Hotel Europa Europa Center **ŠITE** Hwy 15-5(Ram's Plaza Vicinity Map 1" = 400'-0"

<u>Applicant:</u> Scott Murray Land Planning, Inc. 1450 Environ Way Chapel Hill, NC 27517 Contact: Scott Murray 252-213-9501 smurray@stmlandplan.com

Developer: Tarheel Lodging LLC and Unicorn Group Fifteen, LLC

6110 Falcon Bridge Rd. Chapel Hill, NC 27517 Contact: Neil Kapadia (704) 806-7615 nkapadia@rkinvestors.com

Engineering: Pennoni

401 Providence Road, Suite 200 Chapel Hill, NC 27514 Contact: Justin Brown (919) 230-9211 jbrown@pennoni.com

Architects TRU Hotel: The RBA Group

122-B West Bland Street Charlotte, NC 28203 Contact: CHRISTOPHER BYERS, AIA (980) 256-7640 cbyers@therbagroup.com

Architects Building 2 Office : JDavis

510 S. Wilmington ST. Raleigh, NC 27601 Contact: Chris Hall - chrish@jdavisarchitects.com 919-835-1500

<u>Architects Buildings 3-5 Residential:</u> JDavis 510 S. Wilmington ST.

Raleigh, NC 27601 Contact: Audrey Krenitsky or Noah Morris audreyk@jdavisarchitects.com and noahm@jdavisarchitects.com 919-835-1500

Tarheel Lodging Redevelopment

C-0	Cover Sheet
C-1	Area Map
C-1.1	Site Map & Site Photographs
C-2	Existing Conditions Map
C-2.1	Site Constraints & Opportunities
C-3.0	Overall Site Plan Phases I & II
CS1401	Zoning Plan Block-1
CS1402	Zoning Plan Blocks 2 & 3
CS2401	Lighting Plan
CS2402	Lighting Details
CS2403	Lighting Details
CS7200	Site Sections
CS7301	Design Alternates 1 & 2
CS7302	Design Alternates 3a & 3b
CS7203	Design Alternates 3c
CS7204	Design Alternates 4 - 6

1742 FORDHAM BLVD. | CHAPEL HILL, NORTH CAROLINA

Certificate of Appropriateness Technical Plan Set

July 20, 2018

PIN # 9799368876, 9799460556, 9799461879

Developer:

Tarheel Lodging, LLC and Unicorn Group Fifteen, LLC

Sheet Index - TRU Hotel

6110 Falcon Bridge Rd. | Chapel Hill, NC 27517

<u>Sheet Index - Civil & Site Plans</u>

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- A2 East Elevation
- A3 North Elevation West Elevation A4
- North Facade Rendering A5
- Street Patio Rendering A6
- A7 South Facade Rendering
- OAS-1 Rendering A8
- A9 Material Study South A10 Material Study North
- A11 Cross Section
- A12 Main Floor Plan
- A13 Typical Floor Plan
- A14 Cross Site Elevation
- A15 Building Dumpster and Storage

<u>Sheet Index - Building 2</u>

- B2.01 Levels 1-2 Building Plan
- B2.02 Level 3 Building Plan
- B3.01 Elevations
- B3.02 Elevations B3.03 Section
- B3.04 Design Alternate 14

<u>Sheet Index - Buildings 3-5</u>

- C2.01 Level 1 Building Plan
- C2.02 Levels 2-5 Building Plan C2.03 Courtyard Landscape Plan
- C2.04 Level 1 Building Plan
- C2.05 Level s 2-5 Building Plans
- C2.06 Levels 1-4 Building Plans
- C3.01 Elevations C3.02 Elevations
- C3.03 Elevations
- C3.04 Building Sections



Site Data

1740 & 1742 Fordham Blvd. WX-5 & WX-7 Ephosus Fordham (Blue Hill District
Enhagus Eardham (Plua Hill District
Ephesus Fordham/Blue Hill District
6.34 ac (276,170 sf)
<u>0.63 ac (27,617 sf)</u>
6.97 ac (303,787 sf)
s 0 ac (0 sf)

Summary of Design Alternatives (DA)

DA-1: A request to approve a 550' Block Length along Street-1 (south)'.

- DA-2: A request to approve a 517' Building Pass-Thru spacing along Street-1 (south).
- **DA-3a:** A request to increase the Depth of the Build-to-Zone at the Service Drive/Novus Lane A-1 Wrap from 10' to 17'.
- **DA-3b:** A request to approve up to 60% Amenity Space as a percentage of the Build-to-Zone Frontage requirement along Street-1 (north side).
- **DA-3c:** A request to increase the Depth of the Build-to-Zone along Novus Lane Block-2 from 10' to 15'.
- **DA-4:** A request to approve 41% Build-to-Zone Frontage along Street-2 (north side).
- **DA-5:** A request to allow reduced setback from 30' to 10' from proposed R.O.W. (north side) for the proposed parking deck.
- **DA-6:** A request to approve a 50% Build-to-Zone Frontage along Street-2 (south side).

DA-7: A request to approve alternate building step back requirements along the Fordham Street (North) façade.

DA-8: A request to approve alternate building step back requirements along the Hillstone Street (West) façade.

DA-9: A request to approve a 7% ground story transparency along the West building elevation.

DA-10: A request to approve a 4% upper story transparency along the West building elevation.

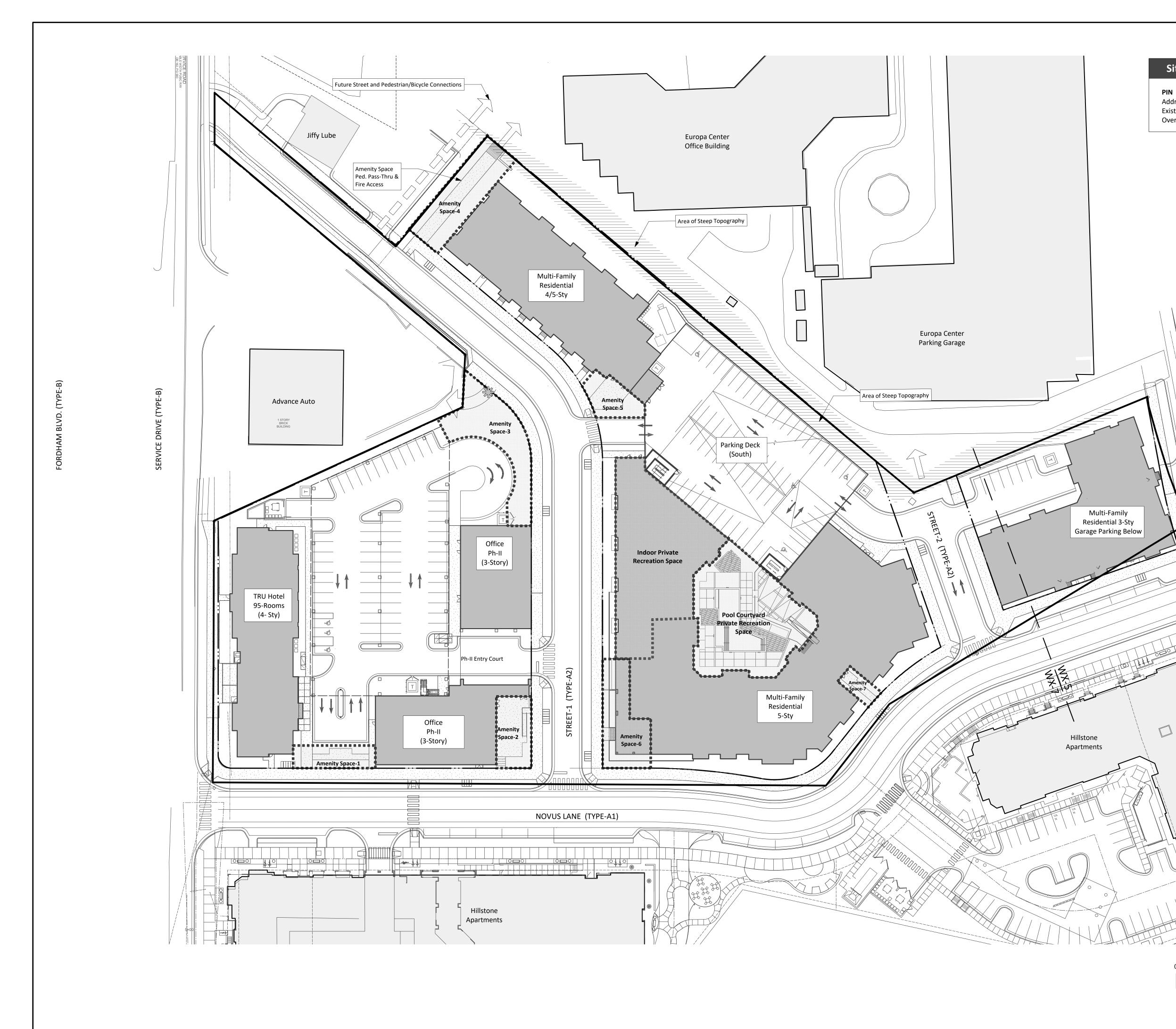
DA-11: A request to approve an alternate to the principal entrance location requirement

DA-12: not used

DA-13: A request to approve E.I.F.S as a primary material.

DA-14: Exception to Ground Floor Elevation Requirement

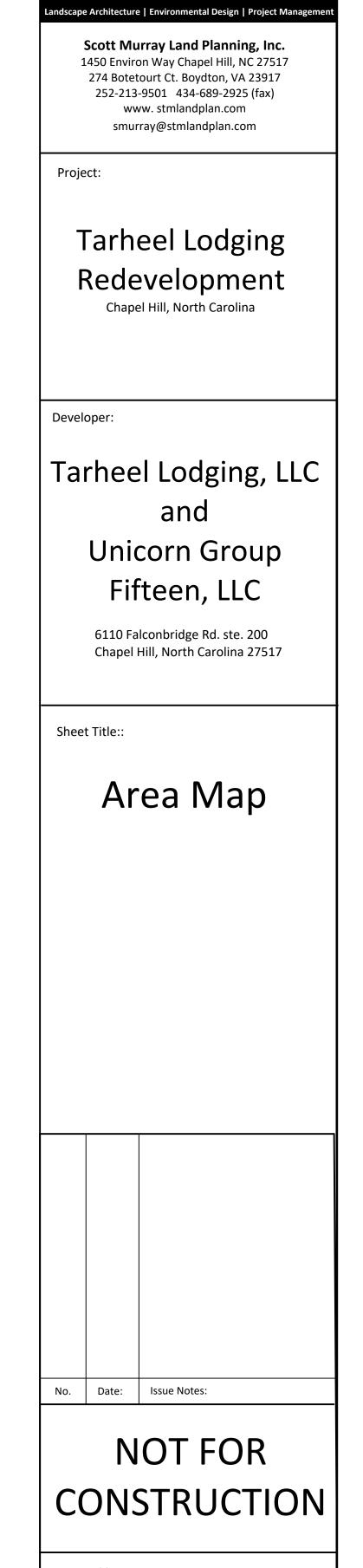
Note: Design Alternative dimensions noted are based on historic survey data and are therefore approximate. Adjustments to dimensions may be necessary to reconcile with final survey data.



Site Data

Address Existing Zoning Overlay Zoning

PIN 9799460556, 9799368876, 9799461879 1740 & 1742 Fordham Blvd. WX-5 & WX-7 Ephesus Fordham/Blue Hill District



SCOTT MURRAY

LAND PLANNING, INC

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as shown

Date: July 20, 2018

Scale:

120 FT

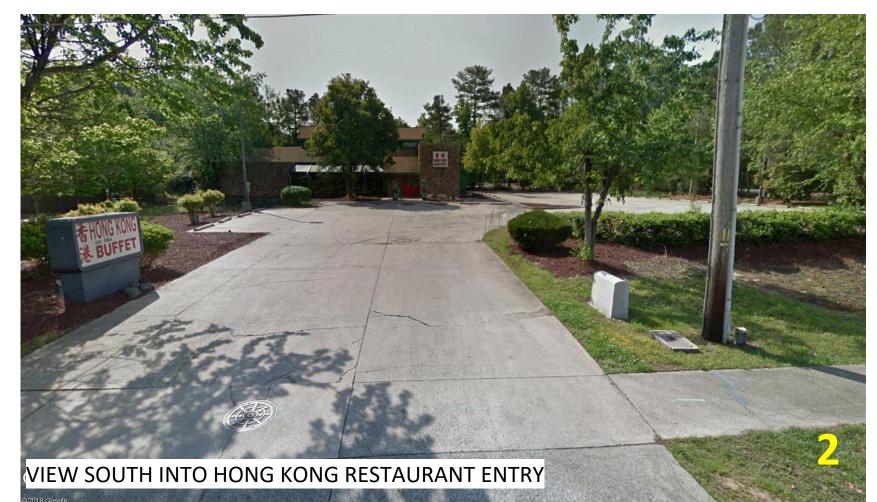
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Drawing No.:

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C-1



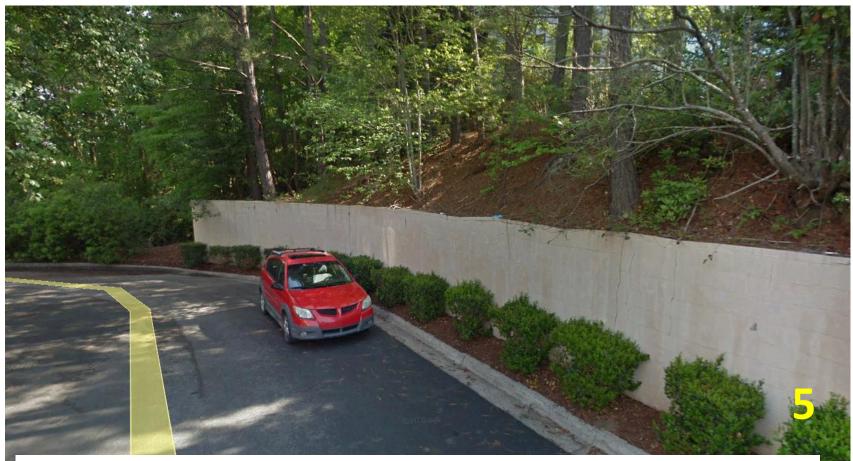


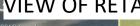


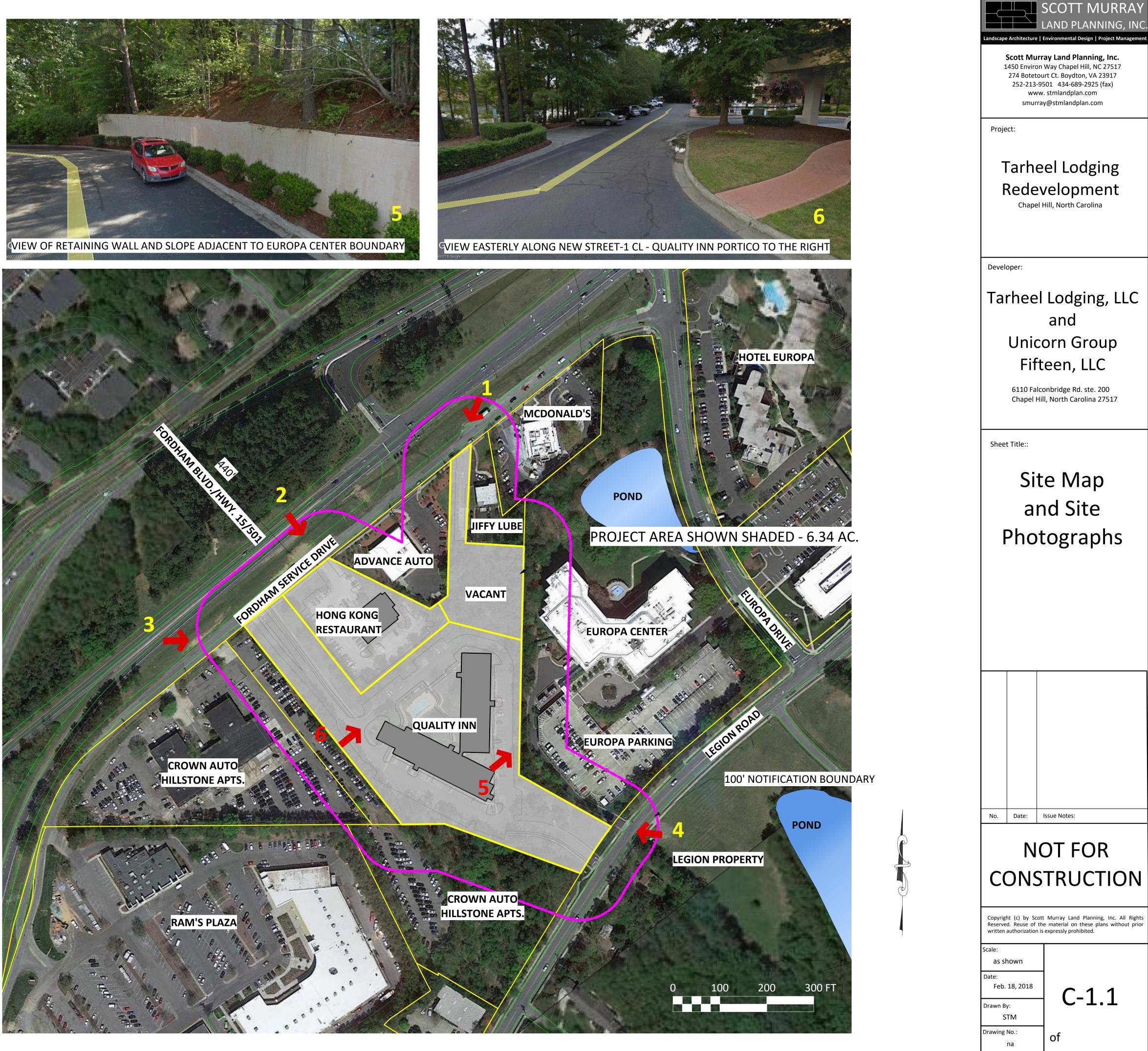
VIEW EASTERLY TOWARDS QUALITY INN ENTRANCE ACROSS HILLSTONE STREET FUTURE CONNECTION

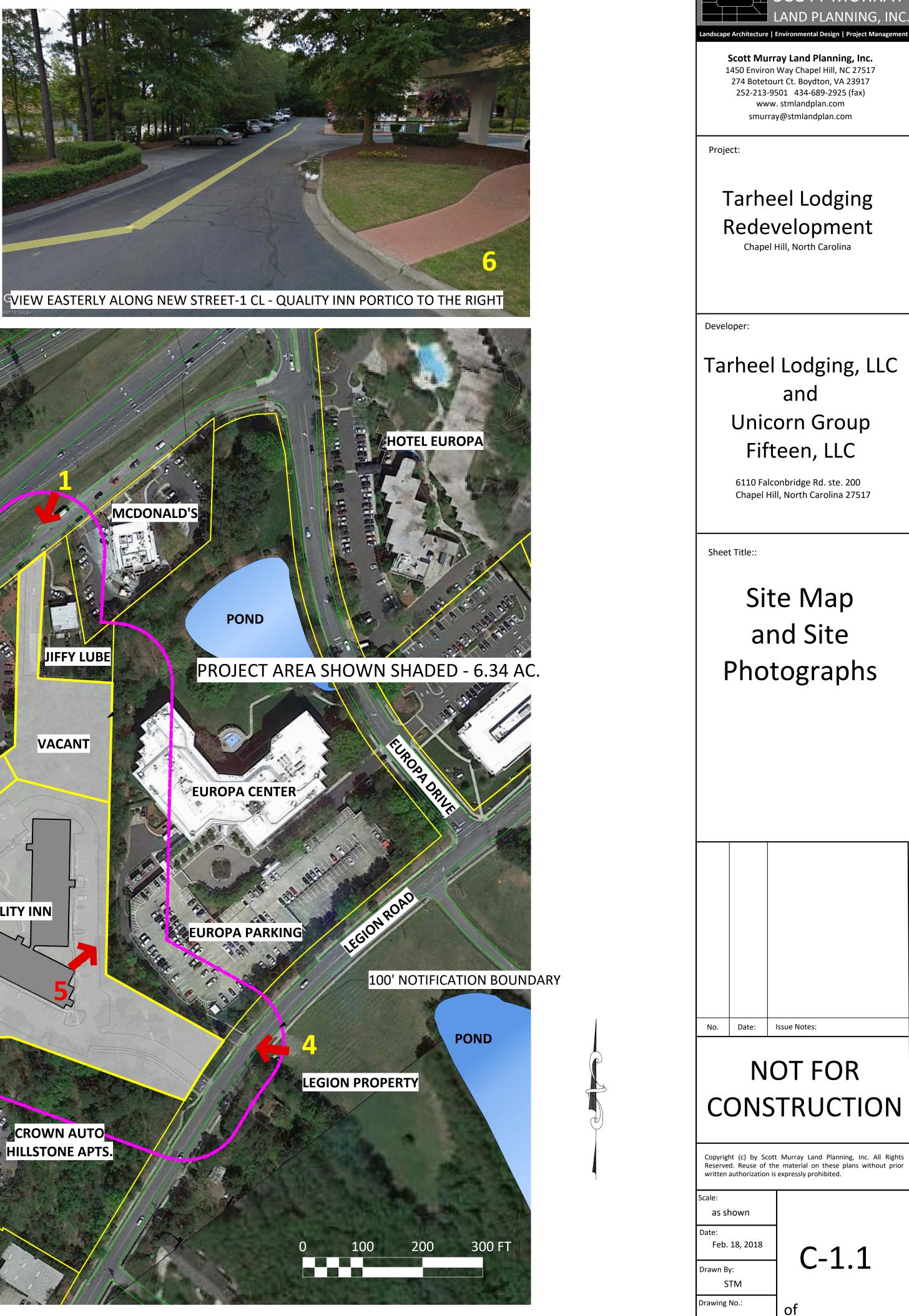


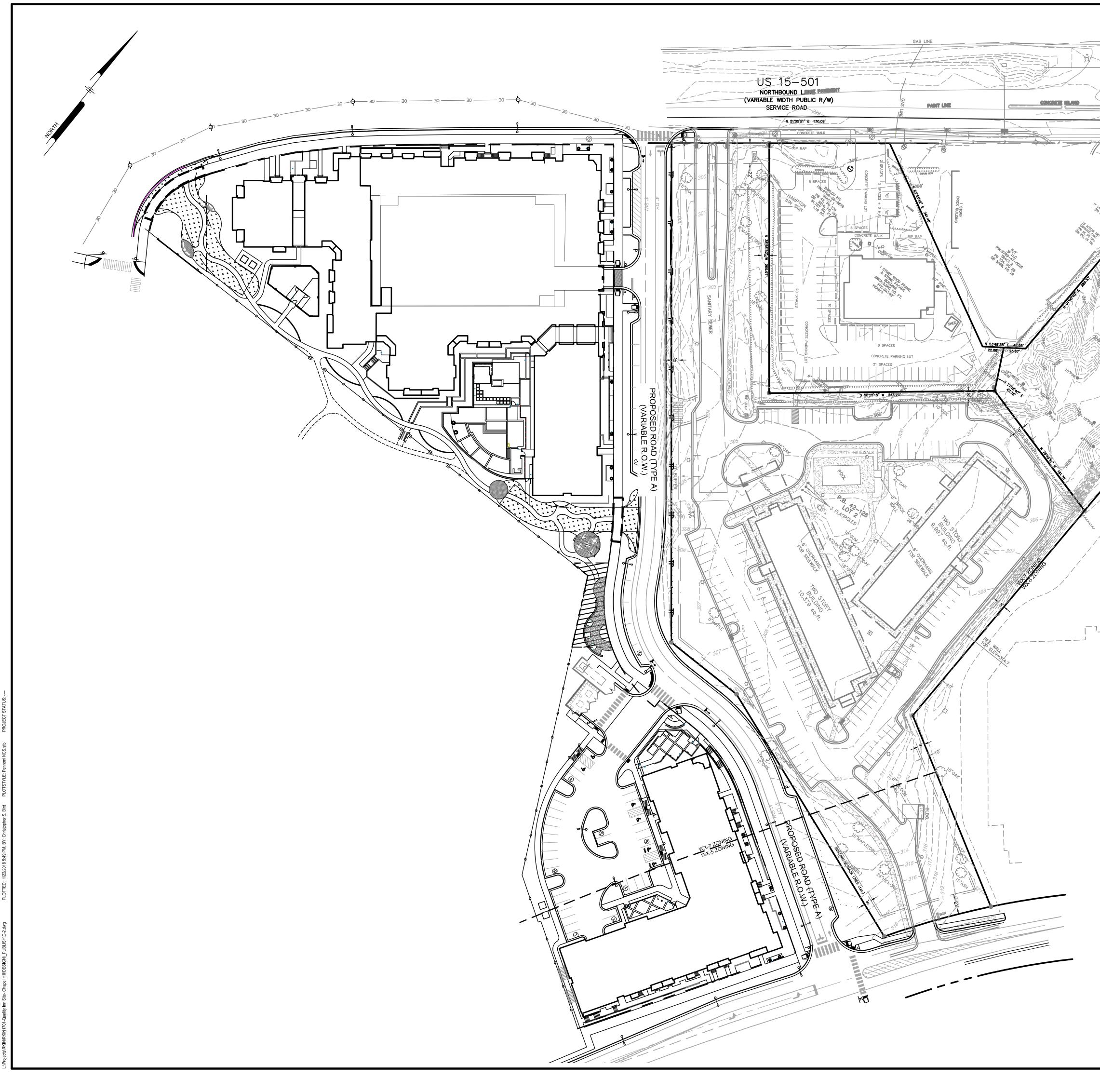
VIEW FROM LEGION RD INTO EUROPA CENTER PARING DRIVE - QUALITY INN TO LEFT



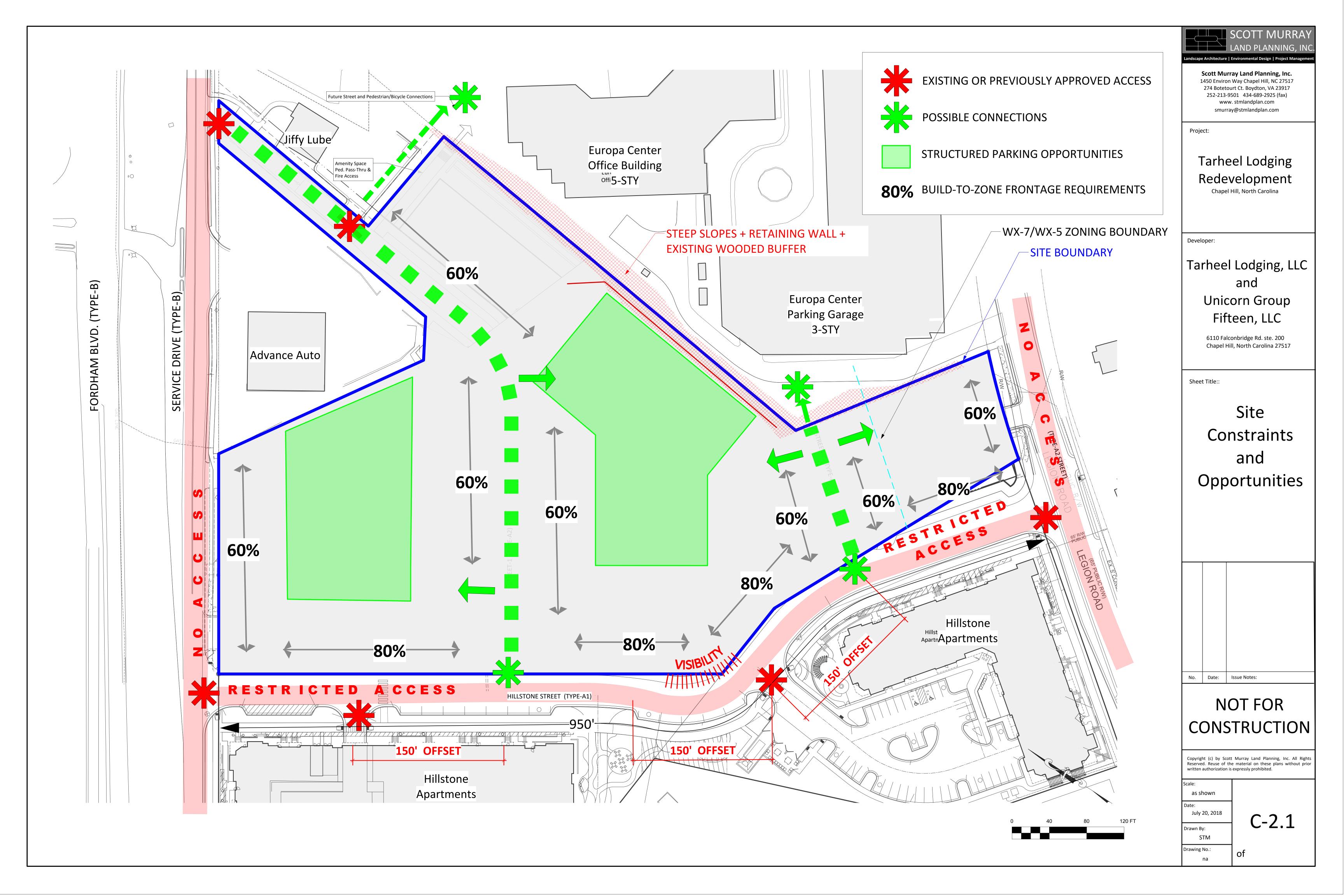


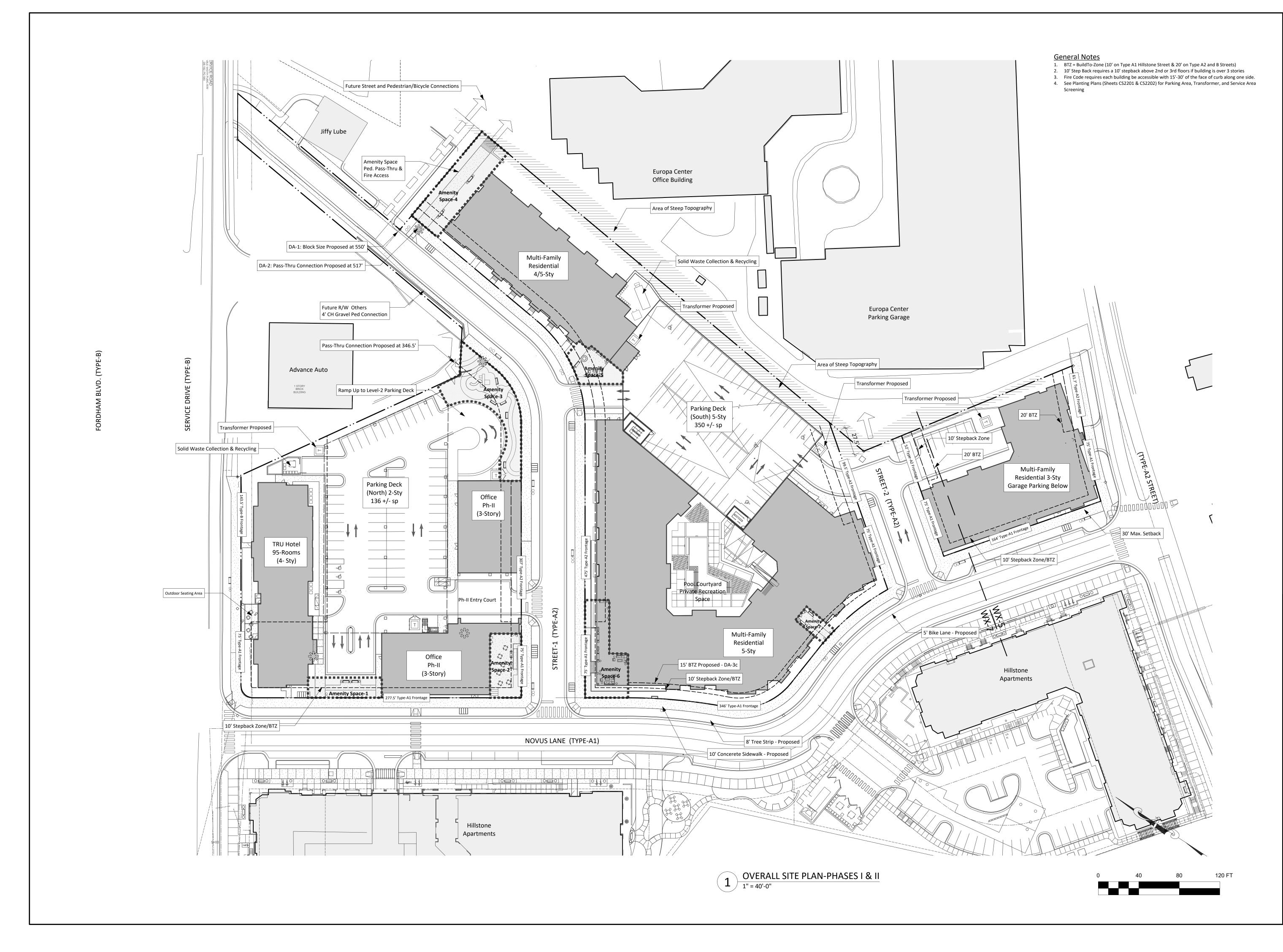






GAS LINE PORT LINE BOX GAME. 200 200 200 200 200 200 200 200 200 20	Pennoni	Fim License F-1267	PENNONI ASSOCIATES INC. 401 Providence Road #200 Chanel Hill NC 27514	T 919.929.1173 F 919.493.6548
	ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK			
	U.S. 15 / 501 E/F DISTRICT PROJECT	CHAPEL HILL, NORTH CAROLINA EXISTING CONDITIONS PLAN	TARHEEL LODGING, LLC & UNICORN GROUP FIFTEEN, LLC	3800 POMFRET LANE CHARLOTTE, N.C. 28211
				BY
				SN
				REVISIONS
				ÖN
				DATE
GENERAL NOTES: 1. THE CONDITIONS SHOWN ON THE ADJOINING PARCEL TO THE SOUTHWEST ARE PROPOSED CONDITIONS ONLY. THE EXISTING CONDITIONS SHOWN ON THE SUBJECT PROPERTIES HAS BEEN TAKEN FROM A VARIETY OF PLANS, AS PRODUCED BY MULTIPLE FIRMS. SAID PLANS HAVE BEEN MERGED TOGETHER TO PRODUCE THIS PLAN SHEET. THE ACTUAL CONDITIONS IN THE FIELD MAY VARY SOME.	ARE INSTRUM PROJECT. THE TO BE SUITABL THE EXTENSIC PROJECT. ANY OR ADAPTATI SPECIFIC PUJ SOLE RISY EXPOSURE T SHALL INDEI ASSOCIATES FR EXPENSES ARIS	TS PREPARED BY PE IENTS OF SERVICE IN Y ARE NOT INTENDE E FOR REUSE BY OW NS OF THE PROJECT REUSE WITHOUT WH ON BY PENNONI ASS RPOSE INTENDED WI (AND WITHOUT LIAB O PENNONI ASSOCIA WINFY AND HOLD HAI WINFY AND HOLD HAI SING OUT OF OR RES	I RESPECT OF D OR REPRESE NER OR OTHEF OR ON ANY O' ITTEN VERIFIC OCIATES FOR LL BE AT OWNE LITY OR LEGAL ITES; AND OWN RMLESS PENNO MAGES, LOSSE ULTING THERE IV-1800	THE INTED RS ON THER ATION THE ERS VER NI S AND FROM.
	DATE DRAWING SCAL	E	2018-01- 1" = 5	50'
0 50' 100'	DRAWN BY		J.	SB JB
PRELIMINARY NOT FOR CONSTRUCTION	SHEET	C-2	OF 1	





252-213-9501 434-689-2925 (fax) www. stmlandplan.com smurray@stmlandplan.com 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:: **Overall Site** Plan Phases I & II Street Level No. Date: Issue Notes: NOT FOR CONSTRUCTION Copyright (c) by Scott Murray Land Planning, Inc. All Rights Reserved. Reuse of the material on these plans without prior written authorization is expressly prohibited. Scale: as shown Date: July 20, 2018 C-3.0 Drawn By: STM Drawing No.: 01 na

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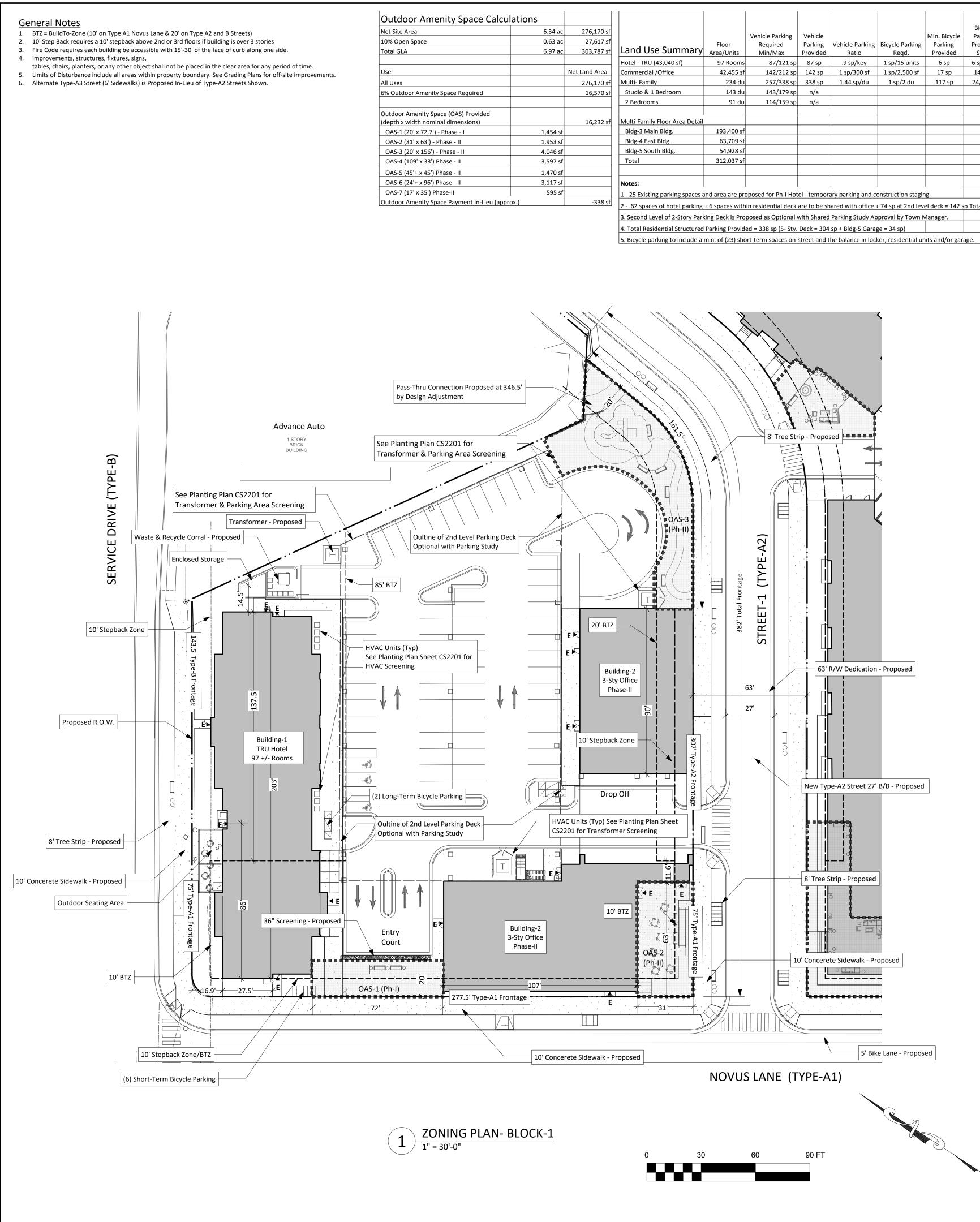
LAND PLANNING, IN

ndscape Architecture | Environmental Design | Project Manageme

Scott Murray Land Planning, Inc.

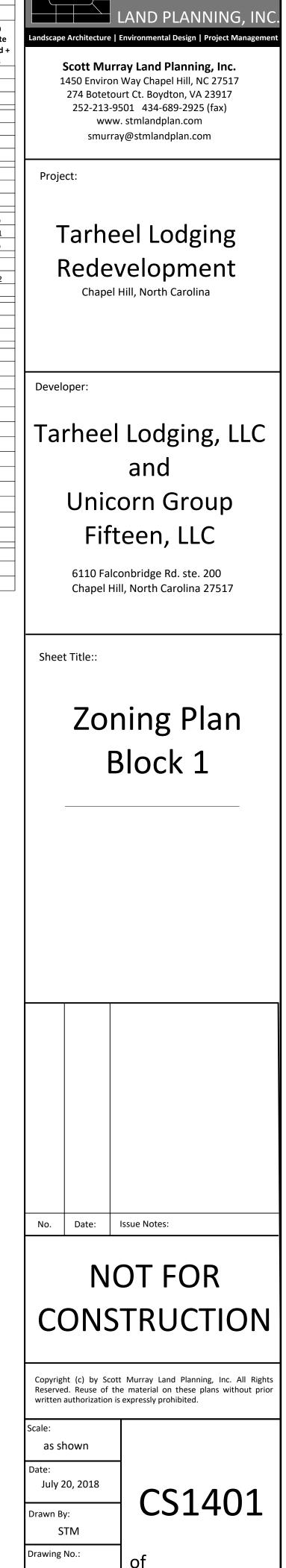
1450 Environ Way Chapel Hill, NC 27517

274 Botetourt Ct. Boydton, VA 23917



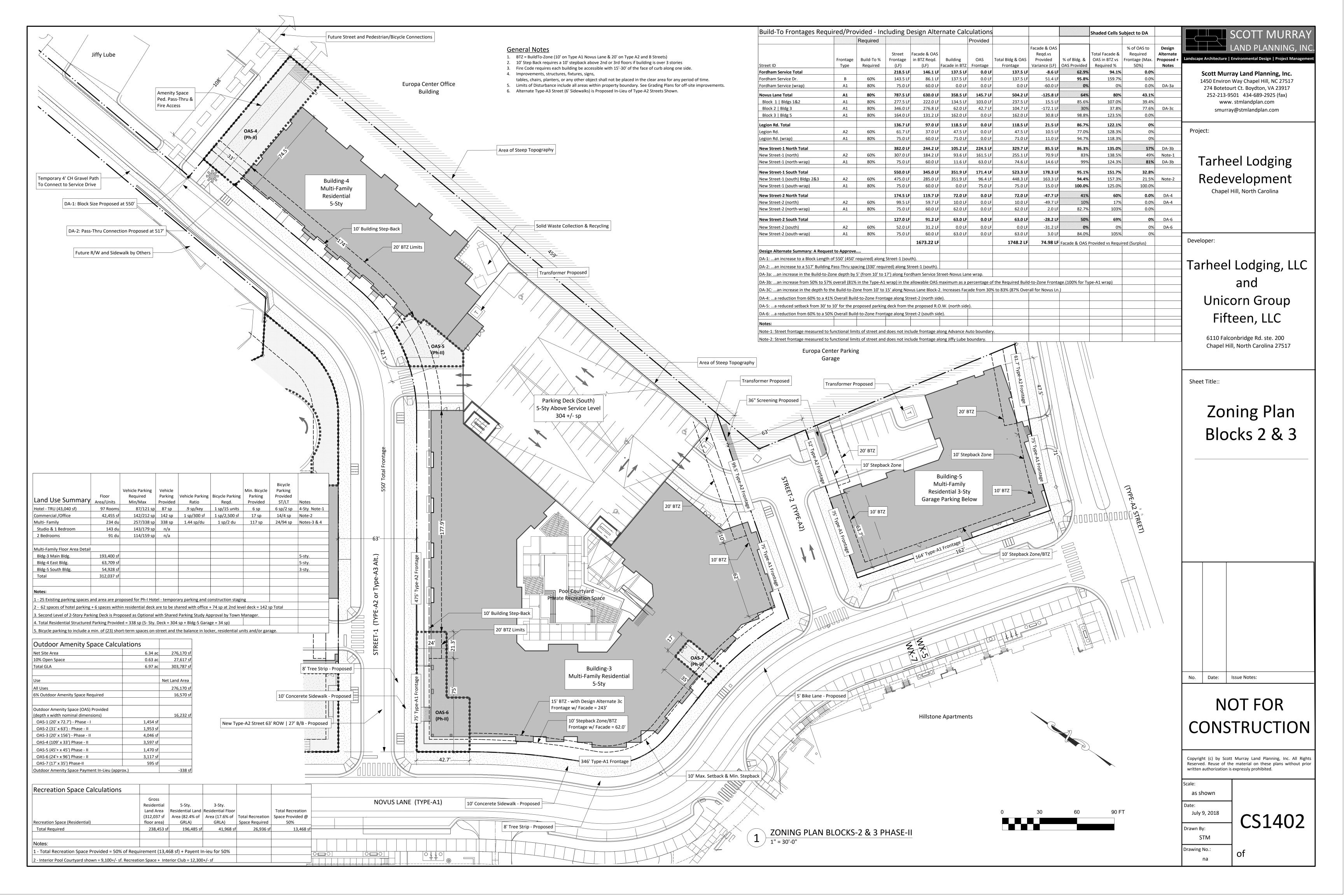
					1			-
nd Use Summary I - TRU (43,040 sf)	97 Rooms	· · · ·		Vehicle Parking Ratio .9 sp/key	Bicycle Parking Reqd. 1 sp/15 units	Min. Bicycle Parking Provided 6 sp	Bicycle Parking Provided ST/LT 6 sp/2 sp	Notes 4-Sty Note-1
mercial /Office	42,455 sf	142/212 sp	142 sp	1 sp/300 sf	1 sp/2,500 sf	17 sp	14/4 sp	Note-2
i- Family	234 du	257/338 sp	338 sp	1.44 sp/du	1 sp/2 du	117 sp	24/94 sp	Notes-3 & 4
dio & 1 Bedroom	143 du	143/179 sp	n/a					
edrooms	91 du	114/159 sp	n/a					
i-Family Floor Area Detail								
g-3 Main Bldg.	193,400 sf							5-sty.
g-4 East Bldg.	63,709 sf							5-sty.
g-5 South Bldg.	54,928 sf							3-sty.
al	312,037 sf							
s:								
5 Existing parking spaces and area are proposed for Ph-I Hotel - temporary parking and construction staging								
2 spaces of hotel parking + 6 spaces within residential deck are to be shared with office + 74 sp at 2nd level deck = 142 sp Total								
cond Level of 2-Story Parking Deck is Proposed as Optional with Shared Parking Study Approval by Town Manager.								
tal Residential Structured Parking Provided = 338 sp (5- Sty. Deck = 304 sp + Bldg-5 Garage = 34 sp)								
velo parking to include a min of (22) short term space on strat and the belance in leaver residential units and/or garage								

Build-To Frontages Rec				esign Aite		Julations				Shaded Cells S	bubject to DA	
		Required				Provided						
Starset ID	Frontage	Build-To %	Street Frontage	Facade & OAS in BTZ Reqd.	Building	OAS	Total Bldg & OAS	Facade & OAS Reqd.vs Provided	% of Bldg. &	Total Facade & OAS in BTZ vs	% of OAS to Required Frontage (Max.	Design Alternat Proposed
Street ID	Туре	Required	(LF)	(LF)	Facade in BTZ		Frontage	Variance (LF)	OAS Provided	Required % 94.1%	50%) 0.0%	Notes
Fordham Service Total Fordham Service Dr.	В	60%	218.5 LF 143.5 LF		137.5 LF 137.5 LF	0.0 LF	137.5 LF 137.5 LF	-8.6 LF 51.4 LF	62.9% 95.8%	94.1% 159.7%		
Fordham Service (wrap)	A1	80%	75.0 LF		0.0 LF	0.0 LF	0.0 LF	-60.0 LF	95.8%			
Novus Lane Total Block 1 Bldgs 1&2	A1	80%	787.5 LF 277.5 LF		358.5 LF 134.5 LF	145.7 LF 103.0 LF	504.2 LF 237.5 LF	- 125.8 LF 15.5 LF	64% 85.6%	80% 107.0%	43.1% 39.4%	
Block 2 Bldg 3	A1 A1	80%	346.0 LF		62.0 LF	42.7 LF	104.7 LF	-172.1 LF	30%			
Block 3 Bldg 5	A1	80%	164.0 LF		162.0 LF	0.0 LF	162.0 LF	30.8 LF	98.8%	123.5%		
Legion Rd. Total Legion Rd.	A2	60%	136.7 LF 61.7 LF		118.5 LF 47.5 LF	0.0 LF	118.5 LF 47.5 LF	21.5 LF 10.5 LF	86.7% 77.0%	122.1% 128.3%		
Legion Rd. (wrap)	A2 A1	80%	75.0 LF		47.3 LF 71.0 LF	0.0 LF	71.0 LF	10.3 LF	94.7%	118.3%		
New Street-1 North Total			382.0 LF		105.2 LF	224.5 LF	329.7 LF	85.5 LF	86.3%	135.0%		
New Street-1 (north)	A2	60%	307.0 LF		93.6 LF	161.5 LF	255.1 LF	70.9 LF	83%			~
New Street-1 (north-wrap)	A1	80%	75.0 LF		11.6 LF	63.0 LF	74.6 LF	14.6 LF	99%	124.3%		
New Street-1 South Total			550.0 LF	345.0 LF	351.9 LF	171.4 LF	523.3 LF	178.3 LF	95.1%			
New Street-1 (south) Bldgs 2&3	A2	60%	475.0 LF		351.9 LF	96.4 LF	448.3 LF	163.3 LF	94.4%	157.3%		
New Street-1 (south-wrap)	A1	80%	75.0 LF		0.0 LF	75.0 LF	75.0 LF	15.0 LF	100.0%	125.0%		
New Street-2 North Total			174.5 LF	119.7 LF	72.0 LF	0.0 LF	72.0 LF	-47.7 LF	41%	60%	0.0%	5 DA-4
New Street-2 (north)	A2	60%	99.5 LF		10.0 LF	0.0 LF	10.0 LF	-49.7 LF	10%	17%		
New Street-2 (north-wrap)	A1	80%	75.0 LF		62.0 LF	0.0 LF	62.0 LF	2.0 LF	82.7%	103%		
New Street-2 South Total			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)	A2	60%	52.0 LF		0.0 LF	0.0 LF	0.0 LF	-31.2 LF	0%	0%	0%	5 DA-6
New Street-2 (south-wrap)	A1	80%	75.0 LF		63.0 LF	0.0 LF	63.0 LF	3.0 LF	84.0%	105%		
				1673.22 LF			1748.2 LF	74.98 LF	Facade & OAS	- Provided vs Requ	ired (Surplus)	
Design Alternate Summary: A Requ	est to Approve	e										
DA-1:an increase to a Block Lengt	h of 550' (450'	required) along	Street-1 (sou	uth).								
DA-2:an increase to a 517' Buildir	ng Pass-Thru sp	acing (330' requ	uired) along St	treet-1 (south).								
DA-3a:an increase in the Build-to	-Zone depth by	5' (from 10' to	17') along For	rdham Service St	reet-Novus Lar	ne wrap.						
DA-3b:an increase from 50% to 5							f the Required Build	l-to-Zone Fronta	ge.(100% for Ty	vpe-A1 wrap)		
DA-3C:an increase in the depth for	the Build-to-Z	one from 10' to	15' along No	vus Lane Block-2	l. Increases Fac	ade from 30%	% to 83% (87% Over	all 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 5	0% Overall Bui	Id-to-Zone Fron	tage along St	reet-2 (south sid	e).							
Notes:												
	o functional lim	nits of street and	does not inc	lude frontage al	ong Advance A	uto boundary	/.					
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.												

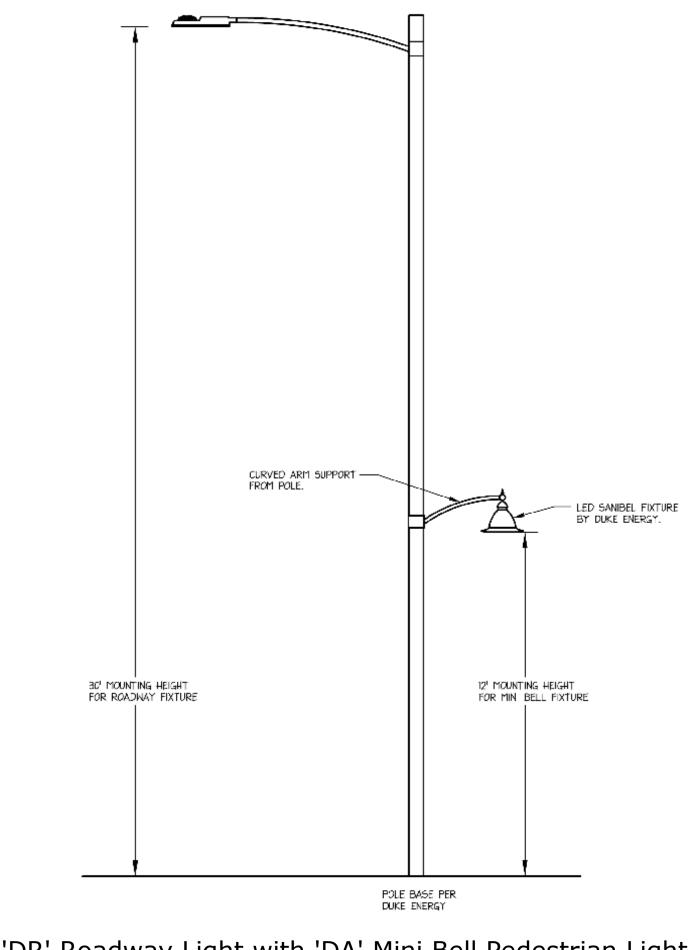


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		Statistics	Schedule				
		Description Symbol Avg Max Min Max/Min Avg/Min Block-2 North Property No.1 1.5 0.0 0.5 10.0 0.1 0.0 0.1		Quantity Manufacturer Catalog Number	Description Lamp	Number Filename Lumens Per Light Loss Wattage Lamps Factor	LAND PLANNING, INC.
0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.3 0.3 0.4 0.3 0.2 0.1		Biock-2 North Property Setback X 1.5 fc 9.0 fc 0.5 fc 18.0:1 3.0:1 Block-2 Setback & OAS-7 X 1.1 fc 4.9 fc 0.6 fc 8.2:1 1.8:1	D DR	19American ElectricATB0 20B LED E10 XLightingR3	XXXX ATB0 SERIES 72W LED 1000MA 20B 4K LED ARRAY TYPE 3 4000K CCT	1 LED Area 70 watt.ies 6264 1 72	
0.0 0.0 0.0 0.1 0.1 0.2 0.3 0.4 0.5 0.4 0.3 0.3 0.2 0.2 0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.5 0.6 0.7 0.6 0.5 0.4 0.4 0.3 0.2	0.1	Building-5 Parking X 2.5 fc 4.2 fc 1.2 fc 3.5:1 2.1:1 Calc Zone #1 + 0.7 fc 11.4 fc 0.0 fc N/A N/A	•	10 Holophane GBLF 070 4K XXXX L	3 GLASWERKS LED BERN 63 4K LED ARRAY	1 LED Sanibel 70 5534 1 70.9	Scott Murray Land Planning, Inc. 1450 Environ Way Chapel Hill, NC 27517
0.0 0.0 0.0 0.1 0.2 0.2 0.3 0.5 0.6 0.8 0.9 0.8 0.6 0.4 0.4 0.3 0.2	0.2 0.1 0.1	OAS-2 X 1.4 fc 4.6 fc 0.4 fc 11.5:1 3.5:1 OAS-3 X 1.8 fc 5.5 fc 0.4 fc 13.8:1 4.5:1				watt.ies	274 Botetourt Ct. Boydton, VA 23917
	0.4 0.5 0.3 0.4 0.6 0.4 0.2	OAS-4 X 2.7 fc 11.2 fc 0.6 fc 18.7:1 4.5:1 OAS-5 X 2.2 fc 5.8 fc 0.8 fc 7.3:1 2.8:1		22 COOPER LIGHTING - ARC050650LEDEU33 - STREETWORKS	LED POST TOP TYPE III NO CAGE 6 LED UNIT, 5000CCT, 65CRI	6 LED Mini Bell 50 559 1 57.4 watt.ies	252-213-9501 434-689-2925 (fax) www. stmlandplan.com
0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.5 0.8 1.4 1.4 1.2 0.9 0.8 0.7 0.6 0.5 0.4 0.3	0.2 0.5 0.4 0.4 1.1 0.7 0.3 0.1 0.1	OAS-6 X 3.9 fc 11.4 fc 1.1 fc 10.4:1 3.5:1	(D D P				smurray@stmlandplan.com
0.0 0.0 0.0 0.1 0.1 0.2 0.2 0.2 0.4 0 0R-19 3 1.3 1.0 0.8 0.7 0.6 0.6 0.5 0.4 0.3 0.2	0.1 0.2 0.6 0.6 0.6 0.8 0.6 0.2 0.1 0.1 0.0	Parking - Hotel Phase-1 Surface X 2.5 fc 5.7 fc 0.6 fc 9.5:1 4.2:1 Parking South Garage X 2.6 fc 8.4 fc 0.7 fc 12.011 2.71		5 COOPER LIGHTING - GAN-AE-04-LED-U-T - STREETWORKS	3R GALLEON LED AREA AND ROADWAY LUMINAIRE (4) 70 CRI, 4000K, 1A LIGHTSQUARES WITH 16 LEDS	64 LED205C_3.ies 330 1 213	Duciest
0.0 0.0 0.1 0.1 0.1 0.2 0.2 0.1 0.4 0.8 0.9 0.9 0.8 0.7 0.7 0.7 0.6 0.4 0.4 0.3 0.2	0.1 0.2 0.5 1.3 2.1 1.1 0.6 0.5 0.2 0.1 0.1 0.0 0.0 0.0	Parking South Garage Entrance X 2.6 fc 8.4 fc 0.7 fc 12.0:1 3.7:1 Sidewalk & OAS-1 Ph-I X 1.5 fc 4.9 fc 0.6 fc 8.2:1 2.5:1	D D3		EACH AND TYPE III ROADWAY OPTICS ABSOLUTE PHOTOMETRY IS		Project:
0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.3 0.2 0.4 0.7 0.6 0.7 0.8 0.9 0.8 0.7 0.5 0.4 0.4 0.3 0.2		Street New & Novus Lane X 1.2 fc 8.1 fc 0.3 fc 27.0:1 4.0:1			BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN		
	OAS-4				GONIOPHOTOMETER WITH TEST DISTANCE OF 28.75 FEET		
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1				1 COOPER LIGHTING - GAN-AE-04-LED-U-T - STREETWORKS	4W GALLEON LED AREA AND ROADWAY LUMINAIRE (4) 70 CRI, 4000K, 1A LIGHTSQUARES WITH 16 LEDS	64 LED205C_4.ies 321 1 213	Tarheel Lodging
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1					EACH AND TYPE IV WIDE OPTICS ABSOLUTE PHOTOMETRY IS BASED		Redevelopment
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1		0.0 0.0 0.0 0.0	D4		ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN		Chapel Hill, North Carolina
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.3 ⁻ 1.6 0.9 ⁻ 0.0				GONIOPHOTOMETER WITH TEST DISTANCE OF 28.75 FEET		
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.1 1.0 0.8 0.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0			1 COOPER LIGHTING - GAN-AE-04-LED-U-T - STREETWORKS	LUMINAIRE (4) 70 CRI, 4000K, 1A	64 LED205C_3.ies 330 1 426	
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1.0 0.9 0.8 8.9 0.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			LIGHTSQUARES WITH 16 LEDS EACH AND TYPE III ROADWAY OPTICS ABSOLUTE PHOTOMETRY IS		
io.o io.o io.o io.o io.o io.o io.o io.o			D33		BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN		Developer:
					GONIOPHOTOMETER WITH TEST DISTANCE OF 28.75 FEET		
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			W1	5 Lithonia Lighting WST LED P3 40K VW	MVOLT WST LED, Performance package 3, 4000 K, visual comfort wide, MVOLT LED	1 WST_LED_P3_40K_ VW_MVOLT.ies 6689 1 50	Tarheel Lodging, LLC
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00 0.						0.3 0.3 0.3	Unicorn Group
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.2 0.3 0.4 0.4 0.5 0.8 1.1 1.0 0.9 0.7 0.6 0.8 0.8 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0				0.5 0.5 0.4 0.3	Fifteen, LLC
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.2 0.2 0.3 0.5 0.7 1.1 0.7 0.7 0.8 0.7 0.5 0.6 0.8 0.8 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0		0.4	0.6 0.5 0.8 0.7 0.6 0.5 0.3	
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.2 0.2 0.3 0.4 0.6 113 1.1 0.5 DP-19 0.7 0.6 0.5 0.5 0.6 0.7 0.9 0.0 0.0 0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0		0.2 0.5 10	1.5 0.9 1.3 1.0 0.7 0.5 0.3	
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0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.1 0.1				.0 0.2 0.4	0.3 0.3 0.4 0.3 0.2 0.2 0.3 0.4 0.4 0.1 0.0 0.0 0.7		Lighting Plan
0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1					0.6 0.6 0.6 0.4 0.7 1.0 1.2 0.0 0.0 0.0 0.0 0.0 0.0	0.5 0.5 0.5 0.6 0.5 0.4 0.4	Lighting Plan
0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1					1.0 1.4 1.9 2.3 2.6 28 0.0 0.0 0.0 0.0 0.0 0.0 0.0	$\left(\begin{array}{c} 0.2 \\ 0.2 \end{array} \right) \left(\begin{array}{c} 0.4 \\ 0.4 \end{array} \right) \left(\begin{array}{c} 0.4 \\ 0.4 \end{array} \right) \left(\begin{array}{c} 0.5 \\ 0.5 \end{array} \right) \left(\begin{array}{c} 0.4 \\ 0.4 \end{array} \right) \left(\begin{array}{c} 0.4 \\ 0.3 \end{array} \right) \left(\begin{array}{c} 0.4 \\ 0.3 \end{array} \right) \left(\begin{array}{c} 0.4 \\ 0.3 \end{array} \right) \left(\begin{array}{c} 0.4 \\ 0.4 \end{array} \right) \left(\begin{array}{c} 0.4 \end{array} \right) \left(\begin{array}{c} 0.4 \\ 0.4 \end{array} \right) \left(\begin{array}{c} 0.4 \end{array} $	
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0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	4.6 ⁱ 4.0 ⁱ 3.6 ⁱ 3.5 ⁱ 3.3 ⁱ 2.7 ⁱ 2.1 ² .0 ⁱ 1.8 ⁱ 1.7 ⁱ 2.2 ⁱ 3.2 ⁱ 3.2 ⁱ 2.2 ⁱ 1.7 ⁱ 1.4 ⁱ 1.0 ⁱ 0.8 ⁱ 0.8		\rightarrow		2.5 3.6 3.5 3.0 2.6 2.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		
$\begin{bmatrix} 0.2 & 0.2 & 0.3 & 0.3 & 0.2 & 0.3 & 0.2 & 0.2 & 0.2 & 0.2 & 0.4 & 0.6 & 0.7 & 1.1 & 1.3 & 1.2 & 1.7 & 2.2 & 2.6 & 2.5 & 3.2 & 4.6 & 5.2 & 4.9 \\ \hline 0.3 & 0.3 & 0.4 & 0.4 & 0.4 & 0.4 & 0.6 & 0.7 & 0.8 & 1.1 & 1.4 & 2.2 & 3.3 & 3.7 & 3.2 & 3.2 & 3.2 & 3.7 & 4.1 & 4.0 & 4.2 \\ \hline \vdots \vdots$					1		
$\begin{array}{cccccccccccccccccccccccccccccccccccc$							
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0.4 0.5 0.9 1.4 2.5 3.4 6.0 45 1.7 1.3 1.2 0.8 0.8 1.4 1.0 0.9 1.2 1.3 0.9 0.9 1.5 0.0 0.0 0.3 0.5 0.8 1.2 1.7 1.8 2.5 3.0 1.5 1.5 1.0 0.8 1.0 1.3 1.2 1.0 1.5 1.1 1.0 1.0 1.4 1.4 1.3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	<u>14 13 10 10 13 08 0.6</u> 0.7 1.0 1.5 1.2 0.8 1.1 1.4 0.8 10 1.9 40	7.6 DA-1 2.5 1.3 1.1 0.9 0.8 0.1		5.0 0.0	Hillstone FDP. They are shown here to demostrate adequate lighting along Novus Lane.	
DP-6 DP-2 0.4 0.5 0.7 0.9 1.1 1.0 1.5 1.5 1.2 1.1 0.8 0.8 0.8 0.9 1.0 0.9 1.0 0.8 0.8 0.8 0.9 1.1 1.0	DP-3	DP-5	< •. /				
0.4 0.5 0.6 0.7 0.7 0.7 0.8 0.8 0.9 1.0 1.1 1.0 1.0 1.1 0.9 0.8 0.8 1.0 0.8 0.8 1.0 0.8 0.8 1.0 0.8 0.9	1.1 1.1 1.0 1.2 1.0 0.8 NOVUS LANE 1.3 1.3 1.3 1.3	1.4 1.1 0.9 0.9 0.6 0.6 0.6 0.7 0.9 1.1 0.9 0.9 0.9 0.9 0.8 0.9 1.2 1.3	1.9 2.6 1.8 1.4 1.0 0.8 0.6 0.4	.4 0.4 0.3 0.3 0.2		D3 & D4 fixtures shown for the Phase-1 surface parking. Any modifications to lighting for Phase-2	
0.3 0.4 0.5 0.5 0.5 0.5 0.6 0.7 1.0 1.3 1.4 1.4 1.2 0.9 0.8 0.7 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.9	\rightarrow	1.2 1.1 0.9 0.7 0.5 0.5 0.6 0.7 0.9 1.2 1.3 1.2 1.1 0.9 0.7 0.7 0.8 1.1	1.5 1.5 1.3 1.0 0.8 9.6 0.5 0.4	.4 0.3 0.3 0.2		parking deck will be submitted with final Phase-2 FDP	
						μαπο.	Copyright (c) by Scott Murray Land Planning, Inc. All Rights
0.2 0.2 0.3 0.3 0.3 0.3 0.3 0.4 0.5 0.8 1.0 1.1 1.1 1.0 0.8 0.6 0.5 0.4 0.4 0.5 0.6 0.8 ↓ DR-2	DR-4 DR-3						Reserved. Reuse of the material on these plans without prior written authorization is expressly prohibited.
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$							Scale:
0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>As Shown</td>							As Shown
							Date:
							May 21, 2018 CS2401
`0.0 `0.0 `0.0 `0.0 `0.0 `0.0 `0.1 `0.1	0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1	0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1	0.1 0.1 0.0 0.0 0.0				
`0.0 `0.0 `0.0 `0.0 `0.0 `0.0 `0.1 `0.1		0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.2 0.2 0.2 0.2 0.1 0.1			0 30 60 FT		Drawn By:
`0.0 `0.0 `0.0 `0.0 `0.0 [`] 0.0 [`] 0.1 ['] 0					0 30 60 FT		STM
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.1 0.1					0 30 60 FT		Drawn By: STM Drawing No.: na



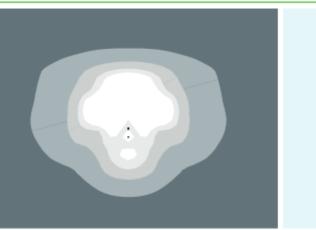
<u>'DR' Roadway Light with 'DA' Mini Bell Pedestrian Light</u> <u>Attached</u>



The Roadway LED is a green solution and great fit for streets, roads, long, narrow areas and parking lots. This energy-efficient luminaire delivers the light where it is needed while increasing visibility and reducing spill light to adjoining properties. Choose low to medium light output on wood or fiberglass poles (or mount on an existing pole). Available with one to four fixtures per pole, depending on the fixture/pole combination selected.

LED (Light Emitting Diode)	50 70 110 150 220 280 watts
Mounting heights	15', 20', 25', 30', 35'
Colors	Bronze Black Gray Green
Poles	Style A, C Wood

Light source: LED (white) Wattage: 50 70 110 150 220 280	
Light pattern: IESNA Type III (oval)	
IESNA cutoff classification: Full cutoff	
Color temperature: 4,000K	
Warm-up and restrike time: Instant on (no warm-up or restrike tin	n



<u> Type 'DR' - Duke Energy Roadway Lighting</u>



Outdoor Lighting Sanibel LED



The beauty of the stylish Sanibel LED is its
remarkable versatility. Its sleek simplicity,
with a gently curved bracket that helps
cast light downward, is at home virtually
anywhere – from more formal traditional
neighborhoods to beachfront communities
and other casual locales.

LED (Light Emitting Diode)	70 150 watts
Mounting heights	15', 20', 25'
Colors	Black Green
Poles	Style A, C

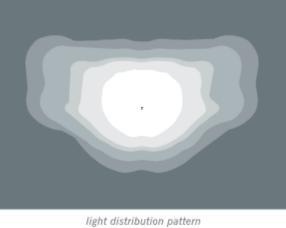


The Mini Bell LED is an energy-efficient luminaire with a classic, sophisticated design. This fixture is an excellent choice for illuminating pathways and residential communities.



Outdoor Lighting Sanibel LED Light source: LED (white) Wattage: 70, 150 Lumens: 5,500 | 12,500

Light pattern: IESNA Type III (oval) IESNA cutoff classification: Full cutoff Color temperature: 4,000K



Color

Black

Green

Туре Aluminum

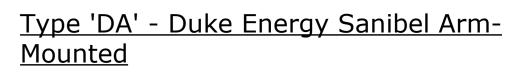
Pole available:

E. L.	
Features	Benefits
No installation cost	Frees up capital for other projects
Design services by lighting professionals included	Meets industry standards and lighting ordinances
Maintenance included	Eliminates high and unexpected repair bills
Electricity included	Less expensive than metered service
Warranty included	Worry-free
One low monthly cost on your electric bill	Convenience and savings for you
Turnkey operation	Provides hassle-free installation and service
Backed by over 40 years of experience	A name you can trust today and tomorrow

Mounting height

15', 20', 25'

©2017 Duke Energy Corporation 170243 4/17



or call us toll free: 800.544.6900 (OH and KY) 800.521.2232 (IN)

Outdoor Lighting Mini Bell LED

Light source: LED (white) Wattage: 50 Lumens: 4,500 Light pattern: IESNA Type IESNA cutoff classification Color temperature: 4,000 Warm-up and restrike time: Instant on (no warm-up or restrike time)

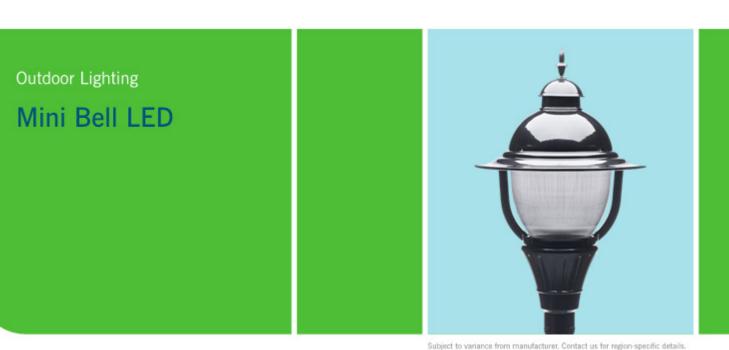
Pole available: Name

Aluminum

Features

Little to no upfront capital cost re Design services by lighting p Maintenance included Electricity included Warranty included One low monthly cost on yo Turnkey operation Backed by over 125 years of

©2018 Duke Energy Corporation 172628 1/18 <u>Type 'DP' - Duk</u> <u>Mounted</u>



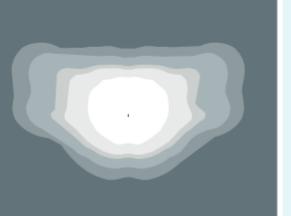
LED (Light Emitting Diode)	50 watts
Mounting height	12', 17' (Style B pole only)
Colors	Black Green
Poles	Style A, B, C, D, E, F
Applications	Neighborhoods Parks







III (oval)
n: Cutoff
K
- Instant (as were as a solution time)

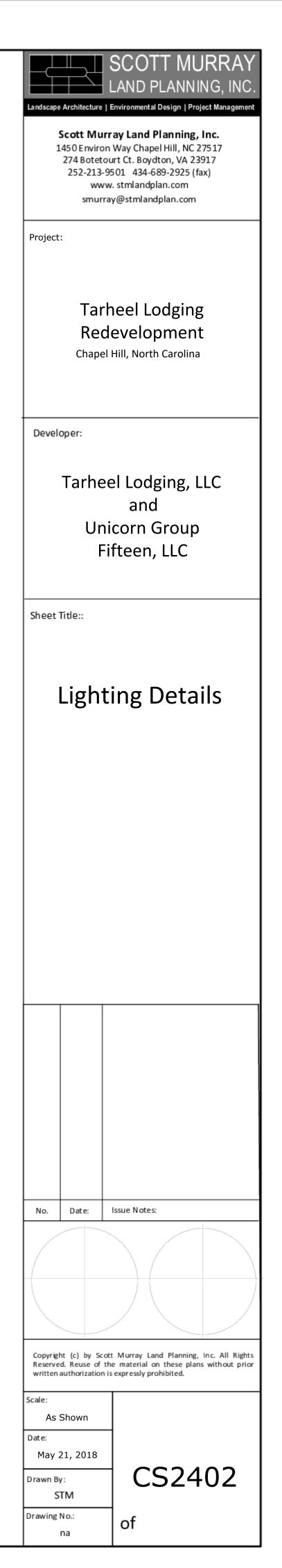


light distribution pattern

	Mounting height	Color
	12', 17' (Style B pole only)	Black Green
	Benefits	
required	Frees up capital for other proje	ects
essionals included	Meets industry standards and	lighting ordinances

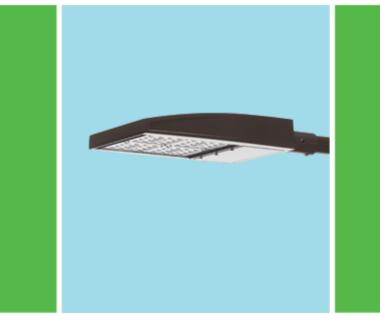
g professionals included	Meets industry standards and lighting ordinances
	Eliminates high and unexpected repair bills
	Less expensive than metered service
	Worry-free
your electric bill	Convenience and savings for you
	Provides hassle-free installation and service
s of experience	A name you can trust today and tomorrow

ke	Energy	Mini-Bell	Post-





Outdoor Lighting Shoebox LED



The energy-efficient Shoebox LED combines a decorative, contemporary style with versatility and ample lighting effect that is perfect for streets, parking lots, commercial buildings and residential communities. The Shoebox LED provides excellent color rendition along with a controlled light pattern that reduces glare and keeps the light directed only where you want it. Available in black or dark bronze with one to four fixtures per pole.

LED 205 watts (Light Emitting Diode) Mounting heights 30', 35' Black Colors Bronze Fiberglass Poles Decorative tapered metal Decorative square metal

Parking lots

Application



Types 'D3', 'D33' & 'D4' - Shoebox Lighting

- D3 Single Fixture Type-III Distribution D33 Double Fixture Type-III Distribution
- D4 Single Fixture Type-IV





10' x 10' 8' and 12



WST LED Architectural Wall Sconce



WST LED P3 40K VW MVOLT DDBXD E20WC PM&E to verify photocell or other switching – requirements

4+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency This luminaire is A+ Certified when ordered with
- DTL[®] controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background

To learn more about A+,

visit www.acuitybrands.com/aplus.

See ordering tree for details.

A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link. to Roam; Link to DTL DLL

sofootcandle pl	ots for the	WST LED	P3 40K	VF and	W. Di	stances ar	re in uni	ts of m	ountir	ng heig	ght (1	01).	
LEGEND	4 1	2 1	0 1	2 3	4	-		4 3	2	1 0	1	2	3
0.1 fc	; []	\nearrow				ance y	4 .						
0.5 fc	14	17	\square	$\left(\right)$	+	second	2 .						
1.0 fc	1	<i>"((</i>	T	1	++	eqin	1	$\left(\right)$	Æ	1	7	\mathcal{H}	+
5.0 fc	1	N	1	2	1	K2 10%	a .		T		4	X	1
	2				_	1945P	4				1		
	3		++		F	ALM-30	-1		+	\square	-	+	VW

FEATURES & SPECIFICATIONS

INTENDED USE The classic architectural shape of the WST LED was designed for applications such as hospitals, schools, malls, restaurants, and commercial buildings. The long life LEDs and driver make this luminaire nearly maintenance-free.

CONSTRUCTION The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire.

FINISH Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in well-mount applications. The WST LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

LITHONIA	
LIGHTING	

Specifications

8-1/2"

(21.59 cm)

(43.18 cm)

10-3/16"

(25.9 cm)

20 lbs

Optional Back Box (PBBW)

(10.2 cm)

5-1/2"

(14.0 cm)

1-1/2"

(3.8 cm)

FOR 3/4" NPT SIDE-ENTRY

Luminaire

Height:

Width:

Depth:

Weight:

Height:

Width:

Depth:

Height:

Width:

Depth:

___w___

0

Optional Back Box (BBW)

(10.2 cm) 5-1/2" (14.0 cm)

1-1/2"

(3.8 cm)

For 3/4" NPT_

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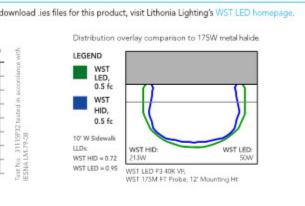
WST-LED Rev. 11/01/17



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A+ Capable options indicated by this color background.

Ordering	g Information		E	XAMPLE: WST	LED P1 40k	VF MVOLT DDBTX
WST LED						
eries	Performance Package	Color temperature Dist	ribution	Voltage	Mounting	
VST LED	P1 1,500 Lumen package P2 3,000 Lumen package P3 6,000 Lumen package	27K 2700 K VF 30K 3000 K VW 40K 4000 K 50K 5000 K		MVOLT ¹ 277 ² 120 ² 347 ² 208 ² 480 ³ 240 ²	Shipped separ BBW Sur	ace mounting bracket
tions					Finis	h (required)
	otoelectric cell, button type 5		E7WC Emergency bat	tery backup, Non CEC complia		
ERS Five ER7 Sev IR Mo IR1FC3V Mo IR1FC3V Mo F Sin F Doi S Dui 7WH Em	MA twist-lock receptacle only (controls on e-wire receptacle only (controls ondered se ren-wire receptacle only (controls ordered rion/Ambient Light Sensor, 8-15' mounti rion/ambient sensor, 8-15' mounting he J ^o motion/ambient light sensor, 15-30' m rion/ambient sensor, 15-30' mounting h gle fuse (120, 277, 347V) ² uble fuse (208, 240, 480V) ² al switching ³ ergency battery backup, Non CEC compli complexity backup, Non CEC compli sergency battery backup, Non CEC compli complexity backup, Non CEC complexity premium Surface - mounted back box Surface - mounted back box Retrieft back plate	parate) ⁶ d separate) ⁶ ng height ¹⁵ ght, ambient sensor enabled at 1fc ounting height ¹³ eight, ambient sensor enabled at 1f ant (7W) ¹⁰ NOTES 1 MVOLT driver operate Hz), 2 Single fuse (SF) require requires 2089, 240V or 3 Also available as a sep 4 Top conduit entry star 5 Need to specify 120, 2	(remote 7W) ^{1C} E20WH Emergency bat compliant* E20WC Emergency bat CEC compliant* CEC compliant* fc ¹² E23WHR Remote emerg [remote 20W) ¹ LCE Left side condu RCE Right side cond Shipped separately RBPW Retrofit back pl VG Vandal guard ¹⁵ WG Wire guard ¹⁵ WG Wire guard ¹⁵ wG Wire guard ¹⁵ es on any line voltage from 120-27 es 120V, 277V or 347V. Double fur r480V. solard. 208, 240 or 277 voltage. I shipped as a separate line item 1 ting Cap included.	tery pack 18W constant powe tery pack -20°C 18W constant en ency battery backup, Non CEC 1995 it entry ¹⁴ huit entry ¹⁴ site ¹ 3te ¹ 3te ¹ 3te ¹	r, CEC DW power, DDB compliant DNA DW DSS	XD Natural aluminum 4XD White KD Sandstone TXD Textured dark bronze BXD Textured black TXD Textured hatural aluminum HGXD Textured white IXD Textured sandstone
		_				
		-	ency Battery Opera			
rgency backup ergency batter PA 101 Life Sal	ry backup is integral to the luminair o configurations include an indepen ry will power the luminaire for a mir lety Code Section 7.9, provided lur show illuminance of 1 fc average an	dent secondary driver with an imum duration of 90 minutes ninaires are mounted at an ap	integral relay to immediately det (maximum duration of three hour propriate height and illuminate a	ect AC power loss, meetings) from the time supply point open space with no major	ng interpretations of ower is lost, per inte or obstructions.	of NFPA 70/NEC 2008 - 700.16
' Gridlines 2' Mounting He	8' MH	WST LED P1 27K VF MVOLT	E7WH	8. WH	WST LED P2 40K VF	2' MH MVOLT E20WH



ELECTRICAL Light engine(s) consist of 98 high-efficacy LEDs mounted to a metal core circuit board and integral aluminum heat sinks to maximize heat dissipation and promote long life (100,000 hrs at 40°C, L87). Class 2 electronic driver has a power factor >90%, THD <20%. Easily-serviceable surge protection device meets a minimum Category B (per ANSI/IEEE C62.41.2). INSTALLATION A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections.

LISTINGS CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. PIR and back box options are rated for wet location. Rated for -30°C to 40°C ambient. DesignLights Consortium[®] (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

WARRANTY 5-year limited warranty. Complete warranty terms located at:

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

WST-LED Rev. 11/01/17

SCOTT MUR LAND PLANNING, I ndscape Architecture | Environmental Design | Project Managemen

Scott Murray Land Planning, Inc. 1450 Environ Way Chapel Hill, NC 27517 274 Botetourt Ct. Boydton, VA 23917 252-213-9501 434-689-2925 (fax) www. stmlandplan.com smurray@stmlandplan.com

Project:

Tarheel Lodging Redevelopment

Chapel Hill, North Carolina

Developer:

Tarheel Lodging, LLC and Unicorn Group Fifteen, LLC

Sheet Title::

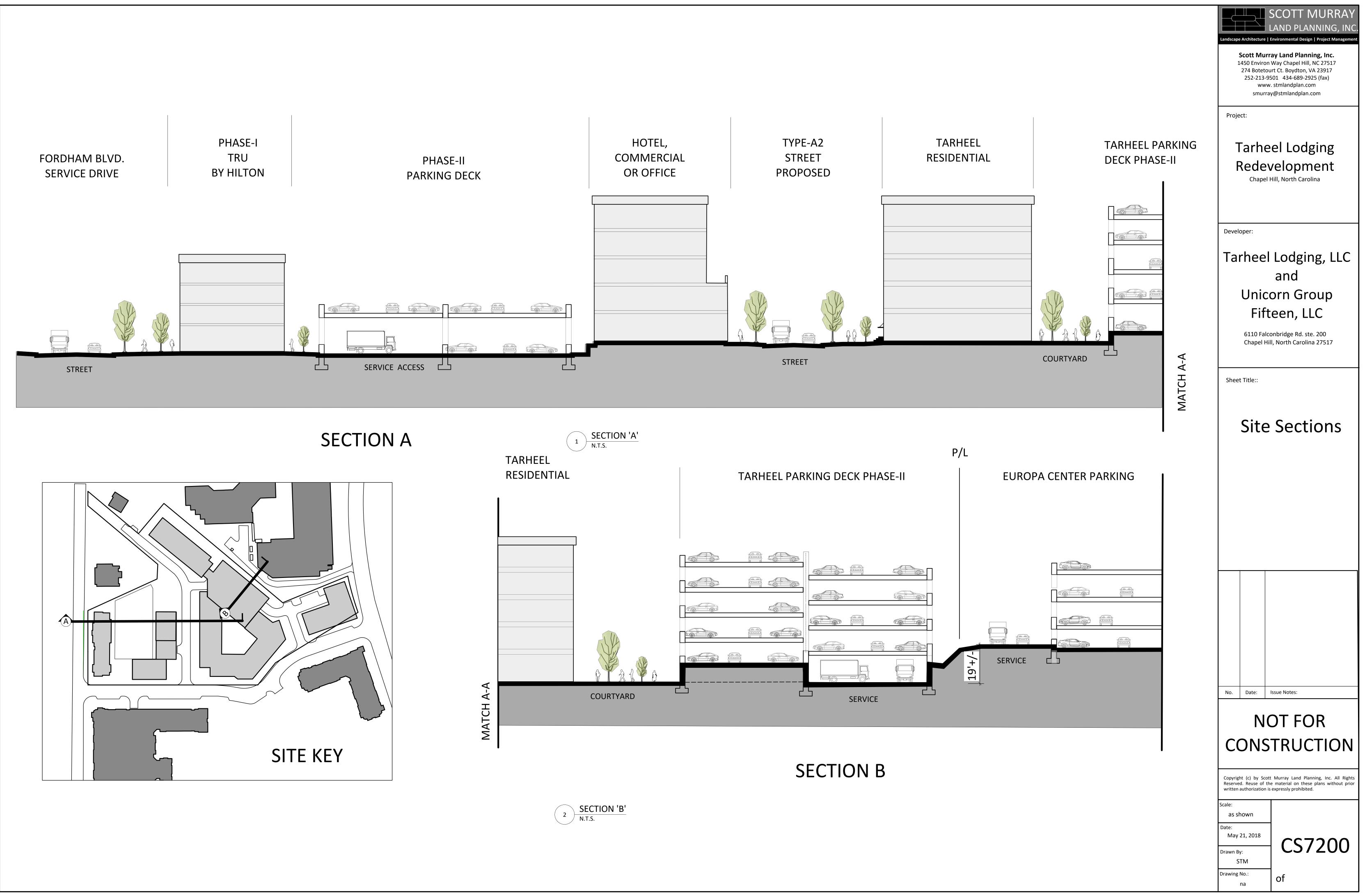
Lighting Details

No. Date: Issue Notes: Copyright (c) by Scott Murray Land Planning, Inc. All Rights Reserved. Reuse of the material on these plans without prior written authorization is expressly prohibited. Scale: As Shown Date:

CS2403

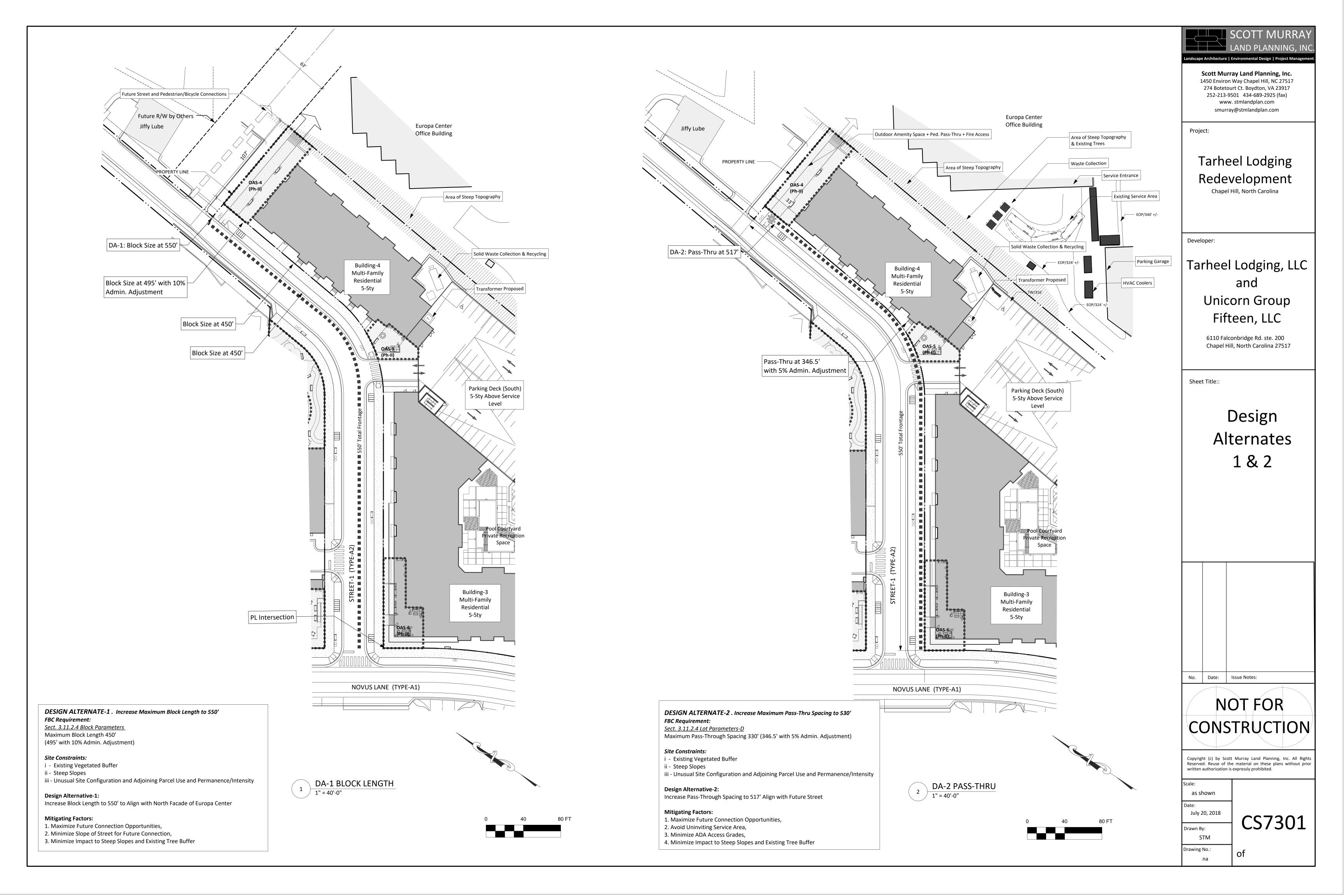
May 21, 2018 Drawn By: STM Drawing No.: na

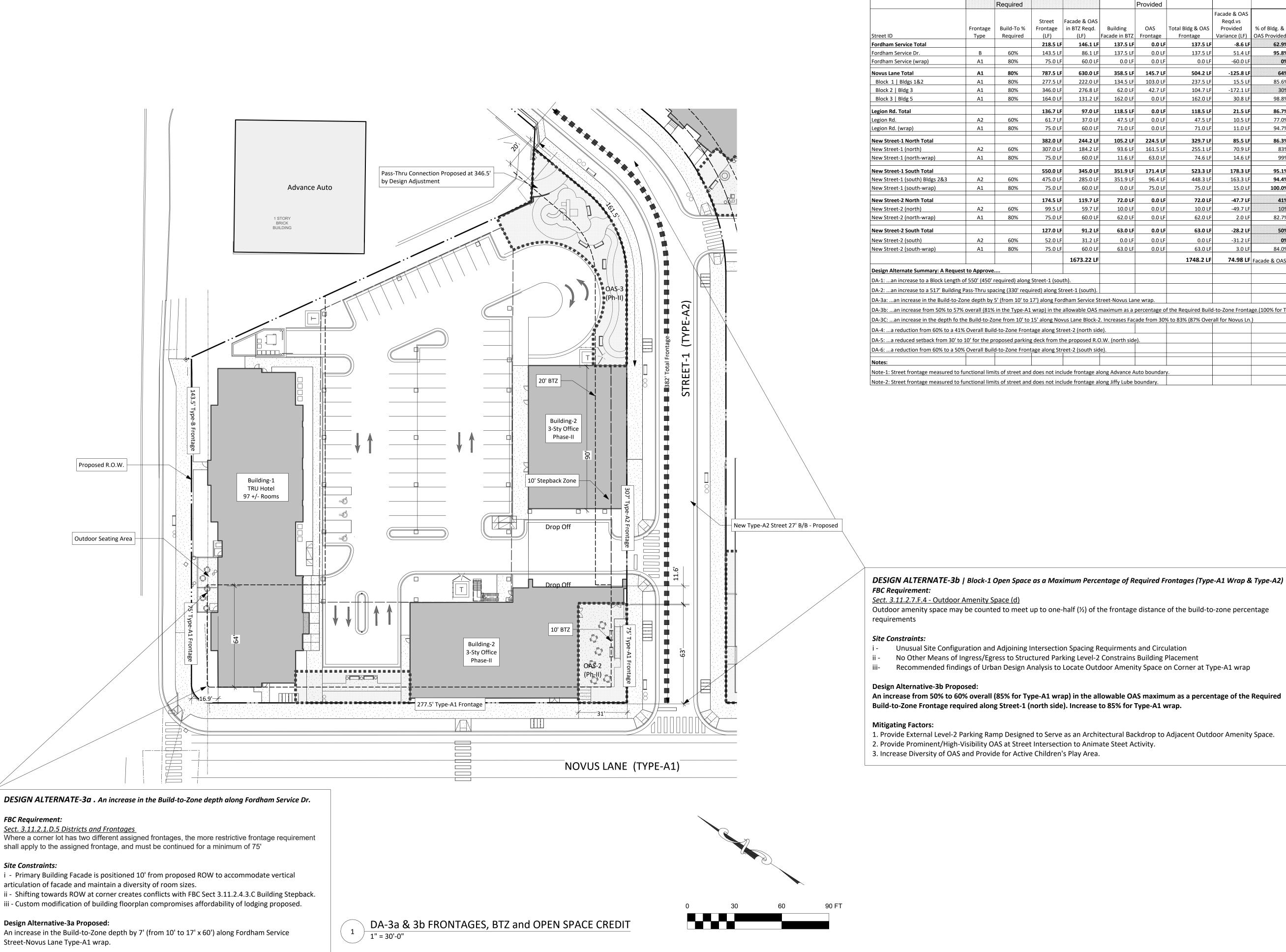
of











shall apply to the assigned frontage, and must be continued for a minimum of 75'

Site Constraints:

- articulation of facade and maintain a diversity of room sizes.

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.

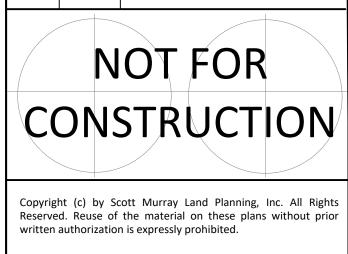
Mitigating Factors:

- 1. Enhanced Vertical Architectural Articulation and Diversity of Room Sizes and Prices.
- 2. Overall Building Facade Within BTZ Is 162.3' vs 147.0' Required, an Increase Of More Than 10%. 3. Building Facade Along Type-B Street Within 20' of ROW Totals 92% Exceeding a Type-A2 Standard for Building Frontage.

Build-To Frontages Requ	ired/Pro	vided - Ind	cluding D	esign Alte	rnate Calo	culations				Shaded Cells S	ubject to DA	
		Required				Provided						
Street ID	Frontage Type	Build-To % Required	Street Frontage (LF)	Facade & OAS in BTZ Reqd. (LF)	Building Facade in BTZ	OAS Frontage	Total Bldg & OAS Frontage	Facade & OAS Reqd.vs Provided Variance (LF)	% of Bldg. & OAS Provided	Total Facade & OAS in BTZ vs Required %	% of OAS to Required Frontage (Max. 50%)	Desig Altern Propos Note
Fordham Service Total			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 Dr.	В	60%	143.5 LF	86.1 LF	137.5 LF	0.0 LF	137.5 LF	51.4 LF	95.8%	159.7%	0.0%	,
Fordham Service (wrap)	A1	80%	75.0 LF	60.0 LF	0.0 LF	0.0 LF	0.0 LF	-60.0 LF	0%	0%	0.0%	DA-3
lovus Lane Total	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 1 Bldgs 1&2	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 2 Bldg 3	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-
Block 3 Bldg 5	A1	80%	164.0 LF	131.2 LF	162.0 LF	0.0 LF	162.0 LF	30.8 LF	98.8%	123.5%	0.0%	,
egion Rd. Total			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.	A2	60%	61.7 LF		47.5 LF	0.0 LF	47.5 LF	10.5 LF			0%	
Legion Rd. (wrap)	A1	80%	75.0 LF		71.0 LF	0.0 LF	71.0 LF	11.0 LF	94.7%		0%	
New Street-1 North Total			382.0 LF	244.2 LF	105.2 LF	224.5 LF	329.7 LF	85.5 LF	86.3%	135.0%	57%	DA-3
New Street-1 (north)	A2	60%	307.0 LF		93.6 LF	161.5 LF	255.1 LF	70.9 LF	83%		49%	
New Street-1 (north-wrap)	A1	80%	75.0 LF		11.6 LF	63.0 LF	74.6 LF	14.6 LF	99%			
								470.015				
New Street-1 South Total New Street-1 (south) Bldgs 2&3	A2	60%	550.0 LF 475.0 LF		351.9 LF 351.9 LF	171.4 LF 96.4 LF	523.3 LF 448.3 LF	178.3 LF 163.3 LF				
New Street-1 (south-wrap)	A2 A1	80%	475.0 LF 75.0 LF		0.0 LF	96.4 LF 75.0 LF	75.0 LF	15.0 LF	94.4%		100.0%	
		0070										
New Street-2 North Total			174.5 LF		72.0 LF	0.0 LF	72.0 LF	-47.7 LF			0.0%	
New Street-2 (north)	A2	60%	99.5 LF		10.0 LF	0.0 LF	10.0 LF	-49.7 LF	10%		0.0%	
New Street-2 (north-wrap)	A1	80%	75.0 LF	60.0 LF	62.0 LF	0.0 LF	62.0 LF	2.0 LF	82.7%	103%	0.0%	-
New Street-2 South Total			127.0 LF	91.2 LF	63.0 LF	0.0 LF	63.0 LF	-28.2 LF	50%	69%	0%	DA
New Street-2 (south)	A2	60%	52.0 LF	31.2 LF	0.0 LF	0.0 LF	0.0 LF	-31.2 LF	0%	0%	0%	5 DA
New Street-2 (south-wrap)	A1	80%	75.0 LF	60.0 LF	63.0 LF	0.0 LF	63.0 LF	3.0 LF	84.0%	105%	0%	<u>,</u>
				1673.22 LF			1748.2 LF	74.98 LF	Facade & OAS	Provided vs Requ	ired (Surplus)	
Design Alternate Summary: A Reque	t to Approve	· · · ·										
DA-1:an increase to a Block Length	of 550' (450'	required) along	Street-1 (sou	th).								
DA-2:an increase to a 517' Building	Pass-Thru spa	acing (330' requ	ired) along St	reet-1 (south).								
- DA-3a:an increase in the Build-to-Z					reet-Novus La	ne wrap.						
DA-3b:an increase from 50% to 57%							f the Required Build	l-to-Zone Fronta		pe-A1 wrap)		
DA-3C:an increase in the depth fo t												
DA-4:a reduction from 60% to a 419							(- · · · · · ·					
DA-5:a reduced setback from 30' to			0 0	•		<u>م)</u>						1
DA-6:a reduction from 60% to a 50		· · ·				- / •						1
					-/-							+
Notes:			l									+
Note-1: Street frontage measured to the second se	unctional lim	its of street and	d does not inc	lude frontage al	ong Advance A	uto boundary	ý.					



SCOTT MURRAY

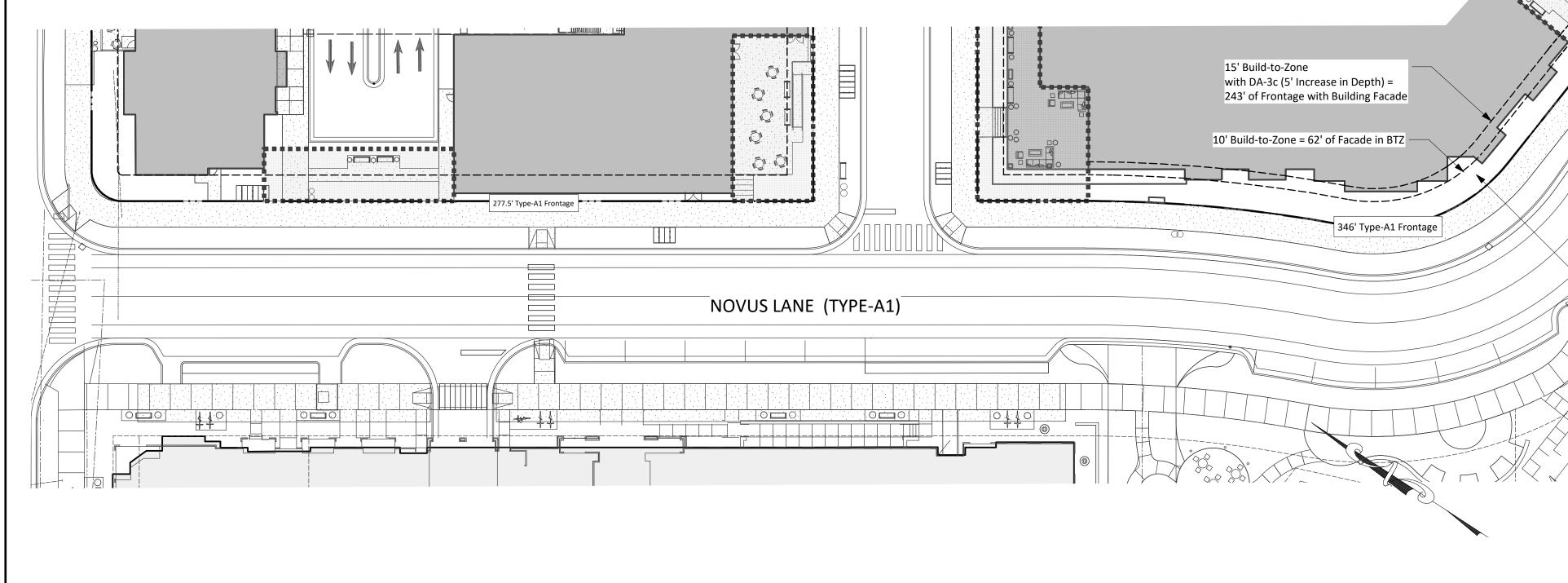


as shown Date: July 20, 2018

Drawn By: STM Drawing No.: na

CS7302

New Street-1 North TotalNew Street-1 (north)A2New Street-1 (north-wrap)A1New Street-1 (north-wrap)A1New Street-1 (south) Bldgs 2&3A2New Street-1 (south) Bldgs 2&3A2New Street-1 (south-wrap)A1New Street-2 (south-wrap)A1New Street-2 (north)A2New Street-2 (north-wrap)A1New Street-2 (north-wrap)A1New Street-2 (south)A2New Street-2 (south)A2New Street-2 (south)A2New Street-2 (south-wrap)A1New Street-2 (south-wrap)A1A180%DA-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	Street % Frontage	 86.1 LF 60.0 LF 630.0 LF 222.0 LF 276.8 LF 131.2 LF 97.0 LF 37.0 LF 60.0 LF 184.2 LF 60.0 LF 345.0 LF 	Building Facade in BTZ 137.5 LF 0.0 LF 358.5 LF 134.5 LF 62.0 LF 162.0 LF	Provided OAS Frontage 0.0 LF 0.0 LF 145.7 LF 103.0 LF 42.7 LF 0.0 LF 0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	Total Bldg & OAS Frontage 137.5 LF 137.5 LF 0.0 LF 504.2 LF 237.5 LF 104.7 LF 162.0 LF 118.5 LF 47.5 LF 71.0 LF 329.7 LF 255.1 LF 74.6 LF	Facade & OAS Reqd.vs Provided Variance (LF) -8.6 LF -51.4 LF -60.0 LF -125.8 LF 15.5 LF -172.1 LF 30.8 LF 21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF 14.6 LF	% of Bldg. & OAS Provided 62.9% 95.8% 0% 64% 85.6% 30% 98.8% 98.8% 77.0% 94.7% 86.3% 83% 99%	 159.7% 0% 80% 107.0% 37.8% 123.5% 122.1% 128.3% 118.3% 135.0% 138.5% 	0.0% 0.0% 43.1% 39.4% 77.6% 0.0% 0.0% 0% 0% 57% 49%	DA-3a DA-3c
Street IDTypeRequireFordham Service TotalBFordham Service Dr.BFordham Service (wrap)A1Novus Lane TotalA1Block 1 Bldgs 1&2A1Block 2 Bldg 3A1Block 3 Bldg 5A1Block 3 Bldg 5A1Legion Rd.A2Legion Rd. (wrap)A1New Street-1 North TotalStreet-1 North TotalNew Street-1 (north)A2New Street-1 (south) Bldgs 2&3A2New Street-1 (south) Bldgs 2&3A2New Street-1 (south-wrap)A1New Street-2 (north)A2New Street-2 (south TotalStreet-2 (south)New Street-2 (south)A2New Street-2 (south-wrap)A1New Street-2 (south-wrap)A1New Street-2 (south-wrap)A1New Street-2 (south-wrap)A1New Street-2 (south-wrap)A1New Street-2 (south-wrap)A1New Street-2 (south-wrap)A1	% Frontage (LF) 218.5 LF 143.5 LF 75.0 LF 787.5 LF 277.5 LF 346.0 LF 164.0 LF 136.7 LF 346.0 LF 550.0 LF	in BTZ Reqd. (LF) 146.1 LF 86.1 LF 60.0 LF 630.0 LF 222.0 LF 276.8 LF 131.2 LF 97.0 LF 37.0 LF 244.2 LF 60.0 LF 60.0 LF 345.0 LF	Facade in BTZ 137.5 LF 137.5 LF 0.0 LF 358.5 LF 134.5 LF 62.0 LF 162.0 LF 162.0 LF 17.5 LF 71.0 LF 105.2 LF 93.6 LF 11.6 LF	Frontage 0.0 LF 0.0 LF 145.7 LF 103.0 LF 42.7 LF 0.0 LF 0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	Frontage 137.5 LF 137.5 LF 0.0 LF 504.2 LF 237.5 LF 104.7 LF 162.0 LF 118.5 LF 71.0 LF 329.7 LF 255.1 LF	Reqd.vs Provided Variance (LF) -8.6 LF 51.4 LF -60.0 LF -125.8 LF 15.5 LF -172.1 LF 30.8 LF 21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF	OAS Provided 62.9% 95.8% 0% 64% 85.6% 30% 98.8% 98.8% 77.0% 94.7% 86.3% 83%	OAS in BTZ vs Required % 94.1% 159.7% 80% 107.0% 37.8% 123.5% 122.1% 128.3% 118.3% 135.0%	Required Frontage (Max. 50%) 0.0% 0.0% 43.1% 39.4% 77.6% 0.0% 0.0% 0% 0% 57% 49%	Alterna Propose DA-3a DA-3a DA-3d
Fordham Service TotalIFordham Service Dr.BFordham Service (wrap)A1Novus Lane TotalA1Block 1 Bldgs 1&2A1Block 2 Bldg 3A1Block 3 Bldg 5A1Block 3 Bldg 5A1Block 3 Bldg 5A1Legion Rd. TotalILegion Rd. (wrap)A1New Street-1 North TotalINew Street-1 (north)A2New Street-1 (north)A2New Street-1 (south) Bldgs 2&3A2New Street-1 (south) Bldgs 2&3A2New Street-2 (north)A1New Street-2 (north)A2New Street-2 (south)A2New Street-2 (south)A2New Street-2 (south)A2New Street-2 (south)A2A180%New Street-2 (south)A2A180%New Street-2 (south)A2A180%New Street-2 (south)A2A260%New Street-2 (south)A2A380%New Street-2 (south)A2A480%New Street-2 (south)A3New Street-2 (south)A3New Street-3 (south)A3New Street-3 (south)A3New Street-3 (south)A3New Street-4 (south)A4New Street-5 (south)A3New Street-7 (south)A1New Street-7 (south)A5New Street-7 (south)A1New Street-8 (south)A5	218.5 LF 143.5 LF 75.0 LF 787.5 LF 277.5 LF 346.0 LF 164.0 LF 164.0 LF 346.7 LF 336.7 LF 382.0 LF 307.0 LF 550.0 LF	 146.1 LF 86.1 LF 86.1 LF 60.0 LF 630.0 LF 222.0 LF 276.8 LF 131.2 LF 97.0 LF 37.0 LF 60.0 LF 184.2 LF 60.0 LF 345.0 LF 	137.5 LF 137.5 LF 0.0 LF 358.5 LF 134.5 LF 62.0 LF 162.0 LF 162.0 LF 17.5 LF 71.0 LF 105.2 LF 93.6 LF 11.6 LF	0.0 LF 0.0 LF 145.7 LF 103.0 LF 42.7 LF 0.0 LF 0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	137.5 LF 137.5 LF 0.0 LF 504.2 LF 237.5 LF 104.7 LF 162.0 LF 47.5 LF 71.0 LF 329.7 LF 255.1 LF	-8.6 LF 51.4 LF -60.0 LF -125.8 LF 15.5 LF -172.1 LF 30.8 LF 21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF	62.9% 95.8% 0% 85.6% 30% 98.8% 86.7% 77.0% 94.7% 86.3% 83%	94.1% 94.1% 159.7% 0% 80% 107.0% 37.8% 107.0% 37.8% 123.5% 122.1% 128.3% 118.3% 118.3% 135.0% 138.5%	0.0% 0.0% 0.0% 43.1% 39.4% 77.6% 0.0% 0.0% 0% 0% 0% 0% 0%	DA-3a DA-3a DA-3d
Fordham Service (wrap)A180%Novus Lane TotalA180%Block 1 Bldgs 1&2A180%Block 2 Bldg 3A180%Block 3 Bldg 5A180%Legion Rd. TotalImage: Constraint of the second	143.5 LF 75.0 LF 787.5 LF 277.5 LF 346.0 LF 164.0 LF 136.7 LF 61.7 LF 382.0 LF 307.0 LF 75.0 LF	 86.1 LF 60.0 LF 630.0 LF 222.0 LF 276.8 LF 131.2 LF 97.0 LF 37.0 LF 60.0 LF 184.2 LF 60.0 LF 345.0 LF 	137.5 LF 0.0 LF 358.5 LF 134.5 LF 62.0 LF 162.0 LF 118.5 LF 71.0 LF 105.2 LF 93.6 LF 11.6 LF	0.0 LF 0.0 LF 145.7 LF 103.0 LF 42.7 LF 0.0 LF 0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	137.5 LF 0.0 LF 504.2 LF 237.5 LF 104.7 LF 162.0 LF 118.5 LF 71.0 LF 329.7 LF 255.1 LF	51.4 LF -60.0 LF -125.8 LF 15.5 LF -172.1 LF 30.8 LF 21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF	95.8% 0% 64% 85.6% 30% 98.8% 86.7% 77.0% 94.7% 86.3% 86.3%	 159.7% 0% 80% 107.0% 37.8% 123.5% 122.1% 128.3% 118.3% 135.0% 138.5% 	0.0% 0.0% 43.1% 39.4% 77.6% 0.0% 0.0% 0% 0% 57% 49%	DA-3a DA-3a DA-3b
Novus Lane Total A1 80% Block 1 Bldgs 1&2 A1 80% Block 2 Bldg 3 A1 80% Block 3 Bldg 5 A1 80% Legion Rd. Total	75.0 LF 787.5 LF 277.5 LF 346.0 LF 164.0 LF 61.7 LF 61.7 LF 382.0 LF 307.0 LF 75.0 LF	 60.0 LF 630.0 LF 222.0 LF 276.8 LF 131.2 LF 97.0 LF 37.0 LF 60.0 LF 184.2 LF 60.0 LF 345.0 LF 	0.0 LF 358.5 LF 134.5 LF 62.0 LF 162.0 LF 118.5 LF 71.0 LF 105.2 LF 93.6 LF 11.6 LF	145.7 LF 103.0 LF 42.7 LF 0.0 LF 0.0 LF 0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	0.0 LF 504.2 LF 237.5 LF 104.7 LF 162.0 LF 118.5 LF 47.5 LF 71.0 LF 329.7 LF 255.1 LF	-60.0 LF -125.8 LF 15.5 LF -172.1 LF 30.8 LF 21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF	64% 85.6% 30% 98.8% 86.7% 77.0% 94.7% 86.3% 83%	 0% 80% 107.0% 37.8% 123.5% 122.1% 128.3% 118.3% 135.0% 138.5% 	0.0% 43.1% 39.4% 77.6% 0.0% 0% 0% 57% 49%	DA-30
Block 1 Bldgs 1&2 A1 80% Block 2 Bldg 3 A1 80% Block 3 Bldg 5 A1 80% Legion Rd. Total	277.5 LF 346.0 LF 164.0 LF 136.7 LF 61.7 LF 382.0 LF 307.0 LF 75.0 LF 550.0 LF	 222.0 LF 276.8 LF 131.2 LF 97.0 LF 37.0 LF 60.0 LF 244.2 LF 184.2 LF 60.0 LF 345.0 LF 	134.5 LF 62.0 LF 162.0 LF 118.5 LF 47.5 LF 71.0 LF 93.6 LF 11.6 LF	103.0 LF 42.7 LF 0.0 LF 0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	237.5 LF 104.7 LF 162.0 LF 118.5 LF 47.5 LF 71.0 LF 329.7 LF 255.1 LF	15.5 LF -172.1 LF 30.8 LF 21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF	85.6% 30% 98.8% 86.7% 77.0% 94.7% 86.3% 83%	107.0% 37.8% 123.5% 123.5% 128.3% 118.3% 118.3% 135.0%	39.4% 77.6% 0.0% 0% 0% 57% 49%	DA-30
Block 2 Bldg 3A180%Block 3 Bldg 5A180%Legion Rd. TotalLegion Rd. TotalA2Legion Rd. (wrap)A180%New Street-1 North TotalA1New Street-1 (north)A260%New Street-1 (north-wrap)A180%New Street-1 (south) Bldgs 2&3A260%New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 (north)A260%New Street-2 (north)A260%New Street-2 (north)A260%New Street-2 (south TotalNew Street-2 (north)New Street-2 (south)A180%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south TotalINew Street-2 (south TotalINew Street-2 (south TotalINew Street-2 (south TotalINew Street-2 (south TotalIDA-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10	346.0 LF 164.0 LF 136.7 LF 61.7 LF 382.0 LF 307.0 LF 75.0 LF 550.0 LF	 276.8 LF 131.2 LF 97.0 LF 37.0 LF 60.0 LF 244.2 LF 184.2 LF 60.0 LF 345.0 LF 	62.0 LF 162.0 LF 118.5 LF 47.5 LF 71.0 LF 93.6 LF 11.6 LF	42.7 LF 0.0 LF 0.0 LF 0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	104.7 LF 162.0 LF 118.5 LF 47.5 LF 71.0 LF 329.7 LF 255.1 LF	-172.1 LF 30.8 LF 21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF	30% 98.8% 86.7% 77.0% 94.7% 86.3% 83%	37.8% 123.5% 122.1% 128.3% 118.3% 118.3% 135.0%	77.6% 0.0% 0% 0% 0% 57% 49%	DA-3
Block 3 Bldg 5A180%Legion Rd. TotalA260%Legion Rd. (wrap)A180%New Street-1 North TotalNew Street-1 (north)A2New Street-1 (north-wrap)A180%New Street-1 (south TotalNew Street-1 (south) Bldgs 2&3A2New Street-1 (south) Bldgs 2&3A260%New Street-1 (south) TotalNew Street-1 (south-wrap)A1New Street-2 (south) Mage 2&3A260%New Street-2 (south) Mage 2&3A260%New Street-2 (south)A260%New Street-2 (south-wrap)A180%DA-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	164.0 LF 136.7 LF 61.7 LF 75.0 LF 382.0 LF 307.0 LF 75.0 LF 550.0 LF	 131.2 LF 97.0 LF 37.0 LF 60.0 LF 244.2 LF 184.2 LF 60.0 LF 345.0 LF 	162.0 LF 118.5 LF 47.5 LF 71.0 LF 105.2 LF 93.6 LF 11.6 LF	0.0 LF 0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	162.0 LF 118.5 LF 47.5 LF 71.0 LF 329.7 LF 255.1 LF	30.8 LF 21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF	98.8% 86.7% 77.0% 94.7% 86.3% 83%	123.5%	0.0% 0% 0% 57% 49%	DA-3
Legion Rd. TotalLegion Rd.A2Legion Rd. (wrap)A1Rew Street-1 North TotalNew Street-1 (north)New Street-1 (north)A2New Street-1 (north-wrap)A1New Street-1 (south TotalNew Street-1 (south) Bldgs 2&3New Street-1 (south) Bldgs 2&3A2New Street-1 (south-wrap)A1New Street-2 (south-wrap)A1New Street-2 (north)A2New Street-2 (north)A2New Street-2 (south TotalNew Street-2 (south)New Street-2 (south)A2New Street-2 (south)A2New Street-2 (south)A2New Street-2 (south)A1New Street-2 (south)A2New Street-2 (south-wrap)A1New Street-2 (south-wrap)A1<	136.7 LF 61.7 LF 75.0 LF 382.0 LF 307.0 LF 75.0 LF 550.0 LF	 97.0 LF 37.0 LF 60.0 LF 244.2 LF 184.2 LF 60.0 LF 345.0 LF 	118.5 LF 47.5 LF 71.0 LF 105.2 LF 93.6 LF 11.6 LF	0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	118.5 LF 47.5 LF 71.0 LF 329.7 LF 255.1 LF	21.5 LF 10.5 LF 11.0 LF 85.5 LF 70.9 LF	86.7% 77.0% 94.7% 86.3% 83%	122.1% 128.3% 118.3% 135.0% 138.5%	0% 0% 0% 57% 49%	DA-3I
Legion Rd.A260%Legion Rd. (wrap)A180%New Street-1 North TotalNew Street-1 (north)A260%New Street-1 (north-wrap)A180%New Street-1 South TotalNew Street-1 (south) Bldgs 2&3A260%New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 (south-wrap)A180%New Street-2 (north)A260%New Street-2 (north-wrap)A180%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A180%Da-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase in the Build-to-Zone depth by 5' (from 10	61.7 LF 75.0 LF 382.0 LF 307.0 LF 75.0 LF 550.0 LF	 37.0 LF 60.0 LF 244.2 LF 184.2 LF 60.0 LF 345.0 LF 	47.5 LF 71.0 LF 105.2 LF 93.6 LF 11.6 LF	0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	47.5 LF 71.0 LF 329.7 LF 255.1 LF	10.5 LF 11.0 LF 85.5 LF 70.9 LF	77.0% 94.7% 86.3% 83%	128.3% 118.3% 118.3% 135.0%	0% 0% 57% 49%	DA-3I
Legion Rd.A260%Legion Rd. (wrap)A180%New Street-1 North TotalNew Street-1 (north)A260%New Street-1 (north-wrap)A180%New Street-1 South TotalNew Street-1 (south) Bldgs 2&3A260%New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 (south-wrap)A180%New Street-2 (north)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south-wrap)A180%DA-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	61.7 LF 75.0 LF 382.0 LF 307.0 LF 75.0 LF 550.0 LF	 37.0 LF 60.0 LF 244.2 LF 184.2 LF 60.0 LF 345.0 LF 	47.5 LF 71.0 LF 105.2 LF 93.6 LF 11.6 LF	0.0 LF 0.0 LF 224.5 LF 161.5 LF 63.0 LF	47.5 LF 71.0 LF 329.7 LF 255.1 LF	10.5 LF 11.0 LF 85.5 LF 70.9 LF	77.0% 94.7% 86.3% 83%	128.3% 118.3% 118.3% 135.0%	0% 0% 57% 49%	DA-3I
Legion Rd. (wrap)A180%New Street-1 North TotalNew Street-1 (north)A260%New Street-1 (north-wrap)A180%New Street-1 (south TotalNew Street-1 (south) Bldgs 2&3A260%New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 (south-wrap)A180%New Street-2 (north)A260%New Street-2 (north-wrap)A180%New Street-2 (south TotalNew Street-2 (south)A2New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south-wrap)A180%DA-1:an increase to a Block Length of 550' (450' required) aDA-3:an increase in the Build-to-Zone depth by 5' (from 10	75.0 Lf 382.0 Lf 307.0 Lf 75.0 Lf	 60.0 LF 244.2 LF 184.2 LF 60.0 LF 345.0 LF 	71.0 LF 105.2 LF 93.6 LF 11.6 LF	0.0 LF 224.5 LF 161.5 LF 63.0 LF	71.0 LF 329.7 LF 255.1 LF	11.0 LF 85.5 LF 70.9 LF	94.7% 86.3% 83%	5 118.3% 5 135.0% 5 138.5%	0% 57% 49%	DA-3I
New Street-1 (north)A260%New Street-1 (north-wrap)A180%New Street-1 (south TotalNew Street-1 (south) Bldgs 2&3A260%New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 (north TotalNew Street-2 (north)A260%New Street-2 (north-wrap)A180%New Street-2 (south TotalNew Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A180%Da-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	307.0 LF 75.0 LF 550.0 LF	= 184.2 LF = 60.0 LF = 345.0 LF	93.6 LF 11.6 LF	161.5 LF 63.0 LF	255.1 LF	70.9 LF	83%	138.5%	49%	
New Street-1 (north)A260%New Street-1 (north-wrap)A180%New Street-1 (south TotalNew Street-1 (south) Bldgs 2&3A260%New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 (north TotalNew Street-2 (north)A260%New Street-2 (north-wrap)A180%New Street-2 (south TotalNew Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A180%Da-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	307.0 LF 75.0 LF 550.0 LF	= 184.2 LF = 60.0 LF = 345.0 LF	93.6 LF 11.6 LF	161.5 LF 63.0 LF	255.1 LF	70.9 LF	83%	138.5%	49%	
New Street-1 (north-wrap)A180%New Street-1 South TotalNew Street-1 (south) Bldgs 2&3A260%New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 North TotalA260%New Street-2 (north)A260%New Street-2 (north-wrap)A180%New Street-2 (south TotalA180%New Street-2 (south)A260%New Street-2 (south)A180%Design Alternate Summary: A Request to ApproveDA-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	75.0 LF	60.0 LF		63.0 LF			99%			
New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 North TotalA260%New Street-2 (north)A260%New Street-2 (north-wrap)A180%New Street-2 (south TotalNew Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A180%Design Alternate Summary: A Request to ApproveDA-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)			351.9 LF	<u>1</u> 71.4 LF			2070	124.3%	81%	DA-3I
New Street-1 (south) Bldgs 2&3A260%New Street-1 (south-wrap)A180%New Street-2 North TotalA260%New Street-2 (north)A260%New Street-2 (north-wrap)A180%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A260%New Street-2 (south)A180%Design Alternate Summary: A Request to ApproveDA-1:an increase to a Block Length of 550' (450' required) aDA-2:an increase to a 517' Building Pass-Thru spacing (330'DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)			JJ1.J LI	1/1.4 6	523.3 LF	178.3 LF	95.1%	151.7%	32.8%	
New Street-1 (south-wrap) A1 80% New Street-2 North Total New Street-2 (north) A2 60% New Street-2 (north-wrap) A1 80% New Street-2 (north-wrap) A1 80% New Street-2 (south Total New Street-2 (south) A2 60% New Street-2 (south) A2 60% New Street-2 (south) A1 80% Design Alternate Summary: A Request to Approve DA-1:an increase to a Block Length of 550' (450' required) a DA-2:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	1 4/3.ULI	1 200.0 LF	351.9 LF	96.4 LF	448.3 LF	163.3 LF	94.4%			
New Street-2 (north) A2 60% New Street-2 (north-wrap) A1 80% New Street-2 South Total	75.0 LF	= 60.0 LF	0.0 LF	75.0 LF	75.0 LF	15.0 LF	100.0%	<u> </u>	100.0%	
New Street-2 (north) A2 60% New Street-2 (north-wrap) A1 80% New Street-2 South Total	174.5 LF	F 119.7 LF	72.0 LF	0.0 LF	72.0 LF	-47.7 LF	41%	60%	0.0%	DA-4
New Street-2 South Total New Street-2 (south) A2 60% New Street-2 (south-wrap) A1 80% Design Alternate Summary: A Request to Approve DA-1:an increase to a Block Length of 550' (450' required) a DA-2:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	99.5 LF		10.0 LF	0.0 LF	10.0 LF	-49.7 LF	10%			DA-4
New Street-2 (south) A2 60% New Street-2 (south-wrap) A1 80% Design Alternate Summary: A Request to Approve DA-1:an increase to a Block Length of 550' (450' required) a DA-1:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	75.0 LF		62.0 LF	0.0 LF	62.0 LF	2.0 LF	82.7%	103%	0.0%	
New Street-2 (south) A2 60% New Street-2 (south-wrap) A1 80% Design Alternate Summary: A Request to Approve DA-1:an increase to a Block Length of 550' (450' required) a DA-1:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	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% Design Alternate Summary: A Request to Approve DA-1:an increase to a Block Length of 550' (450' required) a DA-1:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10)	52.0 LF		0.0 LF	0.0 LF	0.0 LF	-31.2 LF	0%			
DA-1:an increase to a Block Length of 550' (450' required) a DA-2:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10	75.0 LF		63.0 LF	0.0 LF	63.0 LF	3.0 LF				
DA-1:an increase to a Block Length of 550' (450' required) a DA-2:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10		1673.22 LF			1748.2 LF	74.98 LF	Facade & OAS	Provided vs Requ	ired (Surplus)	
DA-1:an increase to a Block Length of 550' (450' required) a DA-2:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10										
DA-2:an increase to a 517' Building Pass-Thru spacing (330' DA-3a:an increase in the Build-to-Zone depth by 5' (from 10	long Street-1 (sou	uth).								
DA-3a:an increase in the Build-to-Zone depth by 5' (from 10 DA-3b:an increase from 50% to 57% overall (81% in the Typ										
			treet-Novus La	e wrap.						
	·				the Required Build	-to-Zone Fronta	ge.(100% for Tv	/pe-A1 wran)		
DA-3C:an increase in the depth fo the Build-to-Zone from 1								<u>,</u>		
DA-4:a reduction from 60% to a 41% Overall Build-to-Zone							, 			
DA-5:a reduced setback from 30' to 10' for the proposed pa										
DA-6:a reduction from 60% to a 50% Overall Build-to-Zone										
			-,-							
Notes:		<u> </u>	<u> </u>							



1 DA-3C NOVUS LANE BTZ | BLOCK-2 1" = 30'-0"

90 FT

to 15'.

FBC Requirement:

14

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

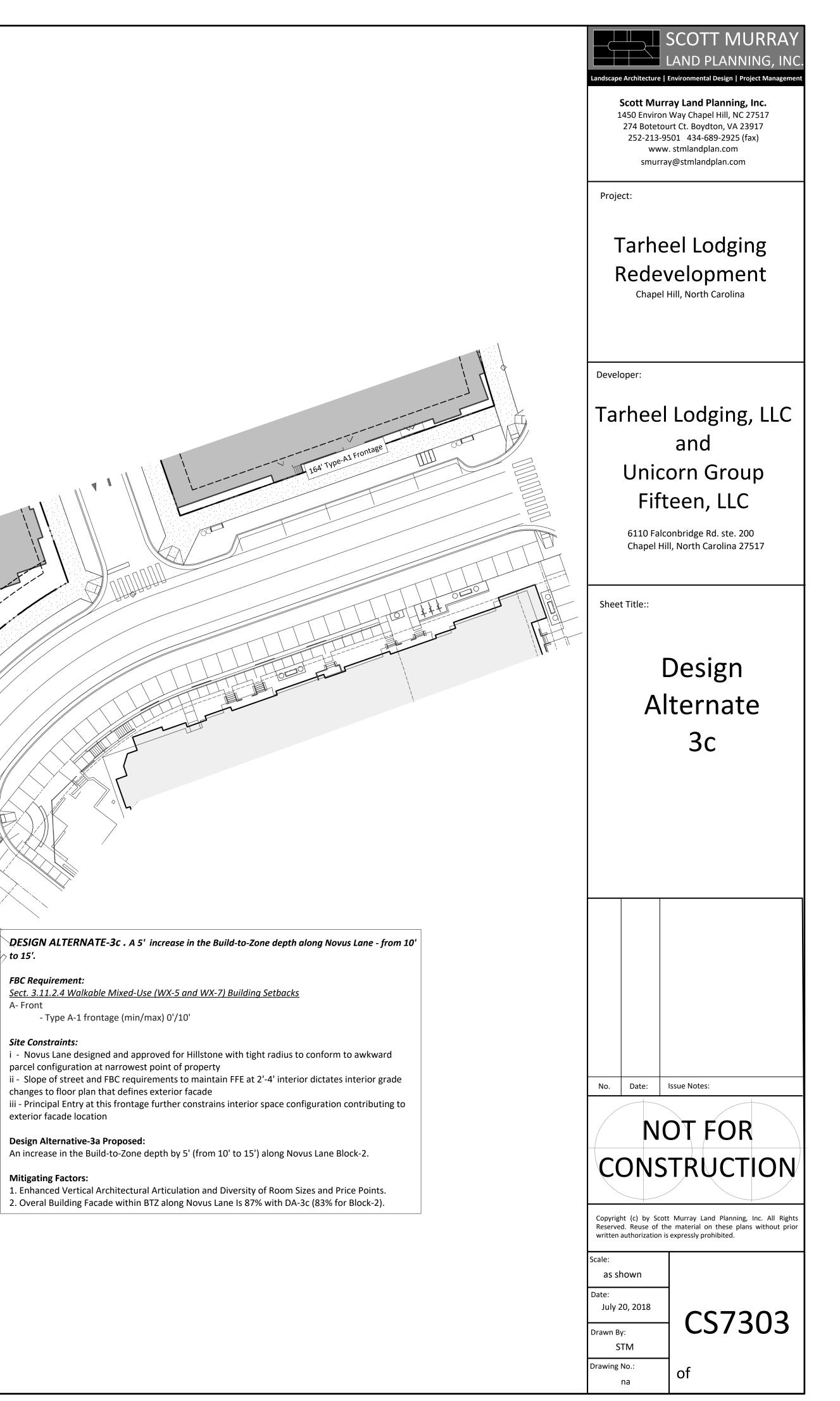
- Type A-1 frontage (min/max) 0'/10'

Site Constraints:

parcel configuration at narrowest point of property changes to floor plan that defines exterior facade exterior facade location

Design Alternative-3a Proposed:

Mitigating Factors:



Build-To Frontages Requ											ubject to DA	
		Required				Provided		Faceda & OAC				During
			Street	Facade & OAS				Facade & OAS Reqd.vs		Total Facade &	% of OAS to Required	Design Alternat
	Frontage	Build-To %	Frontage	in BTZ Reqd.	Building	OAS	Total Bldg & OAS	Provided	% of Bldg. &	OAS in BTZ vs	Frontage (Max.	Proposed
Street ID	Туре	Required	(LF)	(LF)	Facade in BTZ	Frontage	Frontage	Variance (LF)	OAS Provided	Required %	50%)	Notes
Fordham Service Total			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 Dr.	В	60%	143.5 LF	86.1 LF	137.5 LF	0.0 LF	137.5 LF	51.4 LF	95.8%	159.7%	0.0%	
Fordham Service (wrap)	A1	80%	75.0 LF	60.0 LF	0.0 LF	0.0 LF	0.0 LF	-60.0 LF	0%	0%	0.0%	DA-3a
Novus Lane Total	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 1 Bldgs 1&2	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 2 Bldg 3	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
Block 3 Bldg 5	A1	80%	164.0 LF	131.2 LF	162.0 LF	0.0 LF	162.0 LF	30.8 LF	98.8%	123.5%	0.0%	
Legion Rd. Total			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.	A2	60%	61.7 LF		47.5 LF	0.0 LF	47.5 LF	10.5 LF	77.0%	128.3%	0%	
Legion Rd. (wrap)	A1	80%	75.0 LF	60.0 LF	71.0 LF	0.0 LF	71.0 LF	11.0 LF	94.7%	118.3%	0%	
New Street-1 North Total			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)	A2	60%	307.0 LF		93.6 LF	161.5 LF	255.1 LF		83%	138.5%	49%	Note-1
New Street-1 (north-wrap)	A1	80%	75.0 LF		11.6 LF	63.0 LF	74.6 LF			124.3%	81%	
New Chreat 4 Couth Total			550.015	245.015	251.015	474 415	522.215	470.215	05.10/	454 70/	22.0%	
New Street-1 South Total New Street-1 (south) Bldgs 2&3	A2	60%	550.0 LF 475.0 LF		351.9 LF 351.9 LF	171.4 LF 96.4 LF	523.3 LF 448.3 LF	178.3 LF 163.3 LF	95.1% 94.4%	151.7% 157.3%	32.8% 21.5%	
New Street-1 (south-wrap)	A2 A1	80%	75.0 LF		0.0 LF	75.0 LF	75.0 LF	105.5 Li 15.0 LF	100.0%	125.0%	100.0%	NOLE-2
New Street-2 North Total		CO 24	174.5 LF		72.0 LF	0.0 LF	72.0 LF			60%		
New Street-2 (north)	A2 A1	60% 80%	99.5 LF 75.0 LF		10.0 LF 62.0 LF	0.0 LF 0.0 LF	10.0 LF	-49.7 LF 2.0 LF		17% 103%		
New Street-2 (north-wrap)	AI	80%	75.0 LF	00.0 LF		0.0 LF	62.0 LF	2.0 LF	02.770	105%	0.0%	
New Street-2 South Total			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)	A2	60%	52.0 LF	31.2 LF	0.0 LF	0.0 LF	0.0 LF	-31.2 LF	0%	0%		DA-6
New Street-2 (south-wrap)	A1	80%	75.0 LF	60.0 LF	63.0 LF	0.0 LF	63.0 LF	3.0 LF	84.0%	105%	0%	<u> </u>
		1673.22 LF					1748.2 LF	74.98 LF	Facade & OAS	Provided vs Requi	red (Surplus)	
Design Alternate Summary: A Reques	t to Approve											
DA-1:an increase to a Block Length	of 550' (450'	required) along	Street-1 (sou	th).								
DA-2:an increase to a 517' Building	Pass-Thru spa	acing (330' requ	uired) along St	reet-1 (south).								
DA-3a:an increase in the Build-to-Zo	one depth by	5' (from 10' to	17') along For	dham Service St	treet-Novus Lai	ne wrap.						
DA-3b:an increase from 50% to 57%	overall (81%	6 in the Type-A1	L wrap) in the	allowable OAS i	maximum as a	percentage o	f the Required Build	d-to-Zone Fronta	ge.(100% for Ty	pe-A1 wrap)		
DA-3C:an increase in the depth fo tl												
DA-4:a reduction from 60% to a 419							•					
DA-5:a reduced setback from 30' to						a).						
DA-6:a reduction from 60% to a 50%												1
												<u> </u>
Notes:												

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.

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

Site Constraints:

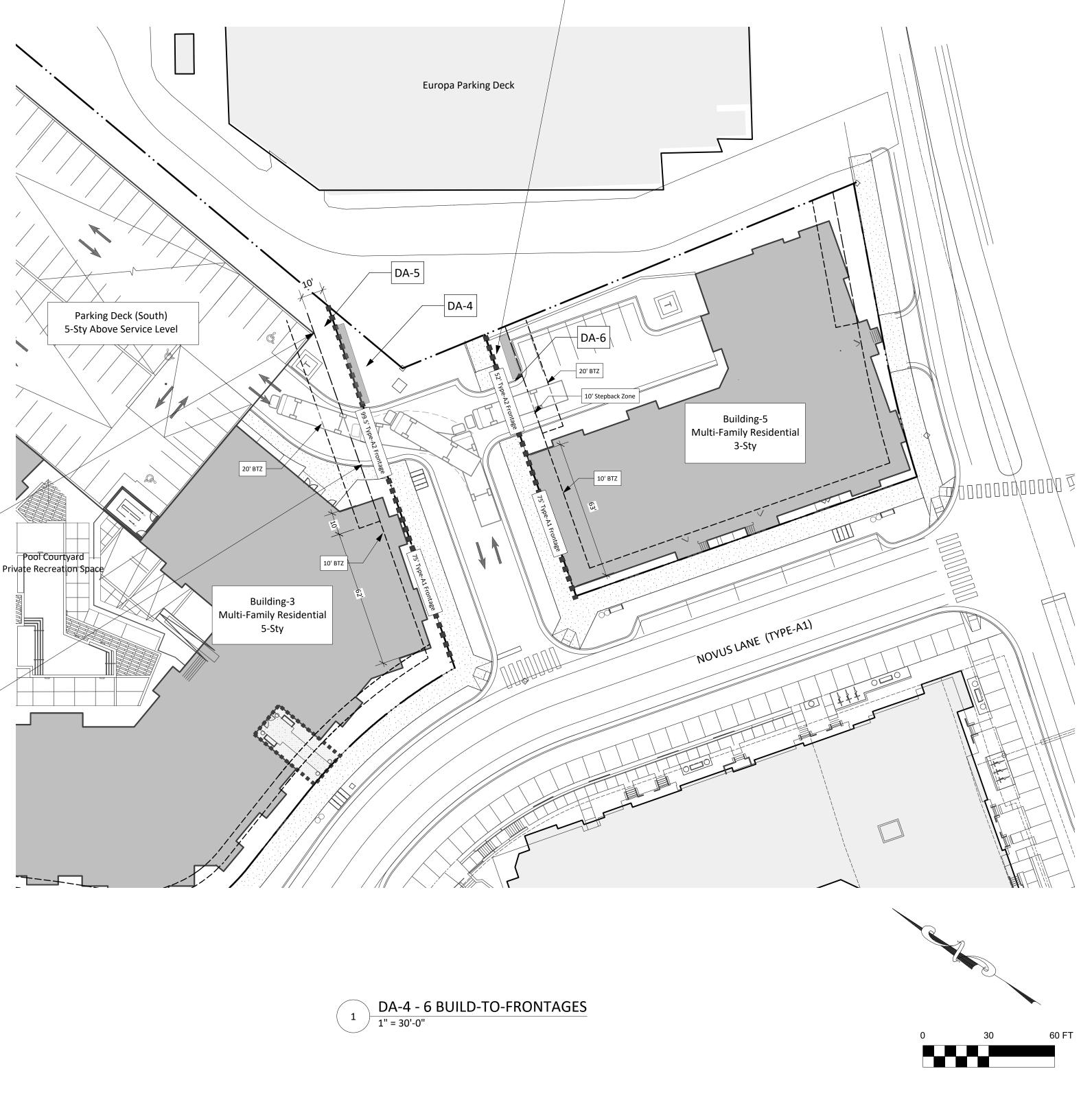
i - Existing Vegetated Buffer

ii - Steep Slopes

Intersection Offset with Novus Ln.

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



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

- iii Unusual Site Configuration and Adjoining Intersection Spacing and Circulation Street Alignment Restricted Due to
- 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).

And Scape Architecture Environmental Design Project Management
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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
Date: July 9, 2018 Drawn By: CS7304
Drawn By: STM Drawing No.: na of