Ninth & Virginia Hotel
Design Recommendation

Downtown Design Review Board /
Administrative Design Review
September 28, 2020

3033064-LU

hfh | Aedas | WalkerMacy

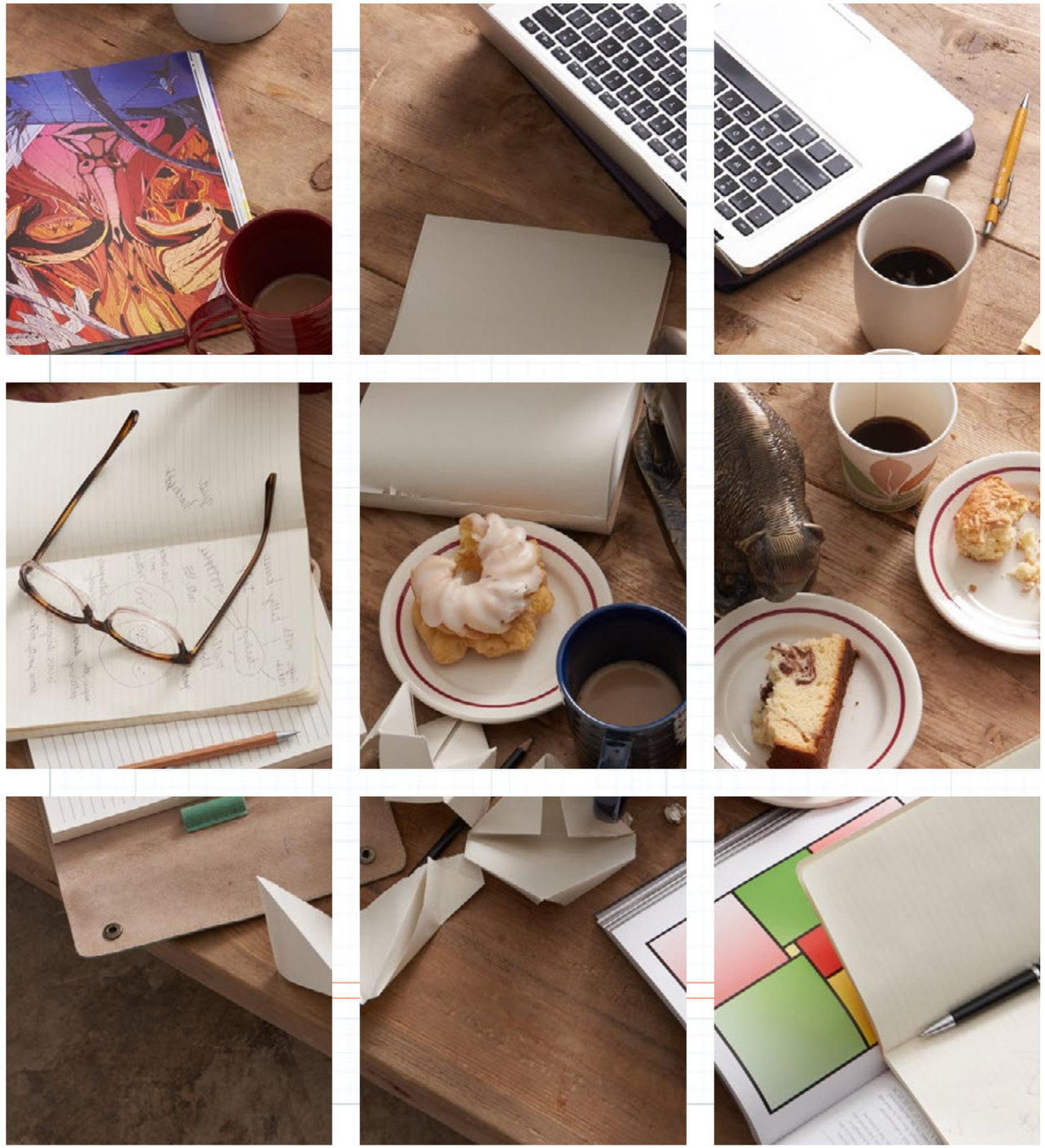


CONTENTS

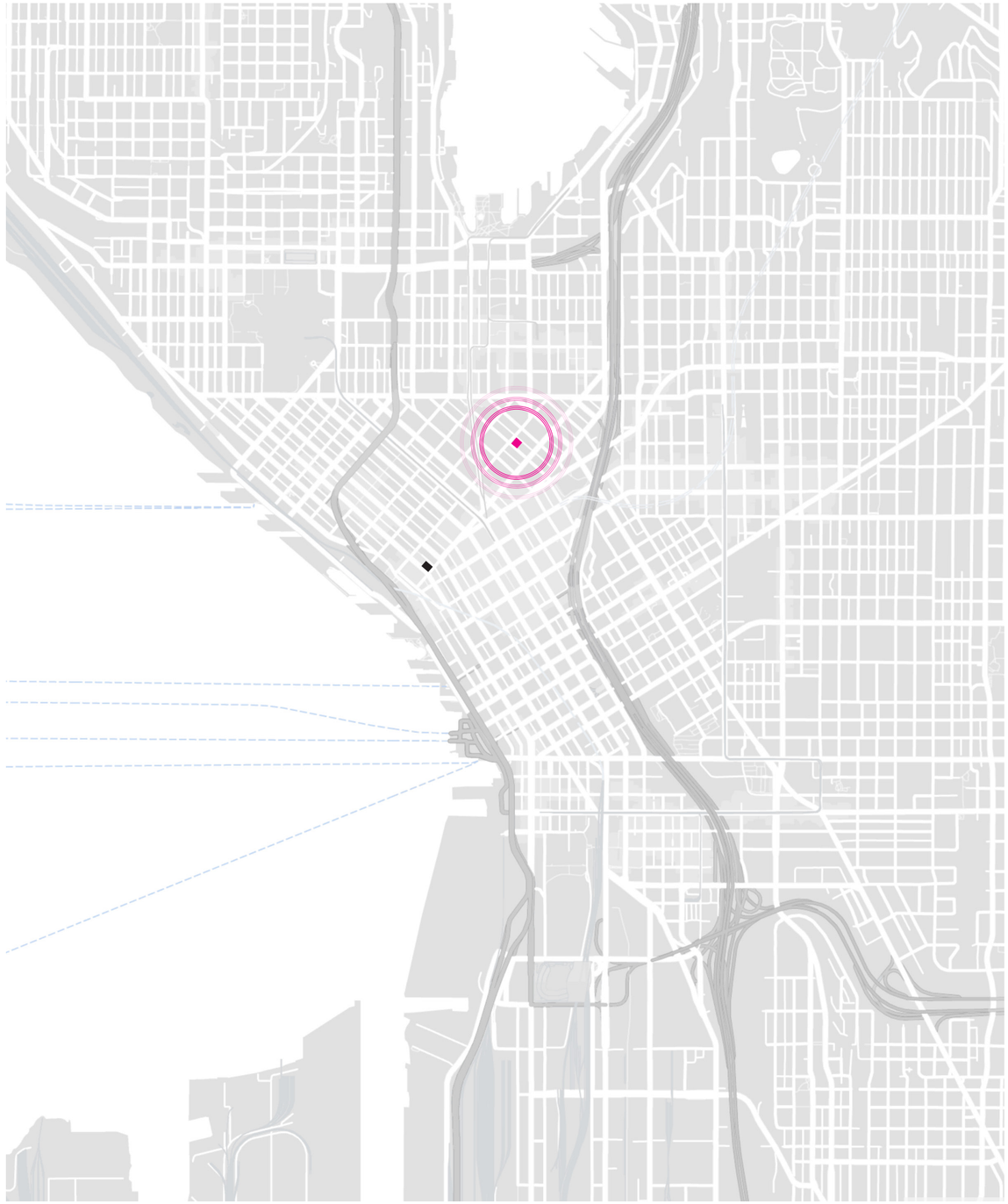
01.	DEVELOPMENT OBJECTIVES	03
02.	SITE CONTEXT AND URBAN ANALYSIS	05
03.	SITE PLAN AND SECTIONS	17
04.	EDG RECAP	18
05.	PRIORITY DESIGN GUIDELINES	20
06.	CONCEPTUAL DRIVERS	22
07.	MASSING	34
08.	TOWER DEVELOPMENT	50
09.	STREETSCAPE DEVELOPMENT	60
10.	STREETSCAPE PLANTING AND MATERIALS	75
11.	DRAWINGS	80
12.	TYPE I DECISION / DEPARTURES	86
13.	APPENDIX	95

DESIGNED FOR THE RHYTHM OF LIFE.

A thoughtfully designed place that invites you to live in the moment and gives you space to rest and recharge. All while being warm, inviting, and within reach.



01. DEVELOPMENT OBJECTIVES



The Ninth & Virginia Hotel is a lifestyle property with thoughtfully designed spaces for guests and locals alike, with an inviting street presence that encourages you to come in, take notice, and be inspired by your surroundings.

Designed not only for rest, but to ignite the imagination and connect with community. Whether lounging with friends, collaborating with colleagues, or enjoying a cocktail, we have flexible, stylish spaces for you to enjoy.

Dedicated to the power of ideas. Beyond noise and clutter, a space to explore for those whose visions change culture.

In every square foot there is opportunity to meet and be inspired; where art and atmosphere seep in from the surrounding neighborhood, and collaborations seep back out.

The development objectives of 9th & Virginia are:

To create efficient accommodation with shared amenity spaces that enable the best balance of social connectivity and technology, serving guests, new arrivals, and the community at large.

To create an elegant engaging building and active streetscape incorporating transparency and natural light, that will enliven the neighborhood and enhance the built environment.

Built by the same development team, the Thompson Hotel (shown as a black dot on the map) is a great example of how the 9th & Virginia Hotel will enhance the neighborhood with beautiful design and engaging streetscape.

The 9th & Virginia hotel is a 23 level hotel on a tight urban lot, sited on the small parcel on the corner of Ninth and Virginia in the Denny Triangle neighborhood.

Lot Area	**14,400 SF**
Hotel Keys	**300**
Above Grade Area	**133,500 GFA***

* APPROXIMATE GROSS FLOOR AREA

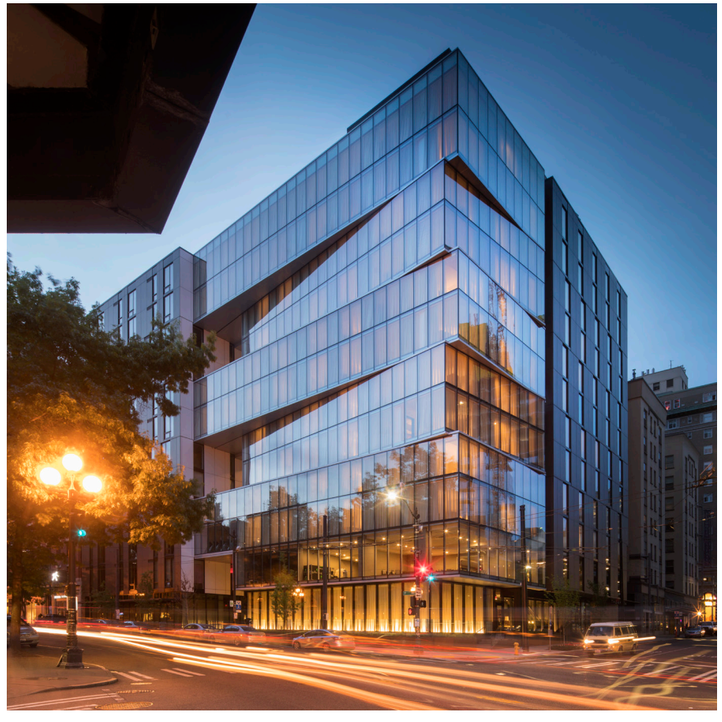
01. PROJECT TEAM

hfh - Owner (Douglas Howe, Founder and former CEO of Touchstone)

Aedas - Architect

Walker Macy - Landscape Architect

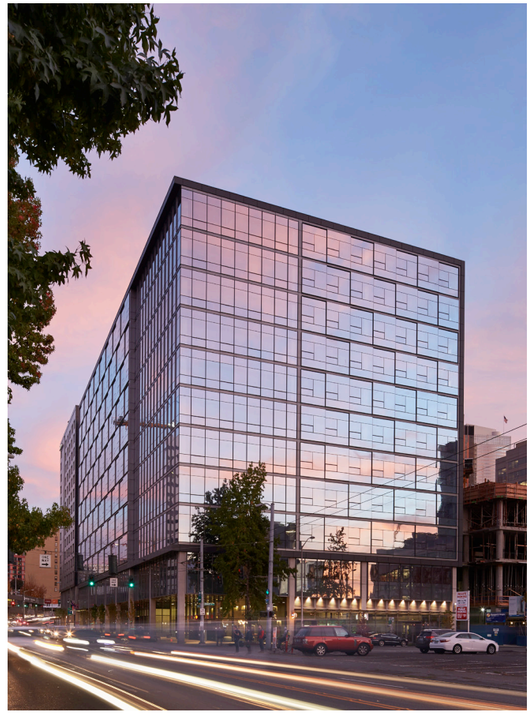
1st and Stewart - Thompson Hotel:
Douglas Howe with Touchstone



9th & Stewart:
Robert Bruckner of Aedas while at MBT for Touchstone



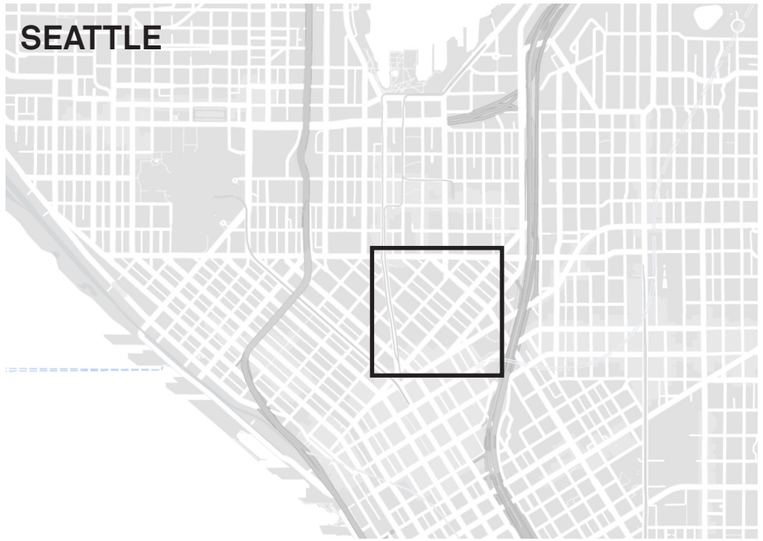
hill7:
Aedas for Touchstone



Building Cure:
Aedas



02. CONTEXT ANALYSIS : VICINITY MAP + ZONING



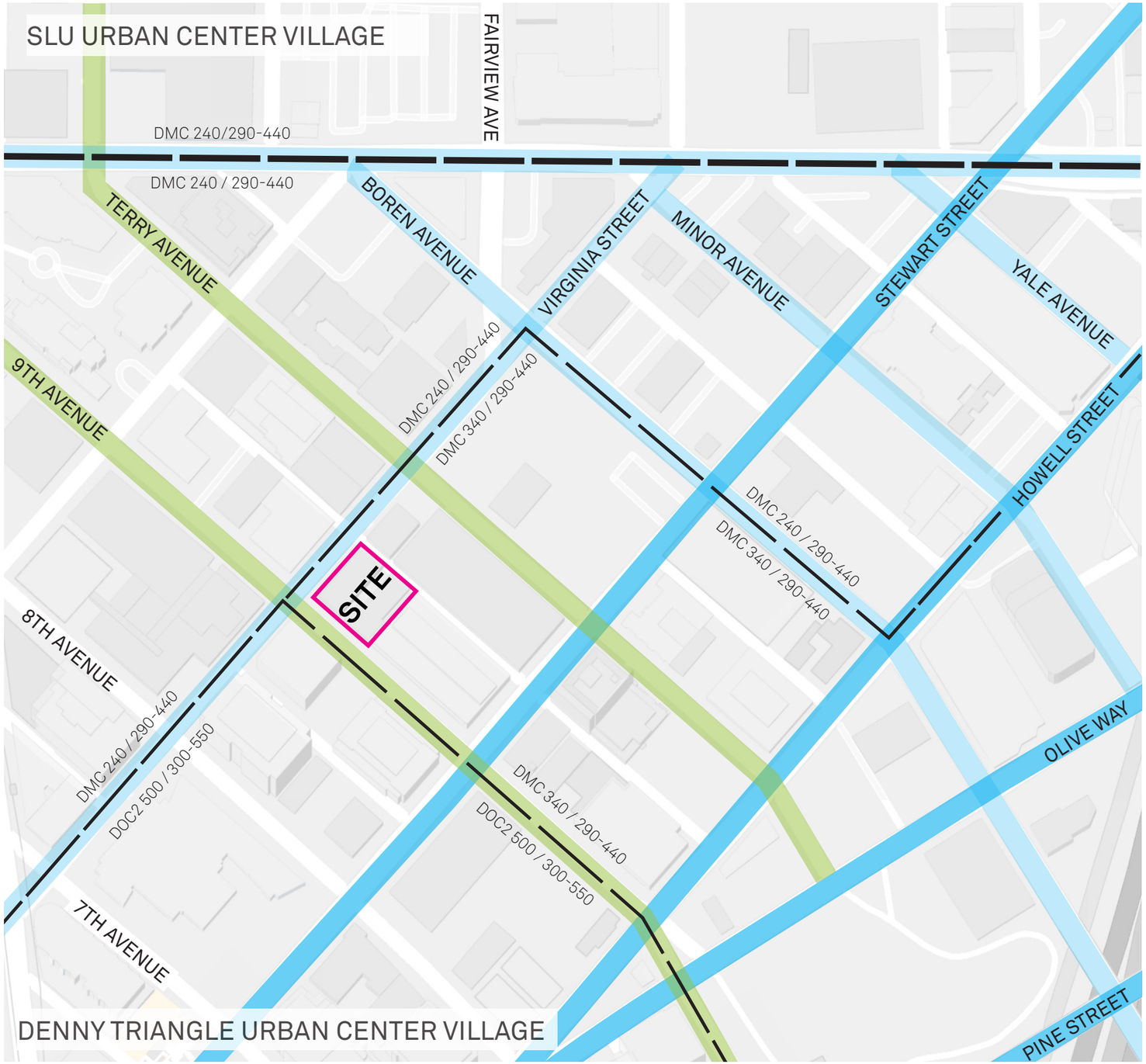
ZONING OVERVIEW:

SITE: The northwestern most parcel of the half block bound by Virginia Street, Ninth Avenue, Stewart Street, and the alley.

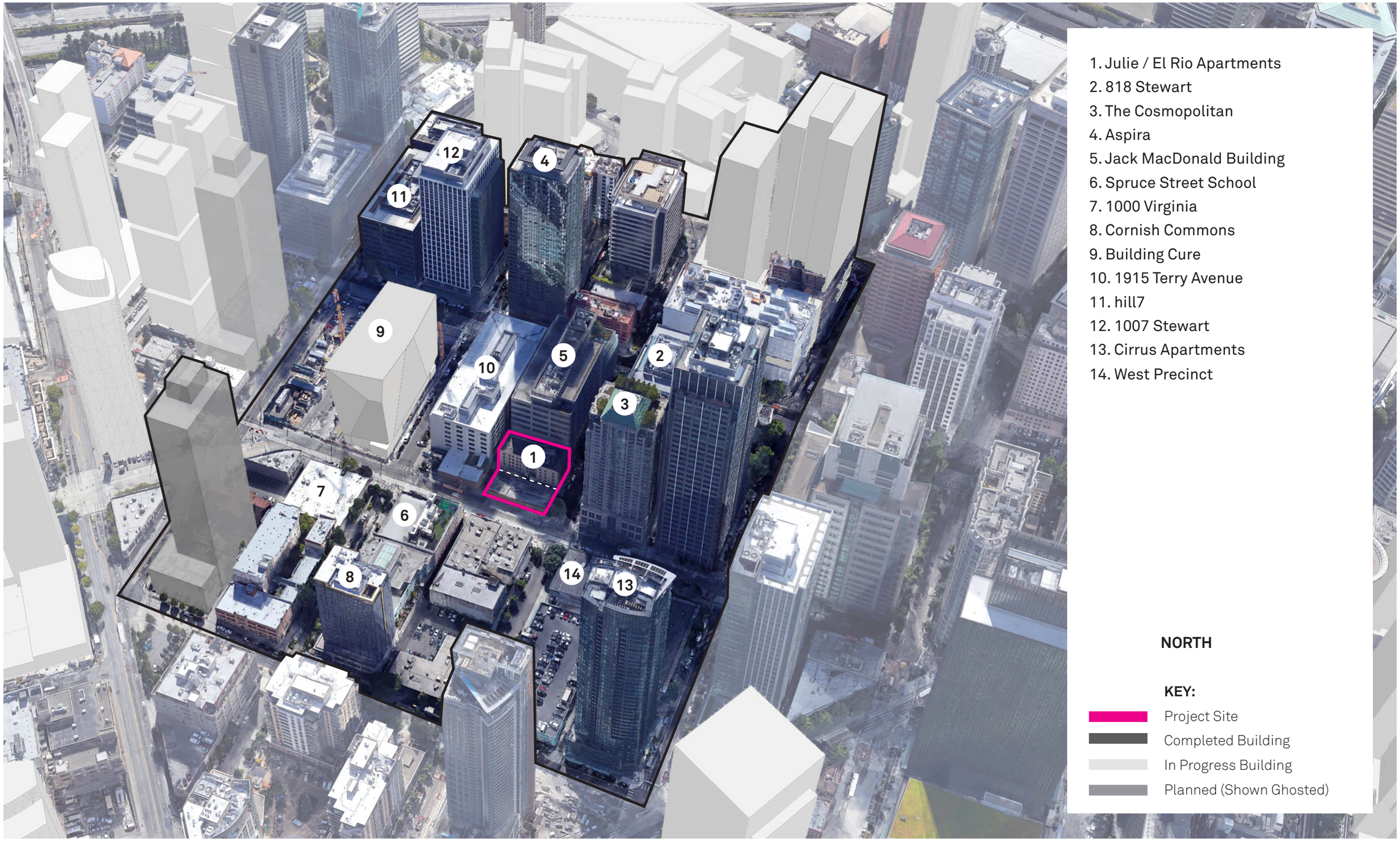
ZONING:	DMC-340/290-440 Denny Triangle Urban Center Village	
	SITE DIMENSIONS:	120’ x 60’
	SITE AREA:	7,200 SF
FAR:	BASE (5)	72,000 SF
	MAX (11)	158,400 SF
	USED	29,557 SF
	AVAILABLE	128,843 SF

KEY:

- Zoning Boundary
- Urban Center Village Boundary
- Class I Pedestrian Street
- Class II Pedestrian Street
- Green Street



02. CONTEXT ANALYSIS : NINE BLOCK AXONOMETRIC (LOOKING SOUTH EAST)



1. Julie / El Rio Apartments
2. 818 Stewart
3. The Cosmopolitan
4. Aspira
5. Jack MacDonald Building
6. Spruce Street School
7. 1000 Virginia
8. Cornish Commons
9. Building Cure
10. 1915 Terry Avenue
11. hill7
12. 1007 Stewart
13. Cirrus Apartments
14. West Precinct

02. CONTEXT ANALYSIS : NINE BLOCK AREA - CONTEXT IMAGERY



1. Julie / El Rio Apartments



2. 818 Stewart



3. The Cosmopolitan



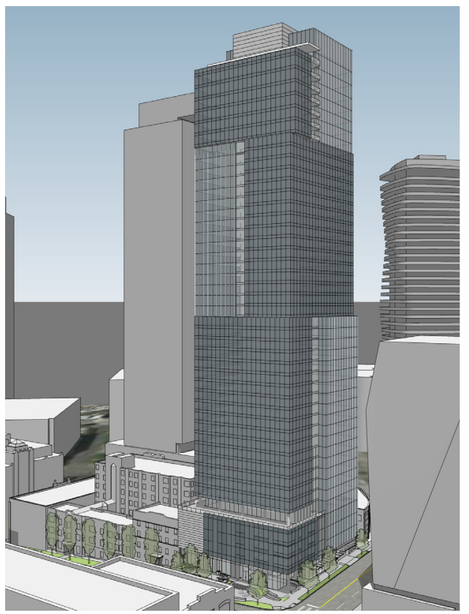
4. Aspira



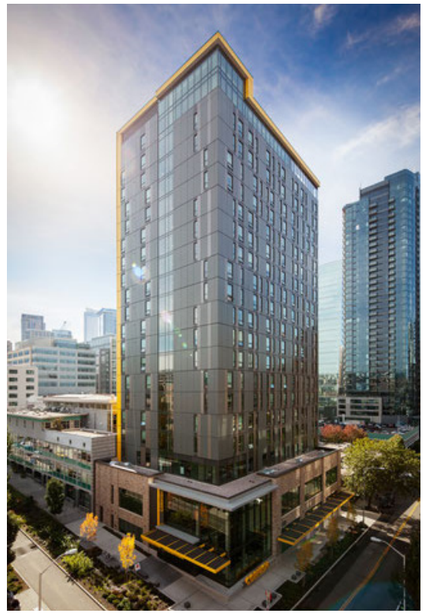
5. Jack MacDonald Building



6. Spruce Street School



7. 1000 Virginia



8. Cornish Commons

02. CONTEXT ANALYSIS : NINE BLOCK AREA - CONTEXT IMAGERY



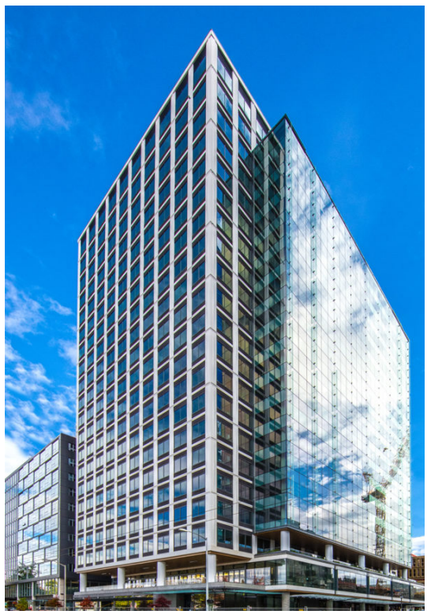
9. Building Cure



10. 1915 Terry Avenue



11. hill7



12. 1007 Stewart



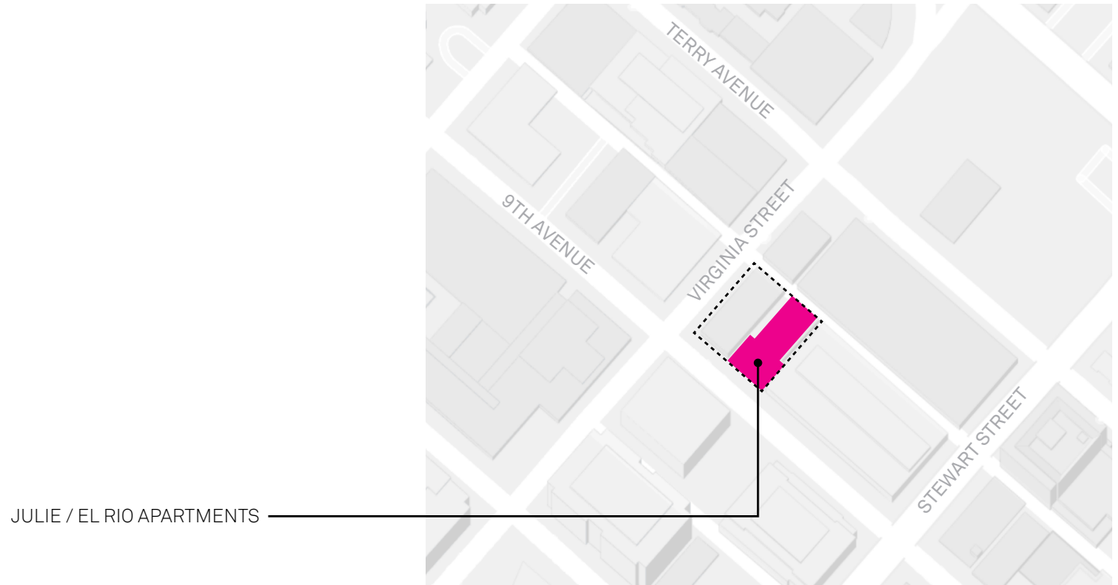
13. Cirrus Apartments



14. West Precinct

02. HISTORIC CONTEXT: JULIE / EL RIO APARTMENTS

HISTORIC NAME	EL RIO APARTMENT HOTEL
YEAR BUILT	1929
ARCHITECT	JOHN ALFRED CREUTZER
STYLE	ART DECO
NATIONAL REGISTER OF HISTORIC PLACES	1999
HISTORIC FUNCTIONS	DOMESTIC / COMMERCE

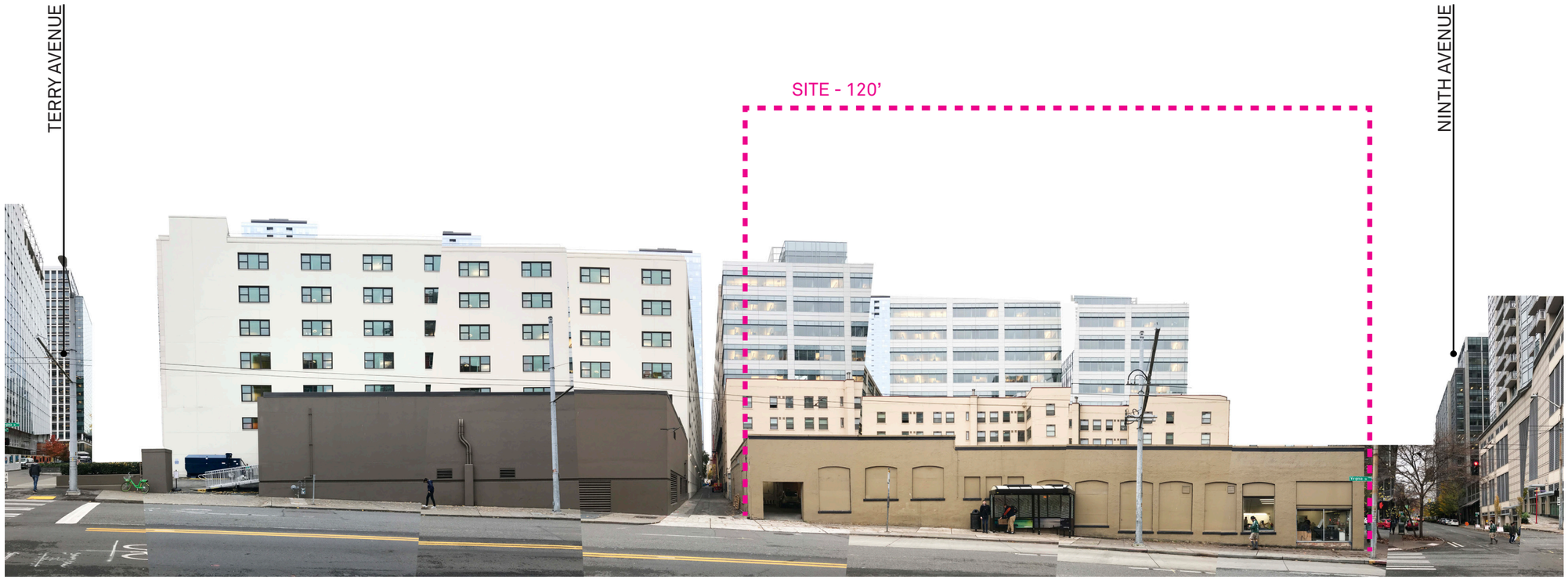








02. CONTEXT ANALYSIS : STREETSCAPE



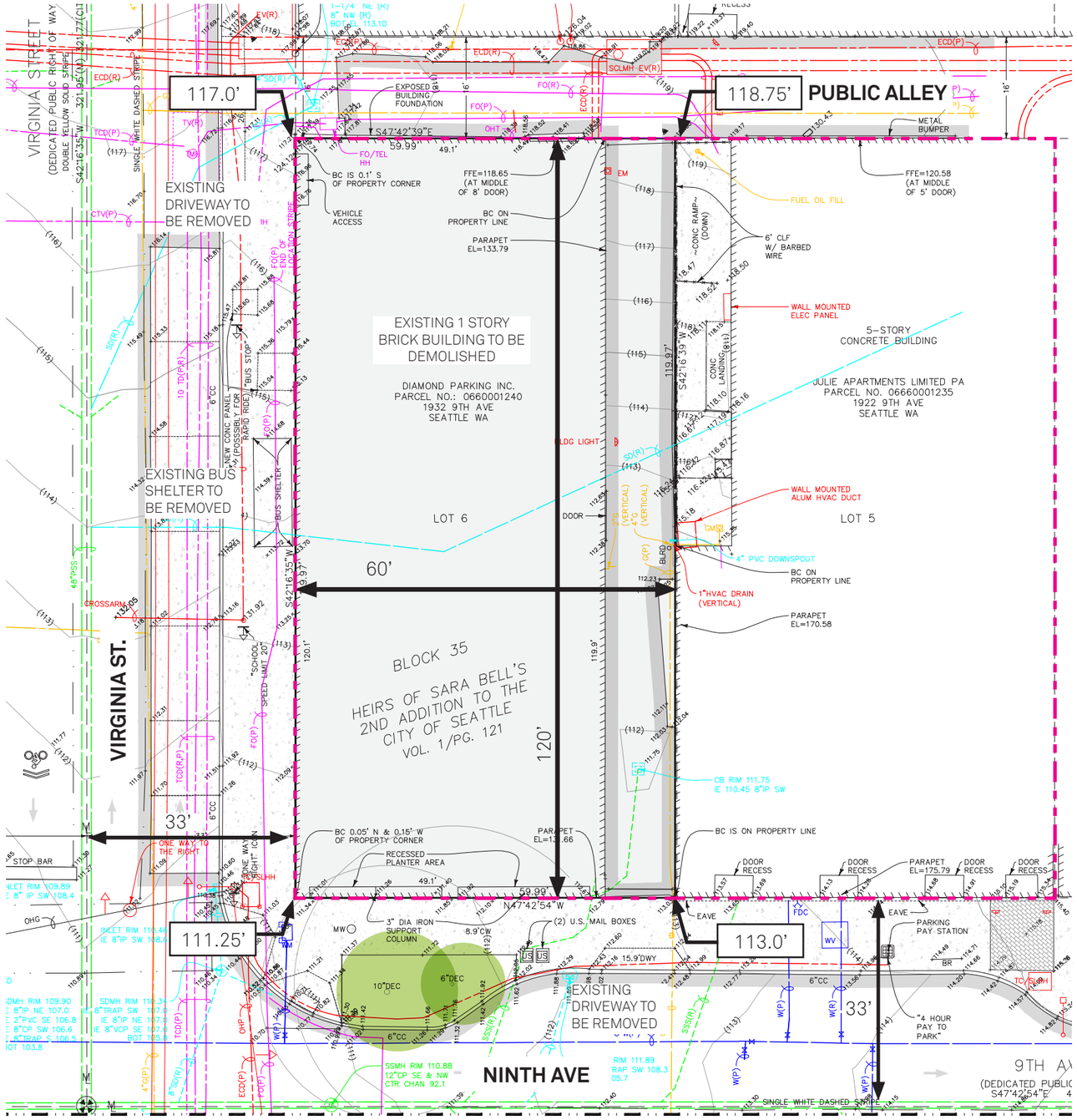
VIRGINIA STREET (LOOKING SOUTHEAST)

02. CONTEXT ANALYSIS : STREETSCAPE



NINTH AVENUE (LOOKING NORTHEAST)

02. EXISTING SITE CONDITIONS



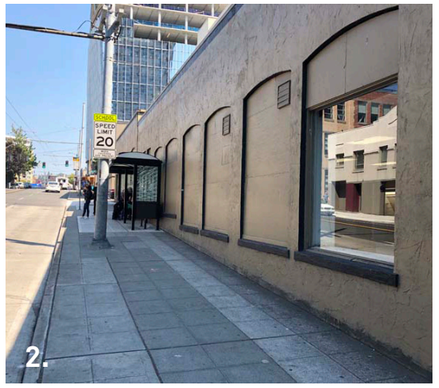
SURVEY

1” = 20’

02. EXISTING SITE CONDITIONS

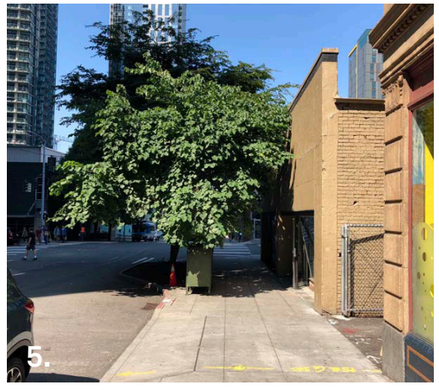
EXISTING SITE IMAGES



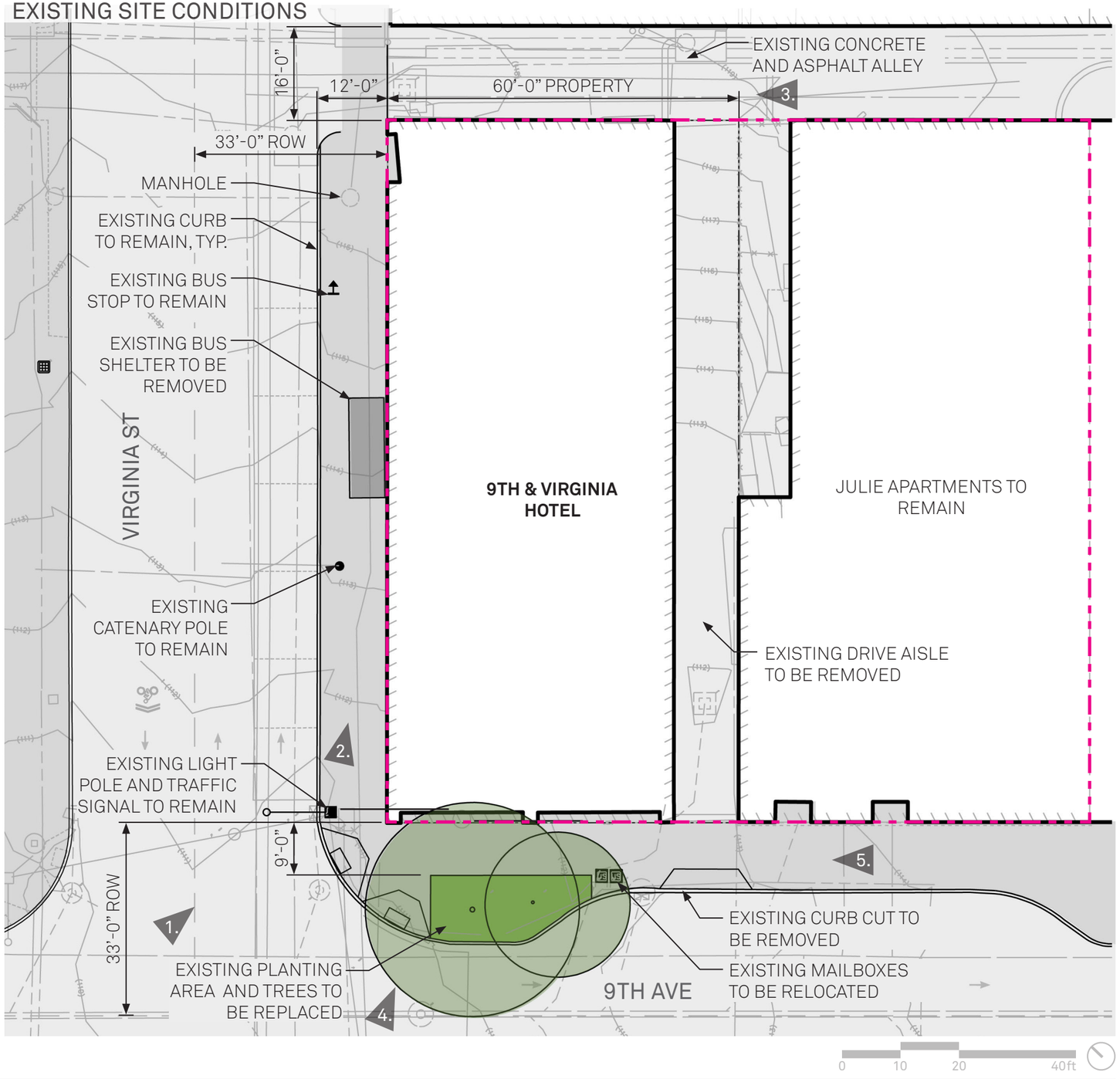






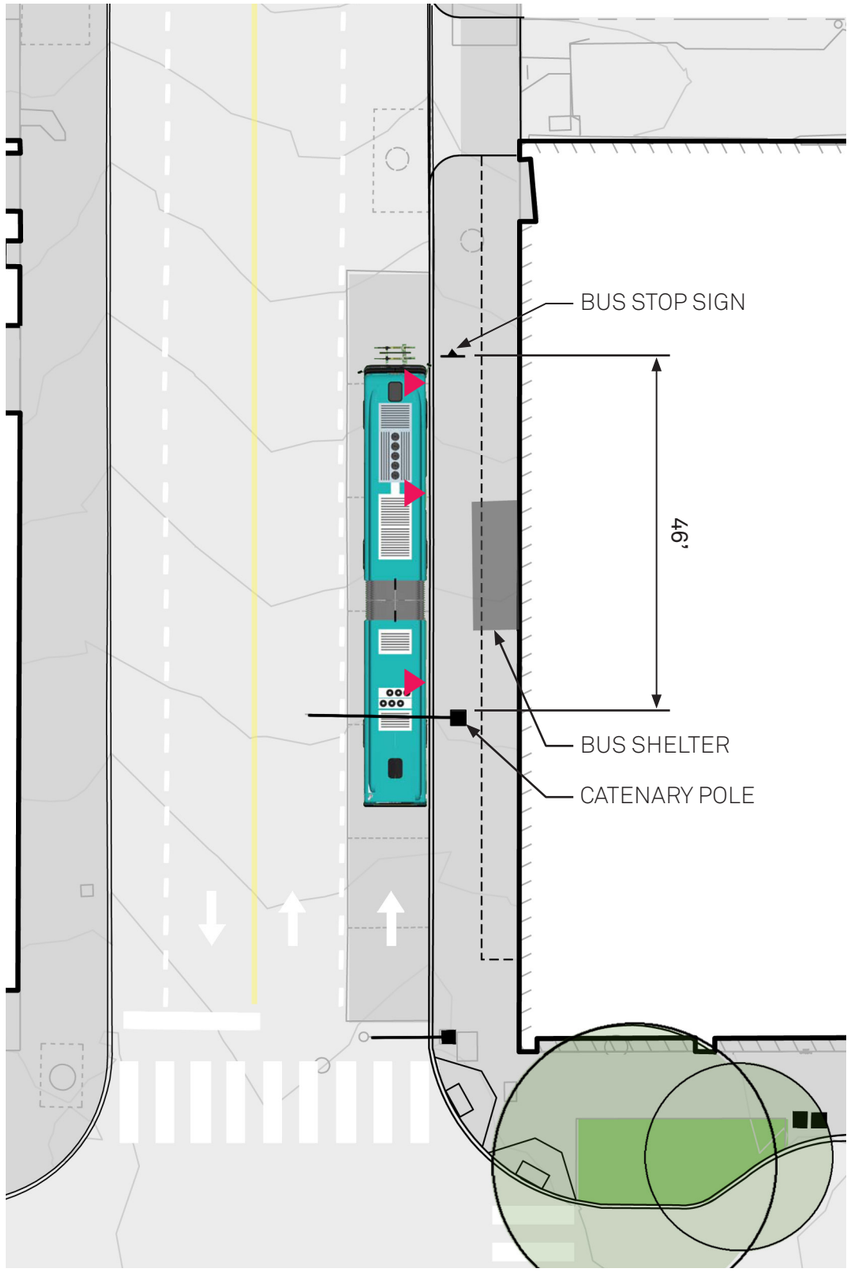


EXISTING SITE CONDITIONS



02. EXISTING TRANSIT STOP

STOP NO. 900, SERVICING ROUTES **63** (EXPRESS), **64** (EXPRESS), **70**, **309** (EXPRESS), AND **SOLID GROUND** CIRCULATOR STOP



EXISTING BUS STOP





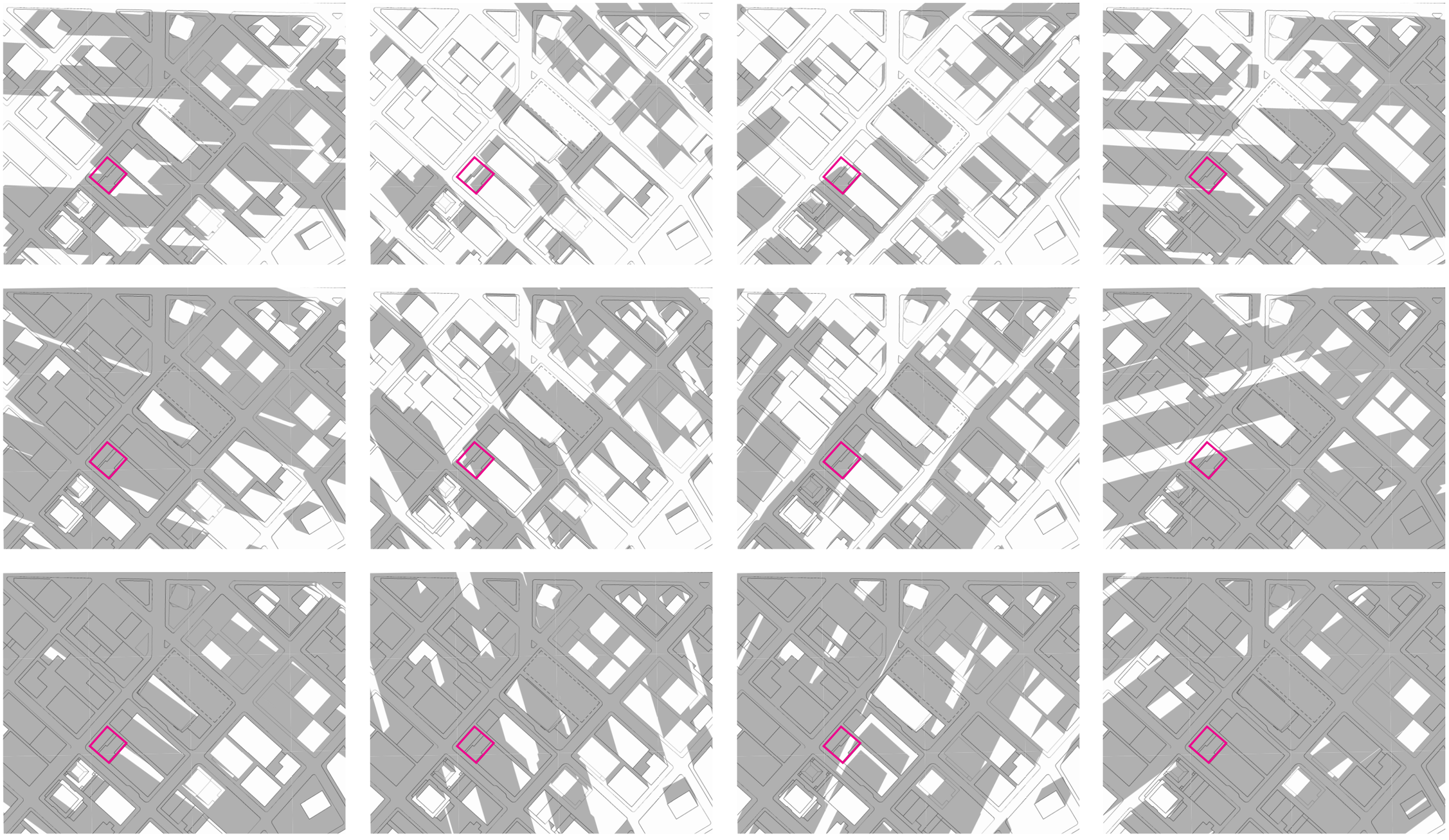
0 10 20 40ft

02. EXISTING SITE CONDITIONS : SUN/SHADOW ANALYSIS

SUMMER SOLSTICE

AUTUMN / VERNAL EQUINOX

WINTER SOLSTICE

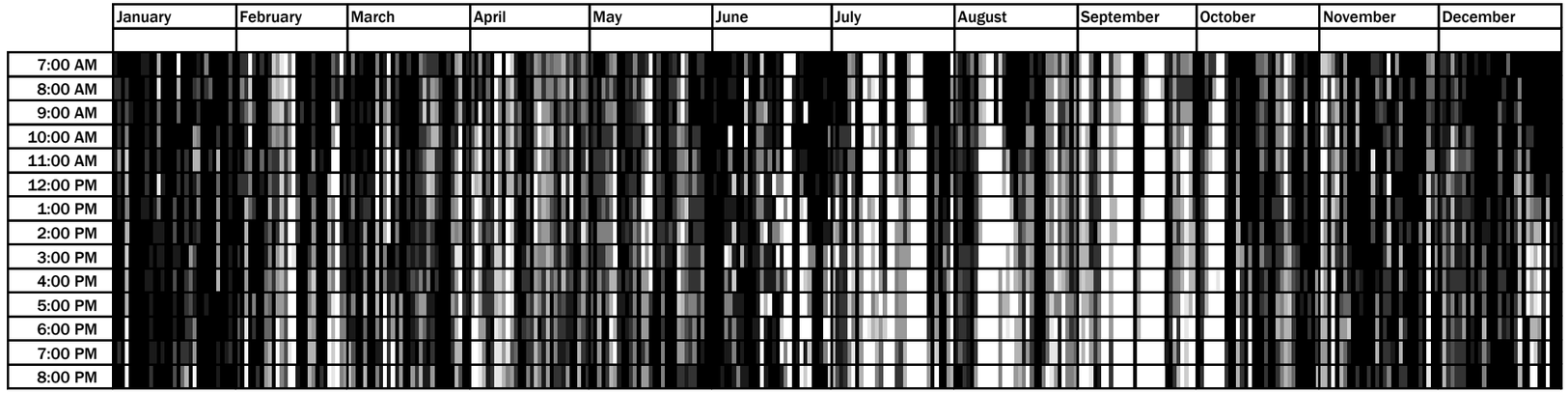


9AM 12PM 3PM 6PM

02. EXISTING SITE CONDITIONS : CLIMATE

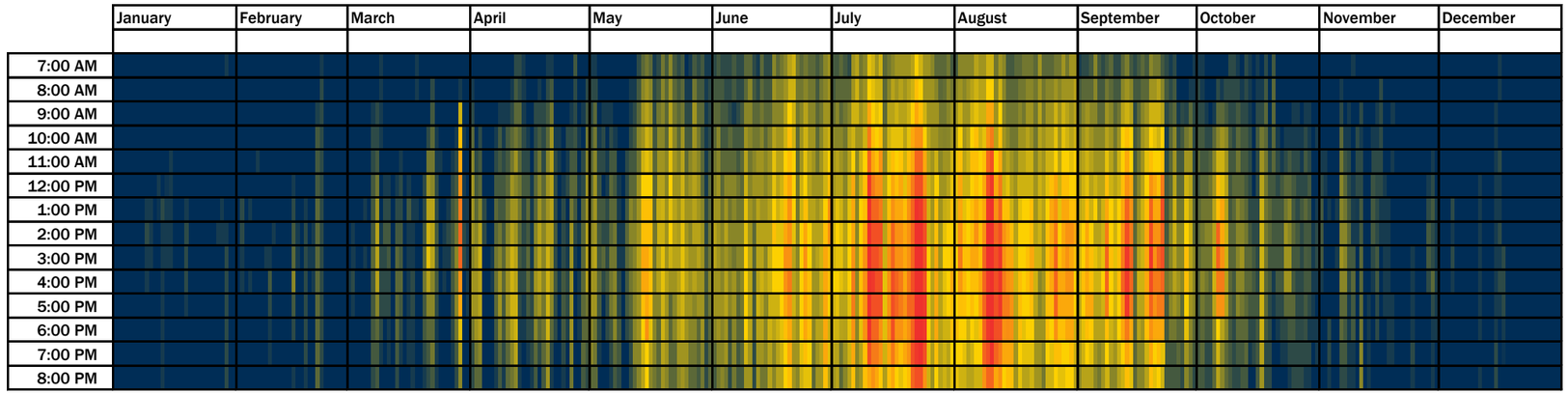
Opaque Sky Cover [% of Sky]

100
50
0



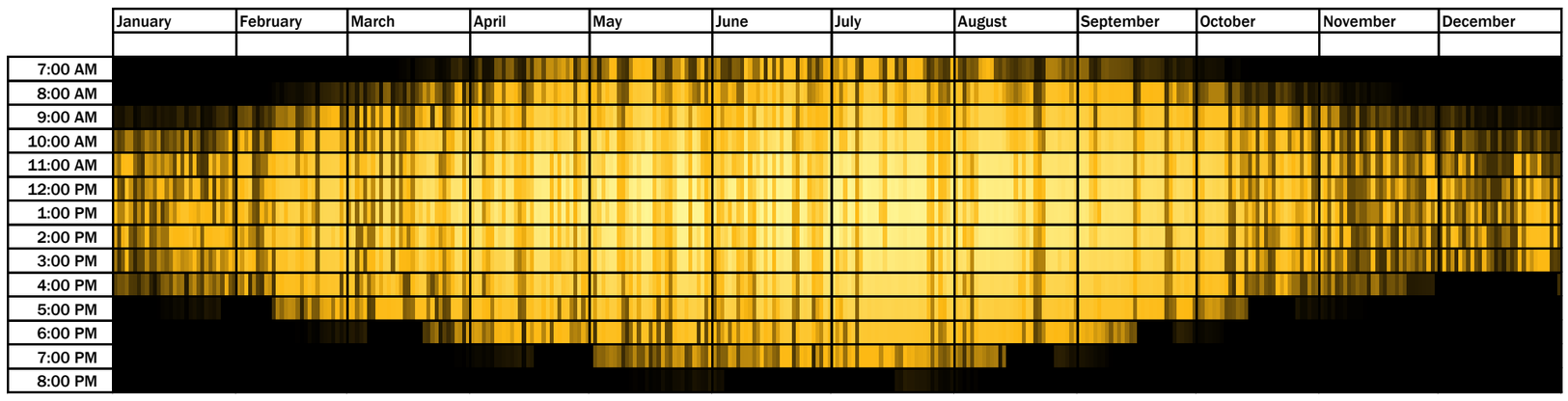
Temperature [°F]

90
70
50



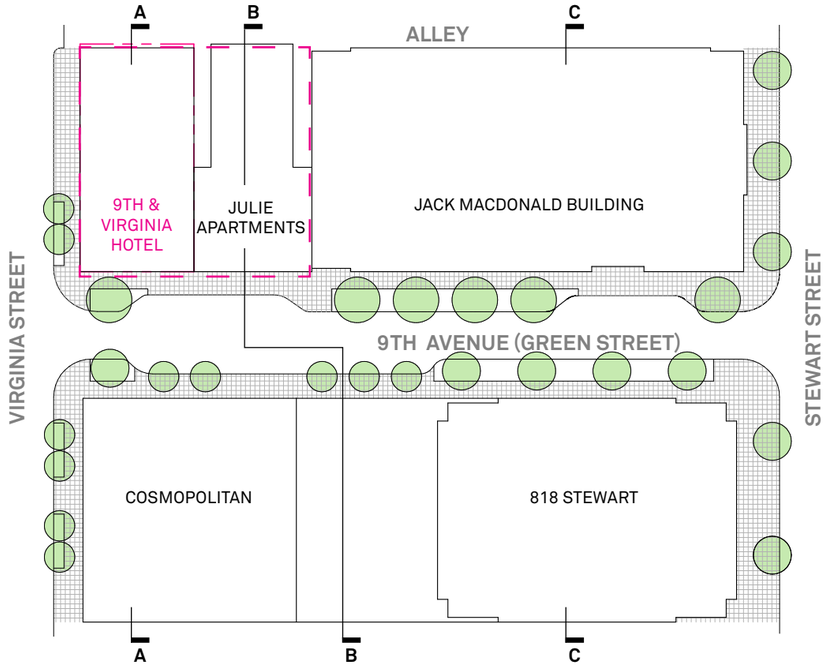
Global Horizontal Illuminance [Lux]

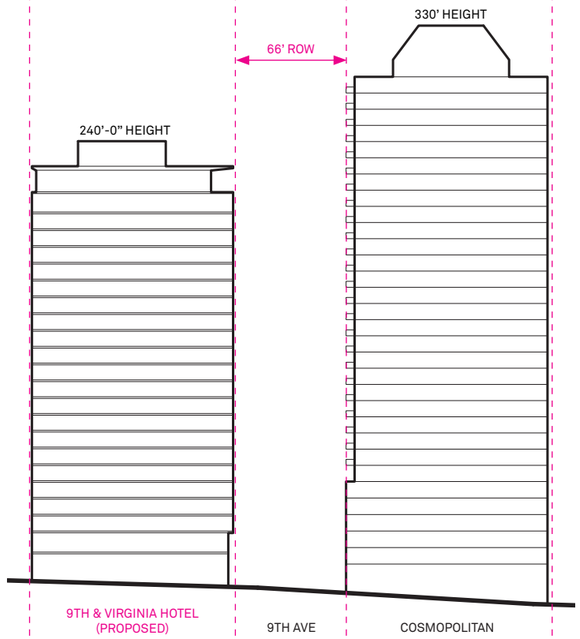
97600
20000
0



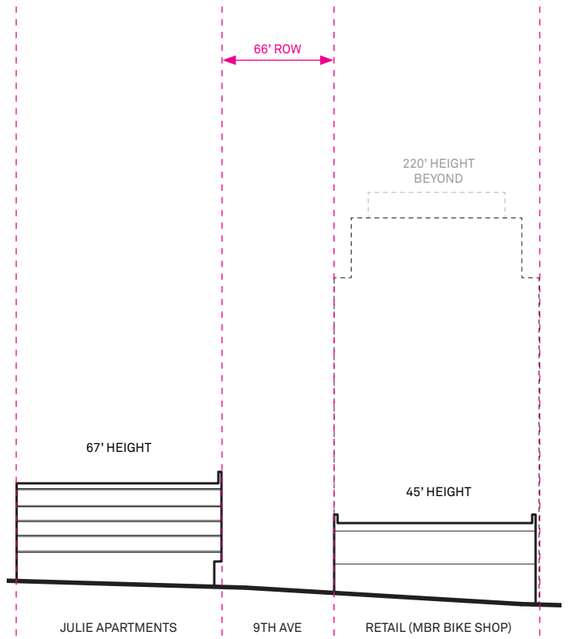
03. SITE SECTIONS

The 9th & Virginia Hotel will occupy the remaining open corner of Ninth Avenue Green Street. The three existing high rise buildings are well below the zone height limit, and do not have significant, if any, upper level setback. At mid-block, the Julie Apartments and Podium of the 818 Stewart building provide separation between the four towers.

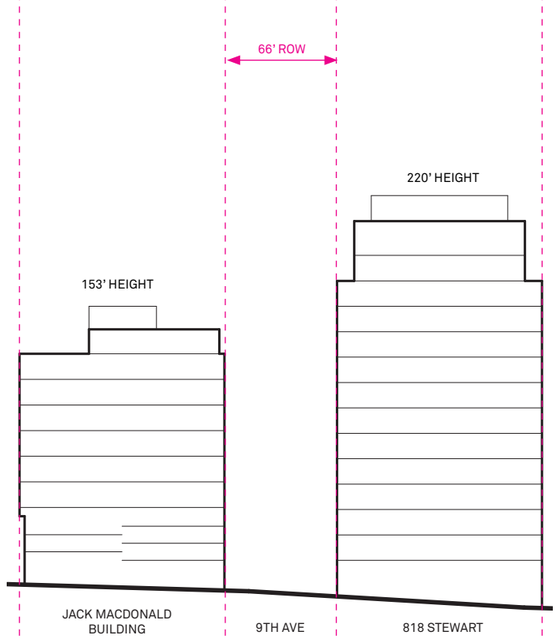




SECTION A (NORTH BLOCK)

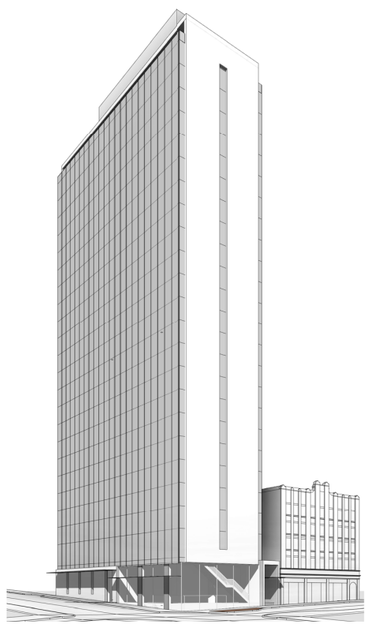


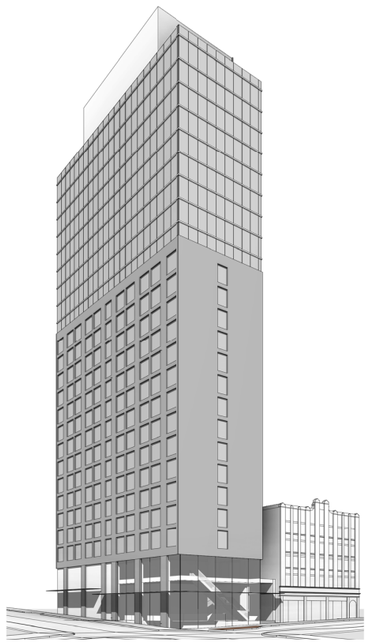
SECTION B (MID-BLOCK)



SECTION C (SOUTH BLOCK)

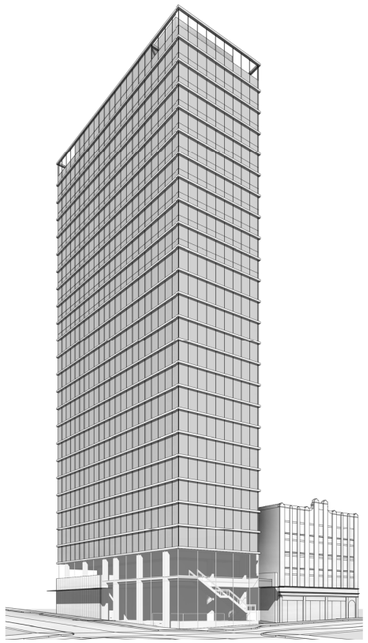
04. EDG RECAP - FOR REFERENCE



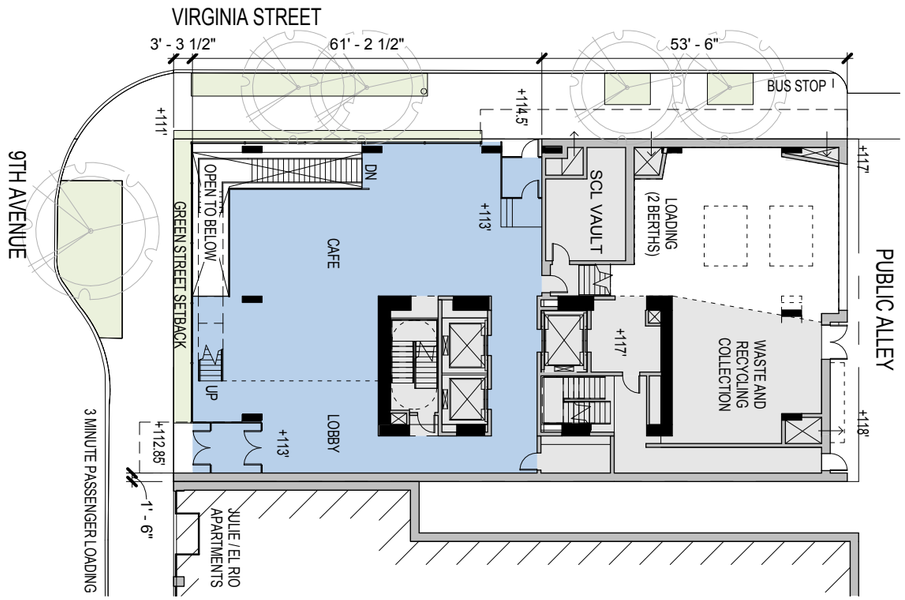


MASSING #1 : OPAQUE ENDS

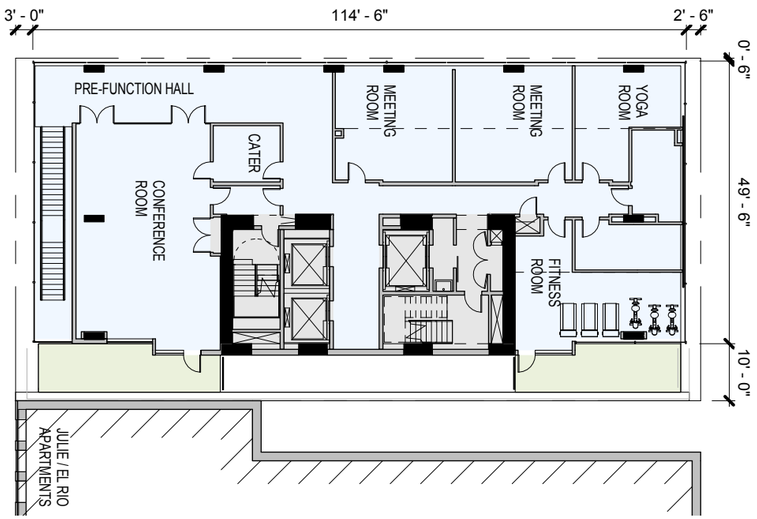
MASSING #2 : STACKED



MASSING #3 : UNIFIED



LEVEL 1



LEVEL 2

04. EDG RECAP - FOR REFERENCE

PRIORITIES AND BOARD RECOMMENDATIONS

1. Massing

a. The Board recognized the constraints of working on a small urban-infill site and agreed that the applicant's exploration of three expressions of a similar form was appropriate and sufficient for their review. (A-1)

b. The Board supported the preferred scheme (Option 3) for the simplicity and unity of the composition. (B-4) c. The Board supported the choice to set the project back from the adjacent Landmarked Julie Hotel, as it allowed light and air between the projects and highlighted the discrete presence of this historic brick structure. (B-1, B-2, B-3.2)

d. The Board asked for continued study of the service core element and asked for particular attention to the choice of cladding. (A-1, A-2)

2. Design Concept

a. The Board supported the 'gasket' expression proposed where the project abuts the Julie Hotel and asked for careful study of its composition and material expression. (B-3, B-4)

b. The Board supported the two-story corner element as an engaging and compositionally strong corner element and asked that any required demising walls in this area not compromise the volume of the space as seen from the R.O.W. (B-4, C-3.1)

c. The Board encouraged the applicant to use the operable nature of the residential windows to subtly indicate the change in program on those floors. (B-4, B-1, C-2)

3. Blank wall/Bus stop

a. The Board supported the location of services space in the northwest quadrant of the site and the attendant blank wall, provided the wall is clad in high quality material and articulated for visual interest (meeting the criteria for a type I decision per 23.49.056.D.3), and that its expression be carried around the corner and into the alley. (B4.3)

b. The Board had some concern regarding the datum line generated by the top of this blank wall and asked for a re-examination of its height and location to clearly connect it to its context and use. (B-3.2, B-4.2, C-3.1)

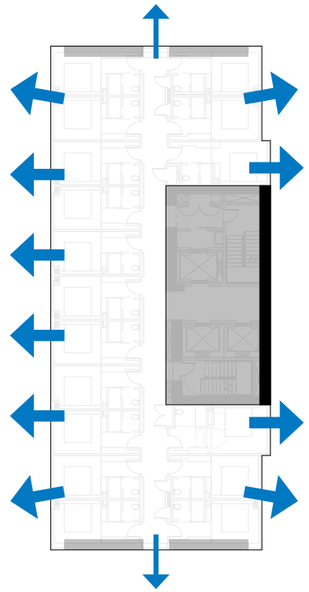
c. The Board supported the schematic re-design of the existing bus stop, provided the shelter/overhead weather protection be physically and aesthetically integrated with the proposed project. (C-5.1, D-3.1)

d. The Board supported the use and schematic massing of the roof elements but asked for a full exploration of the relationship of the roof 'edges' with the cladding system below, as well as the mechanical screening. (C-1, C-3, C-4, C-6)

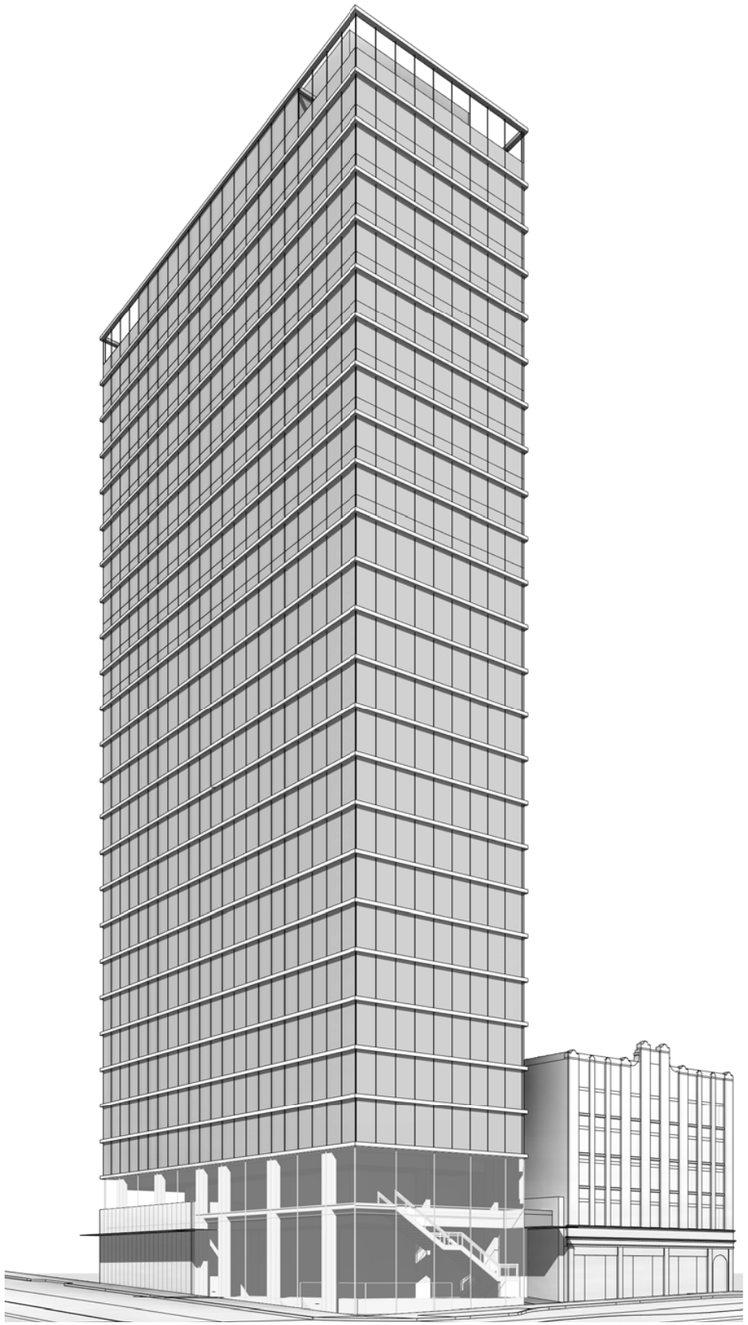
4. Departure

a. The Board indicated preliminary support for a departure from 23.49.018 regarding overhead weather protection, recognizing the (oft-seen) conflict between OHP and street trees. (C-5.1, D-2)

b. The Board encouraged the applicant to see this constraint (and the required bus shelter) as opportunities to create a functional and visually pleasing solution. (C-5.1, D-3.1)

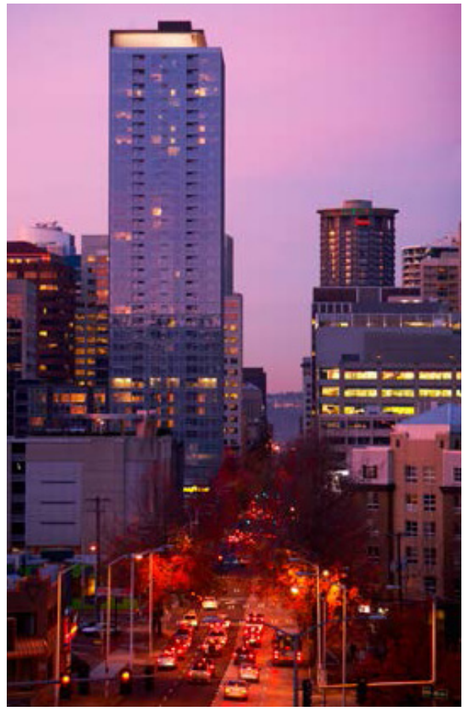


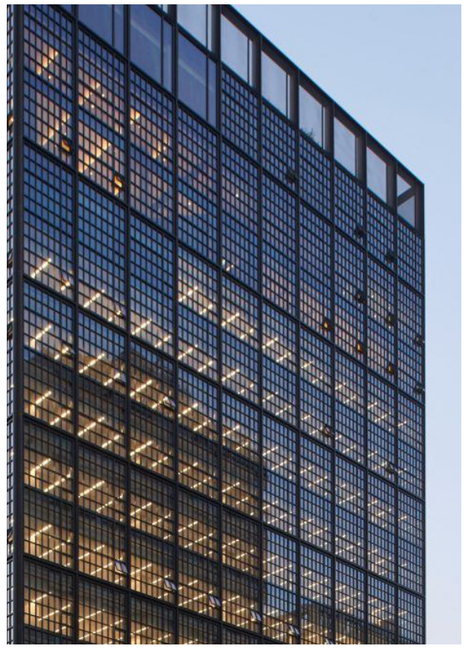
* Responses to the Board's Guidance may be found highlighted throughout the packet adjacent to the supporting graphics.



PERSPECTIVE LOOKING EAST

05. PRIORITY DESIGN GUIDELINES





A. SITE PLANNING AND MASSING

A-1 Respond to the physical environment
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

The older surrounding buildings are generally composed of simple, rectilinear forms, while many of the new buildings employ dynamic fractal or curvilinear shapes. The massing of Ninth & Virginia is purposeful and rectilinear, revealing program and structure.

A-2 Enhance the skyline.
Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The upper portion of the building is defined by recognition of the program transition from hotel rooms to amenity space and outdoor terrace. The glazing is set back while the floor plate expression is continued in line with levels below to provide an elegant, detailed termination to the unified tower expression.

B. ARCHITECTURAL EXPRESSION

B-1 Respond to the neighborhood context
Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

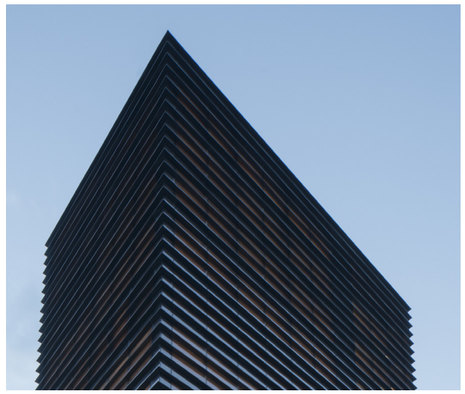
The 9th & Virginia Hotel is adjacent to the historic Julie / El Rio apartments and in a rapidly developing neighborhood. Desirable urban features are active streetscapes, detailed facades, and simple forms.

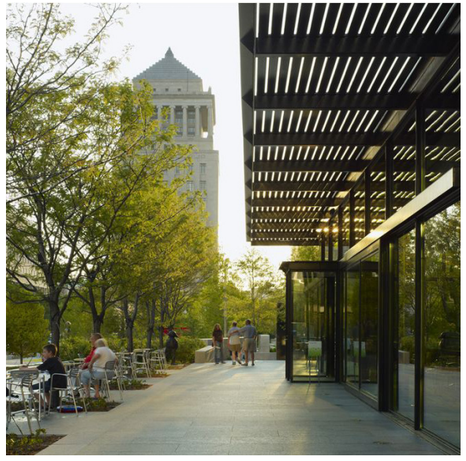
B-2 Create a transition in bulk and scale
Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

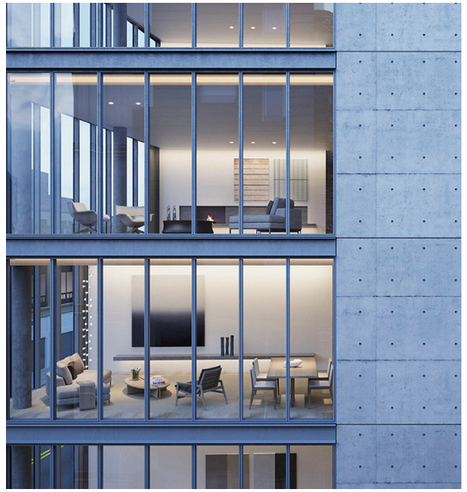
The building height is held lower than the zone maximum and the massing is set back from the Julie Apartments, contributing to a varied neighborhood scale.

B-3 Reinforce the positive urban form & architectural attributes of the immediate area
Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

The immediate context is rapidly developing. Positive features include simple form, textured facades, and positive streetscape development. 9th & Virginia will build upon these attributes with the prominent addition of a two story, highly transparent corner, enlivening the street.







B-4 Design a well-proportioned & unified building
Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building which exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

The 9th & Virginia Hotel is a coherent form, defined by simplicity and articulation. The tight site lends to a slender, elegant tower whose facade is articulated with finely textured glazing. The streetscape level is a soaring transparent storefront increasing the connection of interior and exterior spaces.

C. THE STREETSCAPE

C-1 Promote pedestrian interaction
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

As described in B4, the ground level program is organized to promote pedestrian engagement. Street level use is located on the Virginia Street and Ninth Avenue façades; while service functions are kept to the easternmost portion of Virginia and the Alley. Considered amenity for transit riders will be incorporated into the Virginia street streetscape.

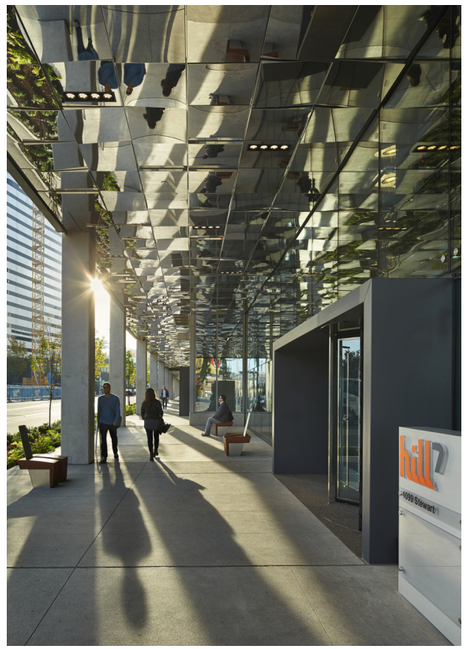
C-2 Design facades of many scales
Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

As described in B4, at the streetscape level, the Street Use cafe and hotel lobby anchor the pedestrian experience along Ninth and Virginia. The corner is envisioned to be highly transparent and welcoming to the double height interior space that connects up to the bar and lounge. Clear glazing, expressed columns, and textural materials promoting a sense of stability and longevity ring the grade level.

C-3 Provide active- not blank facades
Buildings should not have large blank walls facing the street, especially near sidewalks.

05. PRIORITY DESIGN GUIDELINES







The first two levels are designed with a high degree of transparency to reveal the active programs within. Out of necessity on the very small site, a blank wall faces Virginia, but is enhanced with transit amenity and detailed cladding with integrated lighting.

C-4 Reinforce building entries

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

There is one main entry and access point on Ninth and another for on Virginia for Cafe and secondary use. The entries are reinforced with overhead weather protection and signage. Passenger drop off areas are incorporated on Ninth, promoting the green street as a pedestrian experience.

C-5 Encourage overhead weather protection.

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Overhead weather protection will be provided at the building entries and for the transit users at the bus stop.

C-6 Develop the alley facade

To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project.

As alluded to above, the alley is integral to the streetscape experience. The landscape and building design will create an alley that is highly functional for the service needs of a hotel. Above the grade level, the alley facade is considered to be as prominent as any other street facing facade and contributes to the unified expression that is intended.

D. PUBLIC AMENITIES

D-2 Enhance the building with landscaping

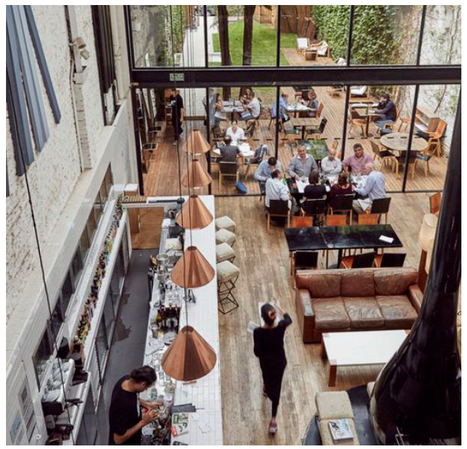
Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

The project will use street trees, plantings and site furnishings to create a strong pedestrian experience on all streets. The tree and understory character of each streetscape will build off of the existing character on adjacent blocks to provide continuity within the City fabric.

The Ninth Avenue green street will continue the fine character of a lush, pedestrian centered street.







D-3 Provide elements that define the place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

The Ninth & Virginia Hotel is a lifestyle destination not only for guests, but for the community at large. The cafe and bar are envisioned to be gathering spaces for the exchange of ideas, stories, and cheer. This is promoted by the interconnection of levels and the welcoming, street facing interior spaces.

D-4 Provide appropriate signage

Design signage appropriate for the scale and character of the project and immediate neighborhood.
All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

Signage is integral to communicating the hotel brand, and will be well integrated in the design.

D-6 Design for personal safety & security

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

As a hospitality property, safety and security is paramount. The streetscape will be designed with CPTED principles and the high degree of ground level glazing provides eyes on the street.

E. VEHICULAR ACCESS AND PARKING

E-3 Minimize the presence of service areas

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

The 9th & Virginia Hotel is removing two vehicular access points to the right of way in favor of service functions occurring in the public alley. While a portion of this service space abuts Virginia Street, the street facade here will cater to the transit users and the bus stop. Lean rails and a highly textured facade will engage riders and pedestrians alike.

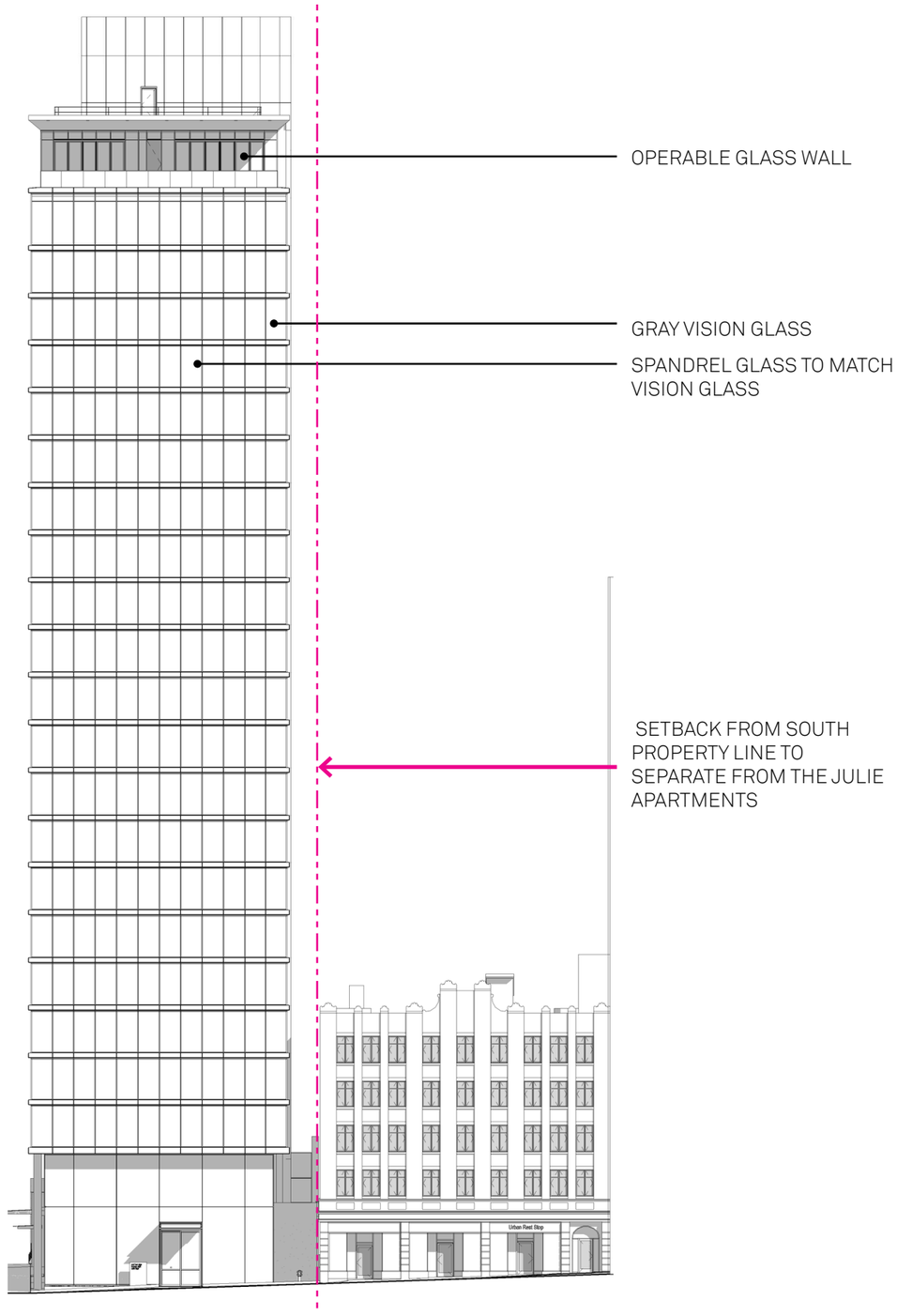
06. CONCEPTUAL DRIVERS : RELATIONSHIP TO HISTORIC







PRECEDENT IMAGES OF MATERIAL CONTRAST AND SEPARATION



WEST ELEVATION

06. CONCEPTUAL DRIVERS: RELATIONSHIP TO HISTORIC

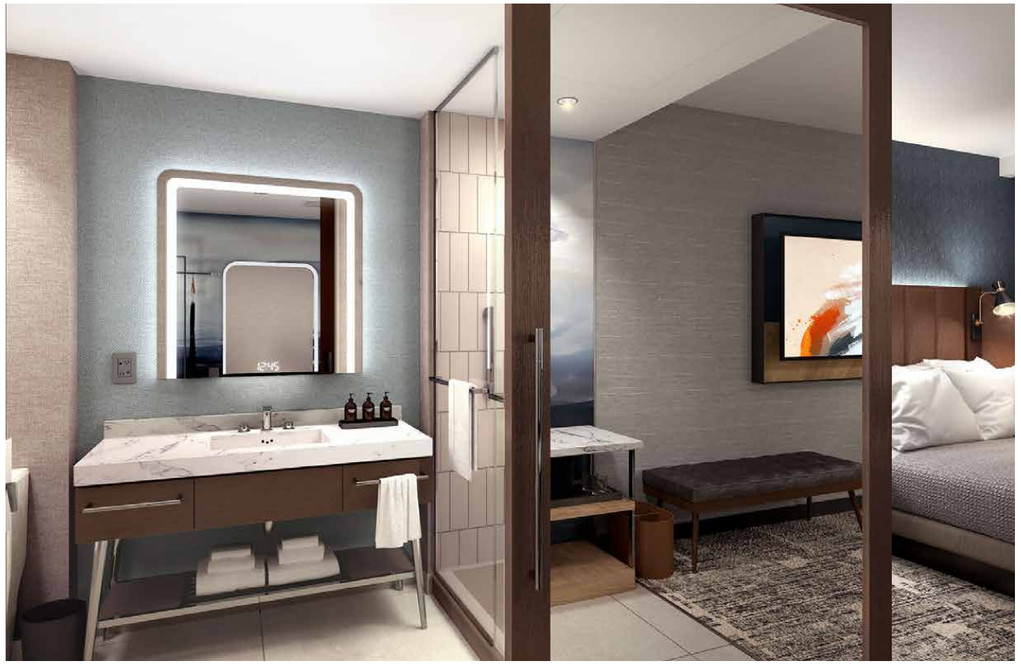


ENLARGED WEST ELEVATION (9TH AVENUE)

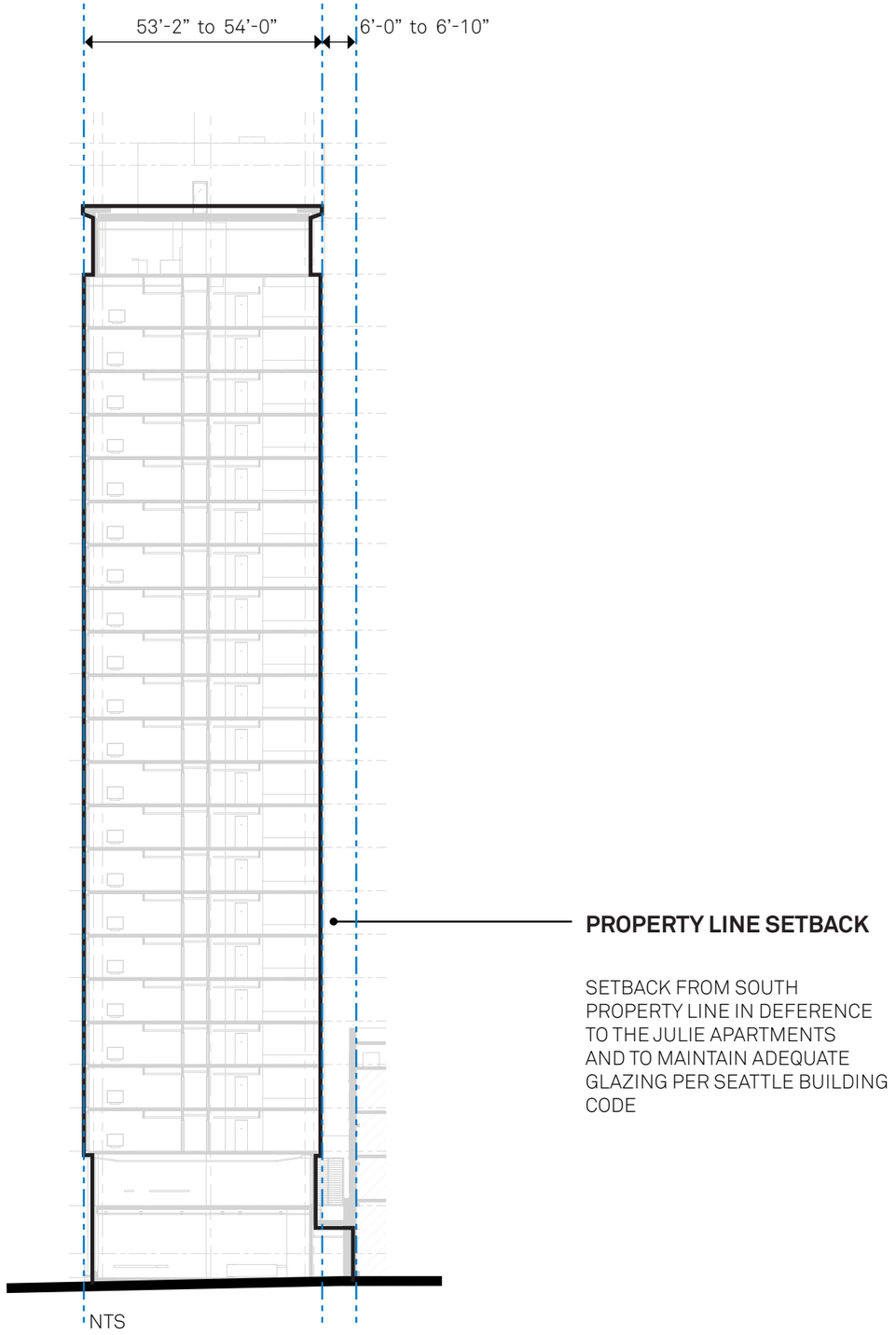
The 9th & Virginia Hotel sets back from the Landmarked Julie Apartments to allow light and air to reach between the buildings.

At levels 1 and 2, a deep planter separates the transparent facade of the hotel and its historic neighbor. This ‘gasket’ provides relief between the two buildings and also emphasizes the distinct presence of the Julie Apartments.

06. CONCEPTUAL DRIVERS : GUEST ROOM MODULE







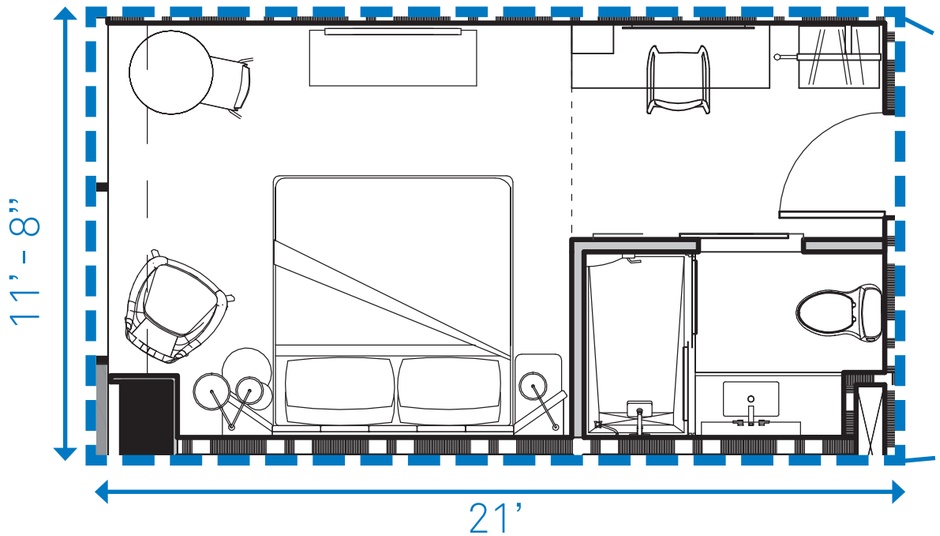
06. CONCEPTUAL DRIVERS: GUEST ROOM MODULE

The unique program for the 9th & Virginia Hotel, with a guest room module of 11’-8” wide by 21’ deep is an ideal use for a tight, urban-infill site measuring just 60 feet wide along 9th Avenue.

Accounting for interior and exterior wall thicknesses, 10 modules can be arrayed in the long axis (Virginia) on each side of a double loaded corridor.

The offset structural core and a small housekeeping/mechanical room is located to the south, yielding 15 guest rooms per level and a basic minimum dimension of 118’ by 54’-0”.

A setback is maintained from the south property line in order to achieve separation from the Julie apartments and adequate glazing for guest rooms.



TYPICAL GUEST ROOM
NTS

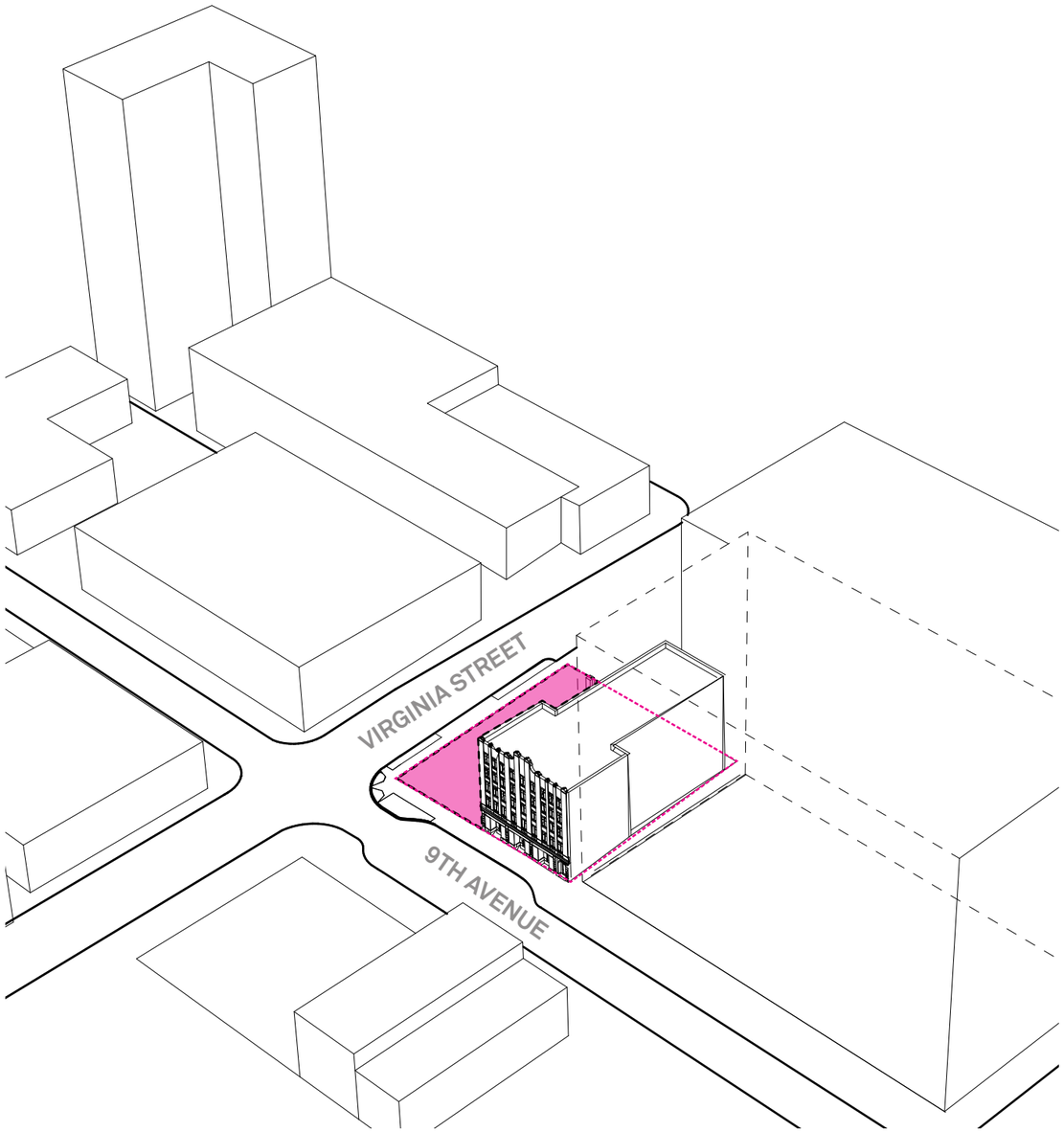


15 GUEST ROOMS PER LEVEL
NTS

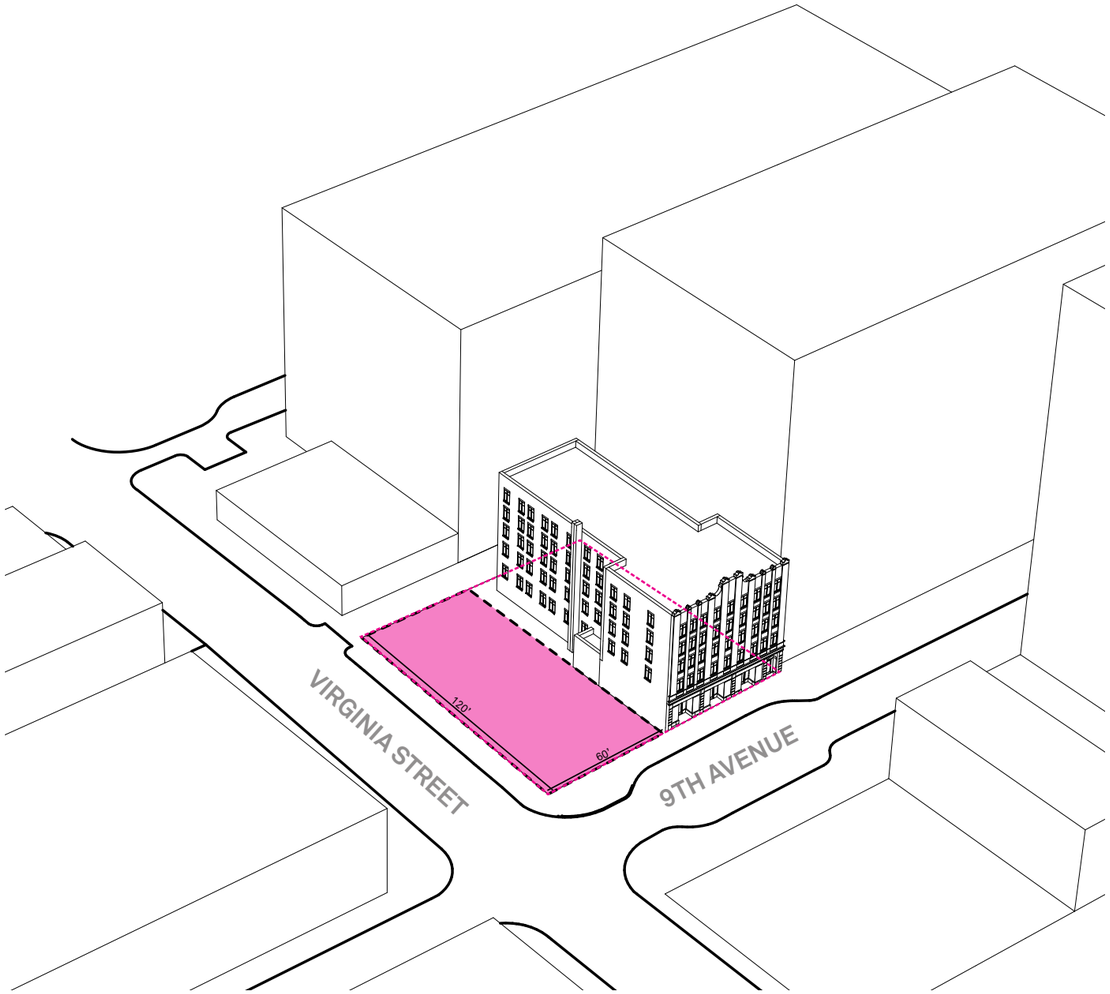
06. CONCEPTUAL DRIVERS: MASSING

1: SITE

60’ X 120’ SITE, 1/12 OF A CITY BLOCK



VIEW FROM SOUTHWEST

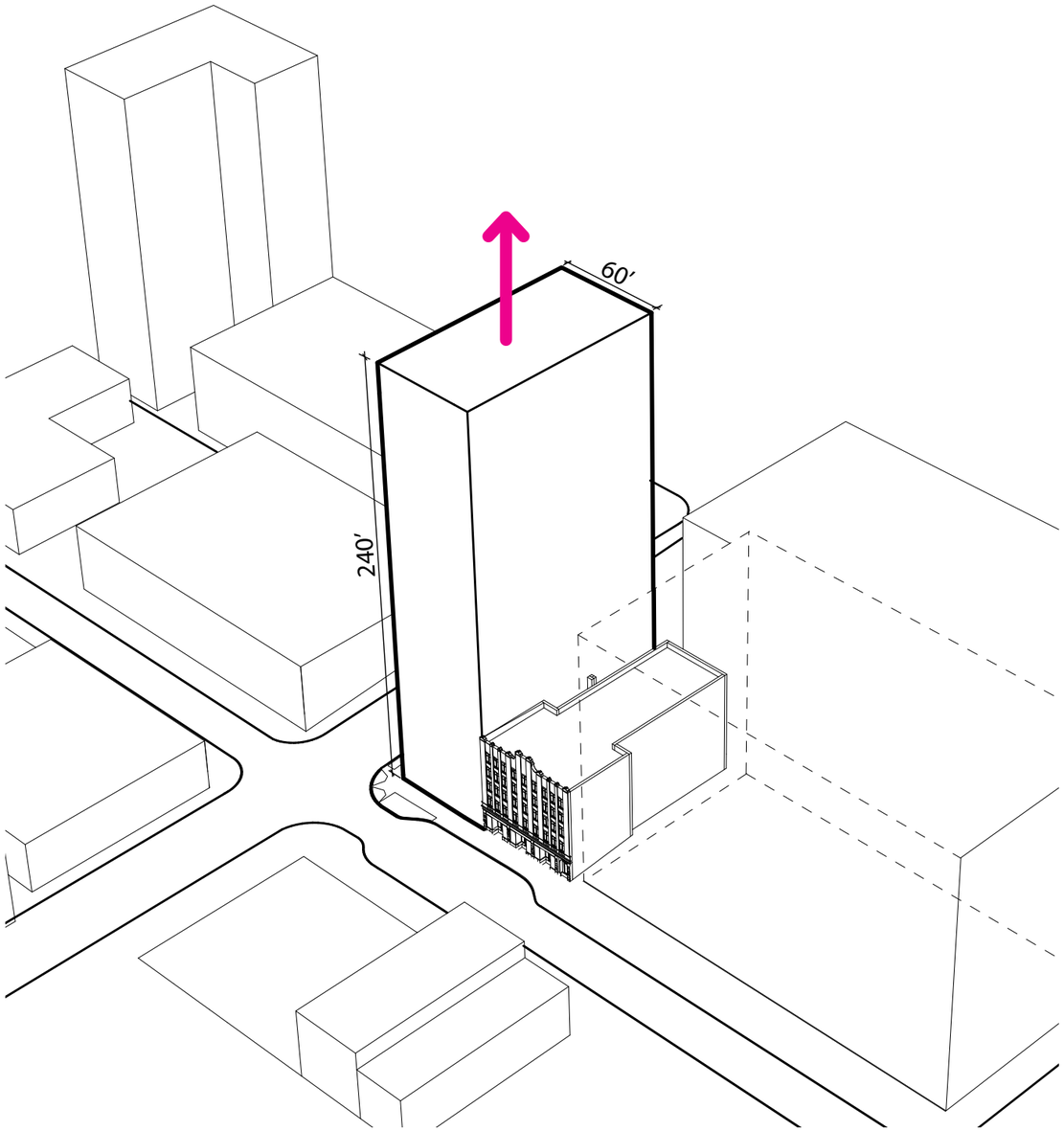


VIEW FROM NORTHWEST

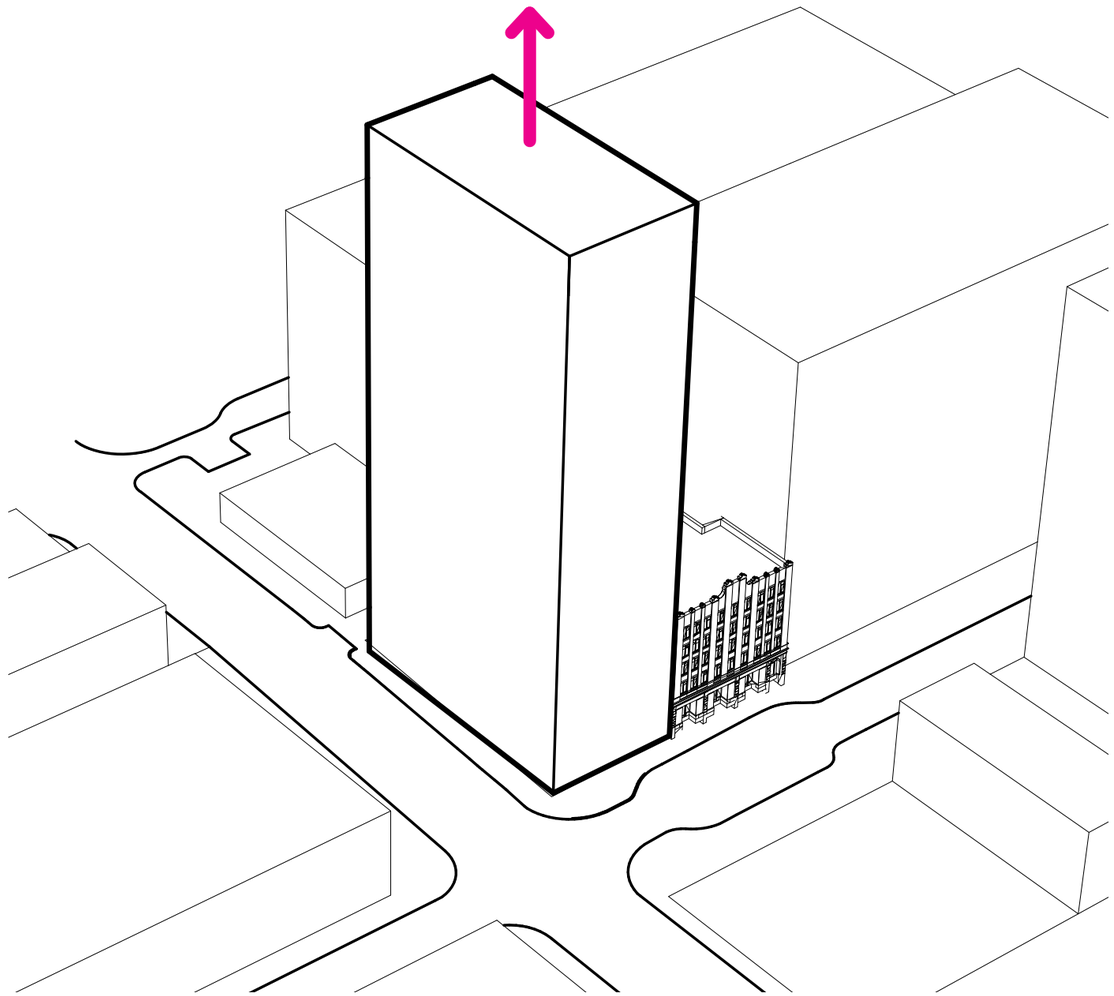
06. CONCEPTUAL DRIVERS: MASSING

2: EXTRUDE

EXTRUDE BUILDING ENVELOPE TO 240', UNDER THE LIMIT FOR PERFORMANCE BASED DESIGN



VIEW FROM SOUTHWEST

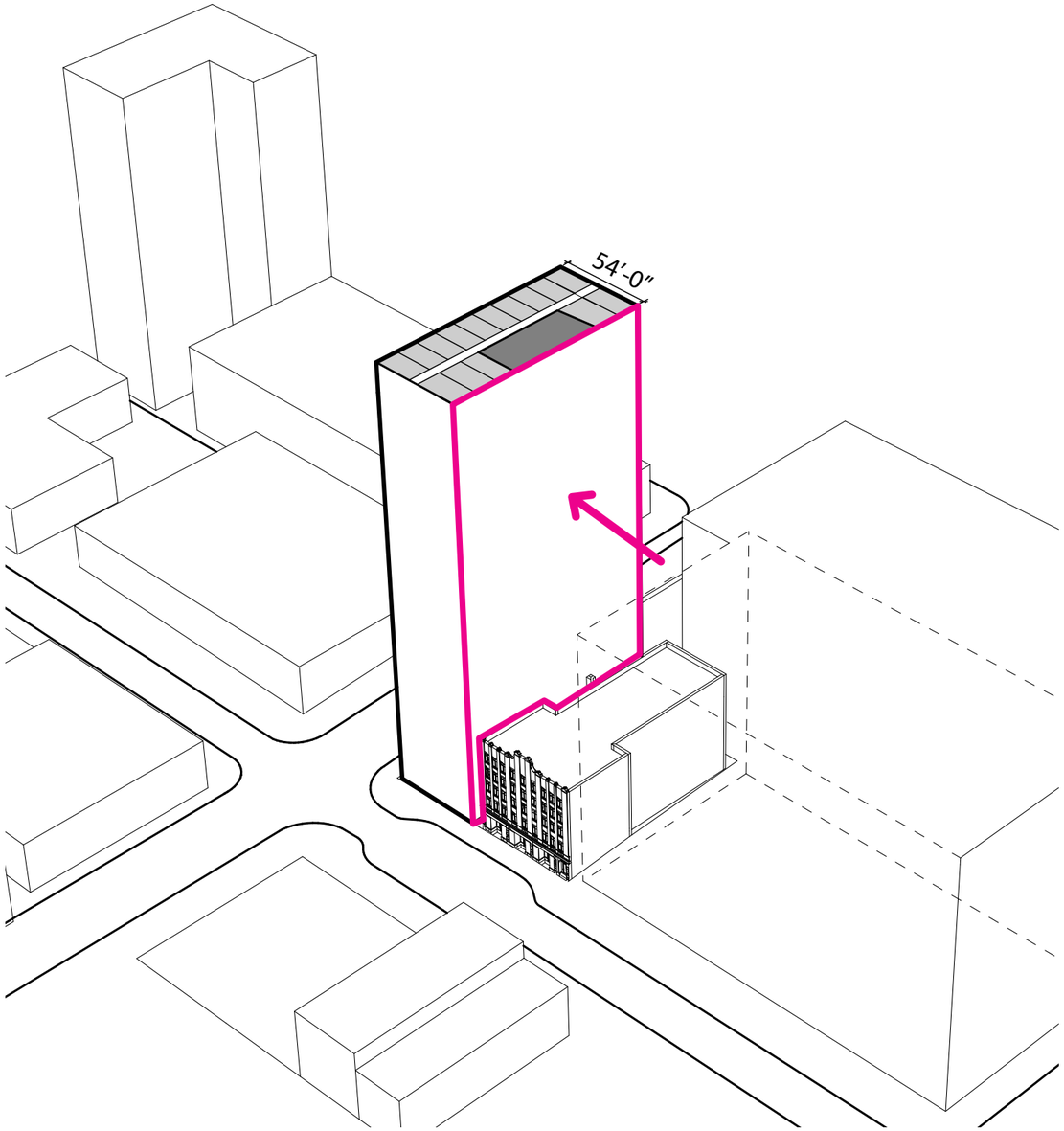


VIEW FROM NORTHWEST

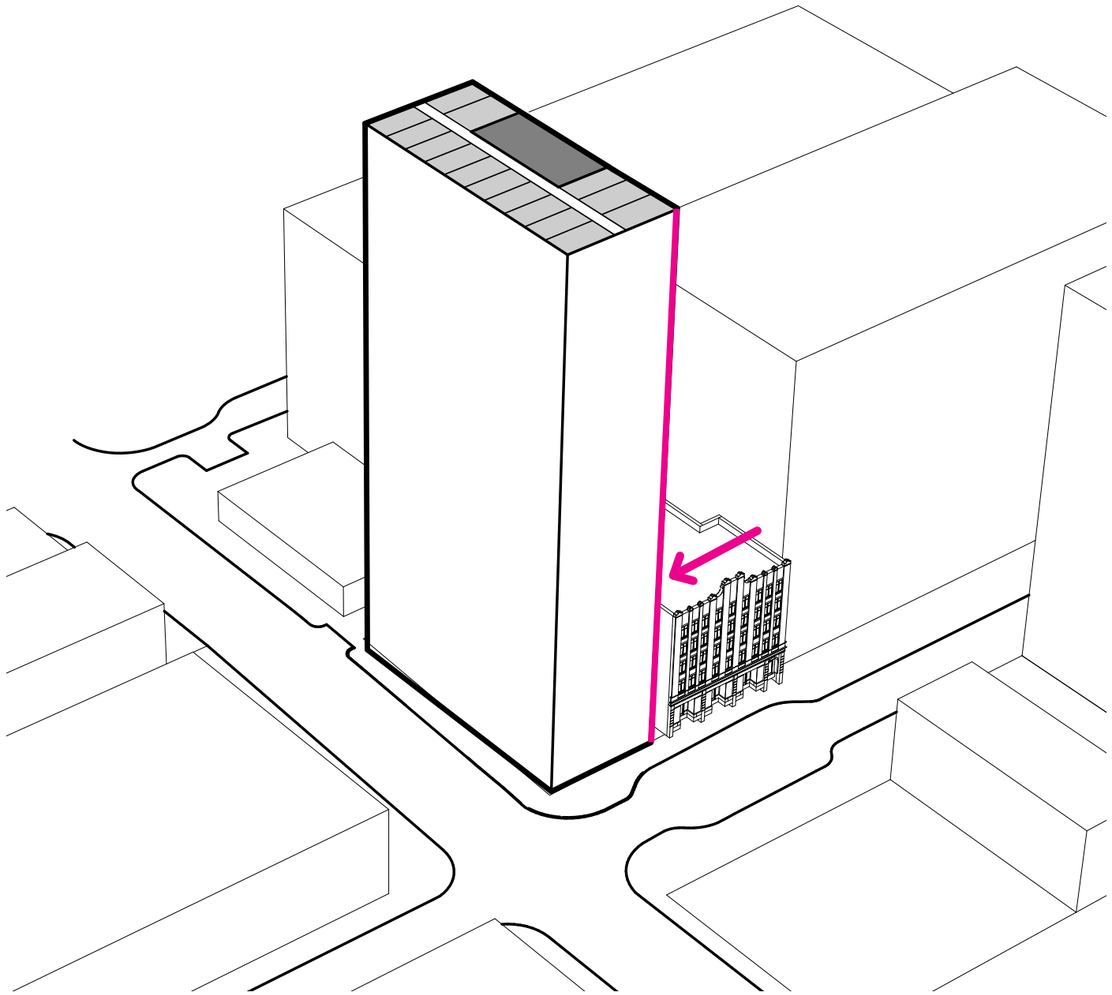
06. CONCEPTUAL DRIVERS: MASSING

3: PROGRAM

THE HOTEL ROOM MODULE ALLOWS FOR A SETBACK FROM THE HISTORIC JULIE APARTMENTS TO THE SOUTH (A-1, B-1, B-2)



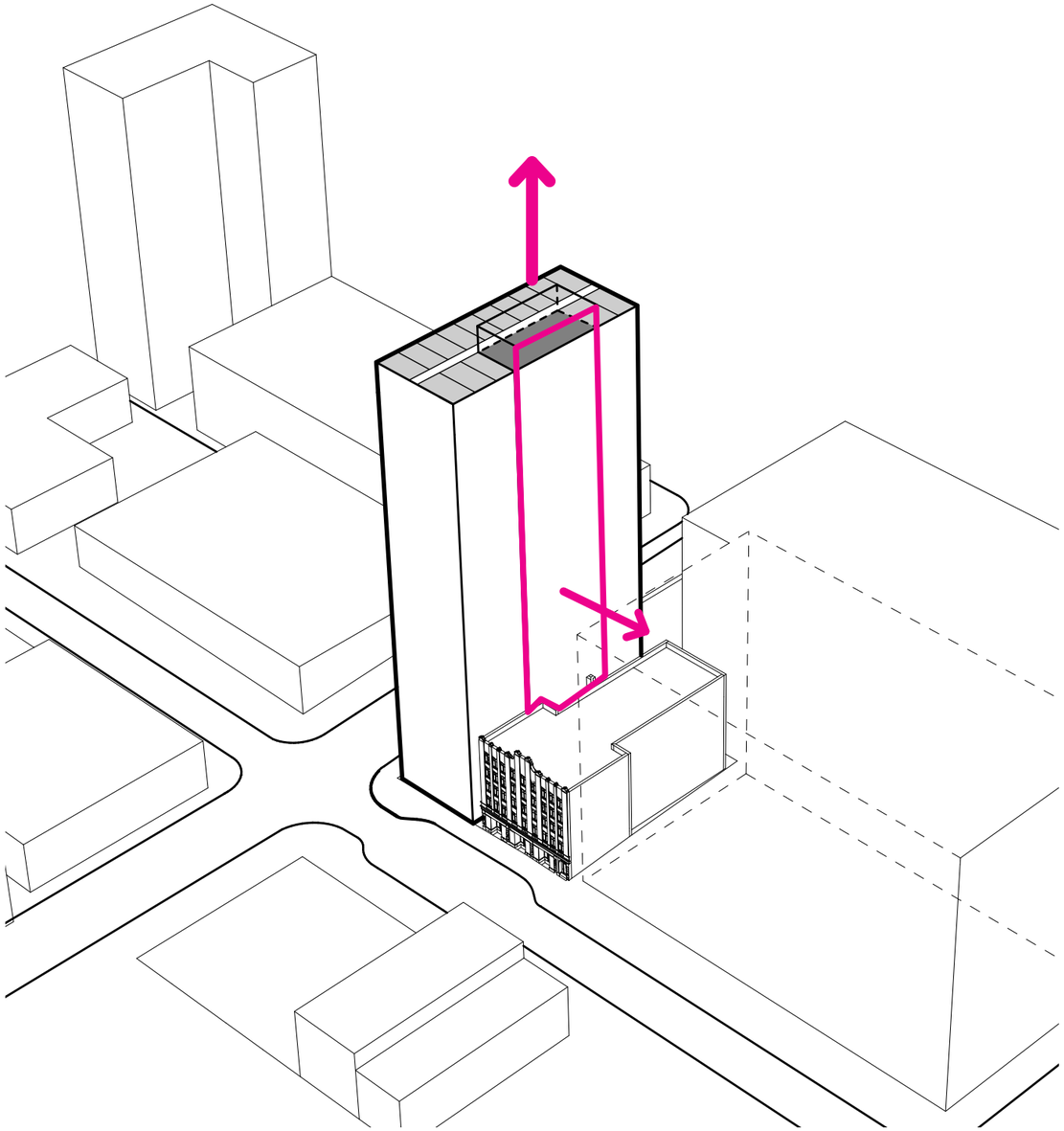
VIEW FROM SOUTHWEST



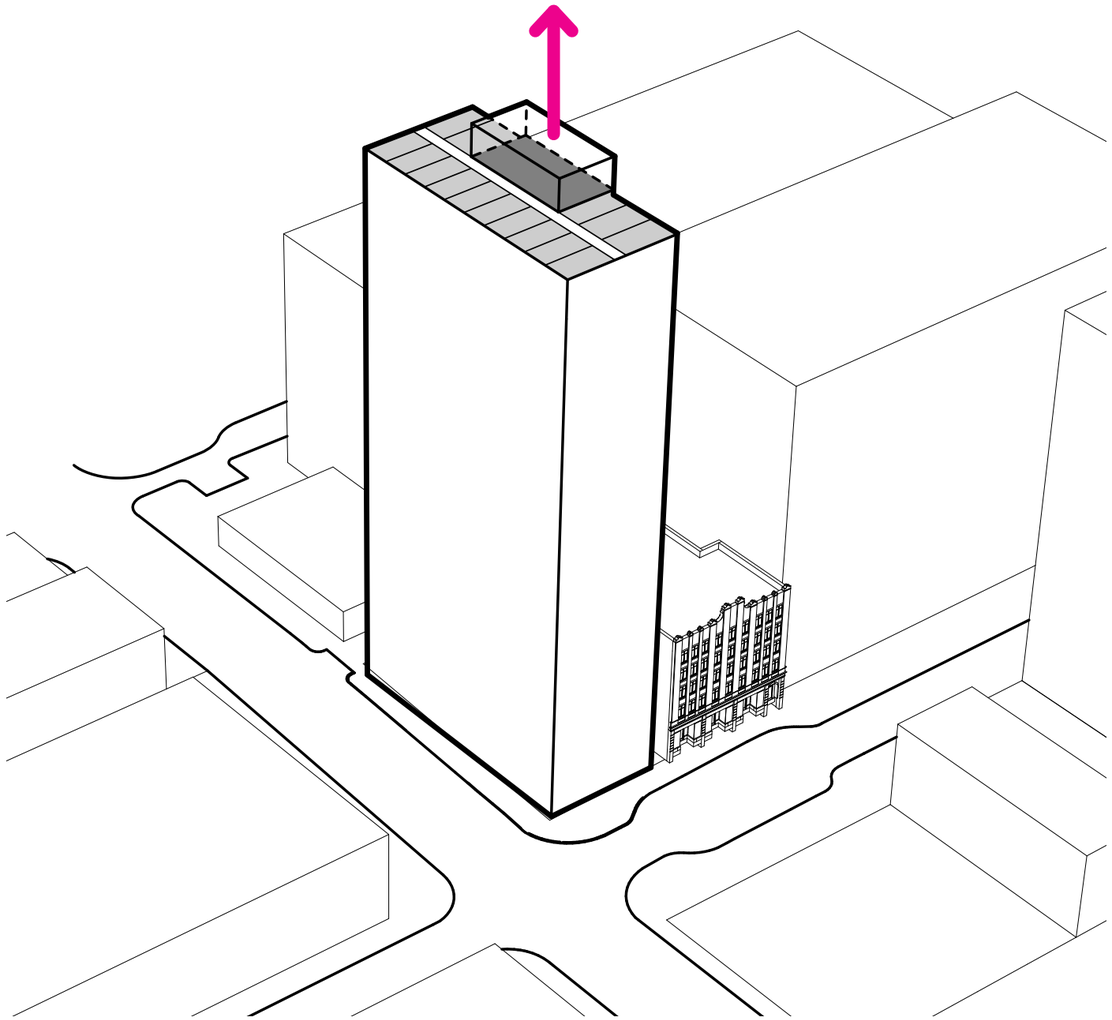
VIEW FROM NORTHWEST

4: EXTEND

THE STRUCTURAL CORE IS EXTENDED TO THE ROOF AND EXPRESSED ON THE SOUTH (B-2, B-4)



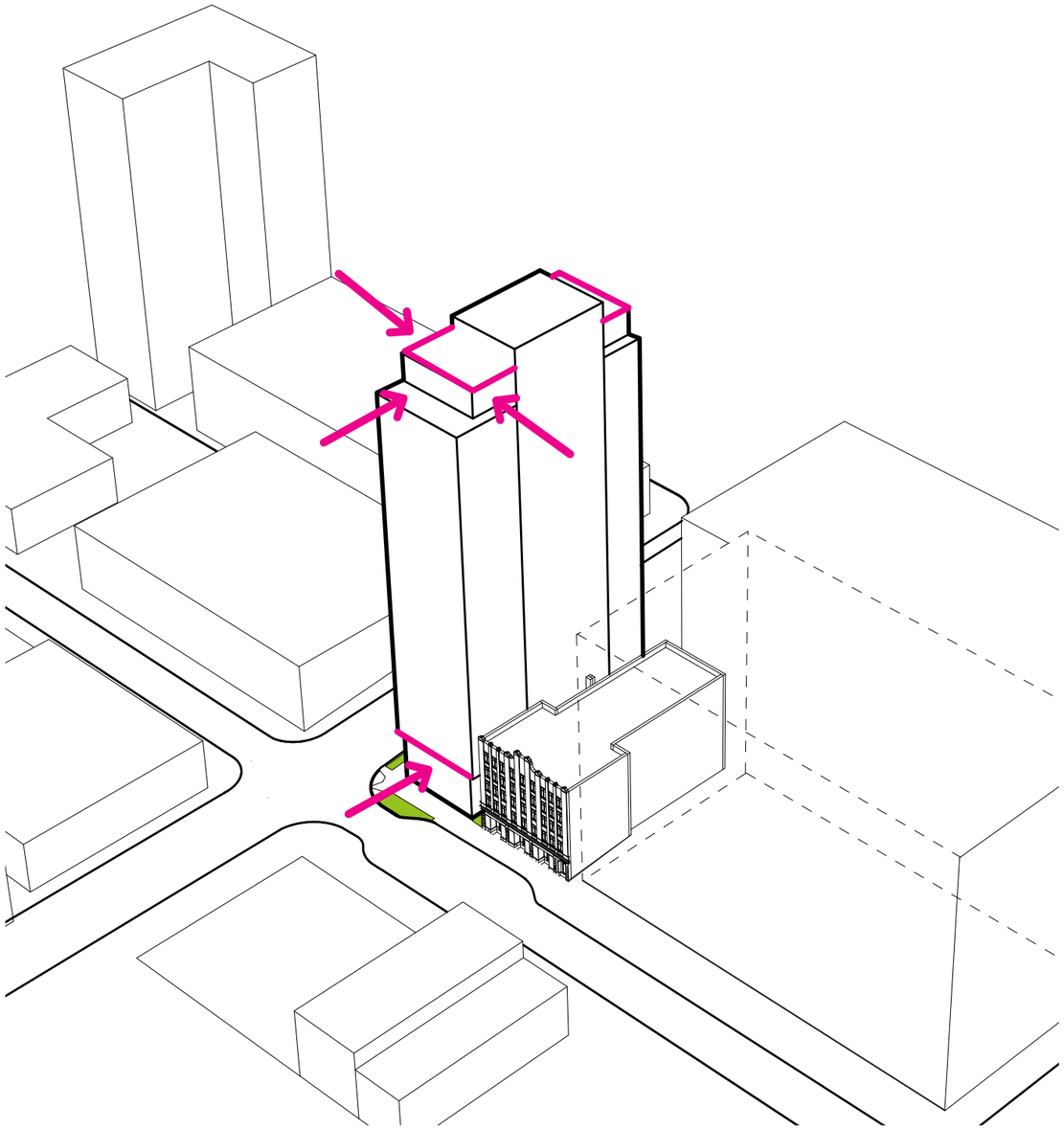
VIEW FROM SOUTHWEST



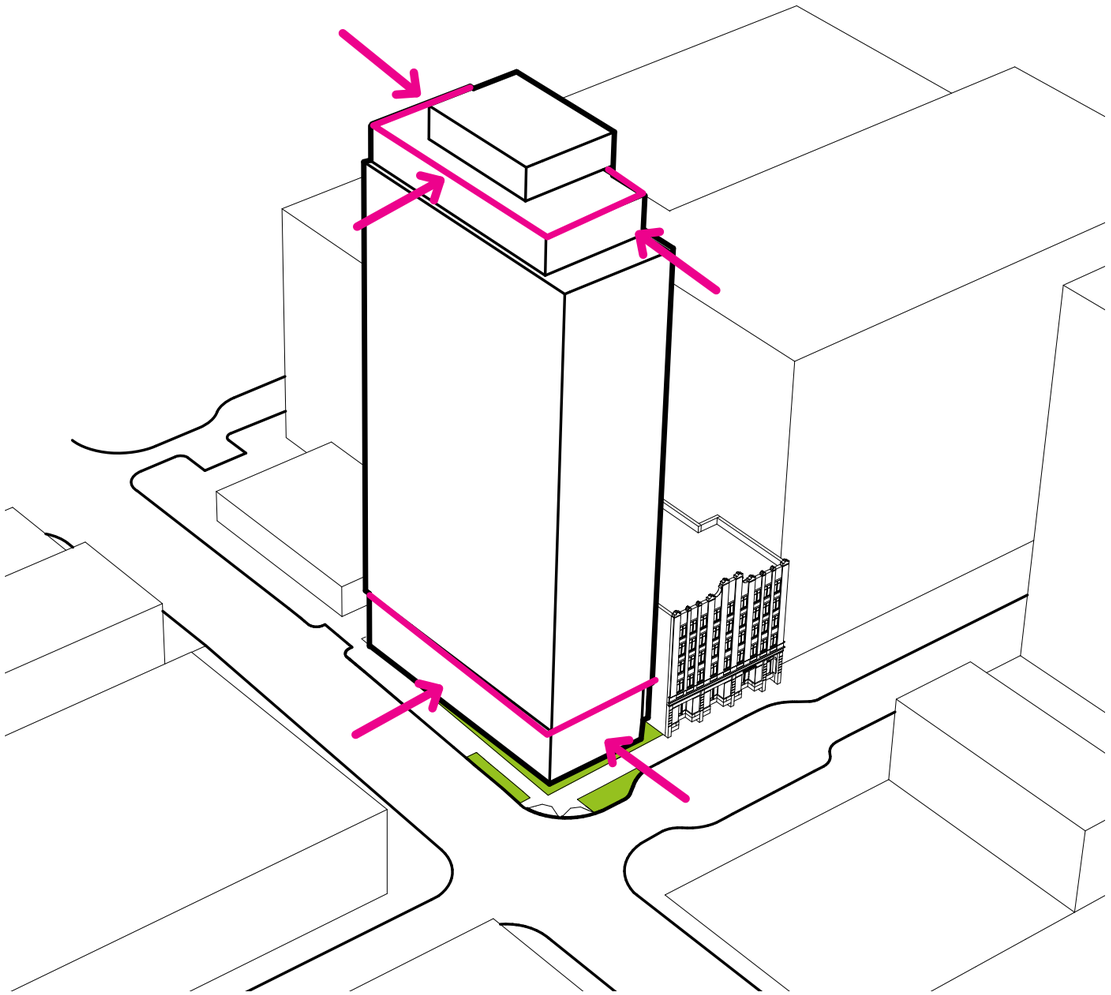
VIEW FROM NORTHWEST

5: SETBACK

AMENITY LEVELS (L1, L2, & L23) ARE SET BACK TO DIFFERENTIATE PROGRAM (A-2, B-2, B-3, B-4, C-1)



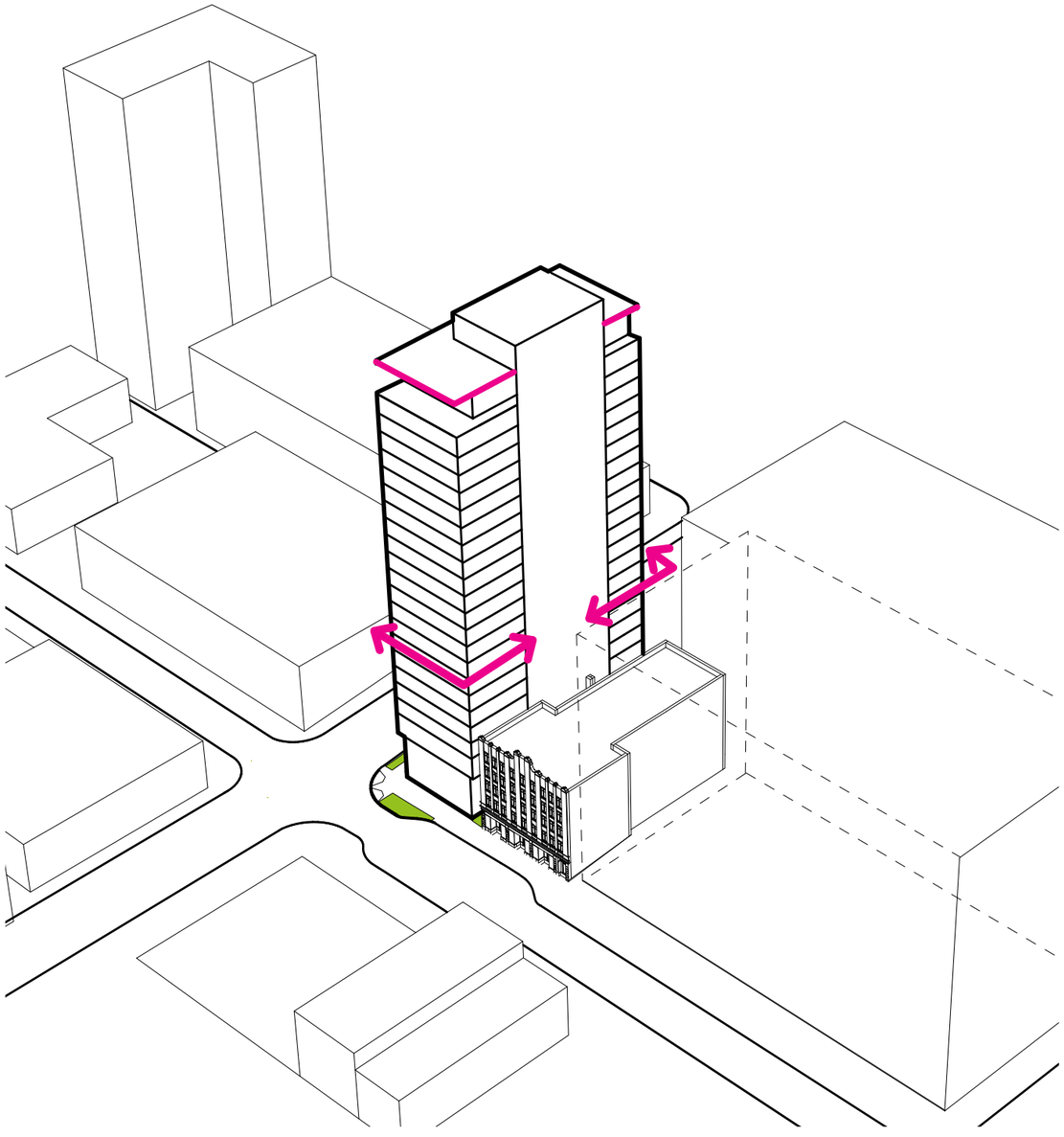
VIEW FROM SOUTHWEST



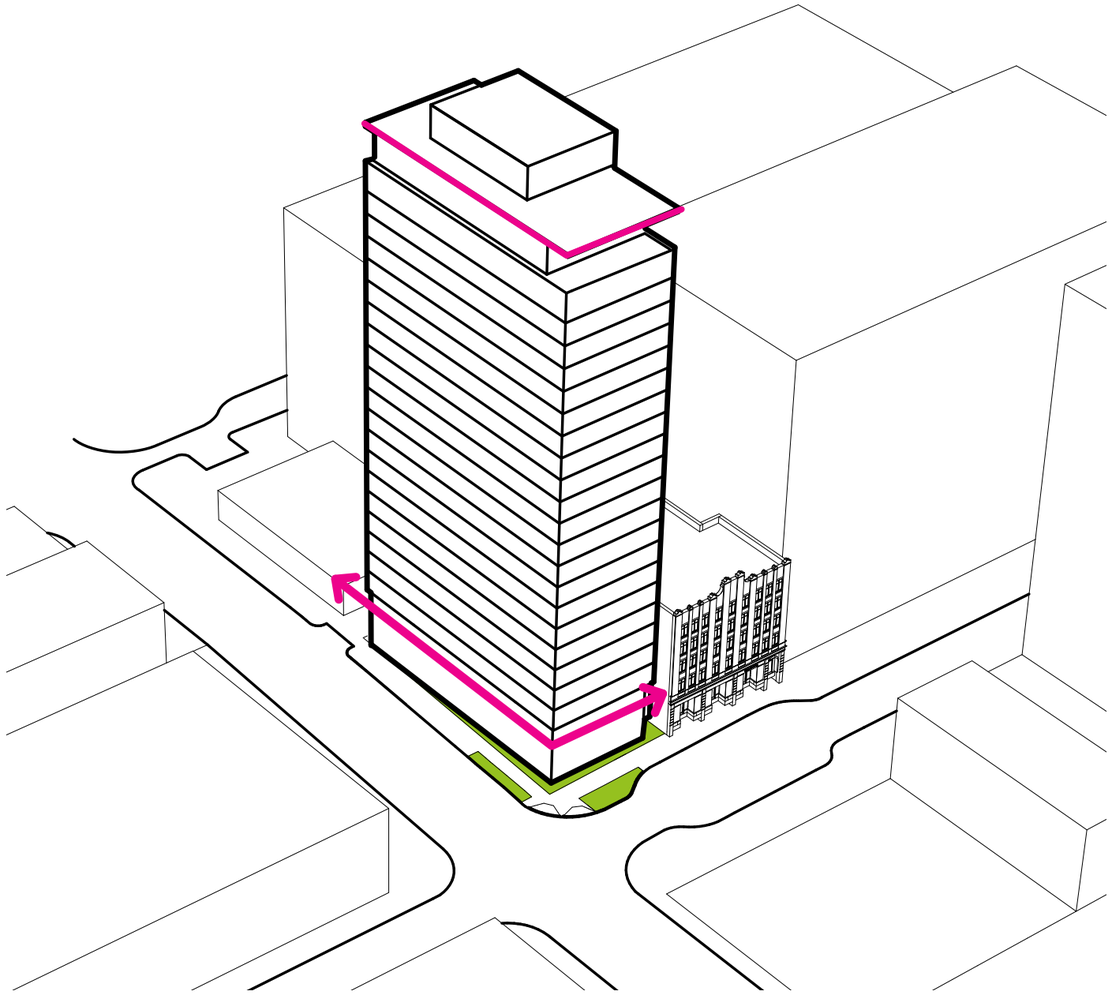
VIEW FROM NORTHWEST

6: ARTICULATE

FLOOR PLATES AND ROOF LINE ARE EXPRESSED HORIZONTALLY, PROVIDING ARTICULATION, SCALE, AND RHYTHM TO THE TOWER (A-2, B-1, B-2, B-4, C-2)



VIEW FROM SOUTHWEST

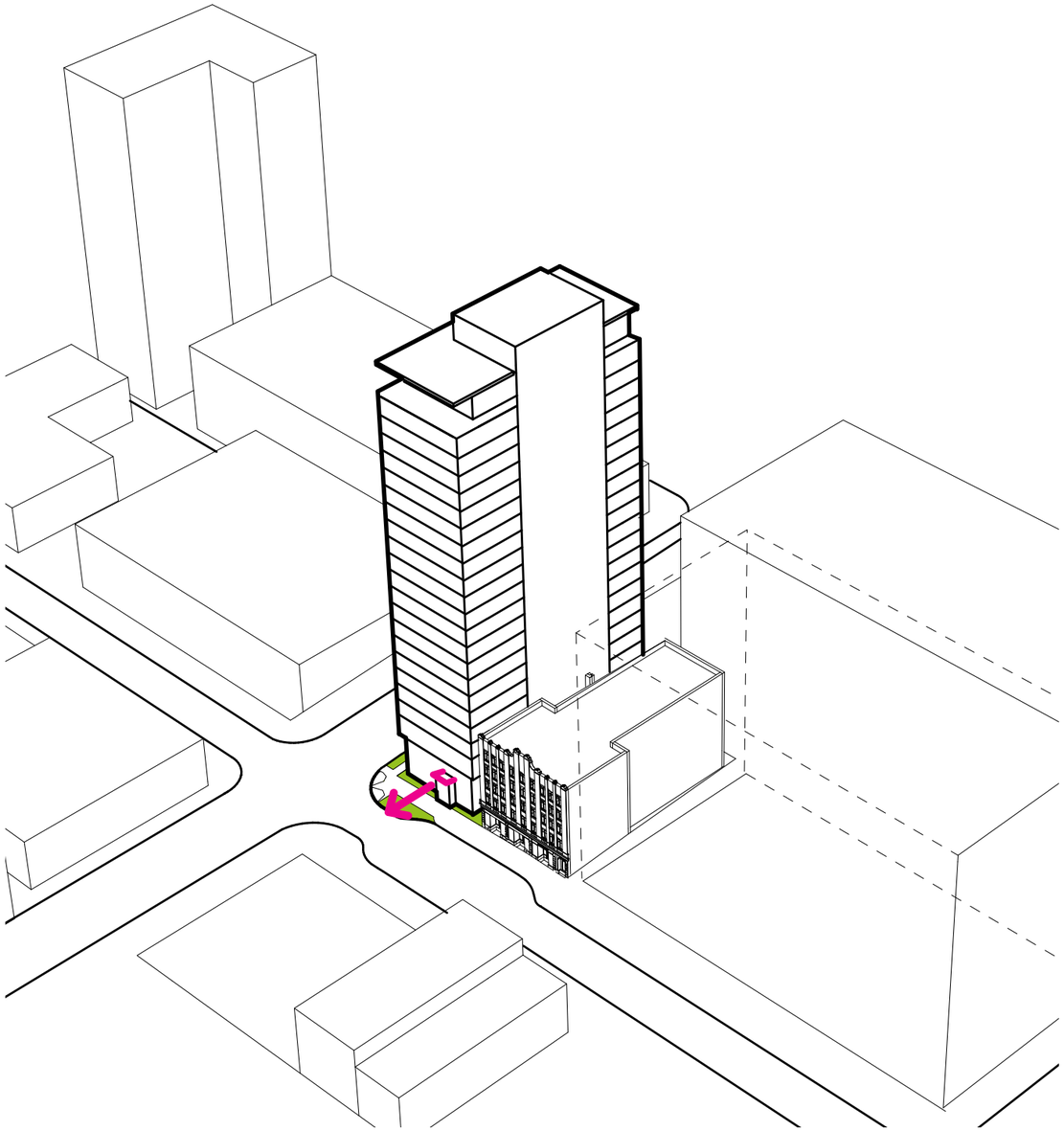


VIEW FROM NORTHWEST

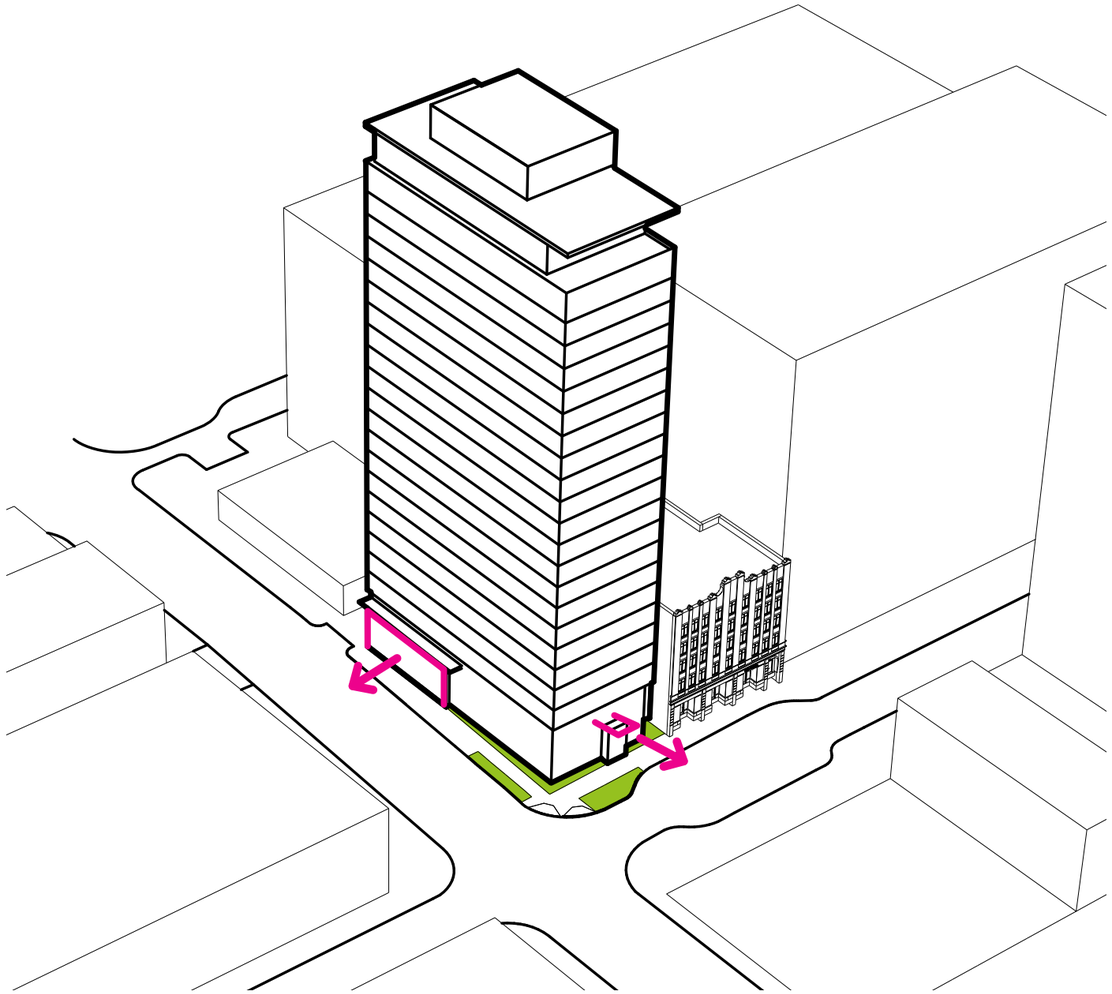
06. CONCEPTUAL DRIVERS: MASSING

7: MODULATE

AT THE PODIUM, THE SERVICE AREA IS DIFFERENTIATED TO RESPOND TO THE BUS STOP ON VIRGINIA AND THE ENTRY IS ESTABLISHED ON 9TH (C-1, C-2, C-3, C-4, C-5, C-6, D-3, E-3)



VIEW FROM SOUTHWEST

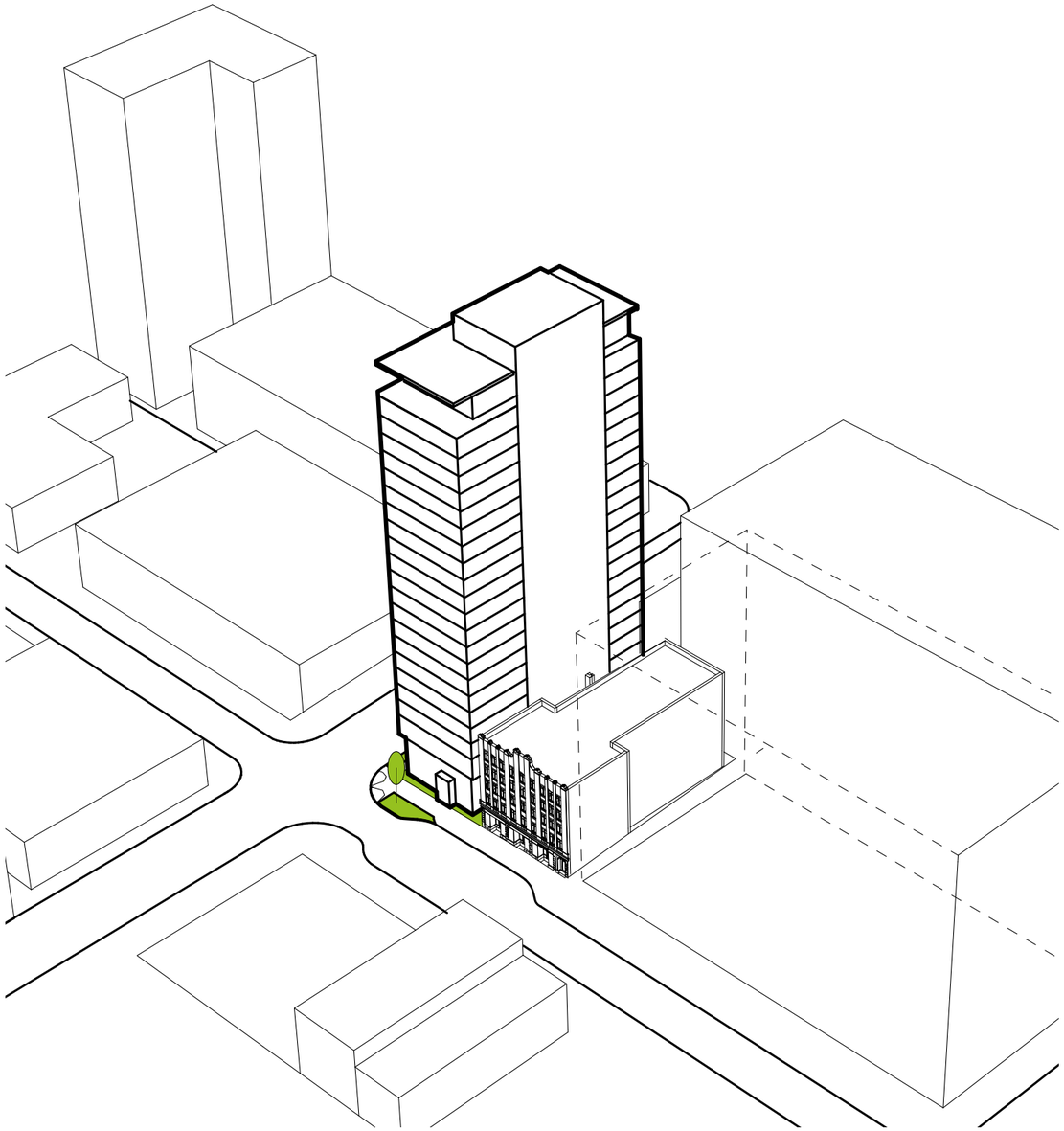


VIEW FROM NORTHWEST

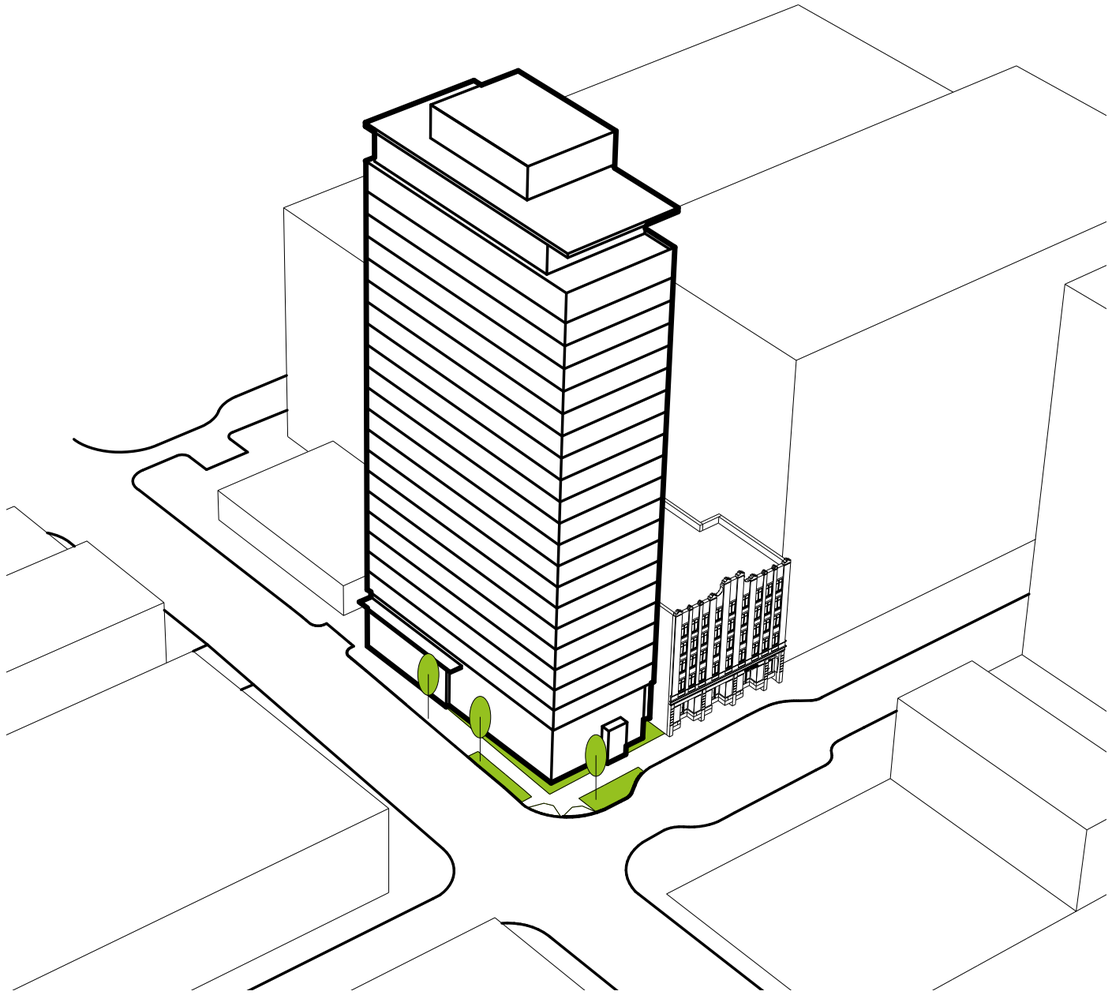
06. CONCEPTUAL DRIVERS: MASSING

8: GREEN STREET

9TH AVENUE GREEN STREET EXPRESSION WRAPS AROUND THE CORNER TO VIRGINIA STREET (D-2, D-3)

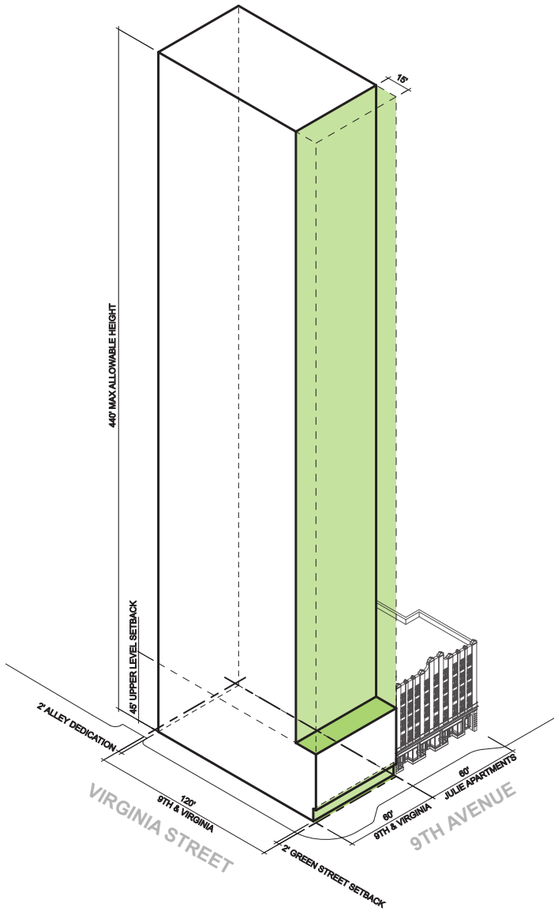


VIEW FROM SOUTHWEST



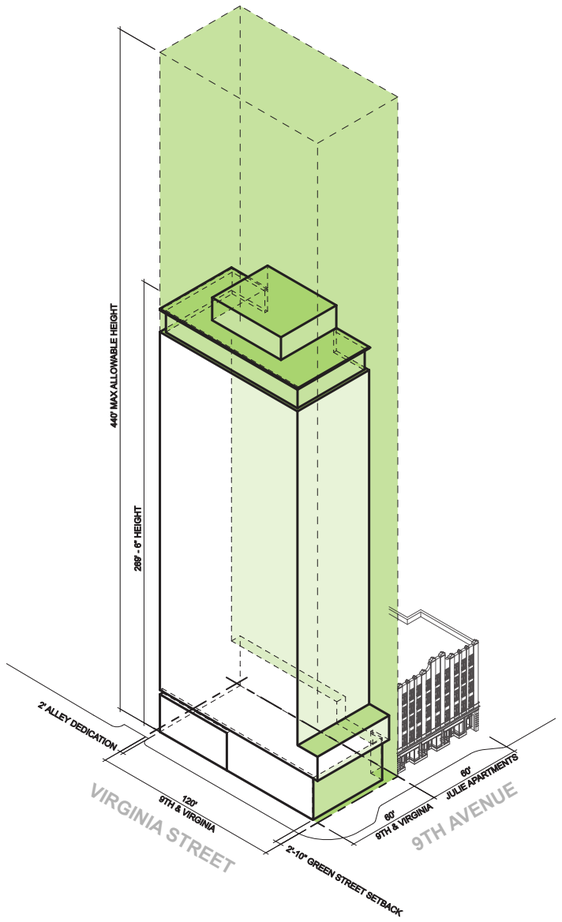
VIEW FROM NORTHWEST

07. MASSING AND TOWER - DEPARTURE #2



MASSING PER CODE
Code compliant, 15' Green Street setback

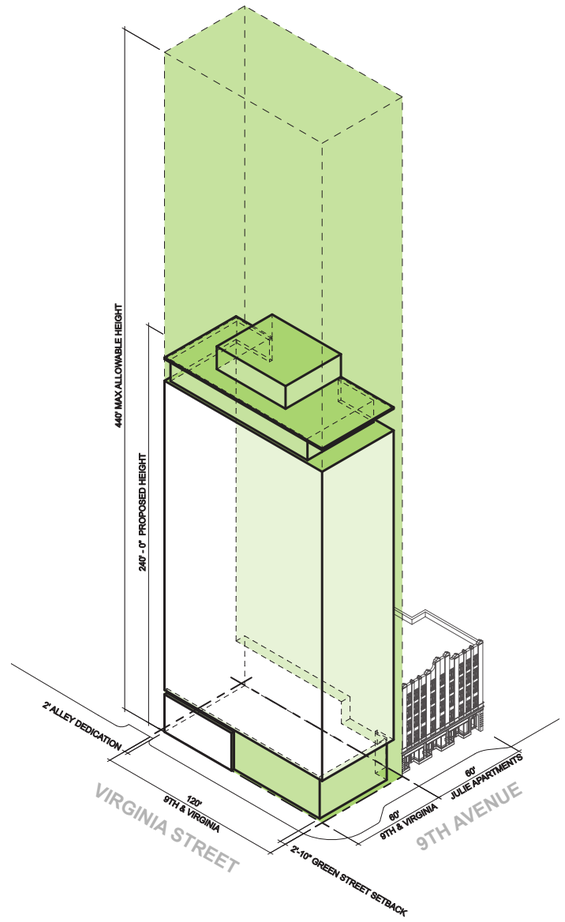
LIGHT & AIR VOLUME = 356,400 ft³



CODE COMPLIANT MASSING
15' upper level setback results in a smaller typical hotel level.

LIGHT & AIR VOLUME = 1,547,400 ft³

LEVELS	26
HOTEL LEVELS	23
TOTAL HOTEL ROOMS	257
FLOOR AREA RATIO	128,843 SF

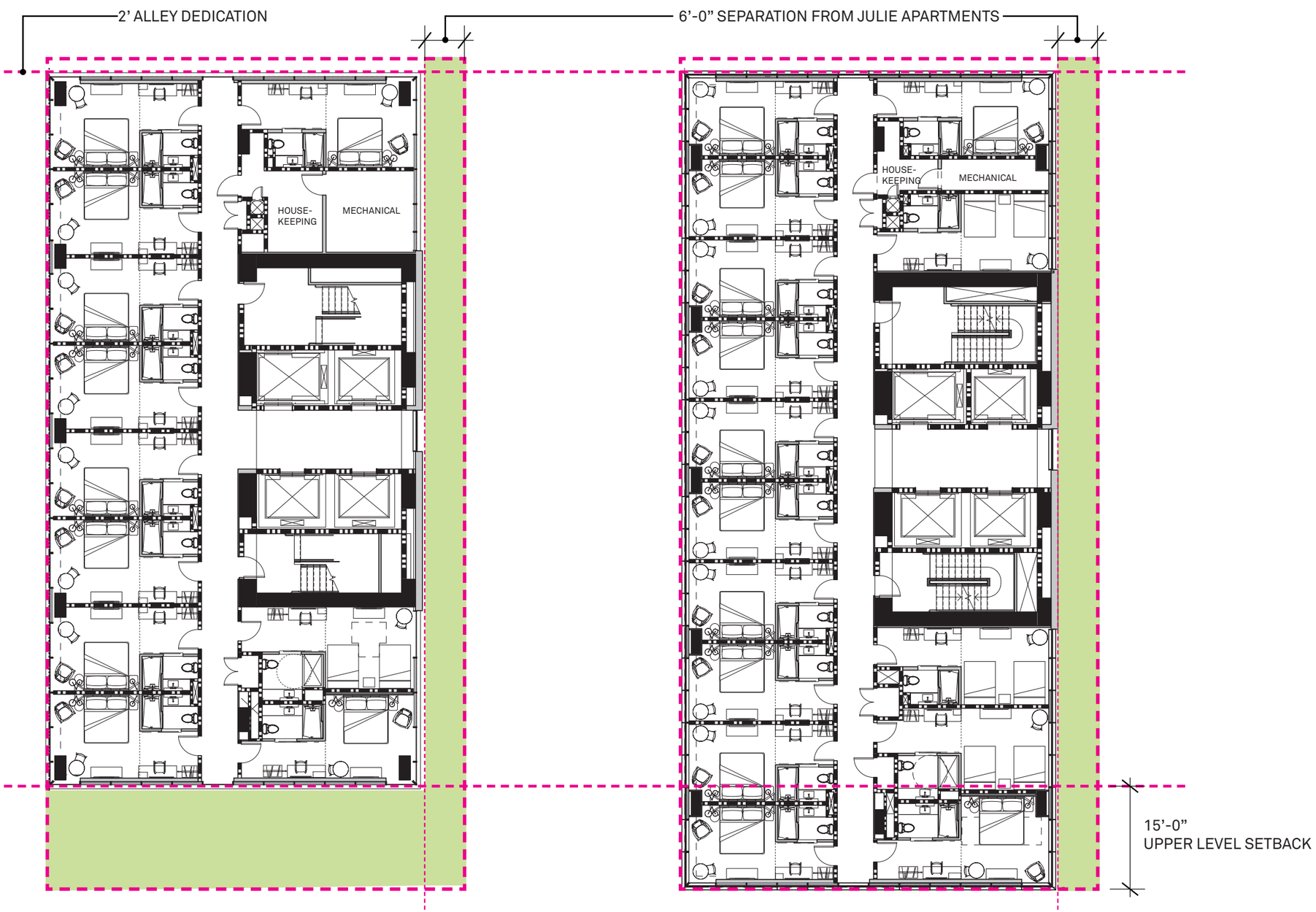


PROPOSED MASSING
Reduced height building with setbacks at exterior occupied areas

LIGHT & AIR VOLUME = 1,557,400 ft³

LEVELS	23
HOTEL LEVELS	20
TOTAL HOTEL ROOMS	300
FLOOR AREA RATIO	128,843 SF

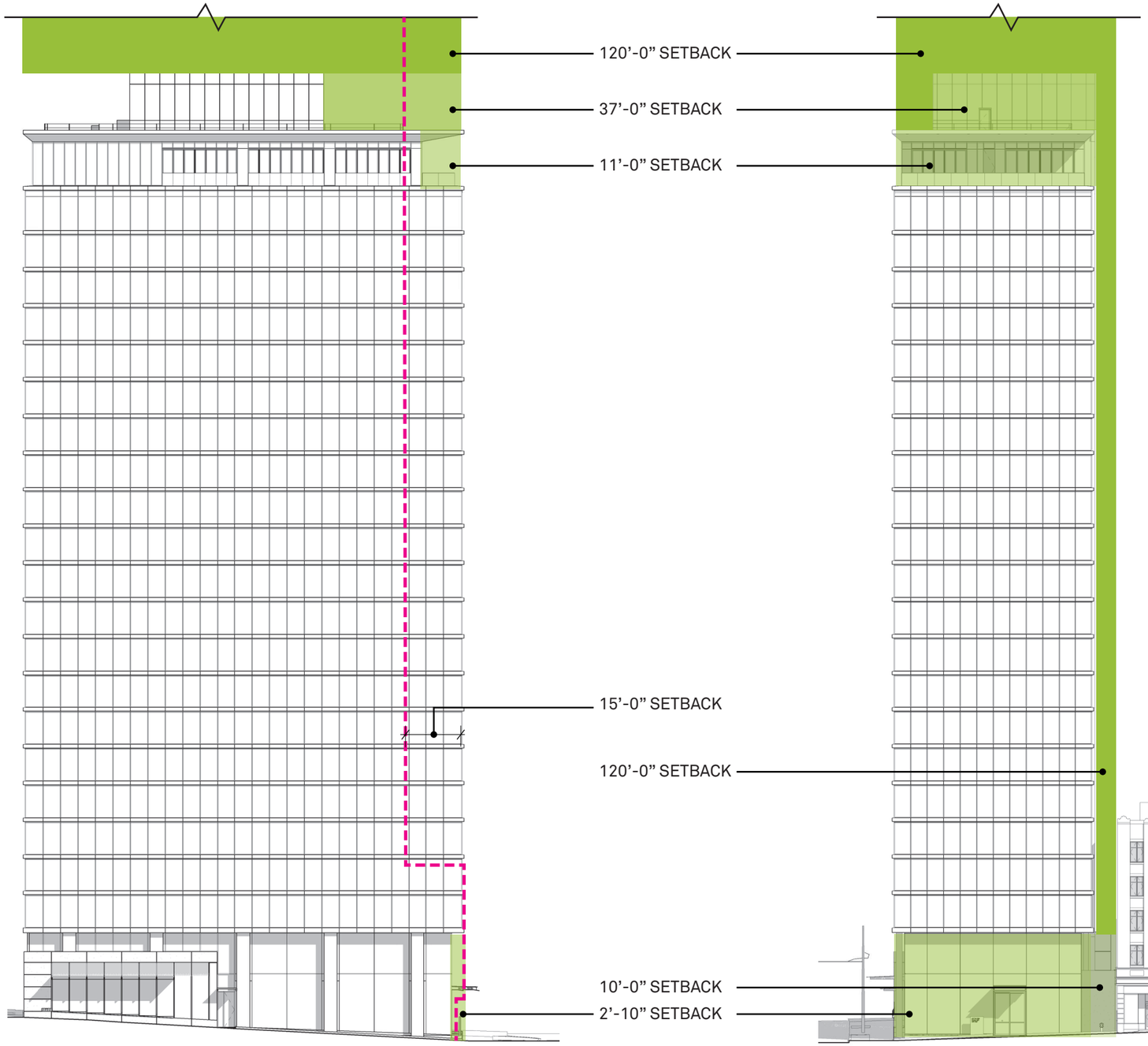
07. MASSING AND TOWER - DEPARTURE #2



CODE COMPLIANT HOTEL LEVEL
(11 ROOMS)

PROPOSED HOTEL LEVEL
(15 ROOMS)

07. MASSING AND TOWER - DEPARTURE #2



NORTH ELEVATION (VIRGINIA STREET)

WEST ELEVATION (9TH AVENUE)

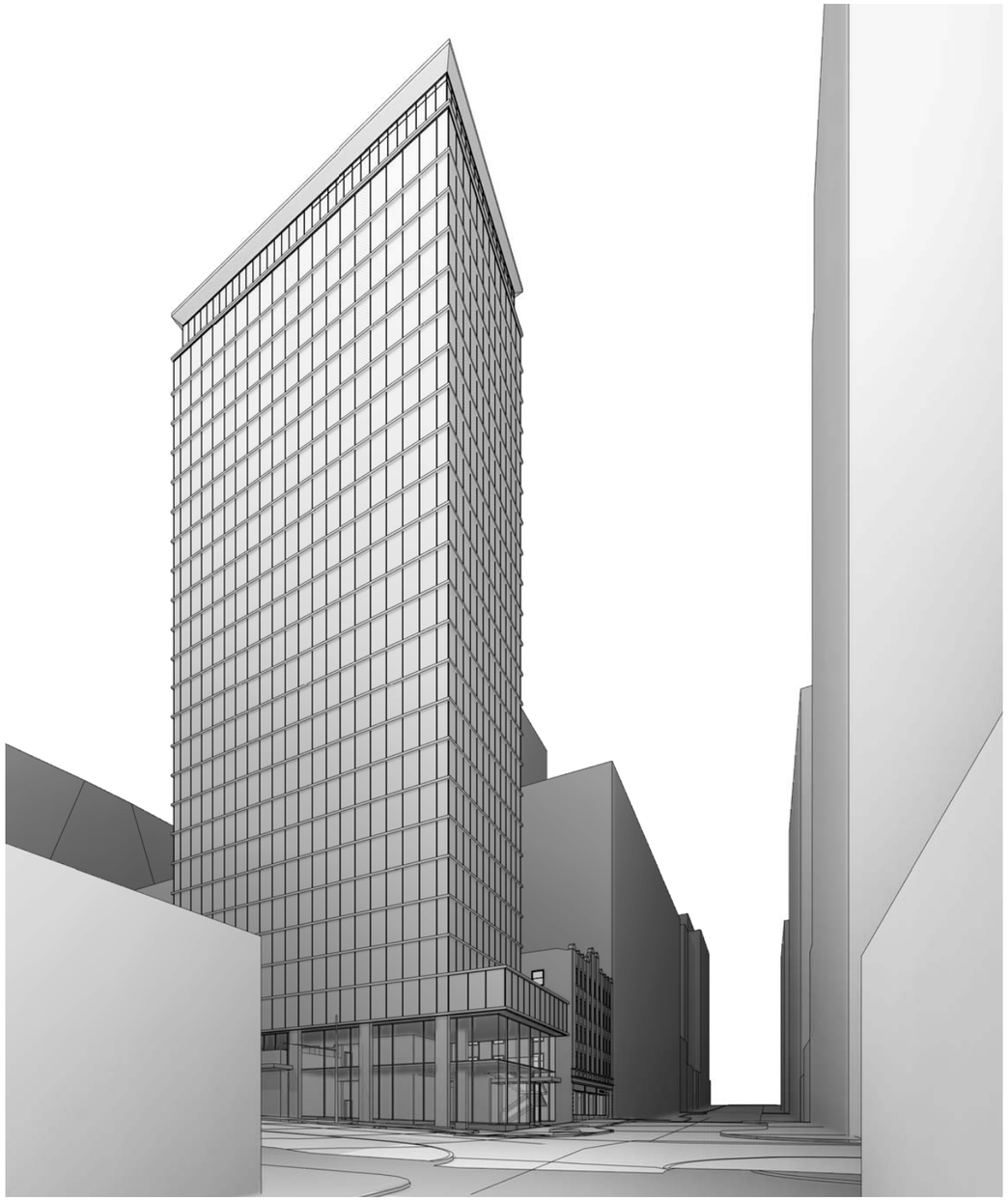
Meaningful setbacks occur at exterior spaces such as ground level and the rooftop bar level, where the setback may be better experienced by pedestrians and patrons alike.
(A-2, B-1, B-4, C-1, C-2, D-2)

To the south, the hotel is separated from the Landmarked Julie Apartments to allow light and air between the buildings. Given the site orientation, this southern setback also increases the daylight reaching Green Street level. (A-1, B-1)

Analysis of 9th Avenue (on page 17 and 45-49), shows consistency with adjacent buildings regarding height and upper level setback.
(B-1, B-2, B-3, B-4)

07. MASSING AND TOWER - DEPARTURE #2

VIEW LOOKING SOUTHEAST ON 9TH AVENUE



CODE COMPLIANT MASSING



PROPOSED MASSING

07. MASSING AND TOWER - DEPARTURE #2

VIEW LOOKING SOUTHEAST ON 9TH AVENUE



CODE COMPLIANT MASSING



PROPOSED MASSING

07. MASSING AND TOWER - DEPARTURE #2

VIEW LOOKING NORTH ON 9TH AVENUE



CODE COMPLIANT MASSING



PROPOSED MASSING

07. MASSING AND TOWER - DEPARTURE #2

VIEW LOOKING NORTHWEST ON 9TH AVENUE



CODE COMPLIANT MASSING

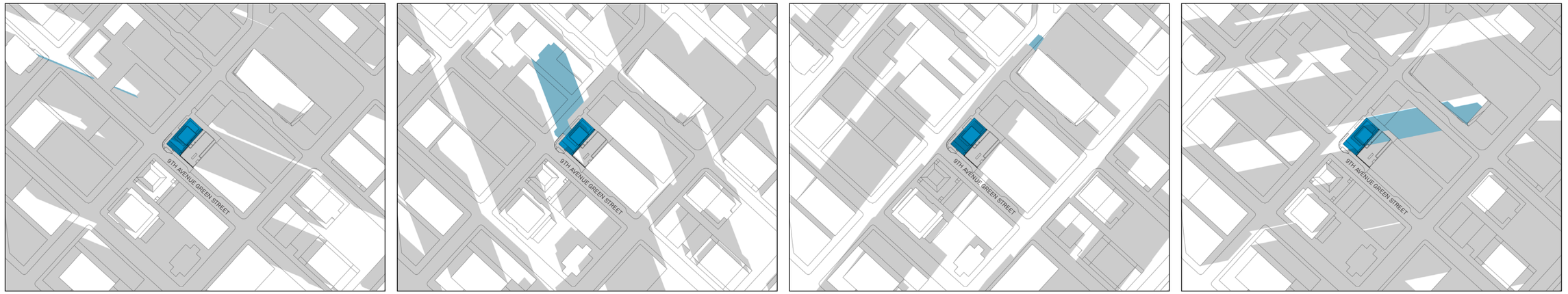


PROPOSED MASSING

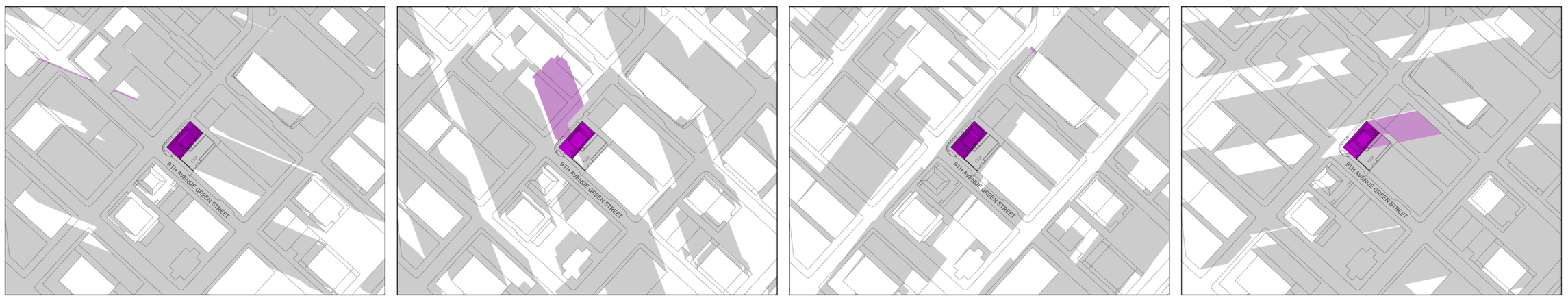
07. MASSING AND TOWER - DEPARTURE #2

SUN AND SHADOW ANALYSIS - SINGLE HOUR APPROACH
Vernal / Autumnal Equinox (March 20 / September 22)

CODE COMPLIANT MASSING



PROPOSED MASSING



9:00 AM

In the morning, there is very little additional shadow cast from either massing on the surrounding context as there are significantly taller buildings in the vicinity.

After 10am, there is no effect of either massing on the Green Street one block to the north. There is no difference between the two massing options on our portion of the Green Street at any time.

12:00 PM

In early afternoon, there is the greatest difference between the shadow cast by the code compliant and proposed massing. 9th Avenue is unaffected by the shadows because of the tower's position northeast of the Green Street.

3:00 PM

Late afternoon sun projects a shadow northeast of the site. Neither tower massing adds significant shadow due to the taller buildings to the southwest. The 9th Avenue Green Street remains unaffected by the slight added shadow due to the hotel's position.

6:00 PM

In early evening, the sun projects shadows eastward towards the alley, having no impact on the 9th Avenue Green Street.

In all cases, the proposed tower casts less shadow than the code compliant massing due to the reduced of height.

CODE COMPLIANT MASSING
SHADOW ADDED BY CODE COMPLIANT MASSING
PROPOSED MASSING
SHADOW ADDED BY PROPOSED MASSING

07. MASSING AND TOWER - DEPARTURE #2

SUN AND SHADOW ANALYSIS - FULL DAY APPROACH

Summer Solstice
June 21
5:00am - 9:30pm

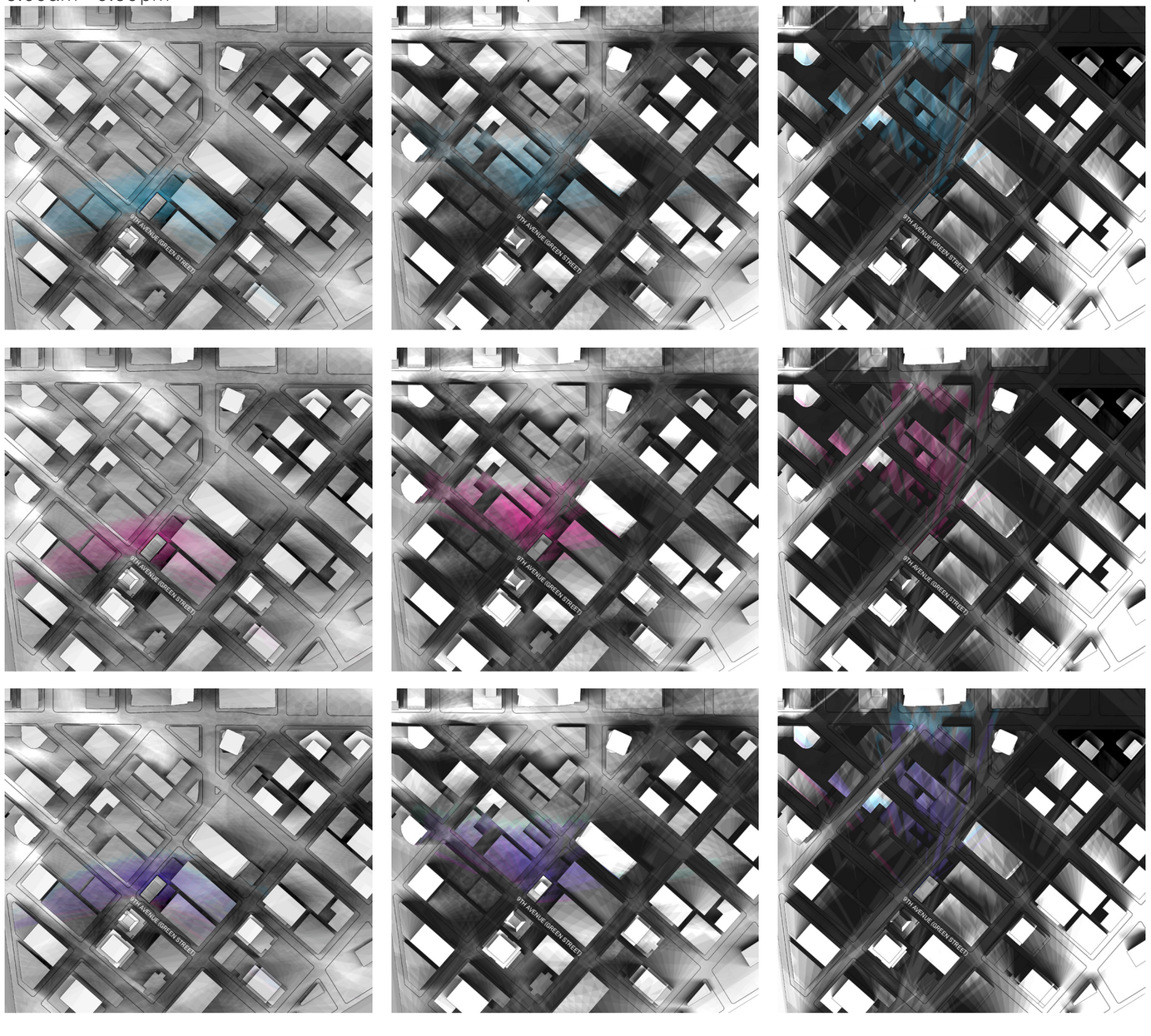
Vernal / Autumnal Equinox
March 20 / September 22
5:00am - 9:30pm

Winter Solstice
December 20
8:00am - 4:30pm

Code Compliant Massing

Proposed Massing

Overlaid Comparison



This analysis looked at shadows cast by the code compliant and proposed massings on 4 seasonal days of the year. A still image was taken every 30 minutes during daylight hours and then overlaid to create a composite image. Color intensity therefore correlates to the amount of time a given locaition is in shade.

The cyan blue shows shadows added to the surrounding site by the code compliant massing. Magenta displays shadows of the proposed massing. Violet is the result of overlaying both the code compliant and proposed massing shadows.

The overlaid comparison of each full day displays the strong similarity between shadows cast by both the code compliant and proposed massings on the 9th Avenue Green Street. In all cases, the proposed tower casts less shadow overall and on the Green Street north of Lenora, than the code compliant massing because of its reduced height.

Rhinoceros v6.0 & DIVA for Rhino v4.1 used for sun path modeling

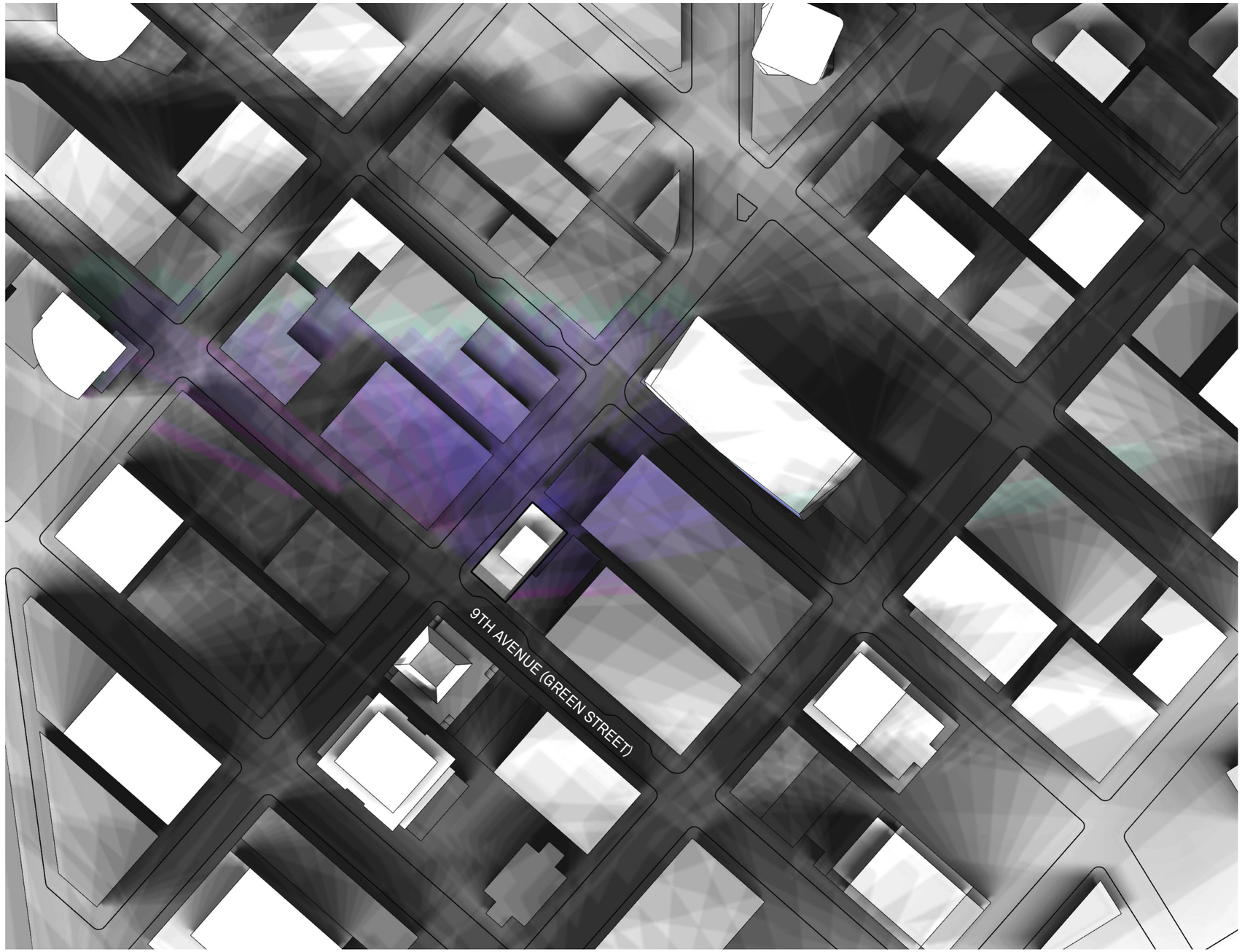
SHADOW ADDED BY CODE COMPLIANT MASSING

SHADOW ADDED BY PROPOSED MASSING

SHADOW ADDED BY BOTH MASSINGS

07. MASSING AND TOWER - DEPARTURE #2

SUN AND SHADOW ANALYSIS - FULL DAY APPROACH ENLARGED



Vernal / Autumnal Equinox
March 20 / September 22
5:00am - 9:30pm

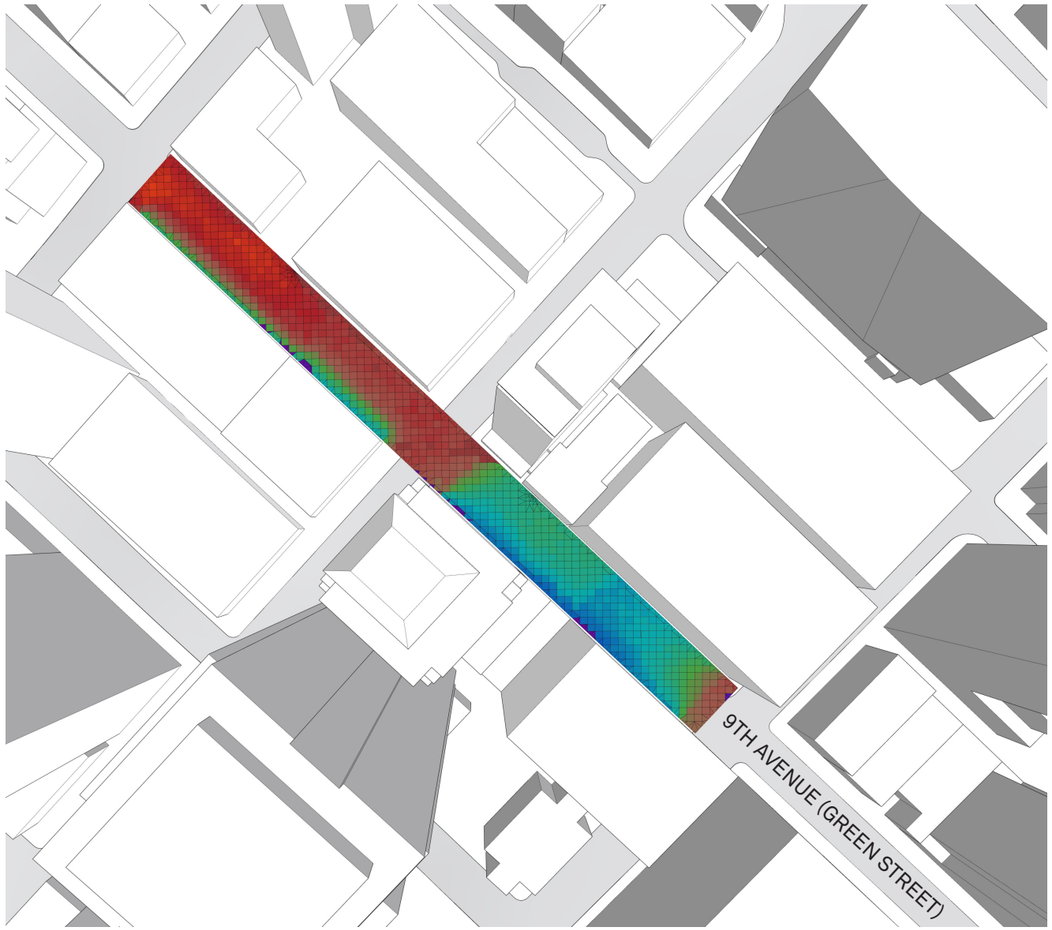
SHADOW ADDED BY CODE COMPLIANT MASSING

SHADOW ADDED BY PROPOSED MASSING

SHADOW ADDED BY BOTH MASSINGS

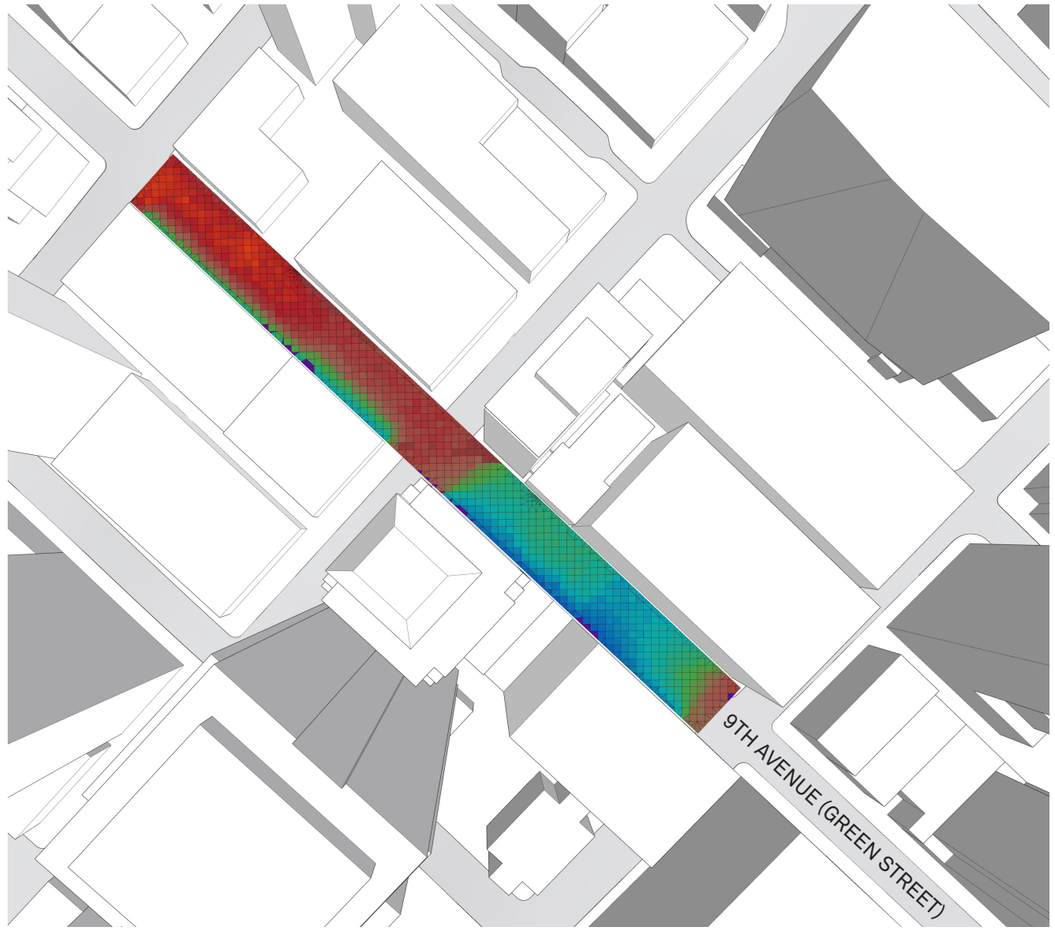
07. MASSING AND TOWER - DEPARTURE #2

GREEN STREET SOLAR INSOLATION ANALYSIS



CODE COMPLIANT MASSING
15’ UPPER LEVEL SETBACK, 269’-6” TALL TOWER

BASELINE INSOLATION = 100.0%



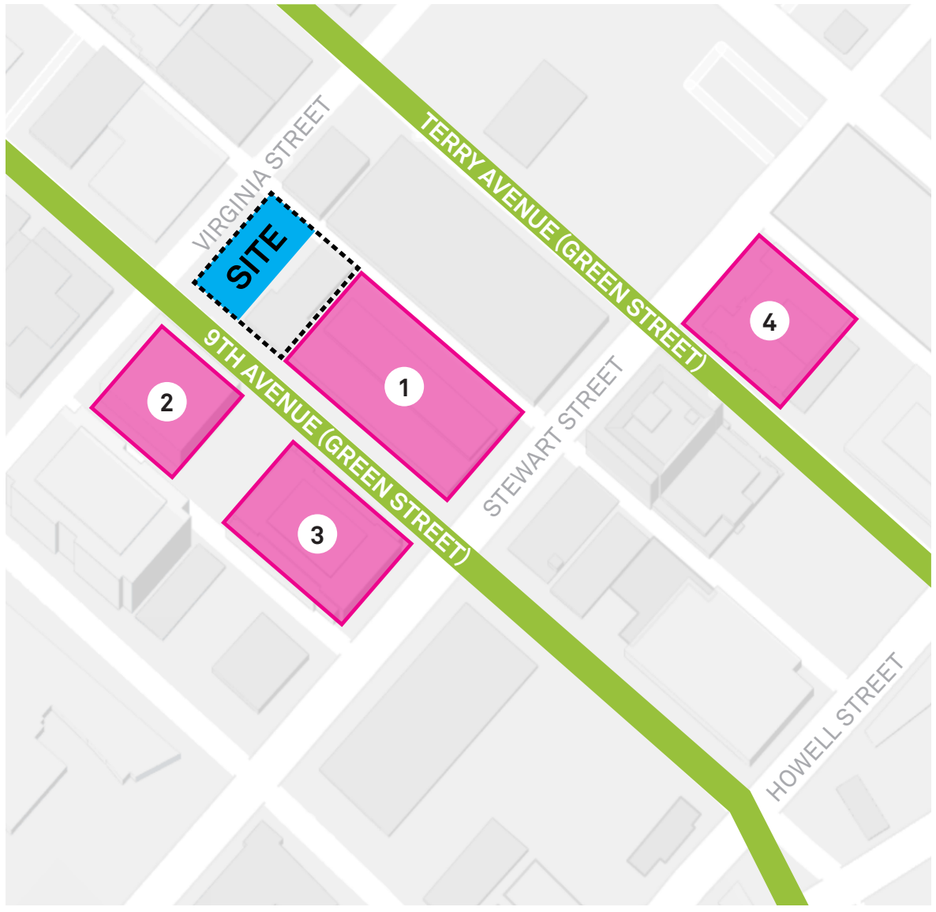
PROPOSED MASSING
ENCROACHMENT ON UPPER LEVEL SETBACK, 240’-0” TALL TOWER

INSOLATION = 99.4% OF BASELINE

Rhinoceros v6.0 & DIVA for Rhino v4.1 used for insolation modeling and calculations.



07. MASSING AND TOWER - DEPARTURE #2 - VICINITY PRECEDENT ANALYSIS



A study of surrounding buildings was conducted relating to upper level setbacks along a Green Street. The following buildings were analyzed:

1. 1900 9th Avenue (Jack MacDonald Building)
2. 819 Virginia Street (Cosmopolitan)
3. 818 Stewart Street
4. 1007 Stewart Street (Midtown 21)

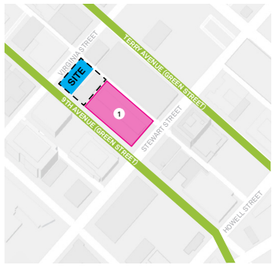
Each precedent building was compared directly with the proposed massing using the following criteria:

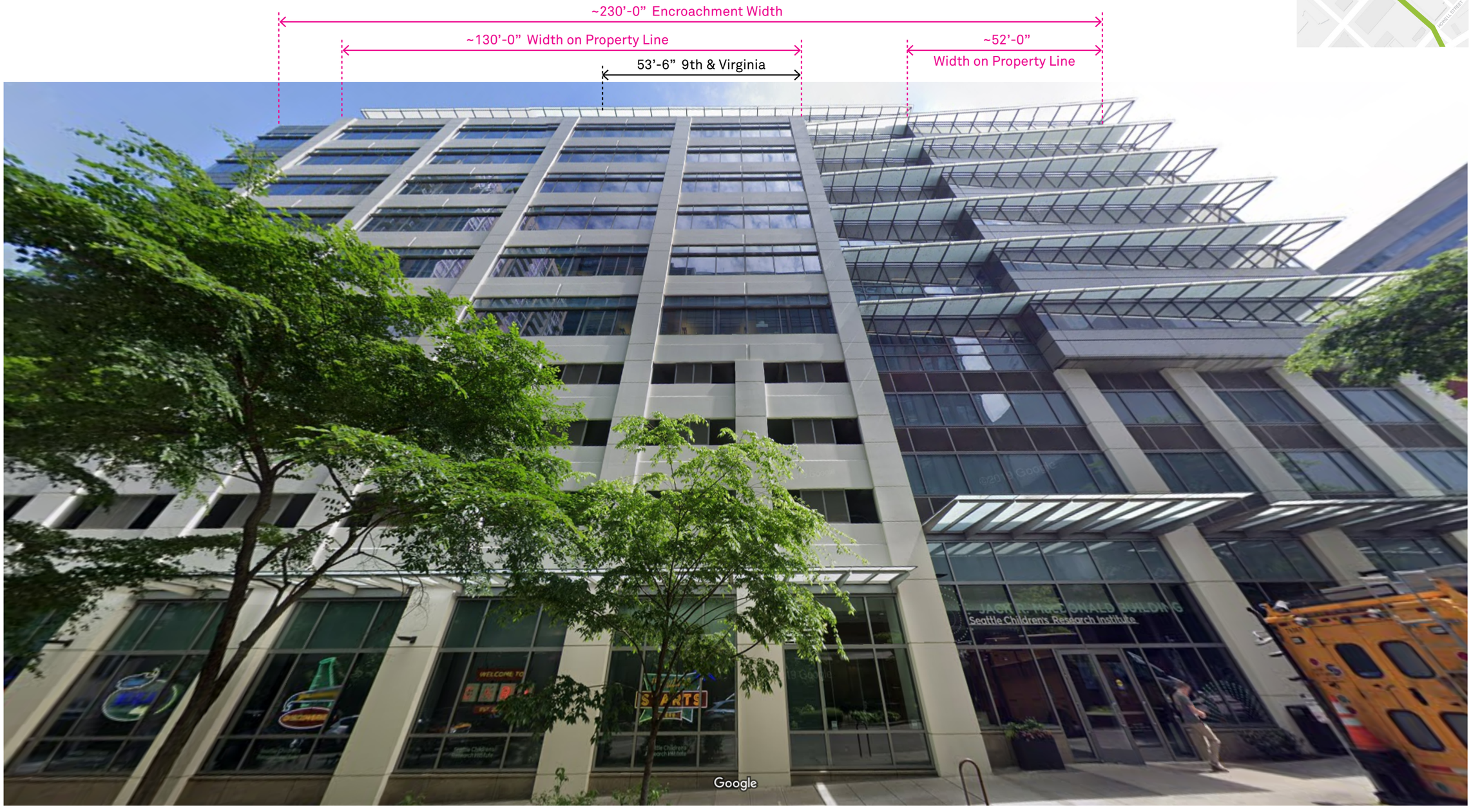
- Building height
- Upper level setback encroachment width
- Upper level setback encroachment volume

As the subsequent pages display, the proposed 9th and Virginia Hotel massing has a much smaller encroachment width and volume than surrounding buildings largely due to the small building footprint and narrow building frontage on the 9th Avenue Green Street. The proposed massing for the 9th and Virginia Hotel responds to the immediate urban context by aligning with neighboring buildings along the Green Street.

07. MASSING AND TOWER - DEPARTURE #2 - VICINITY PRECEDENT ANALYSIS

	1900 9th Ave (Jack MacDonald Building)	**9th & Virginia**
Encroachment Volume	~360,000ft^3	147,752 ft^3
Building Height	153’-0”	240’-0”

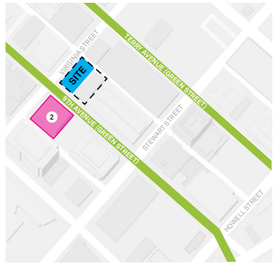


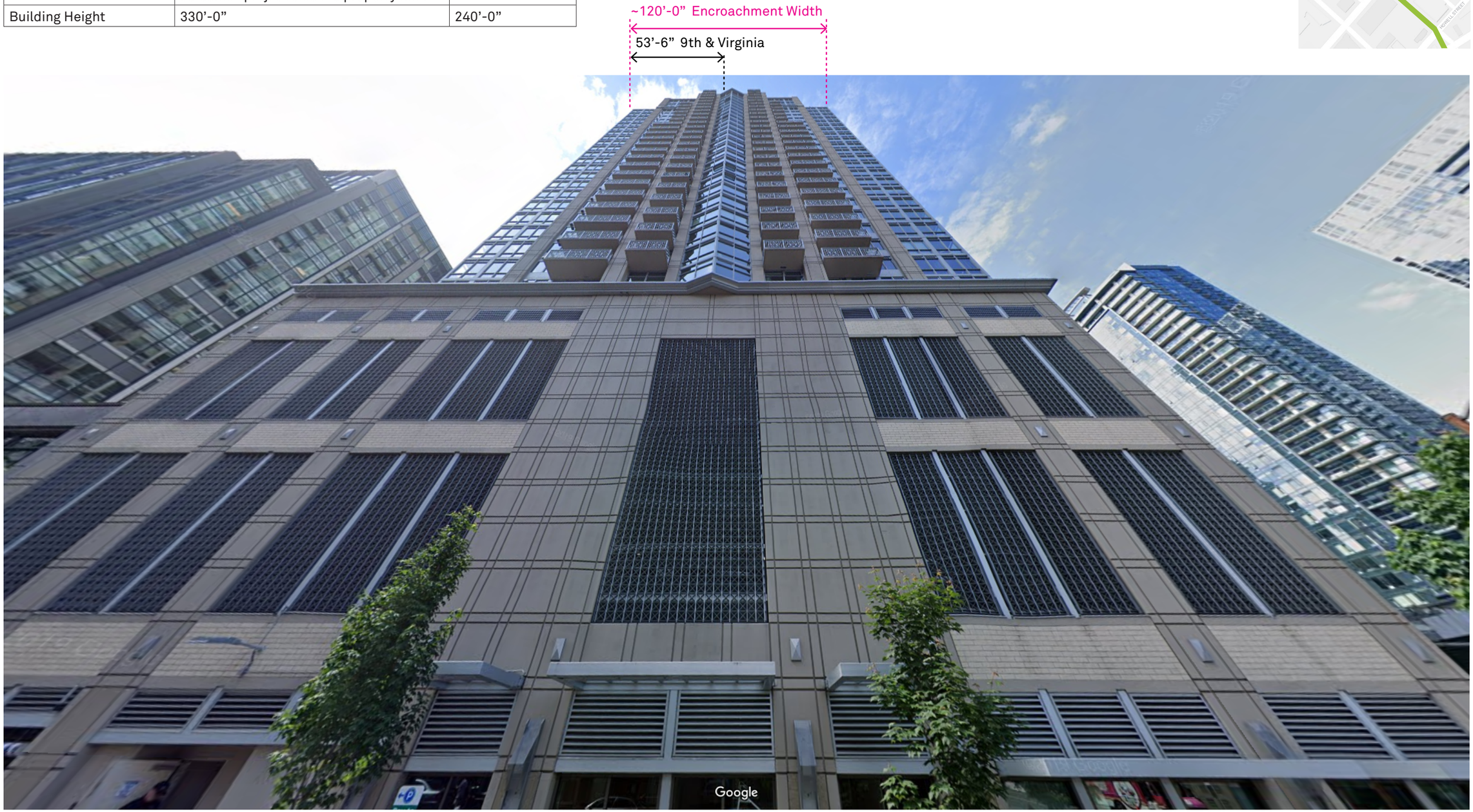


1900 9th Avenue (MUP 2102493) Departure for Upper level setback requirements unanimously granted by board:
“Development in this portion of the building reduces and shifts the bulk away from the landmark Julie Apartments. The building is also well below 240 foot height limit.”
(Director’s Decision dated 3/4/02)

07. MASSING AND TOWER - DEPARTURE #2 - VICINITY PRECEDENT ANALYSIS

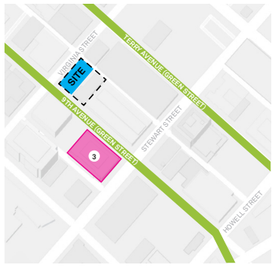
	819 Virginia Street (Cosmopolitan)	**9th & Virginia**
Encroachment Volume	No data available Notes: Small setback above parking. Unit balconies project close to property line.	147,752 ft^3
Building Height	330’-0”	240’-0”

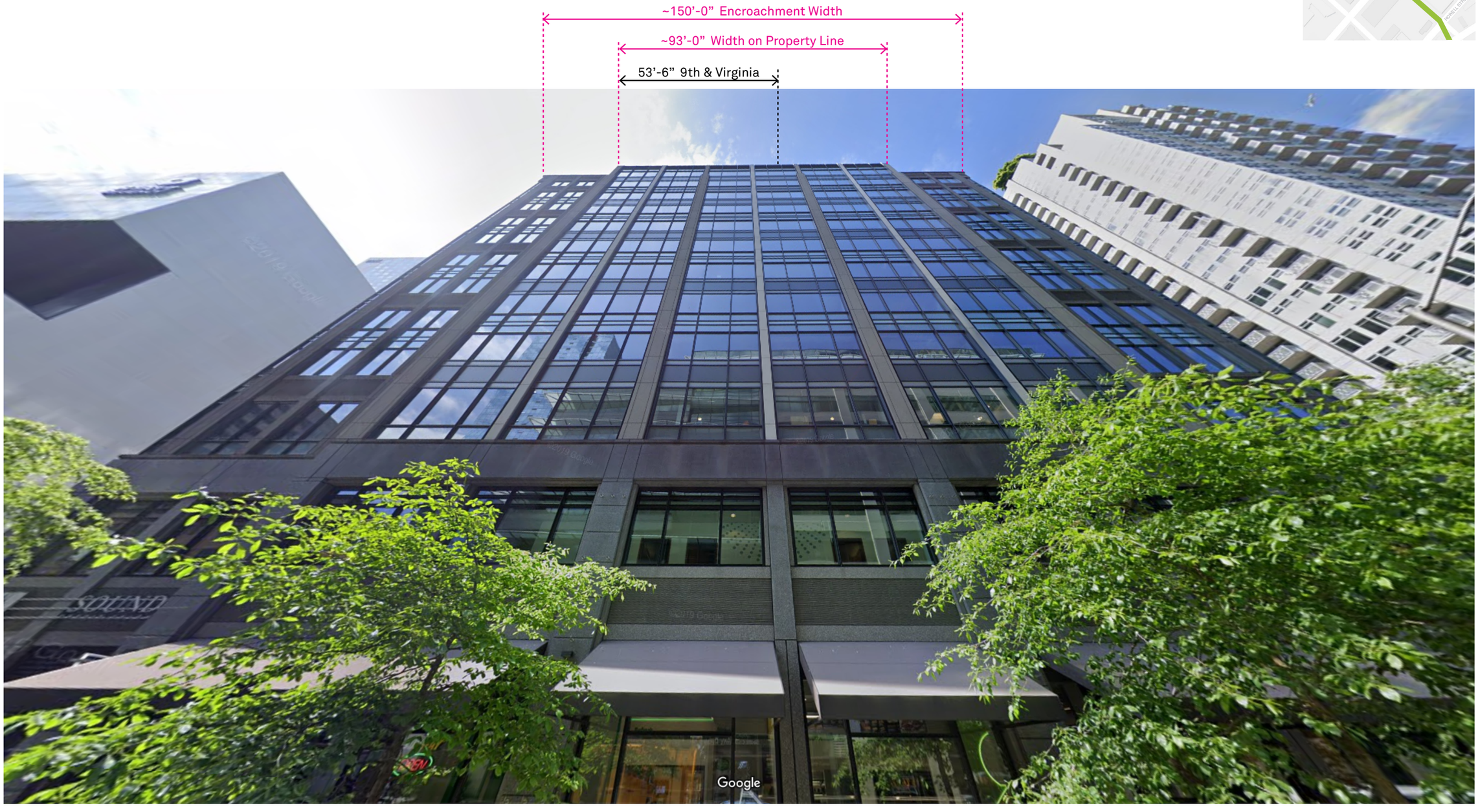




07. MASSING AND TOWER - DEPARTURE #2 - VICINITY PRECEDENT ANALYSIS

	818 Stewart Street	**9th & Virginia**
Encroachment Volume	~272,500 ft^3	147,752 ft^3
Building Height	220’-0”	240’-0”

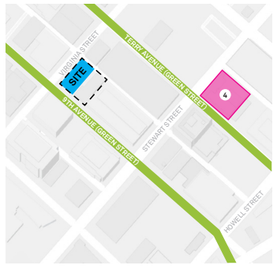


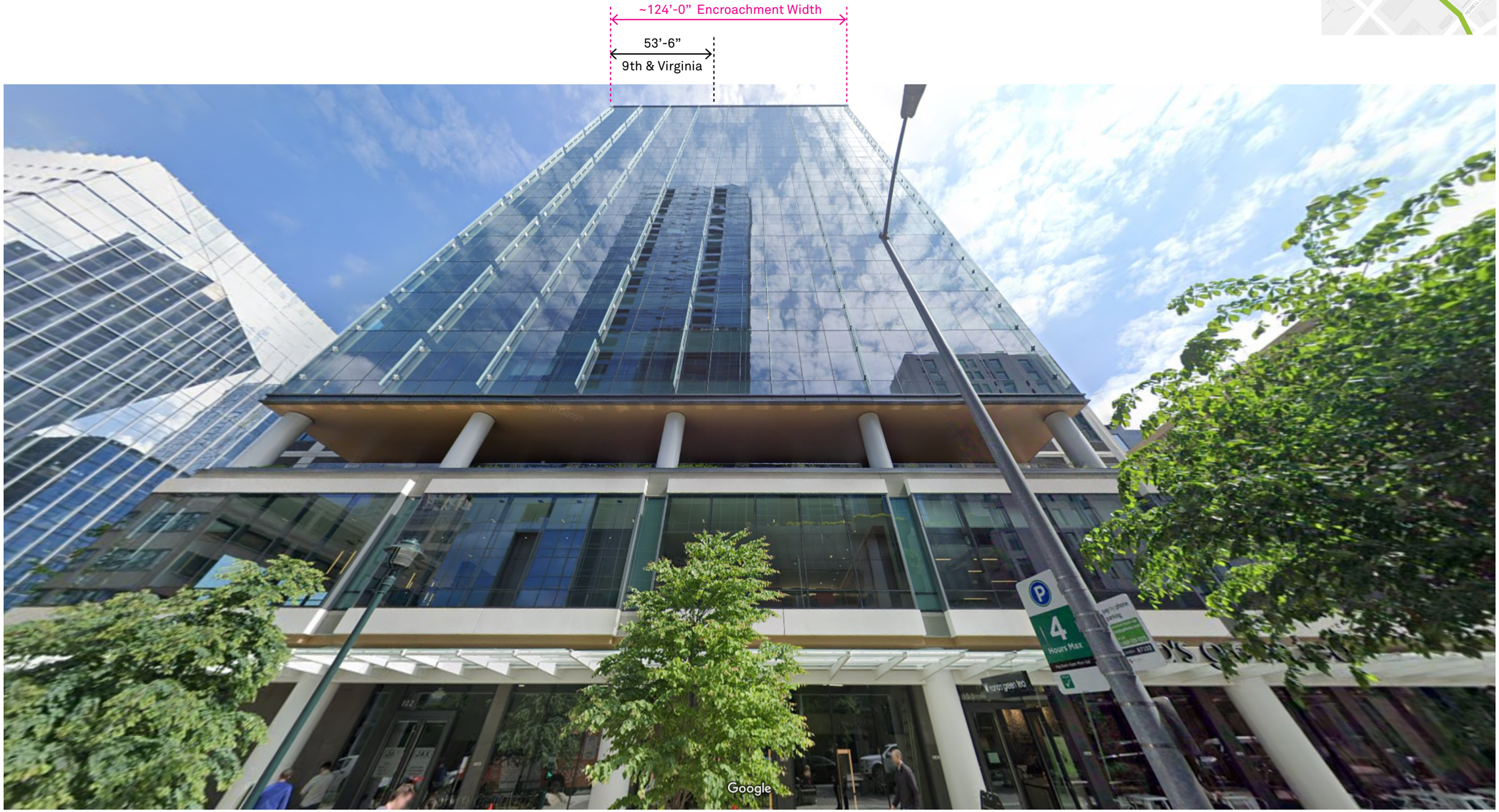


818 Stewart Avenue (MUP 2407418) Departure for Upper level setback requirements approved by board:
“The building design has sculpted setbacks on all sides. In order to achieve this, the upper level setback requirements are shared and divided along all sides of the building.”
(Director’s Decision dated 10/27/05)

07. MASSING AND TOWER - DEPARTURE #2 - VICINITY PRECEDENT ANALYSIS

	1007 Stewart (Midtown 21)	**9th & Virginia**
Encroachment Volume	~413,000 ft^3	147,752 ft^3
Building Height	299’-6”	240’-0”





1007 Stewart Street (3016095-LU) Departure for Upper level setback requirements approved by board:
“The upper level setback in this location is not influencing street end views; the decreased setback on the northeast side of the Green Street will not overly shadow the linear park of the green street; and the volumetric impact on the green street is negligible, when viewed from each block.” (Director’s Decision dated 7/31/14)

08. TOWER DEVELOPMENT



08. TOWER DEVELOPMENT



BUILDING HEIGHT	240’-0”
ABOVE GRADE LEVELS	23
TYPICAL FLOOR AREA	~5,550 sf
TOTAL ABOVE GRADE AREA	~133,500 sf

08. TOWER DEVELOPMENT



VIEW FROM WEST

BOARD GUIDANCE

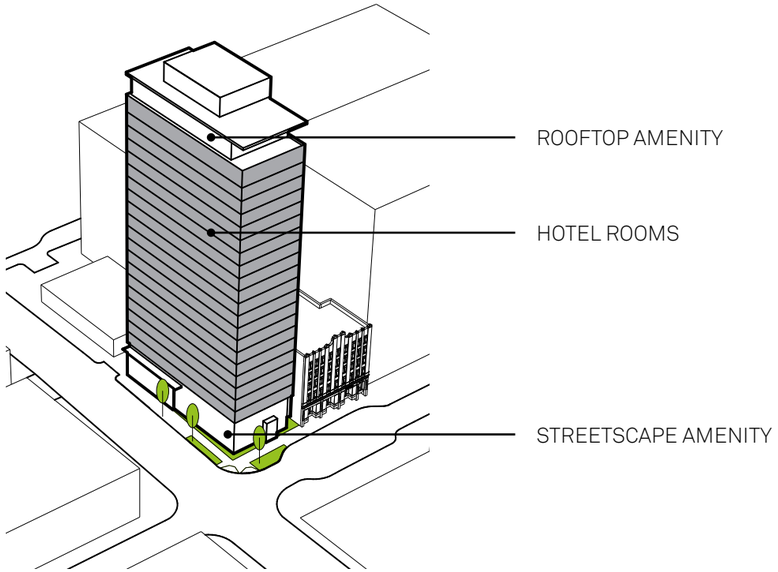
The Board encouraged the applicant to use the operable nature of the residential windows to subtly indicate the change in program on those floors. (B-4, B-1, C-2)

RESPONSE:

In the time between EDG and now, the project was revised, removing the residential program and operable windows are no longer desired. Program differentiation between guest room levels and the amenity spaces on levels 1, 2, and 23 is expressed and enhanced with setback and material change, including operable partitions on level 23. (A-2, B-1, B-4, C-2)

This differentiation provides scale and an elegant resolution to the roof of the tower. (A-2)

This is explored in further detail on subsequent pages.



08. TOWER DEVELOPMENT



SECTION PERSPECTIVE AT TOWER FACADE (TYPICAL)



VISION GLASS
DARK GRAY



SPANDREL GLASS
DARK GRAY



SLAB BYPASS METAL PANEL
RICH BLACK

08. TOWER DEVELOPMENT - STRUCTURAL CORE



BOARD GUIDANCE

The Board asked for continued study of the service core element and asked for particular attention to the choice of cladding. (A-1, A-2)

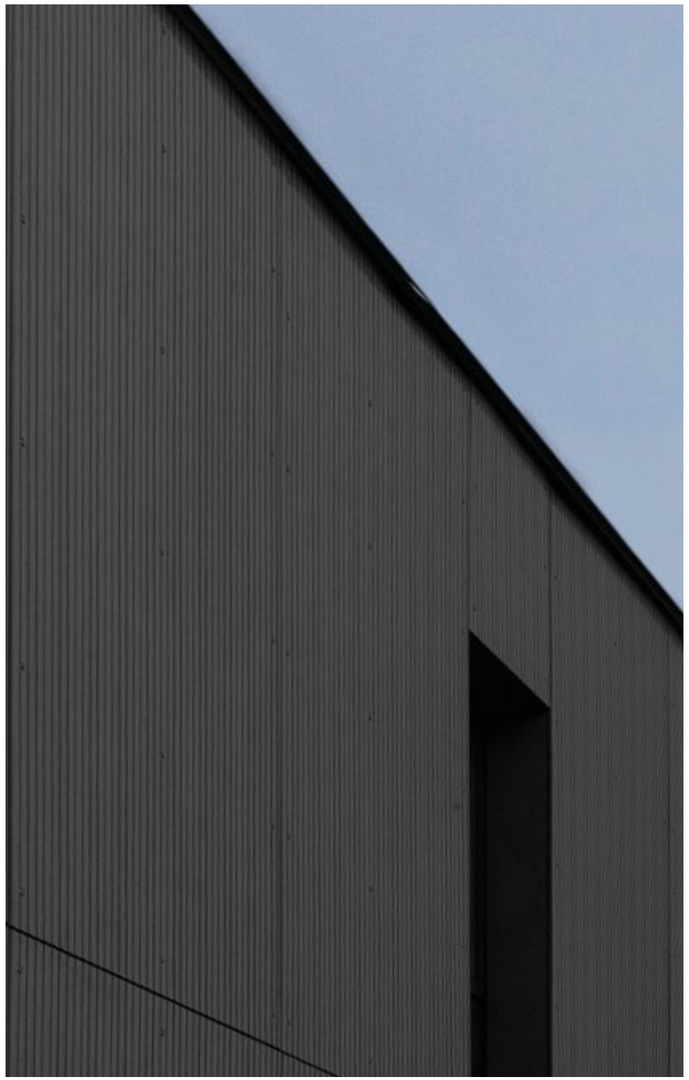


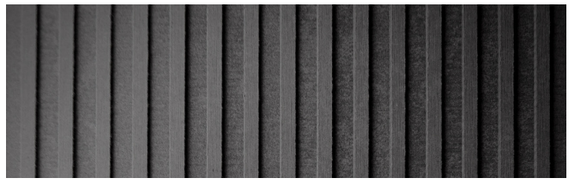
08. TOWER DEVELOPMENT - STRUCTURAL CORE

RESPONSE:

The simple, coherent expression of the core has been modified and reduced in width since EDG to more accurately reflect the structural function. The mass of the core is split by a vertical expression of window that aligns with the elevator lobby, enhancing the verticality that is the counterpoint to the horizontal expression of the window wall and slab bypass panel. (A-1, A-2, B-1, B-2, B-4)

A textured wall panel with vertical orientation and relief texture subtly interacts with light and shadow on the south facing facade. (B-4, C-2)





CORE CLADDING
TEXTURED PANEL



VISION GLASS
DARK GRAY



SPANDREL GLASS
DARK GRAY

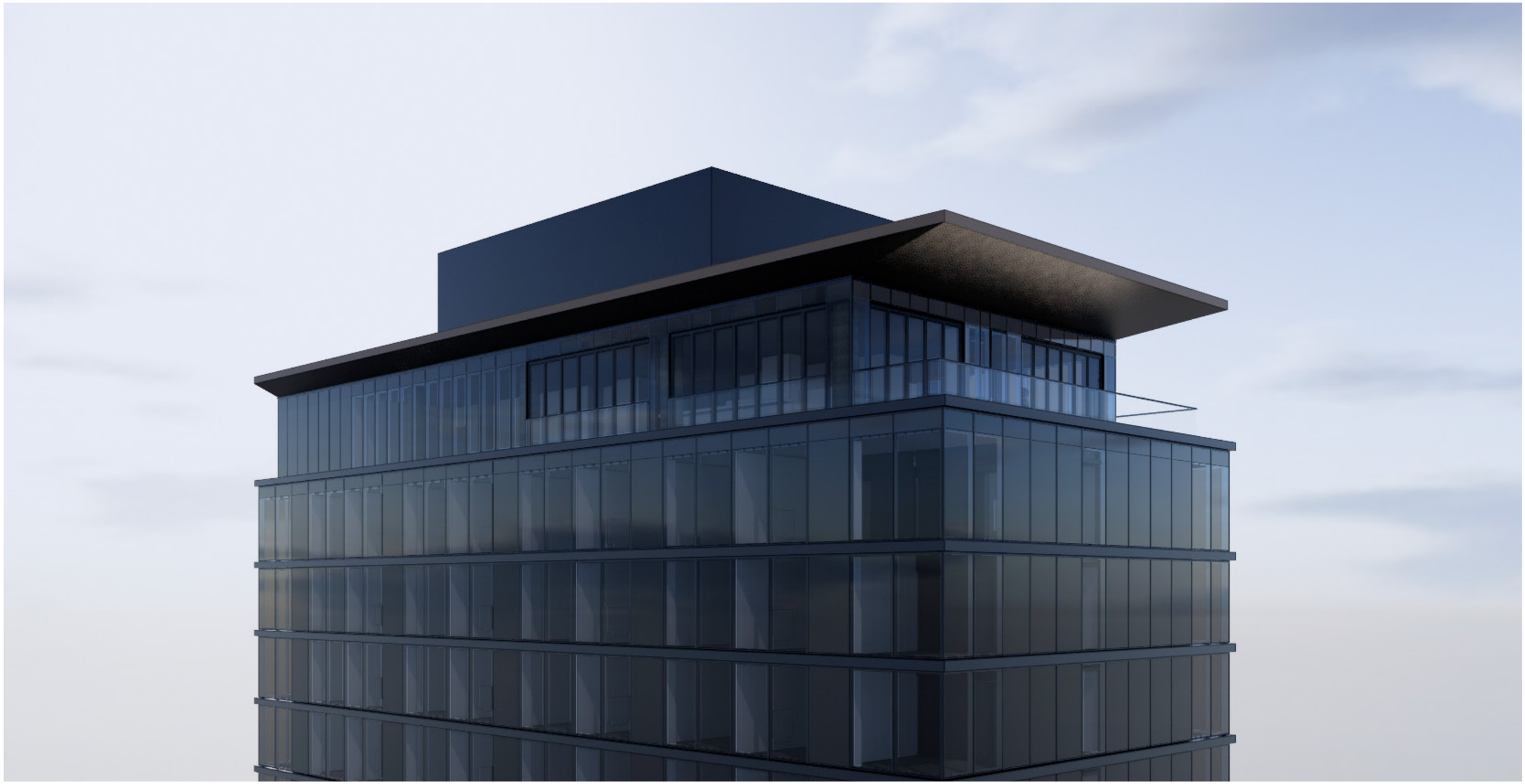


SLAB BYPASS METAL PANEL
RICH BLACK

08. TOWER DEVELOPMENT - ROOF

BOARD GUIDANCE

The Board supported the use and schematic massing of the roof elements but asked for a full exploration of the relationship of the roof ‘edges’ with the cladding system below, as well as the mechanical screening. (C-1, C-3, C-4, C-6)



08. TOWER DEVELOPMENT - ROOF

RESPONSE:

At level 23, where the two glazing systems transition, the upper system is set back to differentiate the program and set up the roof overhang, which is a conceptual continuation of the floor slab expression.
(A-2, B-2, B-3, B-4)



ROOF OVERHANG METAL PANEL
RICH BLACK



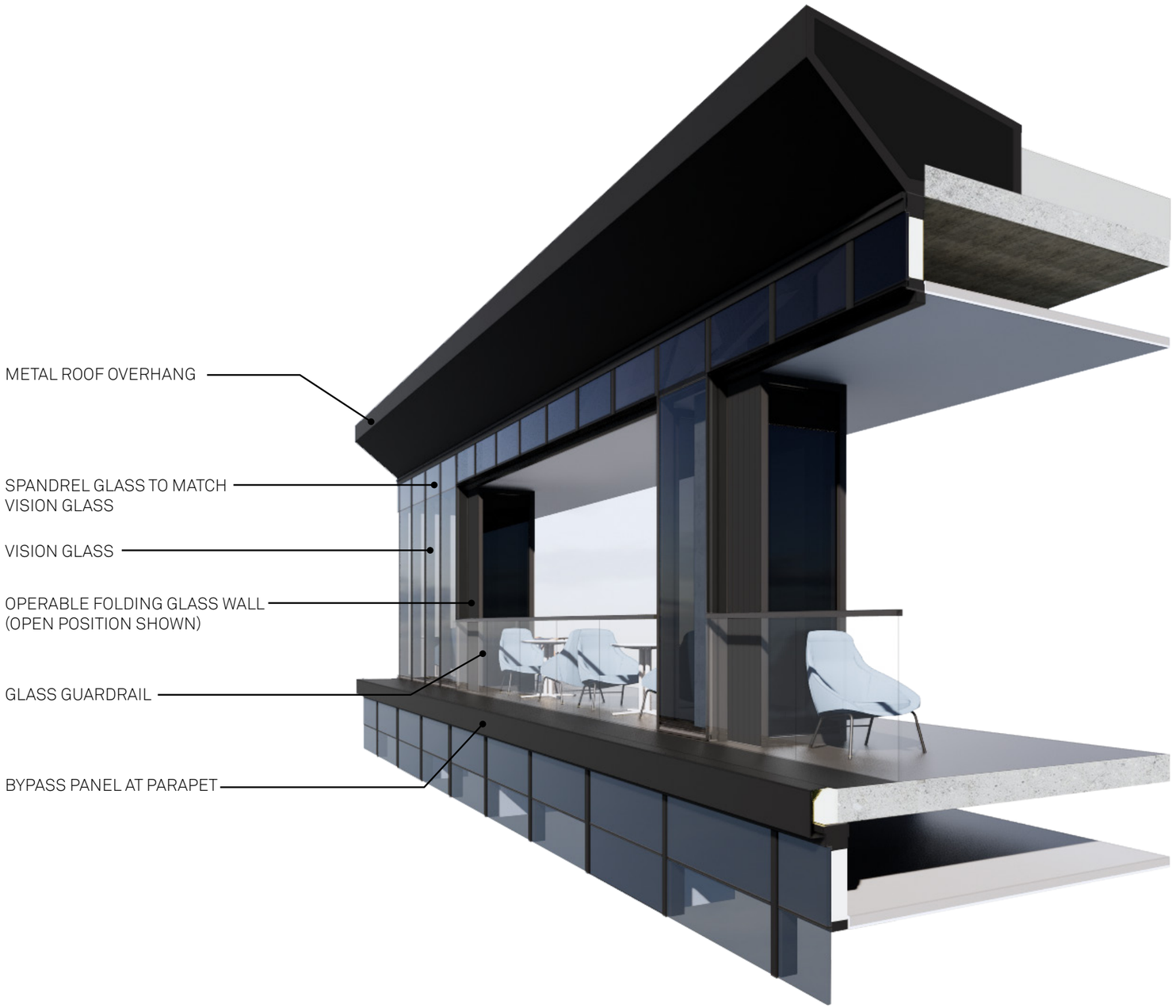
GLASS GUARDRAIL
CLEAR



VISION GLASS
DARK GRAY

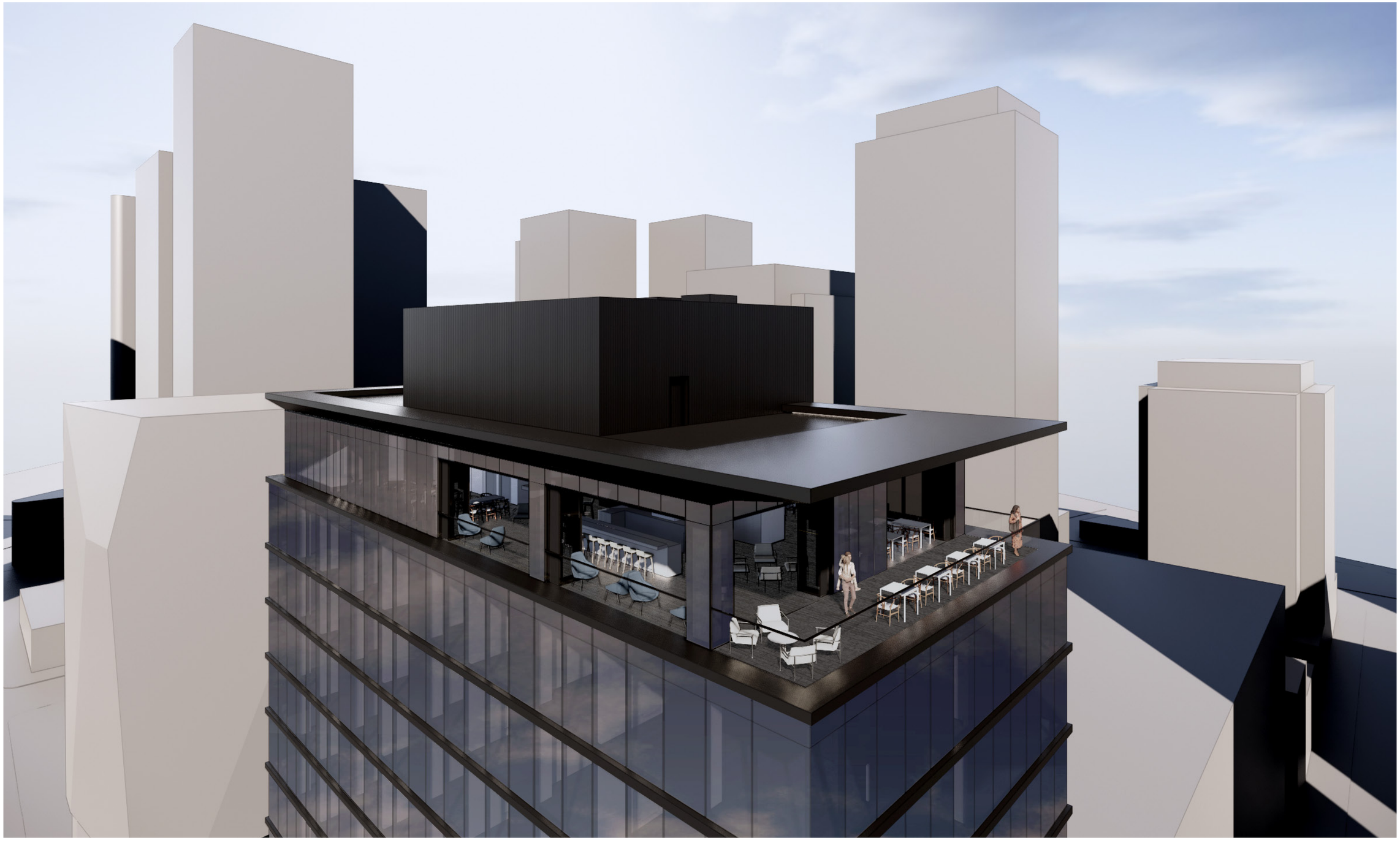


SPANDREL GLASS
DARK GRAY

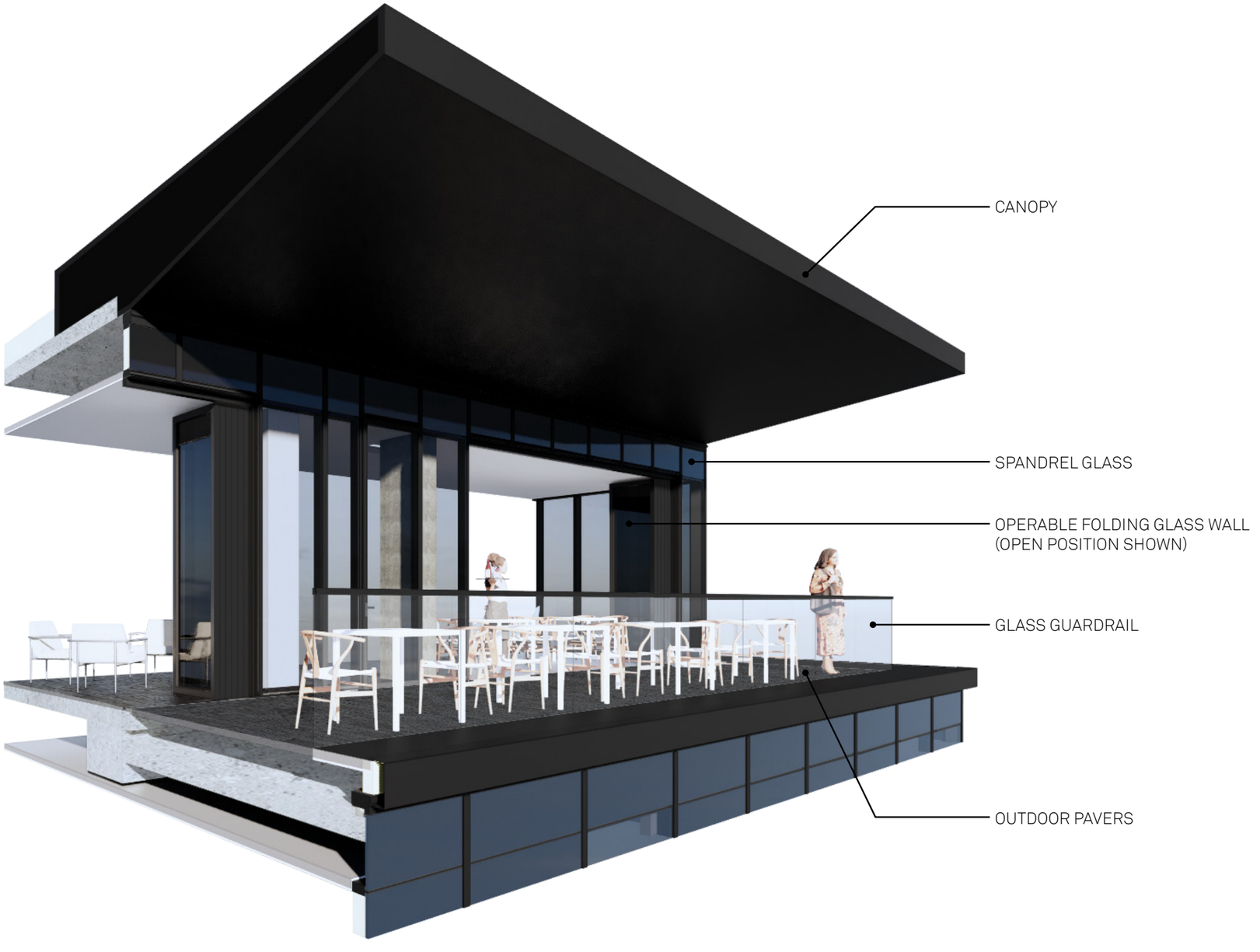


SECTION PERSPECTIVE AT LEVEL 23 OPERABLE WALL

08. TOWER DEVELOPMENT - TERRACE



08. TOWER DEVELOPMENT - TERRACE



SECTION PERSPECTIVE AT OUTDOOR TERRACE

The roof edge matches the extent and thickness of the slab bypass expression below- thin at the outer edge and tapering towards the building. The west facade along the Green Street is set back, creating an exterior terrace, with the roof serving as canopy above. (A-1, A-2, B-2, B-3, B-4)



ROOF OVERHANG METAL PANEL
RICH BLACK



GLASS GUARDRAIL
CLEAR



VISION GLASS
DARK GRAY



SPANDREL GLASS
DARK GRAY



OUTDOOR PAVERS
DARK STONE

09. STREETSCAPE DEVELOPMENT - ALLEY & VIRGINIA STREET



09. STREETSCAPE DEVELOPMENT - VIRGINIA STREET

BOARD GUIDANCE

The Board supported the location of services space in the northwest quadrant of the site and the attendant blank wall, provided the wall is clad in high quality material and articulated for visual interest (meeting the criteria for a type I decision per 23.49.056.D.3), and that its expression be carried around the corner and into the alley. (B4.3)

The Board had some concern regarding the datum line generated by the top of this blank wall and asked for a re-examination of its height and location to clearly connect it to its context and use. (B-3.2, B-4.2, C-3.1)

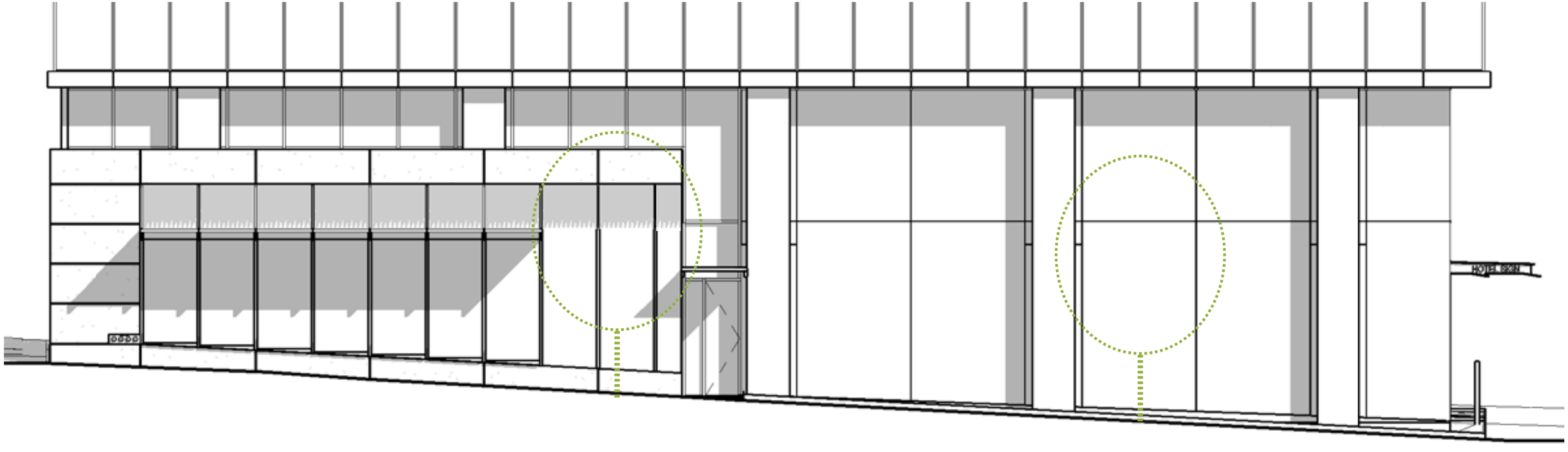
RESPONSE:

Pursuant to the Board's guidance, we have clad the area of blank wall in a textured stone that wraps into the alley around the service function. The adjacent bus stop is provided with transit amenities to enliven the pedestrian and commuter experience.

The datum is controlled by two factors. The forst is the top of the stone clad wall, which is held below the third floor to separate it from the tower mass. The podium glazing continues above the stone service mass, providing clerestory lighting to the loading bays.

Second is the transition from stone to metal panel which is controlled by the minimum height required for the service door. Facing Virginia is the highly detailed transit amenity that is integrated with lean rail, canopy, and louvers clad in perforated metal.

The transit amenity, activates and provides detail to the blank wall.
(B-2, B-4, C-2, C-3, C-6, D-3, D-6)



09. STREETSCAPE DEVELOPMENT - TRANSIT AMENITY



BOARD GUIDANCE

The Board supported the schematic re-design of the existing bus stop, provided the shelter/overhead weather protection be physically and aesthetically integrated with the proposed project. (C-5.1, D-3.1)

TYPE 1 DECISION

The Board encouraged the applicant to see this constraint (and the required bus shelter) as opportunities to create a functional and visually pleasing solution. (C-5.1, D-3.1)

RESPONSE:

The bus stop is enhanced with a canopy, lean rail, and lighting to create a dynamic, transit amenity.

Safety, comfort and delight are achieved through the use of quality, textured materials and details like the custom lean rail, which is interspersed with reflective metal at the panel reveals.

The canopy depth has been increased since Early Design Guidance (from 6’ to 8’) to provide better weather protection for pedestrians and transit riders at the bus stop.

A tree has also been added per Urban Forestry comments. Due to the required offsets, the canopy was separated into two parts, a primary at the bus stop and secondary at the building entry, with the tree in between. (C-1, C-2, C-3, C-5, C-6, D-3, E-3)

09. STREETSCAPE DEVELOPMENT - TRANSIT AMENITY



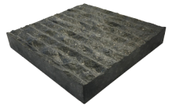
CANOPY GLASS
DARK GRAY

REFLECTIVE METAL
MIRRORED

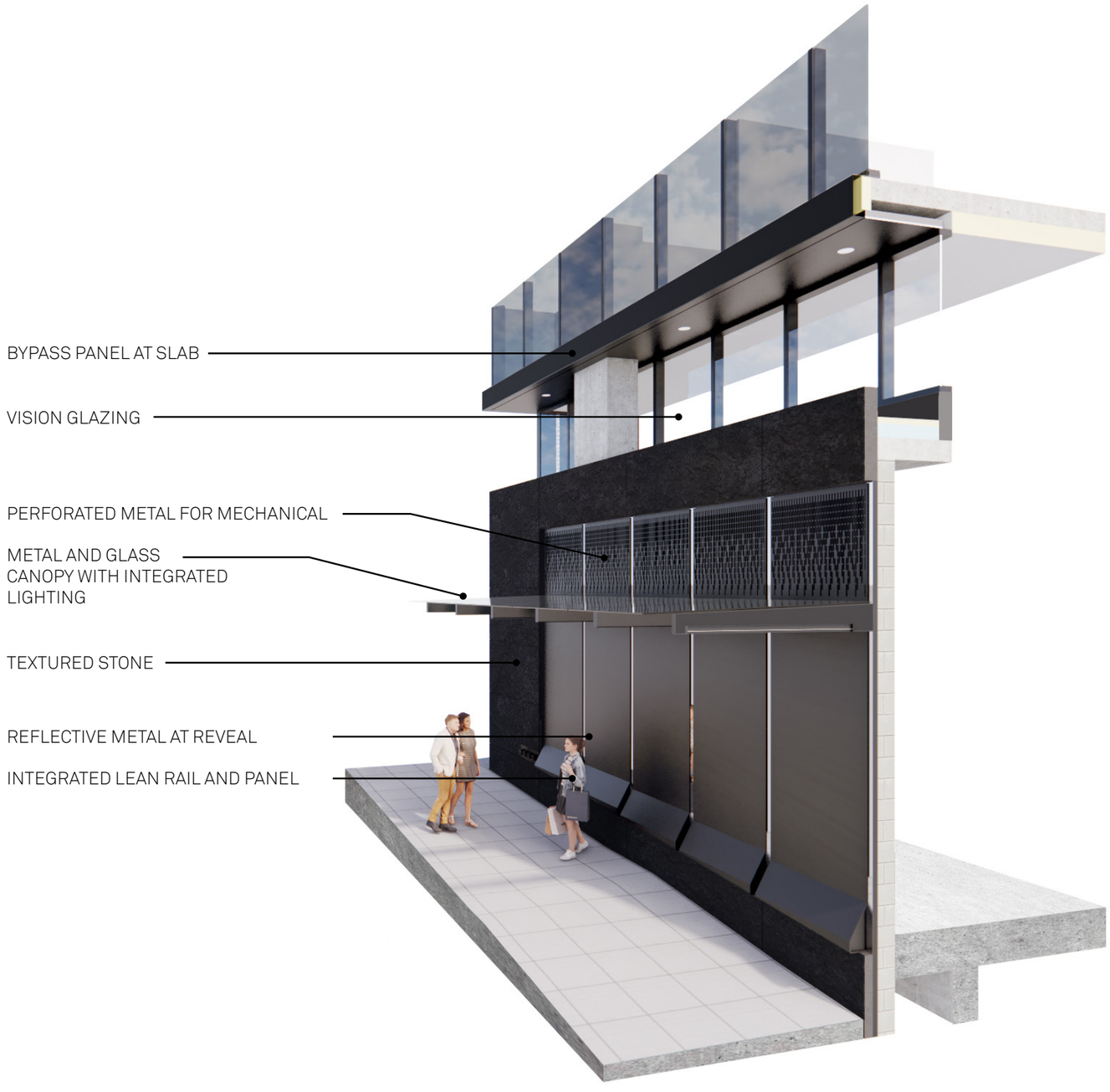


BYPASS METAL PANEL & PODIUM METAL ELEMENTS
RICH BLACK





TRANSIT AMENITY MASSING ELEMENT
DARK TEXTURED STONE



SECTION PERSPECTIVE AT TRANSIT AMENITY

09. STREETSCAPE DEVELOPMENT - VIRGINIA STREET



09. STREETSCAPE DEVELOPMENT- VIRGINIA STREET

BOARD GUIDANCE

The Board supported the two-story corner element as an engaging and compositionally strong corner element and asked that any required demising walls in this area not compromise the volume of the space as seen from the R.O.W. (B-4, C-3.1)

DEPARTURE

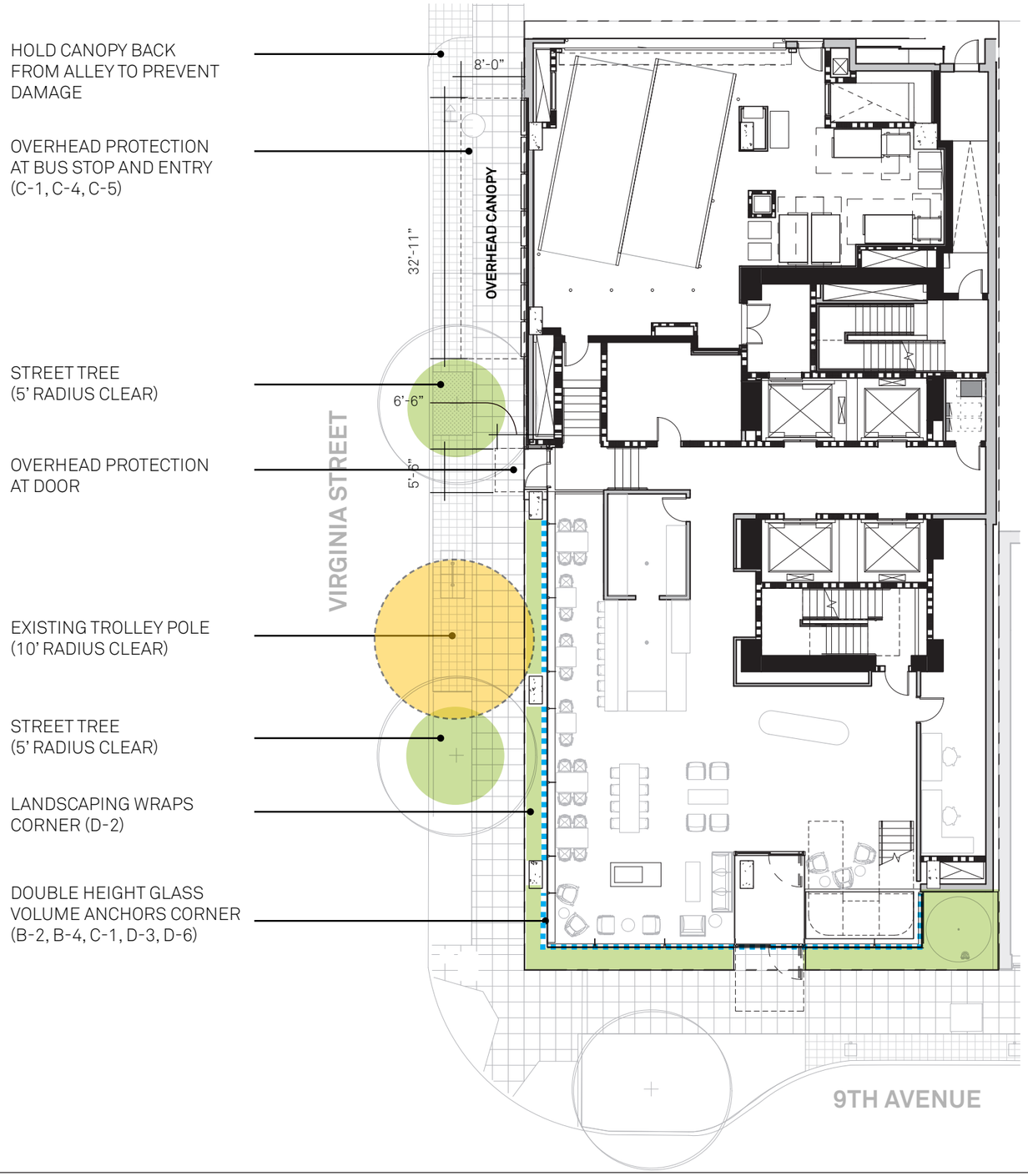
The Board indicated preliminary support for a departure from 23.49.018 regarding overhead weather protection, recognizing the (oft-seen) conflict between OHP and street trees. (C-5.1, D-2)

RESPONSE:

The prominent corner is marked by the two story expression composed of large glass lites allowing seamless connection inside and out. The Green Street is drawn around the corner onto Virginia in a steel clad planter, bringing additional planting and setback to a very narrow Right of Way.

Interior partitions are minimized to increase the volume of space visible from the street.

The overhead weather protection is focused at the transit stop on the east end of Virginia where it is the most effective and where it is unencumbered by the required offsets from street trees and the trolley pole. This focus strenghtens the architectural concept and avoids awkward stepping that would be required by the many clearance radii that effectively eliminate canopy coverage where required given the narrow ROW. Canopy is instead integrated and focused for specific use of transit or to emphasize building entry.
(C-1, C-2, C-3, C-4, C-5, D-2)



09. STREETSCAPE DEVELOPMENT - NINTH AVENUE

At the request of the neighboring Julie Apartment, the entry has been moved north since EDG, to provide more separation between the two. The stair has moved to the south to activate the facade between the entry and the Julie and elegantly transitions the scale from the historic facade to the double height volume at the corner. An interior planter under the stair continues the green street planting to the interior, more than doubling the impact. (B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, C-5, D-2, D-3, D-4)

BOARD GUIDANCE

The Board supported the 'gasket' expression proposed where the project abuts the Julie Hotel and asked for careful study of its composition and material expression. (B-3, B-4)



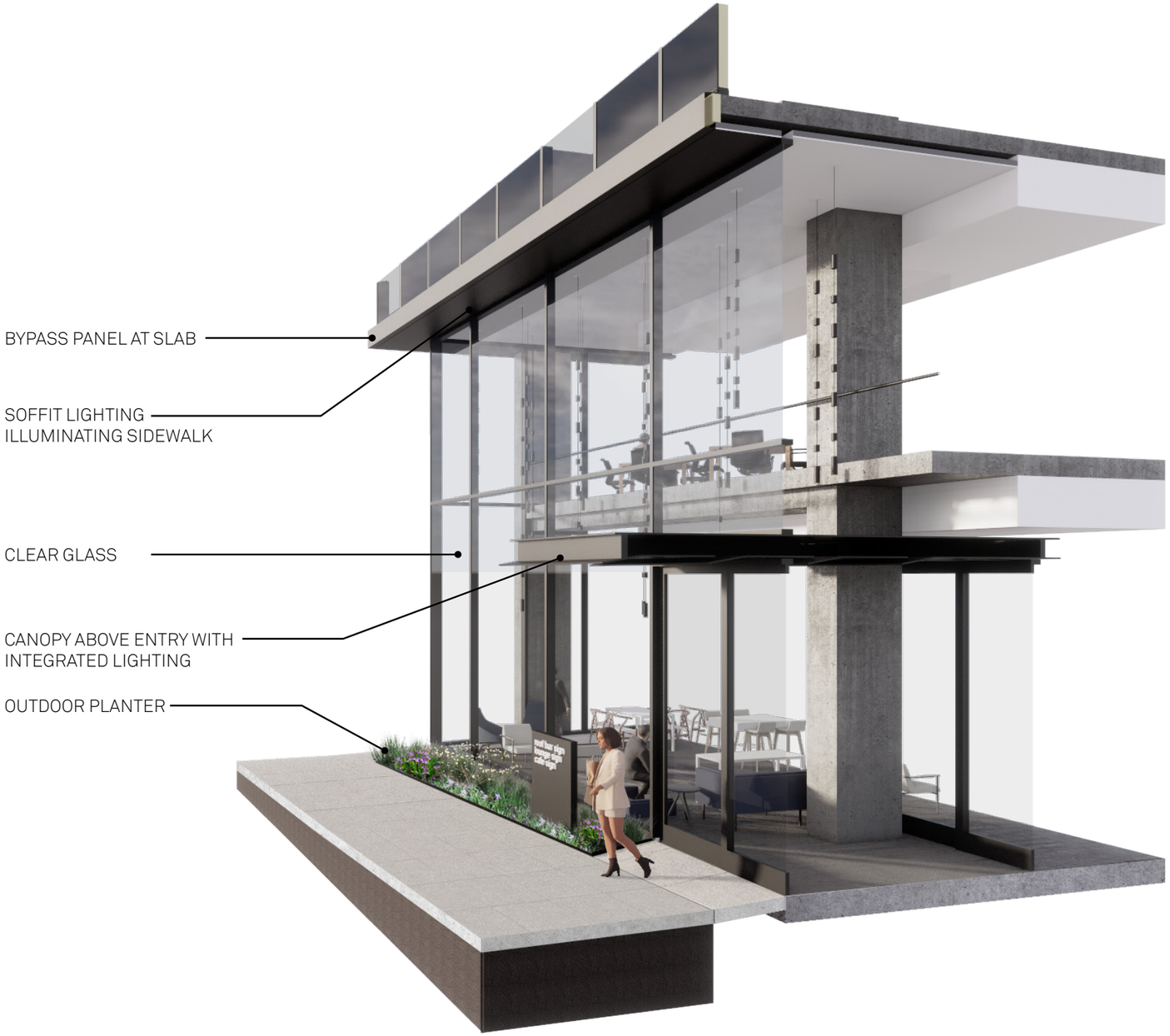
09. STREETSCAPE DEVELOPMENT - NINTH AVENUE

BYPASS METAL PANEL & PODIUM METAL ELEMENTS
RICH BLACK

VISION GLASS
CLEAR

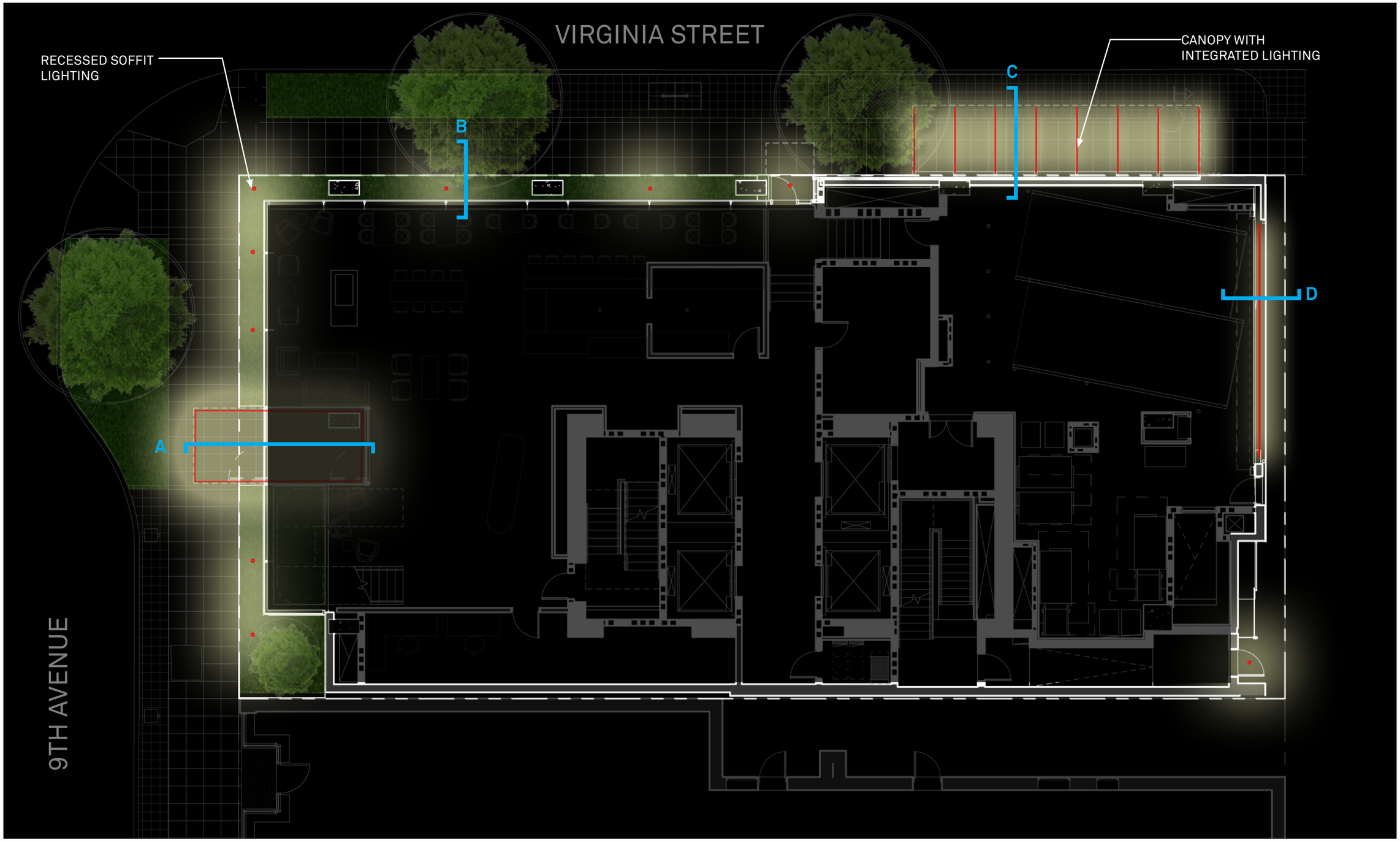


JULIE SEPARATION - MASSING ELEMENT
DARK TEXTURED STONE

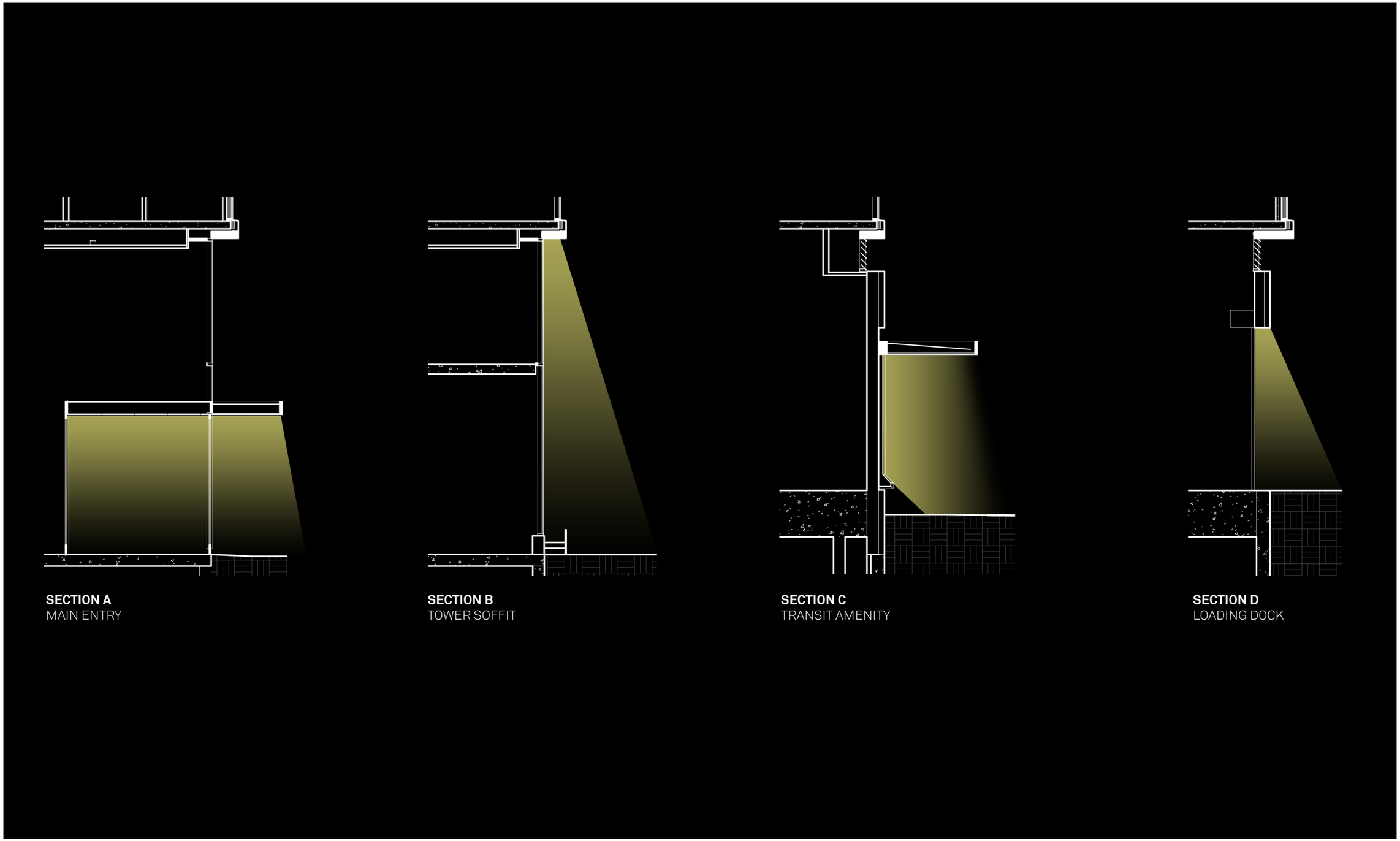


SECTION PERSPECTIVE AT 9TH AVENUE ENTRY

09. STREETSCAPE DEVELOPMENT - SITE LIGHTING PLAN



09. STREETSCAPE DEVELOPMENT - BUILDING LIGHTING SECTIONS



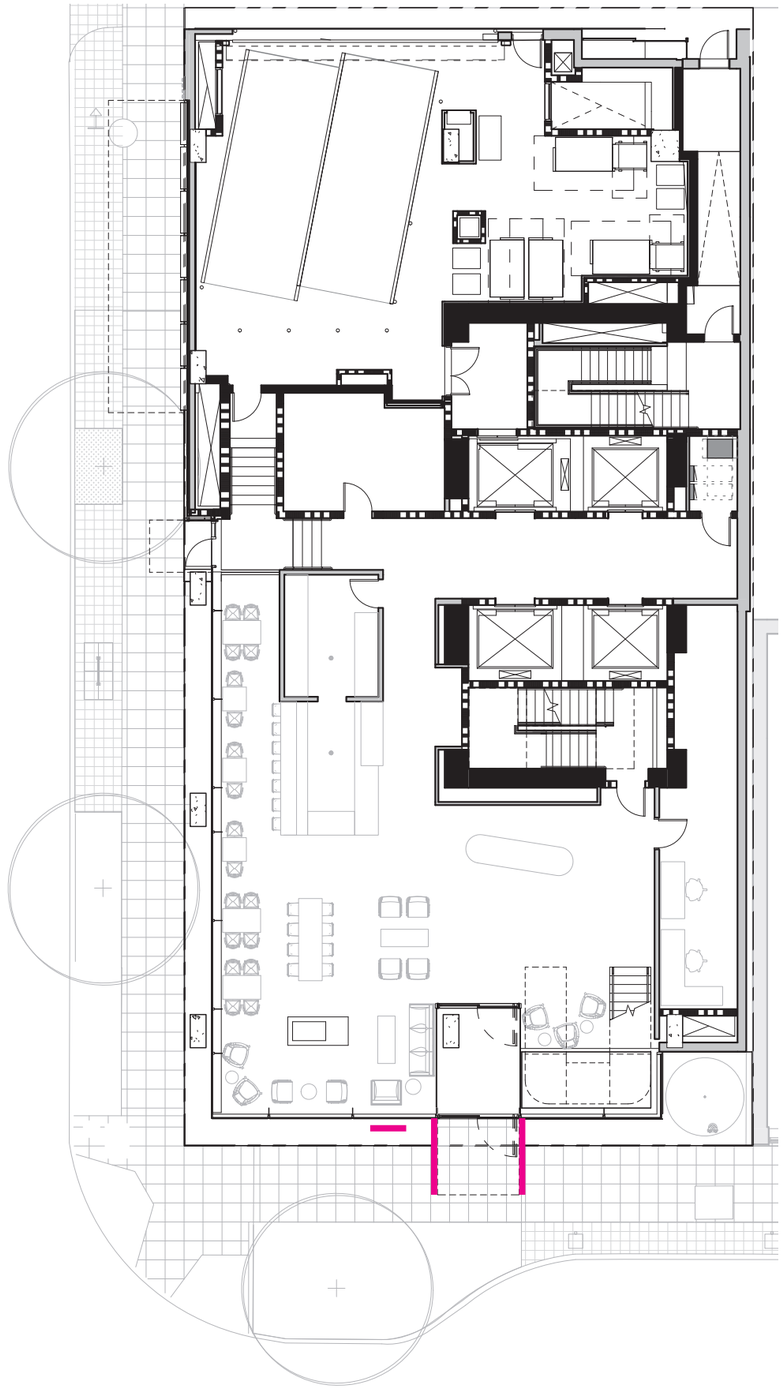
SECTION A
MAIN ENTRY

SECTION B
TOWER SOFFIT

SECTION C
TRANSIT AMENITY

SECTION D
LOADING DOCK

09. STREETSCAPE DEVELOPMENT - SIGNAGE





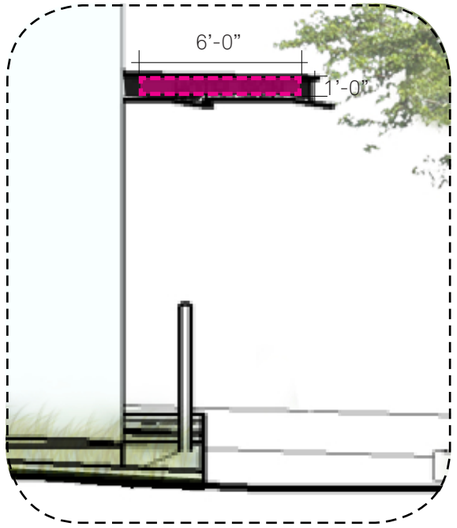
ENLARGED WEST ELEVATION
MONUMENT SIGN IN PLANTER

The cafe, lounge, and bar will share a monument sign adjacent to the entry. (D-4)



WEST ELEVATION

09. STREETSCAPE DEVELOPMENT - SIGNAGE



ENLARGED NORTH ELEVATION
HOTEL SIGNAGE

The hotel sign is envisioned as back lit lettering on the entrance canopy.



PRECEDENT IMAGE
HOTEL SIGNAGE







NORTH ELEVATION

09. STREETSCAPE DEVELOPMENT - VIRGINIA STREET

DEPARTURE

The Board has not yet offered comments on the departure for required landscaping on Virginia Street. The requirement per 23.49.056.F, states that the landscaping area shall be 1.5 times the lot length (180sf) and shall extend 50% of the total lot line.

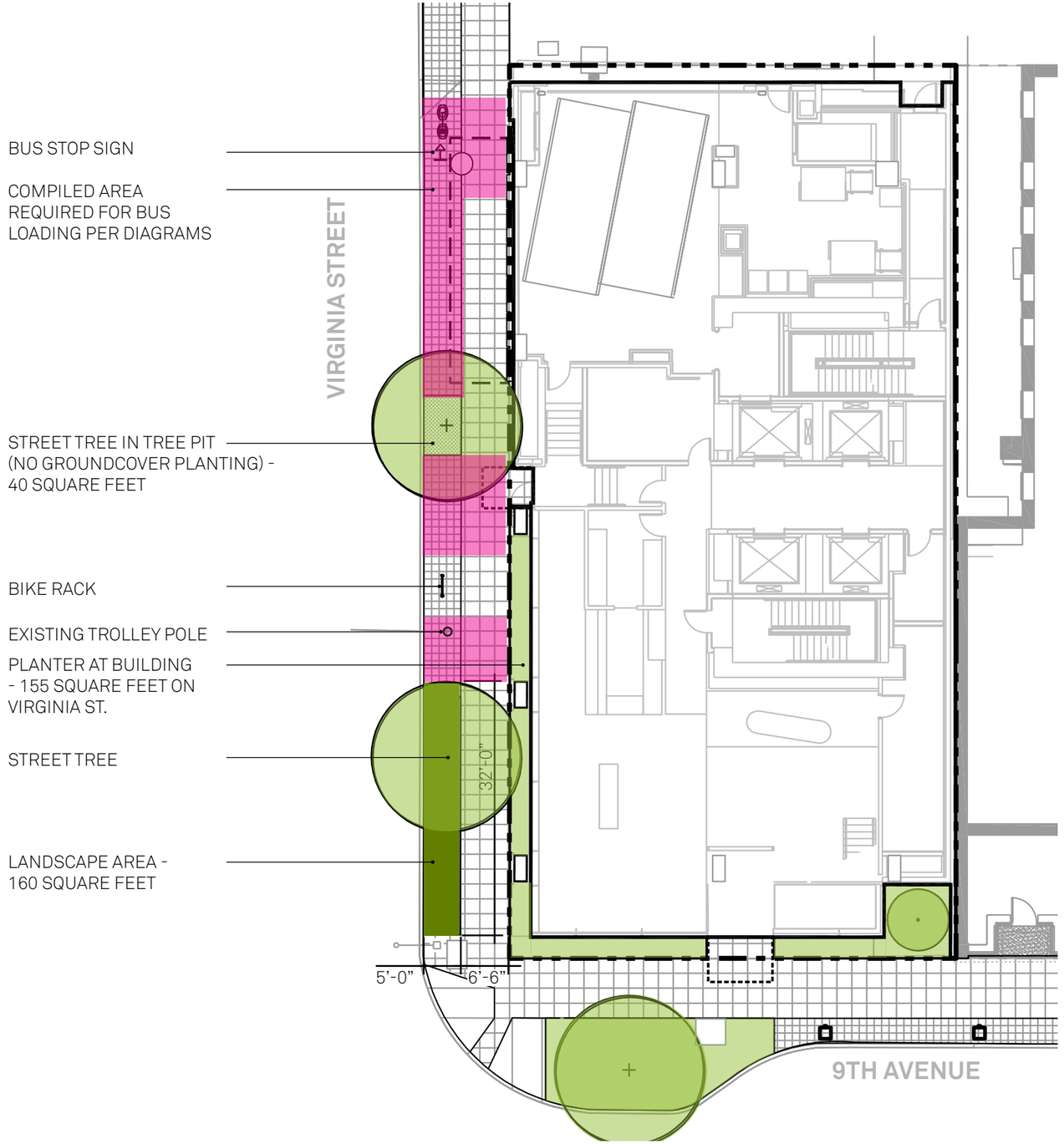
RESPONSE:

The extent of planted area on Virginia Street has been maximized given constraints of the bus stop loading requested by KC Metro and pedestrian sidewalk widths. 160 square feet (32 ' x 5') of planted area is provided near the corner of 9th Ave, and Virginia St. which includes groundcover planting and 1 tree. An additional 40 square foot tree pit with an additional tree has been provided along Virginia St. However, due to bus stop requirements, the tree pit will be covered in flexible rubber surfacing, not landscaping.

The project is also providing additional planted area in a planter against the building, providing an additional 155 square feet of planted area along Virginia.

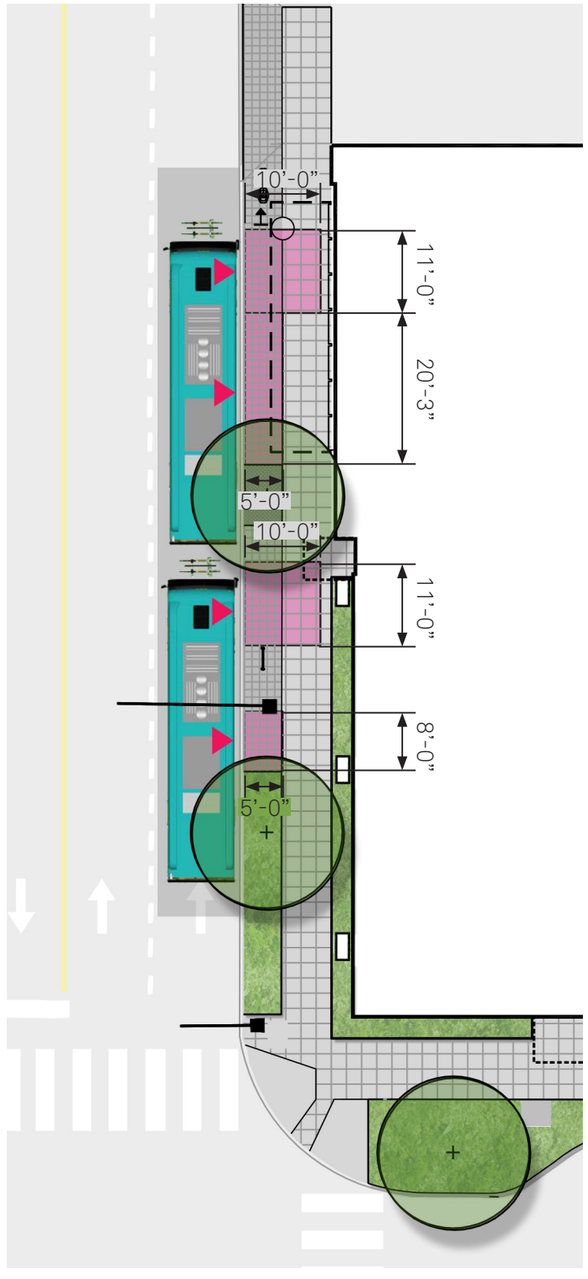
The expression of the green street on 9th Avenue wraps the corner of the lot and continues up Virginia, creating a prominent landscaped corner that supports the architectural concept. The north end of the Virginia streetscape is dedicated to pedestrians and bus loading, maximizing use of the narrow R.O.W. condition.

(C-5, D-2, D-6)

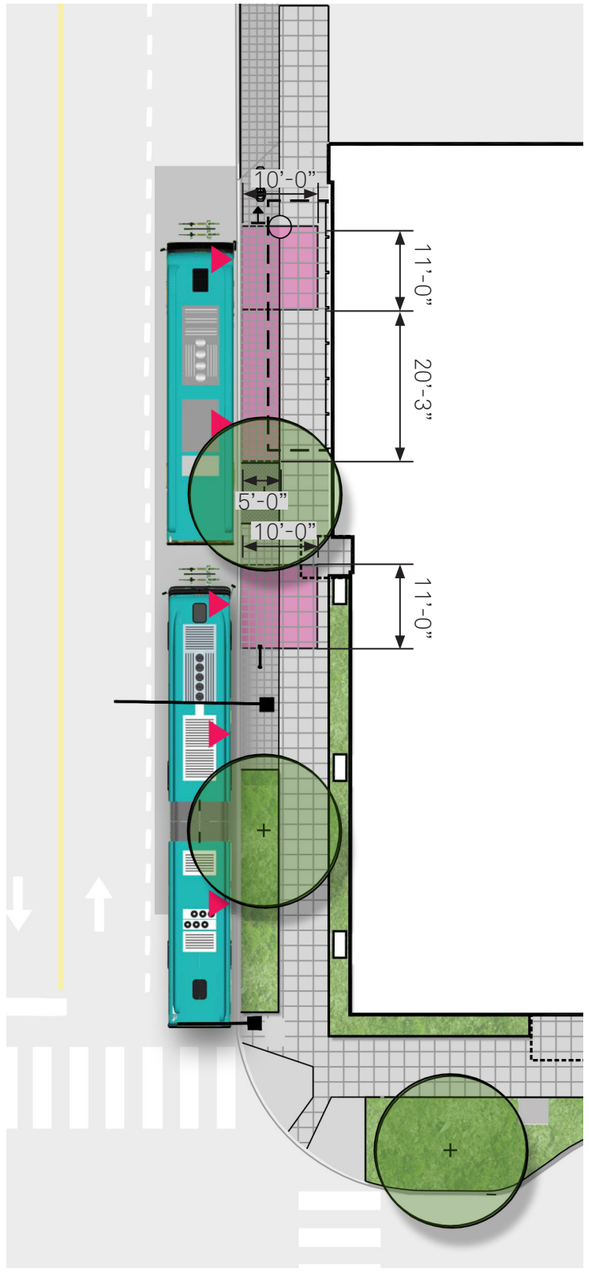


09. STREETSCAPE DEVELOPMENT - VIRGINIA STREET - TRANSIT STOP OPTIONS

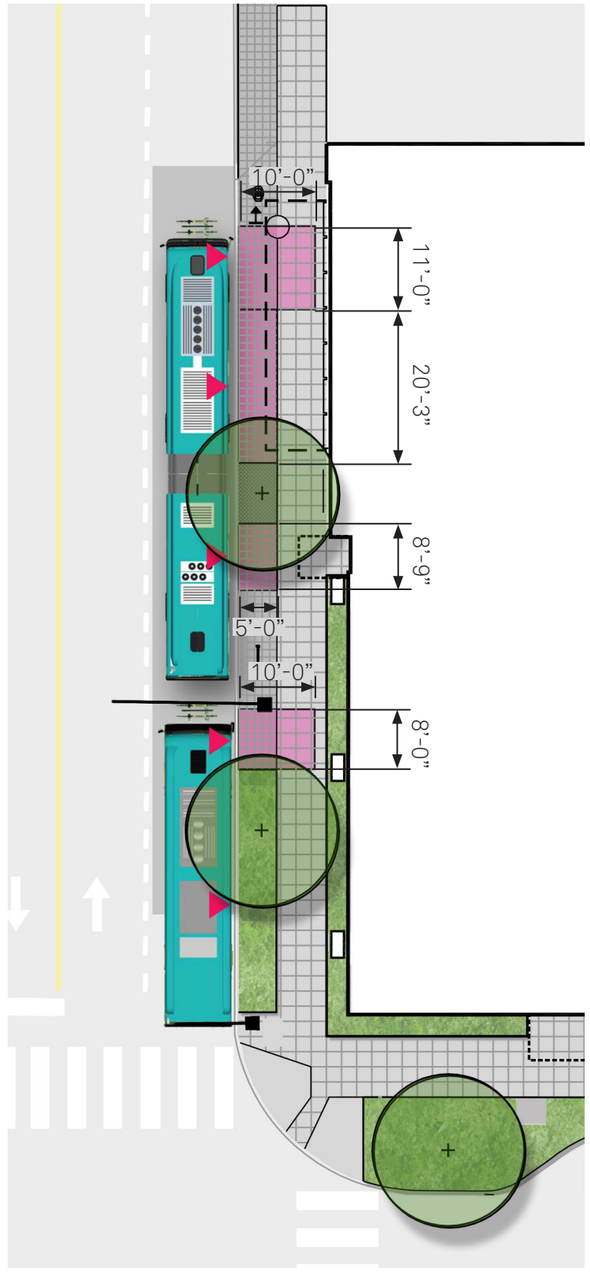
BUS STOP QUEUEING SCENARIOS - STOP NO. 900, SERVICING ROUTES **63** (EXPRESS), **64** (EXPRESS), **70**, **309** (EXPRESS), AND **SOLID GROUND** CIRCULATOR STOP



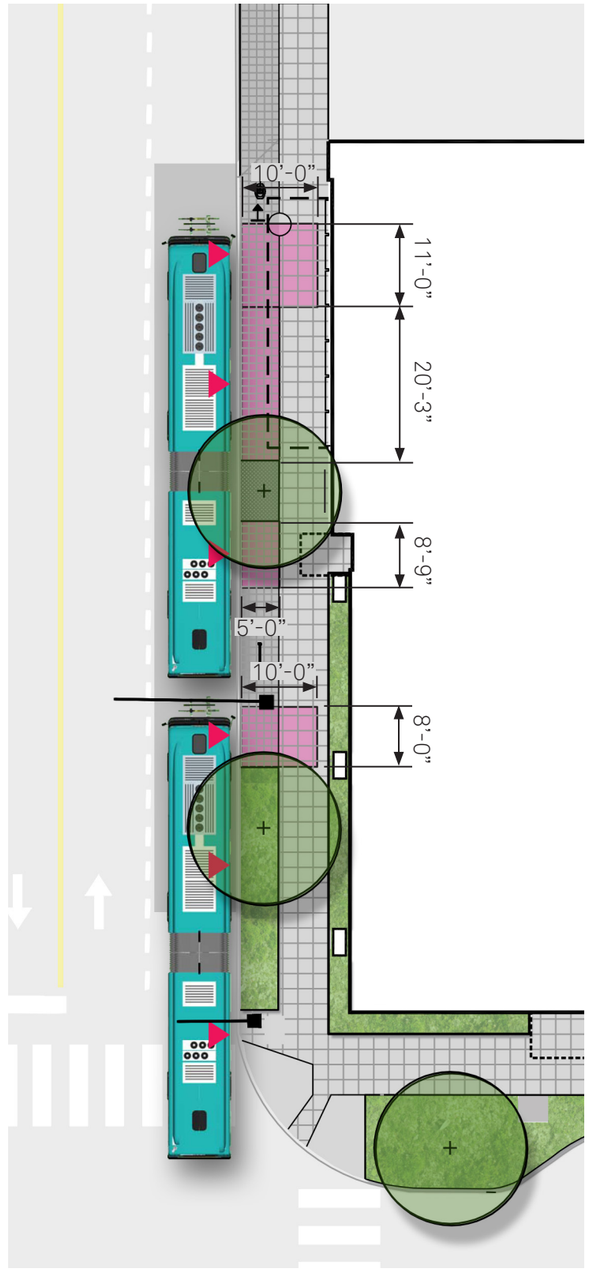
40’-40’ BUS QUEUING SCENARIO



40’-60’ BUS QUEUING SCENARIO



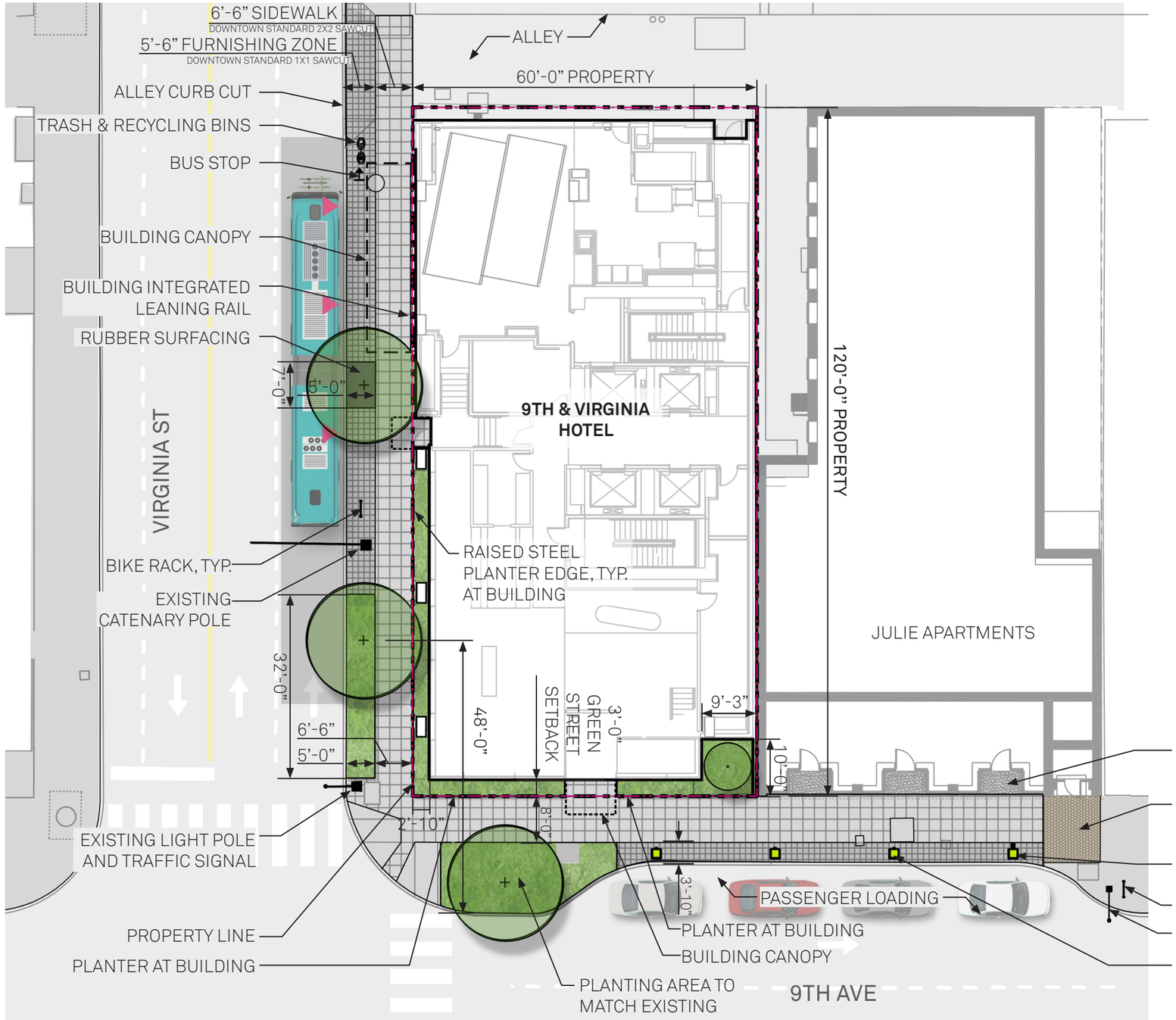
60’-40’ BUS QUEUING SCENARIO



60’-60’ BUS QUEUING SCENARIO

0 10 20 40ft

09. STREETSCAPE DEVELOPMENT



STREETSCAPE CONSIDERATIONS

9th Avenue

- Distinctive entry
- Hotel drop-off
- Green Street
- Building experience (glazing)
- Enhanced planting at Julie Apartments setback
- Streetscape improvements to Julie Apartments frontage

Virginia Street

- Bus stop
- Building-Integrated Lean Rails
- Distinctive entry
- Building experience (glazing)
- Trees and planting additions

10. STREETSCAPE PLANTING AND MATERIALS

HARDSCAPE AND FURNISHINGS



DOWNTOWN STANDARD PAVING



BIKE RACK



TRASH AND RECYCLING BINS



HISTORIC BUILDING INTERPRETIVE SIGN



RAISED STEEL PLANTER EDGE AT BUILDING



ELEVATED PLANTING POLES

10. STREETSCAPE PLANTING AND MATERIALS

PLANTING - STREETSCAPE

EVERGREEN GROUNDCOVER: JUNCUS PATENS AND DOUGLAS IRIS(EVERGREEN)



JUNCUS PATENS

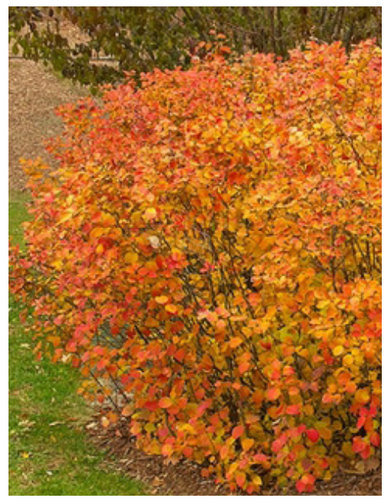


DOUGLAS IRIS

SHRUB ACCENT: FOTHERGILLA GARDENII (DECIDUOUS)



FLOWERING



FALL COLOR



LEAF SUMMER

TREE ON 9TH AND VIRGINIA: PRINCETON ELM (DECIDUOUS)



TREE FORM



FALL COLOR

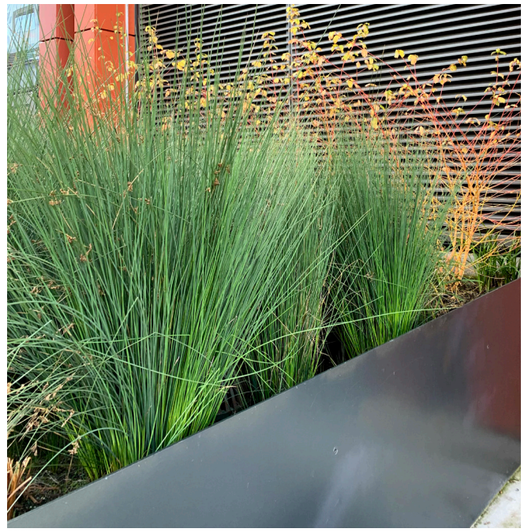


LEAF SUMMER

10. STREETSCAPE PLANTING AND MATERIALS

PLANTING - PLANTER AT BUILDING

EVERGREEN GROUNDCOVER: JUNCUS PATENS AND DOUGLAS IRIS(EVERGREEN)



JUNCUS PATENS



DOUGLAS IRIS

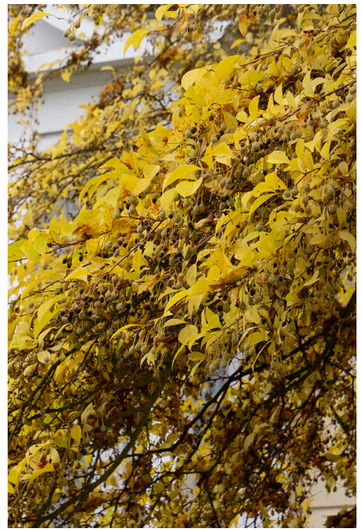
TREE AT JULIE APARTMENTS SETBACK: JAPANESE SNOWBELL (DECIDUOUS)



TREE FORM



FLOWER



FALL COLOR

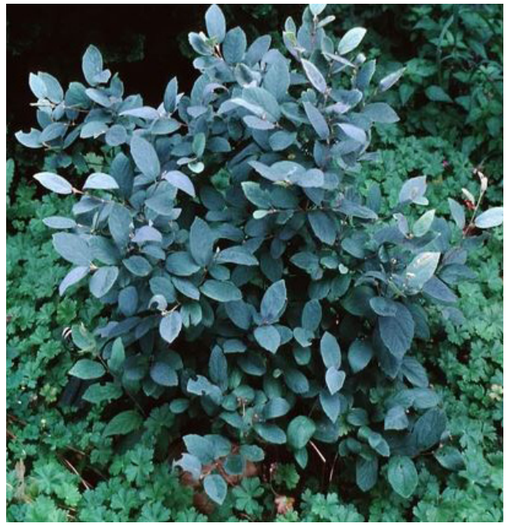
SHRUB ACCENT: FOTHERGILLA GARDENII (DECIDUOUS)



FLOWERING

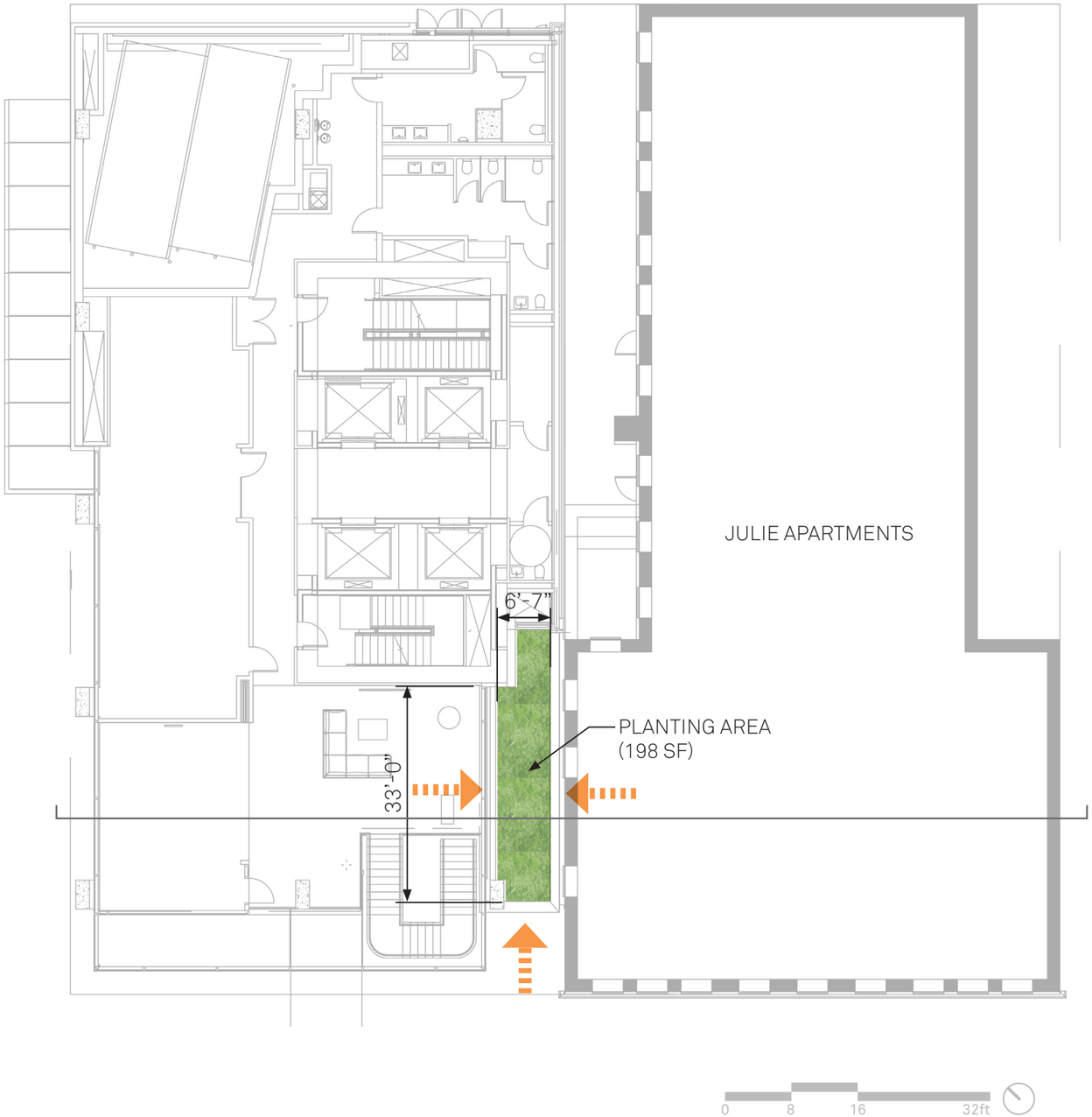


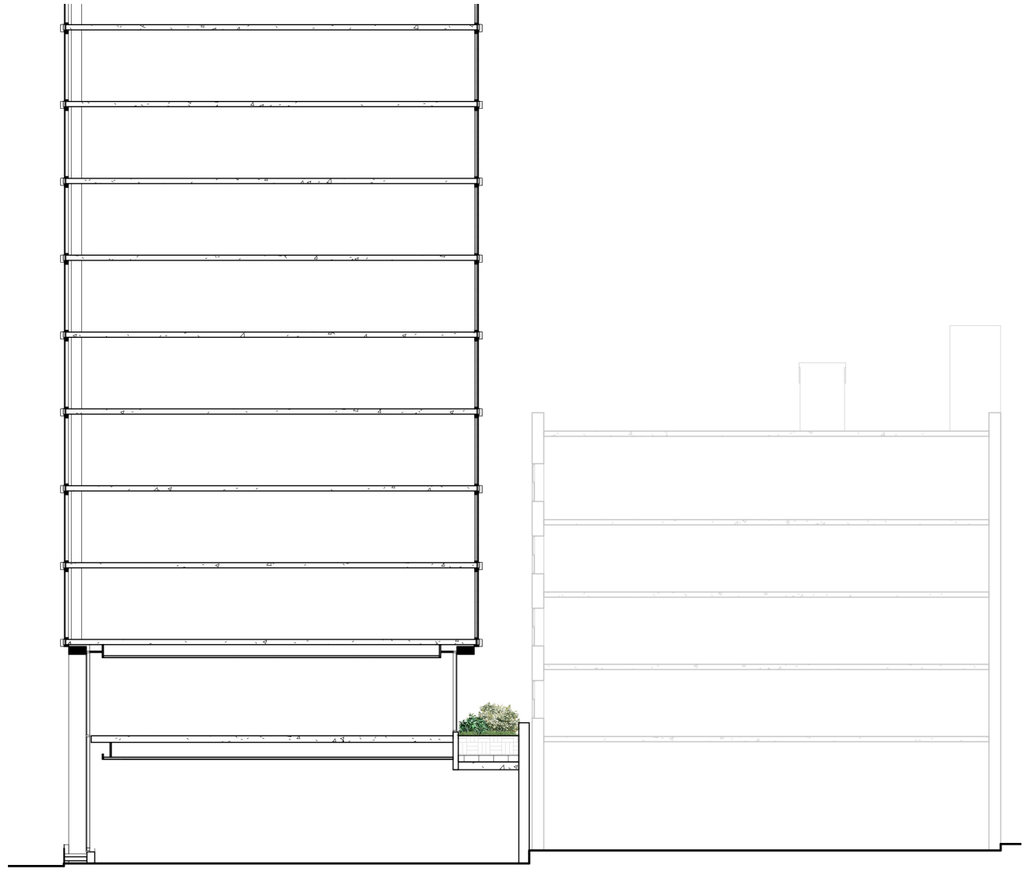
FALL COLOR



LEAF SUMMER

10. STREETSCAPE PLANTING AND MATERIALS - LEVEL 2





10. STREETSCAPE PLANTING AND MATERIALS - LEVEL 2

- Views and screening from 3 sides
- Low light conditions

SCREENING SHRUBS: AUCUBA AND OSMANTHUS (EVERGREEN)



AUCUBA FORM



LEAF



OSMANTHUS FORM



LEAF

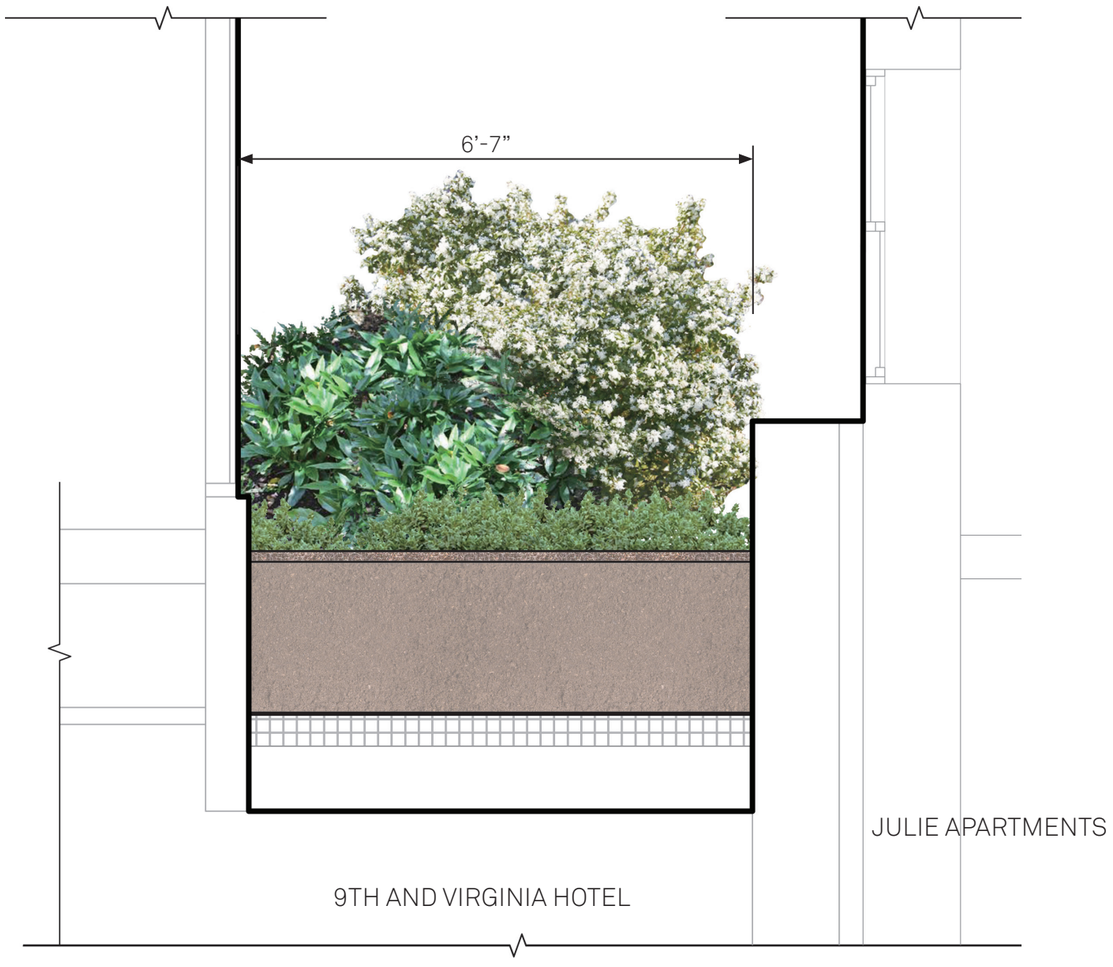
GROUNDCOVER SHRUB: SARCOCOCCA (EVERGREEN)



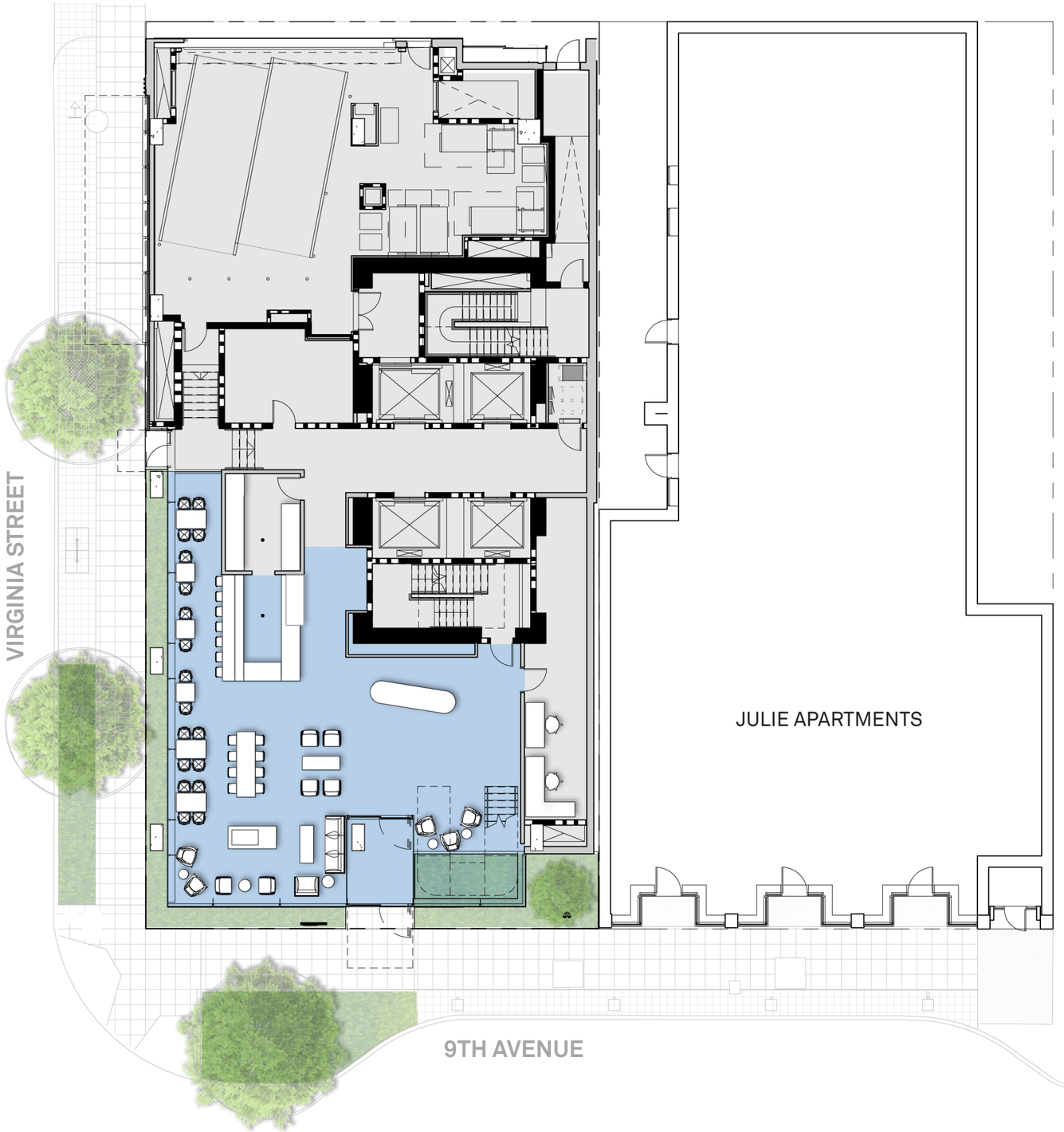
SARCOCOCCA FORM



LEAF & FLOWER



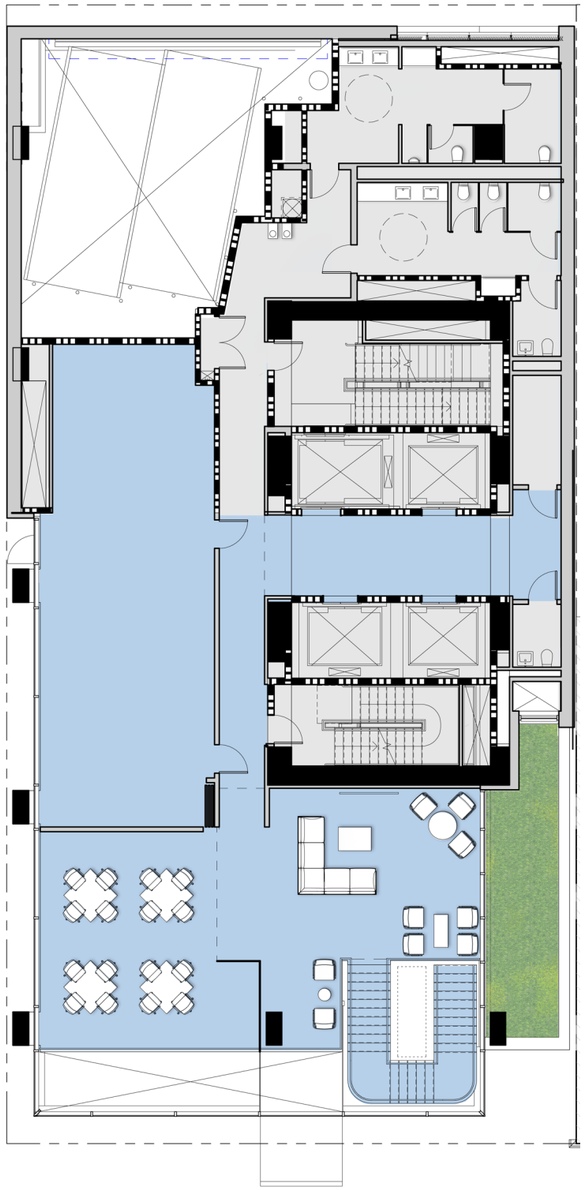
11. FLOOR PLANS



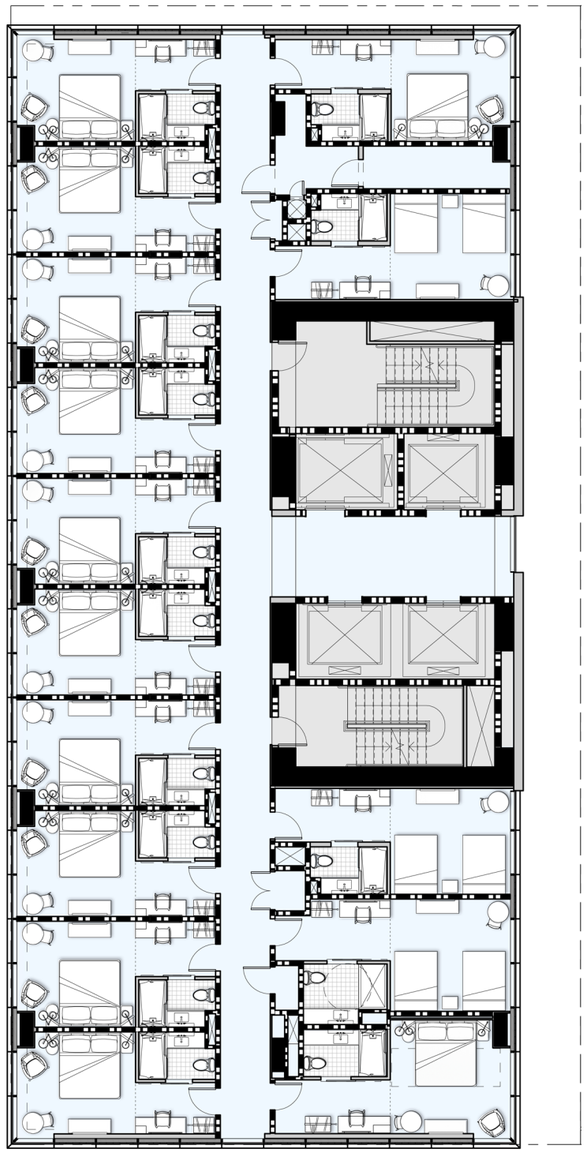
L1: LOBBY/CAFE

PUBLIC / COMMON HOTEL BUILDING SUPPORT

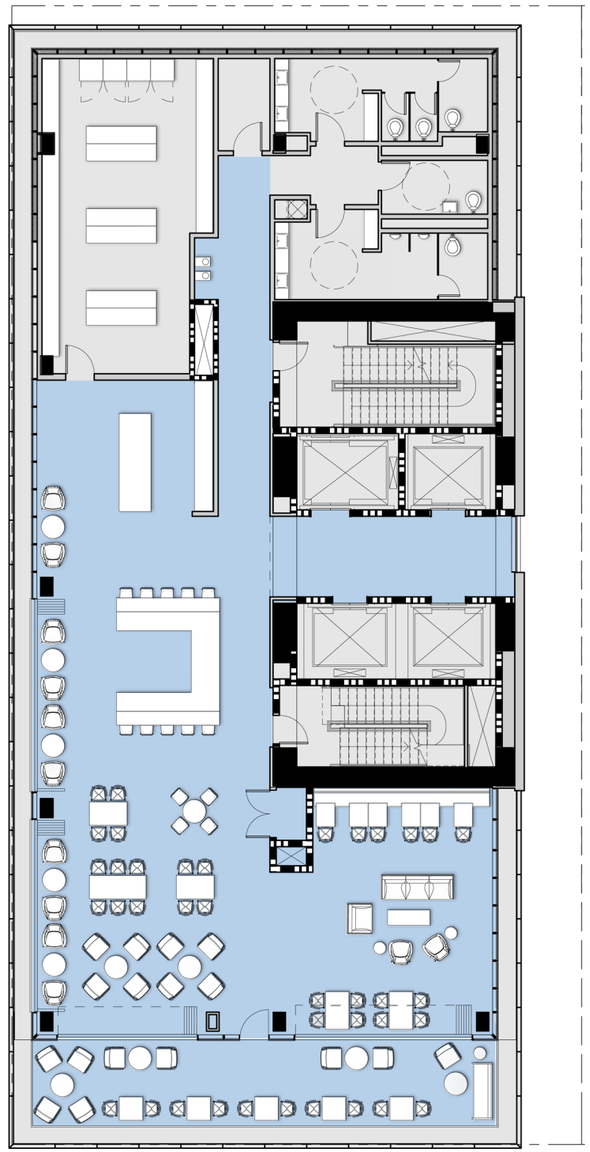
11. FLOOR PLANS



LEVEL 2: AMENITY



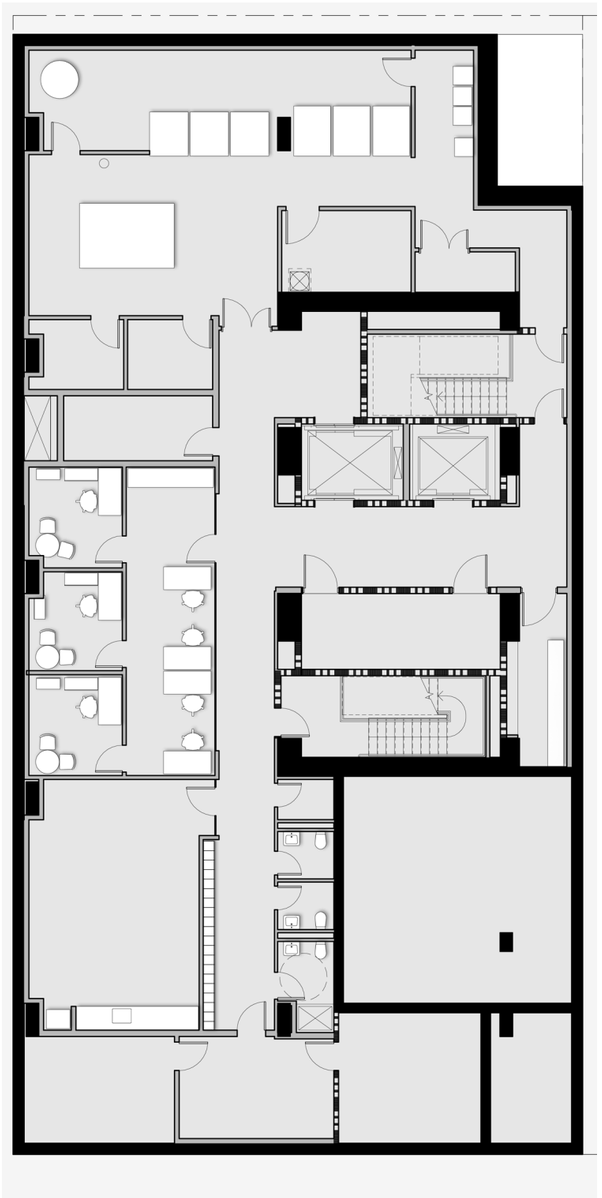
LEVEL 3-22: TYPICAL ROOM LEVEL



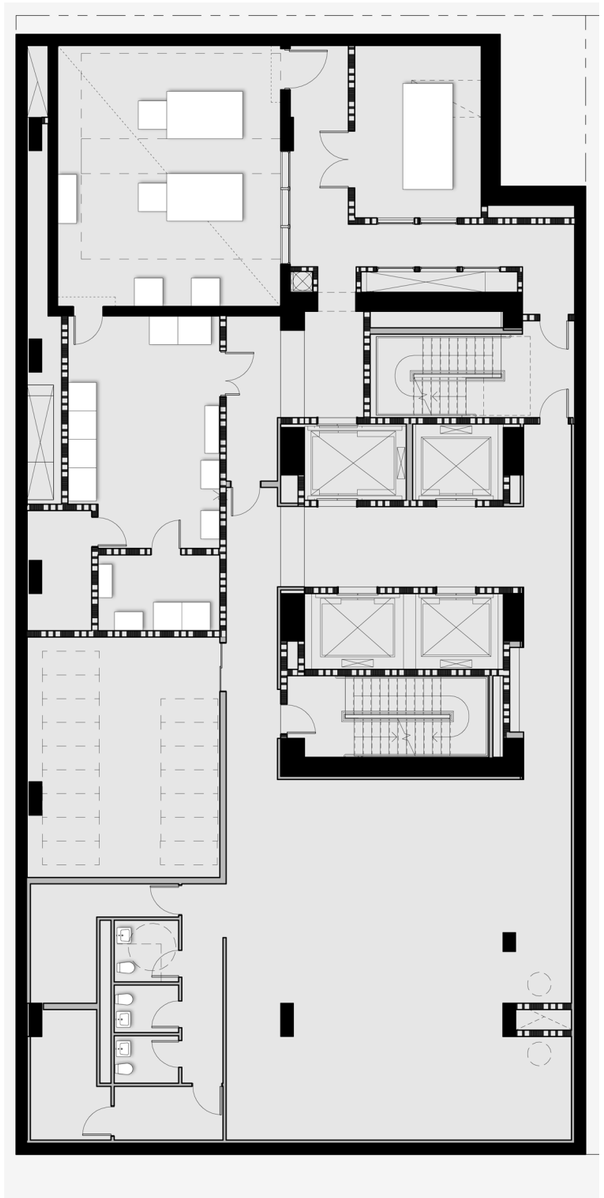
LEVEL 23: BAR / LOUNGE

PUBLIC / COMMON HOTEL BUILDING SUPPORT

11. FLOOR PLANS



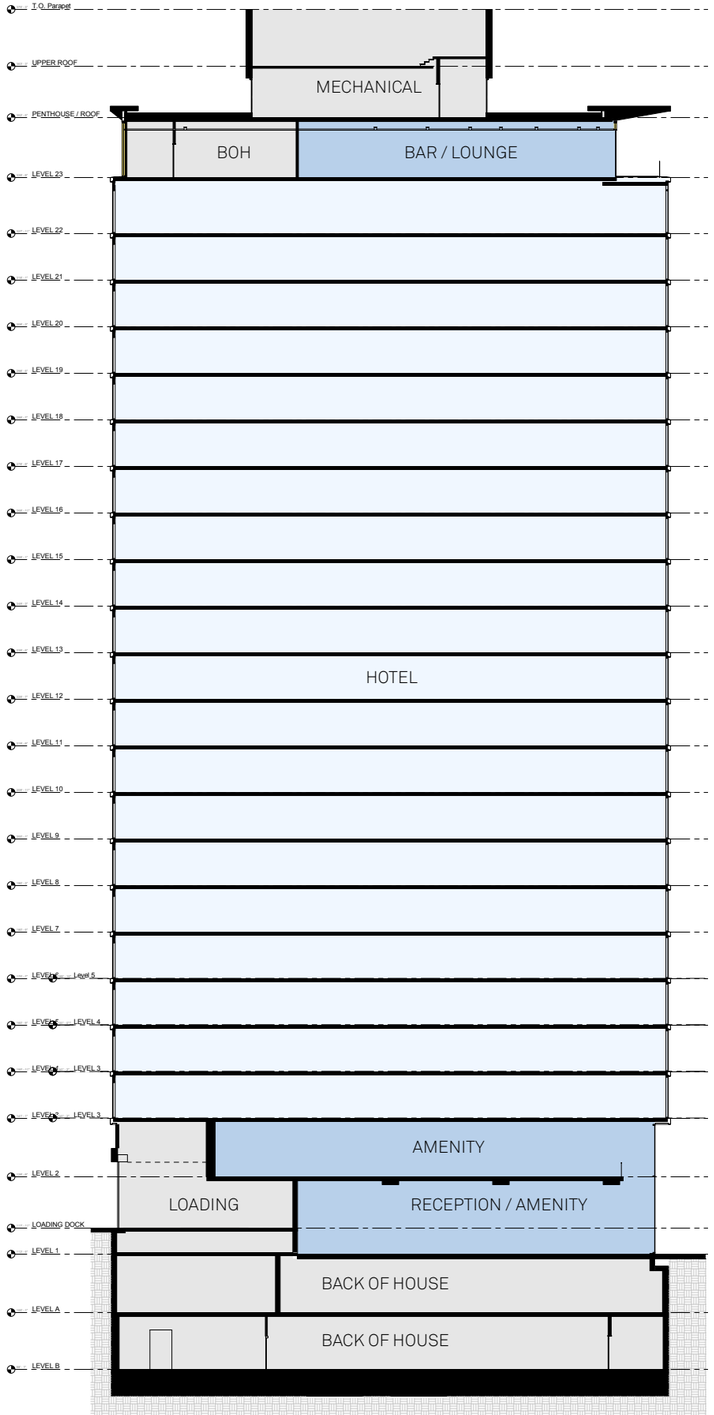
LEVEL B



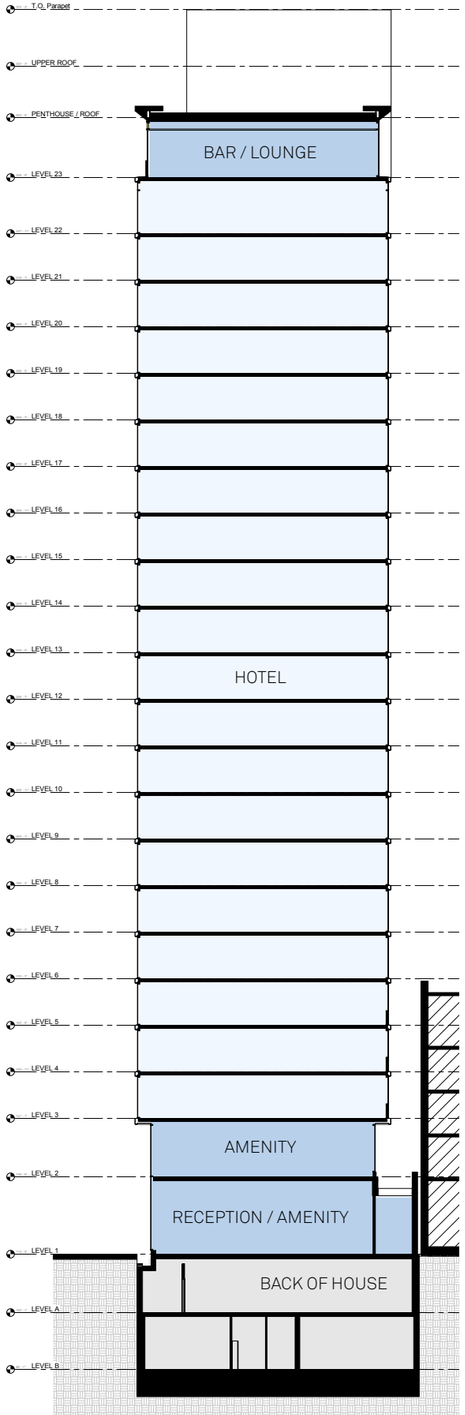
LEVEL A

PUBLIC / COMMON HOTEL BUILDING SUPPORT

11. BUILDING SECTIONS



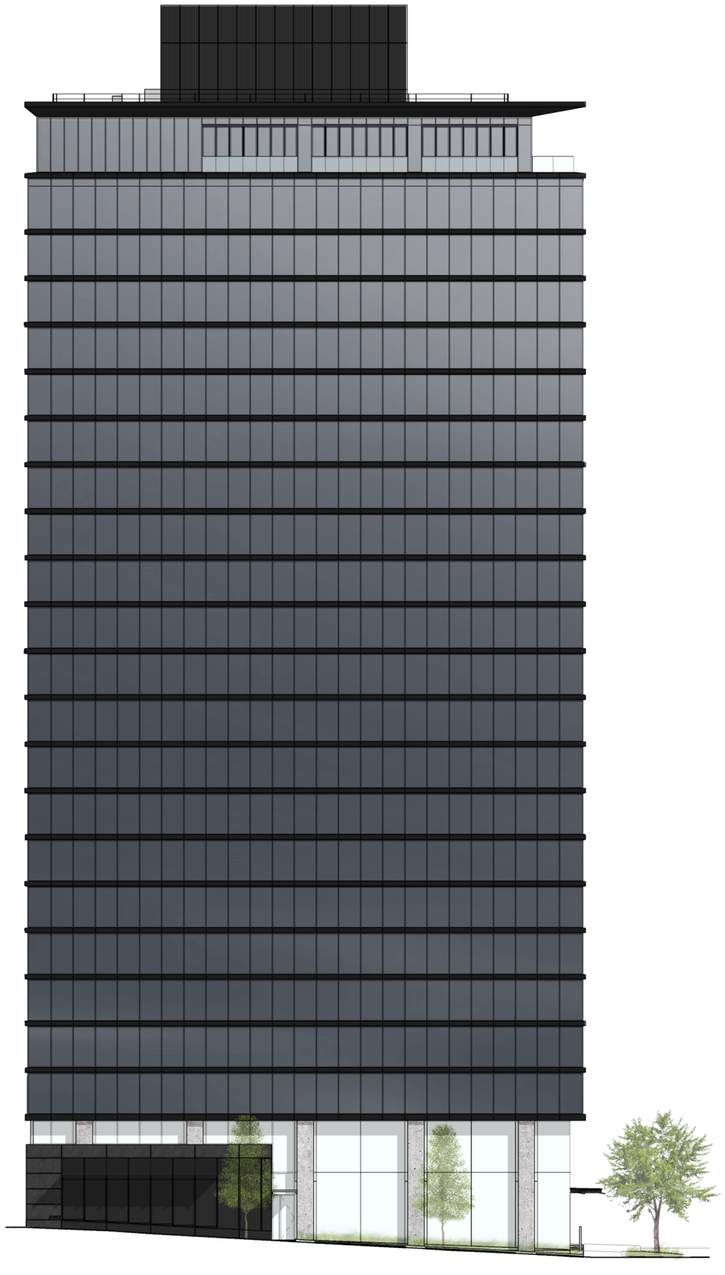
EAST/WEST SECTION



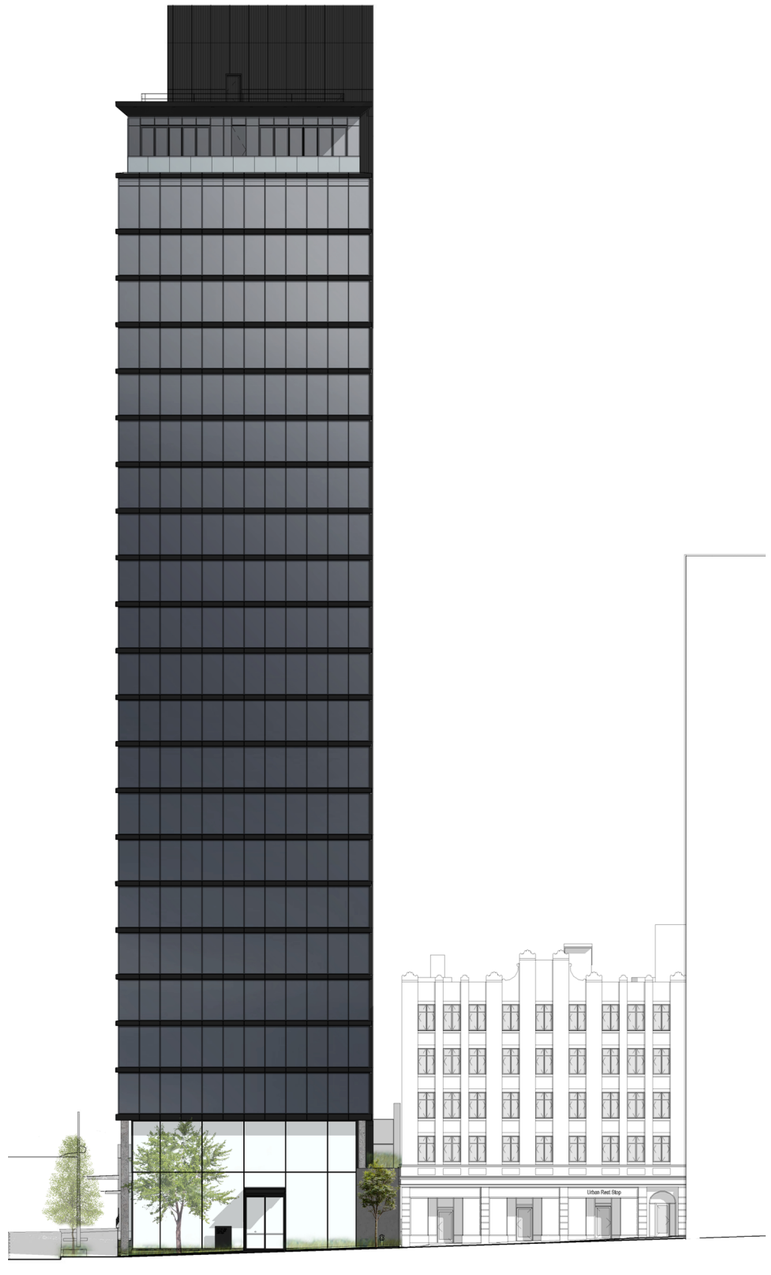
NORTH/SOUTH SECTION

PUBLIC / COMMON HOTEL BUILDING SUPPORT

11. ELEVATIONS

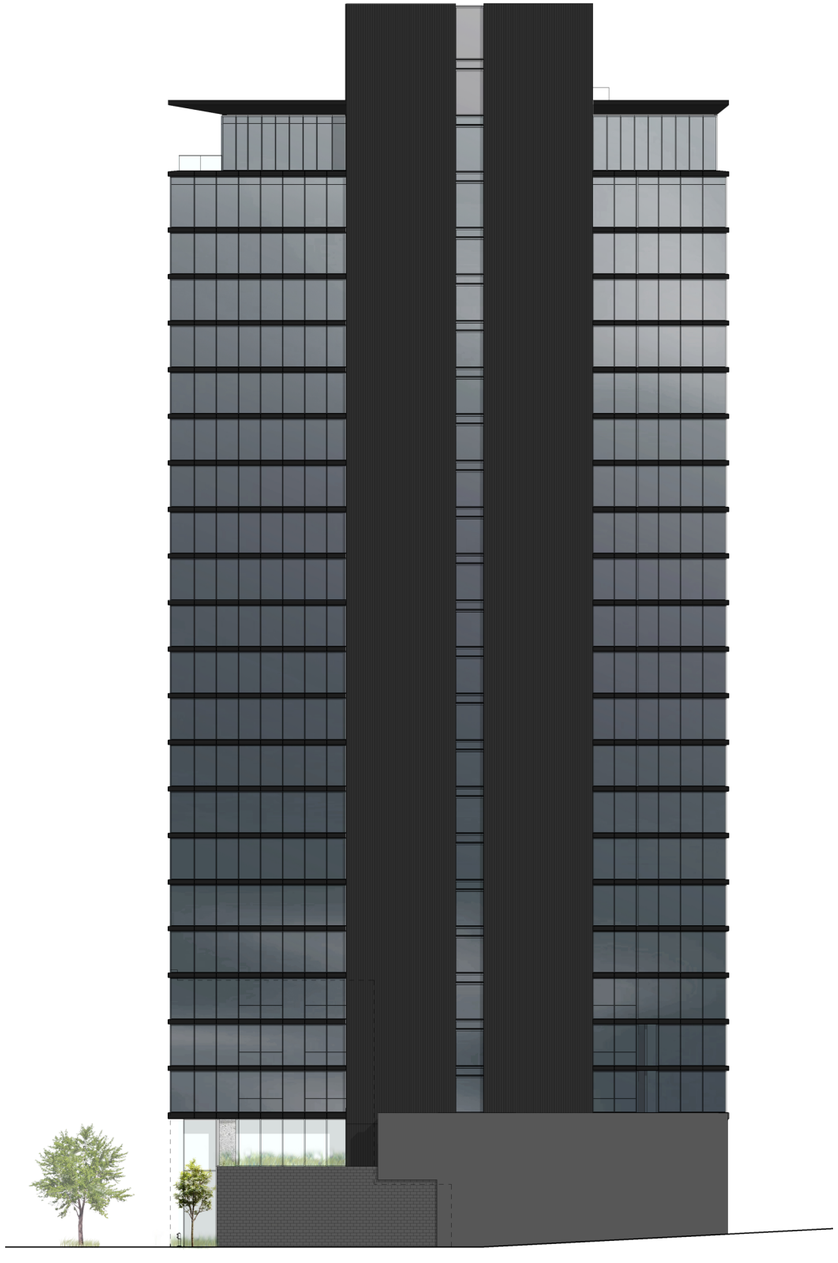


NORTH ELEVATION (VIRGINIA STREET)

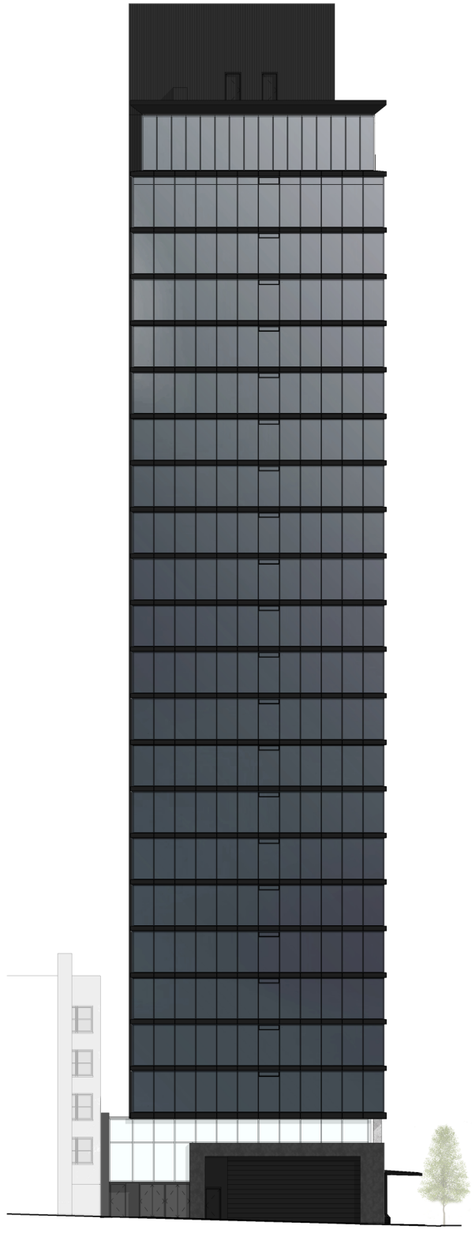


WEST ELEVATION (NINTH AVENUE)

11. ELEVATIONS



SOUTH ELEVATION

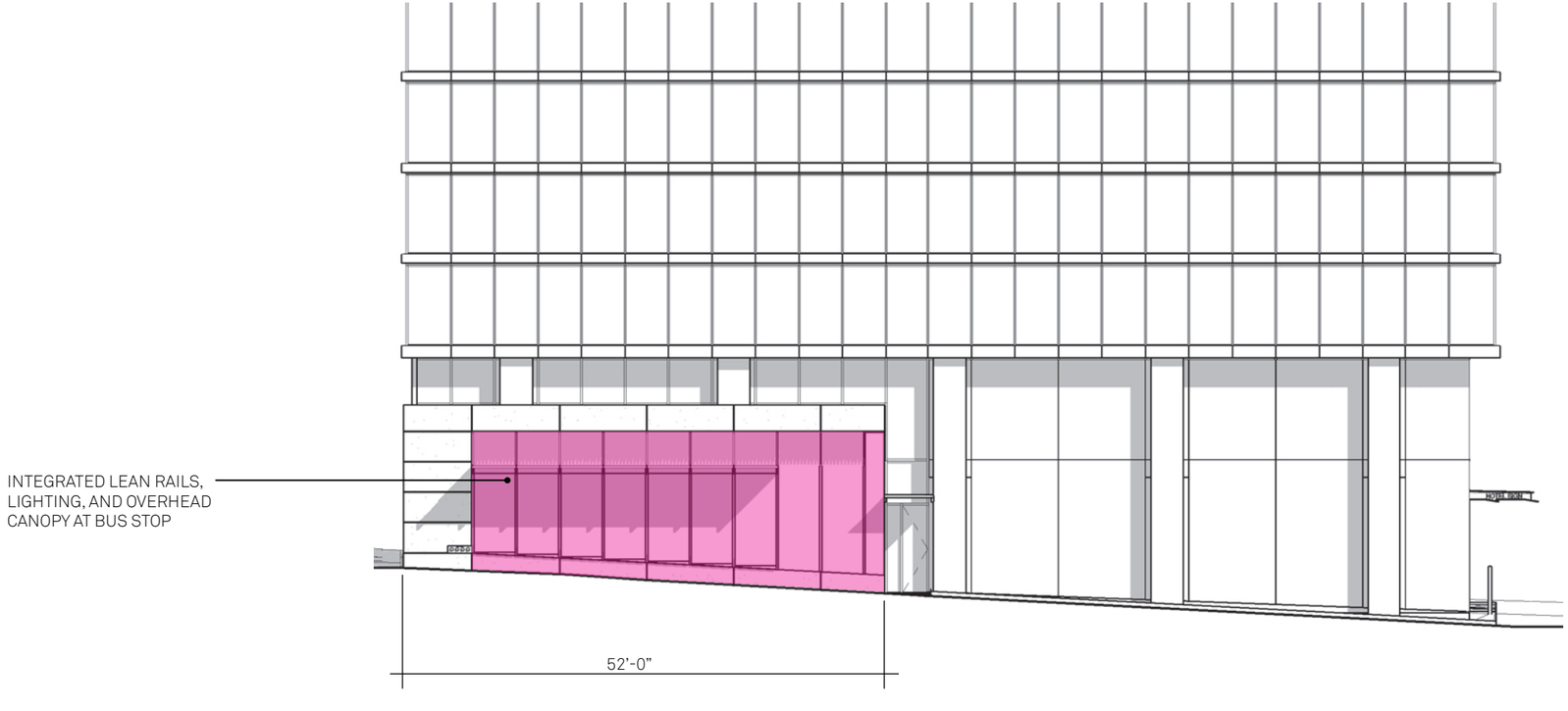


EAST ELEVATION (ALLEY)

TYPE I DECISIONS / DEPARTURES

12. TYPE I DECISION - BLANK FACADE

	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by the departure in parentheses)
1	23.49.056.D.3 Blank facade limits for Class II pedestrian streets	a. Blank facade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. **Blank facade segment width may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest.** The width of garage doors shall be limited to the width of the driveway plus 5 feet. b. Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.	52'-0" blank facade	While not a departure, we value the Board's guidance on the following: On Virginia Street, a 52'-0" section of blank facade separates the loading dock and service area from the bus stop. In order to minimize the presence of the service area (E-3), we propose an articulated facade (C-2), enhanced with architectural detailing, to engage with the users of the transit stop. Overhead weather protection (C-5), lighting (D-5), attractive landscaping (D-2) and transit amenities (C-1), like integrated lean rail will enliven the pedestrian experience, enhance safety and provide delight.

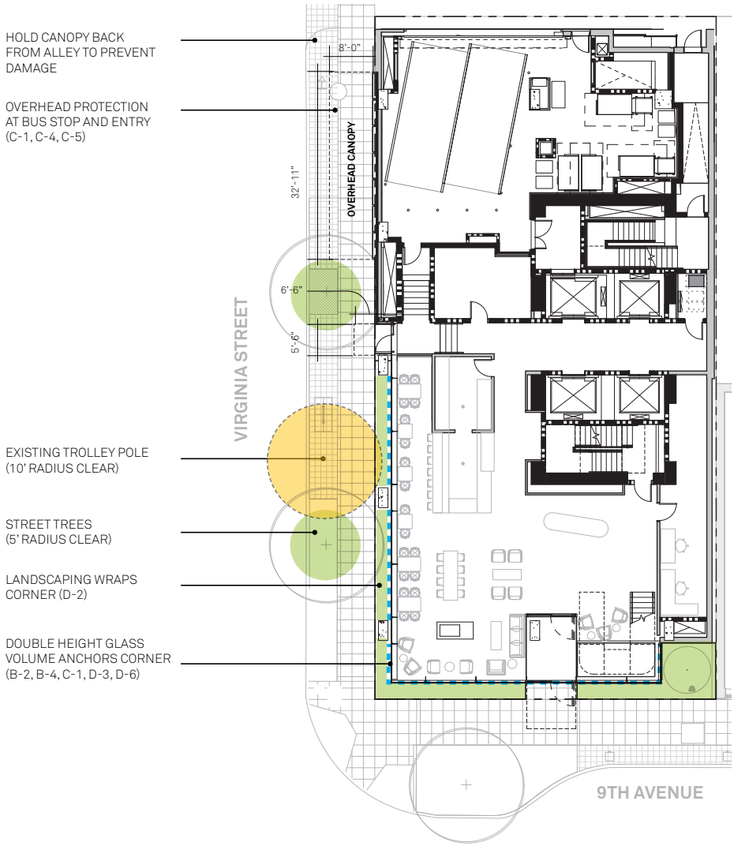


12. TYPE I DECISION - BLANK FACADE



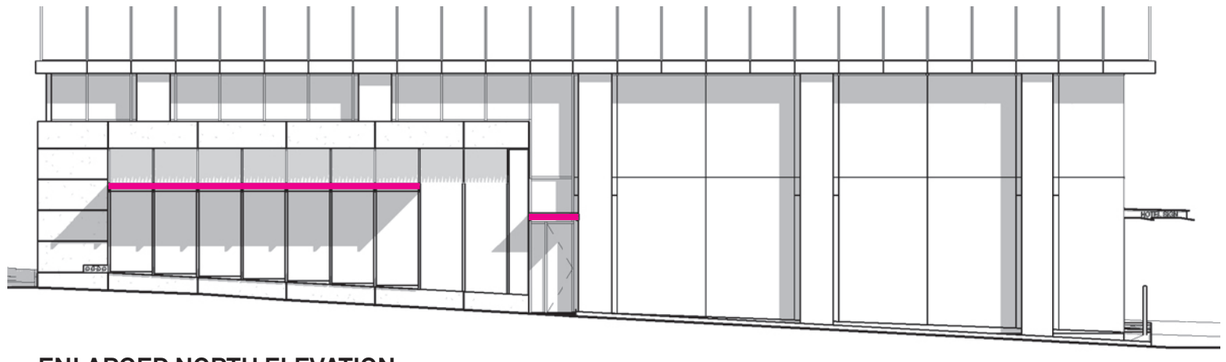
12. POTENTIAL DEPARTURE #1 - OVERHEAD WEATHER PROTECTION

	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by the departure in parentheses)
1	23.49.018 - Overhead Weather Protection and Lighting.	A. Continuous overhead weather protection shall be required for new development along the entire street frontage B. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.	A. Canopy coverage on 38'-5" of Virginia Street (32%)	The requirement for continuous overhead weather protection and landscaping / street trees are in conflict. On Ninth Avenue Green Street, a 3 foot landscaped setback is provided (D-2), therefore no canopy is required except at the building entry (C-4). On Virginia, in order to accommodate both street trees, an existing trolley pole, and overhead weather protection, the canopy is focused at the bus stop and building entries, where it is most needed to provide cover to those waiting and to enhance the building entry (C-4). Omitting the canopy on a portion of the Virginia frontage, allows landscaping and the double height glass volume to extend around the corner from the green street, strengthening the architectural concept (B-4, D-2). The highly transparent corner is envisioned to promote pedestrian interaction and engagement (C-1) with the cafe within.



VIRGINIA STREET OVERHEAD WEATHER PROTECTION

OVERALL SITE LENGTH = 120'-0"
OVERHEAD CANOPY LENGTH = 38'-5"
PERCENT COVERAGE = 32%



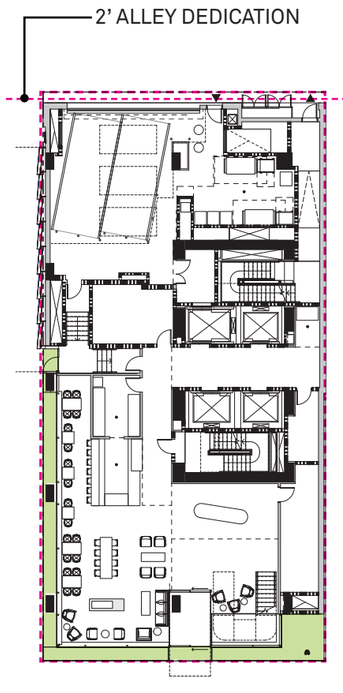
ENLARGED NORTH ELEVATION

12. POTENTIAL DEPARTURE #1 - OVERHEAD WEATHER PROTECTION

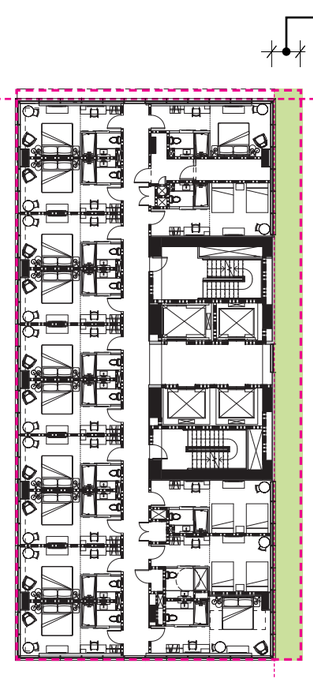


12. POTENTIAL DEPARTURE #2 - UPPER LEVEL DEVELOPMENT STANDARDS

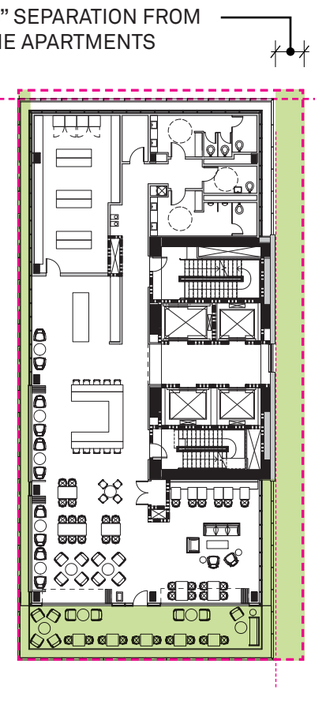
	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by the departure in parentheses)
2	23.49.058 - Upper Level Development Standards	E. Upper-level setbacks 2. If a lot in a DMC zone is located on a designated green street, a continuous upper-level setback of 15 feet, measured from the abutting green street lot line, is required for portions of the structure above a height of 45 feet.	2'-10" - 10'-0" setback at levels 1 and 2, beginning at street level up to 34'-6"; 11'-0" setback at level 23; 120' deep by 6'-0" wide setback between building and South property line beginning at 18' above grade	In lieu of a 15' upper level setback the project proposes a setback strategy that increases the volume of light and air well in excess of the code requirement. Incident solar exposure to the Green Street is nearly identical within two blocks of the building and better than code compliant further north. The proposed departure better meetsthe intent of upper level setback than code compliant. The reduction of setback allows for a shorter overall building, providing variety of building scale to the neighborhood. The continuous setback to the south provides for a more well proportioned and unified building (B4) and provides a separation to the Julie Apartments. The project also provides an enhanced setback at the street level, where it is most useful to the Green Street to allow more planted area and further promoting pedestrian interaction (C1) and reinforcement of the building entry (C4). The setback at Level 23 enhances the skyline by distinguishing tower and roof. (A-2)



LEVEL 1

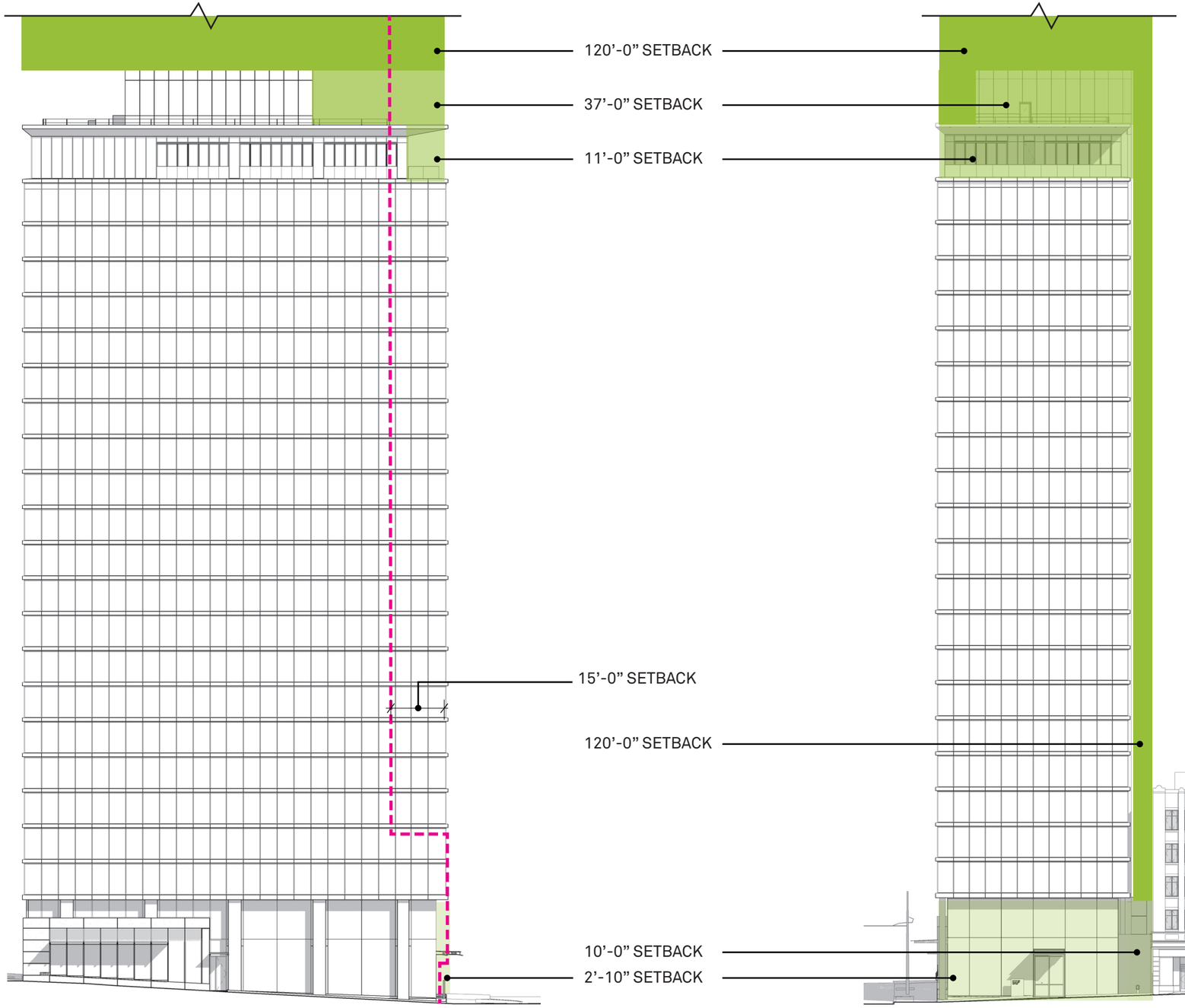


TYPICAL HOTEL LEVEL



LEVEL 23 (ROOFTOP AMENITY)

12. POTENTIAL DEPARTURE #2 - UPPER LEVEL DEVELOPMENT STANDARDS

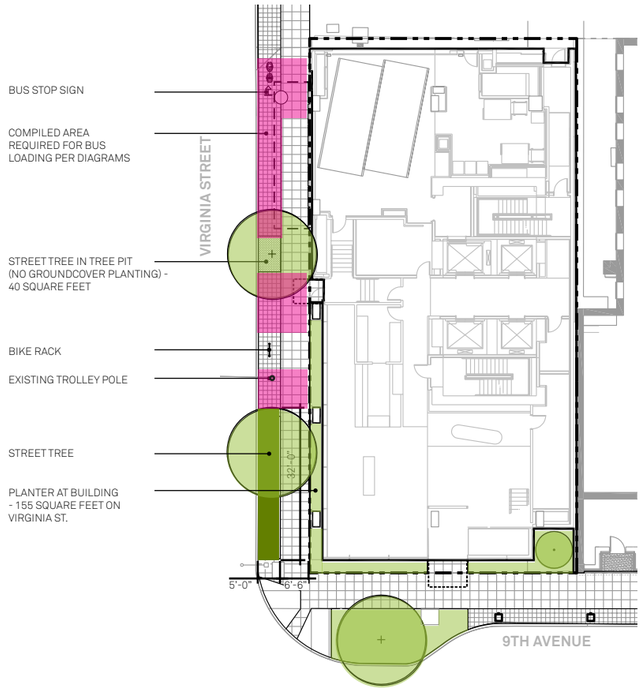


NORTH ELEVATION (VIRGINIA STREET)

WEST ELEVATION (9TH AVENUE)

12. POTENTIAL DEPARTURE #3 - LANDSCAPING IN SIDEWALK AREA

	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by the departure in parentheses)
1	23.49.056.F - Setback and landscaping requirements for lots located within the Denny Triangle	1. All new development in DMC zones in the Denny Triangle, shall provide landscaping in the side-walk area of the street right-of-way. The square footage of land-scaped area provided shall be at least 1.5 times the length of the street lot line (in linear feet). a. The landscaped area shall be at least 18 inches wide and shall be located in the public right-of-way along the entire length of the street lot line. Exceptions for building entrances, vehicu-lar access or other connections between the sidewalk and the lot may not exceed 50 percent of the total length of the street lot line(s).	A. Provide landscaping in the sidewalk area equal to 160sf (88% of requirement) at a length of 32 feet (27% of lot line)	The requirement for landscaping along Virginia and the bus stop queuing as required by KC Metro are in conflict. The project team met with KC Metro on 1/23/19 to discuss the bus stop on Virginia. Because buses frequently block cross traffic on 9th Avenue when queueing at the bus stop, KC Metro requested that the project account for the queueing of 2 buses at the bus stop on Virginia without blocking 9th Avenue. The diagrams on the next page show queueing scenarios for 40 and 60 foot buses. Per transit guidelines, the second bus needs loading/unloading access at the front door only. This requirement from KC Metro limits the length of planting on the streetscape. SDOT and Urban Forestry have approved the planting of a single tree with lanscaping at the corner Virginia and 9th (160sf), as well as an additional tree within the bus stop loading area. The tree pit within the bus stop loading area (40sf) will be paved with a flexible rubber surfacing due to bus loading requirements. Right-Of-Way width limits the width of landscape area. Virginia Street, classified as a Downtown Neighborhood Street, is required to have a pedestrian clear width of 6 feet - 6 inches. Thus, planting width is limited to 5 feet . The project is also providing additional landscaping area outside of the R.O.W. in a planter at the building. The planter is 34 inches wide and provides 155 square feet of additional planted area on Virginia. When combined with streetscape planting, a total of 315 square feet is provided.



VIRGINIA STREET LANDSCAPING

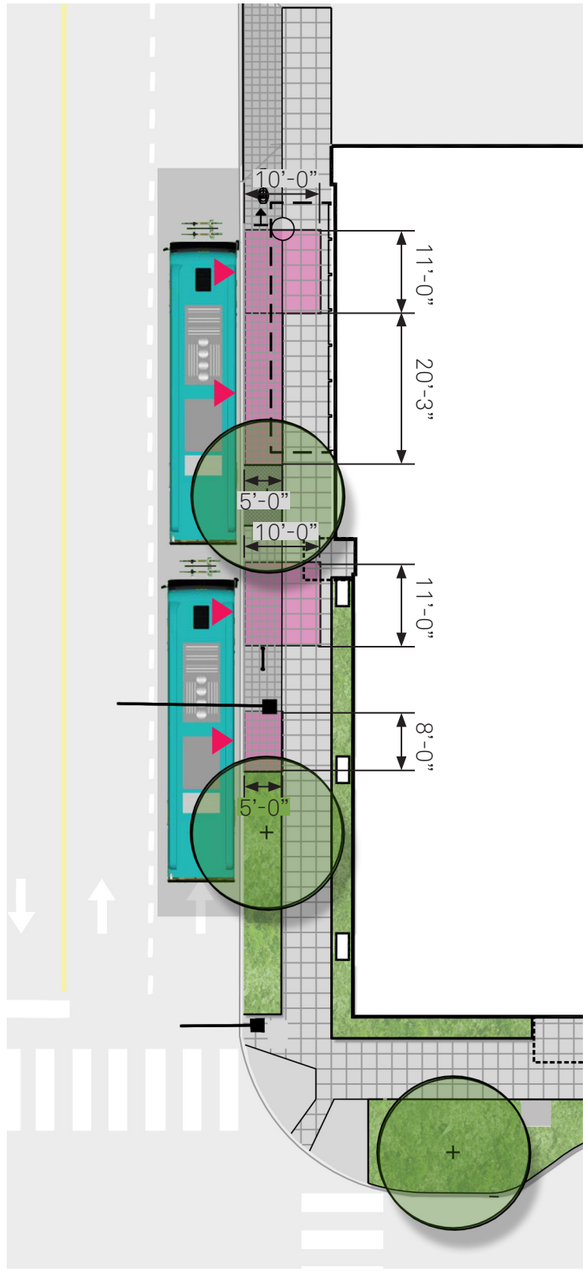
OVERALL SITE LENGTH = 120’-0”
SIDEWALK AREA PLANTING LENGTH = 32’-0”*
SIDEWALK PLANTING WIDTH = 5’-0”
SIDEWALK PLANTING AREA = 160 SQUARE FEET*

PERCENT LOT LINE LENGTH PLANTED = 27%*
PERCENT OF REQUIRED LANDSCAPING AREA: 88%*

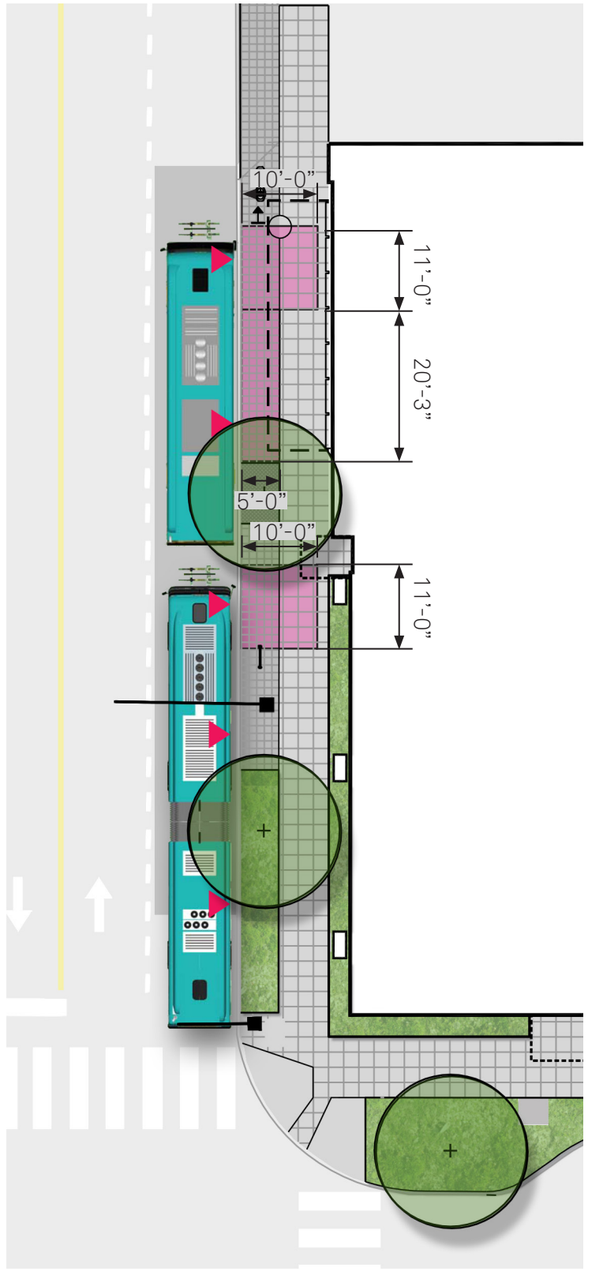
*NOTE: THESE CALCULATIONS DO NOT INCLUDE THE ADDITIONAL TREE PIT WITH TREE BECAUSE GROUNDCOVER PLANTING IS NOT PROVIDED DUE TO BUS LOADING REQUIREMENTS

12. POTENTIAL DEPARTURE #3 - LANDSCAPING IN SIDEWALK AREA

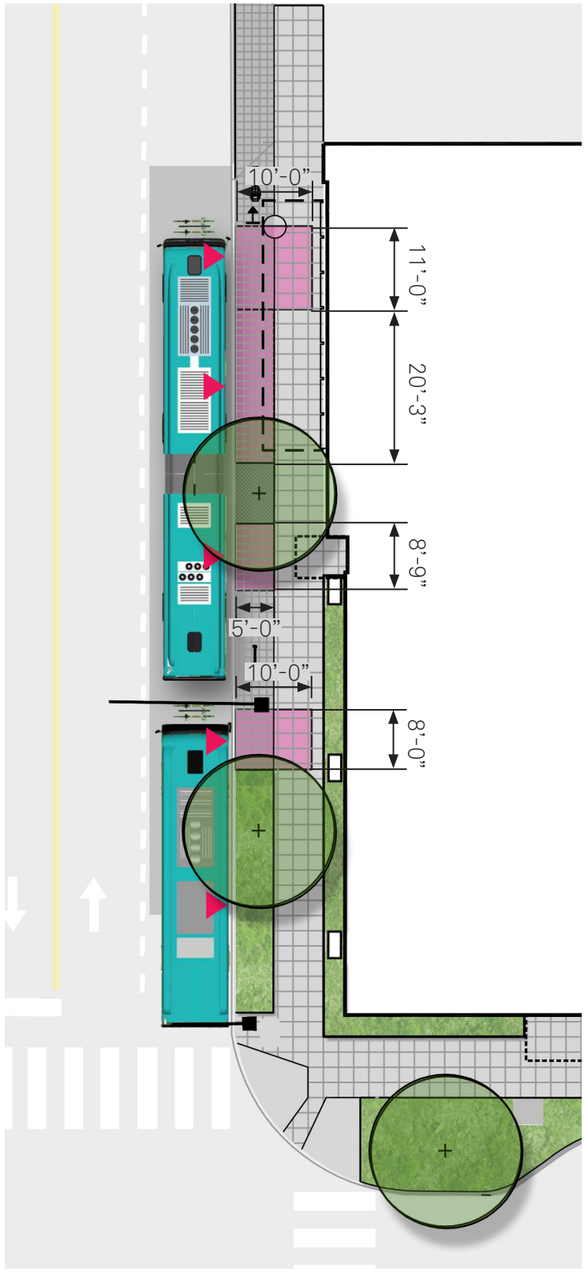
STOP NO. 900, SERVICING ROUTES **63** (EXPRESS), **64** (EXPRESS), **70**, **309** (EXPRESS), AND **SOLID GROUND** CIRCULATOR STOP



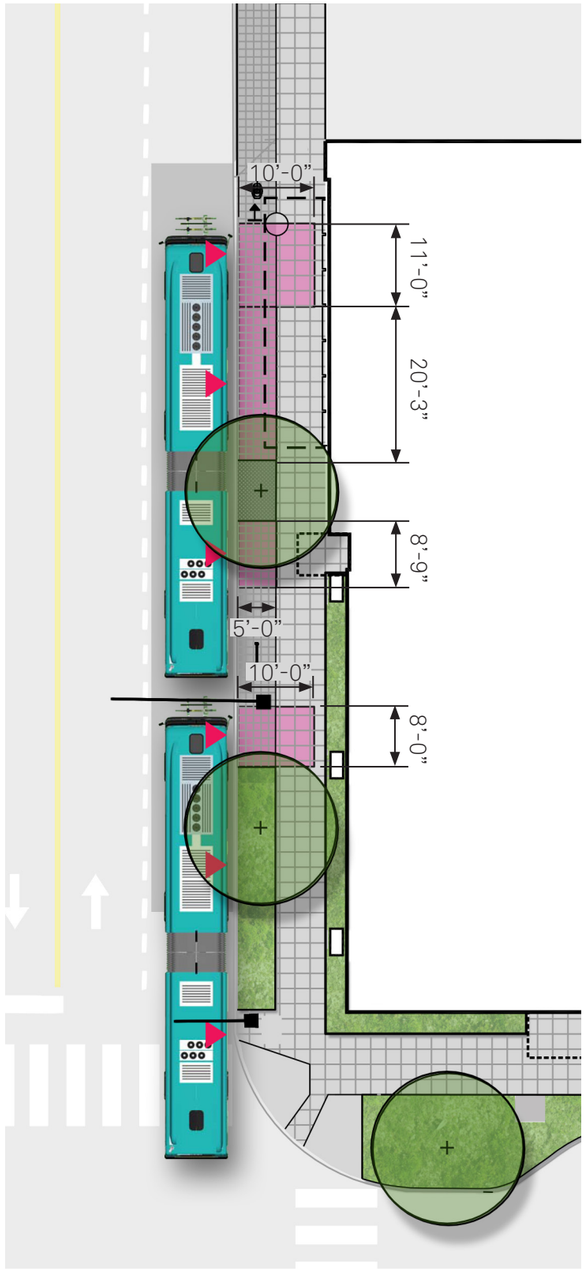
40'-40' BUS QUEUING SCENARIO



40'-60' BUS QUEUING SCENARIO



60'-40' BUS QUEUING SCENARIO

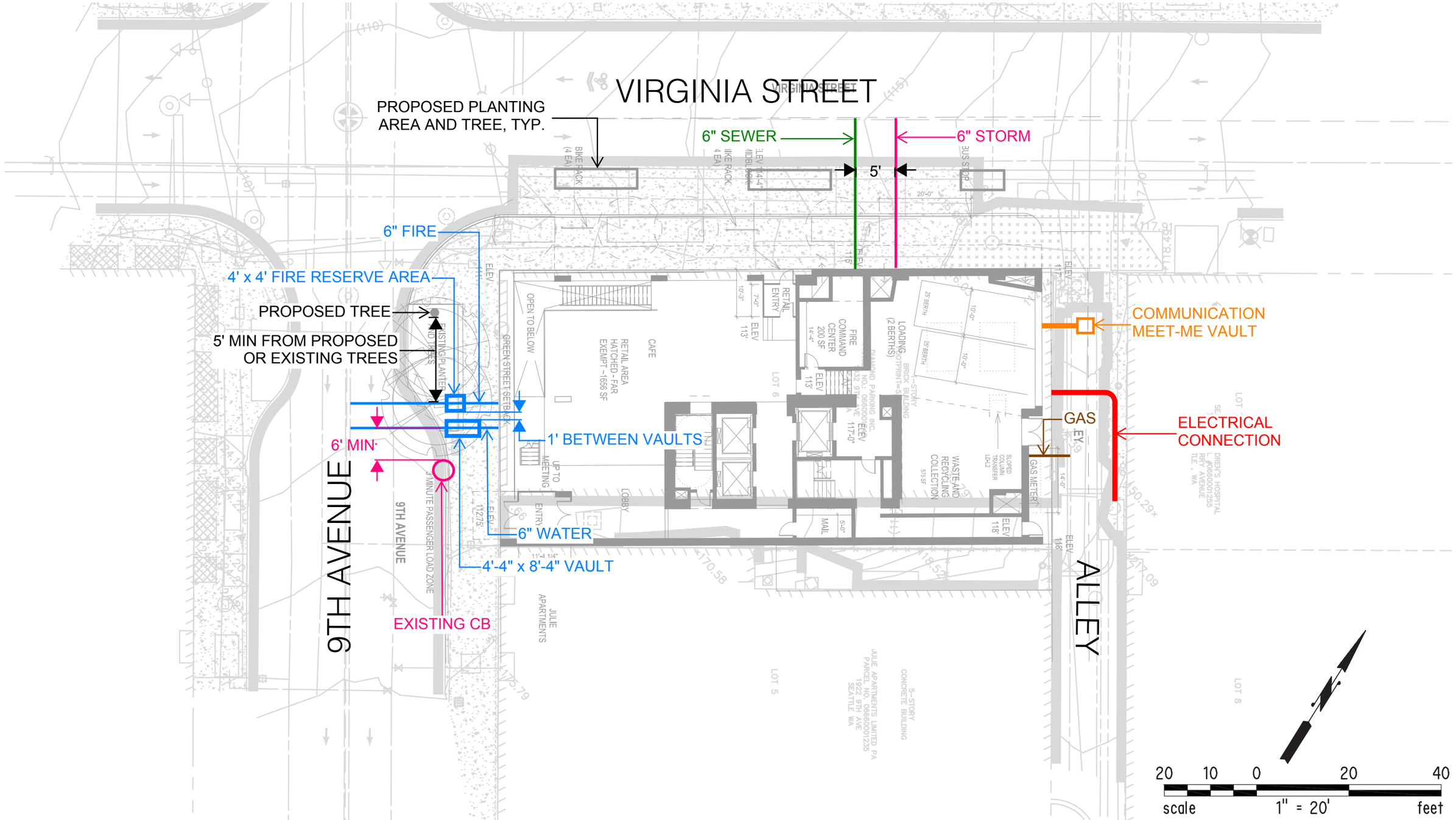


60'-60' BUS QUEUING SCENARIO

0 10 20 40ft

APPENDIX

13. APPENDIX - UTILITIES



13. APPENDIX - ZONING CODE ANALYSIS

Project Description: High-rise hotel small guestrooms at ~235 sf.
The ground level will include the lobby and retail/cafe space, with hotel amenities on Level 2. Additional amenities, mechanical spaces and storage will be provided on the lower levels below grade. Restaurant/bar amenity and outdoor terrace occupy the uppermost level.

Site Location: Parcel 6 of the Northwest corner of Block 35 bound by 9th Ave, Virginia, the alley, and Julie Apartments

Zoning: DMC-340/290-440
Downtown Mixed Commercial
Downtown Fire District
Denny Triangle Urban Center Village

Site Dimensions: Nominally 60'x120'

Standard	Description
23.49.008	**Structure Height** *(Project will likely seek a structure height of ~240')*
A.3	Maximum Height for Residential Use: base= 290', max= 440' +10% = 484'
B	Can exceed max height by 10% (484' Maximum Height) if floor plate above limit is < 9,000SF and use is residential (cannot be combined with other height exceptions for screening or rooftop features).
D	Rooftop Features above applicable height: 4'- Parapets, handrails, firewalls 2'- Insulation rooftop decks soil for landscaping 15'- stair penthouses, covered common area, mechanical equipment 23'- elev penthouse if elev cab is up to 8' high 25' elev penthouse if elev cab is more than 8' high 33'/35' additional elev penthouse if elev provides access to rooftop open space
23.49.009	**Street Level Use Requirements**
Map 1G	Not required

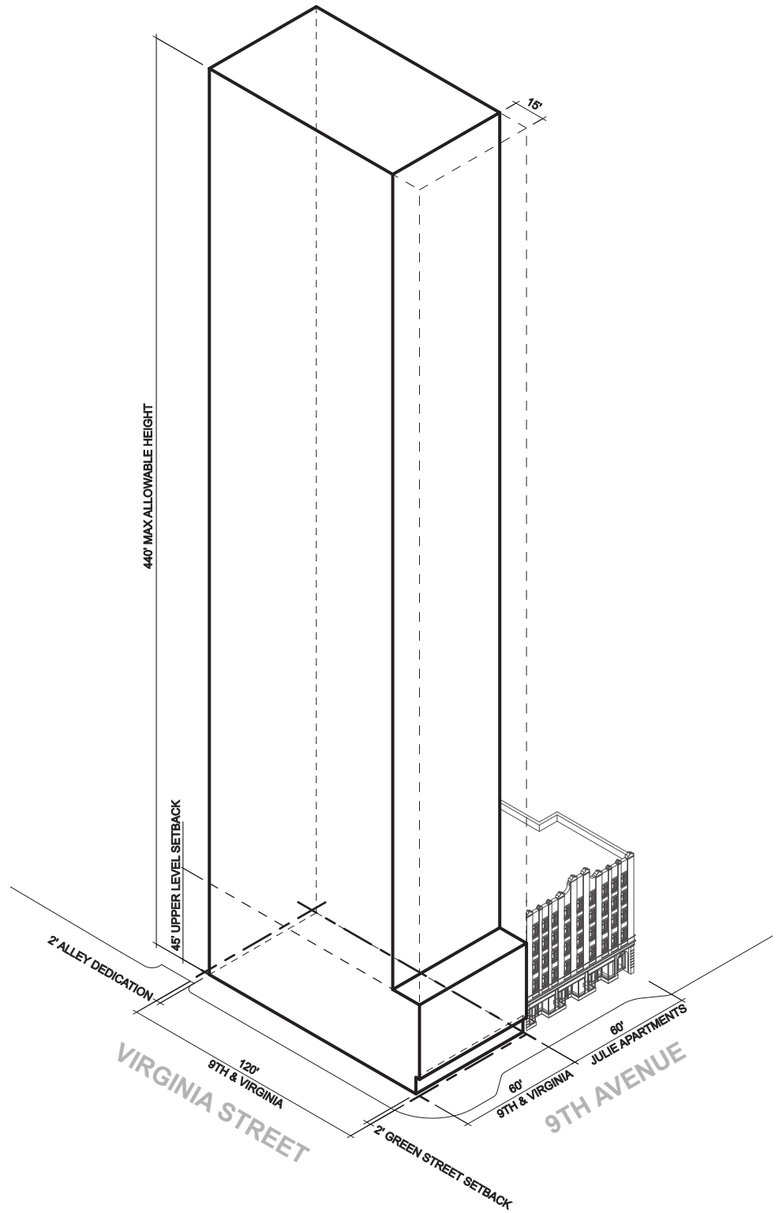
Standard	Description
23.49.011	**Floor Area Ratio**
Table A	Base = 5, Max = 11 *The project intends to achieve the maximum allowable FAR for the hotel and other chargeable uses, and have remainder of tower area up to the height limit used for residential and other non-chargeable uses.*
B	Exemptions from FAR (truncated applicable list): Street level uses, child care centers, Human service use, residential use, below grade area, short term parking for residential use, public benefit, fully contained in structure mechanical equipment allowance of 3.5% deducted when computing chargeable GSF, roof top mechanical equipment.
23.49.016	**Open Space** Required for Office Use only
23.49.018	**Overhead Weather Protection**
A	Continuous overhead weather protection required except where structure is located 5' from property, or widened sidewalk, where abuts a bonused open space amenity, where separated from R.O.W. and structure with min 2' landscaped area, driveways, loading docks.
B	Min 8' horz dimension, or 2' from curb, whichever is less
D	lower edge must be min 10' max 15' above sidewalk
23.49.019	**Parking**
A.1	No parking required
E	Bike parking required see below
23.49.022	**Minimum Sidewalk Width**
Map 1C	9th Ave: 12' minimum
23.49.056	**Street Facades, Landscape, and setbacks**
A.1/Table A	Per 23.46.338-1F, Pedestrian Street Classification as follows: 9th Ave, Green Street, 25' minimum façade height. Virginia, Class II, 15' minimum façade height.
C	Façade Transparency (applied between 2' & 8' above sidewalk) 9th Ave, Green Street, 60% Virginia, Class II, 30%
D	Blank Façade (applied between 2' & 8' above sidewalk) 9th Ave, Green Street, 15' wide max (can increase to 30' through director decision), blank segments separated by 2' min transparency. Total width of all segments not to exceed 40% Virginia, Class II, 30' wide max, blank segments separated by 2' min transparency. Total width of all segments not to exceed 70%
E	Street Trees required on 9th Ave and Virginia
F.1	Landscaping required on Virginia at 1.5 SF per 1 LF of lot line. Min 18 inches wide and located in public r.o.w. along lot line, or, provided in sidewalk area within 5' of curb line.
F.2	Landscaping required on 9th Ave Green Street: Planting shall be consistent with green street plan that is approved by the Director.
F.3	Areas abutting lot line larger than 300 Sf and deeper than 10' and not covered by structure shall have at least 20% of area landscaped.
F.4.a	2' wide setback from street lot line is required along 9th ave green street. Director may allow averaging of the setback requirement with an approved green street plan.
F.4.b	50% of setback area shall be landscaped

Standard	Description
23.49.058	**Upper level development standards**
D	Tower spacing in DMC zones:
D.4	If any part of a tower exceeds 160 feet in height, then all portions of the tower that are above 125 feet in height must be separated from any other existing tower that is above 160 feet in height, and the minimum separation required between towers from all points above the height of 125 feet in each tower is 60 feet.(outdoor balconies not included in required separation).
D.6	If the presence of an existing tower would preclude the addition of another tower proposed on the same block, as a special exception, the Director may waive or modify the tower spacing requirements to allow a maximum of two towers to be located on the same block. Director shall consider the following factors: A) impact of structure on adjacent residential towers on same block. B) Potential public benefit that offsets the reduction in tower separation. C) Impact on public environment, including shadow and view on nearby streets. D) Design characteristics of additional tower in terms of bulk, massing, facade treatments, transparency, visual interest and other features. E) City's goal of encouraging residential development downtown. F) Feasibility of developing the site without exception from tower spacing requirement.
D.7	A tower is considered 'existing' under any of the following circumstances: A) tower is physically present, except if under permit for demolition B) A proposed tower for which a complete Master Use Permit has been submitted and not expired C) A proposed tower for which a complete application for Early Design Guidance has been filed and Master Use Permit application is submitted within 90 days.
23.53.030	**Alley Improvements**
D	Minimum R.O.W. for downtown zones is 20'
F.1	If the existing Alley does not meet the minimum width, a dedication of 2 feet is required. Underground and overhead portions of the structure may be allowed to extend into the dedication area per DOT approval. Alley must be improved per section E.1. *At minimum, a 2 foot dedication 4' below grade and 26' above grade will be provided.*
23.53.035	**Structural Building Overhangs and Miner Architectural Encroachments**
B	Structural building overhangs include balconies or projections into and over public places under title 15 that exceed limits of minor architectural encroachments, and that increase floor area of a building
B2	Structural building overhangs shall be removable per title 15.
B3	Shall not be part of essential building structure.
B4	Vertical clearance to any structural building overhang min 8' from sidewalk and 26' from alley
B5	Maximum horizontal projection into public space to furthest exterior element shall be 3', and no closer than 8' to centerline of alley.
B8	Maximum horizontal length of overhang is 15'
B8	Minimum horizontal distance between overhang is 8'

13. APPENDIX - MASSING ENVELOPE

Standard	Description
23.54.015	**Bicycle Parking** Eating & Drinking - 1:5000 sf Long Term - 1:1000 sf Short Term Lodging - 3:40 rentable rooms / 1:20 rentable rooms + 1:4000 sf conf & meeting Multi-family structures - 1: dwelling unit or SEDU / 1: 20 dwelling units For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D Director shall have the discretion to reduce the amount of required bicycle parking if it can be demonstrated that residents are less likely to travel by bicycle.
23.54.040	**Solid waste and recyclable materials storage and access**
A/table A	Residential development shared storage for solid waste containers: 51-100 units, minimum area for shared storage space is 375 SF plus 4 SF for each additional unit above 50. Non-residential development shared storage for solid waste containers: 50,001-100,000SF = 225SF, 100,000-200,000SF = 275SF
B	Mixed use development containing both residential and non-residential uses shall meet shared storage requirements from table A for residential, plus 50% the requirement for non-residential development
C	For developments with more than 100 units, the required minimum area for storage space may be reduced to 15% if area provided has a minimum horz dimension of 20'
SBC 705.8	**Maximum area of exterior wall openings based on fire separation distance and degree of opening protection.**

FIRE SEPARATION DISTANCE (feet)[c]	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA*
0 to less than 3[b, c, k]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted[k]
	Unprotected, Sprinklered (UP, S)[i]	Not Permitted[k]
	Protected (P)	Not Permitted[k]
3 to less than 5[d, e]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted
	Unprotected, Sprinklered (UP, S)[i]	15%
	Protected (P)	15%
5 to less than 10[e, f, j]	Unprotected, Nonsprinklered (UP, NS)	10%[h]
	Unprotected, Sprinklered (UP, S)[i]	25%
	Protected (P)	25%
10 to less than 15[e, f, g, j]	Unprotected, Nonsprinklered (UP, NS)	15%[h]
	Unprotected, Sprinklered (UP, S)[i]	45%
	Protected (P)	45%
15 to less than 20[f, g, j]	Unprotected, Nonsprinklered (UP, NS)	25%
	Unprotected, Sprinklered (UP, S)[i]	75%
	Protected (P)	75%





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