# Ninth & Virginia Hotel Design Recommendation

Downtown Design Review Board / Administrative Design Review May 6, 2020

3033064-LU

hfh | Aedas | WalkerMacy



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### 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.

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

**Hotel Keys** 

### **Above Grade Area**

\* APPROXIMATE GROSS FLOOR AREA

# To create an elegant engaging building and active streetscape incorporating

### 14,400 SF

### 300

### 133,500 GFA\*

### 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 \	ïllage					
	SITE DIMENSIONS: SITE AREA:	120'x 60' 7,200 SF					
FAR:	BASE (5) MAX (11) USED AVAILABLE	72,000 SF 158,400 SF 29,557 SF 128,843 SF					
	KEY:						
	Zoning Boundary						
	Urban Center Village Boundary						
	Class   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

### NORTH

### KEY:

Project Site

Completed Building

- In Progress Building
- Planned (Shown Ghosted)

### 02. CONTEXT ANALYSIS : NINE BLOCK AREA - CONTEXT IMAGERY





5. Jack MacDonald Building



6. Spruce Street School



7. 1000 Virginia



4. Aspira



8. Cornish Commons

### 02. CONTEXT ANALYSIS : NINE BLOCK AREA - CONTEXT IMAGERY





9. Building Cure

10. 1915 Terry Avenue





12. 1007 Stewart





14. West Precinct



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# 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

JULIE / EL RIO APARTMENTS -





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# 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



### 02. EXISTING TRANSIT STOP

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







EXISTING BUS STOP



### Ninth & Virginia Hotel 14

# 02. EXISTING SITE CONDITIONS : SUN/SHADOW ANALYSIS











## 02. EXISTING SITE CONDITIONS : CLIMATE

### Opaque Sky Cover [% of Sky]



		January	February	March	April	Мау	June	July	August	September	October
r											
	7:00 AM										
	8:00 AM										
	9:00 AM										
	10:00 AM										
	11:00 AM										
[	12:00 PM										
	1:00 PM										
	2:00 PM										
	3:00 PM										
	4:00 PM										
	5:00 PM										
	6:00 PM										
	7:00 PM										
	8:00 PM										

### Temperature [°F]



	January	February	March	April	Мау	June	July	August	September	October	November	December
7:00 AM												
8:00 AM												
9:00 AM												
10:00 AM												
11:00 AM												
12:00 PM												
1:00 PM												
2:00 PM												
3:00 PM												
4:00 PM												
5:00 PM												
6:00 PM												
7:00 PM												
8:00 PM												

### Global Horizontal Illuminance [Lux]



	January	February	March	April	Мау	June	July	August	September	October
7:00 AM										
8:00 AM										
9:00 AM										
10:00 AM										
11:00 AM										
12:00 PM										
1:00 PM										
2:00 PM										
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4:00 PM										
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7:00 PM										
8:00 PM										





### 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.









### 04. EDG RECAP - FOR REFERENCE



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### 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.





## 05. PRIORITY DESIGN GUIDELINES





#### A. SITE PLANNING AND MASSING

#### Respond to the physical environment A-1

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.

#### Enhance the skyline. A-2

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**

#### <u>B-1</u> 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.

#### Reinforce the positive urban form & architectural B-3 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**

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.

#### <u>C-1</u> 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

### 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.

#### Reinforce building entries C-4

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.

#### Encourage overhead weather protection. C-5

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.

#### Develop the alley facade C-6

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**

#### <u>D-2</u> 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.







<u>D-3</u> 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.

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.

### 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.

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.

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.

# 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 glassy, 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 : HOTEL MODULE







### PROPERTY LINE SETBACK

SETBACK FROM SOUTH PROPERTY LINE IN DEFERENCE TO THE JULIE APARTMENTS AND TO MAINTAIN ADEQUATE GLAZING PER SEATTLE BUILDING CODE

### 06. CONCEPTUAL DRIVERS: HOTEL MODULE



### 1:SITE

60' X 120' SITE, 1/12 OF A CITY BLOCK



### 2: EXTRUDE

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



**VIEW FROM SOUTHWEST** 

### **3: PROGRAM**

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



### 4: EXTEND

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



### **5: SETBACK**

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



### **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)



### 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)



### 8: GREEN STREET

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



### 06. MASSING AND TOWER - DEPARTURE #2





-2' ALLEY DEDICATION



The volume of light and air is a quantitative measure of the requirements of the Upper Level Setback. Presumably, this setback is in place on the Green Street to encourage greater pedestrian access to this volume of light and air. For the purposes of the comparison to the left, this volume is measured to the top of the allowable massing envelope.

For the proposed massing, the reduced height of the building along with the setback away from the Landmarked Julie Apartments, allows for nearly 3 times the light and air volume as the code compliant massing (A-1, B-1, B-2)

MASSING PER CODE Code compliant, 15' Green Street setback

LIGHT & AIR VOLUME =  $356,400 \text{ ft}^3$ 

PROPOSED MASSING Reduced height building with setbacks at exterior occupied areas

LIGHT & AIR VOLUME = 1,557,400 ft<sup>3</sup>

### 06. MASSING AND TOWER - DEPARTURE #2



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,

To the south, the hotel is separated from the Landmarked Julie Apartments to allow light and air to reach between the buildings. Given the site orientation, this southern setback increases the daylight reaching street level.

Analysis of 9th Avenue (on page 18), shows consistency with adjacent buildings regarding height and upper level setback. (B-1, B-2, B-3,

# 07. TOWER DEVELOPMENT


# 07. TOWER DEVELOPMENT

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



## 07. TOWER DEVELOPMENT



#### **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:**

With the programmatic revision to all hotel rooms, operable windows are no longer in the project, however the change in program between hotel room levels and the amenity spaces on levels 1, 2, and 23 is expressed and enhanced with setback and material change. (A-2, B-1, B-4, C-2)

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

On subsequent pages, this is explored in further detail.



VIEW FROM NORTHWEST

- ROOFTOP AMENITY

- HOTEL ROOMS

- STREETSCAPE AMENITY

## 07. TOWER DEVELOPMENT



SECTION PERSPECTIVE AT TOWER FACADE (TYPICAL)



## 07. 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)



## 07. 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)

Materially, 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





SLAB BYPASS METAL PANEL RICH BLACK

## 07. 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)



## 07. 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









SPANDREL GLASS DARK GRAY

## 07. TOWER DEVELOPMENT - TERRACE



## 07. TOWER DEVELOPMENT - TERRACE



OUTDOOR PAVERS DARK STONE

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)



RICH BLACK

GLASS GUARDRAIL CLEAR

VISION GLASS DARK GRAY

SPANDREL GLASS DARK GRAY



## 08. STREETSCAPE DEVELOPMENT - ALLEY & VIRGINIA STREET



## 08. 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 datum is controlled by two factors. The top of the stone clad wall is held below the L3 to separate it from the tower mass. The space between is clad with louvers so that the service areas and below grade infrastructure may vent.

Within the wall, the other horizontal datum is controlled by the minimum height required for the service door.

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



## 08. 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 fully integrated with a canopy, lean rail, and lighting to create a dynamic, transit amenity. Quality, textured materials are used along with a custom serrated lean rail with integral lighting for safety and comfort. The canopy coverage has been increased since Early Design Guidance to provide better weather protection for pedestrians and transit riders. (C-1, C-2, C-3, C-5, C-6, D-3, E-3)

## 08. STREETSCAPE DEVELOPMENT - TRANSIT AMENITY



BYPASS METAL PANEL & PODIUM METAL ELEMENTS RICH BLACK



TRANSIT AMENITY MASSING ELEMENT DARK TEXTURED STONE



SECTION PERSPECTIVE AT TRANSIT AMENITY

## 08. STREETSCAPE DEVELOPMENT - VIRGINIA STREET



## 08. 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 prominant 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.

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 in order to strengthen the architectural concept and avoid awkward stepping that would be required by clearance radii of trolley poles and street trees. (C-1, C-2, C-3, C-4, C-5, D-2)

## 08. STREETSCAPE DEVELOPMENT - NINTH AVENUE

#### **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)

## 08. 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

## 08. STREETSCAPE DEVELOPMENT - SITE LIGHTING PLAN



## 08. STREETSCAPE DEVELOPMENT - BUILDING LIGHTING SECTIONS



SECTION A MAIN ENTRY

SECTION B TOWER SOFFIT

SECTION C TRANSIT AMENITY



## 08. 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

## 08. 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





## 08. STREETSCAPE DEVELOPMENT - VIRGINIA STREET

 $\bigcirc$ (T) (R) **BUS STOP SIGN** COMPILED AREA **REQUIRED FOR BUS** LOADING PER DIAGRAMS STREET VIRGINIA RAISED PLANTER AT BUILDING - 135 SQUARE FEET ON VIRGINIA ST. BIKE RACK  $\bigcirc$ EXISTING TROLLEY POLE **STREET TREES** 212 LANDSCAPE AREA -160 SQUARE FEET  $\diamond$ 

#### 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 extend 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.

The project is also providing additional planted area in a raised planter against the building, providing an additional 135 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)



## 08. STREETSCAPE DEVELOPMENT - VIRGINIA STREET - TRANSIT STOP OPTIONS STOP NO. 900, SERVICING ROUTES 63 (EXPRESS), 64 (EXPRESS), 70, 309 (EXPRESS), AND SOLID GROUND CIRCULATOR STOP





## 08. STREETSCAPE DEVELOPMENT



## STREETSCAPE CONSIDERATIONS

• Building experience (glazing) • Enhanced planting at Julie Apartments setback

• Building-Integrated Lean Rails • Building experience (glazing) • Trees and planting additions



## 09. STREETSCAPE PLANTING AND MATERIALS

## HARDSCAPE AND FURNISHINGS



DOWNTOWN STANDARD PAVING





STEEL PLANTER

BIKE RACK



TRASH AND RECYCLING BINS

## 09. STREETSCAPE PLANTING AND MATERIALS

## PLANTING - STREETSCAPE

STREETSCAPE GROUNDCOVER: LIRIOPE (EVERGREEN)



YEAR-ROUND CHARACTER





FLOWER

## TREE ON 9TH: PIONEER ELM (DECIDUOUS)





TREE FORM

LEAF SUMMER





## 09. STREETSCAPE PLANTING AND MATERIALS

## PLANTING - RAISED PLANTER

#### EVERGREEN GROUNDCOVER: SWEET FLAG (EVERGREEN)





## TREE AT JULIE APARTMENTS SETBACK: JAPANESE SNOWBELL (DECIDUOUS)



LEAF

SHRUB ACCENT: BLUE MIST FOTHERGILLA (DECIDUOUS)





FLOWERING







FALL COLOR

## 09. STREETSCAPE PLANTING AND MATERIALS - LEVEL 2



## 09. STREETSCAPE PLANTING AND MATERIALS - LEVEL 2

- Views and screening from 3 sides
- Low light conditions

## SCREENING SHRUBS: AUCUBA AND OSMANTHUS (EVERGREEN)







OSMANTHUS FORM



## GROUNDCOVER SHRUB: SARCOCOCCA (EVERGREEN)



SARCOCOCCA FORM



LEAF & FLOWER



## 10. FLOOR PLANS

**VIRGINIA STREET** \_  $\otimes \otimes$  $\boxtimes$  $\boxtimes$  $\boxtimes$  $\boxtimes$ JULIE APARTMENTS 88  $\boxtimes \boxtimes$ **9TH AVENUE** 

#### L1: LOBBY/CAFE





## 10. FLOOR PLANS





# 9 Г R 00 8 F

#### LEVEL 2: AMENITY

LEVEL 3-22: TYPICAL ROOM LEVEL



BUILDING SUPPORT

 $\bigcirc$ 



#### LEVEL 23: BAR / LOUNGE

## 10. FLOOR PLANS





## LEVEL B

LEVEL A

 $\odot$ 



BUILDING SUPPORT

## 10. BUILDING SECTIONS



PUBLIC / COMMON

HOTEL

BUILDING SUPPORT



# 10. ELEVATIONS



NORTH ELEVATION (VIRGINIA STREET)

## WEST ELEVATION (NINTH AVENUE)

# 10. ELEVATIONS



SOUTH ELEVATION

EAST ELEVATION (ALLEY)



# TYPE I DECISIONS / DEPARTURES
### 11. TYPE I DECISION - BLANK FACADE

	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by t
1	23.49.056.D.3 Blank facade limits for Class II pedestrian streets	<ul> <li>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.</li> <li>b. Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.</li> </ul>		While not a departure, we value the Board's guidance On Virginia Street, a 52'-0" section of blank facade so the bus stop. In order to minimize the presence of the facade (C-2), enhanced with architectural detailing, Overhead weather protection (C-5), lighting (D-5), at (C-1), like lean rails will enliven the pedestrian expe



### the departure in parentheses)

nce on the following:

e separates the loading dock and service area from f the service area (E-3), we propose an articulated ng, to engage with the users of the transit stop. attractive landscaping (D-2) and transit amenities perience.

### 11. TYPE I DECISION - BLANK FACADE



## 11. POTENTIAL DEPARTURE #1 - OVERHEAD WEATHER PROTECTION

	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by
1	23.49.018 - Overhead Weather Protection and Lighting.	<ul> <li>A. Continuous overhead weather protection shall be required for new development along the entire street frontage</li> <li>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.</li> </ul>	A. Canopy coverage on 47' of Virginia Street (40%)	The requirement for continuous overhead weather conflict. On Ninth Avenue Green Street, a 3+ foot la canopy is required except at the building entry (C-4 On Virginia, in order to accommodate both street tr weather protection, the canopy is focused at the er provide cover to those waiting and to enhance the l Omitting the canopy on a portion of the Virginia fro glass volume to extend around the corner from the corner is envisioned to promote pedestrian interac



#### VIRGINIA STREET OVERHEAD WEATHER PROTECTION

OVERALL SITE LENGTH = 120'-0" OVERHEAD CANOPY LENGTH = 47'-0" PERCENT COVERAGE = 40%



ENLARGED NORTH ELEVATION

#### y the departure in parentheses)

er protection and landscaping / street trees are in landscaped setback is provided (D-2), therefore no 2-4).

t trees, an existing trolley pole, and overhead e entry and bus stop, where it is most needed to ne building entry (C-4).

rontage, allows landscaping and the double height ne green street (B-4, D-2). A highly transparent action (C-1) with the cafe within.

### 11. POTENTIAL DEPARTURE #1 - OVERHEAD WEATHER PROTECTION



### 11. POTENTIAL DEPARTURE #2 - UPPER LEVEL DEVELOPMENT STANDARDS

	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by
2	23.49.058 - Upper Level Development Standards	<ul> <li>E. Upper-level setbacks</li> <li>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.</li> </ul>	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 prop volume of light, air, and incident solar exposure to requirement, better meeting the intent of upper lev The reduction of setback allows for a shorter overa the neighborhood. The continuous setback to the s unified building (B4) and provides a separation to t The project also provides an enhanced setback at Green Street to allow more planted area, to further reinforce the building entry (C4).



### y the departure in parentheses)

oposes a setback strategy that increases the to the Green Street, well in excess of the code level setback.

erall building, providing variety of building scale to a south provides for a more well proportioned and to the Julie Apartments.

at the street level where it is most useful to the ner promote pedestrian interaction (C1) and

### 11. POTENTIAL DEPARTURE #2 - UPPER LEVEL DEVELOPMENT STANDARDS



## 11. POTENTIAL DEPARTURE #3 - LANDSCAPING IN SIDEWALK AREA

	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by t
1	23.49.056.F - Setback and landscaping requirements for lots located within the Denny Triangle	<ul> <li>1. All new development in DMC zones in the Denny Triangle, shall provide landscaping in the sidewalk 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).</li> <li>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 build- ing entrances, vehicular 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).</li> </ul>	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 are in conflict. The project team met with KC Metro on 1/23/19 to frequently block cross traffic on 9th Avenue when of that the project account for the queueing of 2 buse 9th Avenue. The diagrams on the next page show q Per transit guidelines, the second bus needs loadin requirement from KC Metro limits the length of pla Right-Of-Way width limits the width of landscape a Neighborhood Street, is required to have a pedestri width is limited to 5 feet . The project is also providing additional landscaping the building. The planter is 34 inches wide and pro- on Virginia. When combined with streetscape plant



#### 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%

#### y the departure in parentheses)

nd the bus stop queuing as required by KC Metro

to discuss the bus stop on Virginia. Because buses n queueing at the bus stop, KC Metro requested ses at the bus stop on Virginia without blocking queueing scenarios for 40 and 60 foot buses. ding/unlading access at the front door only. This lanting on the streetscape.

e area. Virginia Street, classified as a Downtown trian clear width of 6 feet - 6 inches. Thus, planting

ing area outside of the R.O.W. in a raised planter at rovides 135 square feet of additional planted area Inting, a total of 295 square feet is provided.

### 11. POTENTIAL DEPARTURE #3 - LANDSCAPING IN SIDEWALK AREA STOP NO. 900, SERVICING ROUTES 63 (EXPRESS), 64 (EXPRESS), 70, 309 (EXPRESS), AND SOLID GROUND CIRCULATOR STOP





# **APPENDIX**

## 12. APPENDIX - UTILITIES



### 12. APPENDIX - ZONING CODE ANALYSIS

Description:	efficient, furnished residential units (~350 sf). The hotel occupies the lower tower floors with the residential occupying the upper floors. The ground level will include the lobby for both hotel and residential, 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. Residential 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 Dimension	s: Nominally 60'x120'
Standard	Description
23.49.008	Structure Height (Project will likely seek a structure height of ~265')
A.3	Maximum Height for Residential Use: base= 290', max= 440' +10% = 484'
В	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	<ul> <li>Rooftop Features above applicable height:</li> <li>4'- Parapets, handrails, firewalls</li> <li>2'- Insulation rooftop decks soil for landscaping</li> <li>15'- stair penthouses, covered common area, mechanical equipment</li> <li>23'- elev penthouse if elev cab is up to 8' high</li> <li>25' elev penthouse if elev cab is more than 8' high</li> <li>33'/35' additional elev penthouse if elev provides access to rooftop open space</li> </ul>
23.49.009	Street Level Use Requirements
Map 1G	Not required
23.49.010	General Requirements for Residential Uses
B.1	5% of gross residential floor area required for common recreation area. Common recreation area not to exceed area of lot.
B.2	A Maximum of 50% of the common recreation area may be enclosed.
B.3	15' min horz dim required for common rec areas, except for open space at street level, min 10'. No required common rec area shall be lass than 225 SF.
B.4	Common rec area provided as open space at street level can be counted as twice the actual area required for common rec.
B.5	In mixed projects Director may permit a bonused public open space to satisfy common req area requirements, provided that area meet standards of SMC 23.49.010
B.6	Parking areas, driveways, pedestrian access (except barrier free ped access) shall not be counted as common rec area.
B.9	Lots abutting green streets, up to 50% of common rec area may be met by contributing to development of green st. Director may waive requirement that green street abut the lot and allow improvement to be made to a green st located in general vicinity if improvement determined beneficial to residents. (N/A)

Standard 23.49.011	Description Floor Area Ratio	Standard 23.49.058	Description Upper level d
Table A	Base = 5, Max = 11	D	Tower spacing
	The project intends to achieve the maximum allowable FAR for the	D.4	If any part of
	hotel and other chargeable uses, and have remainder of tower area up	5.1	tower that ar
	to the height limit used for residential and other non-chargeable uses.		existing towe
			separation re
В	Exemptions from FAR (truncated applicable list): Street level uses, child		125 feet in ea
-	care centers, Human service use, residential use, below grade area, short		required sepa
	term parking for residential use, public benefit, fully contained in		required sept
	structure mechanical equipment allowance of 3.5% deducted when	D.6	If the presend
	computing chargeable GSF, roof top mechanical equipment.	5.0	another towe
	comparing chargeable GSF, foor top mechanical equipment.		Director may
			maximum of
23.49.016	Open Space		
23.45.010	Required for Office Use only		consider the
	Required for Office use only		A) impact o B) Potentia
23.49.018	Overhead Weather Protection		
25.49.010	Overhead weather Protection		separation
	Continuous construction and the second strength of second strength of second		C) Impact of
A	Continuous overhead weather protection required except where		streets.
	structure is located 5' from property, or widened sidewalk, where abuts a		D) Design o
	bonused open space amenity, where separated from R.O.W. and		facade trea
	structure with min 2' landscaped area, driveways, loading docks.		
В	Min 8' horz dimension, or 2' from curb, whichever is less		E) City's go
D	lower edge must be min 10' max 15' above sidewalk		F) Feasibili
			spacing rea
23.49.019	Parking		
		D.7	A tower is co
A.1	No parking required		A) tower is
			B) A propo
E	Bike parking required see below		submitted
			C) A propo
23.49.022	Minimum Sidewalk Width		Guidance l
Map 1C	9th Ave: 12' minimum		submitted
23.49.056	Street Facades, Landscape, and setbacks	23.53.030	Alley Improve
A.1/Table A	Per 23.46.338-1F, Pedestrian Street Classification as follows:	D	Minimum P (
	9th Ave, Green Street, 25' minimum façade height.	5 F.1	Minimum R.C
	Virginia, Class II, 15' minimum façade height.	F.1	If the existing
			feet is require
С	Façade Transparency (applied between 2' & 8' above sidewalk)		be allowed to
C C	9th Ave, Green Street, 60%		must be impr
	Virginia, Class II, 30%		At minimu
			will be pro
D	Blank Façade (applied between 2' & 8' above sidewalk)	23.53.035	Structural Bu
	9th Ave, Green Street, 15' wide max (can increase to 30' through director		
	decision), blank segments separated by 2' min transparency. Total width	В	Structural bu
	of all segments not to exceed 40%		over public p
	Virginia, Class II, 30' wide max, blank segments separated by 2' min		encroachmer
	transparency. Total width of all segments not to exceed 70%	B2	Structural
		В3	Shall not b
E	Street Trees required on 9th Ave and Virginia	B4	Vertical cle
			sidewalk a
F.1	Landscaping required on Virginia at 1.5 SF per 1 LF of lot line. Min 18	B5	Maximum
	inches wide and located in public r.o.w. along lot line, or, provided in	55	element sh
	sidewalk area within 5' of curb line.	B8	Maximum
	Landscaping required on 9th Ave Green Street: Planting shall be	B8	Minimum
F.2		DO	wiiniiniunii
F.2			
	consistent with green street plan that is approved by the Director.		
F.2 F.3	consistent with green street plan that is approved by the Director. Areas abutting lot line larger than 300 Sf and deeper than 10' and not		
F.3	consistent with green street plan that is approved by the Director. 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.		
	consistent with green street plan that is approved by the Director. 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. 2' wide setback from street lot line is required along 9th ave green street.		
F.3	<ul> <li>consistent with green street plan that is approved by the Director.</li> <li>Areas abutting lot line larger than 300 Sf and deeper than 10' and not</li> <li>covered by structure shall have at least 20% of area landscaped.</li> <li>2' wide setback from street lot line is required along 9th ave green street.</li> <li>Director may allow averaging of the setback requirement with an</li> </ul>		
F.3 F.4.a	<ul> <li>consistent with green street plan that is approved by the Director.</li> <li>Areas abutting lot line larger than 300 Sf and deeper than 10' and not</li> <li>covered by structure shall have at least 20% of area landscaped.</li> <li>2' wide setback from street lot line is required along 9th ave green street.</li> <li>Director may allow averaging of the setback requirement with an</li> <li>approved green street plan.</li> </ul>		
F.3	<ul> <li>consistent with green street plan that is approved by the Director.</li> <li>Areas abutting lot line larger than 300 Sf and deeper than 10' and not</li> <li>covered by structure shall have at least 20% of area landscaped.</li> <li>2' wide setback from street lot line is required along 9th ave green street.</li> <li>Director may allow averaging of the setback requirement with an</li> </ul>		

#### development standards

ing in DMC zones:

of a tower exceeds 160 feet in height, then all portions of the are above 125 feet in height must be separated from any other wer that is above 160 feet in height, and the minimum required between towers from all points above the height of each tower is 60 feet.(outdoor balconies not included in eparation).

ence of an existing tower would preclude the addition of wer proposed on the same block, as a special exception, the ay waive or modify the tower spacing requirements to allow a of two towers to be located on the same block. Director shall e following factors:

of structure on adjacent residential towers on same block. ial public benefit that offsets the reduction in tower

on public environment, including shadow and view on nearby

characteristics of additional tower in terms of bulk, massing, reatments, transparency, visual interest and other features.

goal of encouraging residential development downtown. pility of developing the site without exception from tower requirement.

considered 'existing' under any of the following circumstances: r is physically present, except if under permit for demolition posed tower for which a complete Master Use Permit has been ed and not expired

posed tower for which a complete application for Early Design e has been filed and Master Use Permit application is ed within 90 days.

#### vements

R.O.W. for downtown zones is 20'

ng Alley does not meet the minimum width, a dedication of 2 uired. Underground and overhead portions of the structure may l to extend into the dedication area per DOT approval. Alley proved per section E.1.

num, a 2 foot dedication 4' below grade and 26' above grade rovided.

#### Building Overhangs and Miner Architectural Encroachments

uilding overhangs include balconies or projections into and places under title 15 that exceed limits of minor architectural ents, and that increase floor area of a building

I building overhangs shall be removable per title 15.

t be part of essential building structure.

learance to any structural building overhang min 8' from and 26' from alley

m horizontal projection into public space to furthest exterior

shall be 3', and no closer than 8' to centerline of alley.

m horizontal length of overhang is 15'

horizontal distance between overhang is 8'

### 12. APPENDIX - MASSING ENVELOPE

10 to less than 15e, f, g.)

15 to less than  $20^{f, \, g, \, j}$ 

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 &			
		e 1001137 1.20 Teritable 10011	15 + 1.4000 SI COIII &	
	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, additiona	al spaces are required at thre	e-quarters the ratio	
	shown in this Table			
	Director shall have	the discretion to reduce the	amount of required	
	bicycle parking if it	can be demonstrated that re	esidents are less likel	
	to travel by bicycle			
23.54.040	Solid waste and recyclable materials storage and access			
A/table A	Residential developmen	t shared storage for solid wa	ste containers: 51-	
, y cable / t				
	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			
		- , - , , ,		
В	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			
	plus 50% the requireme	nit for non-residential develo	pment	
С	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'			
	norz aimension of 20			
SBC 705.8	Maximum area of exter	ior wall openings based on f	ire separation	
	distance and degree of	opening protection.		
	FIRE SEPARATION DISTANCE (feet) <sup>1</sup>	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA	
	0 to less than 3 <sup>b, c, k</sup>	Unprotected, Nonsprinklered (UP, NS)	Not Permitted <sup>k</sup>	
	0 to less than 3" and	Unprotected, Sprinklered (UP, S) <sup>4</sup> Protected (P)	Not Permitted <sup>k</sup>	
		Unprotected, Nonsprinklered (UP, NS)	Not Permitted	
	3 to less than 5 <sup>d, q</sup>	Unprotected, Sprinklered (UP, S) <sup>i</sup>	15%	
		Protected (P)	15%	
	5 to less than 10°. f, j	Unprotected, Nonsprinklered (UP, NS) Unprotected, Sprinklered (UP, S) <sup>1</sup>	10% <sup>h</sup>	

red, Sprinklered (UP, S) Protected (P)

d (UP N

ected, Spri





# Ninth & Virginia Hotel

3033064-LU

hfh | Aedas | WalkerMacy