



<b>Request</b>	<b>DTC Concept Plan, Major Modification, Overall Height Modification</b>
<b>Project Name</b>	<b>1100 Broadway</b>
<b>Council District</b>	19 – O’Connell
<b>Requested by</b>	Chuck Gannaway, with Hastings Architecture;
<b>Staff Reviewer</b>	Hammer
<b>Staff Recommendation</b>	<i>Approve with conditions and defer without all conditions.</i>

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### **APPLICANT REQUEST**

A request to modify various standards of the DTC for property located at 1100, 1150, 1156 Broadway, 105 11th Avenue North, 1117 Porter Street and 0 Porter Street, (3.08 acres), south of Church Street and within the Mid-Gulch area of the Gulch South Subdistrict of the DTC.

### **PROJECT OVERVIEW**

The project proposes a 41-story residential and hotel tower and 28-story office tower consisting of 320 residential units, 383 hotel rooms, 28,455 square feet of retail and restaurant space, 747,908 square feet of office space, and 1,966 parking spaces. Both pedestrian and vehicular access is proposed on all four street frontages and a monumental stair is proposed to connect elevated Broadway to 11<sup>th</sup> Avenue North.

### **PLAN DETAILS**

The general bounds of the property include Broadway to the south, 11<sup>th</sup> Avenue North to the east, Porter Street to the north, and 12<sup>th</sup> Avenue North to the west. The site contains four street frontages that serve different functions. The Broadway frontage primarily serves as the access and lobby for the 28-story office building and the Porter Street frontage primarily serves as the entrance to the hotel and residential tower, while the 11<sup>th</sup> Avenue North and 12<sup>th</sup> Avenue North frontages serve as secondary accesses for the site. The corner of 11<sup>th</sup> Avenue North is addressed by retail.

Five levels of structured parking are proposed, all of which are lined on the 11<sup>th</sup> Avenue North, Broadway, and Porter Street frontages (12<sup>th</sup> Avenue North upper levels are screened but not lined). Three levels of underground parking are proposed.

### **CONCEPT REVIEW**

- How do the distinct aesthetic languages of each of the architectural volumes (Residential/Hotel tower; Office tower; Porter Street low-rise; garage screening on 12<sup>th</sup> Avenue North) read together and as a whole?
  - Is there a successful cohesion between these languages?
- Does the architecture at the base along the various street elevations of the project create a successful pedestrian and streetscape experience?



## Downtown Code DRC Meeting of 12/2/2021

### A. DTC MODIFICATION REQUEST SUMMARY

#### 1. Step-backs – All Frontages

- Required: A step-back of 15' minimum between the 4<sup>th</sup> and 8<sup>th</sup> stories is required for buildings 8 stories or greater along public streets.
- Proposed: Approve alternative compliance with step-back intent through relief in the project's massing.
- Analysis: The step-back standard of the DTC is intended to allow for light and air to permeate to the pedestrian realm and to frame the massing along the street at a pedestrian scale. Staff recognizes alternative design approaches may also support this intent. This project's proposed alternative places the tower movements on two corners and creates a break in the massing at the 6<sup>th</sup> level.

#### 2. Structured Parking – Ratio

- Required: The number of stories of structured parking without upper-level habitable liners on all public street frontages and open spaces shall not exceed the number of levels of underground parking.
- Proposed: Three levels of underground parking, five levels of structured parking lined on all sides except 12<sup>th</sup> Avenue North.
- Analysis: The intent of this standard is to curtail excessive unlined structured parking where opportunities to place parking underground exist. The standard requires that the parking be fully lined from all public streets in order to be removed from the calculation of the ratio. In this case, the five levels of structured parking are lined with habitable space on three frontages but are only cladded on the fourth frontage, 12<sup>th</sup> Avenue North. This configuration meets the intent of the ratio by completely removing the visual impact of the structured parking on the three most active frontages while proposing an amount of underground parking that approaches compliance with the required ratio.

### B. OVERALL HEIGHT MODIFICATION ANALYSIS

The process for an Overall Height Modification is outlined in the DTC as follows:

1. The Executive Director of the Planning Department shall determine whether the development has made reasonable efforts to pursue all appropriate bonuses available in the Bonus Height Program.
2. The applicant shall hold a community meeting providing notices to all property owners within 300 feet.
3. The Planning Commission shall review the modification request and may grant, at its discretion, additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, contribution to the skyline, improvement of the project's relationship to surrounding properties, and improvement to the character of the neighborhood. In some instances, consideration may be given where a project results in implementation of significant community improvements (e.g. quality open space, upgrading public infrastructure, or others determined by the policies of Metro departments) and/or contributes to the implementation of community improvements determined by the policies of Metro departments.



## Downtown Code DRC Meeting of 12/2/2021

### Bonus Height Program

A Determination Letter, signed by the Executive Director of the Planning Department, is attached to this staff report and states the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program. The project proposes use of LEED, Upper-Level Garage Liners, Underground Parking and a transfer of previously earned Open Space bonus to fully utilize all appropriate bonuses.

### Community Meeting

The applicant has scheduled a community meeting on December 15, 2021 to be held prior to the Planning Commission meeting for this Overall Height Modification.

### Exceptional Design

This proposed project has multiple design features that address the various exceptional design criteria. The project proposes an exceptional streetscape by not only successfully addressing the pedestrian realm on multiple grades, but also facilitating a connection between the Broadway viaduct level and the 11<sup>th</sup> Avenue North ground plane via a monumental staircase. The design also features quality materials and infrastructure like a proposed mid-block connection across Broadway.

The project also strives to accomplish the goals of the Mid-Gulch Supplemental Policy, which gives guidance that additional height may be appropriate on some sites so long as the buildings are designed in accordance with the Mid-Gulch Supplemental policy. The specific objectives of this supplemental policy achieved by this project include:

- Proposed developments adjacent to the Broadway or Church Street viaducts should be designed with both the upper and lower levels in mind. For the Broadway and Church Street viaducts, north of 11th Avenue, active ground floor uses are encouraged.
- Proposed developments adjacent to Broadway or Church Street may be considered for frontage build-to dimensions greater than the current maximum of 10' when that dimension facilitates providing a wider, pedestrian-oriented streetscape.
- Proposed developments adjacent to the Broadway or Church Street viaducts should provide a publicly accessible way for pedestrians to traverse between the lower and upper street levels. Clear and concise wayfinding signage should be included.

While the policy also discourages vehicular access directly on Broadway, the final TIS recommendations may indicate that this access is necessary. Given the supplemental policy and criteria for exceptional design within the DTC, staff asks the following:

1. Are the exceptional design components provided proportional to the height requested?
2. Is height appropriate at this location, given the goals of the policy?
3. Are there other design elements that could improve or refine the design of this project?

### **STAFF RECOMMENDATION**

The project aligns with the goals and objectives of the Downtown Code and the design directly addresses the Mid-Gulch Supplemental Policy. Staff recommends approval with the following conditions and deferral without all conditions:



## **Downtown Code DRC Meeting of 12/2/2021**

1. The applicant shall coordinate with NDOT on any proposed traffic improvements that result from the TIS.
2. If implementation of final TIS recommendations has a substantial effect on the building or site design, revisions to these plans shall be reviewed by the DTC DRC.
3. Bonus Height must be assessed to determine compliance with the DTC and certified prior to building permit approval.
4. The proposed residential use shall not be converted to a short-term rental use, memorialized by a deed restriction or covenant, as reviewed by the Metropolitan Department of Law.
5. The TIS shall be reviewed, and recommendations made by NDOT prior to the project being considered by the Planning Commission.