



Request	DTC Concept Plan and Modifications
Project Name	1010 Church Street & YMCA
Council District	19 – O’Connell
Requested by	Ted Kromer, with Giarratana LLC;
Staff Reviewer	Yoo
Staff Recommendation	<i>Approve with conditions and defer without all conditions.</i>

APPLICANT REQUEST

A request to modify various standards of the DTC for property located at 1010 Church Street, (1.46 acres), between YMCA Way and 10th Avenue North and within the Core Subdistrict of the DTC.

PROJECT OVERVIEW

The project proposes a 60-story mixed-use and residential building consisting of 500 residential units, 621 parking spaces, and a residential pool/amenity area. The project incorporates a new built space for the Downtown YMCA (57,588 square feet) at the corner of YMCA Way and Church Street.

PLAN DETAILS

The general bounds of the property include Church Street to the south, YMCA Way to the east, 10th Avenue North and Platform Way to the west, and Alley #121 to the north. The site contains three street frontages. The Upper Church Street frontage has the driveway entry to a porte cochere, from which the residential lobby is accessed. The YMCA Way frontage contains the pedestrian access to the new portion of the YCMA building. The 10th Avenue North frontage is below Platform Way and contains back-of-house functions and vehicular access to the parking garage.

CONCEPT REVIEW

- The pedestrian access to the lobby area as routed through the porte cochere is indirect; would the project be better served by having the lobby program along the Church Street frontage?
- Does the proposed garage screening mitigate the effect of above-grade parking on the streetscape and skyline?
- How does this proposed project fit in with the adjacent projects under construction along Church Street?

DTC MODIFICATION REQUEST SUMMARY

1. Street Character – Upper Church Street

- Required: Shade-producing street trees shall be planted in the public ROW along the length of the lot frontage at a maximum spacing of fifty feet.
- Proposed: Provide landscape planters in lieu of street trees.
- Analysis: The DTC requires that shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of fifty feet. The intent of this regulation is to provide for street plantings and greenery with the goal of creating a more welcoming streetscape. Given the viaduct bridge condition in this location of Church Street, staff finds that inclusion of planters



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would be an acceptable alternative solution in place of the street tree requirement, as long as they do not impede on the 12'-0" clear dimension of the pedestrian right-of-way as required by the MCSP.

2. Below-Grade Parking

- Required: All underground parking shall not be visible from the surface of the earth. 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.
- Proposal 1: The applicant requests counting the two levels of parking below the Church Street viaduct as Underground Parking to earn additional height through the Bonus Height Program (BHP).
- Analysis 1: The parking below the Upper Church Street viaduct is below the grade at YMCA Way and accessible along 10th Avenue North, directly below Platform Way. As the site is framed by public streets on the south and east and by a private street on the west, staff is amenable to setting the ground plane at this level for the purposes of this project.
Proposal 2: A request for un-lined parking levels visible from Church Street.
- Analysis 2: The above-grade parking is lined with the YMCA building program along YMCA Way and part of Church Street. The remainder of the frontage on Church Street between Floors 2-60 are clad with an aluminum and glazing system to maintain a continuous faceted envelope for the whole 1010 Church Street elevation. The glazing on the parking levels (Floors 2-8) has a 40% visibility frit pattern, and the residential floors above use full vision glass. The project also features a partial liner with habitable civil support space on all stories facing YMCA Way, which staff recommends meets the intent of this standard, which was recently adopted while this building was in the process of being designed. Staff is amenable to this modification due to the high quality of the proposed materials along with the use of a continuous faceted language as a way to seamlessly integrate the façade of the parking levels with the rest of the building.

3. Encroachment

- Required: Structures shall not encroach beyond the front of the Build-to Zone. The build-to zone is 0-10' for storefront frontage in the Core subdistrict.
- Proposed: Request for a building encroachment over an irregular piece of right-of-way that juts into the property for a below-grade retaining wall of the viaduct bridge. The portion of retaining wall that protrudes above the sidewalk along Church Street would be demolished with the new construction; the retaining wall below the sidewalk would remain.
- Analysis: The right-of-way line above Church Street has a jog that reflects the original barrier wall for the viaduct. Given that the viaduct structure below will remain intact and uncompromised, staff finds it acceptable to encroach with the building façade as shown into the right-of-way line on Upper Church Street given the barrier wall for which the line was drawn will be removed with this project.



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STAFF RECOMMENDATION

The project generally aligns with the goals and objectives of the Downtown Code. Staff recommends approval with the following conditions and deferral without the conditions:

1. The applicant shall continue ongoing discussions with NDOT and work together to address NDOT recommendations. Revisions resulting from the implementation of these recommendations may be reviewed by Planning Staff, who may approve minor revisions.
2. Bonus Height must be assessed to determine compliance with the DTC and certified prior to building permit approval.