



ONE22ONE
Downtown Code Design Review Committee Submittal

JULY 31, 2019

Property Information:

Address:	1221 Broadway, Nashville TN
Owner:	GBT Realty Corporation
Site Acreage:	0.59 Acres
Parcel ID:	09309015500 & 09309015400
Council District #:	19
District Council Member:	Freddie O'Connell
Zoning:	DTC
Bicycle Parking:	Based on Metro Requirements [BL2014-714]
1/15,000 sf office =	27 spaces
1/retail space =	2 spaces
total required =	29 spaces
total provided =	34 spaces

Building Information:

Office SF:	527,970
Retail SF:	17,784
Parking Spaces:	939



GULCH SOUTH SUBDISTRICT MAP EXCERPT
SITE NOTED IN RED

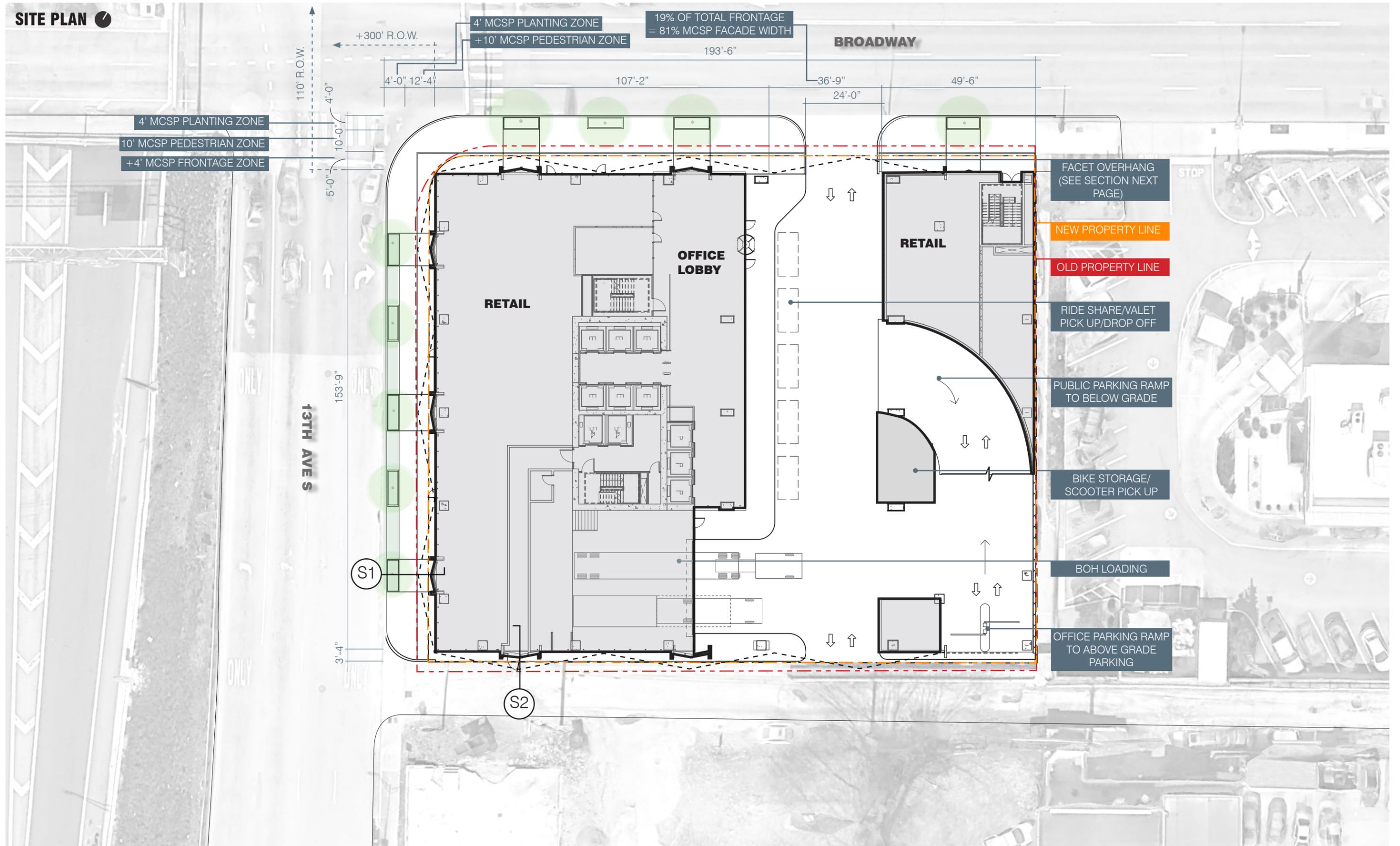
The site is highlighted in RED, bounded by Broadway (Primary Street) on the north, by an alley on the south, and by 13th Avenue (Other Street) on the west.

GULCH SOUTH SUBDISTRICT STANDARDS

	Required	Provided
Frontage: Primary Street	0-10' build-to-zone	Project Complies
Frontage: Other Street	Not Defined	Project Complies
Façade Width: Primary Street	80% of lot frontage min.	Project Complies
Façade Width: Primary Street	Not Defined	Project Complies
Min. Building Depth	15' from building facade	Project Complies
Height: Building Maximum*	15 stories (fronting Broadway)*	Modification requested
Height: Step-back	Between: 4th and 8th stories	Modification requested
Streetscape: Sidewalks + Plantings	Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan	Project Complies

*Additional height available through the Bonus Height Program and through the process for Exceptional Design as outlined on page 14 of the Downtown Code.

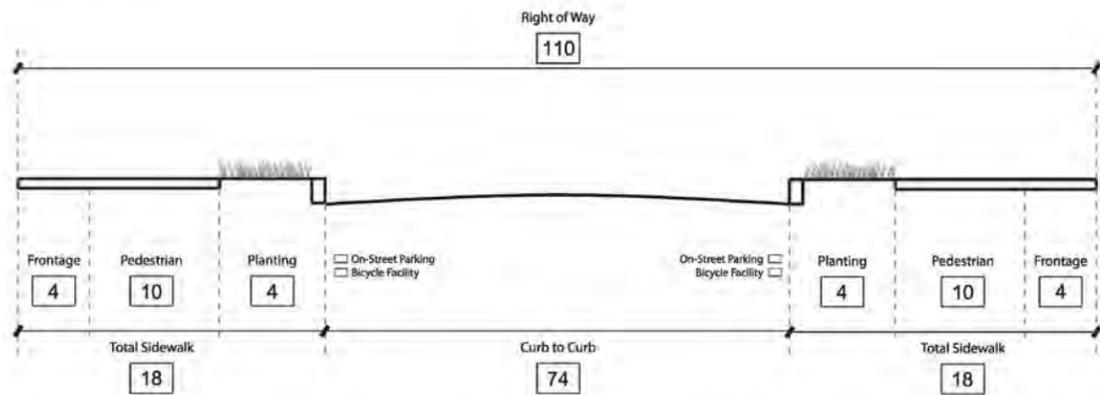
SITE PLAN



STREET SECTION DIAGRAM

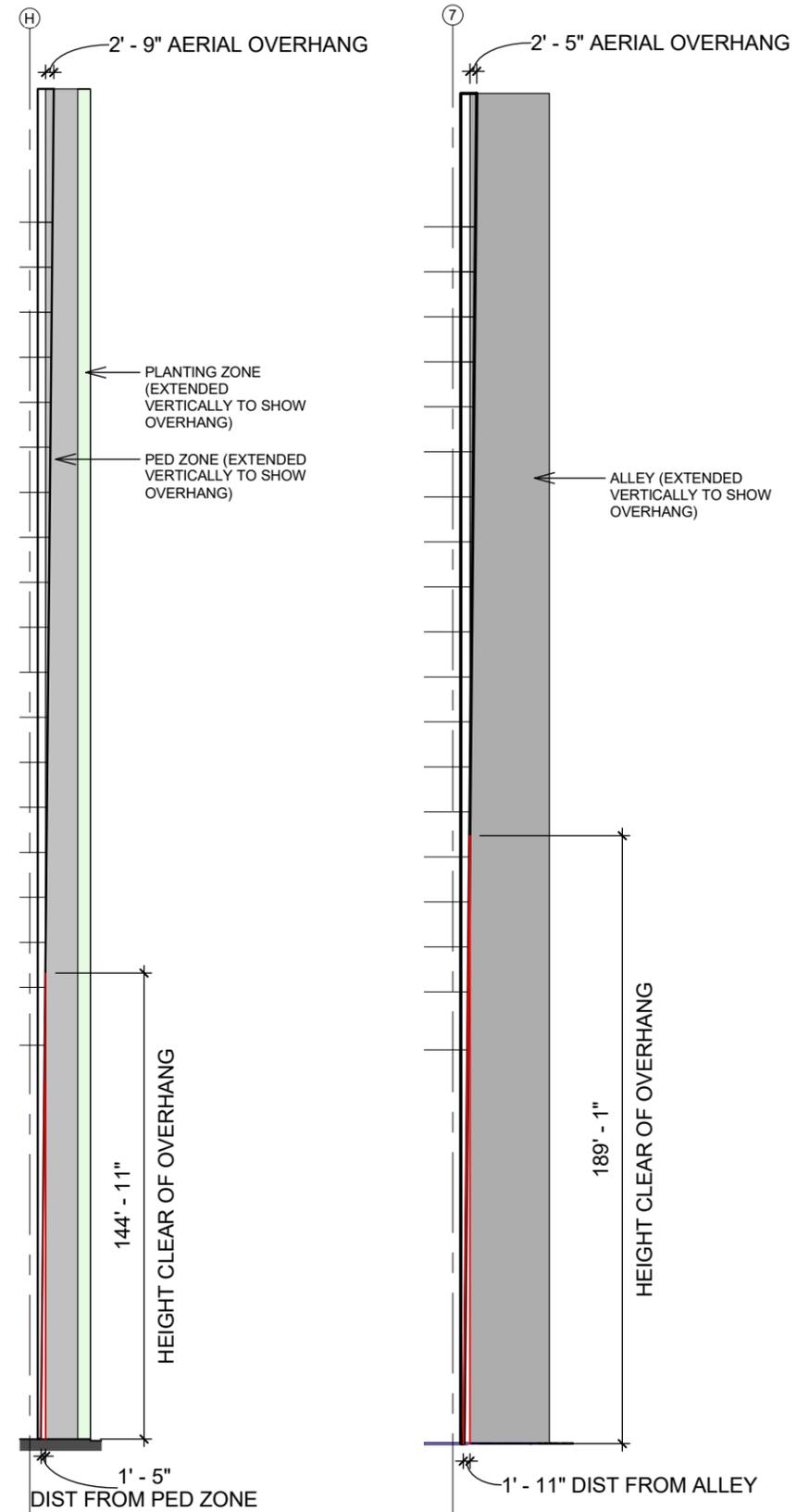
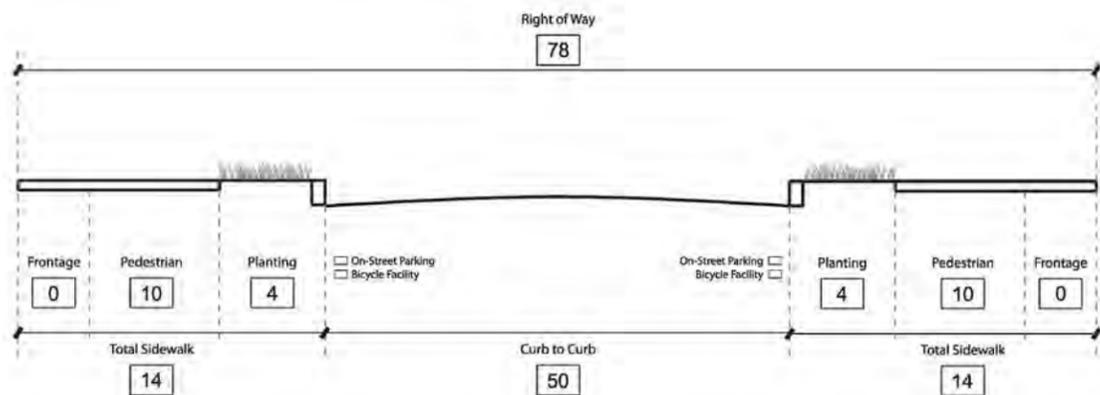
Street Name: Broadway
 From: 10th Avenue To: Interstate 40
 Classification: T6-M-AB6-UM; DTC Primary

Segment Direction
 7 W



Street Name: 13th Avenue South
 From: Demonbreun Street To: Broadway
 Classification: T6-M-LS3; DTC Other

Segment Direction
 1 N



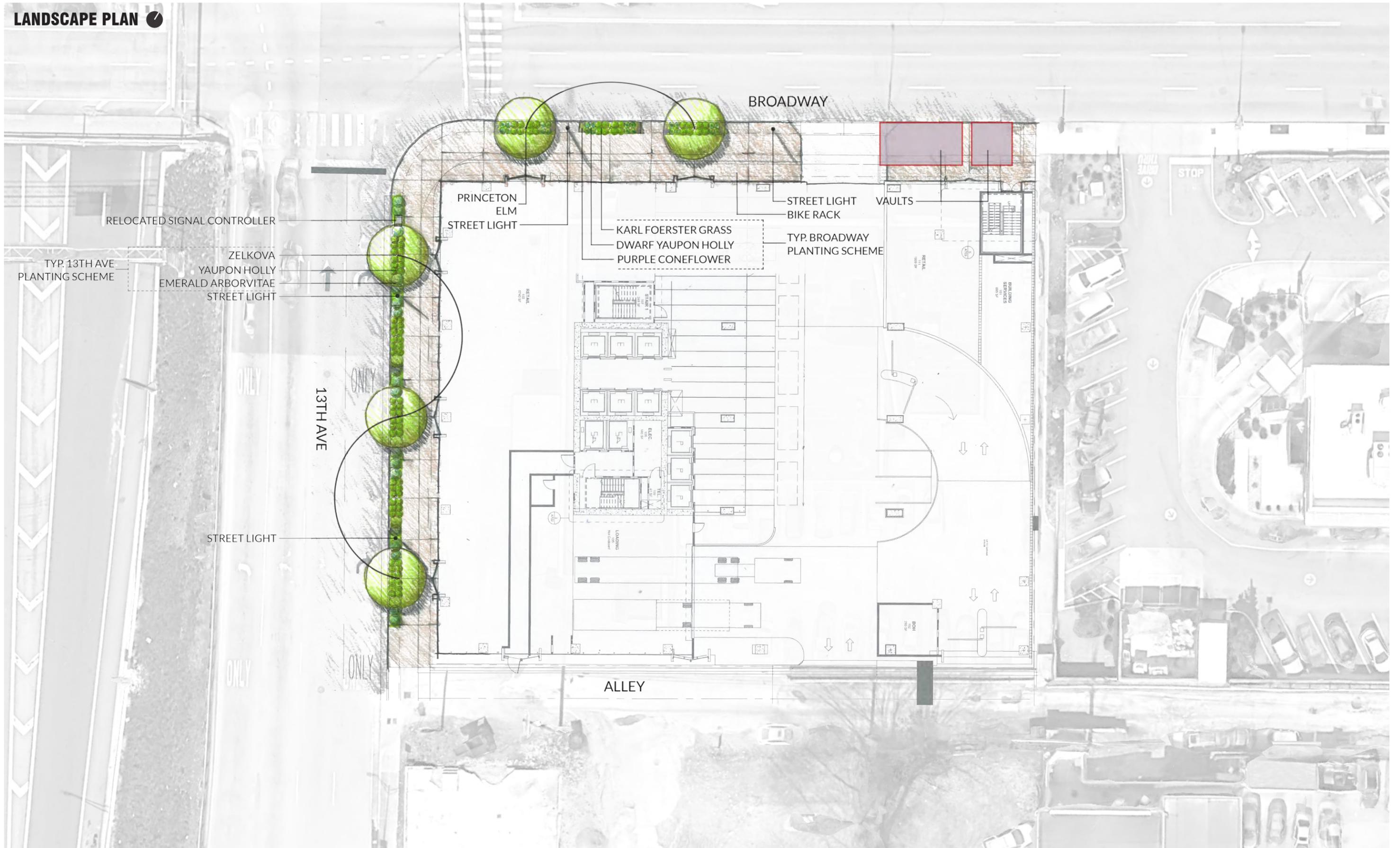
S1 SECTION

S2 SECTION

STREET SECTION FACET OVERHANG DIAGRAM
 RED NOTING HEIGHT BEFORE INTERRUPTION

MCSB STREET SECTION GUIDELINES
 BELOW GRADE PARKING - 29,992 SF GROSS TYPICAL

LANDSCAPE PLAN





PRINCETON ELM

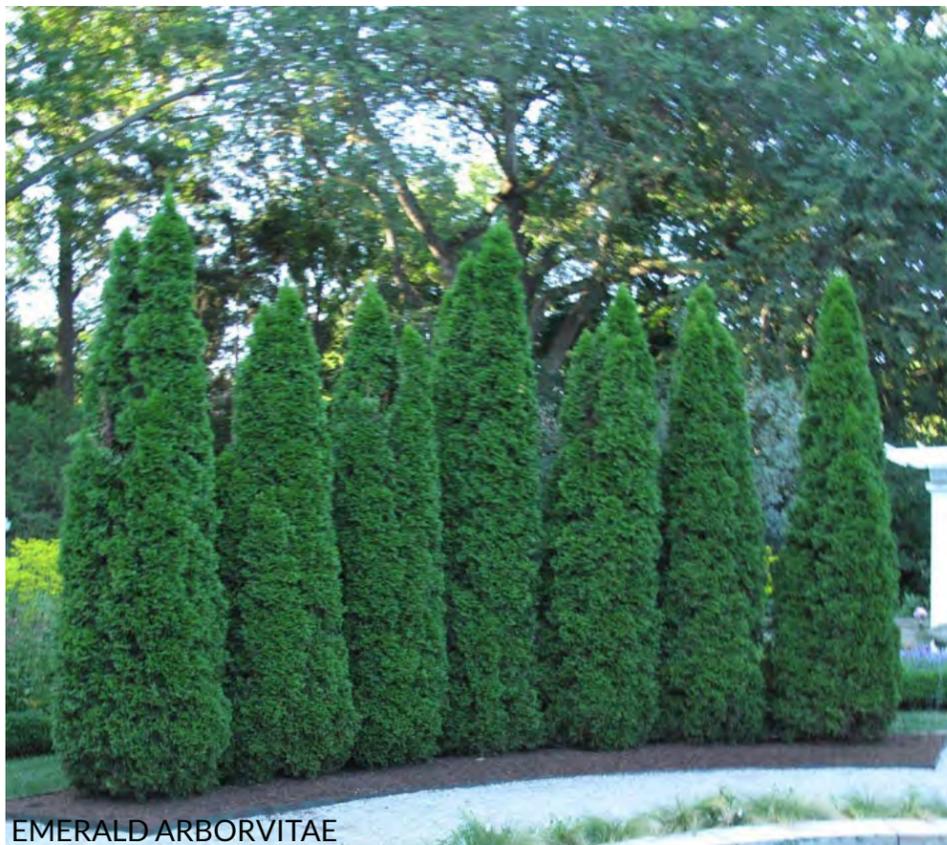


PURPLE CONEFLOWER

STREETSCAPE
PLANTING



ZELKOVA



EMERALD ARBORVITAE

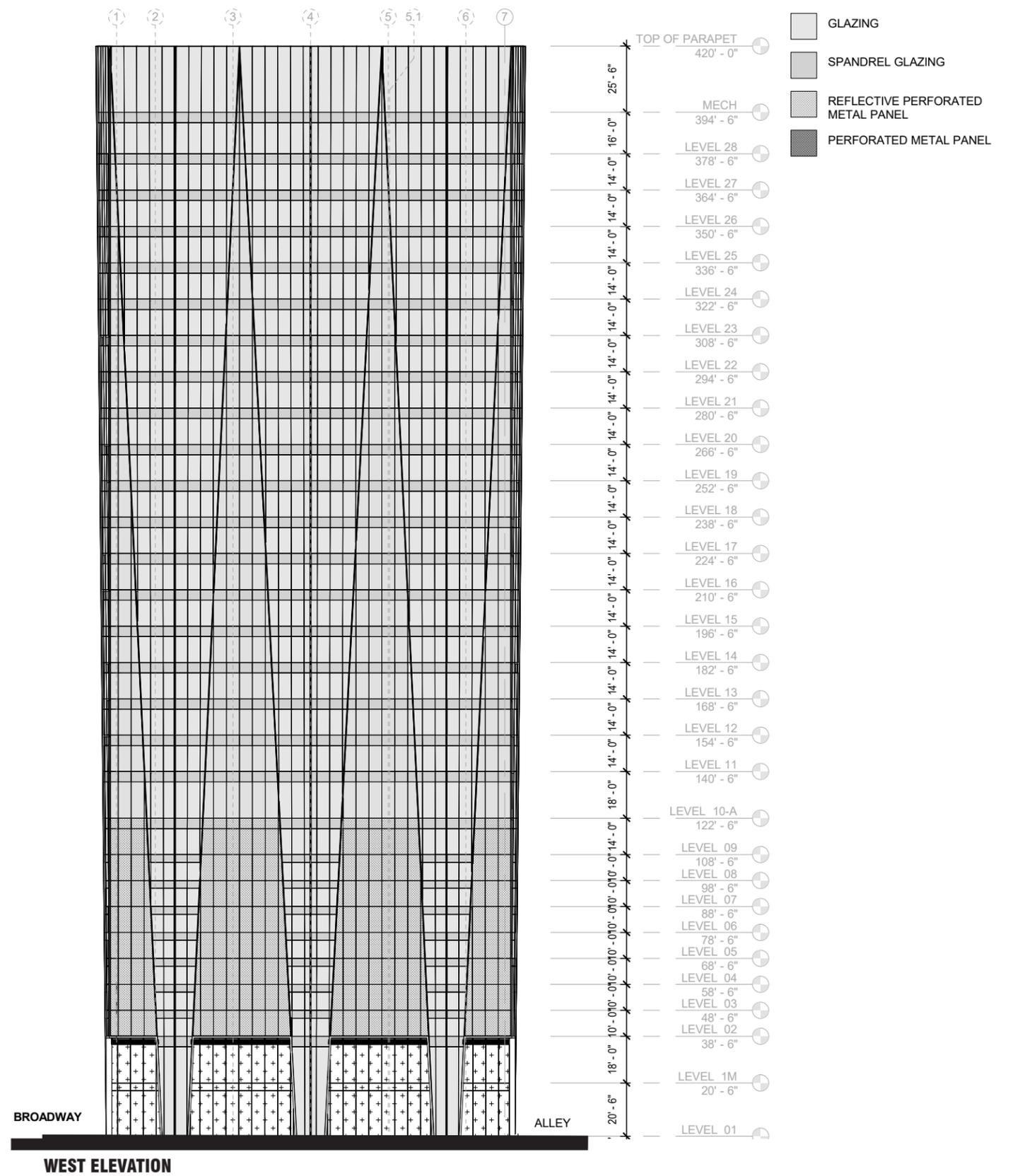
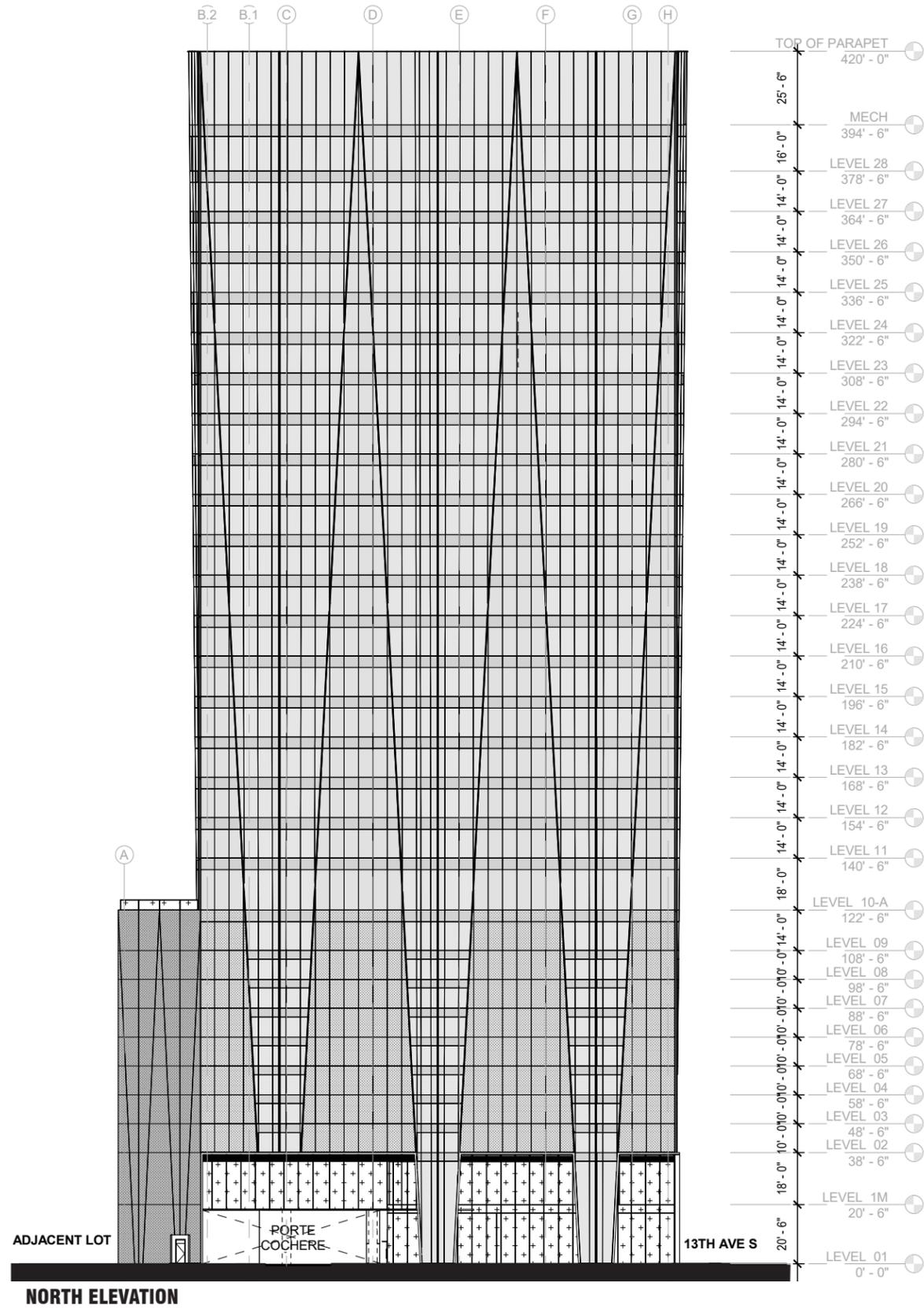


YAUPOON HOLLY



KARL FOERSTER GRASS

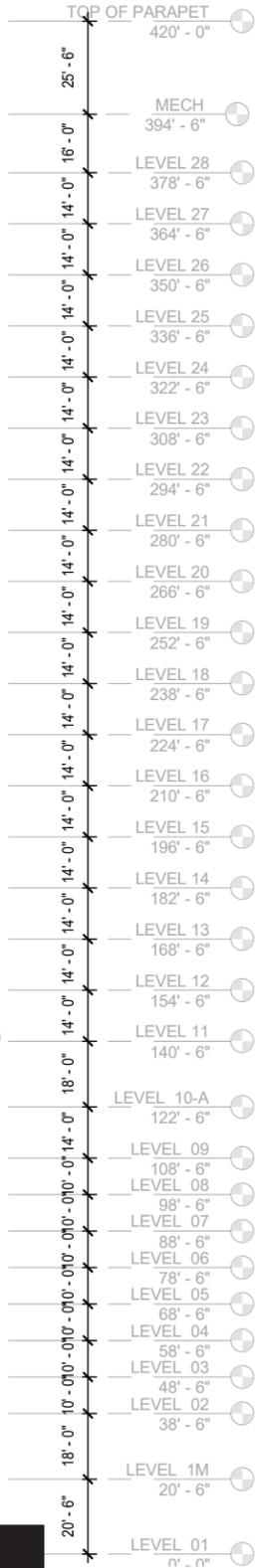
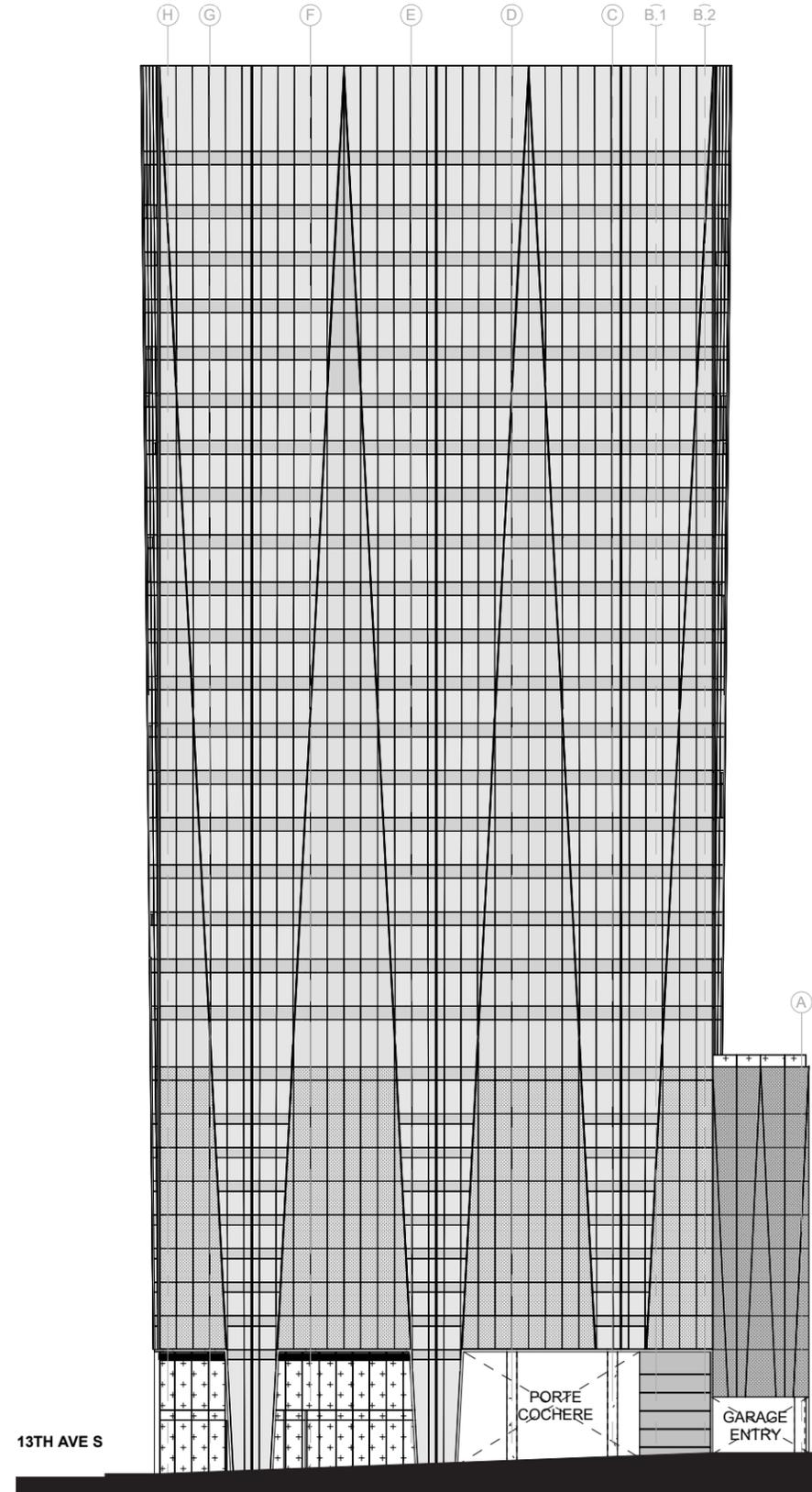
OVERALL ELEVATIONS



MATERIAL LEGEND

-  GLAZING
-  SPANDREL GLAZING
-  REFLECTIVE PERFORATED METAL PANEL
-  PERFORATED METAL PANEL

OVERALL ELEVATIONS

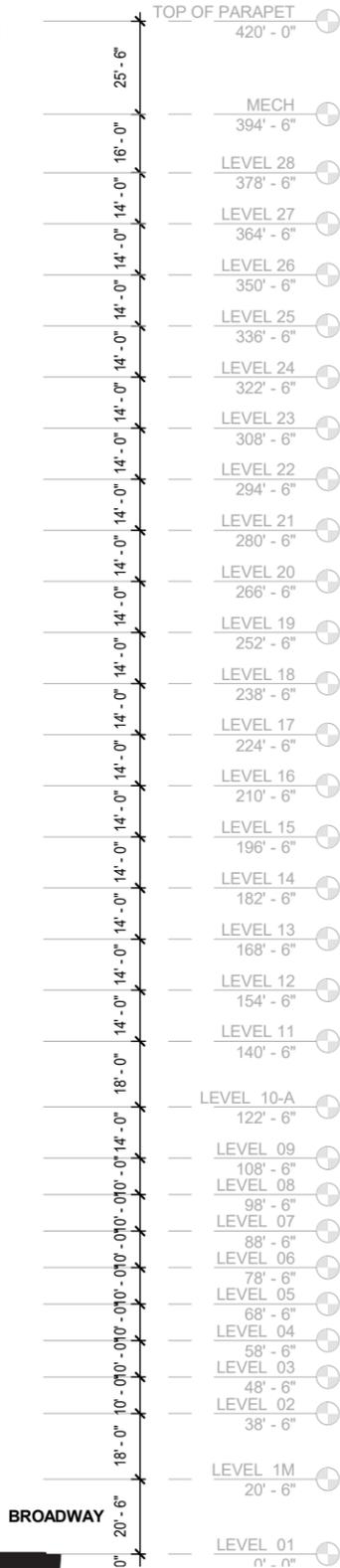
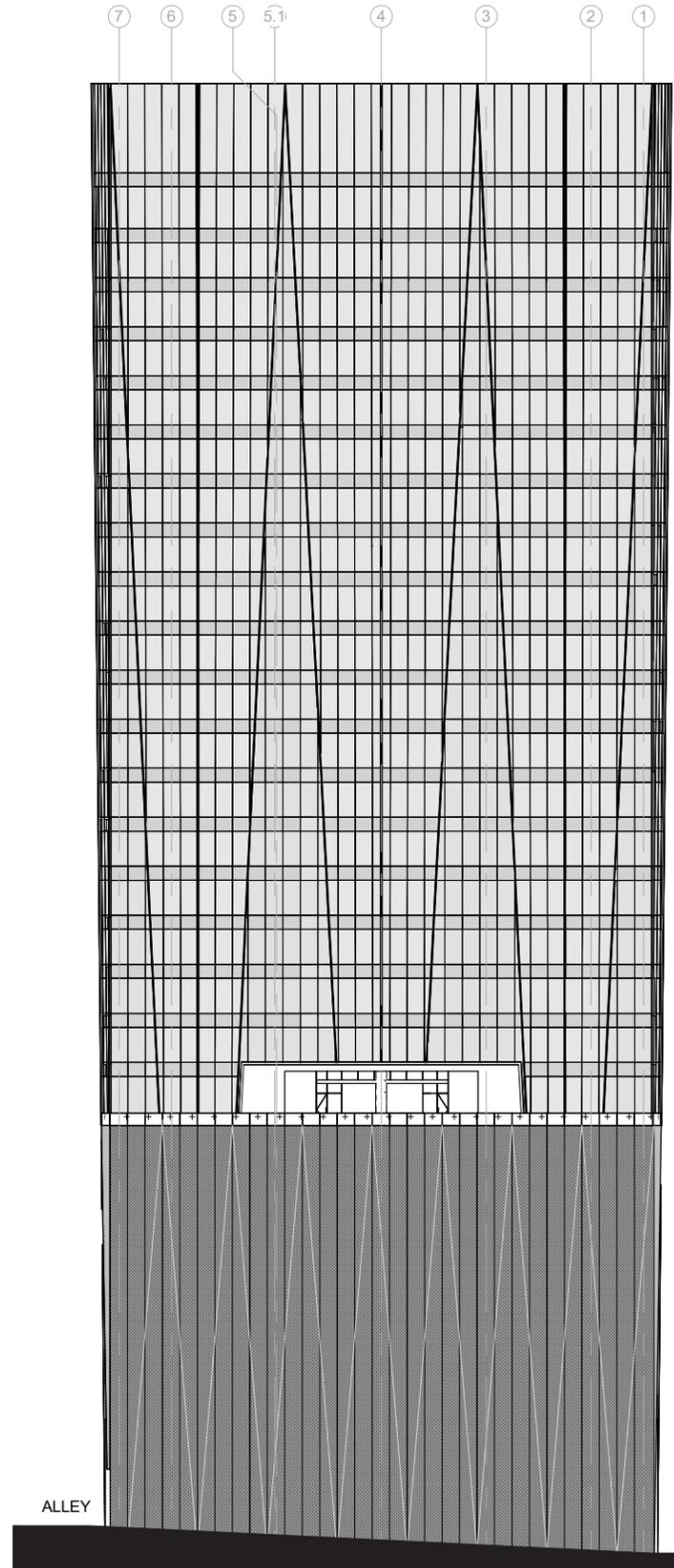


13TH AVE S

PORTE COCHERE

GARAGE ENTRY

SOUTH ELEVATION



ALLEY

BROADWAY

EAST ELEVATION

MATERIAL LEGEND

-  GLAZING
-  SPANDREL GLAZING
-  REFLECTIVE PERFORATED METAL PANEL
-  PERFORATED METAL PANEL

CONTEXT RENDERING -
BROADWAY PERSPECTIVE LOOKING EAST



CONTEXT RENDERING -
13TH PERSPECTIVE LOOKING NORTH







PORTE-COCHERE RENDERING



MODIFICATION REQUEST: BONUS HEIGHT CALCULATIONS

GULCH SOUTH SUBDISTRICT

Baseline Maximum Height	Bonus Height Maximum (by Table)	Requested Height Maximum*
15 Stories	21 Stories	28 Stories*
	+6 Stories	+7 Stories*

*Additional Height can be granted for Exceptional Design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project’s relationship to surrounding properties. (See Exceptional Design Consideration below.)

Bonus Height Tabulation

LEED

Stories Possible in Subdistrict (Per Table)	Type of Certification*	Area of Above Grade Tower Levels	Total Bonus Area (By Calculation)	Bonus Stories
2	Certified	26,193	52,386	2 Stories

Per tabular format “Any” LEED certification is allowed. Per page 94 in the Downtown Code, Bonuses for individual buildings are given upon pre-certification of LEED silver, gold and platinum.

***Modification Request:** LEED 4.0 is much more stringent than previous versions and makes compliance in the south-eastern climate especially difficult. Remove the limitation on LEED Silver being required and provide bonus height for a pre-certification under LEED 4.0 as “Certified.”

UNDERGROUND / LINER PARKING

Area of Below Grade Parking	Area of Retail Liner(Level 02)	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
	9515	19,030	26,193	.72 Stories
29,992/Level		89,976(3 Levels)	26,193	3.43 Stories
			MAX BY CALC	4.15 Stories
			CAPPED PER TABLE	3 Stories

[SEE PAGE 17/18 - simplified section illustrating below grade levels and corresponding levels above grade]

PUBLIC PARKING

Total Public Parking Spaces	Area of Public Parking	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
72	29,992	59,984	26,193	2.29 Stories
			CAPPED PER TABLE	2 Stories

[PAGE 19 - simplified section illustrating public parking location in the stack]

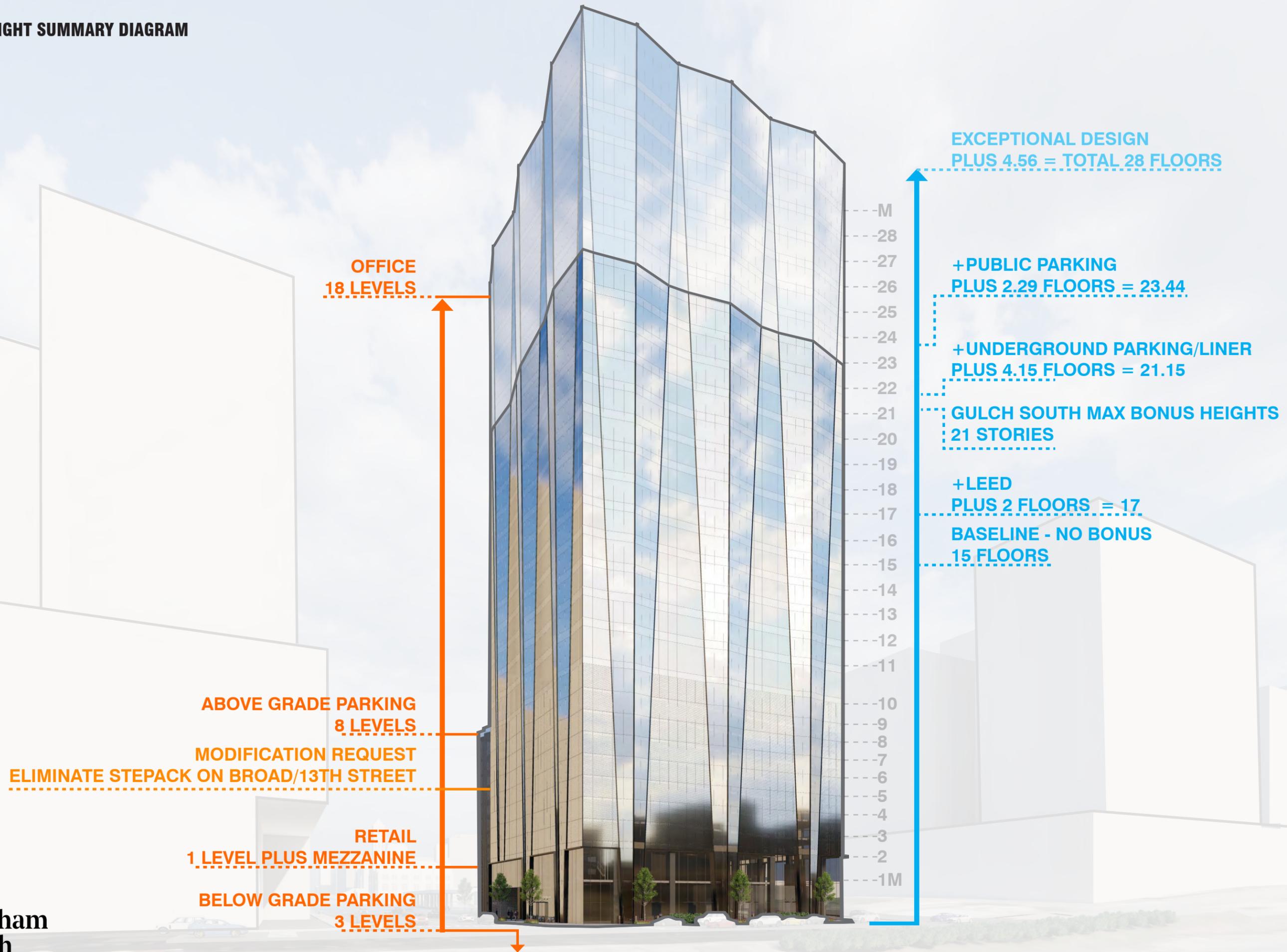
BONUS HEIGHT PROGRAM SUMMARY

	LEED	UNDERGROUND / LINER PARKING	PUBLIC PARKING	TOTALS
Stories	2	4.15	2.29	8.44
Area	52,386	109,006	59,984	221,376
			Capped by Table	6
			Possible	8.44*

***Modification Request:** Remove the cap of 6 total stories of bonus height in the Subdistrict Classification to allow for the maximum bonus height to be earned. The additional five (5) requested stories will be earned using the Exceptional Design Consideration outlined below.

[PAGE 15 - bonus height summary diagram illustrating above summary]

BONUS HEIGHT SUMMARY DIAGRAM



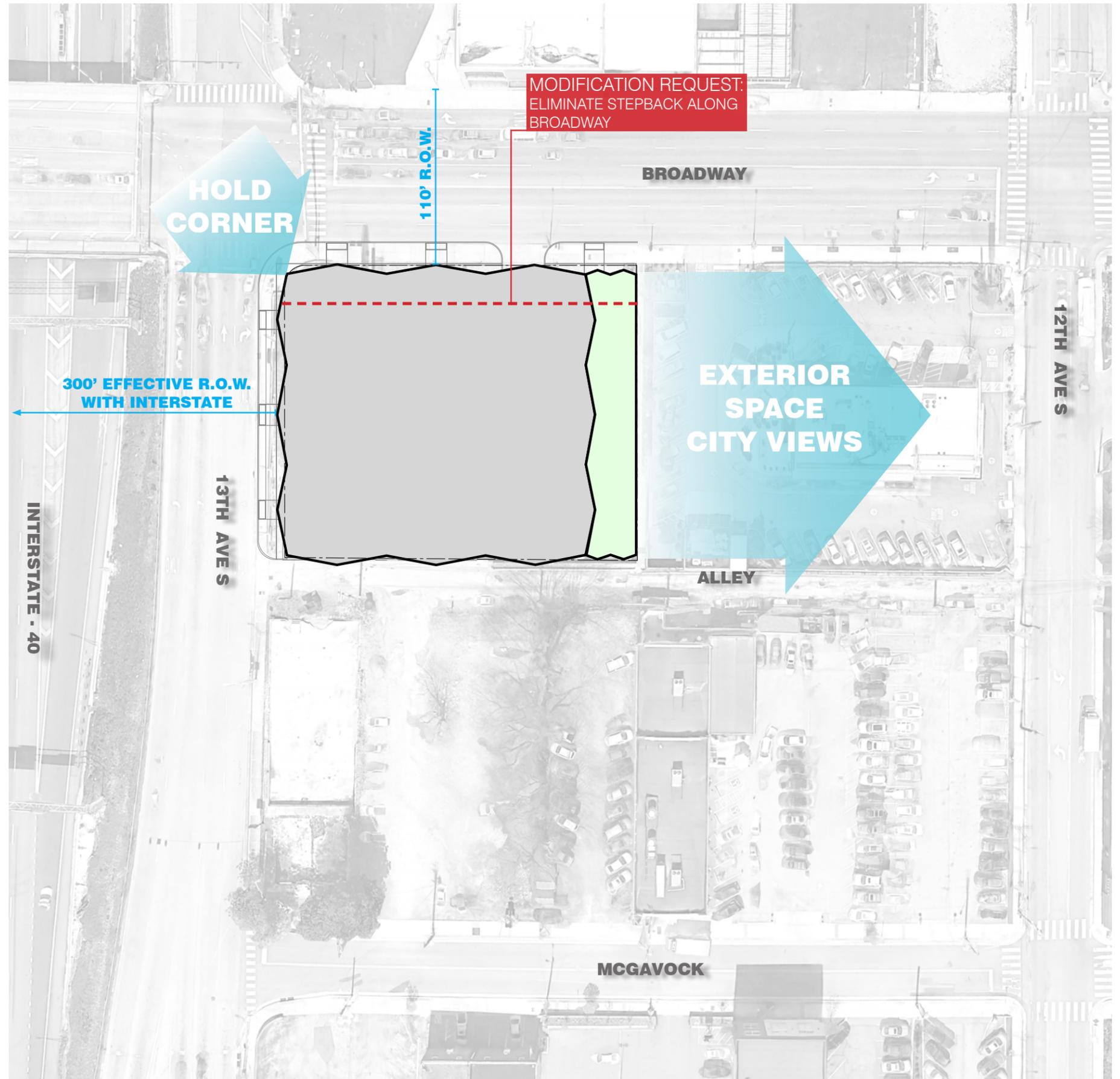
MODIFICATION REQUEST: STEP-BACK

We propose eliminating the required step back between the 4th and 8th stories at this site.

The facade step-back would not provide extra public benefit due to the wide right-of-way for both Broadway and 13th Avenue. This location at such a broad intersection allows a vertical building to be placed at the site without overwhelming the pedestrian as could be the case on a narrow street.

The small footprint of the site also benefits from the primary architectural treatment being placed toward the major intersection of Broadway and 13th Avenue. As outlined below in the Exceptional Design Consideration, placing the mass of the building and not breaking it with a stepback is necessary to give the building a cohesive and elegant vertical appearance with the unique façade as designed.

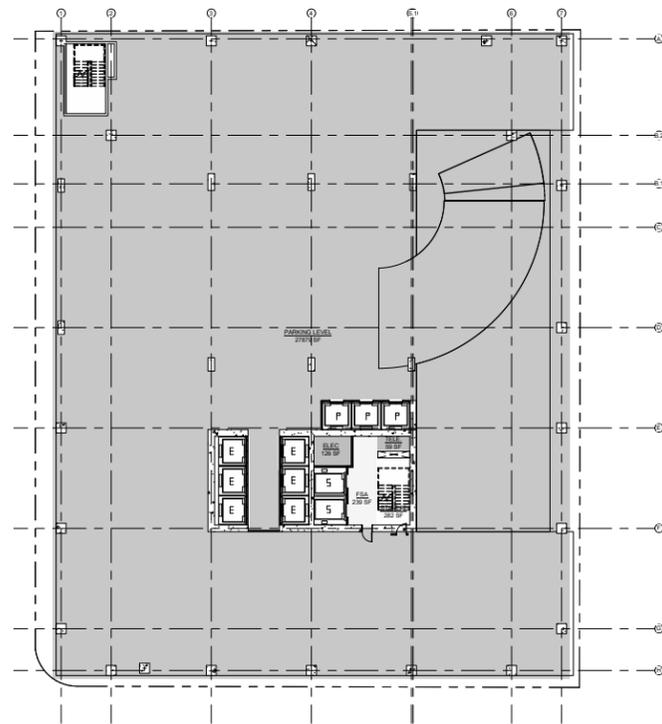
Additionally, placing the building massing toward the dominant intersection without the stepback allows the building massing to provide outdoor space for the occupants facing back toward the city, which is appropriate for the location.



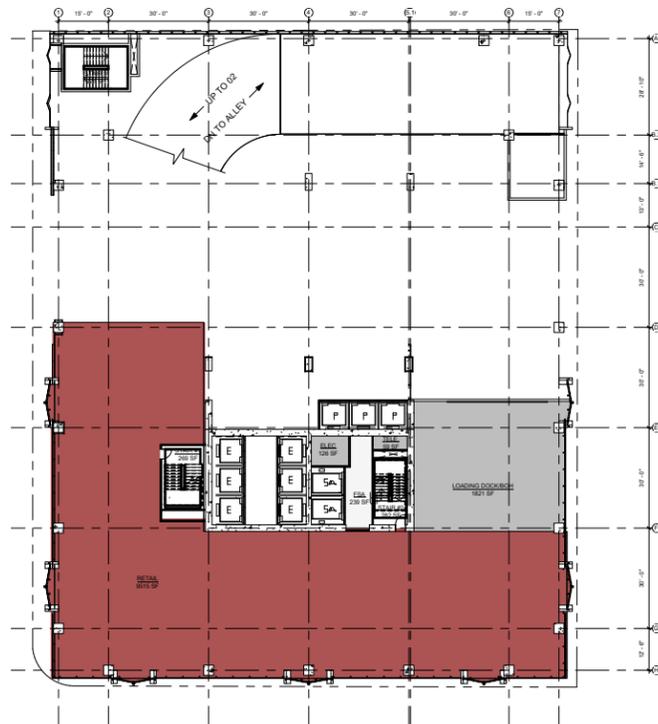
BELOW GRADE PARKING / LINER

UNDERGROUND PARKING

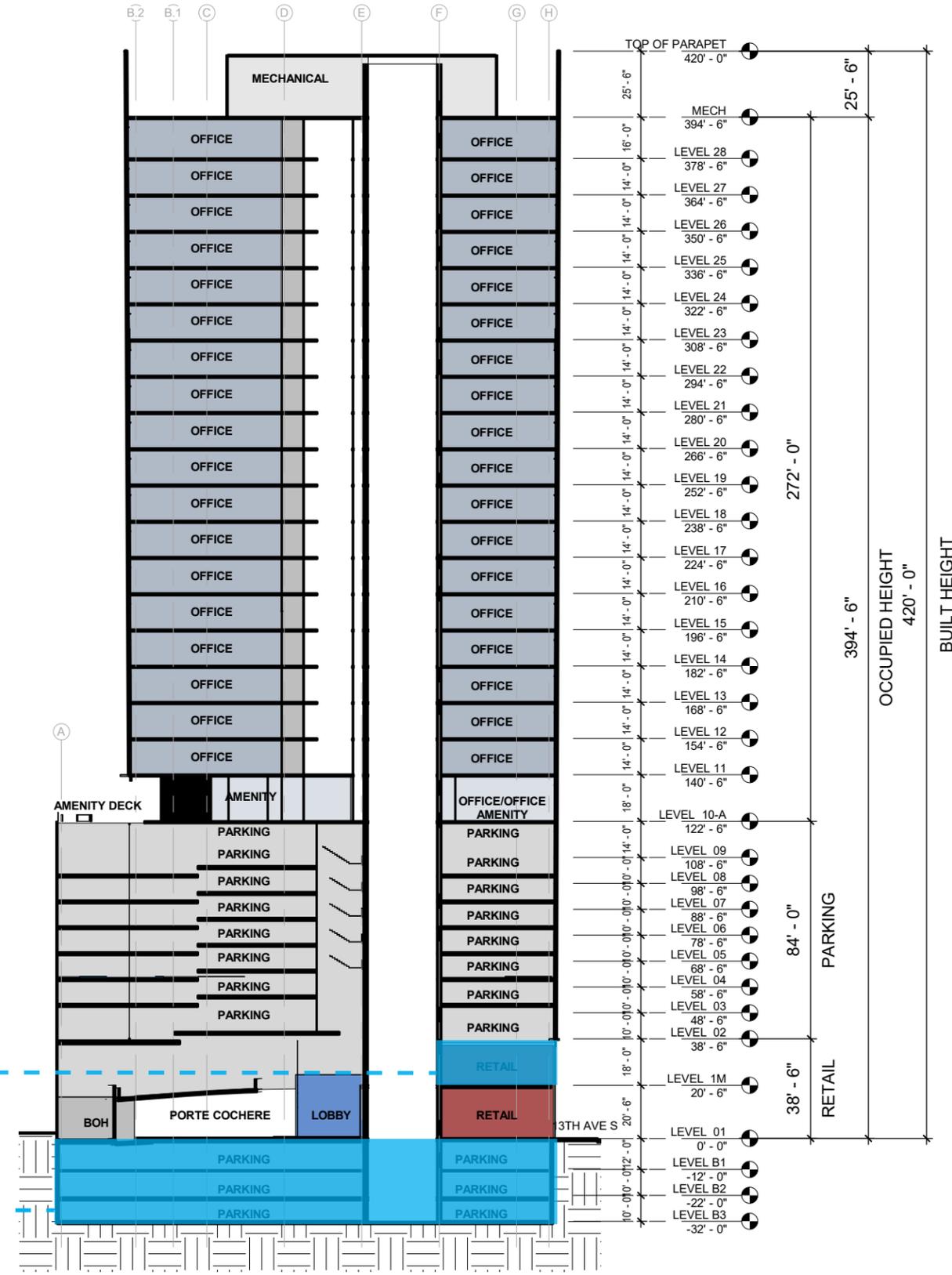
Area of Below Grade Parking	Area of Retail Liner(Level 02)	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
	9515	19,030	26,193	.72 Stories
29,992/Level		89,976(3 Levels)	26,193	3.43 Stories
			MAX BY CALC	4.15 Stories
			CAPPED PER TABLE	3 Stories



LEVEL B1-B3
BELOW GRADE PARKING - 29,992 SF GROSS TYPICAL

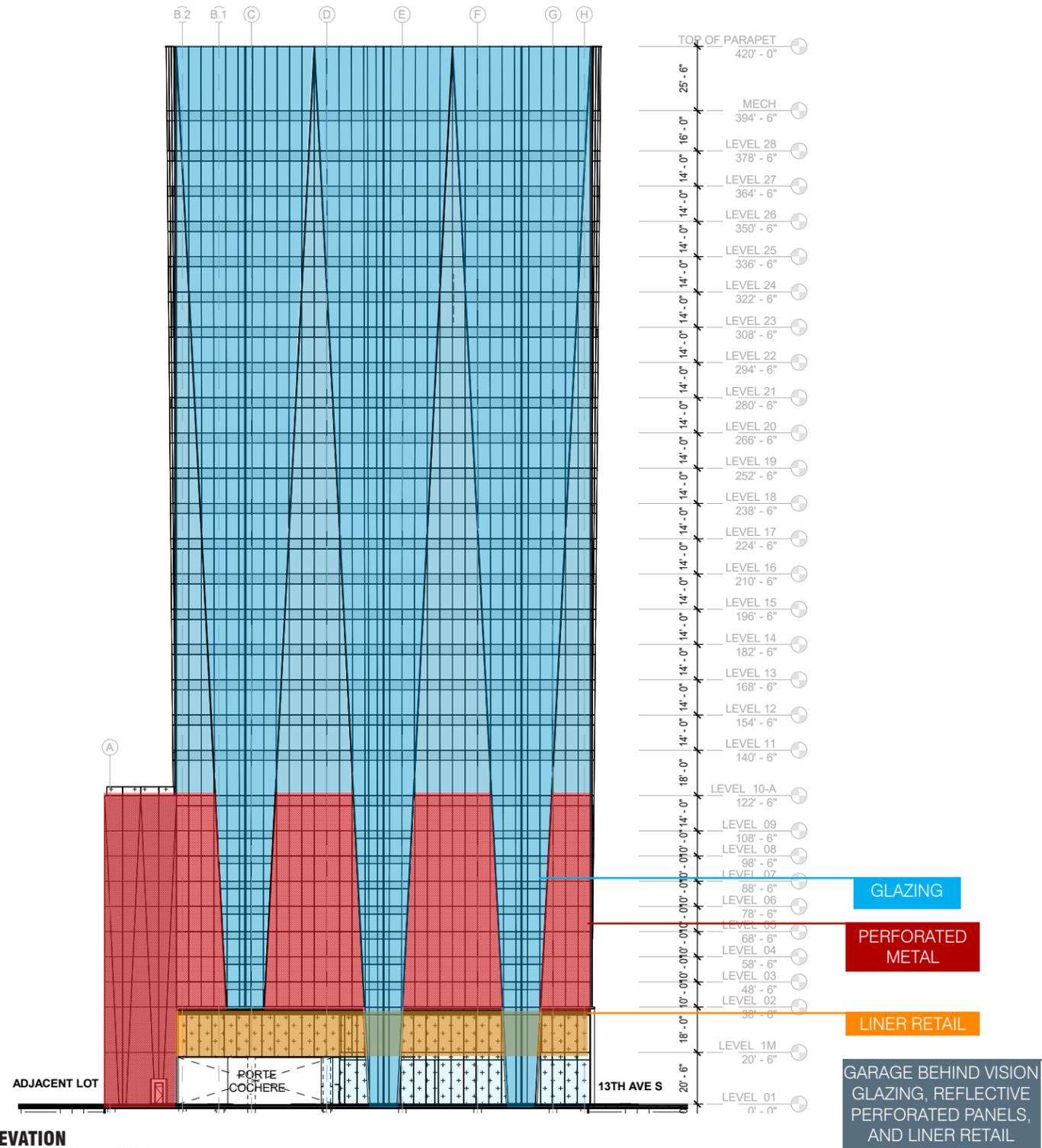


LEVEL 01M
RETAIL LINER FOR PARKING - 7,450-10,500 SF



PROGRAMMATIC SECTION
BELOW GRADE PARKING - LEVELS B1-B3

GARAGE LINER AND MATERIALITY DIAGRAM -
Upper Level Garage Liner / Convertibility



ELEVATION
PUBLIC PARKING - LEVEL B1



CONTEXT RENDERING -
BUILDING IN CONTEXT WITH ENDEAVOR + GULCH UNION

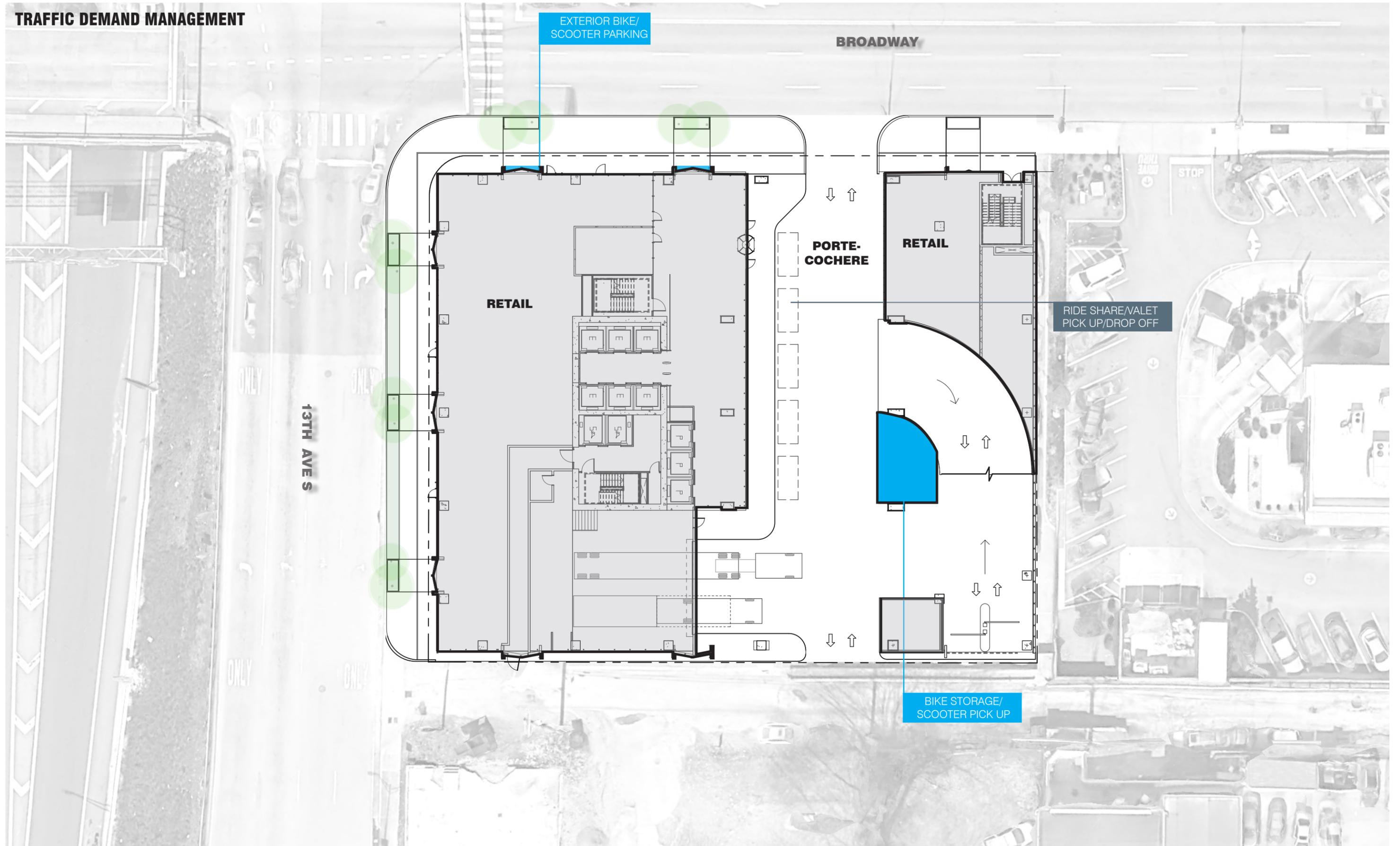


CONTEXT RENDERING-
BUILDING FROM BROADWAY AND 13TH

BROADWAY TOWER
26 STORY MIXED USE
DEVELOPMENT
UNDER CONSTRUCTION

GULCH UNION
21-28 STORY MIXED USE
DEVELOPMENT
UNDER CONSTRUCTION

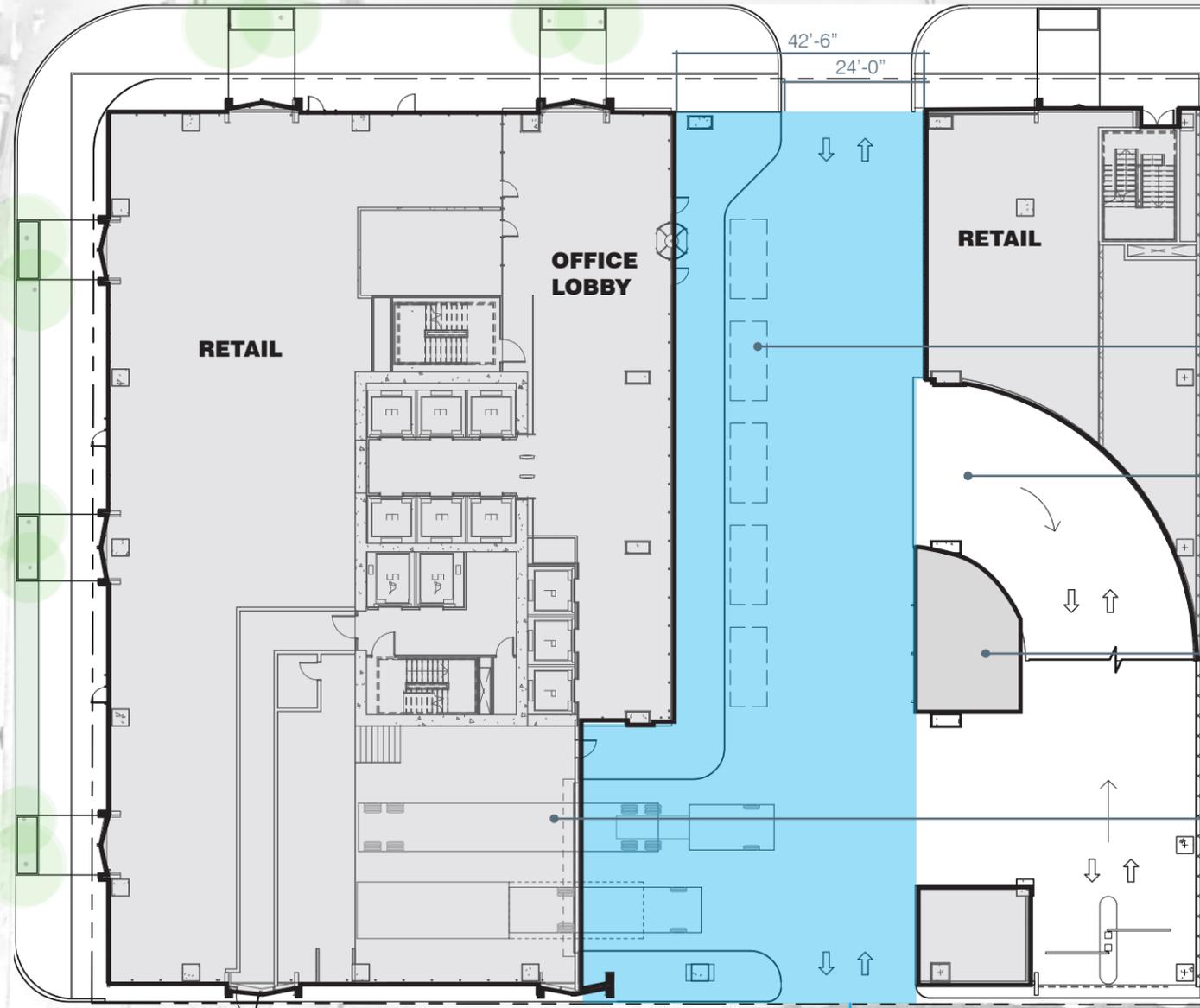
TRAFFIC DEMAND MANAGEMENT



PORTE-COCHERE

BROADWAY

13TH AVENUE



RIDE SHARE/VALET
PICK UP/DROP OFF

PUBLIC PARKING RAMP
TO BELOW GRADE

BIKE STORAGE/
SCOOTER PICK UP

BOH LOADING

PORTE-COCHERE

MODIFICATION REQUEST: ADDITIONAL POTENTIAL BONUS HEIGHT / EXCEPTIONAL DESIGN CONSIDERATION

Per the downtown code additional Height can be granted for Exceptional Design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties.

Improvement of the Project's Relationship to Surrounding Properties:

The Downtown Code lists 13th Avenue as an "Other" street classification illustrating that, when drafted, the code didn't contemplate the location as a critical intersection. However, as the downtown core has rapidly developed the intersection with 13th Avenue and Broadway has become critically important and visible as a gateway to downtown. A unique building is appropriate at this location to demark the entry into downtown and provide visual interest at the edge of the city. The façade respects all four adjacent properties, and the design gives special attention to 13th Avenue as other developments to the south and north have done furthering the walk-ability of the area. Additionally, the internal porte cochere reduces the impact of vehicular/loading traffic on the surrounding properties as well as downtown commuters as a whole.

[SEE PAGE 20 – building in context with Endeavor + Gulch Union]

The project as proposed is not out of scale with the surroundings or adjacent developments.

Unique Architecture:

The proposed architectural solution combines large scale faceted glass panels, a dramatic building crown, and a two-story activated streetscape. The façade treatment extends to all four sides of the building and the garage which is unique to Nashville. Overall, the façade will provide a dramatic yet elegant architectural solution as an iconic gateway into the downtown core of the city.

[SEE PAGE 21– exterior of building from Broadway / 13th]

Upper Level Garage Liner / Convertibility:

As listed in the DTC, the intent is as follows; the public realm of the streetscape is improved by providing parking in underground structures and lining above ground parking structures with habitable space.

The garage for ONE22ONE is being designed for future occupied space habitation. This is evidenced by it being clad in the same curtain-wall as the office building and is designed with flat floor plates facing the exterior street to maintain convertibility. Cladding the garage in such a manner is innovative in that it provides the ability to convert the space later to occupied office area.

[SEE PAGE 17/18 – exterior of building with notes indicating the garage area behind the facade]

Traffic Demand Management:

GBT is committed to developing a Site TDM Plan for this development. The plan will include site development commitments such as scooter parking, showers, street landscaping beyond code, designated ride sharing pick-up/drop off area, off peak hour loading plan, etc.

[SEE PAGE 22 – site plan illustrating bike connectivity]

Exceptionally Strong Streetscape:

The design provides for more sidewalk and streetscape as required by the Major Street Collector Plan. In addition, while the Downtown Code didn't contemplate 13th Avenue as an important street, the design will further enhance this important approach pathway through full activation of retail space and an additional landscape buffer to make that sidewalk edge safe for pedestrians.

[SEE PAGE 05– site plan illustrating the streetscape and compliance with the MCSP]

The advent of ride-share and the coming of autonomous vehicles necessitates that we think about how buildings interact with the built environment in unique ways. The design provides for a full pull through porte-cochere perpendicular to the street and connecting Broadway to the alleyway. This solution will provide ample space for ride-share / valet / or drop area out of the public right of way and without interrupting traffic patterns or pedestrian flow.

[SEE PAGE 23 – site plan illustrating the porte cochere]

MODIFICATION REQUEST: STEP-BACK

We propose eliminating the required step back between the 4th and 8th stories at this site.

The facade step-back would not provide extra public benefit due to the wide right-of-way for both Broadway and 13th Avenue. This location at such a broad intersection allows a vertical building to be placed at the site without overwhelming the pedestrian as could be the case on a narrow street.

The small footprint of the site also benefits from the primary architectural treatment being placed toward the major intersection of Broadway and 13th Avenue. As outlined below in the Exceptional Design Consideration, placing the mass of the building and not breaking it with a stepback is necessary to give the building a cohesive and elegant vertical appearance with the unique façade as designed.

Additionally, placing the building massing toward the dominant intersection without the stepback allows the building massing to provide outdoor space for the occupants facing back toward the city, which is appropriate for the location.

[SEE PAGE 16 – site plan noting stepback change request]