

AGENDA

Design Review Committee

January 8, 2025 – REGULAR MEETING

5:30 PM

The New Business items have been placed on the agenda in the order they were received. Please note that at 9:00 p.m., the Committee will evaluate the remainder of the agenda to determine if time constraints will permit the full agenda to be heard at this meeting. All items not heard at this meeting will be postponed to the next regularly scheduled DRC meeting.

NOTICE: THE VIDEO AND AUDIO FOR THIS MEETING ARE STREAMED TO THE PUBLIC VIA THE INTERNET AND MOBILE DEVICES WITH VIEWS THAT ENCOMPASS ALL AREAS, PARTICIPANTS AND AUDIENCE MEMBERS

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

1. ZOOM LINK FOR PUBLIC PARTICIPATION

The Town reserves the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to the Planning Department at planning@jacksonwy.gov.

- I. To join, click link or copy it to your browser:
<https://us02web.zoom.us/j/89213533032?pwd=psTErBW8NaCr9U206exM1FWO7Fe0iN.1>
Or join at [zoom.com](https://zoom.us) with Webinar ID: **892 1353 3032** and Password: 83001

2. CALL TO ORDER

3. ROLL CALL

4. NEW BUSINESS

- I. P24-199 Final Conceptual Review (Sketch Plan) 325, 335, 345, 355, & 375 N. Cache Street, 45 & 65 Mercill Avenue, & 330, 350, 360, & 370 N. Glenwood Street

5. MATTERS FROM STAFF

6. ADJOURN

STAFF REPORT



Meeting Date:	January 8, 2025	Item Number:	P24-199
Applicant:	Mogul Hospitality Partners – Jackson, LLC	Address:	325, 335, 345, 355, & 375 N. Cache Street, 45 & 65 Mercill Avenue, & 330, 350, 360, & 370 N. Glenwood Street
Recommendations:	Final Conceptual Review (Sketch Plan)		

Background/Development Site Details:

The entire subject property is within the CR-2 zoning district and Lodging Overlay. As proposed, the development utilizes 11 properties (2.46 acres, or 107,121 sf total land area, or roughly fourteen (14) 7,500 sf town lots) within a downtown block surrounded by four streets: North Cache Street to the east (400 linear feet), Mercill Avenue to the south (220 linear feet), North Glenwood Street to the west (350 linear feet), and Perry Street to the north (130 linear feet). The only two properties in this block that are not part of this development are 390 N. Glenwood Street (Cache Creek Motel) and 315 N. Cache Street (old restored gas station). This downtown block is bifurcated by a 20' x 500' alley that runs north/south down the middle providing a connection between Perry Street to the north and Mercill Avenue to the south. The applicant is not requesting to vacate any portion of the alley nor is the applicant proposing any building encroachments into the alley.

Moratorium Compliance

The applicant's Sketch Plan was deemed sufficient on November 14, 2024, which was during the emergency Large Building Moratorium that temporarily limited the maximum building size of *commercial* buildings to 35,000 sf – the size of 100% residential buildings was not limited under the moratorium. Although the moratorium ended on November 20, 2024, resulting in a new maximum building size of 40,000 sf to 50,000 sf for this zone and several others, the applicant was vested under the moratorium's 35,000-sf maximum building size rule.

Upon deeming the Sketch Plan sufficient, staff confirmed that the four commercial hotel buildings east of the alley along North Cache (Buildings B, C, D & E) were each less than 35,000 sf in total habitable square footage. Although Buildings B & C and Buildings C & D have shared basement parking garages (which was allowed under the moratorium), all four buildings are independent above grade and have no other internal connections aside from the underground parking garage. Because the moratorium did not apply to 100% residential buildings, the proposed Building A on the west side of the alley (78,787 sf in total habitable), which is comprised entirely of the 2:1 Bonus floor area, was not subject to the moratorium.

Staff would also like to mention that as part of the moratorium, clarifying language was added to certain sections of the Design Guidelines that didn't necessarily add new design criteria, but rather added clarifications and more detailed descriptions of certain criteria that the Design Review Committee (DRC) and staff were already applying to projects. These changes were intended to help the DRC as they review larger and more complex projects while using design criteria that have not been updated since 2004 and arguably have not kept up with all development trends. One example of a notable change is the Design Guidelines Vision Statement's reference to considering architecture in the "Intermountain West." That language has been interpreted by the DRC as architecture that is more in line with Jackson Hole character versus another mountain town such as Aspen or

Park City, and thus the language in the Vision Statement was changed to “Jackson Hole” instead of “Intermountain West” to narrow the geographical area for design reference.

Another notable change was in the Massing section, which already addressed the need to make additive and subtractive moves on buildings. This section has added language that states “Larger buildings will likely be required to make larger-scale additions and subtractions than smaller buildings in order to achieve the intent of these guidelines.” The DRC was already applying this interpretation to larger developments. Staff has provided a redline version of the newly adopted Design Guidelines as a reference.

Project Summary:

The applicant has applied for a Sketch Plan and is seeking a final conceptual DRC review for a new mixed-use hotel and condominium development within five buildings with underground parking. The project consists of two development sites separated by an alley: the “East” site along North Cache and the “West” site along North Glenwood. As proposed, the East site consists of four commercial buildings less than 35,000 sf (Buildings B, C, D & E), and the West site consists of one 100% residential building (Building A). All buildings are three stories, 42’ tall, and include one level of underground parking. As proposed, the overall development consists of 114 hotel rooms, 20 market long-term residential units (2:1 Bonus), 19 workforce-restricted units (2:1 Bonus), 182 parking spaces, a spa, fitness center, restaurant, and two rooftop decks. The development’s total gross square footage is 250,691 sf (172,590 sf above grade and 78,101 sf below grade) and approximately 185,000 sf of that total gross square footage is habitable conditioned space.

The applicant is proposing to transfer all of its base commercial floor area from the West site to the East site and then use the entire West site for 2:1 residential development. The end result is that all 81,060 sf of their allowed maximum base 0.8 Floor Area Ratio (FAR) of 85,696 sf for commercial hotel uses is located on the East site within buildings B, C, D & E. The applicant is then proposing to exceed their maximum base FAR by utilizing the 2:1 Bonus (mostly located on the West site within building A) which adds +/-88,340 sf of additional above-ground habitable floor area (including associated circulation space). This brings the total FAR to 1.6. Of the 2:1 Bonus floor area, 48,405 sf is dedicated to 20 on-site market long-term residential units, and 25,325 sf is dedicated to 19 on-site workforce-restricted units all of which are intended to be ownership condominiums. The applicant is proposing a variety of building materials at this conceptual phase that include various types of metals, wood, stone, and concrete. No samples have been provided which is common for Sketch Plan-level projects. Below is a breakdown of each level of each building by square footage and use:

- **BUILDING A: 115,235 sf gross**
 - Basement (39,407 sf), First Floor (29,578 sf), Second Floor (24,525 sf), Third Floor (21,725 sf).
 - Uses: 103 parking spaces, 19 workforce-restricted condos (2:1 Bonus), 14 market condos (2:1 Bonus), rooftop deck.
- **BUILDING B: 28,561 sf gross**
 - Basement (7,656 sf), First Floor (6,898 sf), Second Floor (7,829 sf), Third Floor (6,177 sf).
 - Uses: 20 parking spaces, 23 hotel rooms, 3 market condo (2:1 Bonus), rooftop deck.
- **BUILDING C: 26,456 sf gross**
 - Basement (7,625 sf), First Floor (5,219 sf), Second Floor (7,046 sf), Third Floor (6,566 sf).
 - Uses: 21 parking spaces, 19 hotel rooms, 3 market condos (2:1 Bonus).
- **BUILDING D: 36,676 sf gross**
 - Basement (15,866 sf), First Floor (7,820 sf), Second Floor (6,425 sf), Third Floor (6,565 sf).

- Uses: 11 parking spaces, spa, fitness area, restaurant, lobby, 19 hotel rooms, rooftop deck.
- **BUILDING E: 43,765 sf gross**
 - Basement (10,507 sf), First Floor (10,241 sf), Second Floor (12,094 sf), Third Floor (10,924 sf).
 - Uses: 27 parking spaces, 53 hotel rooms.

Regarding the site, the applicant is proposing to utilize the existing alley which connects Perry Street to Mercill Avenue, along with a new driveway off North Glenwood Street, as the three primary vehicular entry points to the development. All three entry points are proposed as two-way vehicular travel and the applicant plans to improve each entryway with sidewalks and landscaping similar to private drive. The main guest hotel lobby is located midway along the alley (where the new Glenwood Street driveway intersects the alley) and includes a large circular pick-up/drop-off entrance where valet parking service will be provided. The alley also provides vehicular access to the two underground parking garages on the East site and the single underground parking garage on the West site. The parking garages on either side of the alley are not connected in any way. Although the three vehicular entrances also serve as primary pedestrian entrances to the development, pedestrians can also access the site from North Cache via several entry points. Pedestrian improvements will be provided on all four streets, consisting of a 5'-wide attached landscape planting buffer and a 6' detached sidewalk.

Below is a contextual 3D rendering of the development along North Cache:



Below is a conceptual contextual 3D rendering of the development along North Glenwood:



Comparison to previous Sketch Plan

Although the DRC is reviewing the proposed Sketch Plan, staff provided some generic data from the previous Sketch Plan that was withdrawn to help understand the changes that were made related to building size, total square footage, lodging rooms, residential units, etc. Please see the table below which reflects the changes:

SUBJECT	PREVIOUS PROJECT (WITHDRAWN)	PROPOSED PROJECT	DELTA (Increase/Reduction)
Gross Square Footage (habitable + non-habitable)	365,980 sf	250,691 sf	-115,289 sf
Gross Habitable Floor Area (above and below grade)	290,000 sf	184,650 sf	-105,350 sf
Above-Ground Habitable Floor Area	200,641 sf	172,590 sf	-28,051 sf
Below-Grade Square Footage (habitable + garage)	165,339 sf	78,101 sf	-87,238 sf
Lodging Use	89,896 sf 171 hotel rooms	81,060 sf 114 hotel rooms	-8,836 sf -57 hotel rooms
Residential 2:1 Bonus	110,745 sf 2:1 (M): 36 on-site units 2:1 (W): 38 off-site units	88,340 sf 2:1 (M): 20 on-site units 2:1 (W): 19 on-site units	-22,405 sf -16 (M) units -19 (W) units
Stories	3 stories 2 basement levels	3 stories 1 basement level	-1 basement level
Parking	220 spaces	182 spaces	-38 spaces

LDR Compliance:

Staff has done a cursory LDR review of this conceptual level development and finds the building to generally comply with the CR-2 zone.

Vision Statement:

"The guiding vision for the Town of Jackson is to create a vibrant urban village to improve the quality of life and physical environment for both residents and visitors alike. The emphasis is on encouraging development that is economically, socially and ecologically sustainable. This concept includes a variety of land uses in the Town where citizens live and work. Future development should consider the regional vernacular of the Intermountain West while inspiring innovative design and creativity that emphasizes a positive pedestrian experience. This will become a reality when the entire community - including government, the private sector, social service groups and special interest groups - agree to positively impact the Town through cooperation, collaboration and partnership."

General Design Guideline Principles:

A. Public Space

1. Use

- Human Scale: trees, canopies, other building elements to break the perceived height of adjacent facades.
- Relationships: engage the interior of a building and relate it to the adjacent buildings' function and use.
- Details: lighting, signage benches, paving, planting, canopies, etc. should relate to overall function of the space.

2. Location

- Seasonal Adaptability: protected from full exposure to sun, snow, wind and rain where possible, oriented to take advantage of daylight.
- Transition between buildings and the adjacent streets and alleys.
- Entry: points of entry should be engaging to the pedestrian.

3. Connections

- Consider how the proposed development connects with the street and other development on the same block.
- Consider how the proposed development makes connections with the overall Town open space and pathways systems and Cache and Flat Creeks.

4. Scale & Variety

- Scale of open space should suit function of the development.
- Consider within context of increasing the variety of sizes, types and locations of open space throughout Town.

5. Screening

- Screening: whenever possible, landscaping or architectural elements are used to buffer the pedestrian from automobiles, utilities and parking lots.
- Edges: trees, architectural walls, benches, etc. are used to create edges for public space. Clearly define space without making it isolated or confined.

B. Composition

- Consider composition, proportion and rhythm of the materials, surfaces and massing of all building elevations to promote visual interest at the scale of both the automobile and the pedestrian.
- Use composition, proportion and rhythm of the materials, surfaces and massing to create a sense of entry and a sense of place.
- To the degree possible, utilize composition, proportion and rhythm to address adjacent buildings.

C. Massing

1. Mass & Height

- Human-scale, pedestrian orientation; height should not overwhelm people walking in vicinity.
- Canopies should be utilized over sidewalks or property lines to give buildings a human scale.

2. Additive & Subtractive Massing

Additive Massing increases the size of the building by linking smaller, compatible elements in a way that allows them to remain visible as separate pieces after they are put together.

Subtractive Massing reduces a large building by taking parts of it away in a logical manner.

- Sky plane techniques, balconies that partially step into the building and partially cantilever out away from the building face.
- Architectural features on the second story and above may protrude into the public ROW a maximum of five (5) feet.

3. Volume Complexity

Volume Complexity is achieved by linking a series of smaller masses, resulting in a building that can be seen as a group of related structures rather than one large element.

- Avoid large monolithic buildings.
- Projects that contain multiple lots shall pay close attention to breaking up the vertical façade into a pattern typical of single lot development.

4. Roofs

- Parapet, flat, sloping or barrel vaults.
- Use parapet and flat roofs at the edges of sites to avoid safety problems associated with snow slides.
- Roof designed so that no snow or rain is deposited onto adjacent public or private walking surfaces.

D. Street Wall

1. Connected Network of Comfortable and Inviting Pedestrian Paths

- Project should generally be built to the property lines at the sides and along the street frontage. There should be no voids in the street wall except for the circumstances described below.
- It is appropriate to open up the street wall for a portion of the frontage as necessary to create areas of public open space, identify entrances and make pedestrian connections.
- At the corner, it is appropriate to step back the street wall to create comfortable pedestrian areas.
- Vehicle entrances to underground or rear parking areas may be acceptable but should be minimized to avoid conflicts with pedestrians.

E. Materials

1. Application of Materials:

- Consider which materials and their structural application are selected for vertical supporting elements (compressive), spanning over openings (tensile), or creating building planes such as walls (infilling) will lead to appropriate materials used in believable situations.

2. Materials Selection

- Consider impacts on surrounding buildings, natural environment and culture.

Additional Comments:

N/A

Attachments:

Applicant Submittal

Redline Version of New Design Guidelines

Suggested Motion. Based on the plans presented to the Design Review Committee, I move to recommend (approval, approval w/ conditions, denial, continue) to the Planning Director for the Sketch Plan at 11 properties addressed in the Staff Report.

TOWN OF JACKSON

Design Guidelines

August, 2004

Town Design Guidelines.

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- Building Permit
- Sketch Plan
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Town Design Guidelines.

Introduction



Town of Jackson
Design Guidelines

Vision Statement

*The guiding vision for the Town of Jackson is to create a vibrant urban village to improve the quality of life and physical environment for both residents and visitors alike. The emphasis is on encouraging development that is economically, socially and ecologically sustainable. This concept includes a variety of land uses in the Town where citizens live and work. Future development should consider the ~~regional~~ **unique** vernacular of **Jackson Hole** ~~the Intermountain West~~, including our authentic historic, cultural, and placemaking features, while inspiring innovative design and creativity that emphasizes a positive pedestrian experience. This will become a reality when the entire community - including government, the private sector, social service groups and special interest groups - agree to positively impact the Town through cooperation, collaboration and partnership.*

Guidelines - Intent

The design guidelines were created to realize the Town's vision statement.

The intent of the guidelines is to direct the physical development of the Town through building design and land planning.

These guidelines will act as a tool to coordinate various public and private development proposals and measure how they will further advance the Town's vision.

The focus of these guidelines will be on the relationships between private and public spaces, composition, massing, street walls and building materials.

Town Design Guidelines.

Introduction



**Town of Jackson
Design Guidelines**

Scope

The purpose of the following guidelines is not to attempt to solve the continuous debate over architectural style, but instead is an attempt to qualify fundamental design principles essential to creating a vibrant Town. The consensus of the public workshops and sentiment of the design group preparing these guidelines is that individual architectural style and approach should not be prescribed, but rather encouraged within the fundamental principles described in the following design guidelines.

The proposed design guidelines are presented as an aid to property owners, business leaders and designers who wish to make improvements to property in the Town. The design guidelines found here offer fundamental guidance that will help enhance the quality and strengthen the visual continuity in the Town. Their purpose is to stimulate creative design solutions for individual properties while promoting a sense of cohesiveness among the entire Town.

Town Design Guidelines.

Introduction

Applicability



All development applications utilizing Division 4500. Nonresidential Standards of the Town's Land Development Regulations shall be required to comply with the following guidelines.

A Design Review Committee has been established to evaluate development applications and to advise and provide technical assistance to the Planning Director, Planning and Zoning Commission/Board of Adjustment and Town Council regarding compliance with these design guidelines. Procedures and requirements for establishment and conduct of the Committee have been set forth in Section 5070. Design Review Committee of the Town's Land Development Regulations.

Town Design Guidelines.

A. Public Space



**Town of Jackson
Design Guidelines**

Introduction

Public Space is a critical component in the future growth and development of the Town of Jackson. As the Town becomes a more densely built environment, there is a greater need for a symbiotic relationship between buildings and open space.

Public space should be usable and diverse in size and function, ranging from covered boardwalks to pocket parks. Development of these spaces should strive to enhance the experience of existing natural resources and complete a network of clear circulation links throughout town.

Effective public space will create a more diverse and enjoyable pedestrian experience throughout the Town, ultimately benefiting both residents and visitors.

Guidelines

1. Use

Public space shall be usable. Public space should be considered as a vital component of every development. It is important to treat the un-built portion of a site as designed, functioning space. Consider all appropriate uses for public space as it relates to:

A. Human scale - develop public space that is desirable and comfortable to inhabit. Use trees, canopies or other building elements to break the perceived height of adjacent façades to create a more human scale.

B. Relationships - public space should engage the interior of a building and relate to the adjacent building's function and use.

C. Detail - details of lighting, signage, benches, paving, planting, canopies, etc. should relate to the overall function of the space.

Town Design Guidelines.

A. Public Space



**Town of Jackson
Design Guidelines**

Guidelines

2. Location

Locating public space appropriately on site ensures that the space is comfortable and therefore functional. When locating public space consider:

A. Seasonal adaptability - public space should be protected from full exposure to the sun, snow, wind and rain where possible. Orient public spaces to take advantage of daylight.

B. Transition - create habitable spaces that provide a transition between buildings and the adjacent streets and alleys.

C. Entry - Points of entry into a building should be clear and engaging to the pedestrian.

Guidelines

3. Connections

Throughout the Town, public space shall act as a connector for the pedestrian experience whenever possible.

A. Consider how the proposed development connects with both the street and other development on the same block.

B. Consider how the proposed development makes connections with the overall Town open space, and pathways systems, **significant topographical features**, and Cache and Flat Creeks.

Town Design Guidelines.

A. Public Space

Guidelines

Criteria



4. Scale & Variety

The proposed development should provide public space that is suitable to the scale and function of the development. The open space portion of the proposed development should be considered in the context of increasing the variety of sizes, types and locations of open space throughout the Town.

5. Screening

Screening - Whenever possible, use landscaping or architectural elements to buffer the pedestrian from automobiles, utilities, and parking lots.

Edges - Use trees, architectural walls, benches, etc. to create edges for public space. Clearly define the space without making it isolated or confined.

·The project has demonstrated that the proposed public space is usable and desirable to inhabit.

·The project's developed public space will be engaging and in scale with the pedestrian.

·The design of the proposed public space(s) has integrated the following:

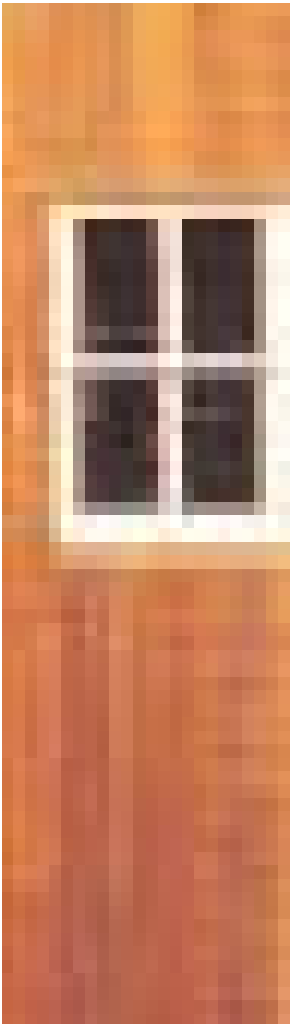
- Orientation/day-lighting.
- Screening the users from parking, utilities, and garbage facilities.

Town Design Guidelines.

B. Composition

Introduction

Guidelines



Town of Jackson
Design Guidelines

This guideline addresses the elemental design tools of composition, proportion, and rhythm. These are important tools for achieving a balance between unity and complexity in design.

Composition is defined as the organization of parts of a project to achieve a unified whole.

Proportion is the relation of one part to another or to the whole.

Rhythm is a vocabulary of regular and repetitive elements or the relative variation of such elements.

These tools may be used to overcome the limitations of architectural style to achieve buildings that are timeless visual assets to the downtown. Each tool can be applied to the materials, surfaces and massing of a building to provoke visual interest, indicate the building's use and create an appropriate human scale. Using these tools, the balance achieved in the design should connect the proposed development to its context.

1. Consider composition, proportion and rhythm of the materials, surfaces and massing of all building elevations to promote visual interest at the scale of both the automobile and the pedestrian.

2. Use composition, proportion and rhythm of the materials, surfaces and massing to create a sense of entry and a sense of place.

3. To the degree possible, utilize composition, proportion and rhythm to address adjacent buildings. When multiple adjacent buildings are proposed in a project, the composition, proportion, and rhythm of all buildings shall be diversified and not overly repetitive, but done so in a complementary manner.

Criteria

The project has successfully applied the design elements of composition, proportion and rhythm in the proposed materials, surfaces and massing.

Town Design Guidelines.

C. Massing

Introduction

A building's mass is defined by its component parts, including the size of its footprint and number of stories. Building mass is also determined by building form, roof shape, and orientation.

A building's form can be a simple rectangular box or a more complex combination of volumes.

Massing refers to the size of buildings and how they meet the street. Consequently, massing affects the experience of pedestrians. The way in which a particular building 'meets the street' can produce an exciting and vital experience for the person on the street: it is not overbearing, rather it is engaging and stimulating. To ensure this experience, building massing should address the relationship between the size of the proposed building and the scale of the pedestrian.

Appropriate massing will also create a gentle transition between adjacent zoning areas with no abrupt changes in height or mass of adjacent structures.

The Town of Jackson has a 'sawtooth' profile of building heights that is a product of the historic building pattern, especially along the Town Square. The gaps that exist in the historic sawtooth profile provide opportunities to insert new buildings which are compatible in both scale and material, yet are distinguishable from the historic vernacular. Reaching a balance between old and new is the goal of the Design Guidelines, requiring the retention of the sawtooth profile while encouraging compatible new buildings which respect Jackson's urban fabric.

Town Design Guidelines.

C. Massing

Guidelines

1. Mass & Height:

The architectural form of development should have a human-scale, pedestrian orientation; the height of buildings should not overwhelm people walking in the vicinity of the buildings, therefore;

A. Canopies should be utilized over sidewalks or property lines to give buildings a human scale. (This should work in concert with guideline 2, **Additive & Subtractive Massing.**)

Town Design Guidelines.

C. Massing

Guidelines

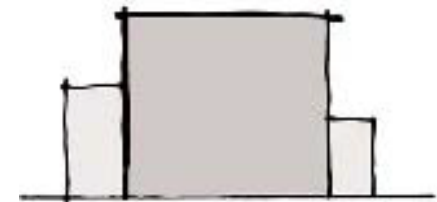
Guidelines

2. Additive and Subtractive Massing:

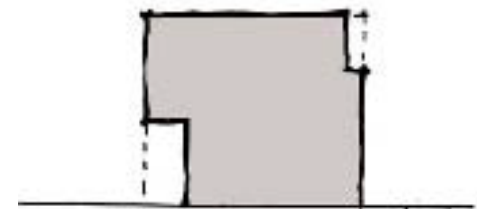
Both additive and subtractive massing approaches are encouraged to reduce the visual impact of large building masses. The additive massing approach increases the size of the building by linking smaller, compatible elements in a way that allows them to remain visible as separate pieces after they are put together. A simple building with additions is an example. The subtractive massing approach is to take a building as a large mass, and then reduce it by taking parts of it away, in a logical manner. This approach is especially useful when buildings are built on the property line. Larger buildings will likely be required to make larger-scale additions and subtractions than smaller buildings in order to achieve the intent of these guidelines.

A. Utilize both additive and subtractive massing, including sky plane techniques to reduce the visual impact of building masses. Balconies that partially step into the building and partially cantilever out away from the building face achieve this.

B. Architectural features on the second story and above may protrude into the public right-of-way a maximum of five (5) feet.



additive



subtractive

Town Design Guidelines.

C. Massing

Guidelines

3. Volume complexity

*Large building masses should be achieved by linking a series of smaller masses. The result should be a building which can be seen as a group of related structures, rather than one large element. In the case of a project which covers multiple adjacent lots **or proposes multiple buildings on the same development site**, density can be achieved in a positive way if the buildings themselves are designed with **significant variation in a certain amount of** volume complexity, to avoid a large, monolithic **and monotonous** structure **or monolithic design across multiple structures**.*

A. Avoid large monolithic **and monotonous** buildings. Translate the building program into **multiple, separate buildings (attached or detached) or** a building complex, whose exterior reflects the interior uses and functions. **For large buildings**~~At higher densities~~, a single building can be treated as a building complex **with multiple different but related façade treatments** if its important parts (e.g. entries, windows, roof lines, etc.) and uses are authentically reflected in the external design variations. ~~picked out and made identifiable while still part of one three-dimensional fabric.~~

B. Projects that contain multiple lots **or a large development site** shall pay close attention to breaking up the vertical facade into a pattern typical of single **or double** lot development, **unless the applicant can demonstrate that a unified façade design fits better with the context of the block or neighborhood and achieves superior design.**

Guidelines

4. Roofs

Jackson will be comprised of linked building elements of one, two, and three stories. The roof types will either be parapet, flat, sloping or barrel vault roofs. Flat and parapet roofs are particularly appropriate at the edges of the site because they avoid some of the serious engineering and safety problems associated with snow sliding onto the public right-of-way.

A. A project should ensure that roofs are designed so that no snow or rain is deposited onto adjacent public or private walking surfaces.

Criteria

The mass, height, volume complexity and arrangement of building components of the proposed development enhances the streetscape within the context of the Town, while creating a comfortable experience for the pedestrian and mitigating adverse effects on the adjoining properties.

Town Design Guidelines.

D. Street Wall

Introduction

Street walls result when buildings are constructed to or near the front and side property lines of a site. This pattern of development - typical of the properties surrounding the Town Square - creates a strong edge that defines the sidewalk and street. Avoiding breaks (e.g. parking lots and low-intensity development) will further enhance the character and strengthen the identity of the Town.

The goal of street walls in the ~~Town district~~ **downtown area** is to continue the connected network of comfortable and inviting pedestrian paths that form the transition between the street and adjacent buildings.

Guidelines

- 1. The project should generally be built to the property lines at the sides and along the street frontage.*
- 2. There should be no voids in the street wall except for the circumstances described in these guidelines, below.*
- 3. It is appropriate to open up the street wall for a portion of the frontage ~~as necessary~~ to create areas of **semi-public open space, landscape and pedestrian amenities**, identify entrances and make pedestrian connections.*
- 4. At the corner, it is appropriate to step back the street wall to create comfortable pedestrian areas.*
- 5. Vehicle entrances to underground or rear parking areas may be acceptable but should be minimized to avoid conflicts with pedestrians.*

Town Design Guidelines.

D. Street Wall

Criteria

The project clearly defines the public space adjacent to the sidewalk and/or street.

The scale of the street wall appropriately addresses the pedestrian.

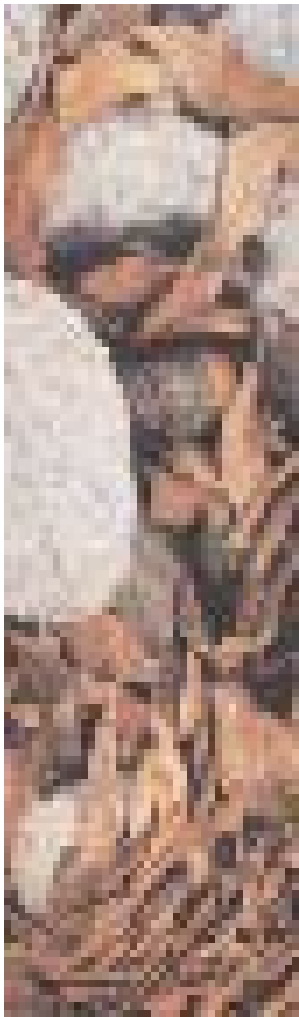
The proposed development minimizes voids in the street wall, and where voids exist, they serve to create a better pedestrian realm.



Town Design Guidelines.

E. Materials

Introduction



**Town of Jackson
Design Guidelines**

The Jackson building tradition may be said to be one of opportunity. Historically, material choices have been made based on the availability of materials. This has created a rich tradition of using building materials that reflect the region in which we live. New construction should seek a fit within this regional context.

Exterior materials function as the outer layer of the building envelope and may also serve a structural function. Issues such as weather protection, durability, and maintenance affect the functional aspect of visible exterior materials. These, in turn, affect the long-term performance of the building and its impact on the environment.

The objective of the Design Guidelines for materials is to allow flexibility in the choice and applications of exterior materials. Project approval will be based on how the proposal integrates with the surrounding local context. Innovation, creative design and new technologies can improve and enhance the immediate surroundings, while expanding the varied and authentic palette of building materials used in the Town of Jackson.

A creative and rigorous approach to the selection and application of building materials will generate a more vibrant appearance to the Town and an inviting environment for pedestrians. This benefits Jackson's building tradition and will strengthen the strong sense of place found in our downtown core and throughout the Town.

To achieve this, the guidelines intend to address the following:

Material selection should take into account the historical vernacular of the Town and surrounding area as well as the unique natural context of the valley.

Material application should take into account multiple views of the building.

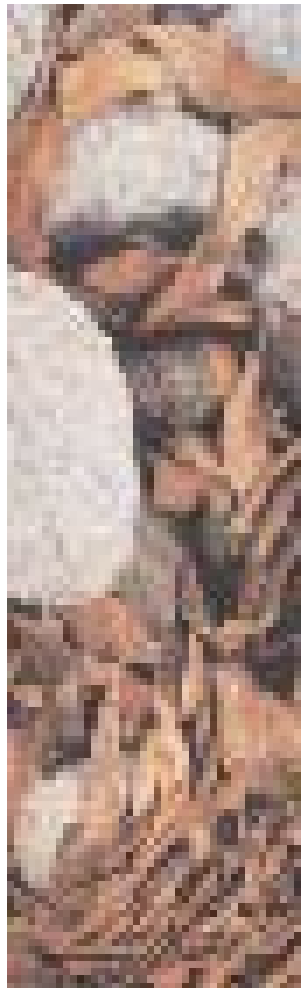
Transparency, visual interest, and scale should be considered at the pedestrian/street level.

Durability and maintenance should be a consideration in material selection.

Town Design Guidelines.

E. Materials

Guidelines



Town of Jackson
Design Guidelines

1. Application of Materials

These guidelines strongly encourage applicants to consider the inherent nature of materials and their appropriate application.

A. Application of materials is at least as important as the materials themselves. Lack of attention to how materials are used can lead to concerns, including, but not limited to, how a material or a surface begins and ends (termination), how a switch from one material to another occurs (transition), and viewing the building as a whole or from many angles (continuity).

Paying attention to which materials and their structural application are selected for vertical supporting elements (compressive), spanning over openings (tensile), or creating building planes such as walls (infilling) will lead to appropriate materials used in believable situations. **Projects with material application that do not closely adhere to the above guidelines may not be approved without revisions.**

Guidelines

2. Materials Selection

Applicants must consider the regional, local, and immediate context (including existing buildings) the natural environment, and the local culture when selecting exterior materials and components.

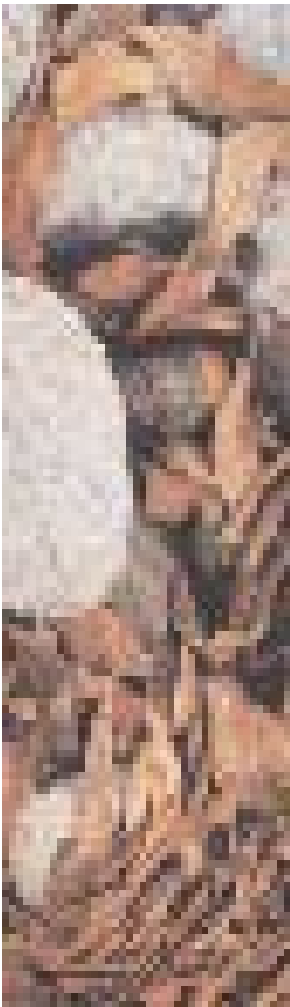
These guidelines strongly encourage designers to consider how the materials selected for a building will relate to the immediate surroundings.

To support the continued development of unique architecture, these guidelines do not specifically restrict the use of any materials **but they may restrict where certain materials may be used. For example, street-facing facades that are highly visible and accessible to the public shall not use materials that are of poor quality or an inauthentic facsimile of another material.** Review of proposed materials will consider the positive and negative impacts on the surrounding buildings, natural environment and culture. Proposed materials will be evaluated on this basis.

Town Design Guidelines.

E. Materials

Criteria



The proposed materials are appropriate based on the surrounding context, both built and natural. The proposed materials will be durable and maintainable over time.

The material application of the proposed project has successfully addressed the following:

- Multiple views of the structure.
- How structural materials are represented.
- How major building walls and planes are treated.

Town Design Guidelines.

Submission Requirements

Submission Requirements

Applications shall contain the information described below for the review of the project to determine compliance with the Town's Design Guidelines, unless a waiver of said requirements (or portions thereof) is granted by the Planning Director for good cause shown. The Planning Director shall ensure that only pertinent information is required from the applicant, commensurate with the magnitude of the project.

Building Permit - Design Review

All applications shall include the following information to be reviewed by the Design Review Committee prior to submission of a building permit:

- 1. Drawings of all building elevations accurately showing the colors of the proposed structure, including adjacent context, and initial material types. Minimum 1/4 scale.*
- 2. Material samples or reasonable, clear photographs or representations of all final material selections.*

3. A concept statement that clearly describes the intended use(s) and architectural theme of the overall project and a detailed description of how each design guideline has been addressed by the proposed project.

4. A figure/ground diagram at an appropriate scale that illustrates all structures within a 1 block radius of the proposed project.

5. A transverse street cross-section that extends a half block in each direction of the project. The submission must include the entire block the project is situated on. For sections, line drawings or mass void sections are appropriate; please include scale figures and vehicles on all drawings. Minimum 1/8 scale.

6. A longitudinal street elevation that extends half a block in each direction of the project. The submission must include the entire block the project is situated on. For elevations, line drawings are appropriate; please include scale figures and vehicles on all drawings. Minimum 1/8 scale.

7. A site plan clearly indicating the location, detail (lighting, benches, signage), and size of public space(s).

Town Design Guidelines.

Submission Requirements

8. A character sketch in elevation, axonometric, or perspective drawing, conveying the intended character of the major public space from a pedestrian perspective.

Sketch Plan - Design Review

All applications shall include the following for review by the Design Review committee as part of all Sketch Plan applications:

1. Drawings of all building elevations, including adjacent context, and initial material types. Minimum 1/4 scale.

2. A concept statement that clearly describes the intended use(s) and architectural theme of the overall project and a detailed description of how each design guideline has been addressed by the proposed project.

3. A figure/ground diagram at an appropriate scale that illustrates all structures within a 1-block radius of the proposed project.

4. A transverse street cross-section that extends a half block in each direction of the project. The submission must include the entire block the project is situated on. For sections, line drawings or mass void sections are appropriate; please include scale figures and vehicles on all drawings. Minimum 1/8 scale.

5. A longitudinal street elevation that extends half a block in each direction of the project. The submission must include the entire block the project is situated on. For elevations, line drawings are appropriate; please include scale figures and vehicles on all drawings. Minimum 1/8 scale.

6. A site plan clearly indicating the location, detail (lighting, benches, signage), and size of public space(s).

7. A character sketch in elevation, axonometric, or perspective drawing, conveying the intended character of the major public space from a pedestrian perspective.

Town Design Guidelines.

Submission Requirements

Final Development Plan - Design Review

All applications shall include the following for review by the Design Review committee as part of all Final Development Plan applications:

1. Drawings of all building elevations, including adjacent context, and initial material types.

Minimum 1/4 scale.

2. A concept statement that clearly describes the intended use(s) and architectural theme of the overall project and a detailed description of how each design guideline has been addressed by the proposed project.

3. A figure/ground diagram at an appropriate scale that illustrates all structures within a 1 block radius of the proposed project.

4. A transverse street cross-section that extends a half block in each direction of the project. The submission must include the entire block the project is situated on. For sections, line drawings or mass void sections are appropriate; please include scale figures and vehicles on all drawings. Minimum 1/8 scale.

5. A longitudinal street elevation that extends half a block in each direction of the project. The submission must include the entire block the project is situated on. For elevations, line drawings are appropriate; please include scale figures and vehicles on all drawings. Minimum 1/8 scale.

6. A site plan clearly indicating the location, detail (lighting, benches, signage), and size of public space(s) 7. A character sketch in elevation, axonometric, or perspective drawing, conveying the intended character of the major public space from a pedestrian perspective.

8. A three-dimensional massing study using either a massing model (a scale of 1" = 20' is appropriate) or drawings showing three-dimensional perspectives and/or sections and elevations. The study shall show the proposed development in the context of neighboring buildings and/or potential development allowed by the underlying zoning district. At a minimum, the study should show the immediately adjacent buildings preferably the entire block.

Town Design Guidelines.

Design Review Criteria

Design Review Criteria

Recommendations for Design Review or Final Development Plan shall be dependent upon criteria that the proposed project complies with the Town's Design Guidelines established as part of these Land Development Regulations. The Staff, Design Review Committee, Planning and Zoning Commission and Town Council may also attach any conditions deemed appropriate, to ensure compliance with the following criteria:

Public Space

The project has demonstrated that the proposed public space is usable and desirable to inhabit.

The project's developed public space will be engaging and in scale with the pedestrian.

The design of the proposed public space(s) has integrated the following:

- Orientation/day-lighting.
- Screening the users from parking, utilities, and garbage facilities.

Composition

The project has successfully applied the design elements of composition, proportion and rhythm in the proposed materials, surfaces and massing.

Massing

The mass, height, volume complexity and arrangement of building components of the proposed development enhances the streetscape within the context of the Town, while creating a comfortable experience for the pedestrian and mitigating adverse effects on the adjoining properties.

Street Walls

The project clearly defines the public space adjacent to the sidewalk and/or street.

The scale of the street wall appropriately addresses the pedestrian.

The proposed development minimizes voids in the street wall, and where voids exist they serve to create a better pedestrian realm.

Town Design Guidelines.

Design Review Criteria

Materials

The proposed materials are appropriate based on the surrounding context, both built and natural. The proposed materials will be durable and maintainable over time.

The material application of the proposed project has successfully addressed the following:

- Multiple views of the structure.
- How structural materials are represented
- How major building walls and planes are treated.



PLANNING PERMIT APPLICATION
Planning & Building Department

150 E Pearl Ave. | ph: (307) 733-0440
P.O. Box 1687 | www.townofjackson.com
Jackson, WY 83001

For Office Use Only

Fees Paid _____ Date & Time Received _____
Application #s _____

Please note: Applications received after 3 PM will be processed the next business day.

PROJECT.

Name/Description: North Cache Hotel/Multi-Use Development
Physical Address: 350 N Cache
Lot, Subdivision: _____ PIDN: _____

PROPERTY OWNER.

Name: Mogul Hospitality Partners - Jackson, LLC Phone: 435-709-1004
Mailing Address: PO Box 998, Midway, UT ZIP: 84049
E-mail: bradw@mogulcapital.com

APPLICANT/AGENT.

Name: Mogul Hospitality Partners - Jackson, LLC Phone: 435-709-1004
Mailing Address: PO Box 998, Midway, UT ZIP: 84049
E-mail: bradw@mogulcapital.com

DESIGNATED PRIMARY CONTACT.

☒ Property Owner ☐ Applicant/Agent

TYPE OF APPLICATION. Please check all that apply; review the type of application at www.townofjackson/200/Planning

Use Permit

☐ Basic Use
☐ Conditional Use
☐ Special Use

Relief from the LDRs

☐ Administrative Adjustment
☐ Variance
☐ Beneficial Use Determination
☐ Appeal of an Admin. Decision

Physical Development

☐ Sketch Plan
☐ Development Plan
☒ Design Review

Subdivision/Development Option

☐ Subdivision Plat
☐ Boundary Adjustment (replat)
☐ Boundary Adjustment (no plat)
☐ Development Option Plan

Interpretations

☐ Formal Interpretation
☐ Zoning Compliance Verification

Amendments to the LDRs

☐ LDR Text Amendment
☐ Map Amendment

Miscellaneous

☐ Other: _____
☐ Environmental Analysis

PRE-SUBMITTAL STEPS. To see if pre-submittal steps apply to you, go to www.townofjackson.com/200/Planning and select the relevant application type for requirements. Please submit all required pre-submittal steps with application.

Pre-application Conference #: P24-146 Environmental Analysis #: NAP
Original Permit #: _____ Date of Neighborhood Meeting: 10/30/24

SUBMITTAL REQUIREMENTS. Please ensure all submittal requirements are included. The Planning Department will not hold or process incomplete applications. Partial or incomplete applications will be returned to the applicant. Go to www.townofjackson.com/200/Planning and select the relevant application type for submittal requirements.

Have you attached the following?

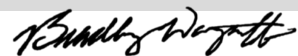
X **Application Fee.** Fees are cumulative. Go to www.townofjackson.com/200/Planning and select the relevant application type for the fees.

_____ **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at <http://www.townofjackson.com/DocumentCenter/View/845/LetterOfAuthorization-PDF>.

X **Response to Submittal Requirements.** The submittal requirements can be found on the TOJ website for the specific application. If a pre-application conference is required, the submittal requirements will be provided to applicant at the conference. The submittal requirements are at www.townofjackson.com/200/Planning under the relevant application type.

Note: Information provided by the applicant or other review agencies during the planning process may identify other requirements that were not evident at the time of application submittal or a Pre-Application Conference, if held. Staff may request additional materials during review as needed to determine compliance with the LDRs.

Under penalty of perjury, I hereby certify that I have read this application and associated checklists and state that, to the best of my knowledge, all information submitted in this request is true and correct. I agree to comply with all county and state laws relating to the subject matter of this application, and hereby authorize representatives of Teton County to enter upon the above-mentioned property during normal business hours, after making a reasonable effort to contact the owner/applicant prior to entering.



Signature of Property Owner or Authorized Applicant/Agent

Brad Wagstaff

Name Printed

12/19/24

Date

CEO

Title

Submittal Checklist for Design Review Committee (DRC)

Applicants for the DRC must fill out the below checklist and submit it with their DRC application. Applications without a completed checklist will not be accepted by the Town. A completed checklist means that all the required items are provided in the application or that a valid explanation is provided for any item that is not provided.

All DRC submittals must include the following required items:

(please check to indicate that each item has been addressed)

- | | | | |
|-------------------------------------|----------------------|--------------------------|--|
| ☒ | New Submittal | ☐ | Resubmittal (provide list of all changes & previous elevations) |
|-------------------------------------|----------------------|--------------------------|--|
- ☒ **Application:** Signed application and notarized Letter of Authorization.
 - ☒ **Narrative:** A clear narrative summarizing the proposed project and intended architectural goals, including how the project meets the Vision Statement and each applicable design guideline (Public Spaces, Composition, Massing, and Materials).
 - ☒ **Elevations:** Elevations and dimensions of all proposed building facades, including colored renderings. Renderings from 3-dimensional computer models shall be provided if available.
 - ☒ **Zoning Compliance:** Demonstration of compliance with zoning dimensional requirements, such as height, setbacks, FAR, LSR, etc. A summary table should be provided in addition to showing all dimensions of all relevant features in submitted plans.
 - ☒ **Site Plan:** A site plan that shows proposed structures in the full context of the affected property. The site plan shall show the location and dimensions of all pedestrian connections, bike racks, benches, and similar public amenities.
 - ☐ **Landscape Plan:** Must show all proposed landscape areas and the size and type of all proposed vegetation. **Planning has advised this is not required at this stage**
 - ☒ **Adjacent Context/Public Realm:** Drawings that depict the scale or massing of adjacent buildings on the same block face and/or across the street (transverse and longitudinal street elevations). In addition, the application shall clearly state how the project relates to adjacent sidewalks and streetscape.
 - ☒ **Materials:** A graphic depiction/materials palette of all major proposed exterior materials. The applicant shall also bring physical samples of materials to the Planner one week prior to the DRC meeting.
 - ☐ **OPTIONAL: Conceptual Approval:** Applicant may apply for conceptual review by the DRC where feedback is provided but no final approval is sought or provided. In such cases, applicant should provide as much detail as possible on project.
 - ☐ **OPTIONAL: Massing Model:** For larger buildings, a 3-dimensional massing model (scale of 1" = 20' is generally appropriate) that depicts the proposed development in the context of neighboring buildings may be required. Please inquire to staff.



December 30, 2024

Paul Anthony
Planning Director, Jackson Planning Department
P.O. Box 1687
Jackson, WY 83001

RE: Design Review Committee: N Cache Lodging and Residential Development

Dear Paul,

Please accept this Design Review Committee submittal for 375 – 325 North Cache Street, 45 & 65 Merrell Avenue and 330 – 370 North Glenwood Street (the “Project”). The Project was recently submitted for Sketch Plan review through the Town, and the Planning Department has advised that a Design Review Committee review shall be completed prior to continuing the Sketch Plan process.

The Project is planned to primarily include a mix of hotel, market rate residential, and workforce housing. Amenities are also planned to benefit the hotel guests, residents, tourists, and residents of the Town of Jackson. The shared amenities include a bar, restaurant, and spa space. The condominiums and hotel will also benefit from fitness spaces, pools, and hot tubs. As currently programmed, the Project includes 114 hotel rooms, 20 units of market rate residential units, and 19 workforce housing units. The Project will include subterranean parking structures and provide adequate parking for the Project.

The Project proposal includes five individual buildings, all of which abide by the land development regulations under which the Project was submitted. The Project is programmed around a central drop off and loading zone for the respective individual buildings, which is accessed primarily off Glenwood Street. Prior access was programmed off North Cache, which has subsequently been removed based off feedback from the Wyoming Department of Transportation and community sentiment against that access.

Mogul Capital recognizes that this is an iterative process and is excited about the opportunity to present the updated plan set to the Town of Jackson. In response to feedback received from the Town of Jackson and community members, Mogul Capital made dramatic adjustments to the plan set from our prior submittals. A few noteworthy adjustments to the Project plans include the following:

- Building Size:

- Mogul Capital listened to the community and Town feedback through the Development Moratorium and has reduced the size of all commercial buildings to below the 35,000 sf cap on habitable space. This has resulted in a five building Project that provides significant breaks in the massing, and commercial buildings that are below the adjusted building size cap of 50,000 sf that has been implemented into the current Land Development Regulations. In addition, Mogul Capital and its architectural team have ensured that each building has its own unique architectural features, roof planes and design to ensure additional diversity amongst the buildings. The architectural features include additional push and pull and provide substantial breaks in the massing of each building as set forth in the Town's Design Guidelines.
- Basement and Garage Depth:
 - Mogul Capital removed an entire basement level across the whole Project, which has dramatically reduced the total square footage of the Project. Most notably, the updated plans require significantly less excavation and will be positioned much shallower in depth. This provides a substantial adjustment in response to the Town's feedback on the ground water and environmental concerns.
- Project Access:
 - Mogul Capital removed the right-in, right-out access that was previously located off North Cache, and instead has located access off Glenwood Street. While access off North Cache was previously approved through the Wyoming Department of Transportation, the new pre-application process raised WYDOT concerns surrounding the access. In addition, this provides a beneficial modification to the concerns about pedestrian experience while walking down North Cache. Additional access to the Project will also occur through the alley which bifurcates the block.
- 2:1 Housing Bonus:
 - The Project now houses all the 2:1 bonus workforce housing density on-site, as compared to the previously contemplated off-site location at The Loop Apartments. While the Land Development Regulations do not currently prevent the 2:1 workforce housing bonus density from being placed off-site. As such, the Project is programmed with 19 units of workforce housing and no off-site workforce housing is proposed.

While the adjustments listed above are just a few of the changes made to the proposed Project, the changes demonstrate Mogul Capital's willingness to continue working with the Town and community on the Project. Mogul Capital seeks to make this project a gateway project that will benefit both residents and tourists alike by providing elegant residential housing and lodging as well as acting as a draw due to retail and restaurant space. This Project is conveniently located at the north end of town, providing quick access into Yellowstone and the Grand Teton National Park, while also being a short walk to Town Square. By developing this project, we will improve a block with vacant parcels, aged buildings and infrastructure by building a well-designed lodging and housing project.

To coincide with the DRC vision statement, the Project is designed to fit the regional vernacular with a modern, mountain rustic design, that also utilizes creativity to provide an innovative design. The site currently includes several vacant parcels that provide no benefit or improvement to the Town. The proposed Project will create a pedestrian friendly urban village, while the several buildings will reduce massing and the scale of the development. The proposed Project will greatly improve the north end of Town to both residents and visitors. The Applicant reviewed several existing buildings located in the Town of Jackson and Teton Village to generate the updated plan set. A few notable buildings within the study set include the following: Visitor Center – Grand Teton, Cloudveil Hotel, Center for the Arts, Hotel Jackson, Gravity Haus, the Four Seasons, and Teton County Children’s Learning Center.

The Project is anticipated to substantially benefit the pedestrian experience, including alleyway improvements and activation. The Project includes several pedestrian access points to the Project from North Cache, both ends of the alleyway on Mercill and Perry, and access from Glenwood. The existing pedestrian experience along North Cache and Glenwood includes sidewalks that border vacant, aged parcels with no landscaping. The Project will feature substantial landscaping around the Project, providing additional breaks between the building and sidewalks. The Project does not propose any curb cuts or vehicular access points from North Cache. The site currently borders four existing curb cuts along North Cache, which would not be utilized, further enhancing pedestrian access and activating the north end of Town to pede. Access to the subterranean parking garages will be from the alleyway further preventing interruptions to the pedestrian experience. The Project will also provide substantial bicycle parking to encourage alternative means of transportation through Town.

With respect to public spaces, the Property is programmed to include a restaurant and bar space that will be available to both guests/residents of the Property, and the public, similar to the Bistro at the Cloudveil Hotel. The restaurant and bar will be located in the main arrival building, which can be accessed via several pedestrian walkways adjacent to North Cache, the alleyway, or via Glenwood through the alleyway. In addition, the alleyway will remain available to public access. The Project would greatly enhance the alleyway through improvements which will benefit both the vehicular and pedestrian experience.

With respect to the Project’s composition, the Property is designed with several buildings that abide by the land development regulations under which the Project was submitted. By breaking the Project into several buildings, the Project’s massing is greatly reduced, and each building is composed with its own architectural features and feel, with each matching the regional vernacular. The number of buildings and breaks greatly reduce the street wall for the Project. Each building includes unique combinations of volumes that provide additive and subtractive massing breaks for every building. As mentioned in the Design Guidelines, the Project will meet the Town’s ‘sawtooth’ profile that provides variety in building designs, shapes, and profiles.

With respect to the materials proposed on the Project, the Project has been elegantly designed utilizing materials that provide a modern but rustic mountain feel, to coincide with the architectural feel of the Town of Jackson. Each building is programmed with several unique materials, while sharing some commonality between the remaining buildings in the Project. The

materials are programmed to provide a rustic yet modern and inspiring tone. While a substantial variety of materials are proposed, notable materials include: wood siding, reclaimed wood, dark bronze, stone veneer, stone pavers, boardform concrete, glass railings, bronze-brass-copper metal siding, metal roofs, green roof, and CVG wood soffit. The selected materials were inspired by the study set of comparable buildings, which were aforementioned in this narrative, and the regional vernacular.

Mogul Capital looks forward to continuing to progress this Project through the Sketch Plan and Design Review Committee process. In addition, Mogul is looking forward to hearing the Design Review Committee's feedback on the design and materials for the Project.

Sincerely,

Brad Wagstaff
Chief Executive Officer

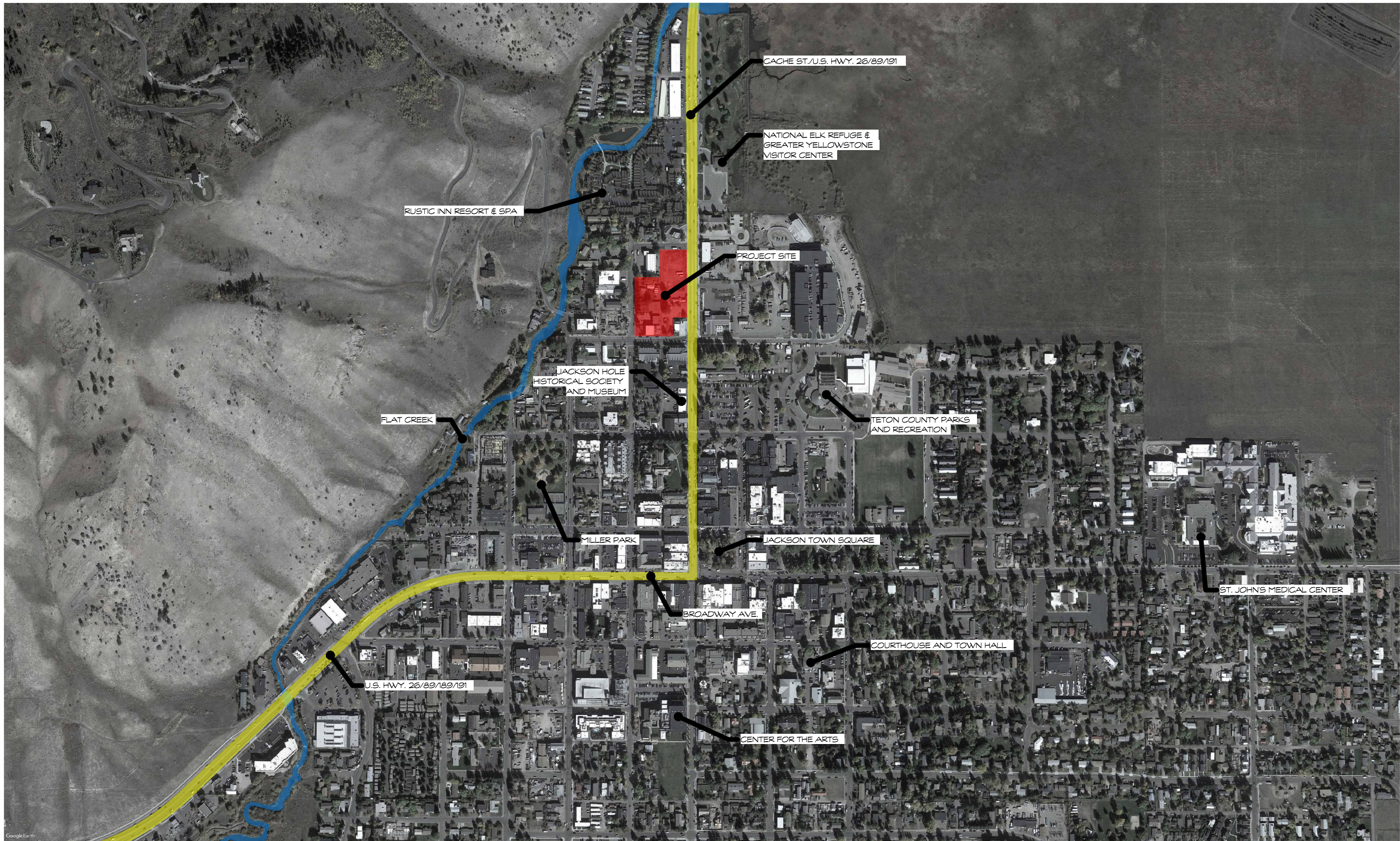


Sheet List

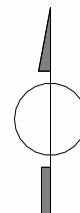
- 1 TITLE
- 2 SITE CONTEXT
- 3 TRAFFIC ANALYSIS
- 4 PROGRAM DATA
- 5 PARKING ANALYSIS
- 6 SITE PLAN
- 7 BASEMENT LEVEL FLOOR PLAN
- 8 FIRST LEVEL FLOOR PLAN
- 9 SECOND LEVEL FLOOR PLAN
- 10 THIRD LEVEL FLOOR PLAN
- 11 ROOF PLAN
- 12 HEIGHT CALCULATION PLAN
- 13 SITE SECTIONS
- 14 ELEVATION
- 15 ELEVATION
- 16 ELEVATION
- 17 ELEVATION
- 18 CONTEXT ELEVATIONS
- 19 CONTEXT ELEVATIONS
- 20 CONTEXT RENDERINGS
- 21 CONTEXT RENDERINGS
- 22 MATERIAL BOARD A
- 23 MATERIAL BOARD B
- 24 MATERIAL BOARD C
- 25 MATERIAL BOARD D
- 26 MATERIAL BOARD E
- 27 RENDERINGS
- 28 RENDERINGS
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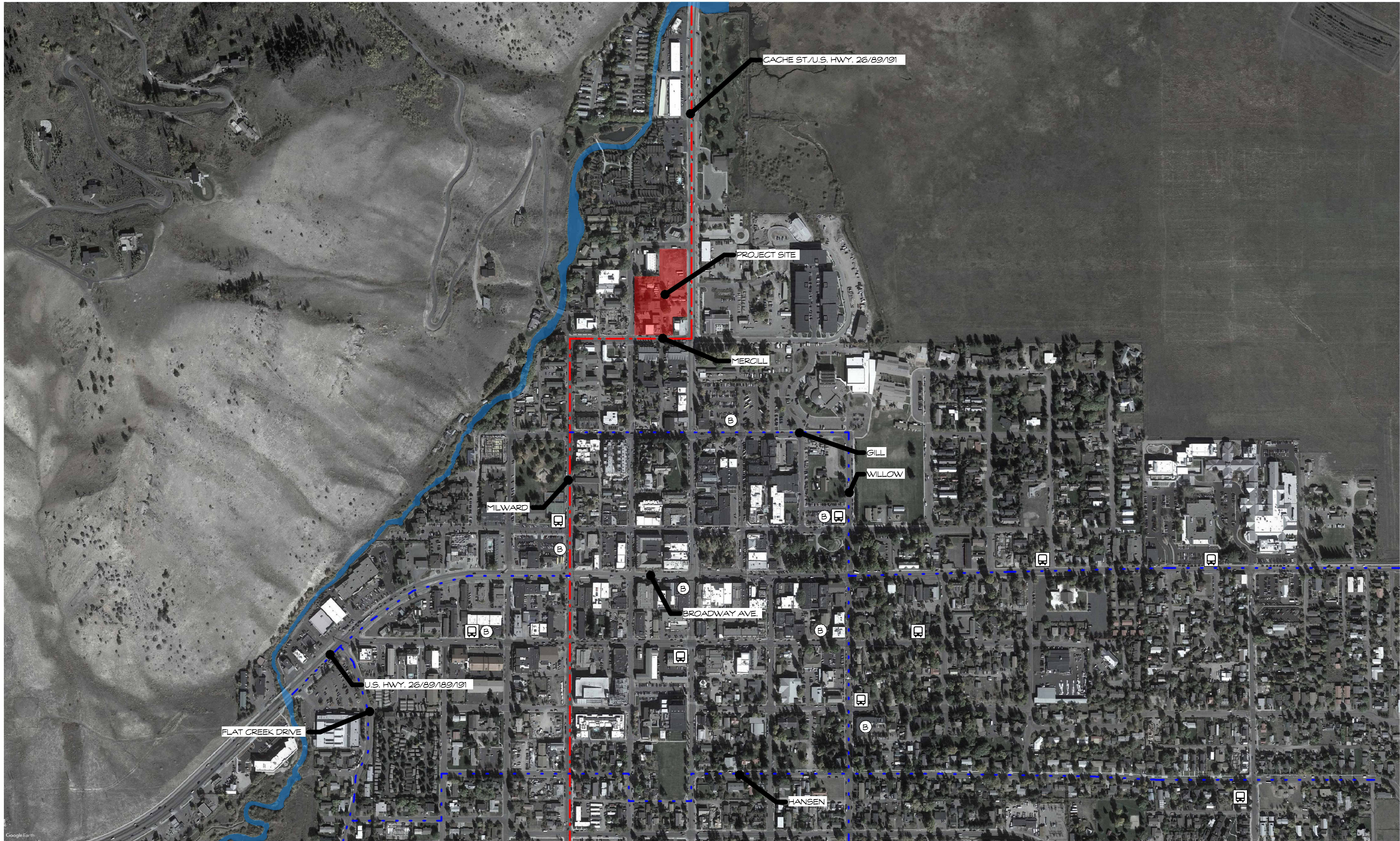


upwalldesignarchitects 350 N CACHE



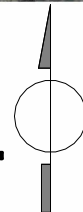
SITE CONTEXT
PLAN





- GRAND LOOP
- PATHWAY
-  START BUS
-  START BIKE

TRAFFIC ANALYSIS
PLAN



PROJECT DATA

SITE AREA: 107,121 SF

ALLOWABLE LODGING FAR:

TOTAL LODGING FAR:

85,696 SF

81,060 SF

SCALE OF DEVELOPMENT

ALLOWED LODGING FAR

TOTAL WORKFORCE HOUSING

ALLOWED MARKET RATE (2:1 BONUS)

TOTAL MARKET RATE HOUSING

BASEMENT EXEMPT AREA

HABITABLE AREA

PARKING AREA

TOTAL HABITABLE AREA (EXCLUDES PARKING)

TOTAL BUILDING AREA INCLUDING PARKING

TOTAL LODGING FAR

TOTAL RESIDENTIAL AREA

85,696 SF

25,325 SF

50,650 SF

48,405 SF

27,246 SF

63,024 SF

196,646 SF

259,670 SF

81,060 SF

88,340 SF

LODGING FAR

ABOVE GRADE

BOH

CIR.

ELEVATOR

HOTEL UNIT

LOBBY

RESTAURANT

VERT. CIR.

BELOW GRADE

BOH

ELEVATOR

EXERCISE/SPA

LOBBY

VERT. CIR.

4,085 SF

10,734 SF

1,467 SF

52,014 SF

2,858 SF

3,509 SF

6,393 SF

81,060 SF

11,646 SF

349 SF

10,056 SF

915 SF

1,661 SF

24,627 SF

UNIT COUNT

HOTEL SUITE

HOTEL UNIT

TOTAL HOTEL KEYS

MARKET RATE HOUSING

WORKFORCE HOUSING

TOTAL HOUSING UNITS

13

101

114

20

19

39

NON-HABITABLE (PARKING) AREA		HABITABLE AREA BY LEVEL	
A	37,758 SF	A	
SUB-GRADE	25,266 SF	BASEMENT LEVEL	2,619 SF
TOTAL AREA	63,024 SF	LEVEL 1	29,578 SF
		LEVEL 2	24,525 SF
		LEVEL 3	21,494 SF
			78,216 SF
		B	
		LEVEL 1	6,898 SF
		LEVEL 2	7,829 SF
		LEVEL 3	6,177 SF
			20,903 SF
		C	
		LEVEL 1	5,219 SF
		LEVEL 2	7,046 SF
		LEVEL 3	6,566 SF
			18,831 SF
		D	
		LEVEL 1	7,820 SF
		LEVEL 2	6,425 SF
		LEVEL 3	6,565 SF
			20,810 SF
		E	
		LEVEL 1	10,241 SF
		LEVEL 2	12,094 SF
		LEVEL 3	10,924 SF
			33,259 SF
		SUB-GRADE	
		BASEMENT LEVEL	24,627 SF
			24,627 SF
		TOTAL AREA	196,646 SF

PARKING ANALYSIS



PARKING REQUIRED

164 TOTAL STALLS

WORKFORCE	19 UNITS	29 STALLS	1.5 RATIO
MARKET RATE	20 UNITS	30 STALLS	1.5 RATIO
HOTEL	114 UNITS	86 STALLS	.75 RATIO
COMMERCIAL			
RESTAURANT	1 PER 73SF	46 STALLS	

TOTAL REQUIRED		191	
SHARED RESTAURANT (20%)	-9	182	
BIKE DECREASE (10%)	-18	164 TOTAL FINAL REQUIRED (WITH PLANNING DIRECTOR APPROVAL)	

PARKING PROVIDED

206 TOTAL STALLS

ACCESSIBLE VAN	1	6 FOR THE FIRST 200 STALLS
ACCESSIBLE VEHICLE	8	+1 PER ADDITIONAL 100 STALLS REQUIRED
ON STREET	21	
STANDARD	176	
TOTAL NUMBER OF STALLS	206	

EV PARKING CAPABLE REQUIRED (30% OF STALLS)	62
INSTALLED EV PARKING REQUIRED (5% OF STALLS)	11
EV PARKING CAPABLE PROVIDED	62
INSTALLED EV PARKING PROVIDED	12

BICYCLE PARKING REQUIRED

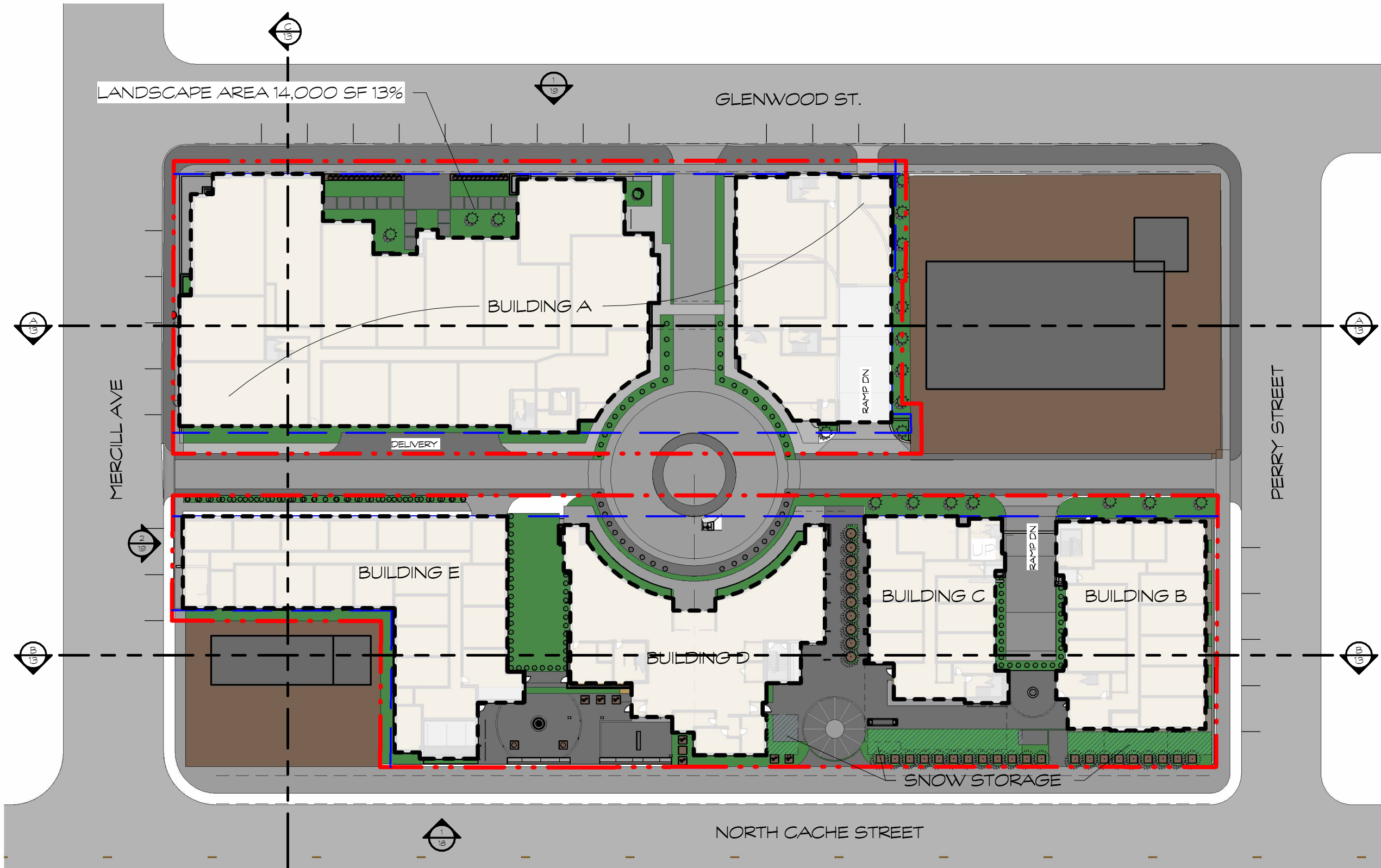
91 TOTAL

HOUSING	66 TOTAL (.75 PER BEDROOM)	17 SHORT TERM (25%)	49 LONG TERM (75%)
HOTEL	11 TOTAL (1 PER 11 UNITS)	6 SHORT TERM (50%)	5 LONG TERM (50%)
RESTAURANT	10 TOTAL (1 PER 22 PEOPLE)	7 SHORT TERM (REMAINDER)	3 LONG TERM (3)
AMENITIES	4 TOTAL (1 PER 1650 SQFT)	2 SHORT TERM (50%)	2 LONG TERM (50%)
SHORT TERM BIKE REQUIRED	32		
LONG TERM BIKE REQUIRED	59		

BICYCLE PARKING PROVIDED

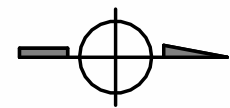
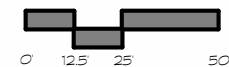
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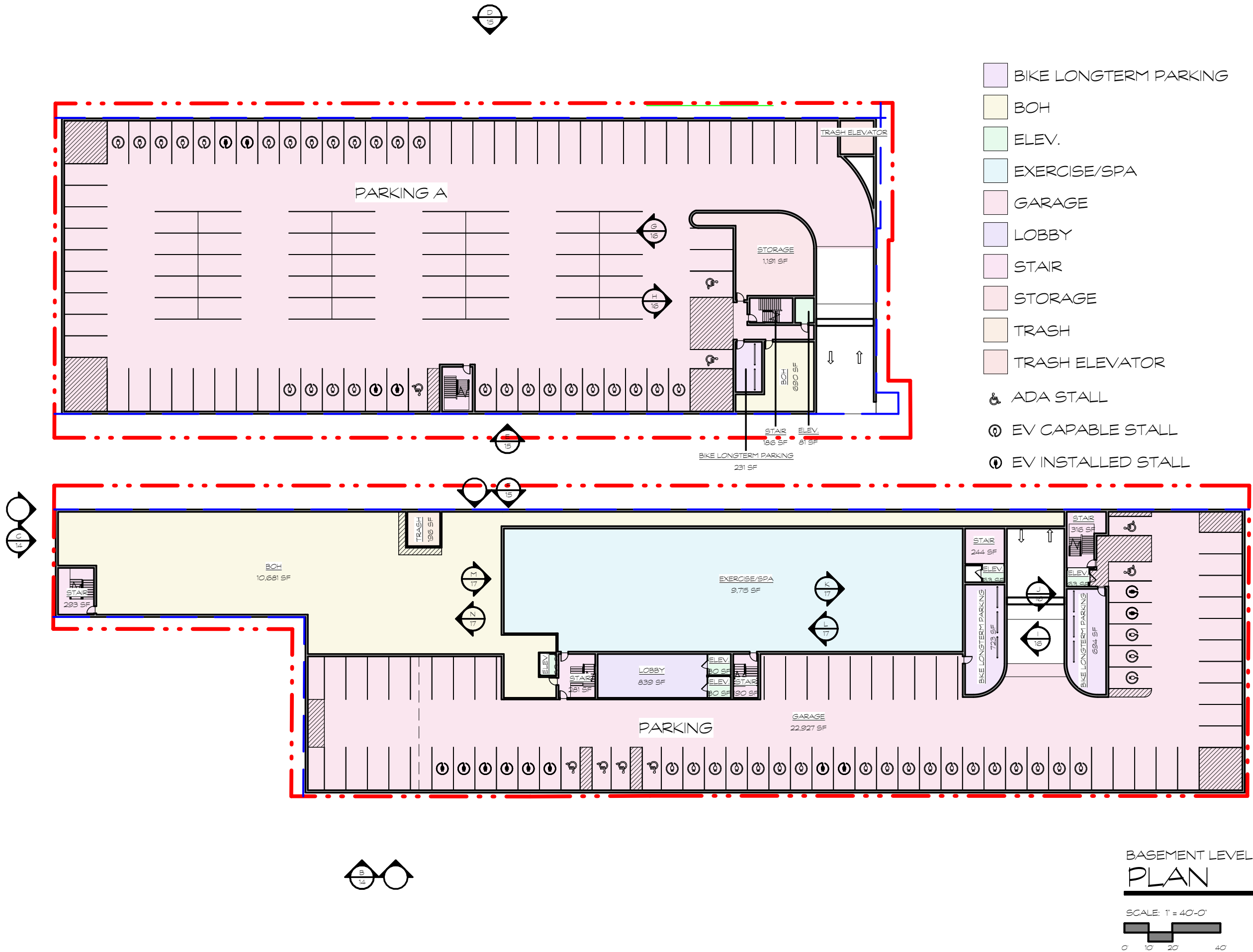
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LONG TERM BIKE PROVIDED	80

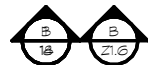
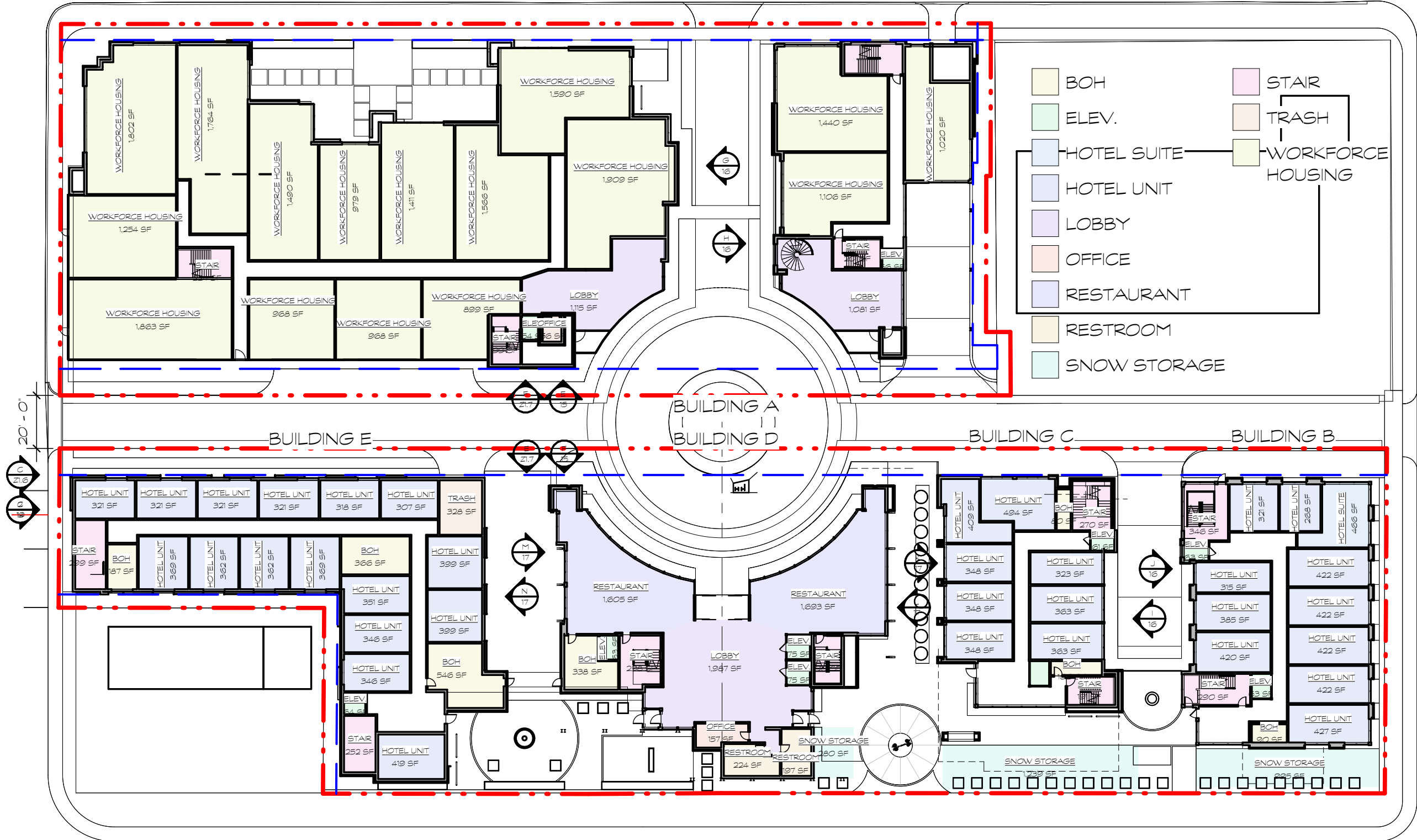


SITE
PLAN

SCALE: 1" = 50'-0"

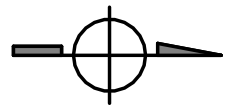
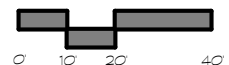






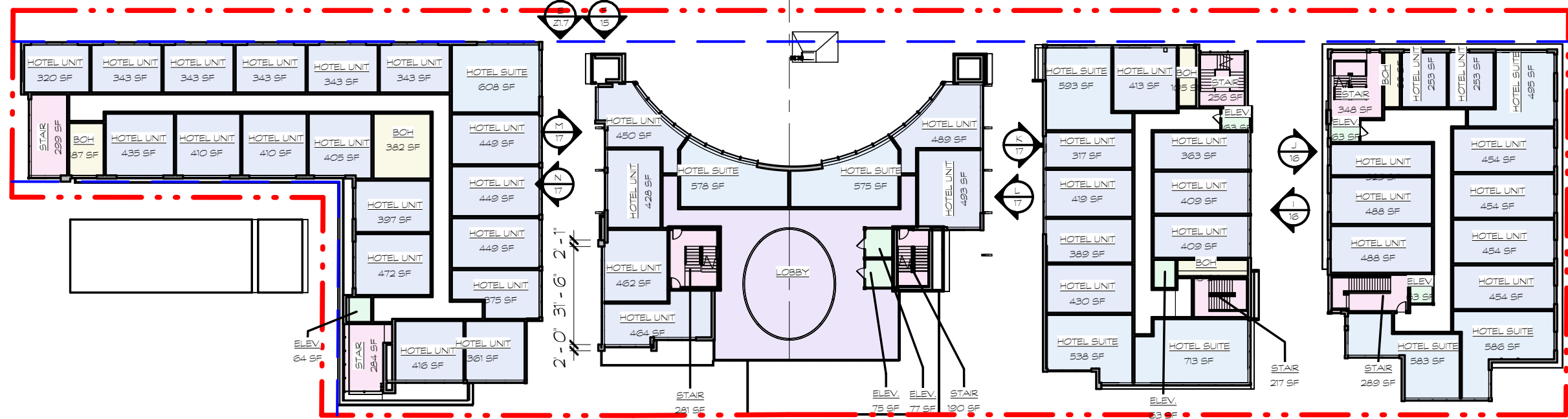
LEVEL 1
PLAN

SCALE: 1" = 40'-0"



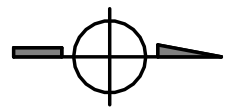
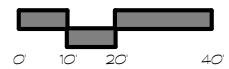
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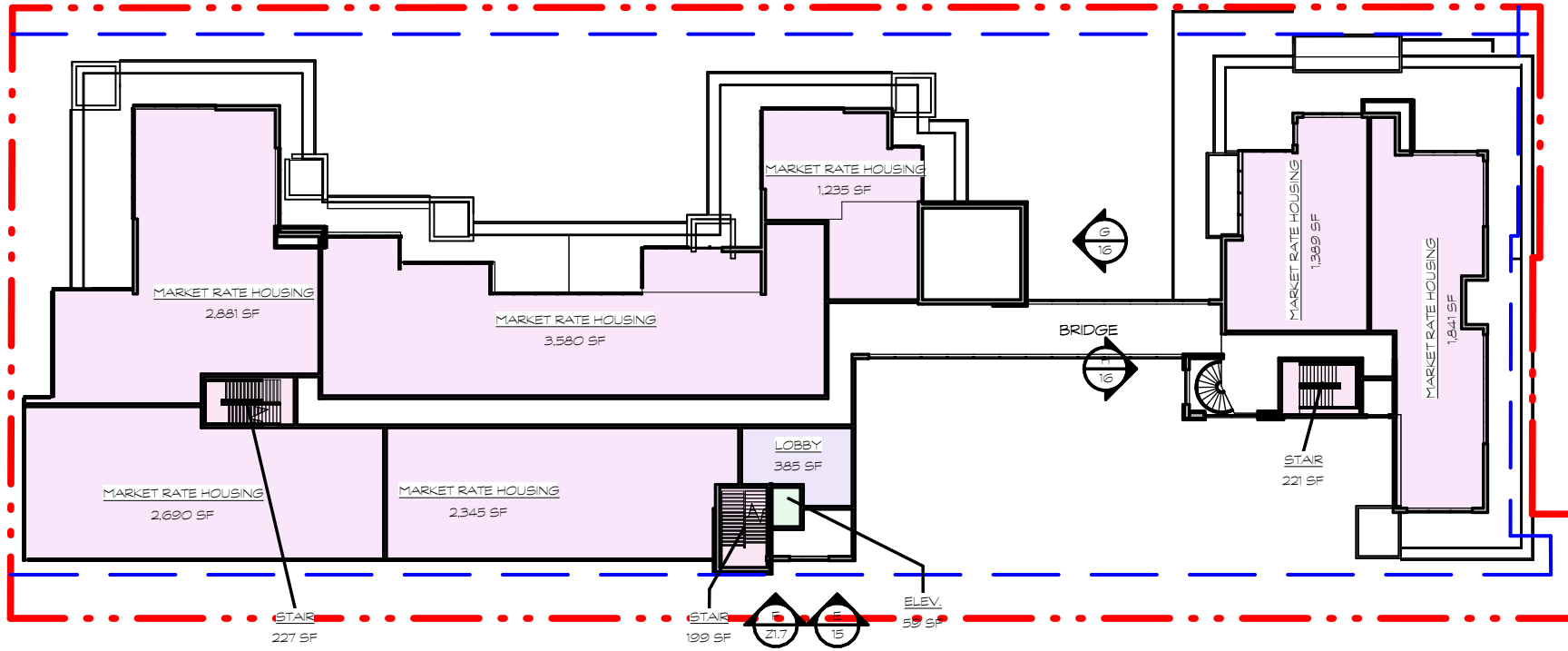
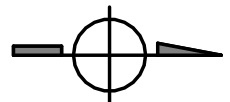
FIRST LEVEL
FLOOR PLAN



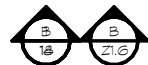
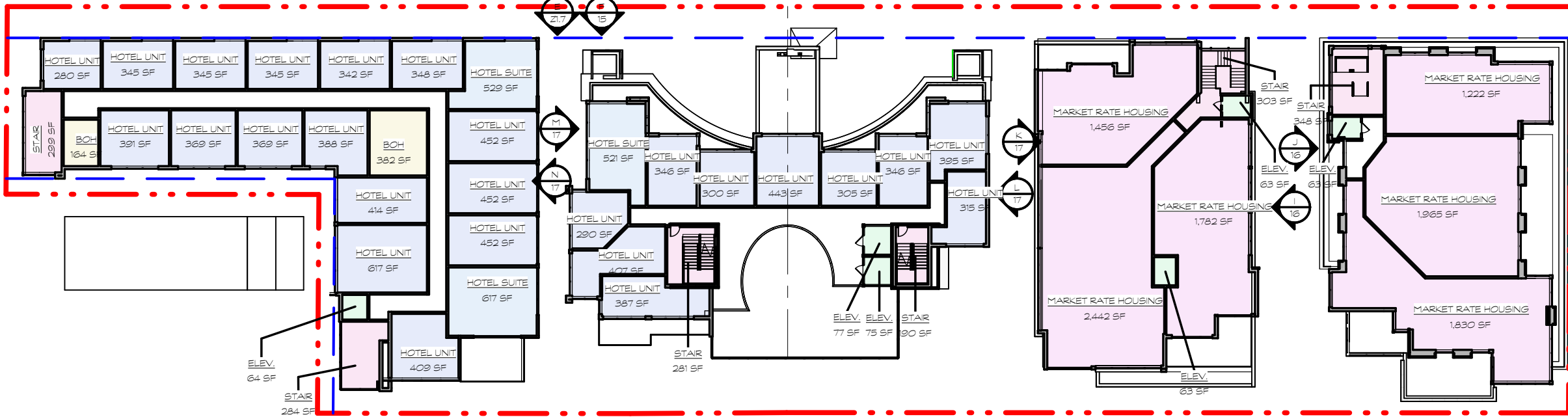
LEVEL 2 PLAN

SCALE: 1" = 40'-0"



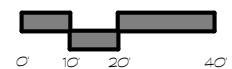


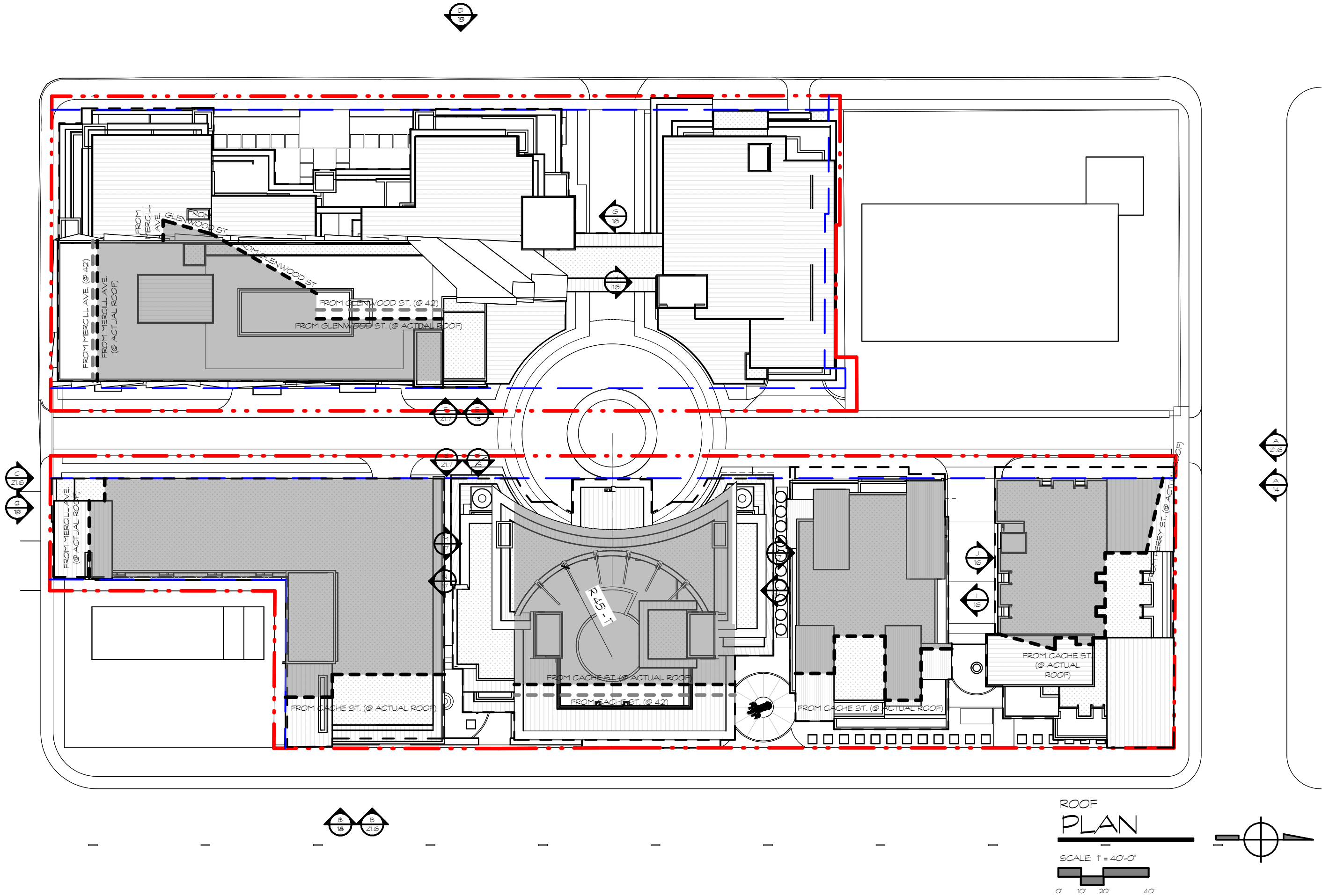
- BOH
- ELEV.
- HOTEL SUITE
- HOTEL UNIT
- LOBBY
- MARKET RATE HOUSING
- STAIR



LEVEL 3
PLAN

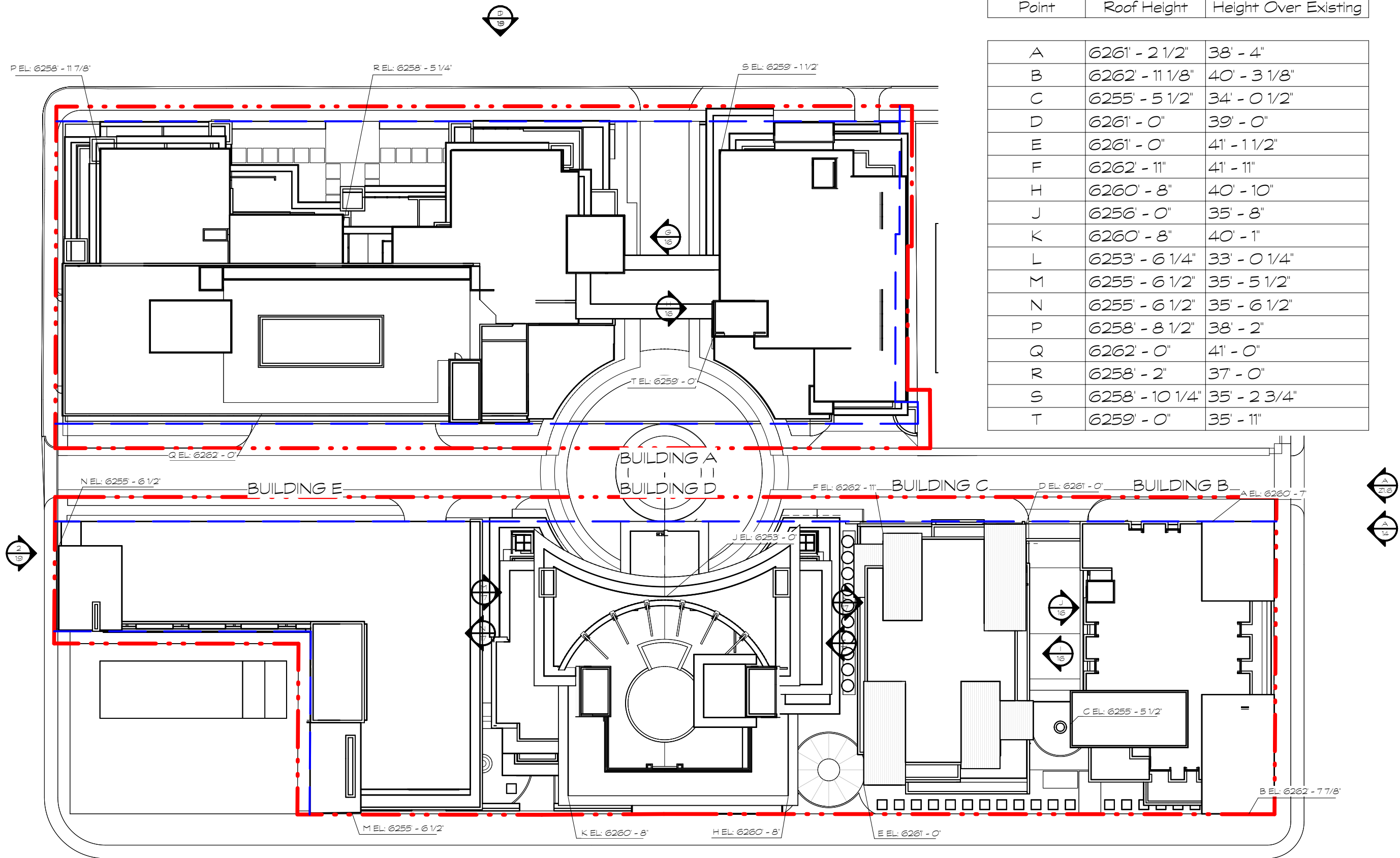
SCALE: 1" = 40'-0"





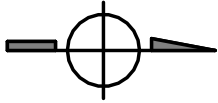
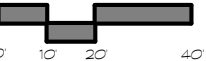
HEIGHT CALCULATION		
Point	Roof Height	Height Over Existing

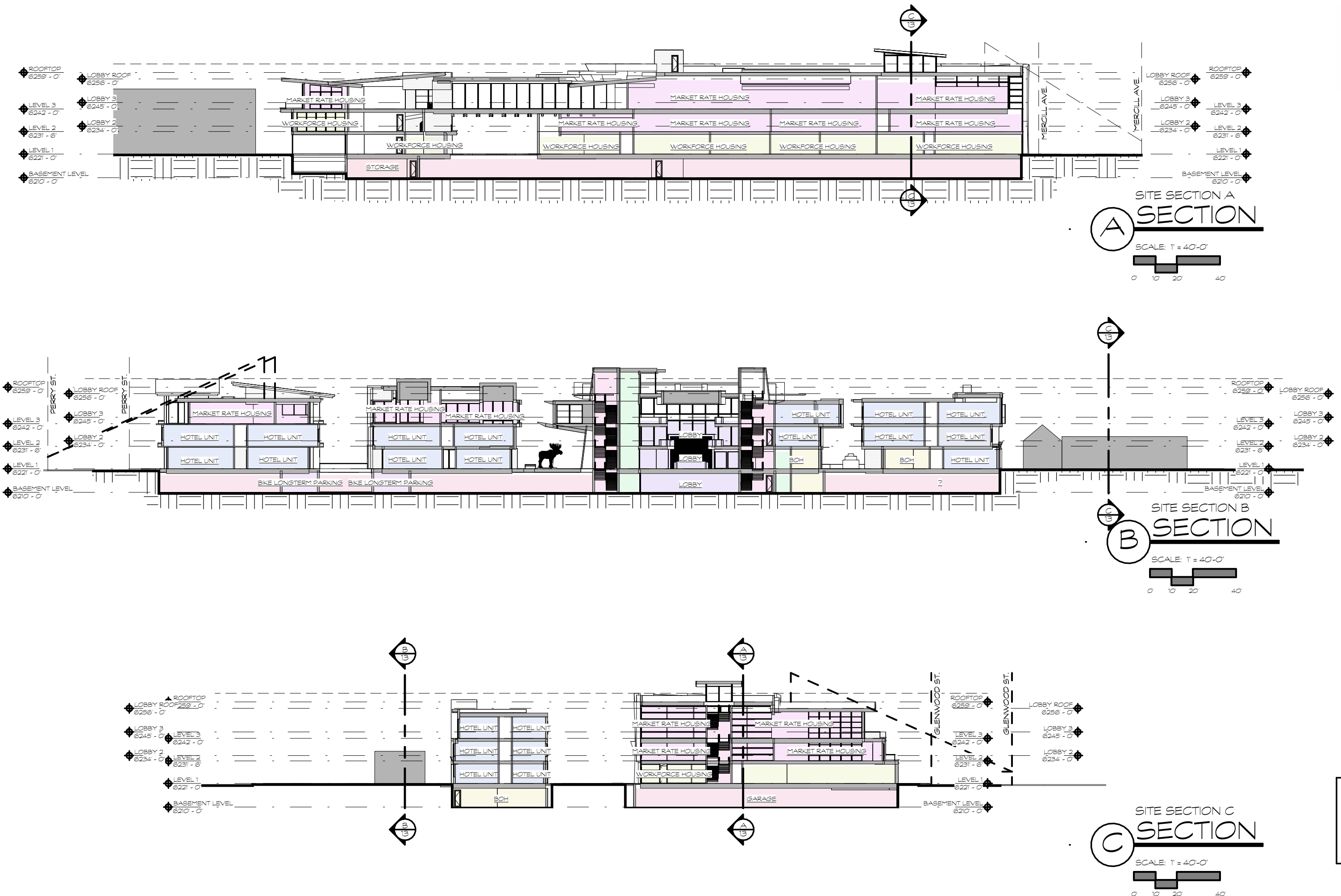
A	6261' - 2 1/2"	38' - 4"
B	6262' - 11 1/8"	40' - 3 1/8"
C	6255' - 5 1/2"	34' - 0 1/2"
D	6261' - 0"	39' - 0"
E	6261' - 0"	41' - 11 1/2"
F	6262' - 11"	41' - 11"
H	6260' - 8"	40' - 10"
J	6256' - 0"	35' - 8"
K	6260' - 8"	40' - 1"
L	6253' - 6 1/4"	33' - 0 1/4"
M	6255' - 6 1/2"	35' - 5 1/2"
N	6255' - 6 1/2"	35' - 6 1/2"
P	6258' - 8 1/2"	38' - 2"
Q	6262' - 0"	41' - 0"
R	6258' - 2"	37' - 0"
S	6258' - 10 1/4"	35' - 2 3/4"
T	6259' - 0"	35' - 11"



HEIGHT CALCULATION
PLAN

SCALE: 1" = 40'-0"





NORTH
A ELEVATION



EAST
B ELEVATION



SOUTH
C ELEVATION



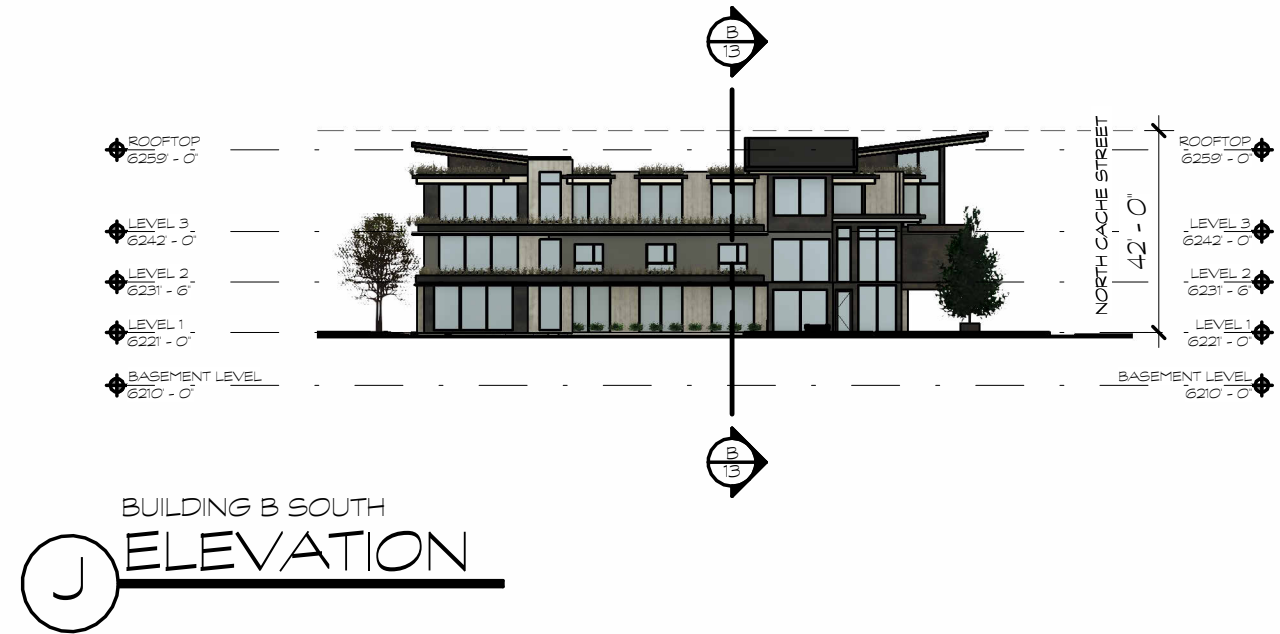
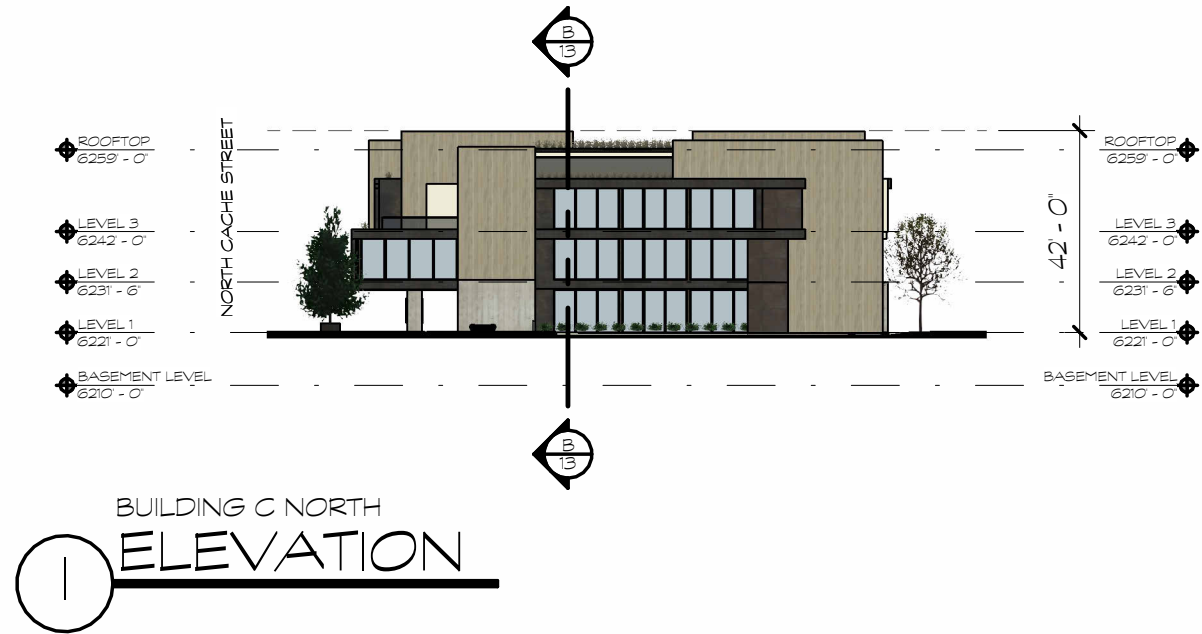
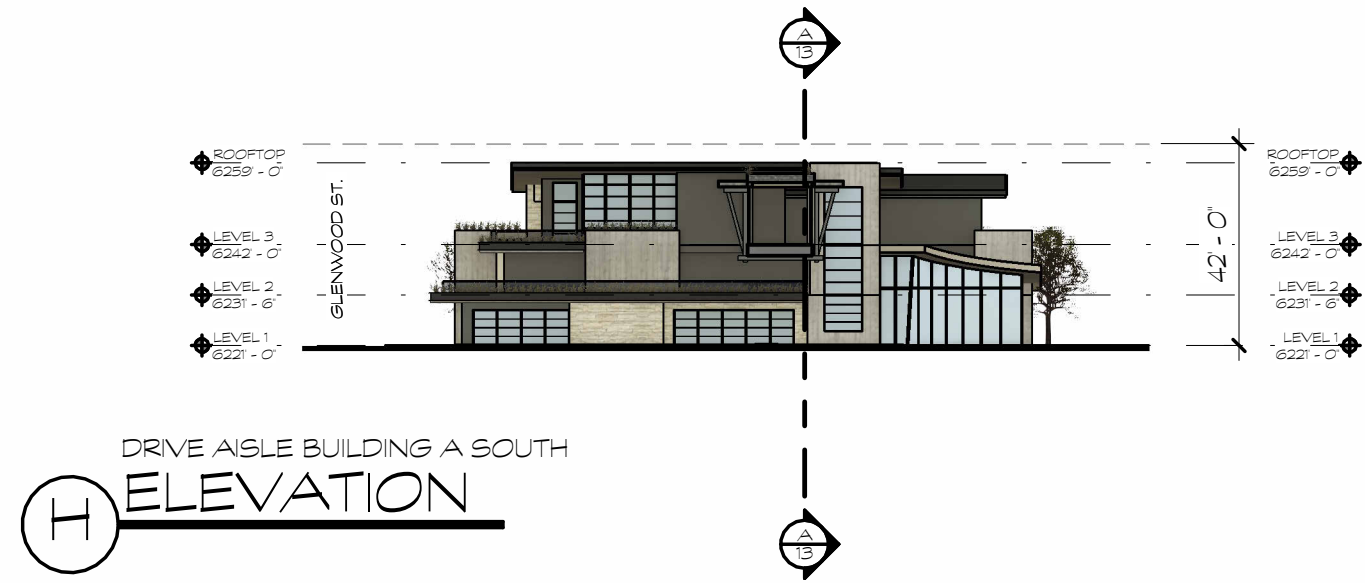
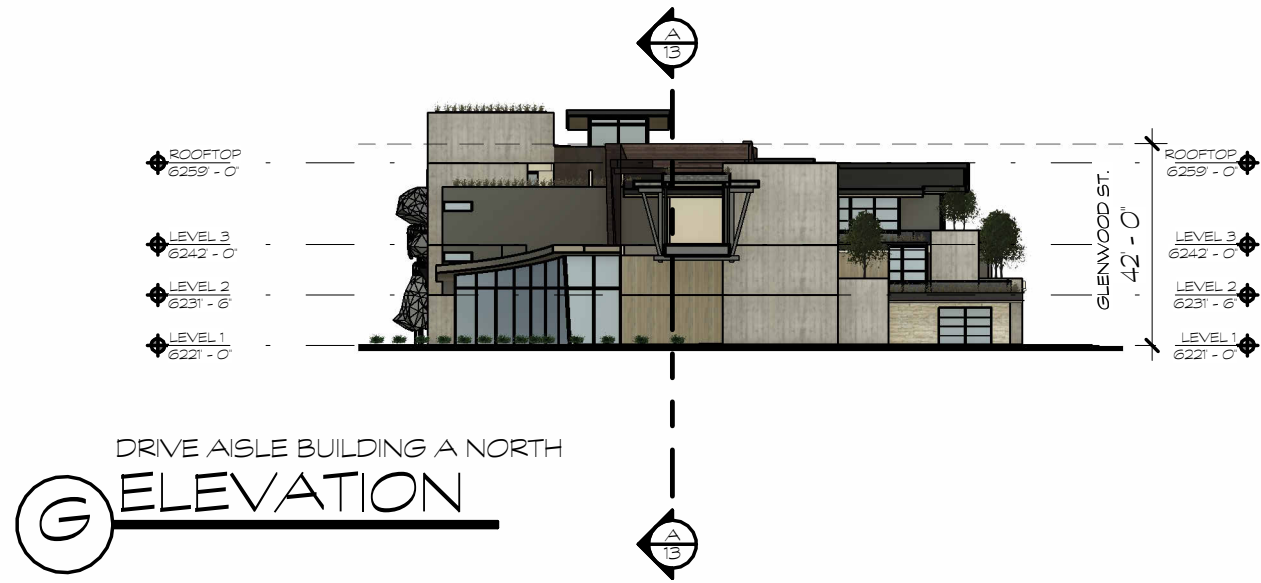
WEST
ELEVATION

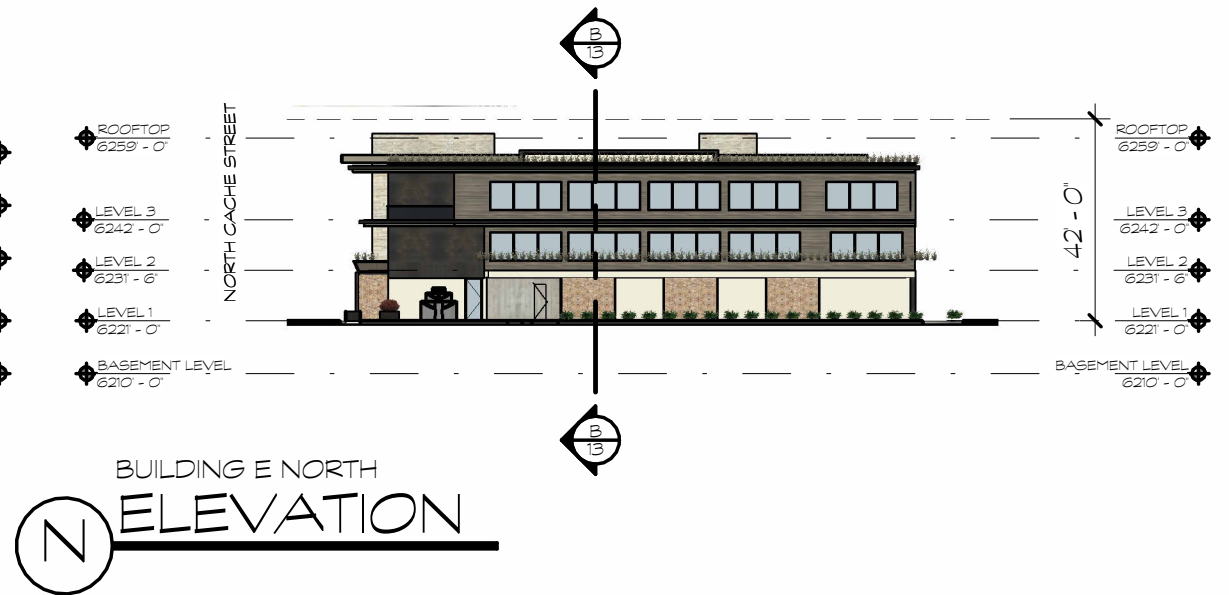
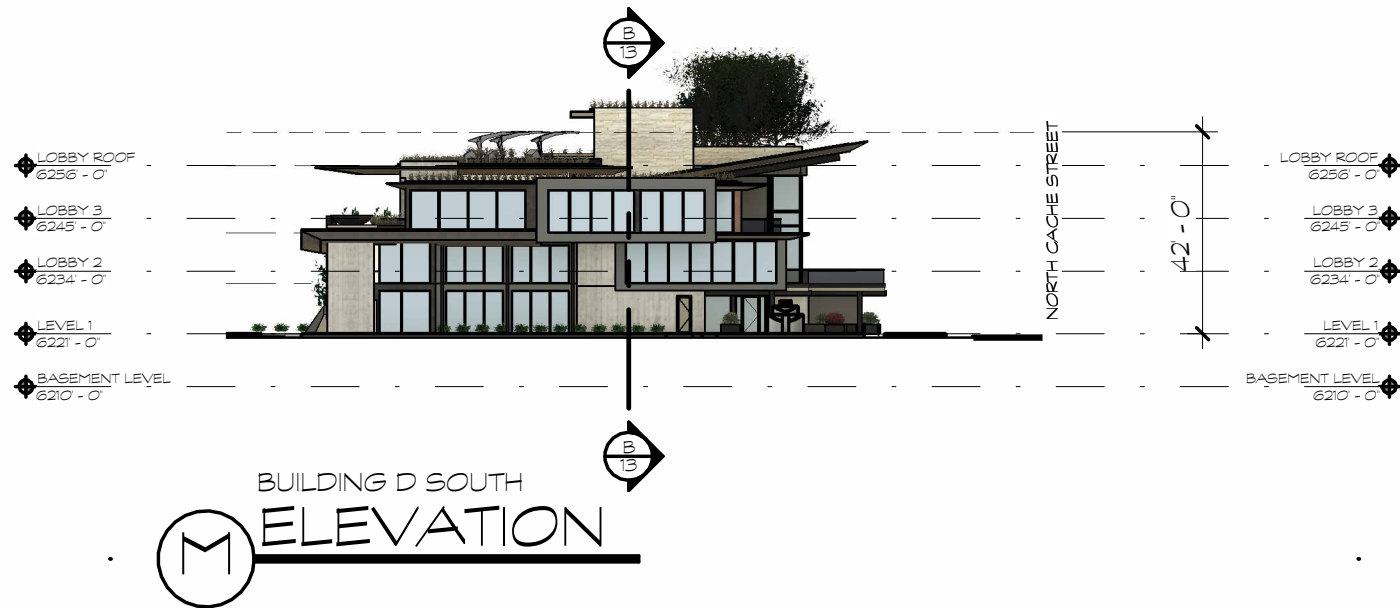
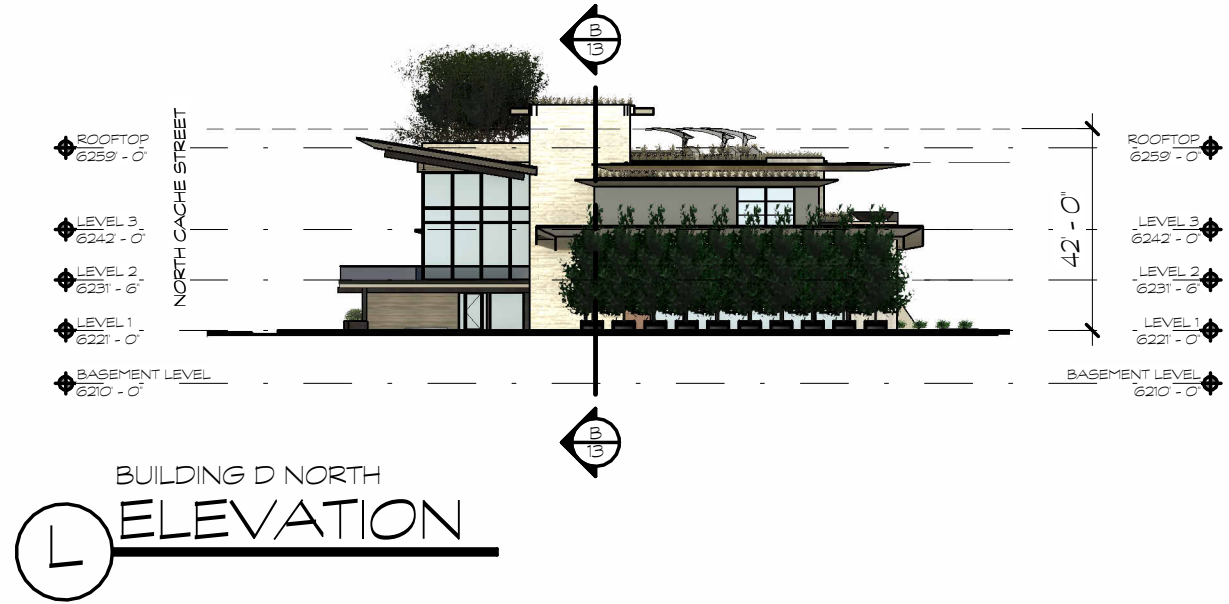
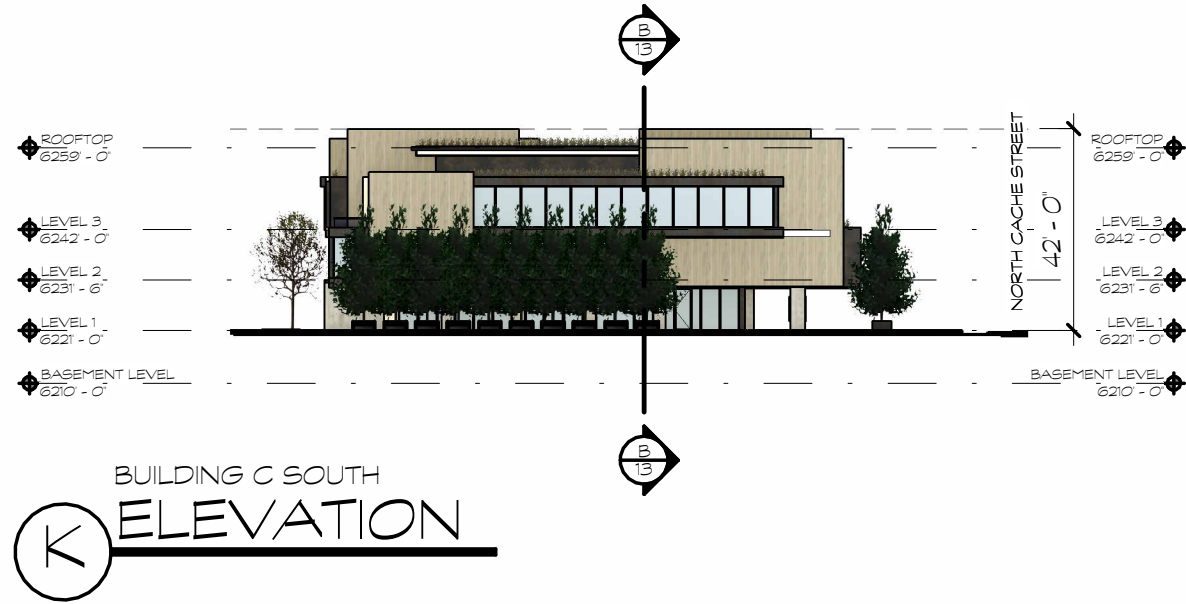


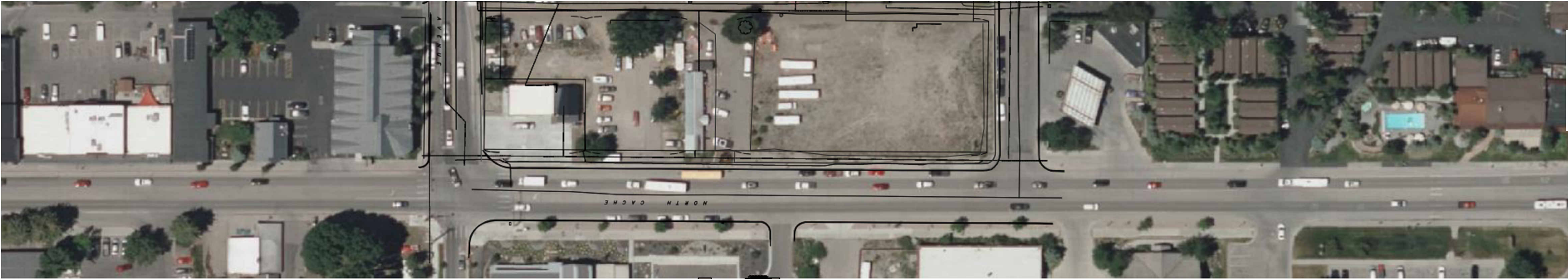
ALLEY EAST
ELEVATION



ALLEY WEST
ELEVATION



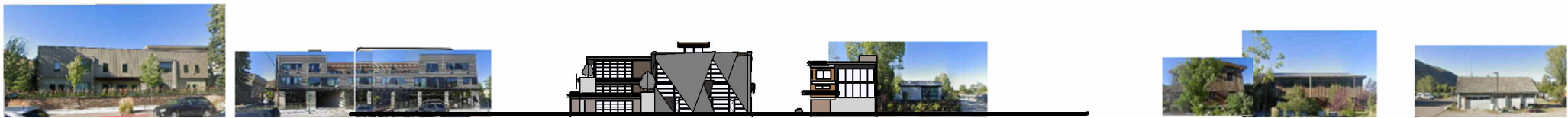




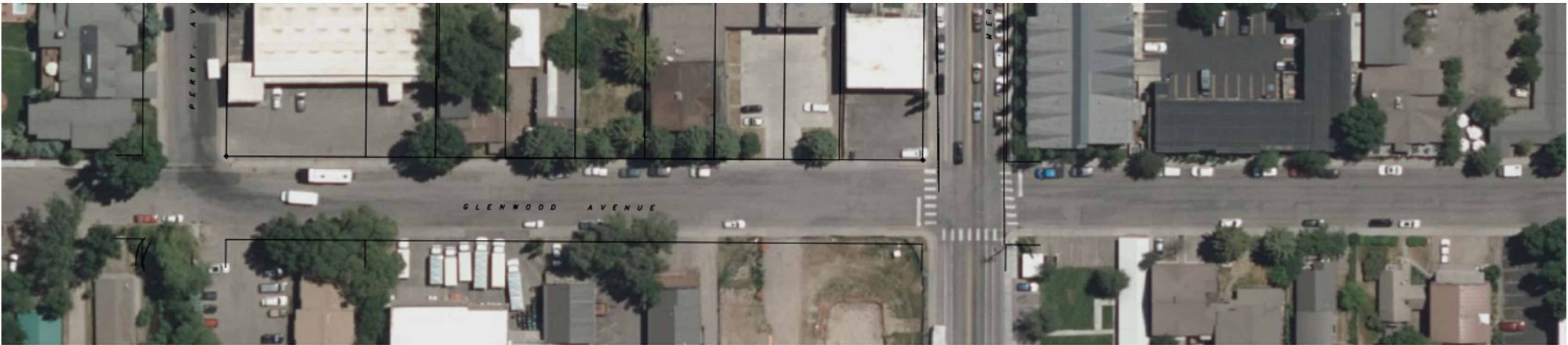
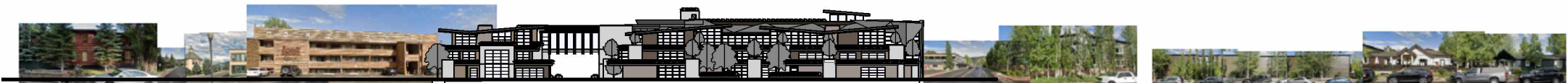
NORTH CACHE LOOKING WEST



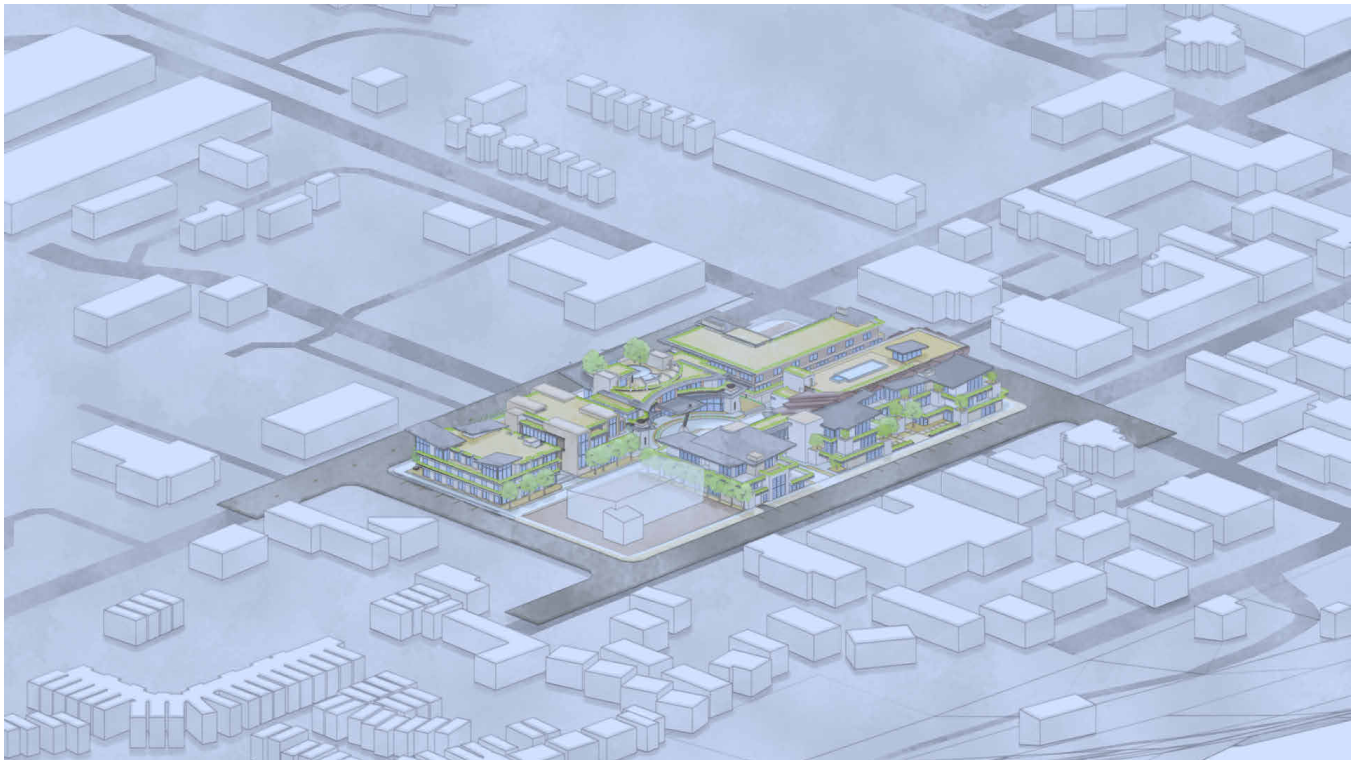
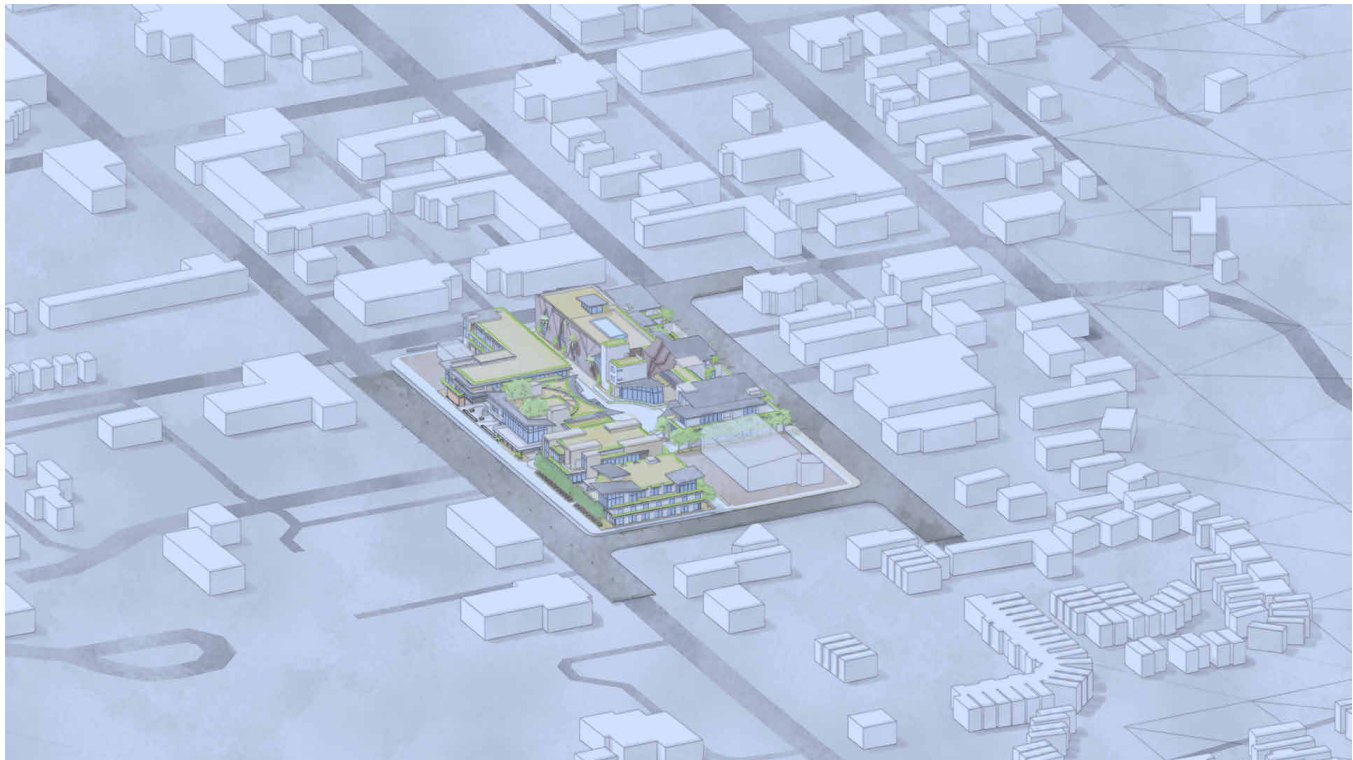
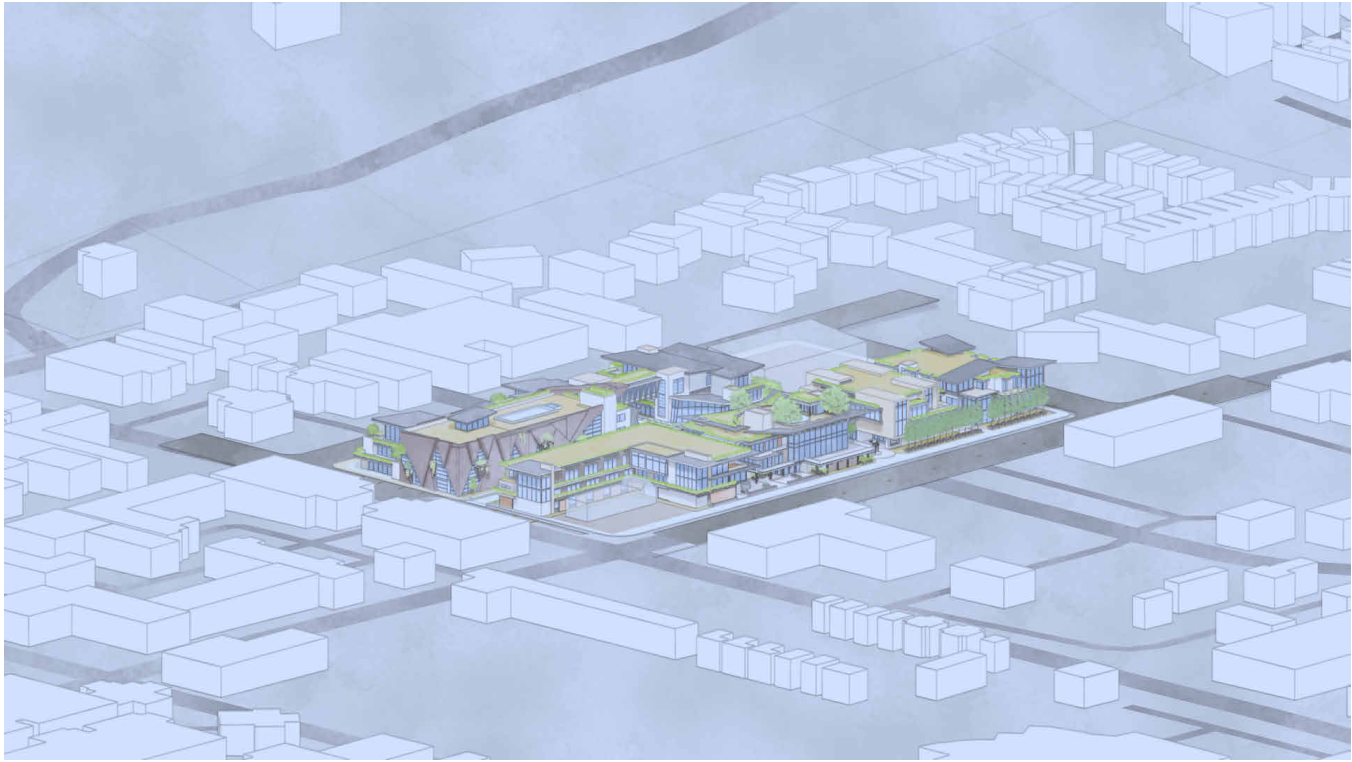
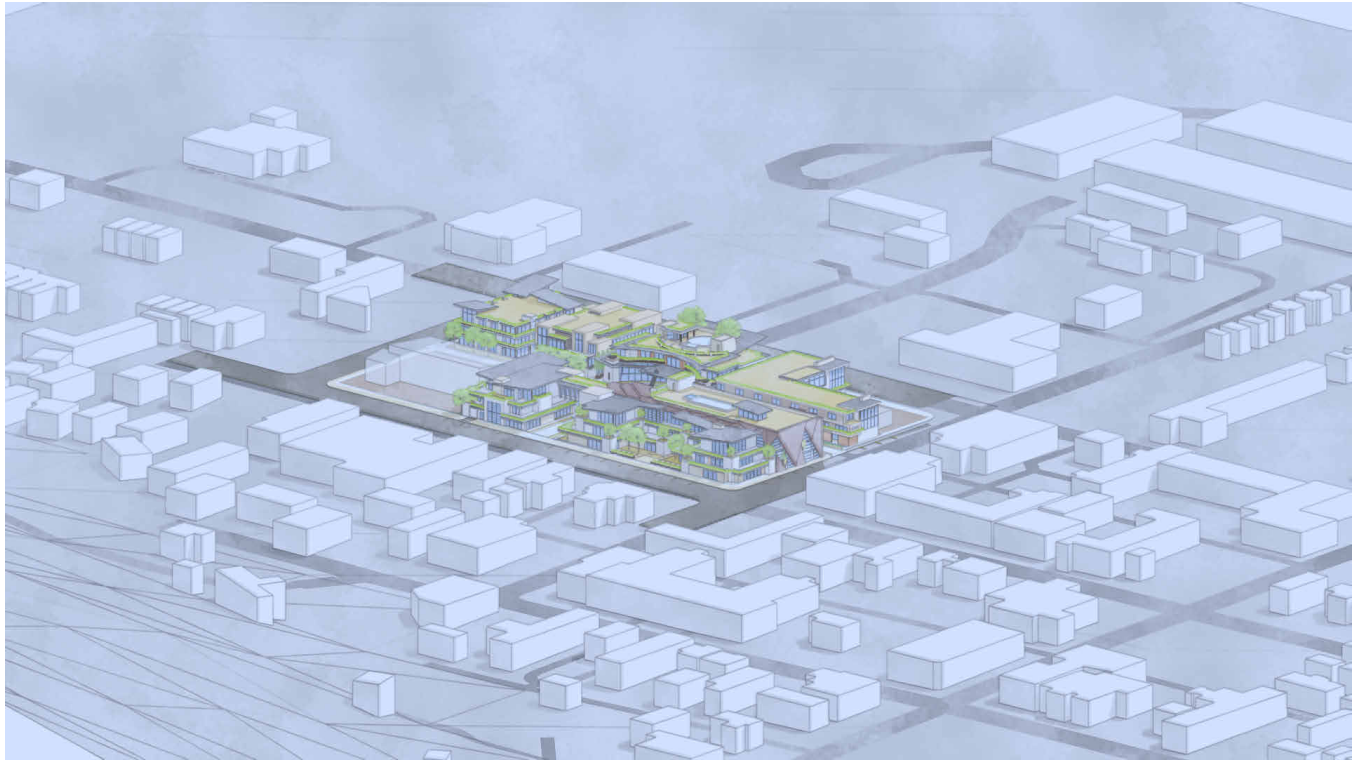
NORTH CACHE LOOKING EAST

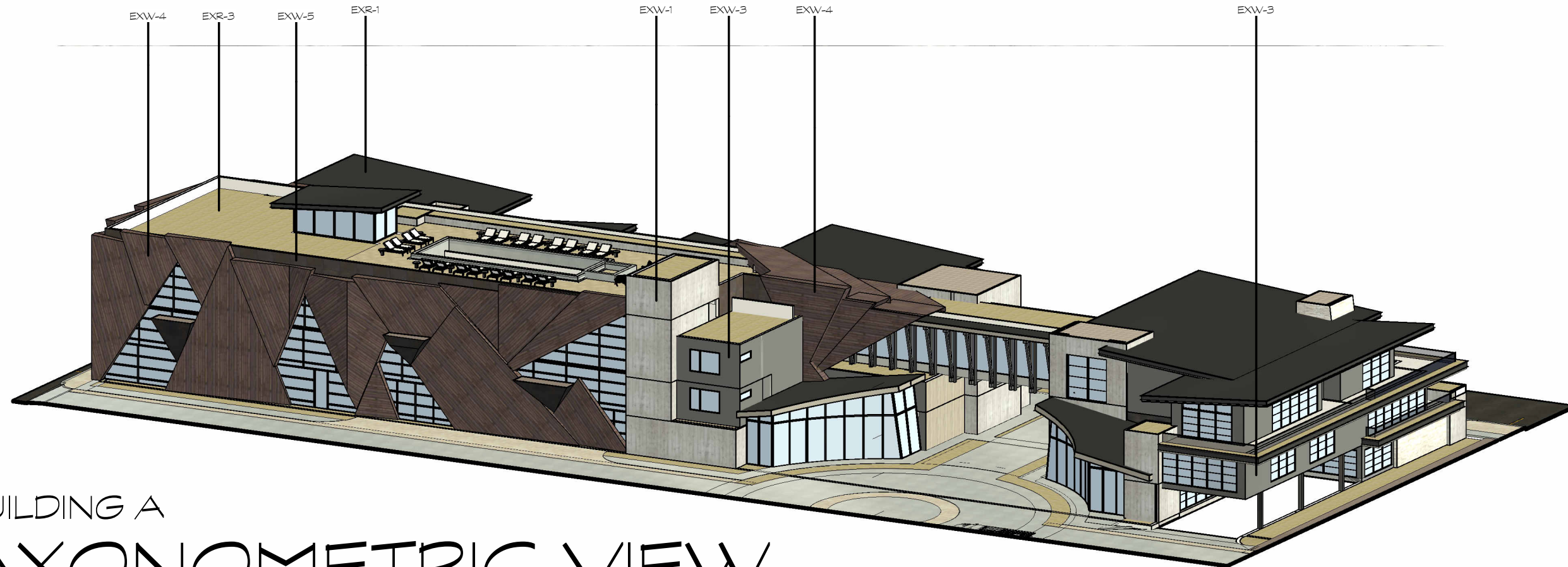
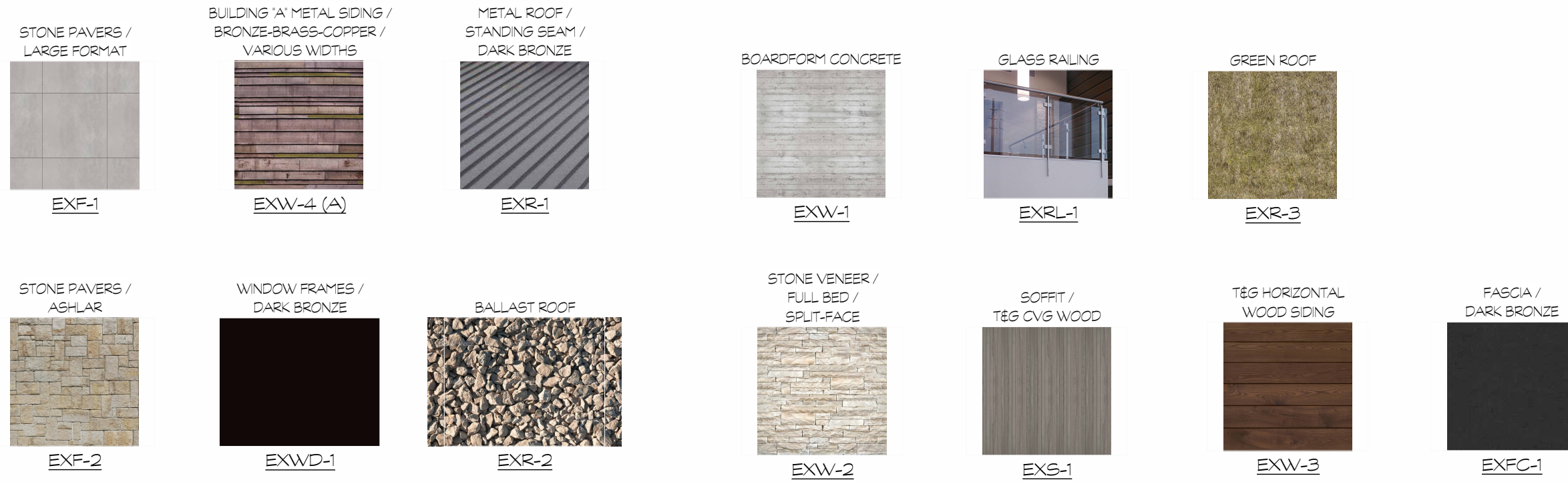


MERCILL AVE LOOKING NORTH



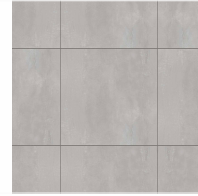
GLENWOOD AVE LOOKING EAST





BUILDING A AXONOMETRIC VIEW

STONE PAVERS /
LARGE FORMAT



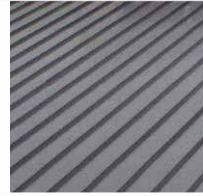
EXF-1

WINDOW FRAMES /
DARK BRONZE



EXWD-1

METAL ROOF /
STANDING SEAM /
DARK BRONZE



EXR-1

STONE PAVERS /
ASHLAR



EXF-2

GLASS RAILING



EXRL-1

BALLAST ROOF



EXR-2

BOARDFORM CONCRETE



EXW-1

SOFFIT / WOOD



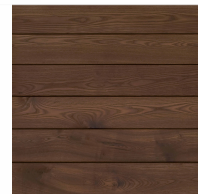
EXS-2

GREEN ROOF



EXR-3

T&G HORIZONTAL
WOOD SIDING



EXW-3

FASCIA / WOOD



EXFC-2

METAL PANELS /
ACM / DARK BRONZE

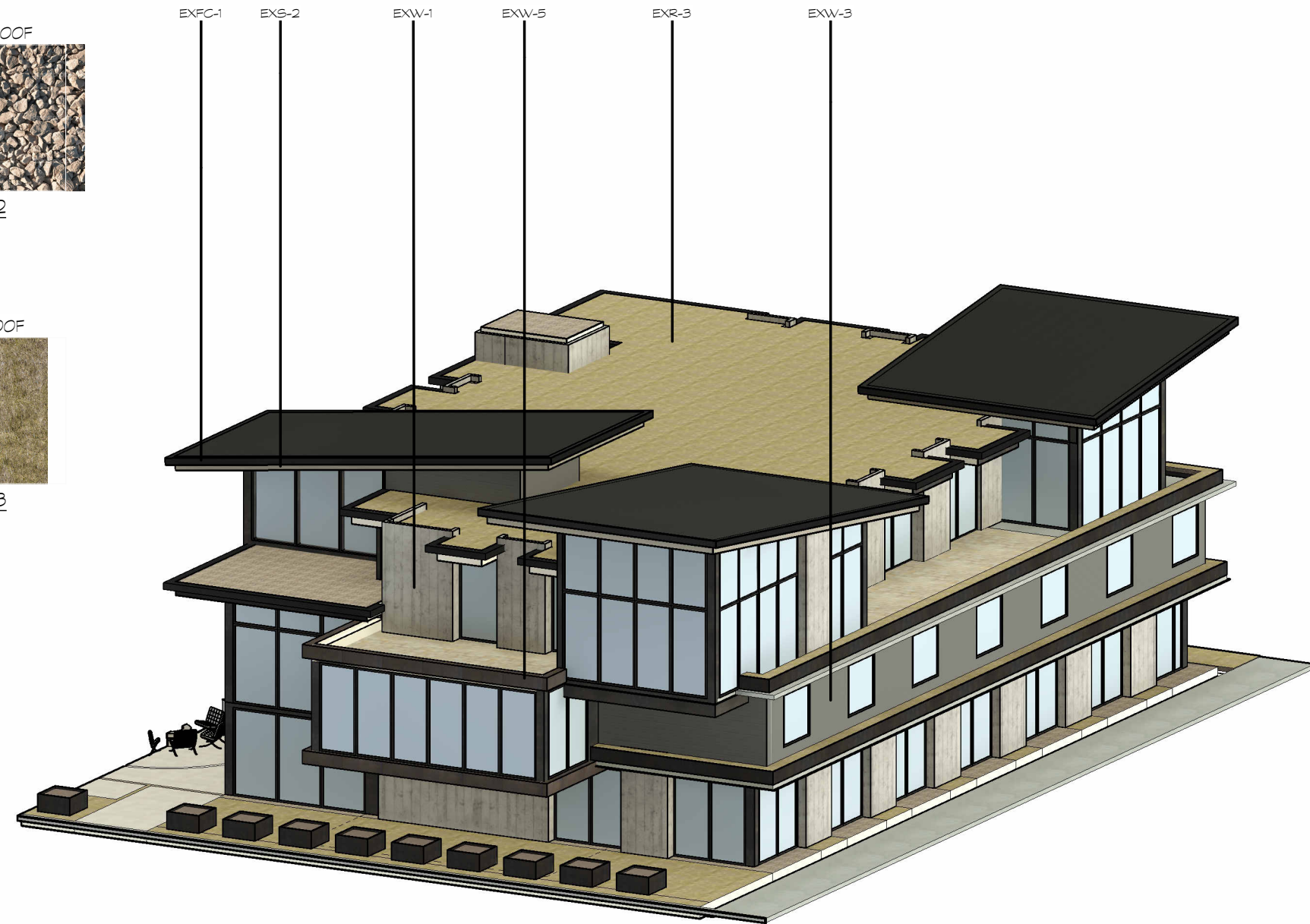


EXW-5

FASCIA /
DARK BRONZE



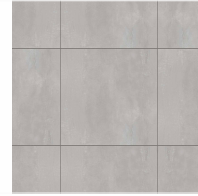
EXFC-1



BUILDING B

AXONOMETRIC VIEW

STONE PAVERS /
LARGE FORMAT



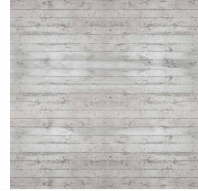
EXF-1

WINDOW FRAMES /
DARK BRONZE



EXWD-1

BOARDFORM CONCRETE



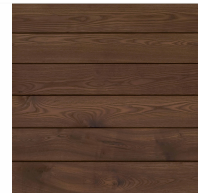
EXW-1

GLASS RAILING



EXRL-1

T&G HORIZONTAL
WOOD SIDING



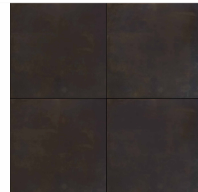
EXW-3

BUILDING "C" SOFFIT
/ T&G WOOD



EXS-3 (C)

METAL PANELS /
ACM / DARK BRONZE



EXW-5

BALLAST ROOF



EXR-2

BUILDING "C" T&G
VERTICAL WOOD SIDING

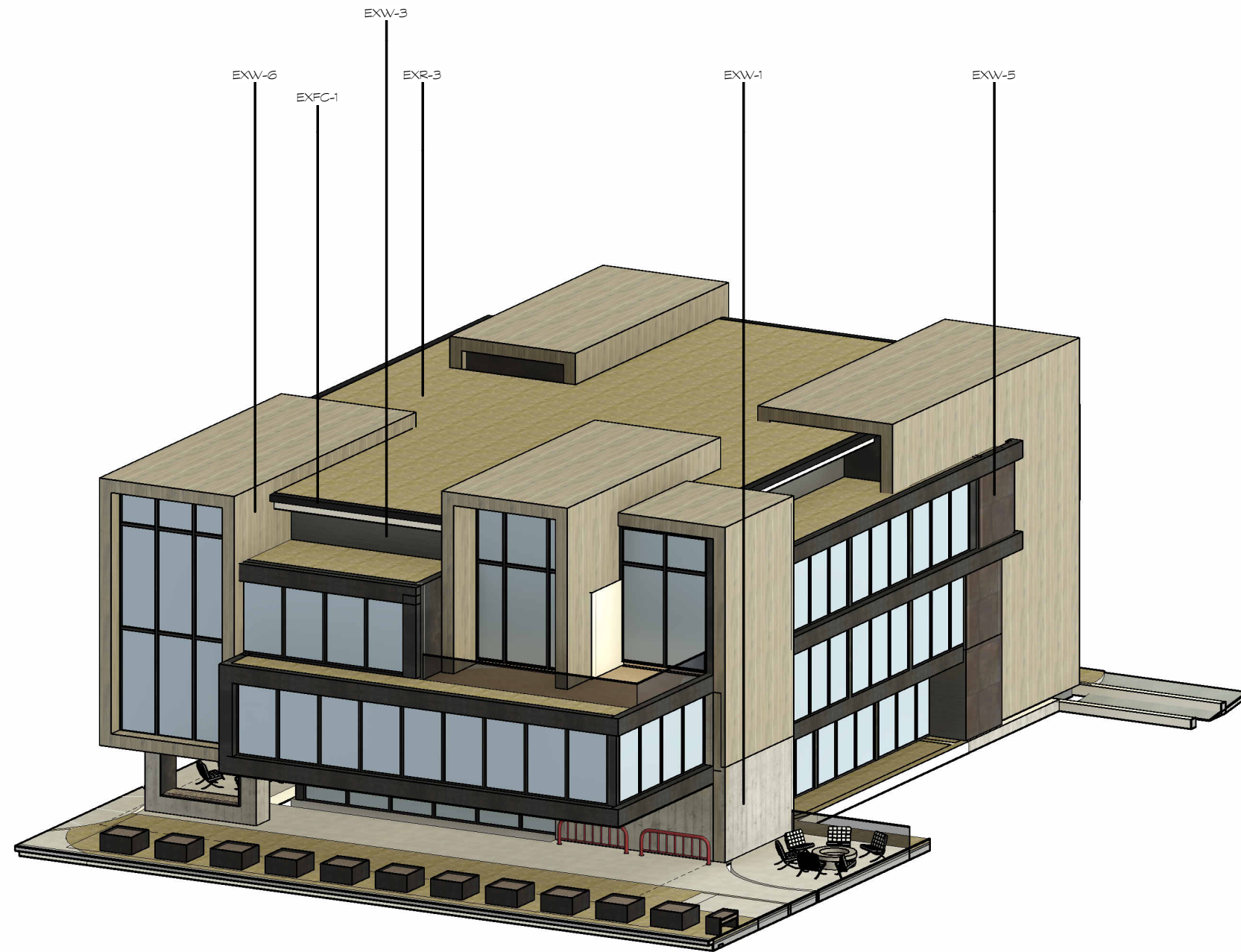


EXW-6 (C)

GREEN ROOF



EXR-3



BUILDING C AXONOMETRIC VIEW

STONE PAVERS / LARGE FORMAT
EXF-1

BOARDFORM CONCRETE
EXW-1

STONE VENEER / FULL BED / SPLIT-FACE
EXW-2

T&G HORIZONTAL WOOD SIDING
EXW-3

BUILDING / WOOD SIDING / RECLAIMED
EXW-7

BUILDING "D" METAL PANELS
EXW-8

WINDOW FRAMES / DARK BRONZE
EXWD-1

GLASS RAILING
EXRL-1

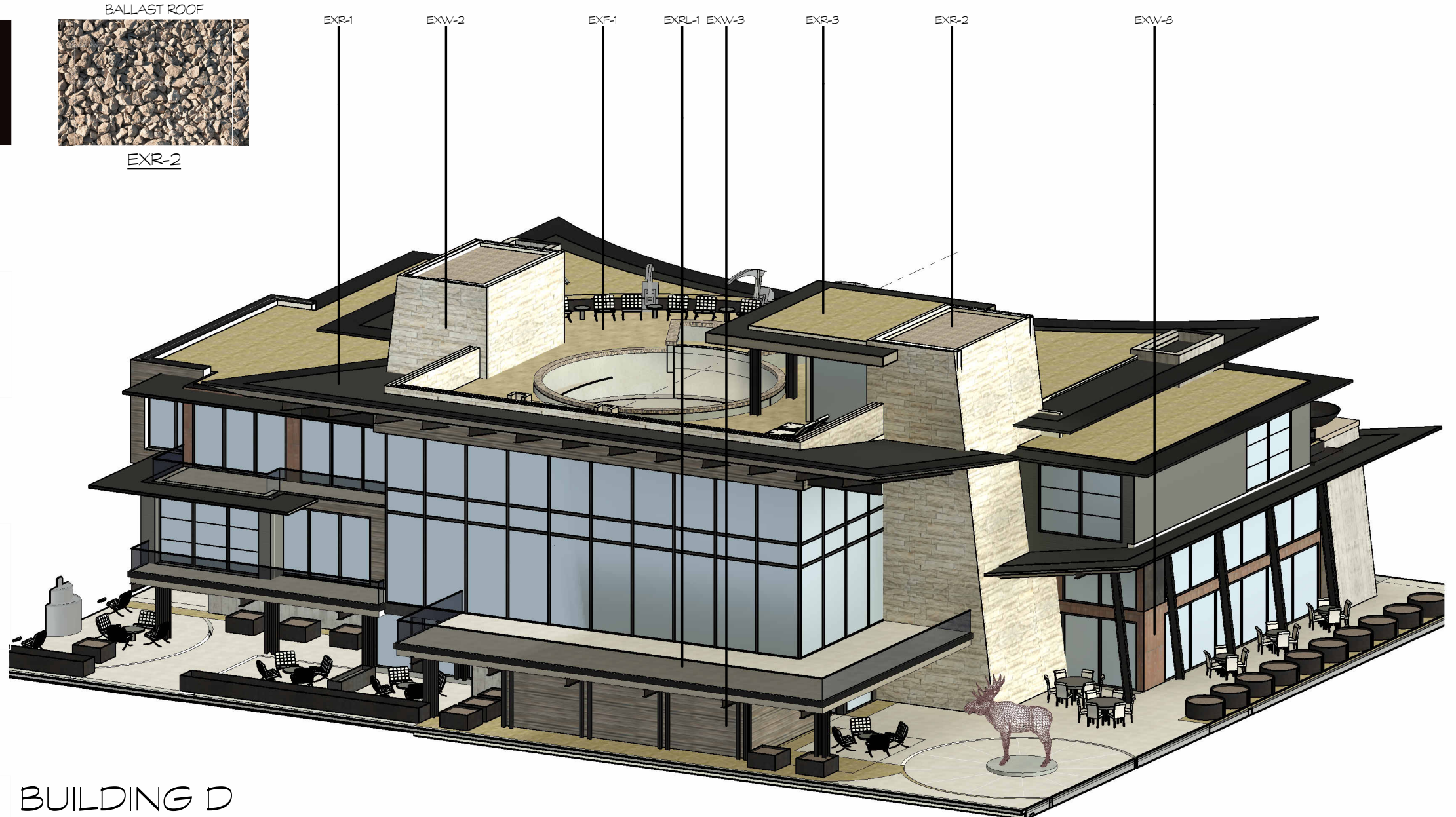
SOFFIT / T&G CVG WOOD
EXS-1

FASCIA / DARK BRONZE
EXFC-1

METAL ROOF / STANDING SEAM / DARK BRONZE
EXR-1

BALLAST ROOF
EXR-2

GREEN ROOF
EXR-3



EXR-1 EXW-2 EXF-1 EXRL-1 EXW-3 EXR-3 EXR-2 EXW-8

BUILDING D

AXONOMETRIC VIEW

STONE PAVERS /
LARGE FORMAT



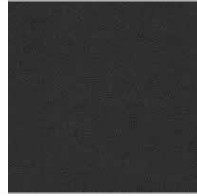
EXF-1

SCREEN /
SPLIT LOGS /
STACKED



EXW-9 (E)

FASCIA /
DARK BRONZE



EXFC-1

GLASS RAILING



EXRL-1

GREEN ROOF



EXR-3

SOFFIT / WOOD



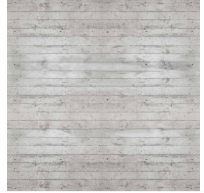
EXS-2

FASCIA / WOOD



EXFC-2

BOARDFORM CONCRETE



EXW-1

WINDOW FRAMES /
DARK BRONZE



EXWD-1

BALLAST ROOF



EXR-2

STONE VENEER /
FULL BED /
SPLIT-FACE



EXW-2

METAL PANELS /
ACM / DARK BRONZE

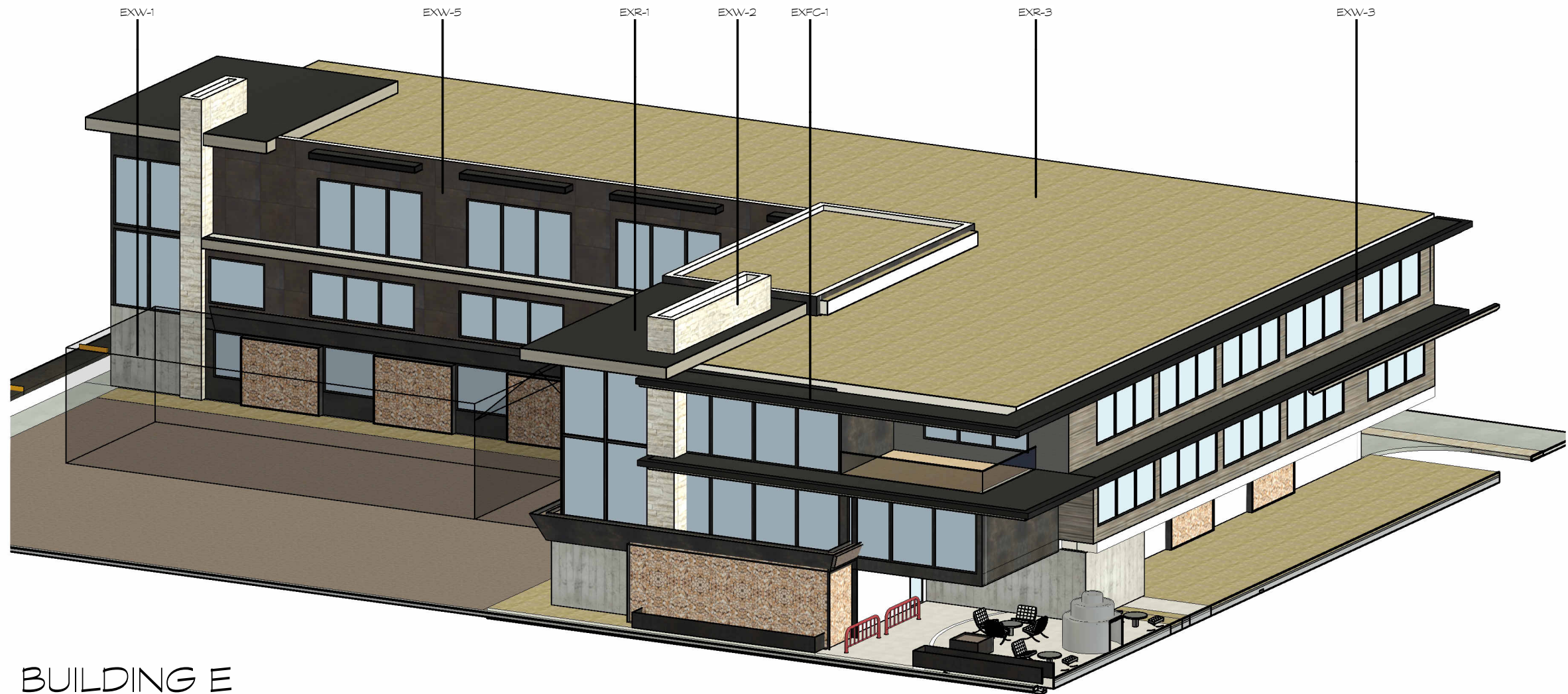


EXW-5

BUILDING /
WOOD SIDING / RECLAIMED



EXW-7



BUILDING E AXONOMETRIC VIEW



BUILDING D FROM N CACHE



BUILDING C FROM N CACHE



BUILDING B FROM N CACHE



BUILDING A



BUILDING A



BUILDING A FROM SOUTH



BUILDING A FROM COURTYARD



BUILDING D FROM COURTYARD

Land Development Regulation Compliance

Zoning: Section 2.2.12 CR-2 Commercial Residential - 2

2.2.12.8.1 Lot Standards

ITEM 1: Building Setbacks:

- 1.1 Primary Street Setback range
Required: (min.-max.) 0'-10'
Provided: 0'
- 1.2 Secondary Street Setback range
Required (min.-max.) 0'-10'
Provided: 0'
- 1.3 Side Interior
Required: (min.) 5'
Provided: 5'
- 1.4 Alley
Required: 10'
Provided: 10'
- 1.5 Abutting protection
Required: (min.) 10'
Provided: Not Applicable

ITEM 2: Landscaping Area:

- 2.1 Landscape Surface Ratio
Required: 10% = 11,300 SF
Provided: 13% = 14,000 SF

ITEM 3: Plant Units:

- 3.1 All uses
Required: 1/1000 SF Landscape Area
Provided: 14 Minimum

Required: 1/12 Parking spaces
Provided: Not Applicable

ITEM 4: Fencing:

4.1 Height in any primary or secondary street yard
Required: (max.) 4'
Provided: Not Applicable

4.2 Height in interior side or rear yard
Required: (max.) 6'
Provided: Not Applicable

4.3 Setback from pedestrian frontage
Required: (min.) 1'
Provided: Not Applicable

4.4 Setback from side or rear lot line
Required: (min.) 0'
Provided: Not Applicable

ITEM 5: Parking Setbacks:

5.1 Primary Street, above ground
Required: (min.) 30'
Provided: Not Applicable

5.2 Secondary Street, surface parking
Required: (min.) 30'
Provided: Not Applicable

5.3 Secondary Street, tuck-under, enclosed, or structured parking
Required: (min.) 0'
Provided: Not Applicable

ITEM 6: Access:

6.1 Curb Cut Width
Required: (max.) 24'
Provided: along Glenwood St. = 20'
along Cache St. = Not Applicable

2.2.12.8.2 Bulk Standards

ITEM 7: Street Facade:

7.1 Width of ground and second story in primary setback range

7.1.1 % of lot width

Required: (min.) 70%

Lot width

North: 130' (Required Min:91')

East: 400' (Required Min:280')

South: 220' (Required Min:154')

West: 350' (Required Min:245')

Provided:

North: L1: 108' L2: 108'

East: L1: 328' L2: 316'

South: L1: 167' L2: 160'

West: L1: 300' L2: 270'

7.1.2 Length from street corner

Required: (min.) 30'

Provided: L1 = 70', L2 = 70'

7.2 Width of ground and second story in secondary street setback range

7.2.1 % of lot width

Required: (min.) 35%

Lot width is N:130' (Required Min:45.5')

Provided: L1 = 107', L2 = 107'

7.2.2 Length from street corner

Required: (min.) 30'

Provided: L1 = 107', L2 = 107'

7.2.3 Forecourt

Required: 1/3 of facade width (max.) = 35' depth (min.); within 30' of grade, transparency or forecourt facing facade = 40%

Provided: 280' facade width/3; 93' provided, 20'

ITEM 8: Building Height:

8.1 Stories

Required: (max.) 3

Provided: 3 stories above grade + 1 exempt basement levels

8.2 Height

Required: (min.): 24' - (max.): 42' to top of parapet (T.O.P.)

Exception: 75% transparency for roof railings/paparets

Provided: (min.): 42' - (max.):

ITEM 9: Building Stepback:

9.1 Stepback for any 3rd story street facade or street facade over 30'

Required: (min.)10'
Provided: 10'

- 9.2 Encroachment in setback
Allowed: (max. % of overall facade width) 60%

ITEM 10: Scale of Development:

- 10.1 Total Site Area: 107,121 SF
- 10.2 Allowed Commercial: Floor Area Ratio (FAR) 85,696 SF
- 10.3 Total 2:1 Bonus Housing: 50,650 SF
- 10.4 Basement Exempt Area:
Occupied: 27,246 SF
Basement Parking: 63,024 SF
- 10.5 Total Occupied Area (Excludes Structured Parking): 196,646 SF
- 10.6 Total Building Area (Including Parking) = 259,670 SF
- 10.7 Total Commercial SF (80,659 SF FAR + 24,627 SF Exempt) = 105,286 SF

2.2.12.8.3 Form Standards

ITEM 11: Pedestrian Frontage:

- 11.1 Trees in grates
- 11.1.1 Frontage dimensions
Required: (min.) 13.5' from back of curb
Provided: 13.5' min.

ITEM 12: Building Frontage Options: Residential

- 12.1 Story height
Required: Ground story height (min.) 9'
Upper story height (min.) 9'
Ground floor elevation (min.-max.) 0'-5'
Provided: Ground story height (min.) 12'
Upper story height (min.) 9'

Ground floor elevation (min.-max.) 0'-5'

12.2 Transparency

Required: Ground story primary street (min.): 20%
Ground story secondary street (min.): 20%
Upper story, primary/secondary (min.): 20%
Provided: Ground story primary street: greater than 40%
Ground story secondary street: greater than 40%
Upper story, primary/secondary: greater than 20%

ITEM 13: Parking Type Options: Underground parking

2.2.12.8.4 Environmental Standards Noted

Not Applicable

2.2.12.8.5 Scenic Standards

ITEM 14: Exterior Lighting:

- 14.1 Light Trespass is prohibited
Site Lighting design prohibits trespass
- 14.2 All light fixtures over 600 lumens shall be fully shielded
All light fixtures over 600 lumens are fully shielded
- 14.3 Max. lumens per SF of site development
Required: 3
Provided: Will Comply
- 14.4 Lumens per acre of site development (max.)
Required: All fixtures - 50,000
Unshielded fixtures - 2,000
Provided: Will Comply
- 14.5 Light Color
Required: $\leq 3,000$ Kelvin
Provided: 3000 Kelvin

2.2.12.8.6 Natural Hazard to Avoid

Noted, Not Applicable

2.2.12.8.7 Signs

Noted and will comply

2.2.12.8.8 Grading, Erosion Control, and Stormwater

Noted

2.2.12.8.9 Physical Development Permit Required

ITEM 15: $\geq 15,000$ SF Required:

- Sketch Plan
- Development Plan
- Building Permit
- DRC Review

2.2.12.C.1 Allowed Uses

ITEM 16: Allowed Uses:

16.1 Mixed Uses - Residential/Lodging

2.2.12.C.2 Use Requirements

ITEM 17: Use Requirements:

17.1 Parking

17.1.1 Residential

Parking Factor: 1.5

Residential Unit Count: 39

Parking Stalls Required: 59

17.1.2 Commercial

Hotel Parking Factor: 0.75

Hotel Unit Count: 114

Parking Stalls Required (Hotel): 86

Restaurant Parking Factor: 1/73 SF - 20%

Restaurant Area: 3,299 SF

Parking Stalls Required (Restaurant): 37

Hotel Bar & Lounge Parking Factor: 1/40 SF/3

Hotel Bar & Lounge Area: N/A

Parking Stalls Required (Hotel Bar & Lounge): N/A

17.1.3 Disability Parking Spaces

Required: if ≥ 200 , 6 + 1 per 100 parking spaces

provided

Provided: 9 stalls

17.1.4 Electrical Vehicle Supply Equipment (EVSE)

Required: (Other Residential/Lodging)

I. EVSE Capable: 30%
206 stalls x 0.30 = 62 stalls

II. EVSE Installed: 5%
203 stalls x 0.05 = 11 stalls

Provided:

I. EVSE Capable: 62 stalls (including EVSE
installed)

II. EVSE Installed: 12 stalls

17.1.5 Street Parking Credit - 21

Total Parking Required: 182 stalls

Total Parking Provided: 206 stalls

2.2.12.C.3 Operational Standards

Noted and will comply

2.2.12.D.1 Allowed Subdivision and Development Options Noted

Noted

2.2.12.D.2 Residential Subdivision Requirements

Noted

2.2.12.D.3 Required Subdivision and Development Option Permits

Noted