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## Statement of Development Objectives

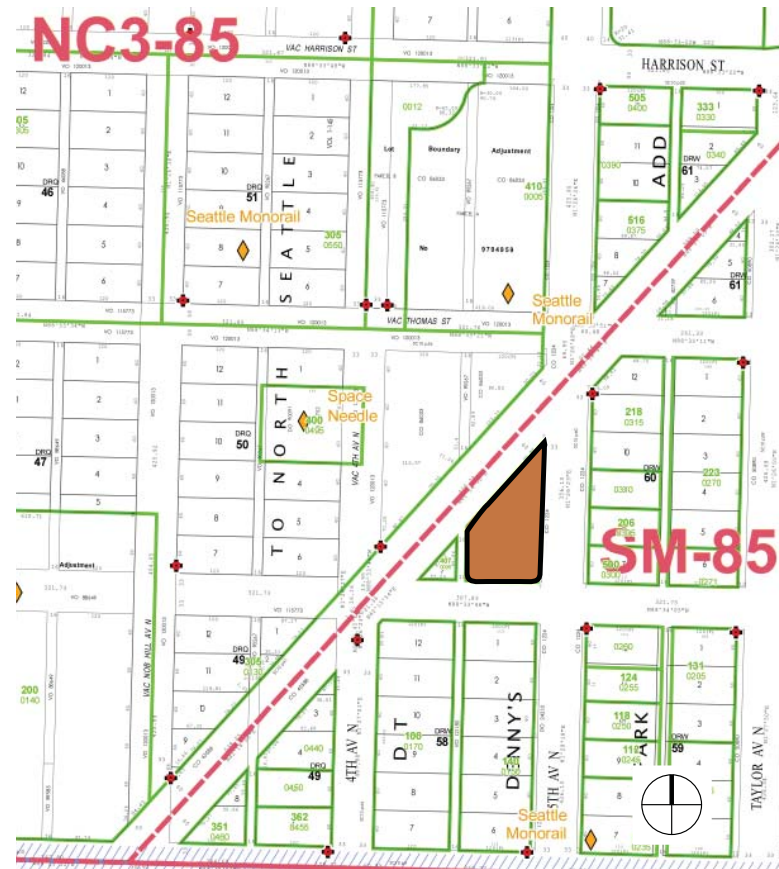
Our objective is to create a high quality, timeless, mixed use hotel/apartment building that blends with the surrounding structures. The project will feature a restaurant bar area that we intend to open to the public in afternoon and evening hours.

Hotel guests will receive valet service with taxi / vehicular drop off on 5th Ave N. Apartment guests will have direct access to the parking garage from the alley.

Both Hotel and Apartment guests will have access to the roof-top terrace, fire pit and covered grill area. Access to each floor will be limited by card key in order to allow for a differentiation between Hotel and Apartment uses.

# 2

## Urban Design Analysis Zoning Map and Summary



SITE



### Site Address:

416 John St  
Seattle WA, 98109

**Zone:** SM-85 - Uptown Urban Center

### Permitted Uses: 23.48.004

All uses are permitted outright, either as principal or accessory uses, except high-impact uses, heavy manufacturing uses, general manufacturing greater than 25,000 square feet, drive in business, jails, adult motion picture theaters, outdoor storage, surface parking, animal shelters or husbandry, park or pool lots, park and ride lots, work release centers, recycling, solid waste management, or mobile home parks.

### Facade Transparency: 23.48.018

Facade transparency and blank facade requirements shall apply to the area of the facade between two (2) feet and eight (8) feet above the sidewalk. A minimum of thirty (30) percent of the width of the street-level facade must be transparent.

### Height: 23.48.016

85 feet

### Height Rooftop features: 23.48.010

The ridge of pitched roofs with a minimum slope of six to twelve may extend 10 feet above the height limit. The ridge of pitched roofs with a minimum slope of 4 to 12 may extend 5 feet above the height limit

### Lot Coverage:

#### Density / FAR: 23.48.016B

FAR of four and one half (4.5) is the maximum chargeable floor area permitted for Commercial/Hotel Use. No FAR limit for Residential Use.

### Setbacks: 23.48.012

No setbacks required.

### Parking: 23.48.034C1a

Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of Section 23.53.030 C and use of the

alley for parking and loading access would not create a significant safety hazard as determined by the Director. If the lot fronts on an alley and an east/west oriented street, parking and loading access may be from the east/west oriented street.

### 23.54.015 Minimum Parking requirements:

None for Uptown Urban Center

Guidelines Used: Hotel - one space per 4 rooms

Apartment - one space per dwelling unit

### Multifamily and Commercial Zones:

#### 23.54.020F

The minimum parking requirements for all uses may be reduced by areas 20% when the use is located within 800 feet of a street with peak transit service headways of 15 minutes or less in each direction.

### Landscaping:

#### Green Factor / Street Trees: 23.48.024C

Street trees shall be provided in all planting strips.

Existing street trees may count toward meeting the street tree requirement. No Green Factor is required in SM-85.

### Amenity Space: 23.48.020

All new structures containing more than 20 dwelling units shall provide amenity area on the lot in an amount equivalent to 5 percent of the total gross floor area in residential use. The amenity area shall be available to all residents and may be provided at or above ground level. A maximum of 50 percent of the amenity area may be enclosed. The minimum horizontal dimension for residential amenity area is 15 feet, and no required amenity area shall be less than 225 square feet in size. The exterior portion of required amenity area shall be landscaped and shall provide solar access and seating.

### Modulation:

Not required in SM-85 (Seattle Mixed)

# 2

## Urban Design Analysis Vicinity Map & Traffic Flows

The site is within the district covered by the Uptown Urban Center. The site is illustrated in the images to the left.

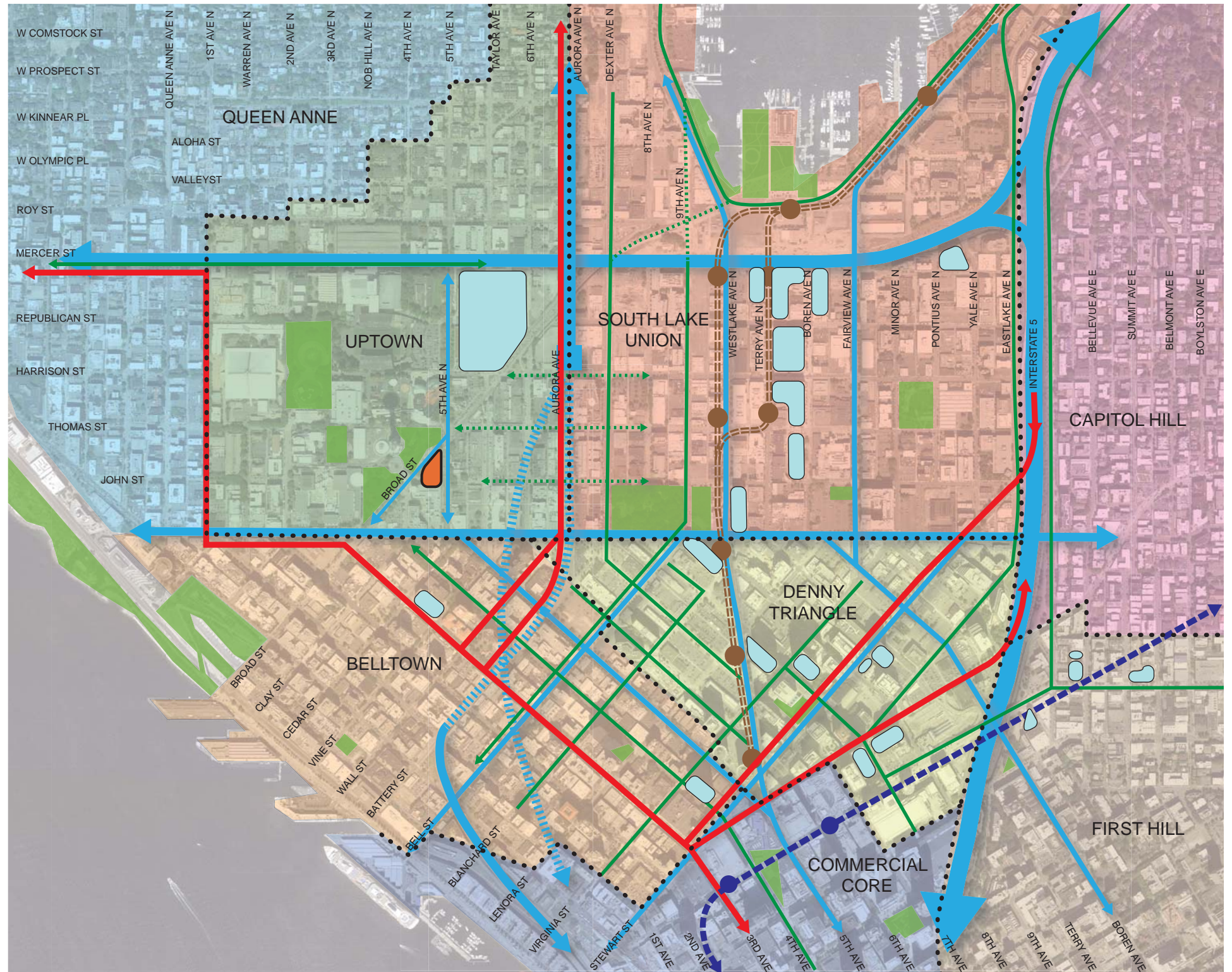
This site is not specifically addressed in a particular Neighborhood plan, but flanks the border of multiple proposed development plans. Across Broad St to the northwest lies the border of the 'Century 21 Seattle Center Master Plan'. This plan focuses heavily on reclaiming and unifying open space at the heart of the campus, and making a connection with buildings on the periphery as well as the growing neighborhoods on the Center's edges.

Additionally, this site is located at the edge of the Mercer Corridor West Phase. Broad St will be closed one block northeast of the site directly affecting the traffic pattern of the Broad St / 5th Ave N corridor.

SDOT has an undeveloped plan for an alteration to the traffic pattern along Broad St between John st and 5th Ave N. Access to the site may be limited to a three lanes of traffic (one NE and two SE), two lanes of traffic (two SE bound lanes only) or the street may be permanently closed for this length of Broad St. Access north from alley may be removed as well which will affect Loading and Unloading traffic patterns within the alley.

### MAP LEGEND:




-  PROJECT SITE
-  RECENT URBAN DEVELOPMENTS
-  ROAD NETWORK
-  BICYCLE PATHWAYS
-  PROPOSED BICYCLE / PEDESTRIAN PATHWAYS
-  NEIGHBORHOOD BOUNDARY
-  MAJOR BUS TRANSIT
-  SOUND TRANSIT LIGHT RAIL
-  STREET CAR

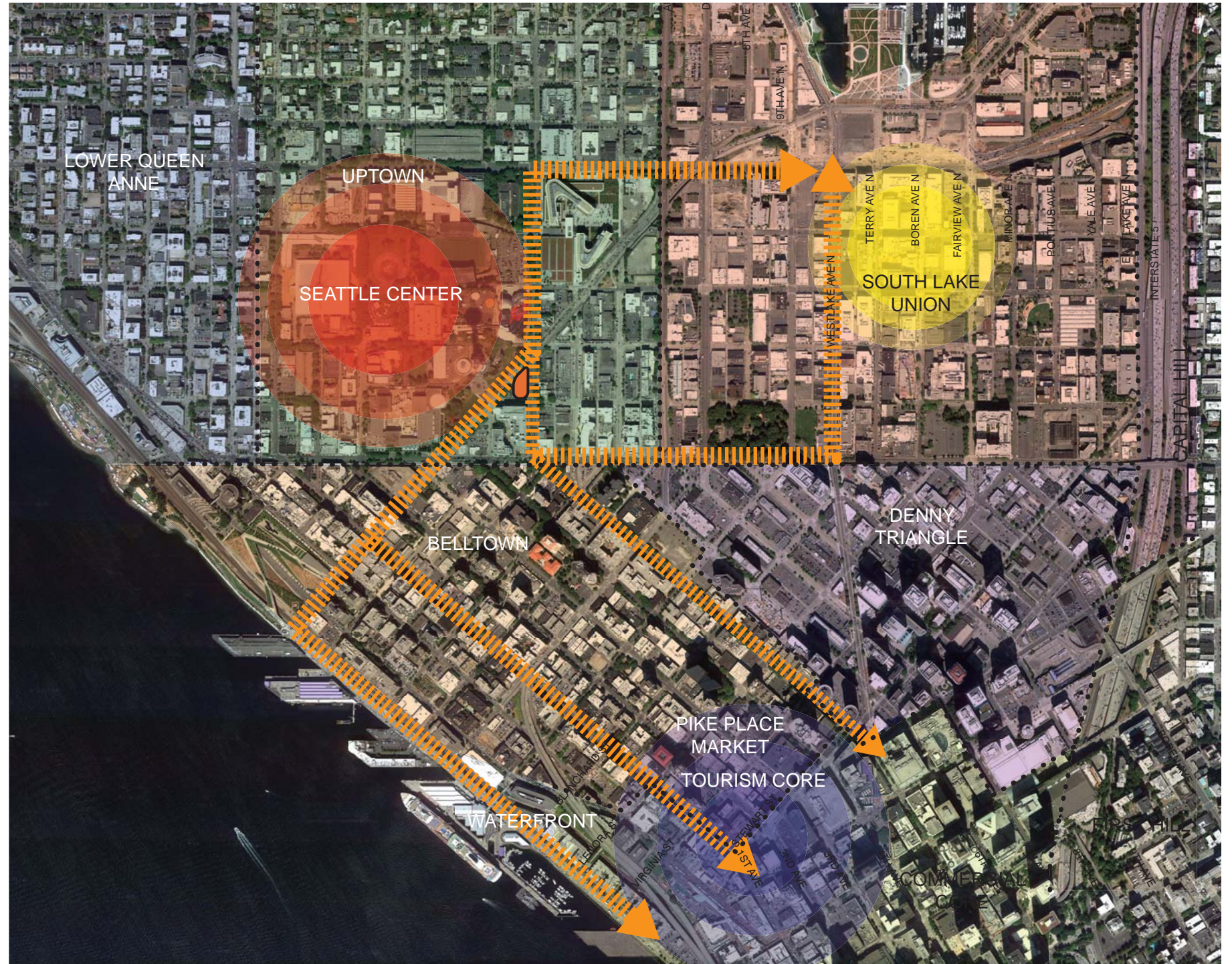


# 2

## Urban Design Analysis Vicinity Map & Traffic Flows (Detail)

MAP LEGEND:

-  PROJECT SITE
-  NEIGHBORHOOD CONNECTIONS
-  NEIGHBORHOOD NODES



Urban Connection

# 2

## Urban Design Analysis Major Building Types



**A: The Grand Hyatt**  
721 Pine Street  
Corner Lot  
Downtown / Urban Setting  
Shared vehicular and pedestrian entry



**B: Sheraton**  
1400 6th Avenue  
Acute corners / Triangular shape  
Downtown / Urban Setting



**C: Hotel Max**  
620 Stewart Street  
Low-rise Urban Hotel  
Heavy Pedestrian traffic  
Punched openings



**D: Courtyard Marriott South Lake Union**  
925 Westlake Avenue North  
Low-rise Urban Hotel  
Car-centric traffic



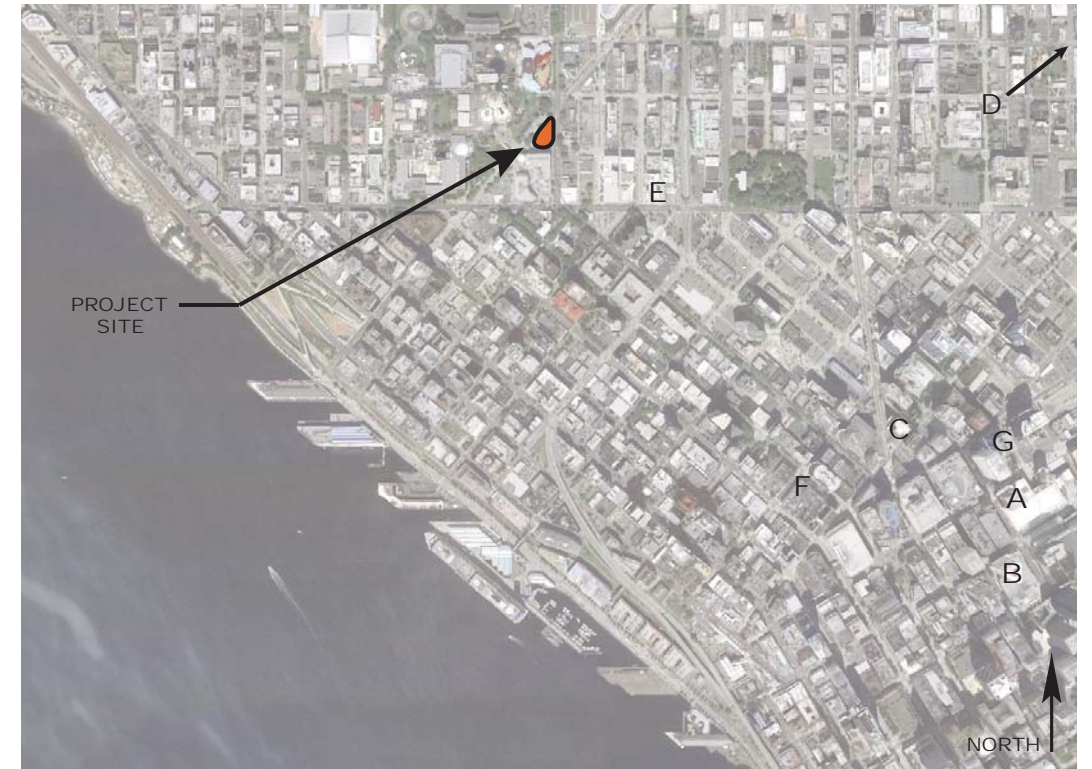
**E: Hyatt Place**  
110 6th Avenue North  
Hotel and Apartment Uses  
Car-centric traffic  
Urban Setting



**F: Hotel Andra**  
2000 4th Avenue  
Low-rise Urban Hotel  
Heavy Pedestrian traffic  
Punched openings

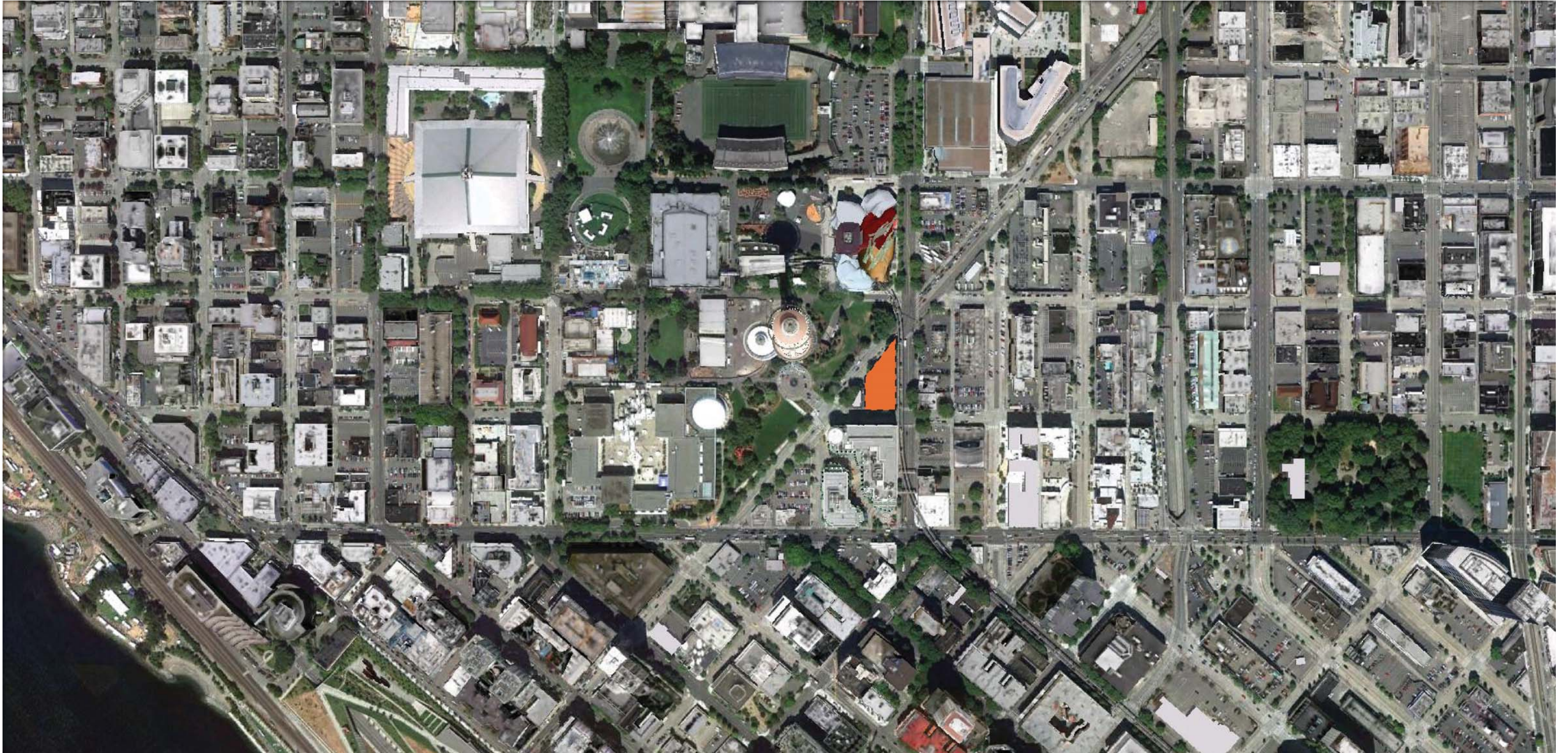


**G: Hyatt Olive 8**  
1635 8th Avenue  
Hotel and Apartment Uses  
Corner Lot  
Downtown / Urban Setting  
Shared vehicular and pedestrian entry



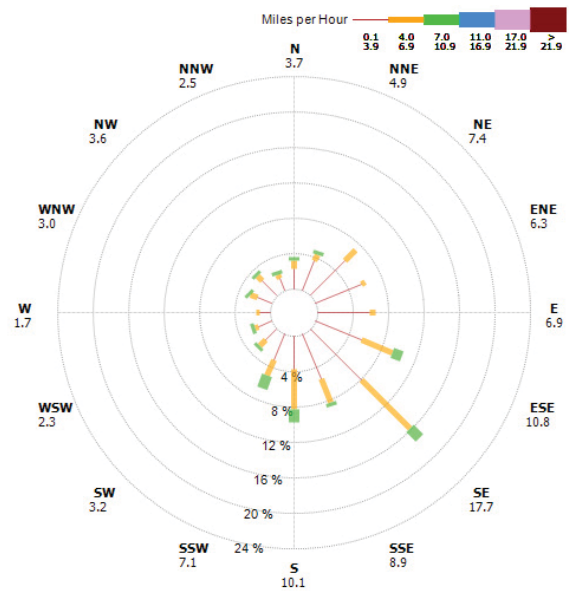
# 2

## Urban Design Analysis Aerial Photograph



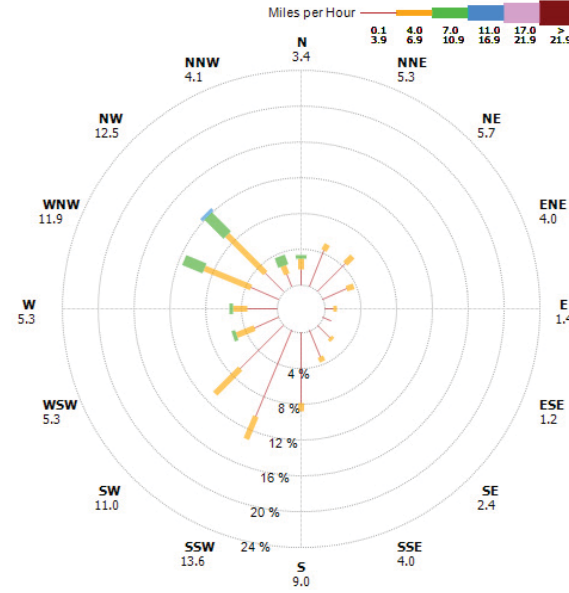
# 2

## Urban Design Analysis Sun / Wind diagram



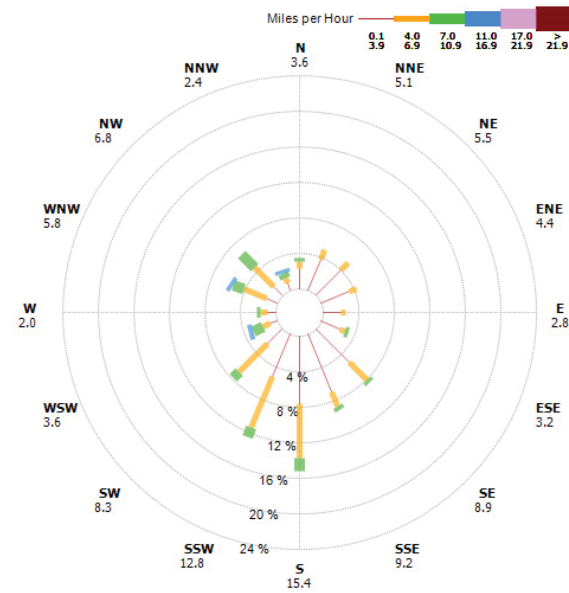
Hour Average Wind Speed Propeller  
Seattle Beacon Hill ~ 2,156 Observations  
21 Dec 2009 through 20 Mar 2010

### Prevailing Winds: Winter



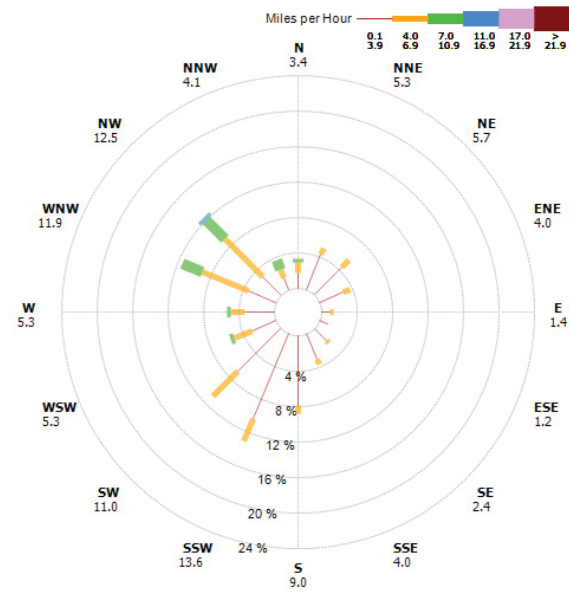
Hour Average Wind Speed Propeller  
Seattle Beacon Hill ~ 2,151 Observations  
21 Jun 2010 through 20 Sep 2010

### Prevailing Winds: Summer



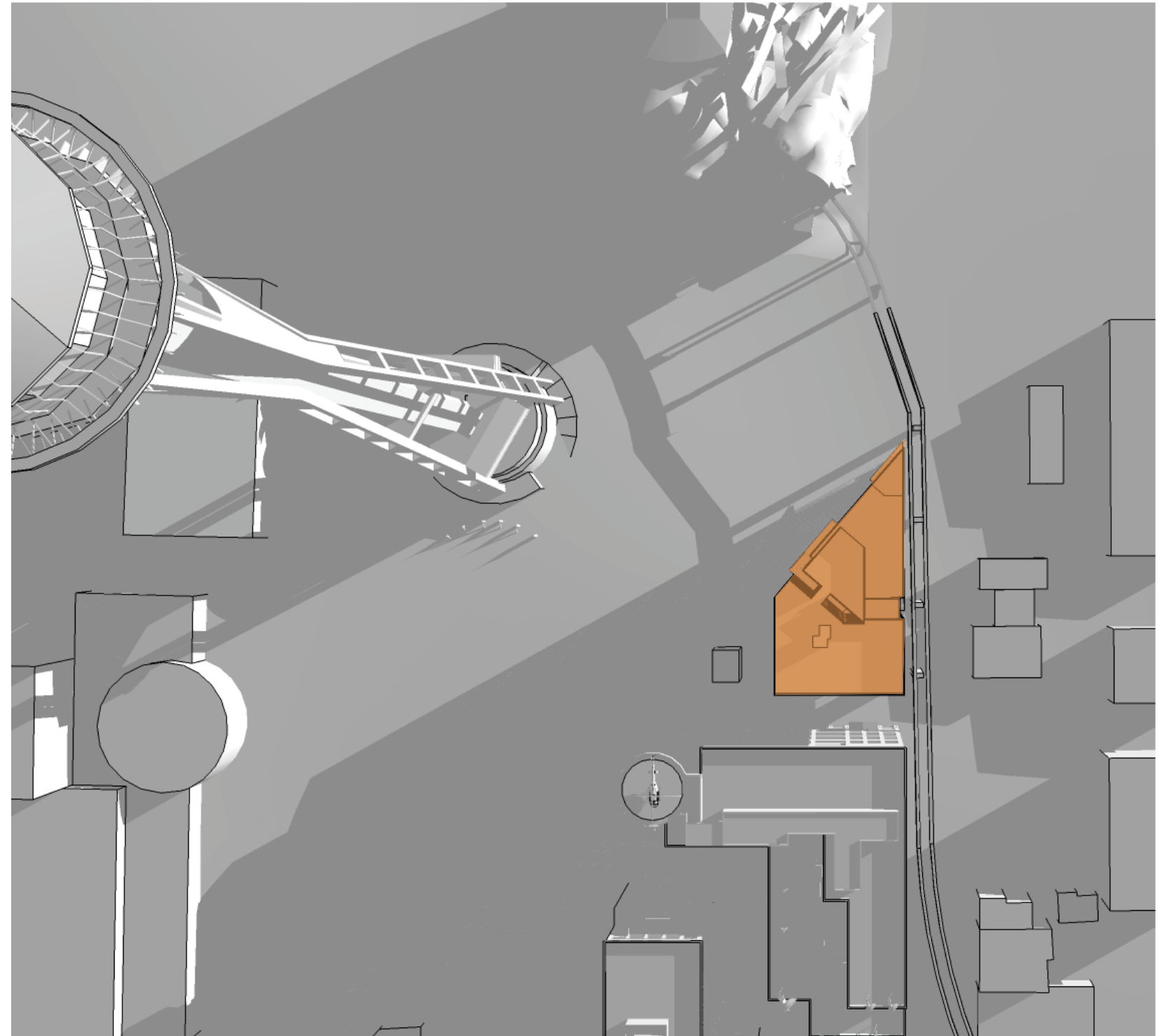
Hour Average Wind Speed Propeller  
Seattle Beacon Hill ~ 2,203 Observations  
21 Mar 2010 through 20 Jun 2010

### Prevailing Winds: Spring



Hour Average Wind Speed Propeller  
Seattle Beacon Hill ~ 2,151 Observations  
21 Jun 2010 through 20 Sep 2010

### Prevailing Winds: Fall





# 2

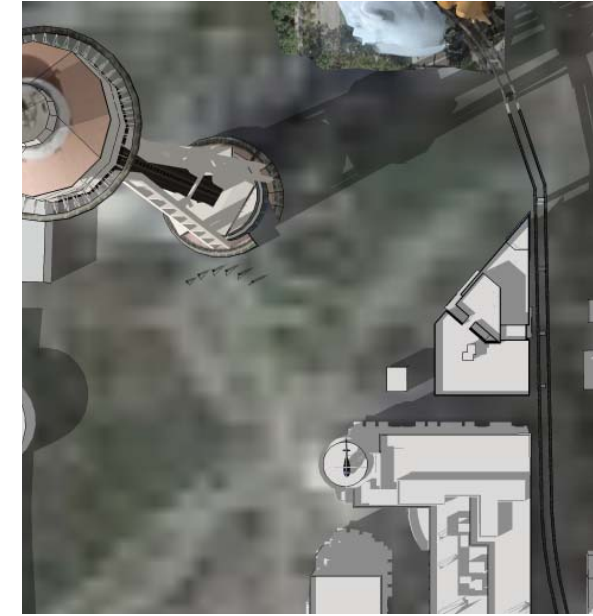
## Urban Design Analysis Sun diagram



**Vernal Equinox: 8am**



**Vernal Equinox: 12pm**



**Vernal Equinox: 4pm**



**Summer Solstice: 8am**



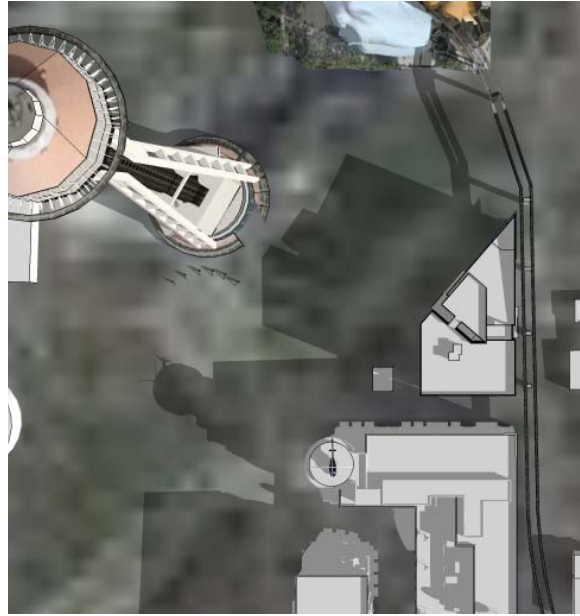
**Summer Solstice: 12pm**



**Summer Solstice: 4pm**

# 2

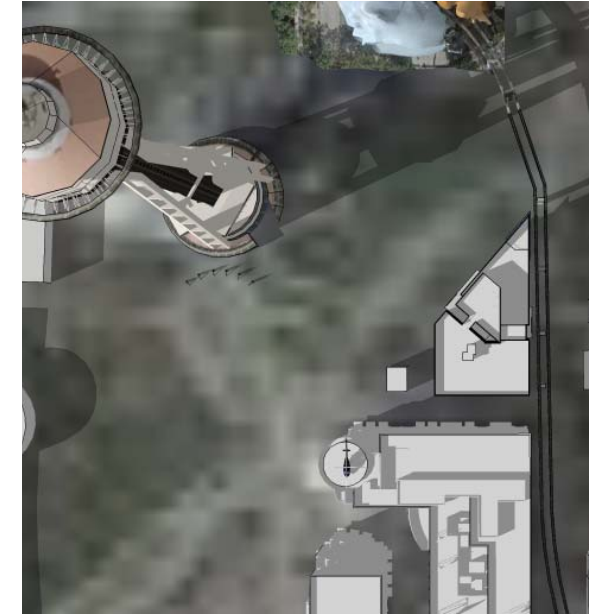
## Urban Design Analysis Sun diagram



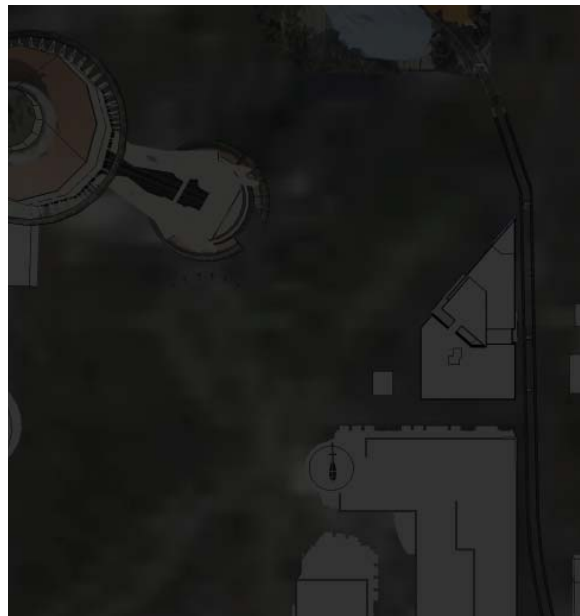
**Autumnal Equinox: 8am**



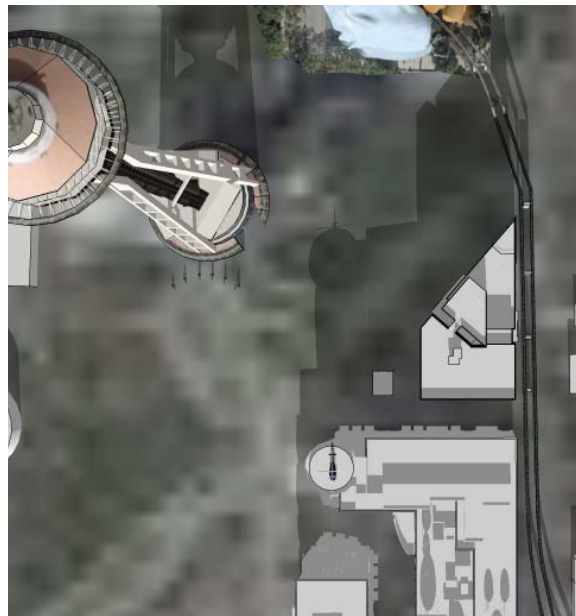
**Autumnal Equinox: 12pm**



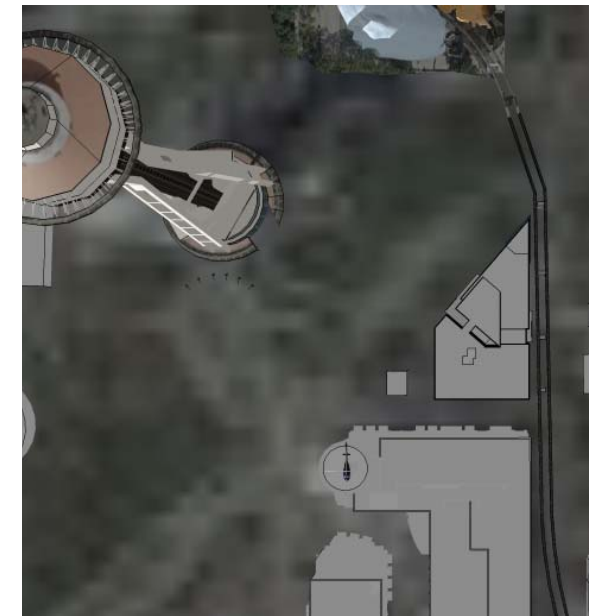
**Autumnal Equinox: 4pm**



**Winter Solstice: 8am**



**Winter Solstice: 12pm**



**Winter Solstice: 4pm**

# 2

## Urban Design Analysis Streetscape Photomontage



John Street looking north at the site



Broad Street looking south at the site

# 2

## Urban Design Analysis Streetscape Photomontage



John Street looking north at the site



1. Corner of Broad St and 5th Ave N looking at the site



1. Corner of Broad St and John St looking at the site



1. Corner of John St and 5th Ave N looking at the site

# 3

## Design Guidelines for Uptown



Covered Entry



Bench with Planter

**Response to relevant sections of the Design Guidelines for Uptown Development Document are contained in this section.**

### **A-1 Respond to the Physical Environment**

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

Queen Anne Supplemental Guidance:

- A. Solar Orientation
- B. Stormwater Management

*The project emphasizes the irregular shape of the lot, treating it as an Architectural feature both at the highly glazed main floor bar/restaurant and at the upper levels through material usage.*

### **A-2 Streetscape Compatibility**

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Queen Anne Supplemental Guidance:

- A. Architectural Diversity
- B. Older and Historic Buildings
- C. Wider Sidewalks
- D. Ground Level Residential
- E. Streetscape Improvement

*Streetscape improvements include the introduction of sidewalk planters and benches as well as the extension of the sidewalk to incorporate the monorail pylons. These extensions will soften the transition between street level and sidewalk as well as increase pedestrian visibility along 5th Ave N and at the intersection of John St and 5th Ave N.*

### **A-3 Entrances Visible from the Street**

Entries should be clearly identifiable and visible from the street.

*The incorporation of canopies at both pedestrian entries as well as site lighting and signage acts as visual markers for pedestrians, creating a strengthened sense of entry.*

### **A-8 Parking and Vehicle Access**

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Queen Anne Supplemental Guidance:

- A. Parking on Queen Anne Avenue
- B. Access to Parking
- C. Preserving Existing Sidewalk Areas
- D. Widening Narrow Alleys

*Garage entry has been located in response to the various constraints of the site and adjacent properties. By siting the entry at the alley we decrease the interaction between vehicles entering and existing Fischer Plaza across John St.*

### **A-9 Location of Parking on Commercial Street Fronts.**

Parking on a commercial street front should be minimized and where possible should be located behind a building.

*Garage entry has been located on the alley, the least trafficked thoroughfare both vehicular and pedestrian. This decreases the interaction between vehicles entering and existing the garage and pedestrians entering and existing the hotel.*

### **A-10 Corner Lots**

Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Uptown-specific supplemental guidance:

- A. Visual Openness Encouraged at Street Level
- B. Synergetic Connection to Surrounding Iconic Structures

*Entries to the building have been located mid-block on both of the heavily trafficked streetfrontages. This allows the building to hold each of the corners*

*through site specific responses. The portion of the building at the most visible portion of the site is heavily glazed and steps down soften the building edge at the sidewalk. This allows for greater pedestrian interaction through visual connection as well as minor locations of repose along the sidewalk edge. The portion of the main floor that faces the greenspace at the base of the Seattle Space Needle is fully glazed allowing for a visual dialogue between the two spaces.*

### **C-1 Architectural Context**

New buildings proposed for existing neighborhoods with a well defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Queen Anne Supplemental Guidance:

- C. Features Especially Encouraged
- D. Small Local Businesses

*The proposed exterior material of metal cladding responds to the surrounding 'futuristic' vernacular of the EMP and Space Needle. The use of varied both neutral and bold color palettes relates to the tonal variations of Fischer Plaza, the EMP, The Gates Foundation and the Seattle Center. Metal cladding also responds to the Seattle monorail both stylistically and pragmatically.*

### **C-2 Architectural Concept and Consistency**

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls.

Queen Anne Supplemental Guidance:

- A. Individualized Storefronts
- B. Highlighting Distinctive Features
- C. Screening Rooftop Systems
- D. Sustainable Building Features

# 3

## Design Guidelines for Uptown



Transparency at Entry Level



Rooftop Amenity Space

**Response to relevant sections of the Design Guidelines for Uptown Development Document are contained in this section.**

*The building form responds to its surroundings by notching back at both pedestrian entries and anchoring itself to the lot along John St and the alley. The portion of the site along the intersection of Broad St and 5th Ave N acknowledges the importance of the Seattle Center by stepping down its form and creating an occupiable roof deck with views to the Seattle Center as well as South Lake Union. The prow located at the corner not only acts as an Architectural element, but it also serves to mask much of the rooftop systems located on the non-occupiable portion of the roof.*

### C-3 Human Scale

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Queen Anne Supplemental Guidance:

- A. Pedestrian Orientation

*The building not only steps back at the pedestrian entrances along 5th Ave N and Broad St allowing for covered entries, but it also decreases in scale as the topography drops at the intersection to relate to the pedestrian traffic. Planters and benches, as well as site lighting, have been incorporated to allow for visual and physical interaction along the sidewalk edge.*

### C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Queen Anne Supplemental Guidance:

- A. Building for the Long Term
- B. Cladding Materials
- C. Ground-floor Facade Materials
- D. Colors
- E. Renewable Materials

*The use of varied both neutral and bold color palettes relates to the tonal variations of Fischer Plaza, the EMP, The Gates Foundation and the Seattle Center. The main floor incorporates a high amount of glazing to allow for visual connection at the sidewalk level. Metal cladding will maintain its color over time and withstand the demands of Seattle weather as well as dust and debris from the Seattle Monorail.*

### D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Queen Anne Supplemental Guidance:

- A. Building Setbacks for Wider Sidewalks
- B. Creating Pedestrian Openspace
- C. Recessed Retail Entry Areas
- D. Avoiding Dark, Unusable Spaces.
- E. Pedestrian Weather Protection
- F. Operable Storefront Windows
- G. Retail Use and Open Space at Sidewalk Level
- H. Pedestrian Amenities and Street Furniture
- I. Bus Waiting Facilities in Buildings
- J. Residential Entries

*The building not only steps back at the pedestrian entrances along 5th Ave N and Broad St allowing for well lit covered entries, but it also decreases in scale as the topography drops at the intersection to relate to the pedestrian traffic. Planters and benches have been incorporated at the sidewalk level to act as pedestrian amenities.*

### D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

*Transparent storefronts have been incorporated along the two main facades (5th Ave N and Broad St). Blank facades have been minimized on all facades per the requirements of the Seattle Land Use Code.*

### D-12 Residential Entries and Transitions

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

*Please see the response to D-1 Pedestrian Open Spaces and Entrances*

### E-2 Landscaping to Enhance the Building and/or Site.

Landscaping, including Living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

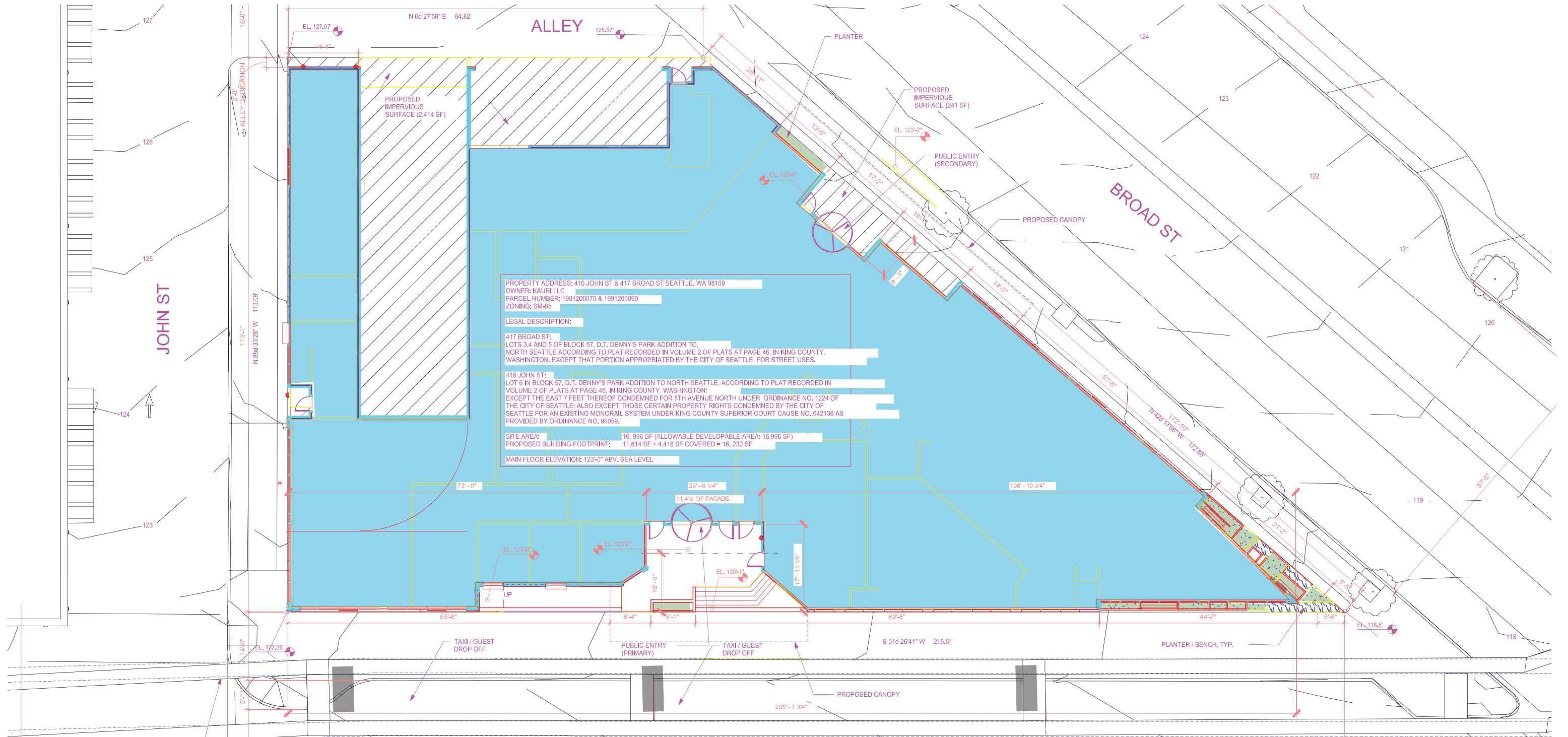
Queen Anne Supplemental Guidance:

- A. Green Factor Focus on Ground Level Plantings
- B. Recommended Landscape Enhancements
- C. Evergreen Plantings
- D. Quality Landscaping Materials
- E. Recommended Plants
- F. Planted Containers

*Streetscape improvements include the introduction of sidewalk planters and benches as well as the extension of the sidewalk to incorporate the monorail pylons. These extensions will soften the transition between street level and sidewalk as well as increase pedestrian visibility along 5th Ave N and at the intersection of John St and 5th Ave N.*

# 4

## Design Concept Site Plan Building Footprint



Proposed Site Plan

# 4

## Design Concept Floor Plan Space Allocation



Main Floor Plan



# 4

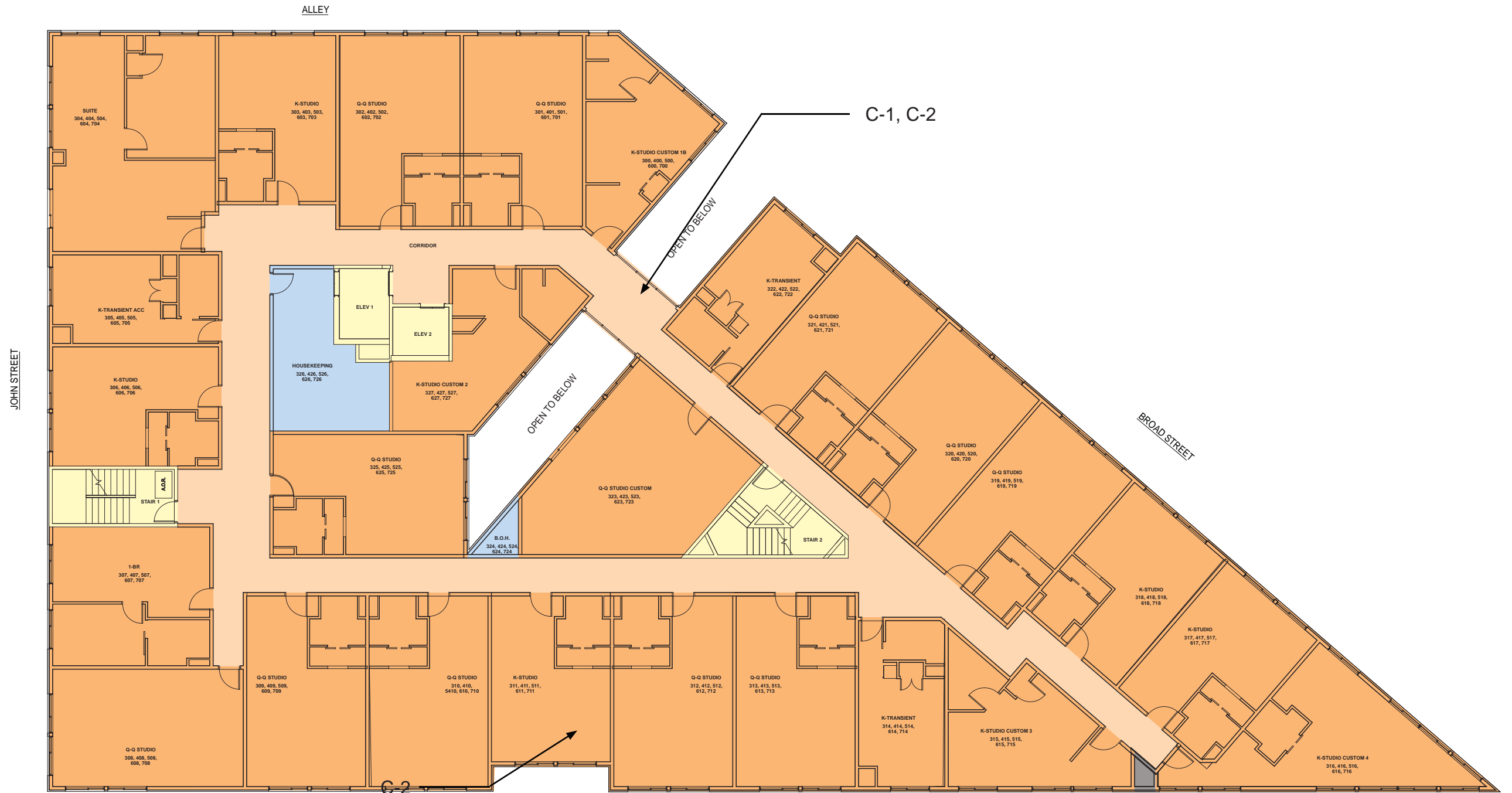
## Design Concept Floor Plan Space Allocation



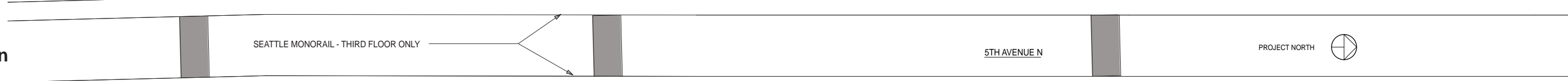
**Second Floor Plan**

# 4

## Design Concept Floor Plan Space Allocation



Typical Floor Plan



# 4

## Design Concept Floor Plan Space Allocation



**Eighth Floor / Roof Garden Plan**

# 4

## Design Concept Floor Plan Space Allocation



**Parking Level 1 Plan**

# 4

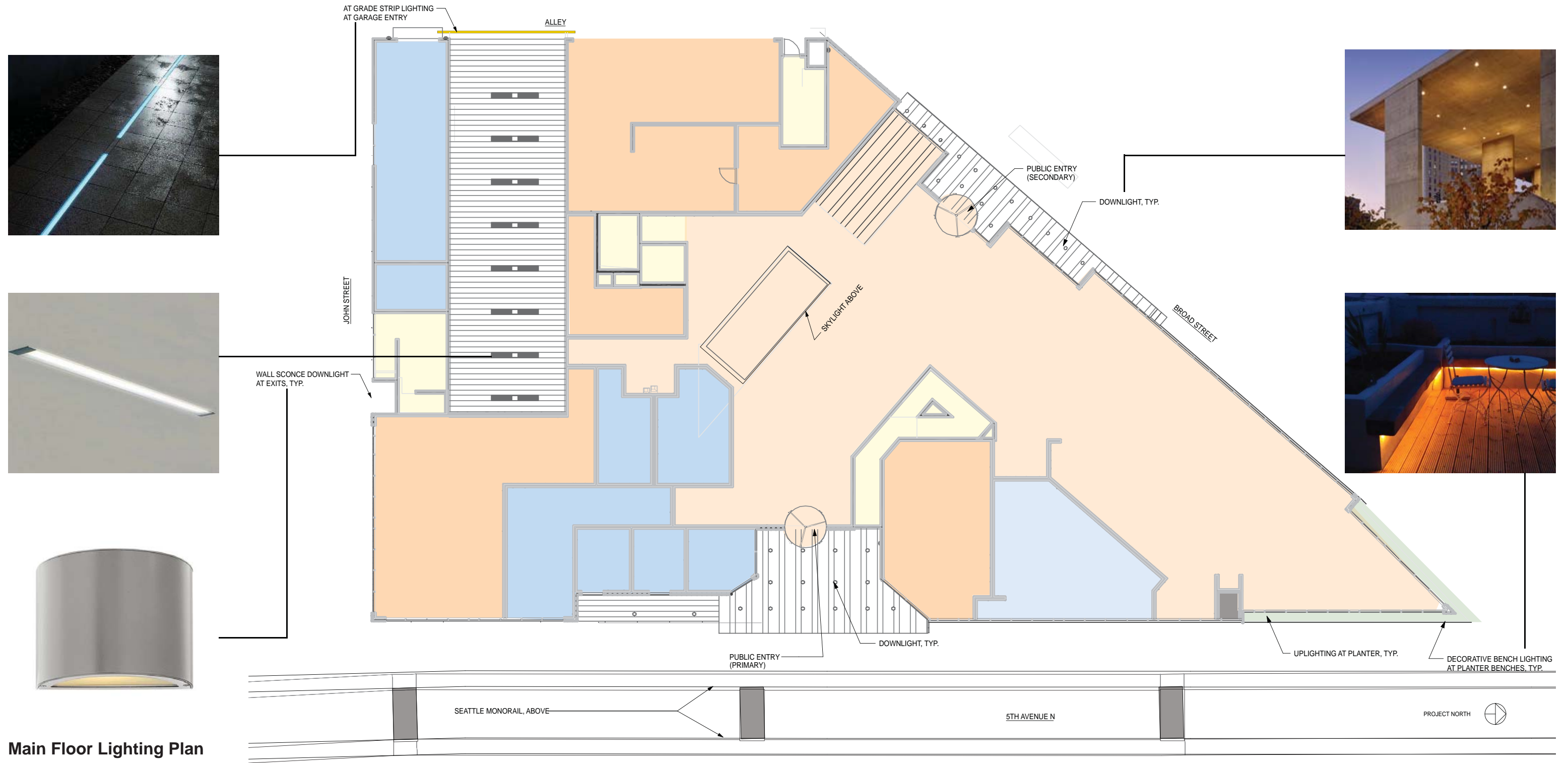
## Design Concept Floor Plan Space Allocation



### Parking Level P2

# 4

## Design Concept Floor Plan Space Allocation



Main Floor Lighting Plan

# 4

## Design Concept Proposed Elevations



# 4

## Design Concept Proposed Elevations



5th Ave N Elevation



# 4

## Design Concept Proposed Elevations



# 4

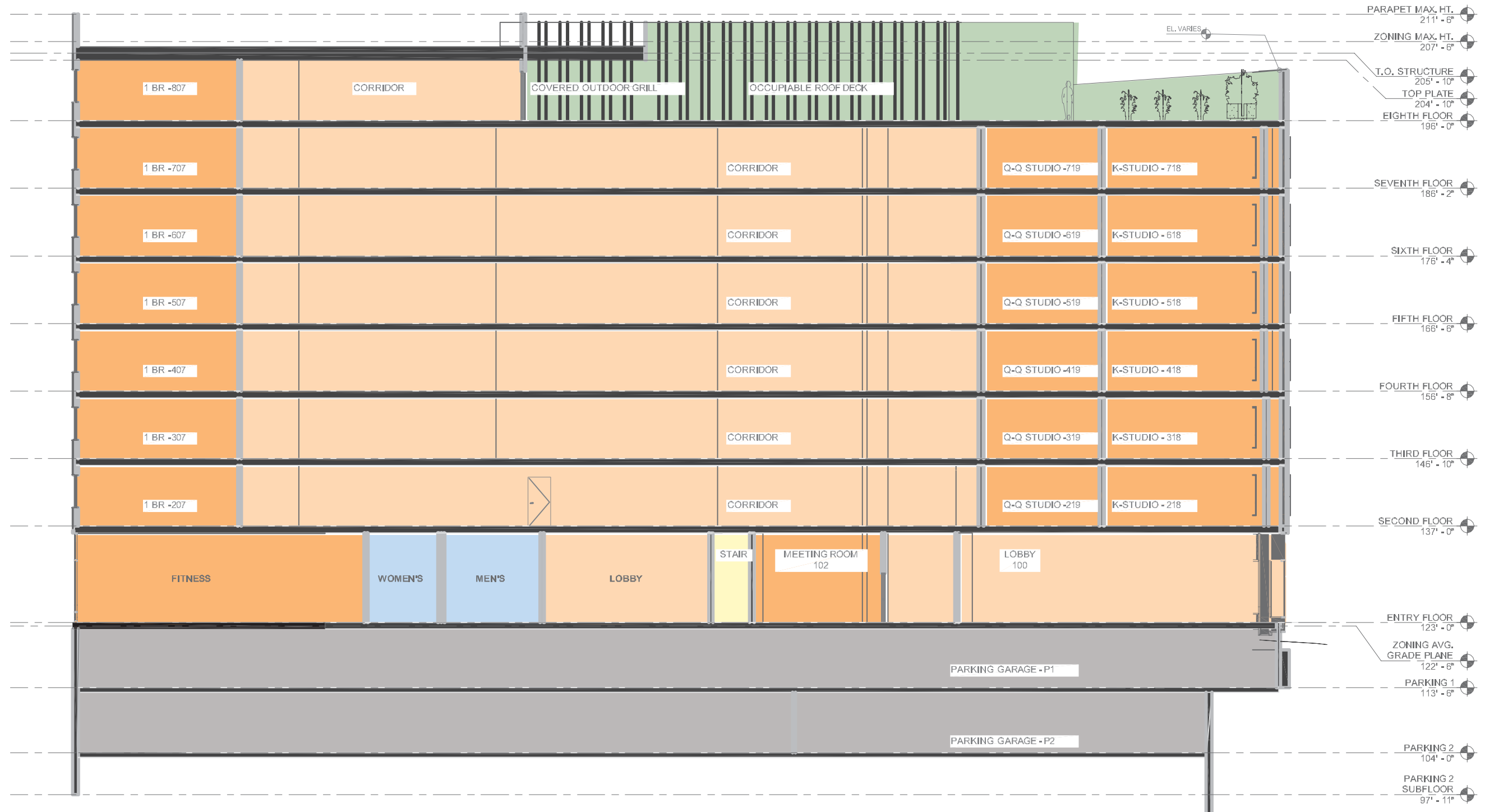
## Design Concept Proposed Elevations

Alley Elevation



# 4

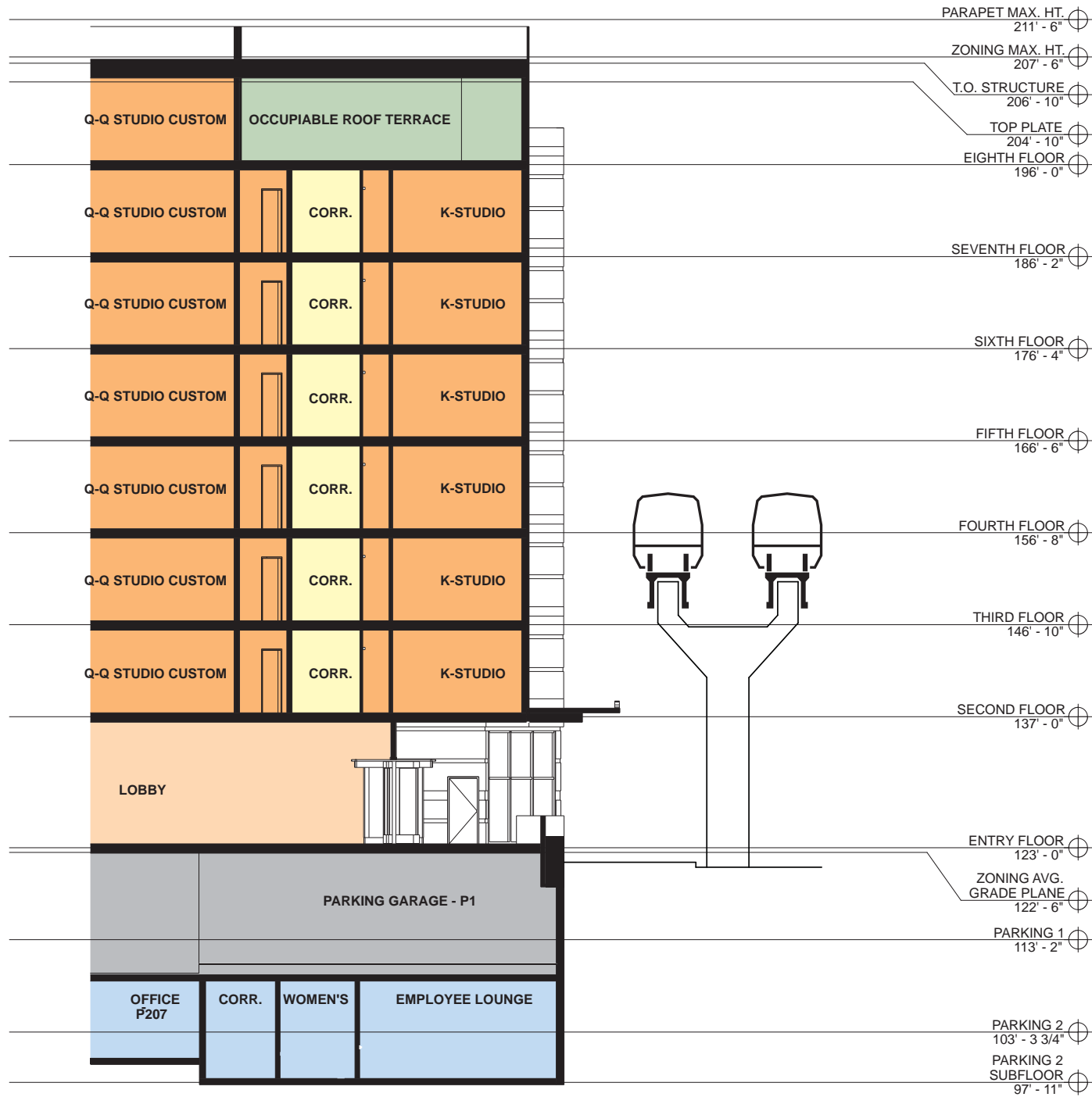
## Design Concept Proposed Sections



Building Cross Section

# 4

## Design Concept Proposed Sections



Building Section at Entries

# 4

Design Concept  
Proposed Perspective

A-3, D-1, D-12

C-4

C-2, D-11

A-1, A-10, C-3



Vignette - Corner of Broad St and 5th Ave N

NOTE: MONORAIL NOT SHOWN FOR CLARITY

# 4

Design Concept  
Proposed Perspective



Vignette - Corner of Broad St and 5th Ave N

# 4

Design Concept  
Proposed Perspective



Vignette - Corner of John St and  
5th Ave N

NOTE: MONORAIL NOT SHOWN FOR CLARITY

# 4

Design Concept  
Proposed Perspective



Vignette - Corner of John St and  
5th Ave N



# 4

Design Concept  
Proposed Perspective



Vignette - Corner of Broad St and John St

A-9

# 4

## Master Plan Concept Skyline Studies



*Aerial view toward Seattle Center*



*View from I-5*

# 4

## Master Plan Concept Skyline Studies



*View down 5th Ave N*



*View down Broad St*

# 5

## Strategy for Open Space

### **Sustainable Strategies**

**Storm Water Management:** Drainage swales and rain gardens can demonstrate best practices as well as be an attractive aesthetic feature. The sidewalk improvements for the area adjacent to the Monorail offers great opportunity for vegetation based storm water management.

**Native Drought-tolerant Plants:** Native, Drought-tolerant plants will be incorporated to minimize water usage as well as promote the growth of our local ecosystem.

### **Bikeways and Bike Parking**

Bike routes are integral to the traffic patterns of Seattle as a city as to Seattle Center as a whole. Although Fifth Avenue is not designated with a bike lane there will be increased bike traffic in to and away from Seattle Center through proposed east-west Pedestrian / Bike pathways crossing at John, Thomas and Harrison. Off-street bike parking areas with security lighting, will be located at the main garage entry as well as on Parking Level 1.

### **Safety and Walkability**

A consistent practice throughout the City is the curbside median strip for most street trees, street lighting poles, functional signage and selected types of flowers, grasses and groundcovers. This acts as a buffer between street traffic and the pedestrians. It is this projects intention to include street level planting strips along Fifth Ave N and Broad St (the two main thoroughfares) to soften the transition between vehicular based traffic and pedestrian traffic.

### **Intersections - Controlled Safe Crossing, Sense of Place**

The overlap of pedestrian and vehicular traffic occurs in its most acute manner at street intersections. By extending the sidewalk out to engage the monorail at these junctions we increase pedestrian visibility and offer them a wider field of vision.



# 5

## Strategy for Open Space



Vignette - Broad Street Entrance

# 5

## Strategy for Open Space

### **Pedestrian Amenities**

#### Shelter

Overhead protection from wind, sun and rain is an important pedestrian amenity. Each pedestrian entry is noted with a large, well lit, canopy. Additionally significant elements along the building facade (the corner element at 5th Ave N and Broad St as well as the vehicular entry on John St) are marked with light, glazed canopies that draw your focus in to the building.

#### Sitting

Places to sit or just lean against are a welcoming feature. This project proposes to incorporate benches in with the planters along 5th Ave N and Broad St. These would be used for intermittent, casual, stops while strengthening transition between the sidewalk and building edge. Additionally these stepped benches help the building edge respond to the change in topography as the grade recedes acknowledging the human scale along the buildings two major facades.

### **Building Setbacks Along Streets**

Simple building setbacks along a street can be an effective contrast to the typical sidewalk width when the building might be otherwise located on the property line. Even modest in size, such space can add significant strength to the Green Street idea. This street related open space, treated as lineal plazas and promenades, can give the street, the property line and the neighborhood special identity and distinctiveness.



# 5

## Strategy for Open Space

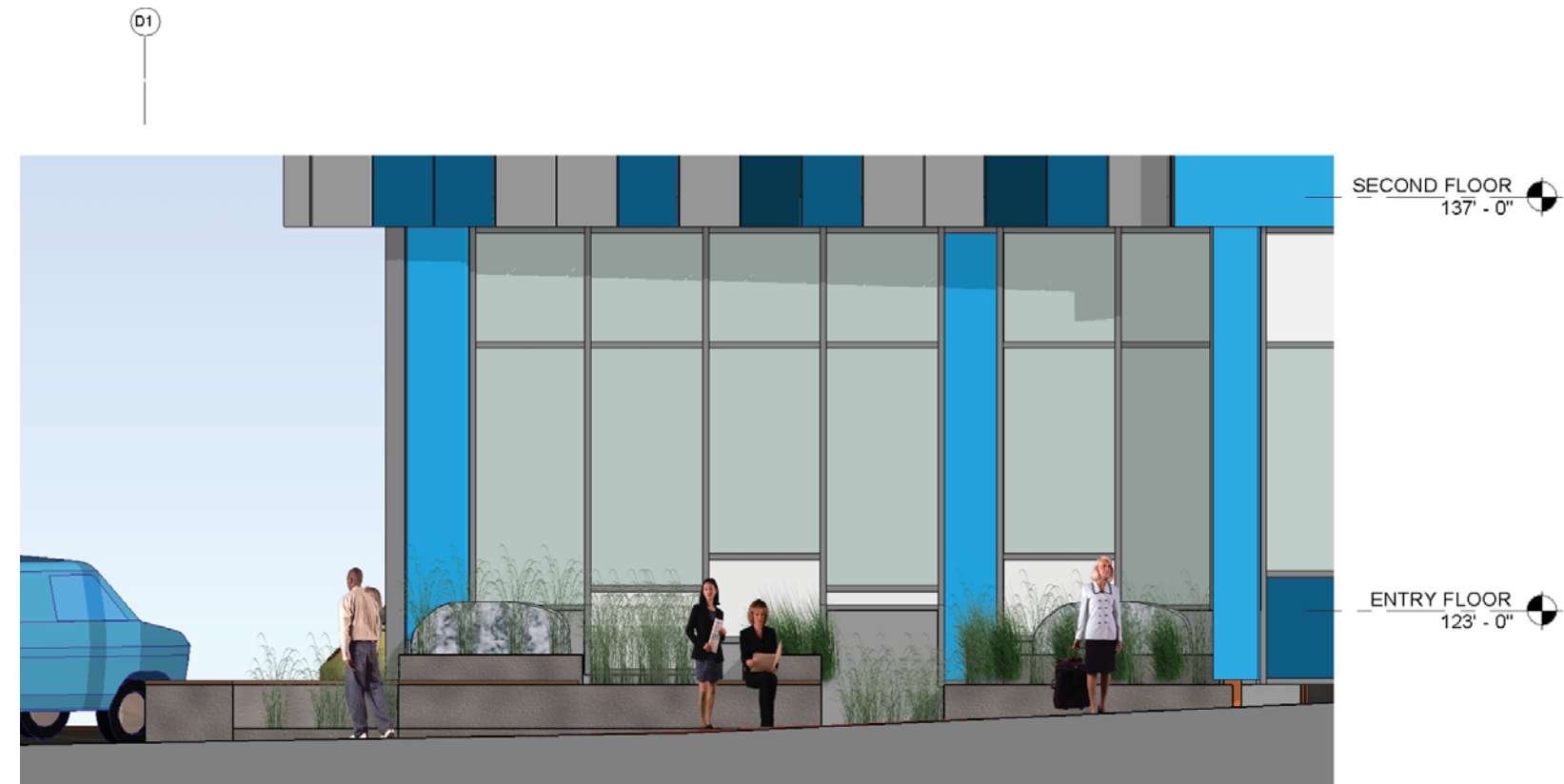
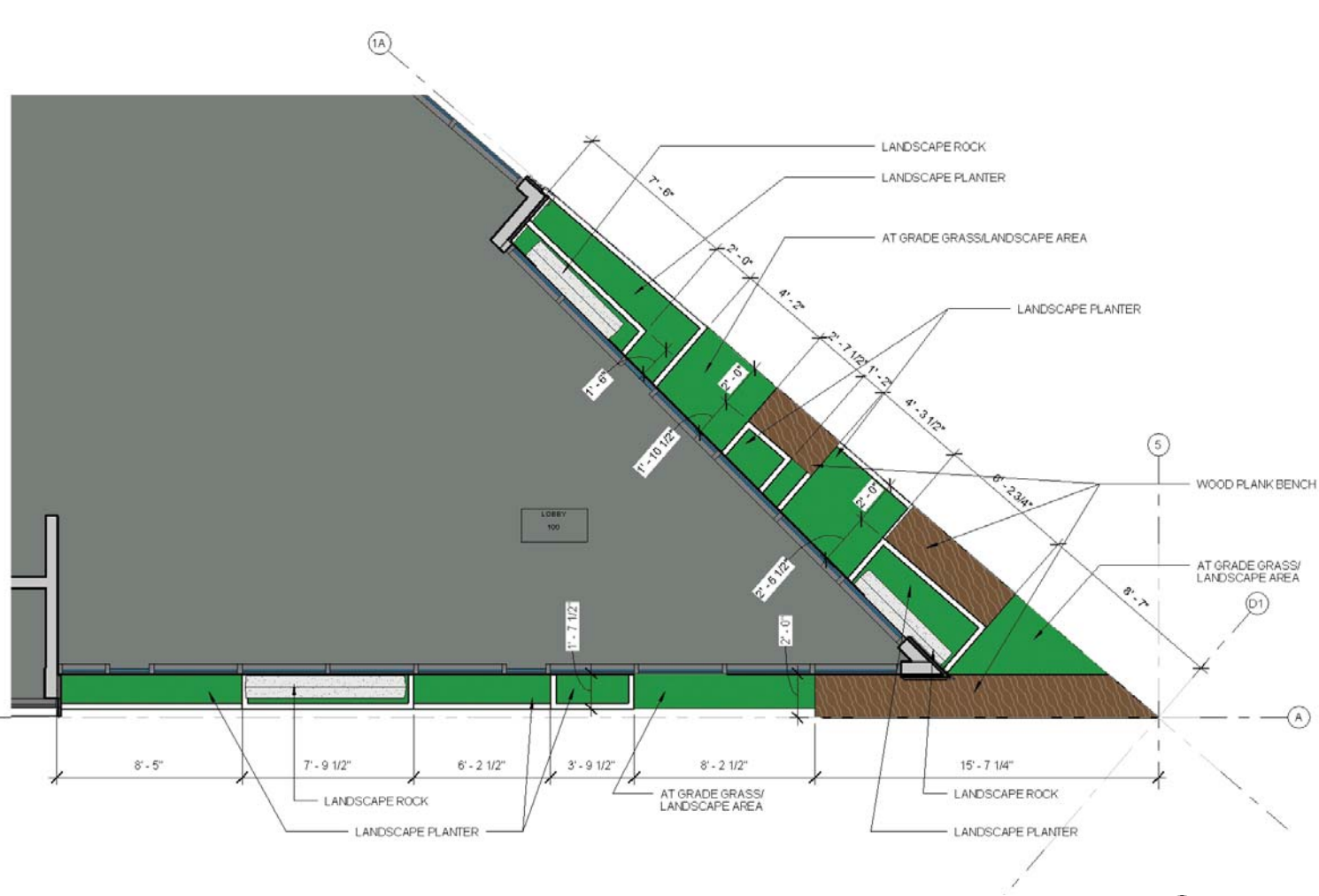
### Multi-Use Gathering Space

Spontaneous casual gatherings bring an important energy to any building. The proposed roof top amenity space will offer such a place. Amenities will include a covered barbecue / grill space, a trellised seating area and an open area fire pit. These independent, yet linked gathering spaces will be made available to Hotel guest as well as the Apartment tenants.

### Visual Connection and Views

Acknowledgement of the local civic and natural surrounds of this project is important to all aspects of the proposed design, but it greatly affects the look and feel of the rooftop amenity space. By locating the rooftop amenity space at the Northeast portion of the building inhabitants are allowed views out to Lake Union, the Northern Cascade Mountain Range, Capital Hill and the Seattle Space Needle. The fully glazed corridor along Broad St allows for a visual connection between the building's inhabitants and Seattle Center.





### Strategy for Open Space

#### Pedestrian Scale

The corner of 5th and Broad streets provides an opportunity to bring the building down to the pedestrian. That is accomplished with the building stepping back to break up the continuous wall. The first floor line is broken with the lower portion of the storefront glazing stretching down. At grade planting and other low planters provide a comfortable space to experience.

