PROJECT INFORMATION

Property: 9538 1st Avenue NE
Address Seattle, WA 98115

Project #: 3013971

Architect: Jensen Fey Architects
7730 Leary Way NE
Redmond, WA 98052

Contact: Dave Fey
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SHEET INDEX

9538 1ST AVENUE NE
DESIGN RECOMMENDATION PACKET

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DESIGN RECOMMENDATION - 9538 1ST AVENUE NE

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11.17.2014

PROJECT PROGRAM:

Number of Hotel Rooms: Approximately 168 rooms
Number of Parking Stalls: Approximately 136 stalls on site, plus 15 shared stalls off-site, 151 stalls total

Area of Hotel Use 101,189 sf
Area of Parking Garage 54,076 sf
Total Area 155,265 sf

EXISTING SITE

9538 1st Avenue NE (our site) is located at the south end of a retail strip center along 1st Avenue NE just a few blocks south of Northgate Mall. The dimensions of the property are approximately 280 feet north-south and 135 feet east-west. The site contains approximately 37,713 sf. The existing lot contains an abandoned single story restaurant building (constructed in 1988) plus at grade parking.

The site was excavated at some point in the past to create a level parcel. The sites to the east and south are approximately 10 feet higher than the current site. Rockeries and retaining walls create the grade change. The grade of First Avenue NE and its sidewalk slopes up from the north property line to the south property line.

ZONING AND OVERLAY DESIGNATION

The project site is within the Northgate Urban Center. The parcel is zoned NC3-65. Parcels to the north and east transition to NC3-85 and NC3-125. Properties farther south along 1st Avenue NE are zoned LR-3 before transitioning to SF 5000. The project site will be the last commercial development before transitioning to residential.

DEVELOPMENT OBJECTIVES

The applicant proposes to construct and operate a limited service hotel at this site abutting the I-5 freeway. The demand for hotel rooms in the area is well documented. The hotel is an ideal type of use along 1st avenue NE. The exposure of building mass to the freeway provides recognition and assists in wayfinding for those using the hotel. This visibility means less reliance on large signage. Being on the edge means fewer automobile trips deeper into the core of the district. At the same time, the building massing provides an edge that serves as a buffer from the freeway noise.

A hotel provides a complimentary use to the adjacent office buildings, allowing for the possibility of shared access and cross-parking. Alternative uses such as office would generate more need for parking. Given its removed location from the Northgate retail core, this particular site is less suited for mixed-use where the retail would be somewhat dependent on pedestrian environment. Creating an edge with the major axis of the building parallel to 1st Avenue and the freeway would be more difficult for residential uses given the freeway noise factor.

The proposed project sets a precedent for development along First Avenue NE replacing the earlier retail model of parking that separates building from street. The aspect ratio of a hotel fits well on the site – enabling public space along the sidewalk and efficient parking below and behind the building.

SITE LOCATION:	9538 1st Avenue NE. Seattle, WA 37,713 SF
PROJECT NUMBER:	3013971
SITE ZONING:	NEIGHBORHOOD COMMERCIAL NC3-65 NORTHGATE URBAN CENTER
PERMITTED USES: Table A for 23.47A.004	Lodging -- Permitted Outright
DESIGN GUIDELINES:	City of Seattle Design Guidelines Northgate Urban Center/Overlay Design Guidelines
STRUCTURE HEIGHT: 23.47A.012	65'-0" above average existing grade
STREET CLASSIFICATION:	None
FLOOR AREA RATIO: 23.47A.013	Maximum - 4.25 = 160,280 SF
PARKING:	No parking is required - Parking is being provided
OPEN SPACE: 23.71.014	Minimum of 15% of lot area to be provided as landscape/open space. Min. of 1/3 to be landscape and min. of 1/5 to be usable open space.
LANDSCAPING:	Landscaping will meet or exceed a Green Factor of 0.30.
STREET-LEVEL DEVELOPMENT STANDARDS: **23.47A.008**	Blank segments of street-facing facades may not exceed 20'. 60% of the street facing facade between 2' and 8' above the sidewalk shall be transparent. Non-residential uses at street level shall have a floor-to-floor height of at least 13'.

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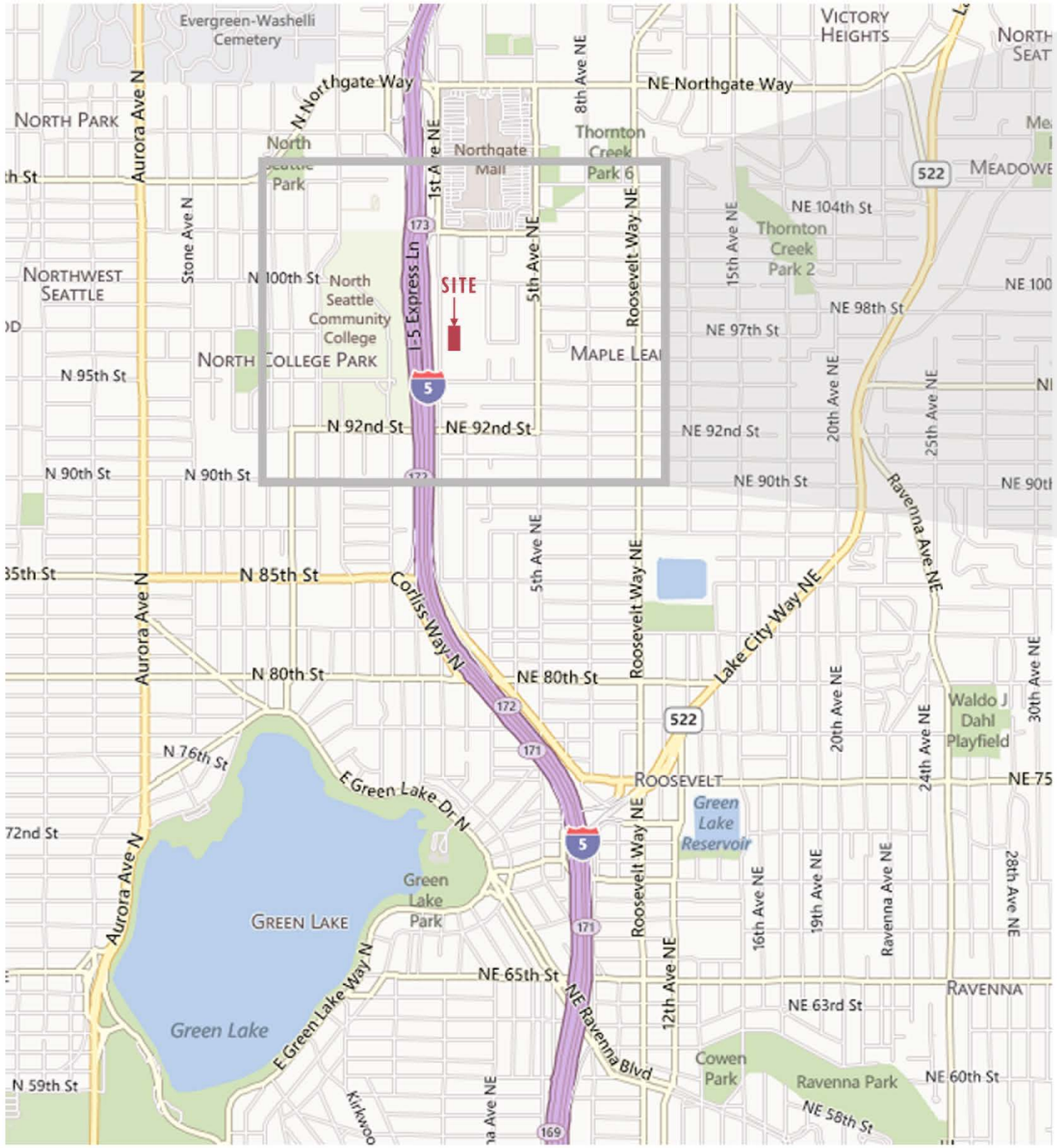

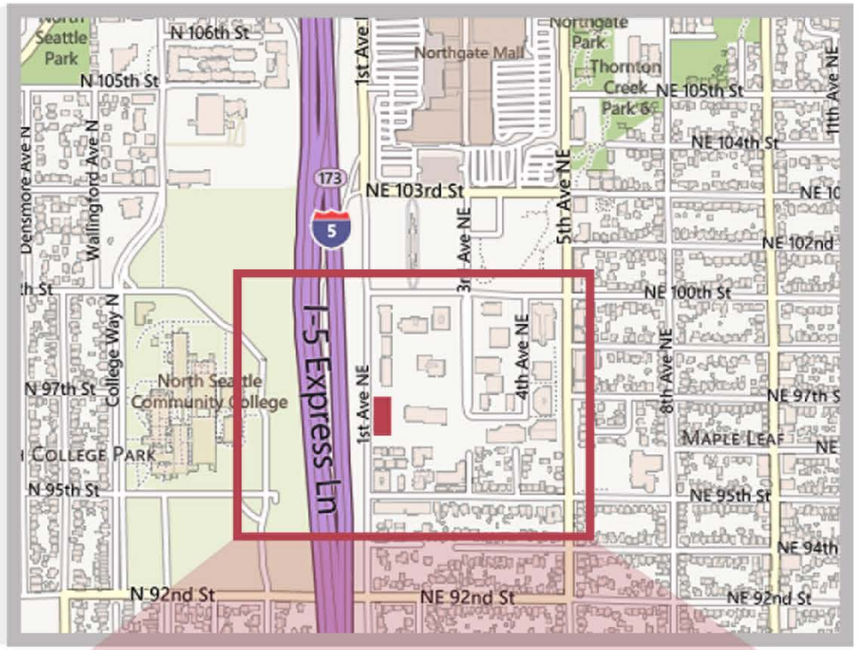

VICINITY MAP

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AERIAL MAP

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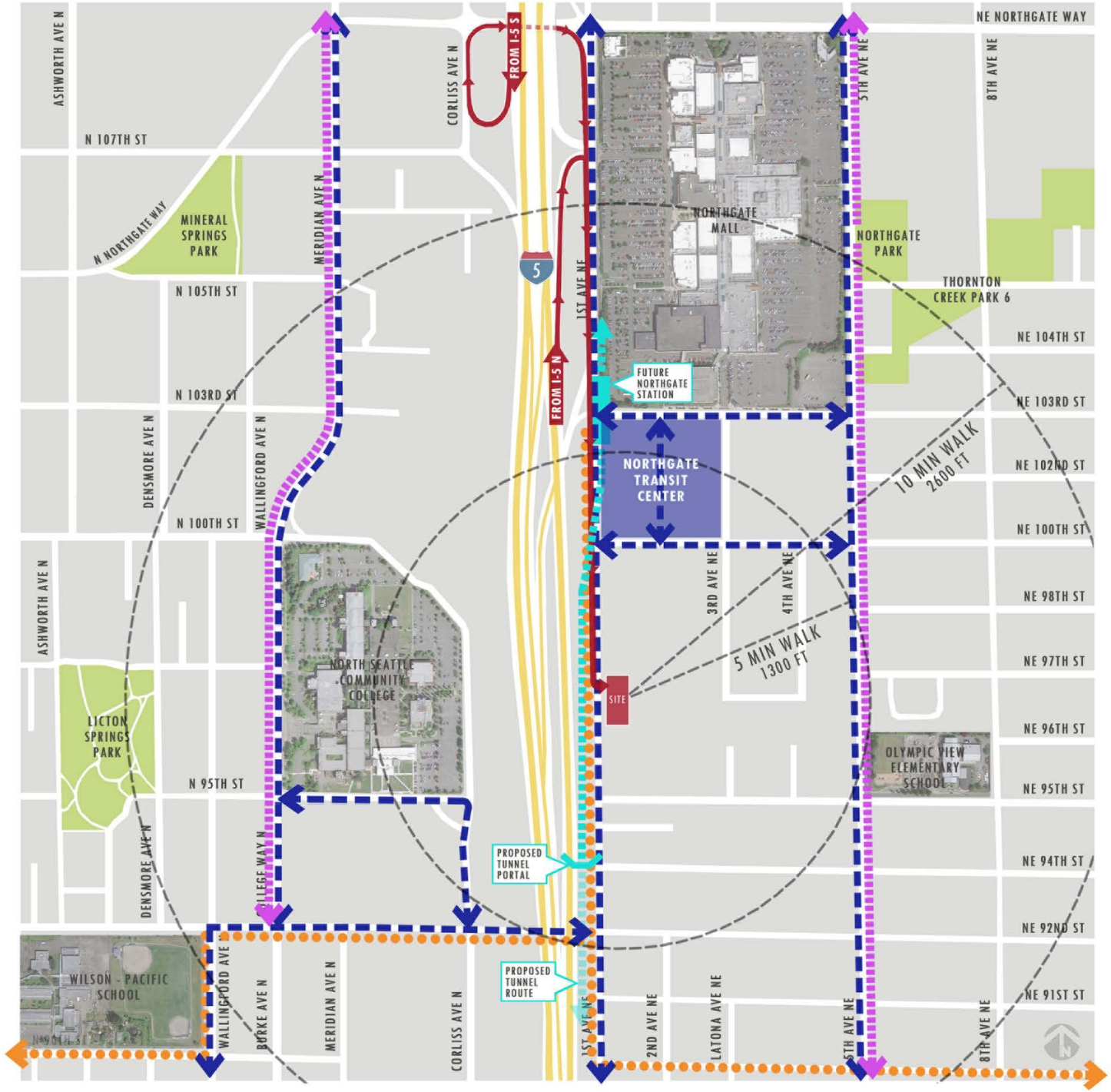

CONTEXT : TRANSPORTATION + SURROUNDING USES

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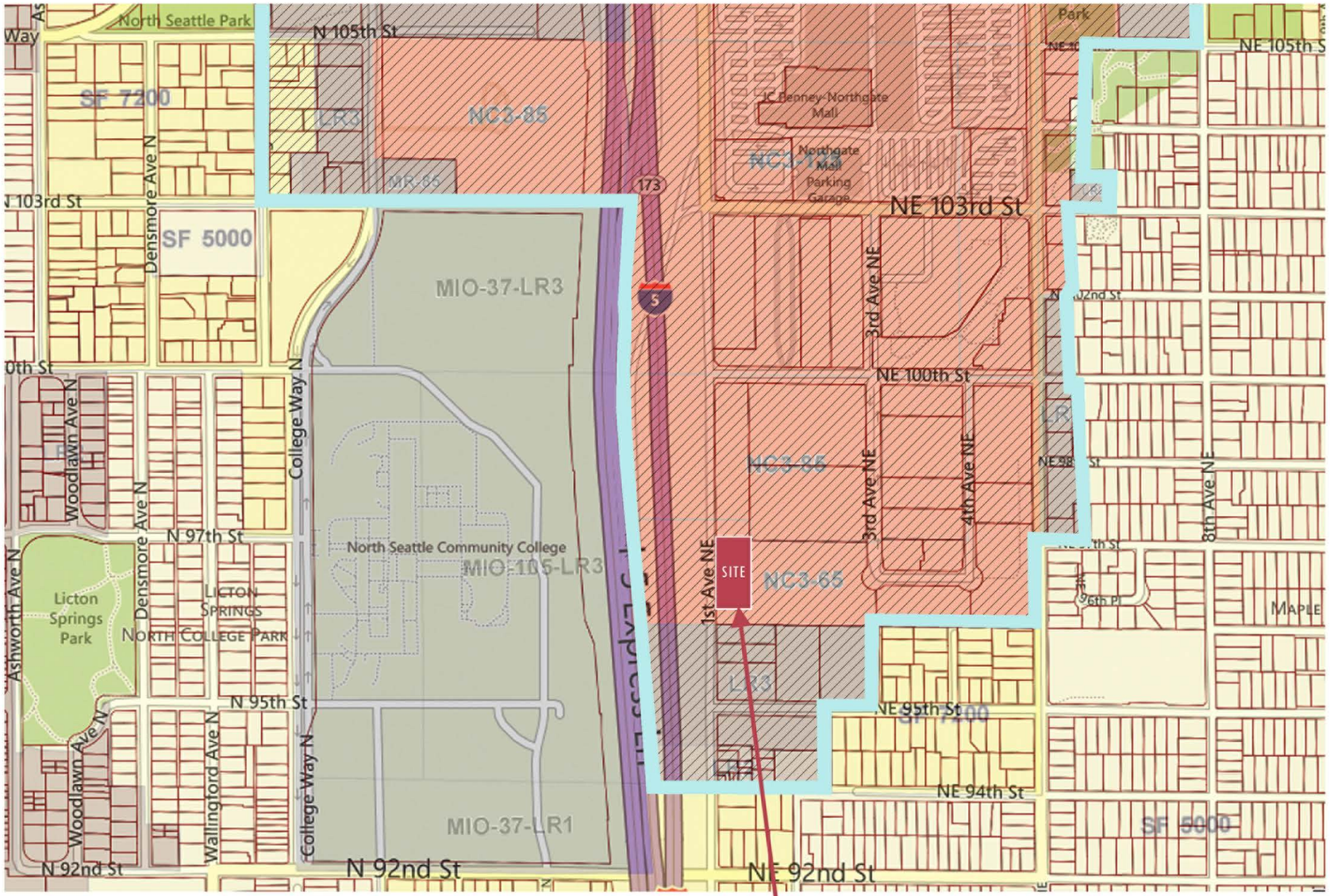

ZONING LEGEND

- MIO
  MAJOR INSTITUTION OVERLAY
- NC3-65, NC3-85, NC3-125
  NEIGHBORHOOD COMMERCIAL
- LR3 - LOWRISE 3
  MULTIFAMILY RESIDENTIAL
- SF 7200
  SINGLE FAMILY RESIDENTIAL
- SF 5000
  SINGLE FAMILY RESIDENTIAL

OVERLAY DISTRICT

- NORTHGATE
  URBAN CENTER

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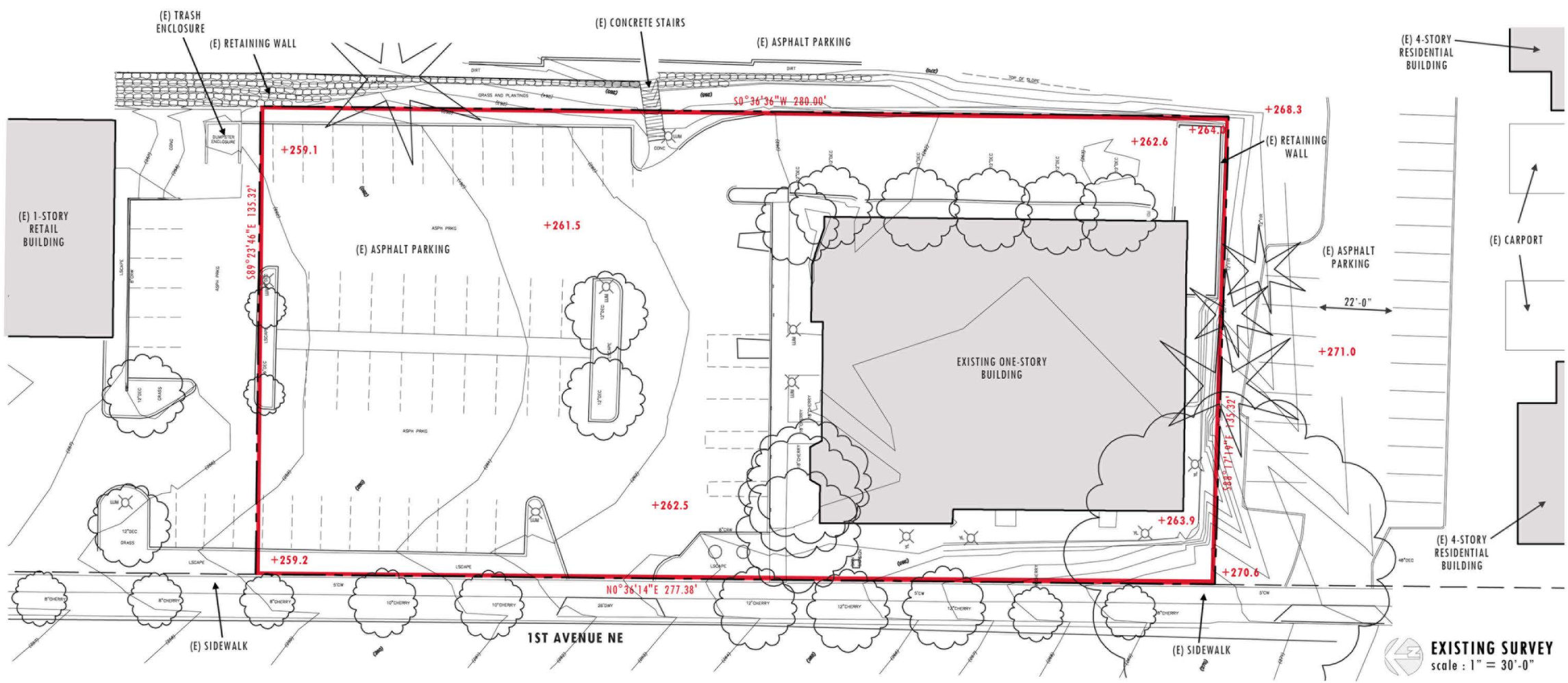

EXISTING SURVEY
scale : 1" = 30'-0"

EXISTING STREETSCAPE ALONG 1ST AVENUE NE LOOKING EAST

Site

9538 1st Avenue NE (our site) is located along 1st Avenue NE just a few blocks south of Northgate Mall. The dimensions of the property are approximately 280 feet north-south and 135 feet east-west.

Topography

Our mostly flat site is surrounded by sloping topography at three of its adjacent sides. The sidewalk along 1st Avenue NE slopes uphill starting at the north end of our site, gradually getting steeper to the south end of our site. The areas directly east and south of our site are higher in elevation by approximately 10 feet.

Uses

The existing lot contains an abandoned restaurant building that will be demolished to build a new hotel.

EXISTING SITE CONDITIONS

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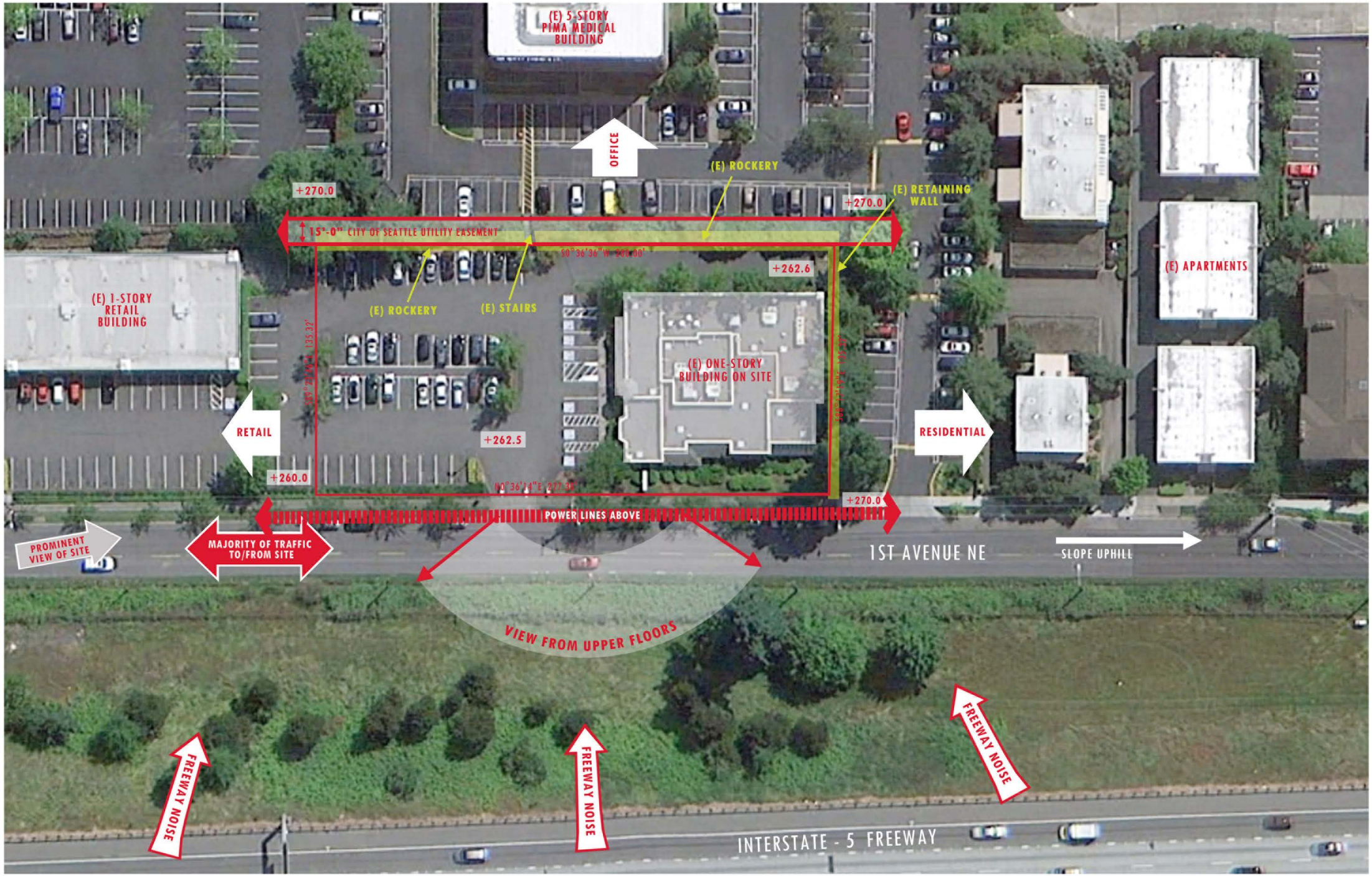

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A-1 RESPONDING TO SITE CHARACTERISTICS

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.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Try to match the grade of abutting public right of way where properties meet. If there is significant grade difference, create an attractive transition, using creative grading and landscaping. Be sure to incorporate pedestrian access including walkways, stairs or similar features that can help build greater pedestrian connectivity (also see guideline 3.1)

PROJECT RESPONSE:

The site and adjacent sidewalk slope up approximately 10' from north to south. A set of terraced settings step up with the grade to connect the building to the sidewalk. At grade access to the building from the sidewalk is provided at both the higher and lower floors.

A-2 STREETSCAPE COMPATIBILITY

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

NORTHGATE OVERLAY DESIGN GUIDELINE:

Northgate's character as an urban place is influenced by the quality of its pedestrian environments, and therefore achieving high-quality design of streetscapes is essential.

Commercial and Mixed-Use Buildings
The ground floors of buildings should appear inviting to the public by containing commercial uses and open spaces with direct entry from the sidewalk. Further articulate the street level facade to provide a comfortable pedestian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.

PROJECT RESPONSE:

The hotel functions within the building along the street façade are public in nature. Activity within the spaces will help to activate the sidewalk both day and night. The combination of this backdrop of activity and the more immediate interaction with the urban garden spaces will create a dynamic set of experiences as pedestrians pass along the site

A-3 ENTRANCES VISIBLE FROM THE STREET

Entries should be clearly identifiable and visible from the street.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board agreed the best location for the primary entrance is the northwest corner as proposed, and supported the porte cochere there as long as it promotes safe pedestrian movement and character, and affords a tall transparent lobby to the corner, maximizing visibility and light to the street. To announce this corner from afar, the Board encouraged the upper facade to express this important corner above the base, possibly incorporating corner-wrap windows or a treatment that emphasizes this corner differently from the southeast one.

PROJECT RESPONSE:

The approved massing option placed the drive through entry at the northwest corner of the building. This location is at the site's lowest existing grade. Positioning the entry at this point meant needing a second point of access to a parking deck one level above. The approved scheme of having two separate and distinct parking lots with separate points of access and no connection between the two proves unworkable from an operational perspective.

In the current design, a porte cochere is still tucked under the building mass to preserve the urban edge along First Avenue NE., but moved to the southwest corner of the site. At this higher elevation, a continuous ramped parking scheme is possible. This approach further enables the project to separate the trash/recycling area from the entry and provides a straight path through the site for delivery vehicles and the waste hauler.

The façade treatment with its facing material and cornice detail wrap the large void of the opening to signal this as being the driveway entrance. The pedestrian entrance occurs at the same location to provide better access control from the hotel lobby and reception area. Moving the automobile drive lane to the south of the pedestrian access minimizes the need for guests to walk past cars entering or exiting the building. Bringing the pedestrian entry to the south makes for a little longer walk for guests travelling to the north, but helps in activating the sidewalk along the frontage of the project.

A-4 HUMAN ACTIVITY

New development should be sited and designed to encourage human activity on the street.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Sidewalks are the principal place of pedestrian movement and casual interaction. Designs and uses should complement this function. Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Sidewalk widths throughout the Northgate area are less than ideal, and wider sidewalks will allow for more pedestian circulation and activity.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board agreed the approximate 10 ft setback shown provides a wider sidewalk, and generous landscape relief adjacent to the building. They encouraged the paved platforms along this setback to incorporate seating and be coordinated with the uses and materials of the adjacent building wall. Retaining the pedestrian stair from the east neighboring property is important, and its pedestrian walk through the project should follow the most direct desire line to the north and west to the porte cochere and then out to First Avenue.

PROJECT RESPONSE:

The building is setback nearly 13 feet from the sidewalk to allow for (1) an urban garden along the southern end of the building, (2) corten planters and landscaping, (3) sculpture at the mid-point of the frontage and (4) additional stepped planters and benches at the north end of the project.

The stairs at the east property line may be moved to the property north of the site. Pedestrians currently walk through the parking lots east of these properties to access the transit center.

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A-5 RESPECT FOR ADJACENT SITES

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities or residents in adjacent buildings.

PROJECT RESPONSE:

The building massing steps up from the south to the north. This nature of the receding mass lends more privacy to the residential neighbors to the south.

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.

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.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Locate Parking to the Rear -
Where feasible, parking areas should be located to the rear of buildings that face 1st Avenue NE.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board supported Option 2, which conceals all the parking from the street and the north, and also keeps the curb cuts on First Avenue to one. NOTE: in subsequent stages, the applicants should provide evidence the required access easements with the neighboring south property are in process. If this easement is not secured, the parking design could be impacted greatly, but would need to still achieve the primary design and massing attributes of Option 2; meaning parking ramps might need to be accommodated inside the building, parking quantity might change, etc.

PROJECT RESPONSE:

An easement from the adjacent property owner to the south could not be obtained so the entrance to the parking has been relocated to the south end of the site. The primary design and massing attributes of the approved EDG option are still achieved. Parking is concealed from the street and the north, and only one curb cut is provided to the site. Hotel guests arriving from the new transit station can enter the hotel without having to go to the primary vehicular access at the south end of the site.

B-1 HEIGHT, BULK & SCALE COMPATIBILITY

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between anticipated development potential of the adjacent zones.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Large monolithic structures are discouraged. Break down the mass of the building, horizontally and vertically, into a hierarchy of volumes.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board acknowledged this site is separated by a parking lot from the LR3 zoning to the south, but the building mass will be long and tall along First Avenue and very visible from I-5. The Board encouraged a more robust modulation along the north and west facades, possibly using an asymmetrical composition, deeper balcony recesses and/or additive frames, projections or window groupings. The parapet ht and cap treatment could vary to express the modulations, and mitigate the 280 ft long flat top appearance.

PROJECT RESPONSE:

The building is composed with a distinct base, middle and top. It uses vertical modulation to create a combination of balcony recesses framed by vertical projections on the west elevation. These elements tie-in with the column spacing at the base to provide a coherent and logical pattern of modulation and structure. The building height is lowest adjacent to the residential zoning to the south and progressively steps up to the highest element in the northwest corner of the building facing the transit station and mall. A lighted cornice provides a distinct cap to the building.

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.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Design identity should be defined block by block. Design the character, form and function of the building in an appropriate manner, responding to the immediate surrounding context - both existing and as envisioned through neighborhood planning documents and concepts supported by the community.

PROJECT RESPONSE:

The proposed hotel represents significant departures from the brand standard prototype. Each of these departures is intended to help the hotel fit into the immediate context of a neighborhood commercial setting. Specifically the massing with the porte cochere entry under guestrooms, the hiding of the parking beneath and behind the building, the stepping down of the hotel massing at its ends, and the sharing of the hotel outdoor space with the sidewalk pedestrians, all make this hotel more urban in nature.

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C-2 ARCHITECTURAL CONCEPT & 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 roofline or top of the structure should be clearly distinguished from its facade walls.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board supported the Option 2 massing, as long as the modulation is improved and the northwest corner is more pronounced. The Board encouraged the windowless end-walls to receive a special compensatory treatment (possible windows at corridor ends), especially on the highly visible south facade, and suggested a special corner room might provide corner windows at the northwest corner (see A-3).

PROJECT RESPONSE:

The northwest corner of the building is recognized as its primary focal point. The apparent roof at this location is raised by having a tall parapet wall screening mechanical equipment behind it. This corner is further marked by introducing distinctive guestrooms with exterior balconies. The intricacy of the façade modulation at this corner adds interest and draws your attention as you view the building from the along the street to the north. The ends of the "EL" have been enhanced by both stepping down the massing and introducing windows at the ends of the corridors.
In general, the modulation has been enhanced by adding greater variety to the roof line and distinctive variations in the vertical plain of the façade. The façade has been reorganized to create a more pleasing rhythm.

C-3 HUMAN SCALE

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

NORTHGATE OVERLAY DESIGN GUIDELINE:

Foster Human Scale - For commercial and mixed-use buildings, the ground level of the building must offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signs, overhead weather protection and ornamentation are encouraged. Exterior building materials should have a human scale; this helps people relate to the size of the building. Good examples include stone and brick. Non-modular exterior materials, such as stucco and those in large modules, such as concrete panels, will need finer details to reduce the perceived bulk and create human scale.

PROJECT RESPONSE:

The building façade is broken into a tripartite scheme with distinctive top, middle and bottom. The bottom portion consists of the public spaces with larger commercial or retail windows. This transparency makes the pedestrian experience more alive and interesting. Adding the terraced seating elements brings the human scale to space.

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.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board emphasized that the large upper walls will depend on contrasting railings, material/color shifts and modulation reveals, and the generic unit designs will need to accommodate these exterior design contingencies. The Board requested actual material samples at future meetings.

PROJECT RESPONSE:

The building materials follow a strong tradition of similar podium styled projects in NC3-65 zones. The portion of the façade below the plinth will be a combination of ground-faced CMU and storefront glazing. The larger module of the CMU was selected to provide a better scale over the length of the building façade.

Above the podium, the building will be sand-finish EIFS system with joint treatments reflective of a stucco system. The rain system backed EIFS system was selected to work in conjunction with the hotel brand standard cornice. The combination creates a more timeless appearance than the alternative patterning achieved with Hardie siding. The EIFS provides the flexibility to vary the color in achieving a pleasing visual composition.

C-5 STRUCTURED PARKING ENTRANCES

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board supported a tall porte cochere as the access to covered parking and trash loading, but suggested the trash enclosure be well designed as it is visible to all entering the site. The porte cochere should be treated as an exterior room with quality finishes and a pedestrian emphasis, such as designed ceilings, generous lighting, modular paving, etc.

PROJECT RESPONSE:

The proposed porte cochere at the south end of the building has been designed in the spirit of the elegant hotel entry with its tall, coffered ceiling, combination of recessed and sconce lighting, decorative paving and plentiful plantings. The result will be a welcoming space both during the day and night. Glazing and large sliding doors separate the porte cochere from the hotel lobby and seating areas.

The trash enclosure has been removed from near the front entry and tucked behind and under the building. This new location takes the activity of pickup and hides it under the building. It has been replaced with raised plantings to create a softer entrance to the parking lot.

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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. Opportunites for creating lively, pedestrian-oriented open spaces should be considered.

NORTHGATE OVERLAY DESIGN GUIDELINE:

The Northgate Plan places a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas. The SMC defines usable open space as being open to the public and abutting a sidewalk.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board agreed the porte cochere meets part of this guideline, and focused on the existing pedestrian access stairs needing a gracious and well designed transition down the east bank, and a better desire line path to the porte cochere (see A-4). They also advised there be clear, well-lit access from the upper parking deck into the building circulation, and a pedestrian walkway demarcated on that deck to the adjacent south parking lot.

PROJECT RESPONSE:

The proposed building sets back from the sidewalk to create the opportunity for locating its outdoor spaces along this edge. The project meets the intention of the guideline by turning hotel spaces into public settings shared by hotel and community. There are no other outdoor spaces for hotel guests. Having hotel guests use these urban garden settings brings more activity to the sidewalk experience.

The porte cochere serves as both auto and pedestrian entrance to the building. In that role, it denotes that the space beyond it, (to the east and south as the parking lot dives under the building) is private. In order to insure the safety for hotel guests, access to this parking needs to be controlled. Removing the stairs from the adjacent lot to the east is necessary to maintain the safety.

D-2 BLANK WALLS

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatments to increase pedestrian comfort and interest.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board agreed the 2-3 bays of blank wall along First Avenue concealing the lower parking could be acceptable, if those materials have human scale, and the transparency is maximized all around those locations.

PROJECT RESPONSE:

The final scheme uses green walls to provide visual interest at the non-glazed portion of the street façade. This area is limited in length and has the requisite glazing on either side. This solution helps with the inevitable break in the storefront appearance as the sloped sidewalk transitions between floor levels.

D-3 RETAINING WALLS

Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.

PROJECT RESPONSE:

The use of terracing along the street frontage eliminates the need for tall retaining walls. Instead a series of short walls that can act as seating are introduced into the urban garden. Connections to the sidewalk are made as the terracing rises with the grade.

D-4 DESIGN OF PARKING LOTS NEAR SIDEWALKS

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking signs and equipment.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Use landscaping to break large areas into a series of smaller areas. Plant low landscaping in leftover portions of parking areas.

PROJECT RESPONSE:

A collection of raised planters have been provided on the exposed parking deck. These planters provide visual relief for those guestrooms that overlook the deck.

The landscaping for the adjoining parking area immediately to the south of the project site will be enhanced as a part of this project.

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D-5 VISUAL IMPACTS OF PARKING STRUCTURES

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board discussed how the south edge of the upper deck should appear as a seamless landscape transition, including the retention of existing trees as stated by the applicant.

PROJECT RESPONSE:

The final solution reduces that amount of exposed parking and replaces it with raised planters so that as one looks through the porte cochere, you see landscaping beyond. When one looks down at the exposed parking deck, the expanse of paving is broken up with several planters.

D-6 SCREENING OF DUMPSTERS, UTILITIES & SERVICE AREAS

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

PROJECT RESPONSE:

The trash and recycling enclosure has been moved to a spot at the northeast corner of the site beneath the building. This location has the required overhead clearance and is located on a path that enables the waste hauler to move through the site, pick up the refuse and continue through an access easement on the adjacent property to the north before returning to the street. No backing up is required, and the slope of the parking ramp traversed by the truck meets the 6% maximum grade requirement.

The pad mounted electrical transformer will be located adjacent to the trash enclosure beneath the building. The gas meters will be located on the front of the building behind a pair of decorative grilled gates. The exact location of these meters will be confirmed with the Utilities Department. Other mechanical equipment will be located on the roof behind parapet screening.

The limited loading/receiving typical of this hotel type will occur at the front entry. Hotel staff stationed at the reception desk performs the receiving function. Deliveries will be handled by a 32' box truck and will occur at arranged times during the course of the week. These delivery times will be scheduled to avoid conflict with the typical pattern of arriving or departing guests.

D-7 PERSONAL SAFETY AND SECURITY

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board discussed how lighting at all parking areas and along street edges must be adequate and pedestrian scaled.

PROJECT RESPONSE:

Personal safety around the building is being addressed by providing a minimum of 2 foot-candles of ambient lighting at the parking areas, and garden spaces. Parking light illumination is provided by shoebox styled fixtures on light standards. These fixtures will be located along the east edge of the parking and will be shielded to prevent glare. Additional fixtures will illuminate the stairs from the parking into the east entrance of the building.

A coiled grille will be used to close the opening from the garage to parking to the north of the site. This grille will be opened during the day. Pedestrian access from this adjacent parking area will occur at a key card controlled access door.

The urban garden spaces adjacent to the sidewalk will have recessed light fixtures in the low retaining walls of the terrace. This lighting will illuminate the paving surface.

D-9 COMMERCIAL SIGNAGE

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board discussed how pedestrian scaled signage should animate the street edge, and provide wayfinding to and from the east stair. They also cautioned that any freeway oriented signage not be disruptive to drivers, or overwhelm the facade, especially considering hotel guests use taxis and GPS, not relying on signage impulse decisions.

PROJECT RESPONSE:

The hotel signage will be consistent with its location in that the sigange will have two distinct audiences: Persons passing by on 1st Avenue NE and those passing by on Interstate 5. The scale, character and orientation of specific signage addressing each audience will minimal impact on the other audience.

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D-10 COMMERCIAL LIGHTING

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building facade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board discussed the importance of generous and pedestrian scale lighting to animate the building base.

PROJECT RESPONSE:

The lighting scheme incorporates a series of in-ground light fixtures to wash the pilasters at the northwest corner of the building and wall sconces on pilasters on the southern portion of the fron façade. Distributed lighting will be embedded in the retaining walls surrounding the urban garden spaces. Additional in-ground lighting will be located in the planting areas to softly illuminate the vegetation and provide the sense of depth in those spaces. The design intent is to provide enough lighting for pedestrians to feel safe and welcomed as they pass in front of the building without introducing disruptive or glaring lighting. The higher level of illumination is reserved for the building entry at the porte cochere to help signal its significance.

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 the building. Blank walls should be avoided.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Street Level Transparency

The intention of transparency in the street level facades of commercial and civil buildings is to provide for inter-actionbetween people in the interior of a building and people near the exterior of a building - particularly on the sidewalk - through a direct visual connection.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board discussed how every possible interior space along First Avenue be treated with transparent windows to the street, and others such as restrooms use spandrel glass or similar treatments to create a consistent commercial character.

PROJECT RESPONSE:

The final design incorporates usable space and storefront glazing at both levels of the hotel that grade intersects. In the lower level at the northeast corner is a meeting space with access from both inside and outside the building. This space, like meeting spaces on the floor above, will be available on a rental basis to business and community. As the sidewalk and grade extend up, they encounter the hotel function spaces on its main floor. These include meeting rooms and informal dining and gathering areas. All of the hotel public spaces have been positioned along the west side of the building to present this more public active face. The fitness center is positioned along this façade, but located above the grade plane to provide privacy for equipment users. Spaces, including this one, will be used day and evening to add to the visual interest of the building façade.

The percent of transparency in the final design has been increased from that presented in earlier designs, though it is still short of the required 60%. Much of this discrepancy can be accounted for by the challenge of dealing with a significant grade change along the elevation.

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.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board discussed how the landscaping of the upper parking deck should be increased, possibly including tree wells, grass-crete pavers, and/or material patterns, and the east guardrails at the edge of the adjacent bank might incorporate planters and/or trellises to mitigate the combined parking surfaces.

PROJECT RESPONSE:

Additional raised planters have been added to the parking deck as a part of meeting the open space requirements. These planters have been positioned to soften the appearance and direct drivers around the corner and onto the parking deck. More planters provide breaks in the paving expanse of the deck. Planters have been designed to accommodate trees on the parking deck. These trees provide additional coverage through their canopies.

More intensive plantings have been added to the parking lot immediately south of the project site. These plantings soften the edge of the porte cochere structure and shield the arriving guests from the parked cars in that lot.

The space between the building and the sidewalk is a combination of landscape planting and the hardscaped surfaces of the terraces. At selected areas along the front façade, vertical plantings are introduced to cover blank surfaces. A sculptural piece of art has been introduced in the design scheme to create an element of delight pedestrians will happen upon.

E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.

NORTHGATE OVERLAY DESIGN GUIDELINE:

Retain natural greenbelt vegetation where possible. Incorporate native plants into the landscape design.

BOARD COMMENTS FROM EDG MEETING:

At the Early Design Guidance Meeting, the Board supported the retention of existing mature trees wherever possible, and the use of native species in the setback planters and parking deck. NOTE: The existing trees just off site to the south should be survey-located and the placement of the proposed south access drive should be designed to retain all those trees.

PROJECT RESPONSE:

The earlier scheme for this project involved an intended access agreement across the parcel to the south. Utilizing this approach would have resulted in two parking lots with separate points of access. This approach proved unworkable from an operational perspective. The revised scheme has a single continuous ramped parking deck with access points at the porte cochere on the south end and an opening in the wall along the north property line. This scheme does not rely on the granting of a new access easement from the adjacent property owner to the south. The access easement to the north with parking stalls is already in place.

The trees along the south edge of the project are on the adjacent parcel. Those trees near the property line will be compromised by the excavation for this project's underground garage. The adjacent property owner is aware and accepting of this condition. Additional plantings will be introduced where existing landscaping is eliminated.

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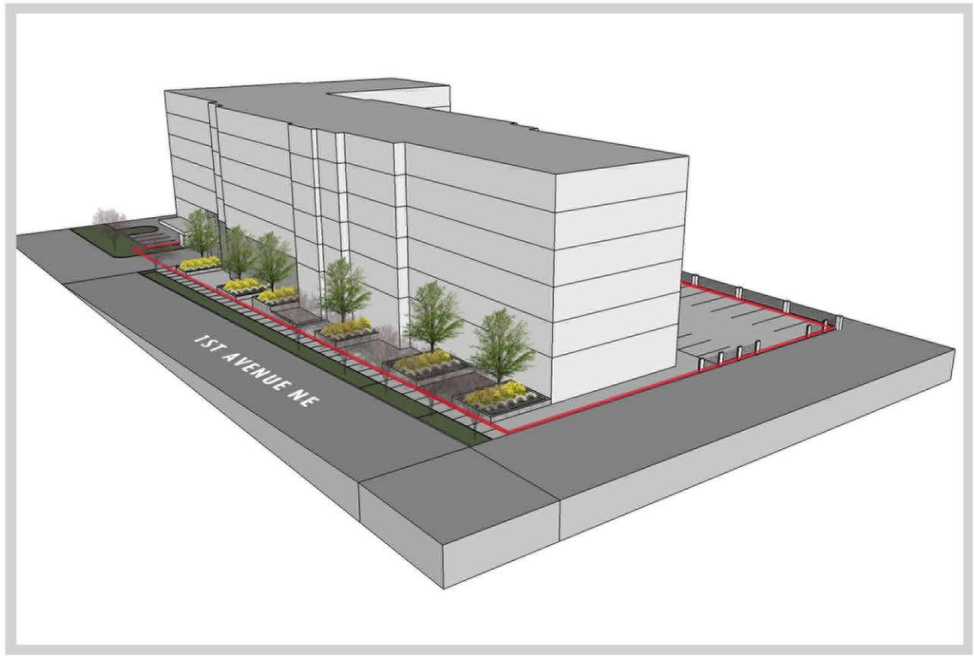


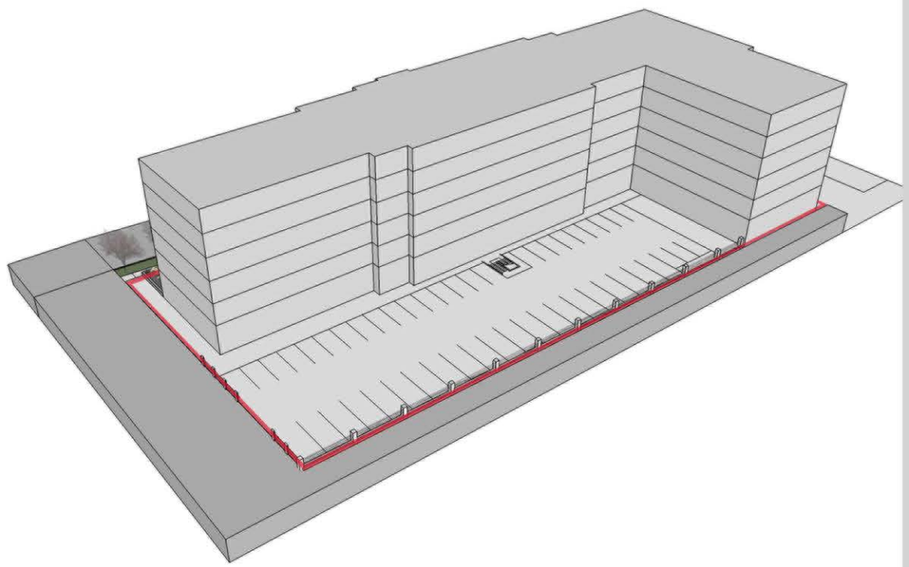
RECOMMENDED MASSING:
"L" - SHAPED BUILDING

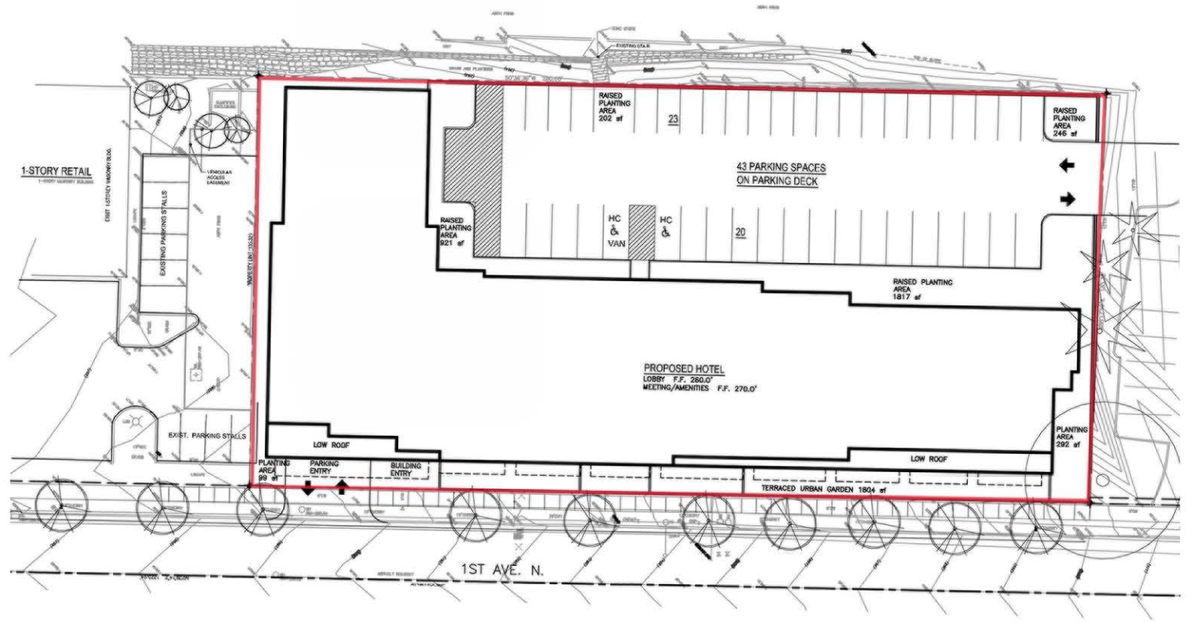
PROS

- MORE HOTEL ROOMS (174)
- PARKING BELOW & BEHIND THE BUILDING
- ELIMINATES DEAD-END PARKING AT THE LOWER LEVEL
- APPEARS MORE SUBSTANTIAL WHEN VIEWED FROM NORTHWEST
- HOTEL ENTRY IS AT THE NORTH END OF THE SITE
- INTRODUCES PODIUM WITH LANDSCAPING ON TOP OF PODIUM SO IT IS VISIBLE FROM SURROUNDING SITE

CONS

- DOES NOT MEET THE TRANSPARENCY REQS FOR STREET FACING GLAZING





PROPOSED SITE PLAN
scale : 1" = 50'-0"

RECOMMENDED MASSING 1

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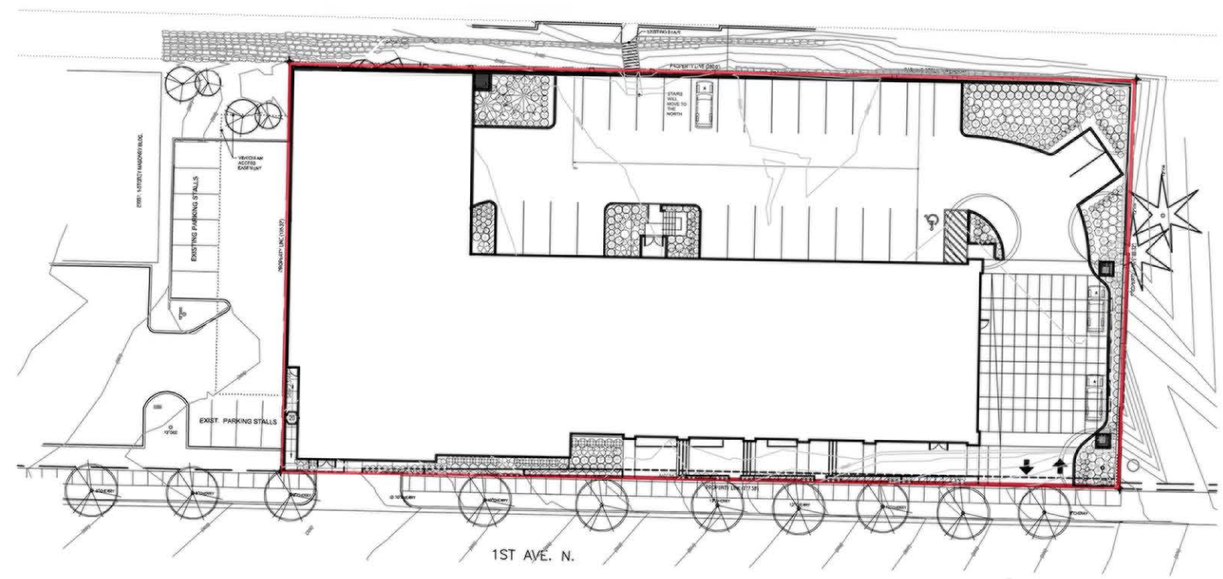
RECOMMENDED MASSING:
"L"-SHAPED BUILDING

PROS

- ONE CURB CUT
- PROMINENT PRESENCE AT NORTH SIDE
- ALL PARKING TO REAR OF PROJECT
- MASSING MORE RESPECTFUL OF NEIGHBORING RESIDENTIAL BY STEPPING DOWN AT THE SOUTH END

CONS

- PLACES MAIN ENTRY AT SOUTH END OF SITE, AWAY FROM THE COMMERCIAL TRAFFIC



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BUILDING CONCEPT

PROS

- ONE CURB CUT
- PROMINENT PRESENCE AT NORTH SIDE
- ALL PARKING TO REAR OF PROJECT
- MASSING MORE RESPECTFUL OF NEIGHBORING RESIDENTIAL BY STEPPING DOWN AT THE SOUTH END

CONS

- PLACES MAIN ENTRY AT SOUTH END OF SITE, AWAY FROM THE COMMERCIAL TRAFFIC

MASSING SUMMARY

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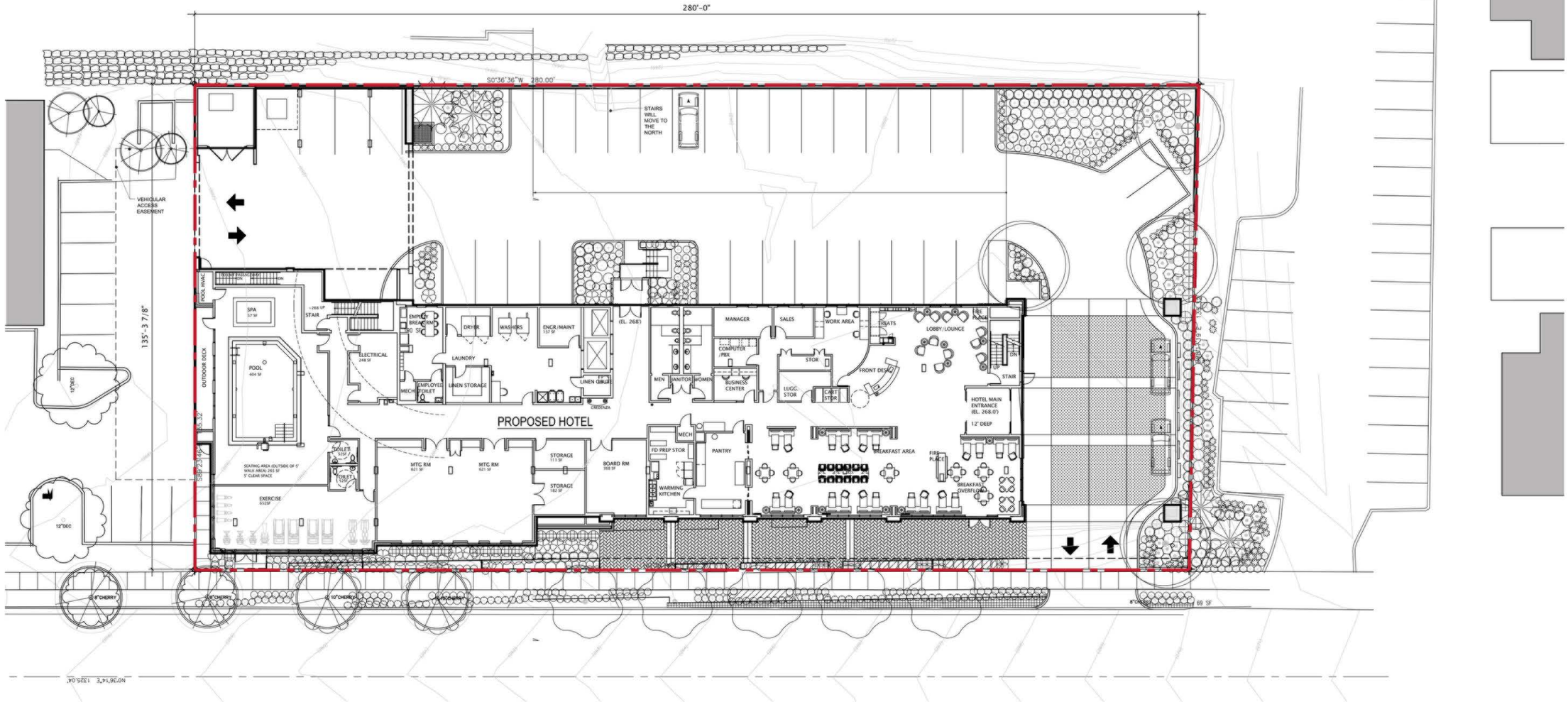

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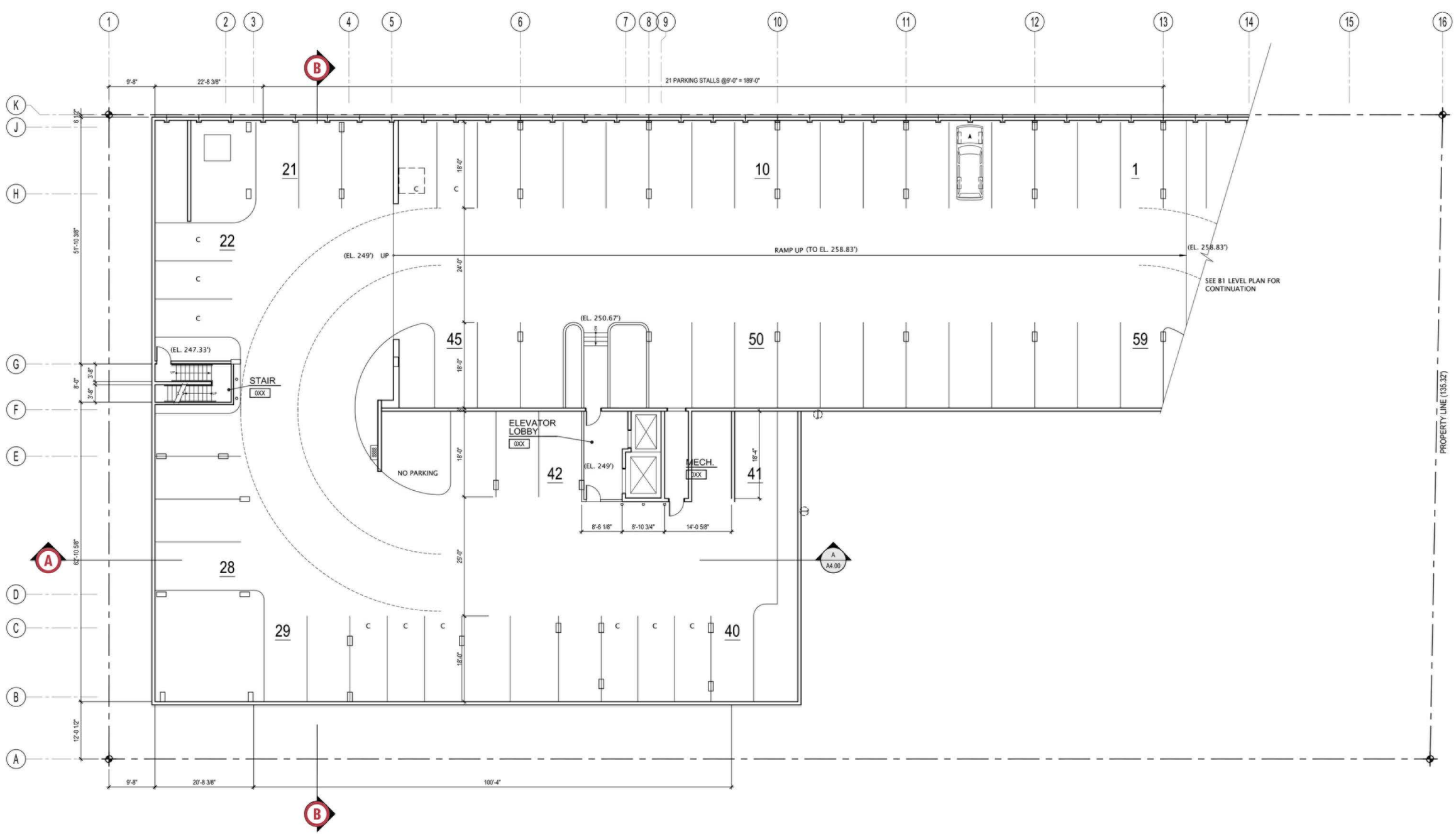
SITE PLAN

SCALE: 1" = 30'-0"



PARKING LEVEL B2 PLAN

SCALE: 1" = 20'-0"

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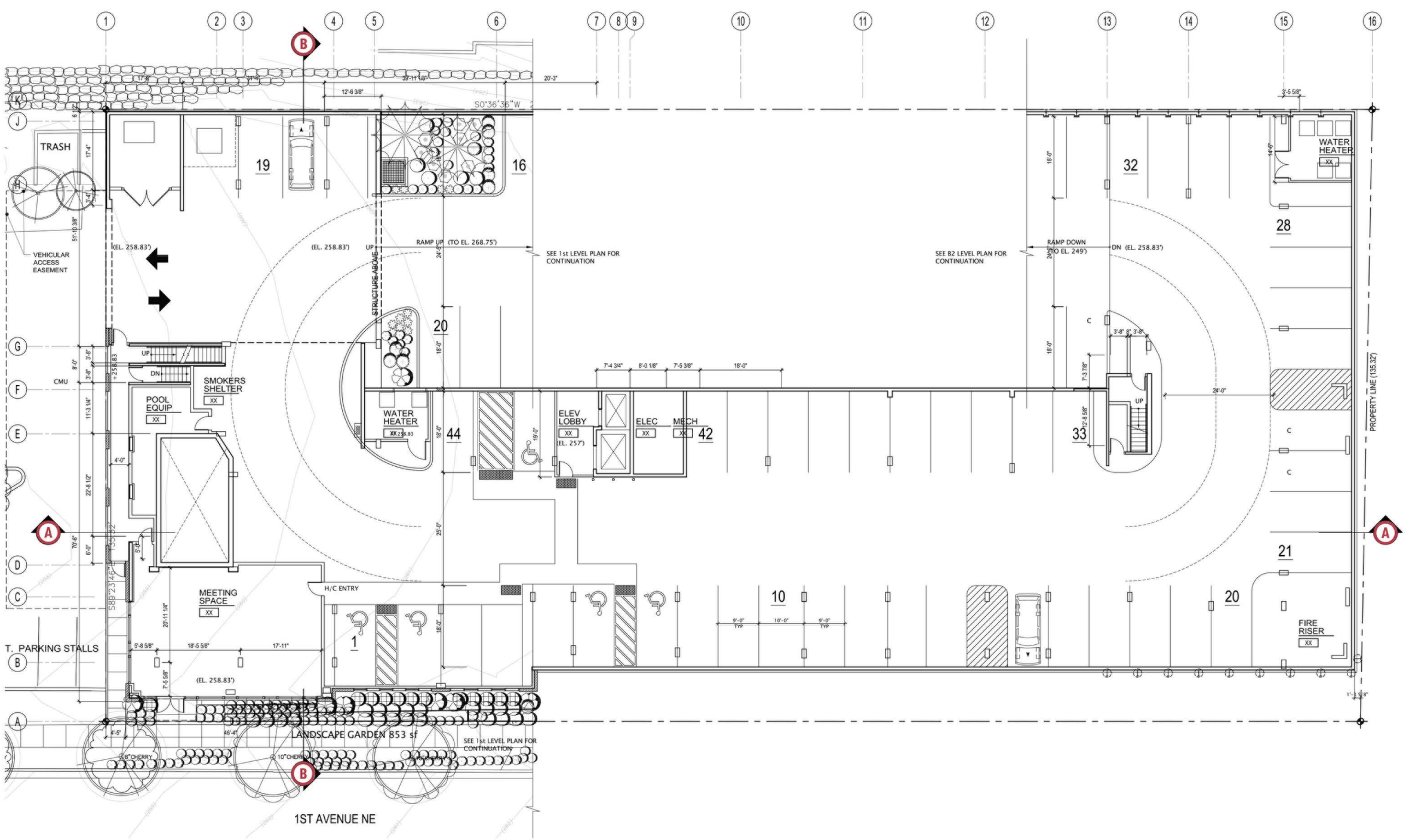

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PARKING LEVEL B1 PLAN

SCALE: 1" = 20'-0"

GROUND FLOOR PLAN

SCALE: 1" = 20'-0"

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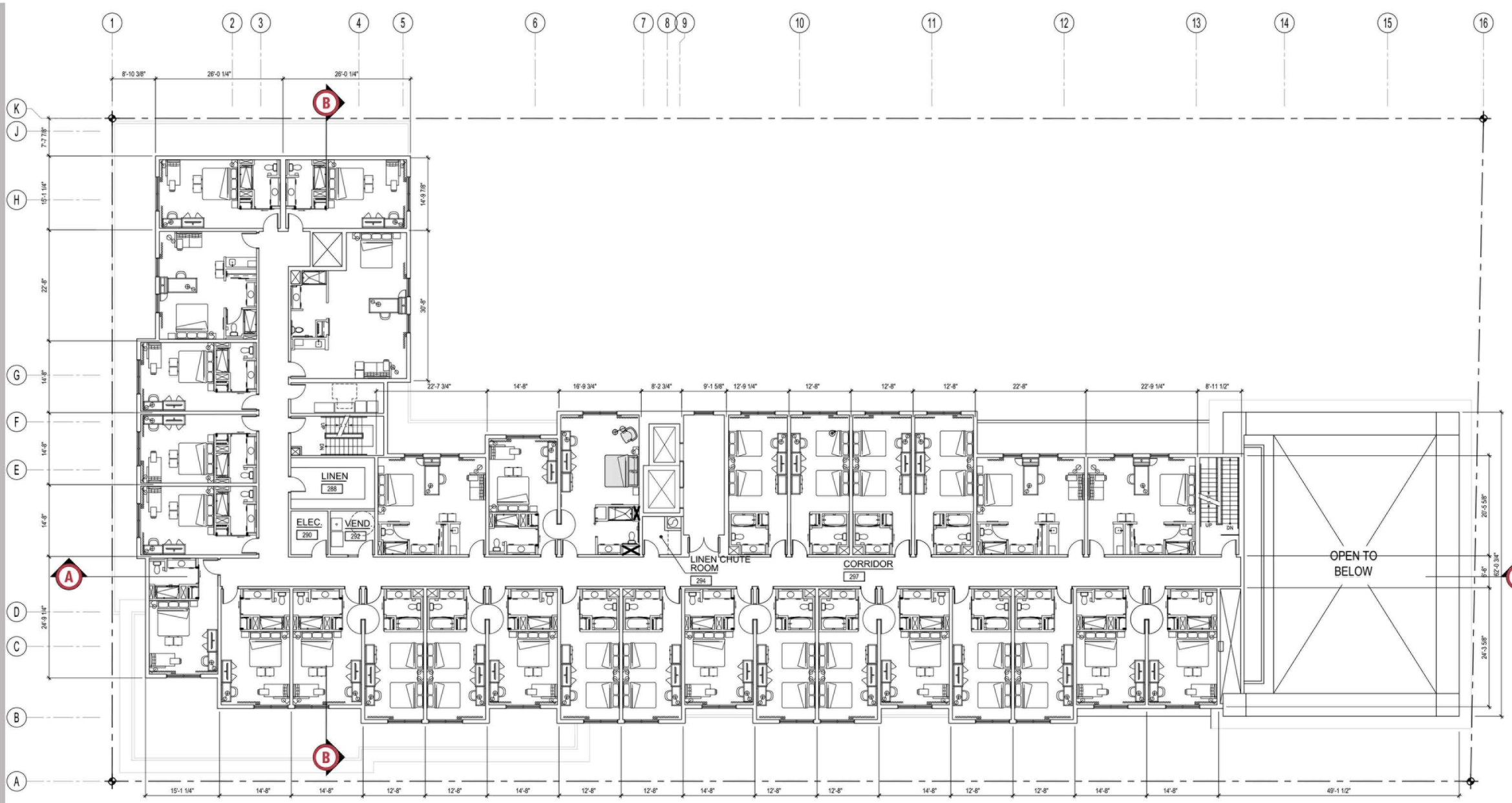

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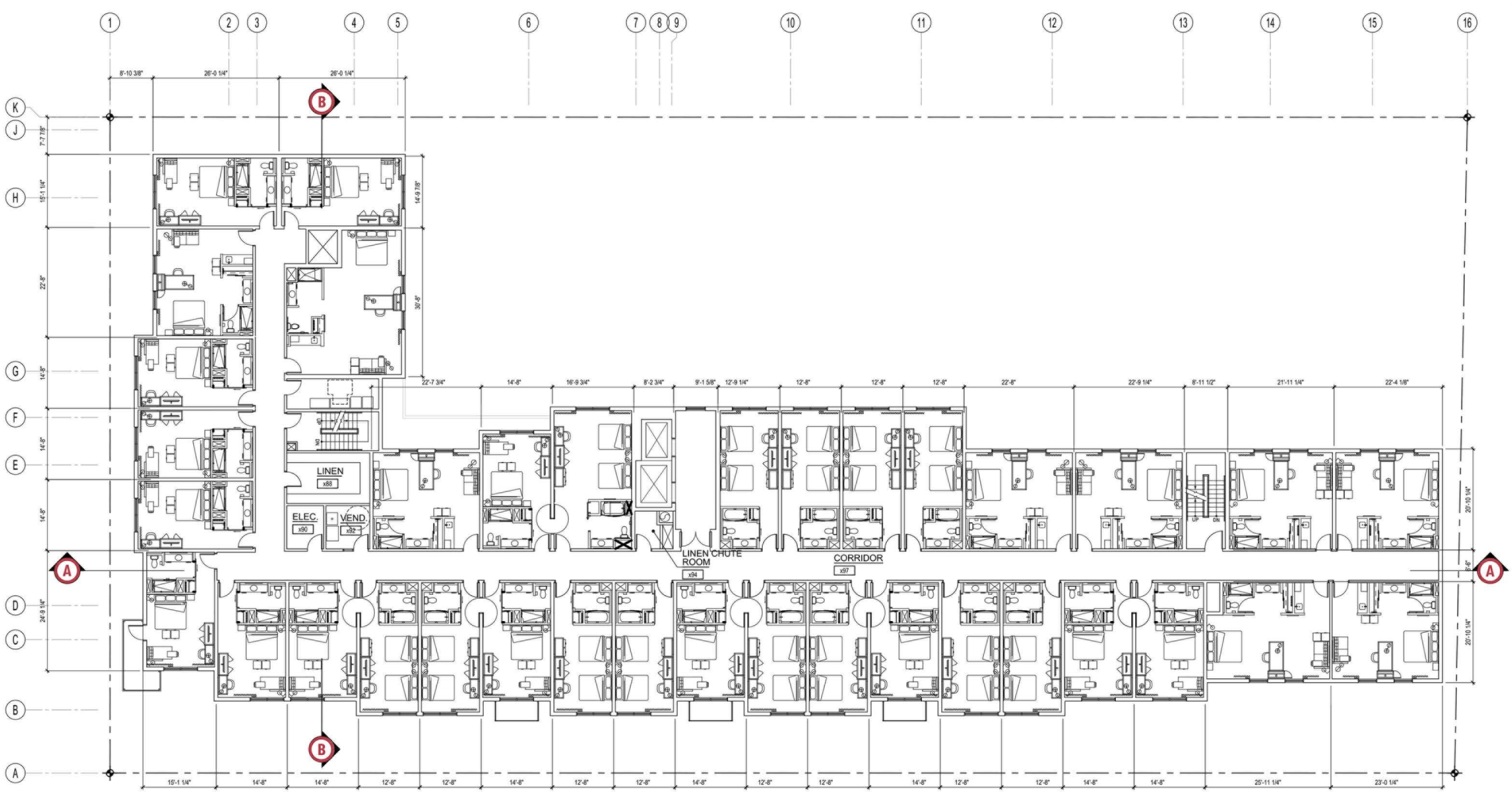
11.17.2014

2ND FLOOR PLAN

SCALE: 1" = 20'-0"



3RD - 5TH FLOOR PLAN

SCALE: 1" = 20'-0"

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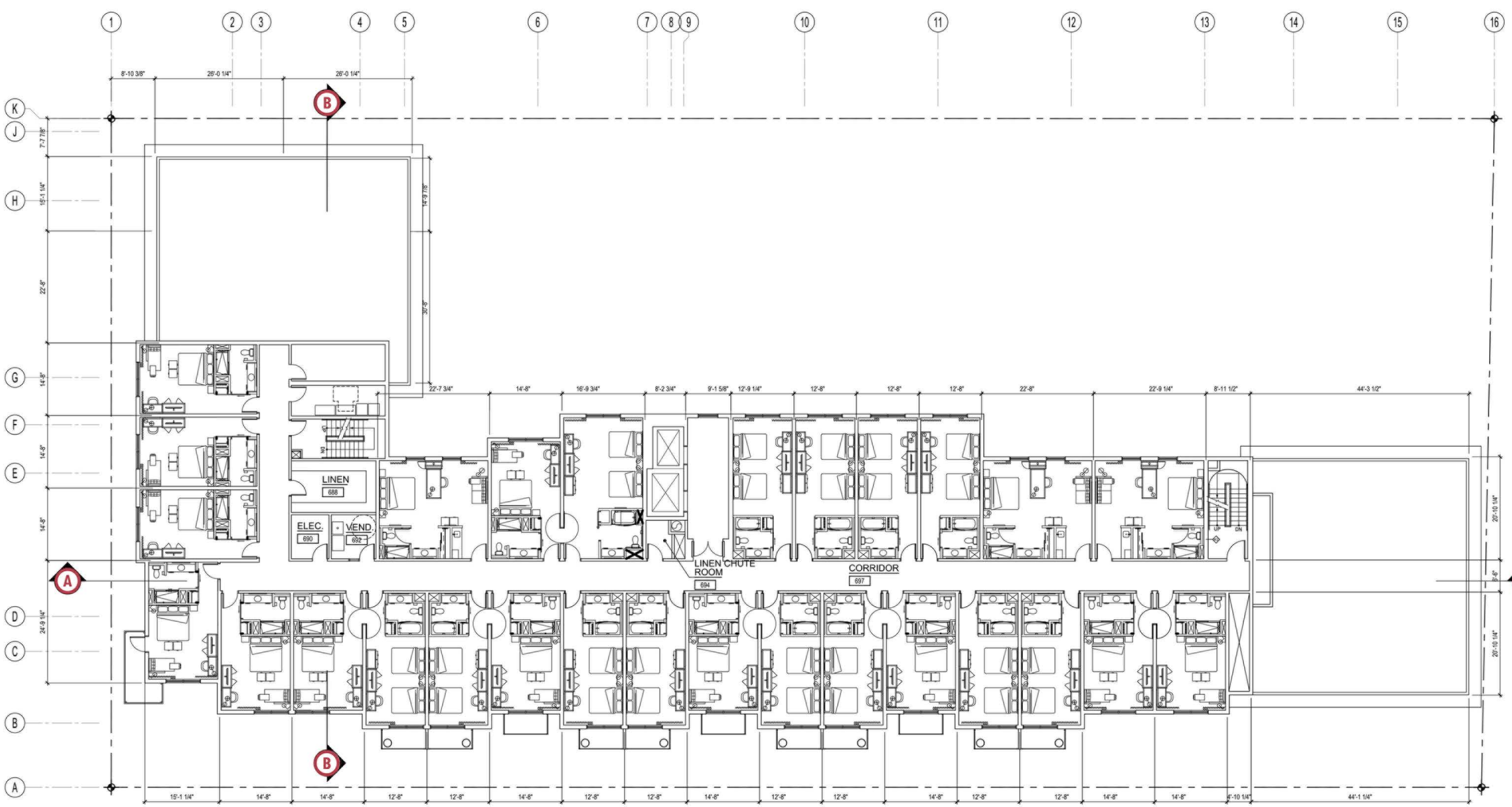
11.17.2014



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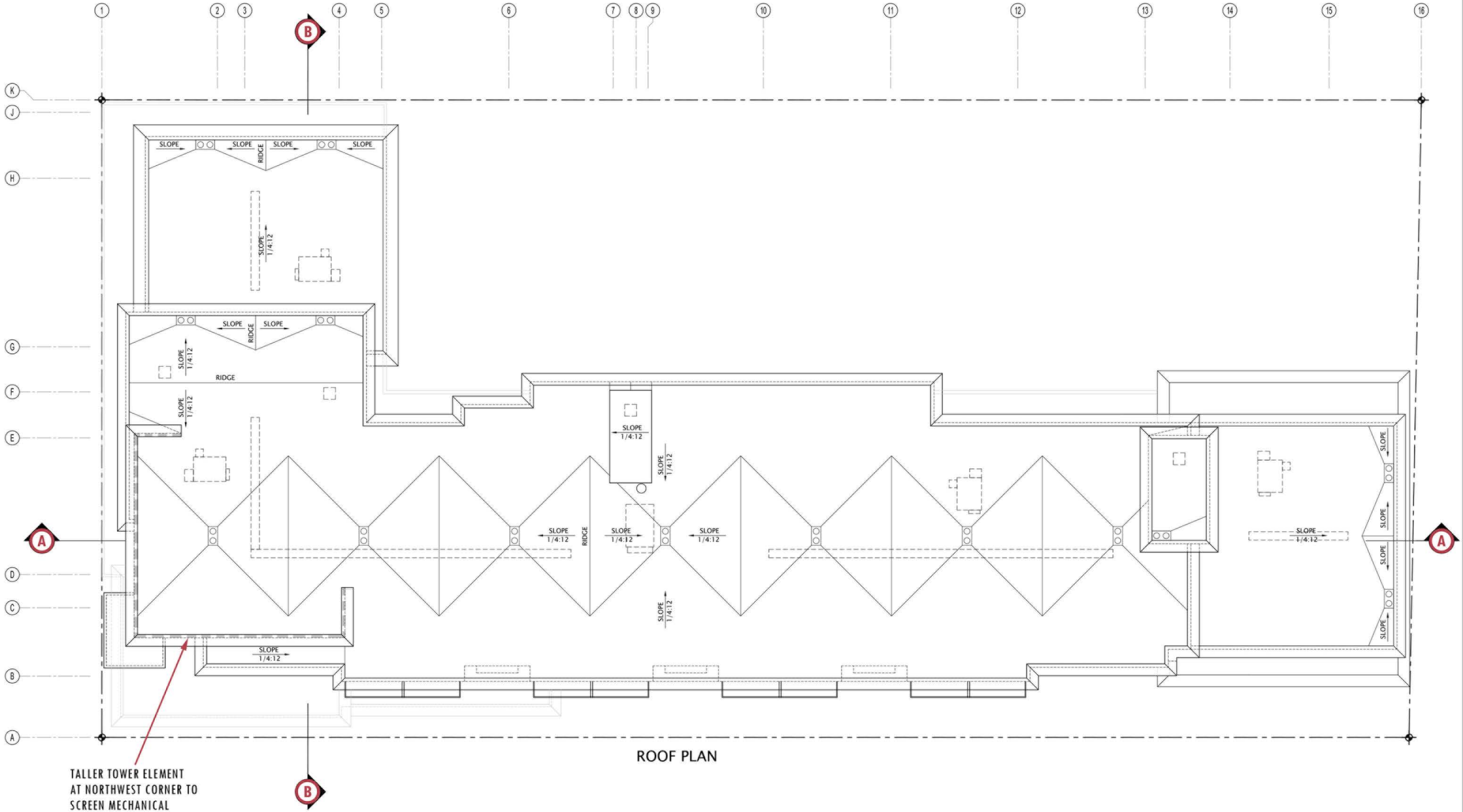
6TH FLOOR PLAN

SCALE: 1" = 20'-0"



ROOF PLAN

ROOF PLAN

SCALE: 1" = 20'-0"

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1	EIFS (DARK : STO 32132)	5	GLASS	9	GREEN SCREEN VERTICAL LANDSCAPE	14	METAL SUN SHADE (BM 1610 - FRENCH BERET)
2	EIFS (LIGHT : STO 32018)	6	EXPOSED CONCRETE	10	METAL PANEL TO MATCH EIFS (DARK)	15	STEEL & GLASS CANOPY (BM 1610 - FRENCH BERET)
3	EIFS W/ LAP SIDING TEXTURE (STO 32130)	7	GROUND FACE CMU; MOUNTAIN BROWN & DEEP PLUM	11	METAL PANEL (BM 1610 - FRENCH BERET)	16	WOOD BACKING W/ CONCRETE BENCH
4	METAL BALCONIES; DARK GRAY (BENJAMIN MOORE 1610 - FRENCH BERET)	8	CORTEN STEEL PLANTERS	12	STOREFRONT WINDOWS (DARK BROWN)	17	WROUGHT IRON RAILING W/ WOOD HANDRAIL
				13	VINYL WINDOWS (DARK BROWN)		

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BUILDING ELEVATION 1

1 EIFS (DARK : STO 32132)
2 EIFS (LIGHT : STO 32018)
3 EIFS W/ LAP SIDING TEXTURE (STO 32130)
4 METAL BALCONIES; DARK GRAY (BENJAMIN MOORE 1610 - FRENCH BERET)
5 GLASS
6 EXPOSED CONCRETE
7 GROUND FACE CMU; MOUNTAIN BROWN & DEEP PLUM
8 CORTEN STEEL PLANTERS
9 GREEN SCREEN VERTICAL LANDSCAPE
10 METAL PANEL TO MATCH EIFS (DARK)
11 METAL PANEL (BM 1610 - FRENCH BERET)
12 STOREFRONT WINDOWS (DARK BROWN)
13 VINYL WINDOWS (DARK BROWN)
14 METAL SUN SHADE (BM 1610 - FRENCH BERET)
15 STEEL & GLASS CANOPY (BM 1610 - FRENCH BERET)
16 WOOD BACKING W/ CONCRETE BENCH
17 WROUGHT IRON RAILING W/ WOOD HANDRAIL

: WEST ELEVATION

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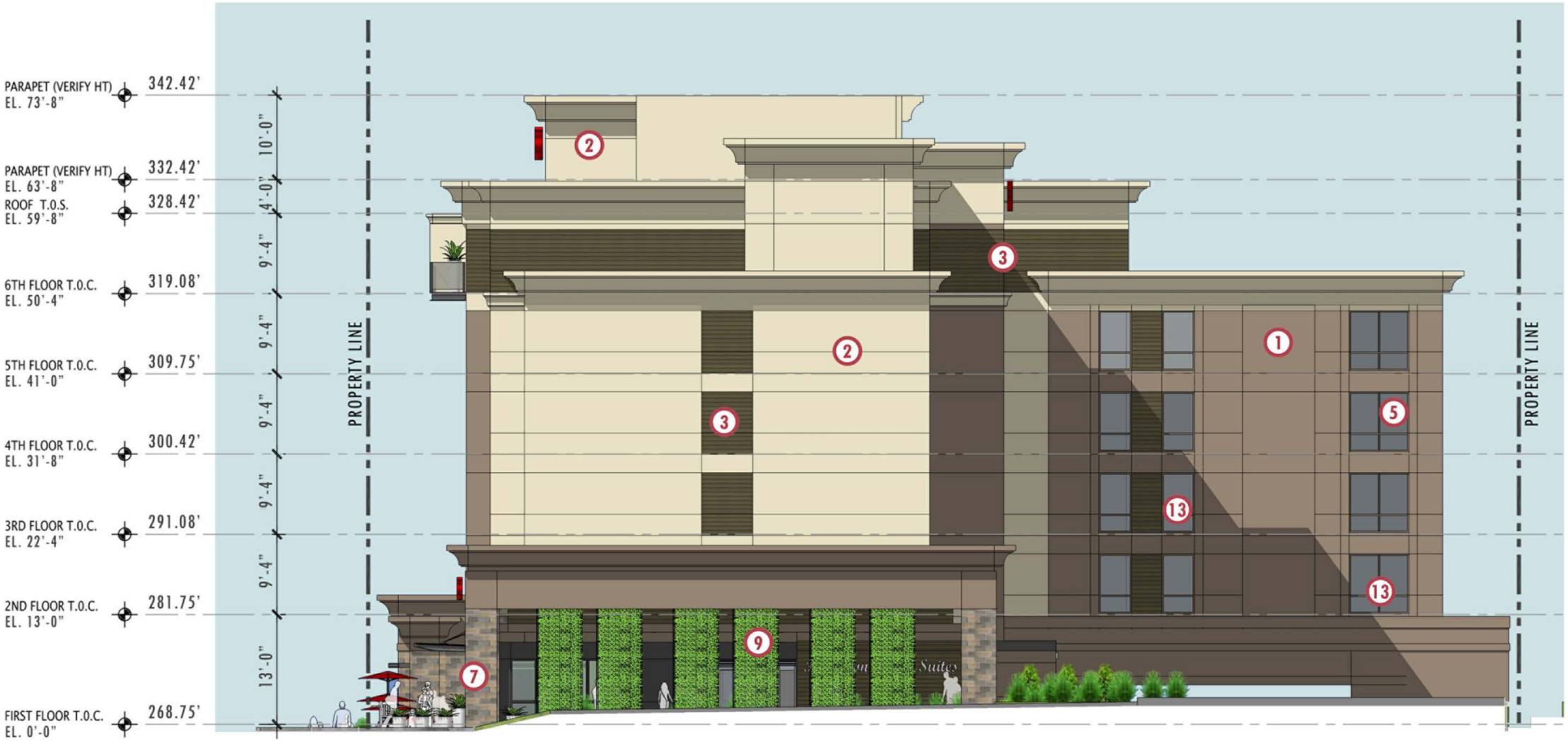

1	EIFS (DARK : STO 32132)	5	GLASS	9	GREEN SCREEN VERTICAL LANDSCAPE	14	METAL SUN SHADE (BM 1610 - FRENCH BERET)
2	EIFS (LIGHT : STO 32018)	6	EXPOSED CONCRETE	10	METAL PANEL TO MATCH EIFS (DARK)	15	STEEL & GLASS CANOPY (BM 1610 - FRENCH BERET)
3	EIFS W/ LAP SIDING TEXTURE (STO 32130)	7	GROUND FACE CMU; MOUNTAIN BROWN & DEEP PLUM	11	METAL PANEL (BM 1610 - FRENCH BERET)	16	WOOD BACKING W/ CONCRETE BENCH
4	METAL BALCONIES; DARK GRAY (BENJAMIN MOORE 1610 - FRENCH BERET)	8	CORTEN STEEL PLANTERS	12	STOREFRONT WINDOWS (DARK BROWN)	17	WROUGHT IRON RAILING W/ WOOD HANDRAIL
				13	VINYL WINDOWS (DARK BROWN)		

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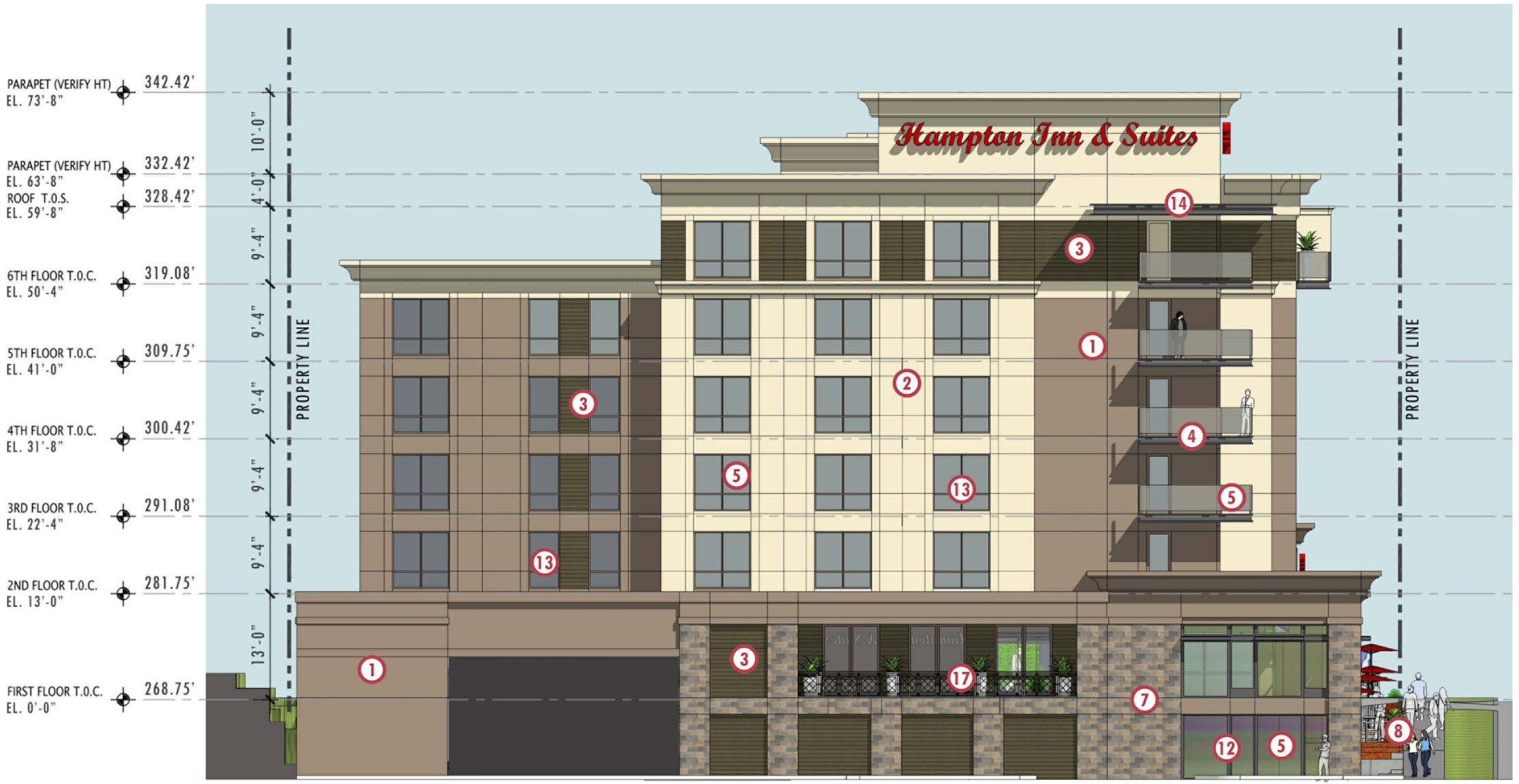
BUILDING ELEVATION 2 : SOUTH ELEVATION



1 EIFS (DARK : STO 32132)
2 EIFS (LIGHT : STO 32018)
3 EIFS W/ LAP SIDING TEXTURE (STO 32130)
4 METAL BALCONIES; DARK GRAY (BENJAMIN MOORE 1610 - FRENCH BERET)
5 GLASS
6 EXPOSED CONCRETE
7 GROUND FACE CMU; MOUNTAIN BROWN & DEEP PLUM
8 CORTEN STEEL PLANTERS
9 GREEN SCREEN VERTICAL LANDSCAPE
10 METAL PANEL TO MATCH EIFS (DARK)
11 METAL PANEL (BM 1610 - FRENCH BERET)
12 STOREFRONT WINDOWS (DARK BROWN)
13 VINYL WINDOWS (DARK BROWN)
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15 STEEL & GLASS CANOPY (BM 1610 - FRENCH BERET)
16 WOOD BACKING W/ CONCRETE BENCH
17 WROUGHT IRON RAILING W/ WOOD HANDRAIL

BUILDING ELEVATION 3 : NORTH ELEVATION

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1	EIFS (DARK : STO 32132)	5	GLASS	9	GREEN SCREEN VERTICAL LANDSCAPE	14	METAL SUN SHADE (BM 1610 - FRENCH BERET)
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				13	VINYL WINDOWS (DARK BROWN)		

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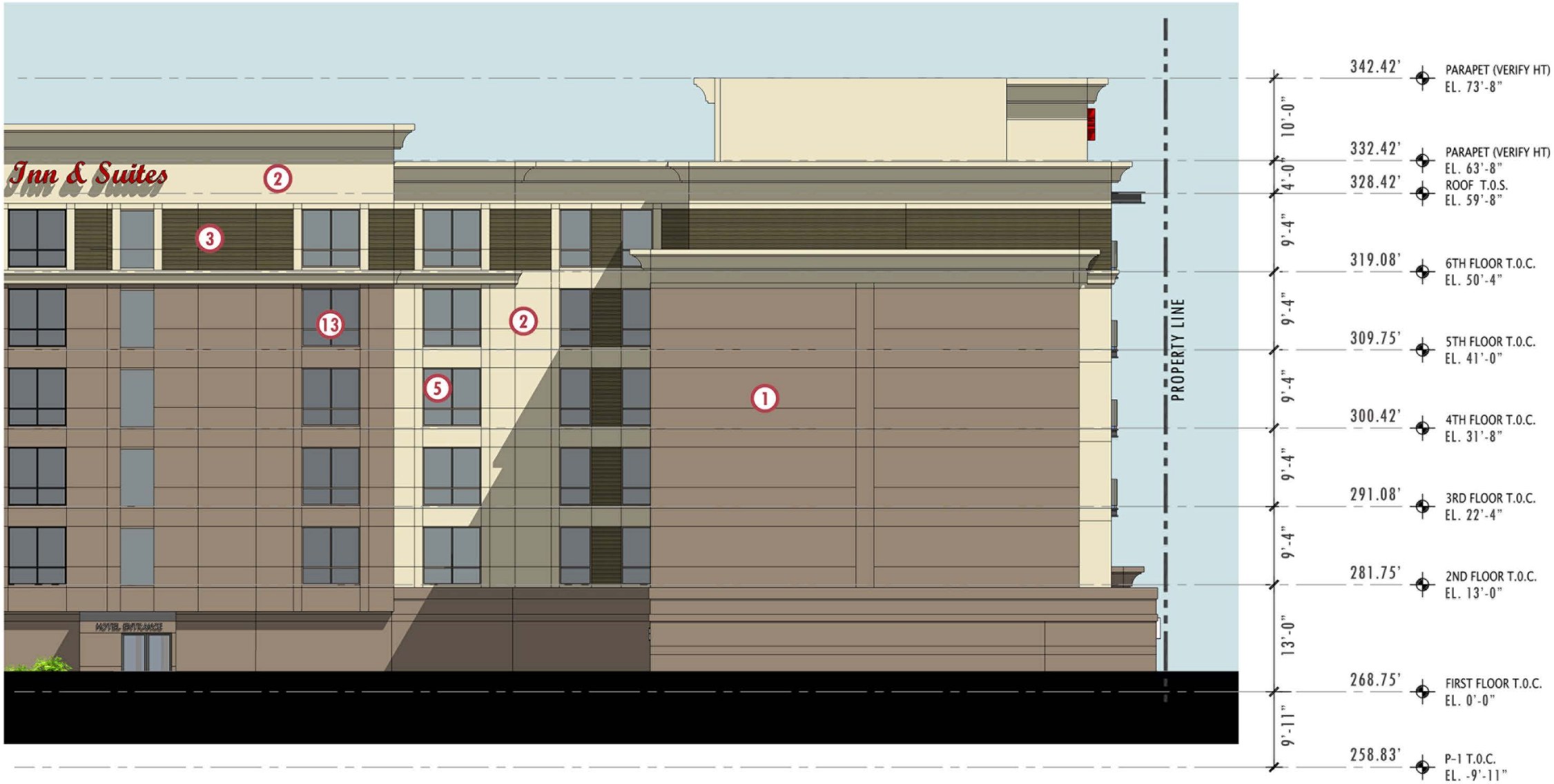
BUILDING ELEVATION 4



1 EIFS (DARK : STO 32132)
2 EIFS (LIGHT : STO 32018)
3 EIFS W/ LAP SIDING TEXTURE (STO 32130)
4 METAL BALCONIES; DARK GRAY (BENJAMIN MOORE 1610 - FRENCH BERET)
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6 EXPOSED CONCRETE
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9 GREEN SCREEN VERTICAL LANDSCAPE
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13 VINYL WINDOWS (DARK BROWN)
14 METAL SUN SHADE (BM 1610 - FRENCH BERET)
15 STEEL & GLASS CANOPY (BM 1610 - FRENCH BERET)
16 WOOD BACKING W/ CONCRETE BENCH
17 WROUGHT IRON RAILING W/ WOOD HANDRAIL

: EAST ELEVATION

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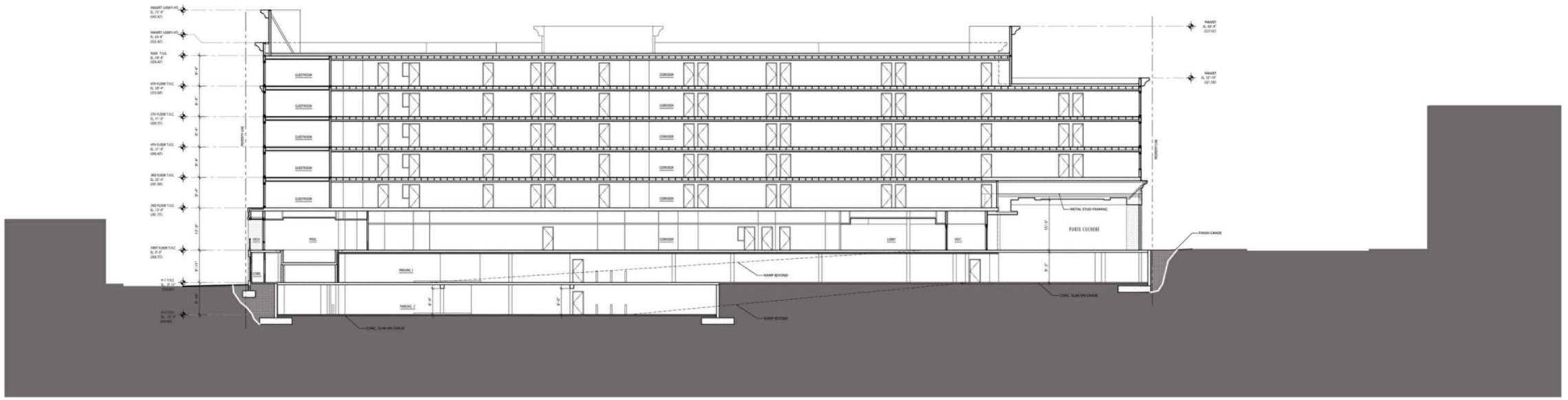
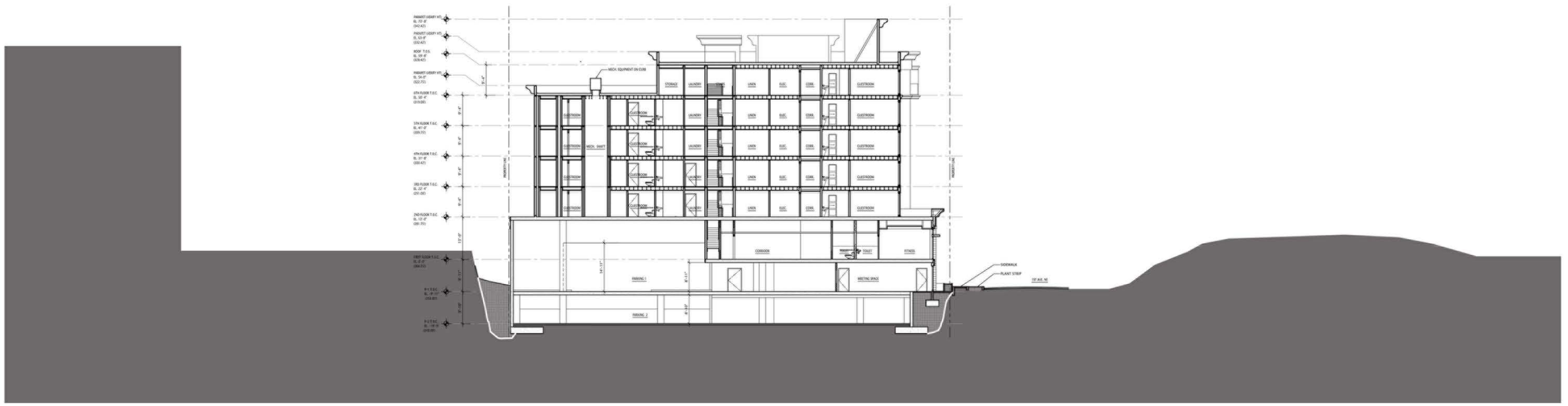


SECTION A



SECTION B

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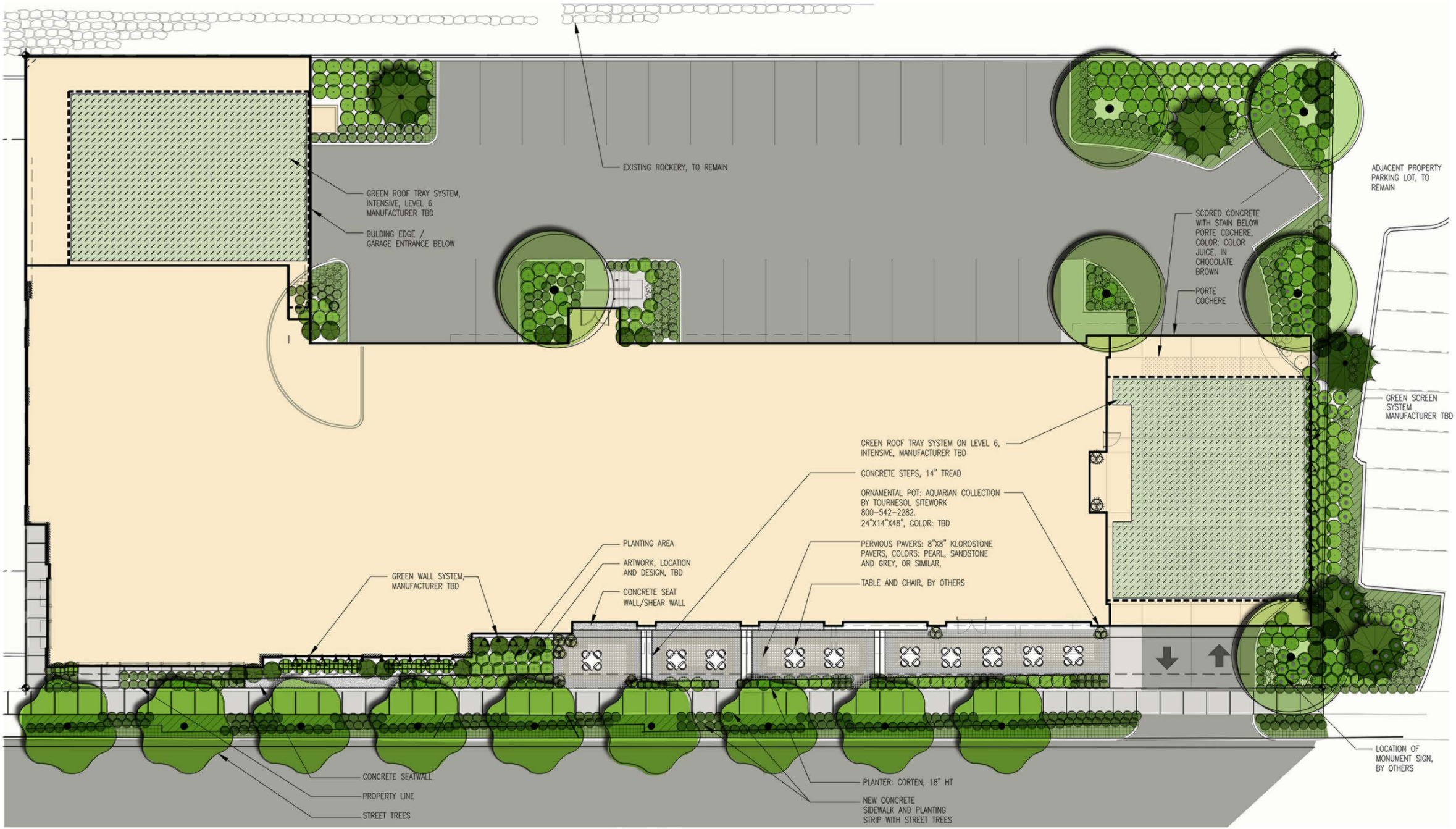
SECTIONS

SCALE: 1" = 30'-0"



LANDSCAPE : PLANTING PLAN

SCALE: 1" = 20'-0"

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PLANT SCHEDULE

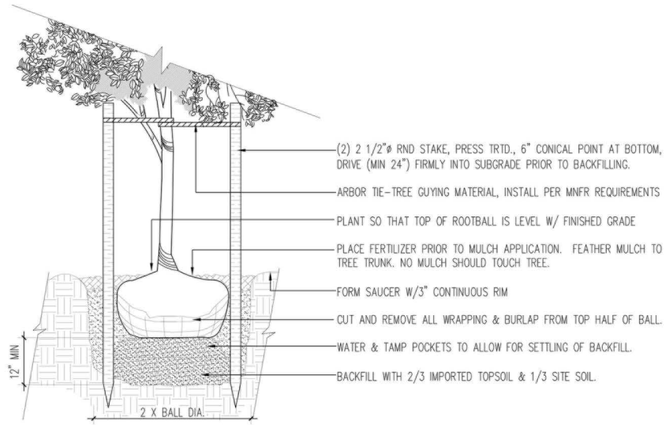
TREES	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	QTY
	ACER TRUNCATUM 'PACIFIC SUNSET' TM	PACIFIC SUNSET MAPLE	2 1/2" CAL.			9
	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	2 1/2" CAL.			5
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	B & B		6'-8' HT	5

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	MIN HT/SPREAD	O.C. SPCG	QTY
	CORNUS STOLONIFERA 'ARCTIC FIRE'	ARCTIC FIRE DOGWOOD	5 GAL			114
	CORNUS STOLONIFERA 'KELSEY'	KELSEY DOGWOOD	2 GAL			126
	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD'	MUNSTEAD LAVENDER	1 GAL		AS SHOWN	128
	LONICERA PILEATA	PRIVET HONEYSUCKLE	5 GAL			25
	PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK	5 GAL			20
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	2 GAL			145
	SPIRAEA JAPONICA 'ALPINA'	DAPHNE JAPANESE SPIREA	2 GAL	12" - 15" MIN HT		43
	VIBURNUM PLICATUM 'MARIESII'	MARIES DOUBLEFILE VIBURNUM	5 GAL			15

GRASSES	BOTANICAL NAME	COMMON NAME	CONT	MIN HT/SPREAD	O.C. SPCG	QTY
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	2 GAL			16
	CAREX ELATA 'BOWLES'	PRAIRIE FIRE SEDGE	2 GAL			300

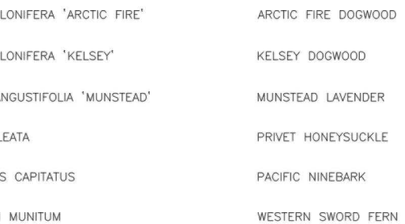
VINE/ESPALIER	BOTANICAL NAME	COMMON NAME	CONT	MIN HT/SPREAD	O.C. SPCG	QTY
	AKEBIA QUINATA 'SHIRO BANA'	SHIRO BANA AKEBIA	2 GAL			23
	CLEMATIS ARMANDII	EVERGREEN CLEMATIS	2 GAL			6

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	SPCG	AP RT	SPACING	QTY
	6" GREEN ROOF TRAY SYSTEM WITH PERENNIALS		FLAT		PER MANUFACTURER'S RECOMMENDATIONS	12" o.c.	2,667
	LIRIOPE MUSCARI 'MAJESTIC'	MAJESTIC LIRIOPE	1 GAL			12" o.c.	1,063
	OPHIOPOGON PLANISCAPUS 'NIGRESCENS'	BLACK MONDO GRASS	1 GAL			12" o.c.	665



14 SECTION: DECIDUOUS TREE

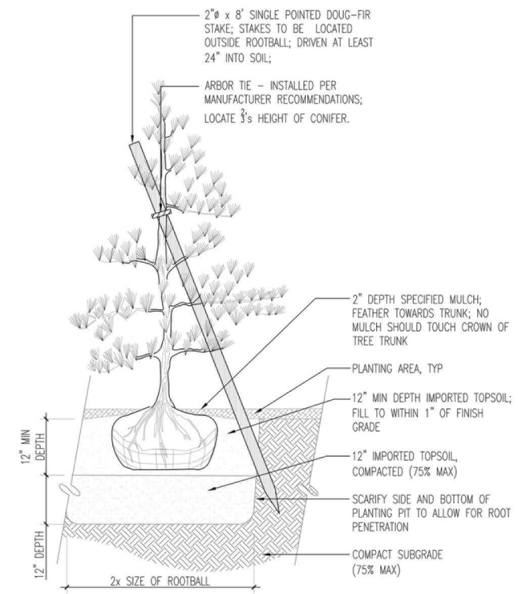
NOTES:
1. TREE PIT SHALL NOT BE LESS THAT (2) TIMES ROOT BALL DIA..
2. CUT ALL TIES & FOLD BACK BURLAP FROM UPPER 1/3 OF ROOT BALL.
3. WATER DAILY UNTIL ESTABLISHED, FERTILIZE & USE GROWTH HORMONE.
4. WHERE A CONTINUOUS PLANTING STRIP IS ALLOWED, WIDEN TREE PIT TO SIDEWALK.



31 SECTION: VINE/GROUNDCOVER

32 SECTION: GROUNDCOVER - PERENNIAL

33 SECTION: SMALL SHRUB



34 SECTION: CONIFER TREE

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LANDSCAPE : PLANT SCHEDULE & DETAILS

SCALE: NTS

CORTEN PLANTERS

PERVIOUS PAVERS

GREEN WALL SYSTEM

TABLE AND CHAIRS

~ IMAGES ARE FOR REFERENCE ONLY TO COMMUNICATE THE DESIGN INTENT AND ARE SUBJECT TO CHANGE PER HAMPTONS RECOMMENDATION ~

ORNAMENTAL POTS

GREEN SCREEN SYSTEM

SCORED CONCRETE

PACIFIC SUNSET MAPLE, 2-1/2" CAL

KATSURA TREE, 2-1/2" CAL.

DOUGLAS FIR, 6'-8' HT

PRIVET HONEYSUCKLE, 1 GAL

KELSEY DOGWOOD, 2 GAL

DOUBLE FILE VIBURNUM, 5 GAL

WESTERN SWORD FERN, 2 GAL

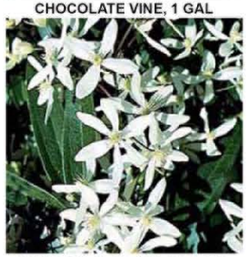
FEATHER REED GRASS, 1 GAL

LAVENDER, 1 GAL

BLACK MONDO GRASS, 1 GAL

LORIOPE, 1 GAL

CHOCOLATE VINE, 1 GAL



EVERGREEN CLEMATIS, 1 GAL

GREEN ROOF SYSTEM WITH PERENNIALS

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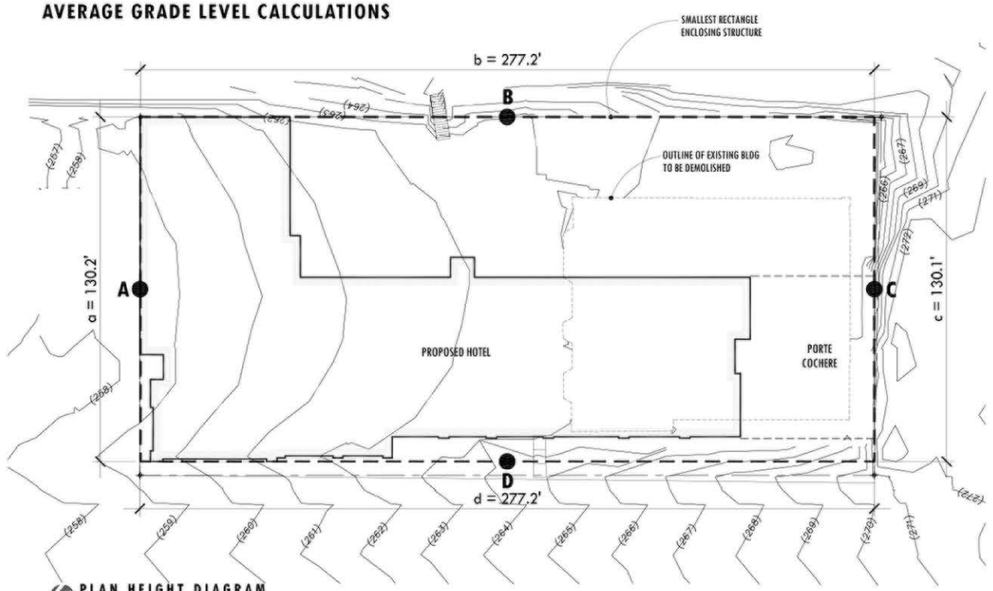
AVERAGE GRADE LEVEL CALCULATIONS



PLAN HEIGHT DIAGRAM

scale : NTS

ELEVATION HEIGHT DIAGRAM

scale : NTS

MIDPOINT ELEVATION	RECTANGLE SIDE LENGTH
A = 258.7'	a = 130.2'
B = 263.0'	b = 277.2'
C = 268.0'	c = 130.2'
D = 264.1'	d = 277.2'

FORMULA 2 : ENCLOSING RECTANGLE (midpoint grade elevations) x (rectangle side lengths) / (total length of rectangle sides)

Formula:

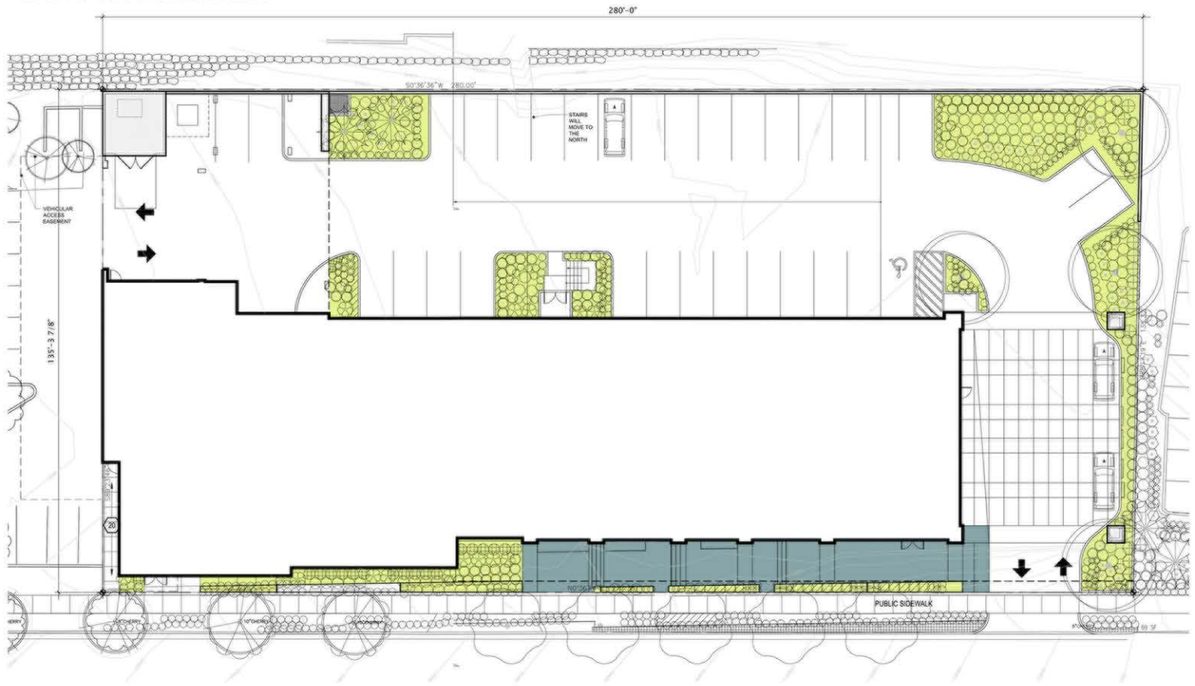
$$\frac{(A \times a) + (B \times b) + (C \times c) + (D \times d)}{a + b + c + d}$$

$$\frac{(258.7 \times 130.2) + (263.0 \times 277.2) + (268.0 \times 130.2) + (264.1 \times 277.2)}{130.2 + 277.2 + 130.2 + 277.2}$$

$$\frac{33{,}682.7 + 72{,}903.6 + 34{,}893.6 + 73{,}208.5}{814.8} = \frac{214{,}688.4}{814.8} = 263.5'$$

263.5' AVERAGE GRADE LEVEL

OPEN SPACE CALCULATIONS



(4) OPEN SPACE:
SMC 23.71.014.A (2) In all Commercial zones with a permitted height limit greater than forty (40) feet, a minimum of fifteen (15) percent of lot area, or at the applicant's option, proposed gross floor area, shall be provided as landscaped or usable open space for all commercial and mixed use substantial development. A minimum of one-third (1/3) of the required open space shall be landscaped open space and a minimum of one-fifth (1/5) of the required open space shall be usable open space. The remainder shall be either landscaped or usable open space or may be provided in accordance with subsection A8 of this section.

LOT AREA : 37,713 SF
37,713 x 15% = 5,656.95 = **5,657 SF**

5,657 SF MINIMUM OPEN SPACE REQUIRED

MINIMUM 1/3 LANDSCAPED OPEN SPACE:	MINIMUM 1/5 USABLE OPEN SPACE:
5,657 x 1/3 = **1,886 SF REQUIRED**	5,657 x 1/5 = **1,131 SF REQUIRED**

OPEN SPACE PROVIDED:

LANDSCAPED OPEN SPACE	= 4,141 SF	>1,886 SF REQ.
USABLE OPEN SPACE (URBAN GARDEN)	= 1,588 SF	> 1131 SF REQ.

TOTAL OPEN SPACE PROVIDED **5,729 SF**

5,729 SF / 37,713 SF = 15.2% OPEN SPACE
15% MINIMUM OPEN SPACE; (COMPLIANT)

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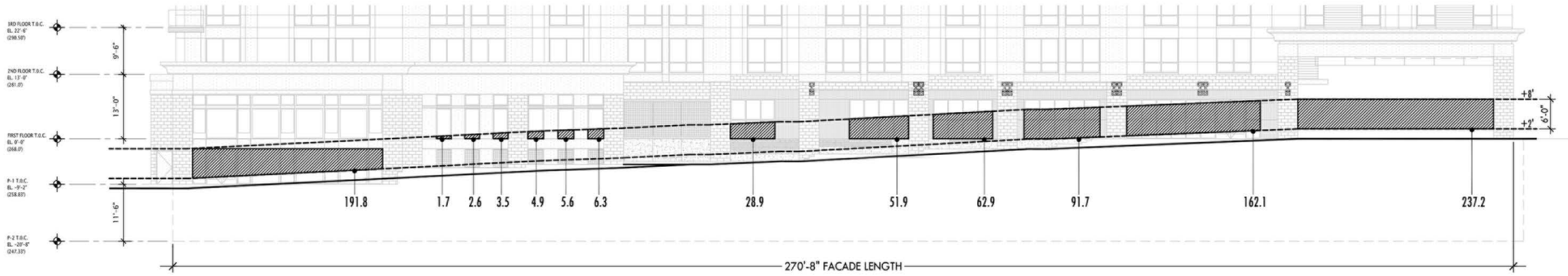

(2) TRANSPARENCY REQUIREMENTS:

SMC 23.47A.008.B.2 (a) Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.

Facade area (between 2' and 8') along 1ST AVENUE NORTHEAST: AREA = 270'-8" x 6' = 1624.0 sf
1624.0 x 60% = 974.4 sf needs to be transparent
851.1 sf (area in hatch) / 1624.0 = 52.4% TRANSPARENT

TOTAL TRANSPARENCY = 52.4% TRANSPARENT < 60% MINIMUM (NON-COMPLIANT); DEPARTURE REQUESTED

DESIGN DEPARTURE 1

DEVELOPMENT STANDARD CODE SECTION / SMC 23.47A.008.B.2 TRANSPARENCY

REQUIREMENT	PROPOSED	RATIONALE
Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.	We propose that 52.4% of the street-facing facade between 2 feet and 8 feet above the sidewalk be transparent.	The project aims to locate as much of its public functions along the west edge of the property in order to maximize transparency from the street level into the building. Due to the sloped nature of the site, the ground floor is significantly higher than the sidewalk which is adjacent to the property edge as you go towards the north. In lieu of transparency, we have provided dense/lush landscaping elements immediately adjacent to the sidewalk and will also provide lush vertical landscaping with green screens along the facade itself to act as a beautiful backdrop to the plantings to enhance the pedestrian's experience. We will also be incorporating an Urban Garden along this facade with bench seating into the planters "to create spaces at street level for pedestrian-oriented activities" and to "promote pedestrian movement and casual interaction." (DR Guidelines A-4; Northgate Guidelines 1.3 - Human Activity). We believe that we were successful in creating a "lively pedestrian-oriented open space" (DR Guidelines D-1; Pedestrian Open Spaces and Entrances) with the transparency we were able to provide in conjunction with the landscaping / urban garden provided along the entire length of our project along 1st Avenue NE between our project and the sidewalk. Furthermore, the Northgate Plan places "a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas" (Northgate Guidelines 3.1 - Incorporate Open Space). Note: During EDG, our project was approved a transparency of 49.6%. We have been able to increase the tranparency to 52.4%.

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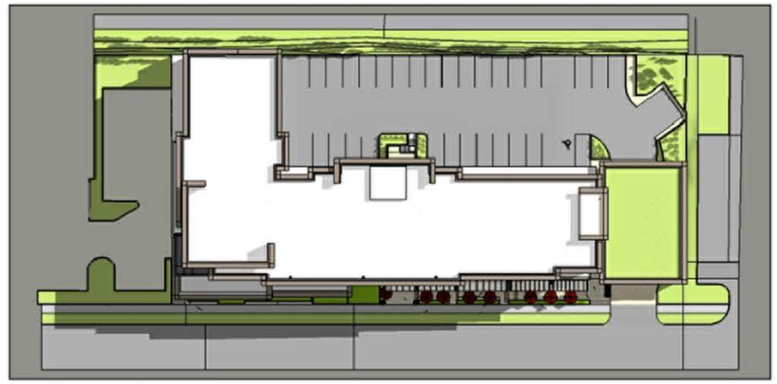
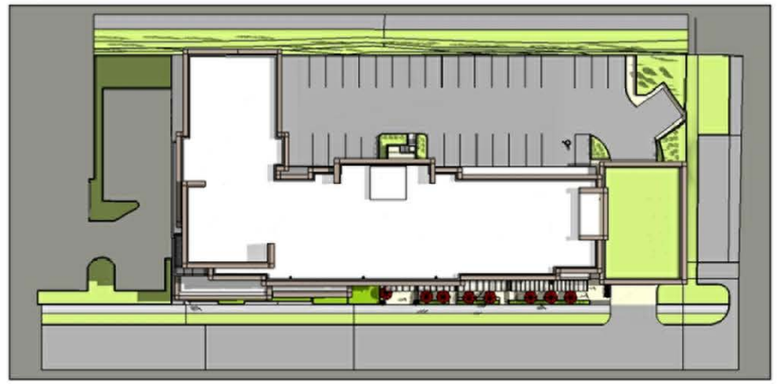
DESIGN DEPARTURE 2

DEVELOPMENT STANDARD CODE SECTION / SMC 23.71.014.C.8 URBAN GARDEN - SOLAR EXPOSURE	
REQUIREMENT	A minimum of seventy-five percent (75%) of the garden shall receive solar exposure from eleven a.m. (11:00 a.m.) until two p.m. (2:00 p.m.) PDT, between spring and autumn equinox.
PROPOSED	We propose that 81% of the urban garden shall receive solar exposure from twelve p.m. (12:00 p.m.) until sunset PDT, between spring and autumn equinox.
RATIONALE	This section of the code requires a minimum of three (3) hours of 75% solar exposure. As currently configured the urban garden will provide 100% solar exposure for greater than three (3) hours. Refer to shadow study on this sheet.

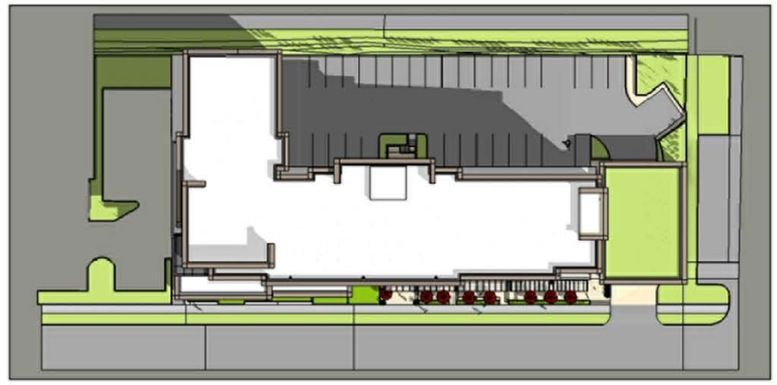
URBAN GARDEN DEVELOPMENT STANDARDS: SHADOW STUDY



SPRING/FALL EQUINOX 11 a.m.



SPRING/FALL EQUINOX 12 p.m.



SPRING/FALL EQUINOX 2 p.m.

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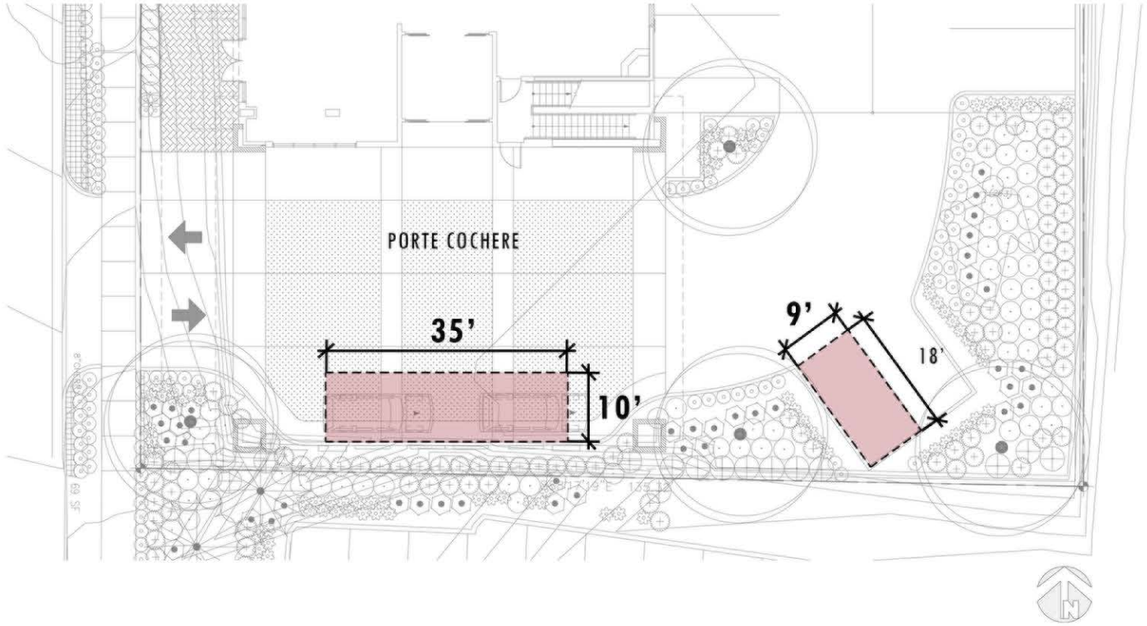
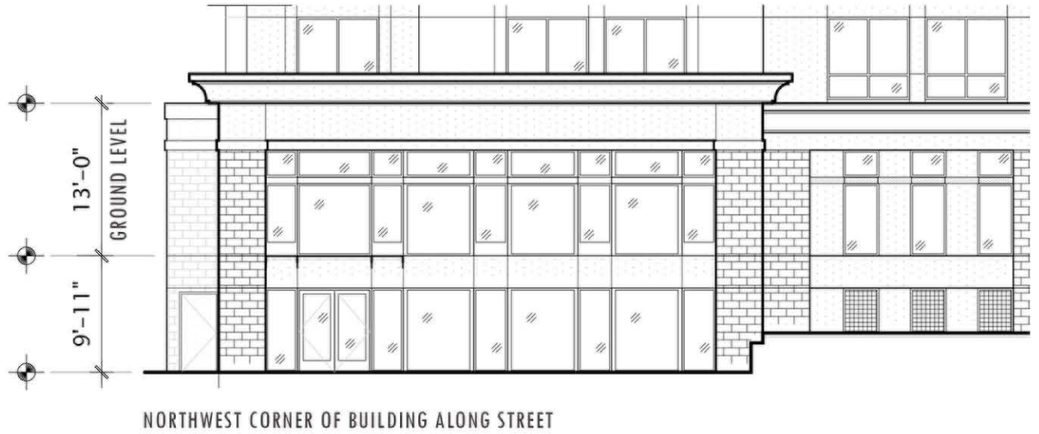


DESIGN DEPARTURE 3

DEVELOPMENT STANDARD CODE SECTION / SMC 23.54.035.A.1 & C.2.C.ii LOADING BERTH REQUIREMENTS	
REQUIREMENT	A minimum of 2 loading berths to be provided under table A; low-density, under 160,000 sf. Berths must be 10' wide and 25' in length under director's rule which allows such length as long as vehicles cannot extend over property line.
PROPOSED	We propose one large (10' X 35') loading berth under the Porte Cochere (14' vertical clear) and 1 smaller loading berth (9'X18') for van delivery.
RATIONALE	The owner, franchisor and operators of the facility agree that only one loading berth is needed based on their experience with on-going operations at other similar facilities. The loading has been placed at the front of the building under the Porte Cochere because the franchise only allows delivery through the front entrance. A dedicated parking space will be provided as an extra loading area for smaller van deliveries.



NORTHWEST CORNER OF BUILDING ALONG STREET

DESIGN DEPARTURE 4

DEVELOPMENT STANDARD CODE SECTION / SMC 23.47A.008.B.3 FLOOR-TO-FLOOR HEIGHT	
REQUIREMENT	Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
PROPOSED	We propose the floor-to-floor height to be 9'-11" at the auxillary meeting rooms located at the northwest corner of the building.
RATIONALE	Due to the sloped nature of our site, it is difficult to maintain the minimum required 13 feet height at all street-level areas of the project. We have provided the 13' floor-to-floor at the south end of our building where the main entry and porte cochere to the hotel are located.

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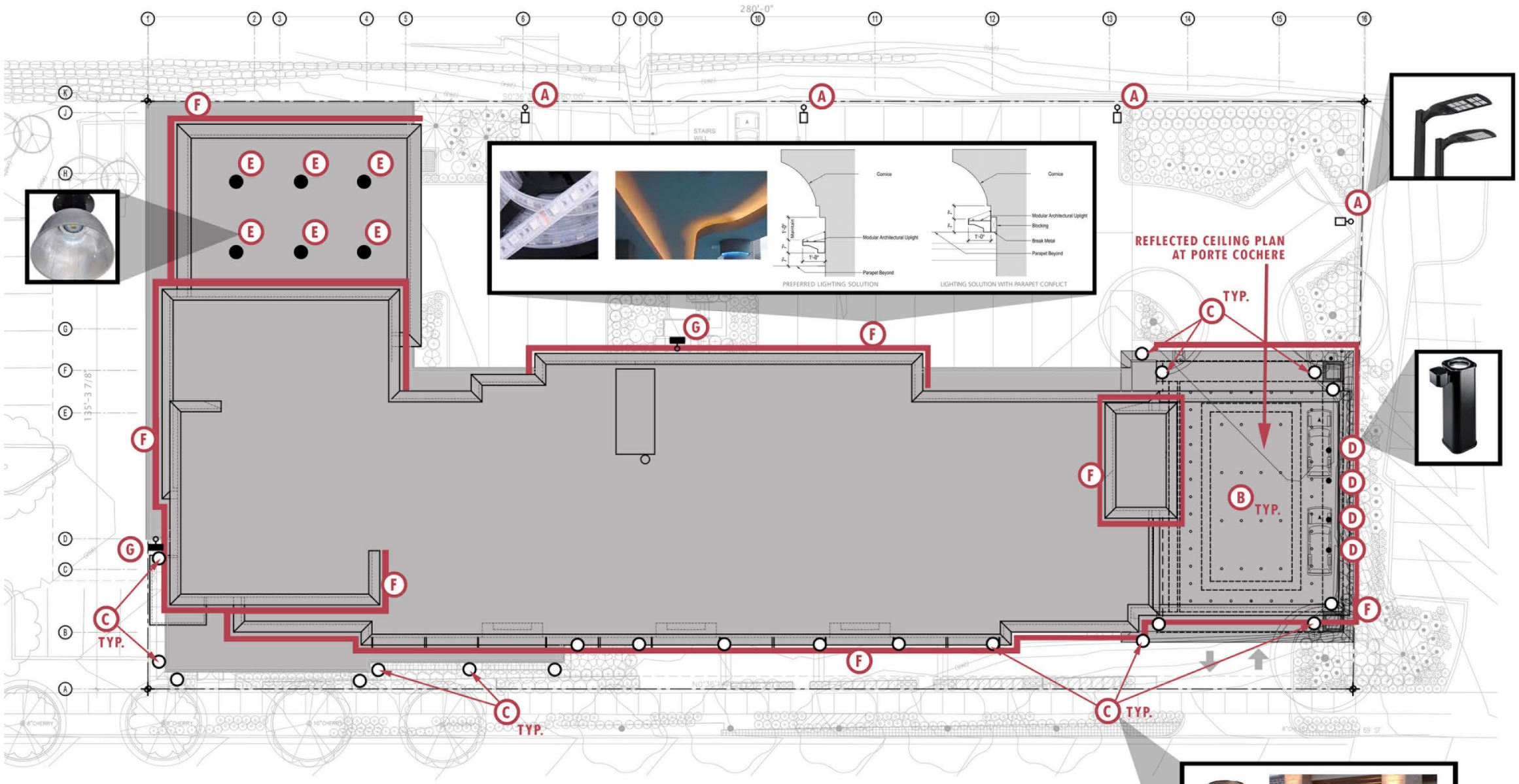

- A — POLE MOUNTED LIGHT FIXTURE; LITHONIA LIGHTING D-SERIES / LED AREA LUMINAIRE
- B — 6" RECESSED LED DOWNLIGHTS; JUNO LIGHTING IC 900 LUMEN
- C — WALL SCONCE; KICHLER LIGHTING UP/DOWN TUBELIGHT 9246AZ (15")
- D — IN-GROUND UP-LIGHT; METAL HALIDE SEALED WELL LIGHT; ECONOLIGHT (E-GLWC SERIES)
- E — HIGH BAY LED DOME LIGHTING BELOW AT PARKING LEVEL
- F — WATERPROOF LED RGB STRIP/TAPE COVE LIGHTING
- G — LED DOWNLIGHT AT ENTRIES

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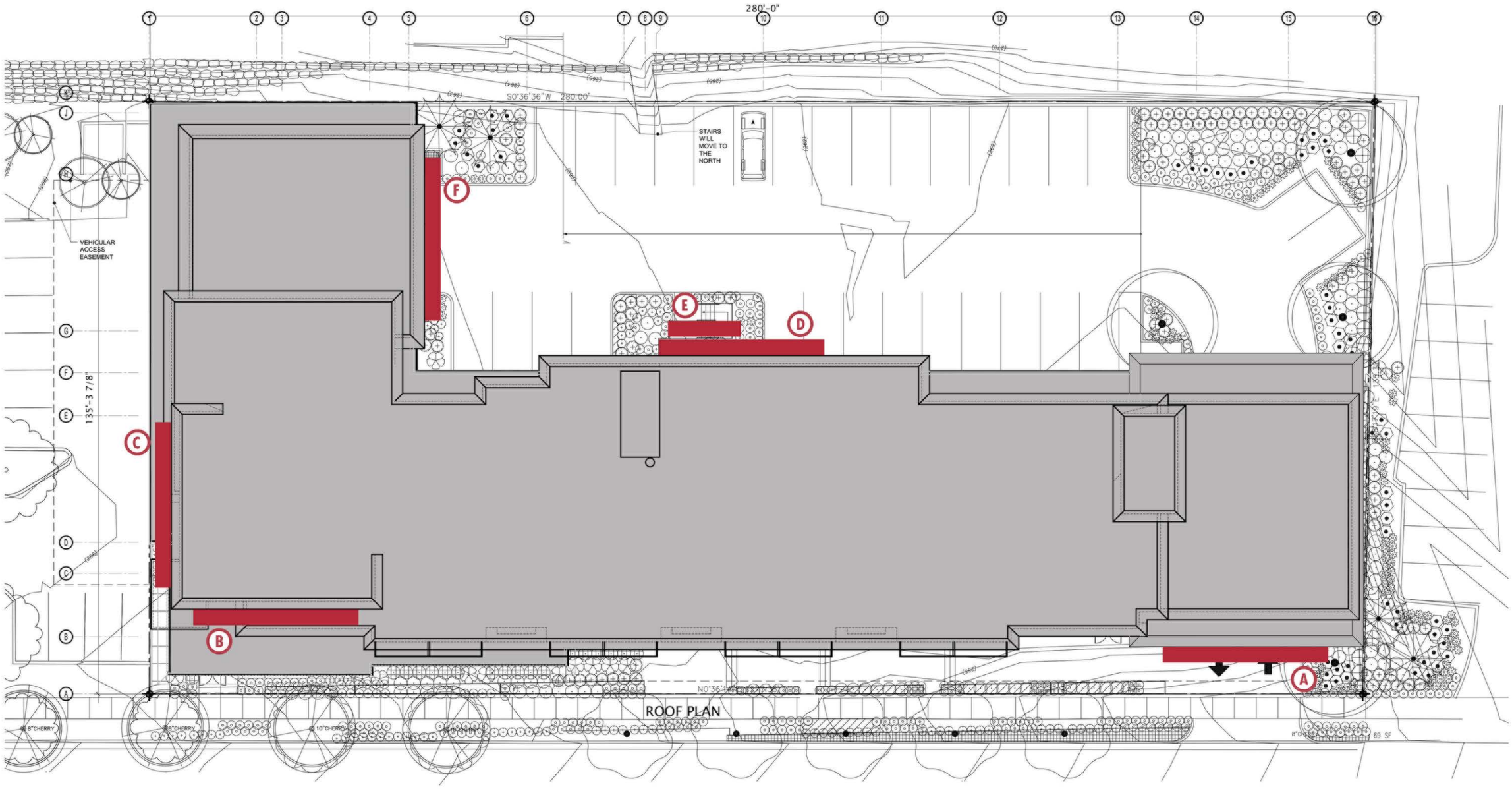
EXTERIOR LIGHTING PLAN

SCALE: NTS



- (A) "HAMPTON INN & SUITES" SIGN AT PORTE COCHERE; METAL EXTRUDED LETTERS; BACKLIT
- (B) "HAMPTON INN & SUITES" SIGN AT NORTHWEST TOWER; METAL EXTRUDED LETTERS; INTERNALLY LIT
- (C) "HAMPTON INN & SUITES" SIGN AT NORTHWEST TOWER; METAL EXTRUDED LETTERS; INTERNALLY LIT
- (D) "HAMPTON INN & SUITES" SIGN AT EAST CORNICE; METAL EXTRUDED LETTERS; INTERNALLY LIT
- (E) "HOTEL ENTRANCE" SIGN AT VESTIBULE; METAL EXTRUDED LETTERS; BACKLIT
- (F) "PARKING ENTRANCE" SIGN; METAL EXTRUDED LETTERS; BACK LIT

EXTERIOR SIGNAGE PLAN

SCALE: NTS

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1 EIFS (DARK : STO 32132)

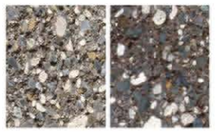
2 EIFS (LIGHT : STO 32018)

3 EIFS W/ LAP SIDING TEXTURE
(STO 32130)

4 METAL BALCONIES; DARK GRAY
BENJAMIN MOORE 1610 - FRENCH BERET

5 GLASS

6 EXPOSED CONCRETE



7 GROUND FACE CMU;
MIX OF MOUNTAIN BROWN & DEEP PLUM

8 CORTEN STEEL PLANTERS

9 GREEN SCREEN VERTICAL LANDSCAPE

10 METAL PANEL
COLOR TO MATCH EIFS (DARK)

11 METAL PANEL (BM 1610 - FRENCH BERET)

12 STOREFRONT WINDOWS (DARK BROWN)

13 VINYL WINDOWS (DARK BROWN)

14 METAL SUN SHADE (BM 1610 - FRENCH BERET)

15 STEEL & GLASS CANOPY (BM 1610 - FRENCH BERET)

COLOR + MATERIALS

J|f

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RENDERING 1

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RENDERING 2

RENDERING 3

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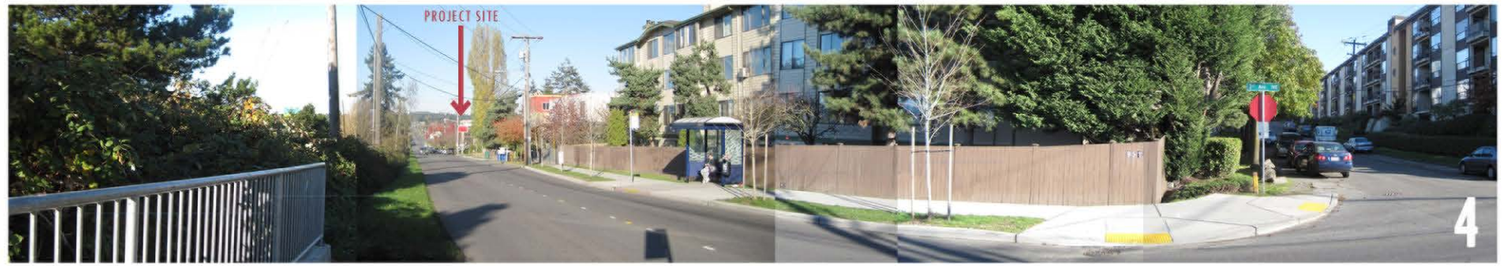
1 VIEW LOOKING SOUTH DOWN 1ST AVENUE NE FROM NE 100TH STREET

2 VIEW LOOKING SOUTH DOWN 1ST AVENUE NE FROM EXISTING RETAIL MIDBLOCK

3 VIEW LOOKING WEST FROM EAST CORNER OF PIMA MEDICAL PARKING LOT

4 VIEW LOOKING NORTH DOWN 1ST AVENUE NE FROM NE 95TH STREET

5 VIEW LOOKING NORTH DOWN 1ST AVENUE NE FROM NE 94TH STREET



APPENDIX : PHOTOS / APPROACH TO SITE

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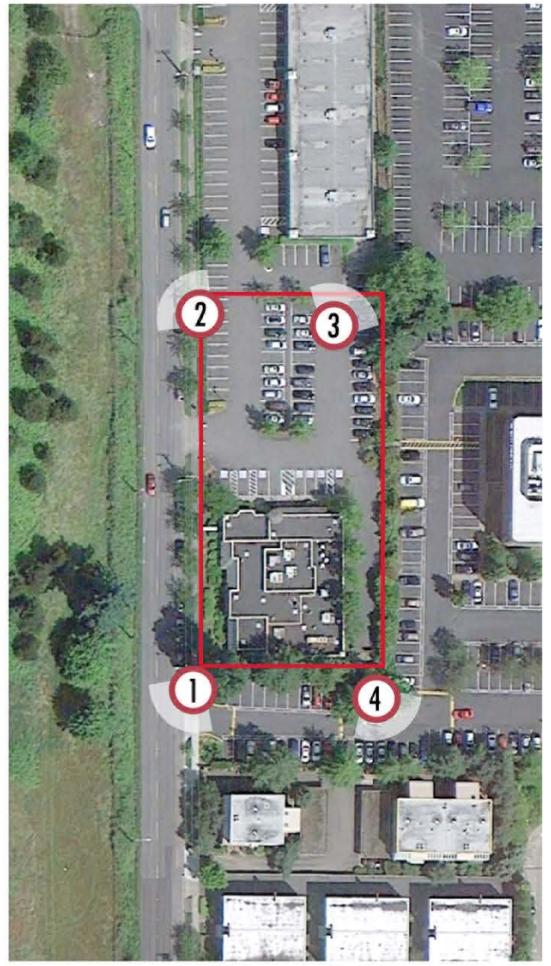

1 VIEW OF SURROUNDING NEIGHBORHOOD FROM SOUTHWEST CORNER OF SITE

2 VIEW OF SURROUNDING NEIGHBORHOOD FROM NORTHWEST CORNER OF SITE

3 VIEW OF SURROUNDING NEIGHBORHOOD FROM NORTHEAST CORNER OF SITE

4 VIEW OF SURROUNDING NEIGHBORHOOD FROM SOUTHEAST CORNER OF SITE

APPENDIX : PHOTOS / SURROUNDINGS

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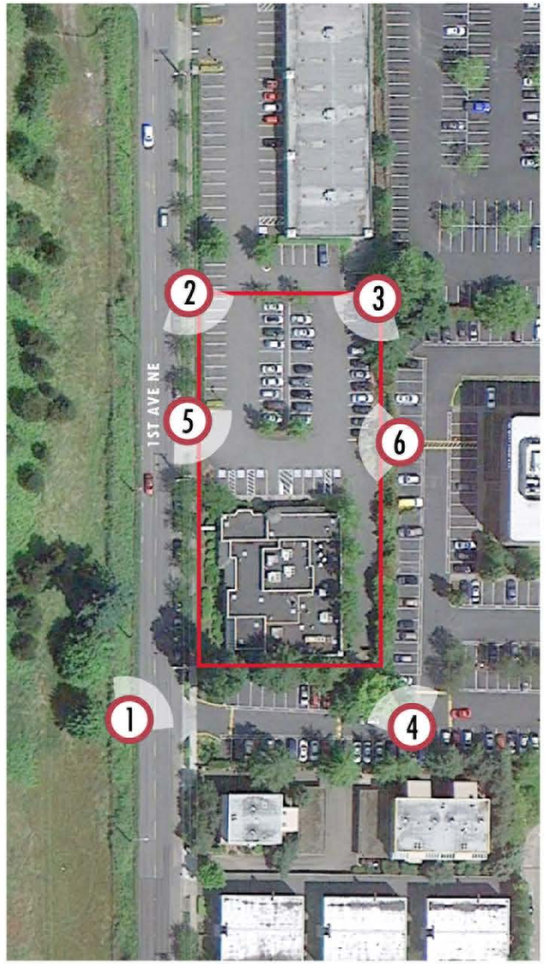

1 VIEW LOOKING AT THE SOUTHWEST CORNER OF SITE FROM ACROSS 1ST AVENUE NE

2 VIEW LOOKING AT SITE FROM NORTHWEST CORNER OF SITE LOOKING SOUTHEAST

3 VIEW LOOKING AT SITE FROM NORTHEAST CORNER OF SITE LOOKING SOUTHWEST

4 VIEW LOOKING AT SOUTHEAST CORNER OF SITE FROM PIMA MEDICAL PARKING LOT

5 VIEW LOOKING AT EXISTING BUILDING ON SITE FROM MID-SITE ALONG 1ST AVENUE NE

6 VIEW LOOKING DOWN AT SITE FROM UPPER LEVEL PIMA MEDICAL PARKING LOT

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