

# TERRY + HOWELL

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EARLY DESIGN GUIDANCE

SEPTEMBER 2, 2014 | DPD #3017451







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# PROJECT PROPOSAL

## PROJECT PROPOSAL

This proposal consists of a new 300 room hotel, associated meeting rooms and dining facilities along with retail at the corner of Howell and Terry. Structured parking will be provided both below grade and in an elevated podium. Primary vehicular/ pedestrian entry will be via a “Porte Cochere” accessed from Terry Ave in order to provide convenient, safe and direct access especially for first time guests. Additional garage access will be from the existing alley.

The site is currently used as a surface parking lot in a relatively low density area “edge neighborhood” a few blocks from the Washington State convention center and I-5. The Aspira apartment tower is adjacent to the site and the Regence Blue Shield building is across the alley. New office building development is proposed across Terry. The new hotel will not only increase density but also provide linkage across Howell to the convention center expansion. The site is also important in helping mark the ending of the Terry Avenue Green Street as it terminates at the intersection of Howell and Terry.

The new building will respond to the Terry Ave green street setback requirements by stepping the upper tower back from the podium levels. This step back corresponds to the meeting room program for the hotel and will provide an active outdoor terrace space overlooking the green street for hotel guests. The architecture of the corner will be developed as a special signature component to provide a sense of place and signify the hotel’s address. The upper part of the tower will be highly visible from I-5 and will be designed to complement the existing context.

## PROJECT VISION

- **EMPHASIZE CORNER** – Emphasize the building’s corner at Terry and Howell by making a significant statement. This corner is highly visible due to the presently underdeveloped adjacent sites, especially toward I-5.
- **EXPRESSION OF GREEN STREET AT TERRY TERMINATION** – Mark the terminus of the Terry Avenue Green Street in a special and appropriate manner and relate to the design of the convention center expansion and other proposed projects at the northwest side of the “convention center district.”
- **STREET GRID SHIFT**
- **VIEW FROM I-5**
- **ACTIVATE UPPER PODIUM** – Activate the upper podium terraces and link the activity/green of the conference room terraces with the green street below. Provide an implied connection to the adjacent convention center expansion. Pay special attention to the design of the podium along Terry Avenue especially considering the parking garage floors.
- **MID-BLOCK VEHICULAR ACCESS** – Create a welcoming pedestrian/automobile environment at hotel entry and porte cochere/lay-by.
- **CONTEXTUAL RESPONSE** – Because of the close context of the Aspira and Regence Blue Shield office building the hotel should have a distinctive response to increase its visibility and differentiate itself.



**PROGRAM:**

**SITE**  
180' X 120' - 21,600 SF

**HOTEL**  
307 ROOMS  
1600 SF RESTAURANT/BAR  
220-230 PARKING STALLS

# ZONING SUMMARY

## EXECUTIVE SUMMARY – CURRENT ZONING FOR TERRY & HOWELL

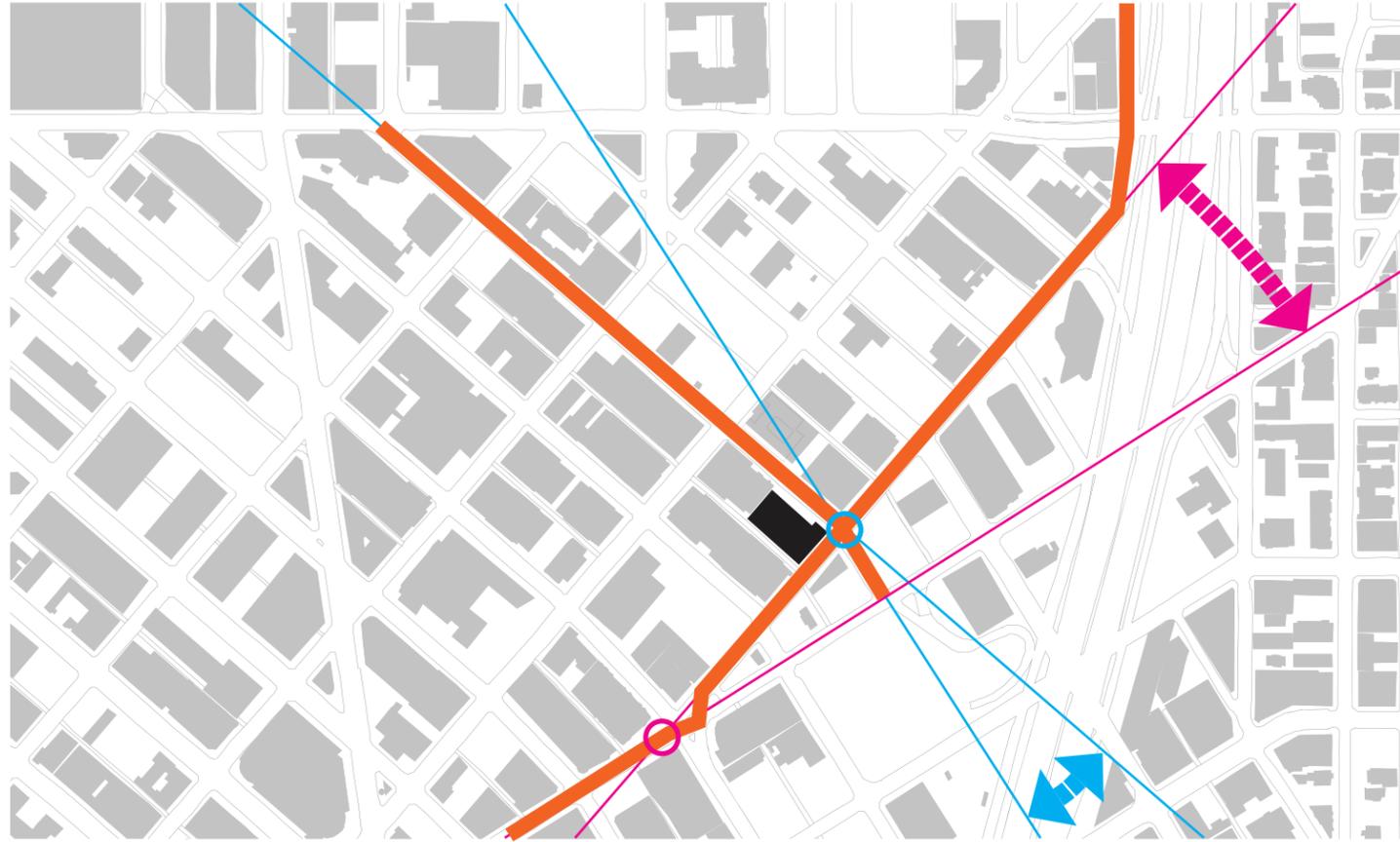
The following is an abbreviated summary and general overview of the existing zoning code bulk allowances.

**NOTE:** See code citations noted below for additional detail and exceptions.

King County Parcel #	0660001190, 0660001195, and 0660001200
Zoning Classification [per map IA]	DMC 340/290-400
Site Area	21,600 SF
Street Classification [Map IB]	Terry Avenue – Green Street   Howell Street – Principal Transit Street
Sidewalk widening [Map IC]	Terry Avenue – Variable   Howell Street – 18' required (when on a one-way street, only the side with transit stops shall be 18')
View Corridors [Map ID ]	Not applicable
Public Benefit Features [Map IE ]	Not applicable
Pedestrian Street Classification [Map IF]	Terry Avenue – Green Street   Howell Street – Class II Pedestrian Street
Street Level Use Requirements [Map IG]	Terry Avenue – Street Level Use required.
Permitted Uses [23.49.042]	Office, Hotel, Residential, Retail, etc.
Structure Height [23.49.008]	340'-0" from average grade (commercial)
Façade Requirements [23.49.056.]	Min. 75% of Street level façade shall be transparent. Blank facades shall not be more than 15' wide.
Setbacks [23.49.056.B]	2' setback from Terry Avenue along base, 15' Green Street setback above 45' from Terry Avenue, 2' Alley Setback below 26'
Façade Modulation [23.49.058.B]	Max. Façade Length from +86' to +160' = 155' ; from +161' to +240' = 125' Within 15' of the a Street Property line
Floor Area Ratio [23.49.011]	Base FAR = 5.0 / Maximum FAR = 10.0
Max Allowable Area [site area x FAR]	[21,600 X 10.0 = 216,000 SF] 3.5% Mechanical Bonus [216,000 X 103.5% = 223,560 SF.]
Upper Level Development Std's [23.49.058.F]	None Required
Common Recreation Area [23.49.010]	None Required
TDR [23. 49.014]	Transfer of Development Rights is allowed per Table 23.49.014A
Parking Requirements [23. 49.019]	No parking is required.



# SITE INFORMATION



**Site Description:** The site is located at the northwest corner of Terry Avenue and Howell Street. The site occupies the southeast portion of the block at the terminus of Terry Avenue. An existing parking lot occupies this site. The site occupies 180' of street frontage along Terry Avenue and 120' of street frontage along Howell Street. The site lies at the gridline shift along Howell Street and marks the edge of Terry Avenue as one approaches the future convention center site.

## HOWELL STREET:

- One-way northeast bound
- Four-lane street with dedicated bike lanes
- Direct path from CBD to Captiol Hill
- Class two pedestrian street

## TERRY AVENUE:

- One-way northwest bound
- Two-lane street with parallel parking to the east and west
- Green Street
- One existing curb cut along frontage



STONEBRIDGE  
COMPANIES

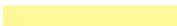
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WEBER THOMPSON



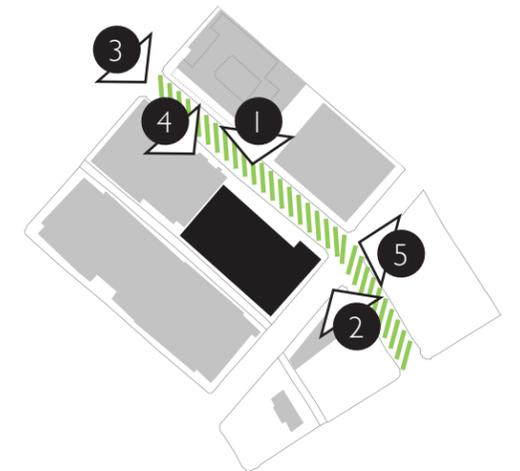
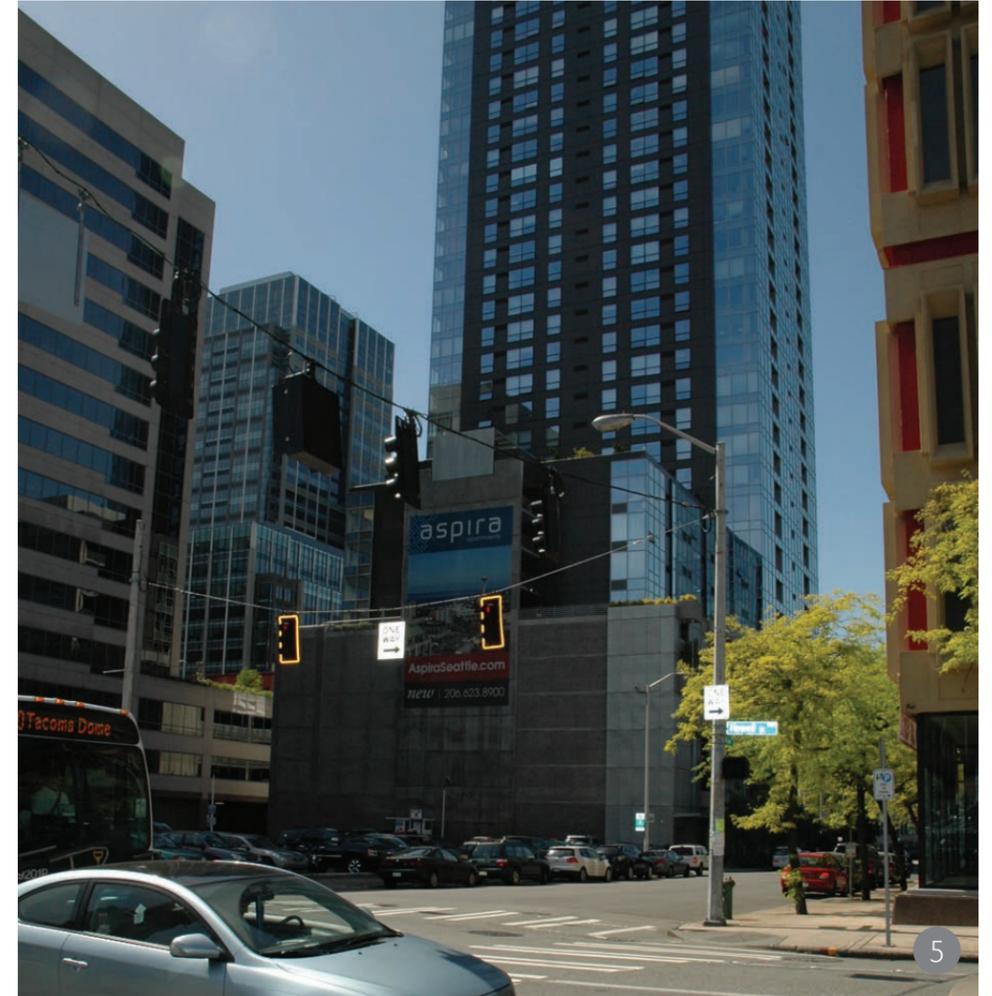
# SITE ANALYSIS

-  MAIN STREET
-  TRANSIT ROUTE
-  REGIONAL CONNECTOR
-  VIEW CORRIDORS
-  MAJOR BIKE ROUTE
-  SUN ANGLES
-  GREEN STREETS

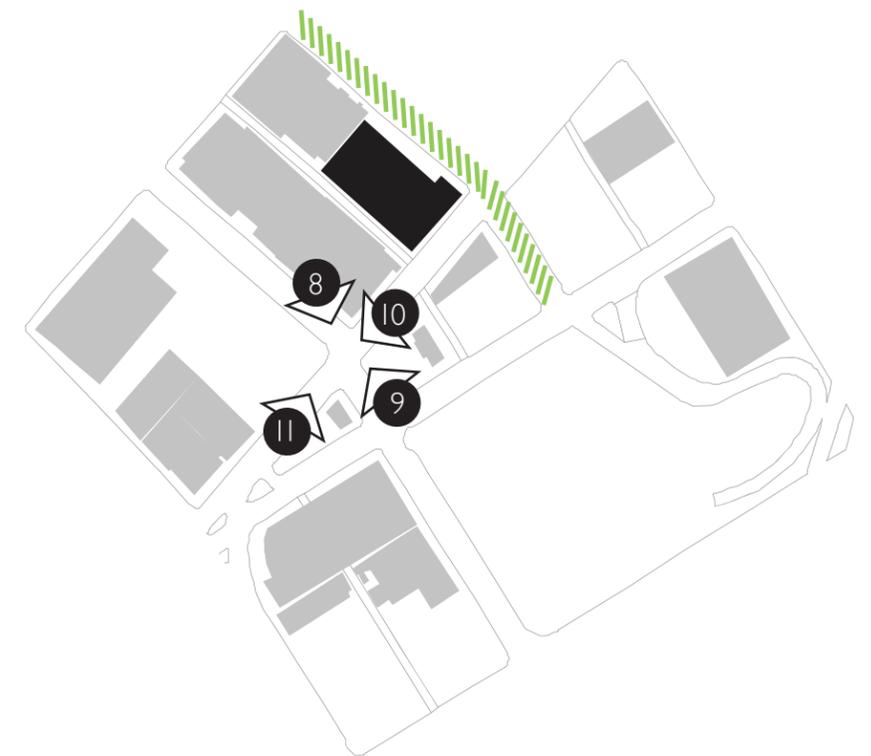
-  PUBLIC Transit Stop
-  STREETCAR Stop



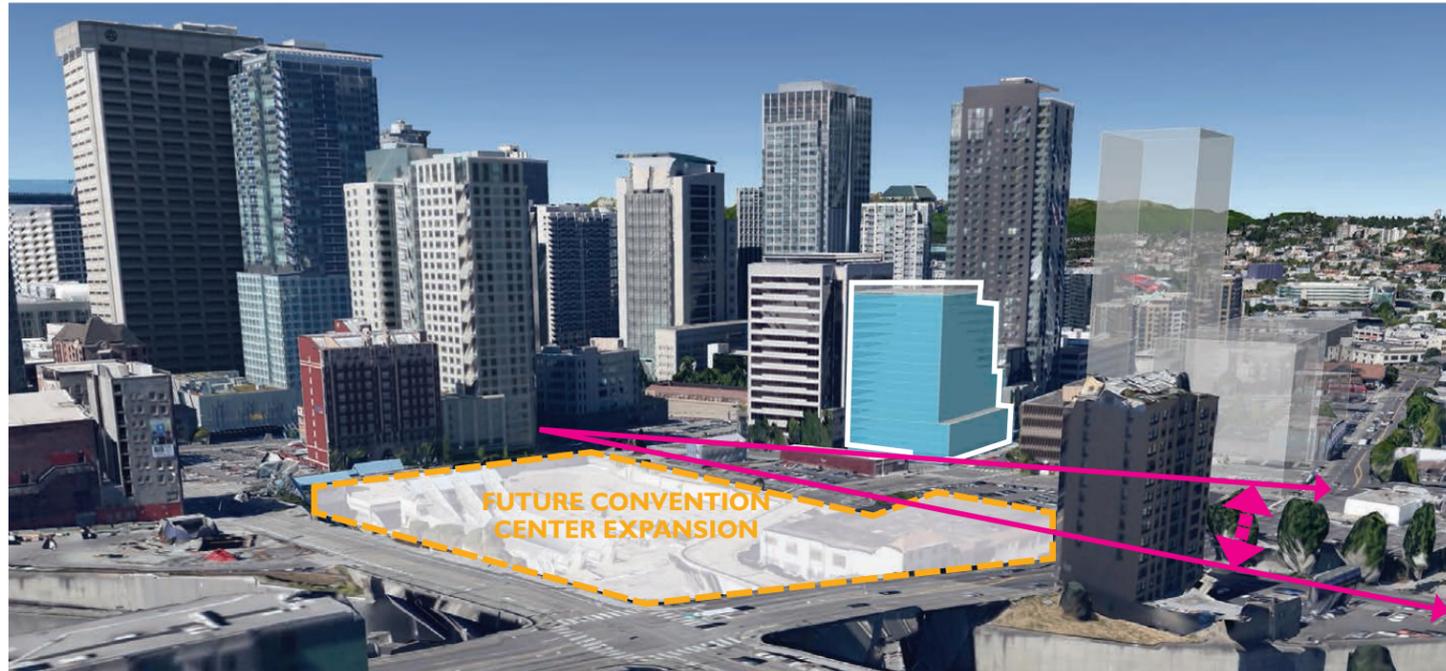
# CONTEXT ANALYSIS – STREETScape



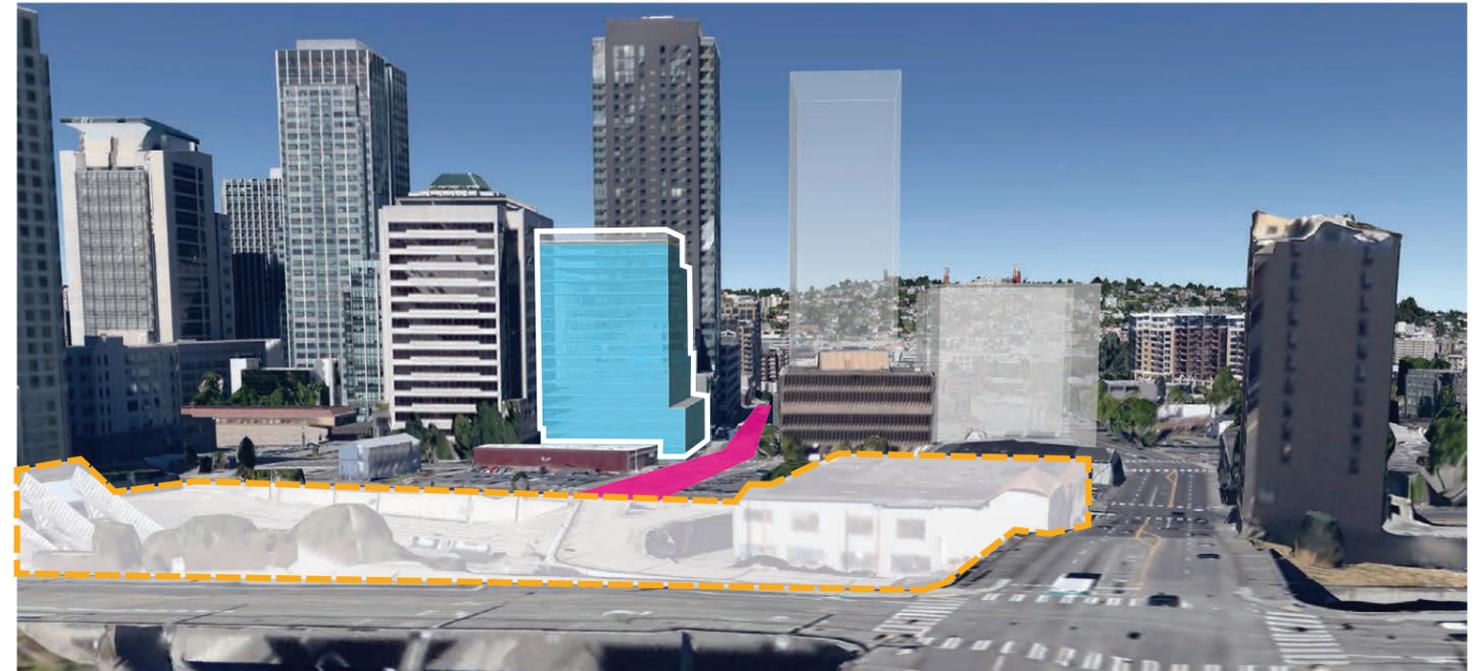
# CONTEXT ANALYSIS- STREETScape



# CONTEXT ANALYSIS



VIEW FROM SOUTHEAST FROM CAPITOL HILL



VIEW FROM SOUTH FROM CAPITOL HILL

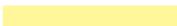


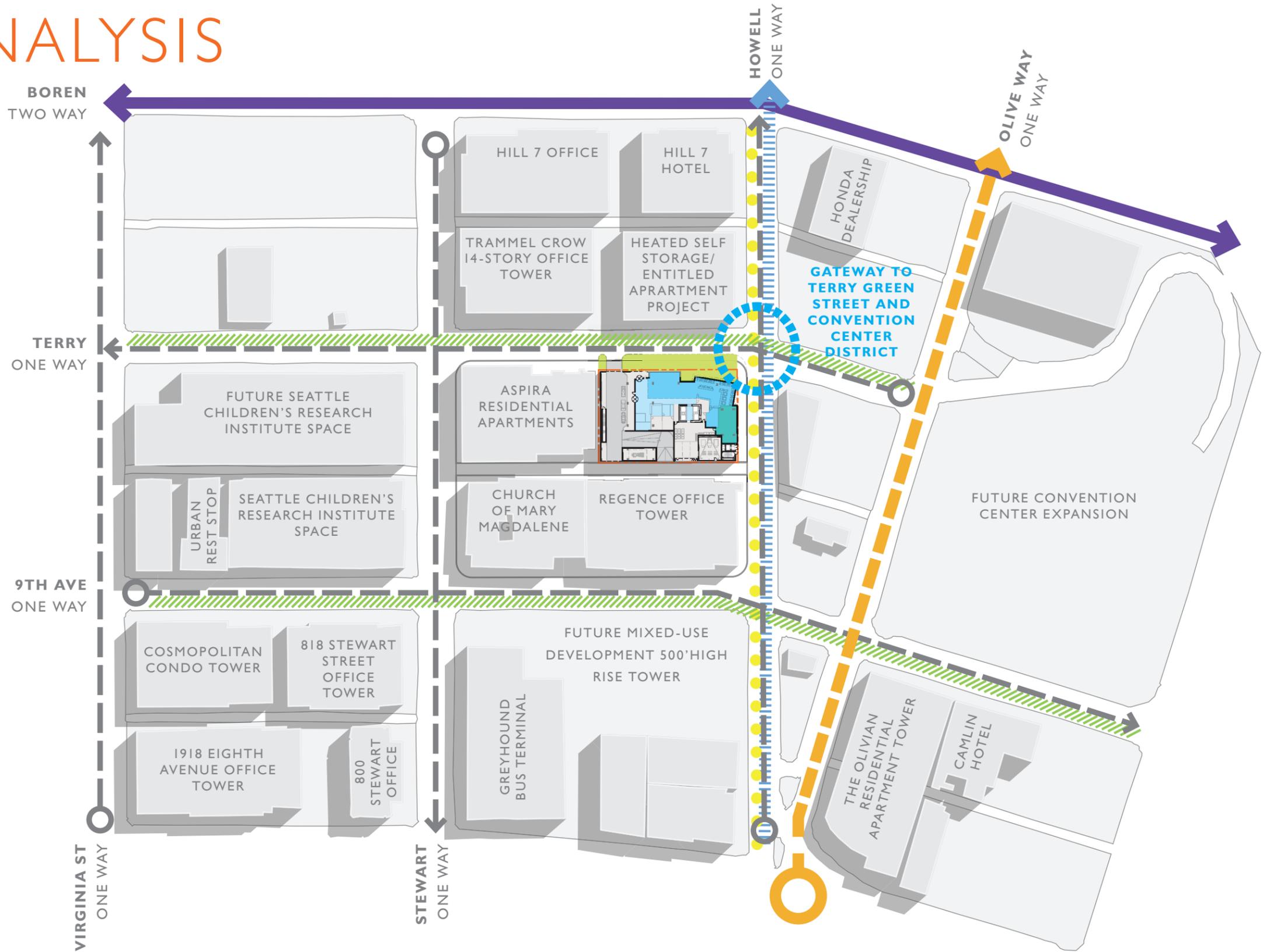
VIEW FROM NORTHEAST FROM CAPITOL HILL



VIEW FROM NORTH I-5

# CONTEXT ANALYSIS

-  MAIN STREET
-  TRANSIT ROUTE
-  REGIONAL CONNECTOR
-  VIEW CORRIDORS
-  MAJOR BIKE ROUTE
-  SUN ANGLES
-  GREEN STREETS



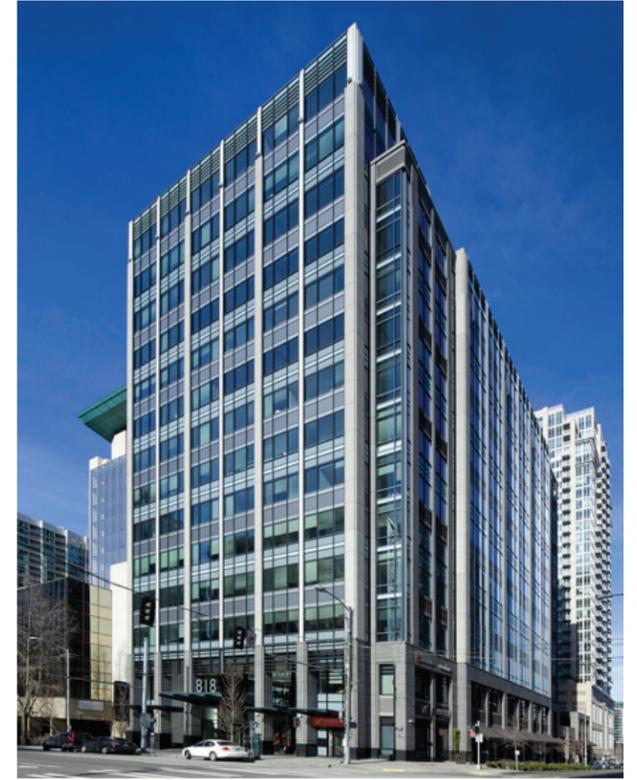
# CONTEXT ANALYSIS



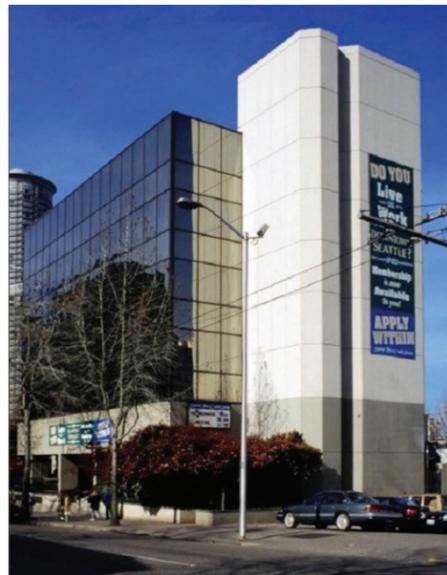
1918 EIGHTH AVENUE OFFICE TOWER



THE COSMOPOLITAN TOWER CONDOMINIUM



818 STEWART STREET OFFICE BUILDING

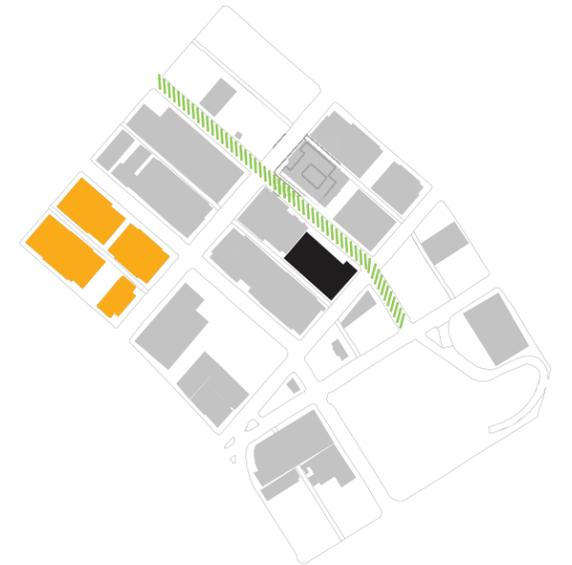


800 STEWART STREET OFFICE BUILDING

## 800 BLOCK BETWEEN STEWART AND VIRGINIA STREETS

1918 TOWER HOLDS 36 LEVEL OF OFFICE SPACE UP TO 500 FEET TALL. ALONG WITH 818 STEWART STREET OFFICES, THESE TOWERS ACT AS BACKGROUND TOWERS AND BLEND NICELY INTO THE GROWING DENNY TRIANGLE DISTRICT. PATTERNED FACADES ELEVATE AND SUBTLY FEATURE THE VERTICALITY OF THE TOWERS. A MIX OF OLDER OFFICE BUILDINGS AND THE COSMOPOLITAN CONDO TOWER INFILL THE BLOCK.

- MODERN GLAZED LOW AND HIGH-RISE TOWERS
- HIGH RESIDENTIAL PODIUM WITH POSTMODERN TOWER TREATMENT



# CONTEXT ANALYSIS



1900 9TH AVENUE SEATTLE CHILDREN'S RESEARCH INSTITUTE

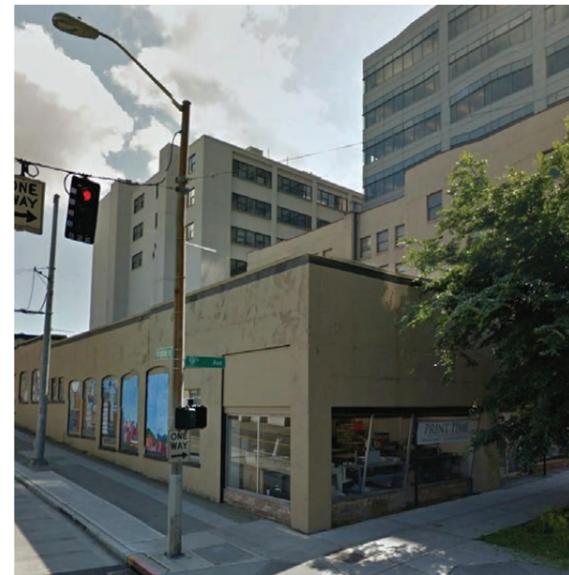


1915 TERRY AVENUE OFFICE BUILDING – SEATTLE CHILDREN'S FUTURE DEVELOPMENT

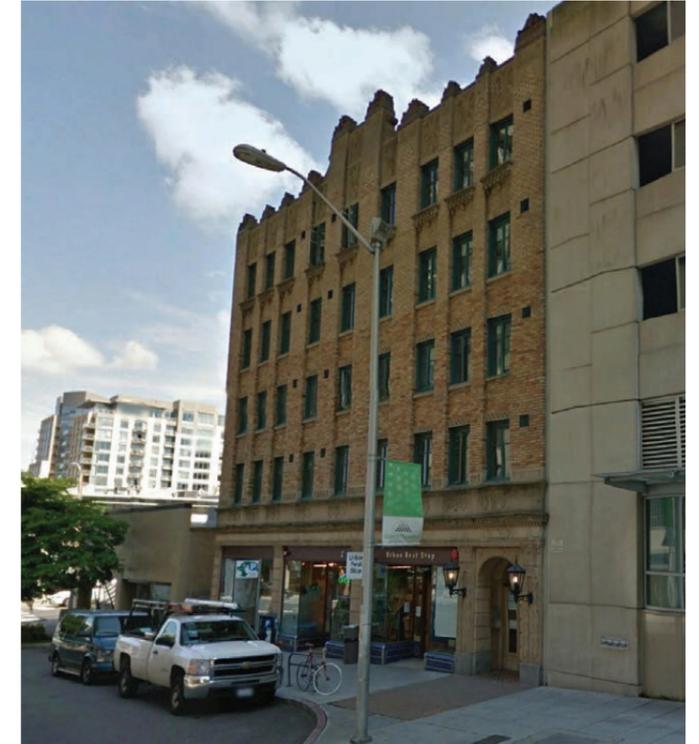
## 900 BLOCK BETWEEN STEWART AND VIRGINIA STREETS

THE MODERN SEATTLE CHILDREN'S RESEARCH INSTITUTE INTEGRATES MODERN GLAZED FORMS AT THE MAIN INTERSECTION WITH AN INFILL OF PRECAST PANELS. A MIX OF OLDER OFFICE, A LOW RISE STRUCTURE AND THE LANDMARK JULIE APARTMENT BUILDING INFILL THE REMAINING BLOCK. FUTURE DEVELOPMENT OF THE 1915 TERRY AVENUE OFFICE BUILDING WILL BE MADE BY SEATTLE CHILDREN'S

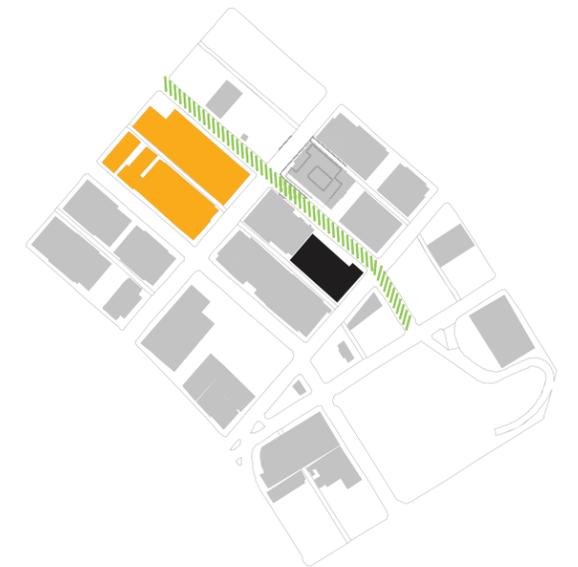
- MODERN GLAZED TOWER
- BACKGROUND BUILDING WITH RHYTHMIC VERTICAL STRIATIONS AND DEFINED OPENINGS



1932 9TH AVENUE SINGLE STORY BUILDING



JULIE APARTMENTS LANDMARK BUILDING – URBAN REST STOP



# CONTEXT ANALYSIS



PROPOSED 1007 STEWART – TRAMMELL CROW 14-STORY OFFICE TOWER



1800 TERRY ENTITLED RESIDENTIAL TOWER



1800 TERRY ENTITLED RESIDENTIAL TOWER



1099 STEWART AVENUE & HOWELL STREET HILL 7 OFFICE & HOTEL (UNDER CONSTRUCTION)

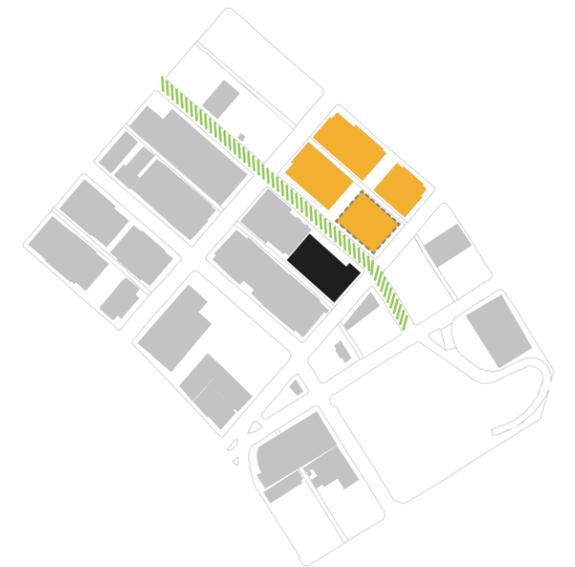


1099 STEWART AVENUE & HOWELL STREET HILL 7 OFFICE & HOTEL (UNDER CONSTRUCTION)

## 1000 BLOCK BETWEEN STEWART AND HOWELL STREETS

THE FULL BLOCK HOLDS 3 ENTITLED PROJECTS THAT ARE UNDER CONSTRUCTION, HAVE FUTURE PLANS FOR CONSTRUCTION OR HAVE AN ENTITLED PROJECT INFILL THE BLOCK. THE EXISTING BLOCK HAS AN INFILL OF RESIDENTIAL APARTMENTS AND A HEATED STORAGE BUILDING WITH THE HILL 7 OFFICE AND HOTEL UNDER CONSTRUCTION. 1800 TERRY IS ENTITLED AND COULD POTENTIALLY REPLACE THE EXISTING STORAGE BUILDING.

- MODERN GLAZED MID AND HIGH-RISE TOWERS
- ARTICULATED PODIUM WITH HIGHLY VISIBLE CONTINUOUS RETAIL/ACTIVE GROUND LEVELS
- SIMPLE PATTERNED GLAZED FACADES WITH METAL AND PRECAST PANEL INFILL.
- STAGGERED GLAZED FACADE PATTERNS ALONG HILL 7
- STRONG VERTICAL ARTICULATION AT 1800 AND 1007 TERRY.



# CONTEXT ANALYSIS

## FORMAL COMPOSITION CONCEPT

The Ninth and Stewart Mixed Use project will occupy a critical site in the urban network of downtown Seattle, binding the growing mixed-use neighborhood of the Denny Triangle to the downtown core and the city's planned Convention Center expansion.

The building will support critical programmatic elements which reinforce this prominence: a vibrant and open series of retail oriented ground-floor uses, a convention-hotel, and affordable housing. The composition of these elements further supports these connections the surrounding neighborhood.

At grade, the building will feature a new Sculpture Garden within a large, voluntary setback along the 9th Avenue greenstreet corridor. This public space will become a new destination within the neighborhood and anchor the greenstreet corridor which extends north towards Denny Park.

Above the building's transparent and active ground level, the podium of the building responds directly to the proposed greenstreet Sculpture Garden. Large, transparent horizontal glazing areas along the north and south facade edges embrace westward, opening views towards the greenstreet and Convention Center expansion. Similarly, a proposed layered wall system along the east and west facades will create oblique views into the meeting spaces from grade level and provide reciprocal views from these rooms along the length of 8th and 9th Avenues. The overall intent is for these large glazed openings to expose the activity of the hotel podium within to the surrounding urban context.



PROJECT # 3013951 DESIGN REVIEW BOARD 3 February 04, 2014

HADREEN | LMN 9TH AND STEWART DRB SUBMITTAL #3

1 DEVELOPMENT OBJECTIVES



VIEW NORTHWEST FROM BOREN AVENUE AND PINE STREET

PROJECT # 3013951 DESIGN REVIEW BOARD 3 February 04, 2014

HADREEN | LMN 9TH AND STEWART DRB SUBMITTAL #3

5 ENVELOPE DESIGN

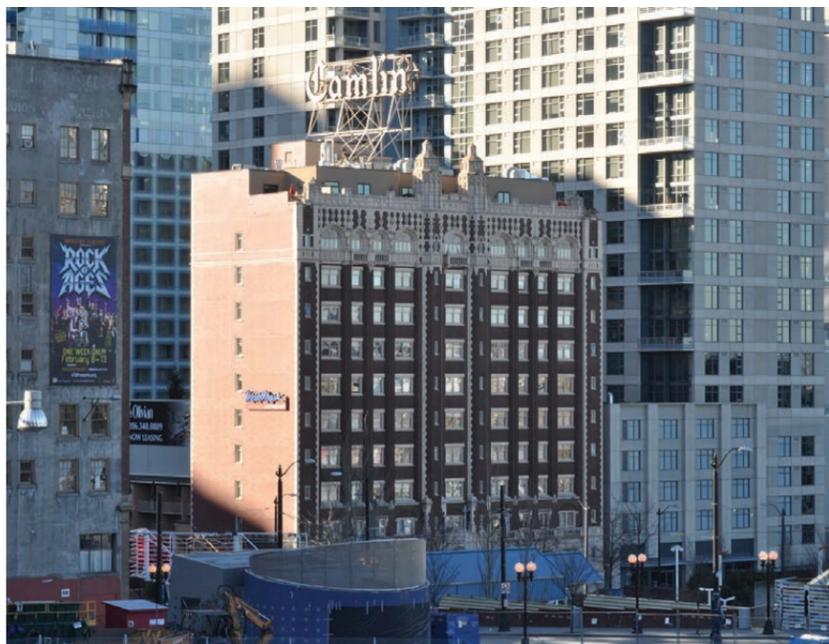


VIEW SOUTH FROM 9TH AVENUE AND STEWART STREET

PROJECT # 3013951 DESIGN REVIEW BOARD 3 February 04, 2014

HADREEN | LMN 9TH AND STEWART DRB SUBMITTAL #3

5 ENVELOPE DESIGN



THE CAMLIN HOTEL



THE OLIVIAN RESIDENTIAL APARTMENT TOWER

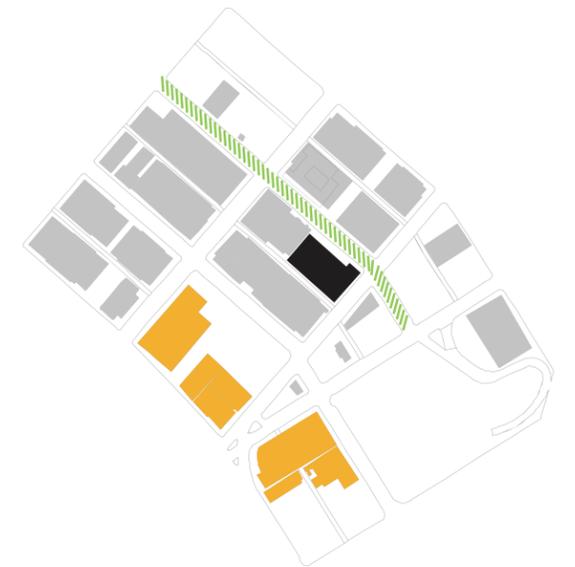
## 800 BLOCK BETWEEN HOWELL AND STEWART STREETS

THE EXISTING SITE IS CURRENTLY OCCUPIED BY THE GREYHOUND BUS TERMINAL AS WELL AS A FEW EXISTING OFFICE STRUCTURES. FUTURE PLANS ARE UNDERWAY TO DEVELOP AS A MIXED USE PROJECT WITH HOTEL, RETAIL, BALLROOM AND MEETING SPACE, AS WELL AS AFFORDABLE HOUSING.

## 900 BLOCK BETWEEN OLIVE AND PINE STREETS

THE OLIVIAN RESIDENTIAL APARTMENT UTILIZES A MODERN TREATMENT OF PRE-CAST PANELS AND PUNCHED OPENING WITH INTEGRATED WINDOW-WALL TREATMENT. THE CAMLIN HOTEL IN NEO GOTHIC STYLE ARCHITECTURE RISES 148 FT, ELEVEN STORES CLAD IN BRICK WITH DEFINE AND ARTICULATED OPENINGS, AND A CLEAR ARTICULATED ROOF TOP FORM.

- MODERN PRECAST MATERIALS AND TRANSPARENT BASE
- BACKGROUND BUILDING WITH RHYTHMIC VERTICAL STRIATIONS AND DEFINED OPENINGS



STONEBRIDGE  
COMPANIES

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WEBER THOMPSON



# CONTEXT ANALYSIS



REGENCE OFFICE TOWER



ASPIRA RESIDENTIAL APARTMENTS

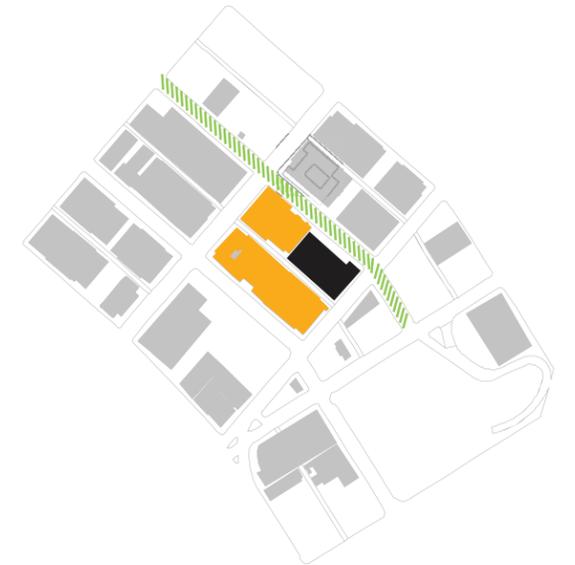


CHURCH OF MARY MAGDALENE

## 900 BLOCK BETWEEN STEWART AND HOWELL STREETS

ASPIRA RESIDENTIAL TOWER WAS ENTITLED PRIOR TO THE GREEN STREET UPPER LEVEL SETBACK REQUIREMENT. THE ABOVE GRADE PARKING FACADE INTEGRATES A MOSAIC OF BAMBOO PLANTINGS ADJACENT THE TERRY AND HOWEL SITE. THE GLAZED 400' TOWER CREATES A NON-INTRUSIVE BACKGROUND TOWER AMONGST THE SKYLINE. THE REGENCE OFFICE TOWER CREATES A VERTICAL RHYTHM THROUGH THE HORIZONTAL HIGHLY REFLECTIVE GLAZED STRIATIONS AND INTEGRATED PRECAST PANELS BETWEEN OFFICE LEVELS

- MODERN GLAZED HIGH-RISE TOWER
- METAL PANEL AND PRECAST PANEL UPPER LEVELS WITH INTEGRATED GLAZED OPENINGS
- TALL, DEFINED AND PROTECTED RETAIL/ACTIVE USE GROUND LEVELS



# CONTEXT ANALYSIS



WILLIAMSBURG COURT APARTMENTS – FUTURE 14-STORY TRAMMELL CROW OFFICE DEVELOPMENT

LAVENDER & VINE FLORISTS

SEATTLE VAULT SELF STORAGE



PROJECT SITE

ASPIRA RESIDENTIAL APARTMENTS

# CONTEXT ANALYSIS



LOW-RISE RETAIL STRUCTURE



REGENCE OFFICE BUILDING HOWELL STREET FACADE

PROJECT SITE



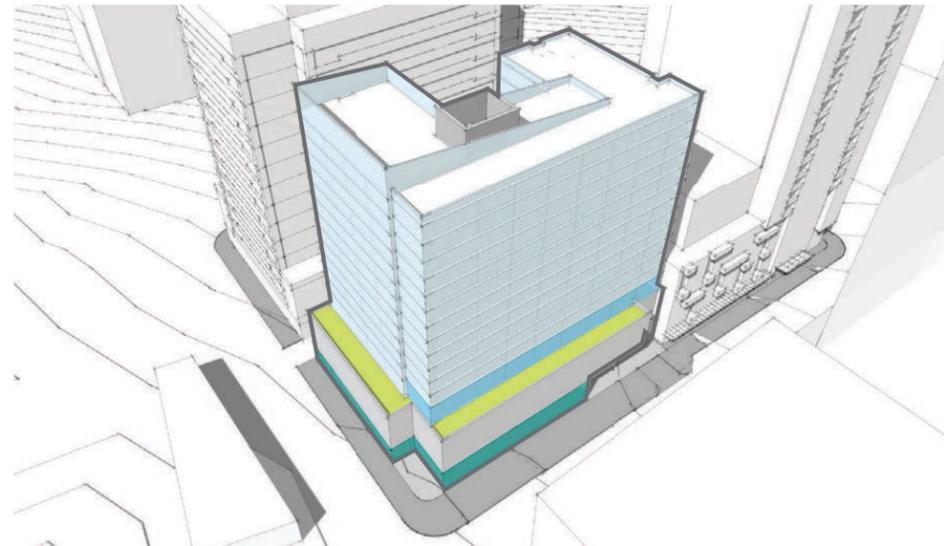
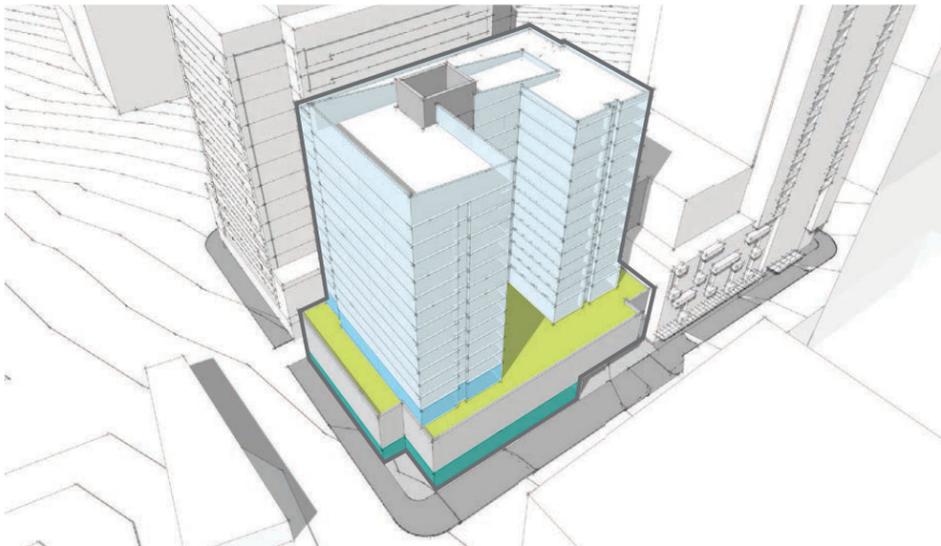
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# MASSING OPTIONS





# MASSING OPTIONS



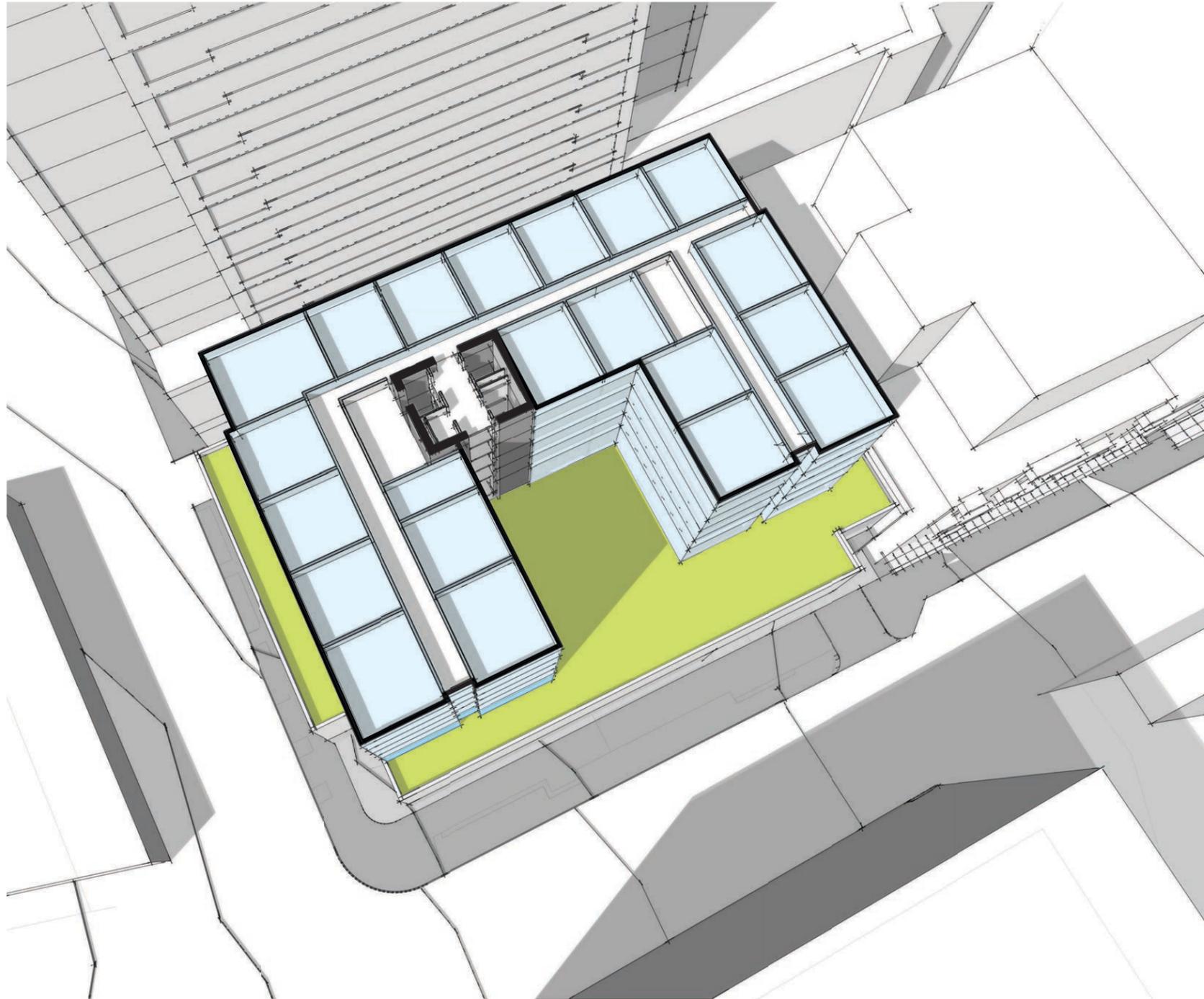
MASSING **OPTION A** EAST COURT SCHEME

MASSING **OPTION B** COURTYARD SCHEME

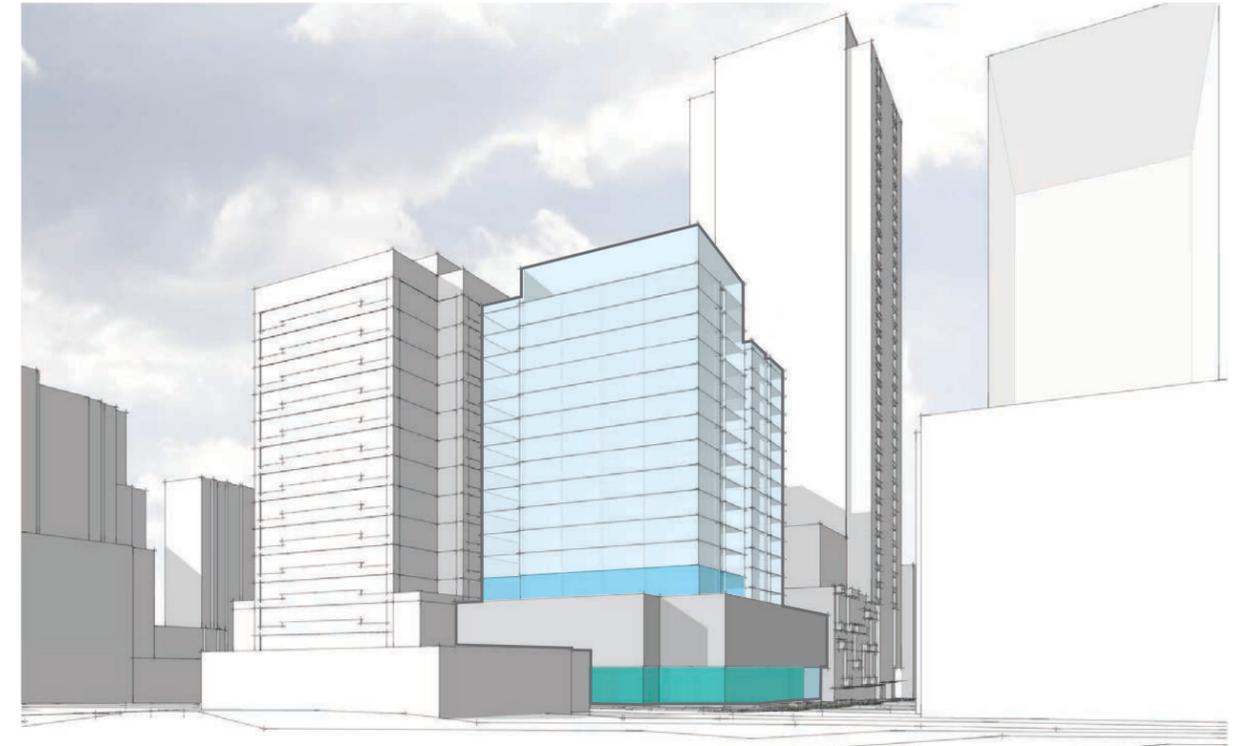
MASSING **OPTION C** GRID-SHIFT "L" SCHEME — PREFERRED



# MASSING OPTION A



AERIAL PLAN VIEW FROM SOUTHEAST



VIEW FROM SOUTHEAST

- BOH
- PARKING
- GUEST ROOMS
- LOBBY
- MEETING SPACE
- BAR AND DINING
- RETAIL
- TERRACE

## OPTION A – EAST COURT SCHEME

### PROS:

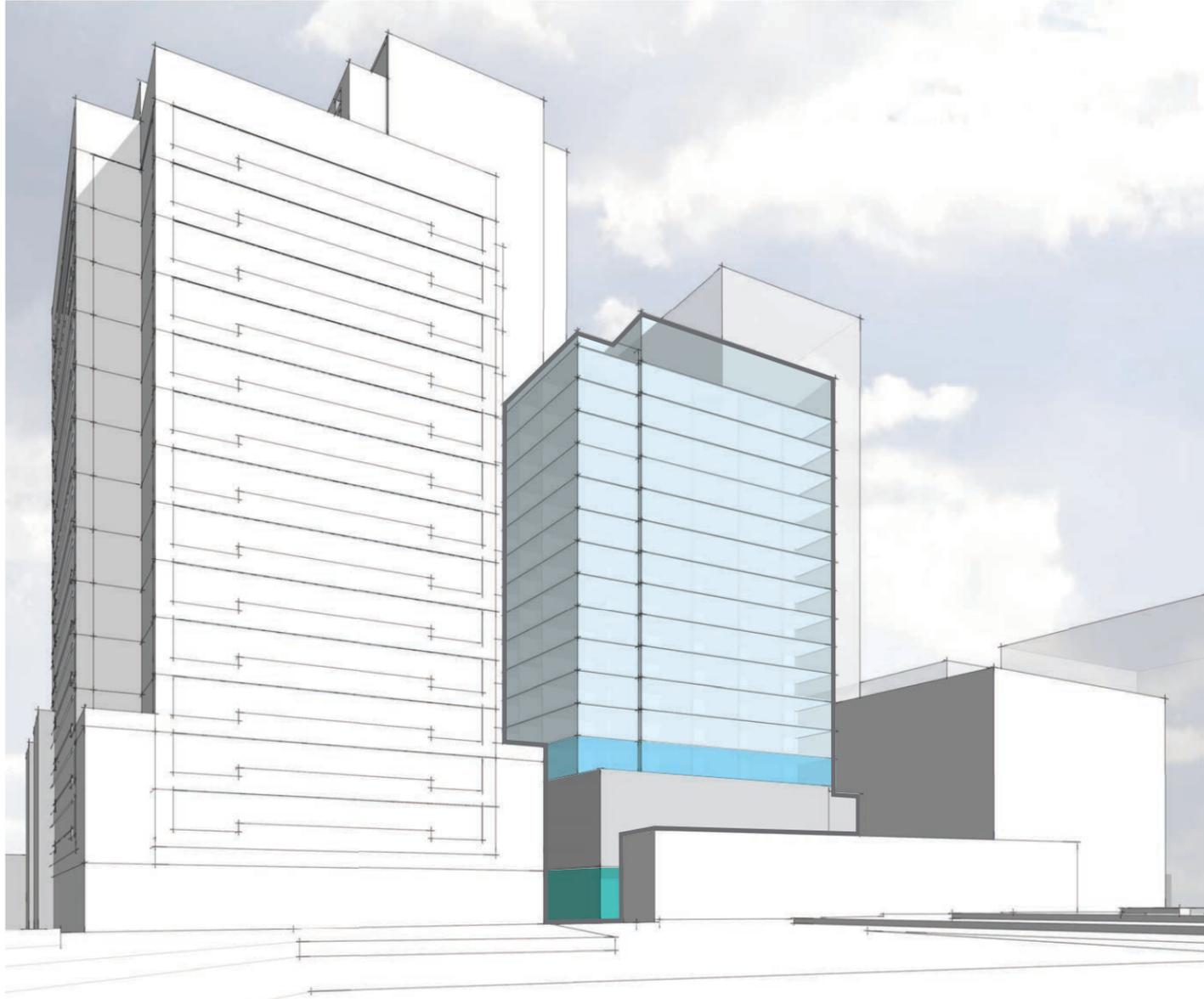
- Fewer floors/shorter building
- Open garden court along Terry Avenue
- Code Compliant Scheme

### CONS:

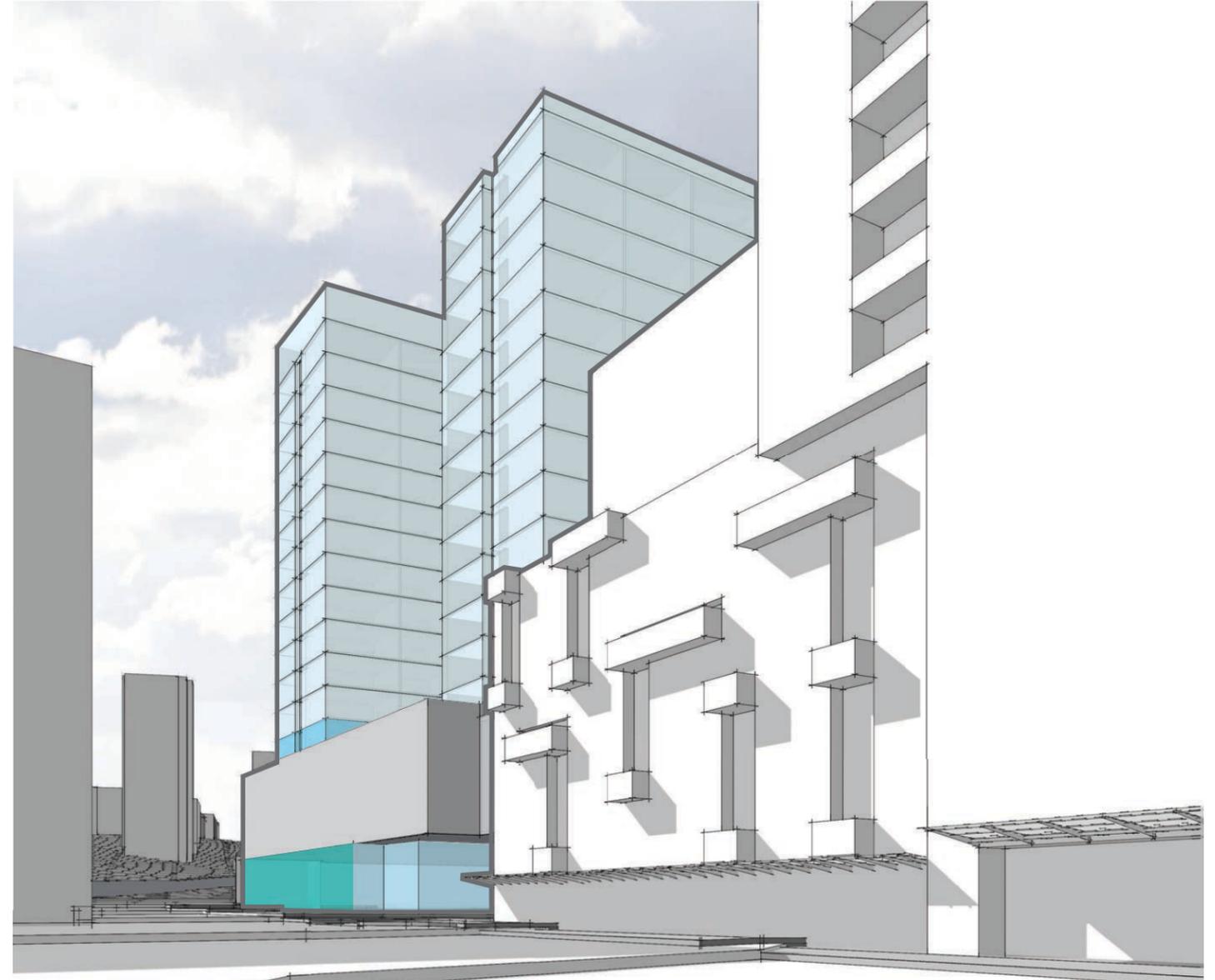
- Additional re-entrant corner, more complex shape
- Potential larger shading of adjacent properties
- Poor separation from adjacent buildings
- More keys with views to building versus surroundings
- Does not hold street edge along Terry Avenue



# MASSING OPTION A



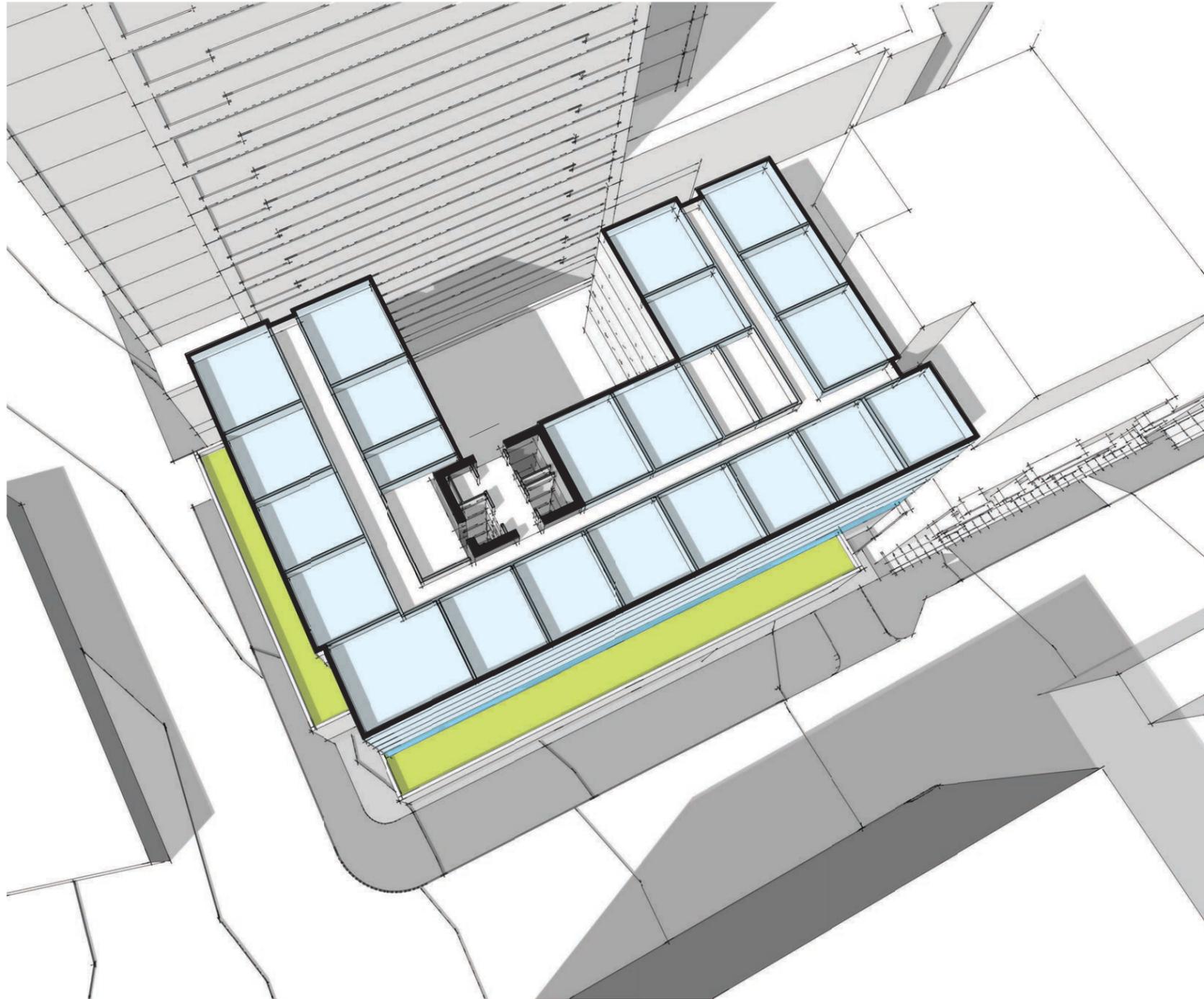
VIEW FROM SOUTH ON HOWELL STREET



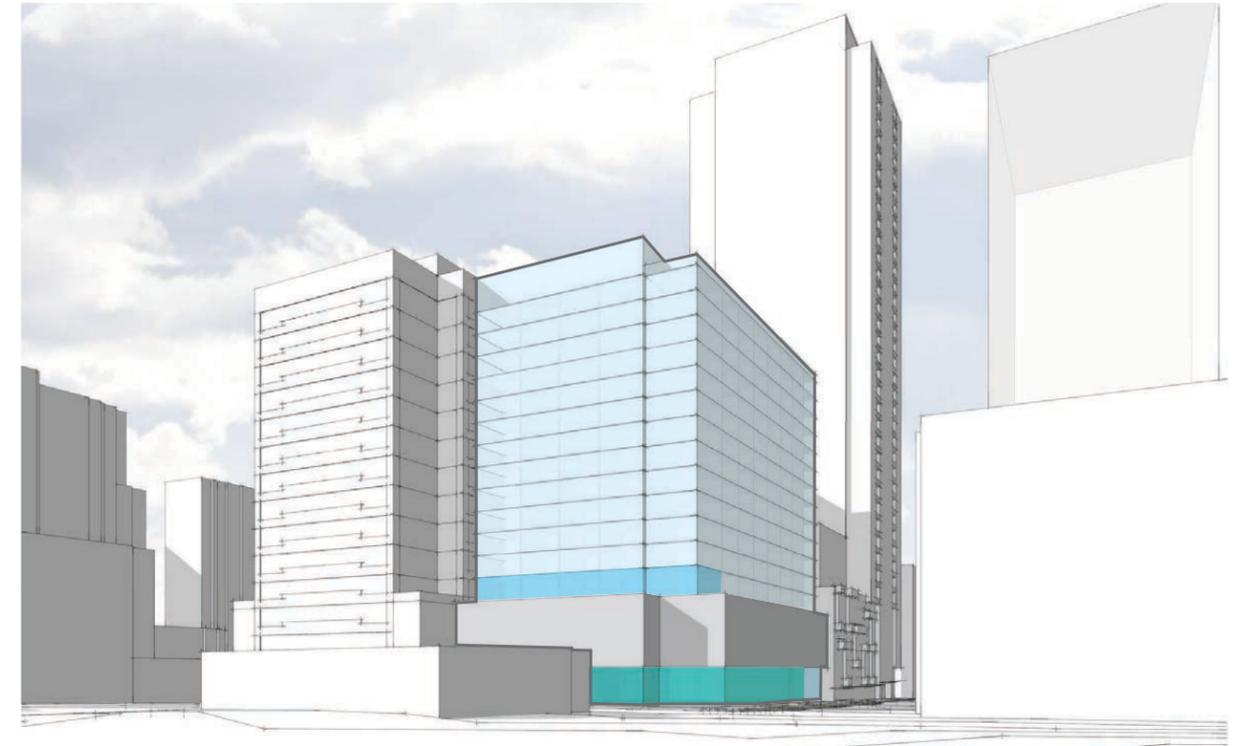
VIEW FROM NORTHWEST ON TERRY AVENUE



# MASSING OPTION B



AERIAL PLAN VIEW FROM SOUTHEAST



VIEW FROM SOUTHEAST

- BOH
- PARKING
- GUEST ROOMS
- LOBBY
- MEETING SPACE
- BAR AND DINING
- RETAIL
- TERRACE

## OPTION B – COURTYARD SCHEME

### PROS:

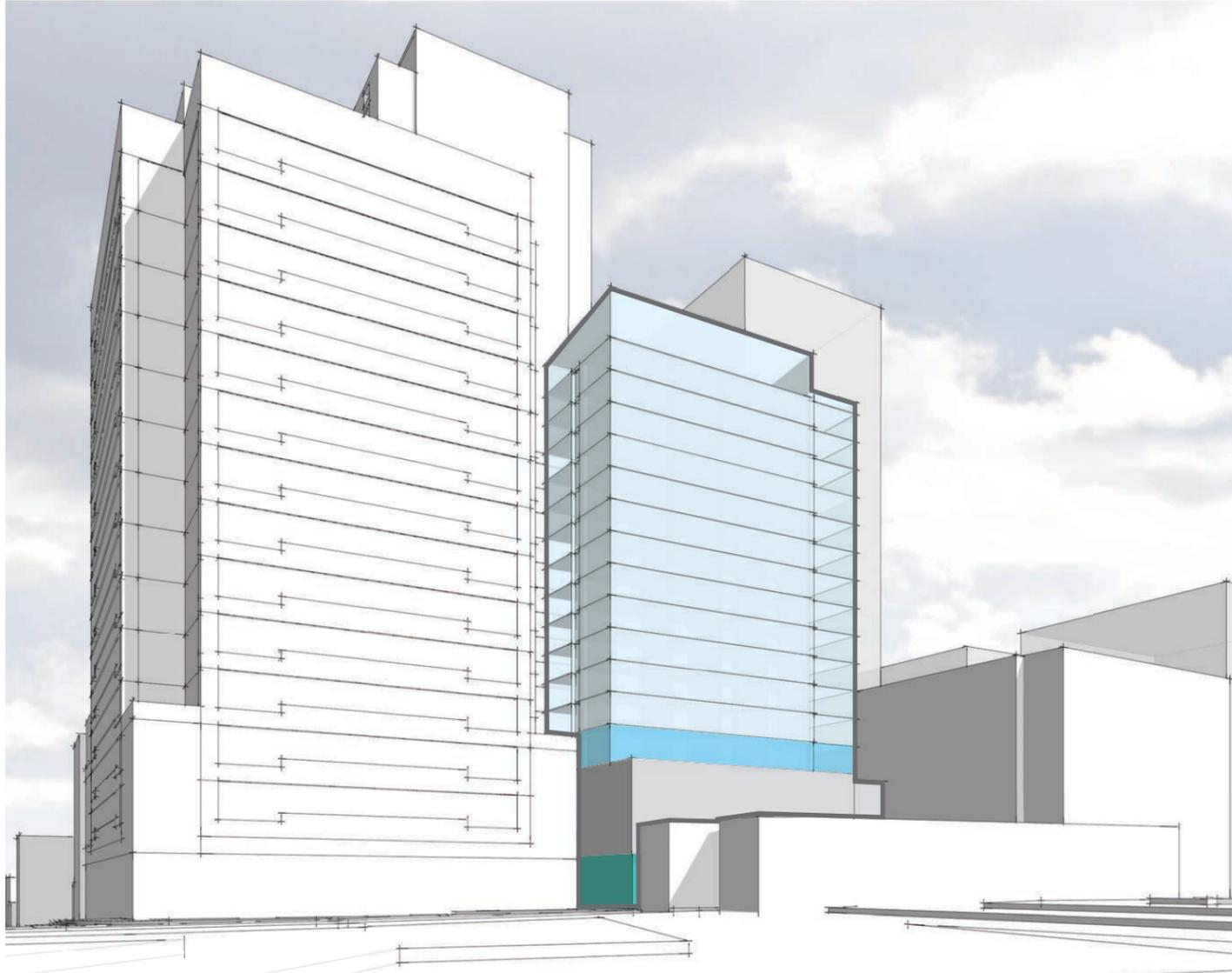
- Fewest floors/shorter building
- Most suites per floor
- Able to hold the corner at Howell and Terry
- Code Compliant Scheme

### CONS:

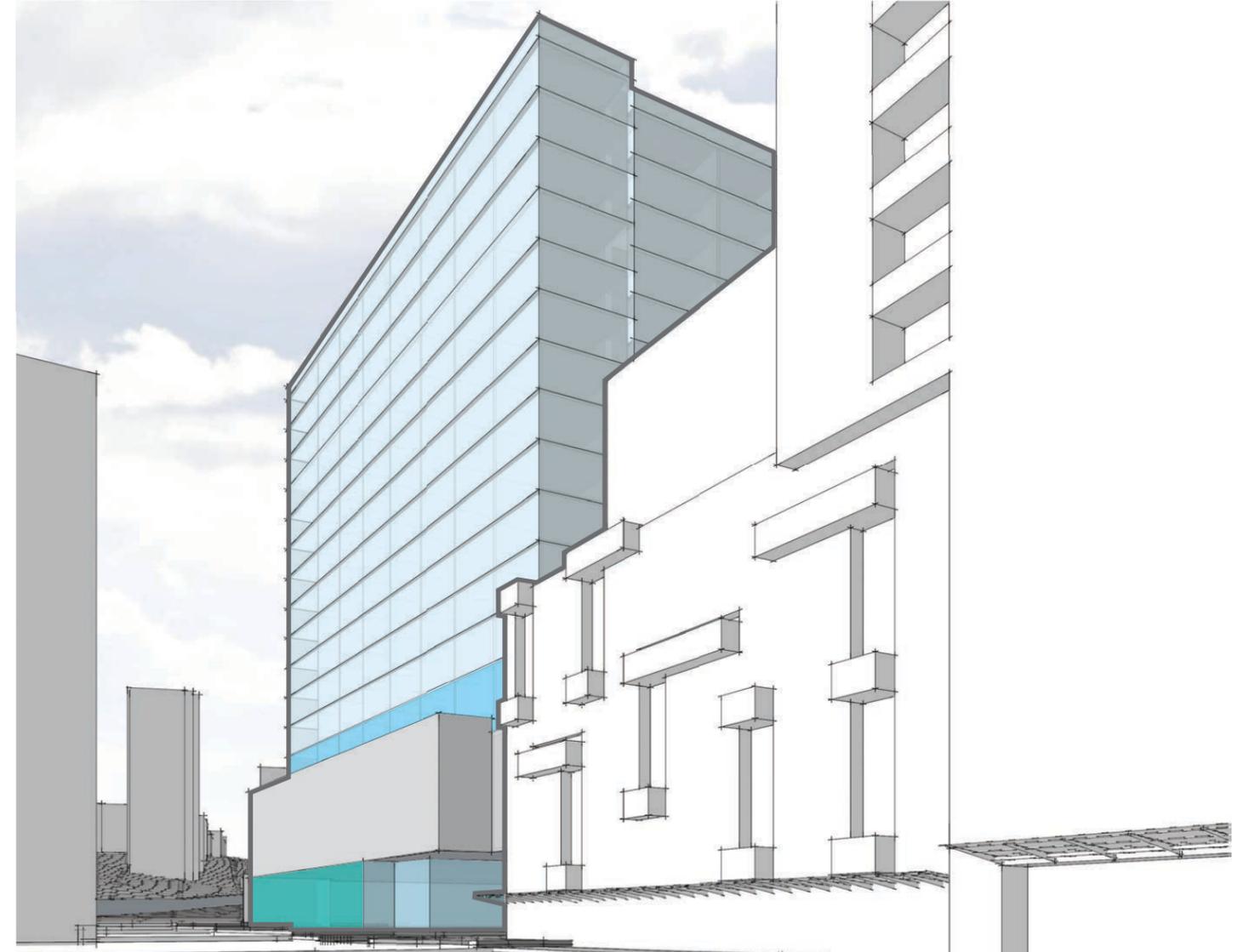
- Additional re-entrant corner, more complex shape
- Potential larger shading of adjacent properties
- Poor separation from adjacent buildings



# MASSING OPTION B

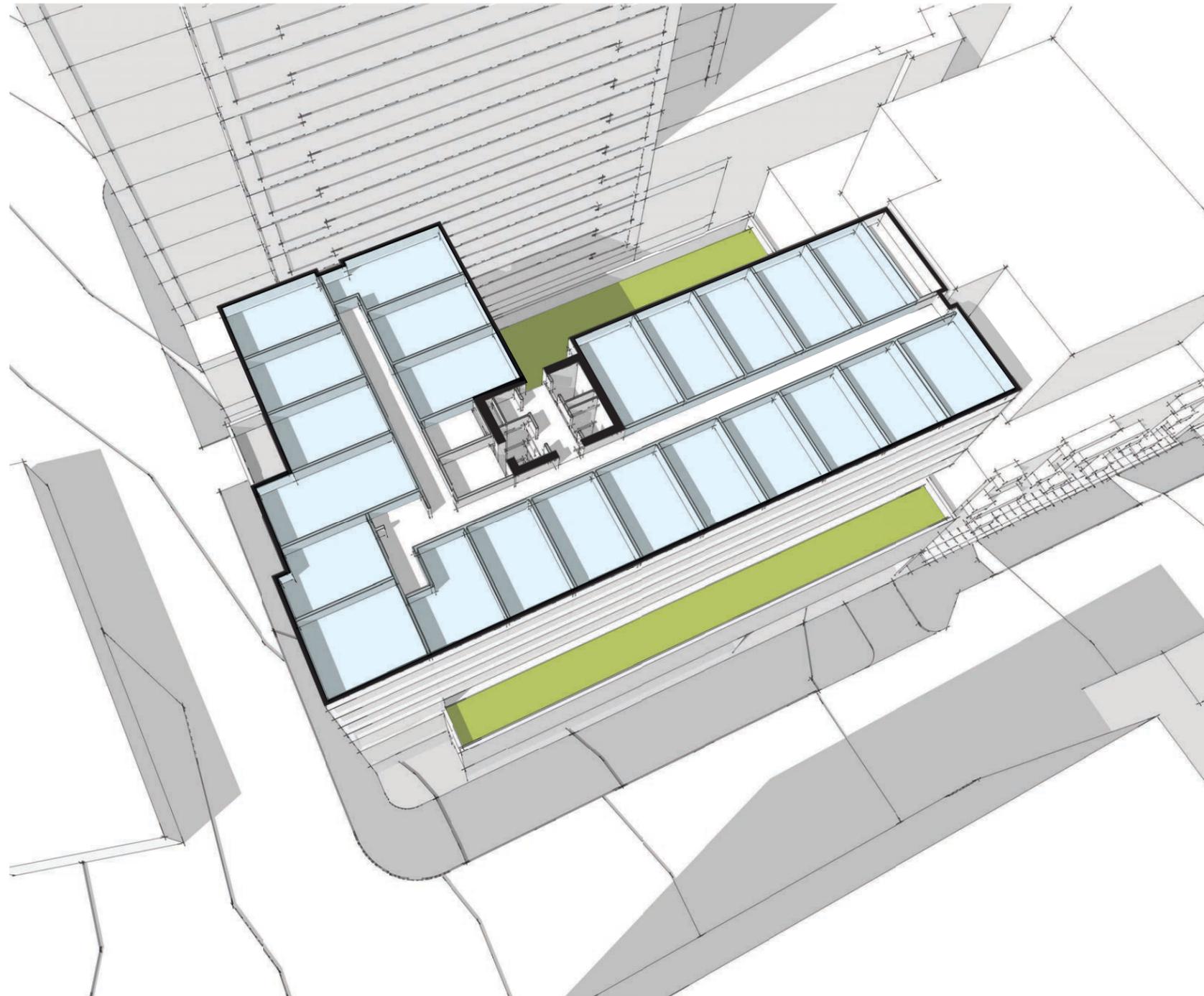


VIEW FROM SOUTH ON HOWELL STREET

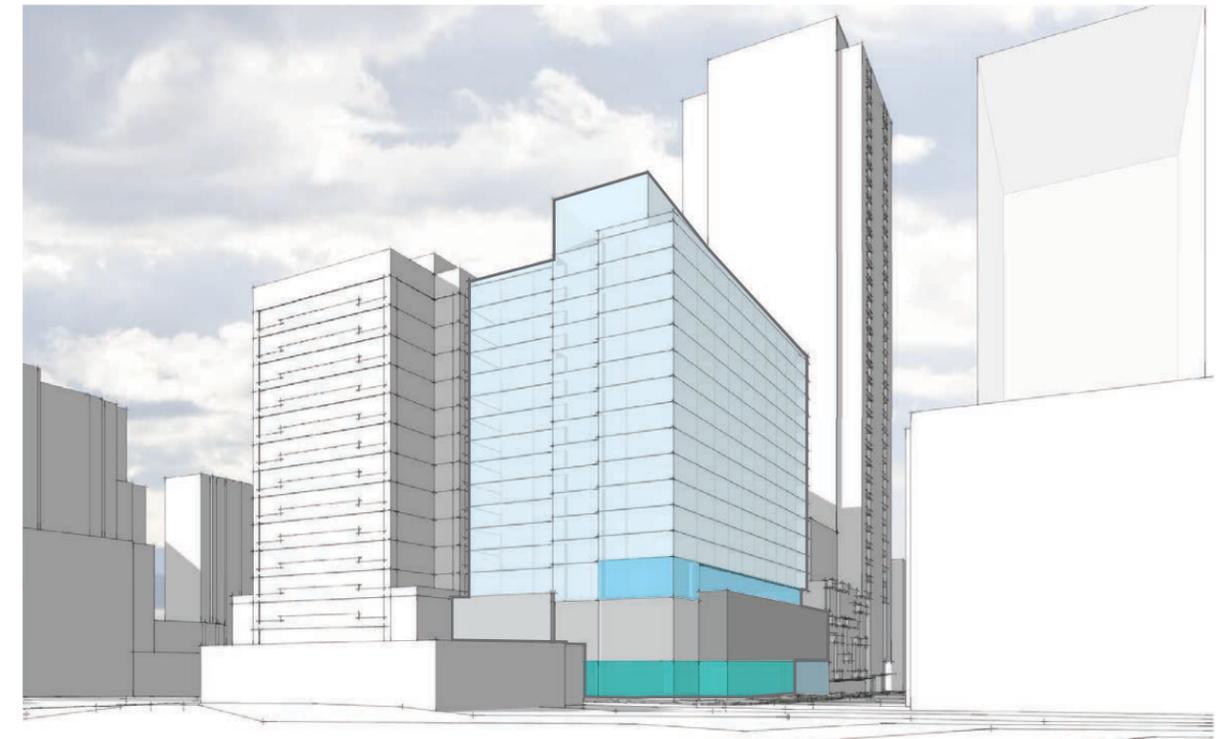


VIEW FROM NORTHWEST ON TERRY AVENUE

# MASSING OPTION C – PREFERRED



AERIAL PLAN VIEW FROM SOUTHEAST



VIEW FROM SOUTHEAST

- BOH
- PARKING
- GUEST ROOMS
- LOBBY
- MEETING SPACE
- BAR AND DINING
- RETAIL
- TERRACE

## OPTION C – GRID-SHIFT “L” SCHEME

### PROS:

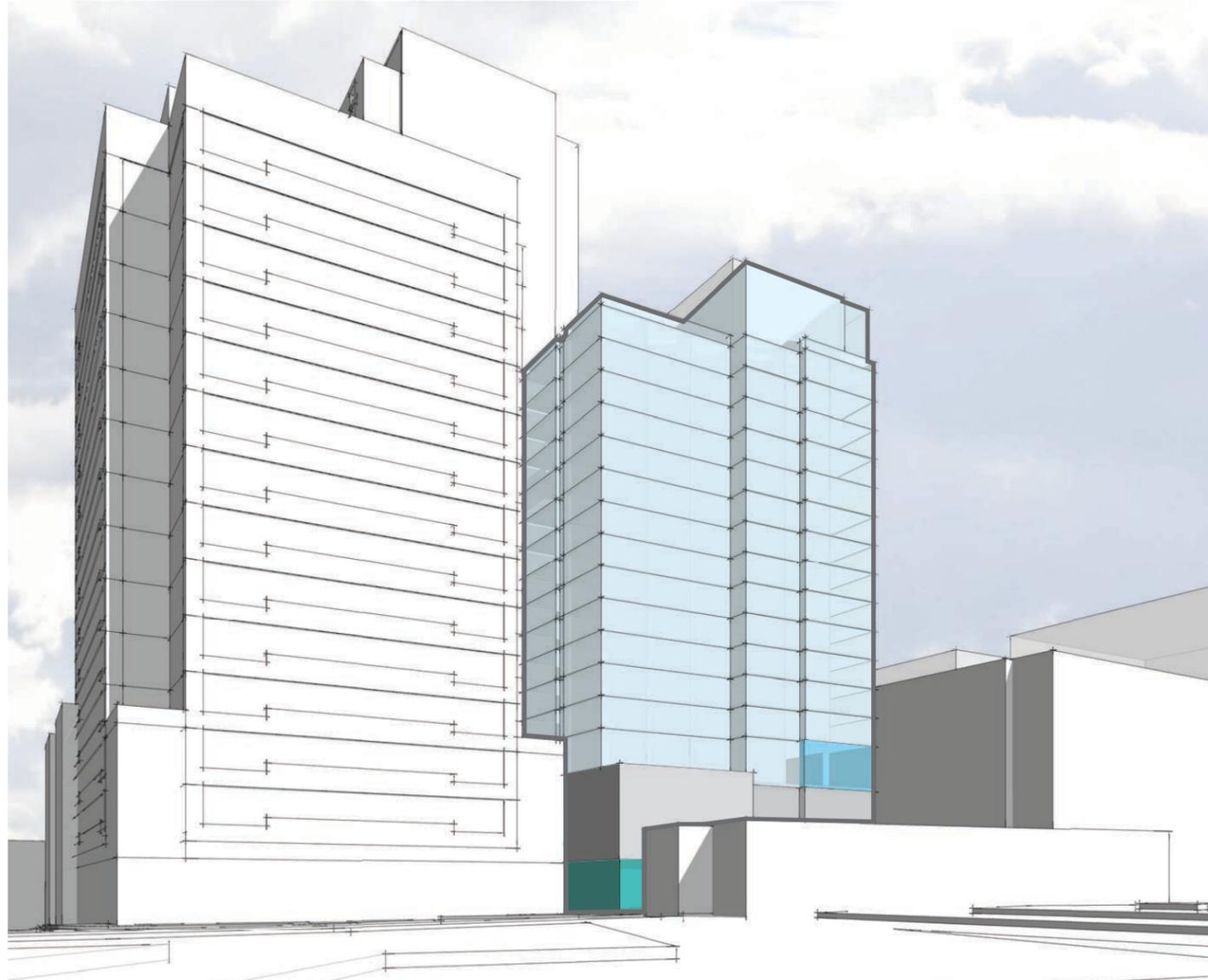
- Able to hold the corner at Howell and Terry
- Efficient floor plate locates core in single re-entrant corner
- Good visual separation from Regence Blue Shield building

### CONS:

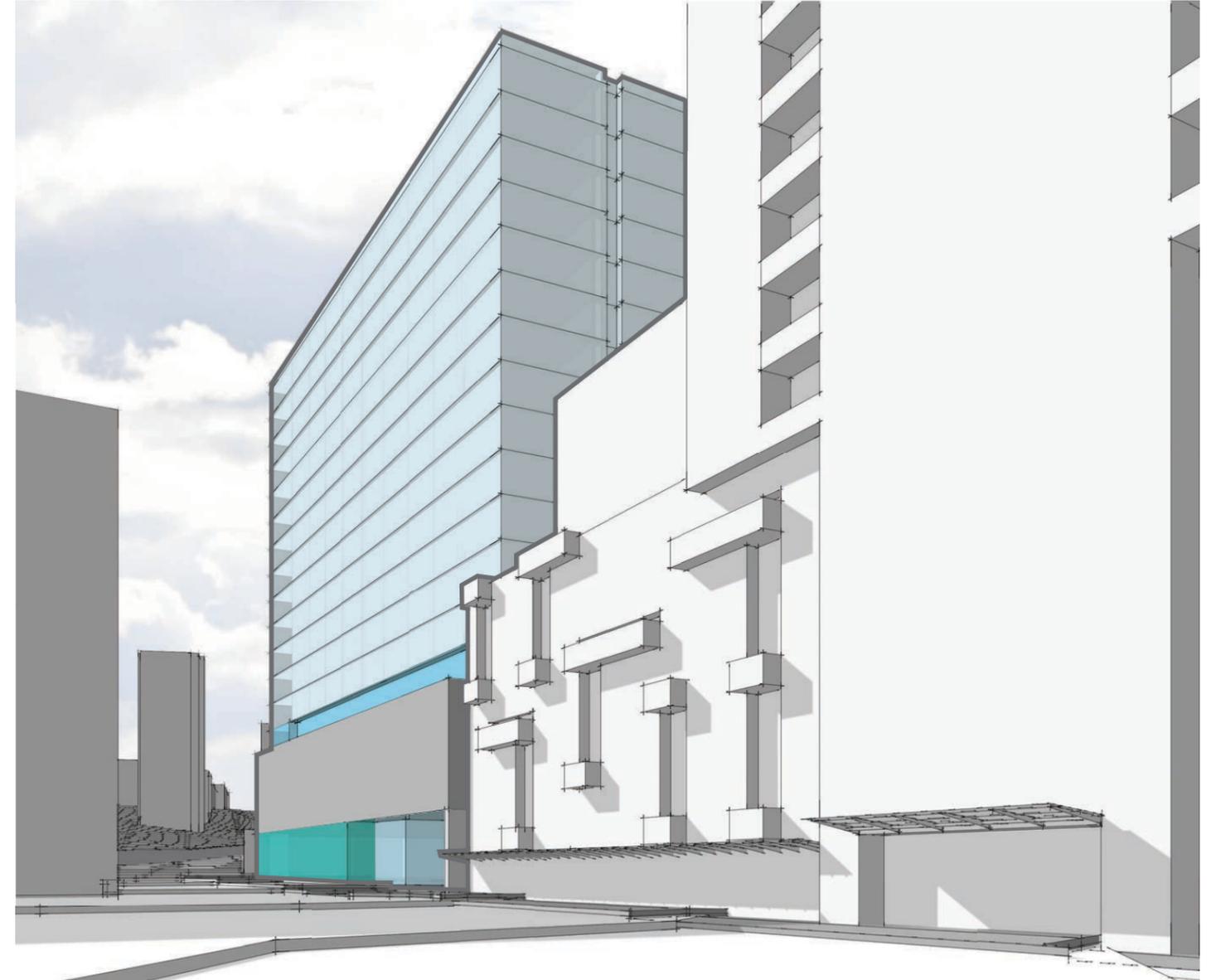
- L shape is more complex than slab scheme



# MASSING **OPTION C** – PREFERRED



VIEW FROM SOUTH ON HOWELL STREET



VIEW FROM NORTHWEST ON TERRY AVENUE



STONEBRIDGE  
COMPANIES

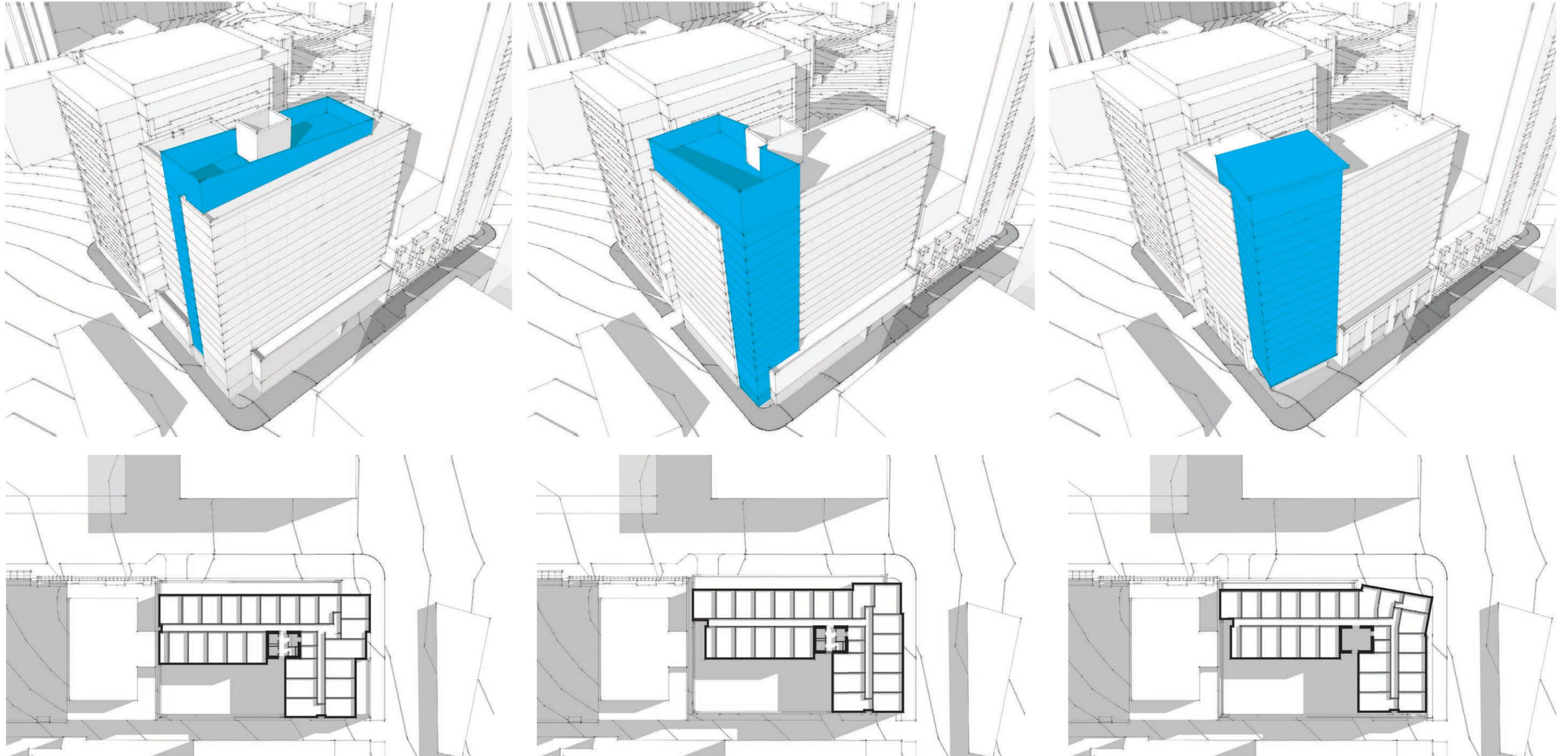
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WEBER THOMPSON



# L-SHAPED FORM EVOLUTION



# ANGLED CORNER

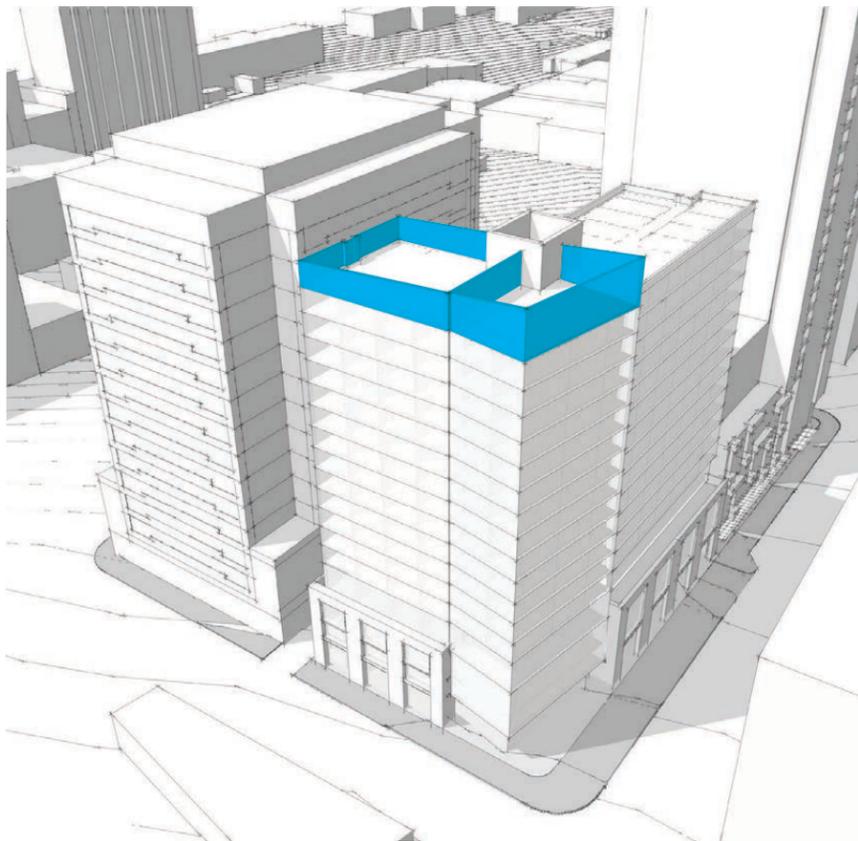
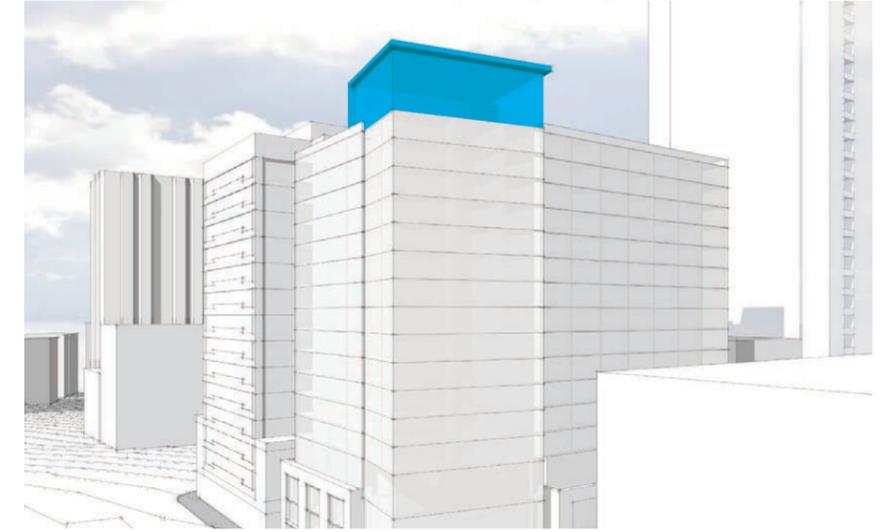
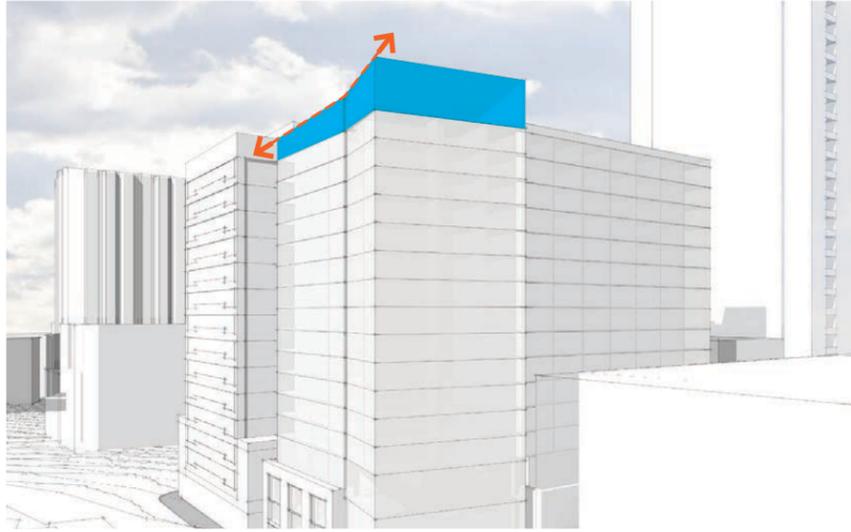


CITY STREET PLAN

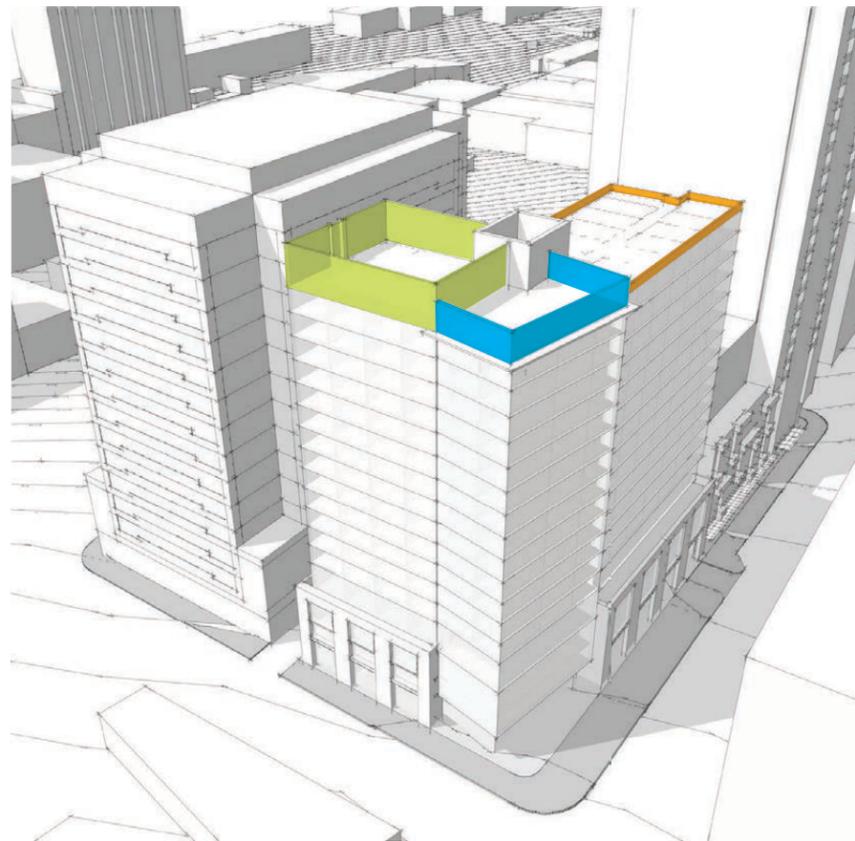


CORNER ANGLE SHIFT ILLUSTRATED IN PERSPECTIVE

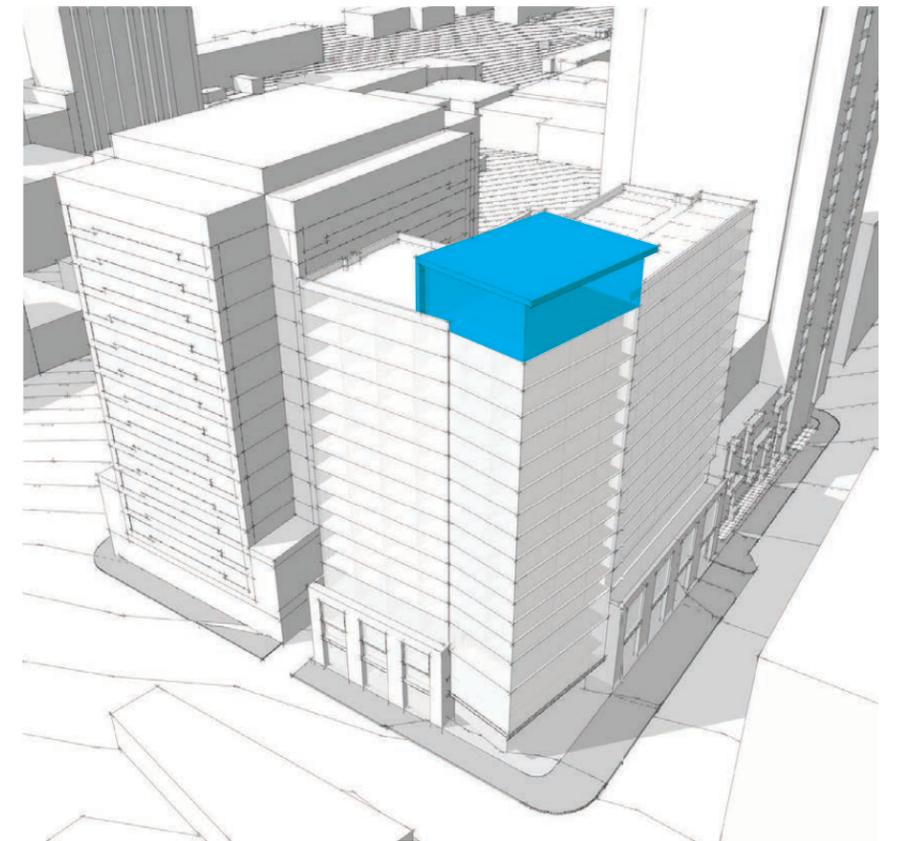
# ROOF FORM



ROOF FORM OPTION A



ROOF FORM OPTION B



ROOF FORM OPTION C – PREFERRED



# ARTICULATED MASSING



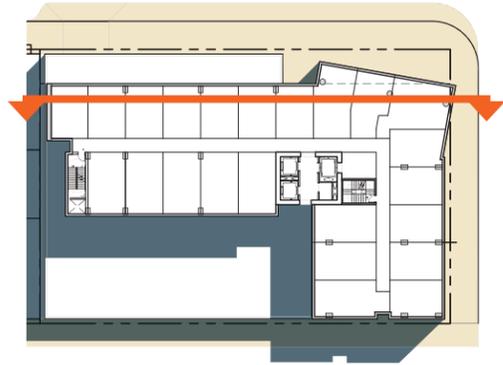
PERSPECTIVE AT CORNER OF HOWELL ST. AND TERRY AVE.



PERSPECTIVE ON TERRY AVE.

# BUILDING SECTION

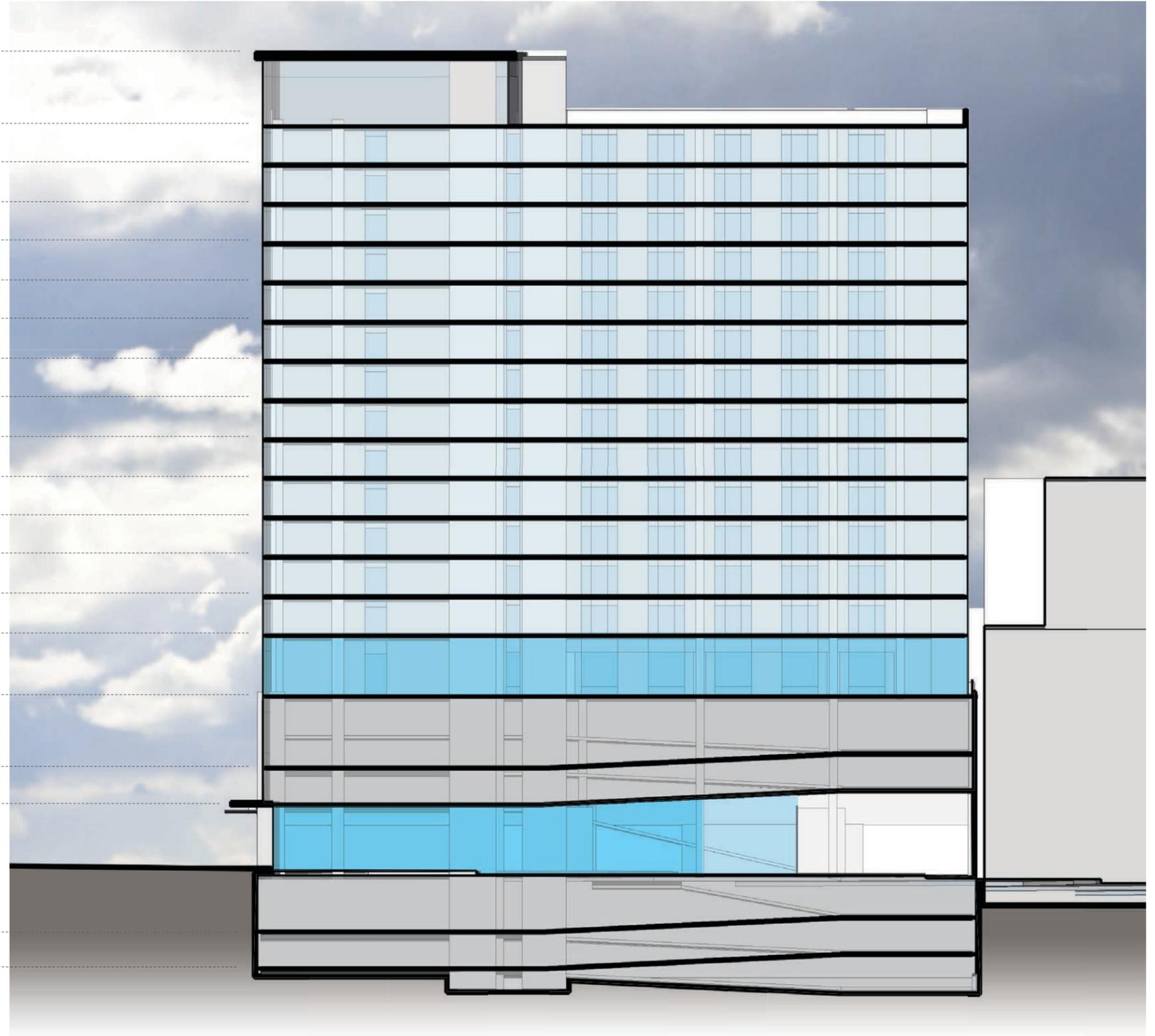
SECTION PARALLEL TO TERRY AVE



- BOH
- PARKING
- GUEST ROOMS
- LOBBY
- MEETING SPACE
- BAR AND DINING
- RETAIL
- TERRACE

208'-7"  
(NON-RESIDENTIAL  
HEIGHT LIMIT = 340')

<p>12'-0"</p> <p>9'-7"</p> <p>15'-0"</p> <p>18'-0"</p> <p>9'-0"</p> <p>18'-0"</p> <p>13'-6"</p> <p>9'-0"</p>	<p>OVERRUN ROOF</p> <p>ROOF</p> <p>LEVEL 17</p> <p>LEVEL 16</p> <p>LEVEL 15</p> <p>LEVEL 14</p> <p>LEVEL 13</p> <p>LEVEL 12</p> <p>LEVEL 11</p> <p>LEVEL 10</p> <p>LEVEL 9</p> <p>LEVEL 8</p> <p>LEVEL 7</p> <p>LEVEL 6</p> <p>LEVEL 5</p> <p>LEVEL 4 MEETING ROOMS</p> <p>LEVEL 3 PARKING</p> <p>LEVEL 2 PARKING</p> <p>GRADE LEVEL LOBBY</p> <p>P1 PARKING</p> <p>P2 PARKING</p>
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**STONEBRIDGE  
COMPANIES**

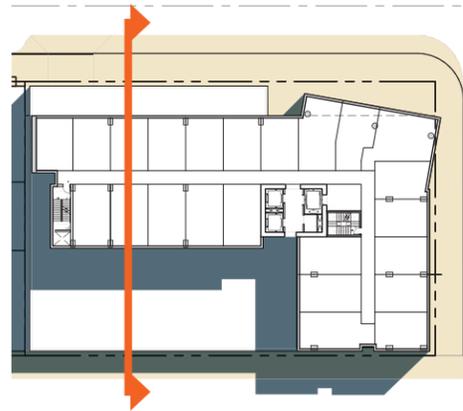
## EARLY DESIGN GUIDANCE

09.02.2014 | 14-018 | DPD #3017451



# BUILDING SECTION

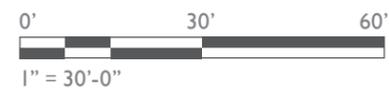
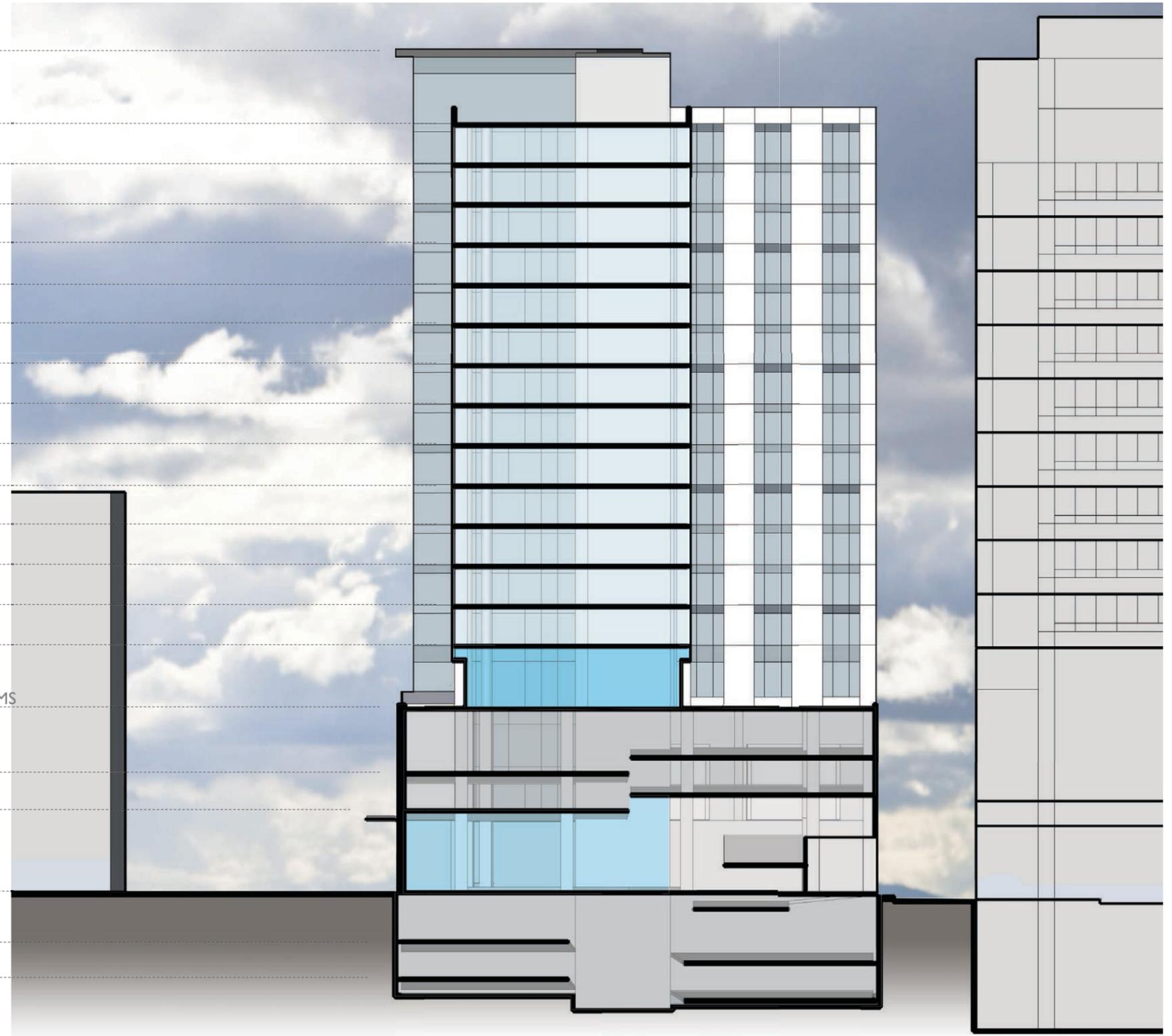
SECTION PARALLEL TO HOWELL ST



- BOH
- PARKING
- GUEST ROOMS
- LOBBY
- MEETING SPACE
- BAR AND DINING
- RETAIL
- TERRACE

208'-7"  
(NON-RESIDENTIAL  
HEIGHT LIMIT = 340')

- 12'-0" OVERRUN ROOF
- 9'-7" ROOF
- 9'-7" LEVEL 17
- 9'-7" LEVEL 16
- 9'-7" LEVEL 15
- 9'-7" LEVEL 14
- 9'-7" LEVEL 13
- 9'-7" LEVEL 12
- 9'-7" LEVEL 11
- 9'-7" LEVEL 10
- 9'-7" LEVEL 9
- 9'-7" LEVEL 8
- 9'-7" LEVEL 7
- 9'-7" LEVEL 6
- 9'-7" LEVEL 5
- 15'-0" LEVEL 4 MEETING ROOMS
- 14'-6" LEVEL 3 PARKING
- 9'-0" LEVEL 2 PARKING
- 21'-6" GRADE LEVEL LOBBY
- 10'-0" P1 PARKING
- 9'-0" P2 PARKING



**STONEBRIDGE  
COMPANIES**

## EARLY DESIGN GUIDANCE

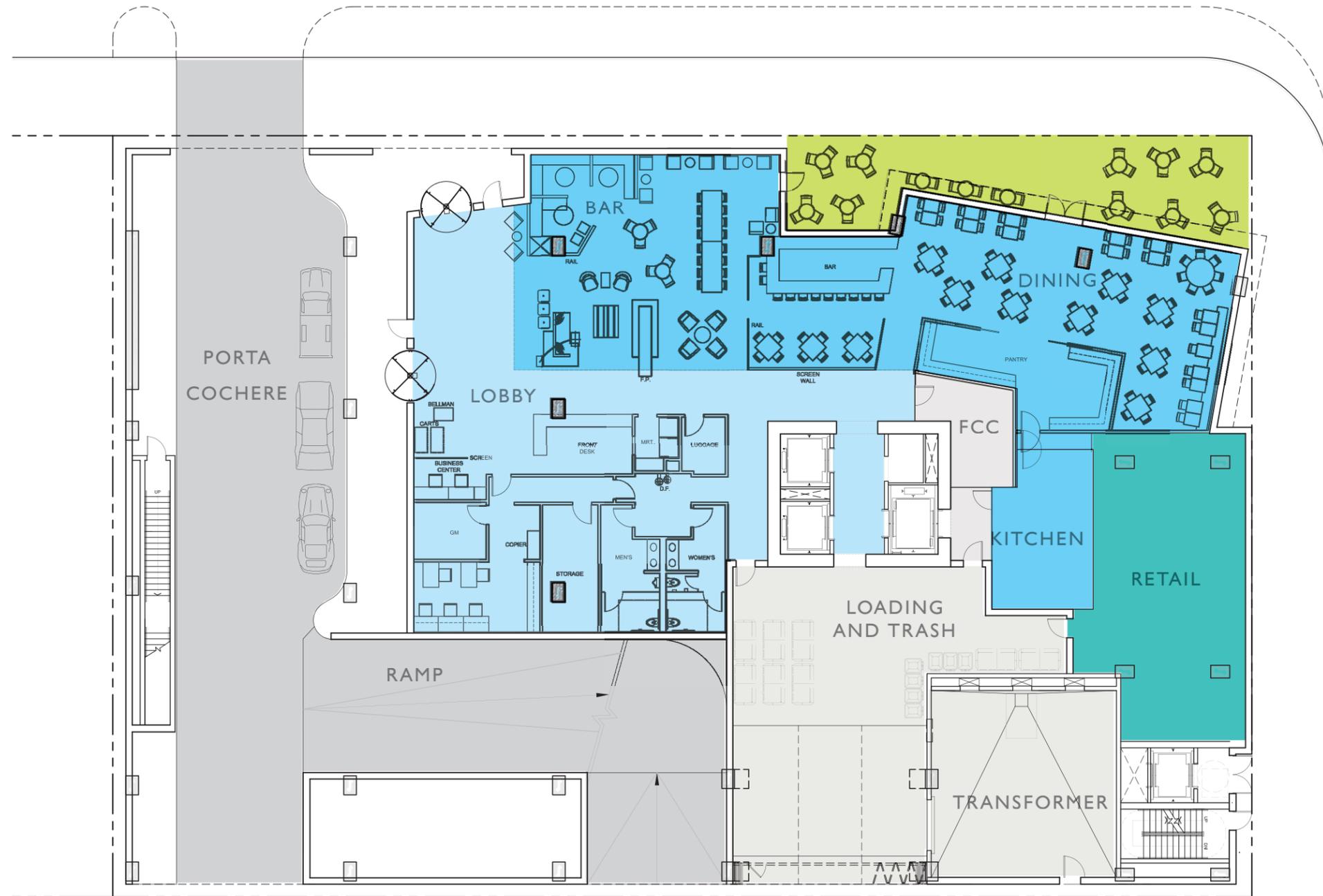
09.02.2014 | 14-018 | DPD #3017451

WEBER THOMPSON



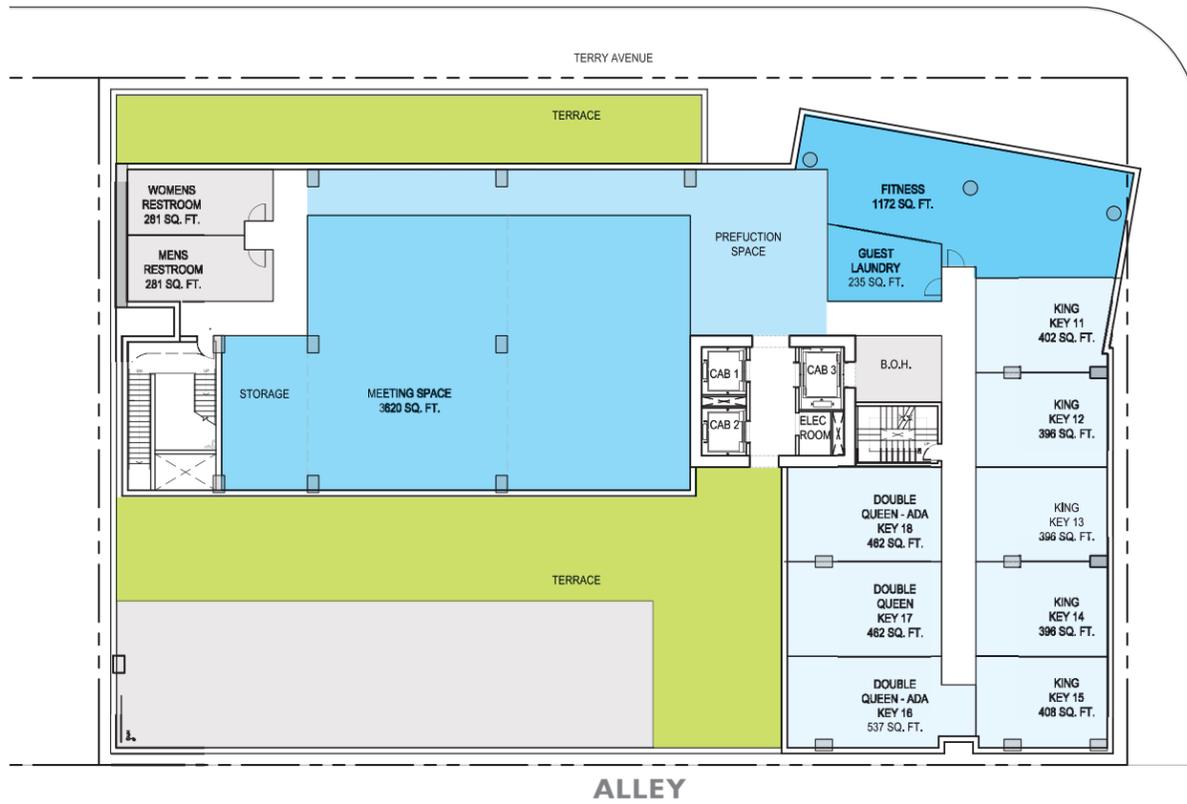
# GROUND LEVEL PLAN

- BOH
- PARKING
- GUEST ROOMS
- LOBBY
- BAR AND DINING
- RETAIL
- EXTERIOR DINING



# UPPER LEVEL PLANS

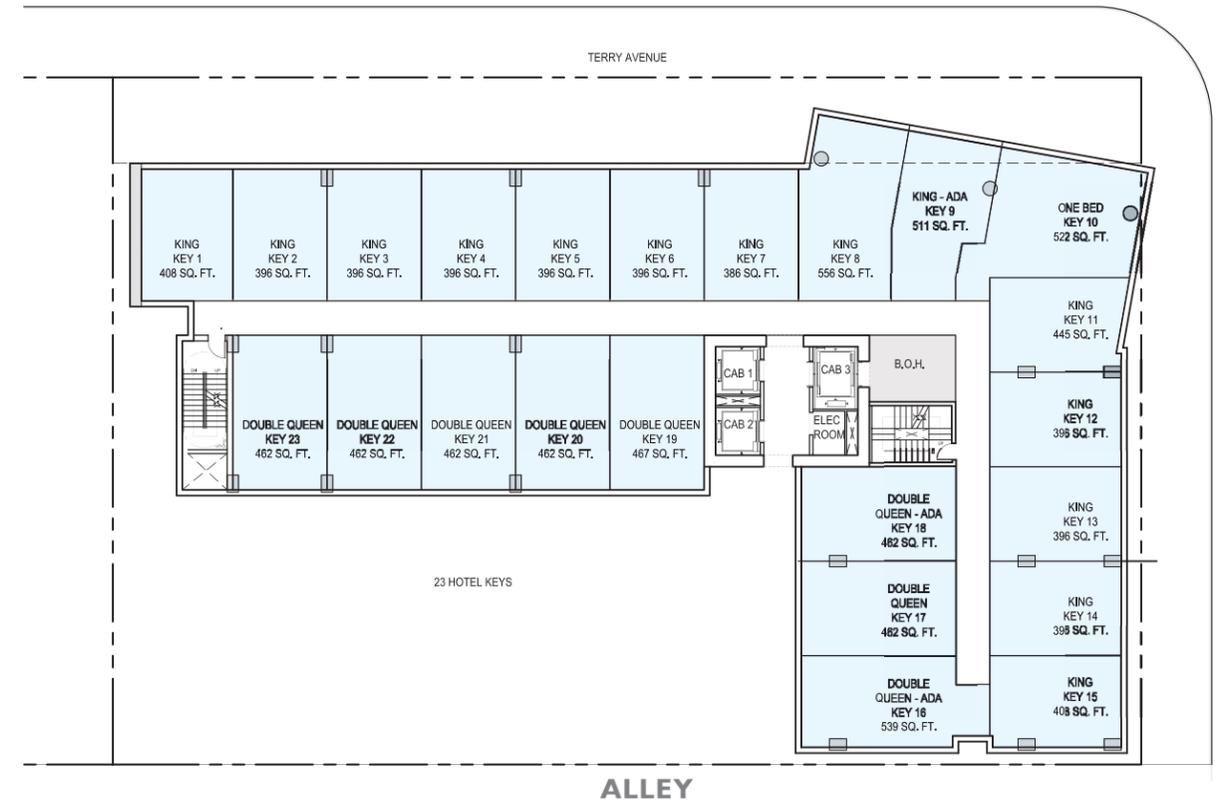
TERRY AVENUE (GREEN STREET)



HOWELL STREET (CLASS II PEDESTRIAN STREET)

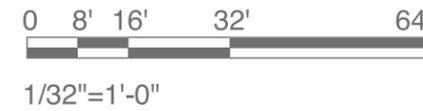
UPPER LEVEL MEETING ROOMS LEVEL 4 FLOOR PLAN

TERRY AVENUE (GREEN STREET)



HOWELL STREET (CLASS II PEDESTRIAN STREET)

UPPER LEVEL HOTEL KEYS LEVELS 5 - 17 FLOOR PLAN



- BOH
- PARKING
- GUEST ROOMS
- PRE-FUNCTION
- MEETING SPACE
- AMENITY
- TERRACE



STONEBRIDGE  
COMPANIES

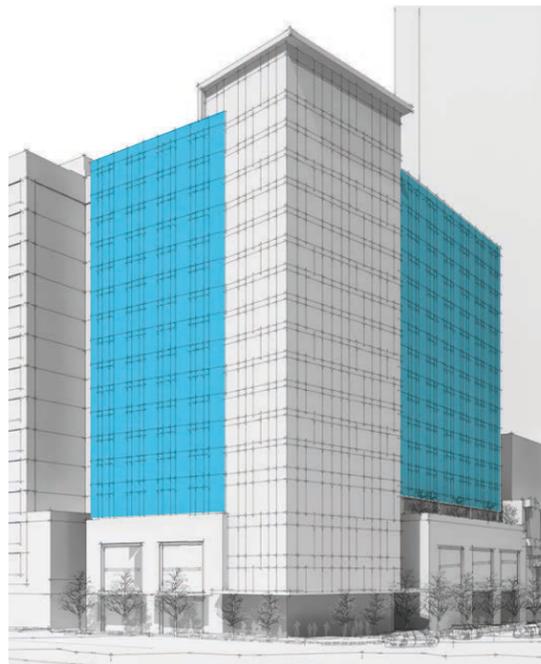
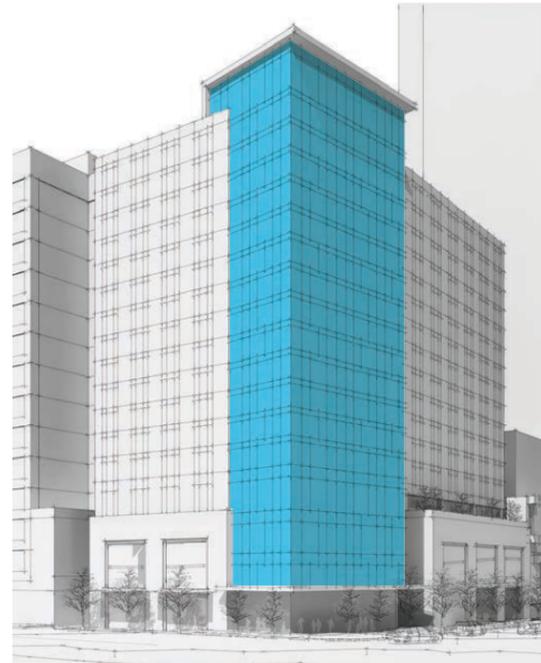
## EARLY DESIGN GUIDANCE

09.02.2014 | 14-018 | DPD #3017451

WEBER THOMPSON



# DESIGN INSPIRATION



# PODIUM MASSING

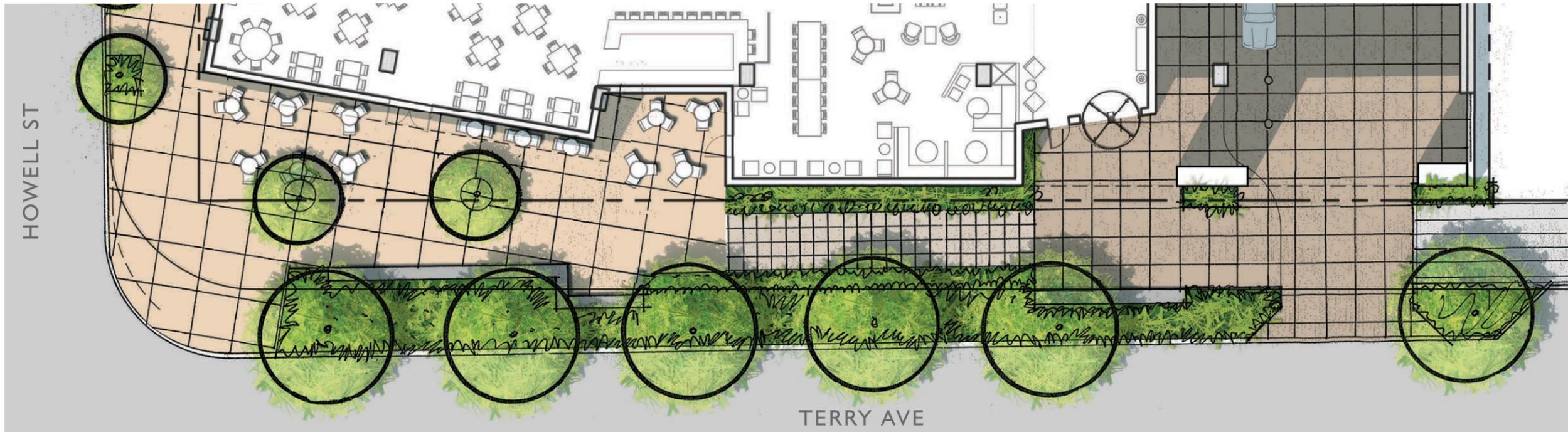


PODIUM AERIAL PERSPECTIVE



PODIUM EYE-LEVEL PERSPECTIVE

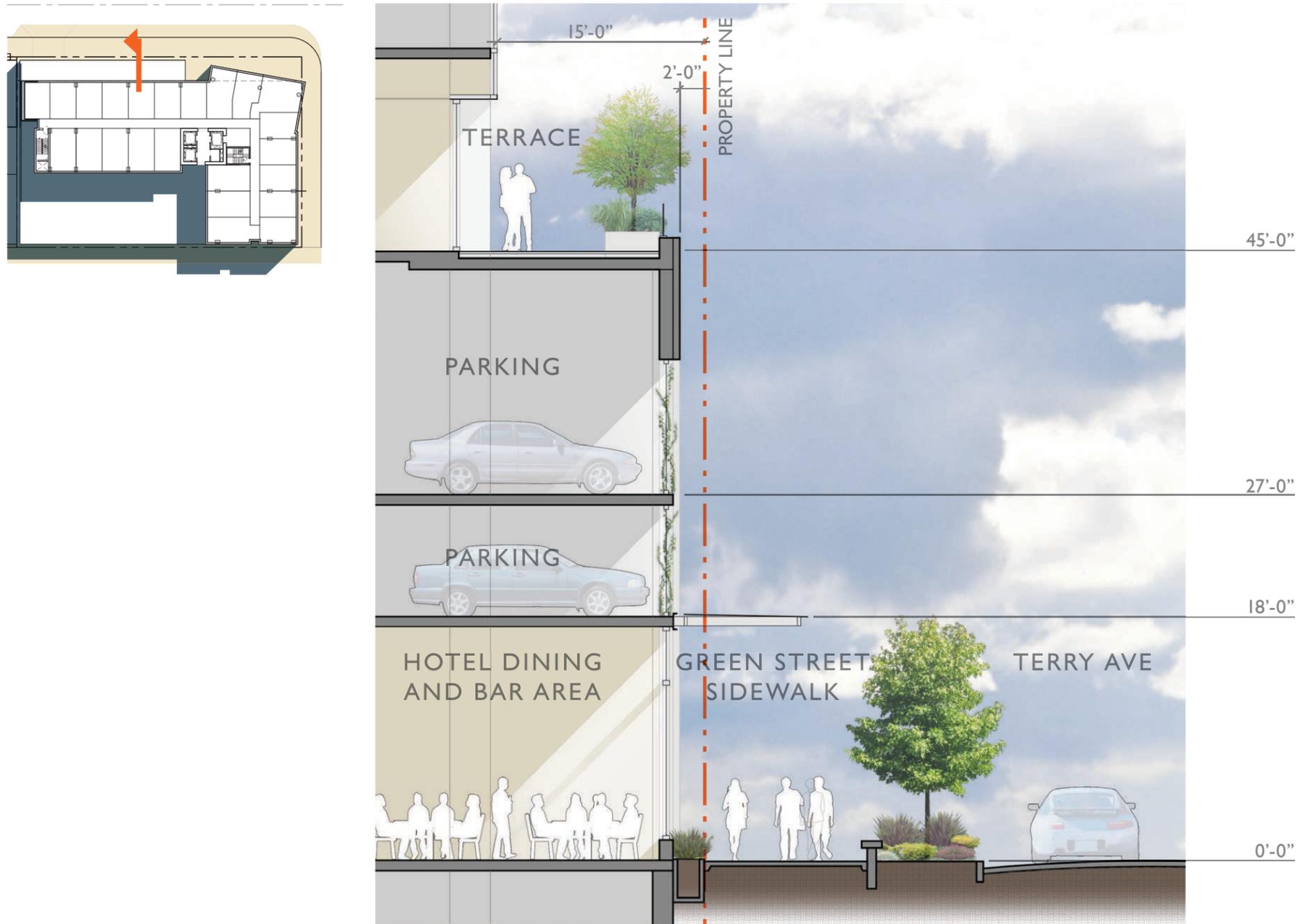
# PODIUM ELEVATION – TERRY AVE



# PODIUM ELEVATION – HOWELL ST



# PODIUM SECTIONS

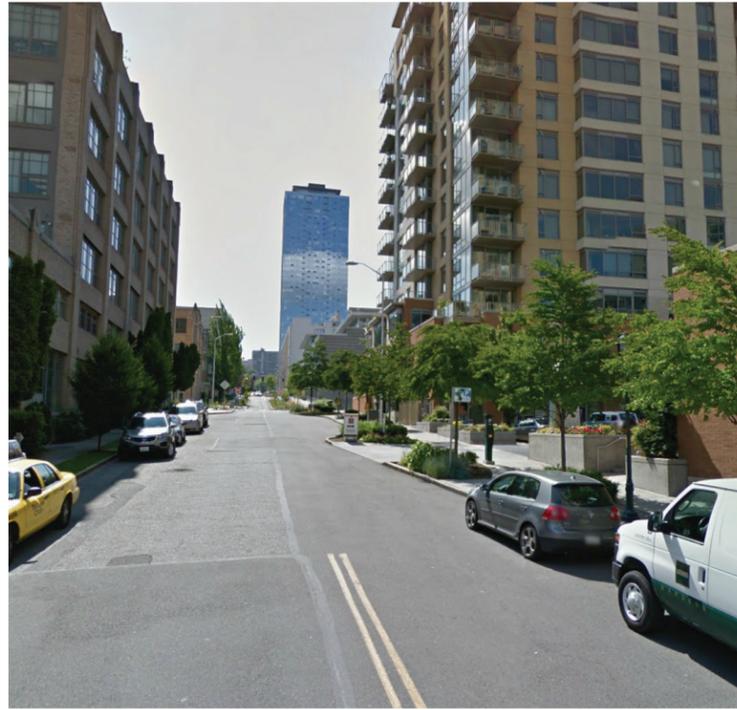


PODIUM AND SIDEWALK SECTION

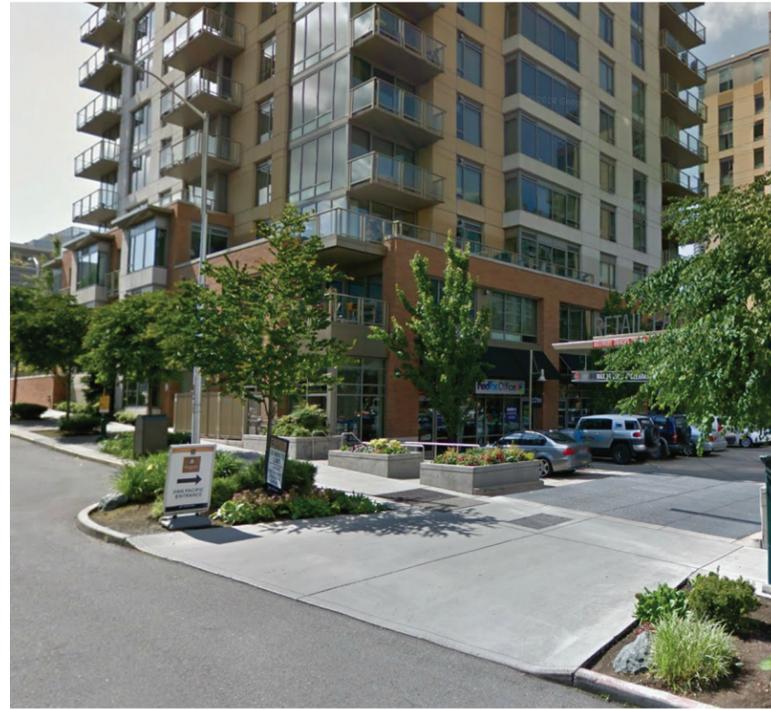
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LANDSCAPE

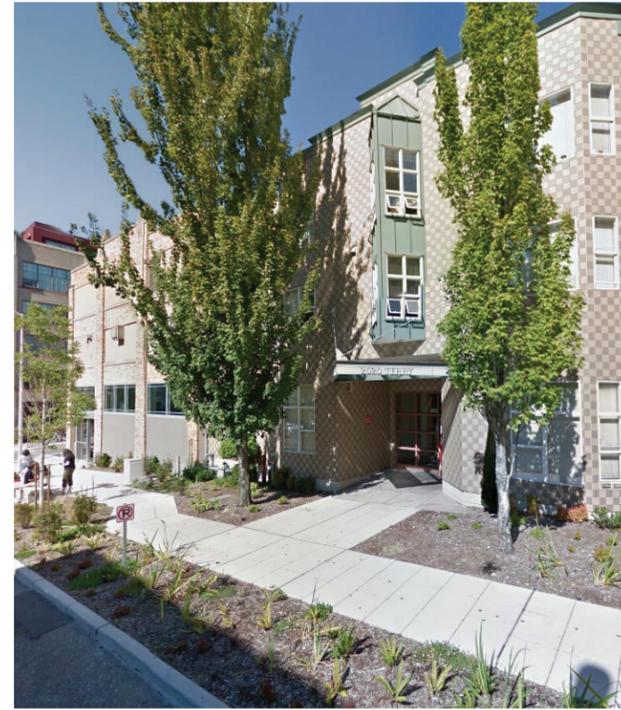
# TERRY AVE GREEN STREET CHARACTER



1 LOOKING SOUTH ALONG TERRY AVENUE AT DENNY WAY



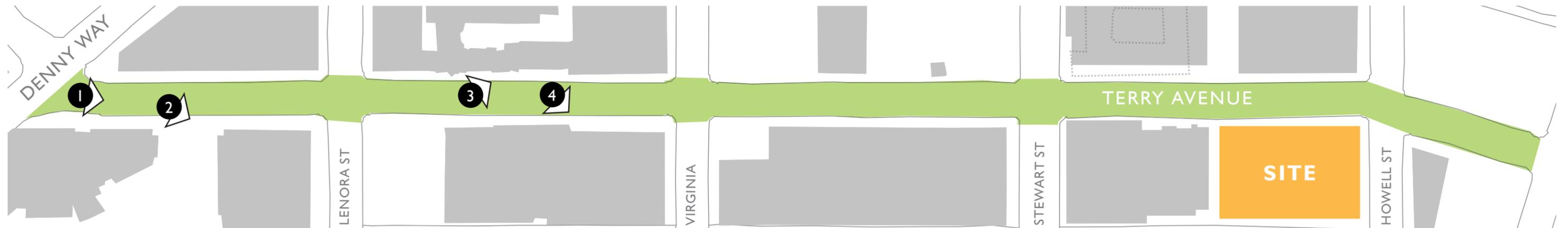
2 LOOKING SOUTH ALONG TERRY AVENUE AT DENNY WAY



3 2020 TERRY AVENUE



4 CARBON 56



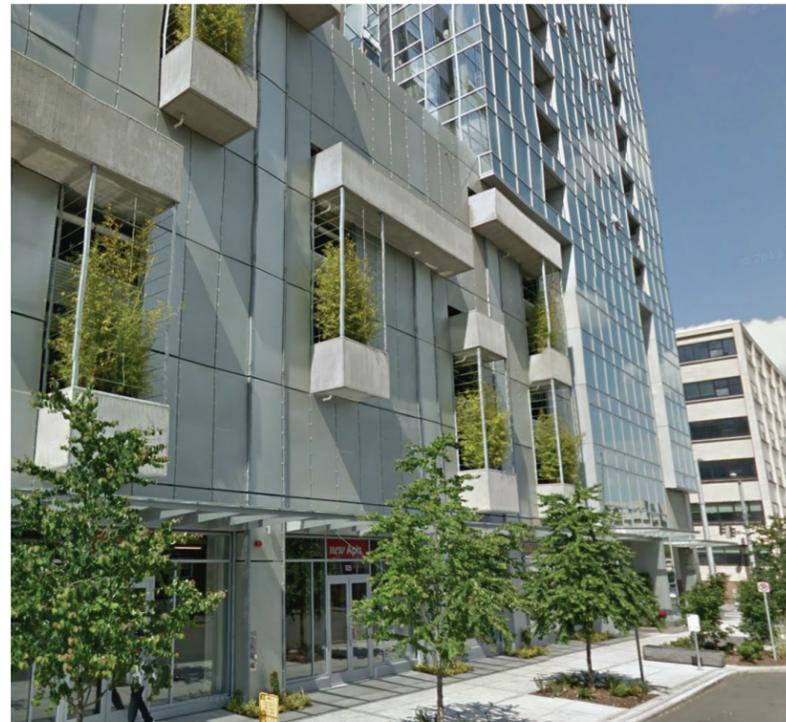
# TERRY AVE GREEN STREET CHARACTER



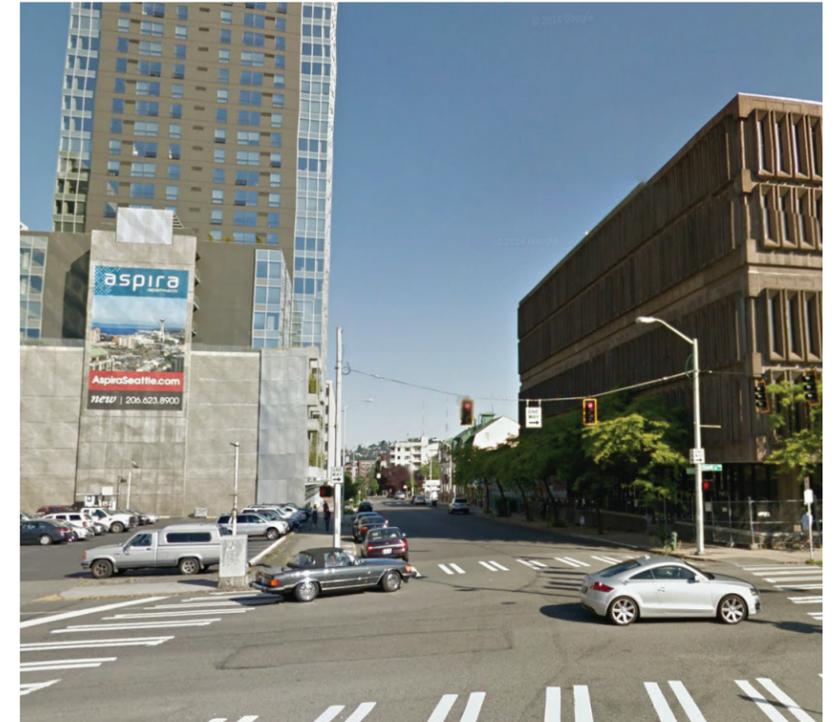
7 1915 TERRY AVENUE BUILDING



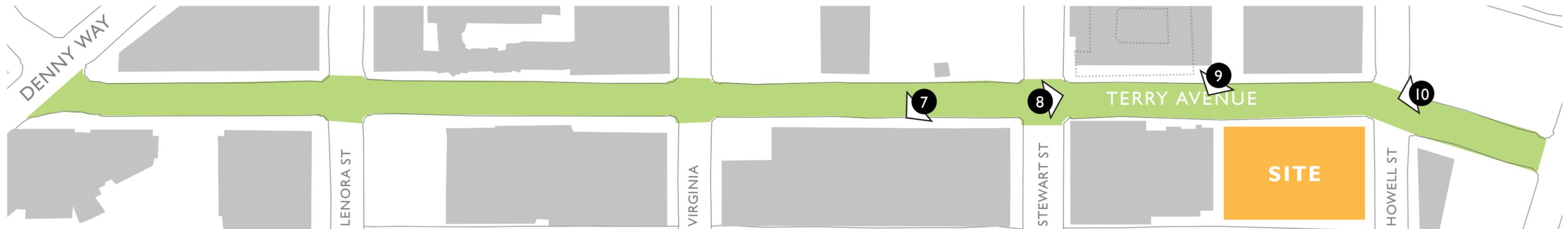
8 LOOKING SOUTH ALONG TERRY AVENUE AT DENNY WAY



9 ASPIRA



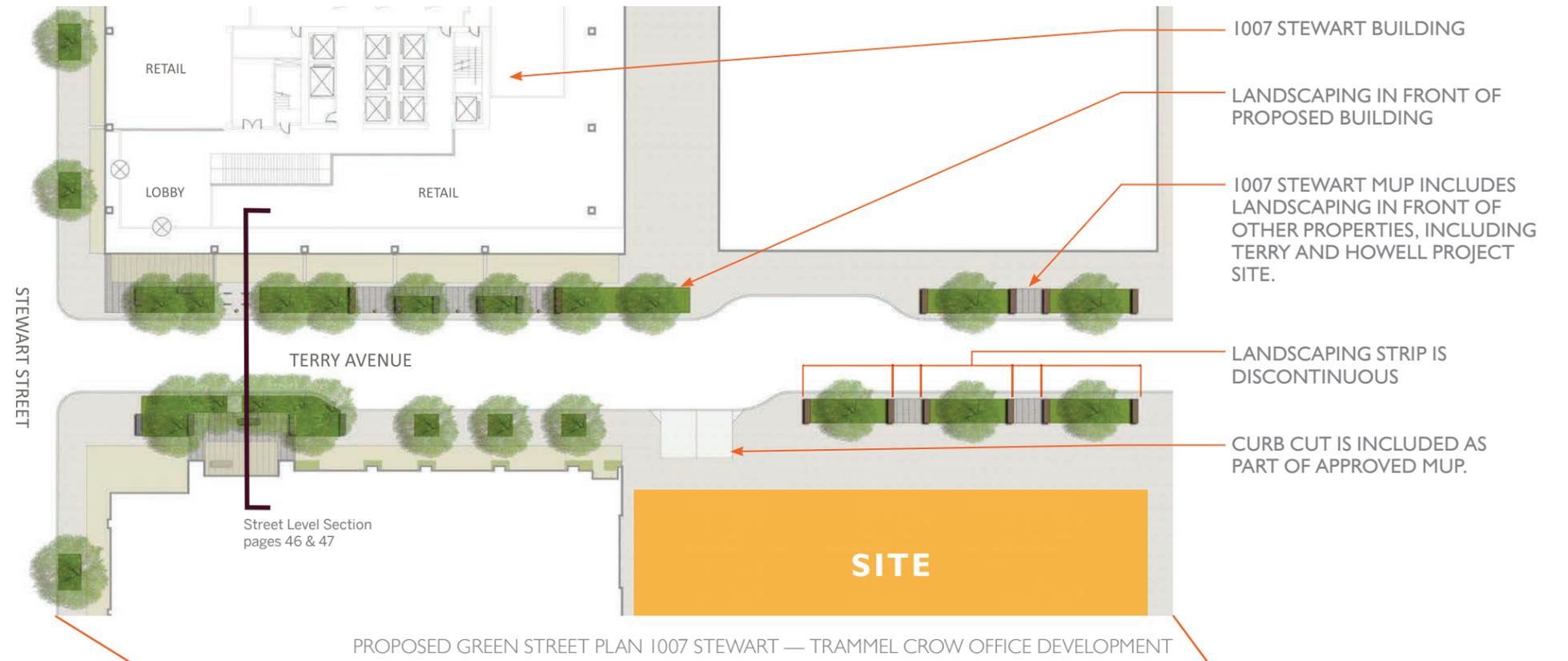
10 VIEW OF SITE LOOKING SOUTH AT HOWELL



# 1007 STEWART APPROVED MUP DESIGN



1007 STEWART — TRAMMEL CROW 14-STORY OFFICE TOWER



# PROPOSED LANDSCAPING PLAN

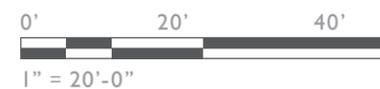
PROPOSED DESIGN PROVIDES CONTINUOUS LANDSCAPING AT GREENSTREET EDGE.

DECORATIVE PAVING AT CURB CUT ALERTS DRIVERS TO PEDESTRIAN PROXIMITY.

SEATING IS PROVIDED AWAY FROM STREET EDGE FACING SIDEWALK

DESIGN RESPONDS TO BUILDING GEOMETRY, FUNCTION AND STYLE.

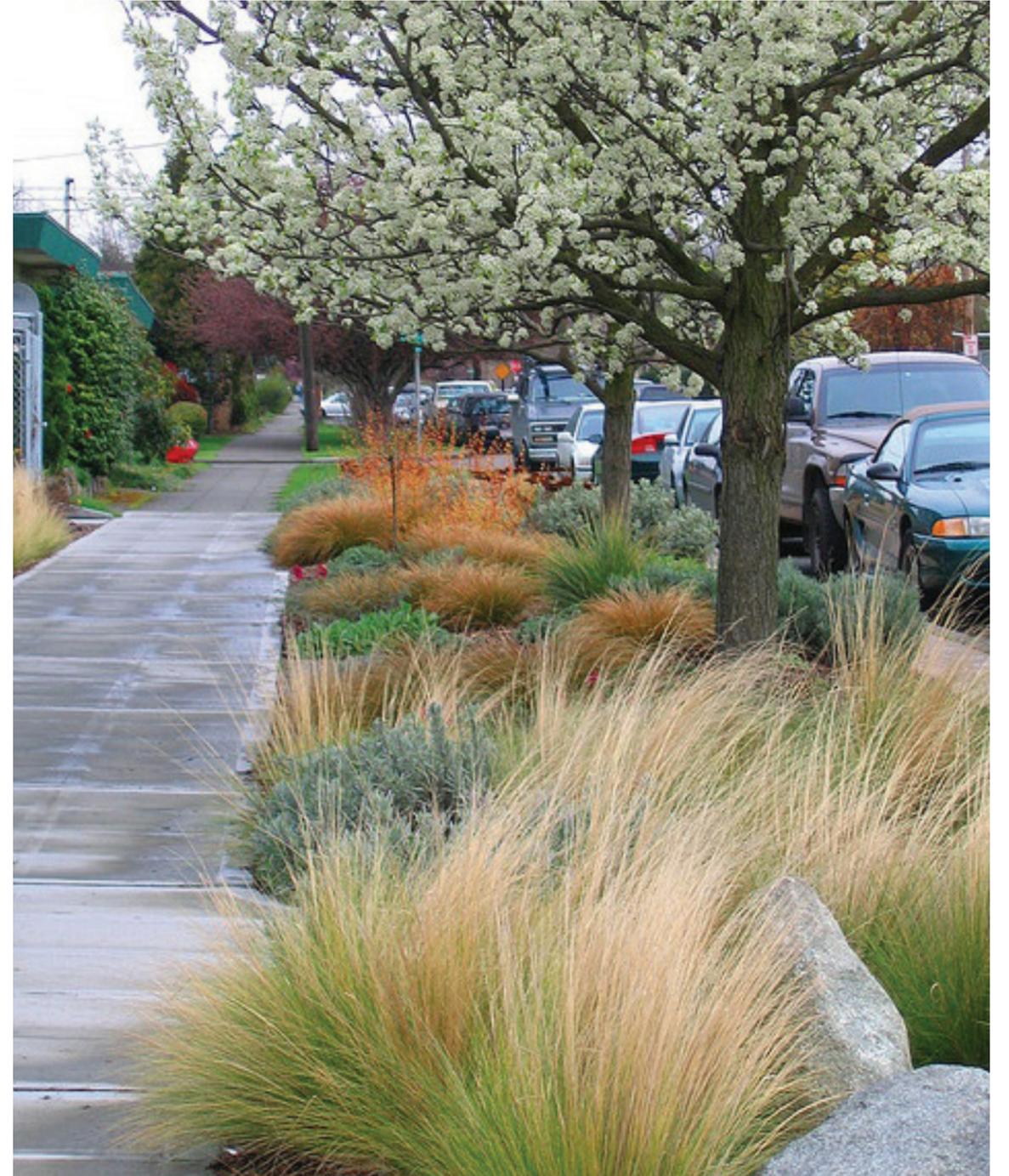
SEMI COVERED PLAZA AREA PROVIDES SPACE FOR EXTERIOR SEATING AND STREET ACTIVATION.



# LANDSCAPING INSPIRATION



# LANDSCAPING INSPIRATION



STONEBRIDGE  
COMPANIES

## EARLY DESIGN GUIDANCE

09.02.2014 | 14-018 | DPD #3017451

WEBER THOMPSON



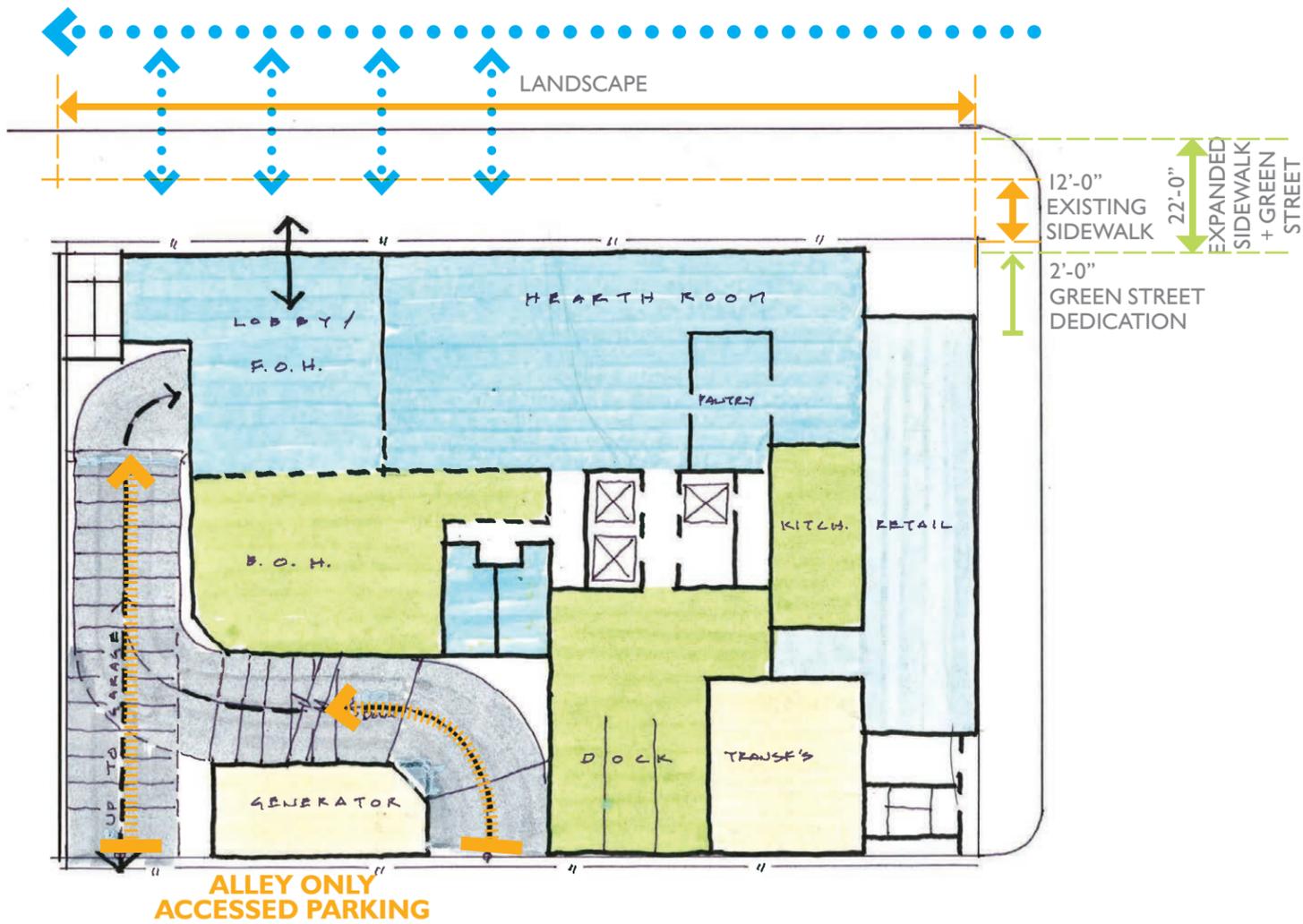


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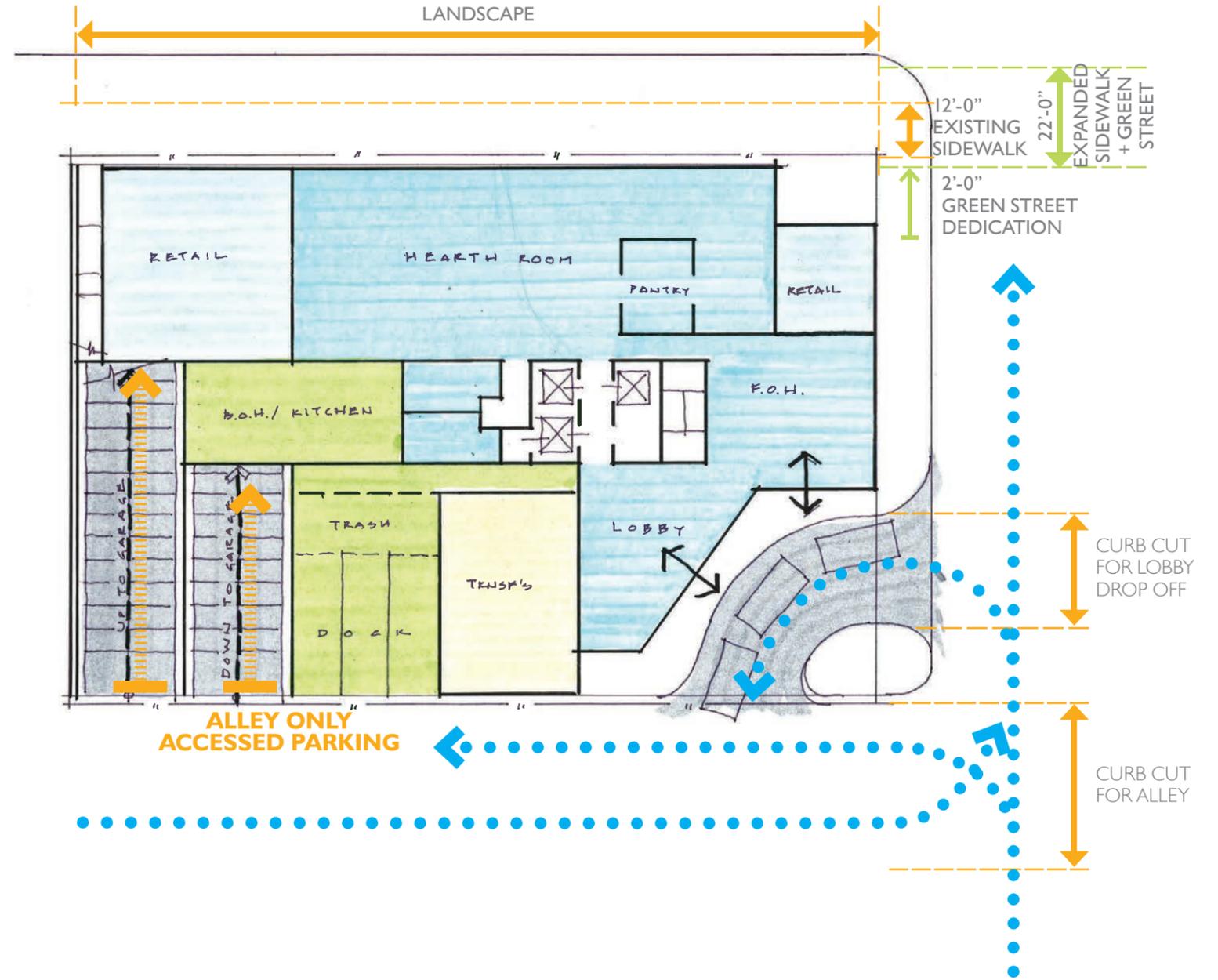
TERRY AVENUE CURB CUT

# GROUND LEVEL PLAN DIAGRAMS

GROUND LEVEL WITH NO CURB-CUT – LAY-BY ON TERRY AVENUE

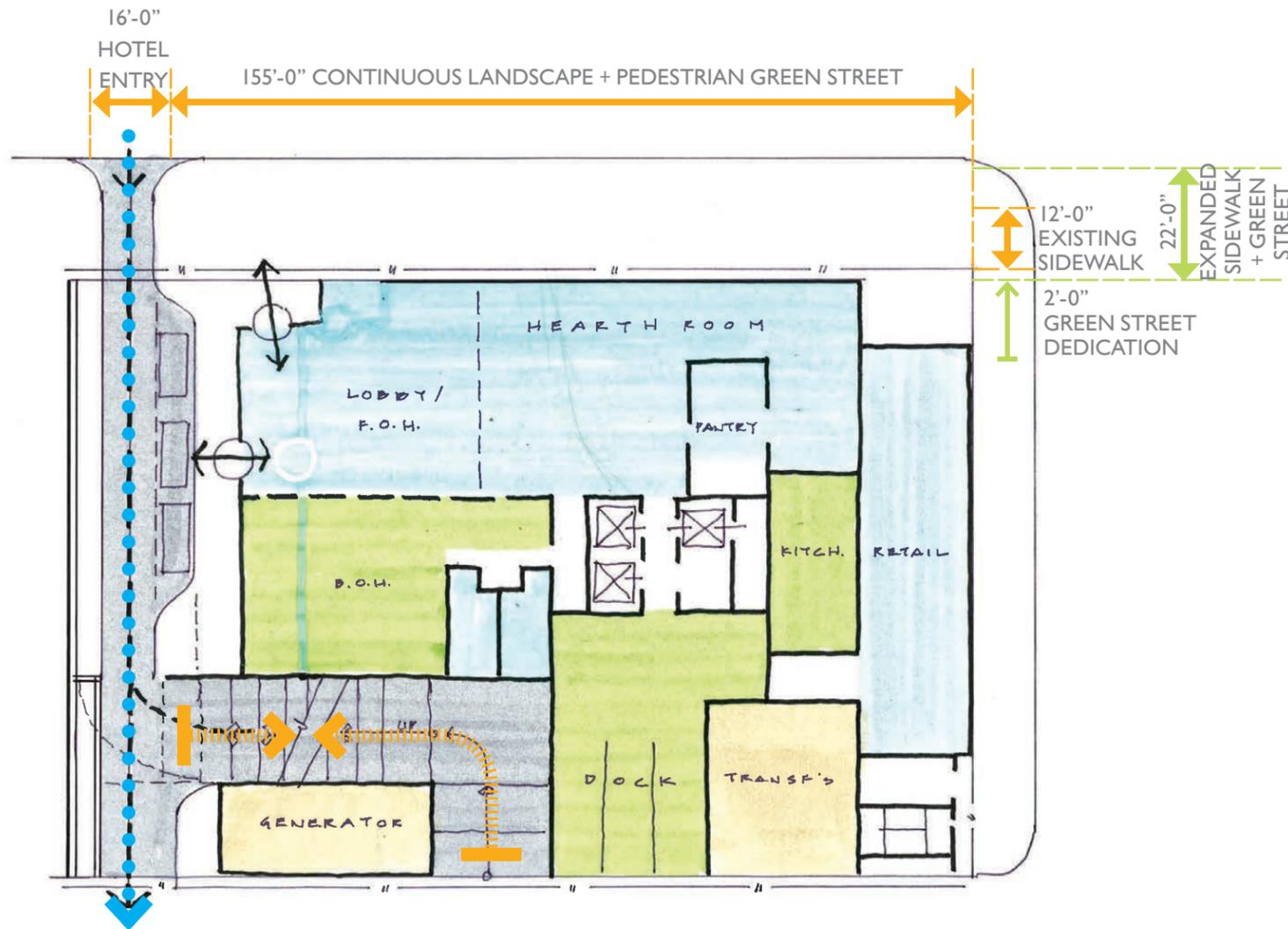


GROUND LEVEL WITH PASS THROUGH AND DROP ZONE ON HOWELL STREET



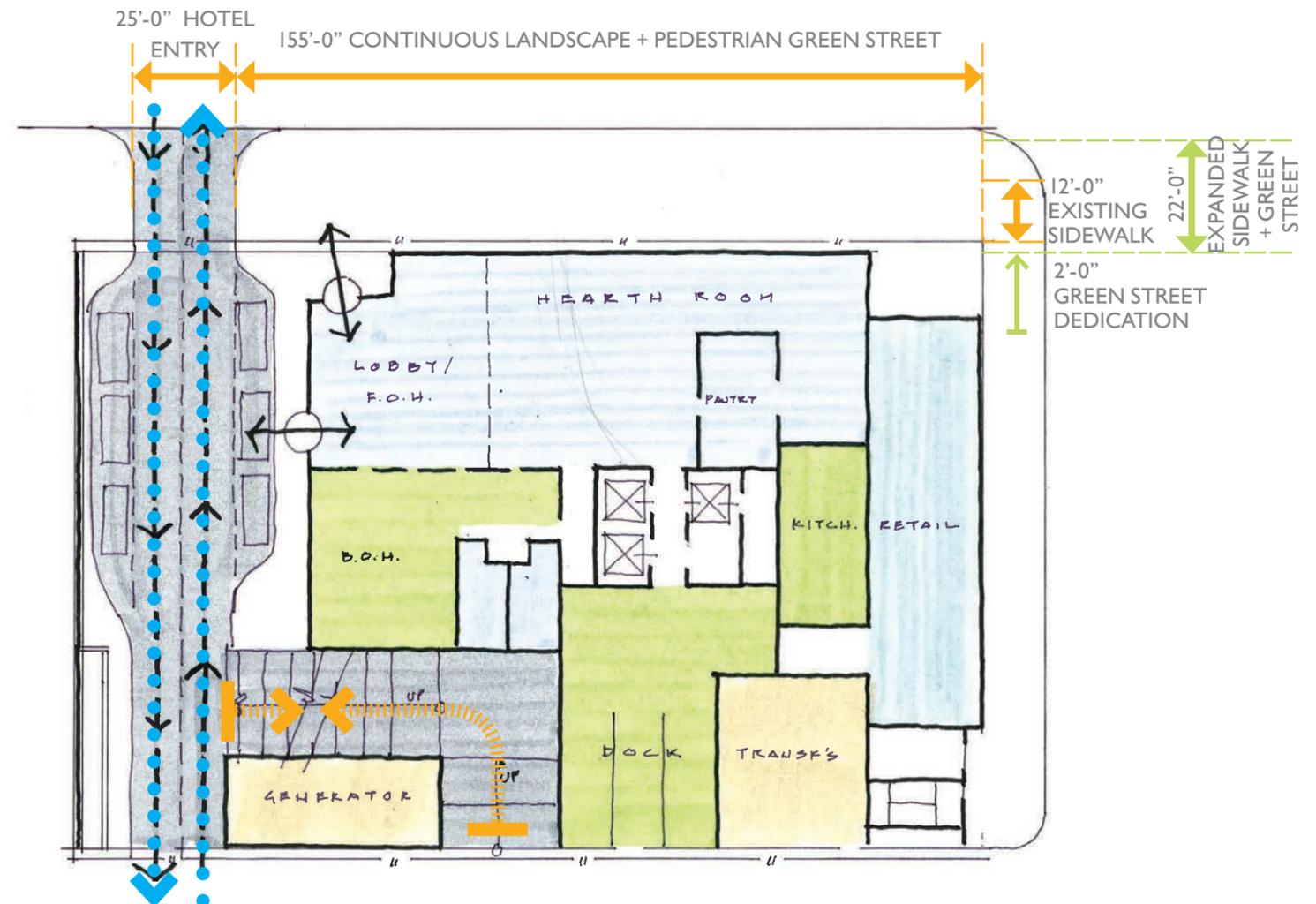
# GROUND LEVEL PLAN DIAGRAMS

GROUND LEVEL WITH TERRY ONE-WAY CURB CUT:  
PASS THROUGH AND DROP ZONE



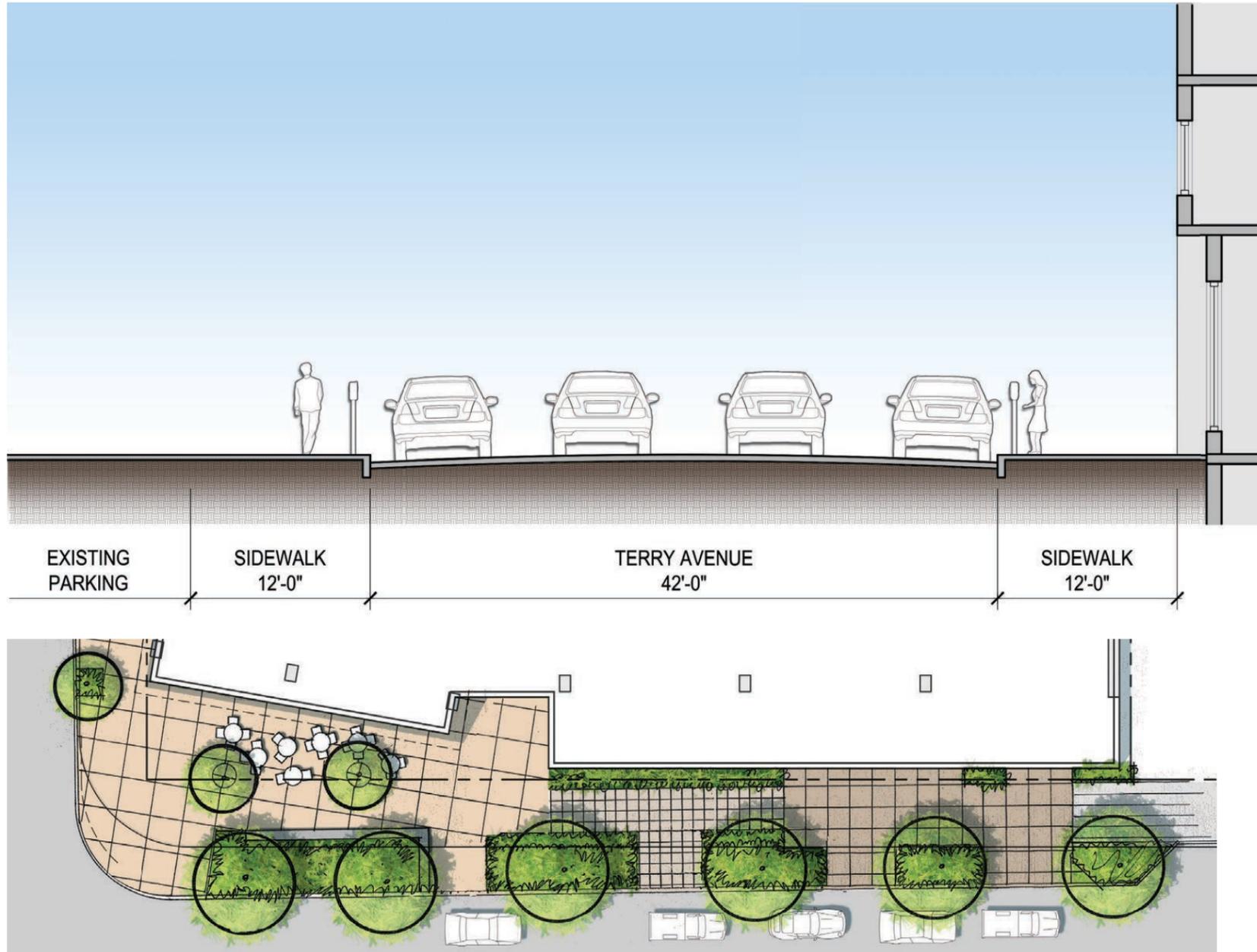
**PREFERRED OPTION**

GROUND LEVEL WITH TERRY TWO-WAY CURB CUT:  
PASS THROUGH AND DROP ZONE



# OPTION WITHOUT CURB CUT ON TERRY AVE.

EXISTING STREET SECTION AT TERRY AVE.



GREEN STREET LANDSCAPING PLAN IF THERE IS NO CURB CUT

TRAFFIC PATTERNS WITH NO TERRY AVE CURB CUT PROVIDED



BACK UP OF STREET TRAFFIC FORCES CARS TO TURN INTO DIFFERENT LANES.

CARS WILL BE FORCED TO SWITCH LANES TO AVOID BACK UP.

PEDESTRIANS WOULD OPEN DOORS INTO ON COMING TRAFFIC.

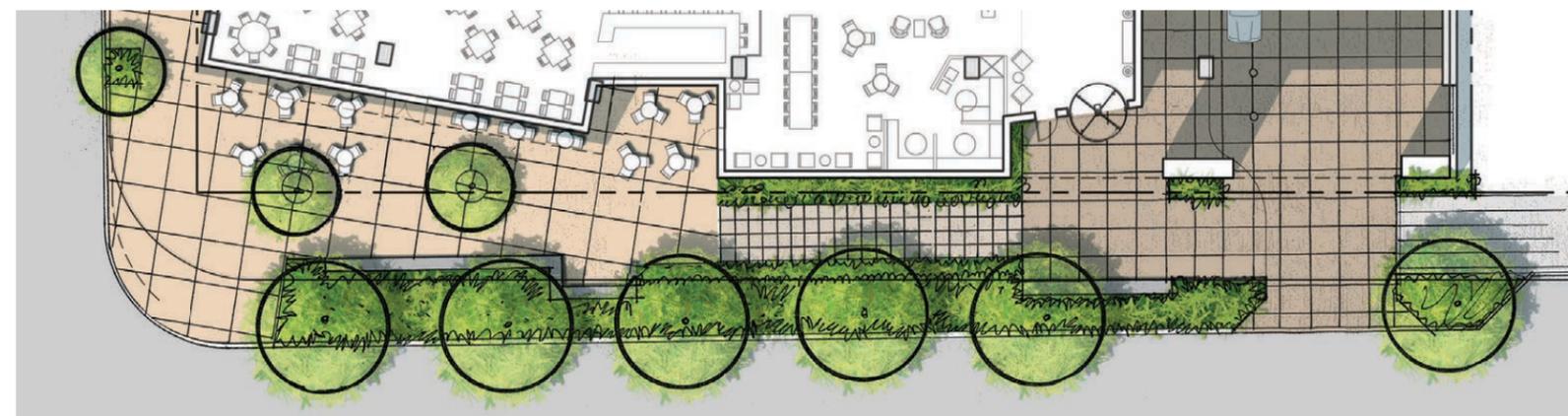
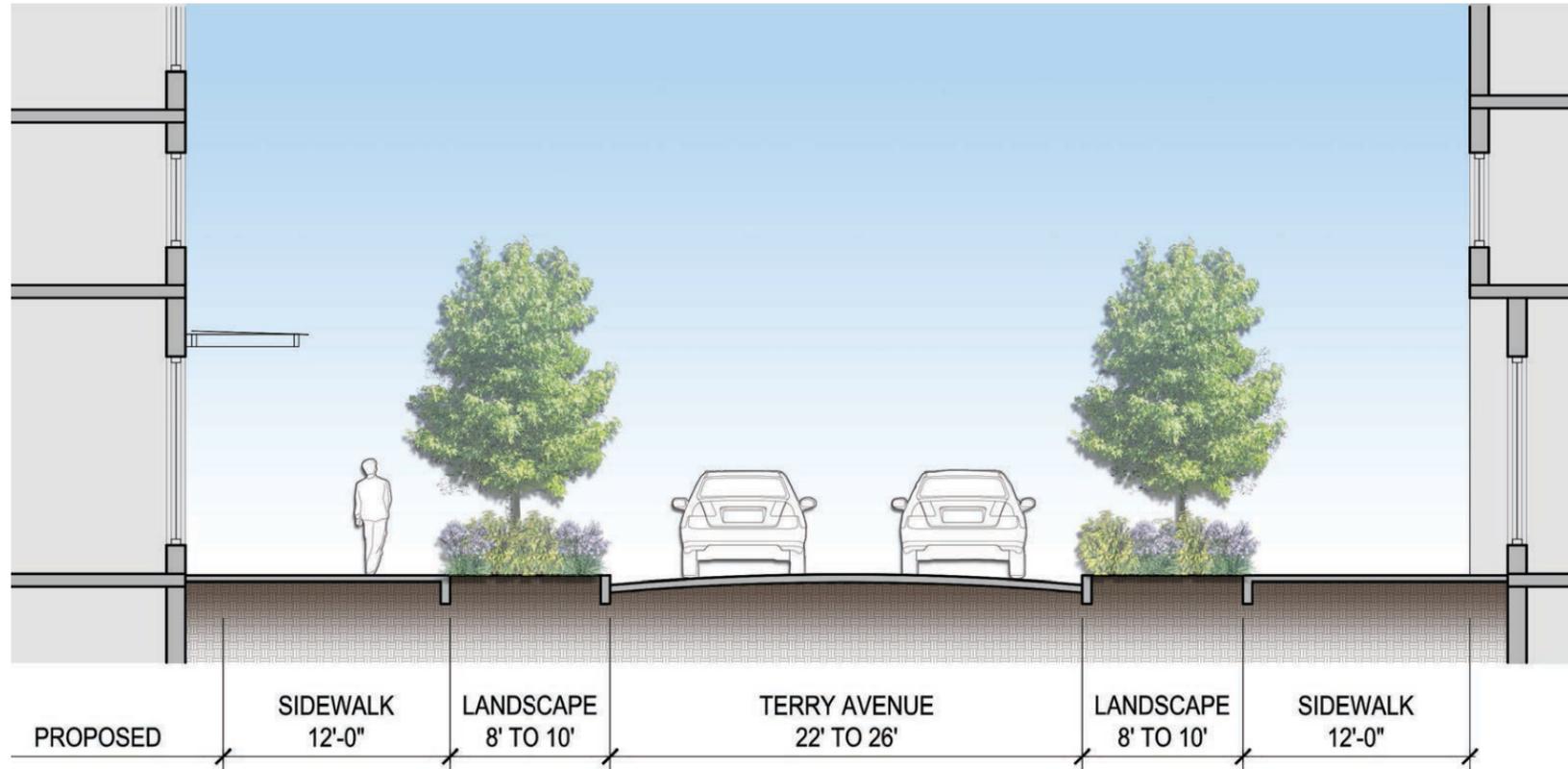
LANDSCAPING AT STREET EDGE WILL HAVE TO BREAK TO ALLOW FOR PEDESTRIAN ACCESS

HOTEL GUESTS WOULD BE REQUIRED TO MANEUVER WITH LUGGAGE BETWEEN VEHICLES AND LANDSCAPING TO REACH HOTEL LOBBY



# OPTION WITH CURB CUT ON TERRY AVE.

PROPOSED STREET SECTION AT TERRY AVE.



GREEN STREET LANDSCAPING PLAN WITH CURB CUT

TRAFFIC PATTERNS WITH TERRY AVE CURB CUT PROVIDED



LOCATION OF CURB CUT PROVIDES AMPLE AREA FOR CARS TO TURN ONTO TERRY AVE BEFORE REACHING THE HOTEL CURB CUT

GREEN STREET LANDSCAPING TREATMENT IS NOT INTERRUPTED BY PEDESTRIAN ACCESS TO VEHICLES. CREATES CONTINUOUS EXPERIENCE.

CURB CUT ACCESS TO HOTEL



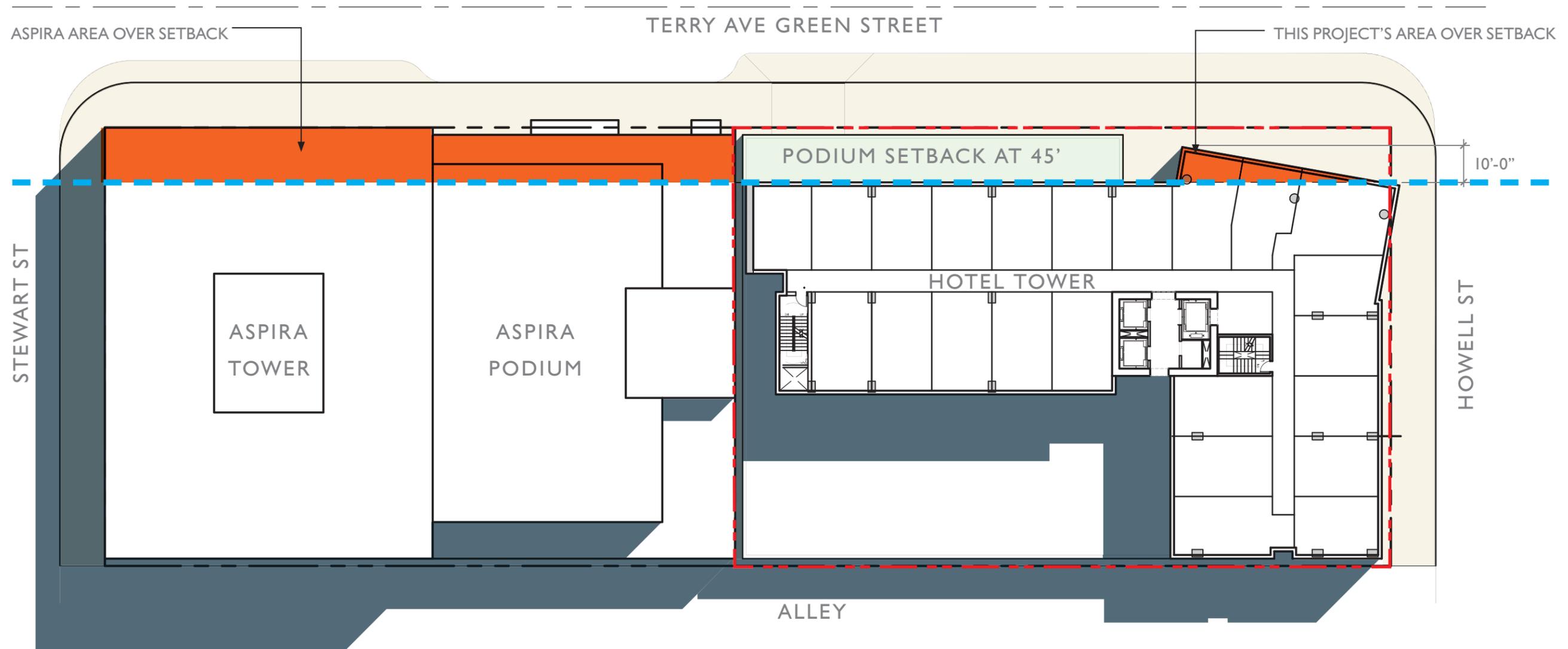
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ANTICIPATED DEPARTURES

# PROPOSED DEPARTURE #1

## SETBACK AT GREEN STREET

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENTS	PROPOSED
I	<b>SMC 23.49.058.F.2 Upper Level Setbacks</b>	When a lot in a DMC or DOC2 zone is located on a designated green street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the green street at a height of forty-five (45) feet.	In response to the street angle shift of Terry Ave the proposed design matches the shifted angle of Terry Ave. at the corner. This shift results in the corner massing extending 10' over the required setback. Despite the encroachment over the setback, additional views on Terry Ave. are not blocked. The adjacent apartment building, Aspira, was built prior to the green street setback codes and as such does not setback.



PROPOSED SETBACK DEPARTURE AND ADJACENT PROPERTY



# PROPOSED DEPARTURE #1

SETBACK AT GREEN STREET



PERSPECTIVE OF AREA OVER SETBACK FROM DIRECTION OF VEHICULAR TRAFFIC



PERSPECTIVE OF AREA OVER SETBACK FROM DIRECTION OF PEDESTRIAN TRAFFIC



STONEBRIDGE  
COMPANIES

## EARLY DESIGN GUIDANCE

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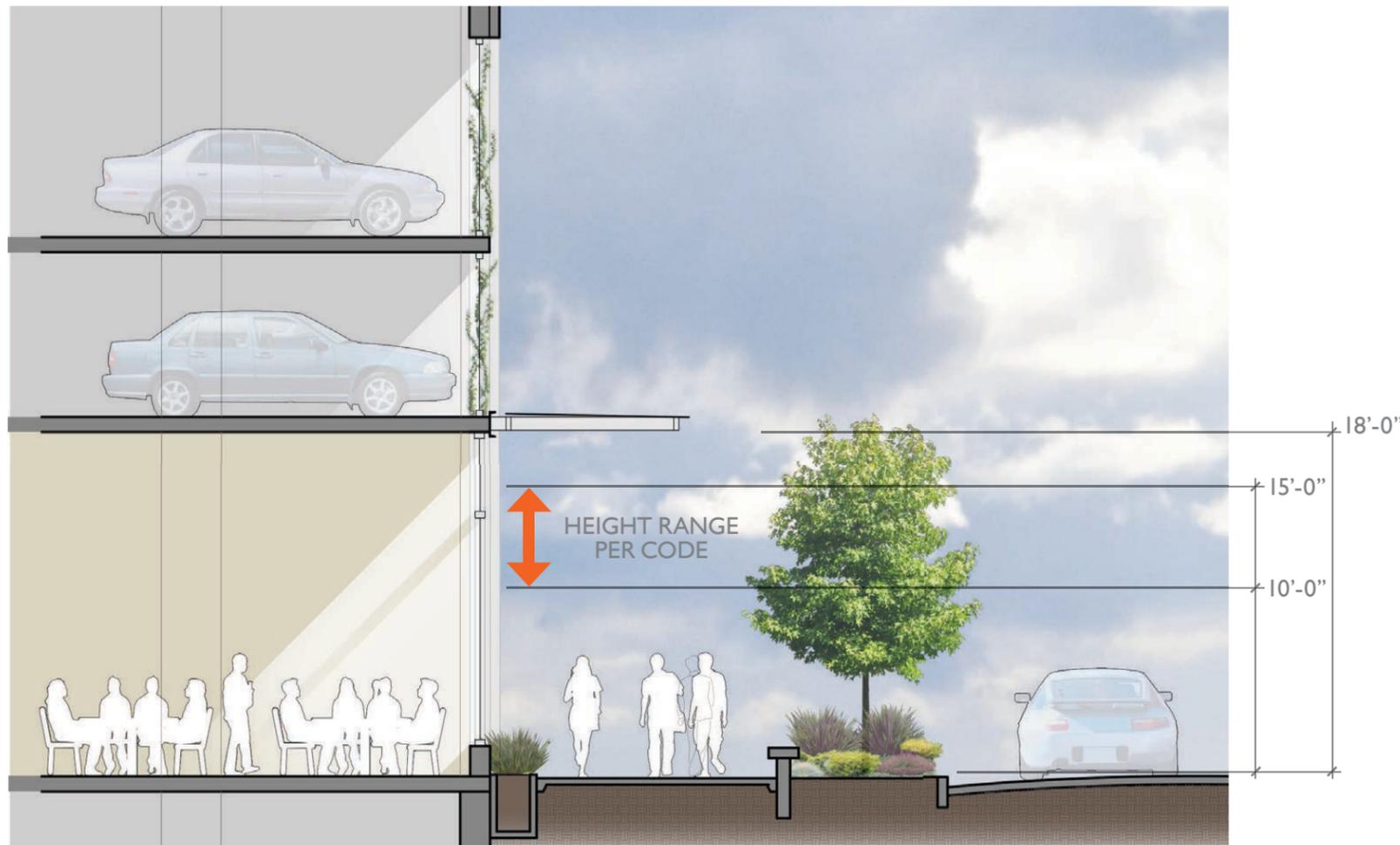
WEBER THOMPSON



# PROPOSED DEPARTURE #2

## OVERHEAD WEATHER PROTECTION HEIGHT

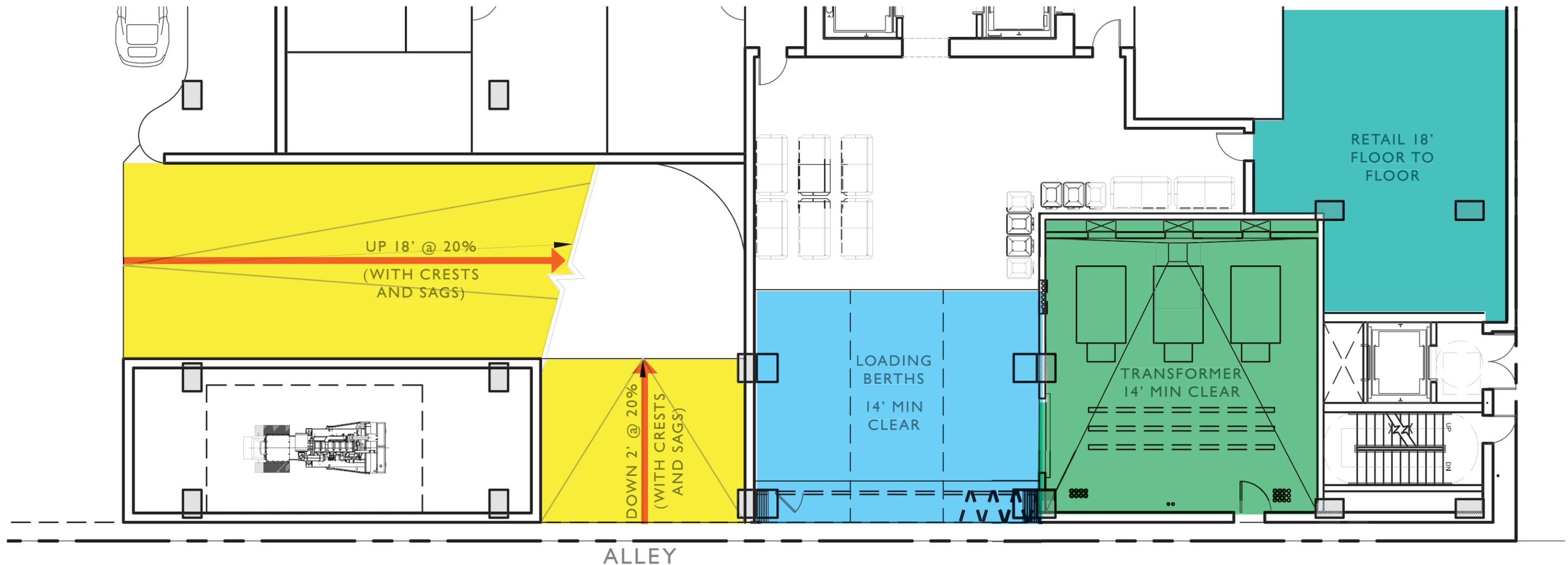
ITEM #	DEVELOPMENT STANDARDS	REQUIREMENTS	PROPOSED
2	<b>SMC 23.49.018.D Overhead Weather Protection Height</b>	The lower edge of overhead weather protection must be a minimum 10' and a maximum 15' above the sidewalk grade.	The lower edge of overhead weather protection shall be between 16' and 18' of sidewalk grade to better align with the grander scale of the facade treatment. The increased height creates a sense of free space and openness at the corner plaza area, allowing for potential landscaping, tables, umbrellas, remote heaters and other items to enhance the exterior dining experience.



# PROPOSED DEPARTURE #3

## GARAGE RAMP SLOPE

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENTS	PROPOSED
4	<b>SMC 23.54.030.D.3 Parking Space Standards: Driveways</b>	Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3.	The topography of the site, site dimensions, and the desire to have adequate retail and dining uses fronting both Terry Ave. and Howell St. require a ramp slope greater than 15%. The Proposed ramp is 20%. Dimensionally, a 15% ramp is too long without overly reducing head height above the retail uses.

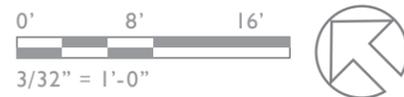
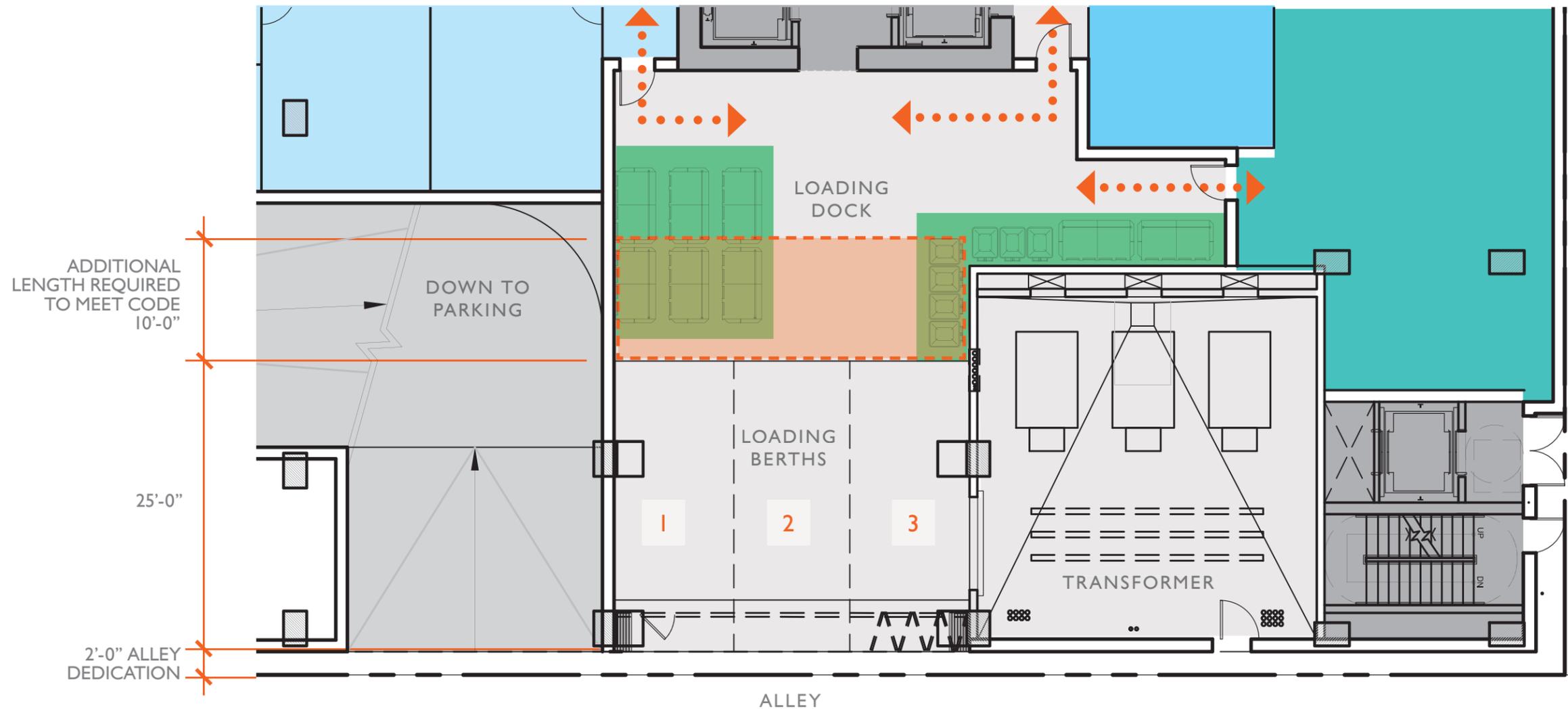


# REQUEST FOR BOARD SUPPORT

## LOADING BERTH LENGTH

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENTS	PROPOSED
3	<b>SMC 23.54.035.C.2.b Loading Berth Requirements and Space Standards</b>	Low- and Medium-demand Uses. Each loading berth for low- and medium-demand uses, except those uses identified in subsection C2d, shall be a minimum of thirty-five (35) feet in length unless reduced by determination of the Director as provided at subsection C2c: c. Exceptions to Loading Berth Length. Where the Director finds, after consulting with the property user, that site design and use of the property will not result in vehicles extending beyond the property line, loading berth lengths may be reduced to not less than the following: (ii) Low- and Medium-demand Uses. Twenty-five (25) feet.	The proposed loading area results in three (3) berths which all provide 25' of length meeting the width and height requirements for loading berths. As a hotel use, loading requirements are minimal. The client is able and willing to ensure the project's loading will not result in trucks extending over the property line blocking the alley.

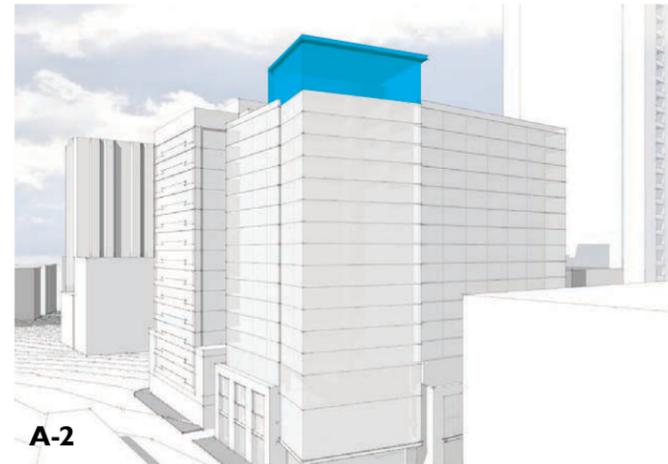
- BOH
- PARKING
- LOBBY
- KITCHEN
- RETAIL
- TRASH AREA
- CORE/VERTICAL CIRCULATION



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# DESIGN GUIDELINES

TITLE	DESCRIPTION	RESPONSE
<b>A-1</b> RESPOND TO THE PHYSICAL ENVIRONMENT	Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.	Emphasize the building's corner at Terry and Howell by making a significant statement. This corner is highly visible due to the presently underdeveloped adjacent sites, especially toward I-5. Mark the terminus of the Terry Ave green street in a special and appropriate manner and relate to the design of the convention center expansion and other proposed projects at the northwest side of the "convention center district."
<b>A-2</b> ENHANCE THE SKYLINE	Design the upper portion of the building to promote visual interest and variety in the downtown skyline.	The new building will respond to the Terry Ave Green Street setback requirements by stepping the upper tower back from the podium levels. This step back corresponds to the meeting room program for the hotel and will provide an active outdoor terrace space overlooking the green street for hotel guests. The architecture of the corner will be developed as a special signature component to provide a sense of place and signify the hotel's address. The upper part of the tower will be highly visible from I-5 and will be designed to complement the existing context.
<b>B-1</b> RESPOND TO THE NEIGHBORHOOD CONTEXT	Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.	The intersection of Terry and Howell is at a crossroads of future development. Future Convention Center expansion is planned adjacent the property to the south, the existing three-story brick Williamsburg apartment building will soon be replaced by a fourteen story office building, as well as HILL 7 – a hotel and office development under construction a block away to the west. The current environment is inactive with no strong activating and bringing life to Howell Street.



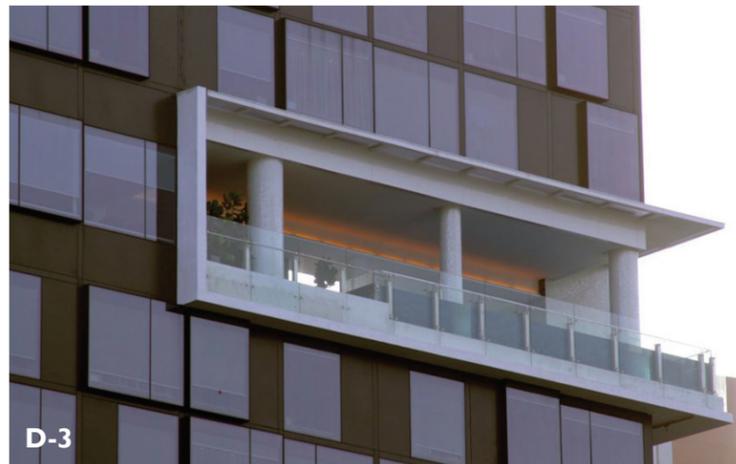
TITLE	DESCRIPTION	RESPONSE
<b>B-3</b> REINFORCE THE POSITIVE URBAN FORM & ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA	Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.	Marking the grid shift along Terry Avenue, and fronting the grid shift as it opens from Howell Street to Olive Way, the proposed hotel corner feature pivots within an orthogonal anchored base. The alignment with the surrounding shifting context establishes a gateway welcome marquee into the prominent Terry Ave Green Street as well as graceful transition from the green street reaching to the convention center district.
<b>B-4</b> DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING	Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.	The composition of the proposed form is broken into four complementary elements – the corner feature, notched terrace, upper level framework, and pedestrian focused podium. The treatment of the angled corner feature anchored at the intersection of Terry and Howell will respond to the transparent, reflective and subtle mosaic character of the newly constructed and future surrounding structures within the Denny Triangle. The notched terrace establishes a break in form, defining the bottom edge the upper level framework and the top of the podium level. The pedestrian focused podium flanking the signature corner feature establishes a rhythmic and well proportioned set of framed openings – creating concentrated moments of interaction between the interior function and street movement.
<b>C-1</b> PROMOTE PEDESTRIAN INTERACTION	Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.	Taking advantage of the Terry Avenue Green Street enhancements, the proposed restaurant function at the corner feature's ground level spills out providing outdoor seating within the angled setback area and activating the park-like treatment of the Avenue. The proposed continuous landscape area along Terry Avenue will integrate pedestrian benches along the vegetated path.



TITLE	DESCRIPTION	RESPONSE
<b>C-2 / C-5</b> DESIGN FACADES OF MANY SCALES  ENCOURAGE OVERHEAD WEATHER PROTECTION	<p>Design architectural features, fenestration patterns, and material compositions and overhead weather protection that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.</p> <p>Encourage project applicants to provide continuous, well-lit, overhead weather projection to improve pedestrian comfort and safety along major pedestrian routes.</p>	<p>The pedestrian focused podium provides a framework to identify entry points and transparency into the active ground level program. Continuous overhead weather protection as well as covered seating area in relationship to the restaurant function of the interior provides functional exterior space, supporting the green street improvements of Terry Avenue. The upper levels elements are composed as such to allow for a complimentary treatment of a broken-down mosaic of glazing at the corner feature, and a patterned treatment of openings amongst the upper level framework.</p>
<b>C-3</b> PROVIDE ACTIVE – NOT BLANK – FACADES	<p>Buildings should not have large blank walls facing the street, especially near sidewalks.</p>	<p>Activation of facades is key within this gateway into the Terry Avenue Green Street and Convention Center District. Providing an upper level terrace at the top of the podium draws active use from the ground level up through user movement as well as landscaped treatments from ground level to podium level. Infill of green screens within the podium carry the established notion of landscaped treatment within a building facade along Terry Avenue, specifically looking to the Aspira parking structure. Continuous activation along the avenue including restaurant, retail and lobby space creates a transparent and porous interaction between the facade and street level uses.</p>
<b>C-4 / D-6</b> REINFORCE BUILDING ENTRIES  DESIGN FOR PERSONAL SAFETY & SECURITY	<p>To promote pedestrian comfort, safety, and orientation, reinforce the building's entry. Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.</p>	<p>The framework of the podium is such that it allows for focused entry points along the hotel base with treatments responding to the character of the differing entry sequences to the hotel lobby, hotel restaurant, and retail spaces. Pedestrian comfort, safety and orientation relevant to the proposed building is promoted through visual access to the interiors, through the expanded landscaped right-of-way, pavement material changes at the drive entry, and through adjusted landscape treatments to allow for visual access into and from the drive access to the lobby entry.</p>



TITLE	DESCRIPTION	RESPONSE
<b>C-6</b> DEVELOP THE ALLEY FAÇADE	To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project.	The alley facade is developed as a direct function of the interiors. The drive access from Terry Avenue to the alley creates a direct and active relationship providing twenty-four hour eyes on the alley through visual access from the main Avenue. Parking access at the corner of the alley provides active use and a visually active environment through vertical movement. Openings throughout the upper level of the podium provide light and ventilation. The proposed building holds the edge at the corner of the alley while the structure steps back allowing for an alleviation of proximity of visual access from hotel room to the neighboring office.
<b>D-3</b> PROVIDE ELEMENTS THAT DEFINE THE PLACE	Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.	The corner feature is seen as an optimal place to make a signature element. The corner establishes a two-way gateway into the Terry Avenue Green Street and transversely into the Convention Center District. The proposed outdoor seating that spills onto Terry Avenue carries a marquee overhead weather protection element allowing the outdoor space to be used beyond the Seattle summer season. Additionally the upper podium terrace level becomes a marquee element, well lit and transparent into the meeting pre-function space of level four. The porous treatment of the facade along the terrace level allows for user interface with the street level below, providing a viewing perch along Terry Avenue into the the convention center district.
<b>D-5</b> PROVIDE ADEQUATE LIGHTING	To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building façade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.	The twenty-four hour function of the hotel lends itself to being well lit throughout the night. Not only does the active use of the hotel promote a safe and secure environment, but the base of the building will incorporate lighting along the street edges, alley and drive-through to the alley. Signature elements such as the corner feature and the lobby entry will carry a consistent, yet differing lighting scheme to help define the function and set apart the features at night.
<b>E-2</b> INTEGRATE PARKING FACILITIES	Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.	The height of the above grade parking structure provides a well proportioned base integrated to the overall building form. The screening mechanism that infills the podium framework carries through the landscape treatment of the Terry Avenue Green Street. Lighting and refined screening will continue along Howell Street to relate to the developing characteristic of the Denny Triangle and convention center district. Below grade parking access is intuitively placed off the Terry Avenue access drive through to allow for guest access upon arrival as well as continued use through the alley via the above grade parking



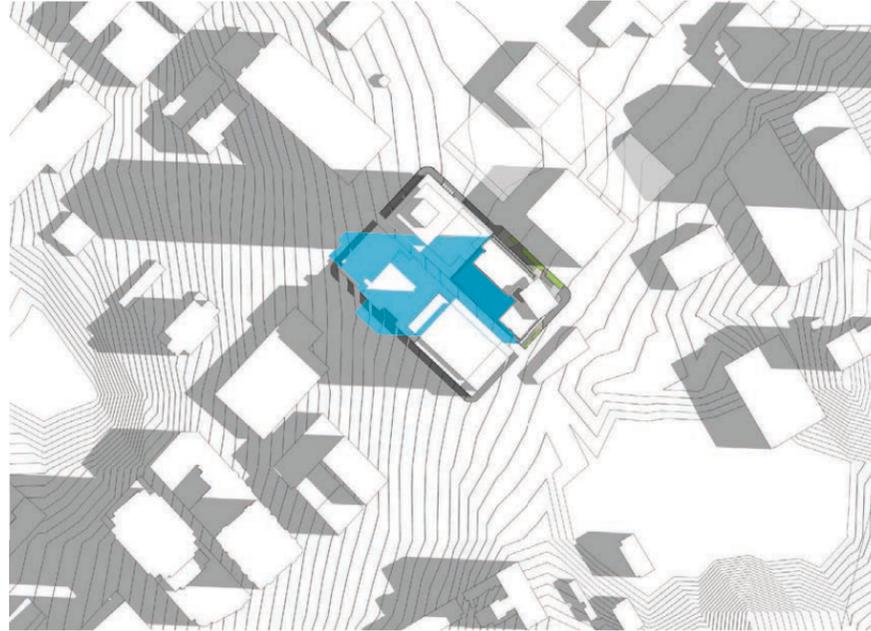


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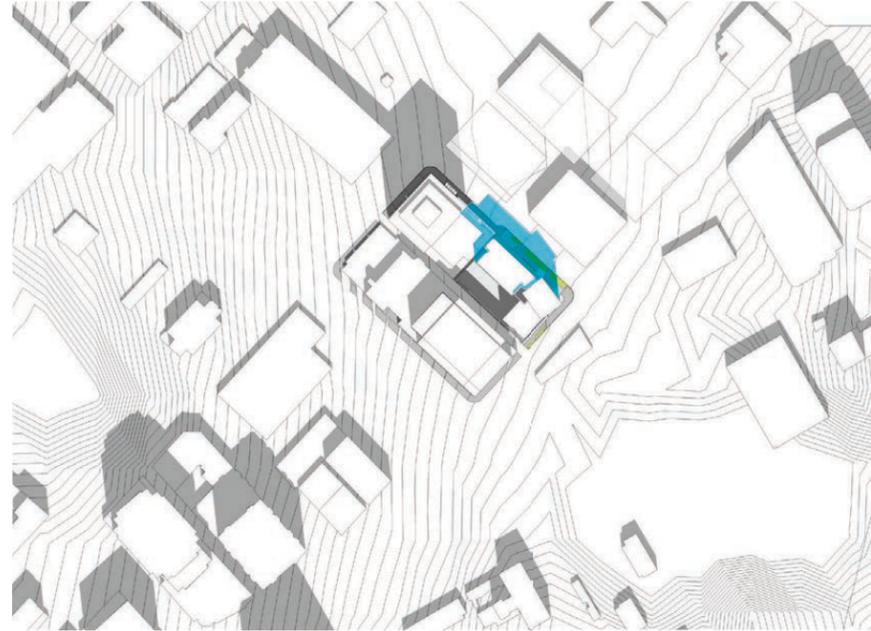
APPENDIX

# SUN SHADOW STUDY

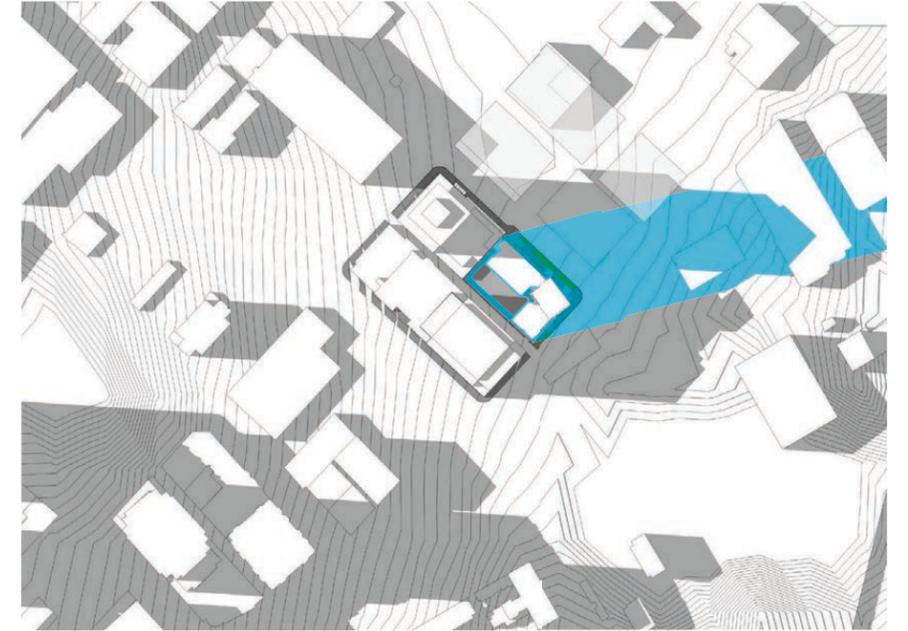
SUMMER SHADOW STUDY



SUMMER SOLSTICE AT 8AM

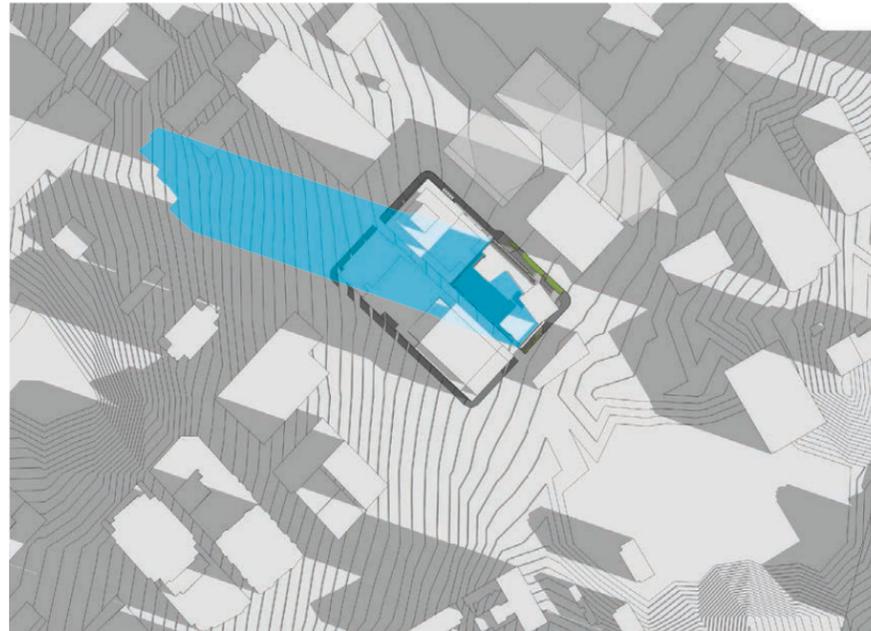


SUMMER SOLSTICE AT 12PM

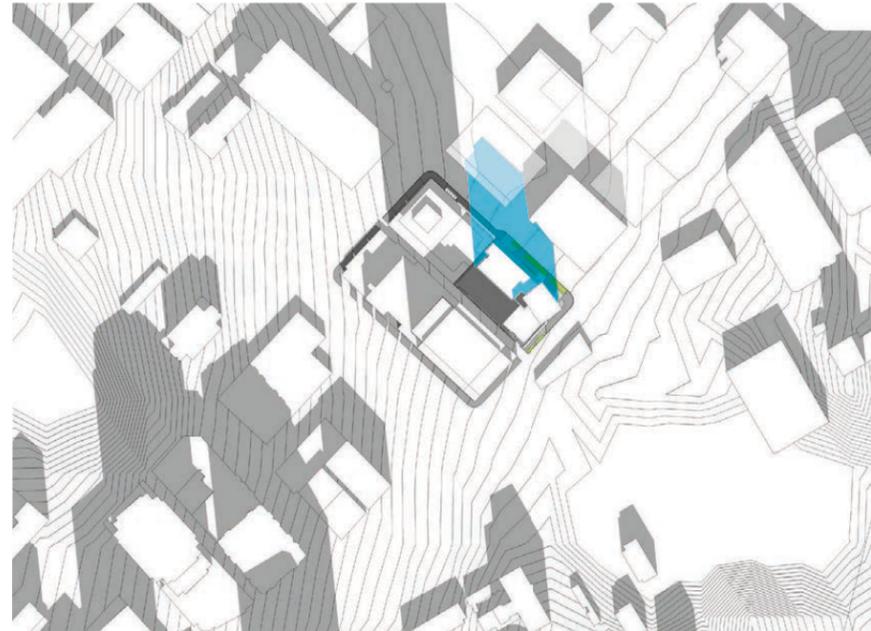


SUMMER SOLSTICE AT 5PM

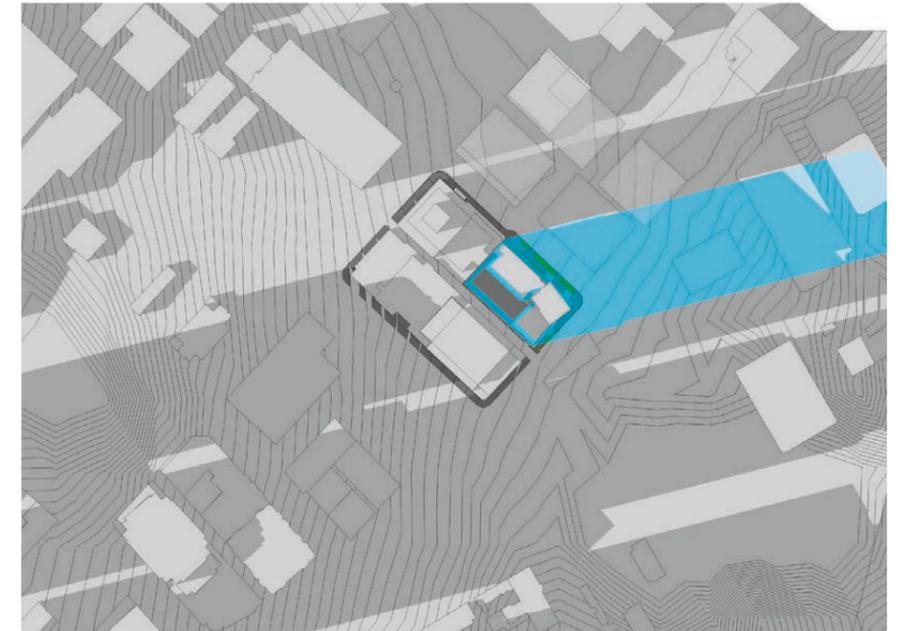
SPRING SHADOW STUDY



SPRING SOLSTICE AT 8AM



SPRING SOLSTICE AT 12PM



SPRING SOLSTICE AT 5PM



STONEBRIDGE  
COMPANIES

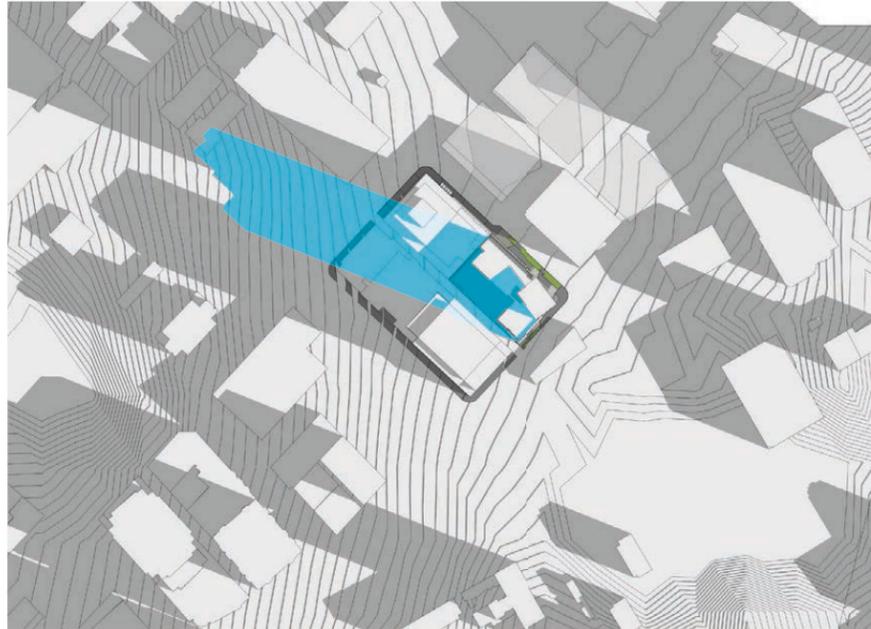
## EARLY DESIGN GUIDANCE

09.02.2014 | 14-018 | DPD #3017451

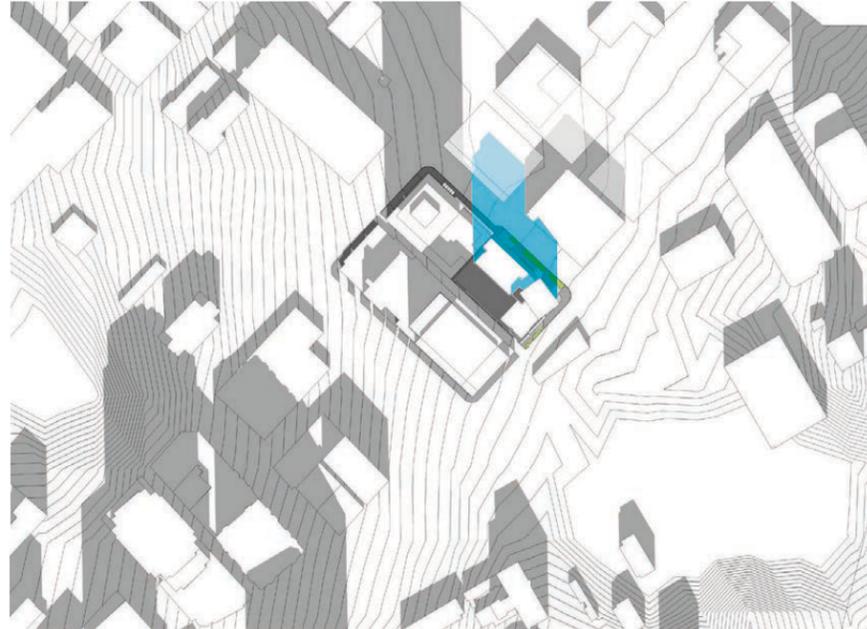


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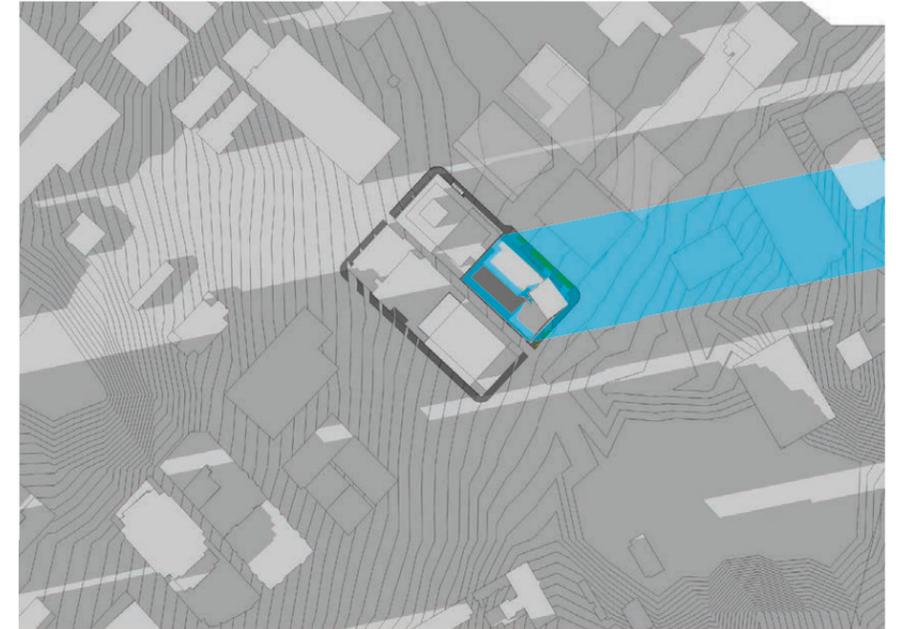
FALL SHADOW STUDY



FALL SOLSTICE AT 8AM

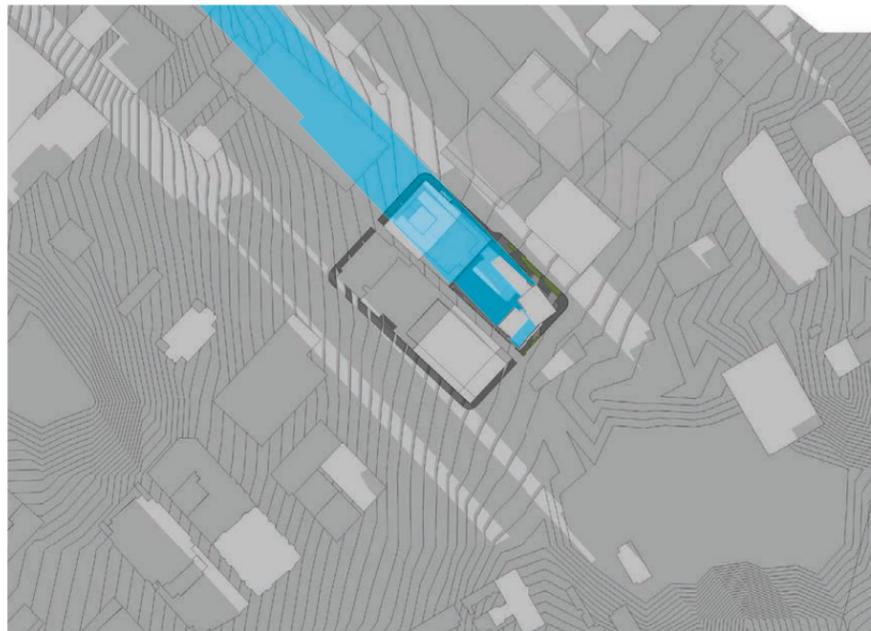


FALL SOLSTICE AT 12PM



FALL SOLSTICE AT 5PM

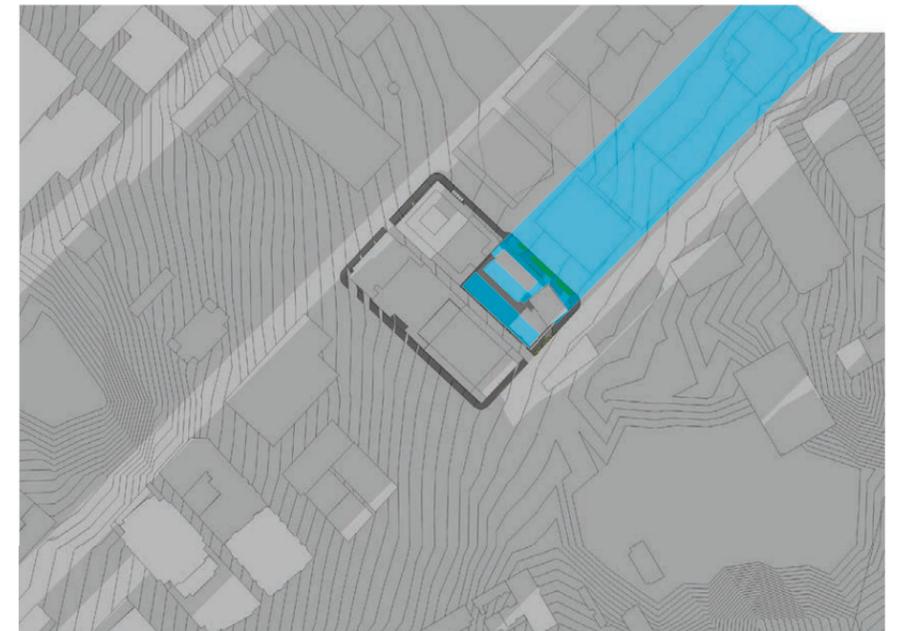
WINTER SHADOW STUDY



WINTER SOLSTICE AT 9AM



WINTER SOLSTICE AT 12PM



WINTER SOLSTICE AT 5PM



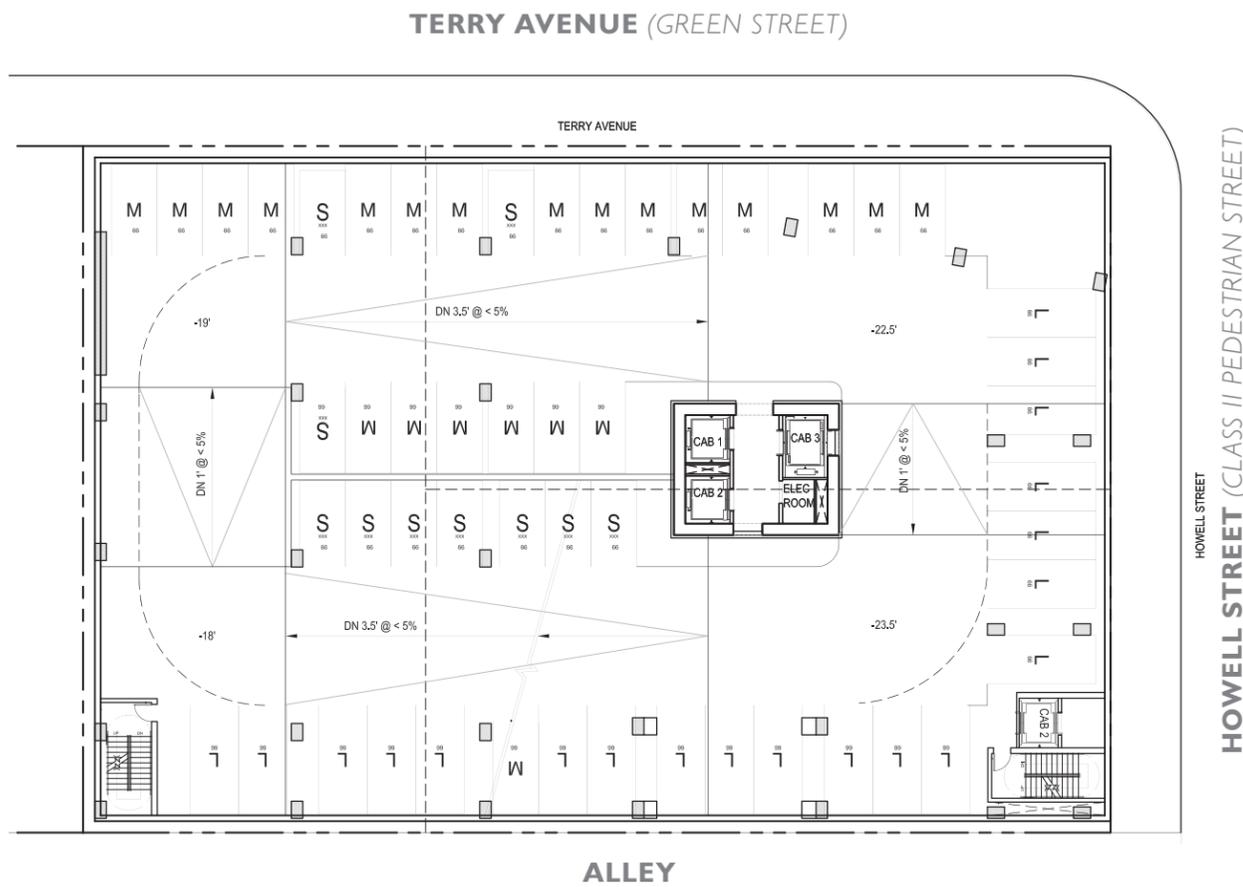
STONEBRIDGE  
COMPANIES

## EARLY DESIGN GUIDANCE

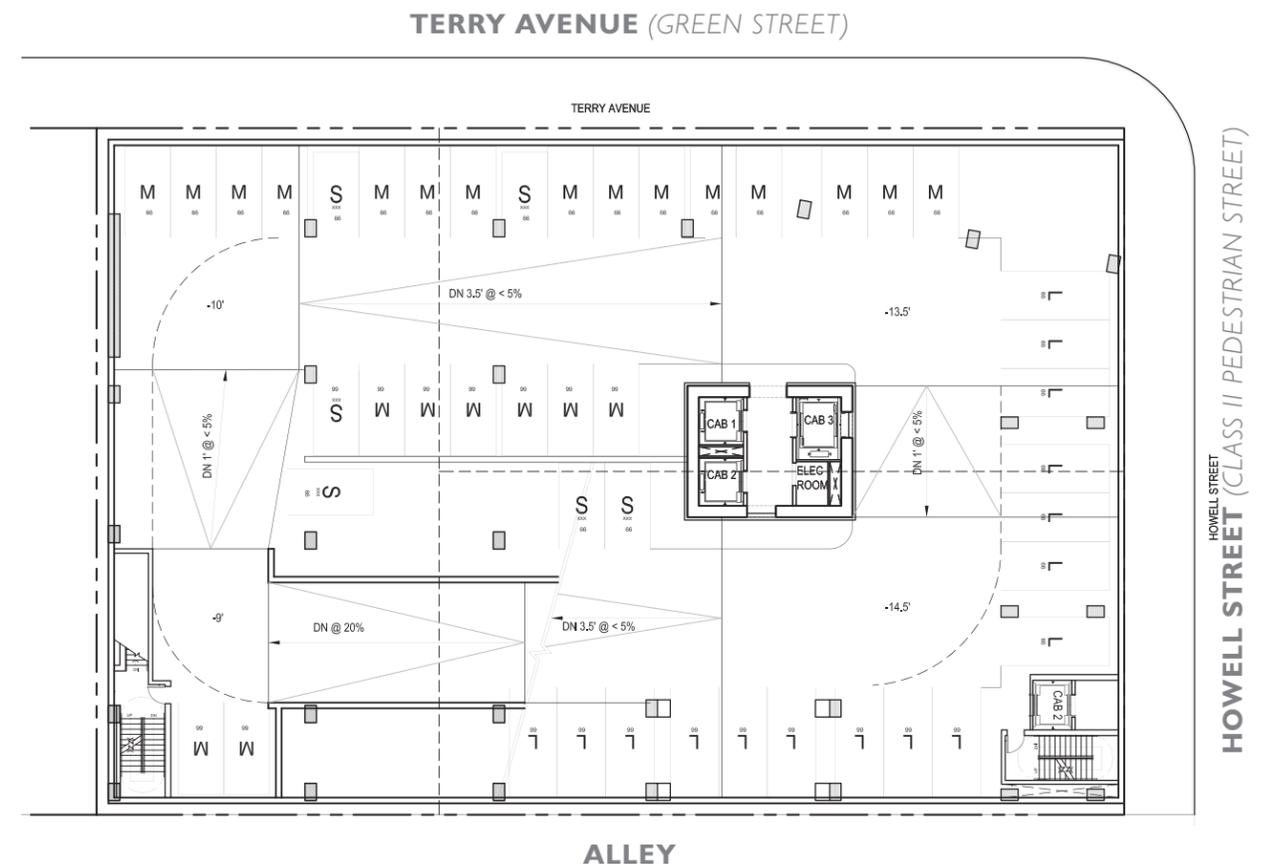
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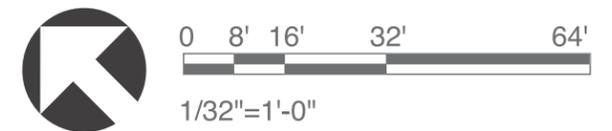
# FLOOR PLANS **OPTION C** – PREFERRED



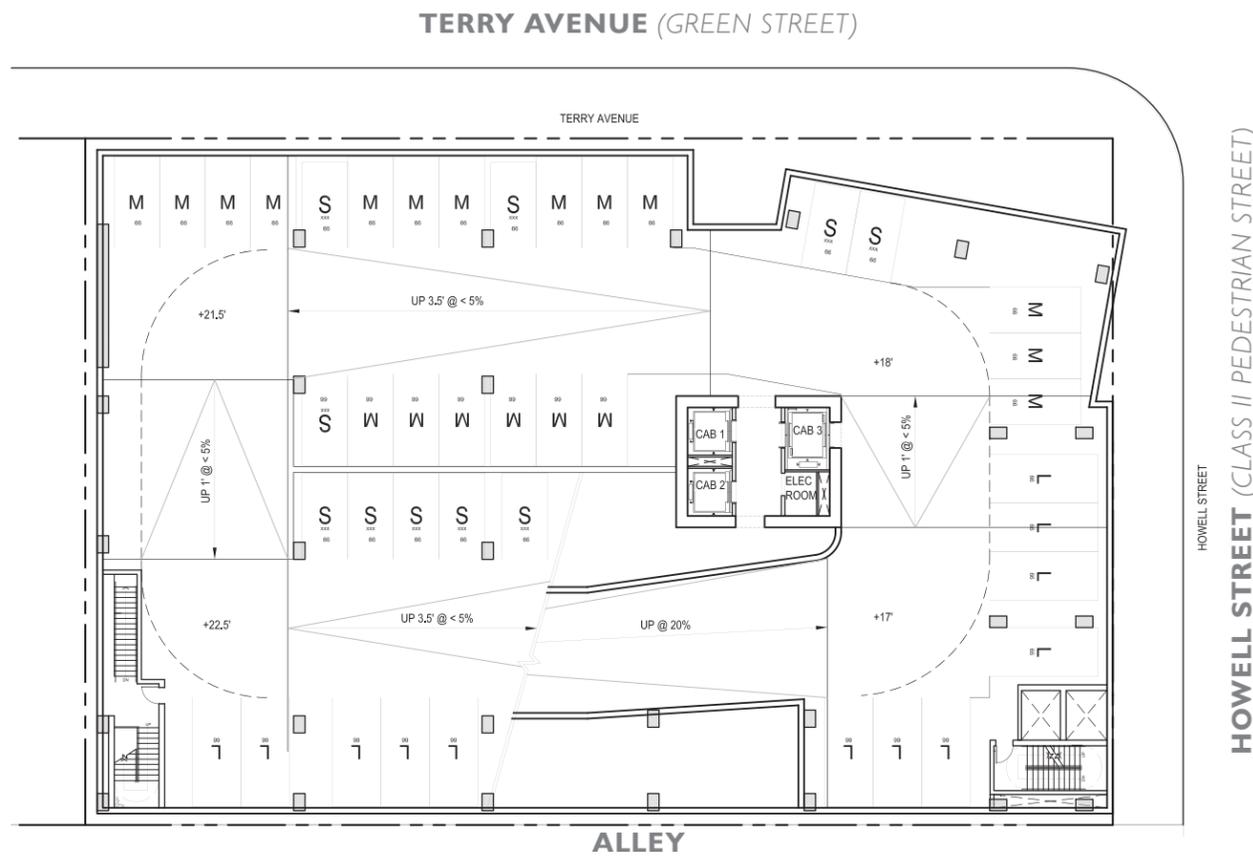
BELOW GRADE PARKING LEVEL 2 FLOOR PLAN



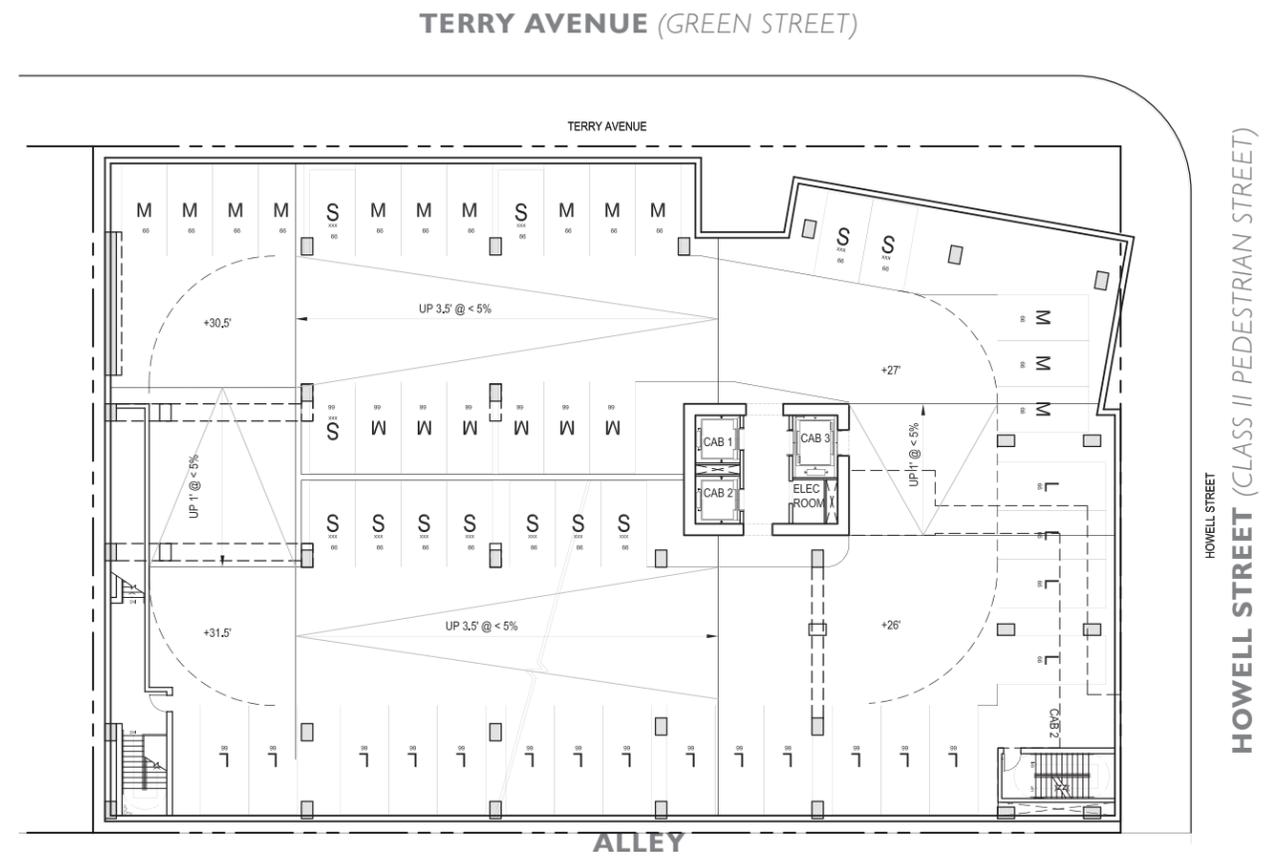
BELOW GRADE PARKING LEVEL 1 FLOOR PLAN



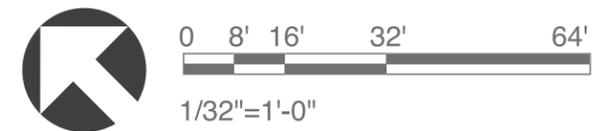
# FLOOR PLANS **OPTION C** – PREFERRED



PODIUM ABOVE GRADE PARKING LEVEL 2 FLOOR PLAN

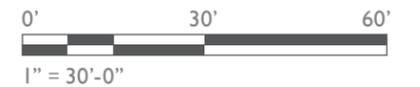


PODIUM ABOVE GRADE PARKING LEVEL 3 FLOOR PLAN



# BUILDING ELEVATIONS

HOWELL STREET ELEVATION (SOUTHEAST ELEVATION)



STONEBRIDGE  
COMPANIES

## EARLY DESIGN GUIDANCE

09.02.2014 | 14-018 | DPD #3017451

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# BUILDING ELEVATIONS

TERRY AVE ELEVATION (NORTHEAST ELEVATION)



STONEBRIDGE  
COMPANIES

## EARLY DESIGN GUIDANCE

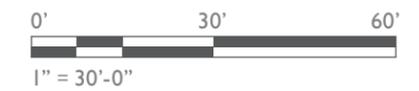
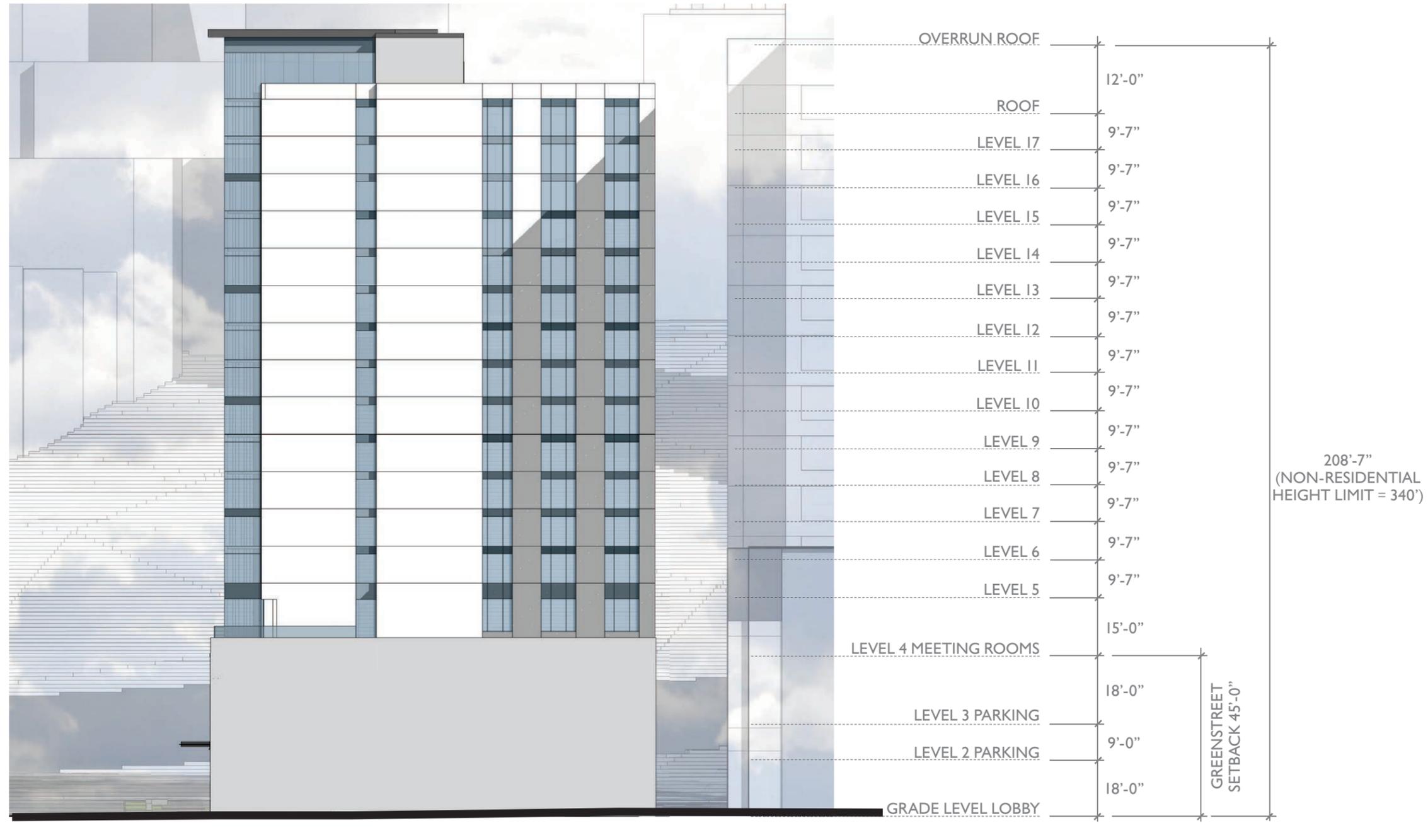
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# BUILDING ELEVATIONS

ELEVATION ADJACENT TO ASPIRA (NORTHWEST ELEVATION)



STONEBRIDGE  
COMPANIES

## EARLY DESIGN GUIDANCE

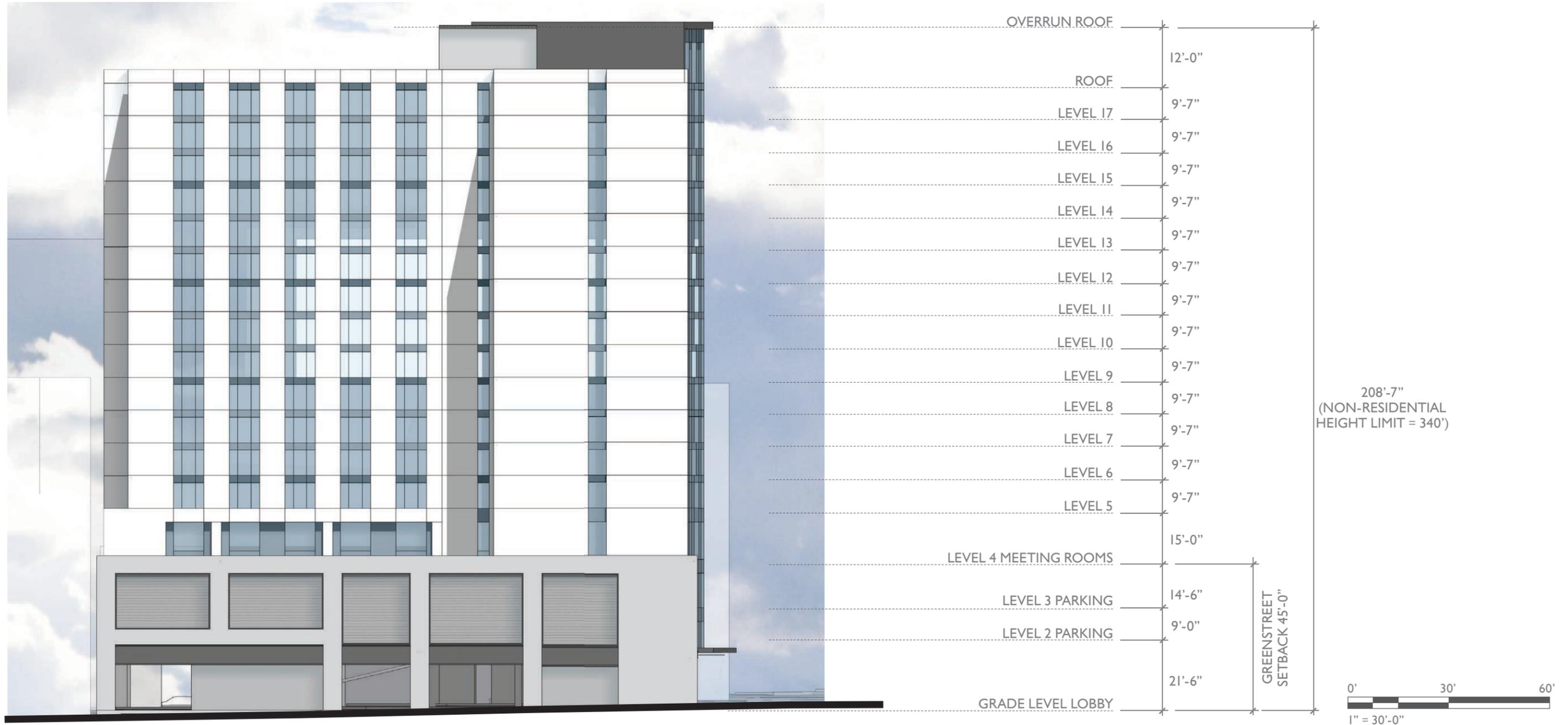
09.02.2014 | 14-018 | DPD #3017451

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# BUILDING ELEVATIONS

ALLEY ELEVATION (SOUTHWEST ELEVATION)



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COMPANIES

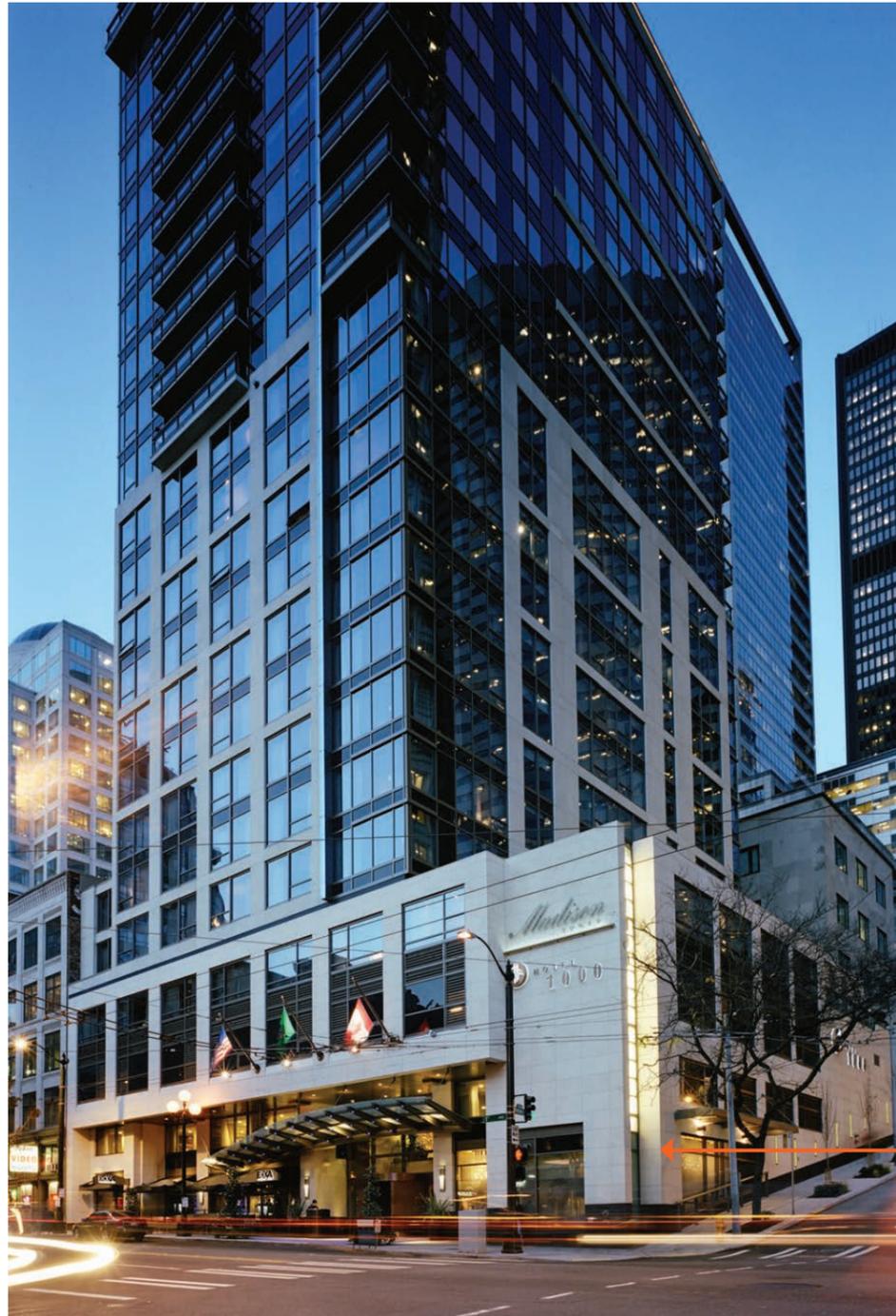
## EARLY DESIGN GUIDANCE

09.02.2014 | 14-018 | DPD #3017451

WEBER THOMPSON



# WEBER THOMPSON HOSPITALITY



2ND & VIRGINIA SOUTH | SEATTLE, WA

- MIXED-USE HIGH RISE TOWER IN SEATTLE'S BELLTOWN NEIGHBORHOOD
- INCORPORATES THE LANDMARK TERMINAL SALES BUILDING INTO ITS BASE
- DESIGNED AS A CONDOMINIUM/ BOUTIQUE HOTEL WITH RETAIL
- 440 FT WITH 39 STORIES
- 190 UNITS
- 154 HOTEL KEYS
- 559,000 GSF WITH 1,000 GSF RETAIL
- TARGETING LEED SILVER CERTIFICATION



AVA | SEATTLE, WA

- 445 FT MIXED-USE TOWER WITH 39 STORIES LOCATED A BLOCK FROM SEATTLE'S CONVENTION CENTER
- 244 CONDOMINIUM UNITS, AVERAGE 1,080 SF PER UNIT.
- 190 HOTEL SUITES
- 622,225 GSF WITH 9,351 SF RETAIL SPACE
- REGISTERED TO PURSUE LEED CERTIFICATION



MADISON TOWER | HOTEL 1000 | SEATTLE, WA

- TWENTY-FIVE STORY TOWER (240 FT) WITH 120 HOTEL GUEST SUITES AND 47 CONDOMINIUMS
- 278,975 GSF
- 11,013 SF RETAIL INCLUDING HOTEL ADMINISTRATION



# STONEBRIDGE HOSPITALITY



RENAISSANCE HOTEL | PENN STATION NYC

- THIRTY-EIGHT STORY TOWER (240 FT) WITH 340 GUEST ROOMS AND EIGHT TOP-FLOOR SUITES
- UNDER CONSTRUCTION



HILTON GARDEN INN | DENVER DOWNTOWN

- TWELVE STORY TOWER (140 FT) WITH 221 GUEST ROOMS
- 6,800 SF OF FLEXIBLE MEETING SPACE

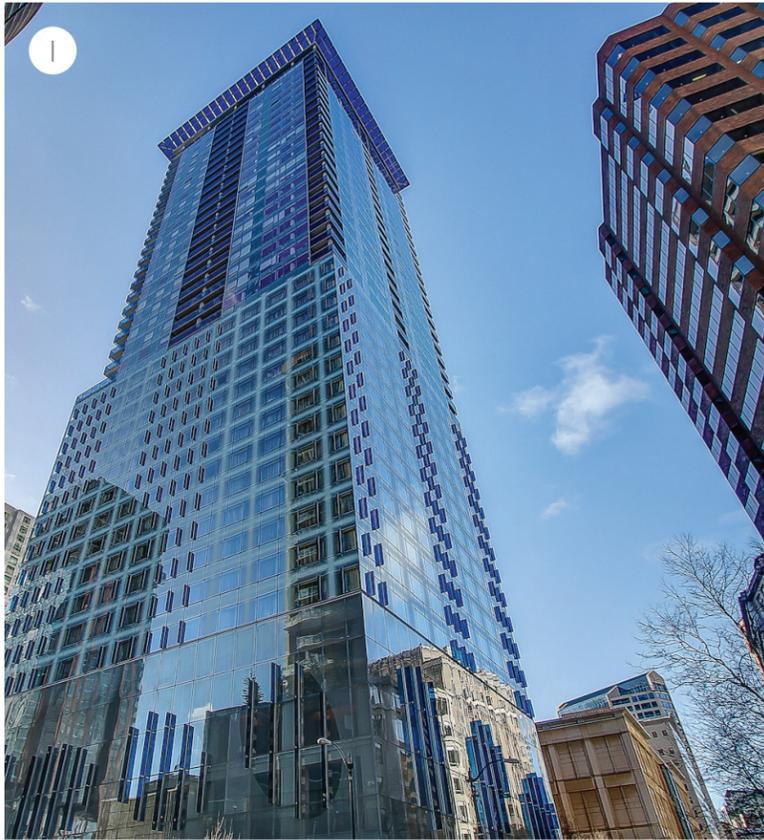


COURTYARD MANHATTAN | NEW YORK

- TWENTY-SEVEN STORY TOWER (300 FT) WITH 224 GUEST ROOMS
- 6,800 SF OF FLEXIBLE MEETING SPACE



# CONTEXT ANALYSIS – HOTEL



- 1 **OLIVE 8 HOTEL, 2009**
  - HEIGHT – 455 FT
  - LEVELS – 39 LEVELS
  - STRUCTURE – CONCRETE STRUCTURE
  - CLADDING – CURTAIN WALL SYSTEM
  - USE – HOTEL | RESIDENTIAL CONDOS | RETAIL
  
- 2 **PAN PACIFIC HOTEL, 2009**
  - HEIGHT – 208 FT
  - LEVELS – 19 HOTEL LEVELS
  - STRUCTURE – STEEL | MASONRY
  - CLADDING – CURTAIN WALL SYSTEM
  - USE – HOTEL | RESIDENTIAL CONDOS | RETAIL
  
- 3 **THE PARAMOUNT HOTEL, 1996**
  - HEIGHT – 147 FT
  - LEVELS – 12 LEVELS
  - STRUCTURE – CONCRETE STRUCTURE
  - CLADDING – WINDOW WALL SYSTEM
  - USE – HOTEL | RETAIL



# HOTEL PRECEDENTS – CURB CUT



## Hotels with garage access directly onto street

1. Crowne Plaza
2. Four Seasons
3. Grand Hyatt
4. Hilton
5. Hotel Five
6. Hyatt at Olive 8
7. Pan Pacific Hotel
8. Paramount
9. Red Lion
10. Sheraton
11. Spring Hill Suites
12. Renaissance Madison Hotel
13. The Edgewater
14. Vintage Park
15. W Hotel
16. Warwick Seattle Hotel
17. Westin

## Hotels without garage access directly onto street

18. Hotel 1000
19. Hotel Andra
20. Monaco

## Hotels without on-site garage

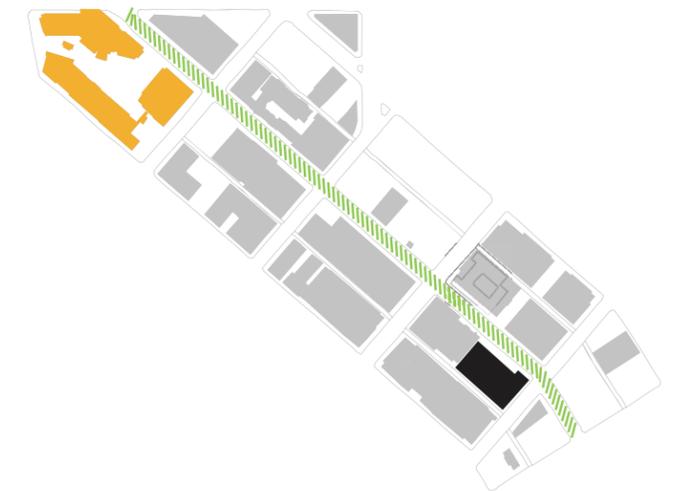
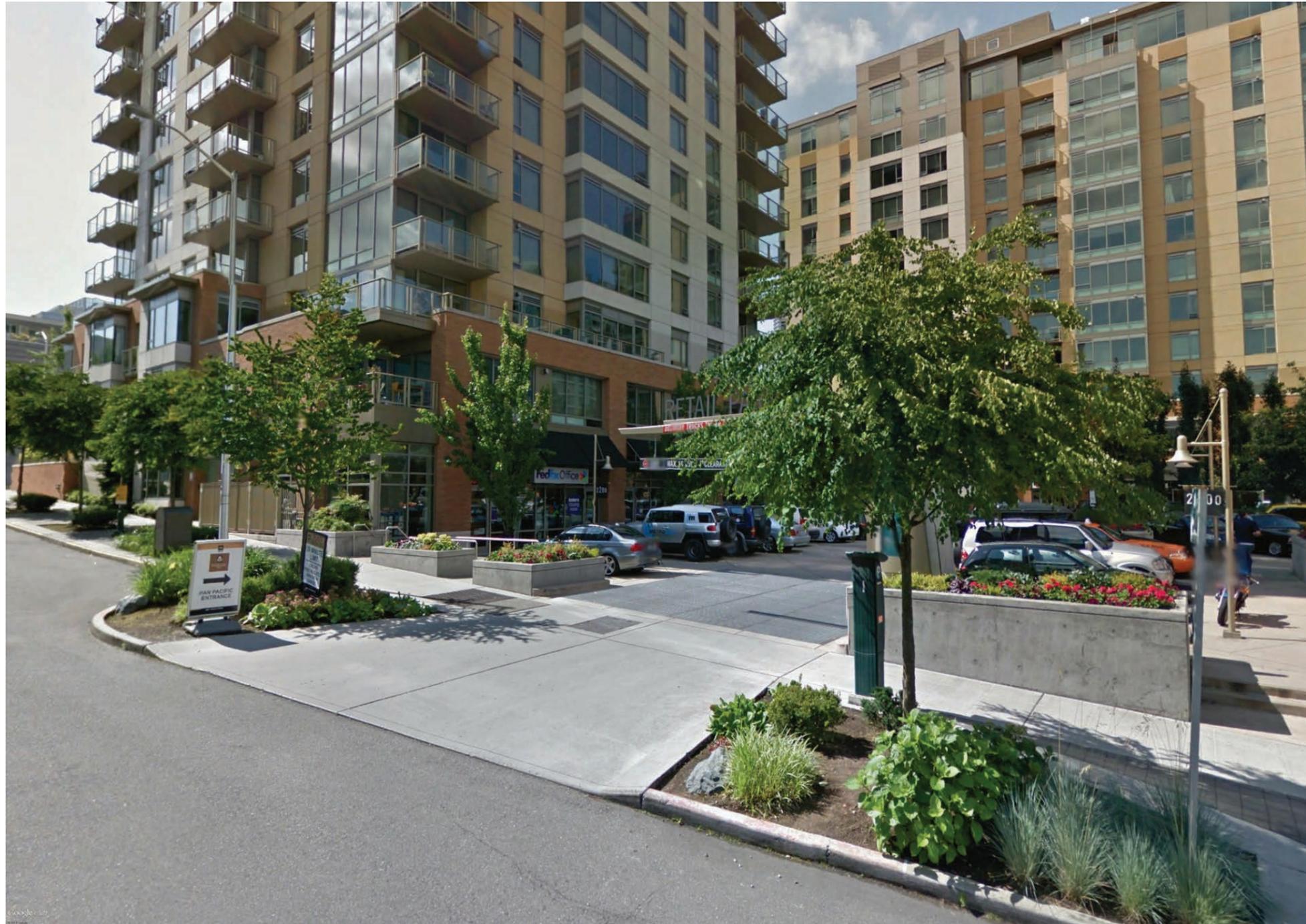
21. Alaska Bldg Courtyard Marriott
22. Alexis
23. Arctic
24. Best Western Plus Pioneer Square Hotel
25. Executive Pacific Hotel Downtown
26. Fairmont
27. Hotel Seattle
28. Mayflower Park
29. Moore Hotel
30. Roosevelt
31. Vance



# HOTEL PRECEDENTS – CURB CUT



# HOTEL PRECEDENTS — CURB CUT OPERATION ON GREEN STREET



# HOTEL PRECEDENTS — NO CURB CUT

