2033 4TH AVENUE

EARLY DESIGN GUIDANCE

SDCI #3025502 /JANUARY 2019

third place design co-operative

where architecture meets community

project introduction

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contacts

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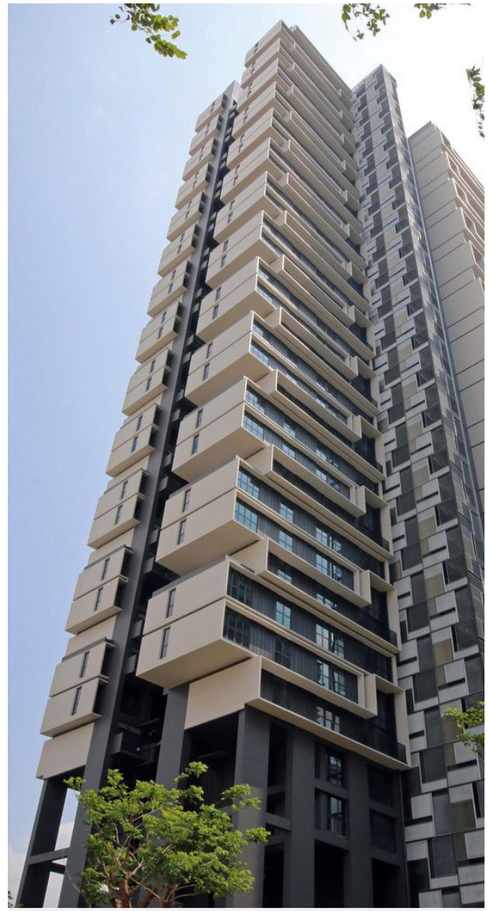
project information

Site Address: 2033 4th Avenue, Seattle, WA 98121
SDCI Project: #3025502
Parcel: #197720-1210
Site Area: 6,480 SF
Overlay Designation: Belltown Urban Village
Parking Requirement: N/A
Legal description: Lot 3, Block 49, A A Denny's 6th Addition to the City of Seattle

development statistics

Zoning: DMC 240/280-400
Proposed Building Height: approximately 245'-0"
Lot Size: 6,480 SF
Allowed FAR: (5 + 2) x 2 = 14 Total
Allowable FAR: 90,720 SF
Proposed FAR: 90,705 SF
Hotel Rooms: 170
Residential Units: 10

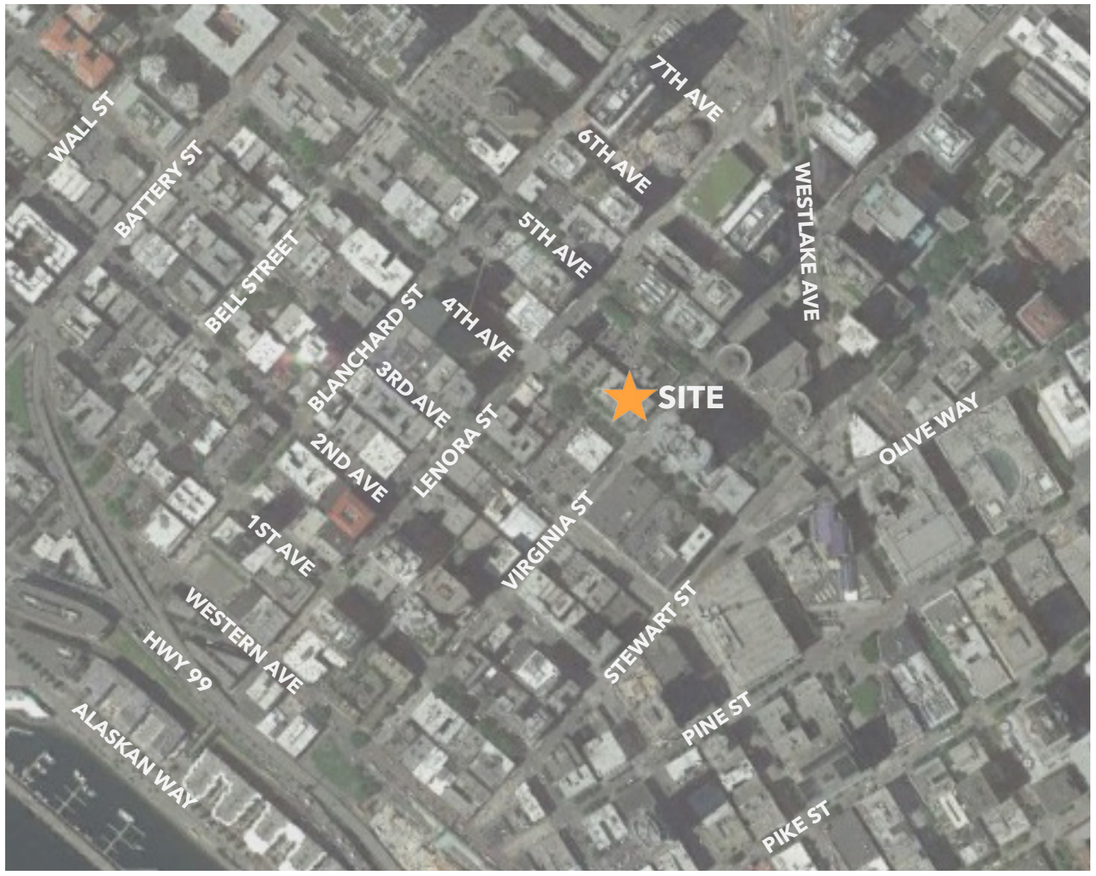
Beirut Residential Tower - PARALX



SkyTerrace@Dawson - SCDA

UNA Arquitetos More

project proposal



design objectives

In this rapidly changing neighborhood, this development keys into the progressive design aesthetic of the surrounding context, reinforcing cultural icons such as the Cinerama and the Amazon Globes, the surrounding context primarily consists of mid-rise and high-rise hotels and apartments, office buildings, parking lots, and future mixed-use high rises. The façade elements are organized by a ribbon element, subdividing the bulk of the rectangular structure to create hierarchy and provide definition and movement through and around all sides of the building.

The ribbon element is fully integrated into the first level, providing distinction between the hotel use the street level use. Providing a linear bar element and integrating the canopy into the structure, compliments the verticality of the ribbon, creating a void in the structure at the bar. This emphasizes the connection between the sidewalk and the first level creating an outdoor room extending fully into the interior, culminating with a vertical element. This connection will enliven the streetscape and extend the street café experience.

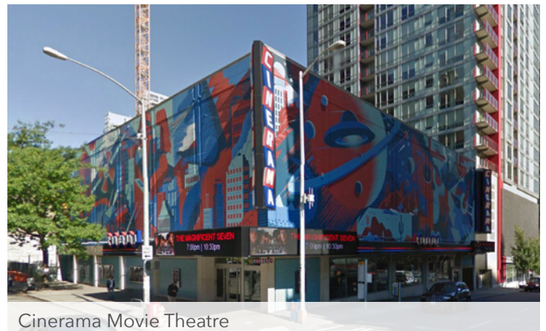
site context

The site is located at 2033 Fourth Avenue, just set in from the corner of Fourth and Virginia. It is in the Belltown neighborhood of Downtown and is zoned DMC 240/290-400. Bordering the Downton Core, the site is within walking distance to major downtown amenities including West Lake Center, Pike Place Market, the Seattle Center and nearby Queen Anne Hill.

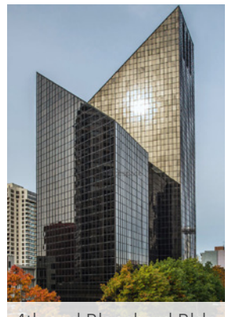
The surrounding buildings include a variety of uses and heights ranging from one story retail spaces such as the the Cinerama, multi-story residential and office spaces, and newer high-rise mixed-use structures. This project, in conjunction with the many other new projects in design, will liven and enhance the eastern edge of the Belltown neighborhood.


Alexandra Building Concept Image

Existing Site Photo



Cinerama Movie Theatre


4th and Blanchard Bldg

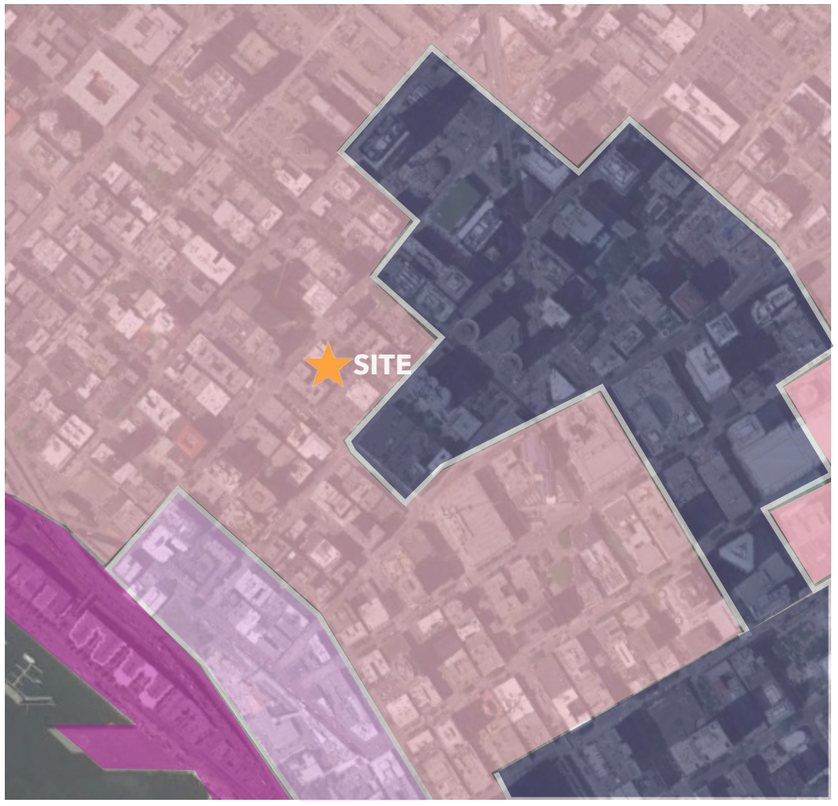

Amazon Globes

urban design analysis

urban context

The project is located in the heart of the downtown core with great options both within walking distance and ample transportation opportunities to see the rest of the city. The site is located within the DMC zone but directly adjacent to the office core of downtown making it a great location to stay for work or pleasure.

ZONING MAP



ZONING KEY:

- Downtown Office Core
- Downtown Mixed
- Seattle Mixed
- High rise
- Downtown Harborfront
- I-5

TRANSPORTATION MAP

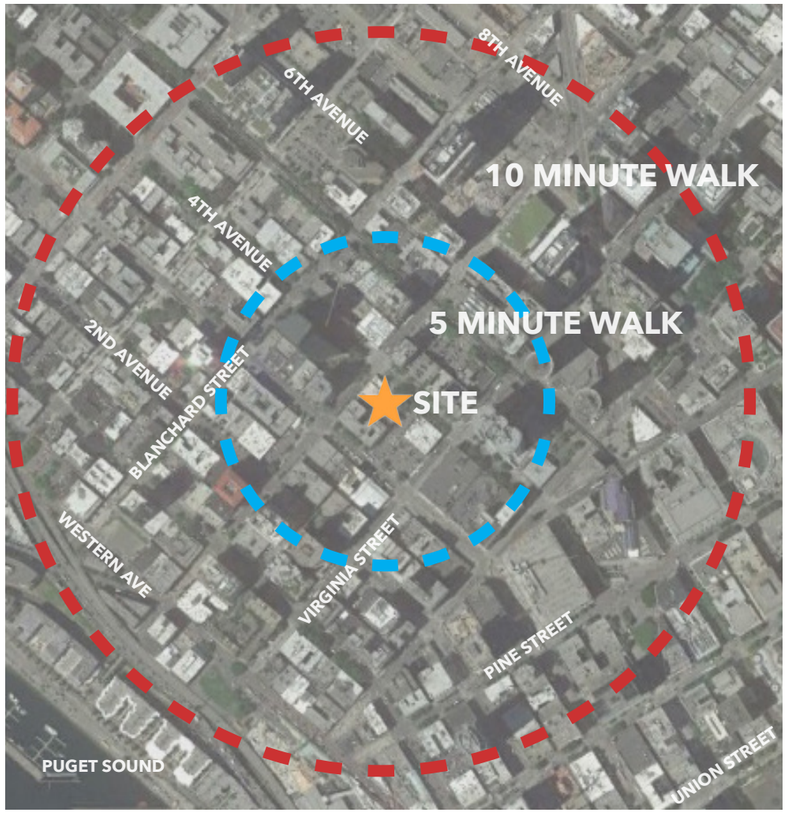
TRANSIT KEY:

- Site
- Bus Route
- Rapid Ride Route
- Seattle Monorail
- South Lake Union Transit
- Downtown Transit Tunnel
- Link Light Rail Station
- One Way Streets

urban design analysis

urban context

WALKING MAP



- Site
- 5 Minute Walking Radius
- 10 Minute Walking Radius

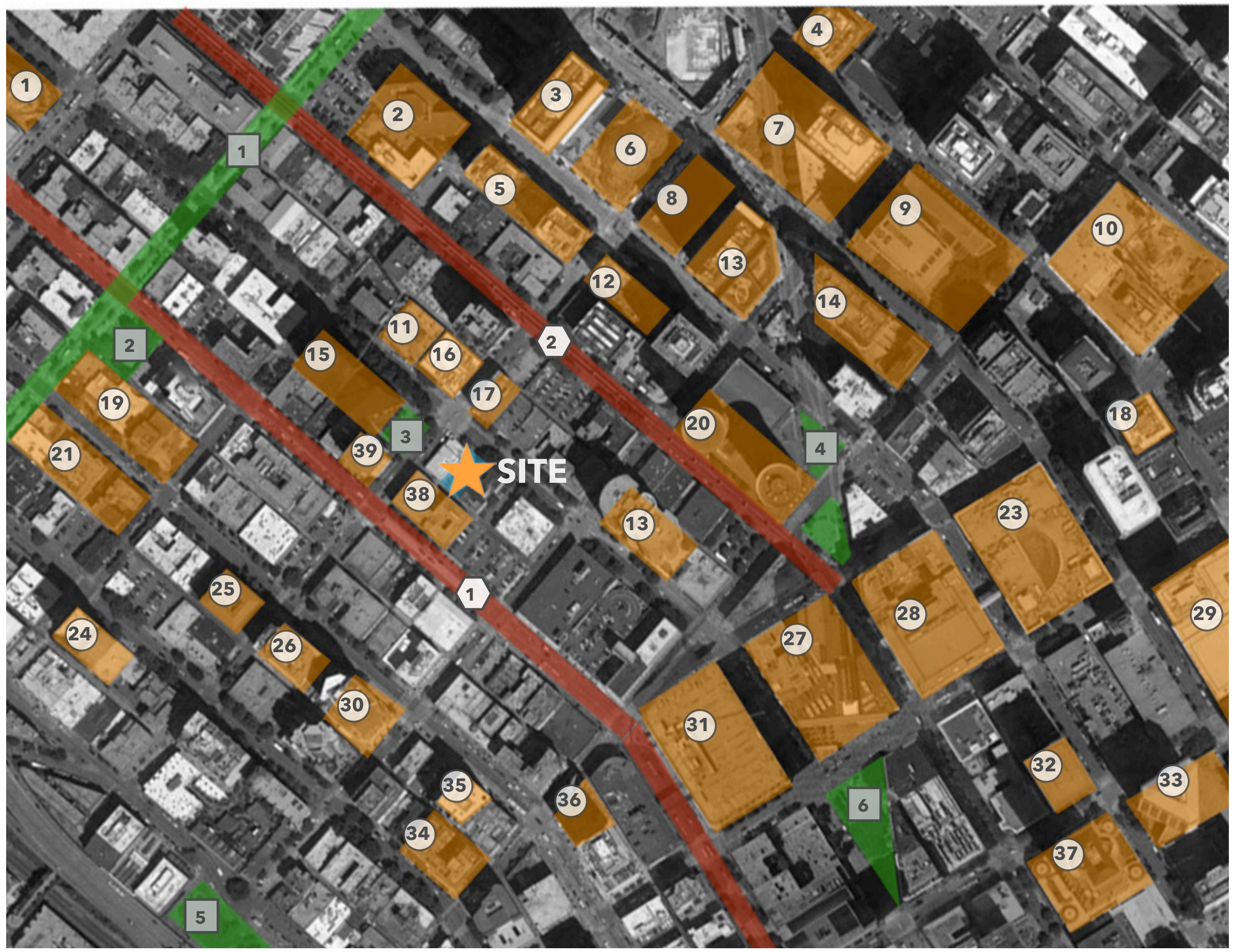
AREA VIEWS MAP

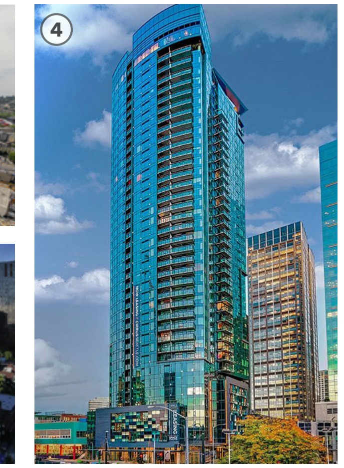
- Natural Feature Views
- City Views

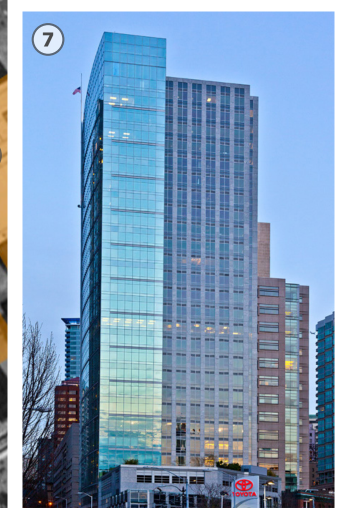
The project site is ideally located to serve both tourists coming to Seattle to explore is downtown core as well as those on a business needing a convenient place to stay. The proposed project will be approximately 245' tall with spectacular views in all directions.

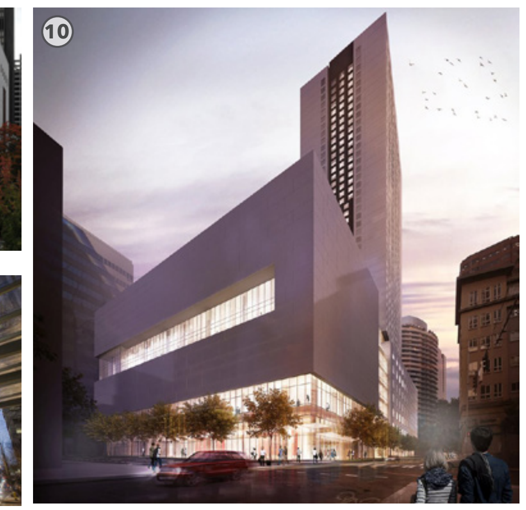
site context

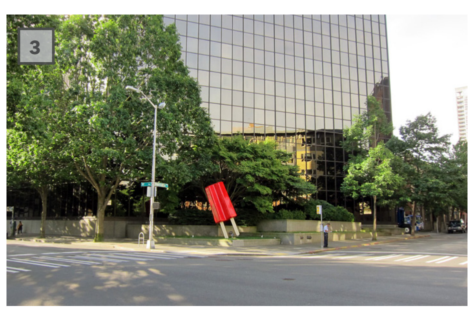
neighborhood surroundings

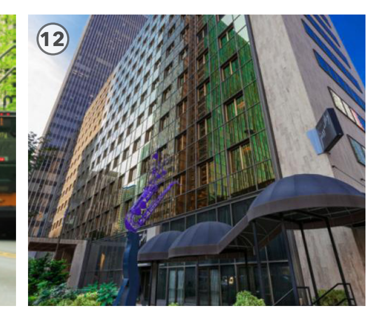


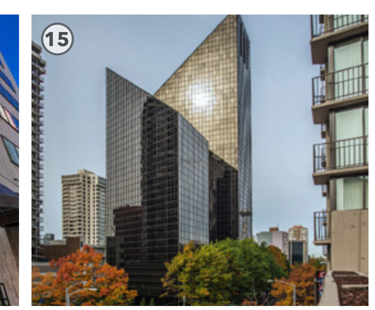


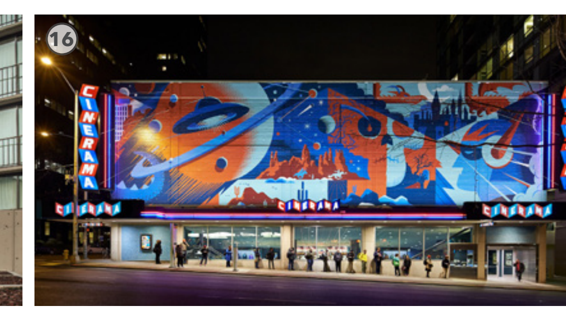


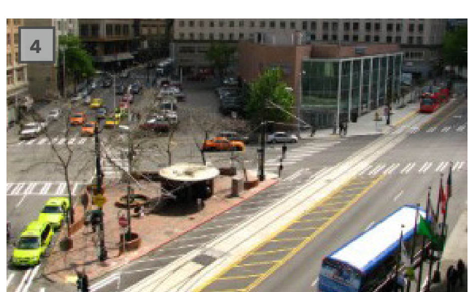


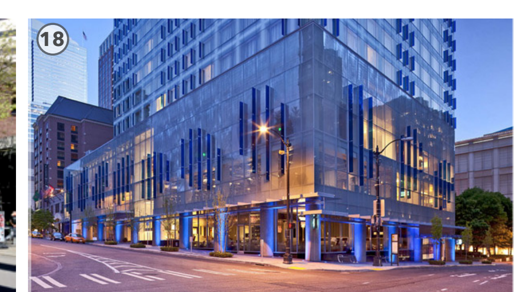


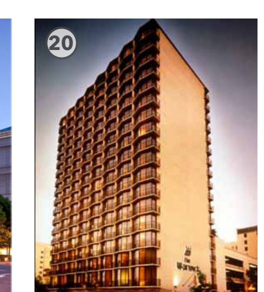








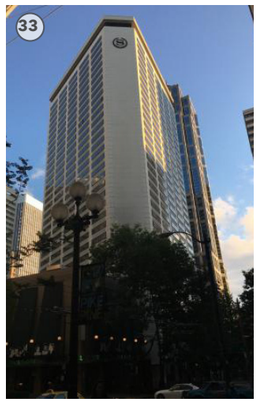


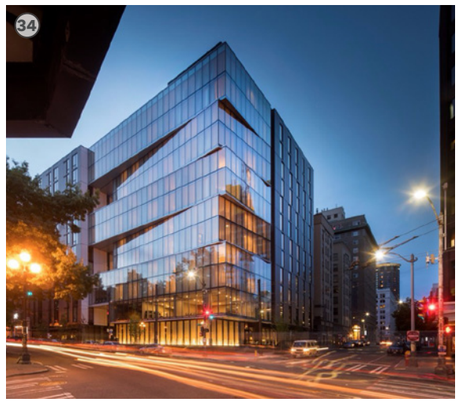


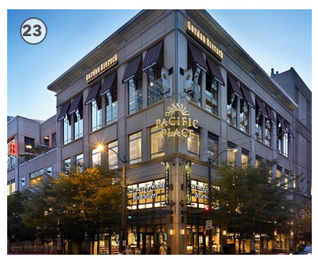
site context

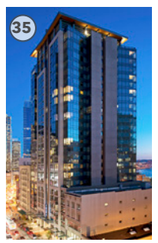
neighborhood surroundings

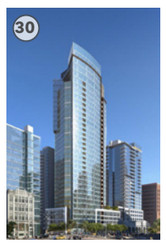
Neighborhood characteristics include sleek high rises, bustling shopping areas, popular evening destinations, apartments, and offices. This area has easy access to public transportation, as well as lively public spaces. Many new projects are currently proposed and are changing the look and density of the area.

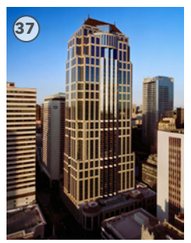












points of interest

Buildings:

1. 4th & Battery Building
2. 6th & Blanchard Building
3. Amazon Campus
4. Cirrus Tower
5. Via6 Tower
6. Amazon Domes
7. Amazon Campus
8. Amazon Campus
9. US District Courts
10. 8th & Howell Building
11. Arrive Tower
12. 6th & Lenora Building
13. Amazon Campus
14. Hotel Max
15. 4th & Blanchard Building
16. Cinerama
17. Warwick
18. Olive8 Tower
19. The Crocodile
20. Westin
21. Restaurants
22. Escala Tower
23. Pacific Place
24. Continental Place
25. Qwest Building
26. Cristalla Condos
27. Westlake Center
28 Nordstrom
29. Convention Center
30. Tower 12
31. Macy's
32. 520 Pike Tower
33. Sheraton Seattle
34. The Thompson Seattle
35. Viktoria Apartments
36. 2nd & Pine Tower
37.US Bank Building
38. YWCA
39. Royal Crest Condos

Parks:

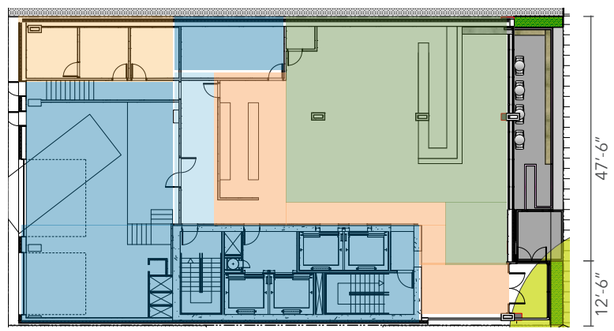
1. Bell Street Park
2. Regrade Park
3. 4th & Blanchard Courtyard
4. Mcquire Square
5. Victor Steinbruek Park
6. Westlake Park

Transportation:

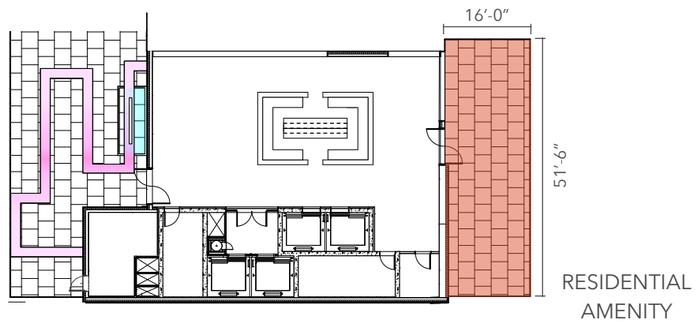
1. Bus Transit
2. Monorail

zoning summary

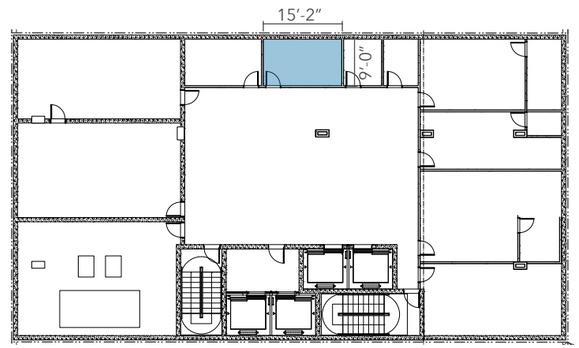
code compliance



STREET LEVEL



RESIDENTIAL AMENITY



BIKE PARKING LOCATED IN BASEMENT

23.49.008– STRUCTURE HEIGHT

A.3 - 240' limit for non-residential uses, 290' limit max for residential uses, 400' limit max for residential uses with incentives.

Proposed: Preferred scheme has a building height of approximately 245 feet which includes hospitality, commercial and residential uses.

D.1 - Rooftop features that are permitted with unlimited rooftop coverage.

Open railings,

Insulation material, rooftop decks and other similar features

Solar collectors up to 7feet above the height limit.

D.2 – Rooftop features that are permitted as long as the combined coverage of all rooftop features does not exceed 55% of the roof area.

Stair Penthouses

Covered or enclosed common recreation area

Mechanical Equipment

Proposed: Preferred scheme remains below allowable roof coverage.

23.49.009 – STREET-LEVEL USES

A – One or more street level uses required on street level on all lots abutting street designated on Map 1G

4th Ave: Street Level Uses Required

B.1 – 75% of the street frontage required to be occupied by permitted uses such as services, retail, entertainment uses, etc.

Proposed: Over 75% of the proposed street frontage complies with permitted street level uses (bar/lounge area)

23.49.010 – REQUIREMENTS FOR RESIDENTIAL USES

B – Common recreation area: 5% of total gross floor area in residential use.

Max of 50% of common area may be enclosed

Min. horizontal dimension for required common area shall be 15 feet, except at open spaces. No space shall be less than 225 square feet.

Proposed: The proposed design includes a gym on level 3 and outdoor space on levels 22 and 23.

Residential floor area: 10,650 SF x .05 = 532.2 SF

Required recreation area = 533 SF

Provided recreation area = 835 SF

23.49.011 – FLOOR AREA RATIO

A.1 – Base FAR: 5, Max FAR: 14 (7 FAR Purchases from property to the south)

B.1 – Exemptions from FAR calculations are as follows:

Street Level Uses (retail, sale & services)

Residential uses

Floor area below grade

3.5% allowance for mechanical space

Proposed:

Site Area: 6,479 x (5+2) = 45,353 SF x 2 = 90,706 SF

Allowable FAR: 90,706 SF.

Proposed FAR: 90,700 SF

23.49.018 – OVERHEAD WEATHER PROTECTION

A – continuous weather protection required along entire street frontage of structure

B – Minimum dimension of 8' wide or extend to 2' from curb line, whichever is less

D – Must be between 10' to 15' above the sidewalk

Proposed canopy will be continuous along the street frontage.

23.49.019 – PARKING REQUIREMENTS

A.1 – No Parking is required

E.1 – Min. number of off-street bike parking spaces required is as follows:

Hotel: .05 spaces per hotel room

Residential: 1 space for every 2 dwelling units

Proposed: Proposed design will not include any auto parking.

Bike Parking - .05 x 170 = 8.5

.5 x 10 = 5

Total Bike Parking req'd = 14 stalls

Total Bike Parking prov'd = 15 stalls

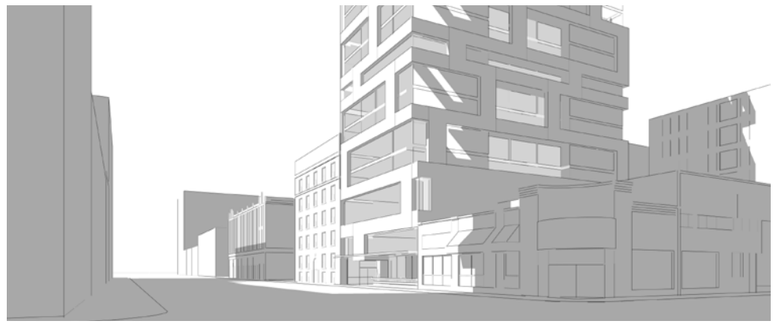
23.49.022 – MINIMUM SIDEWALK AND ALLEY WIDTH

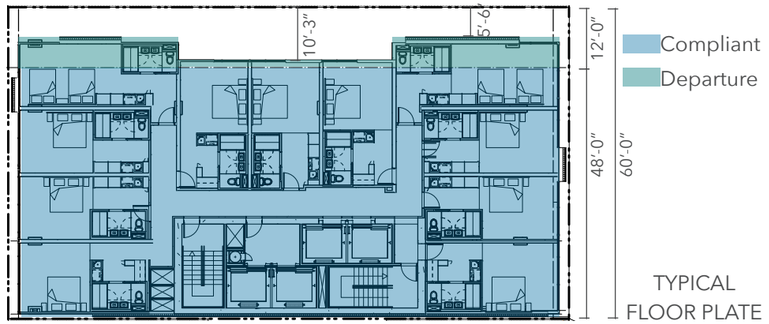
Minimum width of the street as identified by Map 1C is to be 15'

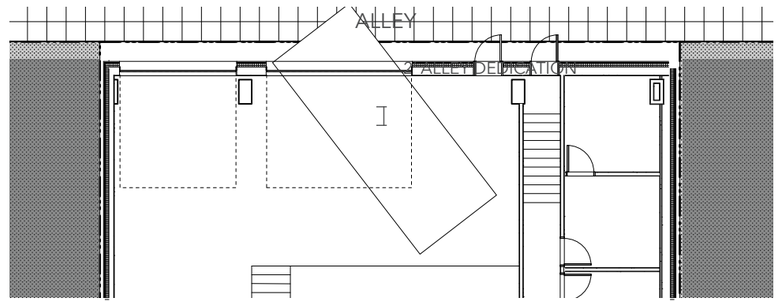
A.1 – If a new structure is proposed on lots abutting the streets, sidewalks shall be widened, if necessary, to meet the minimum standard.

Proposed: Proposed design will provide a 3' sidewalk easement to allow for the 15' sidewalk required.

zoning summary
code compliance







23.49.056 - MINIMUM FAÇADE HEIGHT

A.1 – Class I Pedestrian Street (DMC): 25'

C.1 – Façade Transparency Requirements

Transparency requirements apply to the area between 2' and 8' above the sidewalk

Proposed: Preferred scheme glazing is the height of the first story which is approximately 20 feet tall.

C.2 – Façade Transparency requirements do not apply to residential use areas.

C.4 - Class I pedestrian Streets: Min. of 60% of street level, street-facing façade to be transparent.

Preferred scheme is approx. 90% transparent at the street level facade.

D.2 – Blank Façade Limits for Class I Pedestrian Street

Blank façade areas shall be no more than 15' wide.

Any blank segments shall be separated by at least 2'

Proposed: Preferred scheme has no blank facades along 4th Avenue.

E – Street trees are required on all pedestrian classified streets

Proposed: No additional street trees are required or provided.

23.49.058 – UPPER-LEVEL DEVELOPMENT STANDARDS

A – A 'tower' is a portion of the structure over 85' that has non-residential use above 65' high or above 160' high.

Proposed: All schemes will be considered towers and have non-residential uses above 160 feet.

C.1 – Façade Modulation

Modulation is required above a height of 85' for any portion of structure that is within 15' from a street lot line.

E.1 – Max limit on residential gross floor area per story

Avg residential area limit of a tower if height exceeds the base height limit for residential use: 10,700 SF

E.2.A – Maximum Tower Width

Max width of building above 85' along north/south axis (parallel to the Avenues) shall be 120' or 80% of the width of the lot, whichever is less

E.2.A.1 – Exception: On a lot where the limiting factor is the 80% width limit, the max. façade width is 120', if all elevations above a height of 85', no more than 50% of the area of the lot located within 15' of the street lot line.

F.3 – If any part of a tower exceeds 160' in height, then all portions of the tower that are above 125' in height must be separated from any other existing tower that is above 160' in height, and the min. separation required between towers from all points above the height of 125' in each tower is 80'.

Proposed: Preferred scheme will employ a modulated facade design that will be requesting a departure

.

DEPARTURE: To help create a cohesive design on all side of the narrow site, a departure is requested regarding the 80% max width above 85' While the project is located on an interior lot, the corner lot to the north will not be developed for 30+ years and with the one way traffic traveling south on 4th ave, the design team felt it important to provide a cohesive design that not only approached the primary street facade but also the corner view.

23.53.030 – ACCESS EASEMENT STANDARDS

B.1 – Width of new alley right-of-ways in the Downtown zones is to be 20 feet wide.

F.1 - Existing Alleys Which Do Not Meet the Minimum Width – When existing structures are located in the portion of the lot to be dedicated, that portion of the lot shall be exempt from dedication requirements.

Proposed: Preferred scheme will allow for downtown zoned alley width of 20 feet by providing a 2' alley dedication.

site analysis

streetscapes

4TH AVENUE: looking Southwest

BED BATH & BEYOND:
Ground: Retail; Levels 2-4: Parking

VIRGINIA STREET

DAHLIA LOUNGE & BAKERY
Ground: Restaurant; Levels 2-4: Office

4TH AVENUE: looking Northeast

UNDER CONSTRUCTION: 2116 4th Avenue
Ground: Retail; Levels 2-39: Residential

CINERAMA
Ground: Theater

LENORA STREET

WARWICK HOTEL & PARKING
Levels 1-18: Hospitality; Levels 1-5: Parking

site analysis

streetscapes

4TH AVENUE: looking Southwest

DAHLIA BAKERY

PARKING / ALLEY

STRATFORD ON FOURTH
Levels 1-5: Residential

SITE

CVS PHARMACY
Ground: Retail; Level 2: Office

LENORA STREET

4TH & BLANCHARD BUILDING
Levels 1-24: Office

4TH AVENUE: looking Northeast

WARWICK HOTEL PARKING

THE VIRGINIAN APARTMENTS
Levels 1-3: Residential

HOTEL ANDRA & ASSIAGO RESTAURANT
Levels 1-9: Hospitality; Ground: Restaurant

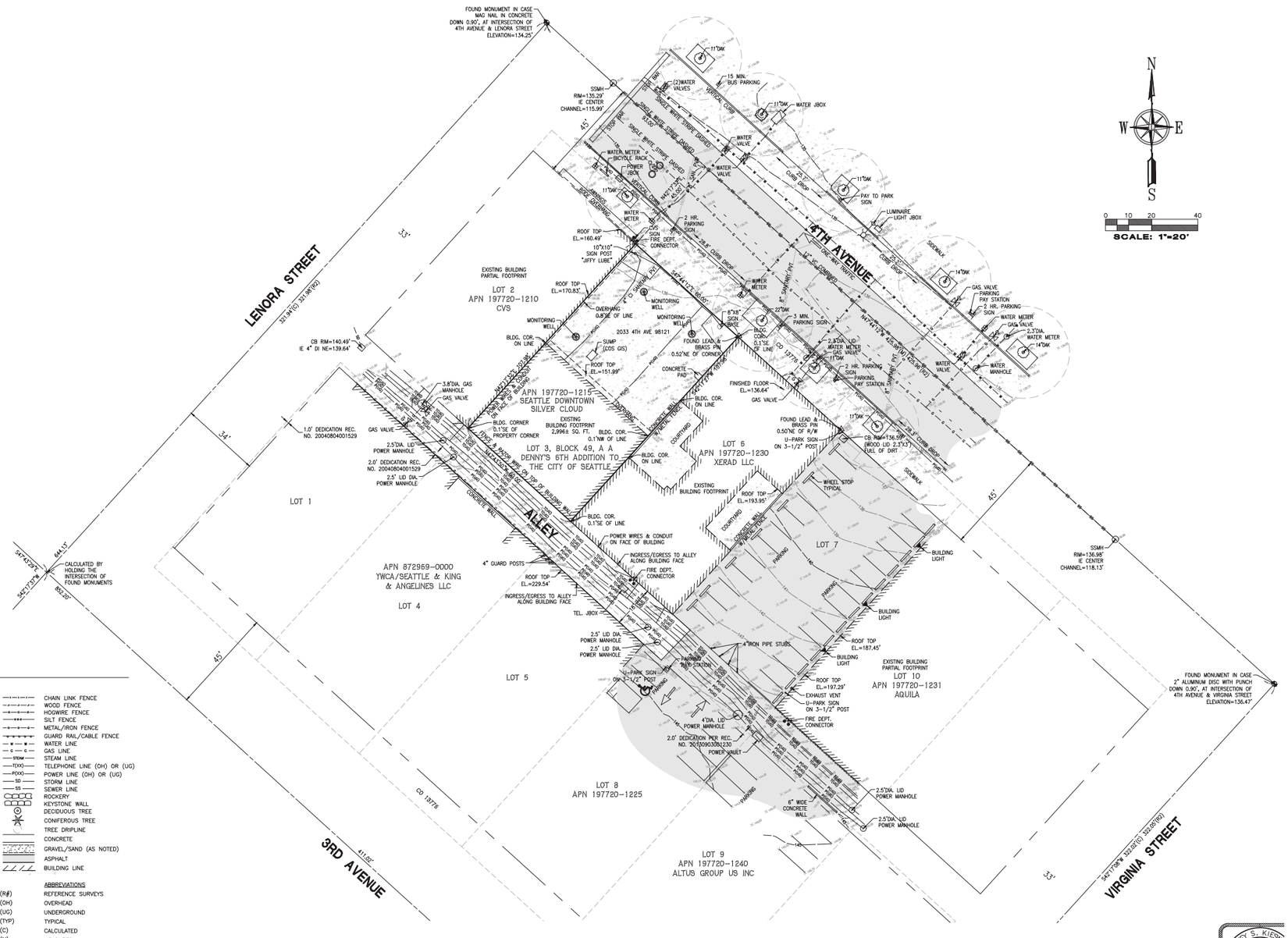
VIRGINIA STREET

ESCALA
Levels 1-31: Residential

survey

existing streetscape elevation of site along 4th Avenue

BOUNDARY AND TOPOGRAPHIC SURVEY



LEGEND

(NOTE: NOT ALL SYMBOLS MAY APPEAR ON THE MAP)

- SURVEY MONUMENT (AS NOTED)
- SECTION CORNER (AS NOTED)
- SET REBAR/CAP (LS#45789)
- FOUND REBAR/CAP (AS NOTED)
- SET 2"X2" HUB/TACK LINE STAKE
- MAG/WASHER OR LEAD/TACK (AS NOTED)
- BENCHMARK
- LUMINAIRE (LUM.)
- YARD LIGHT
- ORNAMENTAL LIGHT
- TRAFFIC SIGNAL LIGHTS
- PEDESTRIAN SIGNAL
- POWER METER
- POWER POLE
- JUNCTION BOX (AS NOTED)
- BUILDING LIGHT
- TELEPHONE MANHOLE
- CATCH BASIN (CB)
- STORM MANHOLE (SDMH)
- SANITARY SEWER MANHOLE (SSMH)
- CLEANOUT (AS NOTED)
- GAS METER
- GAS VALVE
- WATER VALVE (WV)
- FAUCET
- FIRE HYDRANT(FH) / CONNECTION(FDC)
- WATER MANHOLE
- WATER METER
- BLOW-OFF / AIRVAC
- WELL
- SIGN
- IRRIGATION
- DIRECTIONAL ARROW
- HANDICAP
- BICYCLE LANE

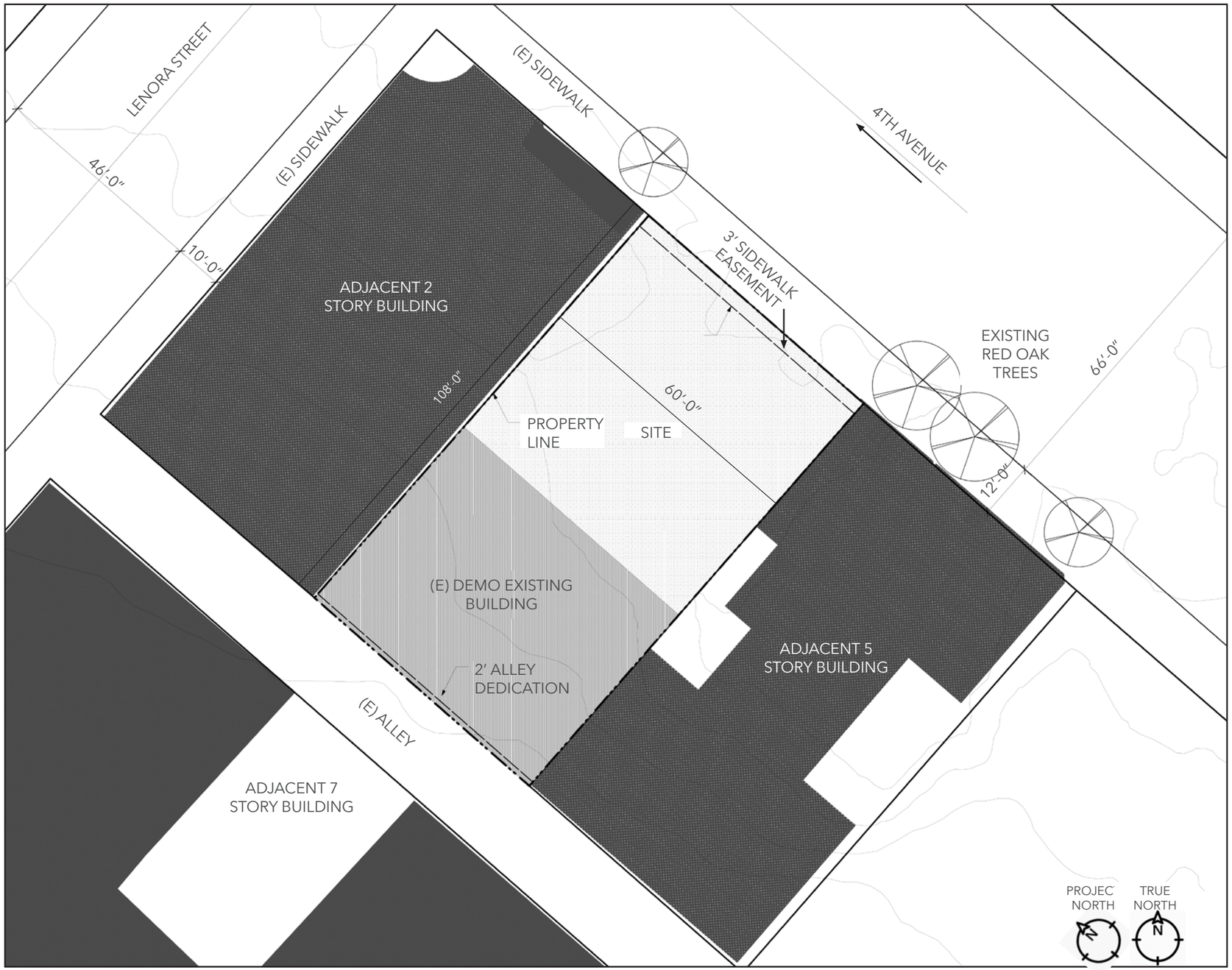
- CHAIN LINK FENCE
- WOOD FENCE
- HOGWIRE FENCE
- SILT FENCE
- METAL/IRON FENCE
- GUARD RAIL/CABLE FENCE
- WATER LINE
- GAS LINE
- STEAM LINE
- TELEPHONE LINE (OH) OR (UG)
- POWER LINE (OH) OR (UG)
- STORM LINE
- SEWER LINE
- ROCKERY
- KEYSTONE WALL
- DECIDUOUS TREE
- CONIFEROUS TREE
- TREE DRIPLINE
- CONCRETE
- GRAVEL/SAND (AS NOTED)
- ASPHALT
- BUILDING LINE

ABBREVIATIONS

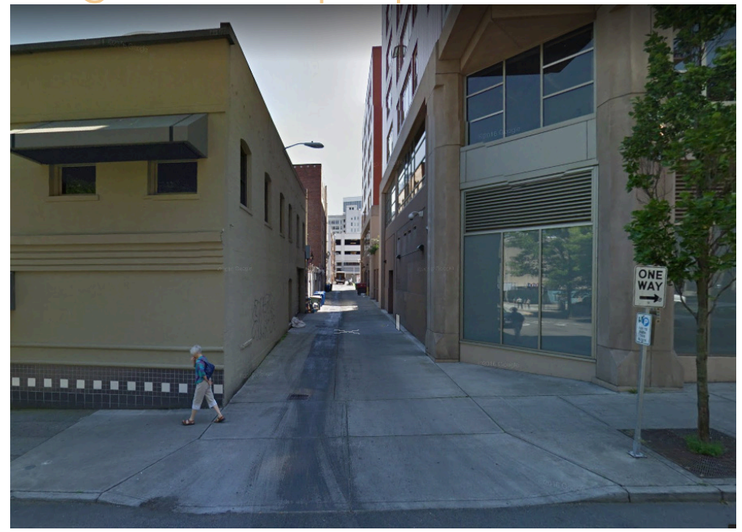
(R#)	REFERENCE SURVEYS
(OH)	OVERHEAD
(UG)	UNDERGROUND
(TYP)	TYPICAL
(C)	CALCULATED
(M)	MEASURED
(GIS)	GEOGRAPHICAL INFORMATION SYSTEMS
(REF)	PER REFERENCE INFORMATION
(COS)	CITY OF SEATTLE
(VC)	VITRIFIED CLAY PIPE
(PVT)	PRIVATE
(BLDG. COR.)	BUILDING CORNER

site plan

existing site with proposed setbacks



*drawings not to scale



Alley entry looking south

Alley behind site looking north

existing conditions

The site is currently being utilized by a Jiffy Lube oil change station with parking on the east side of the lot facing 4th Avenue. The site is lot bound by a two story drug store to the north and a 5 story apartment building to the south. There is alley access to the site from the west The Jiffy lube and parking are to be removed from the site prior to the start of construction.

priority design guidelines

seattle and belltown design guidelines

SITE PLANNING & MASSING

Response to the Larger Context

(Belltown & Downtown Guidelines)

A.1 RESPOND TO THE PHYSICAL ENVIRONMENT *

Develop the architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form nearby or beyond the immediate context of the building site.

Considerations:

a. develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle.

Response: The proposed design has similar scale to its neighbors to the north and south while creating a proportional and balanced design. The building's façade elements wrap all four elevations in response to the mid-rise height of the neighboring property line structures. Using the ribbon element, the proposed design steps in at the top two levels, softening the transition skyward. The building massing and play on vertical elements will stand out in the neighborhood as a unique concept while maintaining consistency with the progressive nature of the surrounding structures.

ARCHITECTURAL EXPRESSION

Relating to the Neighborhood Context

(Belltown Guidelines)

B.1 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.

Response: The ribbon concept has been further developed to wrap all sides of the proposed design and it bring scale and hierarchy to transition from the surrounding mid-rise structures. The proposed height of 245' is similar in height to the other neighboring structures within a 2-block radius.

B.2 CREATE A TRANSITION IN BULK & SCALE *

Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

Response: The ribbon element is intended to bring definition of scale and hierarchy that relates to the immediate mid-rise structures as well as blends with the high-rise structures in its surrounding context. The podium level extends two floors to transition from the two story retail building to the north to the mid-rise building to the south, creating a sense of place within a small building footprint. The upper hotel and amenity floors step in at the third floor allowing for light and views.

ARCHITECTURAL EXPRESSION

Relating to the Neighborhood Context

(Belltown Guidelines)

B.3 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.

Considerations:

a. Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment.

b. Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.

c. Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encourages.

Response: The preferred design relates to both the existing historic context as well as the newer developments in the neighborhood by providing a rectilinear yet modern design that directly relates to the adjacent structures. By providing a linear design that wraps all elevations, the concept is able to not just focus on the 4th avenue facade but rather, contributes to the overall design of the neighborhood both in its interactive streetscape but also at the upper levels as the ribbon concept wraps the other elevations to create a dynamic addition to the Belltown skyline.

priority design guidelines

seattle and belltown design guidelines

ARCHITECTURAL EXPRESSION
Relating to the Neighborhood Context
(Downtown Guidelines)

B.4 DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING*

Compose the massing and organize the 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.

Buildings that exhibit form and features identifying the functions within the building help to orient people to their surroundings, enhancing their comfort and sense of security while downtown.

Response: The preferred design achieves a cohesive and balanced design, vertically organized by the Ribbon Element. Further emphasized by wrapping around all for sides of the façade. While the project is located on an interior lot, the corner lot to the north will likely not be developed for at least 30 years, the property to the souths height will not be increased and the property across the alley is affordable housing. The design focuses on providing balance and importance to all facades equally, with an emphasis on the 4th Avenue elevation. The views of this building will be 360°.

The function of the building is highlighted at the first and second floors with the curtain wall, open street level glazing, and seating element at the sidewalk. The ribbon element serves as an organizing element at this level, providing a focal point for signage and divider between hotel and street level use. The upper level hotel is defined by 1, 2 and 3 story glazing segregated by solid horizontal elements, providing a way to break down the verticality of the structure, provide opportunities for integrated lighting and create depth with shadow lines. The top levels of amenity area are defined by stepping the structure back, using the ribbon as a connector.

THE STREETSCAPE
Creating the Pedestrian Environment
(Belltown Guideline)

C.1 PROMOTE PEDESTRIAN INTERACTION*

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

Response: The preferred design is primarily glazed and a large portion of the street facing facade will be stepped back to encourage pedestrian interaction and interest. An outdoor seating area will be linked to the interior bar space with operable glazed panels, allowing the interior lounge and bar space to flow out, engaging the pedestrian. A horizontal seating element provides physical but not visual separation. The hotel entrance is separated by the ribbon element and closer to the sidewalk. The articulation of the massing above meets the ground, providing for a natural and distinct marker. For further definition, the outdoor seating and hotel uses will be identified with accent paving and integrated greenery.

C.6 DEVELOP THE ALLEY FACADE*

To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or projects.

Response: The alley elevation has been included and developed as part of the overall building concept. The ribbon element articulated with varying solid and glazed banding extends to the ground similar to the 4th Avenue elevations.

A large portion of the floor plate at the alley is dedicated to a raised drop off zone that meets the alley grade, approximately 6' above the first level, allowing for convenient delivery. See page 39 for additional diagrams and photos.

PUBLIC AMENITIES
Enhancing the Streetscape & Open Space
(Belltown Guideline)

D.2 ENHANCE THE BUILDING WITH LANDSCAPE*

Enhance the building and site with generous landscaping which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

Response: With limited street frontage, the design proposal is unable to add any street trees, however, has proposed to include unique paving patterns to differentiate between the ground floor uses. Low level landscaping along the outdoor bar to provide a transition between pedestrian and outdoor seating and emphasize the linear quality of the built in bar.

D.3 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.

Response: The preferred design incorporates planters, distinctive paving and an integrated outdoor bar with seating, defining a sense of place within the limited street frontage available. The integrated ribbon element not only subdivides the street level, providing hierarchy, it connects the upper level and lower level concepts. The design includes an indoor/outdoor cafe experience with separate hotel entrance at different vertical planes, adding character and interest along the streetscape.

*design guidelines the Design Review Board requested to be reviewed from EDG #1 meeting

summary of review board guidance

meeting comments

1. Urban Design and Neighboring Context Analysis: The board agreed additional context analysis was needed to help inform and evaluate the massing options.

a. The Board acknowledged the publics concerns regarding privacy and requested additional information including sections documenting proposed floor levels in relation to surrounding residential properties and window mapping studies for the west and south facades. (A1.1, B1, B2)

b. To address light and air access to surrounding residential properties, the Board recommended additional shadow/light analysis as well as studying the massing, core location and/or incorporating additional setback along the south frontage. (A1.1, B1, B2)

c. The Board agreed with public comment that the proposal should factor in future redevelopment and recommended a maximum zoning envelope analysis for the surrounding buildings. The Board also requested additional information on the adjacent buildings and if any have been nominated for landmark status.. (A1, B1, B2)

Response:

Further study of the existing building to the south has shown that there are two small rows of non operable windows slightly stepped back within the lot line walls. The operable windows located at the center courtyard of the project are all perpendicular to the proposed project except one window that appears to be in the corridor wall and is stepped back approximately 22.5' from the north property line. Due to the narrow width of the site, the structural core of the proposed project was not able to be moved, the updated design takes into account the building occupants access to northern light and air by proposing minor articulate in material for visual interest and enhanced air movement as well a lighter building material to help bring light down to the lower existing apartment floors.

The design team has completed further neighborhood context analysis with sections and elevations to understand the relationship between the proposed project and its immediate surroundings. Upon further analysis, no immediate neighboring buildings have been recently nominated for landmark status.

See Pages 20-23

#2. Massing, Tower Design and Related Departure: After discussing urban design and response to context, the Board debated the merits of the three massing options and weighed the tower placement and requested departure.

a. Related to the bulk and scale, the Board did not support the proposed departure request to increase the maximum tower width as shown. The Board noted that all three massing options locate the elevation core along the south portion of the site and that this location presents challenges to articulate the south facade. Out of the massing options presented, the Board found the code compliant Massing Option 1 the most successful in addressing context, as the setback along the south frontage allows for facade articulation and the narrower tower has the potential to increase light and air access. (A1, B1, B2, B4)

b. The Board also indicated being open to Massing Option 3 and a revised departure request if the justification for the departure was strengthened to clearly result in a better design than could be achieved without the departure. To help justify the departure, the Board recommended shifting massing and incorporating setbacks along the south facade to create a **consistent facade composition.** The Board also request a code compliant version of Massing Option 3. (A1, B1, B2, B4)

c. Along with developing additional massing options for further review, the Board also recommended additional departure analysis, documenting the impact a wider tower may have on surrounding context. (A1, B1, C1)

Response:

The design team performed further development on the articulation of the facade along the south property line as well as sectional analysis on the windows and openings in relation to the proposed design and the immediately adjacent site to the south and west.

The design team has altered the preferred massing to strengthen the 'ribbon' concept while also analyzing the concept in relation to the departure request. Along with creating a more cohesive and visually representative 'ribbon', it was found that by decreasing the amount of area requested for the departure, the concept of the ribbon is much stronger along north facade. The building no longer steps out to the north property line along the west elevation but has been realigned with the east to create a more solid volume that helps the proposed concept read more clearly.

See Pages 25-31

#3. Architectural Concept and Materiality: Related to the early ideas for facade composition and materiality, the Board appreciated the intent to create a ribbon graphic composition with slender facade elements that travel vertically and horizontally.

a. While the Board was supportive of the initial architectural concept, the Board was not convinced of the connection to the architectural concept shown in the massing options. The Board noted that Massing Option 1 reads as the strongest representation of the ribbon design concept as all facades are articulated. To strengthen the connection to the architectural concept, the Board recommended applying a consistent logic for the recessed ribbon elements as shown in precedent images on pages 2 and 3 of the packet. (B1, B4, C2)

b. The Board agreed that the banding elements shown in Massing Option 3 lacked depth and hierarchy and as a result read as horizontal. To reinforce the design composition, the Board recommended carrying over the design logic of the ribbons to the north and south facades. (B1, B4, C2)

c. Related to the south facade, the Board was concerned with the proposed metal panel in the facade setbacks intended to mimic glazing, as the metal panel would not have the same reflectance or texture as glazing. For these areas, the Board encouraged the use of spandrel glass to be consistent with the recessed material language. The Board requested a mock-up or additional information on materiality for the next meeting. (B1, B4, C2)

Response:

The design team modified the preferred design to provide a consistent and cohesive design on all four sides of the project. Hierarchy was created using the primary ribbon element and the secondary horizontal banding and tertiary vertical banding within the volumes to create continuity around the building. The verticals are consistent widths occurring only at the demising walls of the hotel rooms. Depth and hierarchy are created by insetting a secondary glass volume separate from the solid volume, spanning 1, 2, or 3 stories, to create playful volumes.

The design team has moved away from the use of metal panel at the insets that cannot have windows and is now proposing spandrel glass as the Board recommended.

See pages 33-35

summary of review board guidance

meeting comments

#4. Streetscape and Ground level: The Board was intrigued by the applicant's proposed ground level open space, but recognized the challenges of addressing street interaction and gave guidance for further studies.

a. While the Board was supportive of the setback and the general idea of a private outdoor space, the Board was split on the proposed wall element. Two Board members were concerned with the wall as it created a perceived barrier to pedestrian interaction, and instead recommended a more transparent frontage. The other Board members supported the design intent to relate the wall to the ribbon concept, and agreed the wall could provide a more intimate outdoor space as well as street interaction, if outdoor seating was provided on both sides of the wall. (B3, C1, C3, C5.1, D1, E3)

b. The Board agreed with public comment regarding overhead weather protection and landscape and recommended incorporating landscape and canopies to support the pedestrian environment. The Board requested additional detail on outdoor space, including sections which show the integration of the canopy overhead weather protection and the other streetscape elements. (B3, C1, C3, C5.1, D1, D2)

c. The Board acknowledged public comments regarding the functionality of the perpendicular loading area and recommended refining the design as it impacts the ground level and alley design and requested truck turning studies for the next meeting. (C6.2, E3)

d. The Board also requested more information on the design of the hotel drop off at the next meeting and encouraged coordination with SDOT's future plans for bicycle improvements. (E1.2, E3)

Response:

In response to the Boards comments regarding the outdoor seating area along 4th Avenue; the design team has modified the design to be more transparent, introducing slatted elements into the bar element. This is in keeping with the linear concept and allows visibility into and through the seating area.

The design team has further developed both the overhead canopy and the landscaping to compliment the ribbon concept in a way that translates from the exterior facade onto the ground and entry sequences. The overhead canopy is integrated into the structure of the building, maintaining a cohesive volumetric shape at the ground level.

The loading dock has been modified to allow an angled drop off area, limiting the trucks to less than half of the alley width when unloading.

Coordination with SDOT's plans for the bicycle lane and the pedestrian drop off/parking lane are included in the site plan and perspectives.

See Pages 36-38

#5. Lighting: Acknowledging the public concern regarding integrated lighting, the Board recommended developing an overall lighting scheme, mindful of night light pollution and glare impacts to surrounding residential buildings. While the Board noted that it may be possible to subtly light the facade, the Board agreed this approach would required demonstrating limited or no impact to surrounding buildings and requested additional information on these features, including photometric light spillage analysis for the next meeting. (D5)

Response:

From the Board's recommendation, the design team analyzed the ways to subtly light the body of the project while considering the surrounding residential neighbors. The updated design proposes inset channel lighting up the face of the elevations as it relates to the ribbon element concept, meandering up and around the project. The LED lighting would be set inside the structure creating an ambient glow, soft enough to not disturb the hotel patrons.

The lighting at the ground level would be a beacon, glowing at night, to create a focal point along the streetscape, emphasizing the hotel entry and bar activities. Linear lighting built into the soffit along the seating area and downlights at the main hotel entry and overhang are proposed.

See Page 40

Development Standard Departures

1. Maximum Tower Width (SMC 23.49.058): The code limits tower width of the lot which amounts to 48'. The applicant proposes a tower width that is 1'-9" to 12' wider than permitted (49'-9" to 60' wide), with a zero lot line condition.

a. The Board indicated they did not support the departure request to increase the maximum tower width as shown. The Board also noted being open to a revised departure request if the justification for the departure was strengthened to clearly result in a better design than could be achieved without the departure. The Board agreed that shifting massing and incorporating setbacks along the south facade to create a consistent facade composition would help justify the departure request. For the next meeting, the Board requested code compliant massing alternate of Massing Option 3 and additional departure analysis documenting the impact a wider tower may have on surrounding context.

Response:

From the Board's recommendation, the design team considered several options, including a code compliant version, as the ribbon concept was further developed. In the code compliant option, keeping the tower at the maximum 48' width, the proposal appears spindly and loses the consistency of the woven ribbon effect and does not make the intended visual impact on the skyline.

The revised preferred concept was strengthened by adding hierarchy and uniformity to the woven ribbon width and height as well as by regulating the north façade elements. By reducing the width of the alley façade to be in alignment with the remainder of the façade, rectilinear form is emphasized, simplifying the solids and voids.

See Pages 41-42

summary of review board guidance

meeting comments

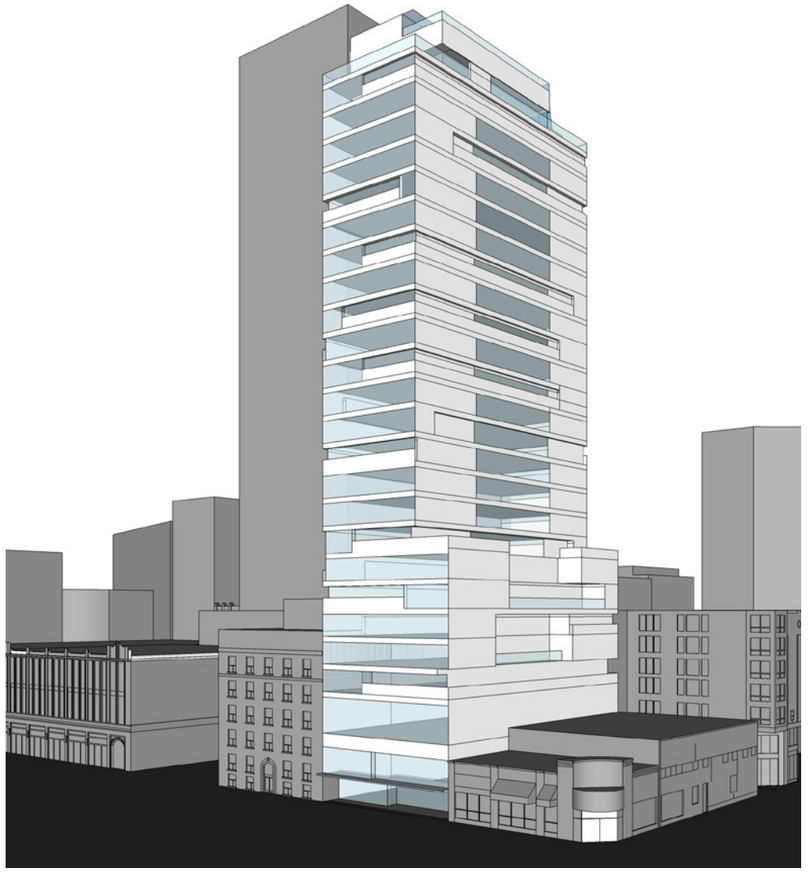
At the first EDG meeting, the Design Review Board was presented three massing options for the proposed development with three different overall massing concepts. The Board was supportive of further exploration on options 1, which was titled 'Banding' and preferred option 3, titled 'Ribbon'.

The Design Review Board's direction on the overall massing options:

- The Board commented that option 1 concept felt more integrated and cohesive
- A narrower building might be better from an urban design standpoint because it allows more light, air and views into the city
- The Board felt that the additional width at the northwest corner on the preferred option conflicted with the overall design concept.
- The legibility of the wrapping ribbon element is lost as the building turns the corner.
- The Board is open to the preferred departure with further exploration into the ribbon element concept and strengthening the departure request.

How the design team explored the reconciliation of the two options:

- The design team took cues from option 1, particularly in its strength in wrapping of elements from one elevation to the next and applied this to the revisions.
- A narrower building, the code compliant option provided in the options below, was explored and with the addition of floors to meet the client's room count, feels spindly and at 48' wide, too narrow to maintain the visual strength of the wrapping ribbon element.
- The additional width at the northwest corner has been eliminated to align with the northeast corner and provide the overall concept a solid feel to the massing. The horizontal elements are projected across the center of the façade to maintain the volume, while stepping the glazing back at the rooms to comply with building code.
- The main focus for the design team is to: create a cohesive volume with organizing hierarchical elements; to create a vibrant pedestrian experience; and to extend the ribbon element concept through all elevations. The design team feels this was ultimately was accomplished with the revised preferred option, creating a harmonious balance of progressive design, volumetric form, and impact within the city skyline.



EDG #1 - OPTION 1 | BANDING

EDG #1 - OPTION 3 | RIBBON

summary of review board guidance

edg meeting #1 preferred option 3 concept summary

option 3:

Hotel Units: 166 # Residential Units: 10 Bike Stalls: 15

FAR SF:

- Residential (non chargeable): 11020
- Non Residential (chargeable): 84025

Total chargeable FAR: 90715

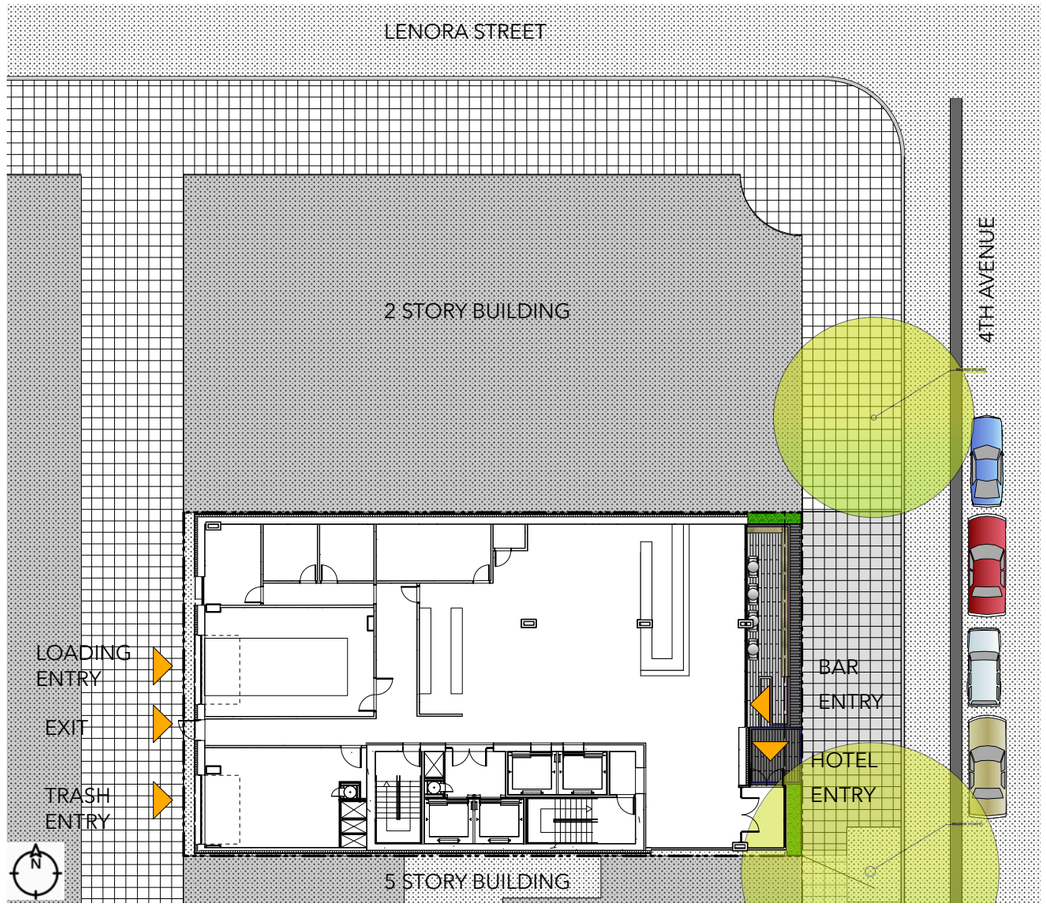
Code Compliant:

- (1) Departure Requested

design guidelines

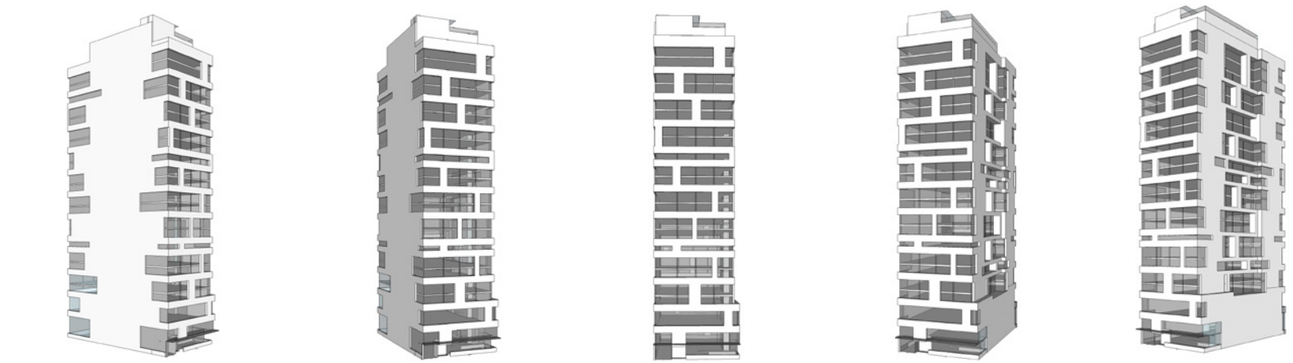
Opportunities:

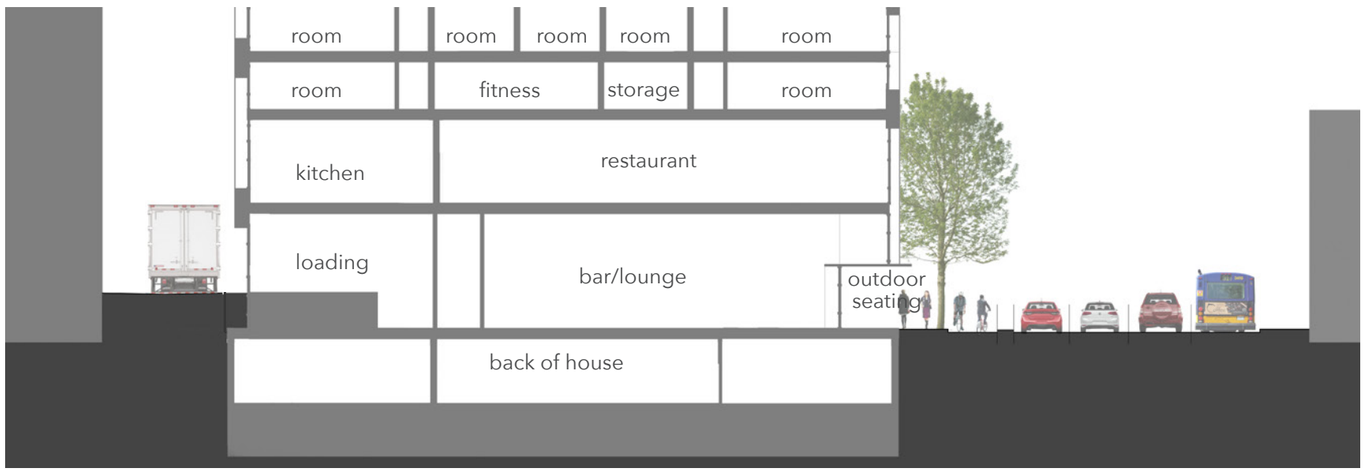
A.2 Enhance the Skyline
B.3 Reinforce the positive urban form
B.4 Design a well portioned and unified building
C.1 Promote pedestrian interaction
C.4 Reinforce Building Entries
C.5 Encourage Overhead Weather Protection
D.4 Provide Appropriate Signage
D.5 Provide Adequate Lighting



GROUND LEVEL SITE PLAN

CONCEPT MASSING

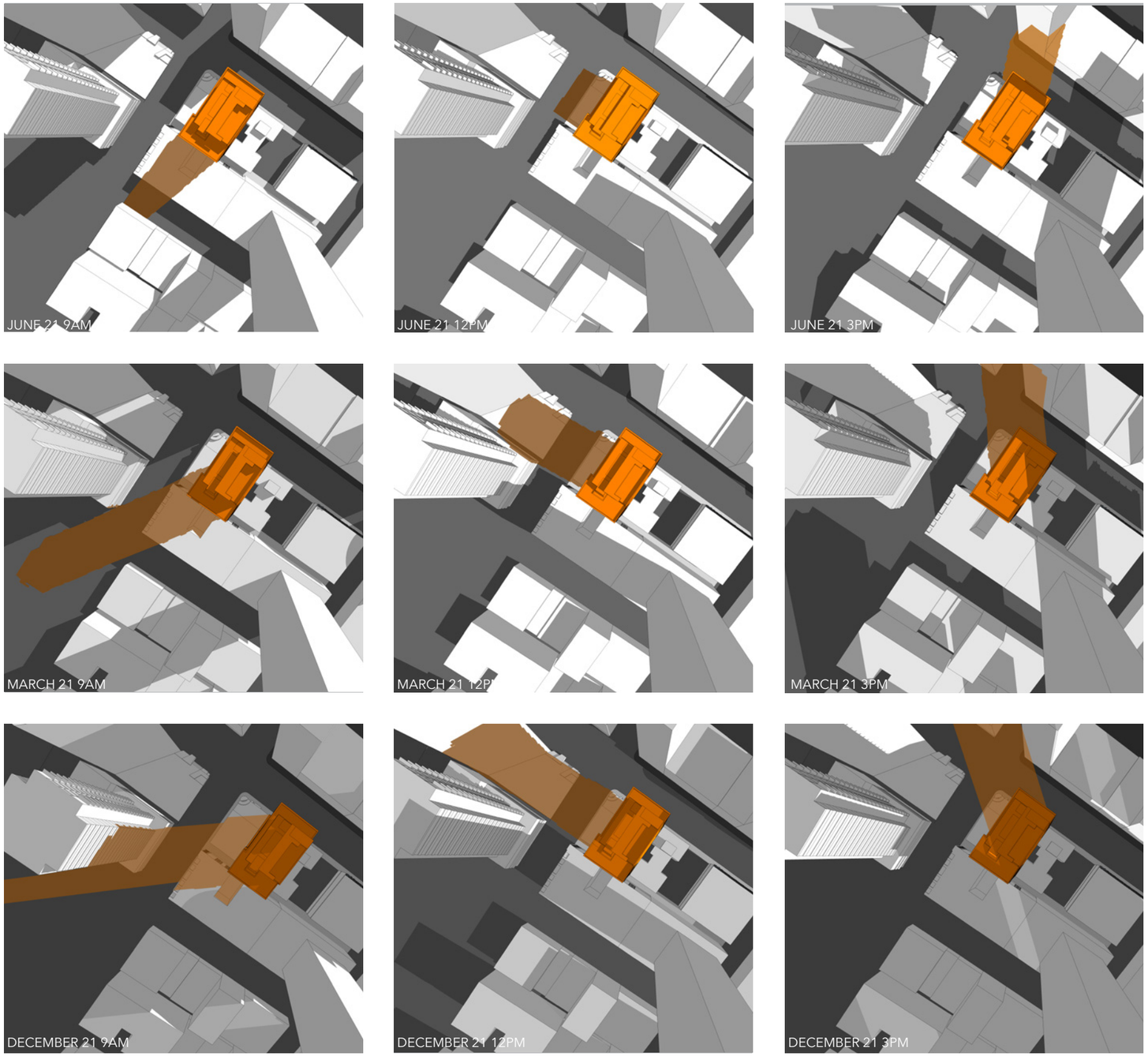




STREETSCAPE SECTION

1 | urban design & context response

neighborhood shadow study



SUN SHADOW DIAGRAMS

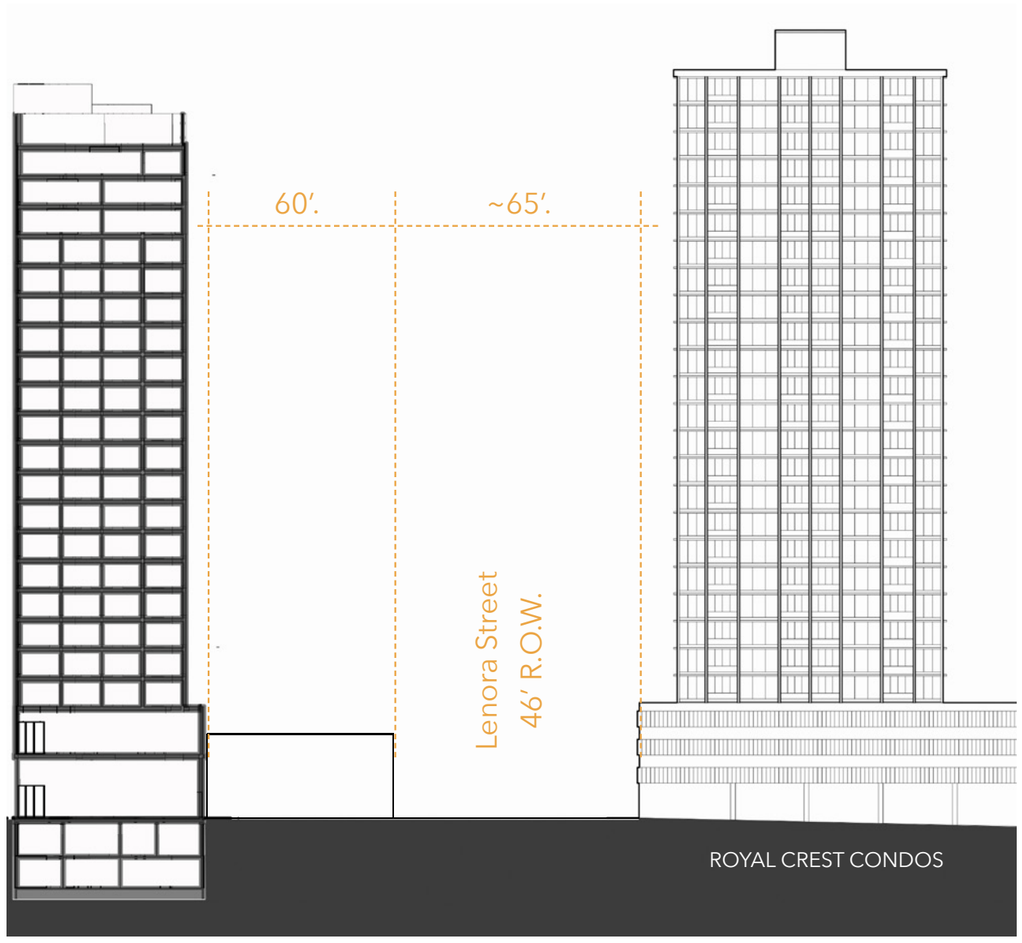
sectional analysis of neighboring buildings

The neighboring building to the west, across the alley, has a larger footprint with the majority of its facade facing the project site as a inset courtyard. The design team has further analyzed the existing and proposed floor lines to confirm that the project will not have direct visual access.

sectional analysis of existing apartment building across Lenora Street

The Royal Crest Condominiums are located northwest of the project site. The proposed project scale and height is complimentary to this building as well as a few others nearby.

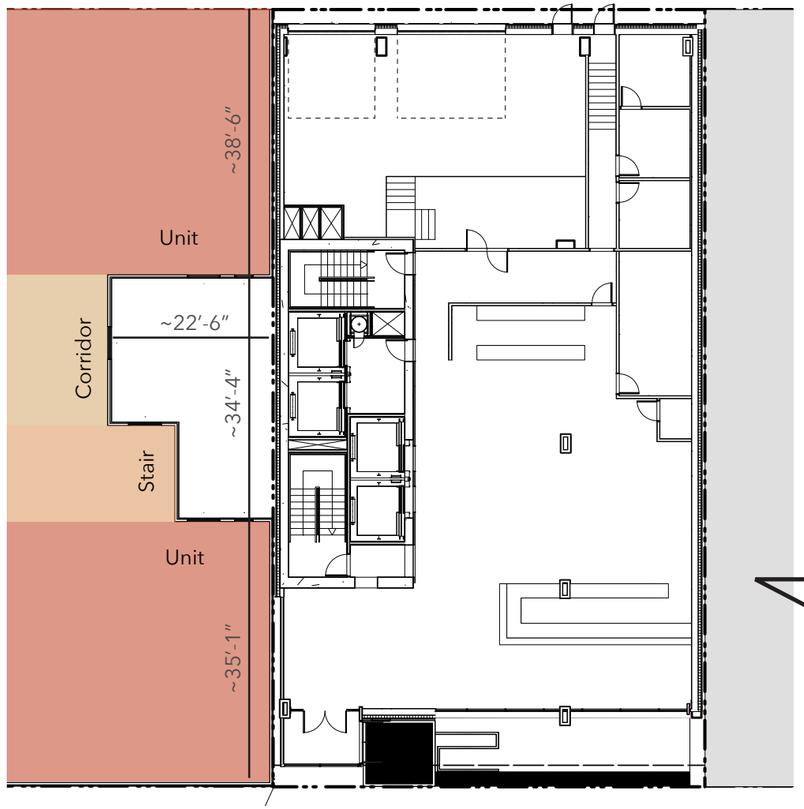
ALLEY SECTION BETWEEN PROJECT SITE AND YMCA APARTMENTS



SECTION THROUGH LENORA STREET

1 | urban design & context response

air & light analysis



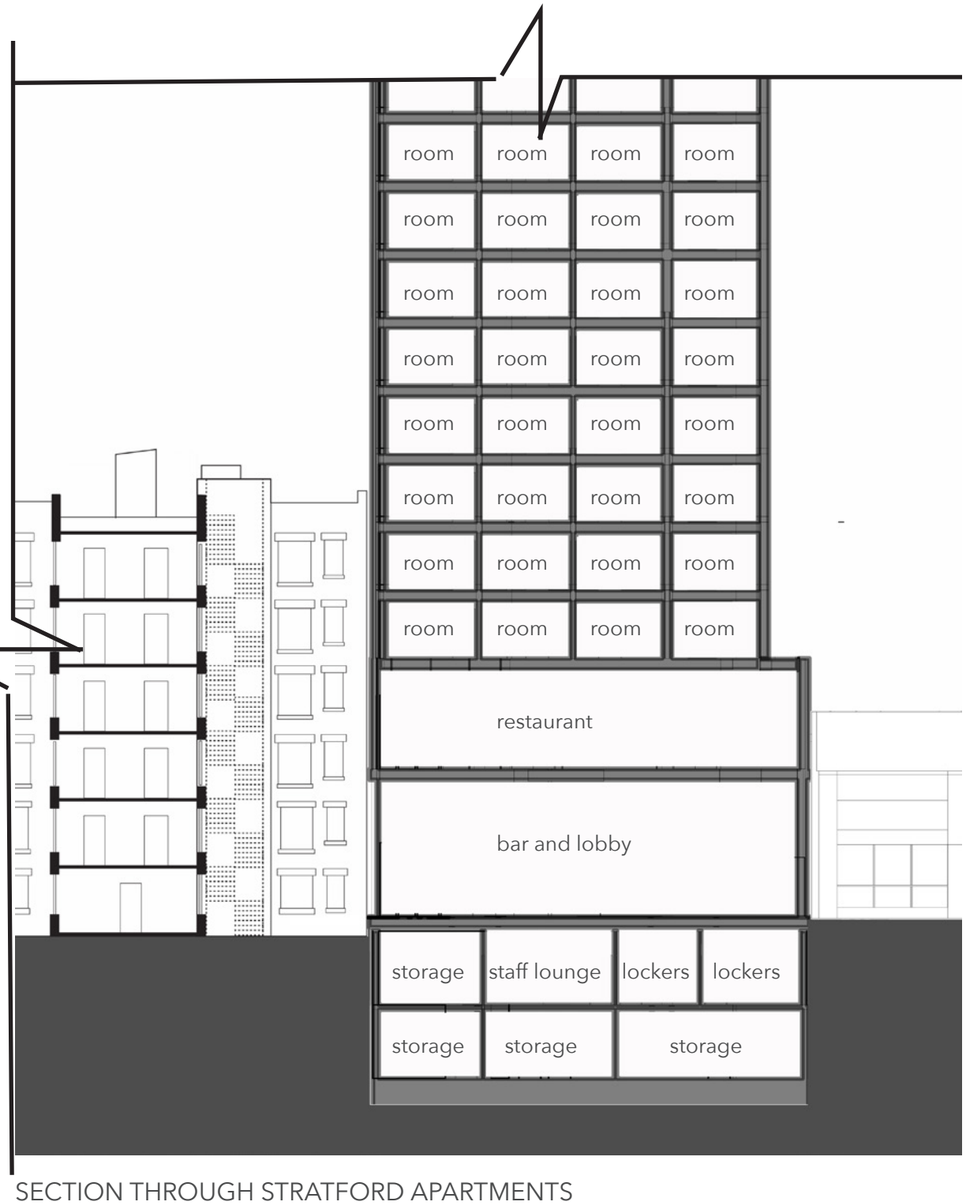
PLAN VIEW AT GROUND LEVEL W/ STRATFORD COURTYARD

KEY:

0' from lot line ~18' from lot line ~22.5' from lot line

air and light analysis

The neighboring building to the south has approximately 70% of its walls located along the lot line with the center portion inset to allow for light and air access at the existing windows.



SECTION THROUGH STRATFORD APARTMENTS

PROPERTY TO THE SOUTH (STRATFORD APT.'S)

VIEW OF NORTH ELEVATION OF APARTMENTS

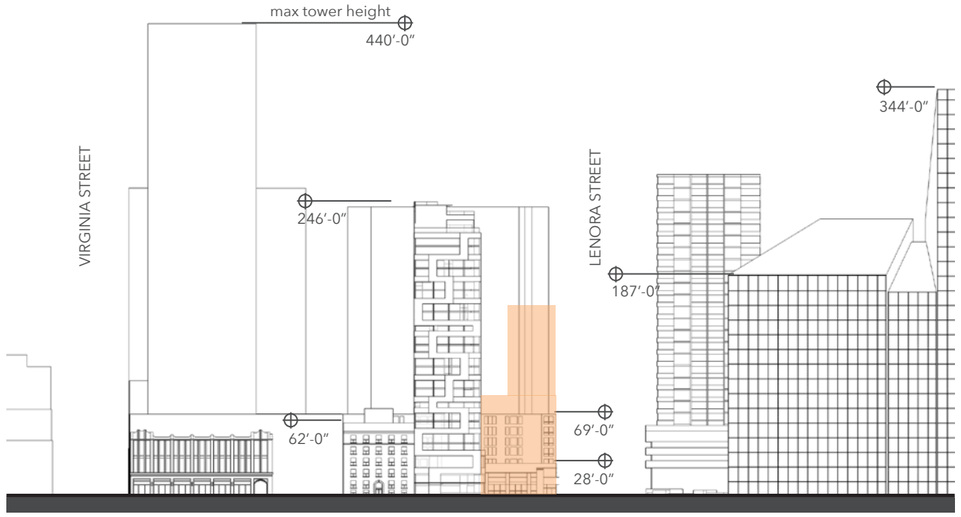
urban analysis

KEY:

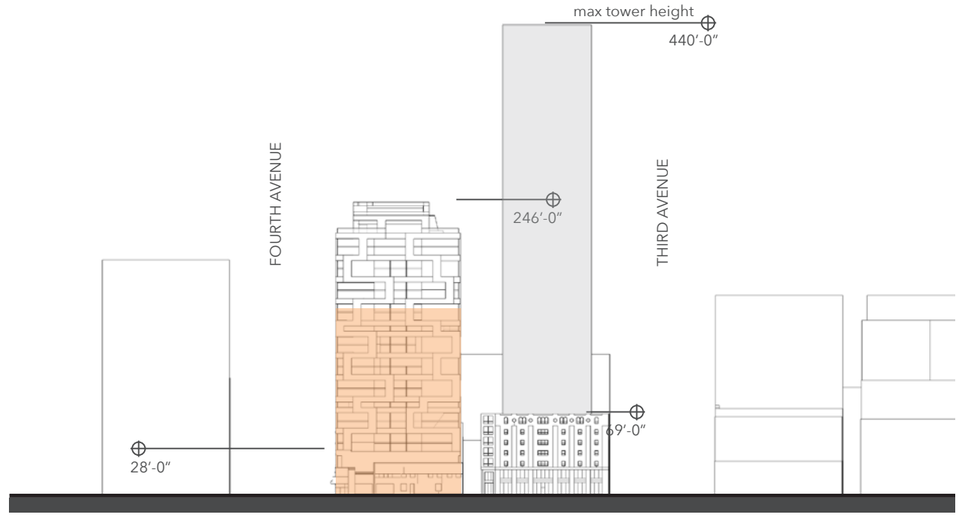
allowable tower height per code.

existing and future developments

The design team has completed further neighborhood context analysis through sections and elevations to better understand the relationship between the proposed project and its immediate surroundings. Upon further analysis, no immediate neighboring buildings have been recently nominated for landmark status but the building to the south (Stratford Apartment) is a potential landmark. The 2 story building to the north (CVS) has the potential to be developed into a tower as shown.

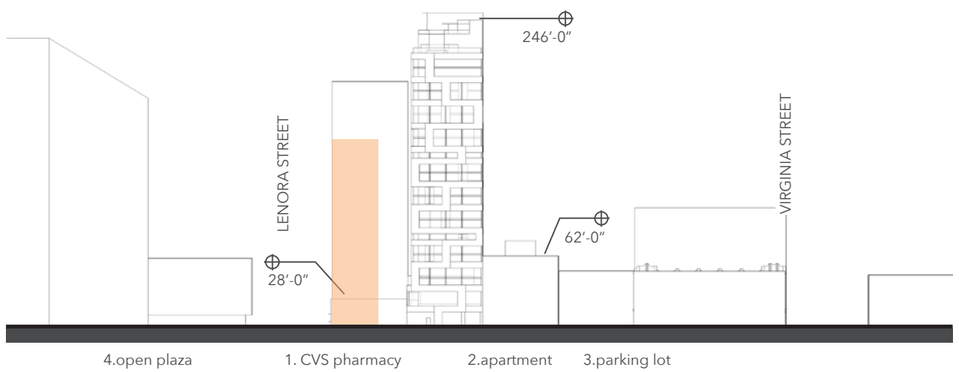


STREET ELEVATION - 4TH AVENUE

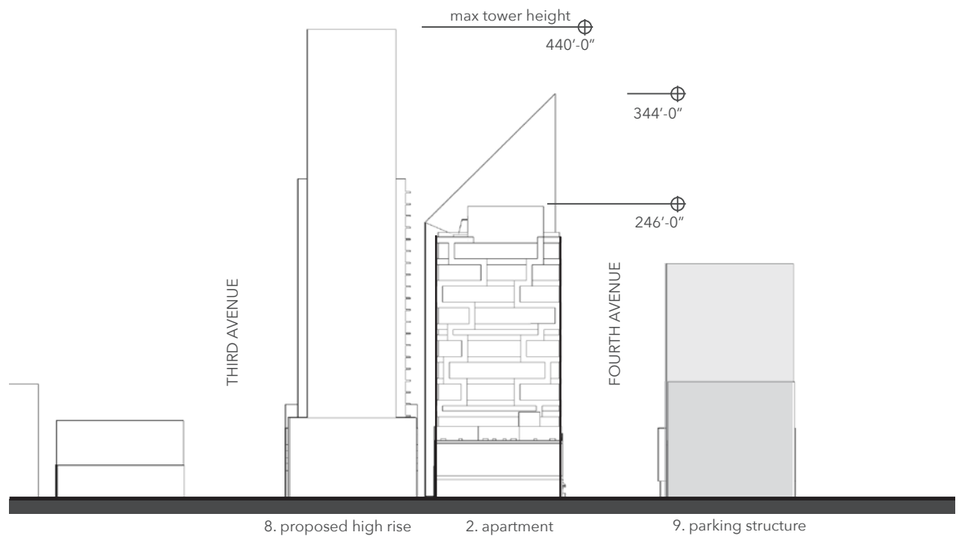


STREET ELEVATION - LENORA STREET

SITE KEY:



STREET ELEVATION - ALLEY



STREET ELEVATION - VIRGINIA STREET

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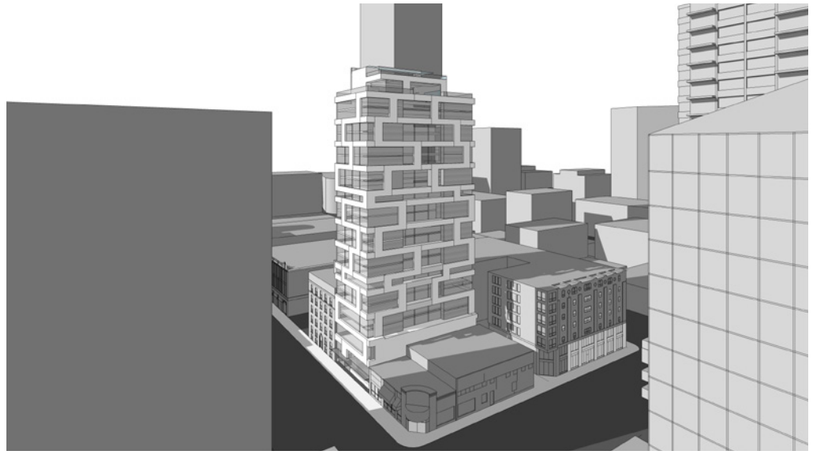
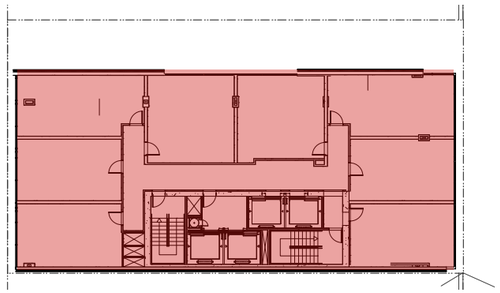
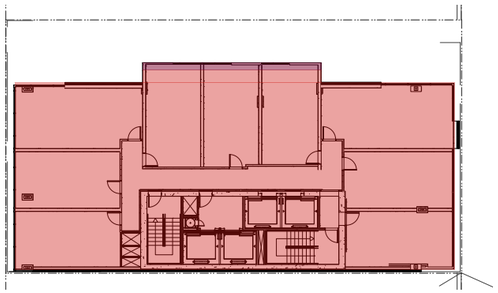
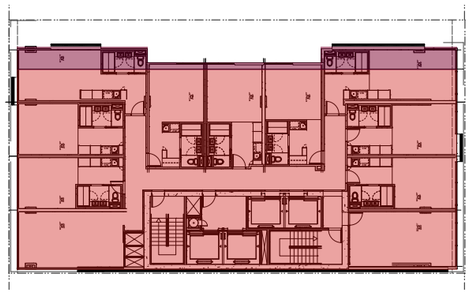
revised option comparison









OPTION 1: CODE COMPLIANT

Hotel Units: 136 # Residential Units: 10

Bike Stalls: 15

FAR SF:

- Residential (non chargeable): 11,120
- Non Residential (chargeable): 85,650

Total chargeable FAR: 90,120

Total number of floors: 24

OPTION 2: REVISED DEPARTURE

Hotel Units: 144 # Residential Units: 10

Bike Stalls: 15

FAR SF:

- Residential (non chargeable): 11,540
- Non Residential (chargeable): 86,905

Total chargeable FAR: 90,705

Total number of floors: 23

OPTION 3 (PREFERRED): REVISED DEPARTURE

Hotel Units: 176 # Residential Units: 10

Bike Stalls: 15

FAR SF:

- Residential (non chargeable): 11,670
- Non Residential (chargeable): 86,865

Total chargeable FAR: 90,685

Total number of floors: 23

2 | massing, tower design & context

option #1: code compliant

option 1:

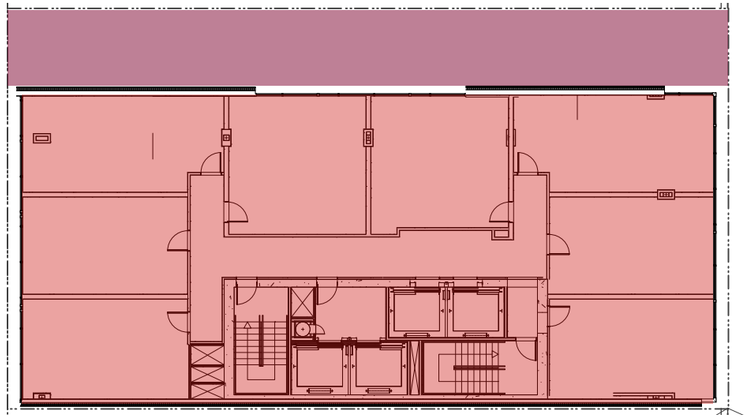
Hotel Units: 136 # Residential Units: 10

FAR SF:

- Residential (non chargeable): 11,120
- Non Residential (chargeable): 85,650

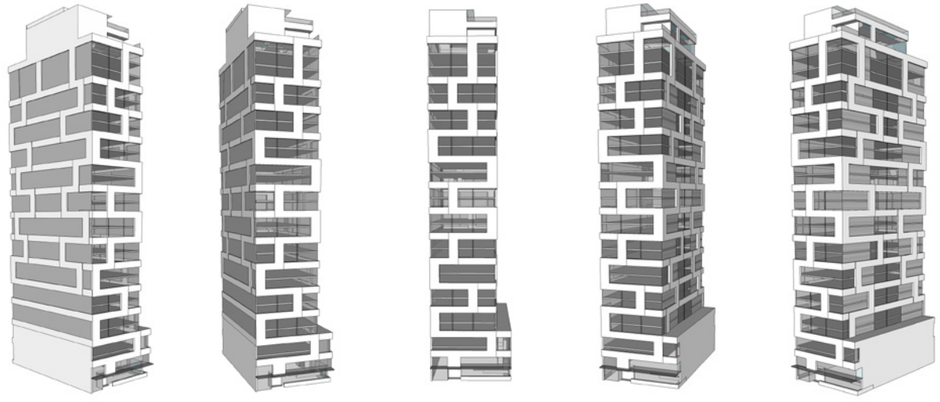
Total chargeable FAR: 90,120

Number of Stories: 24

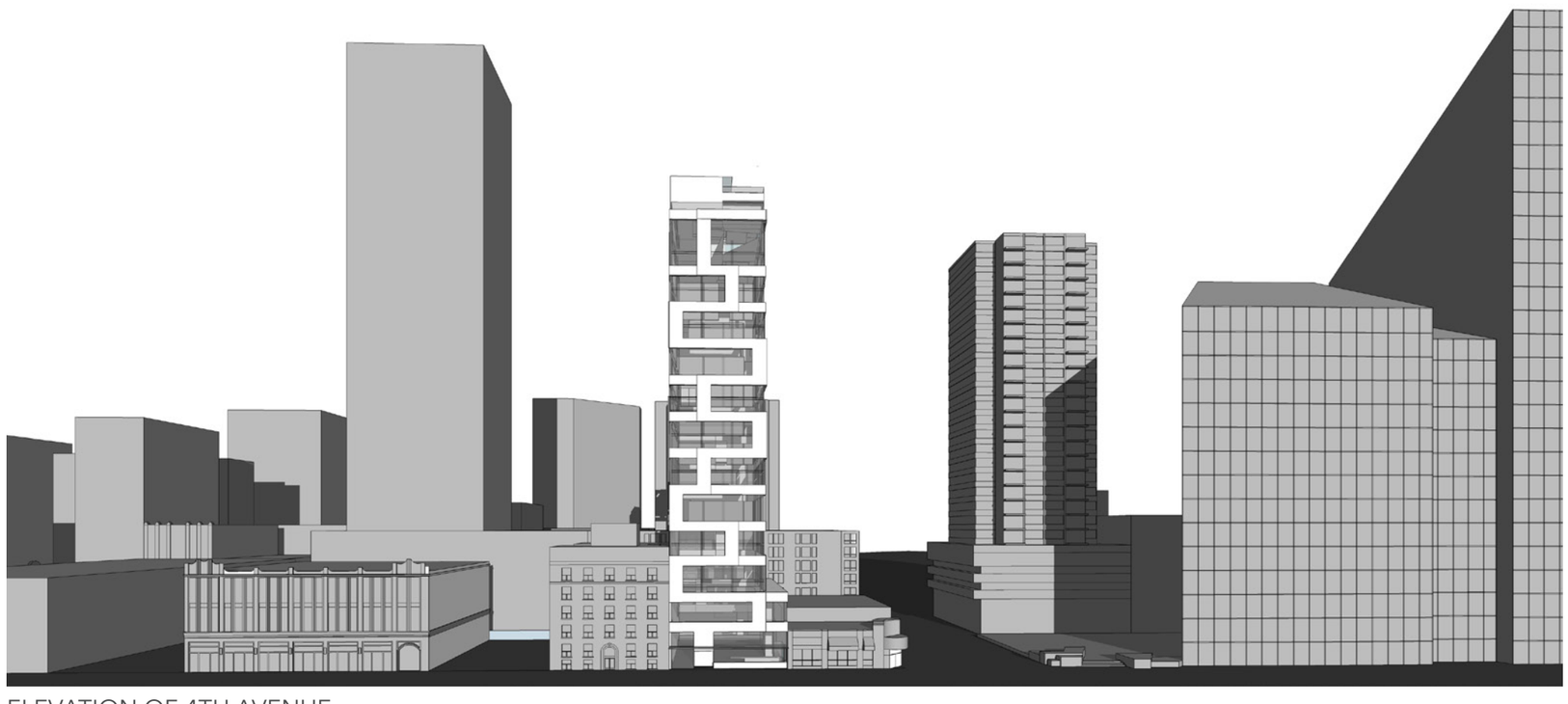


Compliant area Departure Area

TYPICAL HOTEL LEVEL



AXONOMETRIC VIEWS

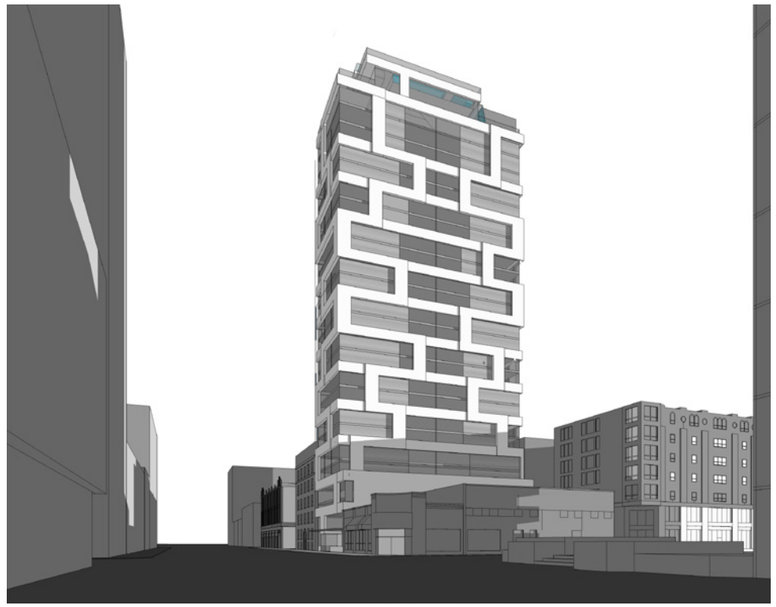


ELEVATION OF 4TH AVENUE

PERSPECTIVE LOOKING SOUTH

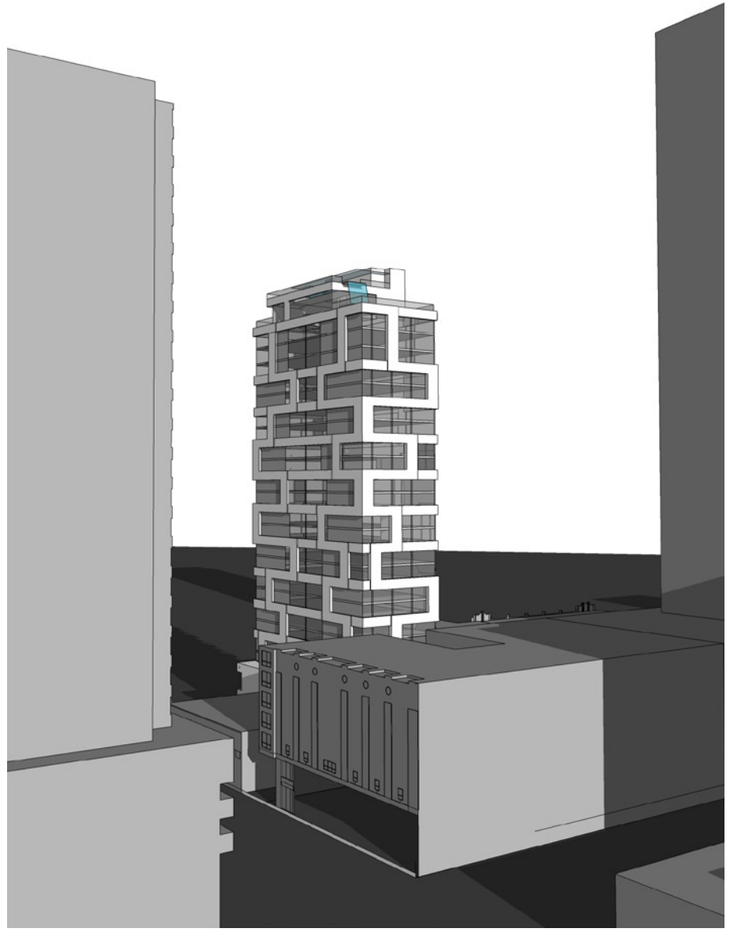
2 | massing, tower design & context

option #1: massing & plans



STREETSCAPE LOOKING SOUTH

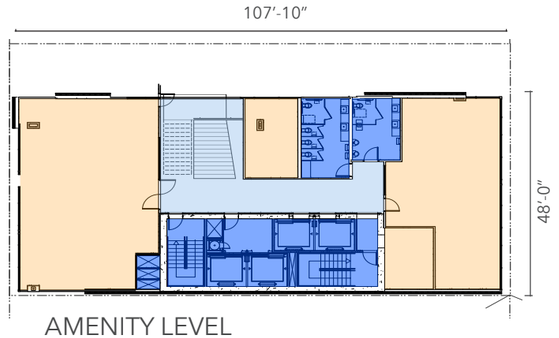
STREETSCAPE LOOKING NORTH



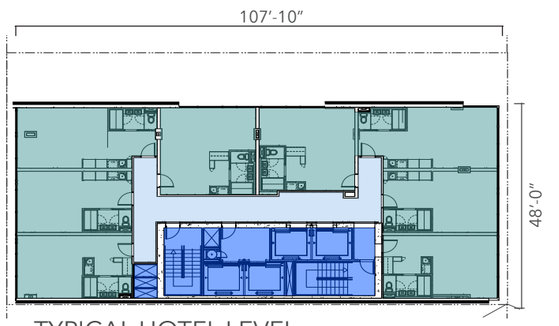
ALLEY VIEW

KEY:

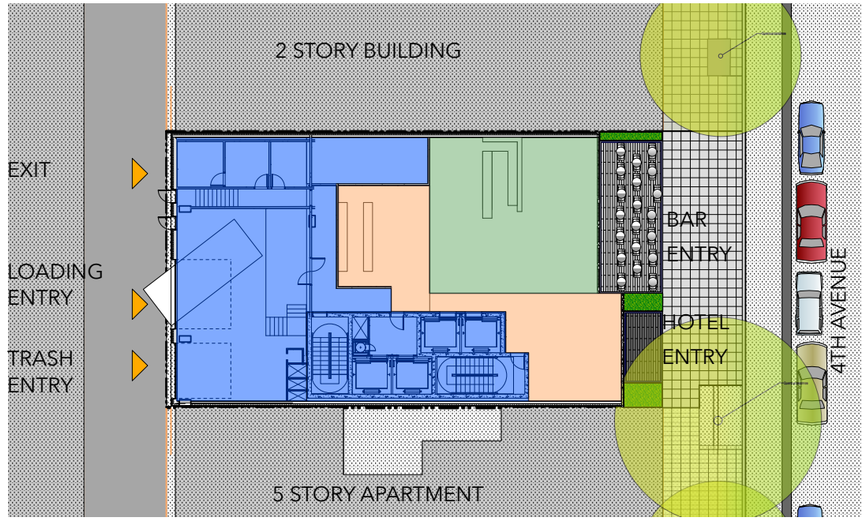
- Lobby
- Restaurant
- Outdoor Space
- Office/Fitness
- Lodging
- Circulation
- Core Functions
- Units



AMENITY LEVEL



TYPICAL HOTEL LEVEL



GROUND LEVEL SITE PLAN

2 | massing, tower design & context

option #2: minor departure

option 2:

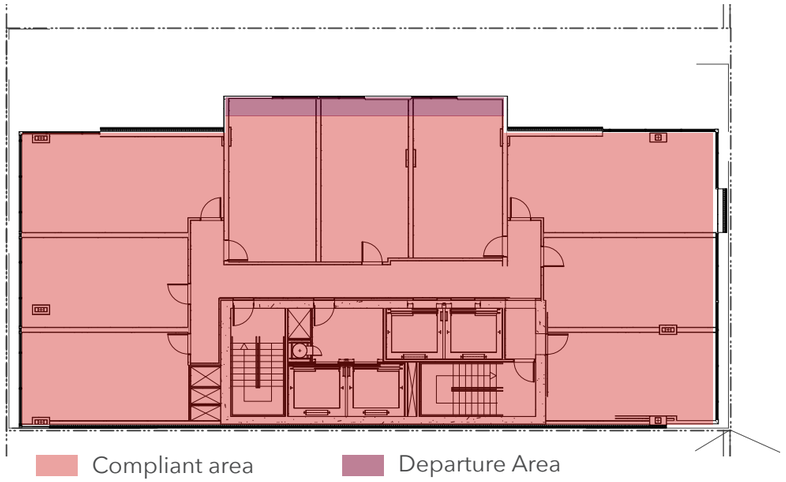
Hotel Units: 144 # Residential Units: 10

FAR SF:

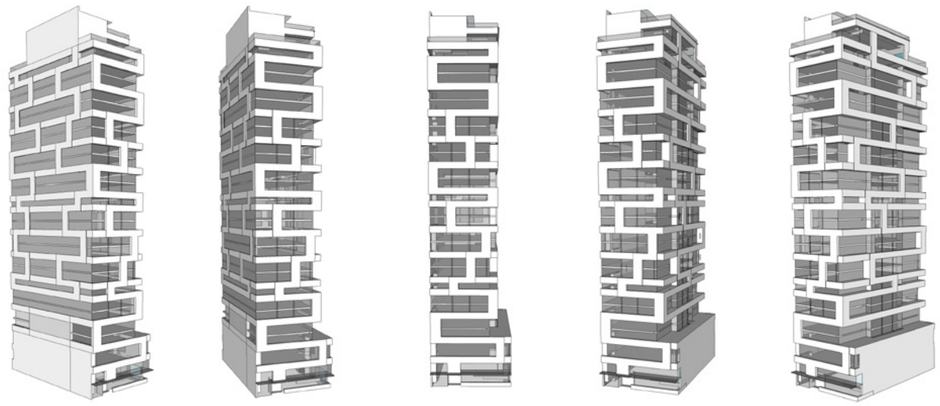
- Residential (non chargeable): 11,540
- Non Residential (chargeable): 86,905

Total chargeable FAR: 90,705

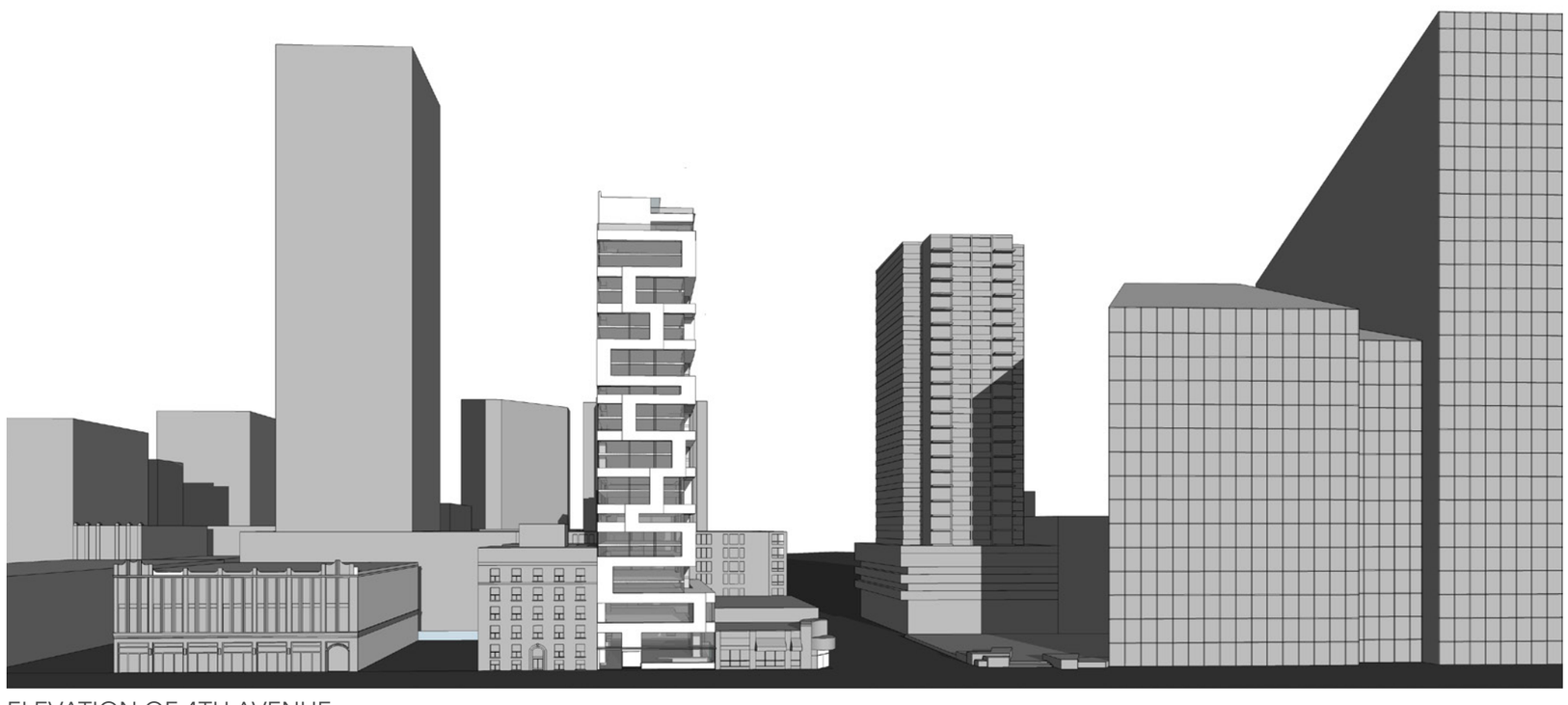
Number of Stories: 23



TYPICAL HOTEL LEVEL



AXONOMETRIC VIEWS

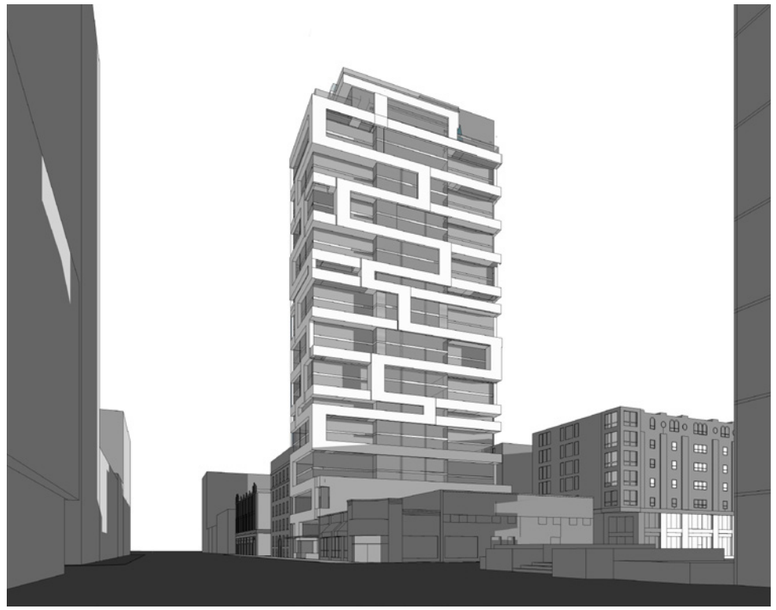


ELEVATION OF 4TH AVENUE

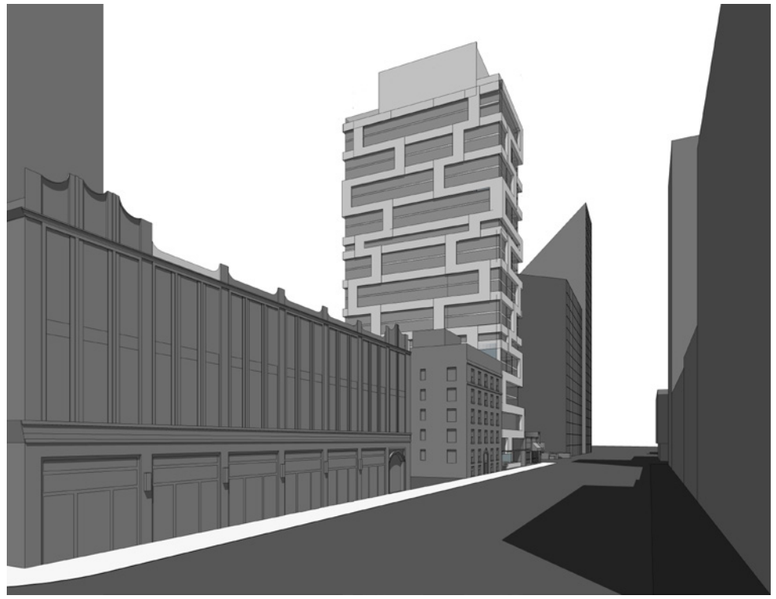
PERSPECTIVE LOOKING SOUTH

2 | massing, tower design & context

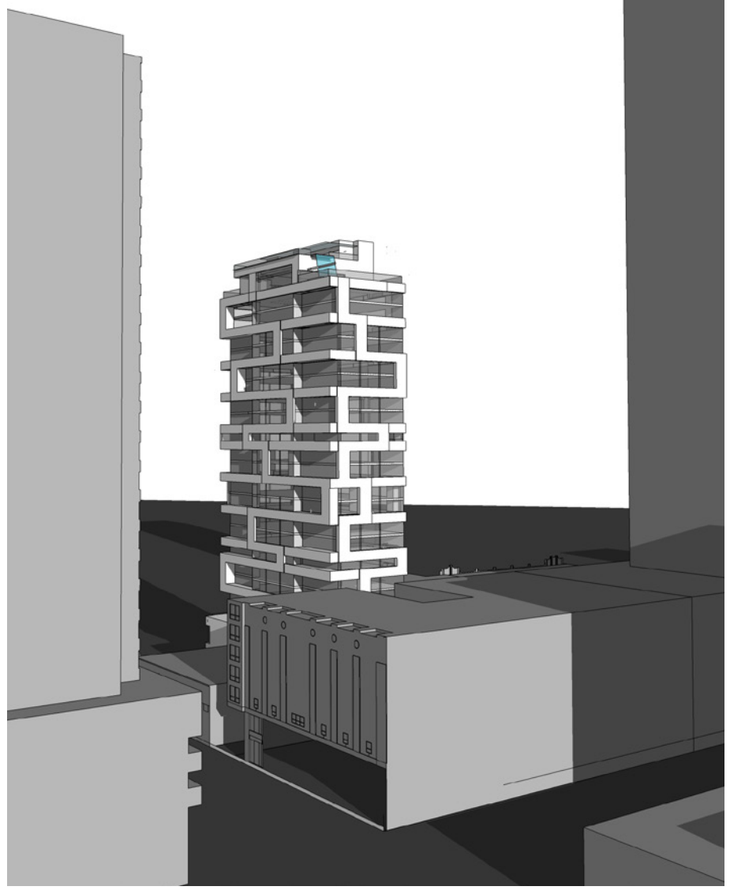
option #2: massing & plans



STREETSCAPE LOOKING SOUTH



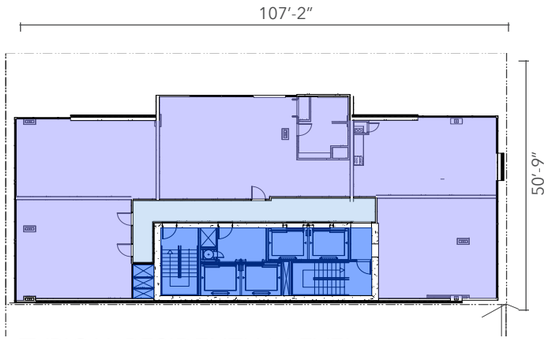
STREETSCAPE LOOKING NORTH



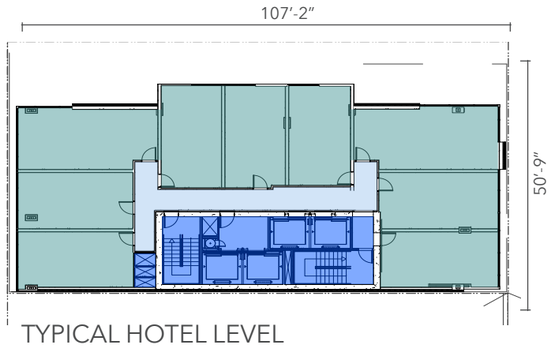
ALLEY VIEW

KEY:

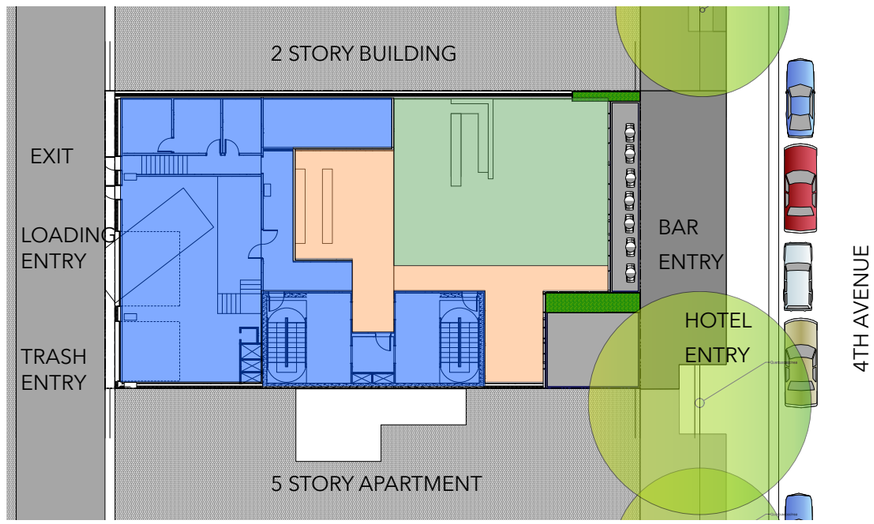
- Lobby
- Restaurant
- Outdoor Space
- Office/Fitness
- Lodging
- Circulation
- Core Functions
- Units



TYPICAL RESIDENTIAL LEVEL



TYPICAL HOTEL LEVEL



GROUND LEVEL SITE PLAN

2 | massing, tower design & context

option #3: minor departure (preferred)

option 3:

Hotel Units: 176 # Residential Units: 10

FAR SF:

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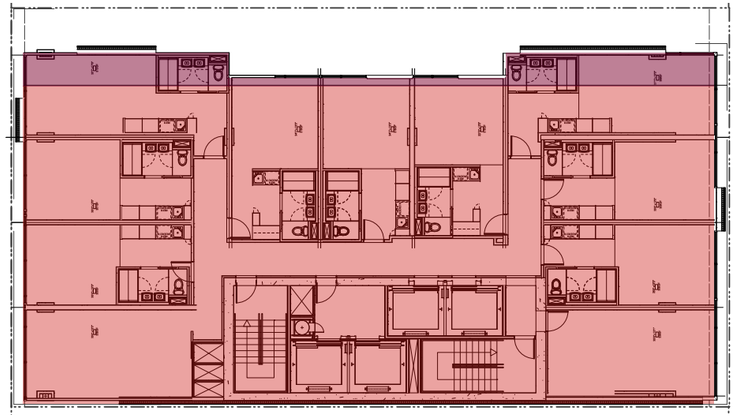
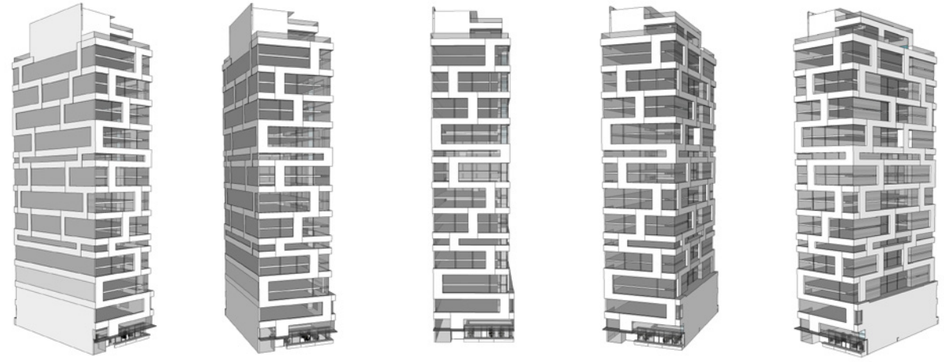
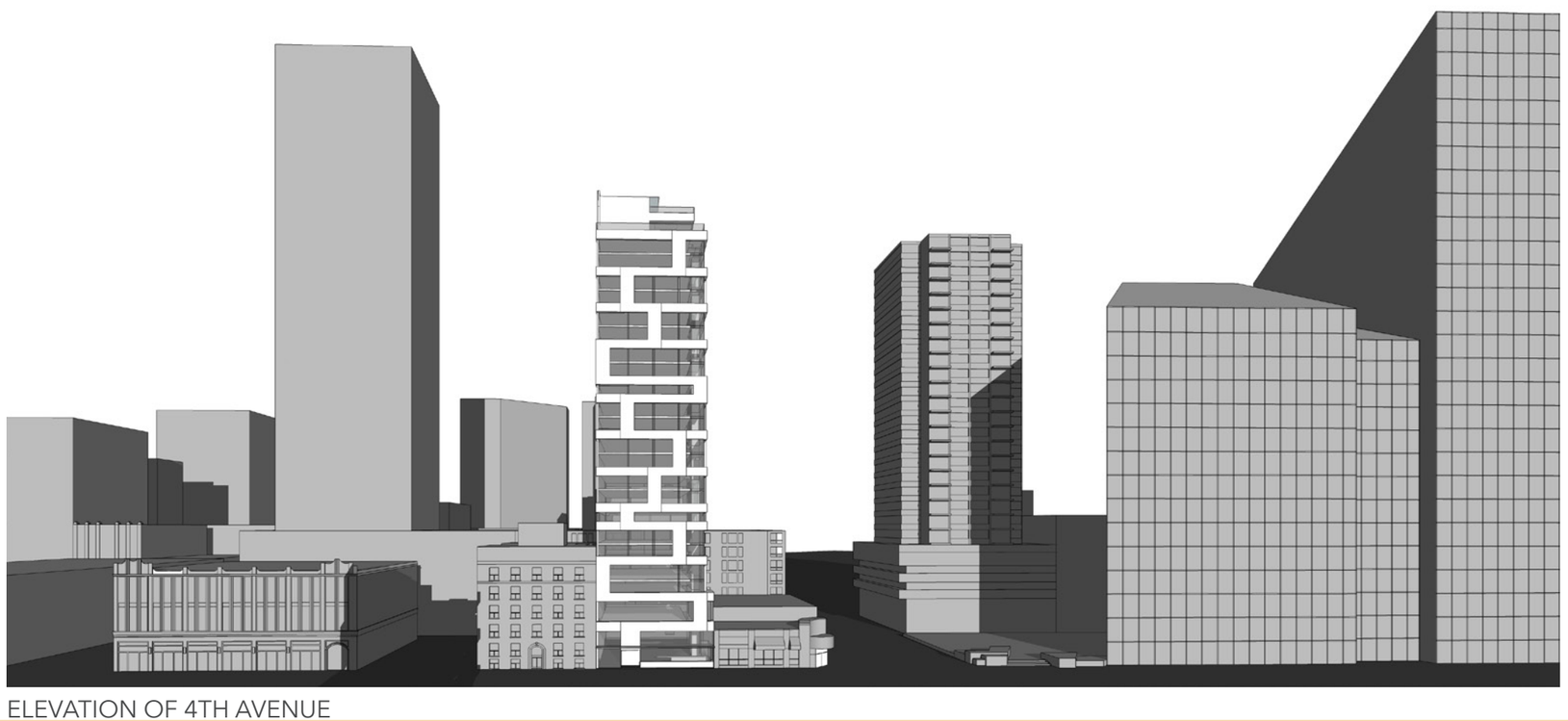


Compliant area Departure Area

TYPICAL HOTEL LEVEL



AXONOMETRIC VIEW SEQUENCE

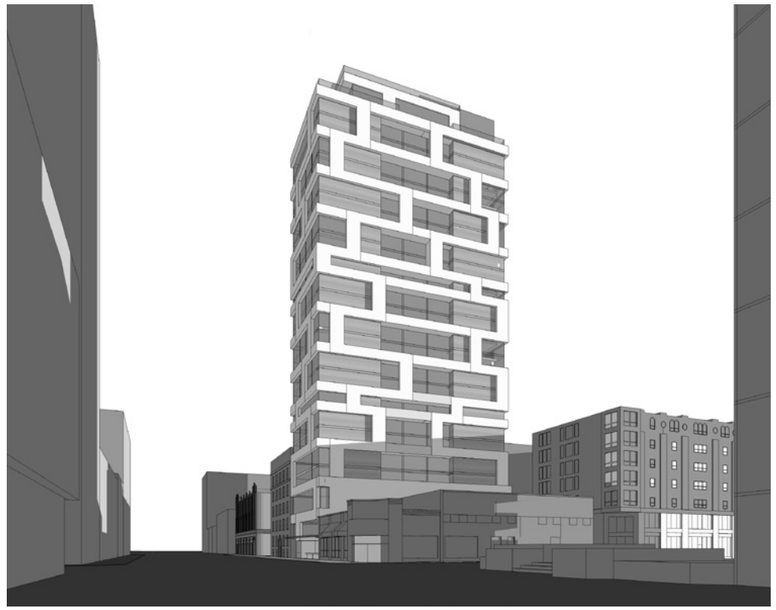


ELEVATION OF 4TH AVENUE

PERSPECTIVE LOOKING SOUTH

2 | massing, tower design & context

option #3: massing & plans

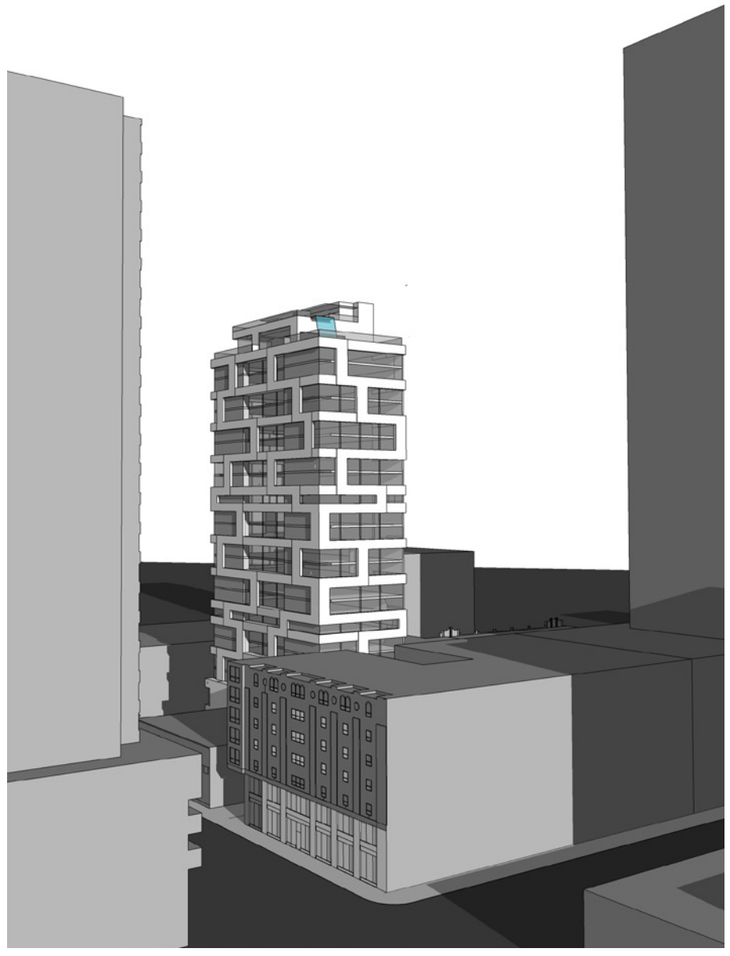


STREETSCAPE LOOKING SOUTH

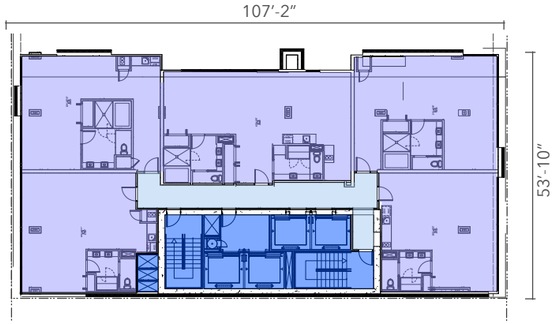
STREETSCAPE LOOKING NORTH

KEY:

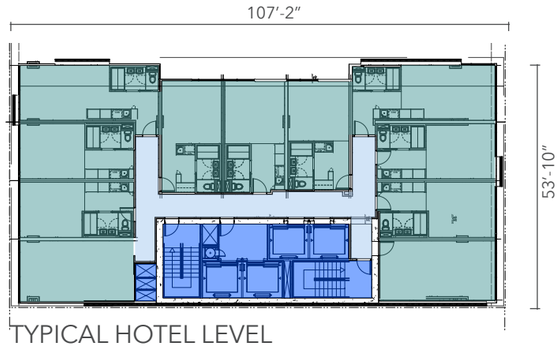
- Lobby
- Restaurant
- Outdoor Space
- Office/Fitness
- Lodging
- Circulation
- Core Functions
- Units



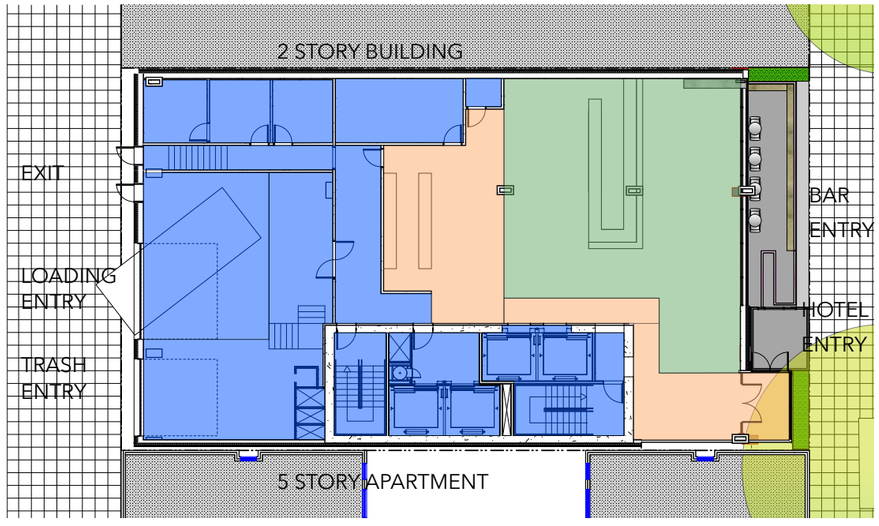
ALLEY VIEW



TYPICAL RESIDENTIAL LEVEL



TYPICAL HOTEL LEVEL



GROUND LEVEL SITE PLAN

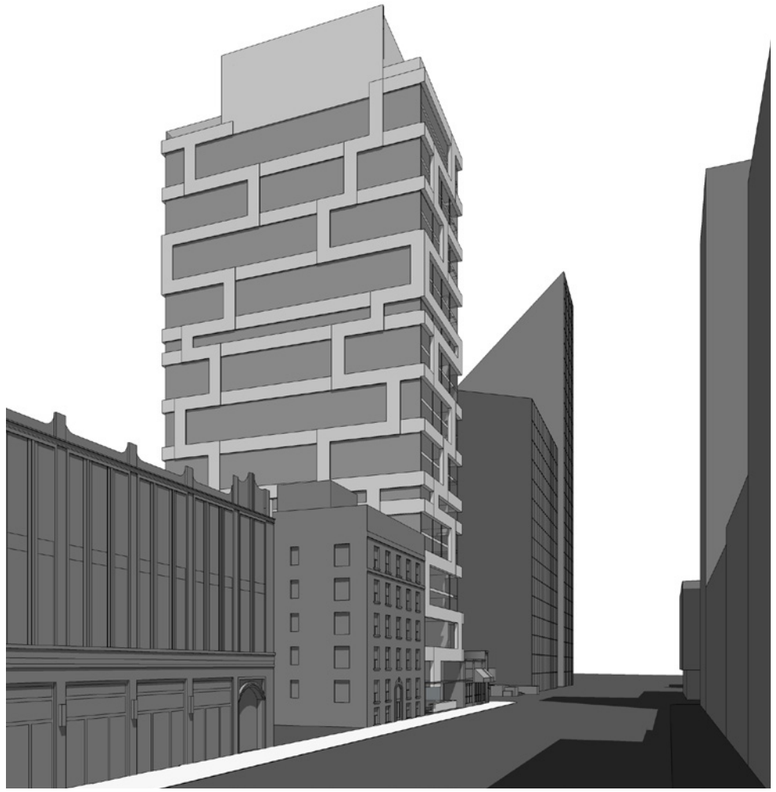
3 | architectural concept and materiality

concept revision summary

Creating hierarchy among the differing uses and the verticality of the structure was further explored in the Ribbon Element concept. In conjunction with the continuous ribbon element, the secondary layering of horizontal elements and the depth of solid material related to the glazing plane were implemented, highlighting the overall design concept.

The ribbon begins at the ground floor entry, projecting skyward in a playful, meandering fashion. The ribbon width and height are consistent throughout providing a connecting element on all four sides of the building. The ribbon sets the hierarchy for horizontal void and solids that define the hotel level floors, creating interest and playfulness with differing depths and shadow lines. This allows for integrated lighting and a varied use of materials inset into the voids. Volumes are defined by horizontal banding springing from the ribbon. At the hotel, play between glazed and solid elements creates interest and provides continuity for the building as a whole. Vertical elements indicating demising walls at the hotel rooms are indicated by a thinner vertical element. The preferred option takes these elements into account on all sides of the facade to create a unified and elegant building from all perspectives.

PERSPECTIVE LOOKING SOUTH ALONG 4TH AVENUE

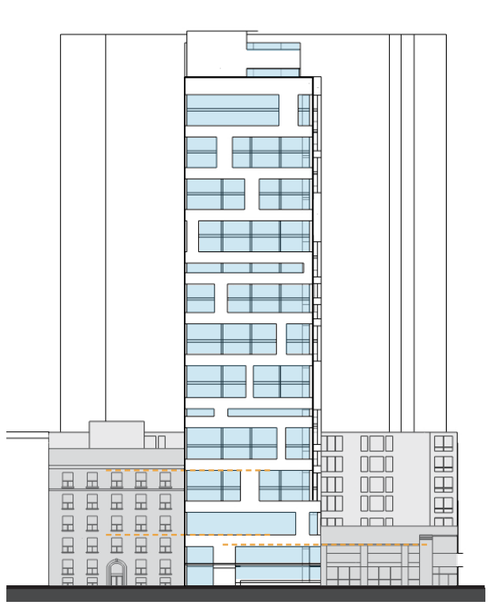


PERSPECTIVE LOOKING NORTH ALONG 4TH AVENUE

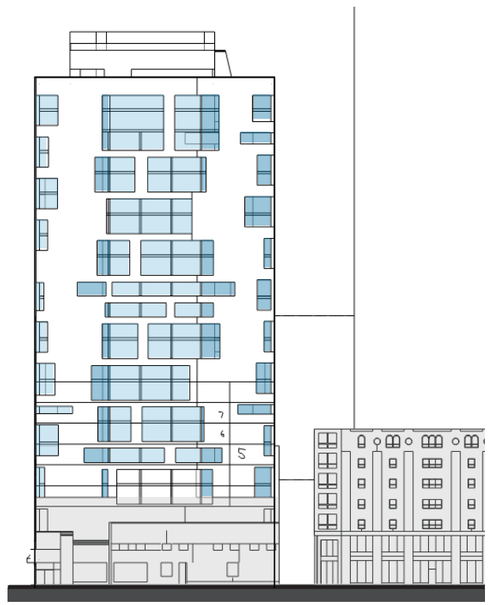
ELEMENT MOVES DOWN THE BUILDING PROVIDING DEPTH

LINEAR ELEMENTS CREATE SCALE

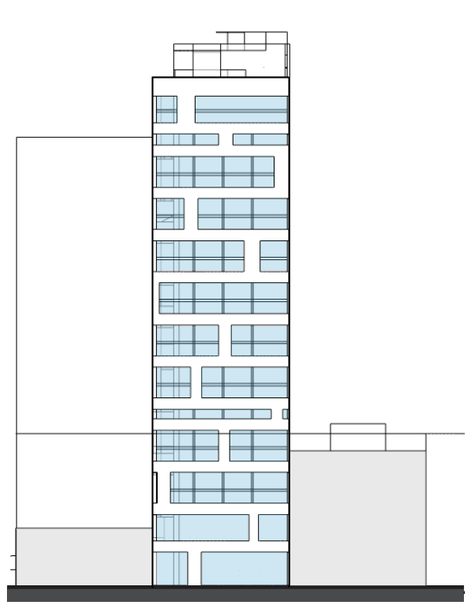
EDG #1 PREFERRED OPTION 3



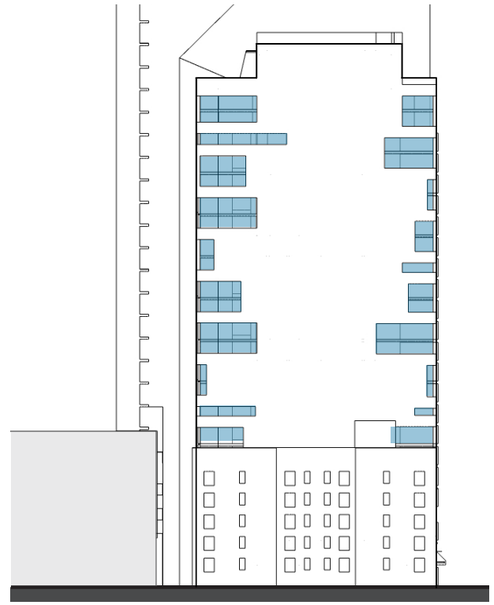
4TH AVENUE ELEVATION



LENORA STREET ELEVATION



ALLEY ELEVATION

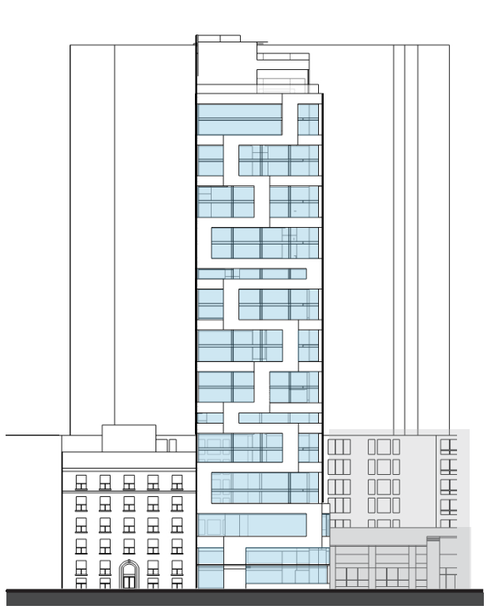


VIRGINIA STREET ELEVATION

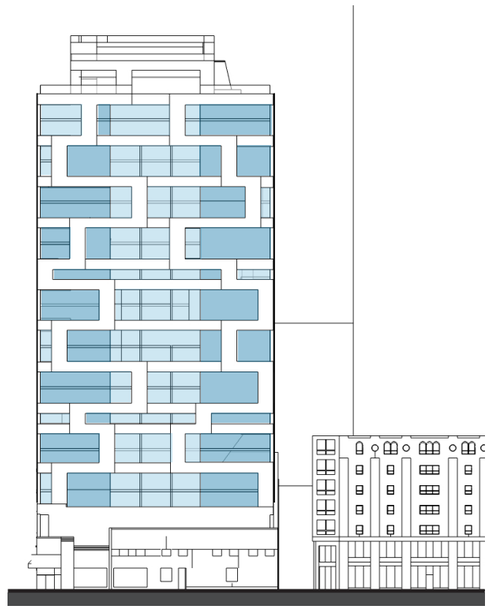
EDG #2 PREFERRED OPTION 3

materiality and glazing

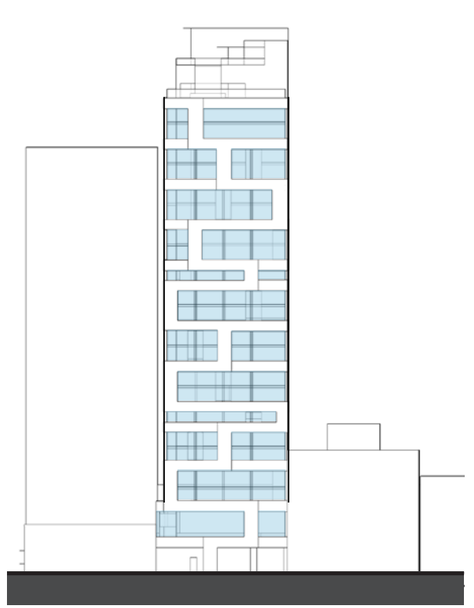
At the EDG #1 meeting, the board had concerns with the preferred concept being understandable around the entire massing. As part of the design revisions, the overall ribbon concept was strengthened by creating depth and hierarchy between the inset glazing panels, the horizontal banding and the vertical ribbon element. Additionally, the ribbon element is carried through the north and south facades, completely integrating the concept.



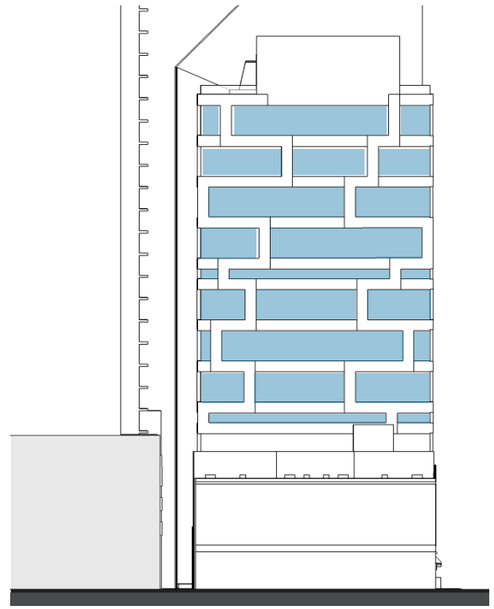
4TH AVENUE ELEVATION



LENORA STREET ELEVATION



ALLEY ELEVATION



VIRGINIA STREET ELEVATION

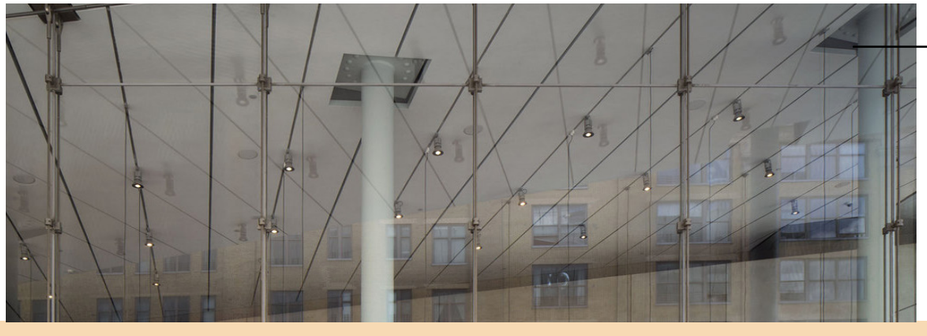
3 | architectural concept & materiality

materiality concepts

SPANDREL PANEL

CERAMIC TILE

WINDOW WALL



CURTAIN WALL

CORNER PERSPECTIVE

3 | architectural concept and materiality

concept hierarchy

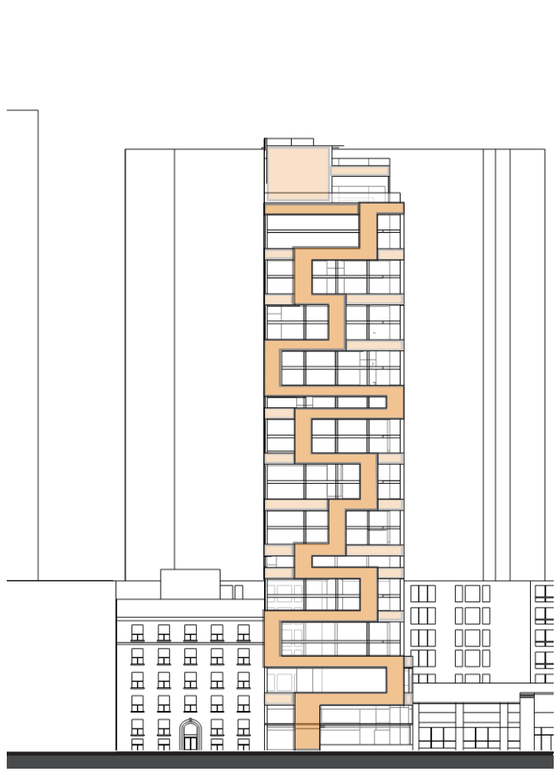
depth and hierarchy

At the first EDG meeting, the board had concerns with the preferred concept being understandable around the entire massing.

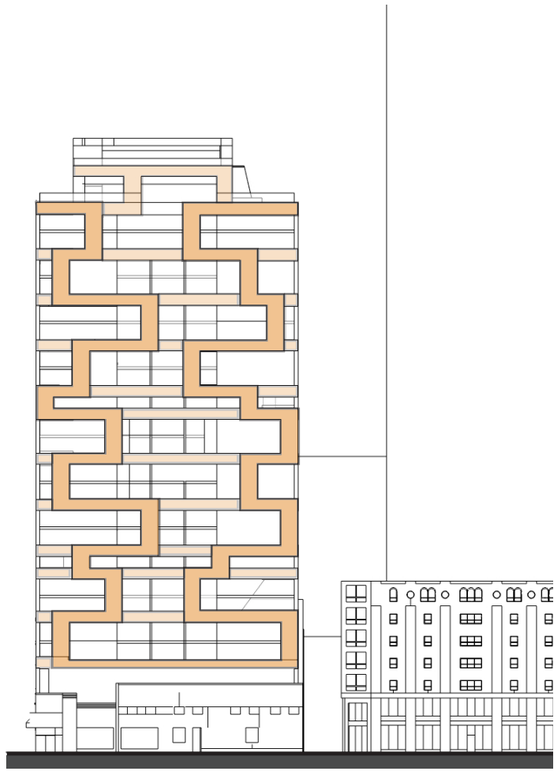
KEY:

Primary ribbon element

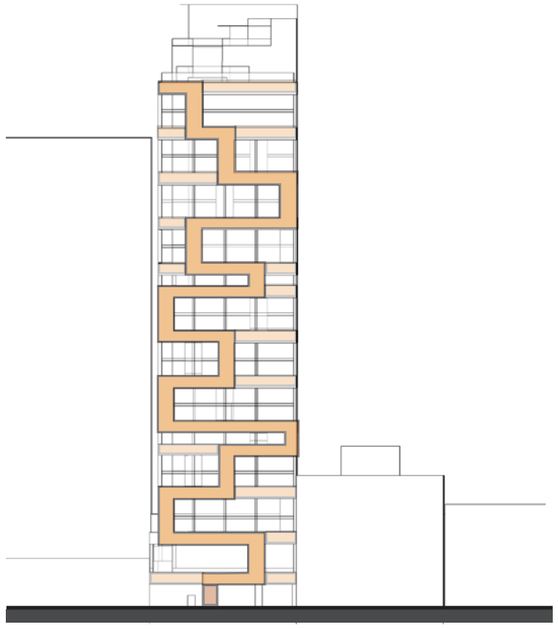
Secondary horizontal wrapping



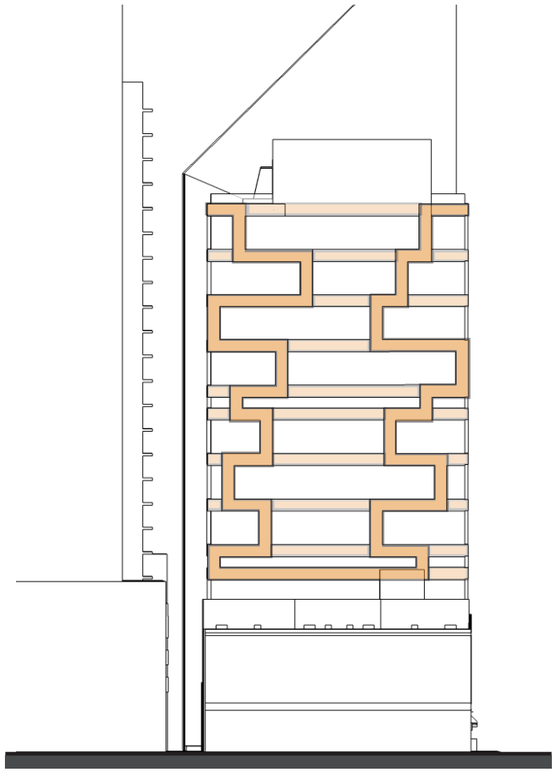
4TH AVENUE ELEVATION



LENORA STREET ELEVATION



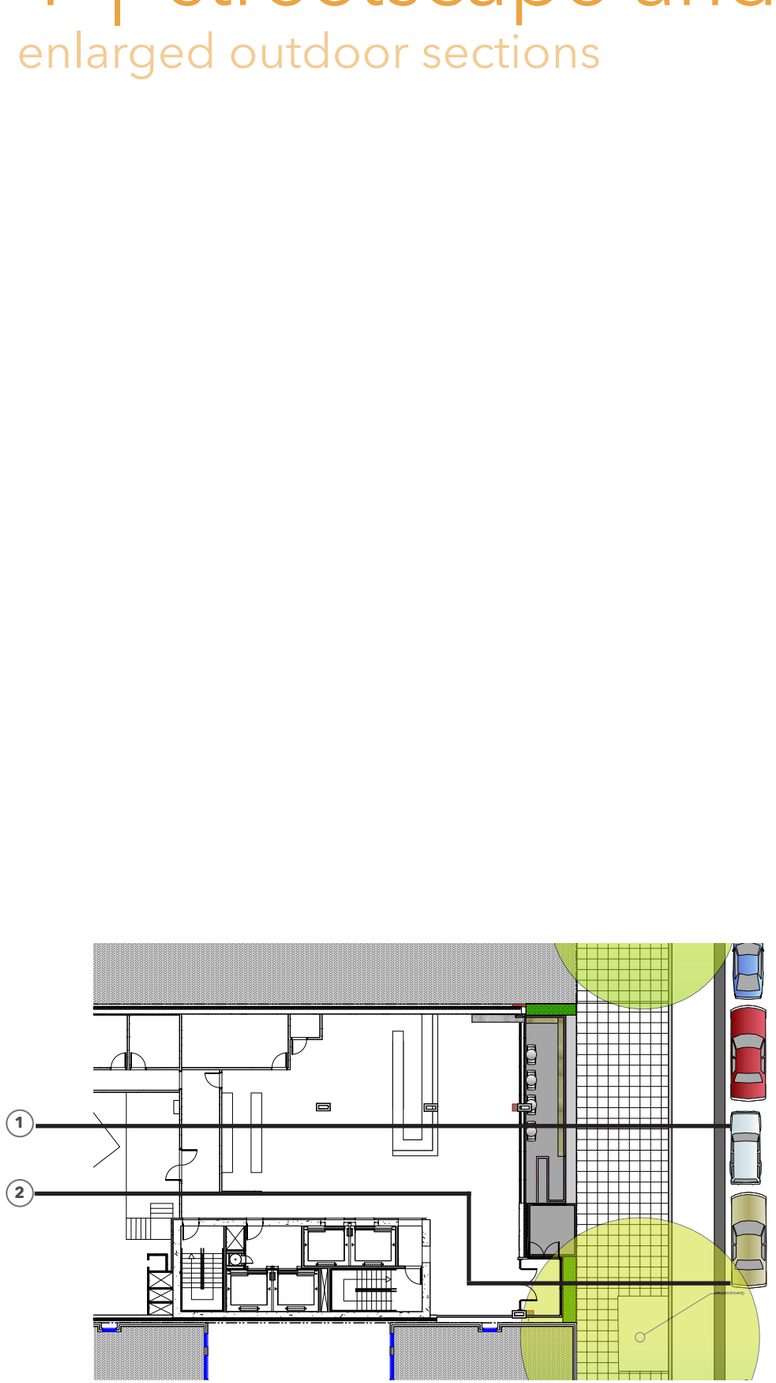
ALLEY ELEVATION



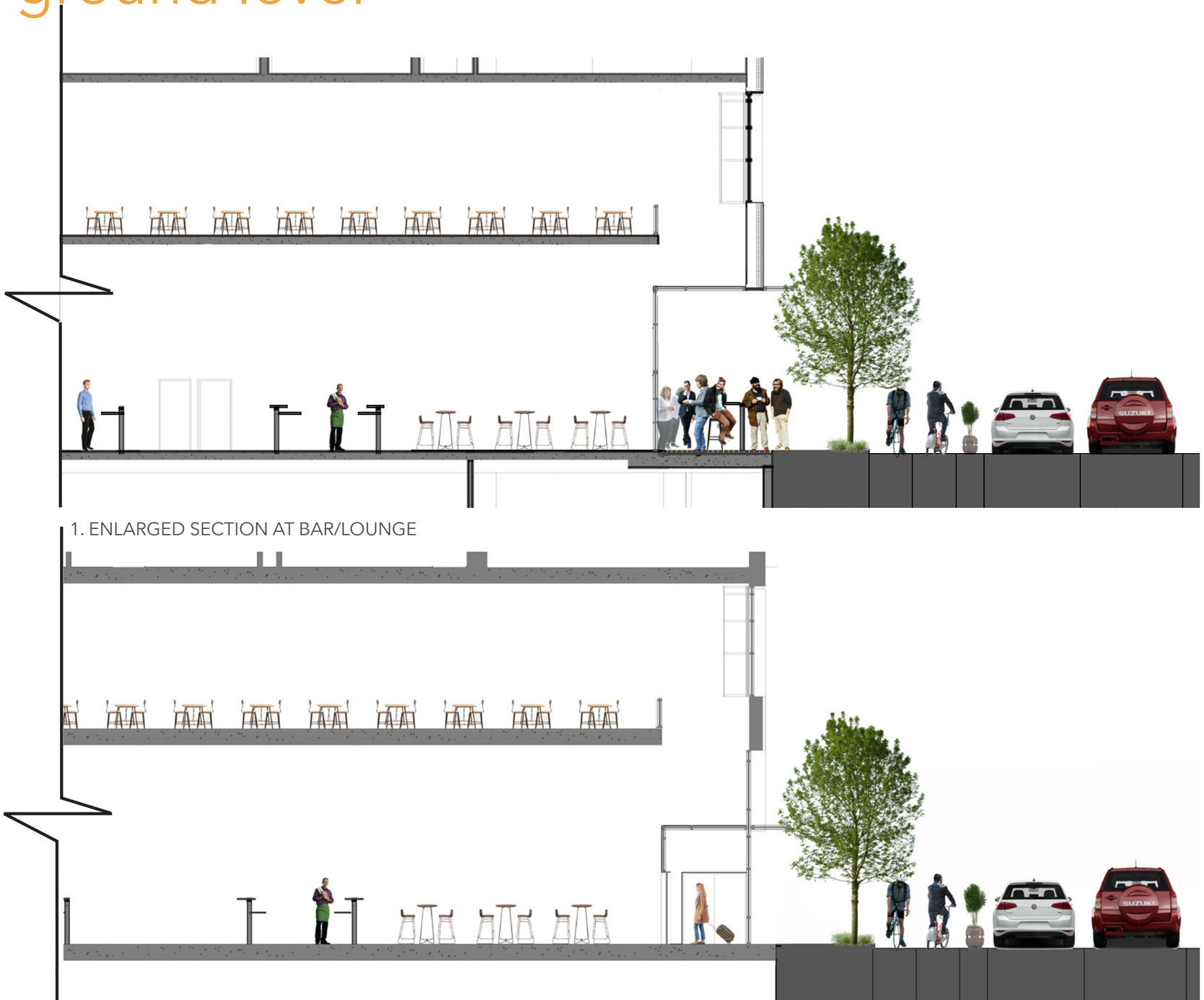
VIRGINIA STREET ELEVATION

4 | streetscape and ground level

enlarged outdoor sections



SECTION SITE KEY



1. ENLARGED SECTION AT BAR/LOUNGE

2. ENLARGED SECTION AT HOTEL ENTRY

4 | streetscape and ground level

street level bar design concept

HOTEL AND BAR ENTRY PERSPECTIVE

LOW STREETSCAPE PLANTING

ground level bar interaction

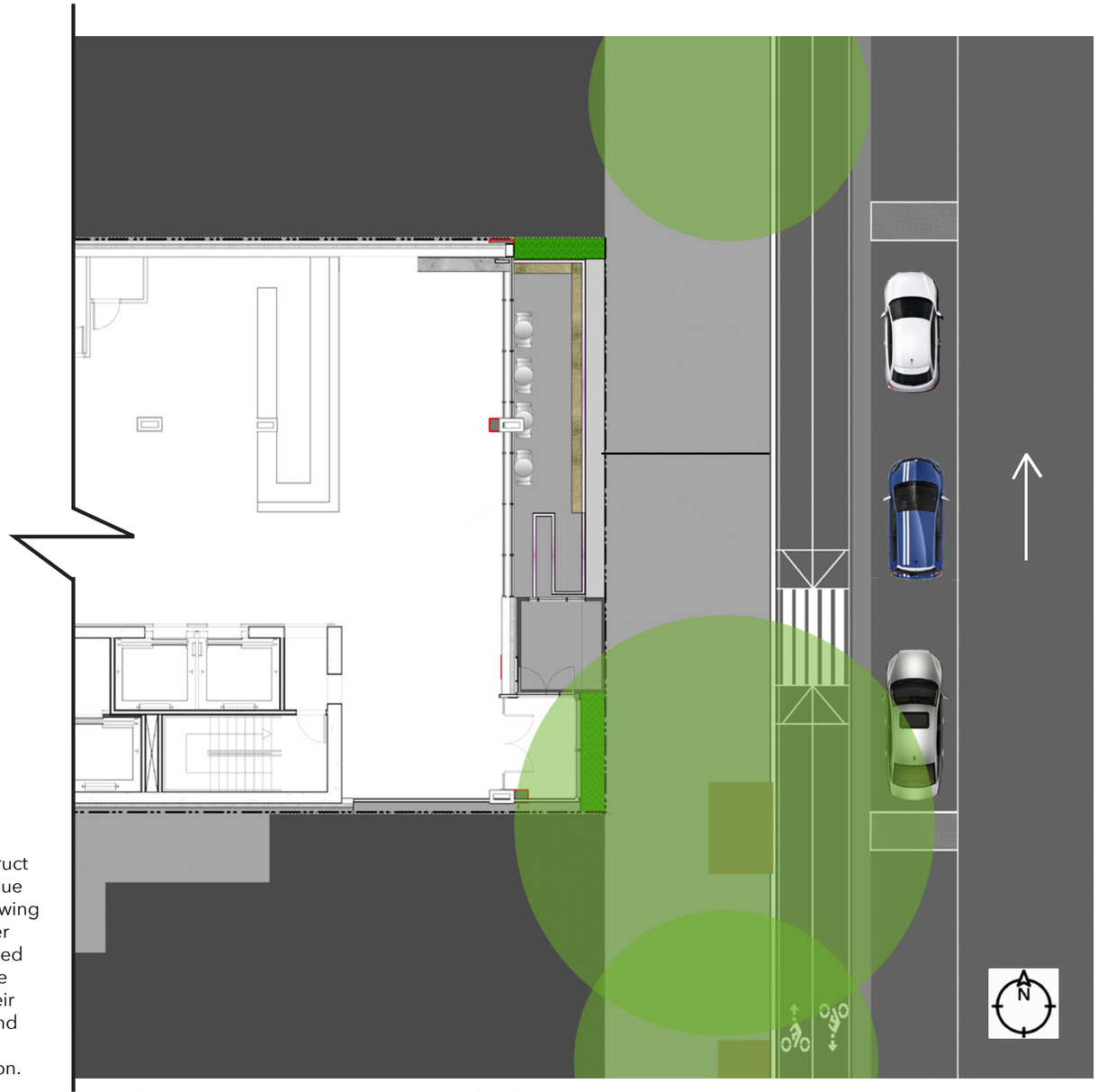
At the first EDG meeting, the board was split on their feelings toward the outdoor seating area in the preferred option. The design team took all opinions into consideration and decided to keep the overall size of the bar, working to make it more transparent allowing for visual interaction between pedestrian and patrons. Incorporating slatted elements into the face of the bar structure, emphasizes its horizontality while providing visibility through the structure and segregation between the bar and sidewalk. Planting is provided to soften the transition between the two uses.

FOURTH AVENUE ENTRY ELEVATION

VISUAL BARRIER AT BAR SEATING

4 | streetscape and ground level

pedestrian experience



PEDESTRIAN AND BIKE LANE INTERACTION

RAISED PORTION OF BIKE LANE TO MEET SIDEWALK

WELL MARKED BIKE LANE WITH CURBS

pedestrian drop off zone

The City of Seattle has plans to construct a dedicated bike lane along 4th Avenue which would flow north to south following the direction of traffic. Similar to other situations within downtown, an elevated and striped section of sidewalk will be utilized to guide pedestrians from their parking lane to the building's hotel and lounge entries while simultaneously slowing bikers with a ramped transition.

loading at alley

EXISTING ALLEY PERSPECTIVE

alley loading design

The Board asked for further explanation of the loading at the alley. The project proposes to utilize a 20′ deep platform inside the building with a large hydraulic lift to move delivered product from alley grade, which is approximately 6′ above the ground level finish floor. The design intends for trucks to be able to back in for delivery drop off and to extend less than half way into the alley right-of-way while unloading.

KEY:

Alley loading dock hydraulic platform lift

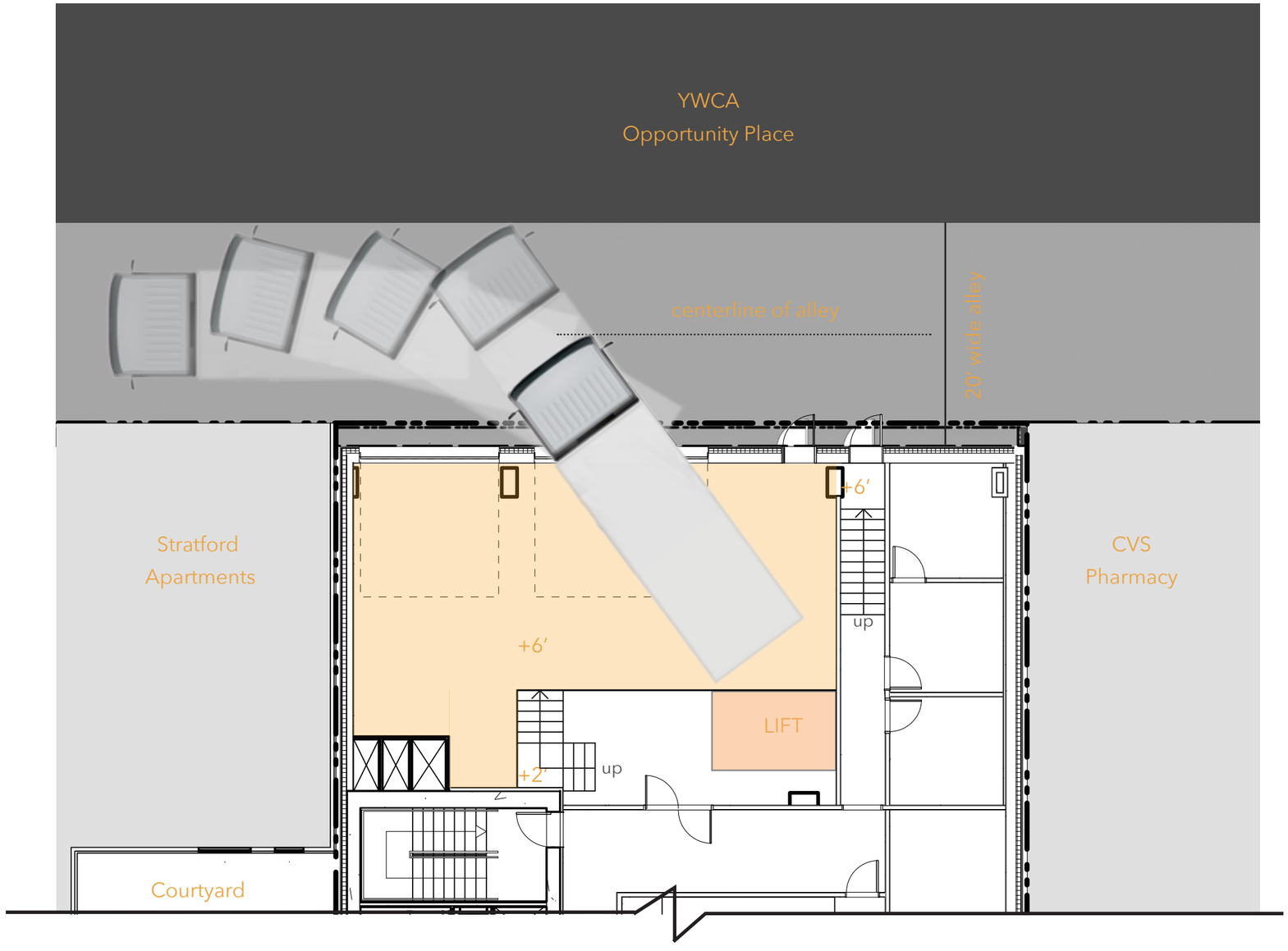


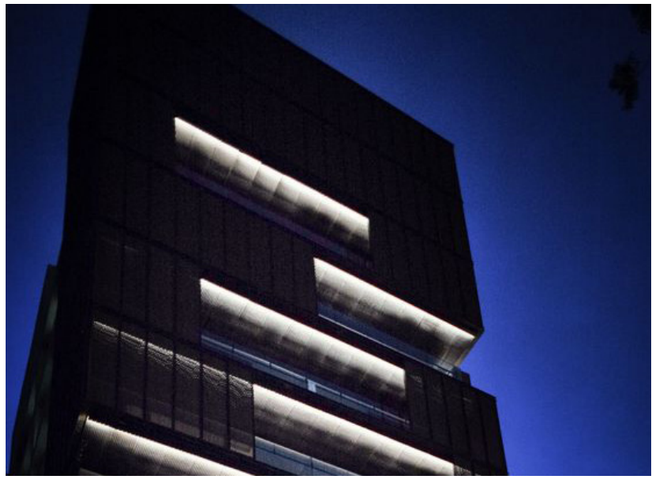
DIAGRAM OF TURNING RADIUS AT LOADING

5 | lighting

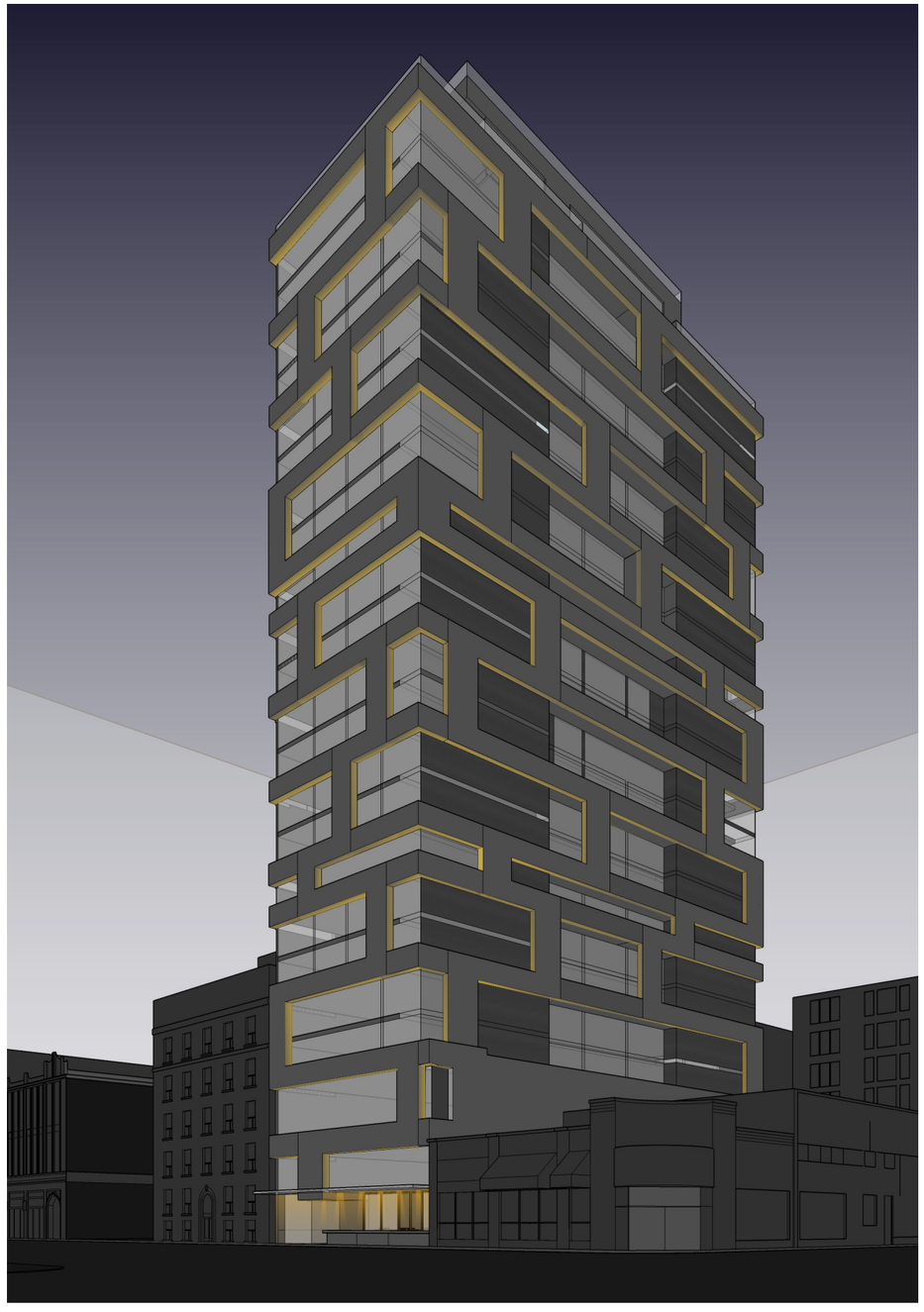
pedestrian experience

From the Board's recommendation, the design team analyzed ways to subtly light the body of the project while considering the surrounding residential neighbors. The updated design proposes inset channel lighting up the face of the elevations as it related to the 'ribbon' concept moving its way around and up the building. The lighting would be inward facing and soft to avoid disrupting the residential neighbors and the hotel patrons.

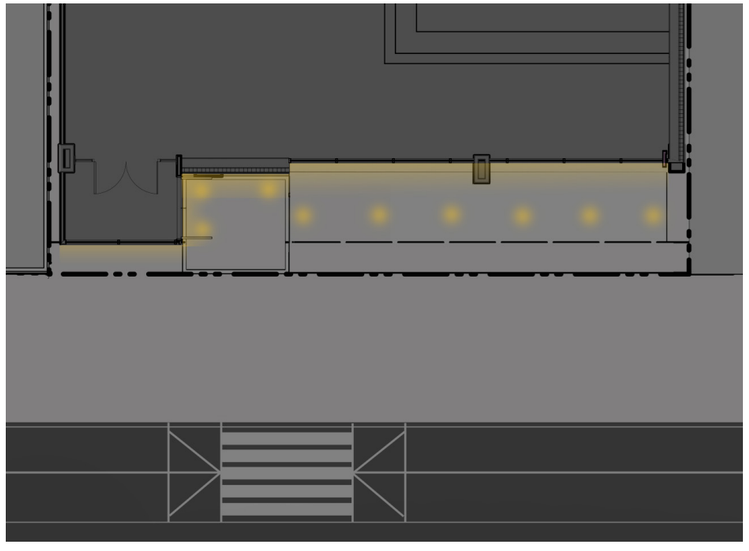
The lighting at the ground level would be considerably brighter, with the understanding that the entirely glazed ground level facade would glow at night as a beacon for patrons of the bar/restaurant and hotel alike. The project proposes linear lighting built into the soffit along the seating area with additional spot lighting at the main hotel entry.



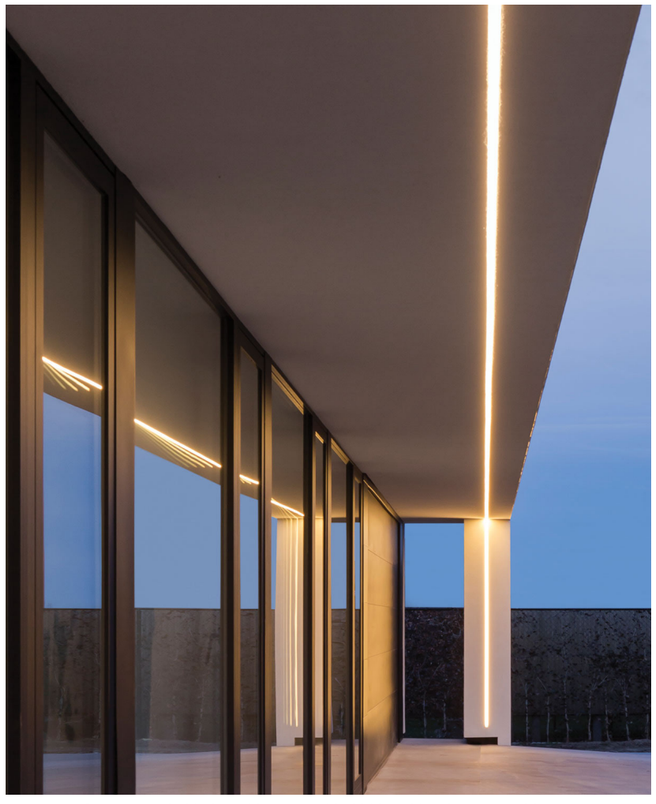
LINEAR EXTERIOR LIGHTING CONCEPT IMAGE



EXTERIOR LIGHTING AT NIGHT



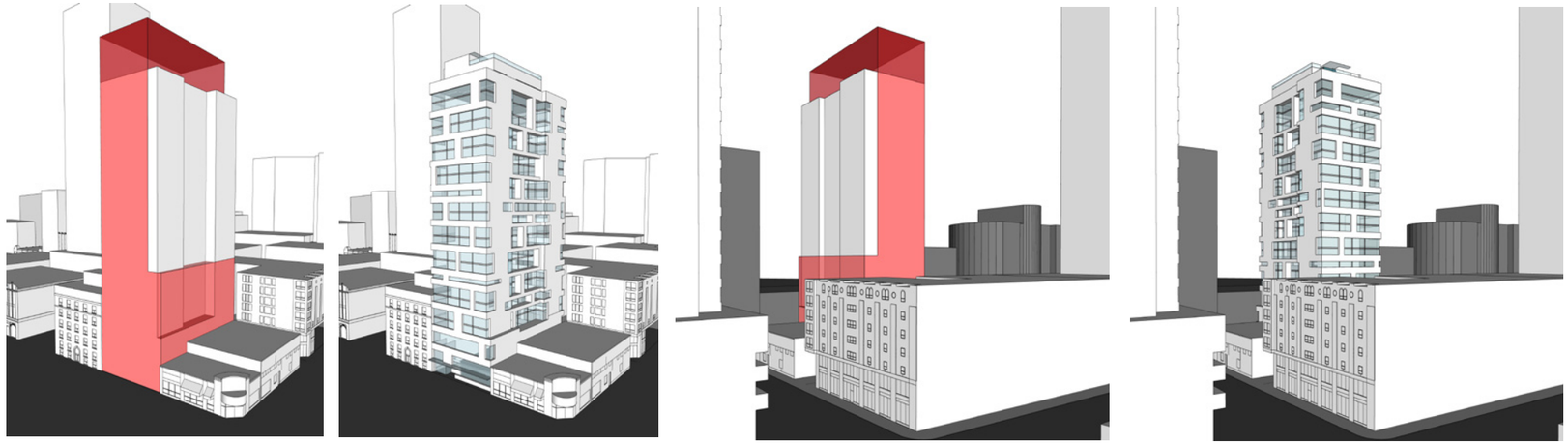
PLAN VIEW OF EXTERIOR LIGHTING ALONG 4TH AVENUE



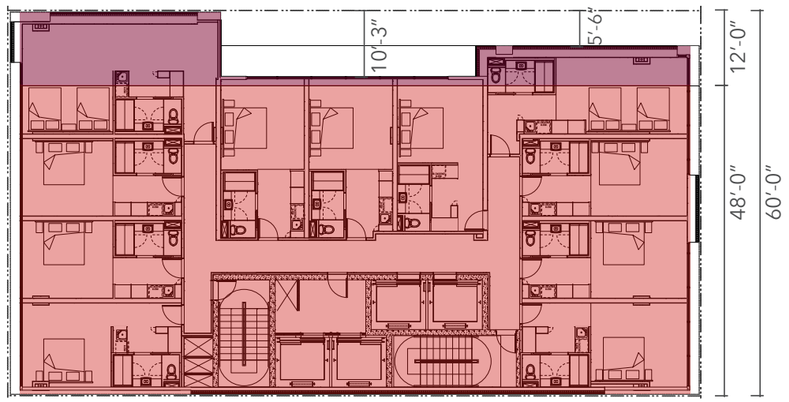
LINEAR EXTERIOR LIGHTING CONCEPT IMAGE

development standard departure

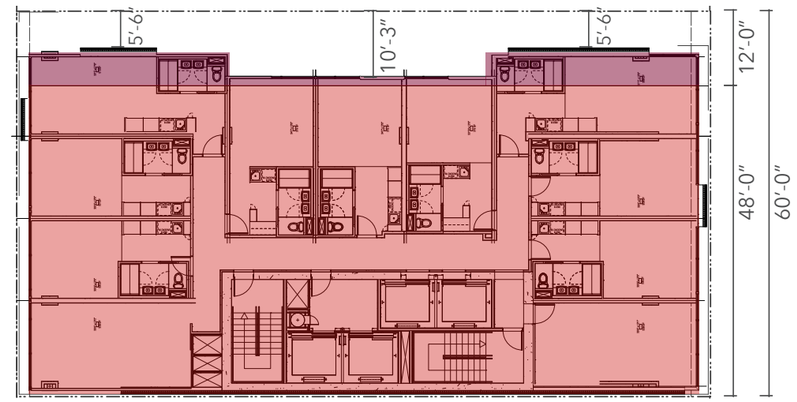
maximum tower width (SMC 23.49.058)



EDG #1 (PREFERRED): DEPARTURE MASSINGS



EDG #1: OPTION 3 (PREFERRED): DEPARTURE PLAN



EDG #2: OPTION 3(PREFERRED): DEPARTURE PLAN

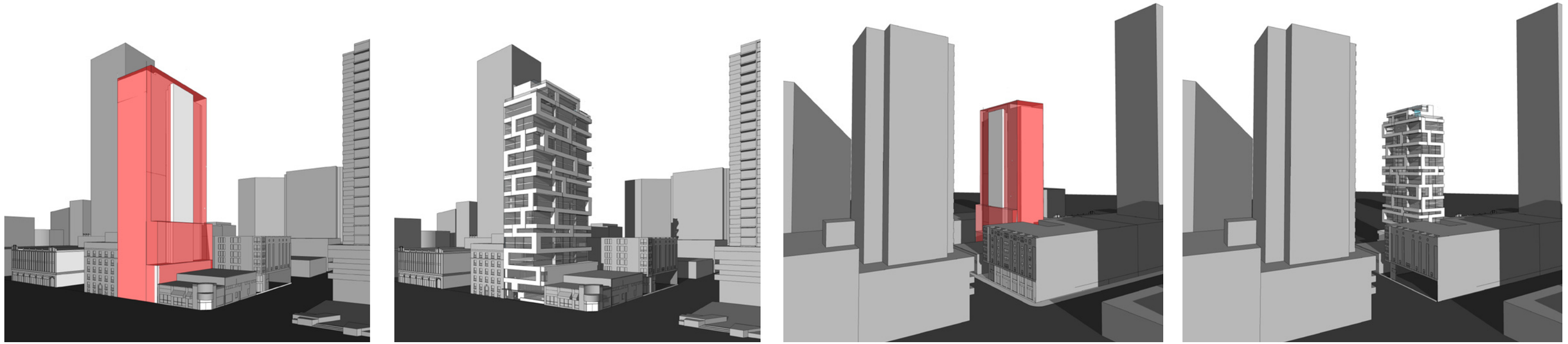
development standard departure

maximum tower width (SMC 23.49.058)

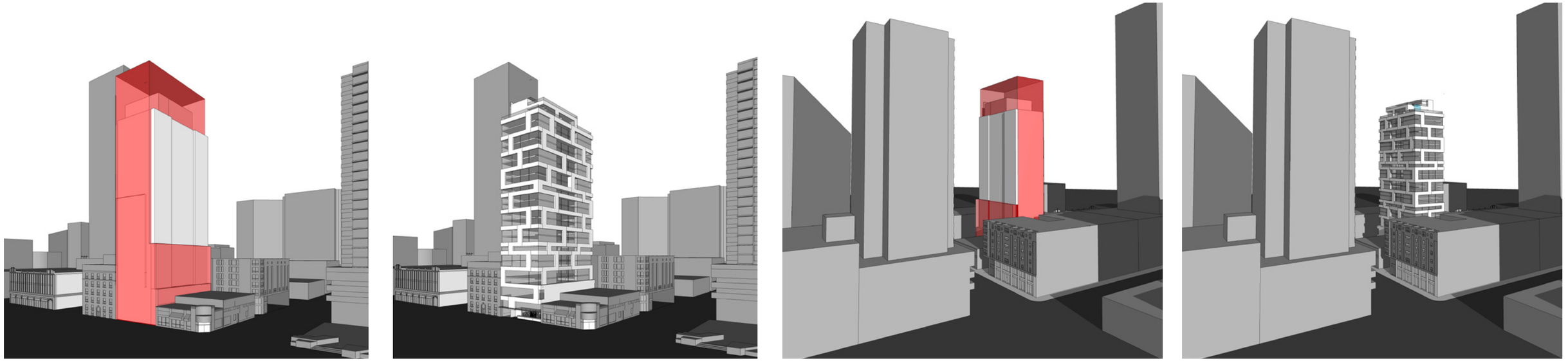
departure analysis

The ribbon element has been utilized on all three design options. While option 1 requires one additional floor, option 2 is the same height but doesnt allow for a nearly the same amount of usable square footage and creates a tower that is disproportional to its base and surroundings.

The preferred Option 3 is one floor lower, allowing for a more economical and better proportioned tower to its surrounding context. All the neighboring properties have sites that allowed for larger tower footprints and option 3 provides for a better proportioned design and massing in the context of the its neighborhood.



OPTION 2: DEPARTURE ANALYSIS



OPTION 3 (PREFERRED): DEPARTURE ANALYSIS

final image

third place design co-operative

where architecture meets community