1001 WESTLAKE AVE N

PROJECT INFORMATION

SDCI # 3026386
Early Design Guidance
West Design Review Board

PROPERTY ADDRESS
1001 Westlake Ave N
Seattle, WA 98109

MEETING DATE
March 1st, 2017,
8:00 pm

OWNER
1001 Westlake Partners LLC
601 Union Street, Suite 3010
Seattle, WA 98101

ARCHITECT
HELIOTROPE
5140 Ballard Avenue NW, Suite B
Seattle, WA 98107
206.297.0442

LANDSCAPE ARCHITECT
Site Workshop
222 Etruria St #200
Seattle, WA 98109
206.285.3026

PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

DESCRIPTION

The project consists of a 7-story boutique hotel with approximately 81 rooms, associated guest amenities and retail/food & beverage venues. Street-level program will consist of a significant food and beverage component, a pocket retail shop (envisioned as bike and board rental) and hotel lobby.

Guest rooms will be accommodated on levels 2 through 6 as well as the western half of level 7. The east half of level 7 will house an indoor/outdoor food and beverage venue, opening up to sweeping views of Lake Union and the downtown skyline. A basement level will house back of house support functions, publically rentable meeting rooms and other guest amenities.

80 rooms is considered the threshold of economic viability for this program type. In order to accommodate this base-line program a full build-out of allowable FAR is required, including HALA bonus area.

DESIGN OBJECTIVES

This is a prominent site within the neighborhood. It is visible for over a quarter mile on Westlake Ave, marks the NW corner of South Lake Union Park and is the terminus view of passengers arriving Seattle via Kenmore Air. The proposed structure will house a highly public use that embraces its prominent location - offering welcoming, fun and attractive uses taking full advantage of its fortunate situation. The structure itself is seen as the venue's most potent calling card. The design will take full advantage of the prominent corner site and proximity to the lake with a narrow, dramatic form evocative of a ships bow or the trailing edge of an airplane wing, references fitting for the location. The teams' aspirational goals for the building design include:

- Timeless
- Welcoming - a focal-point of neighborhood activity and identity
- Expressive of quality and luxury (well crafted)
- Rooted in NW, but expressive of a worldly sophistication
- Efficient, well-coordinated and economical
- Quality building materials, generous glazing and a focus on transparency and lush plantings at the street-level will serve to promote a strong pedestrian experience, as well as to figuratively pull the park across Westlake and into the building. Further, a strong landscape element separating Westlake vehicular and pedestrian traffic will greatly improve the experience for both.

- At the ground level, storefronts along 8th avenue will feature operable openings to strengthen the street connection in favorable weather, and the vast majority of the street frontage will feature high-visibility public functions providing warmth and activity to a street that is in need of activation and visual interest.
Levels 2-7 will house guest suites, all oriented toward the street and featuring large glazed openings. Rooms not subject to high road noise from Westlake will be fitted with operable windows to enhance the indoor/outdoor connection.

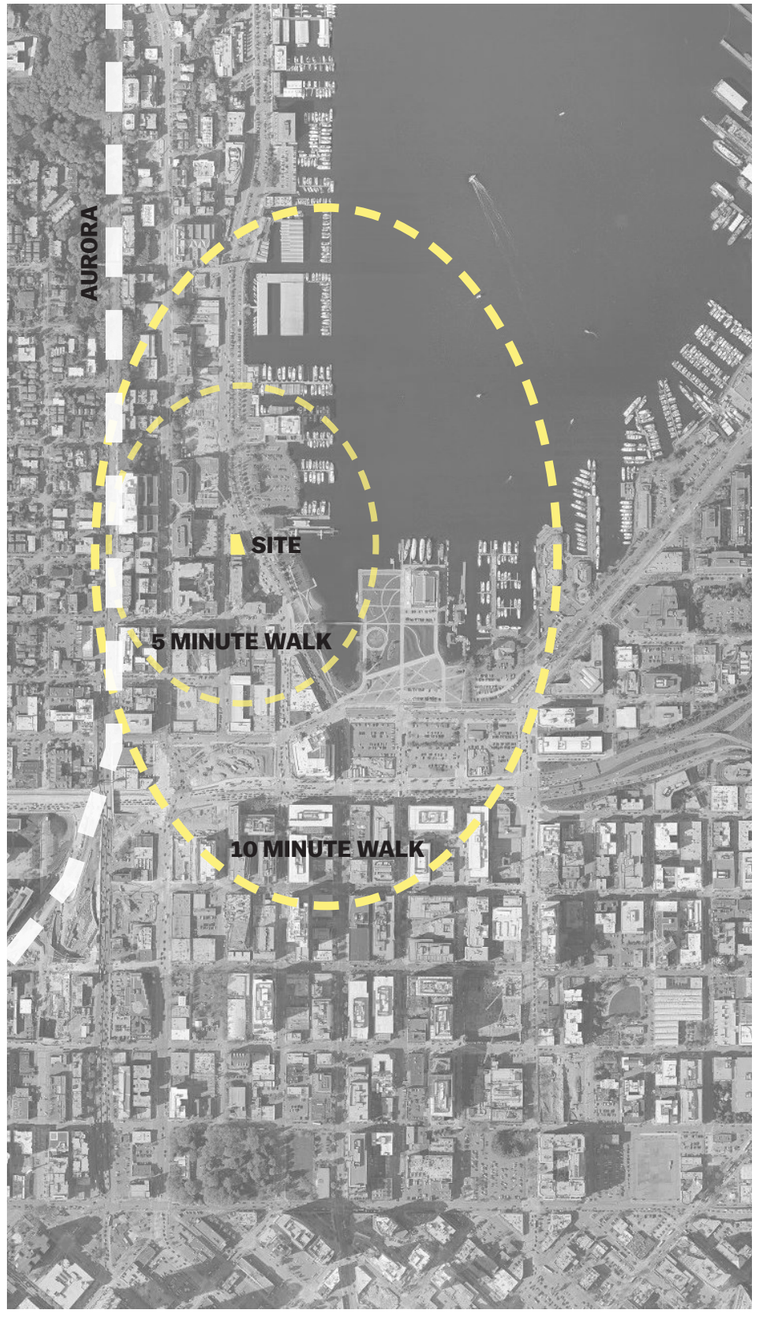
- At the 7th floor food & beverage venue, the ceiling 'fifth façade' will be utilized to enhance visual interest with a warm and welcoming glow when seen from the park, or when heading home along Westlake. Large operable glazing panels will allow it to become an outdoor venue in fair weather. Commanding views and great design, combined with exceptional food and service, will make this a citywide destination venue – which in turn is the ultimate goal of the project itself.

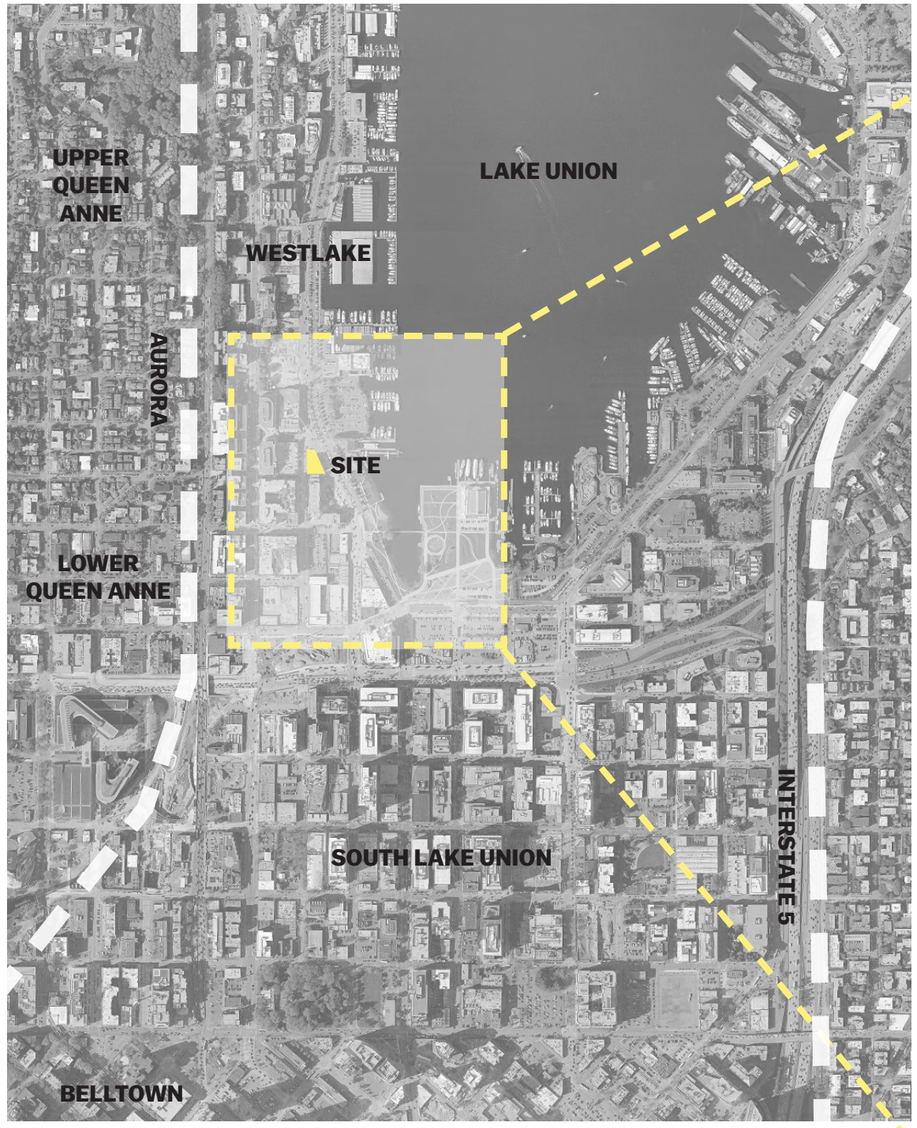
SITE AREA: 7,502 SF

ZONING: SM-85

FAR: BASE 4.5/ MAXIMUM 6.0
PROPOSED FAR: 6

PROPOSED PROGRAM SQUARE FOOTAGE BREAKDOWN:
HOTEL: 40,500 SF
FOOD & BEVERAGE: 5,700 SF





VICINITY PLANS

N

PROJECT SITE

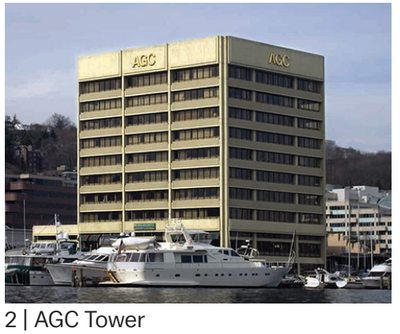
3 | 1101 Westlake Ave N

5 | Marriott Courtyard

4 | Facebook

1 | MOHAI

6 | JUXT Apartments

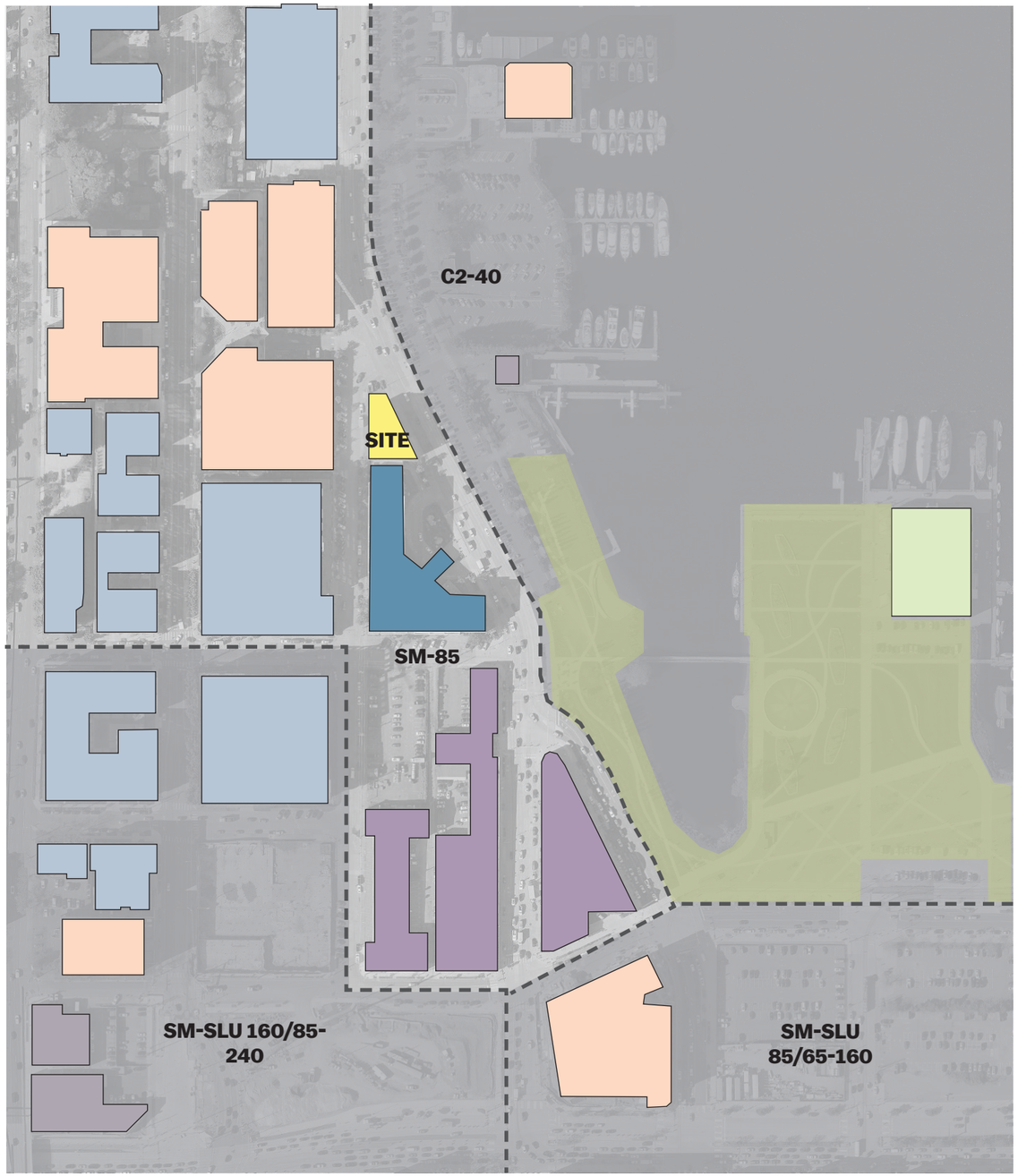


2 | AGC Tower

7 | Allen Institute of Brain Science

ZONING

The site sits within a SM-85 zone which features a mixture of commercial and residential uses. A neighborhood in transition, the neighboring older buildings and vacant lots are being developed to full zoning capacity.



LEGEND

COMMERCIAL SERVICE

OFFICE

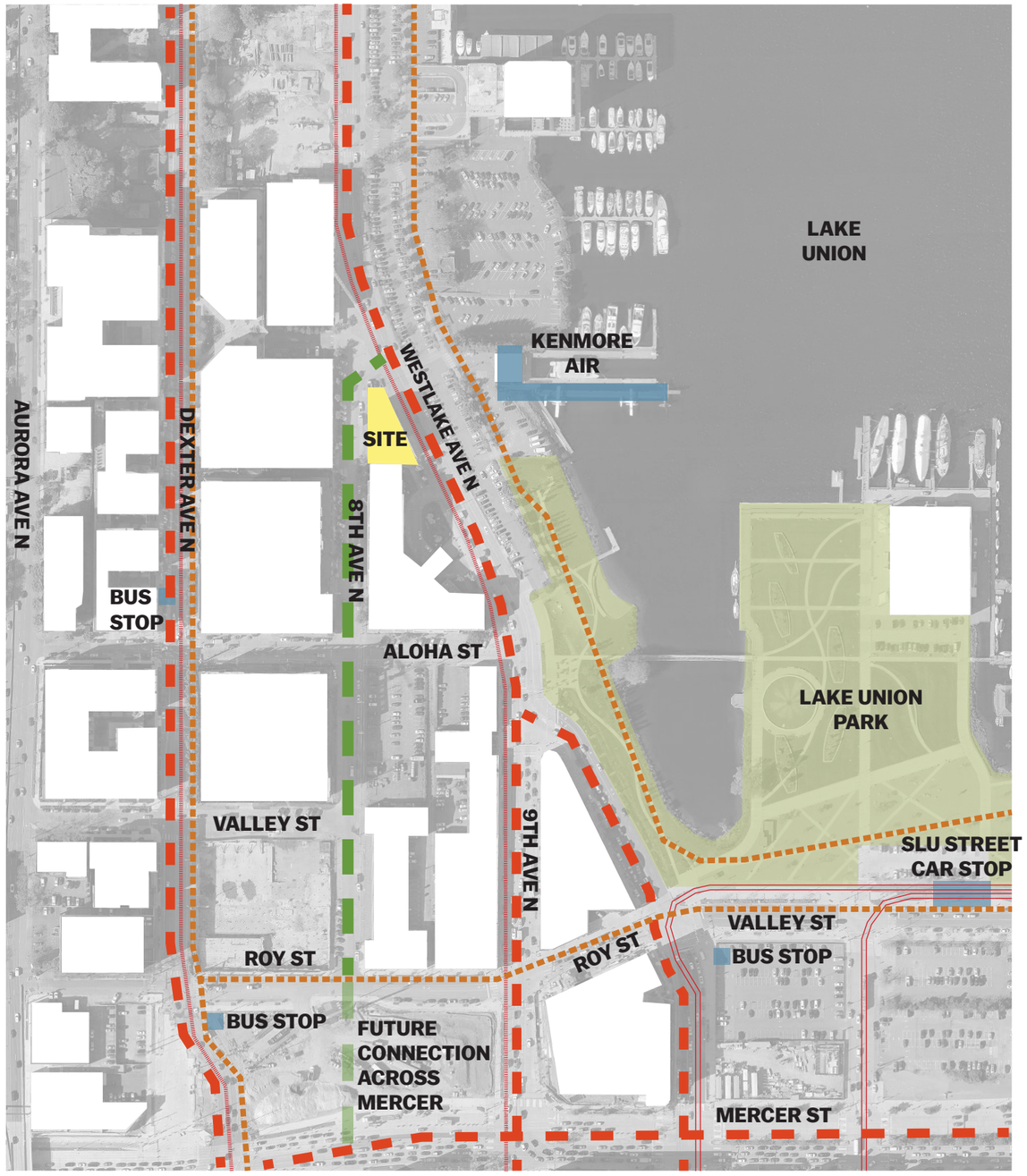
RESIDENTIAL/ MIXED USE

HOTEL

RECREATION/ OPEN SPACE

N

CIRCULATION



LEGEND

MAJOR ARTERIAL

MINOR ARTERIAL & NEIGHBORHOOD GREEN STREET

BUS ROUTE

BIKE LANE/TRAIL

RAIL

TRANSIT STOP / STATION / PORT

PARK

EXISTING SITE CONDITIONS

The site slopes from a low point of +28.79' at the SE corner (Westlake Ave N) to a high point of +32.49' at the SW corner (8th Ave N), approximately 3' elevation change. The elevation starts to level towards the north portion of the site with the NW corner at +29.97' and NE corner at +28.53'. The sidewalk elevation along Westlake Ave N stays mostly flat whereas the sidewalk elevation along 8th Ave N changes 2'-6" walking north.

The building is currently rented as office space.

Westlake Ave is designated a regional connector. 8th Ave is designated a neighborhood green street.

The northern tip of the site is being used for a parking lot and is served by two curb cuts on Westlake Ave N and 8th Ave N.

No street trees currently exist on the site.

LEGAL DESCRIPTION

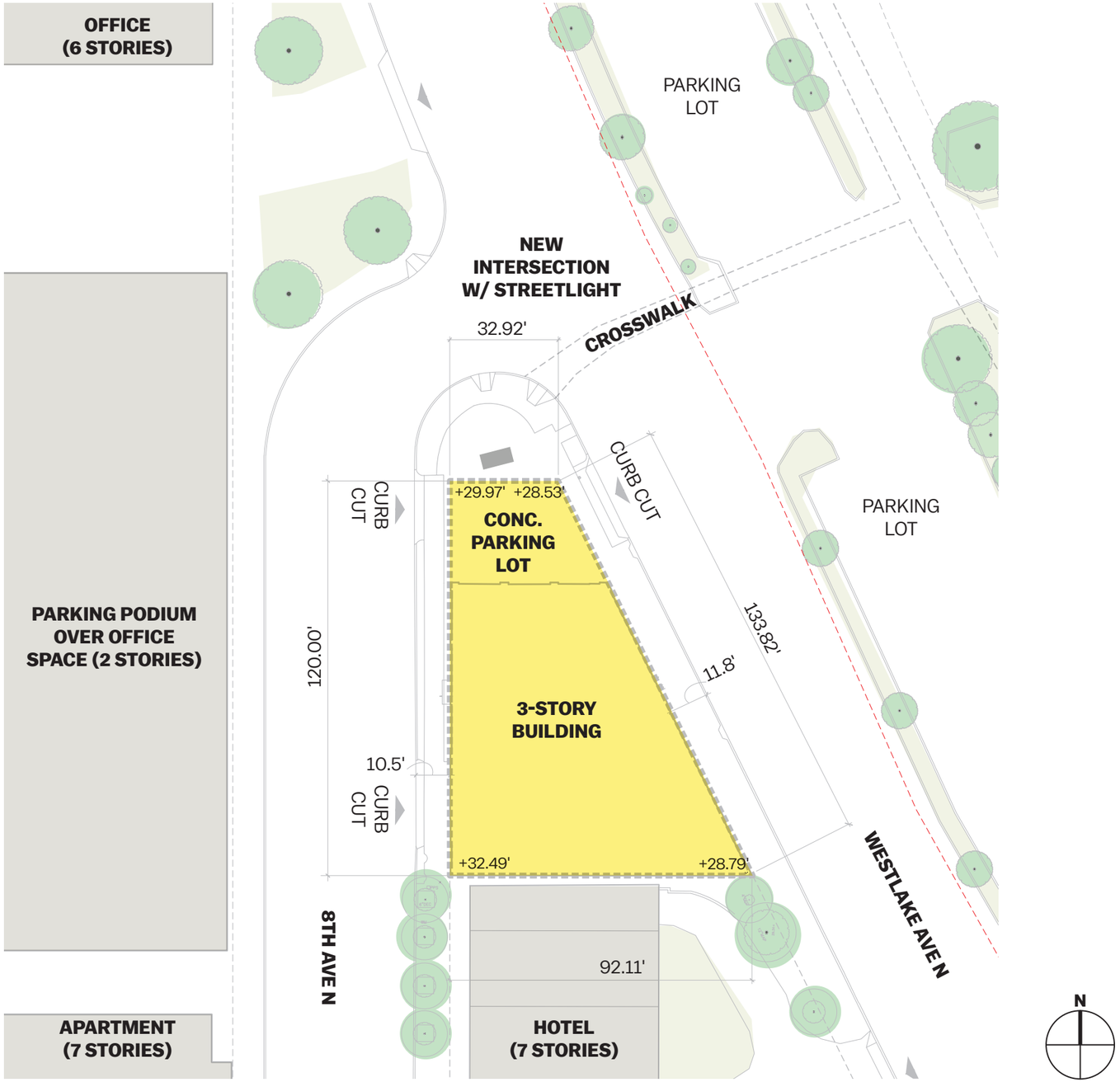
Block 15, Eden Addition to the City of Seattle. Volume 1 of plats, page 67A.

PARCEL NUMBER

2249500180

LOT AREA

7,502 SF



7 story hotel set back from Westlake

6 story commercial building,

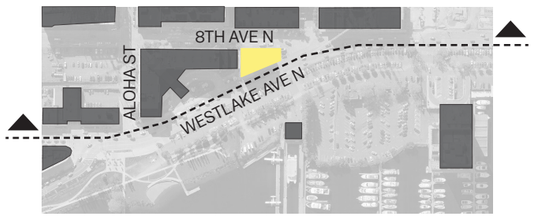
Setback about 5'-0"

PROJECT SITE

SM-85

MACO AUTOBODY SHOP | ALOHA STREET | MARRIOTT COURTYARD | 8TH AVE N | 1101 WESTLAKE AVE N

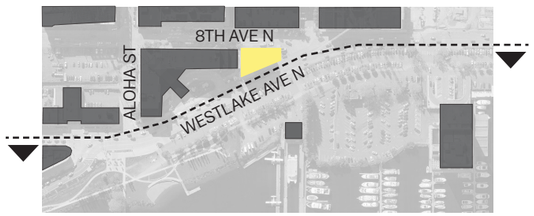
WESTLAKE AVE - EAST



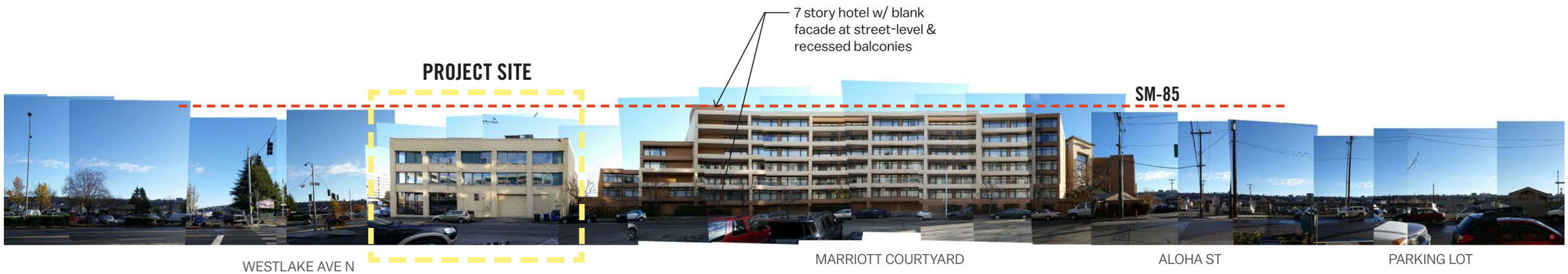
OPPOSITE SIDE OF STREET

AGC TOWER | ARGOSY CRUISES | KENMORE AIR | LAKE UNION PARK | ART MARBLE 21

WESTLAKE AVE - WEST

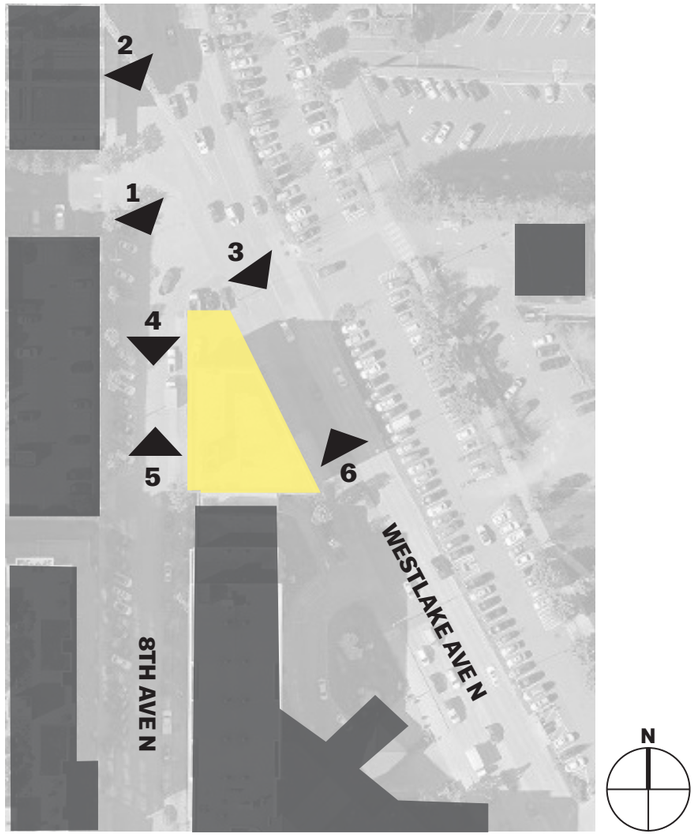


8TH AVE - WEST



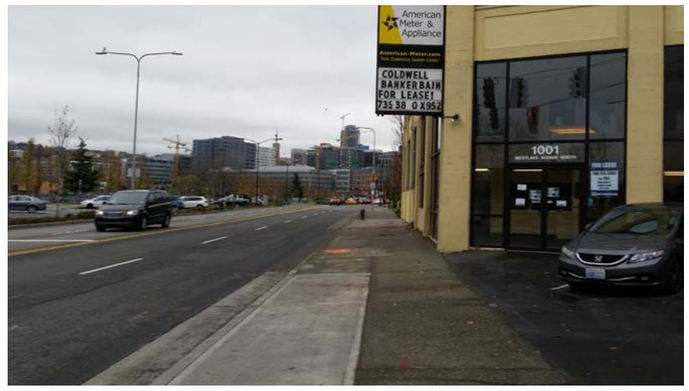
8TH AVE - EAST

CURRENT SITE CONDITIONS



1 | 8th Ave N: looking at existing building

2 | Westlake Ave N; looking south toward the site



3 | Sidewalk; looking south on Westlake Ave N

4 | Sidewalk; looking south on 8th Ave N

5 | Sidewalk; looking north on 8th Ave N

6 | Sidewalk; looking north on Westlake Ave N

APPLICABLE DEVELOPMENT STANDARDS

ZONE:
SM-85

URBAN VILLAGE:
South Lake Union Urban Center

FREQUENT TRANSIT:
Yes

LOT AREA:
7,502 SF

ENVIRONMENTALLY CRITICAL AREA:
ECA w/ Liquifaction

PERMITED USES:
All uses are permitted outright except as indicated under subsection 23.48.005.B.

STREET-LEVEL USES: No requirement.

FAR: 4.5 BASE, 6 MAX
FAR 6 square footage max: 46,587
Proposed FAR square footage: 46,570

EXTRA FLOOR AREA:
Project intends to pursue extra residential floor area per 23.48.021 for non-residential use 85 feet or lower by use of bonus residential floor area for affordable housing and child care per section 23.48A.024.

FAR EXEMPTIONS:
As an allowance for mechanical equipment, in any structure 65 feet in height or more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations. Mechanical equipment located on the roof of a structure, whether enclosed or not, is not included as part of the calculation of total gross floor area. Underground stories are exempt.

ROOFTOP FEATURES; SMC 23.48.025.C.2 & SMC 23.48.025.C.4
Solar collectors, occupiable rooftop amenity, mechanical penthouse, elevator shaft, open railing, parapet, overhead weather projection. Rooftop coverage is unlimiited per code. Open railing and parapet to not exceed 4' abouve maximum height limit. Height of features to comply with 15' max extension above maximum height limit and will not exceed 25% of roof area.

GREENFACTOR; SMC 23.48.055:
Greenfactor of .30 or greater is required.

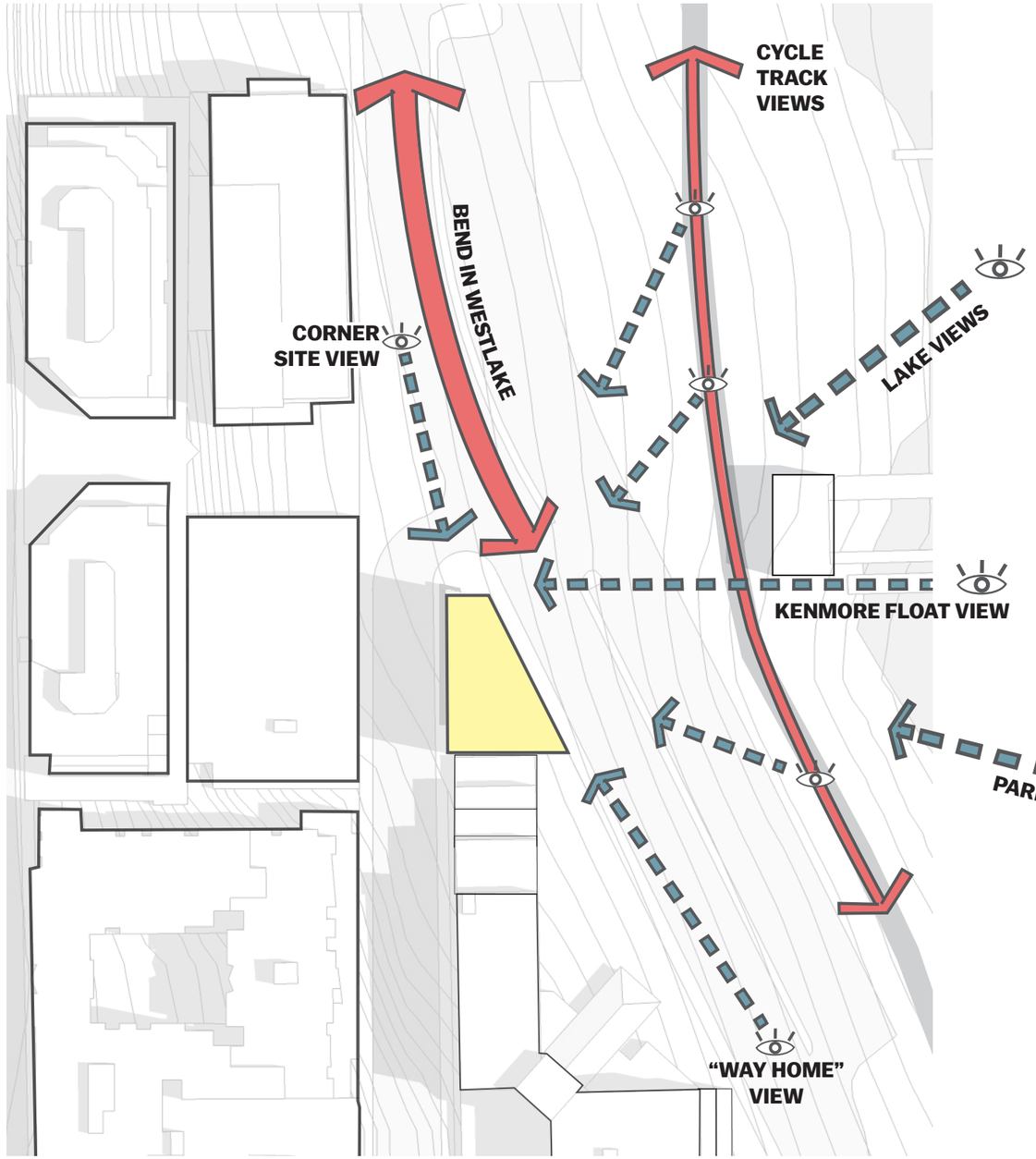
STREET-LEVEL DEVELOPMENT STANDARDS; 23.48.021
General facade requirements include minimum facade height fo 25', pedestraian entrance no more than 3' above or below sidewalk grade, transparency and blank facade requirements. Proposal meets standards.

REQUIRED PARKING; SMC 23.48.080
The project meets the definition of non-residential use in an urban center, there is no minimum parking requirement. No parking is proposed.

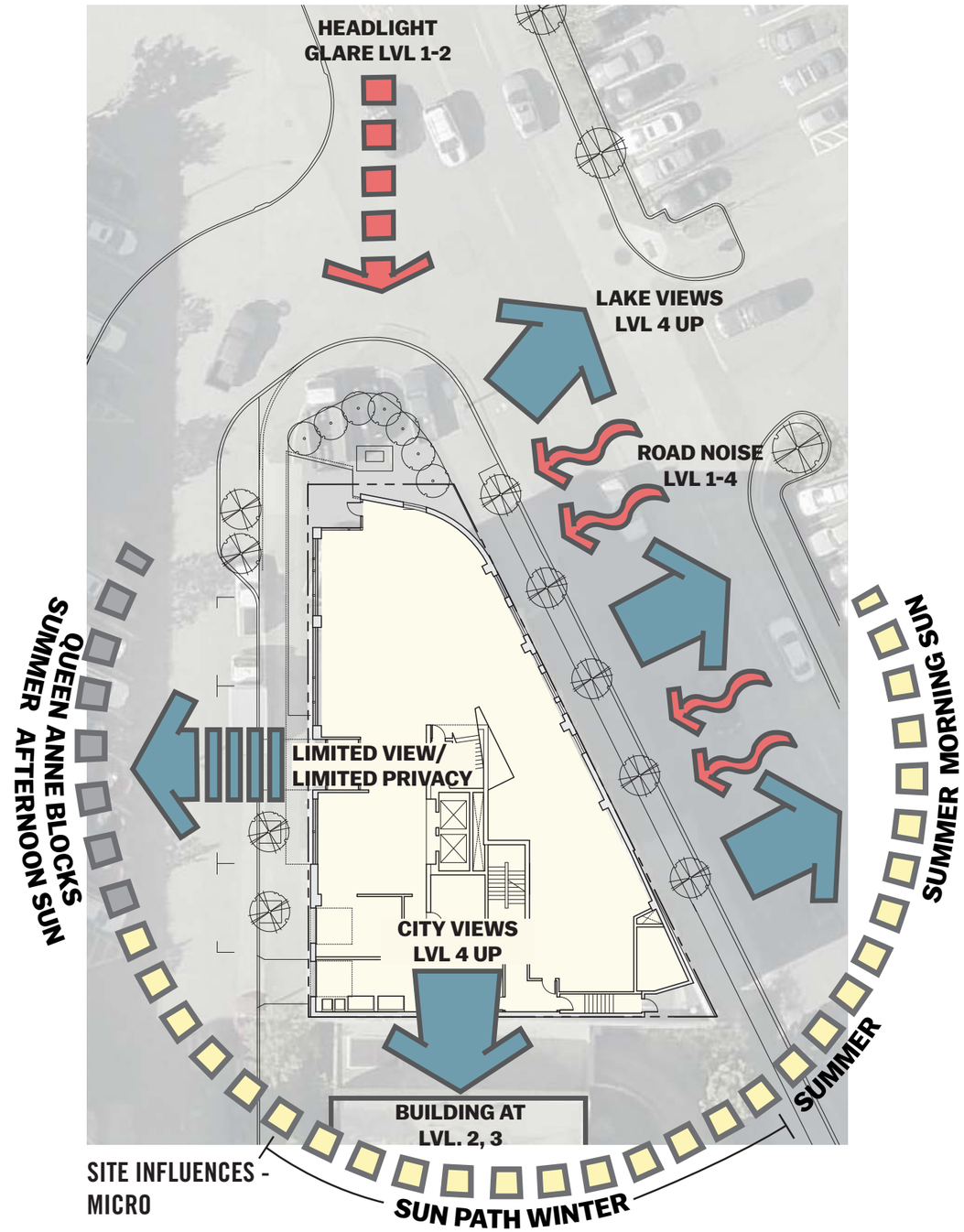
LOADING BERTH REQUIREMENTS:
48,000 Lodging use including basement (low demand) > 40,000 sf
5,700 Food and beverage, including rooftop bar area (medium demand) < 10,000 sf

Therefore one loading berth of 35' is required. A loading berth length of 25' is proposed due to small lot size, refer to section on director's decisions.

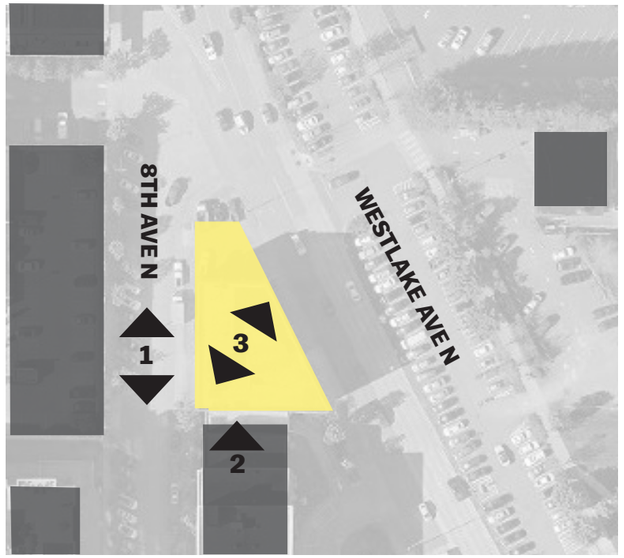
PARKING AND LOADING; SMC 2348.085
Location of access to loading dock per land use code is unclear as 8th is a designated neighborhood green street and Westlake is a regional connector with no parking lane, neither are ideal locations. Project proposes access off 8th Ave, refer to section on director's decisions.



SITE INFLUENCES - MACRO

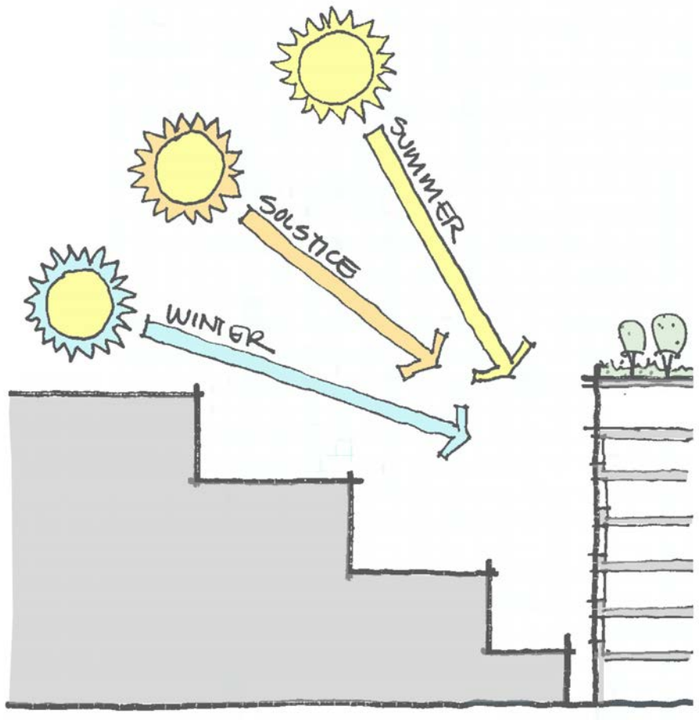


SITE INFLUENCES - MICRO



1 | OPPORTUNITY: QUIET STREET

8th Avenue, a neighborhood green street: given its urban location, this street is exceptionally quiet. While it currently lacks significant storefront retail activity, the opportunity exists over time to create a lively neighborhood retail pocket – extending across Mercer from Roy north to it's terminus at Westlake.

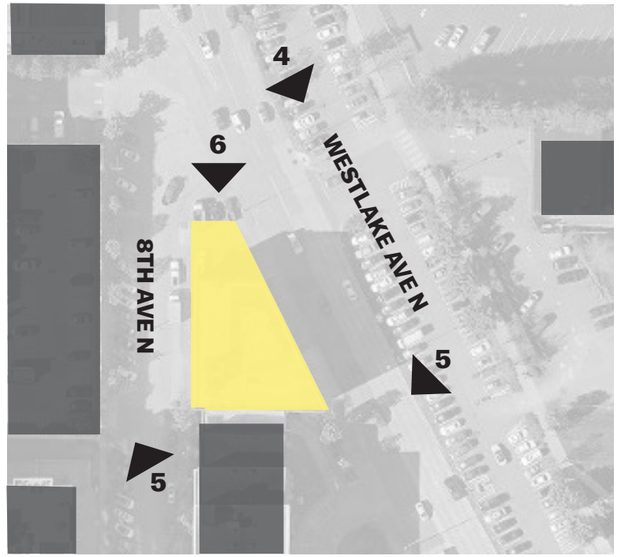


2 | OPPORTUNITY: SOLAR ACCESS

Solar access: upper floors and roof are unobstructed for the long term, offering opportunities for desirable rooftop public areas as well as solar energy production.

3 | OPPORTUNITY: VIEWS

Views: the site enjoys expansive eastern views to Lake Union on levels 4-7 and downtown views on level 7, as well as the rooftop. The program envisions leveraging this opportunity by placing a significant food & beverage venue at Level 7, accessible to the general public, as well as a rooftop amenity for hotel guests.



4 | CONSTRAINT: BUSY ARTERIAL

Westlake Avenue: this street is an auto-centric experience and not pedestrian friendly. It is categorized as a 'regional connector street', one level below Highway 99 in terms of traffic volume. Further, there is significant back-up along this section of the street at various times of the day. The combination of a high vehicular traffic, 4 lanes wide with no parallel parking buffer, presents a significant challenge for this site - and reduces both the site and neighborhood connection to the lake.

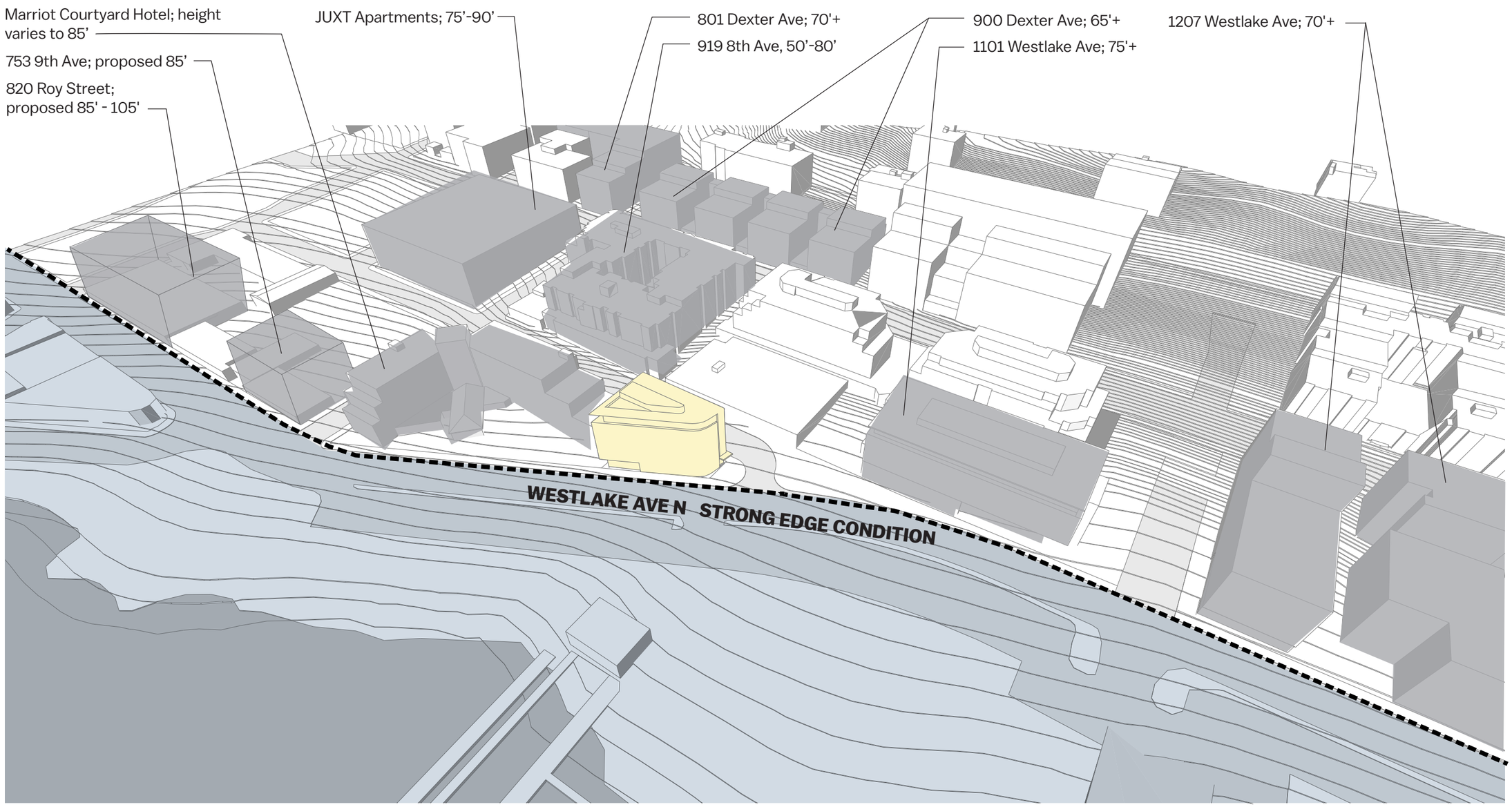
5 | CONSTRAINT: SUBURBAN CONTEXT

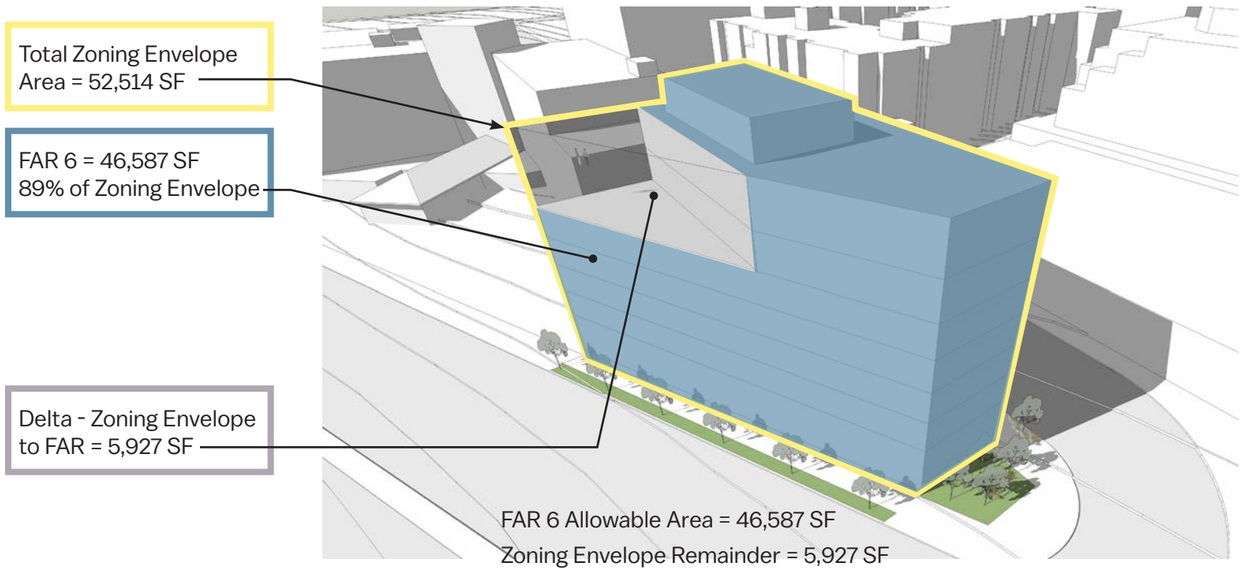
Neighboring buildings, parking structure to west and the Marriot to the south (extended stay hotel with no street presence), from an urban design stanpoint, are a suburban typology and not particularly conducive to a rich urban neighborhood experience.

6 | CONSTRAINT: UTILITIES

New intersection signal devices: significant changes were made recently to the intersection of 8th & Westlake. The new street light post with associated cables will extend in front of the north elevation not too far from the property line. Additionally, signal equipment has been housed at an unfortunate location at the northern corner of the property against the property line. The housing will need to be disguised with plantings or otherwise concealed to diminish it's visual impact.

MASSING INFLUENCES: WESTLAKE EDGE CONDITION





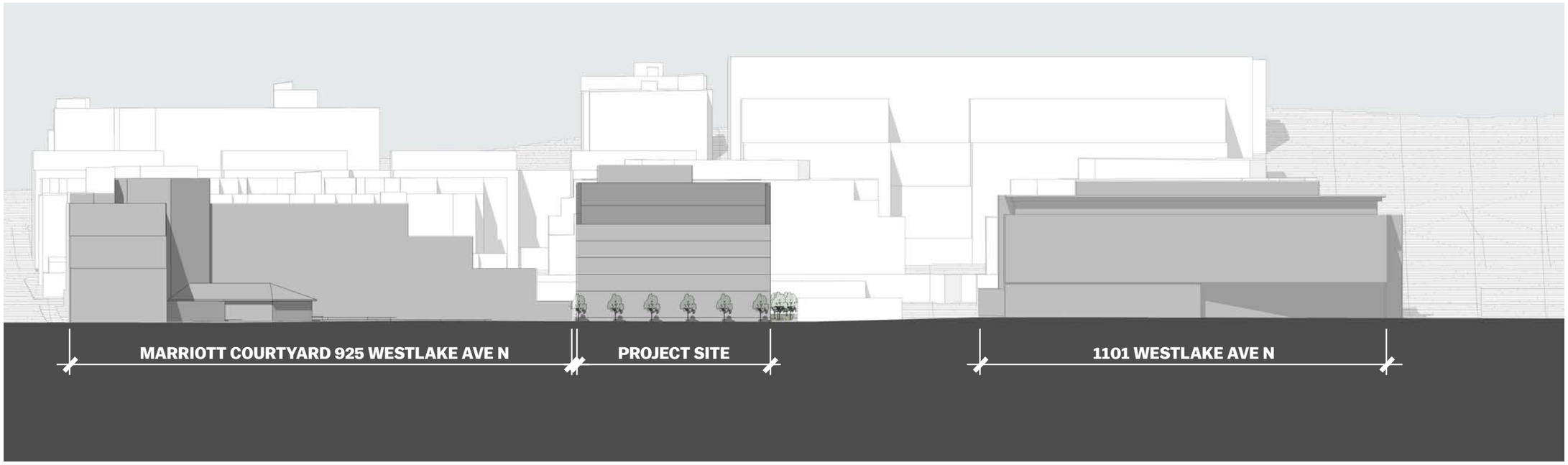
BIRD'S EYE VIEW

MASSING INFLUENCES

Program viability necessitates building to maximum FAR, therefore the building massing is, to a large extent, an extrusion of the site itself. The image to the left illustrates the design challenge: a building that requires 89% of the zoning envelope. Given this base-line requirement, the massing expression is focused on subtle moves providing the greatest impact.

This site is situated prominently at a bend in the Westlake Ave regional connector, and is easily viewed from SLU park and MOHAI as well as from the lake itself. The intended program (a high-end boutique hotel) requires an expression of quality and design excellence. We see this as an optimal combination of site and program, creating a unique opportunity for a neighborhood-defining structure.

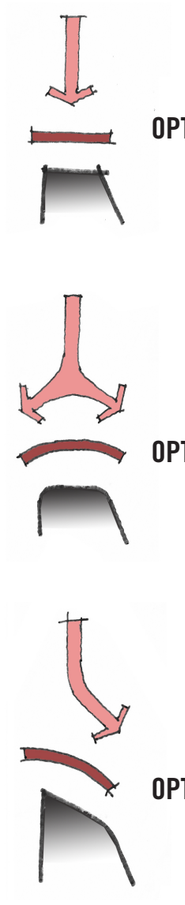
N/S SECTION ALONG WESTLAKE AVE N



MASSING INFLUENCES - CORNER SITE

In exploring potential massing scenarios, various shapes were explored - with the preferred option having the strongest relationship to existing conditions as well as greatest potential from a design standpoint. The form deflects at the north corner in response to the corresponding bend in Westlake Ave, creating a strong point or 'prow' facing north. This subtle nautical reference to a ships bow, or the trailing edge of an airplane wing, is fitting given the location, and provides a sense of drama.

CORNER PROFILE STUDIES

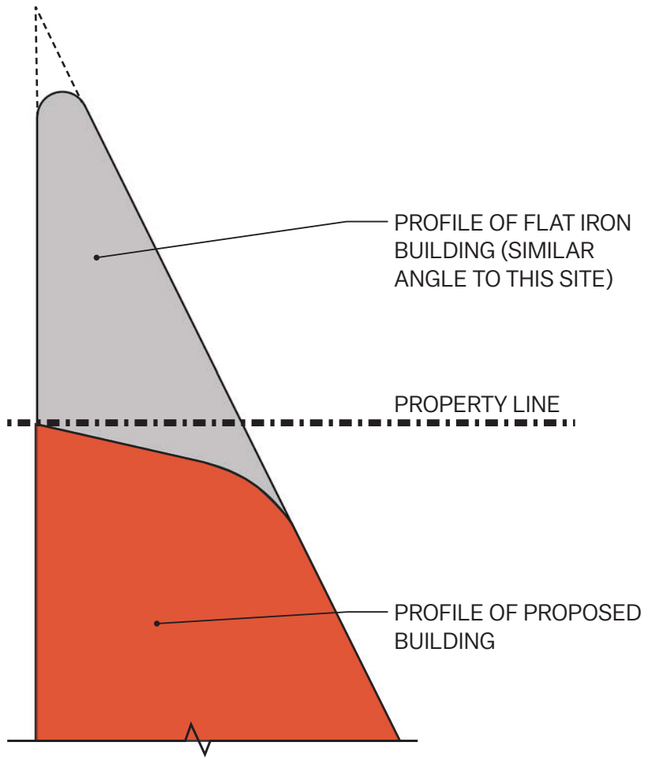


OPTION A

OPTION B

OPTION C

PREFERRED SCHEME C PROFILE

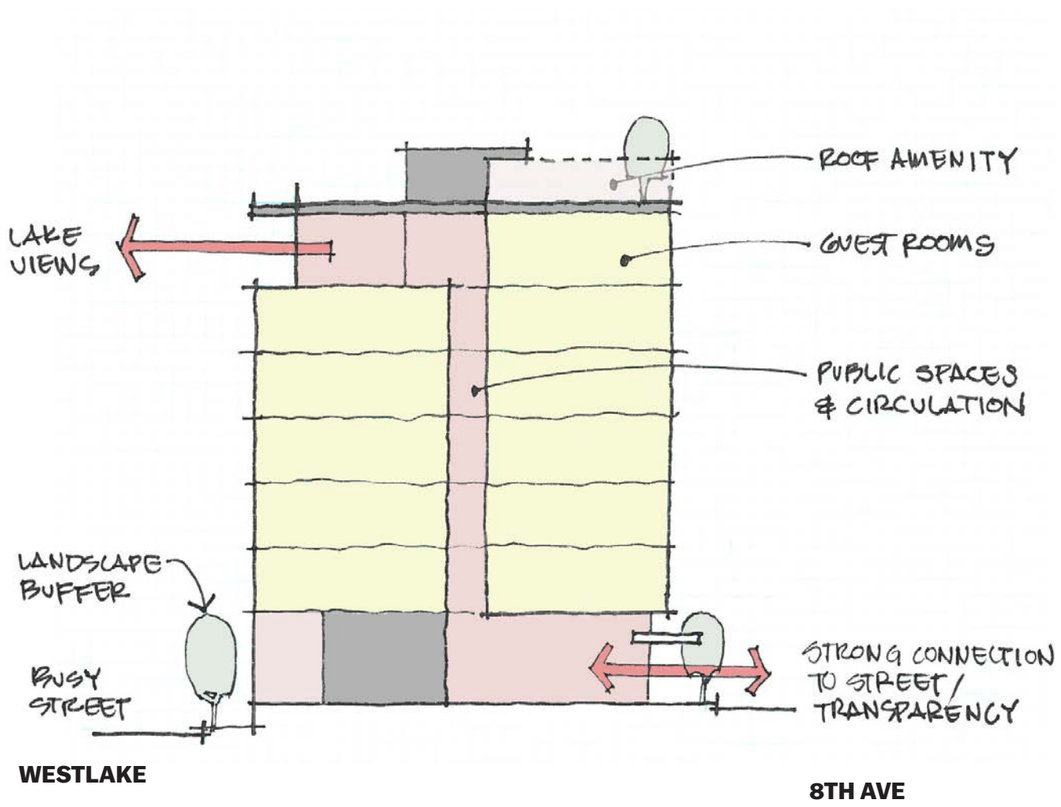


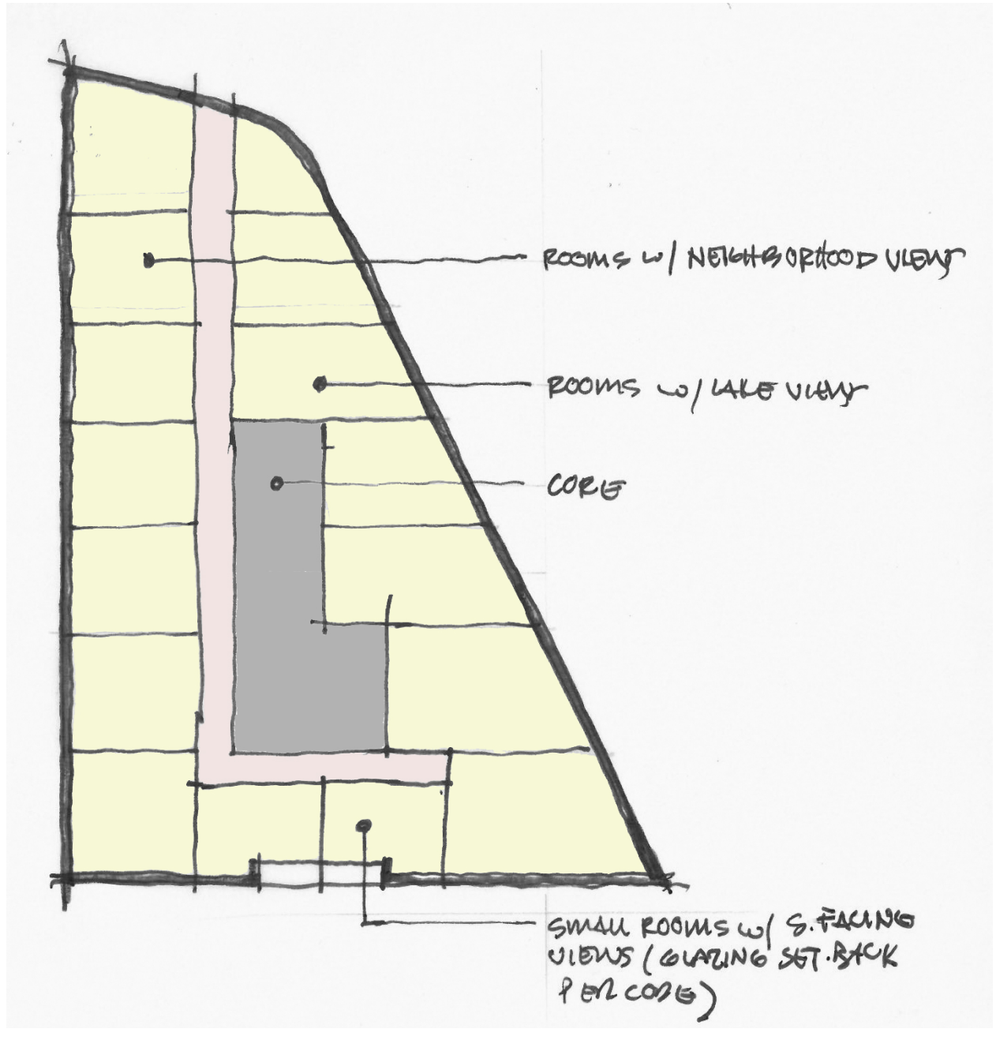
CORNER BUILDNG PRECEDENTS

PROPOSED BUILDING PROGRAM

The program consists of a boutique hotel with associated support functions, including a significant food and beverage component on both ground level and 7th floor of the building.

This program type is challenging on a site this small, with an economic viability threshold hovering around 80 rooms. The design solution envisions utilizes the HALA FAR bonus option, allowing for a total building area of approximately 50,000 sf. By building to full allowable FAR and executing a highly efficient room layout, we are able to achieve a total of 81 rooms along with associated food and beverage functions. This just meets the minimum requirements for a program of this type, therefore the project is viable.



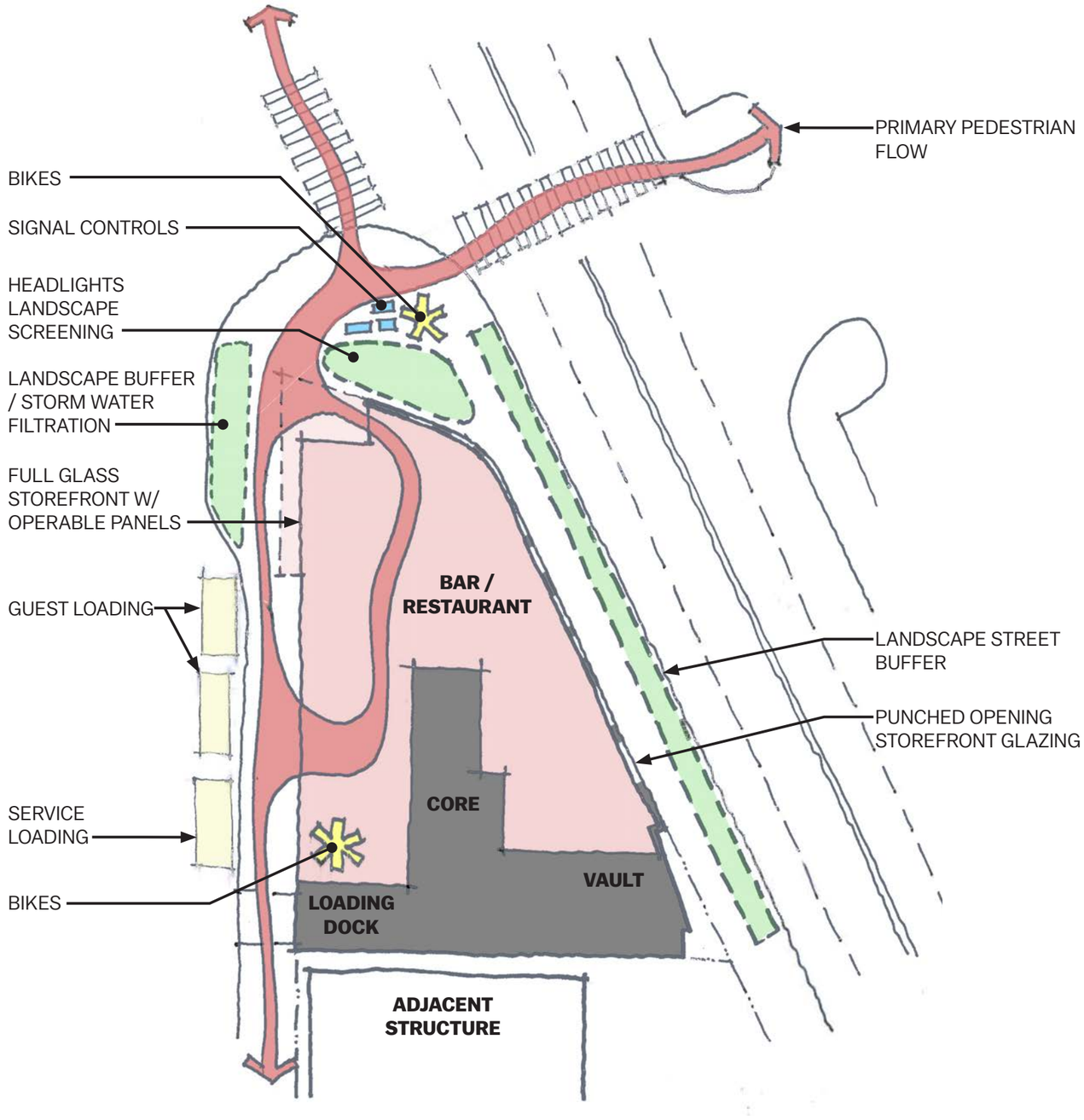


STREET-LEVEL RESPONSE

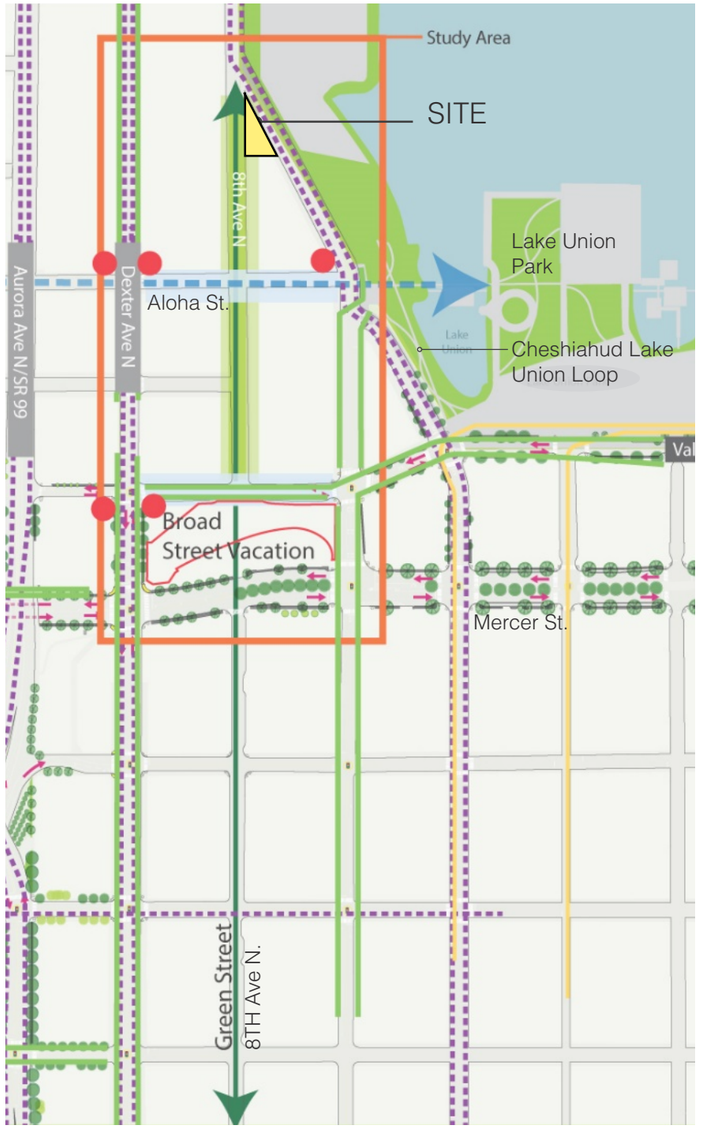
The over-riding influencers along the street level include a welcoming, open storefront expression inviting to hotel guests and the public. Toward that end, support spaces requiring street access (loading dock, electrical vault and emergency egress functions) are situated in the least impactful locations. Further, their required facade widths have been reduced to code-minimum allowable.

The main entry is placed along 8th Avenue, offering curbside drop off and a quiet, pedestrian-oriented character.

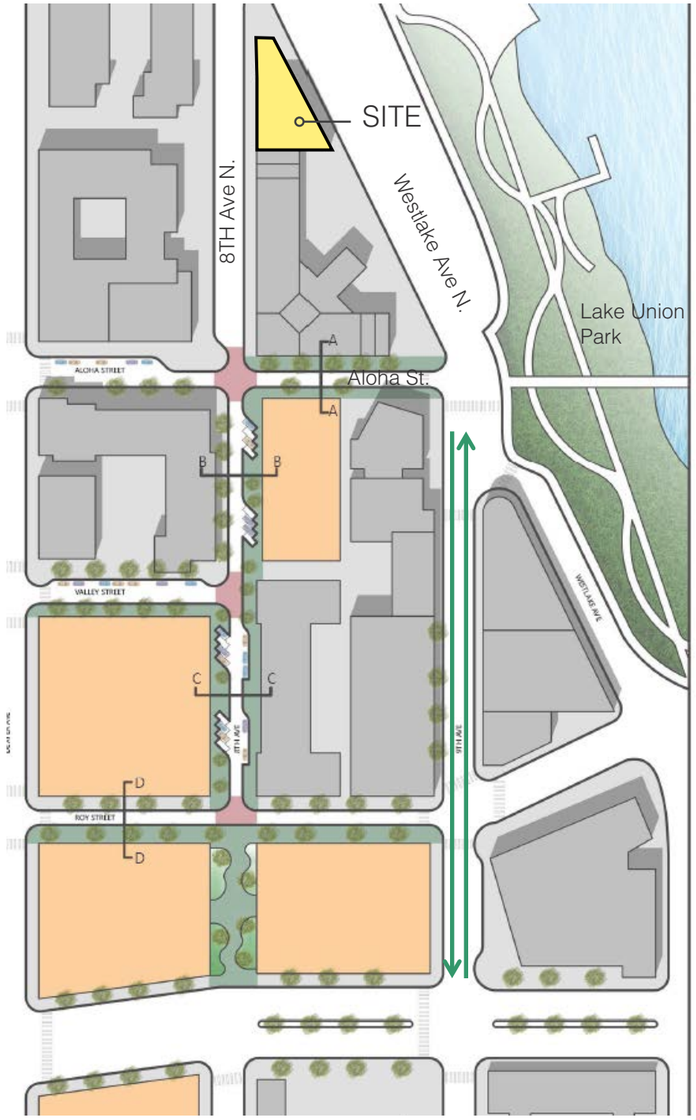
Busy traffic, and the associated noise and headlights, is a significant design challenge along Westlake. The design solution proposes a landscape buffer along Westlake and at the north end of the building. This landscape buffer is envisioned to be a significant aspect of the character of the building, with plantings wrapping around to 8th avenue and potentially into the building itself. Also proposed are bike parking integrated within the landscape buffer at the north end.



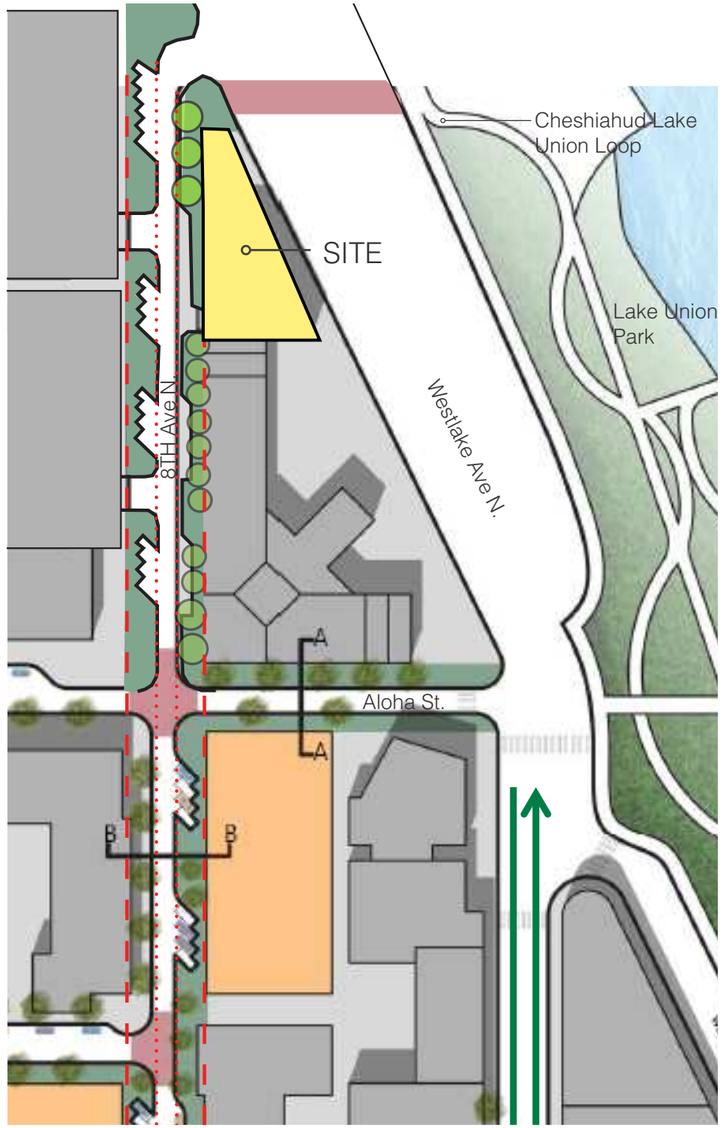

Equipment Screening
Existing Curb Line
Proposed Street Tree
Amenity Zone
Bioswale with Curb Cuts
Out-Door Seating
Pedestrian Zone
30 Minute Parking
Existing Street Tree
Drop-off Zone
Existing Angled Parking
Load / Unload
8TH AVE N
Parallel Parking
WESTERN AVE N.
BAR / RESTAURANT
LOBBY
1001 WESTERN AVE N.
PROPOSED HOTEL
GARAGE
MARRIOT HOTEL
Pedestrian Zone
Landscape Buffer Zone



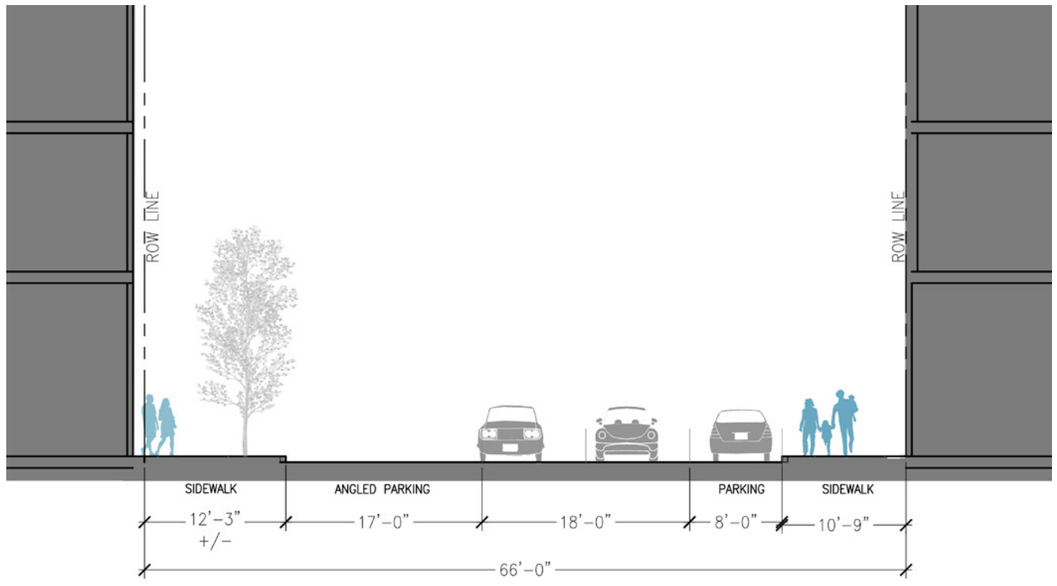
City Initiative to Connect People & Places



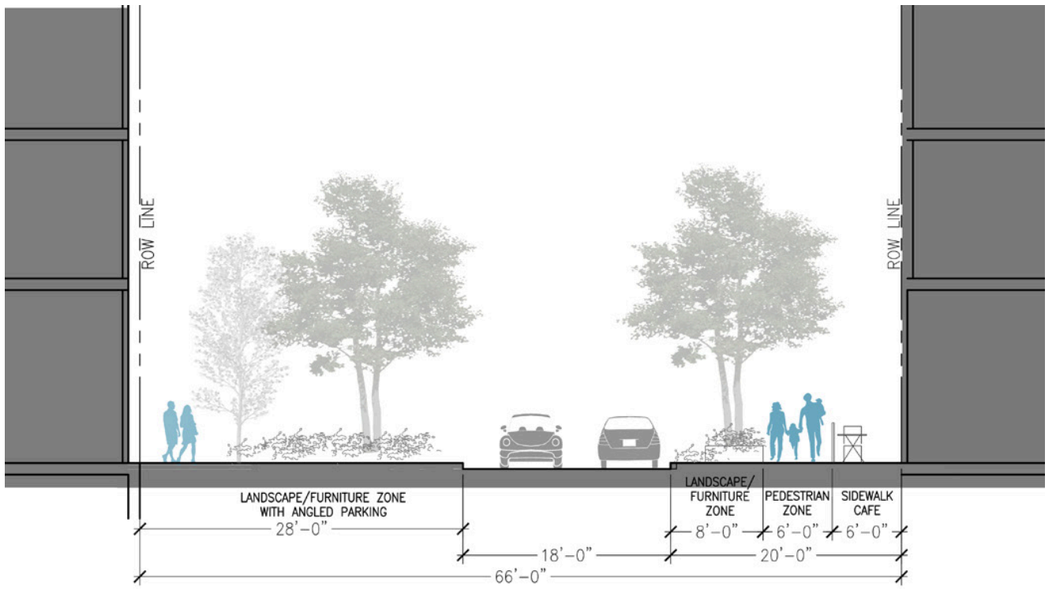
SDOT Concept Plan for 8th Street



Build and Promote Green Street Improvements

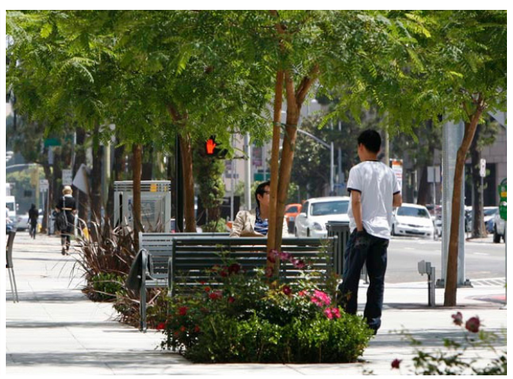


8th Ave North - Existing Street Section



8th Ave North - Green Street Section

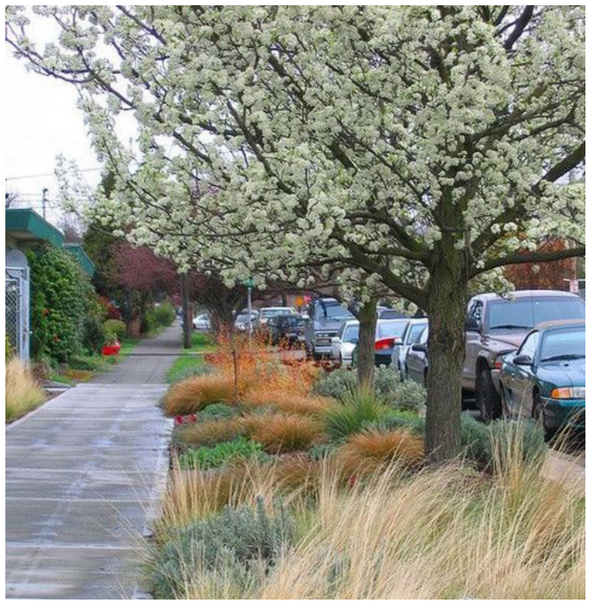
Existing Conditions



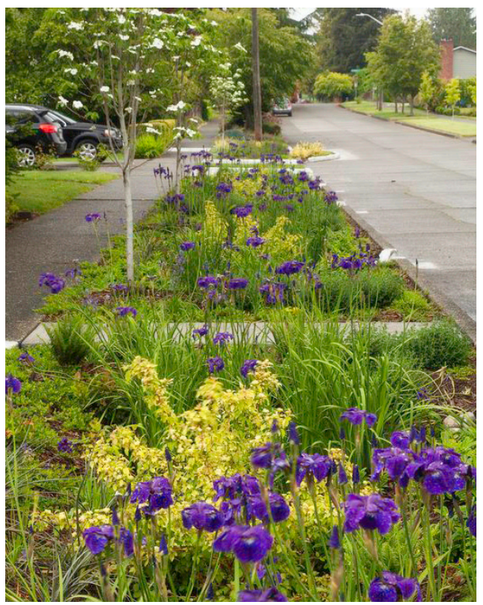
Promote Interconnected and Vibrant Streetscapes Improvements

Vibrant streetscape

Connection to the Street



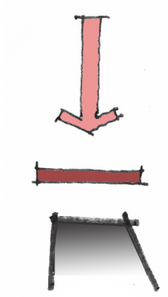
Connection to the Street



Bio-retention Opportunities

Roof Planting Opportunities

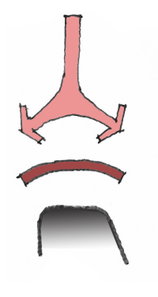
PAGE INTENTIONALLY LEFT BLANK



OPTION A

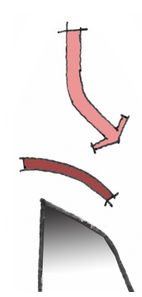
This scheme builds out to the property line on all four sides of the site, creating a strong street-edge definition. This approach maximizes floor-plate size, allowing for the largest room size possible. By maximizing floor-plate size at level 1-6 there is no FAR area available to enclose the 7th floor restaurant venue, therefore this program must be an outdoor seasonal venue.

The architectural solid/void expression reflects the program – with public areas in glass and more private areas (rooms) clad in a 'punched-opening' masonry expression.



OPTION B

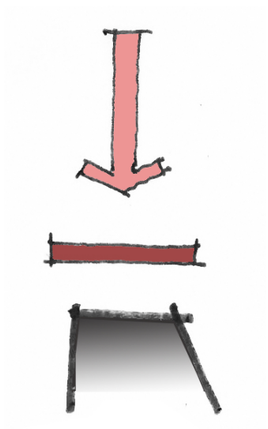
This scheme utilizes the same massing approach as scheme A, with the 7th floor restaurant an outdoor seasonal venue. This scheme differs from scheme A in it's expression at the north corner, where it features curved corners. The façade expression would be a more abstract, uniform panelized skin that does not attempt to differentiate between public and private program areas.



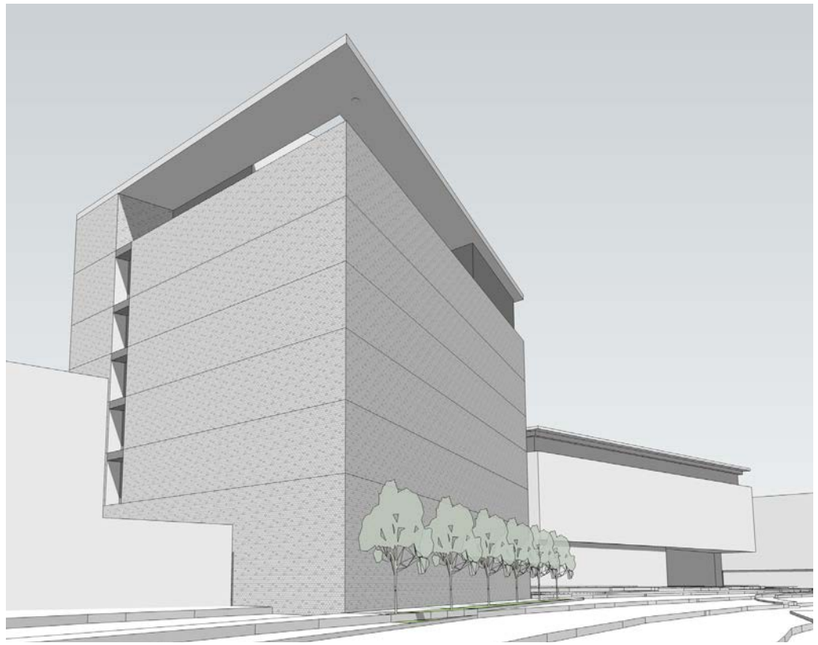
OPTION C (PREFERRED)

This scheme utilizes the program expression developed in Scheme A and builds upon the curved corner expression of Scheme B at the north end – developing a massing form that is both more dynamic and more closely related to site conditions. Additionally, this scheme reduces overall floor-plate size for level 1-6 in order to enclose most of the level 7 restaurant venue, allowing for year-round use. This has been accomplished by more aggressively shaping the north corner of the building as well as setting back the 8th avenue façade 6" to 12" from the property line – similar to the Marriott Courtyard building to the south.

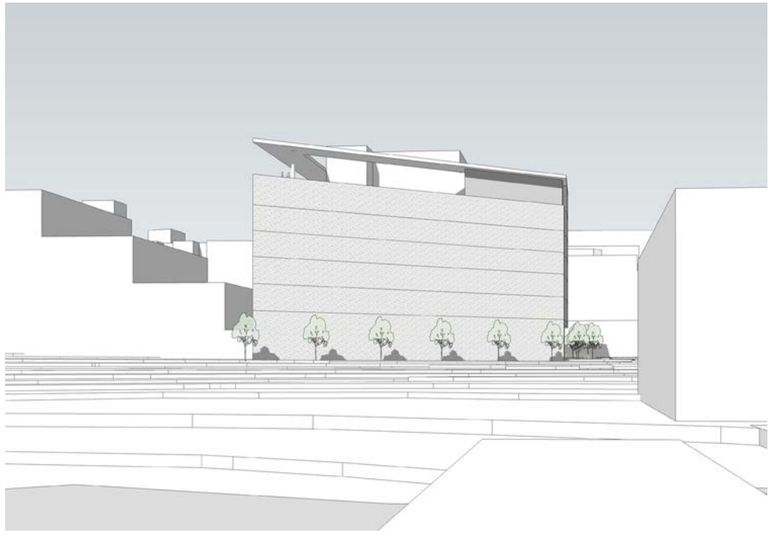
OPTION A MASSING STUDIES



Facade study



View north on Westlake

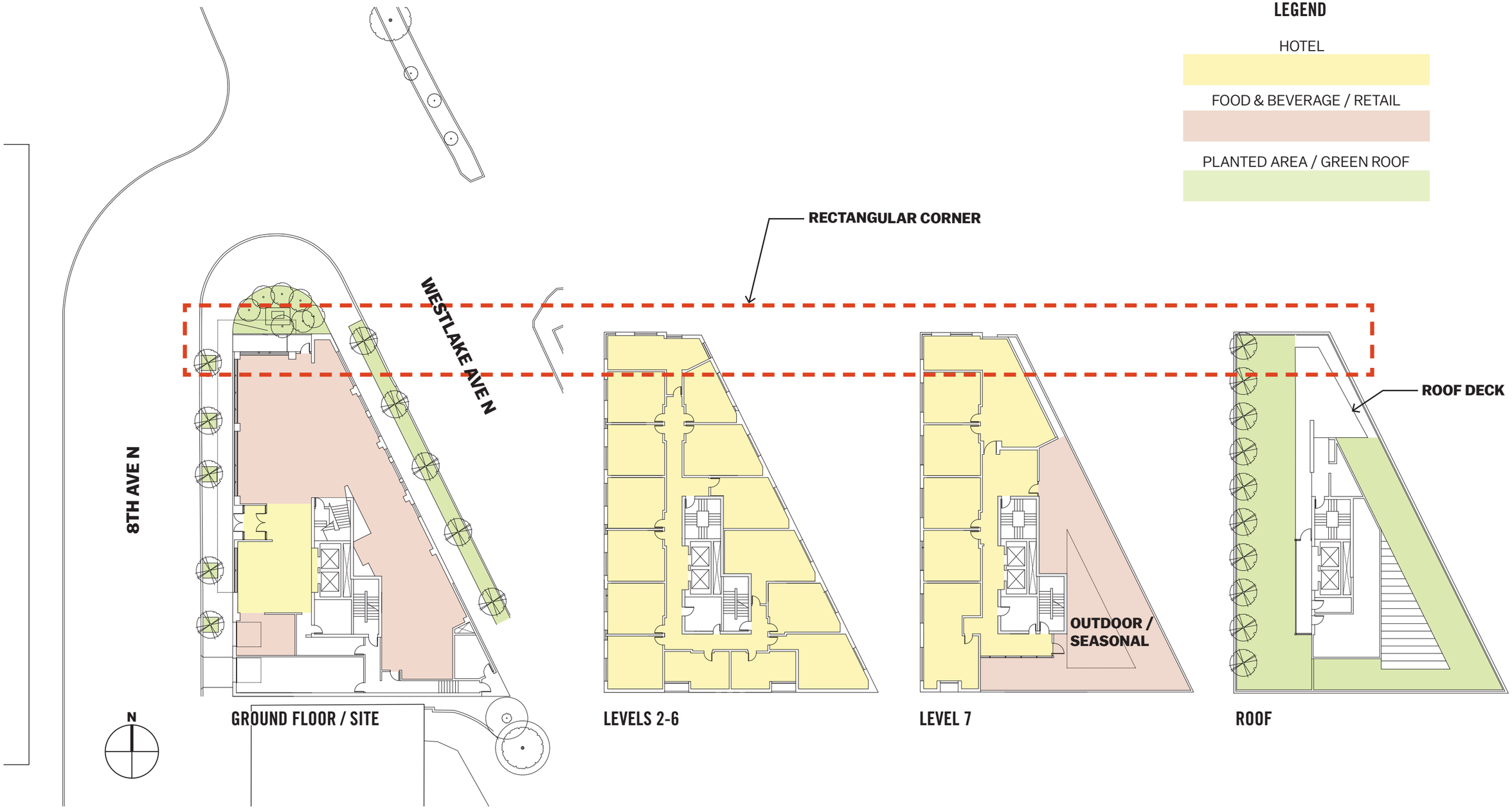


View from Kenmore Air Float

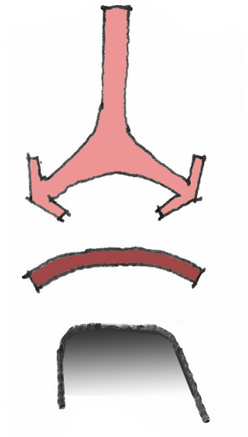
View from Westlake cycle track

Representative Example Project

OPTION A PLANS

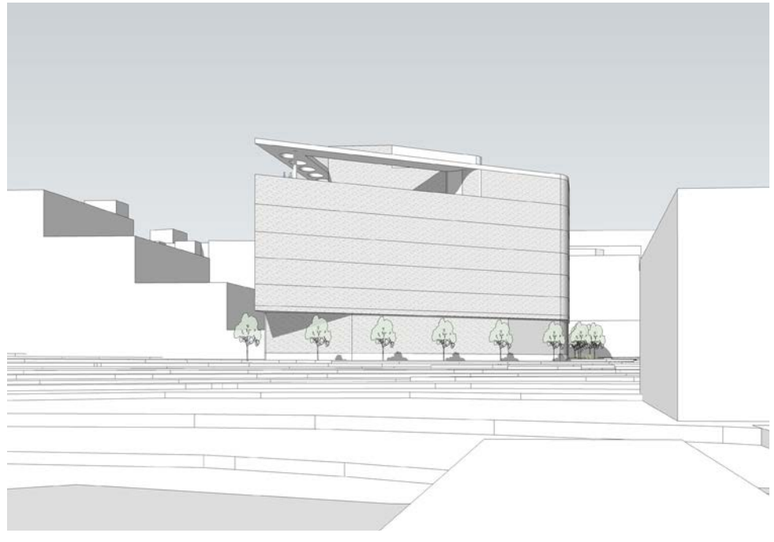


OPTION B MASSING STUDIES



Facade study

View north on Westlake

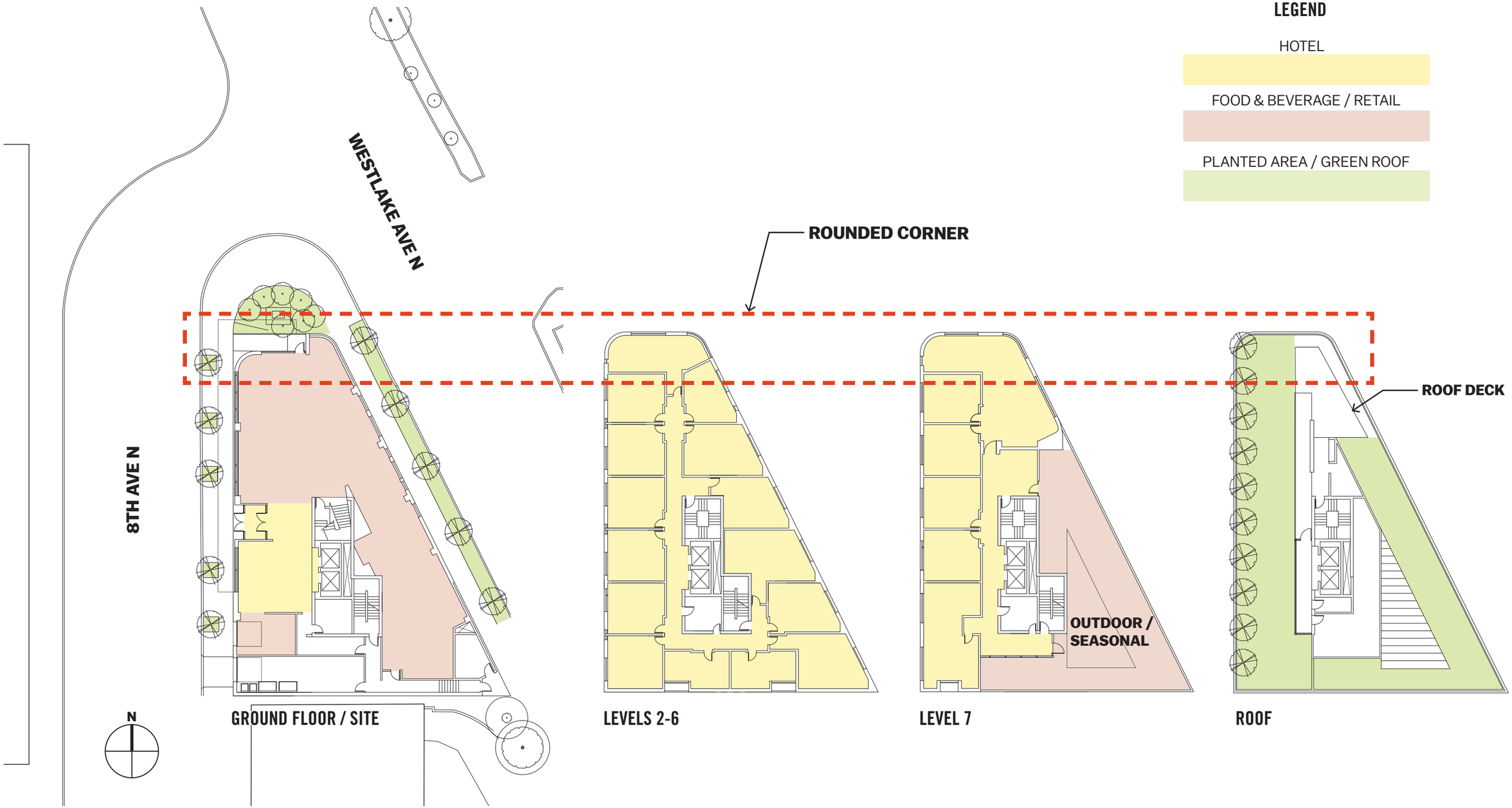


View from Kenmore Air Float

View from Westlake cycle track

Representative Example Project

OPTION B PLANS



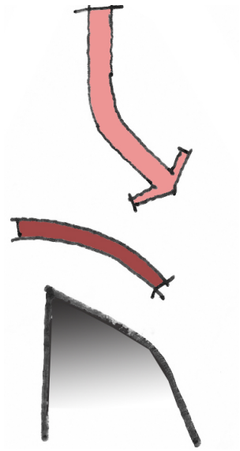
LEGEND

HOTEL

FOOD & BEVERAGE / RETAIL

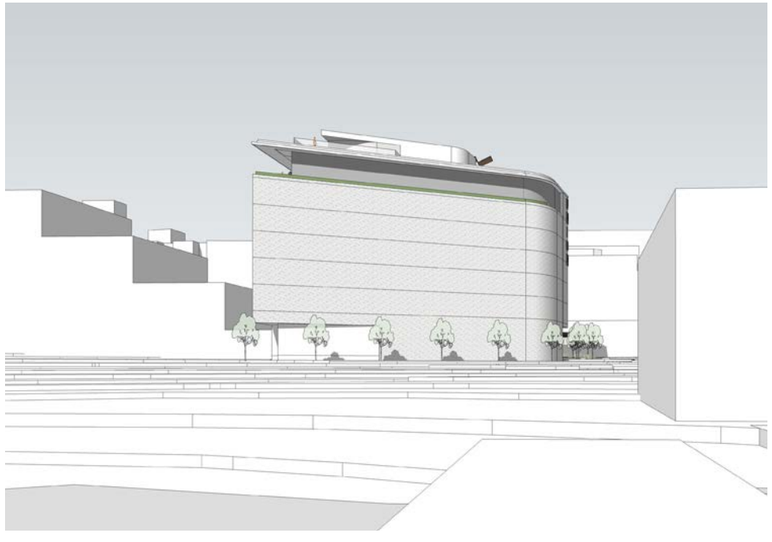
PLANTED AREA / GREEN ROOF

OPTION C MASSING STUDIES



Facade study

View north on Westlake



View from Kenmore Air Float

View from Westlake cycle track

Representative Example Project

OPTION C PLANS

SQUARE FOOTAGE & UNIT COUNT

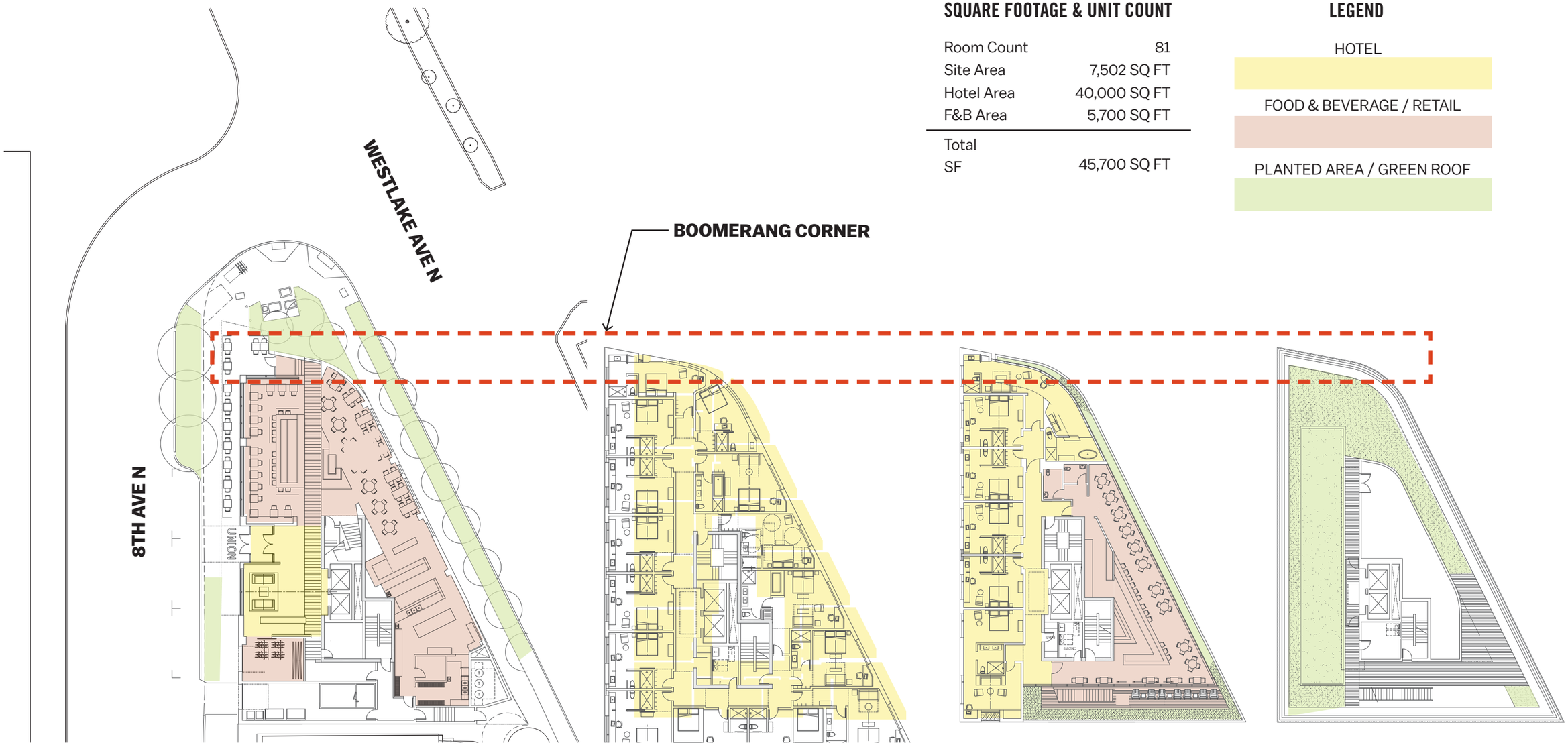
Room Count	81
Site Area	7,502 SQ FT
Hotel Area	40,000 SQ FT
F&B Area	5,700 SQ FT
Total SF	45,700 SQ FT

LEGEND

HOTEL

FOOD & BEVERAGE / RETAIL

PLANTED AREA / GREEN ROOF

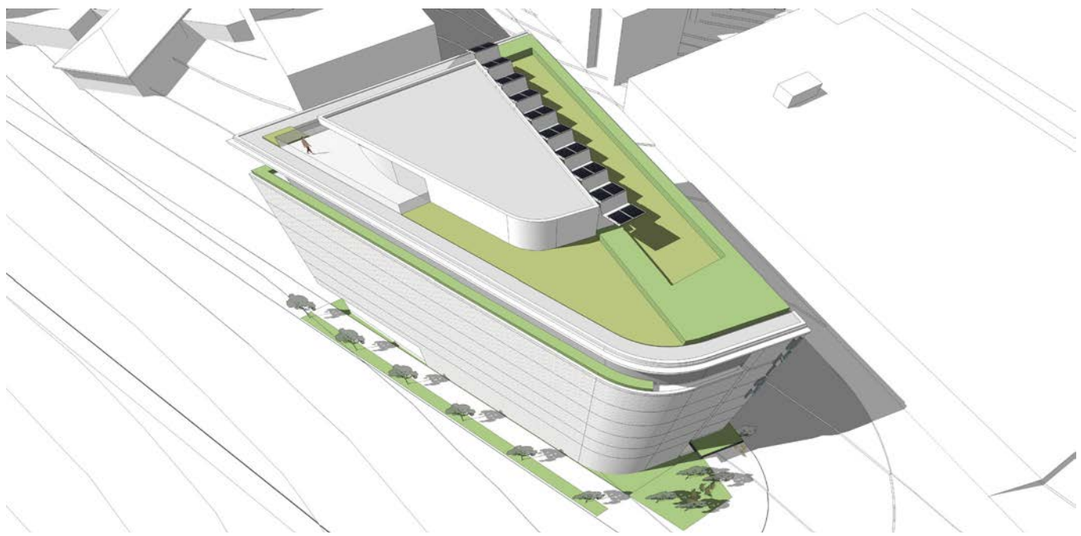


GROUND FLOOR / SITE | LEVELS 2-6 | LEVEL 7 | ROOF

View from 8th Ave sidewalk

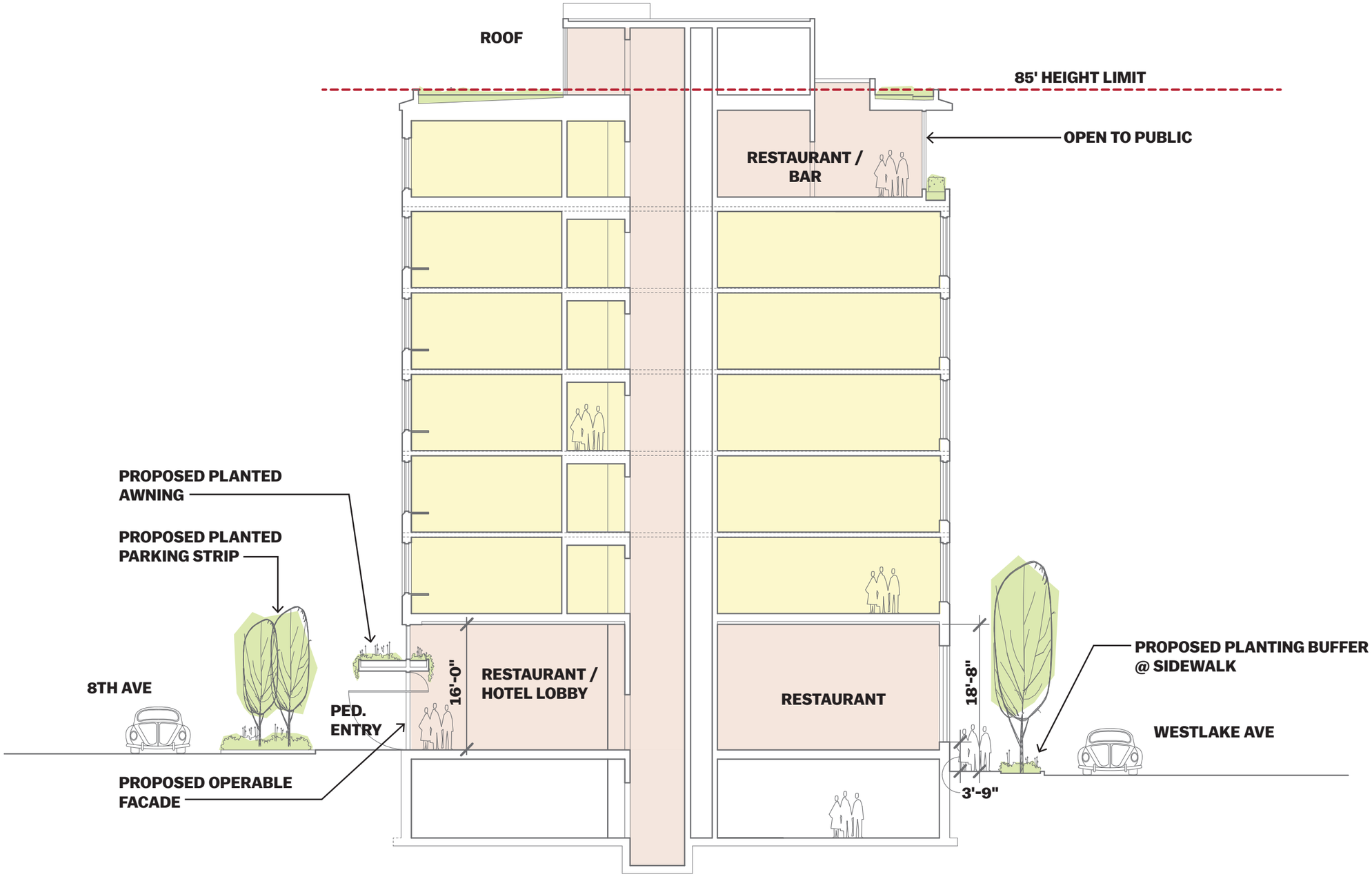
Looking north on 8th

5th Elevation - view from south-east

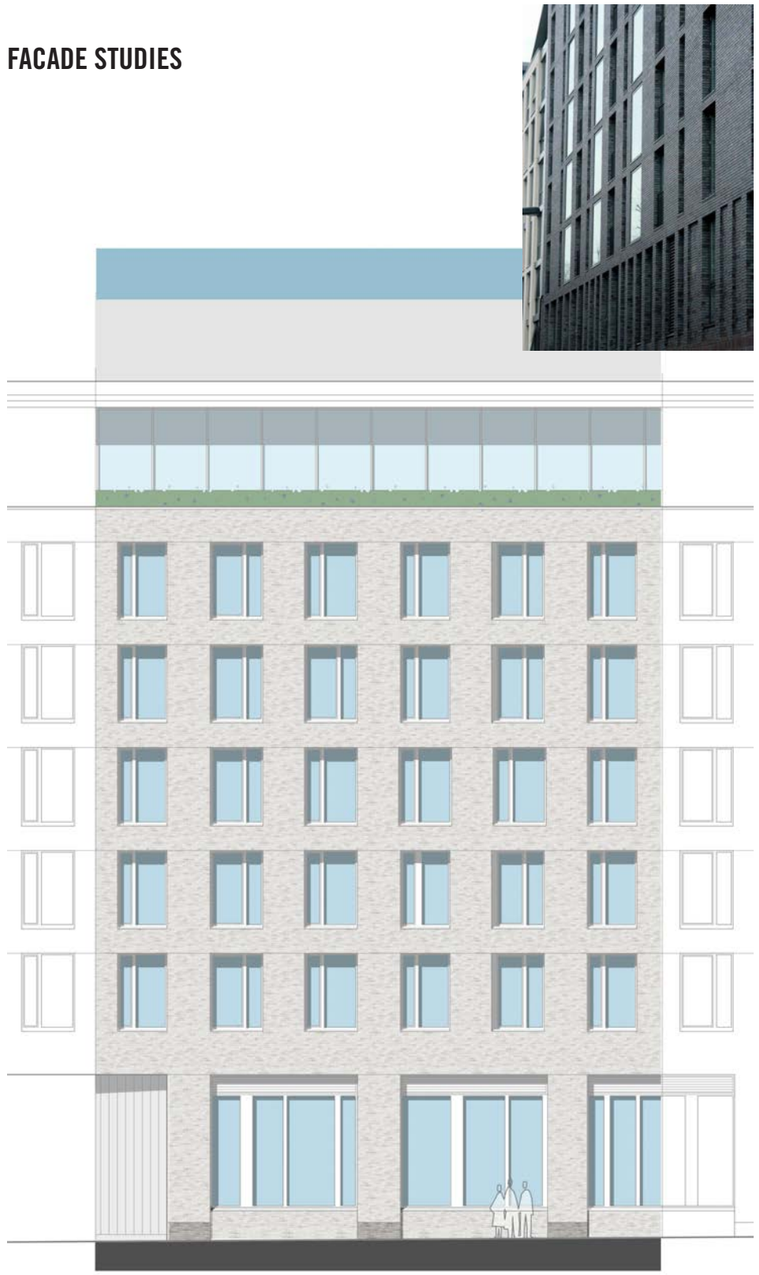


5th Elevation - view from north-east

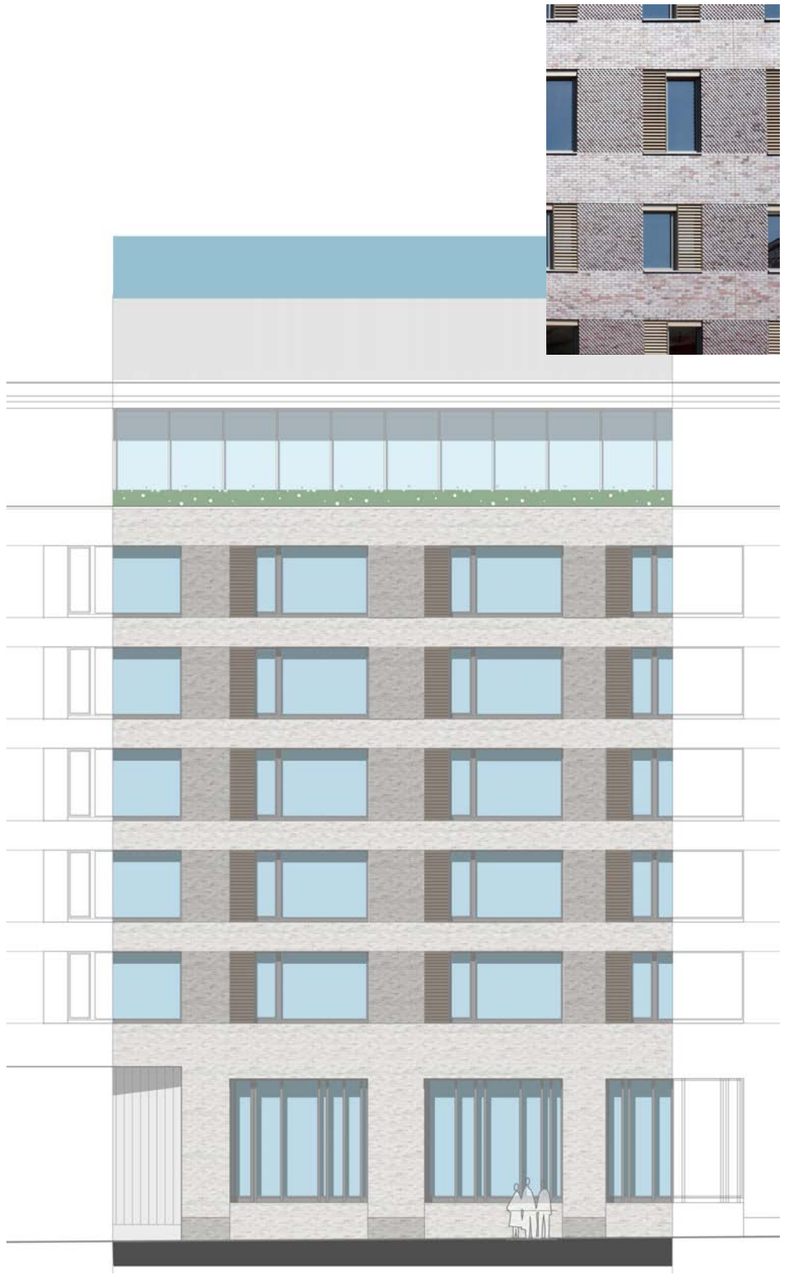
EAST-WEST BUILDING SECTION



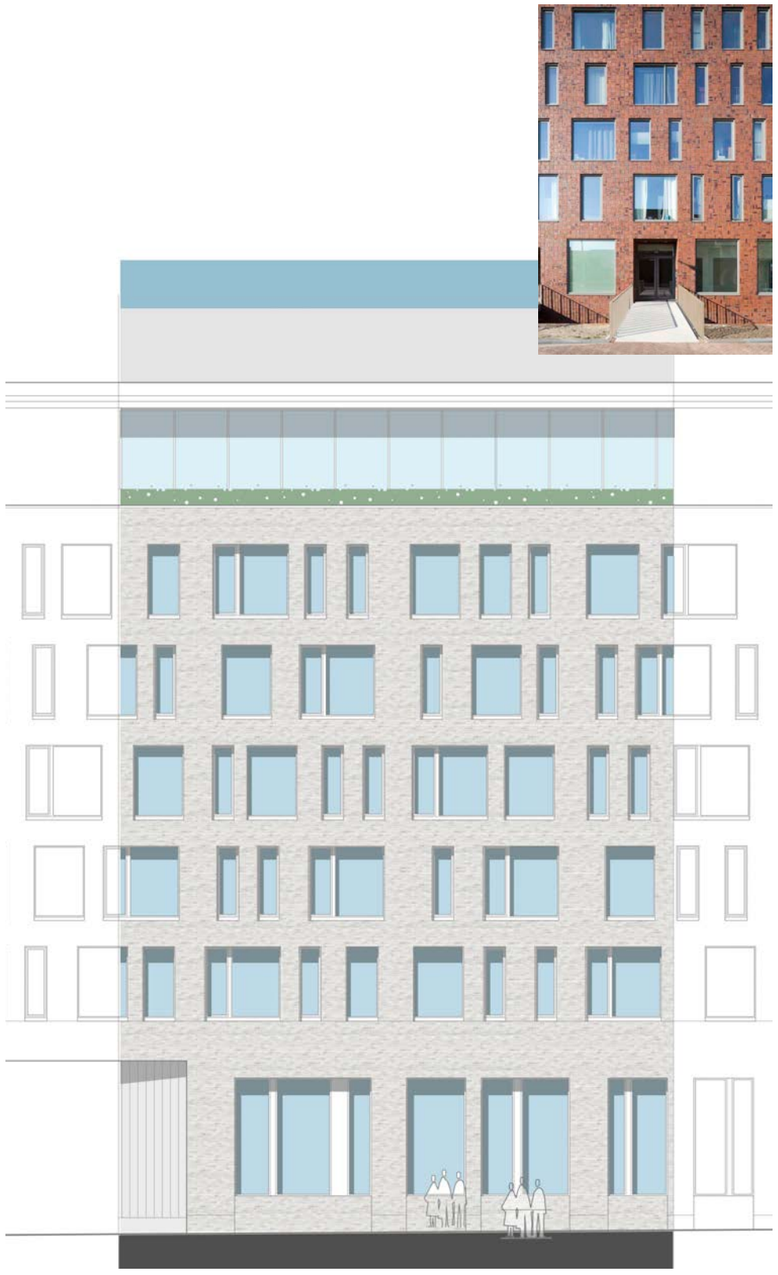
FACADE STUDIES



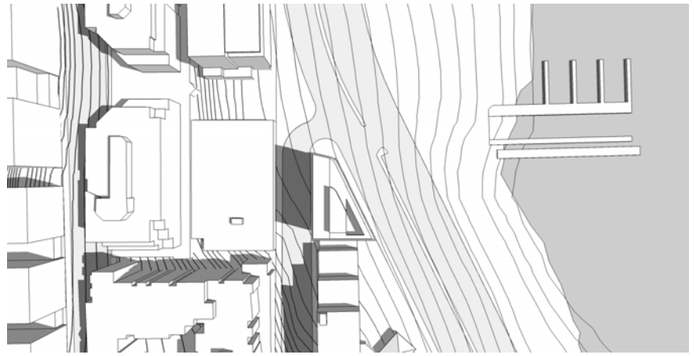
Westlake - Vertical Panelized



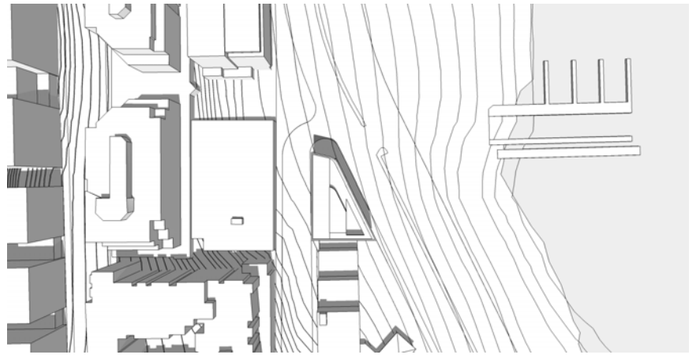
Westlake - Horizontal Uniform



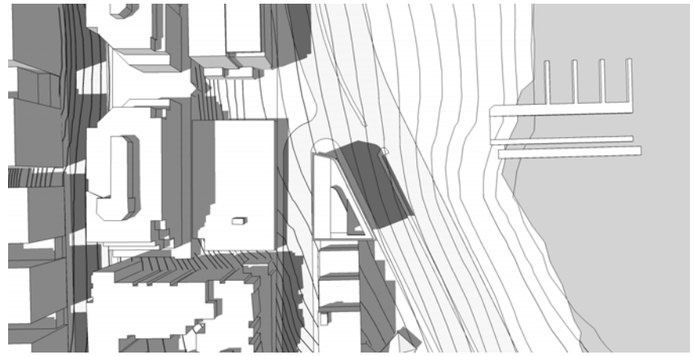
Westlake - Random



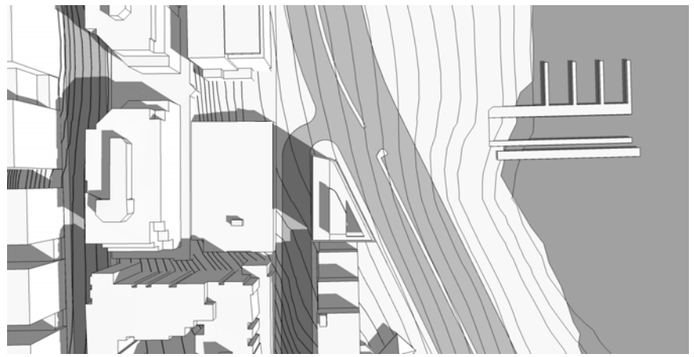
Summer Solstice 9 AM



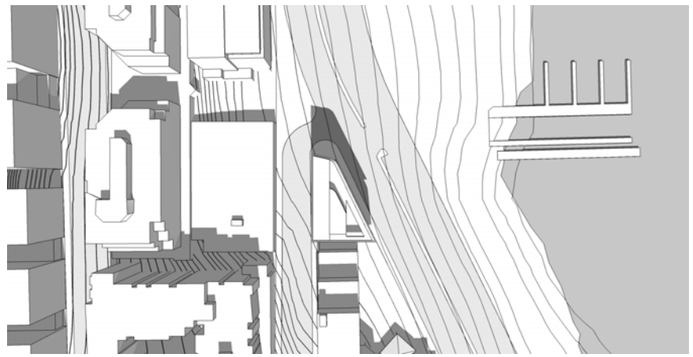
Summer Solstice 12 PM



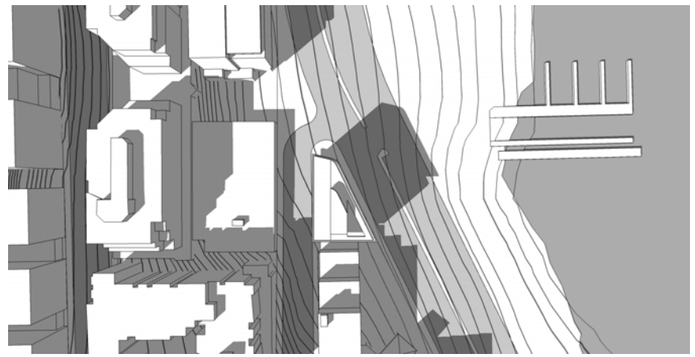
Summer Solstice 3 PM



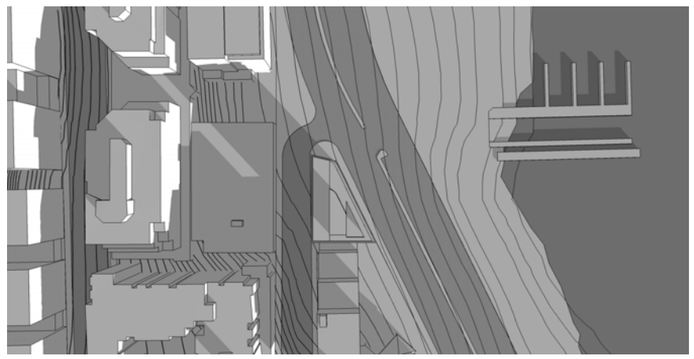
Equinox 9 AM



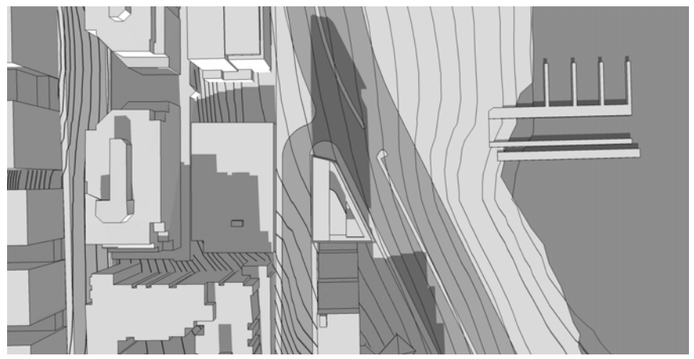
Equinox 12 PM



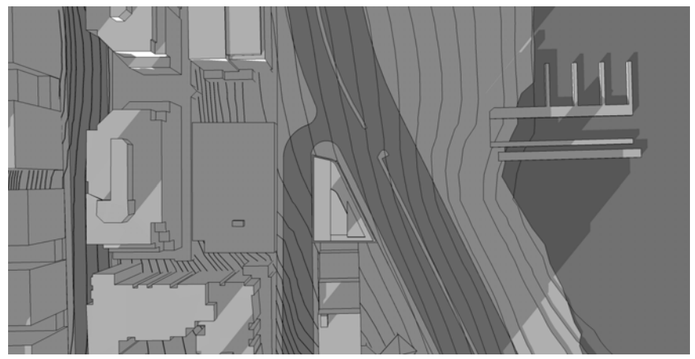
Equinox 3 PM



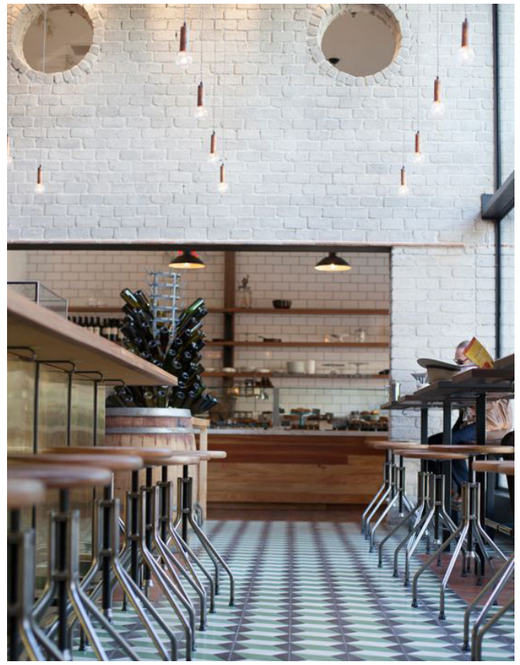
Winter Solstice 9 AM



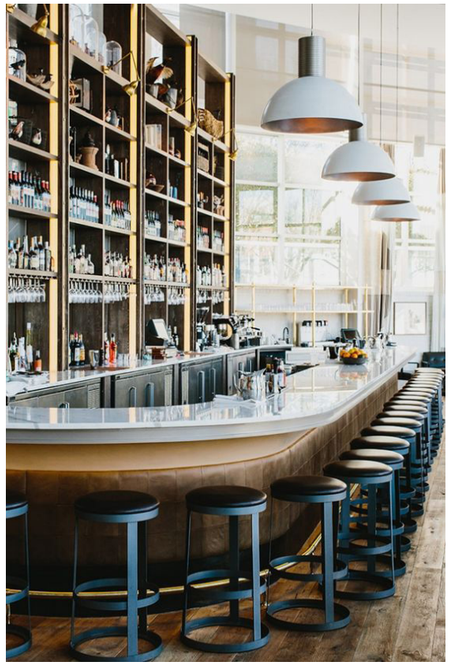
Winter Solstice 12 PM



Winter Solstice 3 PM

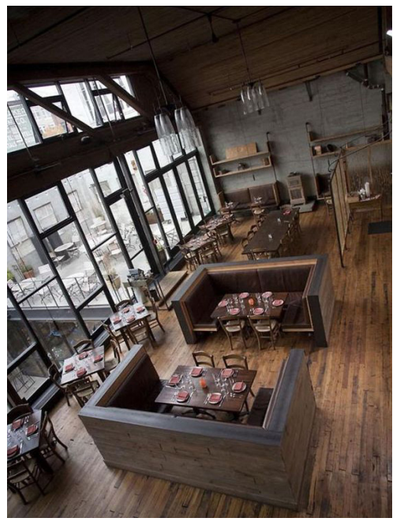


Great natural light, high ceilings



Great natural light, high ceilings

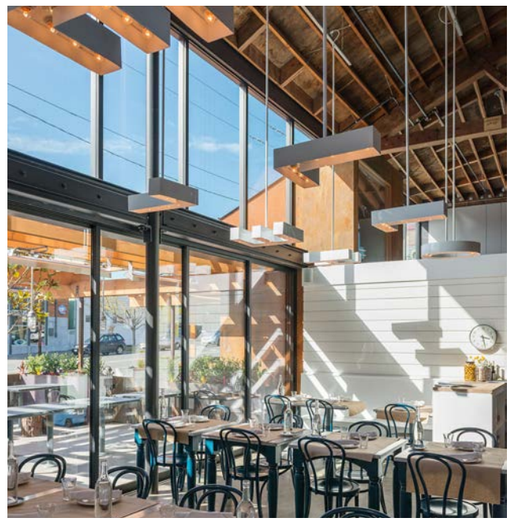
Strong inside/outside connection



Natural materials, rich character

Rich interior finishes

Great natural light, high ceilings (Heliotrope project)



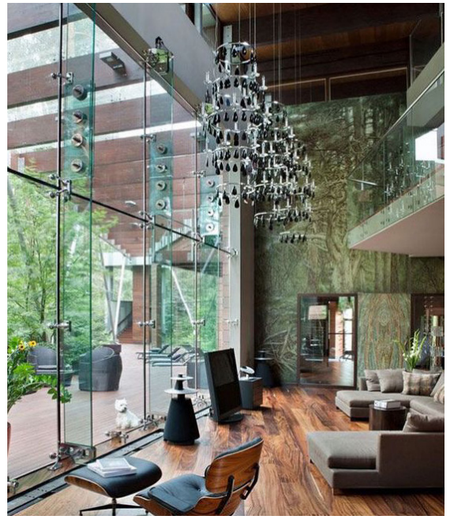
Strong engagement with the street, high ceilings (Heliotrope project)

Quality materials, rich colors,
direct enagement with the street

Dynamic varied materials, operable facade

Integrated garden elements - Landscaped awning

Direct engagement with the street



Direct lobby connection to the street

Take advantage of outside corner

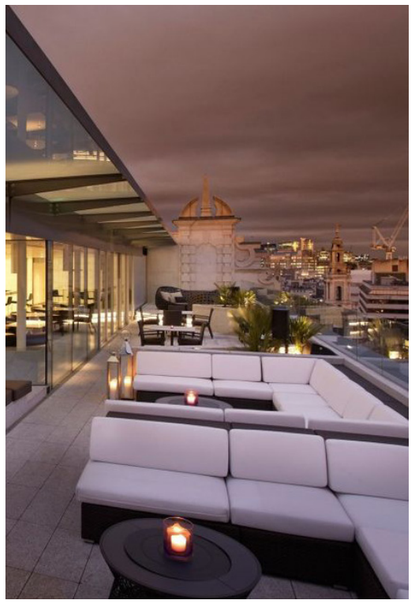
Outdoor space with operable features extending usability into colder months

Landscape features

Strong connection to downtown and views

Nautical references and comfortable seating

Evening incandescent glow - Easily visible from SLU & north-bound on Westlake



Sophisticated finishes

North Beach

Artist Residence

Ross Park Shelter House

Filson Flagship

Filson Flagship

Karstens Public House - Denali National Park

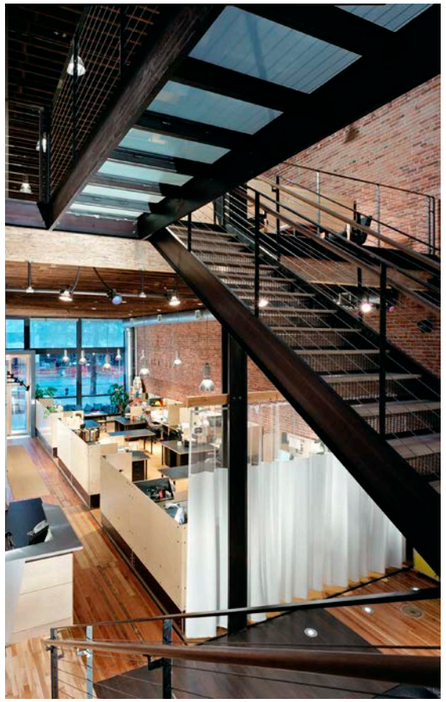
Canal Street

Quality Athletics

Bar Melusine

Shinola PDX

Trove



WRA Offices

The Whale Wins

Joule / The Whale Wins

Fremont Collective

PAGE INTENTIONALLY LEFT BLANK

#1 LOADING BERTH LOCATION

CODE CITATION

SMC 23.48.085 Parking and loading location, access and curb cuts
D. Parking and loading access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director, depending on the classification of rights-of-way according to the following:
2. If the lot does not abut an improved alley, or use of the alley for parking and loading access would create a significant safety hazard as determined by the Director, parking and loading access may be permitted from the street. If the lot abuts more than one street, the location of access is determined by the Director, as a Type I decision, after consulting with the Director of Transportation. Unless the Director otherwise determines under subsection 23.48.085.D.3, access is allowed only from a right-of-way in the category, determined by the classifications shown on either Map A for 23.48.240 or Map A for 23.48.440 that is most preferred among the categories of rights-of-way abutting the lot, according to the ranking set forth below, from most to least preferred (a portion of a street that is included in more than one category is considered as belonging only to the least preferred of the categories in which it is included).

a. An undesignated street;
b. Class 1 Pedestrian Street;
c. Class 2 Pedestrian Street;
d. Designated Neighborhood Green Street.

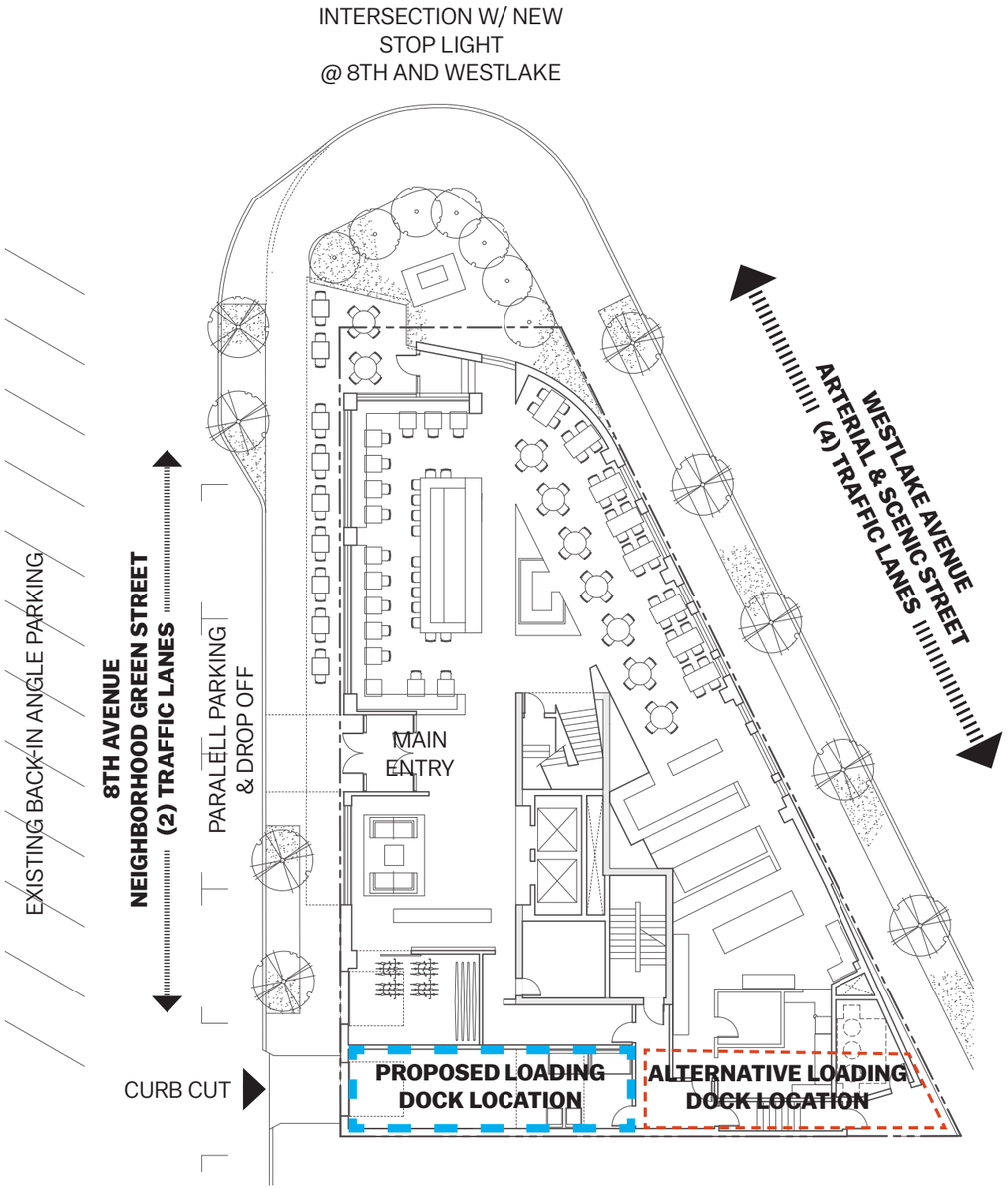
PROPOSED SOLUTION & RATIONALE

Westlake Avenue is a designated arterial and scenic street with no parking lane along the sidewalk. The speed of traffic along Westlake is considerable, with consistent stop and go traffic during commute times. 8th Ave is a designated neighborhood green street. Neither street is technically allowed to have a loading berth.

Given that a loading dock is necessary, we propose to locate the loading berth in the south-west corner of the site along 8th Ave, which gives adequate buffer between the loading dock curb cut and the street light at 8th and Westlake. Additionally, this location will provide a buffer between the curb cut and the main building entry. Although a neighborhood green street is not an idea location, the lower traffic volumes and slower vehicle speeds are more conducive to safe access.

SDOT has recommended loading dock access to be located along 8th Ave to avoid the arterial street.

The loading dock will have a high-quality garage door that will aesthetically fit with the adjacent storefront system to appear seamless and maintain a pedestrian look and feel along 8th Ave.



SITE PLAN - 8TH AVE LOADING DOCK LOCATION

#2 LOADING BERTH LENGTH & SPACE FOR SOLID WASTE & RECYCLING

CODE CITATION

SMC 23.54.035 Loading berth requirements and space standards
Table A and section B & Cii.

The threshold for eating and drinking establishments (medium demand) is 10,000 square feet; the project proposes 3,600 square feet, therefore no berth is required. The threshold for Lodging (low demand) is 40,000 square feet; the project proposes just over 40,000 sf of Lodging use, so one berth is required.

SMC 23.54.040 Solid waste and recyclable materials storage and access
A. Except as provided in subsection 23.54.040.I, in downtown, multifamily, master planned community, and commercial zones, storage space for solid waste and recyclable materials containers shall be provided as shown in Table A for 23.54.040 for all new structures, and for existing structures to which two or more dwelling units are added.

Table A:
15,001 - 50,000 square feet = 175 sf
50,001 - 100,000 square feet = 225 sf

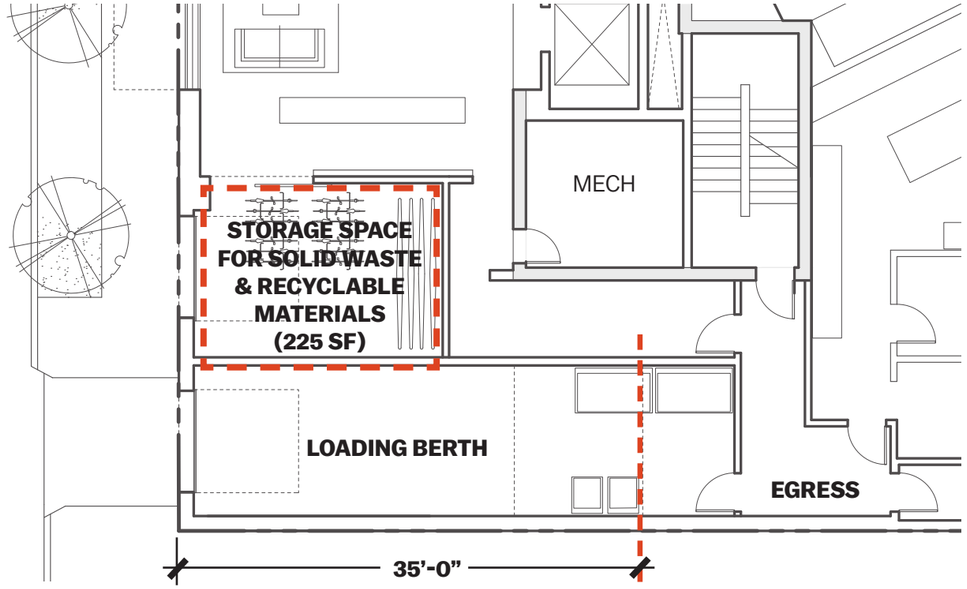
The proposed gross square footage is 54,860 SF, therefore a 225 square foot storage space is required.

PROPOSED SOLUTION & RATIONALE

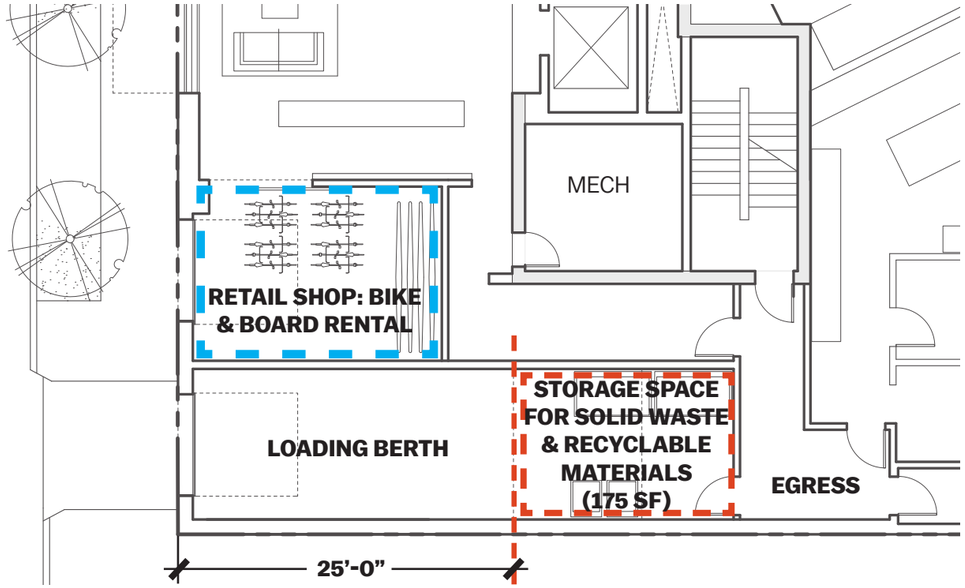
The project is required to have one 35' long loading berth. WIth only 40,000 square footage of hotel use, the project is just barely other the requirement threshold. With this in mind, the project proposes a reduction in the loading berth length to 25'. Due to the size of the lot and the tapered lot shape, the 35' loading berth consumes valuable ground floor square footage. A reduction in loading berth length will allow the shared storage space to move to the end of the loading berth, occupying less valuable ground-level space.

The project is required to have 225 square feet of shared storage space for solid waste and recycling. The project proposes a reduction in the size of the storage space for solid waste and recyclable materials. The project is very close to the lower threshold of 50K square footage. By reducing the square footage to the lower 175 square footage allotment, the shared storage space can occupy the less valuable space at the end of the loading berth.

These two modifications will allow more of the ground level to be used for retail and hotel functions thus increasing ground floor tranparency along 8th Avenue.



OPTION A - CODE COMPLIANT



OPTION B - PROPOSED ALTERNATIVE

#3 SITE TRIANGLES FOR DRIVEWAYS

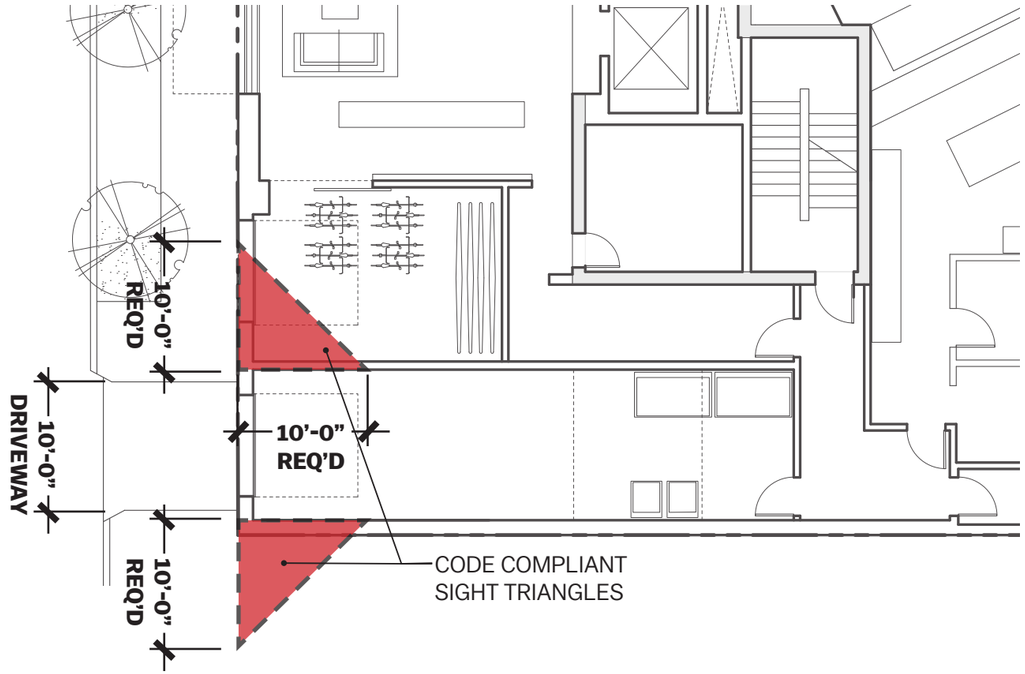
CODE CITATION

SMC 23.54.030 G Site Triangles for Driveways
10-Foot sight triangle required on both sides of driveways less than 22-feet wide.

PROPOSED SOLUTION & RATIONALE

Allow for the use of mirrors and textured pavement in lieu of providing sight triangle at parking garage access and loading depth

Eliminating the sight triangle requirement helps diminish the size of the loading berth entry, reduces its visual impact from the sidewalk, and allows for more room for more pedestrian friendly programmatic elements such as storefronts. Mirrors and pavement will be employed and are passive ways to mitigate any potential pedestrian and vehicle conflicts. These mitigation measures are frequently utilized in downtown Seattle and other. (Design Guidelines CS2-B.2 Connection to Street, DC1-C.2 Visual Impact)



LOADING DOCK - SITE TRIANGLES OVERLAY

#4 BLANK FACADE

CODE CITATION

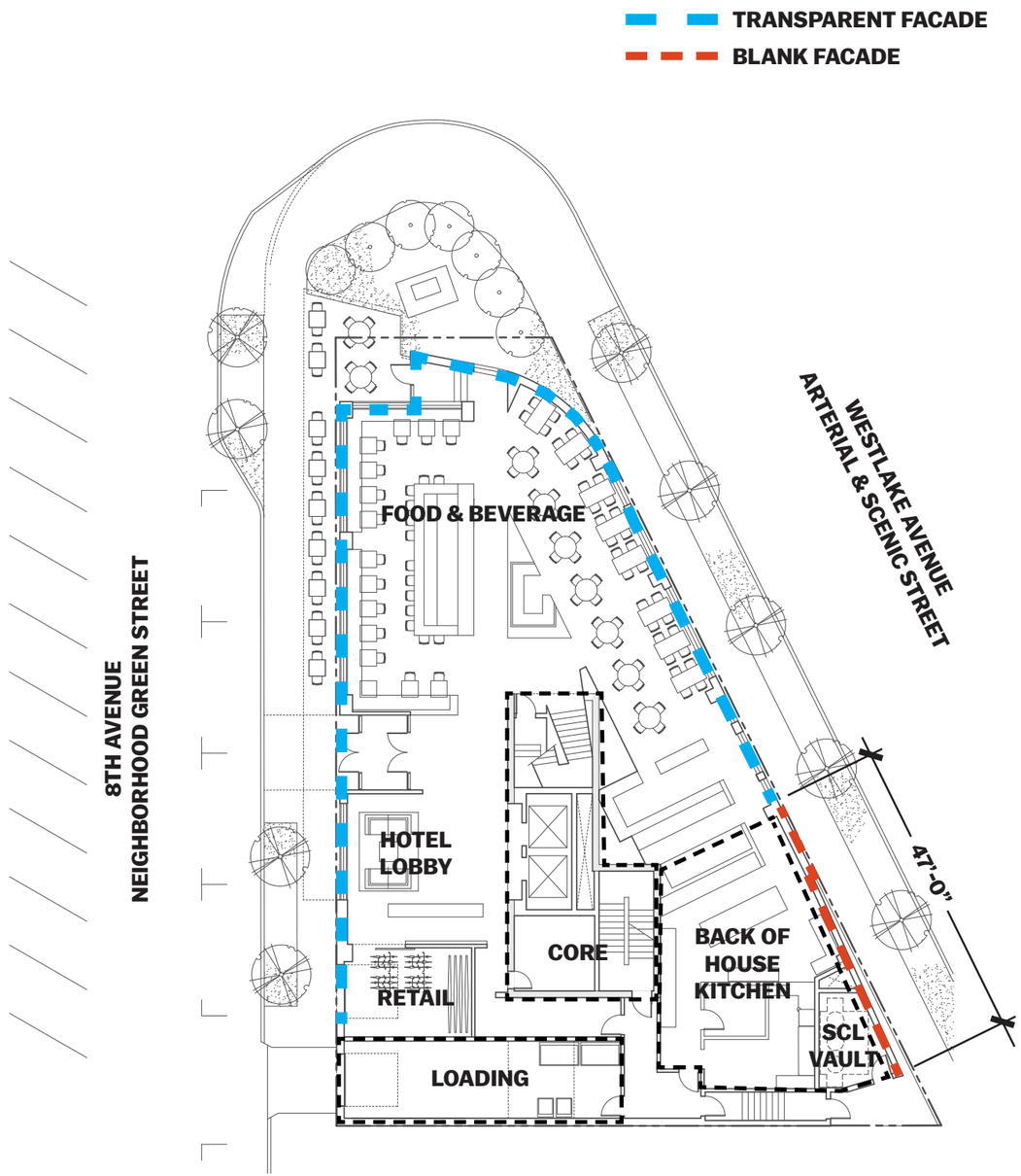
23.48.040 - Street-level development standards
B. Transparency and blank facade requirements. The provisions of this subsection 23.48.040.B apply to the area of a street-facing facade between 2 feet and 8 feet above a sidewalk (Exhibit A for 23.48.040) pursuant to subsection 23.48.040.B.1.
2. Blank facade limits. Any portion of the facade that is not transparent is considered to be a blank facade.
b. Blank facade limits for all other streets not specified in subsection 23.48.240.B.2.a or Section 23.48.440.
1) Blank facades are limited to segments 30 feet wide, except for garage doors which may be wider than 30 feet. Blank facade width may be increased to 60 feet if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. The width of garage doors shall be limited to the width of the driveway plus 5 feet.
2) Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.

PROPOSED SOLUTION & RATIONALE

Three sides of this narrow prow-shaped lot have street frontage. This has created a significant challenge with locating service spaces. In an effort to reduce the amount of service space that occupies the ground level, many of the those spaces have been located in the basement including restrooms for the restaurant & hotel, electrical, mechnaical, hotel & restaurant offices, etc. Only the kitchen, loading dock and SCL vault which requries SCL access, occupy the main floor. These functions have been located as far south as possible to take advantage of the increased plan width and reduce the amount of facade area occupied. The kitchen and SCL vault have been located along Westlake Ave. The total facade length of those services is 47'. The project proposes an increase in the allowable blank facade from 30' to 47'.

While it's possible to locate glazing along the proposed kitchen facade, it's been our experience that the often chaotic environment visible through this glazing and the lack of control over what is placed in those windows likely outweighs the benefit of transparency.

In lieu of glazing, this project proposes a well proportioned and elegantly articulated masonry or metal panel skin. Increased texture and a highler level of visual interest will aid in maintaining a high quality pedestrian experience along Westlake Ave.



FLOOR PLAN - AREA OF PROPOSED BLANK FACADE

SEATTLE DESIGN GUIDLINES

CS1 NATURAL SYSTEMS AND SITE FEATURES

B. 2. DAYLIGHT & SHADING

This site features nearly unobstructed solar exposure. The design intent is to leverage rooftop for public uses, with a bar/restaurant on the east side of the 7th floor and a roof amenity on the west side of the roof. Shading for the roof amenity will be achieved by utilizing solar PV panels and solar hot water collectors as shading devices. Hotel guest rooms are oriented toward the northeast and to the west primarily, and therefore will receive direct sun only in early morning or in the afternoon. Two small south-facing rooms on each floor are set-back 3ft, which provides ample shading overhang.
Regarding shading of adjacent properties, the situation of this site is such that shadows fall on public streets primarily - other than early morning shading of the building directly to the west across 8th ave.

CS2 URBAN PATTERN AND FORM

A.1. SENSE OF PLACE

The fast-paced development of Dexter and Westlake along the western edge of SLU has completely redefined the previous urban fabric. So much built in so little time has resulted in a same-ness that is a challenge to a creating a rich sense of place. The situation and shape of this particular site, combined with the proposed program, represents an opportunity to create a publicly-accessible and highly visible heart for this very linear neighborhood. Extending to the larger SLU neighborhood, a significant building on this site has the potential to serve as a definer of the western end of Lake Union Park, with MOHAI providing definition to the eastern edge. The establishment of a visual dialogue between these two structures represents an opportunity to strengthen the character of the park and provide a sense of place to the neighborhood.

A. 2. ARCHITECTURAL PRESENCE

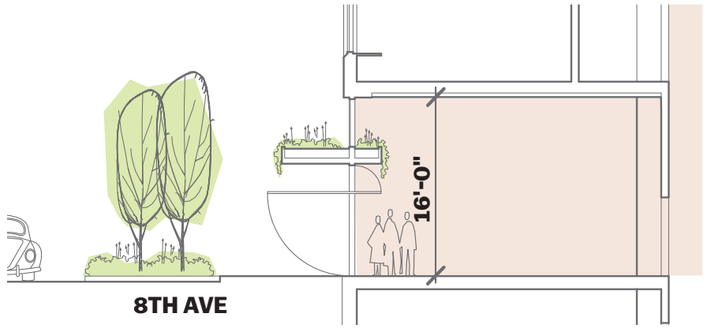
This corner site is an appropriate location for a structure of architectural significance. It is both axial to Westlake Avenue when driving southbound on Westlake and to the arrival float at Kenmore Air across the street. Views to the site are unobstructed from Lake Union, SLU Park and the new cycle track. The site is much smaller than recent development sites, which will result in a structure very different in scale - providing needed variety and a more human scale to the neighborhood. These influences create an opportunity for a unique and varied design solution, adding visual interest and serving to root the building firmly in its particular place.

B. 1. SITE CHARACTERISTICS

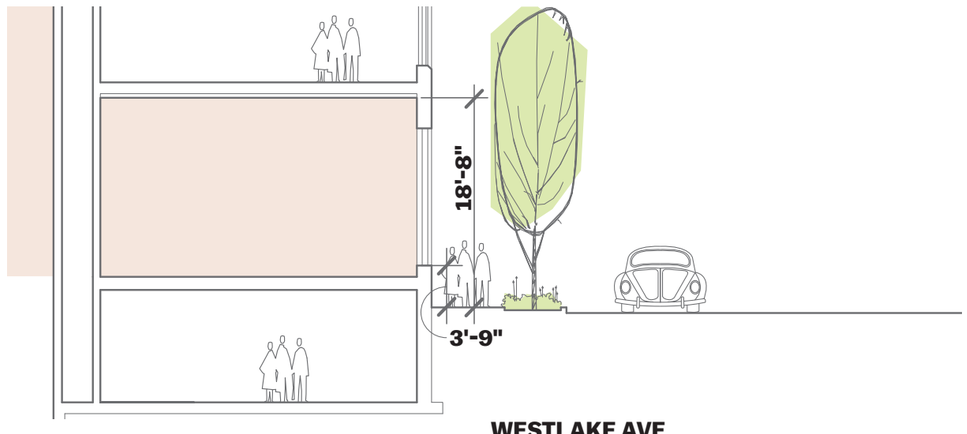
Taking advantage of the wedge-shaped site, the preferred option further accentuates this condition by canting the north façade at an angle, creating a more dramatic ‘ships bow’ facing northeast along Westlake.

B. 2. CONNECTION TO THE STREET

Due to the extreme physical and character differences between Westlake and 8th Ave, the design approaches will differ.



Along 8th avenue:
The primary building entrance and drop-off will be centered along this street, with a highly permeable floor to ceiling glass storefront of high-quality materials. Overhead weather protection will be provided, possibly integrating planting elements. Large sidewalk planting areas, appropriate to 'green street' design, will be incorporated into a slightly widened sidewalk (from 10ft to 11ft) in coordination with SDOT.



Along Westlake avenue:
A continuous, densely landscaped street edge buffer is envisioned along the length of Westlake, providing traffic calming for cars and a clear buffer between cars and pedestrians. There is no parallel parking along Westlake, so this landscaping serves as the buffer that parked cars typically provide on an urban street. Storefront openings along Westlake will not be operable due to road noise, and will differ in character from storefront along 8th.

At the intersection:
This intersection, with its new crosswalk and traffic light, serves as a major connector to the park and the larger SLU neighborhood. The new sidewalk area is quite large, with unsightly control equipment boxes located prominently in the center. Furthering the design challenge are car headlights southbound on Westlake, resulting in glare within the ground level uses. A landscape solution is envisioned to address both the unsightly control boxes and glare, and will act as a visual bridge between the landscape buffer along Westlake and the Green Street landscaping along 8th Ave.

D. 1. EXISTING DEVELOPMENT AND ZONING

New development in this neighborhood is primarily being constructed to maximize the building envelope and allowable FAR. This will, over time, result in a recognizable horizontal datum of between 75' and 85'. We further recognize that the hotel structure to the south, while large, is utilizing less than half of allowable FAR. In time, this too will be ripe for re-development to maximize allowable development. This project proposes to build to the envelope, thus defining both the street edge as well as the standard height datum in the neighborhood.

CS2 URBAN PATTERN AND FORM

C. 1. CORNER SITES

This particular corner site is visible for over a quarter mile on Westlake Ave, when approached from the north. The site also has an axial relationship with the seaplane float at Kemore Air across the street - greeting visitors as they arrive at the terminal. The site is easily viewed from SLU park and MOHAI as well as from the lake itself. Also influencing the site is it's location at the northwestern edge of Lake Union Park, serving as a definer of the park's western edge. The design response proposes to maintain the strong urban edge to the park and neighborhood while creating an architecturally significant corner building, expressive of its unique shape and narrow form.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

A. 4. EVOLVING NEIGHBORHOODS

Surrounding the site is a neighborhood in transition. Much of the new market-rate development is both large in scale and constrained by budgets that do not allow for refined façade detailing. The design proposal envisions the use of high-quality materials such as brick masonry cladding and wood storefronts, which is necessary for the success of the hotel while also serving to elevate the quality level in the neighborhood. Further, the scale of this building, both in massing and in detail, will be more diminutive than recent development - adding another building scale into the mix and therefore contributing variety to the neighborhood.

PL2 WALKABILITY

A. 1. ACCESS FOR ALL & 2. ACCESS CHALLENGES

All entrances to the hotel, restaurant and retail spaces will have integrated accessible pathways. There is an approximately 3 foot grade change from the southwest corner of the site to the southeast corner of the site that will present challenges to providing accessible entrances on both 8th and Westlake. To resolve this, the hotel and retail entrances have been located along pedestrian friendly 8th Ave.

B. 1. EYES ON THE STREET, 2. LIGHTING FOR SAFETY & 3. STREET-LEVEL TRANSPARENCY

A lively street presence, with a bustle of activity, is critical to the success of this business model. A strong sense of open-ness and transparency will be a primary calling-card for the businesses within and will also provide adjacent sidewalks and streets with 'eyes on the street'. Further, a hotel is a 24 hour/7 days a week business that never 'goes dark', therefore a real and perceived sense of safety will be present at all times.

Adding to activity and transparency at night, pedestrian level lighting will be provided under an awning along 8th avenue and along Westlake. Architectural building lighting is also envisioned, with the intent that the property become a warm and inviting beacon for the neighborhood.

C. 2. DESIGN INTEGRATION

8th Ave is a proposed neighborhood green street and although the relatively diminutive size of the site makes providing on-site green space a challenge, this project seeks to find creative a way to do so by locating lush planting on the awning above the sidewalk, providing both weather protection and storm-water mitigation. Downspouts will be integrated into the building design as required.

SLU NEIGHBORHOOD DESIGN GUIDELINES

CS2. URBAN PATTERN & FORM

B. HEIGHT, BULK, AND SCALE, II Setbacks

The typical SLU half-block is 54,000sf in size, with 400' long N-S street frontage. Most new development is occurring at this scale or at the quarter-block scale (200' street frontage, 27,000sf in size). At 7,500SF, with 120' of street frontage on 8th Ave, this site is quite small. Certain guidelines, such as upper floor setbacks, make less sense at this scale and are less easily accommodated. Schemes A and B propose no setbacks. Scheme C proposes to set back the 8th avenue facade 6" to 12" as well as set back the north façade (at an angle). Westlake Avenue would remain full-height, as in Schemes A and B. The resulting massing is simpler and more dramatic in this approach, creating a strong vertical presence at the north end of the building (the gateway view). It is also worth noting that recent development along the 8th Avenue Green Street has almost universally disregarded this particular guideline.

PL2 1. STREETSCAPE COMPATABILITY, section iii.

Retail spaces have been configured to open up via operable glazing onto 8th Ave to engage the sidewalk. The sidewalk design will incorporate special paving at the main entry to the proposed boutique hotel. Lush plantings will be provided in the planting strips. An overhead planted awning with integrated pedestrian level lighting will further encourage a pedestrian-friendly atmosphere.

Options to further improve the street-scape along 8th avenue include widening the sidewalk to meet the neighborhood green street concept plans to provide the opportunity for sidewalk seating at the adjacent restaurant.

Westlake is more of a challenge, with high-speed traffic, no parking buffer and no storefronts or pedestrian amenities on adjacent parcels. A continuous planting strip with street trees is proposed to buffer the pedestrian sidewalk from busy Westlake Ave and to encourage traffic-calming. Proposed pedestrian-level lighting and generous glazed openings into retail space (restaurant) along this frontage will help to enliven the pedestrian experience.

SEATTLE DESIGN GUIDLINES

DC1 PROJECT USES AND ACTIVITIES

A. 4. VIEWS AND CONNECTIONS

Publicly accessible spaces are located at street-level,on the east side of the 7th floor and the west side of the roof. A food and beverage establishment as well as a small pocket retail space is proposed for the street level that will engage the sidewalk and connect to pedestrian activity. A 7th floor food and beverage venue establishes a visual connection to Lake Union Park while taking full advantage of views of the lake, downtown and the Space Needle.

B. 1. ACCESS LOCATION AND DESIGN

No on-site parking is proposed in this project. Service vehicle access to a required loading dock has presented a challenge. Westlake is a regional connector with no parking aisle; 8th is designated a Neighborhood Green Street. Neither street designation is conducive to a loading dock. Given that, the least impactful location is proposed at the south-west corner of the building site, where a loading dock and curb cut currently exists. Width of this required loading dock will be limited to code-minimum.

C. 4. SERVICE USES

As discussed above,no parking is proposed and there will be a service entry at the southwest corner of the site containing loading, trash, and recycling, none of which will be visible from the street. An overhead coiling door will be designed to integrate into the façade. The design of the door will maintain the pedestrian-focused look and feel of 8th Ave with higher quality finish and detailing. To minimize the impact on 8th, the pedestrian focused street, the required transformer vault and secondary emergency egress have been placed on Western Ave, at the southeast corner. The façade width required for these elements will be minimized to the extent possible.

DC2 ARCHITECTURAL CONCEPT

B. 1. FACADE COMPOSITION

The building façade is envisioned as both firmly rooted in the pacific northwest and expressive of a worldly sophistication. Although designed as a cohesive whole, the differing characters of 8th Ave and Westlake Ave will influence modulation of the fenestration on each frontage. For example, the fenestration on Westlake Avenue may have larger openings to take advantage of views and relate to the expansive scale of the lake, while fenestration along eighth may be of a more diminutive scale related to the quiet street and adjacent structures.

While the south façade is a party wall, the proposal envisions wrapping main-façade materials around outside corners in order to achieve a cohesive massing. Fenestration is also proposed in this façade, and the roof bar will be entirely open to the south.

2. BLANK WALLS

Areas of blank façade have been avoided with the exception of the south party wall and the south-east corner of the building on Westlake. Refer to Director & Type 1 Decision's for full description.

3. FIT WITH NEIGHBORING BUILDINGS

As mentioned in section CS2.D, building height will match the emerging 75' – 85' building datum in the neighborhood. In expression, the structure will be contemporary, which is also consistent in the neighborhood, however the building will differ in some ways of necessity, as it will be the first boutique hotel in the neighborhood and must be appropriately expressive of its program.

SLU NEIGHBORHOOD DESIGN GUIDELINES

DC2 ARCHITECTURAL CONCEPT

I. ARCHITECTURAL CONCEPT AND CONSISTENCY

The "fifth elevation" is a critical programmatic element for this project, as every useable portion of the roof is potential function space for guests. The 8th floor roof is visible from the west on eastern slope of Queen Anne hill. This side of the roof will include an attractive outdoor venue for guests, with building mechanical systems tucked behind the elevator tower to the west. The west half of the 7th floor will feature a bar/restaurant. The proposed design utilizes a roof form intended to create visual interest from the street – a beacon for folks heading home from work along Westlake and the cycle track (we call it the 'happy hour view').