EARLY DESIGN GUIDANCE

4512 11th Ave NE
Seattle, WA 98105

SDCI PROJECT NO.:
3032083-EG

MEETING DATE:
09.17.2018

APPLICANT TEAM:
Paul Pong, Evergreen Lodging, LLC
Pragnesh Parikh, Caron Architecture

CARON

CARON REF #2017.063

CONTENTS

PROJECT TEAM

OWNER
Paul Pong, President
Evergreen Lodging
paulpong@me.com
425.502.5787

CARON ARCHITECTURE CONTACT
Pragnesh Parikh, Associate Principal
Pragnesh@caronarchitecture.com
206.367.1382
Caron Reference No.: 2017.063

LANDSCAPE ARCHITECT
Paul Dix, Landscape Architect
Aspen Landscape Architects
206.292.9845

SITE INFORMATION

ADDRESS:
4512 11th Ave NE, Seattle, WA 98105,
4520 11th Ave NE, Seattle, WA 98105,
4526 11th Ave NE, Seattle, WA 98105,
4534 11th Ave NE, Seattle, WA 98105

SDCI PROJECT NO.:
3029229

PARCEL(S):
7733600080, 7733600090, 7733600095, 6746701275

SITE AREA:
22,016 SF

ZONING:
Settle Municipal Code: Land Use Code

SM-U 95-320 (M1)

OVERLAY DESIGNATION:
University District Northwest (Urban Center Village), Light Rail Overlay, Parking Flexibility Area

PARKING REQUIREMENT:
None (see Parking Flexibility Area)

BUILDING HEIGHT LIMIT:
320'

PROJECT VISION

The project supports the intended urbanization, growth and development of the recently up-zoned University District in proposing a 320-foot mixed-use tower, containing a hotel with approximately 170 keys in the lower section of the project, and approximately 100 apartment units in the upper section of the project, with retail and a residential/hotel entry & lobby at the ground level, and a four-level underground parking garage for approximately 180 cars.

The project is designed to respond at three distinct scales, integrated the existing urban fabric and city grid. (See diagram pg. 5)

1.) At the first scale, the project is intended as an urban destination with retail, green space, and a landscaped Neighborhood Open Space at its base, providing "breathing room" from the street edge and to encourage ground plane activity.

2.) At the second scale, the building's modulation below 65 feet helps establish a sense of identity and "place" in relative scale with the street width and heights of adjacent structures.

3.) At the third scale, the tower is designed to be a good neighbor with surrounding buildings and help act as an "*Urban Marker*" and wayfinding mechanism in what is becoming an active district for new development.

The main residential entry and lobby for the Hotel and Residences is on 11th Avenue NE at mid-block. The residential units include one bedroom, open one bedroom, two bedroom, and three bedroom units, with a two-story owner-occupied unit near the top of the tower. Residential amenity spaces with indoor and outdoor areas are located on level 2 and near the building's top.

The hotel contains open one bedroom and two bedroom units with service spaces to support the hotel function on each floor. The Hotel lobby is located on level 2 with additional support and hotel amenity spaces , including lounge, fitness, and hotel office.

SITE CONTEXT

The site is located at 4512 11th Ave NE, Seattle 98105, 3 blocks west of University Way NE, and a half block north of the very active NE 45th Street, in the University District. The site is in the SM-U 95-320 (M1) district and consists of 22,016 SF with combined King county parcel numbers: #7733600080, #7733600090, #7733600095, and #6746701275.

The surrounding context consists largely of residential buildings to the North and to the West, across the street from the site, and a hotel and residential building to the East, behind the site and across the alley, and a multi-use building to the south.

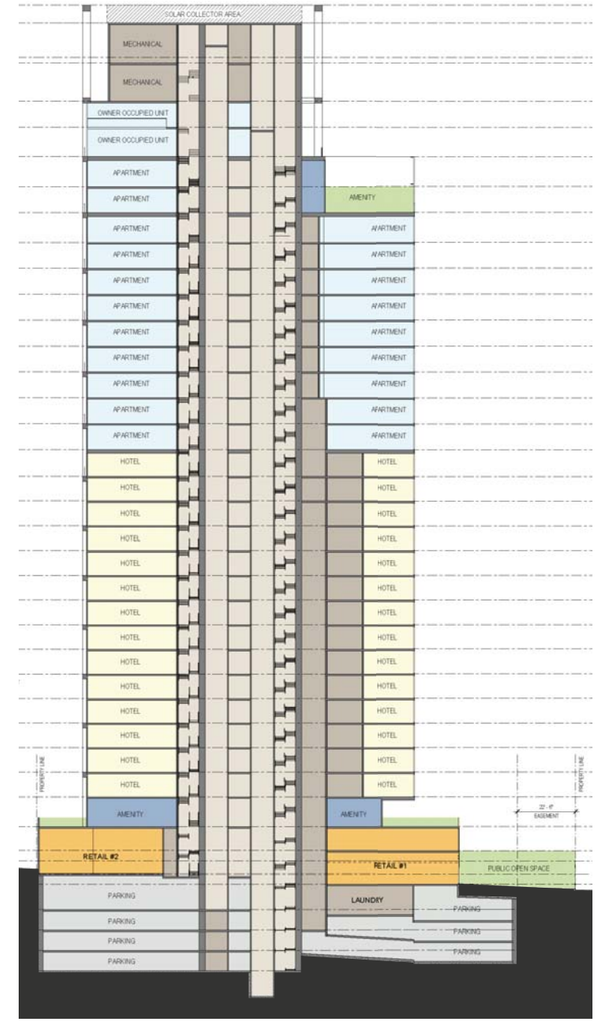
NEIGHBORHOOD OUTREACH

Neighborhood outreach, organized by the Developer as an open house, is scheduled for 04 September 2018 at the Residence Inn - Marriott. Relevant groups include the U District Community Council, Roosevelt Neighbors Alliance, University Park Community Club, U District Advocates, U District Neighborhood Greenways, UW Department of Community Environment and Planning, UW Department of Architecture, UW Urban Design and Planning, Department of Neighborhoods and UDP Urban Vitality Committee Chair Stephen Antupit.

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

				RESIDENTIAL / HOTEL				RETAIL	FAR		MEP	PARKING		UNIT SIZE
LEVEL	FUNCTION	FLOOR TO FLOOR HEIGHT	AGGREGATE HEIGHT	TOTAL AREA (GROSS)	TOTAL RENTABLE AREA (NET) APT	# OF UNITS	# OF KEYS	GROSS	RESIDENTIAL	COMMERCIAL	GROSS	GROSS	PARKING STALLS	AVERAGE
			333.55											
L31	MECHANICAL	15.67	317.88	3,248							3,097			
L30	MECHANICAL	15.00	302.88	3,248							3,097			
L29	OWNER OCCUPIED UNIT	10.17	292.71	3,667	2,675	1			2,991					
L28	OWNER OCCUPIED UNIT	11.50	281.21	4,552	3,562				4,075					
L27	APARTMENT	11.67	269.54	5,606	4,026	5			5,458					
L26	AMENITY	10.17	259.37			5			1,492					
	APARTMENT		259.37	7,341	4,026				5,458					805
L25	APARTMENT	11.67	247.70	10,074	8,195	10			9,896					820
L24	APARTMENT	10.17	237.53	10,074	8,195	10			9,896					820
L23	APARTMENT	10.17	227.37	10,074	8,195	10			9,896					820
L22	APARTMENT	10.17	217.20	10,074	8,195	10			9,896					820
L21	APARTMENT	10.17	207.03	10,074	8,195	10			9,896					820
L20	APARTMENT	10.17	196.87	10,074	8,195	10			9,896					820
L19	APARTMENT	10.17	186.70	10,074	8,195	10			9,896					820
L18	APARTMENT	10.17	176.53	10,074	8,100	10			9,896					810
L17	APARTMENT	10.17	166.37	10,074	8,100	10			9,896					810
L16	HOTEL	10.50	155.87	10,074	7,692		12			9,896				641
L15	HOTEL	9.67	146.20	10,074	7,692		12			9,896				641
L14	HOTEL	9.67	136.53	10,074	7,692		12			9,896				641
L13	HOTEL	9.67	126.87	10,074	7,692		12			9,896				641
L12	HOTEL	9.67	117.20	10,074	7,692		12			9,896				641
L11	HOTEL	9.67	107.53	10,074	7,692		12			9,896				641
L10	HOTEL	9.67	97.87	10,074	7,692		12			9,896				641
L9	HOTEL	9.67	88.20	10,074	7,692		12			9,896				641
L8	HOTEL	9.67	78.53	10,074	7,692		12			9,896				641
L7	HOTEL	9.67	68.87	10,074	7,692		12			9,896				641
L6	HOTEL	9.67	59.20	10,074	7,692		12			9,896				641
L5	HOTEL	9.67	49.53	10,074	7,692		12			9,896				641
L4	HOTEL	9.67	39.87	10,074	7,692		12			9,896				641
L3	HOTEL	9.67	30.20	10,074	7,692		12			9,896				641
L2	HOTEL	11.67	18.53	8,162					3,995	3,995				
MEZZ	RETAIL	9.33	9.20	8,162				1,301			1,235			
L1	LOBBY / RETAIL	13.00	-3.80	12,735				3,959	7,190		1,328			
P1	PARKING	10.00	-13.80									19,368	47	
P2	PARKING	8.00	-21.80									19,368	54	
P3	PARKING	8.00	-29.80									19,368	56	
P4	PARKING	8.00	-37.80									10,738	26	
TOTAL				**288,423**	**195,542**	**101**	**168**	**5,260**	**119,723**	**142,539**	**8,776**	**68,842**	**183**	



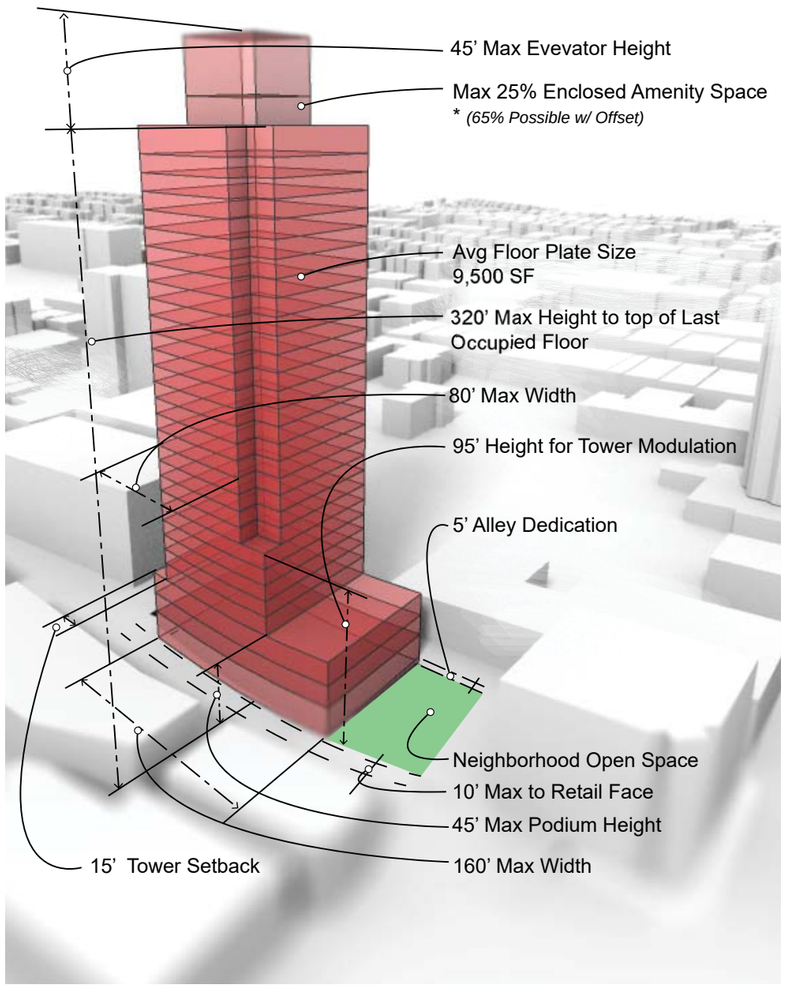
TOTAL GROSS SF	**357,265**

FAR		
	ALLOWABLE	PROPOSED
RESIDENTIAL	264,192	263,563
MEP (3.5%)	9,247	8,776
TOTAL	273,439	272,339

TOTAL UNITS	**269**

AVG PLATE SIZE *(L5-L29)*	**9,091.60**

3.0 DEVELOPMENT OBJECTIVES



ZONING ENVELOPE

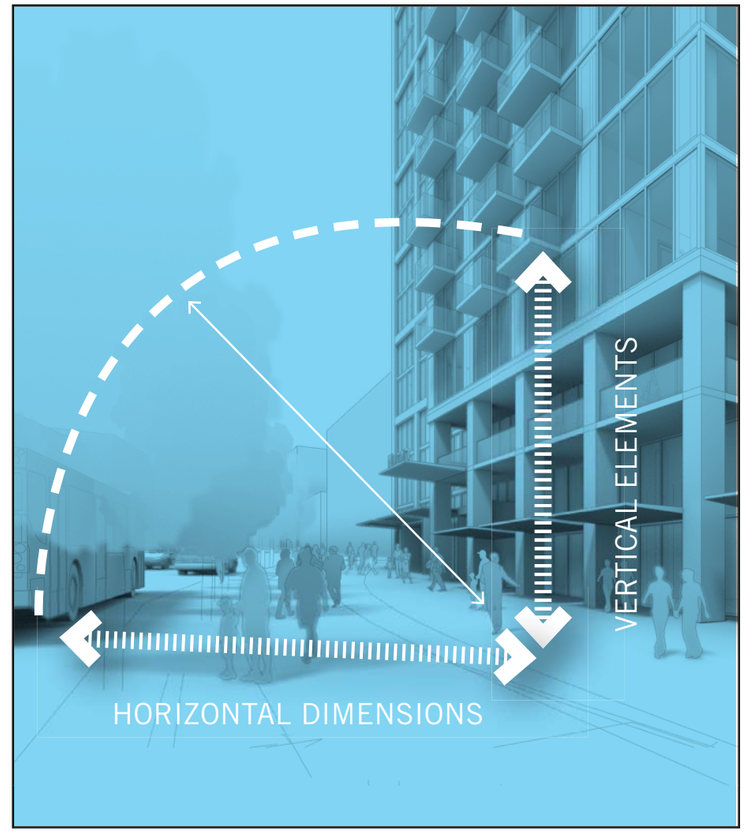
SEATTLE MUNICIPAL CODE: LAND USE CODE
23.48.635 - MAXIMUM WIDTH AND DEPTH LIMITS IN SM-U ZONES

			Proposed
Maximum width and depth limits	23.48.635.A	Maximum width and depth limit of a structure is 250'	
Street-level development standards	23.48.640.C Transparency and blank facade standards	Subsection 23.48.040.B Apply to all street-facing facades in the SM-U zone	
	23.48.640.D Required street-level uses	Street level uses not required as shown on Map A for 23.48.640	None required. Retail Proposed
	23.48.640.F Overhead Weather Protection	1) Continuous overhead weather protection, required along at least 60% of street frontage of structure. 2) Covered area shall extend a minimum of 6' from structure. 3) Overhead weather protection must be provided over the sidewalk, or over a walking area within 10' immediately adjacent to the sidewalk. When provided adjacent to the sidewalk, the covered walking area must be within 18 inches of sidewalk grade and meet Washington State requirements for barrier-free access. 4) Height must be min. 8' and max 13' above sidewalk. 5) Provide adequate lighting.	
Upper-Level Development Standards	23.48.645.A High-rise floor area limits	All high-rise structures are subject to a limit on the floor area of stories above 45 feet in height 2) Greater than 240' in height: Average gross floor area for all stories above 45' = 9,500 SF Maximum gross floor area of any single story above 45' = 10,500 SF 4) the average and maximum gross floor area limit is 24,000 square feet up to 160 feet and 14 feet high	9091.6 sf avg plate size above 45'
	23.48.645.D Side Lot Line Setbacks	Minimum setback of 15' is required from any side lot line that is not a street or alley lot line for all portions of a high-rise structure exceeding the midrise height limit zone. Per DPD meeting notes project number 3019455: 3' setback required on 11th Ave NE and 5' ROW is required along entire alley	
	23.48.645.F Facade Projections	First 4' of horizontal projection of decks, balconies with open railings, eaves, cornices, gutter, are permitted in the upper-level setbacks required in subsection 23.48.645.D	Balconies are proposed
Facade Modulation	23.48.646.A	All structures on lots exceeding 12,000 sf, facade modulation is required for the street-facing facade within 10' of a street lot line	Building set back beyond 10 feet
	23.48.646.B	Modulation is not required for; 4) portions of the street-facing facade that does not exceed a width of 100' above 45' in height.	
	23.48.646.C Table B	Maximum length of an unmodulated facade within 10' of street lot line: Stories up to 45':160' Stories 45' to midrise height limit 95':120' Stories above Midrise height limit 95': 80'	

SCALE - 1

URBAN DESTINATION -

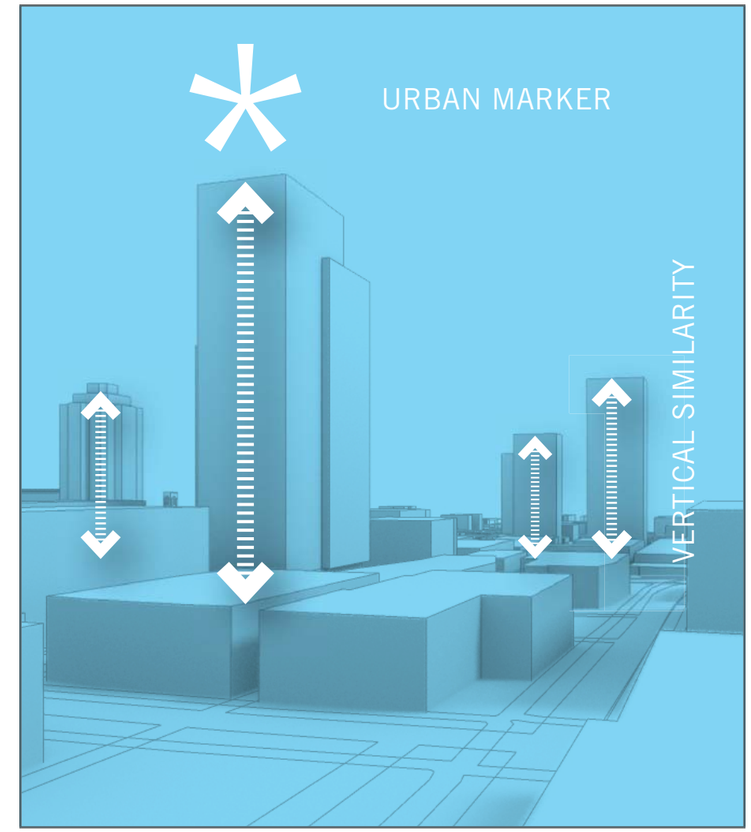
Pedestrian scaled elements integrating retail, green space, and a multi-use plaza at its base, providing “breathing room” from the street edge to encourage ground plane activity.



SCALE - 2

MODULATION -

Establishing the building’s vertical modulation by scaling and articulating architectural elements of the below 65 feet helps establish a sense of identity and “place,” in relative scale with the street width and heights of adjacent structures.



SCALE - 3

URBAN MARKER -

The tower is designed to be a good neighbor with surrounding tall buildings and help act as an “Urban Marker” and wayfinding mechanism in the University District (*an active district for new development*).

4.0 SURVEY

7733600080:
Sheltons Add Lot 7 & North Half Lot 6 Blk 2 -Aka Pcl A City Of Seattle Lot Boundary Adjustment No 9903425 Rec No 19991108900011

Plat Block: 2 Plat Lot: 6 & 7

7733600090:
Sheltons Add 8 & S 1/2 Of 9

Plat Block: 2

Plat Lot: 8-9

7733600095:
Sheltons Add N 1/2 Of 9 & All 10

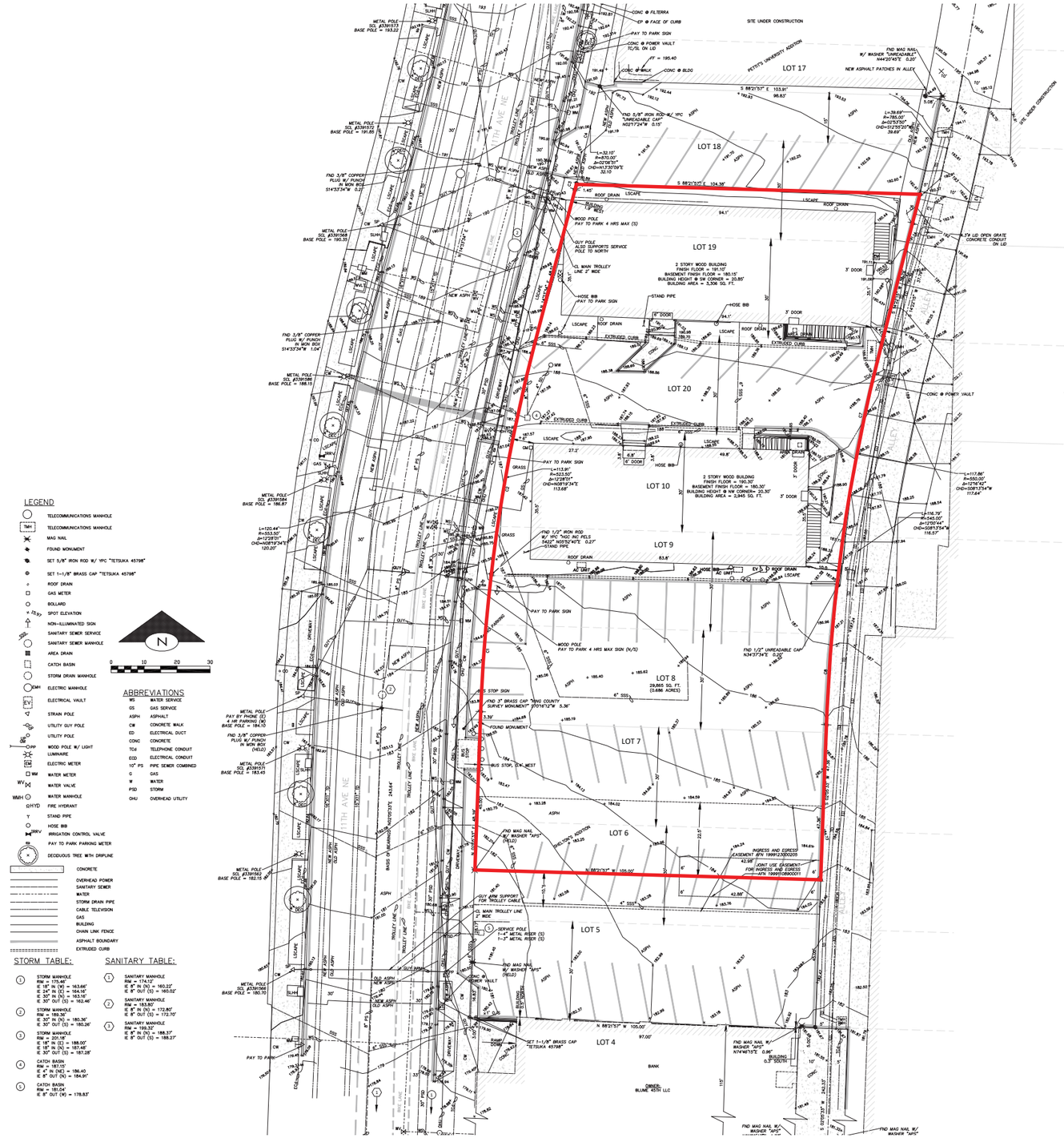
Plat Block: 2

Plat Lot: 9-10

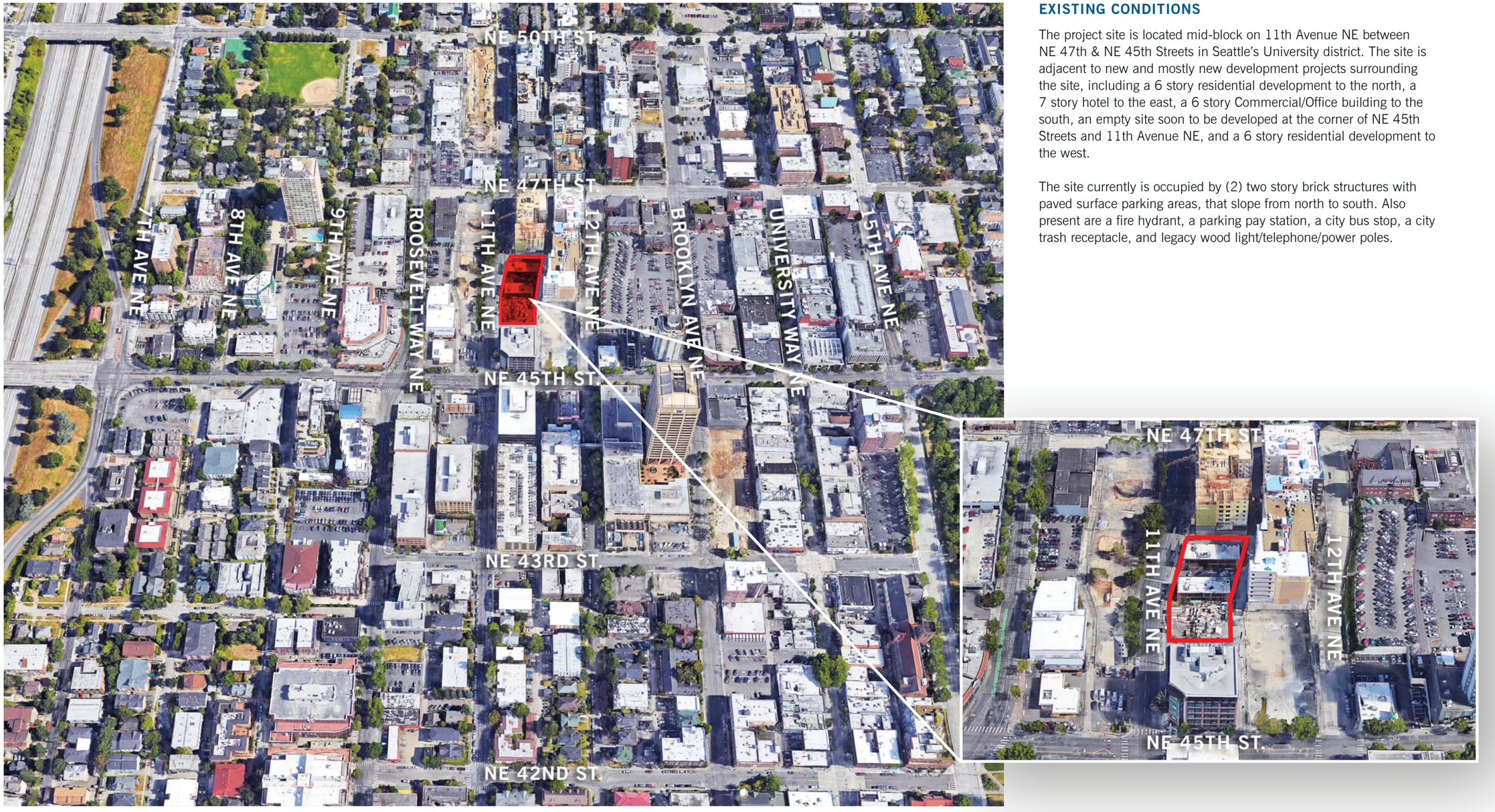
6746701275:
Pettits University Add S 1/2 Lot 18 Tgw All Lots 19-20

Plat Block: 8

Plat Lot: 18-19-20



4.0 SITE PLAN (PREFERRED OPTION 3)



AXONOMETRIC MAP (GOOGLE EARTH)

N

MAP KEY

Project Site

EXISTING CONDITIONS

The project site is located mid-block on 11th Avenue NE between NE 47th & NE 45th Streets in Seattle's University district. The site is adjacent to new and mostly new development projects surrounding the site, including a 6 story residential development to the north, a 7 story hotel to the east, a 6 story Commercial/Office building to the south, an empty site soon to be developed at the corner of NE 45th Streets and 11th Avenue NE, and a 6 story residential development to the west.

The site currently is occupied by (2) two story brick structures with paved surface parking areas, that slope from north to south. Also present are a fire hydrant, a parking pay station, a city bus stop, a city trash receptacle, and legacy wood light/telephone/power poles.

5.0 ZONING ANALYSIS

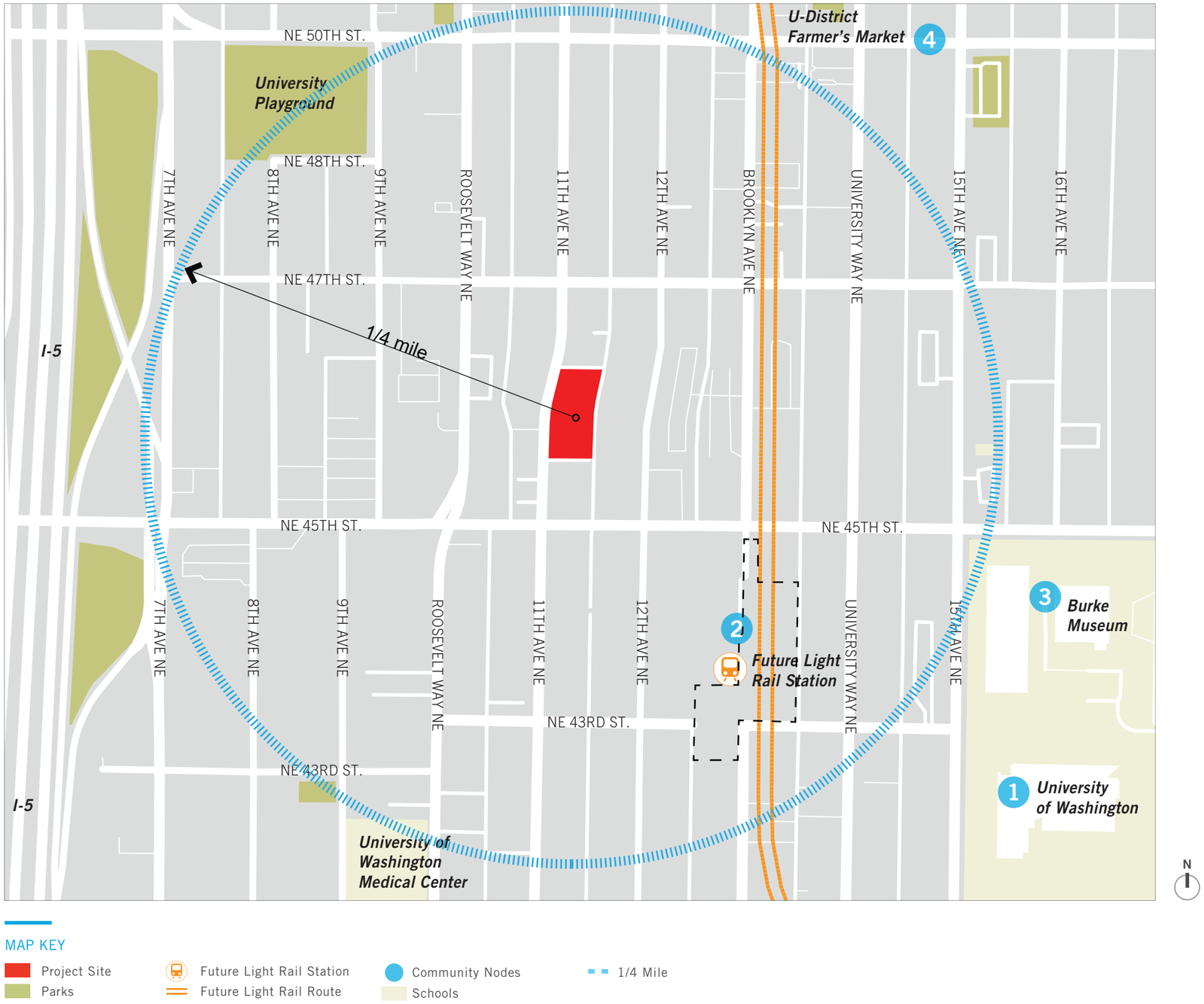
ZONING SUMMARY & SURROUNDING USES

The project site is within a recent rezone district from NC3-85 to SM-U 95-320 (M1), allowing building heights to 320 feet. The Future U District Light Rail Station is a major contributor to this district up-zone. Two major components of this up-zone are a LEED Gold requirement and a mandatory housing requirement.

The surrounding programming includes a variety of commercial uses, from a mixed-use commercial building to the south of the project site, a gasoline station, a bicycle shop, a super market, several restaurants and an automobile dealer, all located west of the project site. In addition to the commercial uses, there are several intermingled mid-rise residential developments, a hotel, and places of worship, all within walking distance. The mix of the under-construction Transit Center at the corner of Brooklyn Avenue NE and NE 43rd Street, the proposed "Festival Street" supporting the University Farmers Markets plan on Brooklyn Ave NE between NE 45th St and NE 42nd St. and the existing use-types noted above make a residential development like the one proposed ideal for this location.

TRANSPORTATION

The project site is located 2 blocks west and 1 block north of the under-construction U District Light Rail Station at Brooklyn Avenue NE and NE 43rd Street. There are numerous options for transit access within a 5-minute walk, including light rail, and bus, providing transportation to downtown Seattle, and other metro Seattle neighborhoods as well as SEA-TAC airport. Bike lanes currently exist along 11th Avenue NE and Roosevelt Way NE, and a sharrow (shared-lane marking) along NE 45th Street. There is also a neighborhood greenway along 12th Avenue NE.



MAP KEY

- Project Site
- Parks
- Future Light Rail Station
- Future Light Rail Route
- Community Nodes
- Schools
- 1/4 Mile

COMMUNITY NODES/LANDMARKS

1 UNIVERSITY OF WASHINGTON
0.5 MILE FROM PROJECT SITE

2 FUTURE LIGHT RAIL STATION
0.3 MILE FROM PROJECT SITE
(Image from Sound Transit)

3 BURKE MUSEUM
0.4 MILE FROM PROJECT SITE

4 U-DISTRICT FARMER'S MARKET
0.4 MILE FROM PROJECT SITE

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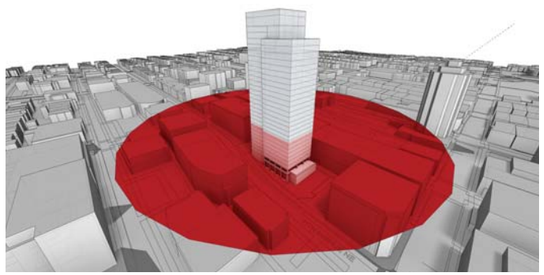

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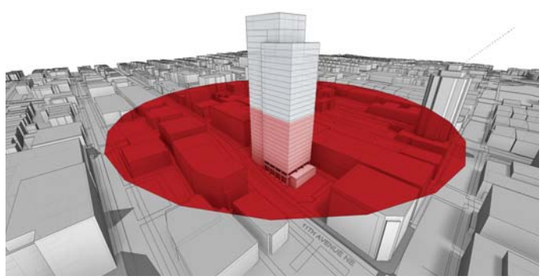

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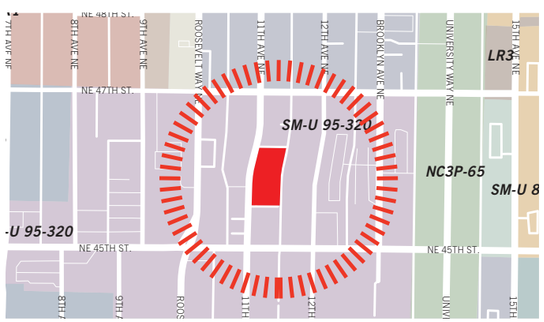
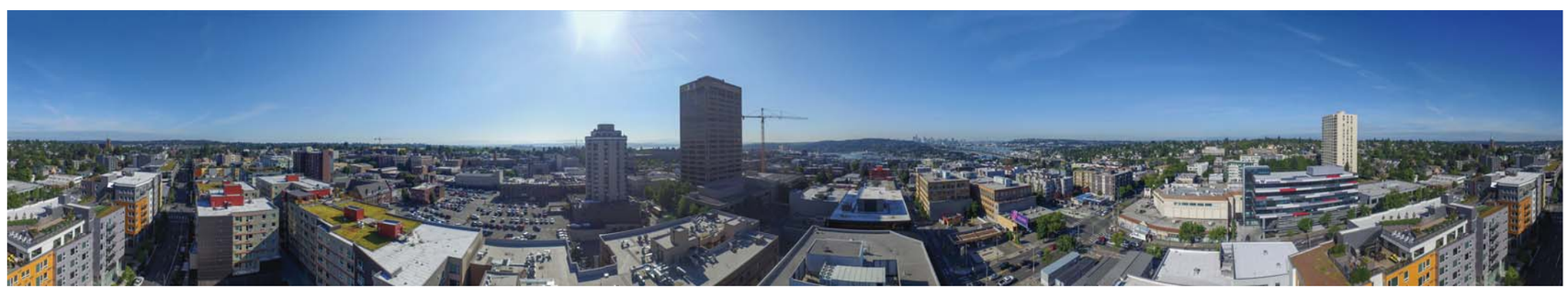
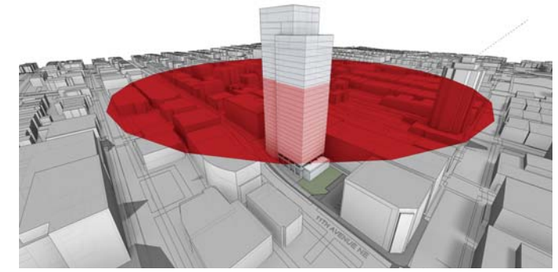

NE 48TH ST.
7TH AVE NE
8TH AVE NE
9TH AVE NE
ROOSEVELT WAY NE
11TH AVE NE
12TH AVE NE
BROOKLYN AVE NE
UNIVERSITY WAY NE
15TH AVE NE
LR3
NE 47TH ST.
SM-U 95-320
NC3P-65
SM-U 8
-U 95-320
NE 45TH ST.
NE 45TH ST.





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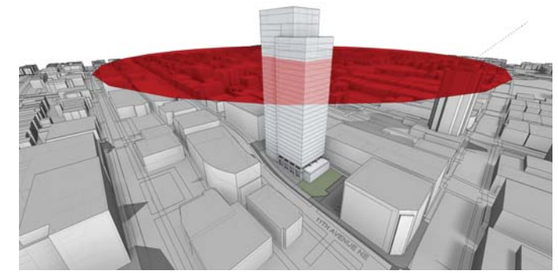

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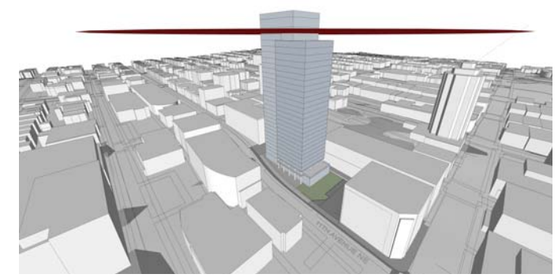

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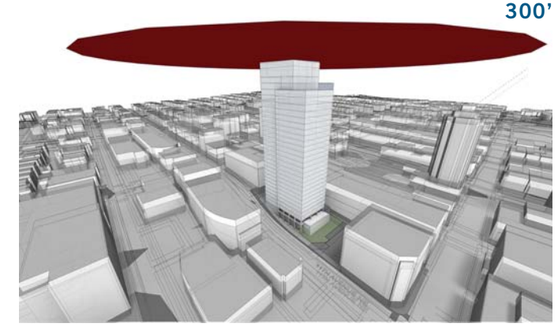
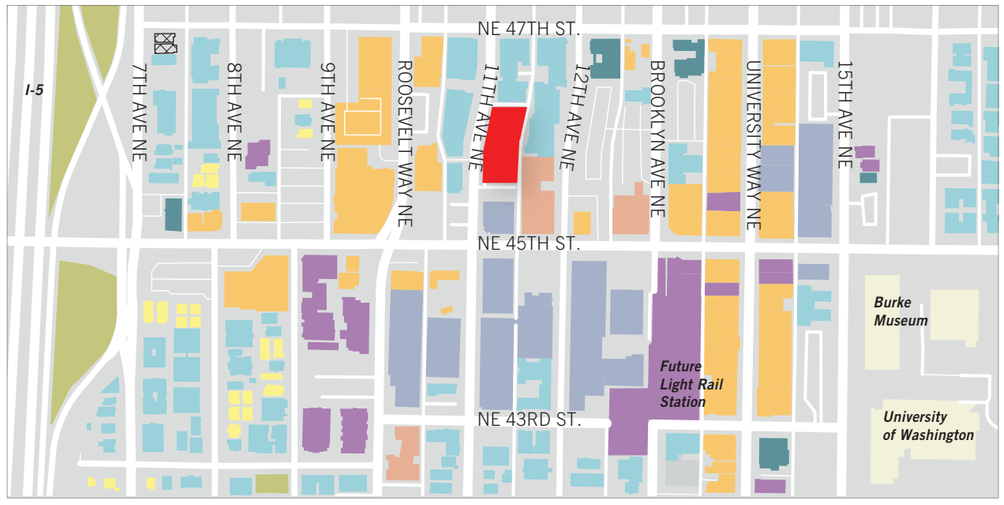


325’

5.0 VICINITY MAP & TRANSPORTATION

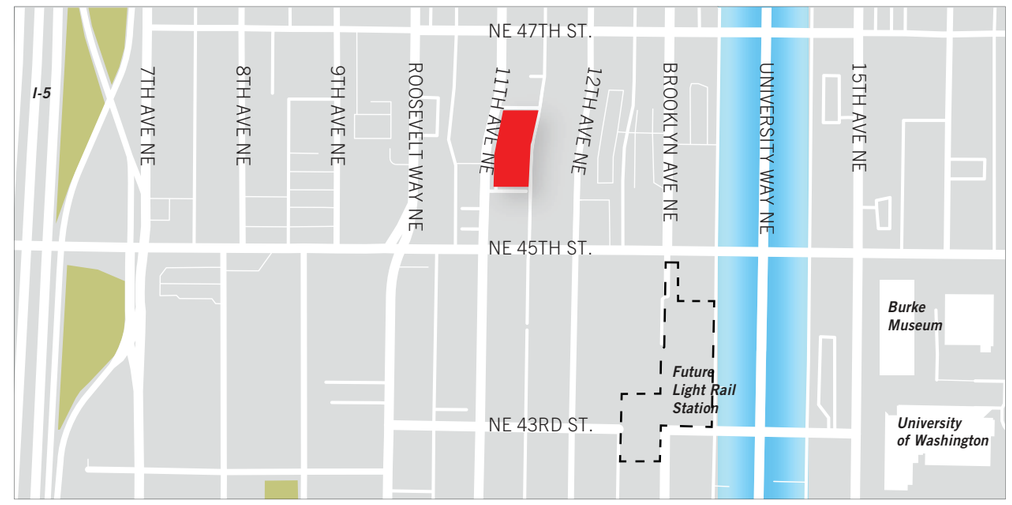
SURROUNDING USES



MAP KEY

Project Site · Mixed-Use · Multi-Family · Retail · School · Service · Office · Hotel · Single Family · Parking · Vacant · Park

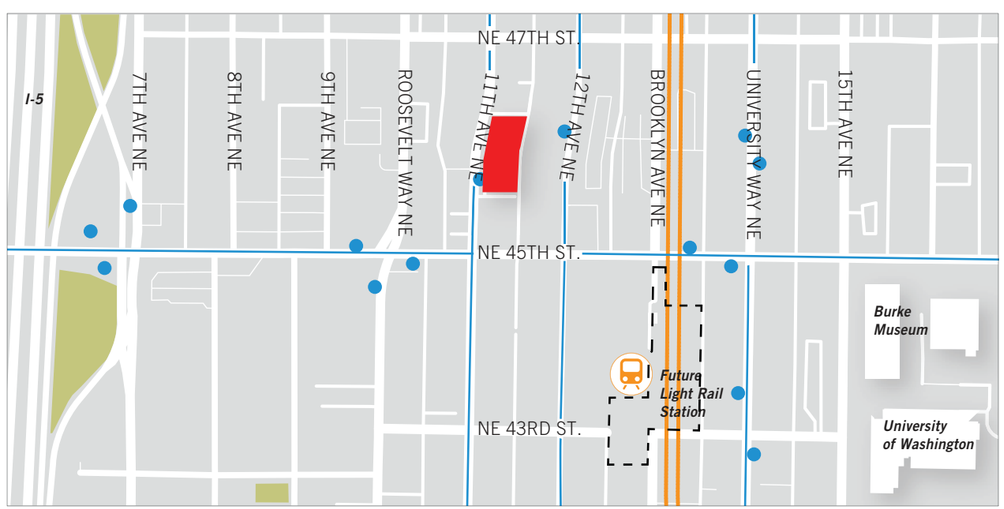
PEDESTRIAN "P" ZONES



MAP KEY

Project Site · Pedestrian Area

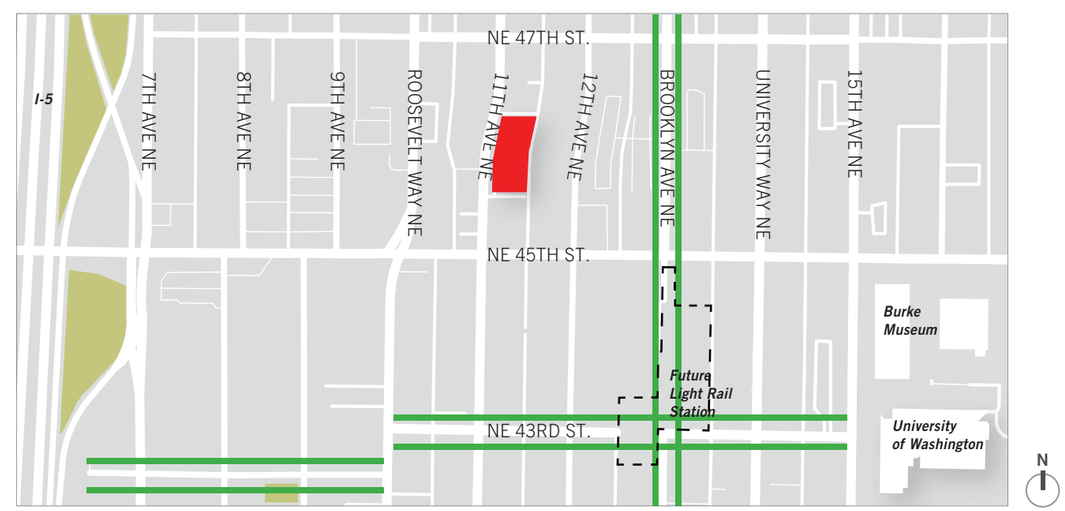
PUBLIC TRANSPORTATION



MAP KEY

Project Site · Bus Stops · Future Light Rail Route

GREEN STREET

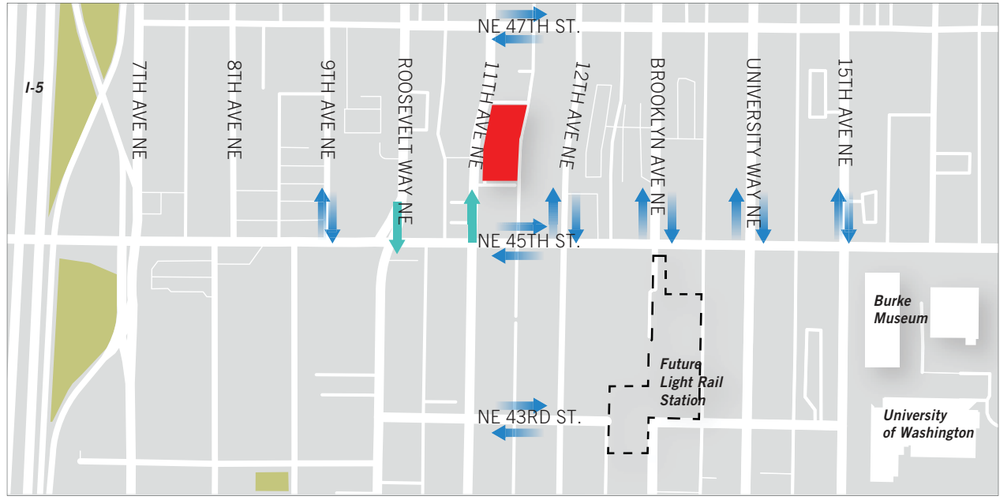


MAP KEY

Project Site · Green Street

5.0 VICINITY MAP & TRANSPORTATION

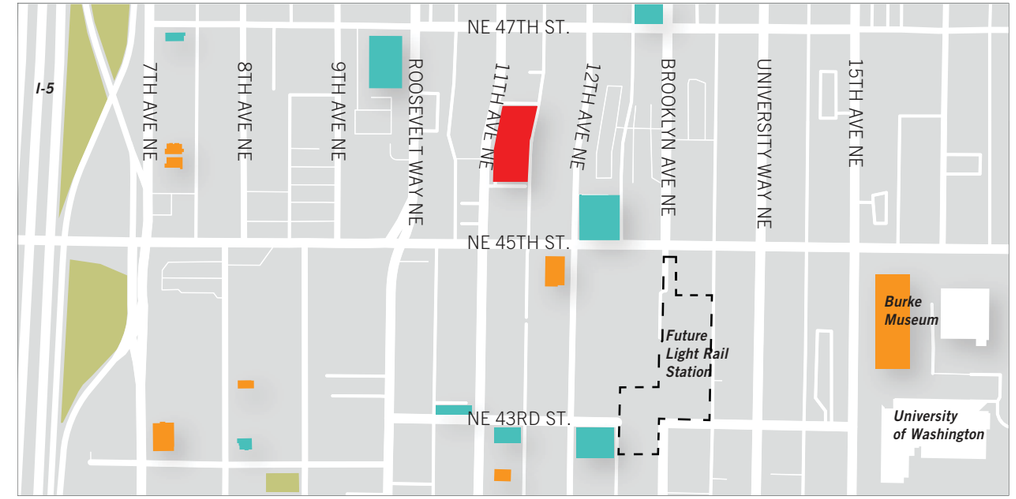
VEHICULAR CIRCULATION



MAP KEY

Project Site | One-Way Street | Two-Way Street

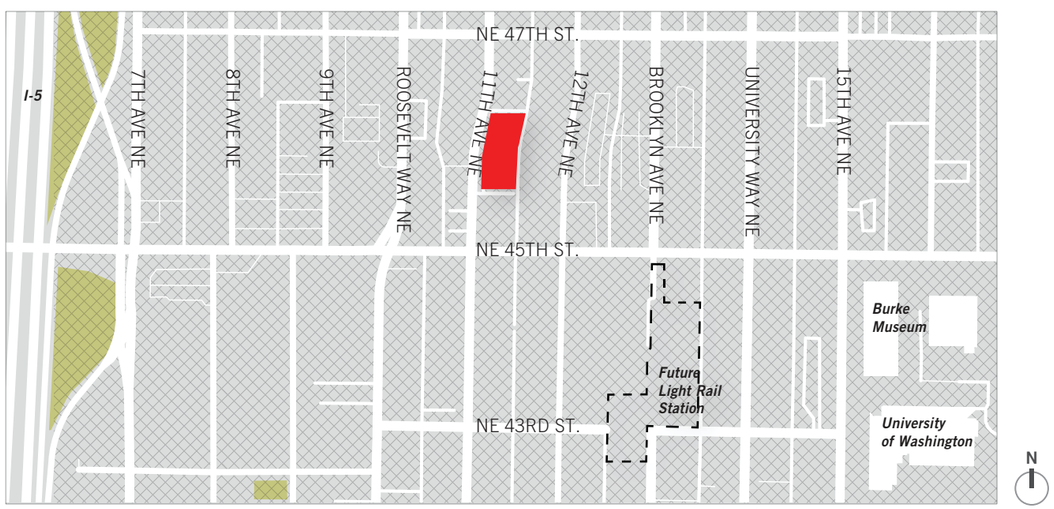
PROPOSED DEVELOPMENTS



MAP KEY

Project Site | Under Design Review | Under Construction

PARKING FLEXIBILITY AREA

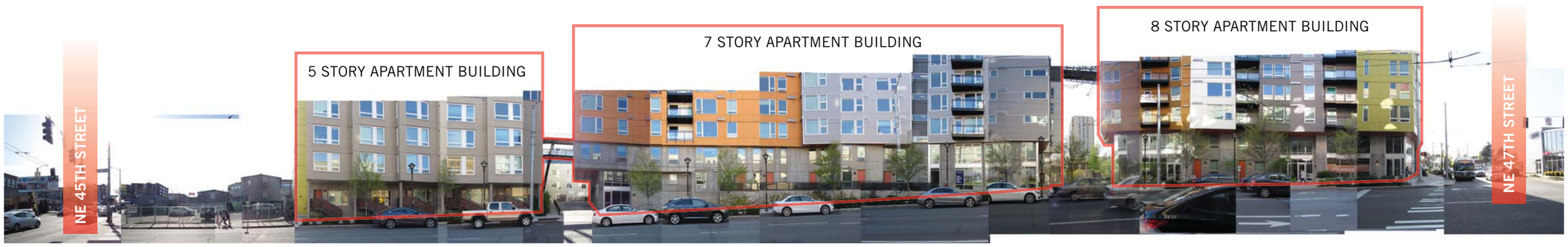


MAP KEY

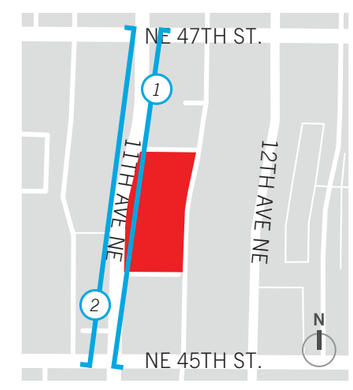
Project Site | Parking Flexibility Area

5.0 STREETSCAPES

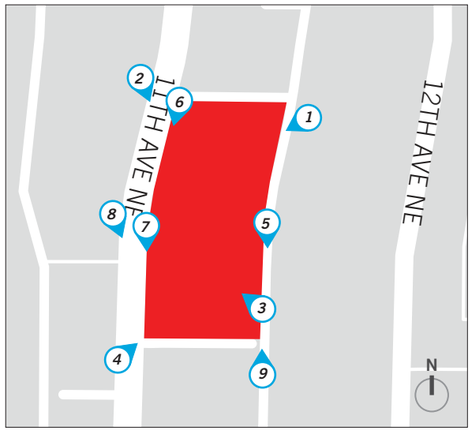
1 **11TH AVE NE LOOKING EAST**



2 **11TH AVE NE LOOKING WEST**



5.0 VIEWS TO SITE



MAP KEY

Project Site

1 View

1 PROJECT SITE LOOKING FROM NE

2 PROJECT SITE LOOKING FROM NW

3 LOOKING FROM SE

4 LOOKING FROM SW

5 ALLEY LOOKING FROM THE NORTH

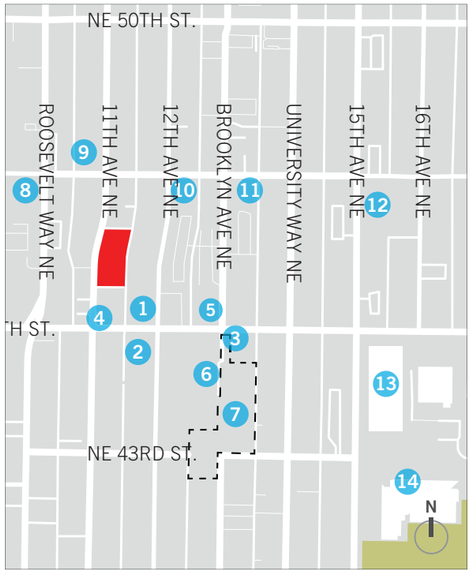
6 EXISTING SIDEWALK

7 BUS STOP IN FRONT OF PROJECT SITE

8 PROJECT SITE LOOKING FROM THE NW

9 ALLEY LOOKING FROM THE SOUTH

5.0 NEIGHBORHOOD VICINITY

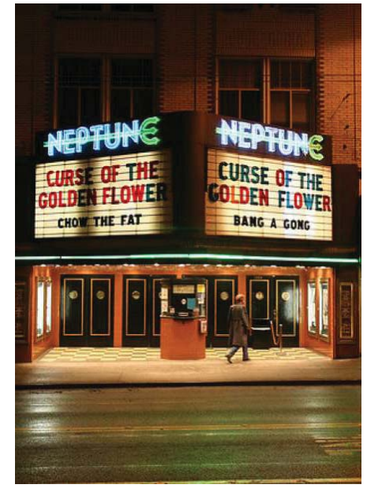


MAP KEY

Project Site

1 Residence Inn - Marriott

2 WSECU BUILDING UNDER CONSTRUCTION



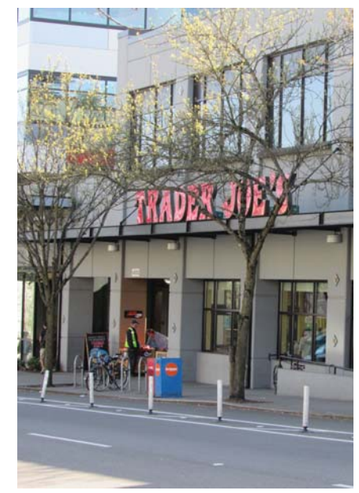
3 NEPTUNE THEATER

4 45TH STREET PLAZA (WSECU)

5 HOTEL DECA

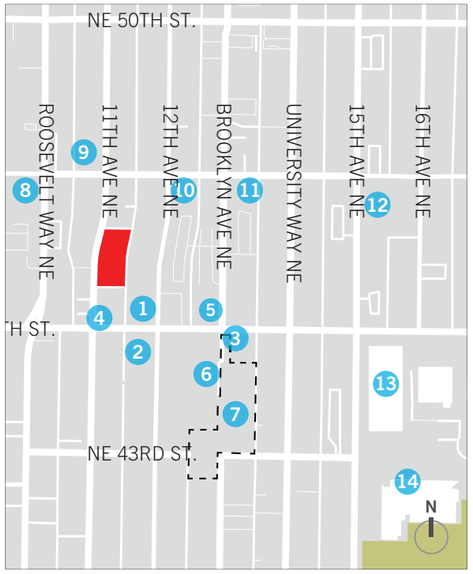
6 UW TOWER

7 FUTURE LIGHT RAIL STATION
(IMAGE FROM SOUND TRANSIT)



8 TRADER JOE'S

5.0 NEIGHBORHOOD VICINITY



MAP KEY

Project Site

9 AUDI SEATTLE

10 CROSS & CROWN CHURCH

11 CHRIST EPISCOPAL CHURCH

12 UNIVERSITY PRESBYTERIAN CHURCH

13 NEW BURKE MUSEUM

14 UNIVERSITY OF WASHINGTON

APPLICABLE ZONING	SMC-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Uses in SM-U zones	23.48.005	Residential, retail sales and service and eating and drinking establishments are permitted uses	√	√	√
FAR	23.48.20	The following are not chargeable floor area: 1) all underground stories or portions of stories. 2) Portions of a story that extend no more than 4' above existing or finished grade, whichever is lower. 3) Mechanical equipment allowance of 3.5% of total chargeable gross floor areas	√	√	√
Extra floor area	23.48.21	A.2) Development achieving extra floor area in Seattle Mixed zones shall meet the conditions of this Section 23.48.021 and provide public amenities according to the standards of this Section 23.48.021 and Chapter 23.58A D.1) Green building performance D.2)The applicant will provide a TMP (Transportation Management Program) for non-residential development	√	√	√
Rooftop Features	23.48.025.C.2	The following are permitted w/ unlimited rooftop coverage and may not exceed the height limits as indicated: Open railings, planters, clerestories, skylights, parapets and firewalls up to 4' above the applicable height limit, unlimited rooftop coverage	√	√	√
	23.48.025.C.3	Solar collectors up to 7' above height limit, unlimited rooftop coverage		√	√
	23.48.025.C.5	Elevator provides access to a rooftop open space or common recreation area, elevator penthouses and mech equipment up to 45' above height limit permitted if a) structure is greater than 125' b) combined total coverage of all features gaining additional height listed does not exceed limits in 23.48.025.C.4	√	√	√
	23.48.025.C.7	Combined total coverage of all features listed in 23.48.025.C.4 & 23.48.025.C.5 may be increased to 65% of the roof area, provided that all the following are satisfied: a) All mechanical equipment is screened b) No rooftop features are located closer than 10' to the roof edge.	√	√	√
Street-level development standards	23.48.040.B.1.b Street-Level Transparency	Along 11th Ave NE, 30% of street facing facade between 2' and 8' of sidewalk must be transparent	√	√	√
	23.48.040.B.2.b Blank Facade Limits	Blank Facade Limits: between 2'-8'. 1)Blank facade segments along 11th Ave NE to be no more than 30' wide, except for garage doors. 2) Total width of all blank facade segments, including garage doors, shall not exceed 70% of the width of the street-facing facade.	√	√	√
	23.48.040.C Development Standards	2) There is no minimum frontage requirement for street-level uses provided at locations where they are not required but are exempt from FAR calculations under the provisions of subsection 23.48.220.B.2 or 23.48.620.B.2. 3)The space occupied by street-level uses shall have a minimum floor-to-floor height of 13' and extend at least 30' in depth at street level from the street-front facade. 5) Street level uses shall be located within 10' of the street lot line except for the following: a. Required street-level uses may be located more than 10' from the applicable street lot line if they abut an outdoor amenity area provided to meet the requirements of Section 23.48.045, or other required or bonus amenity area or open space provided for in this Chapter 23.48 that separates the portion of the street-facing facade including the required street-level uses from the street lot line. b. If a street-level setback is required from the street lot line by the provisions of this Chapter 23.48 or Chapter 23.53, the 10' distance shall be measured from the line established by the required setback. 6) Pedestrian access to street-level uses shall be provided directly from the street, from permitted outdoor common amenity area, or from open space abutting the street. Pedestrian entrances shall be located no more than 3' above or below sidewalk grade or at the same elevation as the abutting permitted outdoor common amenity area or required or bonus open space.	√	√	√
Amenity area for residential uses	23.48.045.A	Amenity area is required for all development with more than 20 new dwelling units.	√	√	√
	23.48.045.B Quantity of amenity area	5% of the total gross floor area in residential use shall be provided as amenity area	√	√	√
	23.48.045.C Standards for amenity area	2) Maximum of 50% of the required amenity area may be enclosed. 3) minimum horizontal dimension for required amenity area is 15', except that for amenity area that is provided as landscaped open space located at street level and accessible from the street, minimum horizontal dimension is 10'. 4) Minimum size of a required amenity area is 225 sf. 5) Amenity area provided as landscaped open space located at street level and accessible from the street shall be counted as twice the actual area in determining the amount provided to meet the amenity area requirement.	√	√	√
Landscaping and screening standards	23.48.055.A.2 Landscaping requirements	Project must achieves a Green Factor score of .30 or greater, pursuant to Section 23.86.019	√	√	√
	23.48.055.D Street Trees	Street trees are required when any development is proposed, except as provided in subsection 23.48.055.D.2. 23.53.015. Existing street trees shall be retained unless the Director of Transportation approves their removal.	√	√	√

APPLICABLE ZONING	SMC-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Uses	23.48.605	Multifamily residential, Retail and services, General office, Parking (Conditional uses if it is principle use)	√	√	√
	23.48.605.C	Per 23.48.605 Map A, No required street-level uses	√	√	√
Structure height	23.48.615.A	Maximum Height is 95' for mid-rise; 320' for high-rise structures excluding rooftop features. Minimum lot size of 12,000 square feet required for high-rise structure. See 23.48.025 for height limit for rooftop features	√	√	√
FAR	23.48.620 Table C Floor Area Ratio	Base FAR = 4.75, Max FAR non residential = 7, Max FAR residential & mixed use = 12	√	√	√
	23.48.620.C Floor Area Exemptions	Use identified in 23.48.605 (General sales and service uses, Eating and drinking establishment) if meet standards of 23.48.040.C	√	√	√
MHA	23.48.621 Mandatory Housing Affordability	SM-U zones located in University Community Urban Center are subject to 23.58B & 23.58C.	√	√	√
Extra floor area	23.48.622.A.1 General	a) 65% of extra floor area on the lot by using bonus residential floor area for affordable housing pursuant to 23.58A.014 b) 35% of extra floor area by providing open space amenities per 23.48.624 and 23.58A.040: Neighborhood open space, Green street setbacks, or Green Street ROW improvements	√	√	√
	23.48.622.B Extra Floor Area	Prerequisites: LEED Gold certification (per SDCI Director's Rule 12-2016) Transportation Demand Management Plan Applicants for development containing any extra floor area in SM-U zones shall make a commitment that the proposed development will meet the green building standard and shall demonstrate compliance with that commitment, all in accordance with Chapter 23.58D.	√	√	√
Bonus floor area	23.48.624 Green building performance	B. Following open space amenities are eligible for a floor area bonus per 23.48.622:Neighborhood open space C. To be eligible for a floor area bonus, open space amenities shall comply with the applicable development standards and conditions specified in Section 23.58A.040	√	√	√
Maximum width and depth limits	23.48.635.A	Maximum width and depth limit of a structure is 250'	√	√	√
Street-level development standards	23.48.640.C Transparency and blank facade standards	Subsection 23.48.040.B apply to all street-facing facades in the SM-U zone	√	√	√
	23.48.640.D Required street-level uses	Street level uses not required as shown on Map A for 23.48.640	√	√	√
	23.48.640.F Overhead Weather Protection	1) Continuous overhead weather protection, required along at least 60% of street frontage of structure. 2) Covered area shall extend a minimum of 6' from structure. 3) Overhead weather protection must be provided over the sidewalk, or over a walking area within 10' immediately adjacent to the sidewalk. When provided adjacent to the sidewalk, the covered walking area must be within 18 inches of sidewalk grade and meet Washington State requirements for barrier-free access. 4) For weather protection extending more than 6' from the structure, the lower edge of the weather protection shall be a minimum of 10' and a maximum of 15' above the sidewalk or covered walking area. 5) Lighting for pedestrians shall be provided.	√	√	√
Upper-Level Development Standards	23.48.645.A High-rise floor area limits	All high-rise structures are subject to a limit on the floor area of stories above 45 feet in height 2) Greater than 240' in height: Average gross floor area for all stories above 45' = 9,500 SF Maximum gross floor area of any single story above 45' = 10,500 SF 4) the average and maximum gross floor area limit is 24,000 square feet up to 160 feet and 14 feet high	√	√	√
	23.48.645.D Side Lot Line Setbacks	Minimum setback of 15' is required from any side lot line that is not a street or alley lot line for all portions of a high-rise structure exceeding the midrise height limit zone. Per DPD meeting notes project number 3019455: 3' setback required on 11th Ave and 5' ROW is required along entire alley	√	√	√
	23.48.645.F Facade Projections	First 4' of horizontal projection of decks, balconies with open railings, eaves, cornices, gutter, are permitted in the upper-level setbacks required in subsection 23.48.645.D	√	√	√

APPLICABLE ZONING	SMC-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Facade Modulation	23.48.646.A	All structures on lots exceeding 12,000 sf, facade modulation is required for the street-facing facade within 10' of a street lot line	√	√	√
	23.48.646.B	Modulation is not required for; 4) portions of the street-facing facade that does not exceed a width of 100' above 45' in height.	√	√	√
	23.48.646.C Table B	Maximum length of an unmodulated facade within 10' of street lot line: Stories up to 45':160' Stories 45' to midrise height limit 95':120' Stories above Midrise height limit 95': 80'	√	√	√
Required parking	23.54.015.A Table A Parking for non-residential uses	J) No vehicular parking required for non-residential use within urban centers.	√	√	√
	23.54.015.A Table B Parking Requirements	L) No vehicular parking required for residential use within urban centers.	√	√	√
	23.54.015.K Table D Bicycle Parking	Eating and drinking establishments: (Long Term) 1/4,000 sf; (Short Term) 1/40,000 sf Office: (Long Term) 1/4,000 sf; (Short Term) 1/40,000 sf Sales & Services: (Long Term) 1/12,000 sf; (Short Term) 1/4000 sf Lodging: (Long Term) 1 per 20 rent-able rooms; (Short Term) 2 Multi-Family structures: (Long Term): 1 per 4 dwelling units, or 0.75 per small efficiency dwelling units; (Short Term): None 1) After the first 50 spaces for bicycles are provided, additional spaces are required at ½ the ratio shown in Table D for 23.54.015	√	√	√
Parking space standards	23.54.030.B	Residential uses: 1.b) When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles. Non-Residential uses: 2.c) When 20 or more parking spaces are provided, a minimum of 35 percent of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.	√	√	√
Loading berth requirements	23.54.035 Table A	Residential use is not listed in Table A. For uses not on Table A, the Director shall determine the loading berth requirements. The min. loading berth dimensions shall be 35' long by 10' wide with vertical clearance of 14'. The length dimension may be reduced to 25' by determination of the director.	√	Director Decision Requested	Director Decision Requested
Solid waste and recyclable materials storage and access	23.54.040	Residential use: More than 100 dwelling units, 575 SF plus 4 SF for each unit above 100 Non-Residential use: 100,001—200,000 square feet retail = 275 sf B. Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development. In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided.	√	√	√
Bonus floor area for open space amenities	23.58A.040.C.5.b Standards for neighborhood open space	a)continuous area with a minimum of 3,000 square feet and a minimum horizontal dimension of 10 feet b) A minimum of 35 percent of the open space shall be landscaped c) seating in an amount equivalent to 1 lineal foot for every 200 square feet of open space d)The open space shall have a minimum frontage of 30 feet at grade abutting a sidewalk, and be visible from sidewalks on at least one street e) The open space shall be provided at ground level f) Up to 20 percent of the open space may be covered by elements accessory to public use of the open space	√	√	√
	00.00.000 Alley Improvements	SDOT Right-of-Way Improvements - Ch. 3 5' Alley dedication required.	√	√	√
	* Bus Stop #49,67,70,74	49 - University District/Broadway/Downtown 67 - Northgate/University District 70 - University District/Eastlake/Downtown 74 - Sandpoint/Downtown	√	√	√

RESPONSE TO UNIVERSITY NEIGHBORHOOD DESIGN GUIDELINES [2013]

The goal of the guidelines and adherence to them is to help shape development as an expansion on the physical language of the existing fabric of the University District and maintain the neighborhood as a welcoming, inclusive area, designed at a human scale. The project site is at the heart of the U District Core.

CONTEXT & SITE

Citywide Guidelines:

- Use natural systems and features of the site and its surroundings as a starting point for project design.
- Strengthen the most desirable forms, characteristics and patterns of the streets, block faces, and open space in the surrounding area.
- Contribute to the architectural character of the neighborhood.

CS1. NATURAL SYSTEMS & SITE FEATURES

University District Supplemental Guidance

1.0 Streetscape Compatibility
2.0 Landscape Design to Address Special Site Conditions

Architect Response:
The preferred scheme consists of two offset masses, aligning with the city grid and dividing the 320-foot tower such that as much distance as possible is achieved from the road edge to increase daylighting, and opportunities for greenery (trees, plantings, grass, etc.), and other landscaping opportunities. These design moves were created to enhance the pedestrian way and to increase visual acuity and differentiation along the length of the project site. The requirement for a Neighborhood Open Space accommodation within the bounds of the project site further enhances the pedestrian experience with 5,700 square feet dedicated to a public access landscaped plaza for use by the surrounding community. As there are no existing trees on the site or along the street edge, all trees used for landscaping will be new. The two masses of the tower are offset in both the horizontal and the vertical dimensions, resulting in a decrease in shadow to adjacent properties than a tower with no breaks or modulation, and an increase in light access to the ground for the development itself, especially along the west and south facades where most of the ground plane activity will occur.

The two masses of the tower reach the ground in (2) ways; the North mass, with piers is punctuated with flush retail glazing, and the South mass with columns supporting the overhang of the mass above, preserving the roadway setback to a retail facade, creating opportunities for greenery and landscaping along 11th Avenue NE. The visual differentiation is further enhanced by a landscaped podium at eighteen feet high at the north end of the project that provides a continuous horizontal datum and facade along the length of the project, and a landscaped terrace atop the podium at the South end of the project as a shared amenity for the project occupants.

CS2. URBAN PATTERN & FORM

1.0 Responding to Site Characteristics
2.0 Respect for Adjacent Sites
3.0 Corner Lots
4.0 Height, Bulk, and Scale

University District Supplemental Guidance
Development design should reinforce and/or create a legible quality of place.

Architect Response:
The modulation of the facade spacing is based on the column spacing of the structure itself, helping to articulate a pattern, rhythm and scale of the facade in character with expectations of the guidelines. This phenomenon occurs with columns as they reach the ground, but as well, inset facade panels, glazing and mullions dividing the storefront for the ground floor retail and the second-floor amenity and lobby spaces. The second-floor lobby and amenity spaces step back from the front-most edge of the building facade to provide differentiation and modulation of the facade. As well, a differentiation between the north mass and the south mass provides another level of differentiation and is further subdivided with a balcony overhanging the front edge of the southern mass of the tower. Further up the building the upper tower setbacks provide differentiation and scale at open-space amenity, penthouse and mechanical elements of the architecture, providing further interest and differentiation in the facade.

Balconies will be incorporated at the apartments levels to both provide visual interest in the facade and to help provide modulation and elements of scale. Lush landscaping will be developed at the building's base both in accordance with the 5,700 square foot landscaped Neighborhood Open Space accommodation, but also between the street edge and the sidewalk where appropriate, creating layers between the activity of the street, the sidewalk and the pedestrian areas of the building itself and the building's entries for residences, hotel and retail. With residential projects created in the district's largely new development surrounding the proposed site, a mid-block resource that includes retail set back from the road with welcoming transparent facades, open space and greenery adds a level of much needed relief to the ground plane that will provide activity and establish the project a sense of identity with a sense of "place." It is intended for the project to act as a destination for use by those in the community and beyond.

While not abutting an adjacent park, the requirement for a Neighborhood Open Space accommodation within the bounds of the project, helps locate the project as part of the community by default in activating the base of the building and providing the largest relief zone on the street for such activity to occur. The large setback from the road at the west and the setback to the podium at the south established the metric by which the open space around the building is created to activate and promote community interaction. While not at a gateway location, the proposed tower is intended to be a good neighbor with surrounding tall buildings to the South (the approximately 150-foot Deca hotel and 300-foot University of Washington Tower in particular) and help act as an urban marker and wayfinding mechanism in what is becoming an active district for new development. Tall buildings act particularly well as landmarks as they can be seen from afar to help orient and way-find.

CS3. ARCHITECTURAL CONTEXT & CHARACTER

University District Supplemental Guidance

1.0 Architectural Elements and Materials

Architect Response:
"A street is a room by consensus," (Louis Kahn). Creating a quality project is the driving motivator in developing an architecture that plays well and supports the kind of diversity in scale, texture, type, and materiality that make a street, a neighborhood, a district and even a city successful from an urban design perspective. The preferred scheme offers an architecture that differentiates itself from the surrounding context without alienating the context's significance and contribution to the urban setting it helps create. The wide variety of genres, type, scales and uses of buildings in the University District core offer the opportunity for a vast selection of material choices and elements. Through scale, materiality, position, massing and transparency, the architectural character of the project will achieve the spirit of the above quote in creating a vibrant and lively space at every scale.

PUBLIC LIFE

Citywide Guidelines:

- Complement and contribute to the network of open spaces around the site and the connections among them.
- Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.
- Encourage human activity and interaction at street level.

PL1. CONNECTIVITY

University District Supplemental Guidance

Architect Response:
Much of the design inspiration for the preferred scheme has been around the production and integration of a landscaped Neighborhood Open Space at the ground level of the project into the overall concept. Generating public space and creating broad setbacks from the road edge to facilitate ground plane activity at the west edge and the south end of the project as a landscaped plaza is paramount to the design. The South plaza also provides a mid-block visual connection to the alleyway to the east of the project site, which is currently used by automobile and pedestrian traffic alike between NE45th and NE 47th Streets; garage entries are located along its length as is the rear entry to the porte cochere of the adjacent hotel. The mid-block

connection is faced at the south end of the project with retail along its length and provides access between 11th Avenue NE through the public landscaped plaza and 12th Avenue NE via the porte cochere.

PL2. WALKABILITY
University District Supplemental Guidance

Architect Response:
The residential and hotel entries are located at mid-block on the western face of the project. The generous setbacks from the road, as a pedestrian way to the entries and retail face of the project at the ground floor, are provided to ease the transition between the road and the building face. Additionally, the mid-block connections between 11th Avenue NE through the project's public landscaped plaza and 12th Avenue NE via the porte cochere of the adjacent hotel provide walkable, well scaled accessibility between the 2 streets.

PL3. STREET LEVEL INTERACTION
University District Supplemental Guidance

1.0 Entrances Visible from the Street
2.0 Human Activity

Architect Response:
The residential and hotel entries offer identifiable design to distinguish the entry from the adjacent retail entries. The retail entries, which are also largely located on the western face, will be clearly marked with signage and transparency to indicate what the retail businesses are and where access to those businesses are.
As well, each entry (retail, residential/hotel, etc.) corresponds with a different floor plate height to accommodate the falling slope from north to south. No below grade entries are provided. As the project site is along a designated mixed-use corridor, attention has been paid and pedestrian orientation and activity is emphasized in the design of the preferred scheme, where the users of the general business of the building (residence, hotel, retail, etc.) can intermingle with the activity of the street and surrounding community; general foot traffic, waiting for a bus (a bus stop is currently located at the eastern edge of 11th Avenue NE, opposite the western face of the project), or the public utilizing the resources of the adjacent landscaped plaza.

Other activity is taken into consideration regarding the use of bicycles and alternate transit. The project site is located 2 blocks west and 1 block north of the under-construction Brooklyn Transit Station at Brooklyn Avenue NE and NE 43rd Street. There are numerous options for transit access within a 5-minute walk, including light rail, and bus, providing transportation to downtown Seattle, and other metro Seattle neighborhoods as well as SEA-TAC airport. Bike lanes currently exist along 11th Avenue NE and Roosevelt Way NE, and a sharrow (shared-lane marking) along NE 45th Street. There is also a neighborhood Greenway along 12th Avenue NE. Parking and vehicle access for the project is largely underground and provides no visual clutter on the site to overcome, so the vast amount of visible traffic on the site will be by foot and bicycle.

DESIGN CONCEPT
Citywide Guidelines:
- Optimize the arrangement of uses and activities on site.
- Develop a unified, functional architectural concept that fits well on the site and its surroundings.
- Integrate building and open space design so that each complements the other.
- Use appropriate and high-quality elements and finishes for the building and open spaces.

DC1. PROJECT USES & ACTIVITIES
University District Supplemental Guidance

Architect Response:
No street level or above grade parking is proposed. A neighbor's car park to the south, adjacent to the site, will be screened from view by users of the landscaped Neighborhood Open Space and the south facing retail. Access to the below grade garage and loading will be from the alley.

1.0 Parking and Vehicle Access
2.0 Design of Parking Lots Near Sidewalks
3.0 Visual Impacts of Parking Structures

DC2. ARCHITECTURAL CONCEPT
University District Supplemental Guidance

Architect Response:
In master planning the preferred option of the tower it was revealed that it would be necessary to offset (2) masses of what would have been otherwise a bar scheme horizontally from one another to arrange the necessary programming in ways that were both efficient and desired from a massing and scale perspective, and for the project to fit within the confines of the site parameters. Beyond that initial horizontal move, offsetting each of the tower masses vertically also helps to reduce bulk of the scheme both at the top, but also at the bottom of the tower to help insure the desired setbacks from the street edge would be achieved to accommodate the landscaped Neighborhood Open Space. The two offset masses of the tower result in a decrease in shadow to adjacent properties and an increase in light access to the ground for the development itself, especially along the west and south facades where most of the ground plane activity will occur. The breakdown of the facade components is modularized through the placement of strategically placed balconies, and the stepping back of the facade at the upper levels of the project to accommodate the upper level residential unit and the roof-top mechanical equipment. In the upper reaches, facade elements are eliminated where outdoor spaces, terraces and balconies exist as the tower height progresses up and transitions to the sky.

The streetscape design, and corresponding facade design, especially at the ground plane, is intended to bolster the pedestrian scale with trees, landscape and street furniture appropriate for the requirement of the function. The scale and texture of paving, the organization and design of lighting, the quality and texture of cladding materials and the scale of openings all contribute to pedestrians feeling at ease at the foot of the 300+ foot tower. Service, garage entry, trash room and mechanical spaces are largely located on the ground level on the east facade along the alley, with additional mechanical areas on the north podium roof and the very top of the north tower element. All mechanical elements are shielded from view with architectural detailing. Blank walls in the preferred option are few but are located largely on the alley facade. The intent is that though blank, they would be clad as any other part of the architecture and not left unfinished. The two masses of the tower are offset in both the horizontal and the vertical dimensions, resulting in a decrease in shadow to adjacent properties than a tower with no breaks or modulation, and an increase in light access to the ground for the development itself, especially along the west and south facades where most of the ground plane activity will occur.

DC3. OPEN SPACE CONCEPT
University District Supplemental Guidance

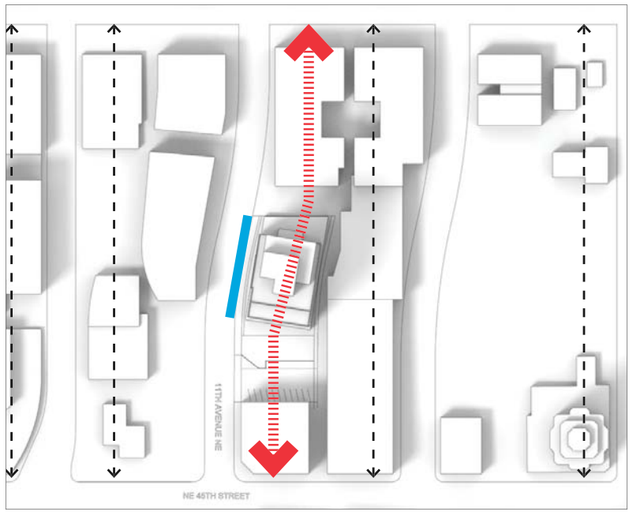
1.0 Pedestrian Open Spaces and Entrances

Architect Response:
The project has been largely about creating pedestrian open space through creating building setbacks to encourage street life and general activity, and better connections to the landscaped Neighborhood Open Space to the south. Much care has been made to organize entrances for the various functions with an eye for topography as well as convenience. Retail entries face 11th Avenue NE, as do the residential and hotel entry. Entries for utility, service and the garage occur along the alley to the east where, for the preferred scheme, more generous accommodations than the required 5' for the alley dedication have been made to help insure good spatial relationships and turning radius' for service vehicles.

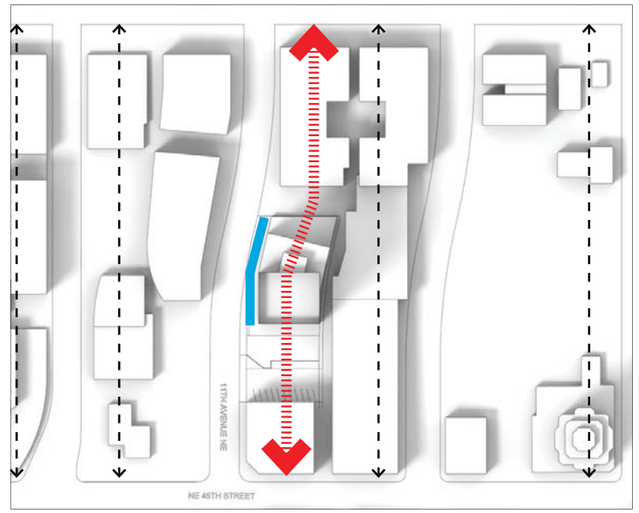
DC4. EXTERIOR ELEMENTS & FINISHES
University District Supplemental Guidance

1.0 Exterior Finish Materials
2.0 Exterior Signs

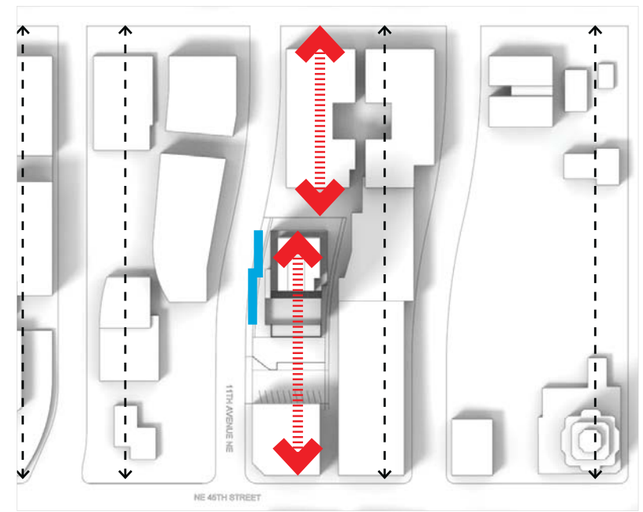
Architect Response:
The exterior finish materials are intended to both enhance the community, but also provide for branding and identity of the project itself while not alienating the surrounding context. Signage and branding for commercials concerns will be largely pedestrian-oriented, while signage for the hotel will be somewhat bolder in nature, but not overpowering or ostentatious. All signage will be integrated into the building's architecture as much as possible.



OPTION 1
ALIGN BUILDING TO ROAD EDGE



OPTION 2
HYBRID ALIGNMENT TO STREET EDGE & CITY GRID



OPTION 3
ALIGN BUILDING TO CITY GRID

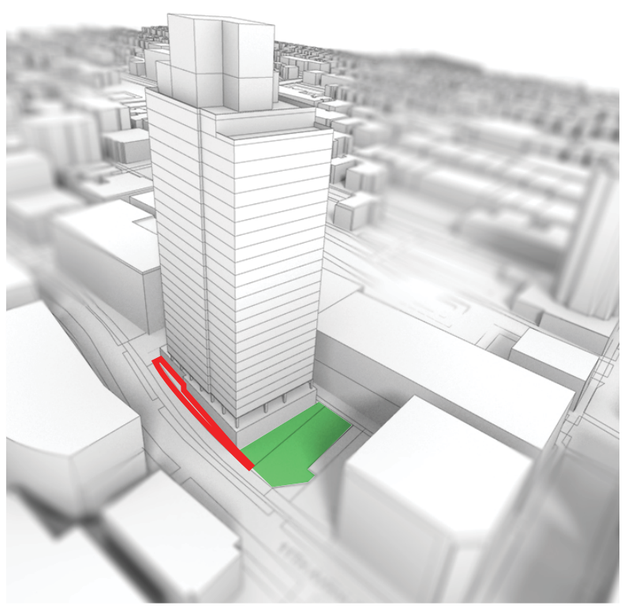
URBAN FORM ARRANGEMENT:

For the preferred option, the concept for urban form arrangement is to align the building to the city grid, rather then the street edge, allowing a greater setback from the road to: (1) Relieve pressure on what is already a perceptibly tight street above the podium height. (2) Provide greater pedestrian activity at the building's face, and make an integrated connection to the Neighborhood Open Space, located to the south of the project.

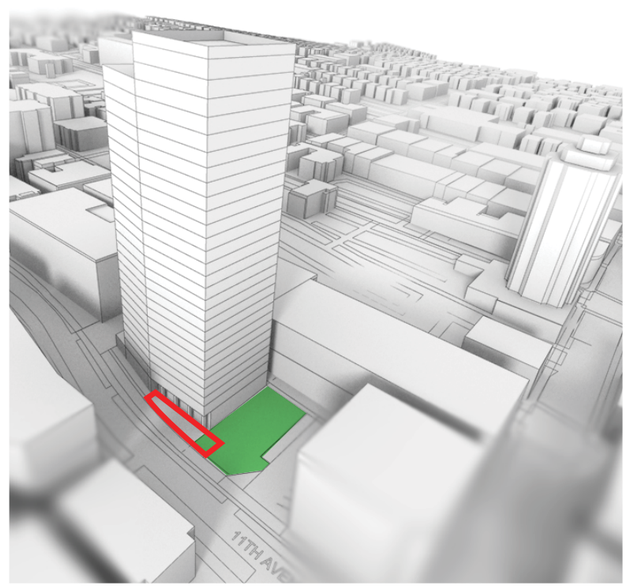
KEY

Setback

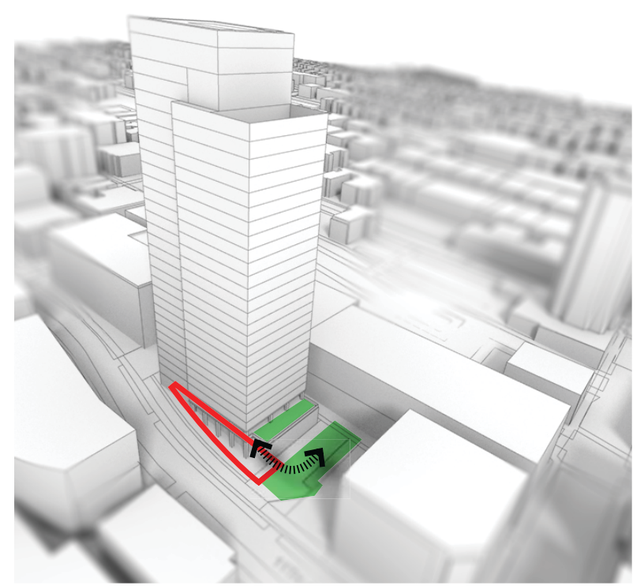
Landscaped Areas



OPTION 1



OPTION 2



OPTION 3

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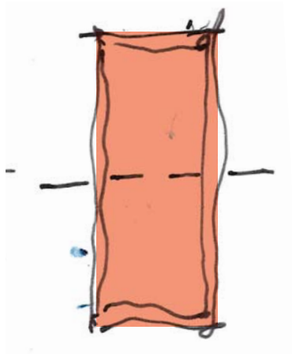
8.0 ARCHITECTURAL MASSING CONCEPTS

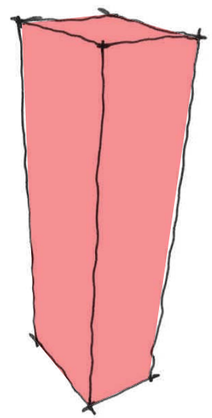
	Option 1	Option 2	Preferred Option 3
CONCEPT:	Rectangular mass aligned to meet the street edge.	Hybrid form with one mass aligned to meet the street edge.	Two intersecting masses aligned to city grid
UNITS:	119	123	101
HOTEL KEYS:	168	168	168
COMMERCIAL SF:	4,314 SF	4,708 SF	6,056 SF
PARKING STALLS:	183	183	183
BIKE STALLS:	130	134	112
OPPORTUNITIES:	• Facade of the building along the street follows a precedent set by other projects along 11th Avenue NE and widens the space between the buildings at the alley side of the project. • Generous neighborhood open space to the south. • Shadows to the east are reduced slightly as the building is shifted to the west.	• The geometry of the building adapts to the curved site constraints, creating an interesting profile in plan and elevation. • The tower elements have the opportunity to touch the ground via facade treatment and via column structure, creating a colonnade between the street and the facade of the retail. • The bi-level profile of the building creates interest to the skyline and reduces the overall perceptual scale of the project, both in geometry and opportunities for material changes between the two “masses.” • The setback from the road at the retail/podium level provides “breathing room from the street edge. • Publicly accessible open space to the south.	• Two elements of the project offset from one another horizontally and vertically and align with the city grid to establish a reduction in perceptual massing and provides interest at the ground level and the skyline profile. • Tower elements have the opportunity to touch the ground via facade treatment at the north element and via exposed column structure at the south element, creating a colonnade between the street and the facade of the retail. • Recessed facade of the podium extends the public characteristics of the street up to the face of the building and provides “breathing room from the street edge along the entire length of the facade. Increasing the public space of the project is intended to create public benefit in providing more opportunity for activation and public use at grade and a better connection to the landscaped neighborhood open space. • Roof-top outdoor amenity spaces are located on the south tower, prompting greater value and opportunities for utilization throughout the year.
CONSTRAINTS:	• The project crowds what is already a tight perceptual dimension across 11th Avenue NE in the east-west direction. • Aligning the building face with the sidewalk makes it very difficult to provides accessible entries to the building as the site slopes approximately ten feet from north to south. The project does not align to the city grid, causing an awkward dimension to its place in the urban context.	• While there are two perceived “masses” that constitute the tower, there isn’t a perceptual enough difference between them at the connected geometries along 11th Avenue NE to provide visual relief along the length of the facade and still establish an efficient interior layout. • The outdoor amenity space at the roof-top of the north “mass” is not ideal for Seattle weather and sun patterns - it would often be cast in the shade from the southern “mass,” and would be underutilized as a result.	• Overhead protection does not happen along the edge of the street as might happen with a building that aligns with the road, however it is Code Compliant.
CODE COMPLIANCE:	Yes, Code Compliant	Yes, Code Compliant w/ Director Decision Requested	Yes, Code Compliant w/ Director Decision Requested

8.0 OPTION 1

DIAGRAMS



PLAN FORM



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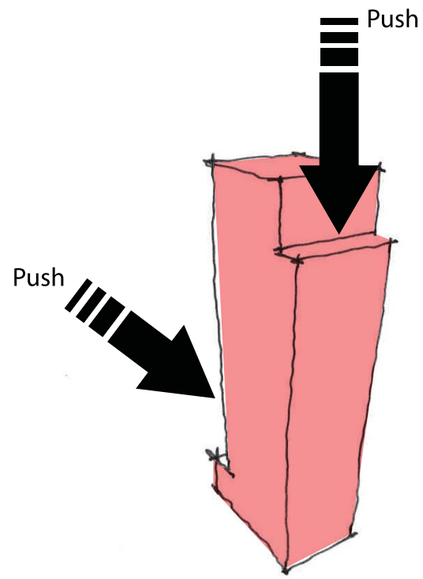
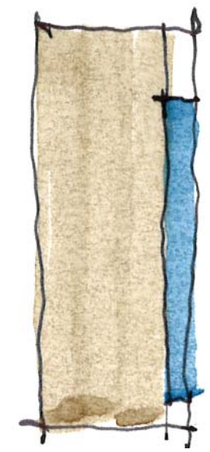


FINAL FORM



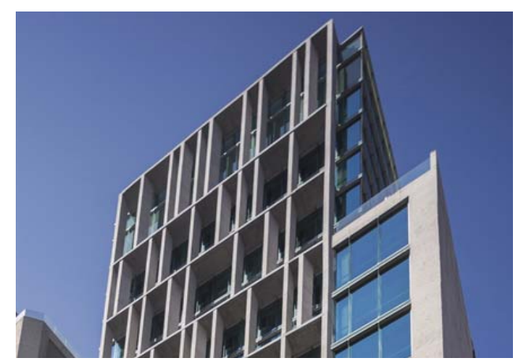
FACADE HIERARCHY

CONCEPT MASSING

UNITS:	119
HOTEL KEYS:	168
COMMERCIAL SF:	4,314 SF
PARKING STALLS:	183
BIKE STALLS:	130
CODE COMPLIANCE:	Yes, Code Compliant

DESIGN CUES

FORM

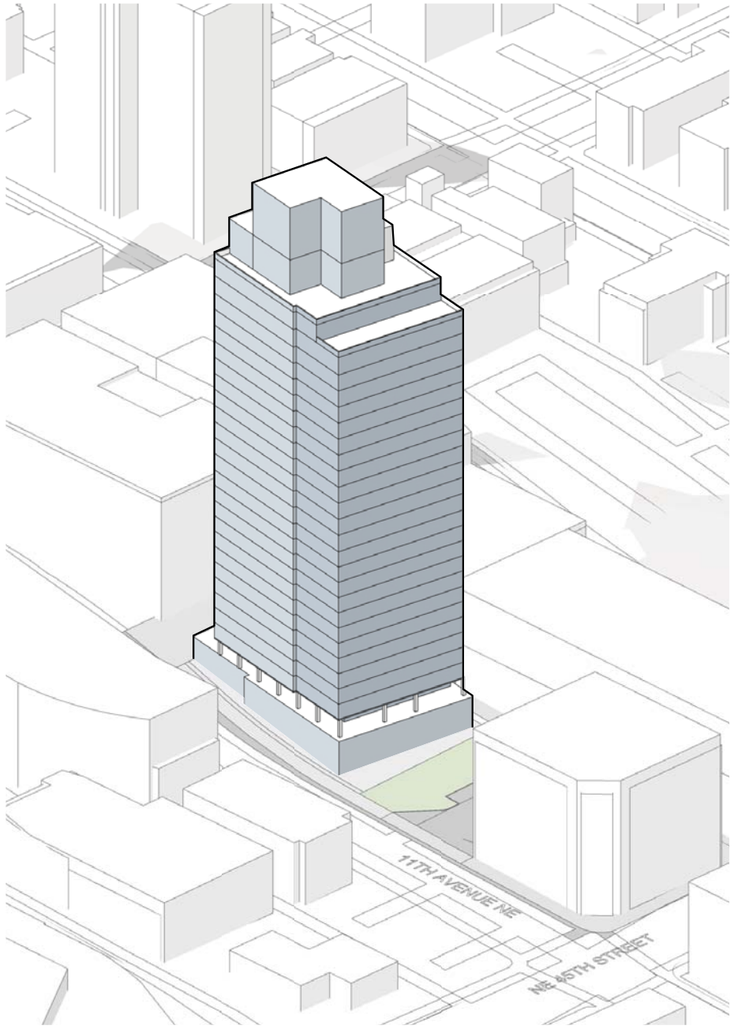


TEXTURE

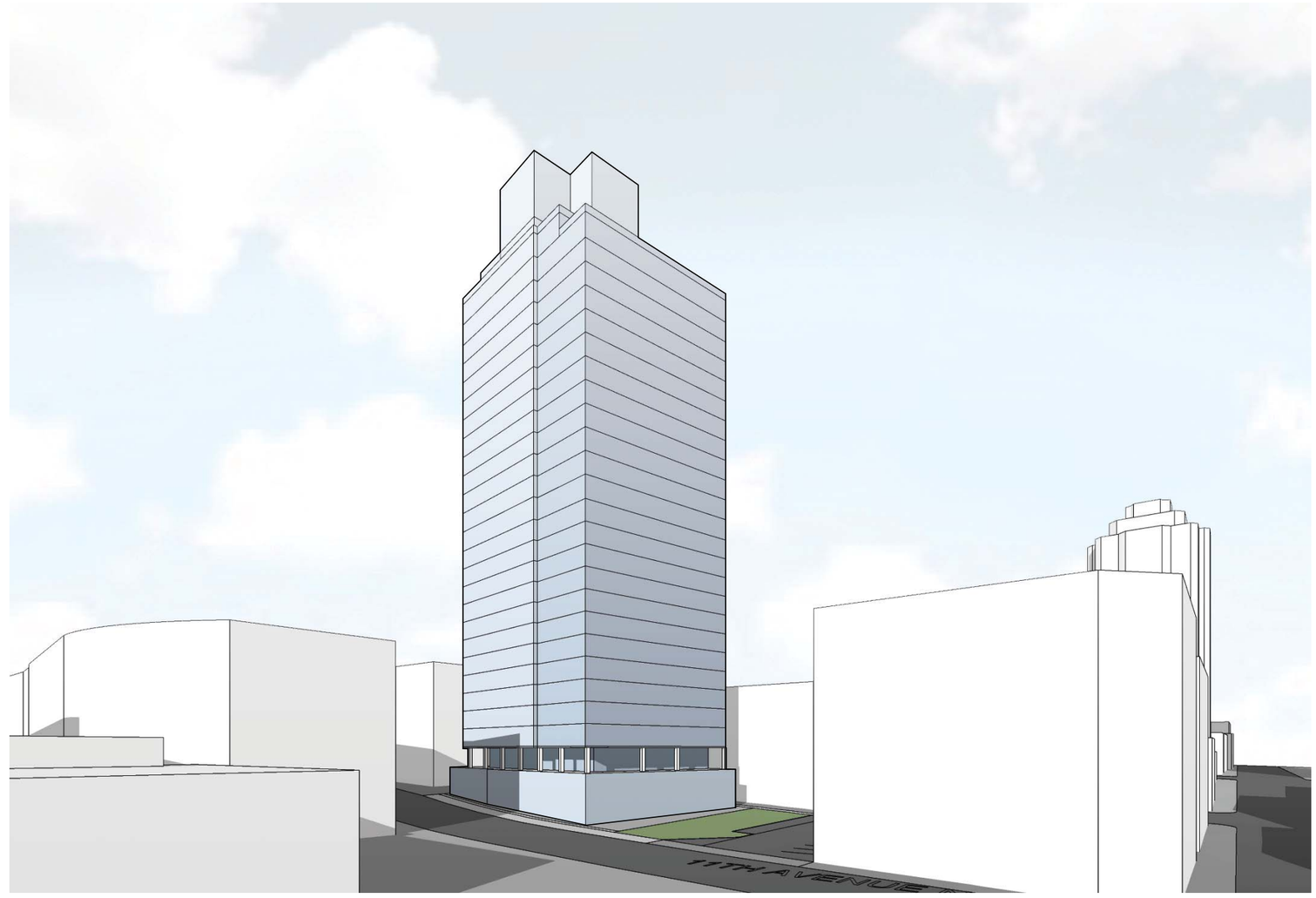
DESIGN

8.0 OPTION 1 | MASSING

DESIGN ANALYSIS



AXONOMETRIC



GROUND LEVEL PERSPECTIVE

KEY

Landscaped Areas

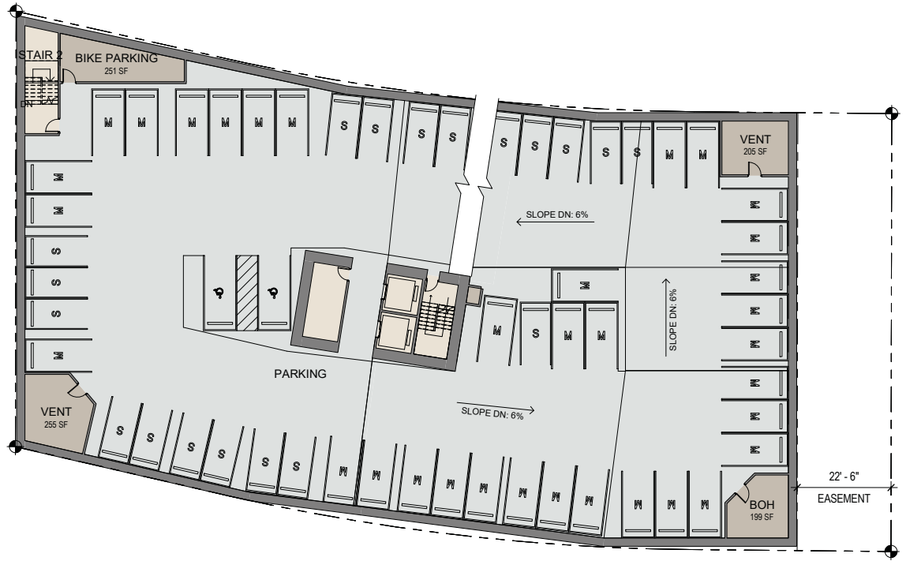
8.0 OPTION 1 | FLOOR PLANS

KEY

- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage

LEVEL P1

LEVEL P2



LEVEL P3

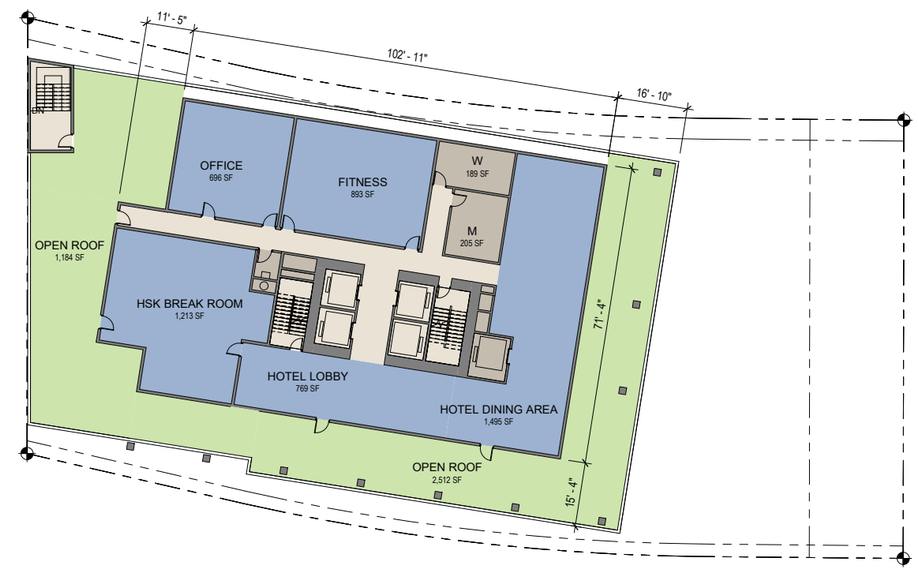
LEVEL P4

8.0 OPTION 1 | FLOOR PLANS

KEY

- Retail
- Residential
- Hotel
- Utility/BOH
- Circulation
- Planting Strip
- Residential Amenity
- Parking/Garage
- Hotel Access
- Residential Access
- Service Access
- Vehicular Access
- Retail Access

LEVEL 1



LEVEL 2

LEVELS 3-16

LEVELS 17-18

0' 8' 16' 32' 64'

N

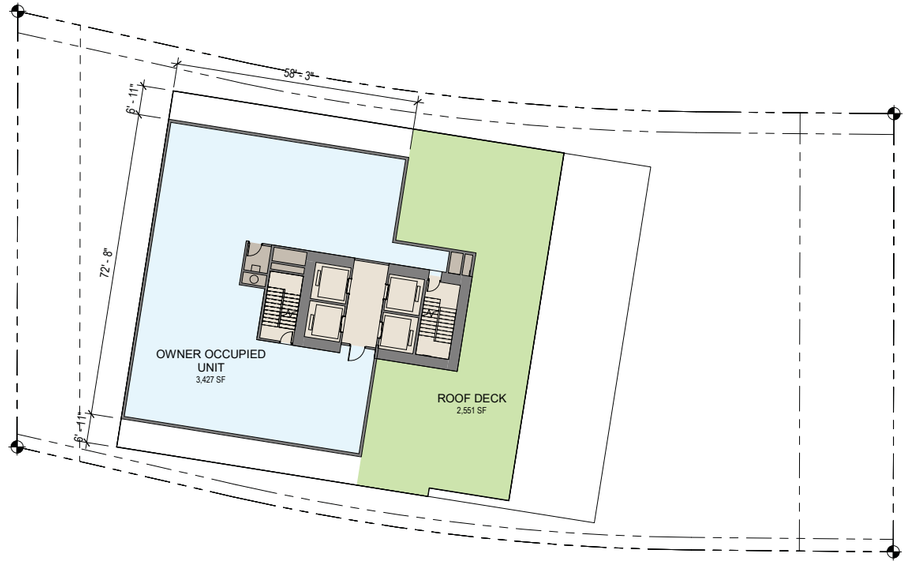
8.0 OPTION 1 | FLOOR PLANS

KEY

- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage

LEVELS 19-25

LEVEL 26



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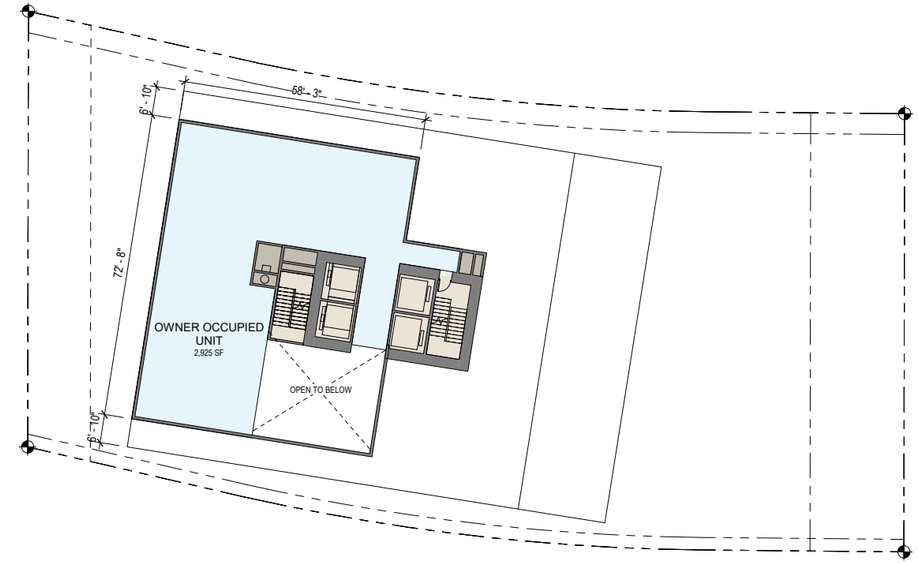

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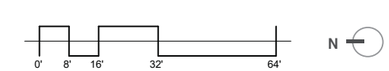


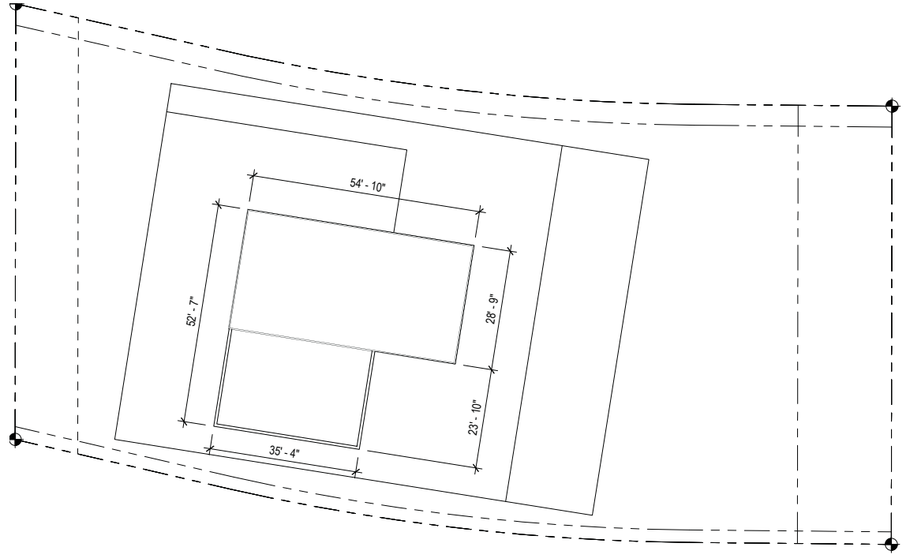
8.0 OPTION 1 | FLOOR PLANS

KEY

- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage

LEVEL 29 (AMENITY)

LEVEL 30 (MECHANICAL)



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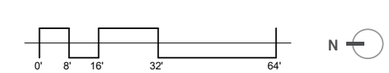
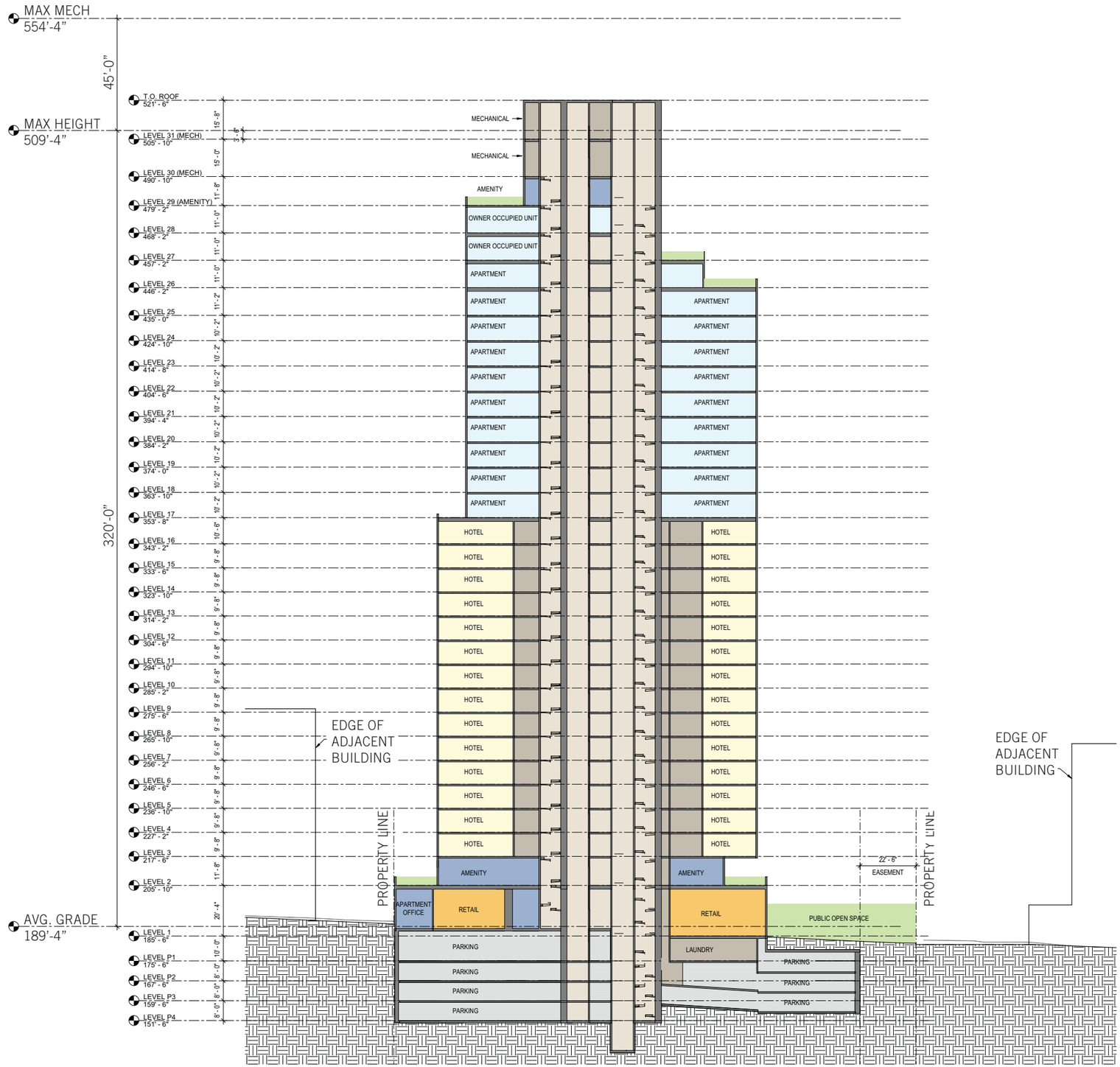


8.0 OPTION 1 | SECTION

KEY

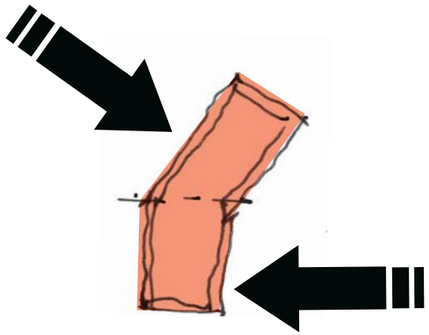
- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage



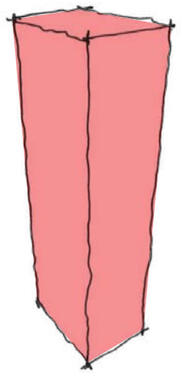
8.0 OPTION 1 | SHADOW STUDY

8.0 OPTION 2 | SUMMARY

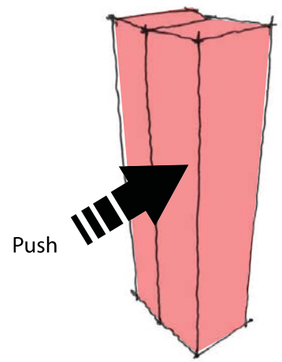
DIAGRAMS



PLAN FORM



BASE FORM



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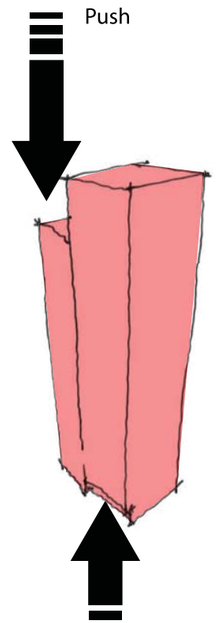
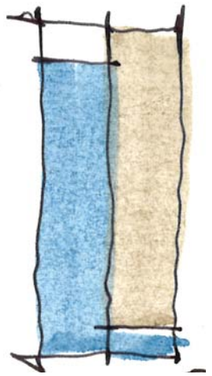


FINAL FORM



FACADE HIERARCHY

CONCEPT MASSING

UNITS:	123
HOTEL KEYS:	168
COMMERCIAL SF:	4,708 SF
PARKING STALLS:	183
BIKE STALLS:	134
CODE COMPLIANCE:	Yes, Code Compliant w/ Determination of the Director Requested

DESIGN CUES

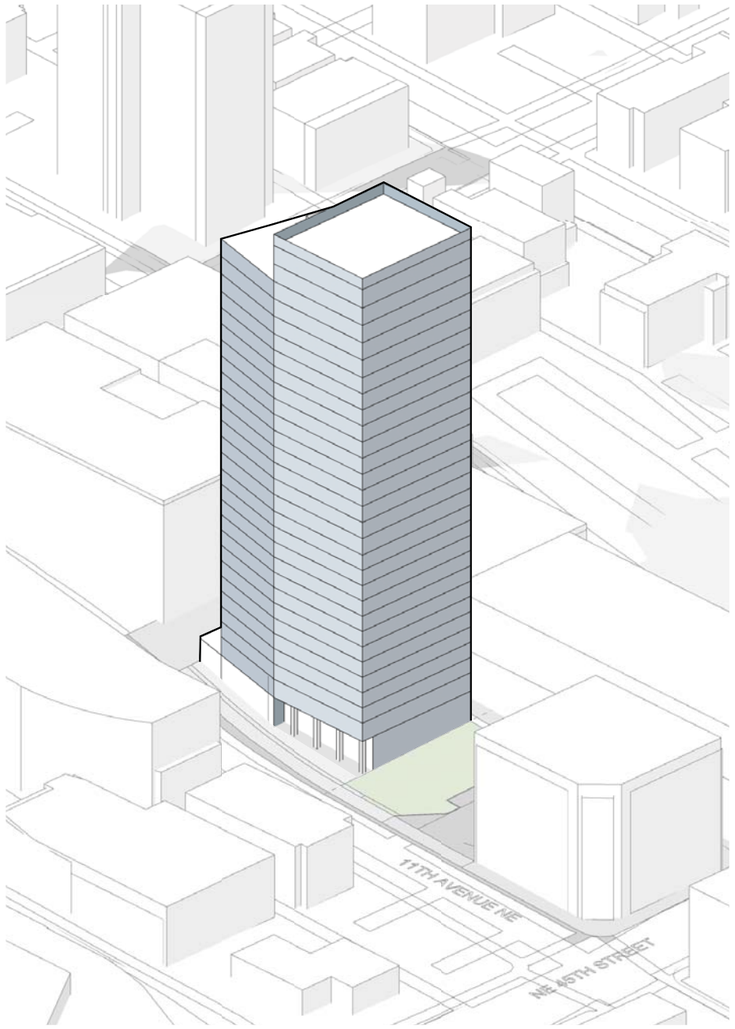
FORM

TEXTURE

DESIGN

8.0 OPTION 2 | MASSING

DESIGN ANALYSIS



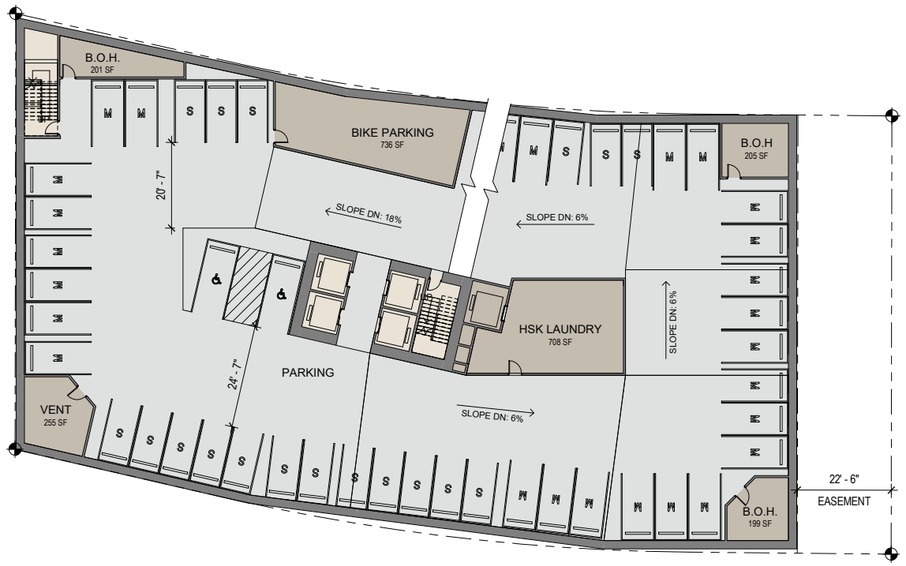
AXONOMETRIC

GROUND LEVEL PERSPECTIVE

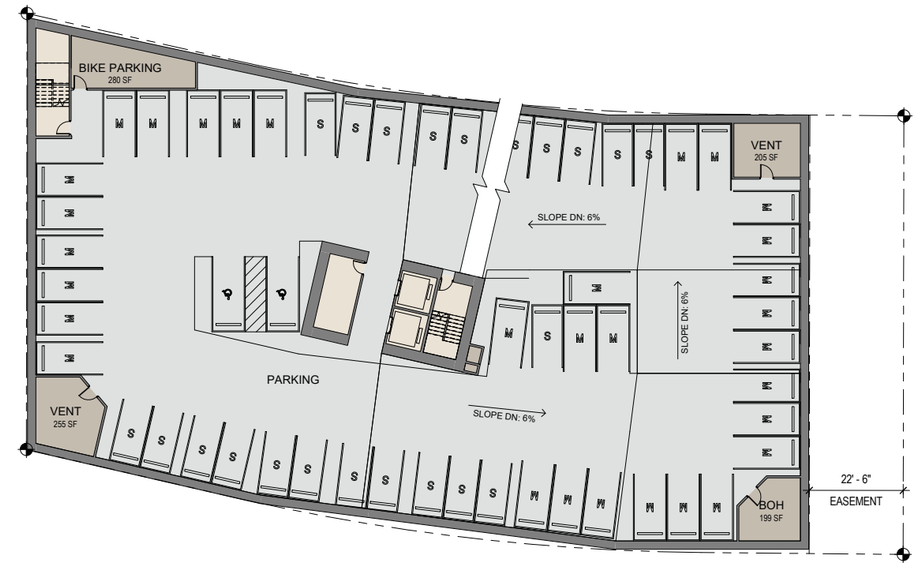
8.0 OPTION 2 | FLOOR PLANS

KEY

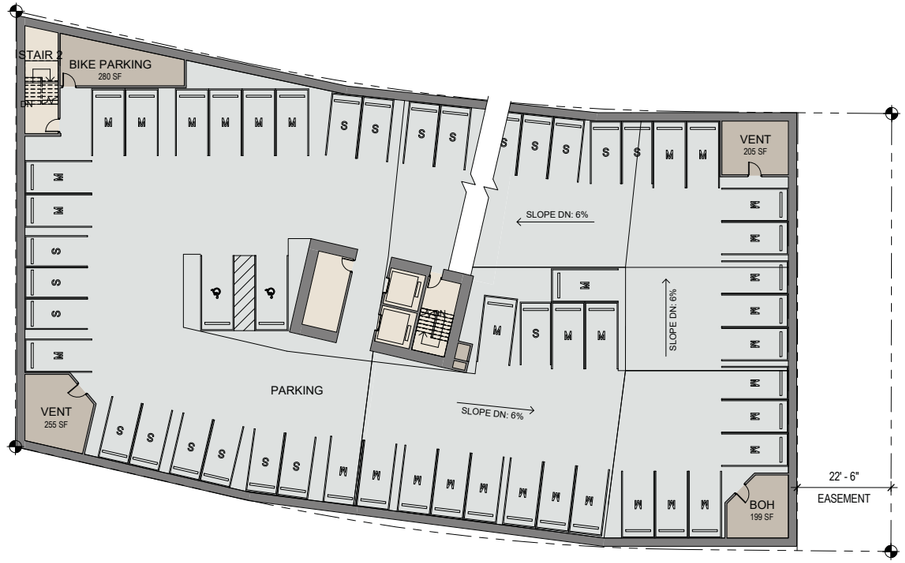
- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage



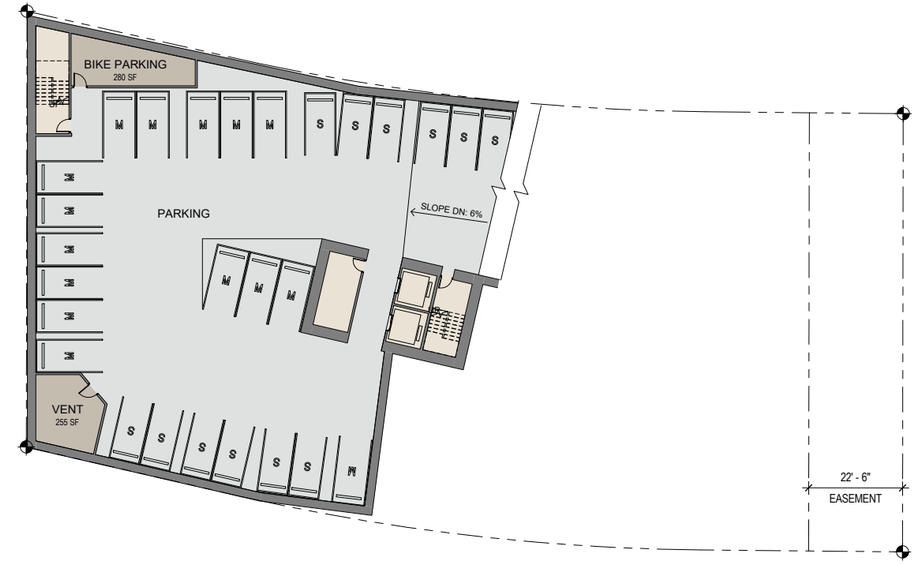
LEVEL P1



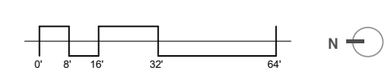
LEVEL P2



LEVEL P3



LEVEL P4

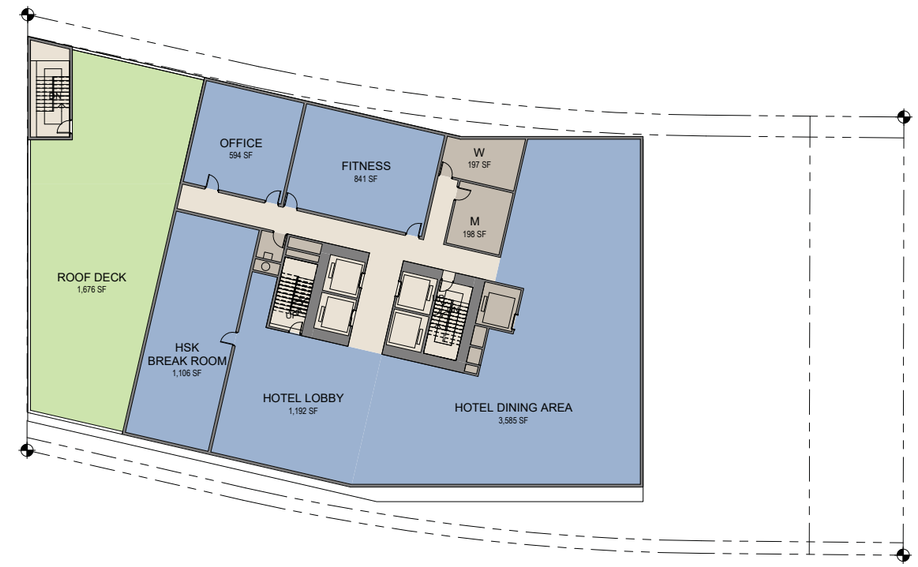


8.0 OPTION 2 | FLOOR PLANS

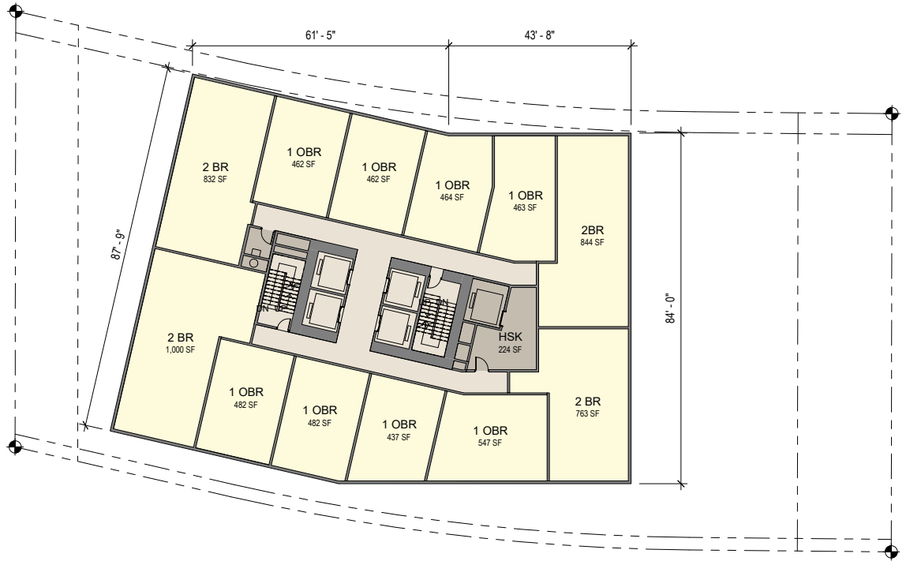
KEY

- Retail
- Residential
- Hotel
- Utility/BOH
- Circulation
- Planting Strip
- Residential Amenity
- Parking/Garage
- Hotel Access
- Residential Access
- Service Access
- Vehicular Access
- Retail Access

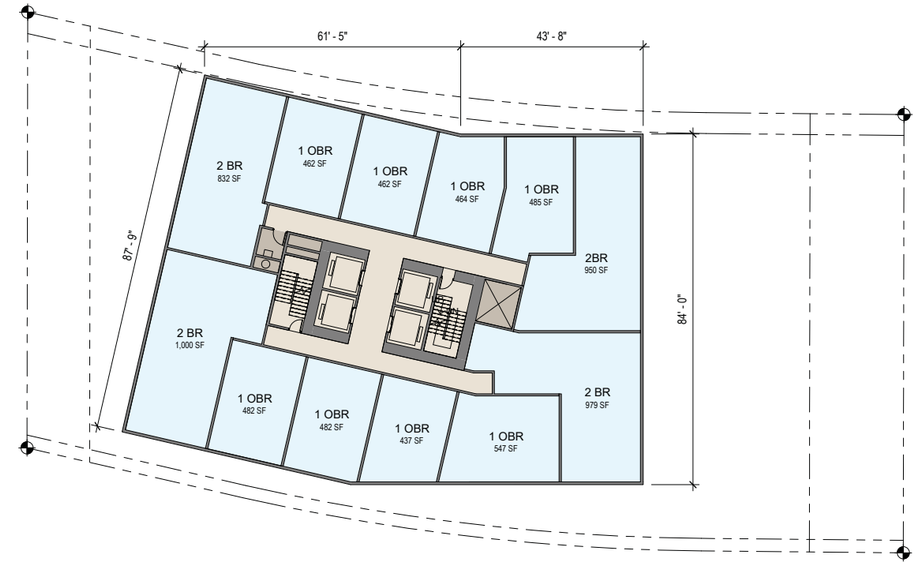
LEVEL 1



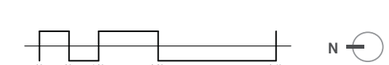
LEVEL 2



LEVELS 3-16



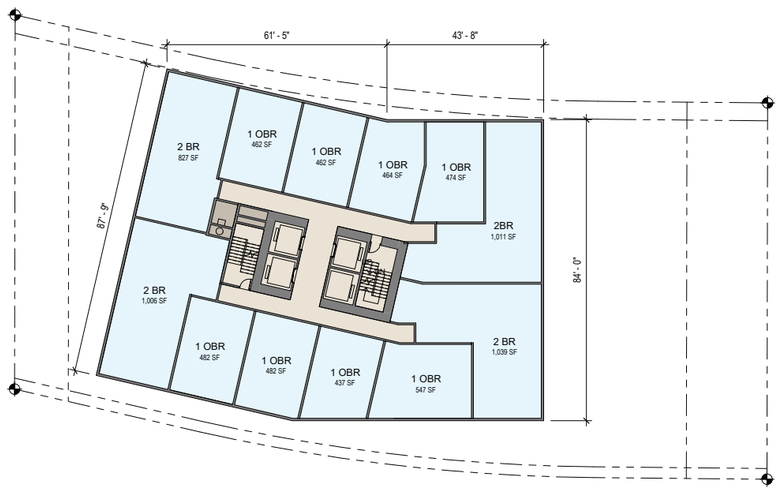
LEVELS 17-18



8.0 OPTION 2 | FLOOR PLANS

KEY

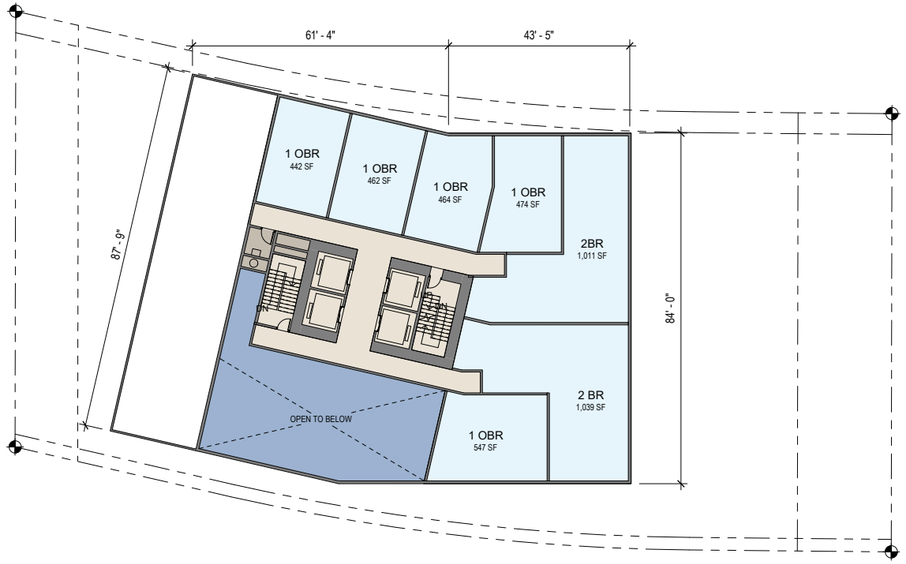
- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage



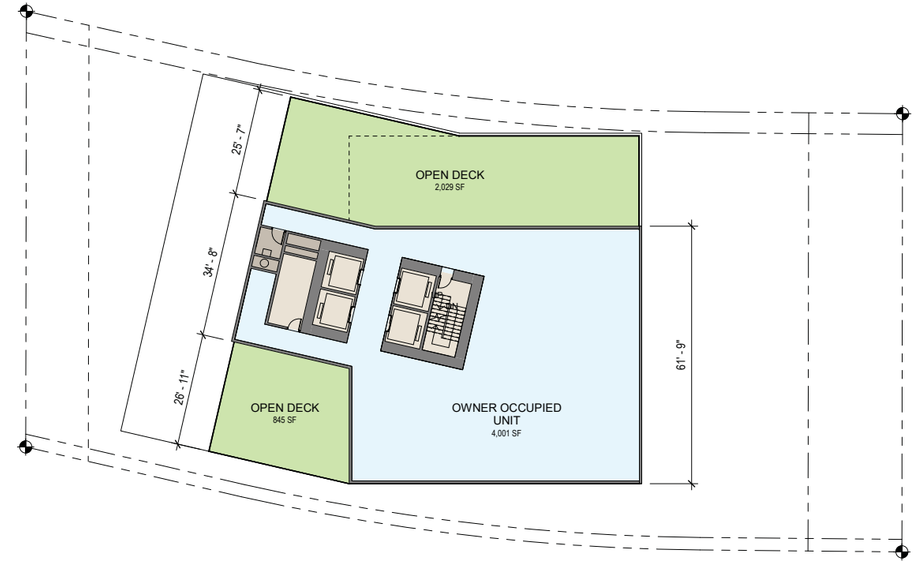
1 LEVEL 19-25

LEVELS 19-25

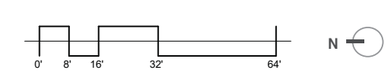
LEVEL 26 (AMENITY)



LEVEL 27



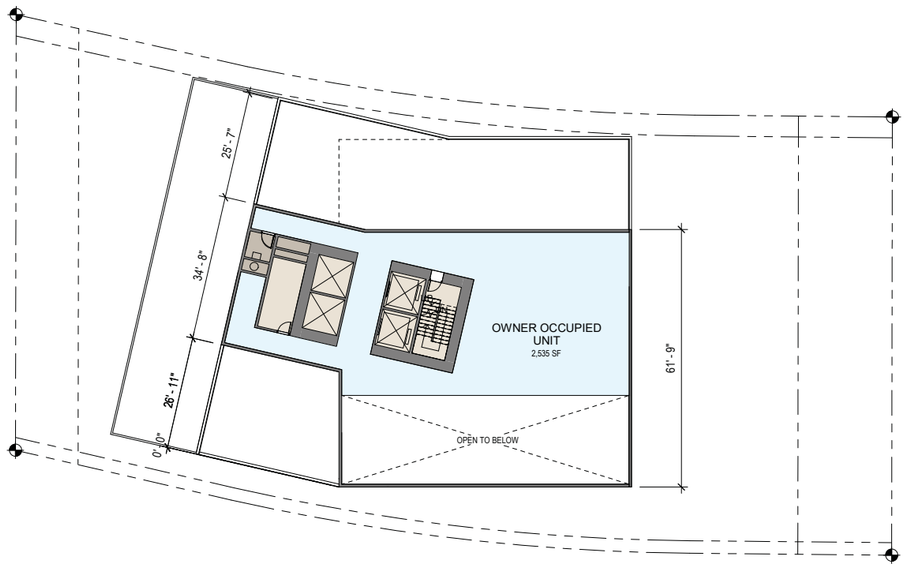
LEVEL 28



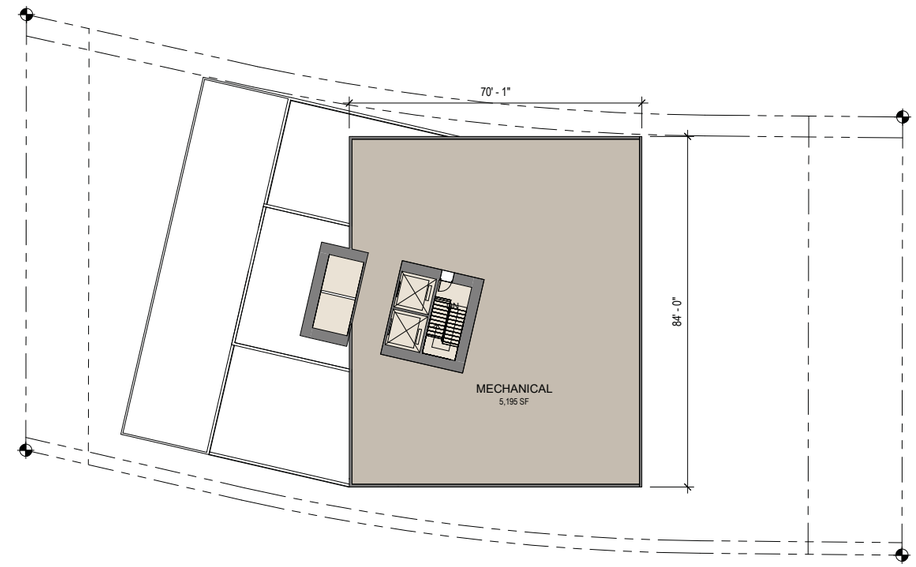
8.0 OPTION 2 | FLOOR PLANS

KEY

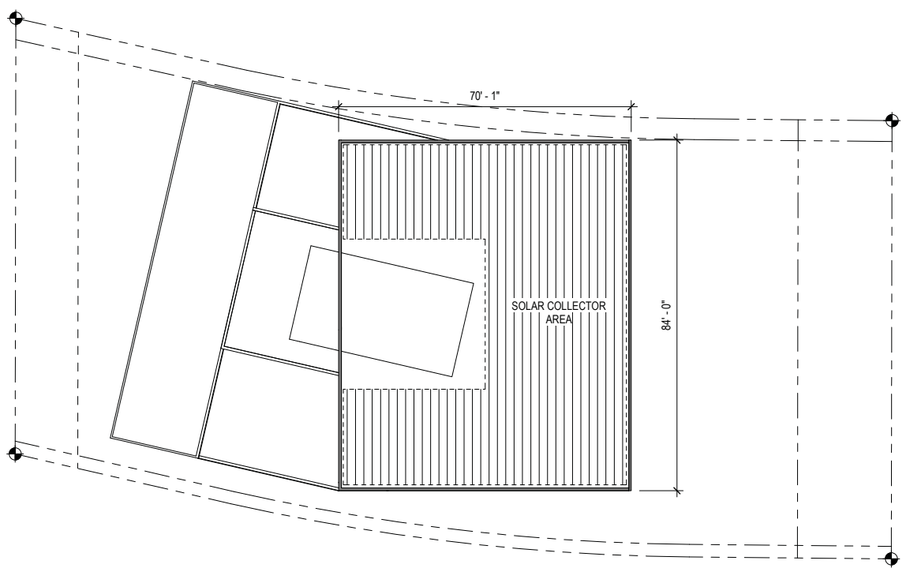
- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage



LEVEL 29



LEVEL 30 (MECHANICAL)

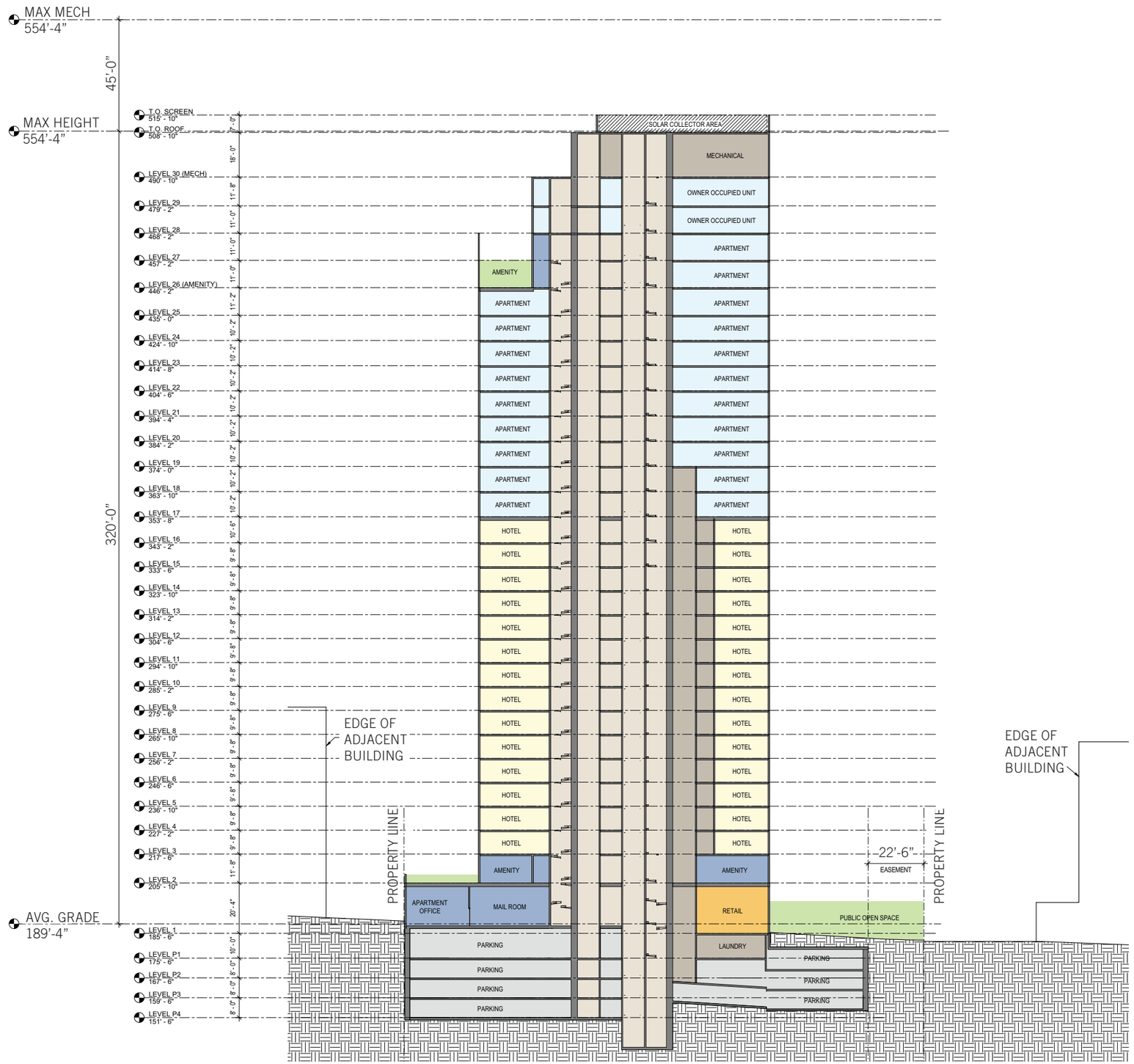


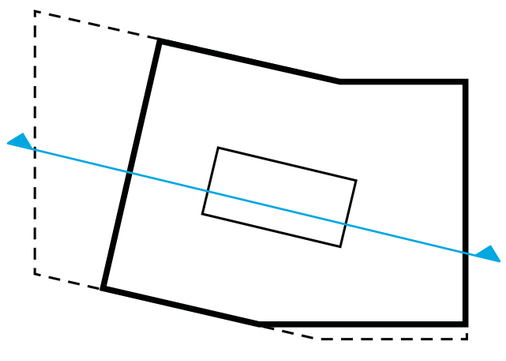
LEVEL ROOF

8.0 OPTION 2 | SECTION

KEY

- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage

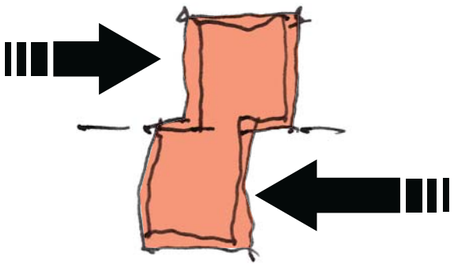




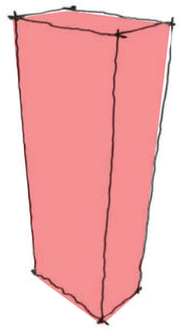
8.0 OPTION 2 | SHADOW STUDY

8.0 PREFERRED OPTION 3 | SUMMARY

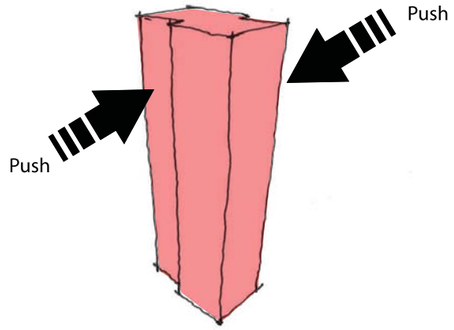
DIAGRAMS



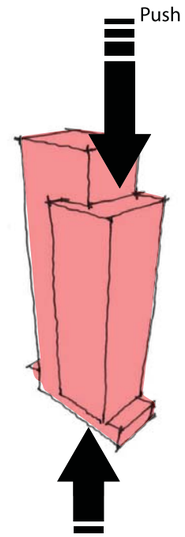
PLAN FORM



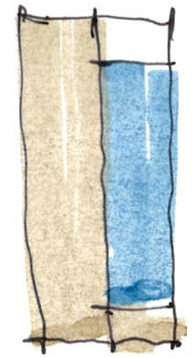
BASE FORM



INTERMEDIATE FORM



FINAL FORM



FACADE HIERARCHY

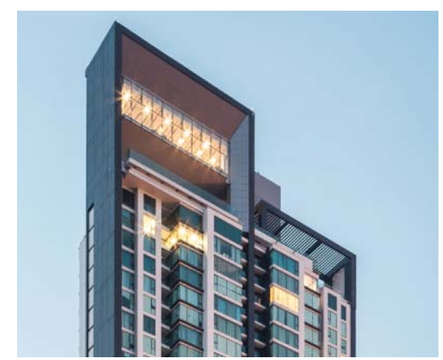
CONCEPT MASSING

UNITS:	101
HOTEL KEYS:	168
COMMERCIAL SF:	6,056 SF
PARKING STALLS:	183
BIKE STALLS:	112
CODE COMPLIANCE:	Yes, Code Compliant w/ Determination of the Director Requested

DESIGN CUES

FORM

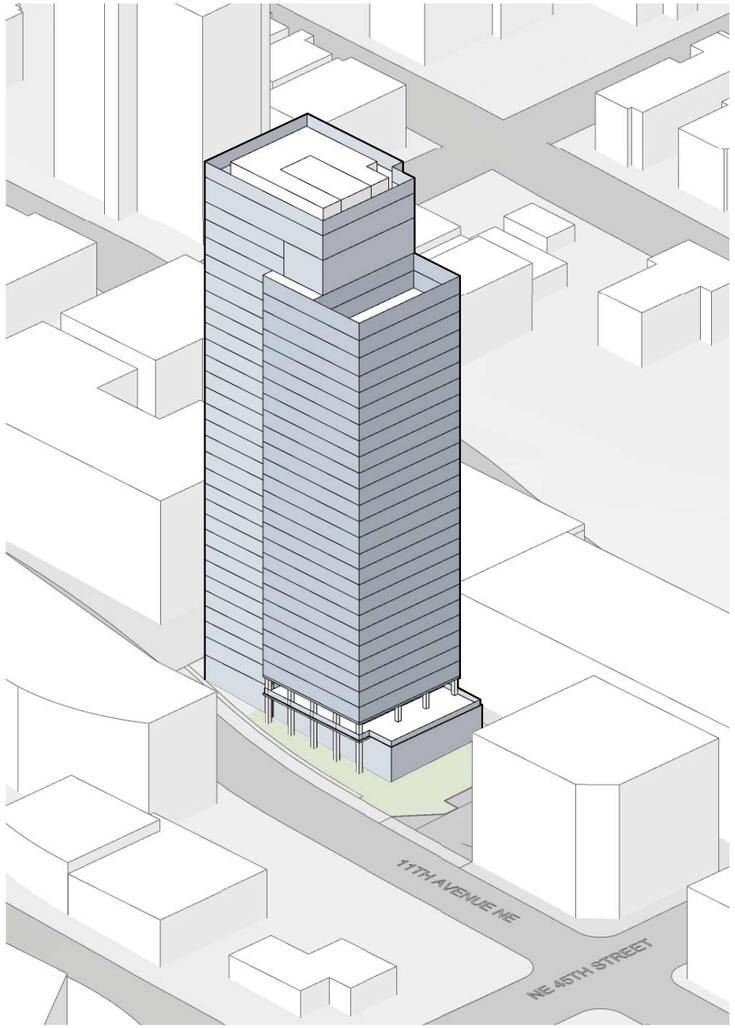
TEXTURE



DESIGN

8.0 PREFERRED OPTION 3 | MASSING

DESIGN ANALYSIS



AXONOMETRIC

VIEW FROM SOUTHWEST

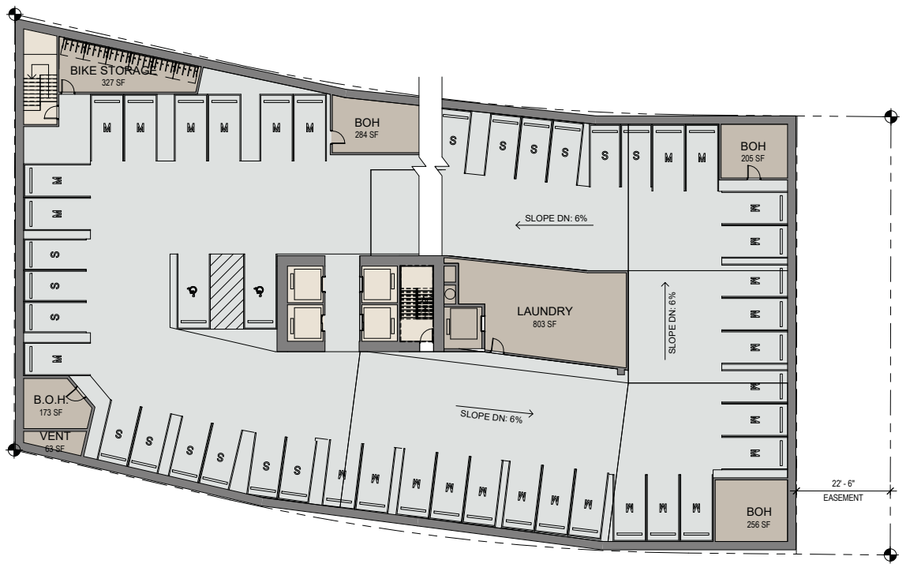
KEY

Landscaped Areas

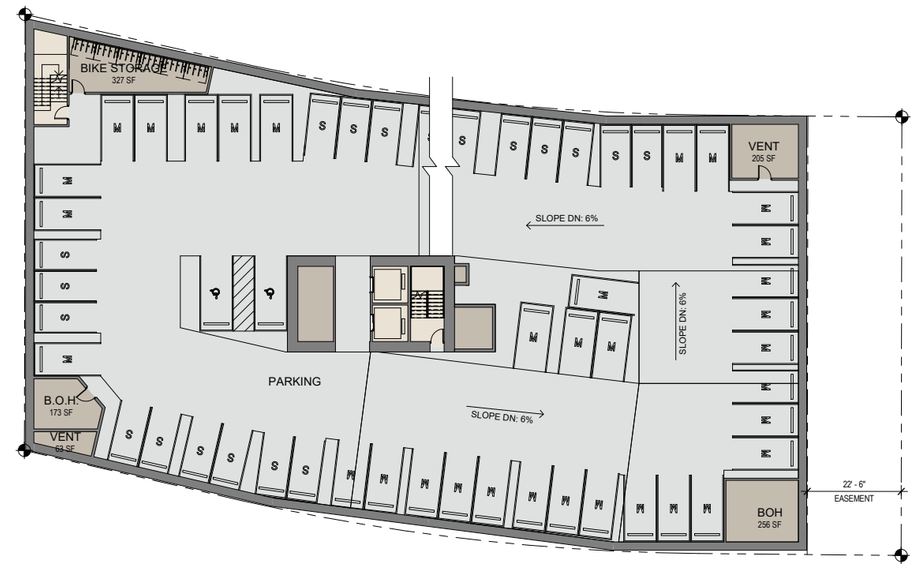
8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

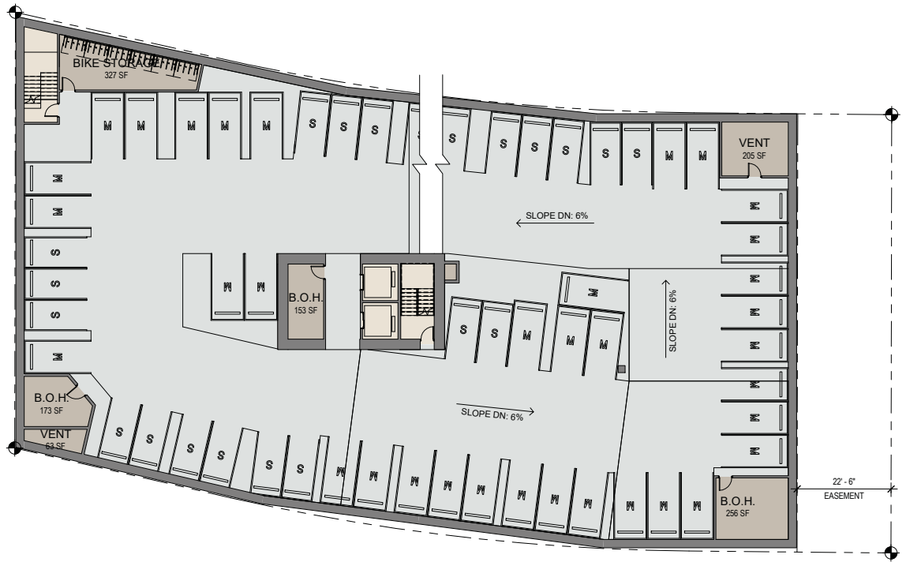
- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage



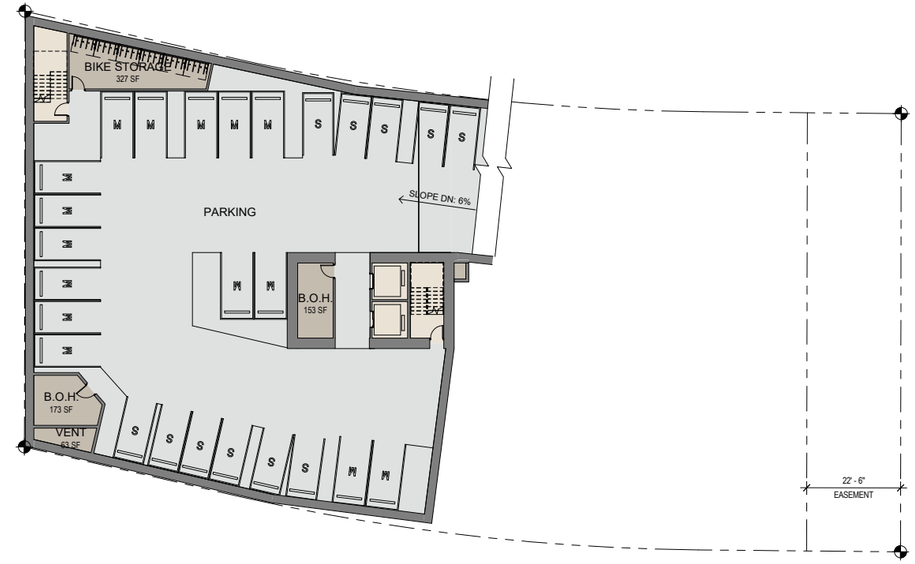
LEVEL P1



LEVEL P2



LEVEL P3



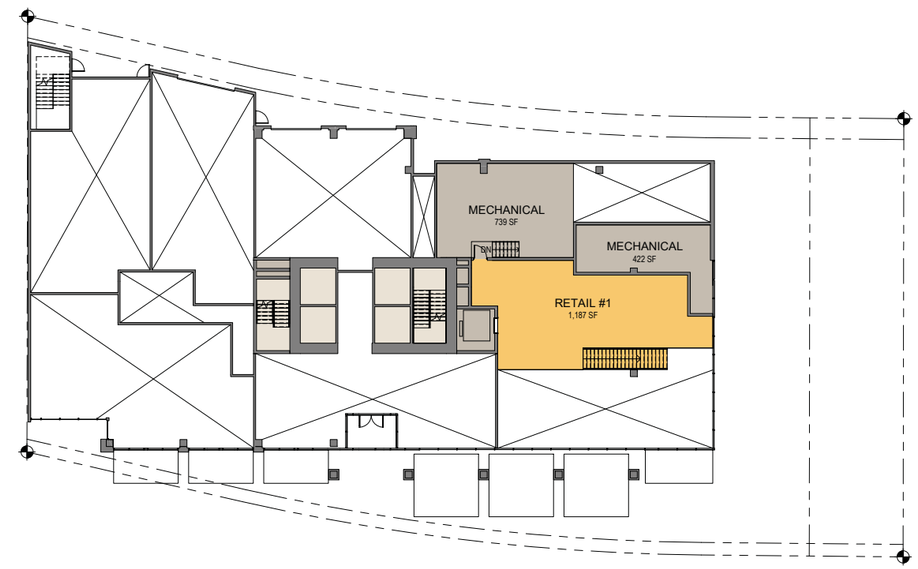
LEVEL P4

8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

- Retail
- Residential
- Hotel
- Utility/BOH
- Circulation
- Planting Strip
- Residential Amenity
- Parking/Garage
- Hotel Access
- Residential Access
- Service Access
- Vehicular Access
- Retail Access

LEVEL 1



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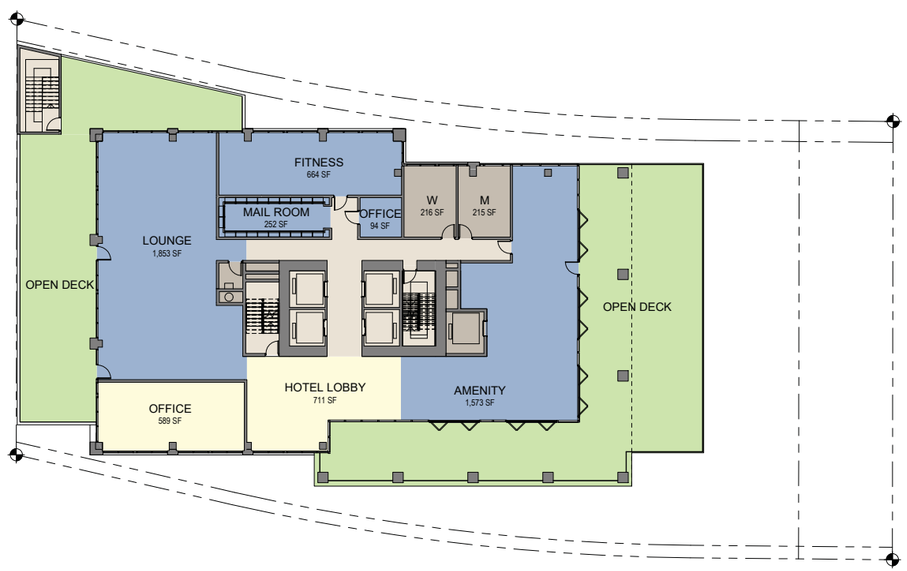
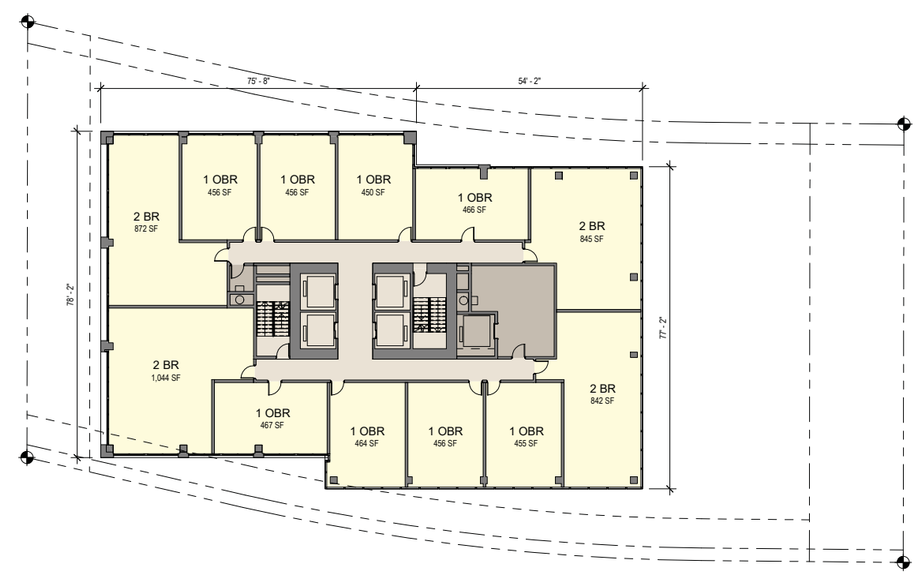


LEVEL 2



LEVELS 3-16

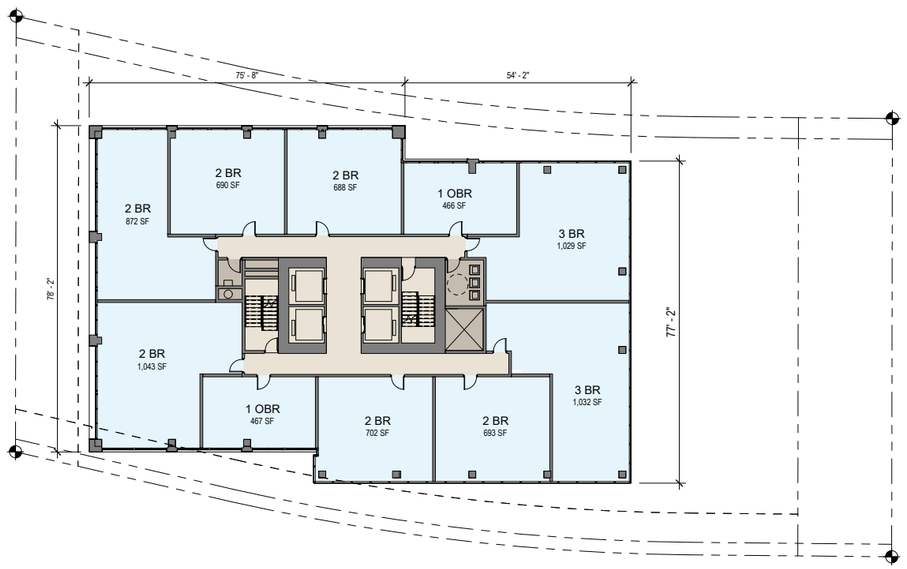
0' 8' 16' 32' 64'

N

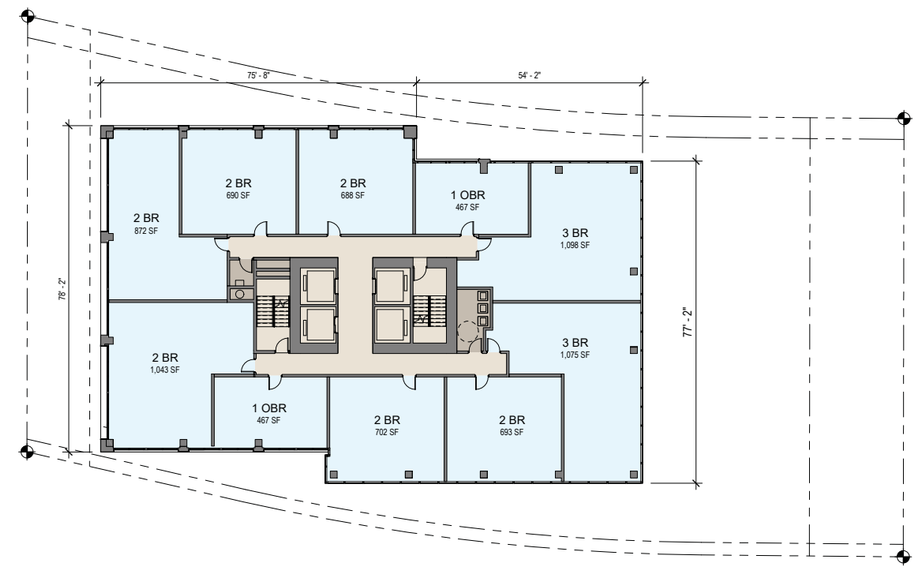
8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

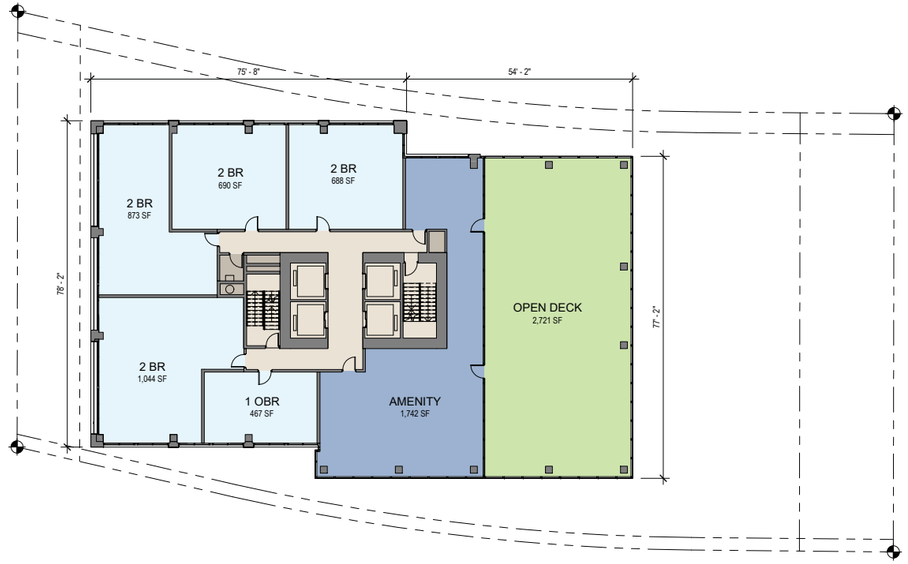
- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage



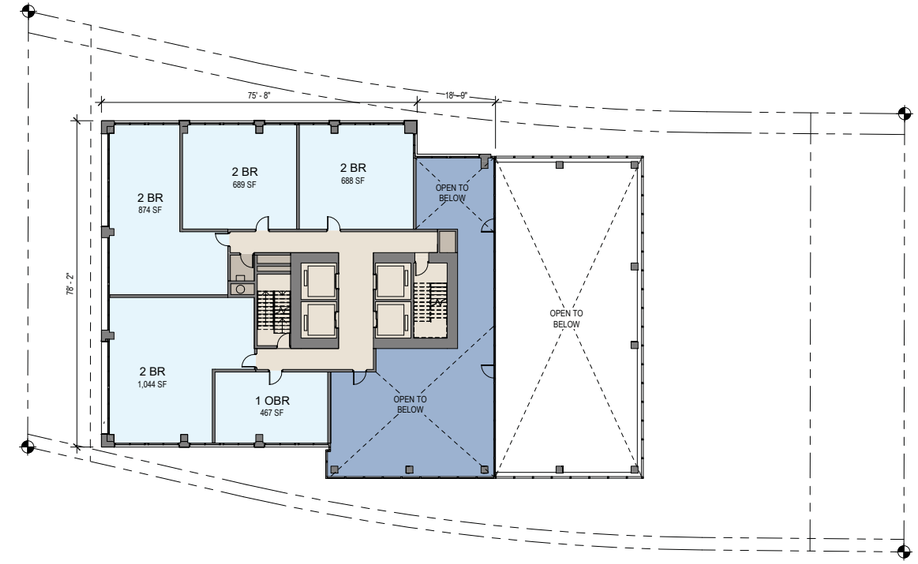
LEVELS 17-18



LEVELS 19-25



LEVEL 26

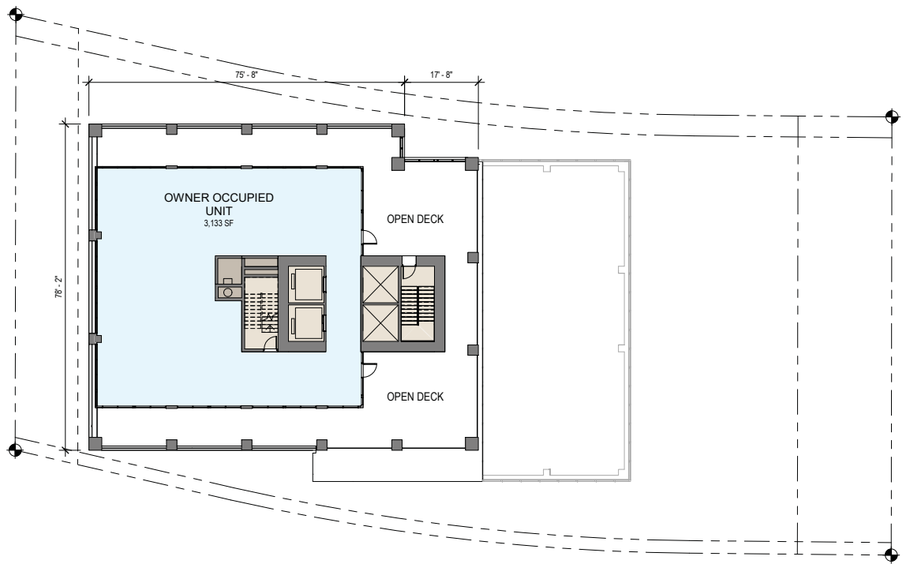


LEVEL 27

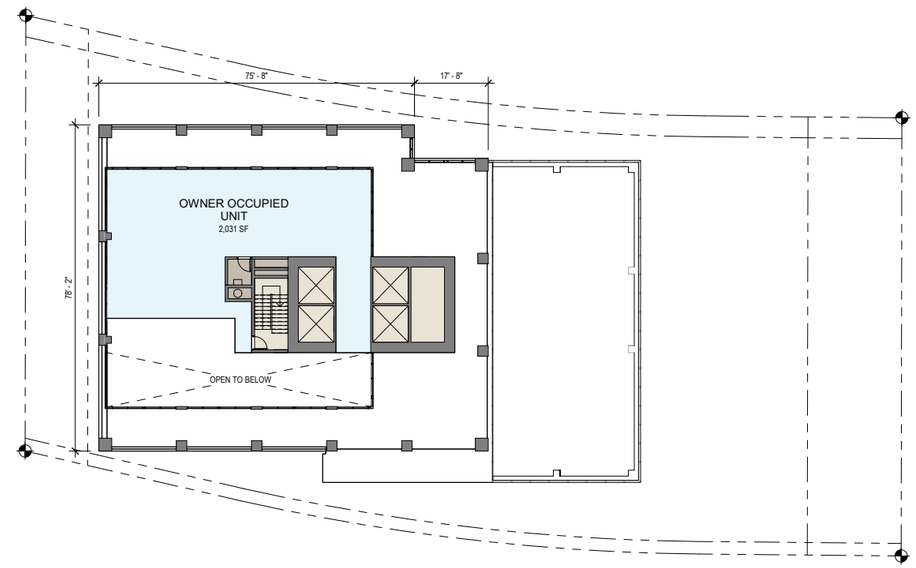
8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

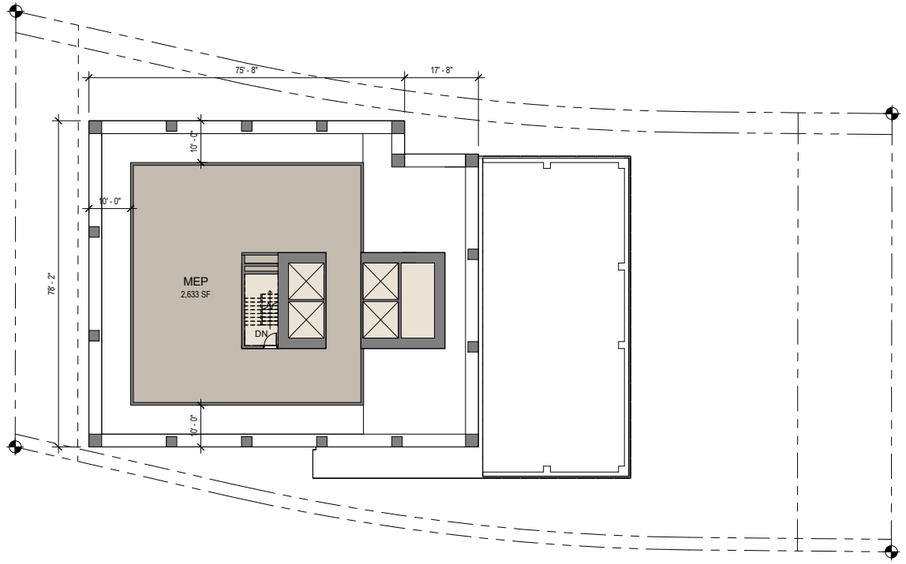
- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage



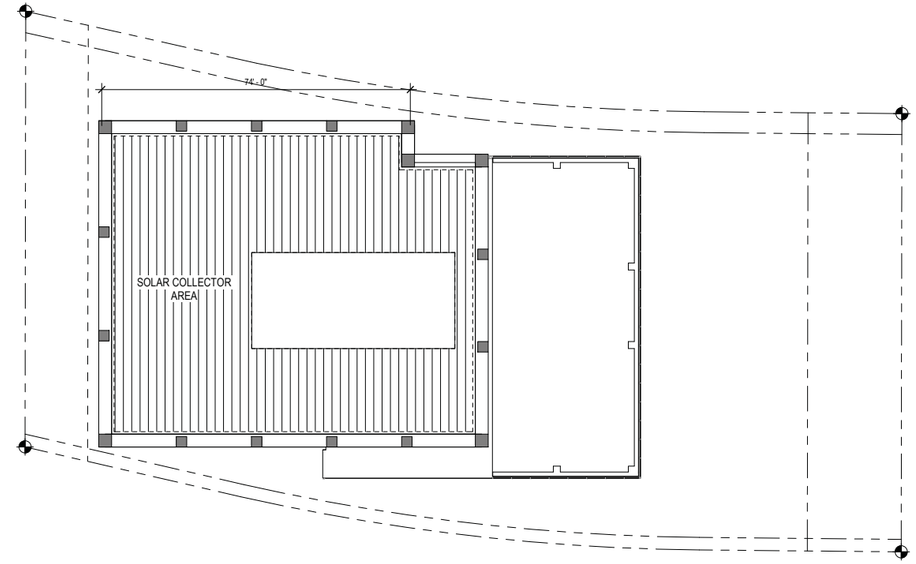
LEVEL 28



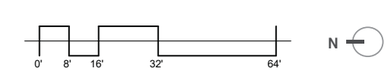
LEVEL 29



LEVEL 30 (MECHANICAL)



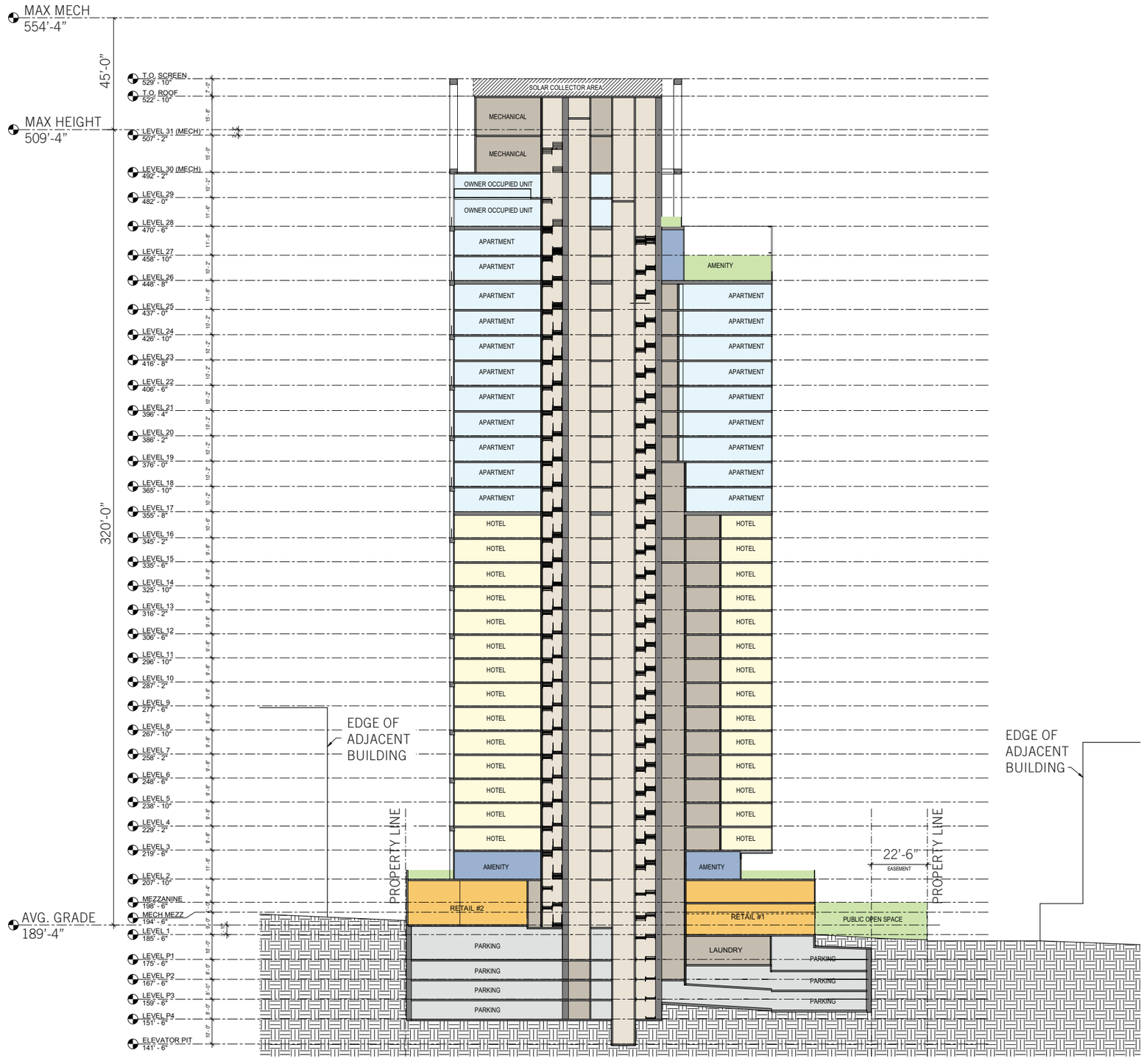
LEVEL ROOF

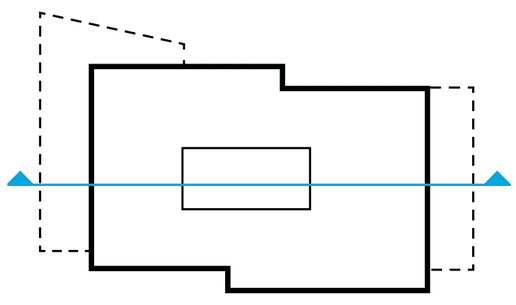


8.0 PREFERRED OPTION 3 | SECTION

KEY

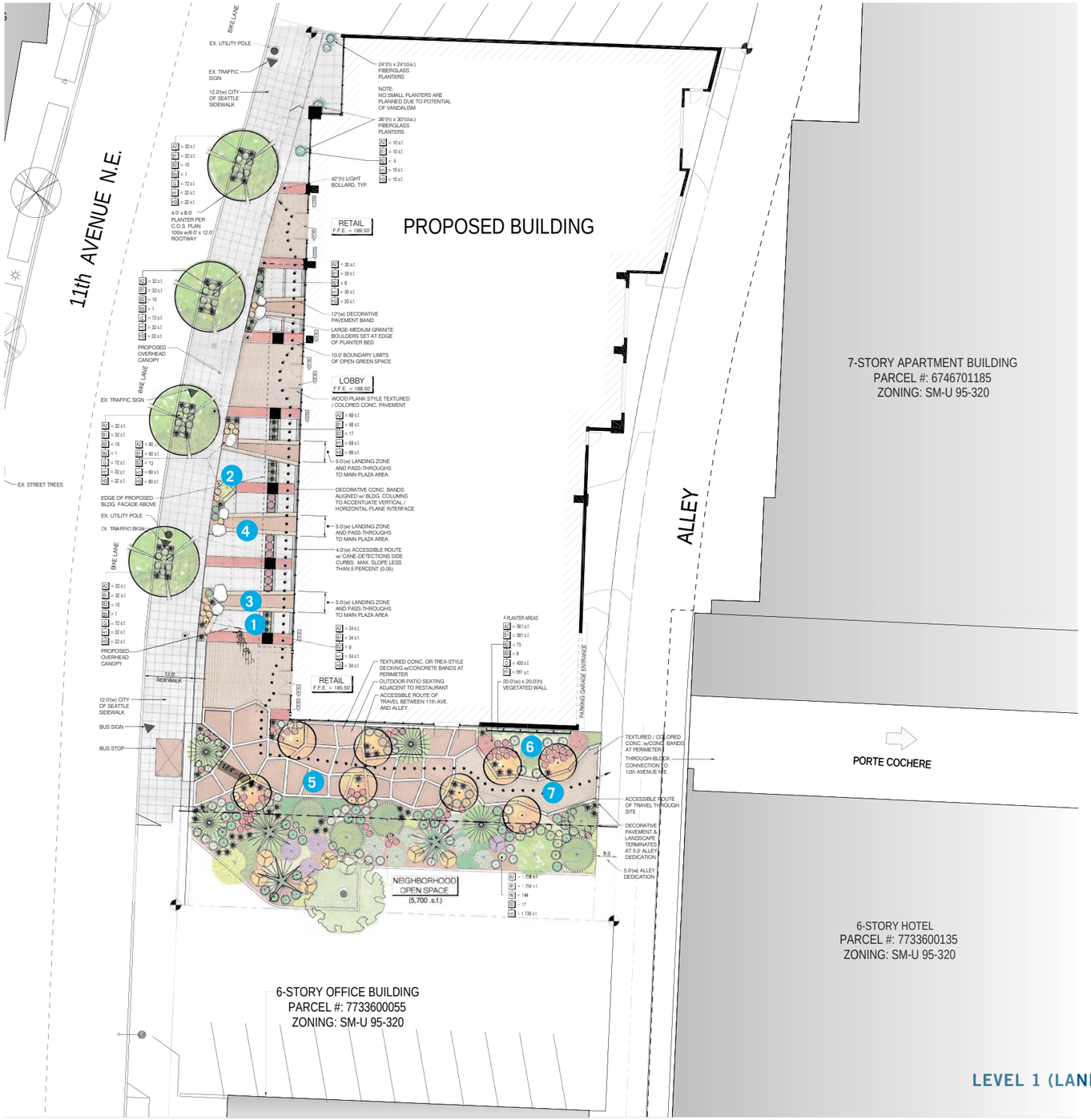
- Retail
- Hotel
- Units
- Utility/BOH
- Circulation
- Open Space
- Residential Amenity
- Parking/Garage





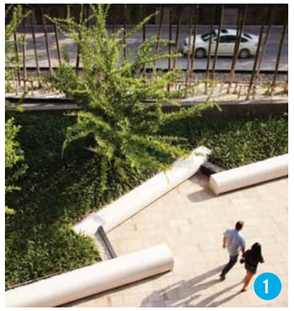
8.0 PREFERRED OPTION 3 | SHADOW STUDY

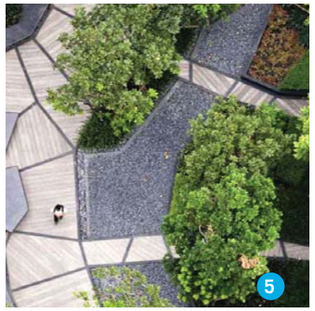
8.0 LANDSCAPE PLAN

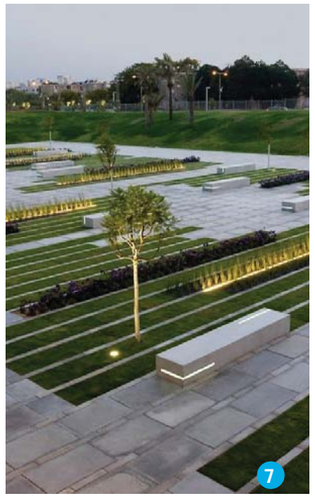


LEVEL 1 (LANDSCAPE)

REFERENCE IMAGES

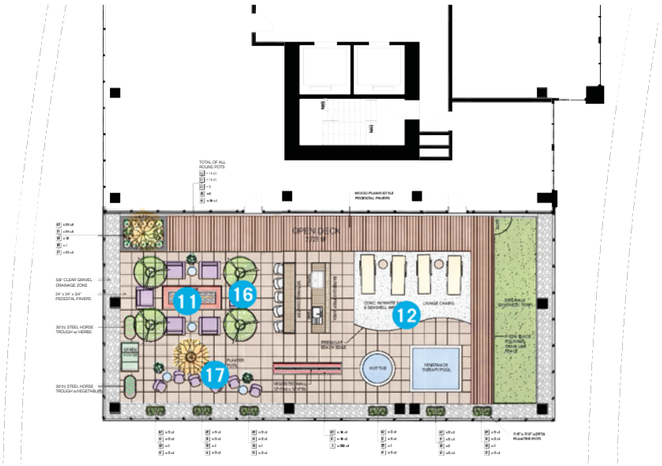




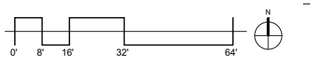


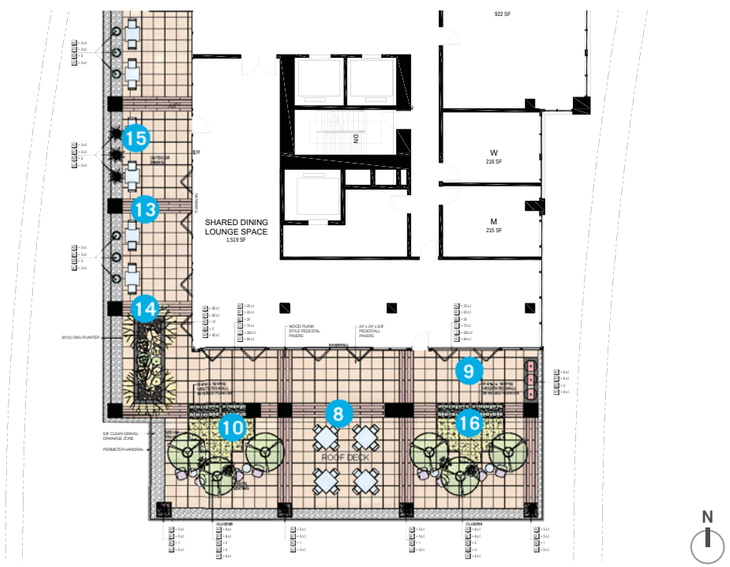
0' 8' 16' 32' 64'

8.0 LANDSCAPE PLAN



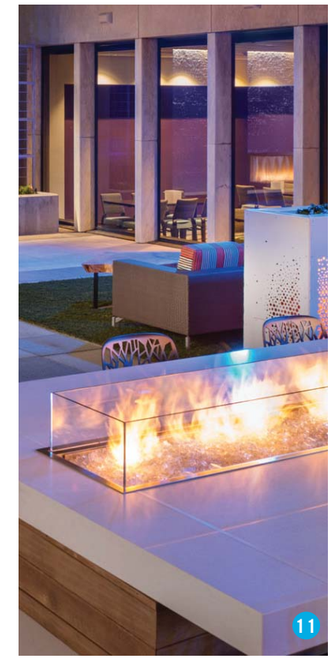
LEVEL 26 (LANDSCAPE)





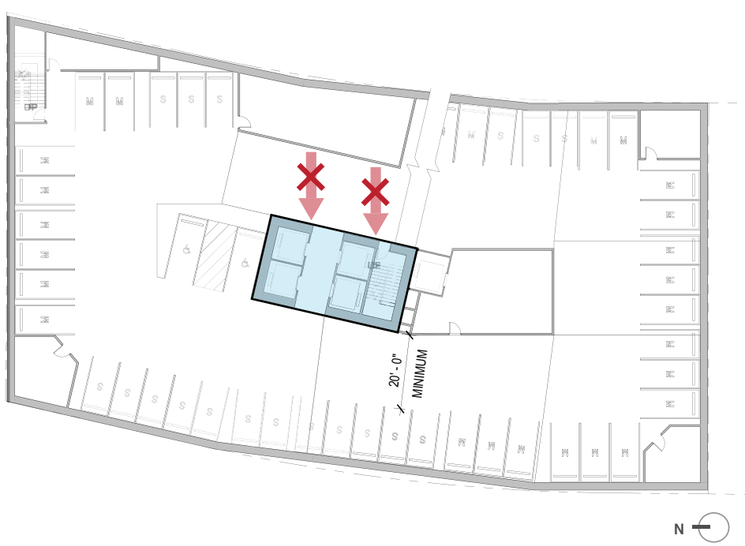
LEVEL 2 (LANDSCAPE)

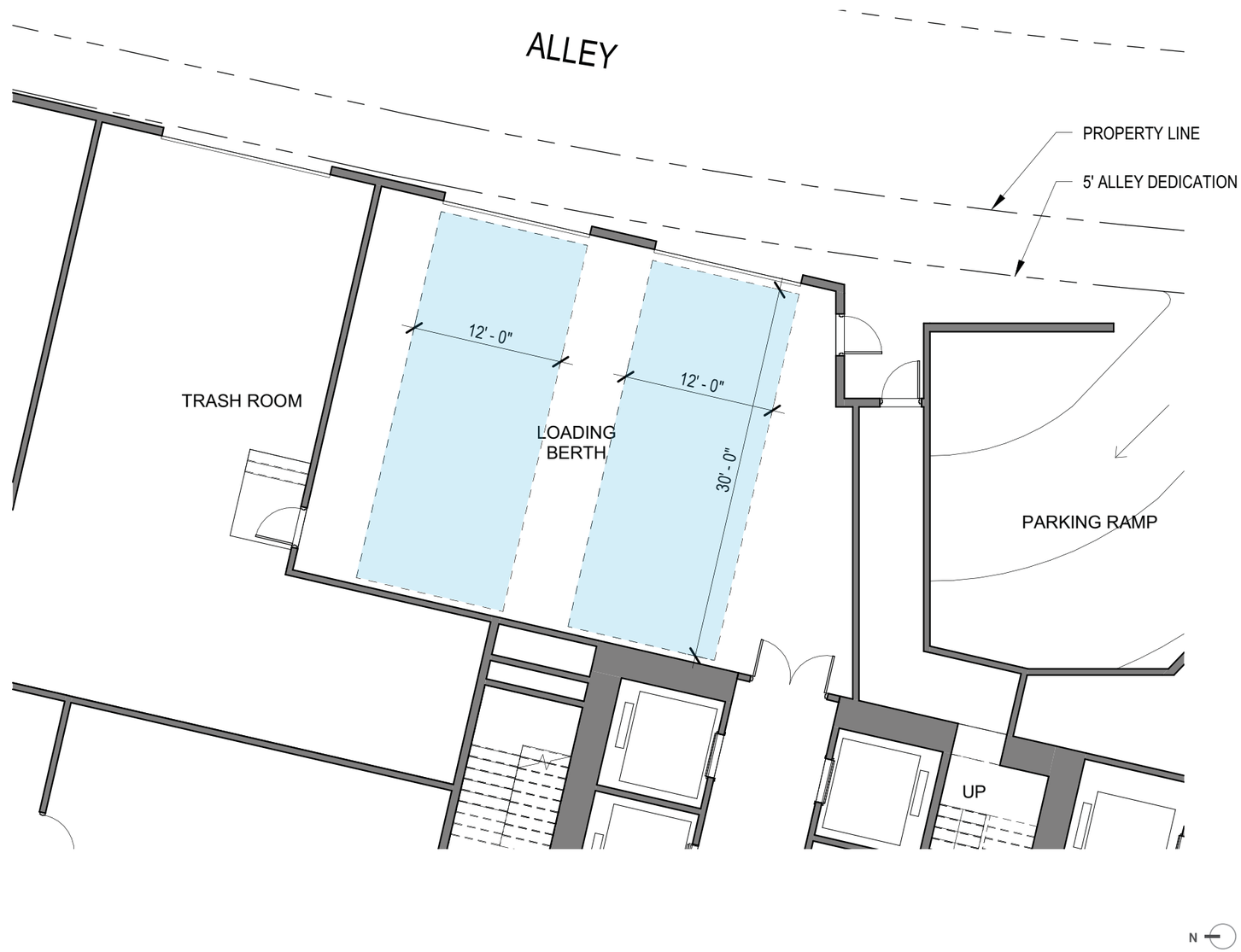
REFERENCE IMAGES



9.0 DIRECTOR DECISION REQUESTED 1 | OPTION 2

CODE CITATION:	23.54.035.C
CODE REQUIREMENT:	Lodging = Low Demand Use, 2 berths required Standards for Loading Berths 1.Width and Clearance. Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance. 2.b Low- and Medium-demand Uses. Each loading berth for low- and medium-demand uses, except those uses identified in subsection C2d, shall be a minimum of thirty-five (35) feet in length unless reduced by determination of the Director as provided at subsection C2c.
CORRESPONDING DESIGN GUIDELINE:	N/A - Land Use Code Requirement
PROPOSED DESIGN DEPARTURE:	Due to drive aisle requirements and the size requirements of the core, the loading bays are shortened from the 35'-0" requirement to 30'-0" in length.
RATIONALE:	Loading berths are in the only available location. Core cannot move due to parking aisle access on lower floors. See diagram below.





KEY

Area provided for loading berths

PLAN AT GROUND FLOOR LOADING BERTHS

9.0 DIRECTOR DECISION REQUESTED 1 | PREFERRED OPTION 3

CODE CITATION:	23.54.035.C
CODE REQUIREMENT:	Lodging = Low Demand Use, 2 berths required Standards for Loading Berths 1.Width and Clearance. Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance. 2.b Low- and Medium-demand Uses. Each loading berth for low- and medium-demand uses, except those uses identified in subsection C2d, shall be a minimum of thirty-five (35) feet in length unless reduced by determination of the Director as provided at subsection C2c.
CORRESPONDING DESIGN GUIDELINE:	N/A - Land Use Code Requirement
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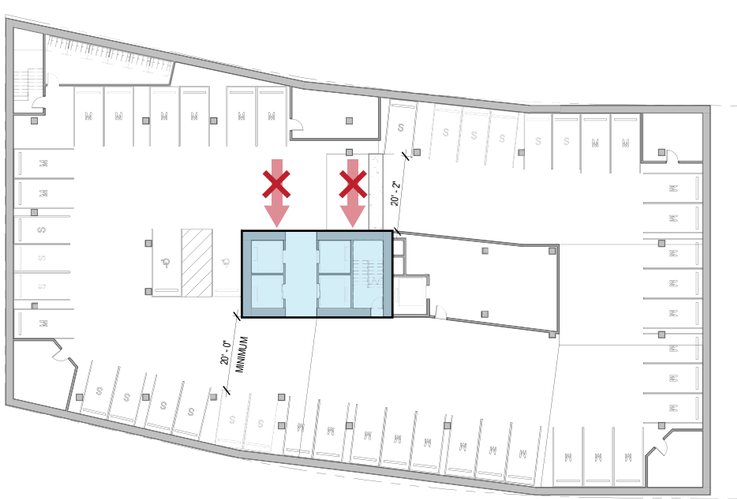
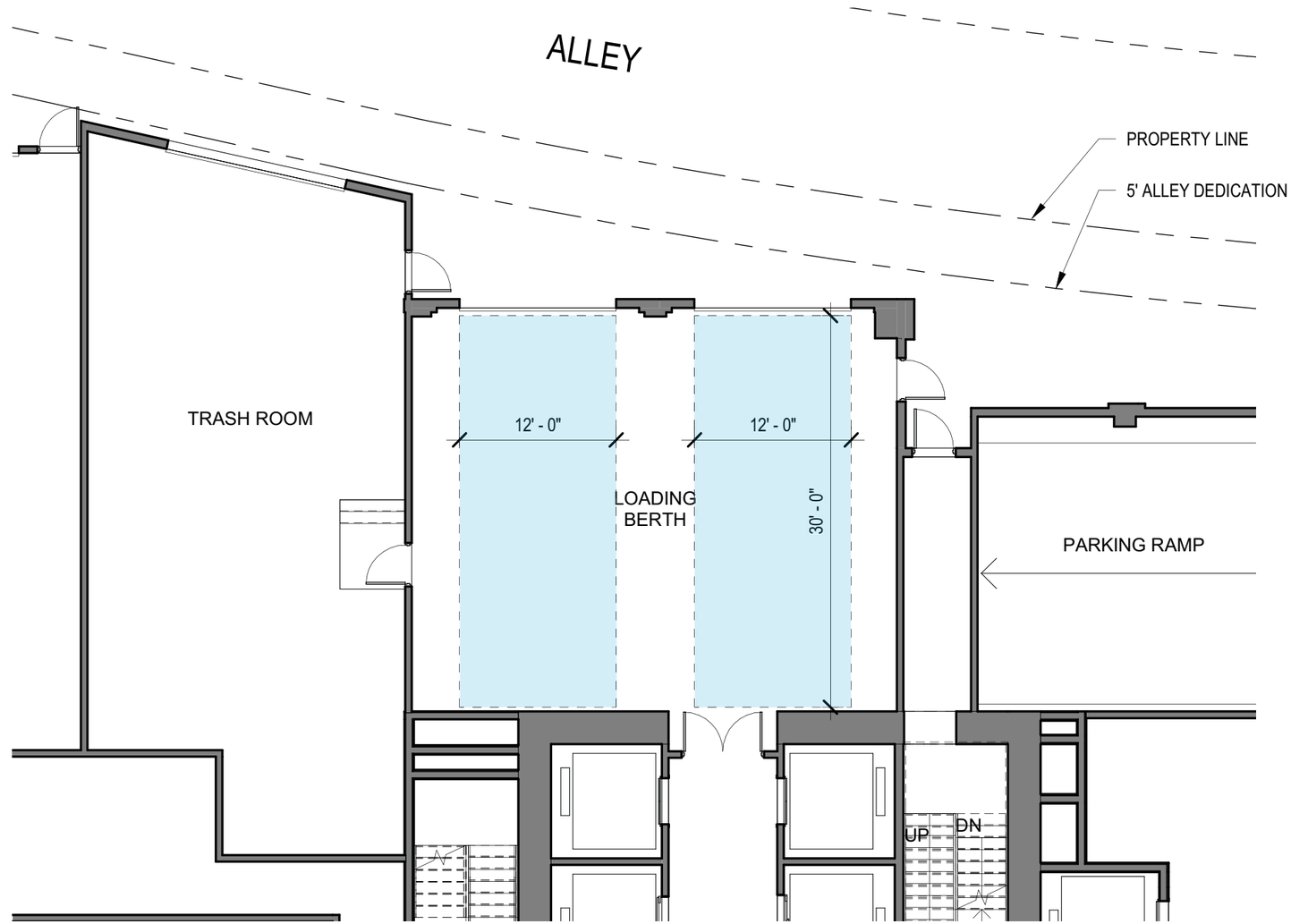
RATIONALE:	Loading berths are in the only available location. Core cannot move due to parking aisle access on lower floors. See diagram below.





KEY

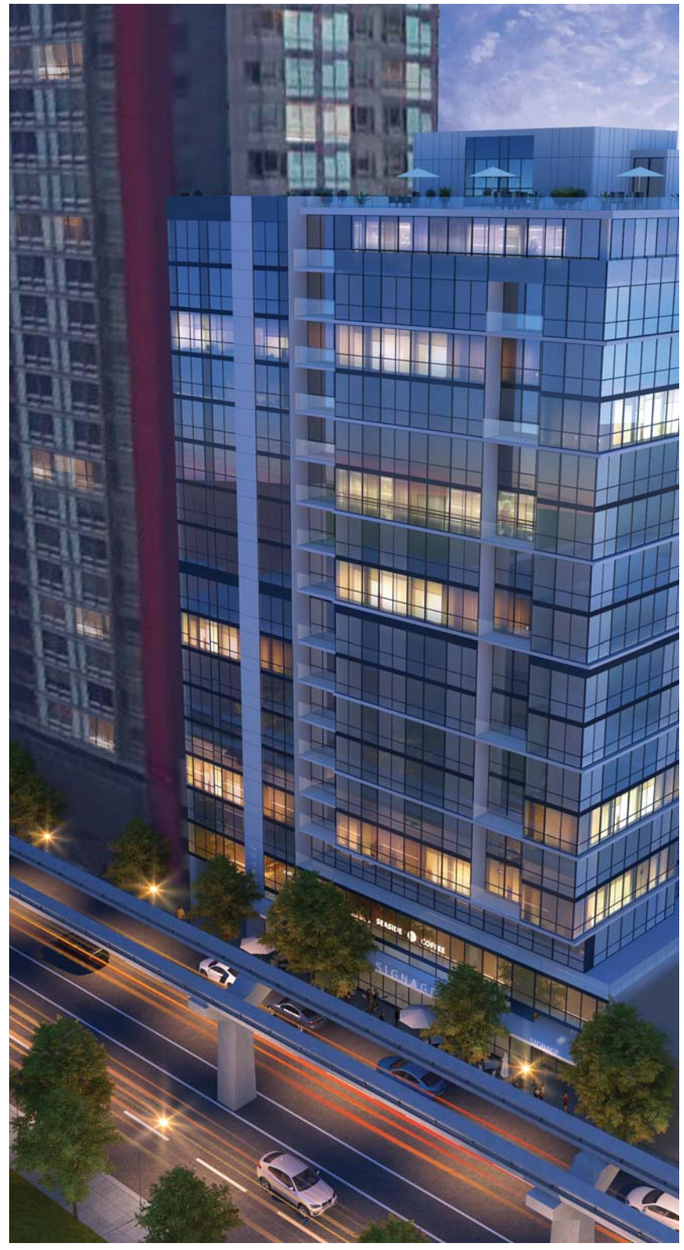
Area provided for loading berths

N

N

PLAN AT GROUND FLOOR LOADING BERTHS

THE 8 TOWER | SEATTLE, WA



2121 5TH AVE HIGH-RISE | SEATTLE, WA

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