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4236 BROOKLYN AVENUE NE  
EARLY DESIGN GUIDANCE SUBMITTAL

Project # 3038646-EG Meeting date: 02-28-2021

Early Design Guidance - Project # 3038646-EG

DATE: 02-28-2021 MEETING

4236 BROOKLYN AVENUE NE

Touchstone-Portman Lot C LLC





PROJECT

Construction of a 14-story hotel building with lower level parking, ground-level lobby, guestrooms, and rooftop feature.

Hotel guestrooms: Target 320  
Parking Spaces: 50 on site parking

PROJECT GOALS

- Beacon for University District
- Continue and contribute to the University’s character
- Build Sustainable-LEED Gold
- Update alley to serve as precedence for improvements
- Provide active Streetscape



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The University District Neighborhood



The University district is a vibrant mixed-use neighborhood that runs along the North-South perimeter of the University of Washington campus. The central spine of the neighborhood is University Way or “The Ave” which hosts primarily small scale retail, food, and campus services. The remainder of the University District is medium to, more recently, large scale housing. The building stock consist of a fair number of historic buildings Intermixed with other housing projects built within the last 50 years to current. The neighborhood is in transition. Recently Up-zoned, a still higher density is being brought to the neighborhood along with high-rise scale architecture. A recently completed light-rail station will feed this growing populace and as part of the West Campus Master Plan, Brooklyn Ave. is seen to bring a second “Ave” to meet this growing and changing neighborhood.





## Opportunity to Provide Online Input on the 4236 Brooklyn Ave NE & 4227 University Way NE Project

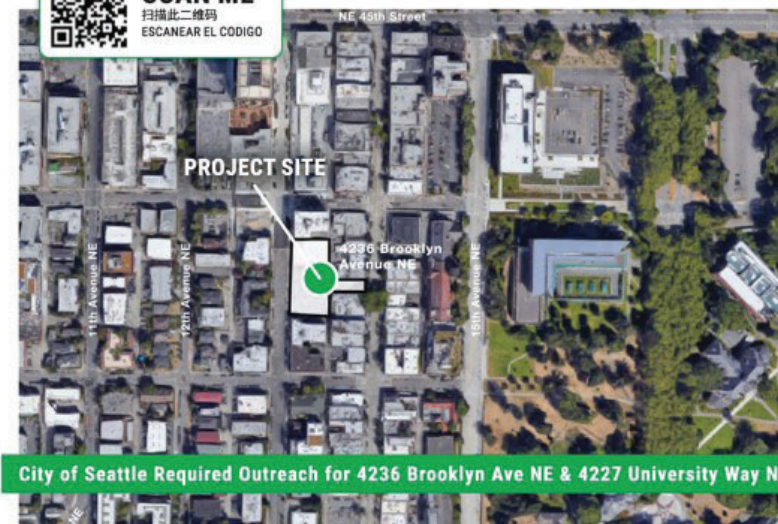
### ABOUT THE PROJECT

This project proposes construction of a 14-story hotel with one level of underground parking and approximately 300 guestrooms.

**What:** Let us know what you think! Visit our website at [www.4236BrooklynAveProject.com](http://www.4236BrooklynAveProject.com) to learn more about this new project, including the team's proposed vision and approach.

**Survey:** Take our online survey to share your thoughts about the project site and components. (Survey located on the project website.)

**Comments:** Provide additional comments via our comment form or by email at [4236BrooklynAveProject@earlyDRoutreach.com](mailto:4236BrooklynAveProject@earlyDRoutreach.com).



City of Seattle Required Outreach for 4236 Brooklyn Ave NE & 4227 University Way NE

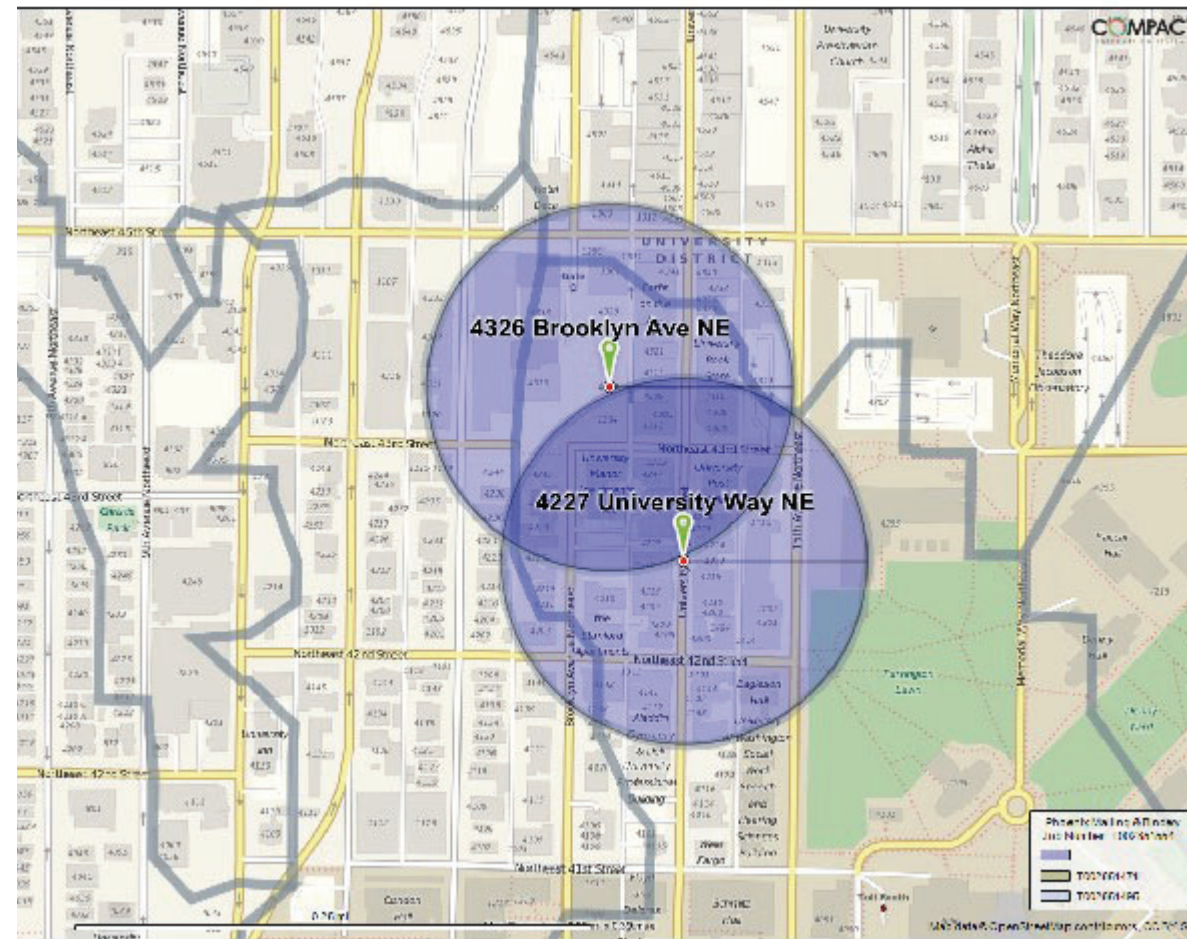
### ADDITIONAL PROJECT DETAILS

**Project Addresses:** 4236 Brooklyn Ave NE & 4227 University Way NE, Seattle, WA 98105  
**Contact:** Natalie Quick  
**Applicant:** Touchstone-Portman Lot C, LLC

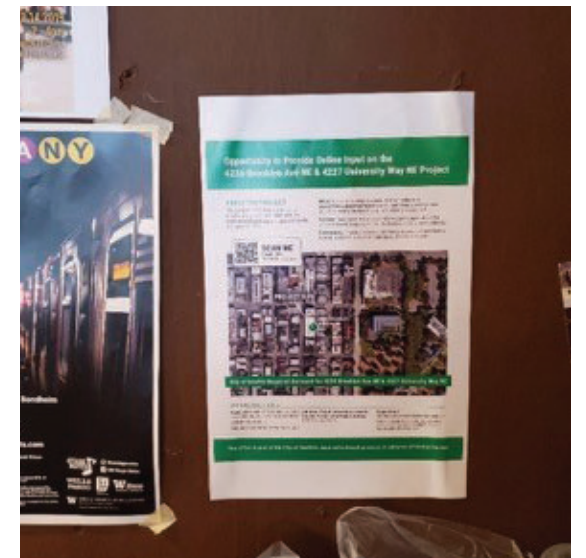
**Additional Project Information on Seattle Services Portal via the Project Address:** 4236 Brooklyn Ave NE

**Project Email:** [4236BrooklynAveProject@earlyDRoutreach.com](mailto:4236BrooklynAveProject@earlyDRoutreach.com)  
 Note that emails are generally returned within 2-3 business days, and are subject to City of Seattle public disclosure laws.

This effort is part of the City of Seattle's required outreach process, in advance of Design Review.



Mailing Map





What We Heard from the Community  
Summary of Comments/Questions Received Via Website Comment Form, Project Email and Project Survey:

Design-Related Comments

Design & Character

- Most people surveyed said the most important thing about the project is the relationship to neighborhood character
- Many requested parking and environmentally friendly features
- Some encouraged providing an interesting and unique design with attractive materials
- Several respondents encouraged keeping the neighborhood vibe
- Several respondents encouraged not building so close to University Manor

Project Exterior

- Most people surveyed said the most important thing about the project exterior is to provide seating options, places to congregate, and landscaping
- Many requested bike parking and safe exterior lighting
- Several respondents encouraged providing a lively ground-level pedestrian culture
- Several encouraged publicly-accessible roof terraces and gardens

Non-Design Related Comments

- Several respondents expressed the desire for the project to have calm, restful places with local businesses, with great people and service
- Others wanted thoughtful design that is open and welcoming, with natural light and exciting energy
- Some wanted thoughtful color and materials used in design
- Several respondents expressed concern about the loss of the existing parking lot
- Numerous respondents expressed concern about construction impacts

Miscellaneous Comments

- One respondent encouraged the project team luck and noted that it is an exciting time to be building on “The Ave.”

Design-Related Conclusions

Design & Character

- *Neighborhood Character will be complimented and strengthened by providing variety at two scales - the human scaled sidewalk experience of smaller storefronts and detailed older buildings, and the larger overall building scale of simple forms, background in character. It is our design intention that the overall massing should be background in nature, with its character coming from the bottom levels.*
- *Parking will be provided in a single underground level, accessed from the alley. It will be “valet only” to ensure the efficient flow of vehicles, and to make sure that any potential traffic-blocking situations are minimized.*
- *Environmentally Friendly Features will be pursued to achieve LEED Gold certification, and items such as low energy-use LED lighting, minimal use of fossil fuels, and high-efficiency HVAC systems.*
- *Unique design and attractive materials will be used for the project to look familiar, vibrant, and inviting, with quality, long-lasting materials that will endure and remain attractive over time*

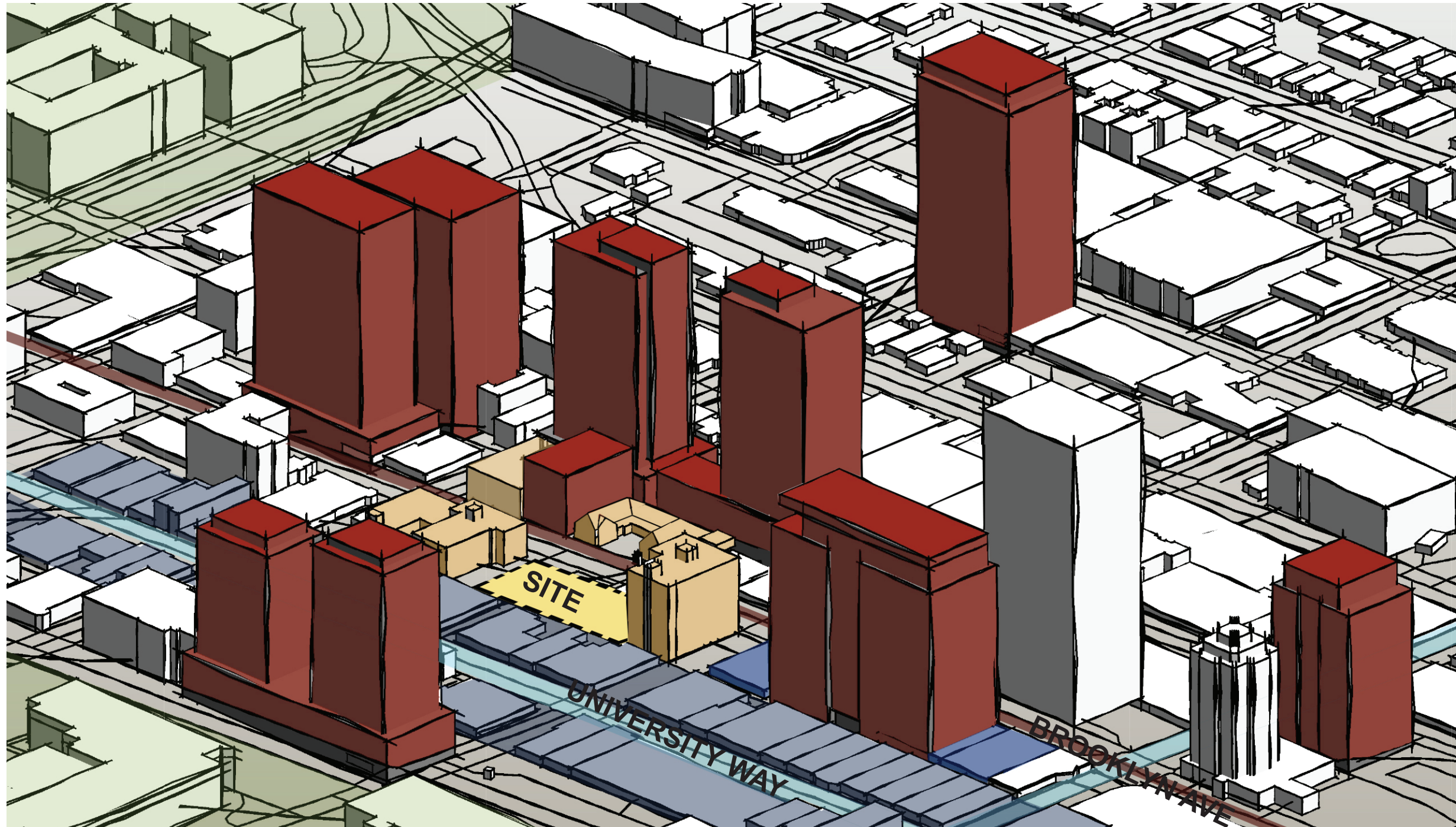
Project Exterior

- *Exterior Space will be provided with seating and places of small congregation along the building edge on Brooklyn Ave NE. Other means of community and public engagement are in their planning infancy and we look forward to sharing potential concepts at the Rec meeting.*
- *Landscaping will be provided next to the sidewalk, to soften the edge of the building*
- *Lighting will be provided at night to create a safe and friendly environment that also promotes wayfinding to surrounding neighborhood amenities.*
- *Bike Parking will be provided for hotel guests, employees, and the public, with securable short-term bike spaces located along Brooklyn Ave NE, and internal space for long-term bike parking.*

Non-Design Related Conclusions

- *The project seeks to continue the unique character and vitality of the surrounding area. The hotel will be open and inviting, filled with natural light, and have a high degree of design*
- *Construction will comply with all City requirements for operating hours, noise, and maintaining access*





- Project Site
- New and Proposed Development
- University of Washington Campus
- Major Arterial
- Adjacent Historical Context
- Fine Grain Commercial "The Ave."
- Light rail Station

The project site sits between two major public axis; the "Ave" as the current heart of the University District, and Brooklyn Avenue which will soon see vastly increased flows of traffic. Brooklyn Ave is seen as one of the major axis connecting the up-coming West Campus which will significantly change its importance. This new vision for Brooklyn, combined with the new University light rail station (that discharges onto Brooklyn Avenue) Will greatly change the streets' importance. These changes are already occurring. The plaza for the University of Washington Tower sits directly across the street from the new Station Tower lobby. Upon the new towers completion, this area will become a major pedestrian hub combining the flow of people from the two towers. The new Standard hotel project will also greatly increase activity along Brooklyn as will the many projects currently under design.

The future Brooklyn Avenue is envisioned as a high density active axis between the campus and Lake Washington.

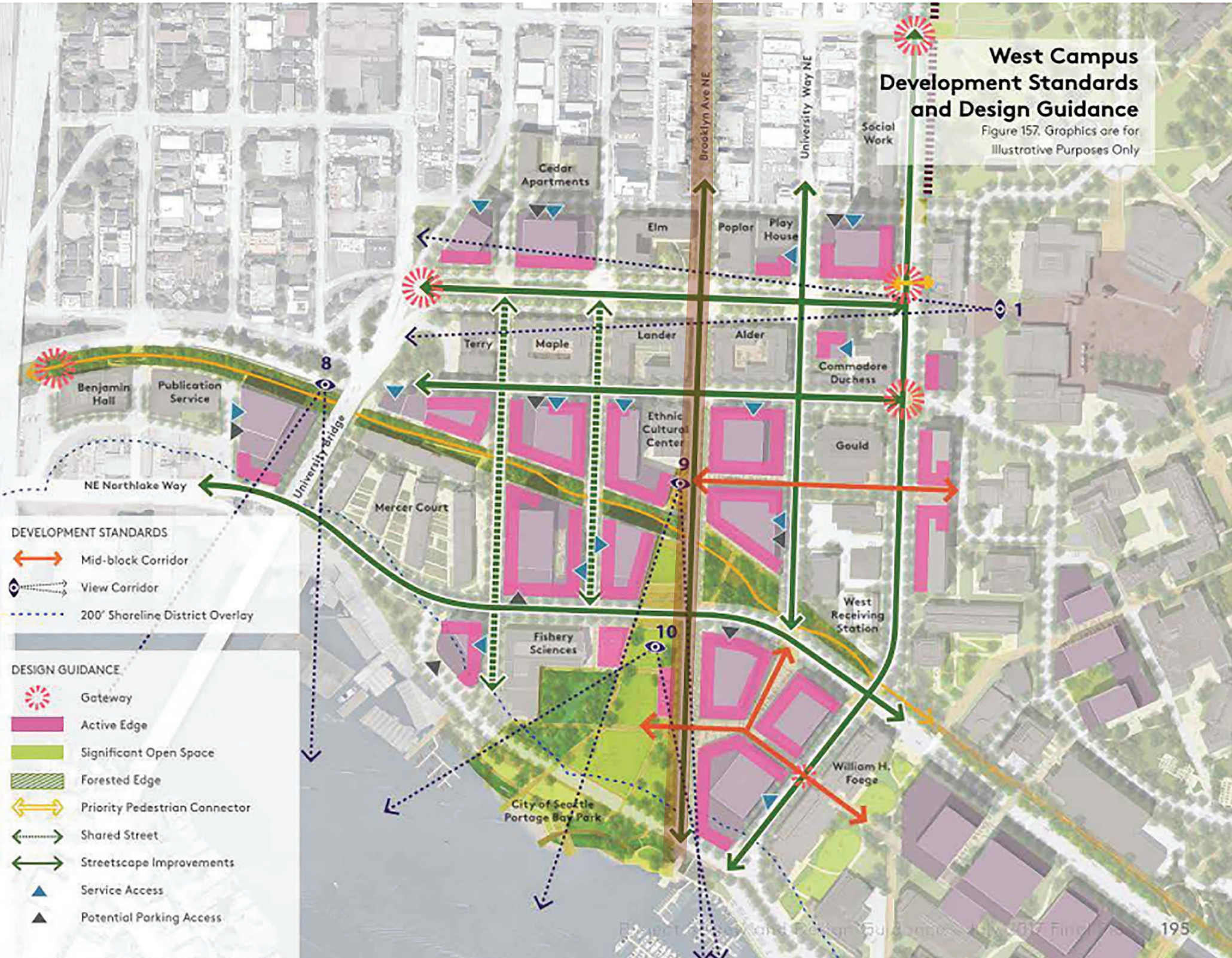


The lobby of the University Station Tower will connect the "Ave." With the University of Washington Tower plaza. A new active hub for the light rail station.





UNIVERSITY OF WASHINGTON WEST CAMPUS  
MASTER PLAN



Aerial View of the realized West Campus Master Plan



The University of Washington has designated West Campus with the intention of creating a dynamic and interdisciplinary urban community that will merge education and student life with cutting-edge UW research, pioneering public/nonprofit institutions and private companies.

The development of West Campus will serve as a bridge between the traditional main campus and the developing city surrounding it. West Campus will be a lively urban environment with a robust mixture of arts and culture, retail, and gathering spaces that allow students, researchers, and partners to interact. It should also be exemplary in design quality in the spirit of the Pacific Northwest and best practices of this type of district development.

Brooklyn Avenue is identified as one of the two primary axis that will connect the current University District to Lake Washington. In addition, the new University Station will add Brooklyn Avenue as a second major North-South arterial to that of University Way. It is essential that the ground level uses of project recognize and contribute to Brooklyn Avenue's increasing importance.



The new University Station will transform Brooklyn Avenue



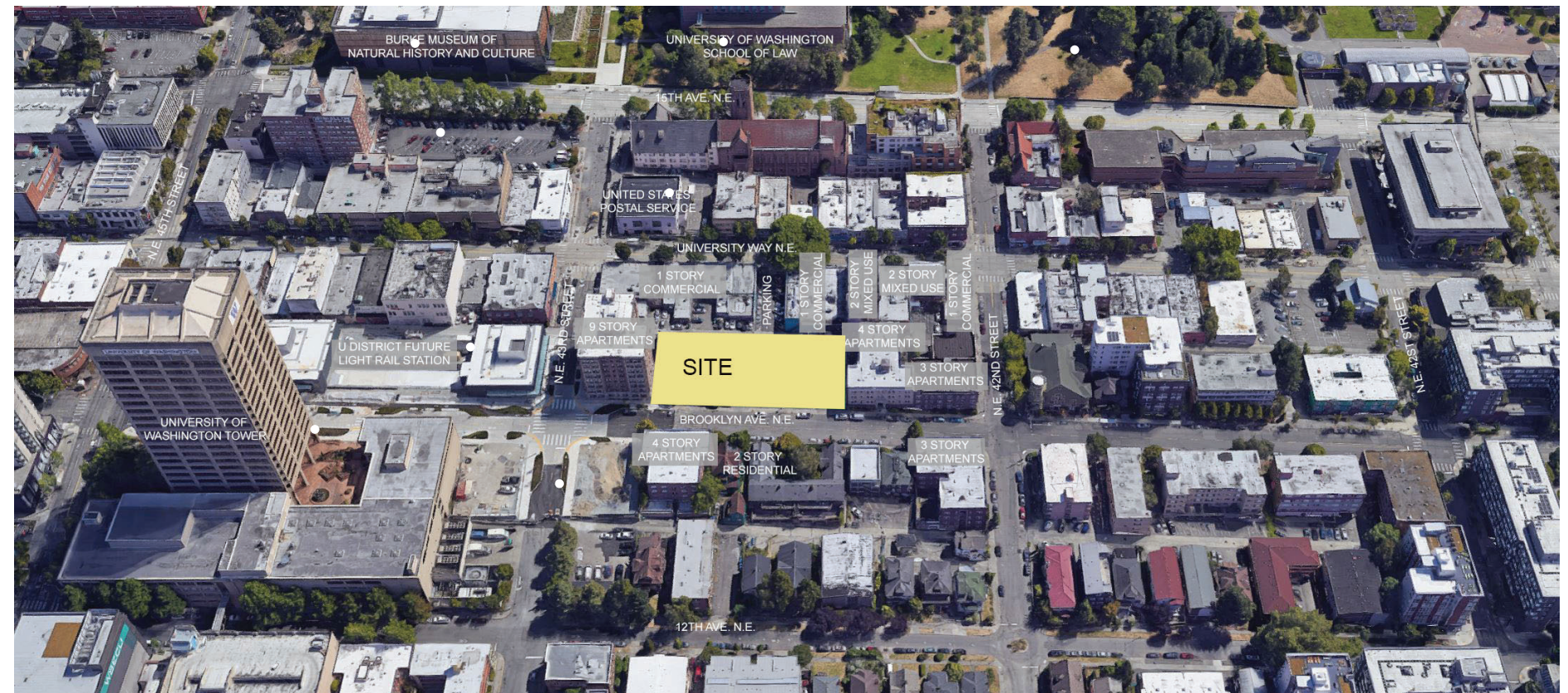
Source: UW Master Plan



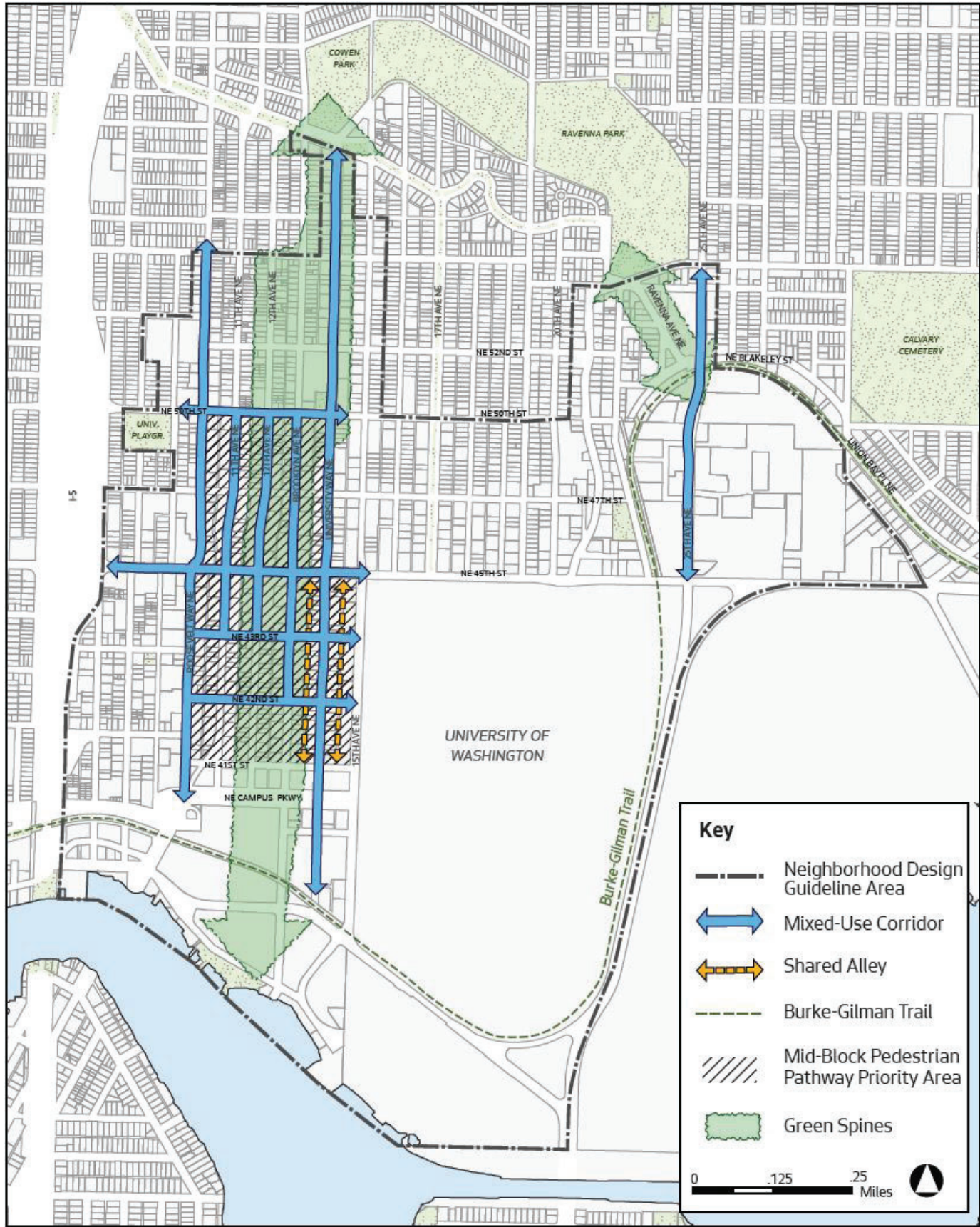
The project's 3 block x 3 block context or 1/4 mile radius sits in the heart of the University District with immediate access to green streets, green spines, arterial corridors, bike and pedestrian pathways.

The proposed project sits where campus, city, and transportation meet. The proposed project will serve as a landmark of these major crossroads.

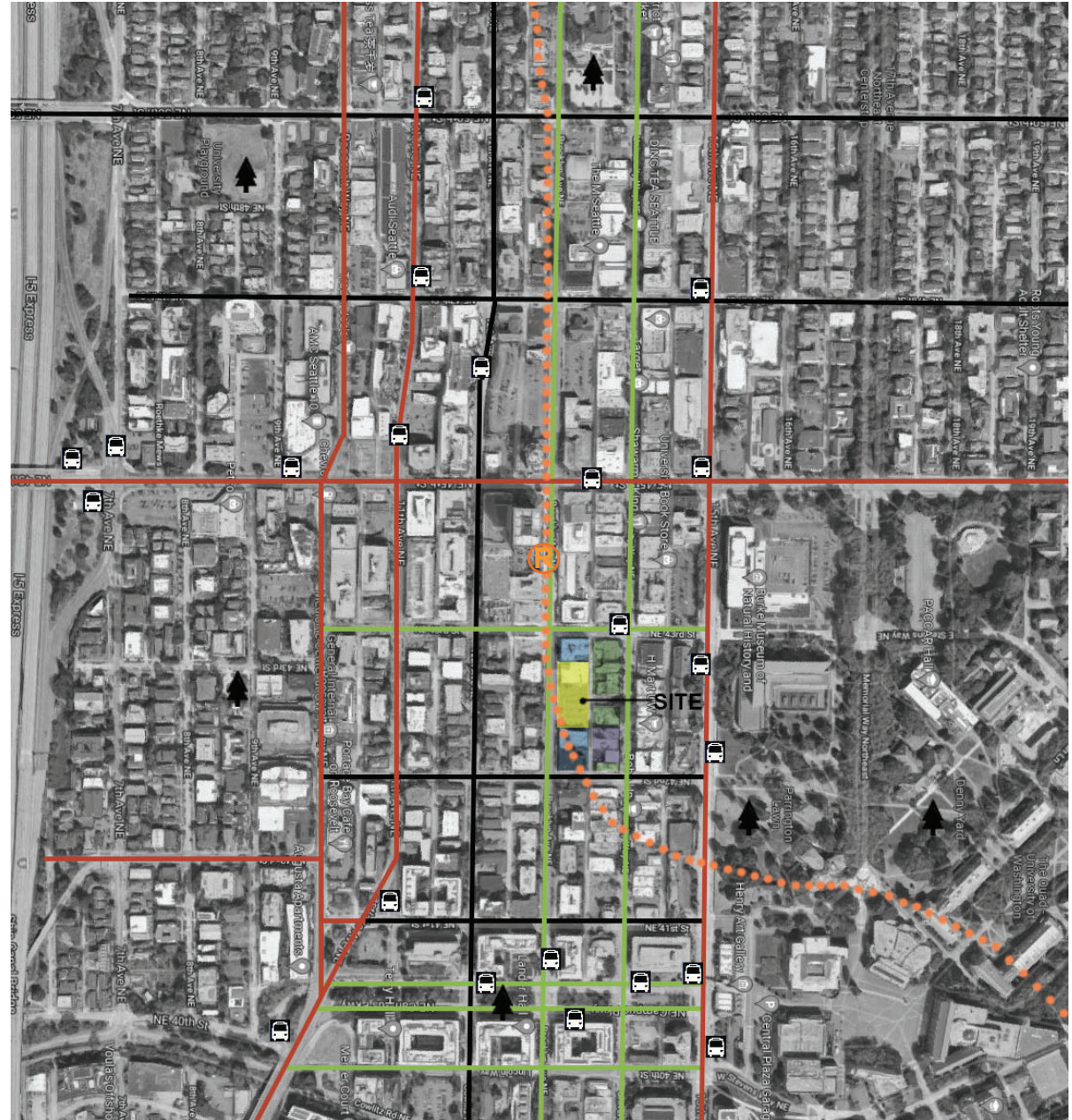
Source: UW Master Plan







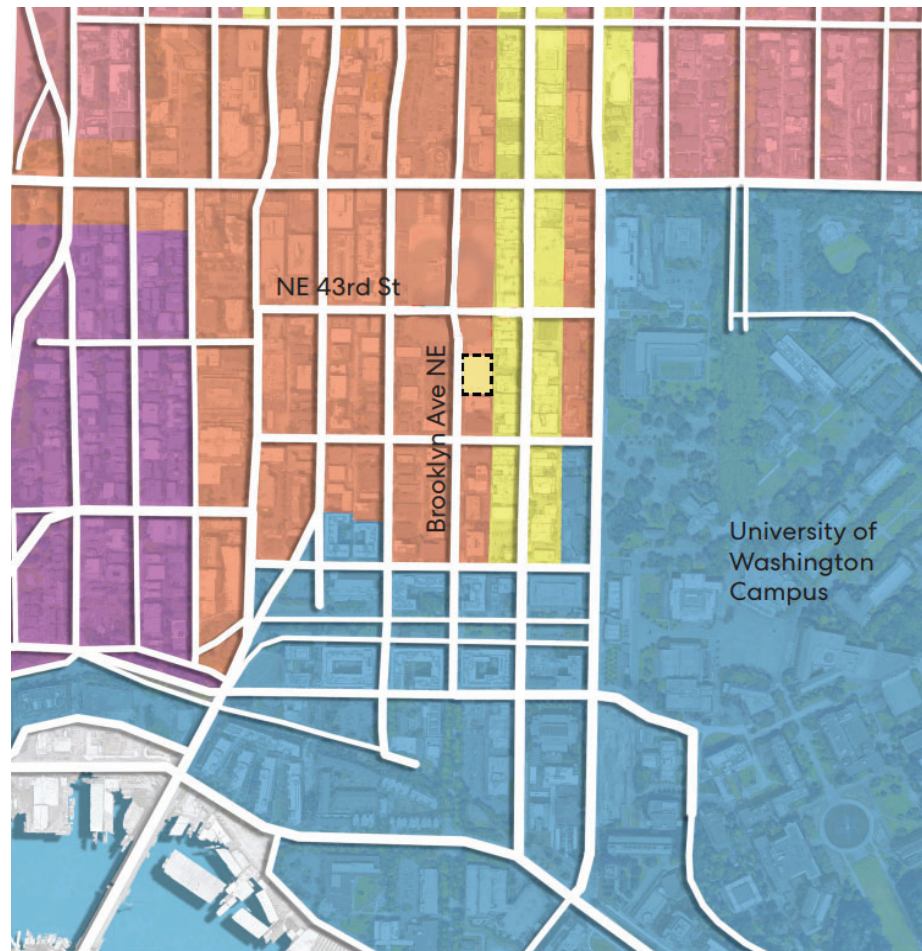
4236 BROOKLYN AVENUE NE  
Touchstone-Portman Lot C LLC



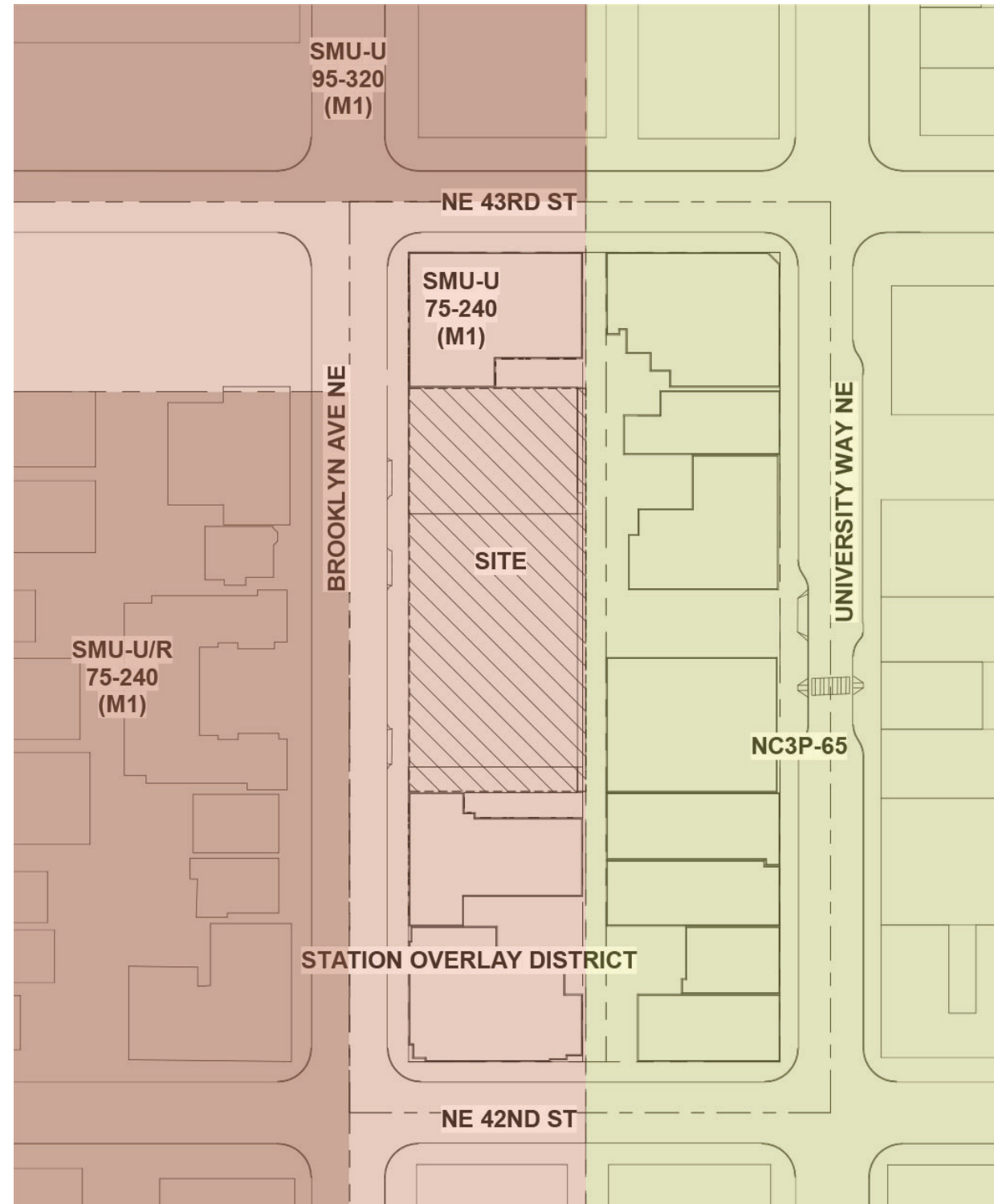
PLAN LEGEND

- |              |                    |                         |
|--------------|--------------------|-------------------------|
| PROJECT SITE | PRINCIPAL ARTERIAL | LIGHT RAIL ROUTE        |
| MIXED        | COLLECTOR ARTERIAL | BUS ROUTE               |
| COMMERCIAL   | MINOR ARTERIAL     | PARK                    |
| RESIDENTIAL  | STREETS            | SIGNIFICANT PLACE       |
|              |                    | GATEWAY (WHITE IN PLAN) |





- MR(M1) - Multi-family Residential
- SM-U - Seattle Mixed Use
- NC3P - Neighborhood commercial
- MIO - Major Institution Overlay
- LR3 - Low-rise Multi Family



## SITE ZONING: SMU-U 75/240 (M1)

Sites to the North and South have the same zoning. East of the site on the other side of the alley is zoned NC3P-65 and West of the site on the other side of the street is zoned SMU-U/R 75/240 (M1).

**Zoning to the North of NE 43rd St: SM-U 95-320 (M1)**

**Zoning to West: NC3P-65**

**Zoning to the East: SMU-U/R 75-240 (M1)**

The site immediately adjacent to the south of project site is developed as a 4-story residential use building. The building contains windows on a portion of the shared property line.

The site immediately adjacent to the north of project site is developed as a 9-story residential use building. The building contains windows on a portion of the shared property line.

The sites across the alley to the east contains varying 1 story commercial use buildings and a parking lot.

The sites across Brooklyn Ave NE consist of varying size of residential use buildings.

New construction going up in the adjacent SMU U/R 75-240 zone.









EXISTING SITE PLAN

The site has an area of 40,888 s.f., with approximately 240 feet of frontage on Brooklyn Ave NE, and the alley, and approximately 103 feet of shared interior property line with properties to the north and south. Asphalt parking currently occupies the site.

TOPOGRAPHY

Site slopes down N to S approximately 11.61' at the alley side and slopes down N to S approximately 14.03' on the street frontage.

OPEN SPACE

No open space exists on the current site

TREES AND LANDSCAPING

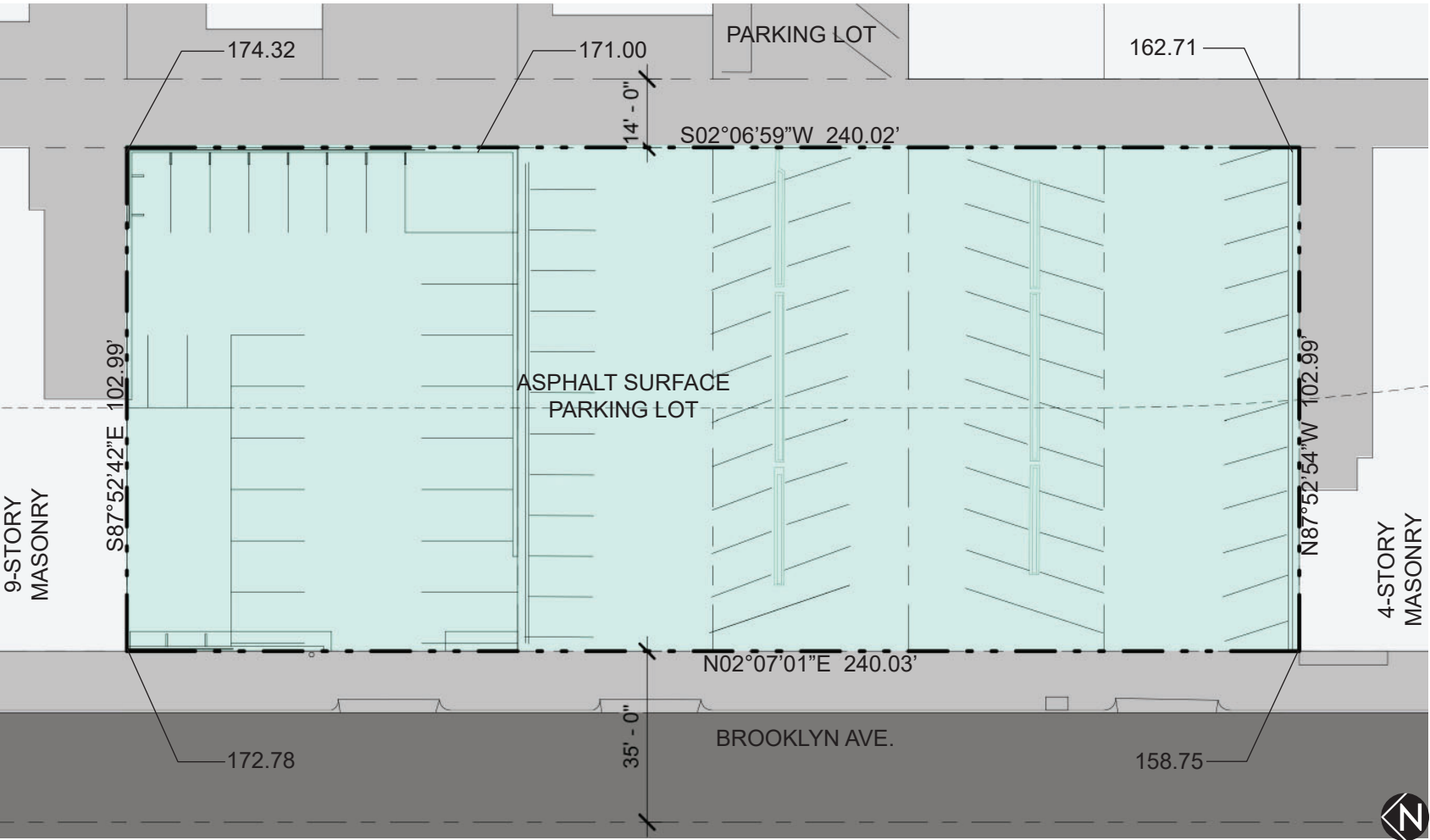
No trees or landscaping exist on the current site or along the street frontage on Brooklyn Ave NE.

VEHICULAR AND PEDESTRIAN ACCESS

Vehicular access currently from Brooklyn Ave NE. Multiple curb cuts along existing street frontage. Pedestrian access is from Brooklyn Ave NE.

LEGAL DESCRIPTION

PARCEL A:  
LOTS 17 THROUGH 22 INCLUSIVE, BLOCK 11,  
BROOKLYN ADDITION TO SEATTLE,  
ACCORDING TO PLAT RECORDED IN  
VOLUME 7 OF PLATS, PAGE 32, IN KING  
COUNTY, WASHINGTON.



PROPOSED SITE PLAN

SITE FEATURES

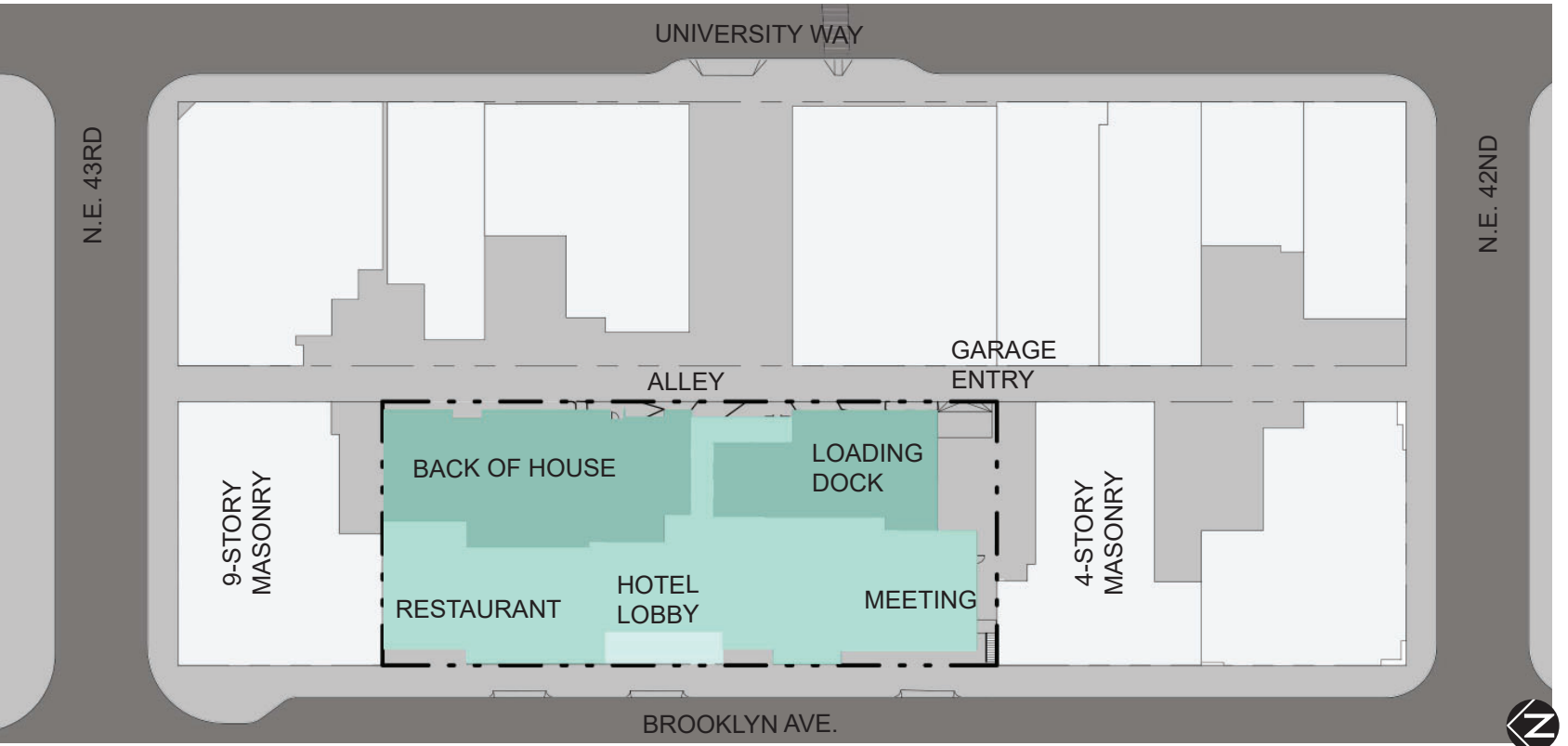
SITE CONSTRAINTS

The site is mid-block, with the proposed development much shorter than the allowed zoning envelope.

SITE VISIBILITY

VEHICULAR ACCESS

A curbside drop-off area will be provided for vehicles arriving at the main entry of the building. Access to guest parking and loading dock will be via the alley at the SE corner of the building.











1. Project site looking North



2. Project site looking South



3. Aerial View Looking Northwest



4. Alley at mid-block looking East



5. University Way at mid-block looking West



6. Alley panorama facing East and Looking North to South





7. Brooklyn Aevnue looking Southwest



8. University Manor Apartments



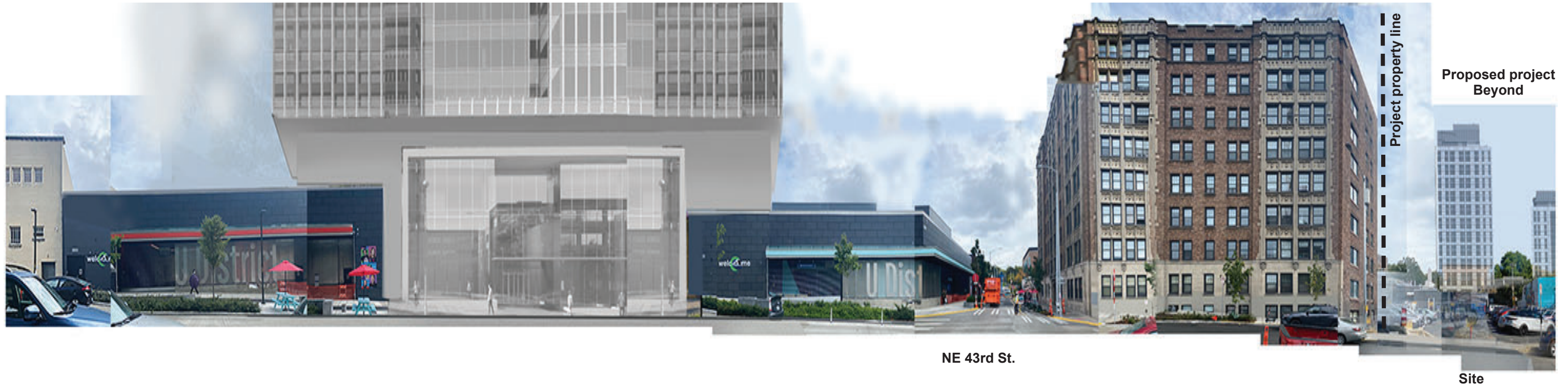
9. Brooklyn Avenue Looking Northeast



10. The Stanford Apartments



Proposed project



1. BROOKLYN AVENUE LOOKING EAST

Proposed project



2. BROOKLYN AVENUE LOOKING WEST





1. BROOKLYN AVENUE LOOKING EAST



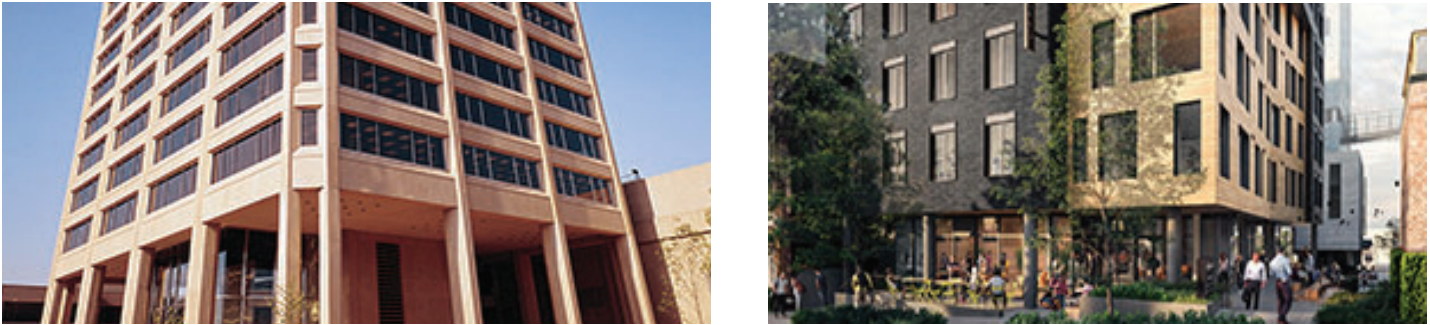
2. BROOKLYN AVENUE LOOKING WEST



# BUILDING TYPOLOGIES & NOTABLE ARCHITECTURE

When looking at building massing and the typology of the University district, two predominant themes quickly emerge; the mid to large scale simple “boxy” massing found off of University Way, and the fine grain architecture of University Way itself. The mid to large scale massing is housing and office and the fine grain smaller buildings are eateries and services. The University District is defined as its role of supporting the campus proper and its students, and the resulting architecture is of a faster commerce catering to these students. Although the district is in a period of transition, its current architecture caters to a student budget and its both day and night needs. The results are buildings of more simple means that are highly interactive at the sidewalk level. Ground floors are very porous, open to the street, and with large amounts of human scale and interaction.

Simple “boxy” massing with strong sidewalk presence are signature elements of the University District typology







1 UW Tower



2 U District Light Rail Station



3 U District Station Building (proposed)



4 University Manor Apartments



5 University Temple United Methodist Church (under construction)



6 Canterbury Court



7 The Standard at Seattle Mid-Rise (under construction)



8 The Standard at Seattle Towers (under construction)



9 The Stanford Apartments



10 University of Washington School of Social Work



11 George F Russel Hall



12 University of Washington Schmitz Hall



13 The Personage Apartments



14 Chipotle Restaurant (Typical "Ave" Commercial)



15 University of Washington School of Law



CITYWIDE AND  
U-DISTRICT GUIDELINES

CS1 Natural Systems and Site Features

Use natural systems and features of the site and its surroundings as a starting point for project design. Design Approaches and Strategies to Consider:

A. ENERGY USE

1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions. **Project emphasizes maximum use of natural daylighting for the benefit of the hotel suites. The project also utilizes light monitors at the lobby level. Public amenity spaces are South facing along the street for maximum solar gain.**

B. SUNLIGHT AND NATURAL VENTILATION

1. Sun and Wind: Take advantage of solar exposure and natural ventilation available on site where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible. **The project has a minimal West facing façade with minimal glazing to avoid heat gain.**

2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site. **The project makes use of light monitors for interior spaces. Public spaces utilize Southern exposure.**

3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees. **Public spaces of the project are arranged along Southern exposure, minimal glazing on the West façade to avoid heat gain.**

C. TOPOGRAPHY

2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation. Public spaces along Brooklyn Ave. step in following of the grade changes.

CS1 Natural Systems and Site Features

University District Supplementary Guidance - Plan for Daylight and Trees

a. Arrange building massing and use upper-level step-backs to increase solar access into ground floors, shared amenity spaces, streets, and the public realm, especially on narrow rights-of-way such as University Way NE. Use two-story or mezzanine layouts for residential or live-work units. **Tower portion of project is stepped-back from Brooklyn Ave. To provide better solar access to the street and the public amenity spaces along Brooklyn Ave.**

b. Avoid recessed or sunken living space, and minimize the distance that units are located below grade to provide direct access to daylight and air from above-grade windows for each unit. **No sunken public spaces are proposed below grade. All public amenities are at or above grade. (VERIFY)**

CS2 Urban Pattern and Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area. Design Approaches and Strategies to Consider:

A. LOCATION IN THE CITY AND NEIGHBORHOOD

1. Sense of Place: Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.

**The project site is transitioning. The site characteristic border between fine grain active character of the “Ave”. with the quieter medium density housing. The site is to become a high density, heavily trafficked with the introduction of the light-rail stop, the west campus plan, and the new zoning. The project responds to this new sense of place with public spaces that engage the with smaller scale and then steps back and embraces the new urban scale with towers that match the massing and modern approach of adjacent up-coming projects.**

2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials. **The architectural presence of Brooklyn Ave. needs to be that of medium scale buildings mixed with larger scaled building allowed by zoning. There is a strong sense of human scale with the existing context of Brooklyn Avenue. The project will follow these existing precedents and also conform to the newer up-coming density with a building that both introduces small scale and large scale at the sidewalk level.**

B. ADJACENT SITES, STREETS, AND OPEN SPACES

2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the street scape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

C. RELATIONSHIP TO THE BLOCK

2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means. **The proposed project continues the street edge with a continuous face and only steps back for opportunities for landscaping or sidewalk plazas. The project is entered directly off of the sidewalk and public spaces engage Brooklyn.**

D. HEIGHT, BULK, AND SCALE

1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

**The proposed project is a transitional and will compliment the varying scales of its immediate adjacent neighbors both with different massing options, horizontal and vertical setbacks, as well as continuing the simple massing forms of the existing and upcoming context.**

3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**TBD. Verify with team current setbacks being used.**

Factors to consider:

- a. Distance to the edge of a less (or more) intensive zone;
- b. Differences in development standards between abutting zones;
- c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
- d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and e. Shading to or from neighboring properties.

4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.

**TBD. Need to look at breaking down mass along alley side.**

5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings. **TBD. Verifying final setbacks being used.**



CS2 Urban Pattern and Form

University District Supplementary Guidance -Character Areas & Corridor Character Areas

- 1e. The U District Core & The Ave: Express an urban character that is distinct to the U District and prioritize the pedestrian experience with human-scaled design and a high degree of visual interest. Foster an eclectic mix of businesses and architectural styles.
1. Reflect historic platting patterns by articulating and/or modulating buildings and design styles at 20-40 foot intervals. **Podium portion of the project along Brooklyn Ave. will be broken down into individual facades of 20-40 foot intervals that will allow for transitioning of unique character per segment.**
2. Use upper-level step-backs that respond to predominant and historic datums in context.
- The project will use the roof datum lines of the adjacent historical buildings for upper-level setbacks or modulations.
2. Neighborhood Character
- b. Provide zone transitions: When a project site abuts a zone with a height limit that is two stories shorter than the project site, provide upper-level setbacks that create a sensitive transition to the less intensive zone.
- The project will provide setbacks as determined by Land Use Code**

PL1 Connectivity

University District Supplementary Guidance -Networks & Connections to Community Open Space

- 1 a. Include open space at grade that physically or visually engages the public realm: Options include plazas, public courtyards, play areas, gardens, and ground level patios.
- b. Projects located on Green Streets (as designated on SDOT maps) and within the U District Green Spines (See Map B): Include multiple types of publicly-accessible open spaces and private amenity spaces that address the public realm including: balconies and unit patios, pocket plazas, strategic setbacks at grade for seating areas and play areas, and upper-level setbacks with terraces or patios.
- The project will provide small publicly-accessible pocket plazas as part of the public amenities along Brooklyn Ave. The project will also enhanced sidewalk features per the landscape design.
2. Shared Alleys & Mid-Block Pedestrian Connections
- Pedestrian connections provide open space and create a fine-grained urban fabric and intensity of pedestrian activity in the University District.
- Mid-block pedestrian connections: Mid-block connections provide more pedestrian routes on long blocks.
- Shared Use Alleys: Activated alleys, shared by vehicles and pedestrianrians are a defining feature of the University District Core.
- a. Reinforce existing movement patterns and introduce connections that weave a pedestrian-priority network throughout the neighborhood with mid-block pedestrian pathways and shared alleys.
- TBD. The project will have some sort of mid-block connection.
- b. East-west mid-block pedestrian connections from the street to alley are strongly encouraged on blocks within the “Mid-block Pedestrian Pathway Priority Area” on Map B. Projects within the approximate middle third of the block are the preferred location for mid-block pedestrian connections.
- The project will provide a mid-block connection to the enhanced alley via the public lobby of the building.

DC2 Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings. Design Approaches and Solutions to Consider:

- A. MASSING
1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

- The project resides between two medium scale historic buildings and is adjacent to small scale massing across the street. It is the project intent to blend in with these existing adjacent scales while transitioning to the larger scale allowed by zoning. This will be done using design strategies observed within the site context.**
2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.
- Multiple design strategies using secondary elements can be observed within the site context. These strategies will be studied and implemented.**

DC2 Architectural Concept

University District Supplementary Guidance -Massing & Reducing Bulk and Scale

1. Massing & Reducing Bulk and Scale
- a. Design building massing and form to express an intentional and original response to the context, street scape and all guidelines, not merely a reflection of the code-allowable building envelope. **The project massing uses several recognized strategies to conform and fit into the transitional nature of the project site. Some of the these strategies include using setbacks that align with adjacent context, using a hierarchy of larger and smaller masses, and combining different scale masses along Brooklyn Avenue.**
- b. Reduce the bulk and scale of large buildings: A large building should be legible as a series of discrete forms at multiple scales to reduce perceived bulk, create interest, and help users understand how the building is occupied.
1. Break up larger development into multiple buildings and smaller masses with pass-through and pathways.
2. Alternatively, give the impression of multiple, smaller-scale buildings by employing different facade treatments at intervals that complement the context by articulating the building at regular intervals.
3. Employ purposeful modulation that is meaningful to the overall composition and building proportion, or that expresses individual units or modules. Avoid over-modulation. Changes in color and material should typically be accompanied by a legible change in plane and/or design language.
4. Opt for distinctive and sculptural forms and elements, especially in highly visible locations or corners ( Map A)
- As mentioned above, the project massing is being broken down to give the perception of smaller buildings of the adjacent scales. This will further be emphasized with different façade treatments both in the main tower(s) and at the podium base. A building pass through will allow public flow at the mid-point of the building.**
- c. Design the building base to create a solid and “grounded” form that transitions to a human-scale at the street. The height of the base/podium should be proportional to and substantial enough to “anchor” the upper massing.
- A podium level mass, at sidewalk scale, will be used in places to anchor the building with the street and the existing medium scale context. The above levels will be set back for the podium portions of the building. Larger scale massing, also brought to the street, will be anchored by incorporating street scale design strategies to ensure a good fit to the street.**
- d. Use upper-level step-backs to maintain a human scale along the street and respond to historic datums.
- Upper-level setbacks are used to respond to the adjacent medium scale building. These setbacks will align with datums of the adjacent horizontal buildings.**
- e. Ensure that building massing does not dominate the public realm: Setbacks along the sidewalk should be open to the sky. Where overhangs create usable open space at grade, provide an adequate ceiling height—generally at least two stories—with lighting and design detail to create a welcoming space. **Small courtyards and other modulations are used along the podium massing that runs along Brooklyn Avenue that give relief along the sidewalk edge, allowing the public realm weave with the building massing.**
- f. Locate vertical stair and elevator cores internally to minimize height impacts to the street. Stair cores visible to the street should be designed as a prominent feature with a high degree of transparency.
- Stair and elevator cores are located internally.**



## DC2 Architectural Concept

University District Supplementary Guidance -Massing & Reducing Bulk and Scale Continued:

### 6. Tall Buildings

Tall buildings require additional design guidance since they are highly visible above typical ‘fabric structures’ and impact the public visual realm with inherently larger façade surfaces, bulk and scale shifts. Tall Building Guidelines apply to the entire structure whenever any portion of the structure exceeds 85 feet height.

- Response to Context: Integrate and transition to a surrounding fabric of differing heights; relate to existing visual datums, the street wall and parcel patterns. Respond to prominent nearby sites and/or sites with axial focus or distant visibility, such as waterfronts, public view corridors, street ends.
- Tall Form Placement, Spacing & Orientation: Locate the tall forms to optimize the following: minimize shadow impacts on public parks, plazas and places; maximize tower spacing to adjacent structures; afford light and air to the streets, pedestrians and public realm; and minimize impacts to nearby existing and future planned occupants.
- Tall Form Design: Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting and/or carved yet coherent forms. Shape and orient tall floor plates based on context, nearby opportunities and design concepts, not simply to maximize internal efficiencies. Modulation should be up-sized to match the longer, taller view distances.
- Intermediate Scales: To mediate the extra height/scale, add legible, multi-story intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from building base to top.
- Shape & Design All Sides: Because towers are visible from many viewpoints/distances, intentionally shape the form and design all sides (even party walls), responding to differing site patterns and context relationships. Accordingly, not all sides may have the same forms or display identical cladding.
- Adjusted Base Scale: To mediate the form’s added height, design a 1-3 story base scale, and/or highly legible base demarcation to transition to the ground and mark the ‘street room’ proportion. Tall buildings require several scale readings, and the otherwise typical single-story ground floor appears squashed by the added mass above.
- Ground Floor Uses: Include identifiable primary entrances-scaled to the tall form - and provide multiple entries. Include genuinely activating uses or grade-related residences to activate all streets.
- Facade Depth & Articulation: Use plane changes, depth, shadow, and texture to provide human scale and interest and to break up the larger facade areas of tall buildings, especially in the base/ lower 100 feet. Compose fenestration and material dimensions to be legible and richly detailed from long distances.
- Quality & 6th Elevations: Intentionally design and employ quality materials and detailing, including on all soffits, balconies, exterior ceilings and other surfaces seen from below, including lighting, vents, etc.
- Transition to the Sky & Skyline Composition: Create an intentional, designed terminus to the tall form and enhance the skyline (not a simple flat ‘cut-off’). Integrate all rooftop elements and uses into the overall design, including mechanical screens, maintenance equipment, amenity spaces and lighting. Applicants should design and show how the tall buildings will contribute to the overall skyline profile and variety of forms.
- Architectural Presence: Consider citywide visual appearance when designing tall buildings, both as an individual structure and as a collection with other tall buildings, as these will be visible from many vantage points throughout Seattle.
- Landmarks & Wayfinding: Design tall buildings with memorable massing and forms, to serve as landmarks that enhance a sense of place and contribute to way finding in the U District. ***The project site has a particular challenge to this response. A large proportion of the existing context is historic which lent to boxy massing by the means and methods of its construction. Subsequent projects as well as upcoming ones, continue with the boxy massing in response to context. Complicated or highly sculpted forms that may maximize daylight and minimize shadows will not fit into the context of the site. In accordance with the design guidance, several design strategies have been recognized and implemented from both the adjacent historical context as well as looking at recently vetted projects of the design review process. These design strategies are described in length in the following pages.***

The precedent context of the site is simple “boxy” masses brought up to the sidewalk edge with minimal modulation.

## DC3 Open Space Concept

University District Supplementary Guidance -Open space Organization & Site Layout

### 3. Street Level Open Space

- Design open spaces at street-level to be welcoming: Semi-public spaces such as forecourts should engage the street and act as a “front porch” for residents. Minimize the use of gates, or visual and physical barriers, especially those adjacent to the street. Any necessary fences or gates should be set far back from the street to create a semi-public transitional space.
- Open space design and location should support lively community interaction rather than passive space within a development, as well as the larger University District community.

***The prevalent existing context of the site is to bring the full width of the building to the sidewalk edge with minimal or no modulation. Except with the courtyard designed historic building across the street, all existing adjacent buildings use a shallow small scale punched opening as the whole of the transitional public realm. In recognition of this context a series of minimal courtyards and building recesses are introduced along the street facade as front porch elements that support, not compete, with the community interaction most likely to occur on the sidewalk proper. This is aligned with the intentions of the west campus master plan of the university. Landscaping is minimal and not an occupied feature.***





## A Quick History of the University District

Following the founding of Seattle in 1851, the area that would become the University District was not incorporated into the city boundaries until 1891. The first settlers in the area received land grants and began farming there in 1867, when the area was relatively rural and far from the city center. By 1887 the Seattle Lake Shore & Eastern Railway—today’s Burke-Gilman Trail—had been developed and built by a group of investors, providing an east-west connection between Fremont and the west shore of Lake Washington



The University District was originally platted in 1890 as the Brooklyn neighborhood at the intersection of where Portage Bay and Lake Union meet. The beginnings of the University Campus, Parrington Hall and Denny Hall, are visible at upper right.



The two most adjacent historic buildings will now be looked at in detail, however it is important to note that additional Seattle-designated landmarks near the project site include:

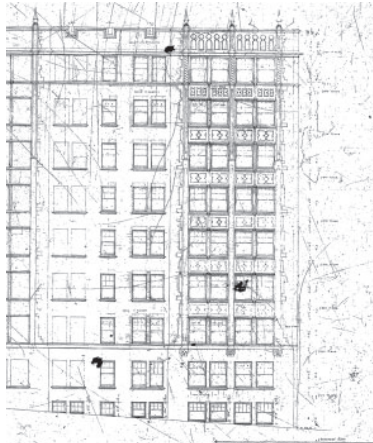
- University Methodist Episcopal Church and parsonage (1907) at the corner of 42nd & Brooklyn;
- Neptune Theater (1921, Henderson Ryan), at the corner of 45th & Brooklyn;
- Anhalt Hall (1928, Frederick Anhalt), at 711 NE 43rd Street;
- Parrington Hall (1902) on the University of Washington campus.

## Historic Neighbors: University Manor and the Canterbury Court

### University Manor Apartments

The National Register of Historic Places-Meets Criteria  
Seattle Landmarks Preservation Ordinance-Meets Criteria

Built in 1926 by architect Earl Roberts, the University Manor is an eight-story Collegiate Gothic apartment structure with a brick and cast stone exterior. This building is prominent within the University commercial district. The most noteworthy features are the grotesque corbels below the second floor that support pilasters that rise above to separate the paired double-hung windows. Recessed boxlike decorative cast stone panels separate the floors. The cornice consists of more cast stonework decoratively patterned with arch designs. The storefront remains intact for the most part, although one of the doors has been replaced



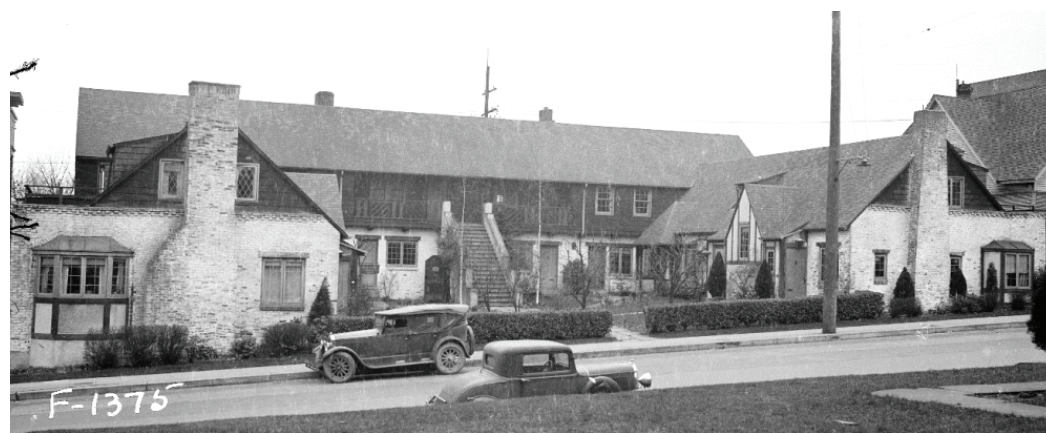
### The Architect

Architect Earl Roberts designed several apartment buildings in the University District including the Smart, Malloy, Commodore, and Duchess apartments. Roberts also designed many apartments and commercial buildings throughout Seattle during the 1920s. His offices were located in the Burke Building in downtown Seattle.

### Canterbury Court Co-Op

Seattle Landmarks Preservation Board

The Canterbury Court was constructed as a Tudor Revival style “bungalow court” apartment building in 1928 by Harold Hodgs for the Estate of Samuel Fried. Canterbury Court has a C-shaped plan, with 16 attached apartments surrounding a landscaped courtyard open to the east, towards Brooklyn Avenue NE. Structure is wood frame with brick and stucco veneer cladding, over a concrete basement. Cladding at the exterior perimeter walls, upper gable ends, and the courtyard upper story is painted cedar shingles. Decorative half-timbering is used at a few locations for effect.



### The Architect

Henry Harold Hodgson was a Seattle architect who was active from the mid-1920s to the mid-1930s, but not well known today. He primarily designed single family houses, and a few institutional buildings, typically in a Tudor Revival or English Cottage style, or occasionally in a simplified Mediterranean Revival style. His projects appear to have been largely located in the Laurelhurst and University District neighborhoods.





## Working with simple “boxy” massing to create new forms.

The project site has a unique opportunity to respond to both the immediate historic “boxy massing” of its’ two adjacent neighbors, as well as the newly proposed larger-scale projects in the District. The project also has the additional challenge of the building scale transitions from the fine grain massing of University Way on one side of the alley to the newly-allowed tower sized massing on the other side of the alley, requiring the projects’ massing to be transitional in its resolution. Historic neighbors are, by the means and methods they were built, simple boxy forms. New projects employ construction methods which are less limiting, but still need to employ strategies to create a sensitive, scaled, and interesting building that can also transition well in the variety of scales around the site.

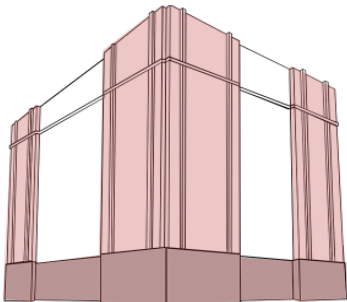
In looking at successful examples, the adjacent University Manor Apartments uses many different design strategies to give a simple mass design interest and pleasant human scale. Recently proposed and recently build new projects also use a variety of massing strategies to achieve their final form:

These above mentioned successful massing strategies are:

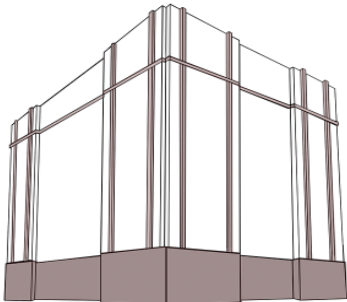
1. Divided massing of a shared podium or base.
2. Bundling or combining of smaller masses.
3. Building a hierarchy of smaller to larger scale mass.
4. The use of subtraction.
5. The use of layering.
6. Floating or stacking of masses.



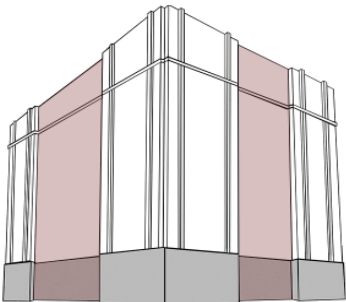
The university Manor Apartments



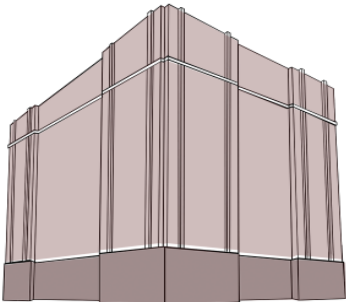
1. Divided massing of a shared podium or base.



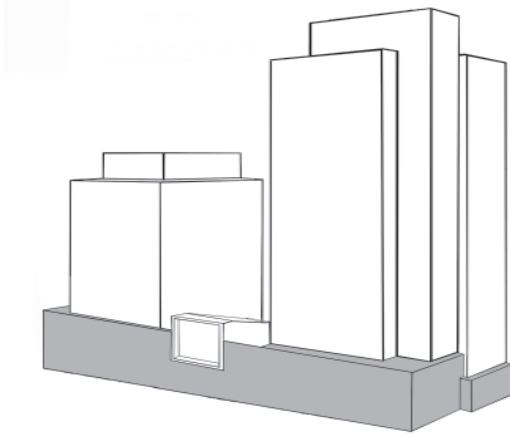
5. The use of layering



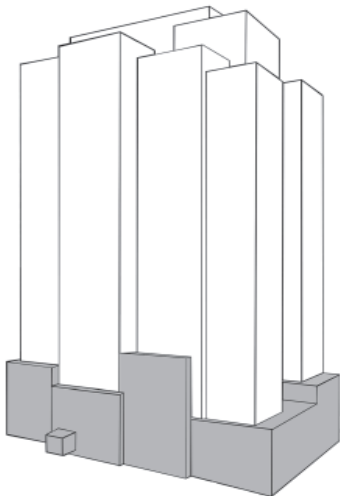
4. The use of subtraction



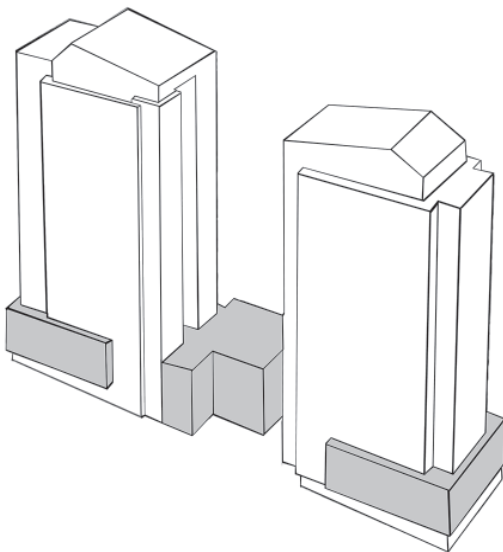
6. Floating or stacking of masses.



1. Divided massing of a shared podium or base



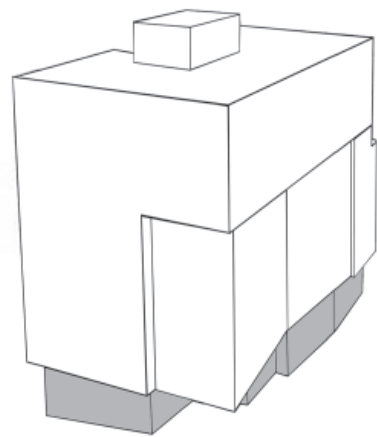
2. Bundling or combining of smaller masses



3. Building a hierarchy of smaller to larger scale mass







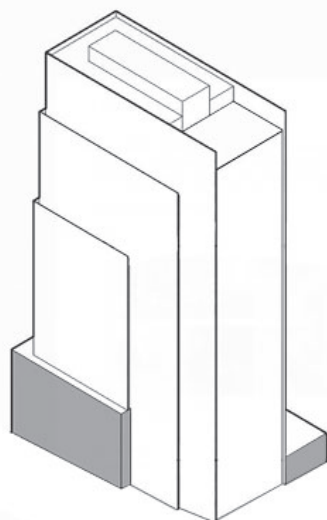
4. The use of subtraction



Floating or stacking of masses can “lighten” the street presence of a large scale building.



Simple massing of very minimal modulation is a common design solution for the context of the project site.



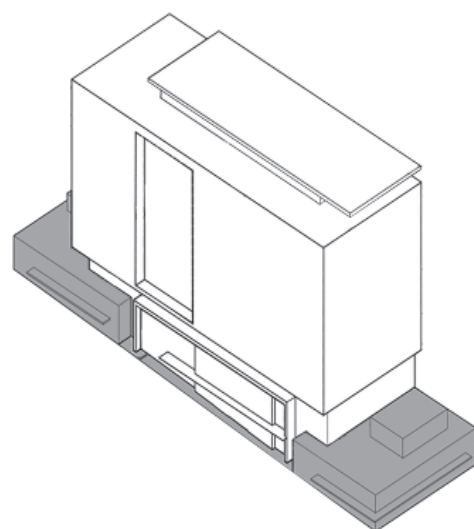
5. The use of Layering



Layering and setbacks can be used to fit a larger scale building to their adjacent medium scale context.



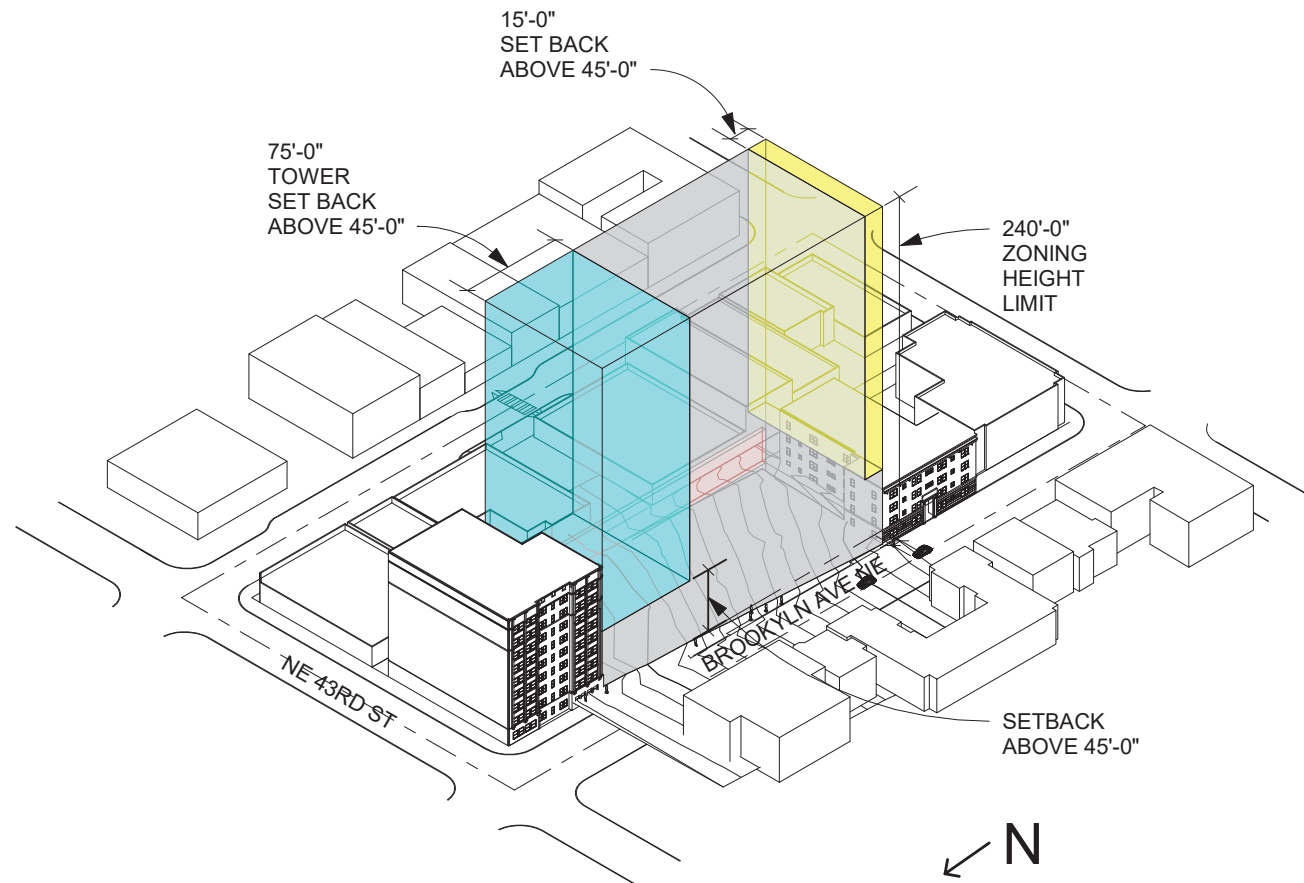
The use of hierarchy of smaller to larger scale massing keeps the existing context from becoming lost or overpowered.



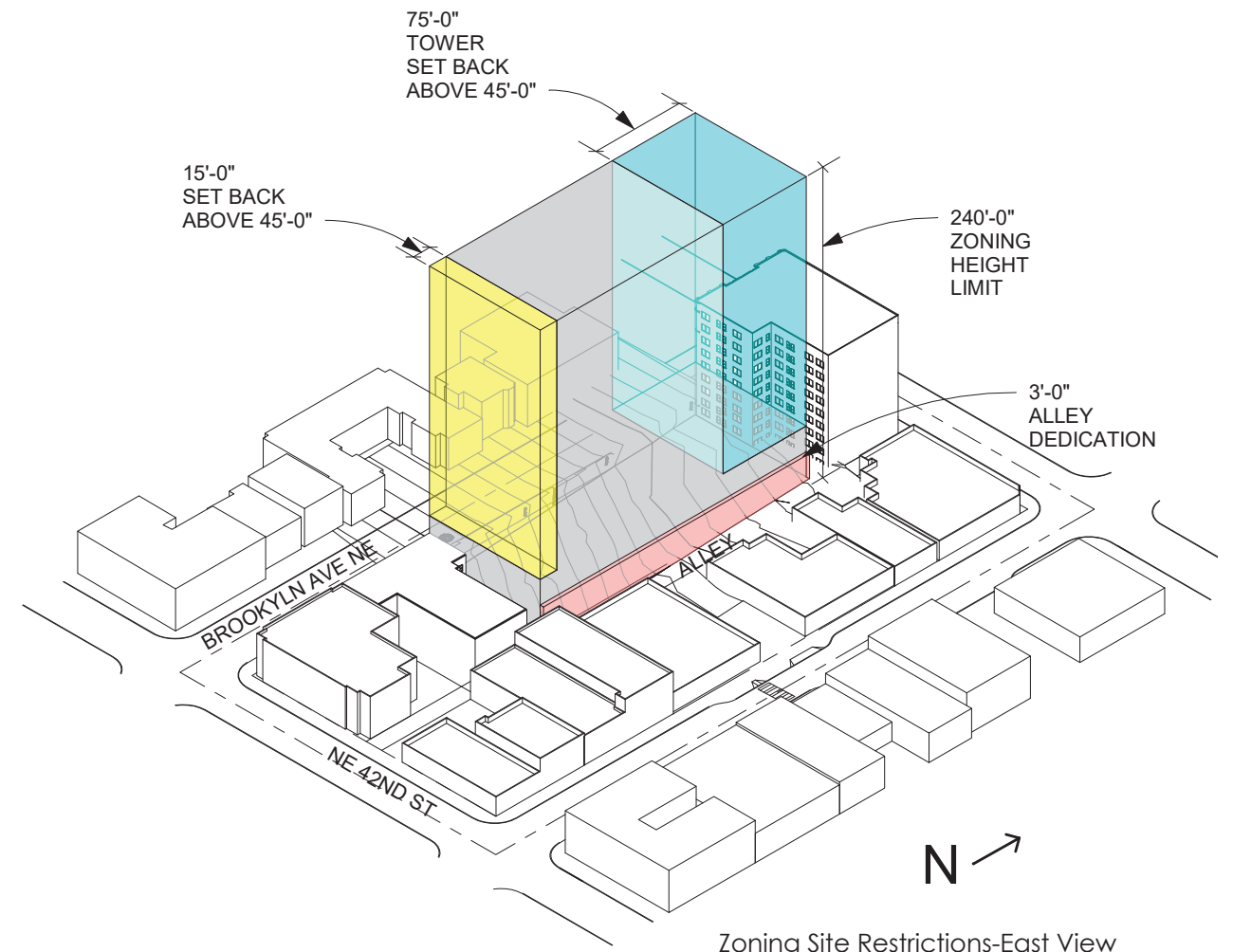
6. Floating or stacking of masses



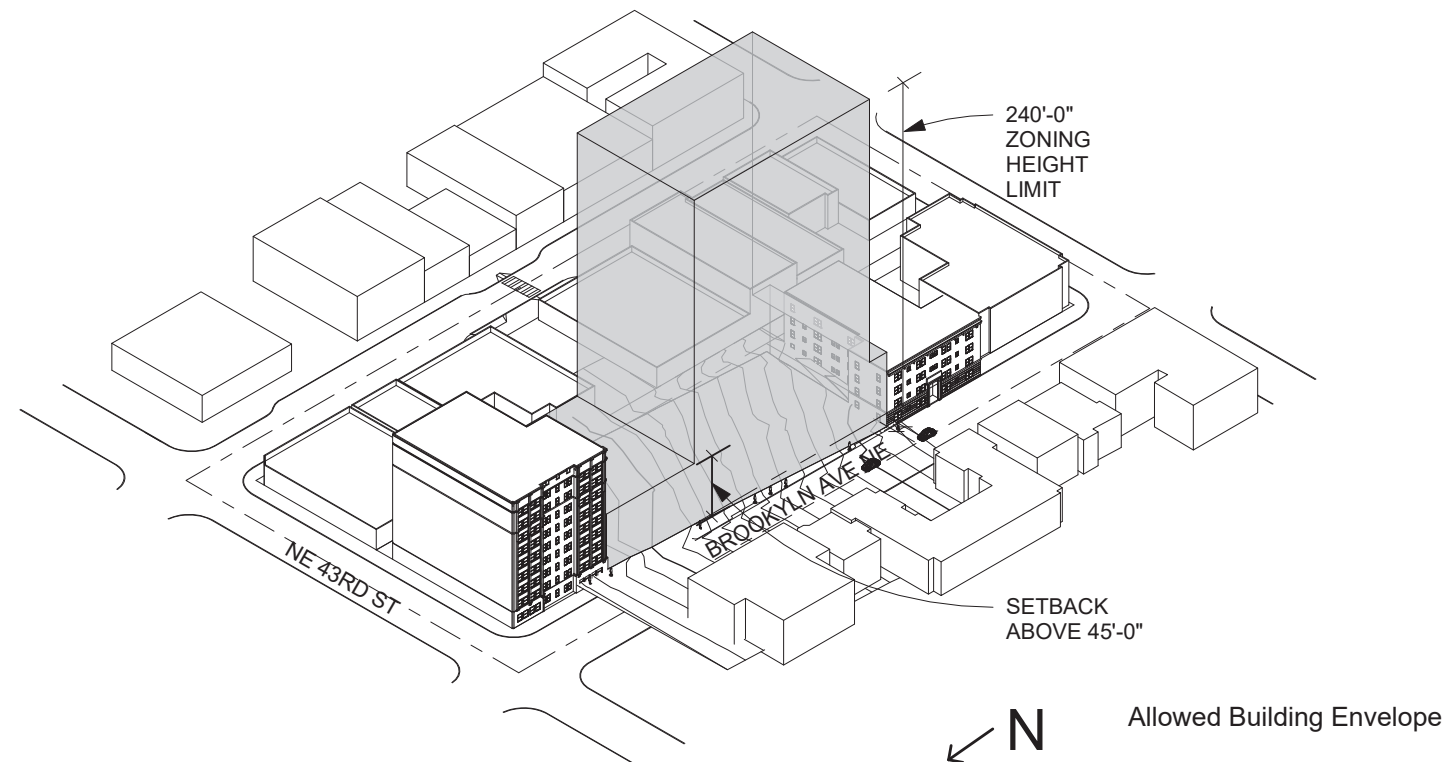




Zoning Site Restrictions-West View



Zoning Site Restrictions-East View





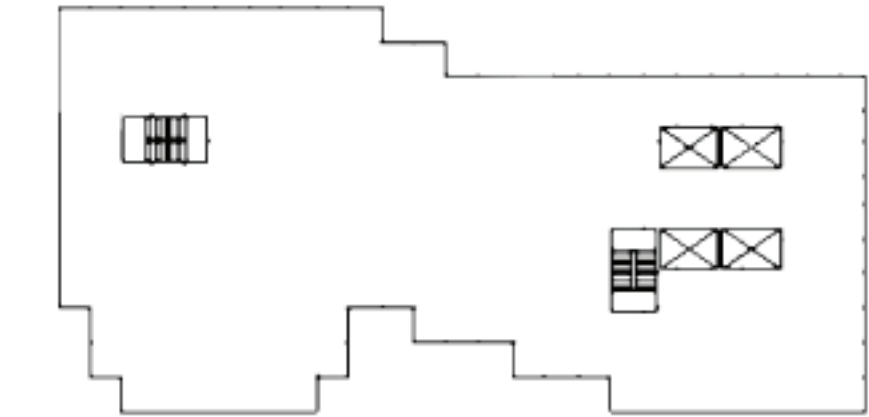
### Challenges of Hotel Massing

Hotel layout is dictated as larger sized guessrooms that are distributed off of a corridor. These corridors are limited in their length and layout by both code and program requirements. These factors limit the scale and freedom of modulation and thus limits the overall massing options.

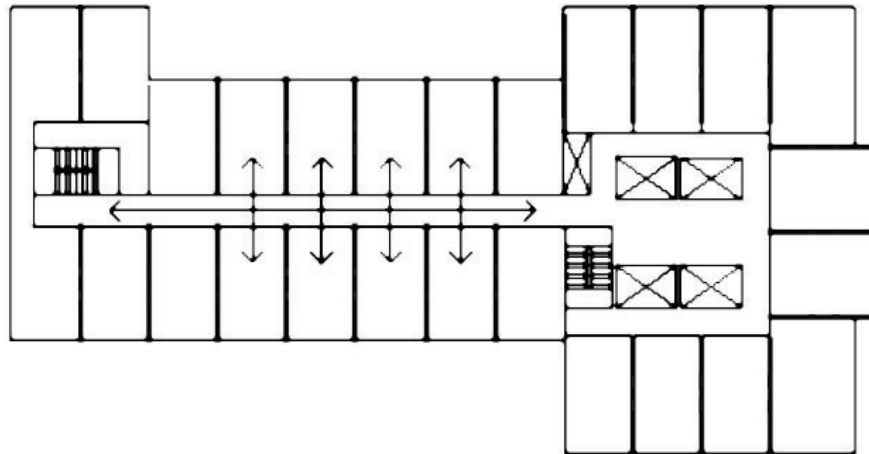


The consistency and rigors of a hotel layout can result a very homogeneous facade as seen in this example of a downtown hotel where the facade presented is a direct result of a consistent room layout per floor combined with a maximization of the building envelope

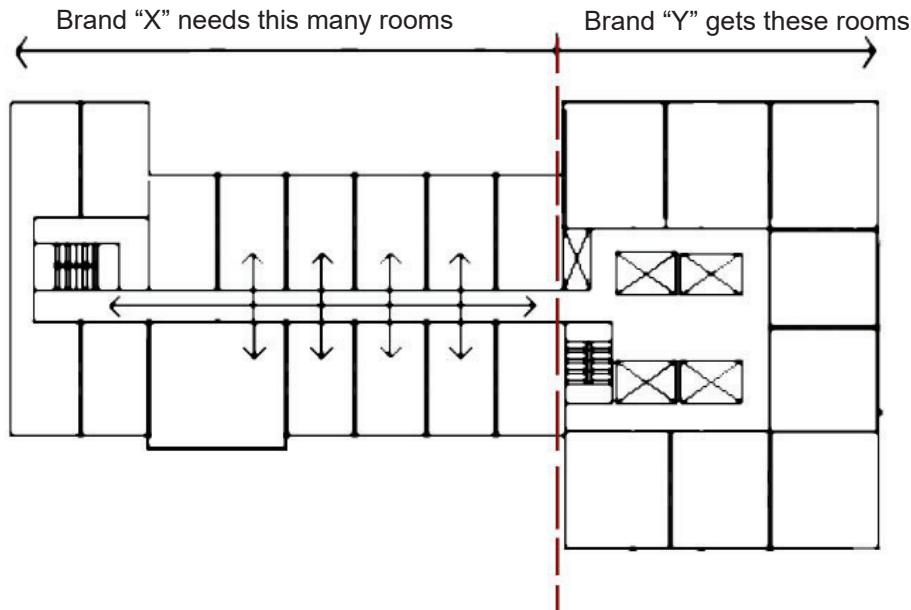
Upon the understanding of these challenges, examples of resolving these unique challenges given to hotels can be found using some of the massing design strategies described above. The massing strategies of layering, use of subtraction, and bundling of masses can be seen in the example to the right. These strategies are limited so additional design approaches, as will be discussed in upcoming design reviews, of material composition and the use of other secondary architectural elements are needed to find completion of a successful design.



Stair and elevator cores are set by code and program requirements



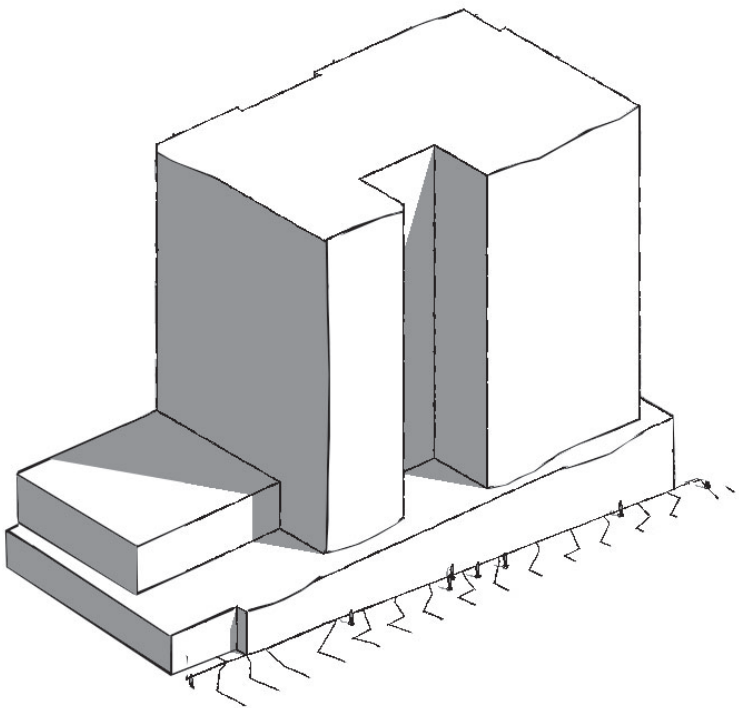
Consistent larger guestrooms accessed by corridors dictate the overall shape of a hotel.



Dual brand hotels can remove articulation options or create articulation where you may not want it. Additionally rooms quotas for a particular brands set elevator core locations.

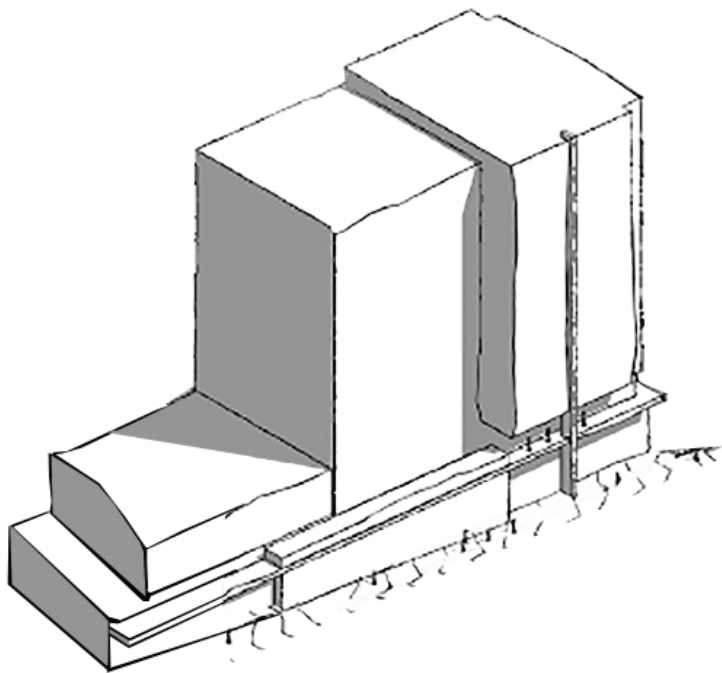


# DISCARDED MASSING STUDIES



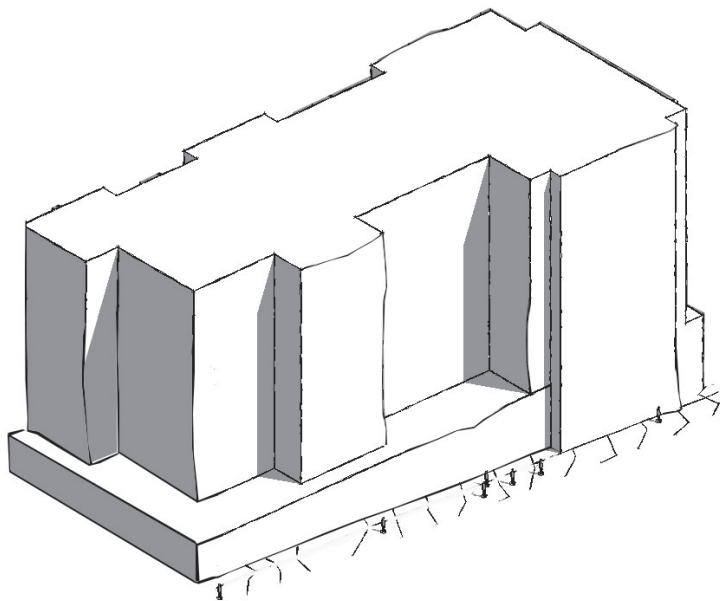
## OPTION “FULL PODIUM”

The full podium felt out of scale with surroundings. Strategies that broke up the podium were considered after this design.



## OPTION “EXPRESSED STRUCTURE”

Design was perceived as too modern in approach for its historic neighbors.

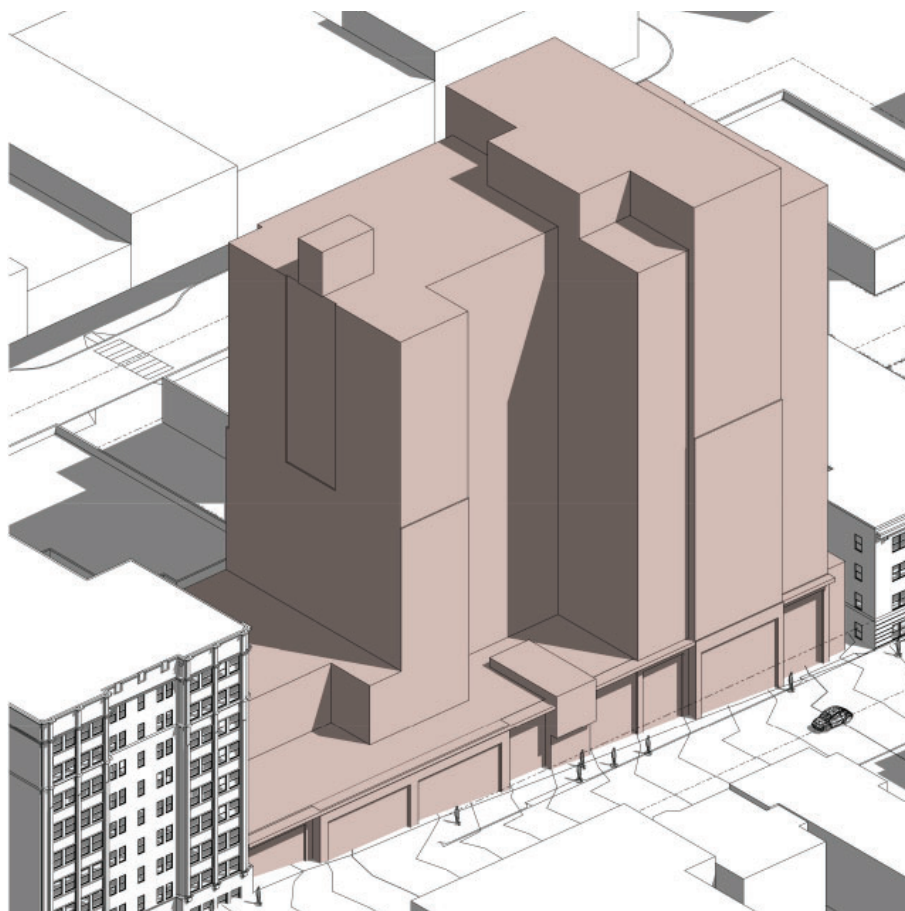


## OPTION “LOWER BUILDING”

Departures required did not balance out the benefits. Perceived as too much of a background of a building.



# FINAL MASSING STUDIES



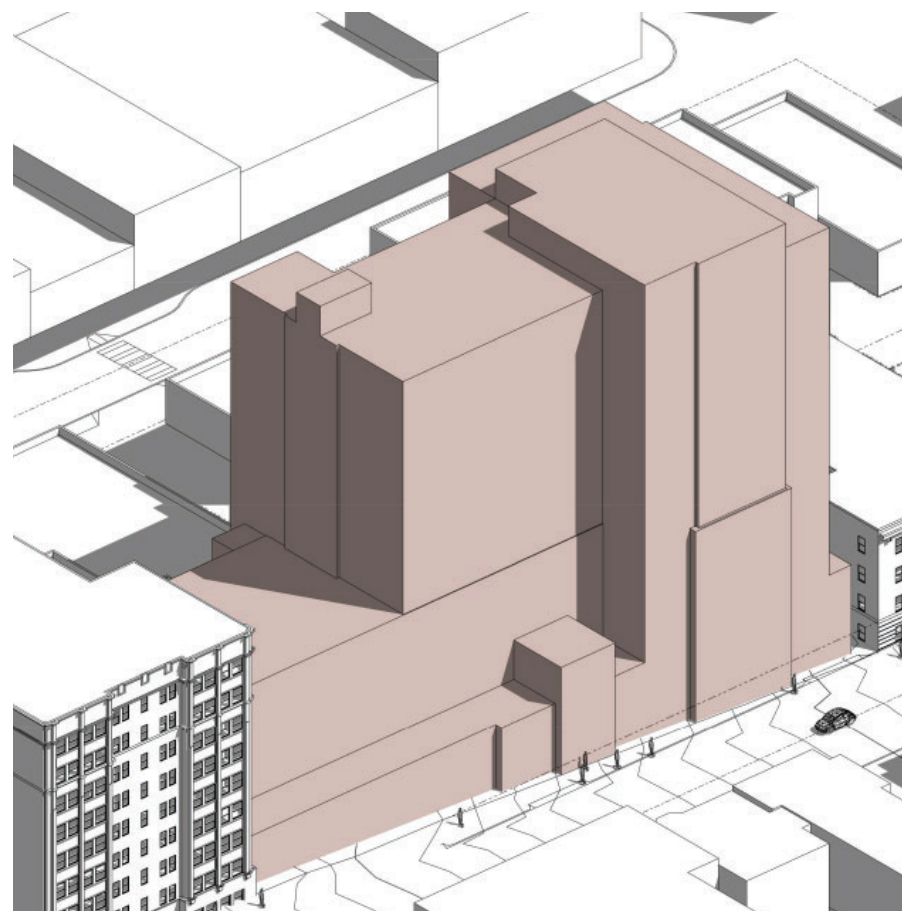
## OPTION 1 "WEAVE"

### OPPORTUNITIES:

- + Code compliant
- + Greatest modulation along Brooklyn Ave NE.
- + Possible roof amenity

### CONSTRAINTS:

- Lowest modulation along the alley and University Way NE.
- Internal north stair requires double corridors



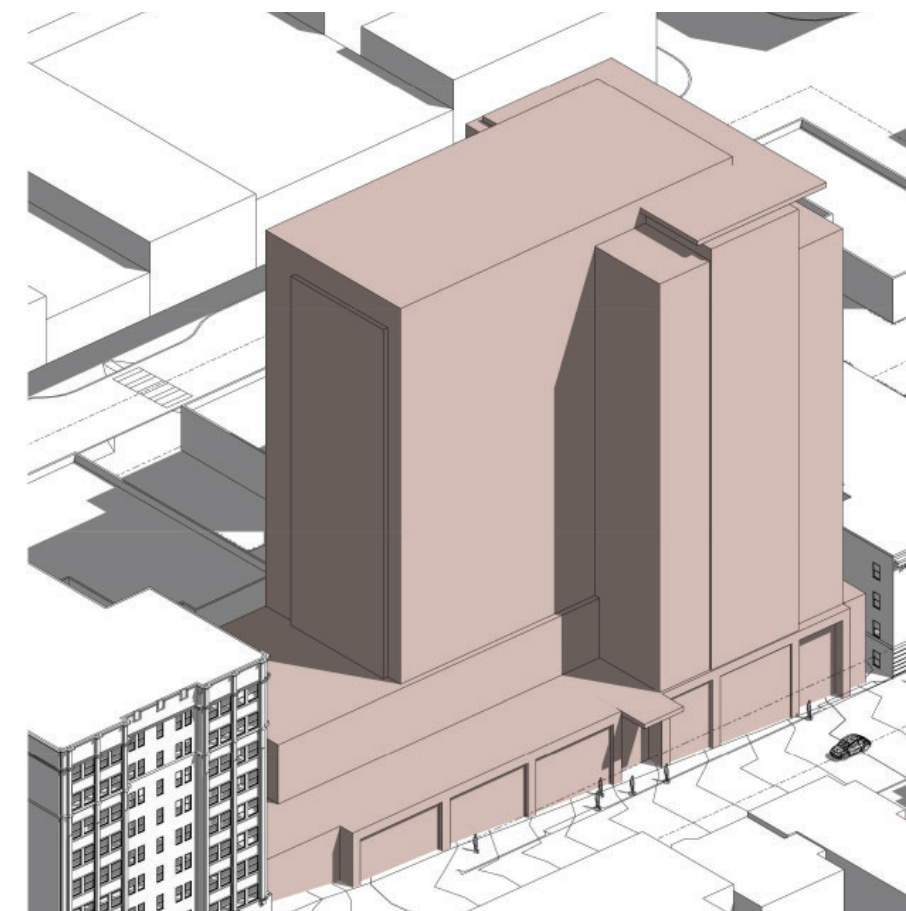
## OPTION 2 "STACK"

### OPPORTUNITIES:

- + Lowest overall height of three options
- + Highest guestroom count
- + Highest modulation along the alley and University Way NE.
- + Possible roof amenity

### CONSTRAINTS:

- DEPARTURE REQUIRED for height next to existing tower
- Close proximity to University Manor up to level 5
- Internal north stair requires double corridors



## OPTION 3 "TOWER" (PREFERRED)

### OPPORTUNITIES:

- + Code compliant
- + Clean and simple massing
- + Thinner building profile on north side
- + Provides modulation on both Brooklyn Ave NE and the alley
- + Possible roof amenity





JUNE 21 - 9 AM



MARCH/SEPT - 9 AM



DEC. 21 - 9 AM



JUNE 21 - NOON



MARCH/SEPT - NOON



DEC. 21 - NOON



JUNE 21 - 3 PM



MARCH/SEPT - 3 PM

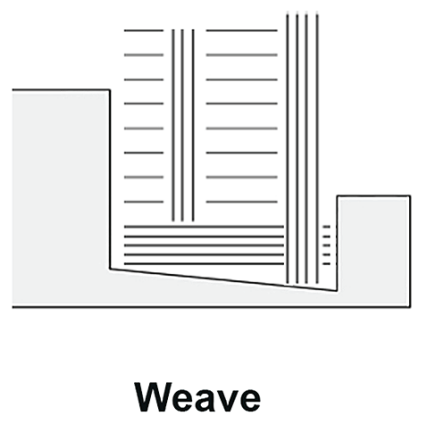


DEC. 21 - 3 PM

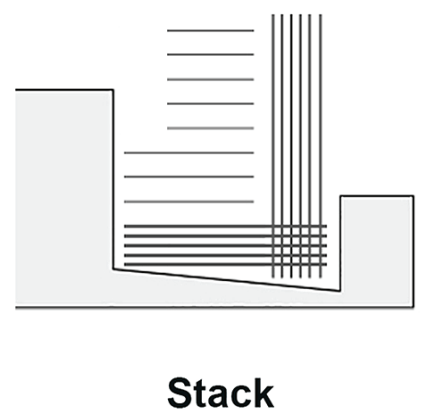


Each of the three massing options presented incorporate several of the 6 massing strategies studied.

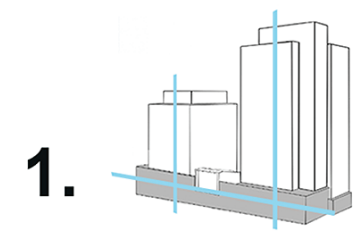
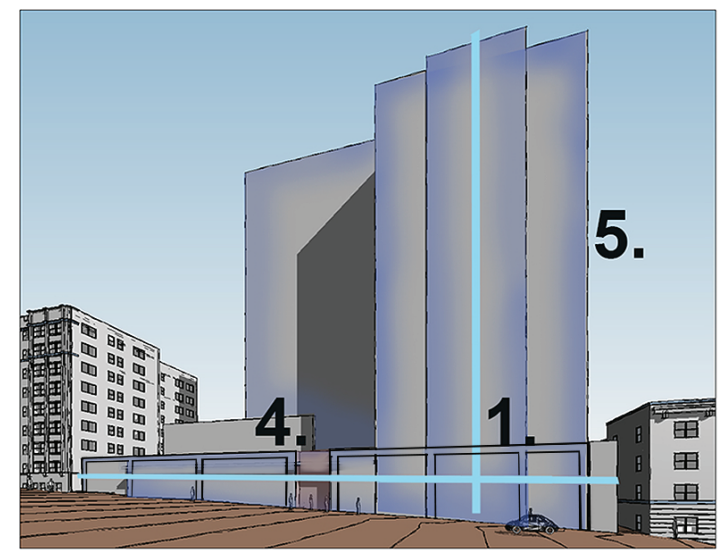
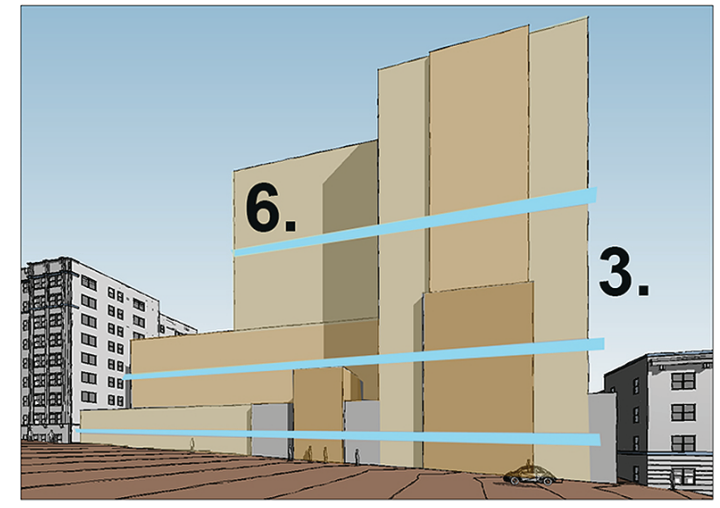
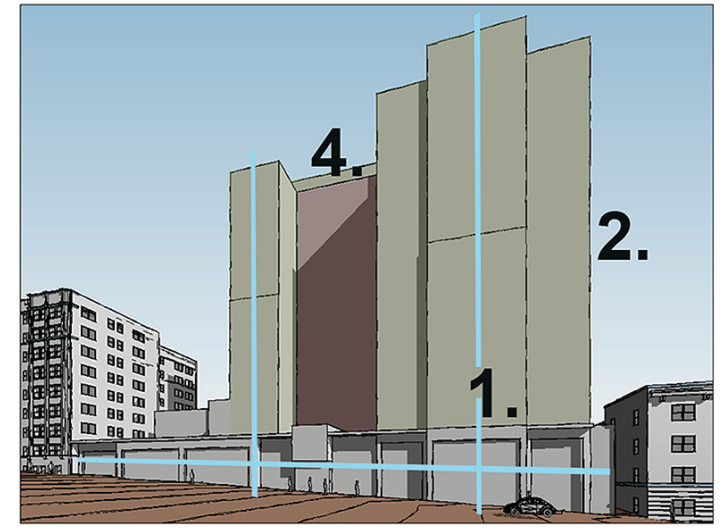
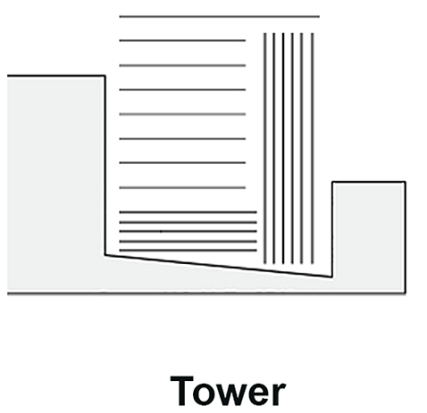
The “Weave” option weaves bundled masses with its podium and uses subtraction to modulate the mass.



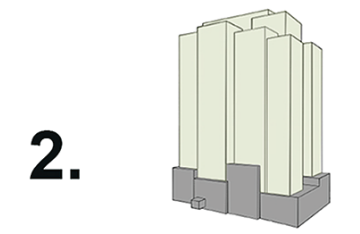
The “Stack” option works with a hierarchy of smaller to larger masses that are then stacked upon each other.



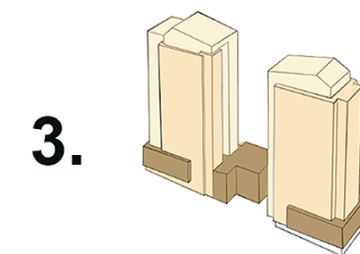
The “Tower” option breaks the podium with a large tower element and uses layering to articulate the mass. Use of subtraction identifies building entry.



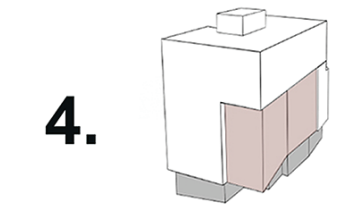
Mass or masses on a podium



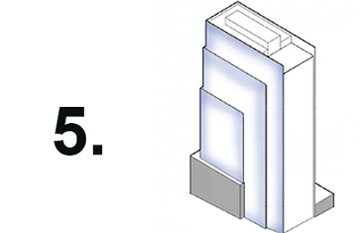
Bundeling or combining of smaller masses



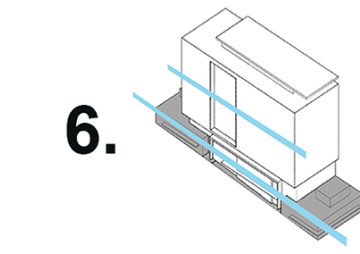
Hierarchy of smaller to bigger masses



The use of subtraction

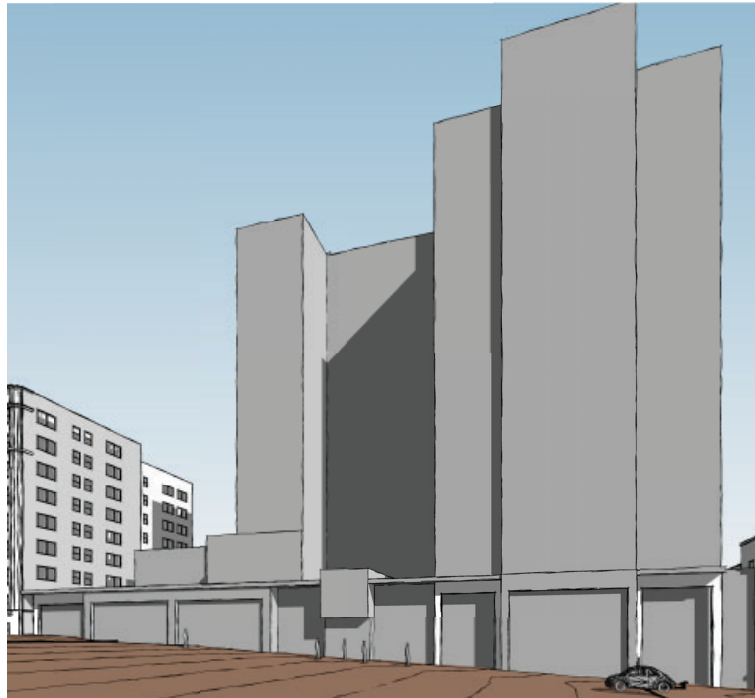


The use of layering

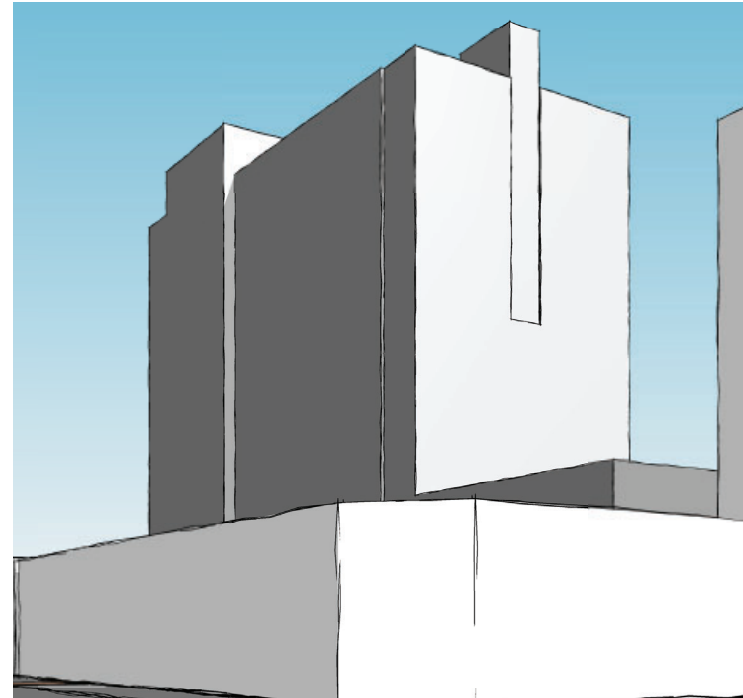


Floating or stacking of masses

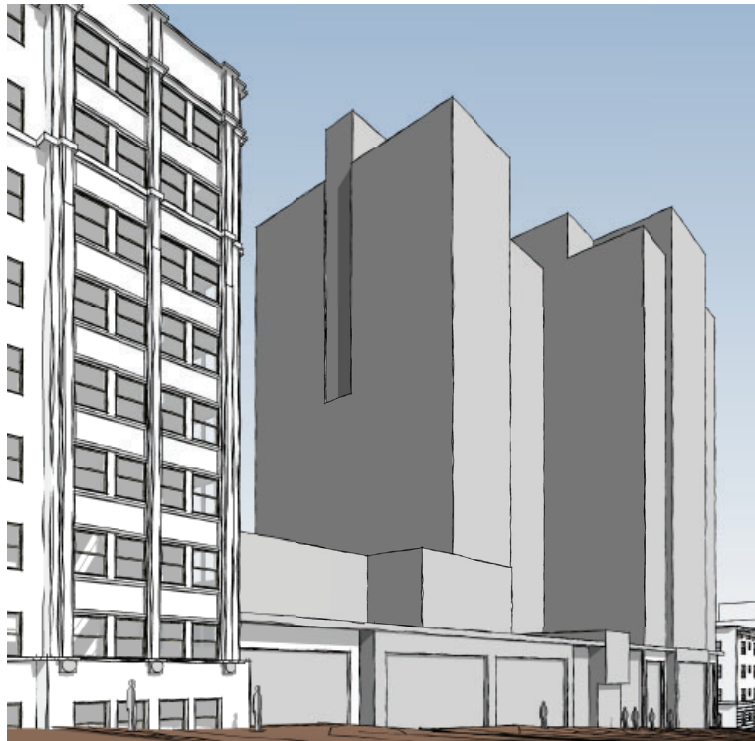




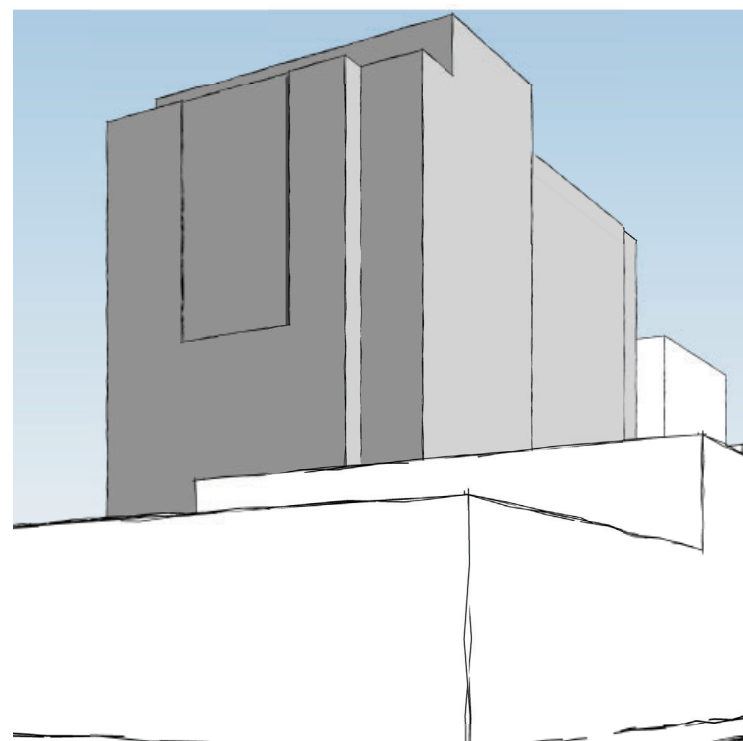
Brooklyn Avenue From Across the Street



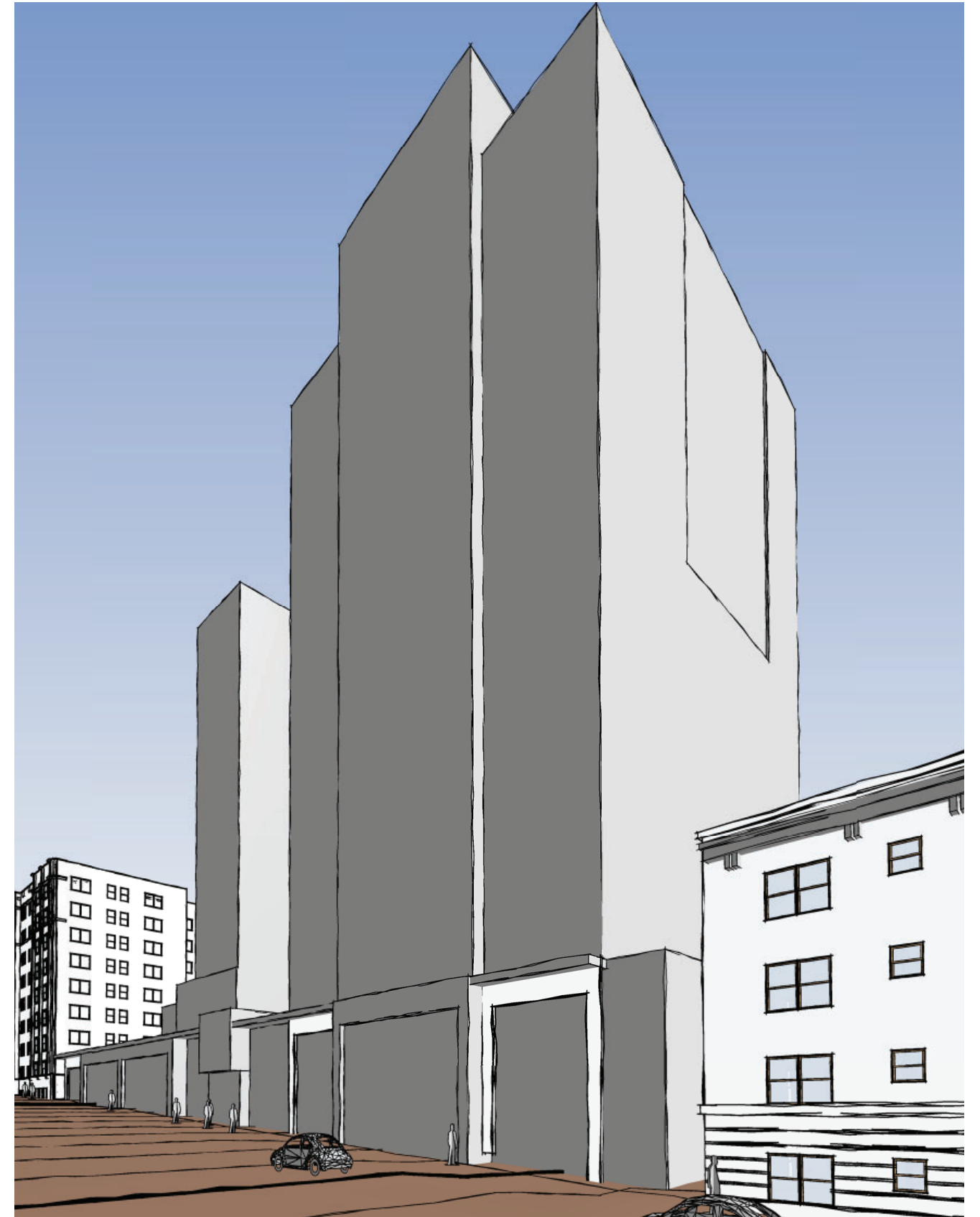
Southeast View Along University Way



Brooklyn Avenue Looking Southwest



Northwest View Along University Way

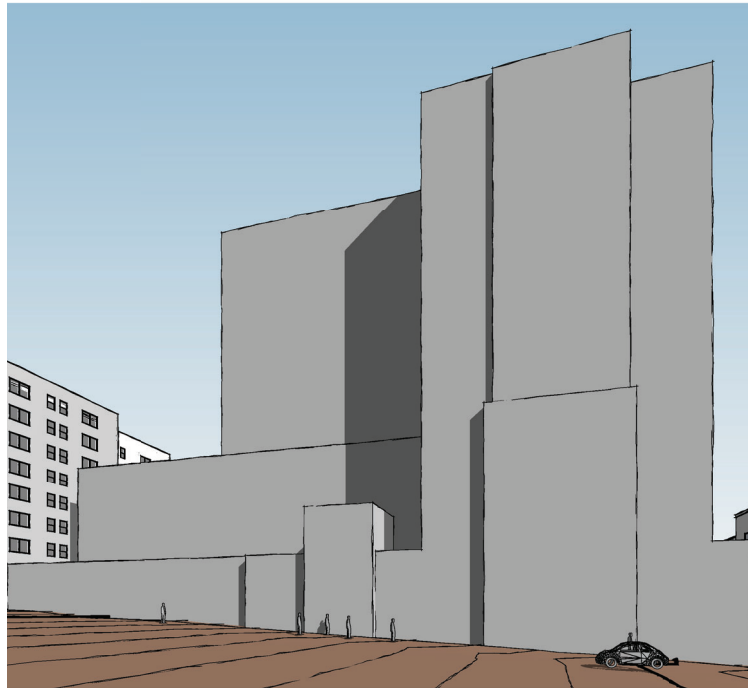


Brooklyn Avenue Looking Northeast

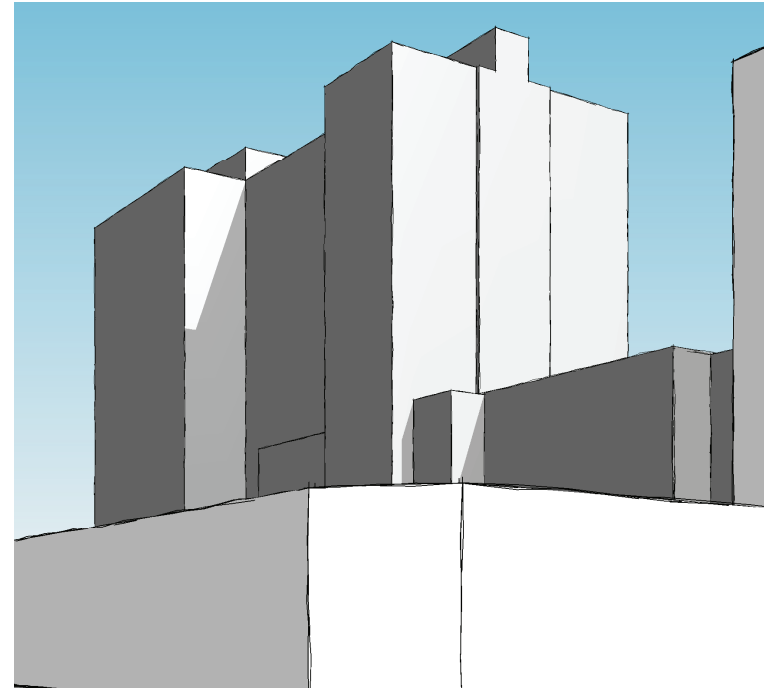


## 33

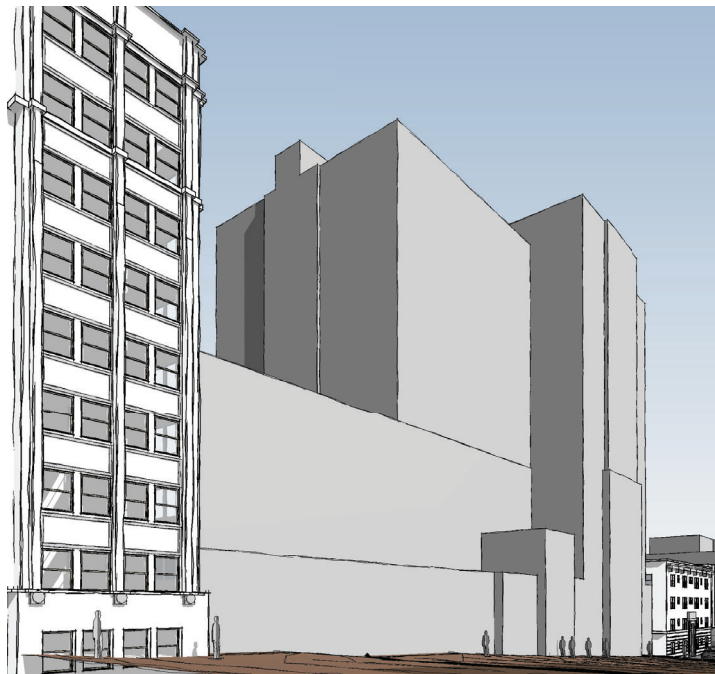




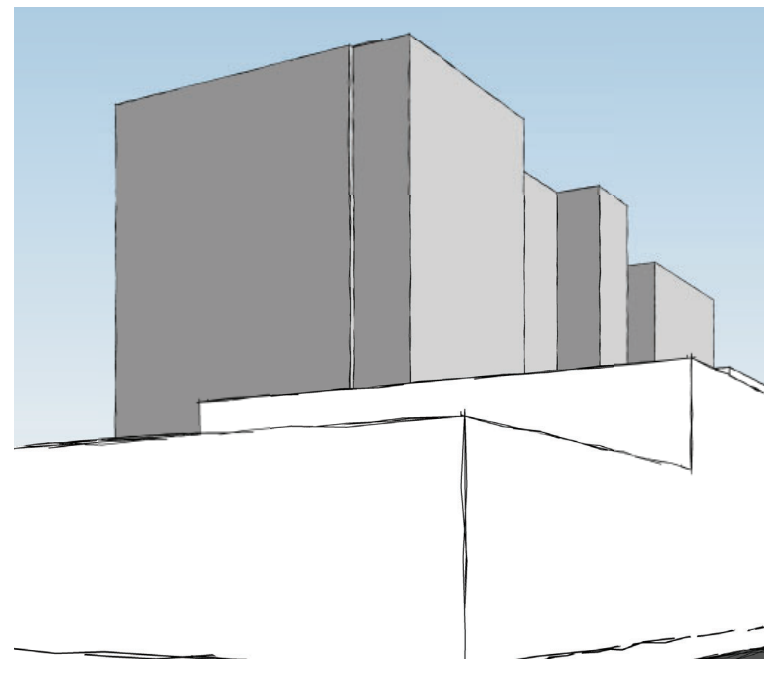
Brooklyn Avenue From Across the Street



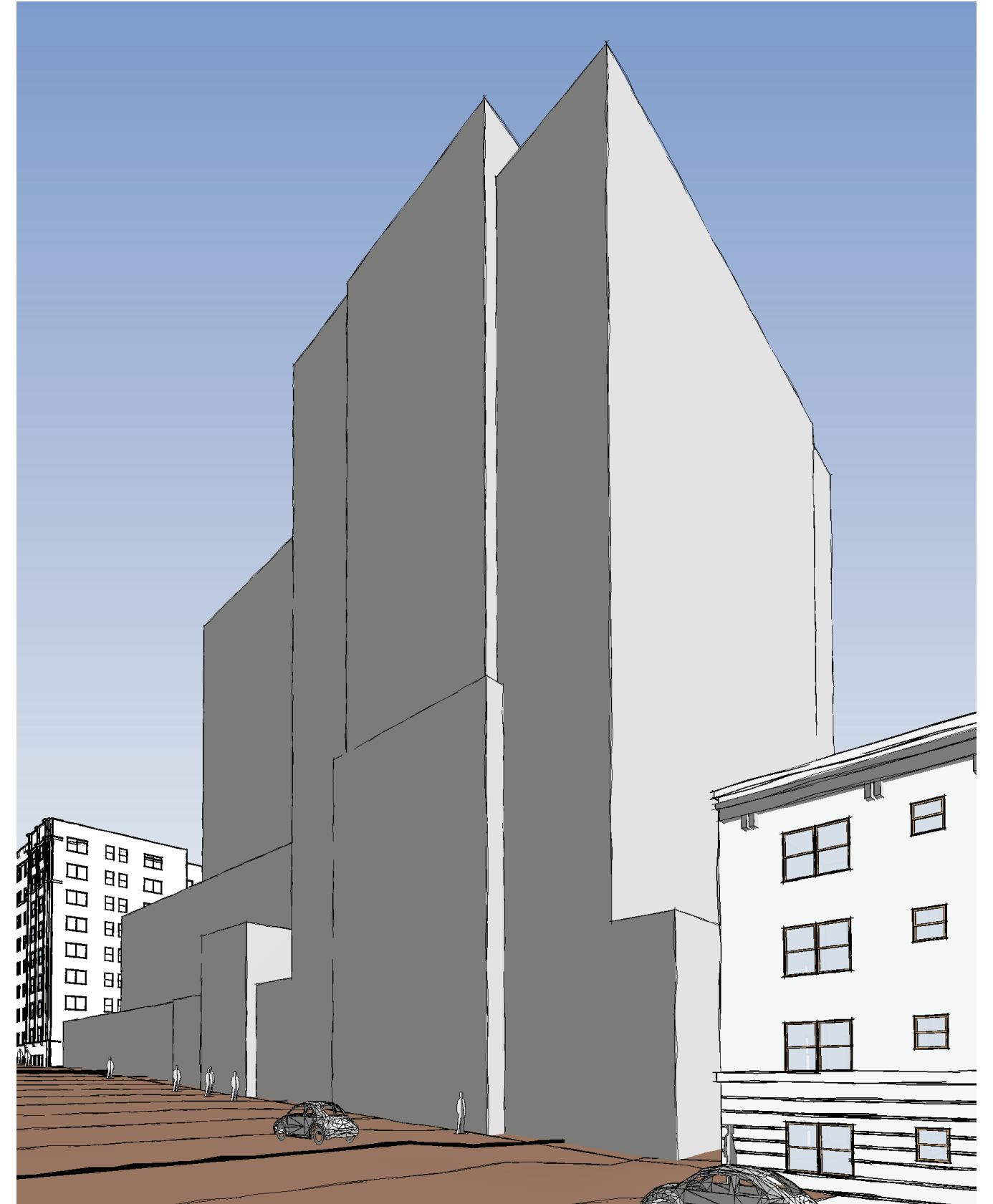
Southeast View Along University Way



Brooklyn Avenue Looking Southwest



Northwest View Along University Way



Brooklyn Avenue Looking Northeast



OPTION 2 - STACK

NUMBER OF UNITS:

typ floor 23 x 8 =	184
+ 3-5 floor 34 x 3 =	102
+ 2 floor 30 =	30
+ 0 ground level =	0
	316 total

PARKING: xx

F.A.R. - ALLOWABLE

Total Site Area	24,720 SF
Multiplier (Mixed Use)	7

Max. Allowable	173,040 SF
3.5% Mechanical allowance	6,056 SF

Max. Allowable grand total	179,096 FAR
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FLOOR AREA RATIO SUMMARY:

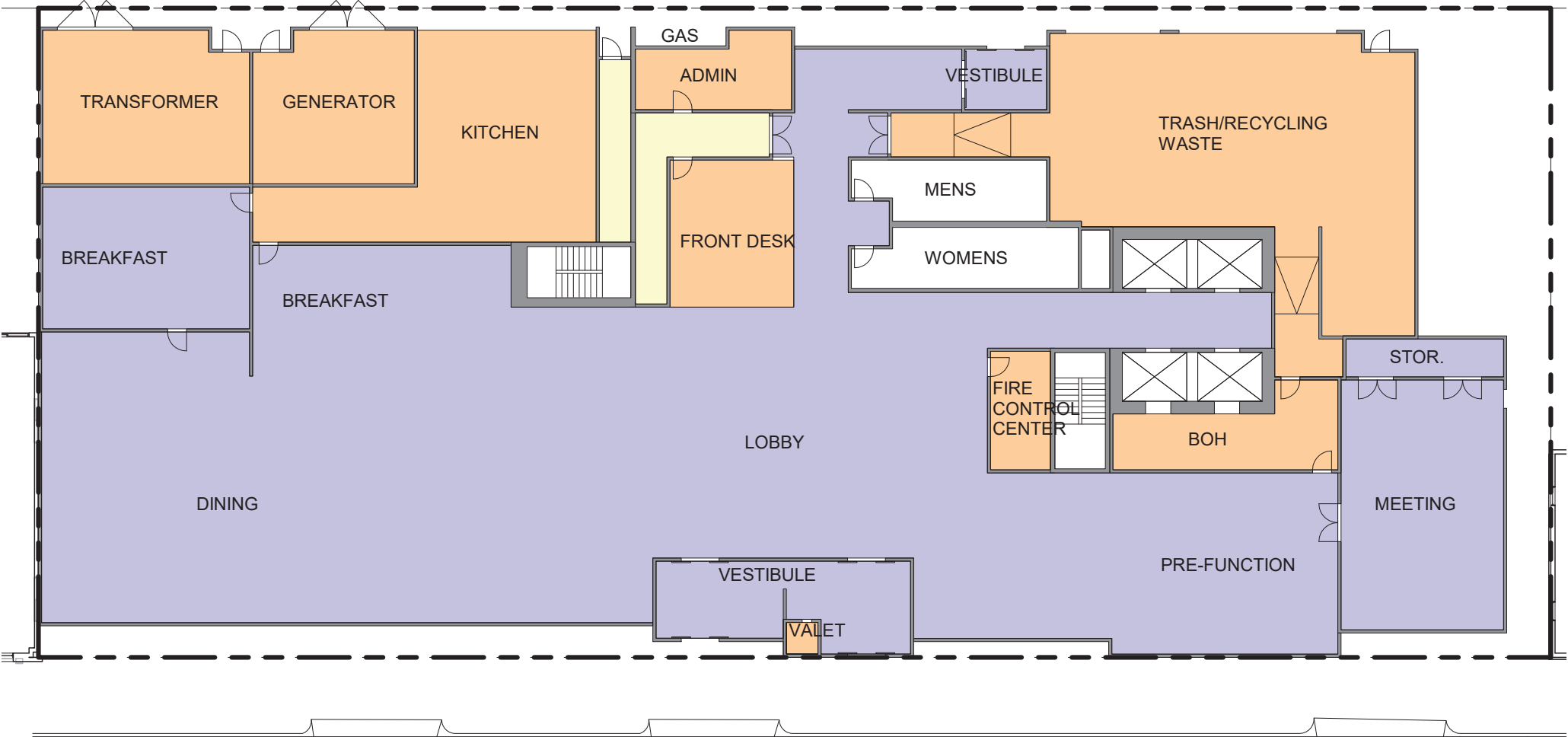
FAR Areas:	
Ground Level	16,806 SF
2nd Level	15,437 SF
3rd Level	15,437 SF
4th Level	15,437 SF
5th Level	15,437 SF
6th Level	11,478 SF
7th Level	11,478 SF
8th Level	11,478 SF
9th Level	11,478 SF
10th Level	11,478 SF
11th Level	11,478 SF
12th Level	11,478 SF
13th Level	11,478 SF
14th Level	3,995 SF
Total Gross	174,333 SF
Mech (3.5%)	- 6,102 SF
FAR	168,231 SF
	(6.81)

TOTAL FLOOR AREA SUMMARY:

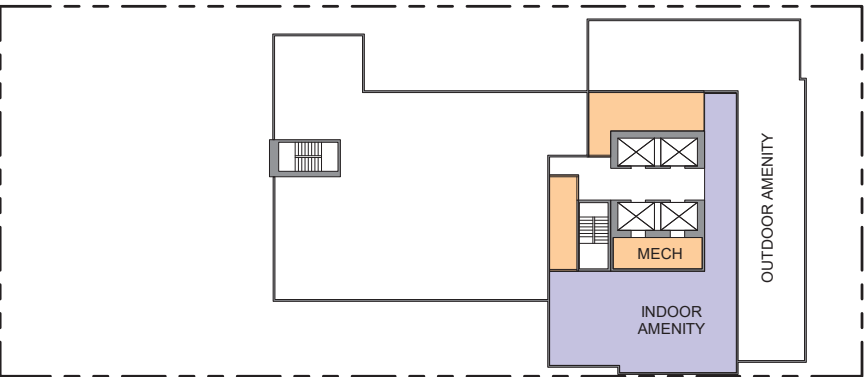
Below Grade (exempt FAR):	
P1 Level	23,919 SF
L1 exempt	4,279 SF
Level 1- Level 14	174,333 SF
Total proposed gross floor area	202,531 GFA

AREA LEGEND:

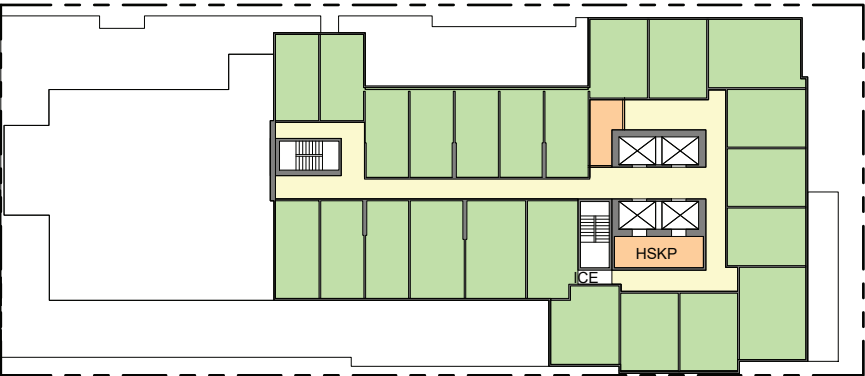
- GUESTROOMS
- HOSPITALITY
- CORRIDOR
- BACK-OF-HOUSE



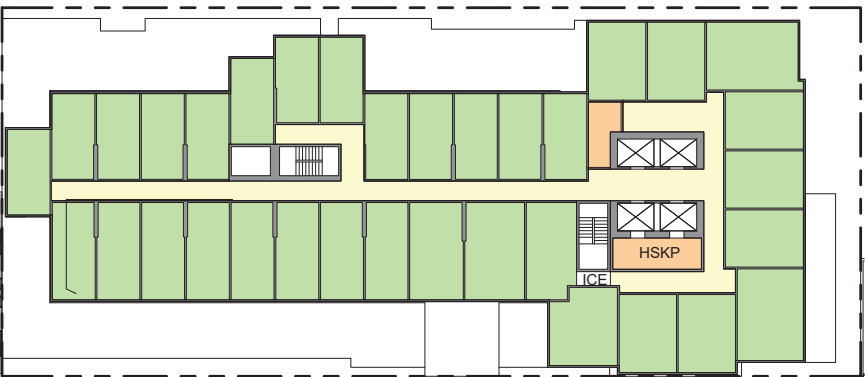
GROUND FLOOR PLAN



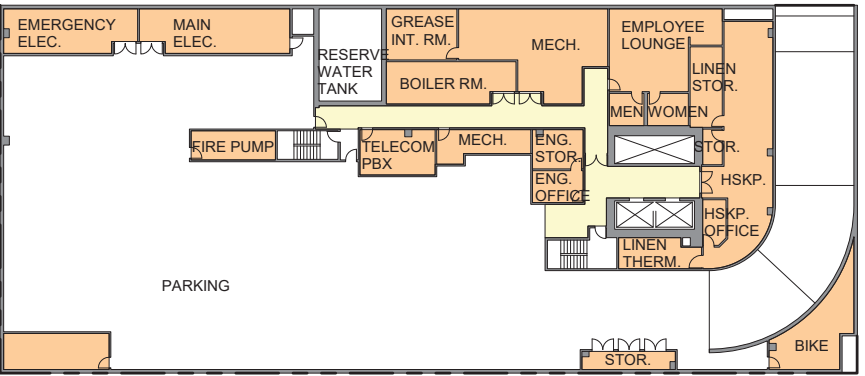
ROOF FLOOR PLAN



SIXTH - THIRTEENTH FLOOR PLAN

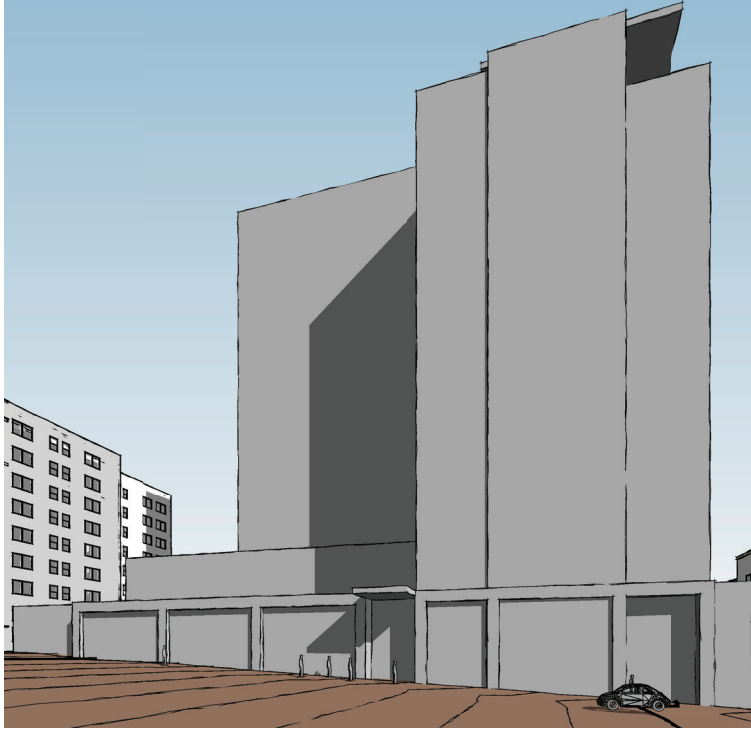


SECOND - FIFTH FLOOR PLAN

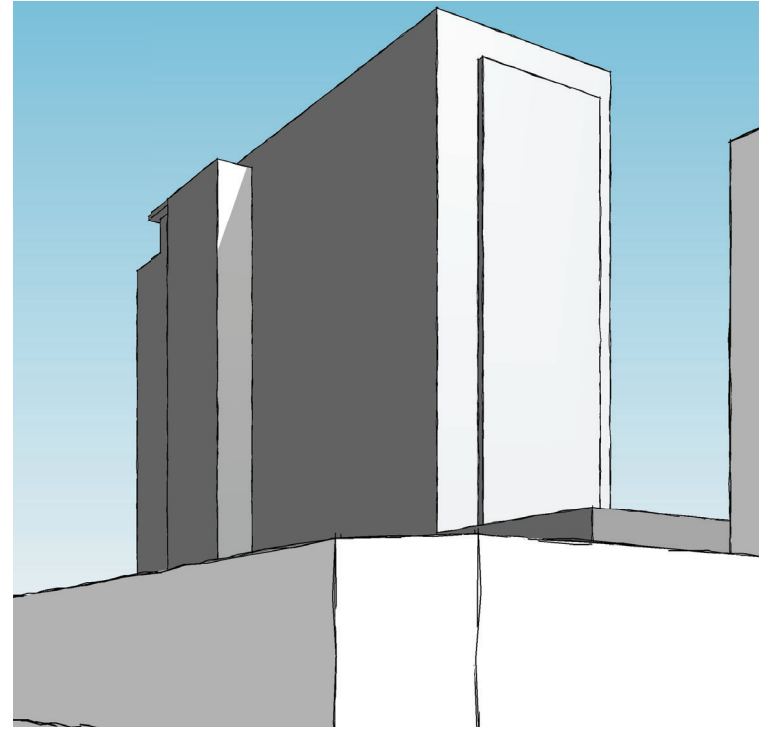


PARKING LEVEL 1 PLAN

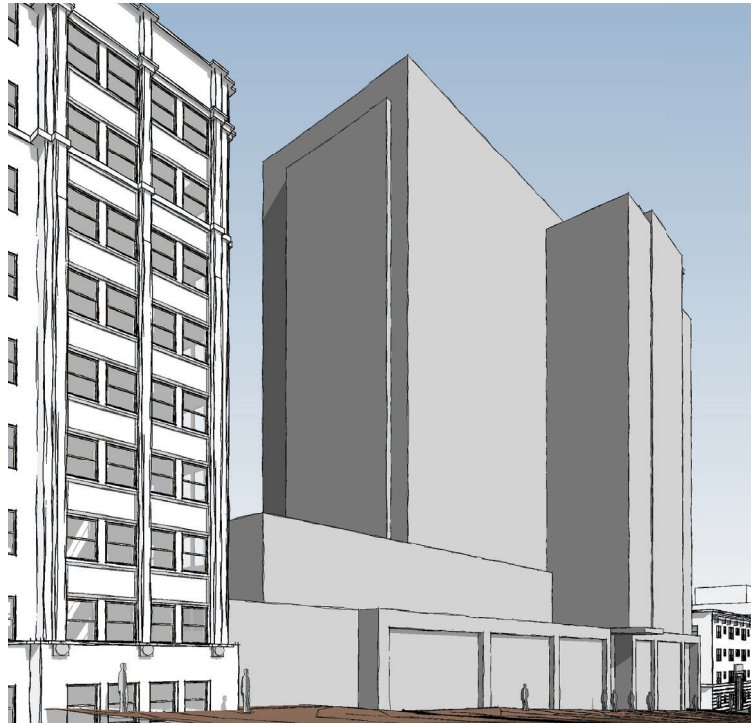




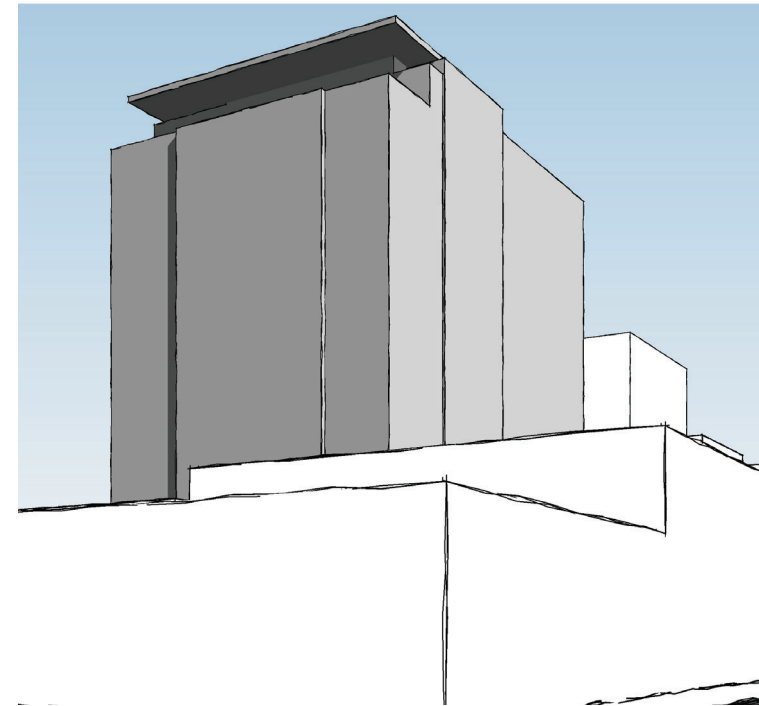
Brooklyn Avenue From Across the Street



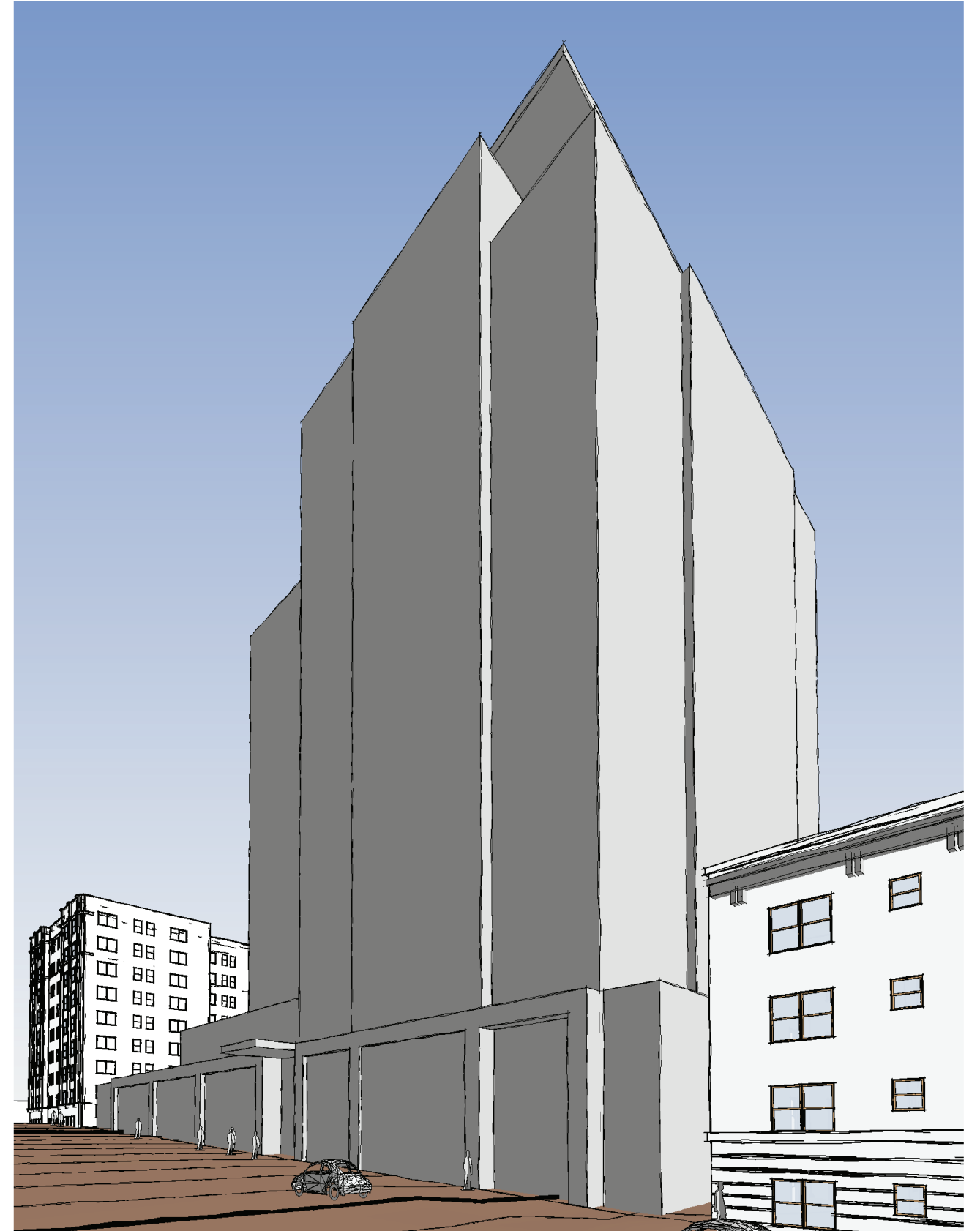
Southeast View Along University Way



Brooklyn Avenue Looking Southwest



Northwest View Along University Way



Brooklyn Avenue Looking Northeast



OPTION 3 - TOWER (PREFERRED)

NUMBER OF UNITS:

typ floor 22 x 11 =	242
+ 15 floor 12 =	12
+ 3 floor 30 =	30
+ 2 floor 26 =	26
+ 0 ground level =	0
	310 total

PARKING: xx

F.A.R. - ALLOWABLE

Total Site Area	24,720 SF
Multiplier (Mixed Use)	7

Max. Allowable	173,040 SF
3.5% Mechanical allowance	6,056 SF

Max. Allowable grand total	179,096 FAR
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FLOOR AREA RATIO SUMMARY:

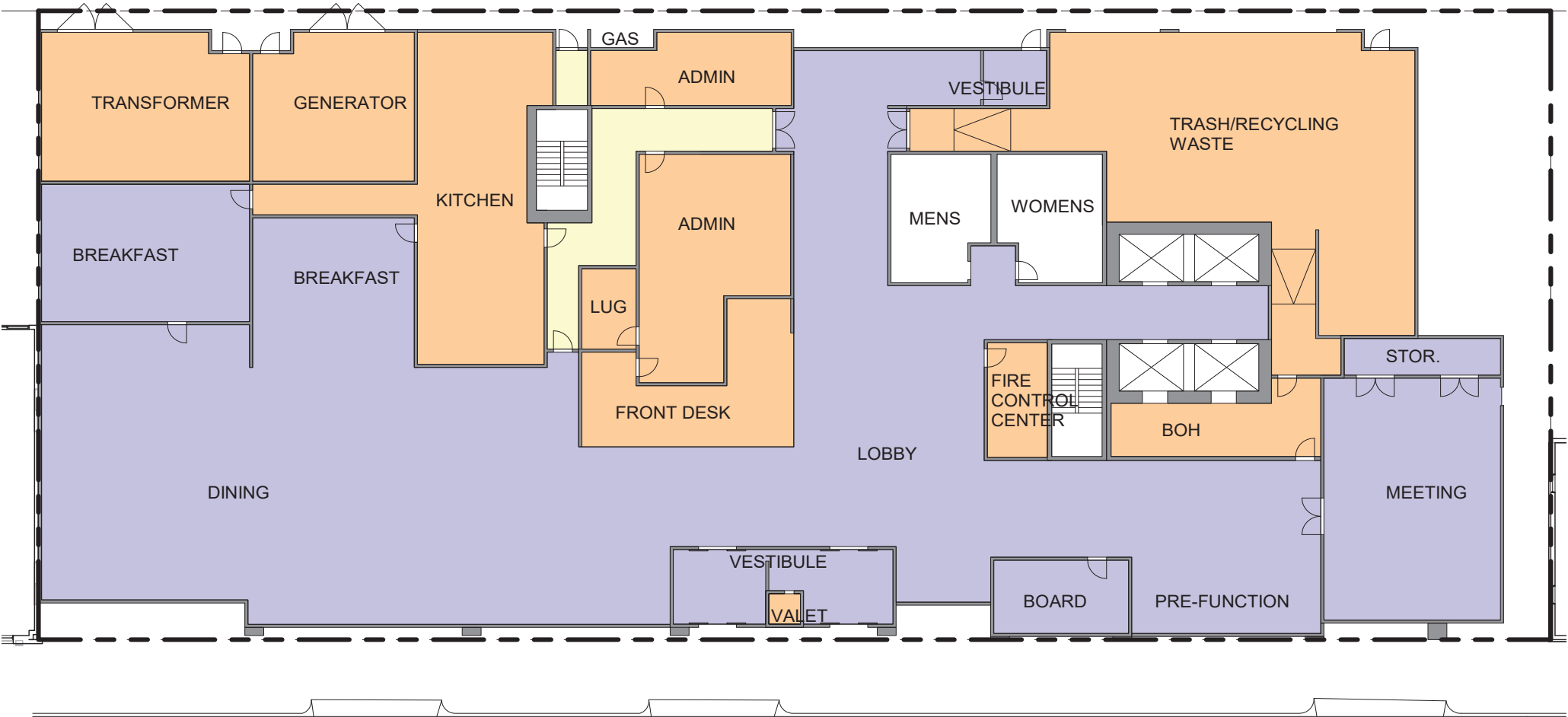
FAR Areas:	
Ground Level	16,806 SF
2nd Level	14,056 SF
3rd Level	14,056 SF
4th Level	11,021 SF
5th Level	11,021 SF
6th Level	11,021 SF
7th Level	11,021 SF
8th Level	11,021 SF
9th Level	11,021 SF
10th Level	11,021 SF
11th Level	11,021 SF
12th Level	11,021 SF
13th Level	11,021 SF
14th Level	11,021 SF
15th Level	8,675 SF
Total Gross	174,824 SF
Mech (3.5%)	- 6,119 SF
FAR	168,705 SF (6.82)

TOTAL FLOOR AREA SUMMARY:

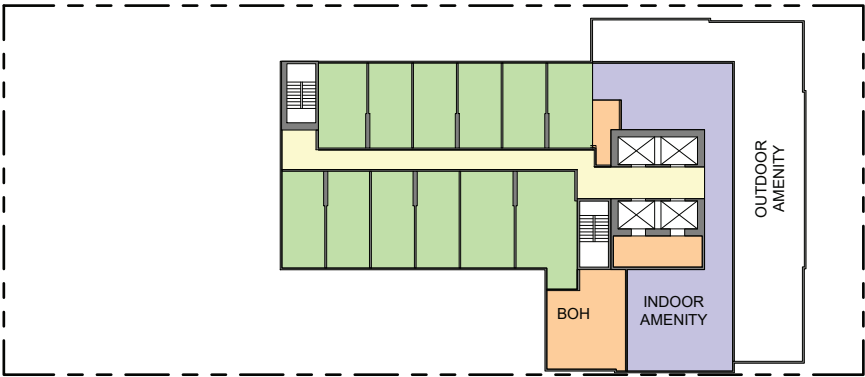
Below Grade (exempt FAR):	
P1 Level	23,919 SF
L1 exempt	4,279 SF
Level 1- Level 15	174,824 GFA
Total proposed gross floor area	203,022 GFA

AREA LEGEND:

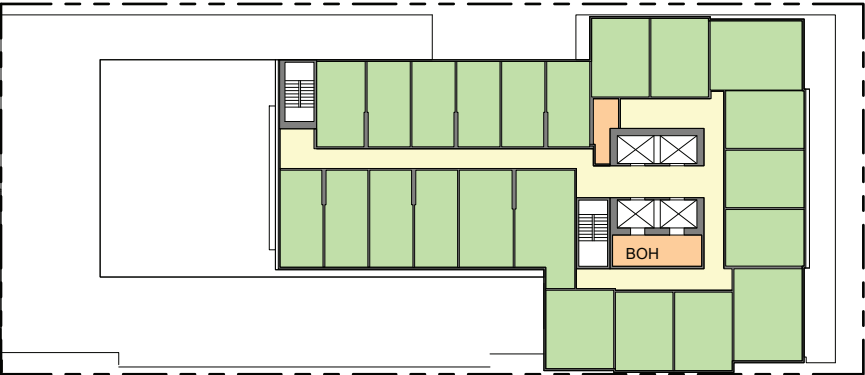
- GUESTROOMS
- HOSPITALITY
- CORRIDOR
- BACK-OF-HOUSE



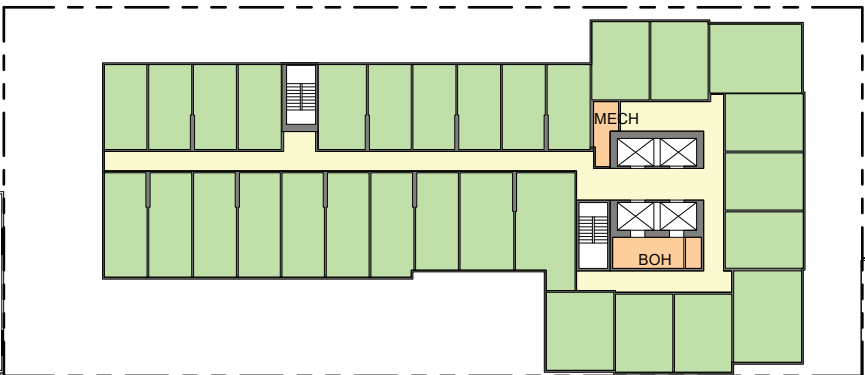
GROUND FLOOR PLAN



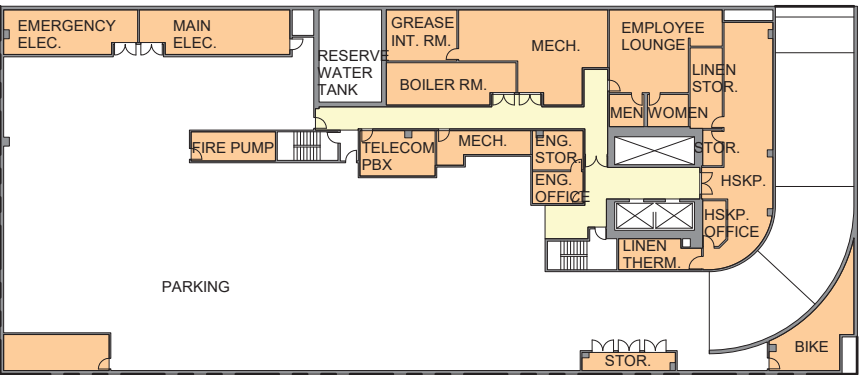
ROOF PLAN



TYPICAL FLOOR PLAN



SECOND & THIRD FLOOR PLAN



PARKING LEVEL 1 PLAN



## A building with two fronts

We very much understood that this is a project site with two fronts, Brooklyn Ave and University Way, Each massing takes this into consideration. The "podium effect" described on the upcoming page describes how the top half of the building is what is experienced from University Way, and why the building's role of providing a landmark is critical from all vantage points.







“Seamless Duality” as a design direction

We selected the “tower” option because here we felt we really hit our design concept of “seamless duality” of holding both street presence and city presence. It is with this design option that the podium portion, the part of the massing that talks to the sidewalk scale of University Way or Canterbury Court across Brooklyn Avenue, is met with a tower element that talks landmark, easily identifiable from the freeway or from campus. We felt the tower gave us this seamless duality within the simplest or quietest of forms thus best fitting into a neighborhood context of simpler massing as we illustrated earlier.

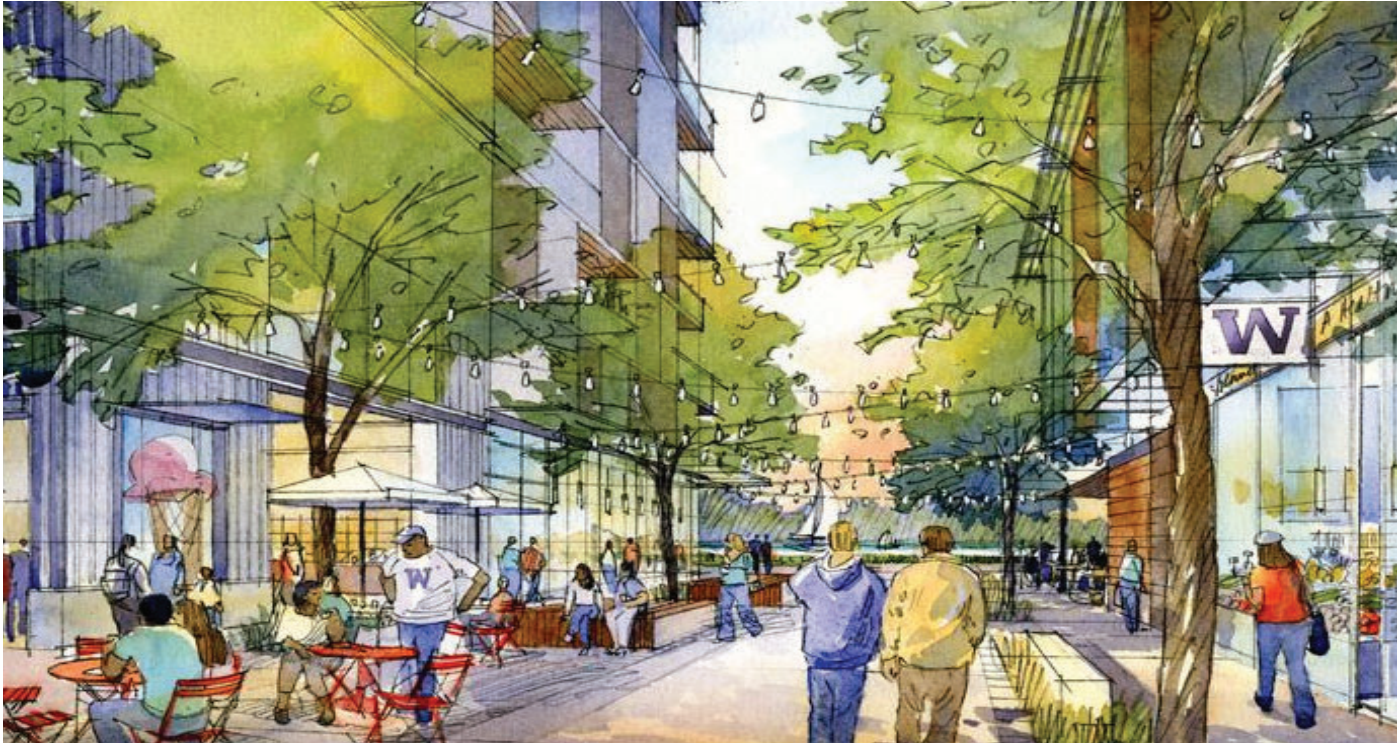


WORKING WITH A UP-ZONED SITE - STREET AND ALLEY



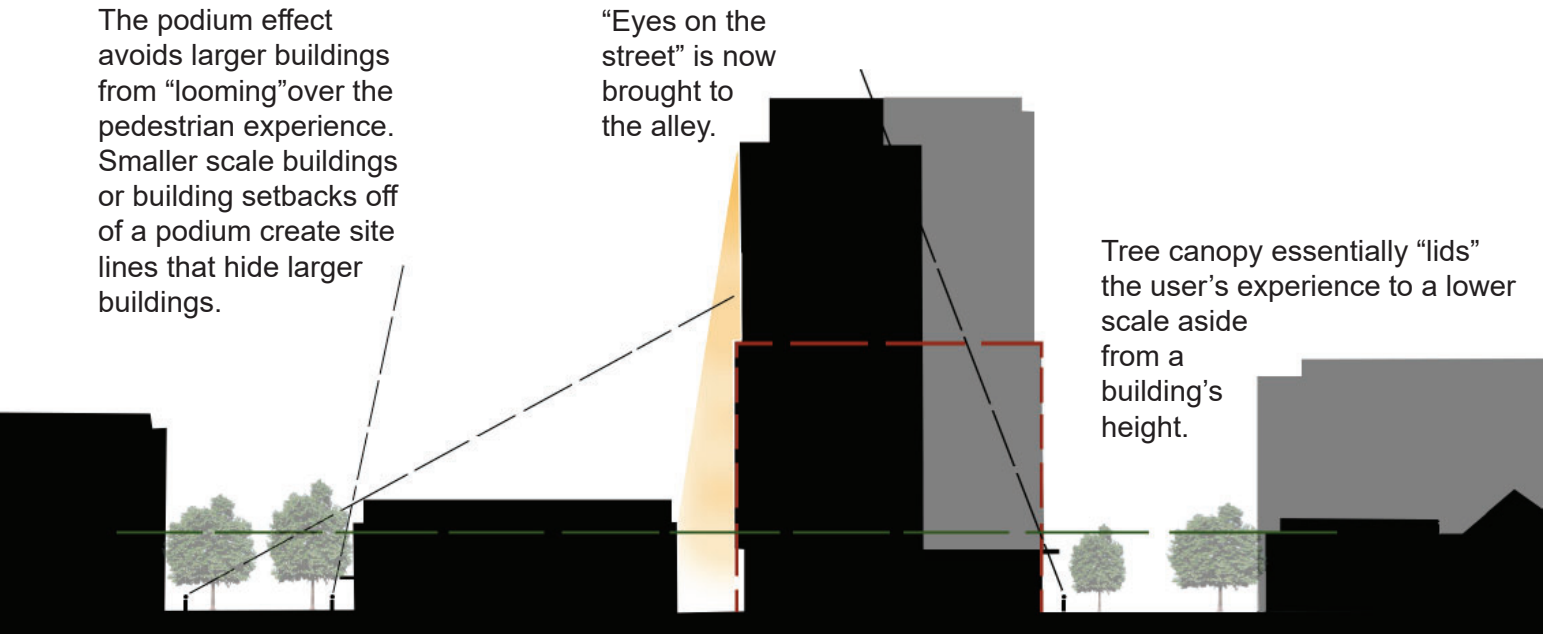
Improving the Alley

The proposed project will bring improvements to the alley, cleaning it up and providing a better user experience.



Higher density and bigger buildings are imagined for the University District's master planning.

The master planning for the University District is high density. Our project is part of the district's up-zoning which will bring bigger buildings and changes to the district. However with careful observation and following of what currently maintains the area's lively street experience, transition to higher density can happen without losing character. Successful strategies are apparent on University Way, continuing them will maintain the district's human scale character.



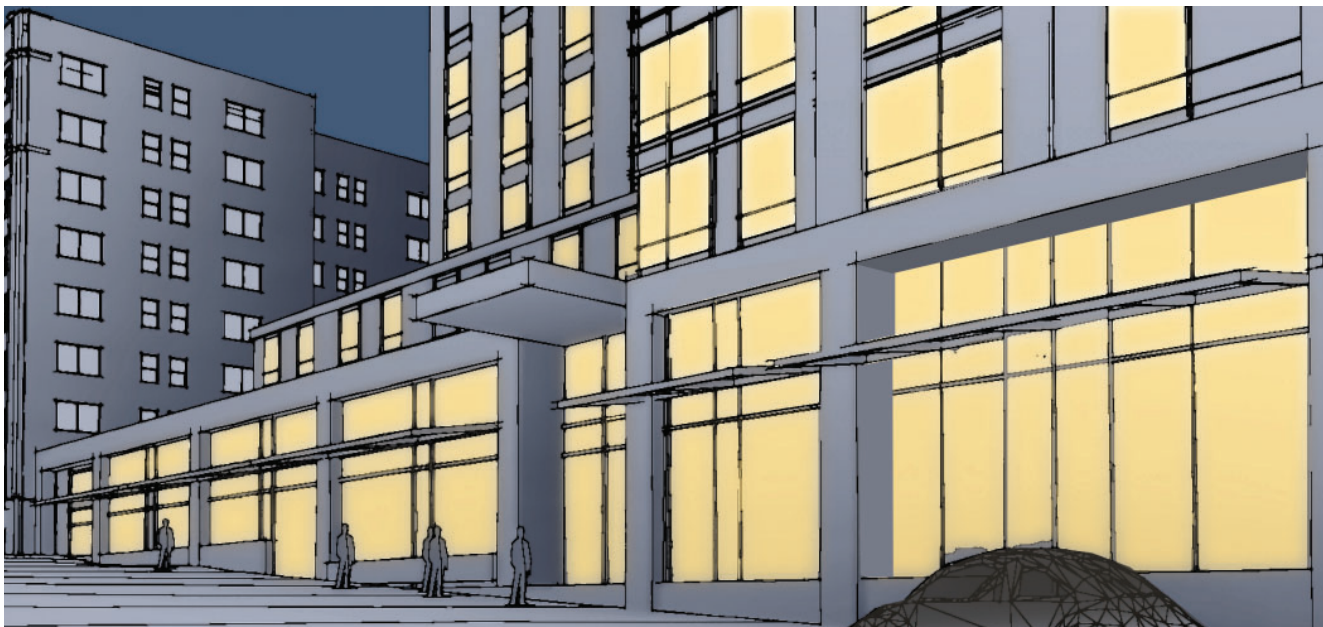
Strategies to keep University Way pedestrian scale at the massing level.

The use of podiums combined with building setbacks brings the smaller scale building "face" to the street and maintains the character of "The Ave". The continuation of 20-30' storefronts is also critical. Non building elements such as street trees also play a vital role in maintaining a lower scale street experience, essentially creating a ceiling effect that hides a taller building's presence.

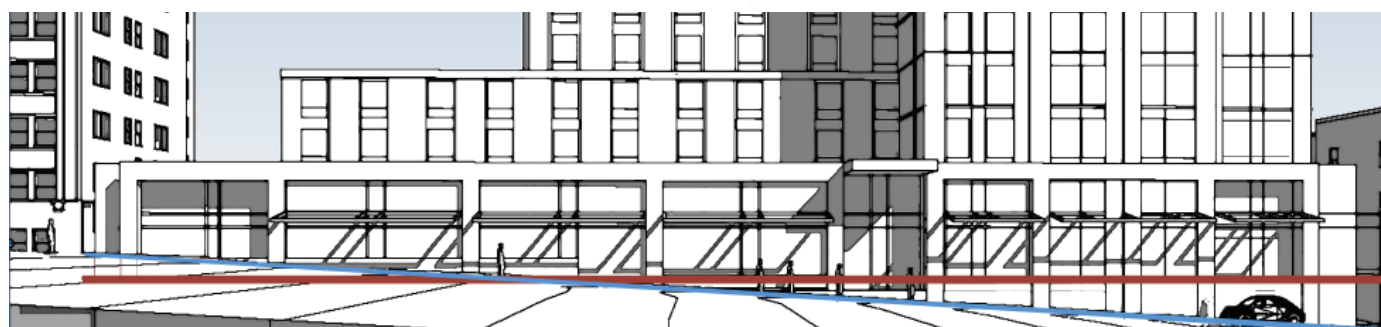
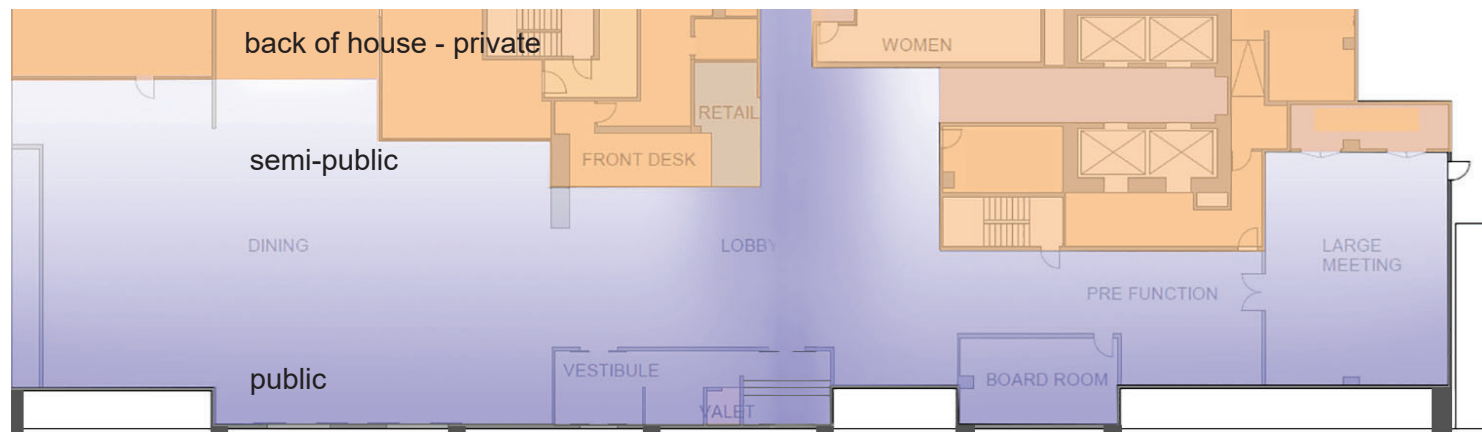




In discussion of ground floor uses, the program of a hotel is a unique situation. As a building for the general public, the ground floor uses of a hotel is composed of a layering of the public elements such as the lobby and restaurants and bars, semi-public elements such as those intended just for guest amenities, and back of house private elements. These different program elements or layers are arranged in a manner that the entire ground floor is perceived as public as much as services and other requirements allow. Continuing in this manner will be the intention of the project's ground floor. The entire length of the Brooklyn Ave. facade will be of public program elements and highly interactive with the sidewalk. The facade will be developed to provide maximum transparency at these public elements.



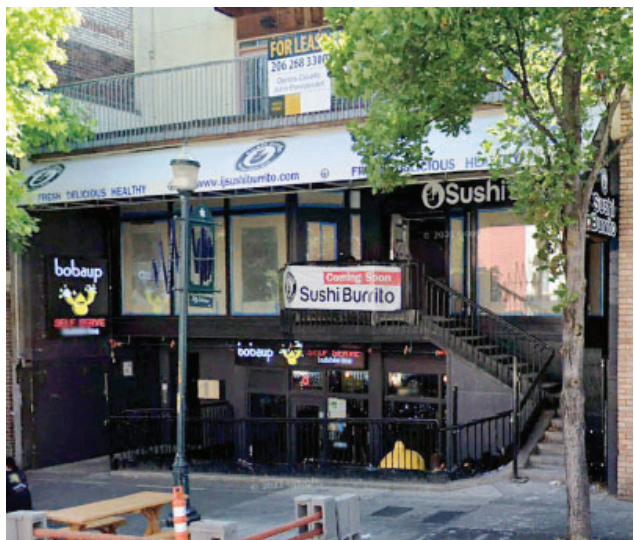
The change of grade of the University District presents challenges for any single level large footprint. Program elements will inevitably reside above or below the sidewalk level. Fortunately the area's high volume of traffic results in building facades adjusting to all sorts of a-typical sidewalk to building transitions. Building interactions above and below sidewalk grade are still viable.



Conceptual sketch of Brooklyn Avenue street facade. The continuous ground floor level (shown in red) indicates that portions of the ground floor will be above and below sidewalk grade (shown in blue) but not out of context for the University District.

Hotel Ground Floor

Sidewalk Grade



University Ways' high volume of traffic can support storefronts both above and below sidewalk level







- The site is situated within Seattle's "University District" which is home to the University of Washington.
- This neighborhood has a distinctive and eclectic feel, while housing a large and diverse student population.
- A new light rail station has just opened. That, in combination with a zoning change, has led to continued growth.
- Materiality and planting will be developed to resonate with the current architectural stylings around the site.







Planting bed at higher grade with cascading attached benches



Corten planting bed with seating on edge



Corten planting bed with wood seating nook



Dedicated bike lane within right-of-way



Wood bench as planting boundary

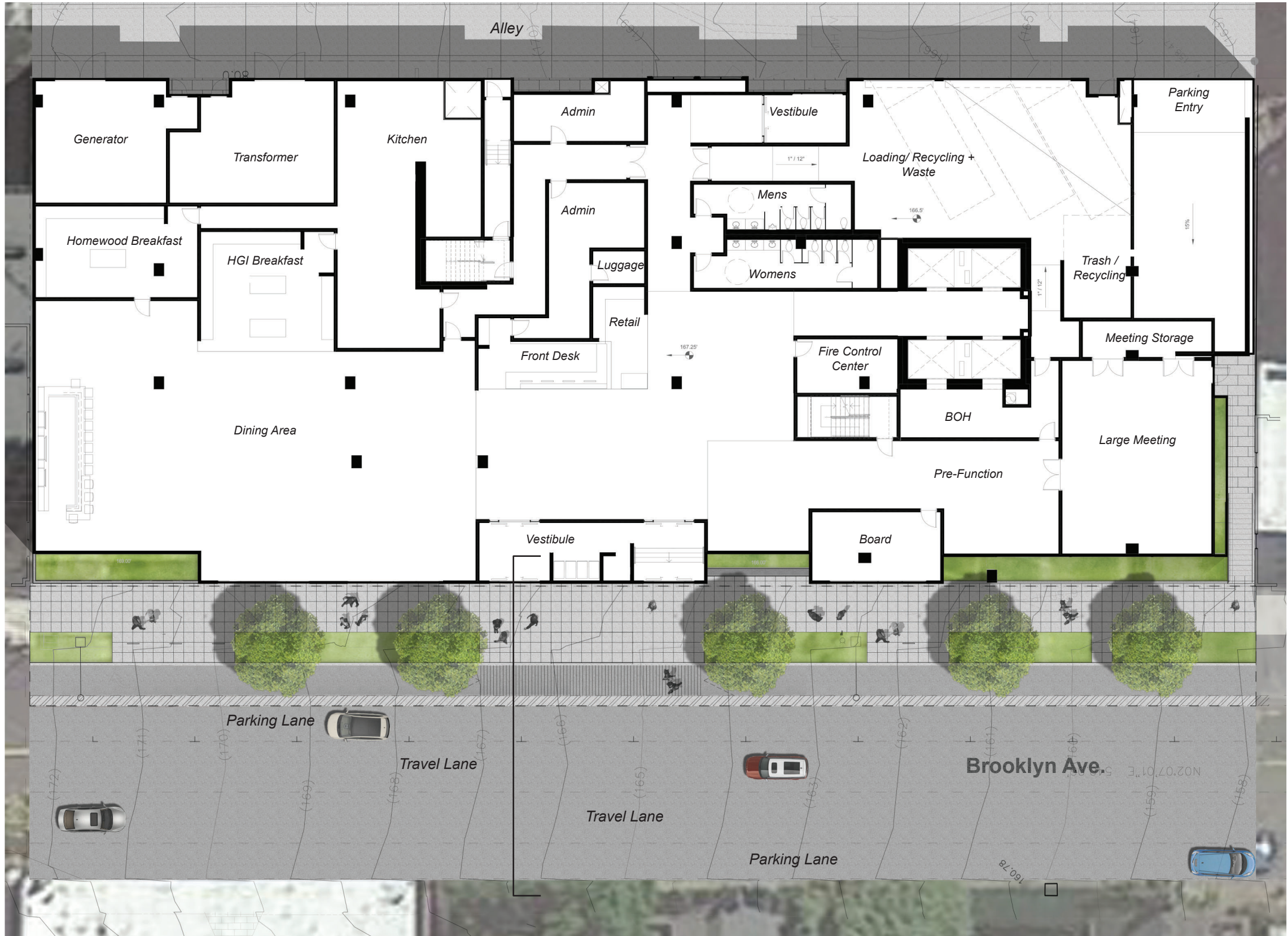


Streetscape with built in planters on property side and sidewalk plantings pits.



Corten planting bed with cantilevered bench

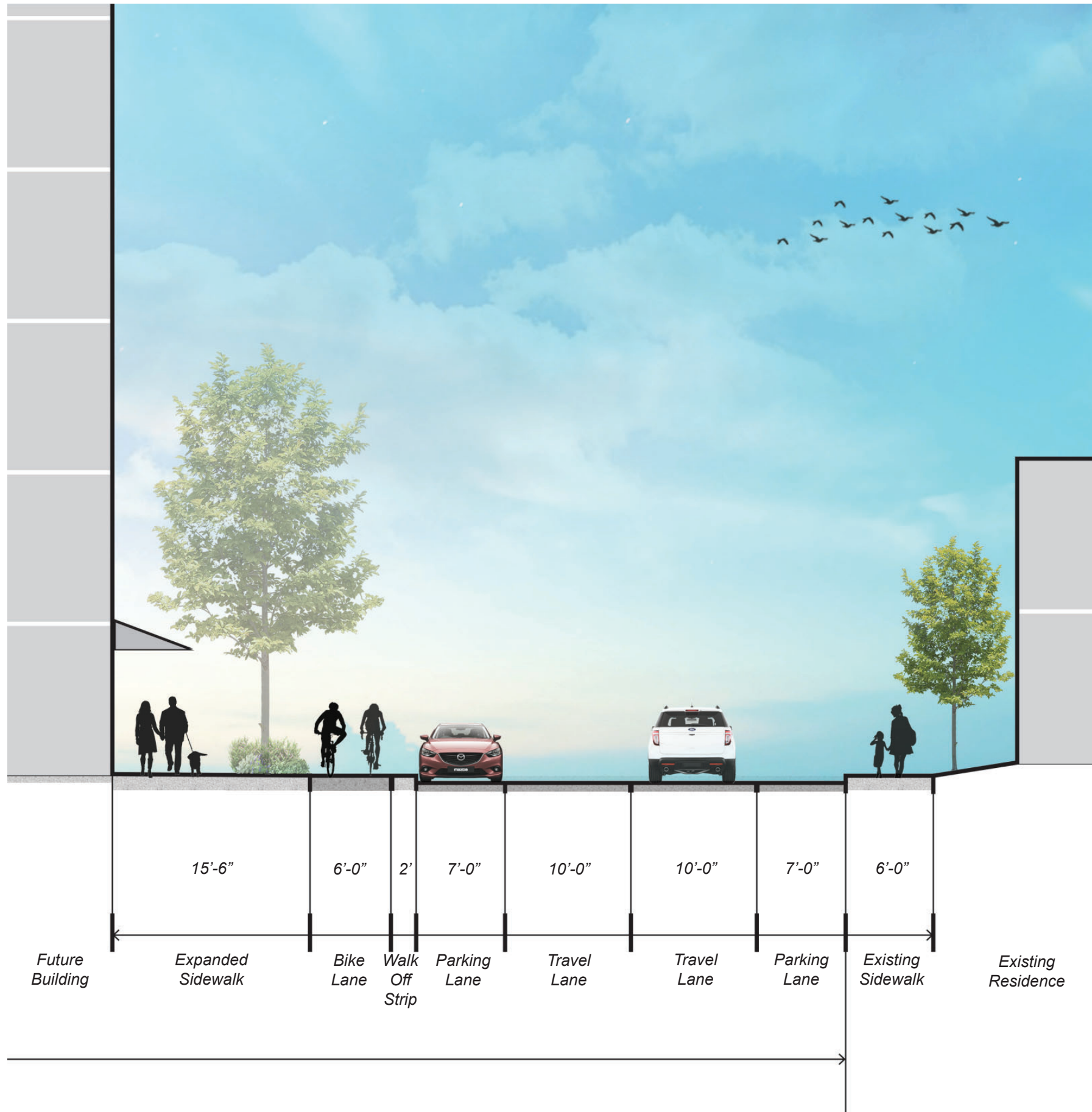




- This plan expands the right-of-way in front of the development, expanding pedestrian space to fifteen feet. (9' sidewalks and 6' planting islands are currently proposed)
- Large trees and understory plantings create a layered feel that will help to separate pedestrians from vehicular traffic.
- Furnishing elements such as bike racks and bench seating will be provided.







- The expansion of the right-of-way includes a dedicated bikelane on the eastern side of the road.
- In front of the entrance the bike lane meets the sidewalk at grade, in all other instances it is at street level.







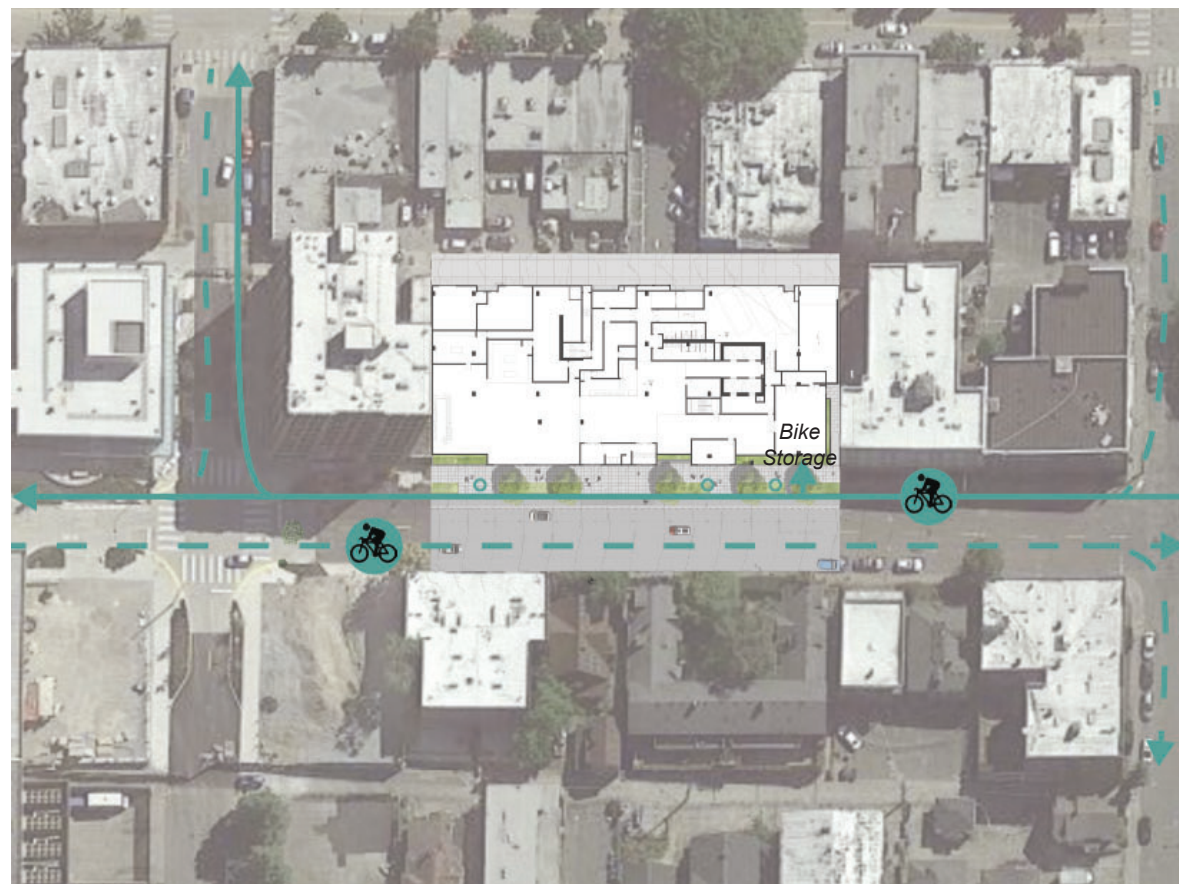
*Vehicular Travel*



*Service Access*



*Pedestrian Travel*



*Bike Travel*

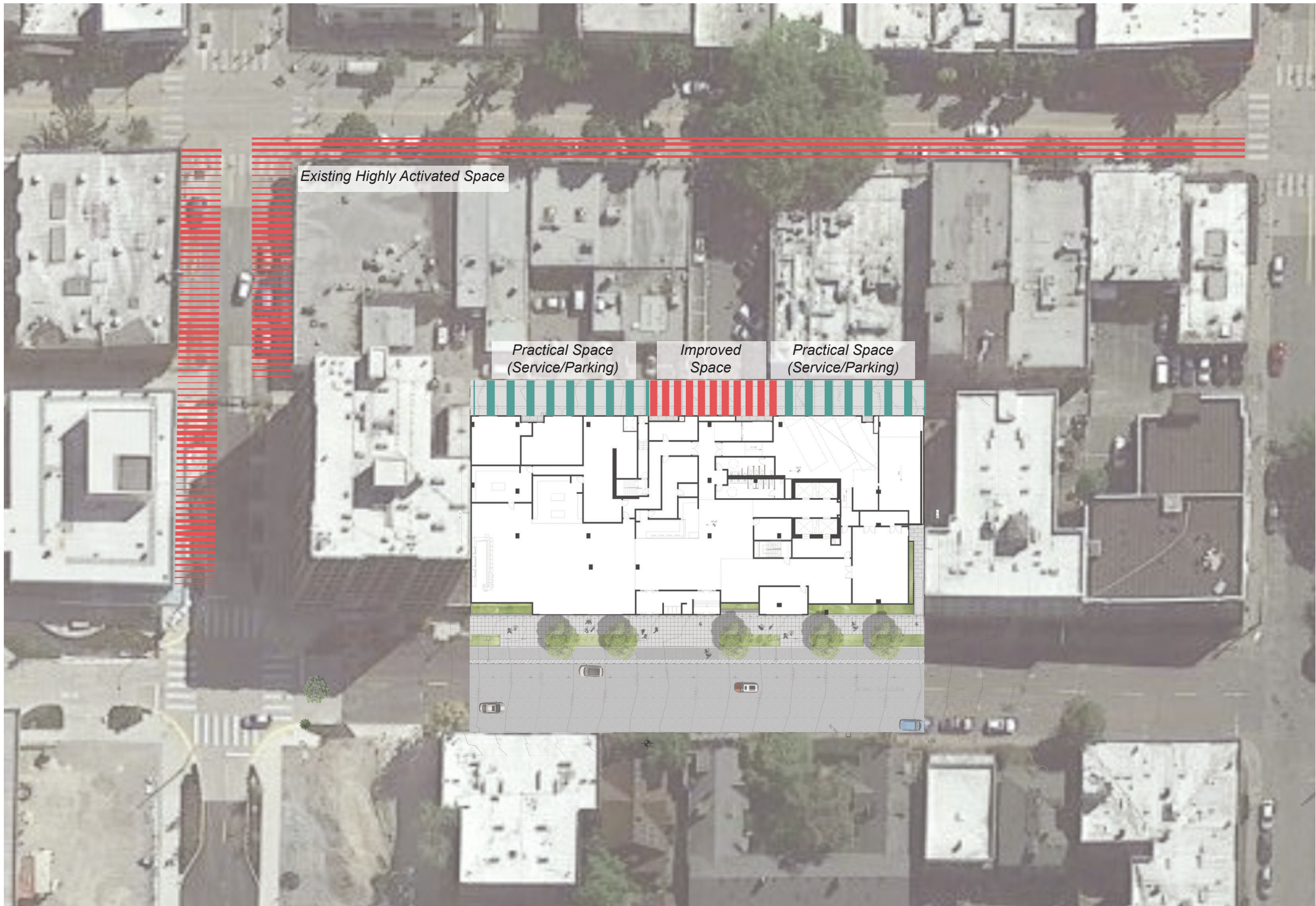
- The planned development will fit seamlessly into the hustle and bustle of Brooklyn Ave and the greater University District by facilitating multimodal transportation.
- Vehicular access for parking will be done through the alley. Hotel drop off and pick up zone will be on Brooklyn Avenue in front of the main entrance.
- Service access will mostly run South to North within the back alley.
- Pedestrian access will be prioritized along Brooklyn Ave,
- The dedicated bike lane will make commuters' South to North route on Brooklyn Ave much safer.
- All modes of transportation will be able to easily access the new transit station on the corner of Brooklyn Ave and 43rd.
- The photos on the following page show both the existing alley and the new transit station - both of which can offer inspiration with aesthetics that can be enhanced and built upon.





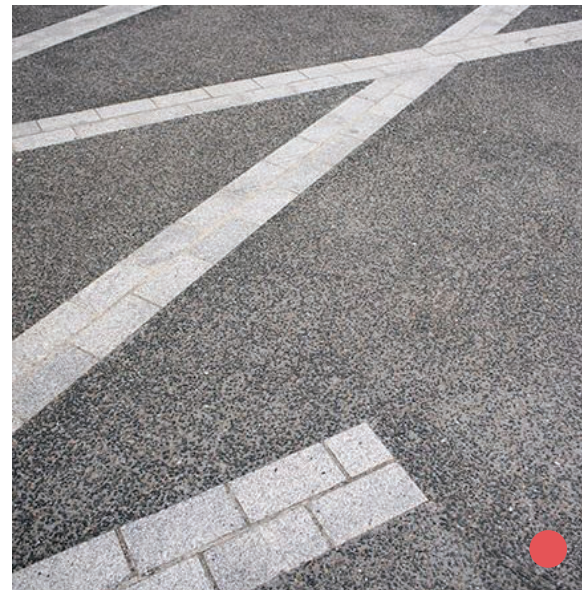






- The alley in the rear of the building which borders an existing lot on University Way could use improvements/enhancements.
- The rest of the alley also offers opportunities for enhancement through art and wayfinding.
- The images on the next page show potential inspiration for both the practical and activated spaces within the alley that border the development.









Preferred option as seen from across Brooklyn Ave.

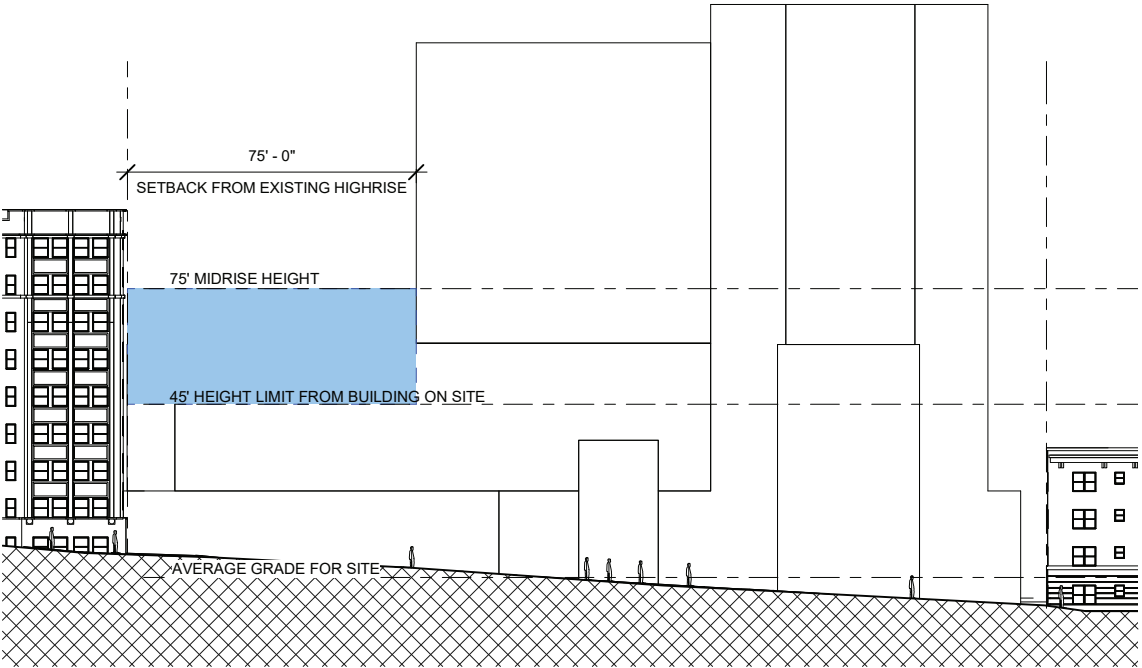




Preferred option as seen from University Way



ZONING CODE	REQUIREMENT	WHAT IS PROPOSED	WHICH SCHEME	RATIONALE
1. <b>SMC 23.48.645.E.2</b> - <u>UPPER-LEVEL DEVELOPMENT STANDARDS IN SM-U ZONES; SEPARATION WITHIN A LOT.</u>	<ul style="list-style-type: none"><li>minimum separation of 75' between any high rise portion of a structure and all other portions of the same structure that exceed 45' in height.</li></ul>	Request to allow the same structure requirement be raised from 45' to 75'	Option 2 - Stack	In studying massing schemes that work for our site, this option appealed to us in providing a more gradual step up in massing as the building grew in height. In relation to the building to the north we are providing the 75' separation as it is considered an existing high rise structure, but this massing reduced the difference between the existing building and the top of our high rise portion.





ZONING CODE

REQUIREMENT

WHAT IS PROPOSED

WHICH SCHEME

RATIONALE

1. **SMC 23.54.035**  
- LOADING BERTH REQUIREMENTS AND SPACE STANDARDS

- Lodging use = low demand per table A.
- Size is 10’ wide, 14’ high, 35’ long
- 60,001-160,000 sf (2) loading berths required
- Exceptions to Loading Berth Length. Where the Director finds, after consulting with the property user, that site design and use of the property will not result in vehicles extending beyond the property line, loading berth lengths may be reduced to not less than the following:
  - Low- and Medium-demand Uses. Twenty-five (25) feet.

Request to allow a reduction in the loading berth length from 35’ to 25’ due to hotel operations expected loading needs.

All schemes

The size of delivery truck used by hotel management will work with a 25’ loading berth. In addition, the delivery trucks can be scheduled by hotel management so that no more than (1) delivery truck would need the loading berth at a time. Small delivery trucks will have less traffic impact to the surrounding neighborhood

