



TERRY & HOWELL

RECOMMENDATION MEETING

AUGUST 18, 2015 | DPD #3017451 | 14-018





VISION STATEMENT

This proposal consists of a new 309 room hotel, associated meeting rooms and dining facilities along with retail at the corner of Terry Avenue and Howell Street. All structured parking will be provided below grade. Primary vehicular entry will be via a porte cochere accessed from Terry Ave in order to provide convenient, safe and direct access, especially for first time guests. Additional garage access will be from the existing alley. Primary pedestrian entry will be via Terry Ave, and the corner of Terry Ave and Howell St, directly across from the Washington State Convention Center (WSCC) expansion

The site is currently a surface parking lot in a rapidly-changing edge neighborhood a few blocks from the CBD and I-5. The Aspira apartment tower is adjacent to the site and the Regence Blue Shield office building is across the alley. An office building is under construction across Terry. The new hotel will not only increase density but also provide linkage across Howell to the WSCC expansion. The site is also important in helping mark the ending of the Terry Avenue Green Street as it terminates at the intersection of Terry & Howell

The new building will respond to the site, as the design responds to the street grid shift at Howell St. The building will be visible from I-5 and surrounding neighborhoods, and will be designed to complement the existing and future context. The architecture of the Terry & Howell corner will be developed as a signature component to provide a sense of place and signify the hotel's address

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PROJECT STATISTICS

PROGRAM	FLOORS
Below grade parking	3.5
Lobby / Retail / BOH	1
Public meeting rooms	1
Hotel rooms	15

HOTEL KEYS
309

PARKING STALLS
149 stalls (0.48/key provided, .05/key required)

RETAIL
1,085sf

HEIGHT
178' (+15' for mechanical)

SITE ANALYSIS

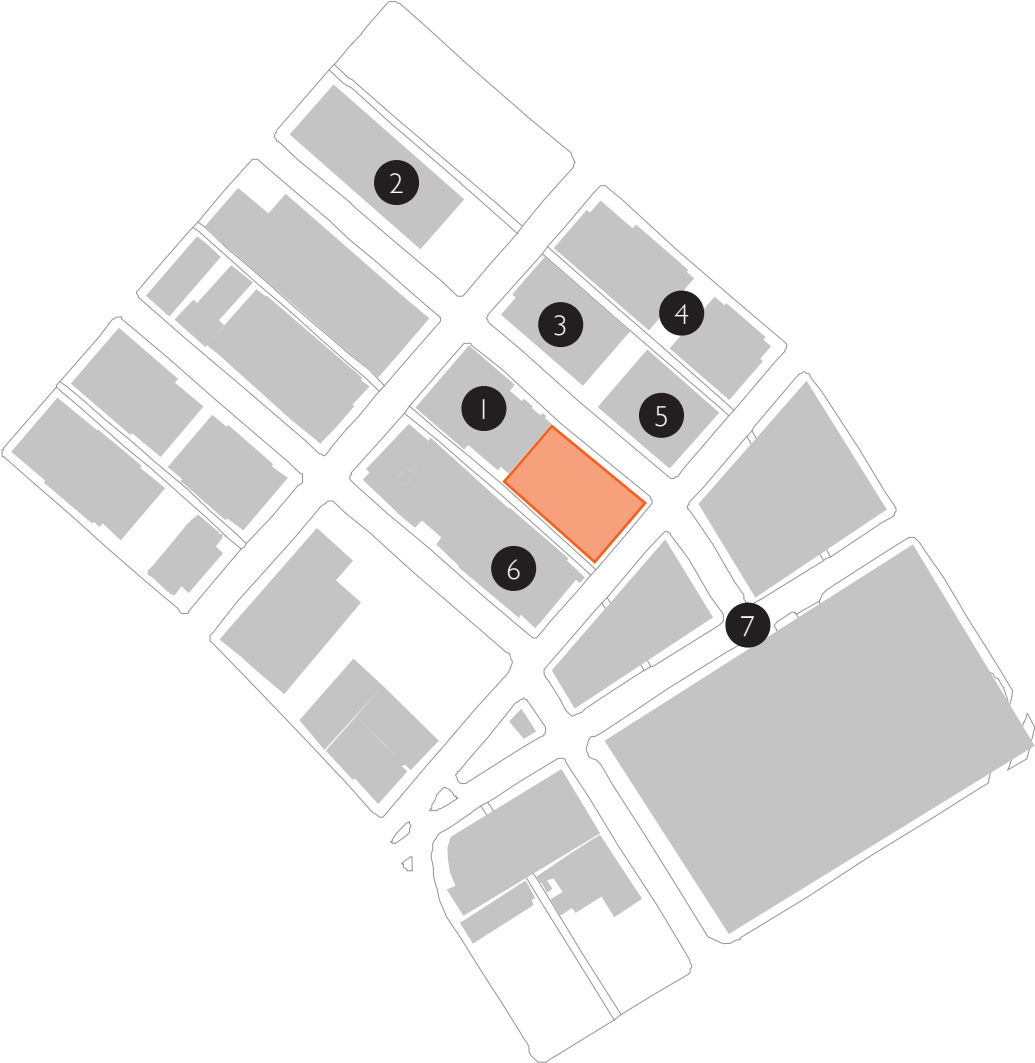
- MAIN STREET
- TRANSIT ROUTE
- REGIONAL CONNECTOR
- MAJOR BIKE ROUTE
- GREEN STREETS
- PUBLIC Transit Stop
- STREETCAR Stop

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

- HOWELL STREET:**
- One-way northeast bound
 - Four-lane street with dedicated bike lanes
 - Direct path from CBD to Capitol Hill
 - Class II pedestrian street



SITE CONTEXT



This area of Seattle is rapidly changing, with new development of all types. New office, residential, medical, hotel and retail spaces will enliven this area of the City which was previously dominated by surface parking lots. The WSCC expansion is a major driver of this new development, and the Terry & Howell hotel aims to be a complementary and successful piece of this new urban fabric



ASPIRA TOWER - COMPLETED



1920 TERRY - IN DESIGN PROCESS



1007 STEWART - UNDER CONSTRUCTION



HILL 7 - UNDER CONSTRUCTION

SITE CONTEXT



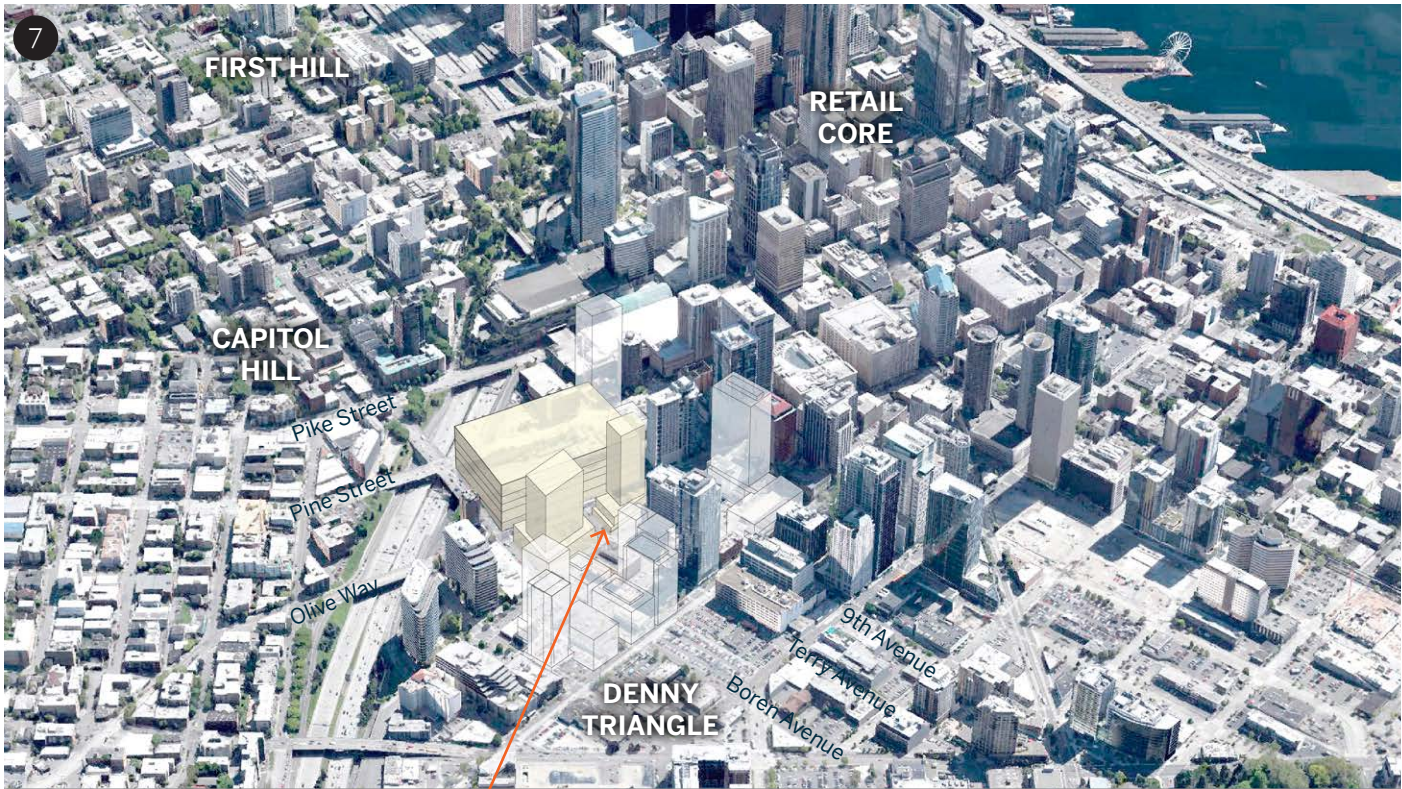
1800 TERRY - COMPLETED, IN DESIGN PROCESS



REGENCE OFFICE - COMPLETED



Terry & Howell site



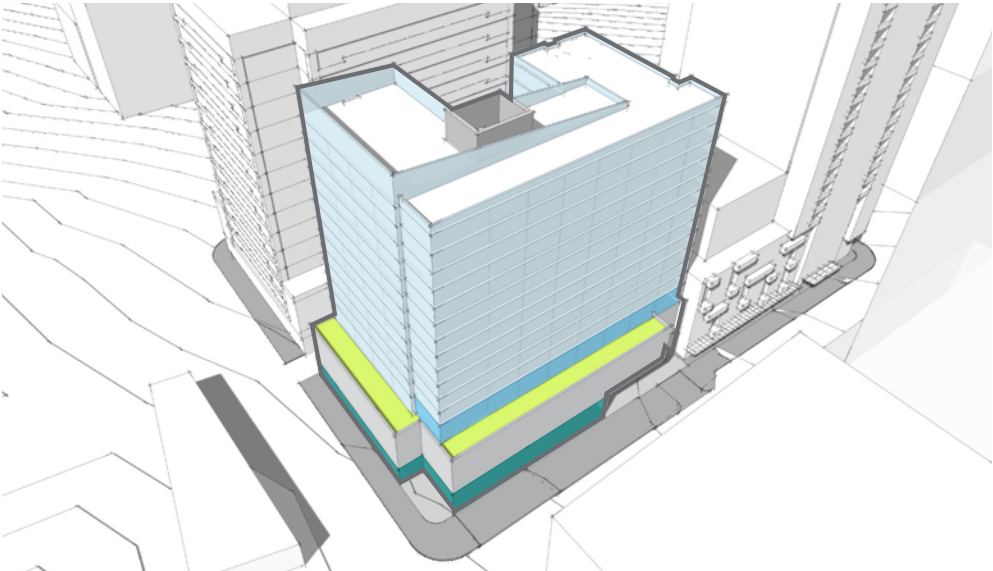
Terry & Howell site

WACC EXPANSION - IN DESIGN PROCESS

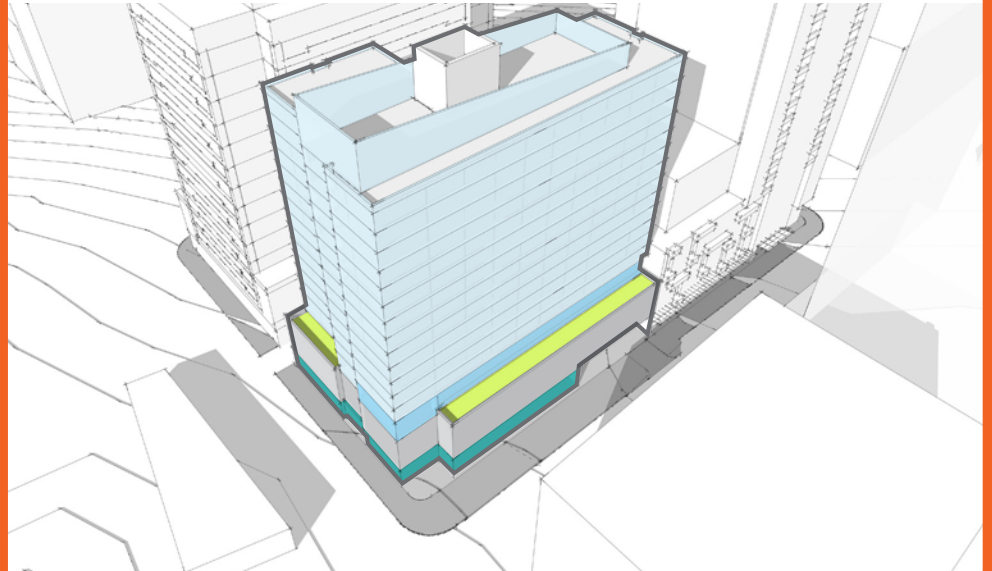
EDG MASSING OPTIONS



MASSING OPTION A - EAST COURT



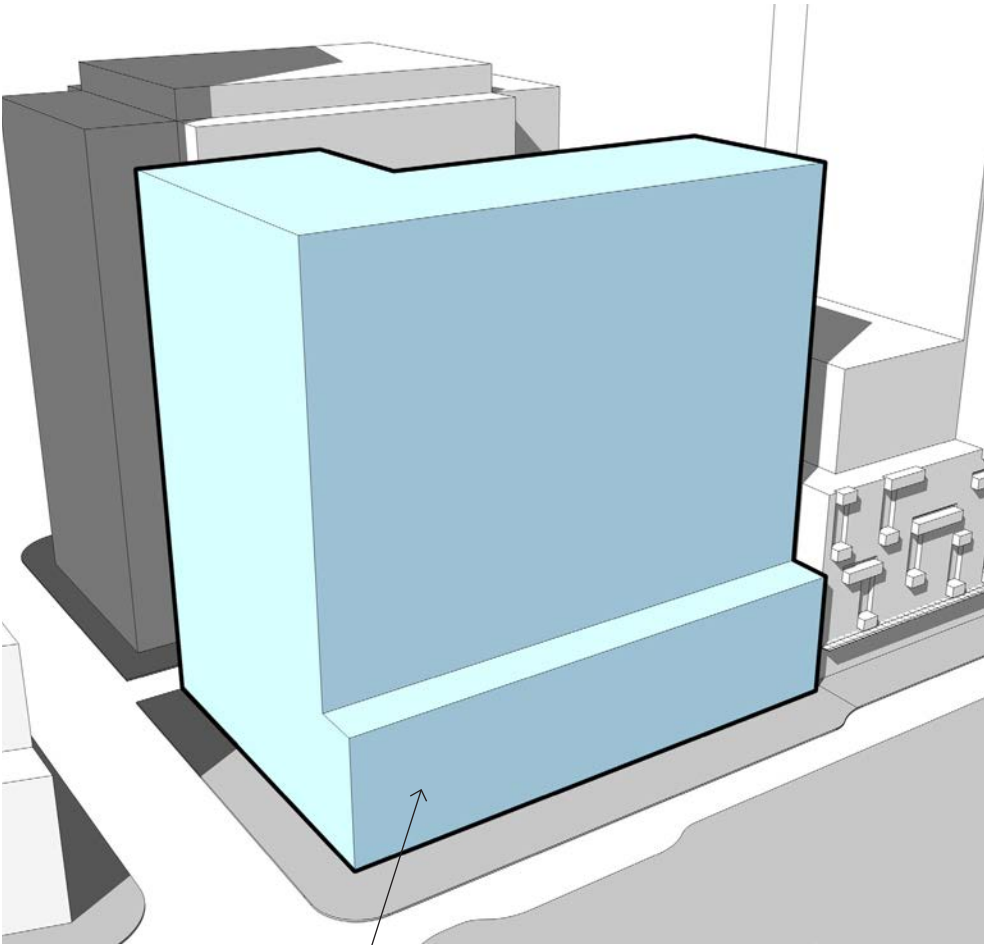
MASSING OPTION B - COURTYARD



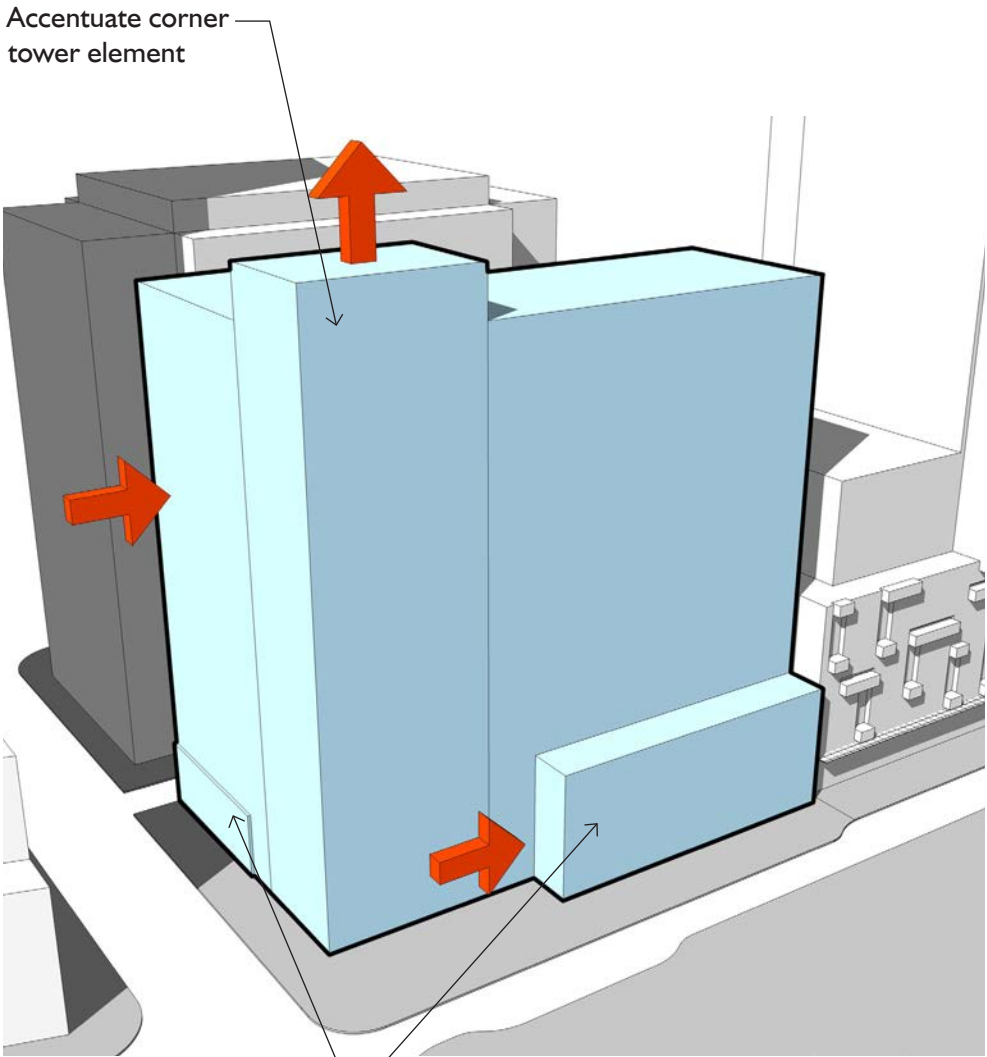
MASSING OPTION C - GRID SHIFT (PREFERRED)

BOARD INDICATED SUPPORT FOR MASSING OPTION C,
AN L-SHAPE WITH NO ABOVE GRADE PARKING

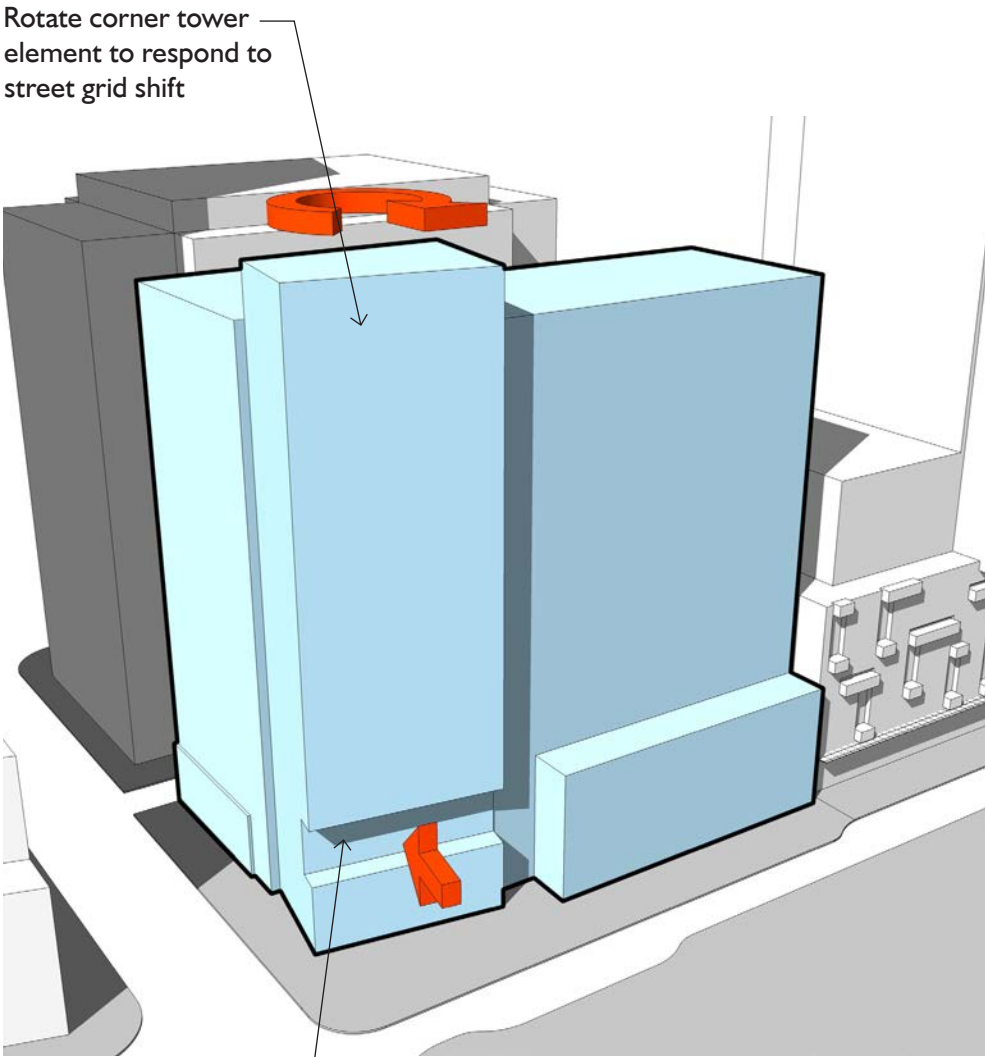
EDG PREFERRED OPTION



CODE COMPLIANT MASSING



INTERMEDIATE MASSING

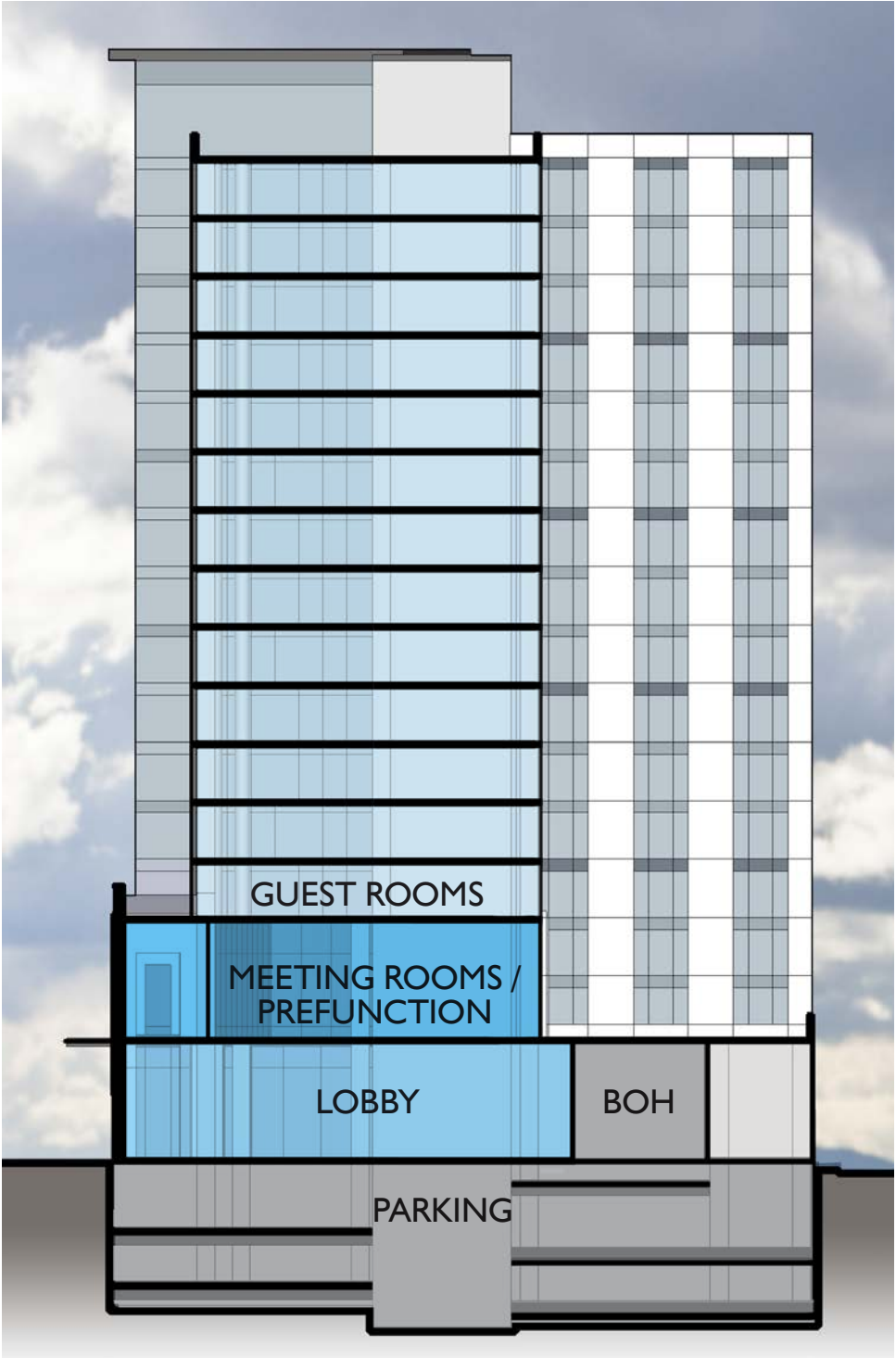


PREFERRED MASSING

EDG PREFERRED OPTION



PREFERRED OPTION VIEW



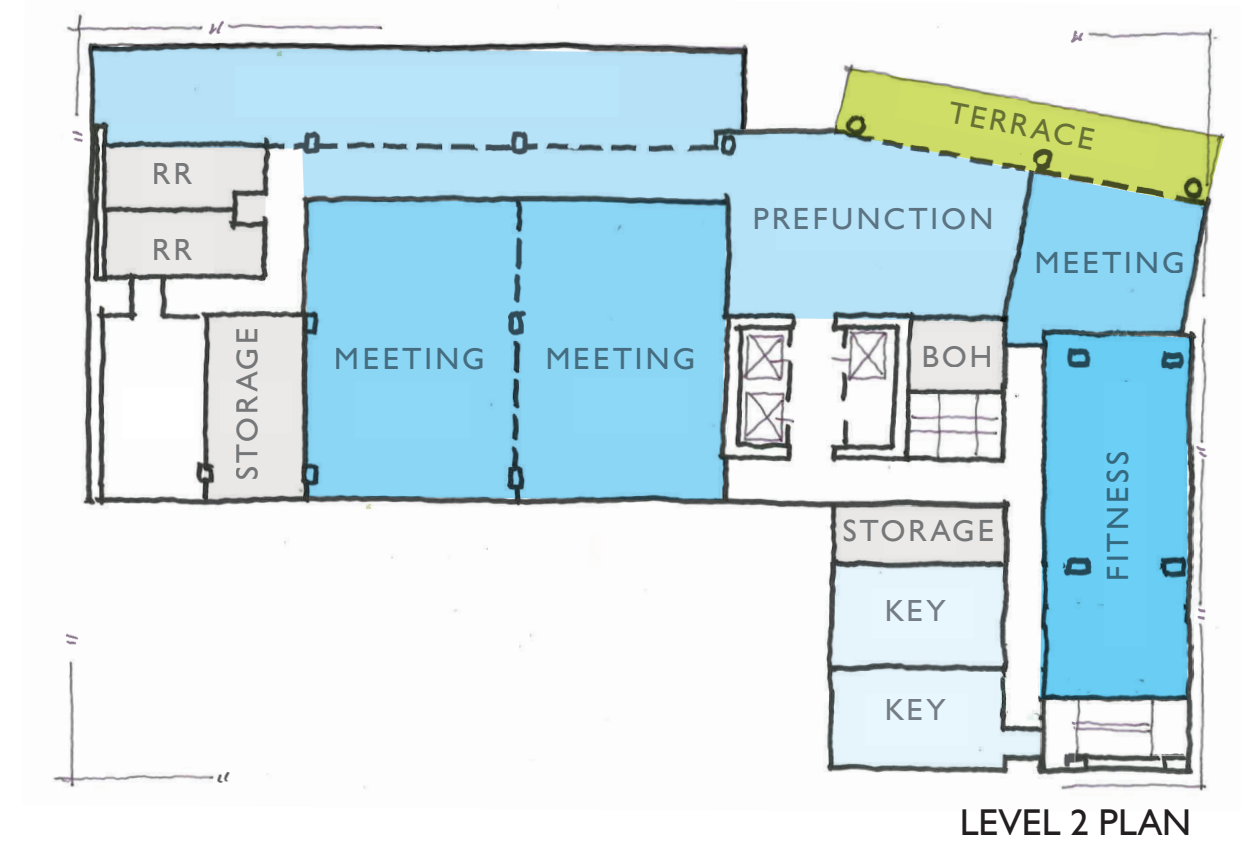
PREFERRED OPTION SECTION

EDG PREFERRED OPTION

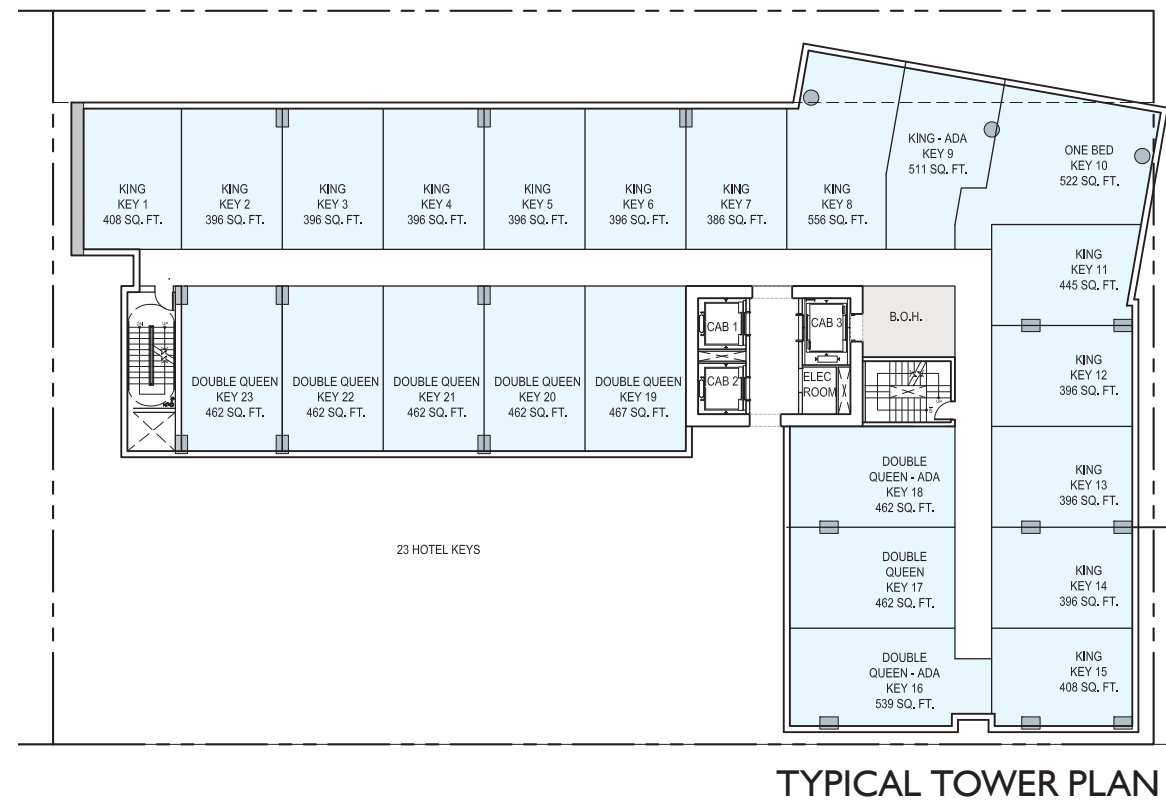
TERRY AVENUE (GREEN STREET)



GROUND LEVEL PLAN



LEVEL 2 PLAN



TYPICAL TOWER PLAN

DESIGN GUIDANCE

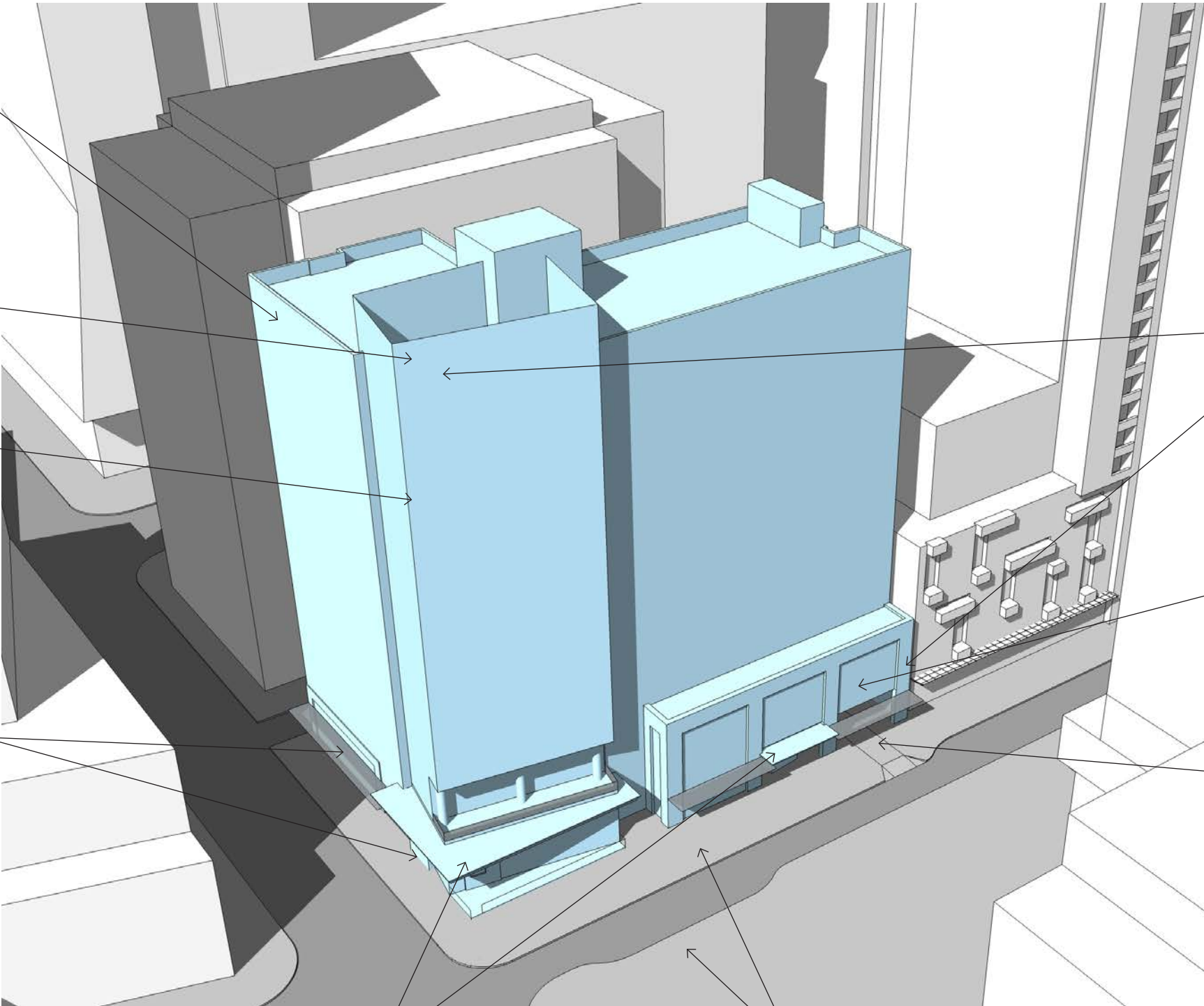
EDG DESIGN GUIDANCE

AI.1, AI.2, B4.1, B4.2, C2.1
Massing changes include reducing Green Street encroachment, and introducing more transparency in podium elements

A2.2
Mechanical equipment to be located in interior spaces, or screened if on exterior roofs

B4.3, C2.1
Stone podium elements are held away from canted glass corner element, to allow each building element to resolve itself, frame the glass corner element and allow for a logical change of materials

BI.1, BI.2, B2.2, B3.2
CI.1, CI.2, CI.3
Hotel entry added to Howell Street, size of retail space along Howell increased, massing still relates to grid shift at intersection, opening view towards WSCC expansion



C5.1
Continuous canopies along 2 main facades, with special canopies at main building entries

D2.1, D2.2, D3.1, D3.2
Enhanced the Green Street design, as proposed by others, designed to fit within overall block development

SPECIFIC DRB-DIRECTED DESIGN GUIDELINES

A2.2 Rooftop mechanical equipment
B4.1 Massing
B4.2 Coherent Interior/Exterior design
C2.1 Modulation of facades
C5.1 Overhead weather protection
C6.2 Alley parking access

B4.3, D4.1, D4.2, D4.3
Building-integrated signage at various scales, for the driver, and the pedestrian

B3.1, B3.3
Added pedestrian entry along Terry, increased interior public use, enhanced Green Street design. Overhead weather protection provided

E1.2
Vehicle access to porte cochere remains off Terry, size is greatly reduced to 10', one-way in only E3 (alley facade)
Loading area to utilize screening, parking ramp accessed via porte cochere, not alley

EDG DESIGN GUIDANCE

A2.2 ROOFTOP MECHANICAL EQUIPMENT

In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole

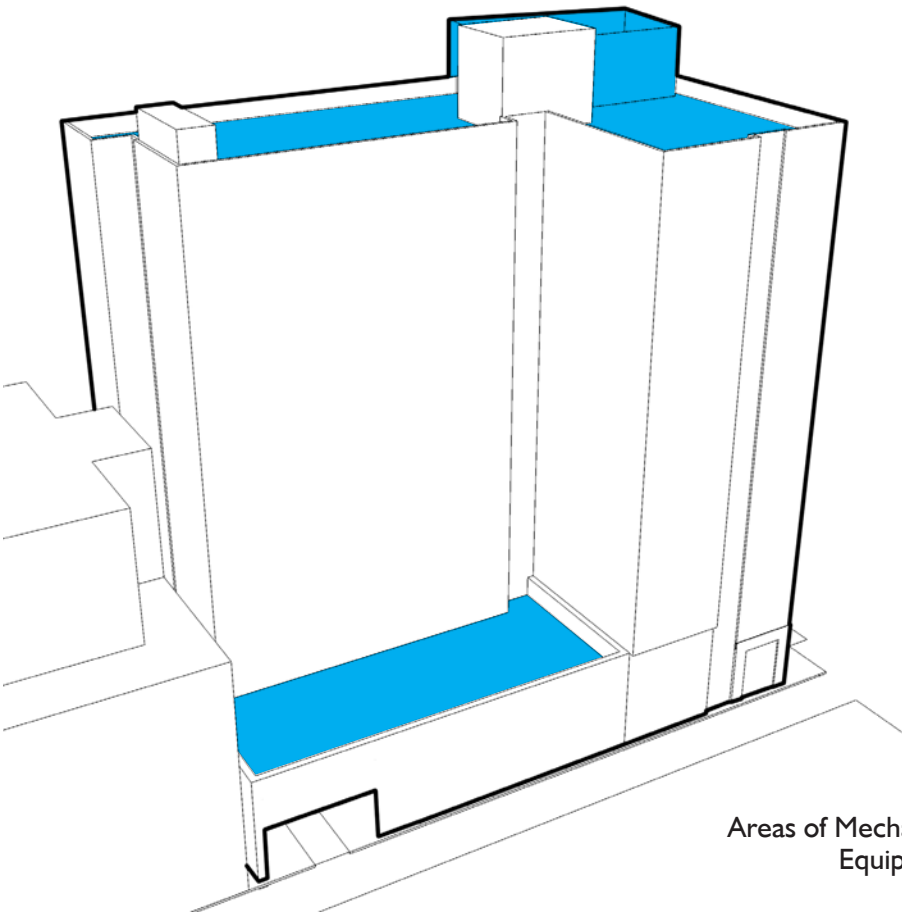
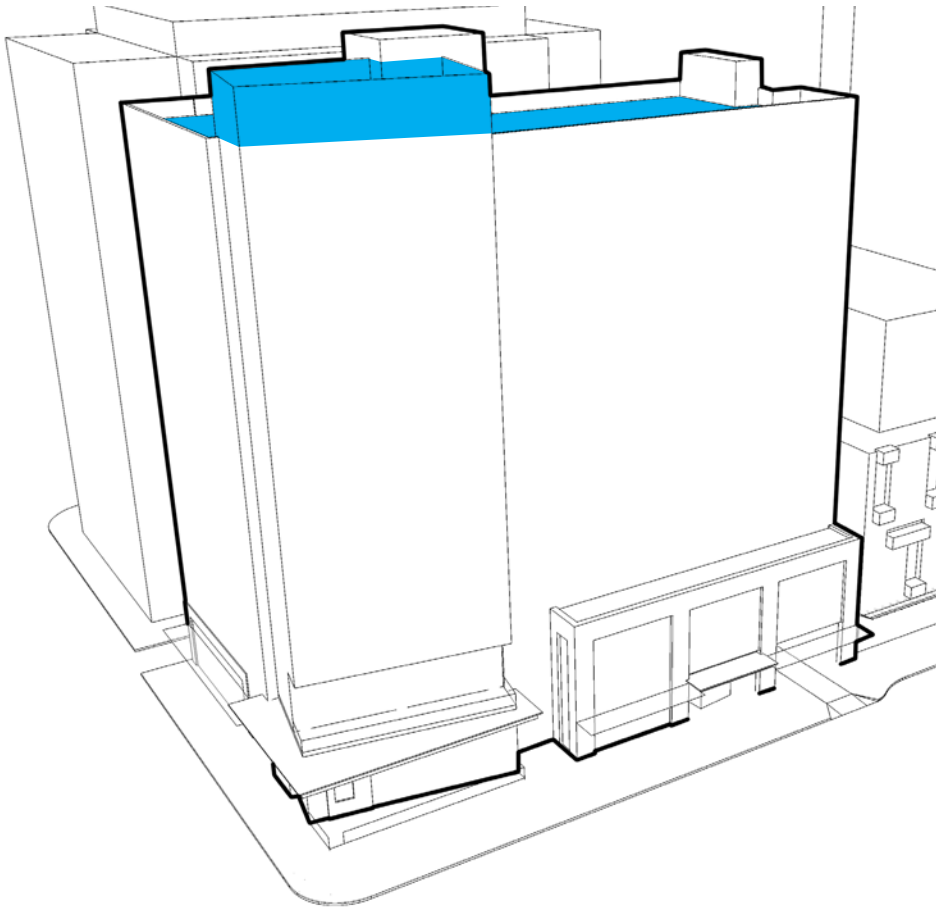
BOARD GUIDANCE

Responding to the public comment urging a well-designed roof, the Board noted that neighbors would look down on the mechanical systems. This presented sufficient reason to create an attractive enclosure housing the HVAC and other mechanical equipment

RESPONSE

Major mechanical equipment will be housed in the crown of the canted glass corner element, with required venting. Other mechanical penetrations and equipment, on the lower and upper roofs, will be located sensitively and screened where possible to provide attractive roofscapes

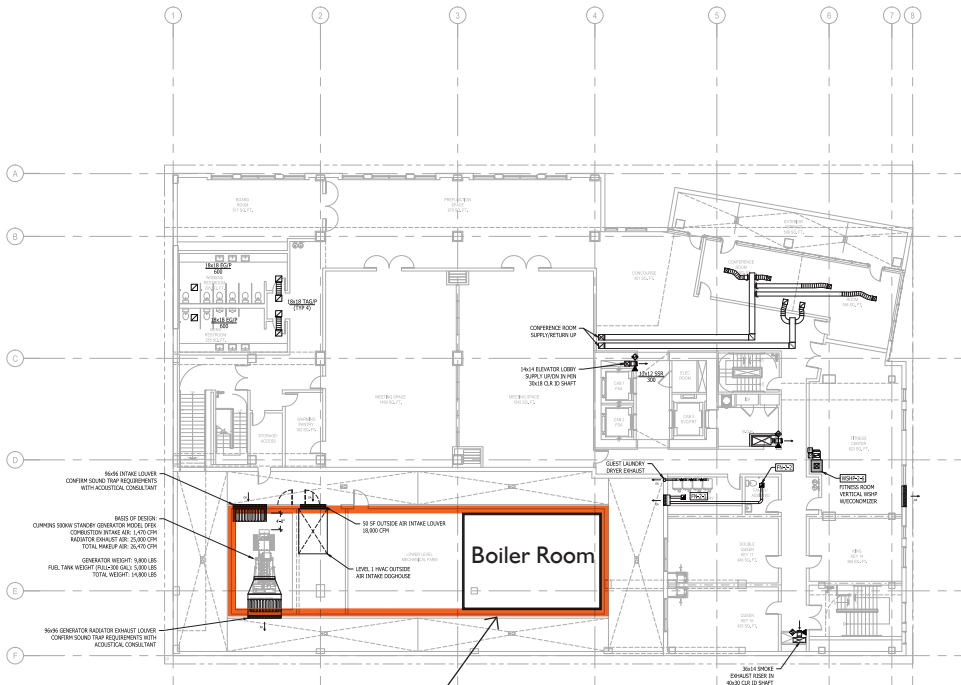
Mechanical consultant to verify final equipment sizes and locations



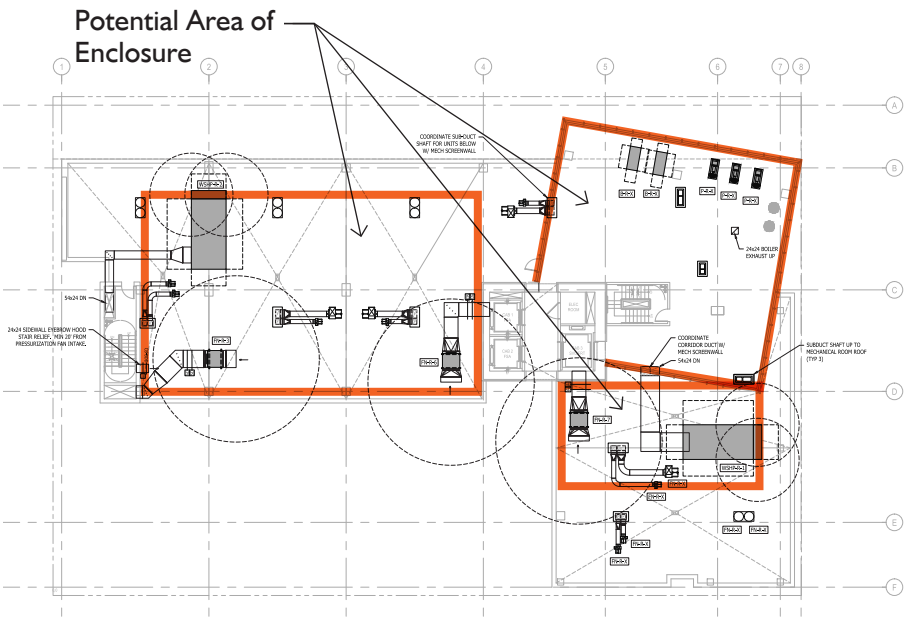
Areas of Mechanical Equipment



High quality materials, used elsewhere in the building will be used the screen major mechanical elements on all sides



Potential Area of Enclosure



Plans show preliminary mechanical placement, coordination is ongoing. Major equipment to be placed within the crown element, other equipment must be placed on leg roofs for efficiency

EDG DESIGN GUIDANCE

B4.1 MASSING

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept

BOARD GUIDANCE

The Board prefers the ‘massing’ of the “Alternative Scheme” with its oblique corner and the void or cut-out at the second level overlooking the intersection. Consider redesigning the corner’s angle to enhance its obliqueness and place a greater portion of this volume back within the required green street setback in order to reduce the amount of cubic area requiring a departure request. Work on revising the tower’s proportions to produce a more slender and refined corner tower. From some angles, its mass overwhelms the anchoring provided by the Howell St. facade

RESPONSE

The Alternative Scheme massing is what has been developed further in this package. The design team studied the angle of the element after the EDG meeting, and feels the simplest solution, a pure box which has both faces rotated in plan to respond to the urban grid shift, is the best solution. When the Howell face of the element was not canted, it felt wider than the preferred Alternative Scheme massing, in opposition to Board direction

This building element is primarily glass, while the other portions of the project are designed as punched-openings, increasing the uniqueness of the corner element. This canted portion still protrudes into the Green Street setback, but 2’ less than what was shown at EDG, and is no longer in the ROW along Howell

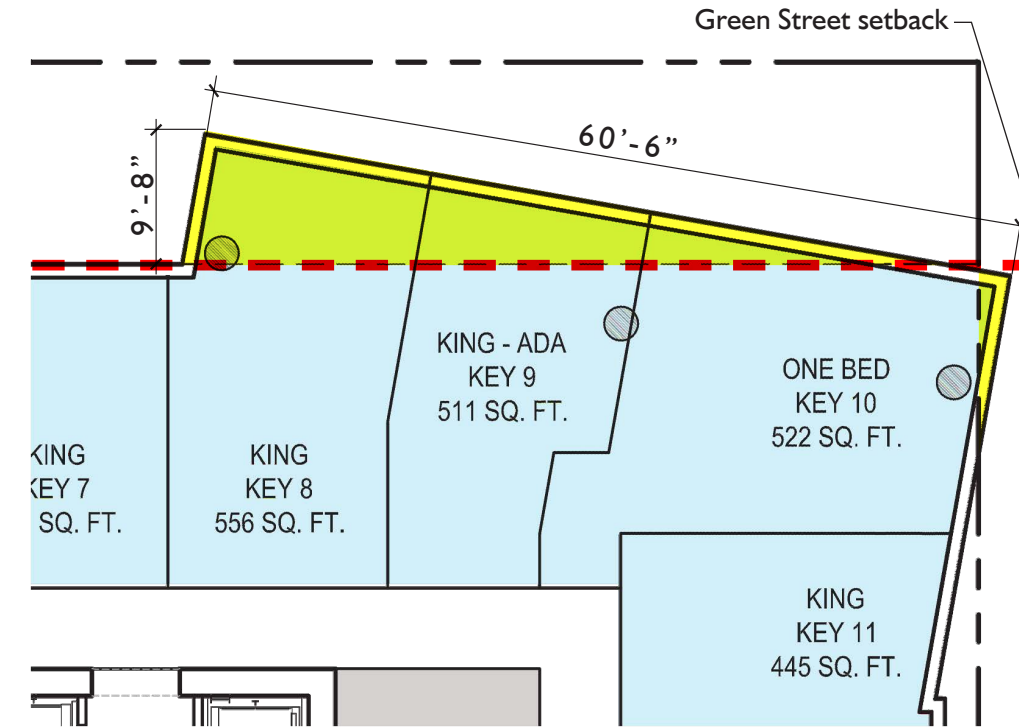
Please see Departures for more information
Please see Appendix for massing studies



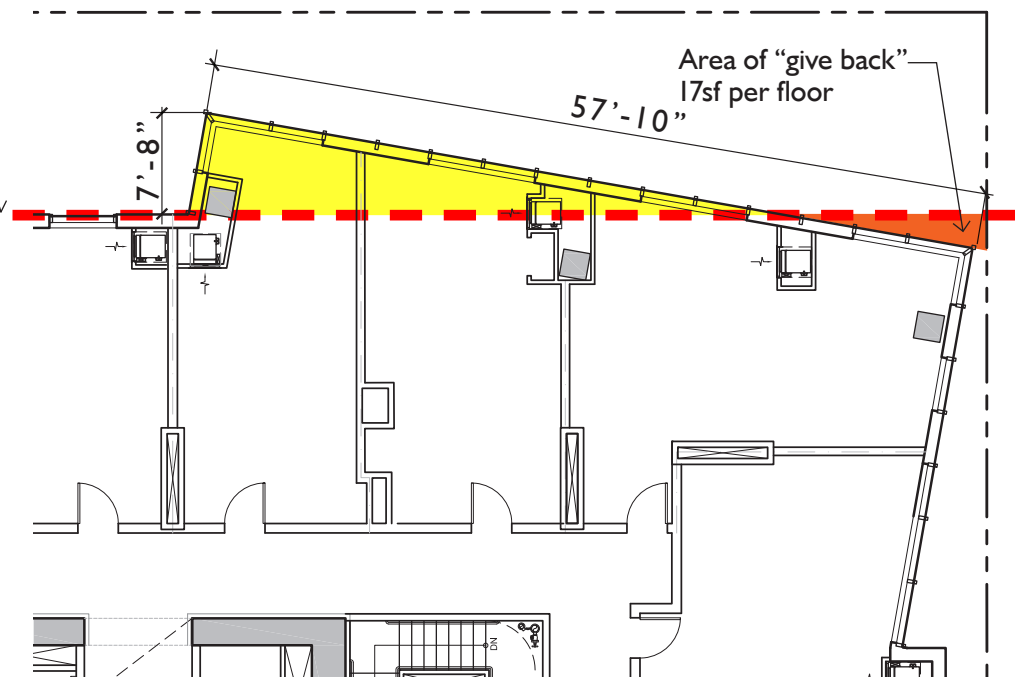
DESIGN AT EDG



CURRENT DESIGN



PLAN AT EDG



CURRENT PLAN

EDG DESIGN GUIDANCE

B4.2 COHERENT INTERIOR / EXTERIOR DESIGN

When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- d. facade modulation and articulation;
- e. windows and fenestration patterns;
- f. corner features;
- g. streetscape and open space fixtures;
- h. building and garage entries; and
- i. building base and top.

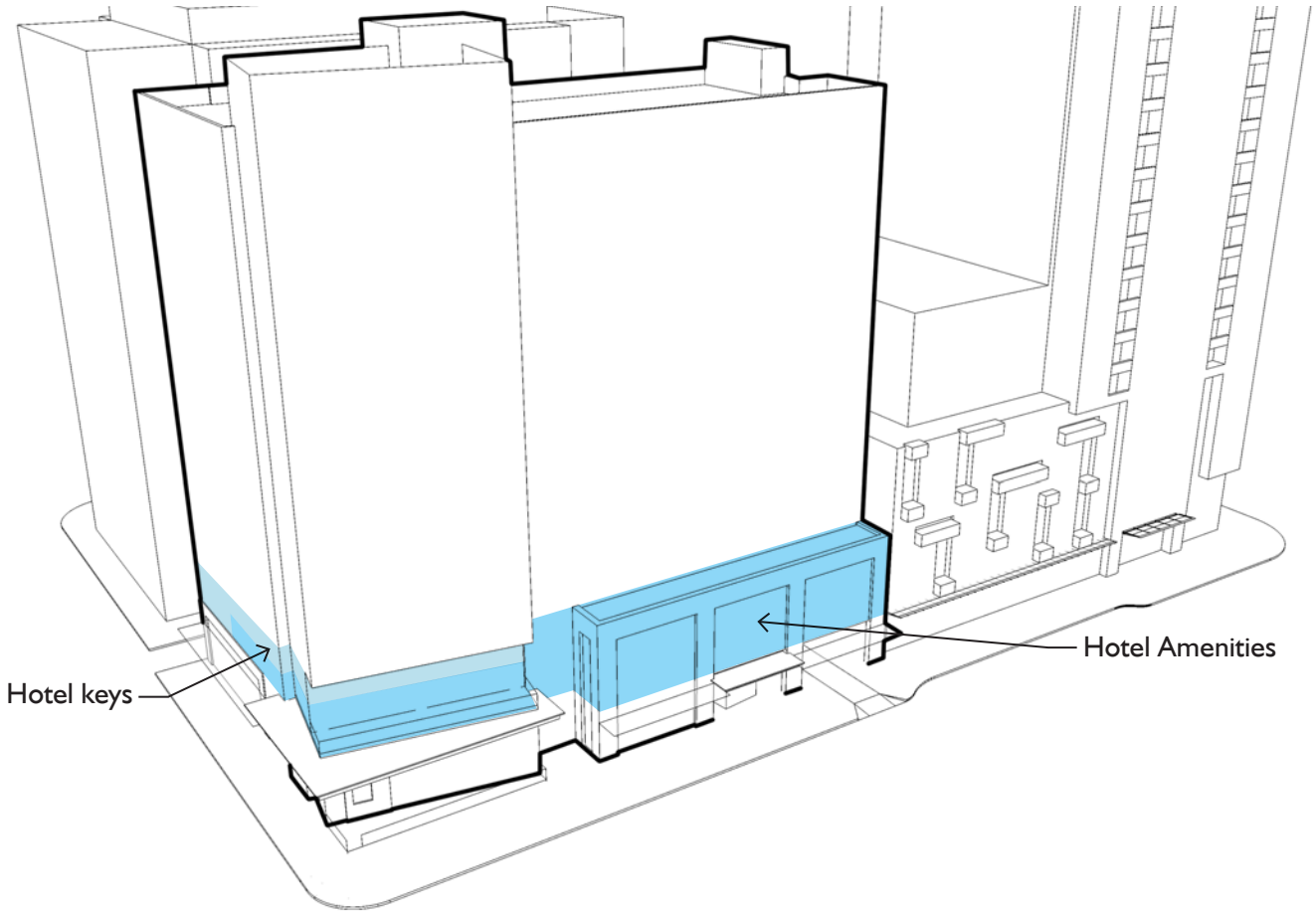
BOARD GUIDANCE

The frames delineating the podium appear ponderous and inelegant to the pedestrian's scale. Covering the upper level parking garage apertures with green screen is an insufficient response to an important design issue. The Board recommended that the architect study the elegant solution of an above grade parking garage integrated within a podium proposed at Western and University (DPD# 3014451)

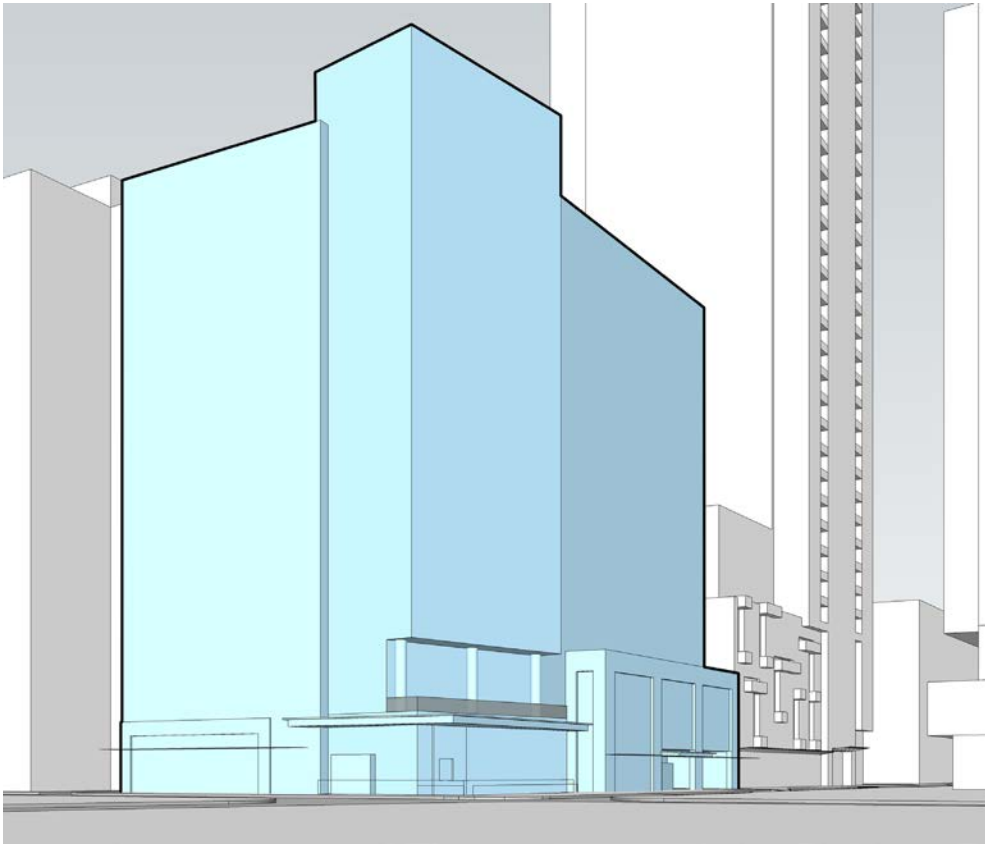
The Board prefers an active second floor as programmed in the alternative scheme. The lack of an above-grade garage would not justify a curb-cut on Terry Ave as the two elements are unrelated. (Staff note: the 220-230 parking spaces represent a significantly greater number of spaces than a downtown hotel (even with a restaurant and a small retail space) typically warrants. The Land Use Code requires one space per four hotel rooms.)

RESPONSE

There is no longer above-grade parking, all parking is to be provided below-grade. Parking count is 149 stalls, or a 0.48 parking ratio. The L2 and L3 spaces are now Hotel Amenities (meeting spaces and prefunction, fitness) and hotel keys



MASSING AT EDG



CURRENT MASSING

EDG DESIGN GUIDANCE

C2.1 MODULATION OF FACADES

Consider modulating the building facades and reinforcing this modulation with the composition of:

- a. the fenestration pattern;
- b. exterior finish materials;
- c. other architectural elements;
- d. light fixtures and landscaping elements; and
- e. the roofline

BOARD GUIDANCE

See discussion of the corner tower in Guidance B4.I

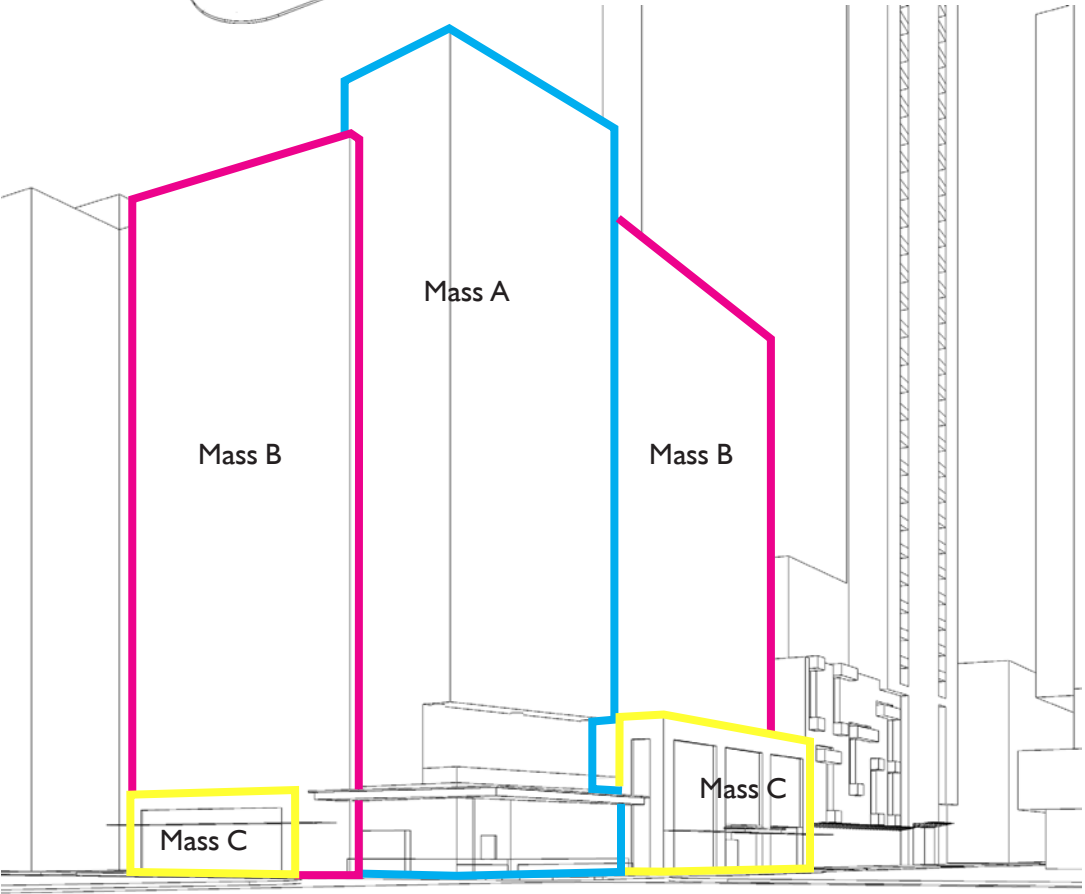
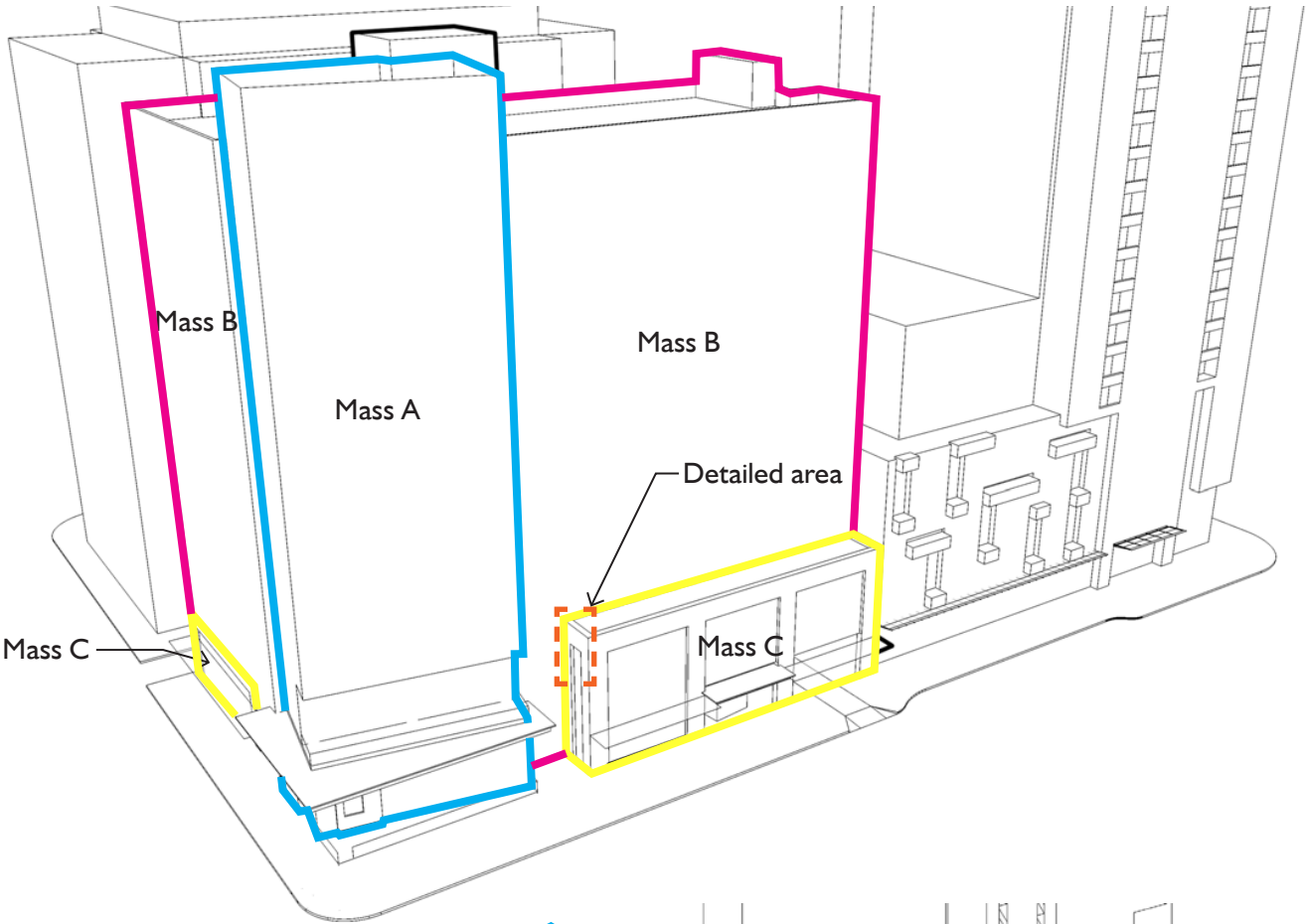
RESPONSE

The primary facades are broken down into different scales and materials, to create a unified, yet visually interesting building. Mass A is glassy, Mass B has punched openings, and Mass C relates to the pedestrian with a warm and durable stone material

See further discussion of the corner tower in Response B4.I and Departures



CURRENT DESIGN DETAIL



CURRENT MASSING

EDG DESIGN GUIDANCE

C5.1 OVERHEAD WEATHER PROTECTION

Overhead weather protection should be designed with consideration given to:

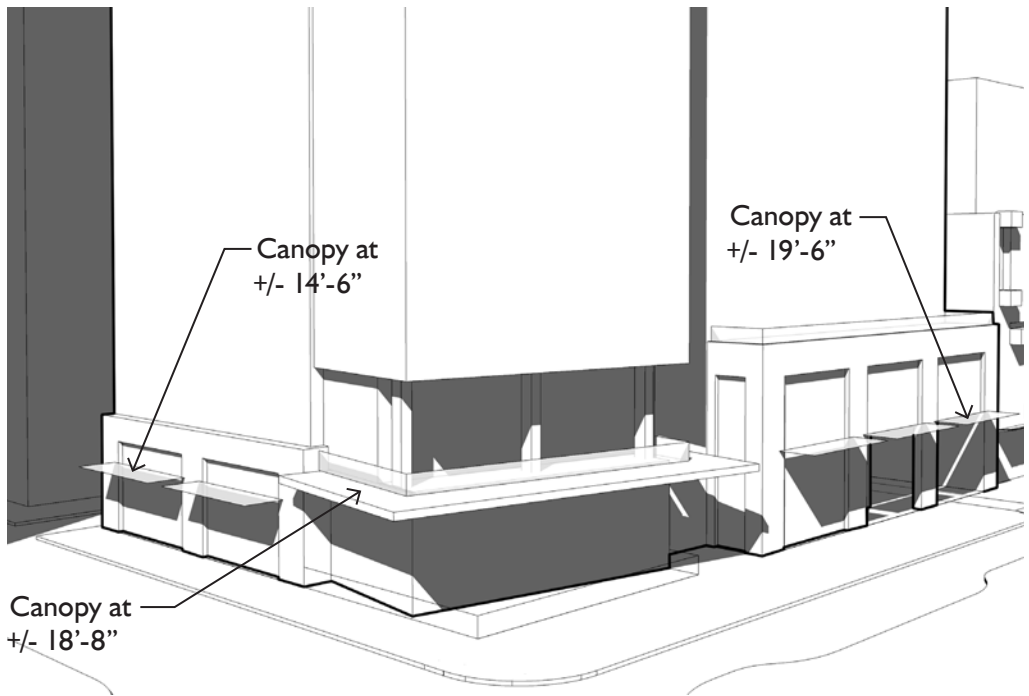
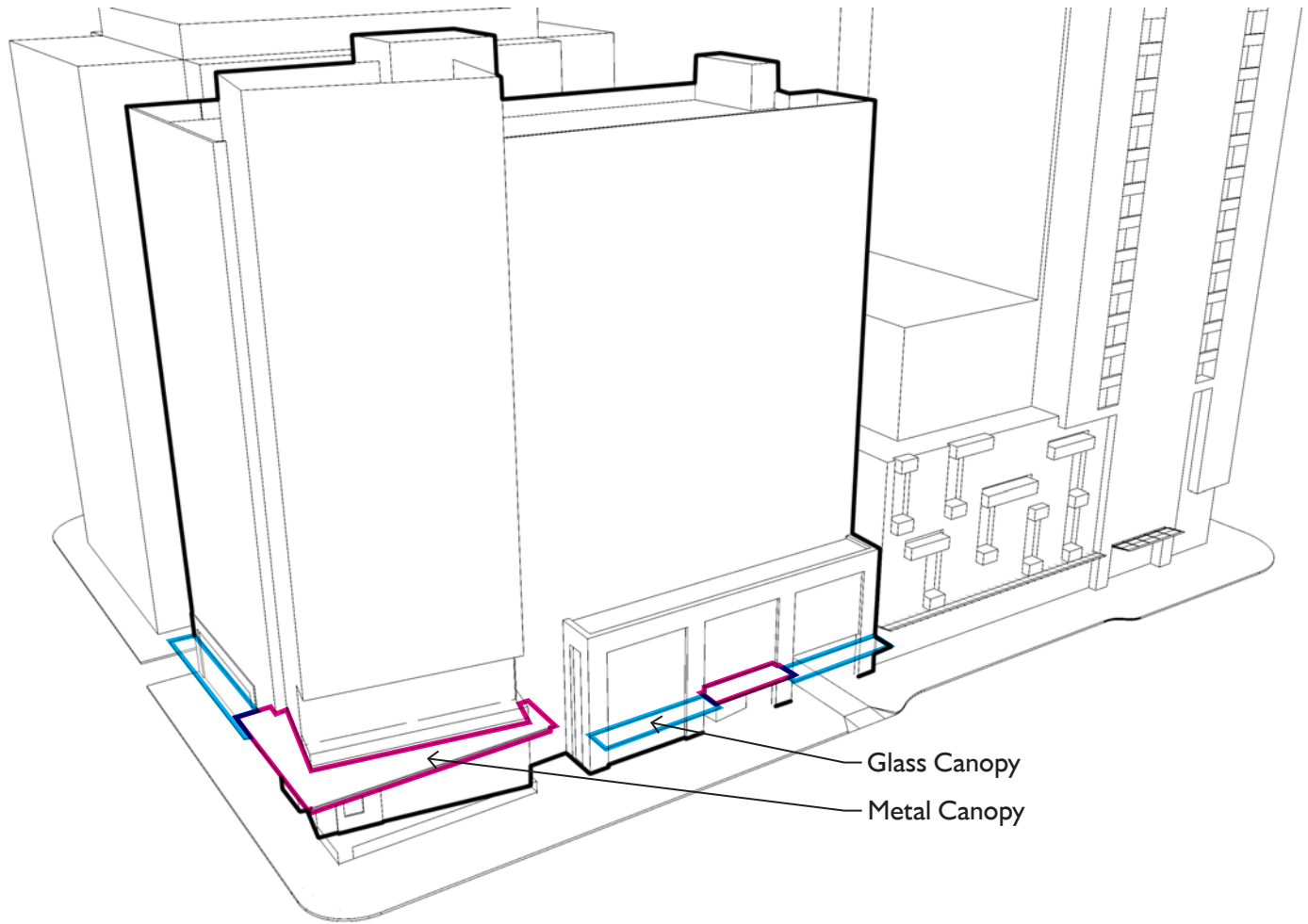
- a. the overall architectural concept of the building
- b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. minimizing gaps in coverage;
- d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- e. continuity with weather protection provided on nearby buildings;
- f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. the scale of the space defined by the height and depth of the weather protection;
- h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. when opaque material is used, the illumination of light-colored undersides to increase security after dark

BOARD GUIDANCE

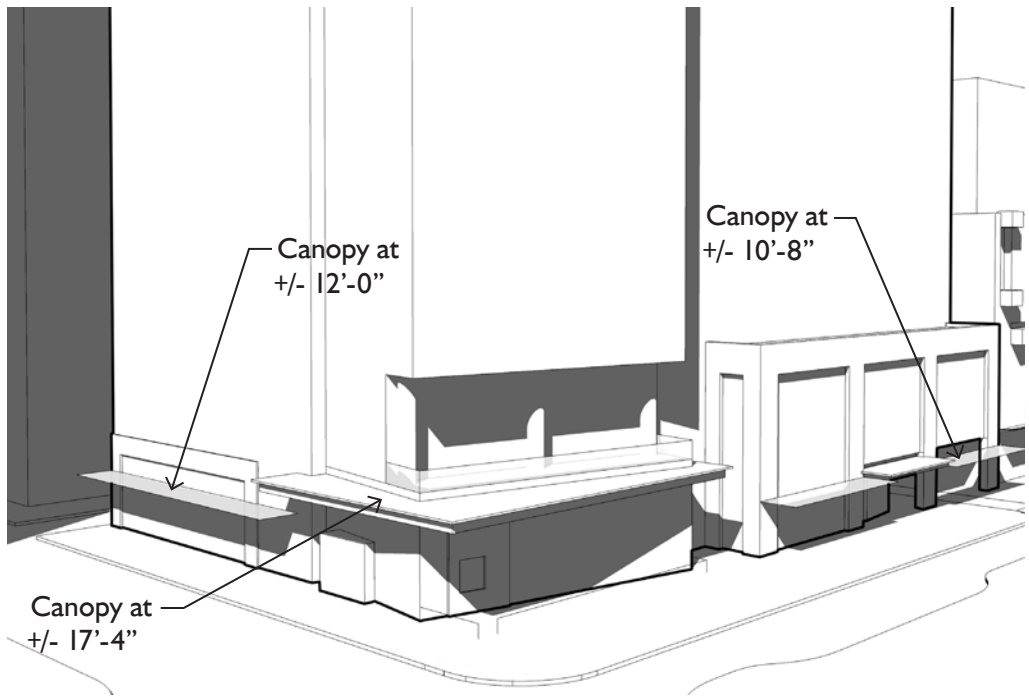
The Board requested continuous canopies along the two major facades. Give better shape and definition to the canopy at the corner volume. Its outer edge doesn't necessarily need to run parallel to the two planes of the tower

RESPONSE

Continuous canopies are provided along the two major facades. The pedestrian entry along Terry Ave, and the canted corner have special canopies which announce entry, integrating lighting and signage



MASSING AT EDG



CURRENT MASSING

EDG DESIGN GUIDANCE

C6.2 ALLEY PARKING ACCESS

Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider

- d. locating the alley parking garage entry and / or exit near the entrance to the alley;
- e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
- f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading

BOARD GUIDANCE

The alley should be more thoroughly explored as an entry approach for drop-off for the hotel. The porte-cochere could sit parallel to the alley. Enhancements to the alley, with pavers, festival and other types of lighting and an attractive facade, could produce a strong and convincing sense of place in the spirit of Hotel 1000 at First Ave and Madison and The Olivian (apartment building) at Eighth Ave and Olive Way

RESPONSE

The design team studied options for dropoff locations, no other option was feasible or acceptable to the client, as it impacted the mechanical needs, function and/or arrival sequence of the hotel. The site has two one-way streets fronting it, and Howell is a major transit street. Having vehicles enter and exit off Howell or the alley would severely overload the alley, which is already heavily trafficked

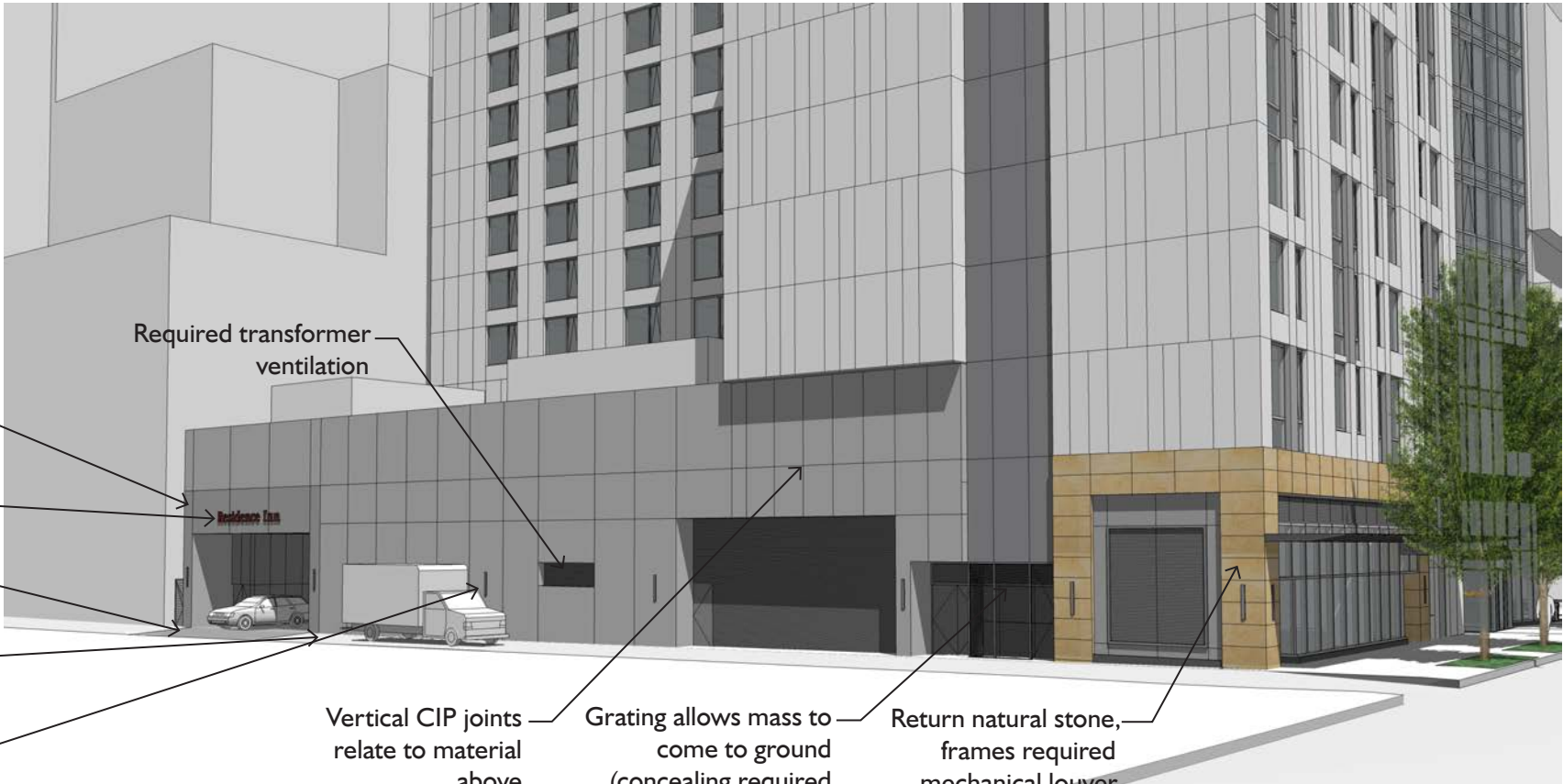
The curb cut for this hotel has been approved via Directors Decision, one-way, 10' wide, and documented in this package

Care has been taken with the alley facade, including extending the retail language into the alley, utilizing the porte cochere paving pattern (pending SDOT approval) and providing the same pedestrian-scaled lighting as the street facades

See Appendix for plan studies



MASSING AT EDG



Textured CIP concrete

Hotel signage internally-lit

Porte cochere paving (pending SDOT approval)

Typical SDOT alley paving

Same pedestrian lighting as street elevations, seven instances along alley elevation

Required transformer ventilation

Vertical CIP joints relate to material above

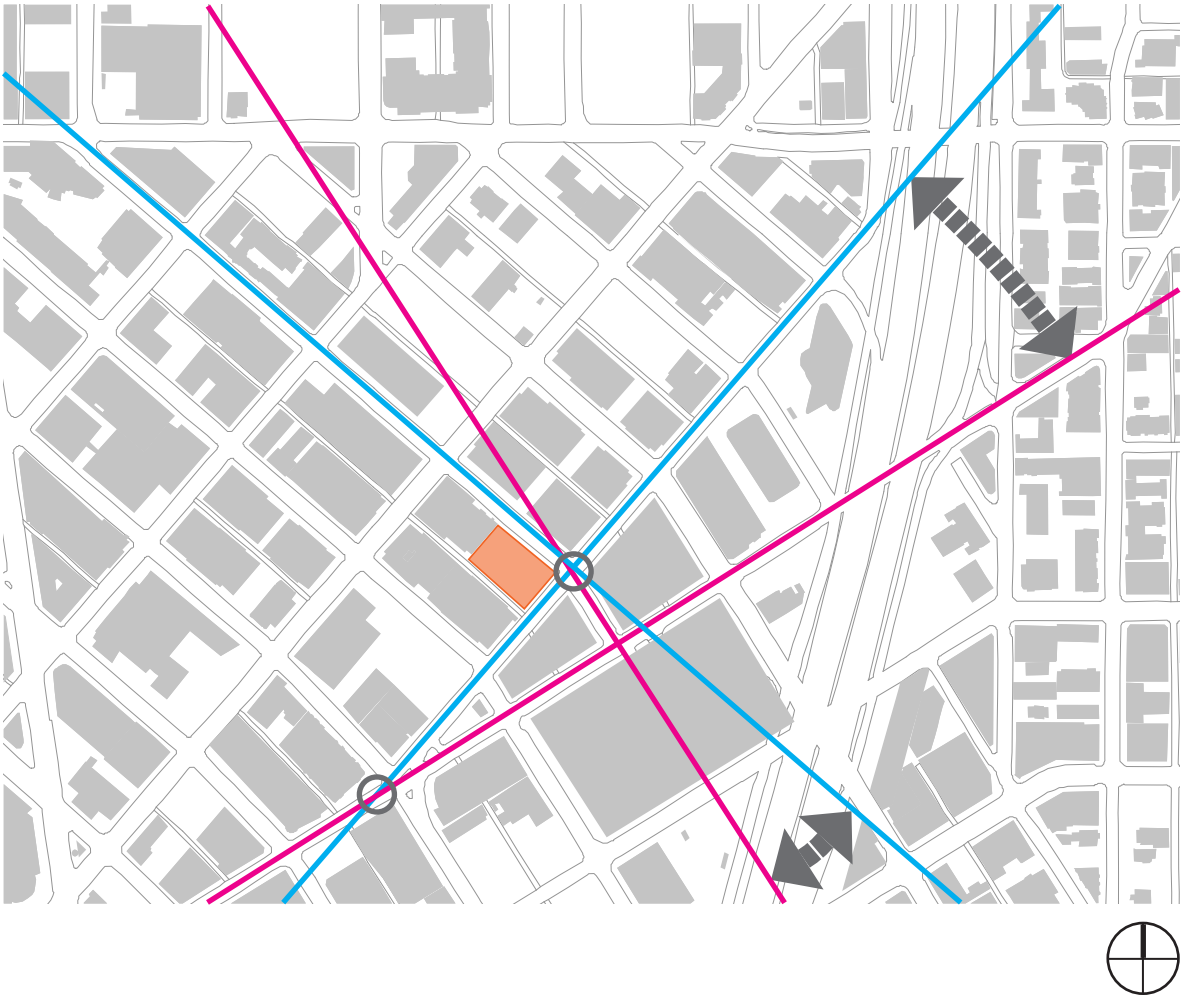
Grating allows mass to come to ground (concealing required gas meters)

Return natural stone, frames required mechanical louver

CURRENT DESIGN

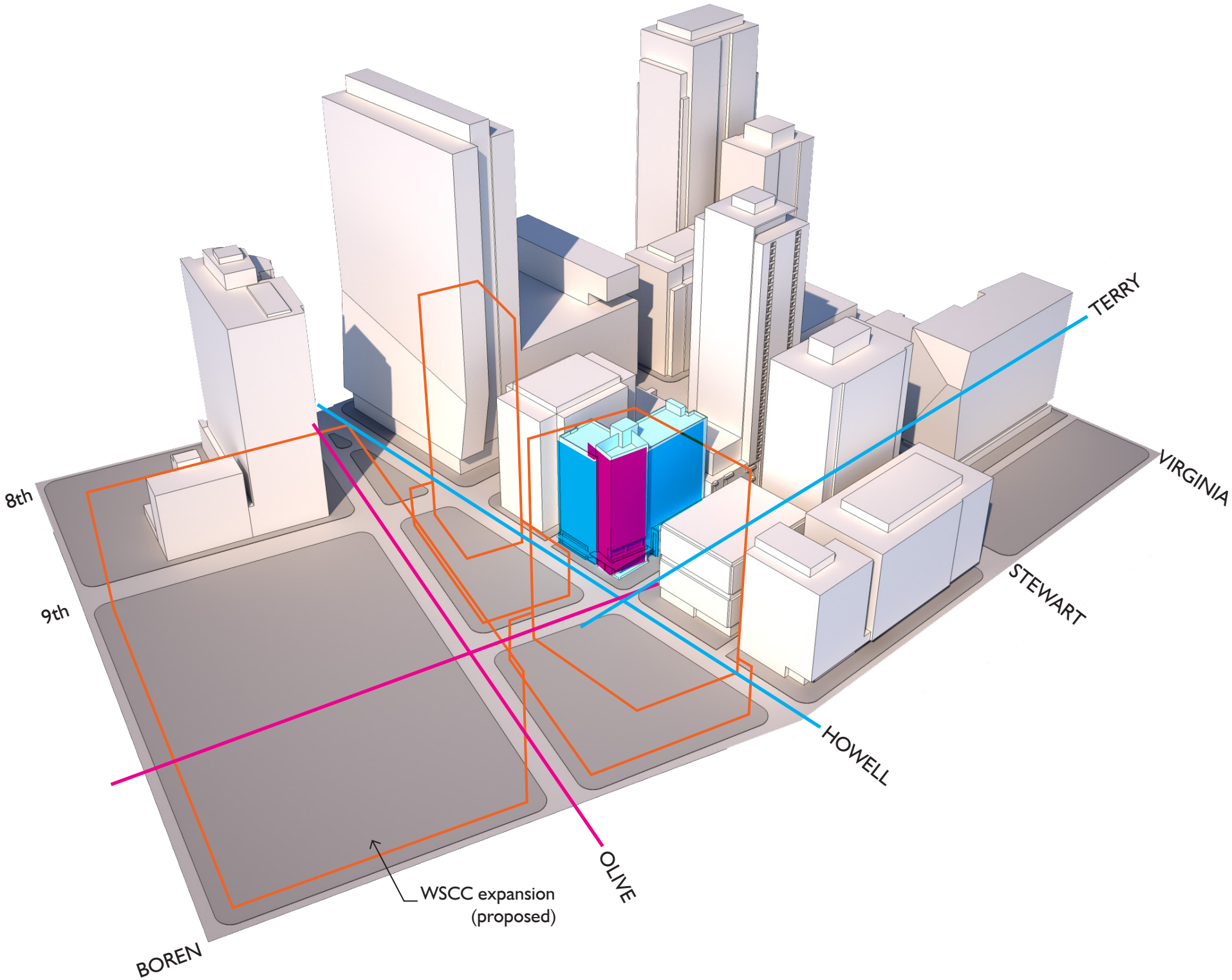
DESIGN

URBAN DESIGN RESPONSE



The site is located at the northwest corner of Terry Avenue and Howell Street. The site occupies the southeast portion of the block at the terminus of Terry Avenue. An existing parking lot occupies this site

The site occupies 180' of street frontage along Terry Avenue and 120' of street frontage along Howell Street. The site lies at an urban grid shift along Howell Street and marks the edge of Terry Avenue as one approaches the WSCC expansion. The massing responds to this grid shift, creating a site-specific design





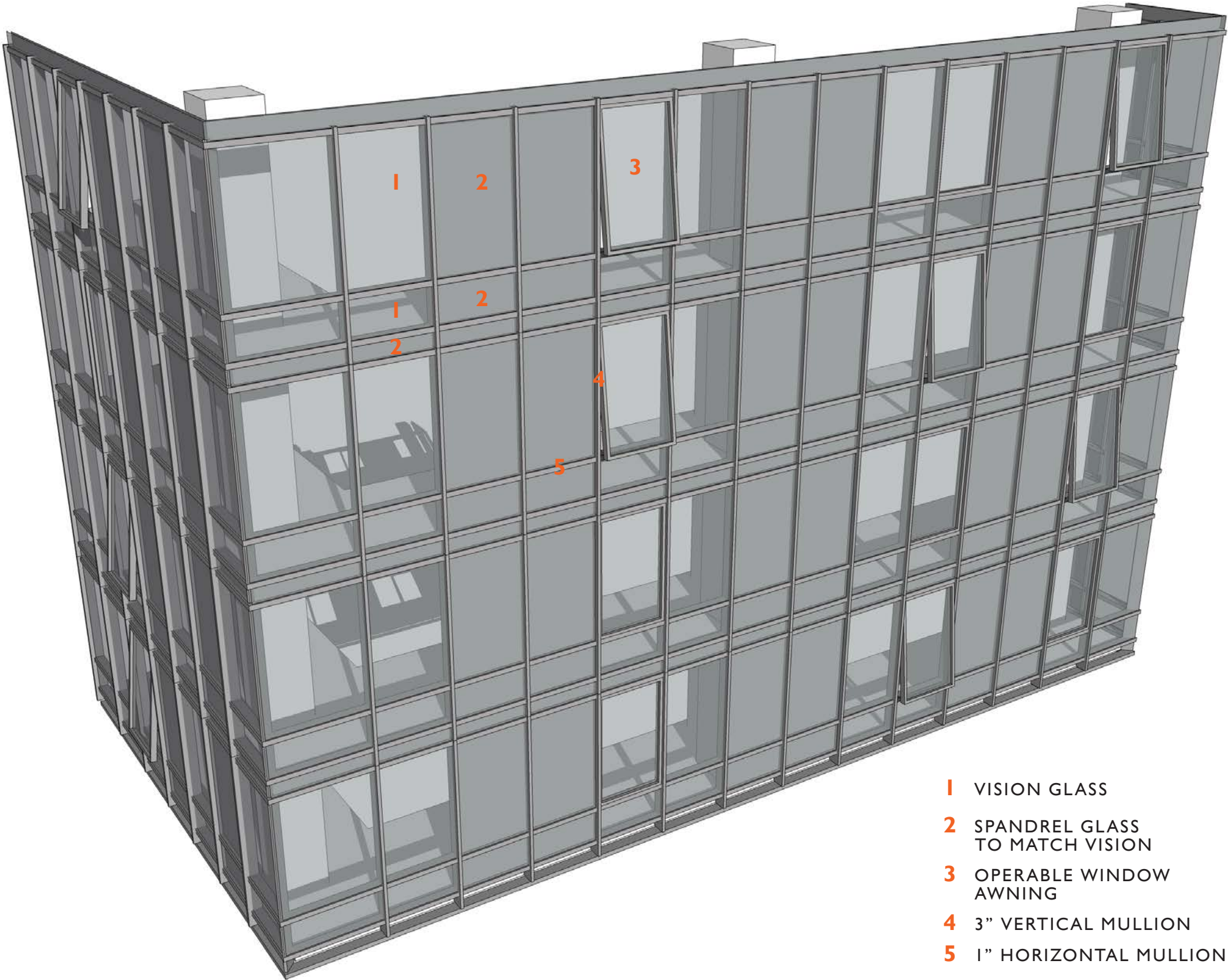
DESIGN ELEMENT - GLASS CORNER



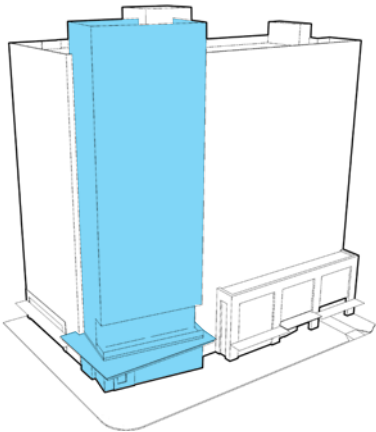
DESIGN ELEMENT - GLASS CORNER

DESIGN INTENT

The canted glass corner is the signature element of the Terry & Howell Hotel. It responds to the shifted street grid across Howell, and presents a modern face to the City. The element includes floor to ceiling glass with operable windows to add to the special nature of this design element. Vertical mullions are expressed, to increase the feeling of verticality of the facade



- 1 VISION GLASS
- 2 SPANDREL GLASS TO MATCH VISION
- 3 OPERABLE WINDOW AWNING
- 4 3" VERTICAL MULLION
- 5 1" HORIZONTAL MULLION



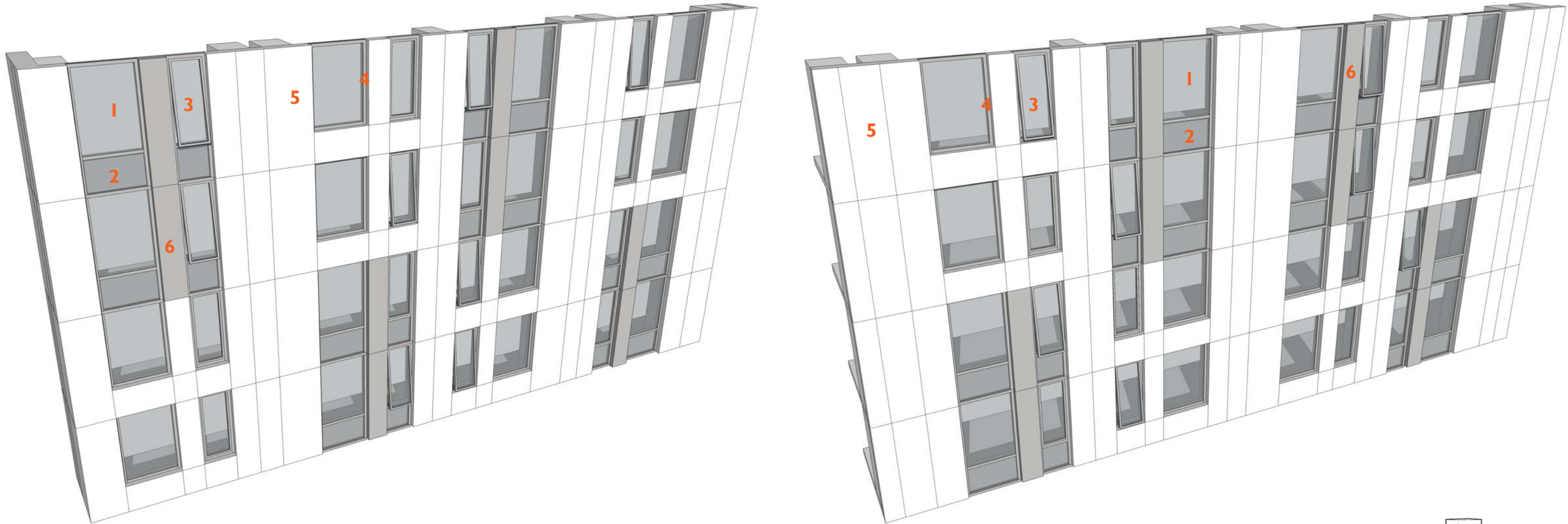
DESIGN ELEMENT - HOWELL & TERRY FACADES



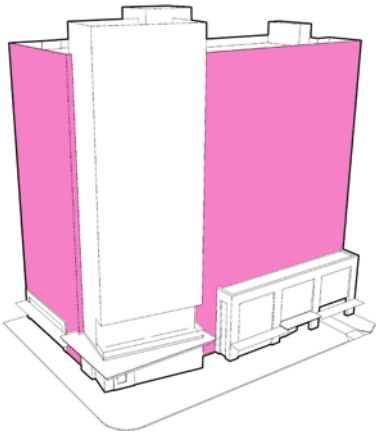
DESIGN ELEMENT - HOWELL & TERRY FACADES

DESIGN INTENT

The tower elements can be thought of as the counterpoint to the glass corner element. High density fiber cement panels, metal panel, vision and spandrel glass combine, creating a punched opening rhythm, setting off the corner element. Operable windows occur in every hotel room, and the two story expression helps to increase verticality



- 1 VISION GLASS
- 2 SPANDREL GLASS TO MATCH VISION
- 3 OPERABLE WINDOW AWNING
- 4 ALUMINUM WINDOW
- 5 FIBER CEMENT PANEL (High density, through color, face fixed)
- 6 METAL PANEL



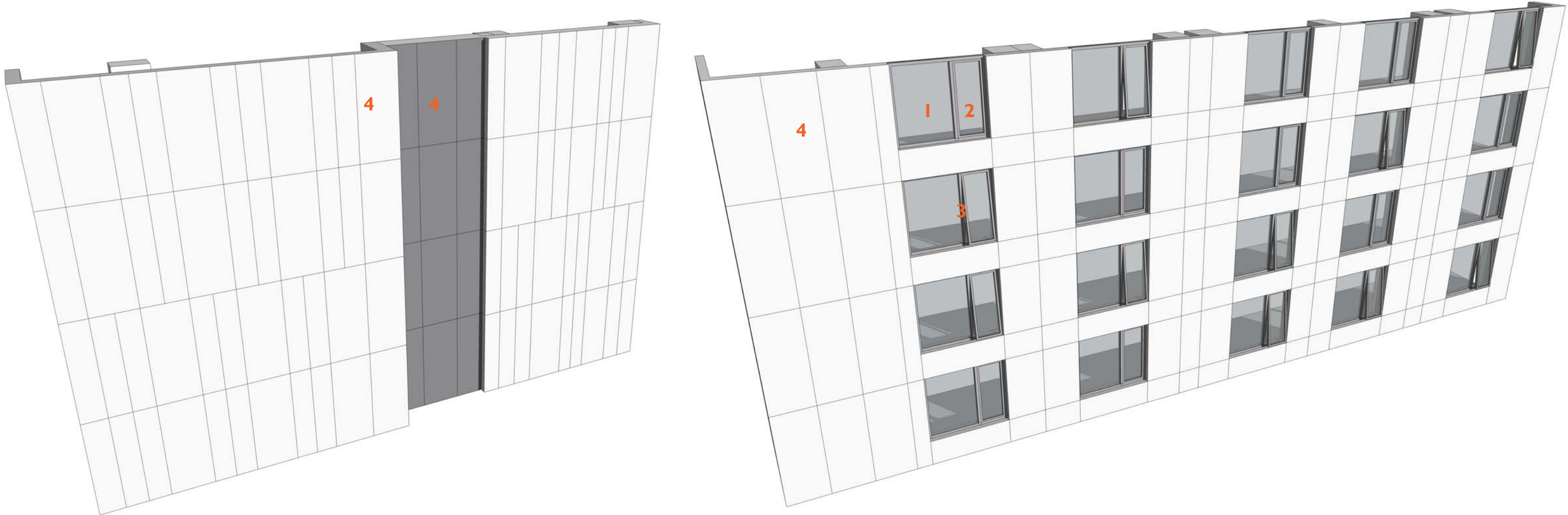
DESIGN ELEMENT - NORTH & WEST WALLS



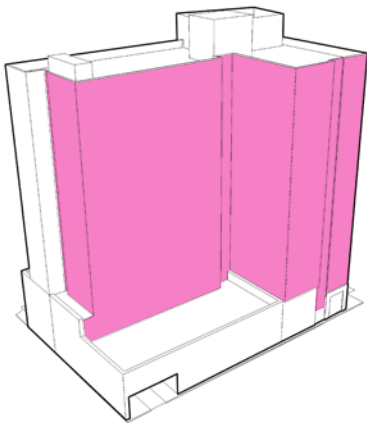
DESIGN ELEMENT - NORTH & WEST WALLS

DESIGN INTENT

The interior and party walls are straightforward, simple design. High density fiber cement panels and vision glass are used to create a rhythm of punched openings along the rear of the hotel. Operable windows occur in these hotel rooms as well, adding to the uniqueness of this hotel. The party walls utilize an accent high density fiber cement to increase visual interest and reinforce massing moves



- 1 VISION GLASS
- 2 OPERABLE WINDOW AWNING
- 3 ALUMINUM WINDOW
- 4 FIBER CEMENT PANEL (High density, through color, face fixed)



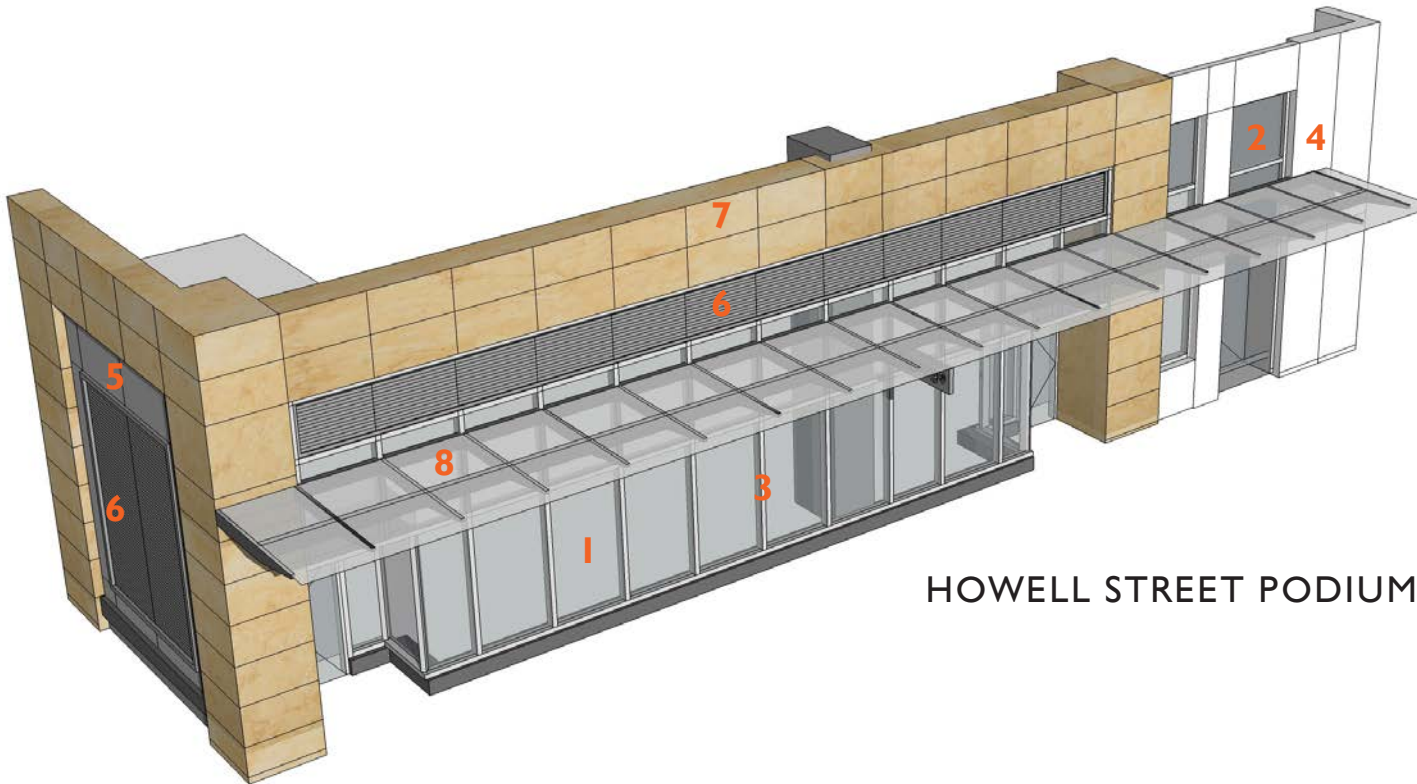
DESIGN ELEMENT - PODIUM



DESIGN ELEMENT - PODIUM

DESIGN INTENT

The podium masses utilize natural stone, a highly durable and beautiful material at the pedestrian zone. Metal panel, vision and spandrel glass are also used in the podium masses, tying the entire project together with a simple yet refined palette of materials. A special metal-clad canopy is found at special entrances, while glass and metal canopies are located along the rest of the two major facades

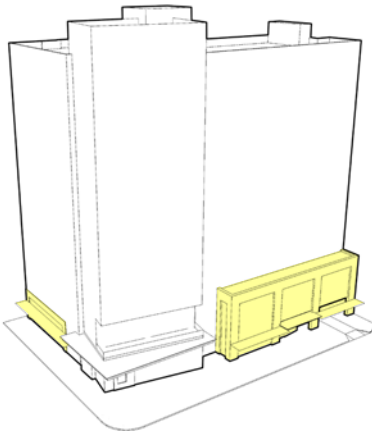


HOWELL STREET PODIUM



TERRY AVENUE PODIUM

- 1 VISION GLASS
- 2 SPANDREL GLASS TO MATCH VISION
- 3 ALUMINUM WINDOW
- 4 FIBER CEMENT PANEL (High density, through color, face fixed)
- 5 METAL PANEL
- 6 LOUVER
- 7 STONE
- 8 METAL and GLASS CANOPY
- 9 METAL CANOPY with WOOD COMPOSITE UNDERSIDE







EAST ELEVATION



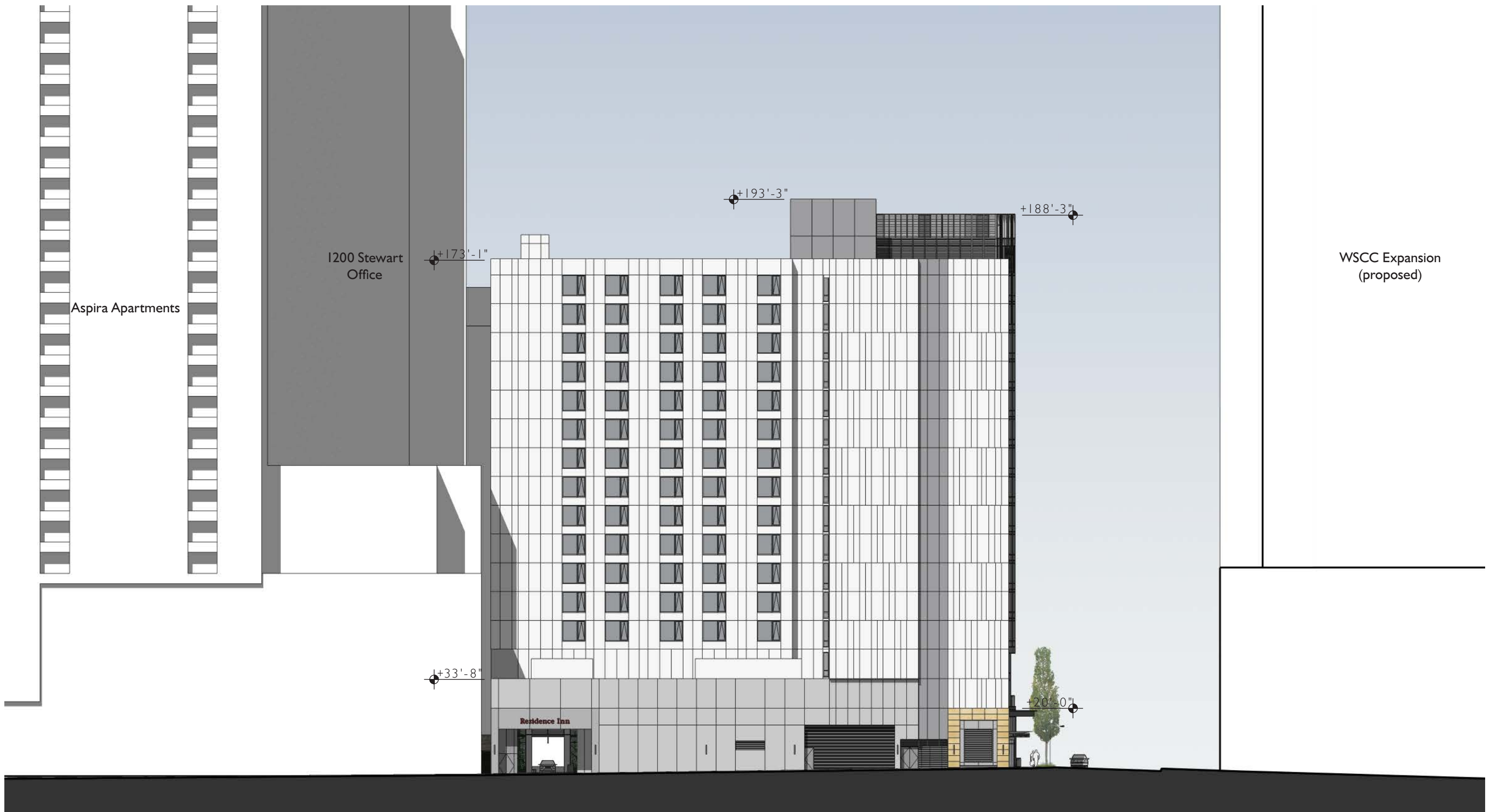
1/32"=1'-0"

SOUTH ELEVATION

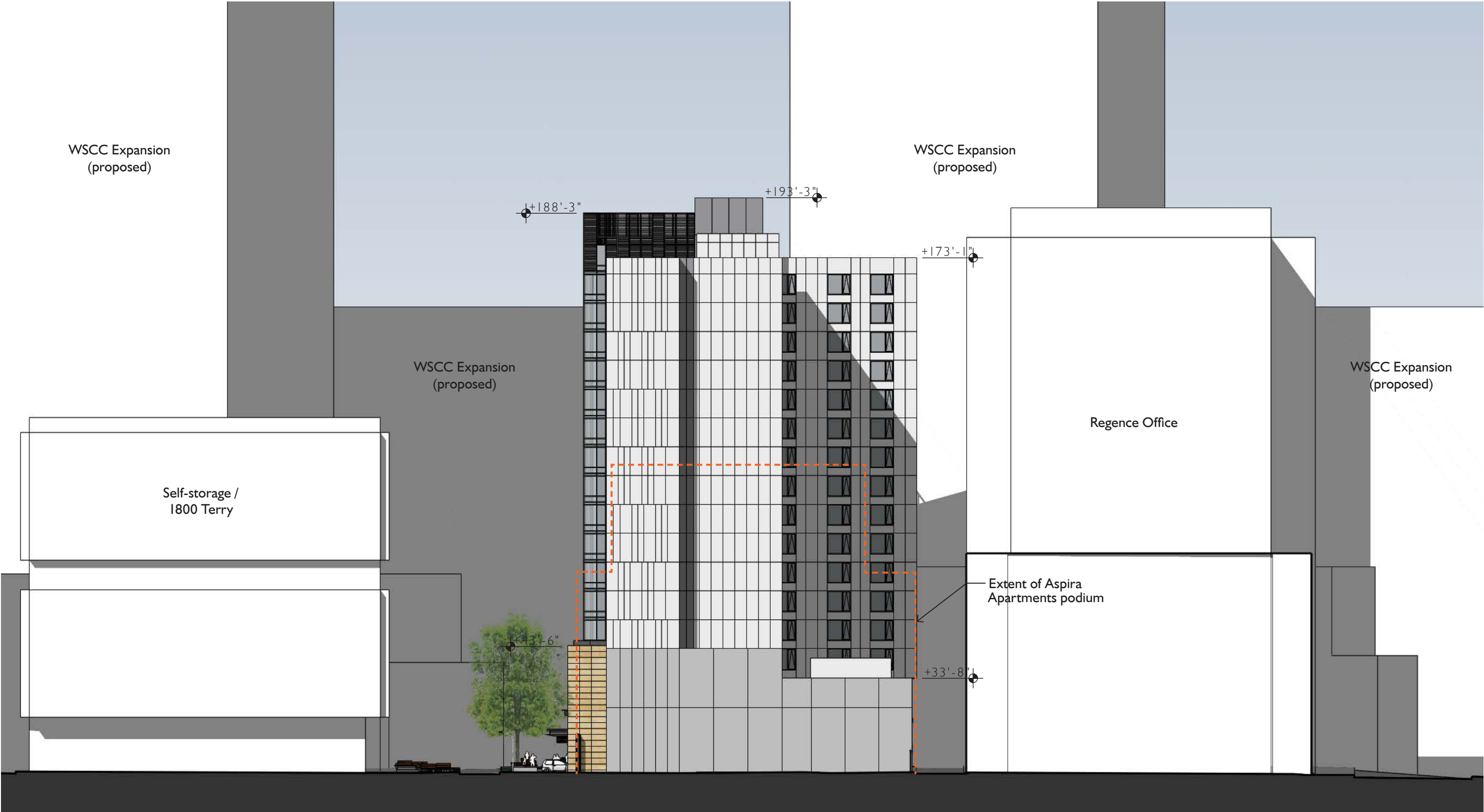


1/32"=1'-0"

WEST ELEVATION

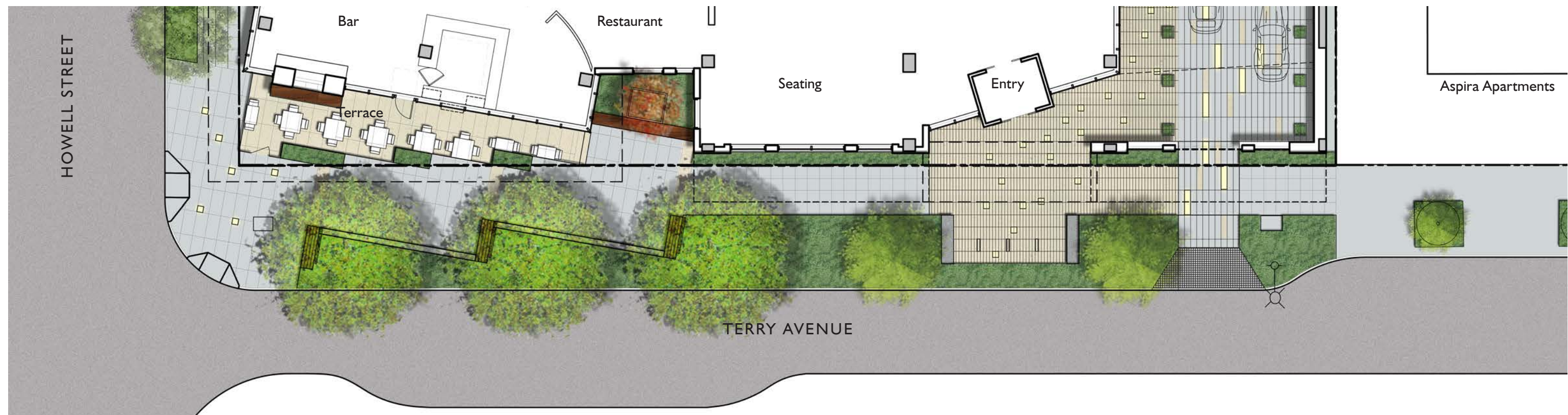


NORTH ELEVATION

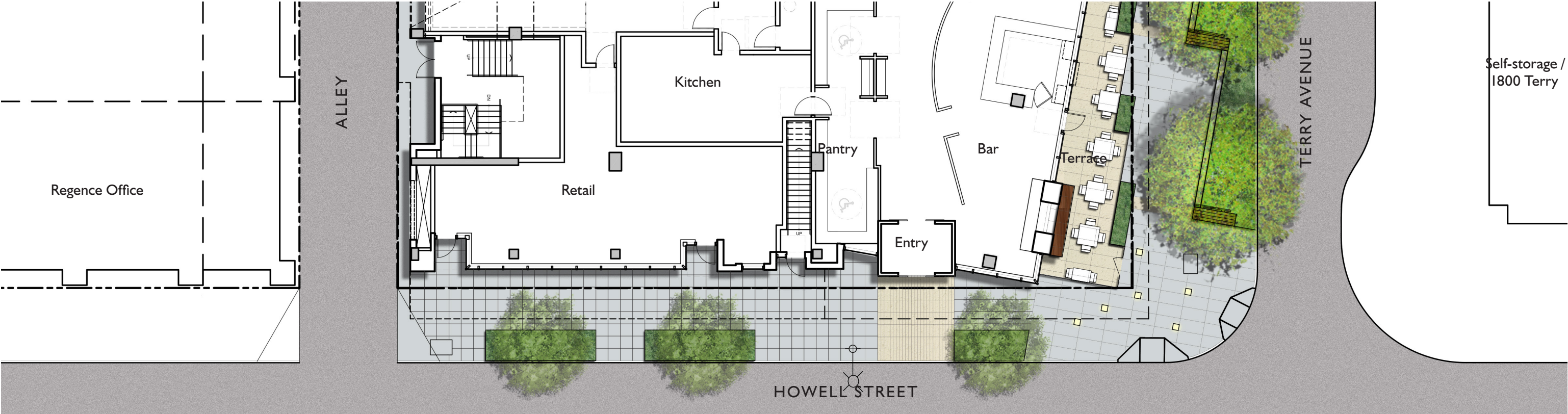


1/32"=1'-0"

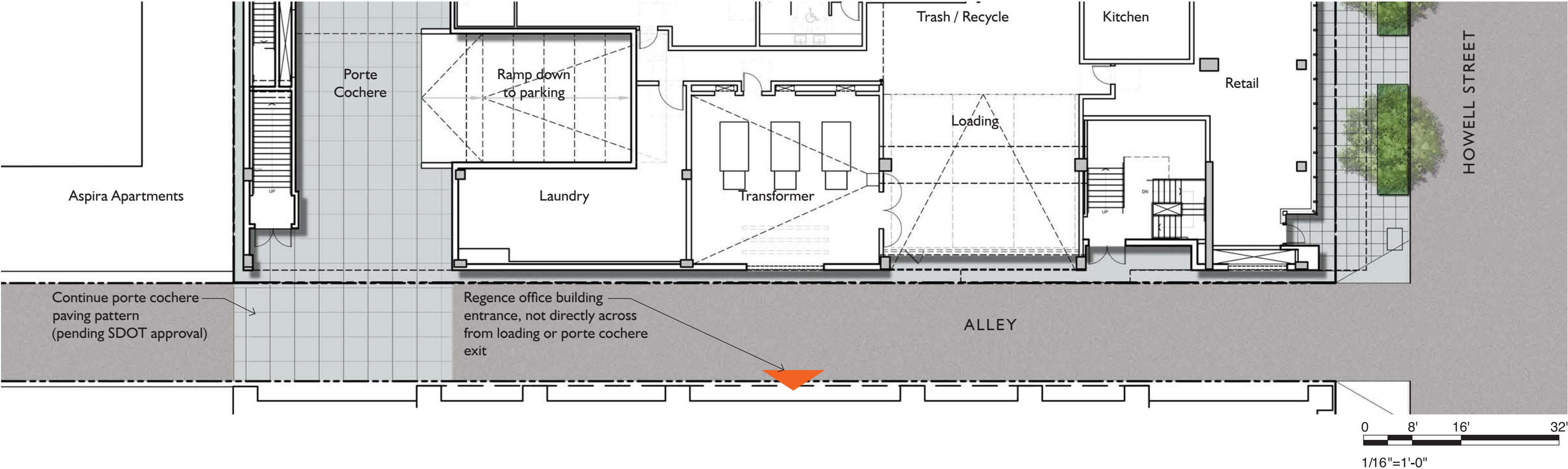
TERRY AVENUE PODIUM ELEVATION



HOWELL STREET PODIUM ELEVATION



ALLEY PODIUM ELEVATION











PORTE COCHERE DESIGN



EDG DESIGN



PREVIOUS DESIGN

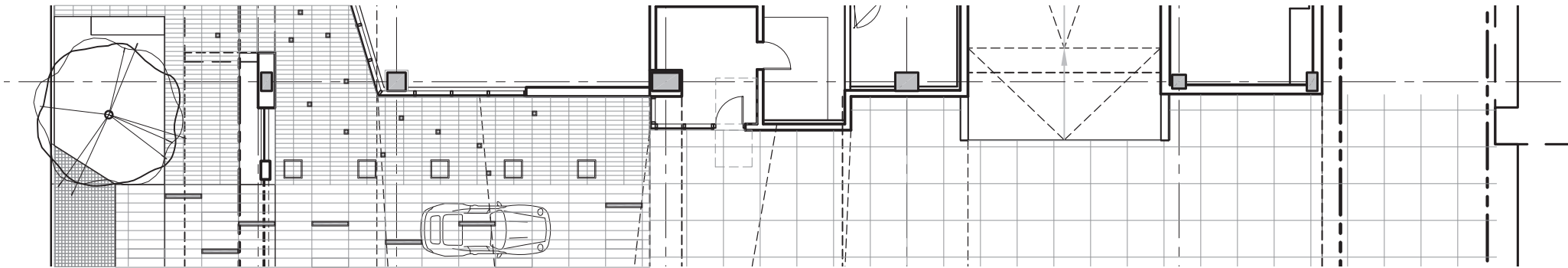
Per SMC 23.49.019.H.I.c., DPD may approve an exception for hotel use and impose conditions to minimize any adverse impacts to the pedestrian environment or street operations, including but not limited to allowing one-way driveways that are less than the minimum width otherwise required. Revise the design showing a one-way ingress curb cut off Terry Ave with the following:

1. Narrow the curb cut width to 10 feet.
2. Reduce the height and width of the vehicular entrance aperture. Resolve the visual impact of the vehicular entrance by increasing the amount of transparency along Terry Ave. Consider reducing or eliminating the requested departures along Terry Ave.
3. Show an exemplary response to the Green Street.



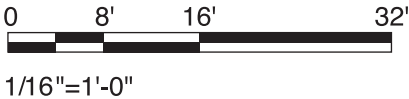
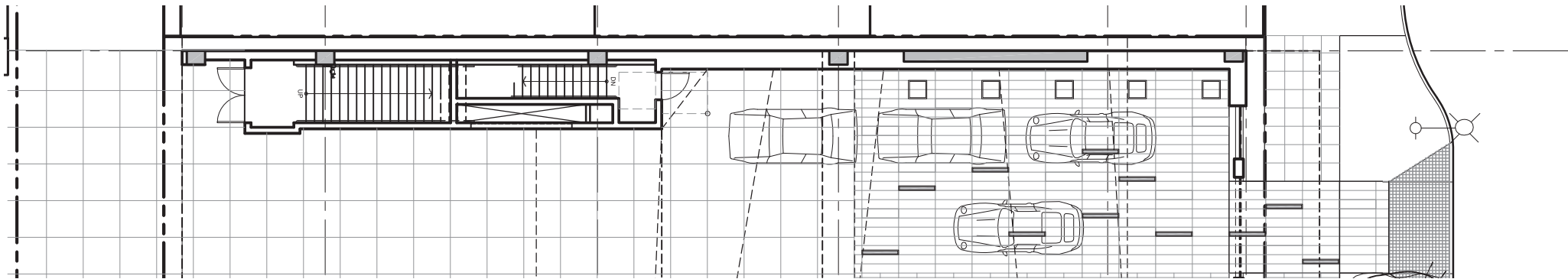
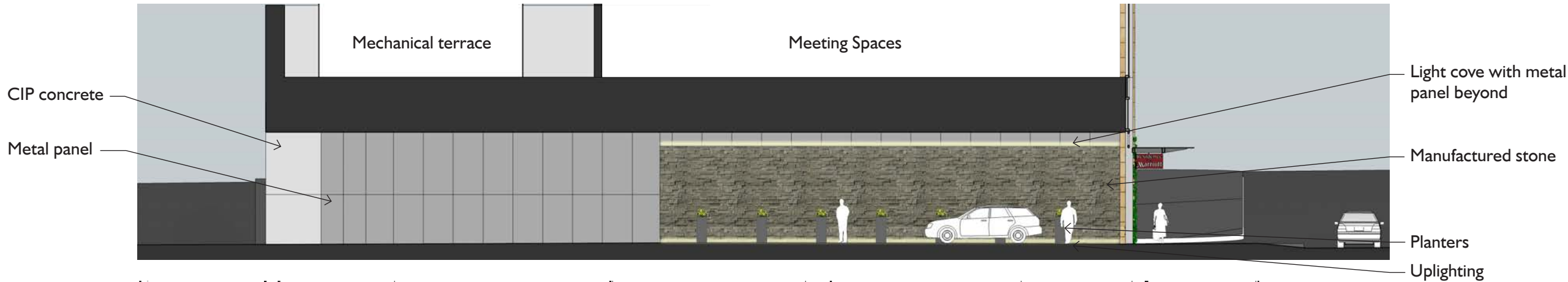
CURRENT DESIGN

PORTE COCHERE DESIGN



DESIGN INTENT

The interior of the porte cochere was designed as much as any other building elevation. The porte cochere area is the first impression for many hotel guests, therefore high quality materials, potted plants and special lighting will be used to create a gracious sense of arrival



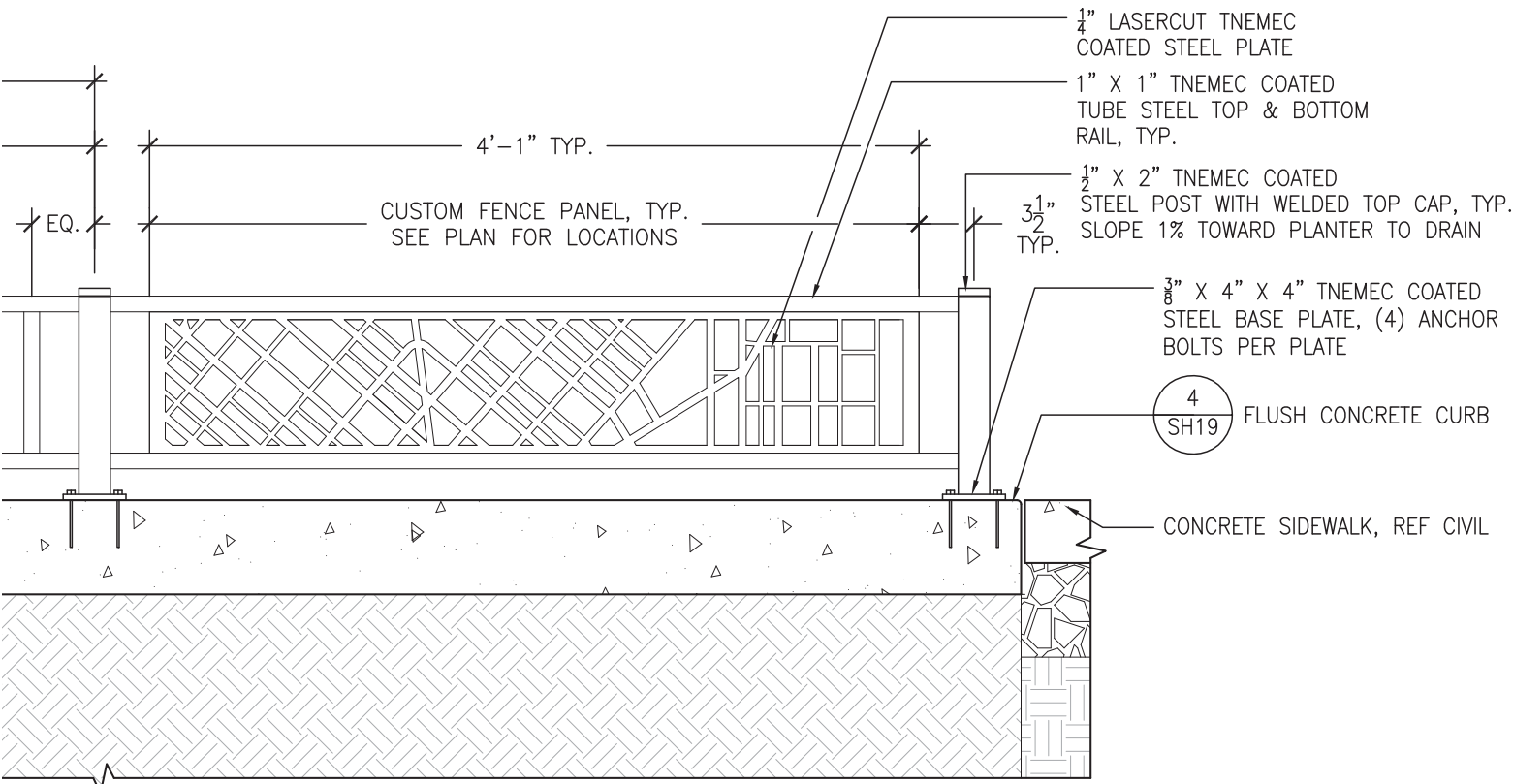
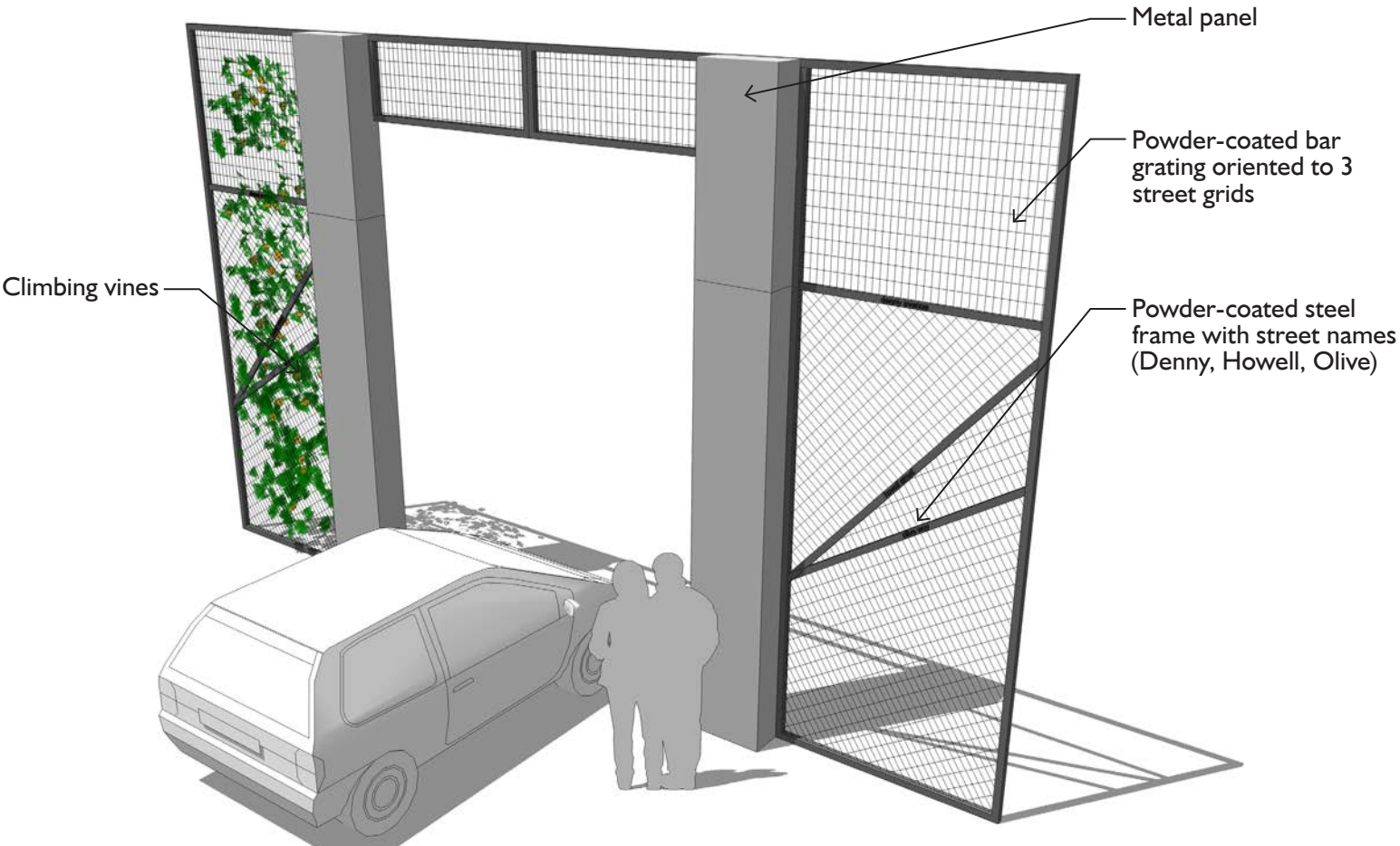
PORTE COCHERE DESIGN

DESIGN INTENT

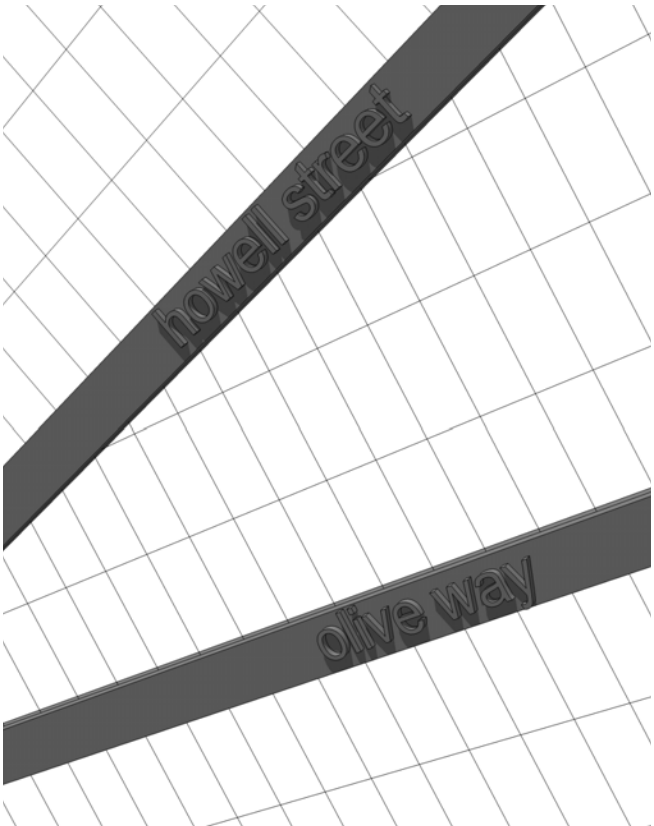
The metal screens surrounding the vehicular porte cochere entry are intended to be decorative metal work, to provide visibility and airflow into the space, while recalling the metal screening occurring at the top of the glass element, and the custom fence panel used in the Terry Ave landscape (by others, below). Climbing vines may be utilized in the future to add the overall beauty of the Green Street. Using an interpretation of the street grid shift is an appropriate and site specific design response



INSPIRATION IMAGE



CUSTOM FENCE PANEL (BY OTHERS)

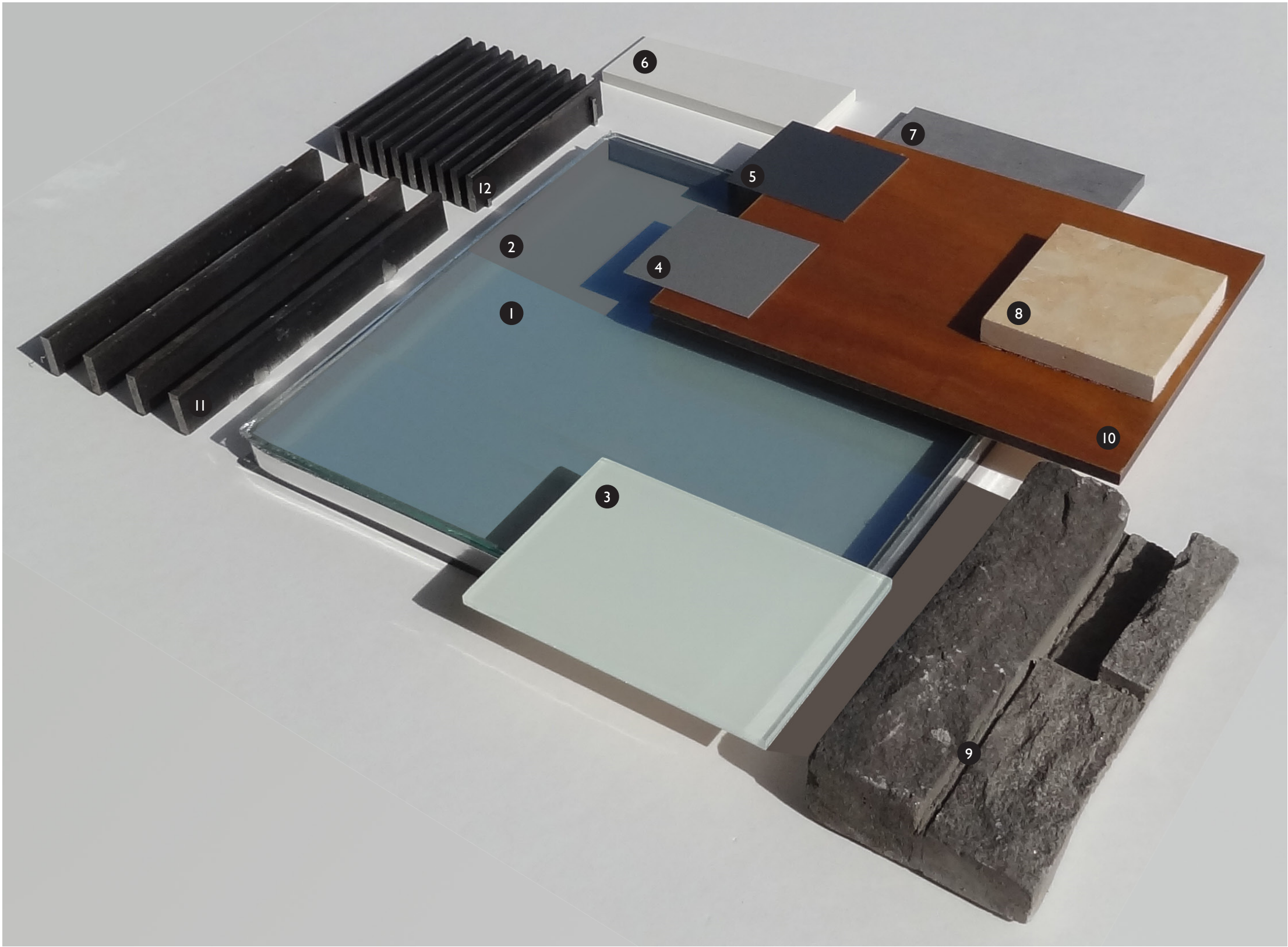


DETAIL VIEW OF METAL FRAME



ELEVATION OF PREFERRED DESIGN

MATERIALS



- 1 Vision glass
- 2 Spandrel glass (to match vision)
- 3 Translucent glass (canopy)
- 4 Metal Panel 1
- 5 Metal Panel 2
- 6 Fiber Cement Panel 1 (High density, through color)
- 7 Fiber Cement Panel 2 (High density, through color)
- 8 Natural Stone
- 9 Manufactured Stone
- 10 Wood composite (underside)
- 11 Metal grating 1
- 12 Metal grating 2
- 13 CIP concrete (not shown)

MATERIALS



PLANS



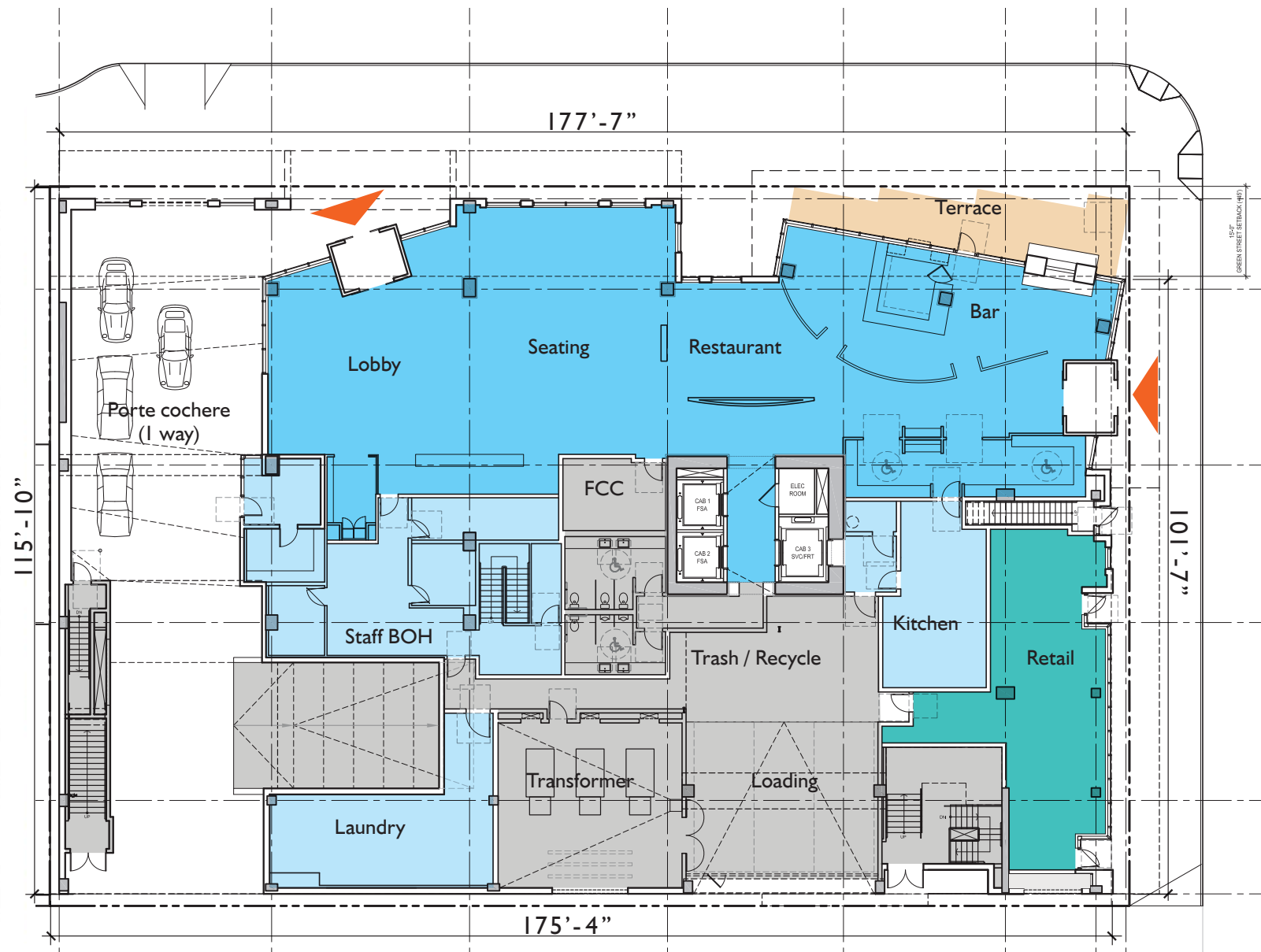
PLANS



PLANS



GROUND LEVEL PLAN AT EDG



CURRENT GROUND LEVEL PLAN

IMPROVEMENTS OVER EDG DESIGN

A relocated LI stair at the SW corner of the site results in:

- increased retail frontage along Howell
- a refined alley elevation
- two keys now have Howell St views instead of mechanical terrace views

A second, public entry on Howell results in:

- better visibility and porosity of hotel, especially for WSCC users
- better entry sequence for bar/restaurant users, and returning hotel guests

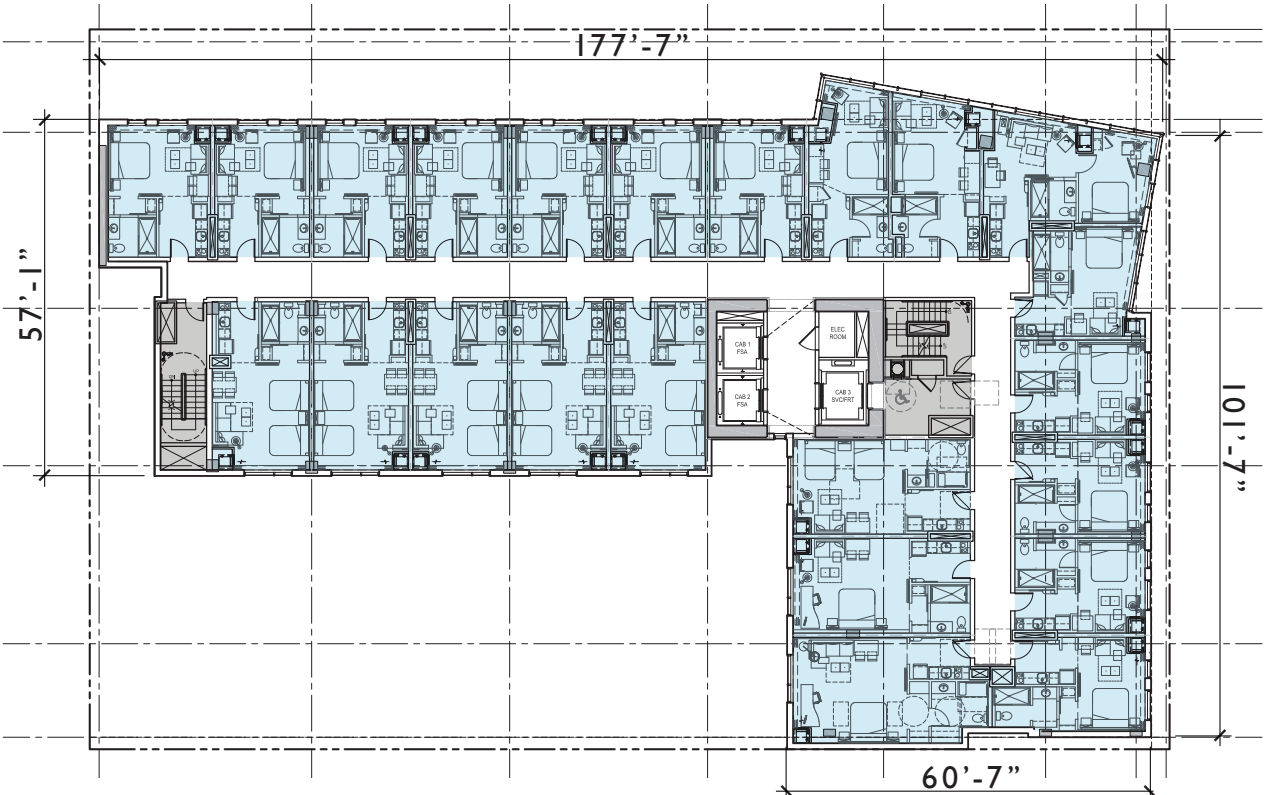
A relocated public entry on Terry results in:

- better visibility and porosity of hotel, especially for pedestrians along Terry
- safer entry for hotel guest and the public, away from vehicular traffic

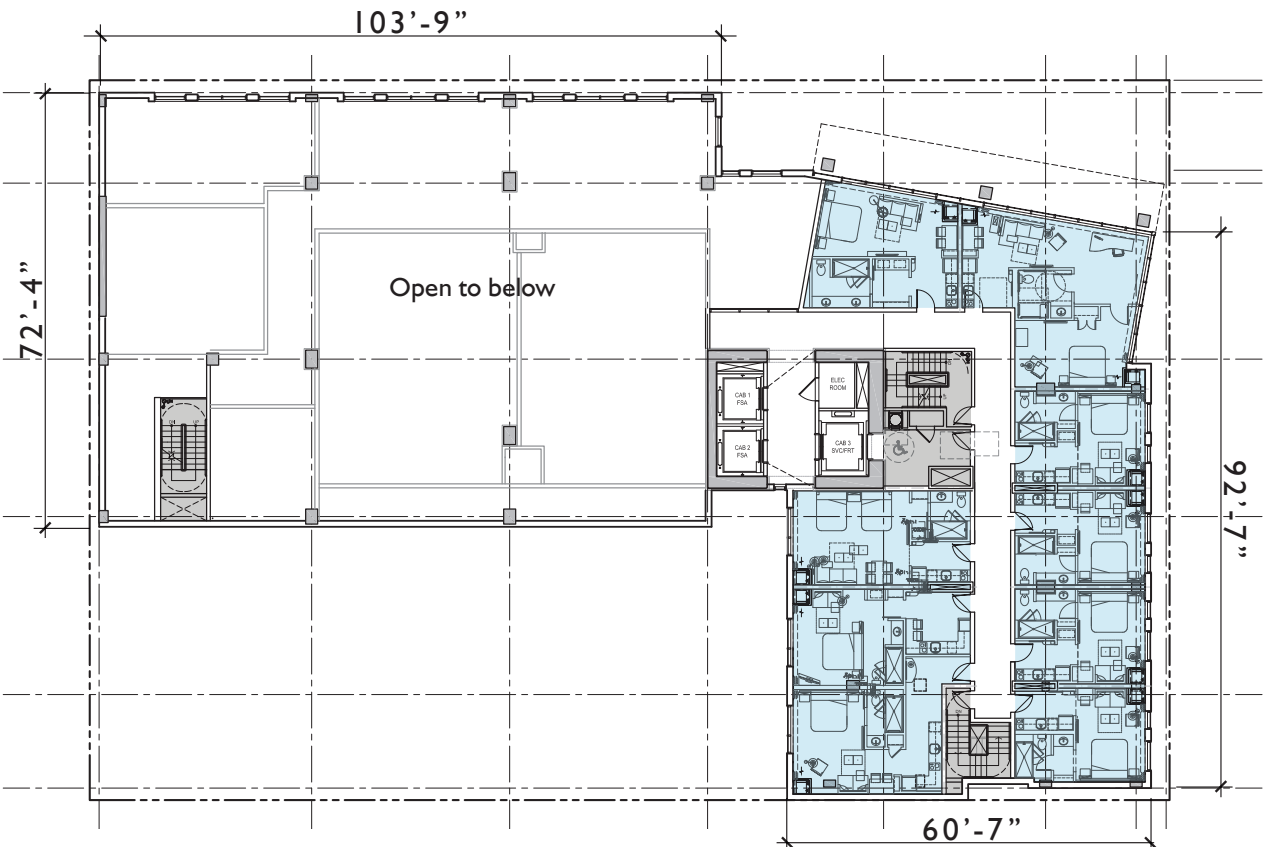
PLANS



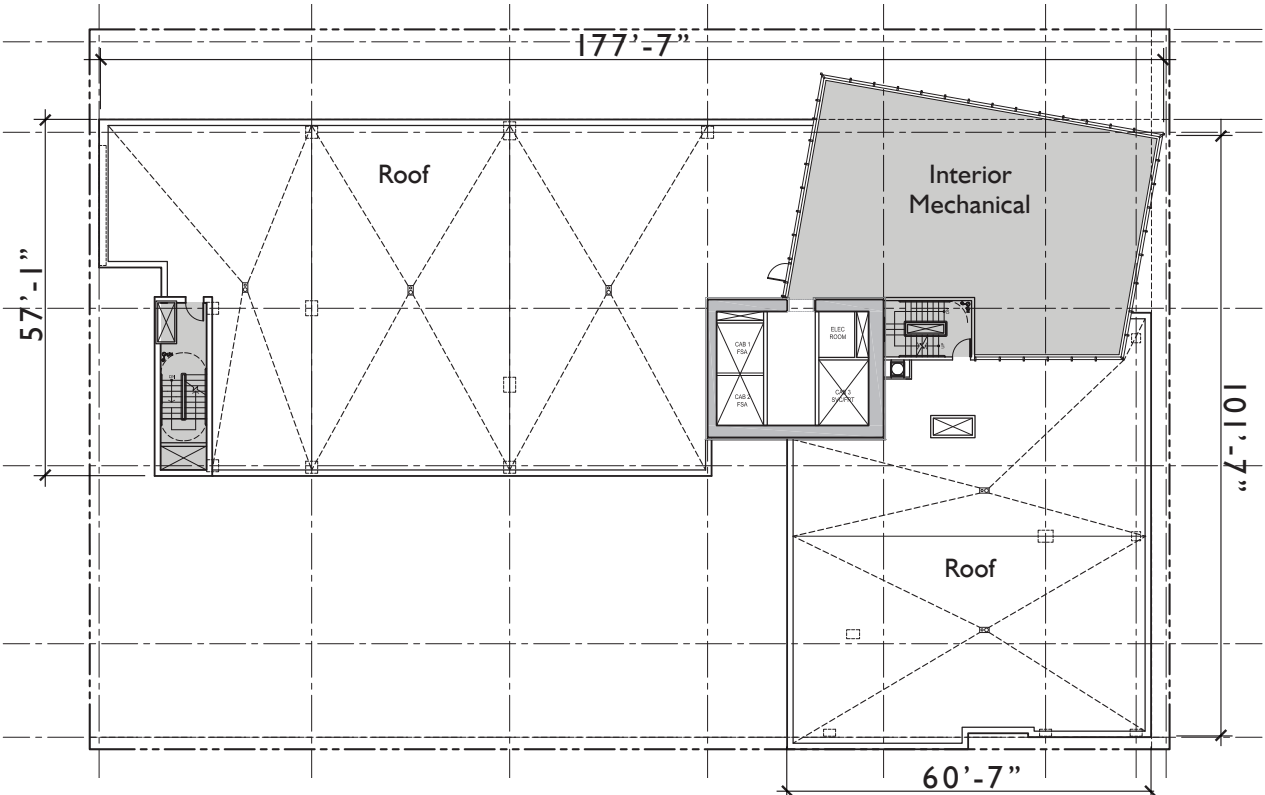
LEVEL 2



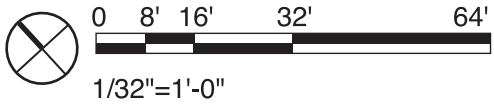
TYPICAL TOWER



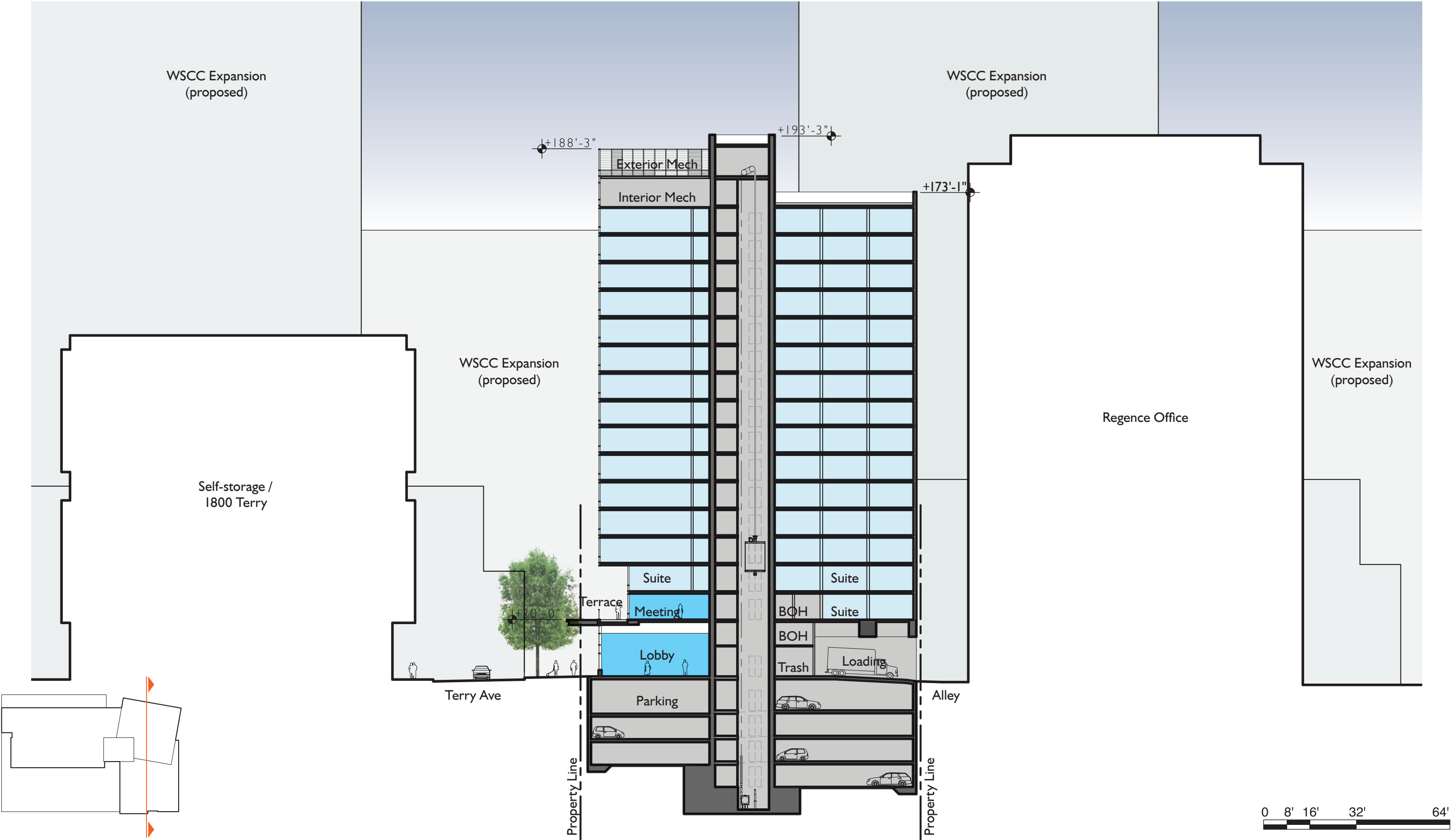
LEVEL 3



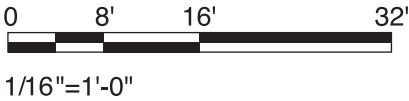
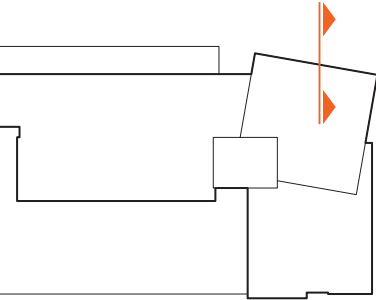
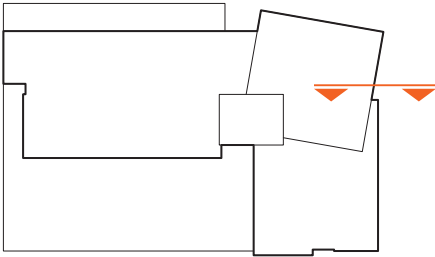
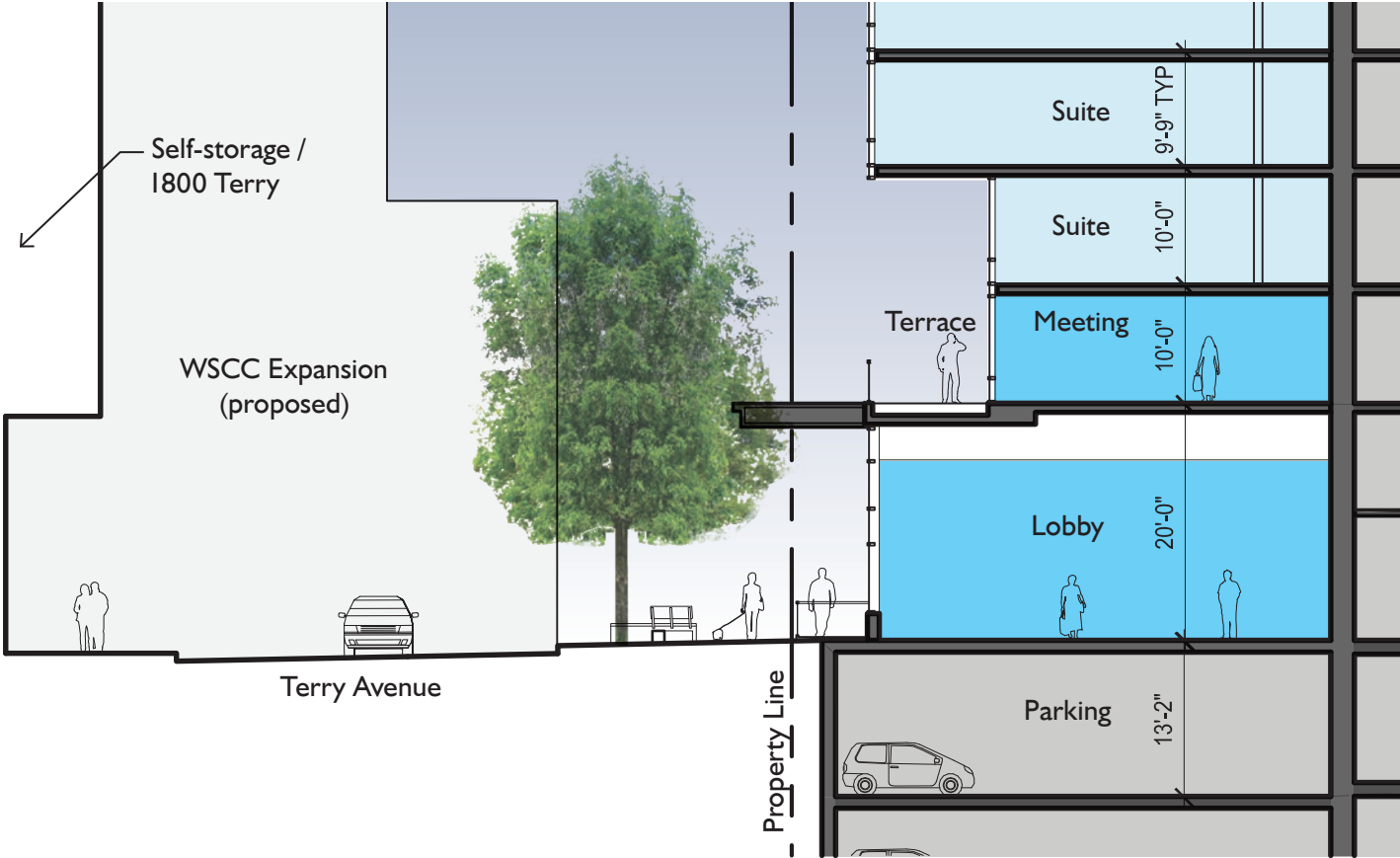
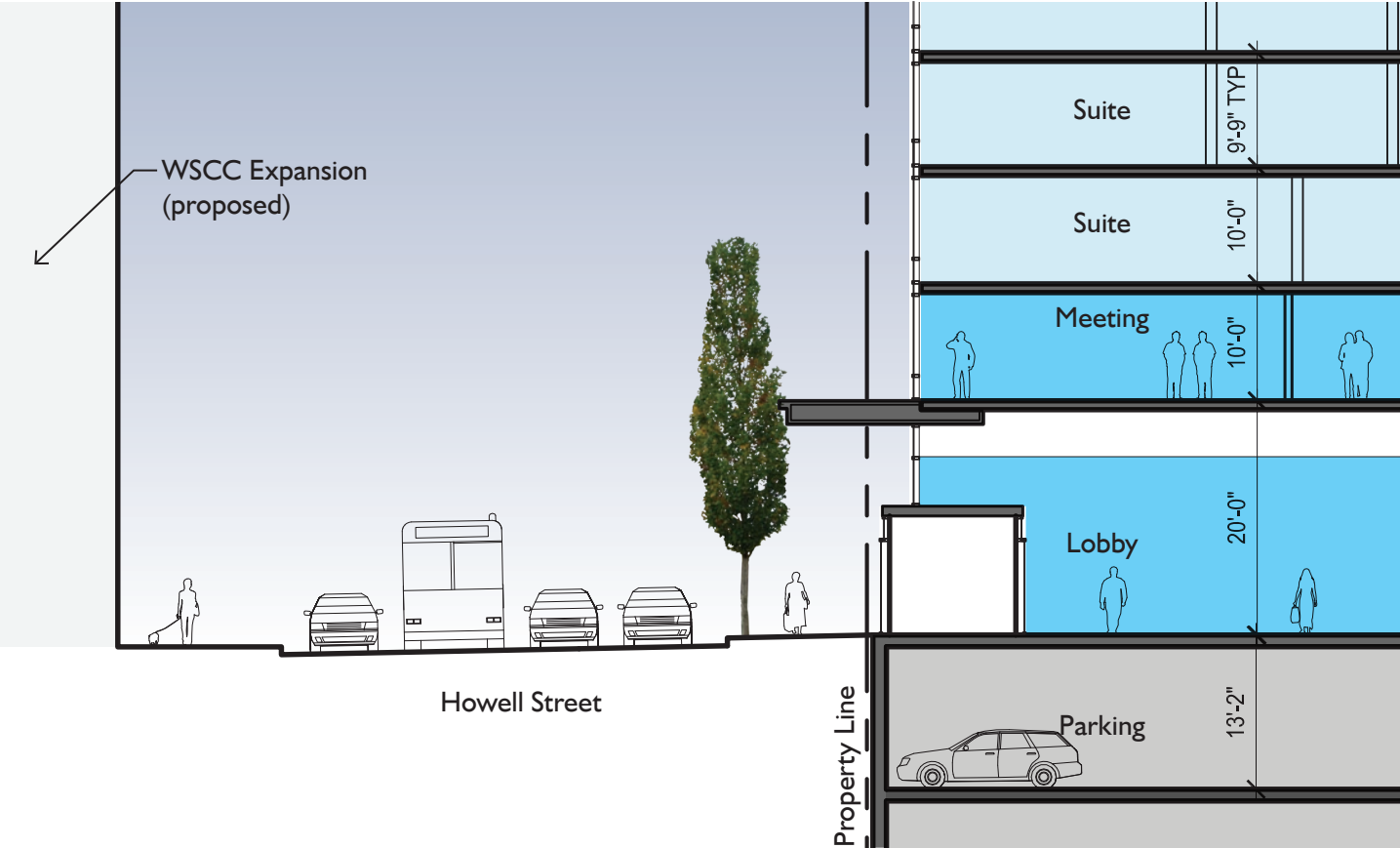
ROOF



BUILDING SECTION



STREET SECTIONS



DEPARTURES

DEPARTURE I

OVERHEAD WEATHER PROTECTION HEIGHT

(SMC 23.49.018 A.4)

CODE REQUIREMENT

The lower edge of the overhead weather protection must be a minimum of 10' and a maximum of 15' above the sidewalk

DEPARTURE REQUEST

To provide the required overhead weather protection (canopy) above the maximum height allowed. The proposed canopy is at most 18'-2" feet above the sidewalk

DIFFERENCES

Height of canopy above the sidewalk as proposed:

Minimum 17'-4" = 2'-4" above maximum

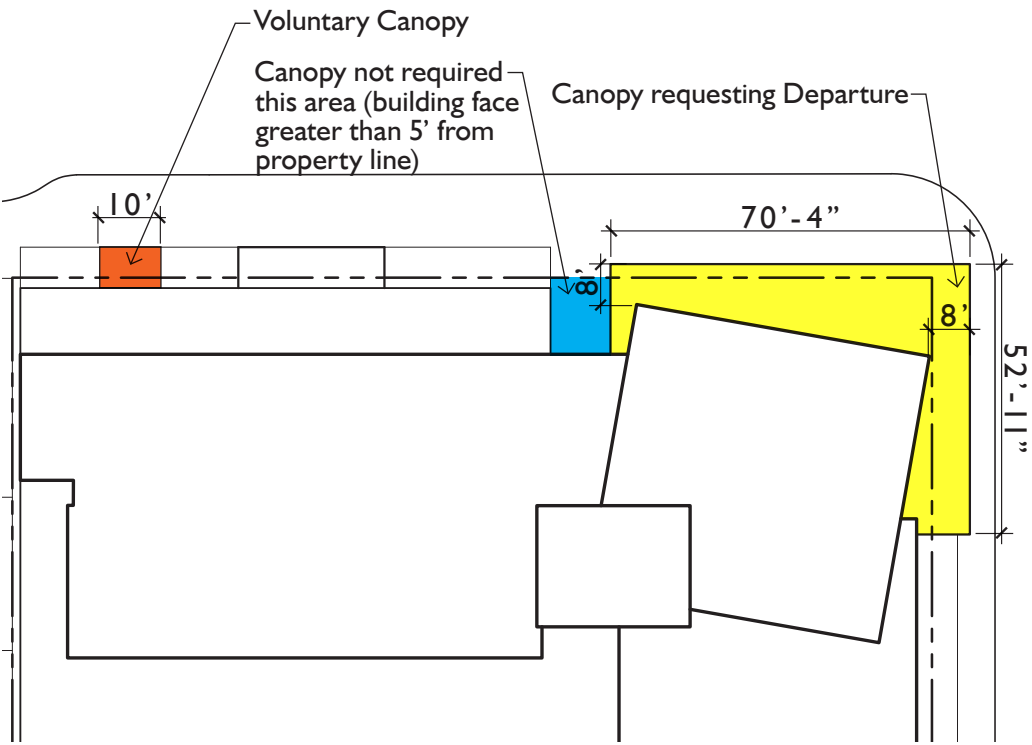
Maximum 18'-2" = 3'-2" above maximum

RATIONALE

Significant canopy elements such as at the corner plaza area are positioned above the Code-required height to approximately eighteen 18' above the sidewalk. The corner canopy is requesting this Departure, the canopy over the vehicular porte cochere is not required, but is provided for increased pedestrian weather protection. The downslope grade along Terry Avenue increases the height above sidewalk of the level of the typical canopy as the grade descends to the north, increasing the height of the canopy to a maximum 18'-2" above the sidewalk at the northern end

ASSOCIATED GUIDELINES

C-5 Encourage overhead weather protection



CODE COMPLIANT



PREFERRED

DEPARTURE 2

STREET USE ON GREEN STREET
(SMC 23.49.009.A)

CODE REQUIREMENT

Required street-level uses for 75% along Terry Ave, not including pedestrian and vehicular entrances

DEPARTURE REQUEST

To provide less than 75% required street-level use

DIFFERENCES

75% of Terry Ave, not counting the vehicular entry, 108'-11" required
74'-1" achieved (51% - difference of 24%)

RATIONALE

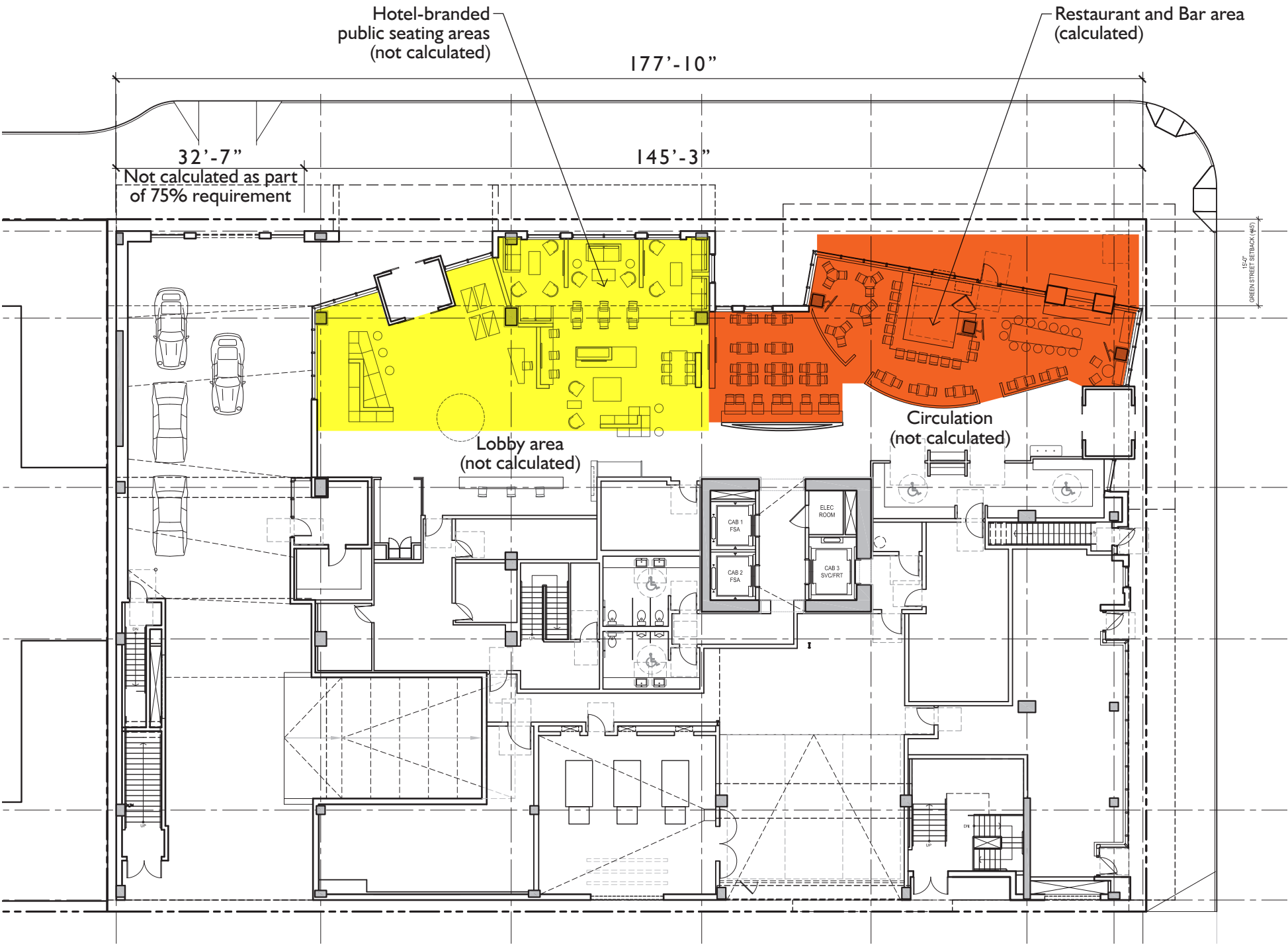
Lodging is not a qualified street-level use, yet the uses along Terry Ave are primarily hotel-branded public spaces. Public seating areas, a restaurant, and a bar with an outdoor terrace are intended for hotel guests and the general public, especially those utilizing the WSCC across Howell. There was great care in crafting spaces which will add to the activity of the street, for both nearby residents and visitors to the City. The uses associated with the ground level are brand-specific and important to the operation of the hotel. The many spaces located on ground level, and the second floor provide places for the public to gather, improving overall pedestrian usage of the area

ASSOCIATED GUIDELINES

- B-1 Respond to the neighborhood context
- C-1 Promote pedestrian interaction
- D-1 Provide inviting & usable open space



Intent of public seating areas. A place for guests and the general public to gather in an upscale atmosphere



DEPARTURE 3

STREET USE ON GREEN STREET
(SMC 23.49.009.B)

CODE REQUIREMENT

Required street-level uses shall be located within 10' of the street lot line

DEPARTURE REQUEST

Relief from Code requirement

DIFFERENCES

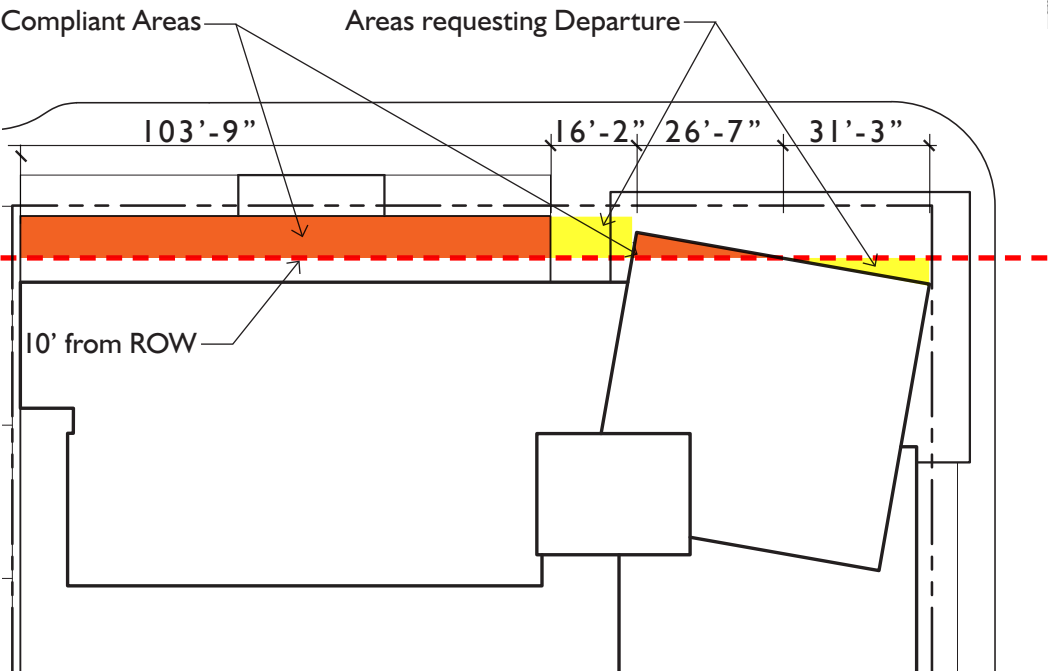
Since the facade of the preferred design at street level is angled, the dimension changes, from a minimum of 5'-4" from the lot line, to a maximum of 15'-5", providing generous space at or near the corner. The total portion of the plan which does not comply with the Code requirement is 47'-5"

RATIONALE

The majority (73%) of the Terry Ave facade complies with the Code requirement. The Board-supported massing design of the building results in two areas not in compliance. The first is an area between the podium element and canted corner element which acts as a gasket, and lets the tower element come down to ground. The second area is the south half of the canted glass corner, which responds to the street grid shift. An outdoor terrace is intended to extend to the 2' Green Street setback, but is not included in the calculation. When made compliant, the massing is no longer simple, elegant and easily understood

ASSOCIATED GUIDELINES

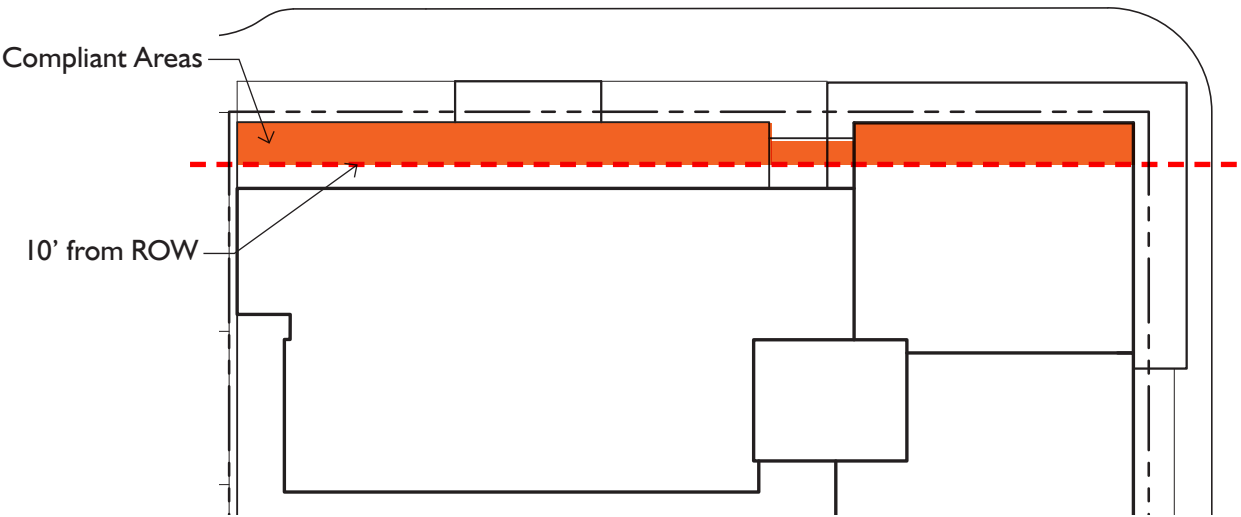
B-3 Reinforce the positive urban form & architectural attributes of the immediate area



CODE COMPLIANT



PREFERRED



CODE COMPLIANT PLAN

DEPARTURE 4

MINIMUM FACADE HEIGHTS (SMC 23.49.056 A.1)

CODE REQUIREMENT

Minimum facade height(s) are prescribed in Table A for 23.49.056, but minimum facade heights do not apply if all portions of the structure are lower than the elevation of the required minimum facade height. On Designated Green Streets the required the required minimum facade height is 25'

DEPARTURE REQUEST

To allow a section of the building below the 25' required minimum facade height

DIFFERENCES

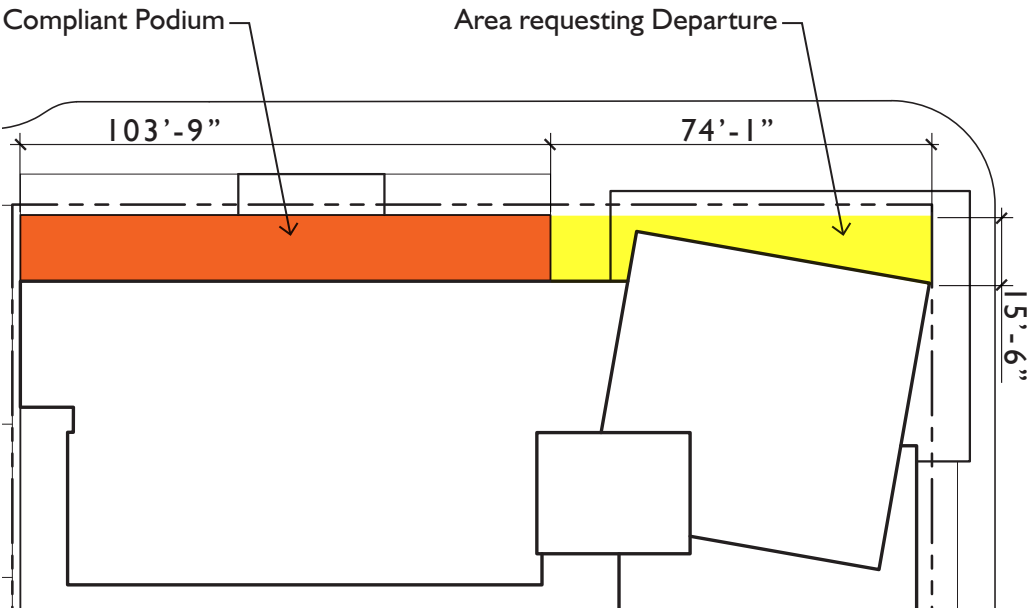
In plan, 103'-9" of the podium complies, 74'-1" does not comply. The amount of non-compliance varies, at most it is 25' tall, in elevation

RATIONALE

The portion of the tower not in compliance has three public spaces, a seating area and landscape area on ground level, and an overlook on Level 2. The design team feels the erosion of the facade at these two levels adds to the activity of the Green Street. A portion of non-compliant facade could be made compliant with a taller opaque guardrail, which will block views to and from the L2 porch. A portion of non-compliant facade could be made compliant by pulling out the gasket at L1 and L2 between the glass corner and stone podium, losing landscape area. The design team feels the preferred option is a stronger and straightforward design and preserves more landscaped area than the code compliant option

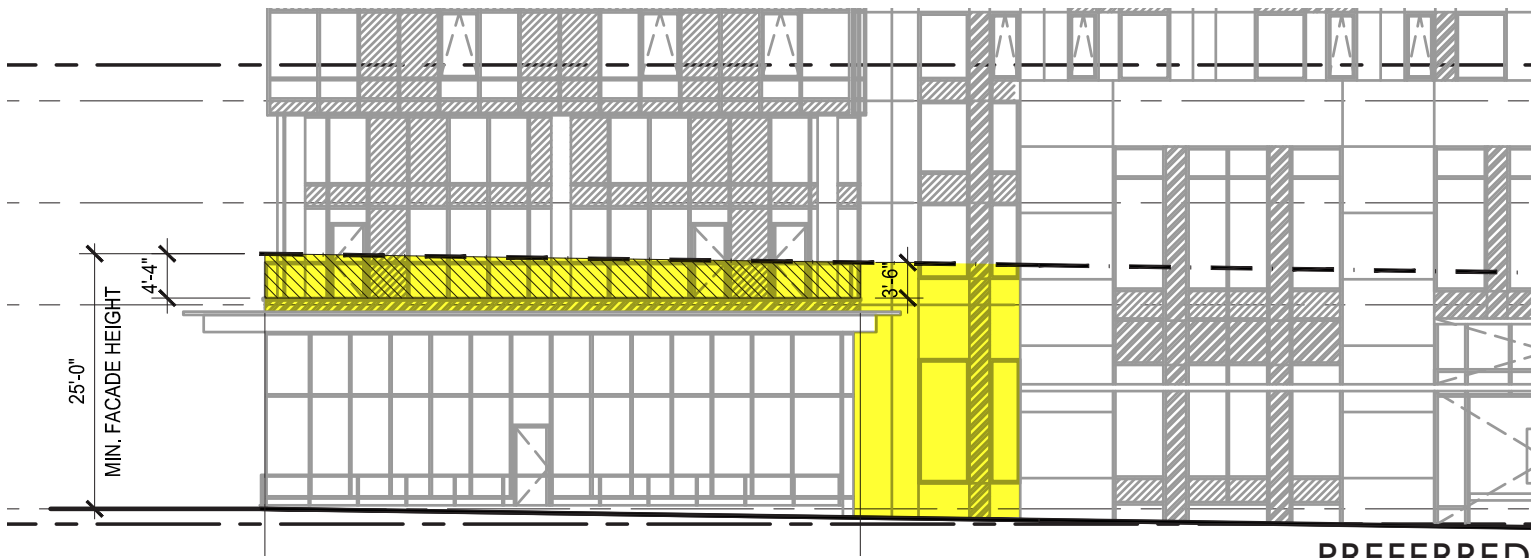
ASSOCIATED GUIDELINES

- B-2 Create a transition in bulk & scale
- B-4 Design a well-proportioned & unified building



CODE COMPLIANT

PREFERRED



DEPARTURE 5

UPPER LEVEL SETBACKS (SMC 23.49.058 F.2)

CODE REQUIREMENT

When a lot in a DMC or DOC2 zone is located on a designated Green Street, a continuous upper level setback of 15' shall be provided on the street frontage abutting the green street at a height of 45'

DEPARTURE REQUEST

To allow encroachment into the setback above 45' by a portion of the hotel tower. Tower massing responds to the setback except a portion of the diagonally oriented corner element

DIFFERENCES

Maximum of 7'-8", a "give back" of 2'-4"

RATIONALE

Responding to the grid shift of Terry Avenue at Howell, the building massing cants over the corner of the site; the northeast corner of this element encroaches into the designated 15' setback for the full height of the building

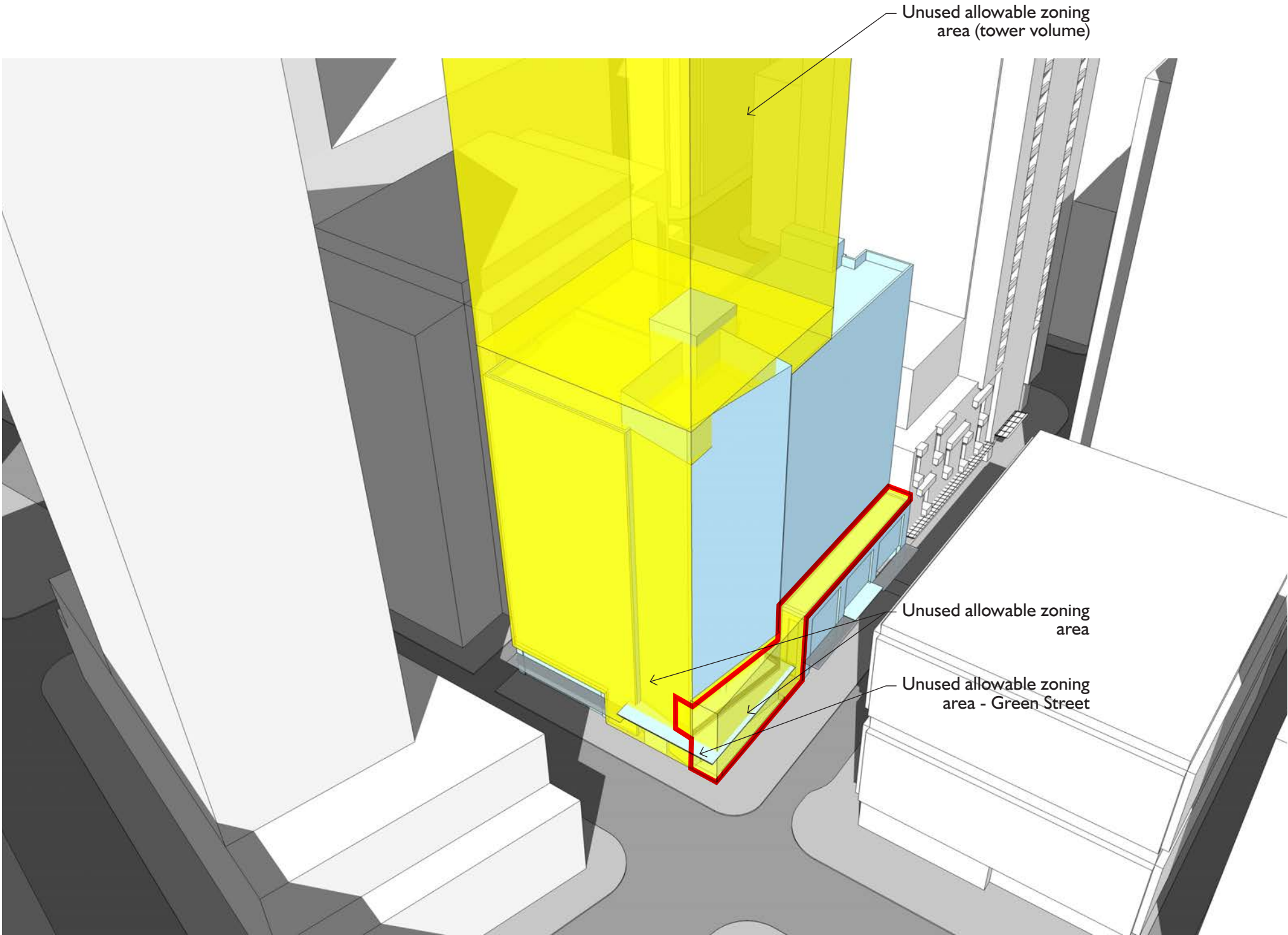
Impact is minimized by the diagonal orientation of the encroaching structure, views along Terry Ave toward the future WSCC expansion are not blocked

The current plan encroaches 7'-8" into the setback (171 sf per floor). At EDG the encroachment was 9'-8" (270 sf per floor), a reduction of 2' (99 sf per floor). The total cubic area of the current encroachment is 26,311 cu ft, with a 2,547 cu ft "give back" along Howell St. The encroachment at EDG was 41,126 cu ft, plus a 2,435 cu ft encroachment along Howell St

The current design reduces the green street encroachment by 14,815 cu ft, and is not a "taking" of square footage, it is merely facilitating the Board-supported angled corner massing

ASSOCIATED GUIDELINES

- A-2 Enhance the skyline
- B-3 Reinforce the positive urban form & architectural attributes of the immediate area
- B-4 Design a well-proportioned & unified building
- C-2 Design facades of many scales

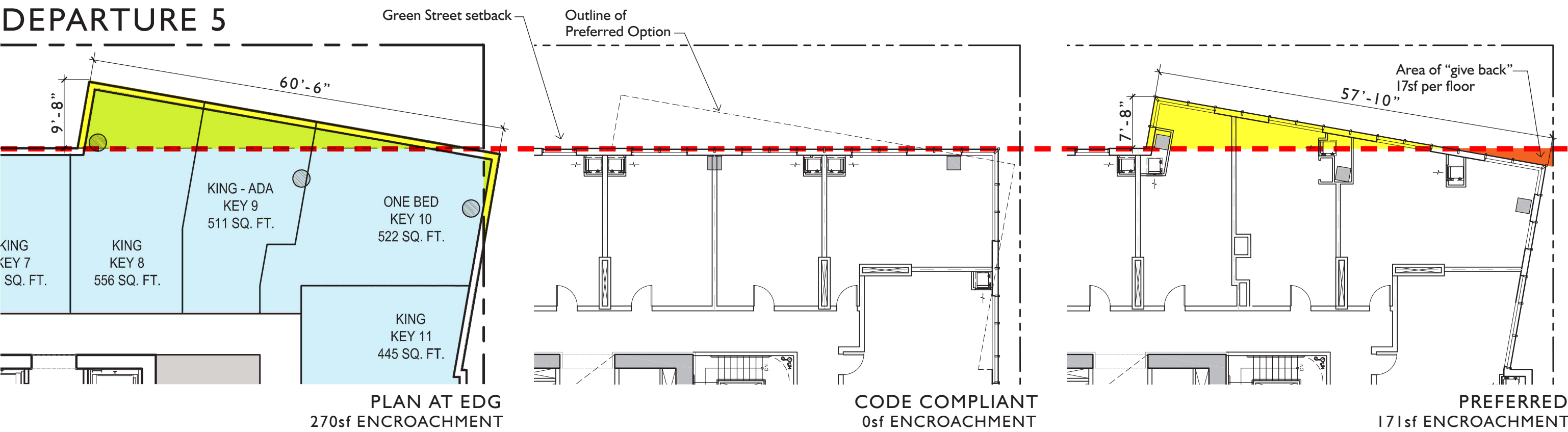


ENVELOPE vs PREFERRED

In the first 45' of height, the pedestrian zone, an allowable area of 59,358 cu ft is unused

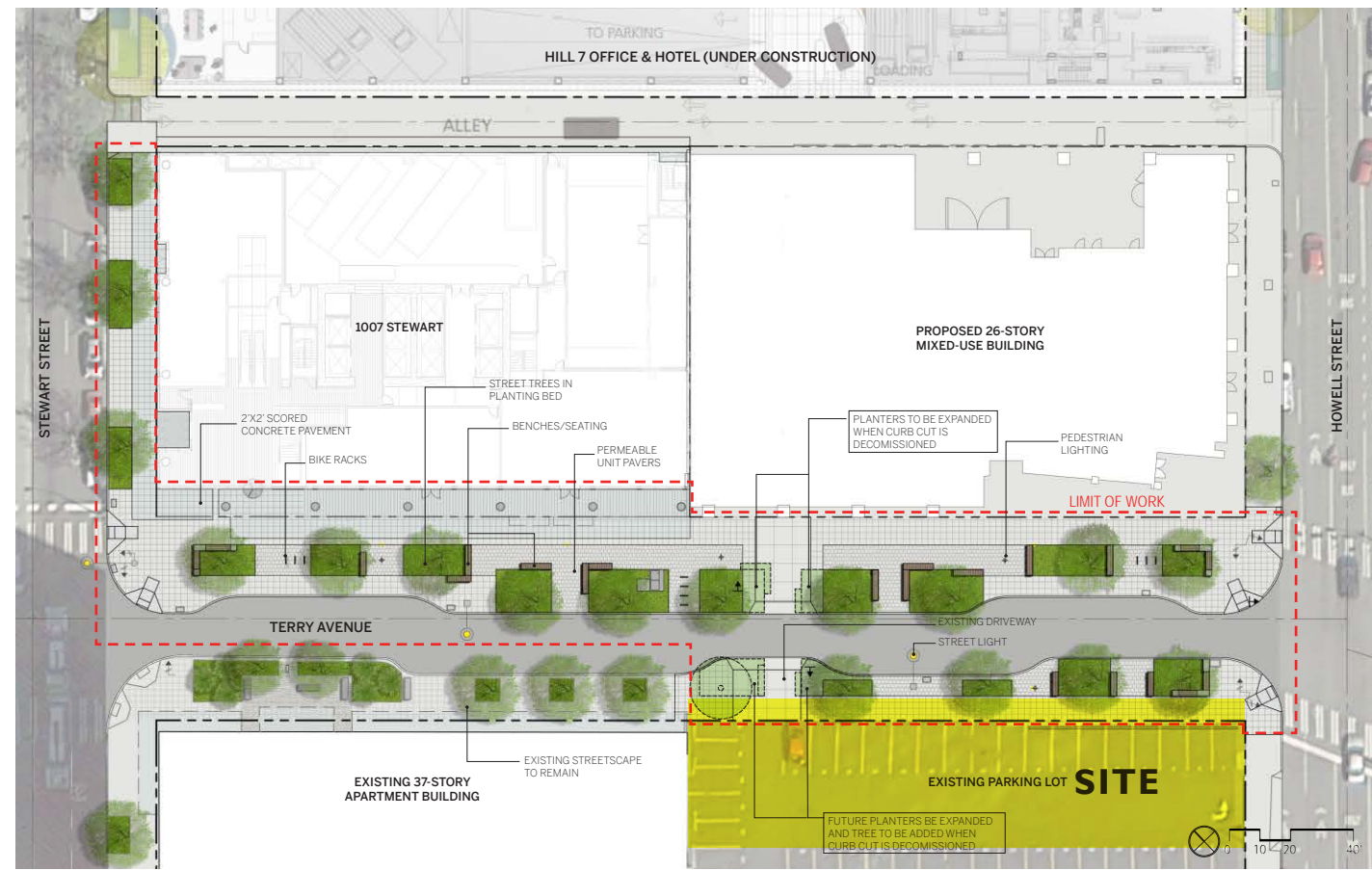
There is also 51,865 cu ft of unused pedestrian area along Terry Ave, the Green Street, a difference of 30,158 cu ft

DEPARTURE 5



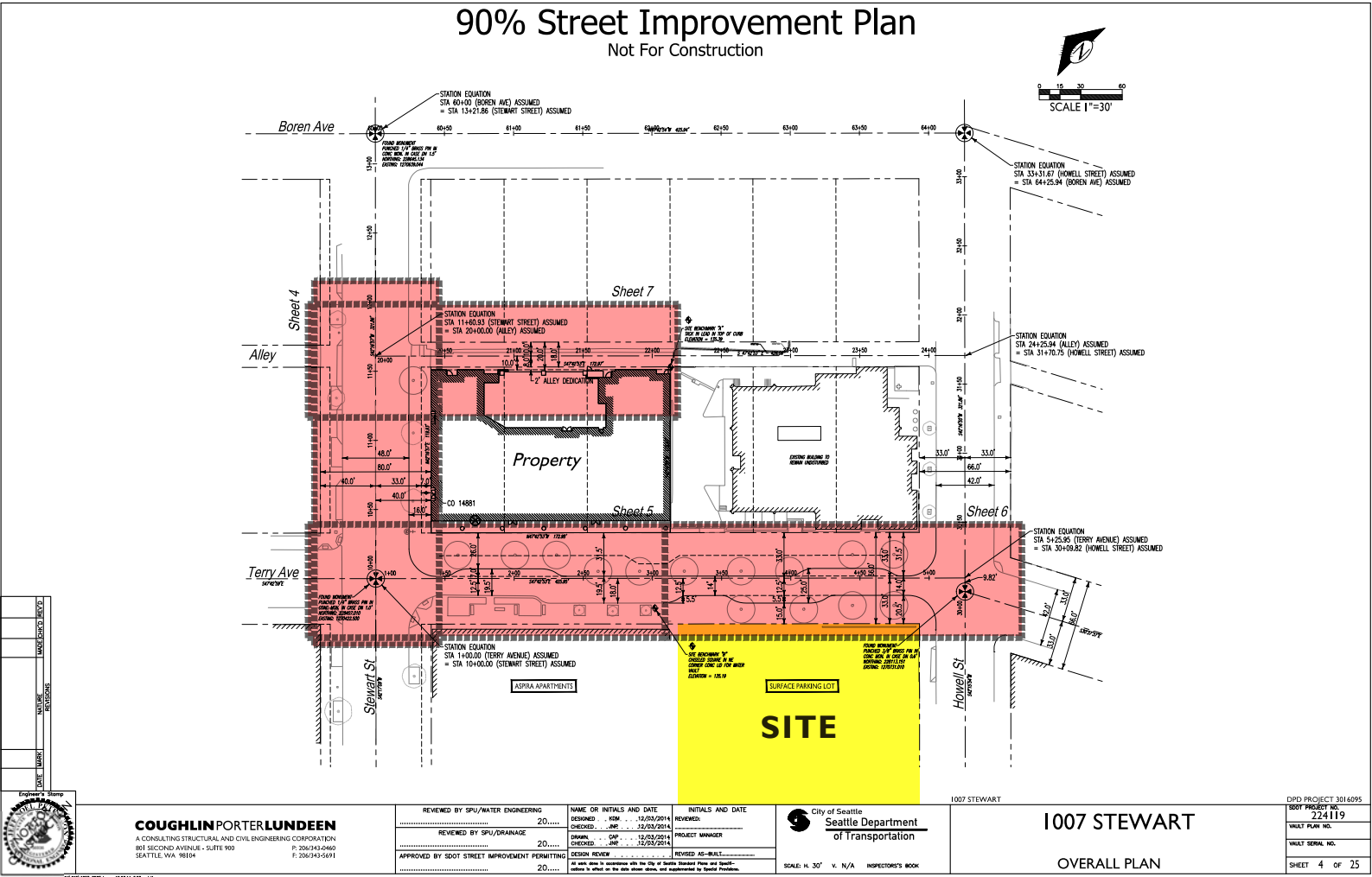
LANDSCAPE

TERRY AVE STREETSCAPE DESIGN



107 STEWART | PROJECT # 3016095 | DRB RECOMMENDATION MEETING | MAY 6, 2014

LANDSCAPE SITE PLAN - FUTURE DEVELOPMENT LMN Trammell Crow Company



	COUGHLIN/PORTER/LUNDEEN A CONSULTING STRUCTURAL AND CIVIL ENGINEERING CORPORATION 801 SECOND AVENUE - SUITE 900 SEATTLE, WA 98104 P: 206/243-2460 F: 206/243-5491		REVIEWED BY SPU/WATER ENGINEERING 20..... REVIEWED BY SPU/DRAINAGE 20..... APPROVED BY SDOT STREET IMPROVEMENT PERMITTING 20.....	NAME OR INITIALS AND DATE DESIGNED: KIM 12/03/2014 CHECKED: CAP 12/03/2014 SWAN: CAP 12/03/2014 DESIGN REVIEW: 12/03/2014 REVIEWED AS-BUILT: 12/03/2014	INITIALS AND DATE REVIEWED: PROJECT MANAGER 20.....	City of Seattle Seattle Department of Transportation SCALE: H: 30' V: N/A INSPECTOR'S BOOK	1007 STEWART I007 STEWART OVERALL PLAN	DPD PROJECT #3016095 SDOT PROJECT NO. 224119 SHEET 4 OF 25

PREVIOUS DESIGN - DRB

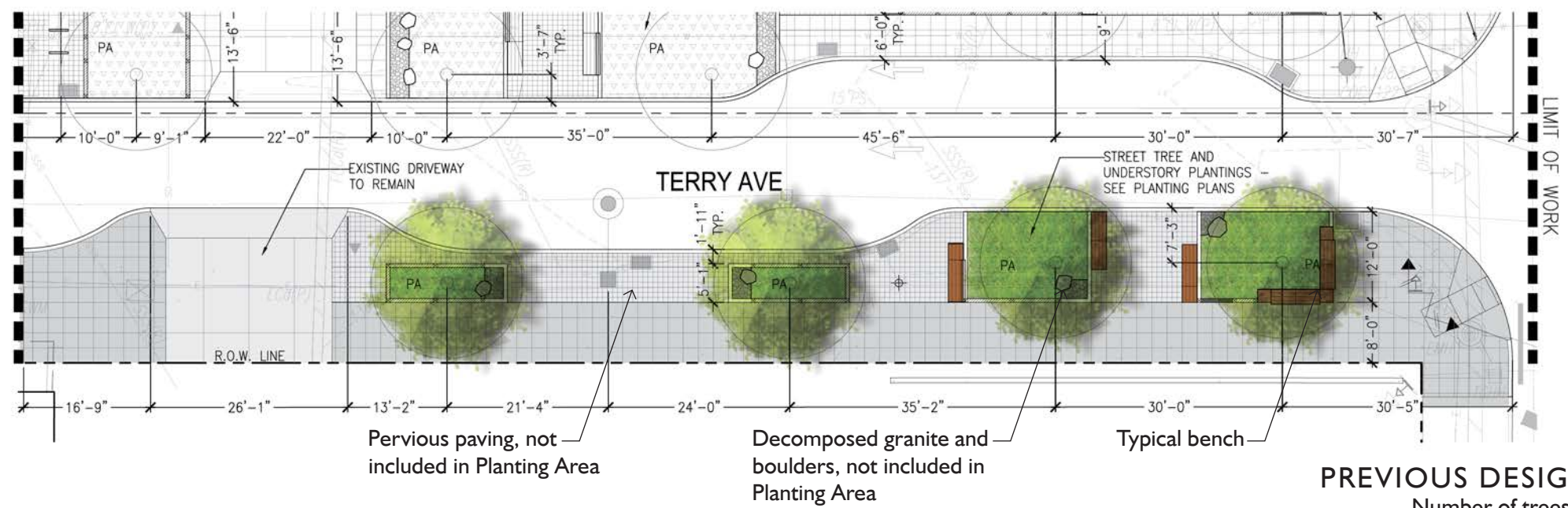
The design of the Green Street along Terry has been developed further from a previous design, as proposed by others (DPD #3016095), as a part of their DRB approval. The overall size of landscaped area has been increased, by eliminating the layby parking. Planted areas have also been greatly increased, which will have a variety of planting. Specimen trees, and an additional street tree have been added to the design, to increase the shade and visual beauty of the Green Street

IMPROVEMENTS OVER DESIGN BY OTHERS

- increased trees for shade and beauty
- increased planting areas for beauty
- increased benches for general public benefit
- wider sidewalks for general public benefit
- project-specific design, for Terry & Howell hotel and WSCC expansion

PREVIOUS DESIGN - SIPS

TERRY AVE STREETSCAPE DESIGN

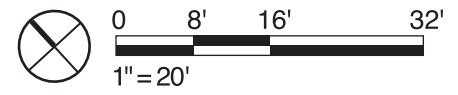


PREVIOUS DESIGN
Number of trees: 4
Planting Area (PA): 436sf
Lineal feet of seating: 42ft
Sidewalk dimension: 8'



PROPOSED DESIGN
Number of trees: 5, including 3 specimen trees (1 more)
Area of Planting Area (PA): 1,346sf (910sf more)
Lineal feet of seating: 107ft (65' more)
Sidewalk dimension: 8' minimum, 15' maximum

The design team will continue to work with SDOT and DPD, to refine and detail the enhanced Green Street design, one that works best for the owners and operators of the hotel, and the general public



LANDSCAPE REQUIREMENTS

TERRY AVENUE ROW

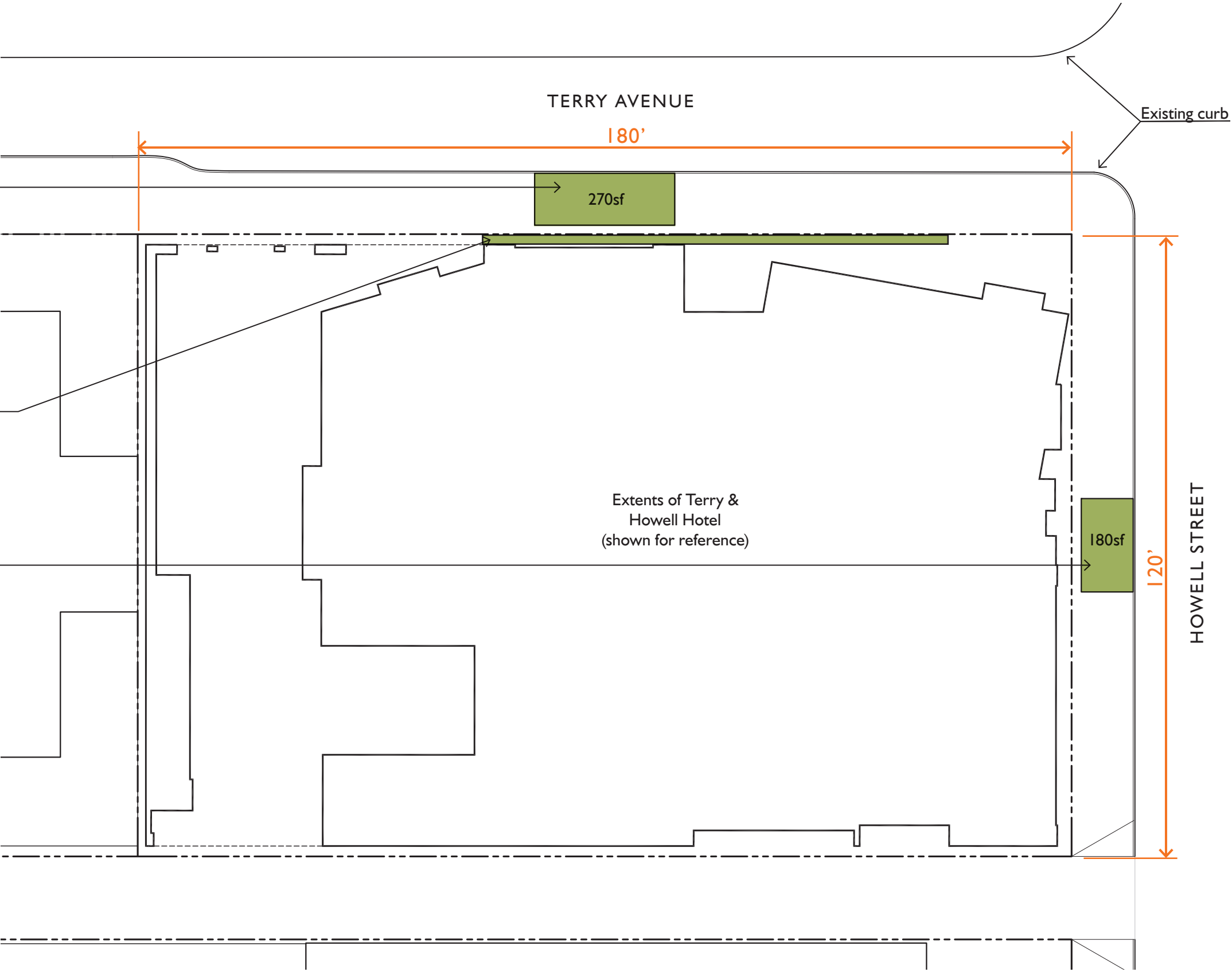
SMC 23.49.056.FI & SMC 23.49.056.FIa
Required Landscape Area: 270sf (min)
1.5 x 180' (Length of the Street Lot Line)
Required Width and Length for Landscape Area:
(min)18" W & 90'-0" L (L: 50% of the Street Lot Line)
Green Street design supersedes above requirements
per SMC 23.49.056.FI

TERRY AVENUE 2 FOOT SETBACK

SMC 23.49.056.F4b
Required Landscape Area:90sf (min)
(50% of 2 foot Setback Area)

HOWELL STREET ROW

SMC 23.49.056.FI & SMC 23.49.056.FIa
Required Landscape Area: 180sf (min)
1.5 x 120' (Length of the Street Lot Line)
Required Width and Length for Landscape Area:
(min)18" W & 60'-0" L (L: 50% of the Street Lot Line)



LANDSCAPE DESIGN



LANDSCAPE DESIGN



LANDSCAPE DESIGN

TERRY AVENUE



Cercidiphyllum japonicum
Katsura tree

TERRY AVENUE (SPECIMEN TREE)



Ulmus americana
Valley Forge Elm

HOWELL STREET



Liriodendron fastigiatum
Columnar Tulip tree

TERRY AVENUE GREEN STREET (UNDERSTORY)



Skimmia reevesiana
Reeves skimmia



Polystichum munitum
Sword fern



Taxus x media
Dark green spreader yew

DESIGN INTENT

To provide a wide variety of plant species; with different color, texture, height and fragrance, for the overall enjoyment of pedestrians along Terry and Howell, and the beautification of the built environment



Perovskia atriplicifolia
Russian sage

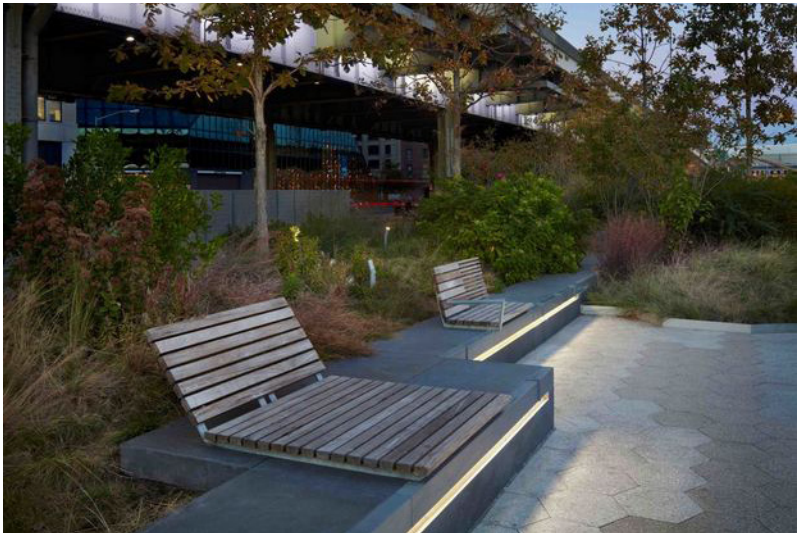


Miscanthus sinensis
Maiden grass



Choisya ternata
Mexican orange blossom

LANDSCAPE INSPIRATION



LANDSCAPE INSPIRATION



LIGHTING DESIGN



1 PAVER INTEGRATED VEHICULAR SCALE (SHOWN BLUE FOR CLARITY)



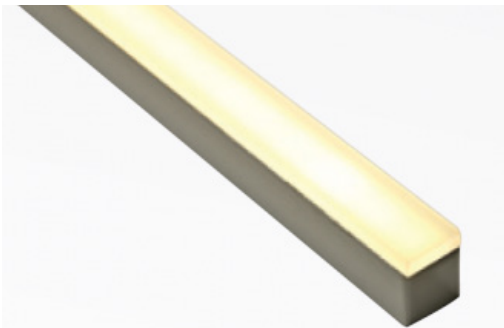
2 PAVER INTEGRATED PEDESTRIAN SCALE (SHOWN BLUE FOR CLARITY)



3 WALL SCONCE



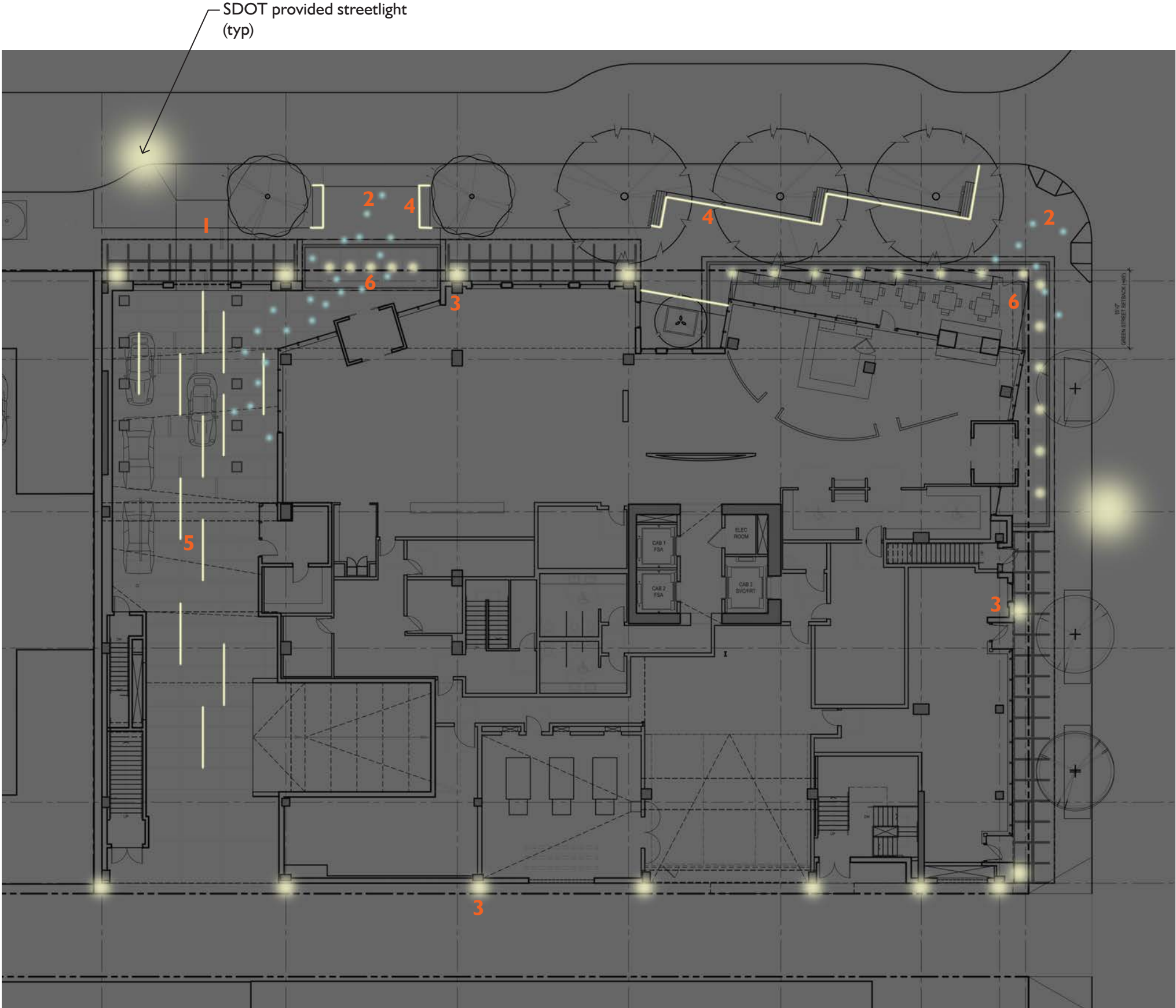
4 BENCH STRIP



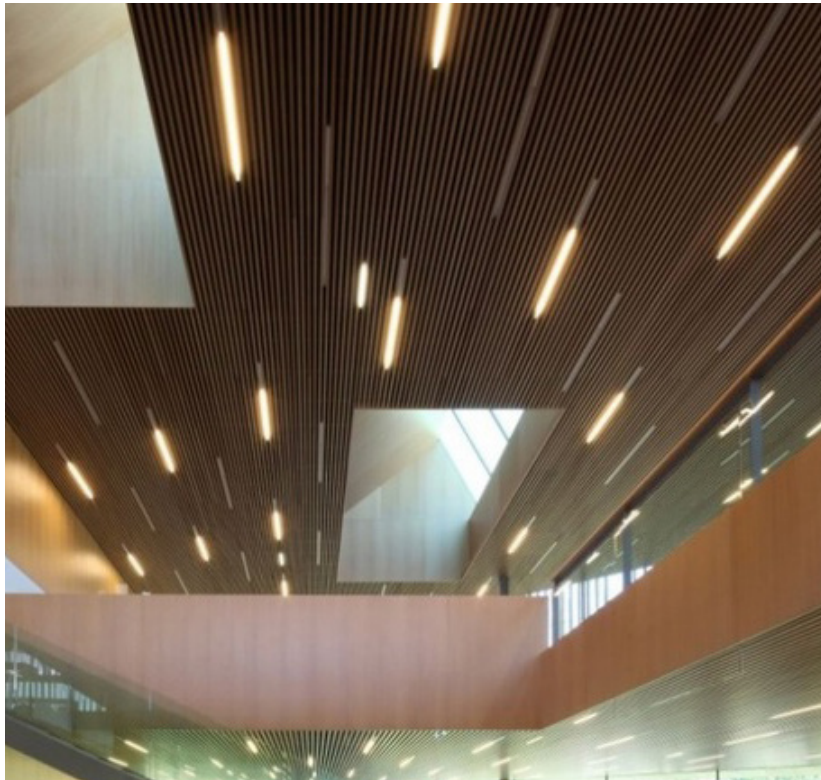
5 PORTE COCHERE CEILING STRIP



6 CANOPY RECESSED



LIGHTING DESIGN



Interesting lighting design and high-quality materials allow the porte cochere to be a place for pedestrians, not only vehicles



Cost-effective materials which are attractive and serve a purpose (mechanical ventilation) may be lit to create a memorable building experience

Integrated lighting



Metal screen 75% open

Metal screen 50% open

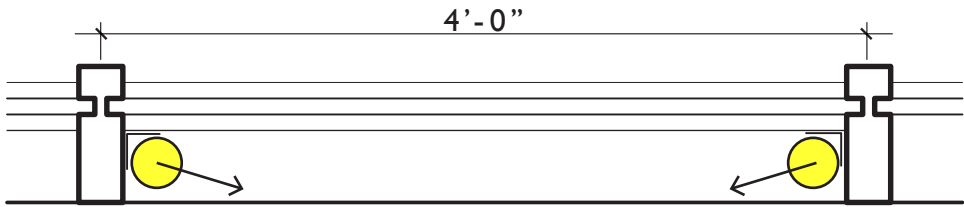
Spandrel glass to match vision

Vision glass

Lighting-integrated hotel signage fits within curtainwall module

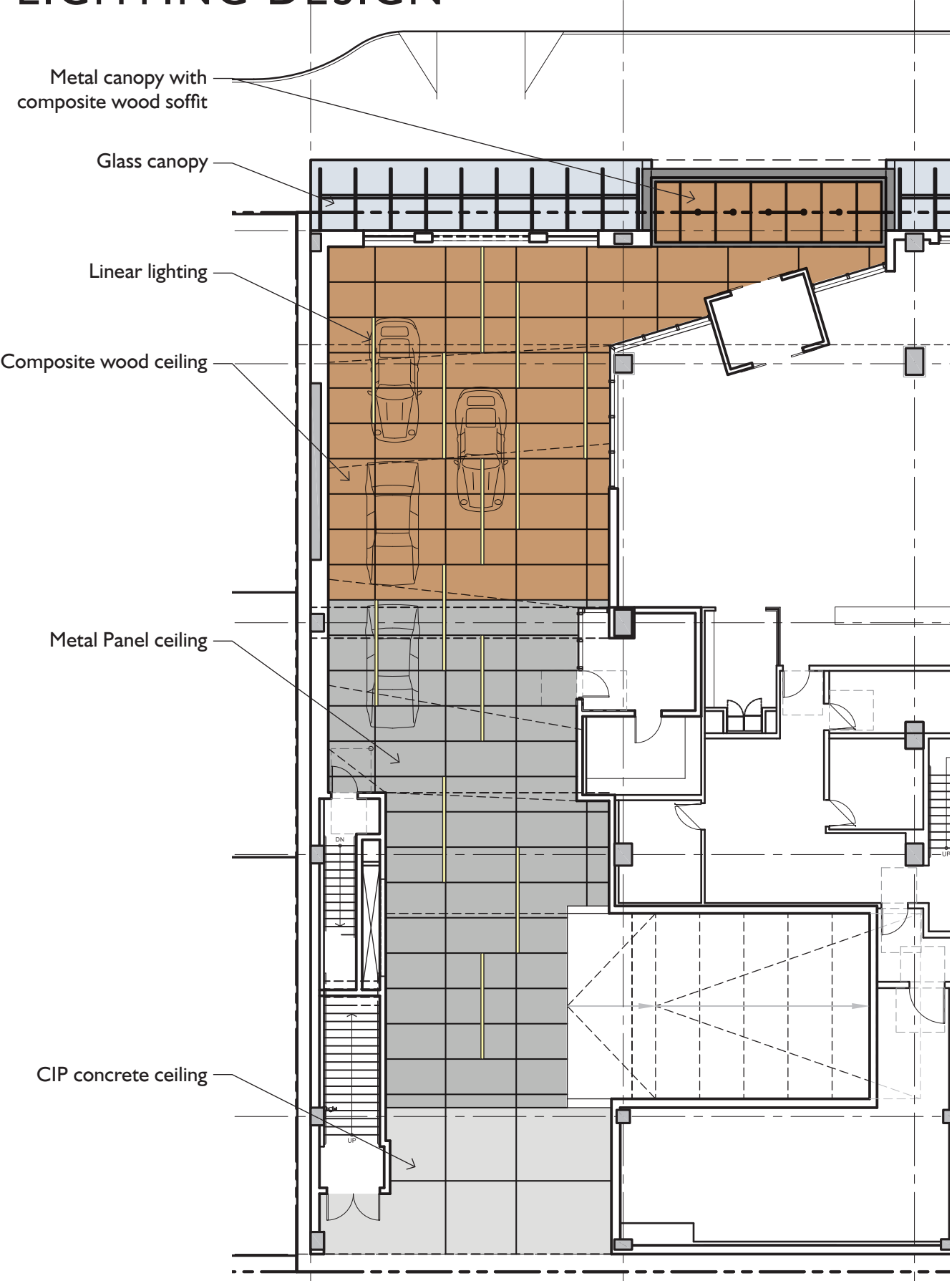


The lighting design will follow the overall design of the building. The crown element will have brand and accent lighting, the spandrel glass panels will have some light to echo the two story metal panel accents, the canopies will have integrated lights for pedestrian safety

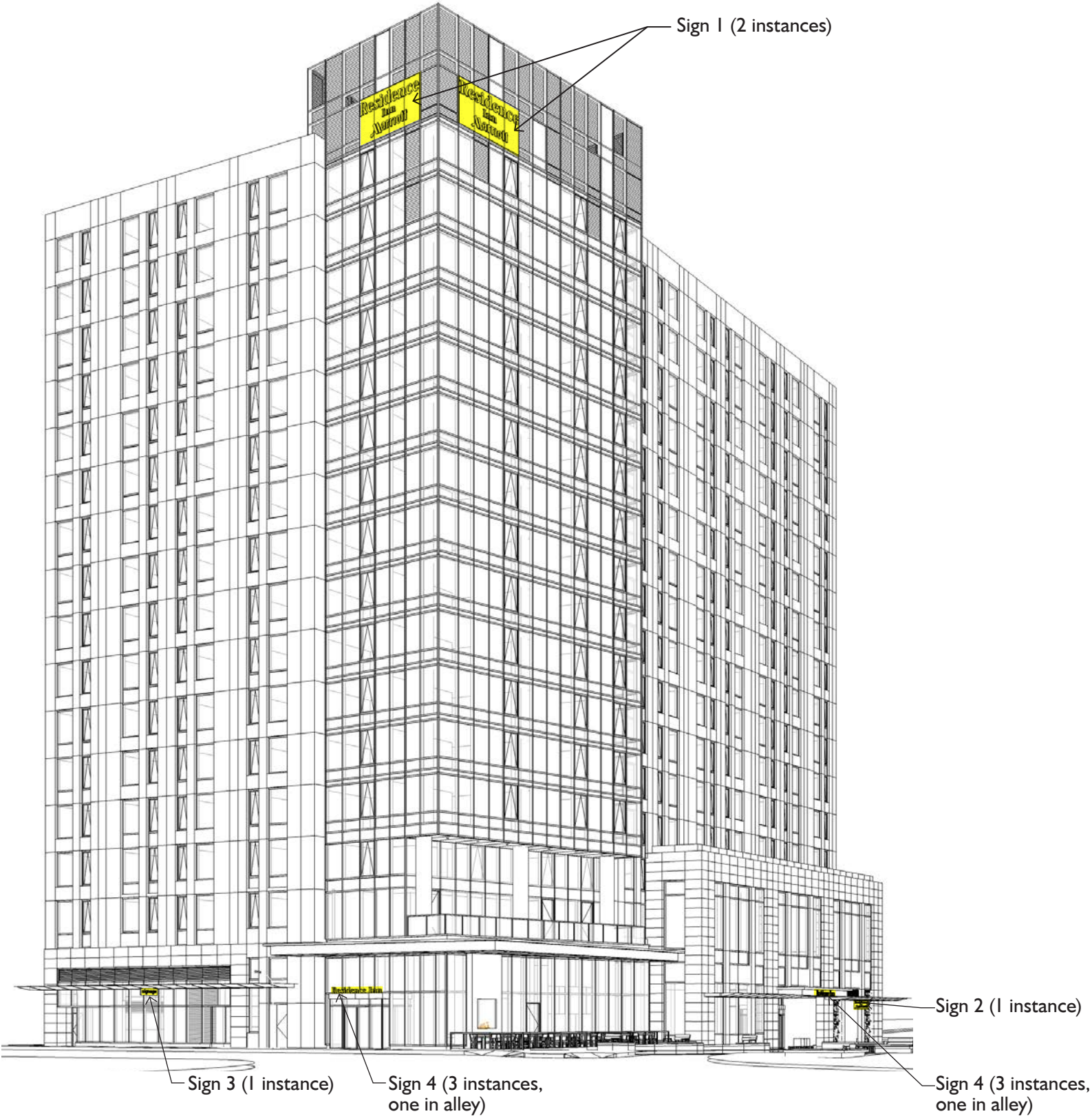


Conceptual plan view of spandrel glazing light. LEDs integrated within the curtainwall system, lighting the backpan, and accessed from the exterior

LIGHTING DESIGN



SIGNAGE DESIGN



DESIGN INTENT

To provide a variety of building signage, within the requirements of the relevant Code section below. Neighborhood-scaled signage (sign 1) and pedestrian-scaled signage (signs 2,3,4) are equally important, especially for first time visitors to the City. All signs will be internally-lit to provide legibility and a welcoming feel at all times

D-4 PROVIDE APPROPRIATE SIGNAGE

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood

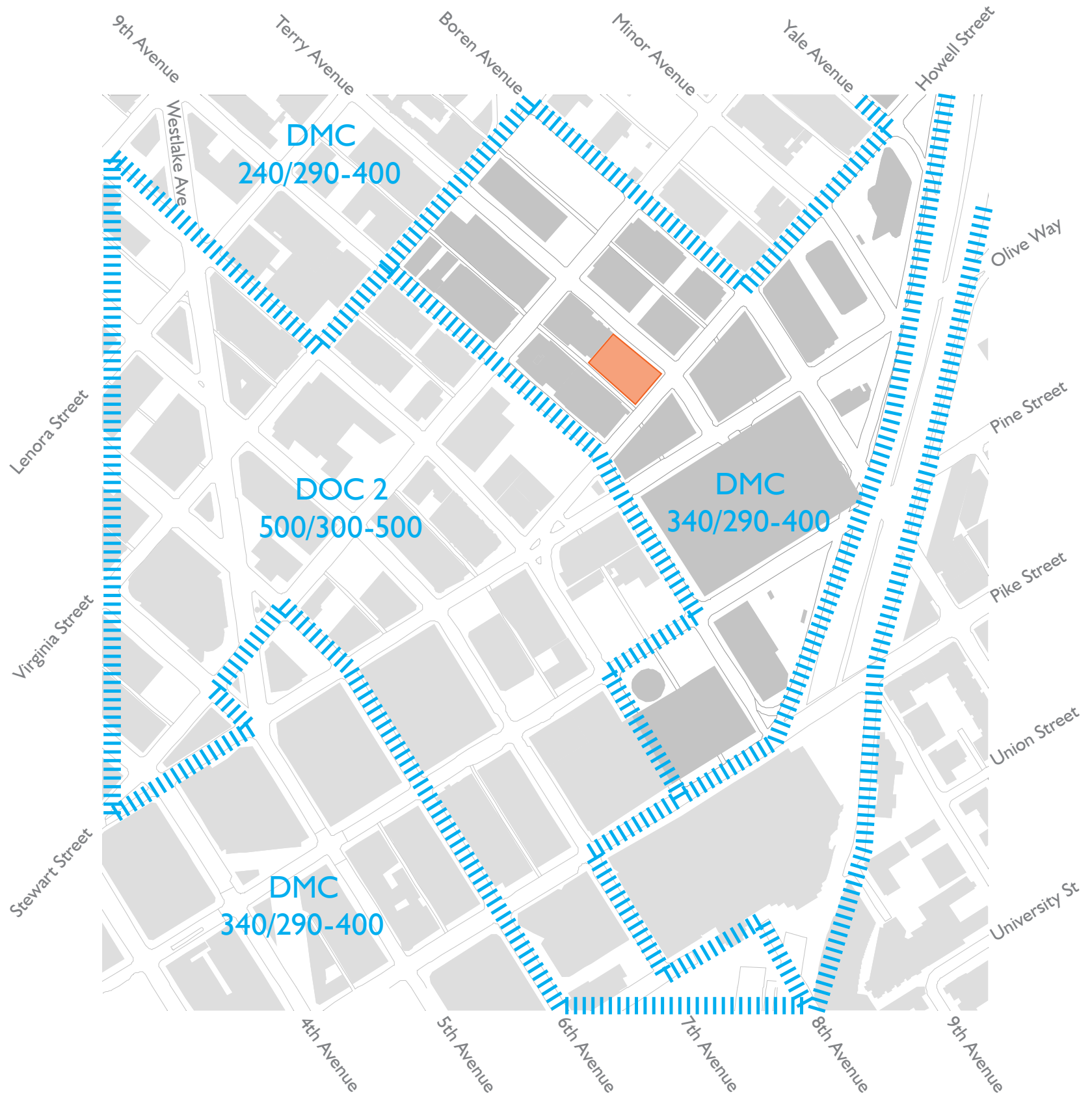


APPENDIX

ZONING

EXECUTIVE SUMMARY – CURRENT ZONING FOR TERRY & HOWELL

The following is an abbreviated summary and general overview of the existing zoning code bulk allowances. NOTE: See code citations noted below for additional detail and exceptions.	
King County Parcel #	0660001190, 0660001195, and 0660001200
Zoning Classification [per map 1A]	DMC 340/290-400
Site Area	21,600 SF (180' x 120')
Street Classification [Map 1B]	Terry Avenue – Green Street Howell Street – Principal Transit Street
Sidewalk widening [Map 1C]	Terry Avenue – Variable Howell Street –15' required (when on a one-way street, only the side with transit stops shall be 18')
View Corridors [Map 1D]	Not applicable
Public Benefit Features [Map 1E]	Not applicable
Pedestrian Street Classification [Map 1F]	Terry Avenue – Green Street Howell Street – Class II Pedestrian Street
Street Level Use Requirements [Map 1G]	Terry Avenue – Street Level Use required.
Permitted Uses [23.49.042]	Office, Hotel, Residential, Retail, etc.
Structure Height Allowed [23.49.008]	340'-0" from average grade (commercial)
Structure Height Proposed	193'-3" from average grade
Façade Requirements [23.49.056.]	Min. 75% of Street level façade shall be transparent. Blank facades shall not be more than 15' wide.
Setbacks [23.49.056.B]	2' setback from Terry Avenue along base, 15' Green Street setback above 45' from Terry Avenue, 2' Alley Setback below 26'
Façade Modulation [23.49.058.B]	Max. Façade Length from +86' to +160' = 155' ; from +161' to +240' = 125' Within 15' of the a Street Property line
Floor Area Ratio [23.49.011]	Base FAR = 5.0 / Maximum FAR = 10.0
Max Allowable Area [site area x FAR]	[21,600 X 10.0 = 216,000 SF] 3.5% Mechanical Bonus [216,000 x 103.5% = 223,560 SF.]
Actual Proposed FAR	+/- 194,000 SF
Upper Level Development Std's [23.49.058.F]	None Required
Common Recreation Area [23.49.010]	None Required
TDR [23. 49.014]	Transfer of Development Rights is allowed per Table 23.49.014A
Parking Requirements [23. 49.019]	No parking is required, 149 stalls are provided



TERRY AND HOWELL
TOPOGRAPHIC SURVEY

A PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 32,
TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., CITY OF SEATTLE, KING COUNTY, WASHINGTON

PROPERTY DESCRIPTION

(PER FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE FILE NO. NCS-656106-WA1)

LOTS 10, 11 AND 12, BLOCK 34 OF SECOND ADDITION TO THE TOWN OF SEATTLE AS LAID OFF BY THE
HEIRS OF SARAH A. BELL, DECEASED (COMMONLY KNOWN AS HEIRS OF SARAH A. BELL'S SECOND
ADDITION TO THE CITY OF SEATTLE), AS PER PLAT RECORDED IN VOLUME 1 OF PLATS, PAGE 121,
RECORDS OF KING COUNTY, WASHINGTON.

SURVEY NOTES

1. THE PURPOSE OF THIS SURVEY IS TO PROVIDE A TOPOGRAPHIC BASE MAP OF THE EXISTING GROUND FEATURES AND IMPROVEMENTS FOR PLANNING, DESIGN, AND CONSTRUCTION.
2. CONTOUR INTERVALS ARE ONE-FOOT AND ARE COMPUTER GENERATED FROM TOPOGRAPHY DATA.
3. ALL DISTANCES AND DIMENSIONS SHOWN ARE U.S. SURVEY FEET GROUND MEASUREMENTS.
4. UTILITIES OTHER THAN SHOWN MAY EXIST ON THE SITE AND/OR ADJACENT THERETO. THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY LOCATED AND RELIABLY DETECTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY. THE SURVEYOR DOES CERTIFY THAT THEY ARE SHOWN AS ACCURATE AS POSSIBLE FOR THIS SURVEY.
5. STORM DRAIN, SANITARY SEWER, AND COMBINED STORM DRAIN-SANITARY SEWER LINES DEPICTED HEREON ARE FROM CITY OF SEATTLE GIS. LINES IN CONJUNCTION WITH MANHOLES AND CATCH BASINS LOCATED IN THE FIELD. SLEDS LINES ARE UNCONFIRMED AND APPROXIMATE IN NATURE. SEE SHEET #4 HERE.
6. DATA FOR THIS SURVEY WAS OBTAINED BY FIELD TRAVERSE UTILIZING ELECTRONIC DATA COLLECTION ON JUNE 22 AND SEPTEMBER 1, 2014.
7. ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN TAKEN FROM FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE FILE NO. NC5-85506-146 IN PREPARING THIS MAP. ANY DEFECTS OR ENCUMBRANCES NOT SHOWN ON THIS MAP ARE THE CLIENT'S RESPONSIBILITY. IN PREPARATION OF THIS MAP, NOR IS AN EXP. ENGINEERING AWARE OF ANY ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP. AN EXP. ENGINEERING HAS REVIEWED THE FIRST AMERICAN FIRST AMERICAN TITLE INSURANCE COMPANY'S SECTION 1. TO PREPARE THIS SURVEY AND THEREAFTER ANY EXP. ENGINEERING QUOTES THE MAPS ACCURACY AND COMPLETENESS TO THAT EXTENT.
8. TELEPHONE VAULT WITH "DMPT" PAINTED ON AND WAS NOT OPENED. ORANGE UNDERGROUND COMMUNICATIONS PAINT MARKS LOCATED NE AND SW THEREIN (IN CENTER, MORE OR LESS) OF

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A TOPOGRAPHIC SURVEY MADE BY ME OR UNDER MY DIRECTION AND TO THE BEST OF MY KNOWLEDGE REPRESENTS THE TOPOGRAPHIC FEATURES AS THEY EXIST ON THE GROUND AS OF SEPTEMBER 1, 2014.

KENNETH W. SWINDAMAN P.L.S. #34130



TITLE COMMITMENT NOTES

RELiance WAS FILED ON FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE FILE NO. NCS-656106-WAJ, DATED FEBRUARY 20, 2014 AT 7:30 A.M., FOR THE INFORMATION PRESENTED ON THIS SURVEY.

METHODS AND EQUIPMENT

SURVEY PERFORMED WITH A 1" TOTAL STATION, USING TRAVERSE AND RADIAL SURVEY METHODS. SURVEY MEETS OR EXCEEDS ACCURACY REQUIREMENTS CONTAINED IN W.A.C. 332.130.090.

SURVEY STANDARDS

SURVEY MEETS OR EXCEEDS ACCURACY REQUIREMENTS AS CONTAINED IN W.A.C. 332.130.090 AND THE SURVEY MEASUREMENTS WERE MADE IN ACCORDANCE WITH THE MINIMUM ANGLE, DISTANCE, AND CLOSURE REQUIREMENTS WHICH CONTROL LAND BOUNDARIES FOR A.L.T.A./A.C.S.M. LAND TITLE SURVEYS.

REFERENCES

1. GETHSEMANE, A CONDOMINIUM; KING COUNTY RECORDER'S NO. 20101222000504.
2. A.L.T.A. SURVEY FOR PACIFIC REAL ESTATE PARTNERS, CERTIFIED BY JEFFREY J. MCMAHUS, P.L.S. (OF BUSH, ROED, & HITCHINGS, INC.) ON JULY 28, 2011.
3. HEIRS OF SARAH A. BELL'S SECOND ADDITION TO THE CITY OF SEATTLE, VOLUME 1 OF PLATS, PAGE 121, RECORDS OF KING COUNTY, WASHINGTON

HORIZONTAL DATUM

ASSUMED

BASIS OF BEARINGS

HELD SOUTH 42°16'42" WEST ALONG THE MONUMENTED CENTER LINE OF HOWELL STREET
AS SHOWN HEREON AND PER GETHSEMANE, A CONDOMINIUM; KING COUNTY RECORDER'S
NO. 20101222000504.

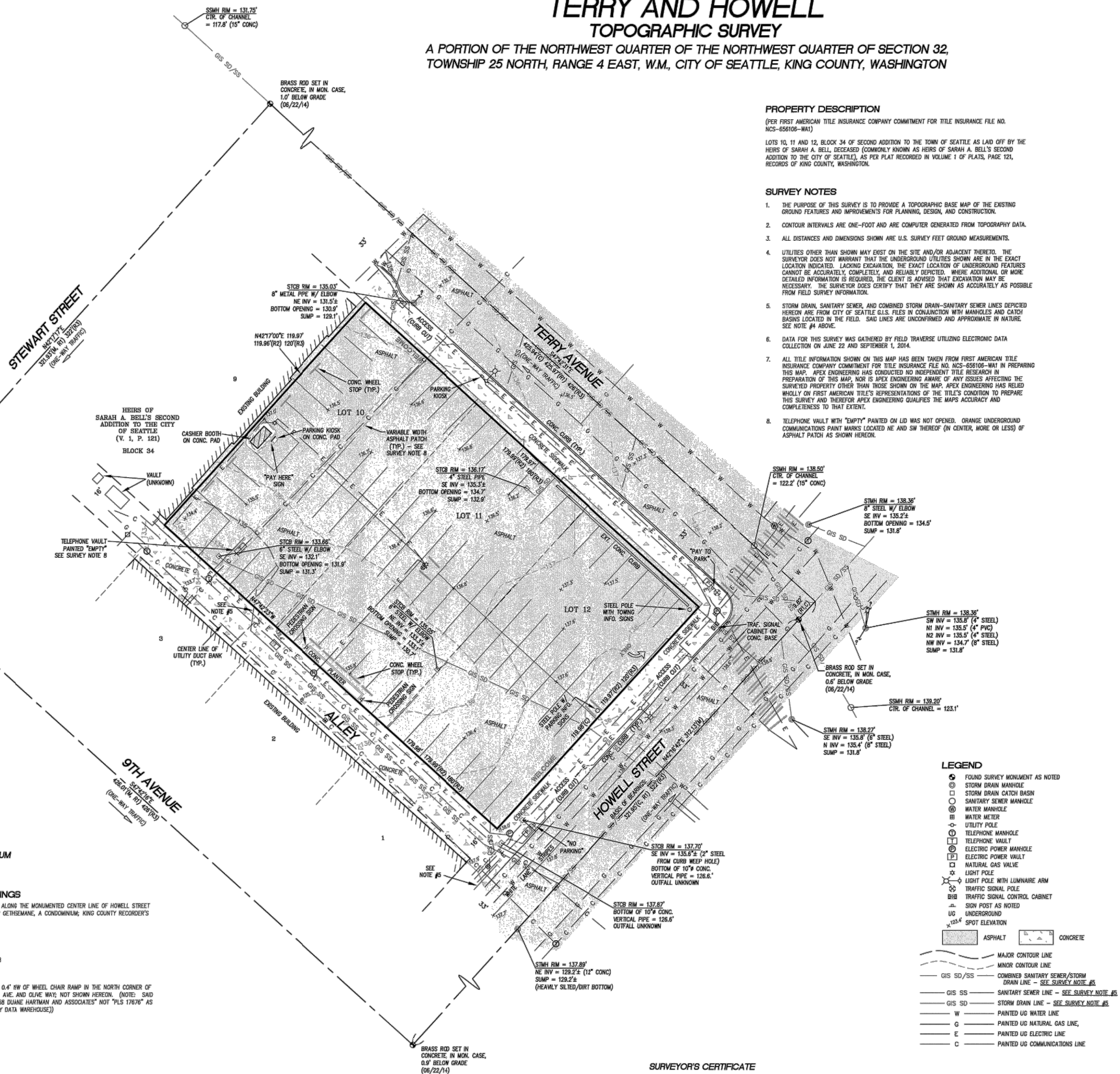
VERTICAL DATUM

CITY OF SEATTLE - NAVD 88

BENCHMARK: 3832-2205

DESC: 2" BRASS DISK LYING 0.4' NW OF WHEEL CHAIR RAMP IN THE NORTH CORNER OF THE INTERSECTION OF BOREN AVE. AND OLIVE WAY; NOT SHOWN HEREON. (NOTE: SAID DISK WAS STAMPED "PLS 9158 DUANE HARTMAN AND ASSOCIATES" NOT "PLS 17676" AS PUBLISHED (PER WGS SURVEY DATA WAREHOUSE))

ELEV: 150.133



LEGEND

- ⑤ FOUND SURVEY MONUMENT AS NOTED
 S STORM DRAIN MANHOLE
 S STORM DRAIN CATCH BASIN
 C SANITARY SENIOR MANHOLE
 W WATER MANHOLE
 W WATER METER
 U UTILITY POLE
 T TELEPHONE MANHOLE
 T TELEPHONE VAULT
 E ELECTRIC POWER MANHOLE
 E ELECTRIC POWER VAULT
 N NATURAL GAS VALVE
 L LIGHT POLE
 L LIGHT POLE WITH LUMINAIRE ARM
 T TRAFFIC SIGNAL POLE
 B/B TRAFFIC SIGNAL CONTROL CABINET
 S SIGN POST AS NOTED
 UG UNDERGROUND
 1234 SPOT ELEVATION
 ASPHALT
 CONCRETE
 MAJOR CONTOUR LINE
 MINOR CONTOUR LINE
 GIS SD/SS COMBINED SANITARY SENIOR/STORM DRAIN LINE - SEE SURVEY NOTE #5
 GIS SS SANITARY SENIOR LINE - SEE SURVEY NOTE #5
 GIS SD STORM DRAIN LINE - SEE SURVEY NOTE #5
 W PAINTED UG WATER LINE
 G PAINTED UG NATURAL GAS LINE
 E PAINTED UG ELECTRIC LINE
 C PAINTED UG COMMUNICATIONS LINE

SHEET 1 OF 1

FILE NO 32761

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SITE IMAGES



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

LAVENDER & VINE FLORISTS

SEATTLE VAULT SELF STORAGE



PROJECT SITE

ASPIRA RESIDENTIAL APARTMENTS

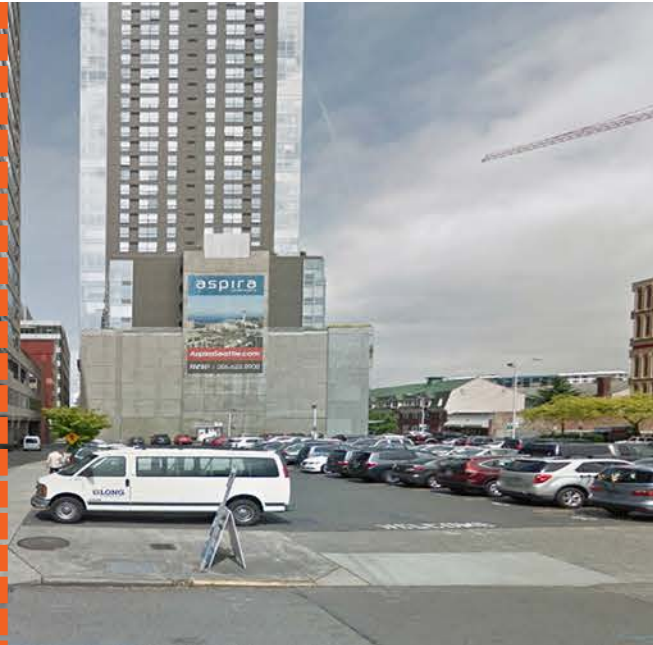
SITE IMAGES



LOW-RISE RETAIL STRUCTURE



REGENCE OFFICE BUILDING HOWELL STREET FACADE



PROJECT SITE

DIRECTOR'S DECISION I

MINIMUM SIDEWALK WIDTH (SMC 23.49.022)

CODE REQUIREMENT

Minimum sidewalk widths are established for certain streets by Map IC. The required sidewalk width is 15 feet for Howell Street and variable along Terry Street. Sidewalk defined; means a hard-surfaced pedestrian walkway separated from the roadway by a curb, planting strip or roadway shoulder.

iii). Portions of the structure along Howell Street continue to project into the required setback area, please step building back to maintain 15 foot sidewalk clearance.

DEPARTURE REQUEST

A director's decision has been requested to allow less than the Code-required 15' sidewalk

DIFFERENCES

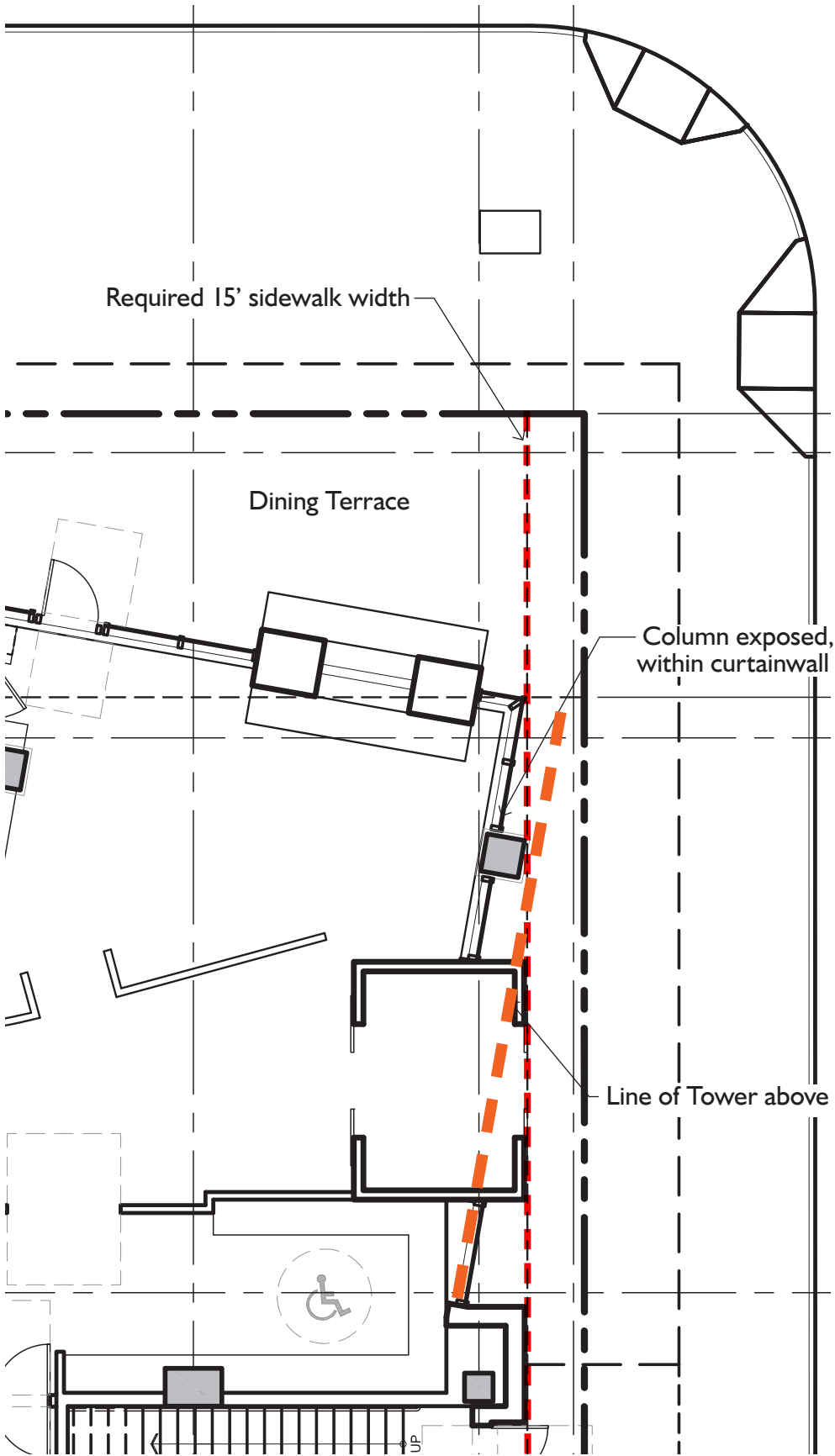
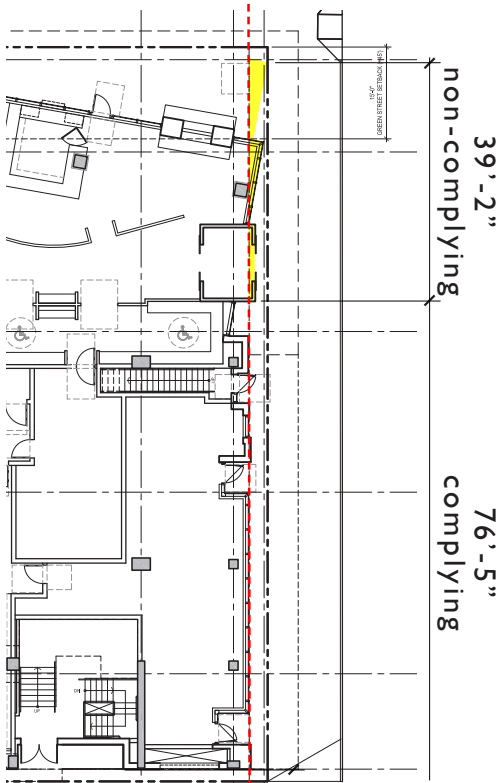
The south portion of the canted glass element and the outdoor dining terrace are a maximum of 3'-0" into the required sidewalk width, resulting in a sidewalk width of 12'-0"

RATIONALE

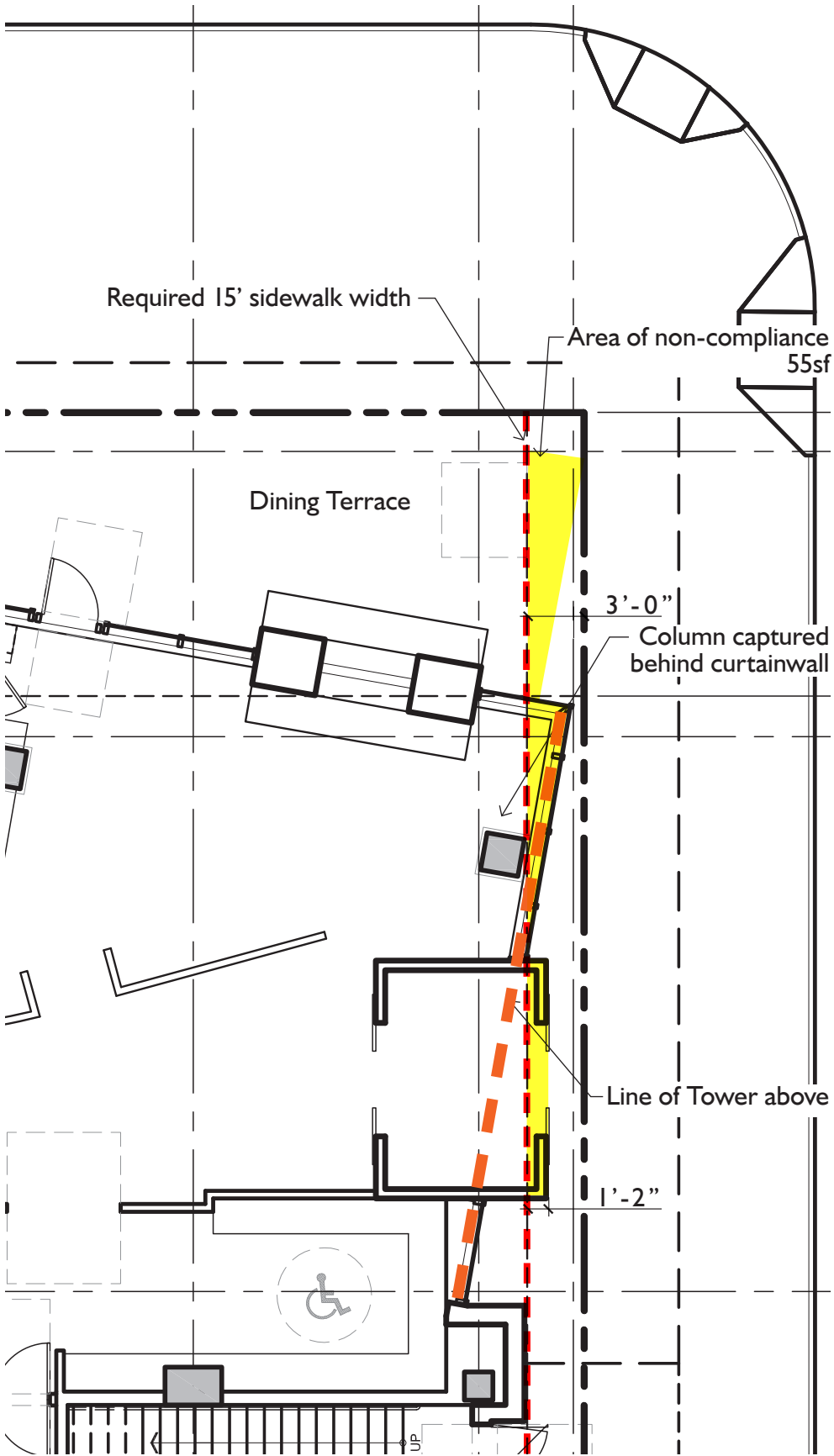
The canted glass corner element is the signature element of the Terry & Howell hotel. The north and south portions of the element come to ground, creating a simple and elegant massing solution. In order to create a code-compliant design, either the LI face would have to step in, creating an awkward massing and exposing a column, or the entire canted glass face would have to step in, which would be unacceptable as it severely affects the hotel keys above. The majority (over 65%) of the Howell facade provides a 15' sidewalk width

ASSOCIATED GUIDELINES

B-4 Design a well-proportioned & unified building

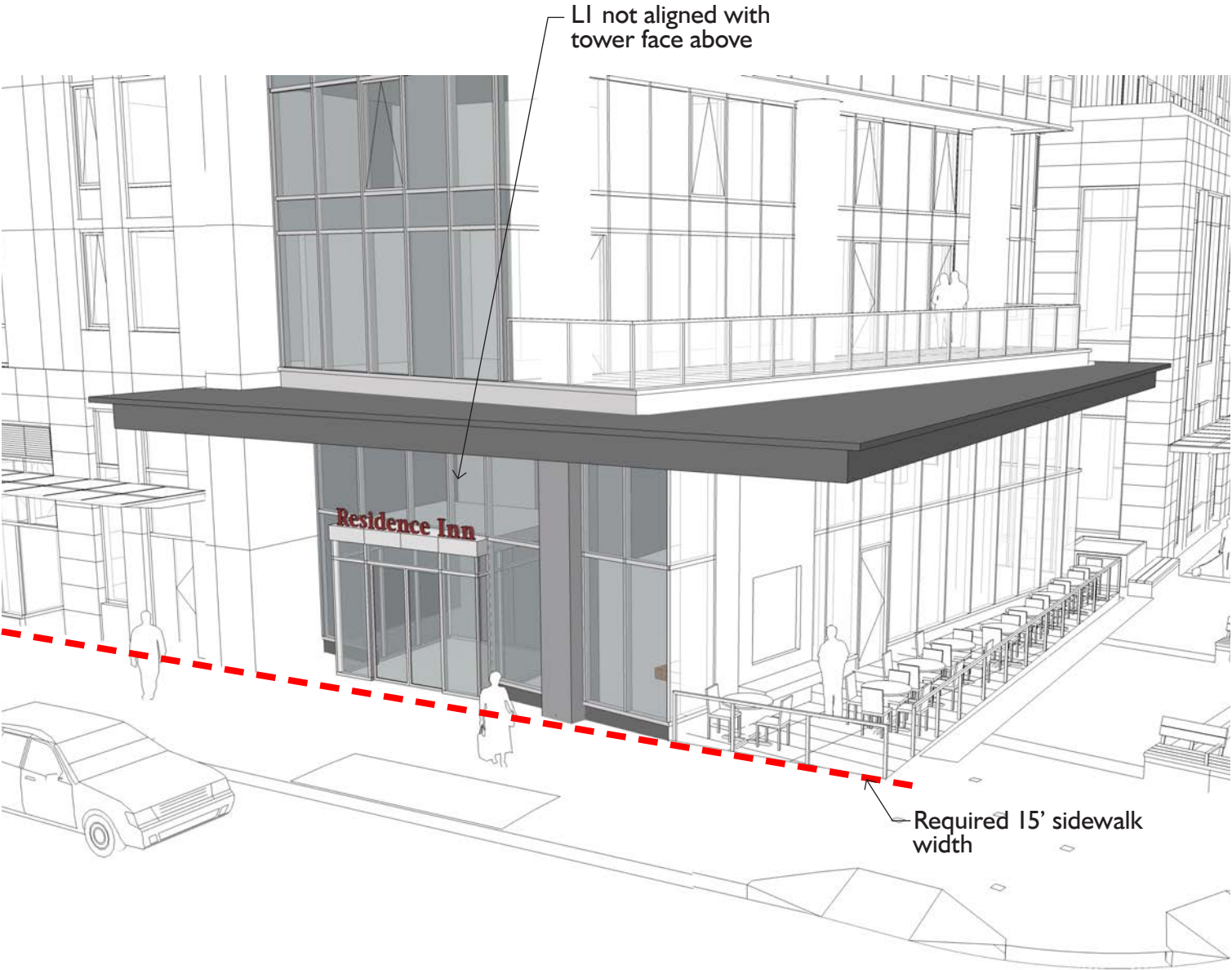


CODE COMPLIANT

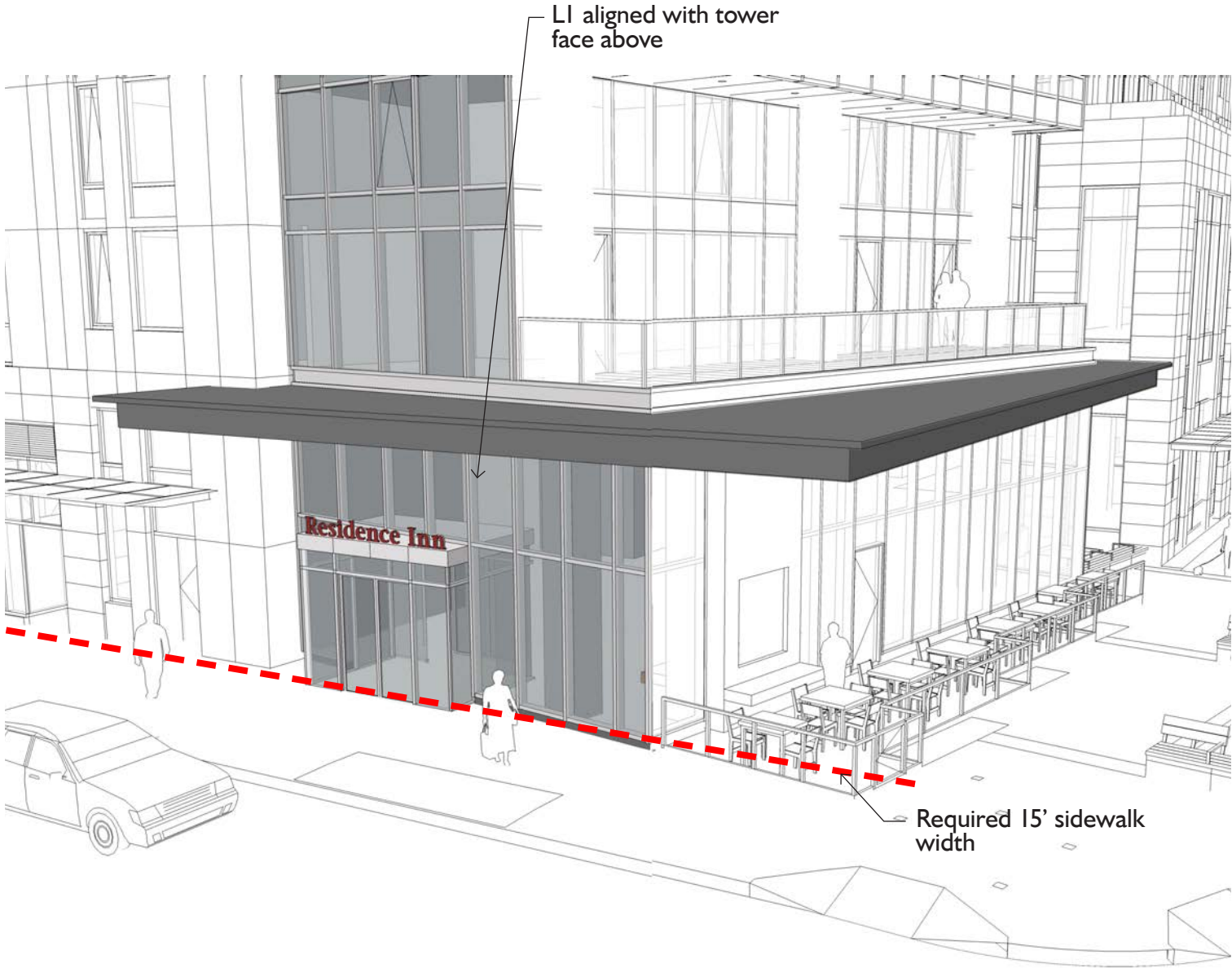


PREFERRED

DIRECTOR'S DECISION I



CODE COMPLIANT



PREFERRED

DIRECTOR'S DECISION 2

PARKING SPACE STANDARDS: DRIVEWAYS (SMC 23.54.030)

CODE REQUIREMENT

SMC 23.54.030.D.3: No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The director may permit a driveway slope of more than 15 percent if it is found that:

- A. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible;
- B. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and
- C. The driveway is still usable as access to the lot.

DEPARTURE REQUEST

A director's decision has been requested to allow driveway slope exceeding 15 percent within the parking garage. Access ramps within the parking garage include slopes up to 20 percent at points within the site, not connected to the ROW

DIFFERENCES

Ramp down from access driveway to below grade parking garage is designed to 20 percent. Access at and from right-of-way to top of ramp is no greater than 15 percent slope

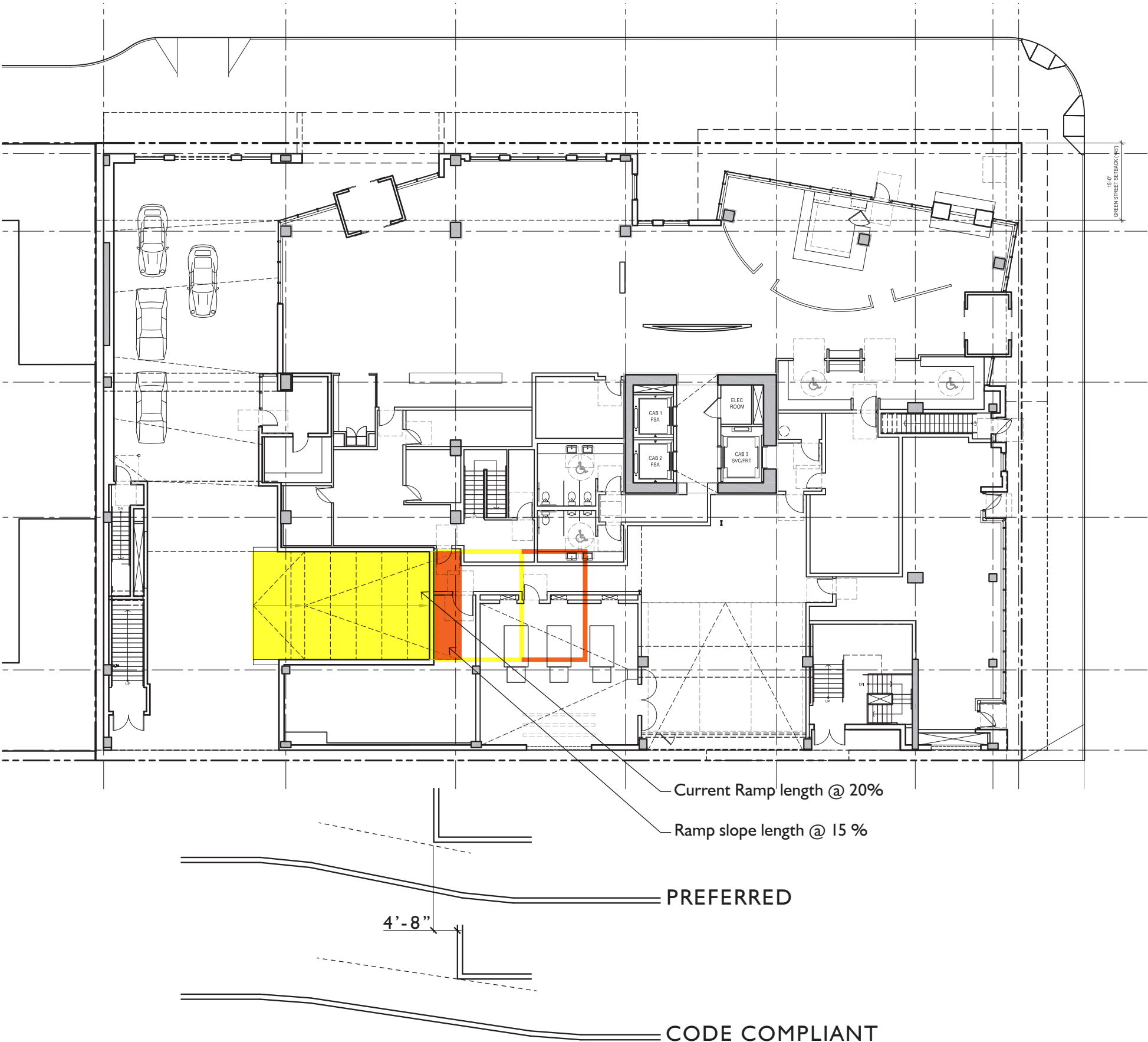
RATIONALE

The proposed driveway slope applies to the access ramp within the parking garage and does not abut the right-of-way directly; current right-of-way grades shall not be changed

The access to the below grade parking levels at 15 percent slope is not feasible for the project in length and overhead clearance. Crest and sag are accommodated and slopes within the garage below the access ramp are 5 percent or less - the 20 percent slope applies only to the portion of ramp accessing the first level below grade

ASSOCIATED GUIDELINES

- C-6 Develop the alley facade
- E-2 Integrate parking facilities



DIRECTOR'S DECISION 3

LOADING BERTH AND SPACE STANDARDS (SMC 23.54.035.C.2.c)

CODE REQUIREMENT

Standards for Loading Berths.

c. Exceptions to Loading Berth Length. Where the Director finds, after consulting with the property user, that site design and use of the property will not result in vehicles extending beyond the property line, loading berth lengths may be reduced to not less than the following:

- (i) High-demand Uses. Thirty-five (35) feet when access is from a collector arterial or local access street; and forty-five (45) feet when access is from a principal or minor arterial street;
- (ii) Low- and Medium-demand Uses. 25'

DEPARTURE REQUEST

A director's decision has been requested to allow the loading berth length to be 25', rather than the Code-required 35'

DIFFERENCES

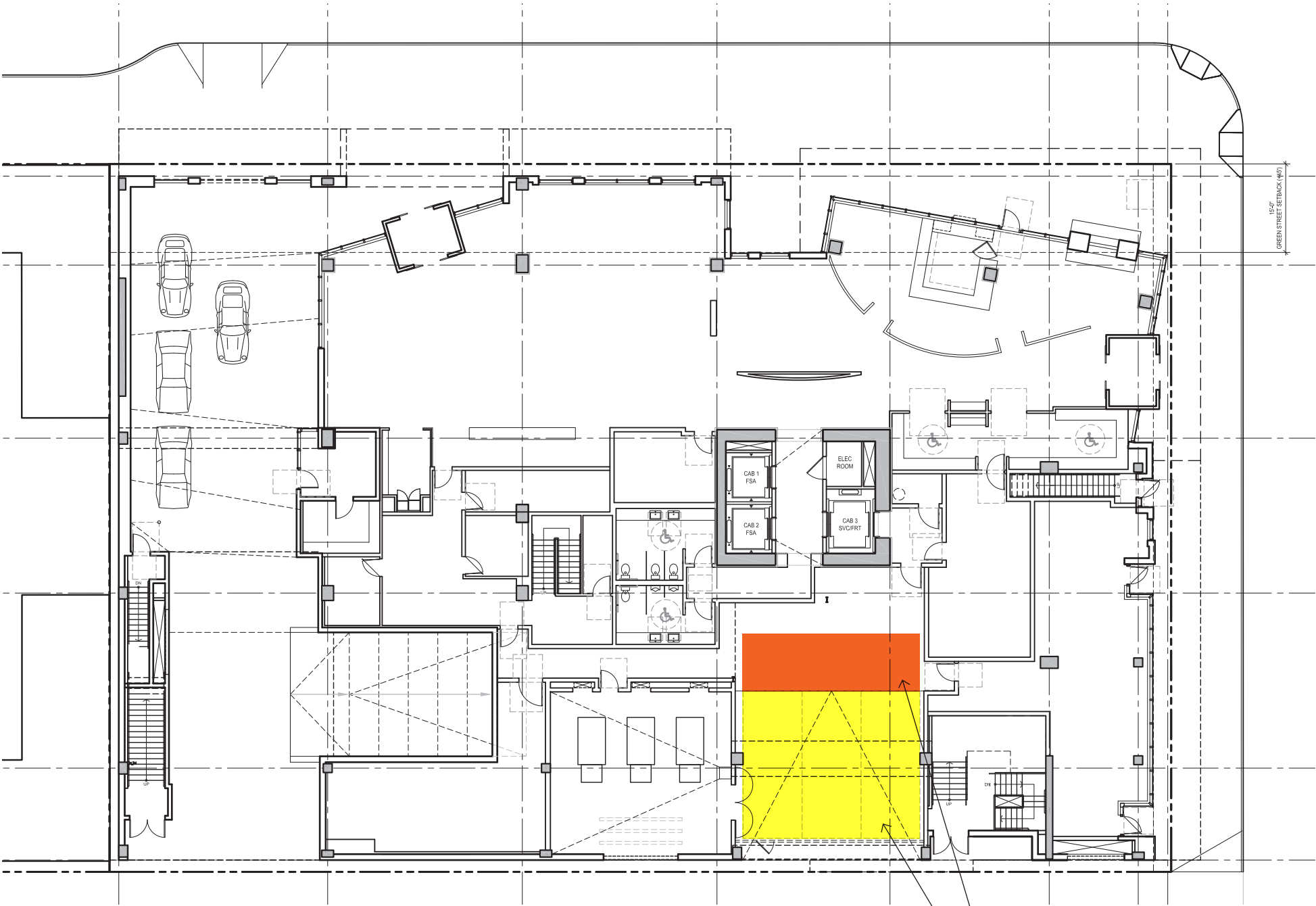
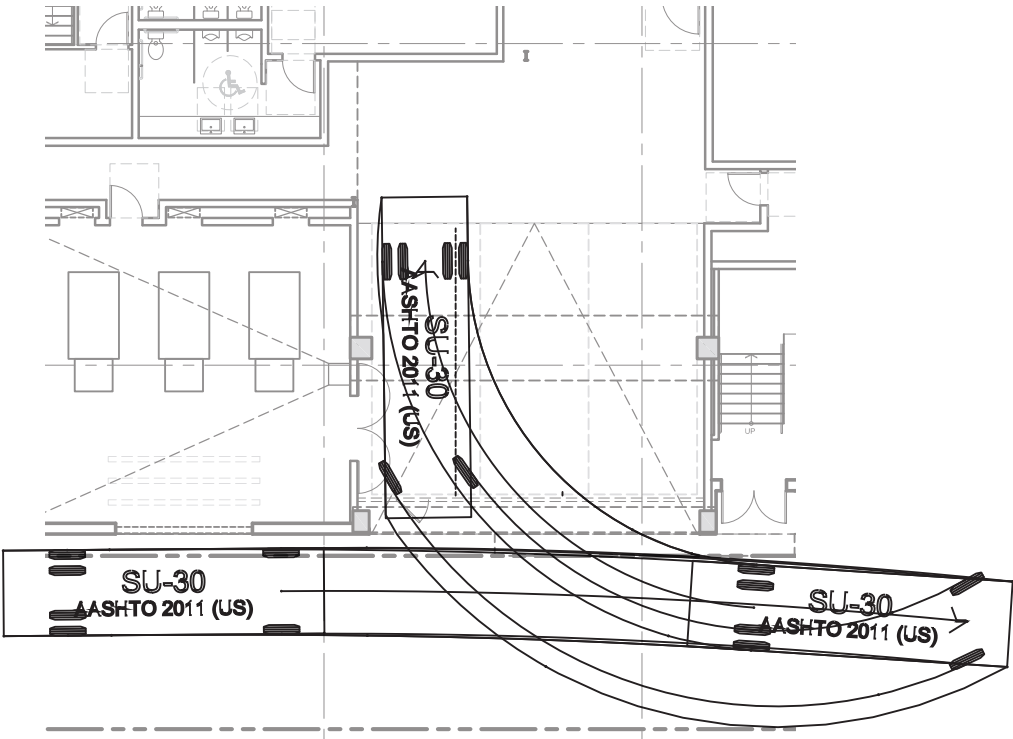
10'

RATIONALE

A 25' loading berth length is appropriate for the size of vehicle which will be serving the building. Lodging is also a low-demand use, according to City requirements. A 25' long vehicle will not extend into the alley, keeping it clear for others. Designing a 35' long berth would be excessive, impacting the design of the building, possibly reducing the depth of public spaces along Terry Ave

ASSOCIATED GUIDELINES

- C-6 Develop the alley facade
- E-3 Minimize the presence of service areas



Loading depth @ 35'

Current loading depth @ 25'

EDG DESIGN GUIDANCE

B4.1 MASSING

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept

BOARD GUIDANCE

The Board prefers the ‘massing’ of the “Alternative Scheme” with its oblique corner and the void or cut-out at the second level overlooking the intersection. Consider redesigning the corner’s angle to enhance its obliqueness and place a greater portion of this volume back within the required green street setback in order to reduce the amount of cubic area requiring a departure request. Work on revising the tower’s proportions to produce a more slender and refined corner tower. From some angles, its mass overwhelms the anchoring provided by the Howell St. facade

RESPONSE

The Alternative Scheme massing is what has been developed further in this package. The design team studied the angle of the element after the EDG meeting, and feels the simplest solution, a pure box which has both faces rotated in plan to respond to the urban grid shift, is the best solution. When the Howell face of the element was not canted, it felt wider than the preferred Alternative Scheme massing, in opposition to Board direction

This building element is primarily glass, while the other portions of the project are designed as punched-openings, increasing the uniqueness of the corner element. This canted portion still protrudes into the Green Street setback, but 2’ less than what was shown at EDG, and is no longer in the ROW along Howell

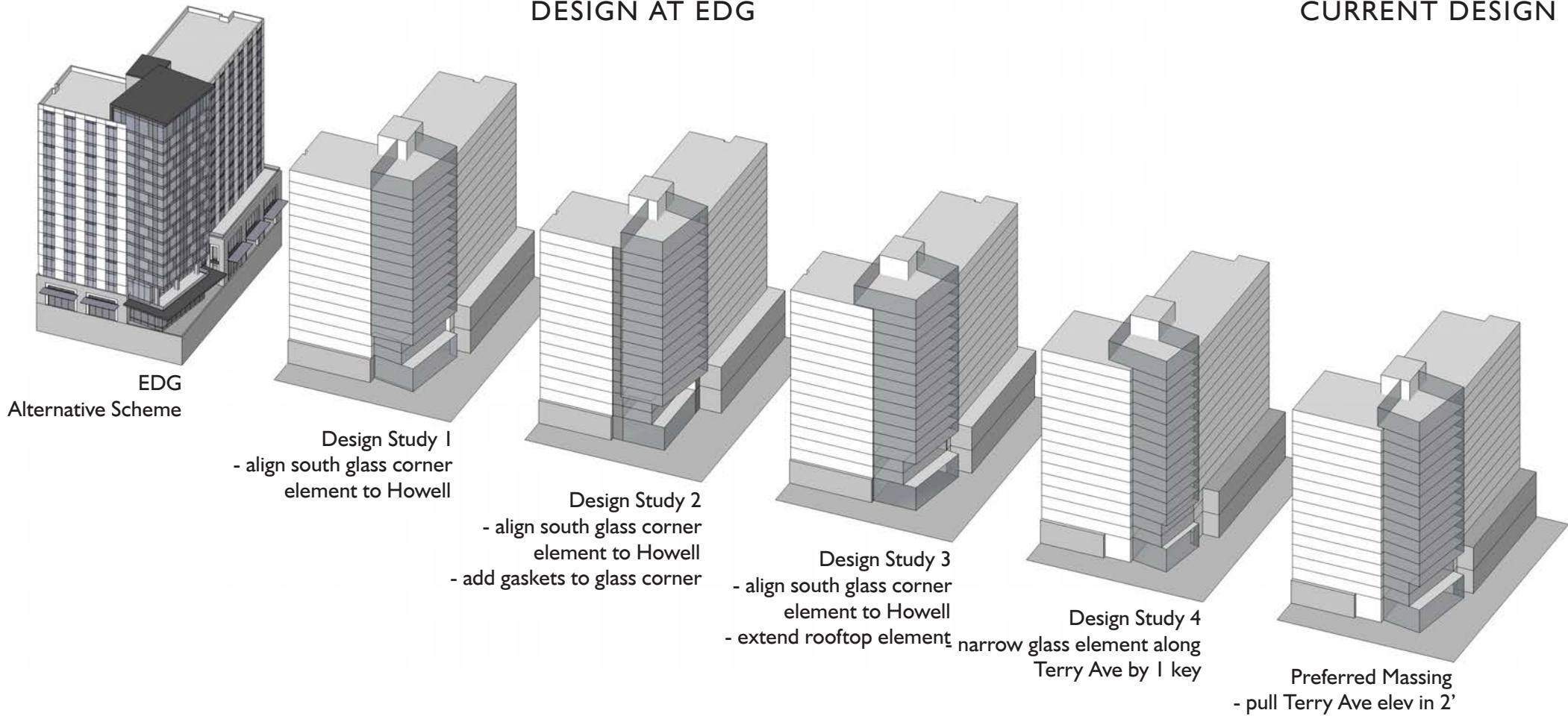
Please see Departures for more information
Please see Design Guidance for more information



DESIGN AT EDG



CURRENT DESIGN



EDG DESIGN GUIDANCE

C6.2 ALLEY PARKING ACCESS

- Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider
- d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
- e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
- f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading

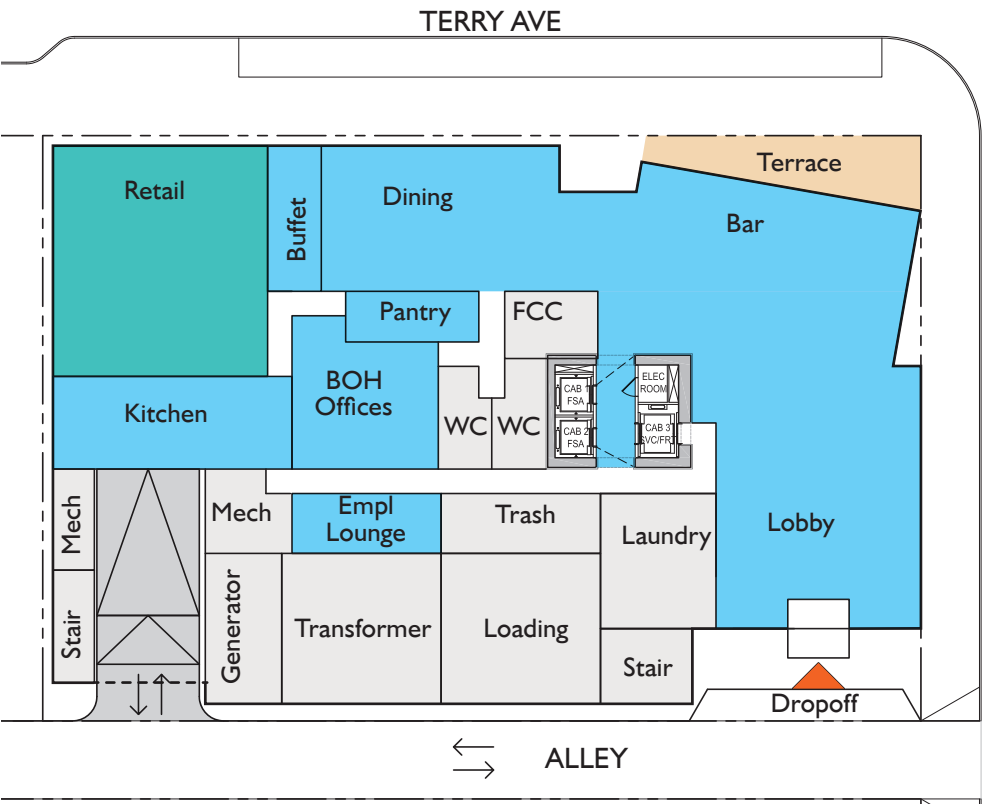
BOARD GUIDANCE

The alley should be more thoroughly explored as an entry approach for drop-off for the hotel. The porte-cochere could sit parallel to the alley. Enhancements to the alley, with pavers, festival and other types of lighting and an attractive facade, could produce a strong and convincing sense of place in the spirit of Hotel 1000 at First Ave and Madison and The Olivian (apartment building) at Eighth Ave and Olive Way

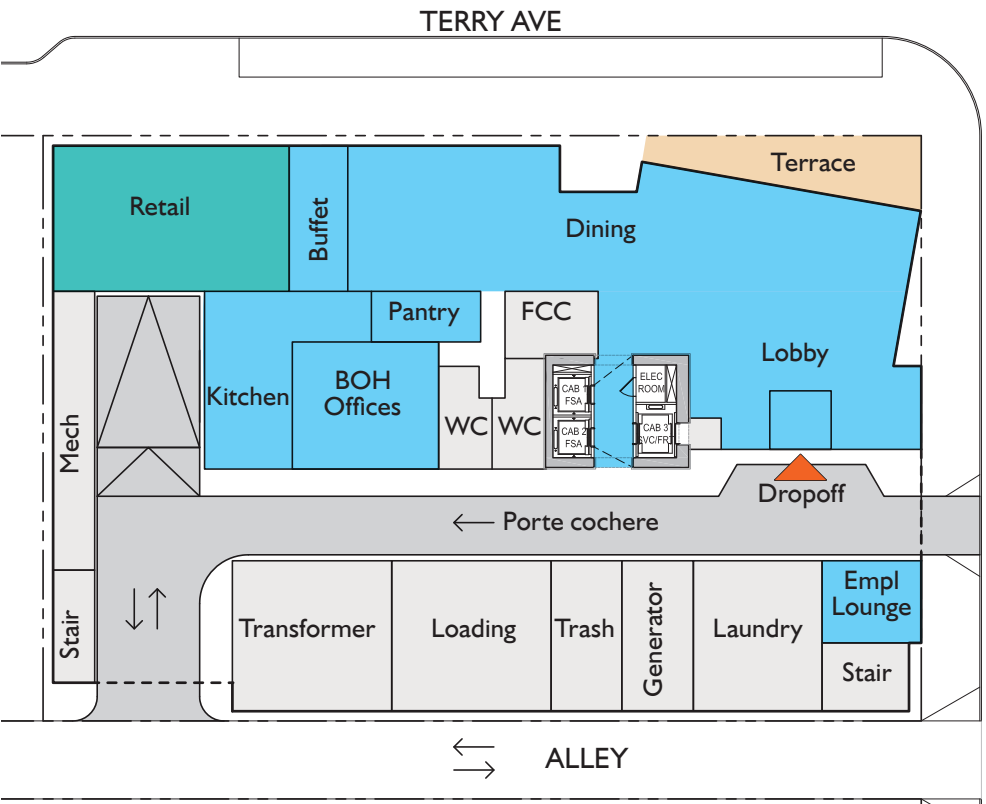
RESPONSE

The design team studied options for dropoff locations, no other option was feasible or acceptable to the client, as it impacted the mechanical needs, function and/or arrival sequence of the hotel. The site has two one-way streets fronting it, and Howell is a major transit street. Having vehicles enter and exit off Howell or the alley would severely overload the alley, which is already heavily trafficked

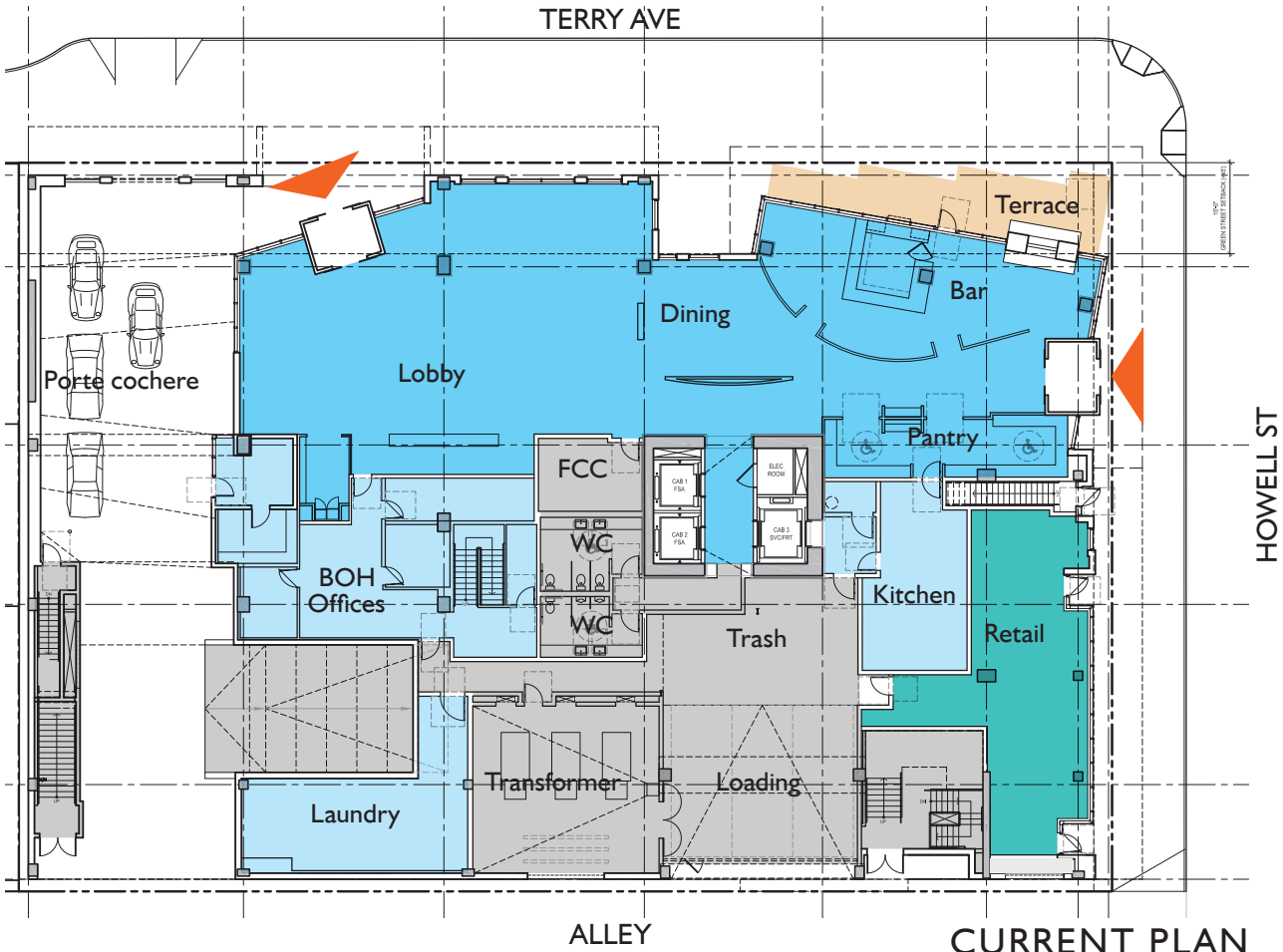
The curb cut for this hotel has been approved via Directors Decision, made one-way, and 10' wide



PLAN STUDY 1



PLAN STUDY 2



CURRENT PLAN

EDG DESIGN GUIDANCE

E3 VEHICULAR ACCESS & PARKING

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front

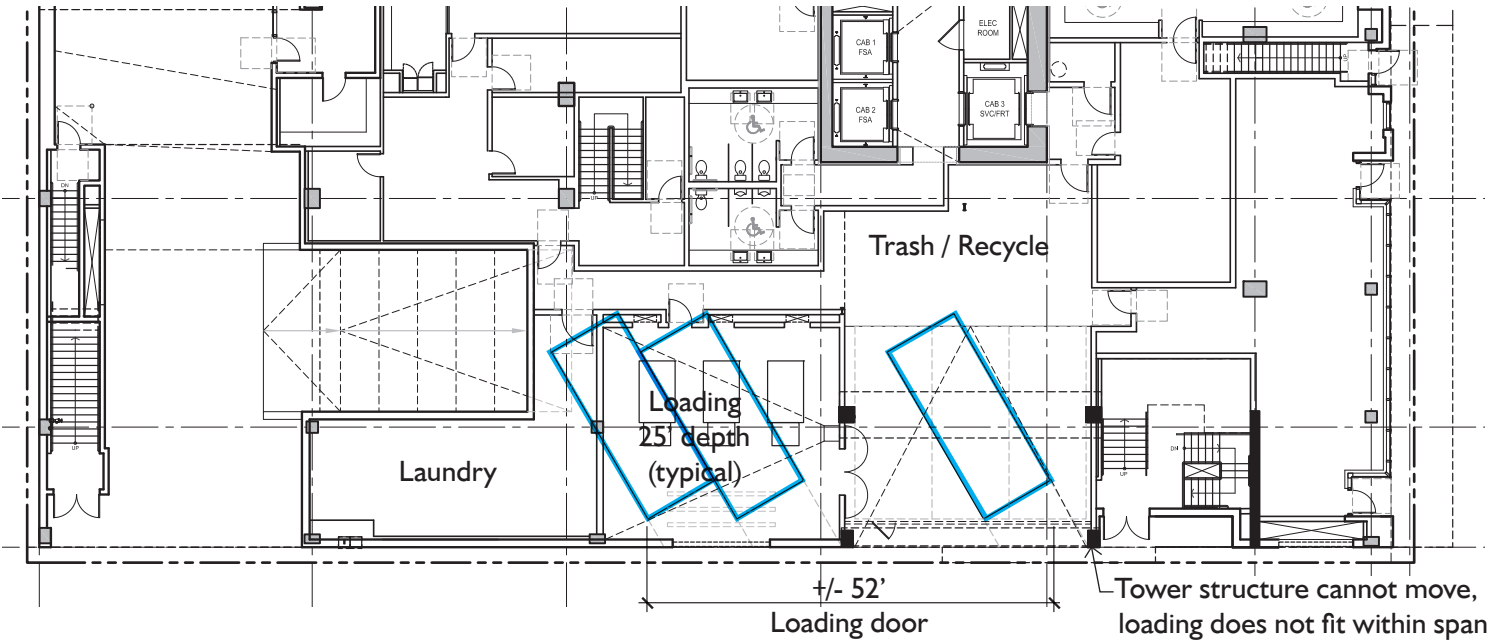
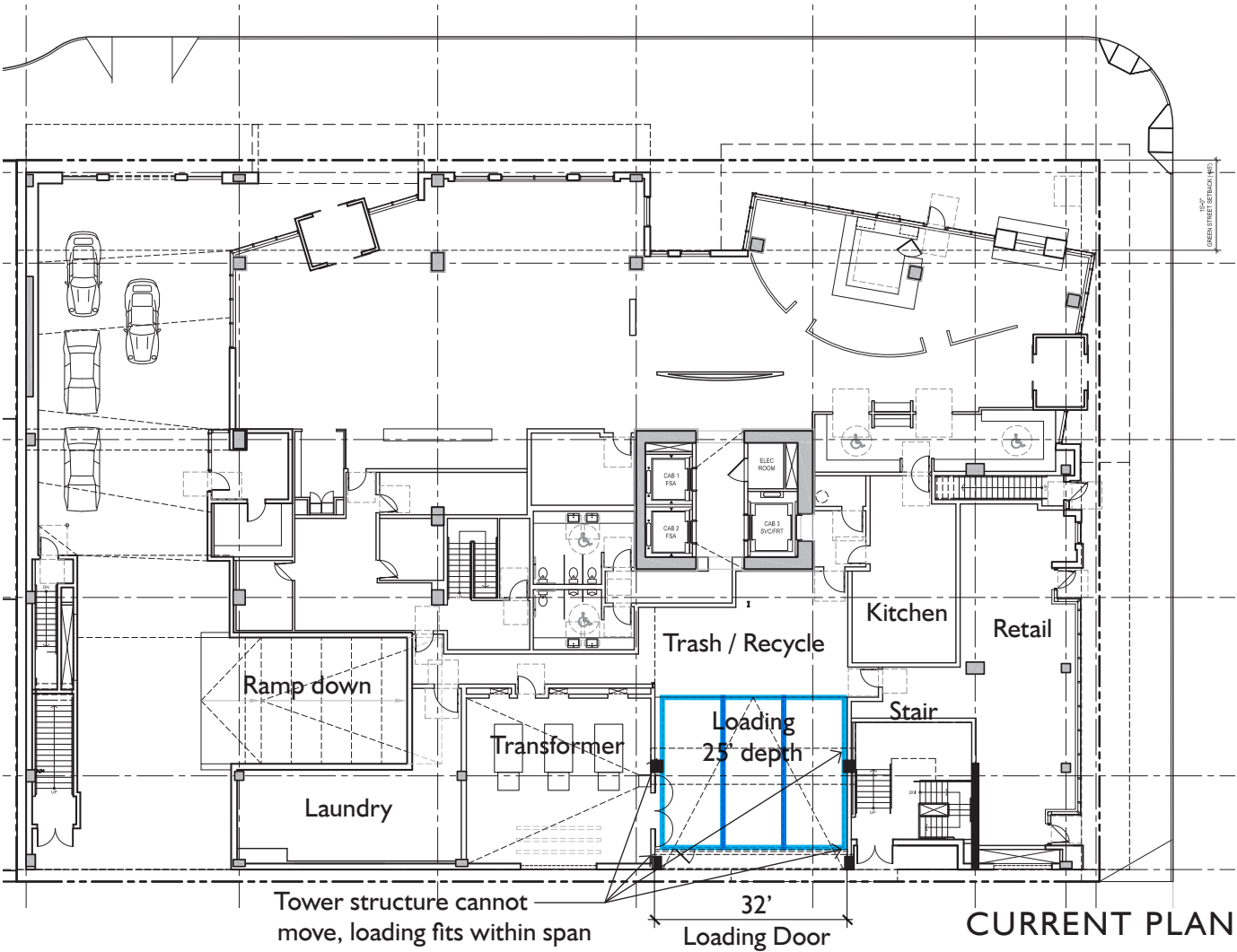
BOARD GUIDANCE

Consider angling the loading berths as suggested by a member of the public

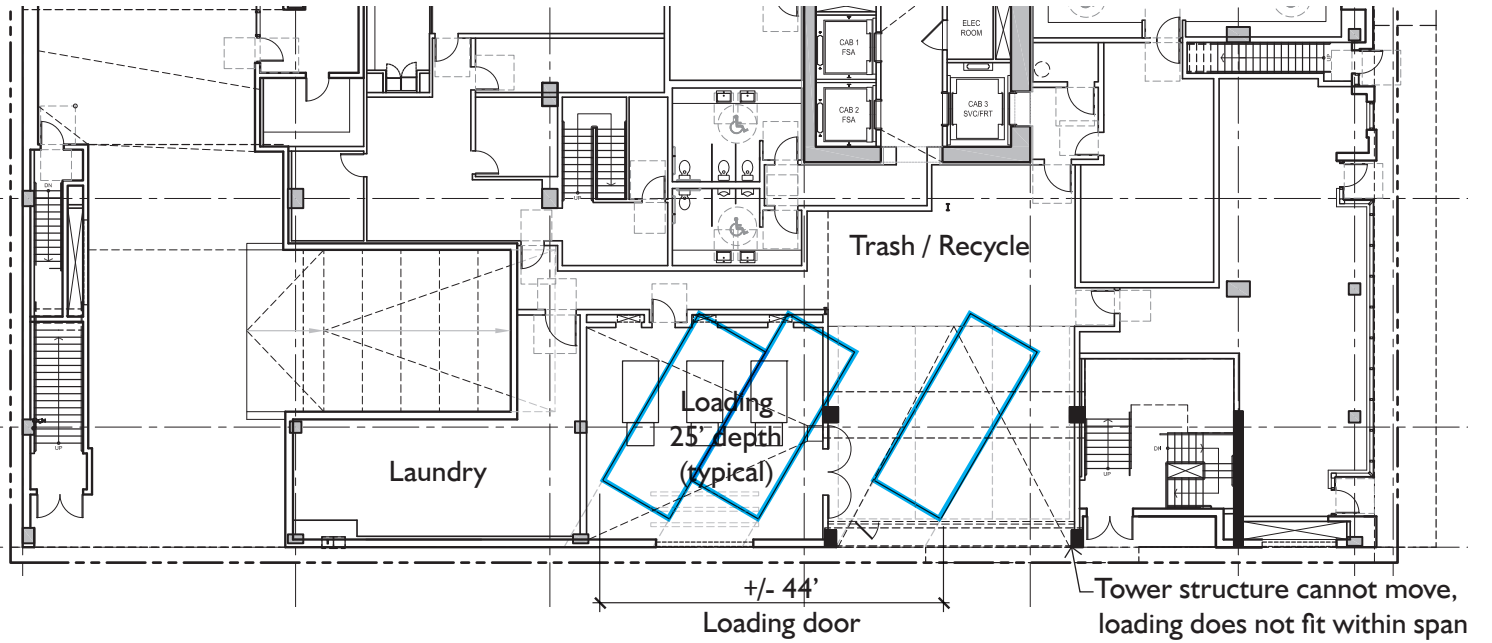
RESPONSE

The design team studied angling the loading berths, but when angled, the loading dock produces fatal flaws with the rest of the prescribed and desired uses in the project. When rotated (30° for both options), the transformer and laundry spaces are compromised, while providing an inefficient loading area. Also, when angled, the loading door is wider than what is required for straight loading berths. The design team feels that the simple solution, backing straight in, while keeping the trucks out of the alley, is the best solution for the project

Please see Director’s Decision 3 page for truck turning diagram

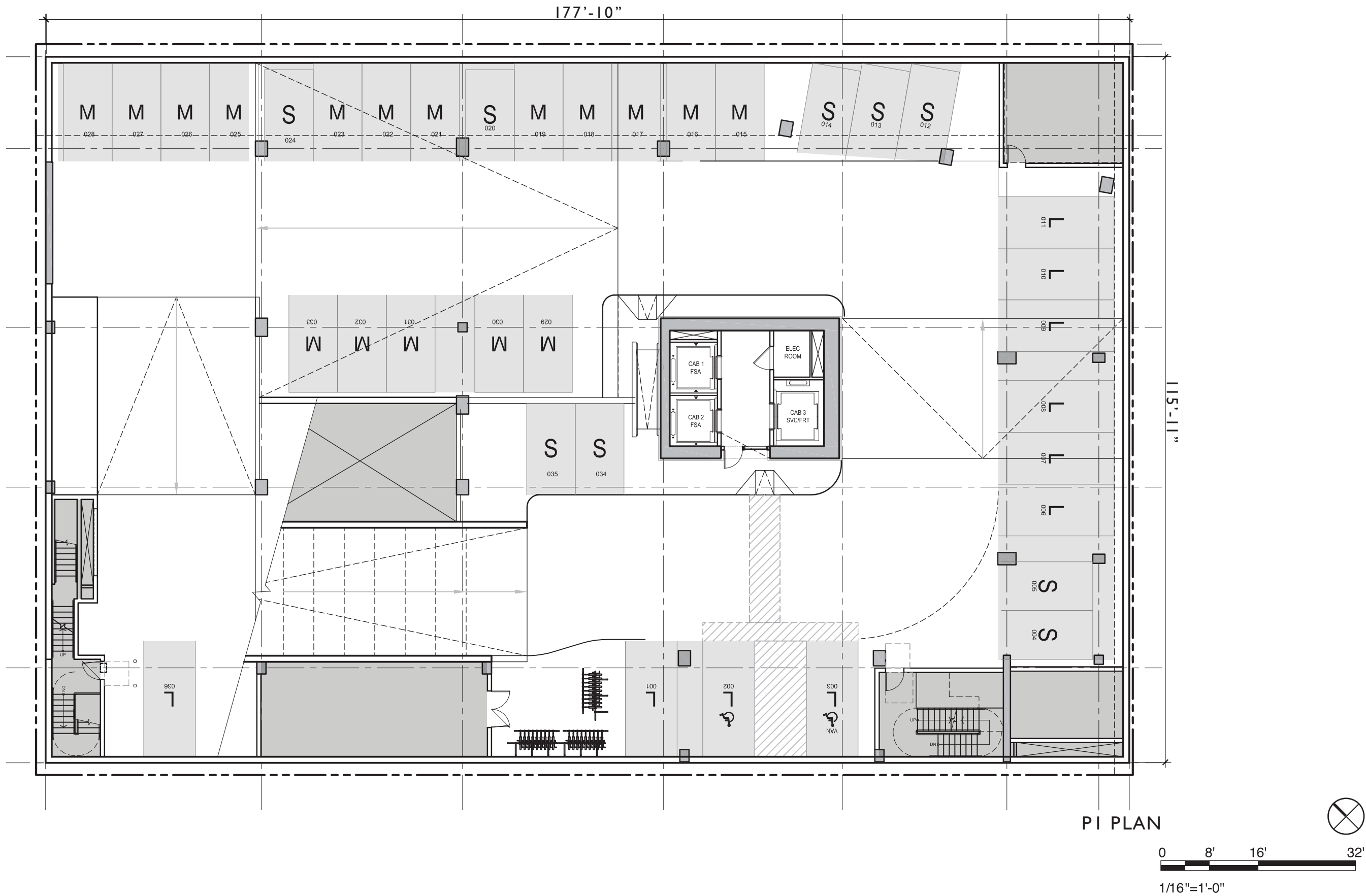


OPTION 1

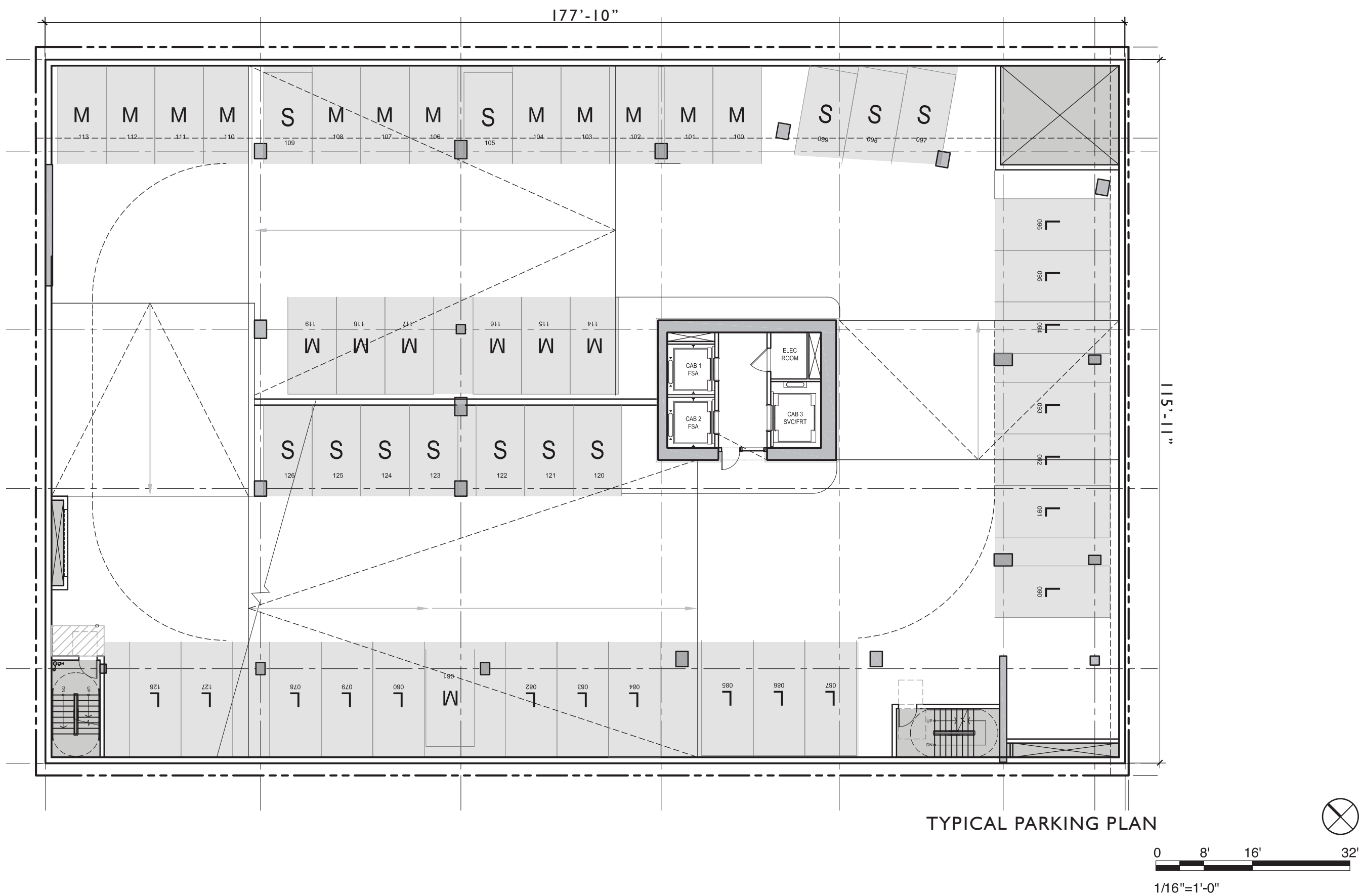


OPTION 2

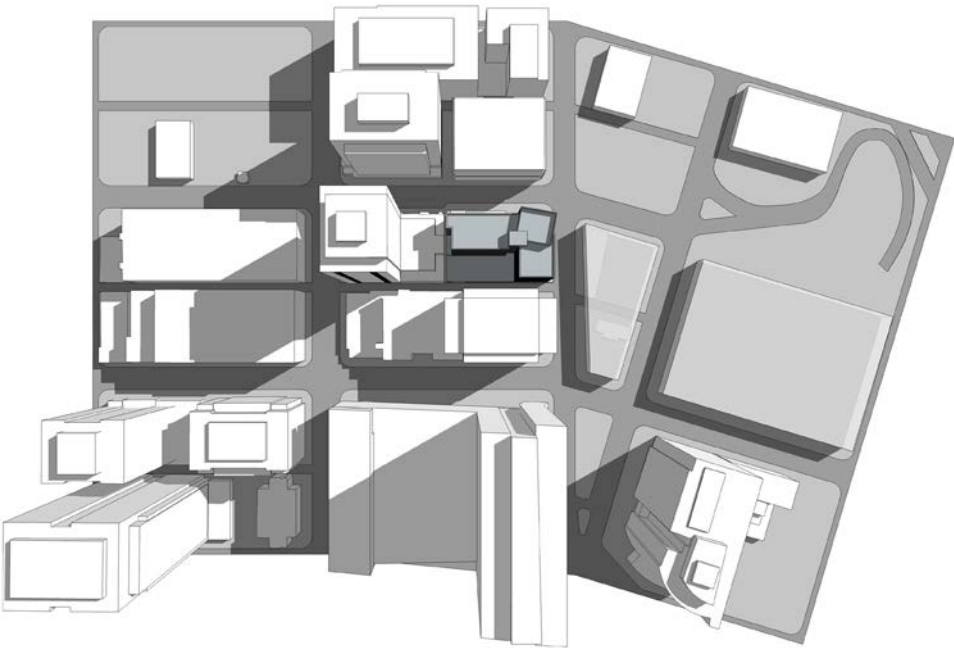
FLOOR PLANS



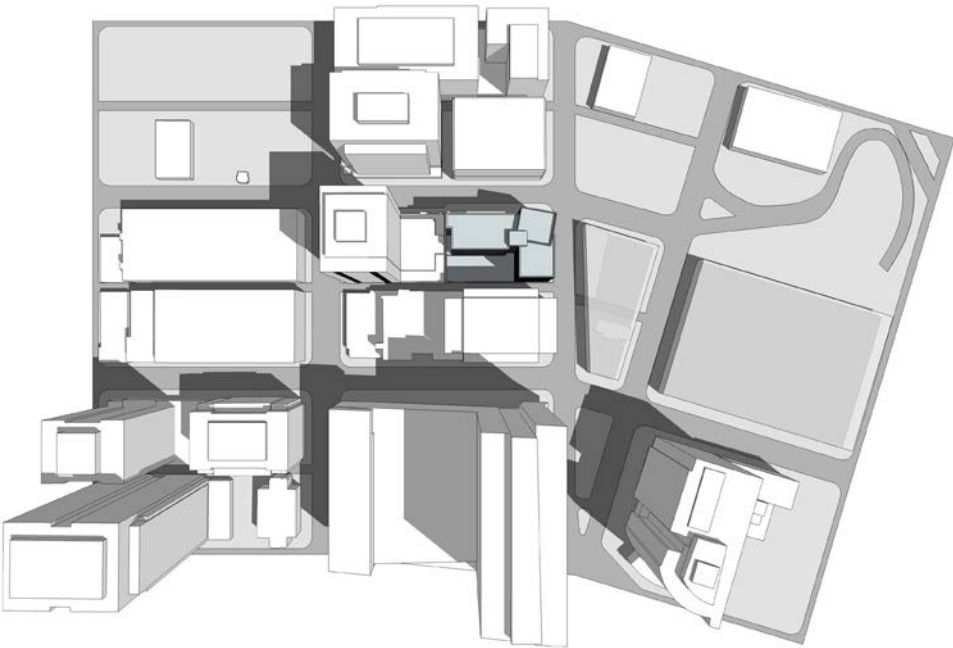
FLOOR PLANS



SHADOW STUDIES



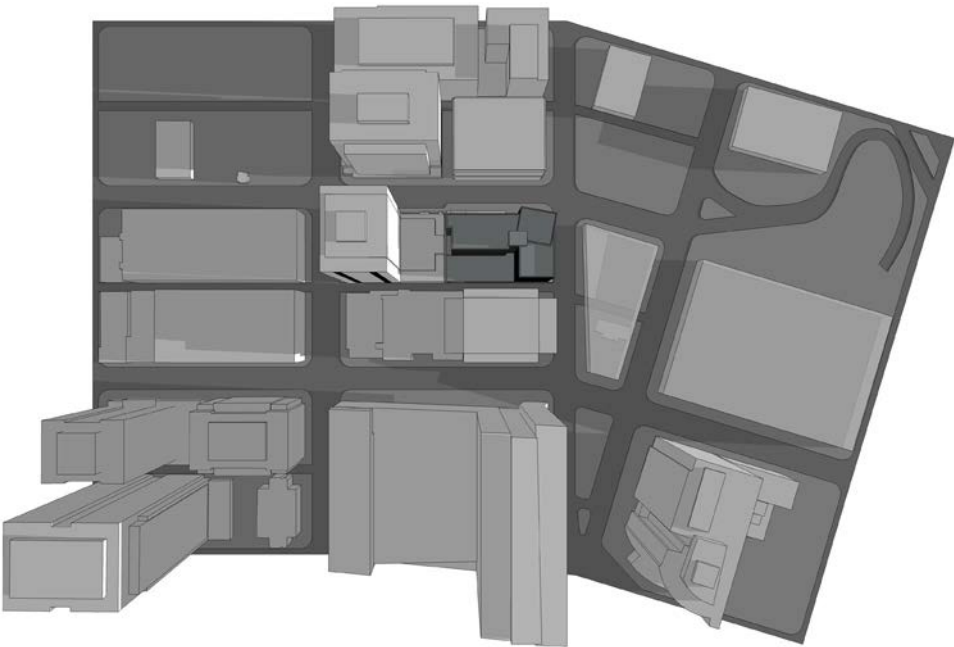
JUNE 9:00am



JUNE 12:00pm



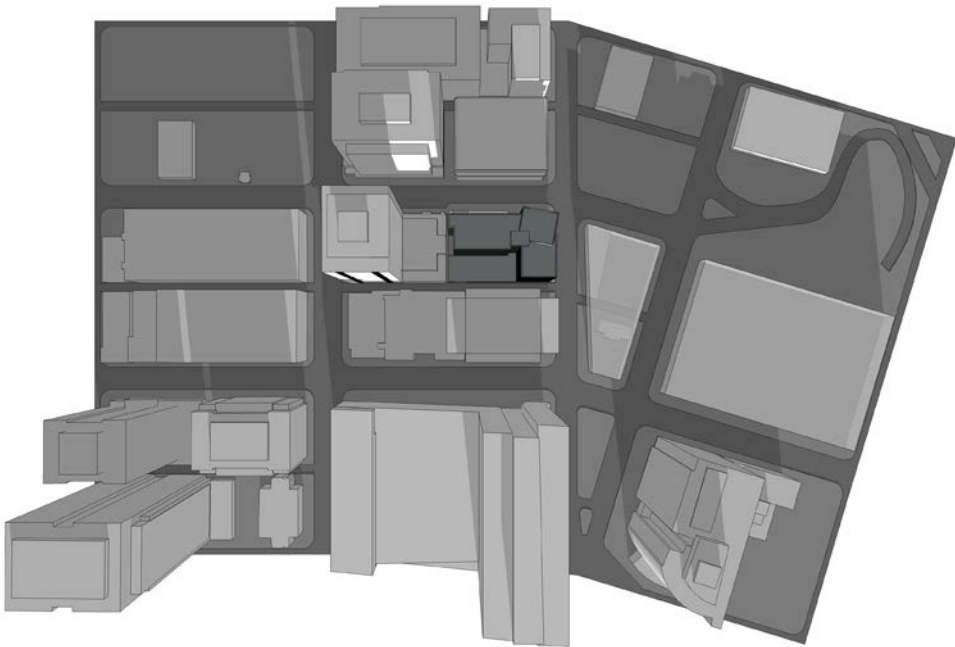
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DECEMBER 9:00am



DECEMBER 12:00pm



DECEMBER 3:00pm