508 DENNY

EARLY DESIGN GUIDANCE

SDCI# 3041329-EG
02.28.24

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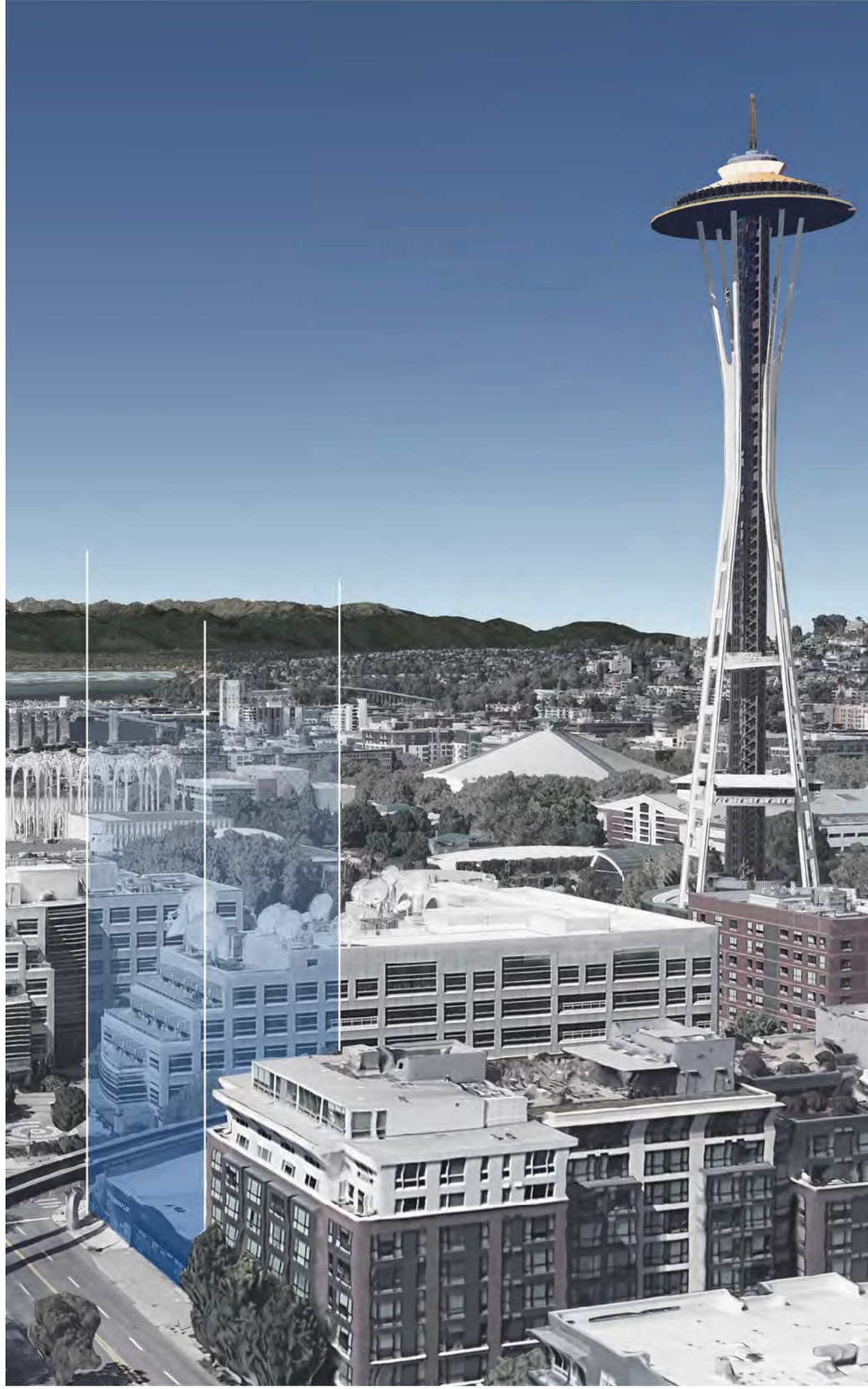
SiteWorkshop
LANDSCAPE ARCHITECTURE



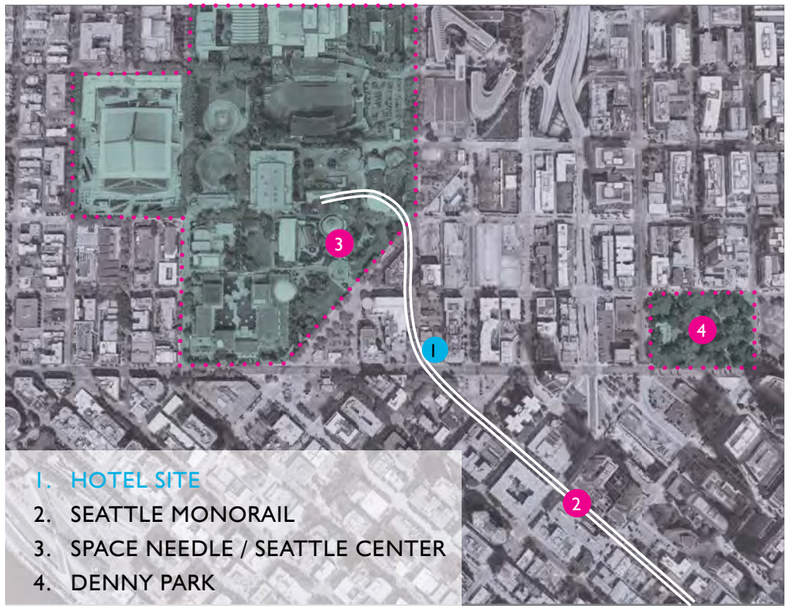
PROJECT VISION

508 DENNY WAY

508 Denny will be a boutique hotel with 170-185 hotel keys totaling roughly 112,000 sf in 15 stories. Sharing the property with the iconic Seattle Monorail, the project will strengthen this gateway from Downtown to the Uptown neighborhood. A ground floor restaurant complemented by a rooftop restaurant and sky lounge are planned to provide unique dining options for the neighborhood.

PROJECT STATISTICS

- 13,560 SF Site
- 170-185 hotel keys
- One Residential apartment
- No parking, potential shared valet
- Ground level and upper level restaurants
- Rooftop open space with solarium bar and lounge



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CIVIC CONNECTIONS

MONORAIL

Constructed for the World's Fair in 1961, the Seattle Monorail is a direct route to and from Westlake Center Mall and Seattle Center. The tracks bend around the 508 Denny site as it transitions from following 5th Ave to 5th Ave N.

SEATTLE CENTER

Seattle Center and its connection to downtown has a rich history of which the 508 Denny site sits at the fringe. From the Denny Regrade, to the installation of the Tilikum Plaza, to the Seattle World's fair in 1962, this site has been in the backdrop of history. Denny Way is the southern boundary of the Uptown neighborhood and is the transition point where two city grid alignments collide. The corner of 5th Ave and Denny Way has the opportunity to be a welcoming arrival point for guests and locals alike as they travel to the Seattle Center and experience the rich history and culture of the neighborhood along the way.


2. MONORAIL


3. SEATTLE CENTER


4. CLIMATE PLEDGE ARENA


5. OLYMPIC SCULPTURE PARK


6. CRUISE TERMINAL

8. PIKE PLACE MARKET

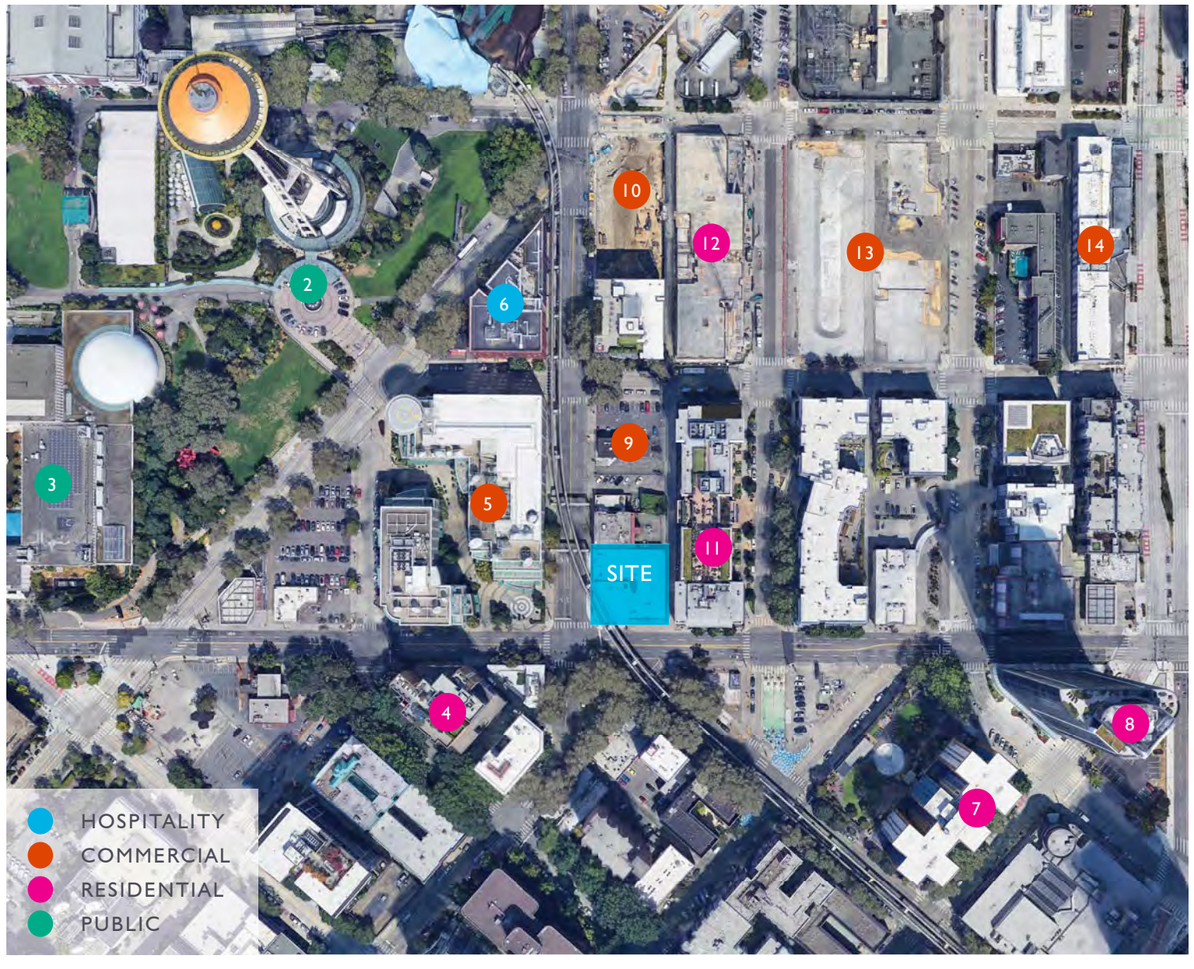
9. WESTLAKE CENTER

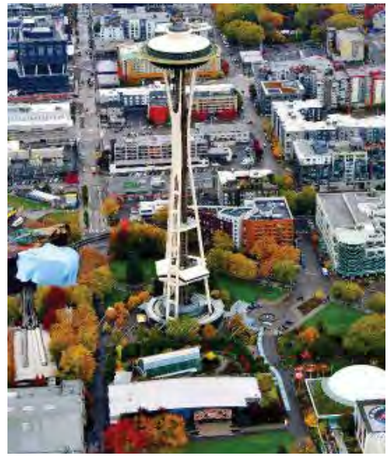

10. DENNY PARK

THE NEIGHBORHOOD

THE LOCAL NEIGHBORHOOD

508 Denny is located in the Uptown neighborhood of Seattle, home to many civic attractions and gathering spaces. The Seattle Center is Seattle's 'living room' with the Space Needle as an iconic backdrop for the neighborhood and city as a whole. Since the 1962 World's Fair, Uptown has been transforming from automotive oriented to pedestrian oriented with parking lots and warehouses being redeveloped into residential and mixed uses over time. The future of the Uptown neighborhood will see a greater focus on walkable streets and bike paths to complement its growing network of public transportation and green public spaces.



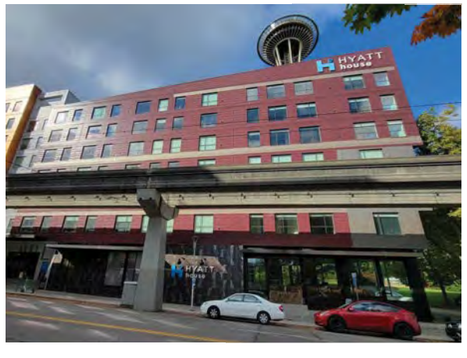


2. SPACE NEEDLE

3. PACIFIC SCIENCE CENTER

4. BELLTOWN CONDOS BY BARSALA

5. KOMO PLAZA



6. HYATT HOUSE

7. SKYE AT BELLTOWN

8. SPIRE CONDOS

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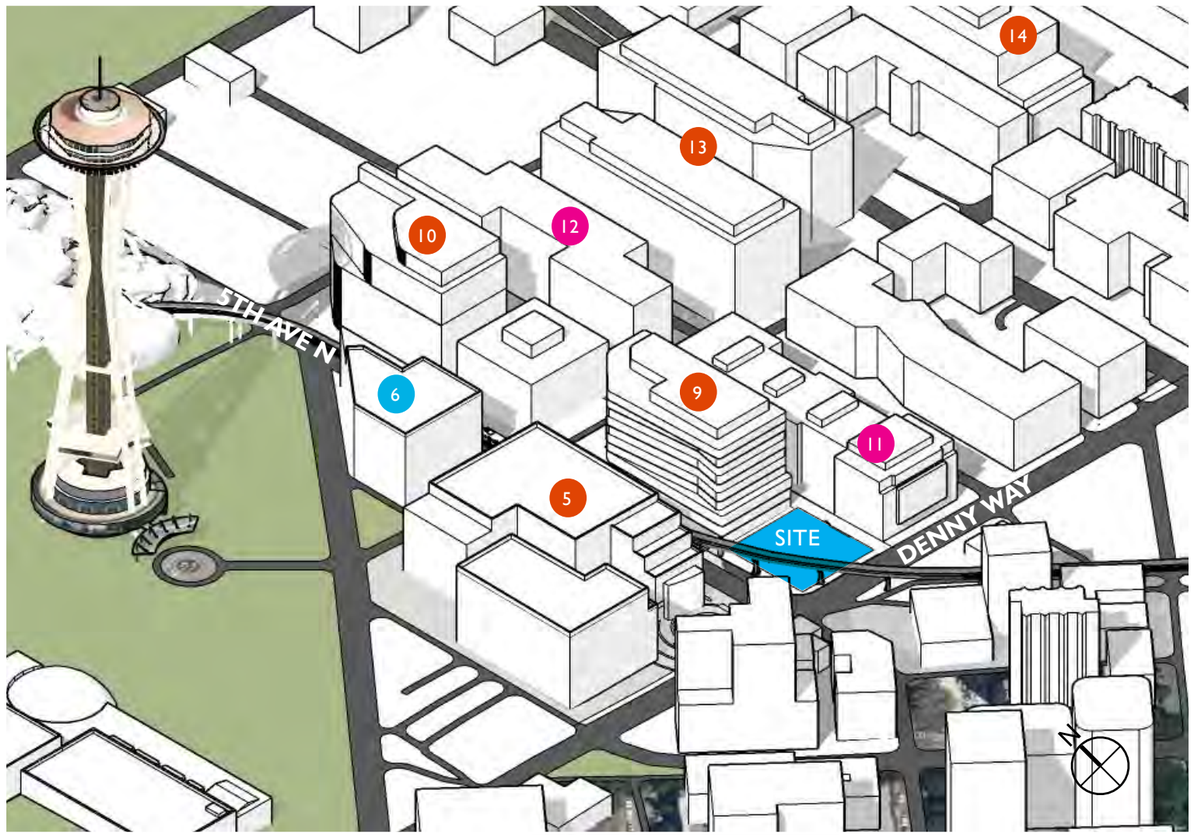
SURROUNDING DEVELOPMENT

A CHANGING LANDSCAPE

The project site sits right at the edge of the Denny Regrade boundary, completed in 1930. Not only has this area undergone a significant physical change in the flattening of the topography, it has also been transformed by the rich history of innovation and cultural events kick started by the 1962 Seattle World's Fair. The context surrounding Seattle Center was once sparsely located commercial offices, retail spaces, and large parking lots but is being transformed into a neighborhood with a more vibrant mix of retail, restaurant, event, hospitality, residential, office, and lab uses.



9. 5TH AND JOHN
3040199-LU

10. 222 5TH AVE N
3034929-LU

11. THE CENTURY

12. SIGHTLINE

13. 200 TAYLOR AVE N
3038240-LU / 3038247-LU

14. 618 JOHN STREET
3038245-LU

ADJACENT PUBLIC SPACE

KOMO (Fisher) Plaza

Tilikum Place (Seattle Parks)

EXISTING SITE CONDITIONS

Caption |

Caption |

Caption |

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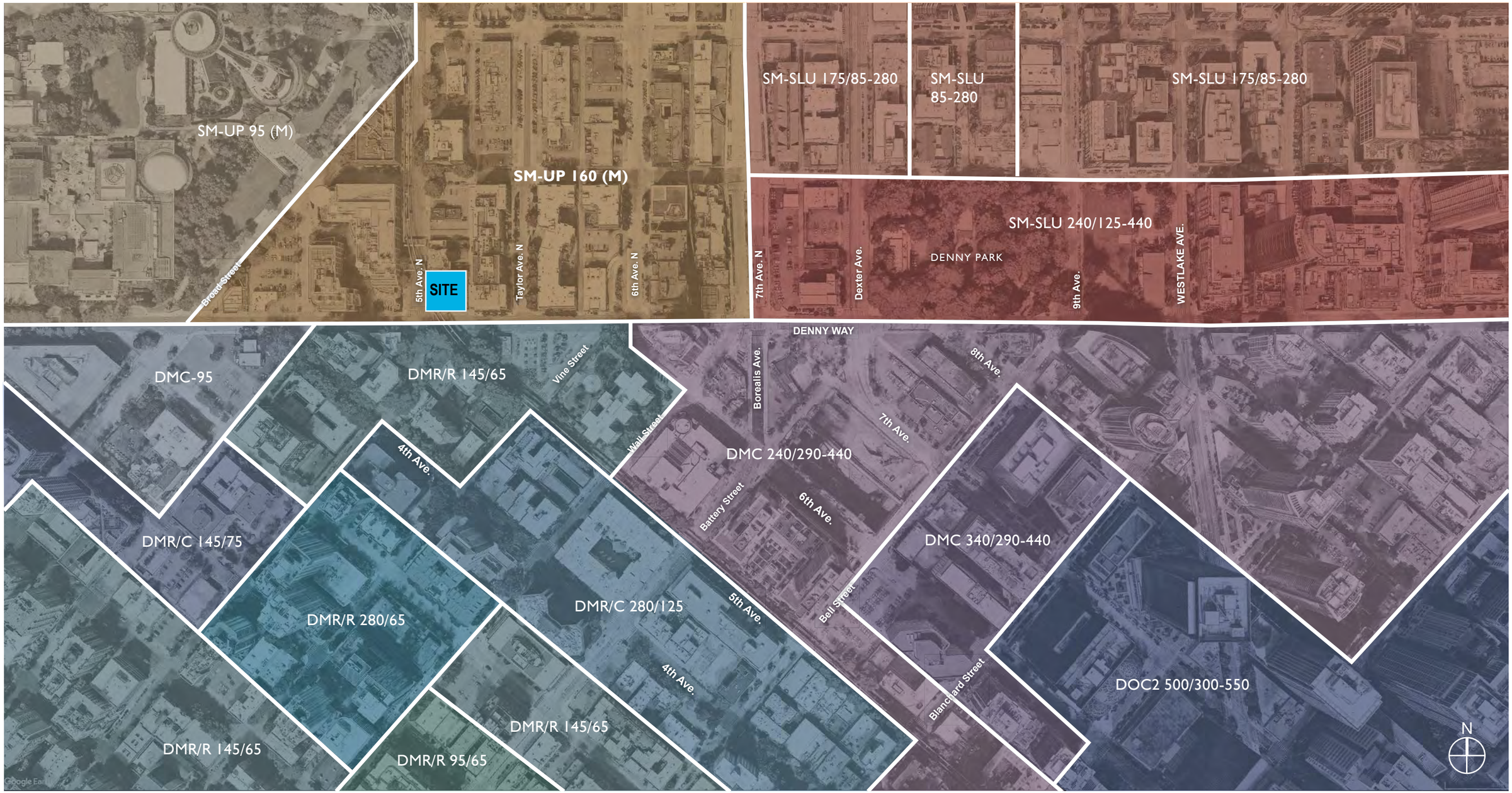
ZONING OVERLAYS



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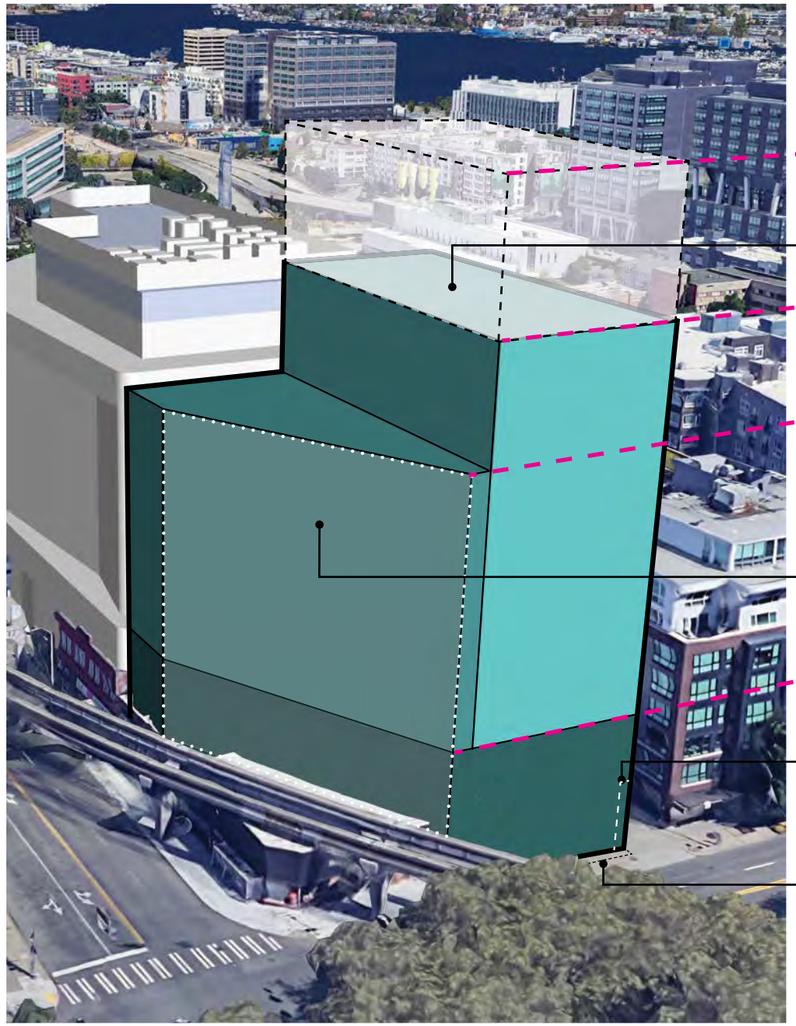
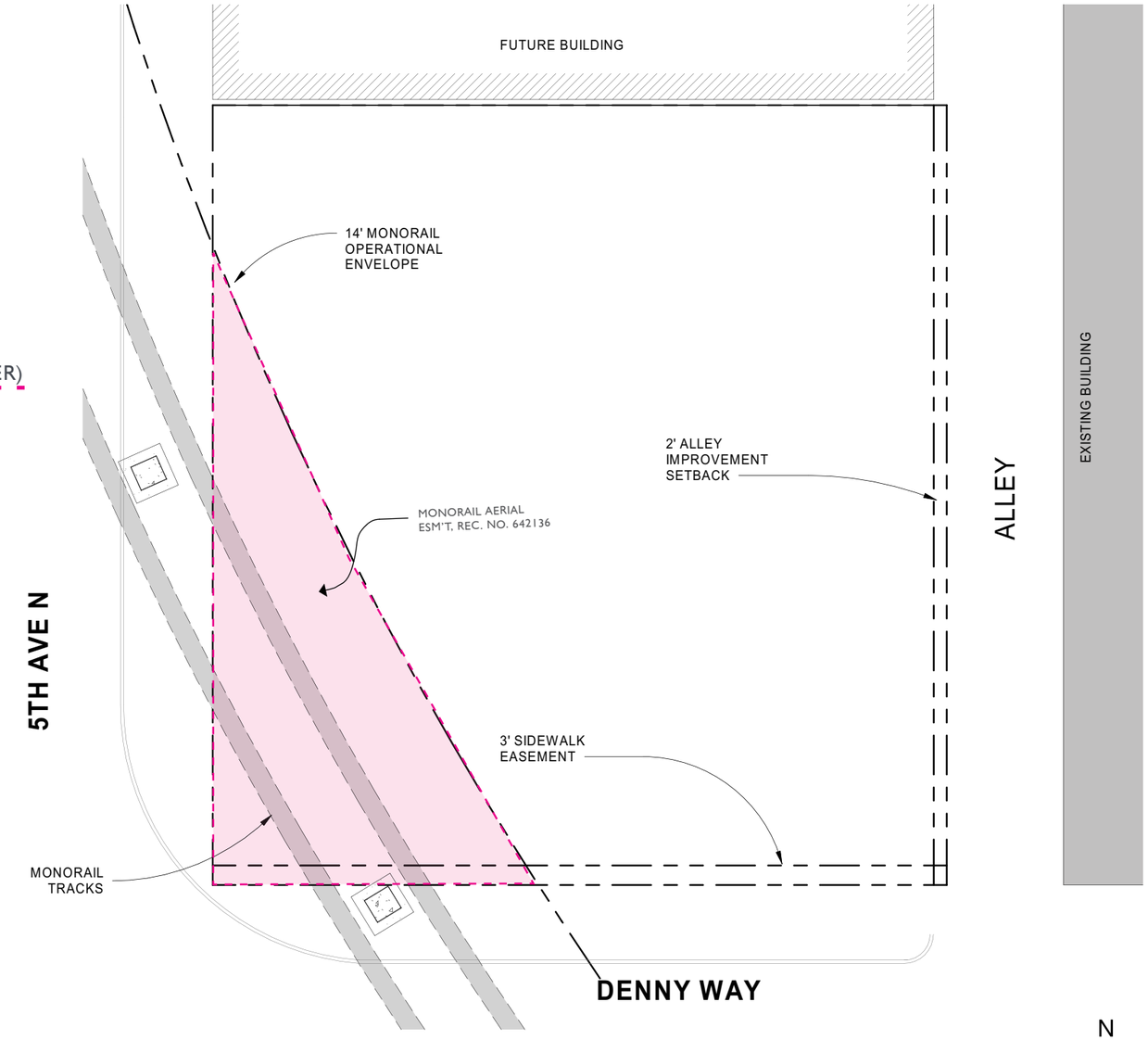
UNIQUE SITE CONDITIONS & ENVELOPE



ZONING / BUILDABLE ENVELOPE

The easement and operational setback of the monorail significantly impacts the allowable zoning envelope and will require zoning departures to best meet the intent of the zoning code for this site.



SITE CONDITIONS DIAGRAM

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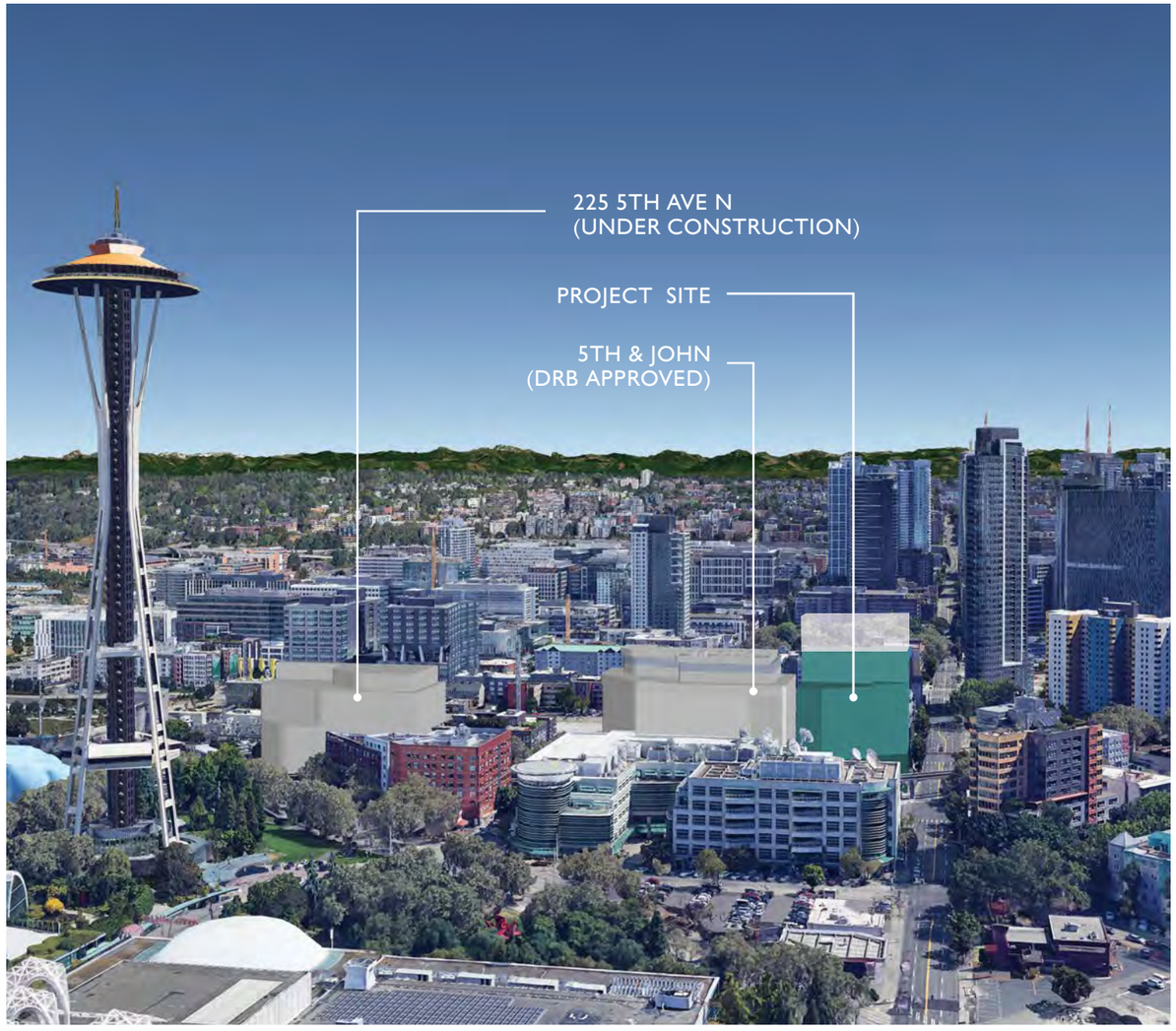
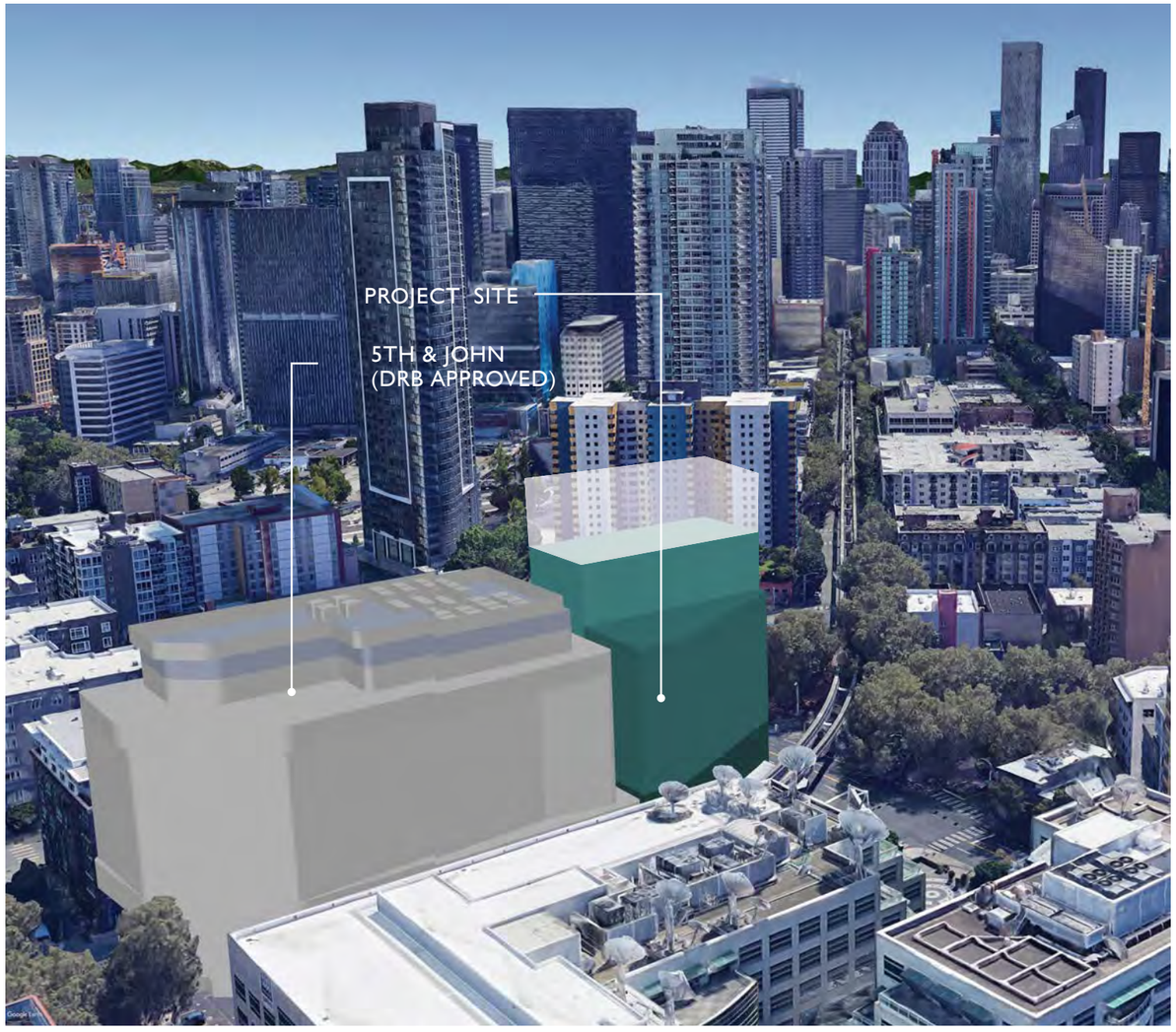
UNIQUE SITE CONDITIONS & ENVELOPE

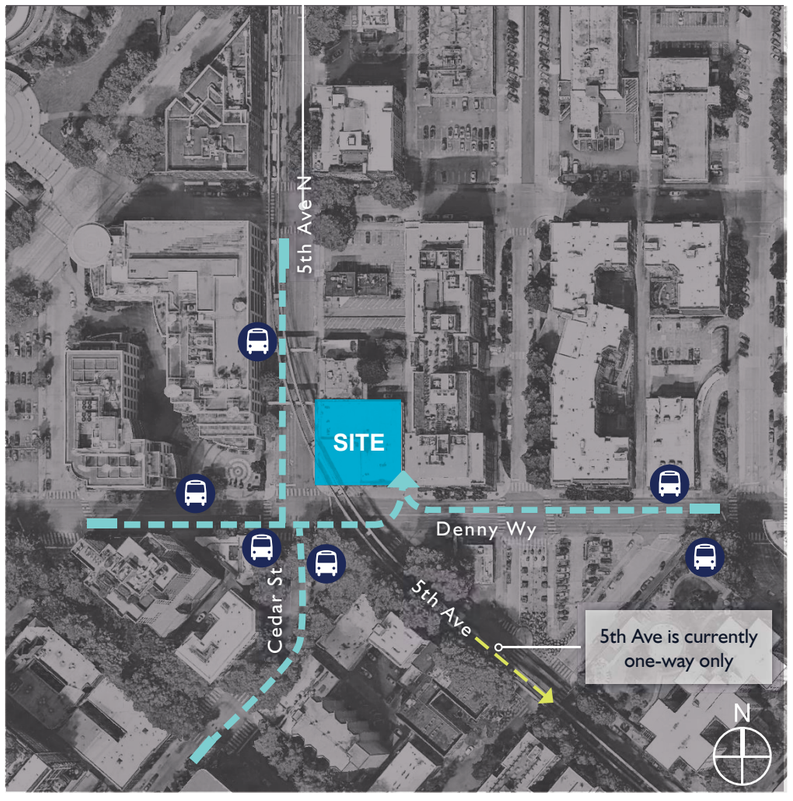




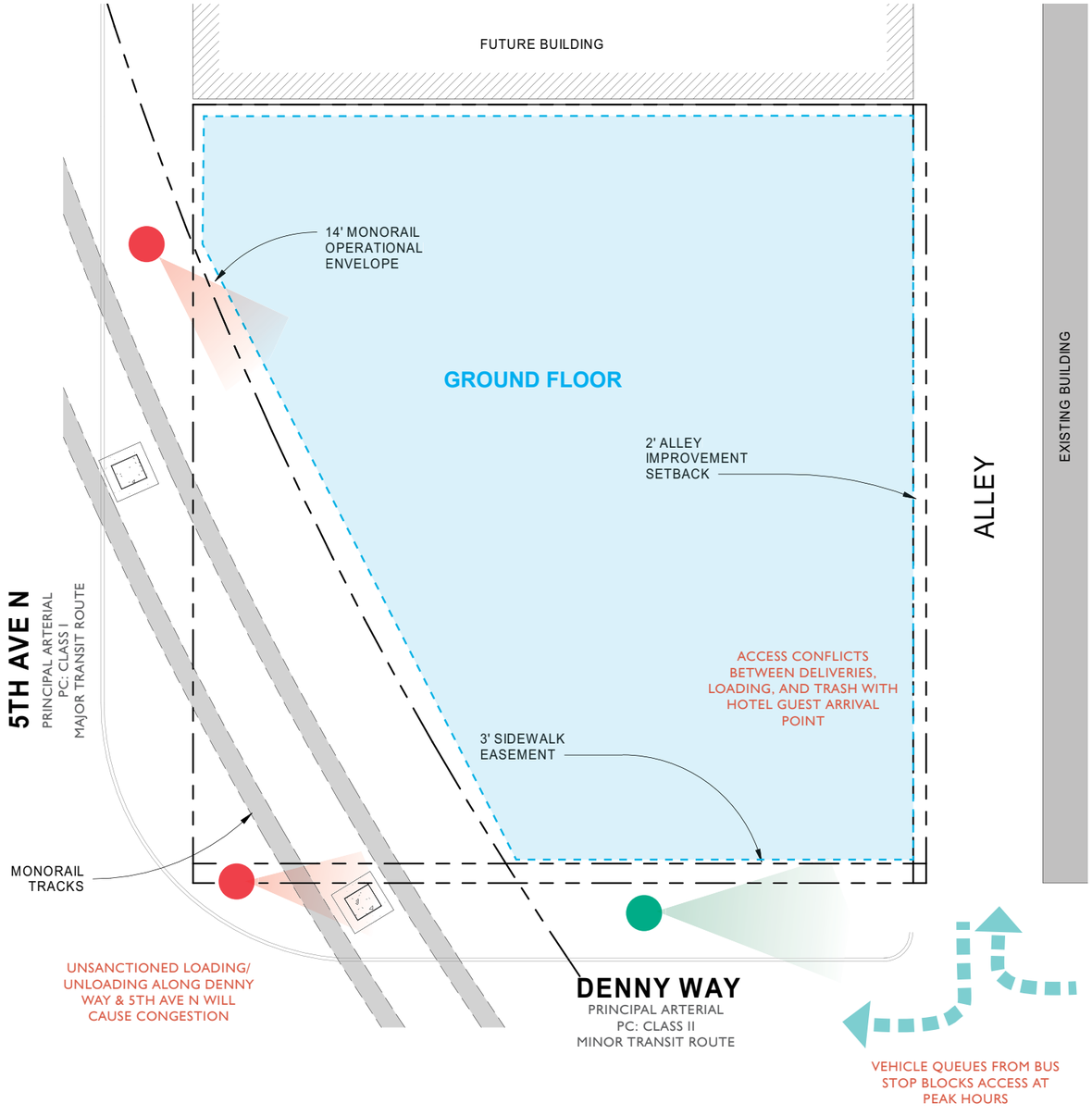
ACCESS ANALYSIS

TRAFFIC ANALYSIS

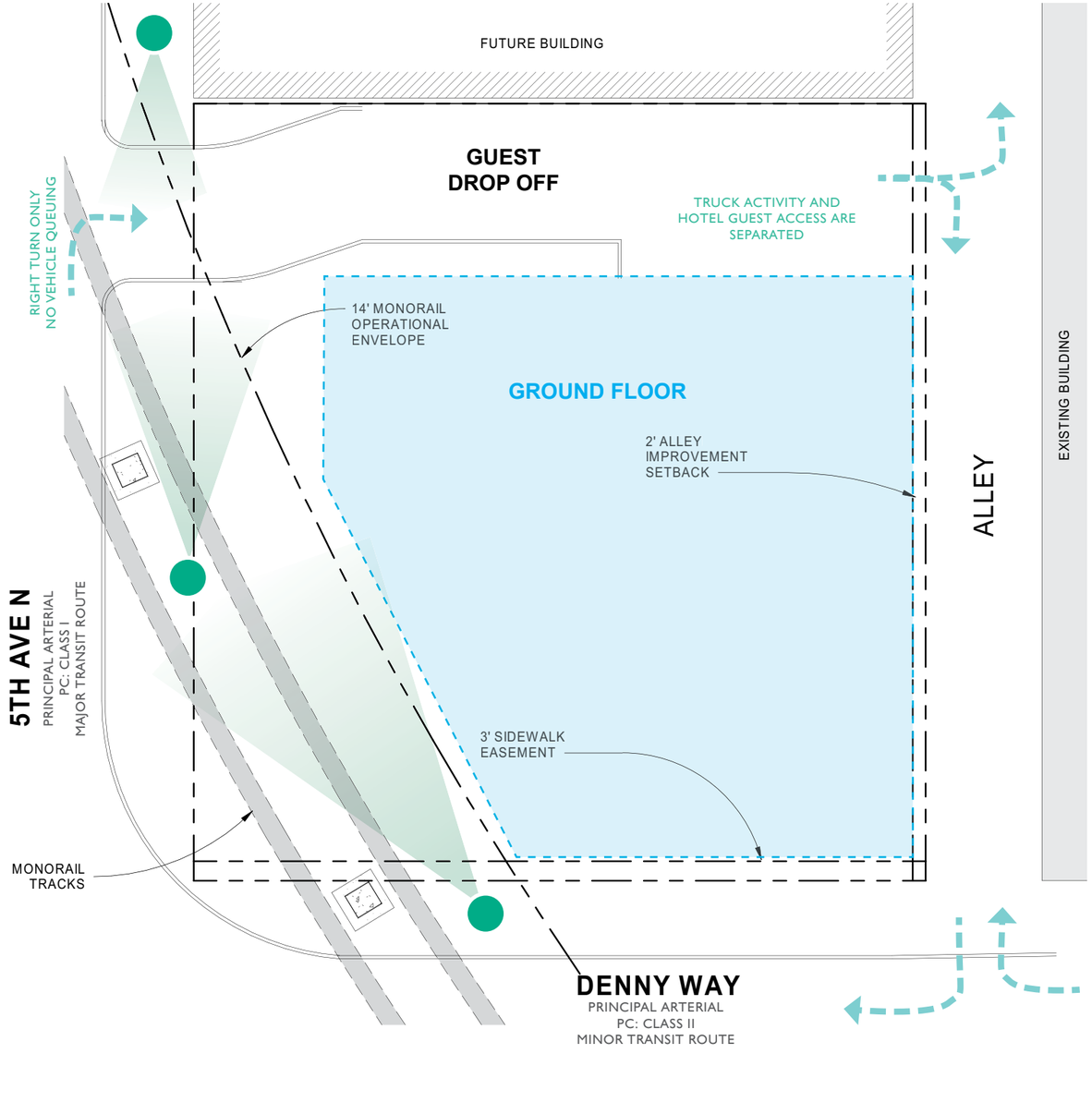
The project site has some access challenges for a hotel use. The goal is to provide a safe drop off area for car/taxi/ride share, which should be the primary arrival for hotel guests. Due to its short frontage, a curb cut is not viable on Denny Way. The alley frontage does not provide enough room for trash, loading, and utilities along with a parallel hotel drop off area. To address these issues we are proposing a one-way curb cut near an existing one on 5th Avenue N. This would allow for a desirable and safe drop off area for the hotel and keep trash and commercial loading off the alley.



TOPIC	OPTION 1: ALLEY ONLY ACCESS	OPTION 2 (PREFERRED): ALLEY AND THROUGH-BLOCK ACCESS
1. PEDESTRIAN SAFETY AND COMFORT	Denny Way is classified as a principal arterial, Class II pedestrian street. The current use takes access from the Denny Way alley as do a number of buildings. This option would increase the number of vehicles crossing a sidewalk along a Class II pedestrian street.	5th Avenue N has a Class I pedestrian classification along the project frontage. The proposal includes a pedestrian plaza and the building setback from 5th Avenue due to the existing monorail. There is an existing curb cut for the site and activity crossing the sidewalk would be limited to the existing curb cut. The proposed project plaza increases the visibility between vehicular and pedestrian traffic.
2. FACILITATE TRANSIT OPERATIONS	KC Metro route 8 runs along Denny Way near the project site, with the closest stops to the west of the 5th Avenue N/Denny Way intersection. During the weekday PM peak hour, vehicle queues block the alley access to the project. This access scenario would add to the queues. In addition, hotel guests may have difficulty finding the alley access and load/unload along Denny Way or 5th Avenue instead. Transit operations could be impacted by increased vehicle queues and loading and unloading along Denny Way.	King County (KC) Metro routes 3 and 4 run along 5th Avenue N near the project site, with a bus stop on the west side of the street. The access would be on the east side of the street and there are two lanes in both directions and queuing from the proposed access would not spill into the adjacent street; therefore, no impacts to transit operations are anticipated.
3. FACILITATE THE MOVEMENT OF VEHICLES	Under this option drivers would have difficulty finding access to the porte-cochere, resulting in additional circulation of vehicles around the neighborhood or loading/unloading of guests along 5th Avenue N and Denny Way. Queuing of vehicles would occur because of guest activity on 5th Avenue N and Denny, which would impact the adjacent street operations. Conflicts could also occur in the alley between deliveries and hotel guests.	This option facilitates the movement of vehicles by moving hotel and residential loading/unloading activity on-site and off-street; thus, providing an alternative to vehicles stopping and loading in the curb lane along the project's 5th Avenue N and Denny Way frontages.
4. MINIMIZE ON-STREET QUEUING OF VEHICLES	On-street queuing would increase under this option if hotel guests arriving by vehicle load/unload on 5th Avenue N and Denny Way, as would be expected.	This option minimizes the on-street queuing of vehicles by moving hotel loading/unloading activity on-site and off-street; thus, preventing vehicles from stopping in the eastern most lane along 5th Avenue N. Vehicular safety is improved under this option by moving hotel loading/unloading activity on-site.
5. MINIMIZE HAZARDS	Additional queuing would likely occur in the travel lanes along 5th Avenue N and Denny Way with difficulty of guests finding the hotel access, which creates a safety hazard in the area.	This option minimizes hazards by allowing hotel loading/unloading activity to take place on-site, preventing on-street queuing and potential vehicle backups along 5th Avenue N and Denny Way. It also separates the truck activity for the hotel from hotel guest activity. Hotel guest access to loading/unloading has improved visibility and use due to the access to 5th Avenue N.



ALLEY ONLY ACCESS DIAGRAM



ALLEY AND PORTE COCHERE ACCESS DIAGRAM

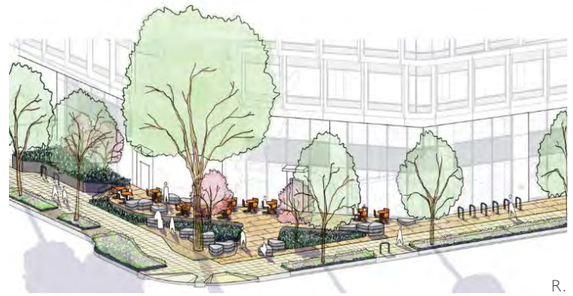
LANDSCAPE

CONTEXT

A MONORAIL AND SPACE NEEDLE

B TILIKUM PLACE

C KOMO PLAZA



D 5TH & JOHN

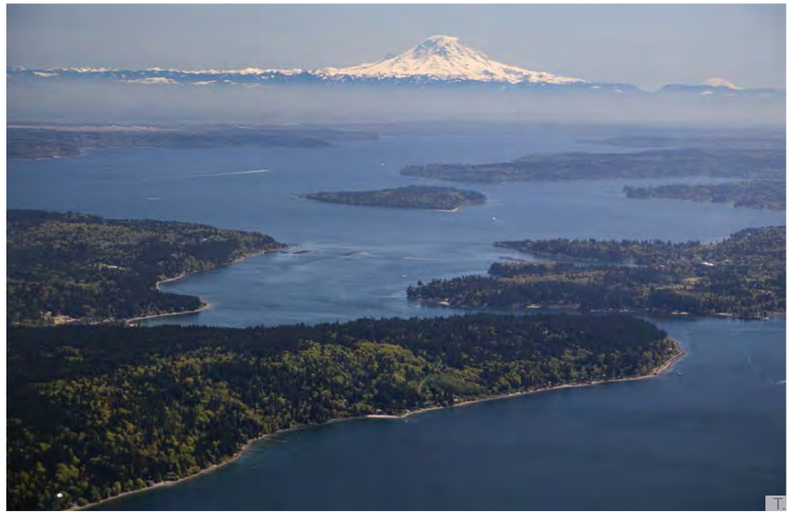
E THOMAS STREET

F TAYLOR STREET TACTICAL OPEN SPACE

Dali development USA | SiteWorkshop LANDSCAPE ARCHITECTURE

LANDSCAPE

PRECEDENT IMAGERY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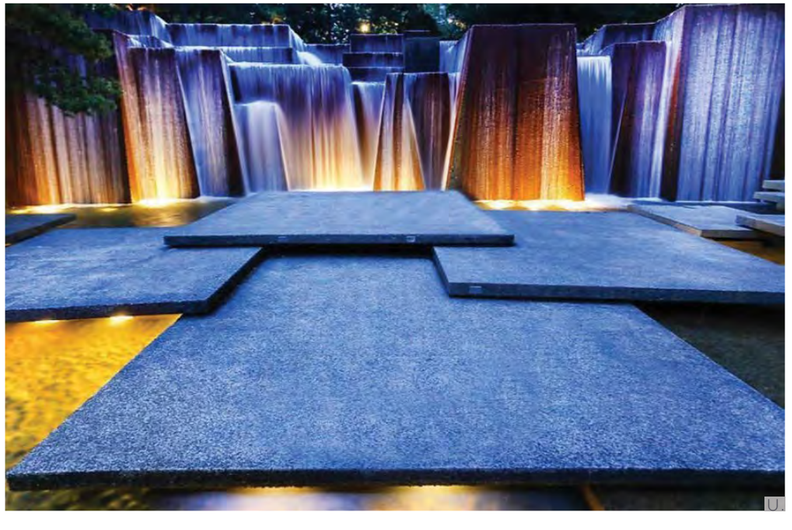
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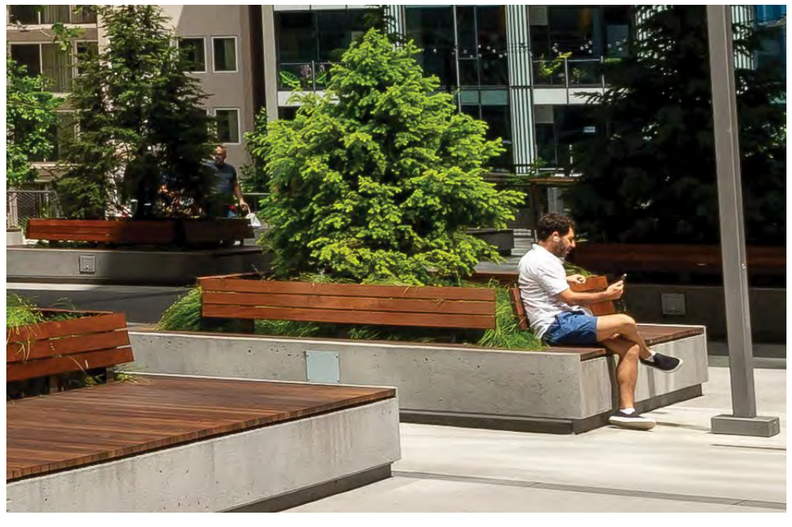
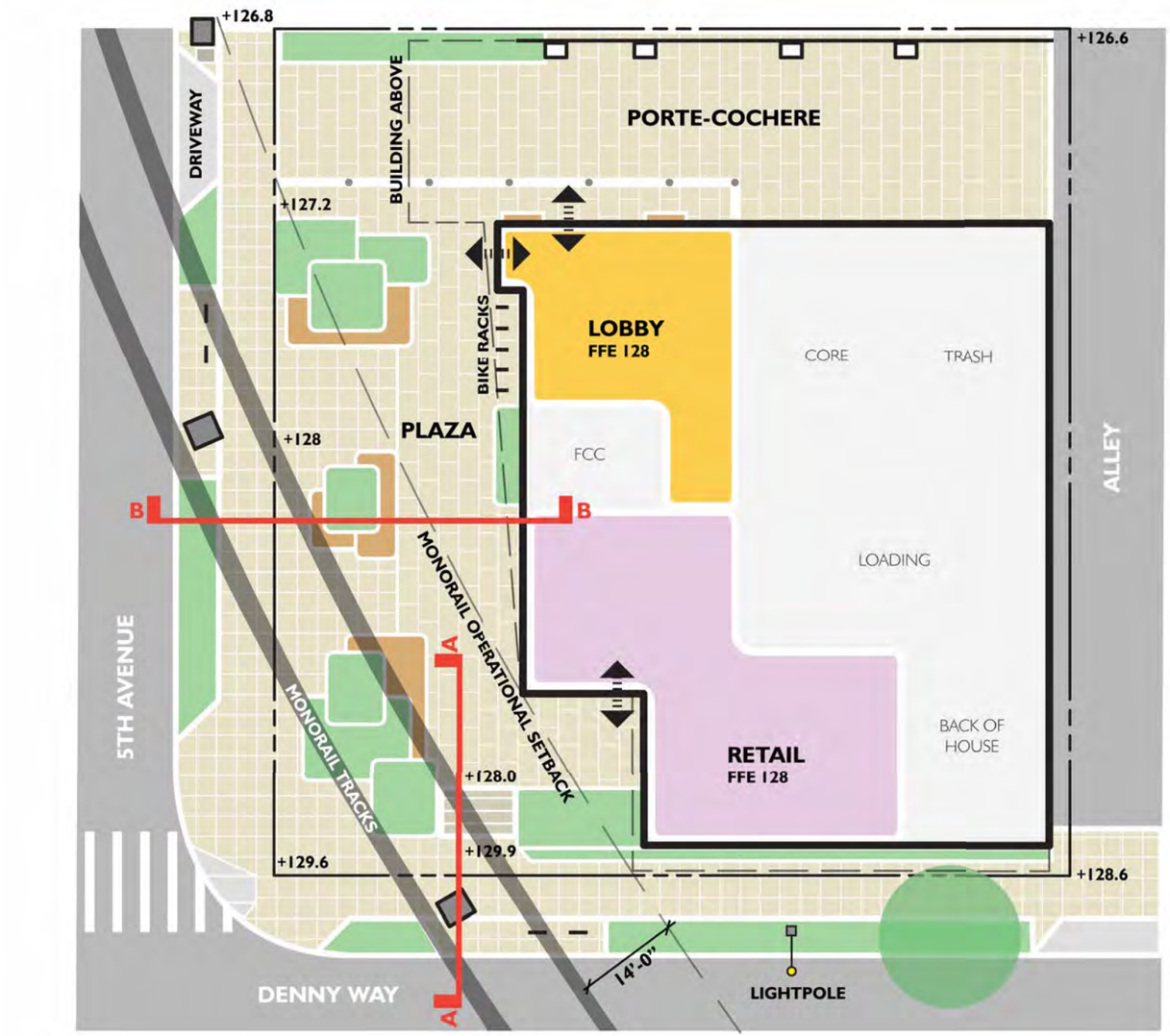



W.


X.

LANDSCAPE



OPEN SPACE CONCEPT

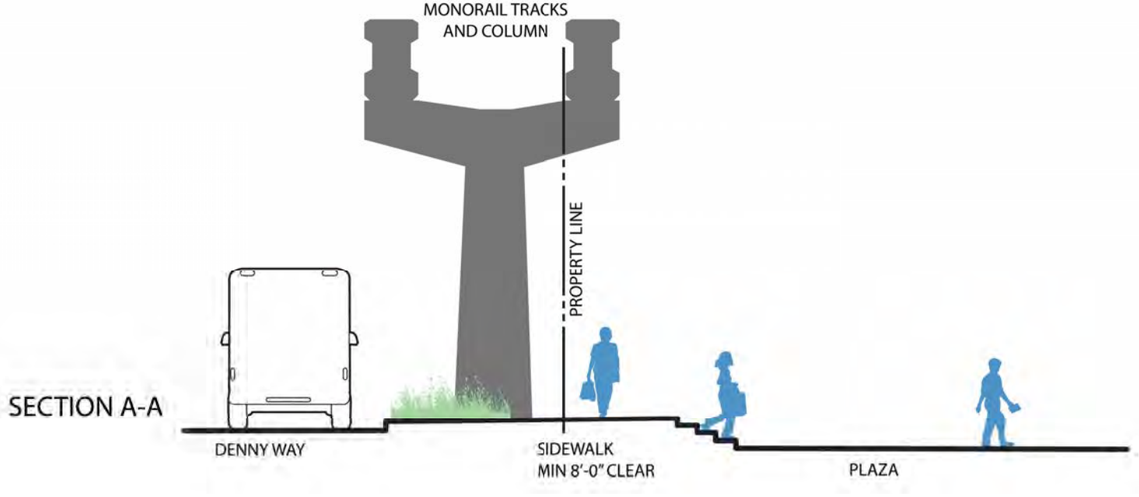
The public outdoor space sits at the prominent intersection of 5th Avenue N and Denny Way. This is the only location in Seattle where the monorail passes above a private parcel, other than at theSeattle Center. It is also an important gateway to Seattle Center from Downtown.

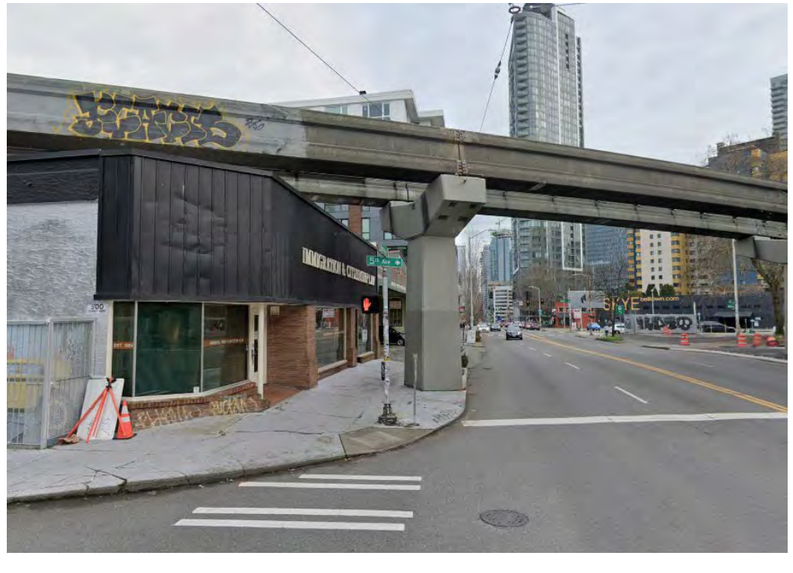
The landscape concept utilizes an archipelago of seating and planting islands formed of layered terraces that speak to historic landscapes of Seattle Center. These islands form a porous edge that invites pedestrians in and through the plaza while filtering out the distractions of the streets. Layered forms reward curiosity and engagement at a human scale, bring nature into the space, and provide a variety of seating opportunities to pause and gather.

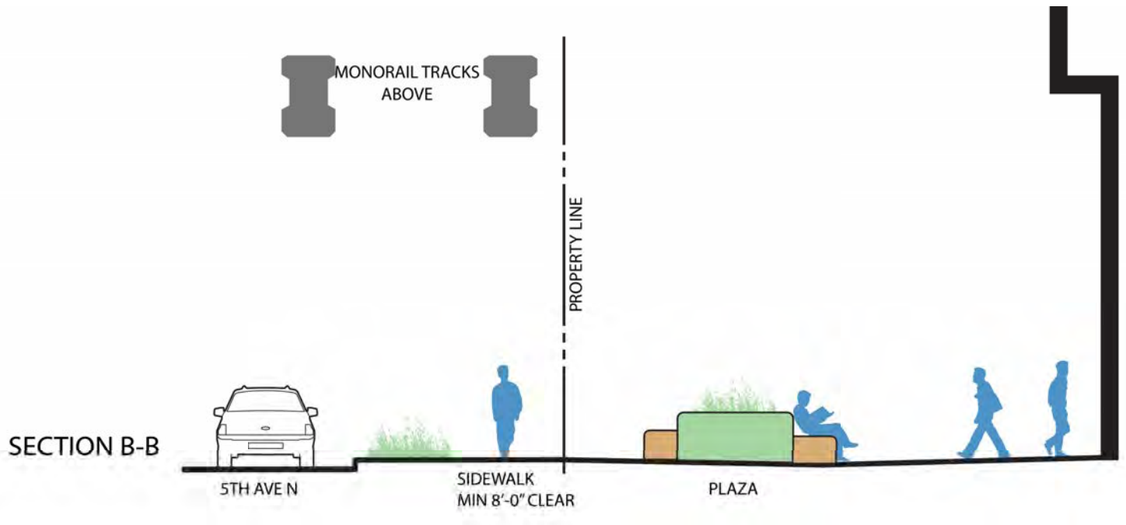
The building engages the plaza with active ground floor uses and clear glazing. Yet these uses don't dominate the outdoor space. The plaza, with its strong connection to the sidewalk, is public in nature. Deep setbacks along both sidewalks provide a comfortable walking experience around the monorail columns while also reinforcing the porosity between street and plaza. The plaza visually extends to the porte cochere / access drive along the north property boundary – a curbless pedestrian and vehicular space separated from the plaza by bollards providing a protected pedestrian connection to the lobby.

LANDSCAPE

STREET SECTIONS







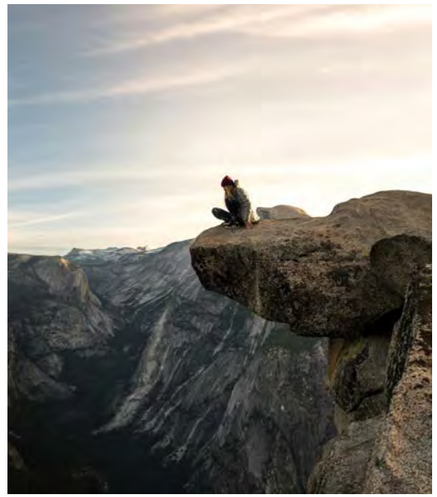
DESIGN CHALLENGES AND INSPIRATION

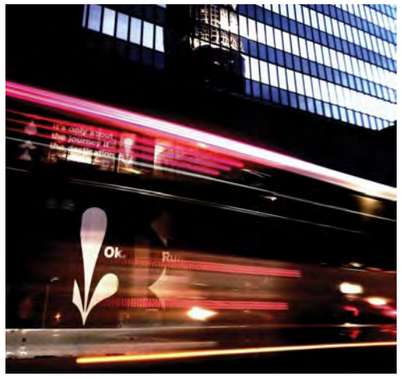
DESIGN CHALLENGES

- Creating an identifiable gateway to the Uptown neighborhood from Downtown.
- Program and modular nature of hotel use influences massing form.
- Balancing relationship to monorail and hotel privacy.
- The transition to the city skyline and roof top activation.

DESIGN INFLUENCES & INSPIRATION

- Prospect/Refuge
- Approach/Recede
- Motion & Rhythm
- Gateway > Beacon > Signal





IMAGES VIA UNSPLASH.COM

MASSING AND URBAN CONTEXT

EVOLVING LAND USE CODE AND MASSING

Anticipated updates to Seattle's Municipal Code in 2024 may affect this site's zoning requirements, allowing for hotel use to be treated similarly to residential use as it pertains to FAR limits.

In response the design team explored a total of six massing alternatives – three reflecting the current zoning with the hotel designed to a 125' height with a 7.0 FAR and three alternatives at the full zoning height of 160' with a 7.0 FAR as may be allowed with the code changes.

Through much iteration and ideation, the design team has discovered that the taller, more slender options provide the best opportunity to provide ample open space at grade as well as reinforcing the gateway nature of the site.

CONTEXTUAL RESPONSE FOR UPTOWN

The urban contextual analysis provided insight into key focal points that informed the massing iteration.

A GATEWAY TO UPTOWN

- The site lies on the border of the Downtown and Uptown neighborhoods and should signify the transition between the two.
- Scale, form and identity should be design elements to strengthen this gateway characteristic.

A CONNECTED PEDESTRIAN NETWORK

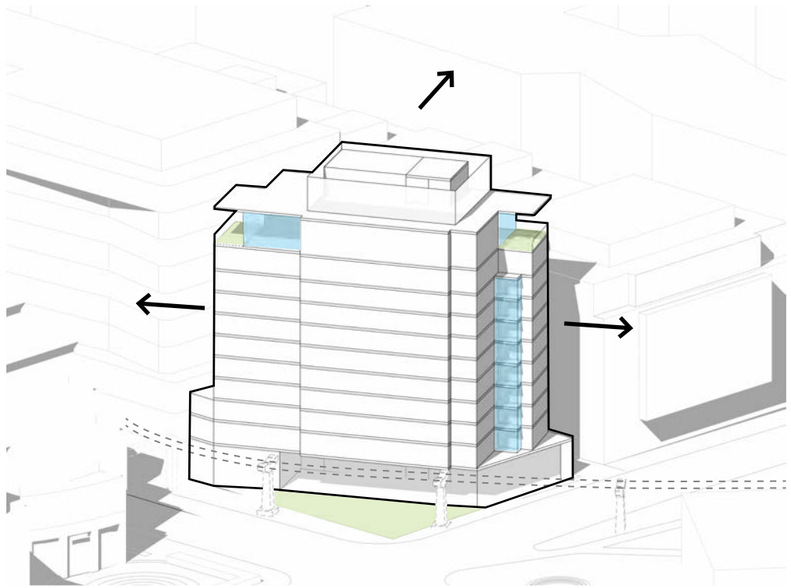
- The Uptown neighborhood has a robust pedestrian network of open space that feeds into and around the Seattle Center. The project should complement and strengthen this network.
- A focus on art integrated into the open space network will add engagement and strengthen the neighborhood's art-forward character.

MONUMENTAL MONORAIL

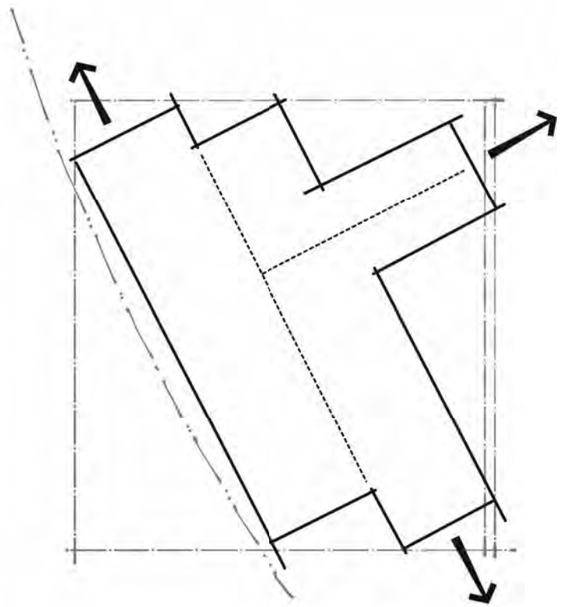
- The Seattle Monorail has a unique physical and kinetic influence on the site and ties directly to the identity of the city.
- The massing and open space should respectfully respond to the unique aspects of the monorail to create a holistic design response.
- Explore opportunities to interact with the movement and rhythm of the monorail transiting through the site.

MASSING OPTIONS – 125’

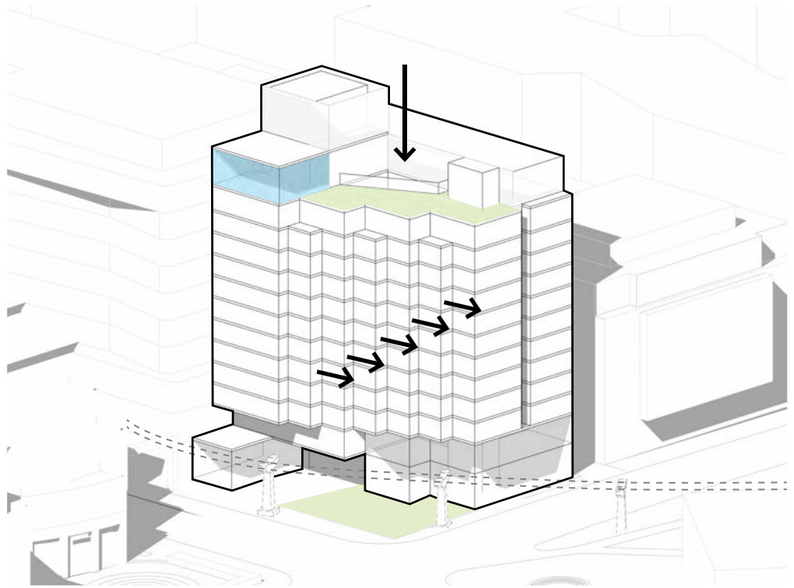
125’ – OPTION 1 (CODE COMPLIANT)



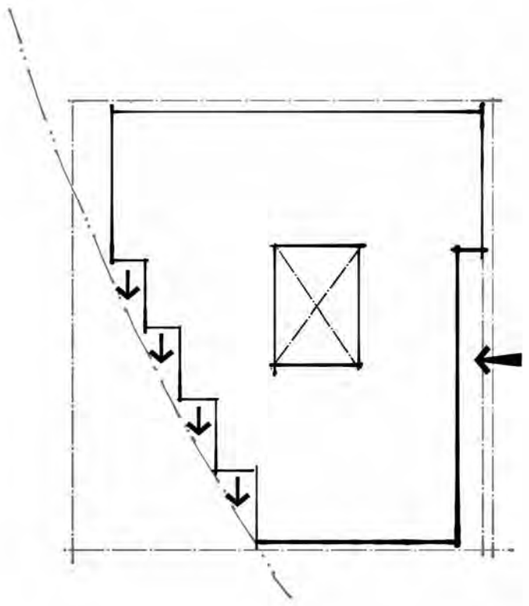
"PIN WHEEL"



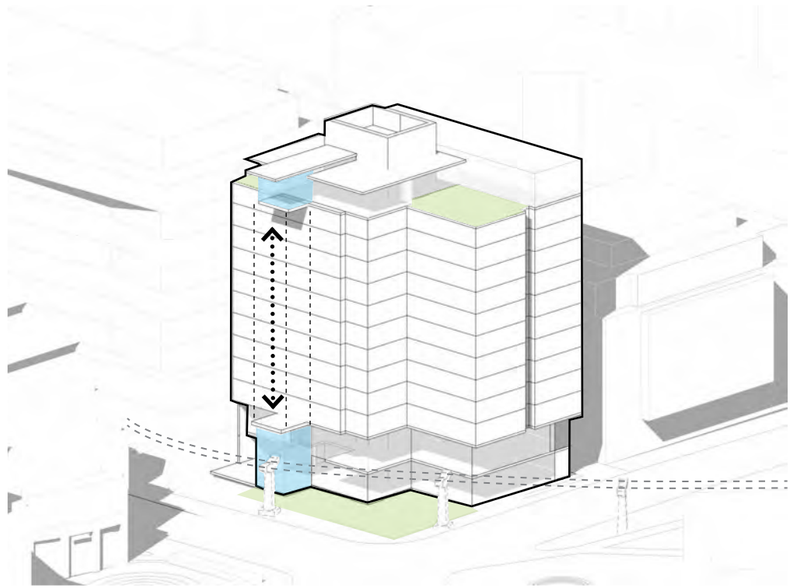
125’ – OPTION 2



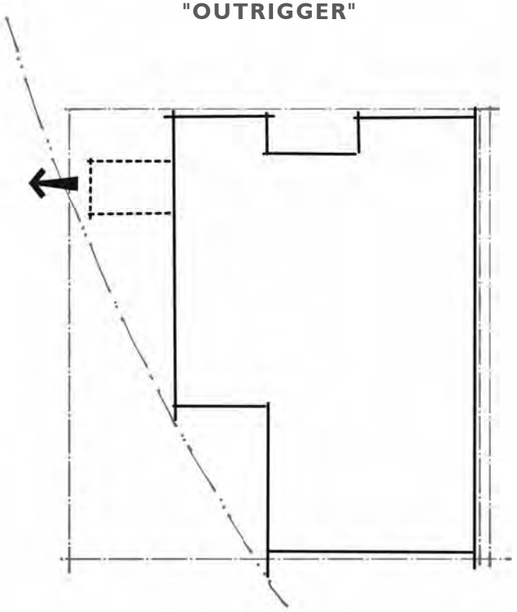
"STAGGER"



125’ – OPTION 3



"OUTRIGGER"



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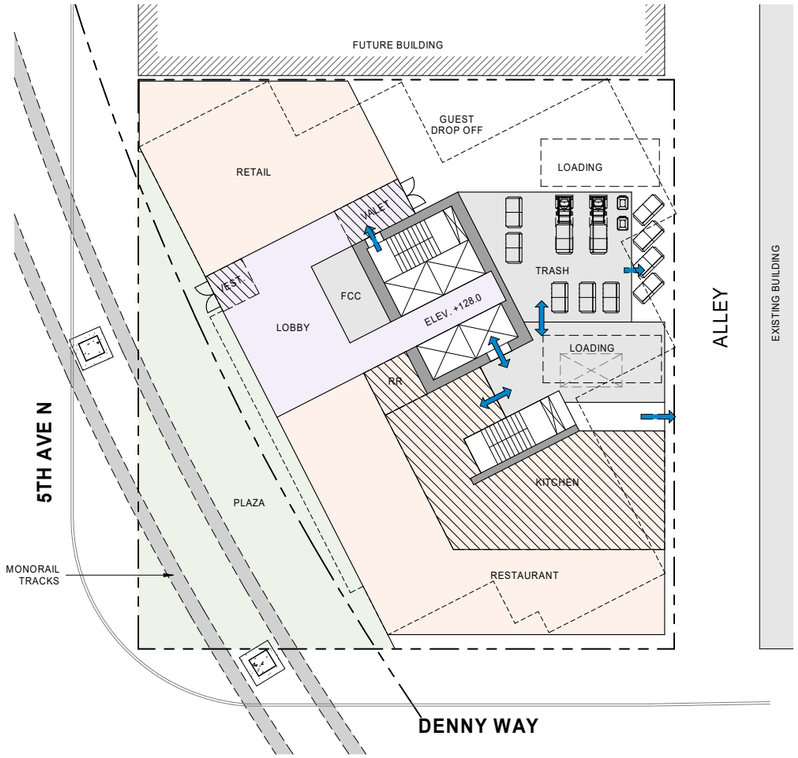
MASSING OPTIONS – GROUND FLOOR PLAN

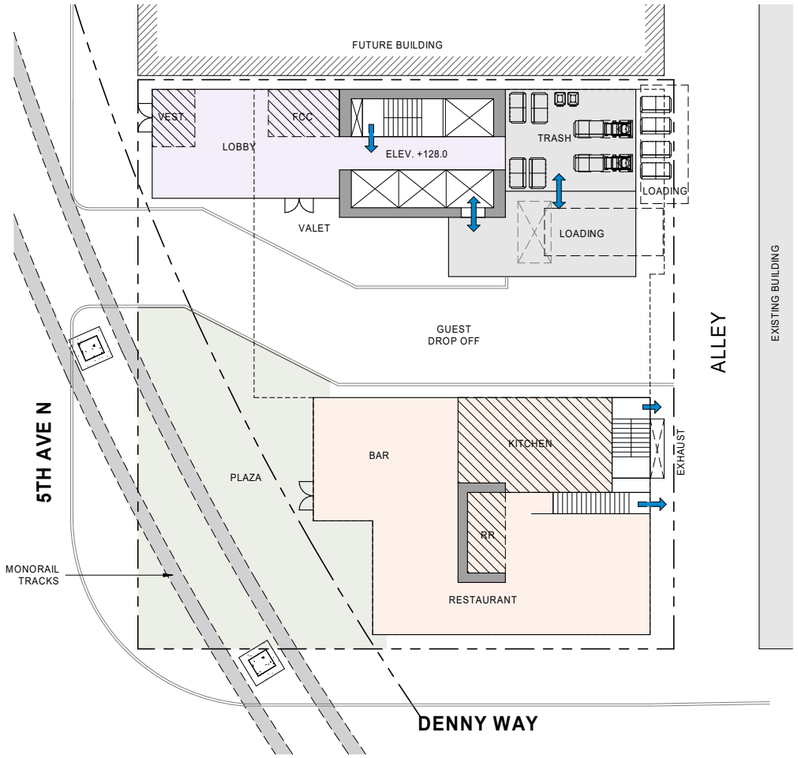
125’ – OPTION 1 (CODE COMPLIANT)



GROUND FLOOR PLAN

(EXCERPT FROM PAGE 34)

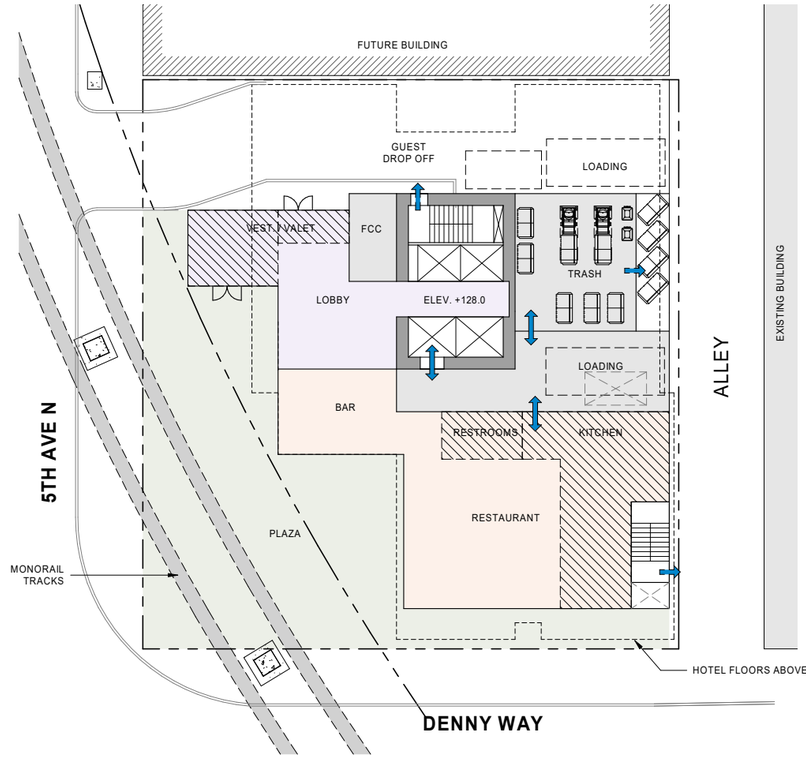
125’ – OPTION 2



GROUND FLOOR PLAN

(EXCERPT FROM PAGE 42)

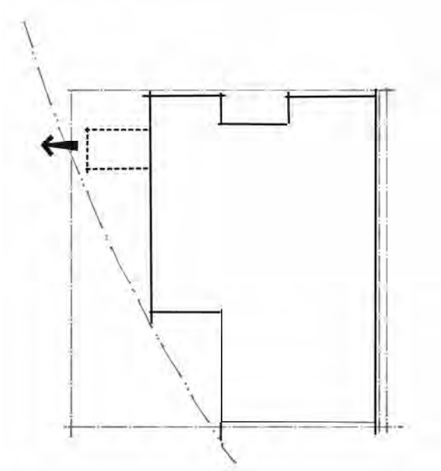
125’ – OPTION 3



GROUND FLOOR PLAN

(EXCERPT FROM PAGE 50)

OPTION 3 – OUTRIGGER



CONCEPT DIAGRAM

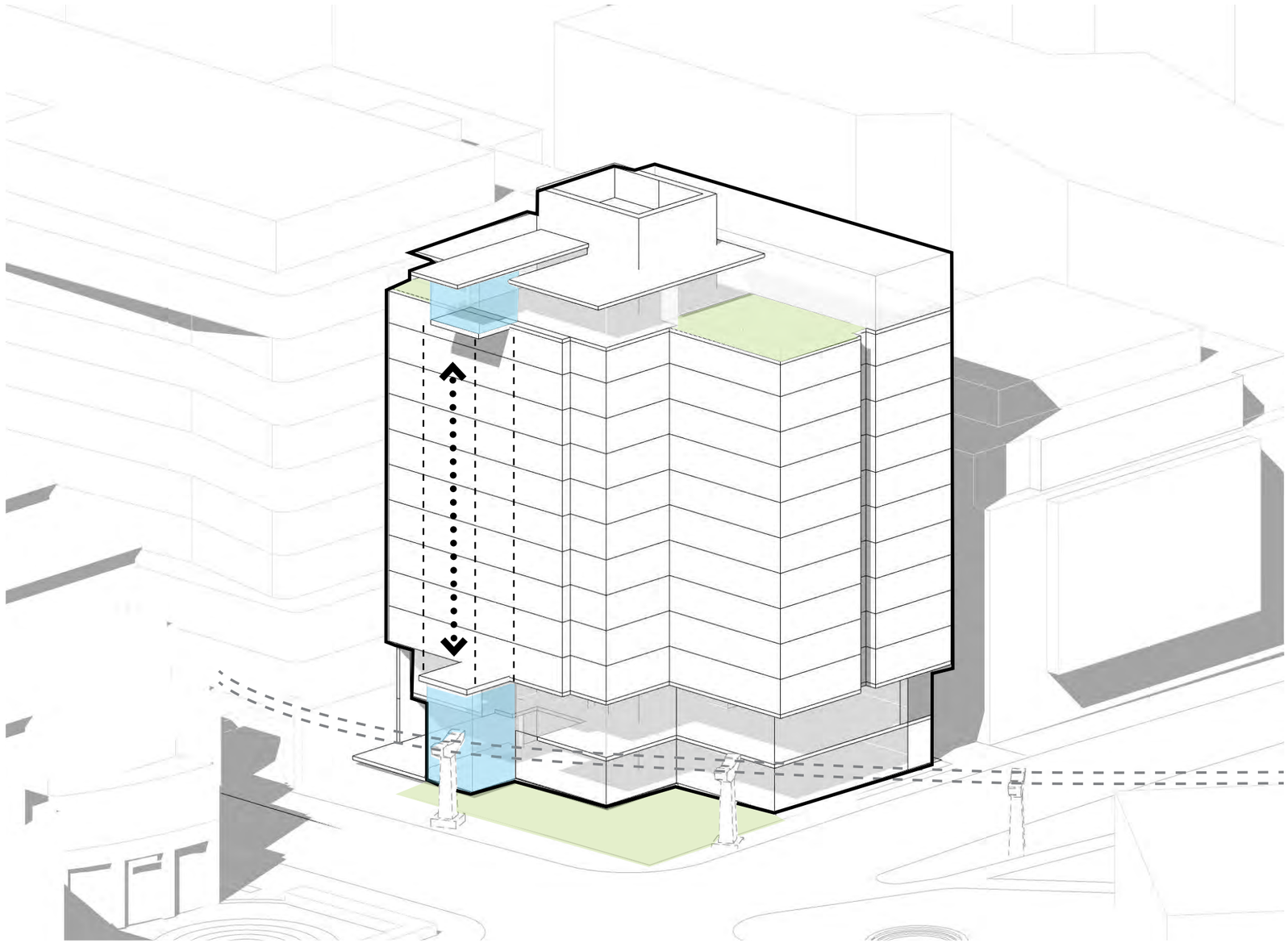
METRICS: 125’ HEIGHT, 12 STORIES, 112,700 GSF, 185 KEYS

ADVANTAGES:

– MASSING SET BACK FROM MONORAIL TO PROVIDE GREATER VISIBILITY THROUGH THE SITE TOWARDS THE SPACE NEEDLE AND TO CREATE A LARGER CORNER PLAZA
– DISTINCTIVE ARCHITECTURAL FORM (CS2.1)
– PROMINENT MAIN BUILDING ENTRY OFF OF 5TH AVE (PL3.2)
– VIEW ORIENTED SKY TERRACES (DC2.5D)
– FORM RESPONDS TO CONTEXT ON ALL SIDES (DC2.5E)
– DISTINCT BASE FORM (DC2.5F)
– OUTDOOR TERRACE ADDS ACTIVITY AT THE ROOFTOP (DC2.5J)
– ELEGANT TERMINUS TO THE TALL FORM (DC2.5J)
– EFFICIENT FLOOR PLATE

DISADVANTAGES:

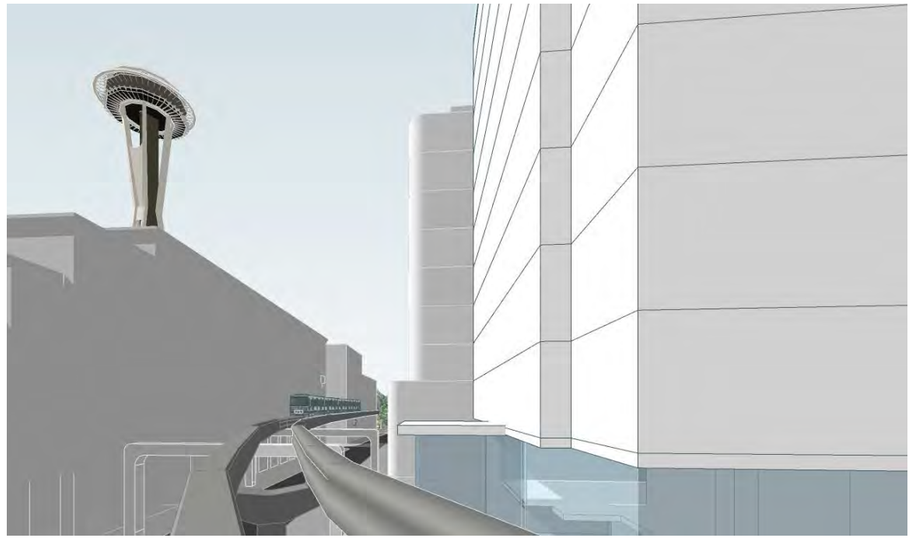
– LARGE FLOOR PLATE (DC2.5C)
– MINOR SETBACKS ALONG ALLEY FACADE
– LIGHT WELL AT NORTH PROPERTY EDGE IMPACTS QUALITY OF HOTEL ROOMS



MASSING MOVES DIAGRAM

OPTION 3 – OUTRIGGER

CEDAR ST VIEW



MONORAIL VIEW

DENNY WAY VIEW LOOKING WEST

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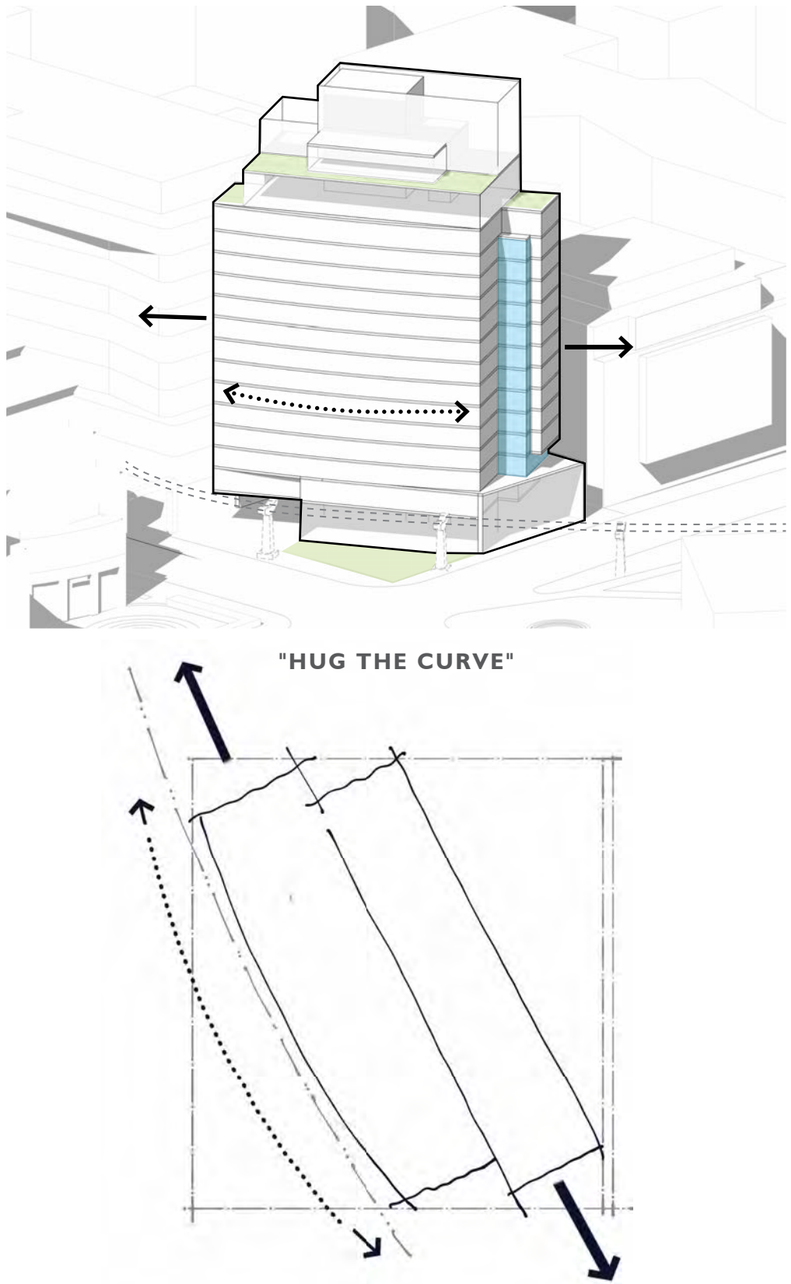
OPTION 3 – OUTRIGGER

DENNY WAY VIEW LOOKING EAST

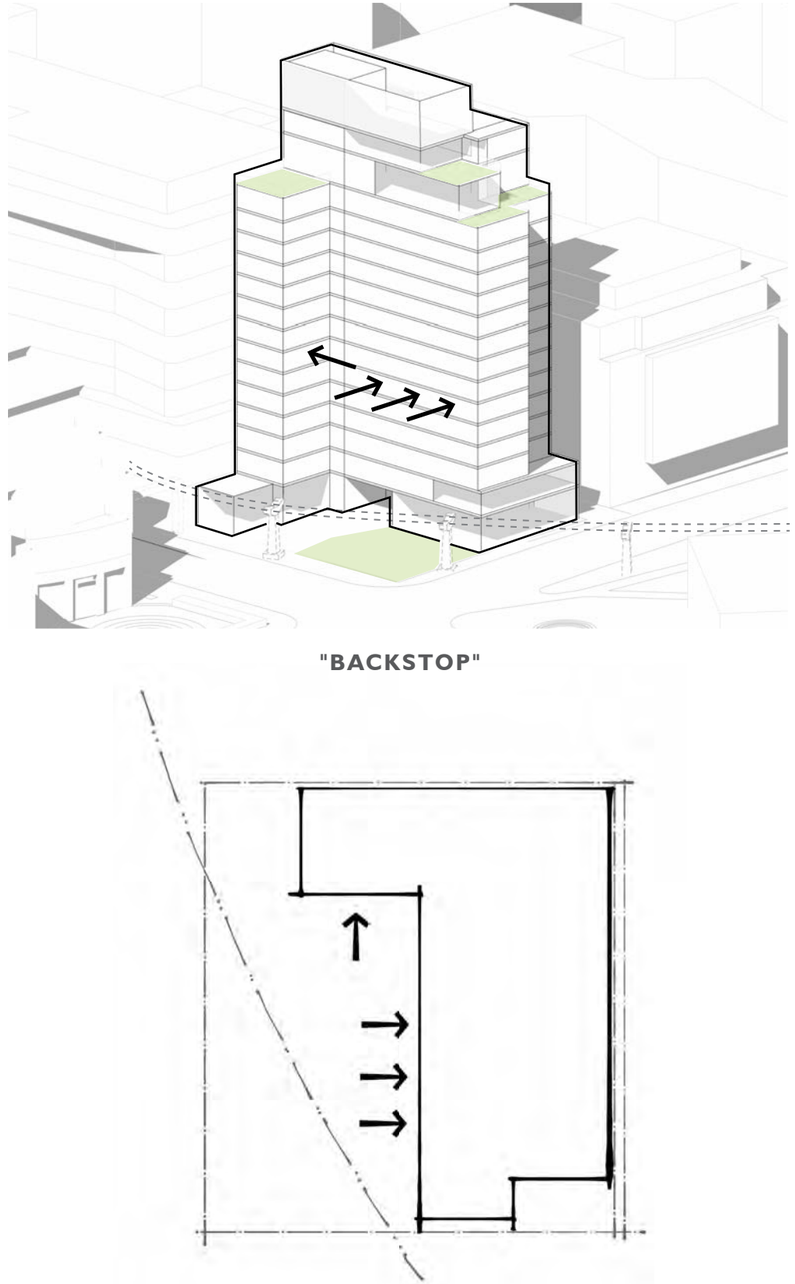
MASSING OPTIONS – 160’

160’ – OPTION 4



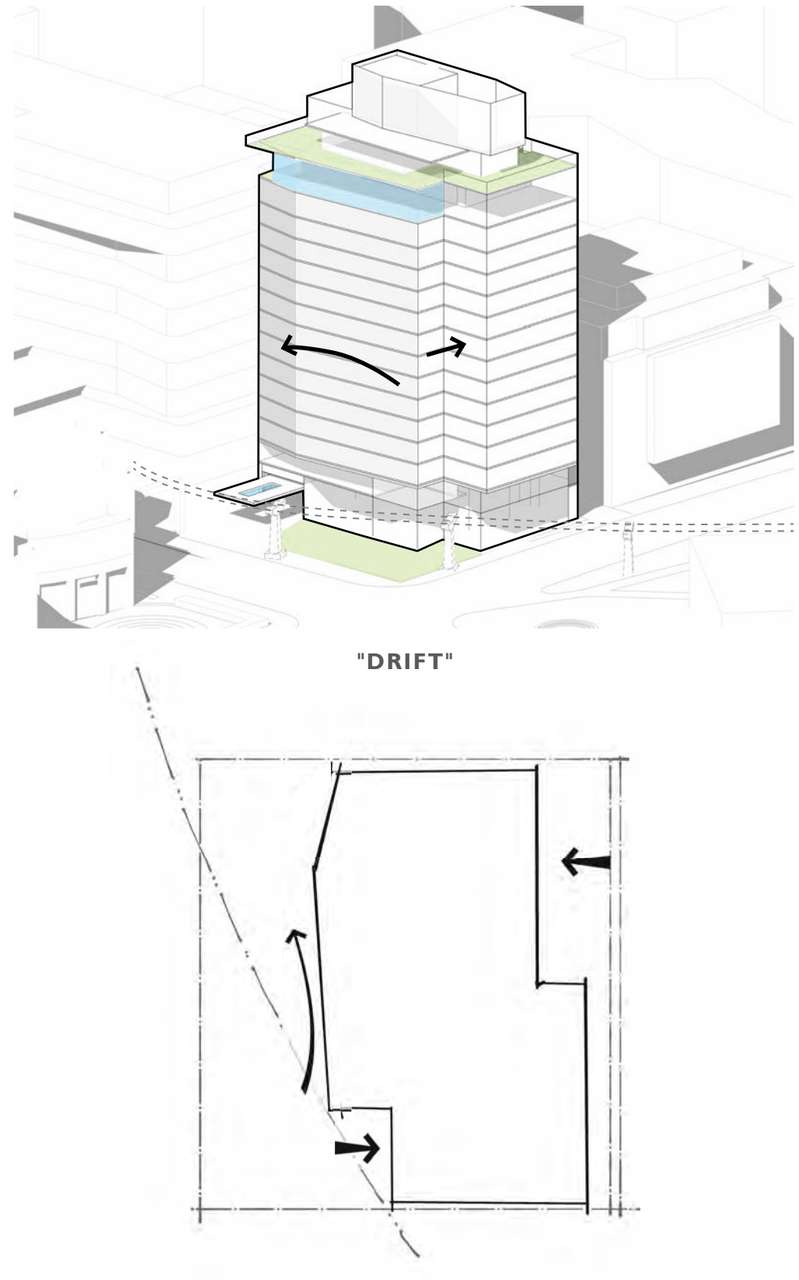
"HUG THE CURVE"

160’ – OPTION 5



"BACKSTOP"

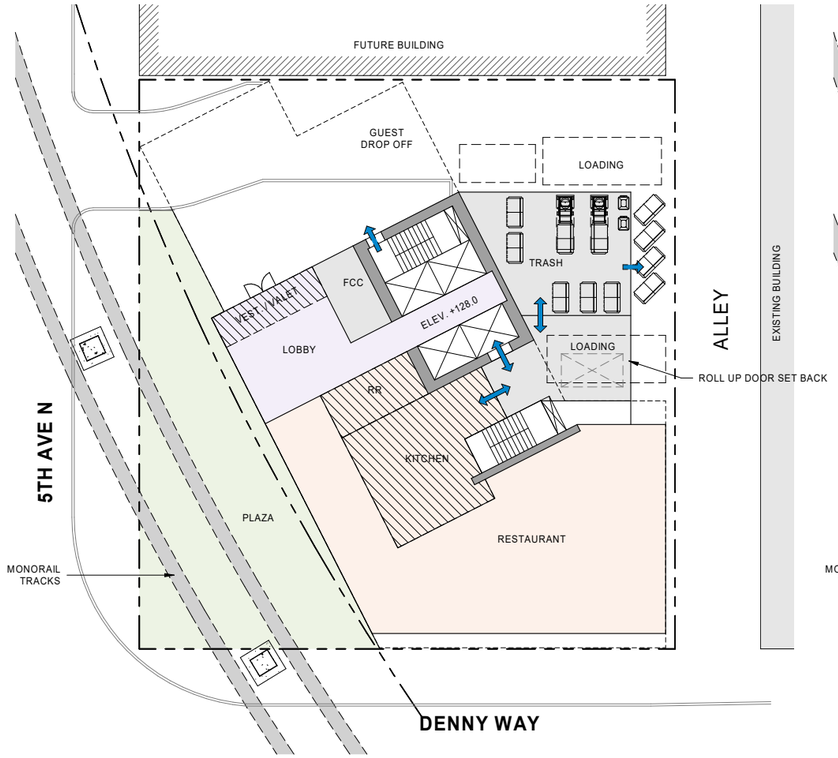
160’ – OPTION 6 (PREFERRED)



"DRIFT"

MASSING OPTIONS – GROUND FLOOR PLAN

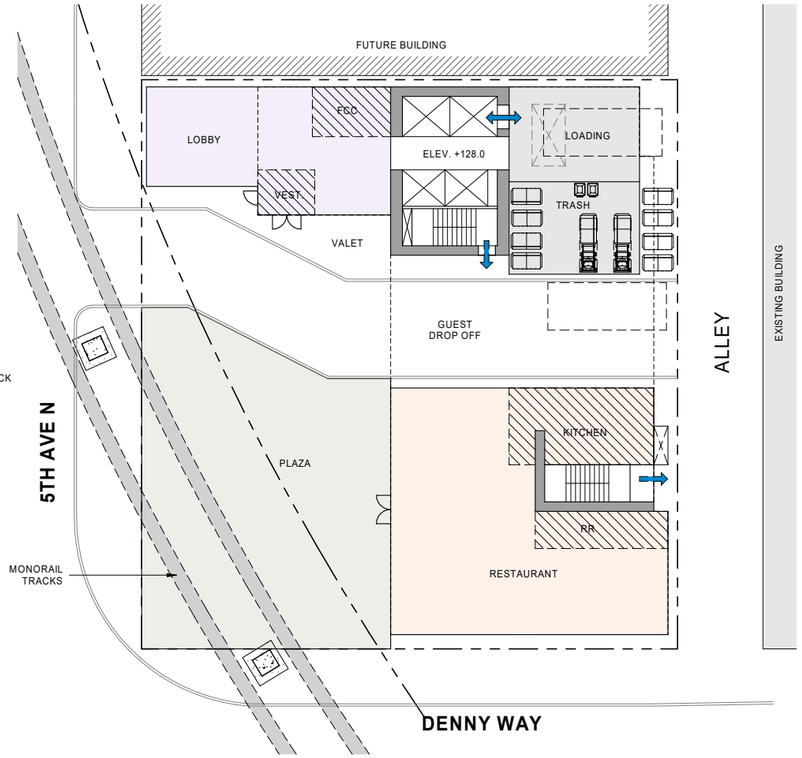
160’ – OPTION 4



GROUND FLOOR PLAN

(EXCERPT FROM PAGE 58)

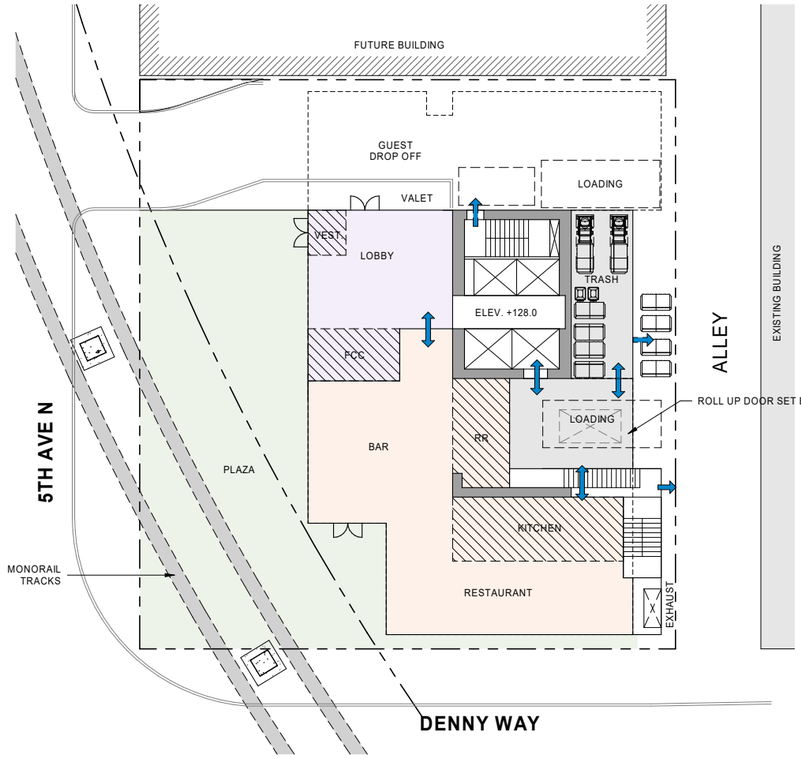
160’ – OPTION 5



GROUND FLOOR PLAN

(EXCERPT FROM PAGE 66)

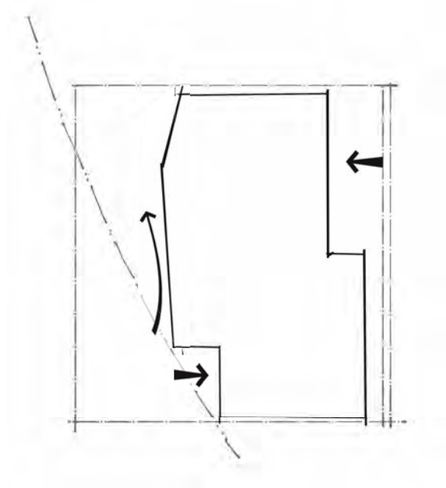
160’ – OPTION 6 (PREFERRED)



GROUND FLOOR PLAN

(EXCERPT FROM PAGE 74)

OPTION 6 – DRIFT
(PREFERRED)



CONCEPT DIAGRAM

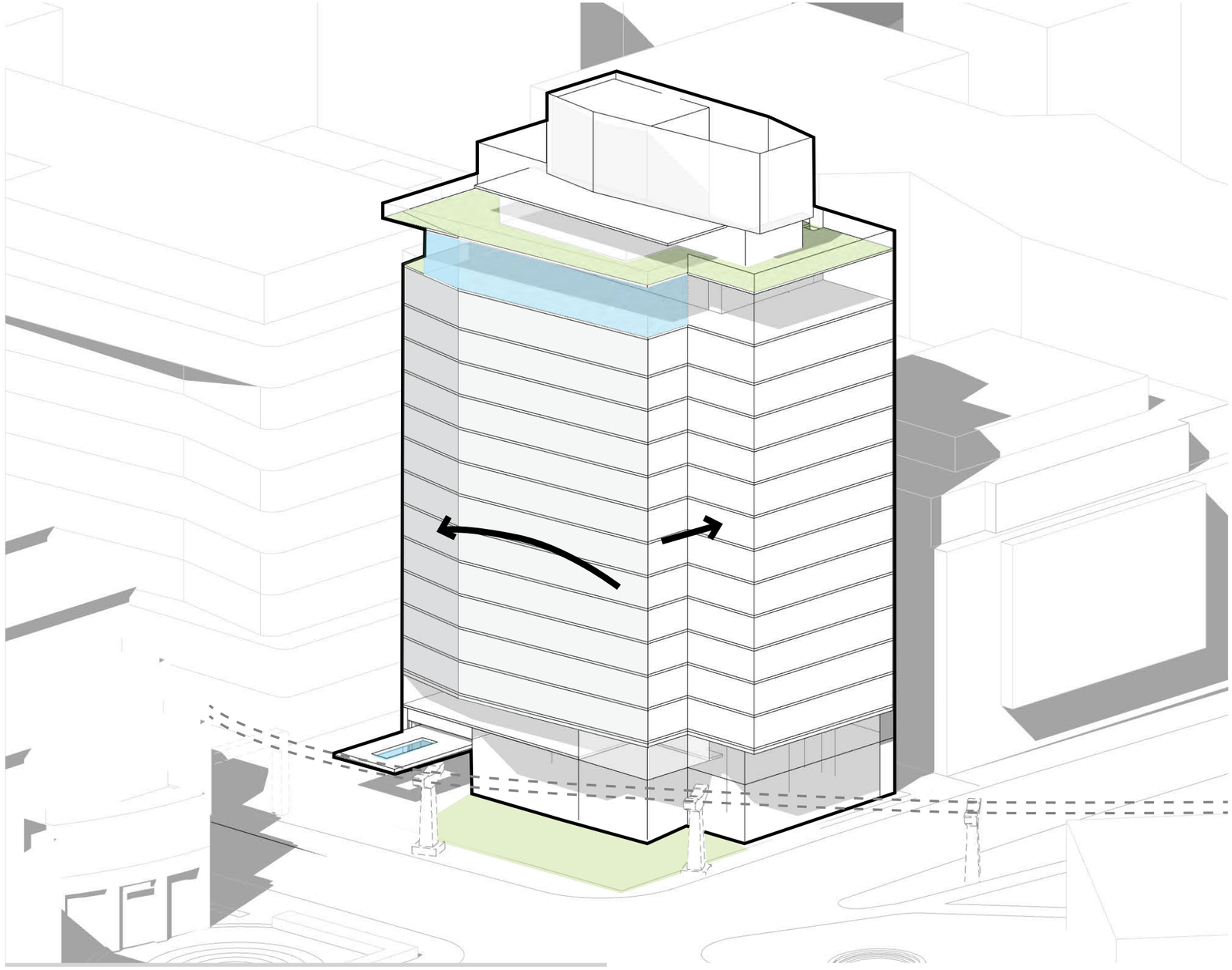
METRICS: 160’ HEIGHT, 15 STORIES, 112,300 GSF, 170 KEYS

ADVANTAGES:

– MASSING SET BACK FROM MONORAIL TO PROVIDE GREATER VISIBILITY THROUGH THE SITE TOWARDS THE SPACE NEEDLE AND TO CREATE A LARGER CORNER PLAZA
– THE DISTINCTIVE ARCHITECTURAL FORM SIGNALS A GATEWAY TO THE UPTOWN NEIGHBORHOOD (CS2.1)
– ANGLED MASSING RESPONDS TO THE MOVEMENT OF THE MONORAIL THROUGH THE SITE AND COMPLEMENTS THE FORM OF THE PROPOSED DEVELOPMENT TO THE NORTH (DC2.5A, DC2.5C)
– MASSING RESPONDS TO ALLEY CONTEXT WITH A SET BACK (DC2.5E)
– EXTENSIVE OUTDOOR TERRACES ADD ACTIVITY AND AMENITY AT THE ROOFTOP (DC2.5J)
– ELEGANT TERMINUS TO THE TALL FORM (DC2.5J)

DISADVANTAGES:

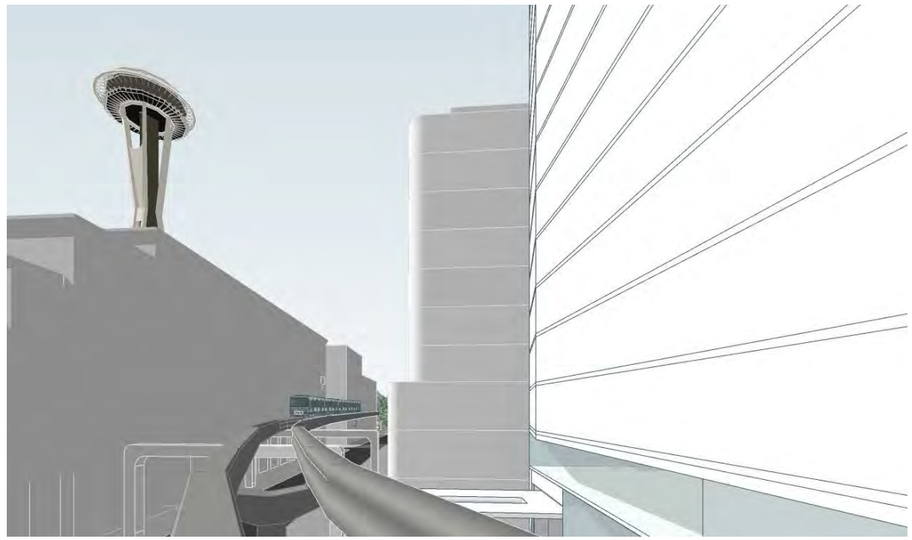
– MAIN BUILDING ENTRY LESS PROMINENT ALONG 5TH AVE (PL3.2)
– SIMPLE BASE FORM WILL REQUIRE MATERIAL COMPOSITION TO DEMARCATE TWO STORY BASE OF BUILDING



MASSING MOVES DIAGRAM

OPTION 6 – DRIFT
(PREFERRED)

CEDAR ST VIEW



MONORAIL VIEW

DENNY WAY VIEW LOOKING WEST

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OPTION 6 – DRIFT
(PREFERRED)

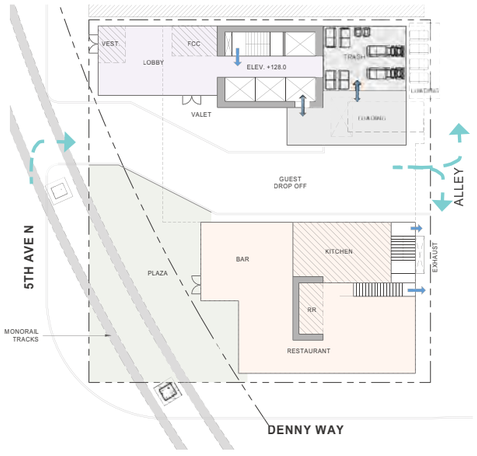
DENNY WAY VIEW LOOKING EAST

TYPE 1 DIRECTOR DECISION – 5TH AVE N CURB CUT

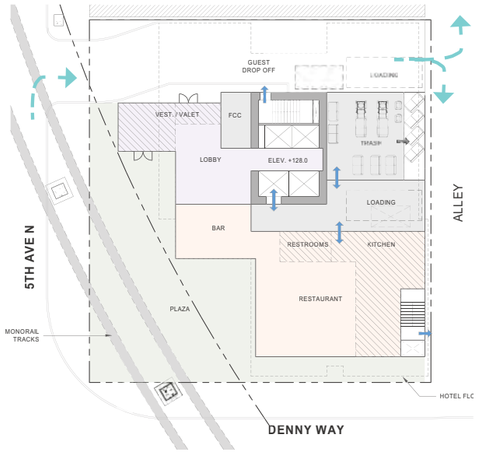
SMC 23.48.085D.1

CODE REQUIREMENT	DIRECTOR REQUEST	RATIONALE
1. Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.C and use of the alley for parking and loading access would not create a significant safety hazard as determined by the Director. 2. If the lot does not abut an improved alley, or use of the alley for parking and loading access would create a significant safety hazard as determined by the Director, parking and loading access may be permitted from the street. 3. The Director may allow or require access from a right-of-way other than one indicated as the preferred category in this subsection 23.48.085.D if, after consulting with the Director of Transportation, the Director finds that an exception to the access requirement is warranted. The Director shall base the decision on granting an exception on any of the following: whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards.	To allow the project to create a new, narrower curb cut near the existing curb cut on 5th Ave N for a one-way through-block drop off zone for guests to the hotel property. The remaining existing curb cut would be removed. Vehicles would have right turn only access from 5th Ave N and would exit to the alley. Loading would be served from the alley.	In order to accommodate a safe drop off area for the primary hotel use, our design solutions utilize a through-property drive aisle. Our rationale for this request is based on the limitations for curbside drop off on 5th and Denny where there is no available on-street parking, and the fact that the alley offers inadequate room for the necessary pull out function of a hotel drop off due to the need for loading, trash and other BOH functions. To support our rationale, the findings of our traffic study indicate that the curb cut and through site drop off and pick up zone is critical to reduce driver confusion, on street queuing, and blockage of 5th Avenue travel lanes for loading and drop off of hotel patrons. The traffic study found that providing the curb cut and through block drop off zone improves public safety, maintains transit efficiency, traffic flow, and alley operations.

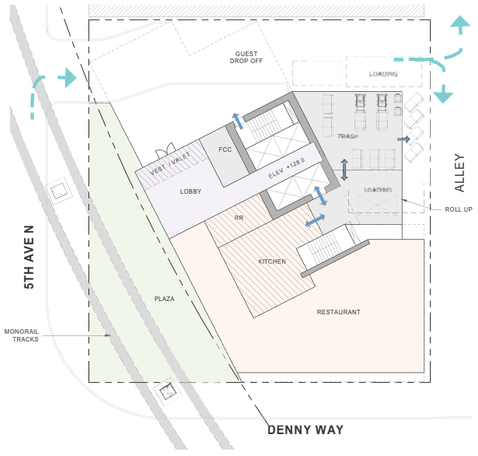
125’ – OPTION 2



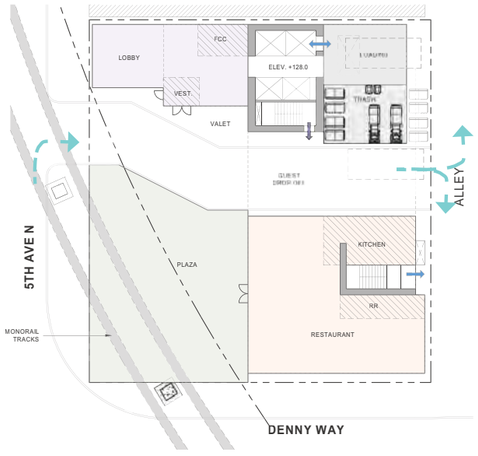
125’ – OPTION 3



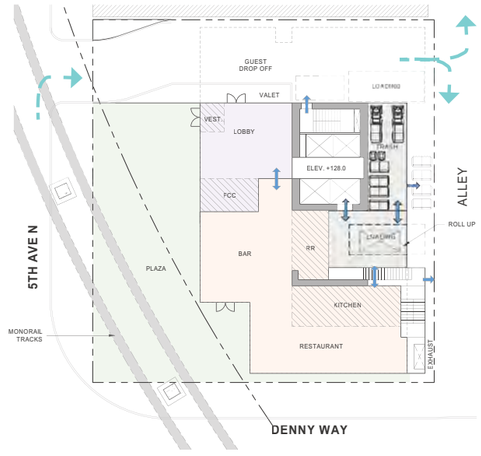
160’– OPTION 4



160’ – OPTION 5



160’ – OPTION 6 (PREFERRED)



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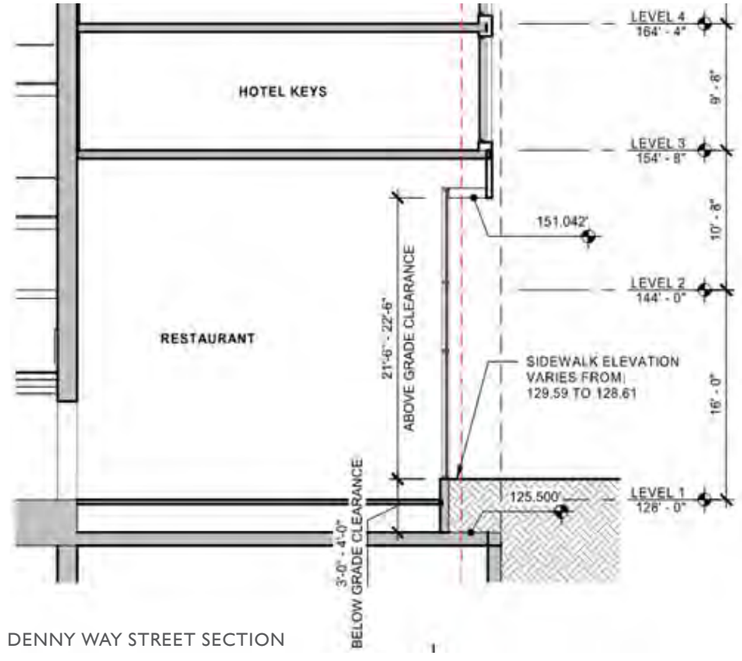
SDOT STREET IMPROVEMENT EXEMPTION

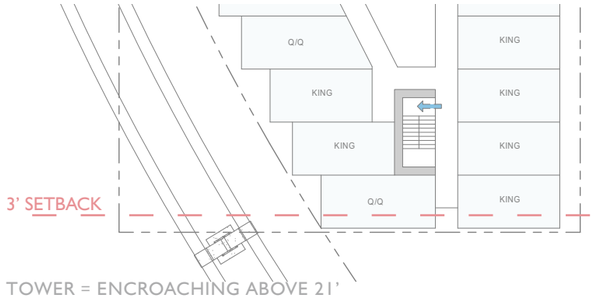
Seattle Street Improvement – 3’ Setback along Denny Way

REQUIREMENT	EXEMPTION REQUEST	RATIONALE
A three foot setback is required along the Denny Way frontage for sidewalk widening.	The project is proposing to meet the three foot setback for sidewalk widening but is requesting that the building be allowed to encroach into the setback below grade and at an elevation of 21’ above the side walk surface.	There are typically two reasons for a required setback: widening of the street ROW for future vehicle capacity, or to provide additional pedestrian sidewalk width. The monorail is a unique landmark and structure in the City of Seattle, and in the case of 508 Denny, the monorail column location at the existing Denny Way curb edge impacts the ability to widen the street for future capacity increases. The rationale for the request is based on the preferred massing scheme’s desire to maximize the ground level plaza area as an urban design benefit for the neighborhood. The monorail has a 14’-0” operational easement that restricts the building’s positioning to the west. In response, we pushed the massing east towards the alley to preserve more plaza space at grade. To achieve this beneficial urban design element, the project proposes encroaching into the 3’ setback at a height approximately 21’ above the sidewalk to allow for an efficient hotel program layout and to reinforce the gateway nature of the site. The below grade portion of the structure would encroach into the setback to allow for the utility program and connections to be located below grade to allow for a smaller ground floor footprint and a larger plaza space.

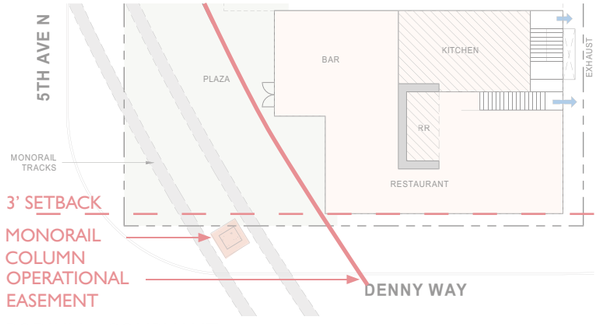


DENNY WAY STREET SECTION

125’ – OPTION 2

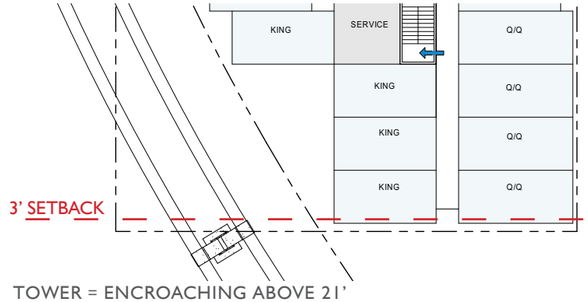


TOWER = ENCROACHING ABOVE 21’

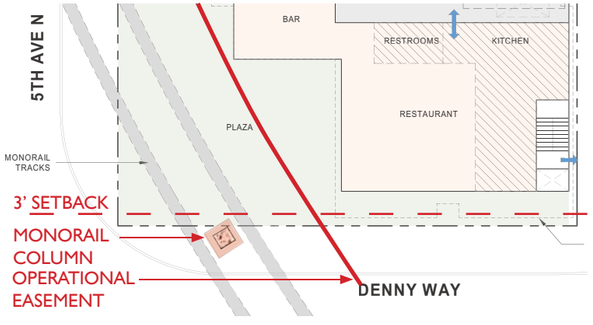


PODIUM = COMPLIANT

125’ – OPTION 3



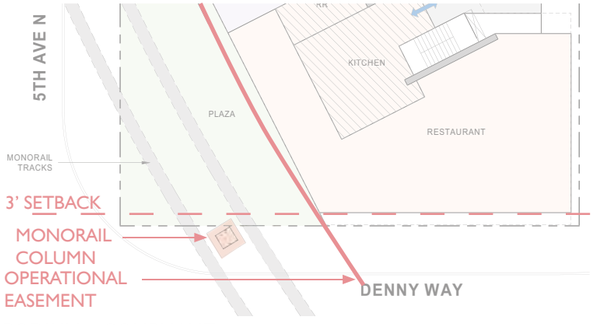
TOWER = ENCROACHING ABOVE 21’



PODIUM = COMPLIANT

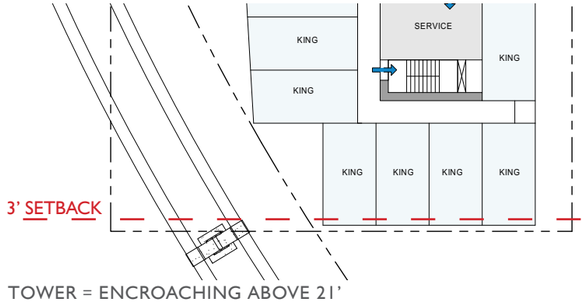
160’ – OPTION 4

TOWER = ENCROACHING ABOVE 21’

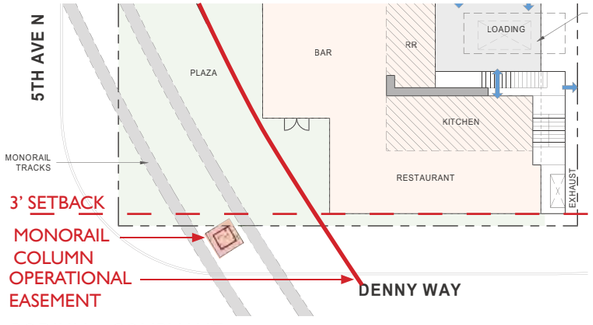


PODIUM = COMPLIANT

160’ – OPTION 6 (PREFERRED)



TOWER = ENCROACHING ABOVE 21’



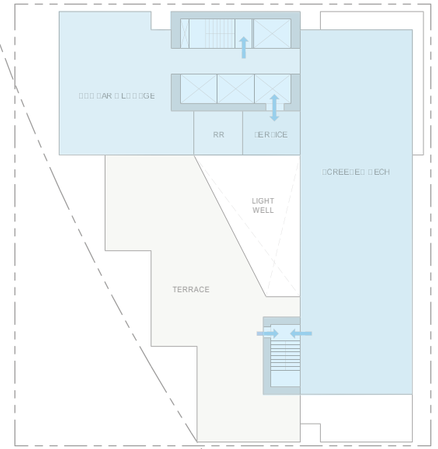
PODIUM = COMPLIANT

DEPARTURE 4 – ROOFTOP COVERAGE

SMC 23.48.025.C.4

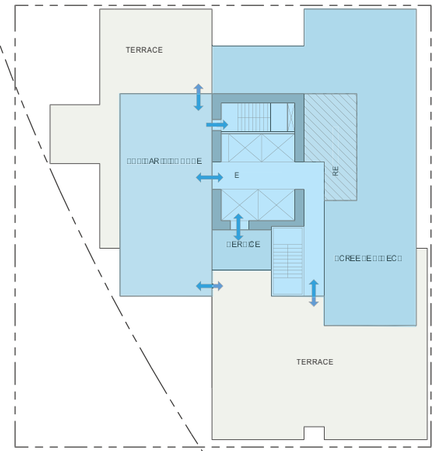
CODE REQUIREMENT	RATIONALE
Rooftop features listed under this section may extend up to 15 feet above the applicable height limit, if the combined total coverage of all features listed in this subsection does not exceed 35 percent of the roof area, or does not exceed 60 percent coverage of the roof area if the total includes a greenhouse.	The rooftop coverage exceeds 35% to varying degrees in each option to include an activated sky lounge solarium and outdoor seating area at the rooftop level. The Sky Lounge will be open to the public and the outdoor terrace will provide an aesthetically pleasing rooftop for nearby taller projects to look down on. The additional area also supports a more cohesive rooftop level massing design that is better integrated with the rest of the tower below. In addition, the monorail easement has a significant effect on the building footprint area limiting potential placement for mechanical equipment at lower levels in the building. The quantity of mechanical equipment requires an outsized footprint given the quite small rooftop area on the plate restricted options (Option 4, 5, & 6).

125' – OPTION 2



ROOFTOP COVERAGE = 67%

125' – OPTION 3

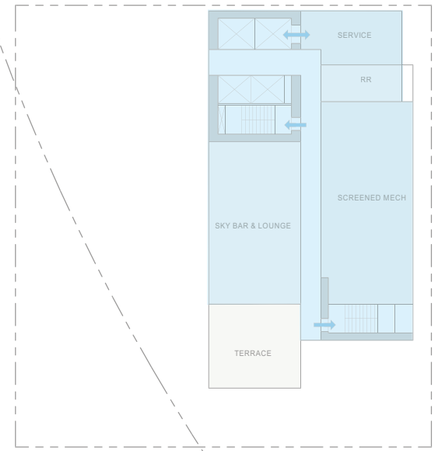


ROOFTOP COVERAGE = 64%

160' – OPTION 4

ROOFTOP COVERAGE = 63%

160' – OPTION 5



ROOFTOP COVERAGE = 89%

160' – OPTION 6 (PREFERRED)

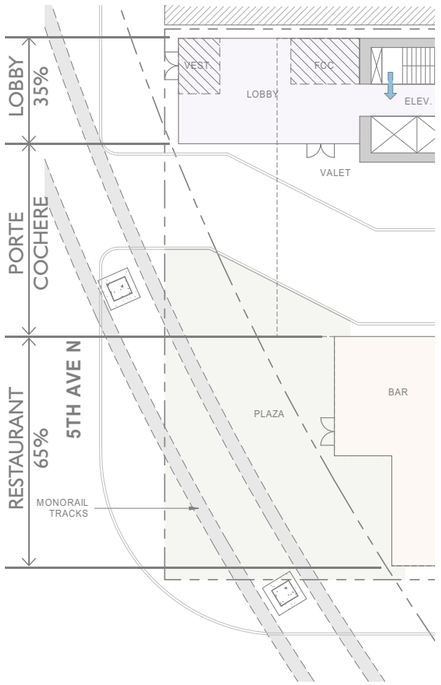
ROOFTOP COVERAGE = 59%

DEPARTURE 1 – STREET-FACING USES

SMC 23.48.040.C.1

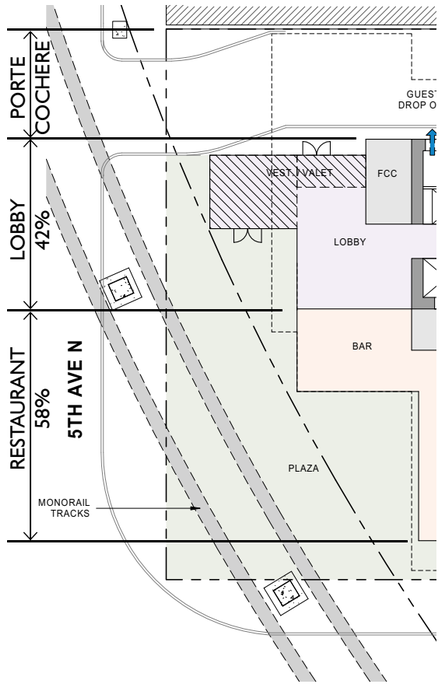
CODE REQUIREMENT	RATIONALE
Where street-level uses are required, a minimum of 75 percent of the applicable street-level, street-facing facade shall be occupied by uses listed in subsection 23.48.005.D.1. The remaining street-facing facade may contain other permitted uses or pedestrian or vehicular entrances.	In order to accommodate a safe drop off area for the primary hotel use, Options 2-6 propose a through-property drive aisle (Type I Director Decision) which reduces our street facing facade by 28' (24%). The street facing façade length is 112'. Subtracting the through-block access entry leaves 84 feet of street facing facade. Dedicating 75% of this short frontage length to the required use does not leave enough room for an accessible hotel lobby which must be located next to the vehicular driveway/drop off zone.

125' – OPTION 2



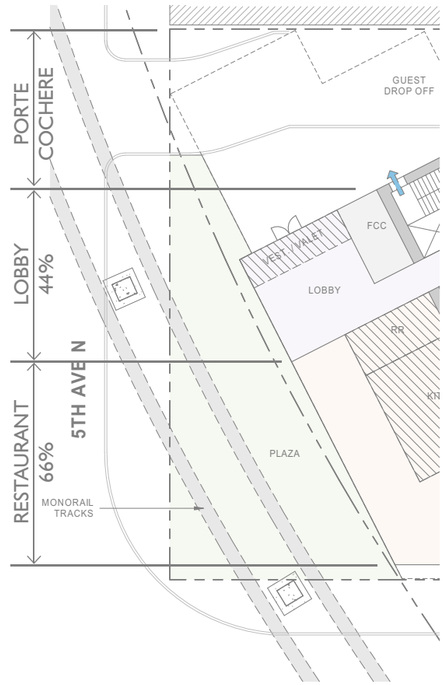
APPROVED USE = 65%

125' – OPTION 3



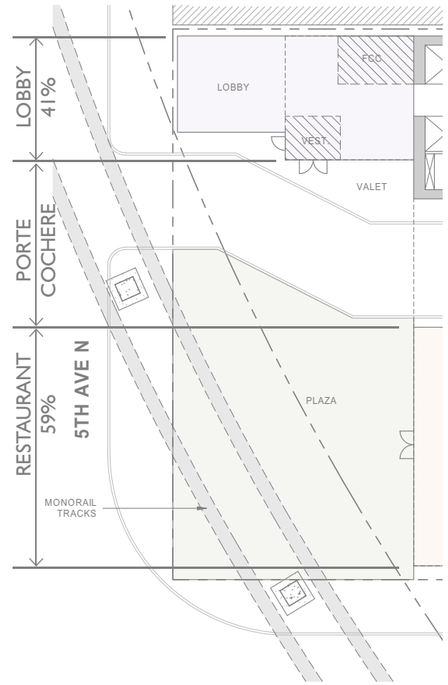
APPROVED USE = 58%

160' – OPTION 4



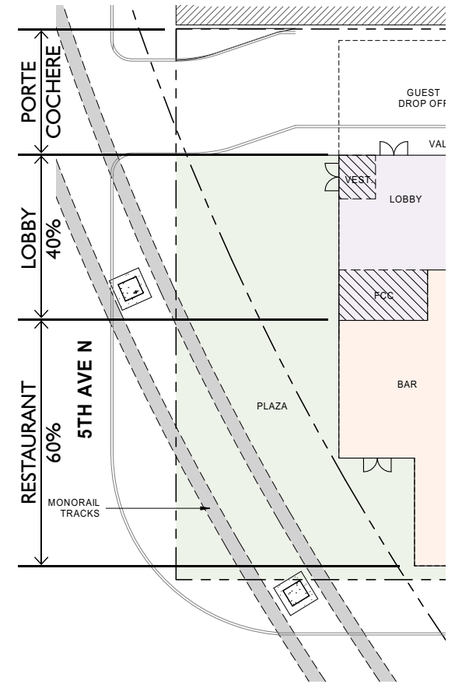
APPROVED USE = 66%

160' – OPTION 5



APPROVED USE = 59%

160'– OPTION 6 (PREFERRED)



APPROVED USE = 60%

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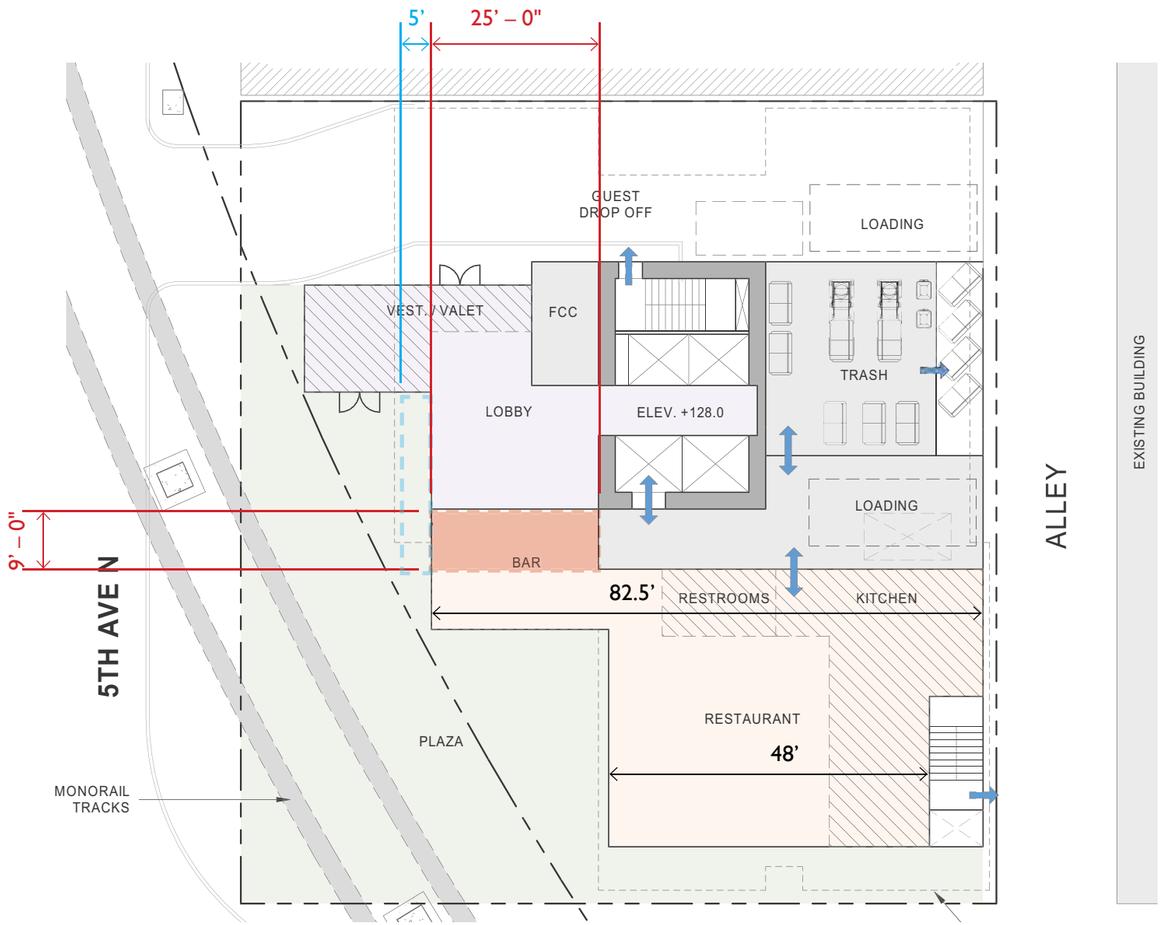
DEPARTURE 2 – STREET-LEVEL USE DEPTH

SMC 23.48.040.C.3

CODE REQUIREMENT	RATIONALE
The space occupied by street-level uses (along 5th Ave N) shall have a minimum floor-to-floor height of 13 feet and extend at least 30 feet in depth at street level from the street-facing facade.	Option 3 with its larger floor plate results in the core shifting to the west in the floor plate which reduces the depth to 25' for a small portion (9 feet) of the street facing façade. The remaining portion of the street level use contains a bar and restaurant use with 30' of depth or greater. The non-compliant portion of the required use could extend 5' to meet the requirement, but it would reduce the amount of plaza space provided for the public use.

OPTION 3

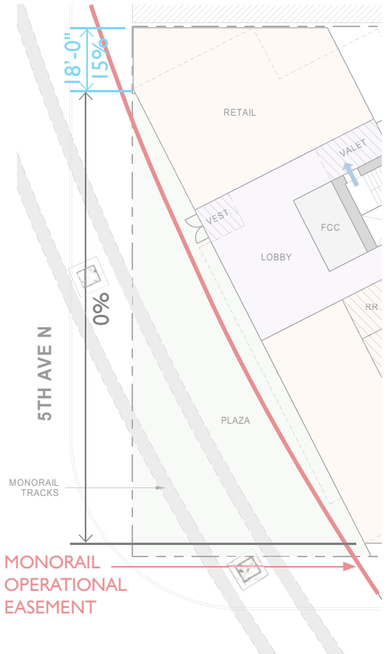


DEPARTURE 3 – STREET-FACING FACADE, MONORAIL IMPACT

SMC 23.48.740.A.1

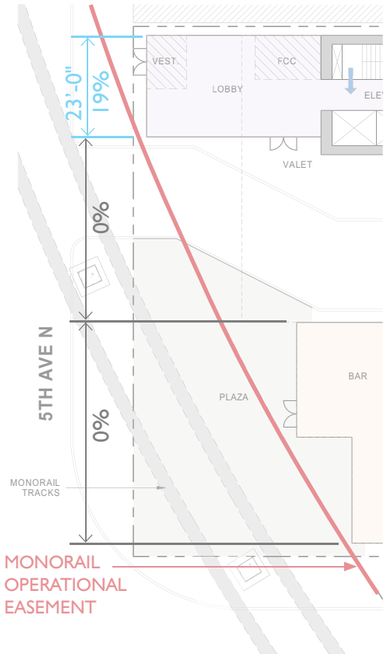
CODE REQUIREMENT	RATIONALE
The street-facing facades of structures abutting Class 1 Pedestrian Streets, as shown on Map A for 23.48.740, shall be built to the street lot line for a minimum of 70 percent of the facade length, provided that the street frontage of any required outdoor amenity area, other required open space, or usable open space provided in accordance with subsections 23.48.740.B and 23.48.740.C is excluded from the total amount of frontage required to be built to the street lot line.	The monorail itself along with the monorail operations easement on the site preclude building up to the 5th Avenue street lot line for the majority of the site. At the east end, a driveway at ground level is required for access given the hotel program.

125' – OPTION 1 (CODE COMPLIANT)



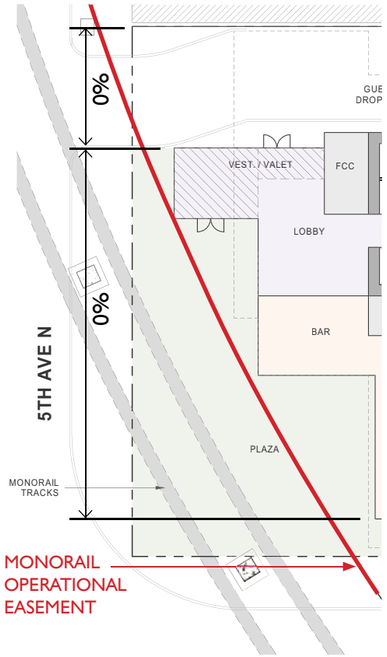
FACADE AT LOT LINE = 15%

125' – OPTION 2



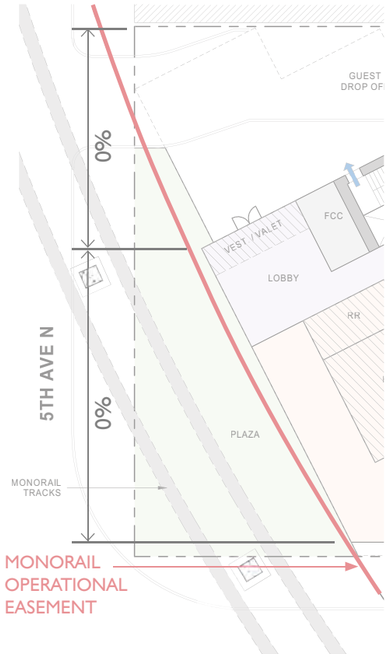
FACADE AT LOT LINE = 19%

125' – OPTION 3



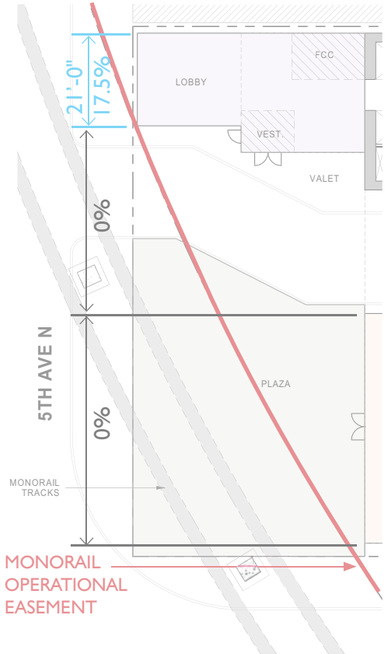
FACADE AT LOT LINE = 0%

160' – OPTION 4



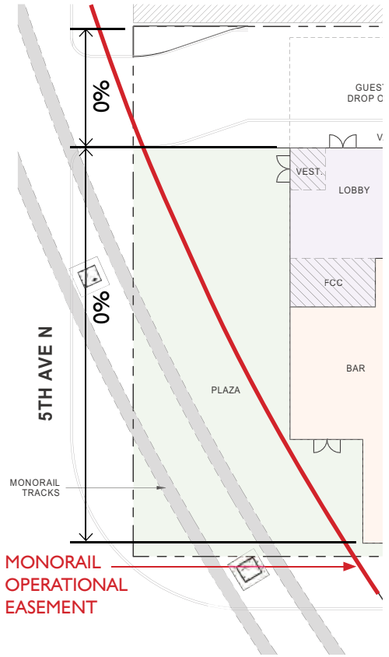
FACADE AT LOT LINE = 0%

160' – OPTION 5



FACADE AT LOT LINE = 17.5%

160' – OPTION 6 (PREFERRED)



FACADE AT LOT LINE = 0%

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Thank you. Questions?

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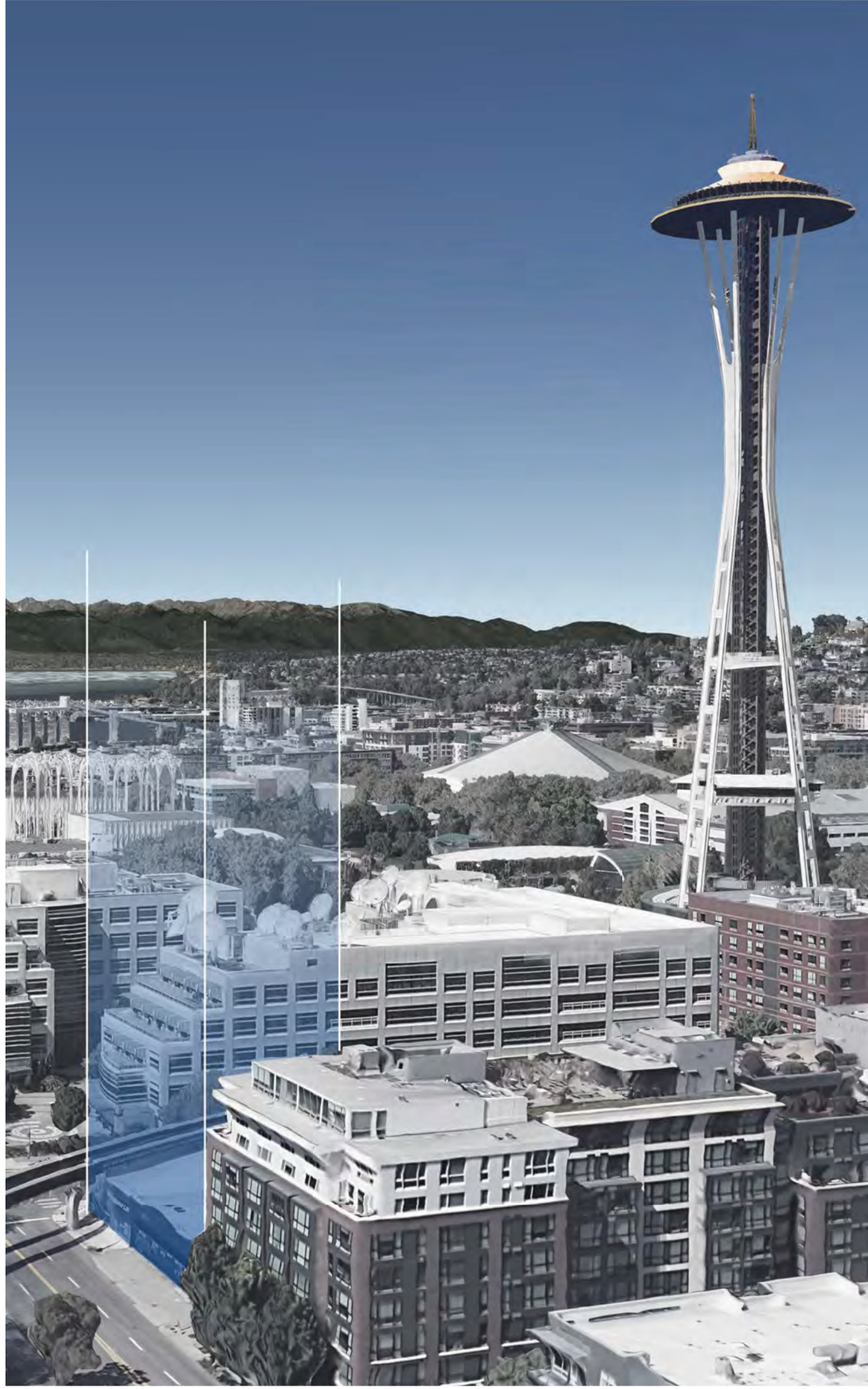
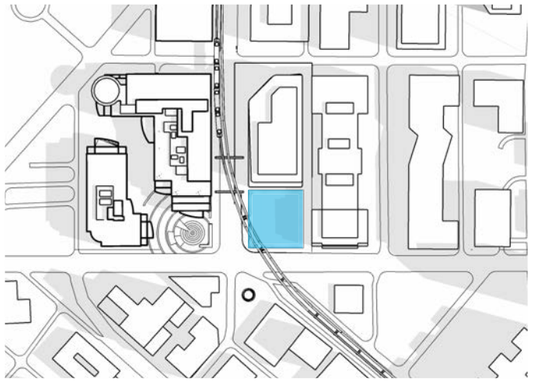
SiteWorkshop
LANDSCAPE ARCHITECTURE

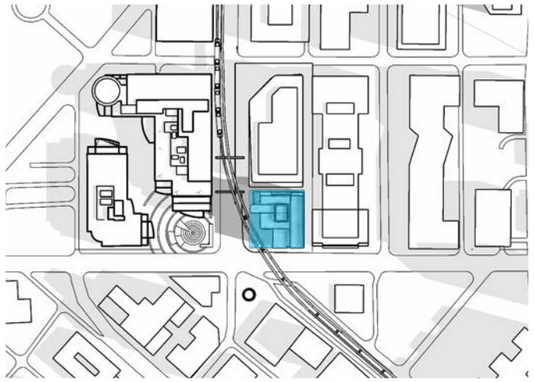


THANK YOU

125’ SUN SHADOW STUDY
SUMMER

9 AM





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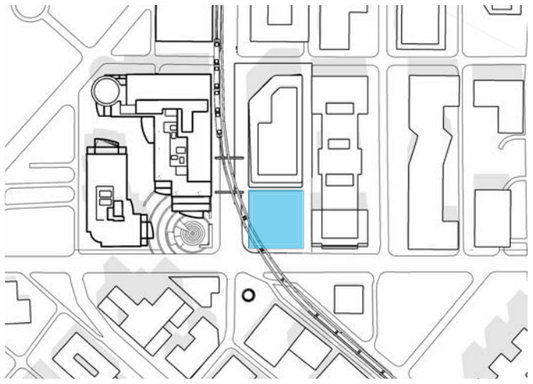

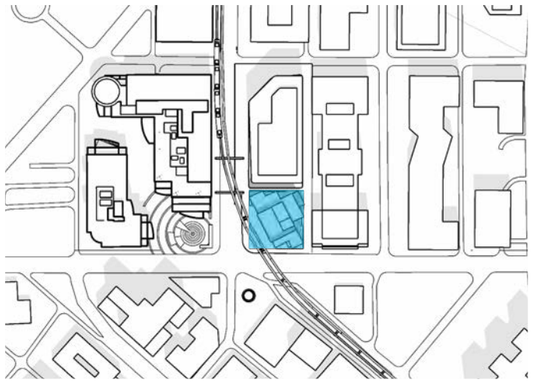

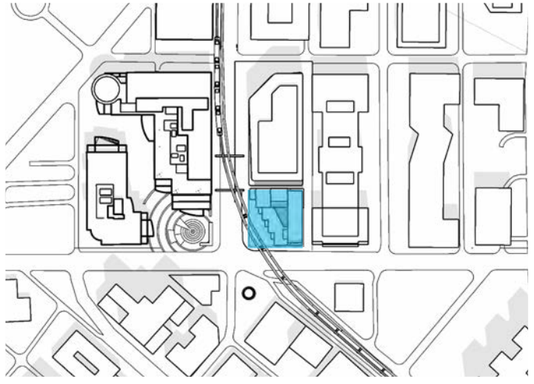

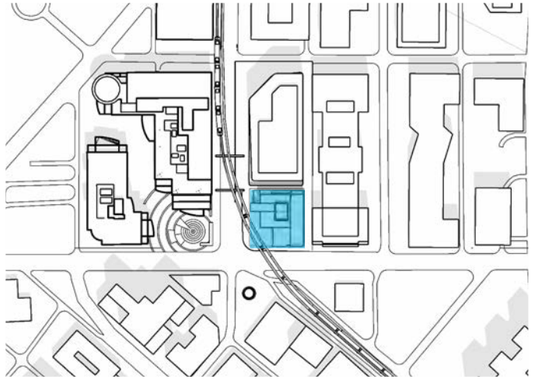

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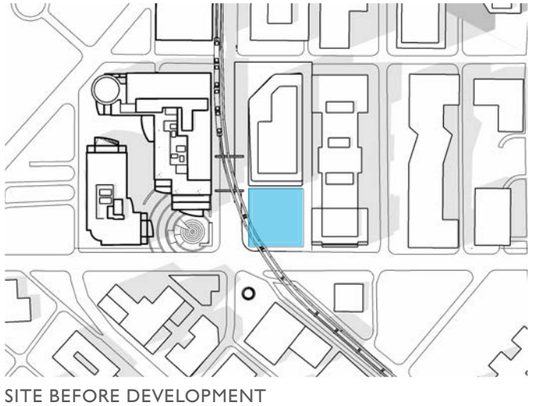

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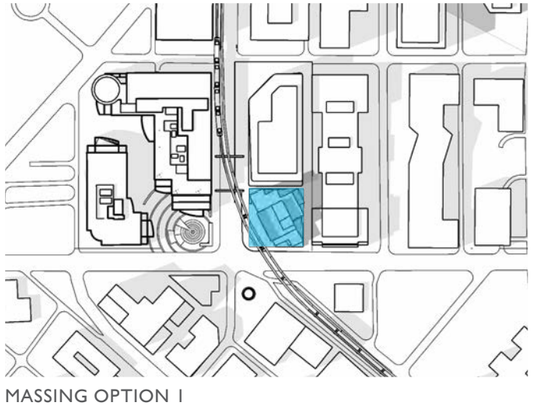

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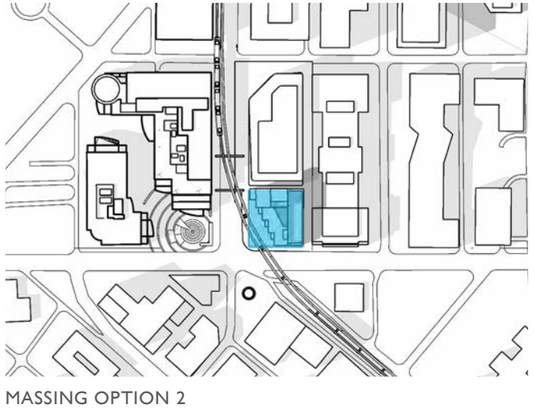
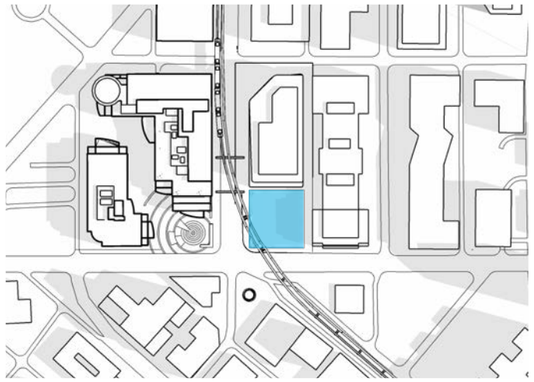


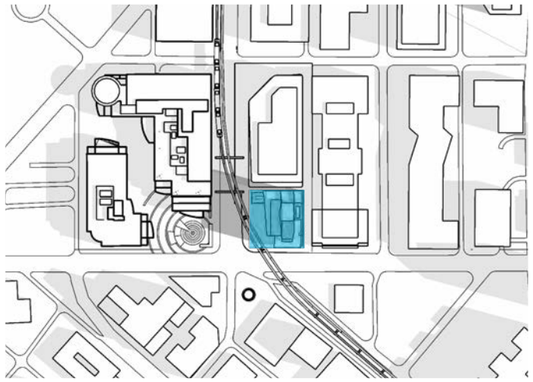
MASSING OPTION 2

MASSING OPTION 3

160’ SUN SHADOW STUDY
SUMMER

9 AM





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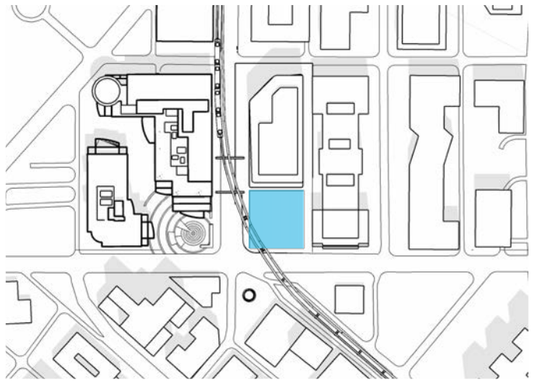

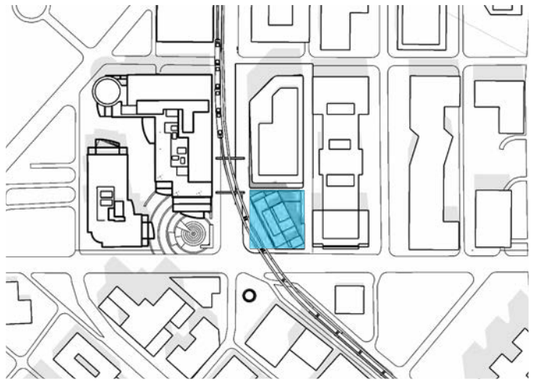

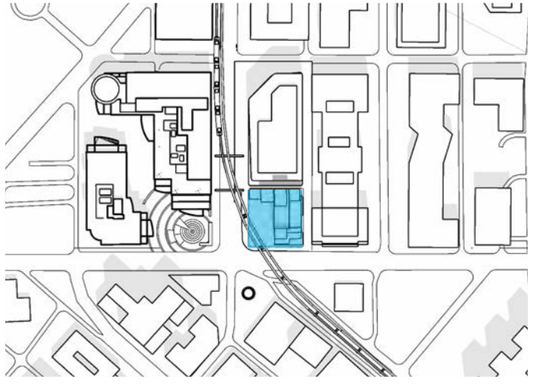

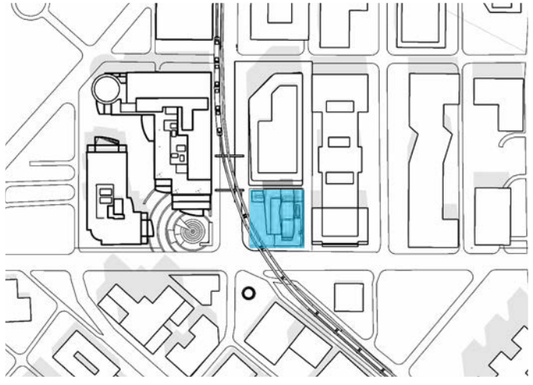

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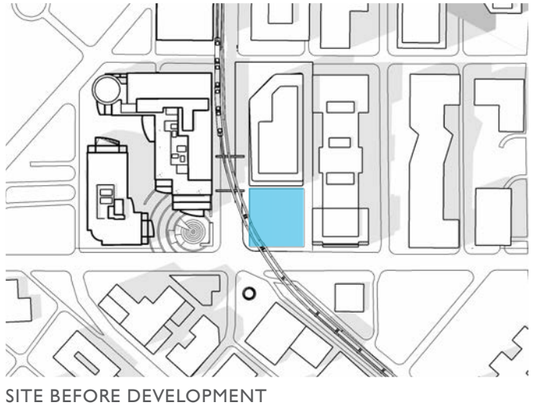

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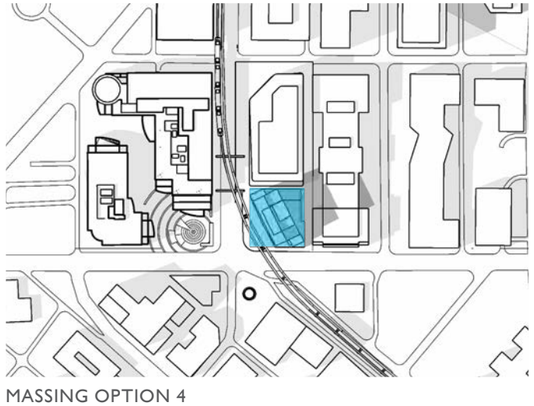

MASSING OPTION 4

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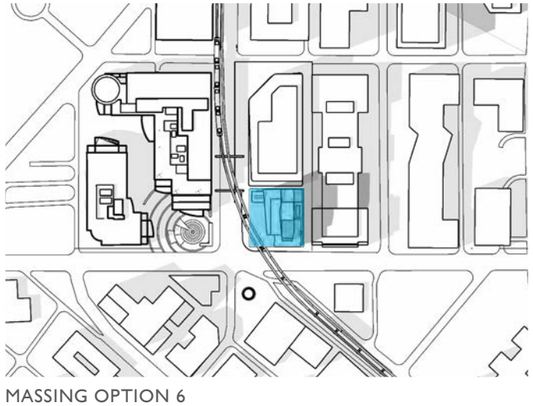
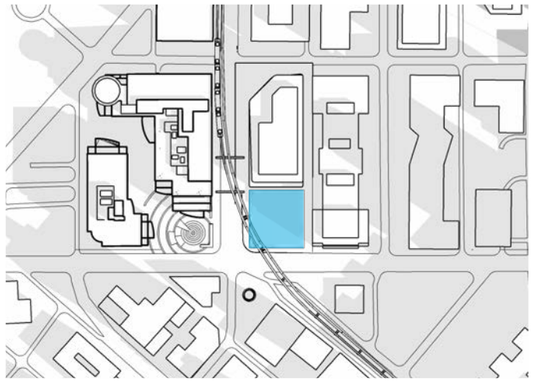


MASSING OPTION 6

125' SUN SHADOW STUDY
EQUINOX

9 AM



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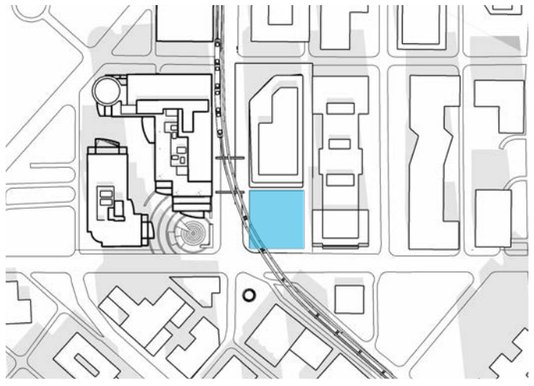

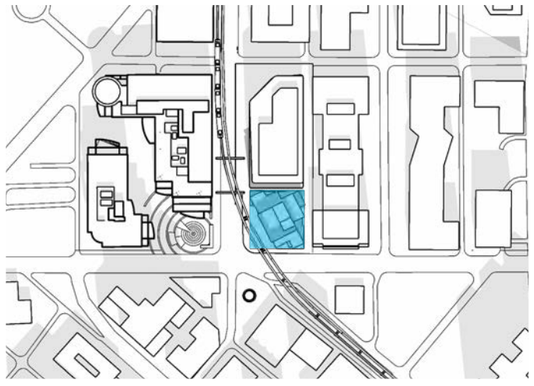

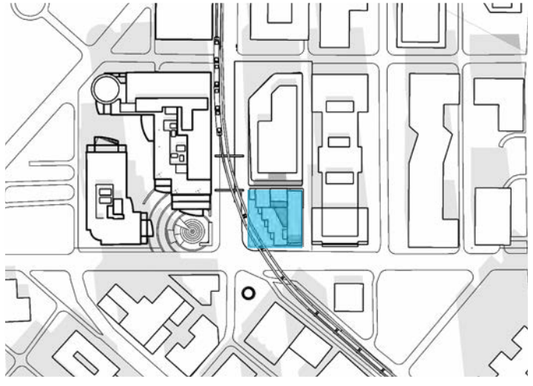

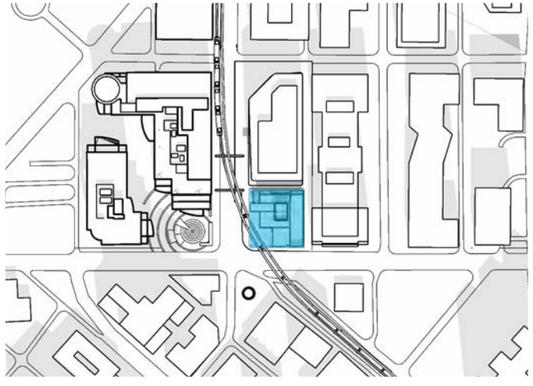

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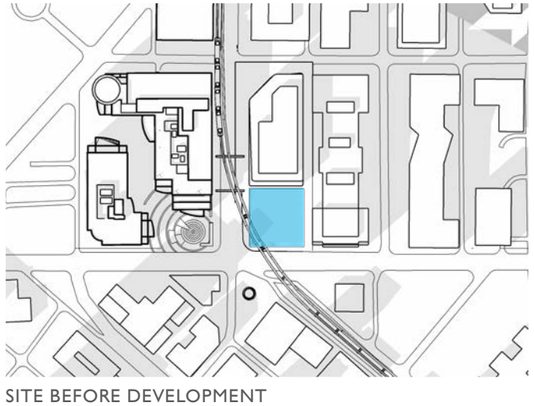

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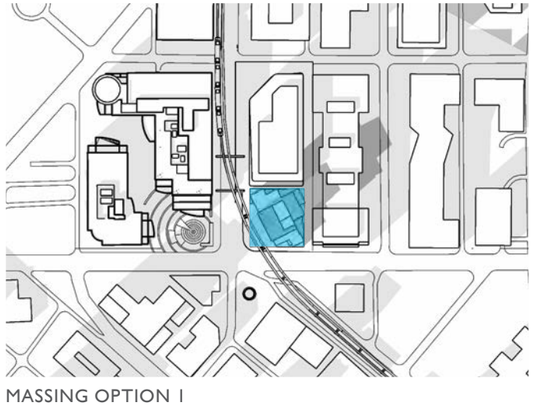

MASSING OPTION 1

MASSING OPTION 2

MASSING OPTION 3

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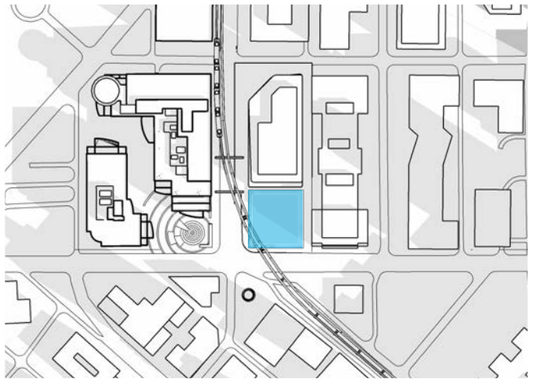
160’ SUN SHADOW STUDY
EQUINOX

9 AM



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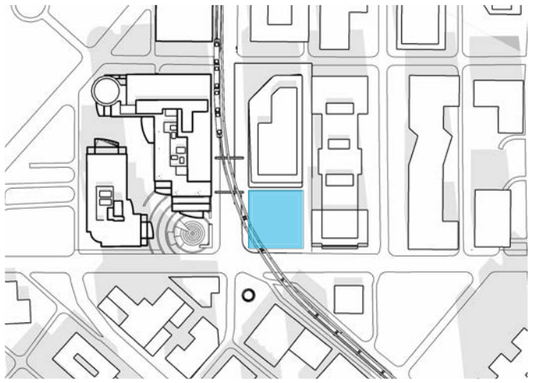

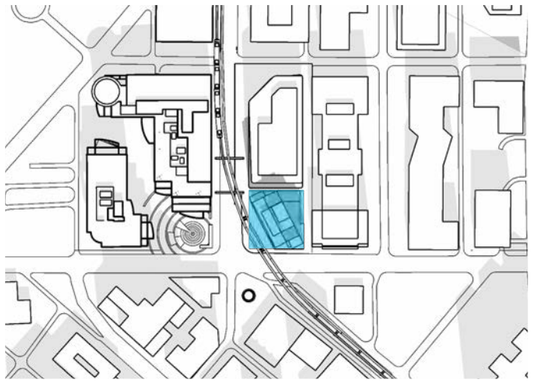

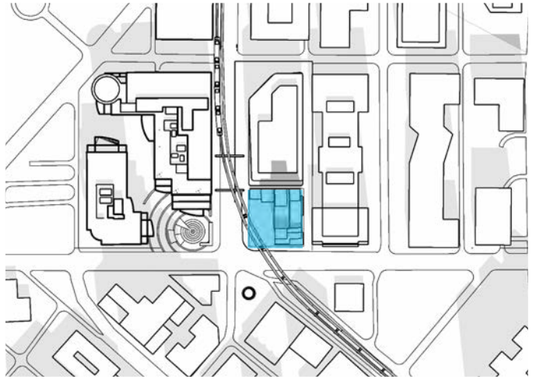

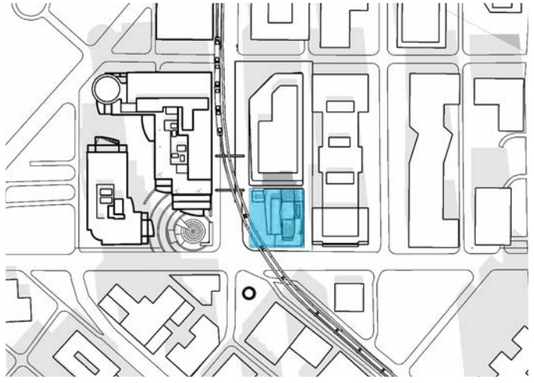

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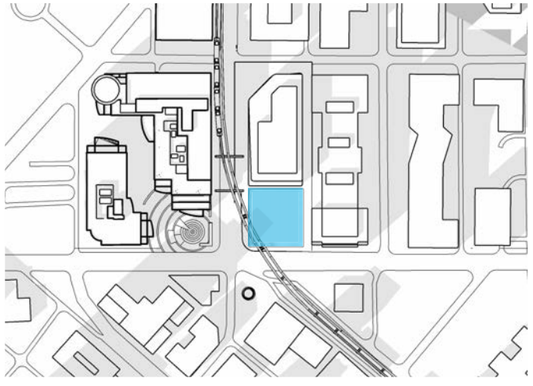

SITE BEFORE DEVELOPMENT

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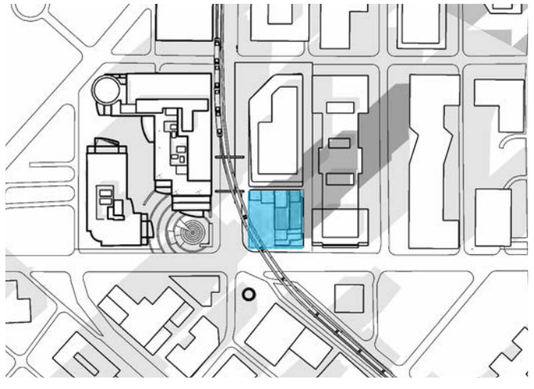

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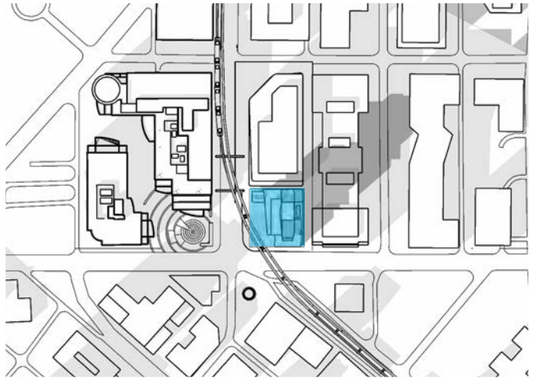
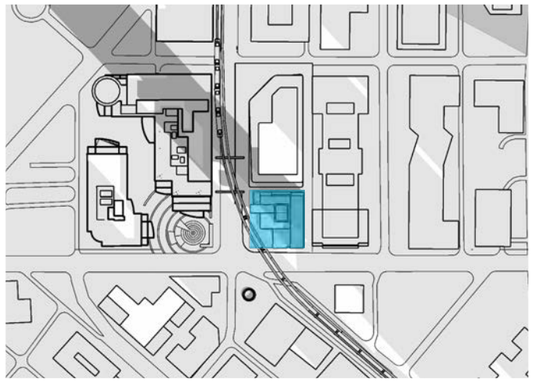


MASSING OPTION 6

125’ SUN SHADOW STUDY
WINTER

9 AM



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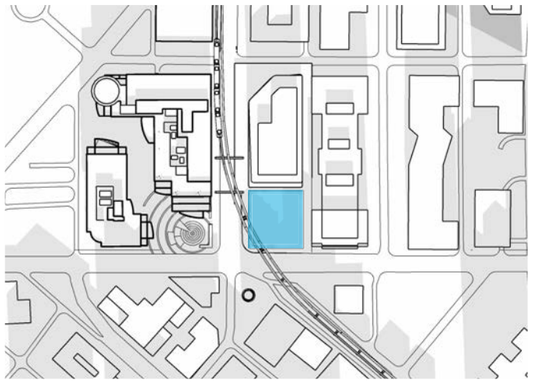

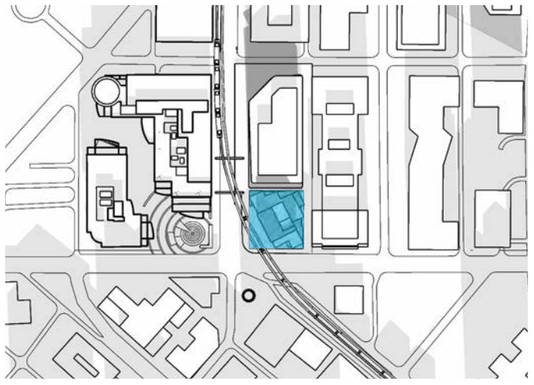

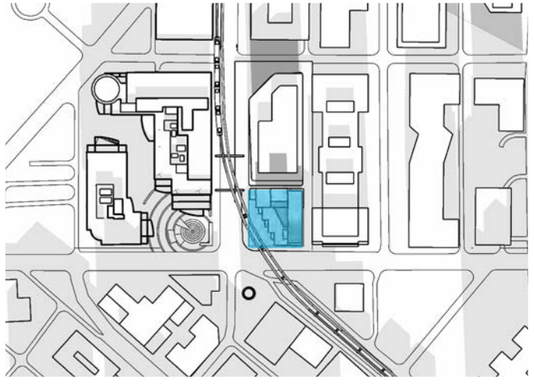

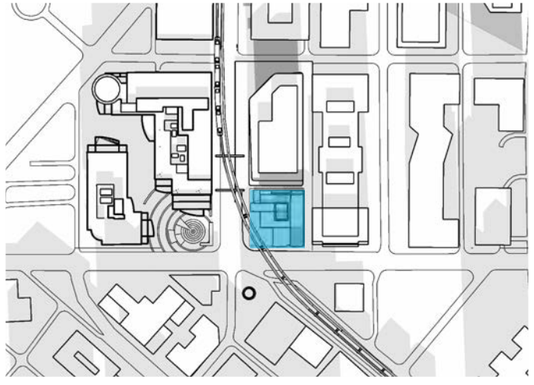

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SITE BEFORE DEVELOPMENT

MASSING OPTION 1

MASSING OPTION 2

MASSING OPTION 3

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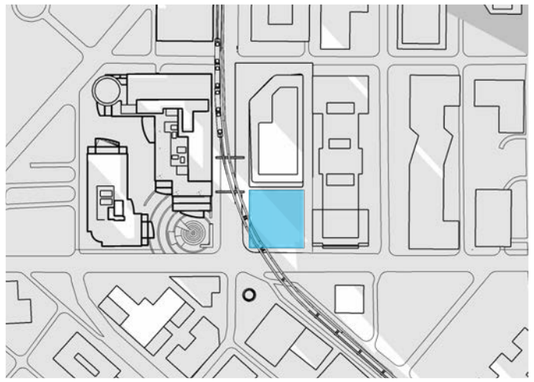
160’ SUN SHADOW STUDY
WINTER

9 AM



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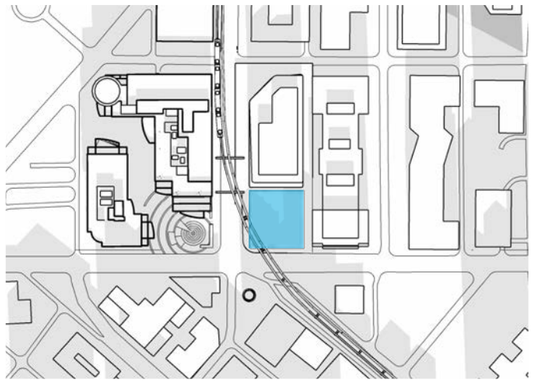
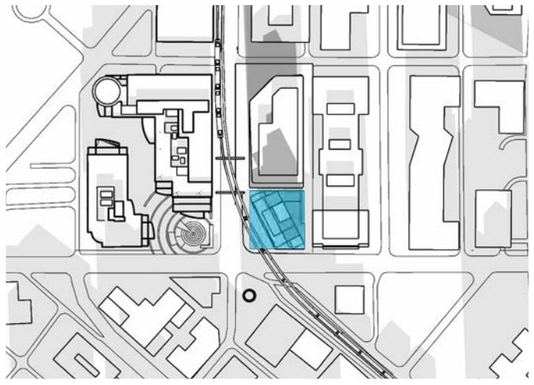
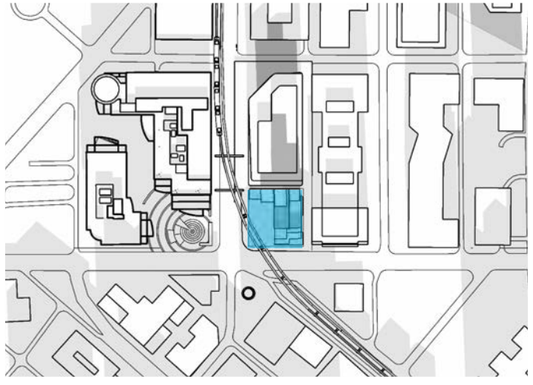
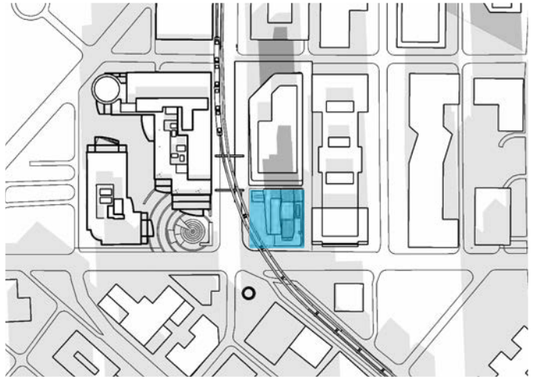








3 PM

SITE BEFORE DEVELOPMENT

MASSING OPTION 4

MASSING OPTION 5

MASSING OPTION 6

IMAGE REFERENCES

ARCHITECTURE REFERENCES

A. Images licensed via unsplash.com
B. Platform Park by Terremoto, https://landezine.com/platform-park-by-terremoto/
C. Mint Plaza by Martin Building, https://www.martinbuilding.com/projects/mint-plaza
D. Astera Pride Rama Ii by Nalaan Studio, https://panoramicstudio.myportfolio.com/astera-pride-rama-ii
E. 11 Hoyt By Studio Gang, https://www.dezeen.com/2022/12/07/11-hoyt-studio-gang-brooklyn-skyscraper/
F. MBar Seattle Solar Roof-Top Canopy, https://lumossolar.com/projects/mbar/mbar1/
G. Harriet's Rooftop, https://www.1hotels.com/toronto/taste/harriets-rooftop
H. CitizenM Bowery by Concrete and Stephen B. Jacobs Group, https://www.archdaily.com/905600/citizenm-bowery-concrete-plus-stephen-b-jacobs-group?ad_medium=gallery
I. Porter House by SHoP Architects, https://www.vmzinc.com/us-en/porter-house,-new-york-%28usa%29
J. Marriot The Trade, https://www.marriott.com/en-us/hotels/mkedd-the-trade-autograph-collection/photos/
K. Superblock of Sant Antoni by Leku Studio, https://www.archdaily.com/938244/superblock-of-sant-antoni-leku-studio
L. The Underline, https://www.theunderline.org/
M. Crescent Plaza by Group GSA, https://mooool.com/en/crescent-plaza-for-fairfield-council-by-group-gsa.html
N. Lucky Land by Archimatika, https://www.archidiaries.com/projects/lucky-land-archimatika/
Y. Heimeran Westend, OSA Ochs Schmidhuber Architects, Photo: Ditz Fejer https://www.rieder.cc/us/project/heimeran-westend-burogebaude/

LANDSCAPE REFERENCES

O. Pacific Outdoor Advertising, www.pacificoutdooradvertising.com
P. Jordan Kalilich, Wikimedia Commons, Creative Commons-Share Alike 3.0 unported license. Image has been cropped.
Q. GI Partners, https://komoplaza.com
R. DRB Meeting Booklet for 5th and John, HKS, Hewitt
S. Kevin Clark, Seattle Times, www.seatletimes.com
T. Nature Conservancy, www.washingtonnature.org
U. https://ozonbud.com.ua
V. Jason Redmond by Crosscut, https://crosscut.com
W.Tinnaphop Chawatin by Panoramic Studio, https://panoramicstudio.myportfolio.com
X. Mmcite, www.mmcite.com

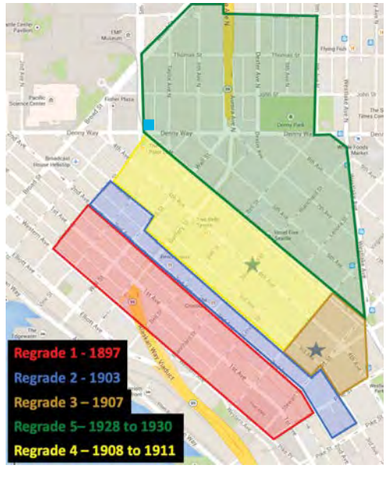
SITE HISTORY

DENNY REGRADE : 1928-1930

1928: Removal of Denny Hill

1929: Denny Regrade Final Stage

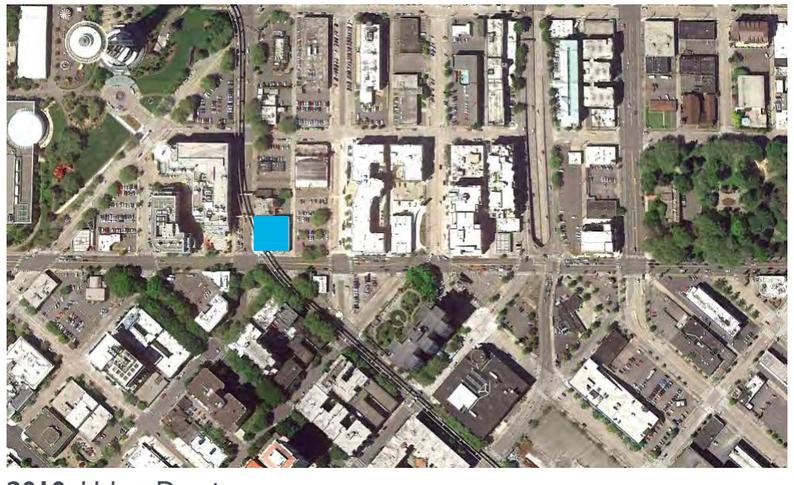
1930: Denny Regrade Complete



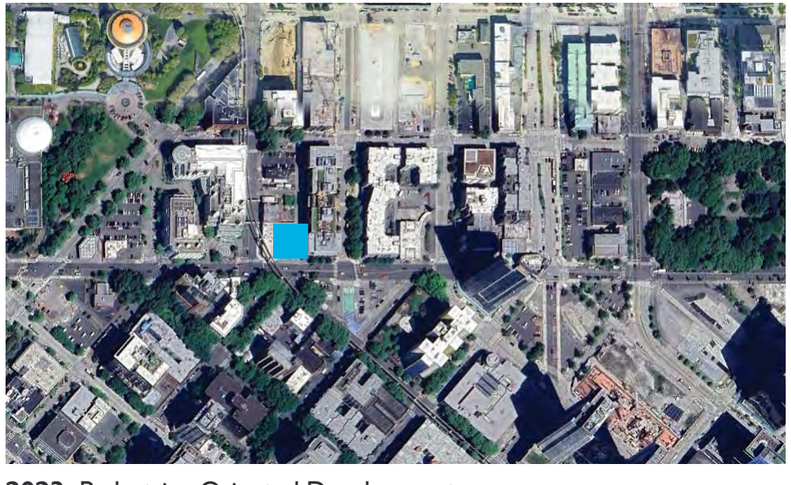
Denny Regrade Timeline

TURN OF THE CENTURY – CURRENT DAY

1990: Parking Lot City



2010: Urban Density



2023: Pedestrian Oriented Development

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SITE HISTORY

WORLD'S FAIR : 1962

1960: Monorail Being Built

1970: Aerial Image

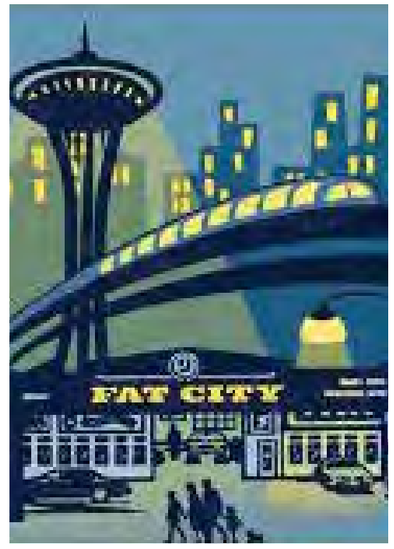
Seattle World Fair Map

Monorail On 5th Ave

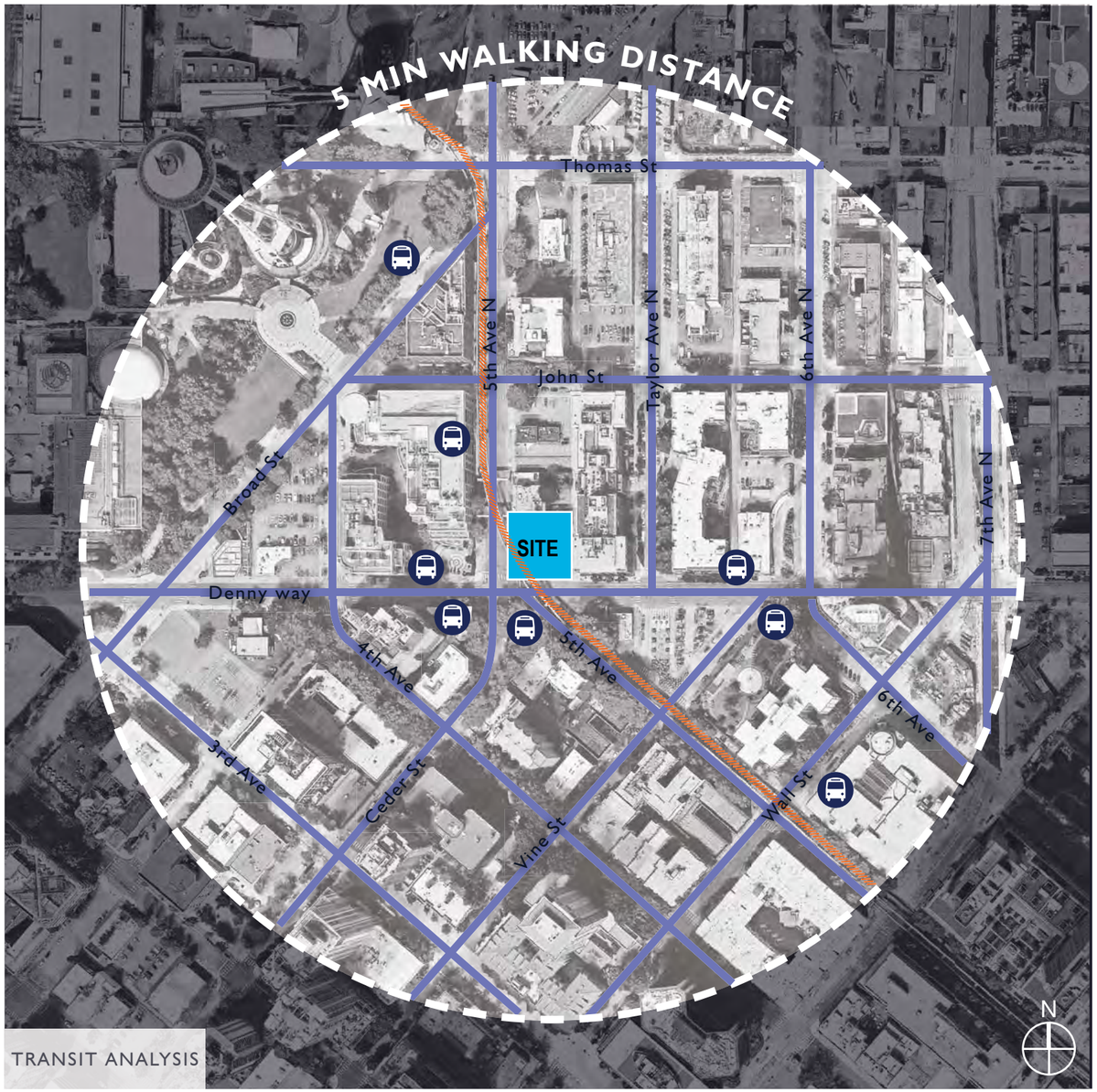
EXISTING BUILDING : 1960 – CURRENT DAY

Music Store Behind Tilikum Plaza

Fat City German Motor Specialists



STREET LEVEL ANALYSIS



TRANSIT ANALYSIS

PEDESTRIAN ANALYSIS

PRINCIPAL ARTERIAL | MONORAIL ROUTE | BUS STOP | BUILDING ENTRANCE | TREE CANOPY | PUBLIC PLAZA / AMENITY

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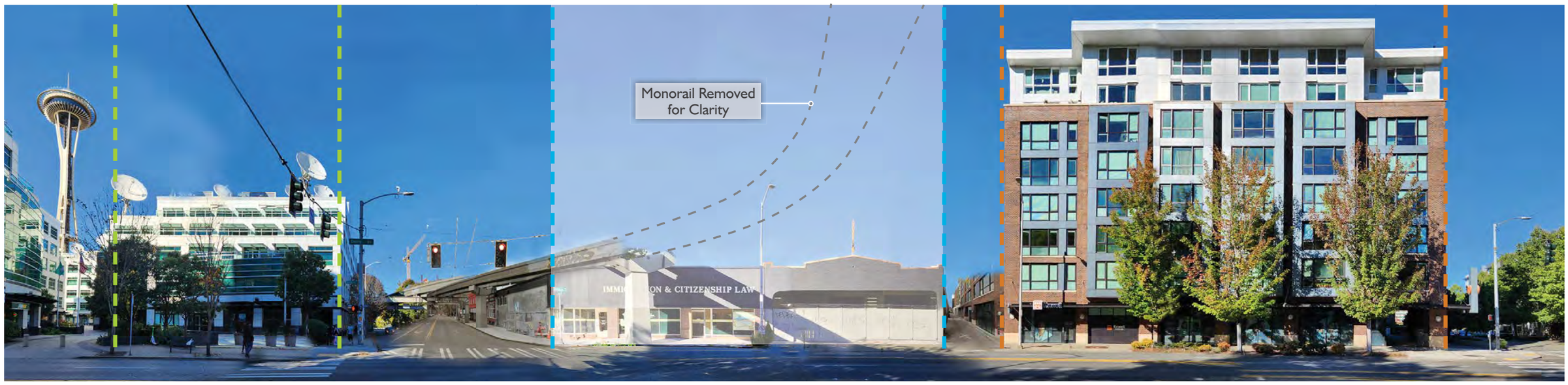
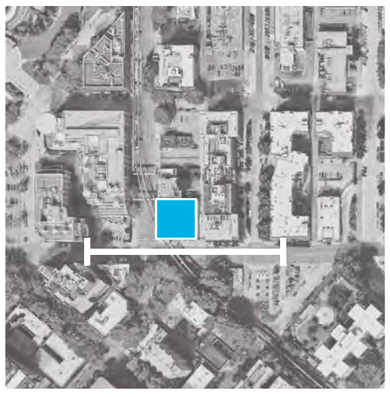
STREETSCAPE MONTAGE

DENNY WAY – NORTH (SITE)



KOMO PLAZA | 5TH AVE N | **PROJECT SITE** | ALLEY | THE CENTURY | TAYLOR AVE N



DENNY WY – SOUTH (OPPOSITE SITE)

PARKING | PICKLEBALL COURT | PARKING | 5TH AVE | TILIKUM PLACE

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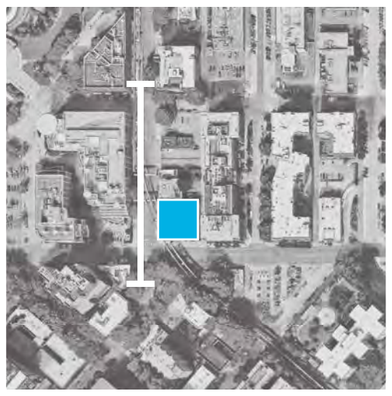
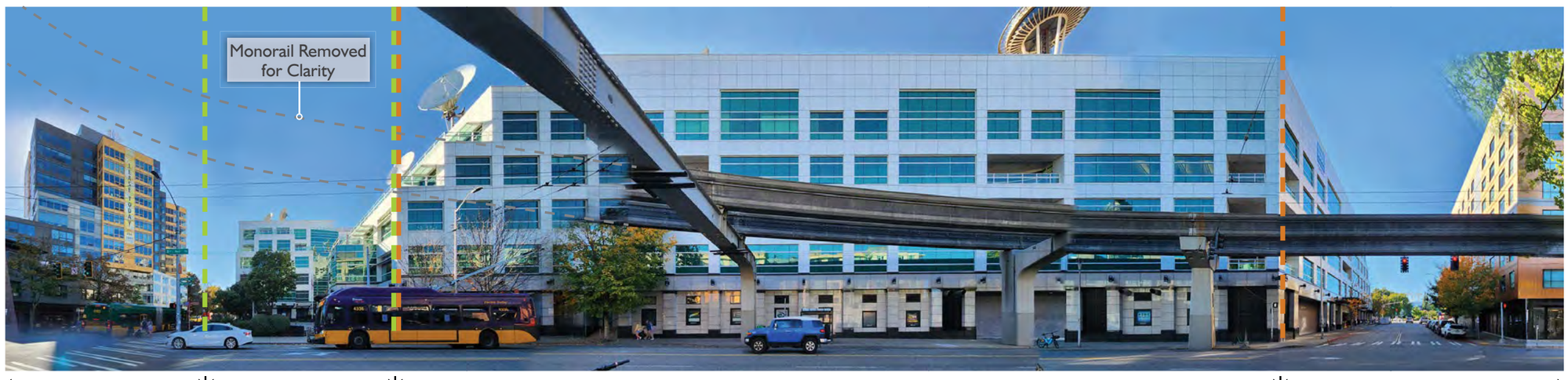
STREETSCAPE MONTAGE

5TH AVE N – EAST (SITE)

PROPOSED LIFE SCIENCE BUILDING | **PROJECT SITE** | DENNY WAY



5TH AVE N – WEST (OPPOSITE SITE)



DENNY WAY | KOMO PLAZA | KOMO PLAZA BUILDING | JOHN ST

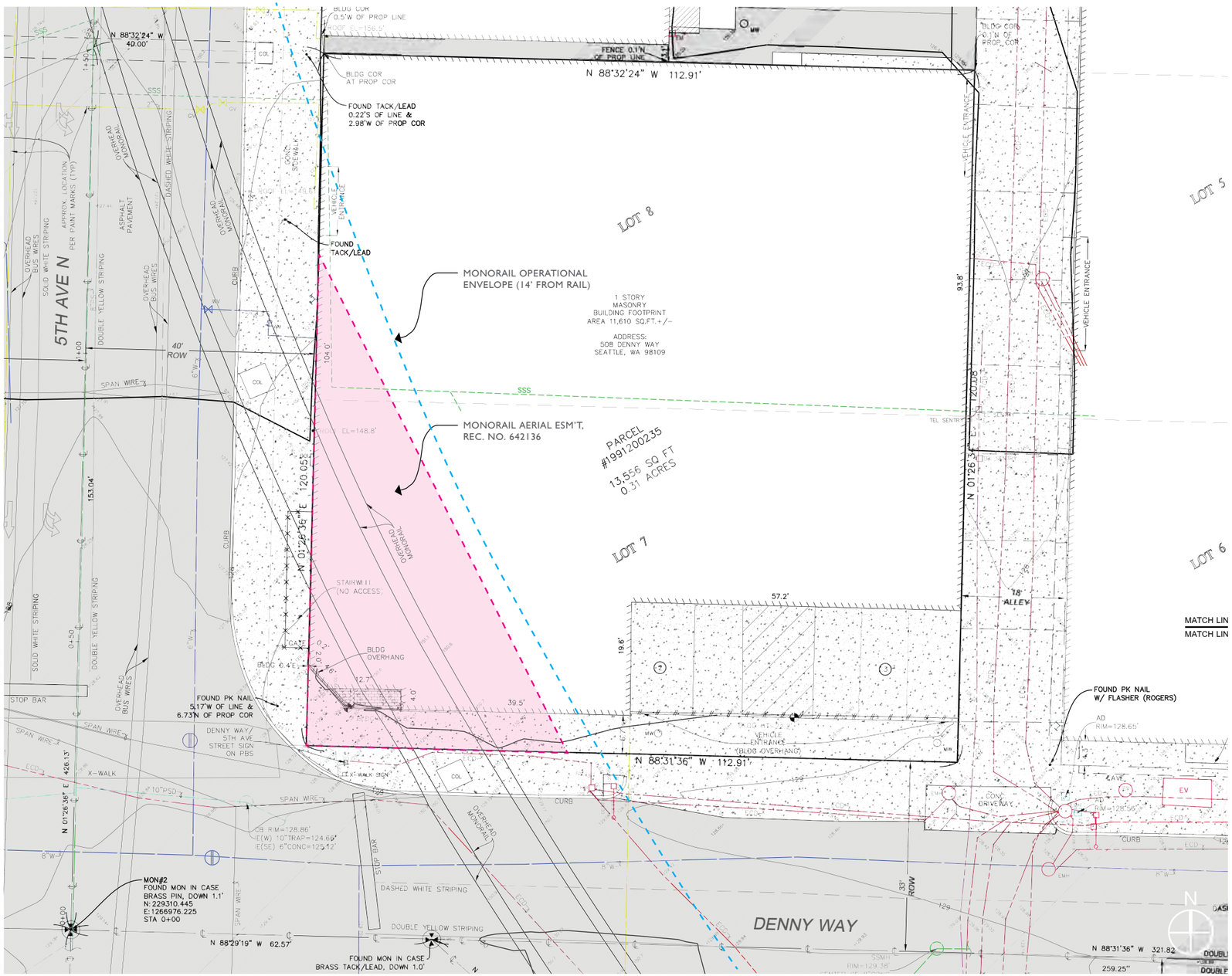
SURVEY

LEGAL DESCRIPTION:

LOTS 7 AND 8, BLOCK 59, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 45, RECORDS OF THE KING COUNTY, WASHINGTON;

EXCEPT THE WEST 7 FEET THEREOF CONDEMNED FOR 5TH AVENUE NORTH UNDER ORDINANCE NO. 1224 OF THE CITY OF SEATTLE;

AND EXCEPT THAT PORTION OF SAID LOT 7 CONDEMNED FOR DENNY WAY IN KING COUNTY ORDINANCE NO. 96105 OF THE CITY OF SEATTLE, KING COUNTY, WASHINGTON.



ZONING INFORMATION

KING COUNTY PARCEL #	#1991200235
SITE AREA	13,560 SF (120' X 113')
ZONING CLASSIFICATION (ZONING MAP 109)	SM-UP-160(M)
SEATTLE MIXED DESIGNATION FOR GEOGRAPHIC AREA (23.48.002)	UPTOWN URBAN CENTER
STREET CLASSIFICATIONS (23.48.740 MAP A)	5TH AVE N – CLASS 1 PEDESTRIAN STREET, 60% MIN TRANSPARENCY / 15FT BLANK FACADE LIMIT, 30FT WITH TYPE 1 RULING. THE STREET-FACING FACADES SHALL BE BUILT TO THE STREET LOT LINE FOR A MINIMUM OF 70 PERCENT OF THE FACADE LENGTH. (REQ'D DEPARTURE)
STREET LEVEL USE REQUIREMENTS (23.48.005 D)	1 OR MORE USES ARE REQUIRED ALONG CLASS 1 PEDESTRIAN STREETS SUCH AS EATING AND DRINKING ESTABLISHMENT, GENERAL SALES AND SERVICES USES, ETC...
FLOOR AREA RATIO (23.48.720 TABLE A, 23.48.722)	BASE = 5.0 FOR ALL USES, MAX = 7.0 FOR RESIDENTIAL USE, MAX = 7.0 FOR NON RESIDENTIAL USE IF HEIGHT DOES NOT EXCEED 125 FEET. EXTRA FLOOR AREA IN THE SM-UP 160 ZONE MUST: 1. MEET THE GREEN BUILDING STANDARD 2. PROVIDE A TRANSPORTATION MANAGEMENT PROGRAM 3. ACHIEVE **65%** OF BONUS FAR THROUGH AFFORDABLE HOUSING PERFORMANCE OR PAYMENT OPTION IN 23.58.014 4. ACHIEVE **35%** OF BONUS FAR BY EITHER ACQUIRING OPEN SPACE, LANDMARK, OR VULNERABLE MASONRY STRUCTURE TDR OR TDP OR BY PROVIDING OPEN SPACE AMENITIES ACCORDING TO SECTIONS 23.48.724 AND 23.58A.040
HEIGHT LIMIT (23.48.025)	MAX HEIGHT LIMIT = 160' TOWER, 125' NON-TOWER
UPPER LEVEL DEVELOPMENT STANDARDS (23.48.745) FOR STRUCTURES GREATER THAN 125'	0-45' = 75% OF LOT AREA IF MORE THAN 3 STORIES IN PODIUM (75% OF 13,560 = 10,170 SF) 45-125' = MAXIMUM LENGTH OF UNMODULATED FACADE IS 150' ABOVE 125' = 50% OF LOT AREA (50% OF 13,560 = 6,780 SF)
SETBACKS (23.48.735)	5TH AVE N = ABOVE 45' THE BUILDING MUST SETBACK 10' ON AVERAGE ALLEY = 2' ALLEY WIDENING DEDICATION DENNY WAY = 3' PER SDOT MONORAIL OPERATIONAL SETBACK = 14'-0" FROM EDGE OF MONORAIL TRACK, 15' ABOVE RAIL PER SMA
LANDSCAPING REQUIREMENTS (23.48.055A)	LANDSCAPING THAT ACHIEVES A GREEN FACTOR SCORE OF .30 OR GREATER, PURSUANT TO SECTION 23.86.019, IS REQUIRED FOR ANY LOT WITH A NEW STRUCTURE CONTAINING MORE THAN 4,000 SQUARE FEET OF NON-RESIDENTIAL USE.

ROOFTOP FEATURES COVERAGE (23.48.025.C)	ROOFTOP FEATURES MAY EXTEND UP TO 15 FEET ABOVE THE APPLICABLE HEIGHT LIMIT, IF THE COMBINED TOTAL COVERAGE OF ALL FEATURES LISTED IN THIS SUBSECTION 23.48.025.C.4 DOES NOT EXCEED 35 PERCENT OF THE ROOF AREA, OR DOES NOT EXCEED 60 PERCENT COVERAGE OF THE ROOF AREA IF THE TOTAL INCLUDES A GREENHOUSE. STRUCTURES GREATER THAN 85 FEET IN HEIGHT, ELEVATOR PENTHOUSES UP TO 25 FEET ABOVE THE HEIGHT LIMIT ARE PERMITTED. STRUCTURED GREATER THAN 125 FEET IN HEIGHT, ELEVATOR PENTHOUSES AND MECHANICAL EQUIPMENT UP TO 45 FEET ABOVE THE HEIGHT LIMIT ARE PERMITTED IF THE ELEVATOR PROVIDES ACCESS TO A ROOFTOP DESIGNED TO PROVIDE USABLE OPEN SPACE OR COMMON RECREATION AREA. THE COMBINED TOTAL COVERAGE LIMIT OF ALL ROOFTOP FEATURES IS 75 PERCENT, PROVIDED ALL MECHANICAL EQUIPMENT IS SCREENED OR ENCLOSED AND NO ROOFTOP FEATURES ARE LOCATED CLOSER THAN 10 FEET TO THE ROOF EDGE.
PARKING (23.54.015, 23.48.085.A)	NO MINIMUM REQUIREMENT. BICYCLE PARKING IS REQUIRED PER 23.54.015K PARKING ACCESSORY TO NON-RESIDENTIAL USES MAY BE PROVIDED ON-SITE OR WITHIN 800 FEET OF THE LOT TO WHICH IT IS ACCESSORY.
LOADING (23.48.080, 23.48.085.D)	WHERE ACCESS TO A LOADING BERTH IS FROM AN ALLEY, AND TRUCK LOADING IS PARALLEL TO THE ALLEY, A SETBACK OF 12 FEET IS REQUIRED FOR THE LOADING BERTH, MEASURED FROM THE CENTERLINE OF THE ALLEY. THIS SETBACK SHALL BE MAINTAINED UP TO A HEIGHT OF 16 FEET. ACCESS TO LOADING SHALL BE FROM THE ALLEY WHEN THE LOT ABUTS AN ALLEY IMPROVED TO THE STANDARDS OF SUBSECTION 23.53.030.C AND USE OF THE ALLEY FOR LOADING ACCESS WOULD NOT CREATE A SIGNIFICANT SAFETY HAZARD AS DETERMINED BY THE DIRECTOR.
STREET-LEVEL DEVELOPMENT STANDARDS (23.48.040.A.1, 23.48.740)	EACH NEW STRUCTURE FACING A CLASS 1 PEDESTRIAN STREET IS REQUIRED TO PROVIDE A PRIMARY BUILDING ENTRANCE FOR PEDESTRIANS FROM THE STREET OR A STREET-ORIENTED COURTYARD THAT IS NO MORE THAN 3 FEET ABOVE OR BELOW THE SIDEWALK GRADE. STREET-LEVEL DEVELOPMENT STANDARDS IN SECTION 23.48.040 APPLY TO ALL STREETS IN THE SM-UP ZONES. STREET-FACING FACADES OF A STRUCTURE SHALL BE BUILT TO THE LOT LINE EXCEPT AS FOLLOWS: THE STREET-FACING FACADES OF STRUCTURES ABUTTING CLASS 1 PEDESTRIAN STREETS SHALL BE BUILT TO THE STREET LOT LINE FOR A MINIMUM OF 70 PERCENT OF THE FACADE LENGTH.
FAÇADE TRANSPARENCIES (23.48.040 B.1)	CLASS 1 PEDESTRIAN STREETS: A MINIMUM OF 60 PERCENT OF THE STREET LEVEL STREET-FACING FACADE SHALL BE TRANSPARENT.
BLANK FAÇADE LIMITS (23.48.040 B.2)	CLASS 1 PEDESTRIAN STREETS: BLANK FACADE SEGMENTS SHALL BE NO MORE THAN 15 FEET WIDE. BLANK FACADE SEGMENT WIDTH MAY BE INCREASED TO 30 FEET IF THE DIRECTOR IN A TYPE 1 DECISION DETERMINES THAT THE FACADE SEGMENT IS ENHANCED BY ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING, OR SIMILAR FEATURES THAT HAVE VISUAL INTEREST. ANY BLANK SEGMENTS OF THE FACADE SHALL BE SEPARATED BY TRANSPARENT AREAS AT LEAST 2 FEET WIDE.

COMMUNITY OUTREACH SUMMARY

SUMMARY OF OUTREACH METHODS

PRINTED OUTREACH – DIRECT MAILING, HIGH IMPACT

Posters were mailed to 1,192 residences and businesses and shared with one neighborhood community group. Poster, details on distribution and list of community groups who received the poster via email are in the Community Outreach Documentation Appendix A.

ELECTRONIC / DIGITAL OUTREACH – PROJECT WEBSITE, HIGH IMPACT

Project website established and publicized via poster. Monitored daily for comments from the website. Developed an interactive project website with project information and a public commenting function. Website included in Community Outreach Documentation Appendix A.

ELECTRONIC / DIGITAL OUTREACH – SURVEY, HIGH IMPACT

Online survey established and publicized via poster with link to survey featured on project website. Survey text and results included in Community Outreach Documentation Appendix A.

ADDITIONAL OUTREACH:

12/5/23 Presented EDG progress to the Uptown Alliance Land Use Recommendation Committee (LURC) The LURC was supportive of the preferred 160' tower design and noted the importance of creating a gateway to the neighborhood, maximizing the pedestrian plaza space and incorporating public art at the ground plane. The committee was also supportive of the 5th Avenue curb cut and the through block drop-off zone to minimize traffic congestion, provide a safer passenger and pedestrian experiance, and reduce loading conflicts at the alley.

2/26/24 – Neighborhood Presentation (ZOOM) Presented preferred EDG massing to interested parties in the neighborhood and answered questions. Two people attended and asked questions regarding parking, alley congestion, hotel use and projected construction timelines.

COMMUNITY OUTREACH SUMMARY

WHAT WE HEARD FROM RESPONDENTS

DESIGN RELATED COMMENTS

• Design & Character. When asked what is most important about the design of a new building on this property, **82 percent of survey respondents said relationship to neighborhood character; 29 percent said environmentally friendly features;** 18 percent said interesting and unique design; and 18 percent said parking. Respondents encouraged using quality materials, making the project standout from all the concrete in the area, and blending-in / assimilating into the current neighborhood.

• Exterior. When asked what the most important consideration is for the exterior space on this property, **57 percent said lighting and safety features; 43 said landscaping; 38 percent said seating options and places to congregate; and 5 percent said bike parking.** One respondent encouraged having native trees, bioswales and rain gardens as there isn't enough nature in the area. Another respondent encouraged having open space for people to come together and connect with one another and the environment.

• Height & Scale. Several respondents expressed concern that light is lost with tall buildings and encouraged having natural light at street level; others expressed concerns about not blocking views of the Space Needle and encouraged making the building smaller in height.

• Safety & Security. Many respondents encouraged **prioritizing good security and safety** including having good lighting, cameras and even security guard(s).

• Accessibility. A couple of respondents encouraged having ADA-approved surroundings and space that is actually accessible, not just the bare minimum.

• Sustainable. A couple of respondents encouraged an eco-friendly, eco-conscious building.

WHAT WE HEARD FROM RESPONDENTS

NON-DESIGN RELATED COMMENTS

• Retail. When asked what retail components respondents were most interested in for this location, 86 percent said new places for coffee and breakfast; 52 percent said new restaurants or bars; and 38 percent said new stores for shopping. When asked what inspires respondents to return when visiting a building, office, restaurant or retailer, 65 percent said local businesses/small businesses; 44 percent said a sense of openness and natural light; 35 percent said great people and service; 30 percent said thoughtful design that is open and welcoming; 22 percent said calm, restful places to reflect and relax; and 17 percent said bustling, exciting energy. Respondents expressed support for having a new supermarket/grocery store, affordable restaurants/cafes, and supporting locally-owned and local minority-owned businesses.

• Impacts. Many respondents encouraged causing the least amount of disruption to the neighborhood during construction through noise, truck traffic, dust and dirt; being considerate to the pedestrian and commuter experiences; and preserving pedestrian access to the Seattle Center.

• Usage. Several respondents encouraged building apartments and permanent housing as that is needed instead of a hotel.

• Affordable. A couple of respondents encouraged providing affordable housing and one respondent encouraged pricing a bit higher because it is a quiet part of town.

• Parking. A couple of respondents encouraged providing parking because life is more difficult for residents without it. One respondent noted that lack of parking gently encourages folks to use nearby transportation options.

• Location. A couple of respondents expressed concern about the location as many pedestrians illegally cross Denny Way, being close to the monorail is a hazard and someone recently died at this location.

WHAT WE HEARD FROM RESPONDENTS

MISCELLANEOUS COMMENTS

• Oppose. Several respondents expressed concern that the building will devalue their property and block views, and encouraged that the project be built elsewhere.

• Support. One respondent noted they are excited to see this specific property get a new face.

• Outreach. One respondent thanked the project team for asking for input.

TAKE AWAYS AND DESIGN CONSIDERATIONS

It was evident from the responses that there should be a focus on creating a safe, well-lit ground plane that provides an amenity to the neighborhood and visitors.

We will continue to explore how to create the largest and most inviting plaza at the corner that supports this direction. It will be important to integrate lighting and public art into the space to reflect the character of the Uptown neighborhood.

DESIGN INSPIRATION

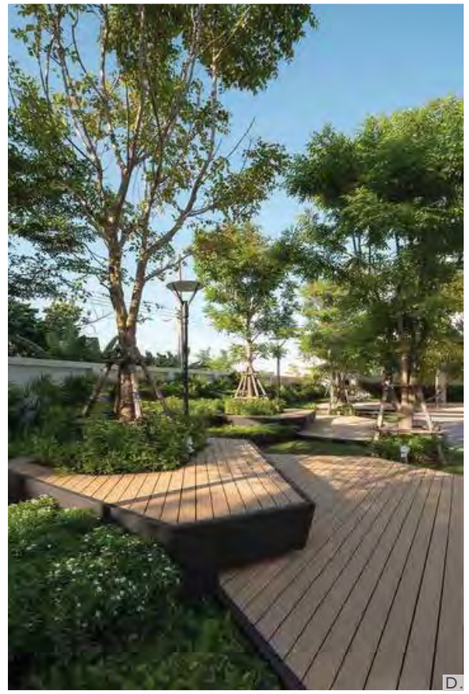
GROUND LEVEL EXPERIENCE

- Activation of space underneath infrastructure
- Natural and urban overlays
- Places to meet and gather with access to light and shadows

L.

B.

C.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DESIGN INSPIRATION

UPPER LEVEL EXPERIENCE

- Texture, pattern and framed views
- Protected + expansive views
- Elevated urban gathering

PRIORITY DESIGN GUIDELINES

UPTOWN DESIGN GUIDELINES		RESPONSE
CS2 Urban Pattern and Form	1. Sense of Place Use site identity features at Uptown Gateway locations (see Figure 1). Examples of identity features include art, welcoming or way-finding signage, distinct architecture or major public open space. 2. Adjacent Sites Buildings adjacent to the Seattle Center campus should be sited to create synergistic relationships and reinforce connections between the Seattle Center and the surrounding Uptown neighborhood. 3. Corner Sites a. Generally, buildings within Uptown should meet the corner and not be set back, except for Gateway locations (see Figure 1). Buildings, retail treatments, and open spaces should address the corner and promote activity. b. Generally, corner entrances are discouraged for retail uses. However, corner entrances may be appropriate to emphasize Gateways or locations with high pedestrian activity within the Heart of Uptown (see Figure 1). c. Corner sites are often desirable locations for small publicly-accessible plazas, art, and other special features.	**The project intends to utilize the space underneath and adjacent to the monorail to create an inviting and pedestrian focused plaza that integrates active uses and public art.**
CS3 Architectural Context and Character	1. Placemaking a. Include design features that make the Arts and Cultural District visible to pedestrians such as interpretive panels, banners, plaques, building names, wayfinding, signage and art.	**The project will explore the opportunity to use the monorail columns as a canvas for murals and look to incorporate interactive lighting that creates a safe and engaging plaza experience.**
PL1 Connectivity	1. Enhancing Open Spaces Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Where publicly accessible plazas abut private open space, use special paving materials, landscaping, and other elements to provide a clear definition between the public and private realms. 3. Pedestrian Volumes and Amenities c. All of Uptown should be considered a "walking district." New development should strive to support outdoor uses, activities and seating that create an attractive and vibrant pedestrian environment. Consider widening narrow sidewalks though additional building setback at street level.	**The pedestrian plaza will integrate planters, seating and paving patterns that buffer the expanded sidewalk edge and creates multiple porous pathways to enter the site.**


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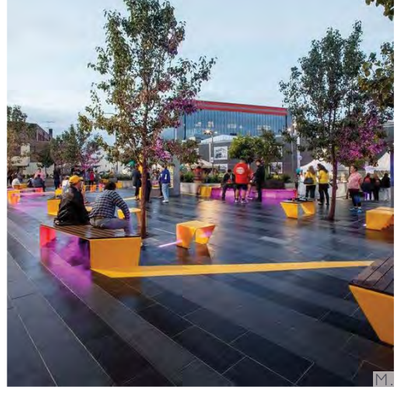
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PRIORITY DESIGN GUIDELINES

UPTOWN DESIGN GUIDELINES		RESPONSE
PL3 Street-Level Interaction	1. Entries a. Design entries to be pedestrian-friendly. Consider how the position, scale, architectural detailing, and materials will create an entry that is clearly discernible to the pedestrian. c. The use of distinctive paving, detailing, materials and landscaping, and artistic designs with cultural references is strongly encouraged. Building addresses and names (if applicable) should be located at entrances, and tastefully crafted.	Paving patterns, wayfinding and branding signage, and elements such as canopies and lighting will be used to create a welcoming and identifiable entry to the hotel.
DC1 Project Uses and Activities (Seattle Design Guildelines)	**B. Vehicular Access and Circulation** 1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by: a. Using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use; b. Where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or c. Employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.	The project is requesting a Type 1 Director Decision to use the existing curb cut along 5th Avenue N to create a one-way, through-block drop off zone for arriving guests. The curb cut will be reduced to 12' wide and will be treated with paving changes and bollards to create a safe woonerf-inspired experience.
DC2 Architectural Concept	1. Architectural Context Architecture that emphasizes human scale, streetscape rhythm, quality detailing and materials is more important than consistency with a particular period or style. Uptown's evolving and dynamic architectural context embraces a range of historical styles, and modern innovative design that reflects the Uptown Arts and Cultural District.	The project aims to embrace the presence of the monorail and build upon the space created between it and the architecture of the hotel. Innovative materials and facade compositions that respond to the movement and rhythm of the monorail are to be explored.

PRIORITY DESIGN GUIDELINES

UPTOWN DESIGN GUIDELINES		RESPONSE
DC2 Architectural Concept	5. Tall Buildings Tall Building Design Guidelines apply to the entire structure whenever any portion of the structure exceeds 85 feet in height. In Uptown this includes the area south east of the Seattle Center where base heights up to 165 feet are allowed. a. 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. *b. 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 general impacts to nearby existing and future planned occupants.* c. 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 floorplates 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. d. 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 base to top.	**The preferred massing option is concentrating the massing to the east, with some upper story setbacks, to maximize the amount of space and daylight afforded to the open space at the plaza.** **The preferred massing is employing several modulation elements and an angled west facade that conceptually links to the influence of the monorail and its motion.**

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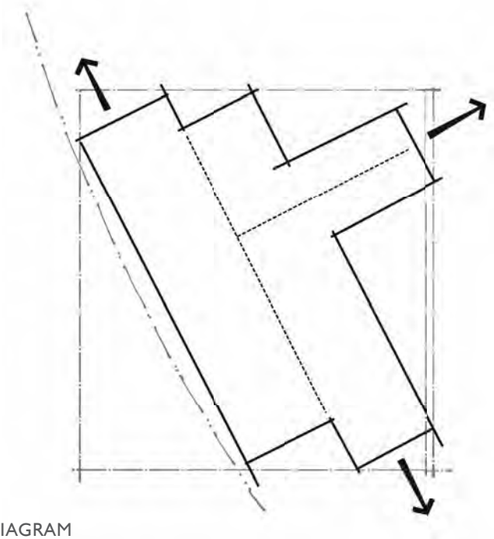
OPTION 1 – PIN WHEEL
(CODE COMPLIANT)



CONCEPT DIAGRAM

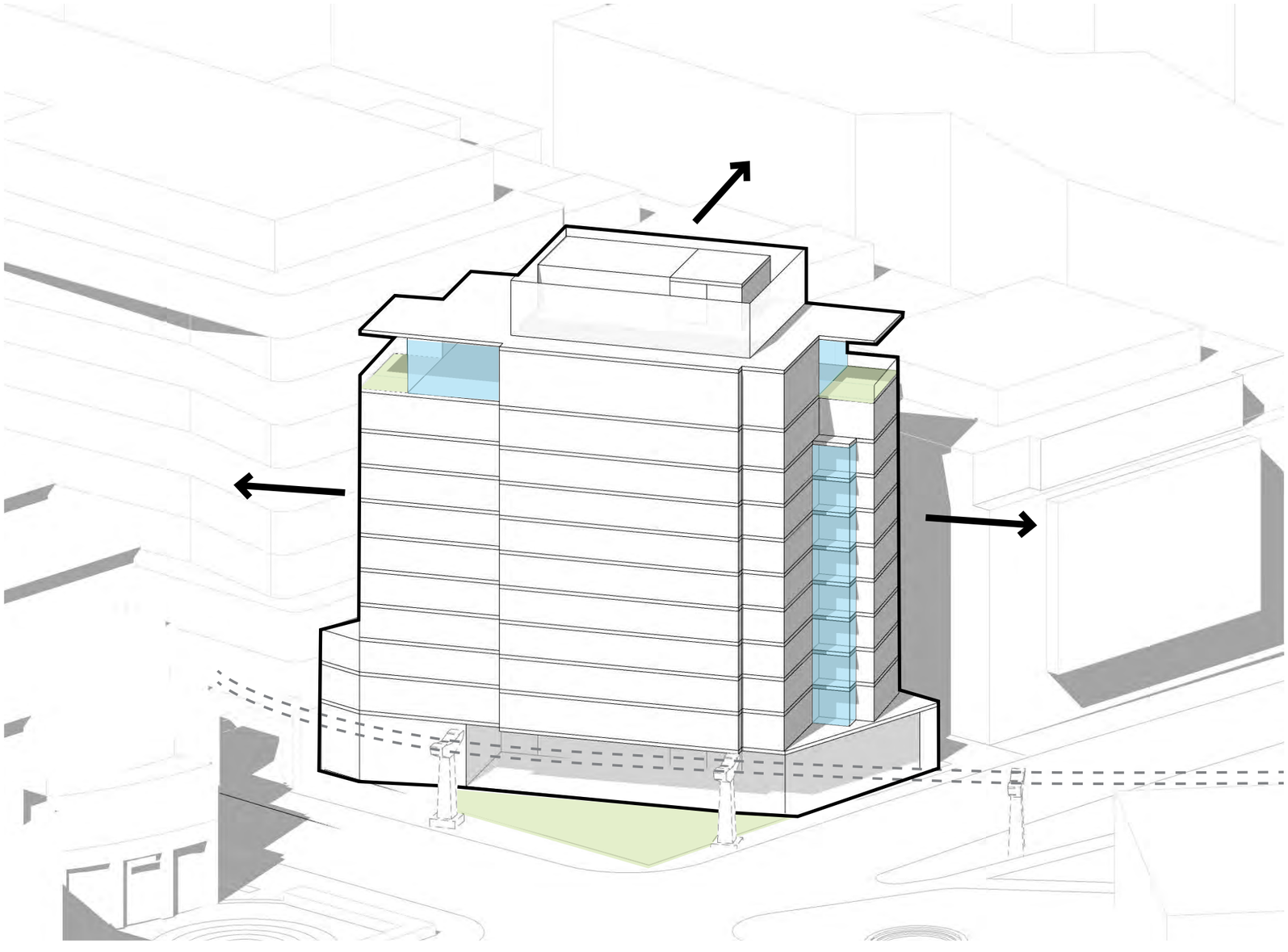
METRICS: 125’ HEIGHT, 12 STORIES, 114,200 GSF, 178 KEYS

ADVANTAGES:

– DISTINCTIVE ARCHITECTURAL FORM (CS2.1)
– PUBLIC FACING RETAIL (PL3.2/4)
– BUILDING SETBACKS AT NORTH PROPERTY LINE AND ALLEY PROVIDE MORE SPACE BETWEEN NEIGHBORING BUILDINGS (DC.2.1)
– RESPONDS TO MONORAIL PATH (DC2.5A)

DISADVANTAGES:

– LESS OPPORTUNITY FOR GREEN ROOF (CS1.2)
– SMALLEST CORNER PLAZA (PL1)
– MAIN BUILDING ENTRY LESS PROMINENT AT STREET FRONTAGE (PL3.2)
– MASSING ALIGNED WITH MONORAIL REDUCES SIGHT LINES TO SPACE NEEDLE FROM THE SOUTH
– MASSING PROXIMITY TO MONORAIL CREATES PRIVACY ISSUES FOR HOTEL PATRONS
– NO ROOFTOP SOLARIUM AMENITY (DC2.5D)
– BULKY FORM WITH MONOLITHIC TERMINUS TO THE TALL FORM (DC2.5J)



MASSING MOVES DIAGRAM

OPTION 1 – PIN WHEEL
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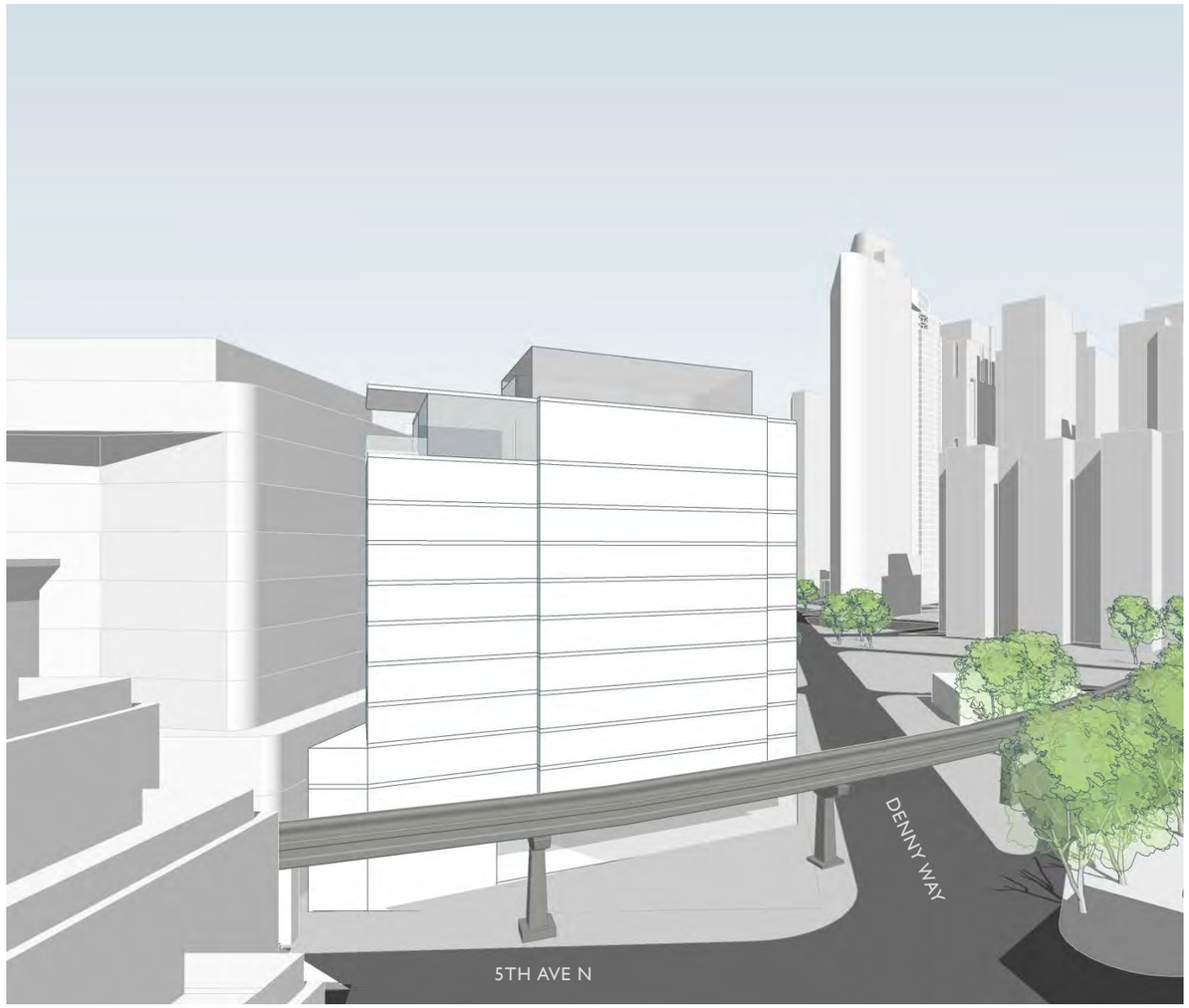
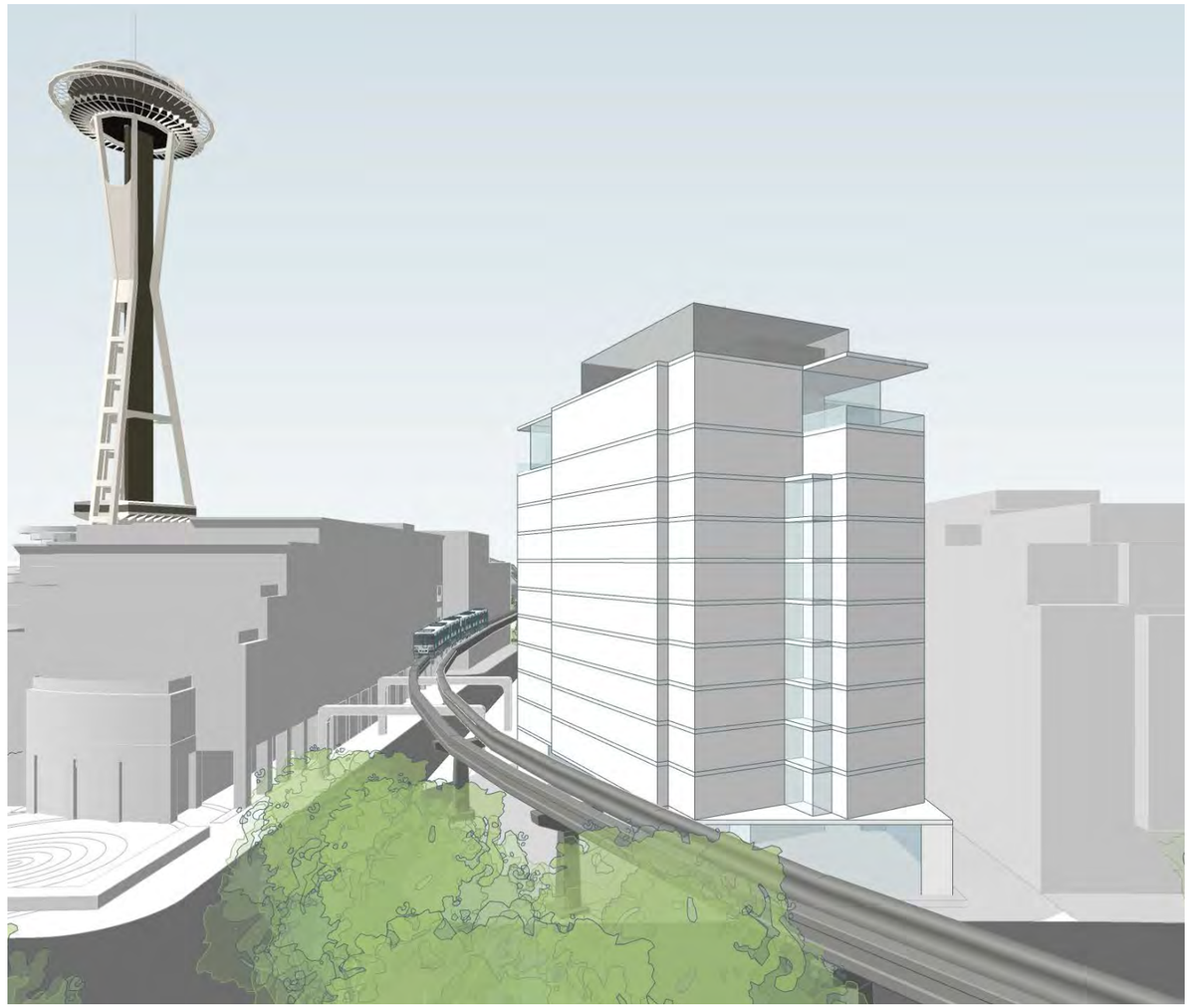


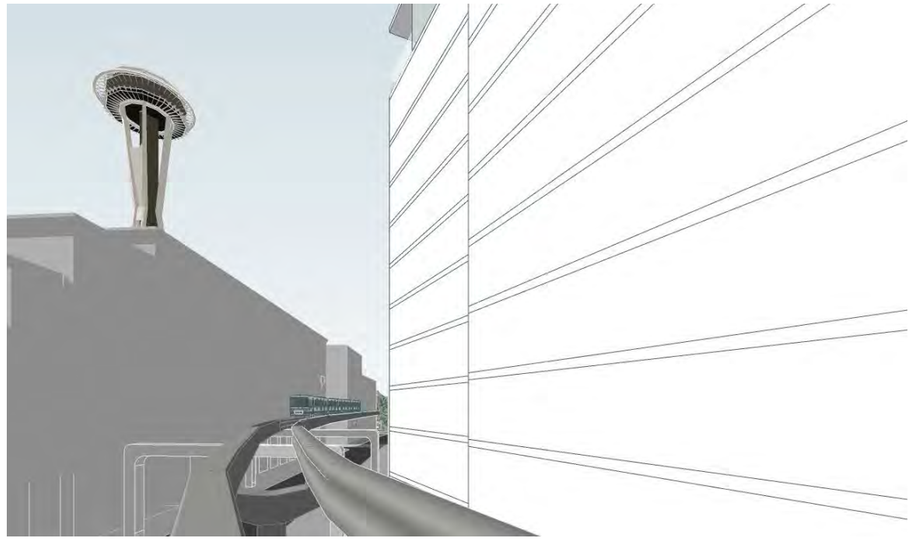
WEST FACADE AERIAL VIEW



SOUTH FACADE AERIAL VIEW

OPTION 1 – PIN WHEEL
(CODE COMPLIANT)

CEDAR ST VIEW



MONORAIL VIEW

DENNY WAY VIEW LOOKING WEST

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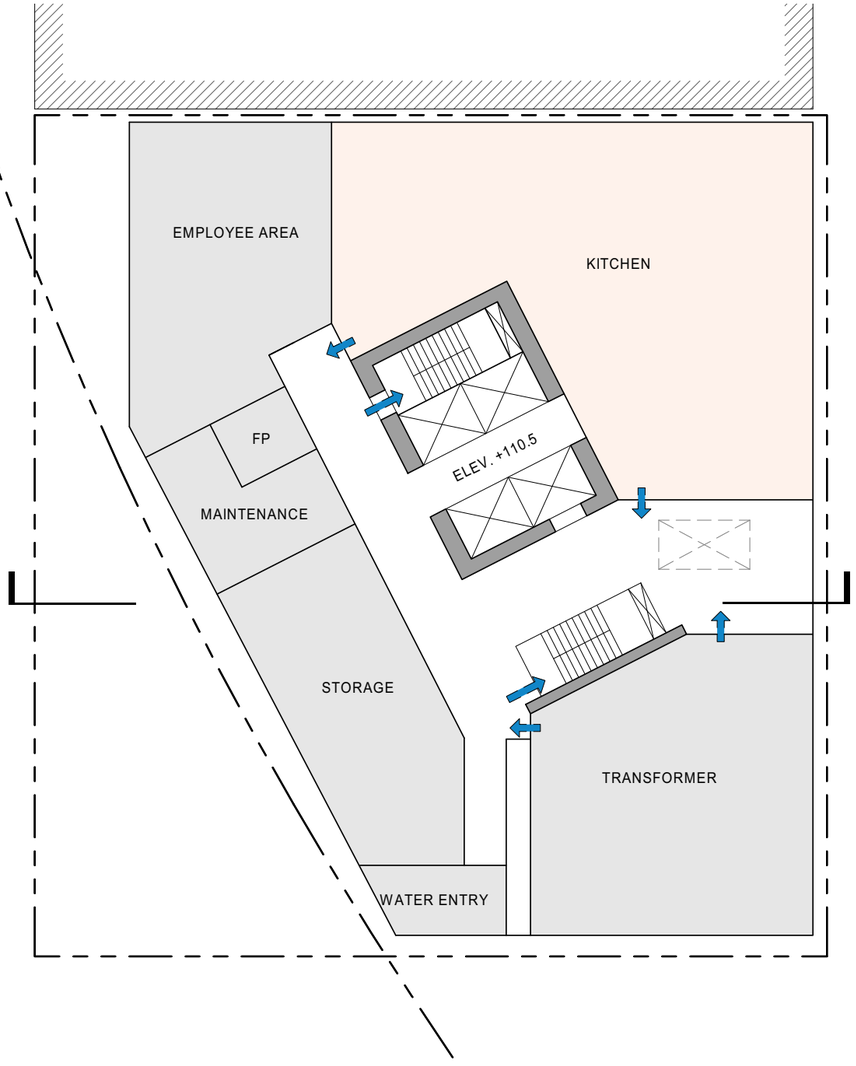
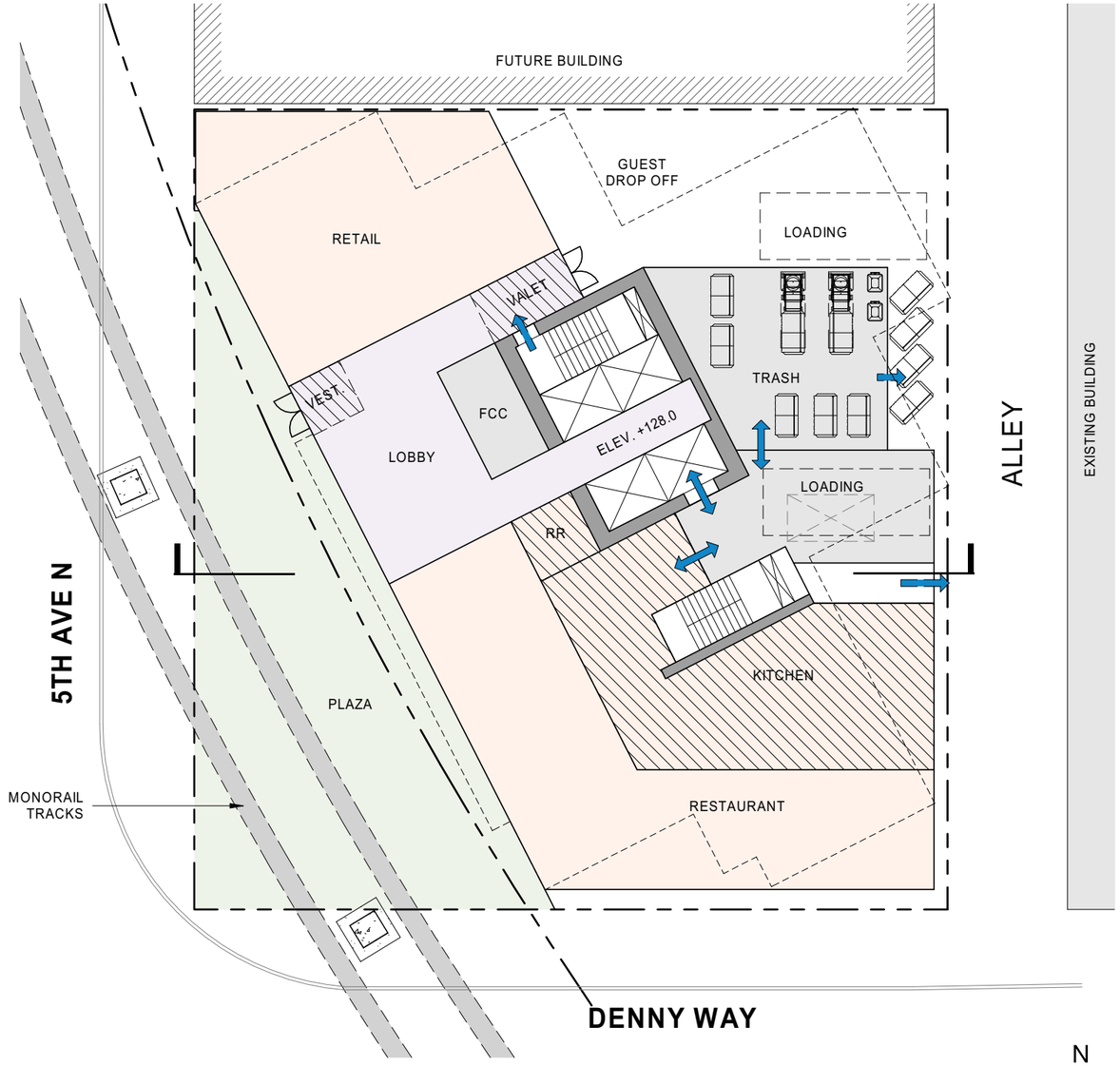
OPTION 1 – PIN WHEEL
(CODE COMPLIANT)

DENNY WAY VIEW LOOKING EAST

OPTION 1 – PIN WHEEL
(CODE COMPLIANT)



BASEMENT PLAN



LEVEL 1 PLAN

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OPTION 1 – PIN WHEEL
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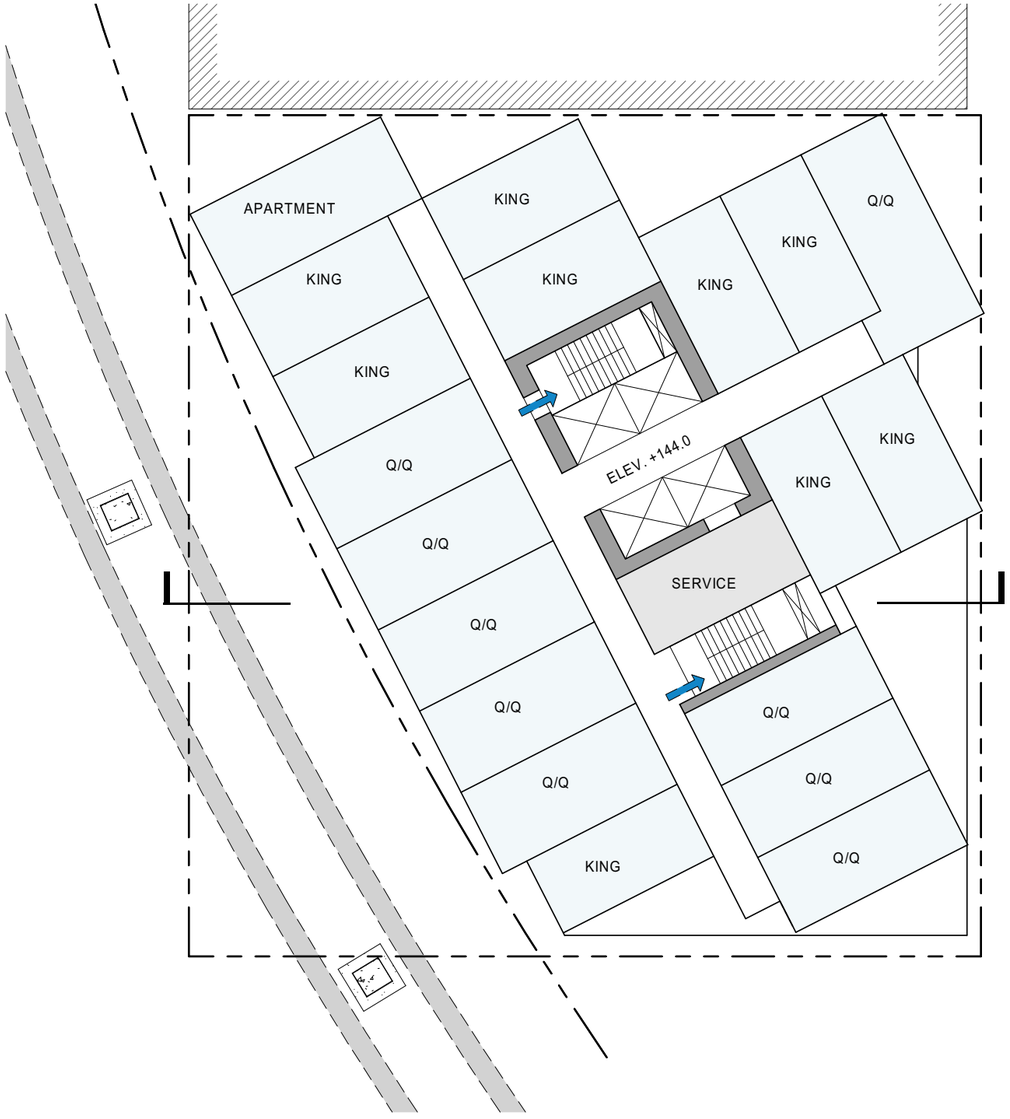

LEVEL 2 PLAN

LEVEL 3-4 PLAN

N

OPTION 1 – PIN WHEEL
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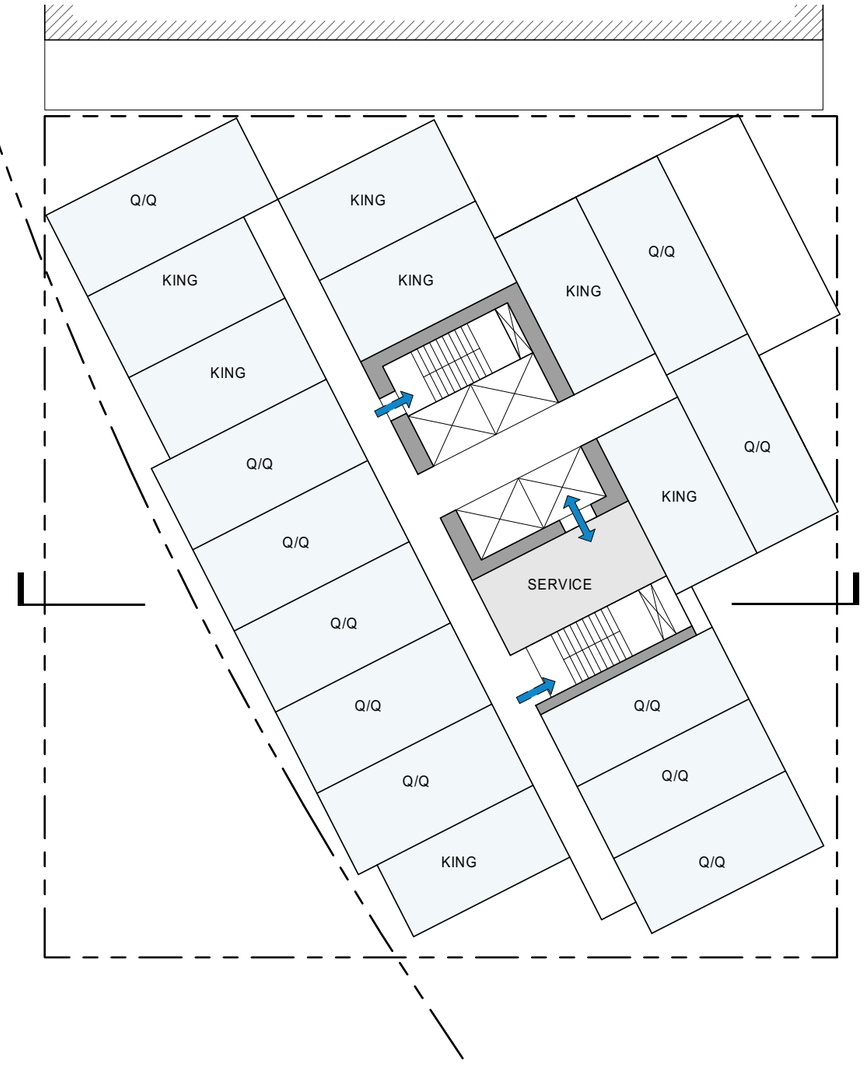
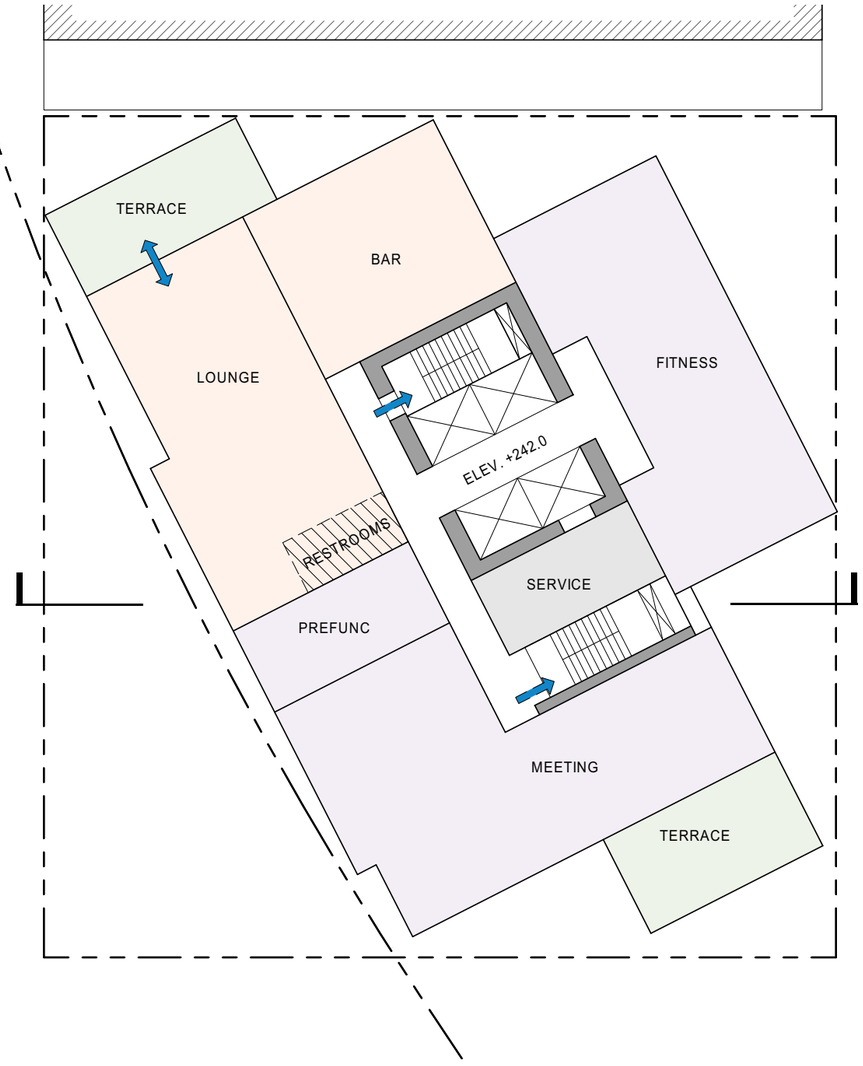


TYPICAL HOTEL PLAN



LEVEL 12 PLAN

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OPTION 1 – PIN WHEEL
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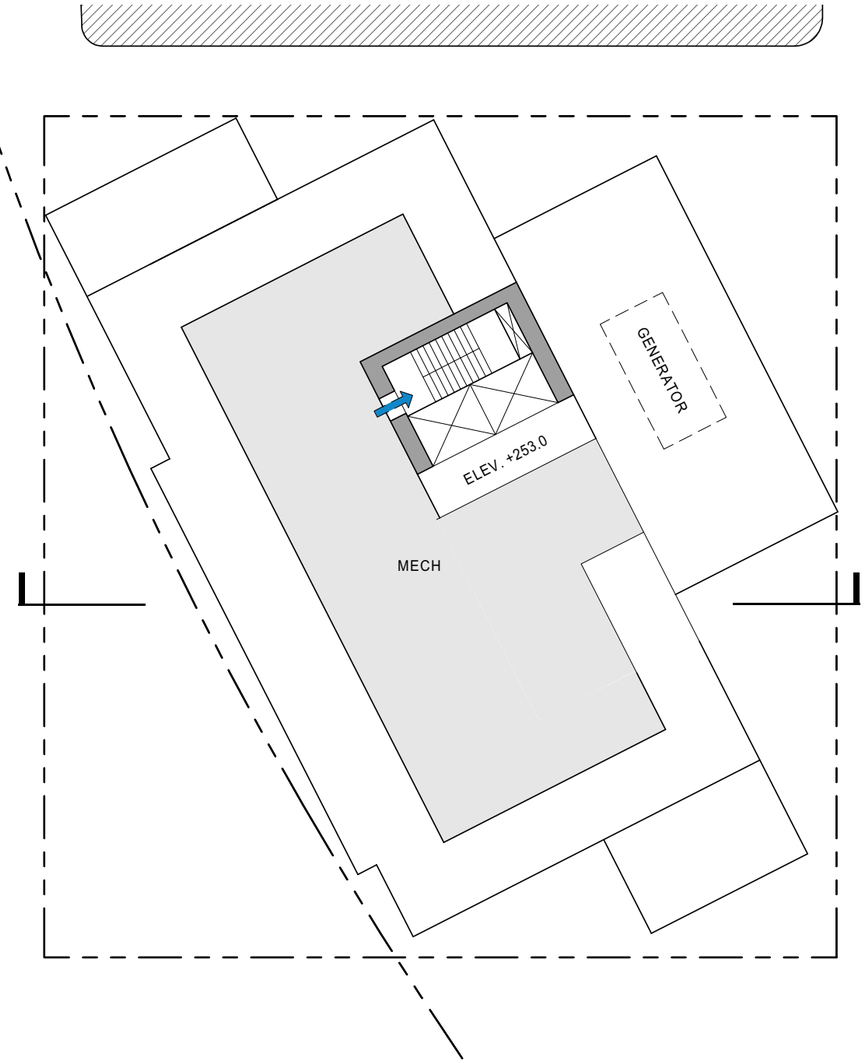
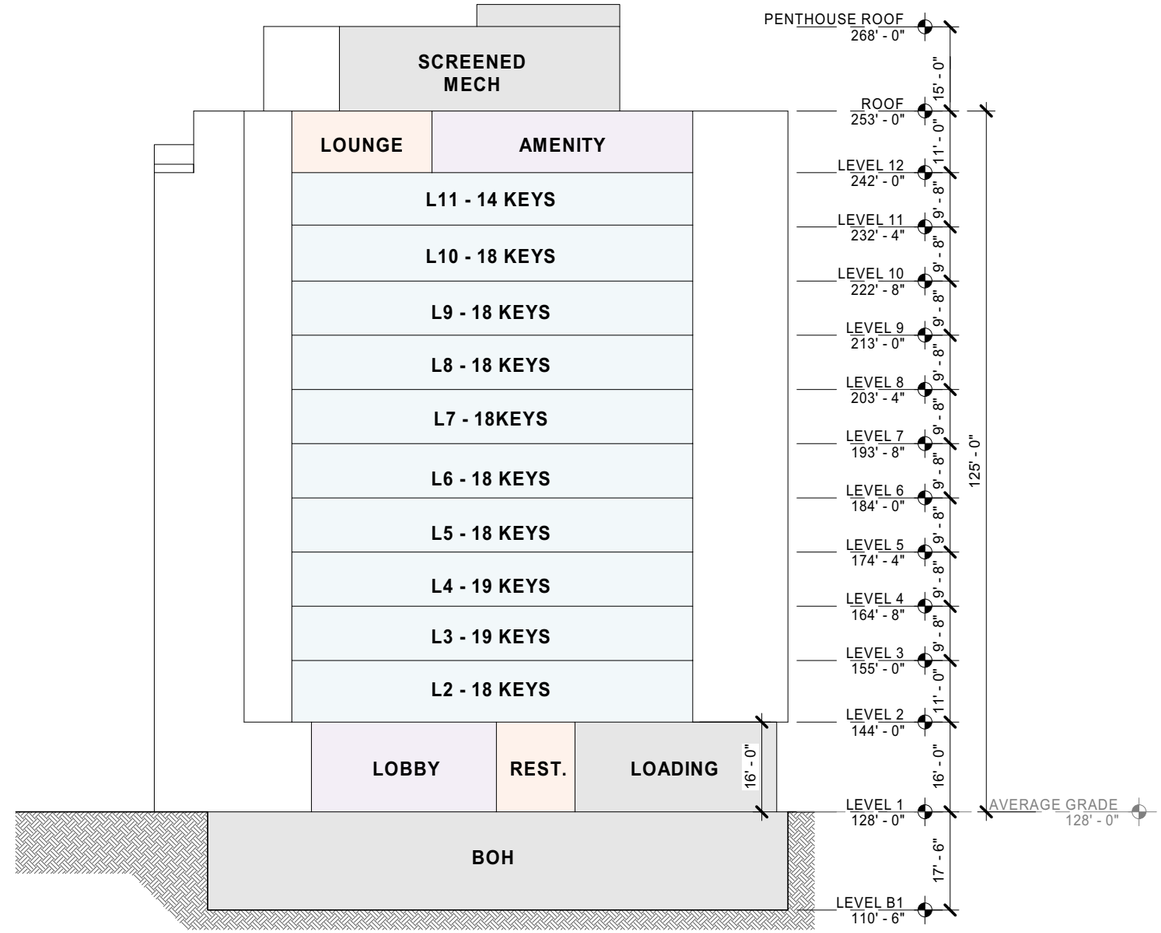


ROOF PLAN



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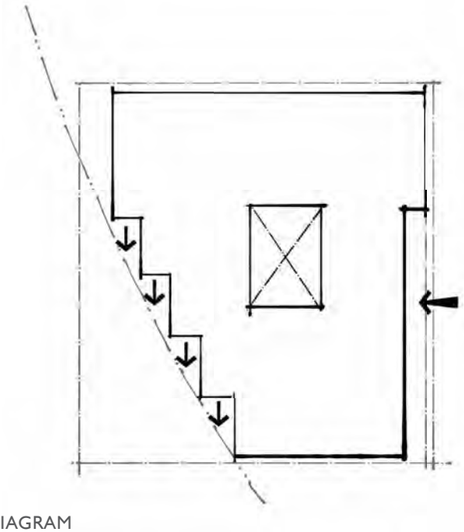
SECTION LOOKING NORTH

OPTION 2 – STAGGER



CONCEPT DIAGRAM

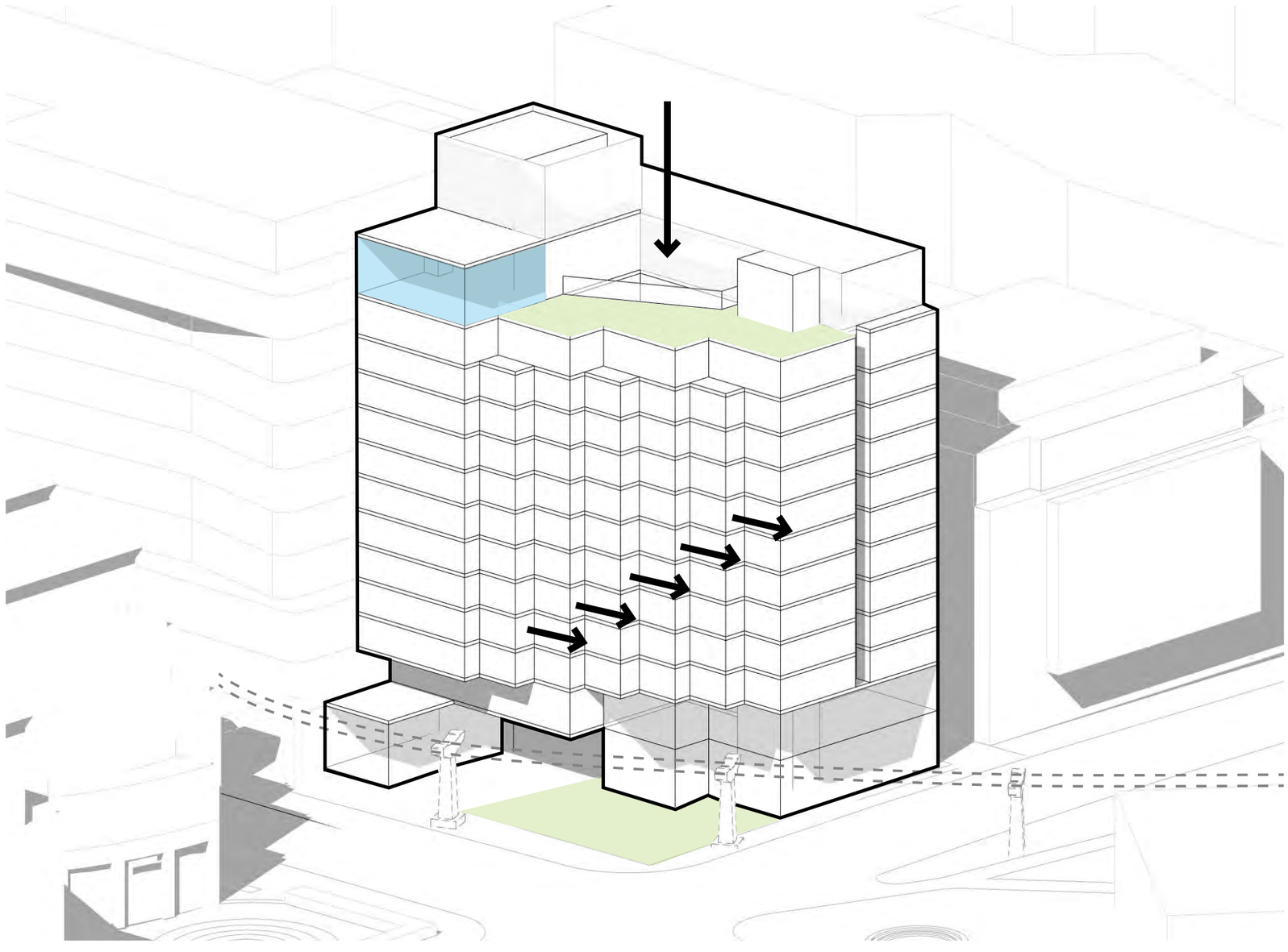
METRICS: 125’ HEIGHT, 12 STORIES, 111,700 GSF, 175 KEYS

ADVANTAGES:

– DISTINCTIVE ARCHITECTURAL FORM (CS2.1)
– PROMINENT MAIN BUILDING ENTRY OFF OF 5TH AVE (PL3.2)
– RESPONDS TO MONORAIL WITH STEPPED MASSING (DC2.5A)
– OUTDOOR TERRACE ADDS ACTIVITY AT THE ROOFTOP (DC2.5J)

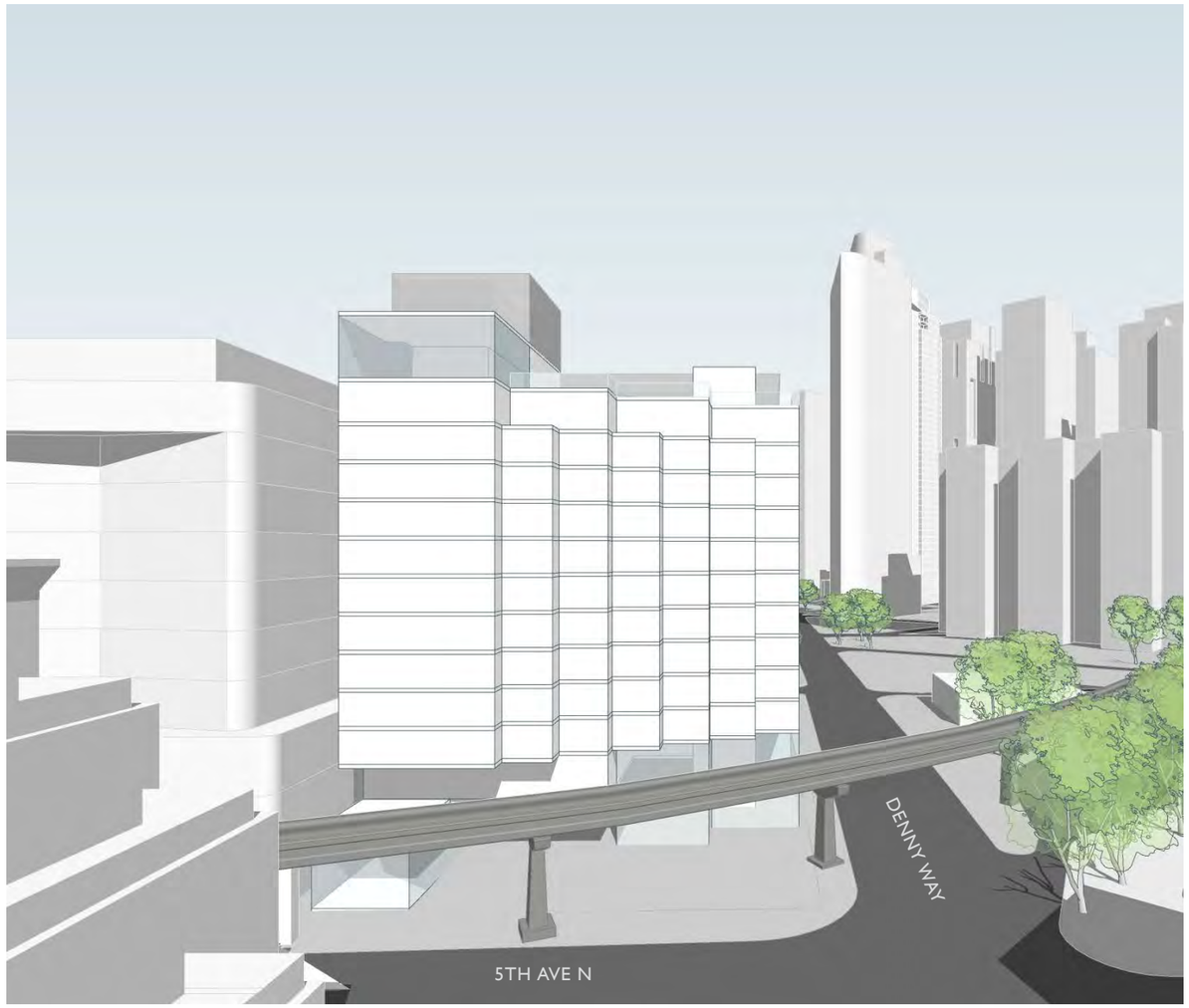
DISADVANTAGES:

– LARGE, LESS EFFICIENT FLOOR PLATE (DC2.5C)
– FORM DOES NOT RESPOND TO CONTEXT ON ALL SIDES (DC2.5E)
– MASSING ALIGNED WITH MONORAIL REDUCES SIGHT LINES TO SPACE NEEDLE FROM SOUTH
– THROUGH BLOCK DROP OFF ACCESS BREAKS UP PODIUM MASSING LANGUAGE AND REDUCES USABLE CORNER PLAZA AREA
– MASSING PROXIMITY TO MONORAIL CREATES PRIVACY ISSUES FOR HOTEL PATRONS
– ROOFTOP FORM DOES NOT CREATE A STRONG, IDENTIFIABLE TERMINATION THAT ENHANCES THE SKYLINE (DC2-5J)

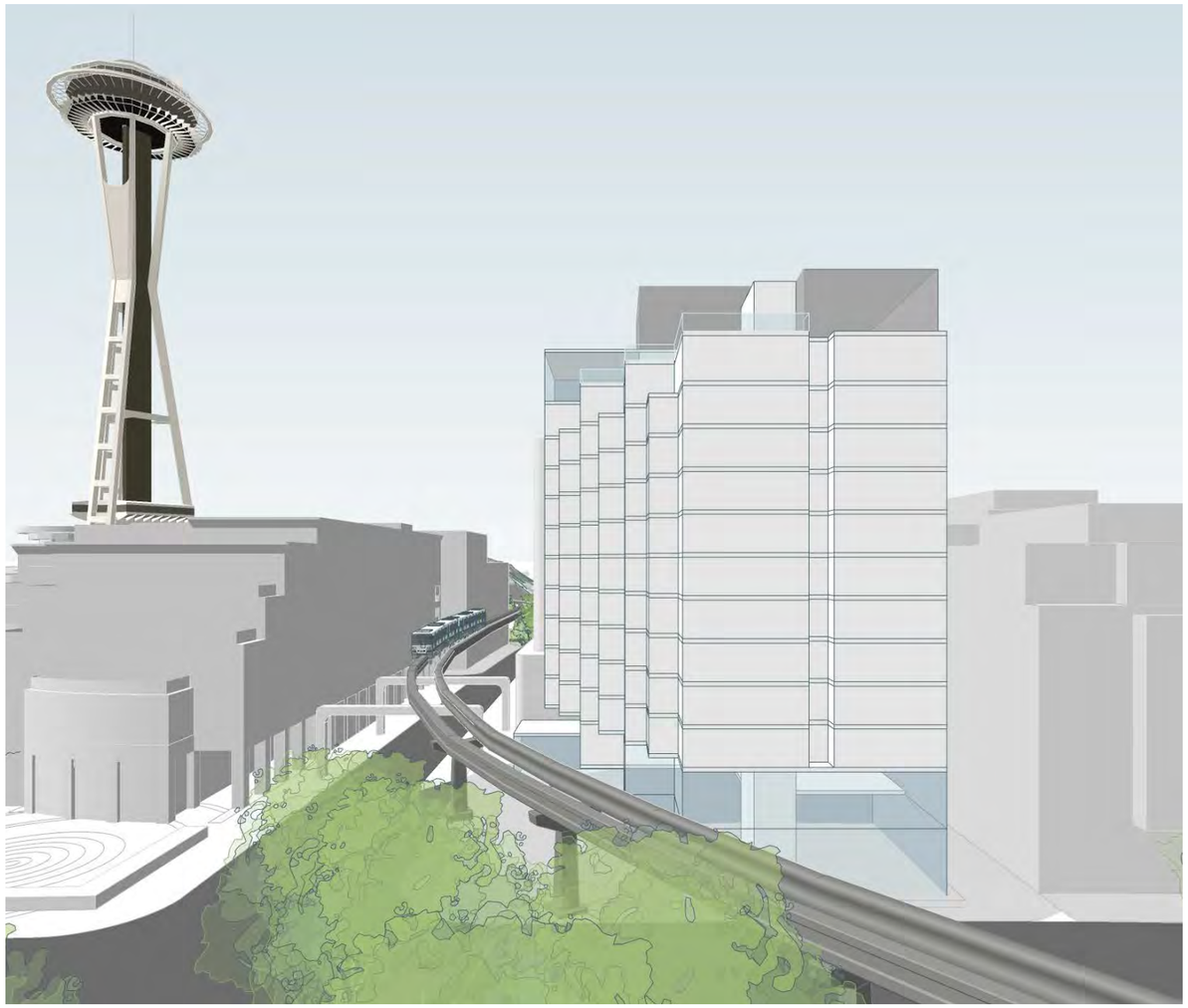


MASSING MOVES DIAGRAM

OPTION 2 – STAGGER



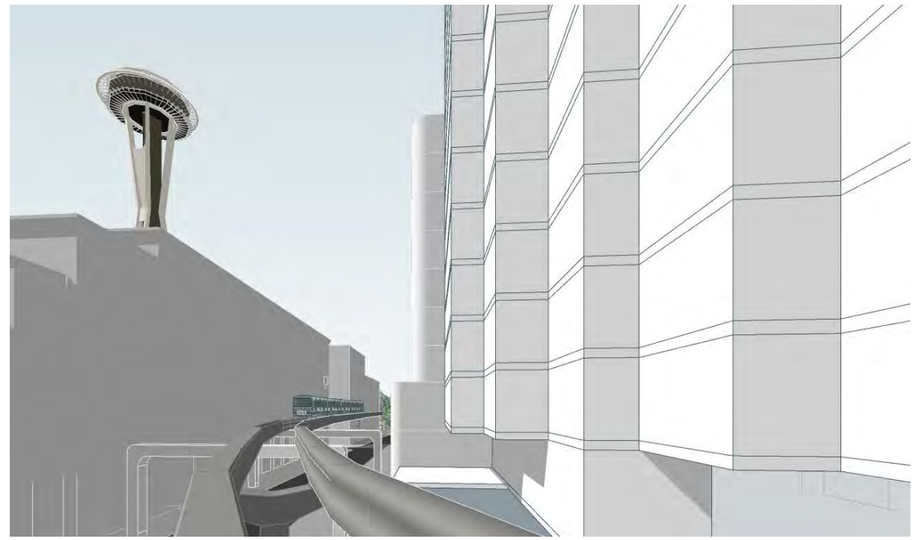
WEST FACADE AERIAL VIEW



SOUTH FACADE AERIAL VIEW

OPTION 2 – STAGGER

CEDAR ST VIEW



MONORAIL VIEW

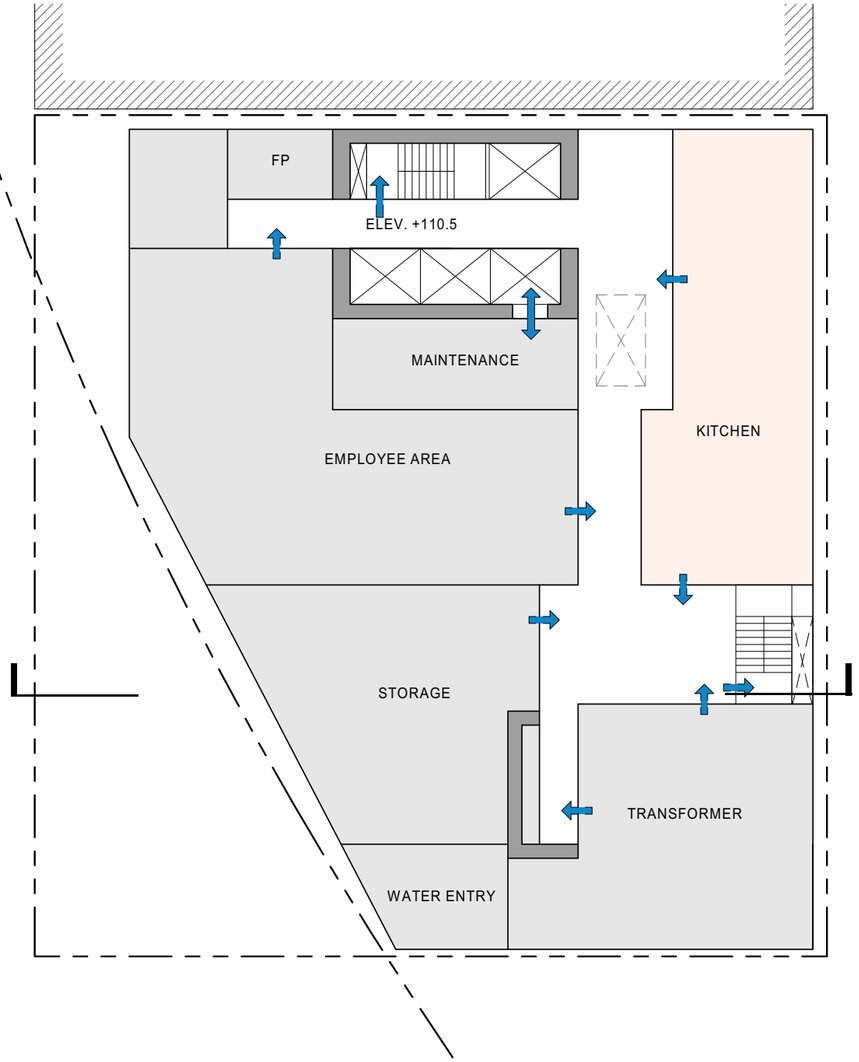
DENNY WAY VIEW LOOKING WEST

Dali development USA | WEBER THOMPSON

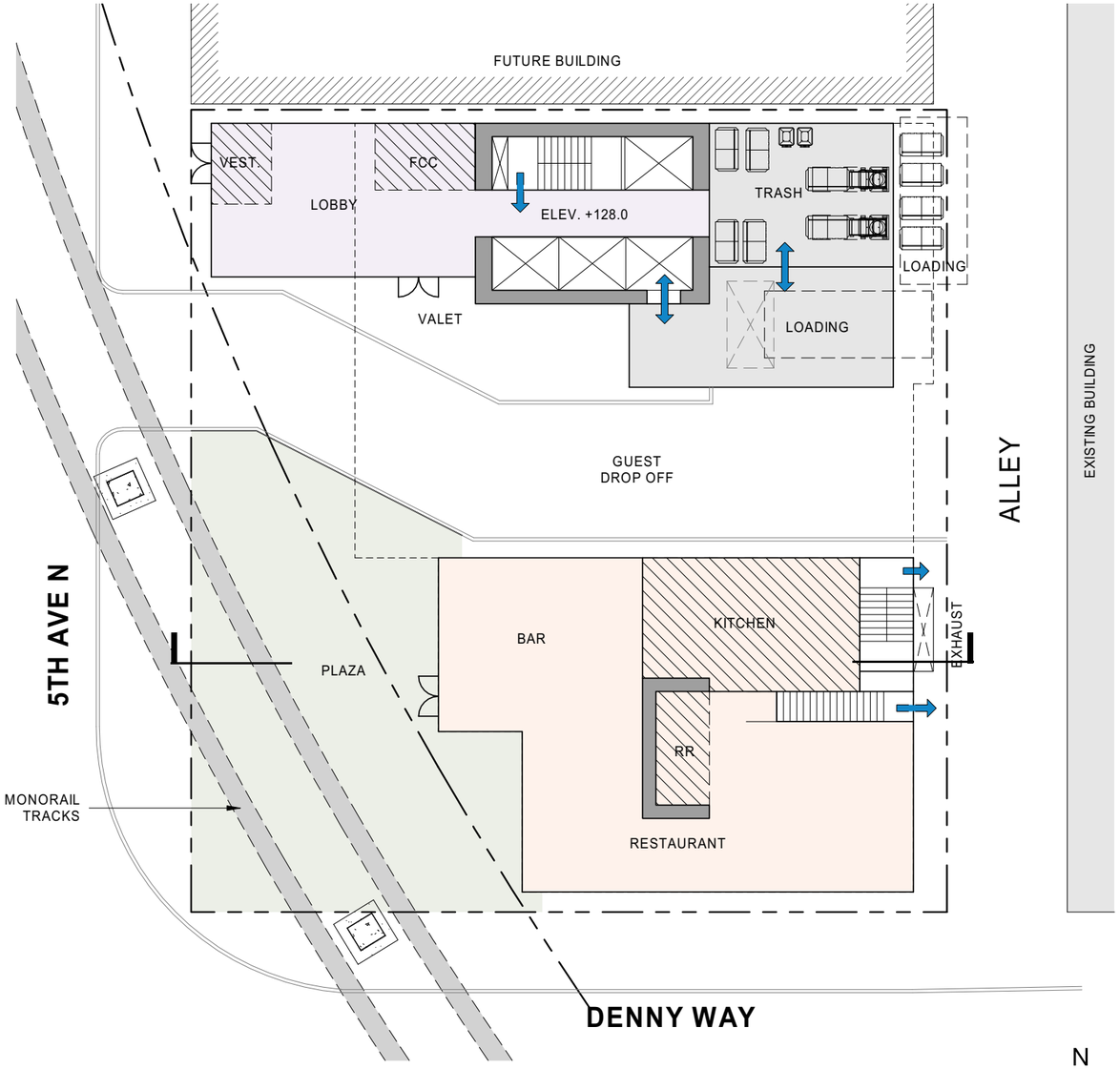
OPTION 2 – STAGGER

DENNY WAY VIEW LOOKING EAST

OPTION 2 – STAGGER



BASEMENT PLAN



LEVEL 1 PLAN

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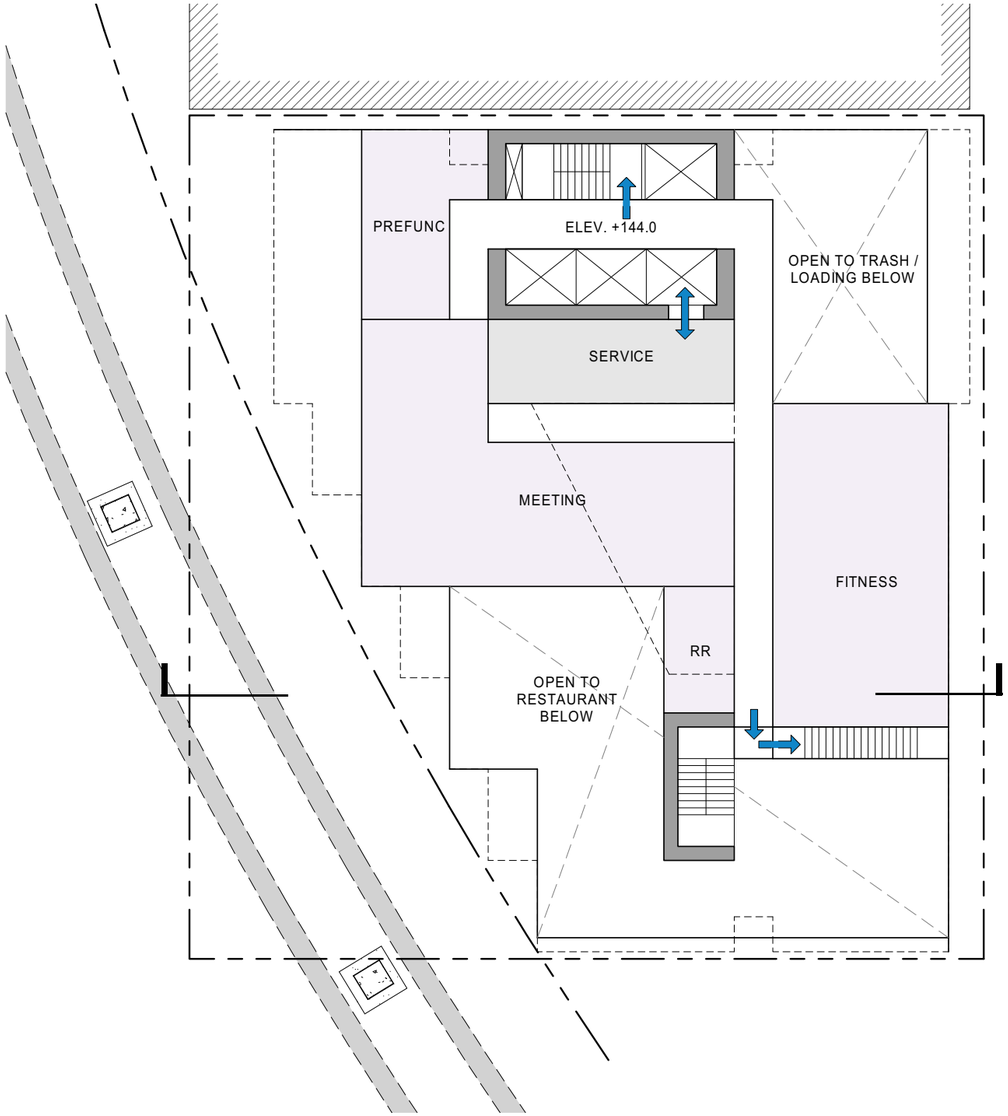
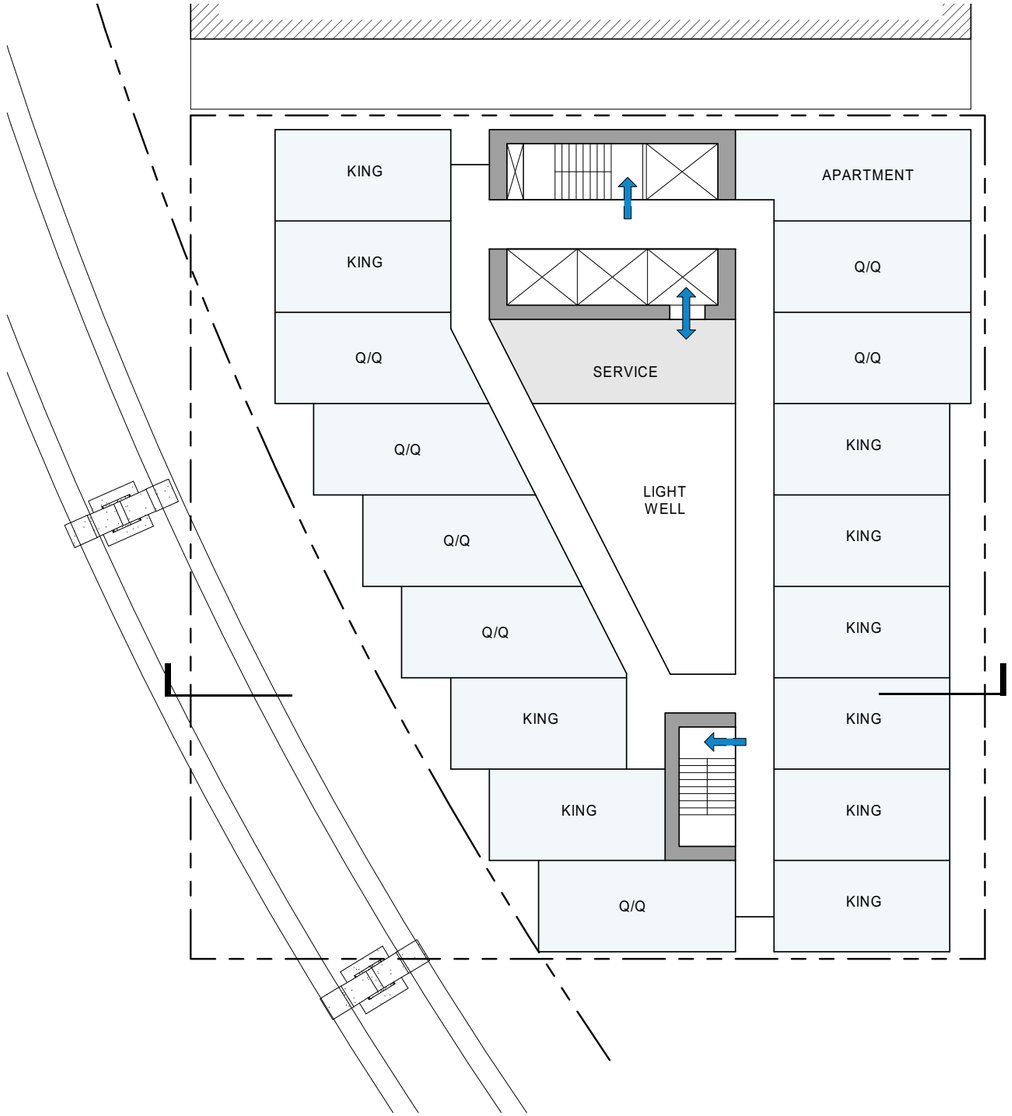
OPTION 2 – STAGGER



LEVEL 2 PLAN

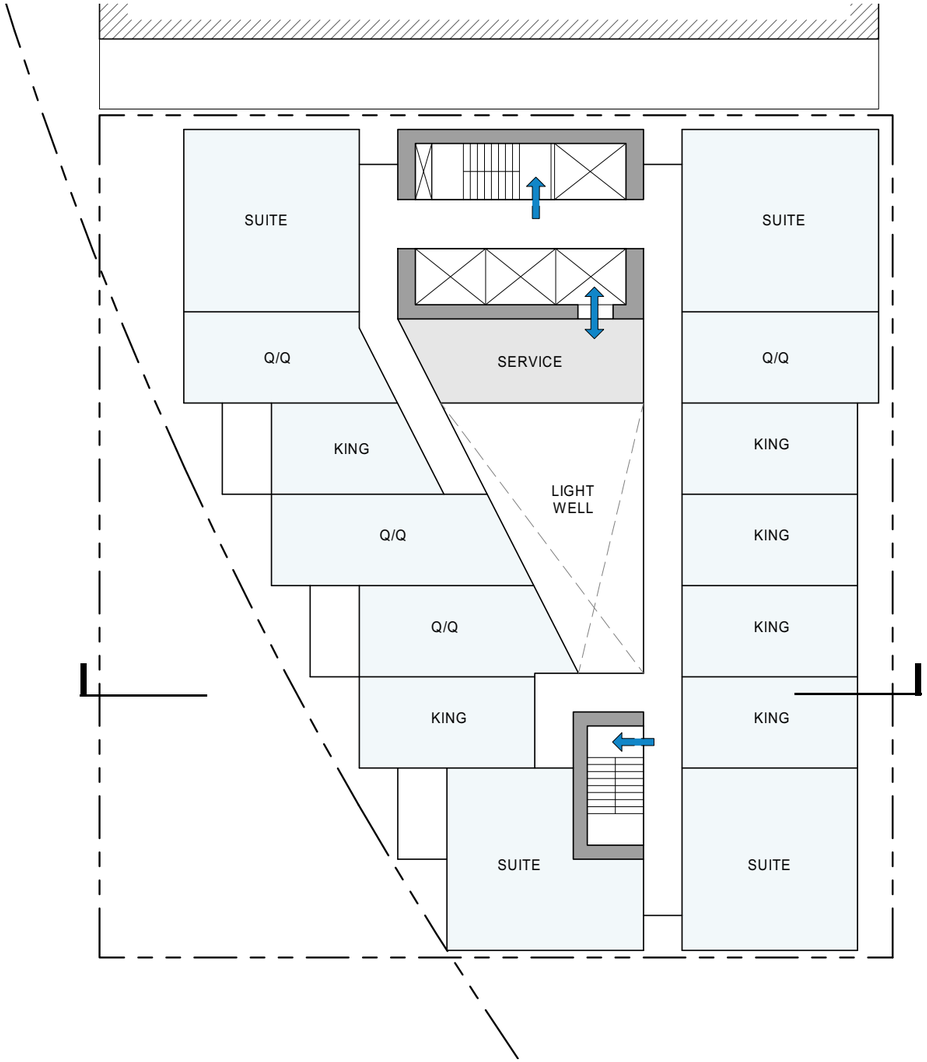


LEVEL 3 PLAN

N

OPTION 2 – STAGGER

TYPICAL HOTEL PLAN

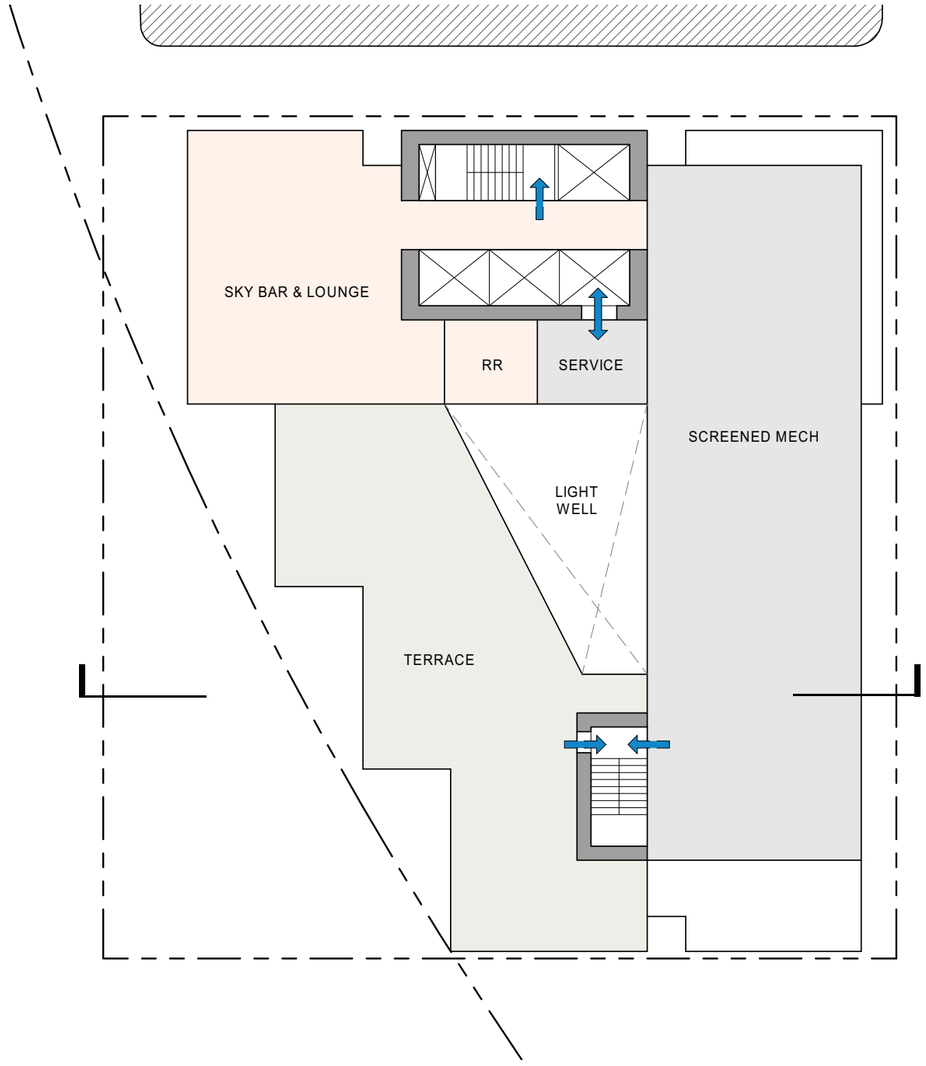


LEVEL 12 PLAN

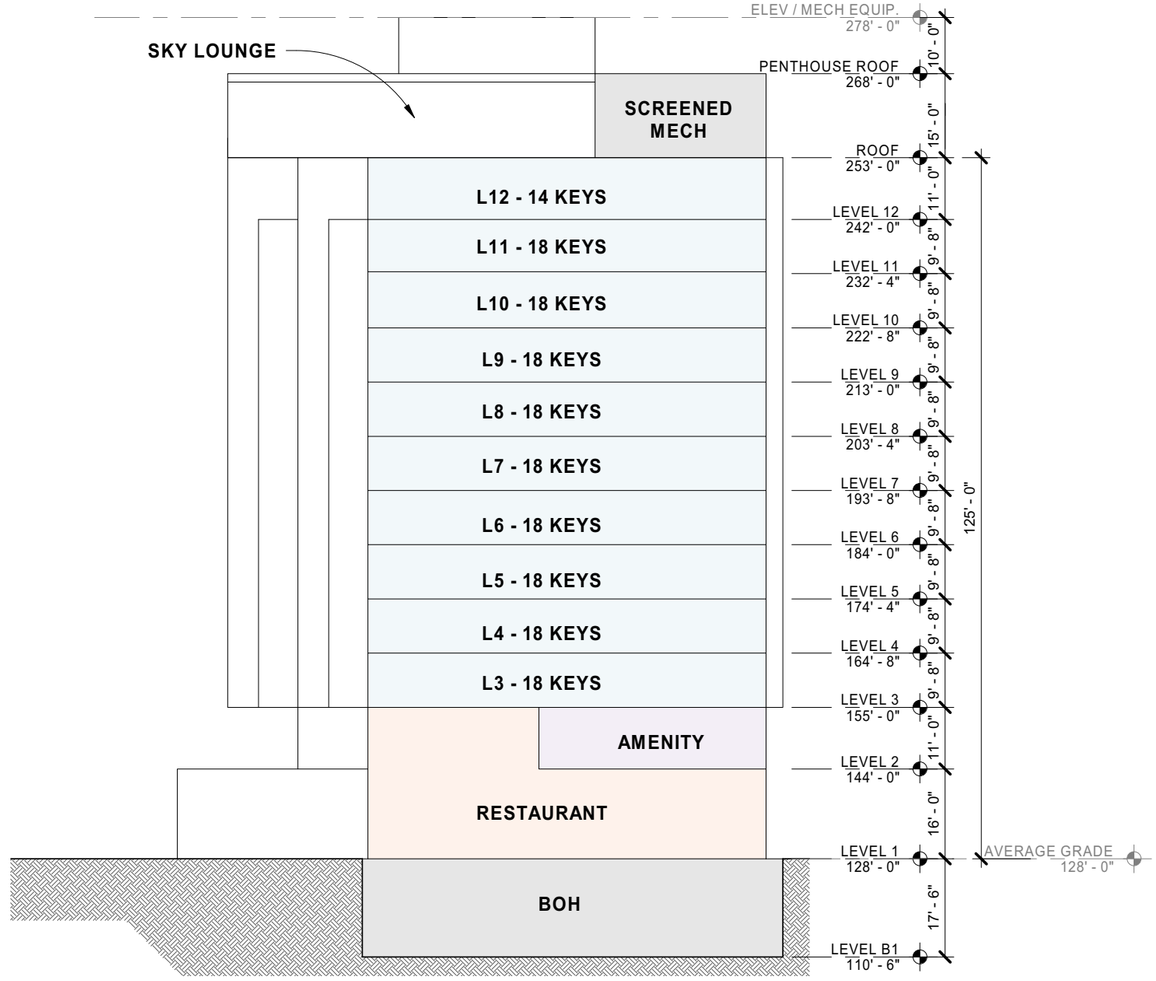
N

Dali development USA | WEBER THOMPSON

OPTION 2 – STAGGER



ROOF PLAN

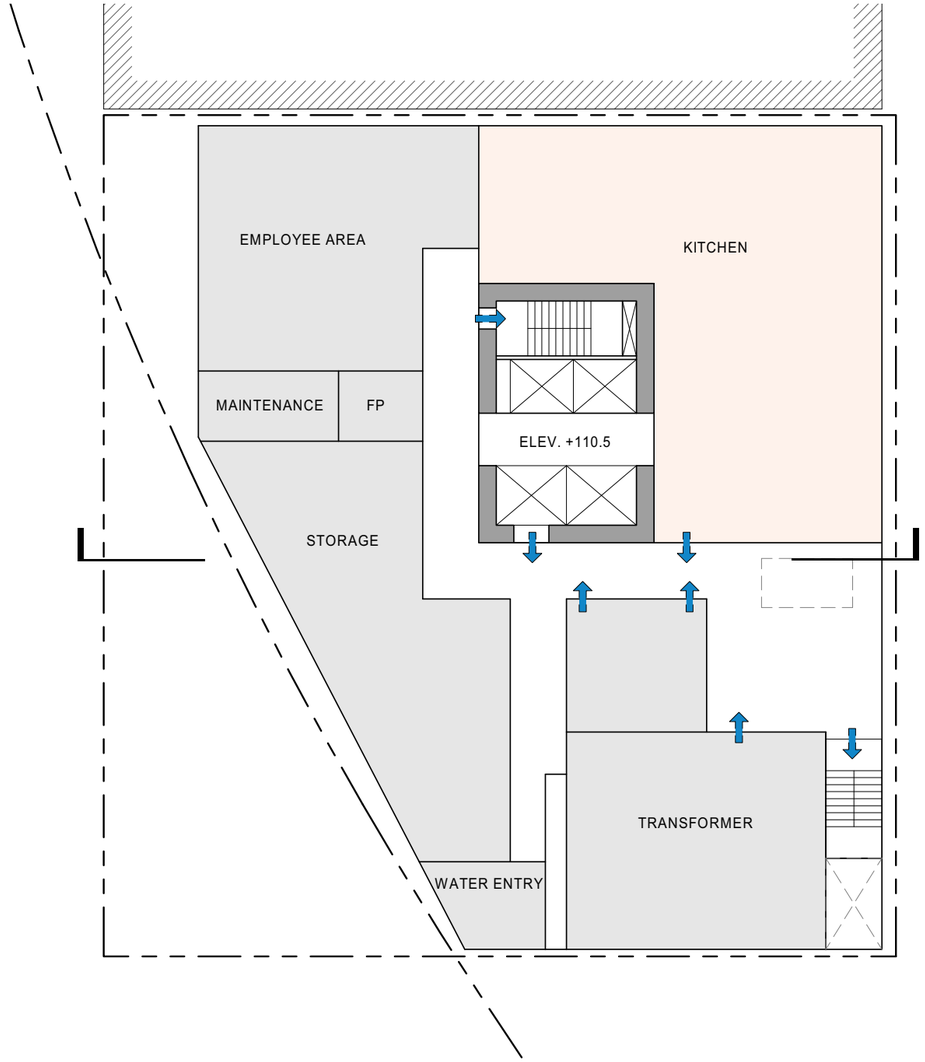


SECTION LOOKING NORTH

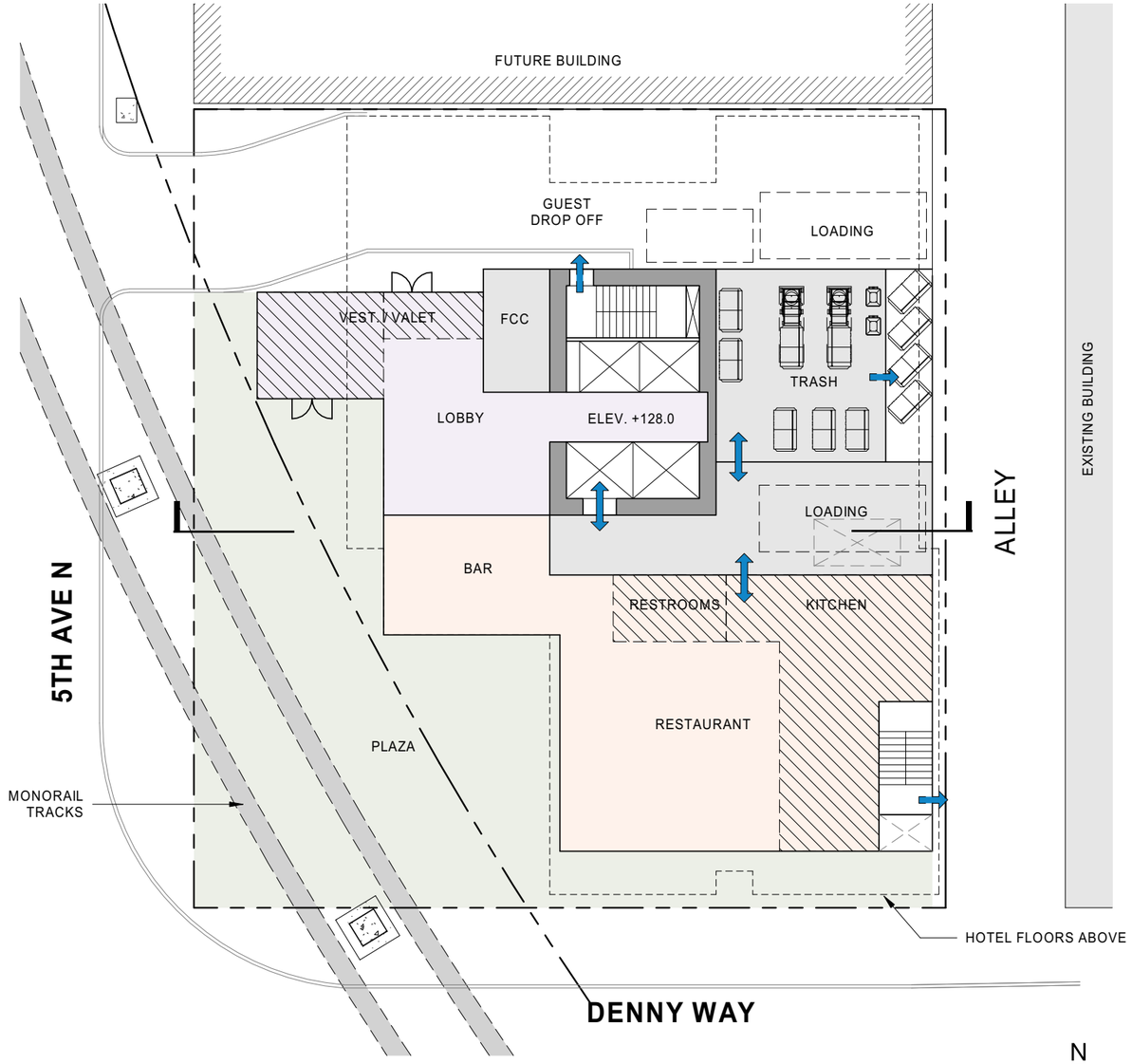
PRIORITY DESIGN GUIDELINES

UPTOWN DESIGN GUIDELINES		RESPONSE
DC2 Architectural Concept	5. Tall Buildings e. Shape & Design All Sides: Because tall forms are visible from many viewpoints/ distances, intentionally shape the form and design of 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. f. 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. g. 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. j. 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. Use wide photo simulations to study & design how the tall building will contribute to the overall skyline profile and variety of forms.	The preferred massing option responds to its respective context on all sides. The north facade is at a shared lot line, but a notch in the facade will allow for a light well and daylighting for the hotel circulation adding interest to the facade. The east facade has a setback between 6' and 18' above the third floor to provide additonal spacing between the apartments across the alley. A simliar notch is created for daylighting the hotel corridor. The south facade is tall and slender with a double height base that reflects the taller downtown zoning to the south. Active uses at the base and roof terrace will strengthen the gateway nature of this portion of the massing. The west facade provides the most dynamic facade, responding to the influence of the motion and rhythm of the monorail passing through the site. Opportunities to use window patterning and architectural elements will be explored to emphasize that movement. The rooftop mechanical equipment has been consolidated to the center of the building and the mechanical screen form will reflect the angled west facade. This allows for an extensive sky lounge and terrace that will activate the transition to the sky and create a beacon element that contributes to this gateway to the Uptown Neighborhood.

OPTION 3 – OUTRIGGER



BASEMENT PLAN



LEVEL 1 PLAN

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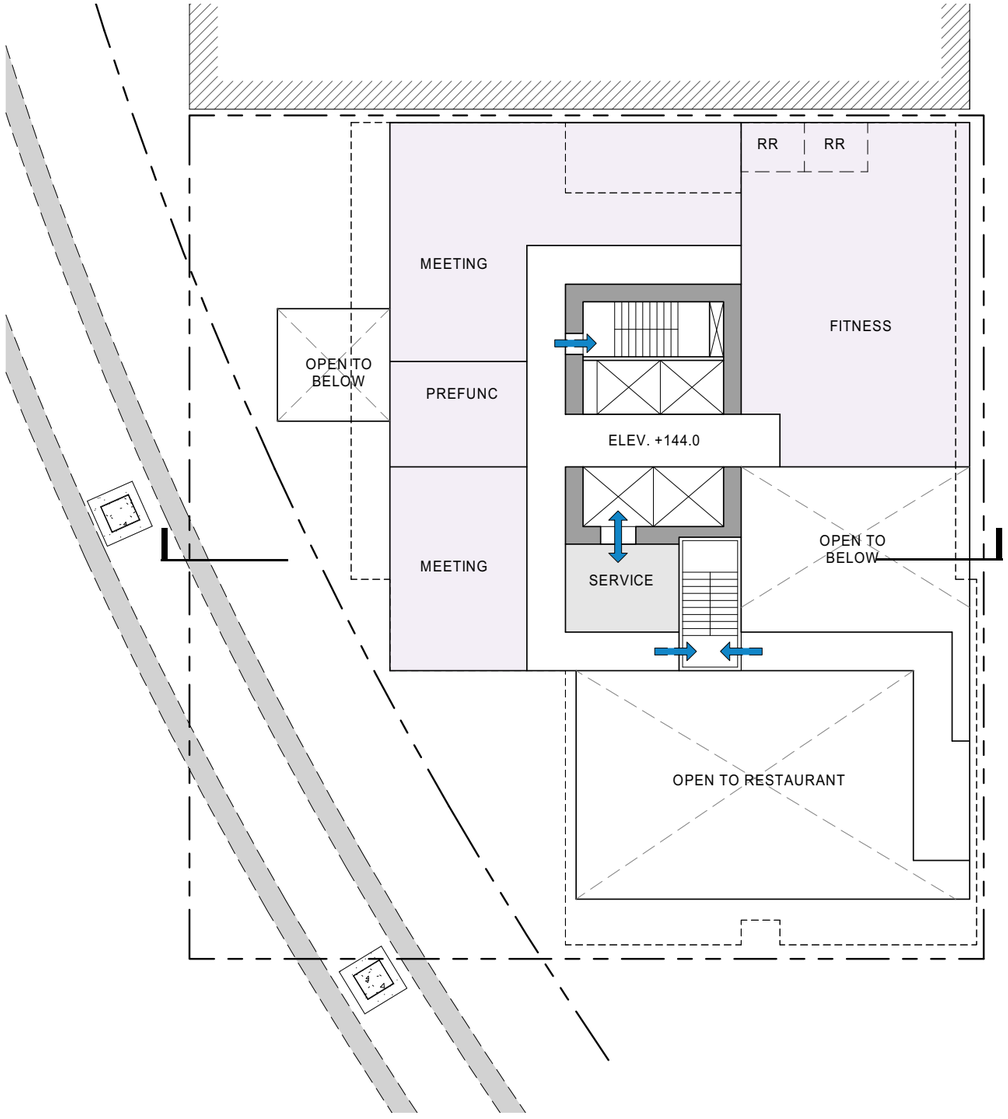
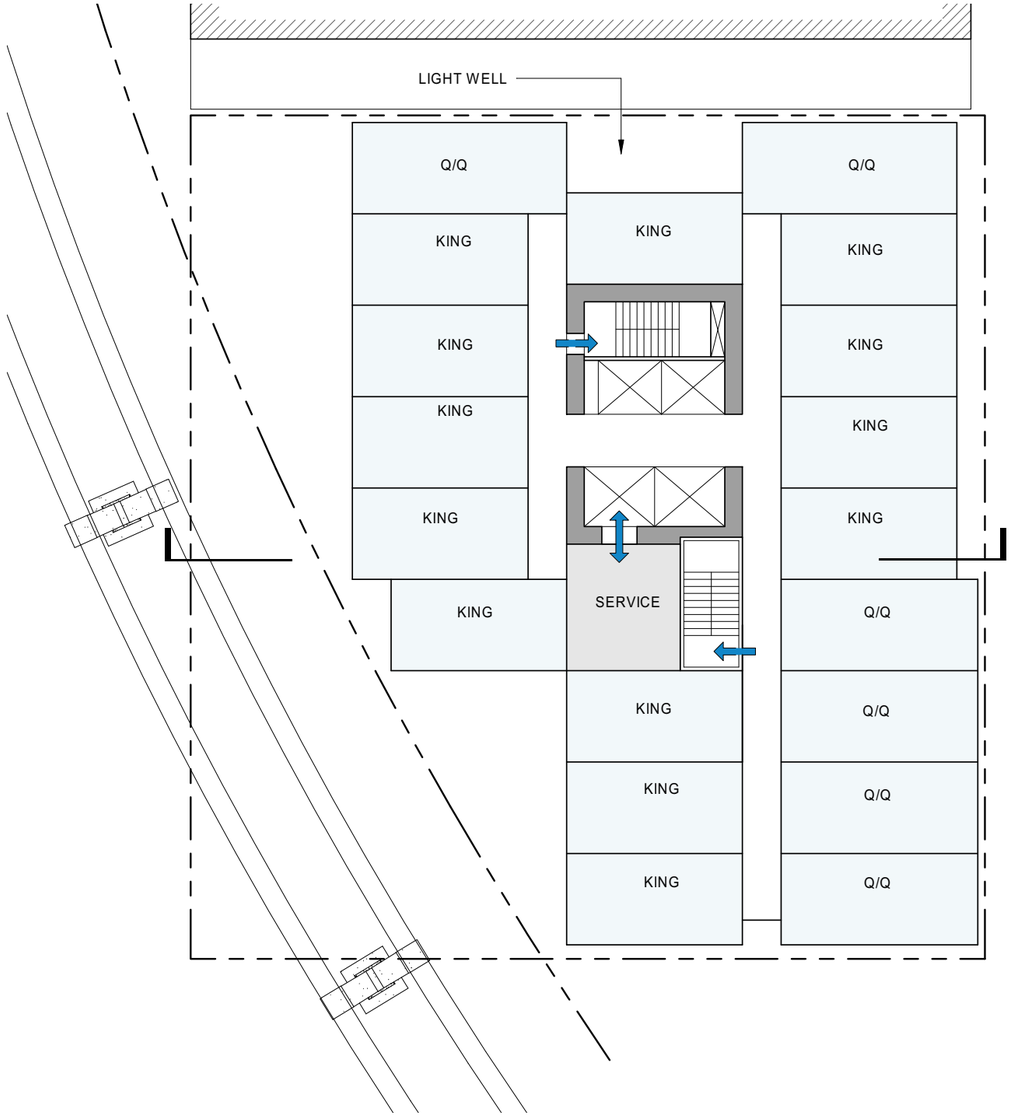
OPTION 3 – OUTRIGGER



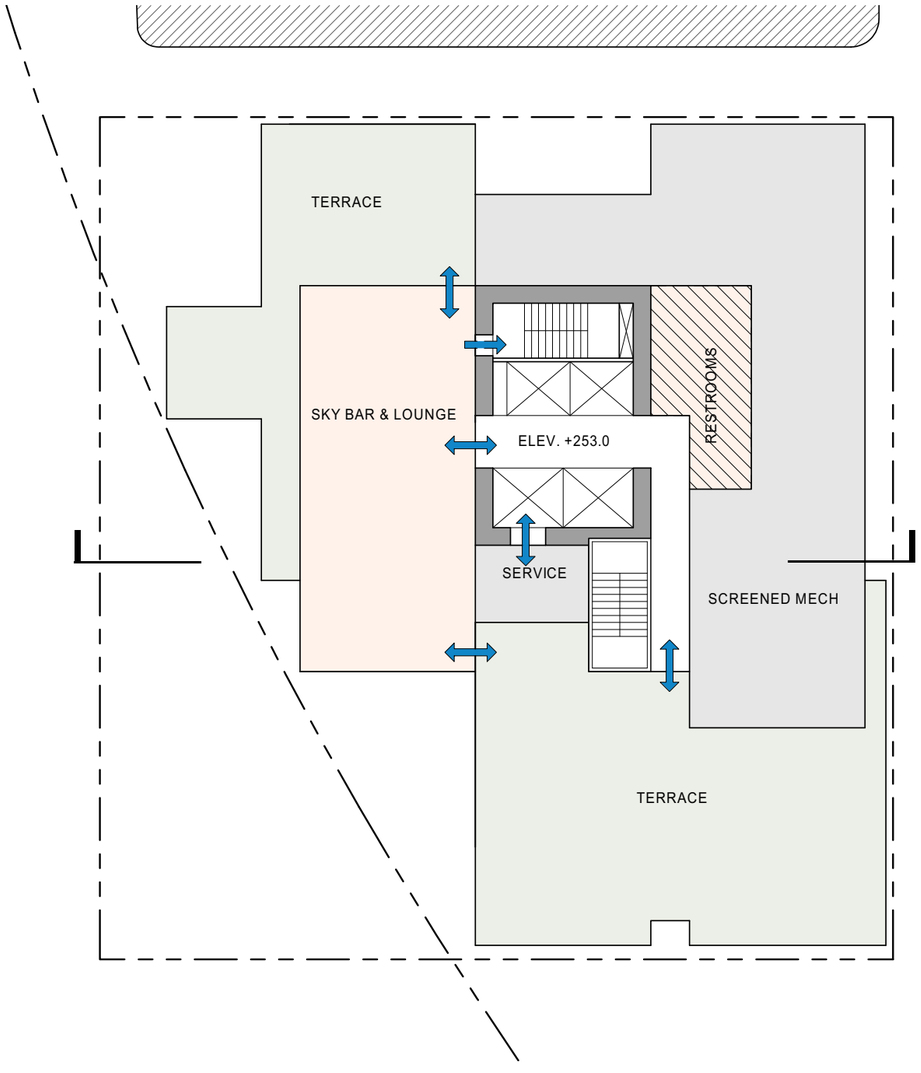
LEVEL 2 PLAN



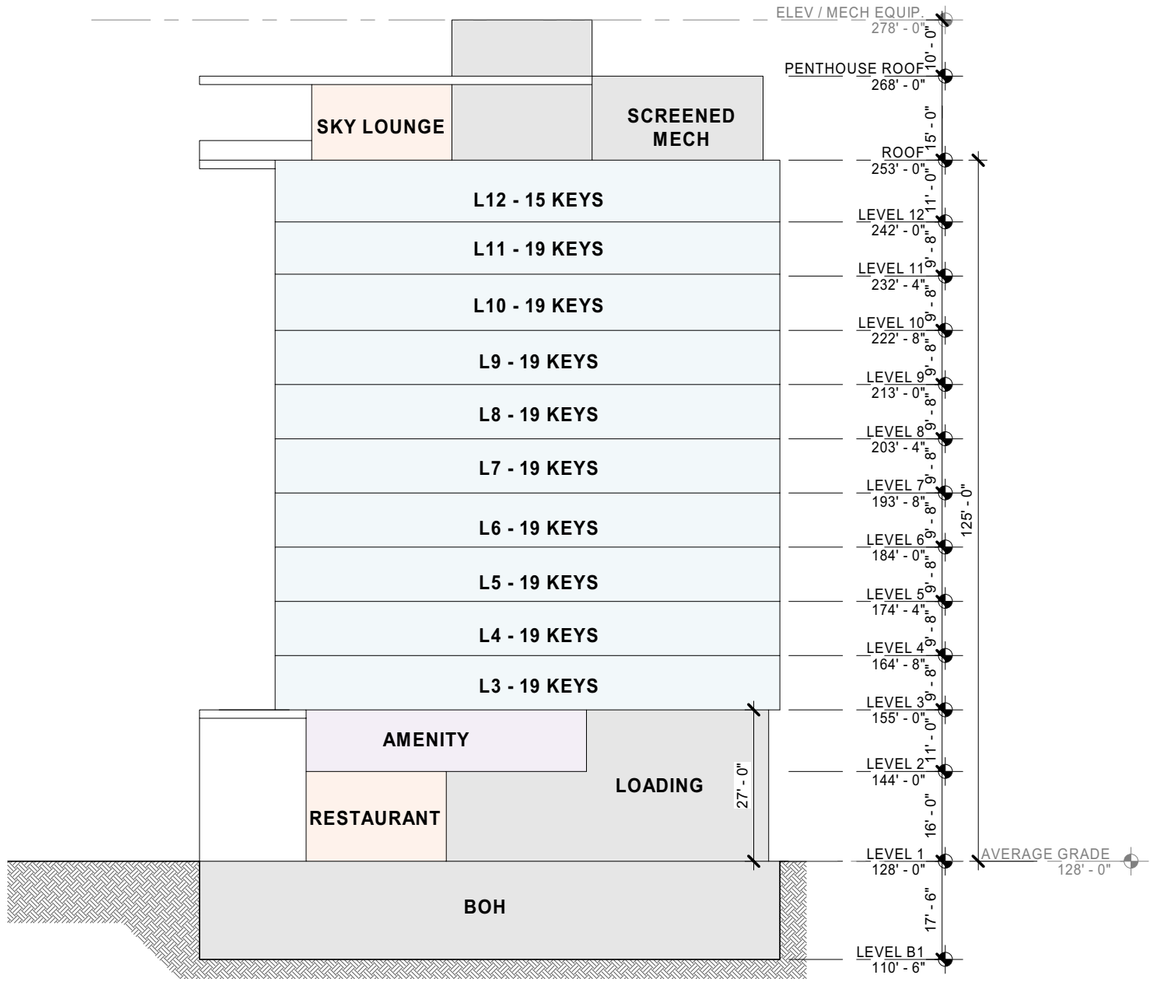
TYPICAL HOTEL PLAN

N

OPTION 3 – OUTRIGGER



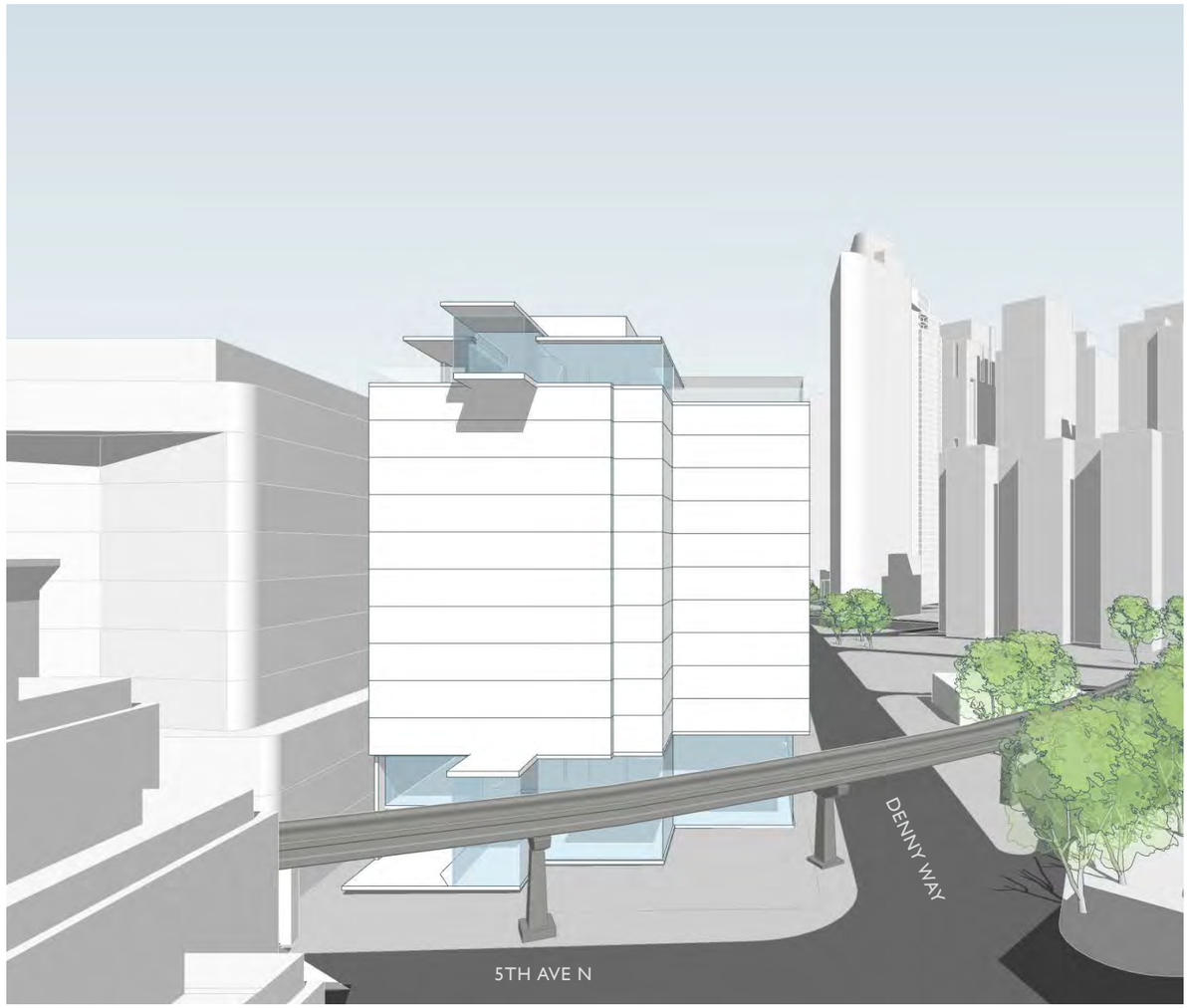
ROOF PLAN



SECTION LOOKING NORTH

Dali development USA | WEBER THOMPSON

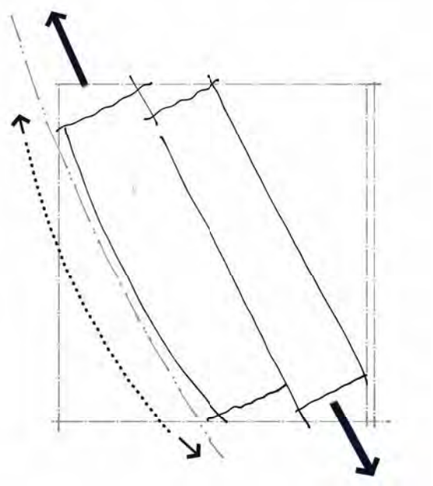
OPTION 3 – OUTRIGGER



WEST FACADE AERIAL VIEW

SOUTH FACADE AERIAL VIEW

OPTION 4 – HUG THE CURVE



CONCEPT DIAGRAM

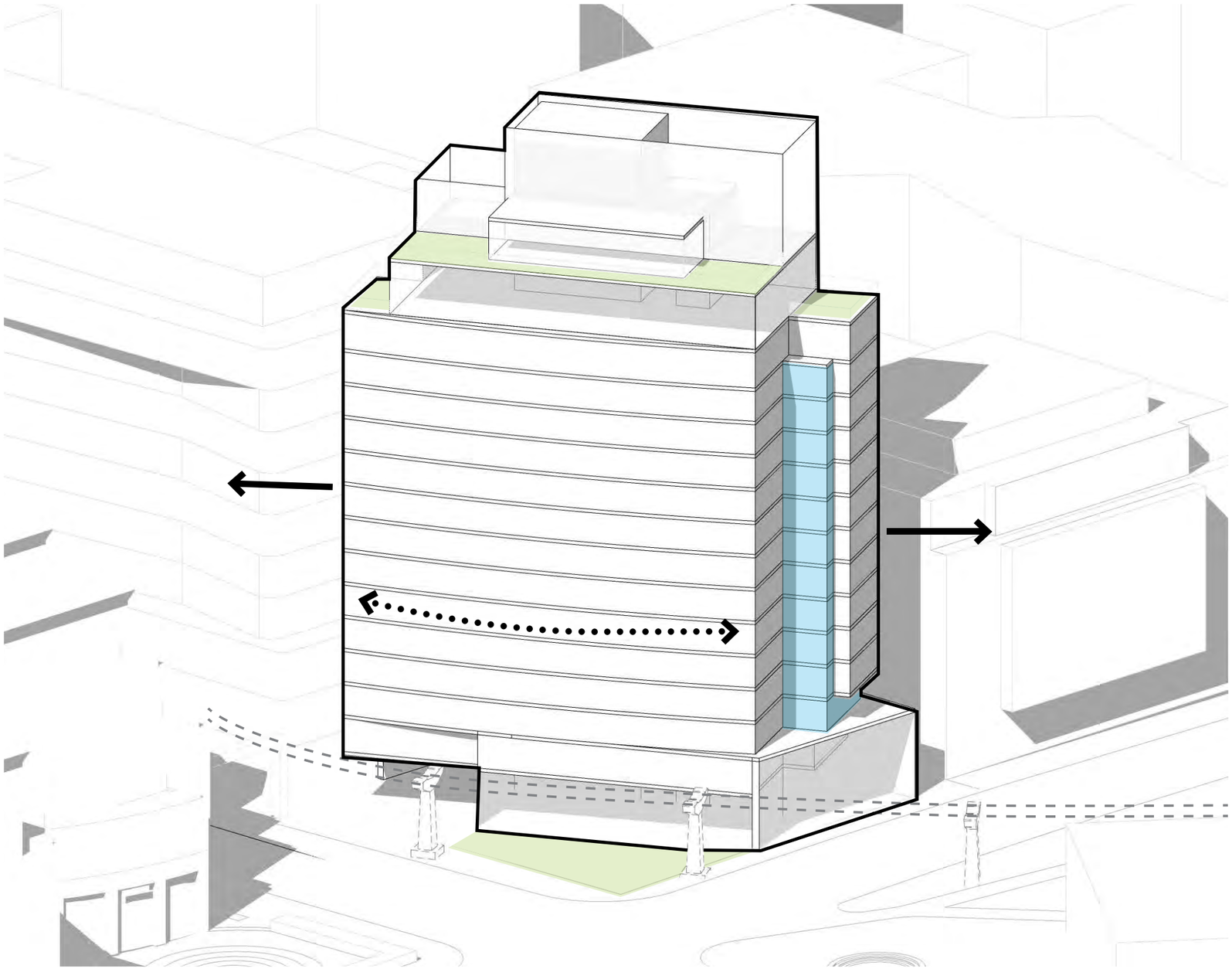
METRICS: 160’ HEIGHT, 15 STORIES, 112,900 GSF, 171 KEYS

ADVANTAGES:

– THE TALL, SHIFTED ARCHITECTURAL FORM SIGNALS A GATEWAY TO THE UPTOWN NEIGHBORHOOD (CS2.1)
– MASSING RESPONDS TO THE CURVED PATH OF THE MONORAIL AND SHIFTED FORMS REFLECT THE MOVEMENT THROUGH THE SITE (DC2.5A)
– CURVED, SLENDER FORM WITH EFFICIENT FLOOR PLATES (DC2.5C)
– BUILDING SETBACKS AT NORTH PROPERTY LINE AND ALLEY PROVIDE MORE SPACE BETWEEN NEIGHBORING BUILDINGS (DC2.5E)
– OUTDOOR TERRACE ADDS ACTIVITY AT THE ROOFTOP (DC2.5J)

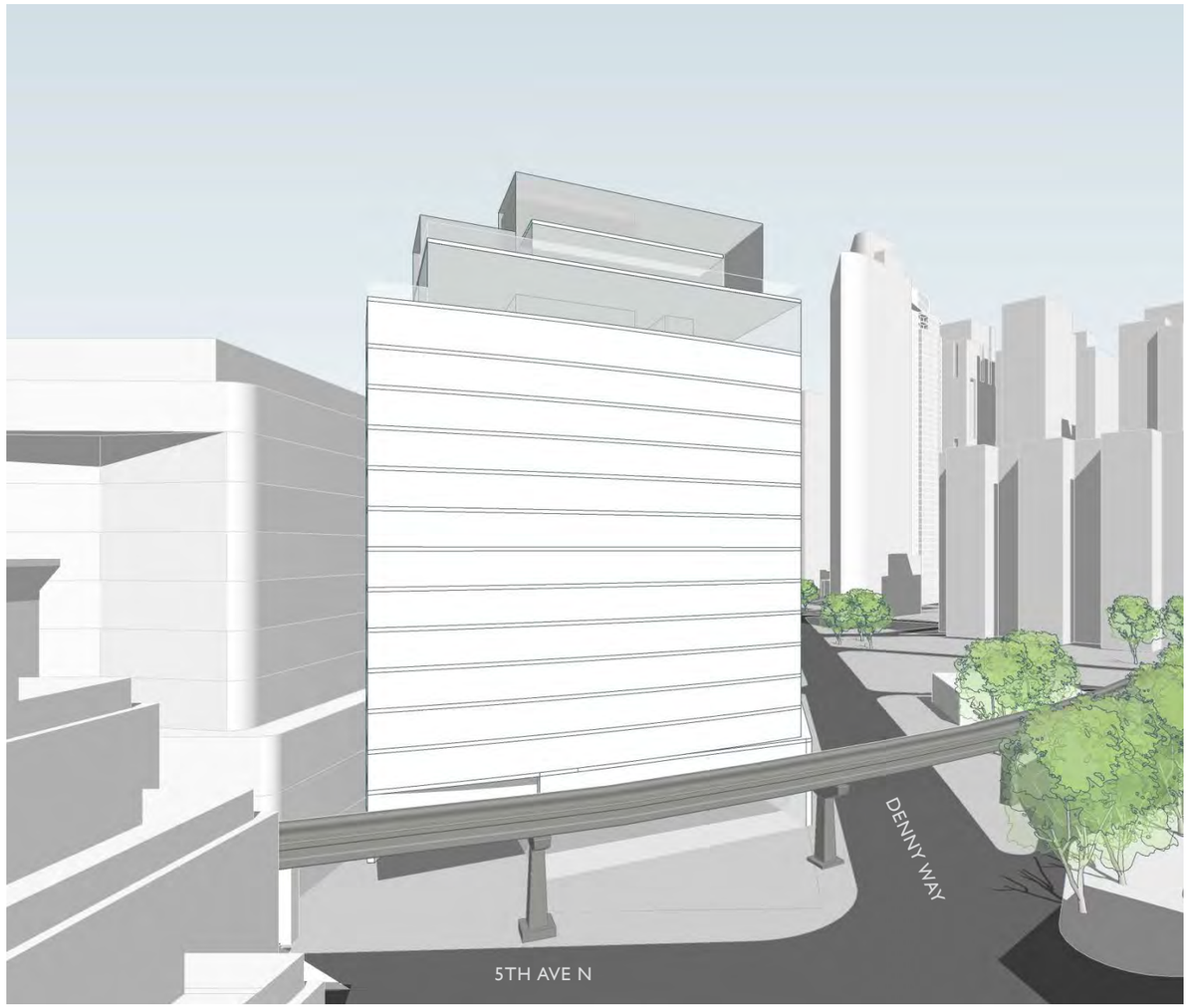
DISADVANTAGES:

– AWKWARD TRANSITION FROM BASE TO ANGLED HOTEL FACADES
– SMALL PLAZA AT THE CORNER (PL1)
– MAIN BUILDING ENTRY LESS PROMINENT AT STREET FRONTAGE (PL3.2)
– MASSING ALIGNED WITH MONORAIL REDUCES SIGHT LINES TO SPACE NEEDLE FROM THE SOUTH
– MASSING PROXIMITY TO MONORAIL CREATES PRIVACY ISSUES FOR HOTEL PATRONS
– LARGE, MONOLITHIC WEST FACADE
– ROOFTOP FORM DOES NOT CREATE A STRONG, IDENTIFIABLE TERMINATION THAT ENHANCES THE SKYLINE (DC2-5J)

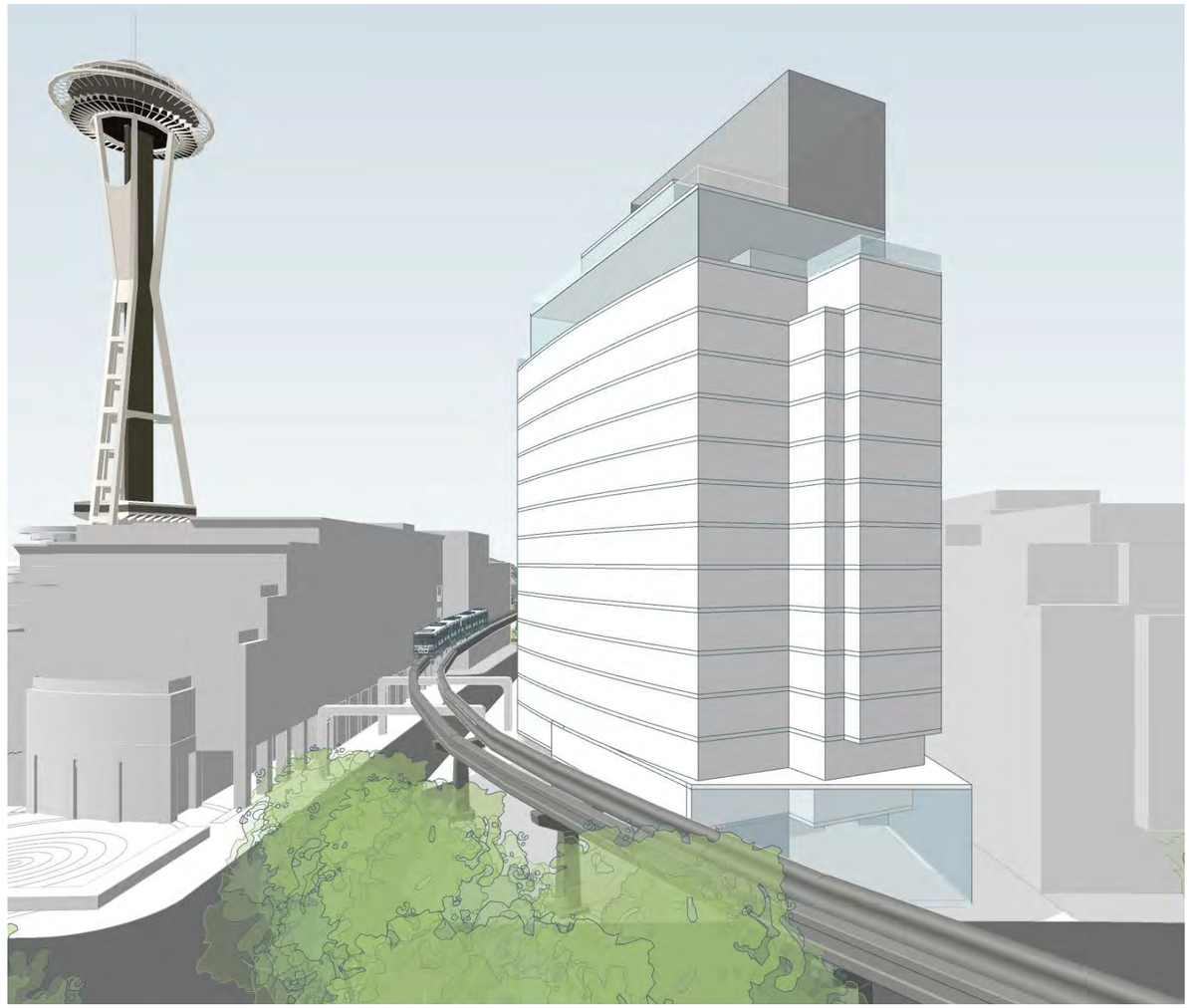


MASSING MOVES DIAGRAM

OPTION 4 – HUG THE CURVE



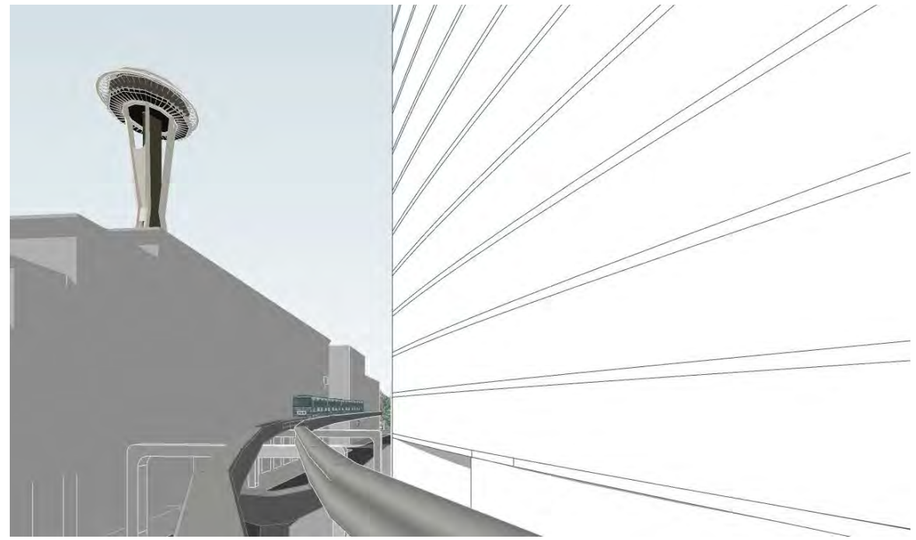
WEST FACADE AERIAL VIEW



SOUTH FACADE AERIAL VIEW

OPTION 4 – HUG THE CURVE

CEDAR ST VIEW



MONORAIL VIEW

DENNY WAY VIEW LOOKING WEST

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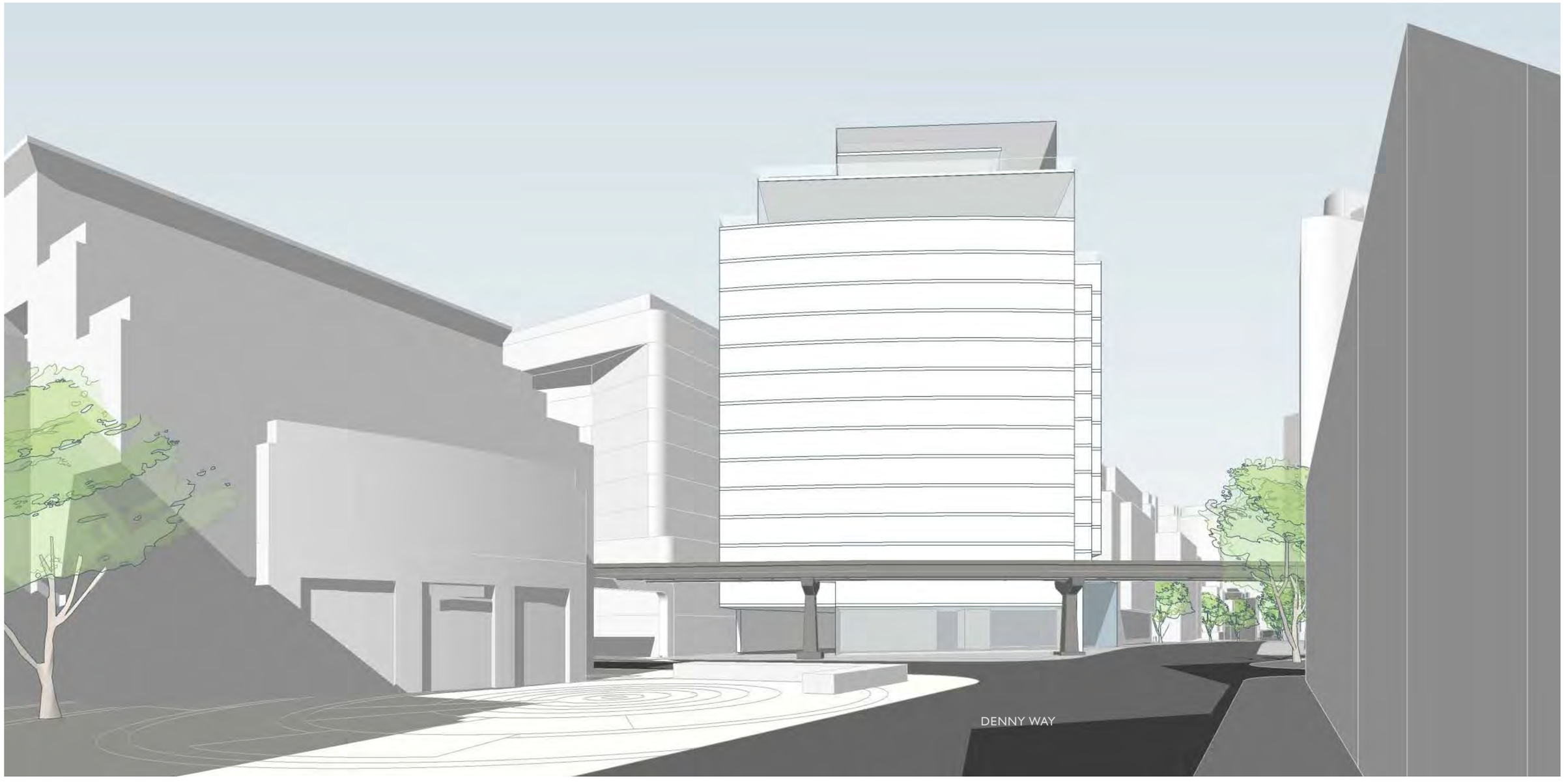
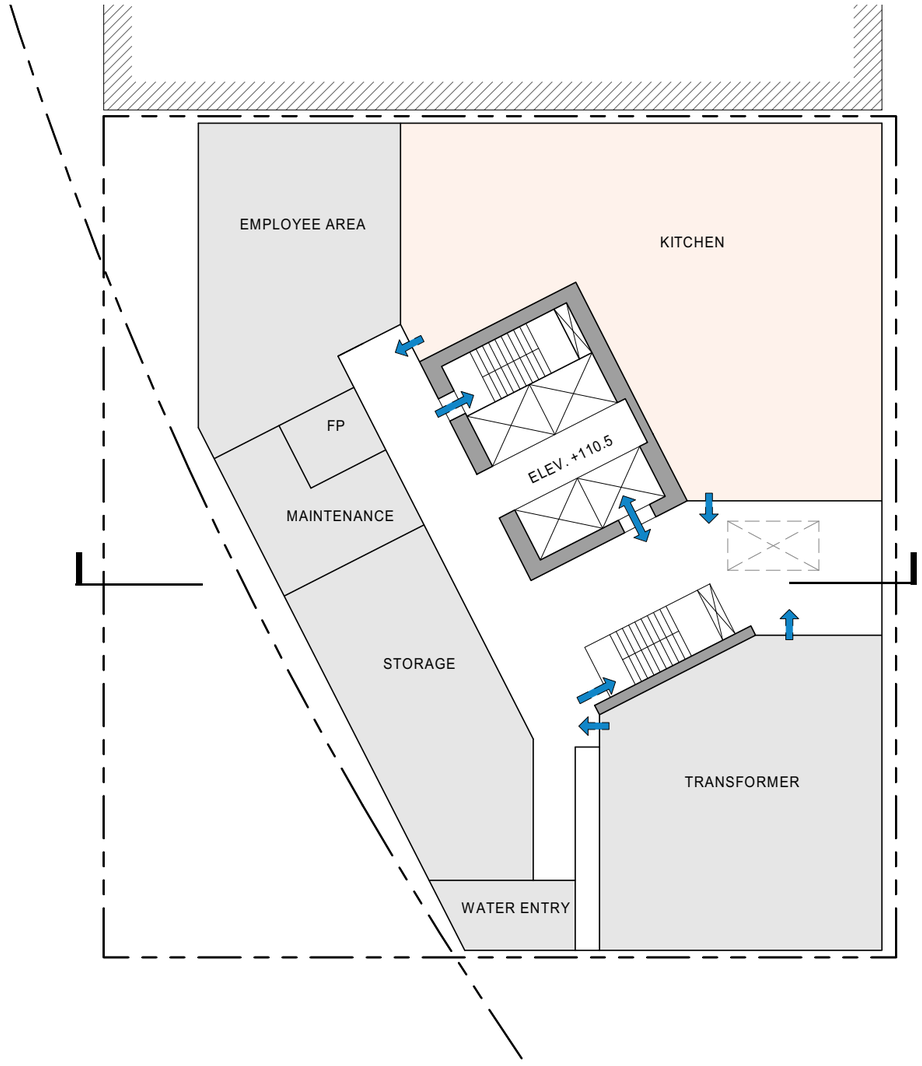
OPTION 4 – HUG THE CURVE

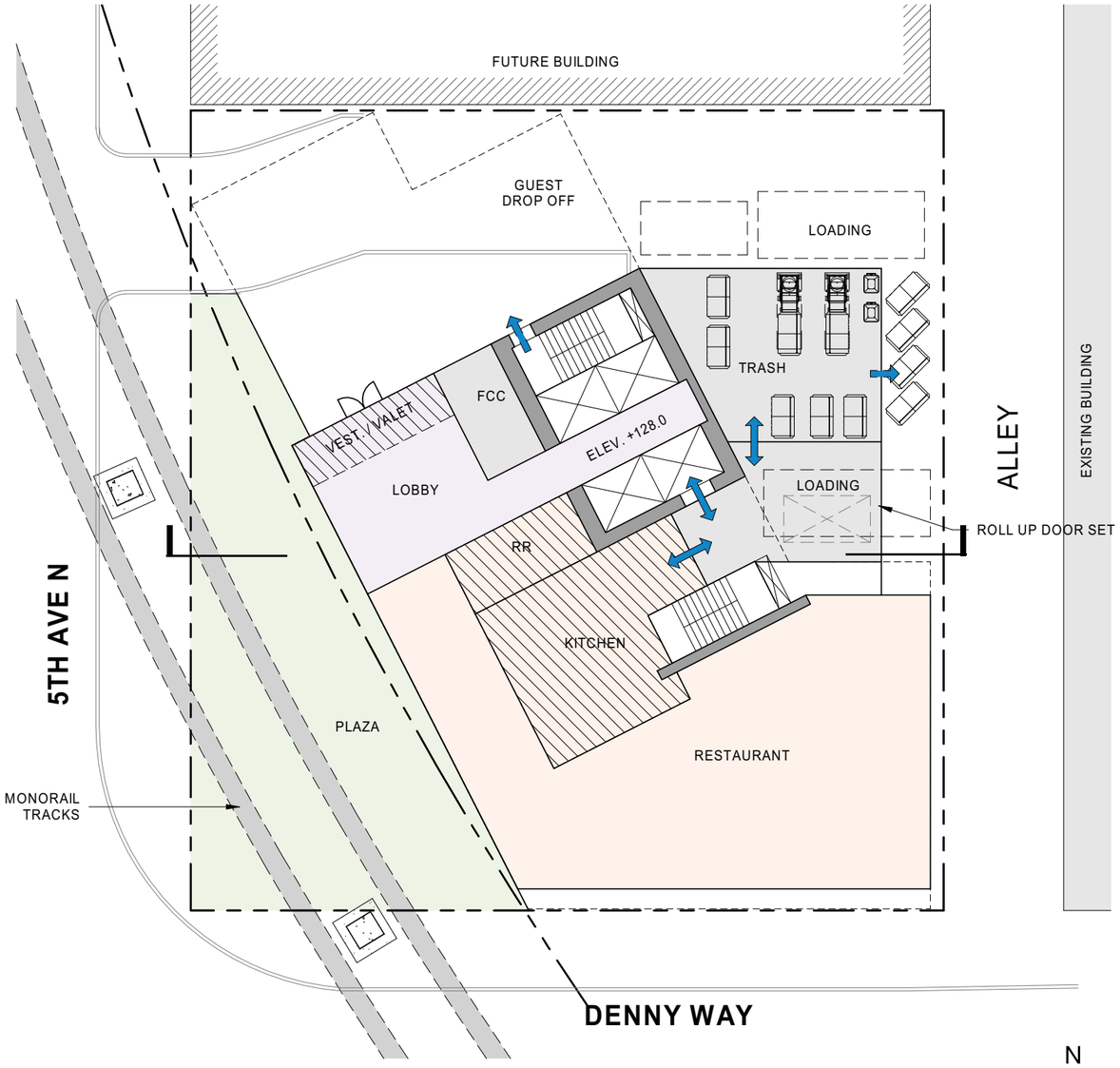


DENNY WAY VIEW LOOKING EAST

OPTION 4 – HUG THE CURVE



BASEMENT PLAN



LEVEL 1 PLAN

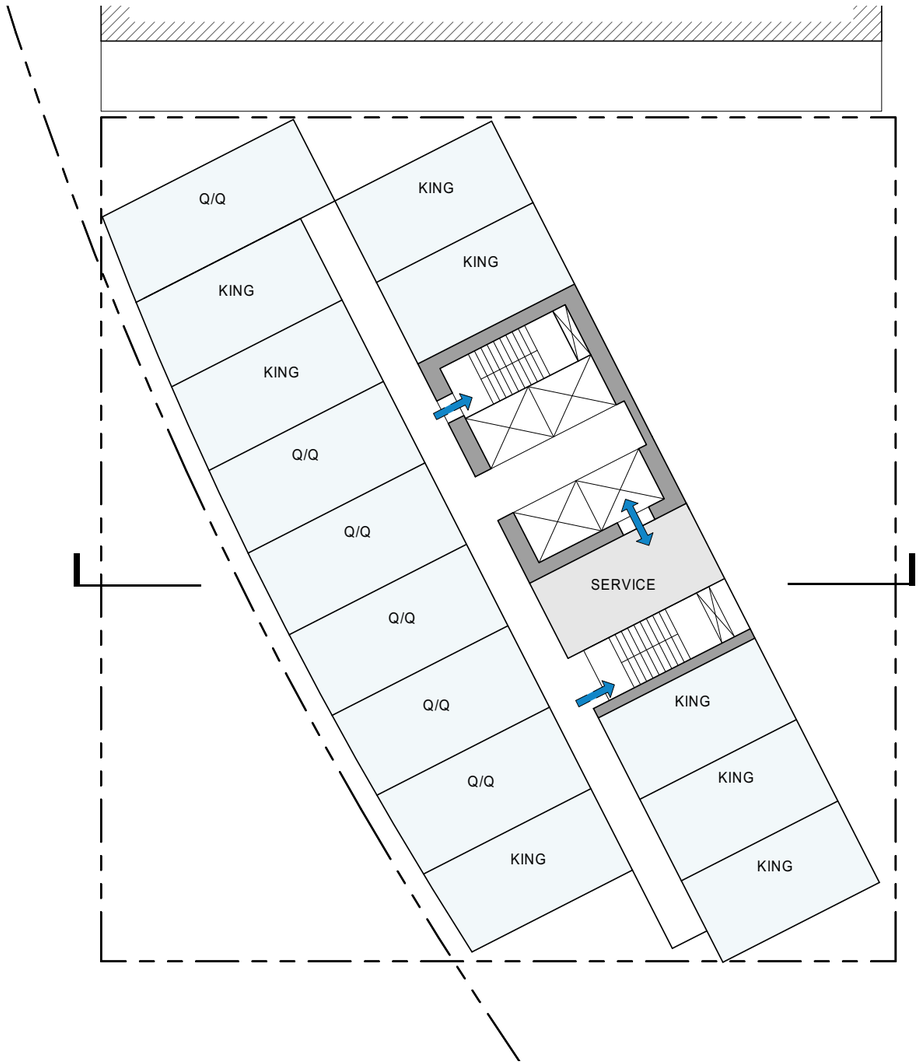
Dali development USA | WEBER THOMPSON

OPTION 4 – HUG THE CURVE

LEVEL 2 PLAN

LEVEL 3 PLAN

OPTION 4 – HUG THE CURVE

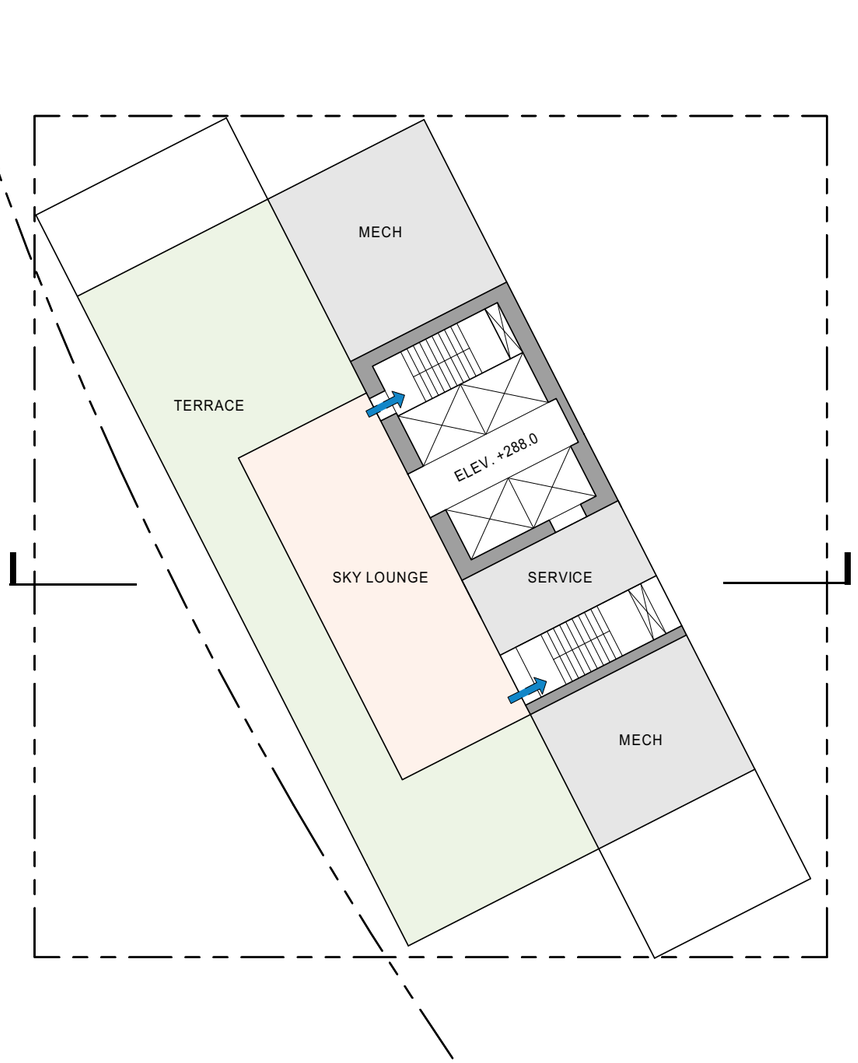


TYPICAL HOTEL PLAN

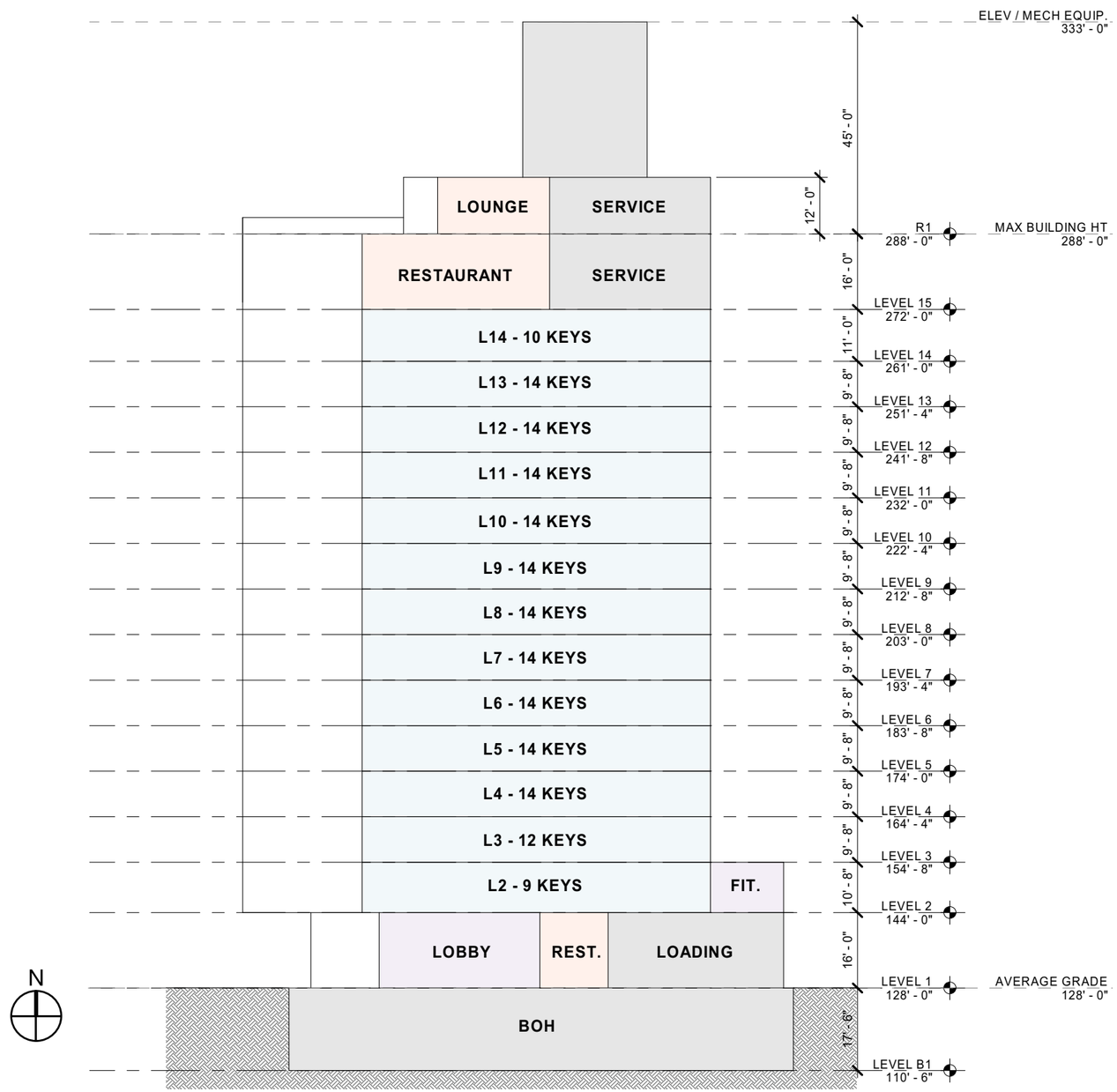
LEVEL 15 PLAN

Dali development USA | WEBER THOMPSON

OPTION 4 – HUG THE CURVE

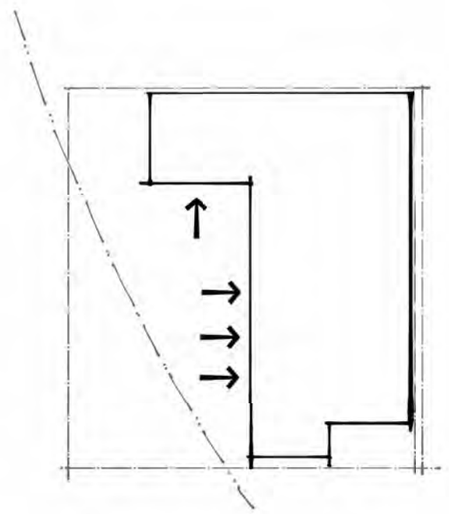


ROOF PLAN



SECTION LOOKING NORTH

OPTION 5 – BACKSTOP



CONCEPT DIAGRAM

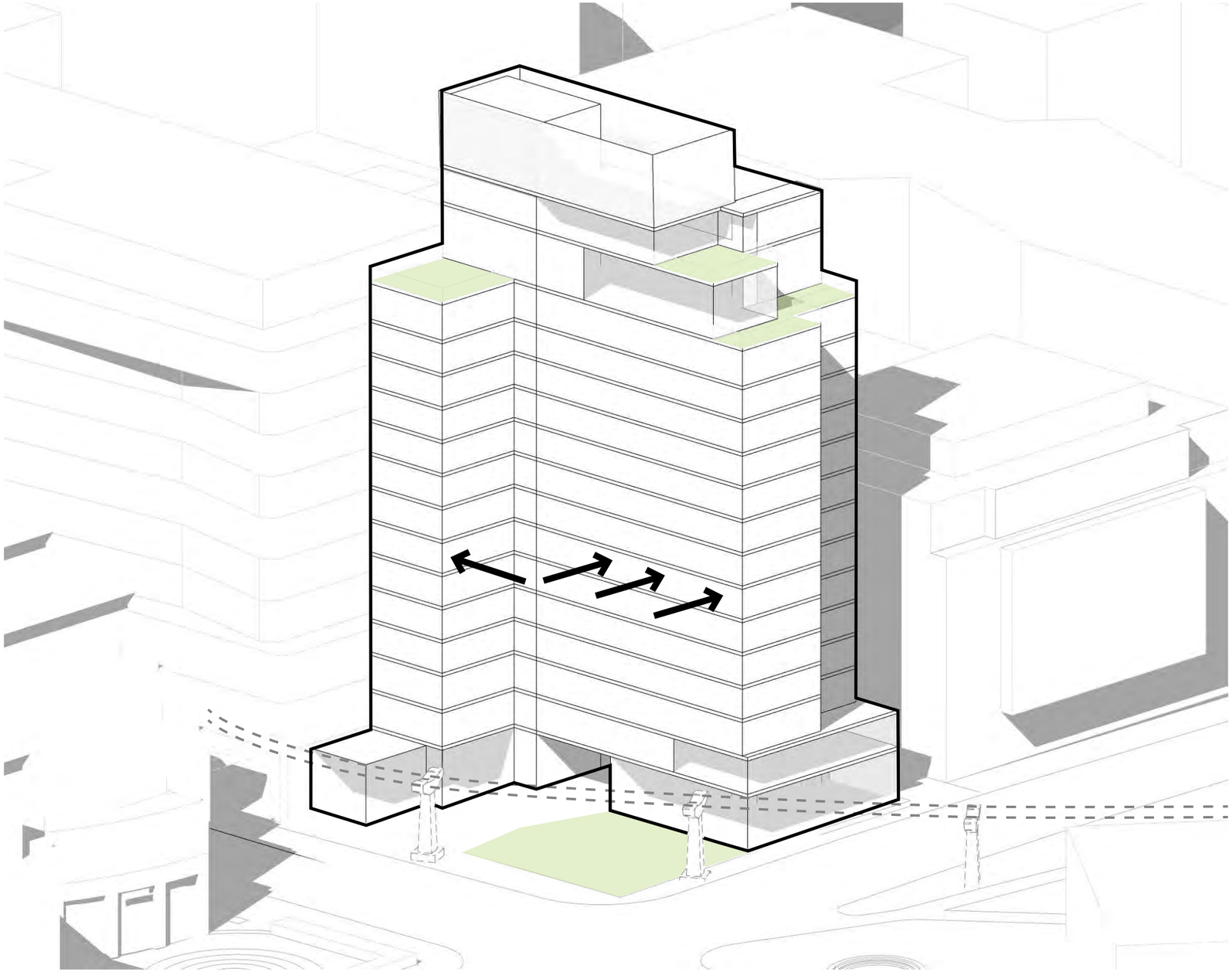
METRICS: 160’ HEIGHT, 15 STORIES, 112,400 GSF, 171 KEYS

ADVANTAGES:

- MASSING SET BACK FROM MONORAIL TO PROVIDE MORE LIGHT AND AIR TO CORNER PLAZA AND GREATER VISIBILITY THROUGH SITE TOWARDS THE SPACE NEEDLE
- THE SLENDER ARCHITECTURAL FORM SIGNALS A GATEWAY TO THE UPTOWN NEIGHBORHOOD (CS2.1)
- PROMINENT MAIN BUILDING ENTRY OFF OF 5TH AVE (PL3.2)
- OUTDOOR TERRACE ADDS ACTIVITY AT THE ROOFTOP (DC2.5J)

DISADVANTAGES:

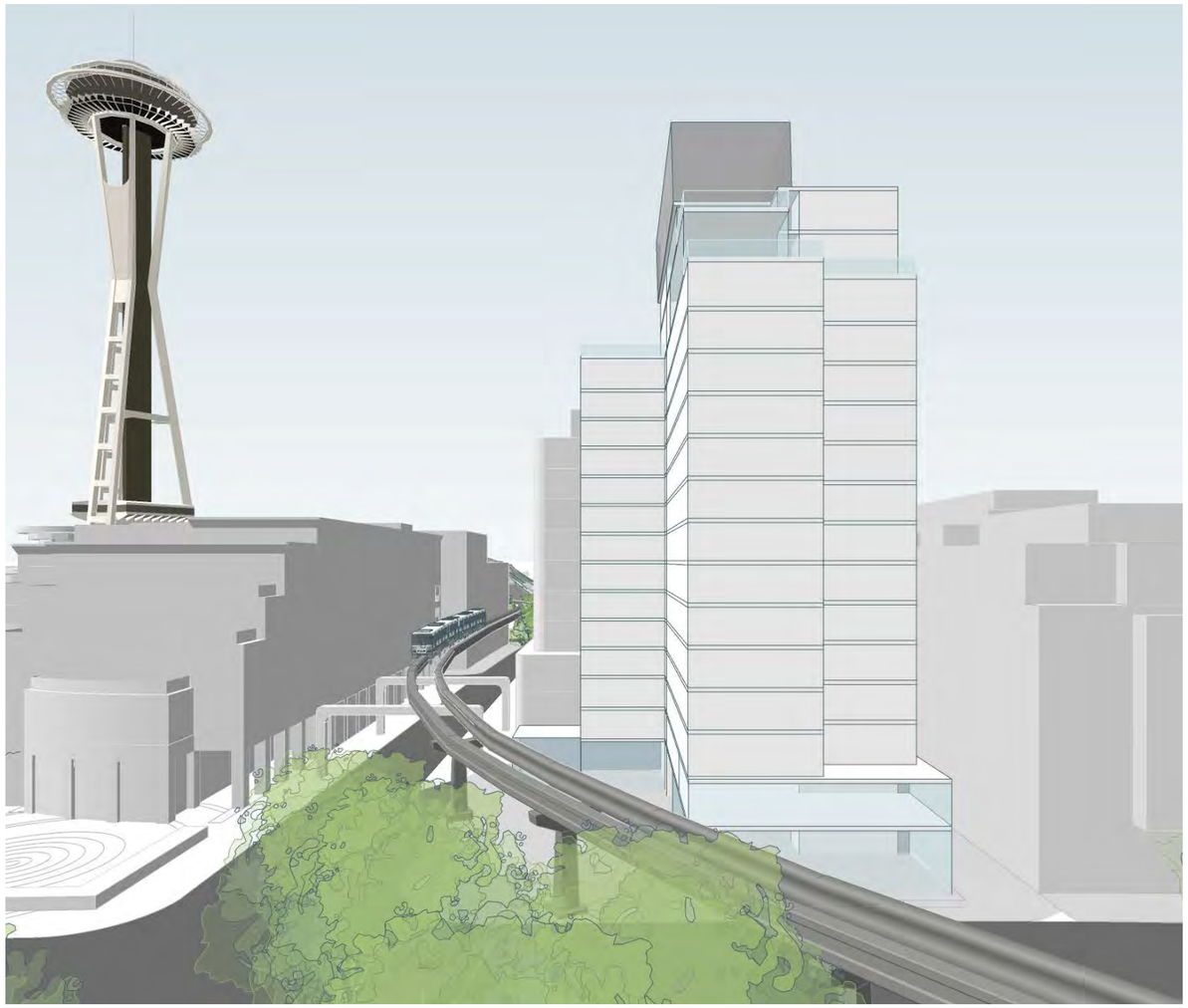
- BOXY FORM (DC2.5C)
- MASSING IS LESS RESPONSIVE TO CONTEXT AND PROVIDES LITTLE MODULATION ON NORTH AND EAST FACADES (DC2.5E)
- INDISTINCT BASE FORM (DC2.5F)
- BOXY TERMINUS TO THE TALL FORM (DC2.5J)
- THROUGH BLOCK DROP OFF ACCESS BREAKS UP PODIUM MASSING LANGUAGE AND REDUCES USABLE CORNER PLAZA AREA



MASSING MOVES DIAGRAM

OPTION 5 – BACKSTOP

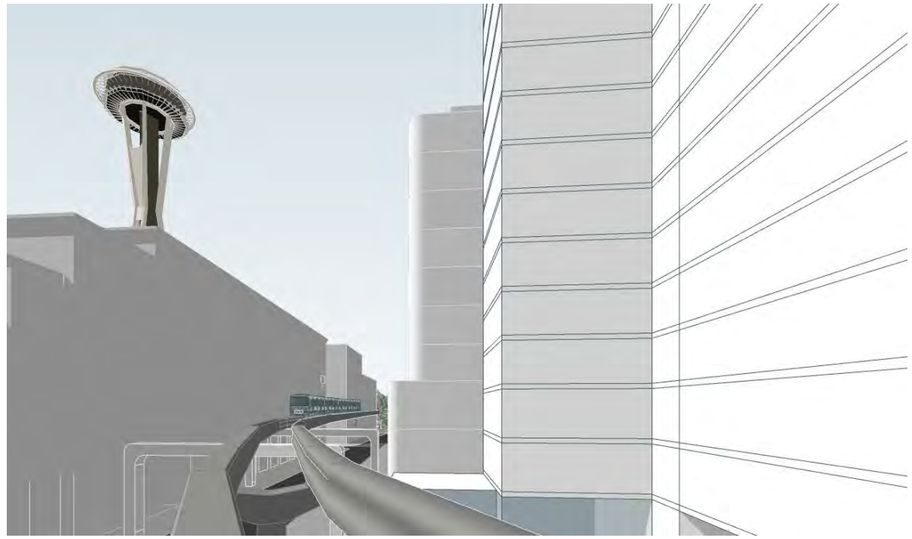
WEST FACADE AERIAL VIEW



SOUTH FACADE AERIAL VIEW

OPTION 5 – BACKSTOP

CEDAR ST VIEW



MONORAIL VIEW

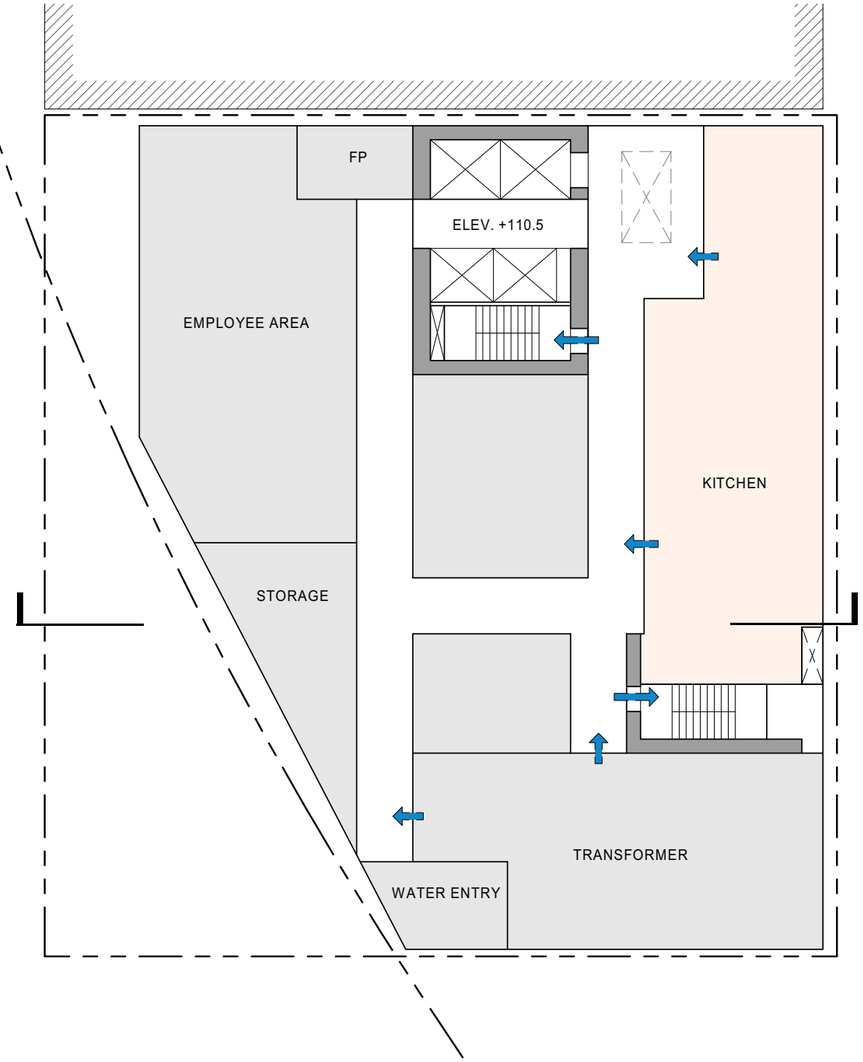
DENNY WAY VIEW LOOKING WEST

Dali development USA | WEBER THOMPSON

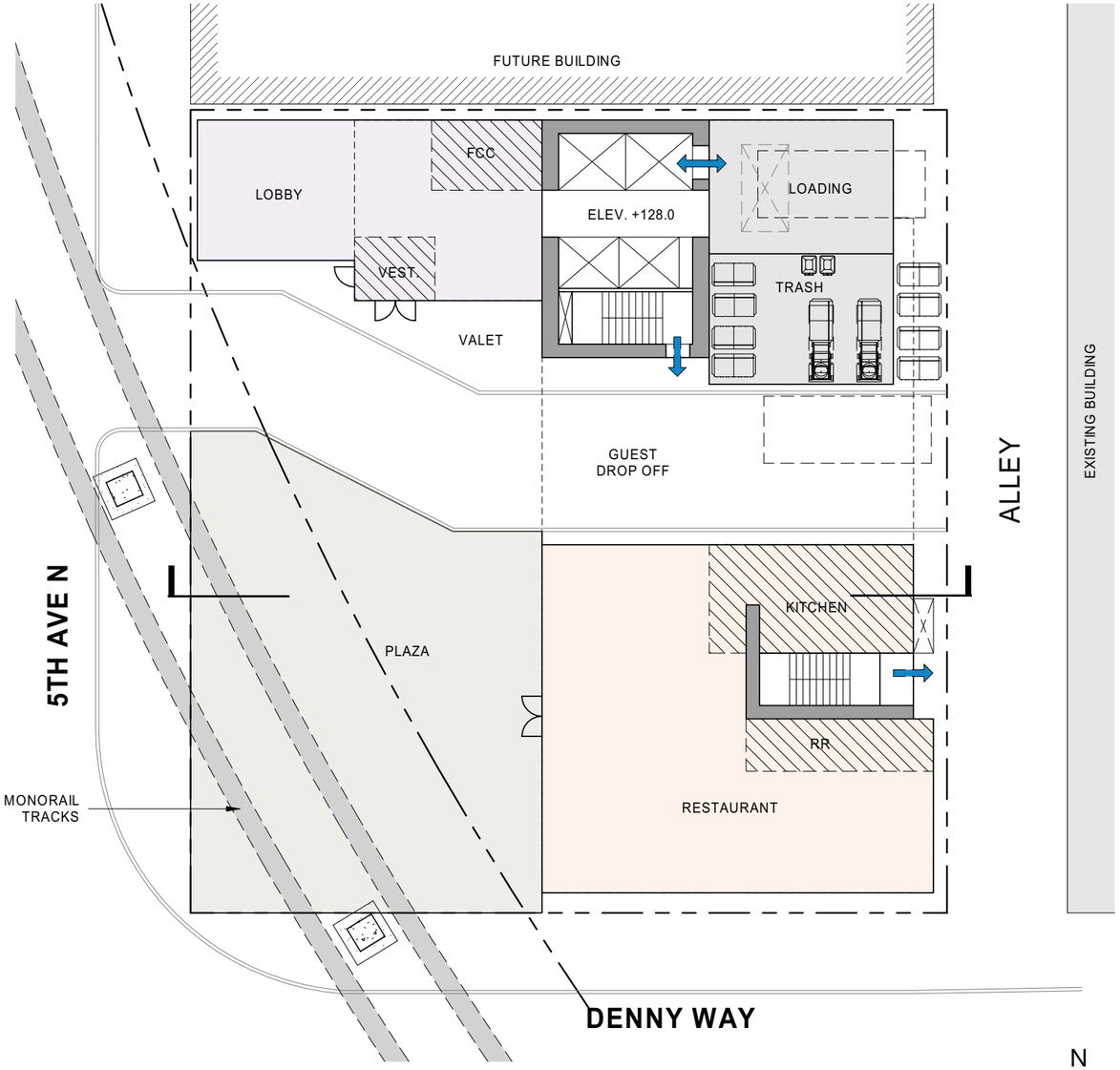
OPTION 5 – BACKSTOP

DENNY WAY VIEW LOOKING EAST

OPTION 5 – BACKSTOP



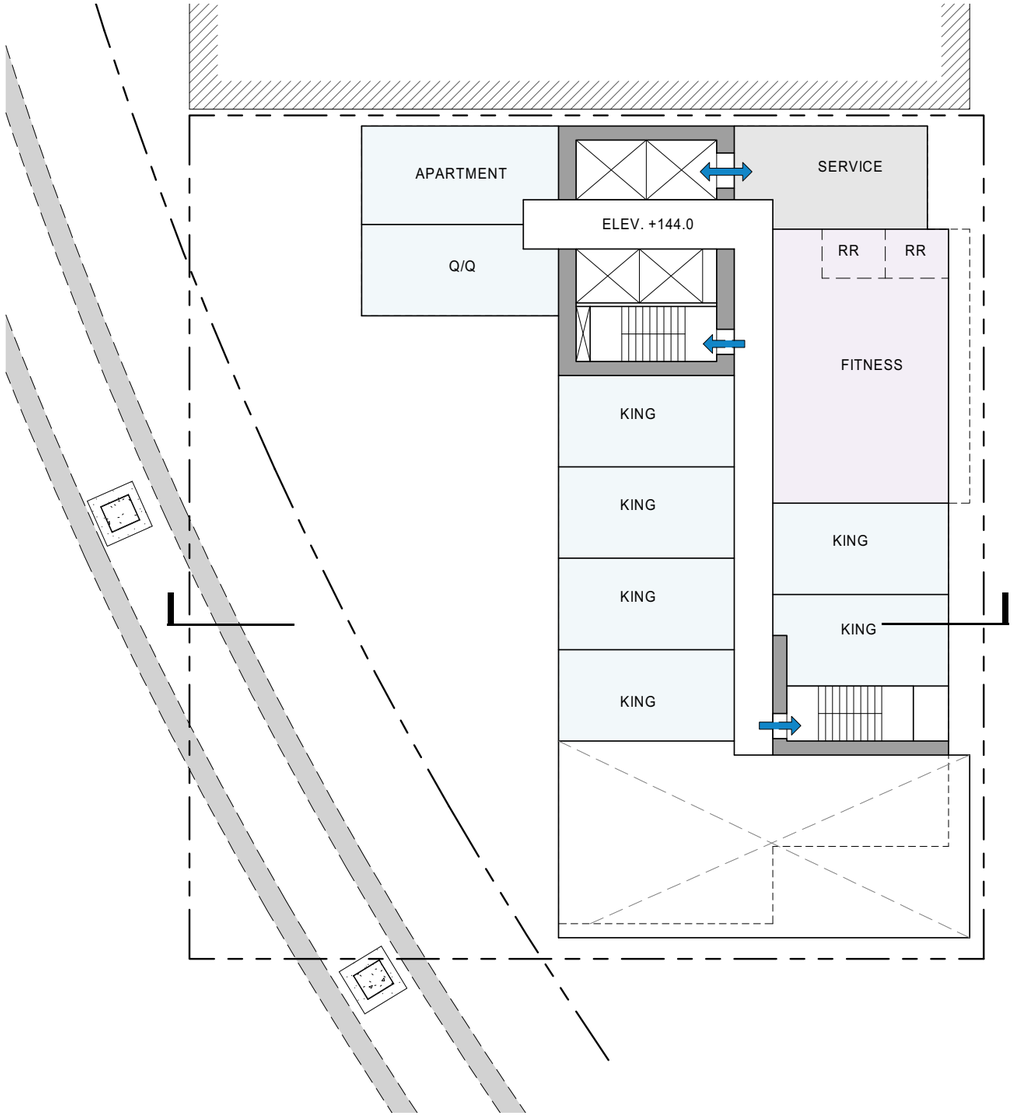
BASEMENT PLAN



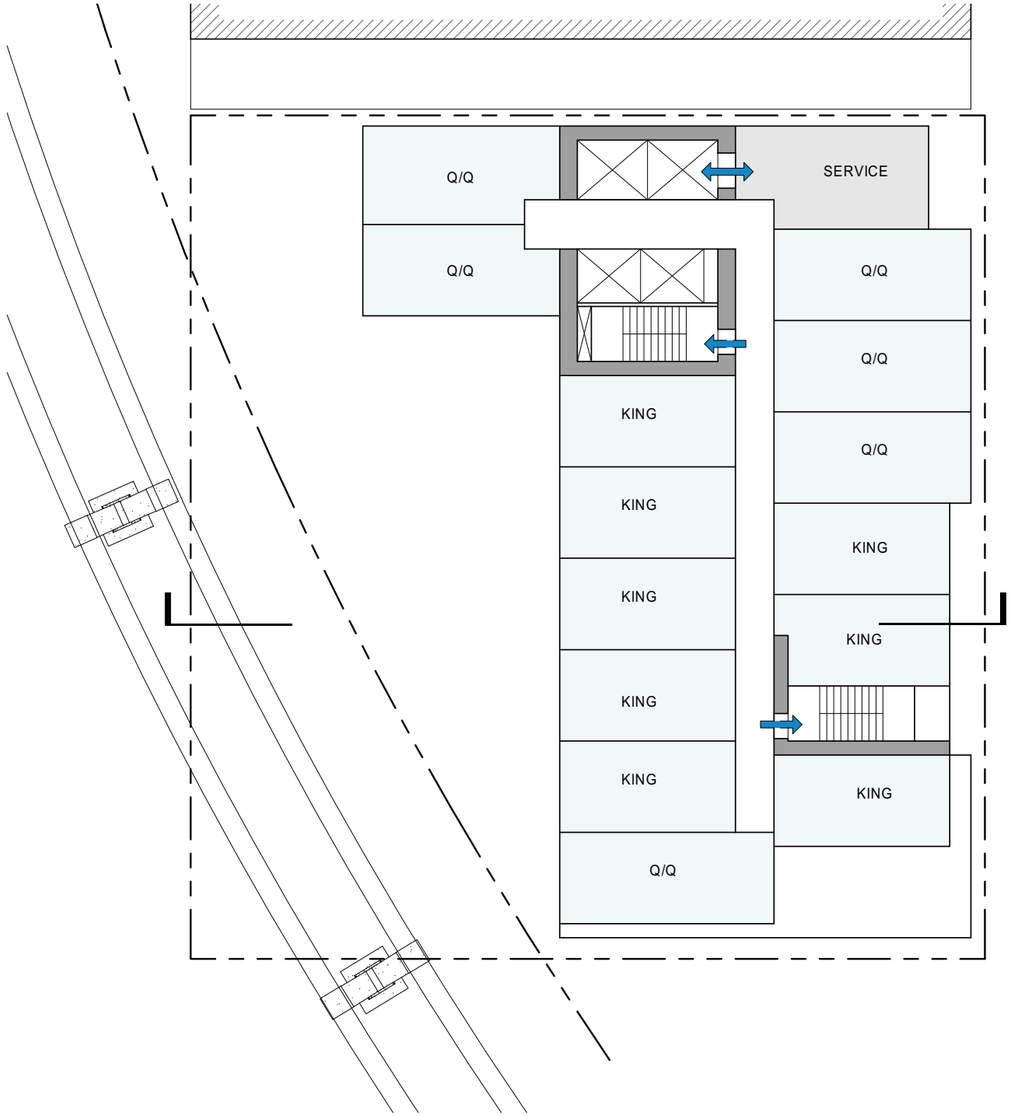
LEVEL 1 PLAN

Dali development USA | WEBER THOMPSON

OPTION 5 – BACKSTOP



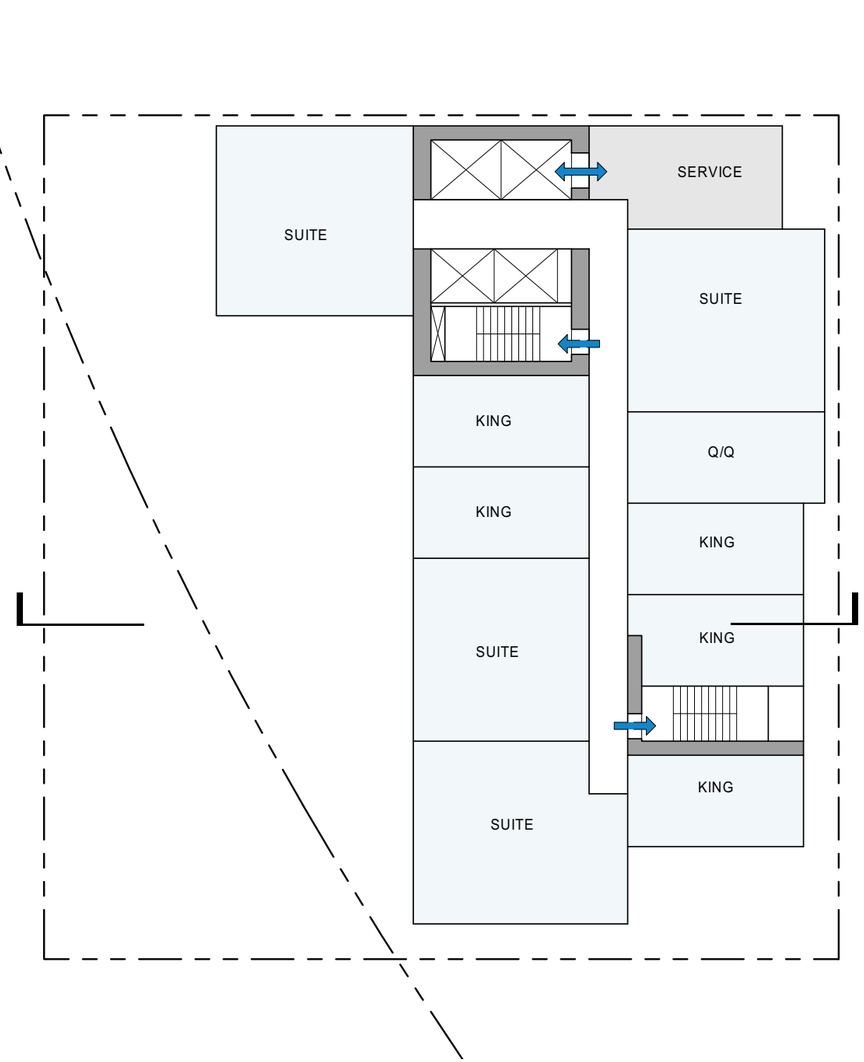
LEVEL 2 PLAN



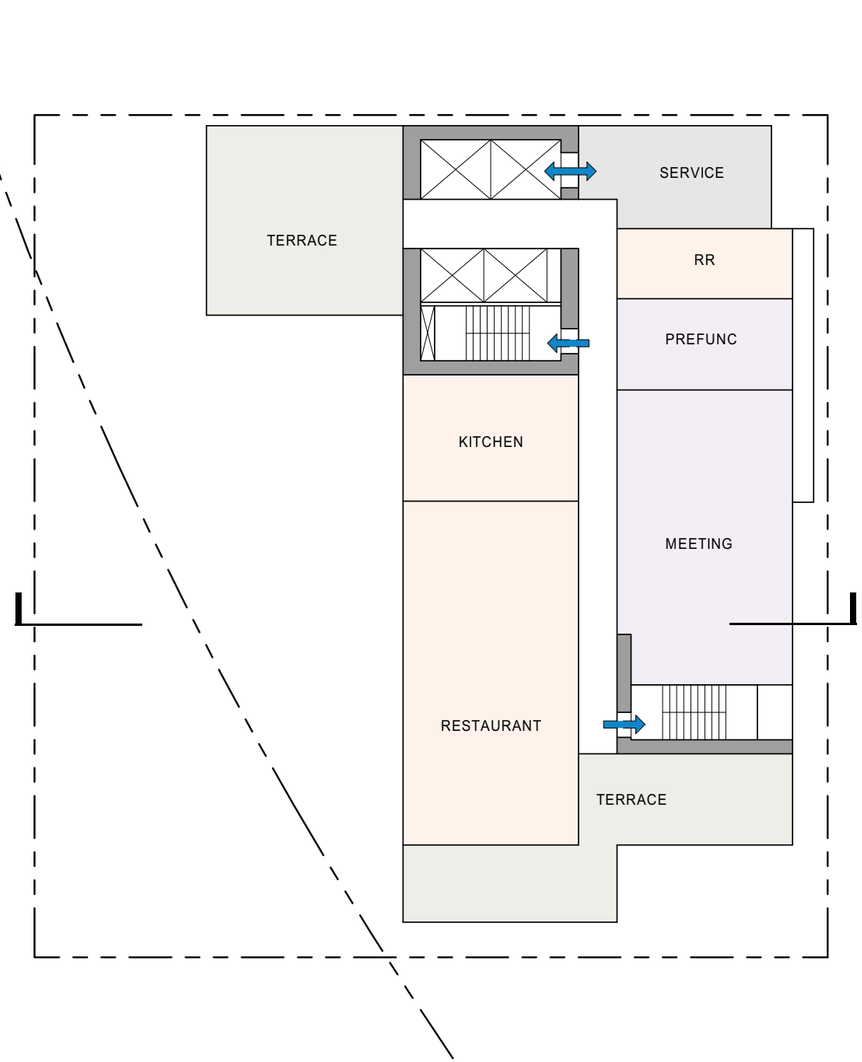
TYPICAL HOTEL PLAN

N

OPTION 5 – BACKSTOP



LEVEL 14 PLAN

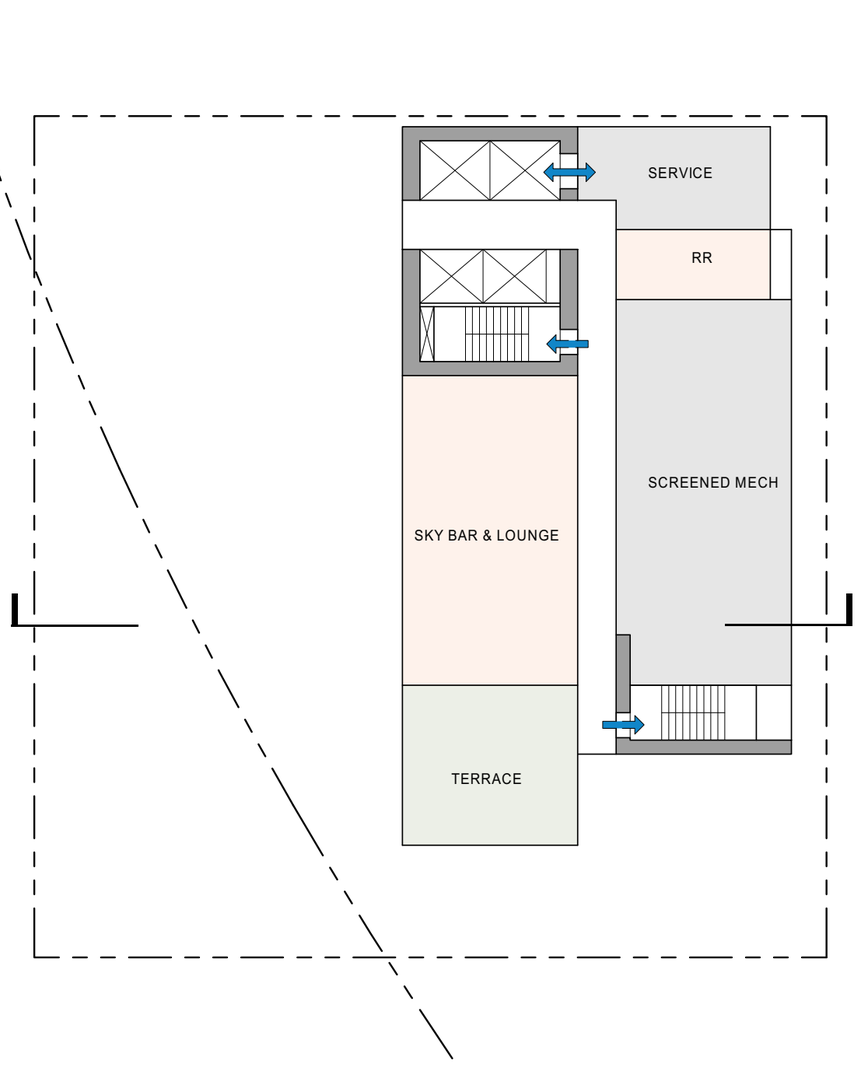


LEVEL 15 PLAN

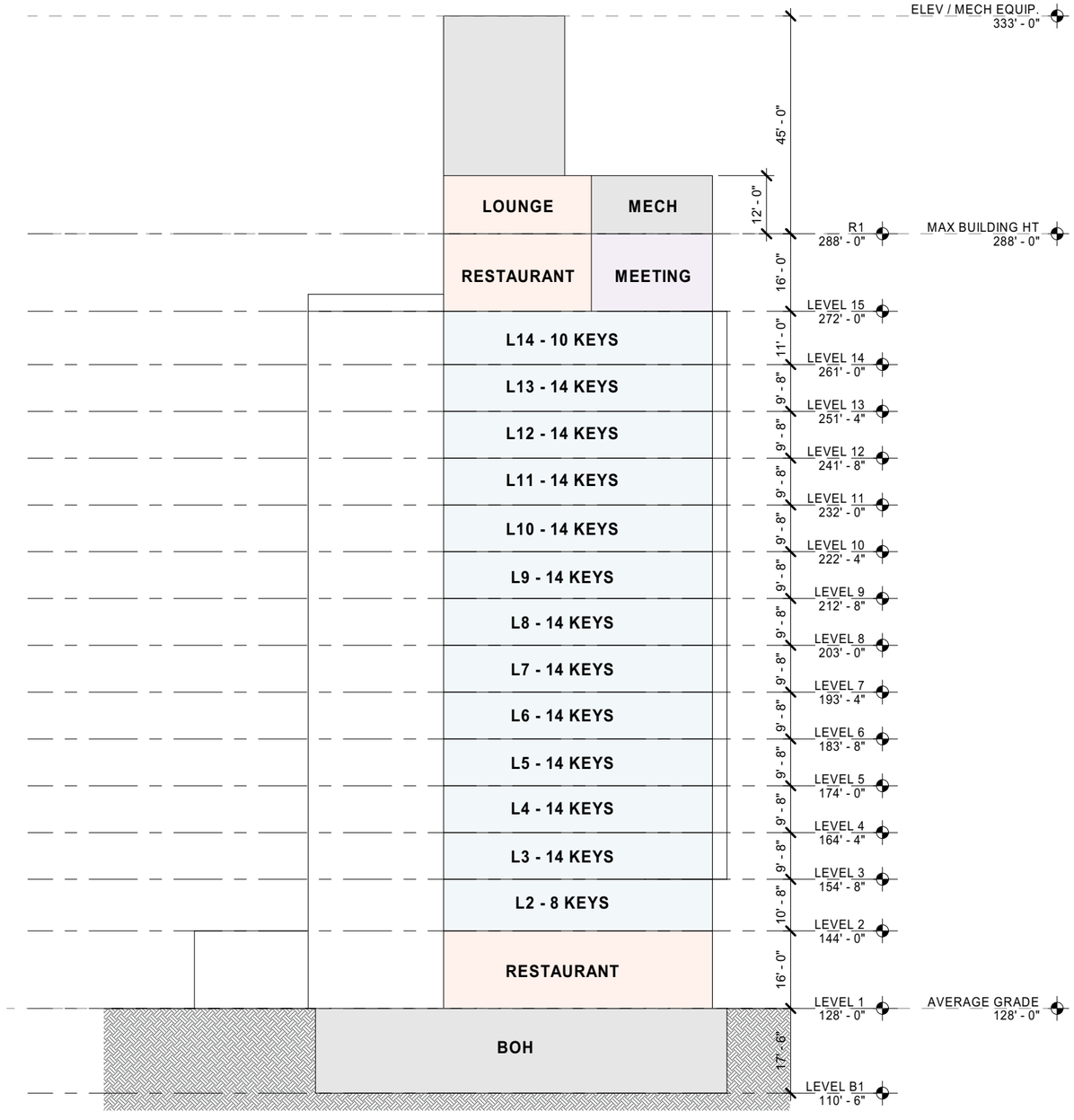
N

Dali development USA | WEBER THOMPSON

OPTION 5 – BACKSTOP

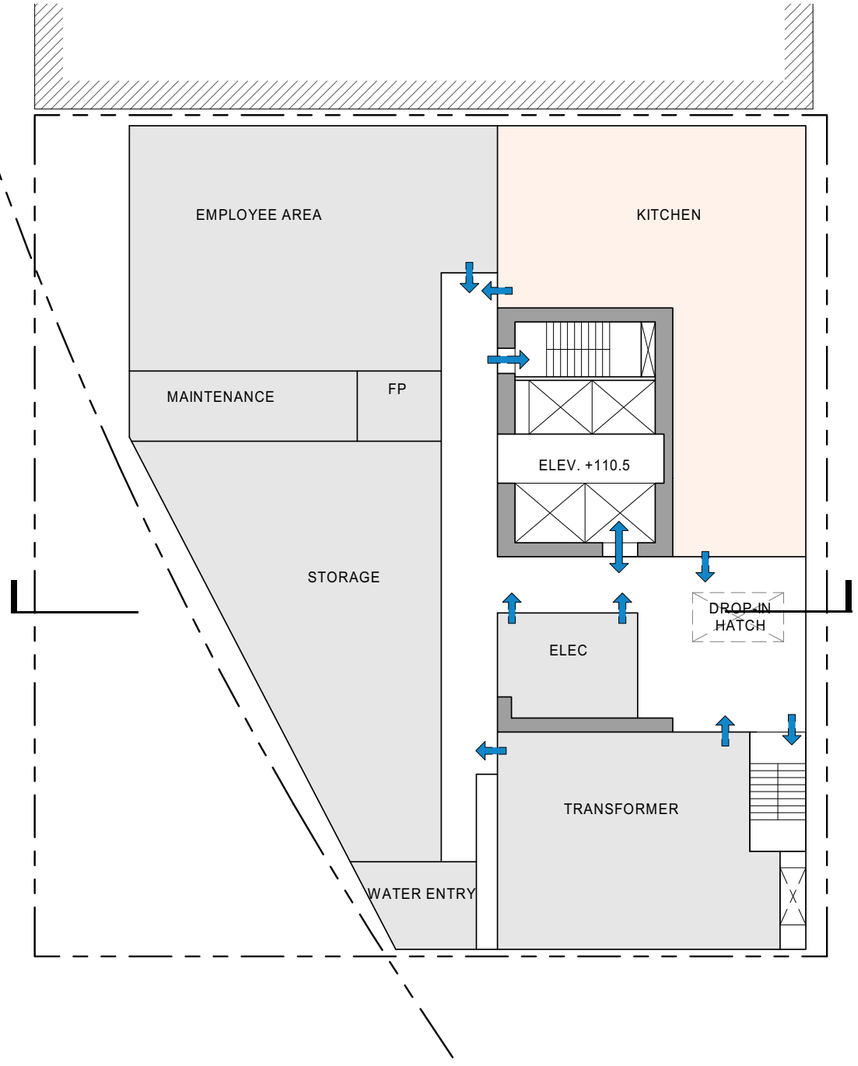


ROOF PLAN

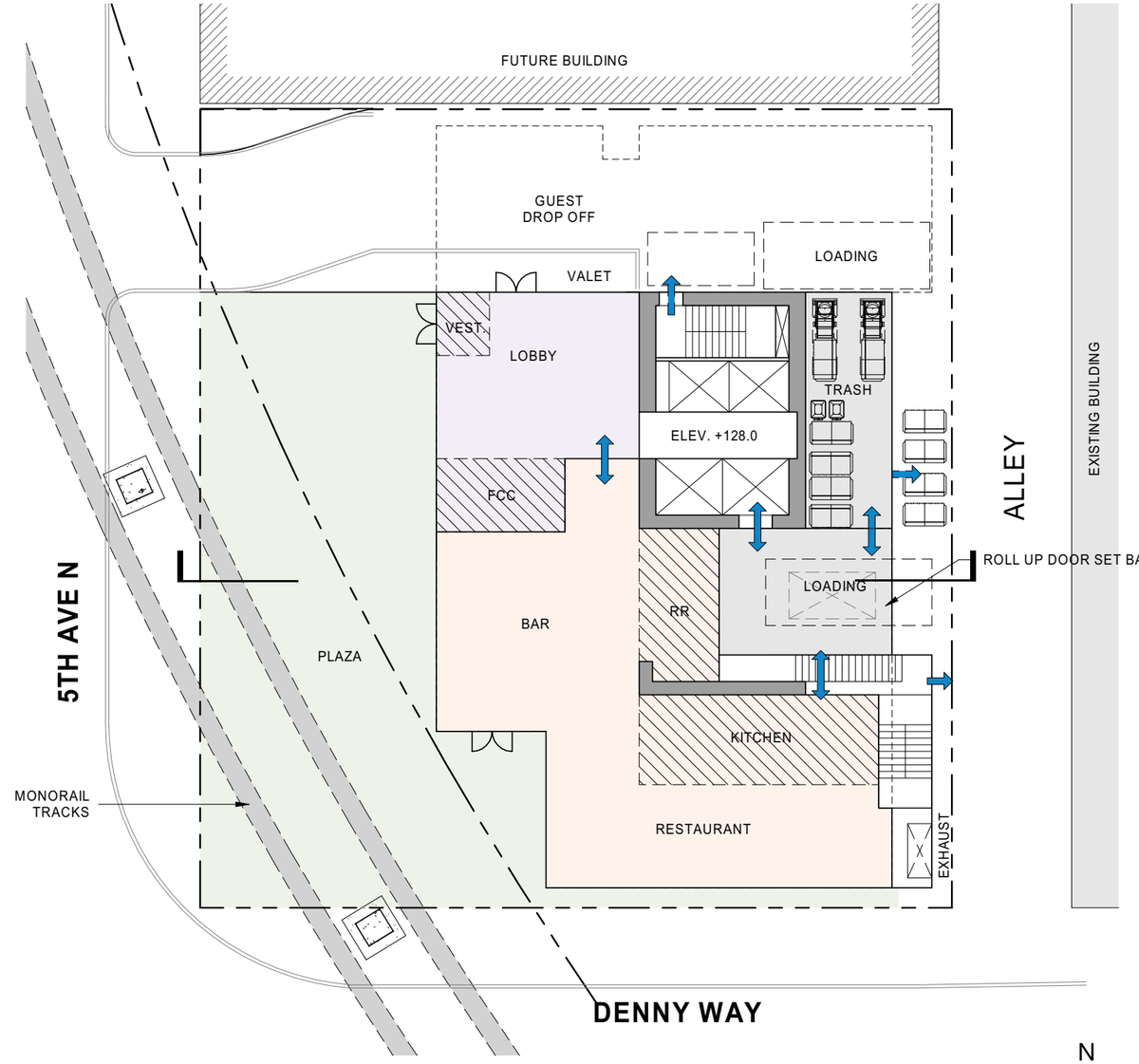


SECTION LOOKING NORTH

OPTION 6 – DRIFT
(PREFERRED)



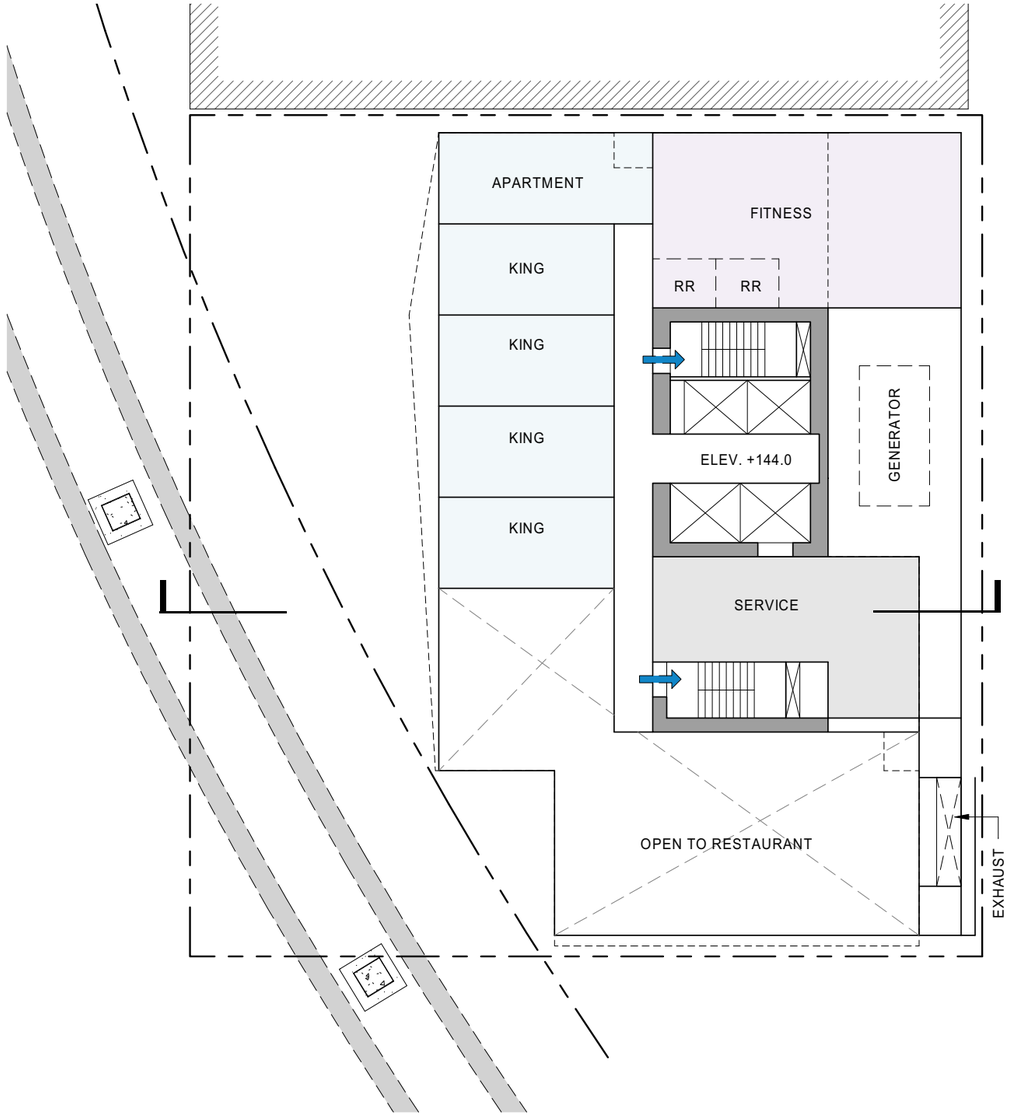
BASEMENT PLAN



LEVEL 1 PLAN

Dali development USA | WEBER THOMPSON

OPTION 6 – DRIFT
(PREFERRED)

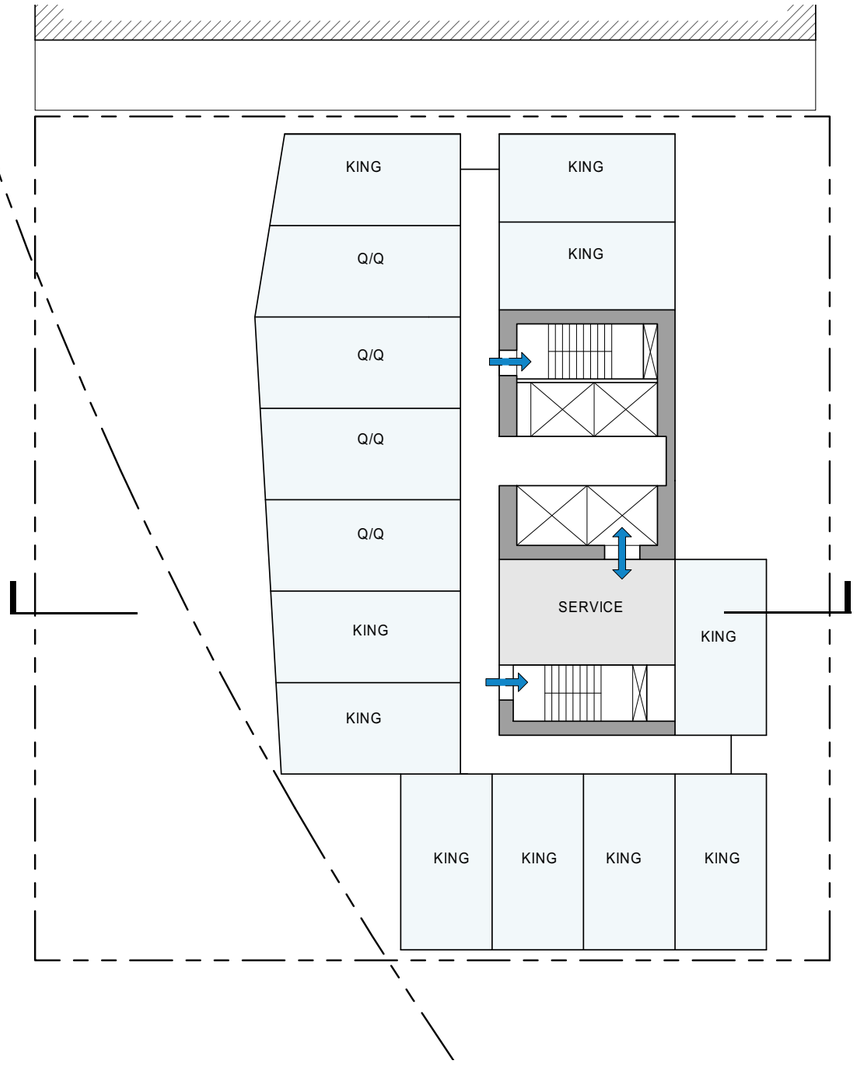


LEVEL 2 PLAN

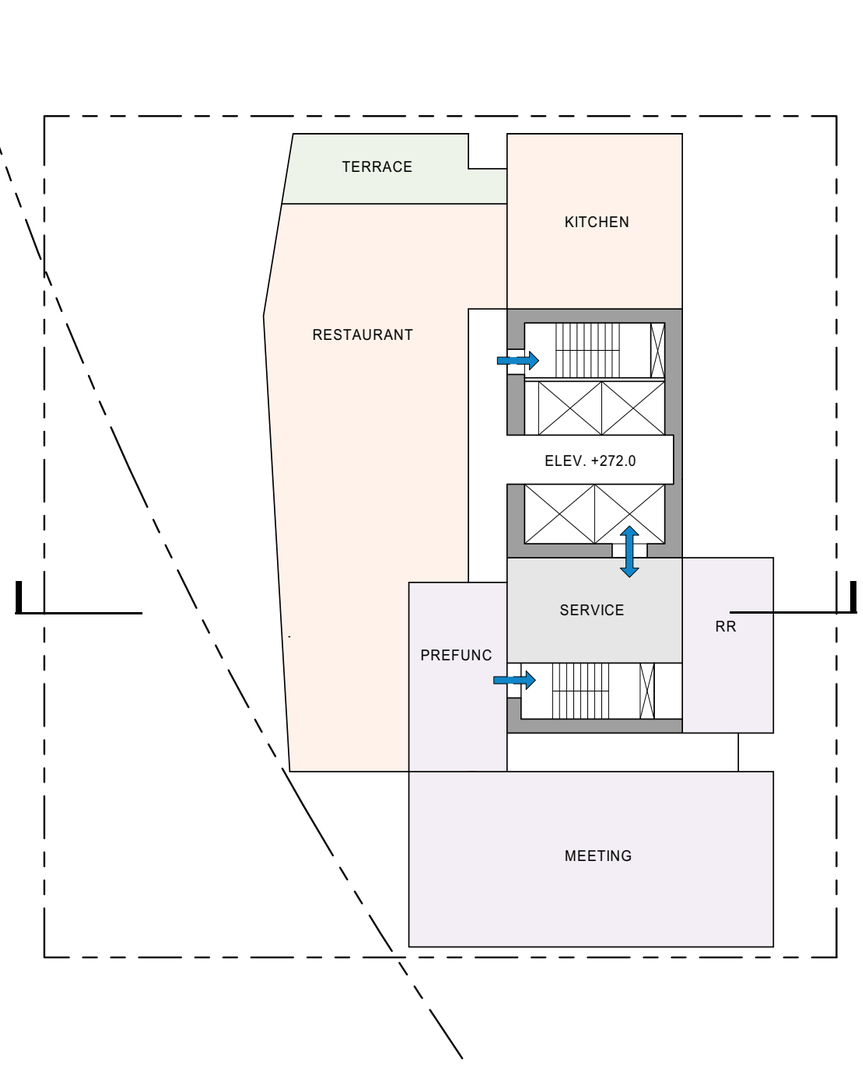
LEVEL 3 PLAN

N

OPTION 6 – DRIFT
(PREFERRED)



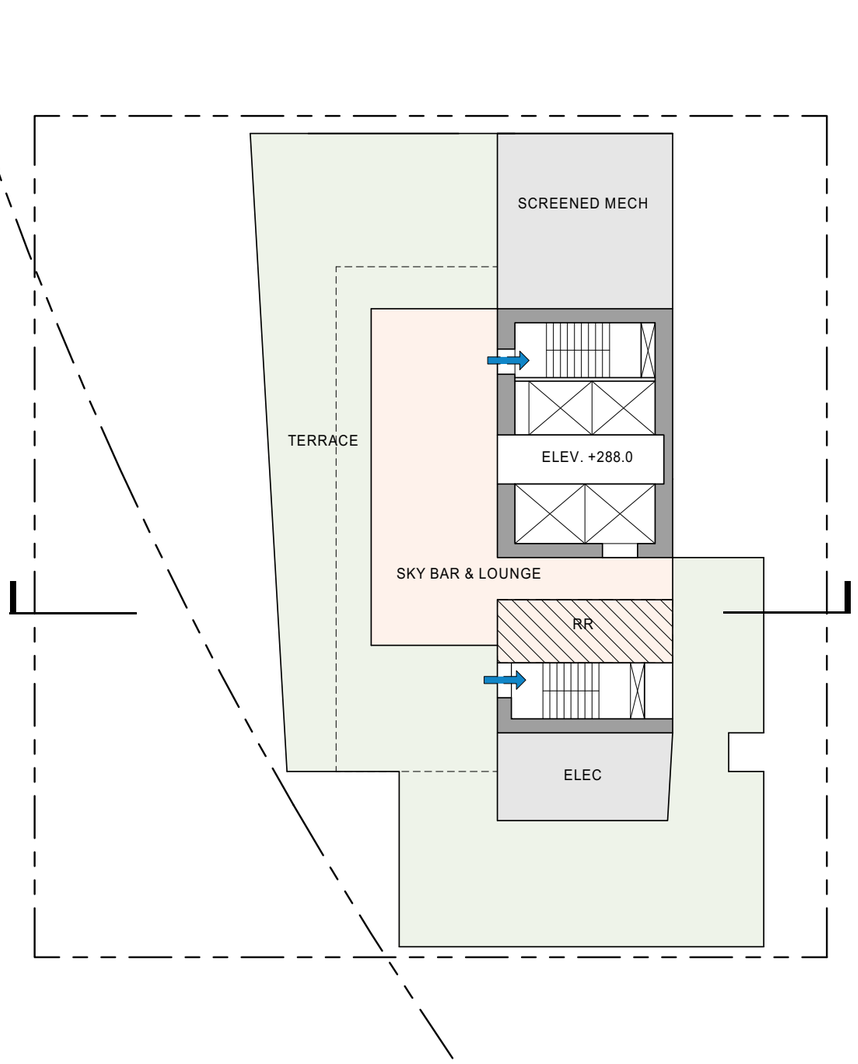
TYPICAL HOTEL PLAN



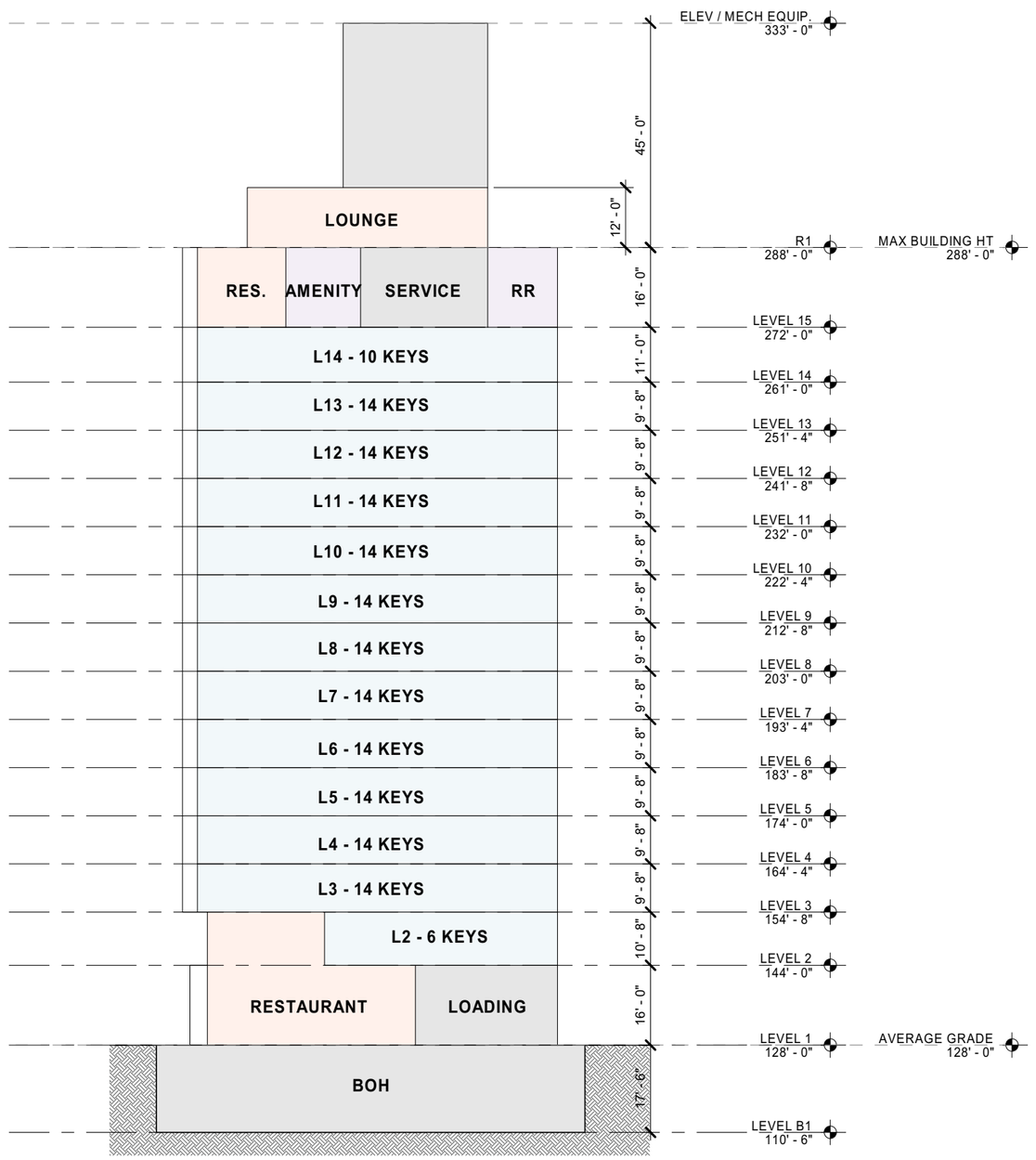
LEVEL 15 PLAN

Dali development USA | WEBER THOMPSON

OPTION 6 – DRIFT
(PREFERRED)

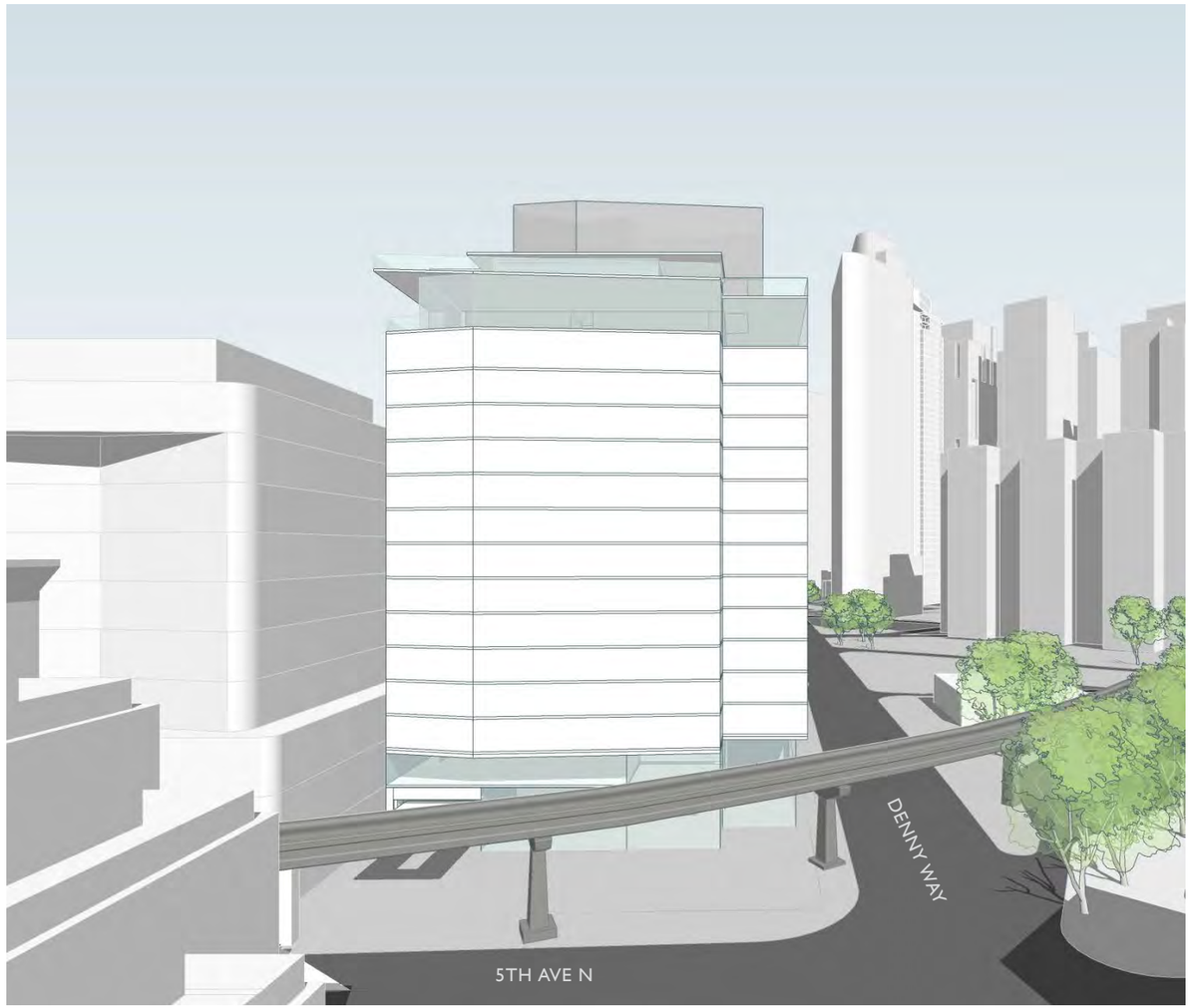


ROOF PLAN

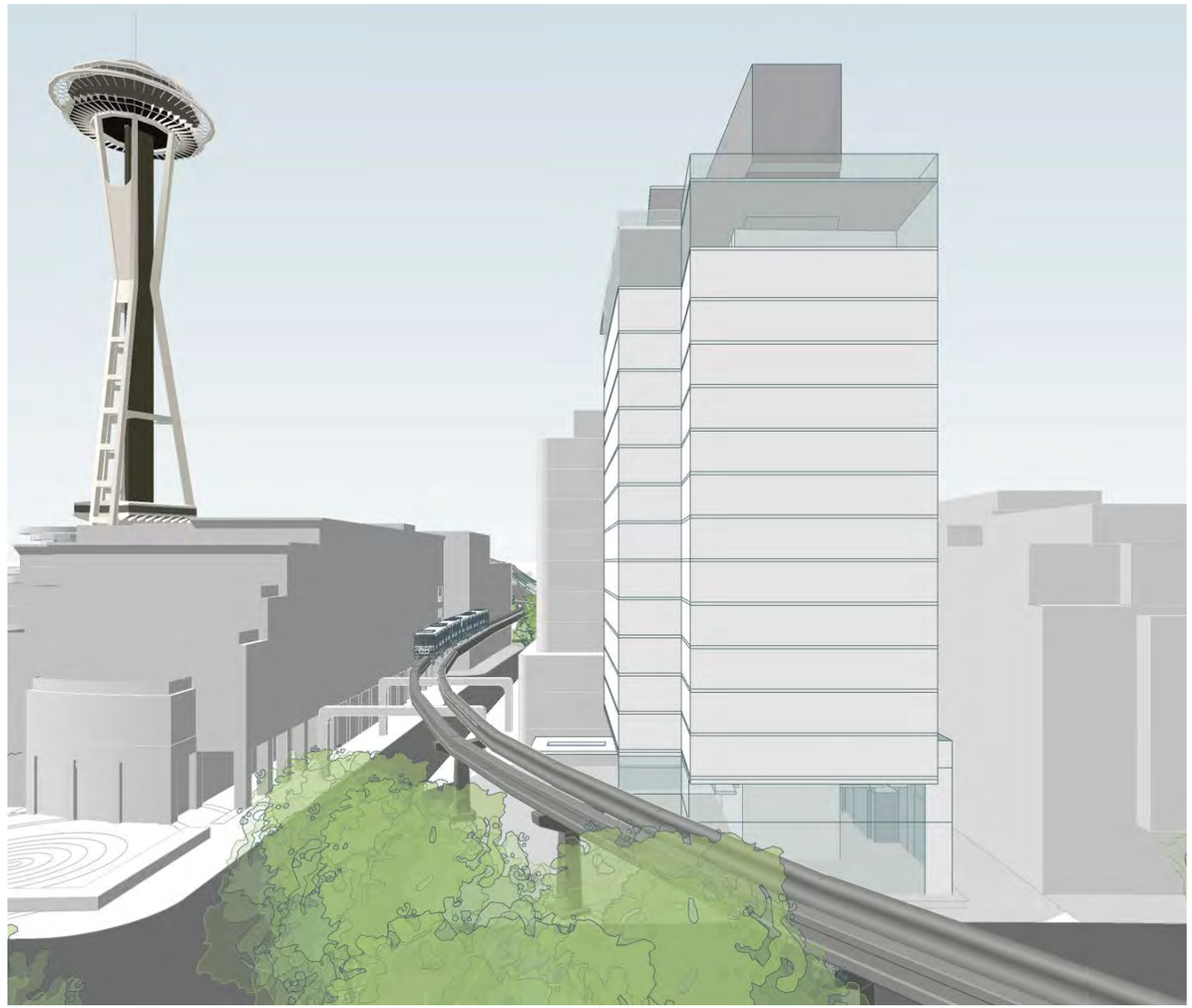


SECTION LOOKING NORTH

OPTION 6 – DRIFT
(PREFERRED)



WEST FACADE AERIAL VIEW



SOUTH FACADE AERIAL VIEW

ANTICIPATED DEPARTURES – SUMMARY

CODE REQUIREMENT	DEPARTURE REQUESTS FOR EACH OPTION	RATIONALE	ASSOCIATED GUIDELINES
1. SMC 23.48.040.C.1 Where street-level uses are required, a minimum of 75 percent of the applicable street-level, street-facing facade shall be occupied by uses listed in subsection 23.48.005.D.1. The remaining street-facing facade may contain other permitted uses or pedestrian or vehicular entrances.	Option 2 is proposing an eating and drinking establishment use occupying 65% of the 5th Ave street level facade Option 3 is proposing an eating and drinking establishment use occupying 58% of the 5th Ave street level facade Option 4 is proposing an eating and drinking establishment use occupying 66% of the 5th Ave street level facade Option 5 is proposing an eating and drinking establishment use occupying 59% of the 5th Ave street level facade Option 6 is proposing an eating and drinking establishment use occupying 60% of the 5th Ave street level facade	In order to accommodate a safe drop off area for the primary hotel use, options 2-6 propose a through-property drive aisle (Type I Director Decision) which reduces our street facing facade by 28' (24%). The street facing façade length is 112'. Subtracting the through-block access entry leaves 84 feet of street facing facade. Dedicating 75% of this short frontage length to the required use does not leave enough room for an accessible hotel lobby which must be located next to the vehicular driveway/drop off zone.	
2. SMC 23.48.040.C.3 The space occupied by street-level uses (along 5th Ave N) shall have a minimum floor-to-floor height of 13 feet and extend at least 30 feet in depth at street level from the street-facing facade.	Option 3 has a 9' wide section of street frontage that has a depth of 25'. The average depth of the space is 51' deep.	Option 3 with its larger floor plate results in the core shifting to the west in the floor plate which reduces the depth to 25' for a small portion (9 feet) of the street facing façade. The remaining portion of the street level use contains a bar and restaurant use with 30' of depth or greater. The non-compliant portion of the required use could extend 5' to meet the requirement, but it would reduce the amount of plaza space provided for the public use.	
3. SMC 23.48.740.A.1 The street-facing facades of structures abutting Class 1 Pedestrian Streets, as shown on Map A for 23.48.740, shall be built to the street lot line for a minimum of 70 percent of the facade length, provided that the street frontage of any required outdoor amenity area, other required open space, or usable open space provided in accordance with subsections 23.48.740.B and 23.48.740.C is excluded from the total amount of frontage required to be built to the street lot line.	Due to the impacts of the monorail and its associated setbacks, none of the options will be able to meet this requirements. Option 1 is proposing 18' (15%) of the 5th Ave N street facing facade to be built to the street lot line. Option 2 is proposing 23' (19%)' of the 5th Ave N street facing facade to be built to the street lot line. Option 3 is proposing 0' of the 5th Ave N street facing facade to be built to the street lot line. Option 4 is proposing 0' of the 5th Ave N street facing facade to be built to the street lot line. Option 5 is proposing 21' (17.5%) of the 5th Ave N street facing facade to be built to the street lot line. Option 6 is proposing 0' of the 5th Ave N street facing facade to be built to the street lot line.	The monorail itself along with the monorail operations easement on the site preclude building up to the 5th Avenue street lot line for the majority of the site. At the east end, a driveway at ground level is required for access given the hotel program. The benefit will be to provide more open space adjacent to the frontage to support a vibrant pedestrian experience.	

ANTICIPATED DEPARTURES – SUMMARY

CODE REQUIREMENT	DEPARTURE REQUEST	RATIONALE	ASSOCIATED GUIDELINES
4. SMC 23.48.025.C.4 Rooftop features listed under this section may extend up to 15 feet above the applicable height limit, if the combined total coverage of all features listed in this subsection does not exceed 35 percent of the roof area, or does not exceed 60 percent coverage of the roof area if the total includes a greenhouse.	Option 2 is proposing 67% rooftop coverage. Option 3 is proposing 64% rooftop coverage. Option 4 is proposing 63% rooftop coverage. Option 5 is proposing 89% rooftop coverage. Option 6 is proposing 59% rooftop coverage.	The rooftop coverage exceeds 35% to varying degrees in each option to include an activated sky lounge solarium and outdoor seating area at the rooftop level. The Sky Lounge will be open to the public and the outdoor terrace will provide an aesthetically pleasing rooftop for nearby taller projects to look down on. The additional area also supports a more cohesive rooftop level massing design that is better integrated with the rest of the tower below. In addition, the monorail easement has a significant effect on the building footprint area limiting potential placement for mechanical equipment at lower levels in the building. The quantity of mechanical equipment requires an outsized footprint given the quite small rooftop area on the plate restricted options (Option 4, 5, & 6).	