

# tommie

SDCI PROJECT No: 3032794-EG

**tommie seattle**

**Early Design Guidance**

Downtown Design Review Board Meeting - 12/18/2018

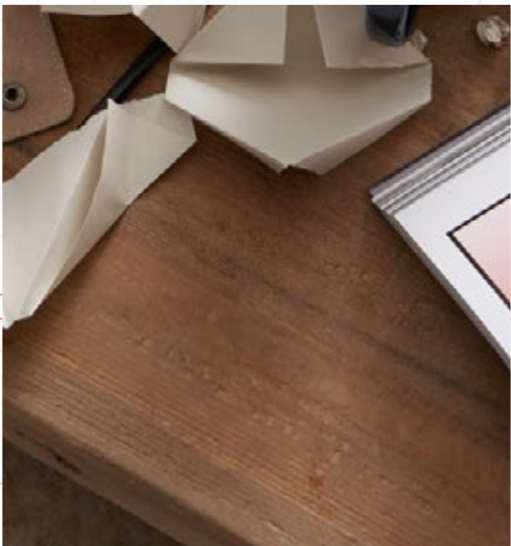
hfh | Aedas | Walker Macy



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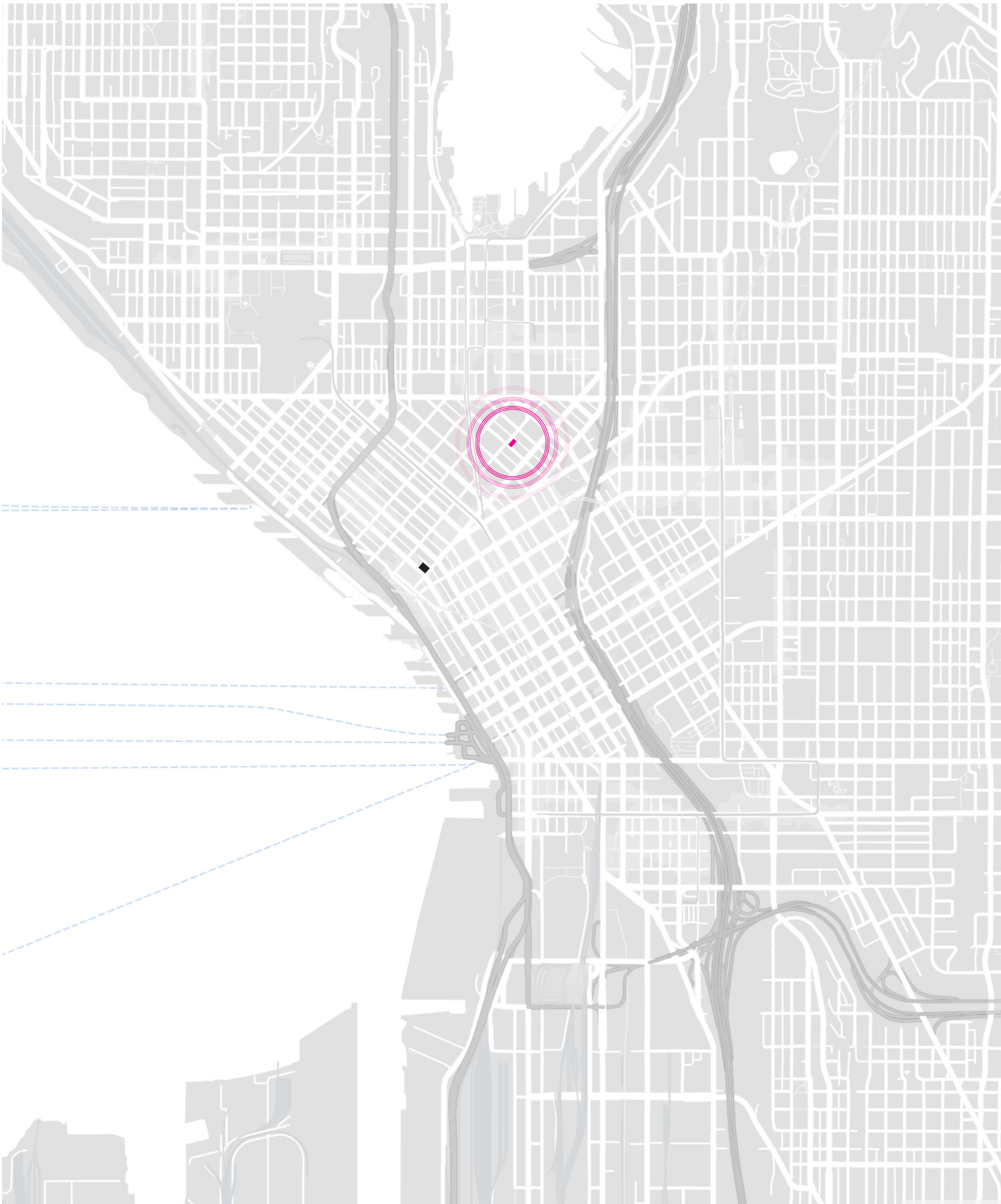
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*To the youthful and open minded, tommie is a micro lifestyle hotel designed to unleash the potential of every interaction, every moment, and every square foot.*





01. DEVELOPMENT OBJECTIVES



**Tommie** is an urban, lifestyle hotel and furnished apartment building geared to the essentialist, choosing to be unfettered with excess. Tommie was created as much by what we leave out as by what we put in.

Designed not only for rest, but to ignite the imagination and connect with community.

Dedicated to the power of ideas. Beyond noise and clutter, a space to explore for those whose visions change culture.

In every square foot, tommie is an opportunity to meet and be inspired; where art and atmosphere seep in from the surrounding neighborhood, and collaborations seep back out.

Understanding that less but better is not the lack of something. It's simply the perfect amount of something.

**The development objectives of tommie are:**

**To create efficient accommodation and residences with shared amenity spaces that enable the best balance of social connectivity and technology, serving guests, new arrivals, students, interns, and a variety of others.**

**To create an elegant engaging building and active streetscape incorporating transparency and natural light, that will enliven the neighborhood and enhance the built environment.**

Tommie's big brother, the Thompson Hotel (shown as a black dot on the map) is a great example of how Tommie will enhance the neighborhood with beautiful design and engaging streetscape. The two hotels share ownership and operations, making each more efficient.

Tommie is a 25 level hotel and residence on a tight urban lot, sited on the small parcel on the corner of Ninth and Virginia in the Denny Triangle neighborhood.

Lot Area	7,200 SF
Hotel Keys	221
Apartments	90
Above Grade Area	140,000 GFA*

\* APPROXIMATE GROSS FLOOR AREA



01. PROJECT TEAM

hfh - Owner (Douglas Howe, Founder and former CEO of Touchstone)

Aedas - Architect

Walker Macy - Landscape Architect

1st and Stewart - Thompson Hotel:  
Douglas Howe with Touchstone



North Edge:  
Jeffrey Goupil of Aedas while at Perkins+Will for Touchstone



9th & Stewart:  
Robert Bruckner of Aedas while at MBT for Touchstone





01. PROJECT TEAM

hill7:  
Aedas for Touchstone



hill7:  
Aedas for Touchstone



Building Cure:  
Aedas



Building Cure:  
Aedas





01. TOMMIE



EDITED

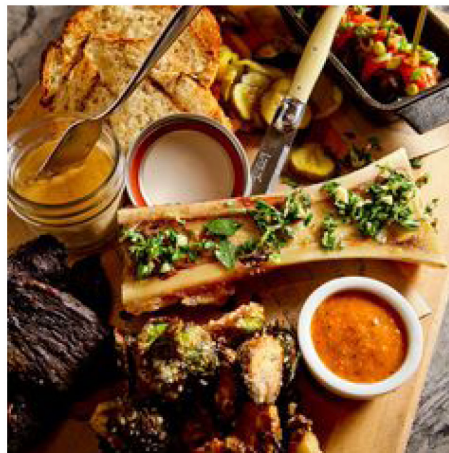
Voluntary simplicity means that here, less is not more.  
This is a choice not of economy, but of desire.

PERSONALIZED

The ability to author your own experience.  
Providing ingredients for connection.  
This guest focuses on considered choices.

INSPIRED

A shift in point of view that opens new possibilities,  
sparked by a community of like-minded, passionate  
individuals. It might become a call to try something a  
different way, to see a new angle, or incubate an idea.



“IT IS VAIN TO DO WITH MORE  
WHAT CAN BE DONE WITH LESS.”  
- William of Occam



01. TOMMIE



COMMUNITY

Communal experiences may take place in a library or listening lounge, but their form doesn't matter as much as what happens inside each space. Through subtle messaging, frequent programming and word-of-mouth whispering,

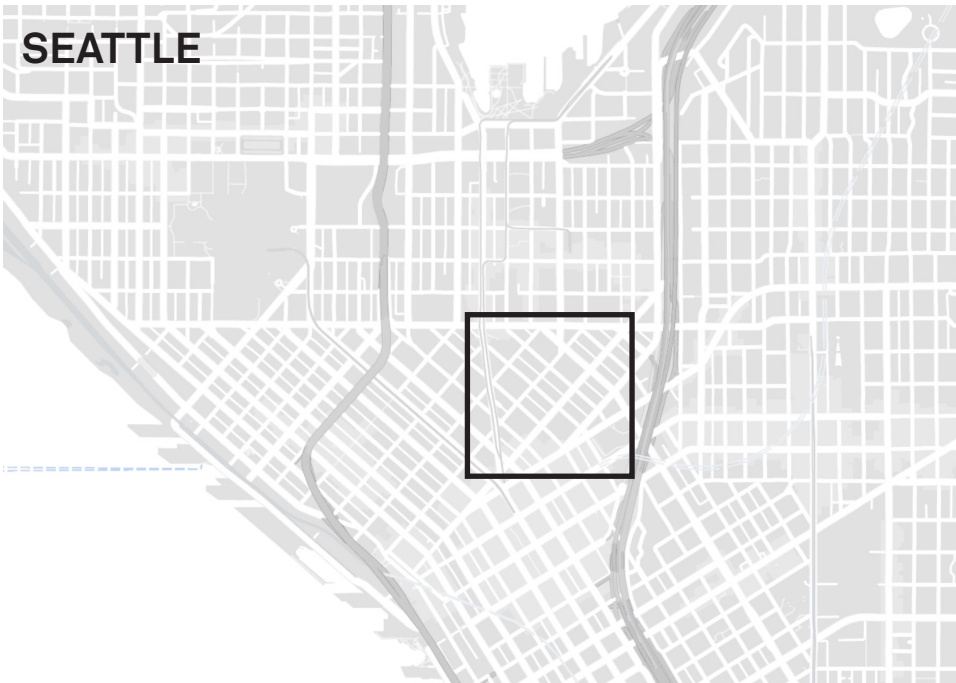
tommie's communal space will be known as the place to go for conversation with other guests, moments of serendipity and unplanned discovery.

Locals will be equally welcome in this inclusive environment where deep thinking is the norm and the excitement of what might happen is intoxicating.

“REALIZE THAT NOW, IN THIS MOMENT  
OF TIME, YOU ARE CREATING.  
YOU ARE CREATING YOUR NEXT MOMENT.  
THAT IS WHAT’S REAL.”  
- Sara Paddison



02. CONTEXT ANALYSIS : VICINITY MAP + ZONING



ZONING OVERVIEW:

**SITE:** The northwestern most parcel of the half block bound by Virginia Street, Ninth Avenue, Stewart Street, and the alley.

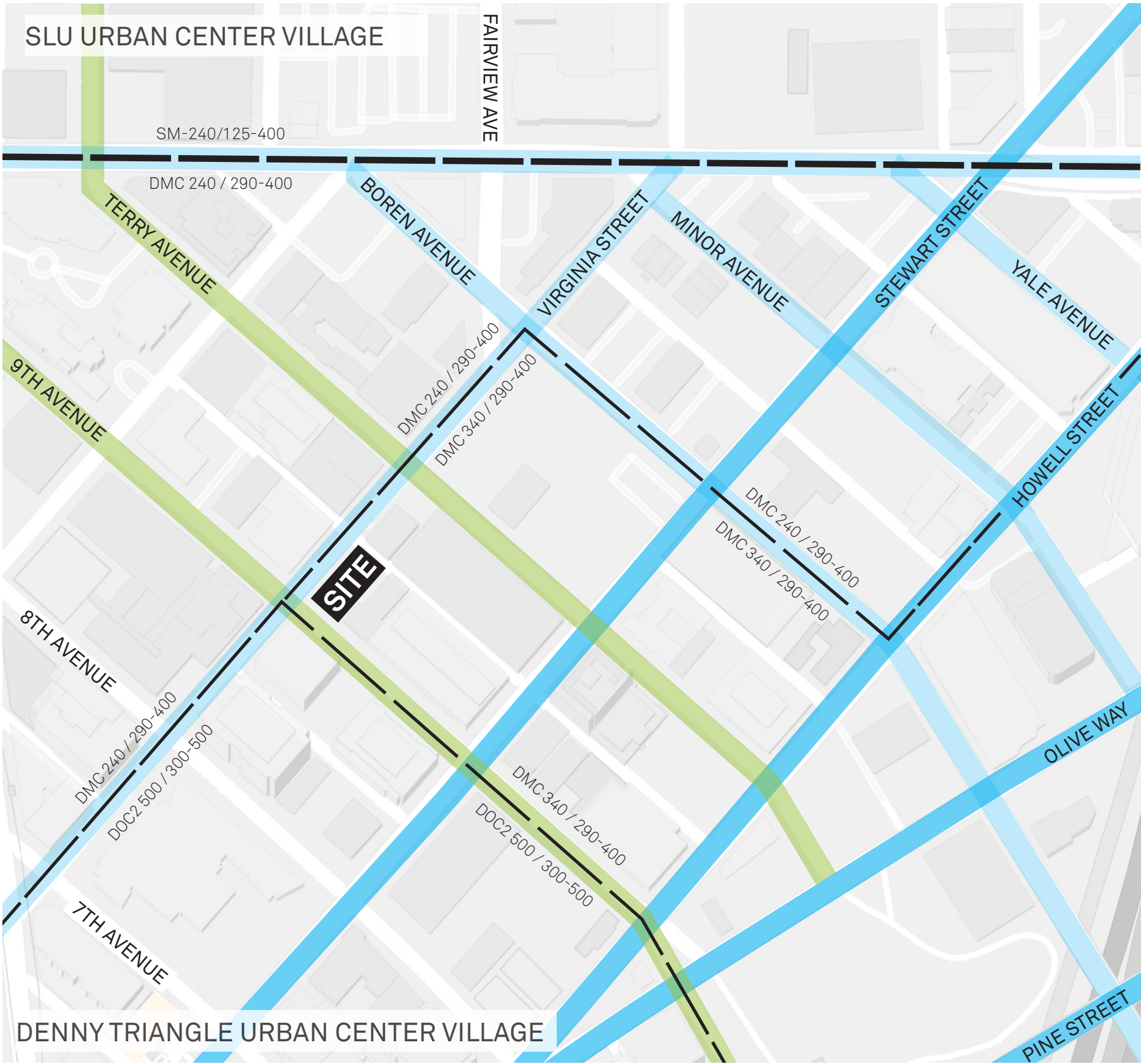
**ZONING:** DMC-340/290-400  
Denny Triangle Urban Center Village

**SITE DIMENSIONS:** 120' x 60'  
**SITE AREA:** 7,200 SF

**FAR:** BASE (5) 36,000 SF  
MAX (11) 79,200 SF

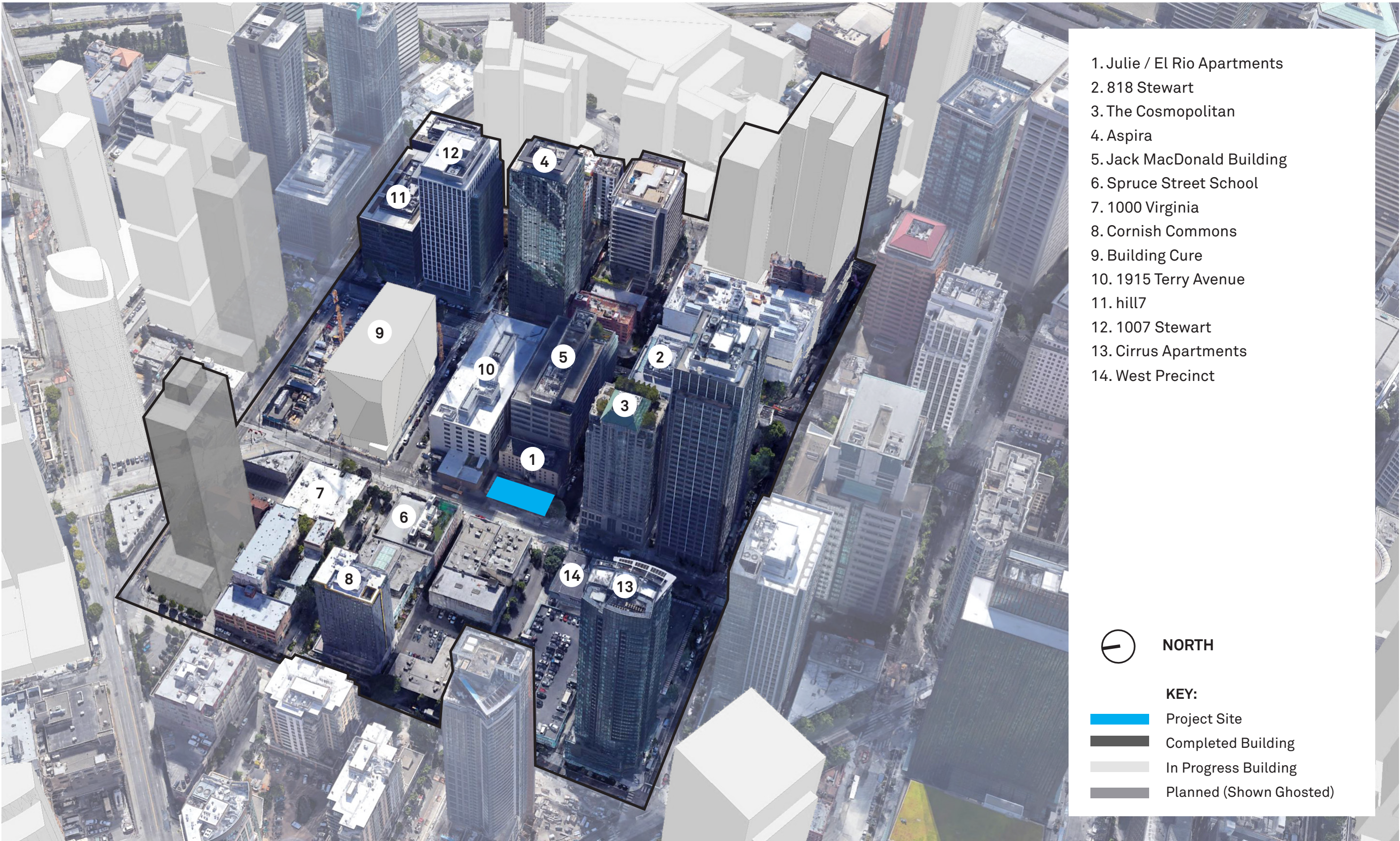
KEY:

- Zoning Boundary
- Urban Center Village Boundary
- Class I Pedestrian Street
- Class II Pedestrian Street
- Green Street





02. CONTEXT ANALYSIS : NINE BLOCK AXONOMETRIC (LOOKING SOUTH EAST)





02. CONTEXT ANALYSIS : NINE BLOCK AREA - CONTEXT IMAGERY



1. Julie / El Rio Apartments



2. 818 Stewart



3. The Cosmopolitan



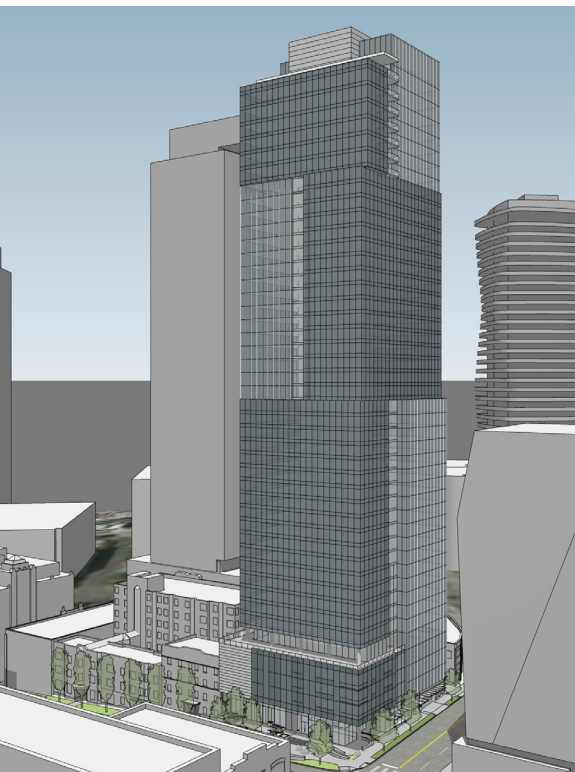
4. Aspira



5. Jack MacDonald Building



6. Spruce Street School



7. 1000 Virginia



8. Cornish Commons



02. CONTEXT ANALYSIS : NINE BLOCK AREA - CONTEXT IMAGERY



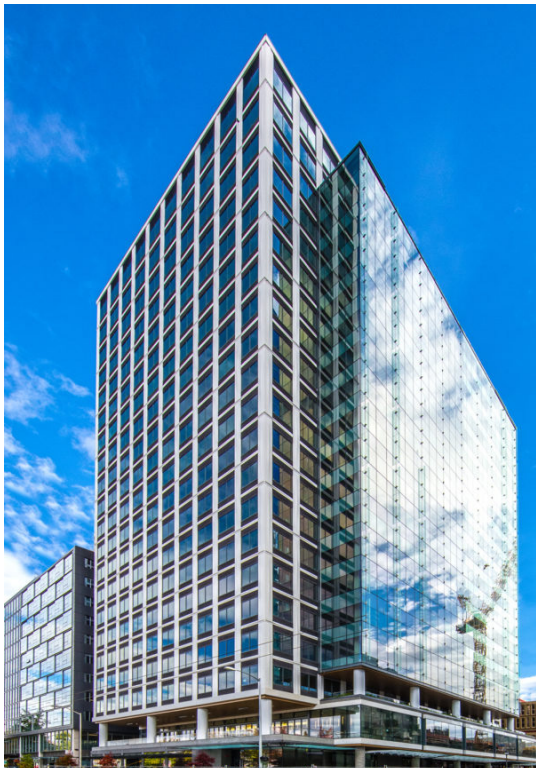
9. Building Cure



10. 1915 Terry Avenue



11. hill7



12. 1007 Stewart



13. Cirrus Apartments

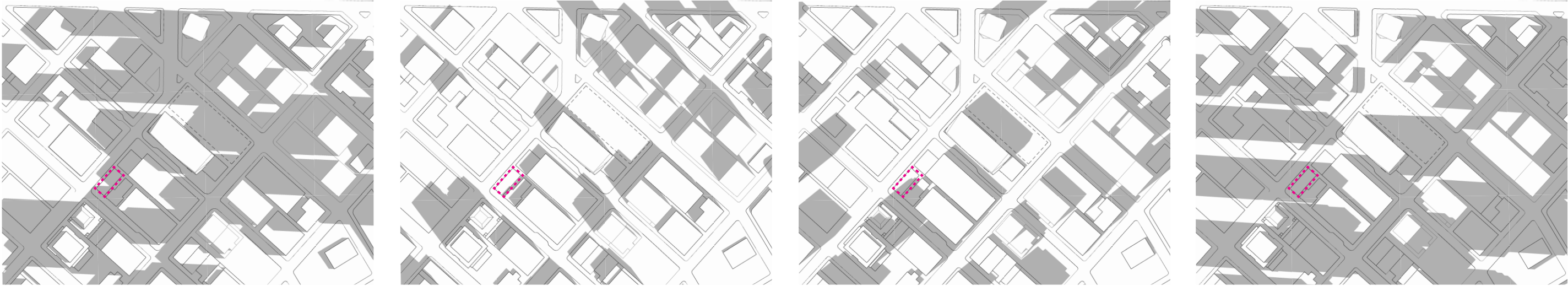


14. West Precinct



02. EXISTING SITE CONDITIONS : SUN/SHADOW ANALYSIS

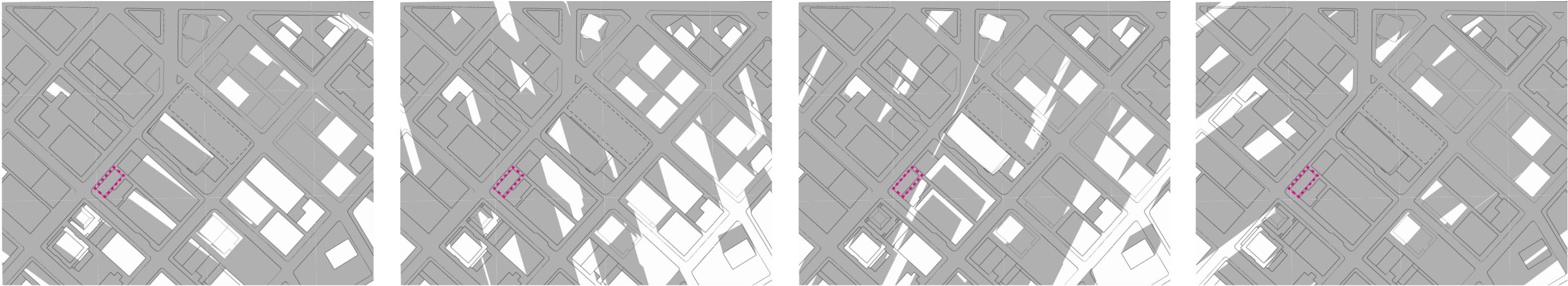
SUMMER  
SOLSTICE



AUTUMN  
/ VERNAL  
EQUINOX



WINTER  
SOLSTICE



9AM

12PM

3PM

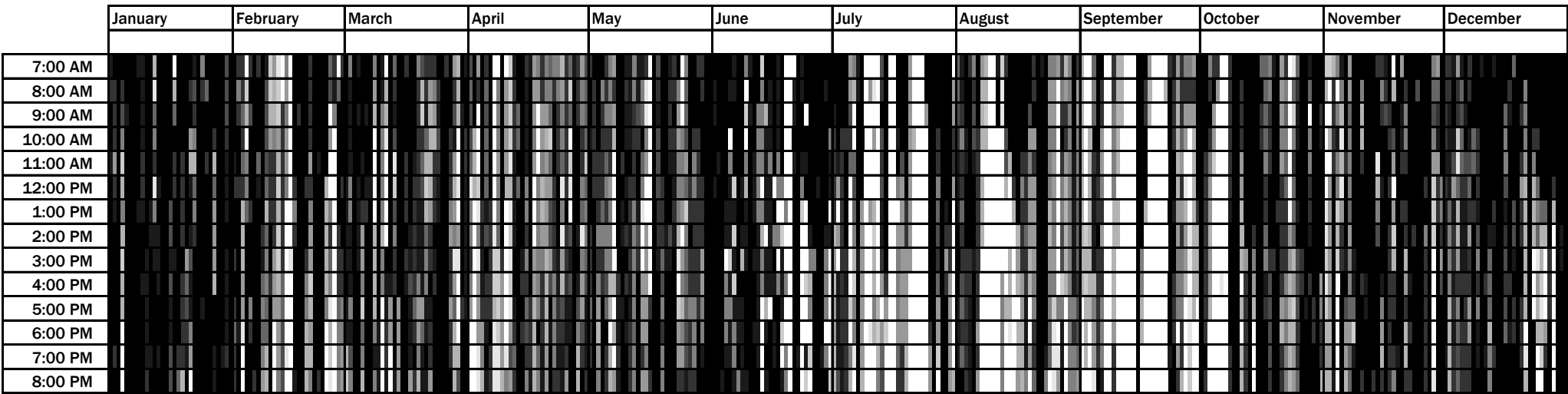
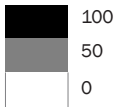
6PM



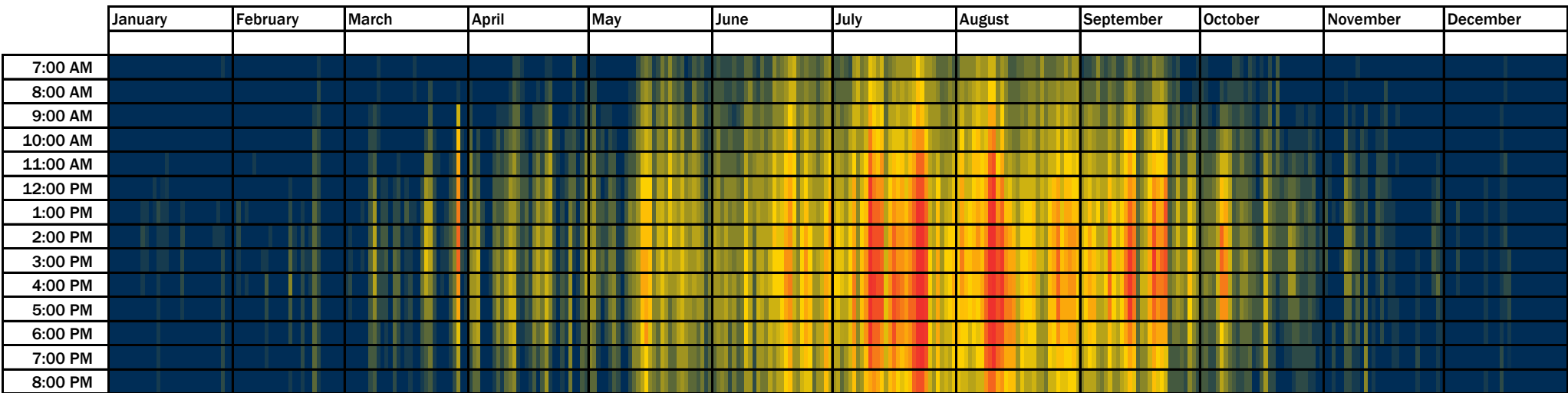
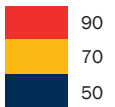


02. EXISTING SITE CONDITIONS : CLIMATE

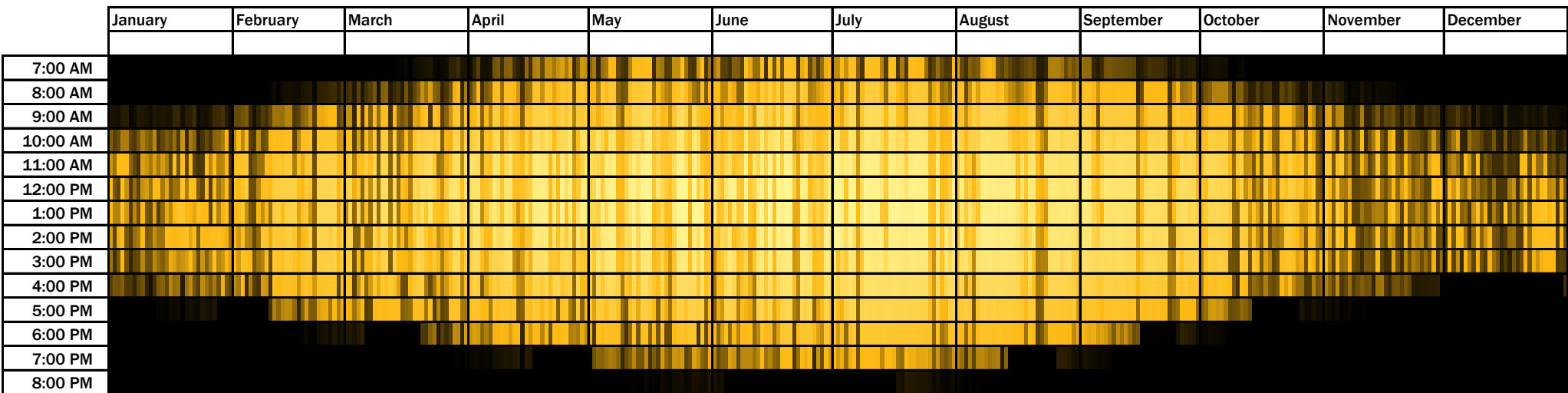
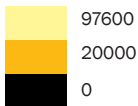
Opaque Sky Cover [% of Sky]



Temperature [ ° F]

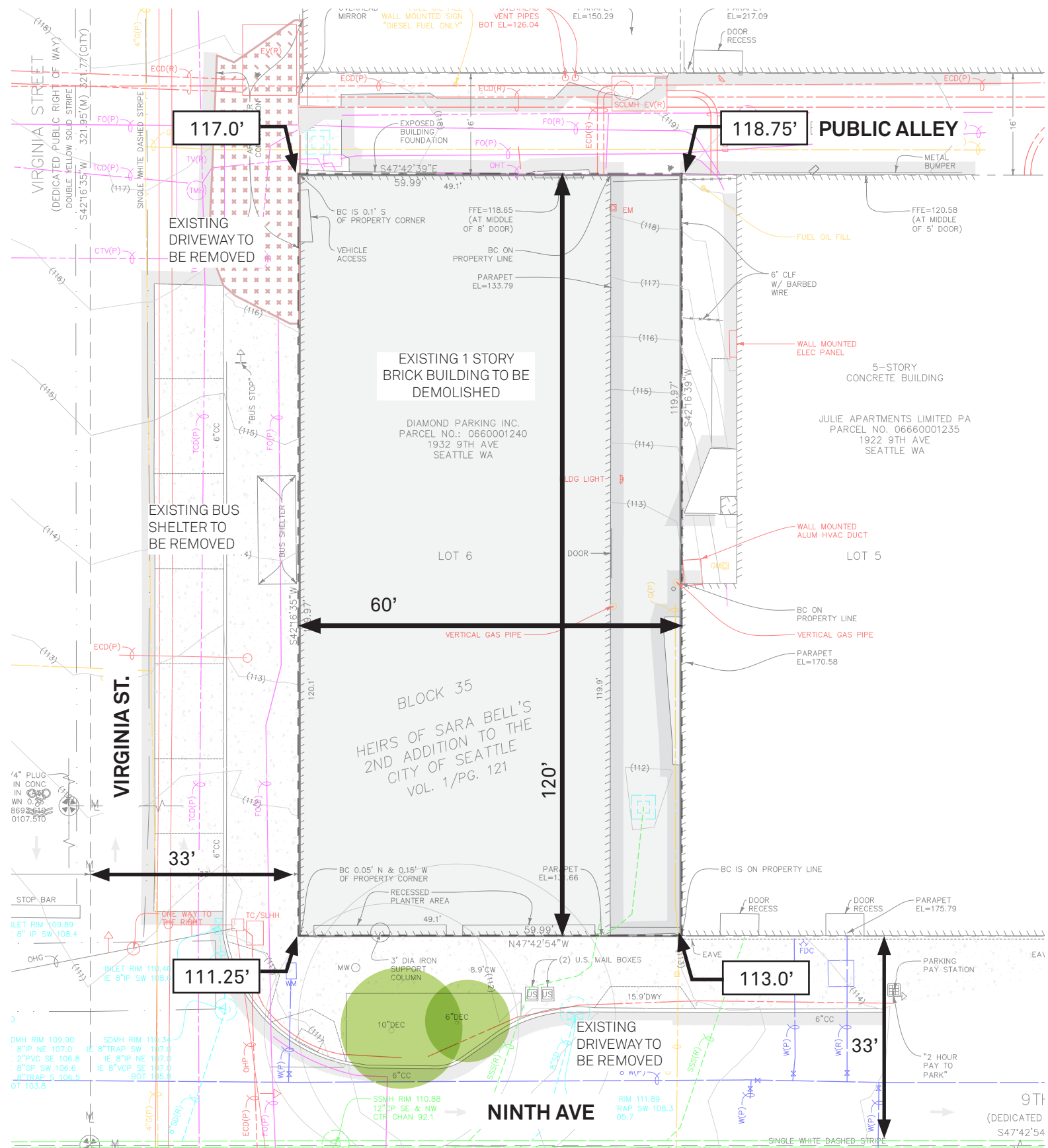


Global Horizontal Illuminance [Lux]





## 02. EXISTING SITE CONDITIONS



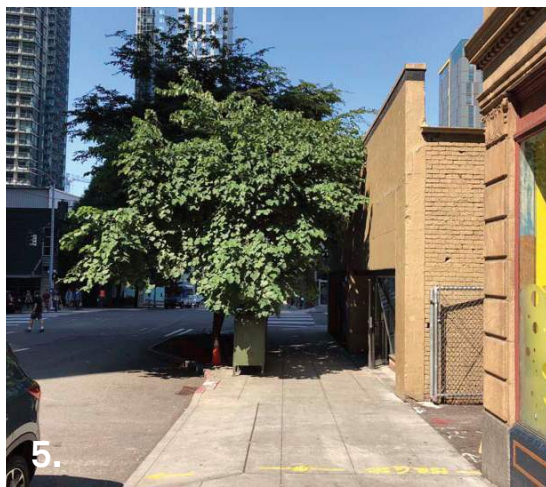
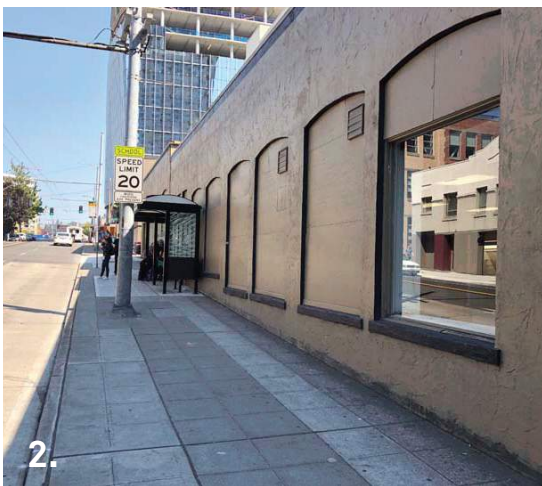
**SURVEY**  
**1" = 20'**



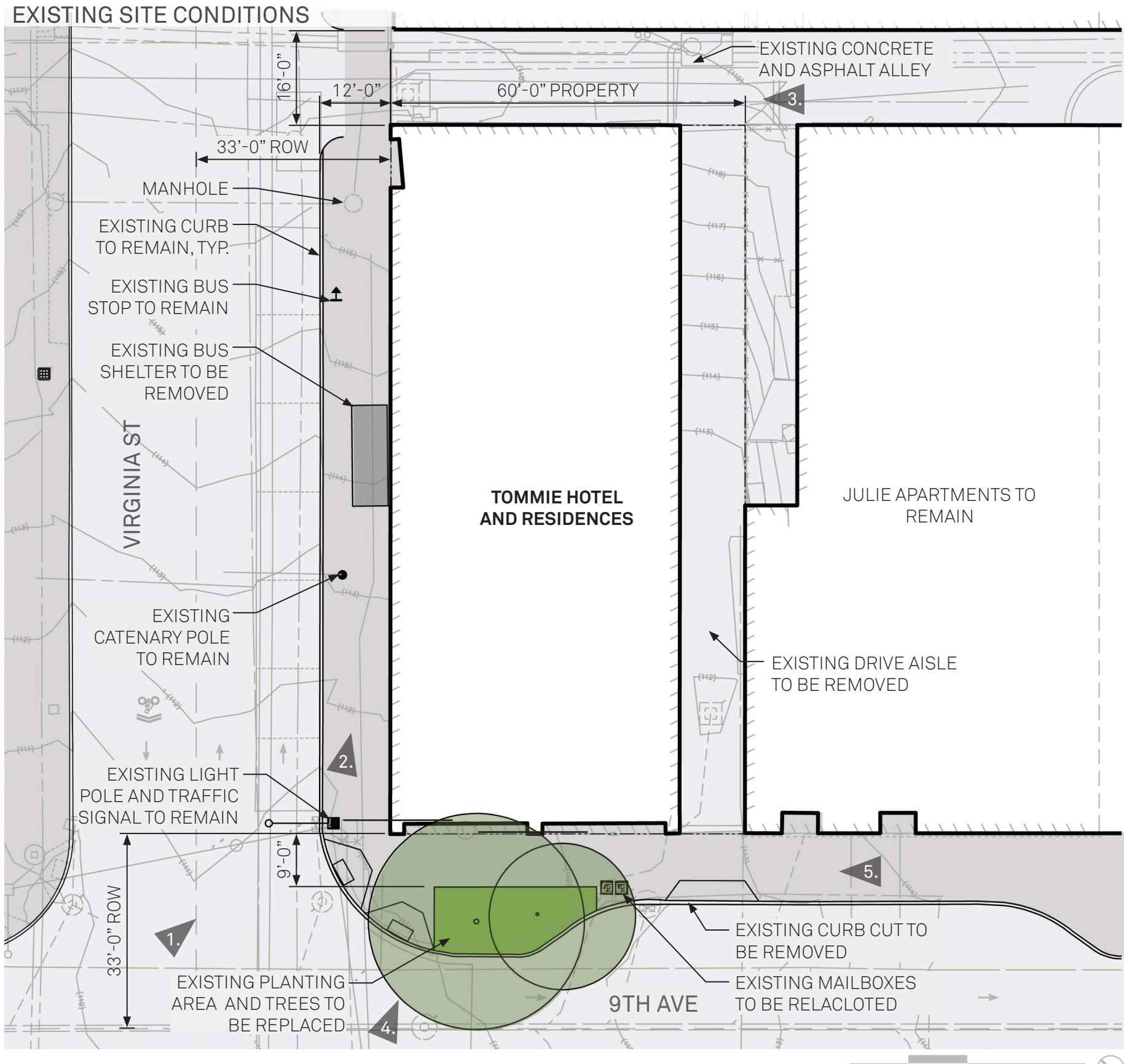


02. EXISTING SITE CONDITIONS

EXISTING SITE IMAGES

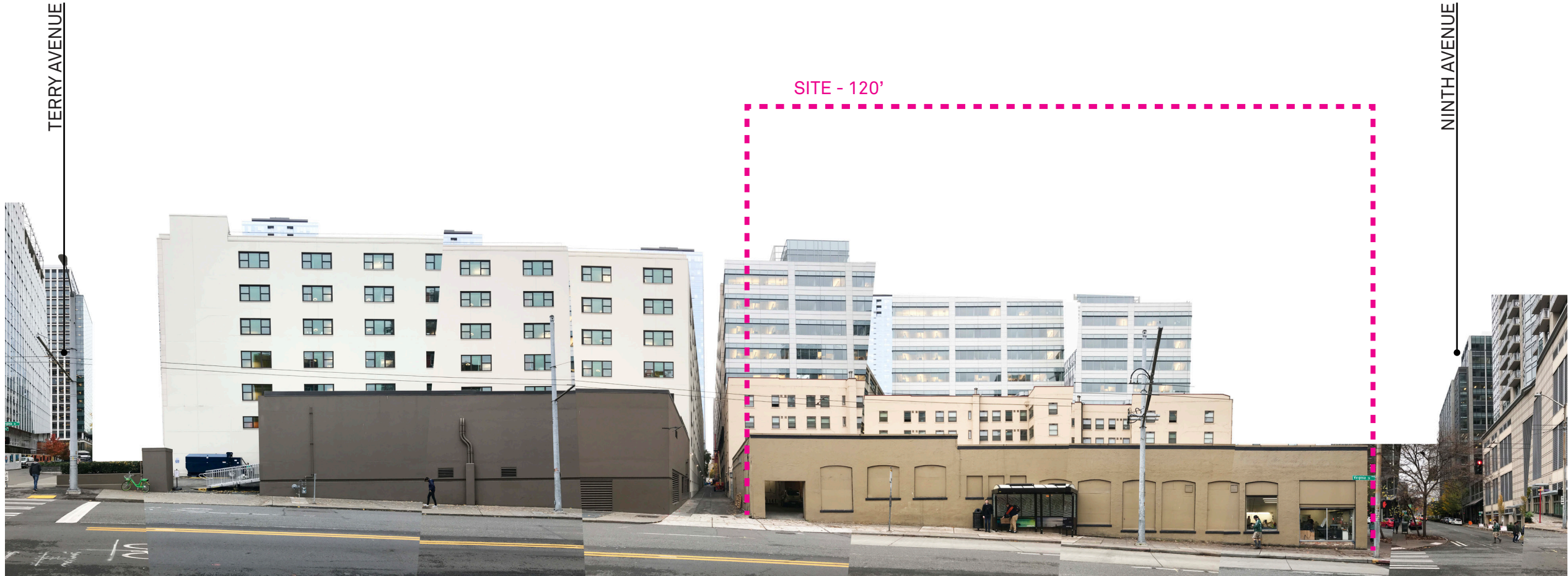


EXISTING SITE CONDITIONS





02. CONTEXT ANALYSIS : STREETSCAPE



VIRGINIA STREET (LOOKING SOUTHEAST)



02. CONTEXT ANALYSIS : STREETSCAPE





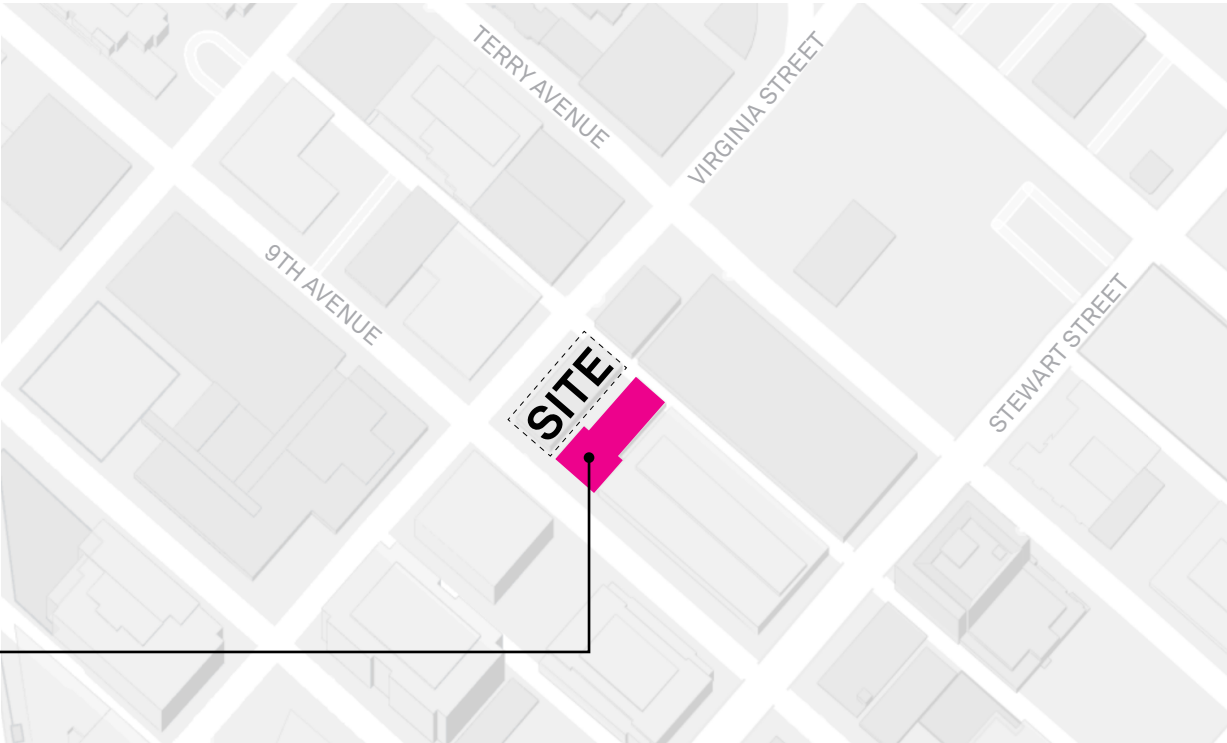
02. HISTORIC CONTEXT: JULIE / EL RIO APARTMENTS





02. HISTORIC CONTEXT: JULIE / EL RIO APARTMENTS

HISTORIC NAME	EL RIO APARTMENT HOTEL
YEAR BUILT	1929
ARCHITECT	JOHN ALFRED CREUTZER
STYLE	ART DECO
NATIONAL REGISTER OF HISTORIC PLACES	1999
HISTORIC FUNCTIONS	DOMESTIC / COMMERCE



JULIE / EL RIO APARTMENTS





02. ZONING CODE ANALYSIS

Project Description:	High-rise hotel & residential tower with small hotel keys at ~200 sf, and efficient, furnished residential units (~350 sf). The hotel occupies the lower tower floors with the residential occupying the upper floors. The ground level will include the lobby for both hotel and residential, and retail/cafe space, with hotel amenities on Level 2. Additional amenities, mechanical spaces and storage will be provided on the lower levels below grade. Residential amenity and outdoor terrace occupy the uppermost level.
Site Location:	Parcel 6 of the Northwest corner of Block 35 bound by 9th Ave, Virginia, the alley, and Julie Apartments
Zoning:	DMC-340/290-440 Downtown Mixed Commercial Downtown Fire District Denny Triangle Urban Center Village
Site Dimensions:	Nominally 60'x120'

Standard	Description
23.49.008	Structure Height (Project will likely seek a structure height of ~265')
A.3	Maximum Height for Residential Use: base= 290', max= 440' +10% = 484'
B	Can exceed max height by 10% (484' Maximum Height) if floor plate above limit is < 9,000SF and use is residential (cannot be combined with other height exceptions for screening or rooftop features).
D	Rooftop Features above applicable height: 4'- Parapets, handrails, firewalls 2'- Insulation rooftop decks soil for landscaping 15'- stair penthouses, covered common area, mechanical equipment 23'- elev penthouse if elev cab is up to 8' high 25' elev penthouse if elev cab is more than 8' high 33'/35' additional elev penthouse if elev provides access to rooftop open space
23.49.009	Street Level Use Requirements
Map 1G	Not required
23.49.010	General Requirements for Residential Uses
B.1	5% of gross residential floor area required for common recreation area. Common recreation area not to exceed area of lot.
B.2	A Maximum of 50% of the common recreation area may be enclosed.
B.3	15' min horz dim required for common rec areas, except for open space at street level, min 10'. No required common rec area shall be lass than 225 SF.
B.4	Common rec area provided as open space at street level can be counted as twice the actual area required for common rec.
B.5	In mixed projects Director may permit a bonused public open space to satisfy common req area requirements, provided that area meet standards of SMC 23.49.010
B.6	Parking areas, driveways, pedestrian access (except barrier free ped access) shall not be counted as common rec area.
B.9	Lots abutting green streets, up to 50% of common rec area may be met by contributing to development of green st. Director may waive requirement that green street abut the lot and allow improvement to be made to a green st located in general vicinity if improvement determined beneficial to residents. (N/A)

Standard	Description
23.49.011	Floor Area Ratio
Table A	Base = 5, Max = 11 <i>The project intends to achieve the maximum allowable FAR for the hotel and other chargeable uses, and have remainder of tower area up to the height limit used for residential and other non-chargeable uses.</i>
B	Exemptions from FAR (truncated applicable list): Street level uses, child care centers, Human service use, residential use, below grade area, short term parking for residential use, public benefit, fully contained in structure mechanical equipment allowance of 3.5% deducted when computing chargeable GSF, roof top mechanical equipment.
23.49.016	Open Space Required for Office Use only
23.49.018	Overhead Weather Protection
A	Continuous overhead weather protection required except where structure is located 5' from property, or widened sidewalk, where abuts a bonused open space amenity, where separated from R.O.W. and structure with min 2' landscaped area, driveways, loading docks.
B	Min 8' horz dimension, or 2' from curb, whichever is less
D	lower edge must be min 10' max 15' above sidewalk
23.49.019	Parking
A.1	No parking required
E	Bike parking required see below
23.49.022	Minimum Sidewalk Width
Map 1C	9th Ave: 12' minimum
23.49.056	Street Facades, Landscape, and setbacks
A.1/Table A	Per 23.46.338-1F, Pedestrian Street Classification as follows: 9th Ave, Green Street, 25' minimum façade height. Virginia, Class II, 15' minimum façade height.
C	Façade Transparency (applied between 2' & 8' above sidewalk) 9th Ave, Green Street, 60% Virginia, Class II, 30%
D	Blank Façade (applied between 2' & 8' above sidewalk) 9th Ave, Green Street, 15' wide max (can increase to 30' through director decision), blank segments separated by 2' min transparency. Total width of all segments not to exceed 40% Virginia, Class II, 30' wide max, blank segments separated by 2' min transparency. Total width of all segments not to exceed 70%
E	Street Trees required on 9th Ave and Virginia
F.1	Landscaping required on Virginia at 1.5 SF per 1 LF of lot line. Min 18 inches wide and located in public r.o.w. along lot line, or, provided in sidewalk area within 5' of curb line.
F.2	Landscaping required on 9th Ave Green Street: Planting shall be consistent with green street plan that is approved by the Director.
F.3	Areas abutting lot line larger than 300 Sf and deeper than 10' and not covered by structure shall have at least 20% of area landscaped.
F.4.a	2' wide setback from street lot line is required along 9th ave green street. Director may allow averaging of the setback requirement with an approved green street plan.
F.4.b	50% of setback area shall be landscaped

Standard	Description
23.49.058	Upper level development standards
D	Tower spacing in DMC zones:
D.4	If any part of a tower exceeds 160 feet in height, then all portions of the tower that are above 125 feet in height must be separated from any other existing tower that is above 160 feet in height, and the minimum separation required between towers from all points above the height of 125 feet in each tower is 60 feet.(outdoor balconies not included in required separation).
D.6	If the presence of an existing tower would preclude the addition of another tower proposed on the same block, as a special exception, the Director may waive or modify the tower spacing requirements to allow a maximum of two towers to be located on the same block. Director shall consider the following factors: A) impact of structure on adjacent residential towers on same block. B) Potential public benefit that offsets the reduction in tower separation. C) Impact on public environment, including shadow and view on nearby streets. D) Design characteristics of additional tower in terms of bulk, massing, facade treatments, transparency, visual interest and other features.  E) City's goal of encouraging residential development downtown. F) Feasibility of developing the site without exception from tower spacing requirement.
D.7	A tower is considered 'existing' under any of the following circumstances: A) tower is physically present, except if under permit for demolition B) A proposed tower for which a complete Master Use Permit has been submitted and not expired C) A proposed tower for which a complete application for Early Design Guidance has been filed and Master Use Permit application is submitted within 90 days.
23.53.030	Alley Improvements
D	Minimum R.O.W. for downtown zones is 20'
F.1	If the existing Alley does not meet the minimum width, a dedication of 2 feet is required. Underground and overhead portions of the structure may be allowed to extend into the dedication area per DOT approval. Alley must be improved per section E.1. <i>At minimum, a 2 foot dedication 4' below grade and 26' above grade will be provided.</i>
23.53.035	Structural Building Overhangs and Miner Architectural Encroachments
B	Structural building overhangs include balconies or projections into and over public places under title 15 that exceed limits of minor architectural encroachments, and that increase floor area of a building
B2	Structural building overhangs shall be removable per title 15.
B3	Shall not be part of essential building structure.
B4	Vertical clearance to any structural building overhang min 8' from sidewalk and 26' from alley
B5	Maximum horizontal projection into public space to furthest exterior element shall be 3', and no closer than 8' to centerline of alley.
B8	Maximum horizontal length of overhang is 15'
B8	Minimum horizontal distance between overhang is 8'



02. MASSING ENVELOPE

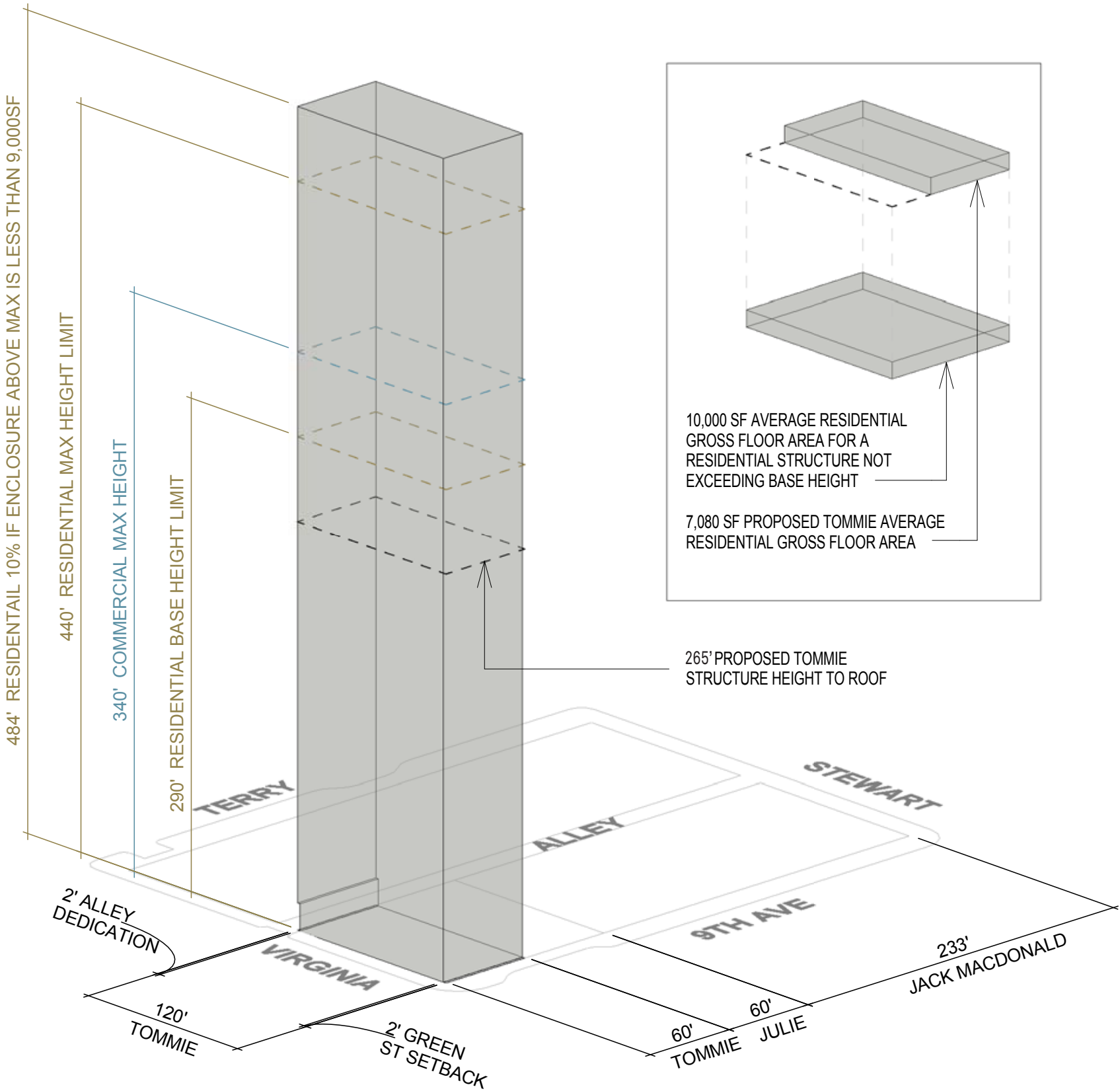
Standard	Description
23.54.015	<b>Bicycle Parking</b> Eating & Drinking - 1:5000 sf Long Term - 1:1000 sf Short Term Lodging - 3:40 rentable rooms / 1:20 rentable rooms + 1:4000 sf conf & meeting Multi-family structures - 1: dwelling unit or SEDU / 1: 20 dwelling units

For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D  
Director shall have the discretion to reduce the amount of required bicycle parking if it can be demonstrated that residents are less likely to travel by bicycle.

23.54.040	<b>Solid waste and recyclable materials storage and access</b>
A/table A	Residential development shared storage for solid waste containers: 51-100 units, minimum area for shared storage space is 375 SF plus 4 SF for each additional unit above 50. Non-residential development shared storage for solid waste containers: 50,001-100,000SF = 225SF, 100,000-200,000SF = 275SF
B	Mixed use development containing both residential and non-residential uses shall meet shared storage requirements from table A for residential, plus 50% the requirement for non-residential development
C	For developments with more than 100 units, the required minimum area for storage space may be reduced to 15% if area provided has a minimum horz dimension of 20'

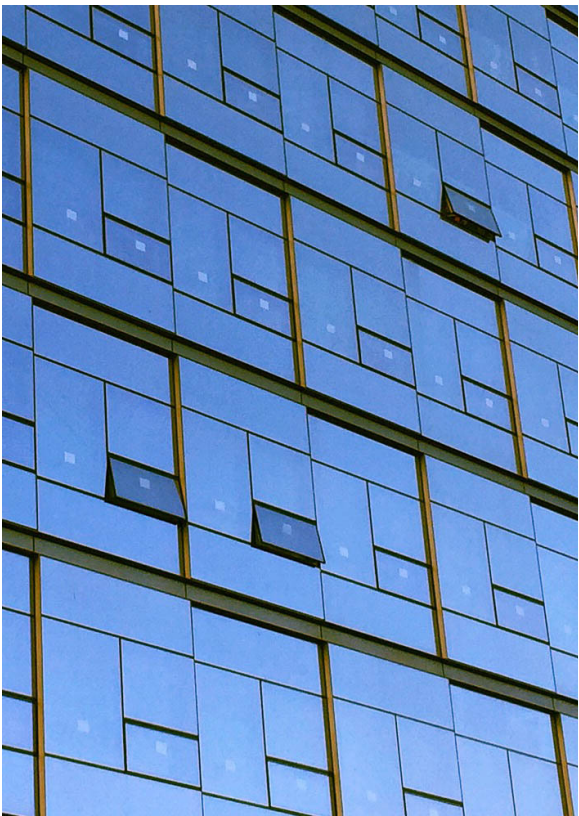
SBC 705.8 **Maximum area of exterior wall openings based on fire separation distance and degree of opening protection.**

FIRE SEPARATION DISTANCE (feet) <sup>1</sup>	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA <sup>2</sup>
0 to less than 3 <sup>b, c, k</sup>	Unprotected, Nonsprinklered (UP, NS)	Not Permitted <sup>d</sup>
	Unprotected, Sprinklered (UP, S)	Not Permitted <sup>d</sup>
	Protected (P)	Not Permitted <sup>d</sup>
3 to less than 5 <sup>d, e</sup>	Unprotected, Nonsprinklered (UP, NS)	Not Permitted
	Unprotected, Sprinklered (UP, S)	15%
	Protected (P)	15%
5 to less than 10 <sup>f, f, j</sup>	Unprotected, Nonsprinklered (UP, NS)	10% <sup>h</sup>
	Unprotected, Sprinklered (UP, S)	25%
	Protected (P)	25%
10 to less than 15 <sup>g, f, h, j</sup>	Unprotected, Nonsprinklered (UP, NS)	15% <sup>h</sup>
	Unprotected, Sprinklered (UP, S)	45%
	Protected (P)	45%
15 to less than 20 <sup>g, f, h, j</sup>	Unprotected, Nonsprinklered (UP, NS)	25%
	Unprotected, Sprinklered (UP, S)	75%
	Protected (P)	75%





03. DESIGN GUIDELINES



A. SITE PLANNING AND MASSING

**A-1 Respond to the physical environment**  
Develop an architectural concept and compose the building’s massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

*The older surrounding buildings are generally composed of simple, rectilinear forms, while many of the new buildings employ dynamic fractal or curvilinear shapes. The massing of tommie is purposeful and rectilinear, revealing program and structure.*

**A-2 Enhance the skyline.**  
Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

*The building top will have a rooftop amenity space with outdoor terrace. We envision that the window wall expression will dematerialize, toward the top through omission of glazing, revealing the outdoor terrace. The framework of the window wall will continue providing an elegant, detailed termination to the unified tower expression*

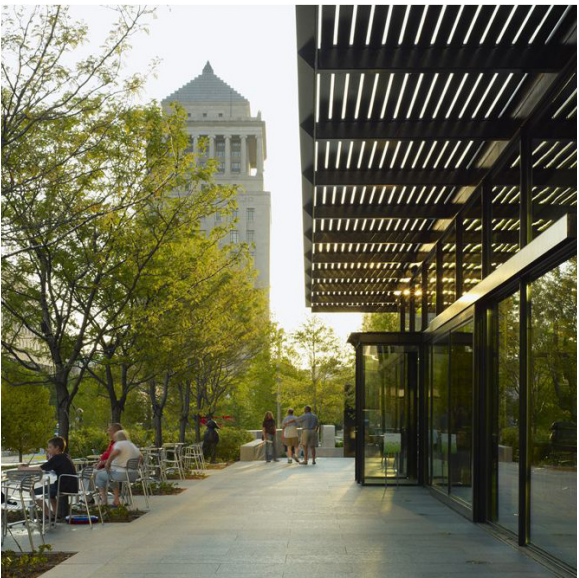
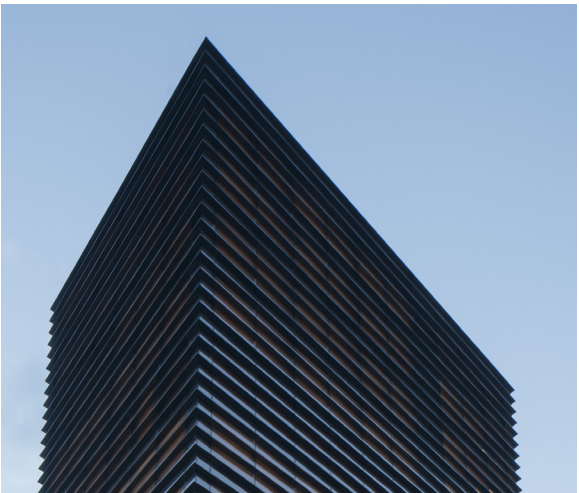
B. ARCHITECTURAL EXPRESSION

**B-1 Respond to the neighborhood context**  
Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

*Tommie is adjacent to the historic Julie / El Rio apartments and in a rapidly developing neighborhood. Desirable urban features are active streetscapes, detailed facades, and simple forms.*

**B-3 Reinforce the positive urban form & architectural attributes of the immediate area**  
Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

*The immediate context is rapidly developing. Positive features include simple form, textured facades, and positive streetscape development. tommie will build upon these attributes with the prominent addition of a two story, highly transparent corner, enlivening the street.*



**B-4 Design a well-proportioned & unified building**  
Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building which exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

*tommie is a coherent form, defined by simplicity and articulation. The tight site lends to a slender, elegant tower whose facade is articulated with finely textured glazing. The streetscape level is a soaring transparent storefront increasing the connection of interior and exterior spaces.*

C. THE STREETScape

**C-1 Promote pedestrian interaction**  
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

*As described in B4, the ground level program is organized to promote pedestrian engagement. Street level use is located on the Virginia Street and Ninth Avenue façades; while service functions are kept to the easternmost portion of Virginia and the Alley. Considered amenity for transit riders will be incorporated into the Virginia street streetscape.*

**C-2 Design facades of many scales**  
Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

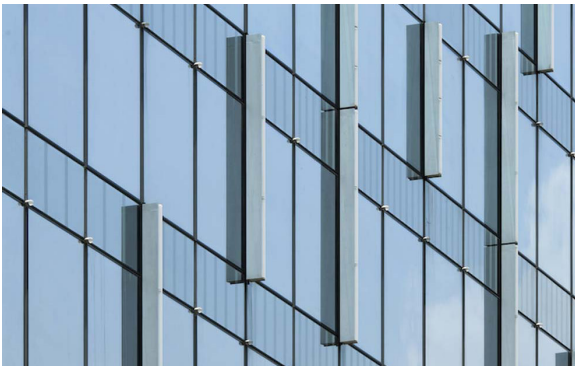
*As described in B4, at the streetscape level, the Street Use cafe and hotel lobby anchor the pedestrian experience along Ninth and Virginia. The corner is envisioned to be highly transparent and welcoming to the double height interior space that connects up to the hotel amenity and down to a restaurant. Clear glazing, expressed columns, and textural materials promoting a sense of stability and longevity ring the grade level.*

**C-4 Reinforce building entries**  
To promote pedestrian comfort, safety, and orientation, reinforce the building’s entry.

*There are two entries and access points for tommie: one envisioned as the primary entry for hotel guests and residents on Ninth and another for the cafe on Virginia. Passenger drop off areas are incorporated on Ninth, promoting the green street as a pedestrian experience.*



03. DESIGN GUIDELINES



**C-5 Encourage overhead weather protection.**  
Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

*Overhead weather protection will be provided at the building entries and for the transit users at the bus stop.*

**C-6 Develop the alley facade**  
To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project.

*As alluded to above, the alley is integral to the streetscape experience. The landscape and building design will create an alley that is highly functional for the service needs of a hotel. Above the grade level, the alley facade is considered to be as prominent as any other street facing facade and contributes to the unified expression that is intended.*

**D. PUBLIC AMENITIES**

**D-2 Enhance the building with landscaping**  
Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

*The project will use street trees, plantings and site furnishings to create a strong pedestrian experience on all streets. The tree and understory character of each streetscape will build off of the existing character on adjacent blocks to provide continuity within the City fabric.*

*The Ninth Avenue green street will continue the fine character of a lush, pedestrian centered street.*

**D-3 Provide elements that define the place**  
Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

*tommie is a lifestyle destination not only for guests, but for the community at large. The cafe and restaurant are envisioned to be gathering spaces for the exchange of ideas, stories, and cheer. This is promoted by the interconnection of levels and the welcoming, street facing interior spaces.*



**D-4 Provide appropriate signage**  
Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

*Signage is integral to communicating the tommie brand, and will be well integrated in the design.*

**D-6 Design for personal safety & security**  
Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

*As a hospitality property, safety and security is paramount. The streetscape will be designed with CPTED principles and the high degree of ground level glazing provides eyes on the street.*

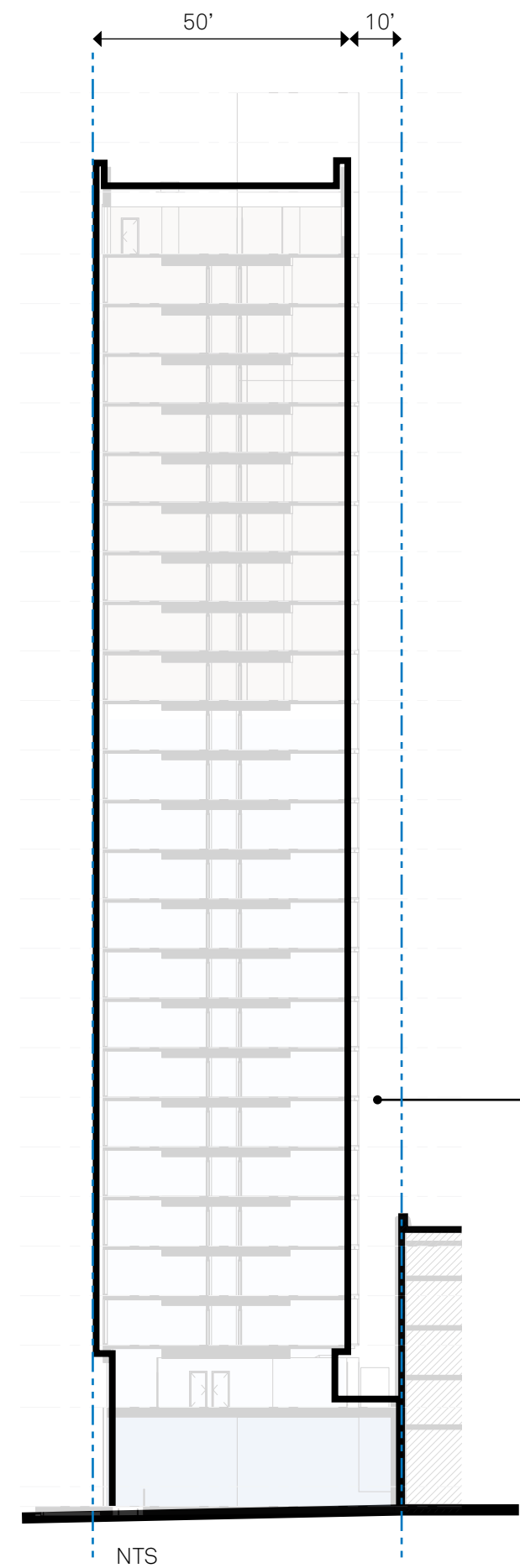
**E. VEHICULAR ACCESS AND PARKING**

**E-3 Minimize the presence of service areas**  
Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

*Tommie is removing two vehicular access points to the right of way in favor of service functions occurring in the public alley. While a portion of this service space abuts Virginia Street, the street facade here will cater to the transit users and the bus stop. Lean rails and a highly textured facade will engage riders and pedestrians alike.*



04. CONCEPTUAL DRIVERS : HOTEL MODULE



PROPERTY LINE SETBACK

10' SETBACK FROM SOUTH  
PROPERTY LINE IN DEFERENCE  
TO THE JULIE APARTMENTS AND  
TO MAINTAIN 40% GLAZING PER  
SEATTLE BUILDING CODE



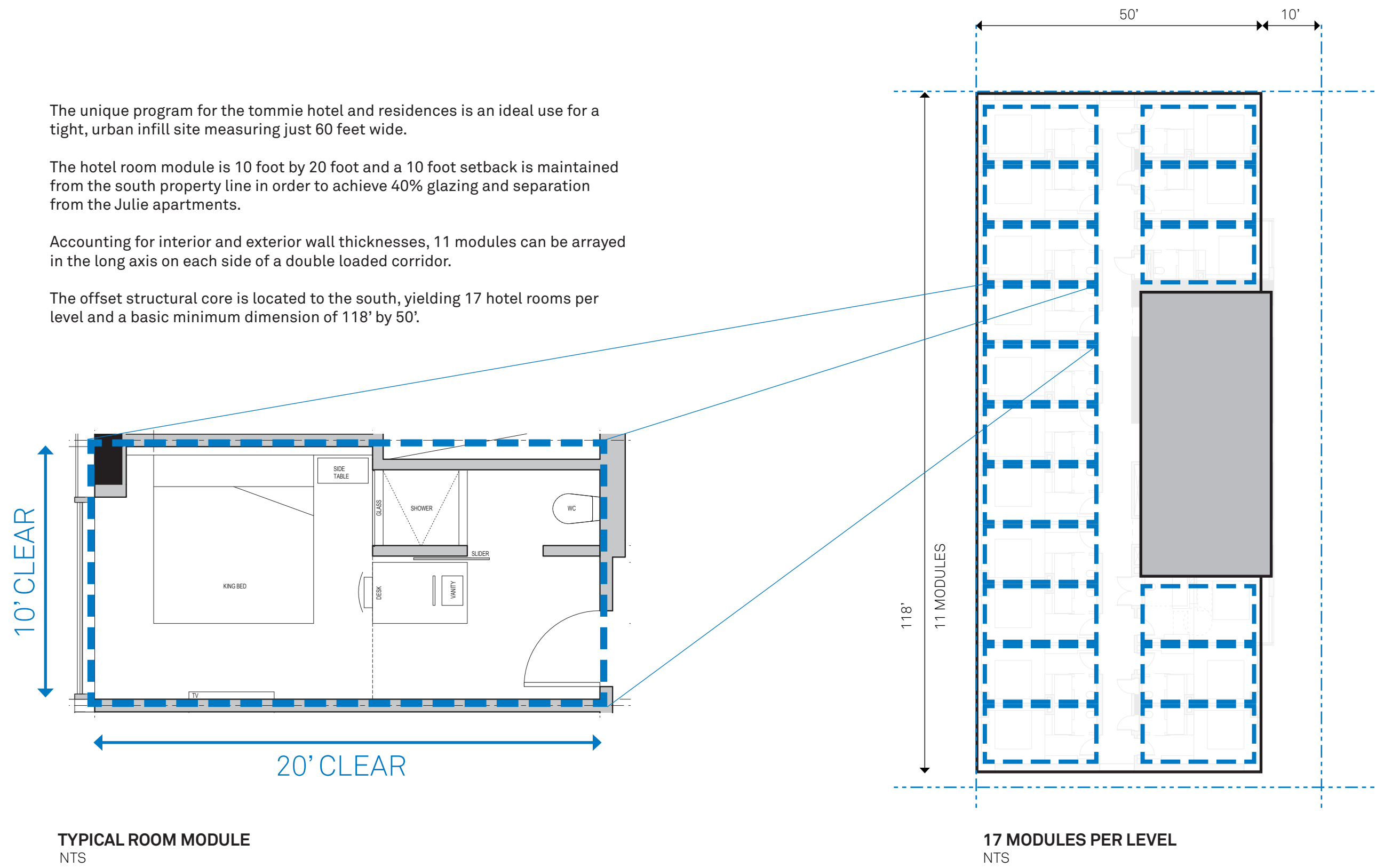
04. CONCEPTUAL DRIVERS: HOTEL MODULE

The unique program for the tommie hotel and residences is an ideal use for a tight, urban infill site measuring just 60 feet wide.

The hotel room module is 10 foot by 20 foot and a 10 foot setback is maintained from the south property line in order to achieve 40% glazing and separation from the Julie apartments.

Accounting for interior and exterior wall thicknesses, 11 modules can be arrayed in the long axis on each side of a double loaded corridor.

The offset structural core is located to the south, yielding 17 hotel rooms per level and a basic minimum dimension of 118' by 50'.

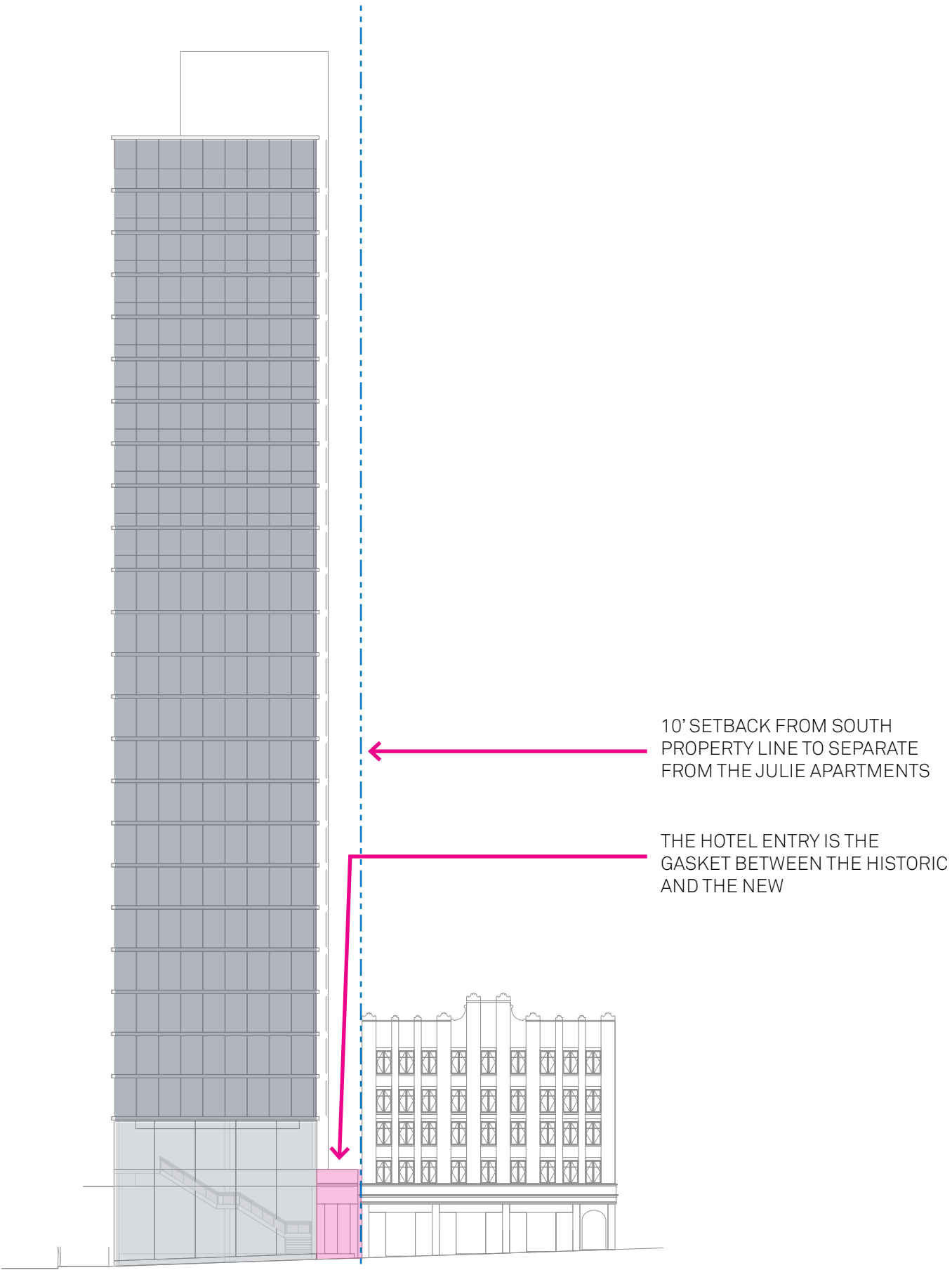




04. CONCEPTUAL DRIVERS : RELATIONSHIP TO HISTORIC

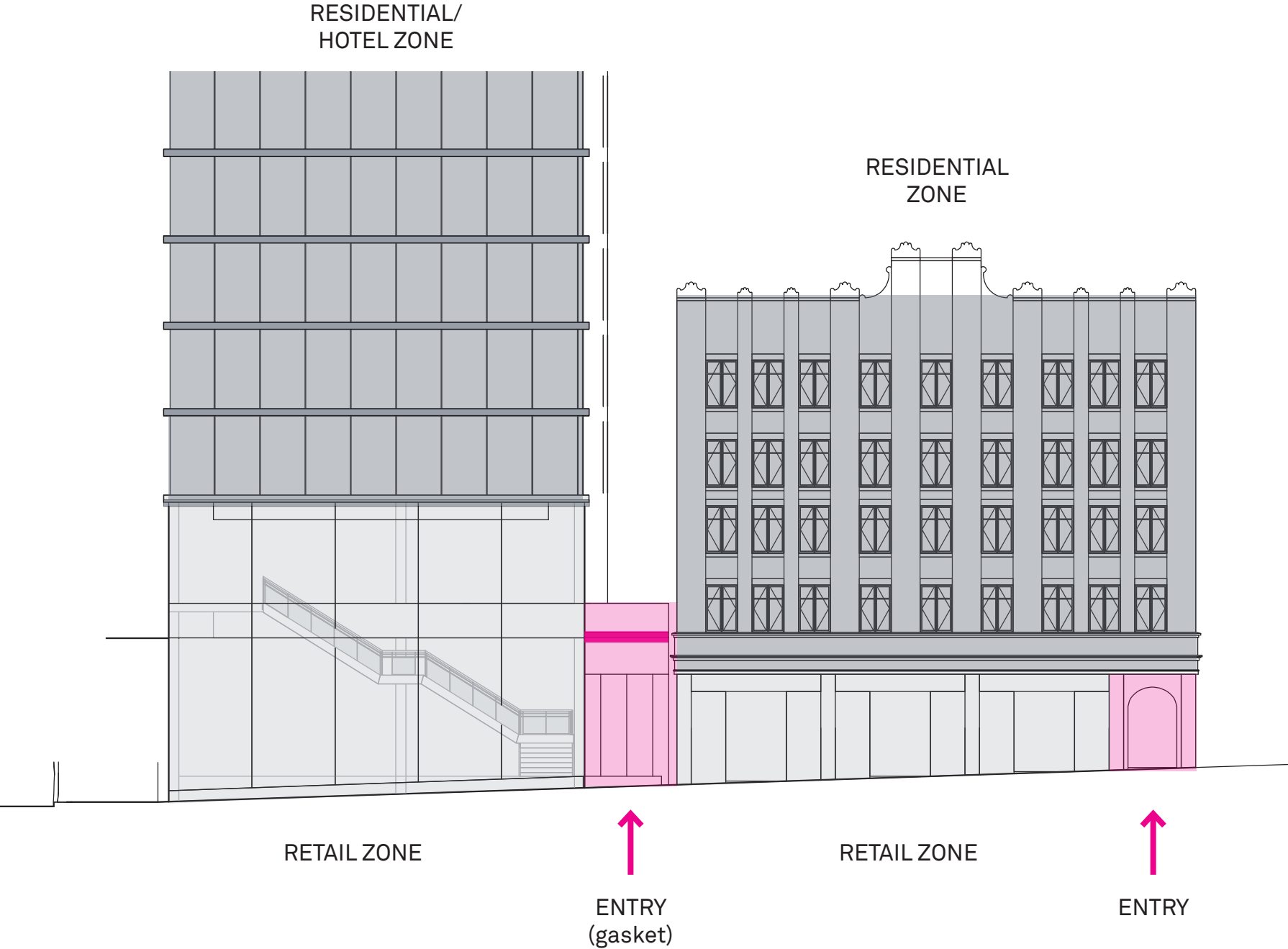


MATERIAL CONTRAST AND SEPARATION





04. CONCEPTUAL DRIVERS: RELATIONSHIP TO HISTORIC



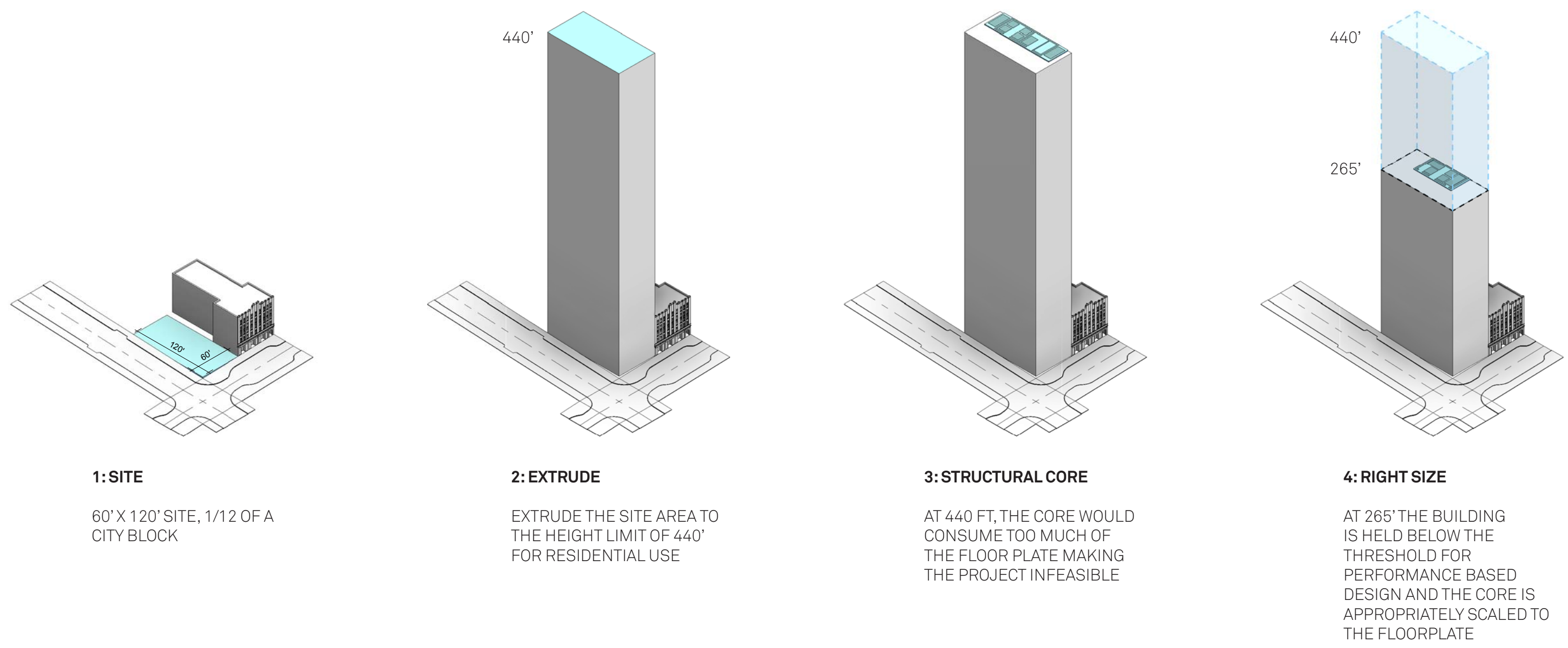
THE NEW HOTEL ENTRY CANOPY ALIGNS WITH THE ARCHITRAVE OF THE JULIE APARTMENTS, AND RETAIL AND ENTRY ZONES ARE PROPORTIONAL.

THE JULIE IS AN HONEST REPRESENTATION OF FUNCTION, SEPARATING THE RETAIL ZONE FROM THE RESIDENTIAL; SIMILARLY TOMMIE SEPARATES THE RETAIL AND STREET ACTIVATION ZONE FROM THE RESIDENTIAL AND HOTEL ABOVE.



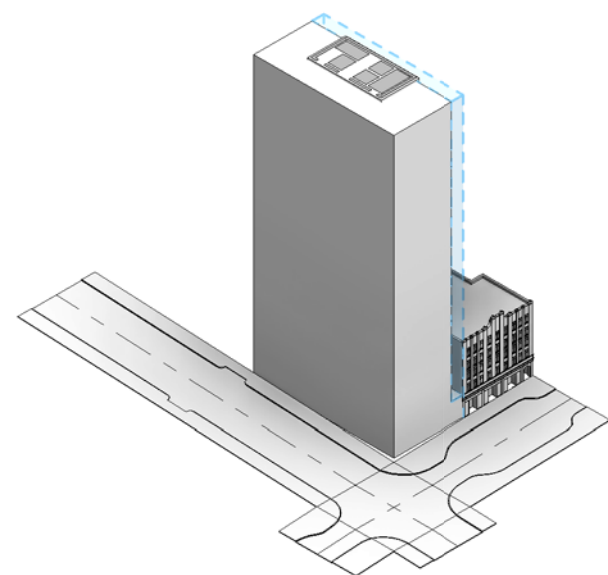


04. CONCEPTUAL DRIVERS : BUILDING SCALE AND SITING



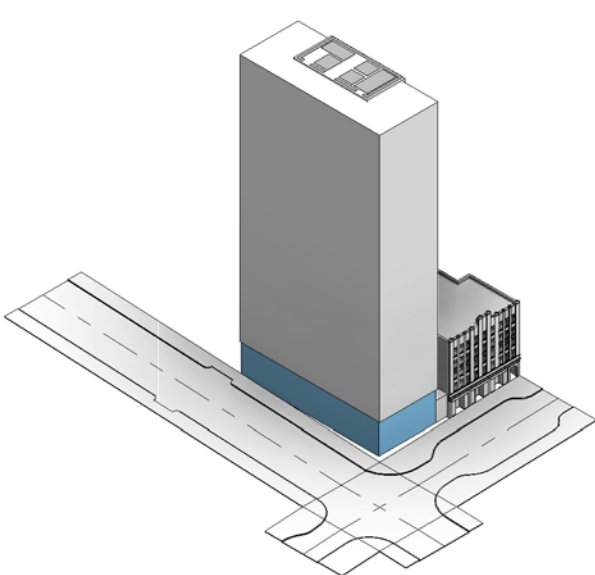


04. CONCEPTUAL DRIVERS: BUILDING SCALE AND SITING



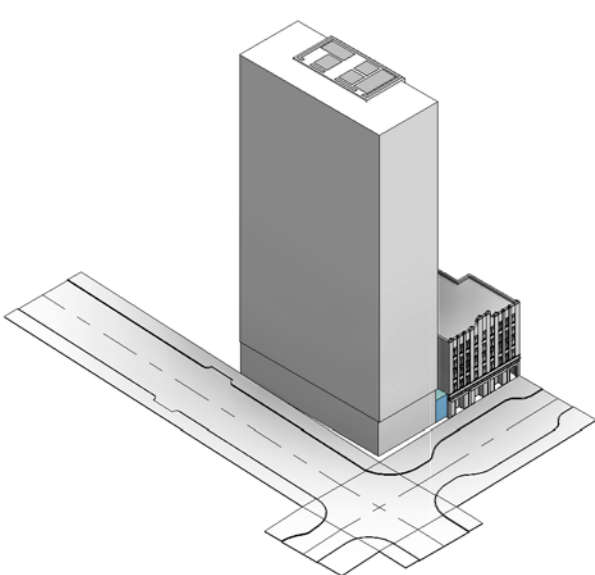
**5: REDUCE / SET BACK**

REDUCE THE FLOOR PLATE TO 50' WIDE, SET BACK FROM THE HISTORIC JULIE APARTMENTS, AND EXPOSE THE CORE



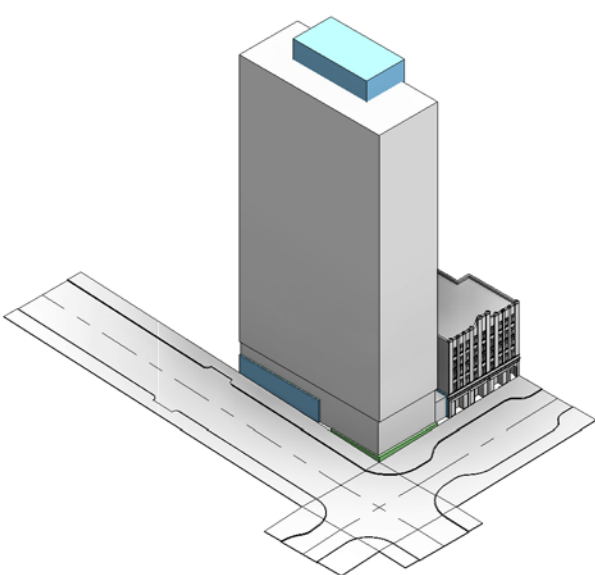
**6: LIFT**

LIFT THE MASS TO EXPRESS THE PODIUM AND DEFINE THE STREETScape



**7: GASKET**

THE HOTEL ENTRY SERVES AS THE GASKET BETWEEN NEW AND HISTORIC



**8: SCREEN**

SERVICE AREAS AT THE BASE AND TOP ARE SCREENED

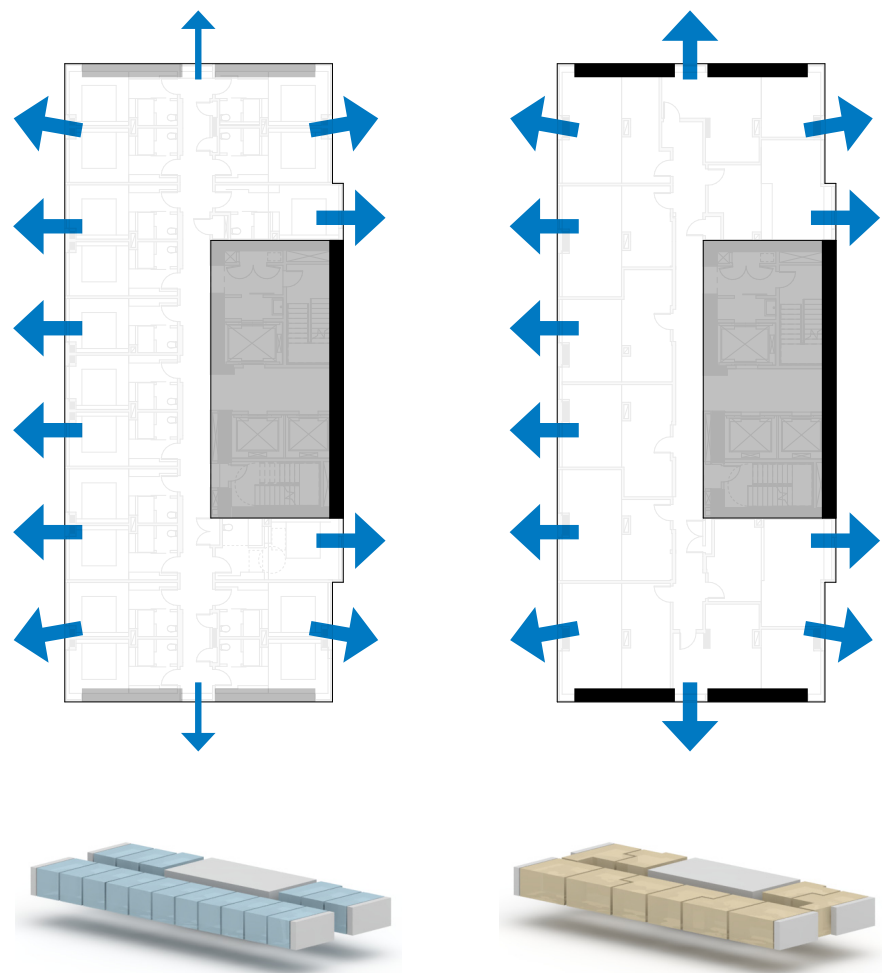
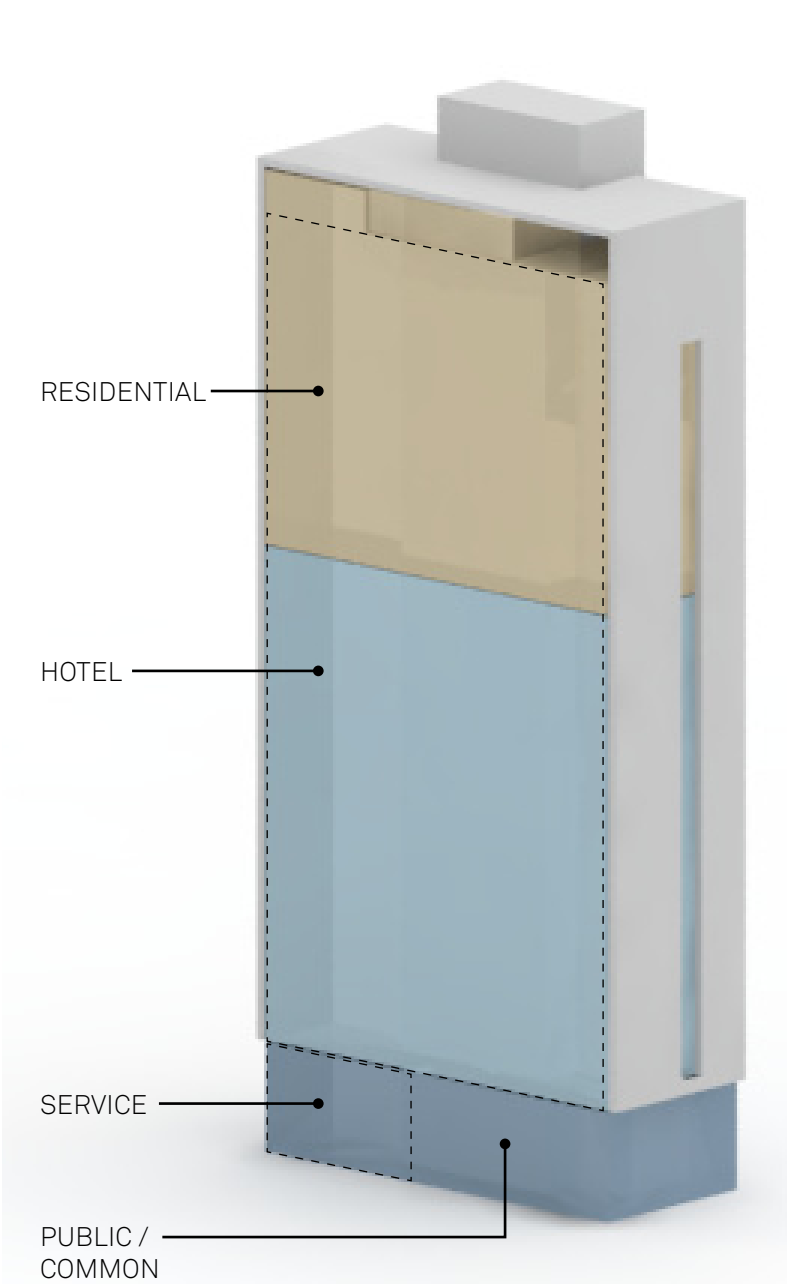


05. ARCHITECTURAL MASSING #1 : OPAQUE ENDS





05. ARCHITECTURAL MASSING #1 : OPAQUE ENDS

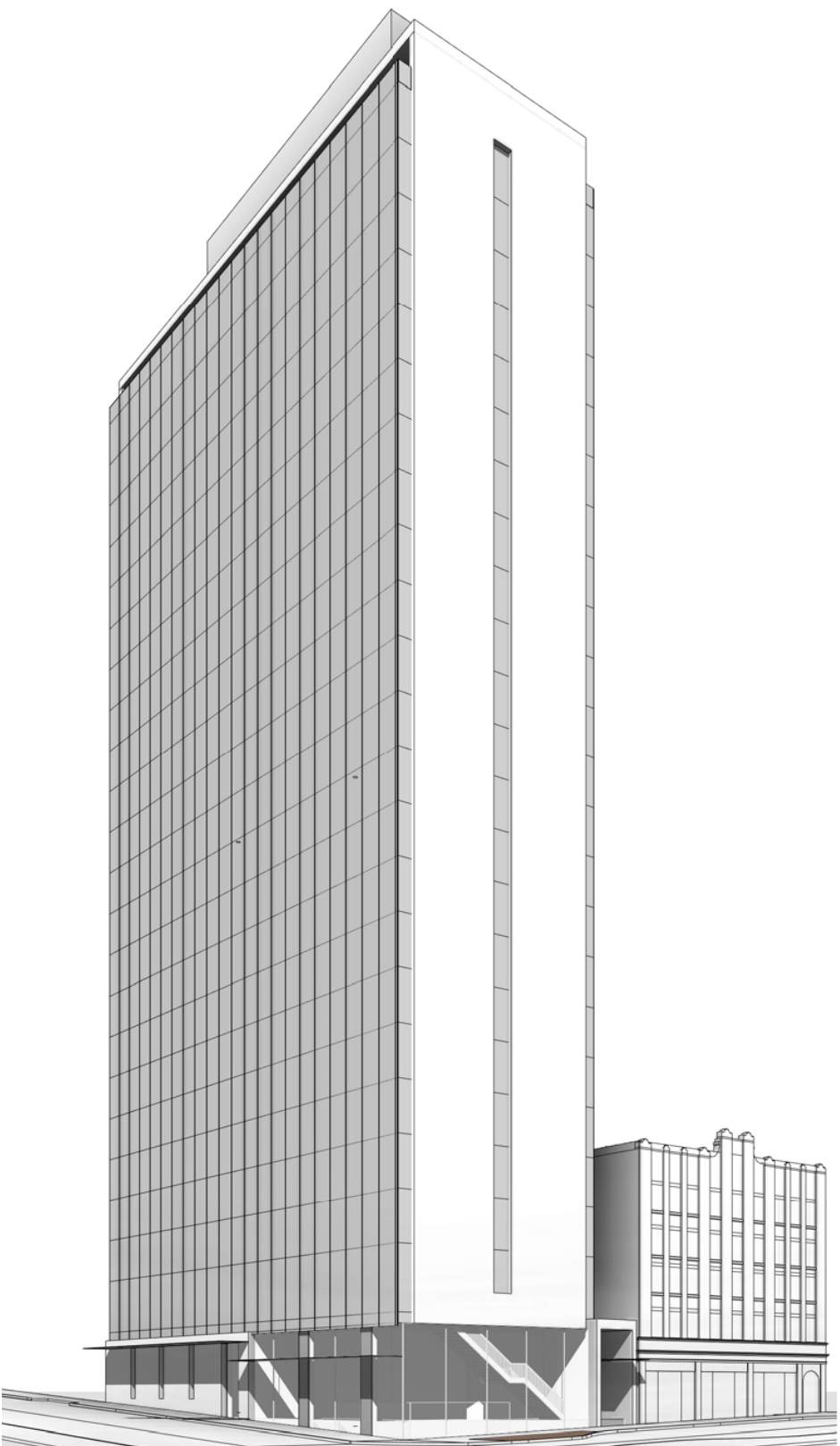


OBSERVATIONS:

- DIAGRAMMATICALLY RATIONAL FOR THE HOTEL PROGRAM
- STRONG TOWER FORM WHEN VIEWED FROM VIRGINIA

CHALLENGES:

- OPAQUE WALL ON EAST AND WEST ENDS LIMITS GLAZING TO RESIDENCES
- END WALLS COMPETE VISUALLY WITH THE CORE MASS WHEN VIEWED FROM THE SOUTH
- TO MEET BLANK WALL LIMITATIONS, THERE ARE WINDOWS INTO THE SERVICE AREA. THIS IS NOT PREFERRED



PERSPECTIVE LOOKING EAST





05. ARCHITECTURAL MASSING #1 : OPAQUE ENDS



STREETSCAPE PERSPECTIVE



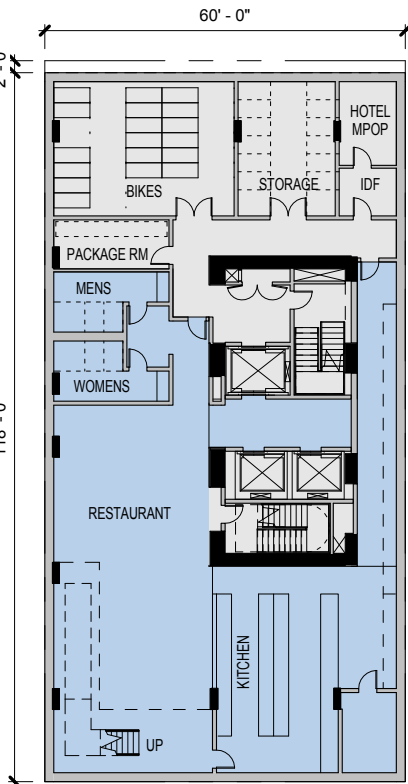
# 05. ARCHITECTURAL MASSING #1 : OPAQUE ENDS

Massing option #1 is diagrammatically honest to the hotel use, with large floor to ceiling, wall to wall glazing on the long (north and south) facades of the building and opaque walls on the ends (east and west). This is a classic diagram for hotels and can be seen in Seattle at the Warwick Hotel, among others.

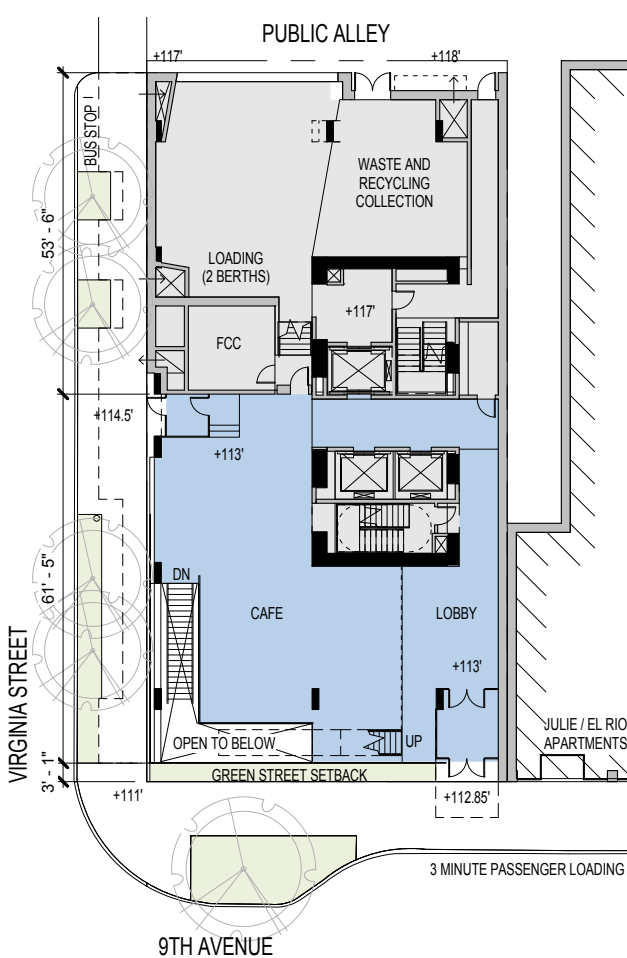
The glass sides are contrasted to the opaque ends rendering a tall, slender expression. The north facade reveals the building function by expressing the structural core as a mass clad in textured wall panels. This spine extends above the window wall to enclose much of the rooftop mechanical functions.

The diagrammatic clarity defined by the hotel is however complicated by the offset structural core on the south facade. The two areas of opaque mass visually compete and the amount of opaque surface dominates the expression. The residential levels are also constrained by the limited area for glazing to the east and west.

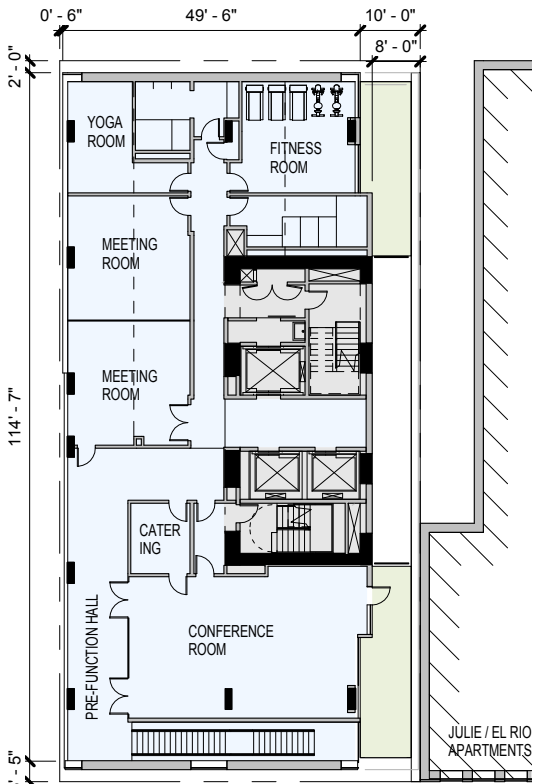
The architecture of the level one streetscape is highly transparent with clear glazing and deliberate detail. This invites views in and out, activating the prominent corner of Ninth and Virginia. Monumental stairs lead down to the restaurant space on Level A and up to the level two conference and amenity space.



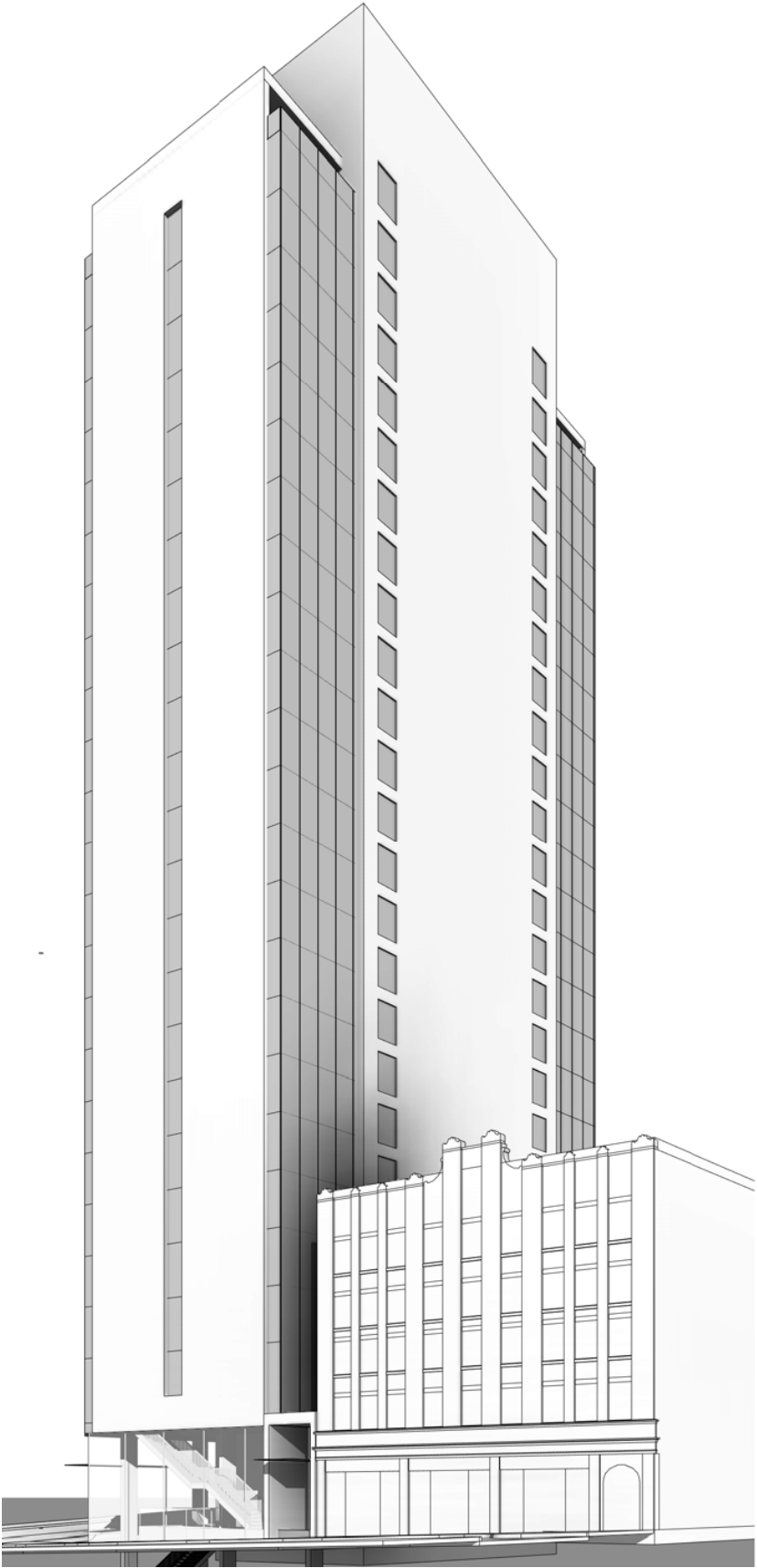
LEVEL A - RESTAURANT



L1: LOBBY/CAFE



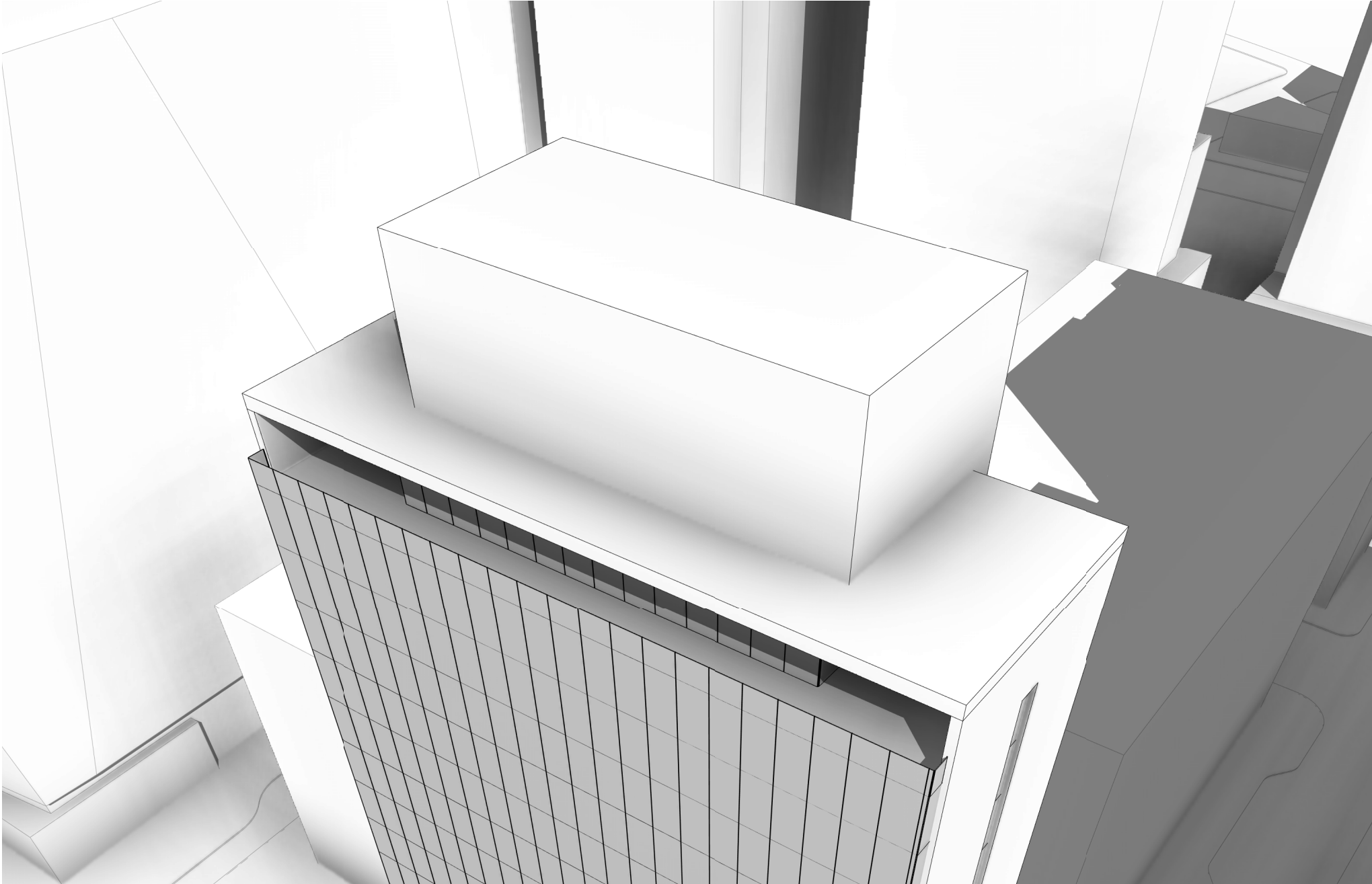
L2 - AMENITY



PERSPECTIVE LOOKING NORTH



## 05. ARCHITECTURAL MASSING #1 : OPAQUE ENDS



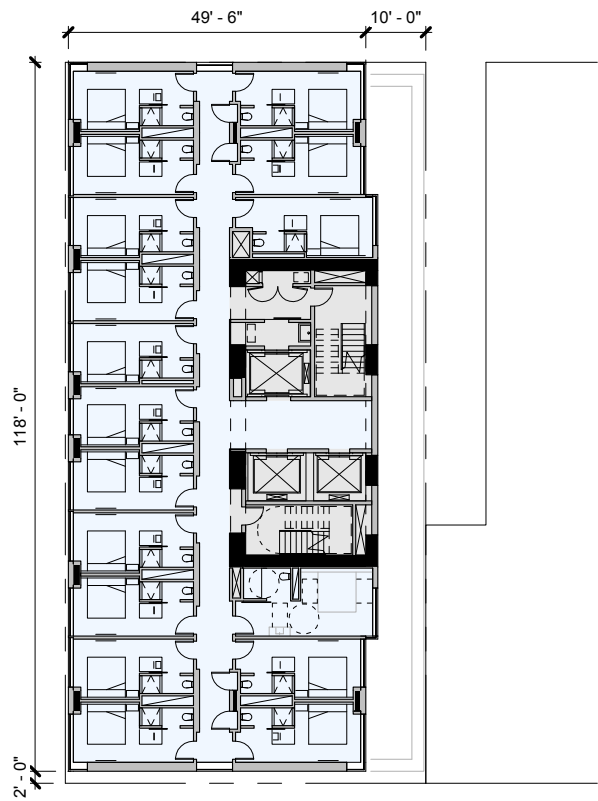
ROOFTOP PERSPECTIVE



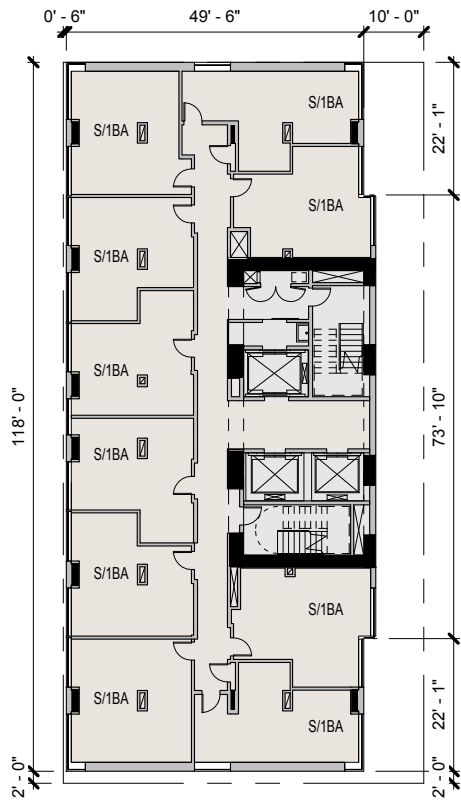
05. ARCHITECTURAL MASSING #1 : OPAQUE ENDS

The streetscape is further enhanced with canopies, lighting, and landscaping. The Ninth Avenue Green Street will contain lush planting in a large bed, and the Virginia Street streetscape will provide plants, trees and amenities for pedestrians at the bus stop.

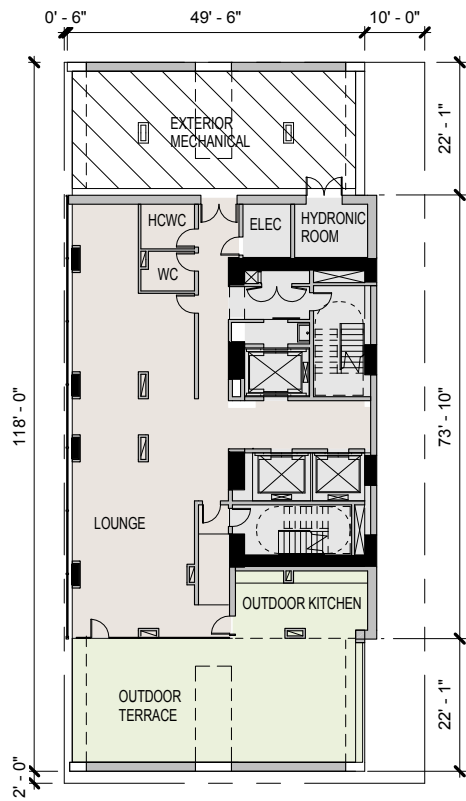
The Level 25 residential amenity space accesses an outdoor terrace to the southwest. The opaque end walls transition to overhead weather protection at the rooftop. Similarly, to the east on level 25 is an exterior mechanical space that is concealed by the extension of the window wall.



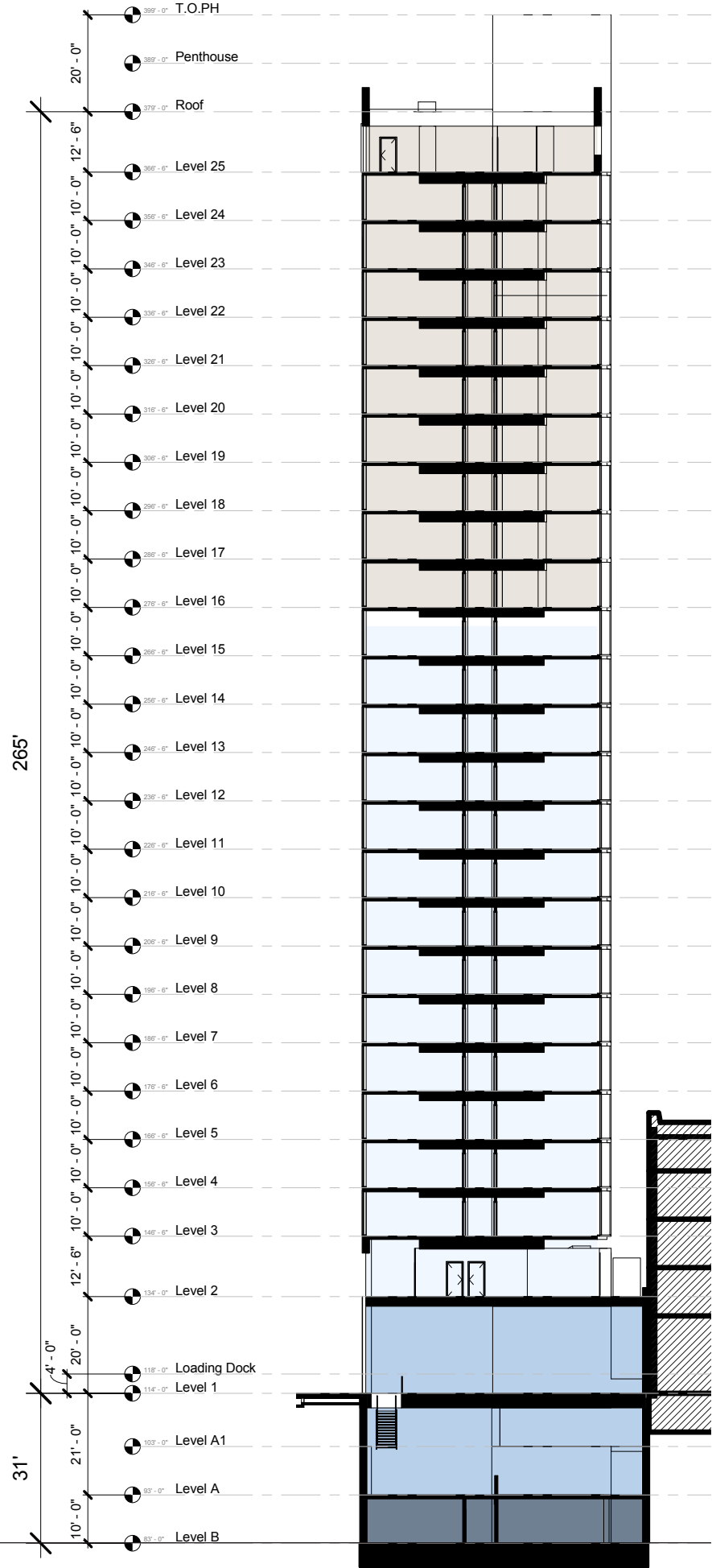
L3-L15: TYPICAL HOTEL



L16-L24: TYPICAL RESIDENTIAL

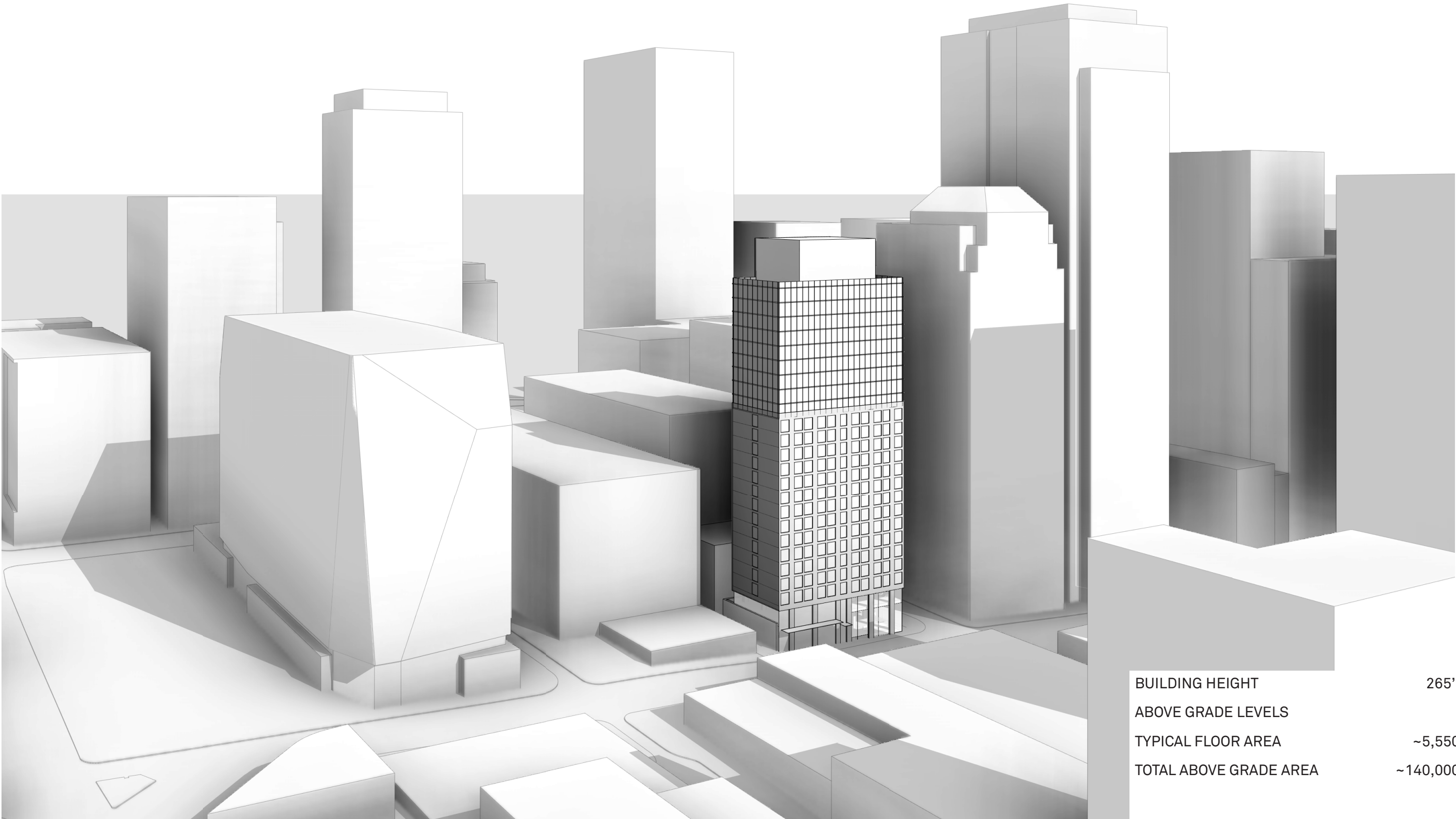


L25-RESIDENTIAL AMENITY





05. ARCHITECTURAL MASSING #2 : STACKED

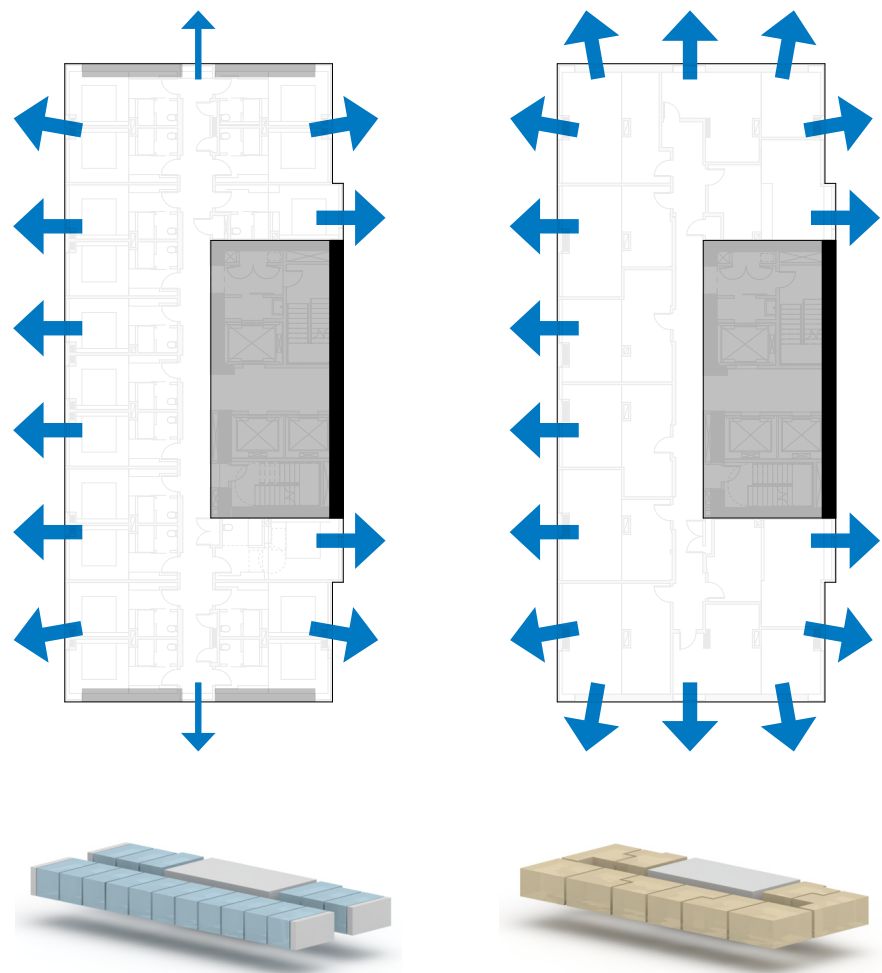
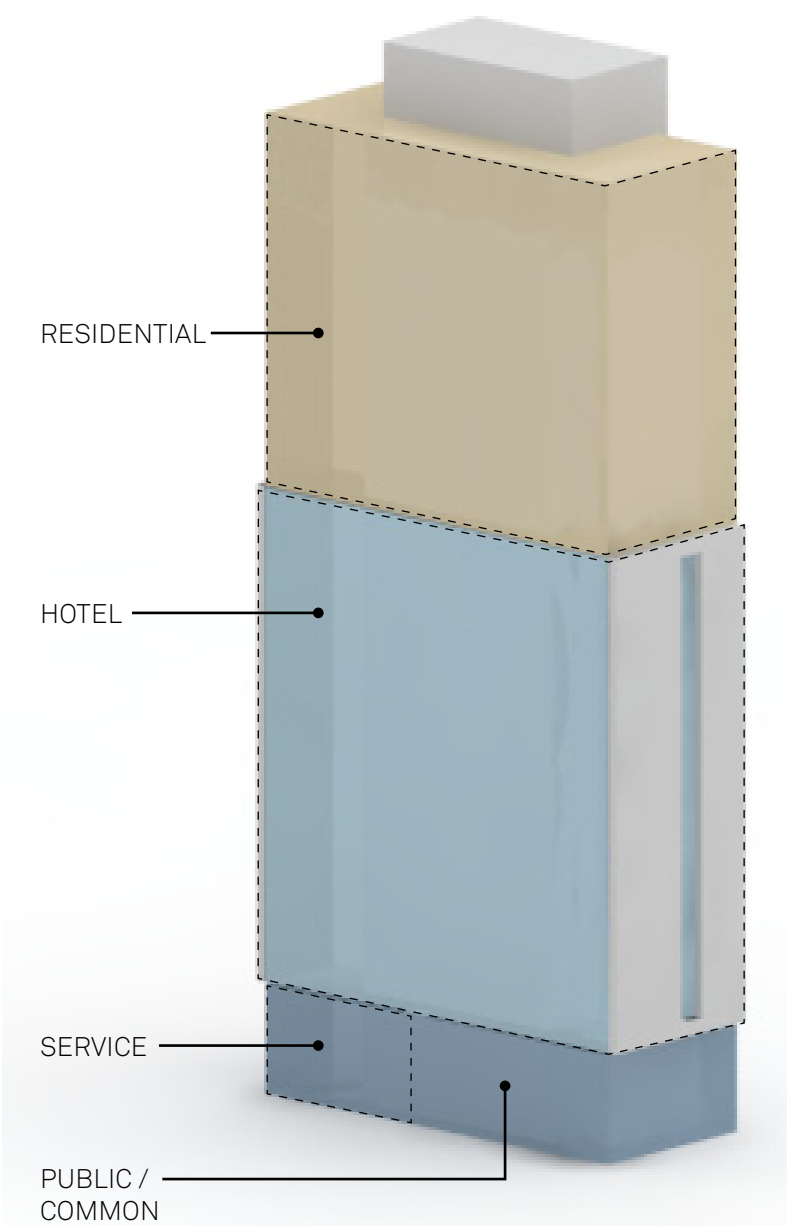


BUILDING HEIGHT	265'-0"
ABOVE GRADE LEVELS	25
TYPICAL FLOOR AREA	~5,550 sf
TOTAL ABOVE GRADE AREA	~140,000 sf

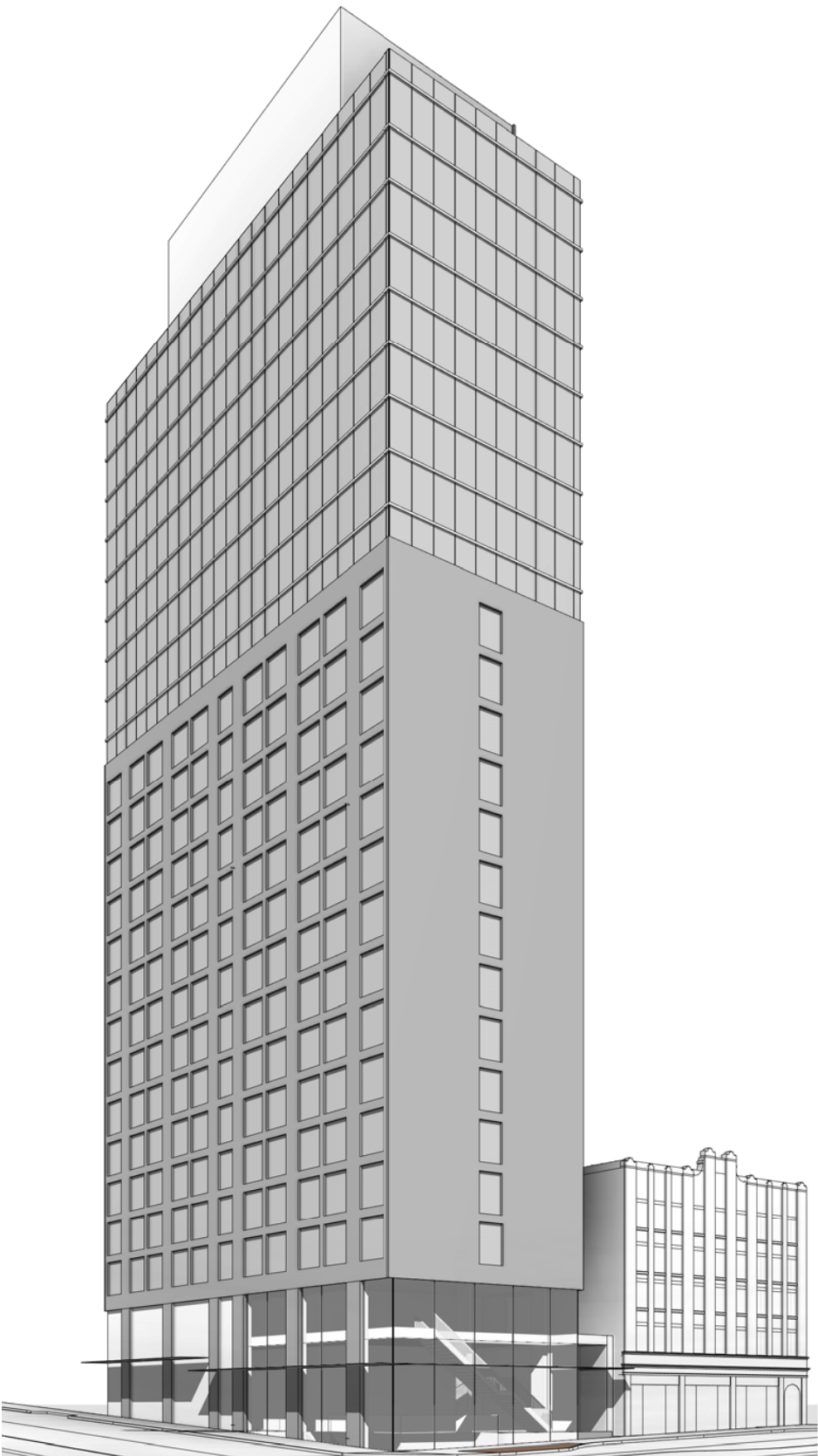




05. ARCHITECTURAL MASSING #2 : STACKED



- OBSERVATIONS:**
- DIAGRAMMATICALLY RATIONAL FOR THE HOTEL AND RESIDENTIAL PROGRAM
  - DIFFERENTIATED MASSING
  - LIFTED MASS TO REVEAL MORE OF THE LEVEL 2 AMENITY SPACE
- CHALLENGES:**
- TRANSITION FROM HOTEL TO RESIDENTIAL MASS LIMITS GLAZING HEIGHT ON LEVEL 16
  - THE HOTEL AND RESIDENTIAL MASSES COMPETE WITH THE CORE MASS WHEN VIEWED FROM THE SOUTH



PERSPECTIVE LOOKING EAST





05. ARCHITECTURAL MASSING #2 : STACKED



STREETSCAPE PERSPECTIVE





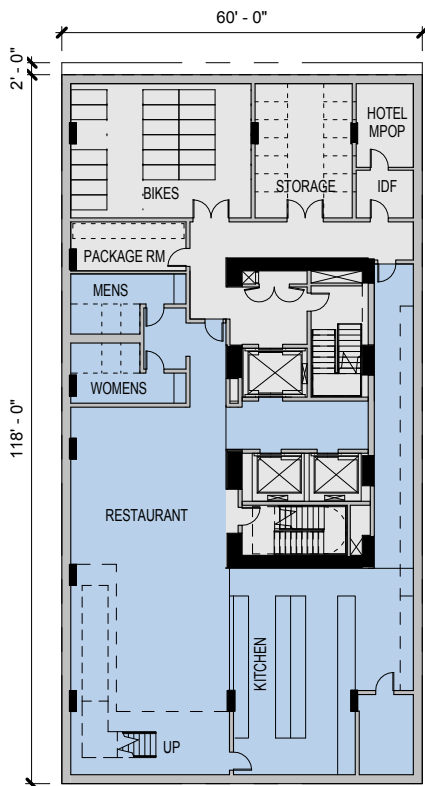
05. ARCHITECTURAL MASSING #2 : STACKED

Massing option #2 diagrammatically separates hotel and residential use, with a punched window expression at the hotel and window wall at the residential vertically varying the massing.

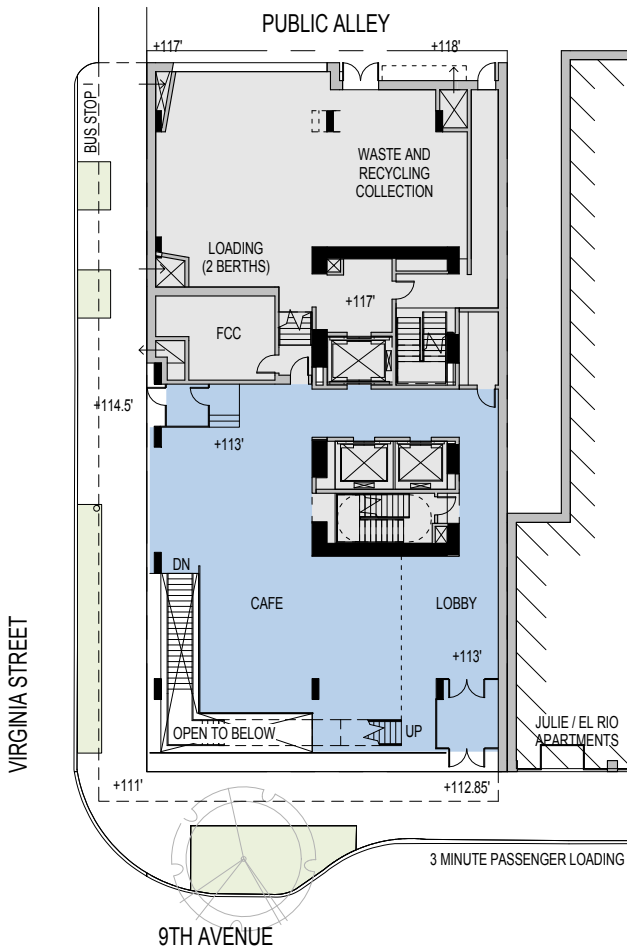
The north facade reveals the building function by expressing the structural core as a mass clad in textured wall panels. This spine extends above the window wall to enclose the rooftop mechanical functions.

The diagrammatic clarity defined by splitting the two functional uses is complicated by the offset structural core on the south facade. The two functional masses visually compete with the vertically oriented structural core.

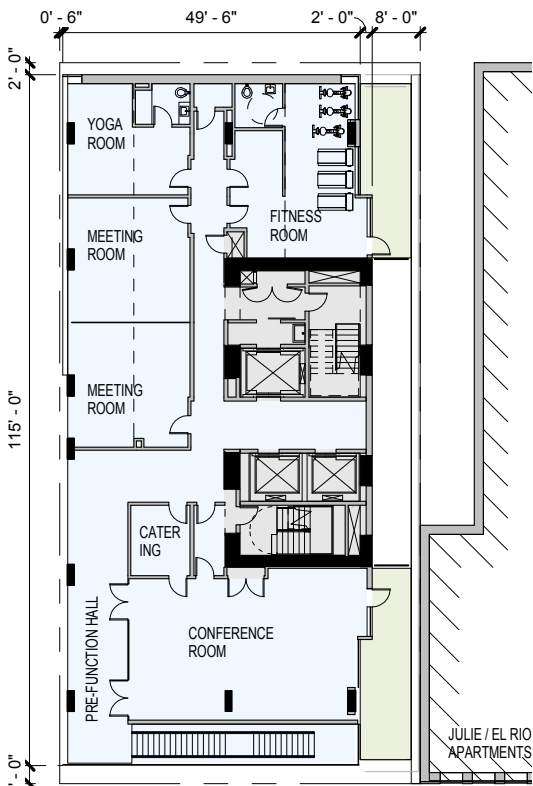
The highly transparent architecture of the streetscape is increased to incorporate the level two amenity space with large format clear glazing and deliberate detail. This invites views in and out, activating the prominent corner of Ninth and Virginia. Monumental stairs lead down to the restaurant space on Level A and up to the level two conference and amenity space.



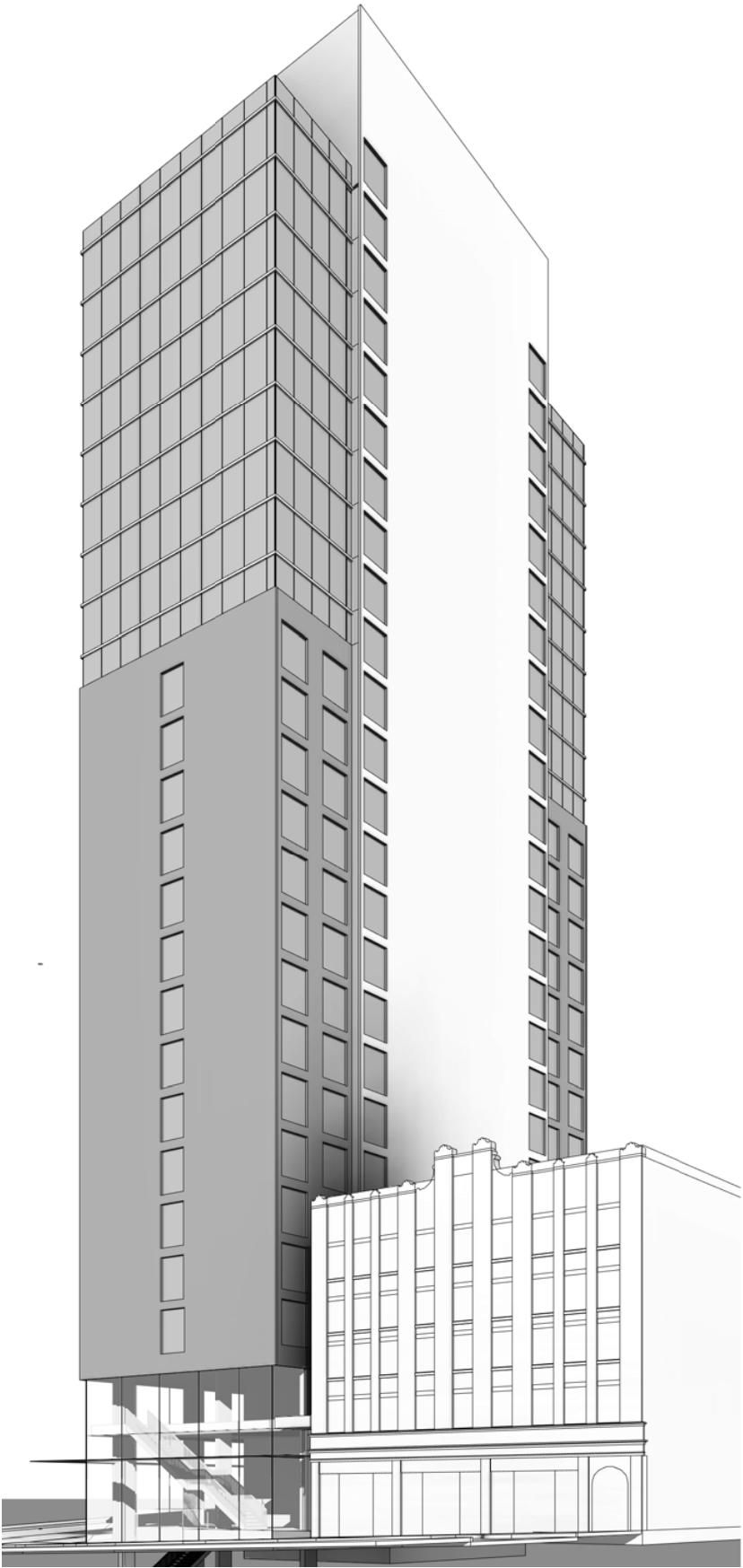
LEVEL A - RESTAURANT



L1: LOBBY/CAFE



L2 - AMENITY

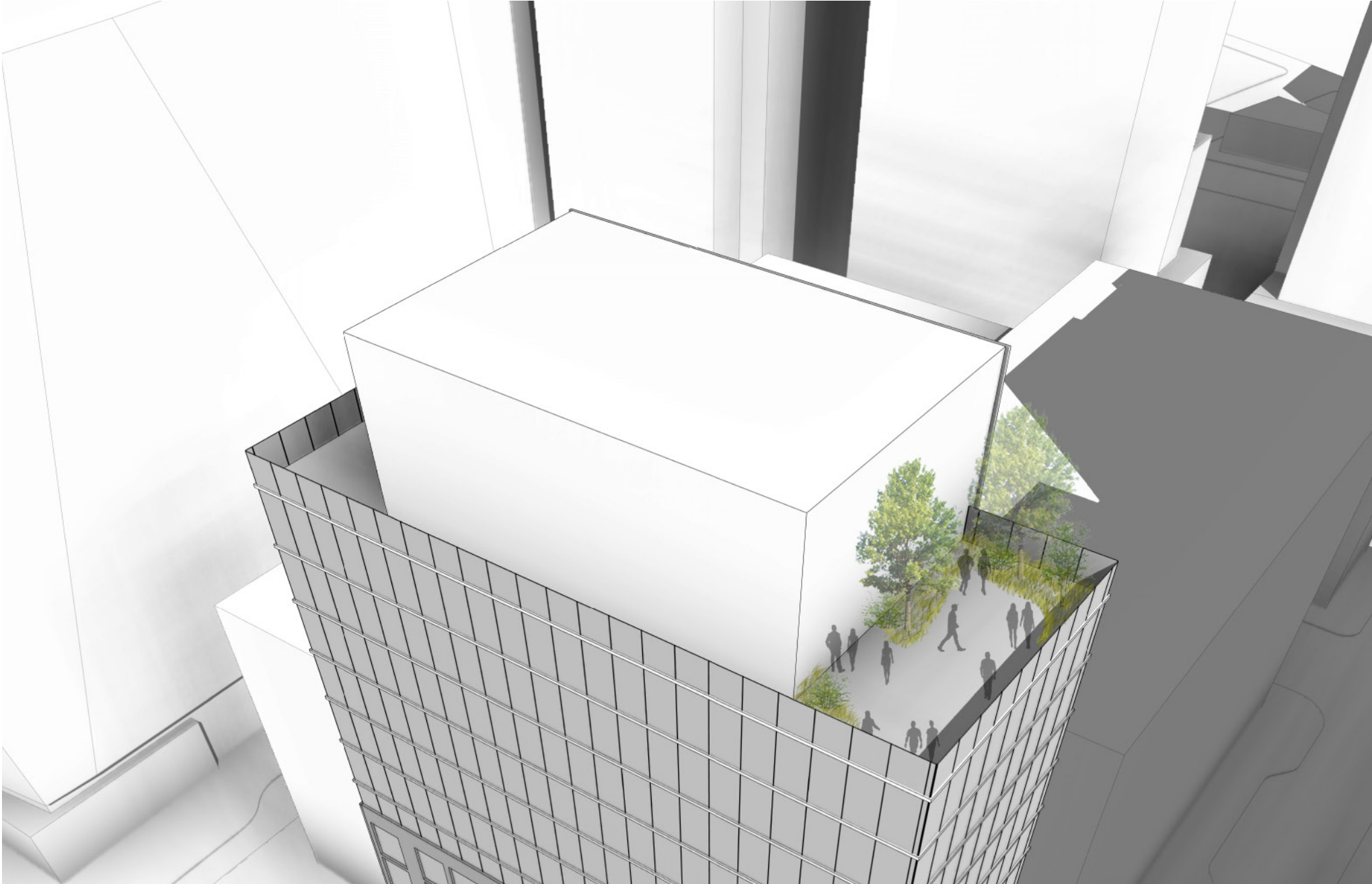


PERSPECTIVE LOOKING NORTH





## 05. ARCHITECTURAL MASSING #2 : STACKED



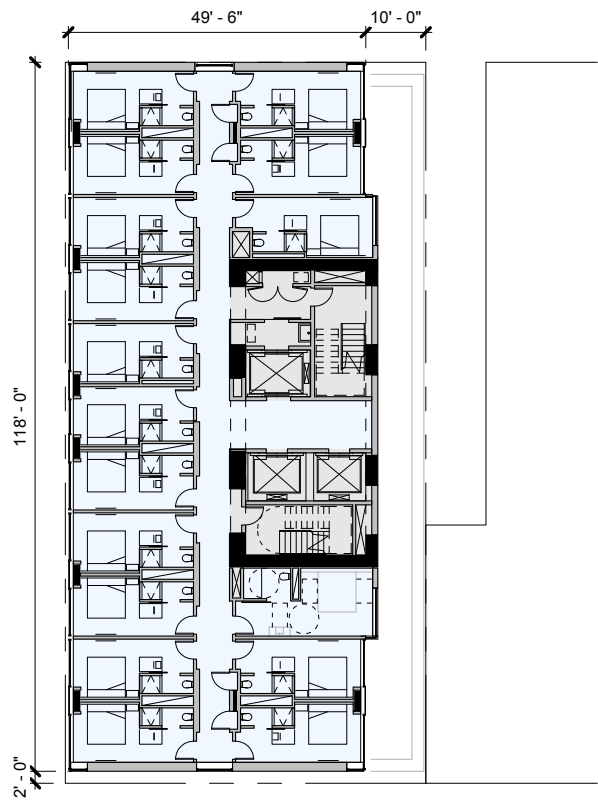
ROOFTOP PERSPECTIVE



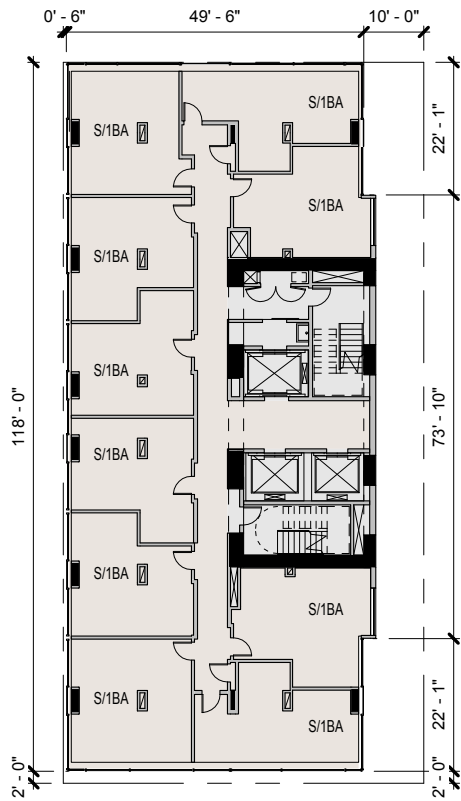
05. ARCHITECTURAL MASSING #2 : STACKED

The streetscape is further enhanced with canopies, lighting, and landscaping. The Ninth Avenue Green Street will contain lush planting in a large bed, though the landscaping in the setback area is omitted in favor of overhead weather protection. The Virginia Street streetscape will provide plants, trees and amenities for pedestrians and transit riders at the bus stop.

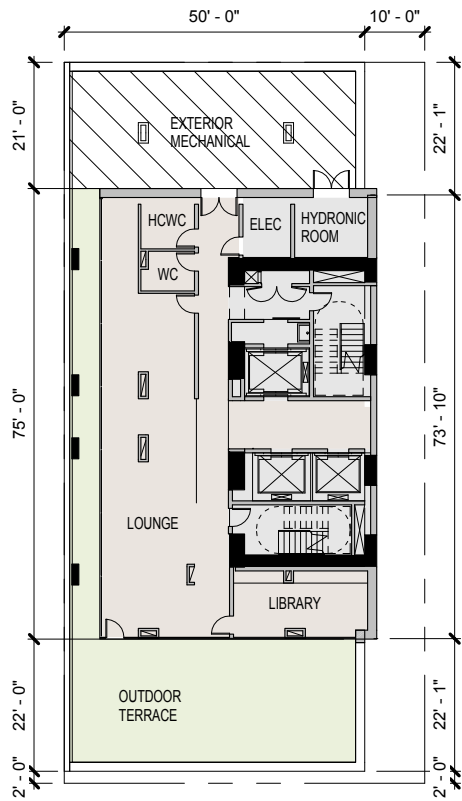
The Level 25 residential amenity is incorporated in the structural spine and caps the building in a third stacked mass.



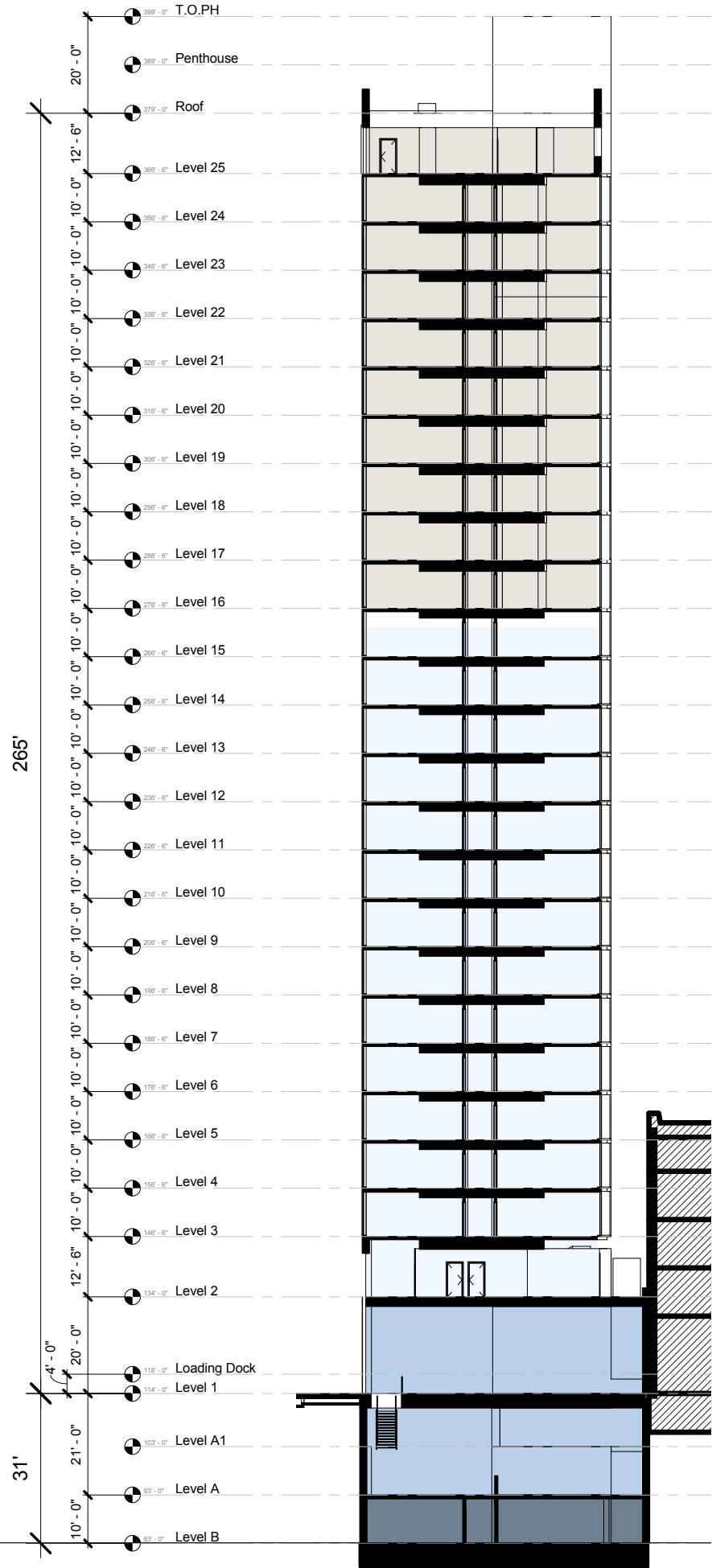
L3-L15: TYPICAL HOTEL



L16-L24: TYPICAL RESIDENTIAL

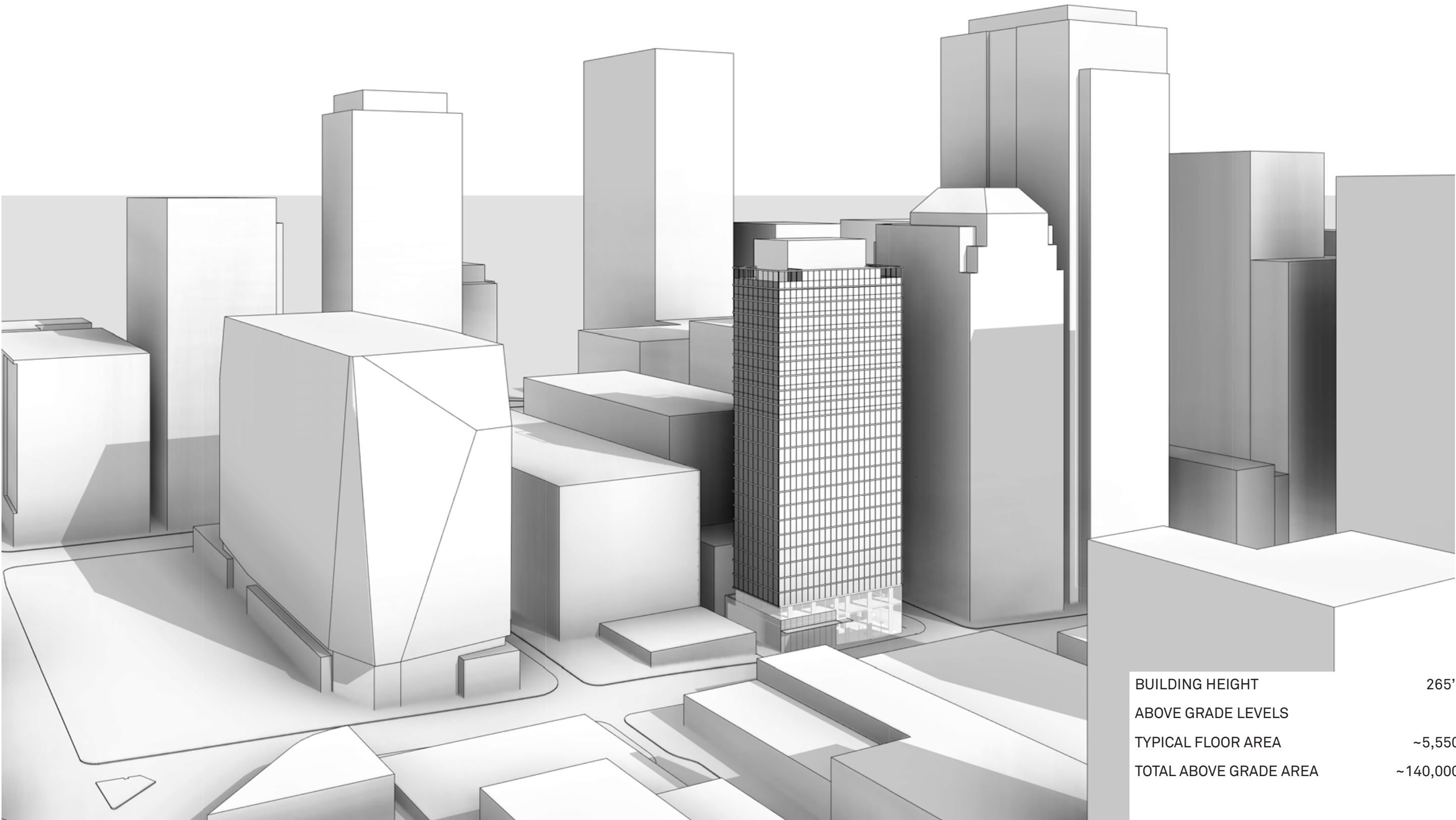


L25-RESIDENTIAL AMENITY





05. ARCHITECTURAL MASSING #3 : UNIFIED (PREFERRED)

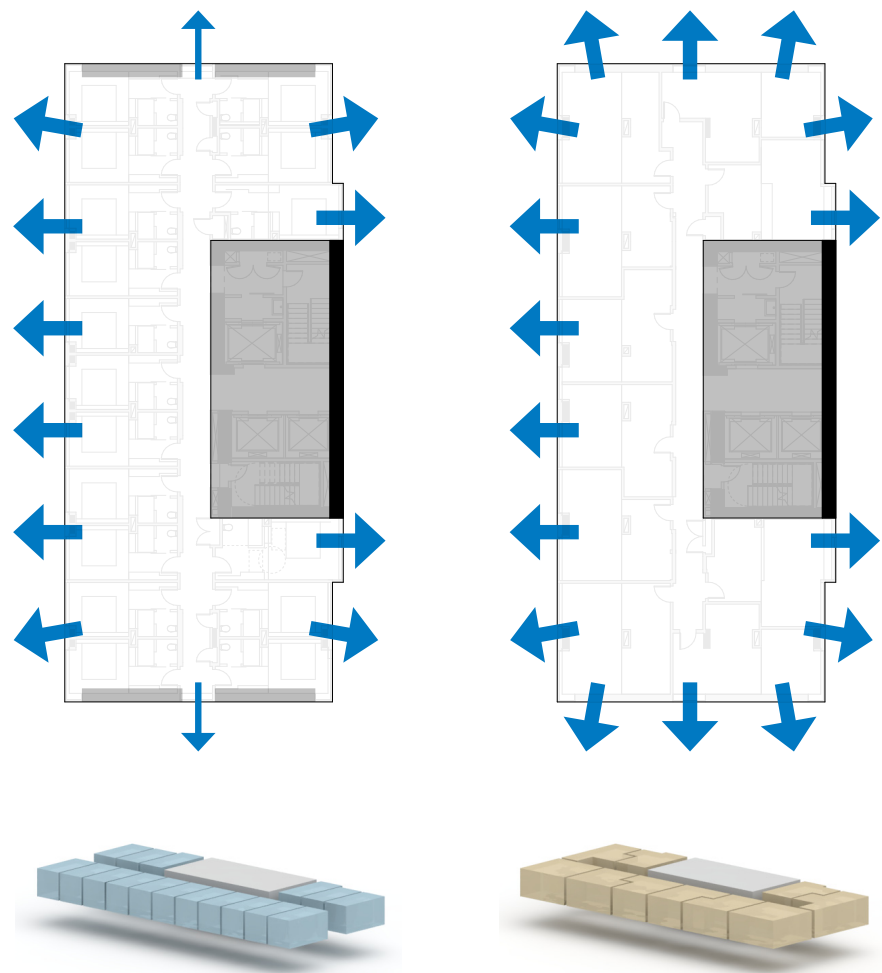
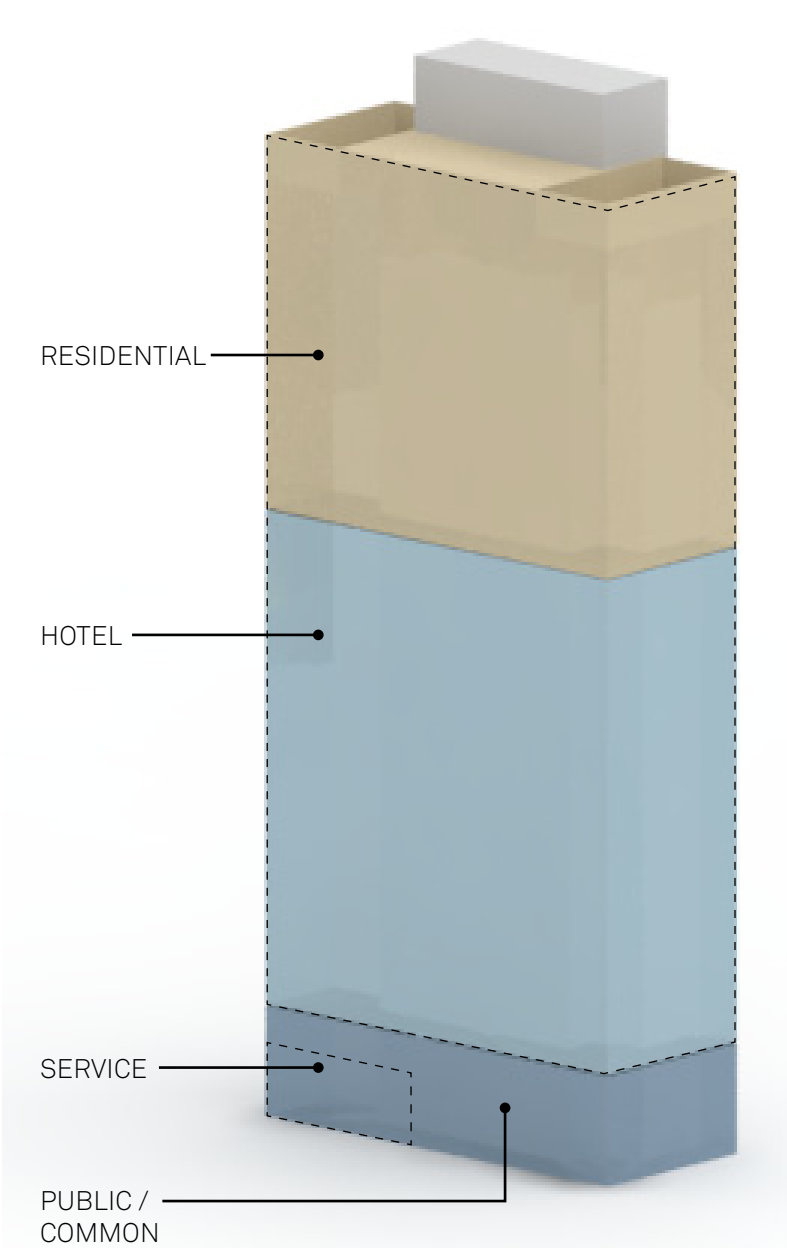


BUILDING HEIGHT	265'-0"
ABOVE GRADE LEVELS	25
TYPICAL FLOOR AREA	~5,550 sf
TOTAL ABOVE GRADE AREA	~140,000 sf

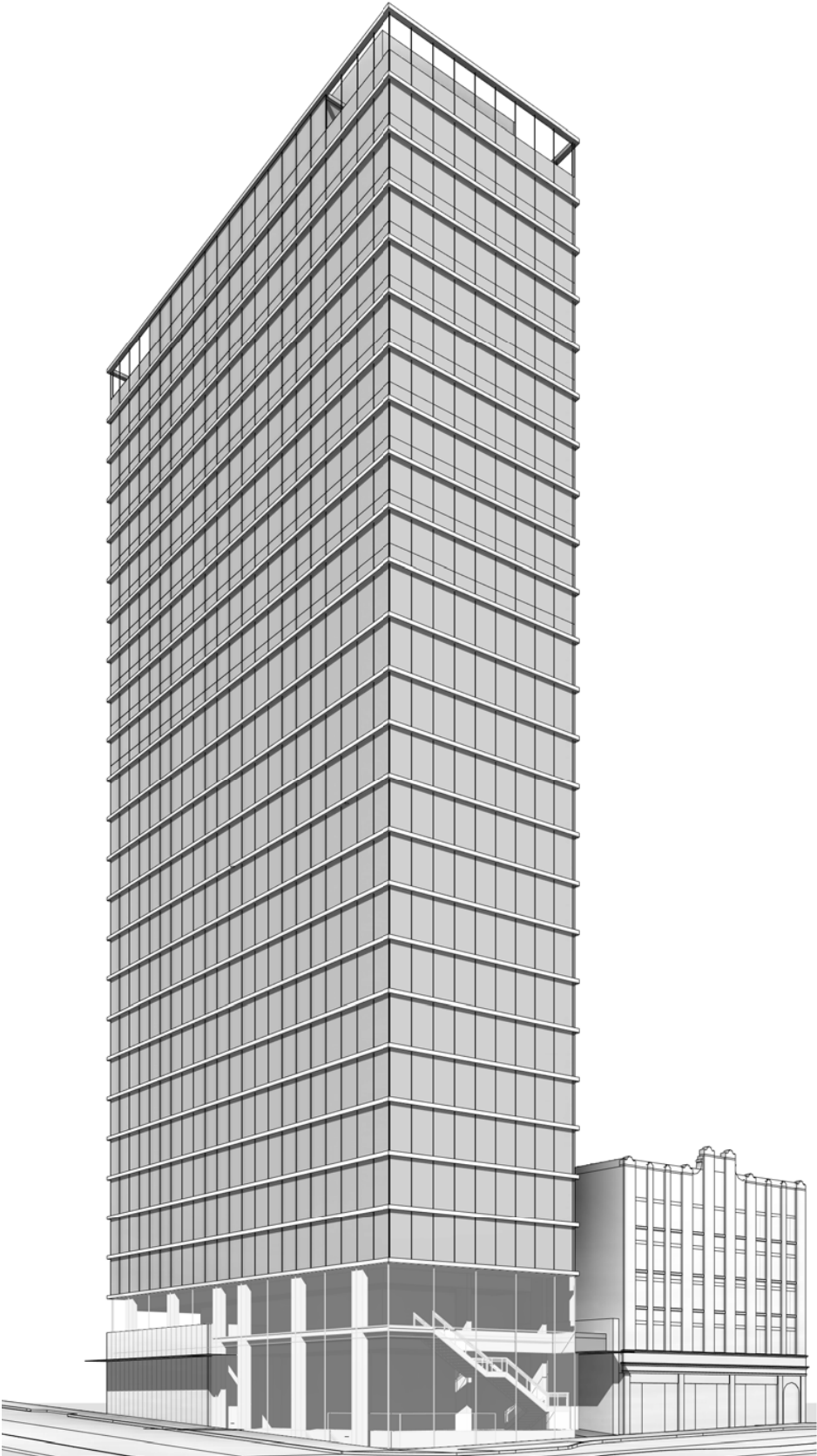




05. ARCHITECTURAL MASSING #3: UNIFIED (PREFERRED)



- OBSERVATIONS:**
- DIAGRAMMATICALLY FLEXIBLE FOR THE HOTEL AND RESIDENTIAL PROGRAM
  - UNIFIED, COHERENT MASSING
  - LIFTED MASS TO REVEAL THE LEVEL 2 AMENITY SPACE
  - ELEGANT RELATIONSHIP OF THE WINDOW WALL AND STRUCTURAL CORE
  - ROOFTOP OPEN SPACE AND MECHANICAL WELL INTEGRATED WITH BUILDING ENVELOPE
- CHALLENGES:**
- BLANK WALL TYPE I DECISION
  - CANOPY DEPARTURE



PERSPECTIVE LOOKING EAST





## 05. ARCHITECTURAL MASSING #3 : UNIFIED (PREFERRED)



STREETSCAPE PERSPECTIVE



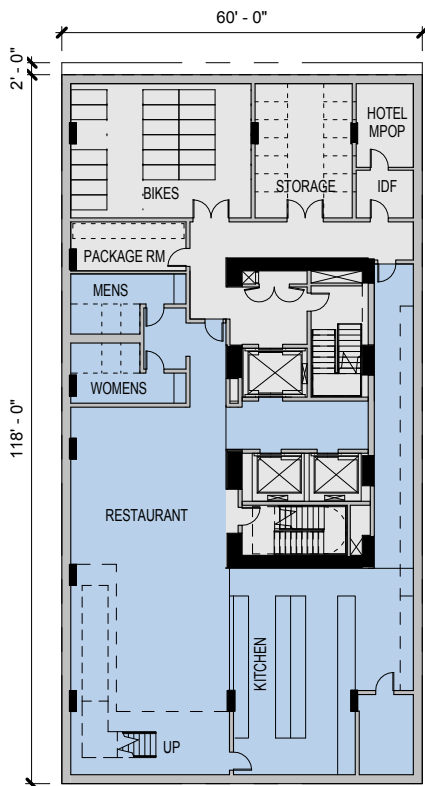
# 05. ARCHITECTURAL MASSING #3: UNIFIED (PREFERRED)

In Massing Option #3, the slender proportion dictated by the very small, urban site, is best accentuated by a unified expression, where the hotel and residential program are clad in an articulated, finely detailed, window wall and the Level one and two amenity spaces are enclosed with refined glazing.

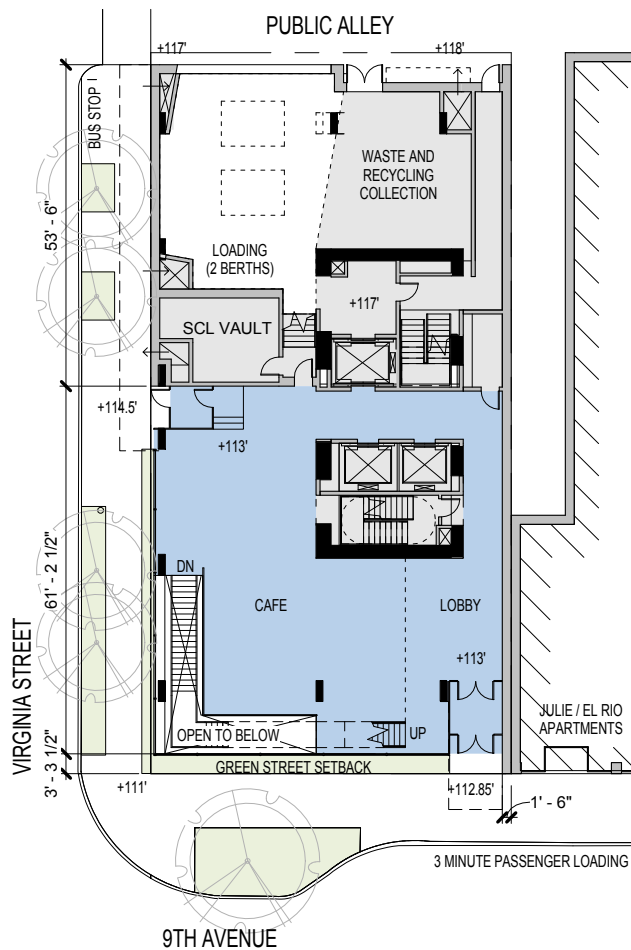
The upper residential levels are subtly differentiated from the hotel use by way of operable windows, giving the facade a sub texture and enhancing the foreshortening when looking up at the building from street level.

Sitting in elegant contrast to the historic Julie/El Rio apartments, the architecture of the streetscape is highly transparent with clear glazing and deliberate detail. This invites views in and out, activating the prominent corner of Ninth and Virginia.

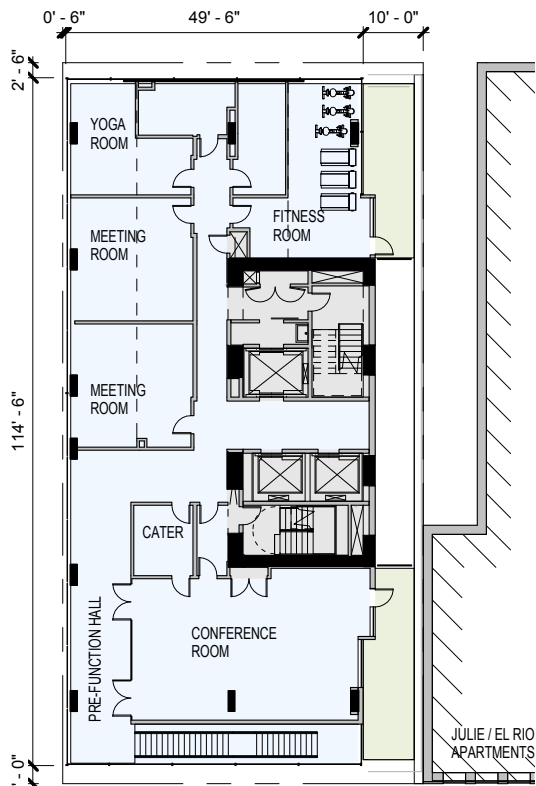
Monumental stairs lead down to the restaurant space on Level A and up to the level two conference and amenity space. The stairs and floor openings interconnect the three public/active levels drawing daylight in and providing a dynamic expression out.



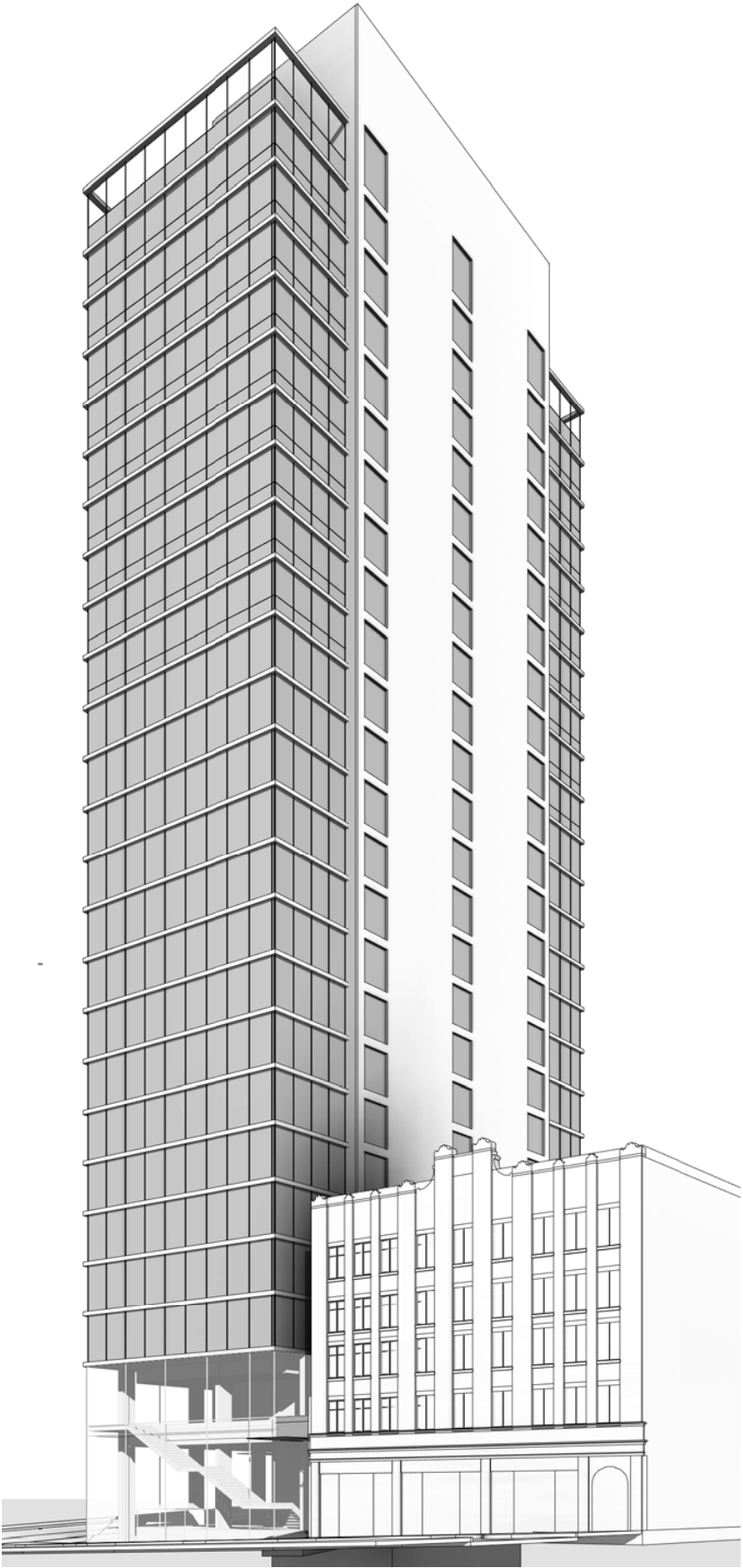
LEVEL A - RESTAURANT



L1: LOBBY/CAFE



L2 - AMENITY

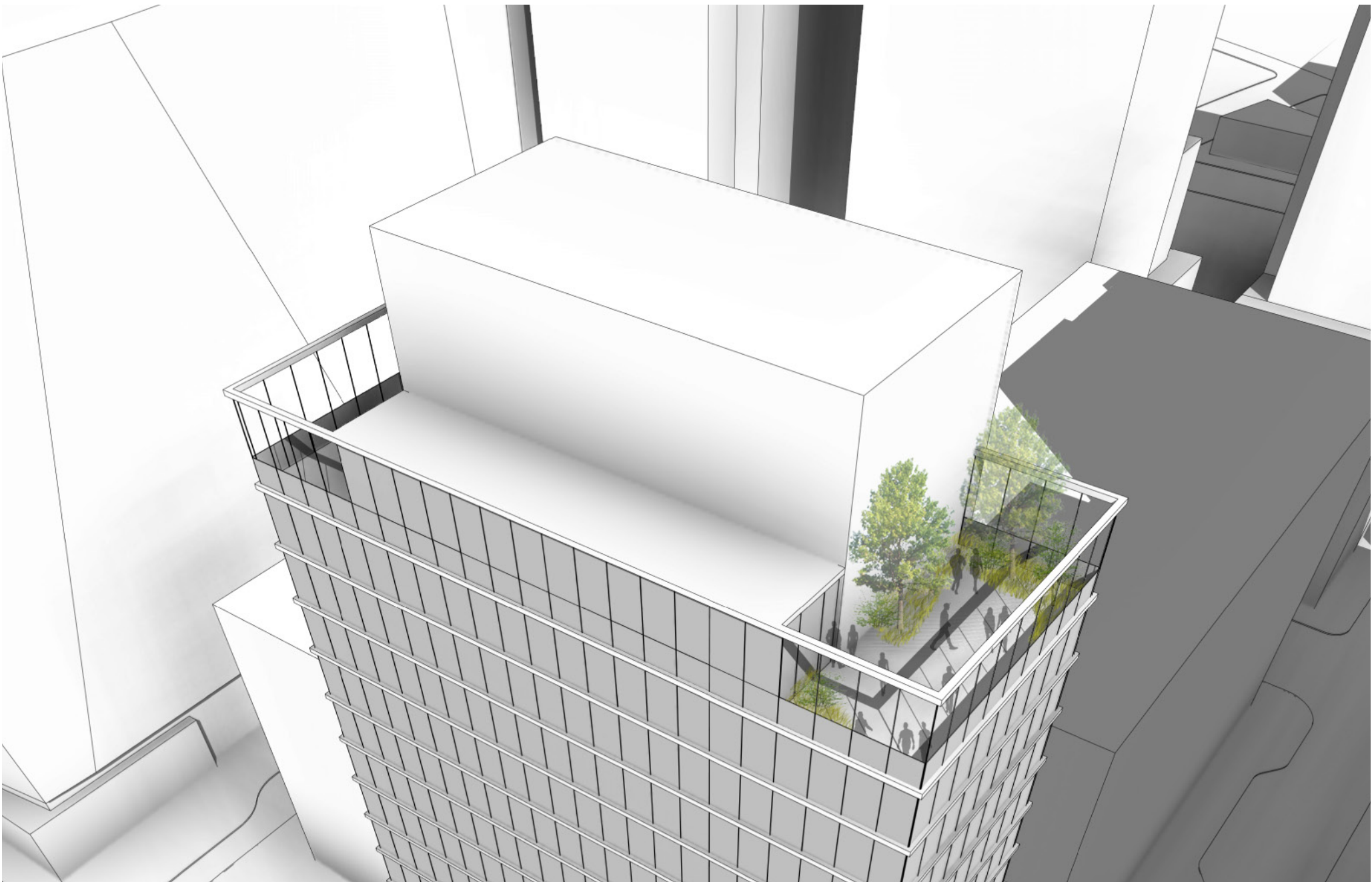


PERSPECTIVE LOOKING NORTH





05. ARCHITECTURAL MASSING #3 : UNIFIED (PREFERRED)



ROOFTOP PERSPECTIVE

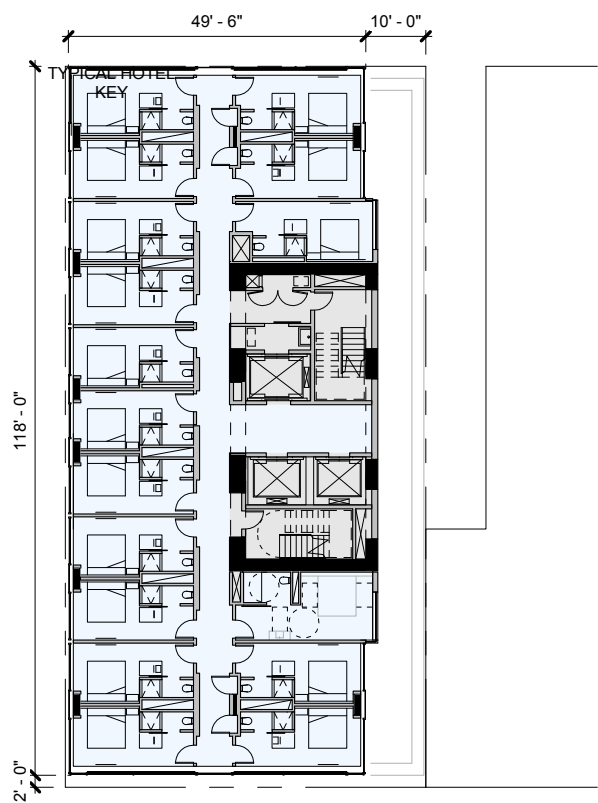


05. ARCHITECTURAL MASSING #3: UNIFIED (PREFERRED)

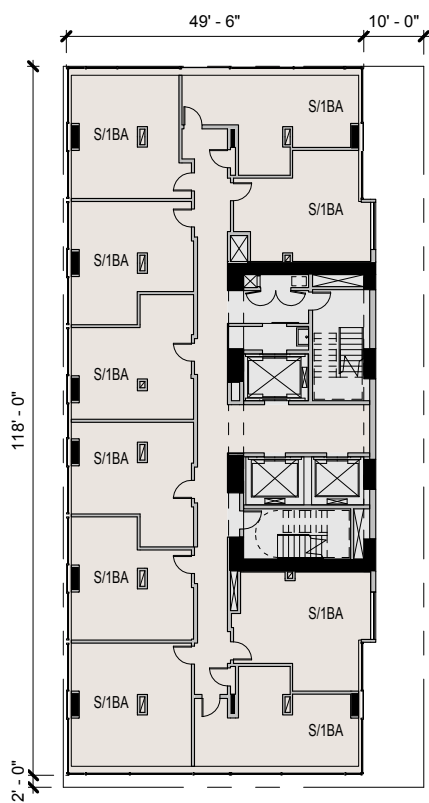
The streetscape is further enhanced with canopies, lighting, and landscaping. The Ninth Avenue Green Street will contain lush planting in a large bed, and the Virginia Street streetscape will provide plants, trees and amenities for pedestrians at the bus stop.

The north facade reveals the building function by expressing the structural core as a mass clad in textured wall panels. This spine extends above the window wall to enclose much of the rooftop mechanical functions.

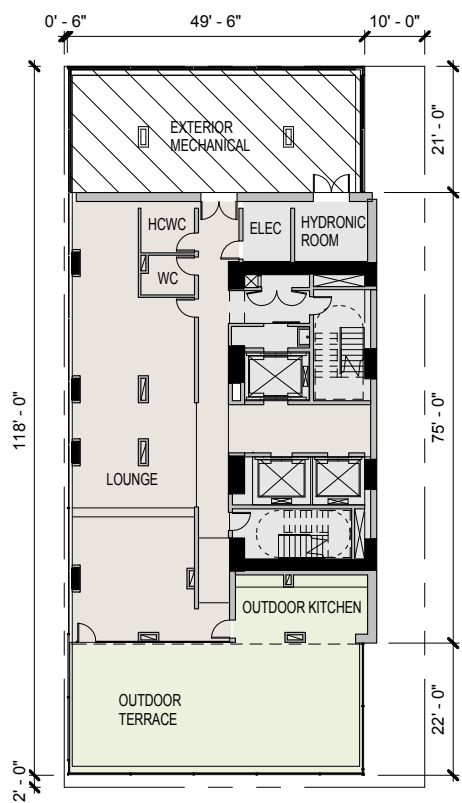
The Level 25 residential amenity space accesses a large outdoor terrace to the southwest. The window wall framework encloses the terrace, providing both screening and openness. Similarly, to the east on level 25 is an exterior mechanical space that is concealed by the extension of the window wall.



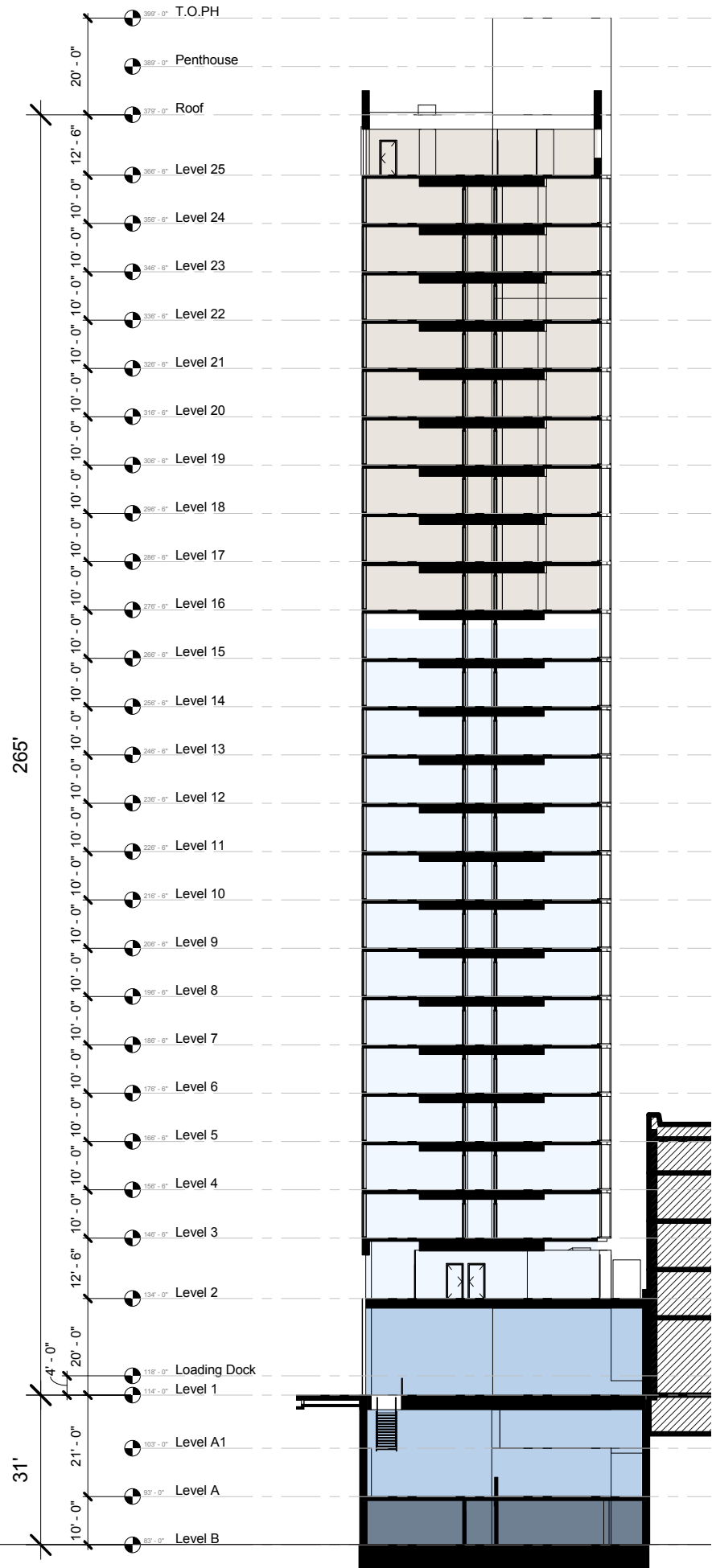
L3-L15: TYPICAL HOTEL



L16-L24: TYPICAL RESIDENTIAL



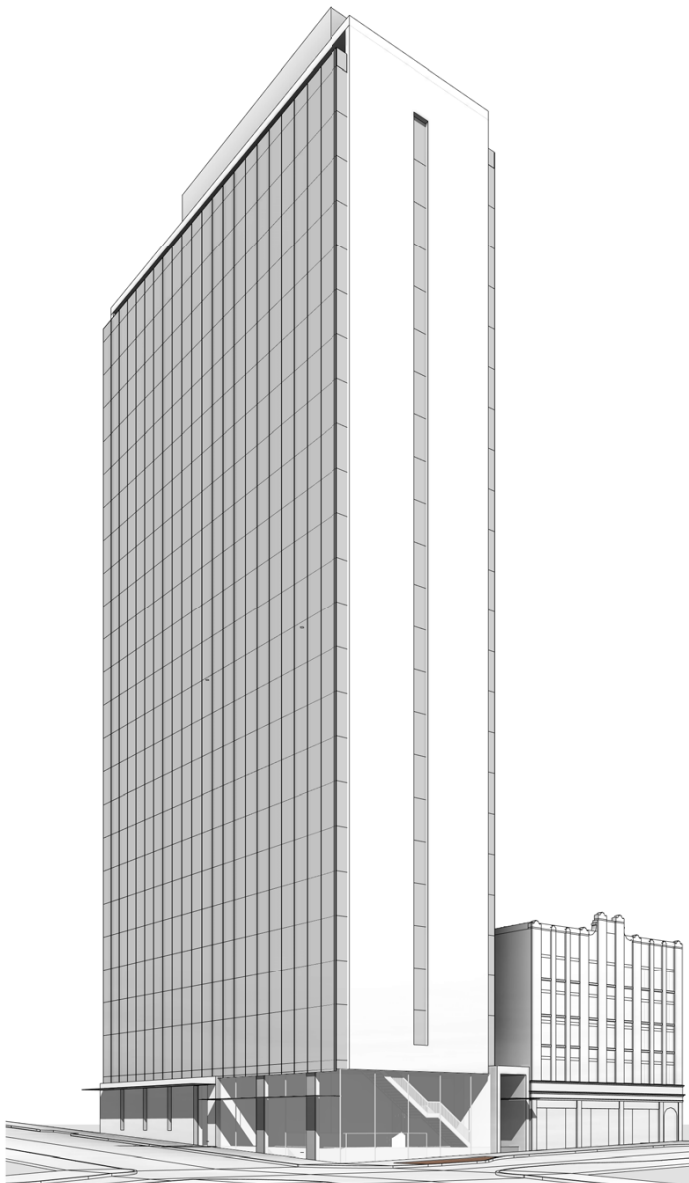
L25-RESIDENTIAL AMENITY



PUBLIC / COMMON  
HOTEL  
RESIDENTIAL  
BUILDING SUPPORT

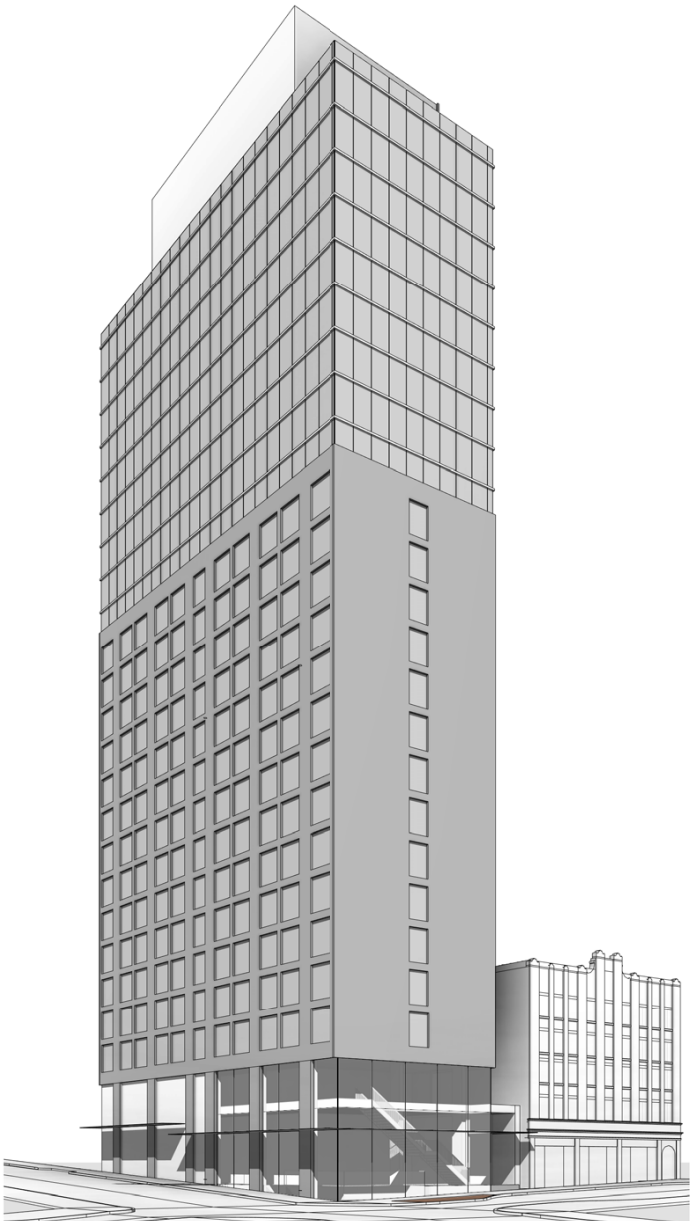


05. ARCHITECTURAL MASSING SUMMARY LOOKING EAST



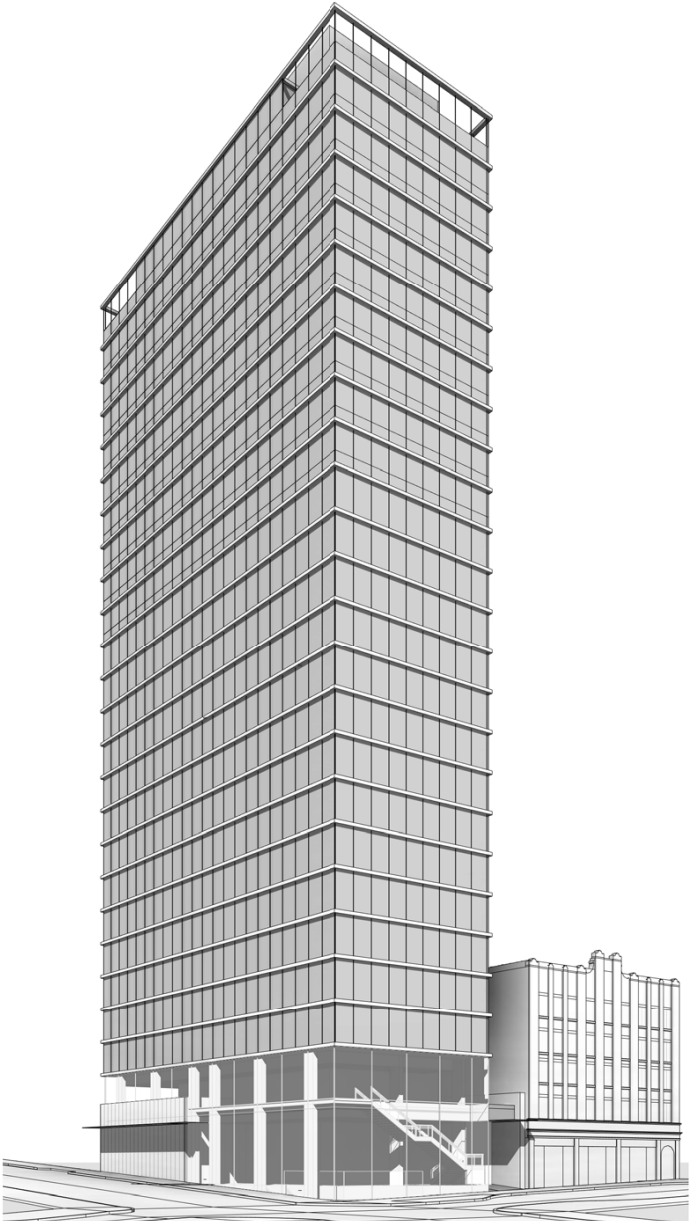
MASSING #1 : OPAQUE ENDS

**Summary:**  
Simple and coherent diagram, but the opaque end is limiting for the residential units.  
We do not recommend this option.



MASSING #2 : STACKED

**Summary:**  
Simple, use based diagram, separating the two main programmatic uses, optimizing for their function. The proportion of the two masses together is inelegant.  
We do not recommend this option.

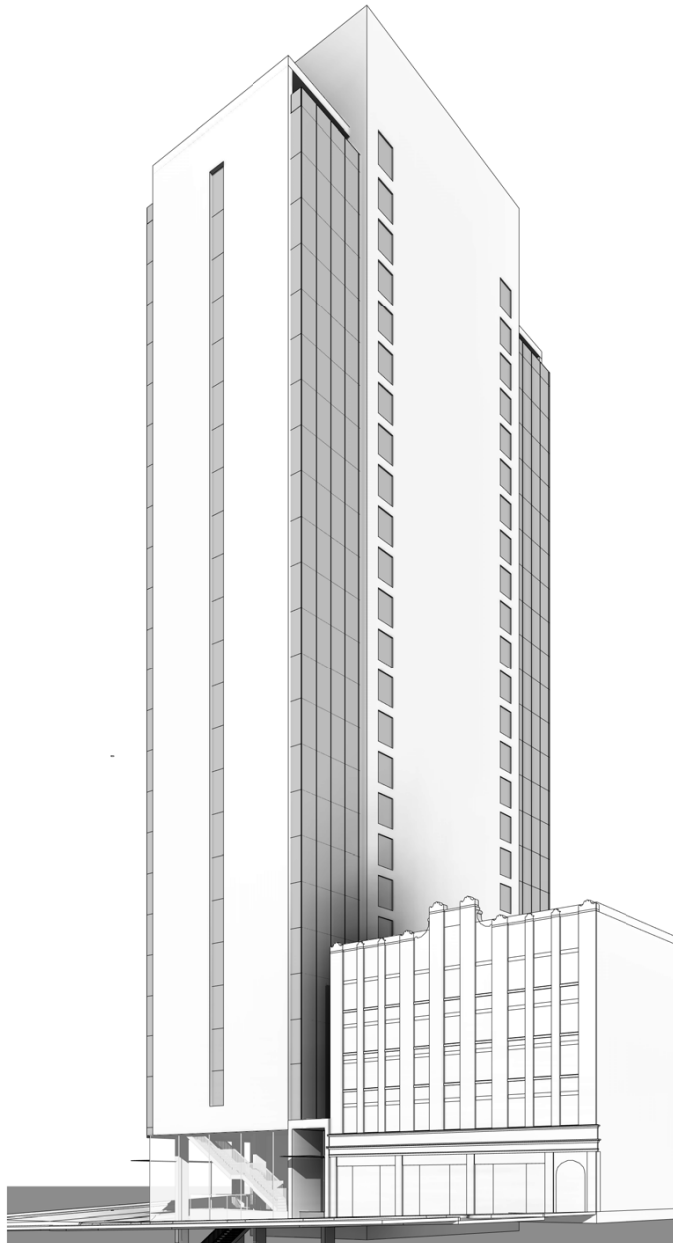


ARCHITECTURAL MASSING #3 : UNIFIED

**Summary:**  
Simple and coherent diagram, unifying the uses while allowing for optimization of their function. Subtle differentiation of use is revealed in the addition of operable windows to the residential portion.  
We recommend this option.

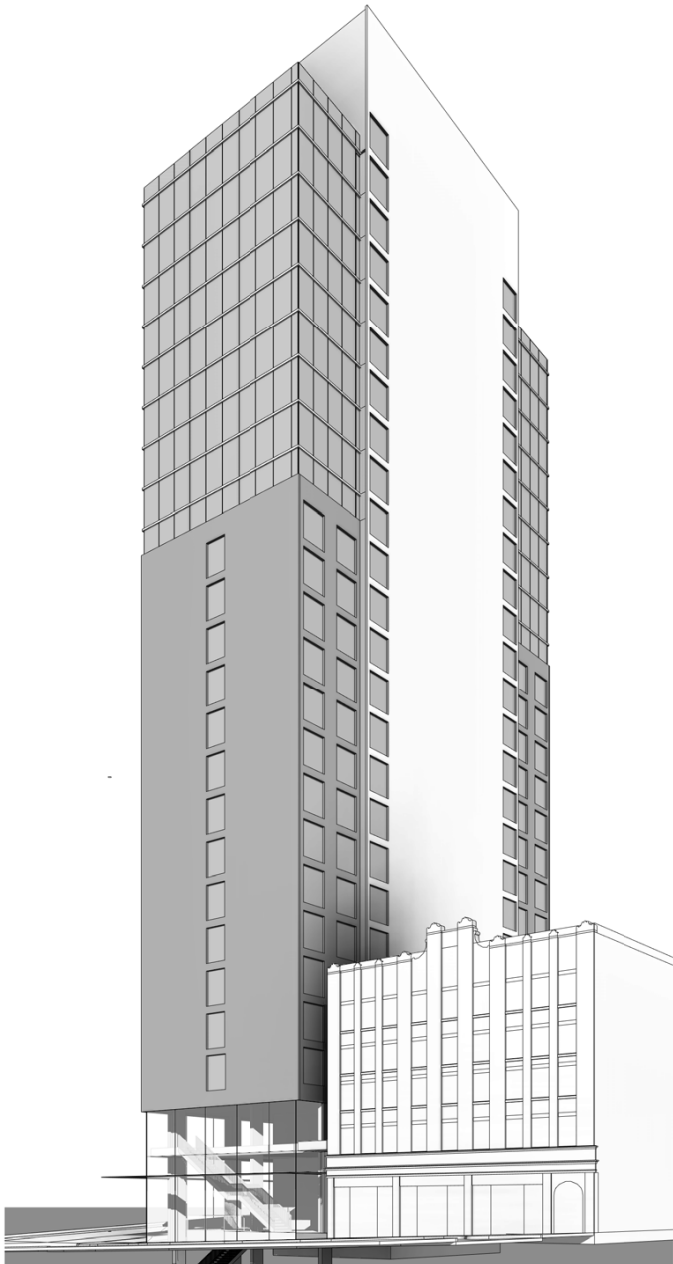
Design Guidelines reinforced by this option: A-1, A-2, B-4, C-1, C-2, C-4, C-6, D-2 THROUGH D-6, E-1, E-3

05. ARCHITECTURAL MASSING SUMMARY LOOKING NORTH



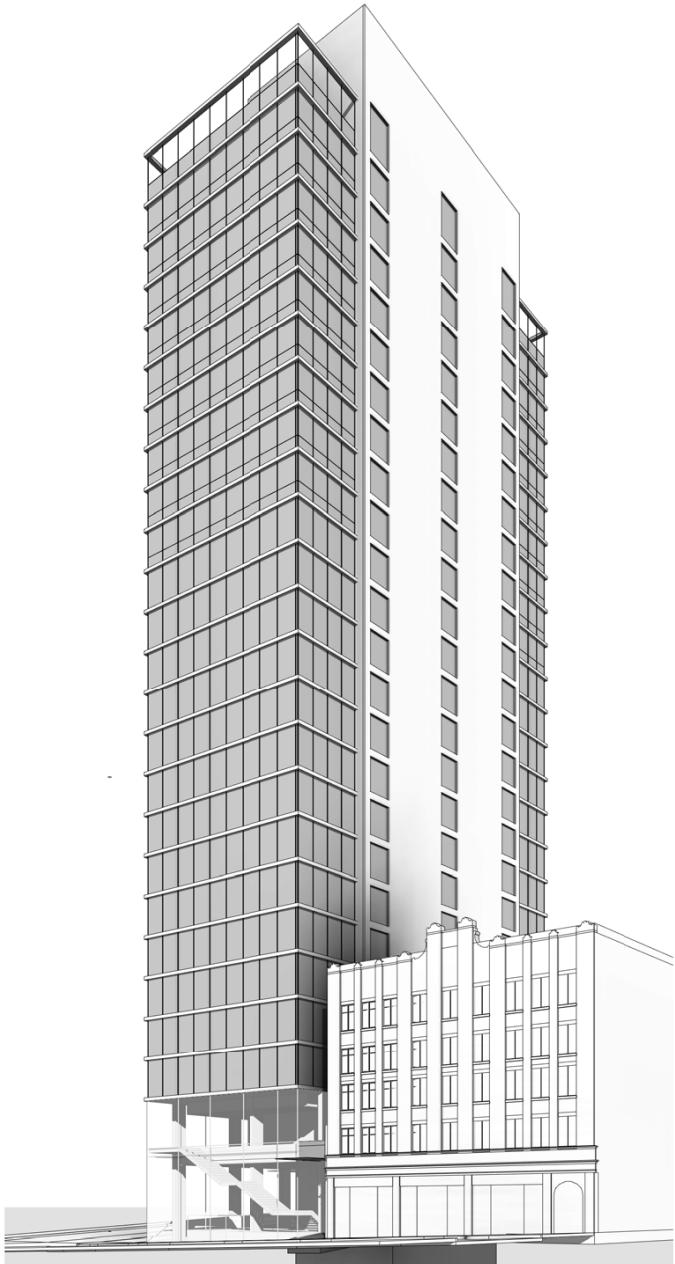
MASSING #1 : OPAQUE ENDS

**Summary:**  
The amount of opaque wall relative to the glazing seem out of balance when viewed from the south.  
We do not recommend this option.



MASSING #2 : STACKED

**Summary:**  
The simple, used based diagram is diluted by the exposed structural core and the resulting overlapping forms .  
We do not recommend this option.



ARCHITECTURAL MASSING #3 : UNIFIED

**Summary:**  
There is an elegant relationship to the structural core and opportunity for material differentiation and vertical relationship of elements.  
We recommend this option.

Design Guidelines reinforced by this option: A-1, A-2, B-4, C-1, C-2, C-4, C-6, D-2 THROUGH D-6, E-1, E-3



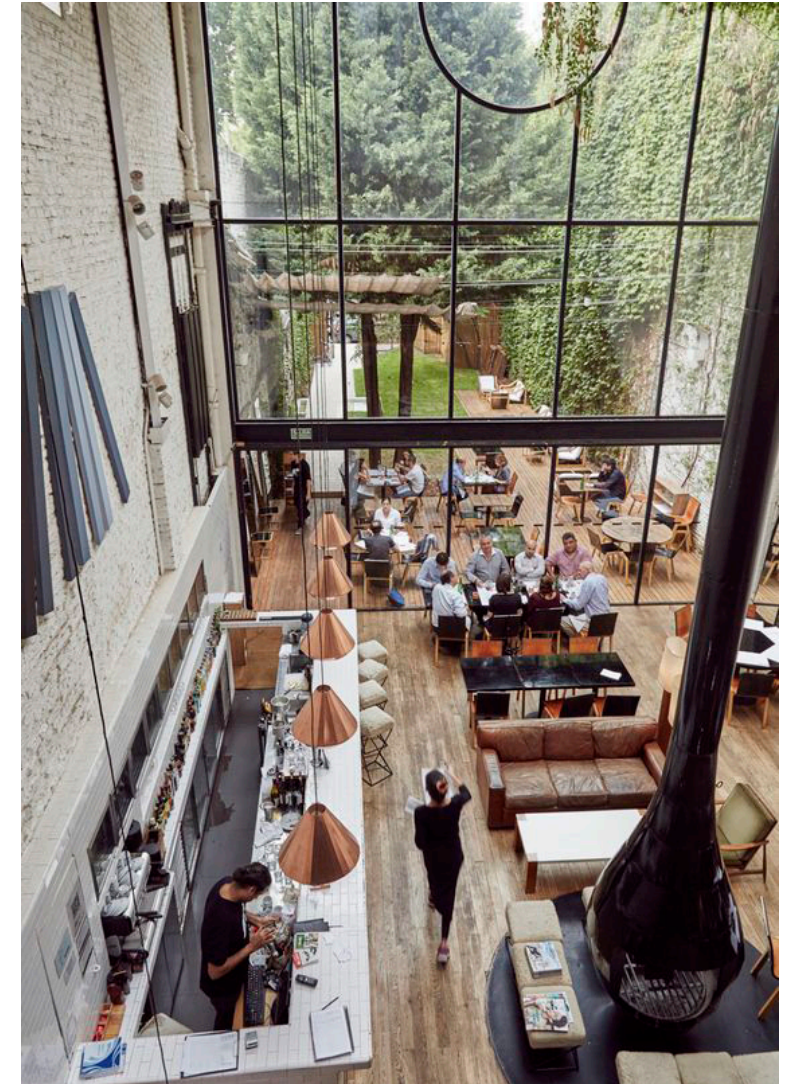
## 06. FACADE PRINCIPLES: STREETSCAPE

WELCOMING

TRANSPARENCY

SECURITY/SAFETY

IDENTITY



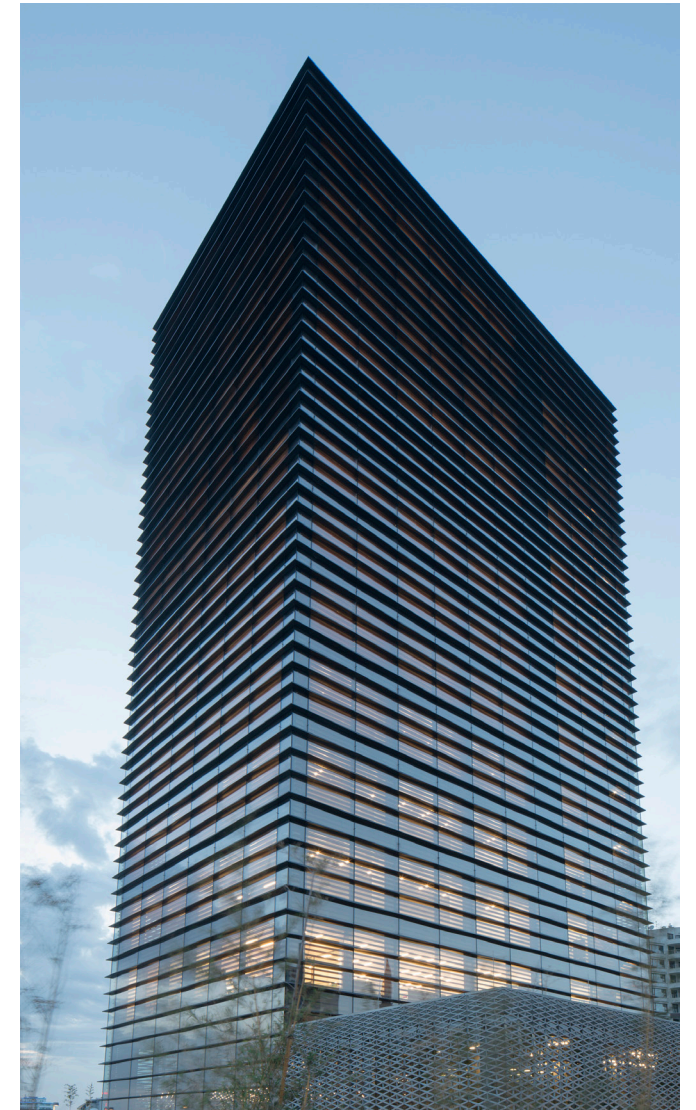
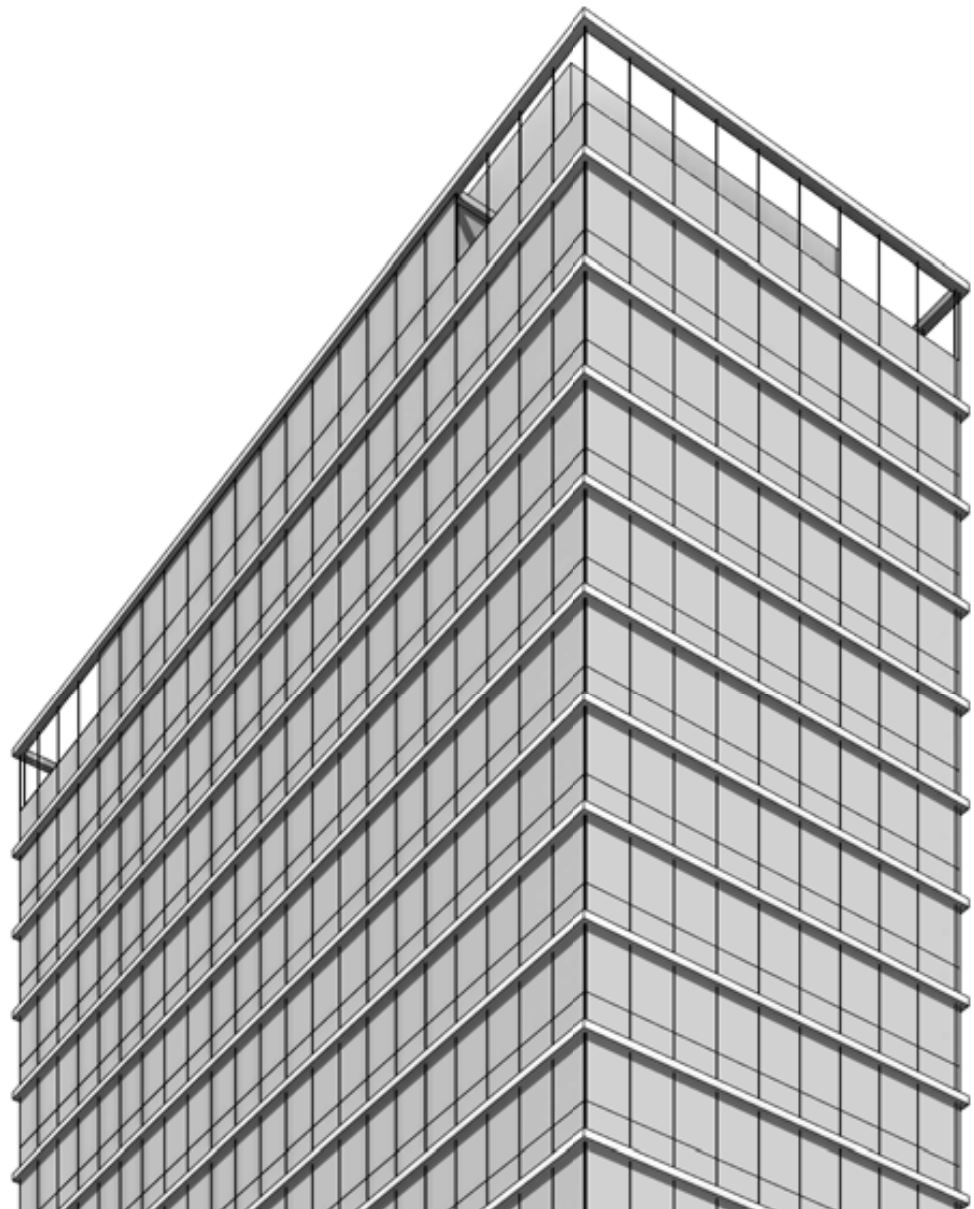


## 06. FACADE PRINCIPLES: TOWER

PERFORMANCE

OCCUPANT COMFORT

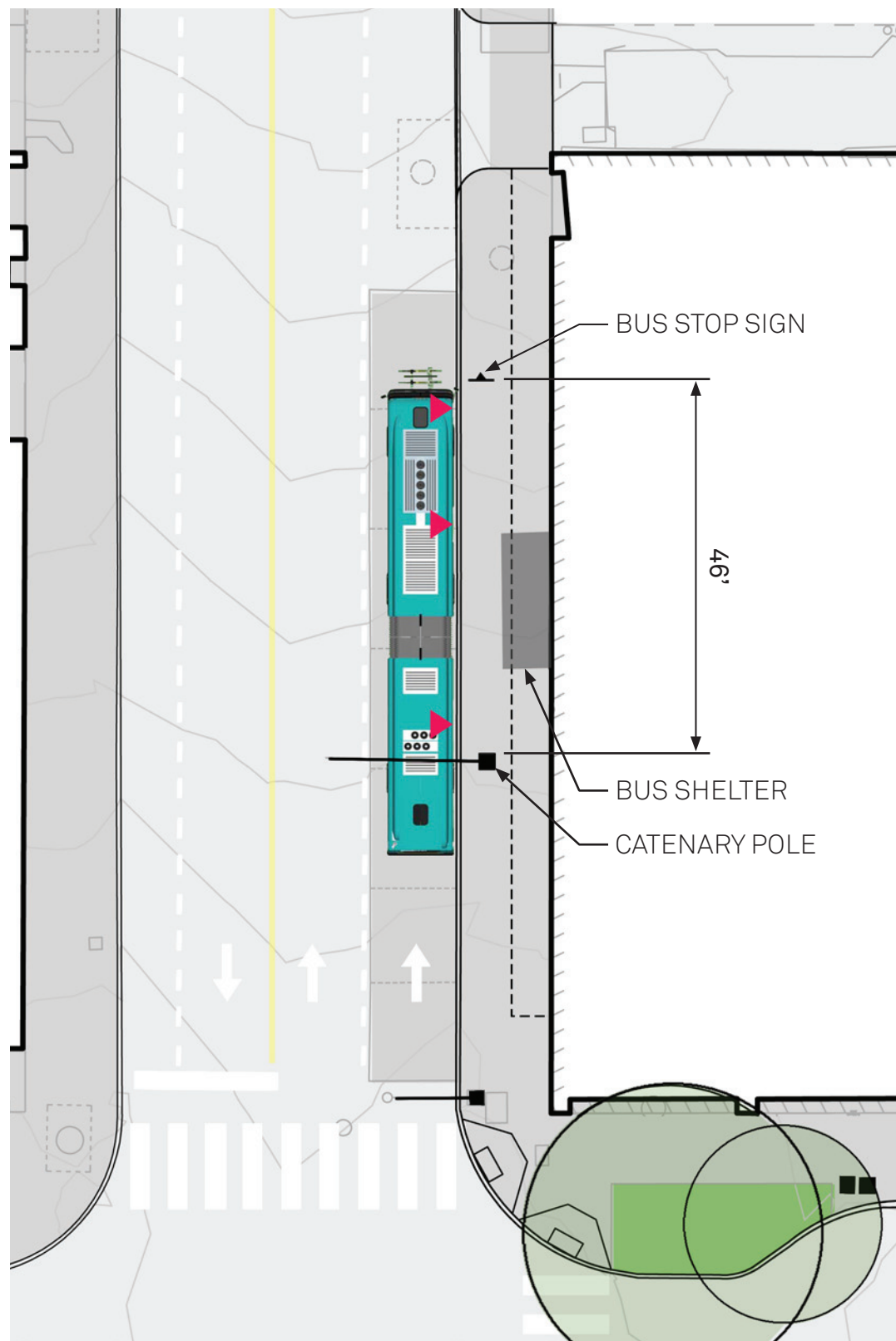
IDENTITY





07. STREETSCAPE EXPERIENCE

STOP NO. 900, SERVICING ROUTES 63 (EXPRESS), 64 (EXPRESS), 70, 309 (EXPRESS), AND SOLID GROUND CIRCULATOR STOP



EXISTING BUS STOP



ACCOMMODATING THE BUS STOP WITH LANDSCAPE AND STREET TREES

The following options will be reviewed with SDOT throughout the SIP process.

**OPTION 1**  
FULL LENGTH LANDING PAD FOR ARTICULATED BUS  
STREETSCAPE PLANTING LOCATED BEYOND BUS STOP  
MAINTAINS WIDE SIDEWALK CLEAR PATH ALONG VIRGINIA  
LIMITED AREA FOR LANDSCAPING AND STREET TREES

**OPTION 2**  
FULL LENGTH LANDING PAD FOR ARTICULATED BUS  
BUS STOP SHIFTED CLOSER TO ALLEY TO AVOID BUS LOADING AT BUILDING ENTRANCE  
PLANTING CONCENTRATED ON CORNER OF 9TH AND VIRGINIA  
BUS STOP AREA DISTINCT FROM PLANTED STREETSCAPE AREA  
LIMITED AREA FOR LANDSCAPING AND STREET TREES

**OPTION 3**  
SEPARATE LANDING PADS FOR FRONT BUS DOORS AND REAR BUS DOOR  
STREET TREES MAXIMIZED – CONTINUOUS PLANTING TREATMENT ALONG VIRGINIA  
STREET TREE LOCATED DIRECTLY IN FRONT OF BUILDING ENTRANCE IN UNDESIRABLE

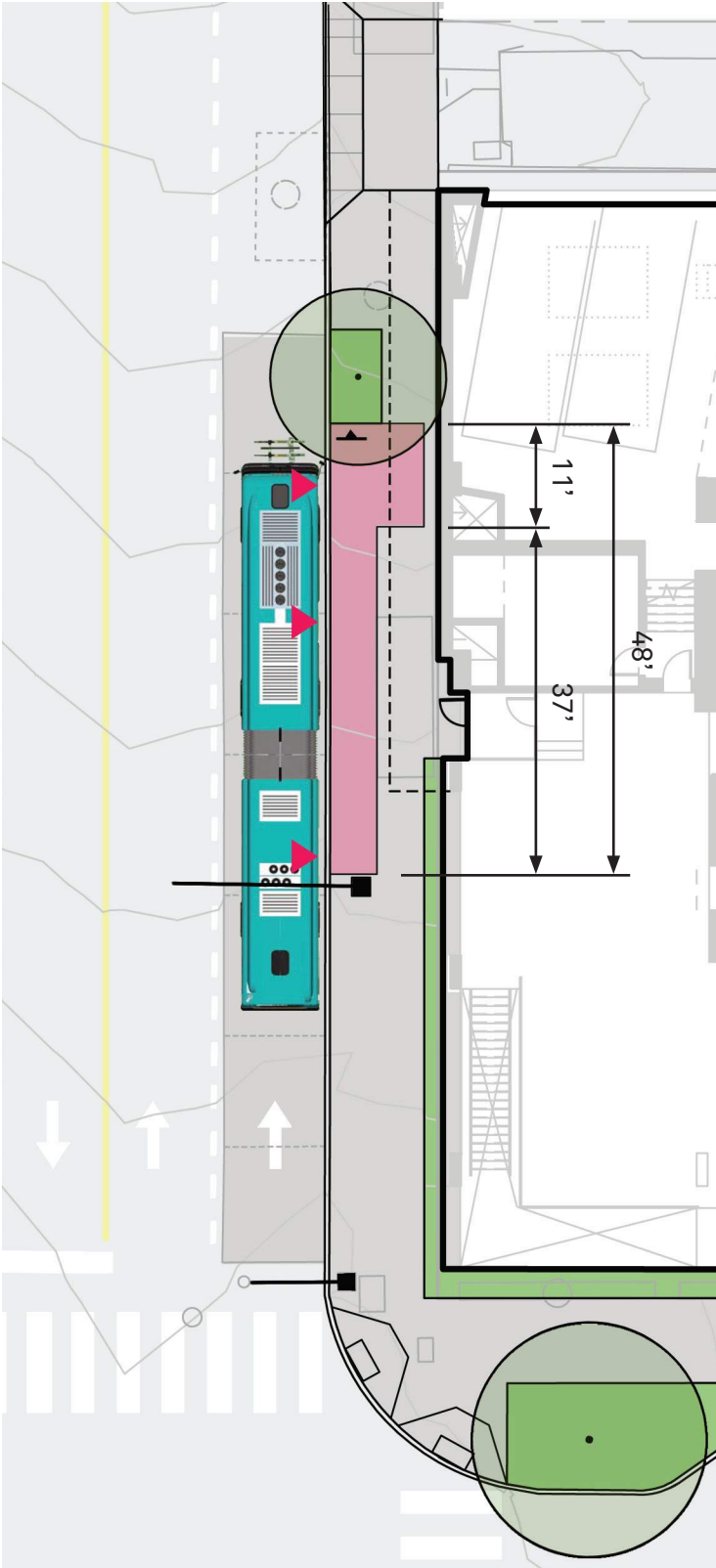
**OPTION 4 - PREFERRED**  
SEPARATE LANDING PADS FOR ALL BUS DOORS  
BUS STOP SHIFTED CLOSER TO ALLEY TO AVOID BUS LOADING AT BUILDING ENTRANCE  
STREET TREES MAXIMIZED – CONTINUOUS PLANTING TREATMENT ALONG VIRGINIA



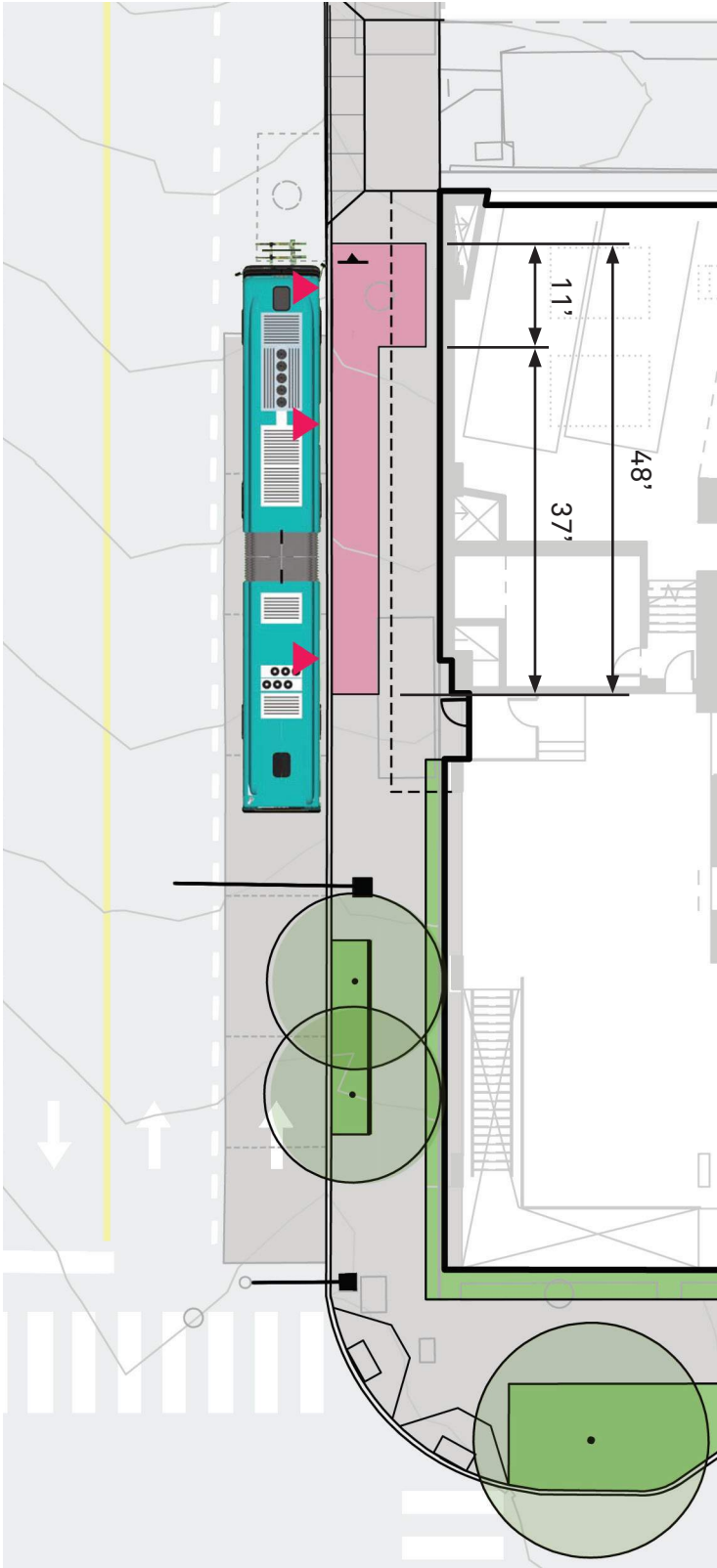


07. STREETSCAPE EXPERIENCE

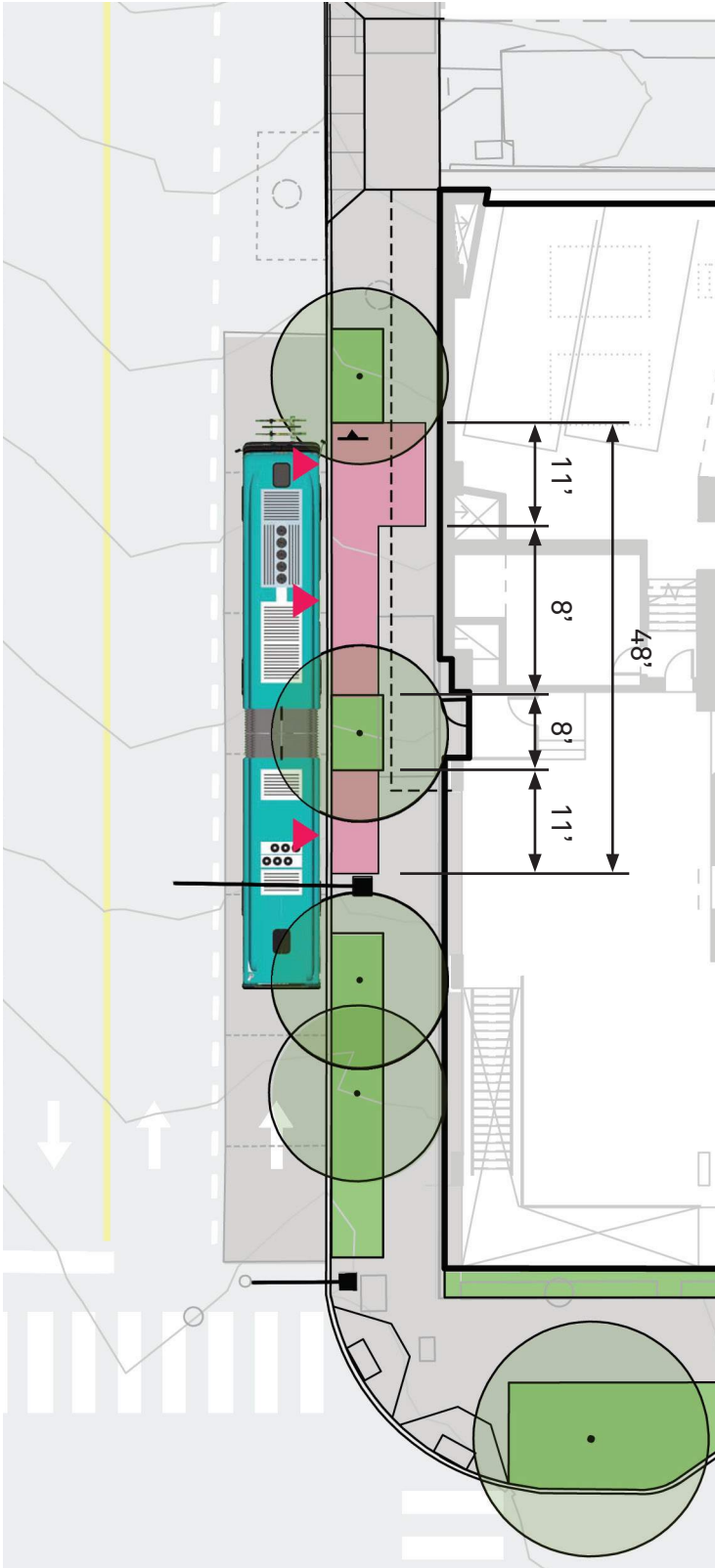
STOP NO. 900, SERVICING ROUTES **63** (EXPRESS), **64** (EXPRESS), **70**, **309** (EXPRESS), AND **SOLID GROUND** CIRCULATOR STOP



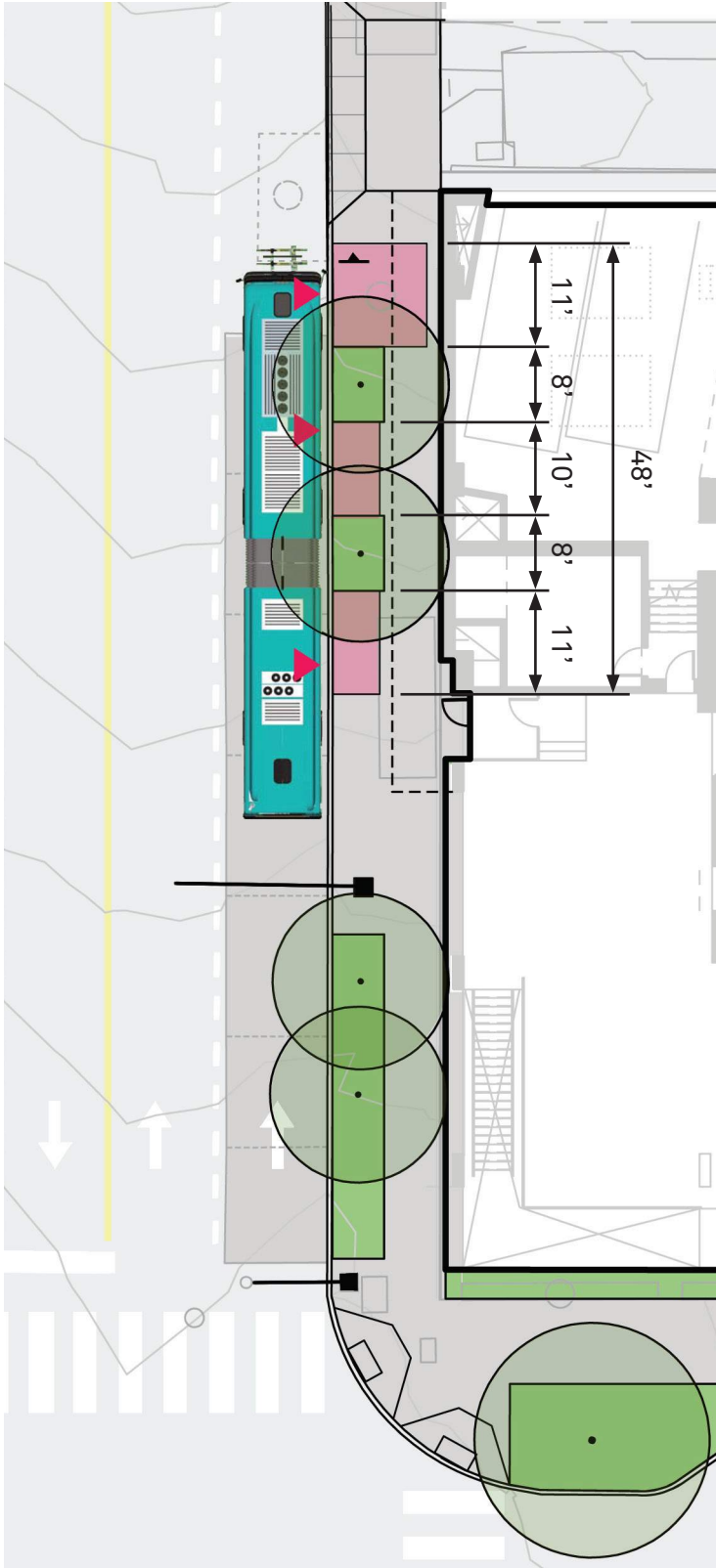
OPTION 1



OPTION 2



OPTION 3

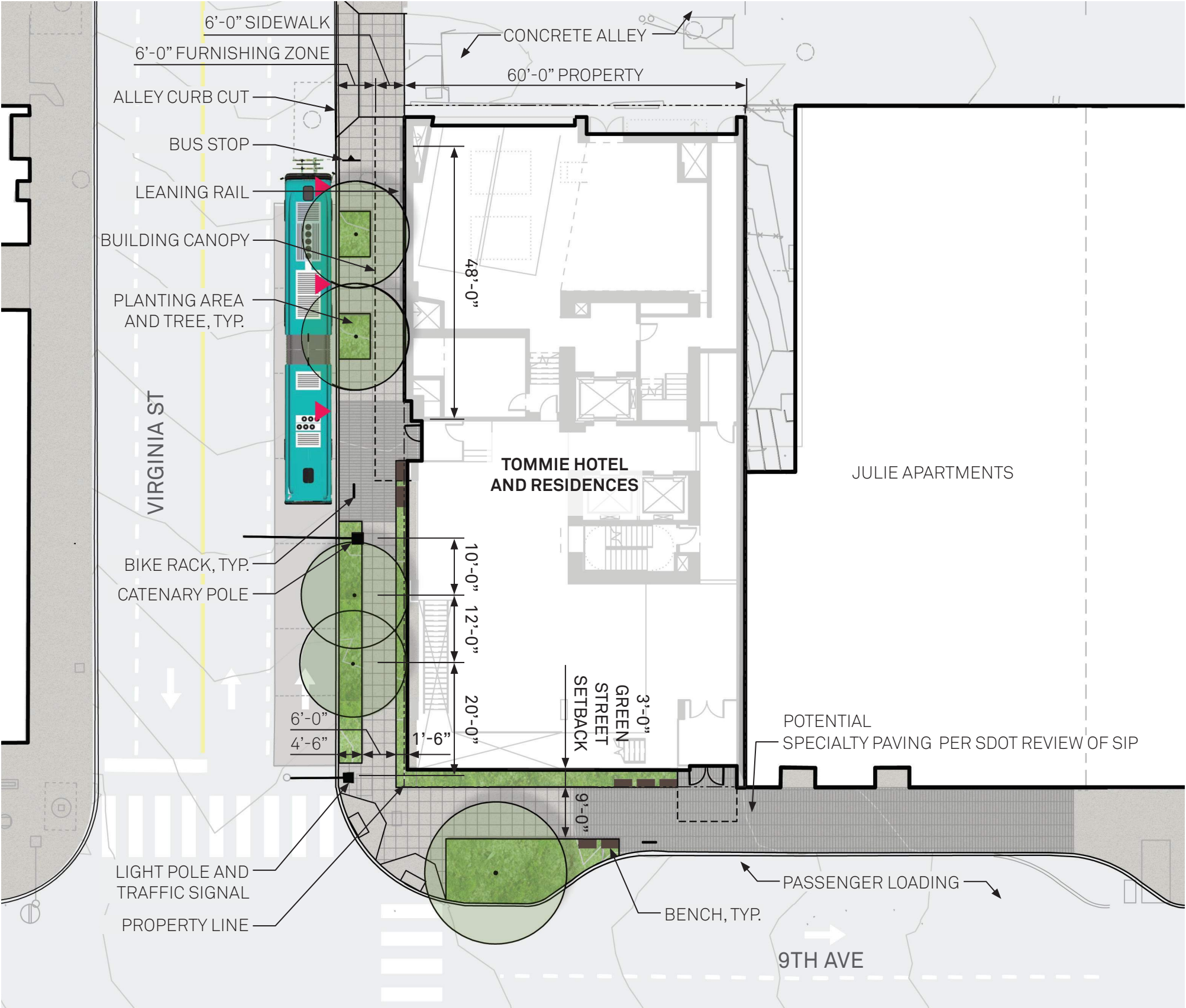


OPTION 4





07. STREETSCAPE EXPERIENCE



STREETSCAPE CONSIDERATIONS

9TH AVENUE

- DISTINCTIVE ENTRY
- HOTEL DROP OFF
- GREEN STREET
- BUILDING EXPERIENCE (GLAZING, STAIR, CAFE)

9TH AVENUE

- TRANSIT AMENITIES
- DISTINCTIVE ENTRY
- STREET TREES AND GROUNDCOVER





07. STREETSCAPE EXPERIENCE



FURNISHING ZONE



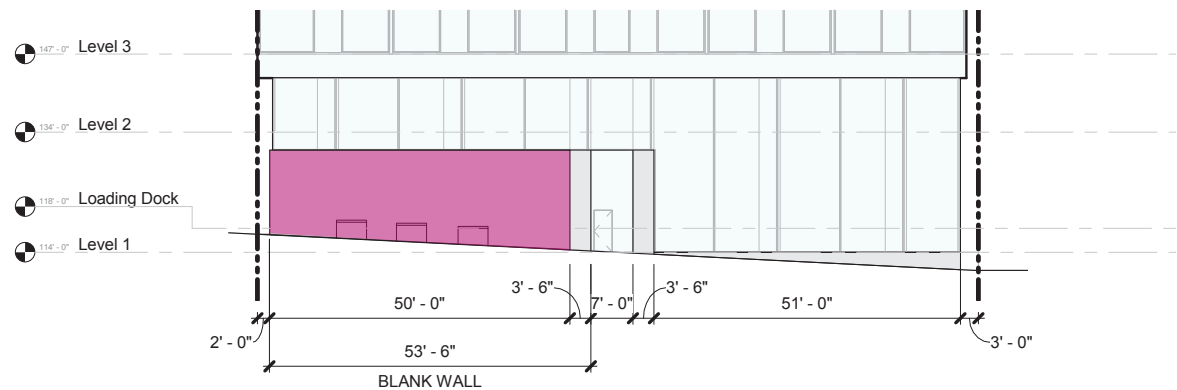
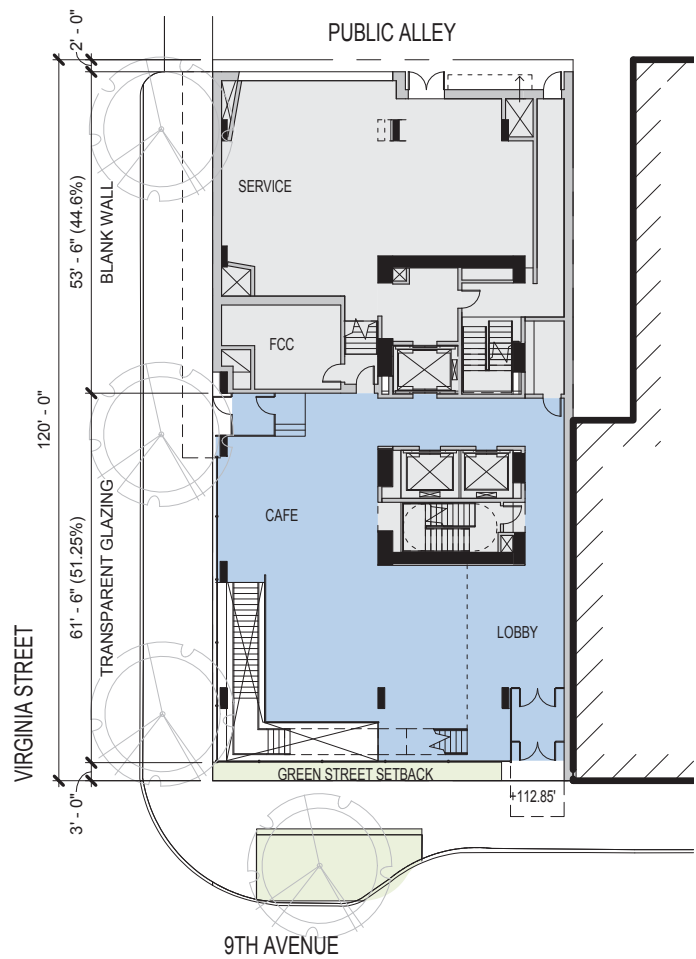
LEAN RAILS

**TRANSIT AMENITIES:**  
Provide transit amenities like Lean Rails and perches, overhead weather protection, and good lighting



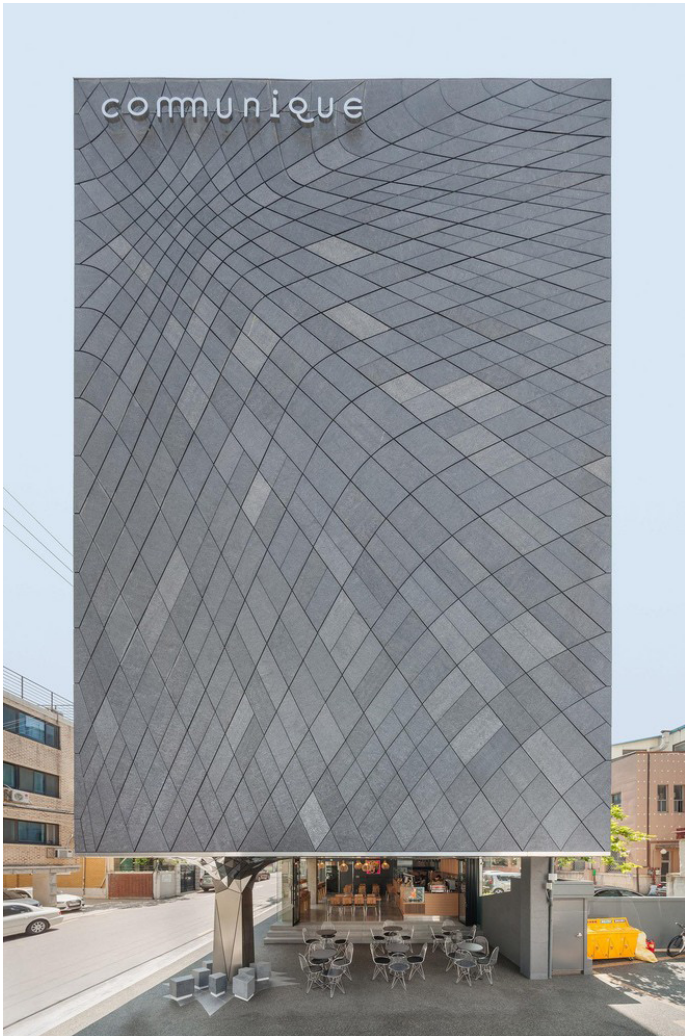
08. TYPE I DECISION - BLANK FACADE

	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by the departure in parentheses)
1	23.49.056.D.3 Blank facade limits for Class II pedestrian streets	<p>a. Blank facade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. <b>Blank facade segment width may be increased to 60 feet if the Director in a Type I decision determines that the facade segment is enhanced by architectural detailing, artwork, landscaping, or similar features that have visual interest.</b> The width of garage doors shall be limited to the width of the driveway plus 5 feet.</p> <p>b. Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.</p>	53'-6" blank facade	<p>While not a departure, we value the Board's guidance on the following:</p> <p>On Virginia, a 53'-6" section of blank facade separates the loading dock and service area from the bus stop. In order to minimize the presence of the service area (E-3), we propose an articulated facade (C-2), enhanced with architectural detailing, to engage with the users of the transit stop. Overhead weather protection (C-5), lighting (D-5), attractive landscaping (D-2) and transit amenities (C-1), like lean rails will enliven the pedestrian experience.</p>





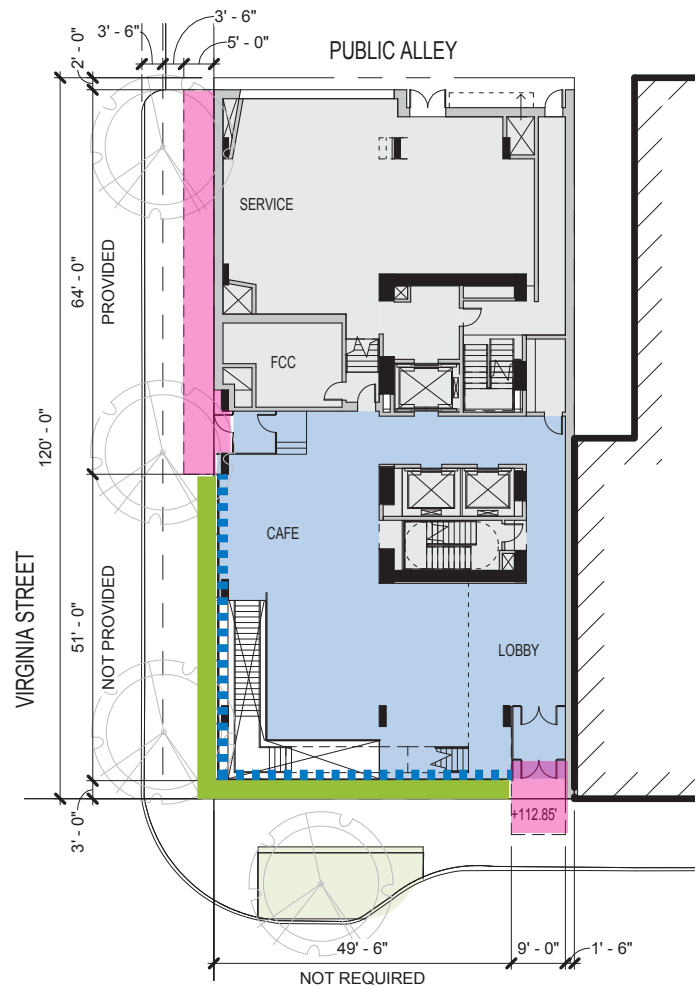
08. TYPE I DECISION - BLANK FACADE





08. POTENTIAL DEPARTURES - OVERHEAD WEATHER PROTECTION

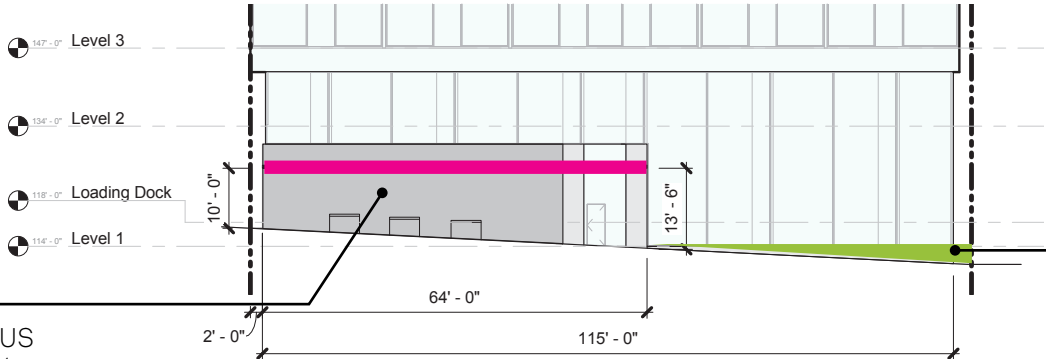
	DEVELOPMENT STANDARD	REQUIREMENT	DEPARTURE	RATIONALE (Design Guidelines promoted by the departure in parentheses)
1	23.49.018 - Overhead Weather Protection and Lighting.	<p>A. Continuous overhead weather protection shall be required for new development along the entire street frontage</p> <p>B. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.</p>	<p>A. Canopy coverage on 64' of Virginia Street (56%)</p> <p>B. Canopy depth is 5'</p>	<p>The requirement for continuous overhead weather protection and landscaping / street trees are in conflict. On Ninth Avenue Green Street, a 3+ foot landscaped setback is provided (D-2), therefore no canopy is required except at the building entry (C-4).</p> <p>On Virginia, in order to accommodate both street trees and overhead weather protection, the canopy is limited to 5' depth and focused at the entry and bust stop, where it is most needed to provide cover to those waiting and to enhance the building entry (C-4).</p> <p>Omitting the canopy on a portion of the Virginia frontage, allows landscaping and the double height glass volume to extend around the corner from the green street (B-4, D-2). A highly transparent corner is envisioned to promote pedestrian interaction (C-1) with the cafe within.</p>



DOUBLE HEIGHT GLASS VOLUME ANCHORS CORNER (B-2, B-4, C-1, D-3, D-6)



OVERHEAD PROTECTION AT BUS STOP AND ENTRY (C-1, C-4, C-5)



LANDSCAPING WRAPS CORNER (D-2)





08. POTENTIAL DEPARTURES - OVERHEAD WEATHER PROTECTION



**OPTION 1**  
NO DEPARTURE

The code compliant option includes overhead weather protection on Virginia, but must be scalloped to 4’ wide at street trees. In addition to this being a cumbersome architectural solution it is also functionally deficient.



**OPTION 2**  
LANDSCAPE DEPARTURE

The alternate option includes overhead weather protection on 9th and Virginia, but omits landscaping on the Green Street. Here the canopies are the full required depth of 8 feet. This option is less coherent architecturally and the horizontal of the canopy conflicts with the stair that activates the 9th Avenue street facade.

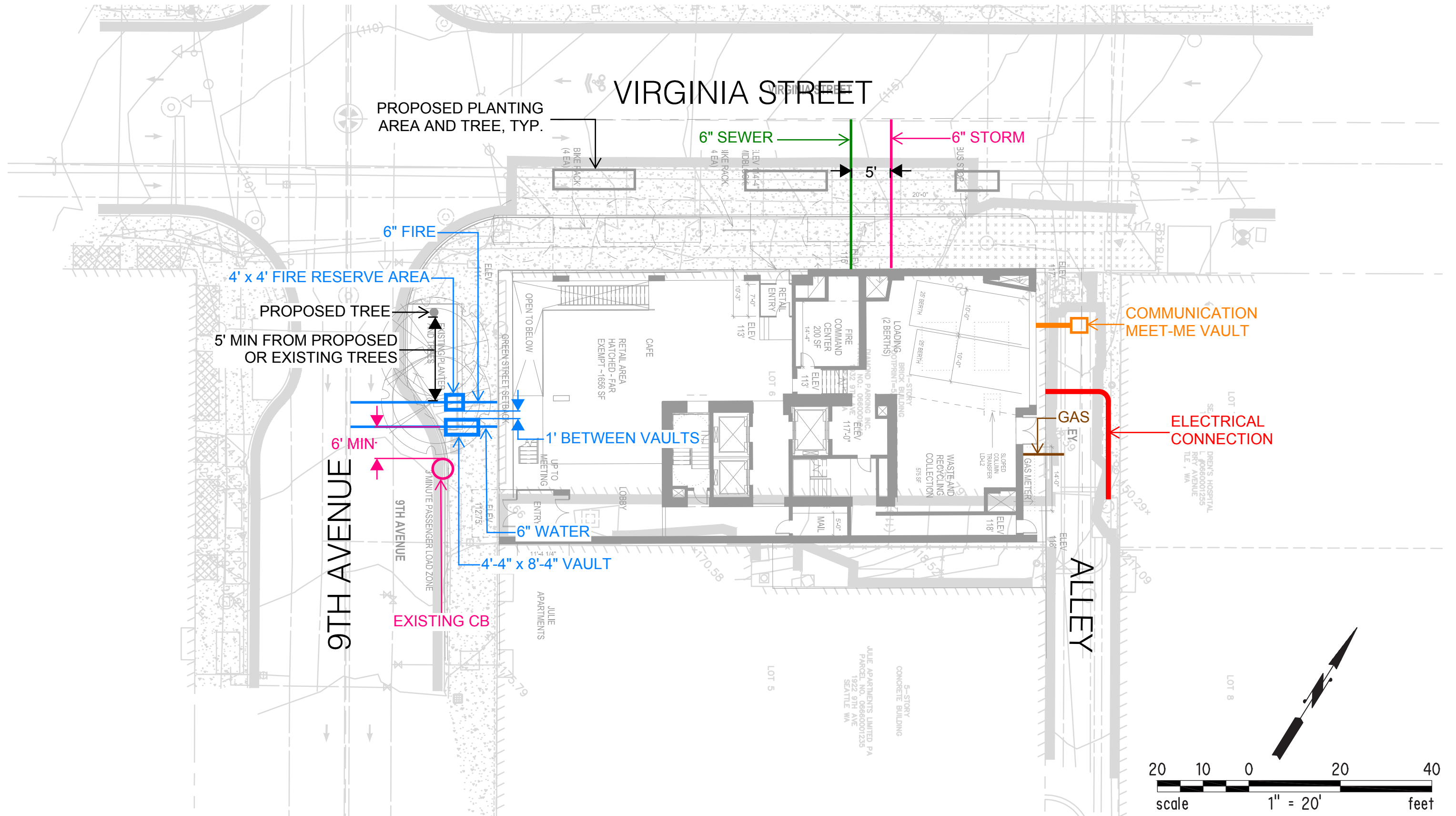


**PREFERRED OPTION**  
OVERHEAD WEATHER PROTECTION DEPARTURE

The preferred option includes landscaping in the Green Street setback and on Virginia, but omits a portion of the canopy on Virginia. The omitted canopy allows for street trees toward the corner and completes the architectural expression of the corner.



## 09. APPENDIX - UTILITIES









tommie