

9th & STEWART

SEATTLE DESIGN COMMISSION- PUBLIC BENEFIT: 10.17.2013

PROJECT INFORMATION:

Property Address: 807 Stewart Street
Seattle, WA 98101

DPD Project #: 3013951

Owner: R.C. Hedreen Co.
217 Pine Street, Ste 200
Seattle, WA 98101
206.624.8909

Architect: LMN Architects
801 Second Ave. Suite 501
Seattle, WA 98104

DPD Contact: Michael Dorcy
206.615.1393
michael.dorcy@seattle.gov

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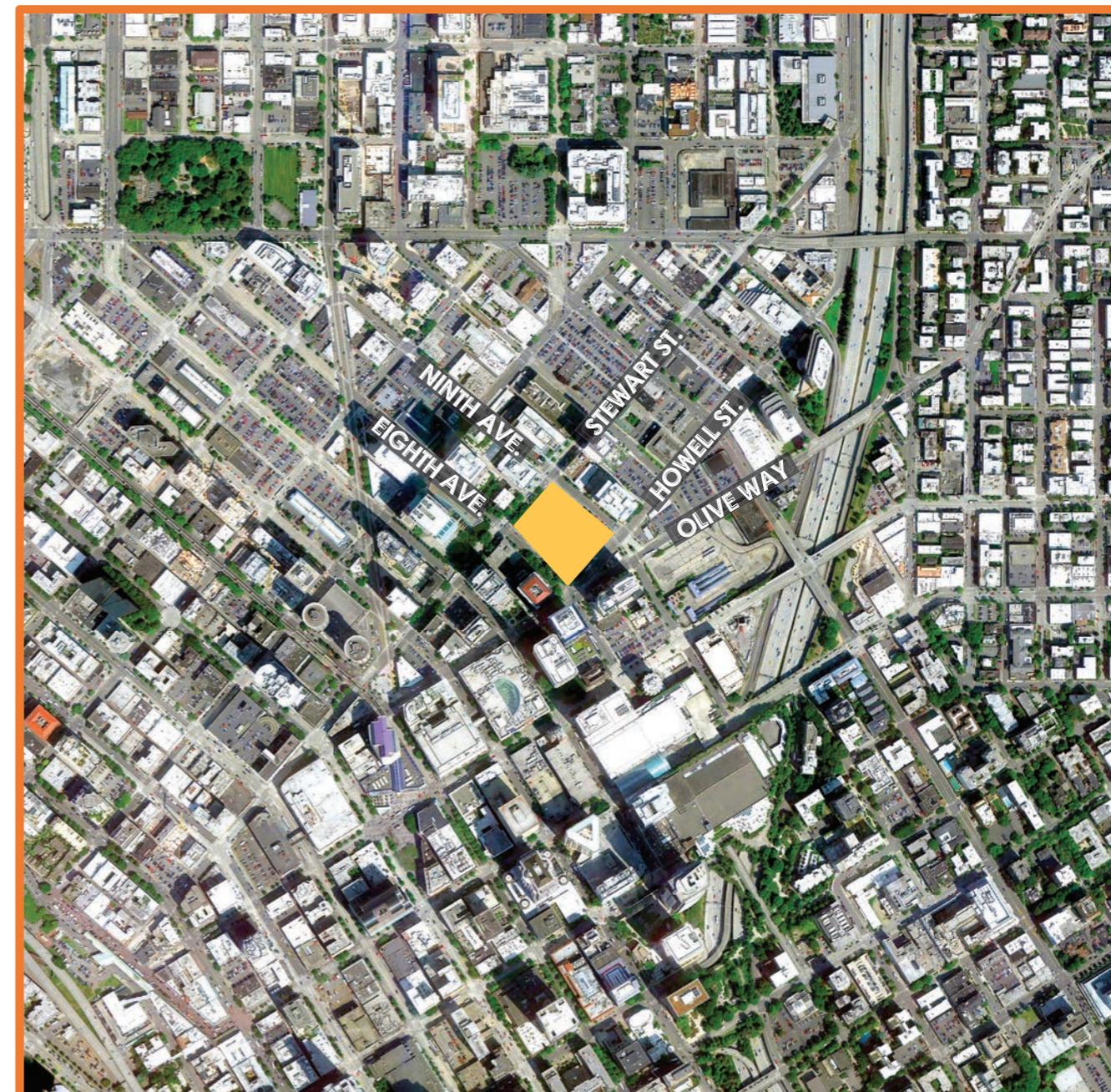
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INTRODUCTION

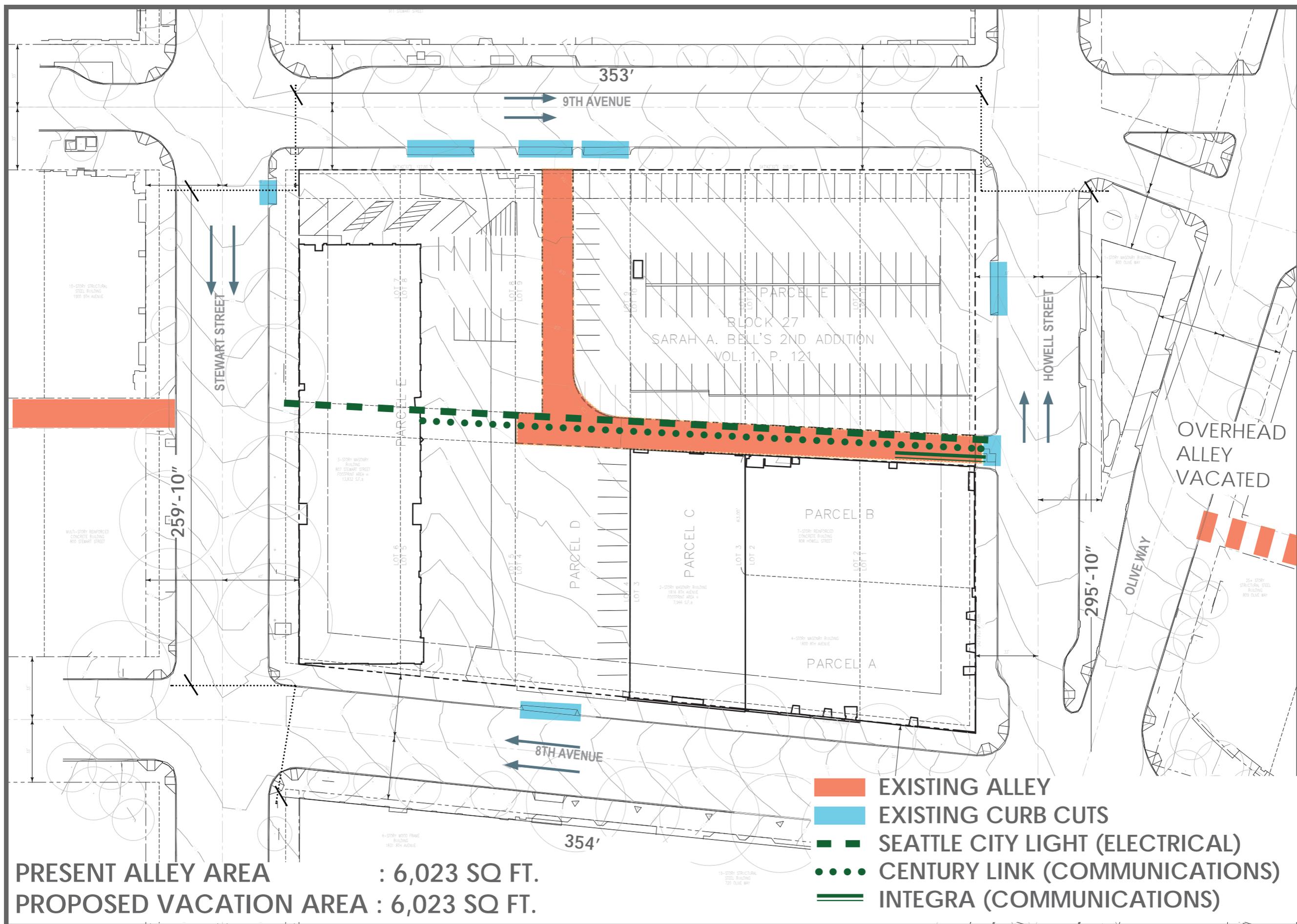
PROJECT OBJECTIVE

EXISTING ALLEY CONDITION

SITE LOCATION



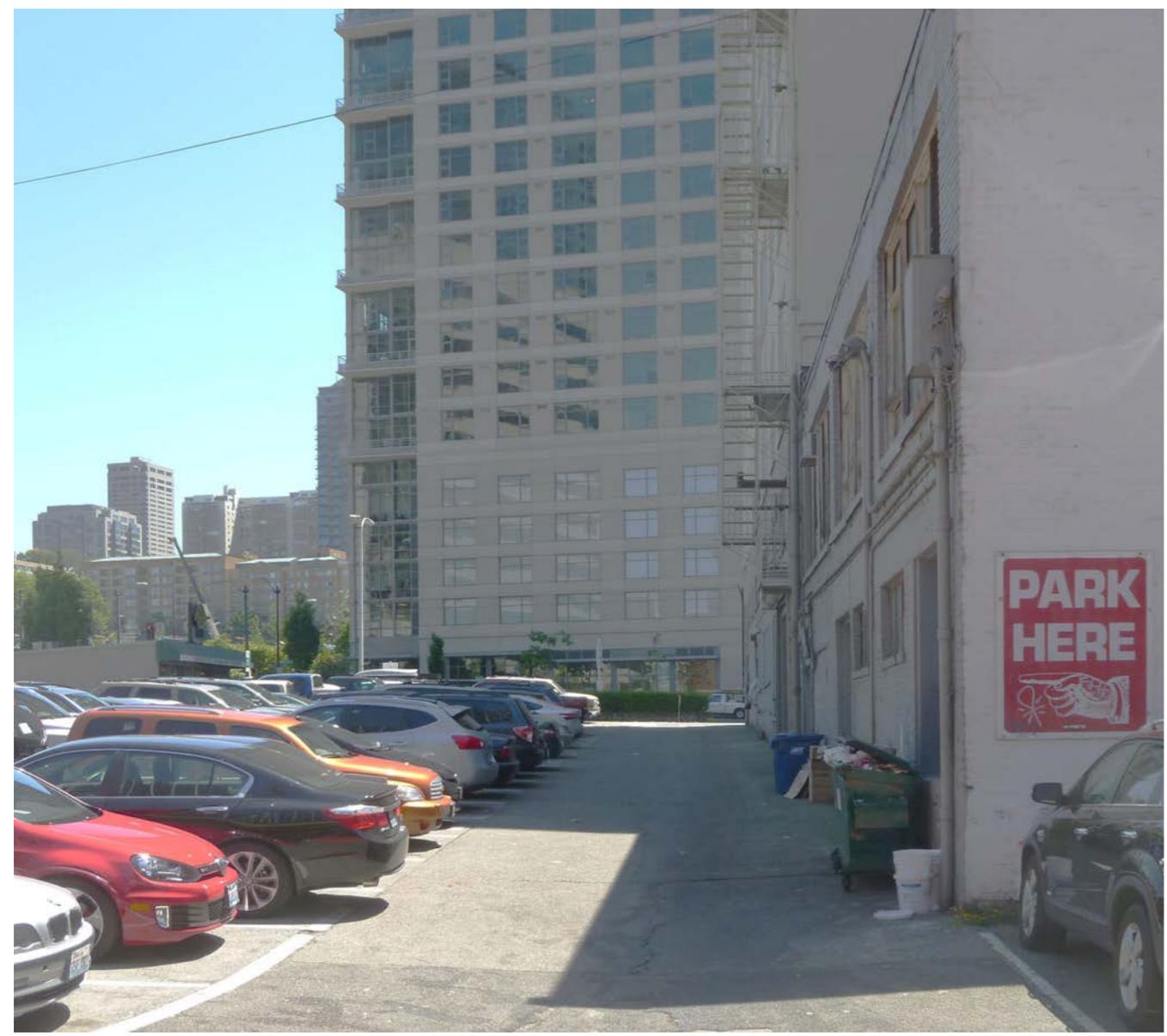
EXISTING ALLEY CONDITION



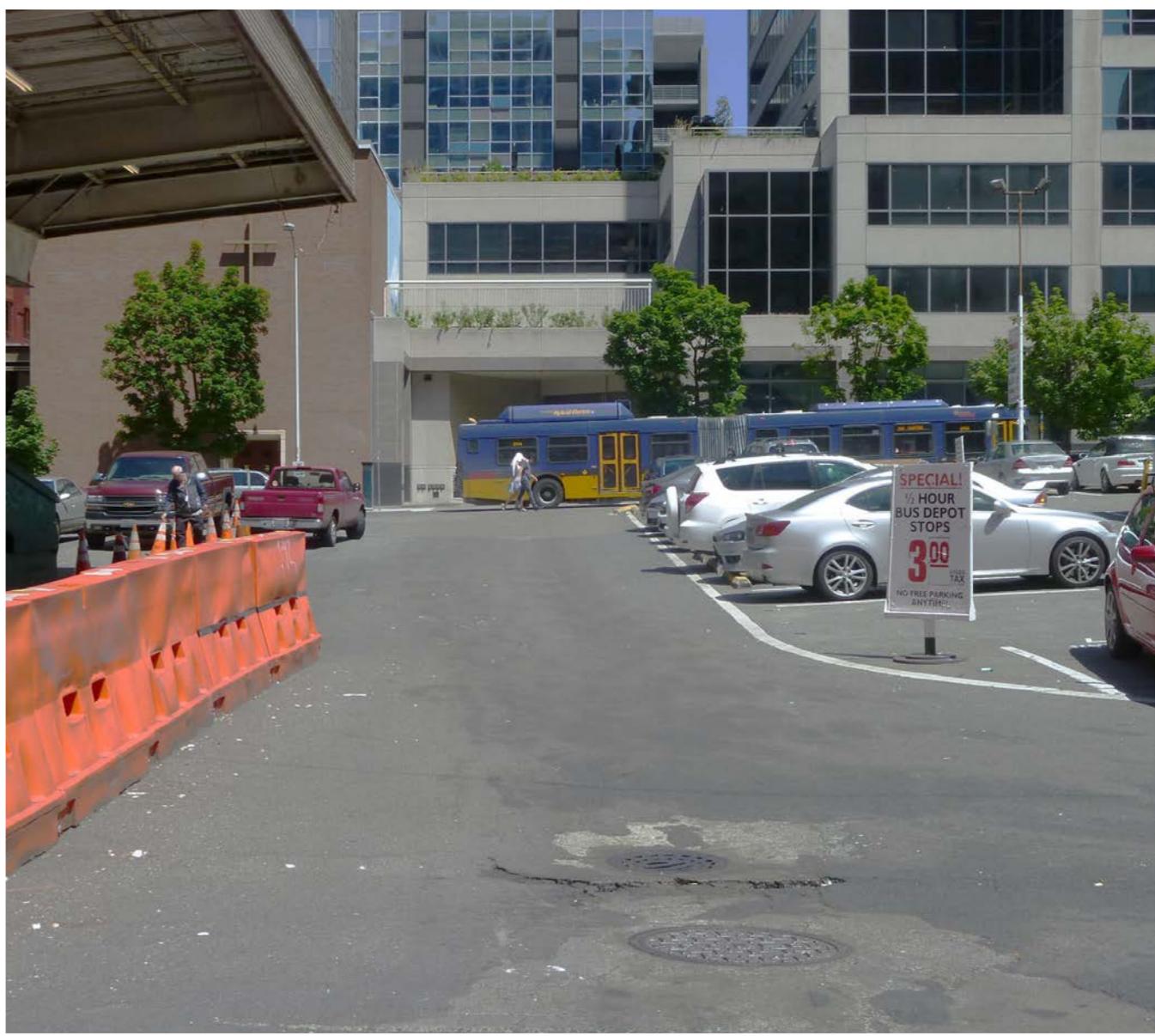
PRESENT ALLEY AREA : 6,023 SQ FT.
 PROPOSED VACATION AREA : 6,023 SQ FT.

- EXISTING ALLEY
- EXISTING CURB CUTS
- SEATTLE CITY LIGHT (ELECTRICAL)
- CENTURY LINK (COMMUNICATIONS)
- INTEGRA (COMMUNICATIONS)

EXISTING ALLEY



HOWELL ST. LOOKING SOUTH



9TH AVE. LOOKING EAST

DESIGN UPDATE

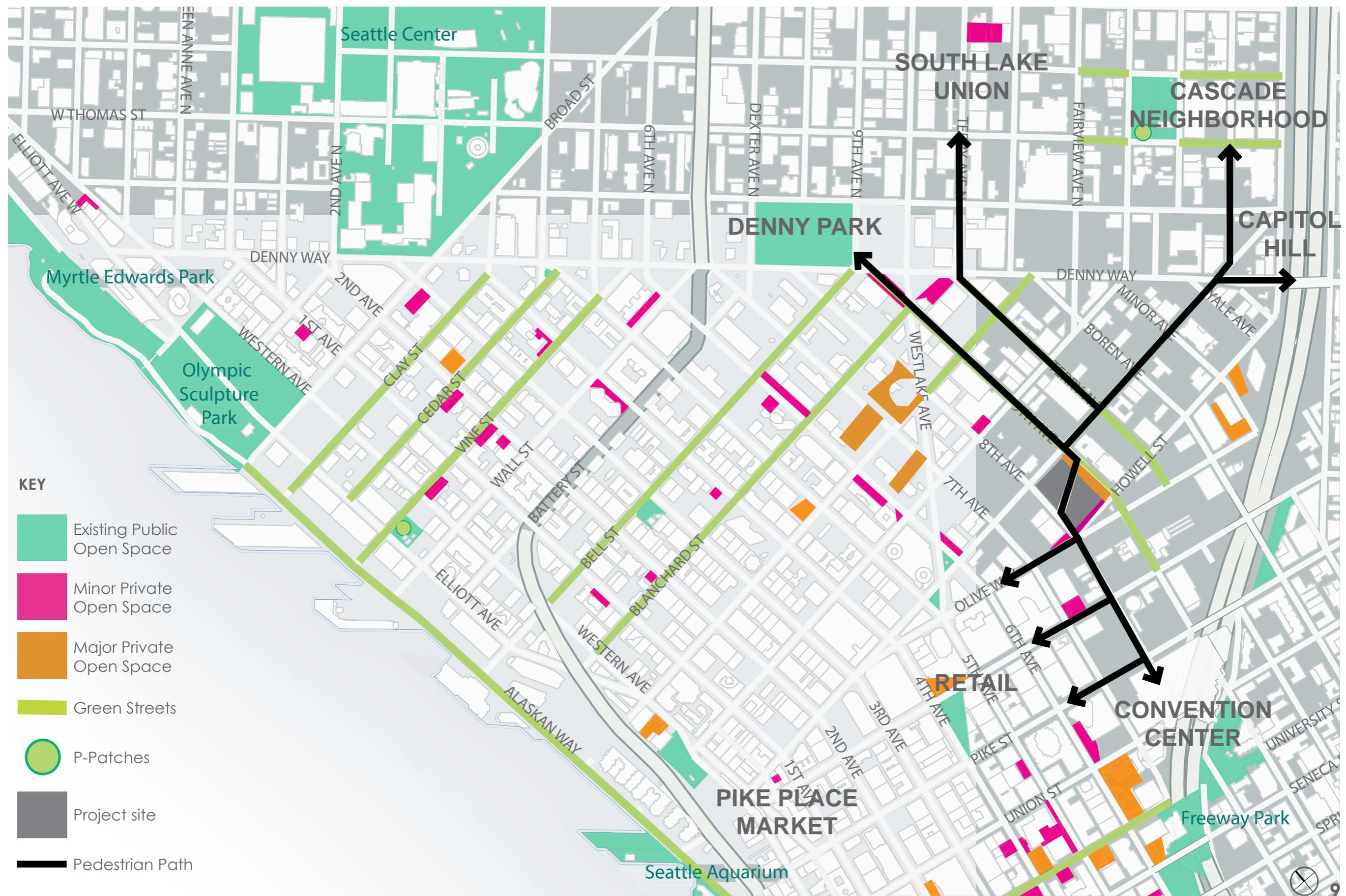
DEVELOPMENT OBJECTIVES:

1. Create an efficient, functional design and rich user experience.
2. Enrich the adjacent districts.
3. Contribute to the significant urban forms in downtown Seattle.

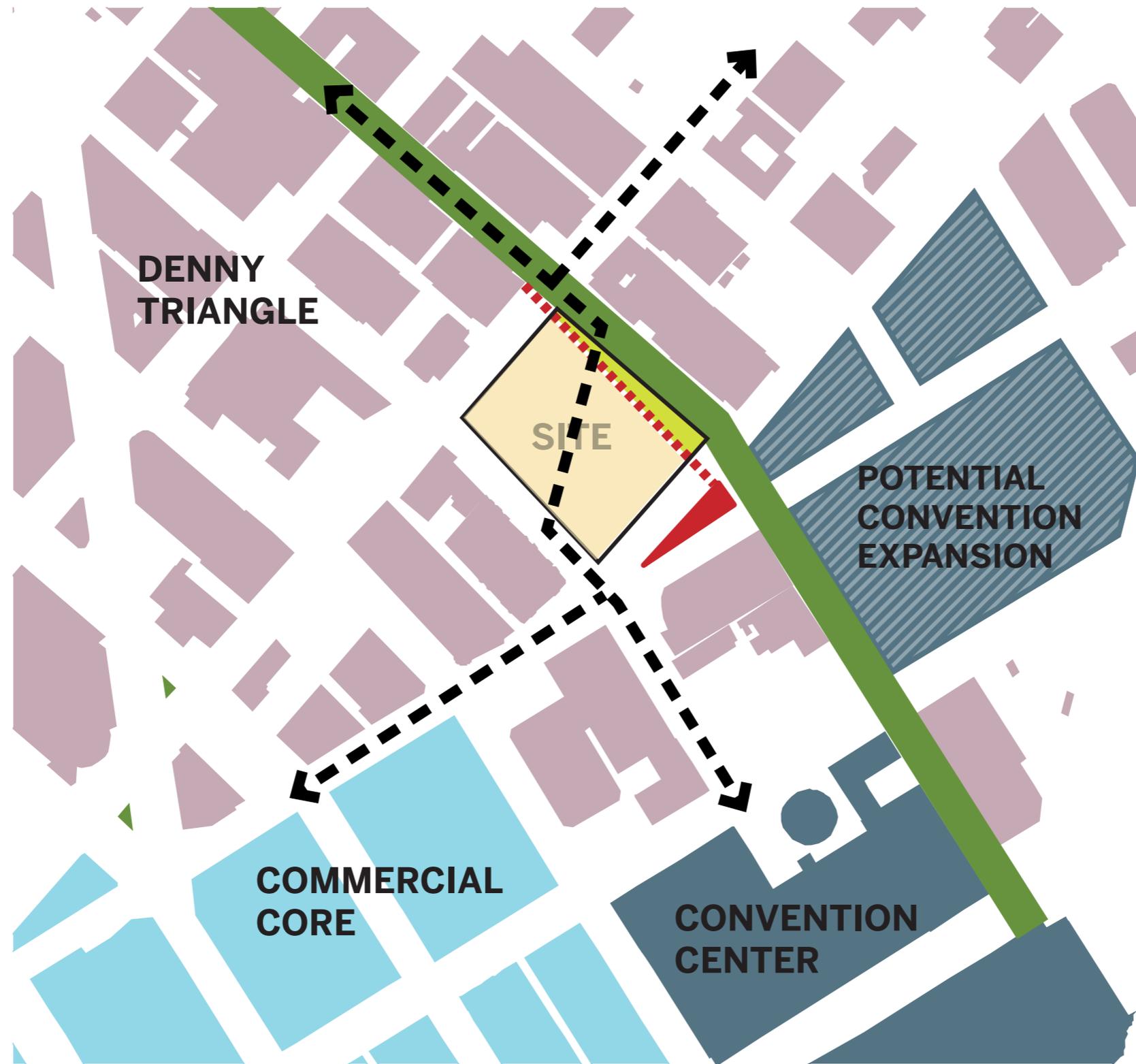
PROGRAM ELEMENTS:

- 103,500 gsf Affordable Housing (152 units)
- 1,680 hotel rooms
- 62,000 sf of meeting rooms
- 33,600 sf Ballroom
- 35,900 sf Grand Ballroom
- 56,400 sf pre-function space
- 45,560 sf ground-floor retail, hotel lobby and lounge area
- 6,600 sf grade-level parcel park
- 14 bay below-grade loading dock
- 719 below-grade parking spaces

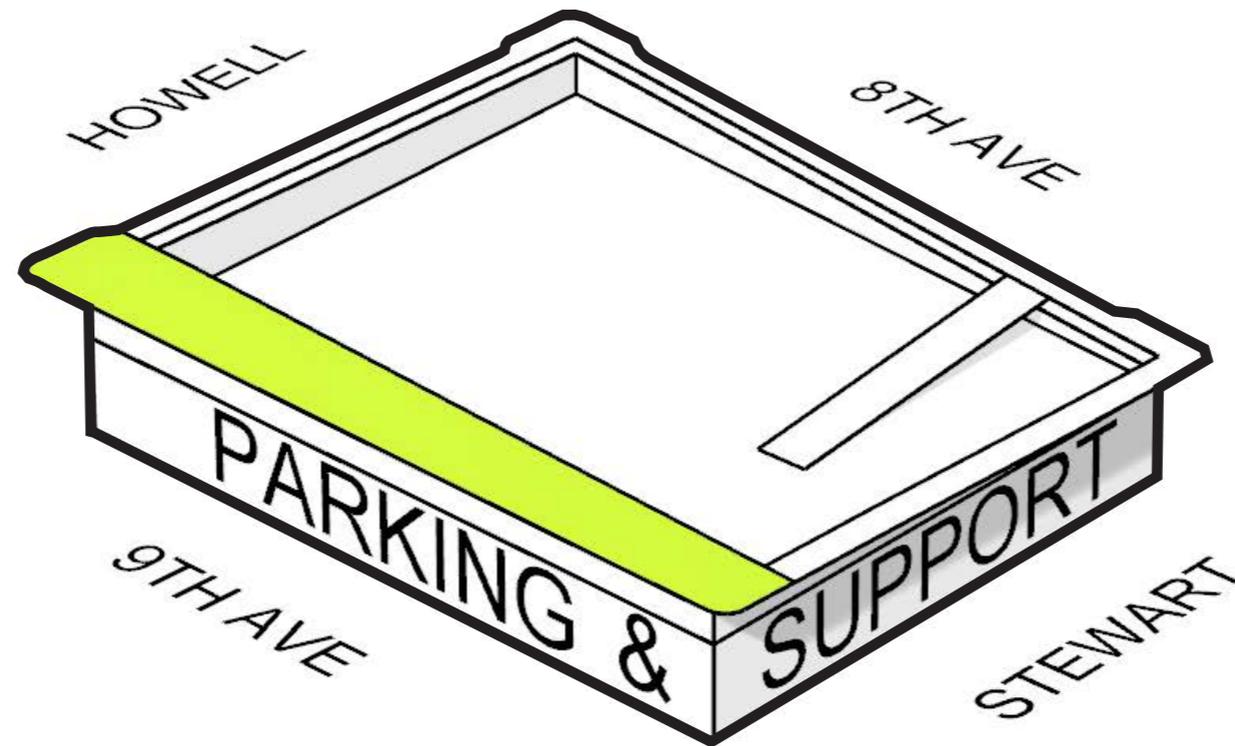
SITE CONTEXT - PEDESTRIAN CIRCULATION



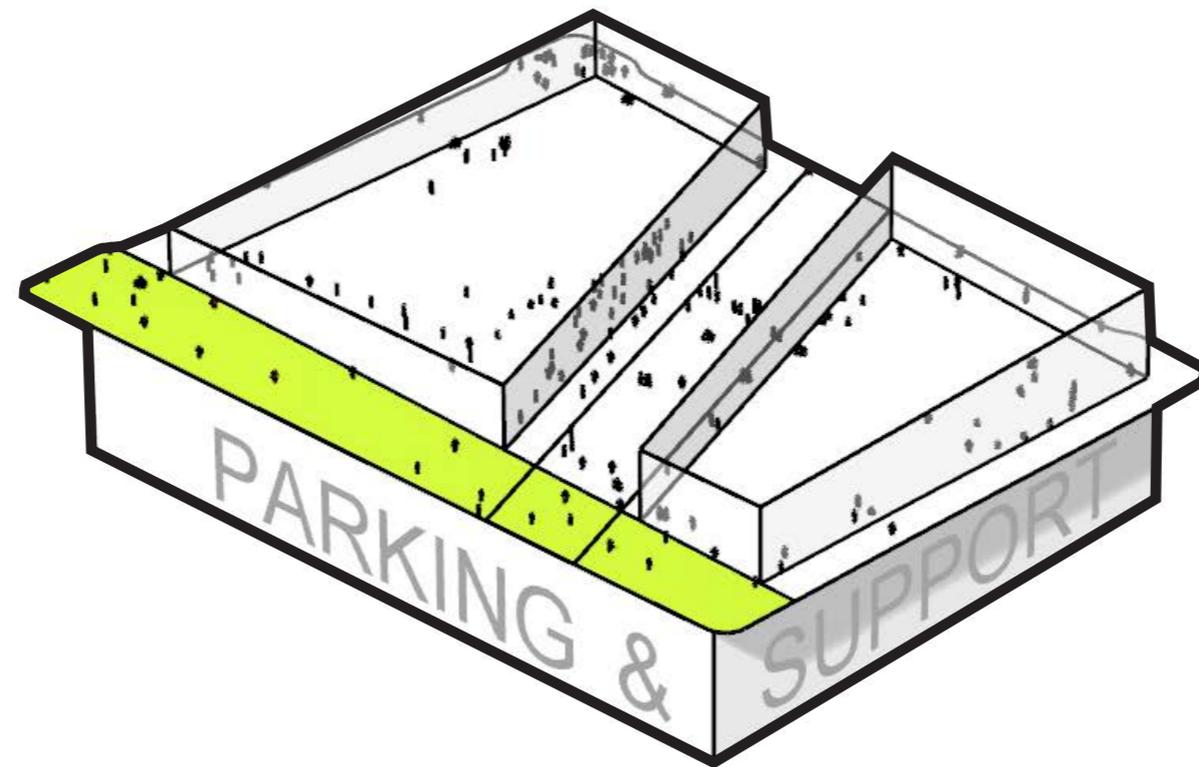
URBAN FRAMEWORK



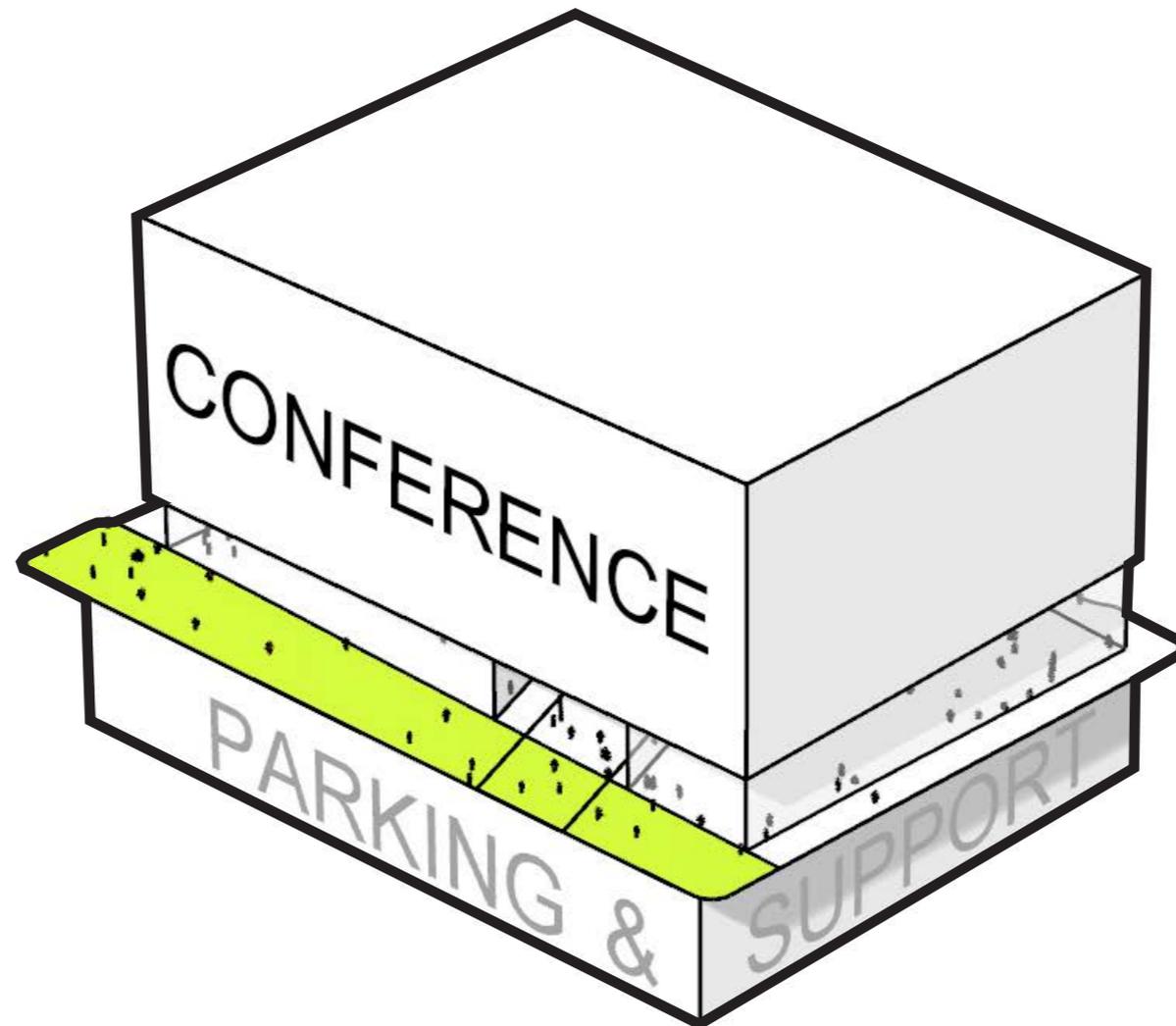
SUPPORT SPACE BELOW GRADE



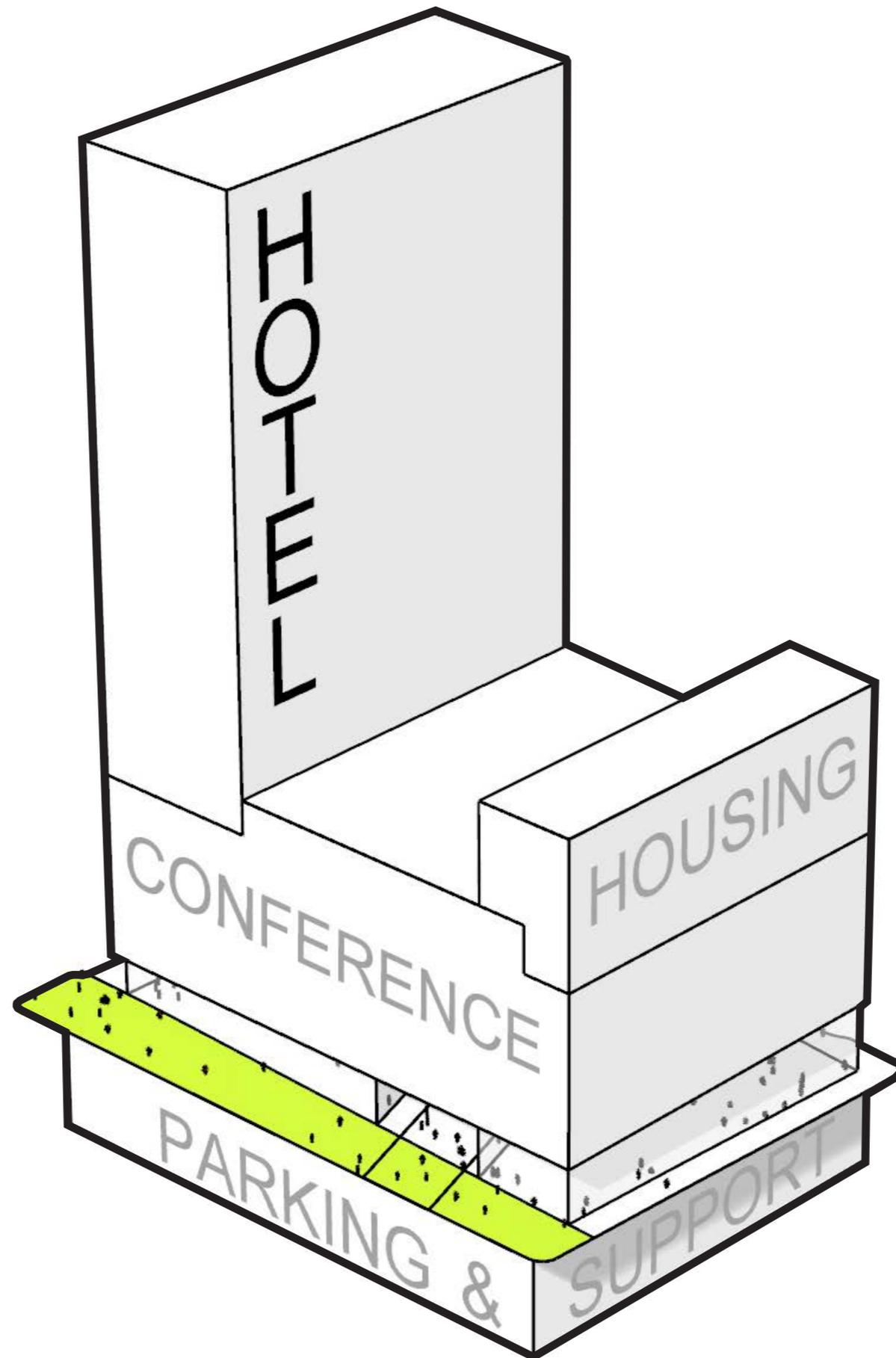
GROUND LEVEL PUBLIC REALM



CONFERENCE CENTER COMPONENTS ABOVE GROUND LEVEL

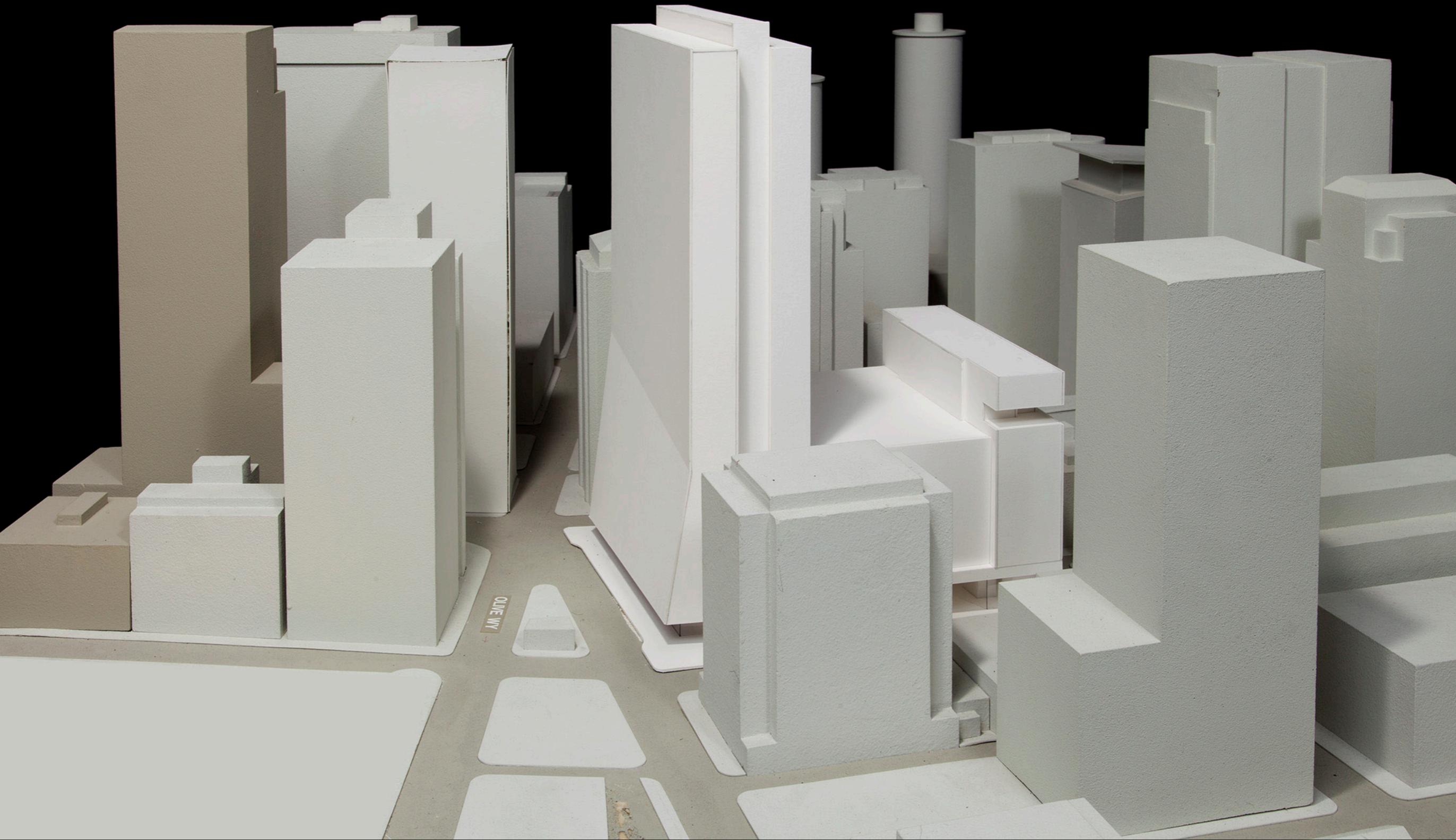


HOTEL ORIENTED TO CONVENTION DISTRICT



VIEW TOWARDS HOWELL STREET ALONG 8TH AVENUE





VIEW NORTH ABOVE HOWELL STREET ALONG 9TH AVENUE



VIEW TOWARDS 9TH AVENUE ALONG STEWART STREET





URBAN DESIGN MERIT CONDITIONS

URBAN DESIGN MERIT CONDITIONS

DEVELOPMENT OF GREEN STREET PARCEL PARK

The Commission would like to see additional detail regarding the programming and design of the 9th Avenue expanded green street parcel park. The Commission strongly suggests the park be oriented toward public use with allowance for spill-out cafes, etc. from adjacent retail space within the project.

SITE SUSTAINABILITY

The Commission would like the applicant to provide additional detail regarding alternative district energy options and more detail regarding site sustainability and architectural features proposed for the project.

TRAFFIC ANALYSIS

The Commission requests the applicant provide detail information specifically in regards to the traffic analysis, and other pertinent data, currently being analyzed as part of the EIS Addendum in preparation for the MUP submittal.

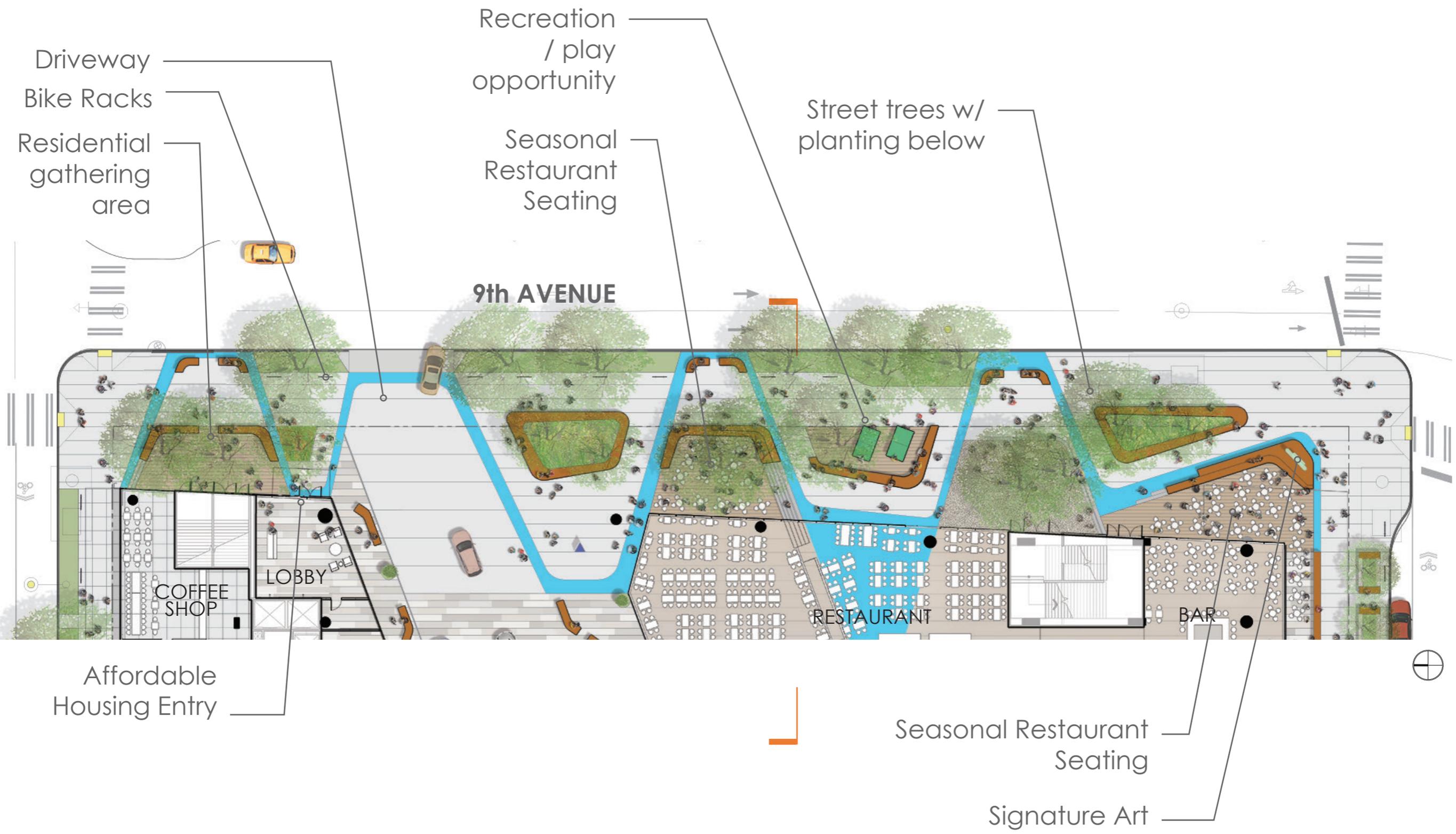
THROUGH BLOCK SAFETY FEATURES

The Commission requests SDOT's formal response and concurrence with the current design approach regarding safety and security of pedestrian and vehicular movement through the mid-block through connection.

THROUGH BLOCK OPENNESS AND TRANSPARENCY

As the project advances and more detail is developed, the Commission expects the through block connection to maintain the "openness and transparency" described and depicted in the presentation. With this, the Commission requested additional design detail relative to the potential programming of the through connection and retail layouts with the understanding that the space is open to the public and accessible as often as possible.

DEVELOPMENT OF GREEN STREET PARCEL PARK



PARCEL PARK



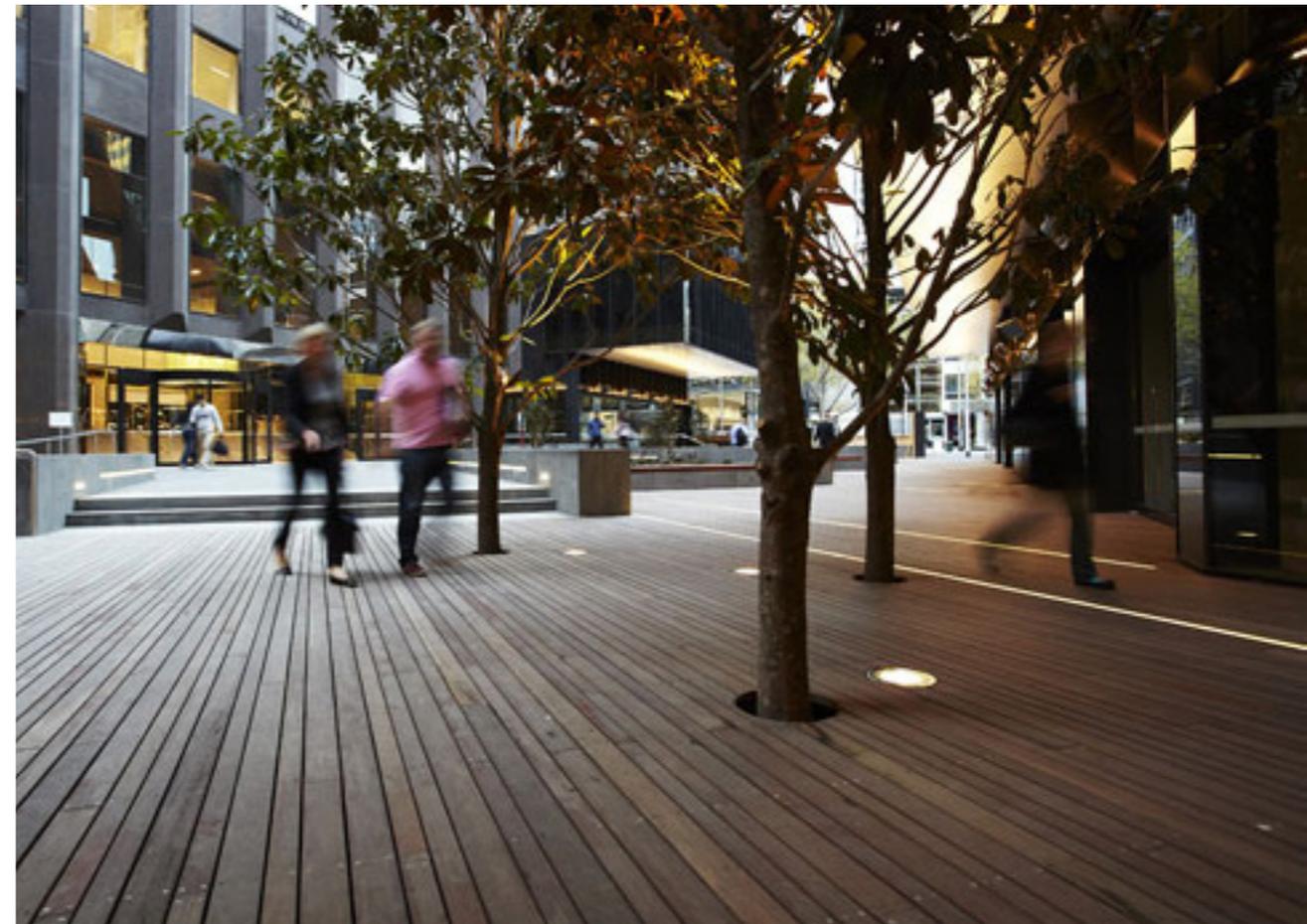
PRECEDENT IMAGES



Signature public art



Sculptural bench seating



Tree canopy above decking



Play and recreation



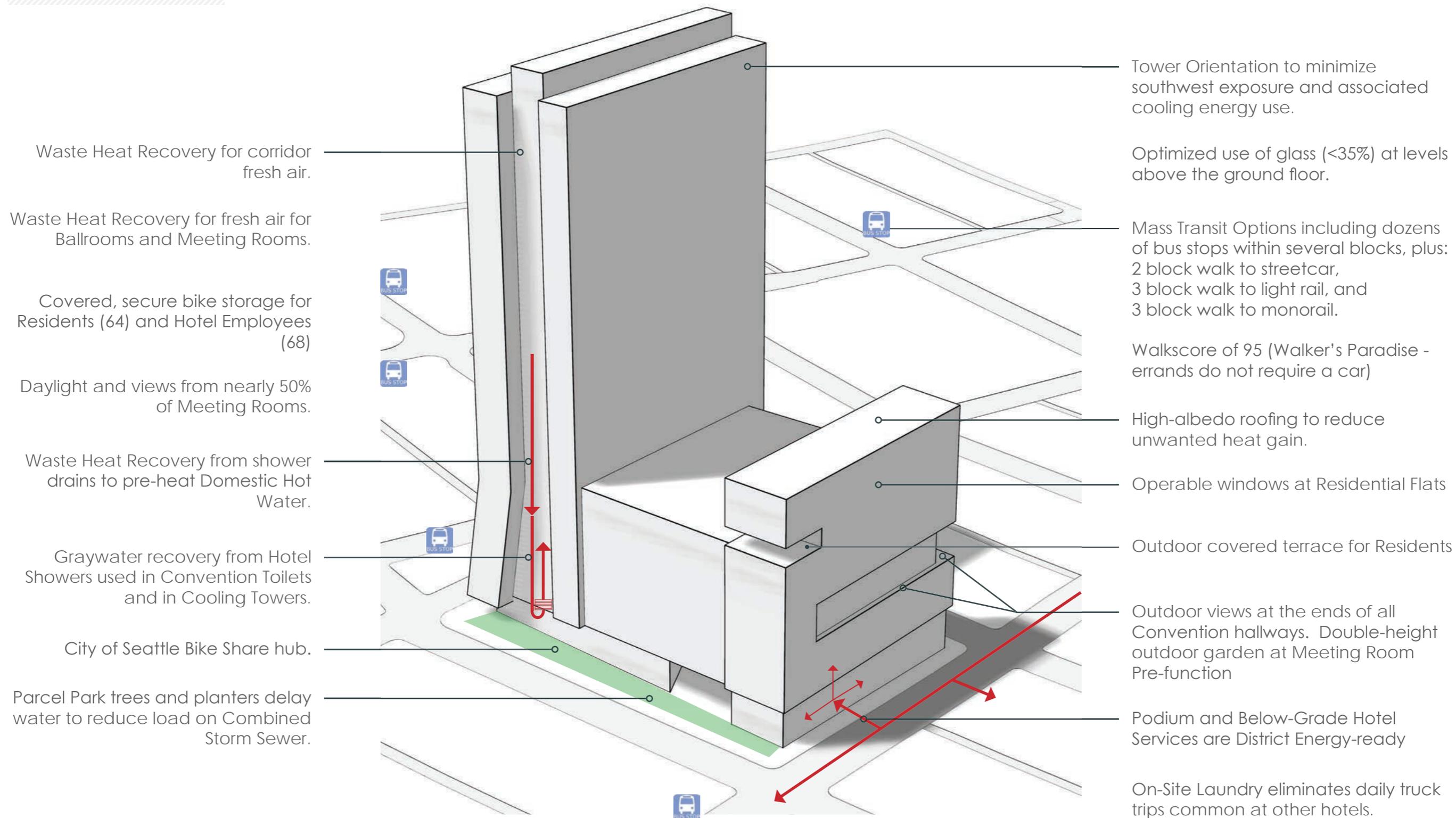
Gathering and seating

SITE SUSTAINABILITY

Inaugural new building project

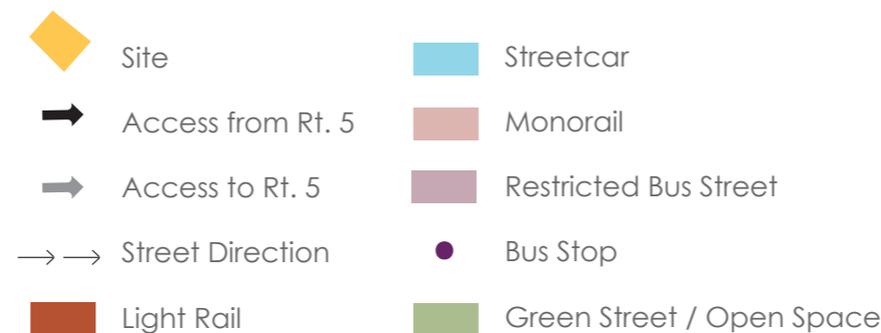


- Seattle 2030 District Participation
- Design to LEED Gold Standard
- Pursue District Energy



TRAFFIC ANALYSIS

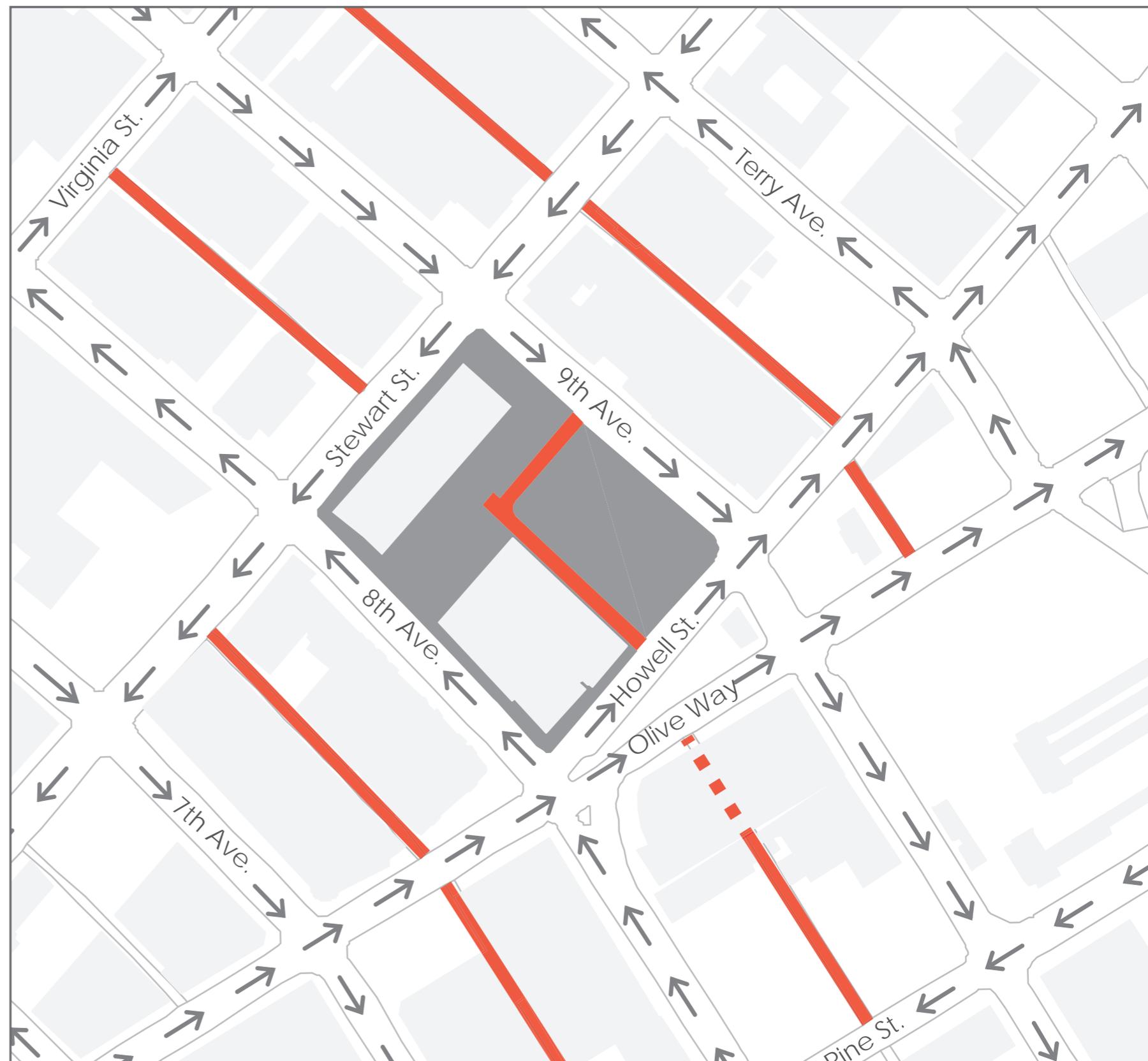
- Evaluates traffic and parking impacts for a range of hotel occupancy and event types
- Evaluates off-site intersections, site driveways, parking demand, sidewalk capacity, safety and truck loading and access
- Worst case for truck, buses, taxis and pedestrian flows = National conference or convention
- Worst-case for vehicle traffic and parking = very large event that attracts attendees from local region
- Worst-case for egress flow from garage = event with sudden end time



TRANSPORTATION IMPACT OF THE ALLEY VACATION

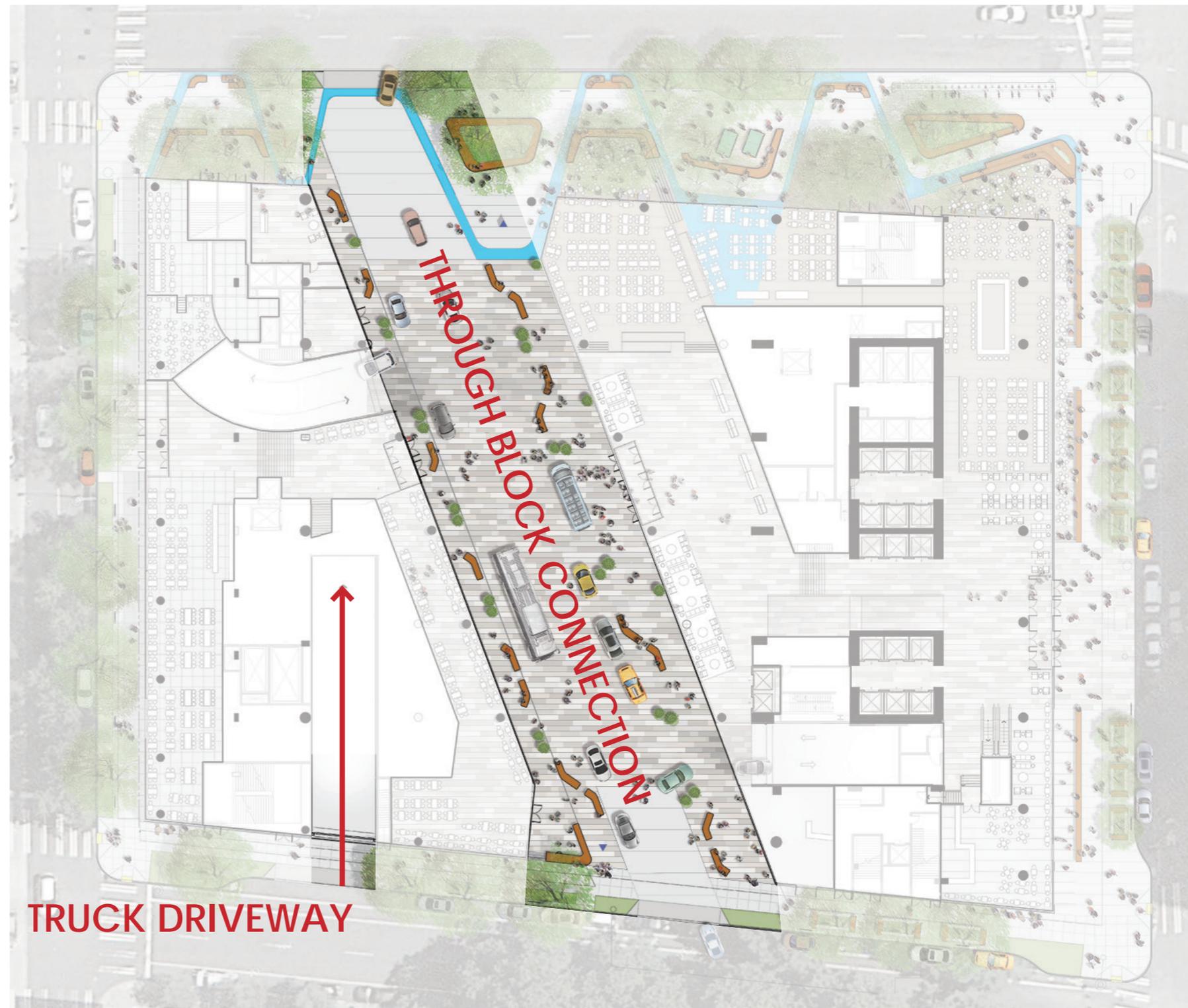
EXISTING ALLEY HAS LIMITED FUNCTION

- Does not connect to other alleys
- 90-degree bend hinders vehicle and truck access
- Intersects Howell Street



THROUGH BLOCK FUNCTIONALITY

- Create through block connection – accommodates through pedestrians, garage access ramps, passenger loading/unloading, taxis, shuttles, and charter buses
- Locate all truck loading underground with a separate truck access driveway
- Proposal will better accommodate all of the functional needs of the project

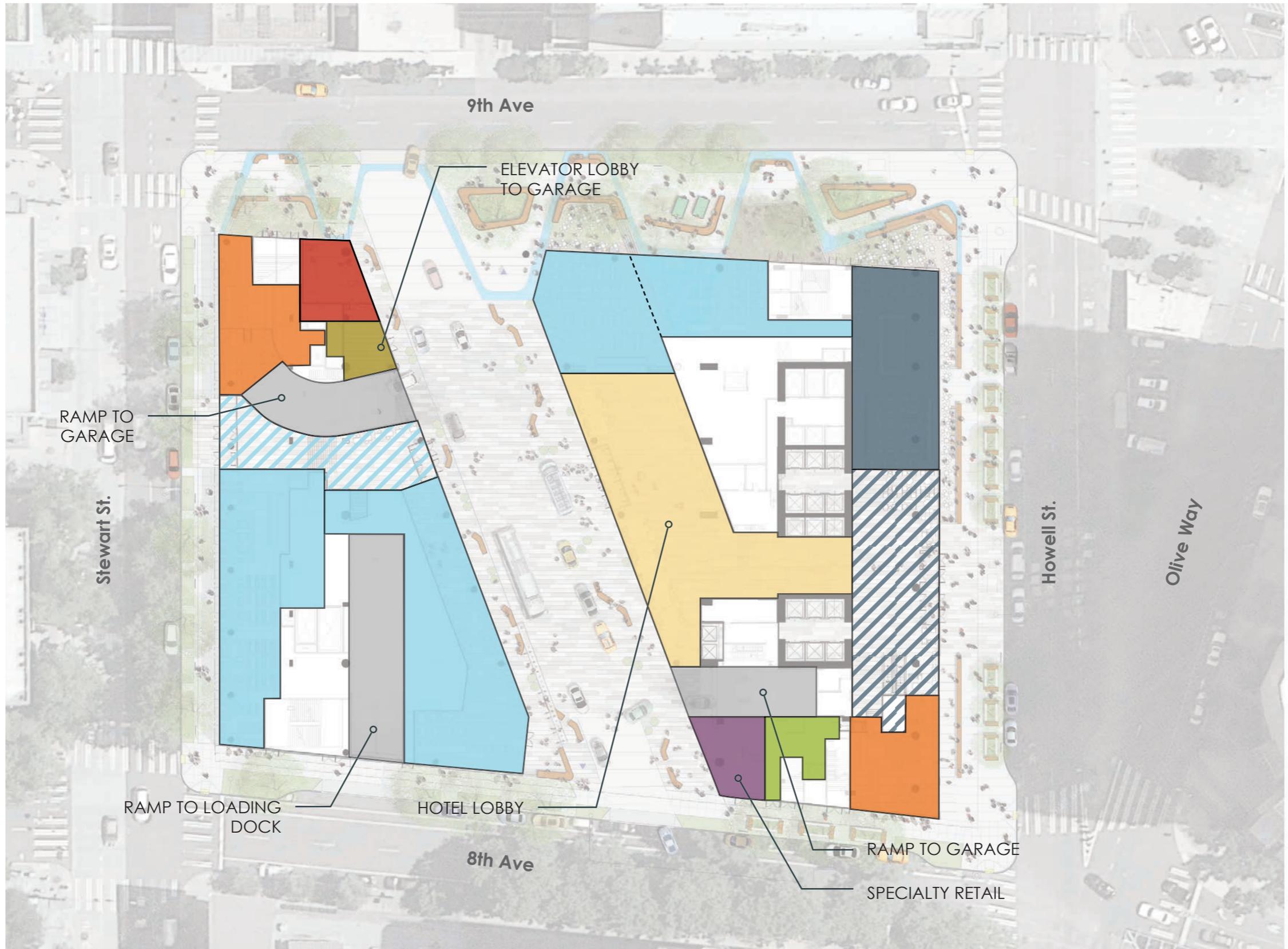


THROUGH BLOCK SAFETY FEATURES

- 1 Bend the driveway to cross the sidewalk and intersect the street at a 90-degree angle. Maximized driver sight lines to pedestrians and oncoming vehicles.
- 2 Use design treatments such as changes in pavement texture and hardscape to delineate the entry and signal to motorists that they should move slowly through a mixed-purpose zone.
- 3 Staff the hotel entry on the connector 24/7, which will manage the drop-off/pick-up functions.
- 4 For surge egress conditions after large event with sudden end, use police office control at the egress driveways.
- 5 Use movable features to further narrow the vehicle space when it is not needed.
- 6 Change traffic flow and circulation to parking to better support valet operations before and after large events.



THROUGH BLOCK OPENNESS AND TRANSPARENCY



GROUND FLOOR PLAN





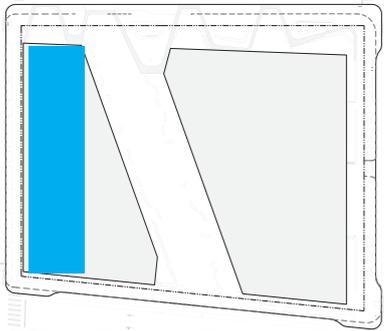
PUBLIC BENEFIT PROPOSAL

SUMMARY OF FAR & ALLEY VACATION PUBLIC BENEFIT

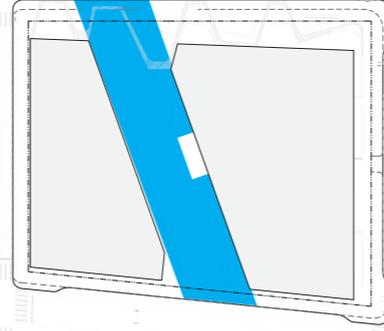
MUP APPROVAL	ALLEY VACATION APPROVAL	
FAR Bonus Amenity Program	Alley Vacation Public Benefit	Other Alley Vacation Considerations
<p>Site Area (incl. vacated alley)</p> <p>Base FAR = 5 98,034 SF</p> <p>Bonus FAR = 9 490,170 SF</p> <p>Max Allowable FAR = 14 882,306 SF</p> <p>1,372,476 SF</p> <p>Bonus Amenity Provided</p> <p>Affordable Housing & Childcare Contribution 75% Bonus FAR Required: Build affordable housing on site. 661,730 SF Contribute to childcare fund.</p> <p>Bonus Amenities 25% Bonus FAR Required: Including:</p> <p>Green Street Parcel Park</p> <p>Green Street Setback 35,000 SF</p> <p>Landmarks TDR's 3,000 SF</p> <p>Performance Arts TDR's 112,736 SF</p> <p>Non-Housing TDR's 34,036 SF</p> <p> 35,804 SF</p> <p>Bonus Amenity Total:</p> <p>882,306 SF</p>	<ol style="list-style-type: none"> 1. On-Site Affordable Housing 2. Through Block Connection 3. Voluntary Setbacks 4. ROW Improvements 5. Publicly Accessible Art 6. Bikeshare Program 7. Wayfinding Program 8. 9th Ave Green Street & Olive-Howell Triangle Off-Site Improvements 	<p>Unique Economic Benefit for City</p> <p>Design with Intent to Meet LEED Gold</p> <p>Potential Participation in Seattle 2030 District</p> <p>Potential Participation in Future District Energy Program</p>

PUBLIC BENEFIT SUMMARY

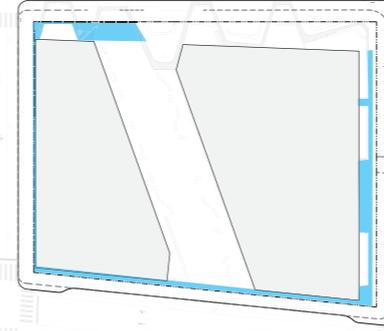
1. On-Site Affordable Housing



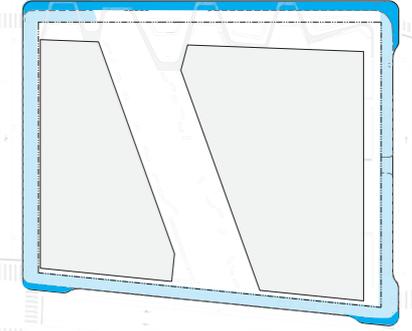
2. Through Block Connection



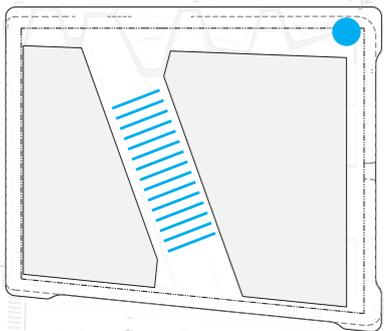
3. Voluntary Setbacks



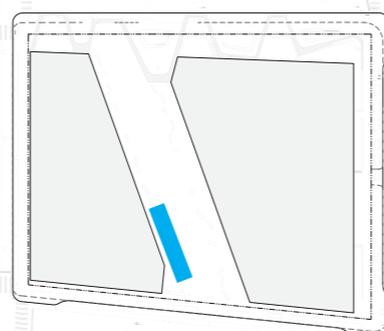
4. ROW Improvements



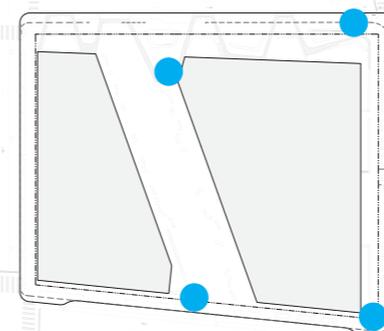
5. Publicly Accessible Art



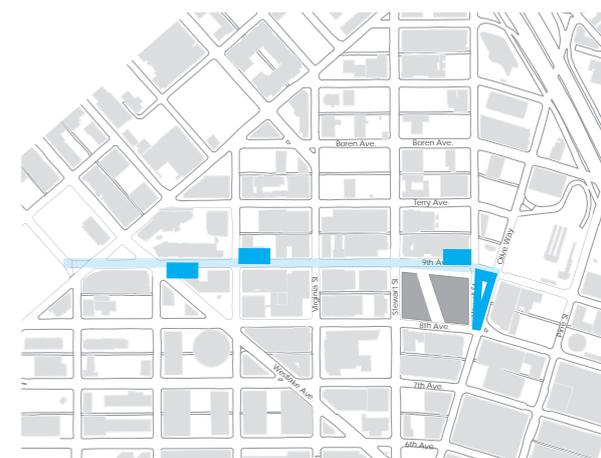
6. Bikeshare Program



7. Wayfinding Program



8. 9th Ave Green Street & Olive-Howell Triangle Off-Site Improvements



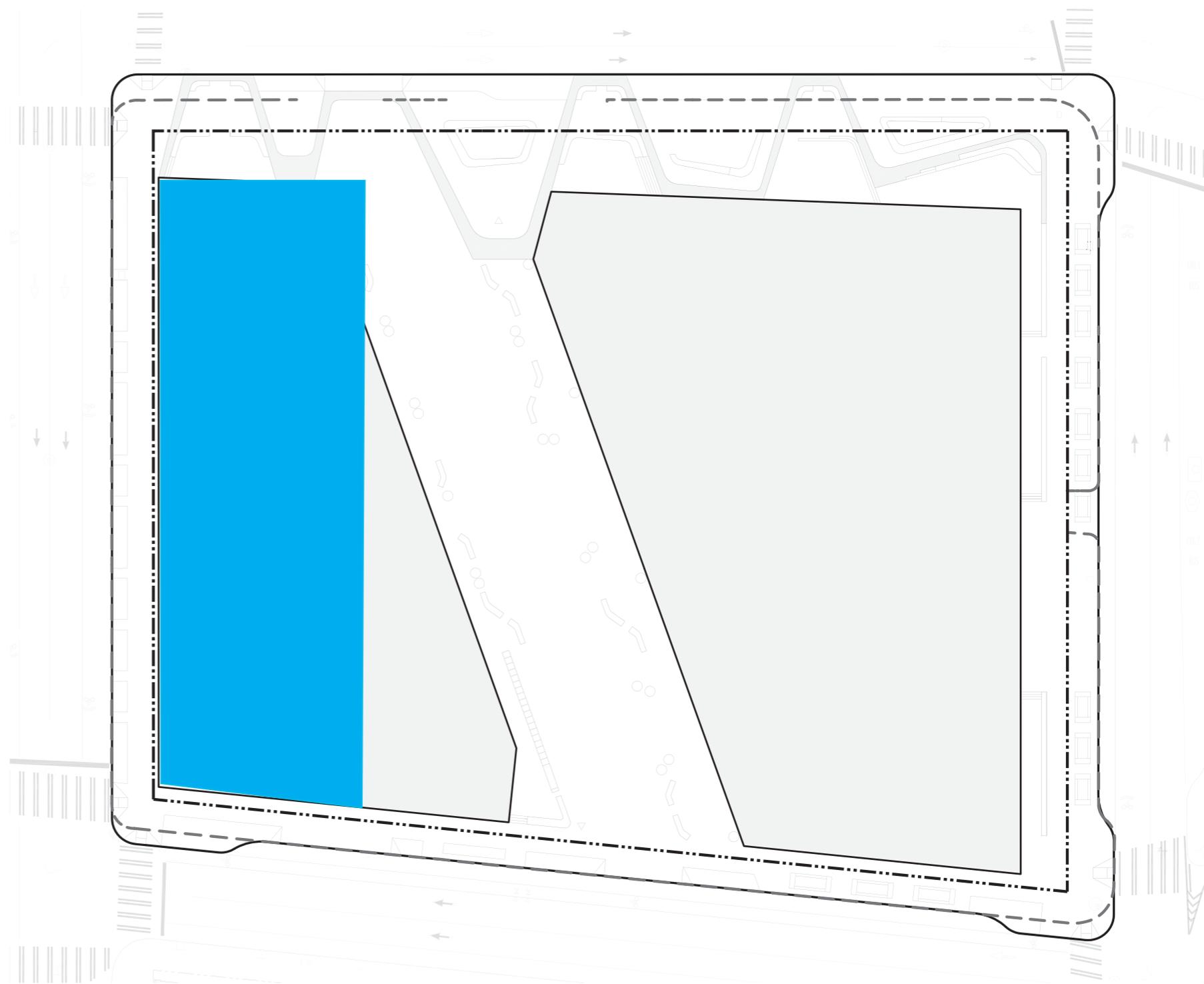
1 ON-SITE AFFORDABLE HOUSING

REQUIRED:

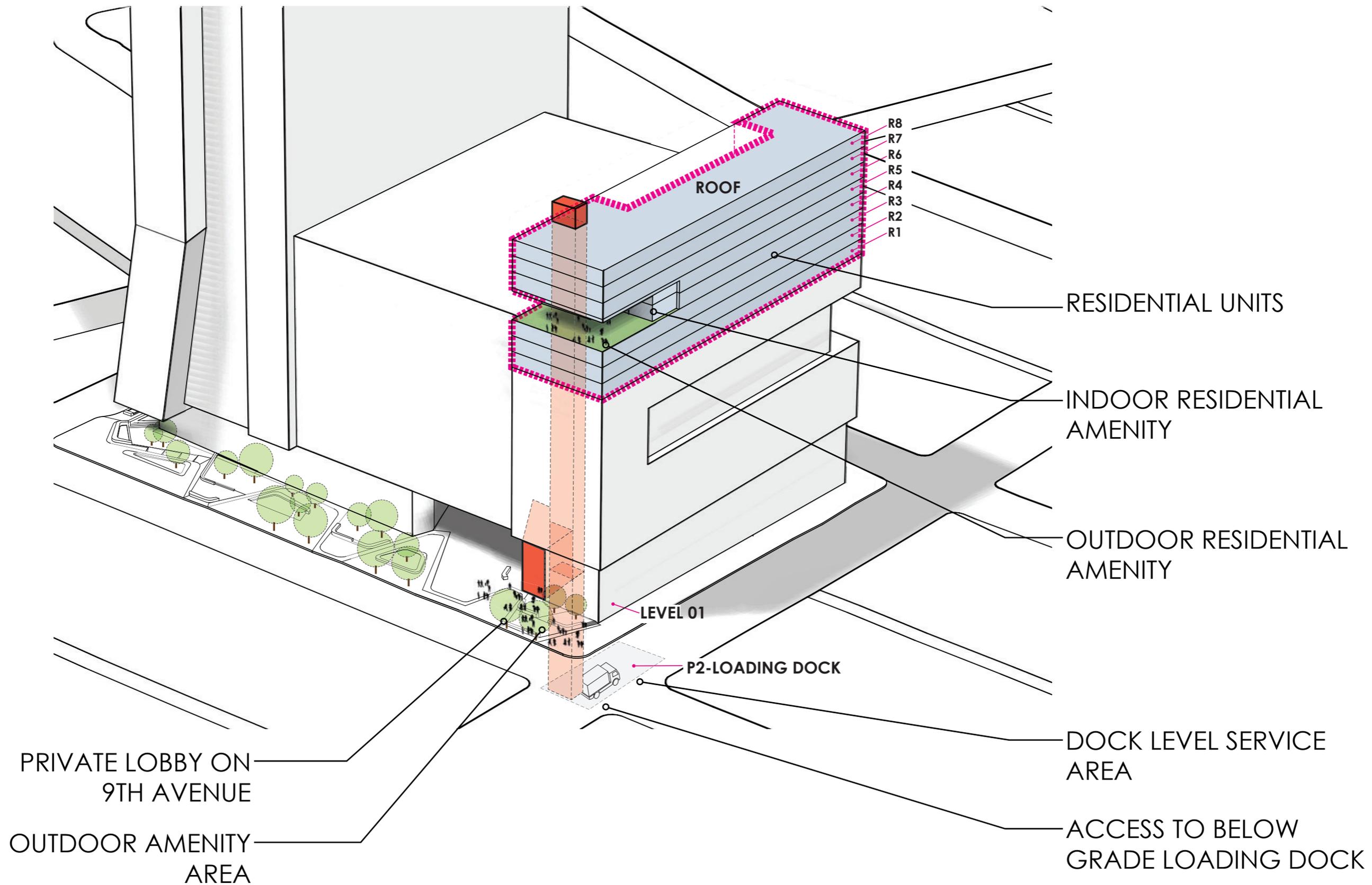
- None

PUBLIC BENEFITS + QTY:

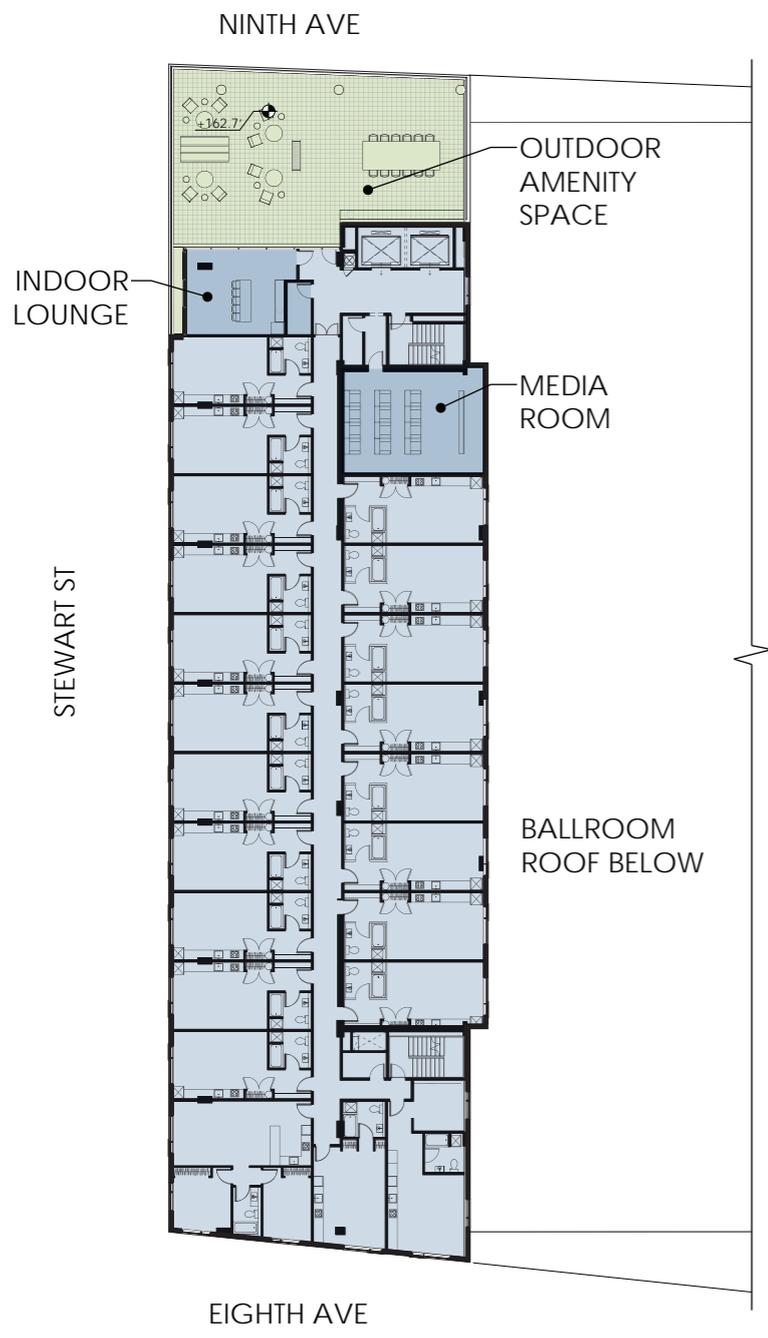
- Voluntary and unprecedented contribution to affordable housing
- Downtown location close to public services, jobs and transit
- High priority for city leadership
- 152 units provided at significant additional cost to project
- Approximately 44-75 units provided with fee-in-lieu option



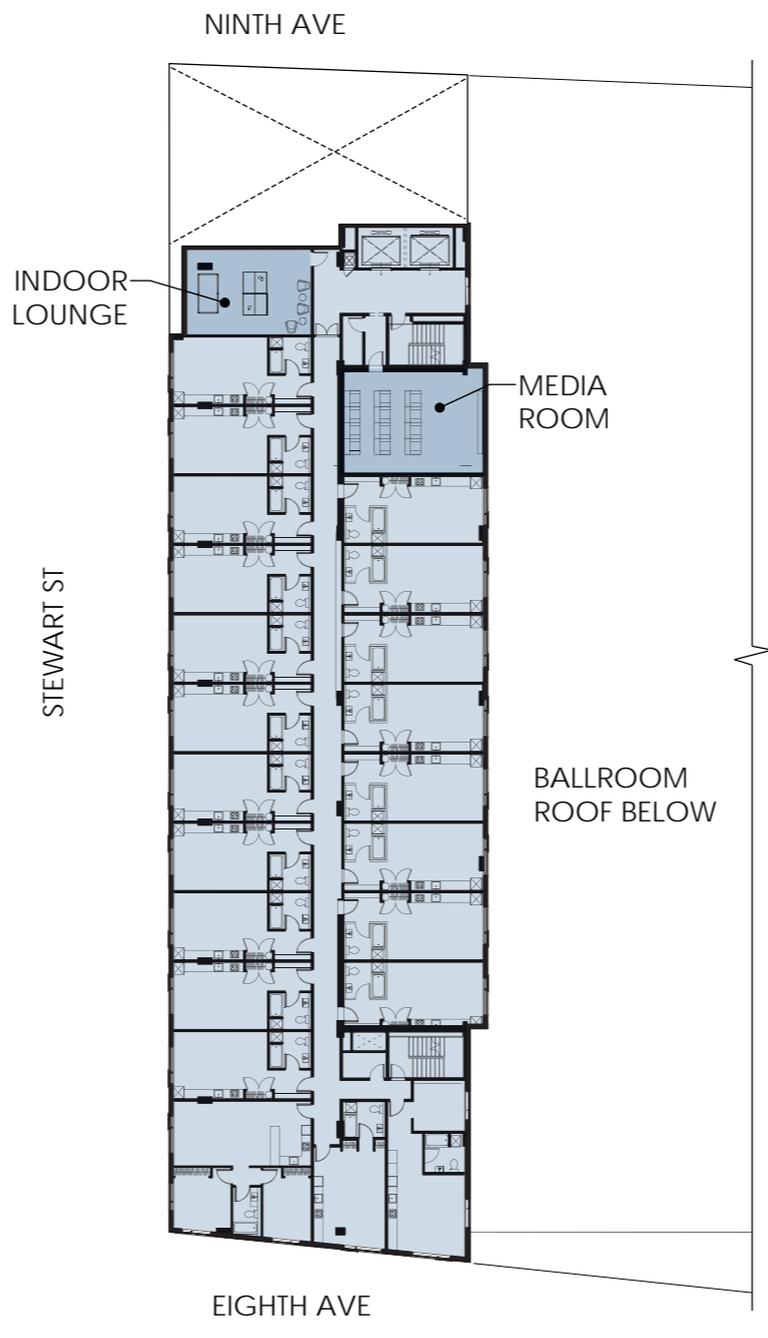
PROGRAM & ORGANIZATION



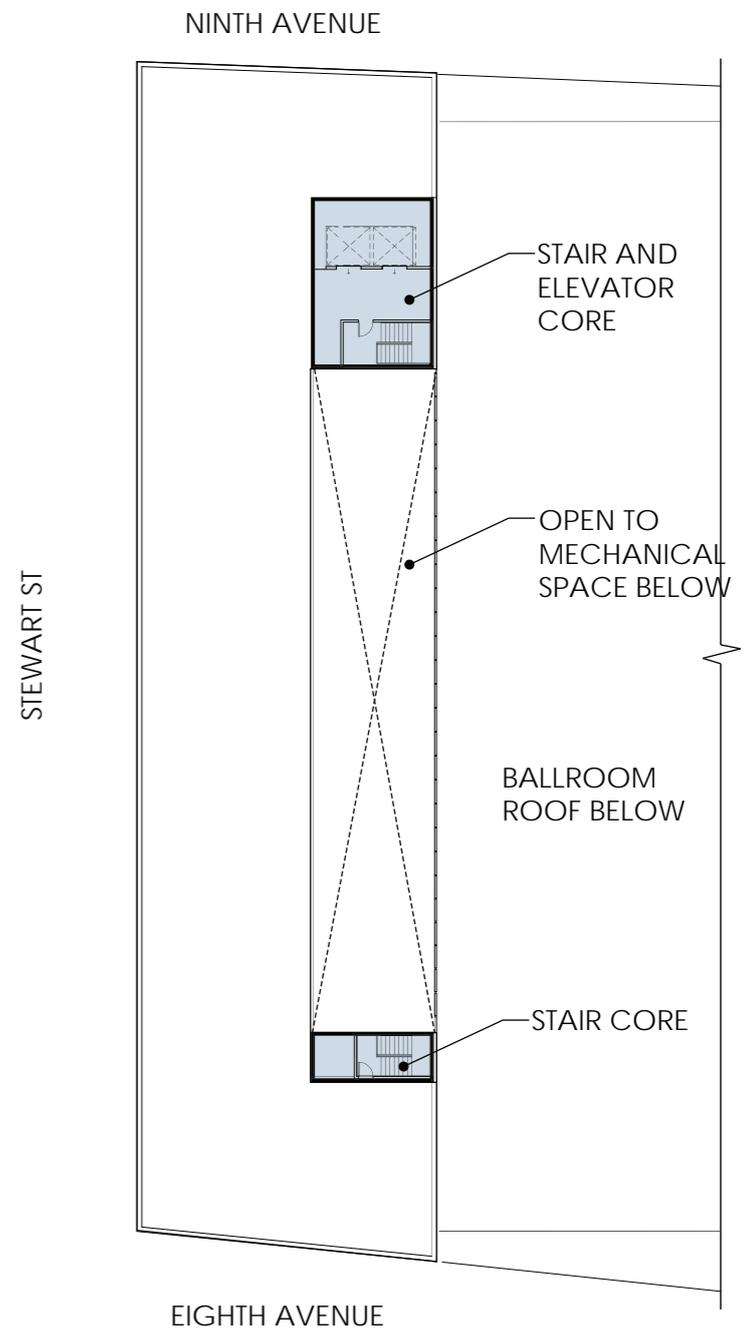
FLOOR PLANS



R4

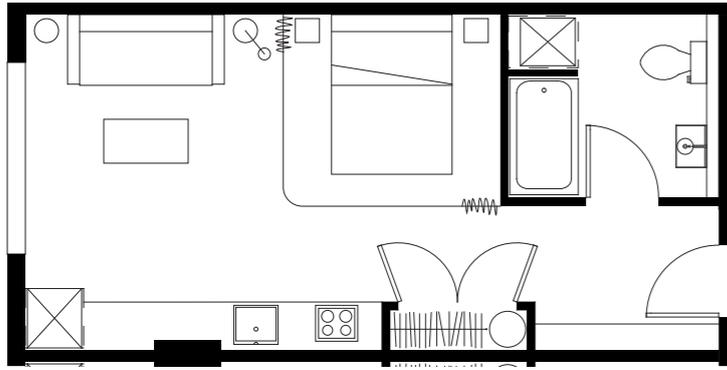


R5



ROOF PLAN

TYPICAL UNIT PLANS

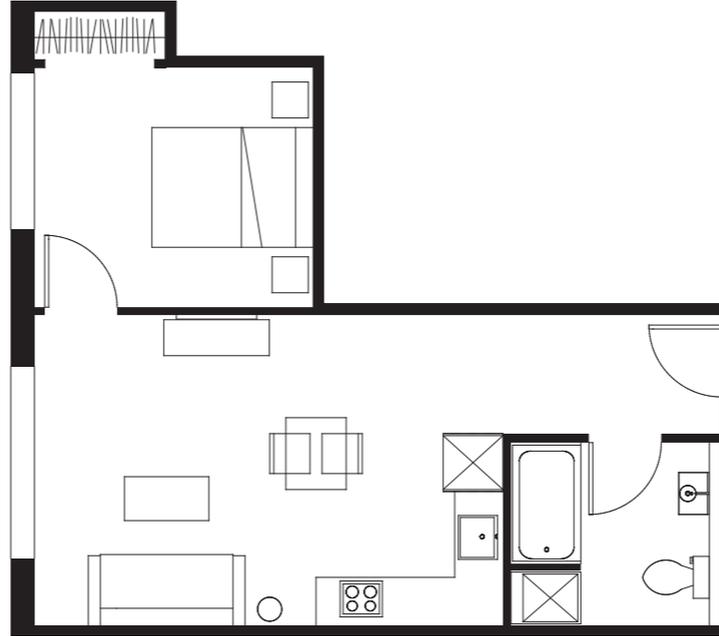


STUDIO+

NUMBER = 118 UNITS
 AVERAGE SIZE = 404 SF
 MIX = 77.6%

FEATURES

STUDIO BEDROOM WITH
 MOVABLE ENCLOSURE
 CLOSET SPACE
 KITCHEN WITH FULL HEIGHT
 REFRIGERATOR
 OPEN DINING & LOUNGE AREA
 FULL BATHROOM
 IN-UNIT WASHER & DRYER
 (STACKED)

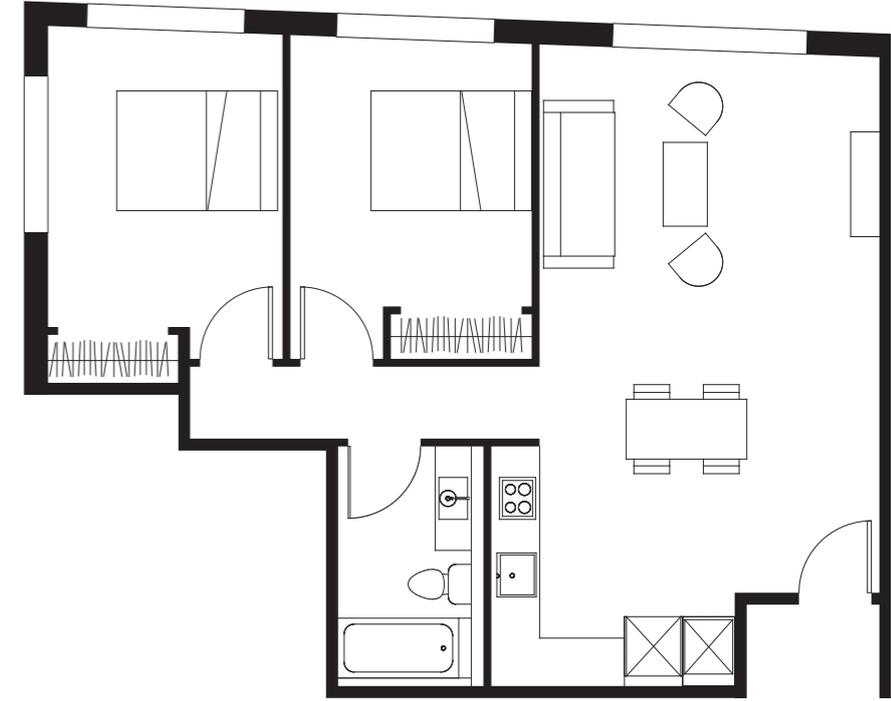


1 BEDROOM

NUMBER = 14 UNITS
 AVERAGE SIZE = 635 SF
 MIX = 9.2%

FEATURES

1 FULL BEDROOM WITH CLOSET
 KITCHEN WITH FULL HEIGHT
 REFRIGERATOR
 OPEN DINING & LOUNGE AREA
 FULL BATHROOM
 IN-UNIT WASHER & DRYER
 (STACKED)

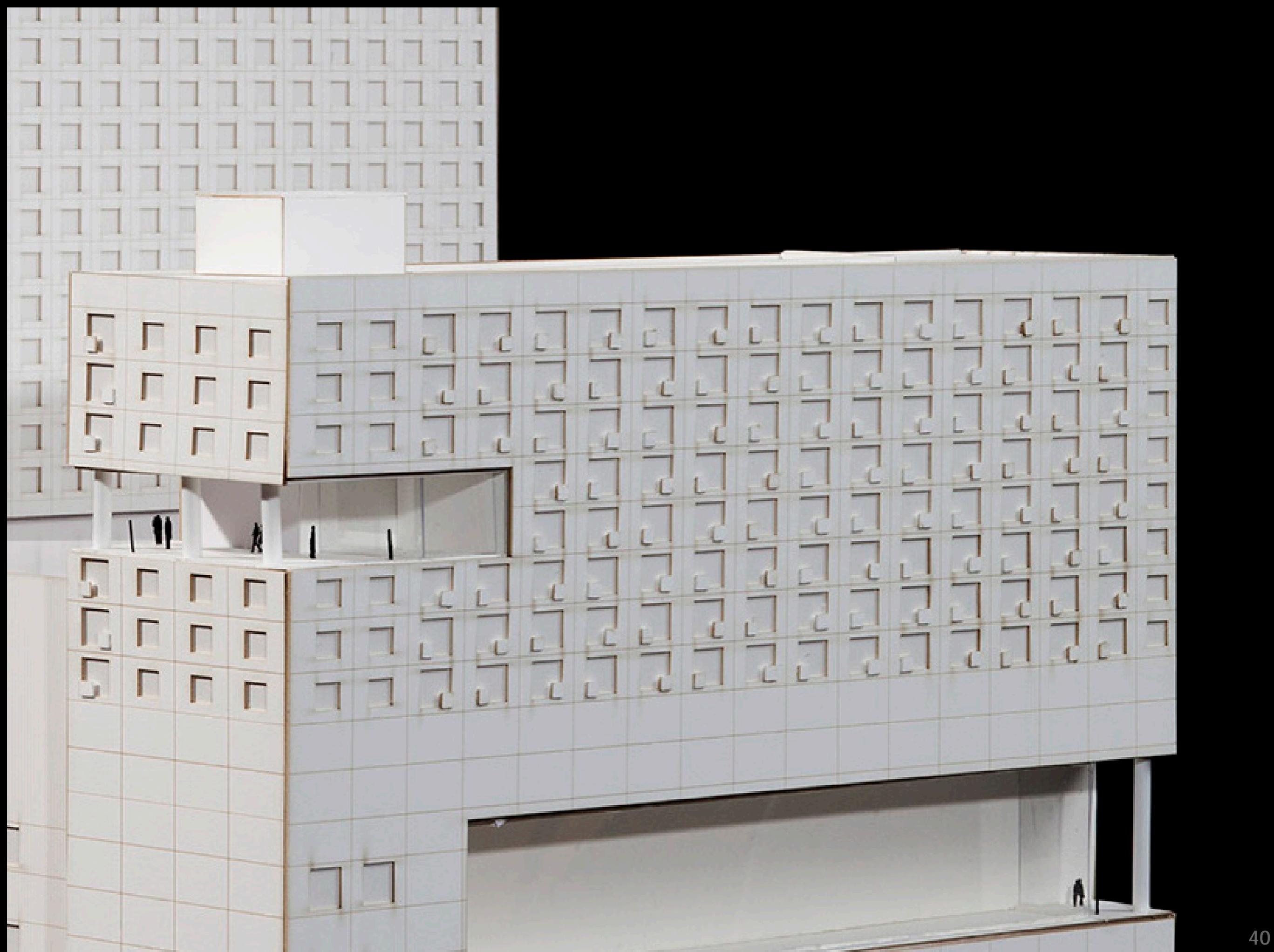


2 BEDROOM

NUMBER = 20 UNITS
 AVERAGE SIZE = 775 SF
 MIX = 13.2%

FEATURES

2 FULL BEDROOMS WITH CLOSETS
 KITCHEN WITH FULL HEIGHT
 REFRIGERATOR
 OPEN DINING & LOUNGE AREA
 FULL BATHROOM
 IN-UNIT WASHER & DRYER
 (STACKED)



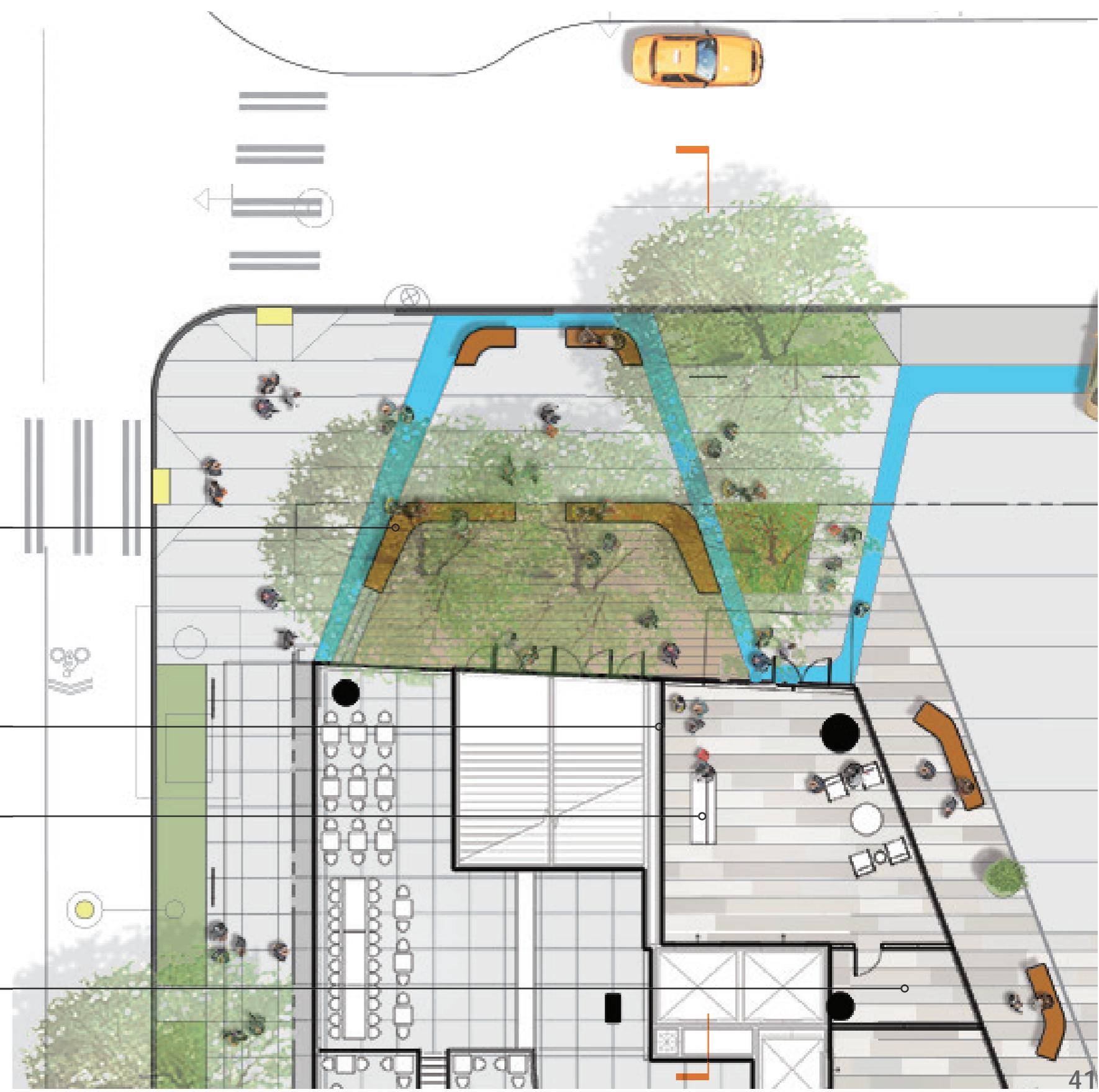
ENTRY LOBBY & OUTDOOR AMENITY SPACE

Outdoor amenity space: Front Porch

Mail boxes

Mail sorting area

Residential manager's office



AFFORDABLE HOUSING ENTRY & OUTDOOR AMENITY SPACE

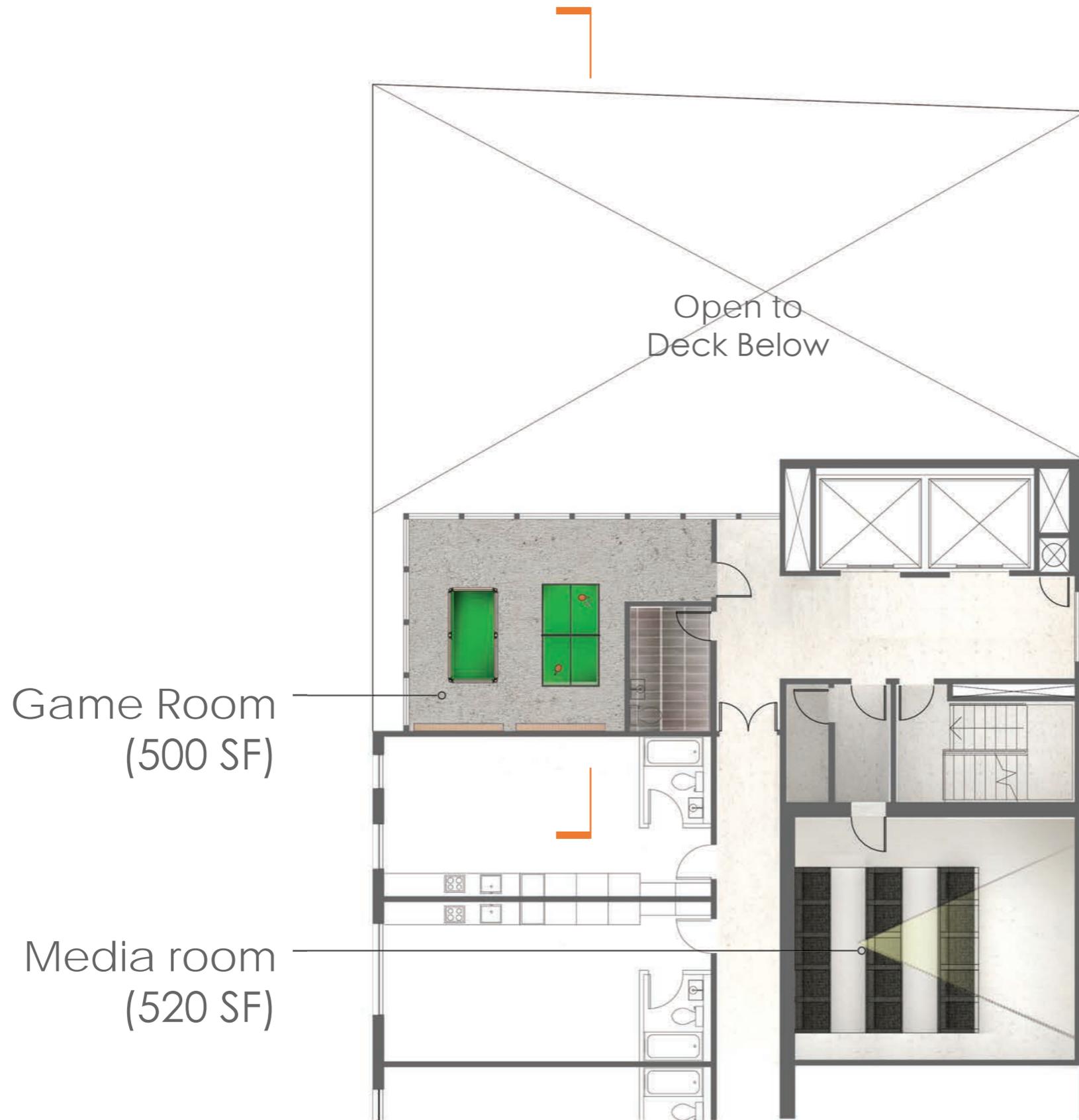


PRECEDENT IMAGES



OUTDOOR AMENITY DECK, PARTY & GAME ROOM





PERSPECTIVE VIEW OF OUTDOOR AMENITY TERRACE



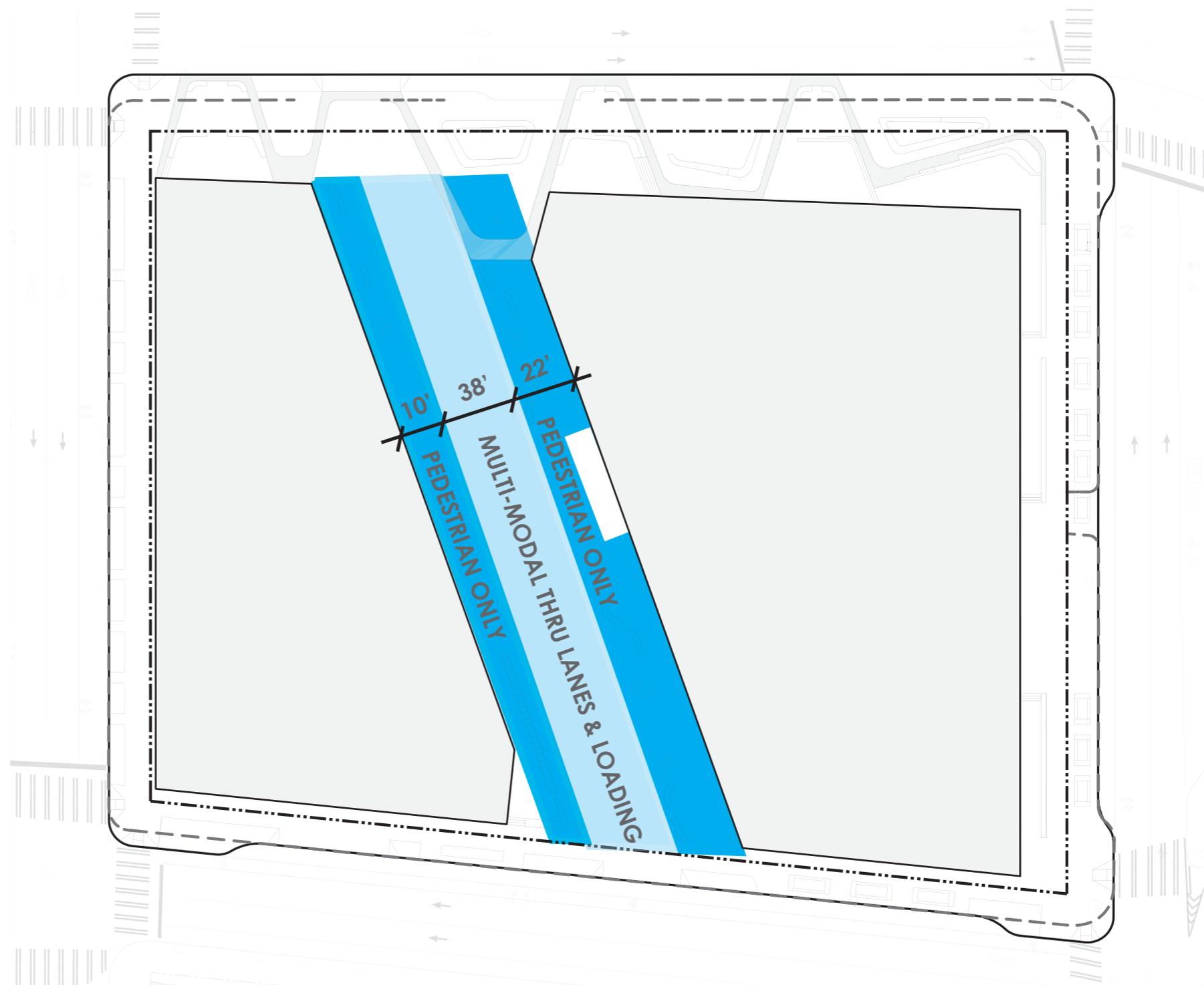
2 THROUGH BLOCK CONNECTION

REQUIRED:

- None

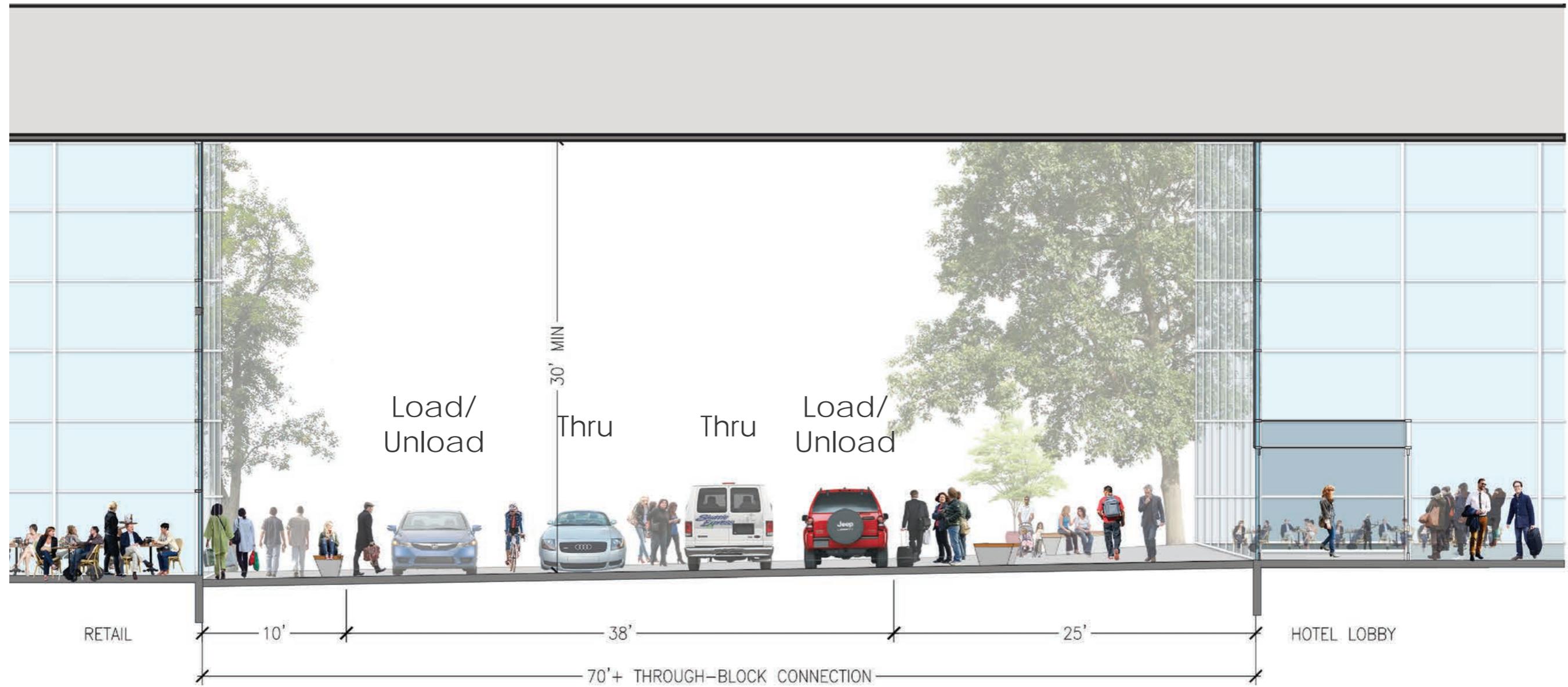
PUBLIC BENEFITS + QTY:

- Covered, barrier-free, 24-hour, secure public access **18440 SF**
- Public accessible walkway **8104 SF**
- Multi-modal corridor for pedestrians, bicycles, and vehicular traffic
- Loading and garage traffic congestion removed from street
- Commissioned signature interactive light art installation within
- Venue for 12 annual public events
- Infrastructure & connections to support event functions (water, power, sewer)
- Covered bikeshare; see 6.
- Wayfinding signage connecting visitors to downtown; see 7.
- Specialty paving with high level of finish
- Benches and seasonal planting

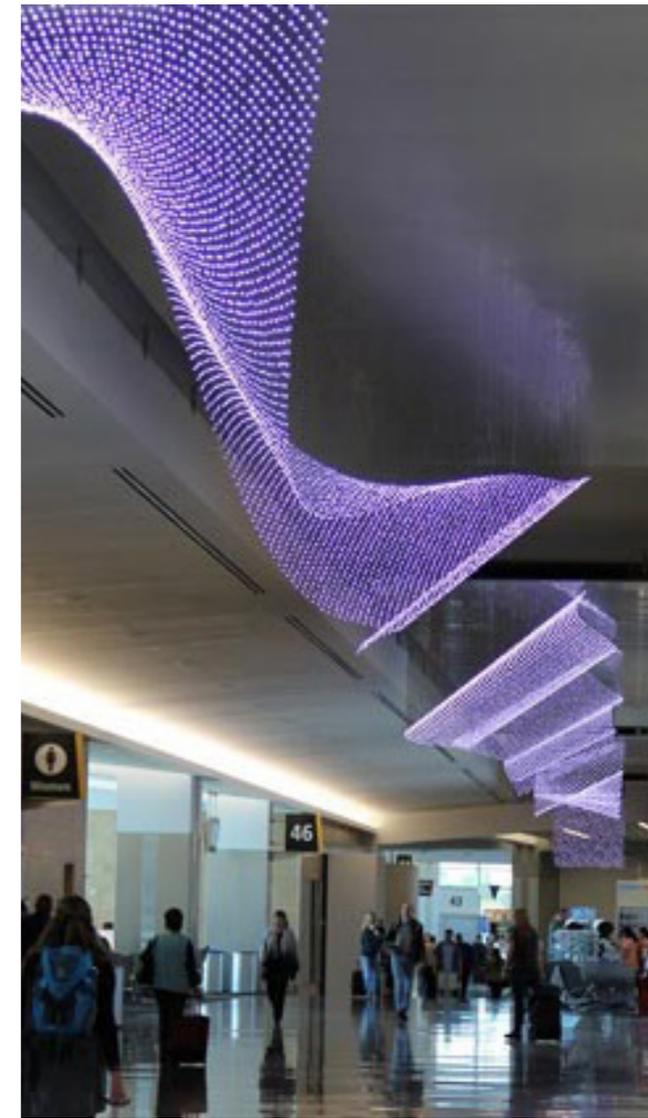
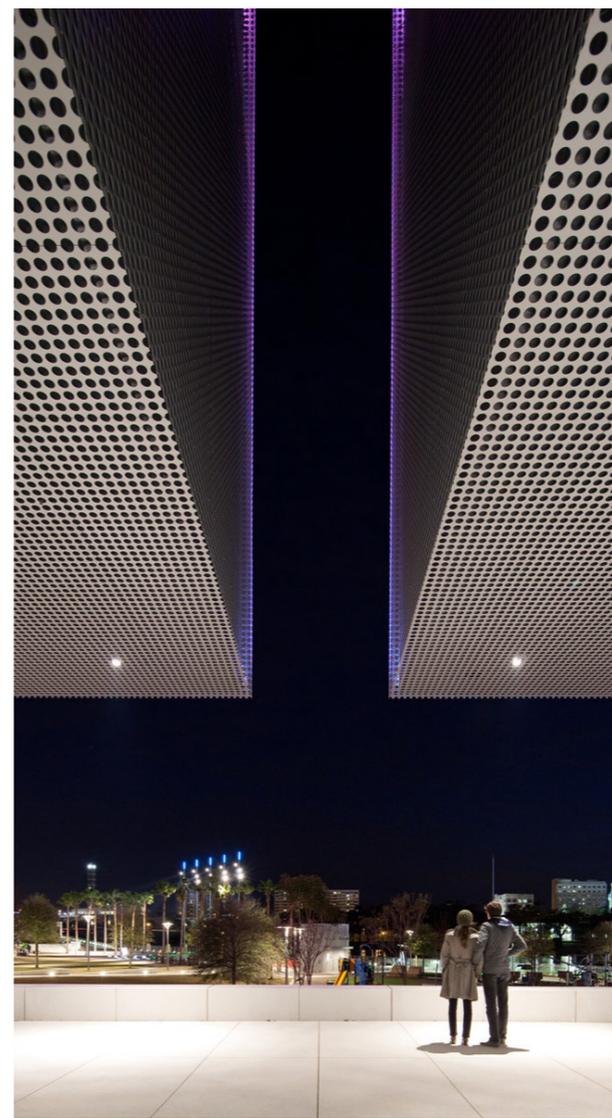


THROUGH BLOCK CONNECTION





THROUGH BLOCK LIGHT ART INSTALLATION



THROUGH BLOCK





MORNING AIRPORT SHUTTLE DEPARTURES AND NEIGHBORHOOD ACTIVITIES



MIDDAY NEIGHBORHOOD AND HOTEL ACTIVITIES

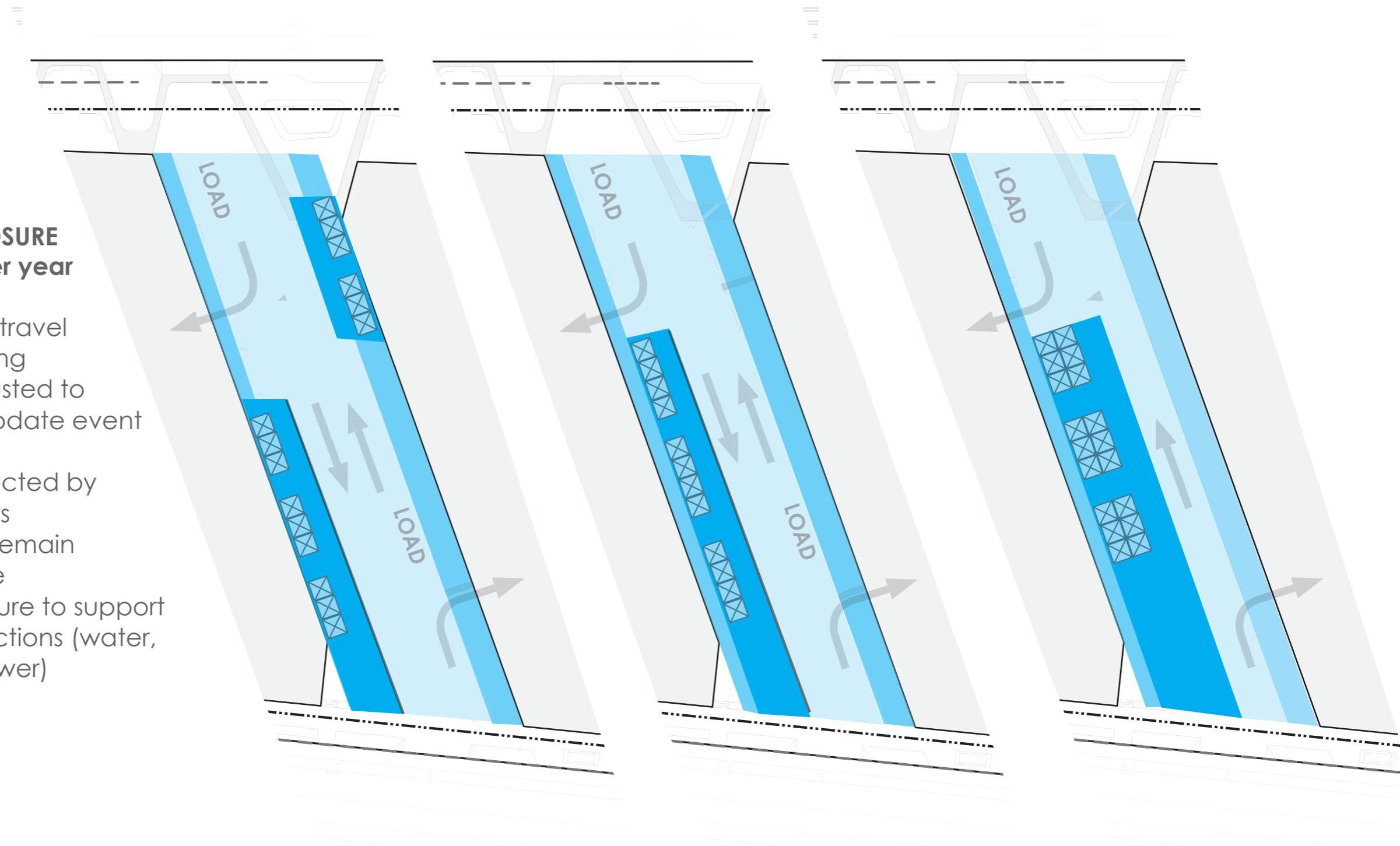


RED CARPET EVENT

EVENTS

PARTIAL CLOSURE 10 events per year

- Vehicular travel and loading lanes adjusted to accommodate event zones
- Traffic directed by attendants
- Garages remain accessible
- Infrastructure to support event functions (water, power, sewer)



Quarter-width event
Two-way travel, reduced loading

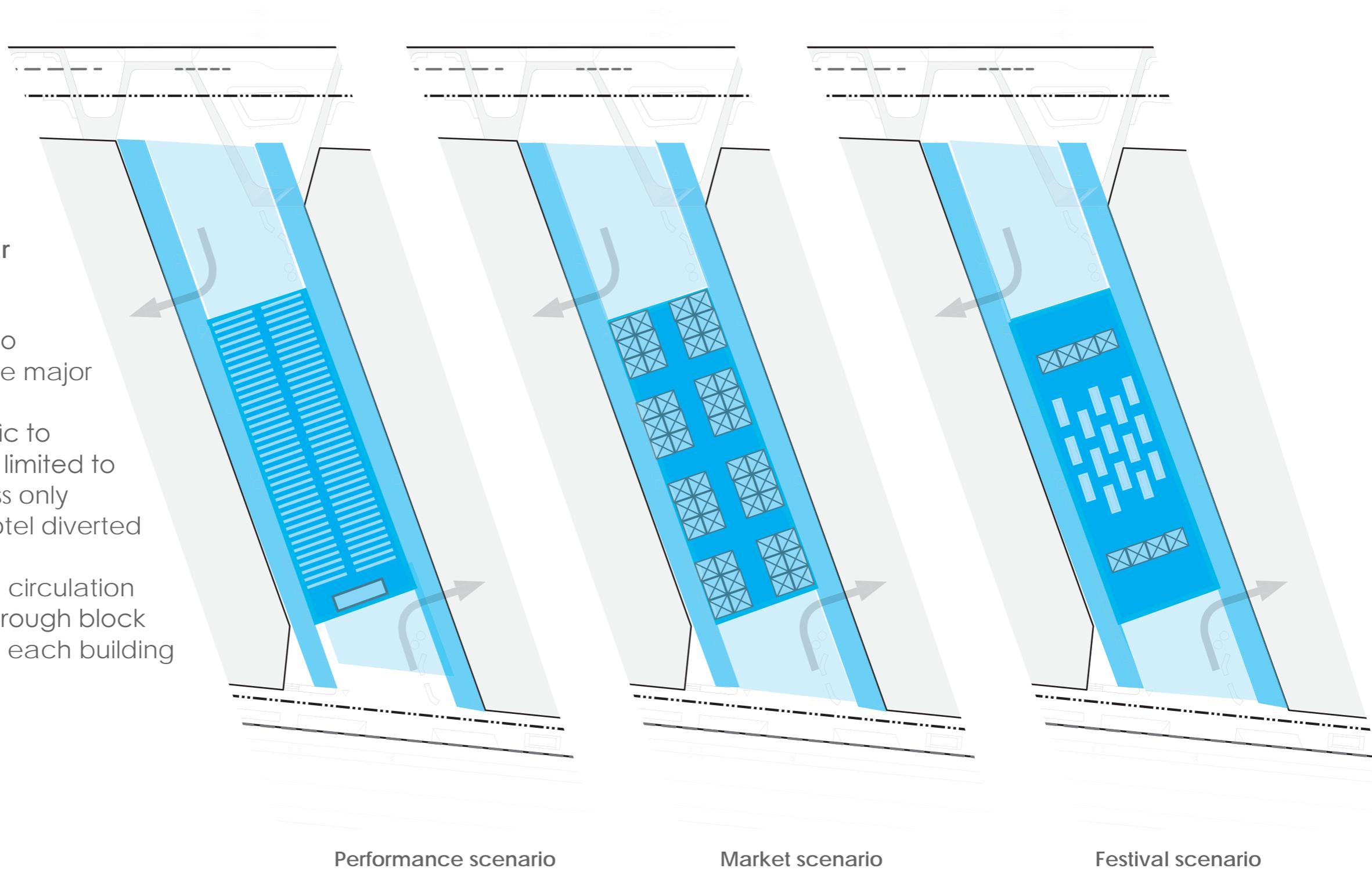
Half-width event
One-way travel/loading

Three-quarter-width closure event
One-way travel shared with loading

EVENTS

FULL CLOSURE 2 events per year

- Circulation reconfigured to accommodate major event
- Vehicular traffic to through block limited to garage access only
- Loading for hotel diverted to street
- 10' pedestrian circulation zone across through block maintained at each building facade



3 VOLUNTARY SETBACKS

REQUIRED:

- 3' easement required at Howell Street and 8th Avenue:

1489 SF

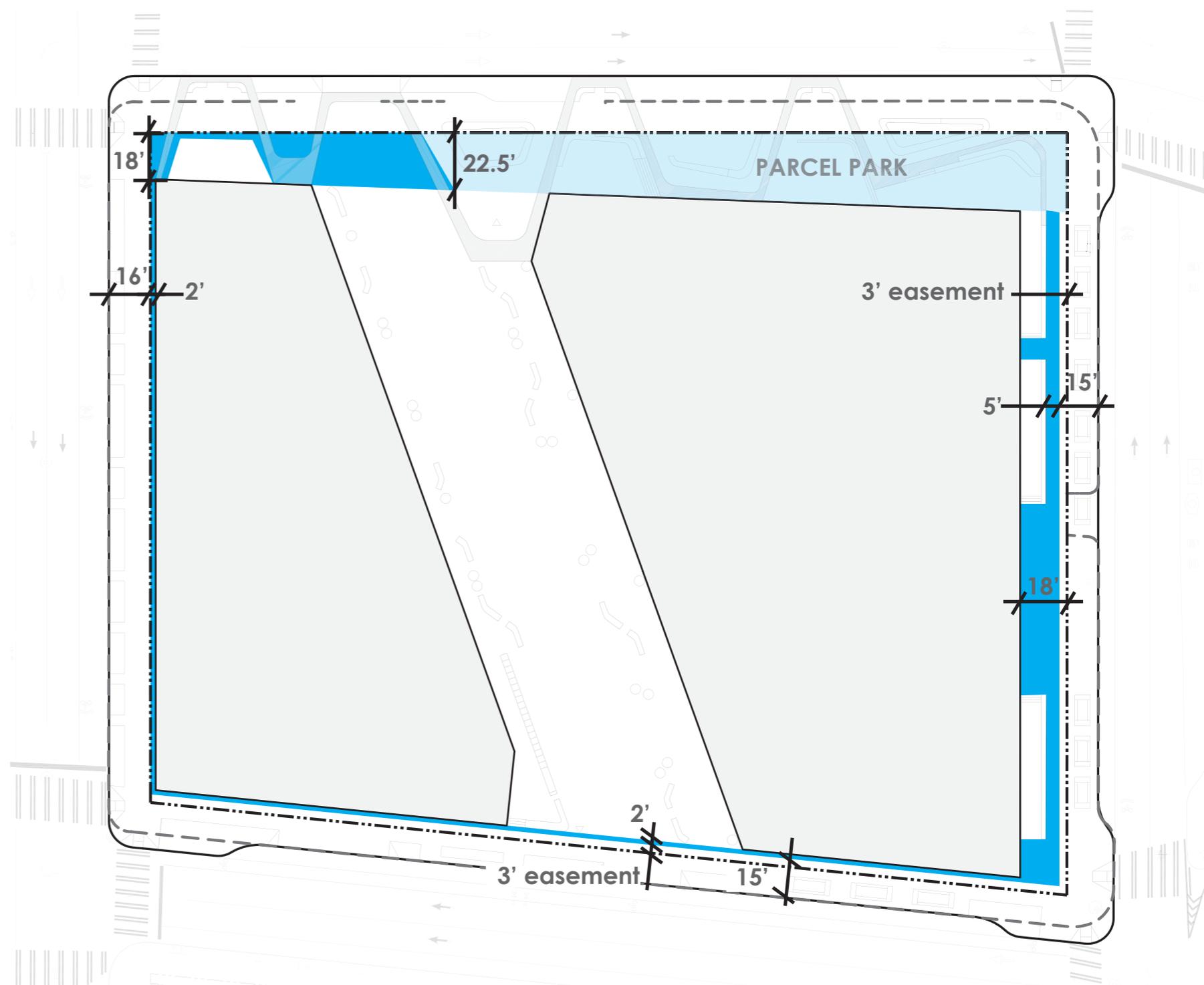
PUBLIC BENEFITS + QTY:

- Voluntary setbacks within property line accommodate pedestrian activity as well as streetscape and landscape improvement"

4990 SF

- Area of through block walkway + voluntary setbacks

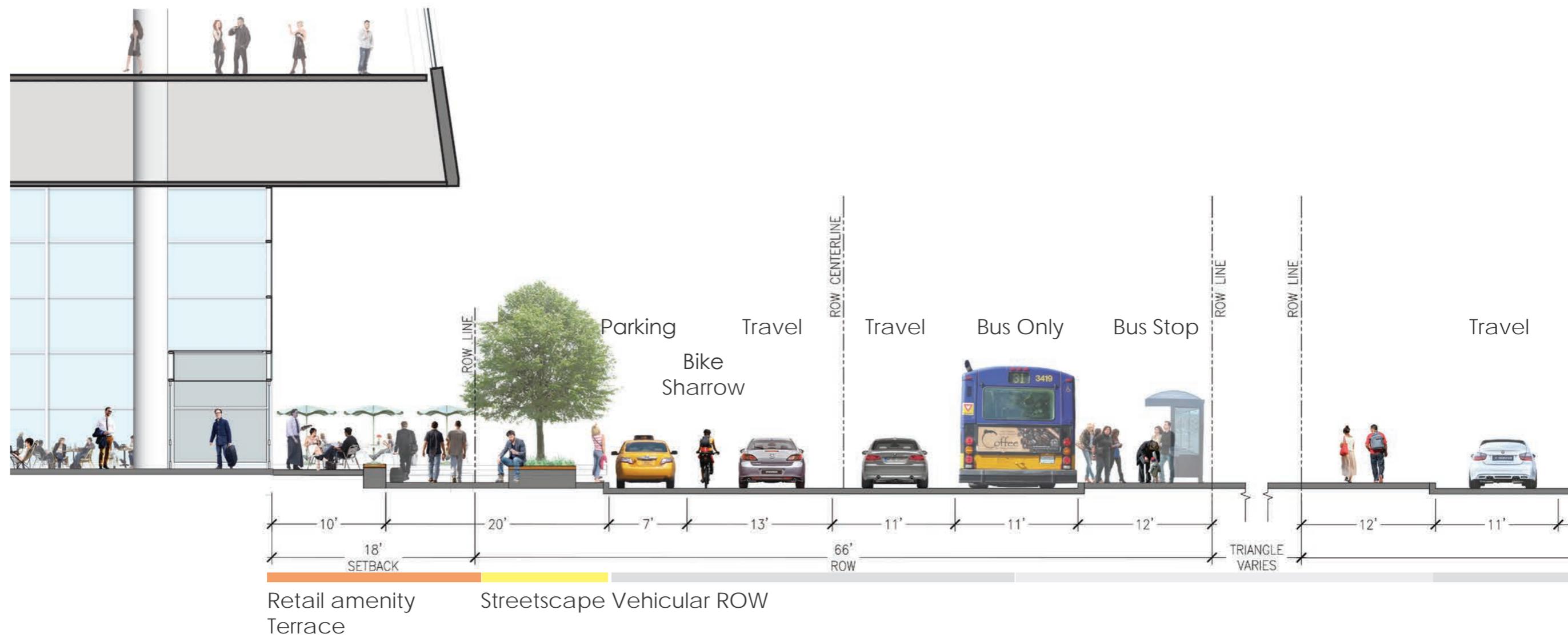
13094 SF



HOWELL STREET

- Bike racks
- Seasonal outdoor seating areas at setback
- Street trees in raised planters with bench seating
- Seasonal outdoor seating areas at setback
- Seat wall
- Widened sidewalk at setback
- Seasonal outdoor seating areas at setback
- Curb bulb-out





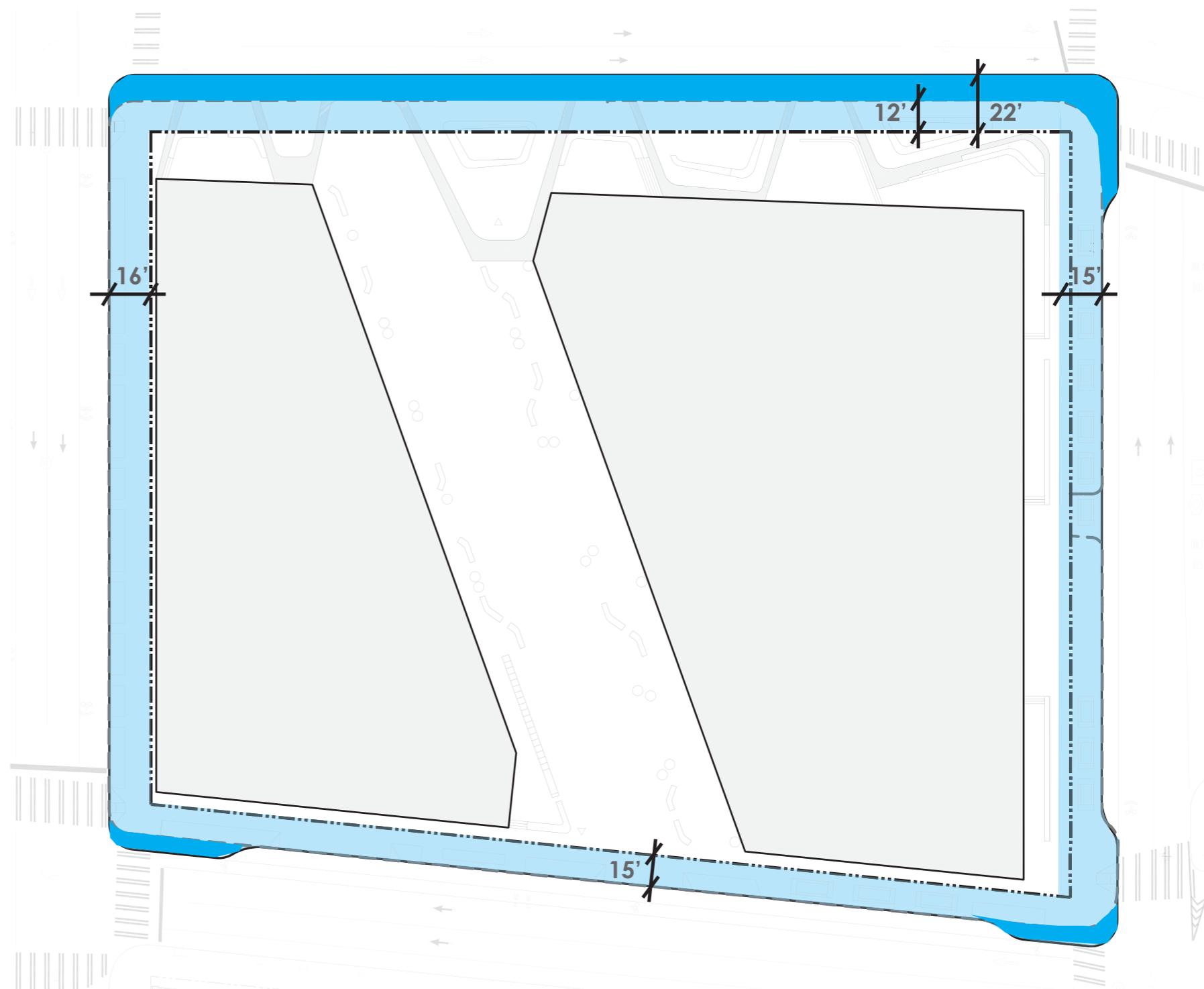
4 ROW IMPROVEMENTS

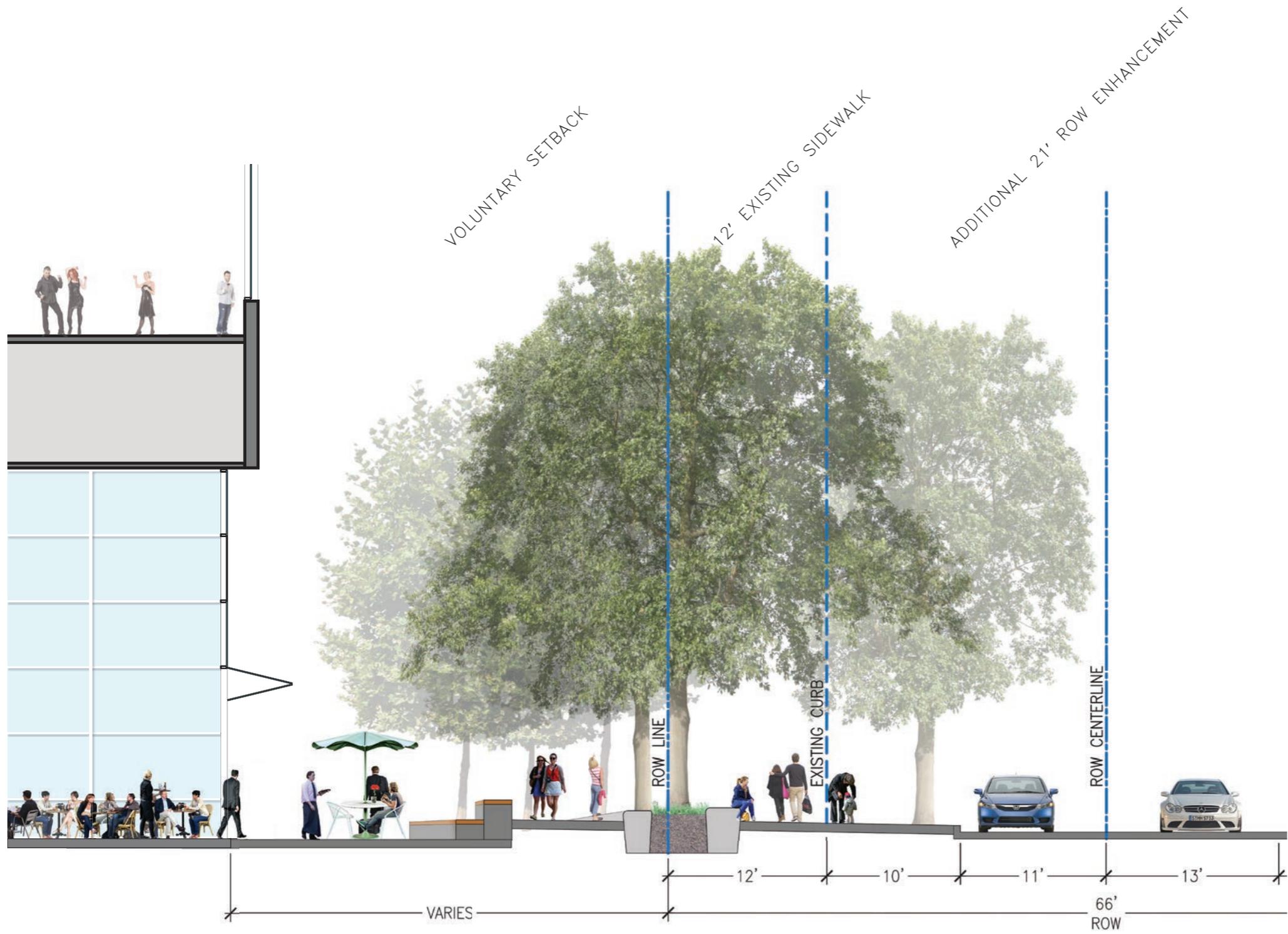
REQUIRED:

- Maintain 15' sidewalk widths per code, improve pedestrian ROW: **18253 SF**

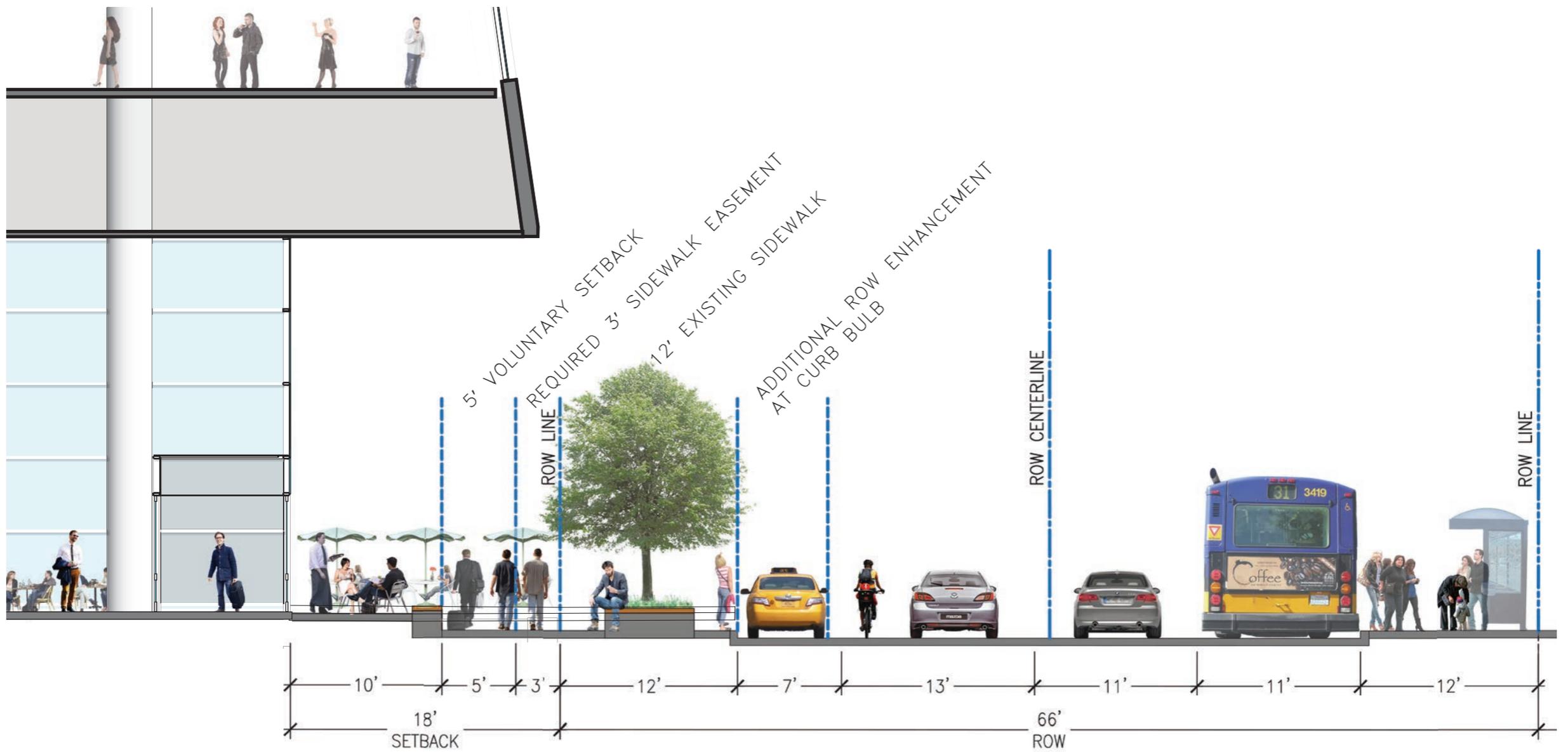
PUBLIC BENEFITS + QTY:

- Increased sidewalk / pedestrian zone via widened sidewalk and curb bulb-outs: **4731 SF**
- Curb bulb-outs at intersections: **4**
- Seating opportunities within ROW: **282 LF**
- Bike racks: **4/frontage**
16 total

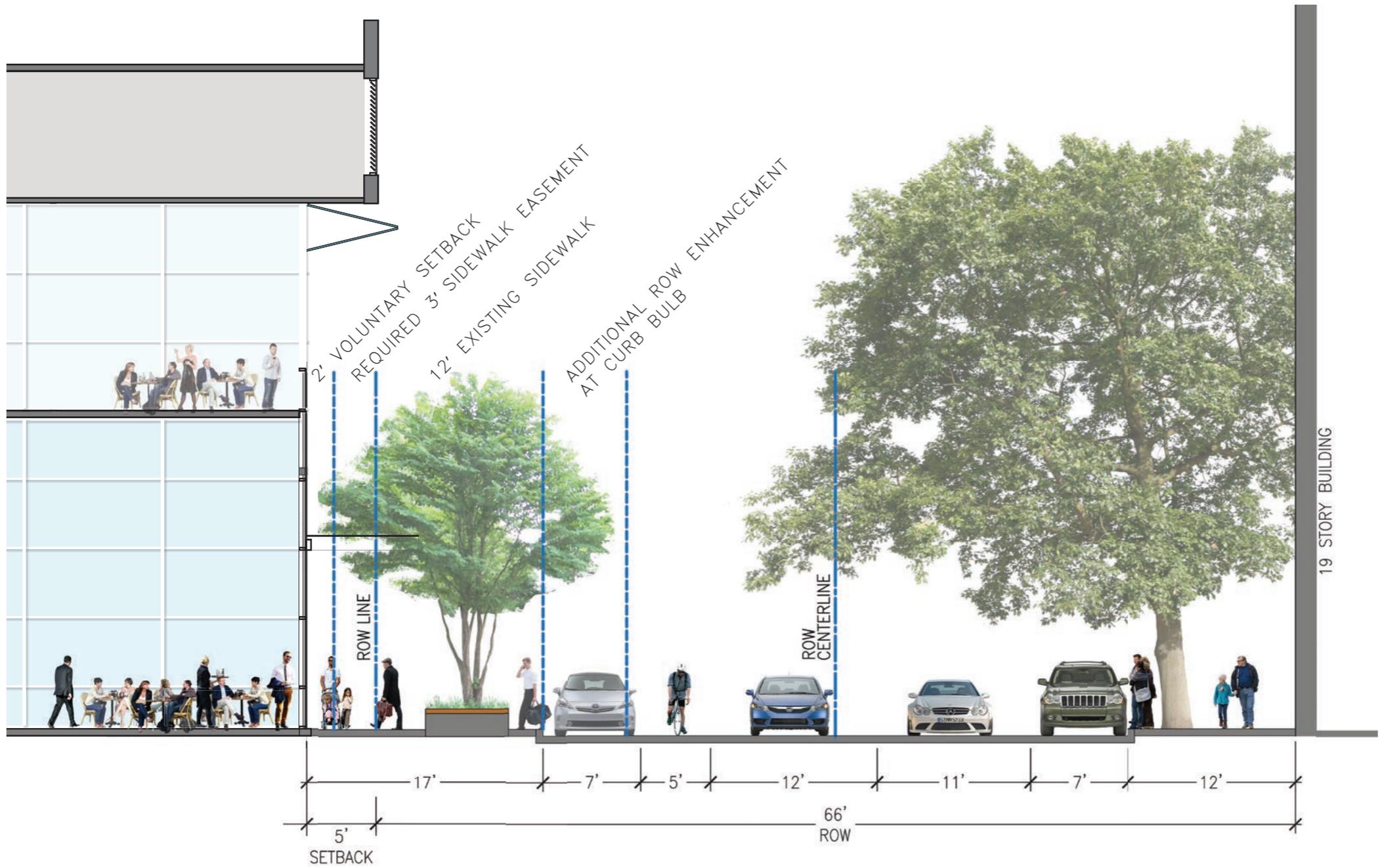




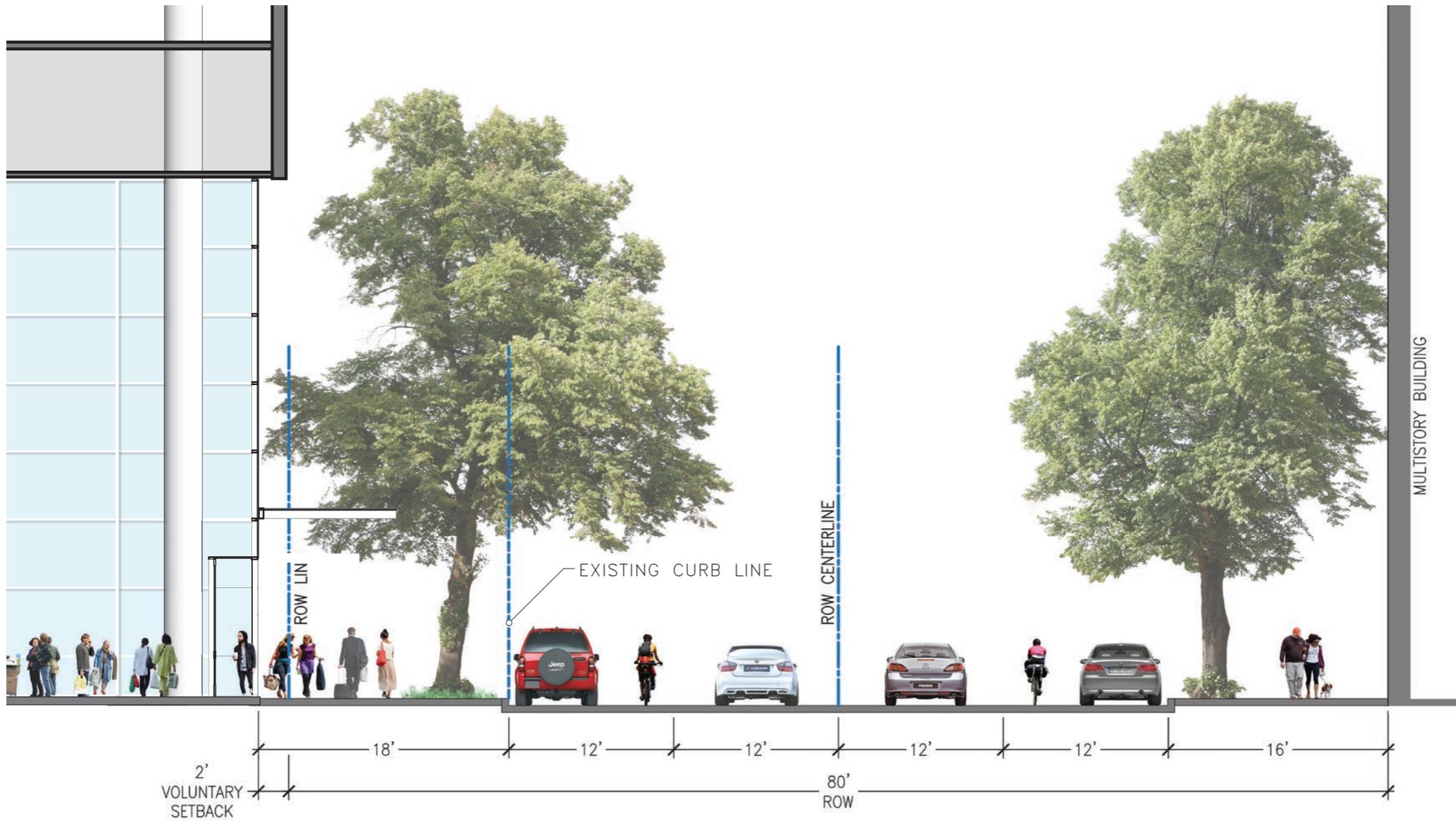
PROPOSED NINTH AVENUE STREETScape NEAR RESIDENTIAL ENTRY



PROPOSED HOWELL STREET STREETScape



PROPOSED EIGHTH AVENUE STREETScape



PROPOSED STEWART STREET STREETScape

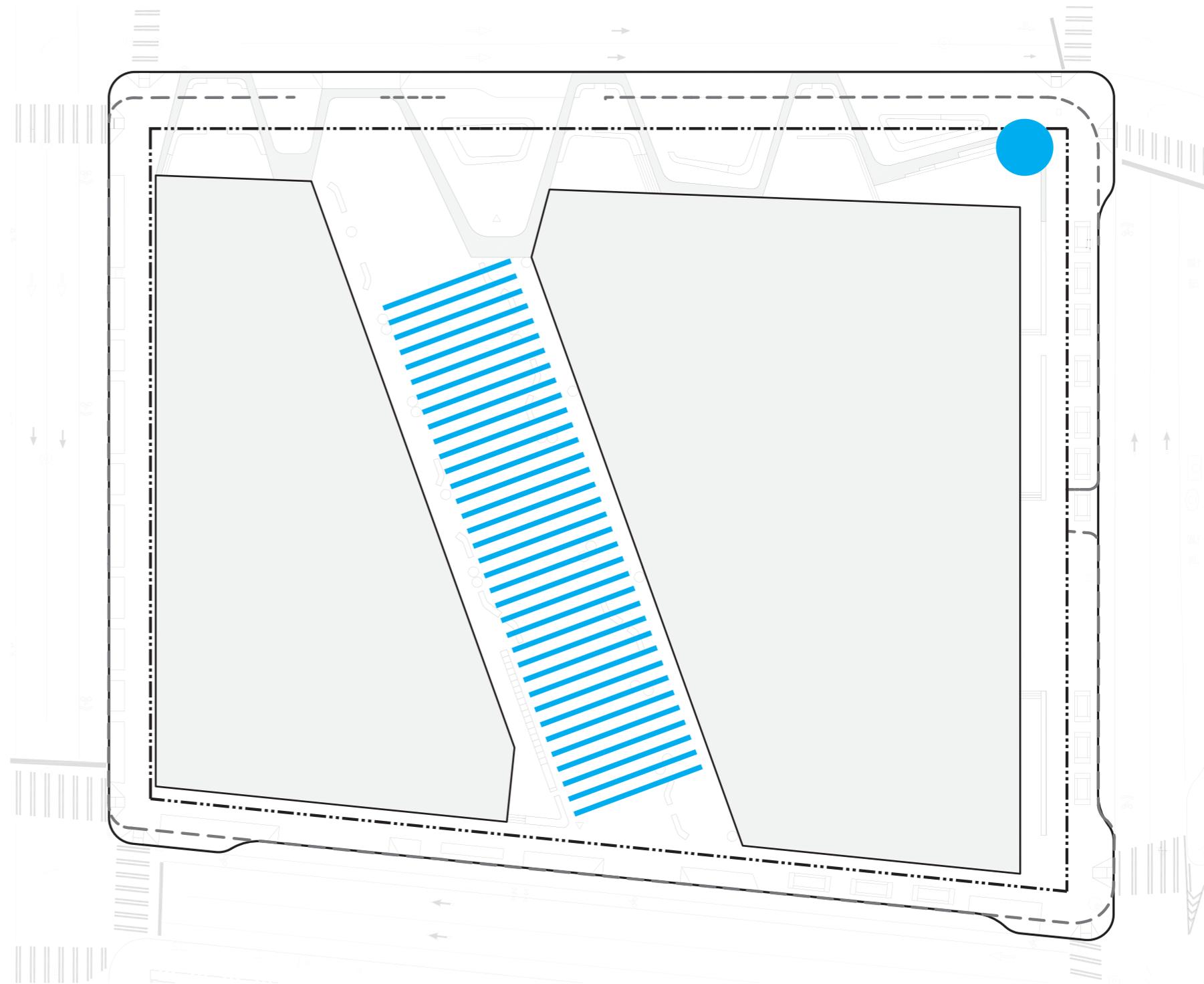
5 PUBLICLY ACCESSIBLE ART

REQUIRED:

- None

PUBLIC BENEFITS + QTY:

- One purchased signature art piece near 9th Avenue and Howell Street at northwest corner of parcel park
- Commissioned art installation in through block connection
- Integrated artwork and artist-made building parts
- Provide implementation process for selection of artists and artwork

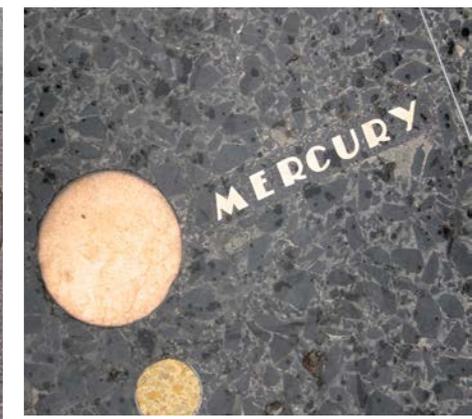
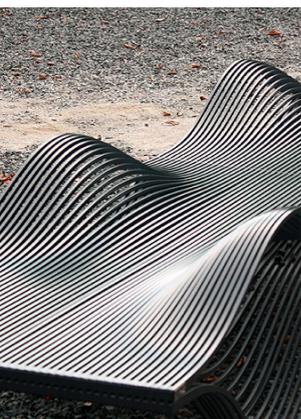




Signature art at 9th and Howell



Commissioned light art at through block



Integrated art and artist-made building parts

BIKESHARE PROGRAM

REQUIRED:

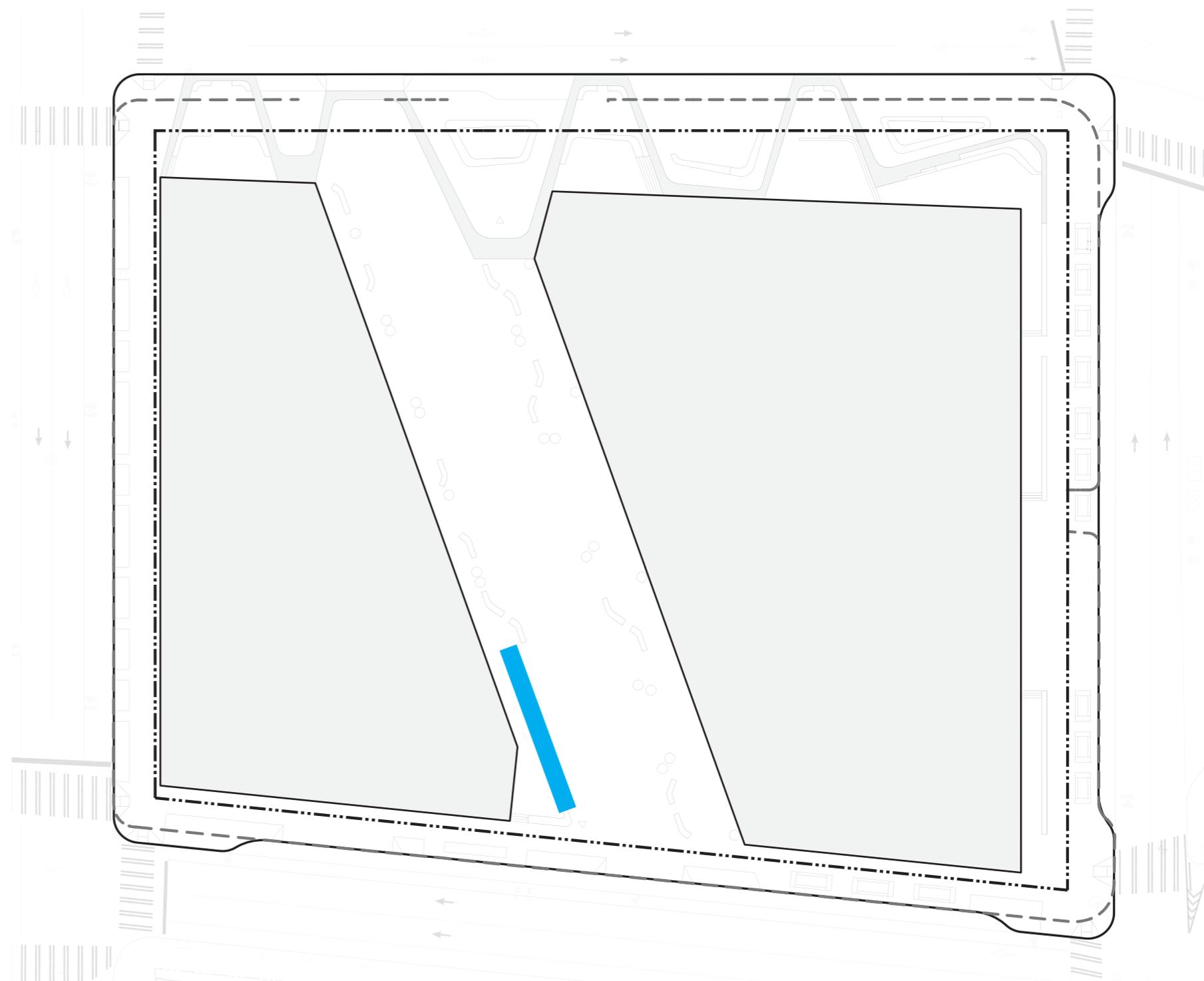
- None

PUBLIC BENEFITS + QTY:

- 20 bicycles located under cover
- Locate in through block connection



Bike share station



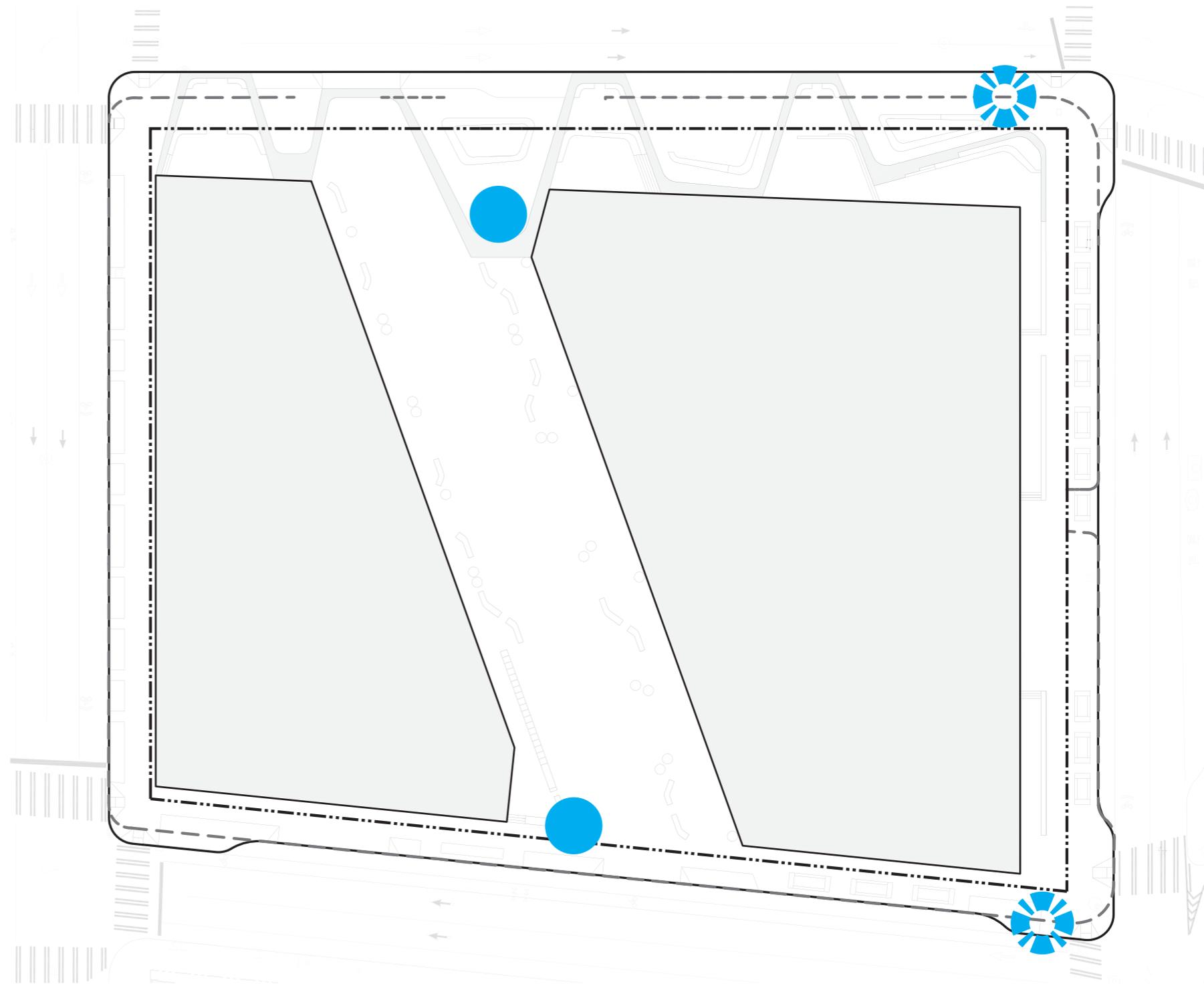
7 WAYFINDING PROGRAM

REQUIRED:

- None

PUBLIC BENEFITS + QTY:

- Wayfinding signage per Seattle Wayfinding Manual design standards
- Two single-panel kiosks located at entrances to through block connection
- ☀ Two directional signs at Howell Street





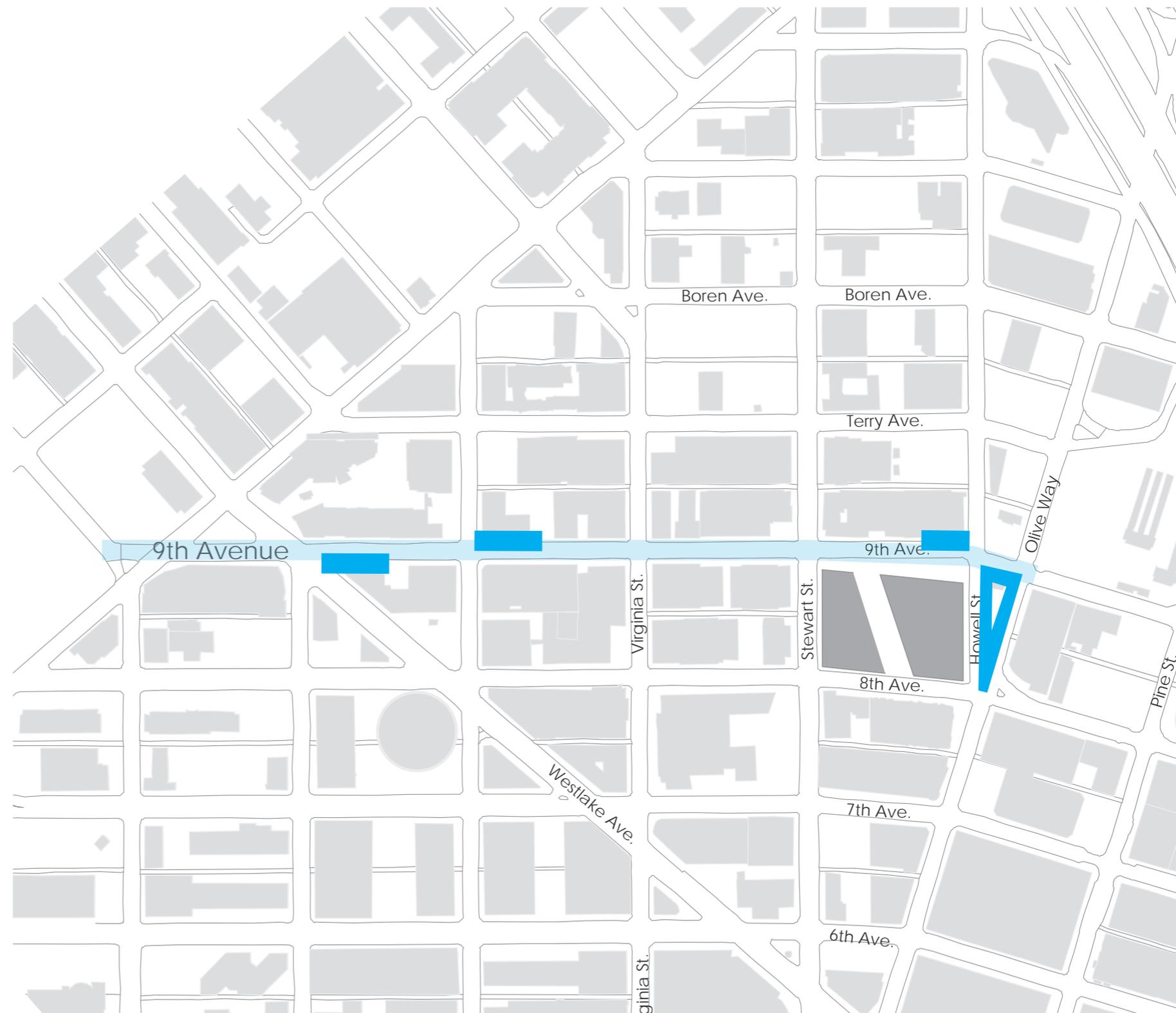
9TH AVE GREEN STREET & OLIVE-HOWELL TRIANGLE OFFSITE IMPROVEMENTS

REQUIRED:

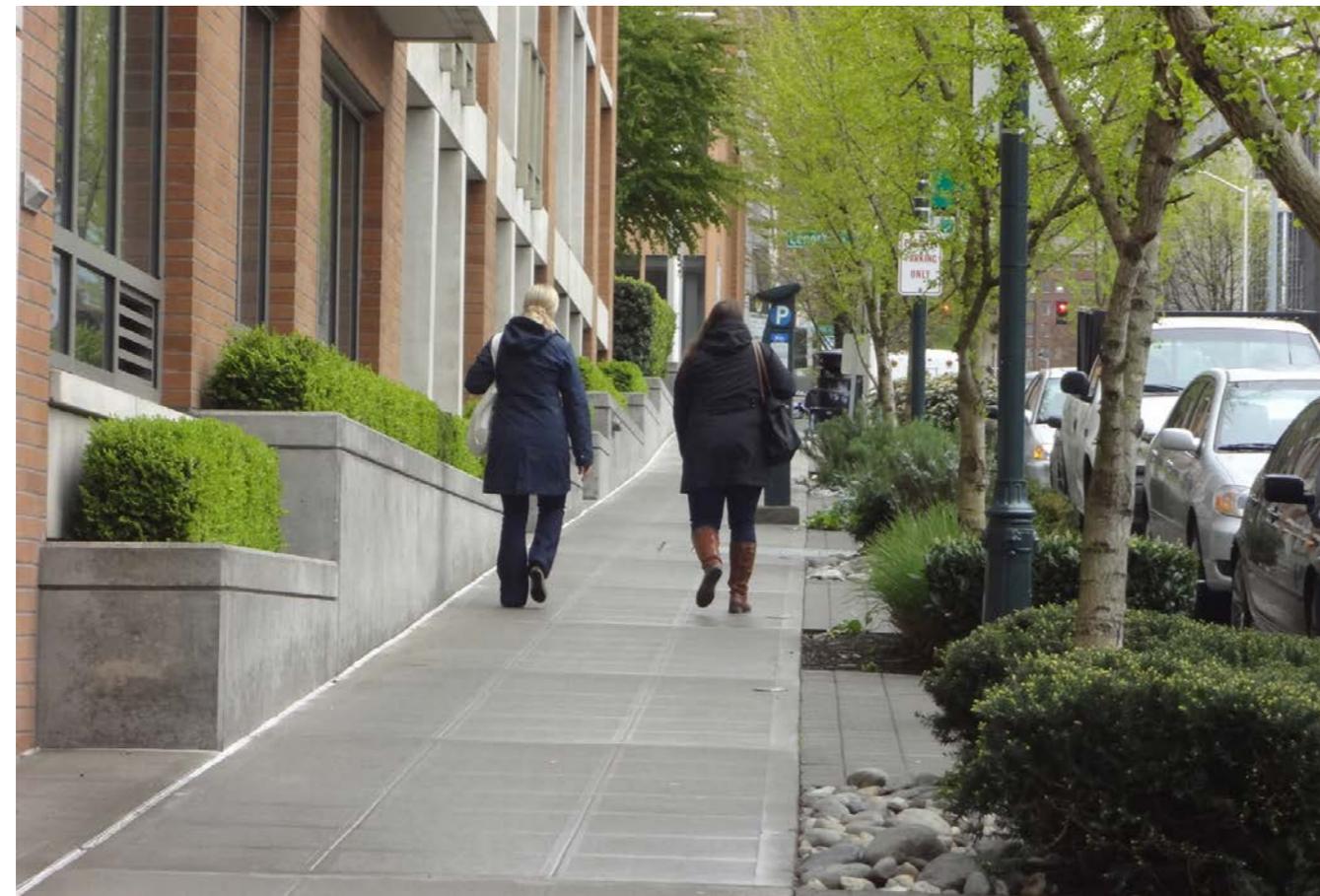
- None

PUBLIC BENEFITS + QTY:

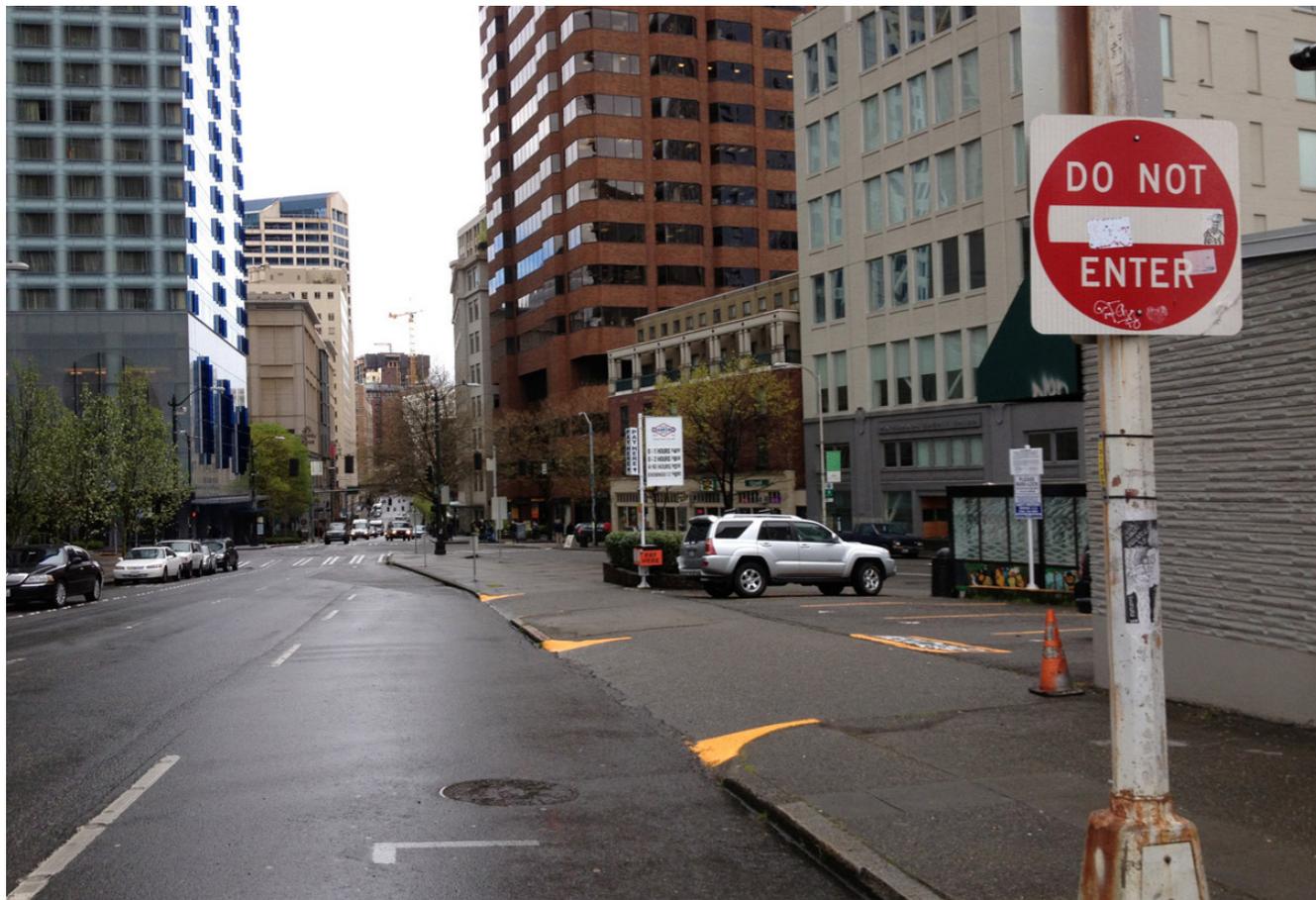
- Monetary contribution towards 9th Avenue Green Street and/or Olive-Howell Triangle Improvements
- Contribution may be used at the discretion of the city
- \$40,000 contribution



9TH AVENUE GREENSTREET



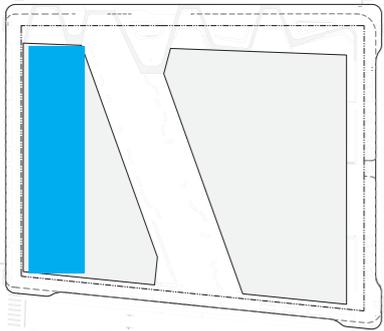
OLIVE-HOWELL TRIANGLE



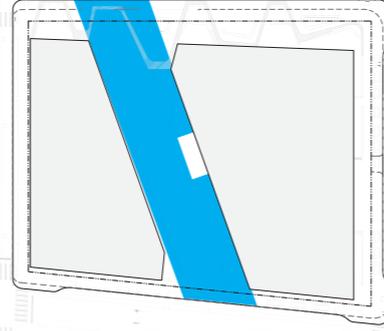
PUBLIC BENEFIT SUMMARY

PUBLIC BENEFIT SUMMARY DIAGRAM

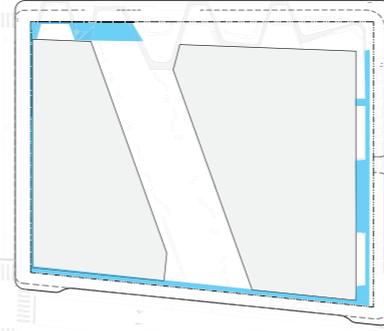
1. On-Site Affordable Housing



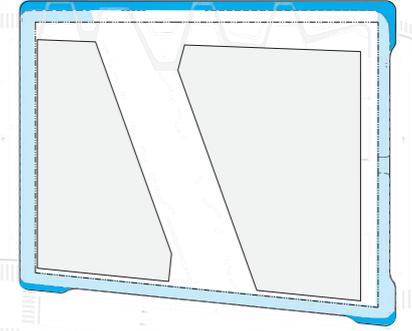
2. Through Block Connection



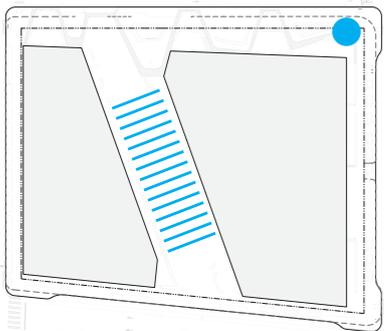
3. Voluntary Setbacks



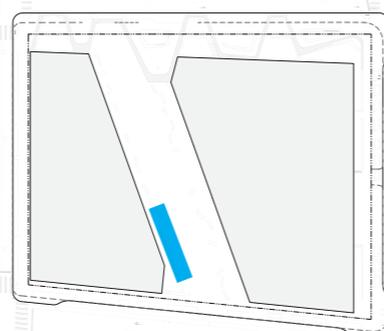
4. ROW Improvements



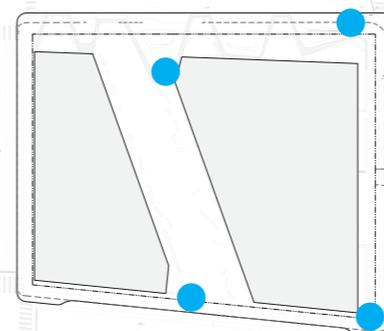
5. Publicly Accessible Art



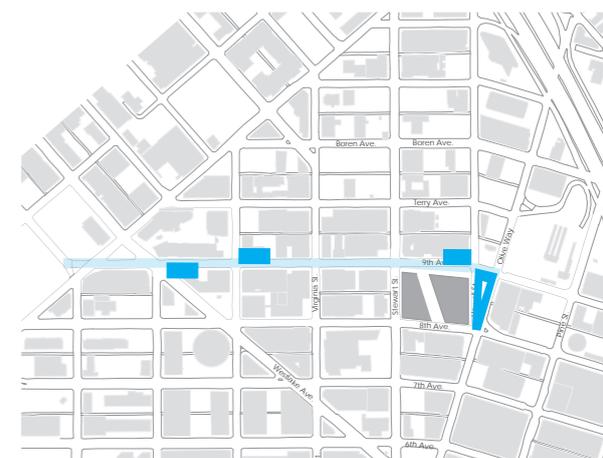
6. Bikeshare Program



7. Wayfinding Program



8. 9th Ave Green Street & Olive-Howell Triangle Off-Site Improvements



PUBLIC BENEFIT SCHEDULE

<i>PUBLIC BENEFIT</i>	<i>DESCRIPTION</i>	<i>REQUIRED</i>	<i>ADDED BENEFIT</i>
1 - On-Site Affordable Housing	152 affordable housing units	NONE	152 UNITS
2 - Through Block Connection	Publicly accessible, barrier-free, covered through block connection accommodating pedestrian and vehicular traffic	NONE	18440 SF
	Publicly accessible walkway	NONE	8104 SF
	Movable benches delineate pedestrian zone, accommodate varying events and traffic configurations	NONE	144 LF
	Movable planters buffer pedestrian zone, varying event and traffic configurations	NONE	264 SF
	Parking garage entries, loading and visitor drop-off separated from street traffic	NONE	ALL
	Opportunities for all-weather public events; 12 public events hosted annually	NONE	12 events
3 - Voluntary Setbacks	Voluntary setbacks within property line allowing for landscape and sidewalk improvements	3' easements on Howell St & 8th Ave; 1489 SF	4990 SF
4 - ROW Improvements	Increased sidewalk / pedestrian zone with enhanced landscape planting via widened sidewalk and curb bulb-outs	15' sidewalk 18253 SF	4731 SF
	Curb bulb-outs at intersections	NONE	4
	Seating opportunities within R.O.W.	NONE	282 LF
	Bike racks provided at each frontage	NONE	4 per frontage 16 total
5 - Publicly Accessible Art	Signature art piece at corner of 9th Ave and Howell	NONE	1
	Signature art integrated into through block connection	NONE	1
	Integrated art within ROW (manhole covers, paving inlay, etc.)	NONE	ALL
6 - Bikeshare Program	Bike share station of 20 bicycles	NONE	20
7 - Wayfinding Program	Wayfinding & signage per the Center City Wayfinding Plan:		
	•Two information kiosks, located at either end of through block	NONE	2
	•Two directional posts	NONE	2
8 - 9th Ave Green Street & Olive-Howell Triangle Off-Site Improvements	Monetary contribution towards 9th Avenue Green Street and/or Olive-Howell Triangle Improvements may be used at the discretion of the city	NONE	\$40,000 contribution