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
TABLE OF CONTENTS

Introduction 3
Design Update 7
Urban Design Merit Conditions 20
Public Benefit Proposal 33
Public Benefit Summary 70
INTRODUCTION

PROJECT OBJECTIVE

EXISTING ALLEY CONDITION
SITE LOCATION

PUGET SOUND

LAKE UNION

OLIVE WAY

STEWART ST.

HOLLOWAY

EIGHTH AVE.

NINTH AVE.
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 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
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 TOWARDS 9TH AVENUE ALONG STEWART STREET
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

Driveway
Bike Racks
Residential gathering area

Recreation / play opportunity
Seasonal Restaurant Seating
Street trees w/planting below

9th AVENUE

Affordable Housing Entry
Seasonal Restaurant Seating
Signature Art

ENLARGED PLAN AT 9TH AVENUE
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

- Waste Heat Recovery from shower drains to pre-heat Domestic Hot Water.
- Waste Heat Recovery for fresh air for Ballrooms and Meeting Rooms.
- Covered, secure bike storage for Residents (64) and Hotel Employees (68)
- Daylight and views from nearly 50% of Meeting Rooms.
- Waste Heat Recovery from shower drains to pre-heat Domestic Hot Water.
- Graywater recovery from Hotel Showers used in Convention Toilets and in Cooling Towers.
- City of Seattle Bike Share hub.
- Parcel Park trees and planters delay water to reduce load on Combined Storm Sewer.
- Tower Orientation to minimize southwest exposure and associated cooling energy use.
- Optimized use of glass (<35%) at levels above the ground floor.
- Mass Transit Options including dozens of bus stops within several blocks, plus: 2 block walk to streetcar, 3 block walk to light rail, and 3 block walk to monorail.
- Walkscore of 95 (Walker’s Paradise - errands do not require a car)
- High-albedo roofing to reduce unwanted heat gain.
- Operable windows at Residential Flats
- Outdoor covered terrace for Residents
- Outdoor views at the ends of all Convention hallways. Double-height outdoor garden at Meeting Room Pre-function
- Podium and Below-Grade Hotel Services are District Energy-ready
- On-Site Laundry eliminates daily truck trips common at other hotels.
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
• 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
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
PUBLIC BENEFIT
PROPOSAL
### MUP APPROVAL

| Site Area (incl. vacated alley) | Base FAR = 5 | 98,034 SF |
| Bonus FAR = 9                  | 490,170 SF  |
| **Max Allowable FAR = 14**     | **882,306 SF** |
| **Total**                      | **1,372,476 SF** |

### ALLEY VACATION APPROVAL

#### Alley Vacation Public Benefit

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**

#### Other Alley Vacation Considerations

- Unique Economic Benefit for City
- Design with Intent to Meet LEED Gold
- Potential Participation in Seattle 2030 District
- Potential Participation in Future District Energy Program

### Bonus Amenity Program

**Affordable Housing & Childcare Contribution**
- 75% Bonus FAR Required: Build affordable housing on site. Contribute to childcare fund. 661,730 SF

**Bonus Amenities**
- 25% Bonus FAR Required:
  - Green Street Parcel Park: 35,000 SF
  - Green Street Setback: 3,000 SF
  - Landmarks TDR’s: 112,736 SF
  - Performance Arts TDR’s: 34,036 SF
  - Non-Housing TDR’s: 35,804 SF

**Bonus Amenity Total:** 882,306 SF
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
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
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 & LIVING 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 & LIVING 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 & LIVING AREA
FULL BATHROOM
IN-UNIT WASHER & DRYER
(STACKED)
Outdoor amenity space: Front Porch
Mail boxes
Mail sorting area
Residential manager's office
AFFORDABLE HOUSING ENTRY & OUTDOOR AMENITY SPACE
PRECEDENT IMAGES
AMENITY AREA PLAN, LEVEL 4

OUTDOOR AMENITY DECK, PARTY & GAME ROOM

Outdoor Amenity Deck (2015 SF)
BBQ Area

Indoor Party Room with Full Kitchen (500 SF)

Media Room (520 SF)
Game Room
(500 SF)

Media room
(520 SF)

Open to Deck Below
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
Wayfinding signage
Bench and movable planter
Vehicular drop-off
Paving Material continuous outside and inside
Bike share station
Wayfinding signage

ENLARGED PLAN AT THROUGH BLOCK CONNECTION
Load/Unload

Thru

Thru

Load/Unload

10' MIN

38'

25'

70' + THROUGH-BLOCK CONNECTION

RETAIL

HOTEL LOBBY
MORNING AIRPORT SHUTTLE DEPARTURES AND NEIGHBORHOOD ACTIVITIES

MIDDAY NEIGHBORHOOD AND HOTEL ACTIVITIES

RED CARPET EVENT
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
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

Performance scenario  Market scenario  Festival scenario
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
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
**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

- 5' VOLUNTARY SETBACK
- REQUIRED 3' SIDEWALK EASEMENT
- 12' EXISTING SIDEWALK
- ADDITIONAL ROW ENHANCEMENT AT CURB BULB

SETBACK

ROW LINE

ROW LINE

ROW CENTERLINE

ROW CENTERLINE

10' 5' 3' 12' 7' 13' 11' 11' 12'

66' ROW
PROPOSED EIGHTH AVENUE STREETSCAPE
**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
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
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
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
<table>
<thead>
<tr>
<th>PUBLIC BENEFIT</th>
<th>DESCRIPTION</th>
<th>REQUIRED</th>
<th>ADDED BENEFIT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 - On-Site Affordable Housing</strong></td>
<td>152 affordable housing units</td>
<td>NONE</td>
<td>152 UNITS</td>
</tr>
<tr>
<td><strong>2 - Through Block Connection</strong></td>
<td>Publicly accessible, barrier-free, covered through block connection accommodating pedestrian and vehicular traffic</td>
<td>NONE</td>
<td>18440 SF</td>
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<tr>
<td></td>
<td>Publicly accessible walkway</td>
<td>NONE</td>
<td>8104 SF</td>
</tr>
<tr>
<td></td>
<td>Movable benches delineate pedestrian zone, accommodate varying events and traffic configurations</td>
<td>NONE</td>
<td>144 LF</td>
</tr>
<tr>
<td></td>
<td>Movable planters buffer pedestrian zone, varying event and traffic configurations</td>
<td>NONE</td>
<td>264 SF</td>
</tr>
<tr>
<td></td>
<td>Parking garage entries, loading and visitor drop-off separated from street traffic</td>
<td>NONE</td>
<td>ALL</td>
</tr>
<tr>
<td></td>
<td>Opportunities for all-weather public events; 12 public events hosted annually</td>
<td>NONE</td>
<td>12 events</td>
</tr>
<tr>
<td><strong>3 - Voluntary Setbacks</strong></td>
<td>Voluntary setbacks within property line allowing for landscape and sidewalk improvements</td>
<td>3’ easements on Howell St &amp; 8th Ave; 1489 SF</td>
<td>4990 SF</td>
</tr>
<tr>
<td><strong>4 - ROW Improvements</strong></td>
<td>Increased sidewalk / pedestrian zone with enhanced landscape planting via widened sidewalk and curb bulb-outs</td>
<td>15’ sidewalk 18253 SF</td>
<td>4731 SF</td>
</tr>
<tr>
<td></td>
<td>Curb bulb-outs at intersections</td>
<td>NONE</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Seating opportunities within R.O.W.</td>
<td>NONE</td>
<td>282 LF</td>
</tr>
<tr>
<td></td>
<td>Bike racks provided at each frontage</td>
<td>NONE</td>
<td>4 per frontage 16 total</td>
</tr>
<tr>
<td><strong>5 - Publicly Accessible Art</strong></td>
<td>Signature art piece at corner of 9th Ave and Howell</td>
<td>NONE</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Signature art integrated into through block connection</td>
<td>NONE</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Integrated art within ROW (manhole covers, paving inlay, etc.)</td>
<td>NONE</td>
<td>ALL</td>
</tr>
<tr>
<td><strong>6 - Bikeshare Program</strong></td>
<td>Bike share station of 20 bicycles</td>
<td>NONE</td>
<td>20</td>
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<tr>
<td><strong>7 - Wayfinding Program</strong></td>
<td>Wayfinding &amp; signage per the Center City Wayfinding Plan:</td>
<td>NONE</td>
<td>2</td>
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<tr>
<td></td>
<td>- Two information kiosks, located at either end of through block</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Two directional posts</td>
<td>NONE</td>
<td>2</td>
</tr>
<tr>
<td><strong>8 - 9th Ave Green Street &amp; Olive-Howell Triangle Off-Site Improvements</strong></td>
<td>Monetary contribution towards 9th Avenue Green Street and/or Olive-Howell Triangle Improvements may be used at the discretion of the city</td>
<td>NONE</td>
<td>$40,000 contribution</td>
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</tbody>
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