

9th & STEWART

EARLY DESIGN GUIDANCE SUBMITTAL: 4.4.2013

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
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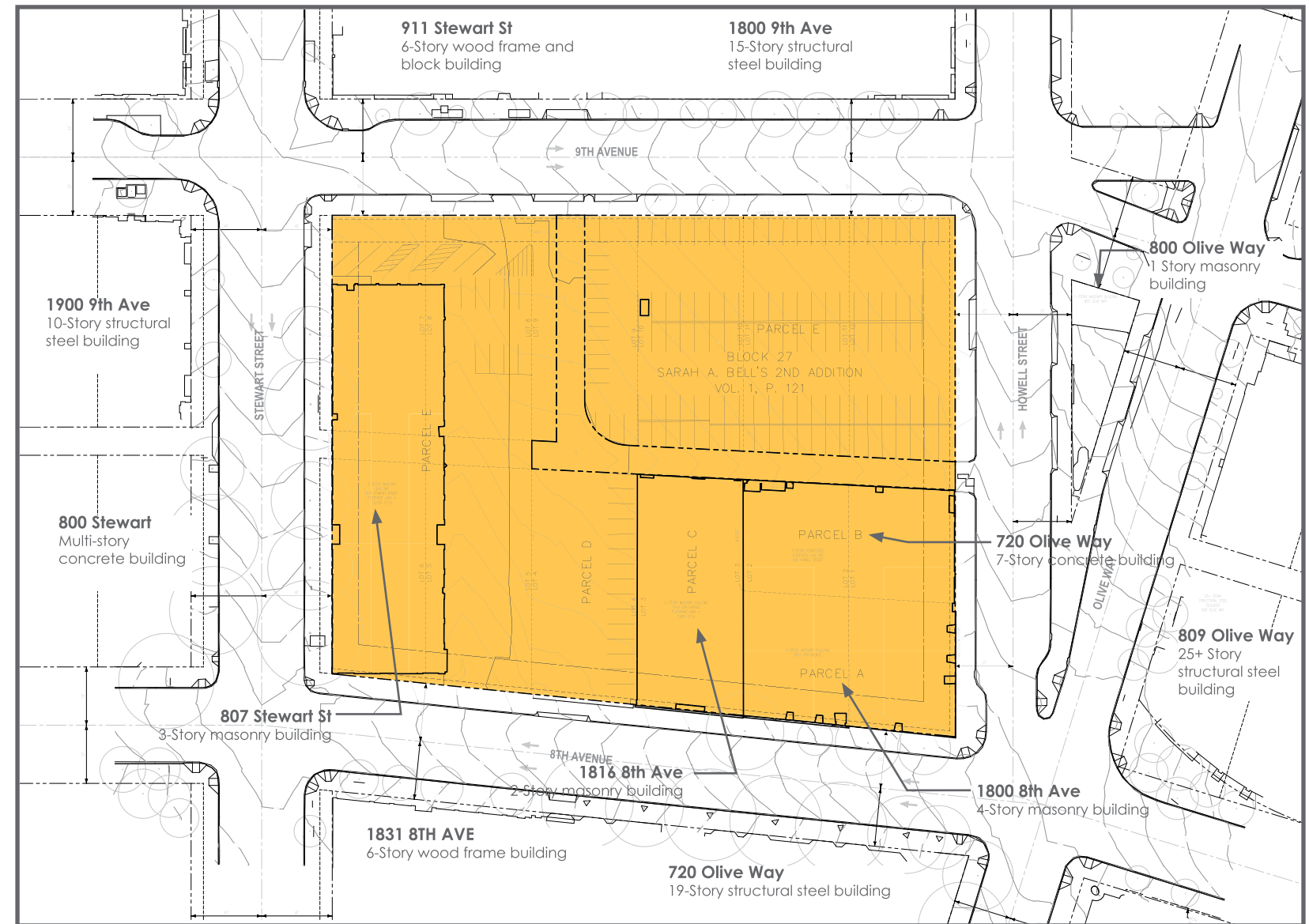
1 DEVELOPMENT OBJECTIVES

The proposal is to apply for a Master Use Permit for a combined lot development on the block bound by 8th and 9th Avenues, Stewart and Howell Streets in the Denny Triangle Urban Village. The combined lot development will require an alley vacation.

The mixed use development will consist of a convention center hotel with approximately 1,550 hotel guest rooms and 150,000 SF of meeting space. In addition, approximately 150 new affordable apartments will promote the livability of our urban core. Ground related retail and restaurants will activate the streetscape on all sides, significantly enhancing the pedestrian experience within the neighborhood.

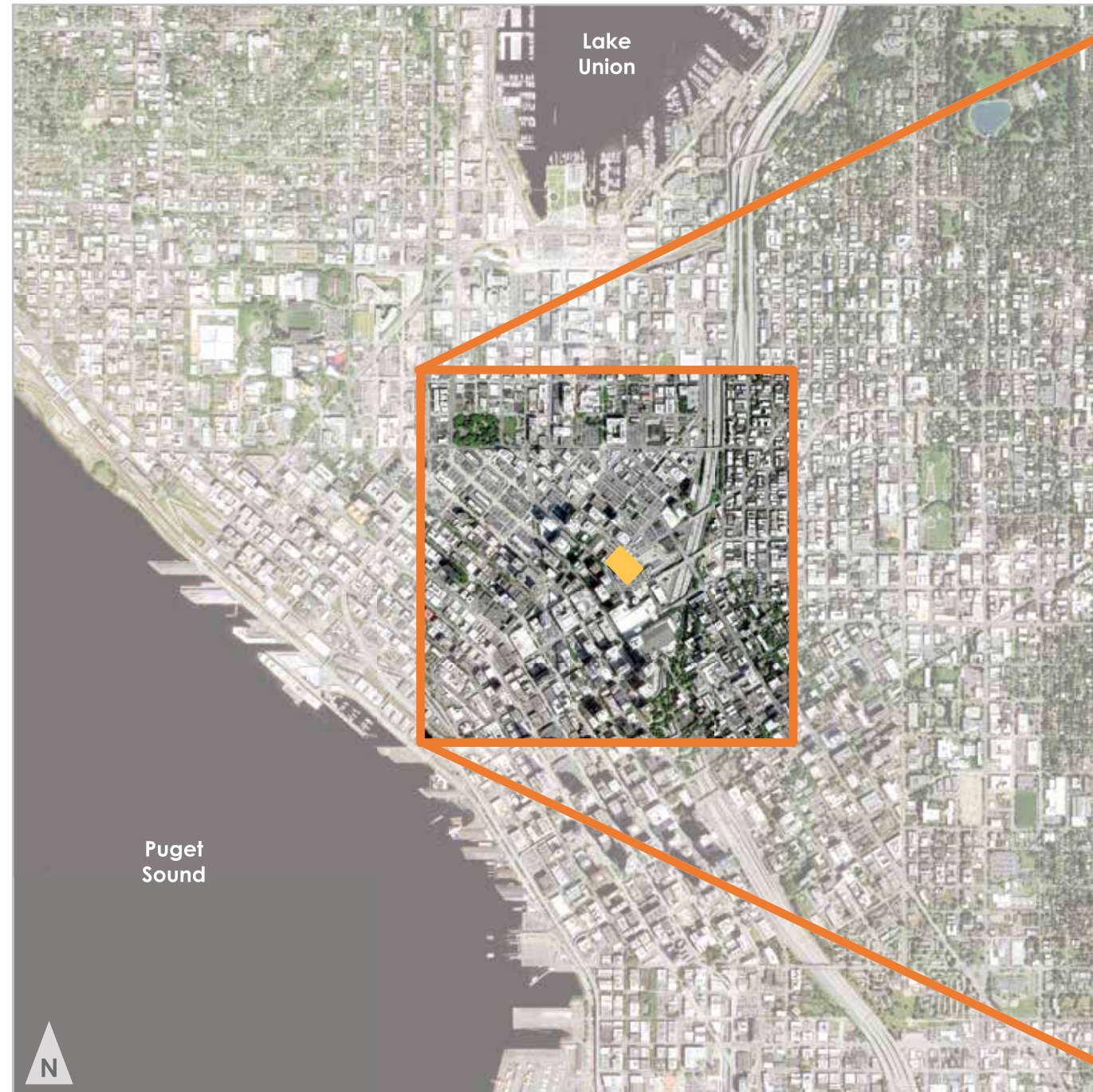
Our objectives are to design a meaningful contribution to the significant urban forms in Seattle's Central Business District (CBD), to integrate with and enrich the adjacent districts, and to create an efficient, functional design and rich user experience for the following program elements:

- 1,550 hotel rooms
- 150,000 SF of meeting room space
- 150 affordable housing units
- ground-related retail and restaurants
- 6-levels of parking in a below-grade garage for approximately 700 cars
- 12 loading bays of below-grade truck service

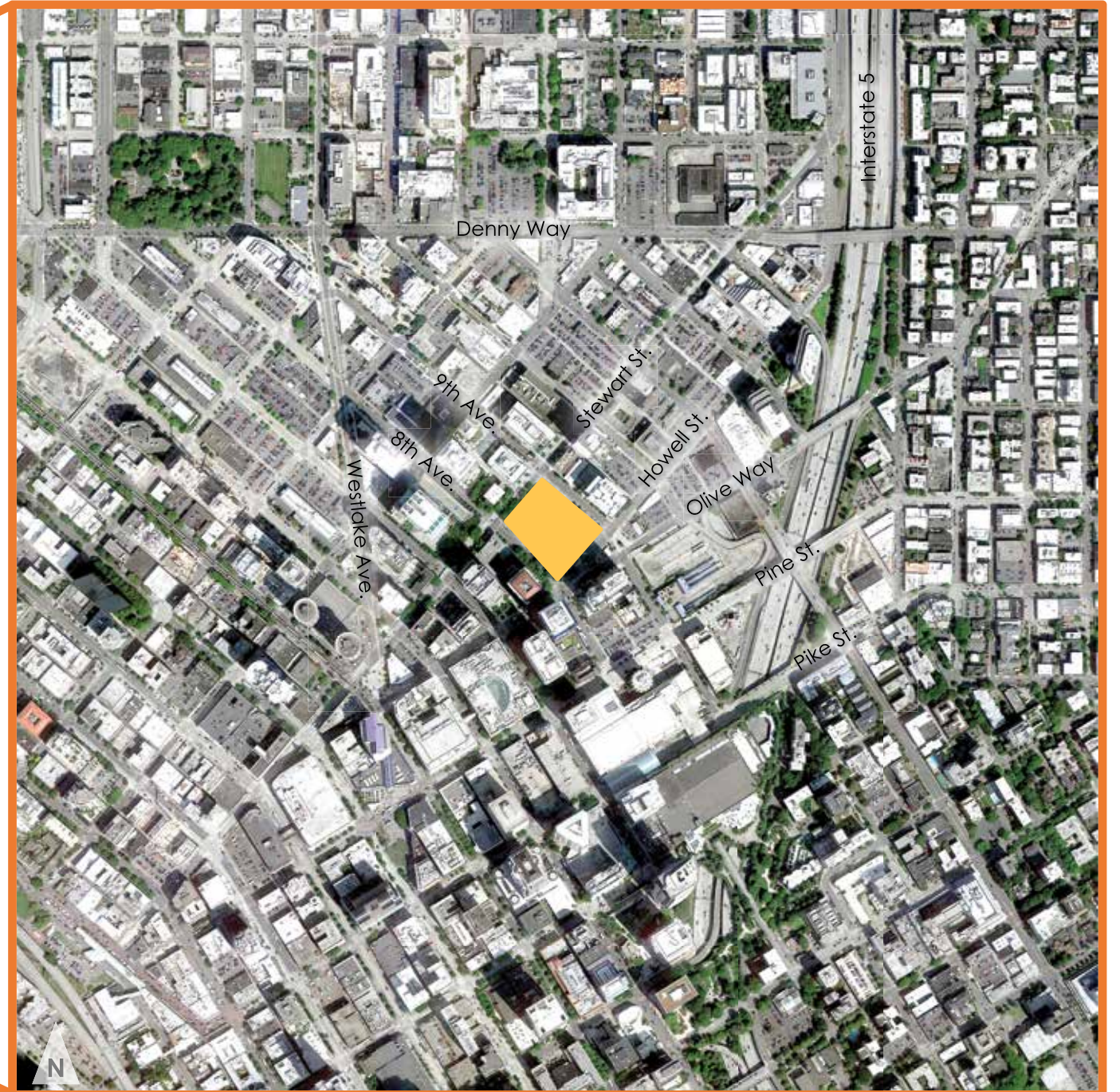


PROJECT SITE: 807 Stewart Street

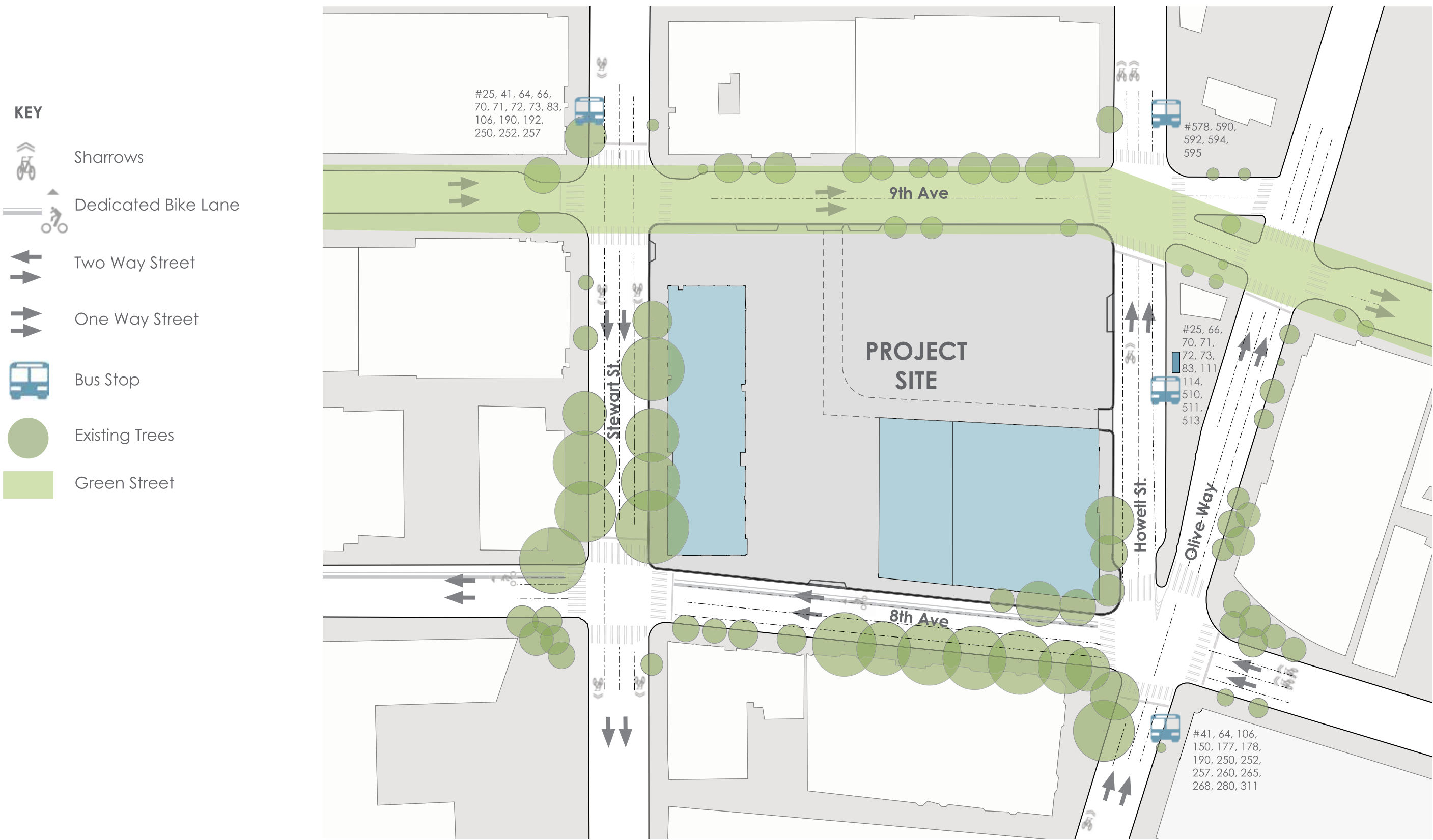
2 EXISTING SITE CONDITIONS



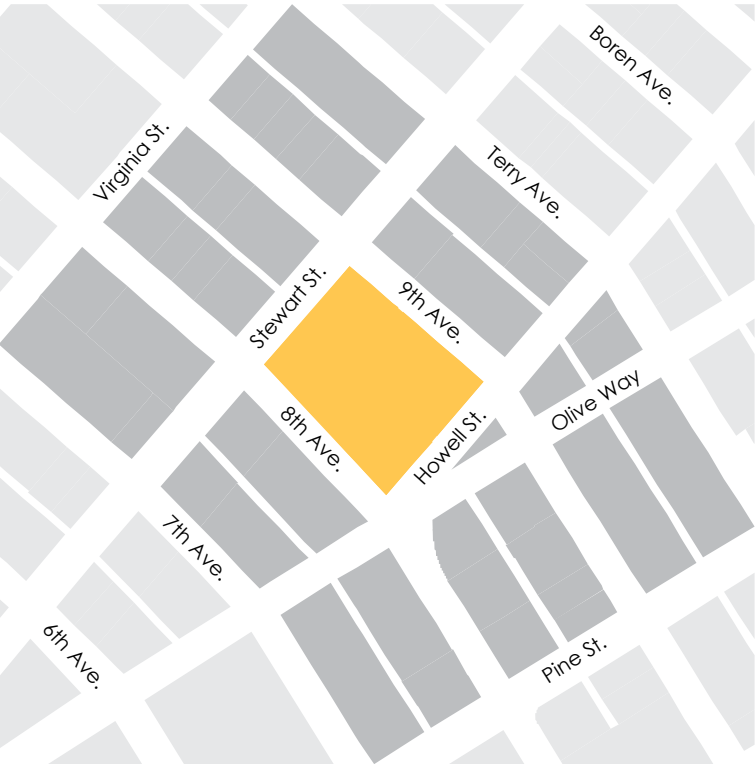
Vicinity Maps



EXISTING STREETScape & OPEN SPACE



NEIGHBORHOOD ANALYSIS: CURRENT SITE CONDITION



A 8TH AVE LOOKING NORTHEAST



Stewart St.

SITE



B HOWELL ST LOOKING NORTHWEST



8th Ave.

SITE



C 9TH AVE LOOKING SOUTHWEST



Howell St.

SITE



D STEWART ST LOOKING SOUTHEAST



9th Ave.

SITE

SITE



SITE

Howell St. / Olive Way



SITE

9th Ave.



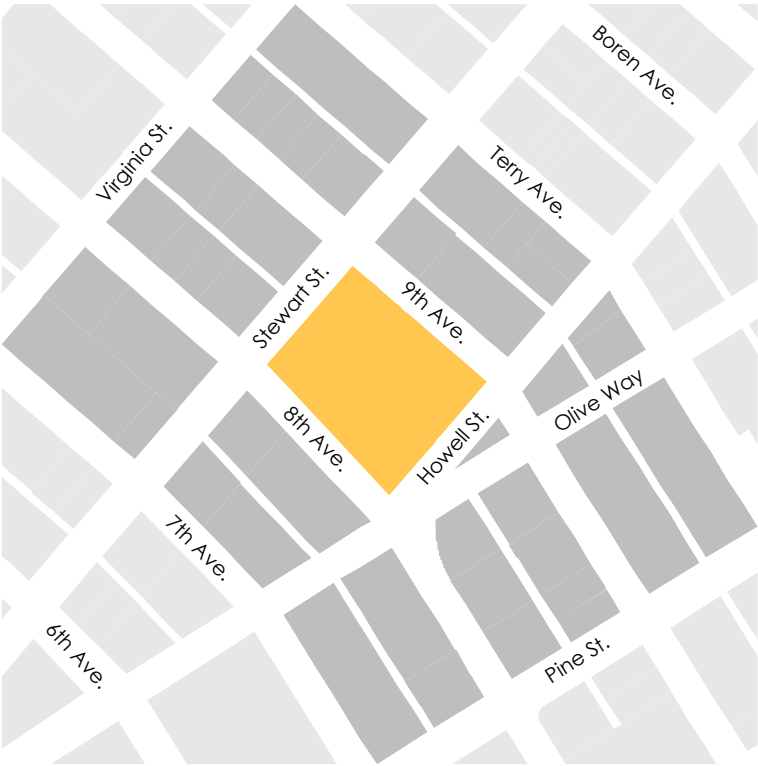
SITE

Stewart St.



8th Ave.

NEIGHBORHOOD ANALYSIS: ADJACENT STREETSCAPES



E 8TH AVE LOOKING SOUTHWEST



Olive 8

Olive Way



F HOWELL ST LOOKING SOUTHEAST



9th Ave.



G 9TH AVE LOOKING NORTHEAST



Stewart St.



H STEWART ST LOOKING NORTHWEST



8th Ave.



Stewart St.



8th Ave.

Olive 8



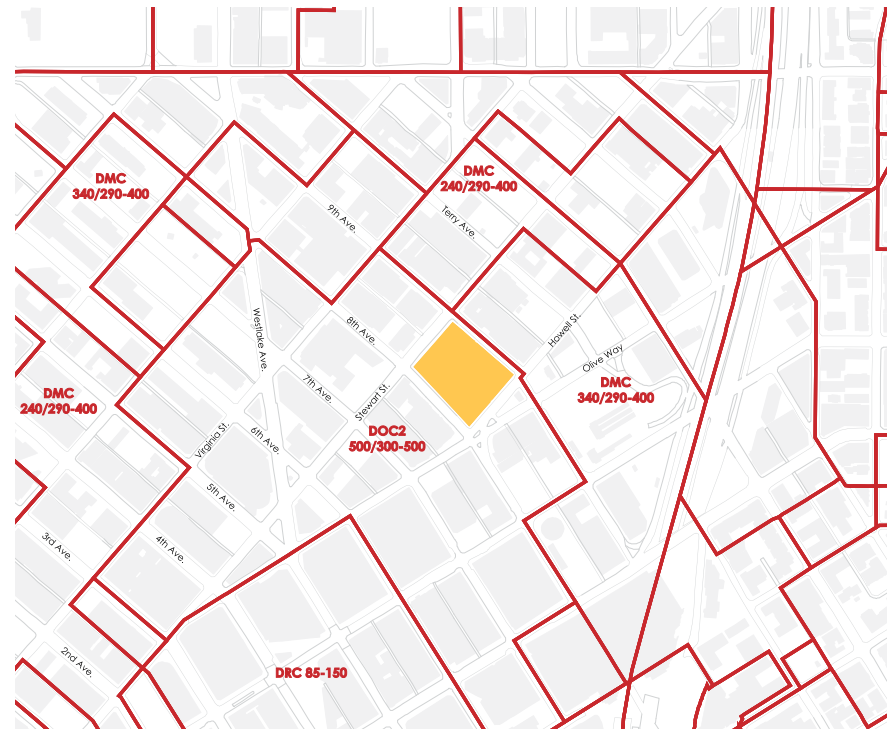
Howell St.

Olive Way



9th Ave.

ZONING SUMMARY



Site Address:
807 Stewart St.
Seattle WA, 98101

Zone:
DOC2 500 / 300-500

**23.49.008
Structure Height Limit**
500 ft for non-residential use
300 ft

**23.49.009
Street Level Use:**
Street level uses are not required except along 8th Avenue and Stewart Street (Map 1G).

**23.49.011
Floor Area Ratio (FAR):**
Base 5
Maximum 14
The following is exempt from FAR:

- Street-level uses, including retail
- Areas below grade
- Space for amenity public benefit features
- Residential Use
- There is an allowance of 3.5% of gross floor area for mechanical equipment after deducting exemptions.

**23.49.019
Automobile and Bicycle Parking Requirements:**
No Parking is required in urban centers. Retail use requires 1 off-street bike space per 5,000 SF, after the first 50 spaces use 1/2 the ration above.
Maximum parking is 1 per 1000 GSF.

**23.49.042
Permitted Uses:**
Retail, Hotel, Residential and Office are permitted uses.

**23.49.056
Minimum Facade Height**
35' on Stewart and 8th Ave. along property line.
25' on Howell and 9th Ave. along property line.
No property line façade required.

Facade Transparency Requirements:

1. On Stewart St., 8th Ave and 9th Ave., a minimum of 60% of the street-level, street-facing façade shall be transparent.
2. On Howell St., a minimum of 30% of the street-level, street-facing façade shall be transparent.

Blank Facade Limits

1. On Stewart St., 8th Ave, and 9th Ave., blank façades are limited to 15', except for garage doors, and the total width of all blank facades, including garage doors may not exceed 40%
2. On Howell St. blank façades are limited 30', except for garage doors, and the total width of all blank façades, including garage doors may not exceed 70%

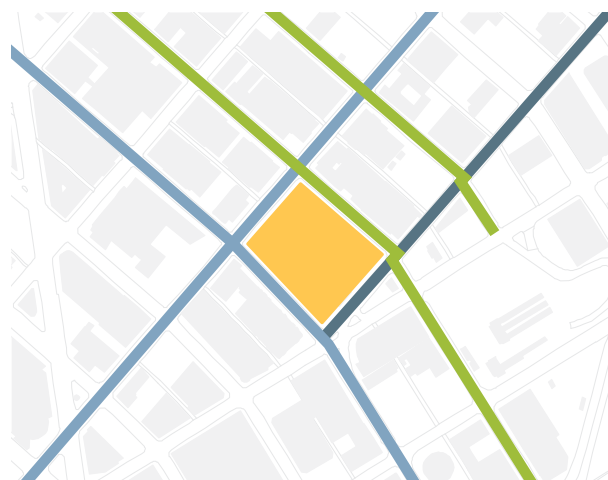
Street Classifications

9th Avenue: Green Street
 8th Avenue: Class I Pedestrian Street
 Stewart Street: Class I Pedestrian Street
 Howell Street: Class II Pedestrian Street

Landscaping:

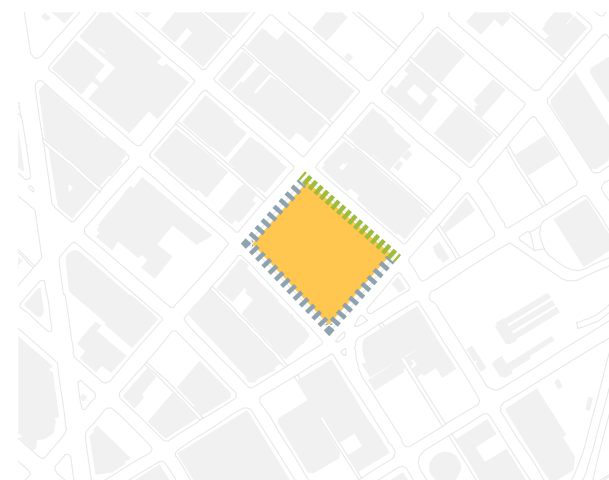
Denny Triangle Urban Center requires landscaping at a minimum of 18" wide along entire street lot lines within 5' of curb. The only exceptions are for vehicle/pedestrian entry/egress and must be less than 50% of length of façade. At least 20% of the total square footage of all areas abutting the street lot line that are not covered by a structure, have a depth of 10 feet or more from the street lot line and are larger than 300 square feet shall be landscaped.

Along 9th Ave. Green Street, a 2 foot wide setback from the street lot line is required. This setback may be averaged over the length to provide greater conformity with an approved Green Street plan. 50% of the setback area must be landscaped.



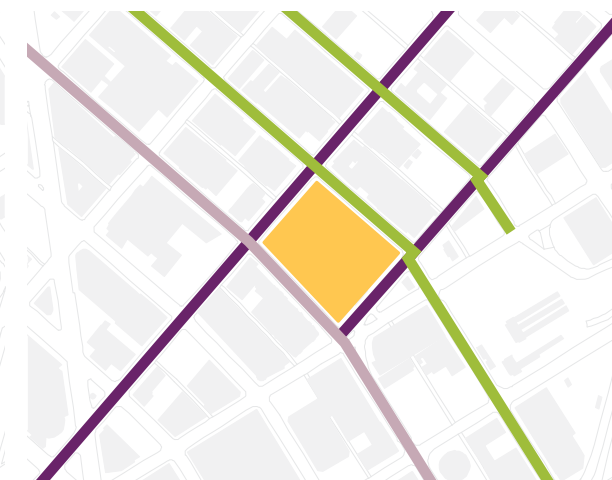
Pedestrian Street Classifications

- Green Street
- Type I
- Type II



Sidewalk Designations

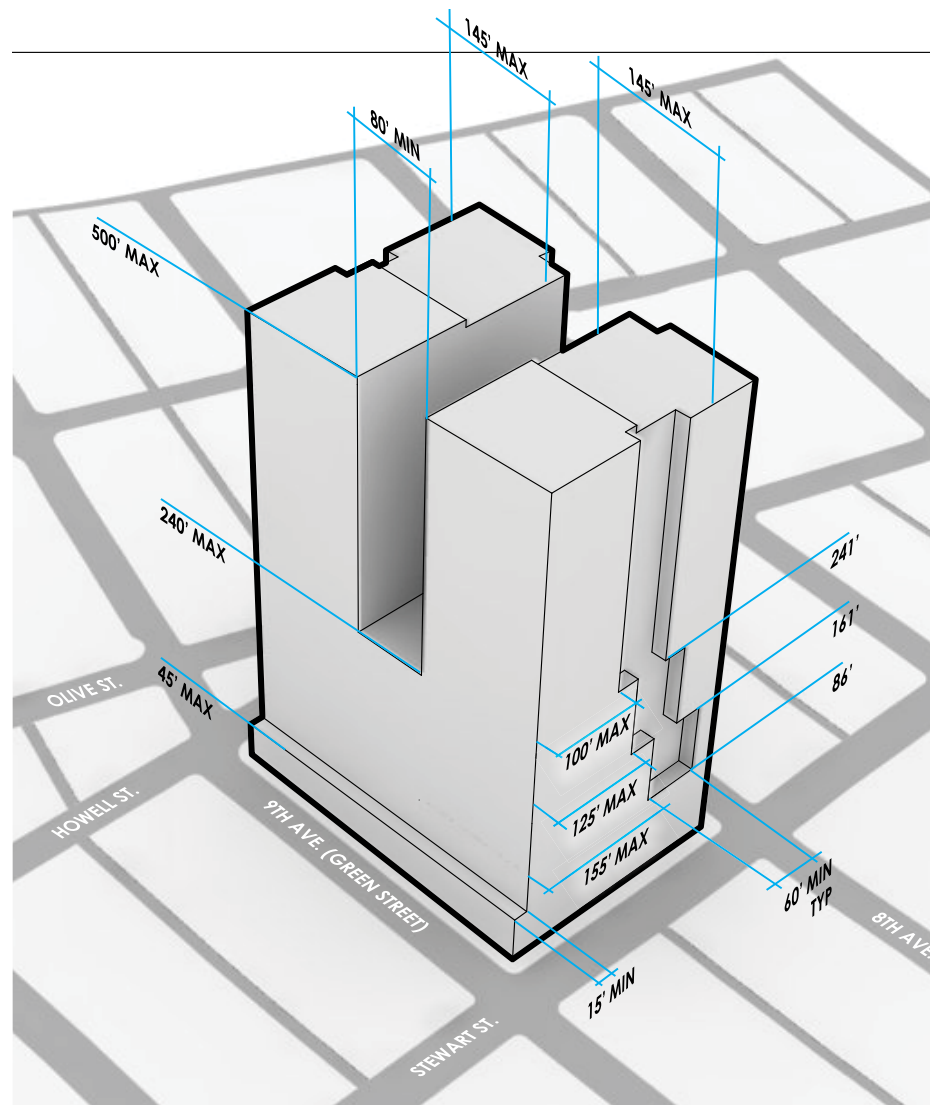
- ||||| 15 feet required; sidewalk located on opposite side of bus stops
- ||||| Varied width due to Green Street Requirements



Vehicular Classifications

- Green Street
- Minor Arterial Street
- Primary Transit Street

ZONING SUMMARY



Maximum Zoning Envelope

23.49.058

Upper Level Setbacks

A continuous upper-level setback of 15' must be provided on the street frontage abutting a Green Street, 9th Ave., at a height of 45'. (Table 23.49.058A)

Upper Level Width Limit

Towers over 240' tall maximum upper level width of 145' along the general north/south axis parallel to the Avenues. Minimum 80' horizontal separation between towers above 240' for lots greater than 200' in width and depth.

Façade Modulation:

Façade modulation is required above a height of eighty-five (85) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line. No modulation is required for portions of a façade set back fifteen (15) feet or more from a street property line.

The maximum length of a façade without modulation:

0-85 feet	No limit
86 to 160 feet	155 feet
161 to 240 feet	125 feet
241 to 500 feet	100 feet
Above 500 feet	80 feet

23.54.035

Loading Berth Requirements:

Lodging and Residential are low demand uses. First 920,000 sf 8 berths are required. The remaining 956,000 sf @ 1 berth per 140,000sf = 7 for a total of 14 required berths (Table A).

For low and medium demand uses, loading berths are to be min 10' wide x 35' long, but can be reduced in length to 25' long with DPD director approval.

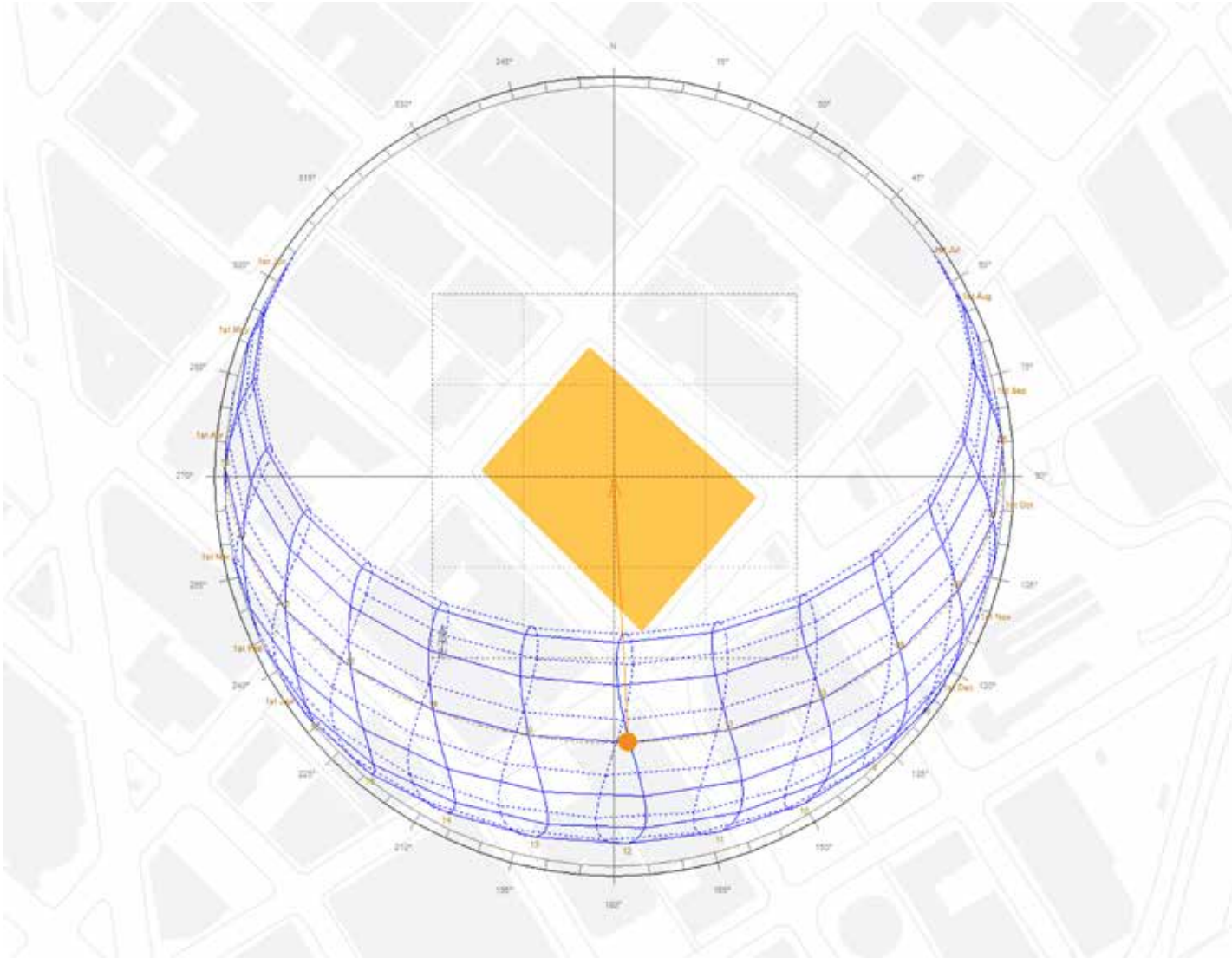
23.54.040

Solid Waste and Recyclable Materials Storage:

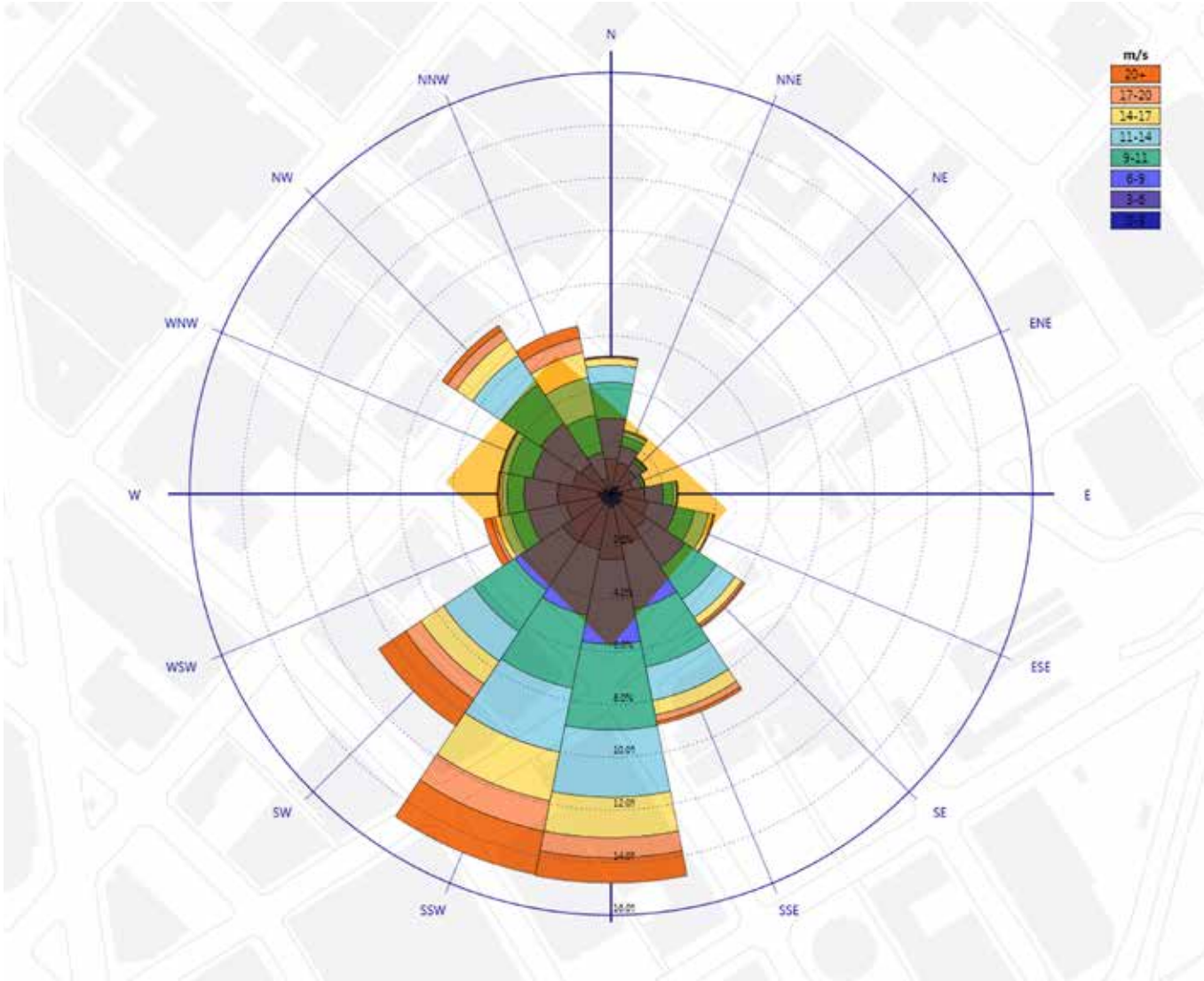
For mixed-use properties the minimum storage area located within property line is as follows:

- Residential: more than 100 units = 575sf + 4sf for each additional unit over 100. This required minimum area may be reduced by 15%, provided the storage space has a minimum horizontal dimension of 20'.
- Commercial: 200,001 plus sf requires 500 SF min. area for shared storage space. This area may be reduced by 50% in conjunction with the area required for the residential development.

ENVIRONMENT



Annual Solar Paths

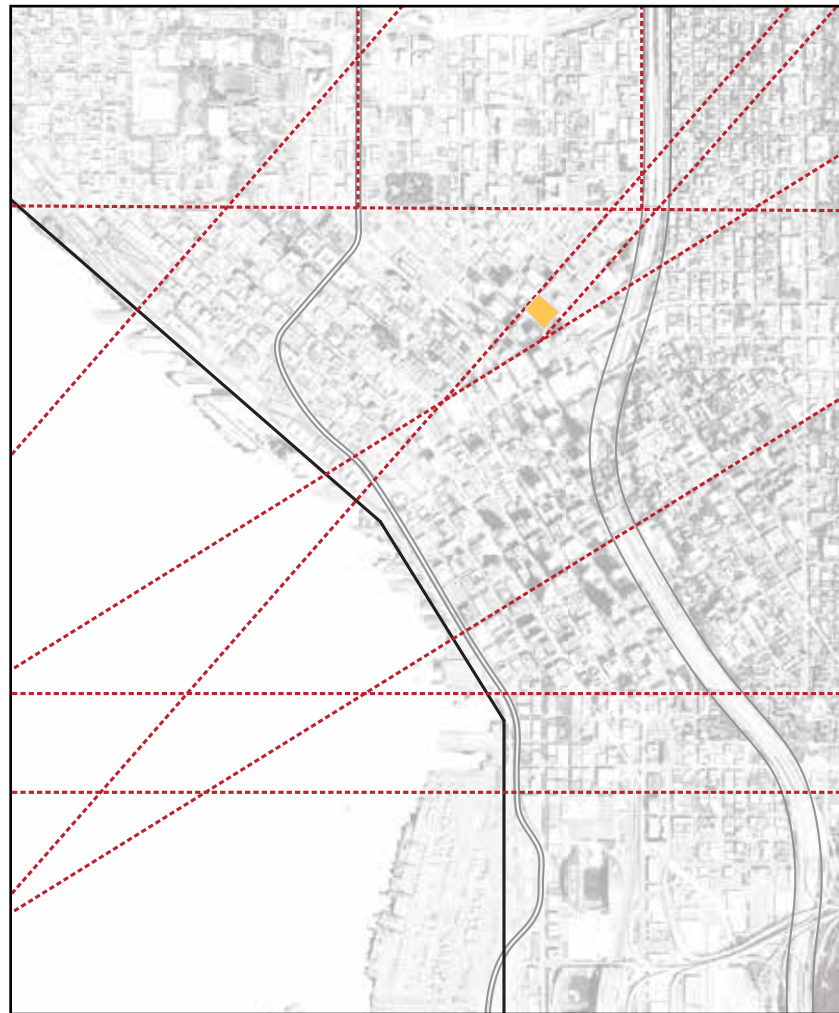


Annual Wind Averages

3 URBAN FORM ANALYSIS

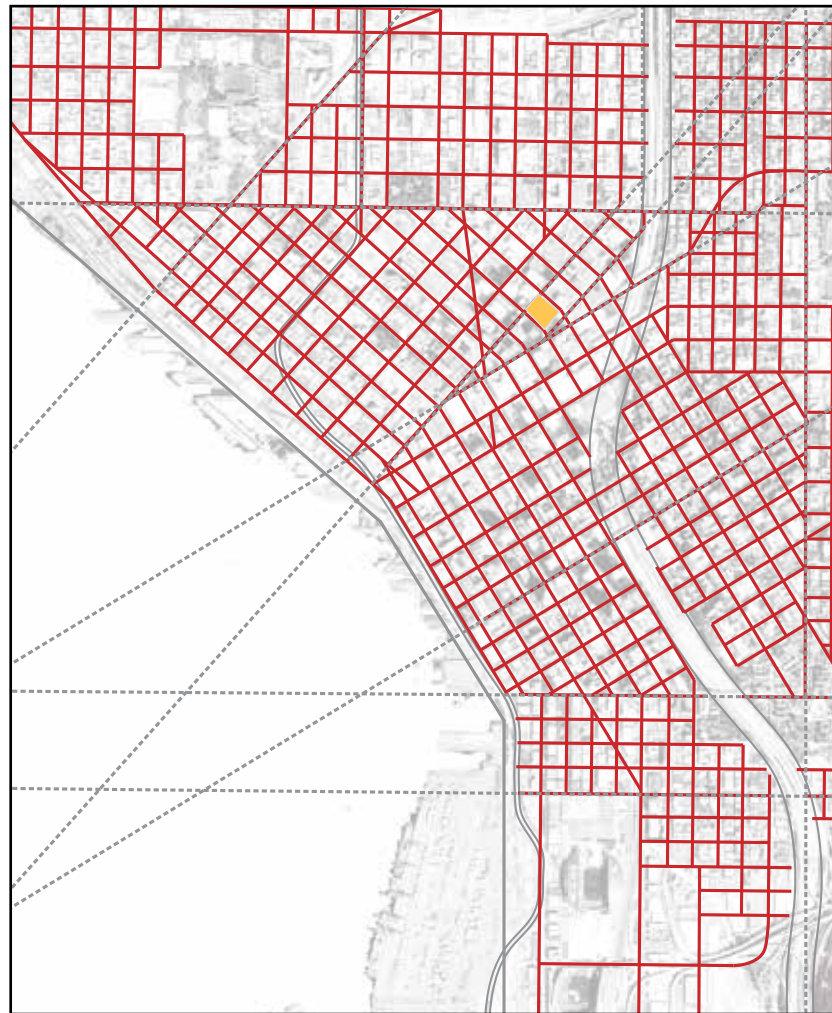
GRID SHIFTS AND TRIANGLES

Urban Form Unique to Seattle



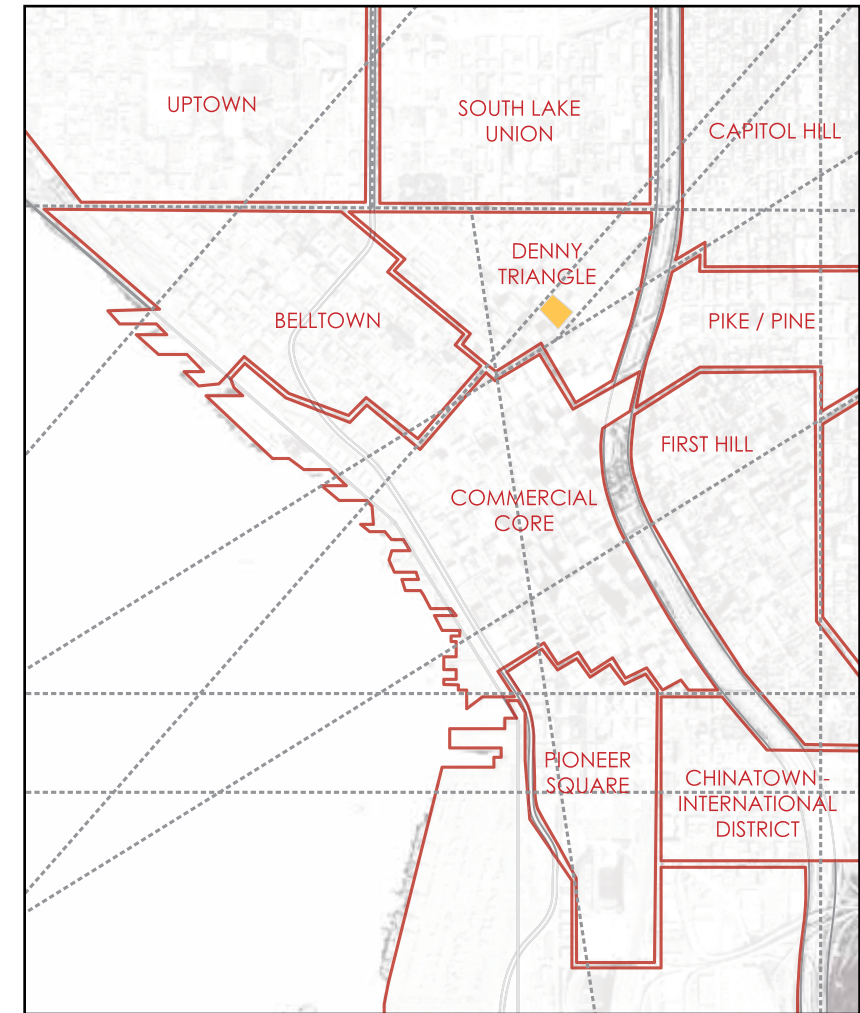
ALIGNMENT TO WATERFRONT

The predominant grain of Seattle's urban fabric orients itself towards the waterfront.



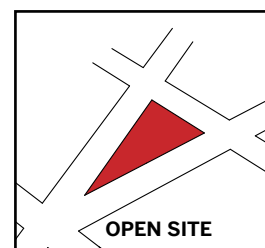
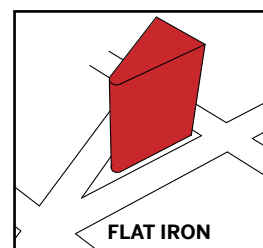
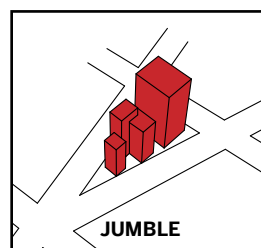
SHIFTS IN THE CITY GRID

The varied directionality of the grain produces Seattle's unique shifted grid conditions.



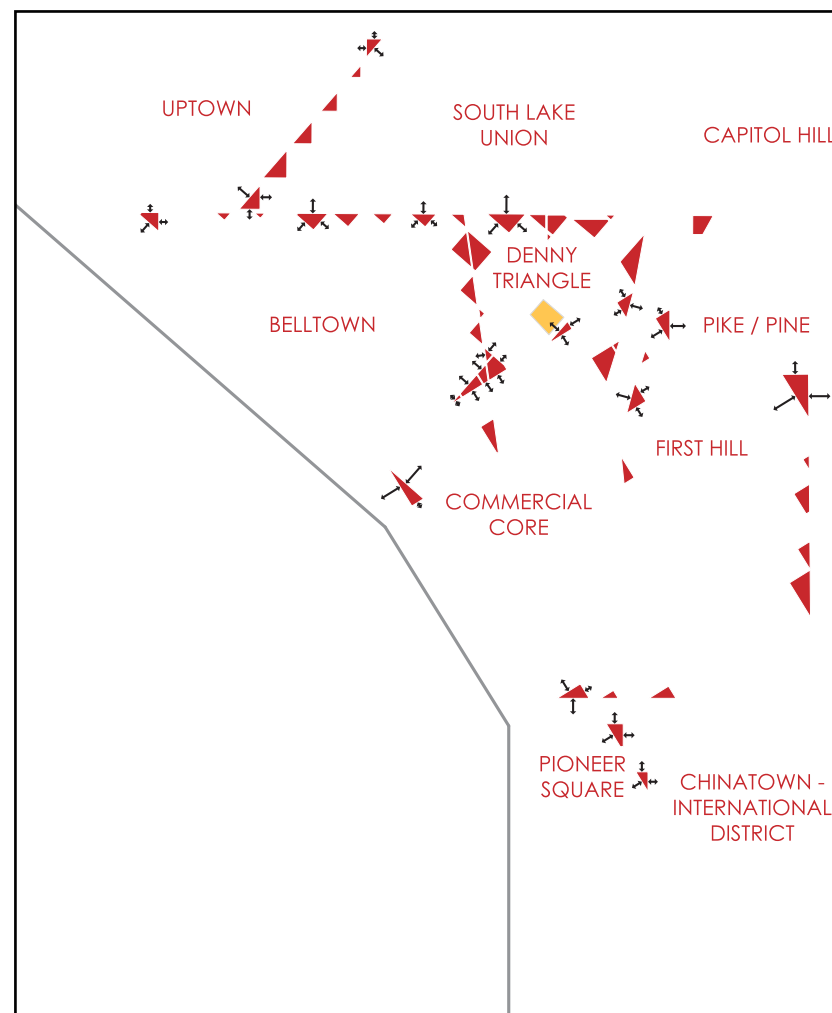
THE NEIGHBORHOODS

The edges of the shifted conditions help define distinct districts in the city center.



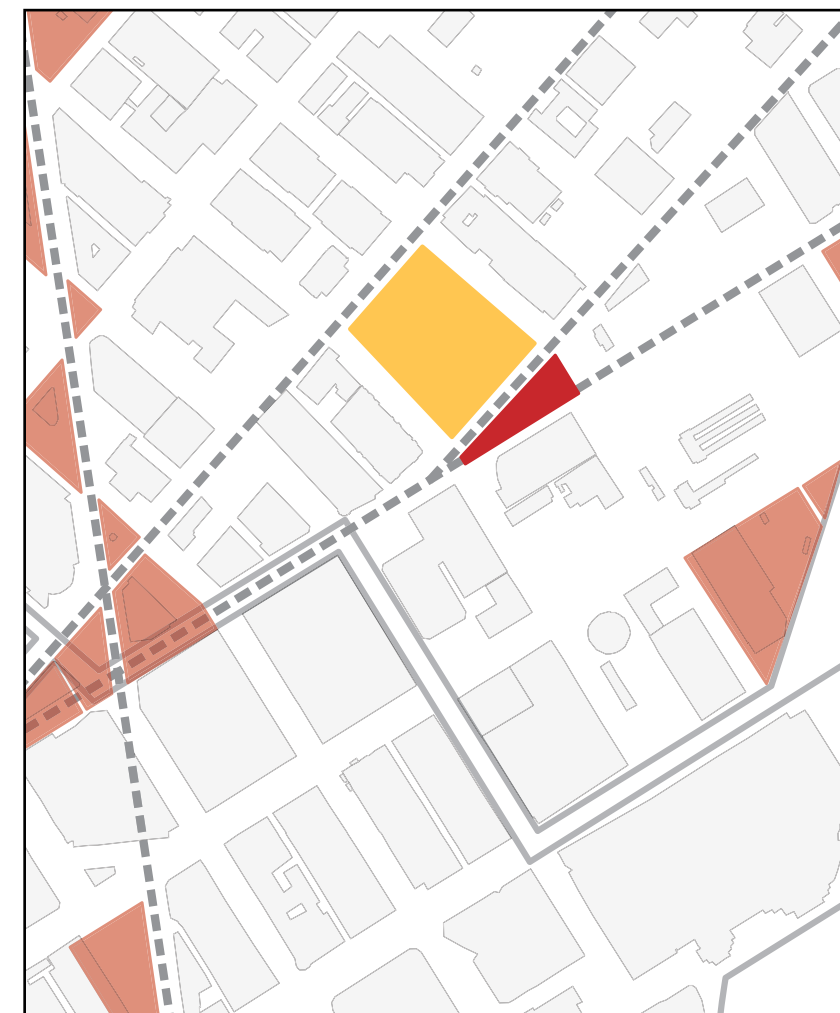
THE TRIANGLES

The shifting grids create moments for distinctive urban building typologies and open spaces.



NEIGHBORHOOD IDENTITY AND CONNECTIONS

These triangles both define the identity of the districts and serve as critical urban connections.



THE OLIVE AND HOWELL TRIANGLE

The Olive and Howell Triangle adjacent to this project site is a unique opening amidst the urban density of the downtown core. It presents a major opportunity to help accentuate its significance and improve its connectivity.

THE URBAN NETWORK

Access, Green and Vehicular Street Classifications

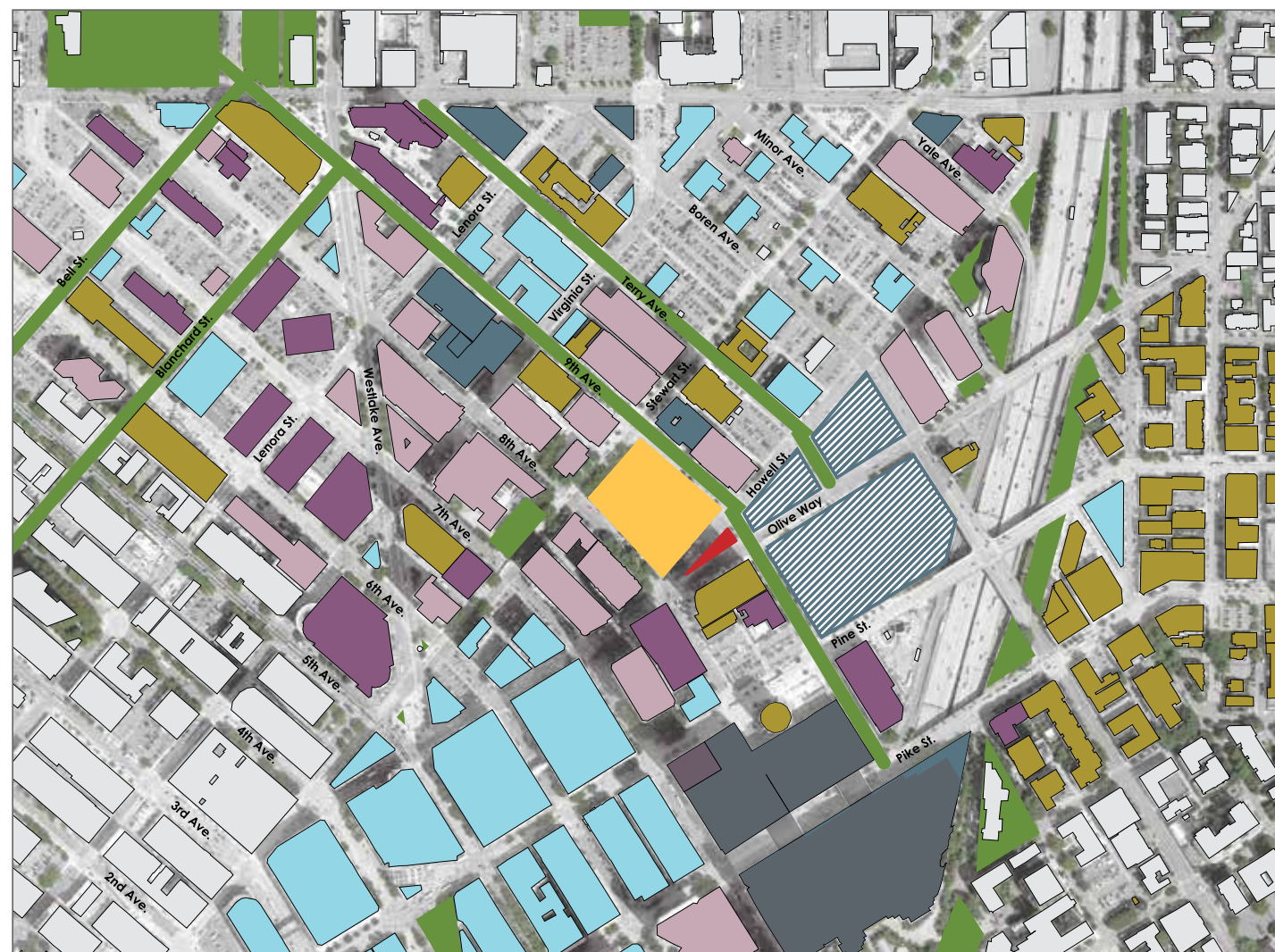


TRANSPORTATION FLOWS, SITE ACCESS, OPEN SPACE AND GREEN STREETS



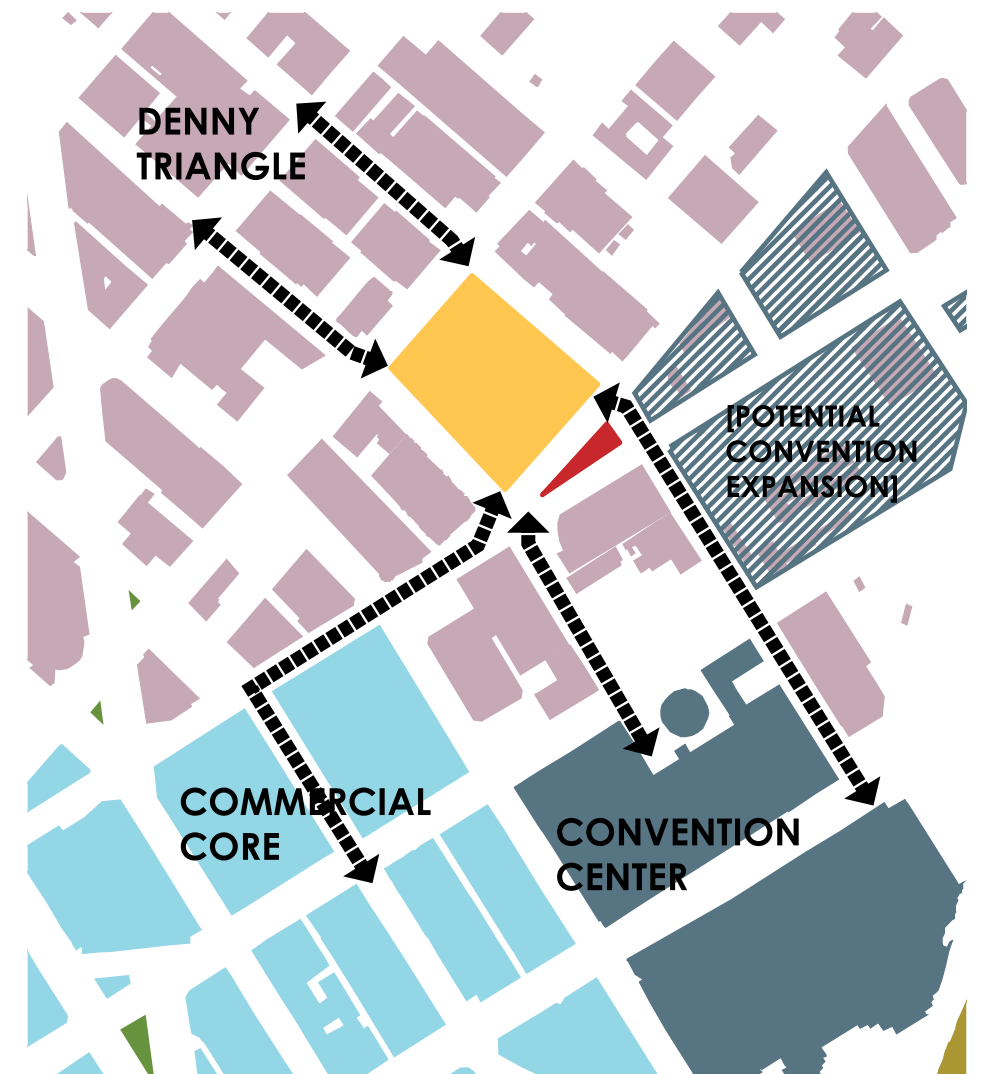
THE GREEN STREET

The adjacent 9th Avenue Green Street presents a prime opportunity for the proposal to engage and enhance the city's growing Green Street network. This particular corridor serves as a critical link between the commercial core and the mixed use neighborhoods to the north.



SURROUNDING USES AND PROGRAMMING

- ◆ Site
- Park
- Office
- Residential
- Hospitality
- Commercial
- Civic
- Other



MIXED-USE, COMMERCIAL AND CONVENTION PROGRAMS

The project site is uniquely positioned at the intersection of the city's primary commercial, convention and mixed use neighborhoods. The proposed program seeks to merge these uses into a significant urban and architectural collage.

THE DENNY TRIANGLE NEIGHBORHOOD

The Denny Triangle is a mixed neighborhood including office, residential, civic, and retail uses. The buildings are diverse in scale and architectural character.



Seattle Children's Research Institute



Federal Courthouse Building



Office tower



Gethsemane Lutheran Church



Whole Foods Market



Retail



Washington Braille Library



The site is at a convergence of diverse districts

THE COMMERCIAL CORE

In contrast, the Convention Center and Retail Core is rich with large scale buildings containing predominantly commercial, entertainment, and hospitality uses.



The Paramount Theater



Olive 8, condominium residential and hotel uses



Westin Hotel



Regal Cinema Theater



Westlake Center



Washington State Convention & Trade Center

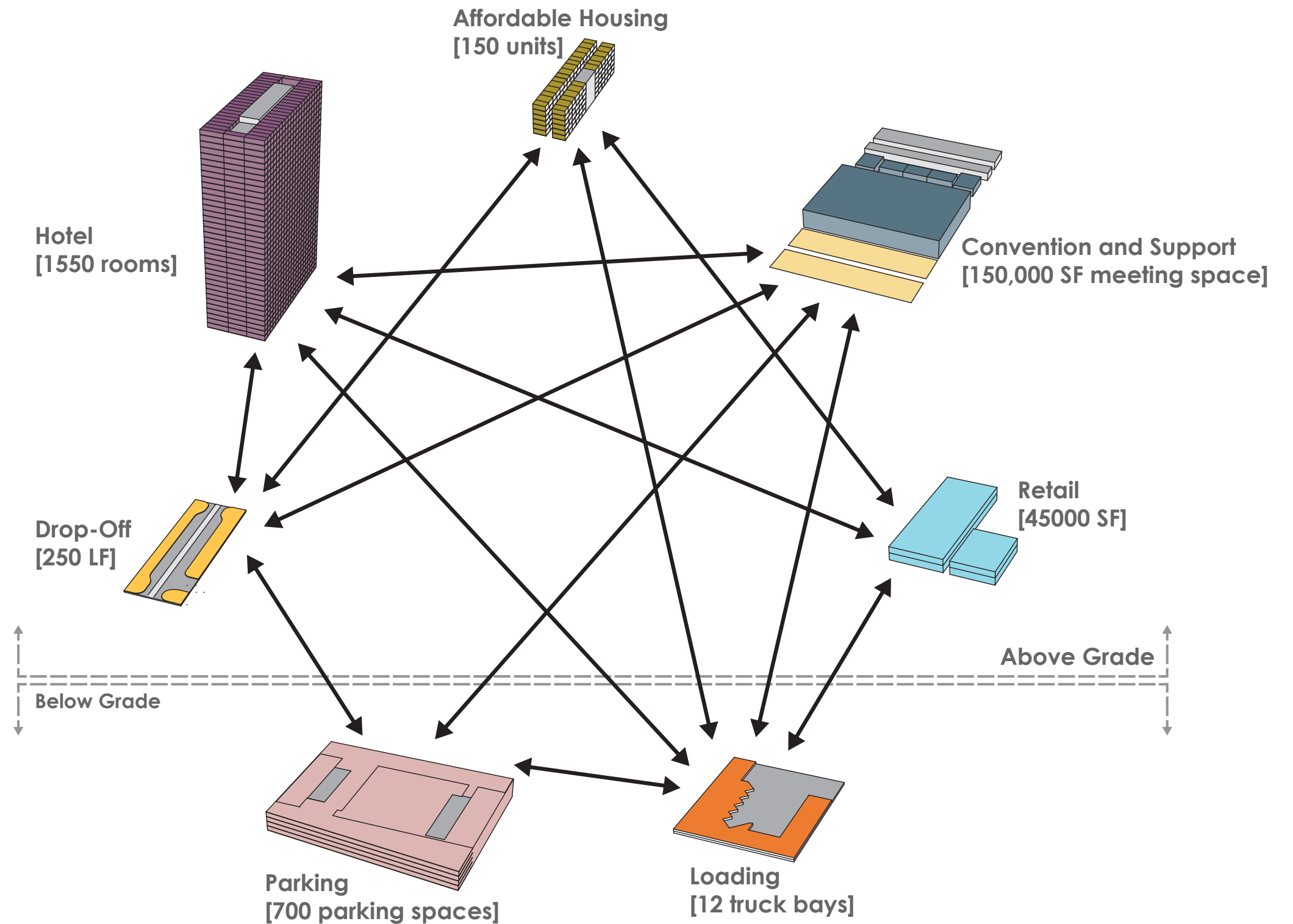
4 ARCHITECTURAL CONCEPTS

PRIMARY PROGRAM ELEMENTS

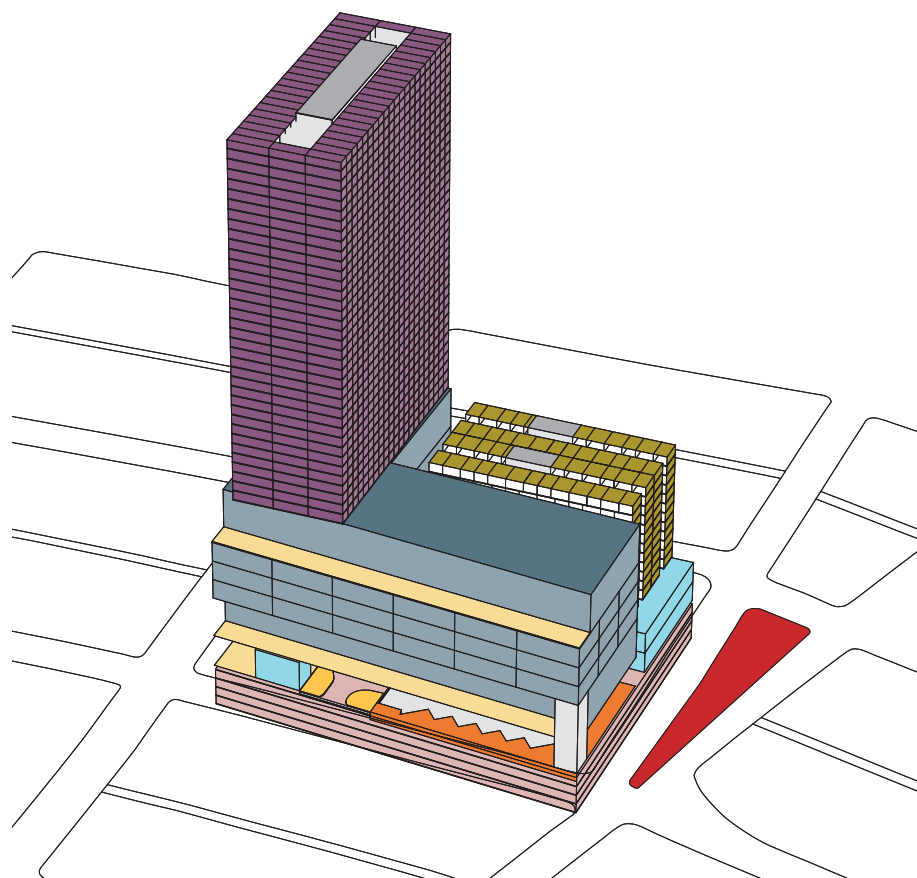
The diverse program components create a variety of scales and activity and will form an urban collage.

Three critical issues drive the planning of the architectural concepts:

- The long-span structure of the ballroom component prohibits the stacking of tall program elements above it.
- A large footprint is required to maneuver the long trucks that will service the building.
- The long passenger drop-off required at-grade is difficult to accommodate without adversely affecting the urban edge.



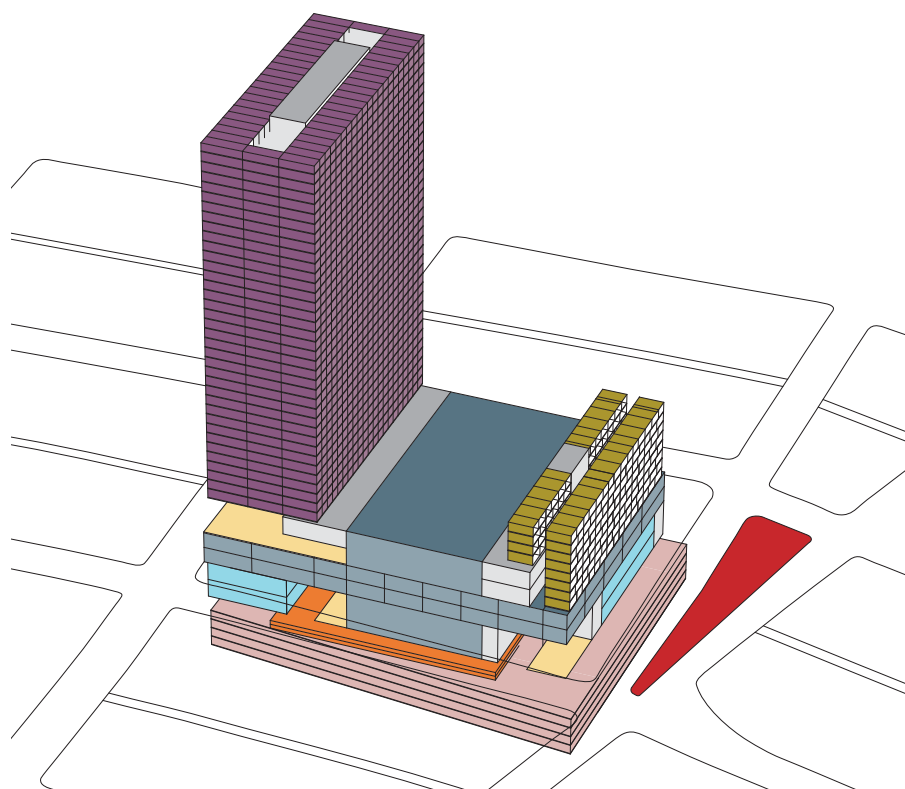
MASSING + PROGRAM ORGANIZATION SCHEMES



A: No Alley Vacation

This concept places the Hotel along Stewart Street and convention components in a connected 7-floor podium fronting 8th Avenue. The southeast block contains the residential program.

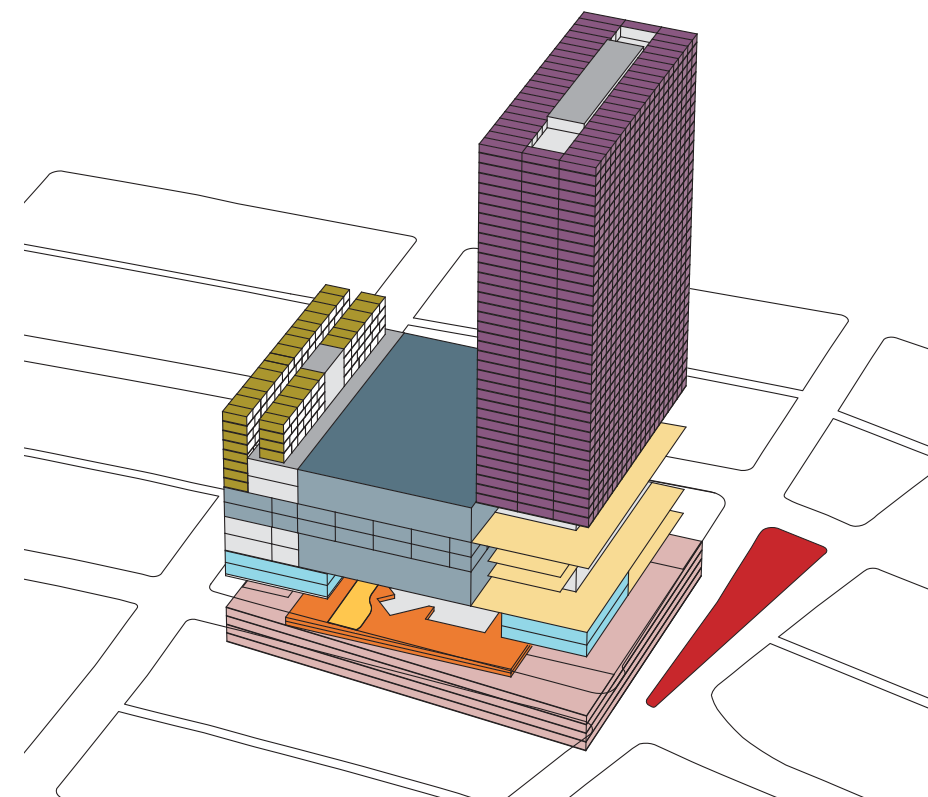
The primary identity for the Hotel is along the Stewart Street frontage, while the residential entry is at 9th Avenue.



B: Hotel on Stewart with Alley Vacation

This concept places the Hotel along Stewart Street and the convention components in a 5 floor podium with public spaces fronting Stewart St. Affordable housing is placed atop the podium along the Howell Street edge.

Primary identity for the Hotel is along 9th Avenue while the residential entry is at the corner of 8th and Howell.



C: Preferred, Hotel on Howell with Alley Vacation

This concept places the Hotel component along Howell Street and convention components in a connected 6-floor podium with public spaces fronting Howell Street. Affordable housing is placed atop the podium along the Stewart Street edge.

The primary identity of the Hotel is the Howell Street edge. Through-block access provides additional entry points and enhances pedestrian connectivity through the neighborhood.

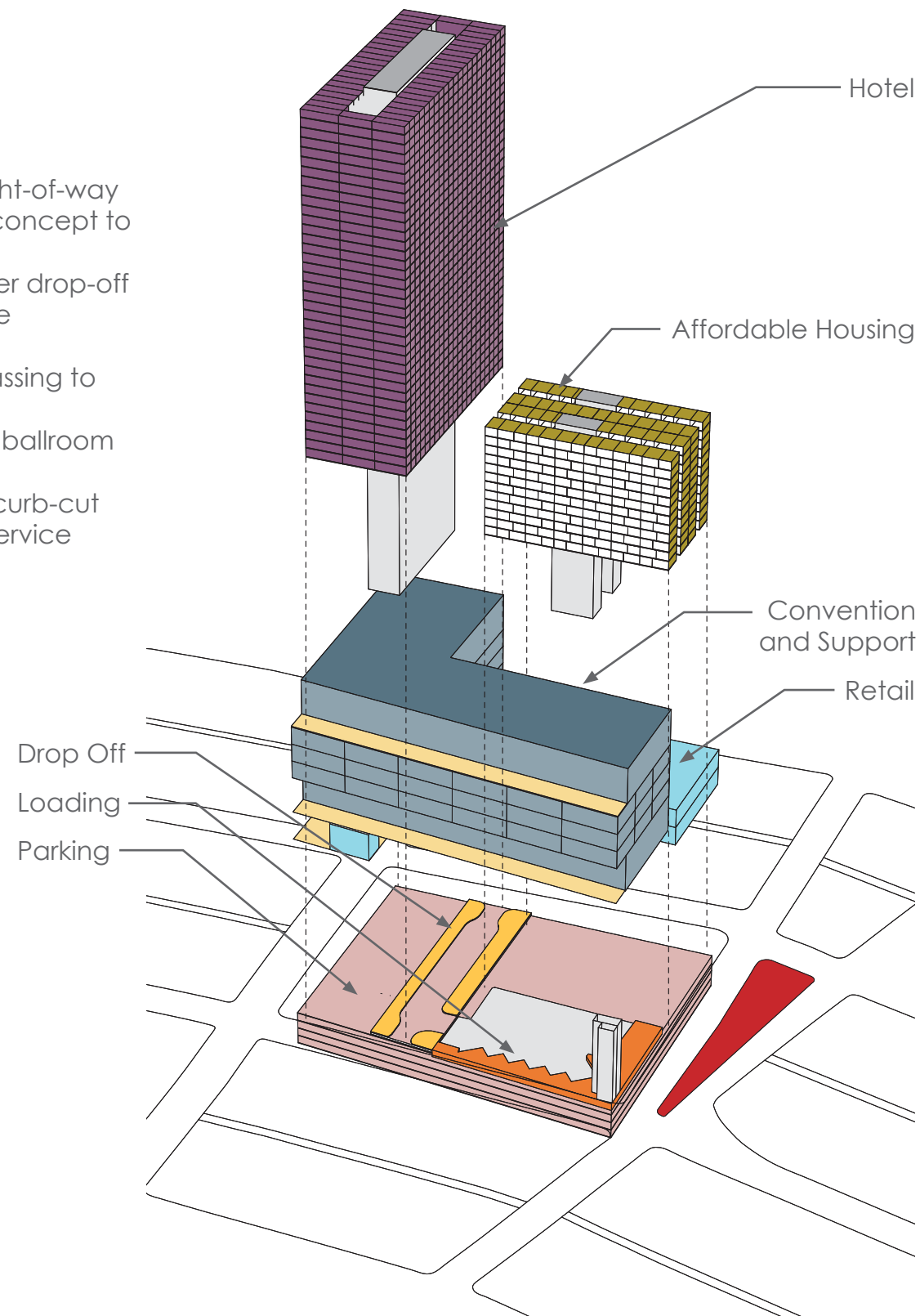
ALTERNATIVE A No Alley Vacation

Pros:

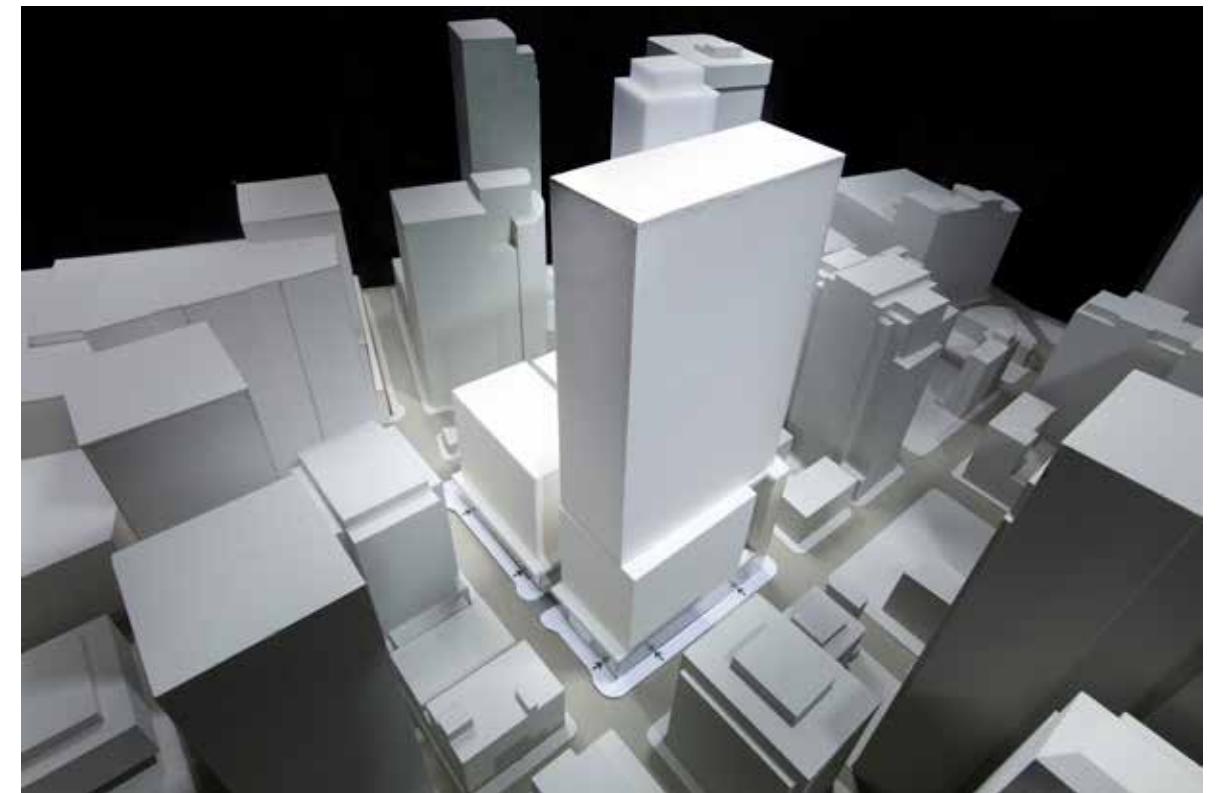
- Maintains existing alley right-of-way and is potentially easiest concept to permit
- Accommodates passenger drop-off away from the street edge

Cons:

- Requires a tall podium massing to accommodate program
- Ideal dimensions for hotel ballroom not possible
- Retains the Howell Street curb-cut
- Requires on-grade truck service



VIEW FROM 8TH + OLIVE



VIEW FROM 9TH + STEWART

ALTERNATIVE B

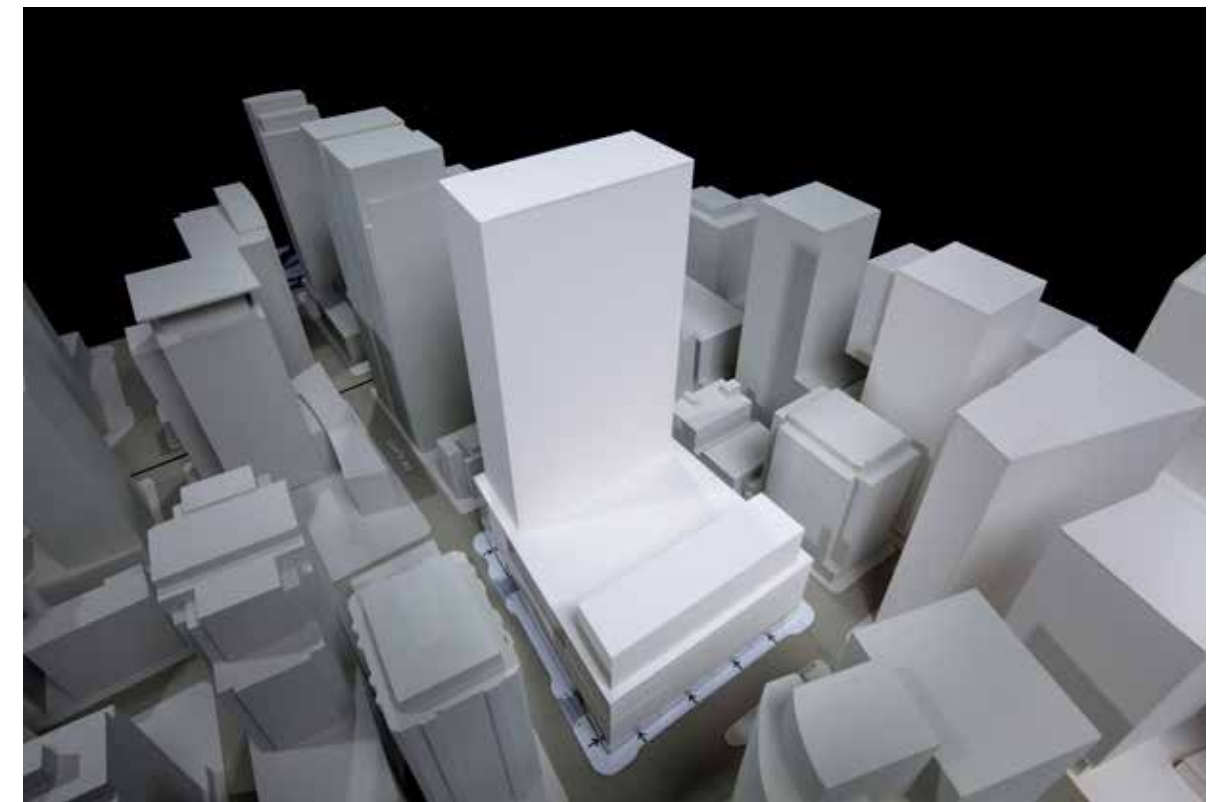
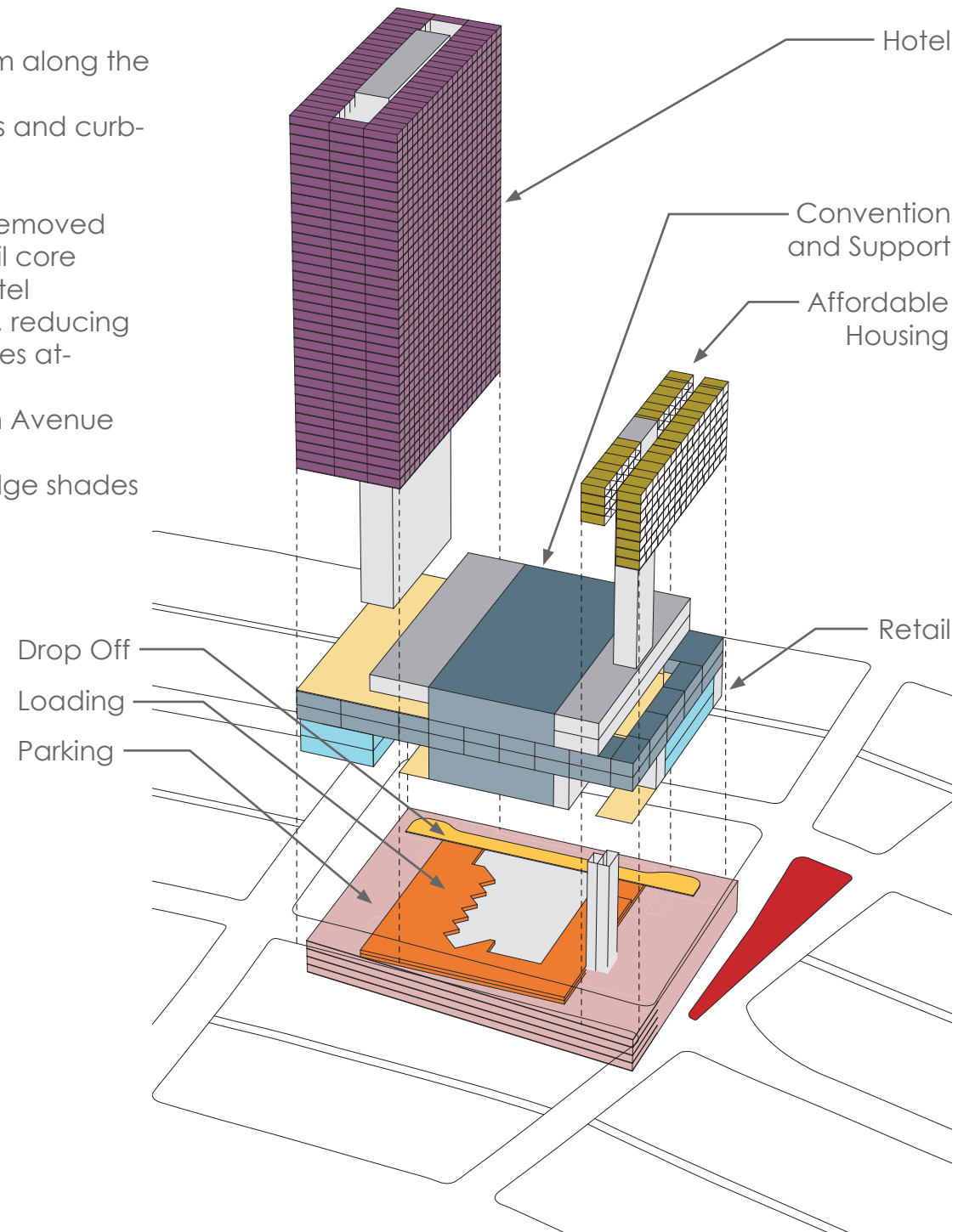
Hotel on Stewart

Pros:

- Minimizes height of podium along the Avenues
- Removes vehicular access and curb-cut from Howell Street

Cons:

- Hotel identity on Stewart removed from convention and retail core
- Lower podium requires hotel ballroom to exist at grade, reducing pedestrian appropriate uses at-grade
- Lobby presence along 9th Avenue disrupts the Green Street
- Tower at Stewart Street edge shades neighborhood to north



VIEW FROM 8TH + OLIVE



VIEW FROM 9TH + STEWART

ALTERNATIVE C

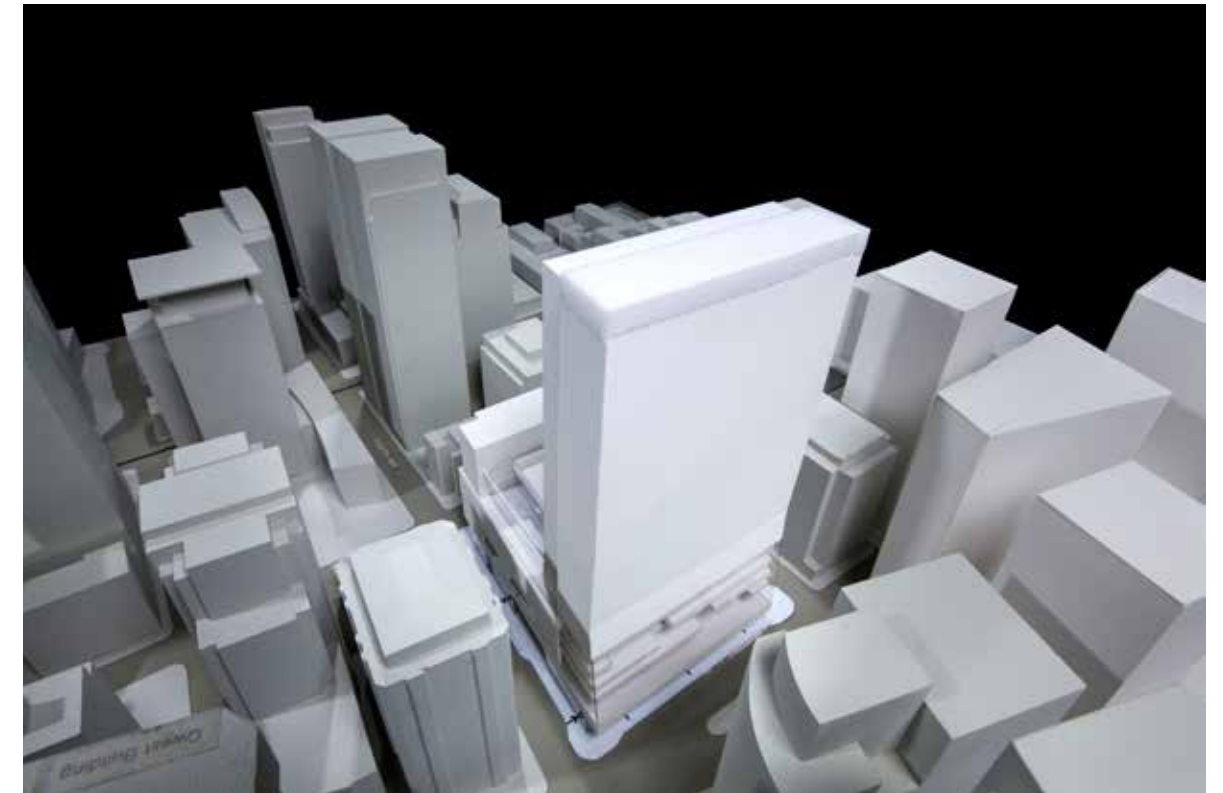
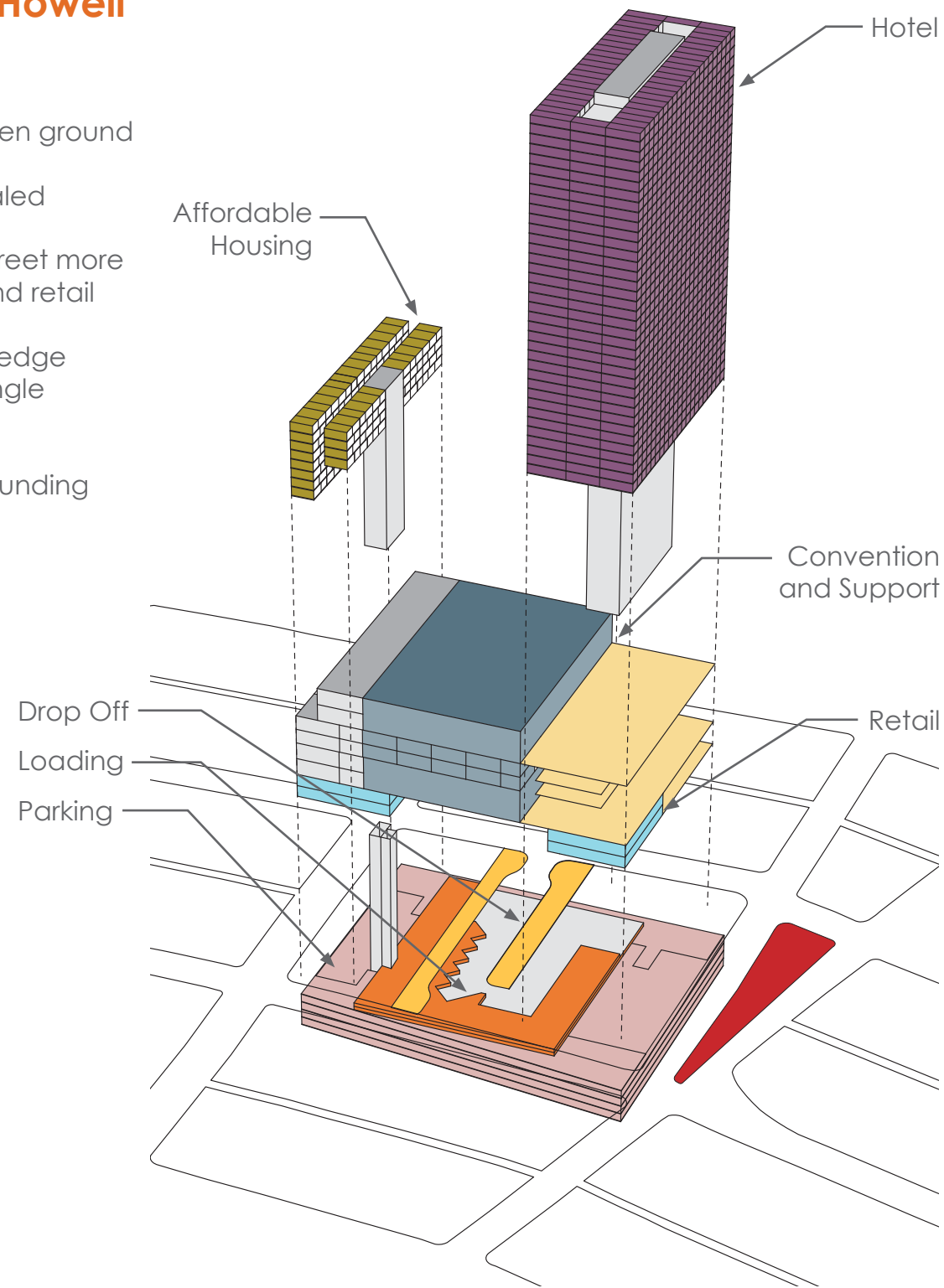
Preferred: Hotel on Howell

Pros:

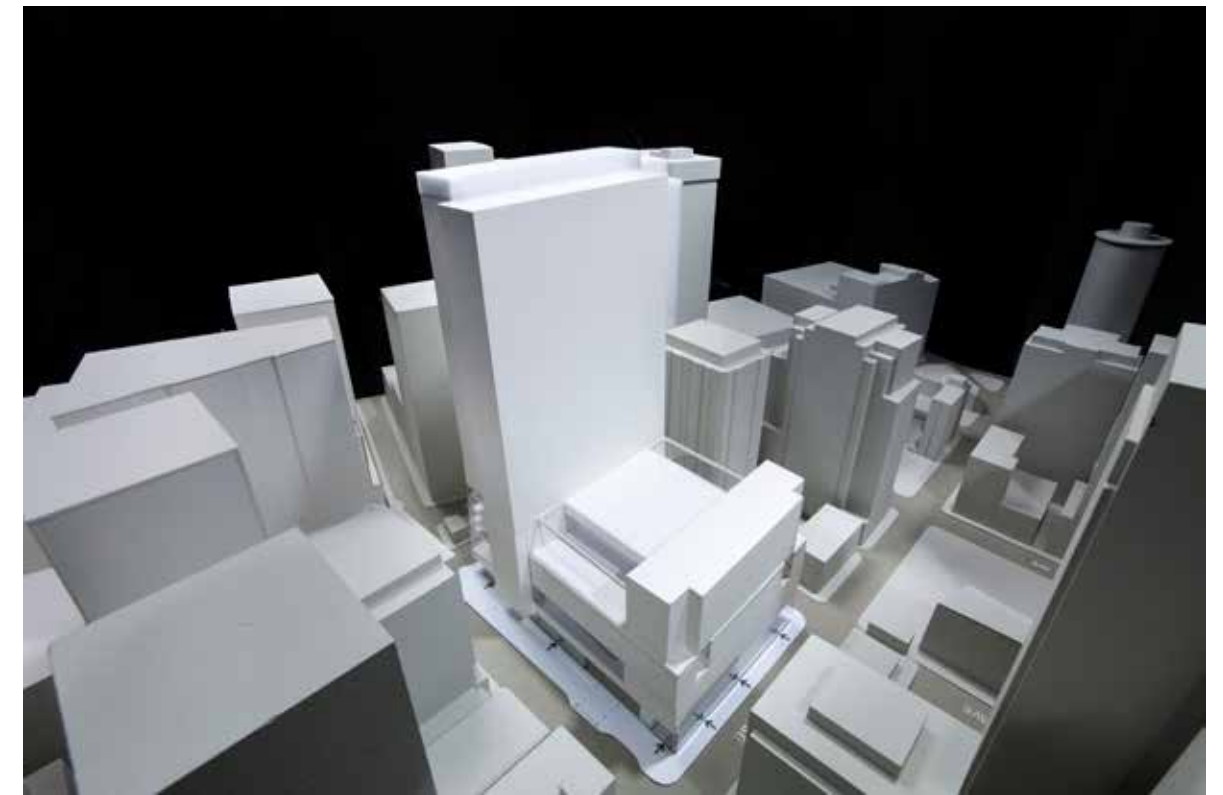
- Lifted podium enables open ground level
- Tower at Howell Street scaled appropriately to context
- Hotel identity on Howell street more visible from convention and retail core
- Housing at Stewart Street edge connected to Denny Triangle Neighborhood
- Southern tower location minimizes shading to surrounding neighborhood

Cons:

- Taller podium



VIEW FROM 8TH + OLIVE



VIEW FROM 9TH + STEWART

C: PREFERRED, HOTEL ON HOWELL



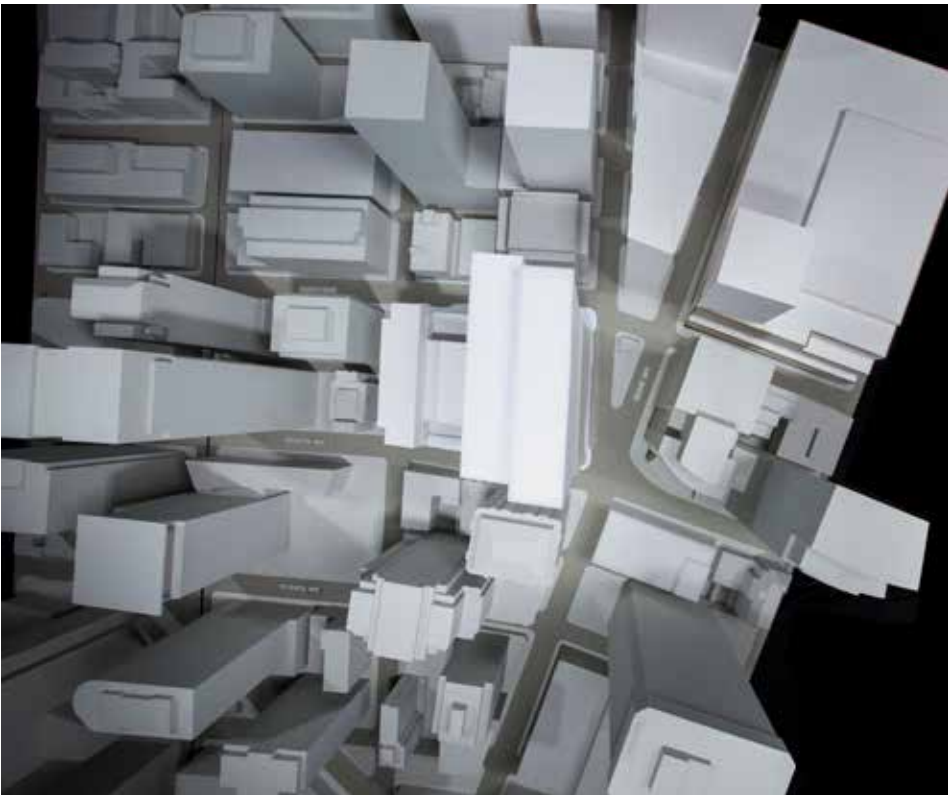
VIEW FROM 8TH + STEWART



VIEW FROM 8TH + OLIVE



VIEW FROM 9TH + OLIVE



AERIAL VIEW

PREFERRED OPTION IN SKYLINE



View from Capitol Hill

PREFERRED OPTION IN SKYLINE



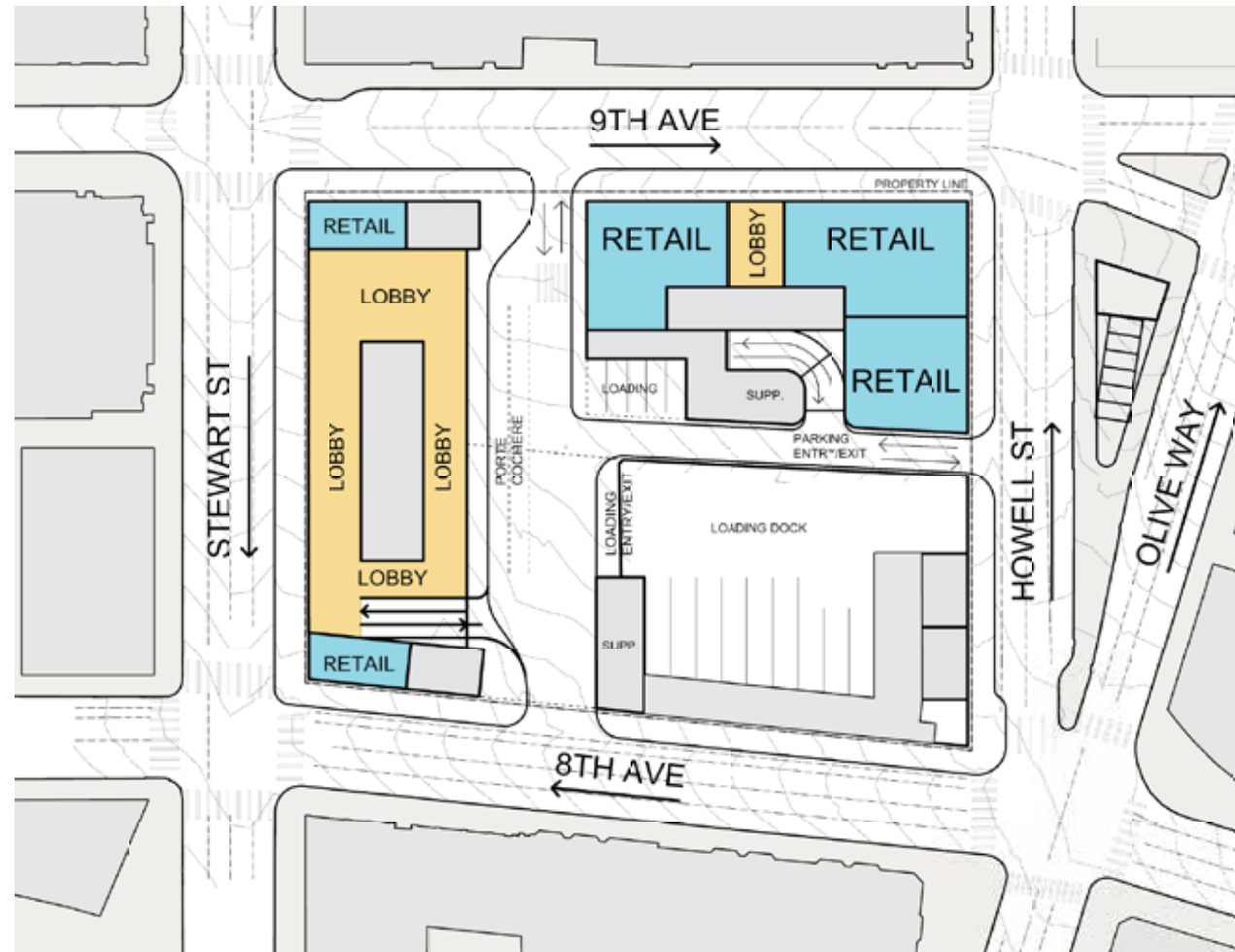
View from South Lake Union Park



View from Queen Anne

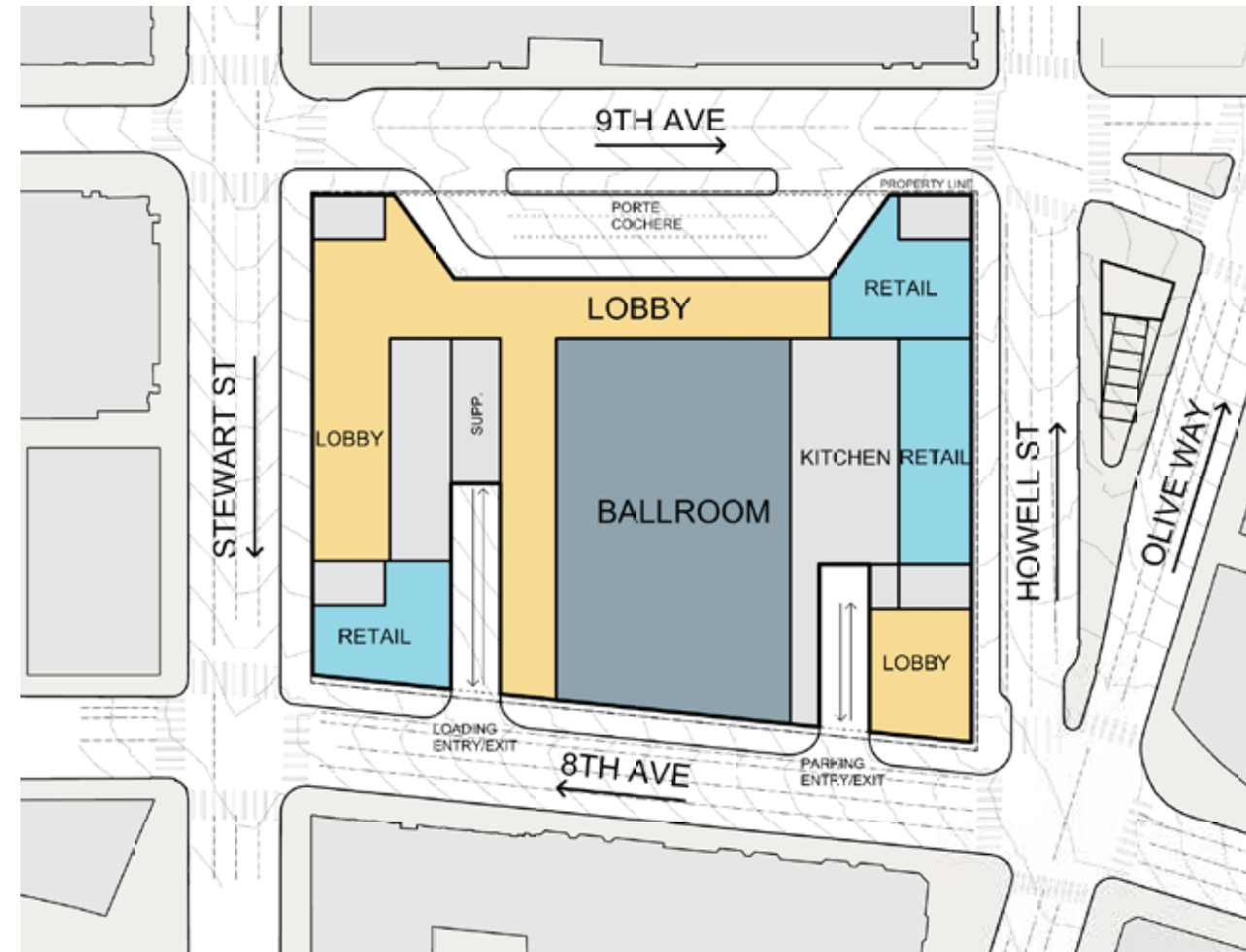
5 STREET-LEVEL CONCEPTS

GROUND FLOOR SCHEMES 1 + 2



1: Existing Alley

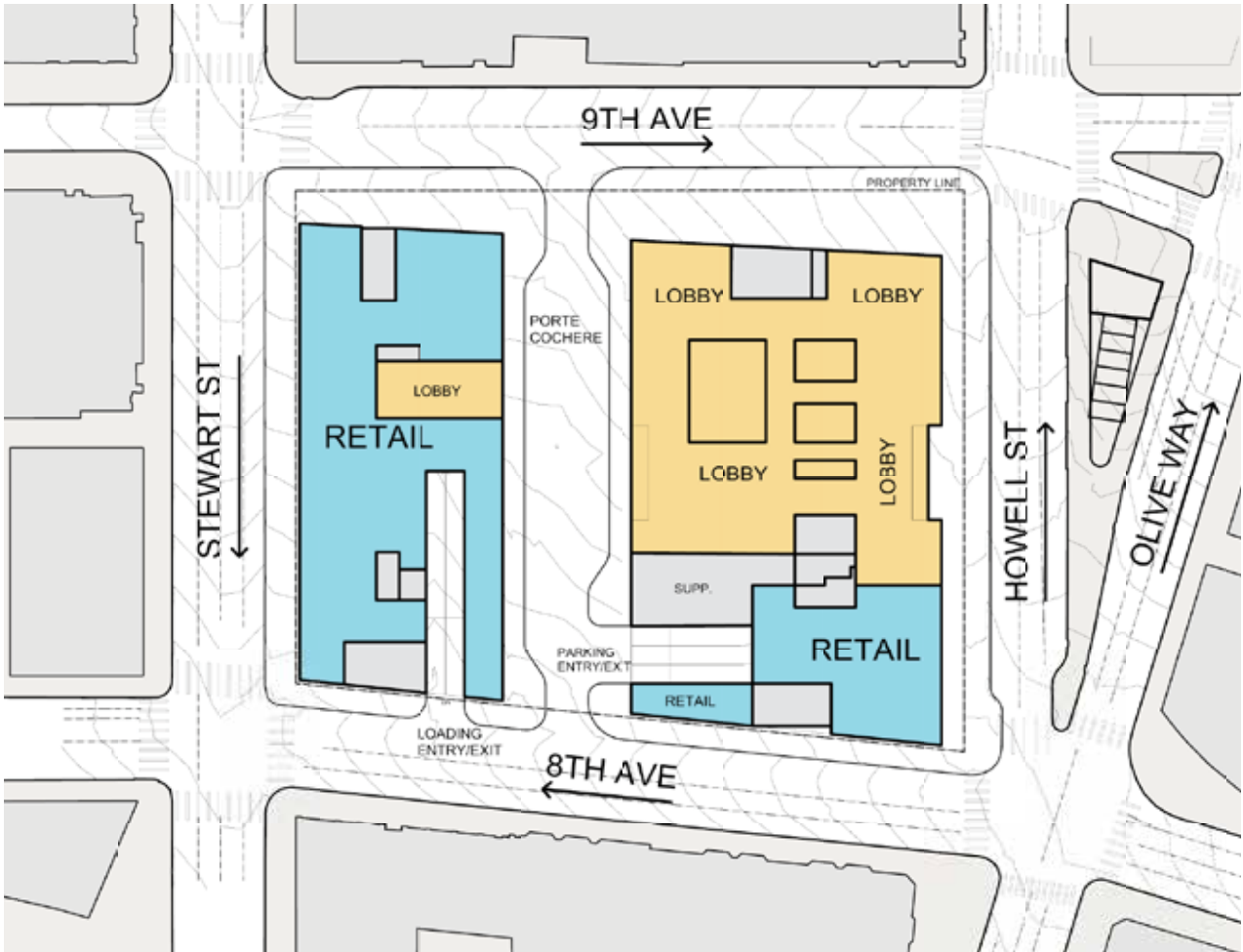
This approach leaves the existing alley intact and uses the existing curb-cuts as primary vehicular access. With a compromised site footprint, the truck loading can occur only at-grade. This diminishes the amount of active building edges at the street level and places non-active uses along the 8th Avenue and Howell Street façades.



2: 9th Avenue Entry With Alley Vacation

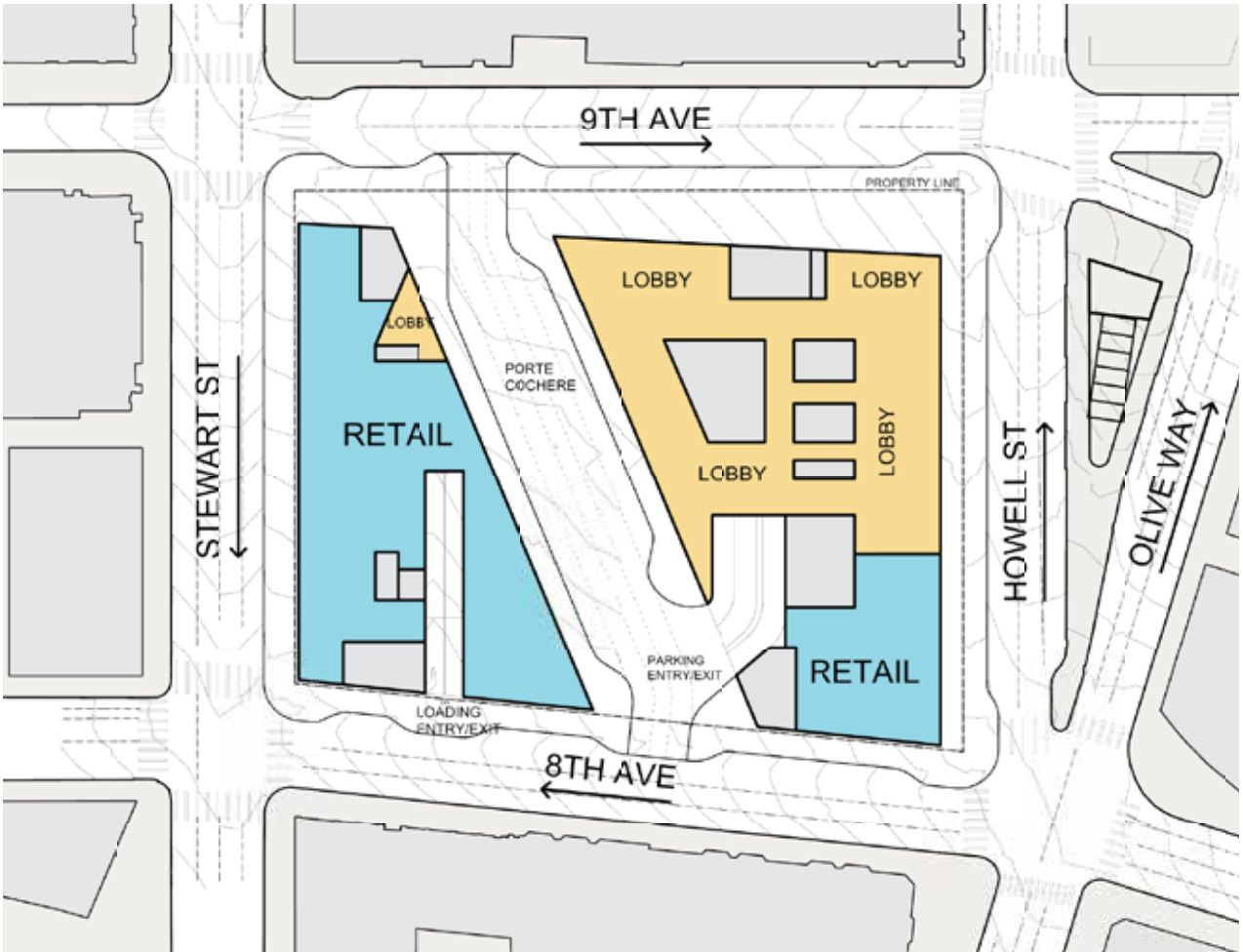
This approach places the grand-ballroom at grade, adjacent to the main building entry along 9th Avenue. A long vehicular drop-off occupies the majority of the 9th Avenue façade. Increased room is available at grade to accommodate appropriate street-level uses around most of the perimeter. Loading and parking entries access below-grade service and garage from the 8th Avenue edge.

GROUND FLOOR SCHEMES 3 + 4



3: Orthogonal Through-Block Connection With Alley Vacation

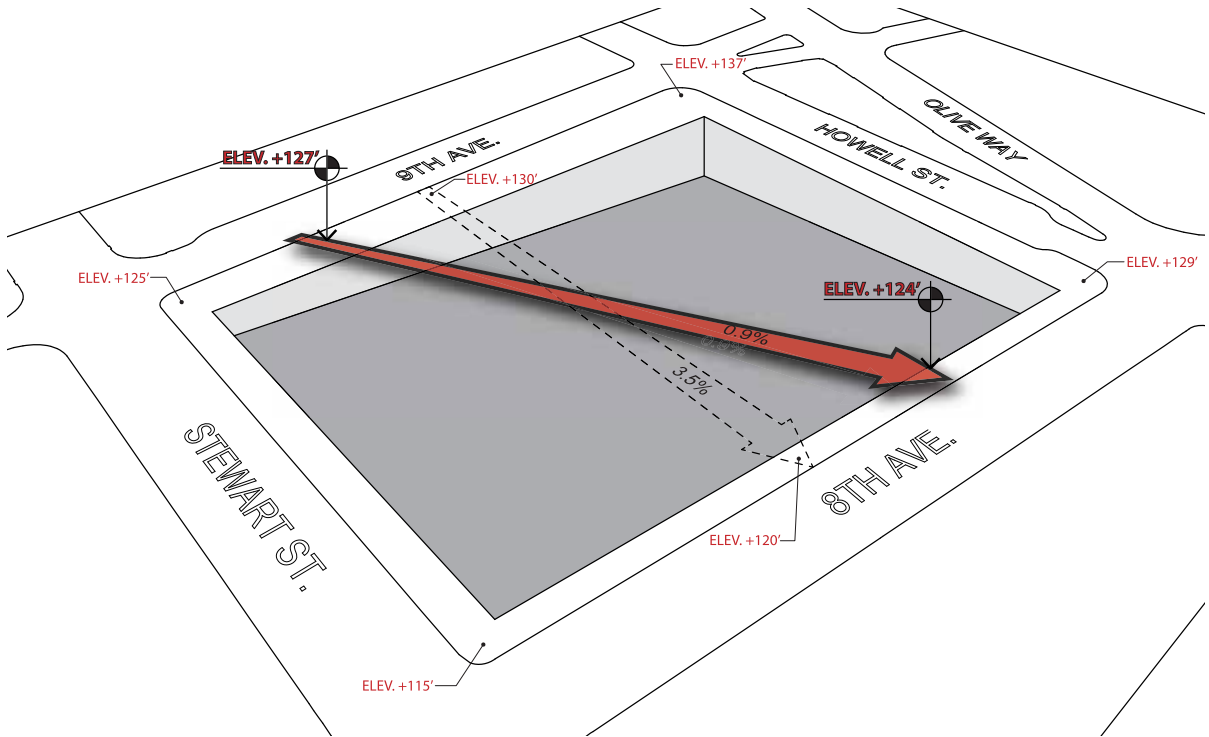
This approach raises the primary ballroom spaces one level above grade to allow the perpendicular through-block connection. With reduced program requirements on the ground level, the concept is afforded a significant street-level setback at the Green Street edge. The added through-block connection creates a new pedestrian path and increases the amount of active street-level façade.



4: Preferred, Diagonal Through-Block Connection With Alley Vacation

This approach builds on the previous orthogonal scheme and creates a diagonal through-block connection, producing three primary benefits. By shifting the 8th Avenue entry point south, the new passageway better connects the retail core to the 9th Avenue Green Street. Similarly along 9th Avenue, in shifting the entry point north this approach allows for a larger contiguous Green Street pocket-park. Finally, the diagonal route more gracefully connects the topographic conditions of the site and allows for a minimal and inviting 1% slope.

RESPONSE TO ELEVATION CHANGES

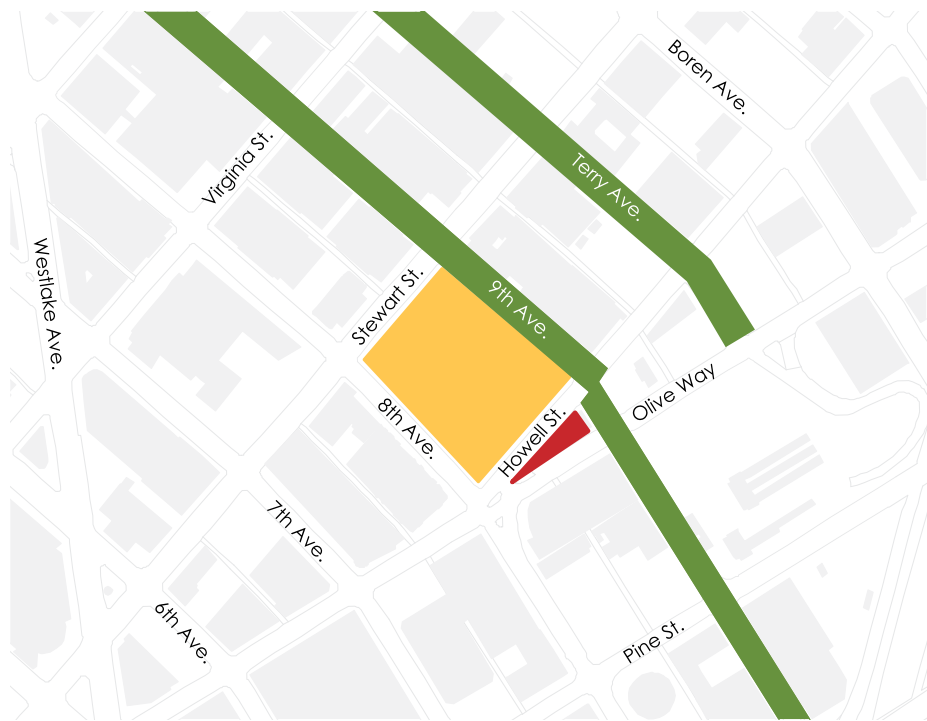


A diagonal route across the block minimizes the slope for pedestrians.

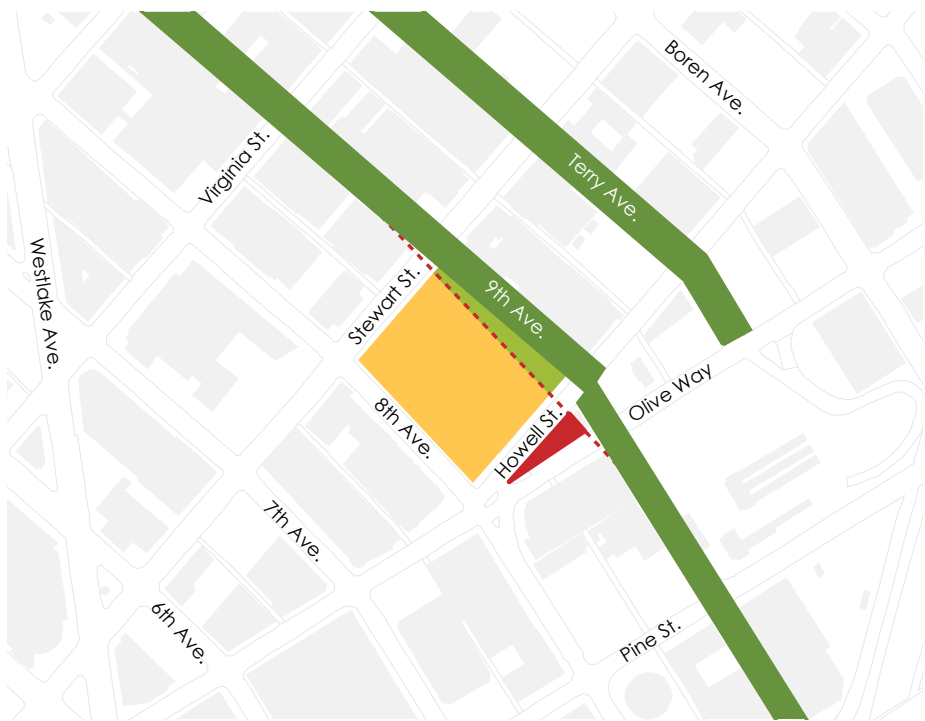


View of ground level from above. The diagonal path enables new connections within the urban grid.

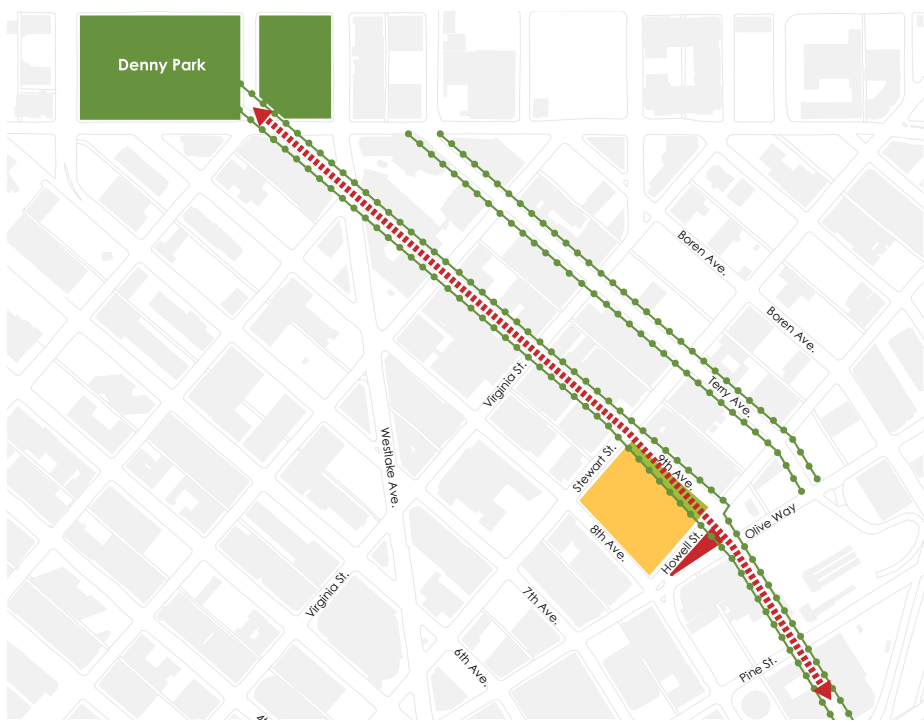
RESPONSE TO GREEN STREET CORRIDOR



EXISTING 9TH AVENUE MISALIGNMENT

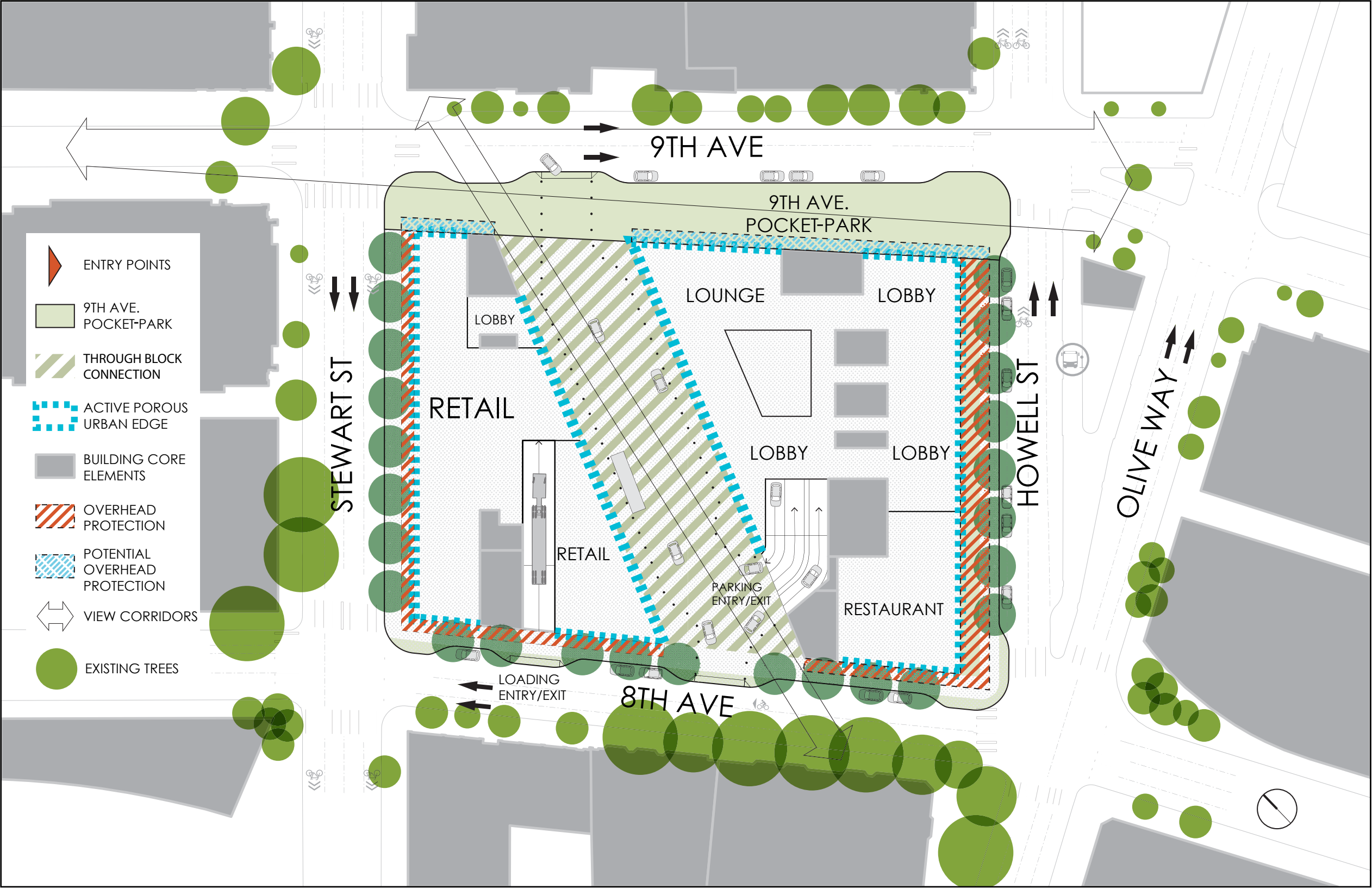


EXPAND GREEN STREET CORRIDOR



REINFORCE CONNECTIONS

OPEN SPACE DEVELOPMENT





View from 9th Ave. and Stewart St.

INSPIRATION PRECEDENTS FOR THROUGH-BLOCK CONNECTION



Arcade -Paris



Campo dei Fiore -Rome



Exhibition Street - London

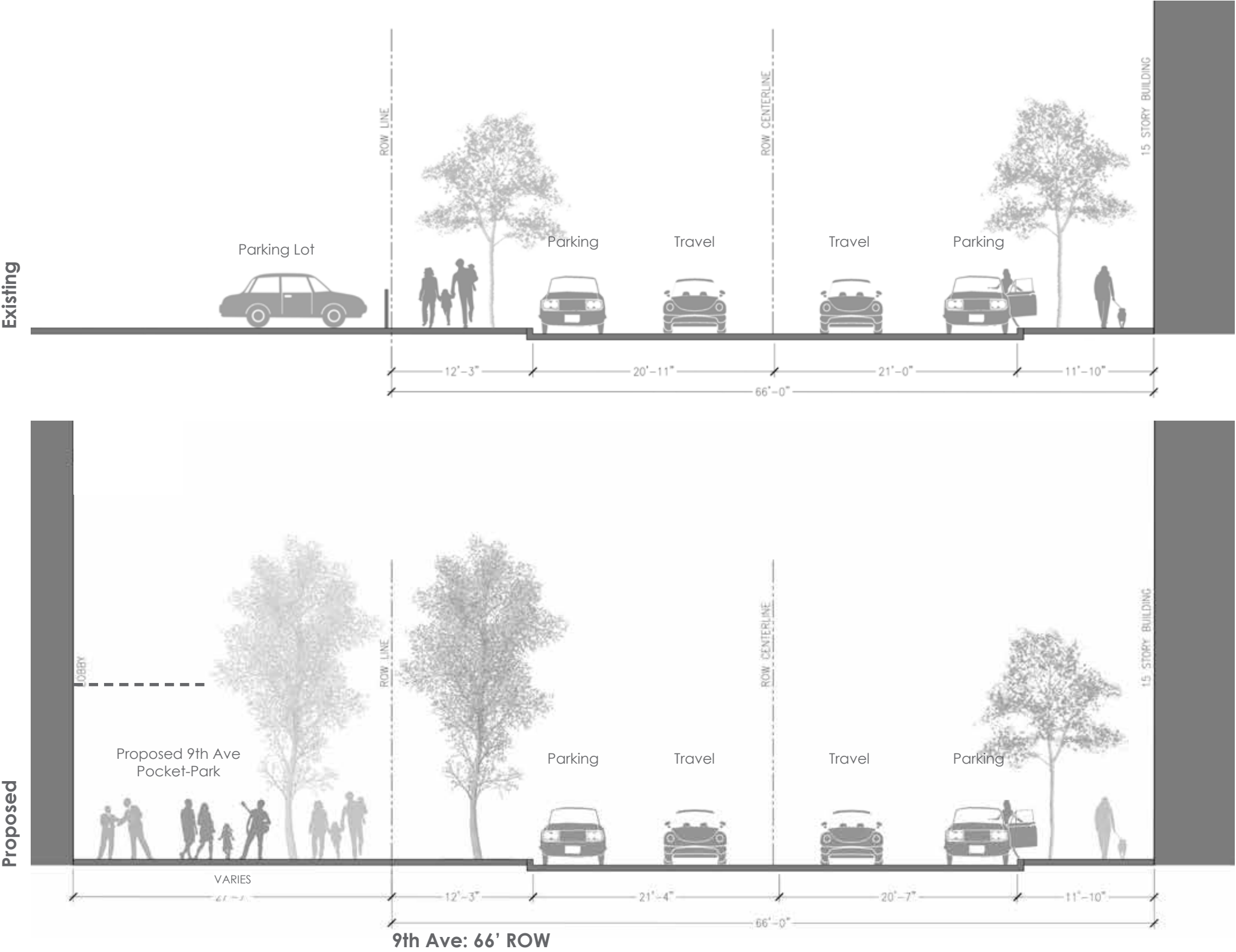


Porte Cochere

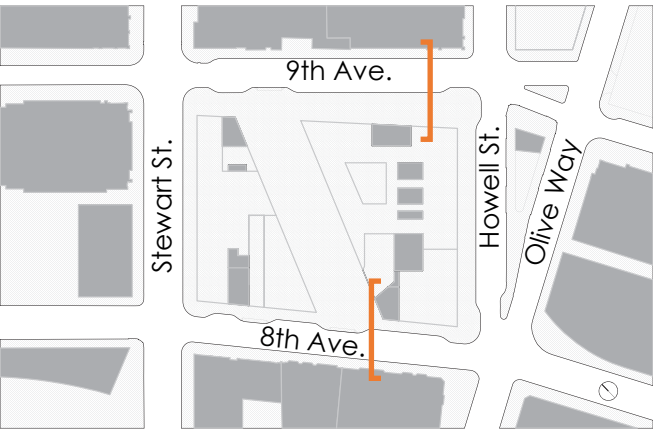
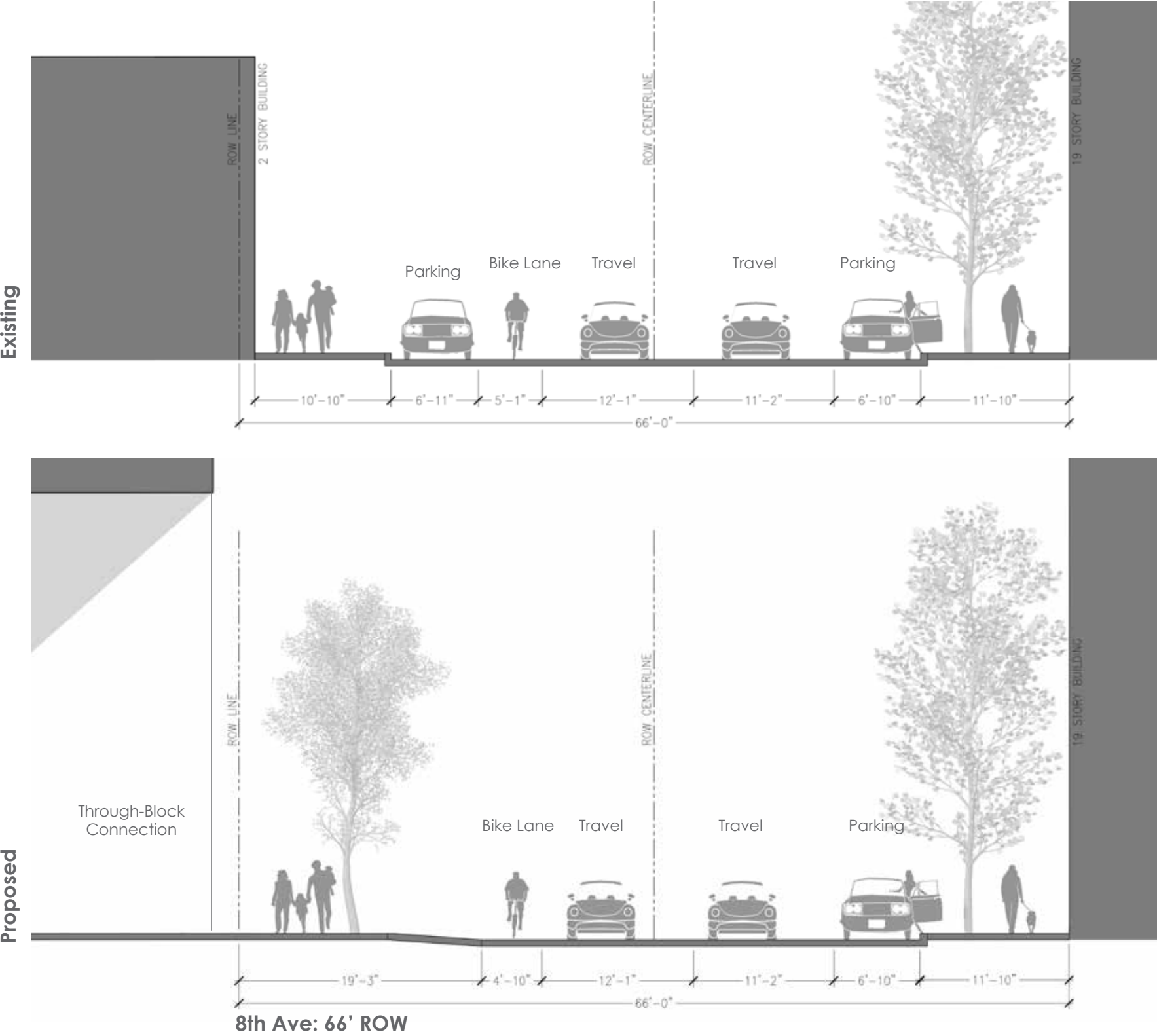


Pedestrians and cars co-mingle

EXISTING AND PROPOSED 9TH AVE



EXISTING AND PROPOSED 8TH AVE





View from 8th Ave. at Olive Way



View from 8th Ave. at Olive Way

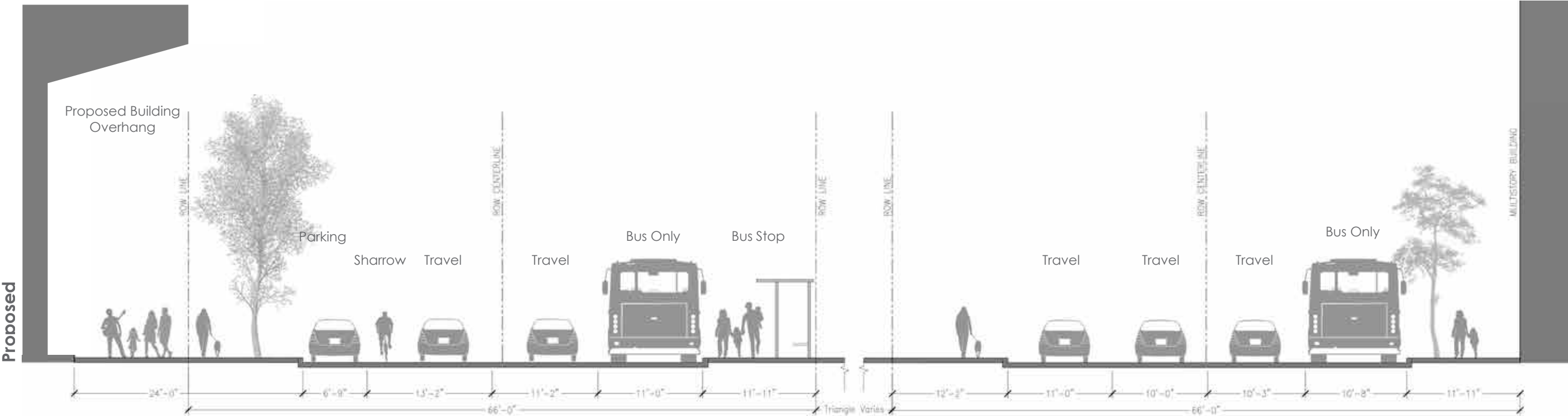
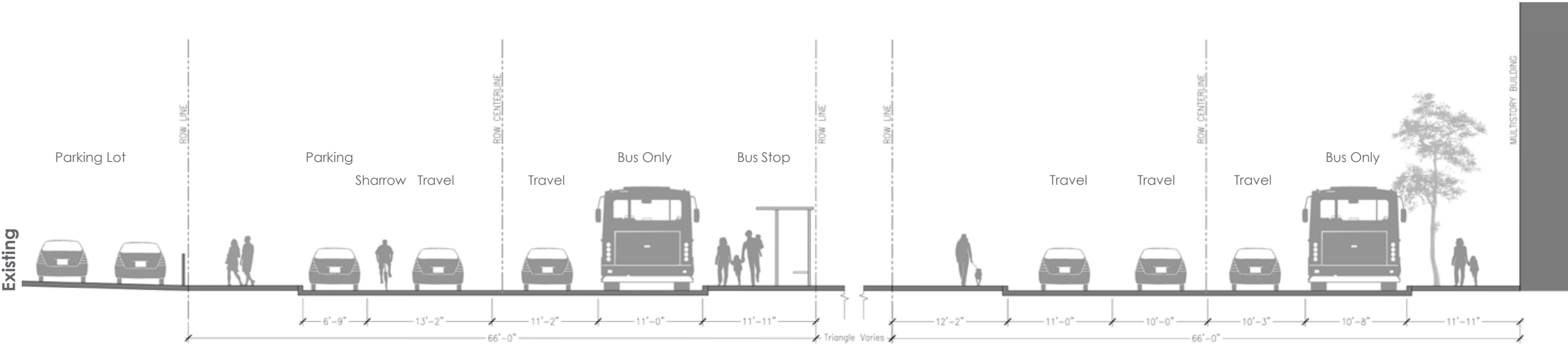


View above Olive and Howell Triangle along 9th Ave. Pocket-Park



View above Olive and Howell Triangle along 9th Ave. Pocket-Park

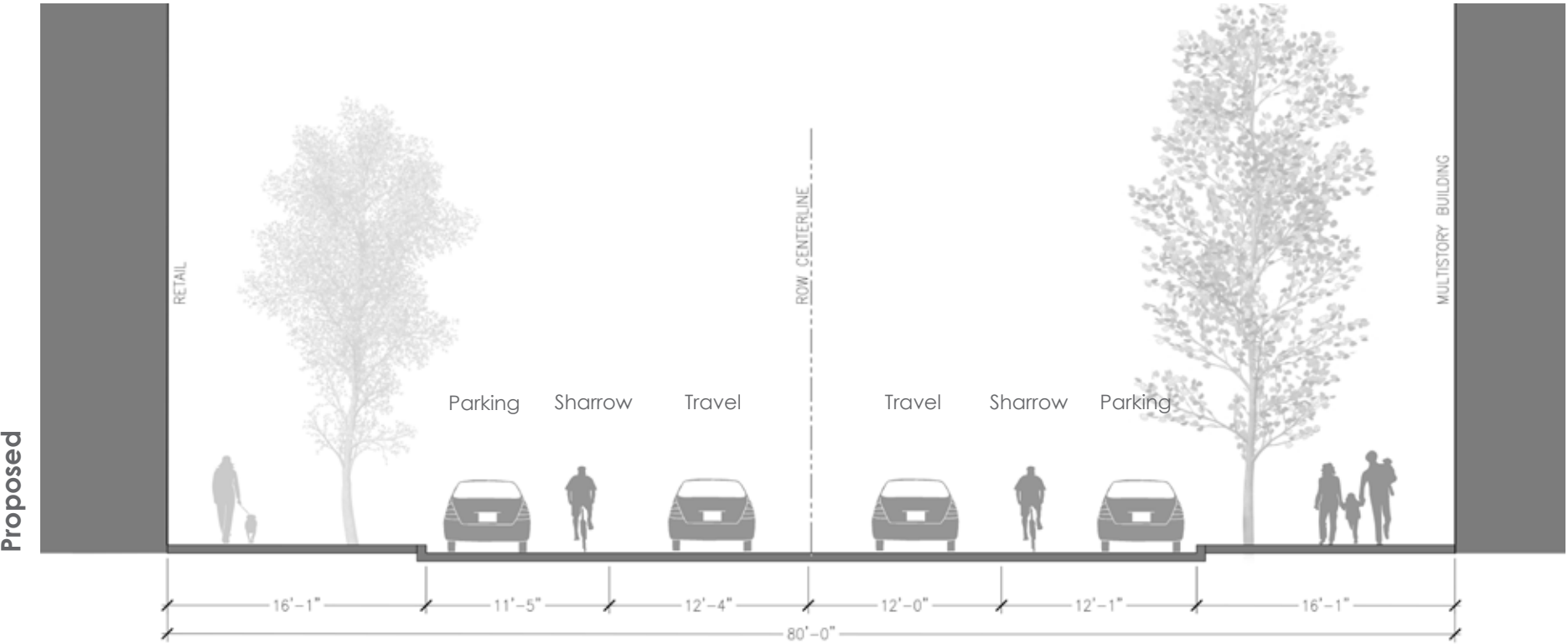
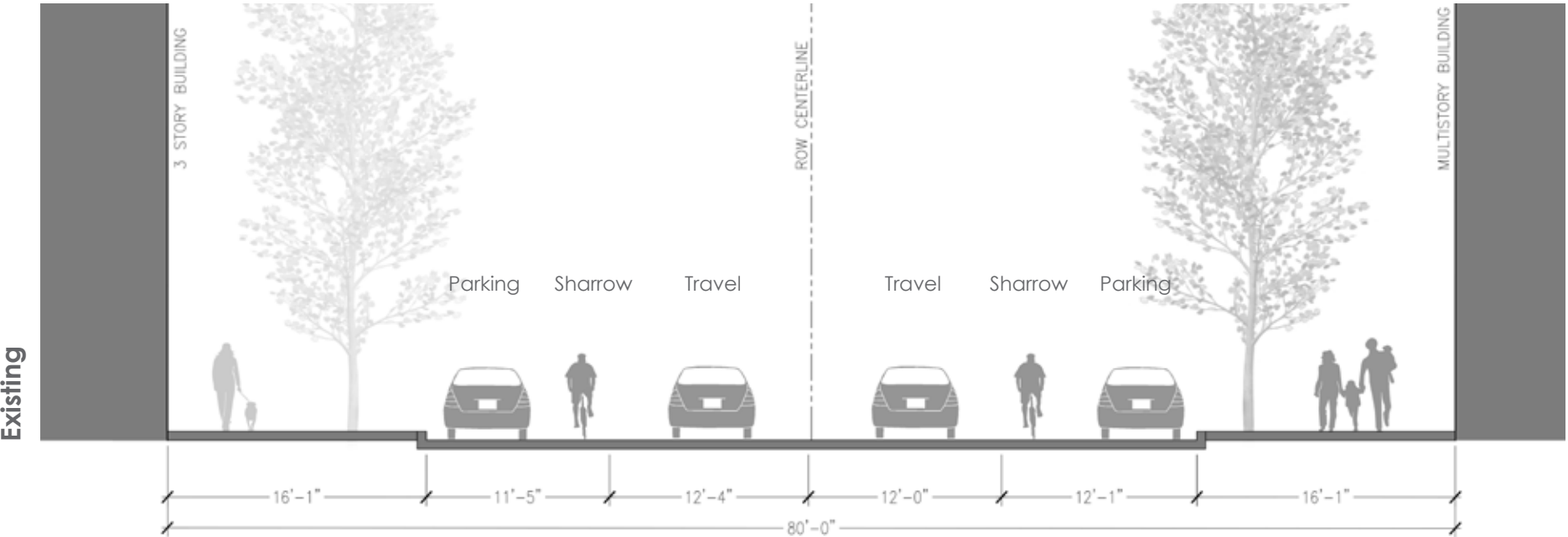
EXISTING AND PROPOSED HOWELL AND OLIVE STREET



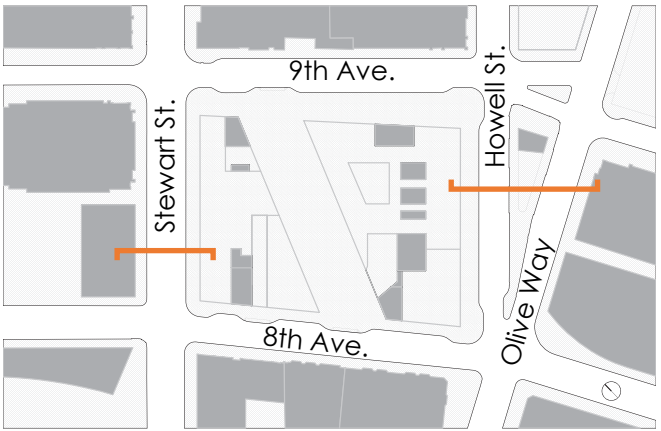
Howell St: 66' ROW

Olive St: 66' ROW

EXISTING AND PROPOSED STEWART STREET



Stewart St: 80' ROW



6 RESPONSE TO DESIGN GUIDELINES

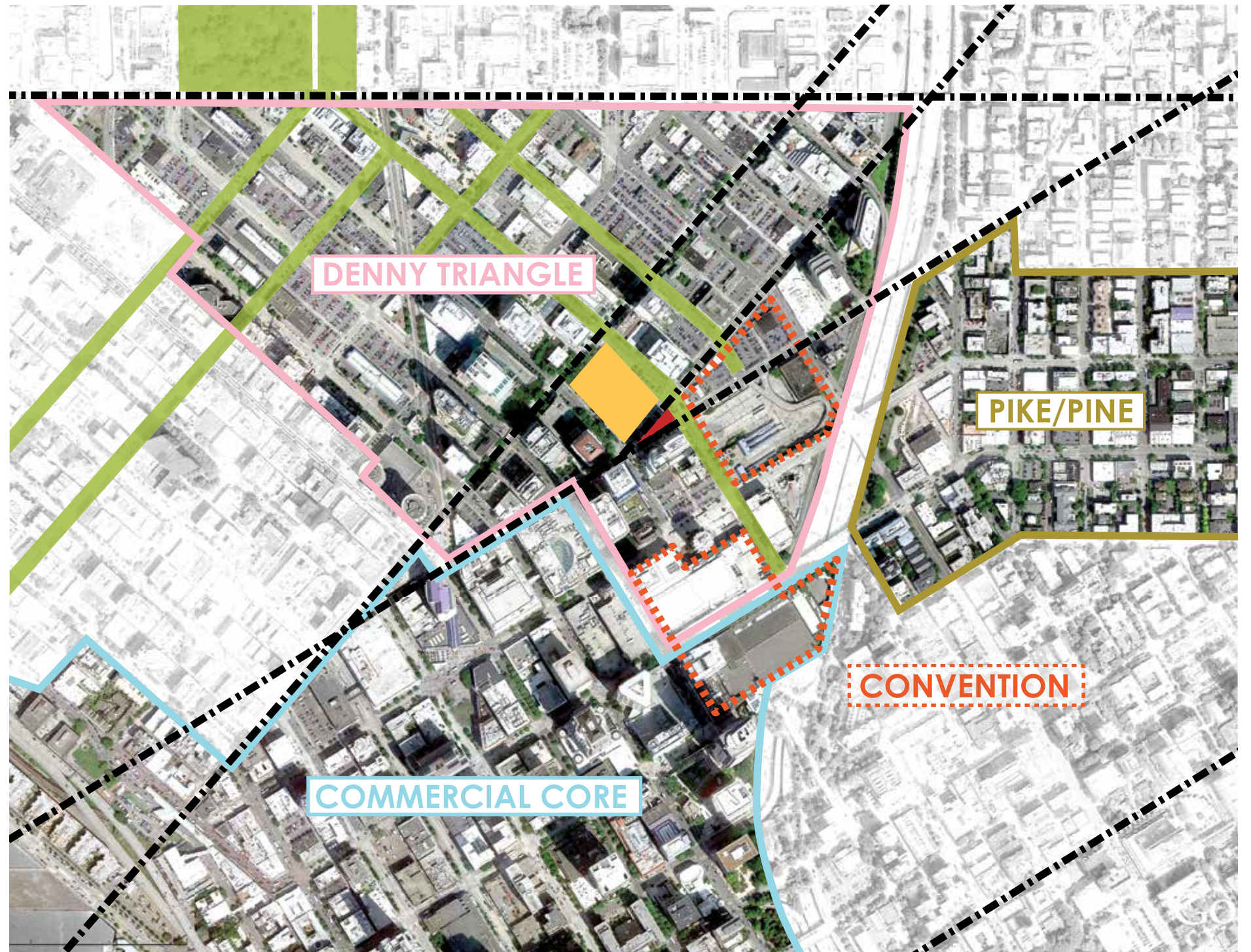
The Design Team finds the following guidelines from the *Design Guidelines for Downtown Development Document* relevant to the design of this project.

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 beyond the immediate context of the building site.

The preferred scheme recognizes and accentuates the unique shifted-grid conditions found throughout downtown Seattle. The tower portion of the project emphatically marks Denny Triangle street grid at the Olive and Howell Triangle open space where the grid shifts. The building will become a marker of the transition between the commercial core, convention center and the Denny Triangle neighborhood.

The proposal also reconnects the alignment of the 9th Avenue Green Street, strengthening the urban form of this important public space.



A-2 Enhance the skyline.

Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The varied experience of this preferred scheme in the skyline will be a unique statement signifying the shifted grids at the intersection of the Denny Triangle and commercial core neighborhoods. The singular form along the north and south faces of the tower will become a memorable shape in the collage of building forms in the skyline. These simple surfaces will be animated by articulating transparent and solid components, configured to interact with Seattle's unique and varied daylight conditions.

The width of the tower in the east-west directions will further accentuate its unique form from the north and south approaches while presenting a more slender profile to in the east-west orientation. The top of the building is composed to integrate the penthouse into a unified massing expression of the overall tower form.



The thin profile of the tower as viewed from Capitol Hill



The sheer profile of the tower as viewed from Queen Anne

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.

The bulk and scale of the preferred scheme responds to the surrounding context by placing the tower on the southern edge of the site, closest to the convention and retail cores and adjacent to the Olive and Howell Triangle. The lower height portions of the base align to the avenue edges of the site, allowing natural light to better reach the 9th Avenue Green Street. The mid-rise affordable housing is located along Stewart Street, connecting it to the mixed-use Denny Triangle district to the north.



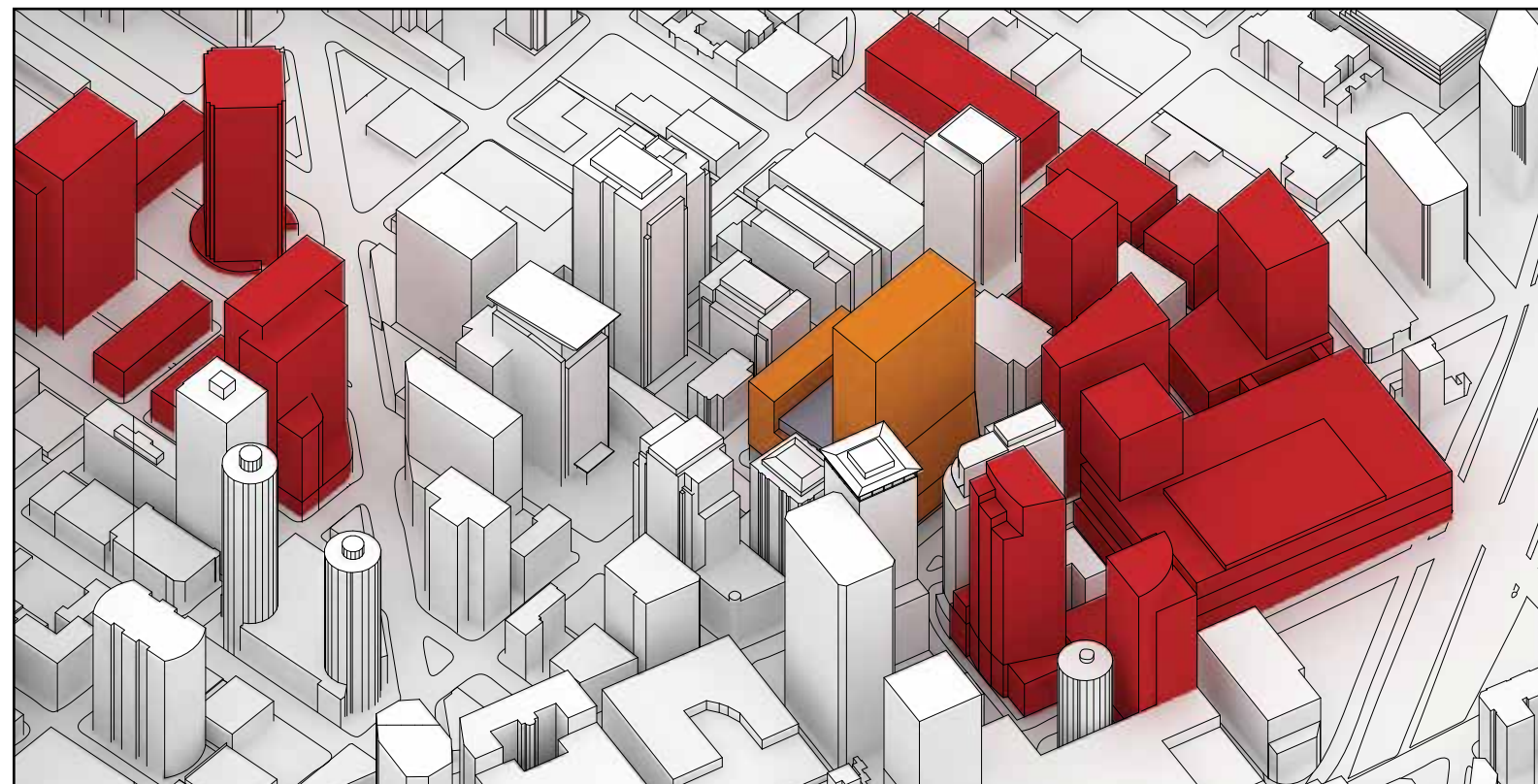
The lower massing is oriented towards the Denny Triangle Neighborhood

B-2 Create a transition in bulk and scale.

Compose the massing of the building to create a transition to the height, bulk and scale of development in nearby less intensive zones.

The preferred scheme will become a critical link—in both massing and program—between the mixed-use Denny Triangle neighborhood and the expanding convention center and retail district to the south and east. The presence of the hotel tower at the Olive and Howell Triangle orients the biggest project massing towards the larger scale existing development to the south, including the possible convention center expansion.

The northern portion of the site includes a mixture of smaller scale program elements such as retail, affordable housing, and meeting spaces. These elements will integrate well with the eclectic mix of scale found within the Denny Triangle neighborhood.

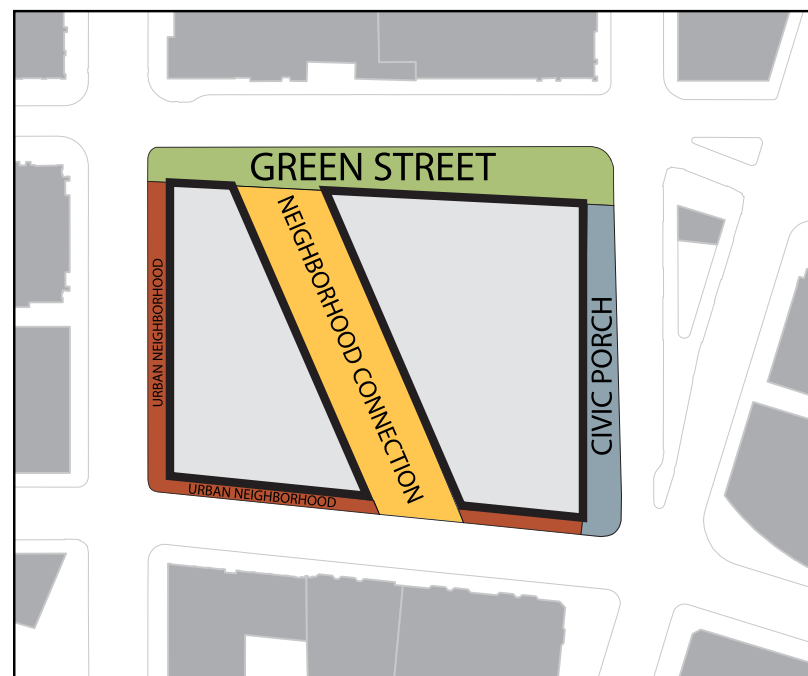


The preferred scheme shown amidst current and future build-out

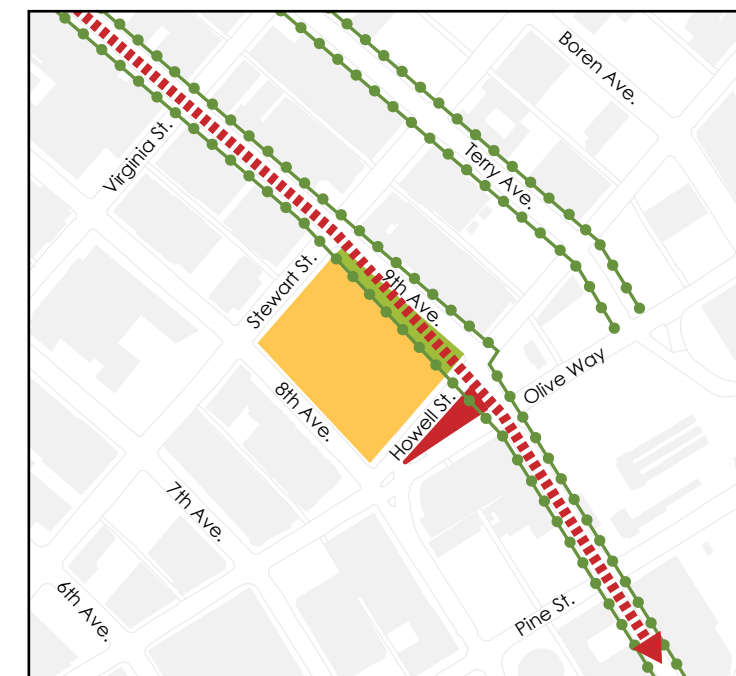
B-3 Reinforce the positive urban form & architectural attributes of the immediate area.

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

The urban edges of the preferred scheme will each be unique and significant to the local conditions, reflecting the variety found in the surrounding districts. Moreover, the proposed angled setback along 9th Avenue seeks to heal a rift in the urban connectivity of the 9th Avenue Green Street by aligning the building frontages, connecting the public realm and expanding the Green Street.



The many characters of urban edges



Pocket-Park heals the rift in the Green Street, opening a view corridor from 9th + Pine to Denny Park

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 that 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.

There are three primary design goals of the approach:

Integrate Tower and Podium: To further enhance the connection between the tower composition and the urban form context, the preferred scheme seeks to unify the primary forms of the building to create an integrated architectural composition.

Open the Public Realm: The concept form seeks to accentuate the open and connected civic ground-plane while creating distinctive urban spaces at each of the four primary building edges.

Minimize the scale of the base: Through materials and formal articulation, the preferred scheme minimizes the scale of the base and highlights the major program components.



C-1 Promote pedestrian interaction.

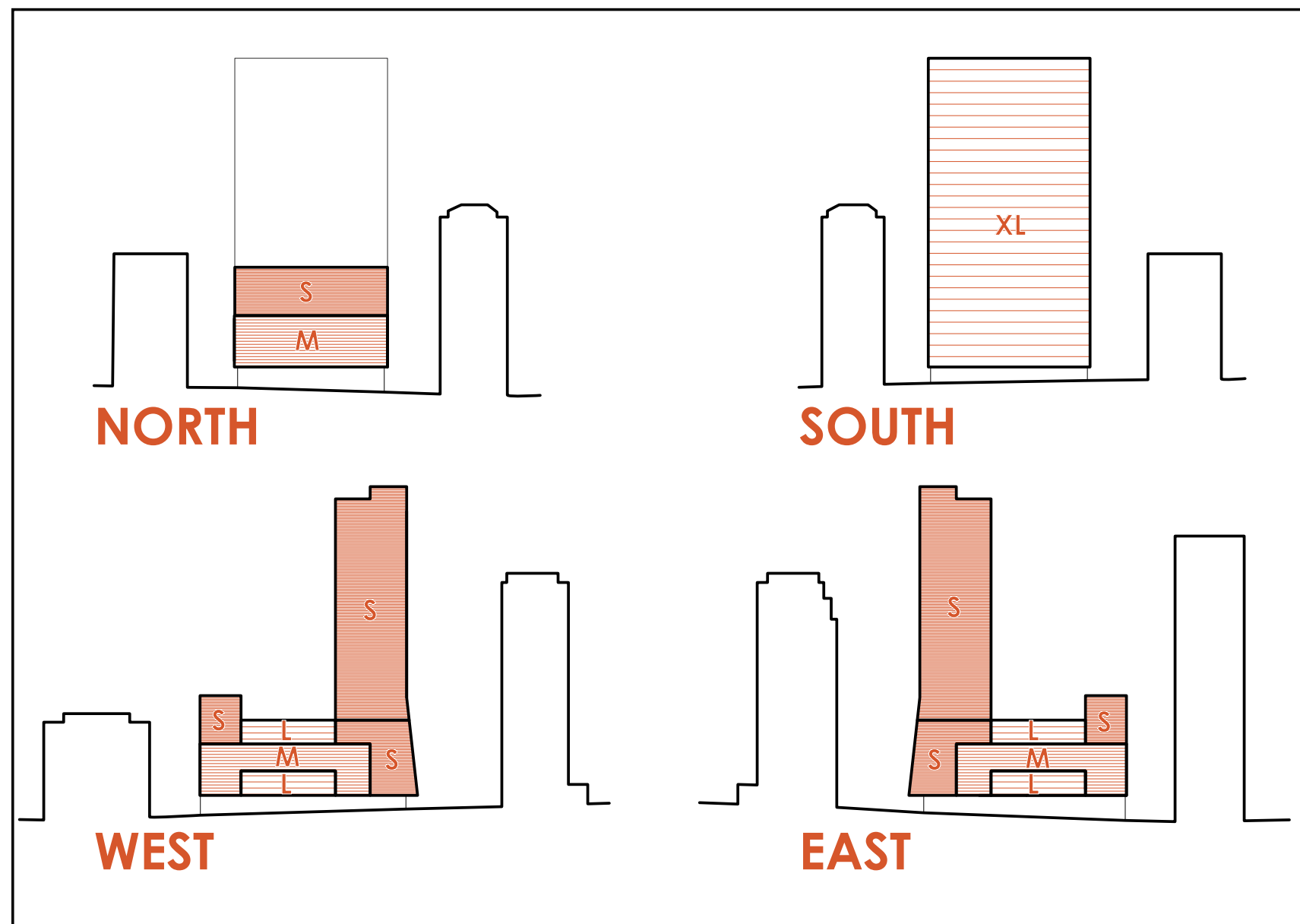
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

The open and transparent ground level is designed for maximum porosity. The predominant use of clear glass at will increase visual connectivity into the active ground floor uses while the new through-block connection will encourage an active pedestrian route through the building.

C-2 Design facades of many scales.

Design architectural features, fenestration patterns, and materials 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.

The highly transparent ground level of the proposal unifies the lowest level and provides the opportunity to establish new systems of architectural expression above. In these upper levels the material systems and composition of the building's many façades will be designed to respond to both highlight internal program and respond to adjacent urban context.



The four primary elevations will contain a multiplicity of scales

C-3 Provide active-not blank- facades.

Buildings should not have large blank walls facing the street especially near sidewalks.

77% of the ground level pedestrian facades will contain transparent, active and accessible ground-level uses.

C-4 Reinforce building entries.

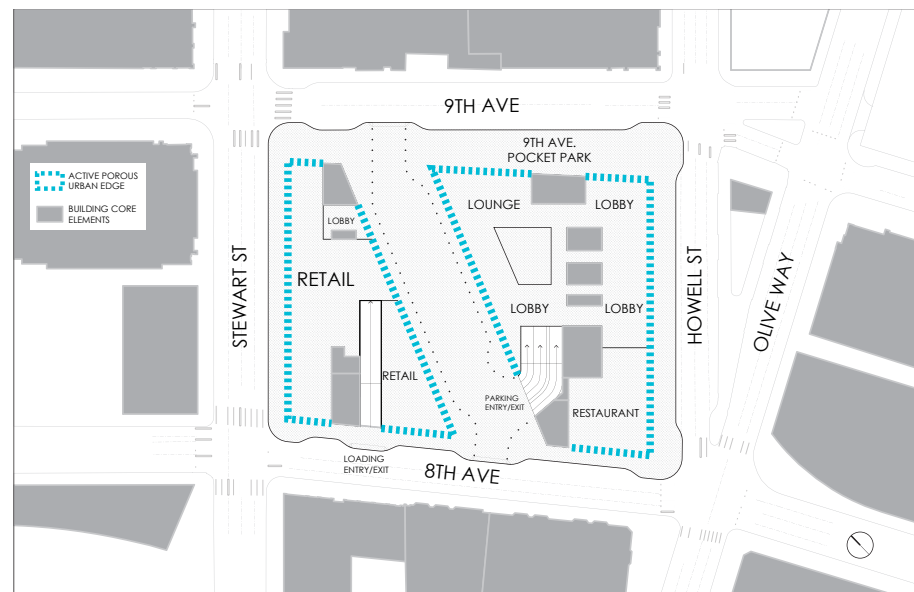
To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

A hierarchy of entries will surround the urban edges of the preferred scheme. The primary entrance to the hotel and convention uses will be located closest to the Convention District and retail core, fronting on the Olive and Howell Triangle. Secondary entries as well as the affordable housing entry and passenger drop-off will be located in the center of the block along the through-block connection. The remainder of the perimeter will contain periodic entries to pedestrian oriented uses such as restaurants and retail spaces.

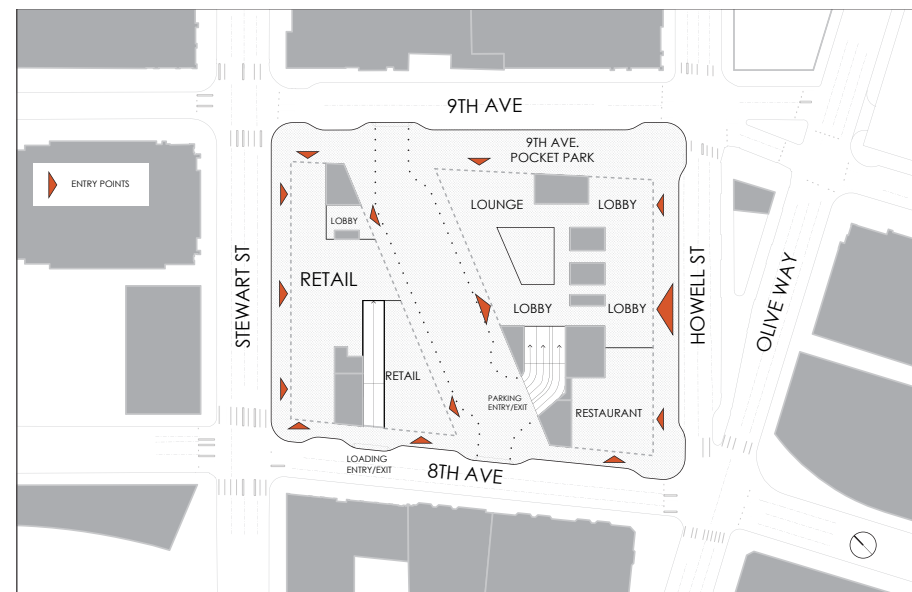
C-5 Encourage overhead weather protection.

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

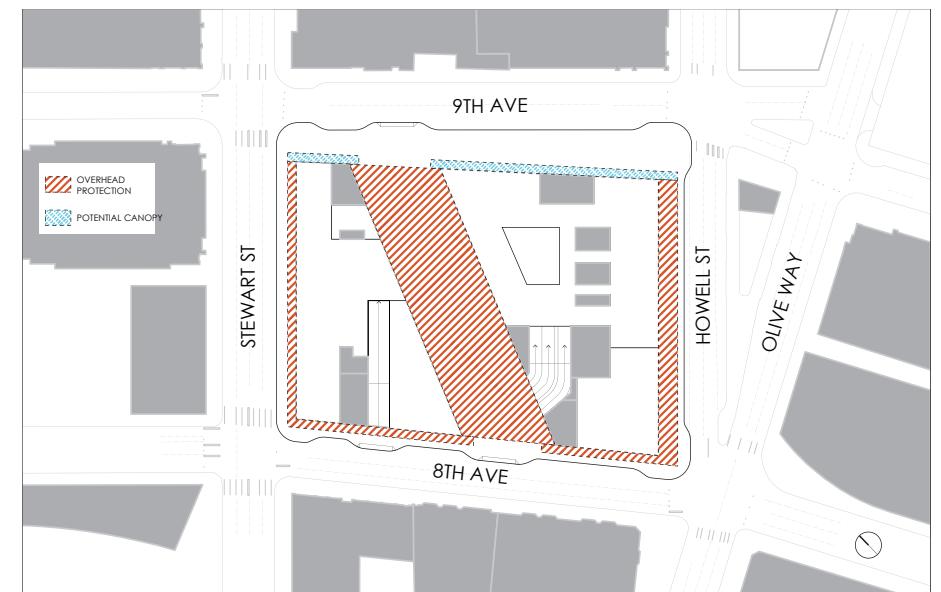
The proposal includes overhead weather protection along the entire lengths of Howell Street and Stewart Street. It also provides weather protection along 8th Avenue. The pedestrian mid-block crossing under the building is also protected from the weather. The 9th Avenue edge may provide additional overhead weather protection dependent on the final design of the pocket-park.



Transparent and active facades



Hierarchy of building entries



Overhead weather protection

D-1 Provide inviting & usable open space.

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

The preferred scheme aims to enhance pedestrian activity and connections around and through the site. By providing wider sidewalks along 9th Avenue and Howell Street, and new curb-bulbs at its surrounding intersections, the building will provide a greater sense of connectivity to the surrounding neighborhood. The ground-level of the building will be populated by very active uses, and the building will remain a vibrant neighborhood presence throughout the day and night.

The proposed diagonal through-block connection will provide the most minimal slope possible while serving as a new connection for pedestrians between the 9th Avenue corridor and the city's central retail district. By elevating vehicular access to the sidewalk level, replacing curbed edges with bollards and providing continuous pedestrian paving across the central drive and passenger loading area, the design will reinforce the predominance of the pedestrian realm over the vehicular.

In locating the tower along the southern edge of the site, the impact of shadows on the adjacent streets has been minimized. The increased setback along 9th Avenue will enhance the solar exposure of the Green Street.

D-2 Enhance the building with landscaping.

Enhance the building and the site with generous landscaping which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

The preferred scheme makes connecting the city's Green Streets a primary design driver by significantly increasing the 9th Avenue setback. The new building edge alignment spatially connects the Green Street to the adjacent blocks at the oblique corner, and gives an increased dimension to provide landscape and sidewalk furniture to the public realm.

The through-block connection at grade will also provide opportunity to emphasize the continuity of the public realm through the building. A continuously paved surface will unite the pedestrian sidewalk along 8th and 9th Avenues and connect the pedestrian path through the middle of the site.



View towards the through-block connection



Grade-level concept plan

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.

The proposed building actively forms three unique urban conditions that will make this a significant addition to the urban fabric of the city.

The Olive and Howell Triangle: By placing both the primary public spaces of the building and the signature tower form facing the Olive and Howell Triangle, the project will define this significant shift in the urban grid as a major spatial moment in the urban form of Seattle.

The 9th Avenue Green Street Pocket-Park: The widening of the public realm along 9th Avenue will create a new landscaped condition that heals the rift caused by the misalignment of streets while strengthening the connections from the convention center and Paramount Theater along the 9th Avenue Green Street to Denny Park.

The Through-Block Connection: The through-block connection linking the 8th and Howell intersection with the 9th Avenue Green Street is strategically placed to link the city's retail core with the emerging Denny Triangle and South Lake Union neighborhoods. With an overhead ceiling height at a minimum of 30' high and ample lighting throughout the day, the space will become an inviting and protected pathway in the neighborhood.



View from 9th Ave. and Howell St.

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.

Exterior signage will be appropriately placed scaled to the surrounding context. The transparent ground-level of the building will provide opportunities for commercial uses to integrate signage and identity within their space.

D-5 Provide adequate lighting.

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

A well integrated lighting approach will be developed in the project design including lighting of the through-block connection, pedestrian lighting in the pocket-park, and façade and penthouse lighting.

D-6 Design for personal safety and security.

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

The visual transparency and around-the-clock occupancy of the ground floor will help create a safe pedestrian environment throughout the day.

E-1 Minimize curb cut impacts.

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

There are currently seven curb cuts on the block, including the alley curb cuts, and the preferred scheme would require only three curb cuts.

E-2 Integrate parking facilities

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments of suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

The preferred scheme places all parking facilities underground and places the primary parking entry within the block. Exiting parking traffic will benefit from two means of egress from the site, along 8th and 9th Avenues.

E-3 Minimize the presence of service areas.

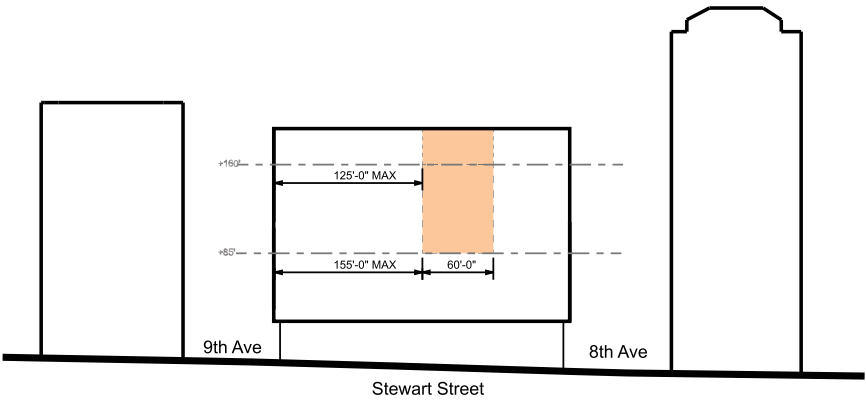
Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

The preferred scheme minimizes the presence of service areas and places all loading and service for the project underground and away from public view.

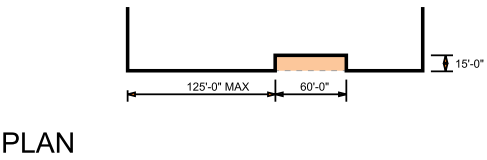
7 POTENTIAL DEVELOPMENT STANDARD DEPARTURES

Stewart Street Modulation

ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
1	23.49.058.B.1 Facade Modulation	Facade modulation is required above a height of eighty-five feet above the sidewalk for any portion of a structure located within 15 feet of a property line. No modulation is required for portions of a facade set back fifteen feet or more from a street property line.	<p>The north elevation facing Stewart Street integrates with the varied building types, functions, and scales in the Denny Triangle neighborhood by locating retail, meetings rooms, and affordable housing on this edge.</p> <p>The proposed modulation departure distributes indentations throughout the façade, primarily at the corners. This composition animates the scale of the façade to relate to the surrounding neighborhood. The modulation at the corners allows for more open views and light to the nearby streets and sidewalks, and it reduces the height at the corner to make a more compatible relationship with the Gethsemane Church across 9th Avenue.</p>	<p>A-1 Respond to the physical environment</p> <p>B-1 Respond to the neighborhood context</p> <p>B-2 Create a transition in bulk and scale</p> <p>B-3 Reinforce the positive urban form & architectural attributes of the immediate area</p>

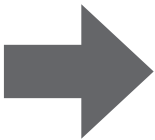


NORTH ELEVATION

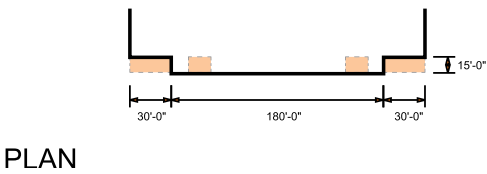


PLAN

PRESCRIBED MODULATION



NORTH ELEVATION

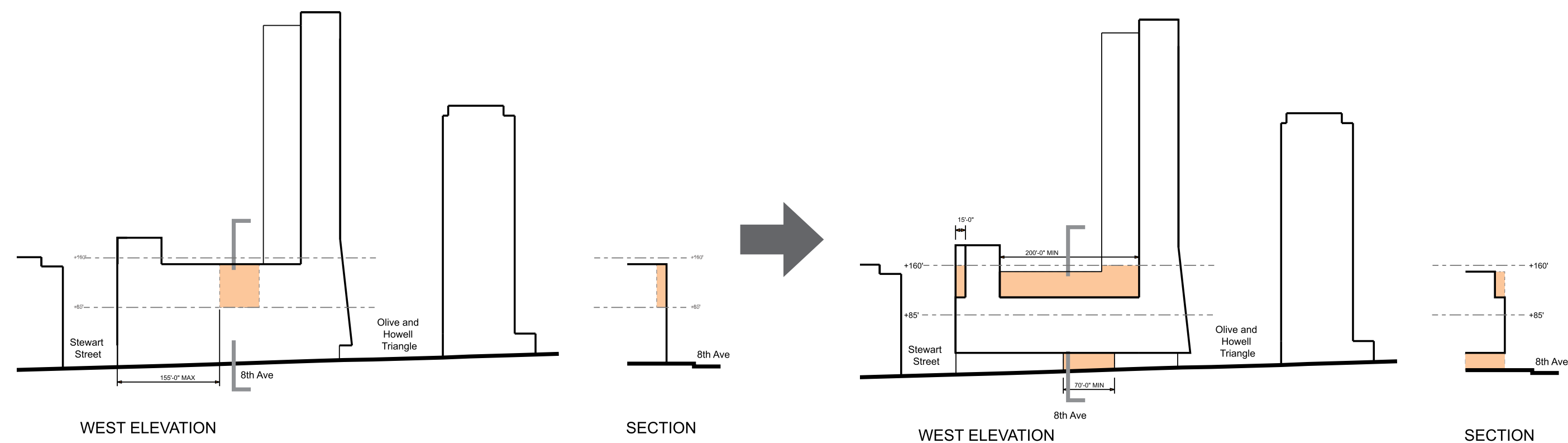


PLAN

PROPOSED DEPARTURE

8th Avenue Modulation

ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
2	23.49.058.B.1 Facade Modulation	Facade modulation is required above a height of eighty-five feet above the sidewalk for any portion of a structure located within 15 feet of a property line. No modulation is required for portions of a facade set back fifteen feet or more from a street property line.	<p>The west elevation facing 8th Avenue creates a dynamic ground level pedestrian experience. A public through block connection provides a wide opening along this edge connecting through to the 9th Avenue Green Street. The soffit of this public space is a minimum 30 feet high.</p> <p>The large opening at grade level facing 8th Avenue creates significant modulation of the building façade. The remainder of the ground floor is primarily a visually porous glass enclosure to pedestrian related spaces and high ceilings to create an unusually tall, open, visually modulated street level. Additional modulation is provided with a terrace setback at the level of the upper event space, as well as a terrace at the northwest corner for the affordable housing.</p>	<p>A-1 Respond to the physical environment</p> <p>B-1 Respond to the neighborhood context</p> <p>B-2 Create a transition in bulk and scale</p> <p>B-3 Reinforce the positive urban form & architectural attributes of the immediate area</p> <p>C-5 Encourage overhead weather protection</p> <p>D-1 Provide inviting and usable open space</p> <p>D-3 Provide elements that define the place</p>

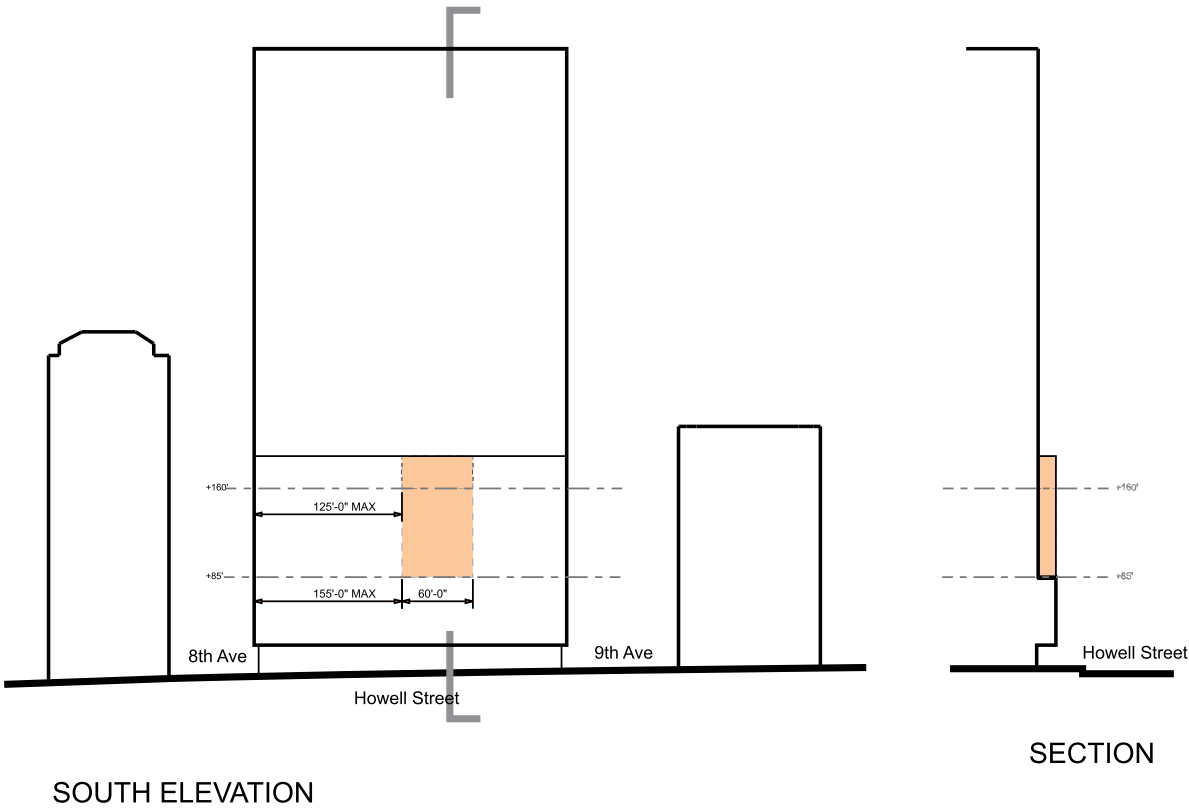


PRESCRIBED MODULATION

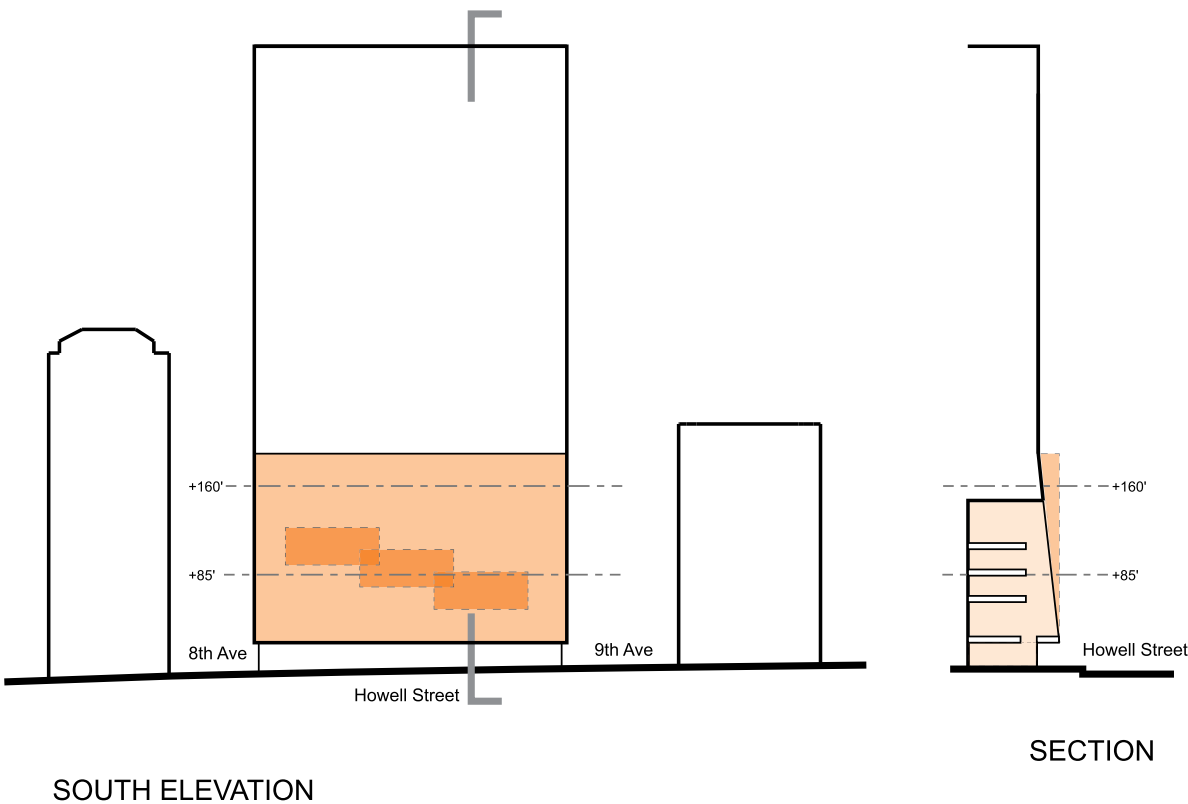
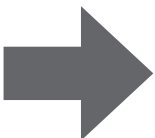
PROPOSED DEPARTURE

Howell Street Modulation

ITEM #	DEVELOPMENT STANDARD	REQUIREMENT	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
3	23.49.058.B.1 Facade Modulation	Facade modulation is required above a height of eighty-five feet above the sidewalk for any portion of a structure located within 15 feet of a property line. No modulation is required for portions of a facade set back fifteen feet or more from a street property line.	<p>The south elevation facing Howell St frames the Olive and Howell triangle, a significant space marking the grid shift between the Denny Triangle and Commercial Core Districts. This large scale gesture accentuates a unique characteristic of urban form in downtown Seattle. It also transitions from the smaller scale functions in Denny Triangle to the larger scale buildings and events in the Convention Center and Retail Core.</p> <p>The proposed modulation is a large scale gesture in which the façade slopes away from the street to join the upper tower form which is set back 15 ft from the property line. The bottom of the primary façade begins about 20 ft above grade at the property line forming a large scale overhead canopy. The building face is set back 15 ft at the ground level to provide a public gathering area and a large scale modulation to the south façade. The enclosure system in the lower portion of the tower façade will be very light and transparent, allowing the additional modulation created by the stepped interior balcony fascias to be prominently visible from the exterior.</p>	<p>A-1 Respond to the physical environment</p> <p>B-1 Respond to the neighborhood context</p> <p>B-3 Reinforce the positive urban form & architectural attributes of the immediate area</p> <p>B-4 Design a well proportioned and unified building</p> <p>C-2 Design facades of many scales</p> <p>D-3 Provide elements that define the place</p>



PRESCRIBED MODULATION



PROPOSED DEPARTURE

