

9th & STEWART

DRB - DESIGN RECOMMENDATION SUBMITTAL #1: 9.19.2013

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

TABLE OF CONTENTS

1	Development Objectives	p. 2
2	Site Context Analysis	p. 4
3	Building Concept	p. 12
4	Sustainability	p. 16
5	Response to EDG	p. 19
6	Proposed Departures	p. 30
7	Overall Building Design	p. 34
8	Affordable Housing Design	p. 58
9	Grade Level Design	p. 74

1 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

INTRODUCTION

The Ninth & Stewart Mixed Use project is located on the block bordered by 8th and 9th avenues and Stewart and Howell Streets in downtown Seattle in the DOC-2 land use zone. The scope includes 6 levels below grade for parking, loading docks, mechanical and support spaces; an extra tall ground level with lobbies, restaurants, and a parcel park; a 5 story podium with meeting and ballroom spaces; a hotel tower on the southern portions above the podium and a 9 story affordable housing component above the podium on the northern portion. The building is situated on a full-block site with a total enclosed development area of approximately 2.1 million square feet.

The ground floor of the building is designed to accommodate the greatest amount and highest quality of pedestrian oriented uses, both indoors and outdoors.

Along 9th Avenue, a gracious building setback will make room for a new street level parcel-park, re-connecting the currently fractured green street corridor and providing a vibrant public realm that will complement the building's adjacent interior spaces.

A throughblock connection between the avenues will create a new, protected pedestrian link within the neighborhood and will serve as primary vehicular access to the residential units, hotel, and below-grade parking. The angular orientation of the new space in plan is configured to align with the site topography and provide a generally level space that will be inviting and generously lit throughout the day and year.

Along Howell Street a widened sidewalk will provide space for increased pedestrian activity as well as areas for seating outside the corner restaurant spaces. The overhang of the building above will serve as an urban gesture welcoming visitors and sheltering pedestrians and users beneath.

A variety of lobbies, restaurants, café and bar spaces will occupy the vast majority of the program spaces at grade, creating a diverse and vibrant collage of urban activity.

PROGRAM COMPONENTS

Below is a list of the primary program components (numbers are approximate):

- 719 below-grade parking spaces
- 14 bay below-grade loading dock
- 6,600 sf grade-level parcel park
- 45,560 sf ground-floor retail, hotel lobby and lounge area
- 56,400 sf pre-function space
- 35,900 sf Grand Ballroom
- 33,600 sf Ballroom
- 62,000 sf of meeting rooms
- 1,680 hotel rooms
- 106,000 gsf Affordable housing (154 units)

EDG 1 - April 16, 2013

The project and its varied uses, including the large conference hotel offer new accommodation for national and international meetings to Seattle, greatly enhancing the capabilities of the city. Additionally the project includes the provision for 150± affordable residential units. Together with retail and public spaces at the ground floor, the mixed use building seeks to be a integrated part of the urban context.

The design team presented 3 alternative schemes for massing and program organization. The preferred scheme located the loading and support spaces below grade, created an open /publicly focused ground floor, located the meeting and ballroom spaces in 4 stories of the podium starting at level 2, and placed the hotel and residential components on the southern and northern edges respectively.

Following the discussion the DRB sought further analysis of the functionality of the throughblock connection and the integration of the affordable housing component of the development for a second EDG meeting.

EDG 2 - June 18, 2013

Responding to the first round of EDG comments, the team presented further analysis on the proposed through block, the affordable housing and the arrangement and operational access of the building.

Through this second round of review, the EDG was convinced with the concept and basic configuration of the through block connector and described it as a unique opportunity for enlivening the streets. The EDG identified items for further study, and recommended that the project proceed to MUP application with the understanding that the next DRB meeting would be a two part meeting with the first being focused upon the residential component of the development.

DESIGN COMMISSION - July 18, 2013

As part of the alley vacation process, the Design Commission reviewed the project for urban design merit. The commission noted the marginal usefulness of the existing dog legged alley, and the urban design merits of the program organization which creates an open, vibrant ground floor plan, the setbacks along the building perimeter, the parcel park along 9th Avenue, and the throughblock connector. The commission approved the project for urban design merit and requested a detailed accounting of features which are utilized in the FAR calculations and others which are candidates for public benefit for the alley vacation.

GOALS FOR DRB PACKET #1

This submittal begins with a summary of the project approach as approved in the EDG#2 meeting, a summary of response to the design guidelines identified by the DRB and the comments from EDG#2, and a description of the 4 development departure requests. It then organizes the design proposal materials into 3 sections:

- Overall Building Design
- Affordable Housing Design
- Grade Level Design

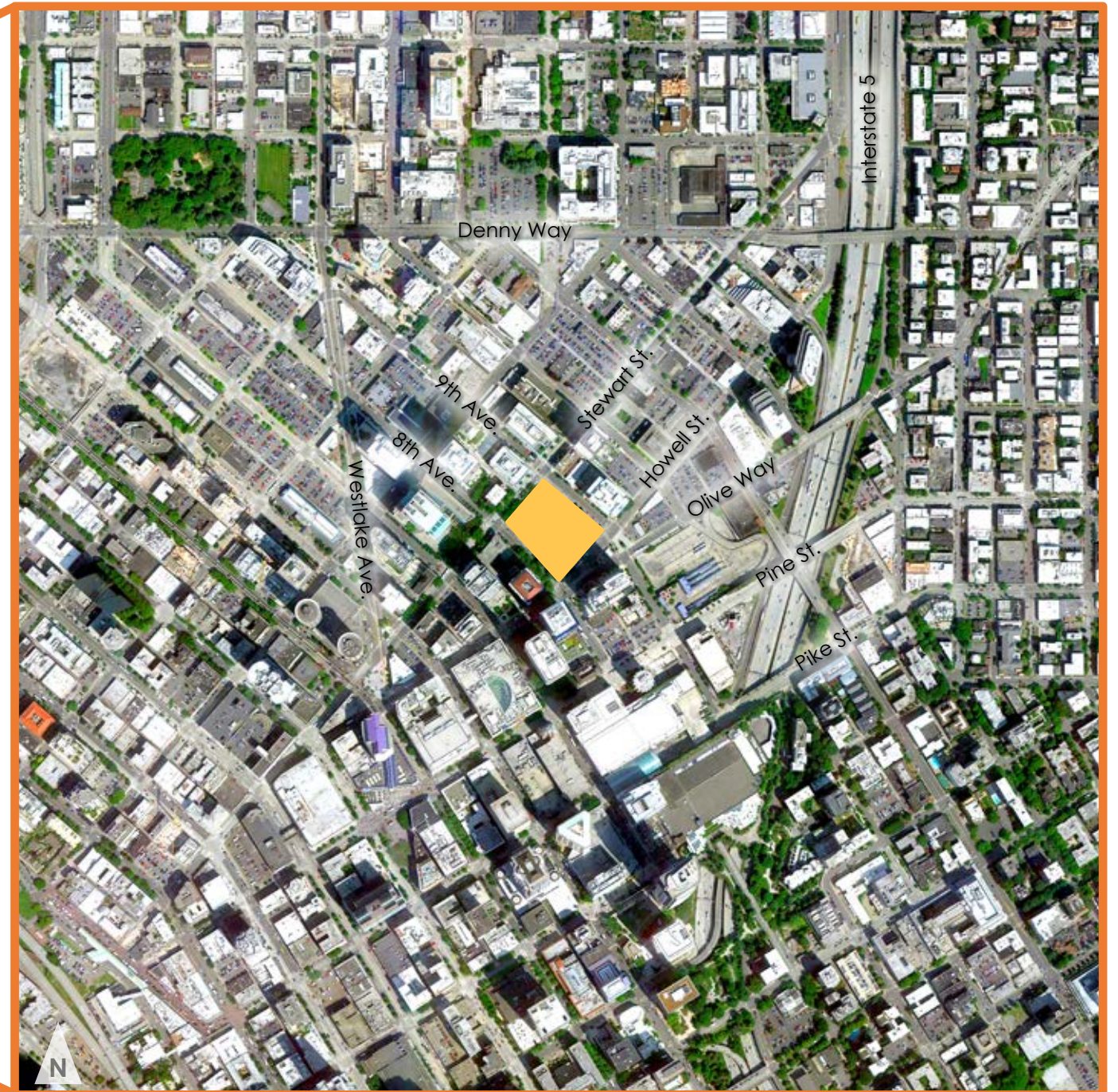
In response to the request of the board, this allows detailed review of the affordable housing portion of the project, as well as the ground floor spaces, along with design comments on the overall development of the design.

2 SITE CONTEXT ANALYSIS

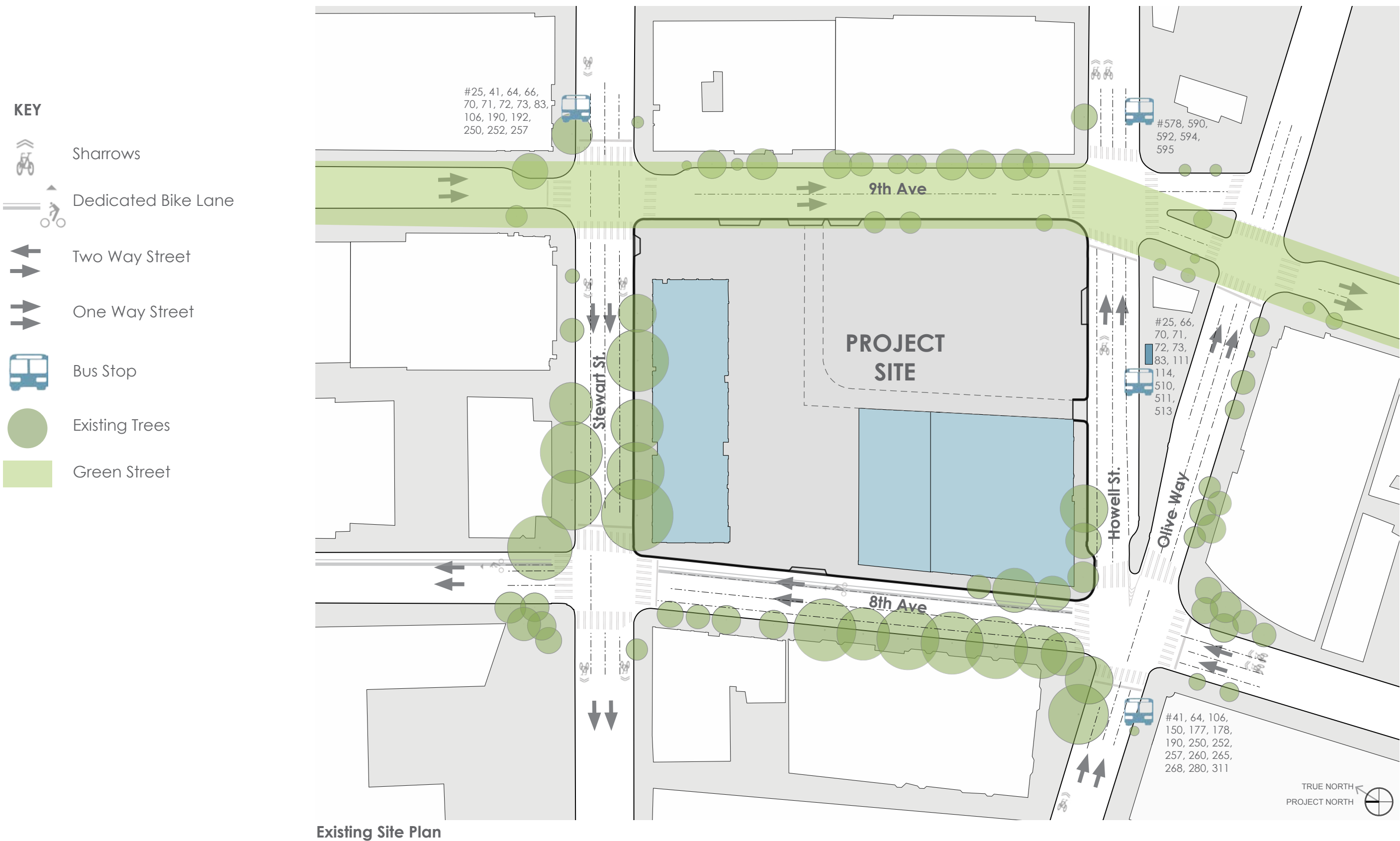
VICINITY MAP



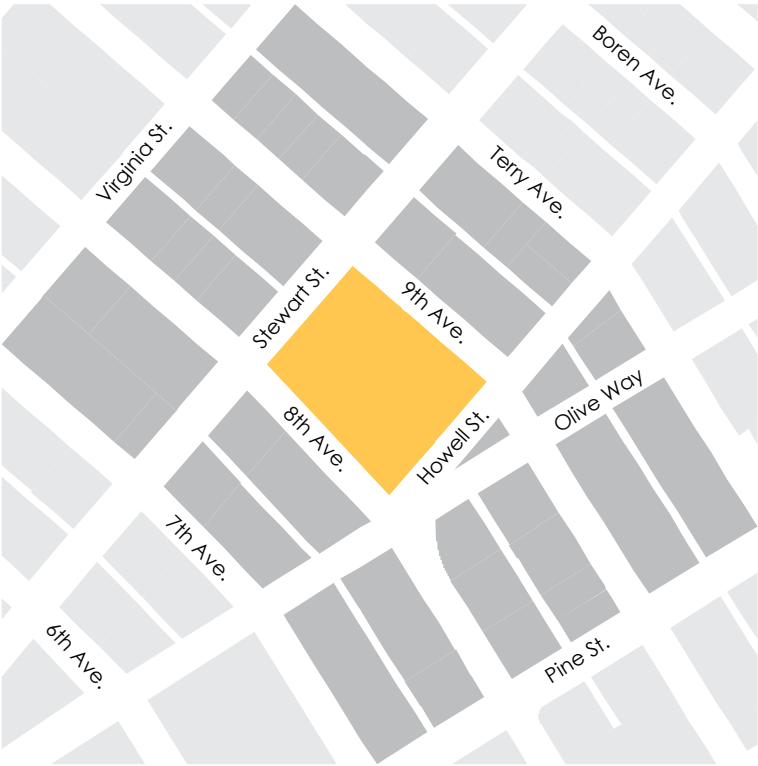
Vicinity Maps



EXISTING STREETScape & OPEN SPACE



NEIGHBORHOOD ANALYSIS: CURRENT SITE CONDITION



9-Block Site Plan



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.



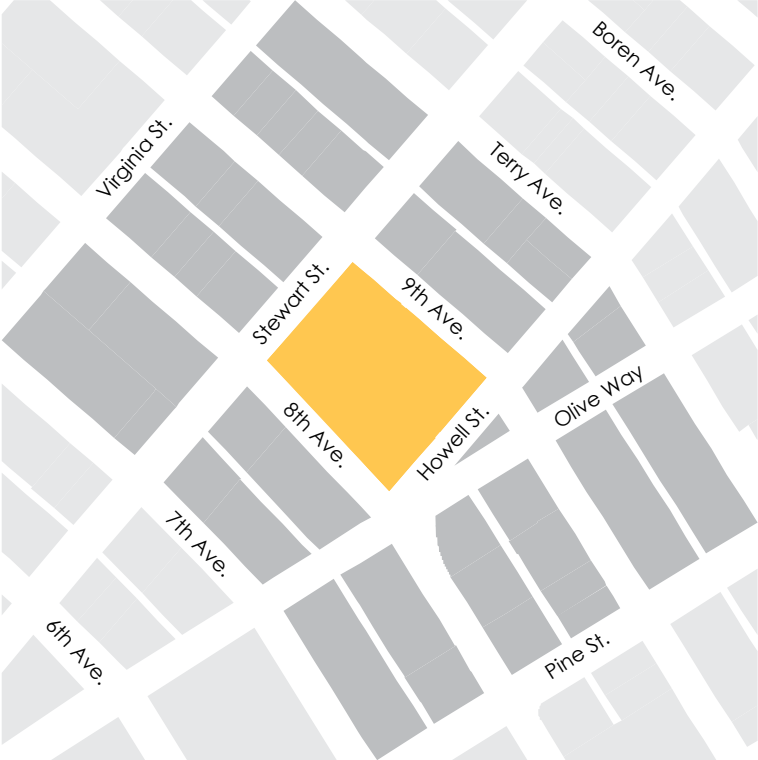
SITE

Stewart St.



8th Ave.

NEIGHBORHOOD ANALYSIS: ADJACENT STREETSCAPES



9-Block Site Plan

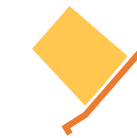


E 8TH AVE LOOKING SOUTHWEST



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:

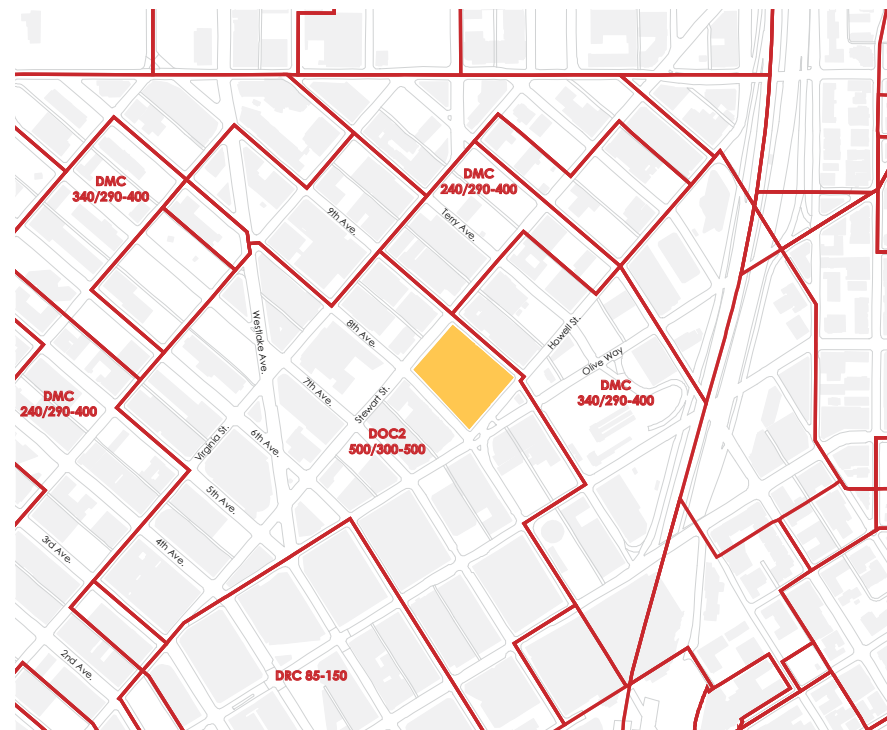
DOC2 500 / 300-500 (land Use Map 109)
Denny Triangle Urban Center Village
Fire District

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).



Zoning Map

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, Office, Food Establishment and Accessory Use Parking Garage 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 (Map 1H).

23.49.056.C**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.

23.49.056.D**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.

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

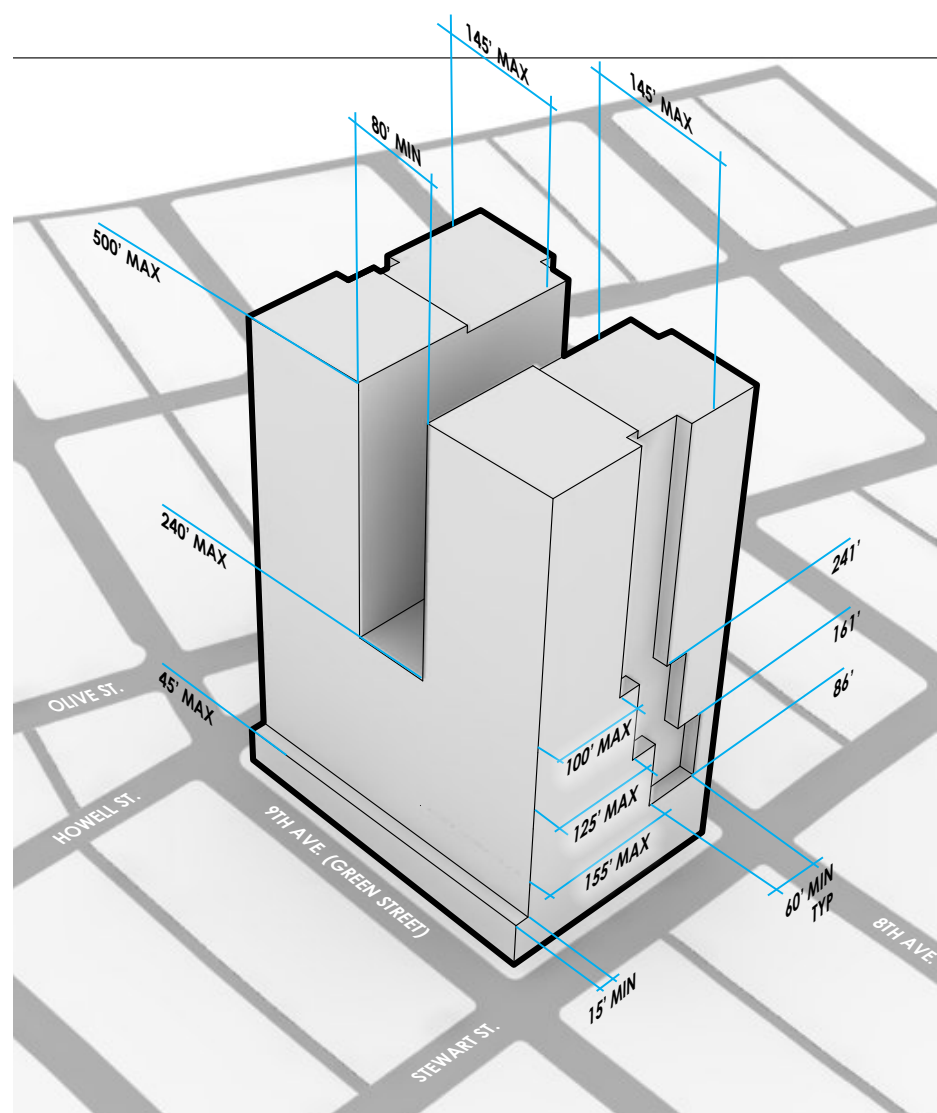
Towers over 240' tall maximum upper level width of 145' along the general north/south axis parallel to the Avenues. Minimum 80' horizontal separation between towers above 240' for lots greater than 200' in width and depth.

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



Zoning Envelope Diagram

FAR BONUS AMENITY PROGRAM LAND USE CODE COMPLIANCE

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

Bonus Amenity Provided

Affordable Housing & Childcare Contribution

75% Bonus FAR Required:	661,730 SF
Build affordable housing on site.	
Contribute to childcare fund.	

Bonus Amenities

25% Bonus FAR Required:

Including:

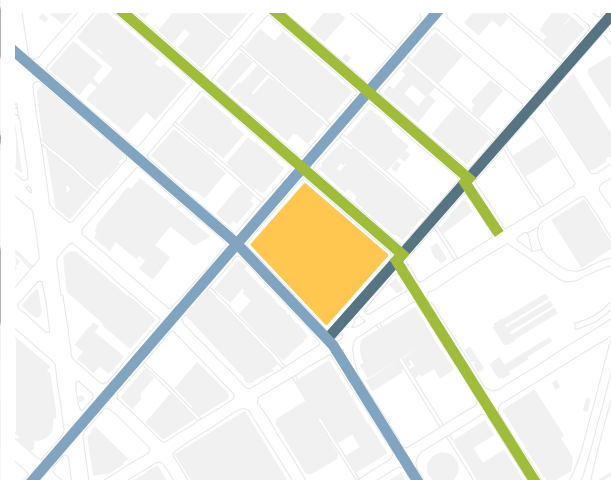
Green Street Parcel Park	35,000 SF
Green Street Setback	3,000 SF
Landmarks TDR's	112,736 SF
Performance Arts TDR's	34,036 SF
Non-Housing TDR's	35,804 SF

Bonus Amenity Total:

882,306 SF

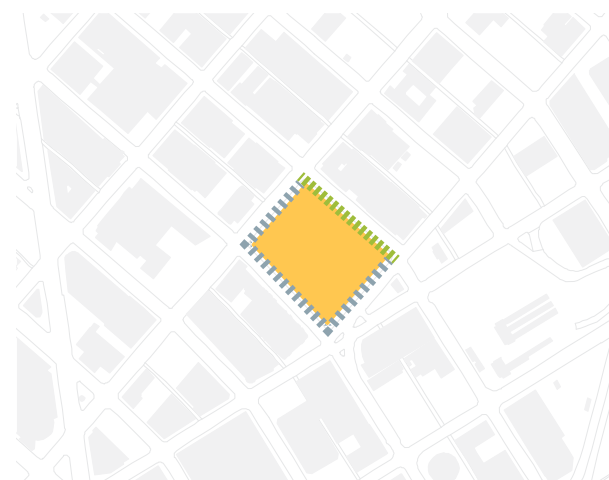
ALLEY VACATION PUBLIC BENEFIT SEATTLE CITY COUNCIL APPROVAL

- Unique Economic Public Benefit
- Throughblock Pedestrian Connection
- On-Site Affordable Housing
- Enhanced Right-of-Way Condition
- Publicly Accessible Art
- Howell Street Setback/ Open Space
- Bike Share Program
- Design with Intent to Meet LEED Gold
- Participation in Seattle 2030 District



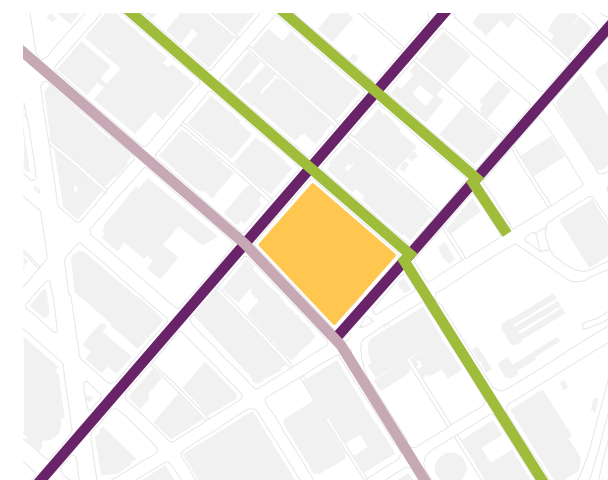
Pedestrian Street Classifications

- 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

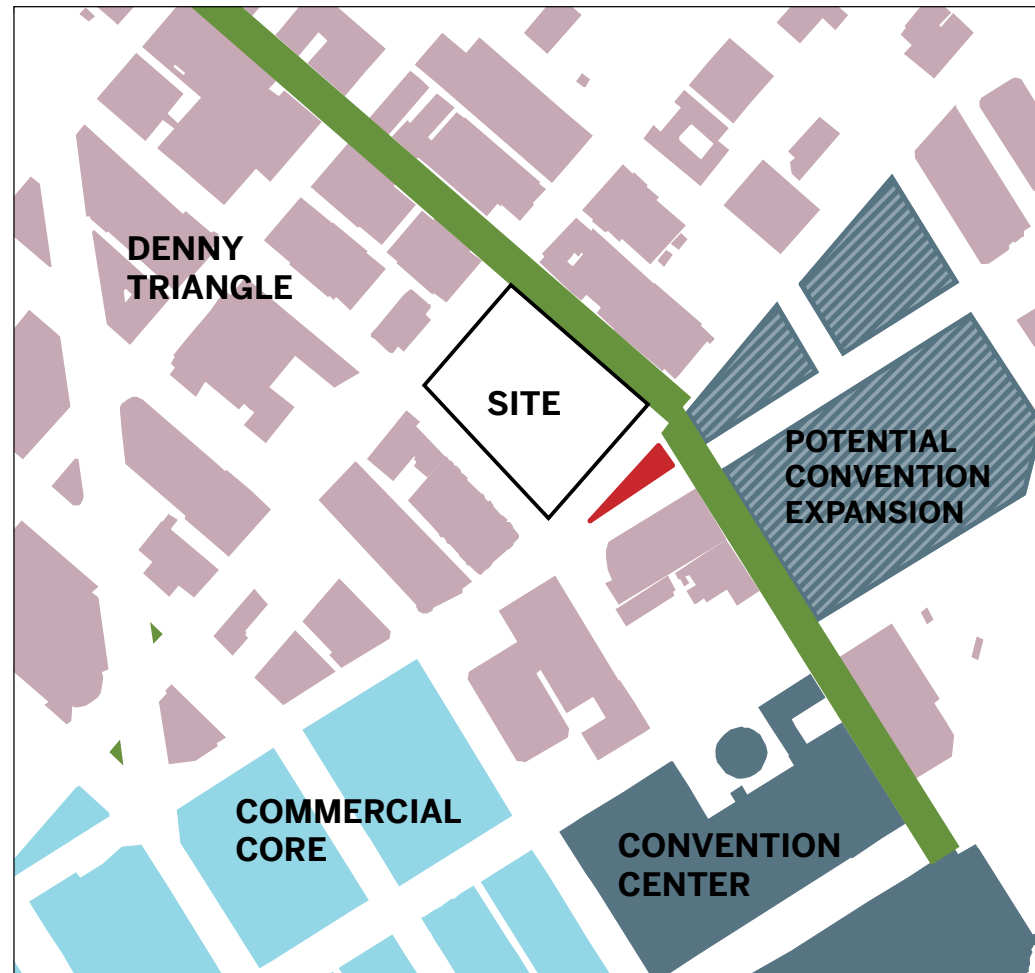


Vehicular Classifications

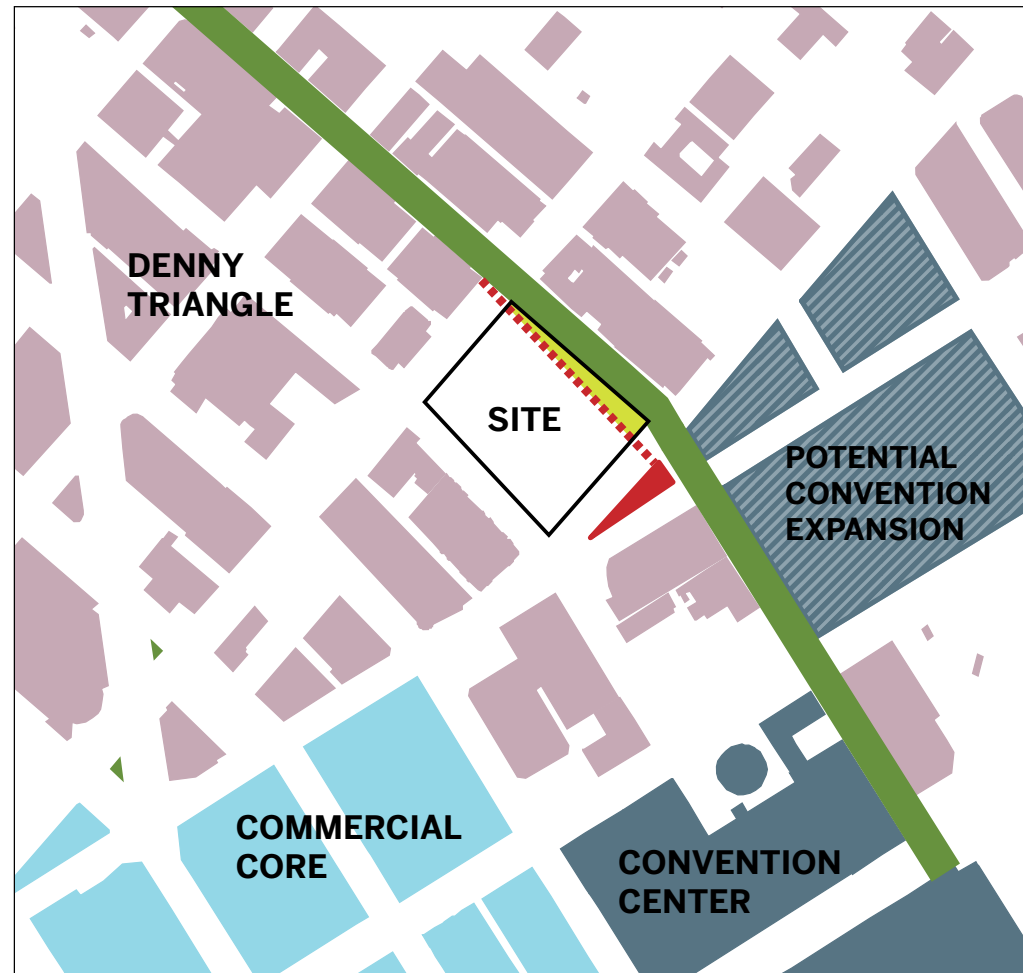
- Green Street
- Minor Arterial Street
- Primary Transit Street

3 BUILDING CONCEPT

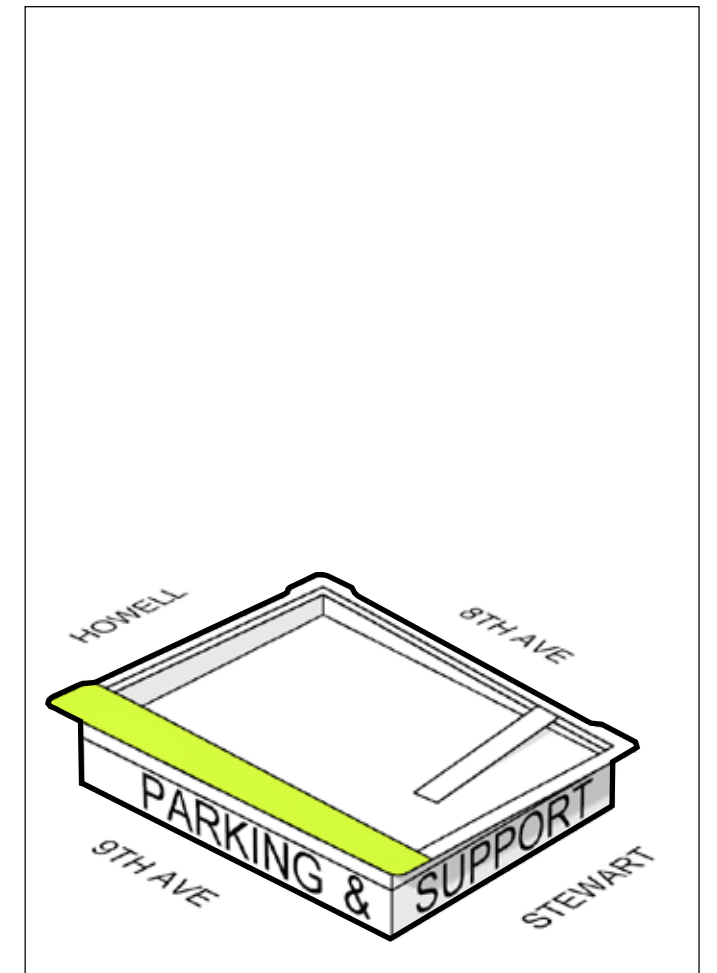
ORGANIZATION OF COMPONENTS



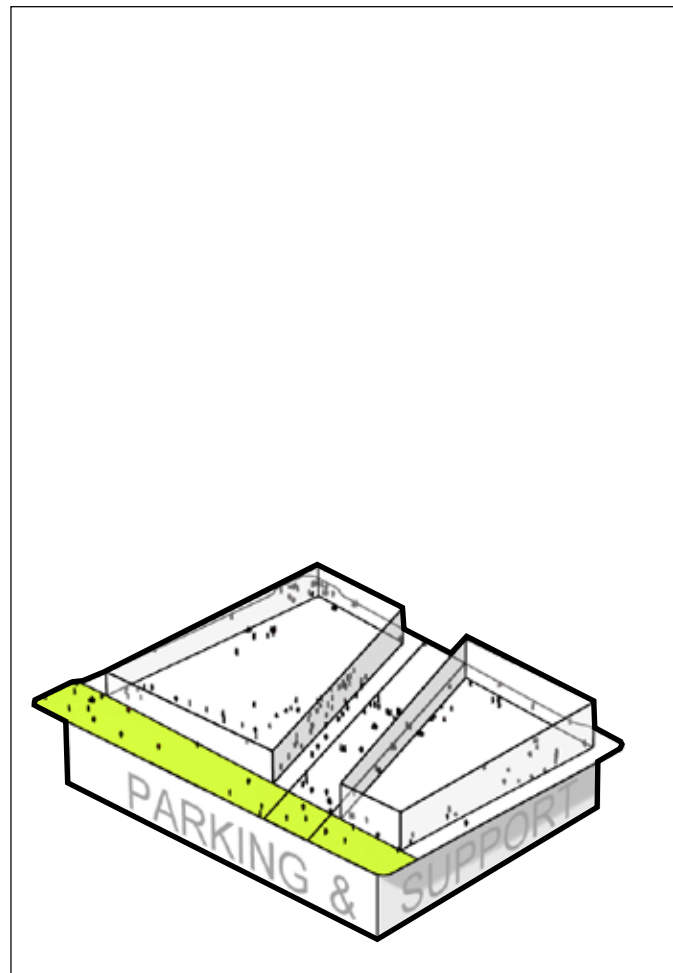
MIXED-USE, COMMERCIAL, AND
CONVENTION PROGRAMS



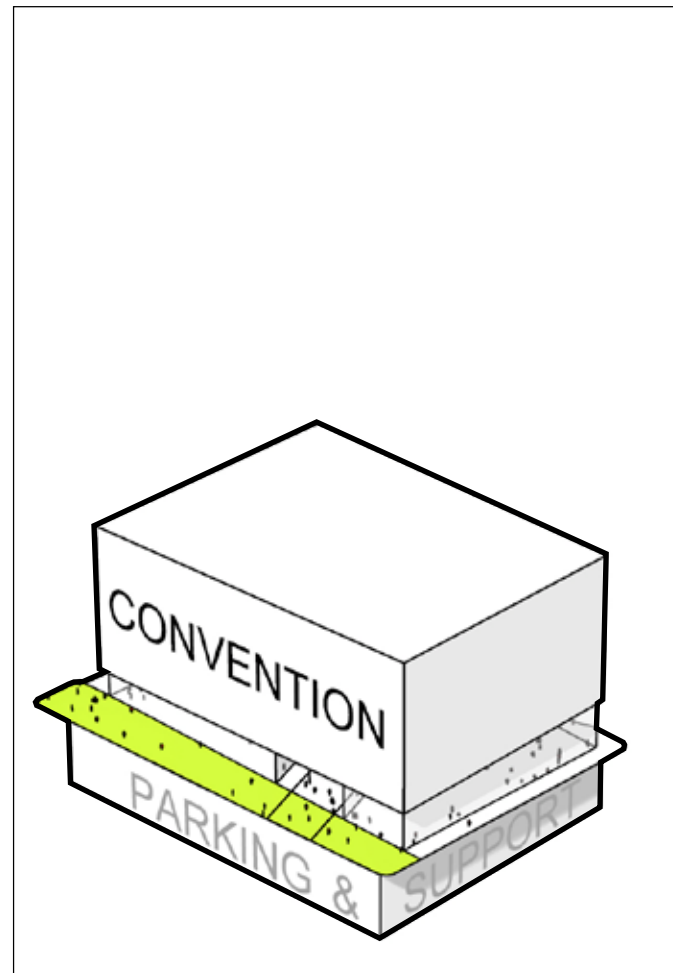
GREEN STREET PARCEL PARK



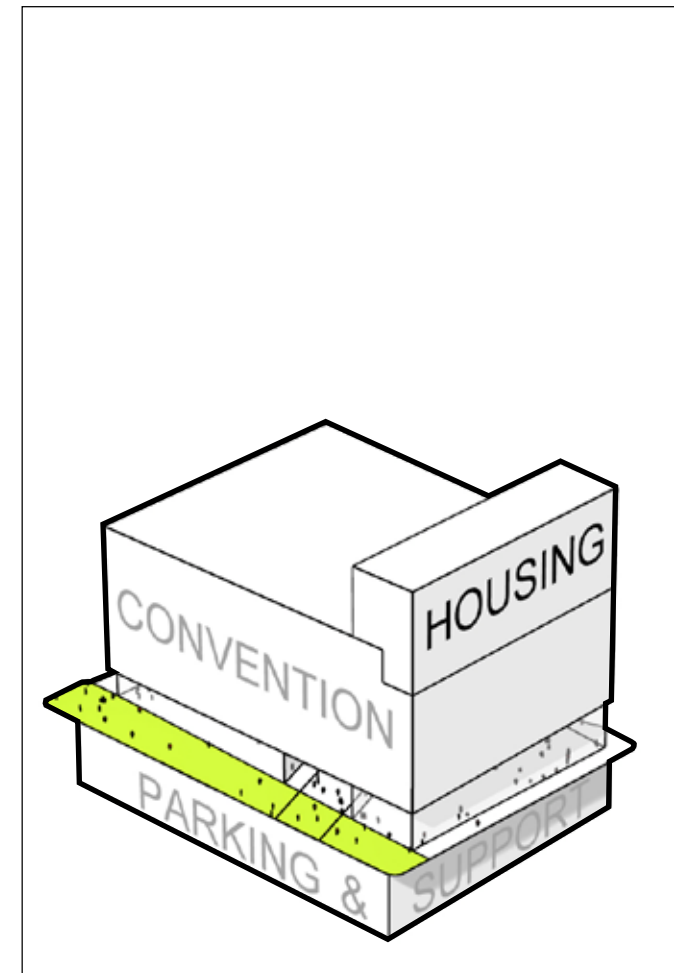
SUPPORT SPACE BELOW GRADE



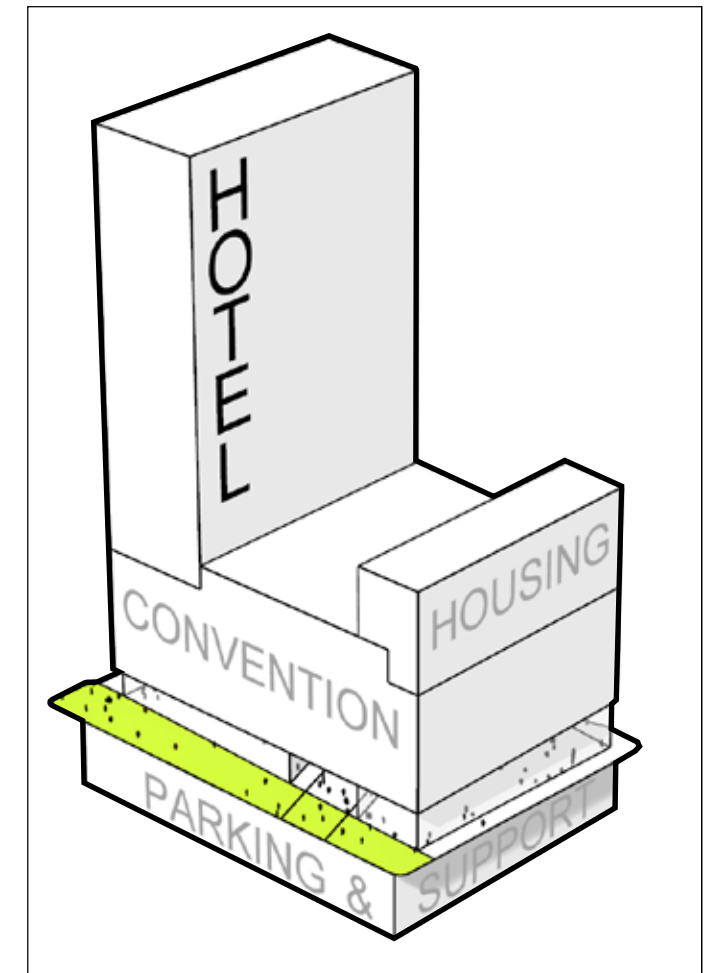
GROUND LEVEL BECOMES
PUBLIC REALM



CONFERENCE CENTER COMPONENTS
FILL BLOCK ABOVE GRADE LEVEL

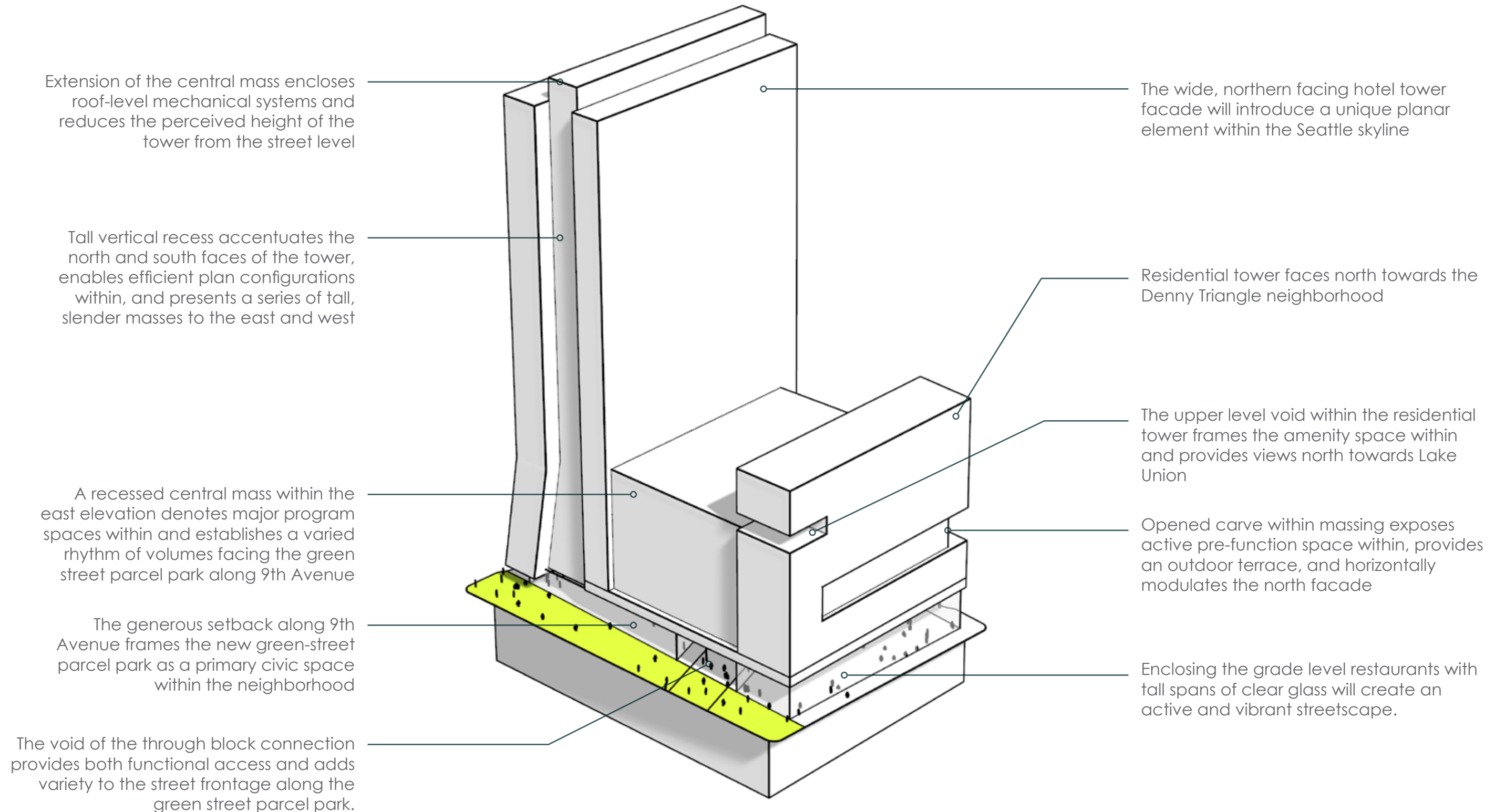


HOUSING ORIENTATED TO
DENNY NEIGHBORHOOD

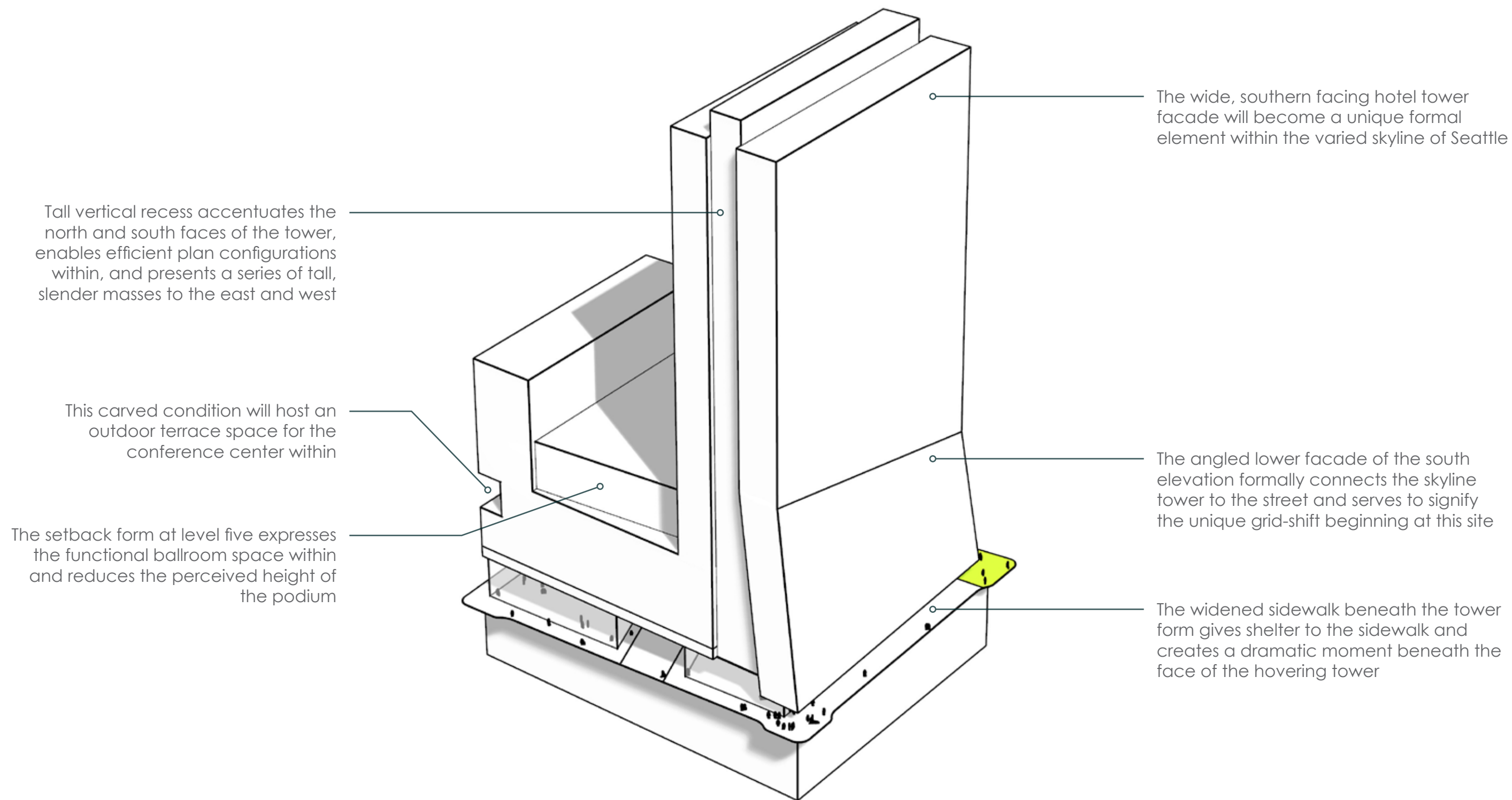


TOWER ORIENTED TO
CONVENTION DISTRICT

BUILDING FORM



VIEW LOOKING SOUTHWEST



VIEW LOOKING NORTHEAST

4 SUSTAINABILITY

INTRODUCTION

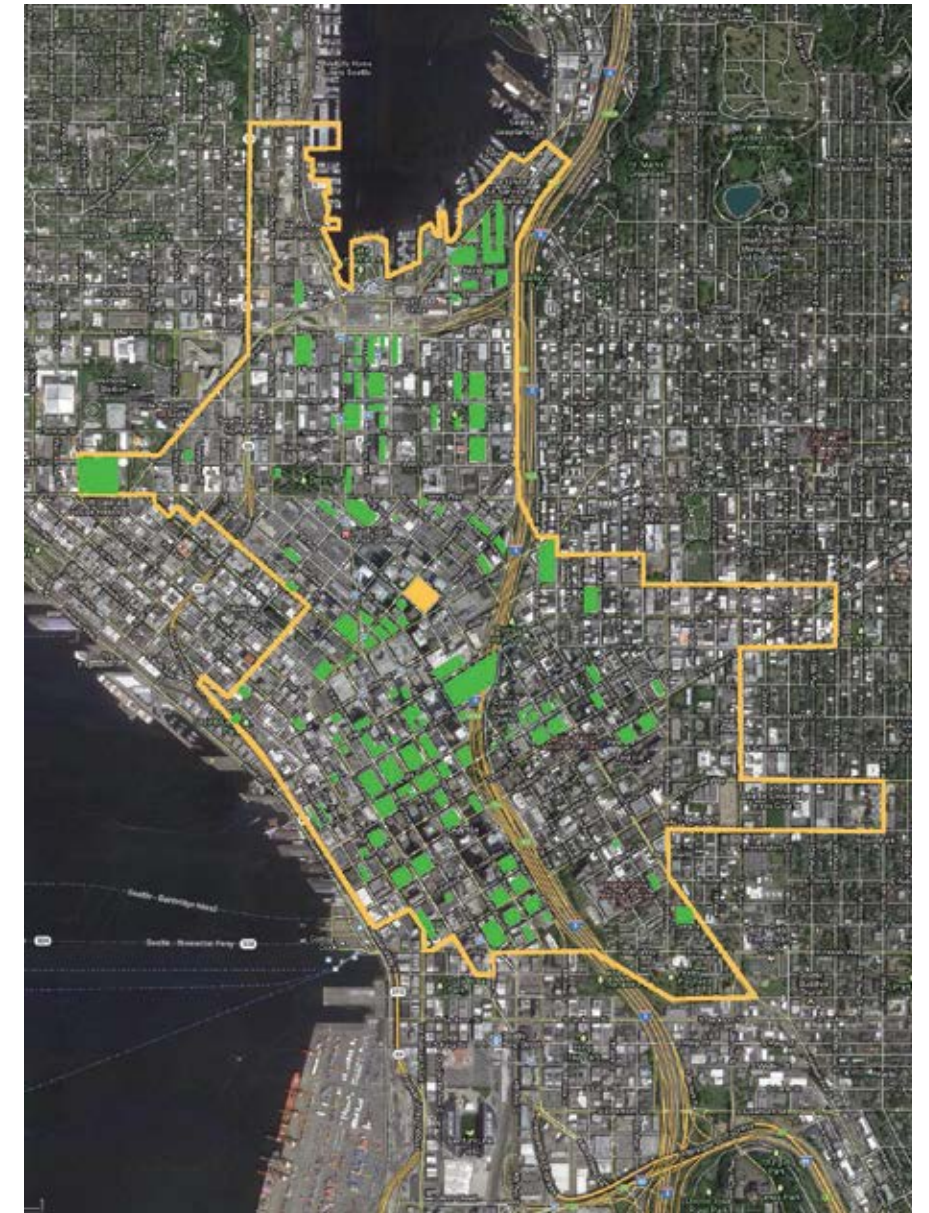
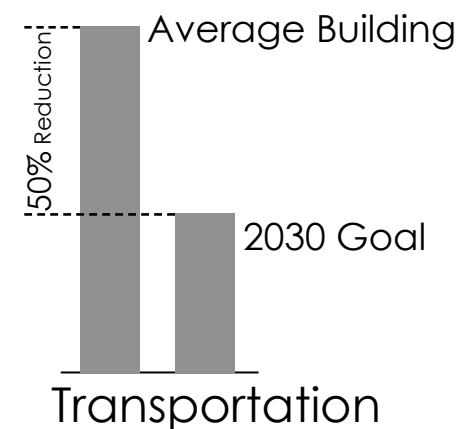
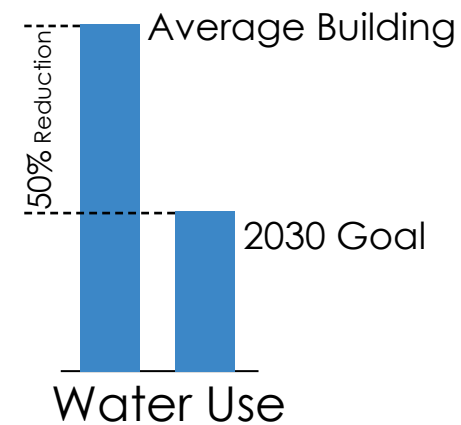
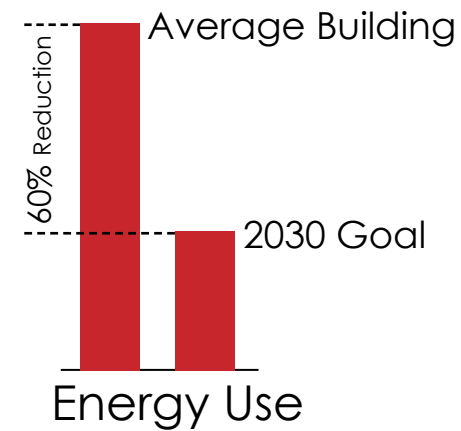
The 9th & Stewart mixed-use project will embrace multiple sustainable design, construction and operational practices targeting LEED Gold, participating as the inaugural project in the Seattle 2030 District; an ambitious program leading the nation in committing to substantial reductions of water, CO2 emissions and energy. The team is also exploring opportunities with local utilities and agencies to integrate district energy. The following are many of the sustainable features the project proposes to integrate into the design.



The Seattle 2030 District is a groundbreaking high-performance building district in Downtown Seattle that aims to dramatically reduce environmental impacts of building construction and operations through education and collaboration across every sector of the built environment.

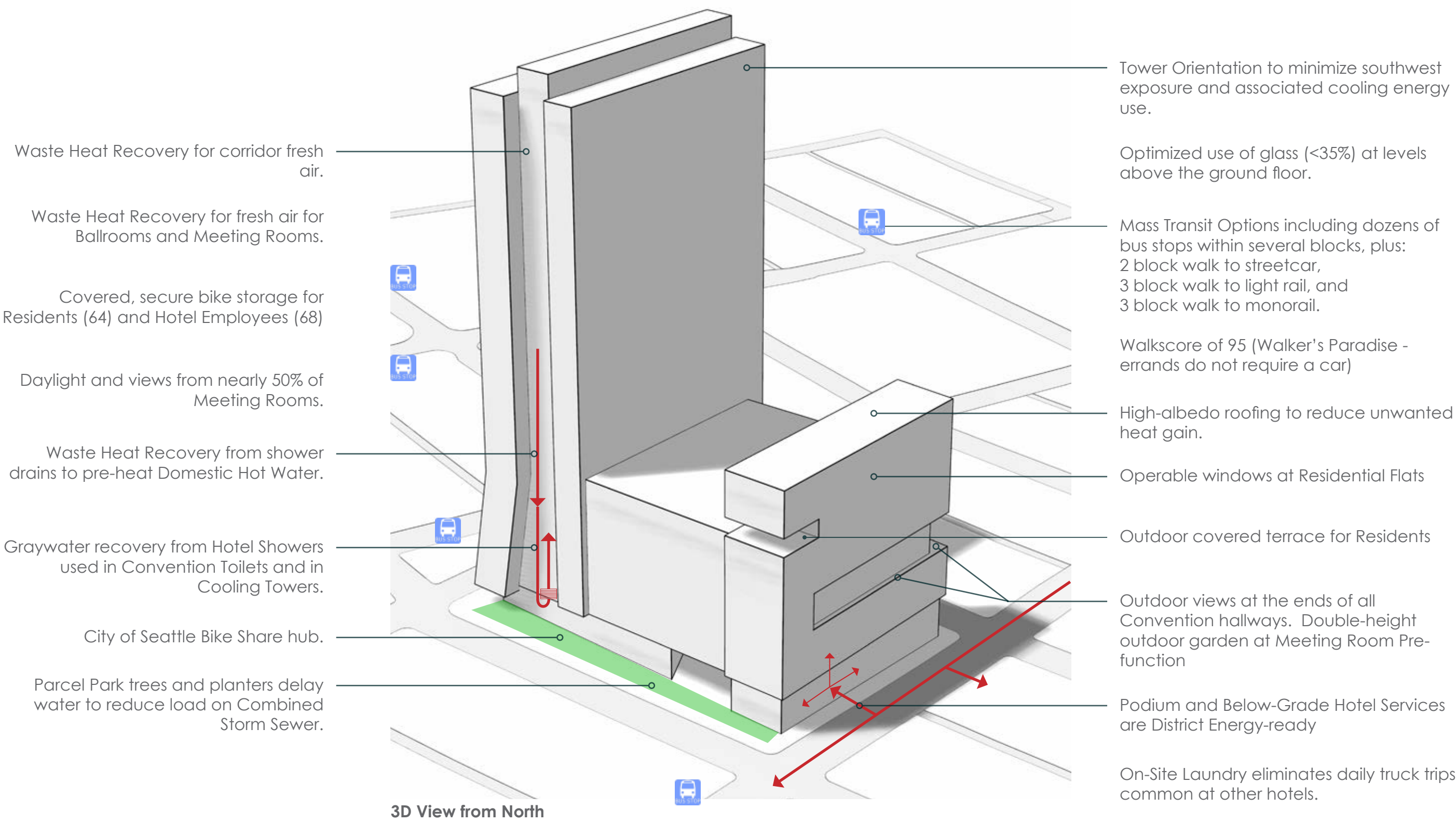
This interdisciplinary public-private collaborative is a strategic undertaking that helps the City of Seattle meet its goal of carbon neutrality by 2030 and represents a major investment in Seattle's future.

The Ninth and Stewart Project Team is breaking ground by collaborating with the city on the first 'new' project designed to meet these goals.



Seattle's 2030 District boundary encompasses 1,160 properties totaling 200M sf (87% commercial/multifamily). Joining the District is voluntary. Property owners that have signed up are shown in green.

BUILDING STRATEGIES



5 RESPONSE TO KEY EDG GUIDELINES

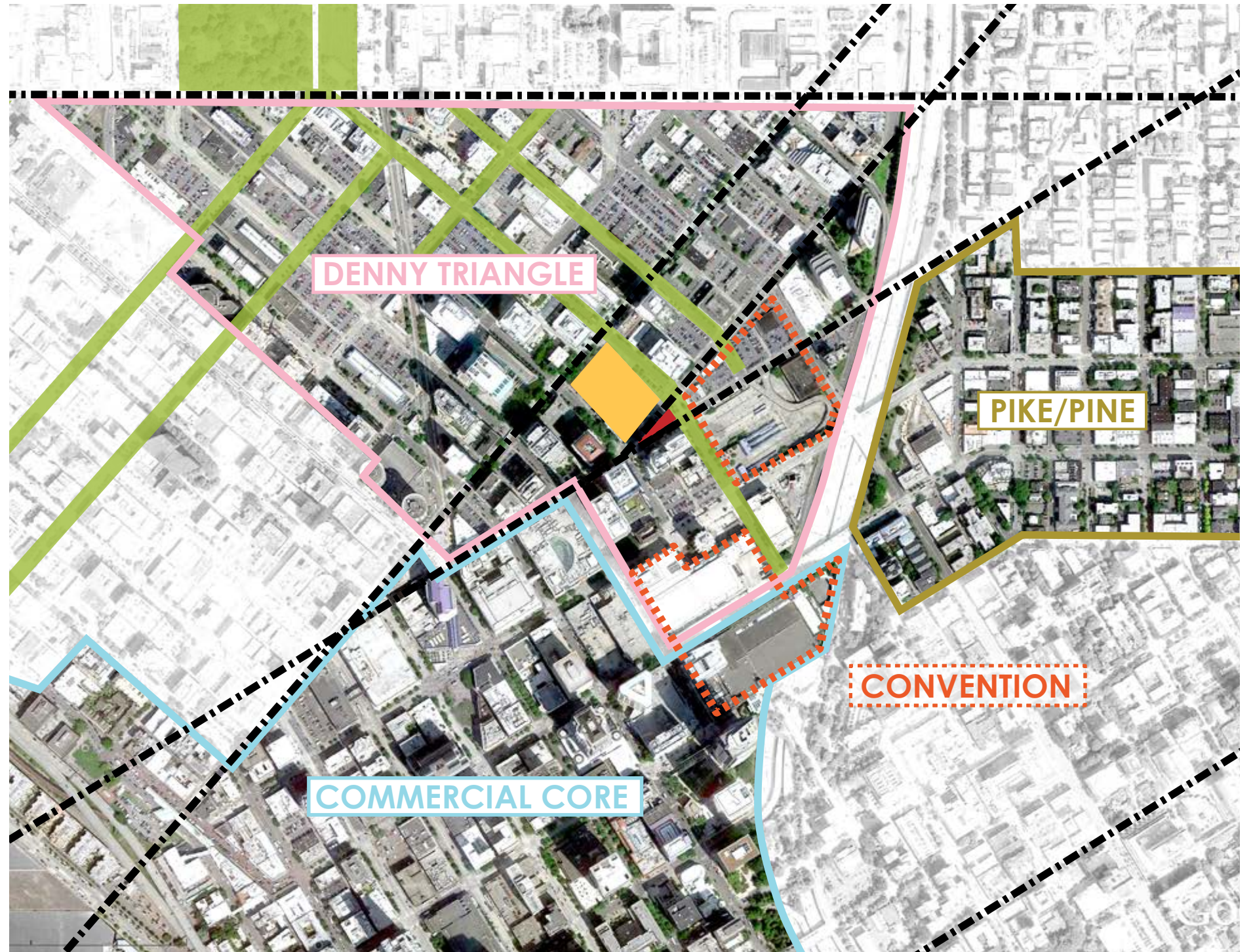
The EDG review process identified the following guidelines from the City of Seattle's *Design Review Guidelines for Downtown Development* to be of highest priority for this project. The following is a summary of the design response for each guideline as well as key issues from EDG#2.

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 proposed design 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-1: Neighborhood Context Map

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 the proposed project 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 solid and transparent components, bringing a further layer of complexity and visual interest to the building that rooted in, and expressive of, the building program.

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.



A-2: The sheer profile of the tower as viewed from Queen Anne



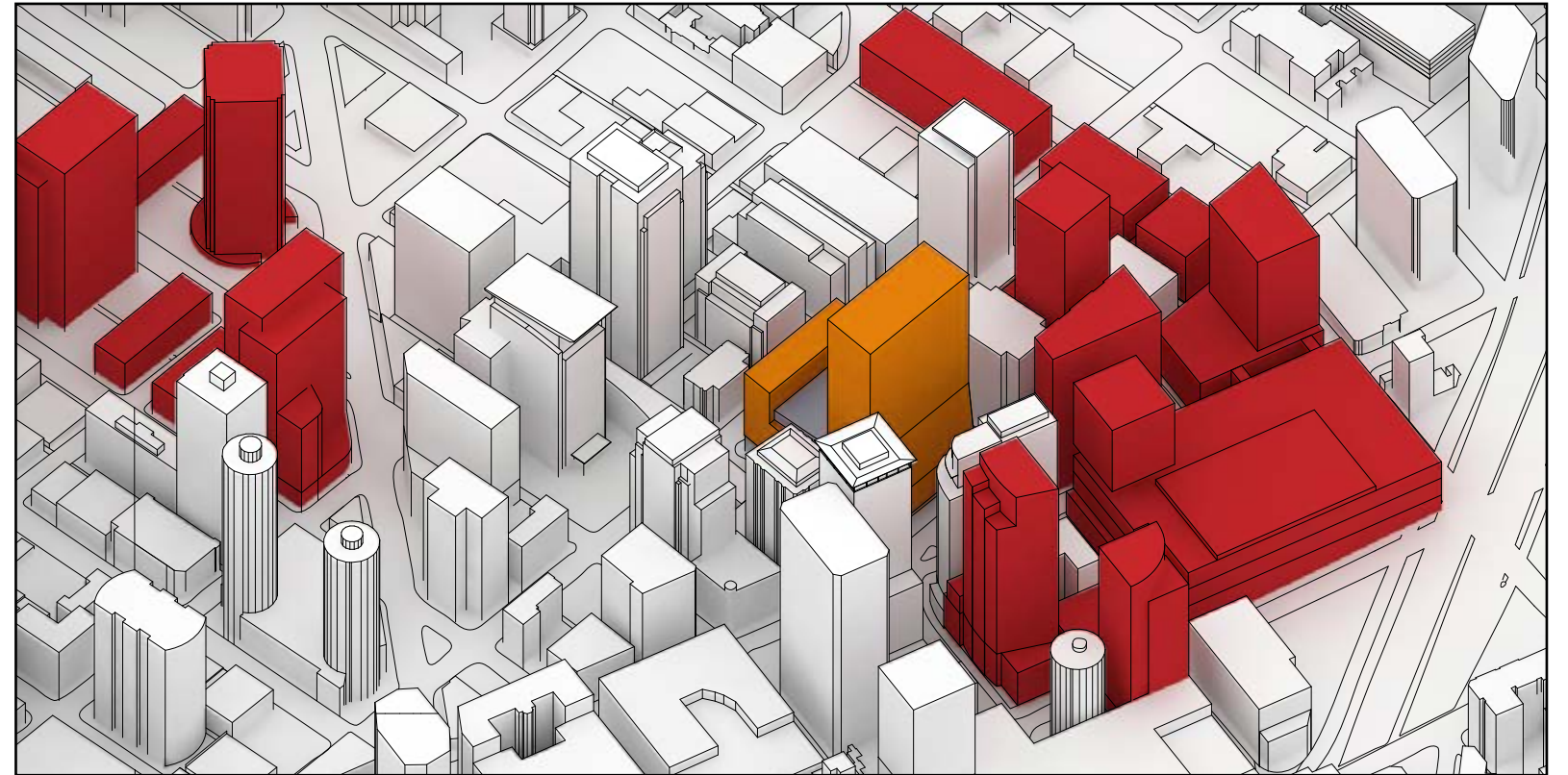
A-2: The thin profile of the tower as viewed from Capitol Hill

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 proposed development 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.

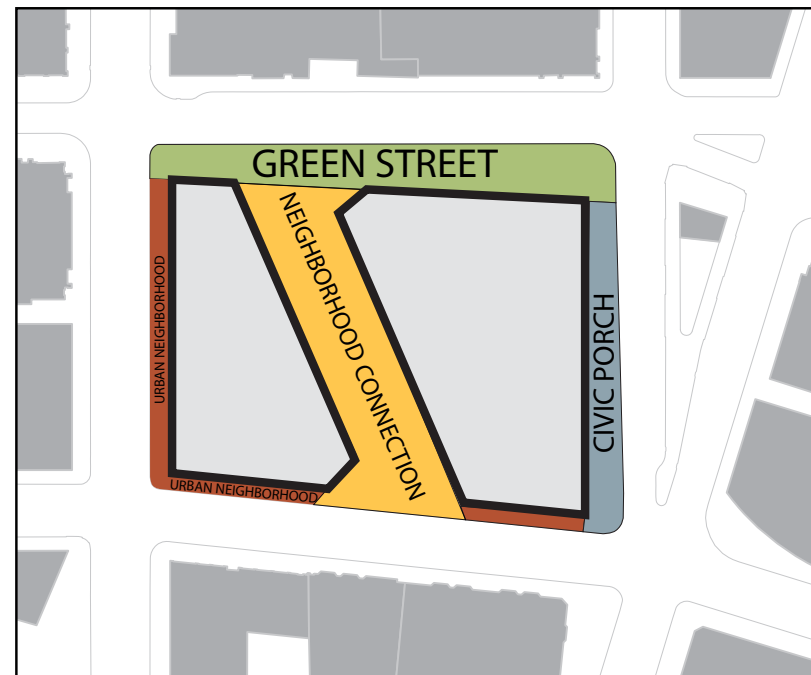


B-2: The proposed development shown amidst current and future build-out

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 proposed development will be unique and significant to their 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.



B-3: The many characters of urban edges



B-3: 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.

Integrate Tower and Podium: To enhance the connection between the tower composition and the urban form context, the design 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.



B-4: The building seeks to integrate the open public streetscape, podium and tower elements together into a unified and proportioned whole

C-1 Promote pedestrian interaction.

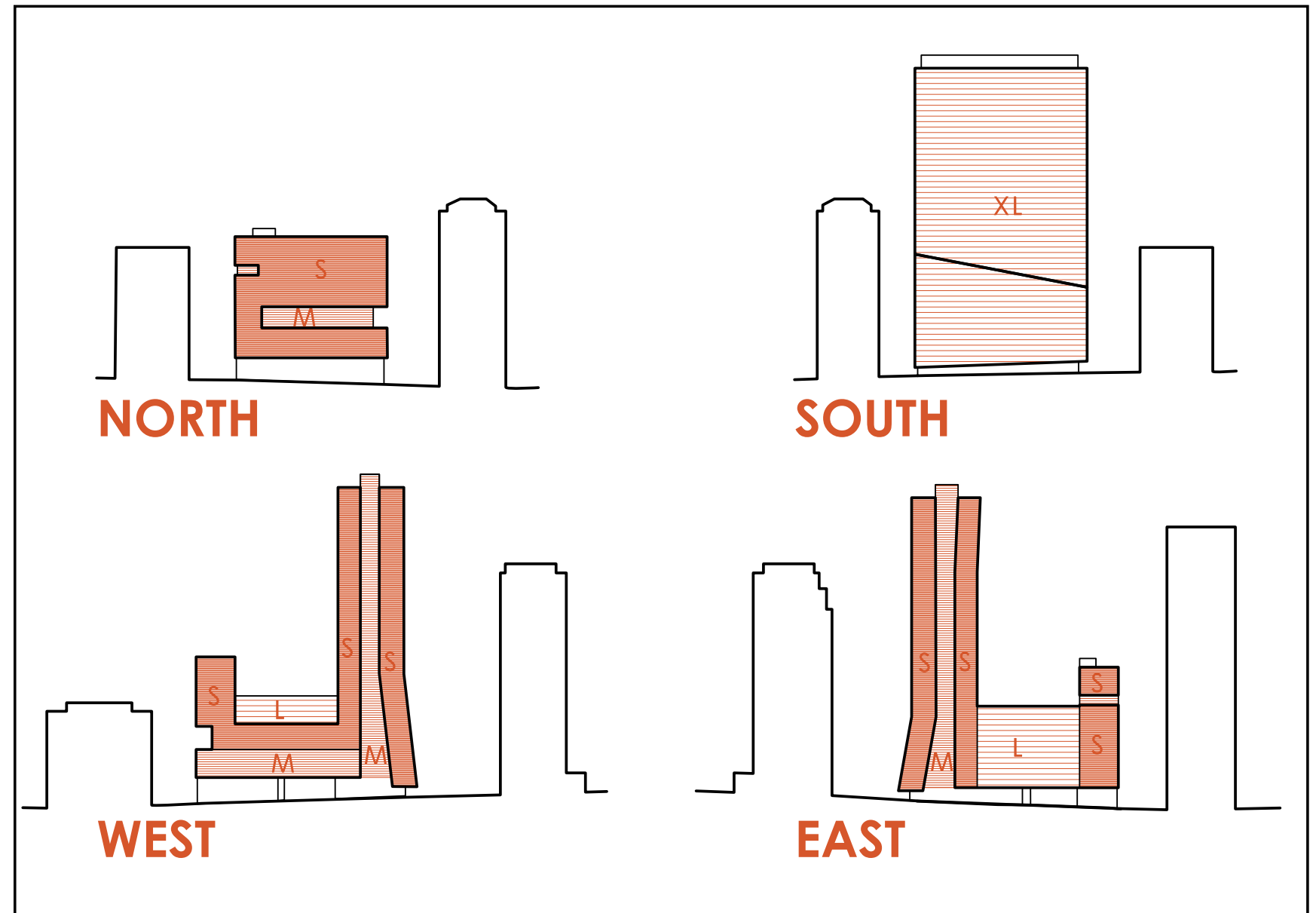
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

The open and transparent ground level is designed for maximum porosity. The predominant use of clear glass will increase visual connectivity into the active ground floor uses while the new throughblock 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.

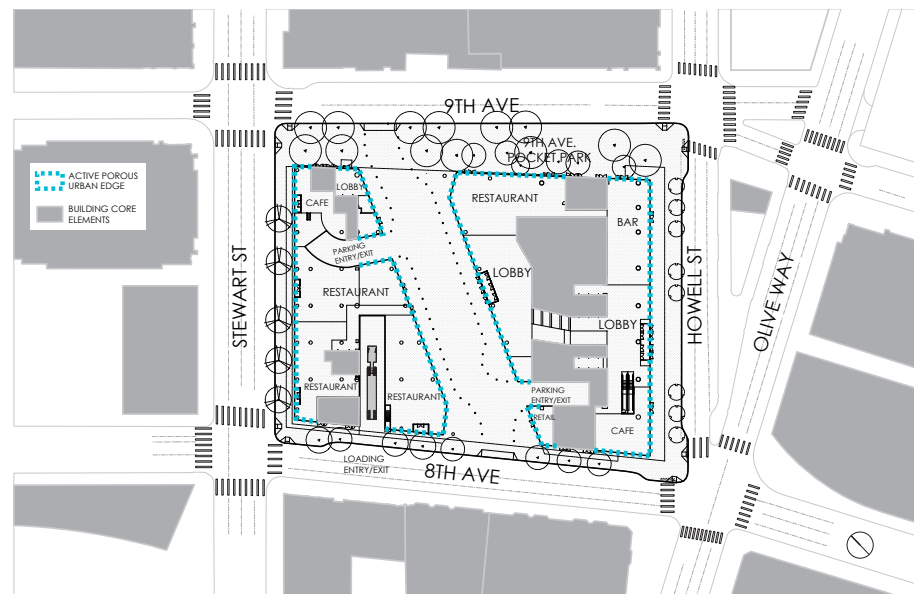


C-2: The four primary elevations will contain a multiplicity of scales

C-3 Provide active-not blank- facades.

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

The ground level is conceived as part of the public realm and 77% of the ground level pedestrian facades will contain transparent, active and accessible uses.

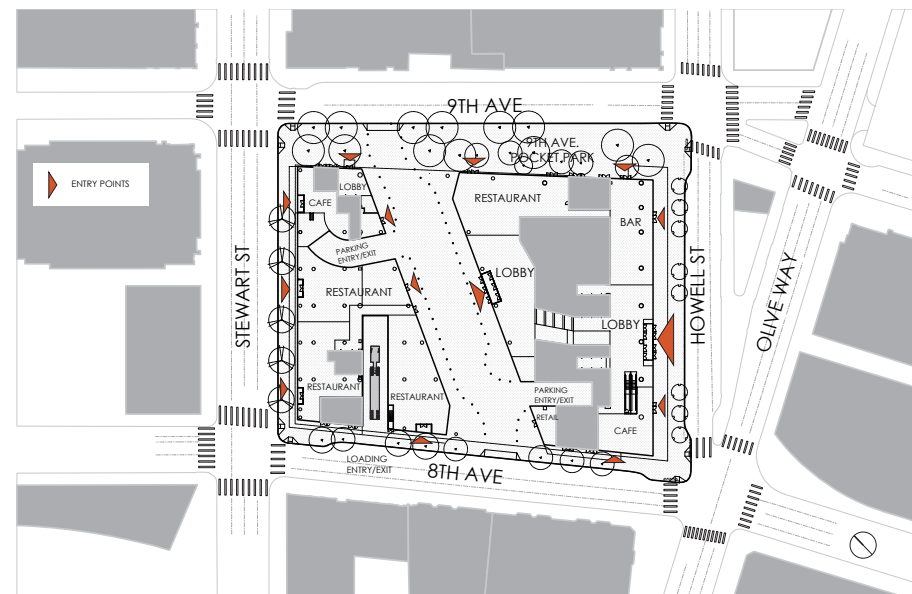


C-3: Transparent and active facades

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. 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. Hotel, restaurant and garage entries as well as passenger drop-off will be located in the center of the block along the throughblock connection. The the affordable housing entry will face the parcel park on 9th Avenue. The remainder of the perimeter will contain periodic entries to pedestrian oriented uses such as restaurants and retail spaces.



C-4: Hierarchy of building entries

D-2 Enhance the building with landscaping.

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

The proposed design 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 throughblock 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.

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 throughblock connection, pedestrian lighting in the pocket-park, and façade and penthouse lighting.

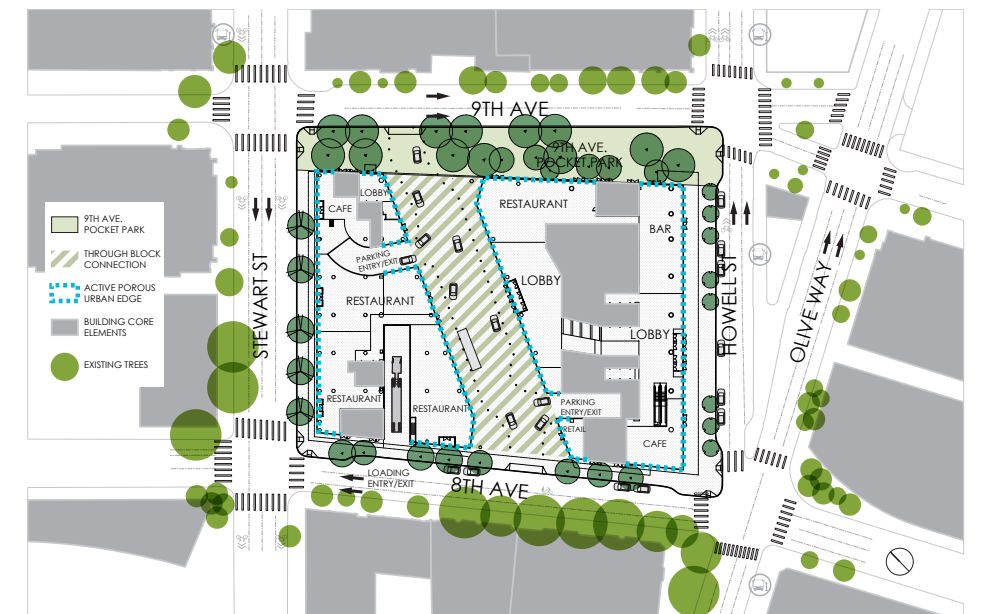
D-6 Design for personal safety and security.

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.



D-2, D-6: View towards the throughblock connection



D-6: Grade-level concept plan

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. The proposed design 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 or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

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

RESPONSE TO KEY ISSUES FROM EDG#2

The EDG identified two basic areas that needed further discussion and resolution.

1. THROUGHBLOCK CONNECTOR

Regarding the throughblock connection, the Board seemed to be convinced of the concept and it's basic configuration. They favored the way this design move eliminated disruptive loading and unloading and the need for back-of-house functions that set their backs to the street. There were still details that needed to be worked out; the orientation of the design still seemed to be more about cars and buses and traffic than about pedestrians. Although there was some positive acknowledgment of efforts to make the drive-through malleable and differentially programmable, there was among some of the Board members less than an enthusiastic response to the great effort being made to ensure that the programming of the space could be infinitely flexible. But when all was said and done, the throughblock drive enabled retail to wrap the block, eliminated dead zones along the street frontages, and provided a unique opportunity enlivening the streets.

APPLICANT'S RESPONSE

The Board was supportive of the intent of the multi-use nature of the throughblock connection and shared concerns about how the programming and functionality needed to be specified and integrated precisely. The Board recognized the considerable benefits in incorporating the primary vehicular access within the block. The design team demonstrated that in prioritizing active street frontages, allowing access to the below-grade parking garage from the throughblock connection was the best solution. The Board recognized the potential of the space to become a significant moment in the urban network of the city, and the design team has provided a range of use scenarios which the space will need to support. A significant amount of artificial lighting will be incorporated in the space to ensure pedestrian safety and to help make it the most inviting and vibrant space possible.

The throughblock connector offers a unique opportunity to provide the hotel drop off functions away from the street edge and provide a covered, flexible use public focused space. The design has evolved to engage the throughblock space with the 9th Avenue Parcel Park and the entry on 8th Avenue. A continuous texture of paving through the space links with the floor treatments throughout the ground floor. The concept is to treat the entire ground floor level, inside and outside, as a connected, public focused series of spaces with continuity in the ground floor surface and overhead soffit. Additional features such as planting, seating, furniture, etc enrich the various spaces with more specific functionality. The drop off lanes in the throughblock connector will be marked with movable elements to allow functional flexibility in this space.

Section 9 of this submittal describes the ground floor level design including the throughblock connector.

2. AFFORDABLE HOUSING

The Board members were agreed that the housing component of the proposal had not been presented in any great detail and that there remained basic questions than had not been answered or clarified to date. Although the location and massing of the residential portion appeared compatible with the overall hotel proposal, questions regarding access, lobby space, amenity components, range of unit sizes, internal connections and connections to the larger whole stood in need of clarification. One of the Board members suggested that, should the Board agree to recommend that the proposal proceed to MUP intake and the recommendation stage of Design Review, the entire first half of a subsequent double meeting should be dedicated to the housing component, with the second half given to the hotel. It is with that understanding that the members of the Board proceeded to recommend that the project proceed to MUP application.

APPLICANT'S RESPONSE

The design now includes a fully developed schematic design for the affordable housing including all program elements and resolution of operational issues including entry lobby, management office, laundry, loading and storage. The design has evolved to include indoor and outdoor amenities and also improve residential unit views avoiding orientation over the ballroom roof.

Section 8 of this booklet contains details about the affordable housing portion of the project.

RESPONSE TO KEY ISSUES FROM EDG#2

The EDG identified five additional issues during their review process.

3. STAFF ENTRY

The Board noted that the design of the building avoided front and back sides and, although a concern expressed in the public comments, there did not appear to be anything particularly dangerous or disproportionate from transportation availability in the proposed location of the staff entry.

The design team studied various criteria for locating the staff entry including proximity to staff function within the building, access to transit and safety for staff as the project is a 24hours/day operation. The location on 8th Avenue was selected because it is on the low side of the site with the most direct access to staff areas within the building with convenient access to transit on Stewart and Howell. The 8th Avenue staff entry is heavy populated pedestrian street located between the hotel entry façade and the throughblock connection which should support an activated safe environment throughout all hours of the day.

4. PARCEL PARK

The park will succeed if it is clearly public and not merely a series of enhanced sidewalk spaces serving as restaurant amenities.

Following the EDG process the design team has worked carefully to consider the programming and potential usage of the Parcel Park.

Recognizing the synergy of flexible public space and the adjacent retail accommodation that can draw people to it and make it inviting, the park has been developed to incorporate areas for different activities. Public areas for seating, play, events and display have been crafted into the park, together with areas defined for seasonal outdoor restaurant seating.

Refer to Section 9 for refinements to Green Street Parcel Park including the layers of trees, planting, seating and outdoor plaza space that contributes to the pedestrian experience.

5. HUMAN SCALE

Along 9th Avenue there appears to be a rather large façade lacking human scale elements. Such elements as overhead weather protection will have to be worked out with a clear eye to balancing between landscape and building, of balancing a "grand" feeling with human comfort.

The 9th Avenue pedestrian environment has been developed to provide an activated frontage with further refinement to the Green Street Parcel Park and the layers of trees, planting, seating and outdoor plaza space that contribute to the pedestrian experience.

The ground level park space creates a series of interlocking subspaces mixing a variety of seating options, play spaces, garden areas, and flexible spaces for seasonal outdoor extensions of the adjacent restaurant spaces. The building enclosure is primarily a full height glazed wall allowing substantial visual connections between the interior and the park. There are 3 opportunities for large movable sections of the glazed wall and an overhead canopy at the affordable housing entry and outdoor amenity space which break down the scale of the facade at the pedestrian level. The facades above the ground level are modulated with varied forms and materials that are scaled to the Green Street corridor through the Denny Triangle Neighborhood.

6. RETAIL PROGRAM

With the grand gesture made toward porosity and transparency all around the building, attention now must be paid to the finer grain, to making the retail spaces work, each in their own spaces.

The ground floor tenant spaces will be a series of food and beverage tenants such as restaurants, bars, cafes, coffee shops, and possibly an urban market. On site circulation amongst these spaces combined with multiple pedestrian orientated storefront entries will connect the sidewalks with the activities within the building. Section 9 of this booklet contains details about the ground level design.

7. FAR BONUS / PUBLIC BENEFIT

The Board and the public need to be clear about the amenities being offered. What public amenities relate to the alley vacation and which other amenities relate to Code requirements for height, etc? That expectation should be addressed at the Recommendation Meeting.

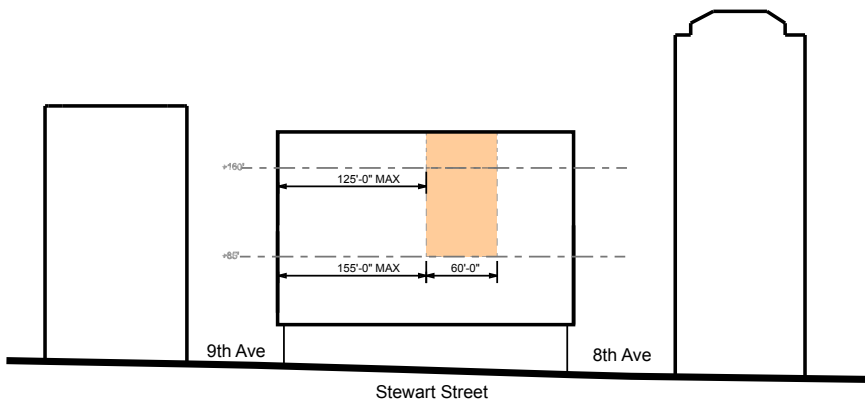
The maximum allowable FAR for the project is supported through a combination of housing and childcare contributions, the purchase of Transfer Development Rights (TDR) and bonus amenities. The owner will provide the affordable housing requirement on-site and contribute to the childcare fund as described in SMC 23.49.012. Two bonus amenities are being pursued including the Green Street Parcel Park and the Green Street Set Back to contribute to the maximum allowable FAR. In addition, Landmarks TDR's and Performing Arts TDR's have also been purchased to support the maximum FAR. Additional TDR's will be purchased in the future as required. A list of proposed Public Benefits was presented to the Seattle Design Commission (SDC) and SDOT per the alley vacation petition process and initial SDC meeting on Urban Design Merit. A formal presentation will be made to the SDC in mid-October fully describing the attributes of each Public Benefit. Refer to chart in the Zoning Summary of Section 2 of this submittal for a summary of FAR bonus amenities and proposed public benefits.

6 DEPARTURE REQUESTS

The project will require a few departures from development standards to achieve the functional goals and programming requirements of the project. Each development departure will exceed the original intent of the development standards.

Stewart Street Modulation

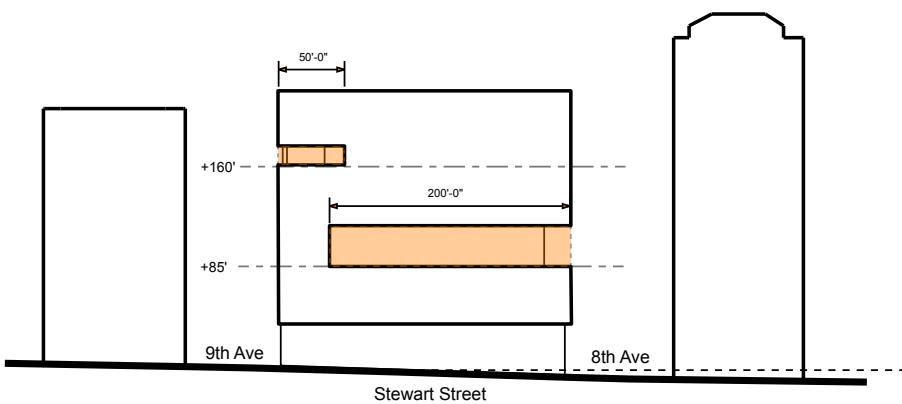
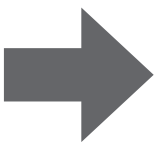
DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
23.49.058.B.1 Facade Modulation	Facade modulation is required above a height of eighty-five feet above the sidewalk for any portion of a structure located within 15 feet of a property line. No modulation is required for portions of a facade set back fifteen feet or more from a street property line.	A series of horizontally oriented façade modulations will extend over the elevation that reaches to 240 feet in height along Stewart Street.	<p>The north elevation facing Stewart Street integrates with the varied building types, functions, and scales in the Denny Triangle neighborhood by locating retail, meeting rooms, and affordable housing on this edge.</p> <p>The proposed modulation departure distributes indentations in the facade in a horizontal manner. This approach serves to reinforce the programmatic distribution of the building, clearly identifying the different functions of ground floor retail, pre-function and lobby spaces, residential units and outdoor common space. The modulation will also serve to break down the scale of the elevation in a horizontal rather than vertical manner.</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



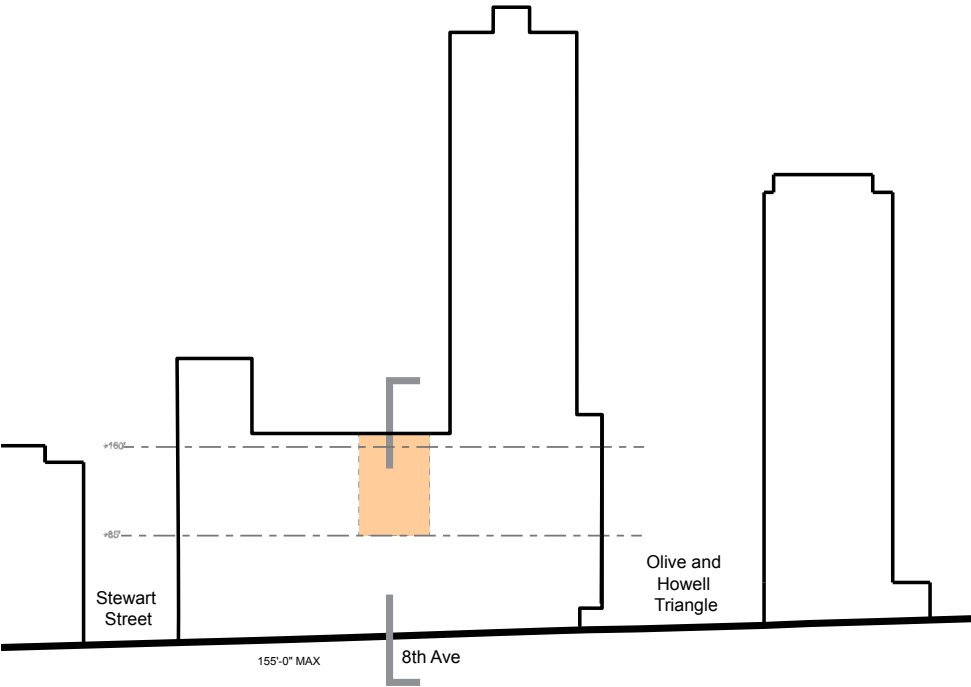
NORTH ELEVATION

PLAN

Proposed Departure

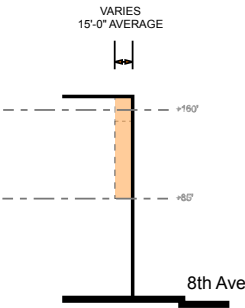
8th Avenue Modulation

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
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.	A series of horizontally oriented façade modulations will extend over a façade that reaches varied heights between 170 and 500 feet.	<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 and the space will be artificially lit throughout the day to encourage use and safety.</p> <p>The large opening at grade level facing 8th Avenue creates significant modulation of the building facade. The remainder of the ground floor is primarily a visually porous glass enclosure to pedestrian related spaces and will feature high ceilings to create an unusually tall, open, visually modulated street level. The ground level facade facing the property line will be set back 4 feet from the property line, increasing the sidewalk width. Additional modulation is provided with a terrace setback at the level of the upper event space, as well as a terrace at the level 4 meeting room pre-function area to the north. Horizontal modulations serve to create a better proportioned podium condition and lessen the perceived height of the facade along the street.</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>

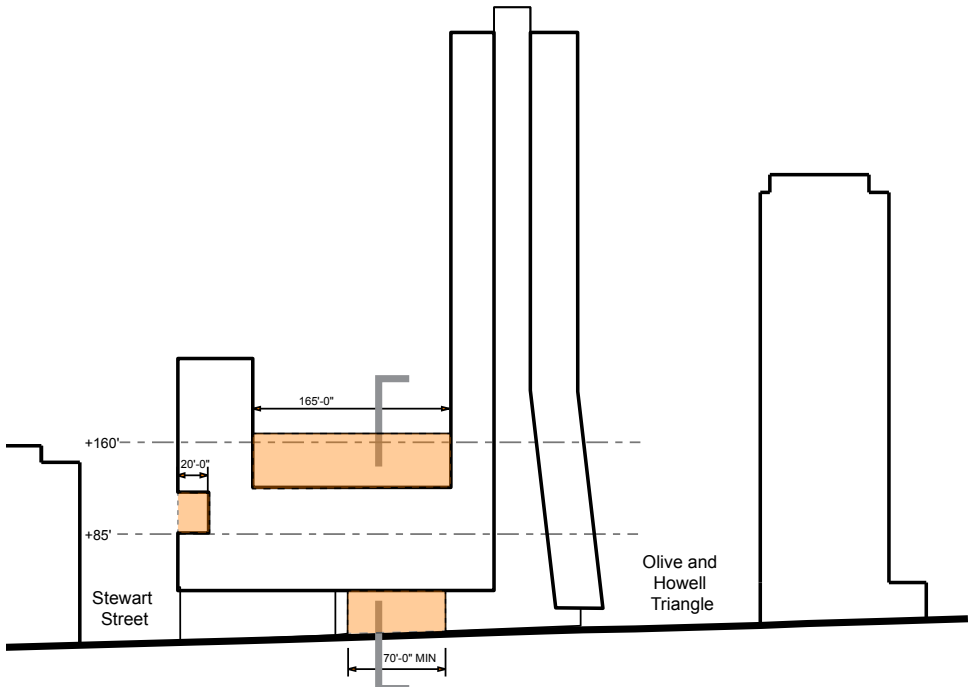
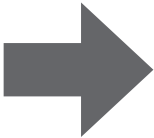


WEST ELEVATION

Prescribed Modulation

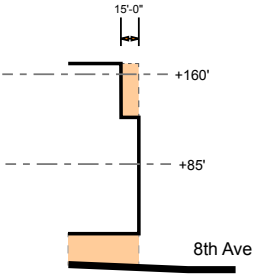


SECTION



WEST ELEVATION

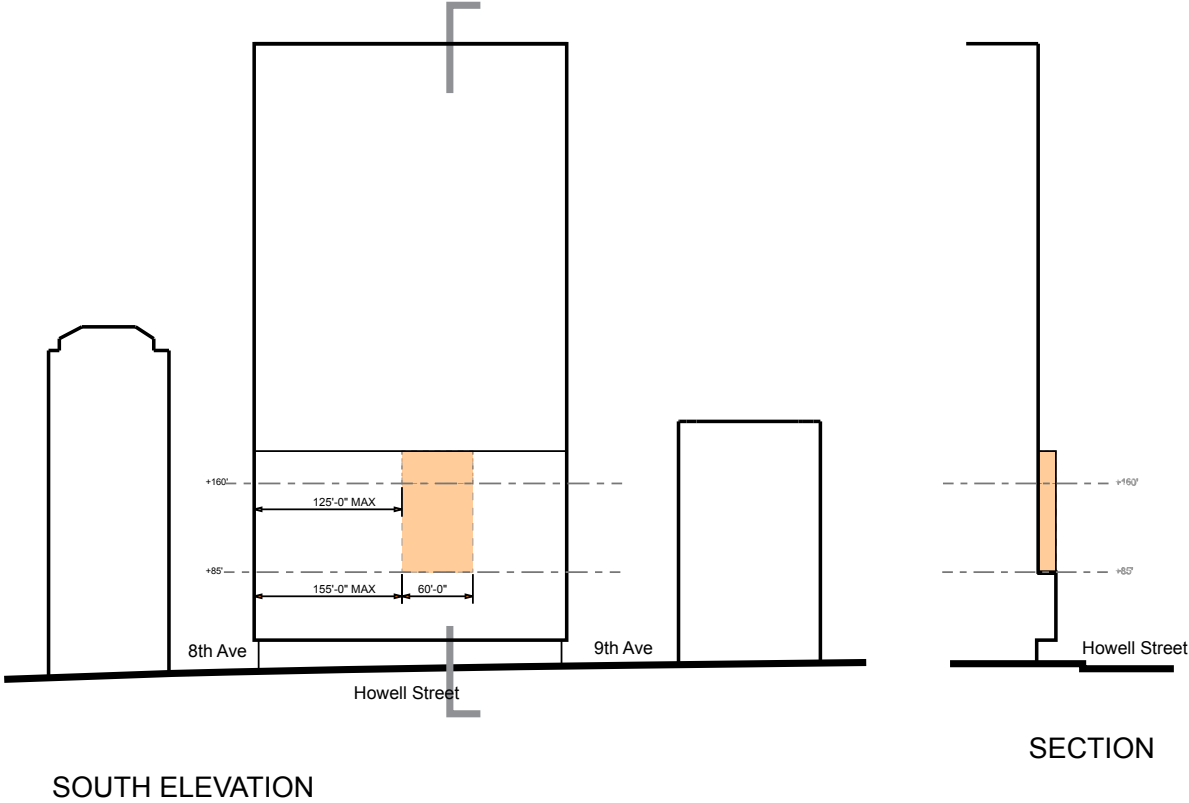
Proposed Departure



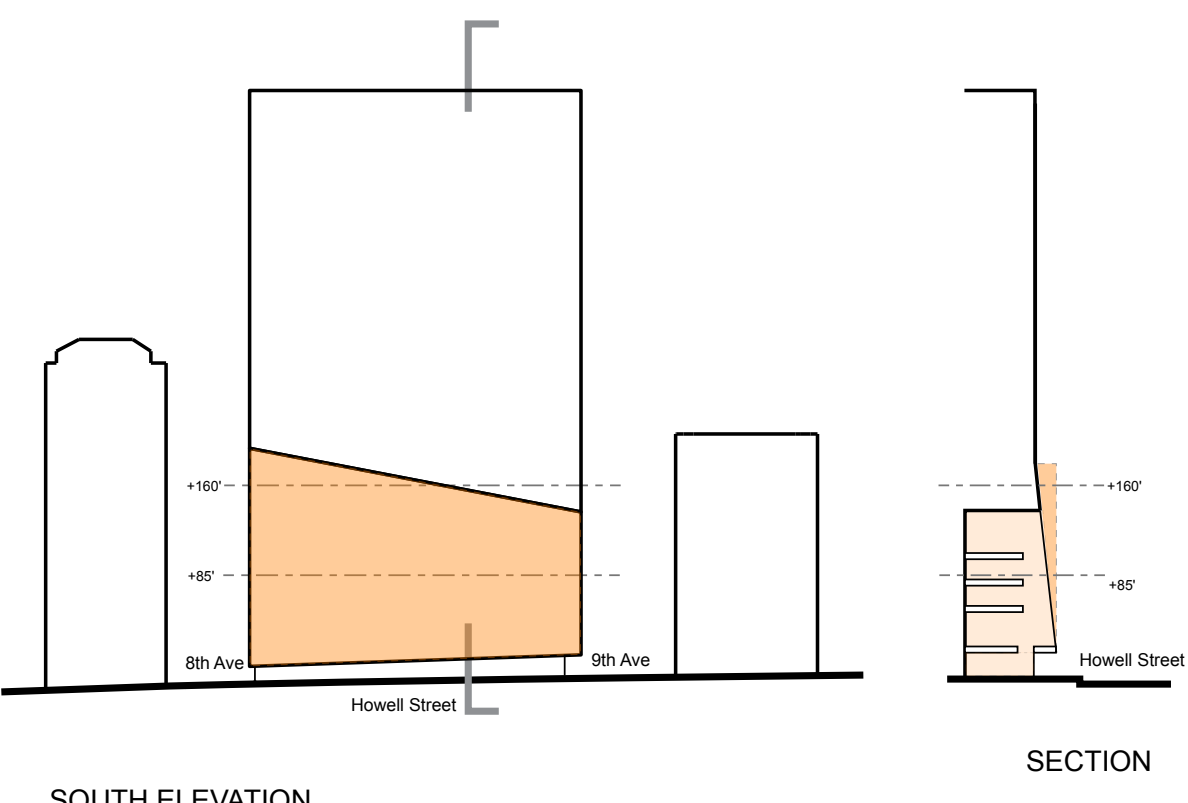
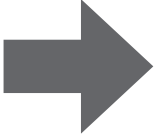
SECTION

Howell Street Modulation

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
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.	A dynamic canted form to integrate the tower face with the podium will extend from 15 feet above grade to 200'. A higher degree of transparency to this portion of the elevation will animate the facade and bring a more civic presence to the building on this facade. Beneath this element a 15 foot setback at grade level will provide a more accommodating sidewalk along the building's primary entrance.	The south elevation facing Howell Street 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.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well proportioned and unified building C-2 Design facades of many scales D-3 Provide elements that define the place



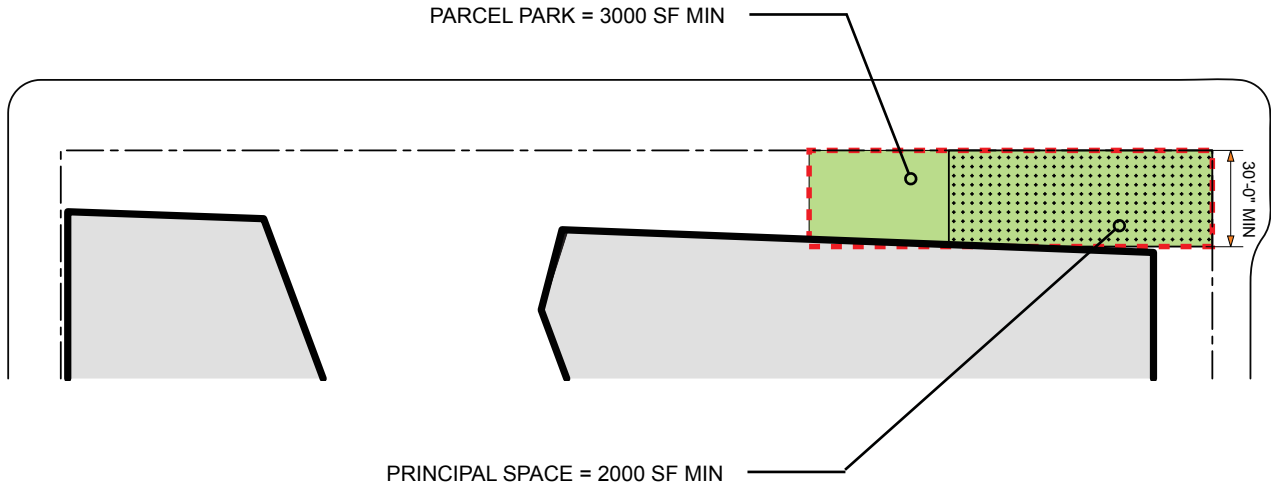
Prescribed Modulation



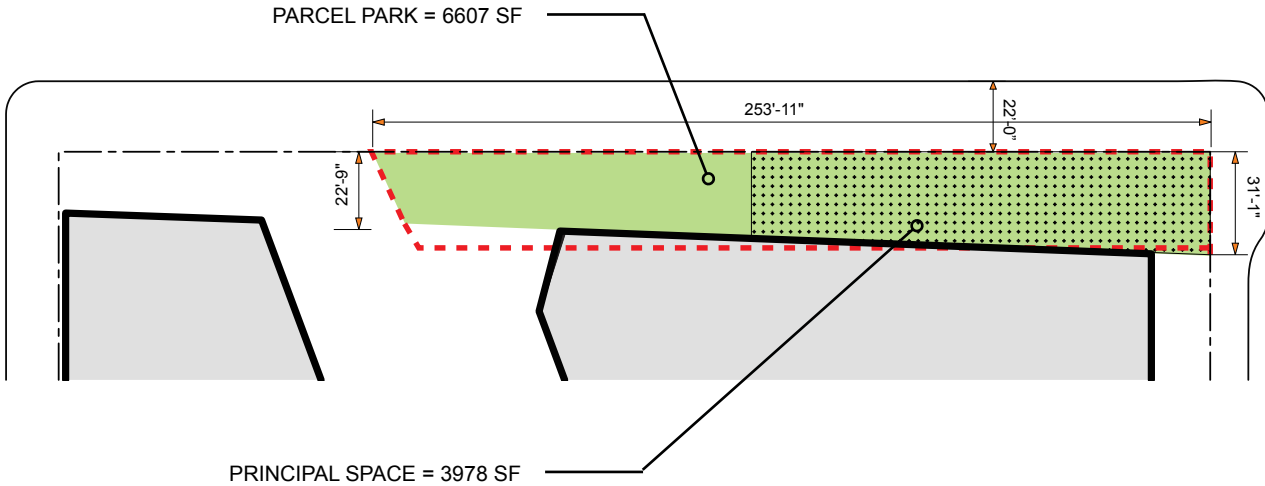
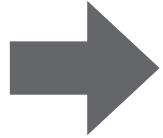
Proposed Departure

Parcel Park

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
DOWNTOWN AMENITY STANDARDS II.D Green Street Parcel Park	ELIGIBILITY CONDITIONS 1. One Contiguous Space 1.a. 3,000 SF Min. Area	1. One Contiguous Space Provided 1.a. 6,607 SF	The parcel park is seen as a development of the Green Street and it's shape is generated from the large scale urban geometry that the building responds to.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context
DOWNTOWN AMENITY STANDARDS II.D Green Street Parcel Park Principal Space	GUIDELINES 1.a. 2,000 SF or 60% whichever is greater. 1.b. No dimension should be less than 30 feet	1.a. 3,978 SF (60%) provided 1.b. Varies from 31' to 25' in Principal Space Area.	The park is extended along 9th Avenue and is over twice the size of the eligibility requirements, with a principal park size nearly double that of the guidelines.	B-3 Reinforce the positive urban form & architectural attributes of the immediate area B-4 Design a well proportioned and unified building



Prescribed Size



Proposed Departure

7 OVERALL BUILDING DESIGN

PRELIMINARY PERSPECTIVES

The tower form merges into the podium and anchors the building in the Olive and Howell triangle site, framing the main street entrance to the hotel beneath.

VIEW TOWARDS HOWELL STREET ALONG 8TH AVENUE



The vibrant street life supported by the grade level restaurants and lobbies will be framed by the raised podium and housing elements above.



VIEW TOWARDS 9TH AVENUE ALONG STEWART STREET

The grade level experience is designed to integrate the interior and exterior spaces in support of a vibrant public experience. The expanded green-street parcel park will be a new major moment reconnecting the 9th Avenue green street that extends towards Denny Park.



VIEW NORTH ABOVE HOWELL STREET ALONG & 9TH AVENUE

ELEVATIONS

INTRODUCTION/OVERVIEW

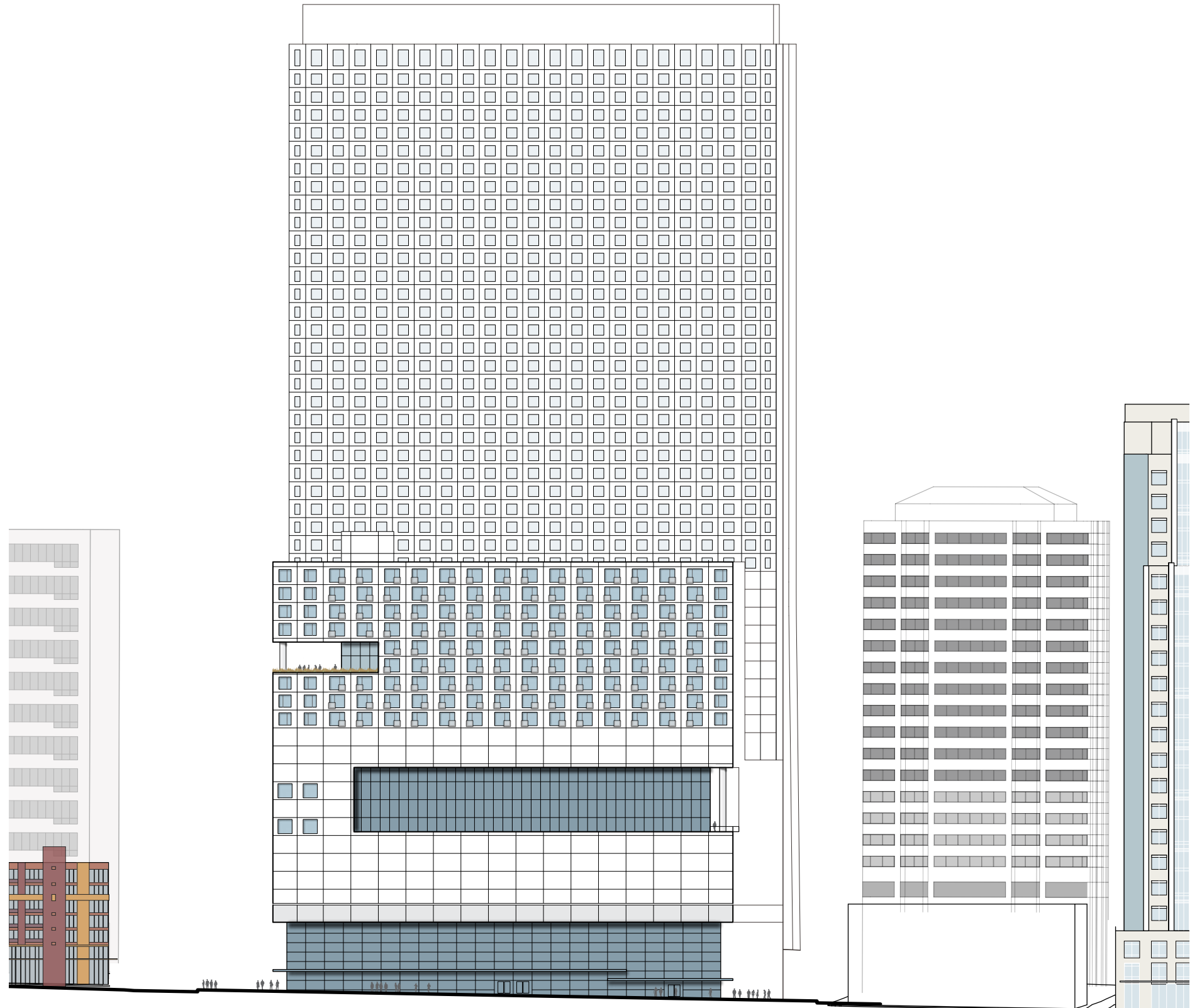
The building facades will be combined of a mixture of precast concrete and transparent glass. Each elevation responds in a unique manner to the adjacent conditions of program, context, and massing. At grade the entire building perimeter will provide the maximum possible amount of transparency and connectivity between exterior and interior program, using clear glass and large operable sections as the predominant language.

The façades above level 1 are composed of three systems: The first, primary expression of the building will be of integrally colored white precast concrete and glass punched openings. The secondary system will be composed of a heavily textured and darker color concrete to stand as a contrast to the white concrete components. The third is a combination of clear vision glass and spandrel panels.

NORTH ELEVATION ELEVATION ON STEWART STREET

The above grade levels of the Stewart Street façade expresses the internal program components to scale the elevation to the mixed-use nature of the adjacent Denny Triangle neighborhood. At the third and fourth levels, a reintroduction of the grade-level glass system along the north and west elevations exposes the northern pre-function spaces. At the fourth and fifth residential levels, a large volume is carved from the mass of the building to accommodate an outdoor covered amenity space.

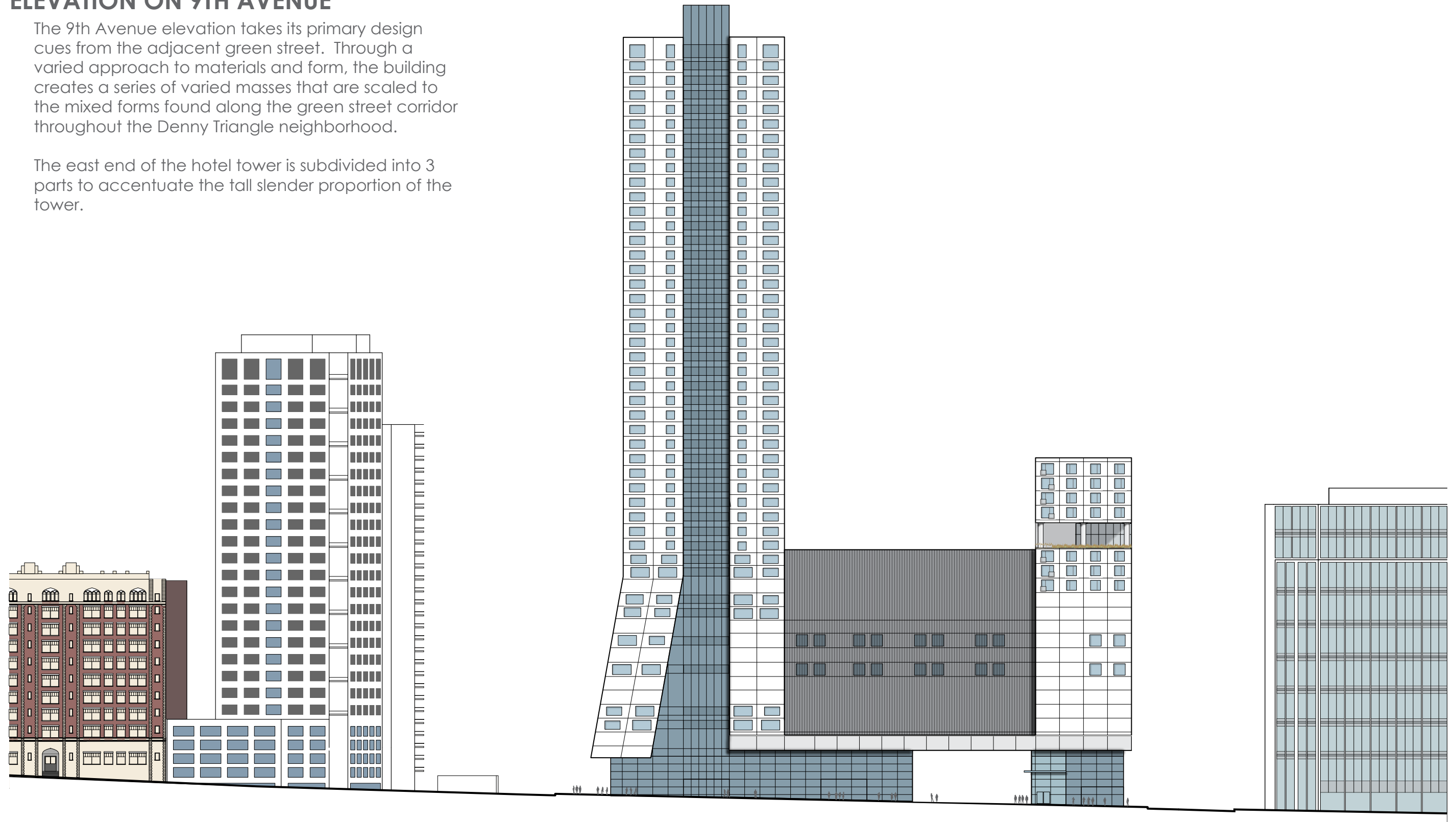
Each dwelling unit has a large window with a full height operable panel. The opening at the operable panel is protected with an open metal guardrail. The anticipated placement of these openings further modulates the scale and texture of the facade.



EAST ELEVATION ELEVATION ON 9TH AVENUE

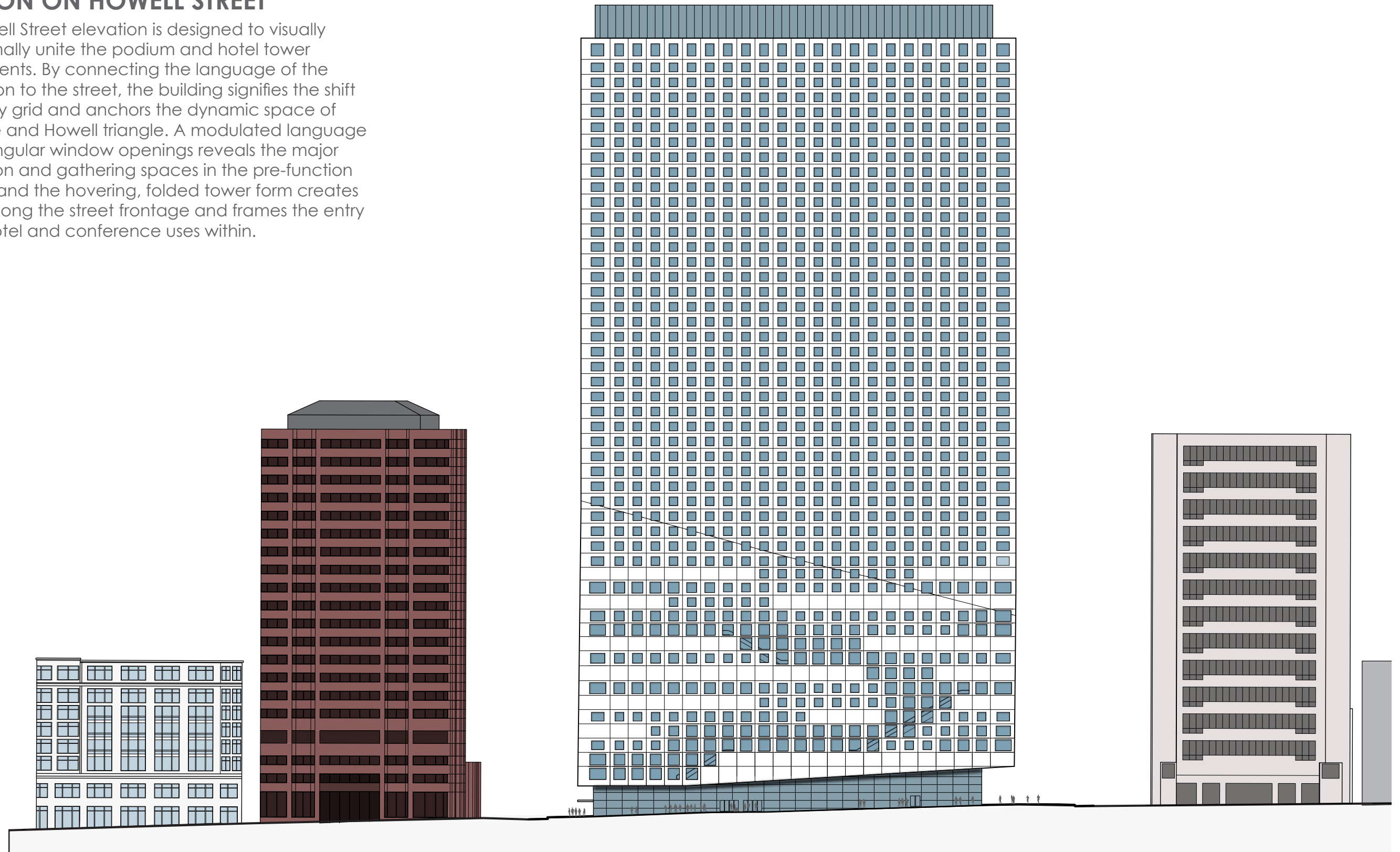
The 9th Avenue elevation takes its primary design cues from the adjacent green street. Through a varied approach to materials and form, the building creates a series of varied masses that are scaled to the mixed forms found along the green street corridor throughout the Denny Triangle neighborhood.

The east end of the hotel tower is subdivided into 3 parts to accentuate the tall slender proportion of the tower.



SOUTH ELEVATION ELEVATION ON HOWELL STREET

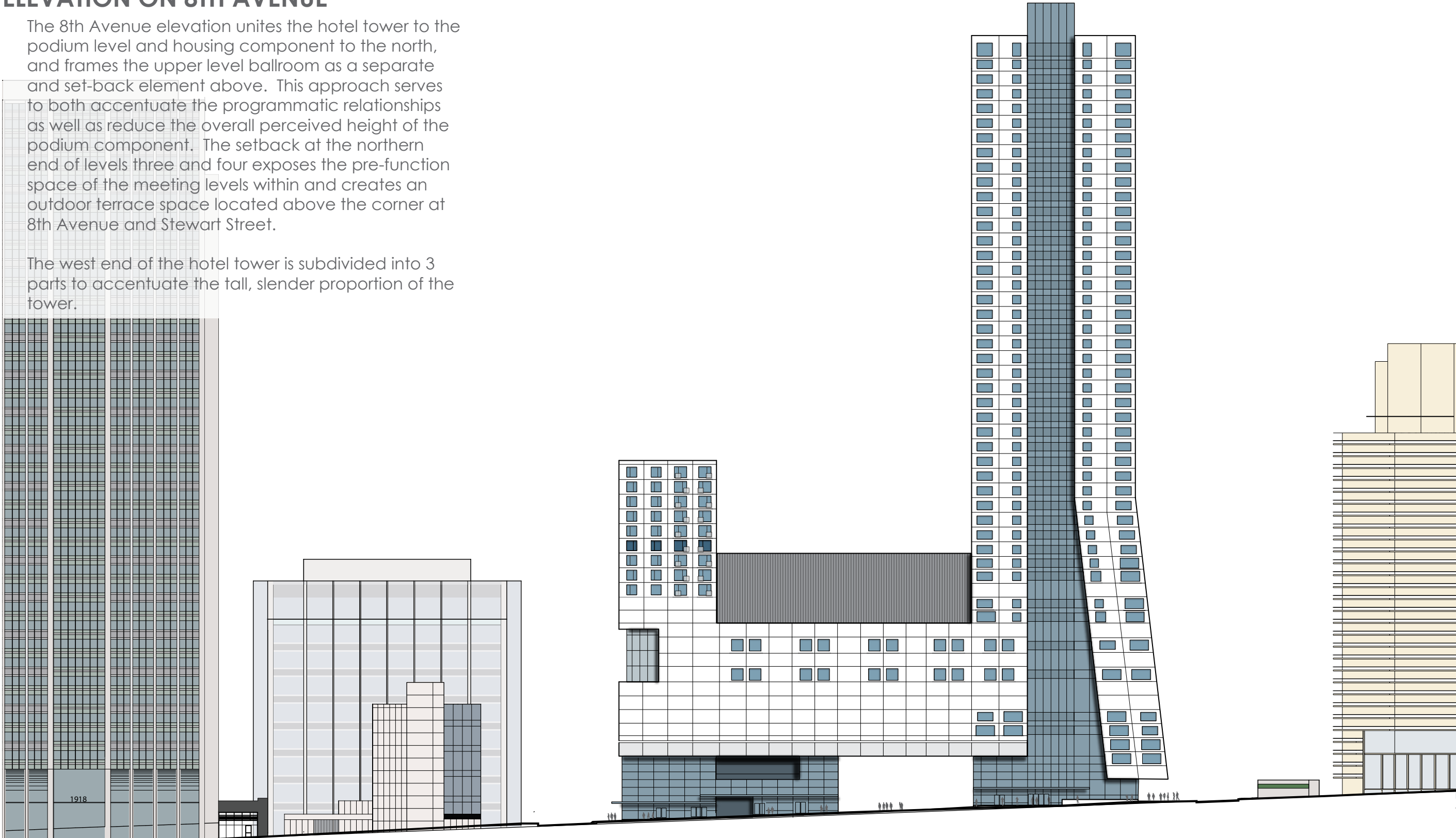
The Howell Street elevation is designed to visually and formally unite the podium and hotel tower components. By connecting the language of the tower icon to the street, the building signifies the shift in the city grid and anchors the dynamic space of the Olive and Howell triangle. A modulated language of rectangular window openings reveals the major circulation and gathering spaces in the pre-function lobbies, and the hovering, folded tower form creates shelter along the street frontage and frames the entry to the hotel and conference uses within.



WEST ELEVATION
ELEVATION ON 8TH AVENUE

The 8th Avenue elevation unites the hotel tower to the podium level and housing component to the north, and frames the upper level ballroom as a separate and set-back element above. This approach serves to both accentuate the programmatic relationships as well as reduce the overall perceived height of the podium component. The setback at the northern end of levels three and four exposes the pre-function space of the meeting levels within and creates an outdoor terrace space located above the corner at 8th Avenue and Stewart Street.

The west end of the hotel tower is subdivided into 3 parts to accentuate the tall, slender proportion of the tower.



SECTIONS

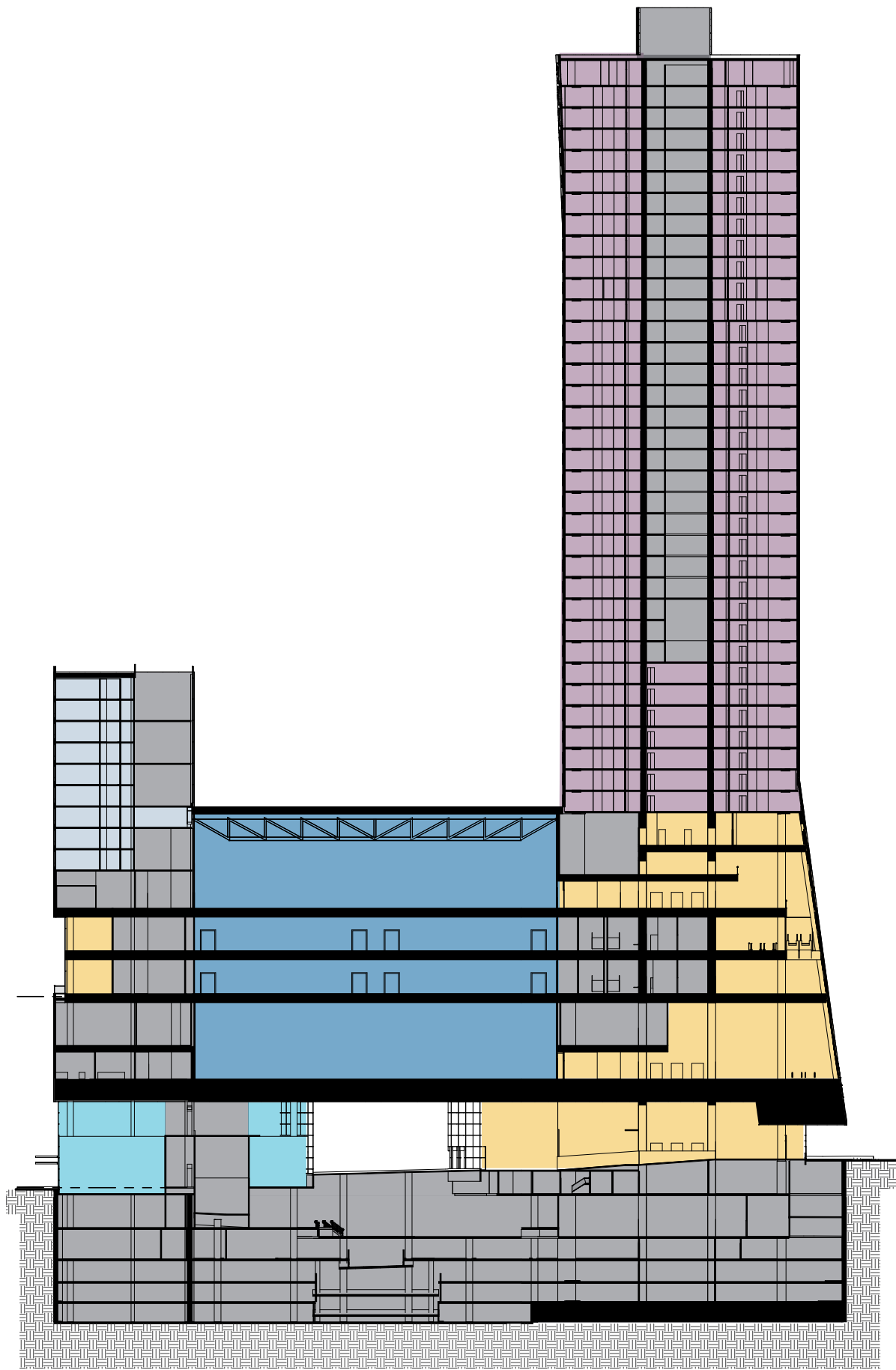
TYPICAL SECTION NORTH-SOUTH LOOKING EAST

The North-South section highlights the primary programmatic and structural components of the building: Below-grade services; an uninterrupted pedestrian oriented ground level; the strategic stacking of ballroom, meeting floors, and upper ballroom to accommodate the necessary long-span structural systems; single-loaded housing floors above level 5 to the north; amenity spaces and hotel tower above level 5 to the south.

LEGEND

- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES

RESIDENCE ROOF
R9
R8
R7
R6
R5
R4
R3
R2
R1
L3
L1.6
L1.5
STEWART ST
P1
P2
P3
P4
P5
P6



TOWER ROOF
L41
L40
L39
L38
L37
L36
L35
L34
L33
L32
L31
L30
L29
L28
L27
L26
L25
L24
L23
L22
L21
L20
L19
L18
L17
L16
L15
L14
L13
L12
L11
L10
L9
L8
L7
L6
L5
L4
L3
L2

HOWELL ST

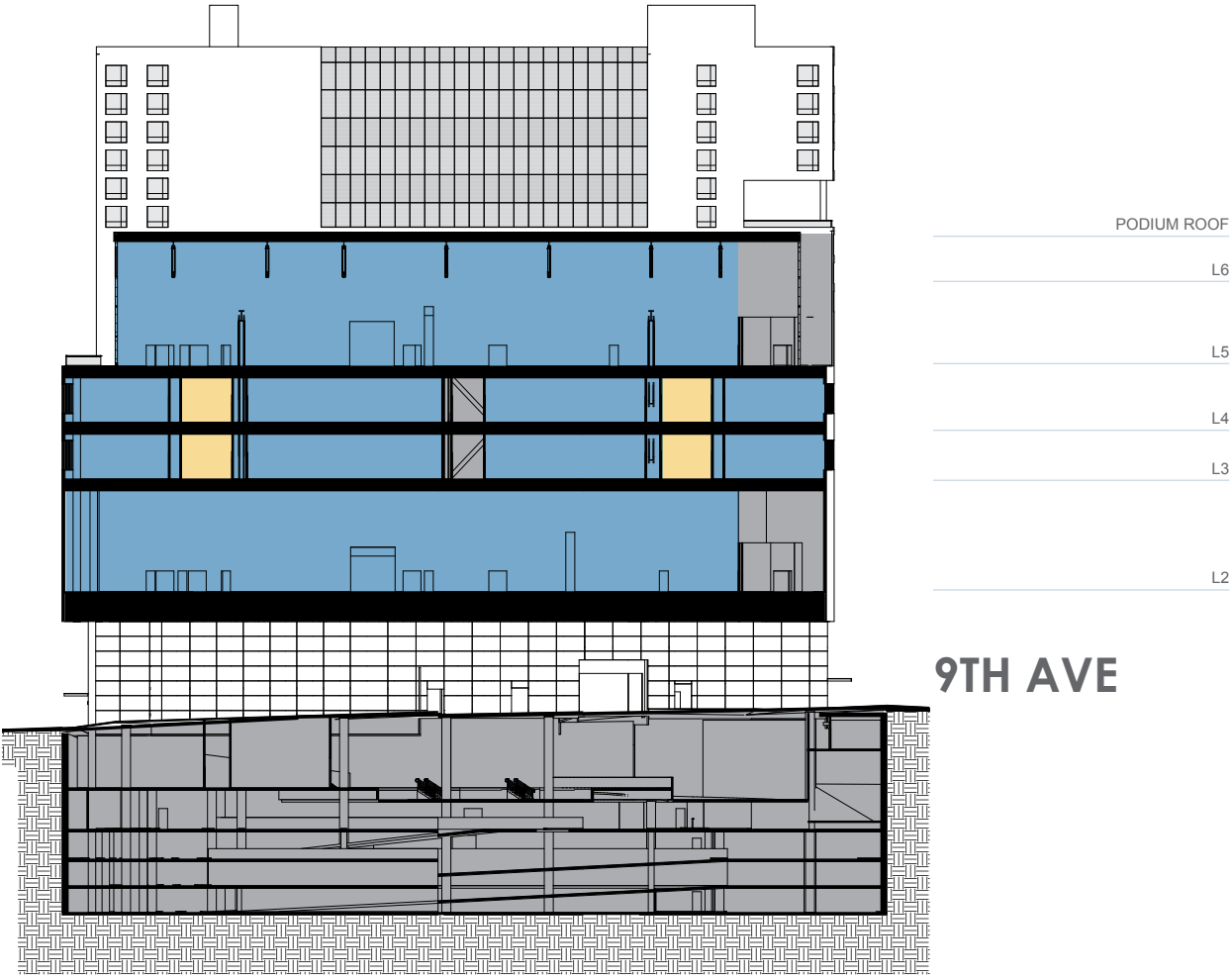
SECTION EAST-WEST AT THROUGH BLOCK LOOKING NORTH

This east-west section highlights the centrally located program elements that are located above the throughblock connection. At grade, the throughblock connection is prominent with its minimum height of 30 feet clear to the east or 9th Avenue end.

LEGEND

- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES

L3
L1.6
8TH AVE
P1
P2
P3
P4
P5
P6



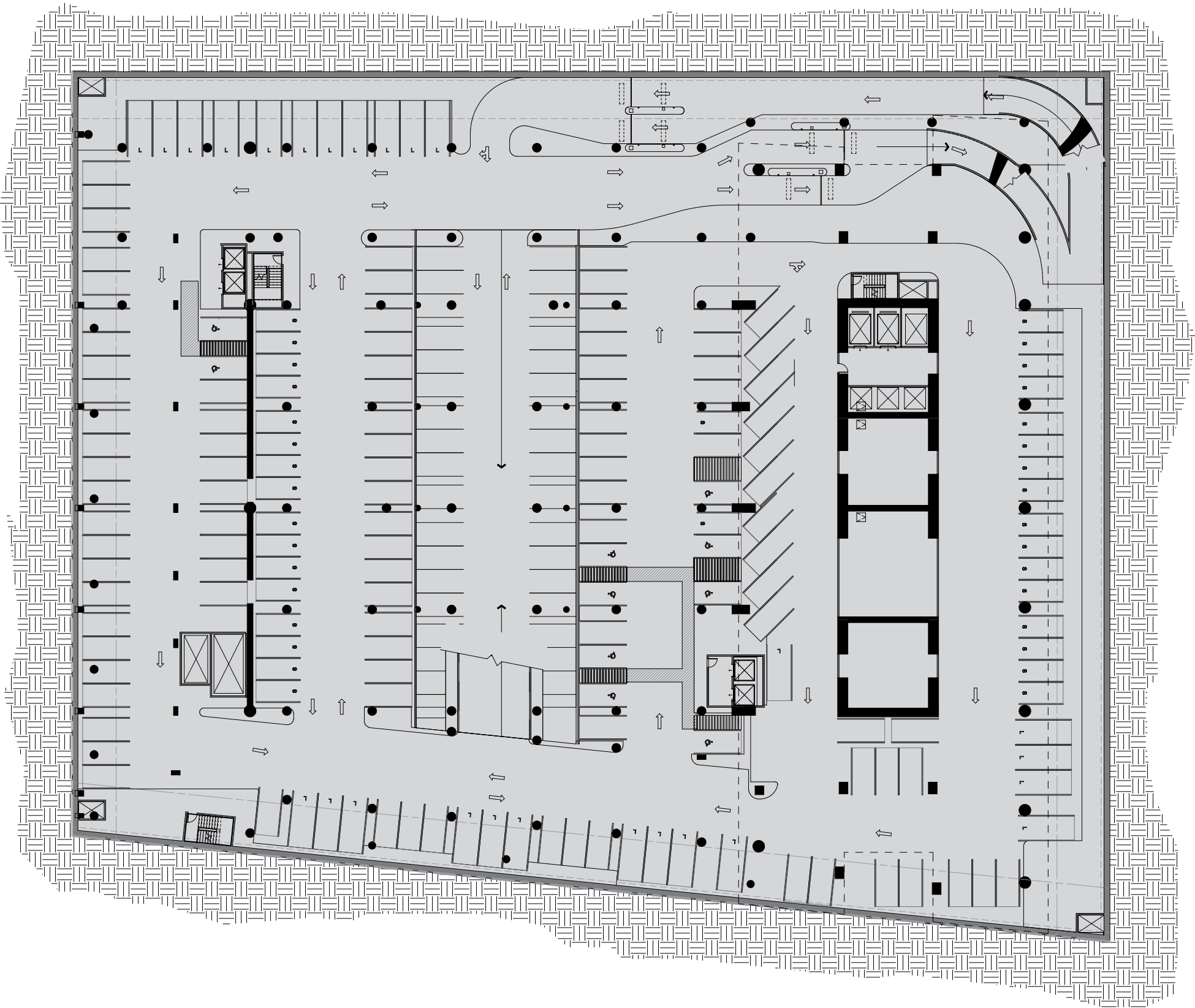
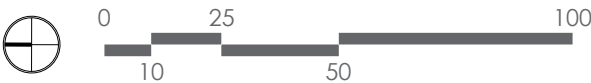
FLOOR PLANS

LEVEL P4 (P5, P6 SIM) TYPICAL PARKING LEVEL

This is a typical below-grade plan showing the approach to incorporating parking spaces within the structural layout. Access to the garage is by two separate pairs of public elevators, one in the north east corner, and the other in the south west.

LEGEND

- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES



LEVEL P3 PARKING & BUILDING SUPPORT

This level accommodates back-of-house spaces, self-park ticketing, and the primary parking facility for the valet services.

LEGEND

PUBLIC

RESIDENTIAL

HOTEL - GUESTS

HOTEL - SPA/GYM

HOTEL - STAFF

RETAIL

CONFERENCE CENTER

SUPPORT SPACES

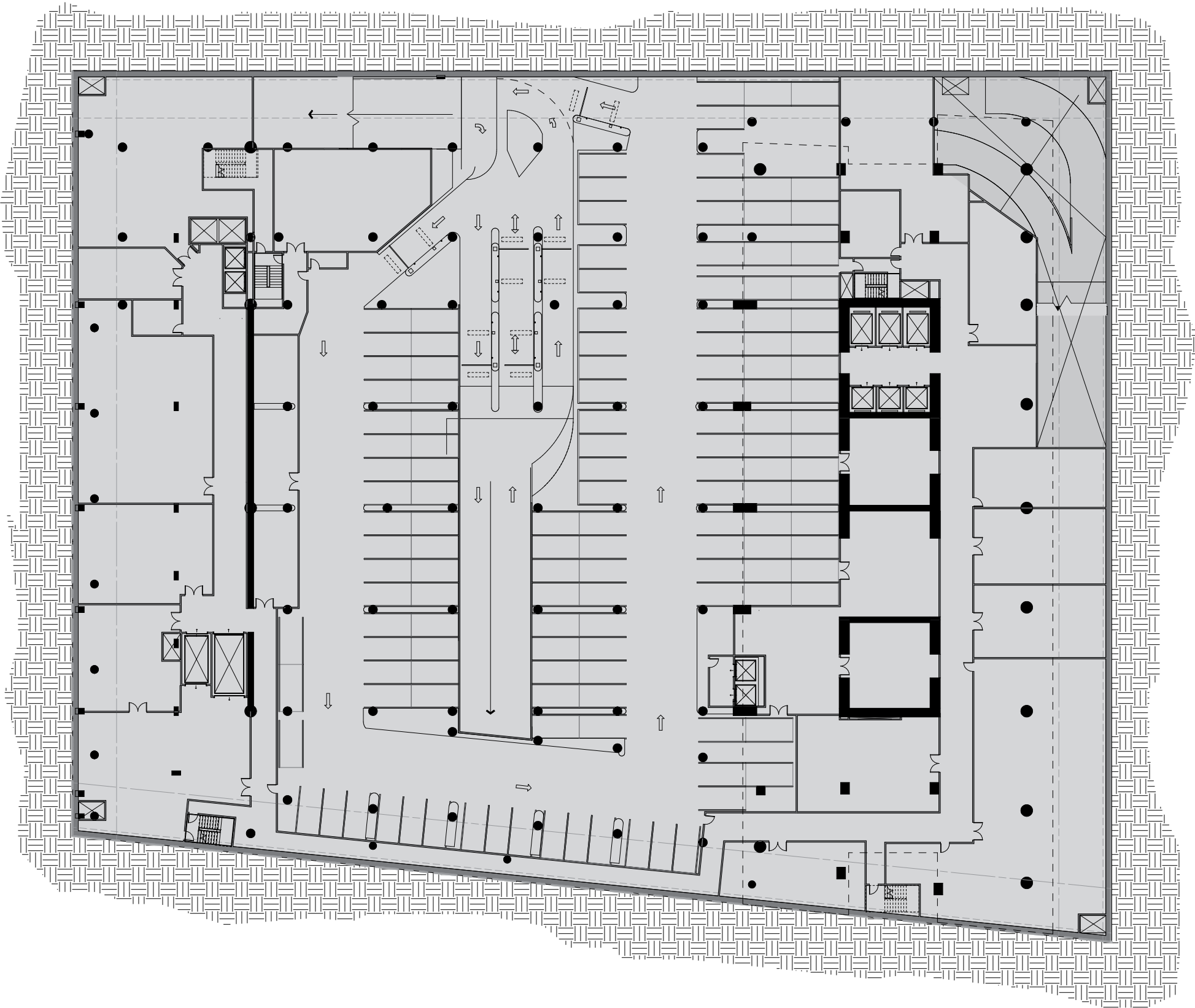
0

25

100

10

50

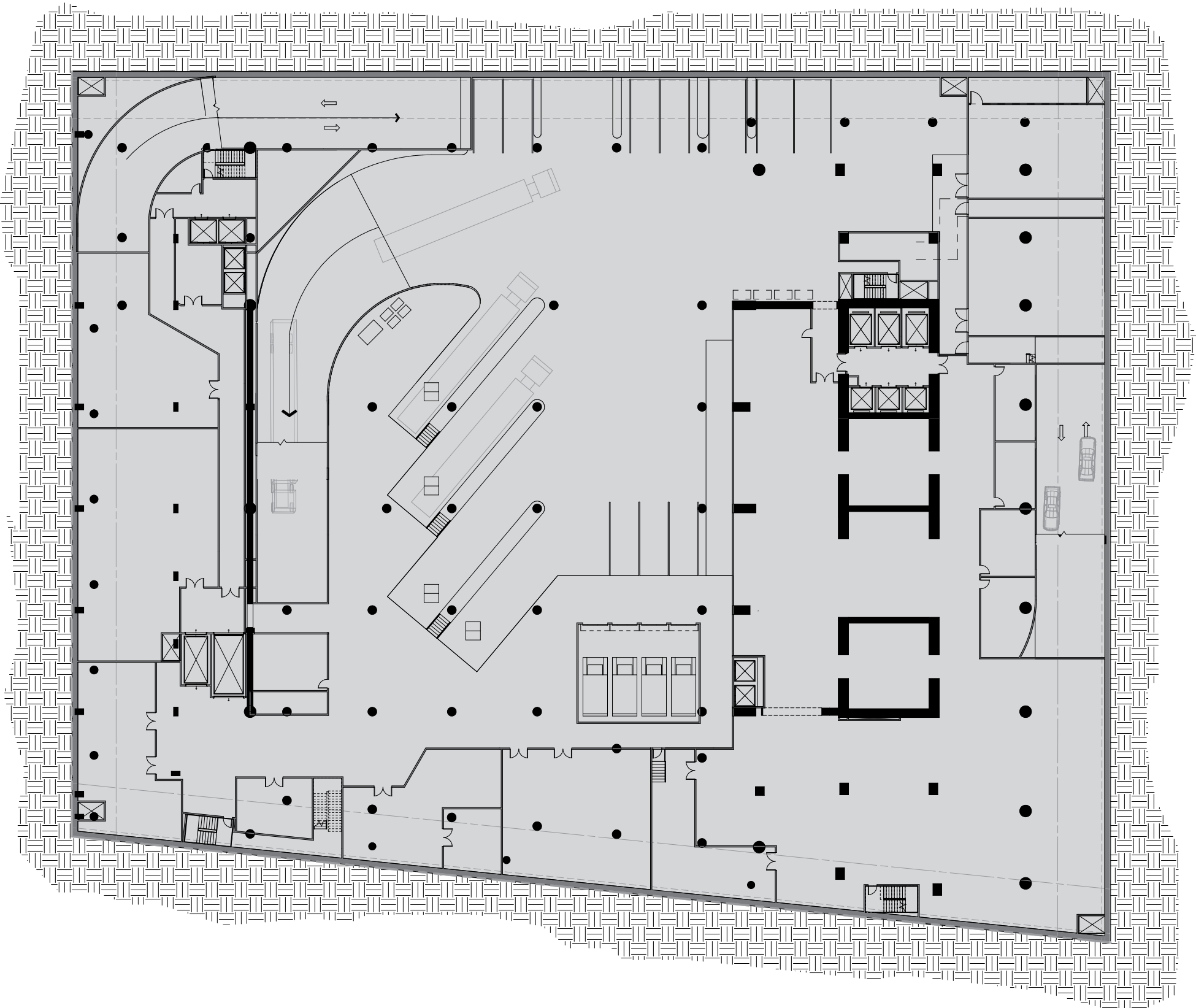


LEVEL P2 LOADING DOCK & LAUNDRY

This level is the primary level for service access to all of the buildings primary program elements. The access ramp from 8th avenue serves 14 loading spaces as well as all trash and recycling access.

LEGEND

- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES



LEVEL P1 HOTEL STAFF & BUILDING SUPPORT

This level is a partial level due to the clear height required for the loading dock and the sloping grade of the site. The support spaces for the hotel and convention uses are located in this southern section of the block.

LEGEND

PUBLIC

RESIDENTIAL

HOTEL - GUESTS

HOTEL - SPA/GYM

HOTEL - STAFF

RETAIL

CONFERENCE CENTER

SUPPORT SPACES

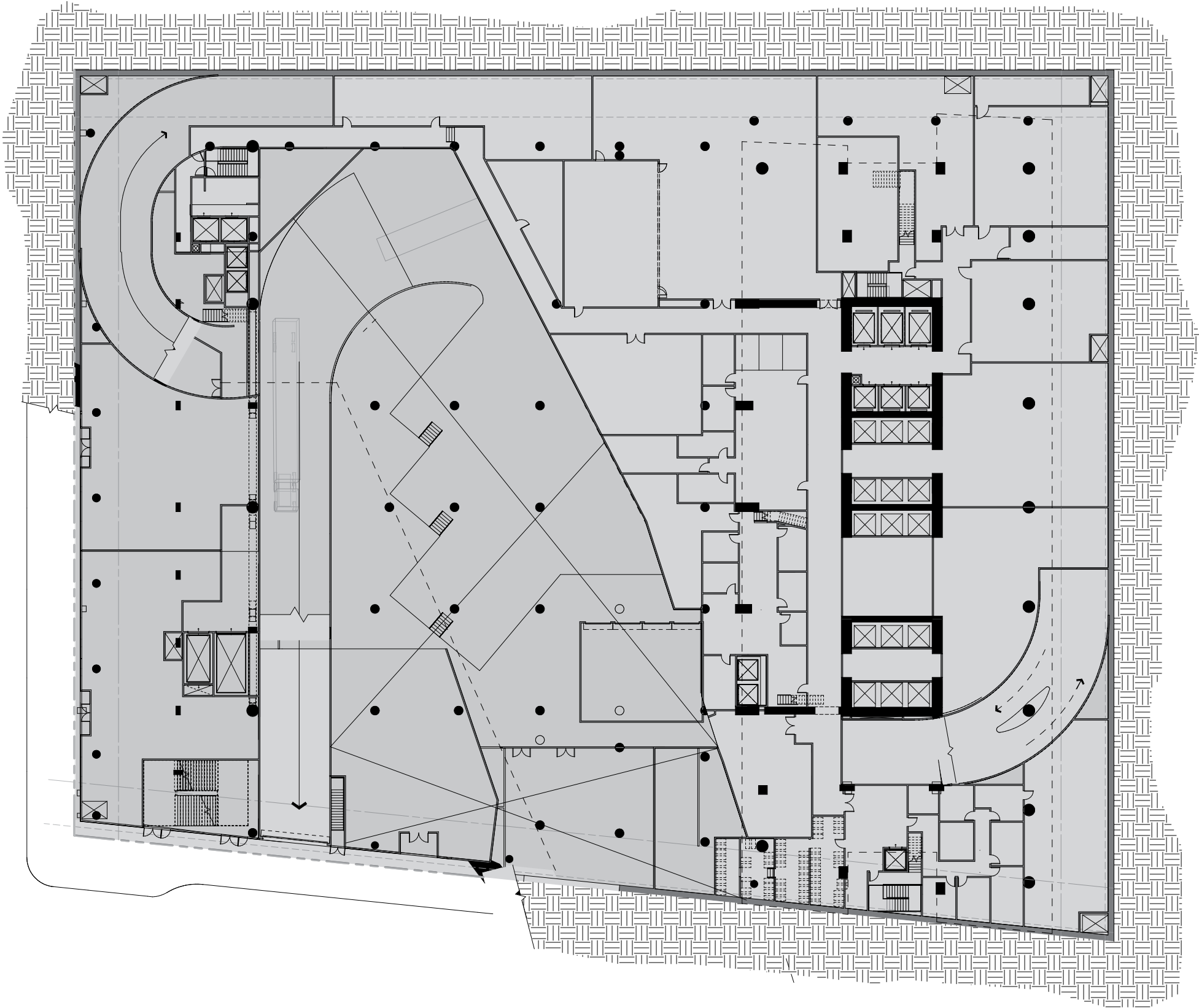
0

25

100

10

50

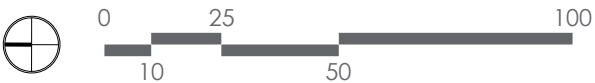


LEVEL 1 (STREET LEVEL) HOTEL LOBBY & RETAIL

The ground floor plan of the building is split by the through block connection between 8th and 9th Avenues. The southern portion of the enclosed area houses the primary hotel lobby, check-in and registration spaces, as well as a café, bar and hotel restaurant around the perimeter. The hotel tower core is located on the south side and provides access to all hotel levels as well as the podium level conference function spaces. In the northern portion of the ground floor, the residential lobby and core will open to the adjacent expanded green-street space, while vehicular drop-off will be accommodated in the throughblock connection. The remainder of the northern ground level area will contain leasable restaurant spaces accessed by both the adjacent streets and the throughblock connection.

LEGEND

- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES



LEVEL 1.5 (MEZZANINE) MEZZANINE OVER STREET LEVEL

This partial level contains support spaces for the hotel functions on the southern side and additional leasable restaurant space on the north side.

LEGEND

PUBLIC

RESIDENTIAL

HOTEL - GUESTS

HOTEL - SPA/GYM

HOTEL - STAFF

RETAIL

CONFERENCE CENTER

SUPPORT SPACES

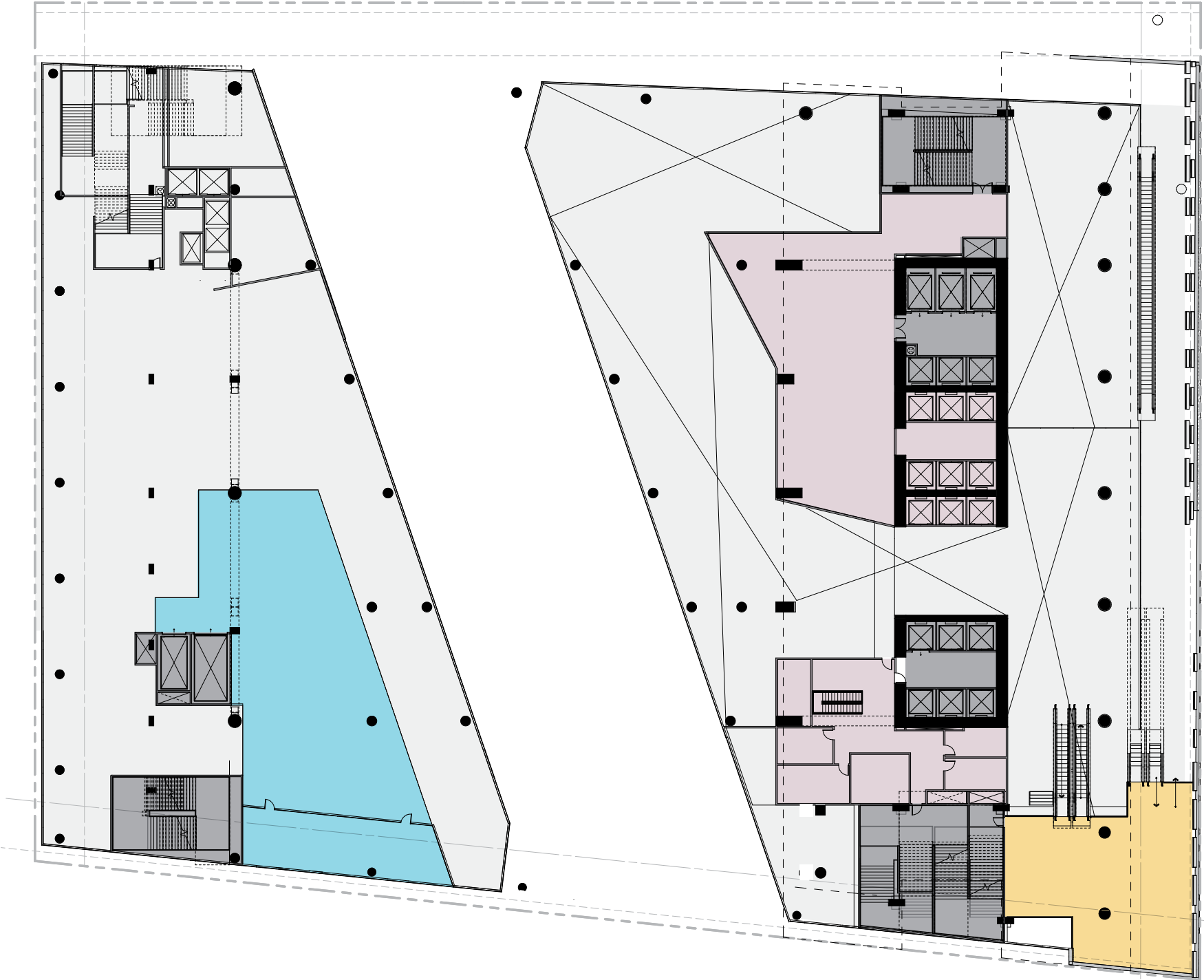
0

25

100

10

50

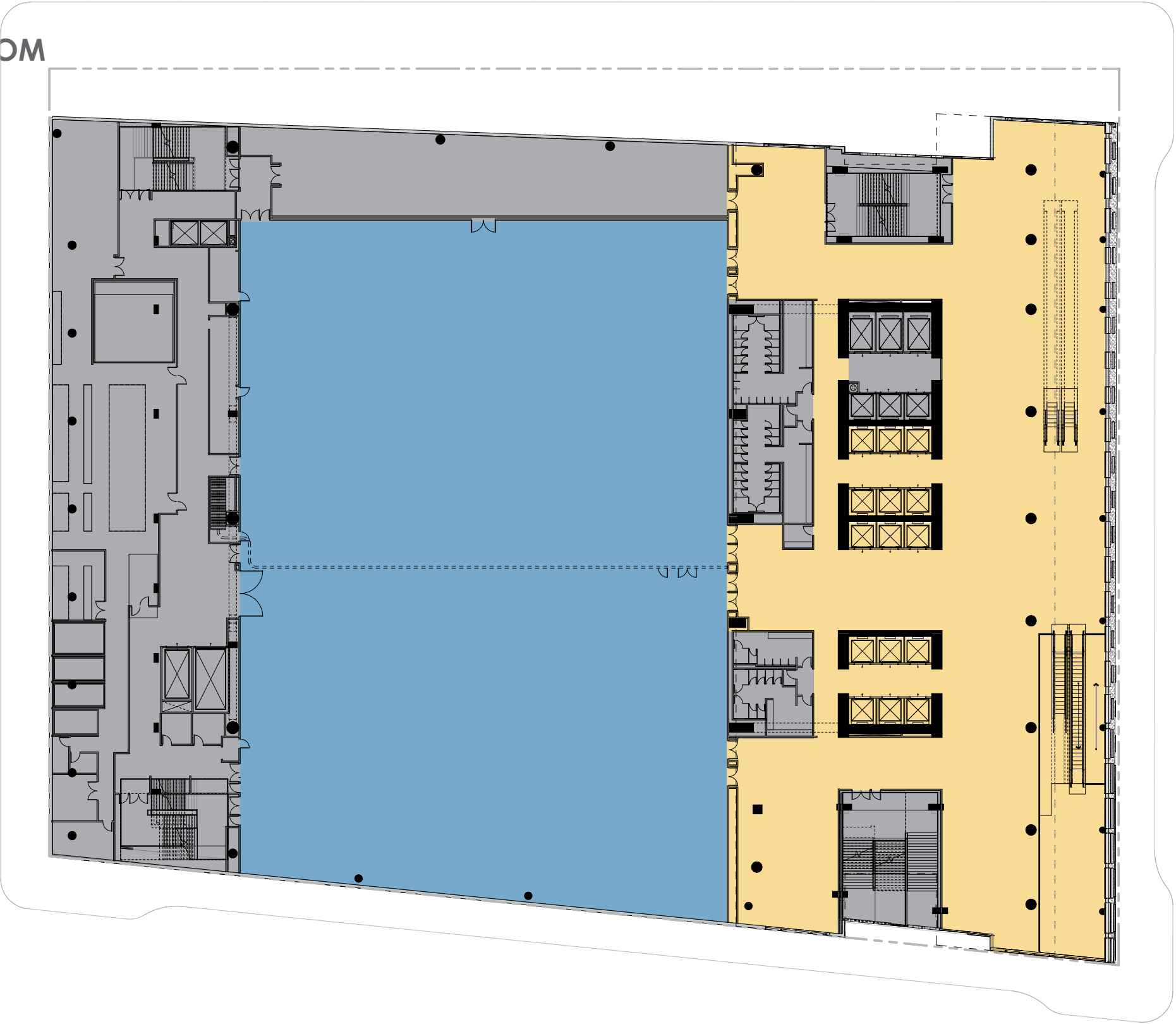


LEVEL 2 CONFERENCE CENTER - LOWER BALLROOM

The Grand Ballroom is the primary space on level 2, served by a generous pre-function space to the south and a banquet kitchen and support spaces to the north and east.

LEGEND

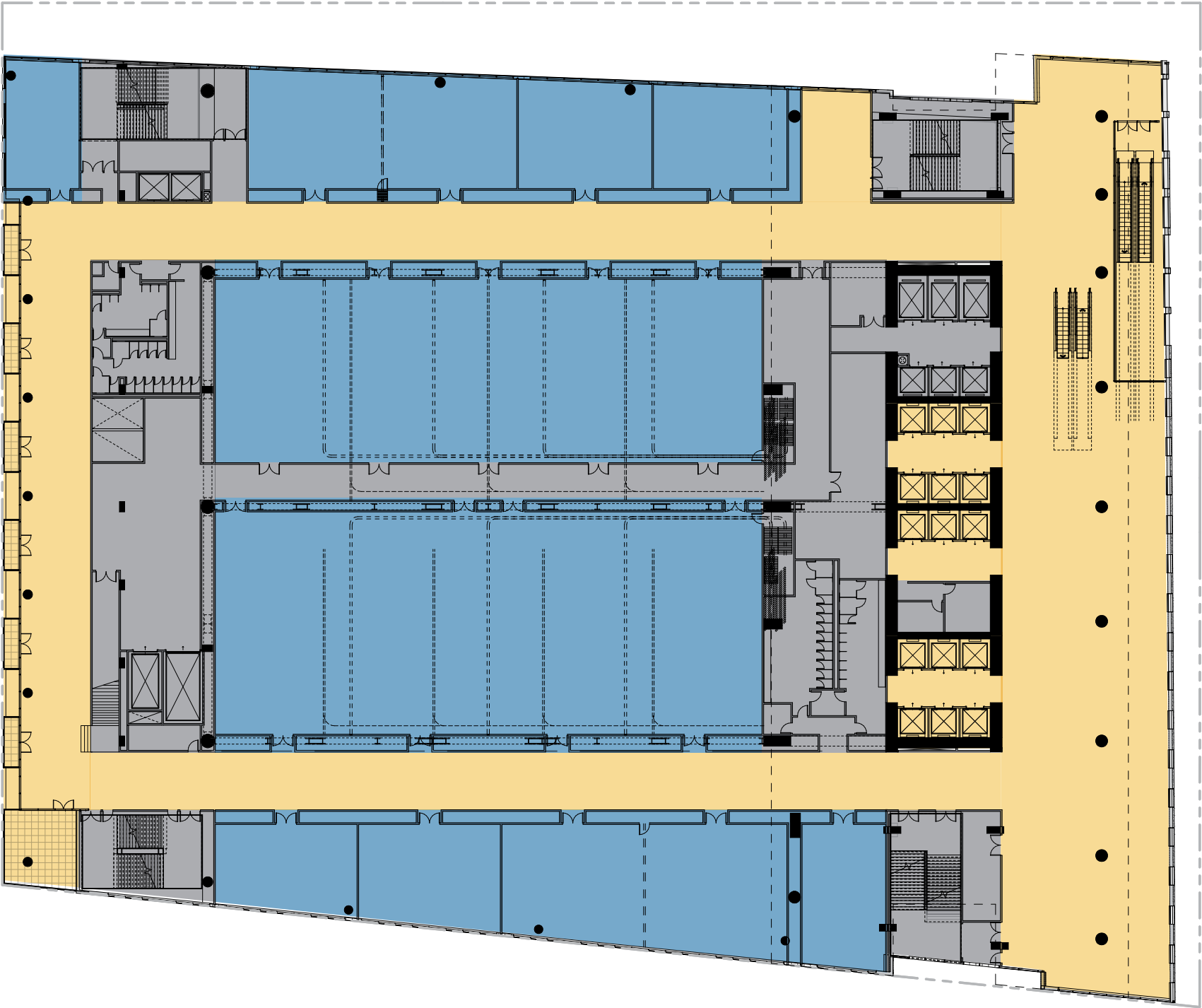
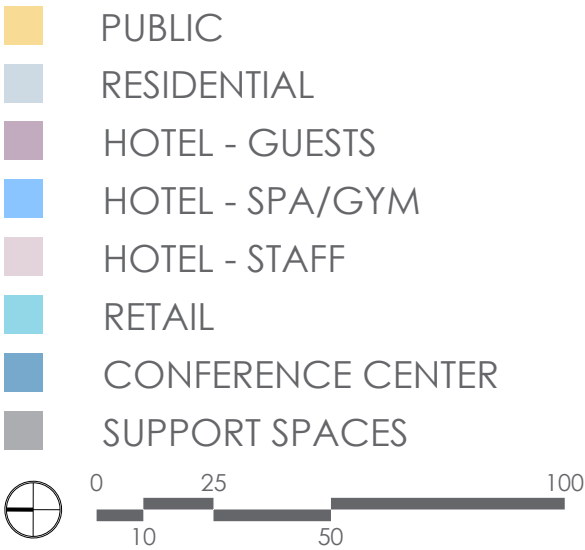
- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES



LEVEL 3 (LEVEL 4 SIM) CONFERENCE CENTER - MEETING ROOMS

Levels 3 and 4 are the two primary meeting-room levels, and are served by a loop of circulation and two primary pre-function spaces, one to the south and one to the north. A service corridor links the central meeting spaces to the service cores, while the perimeter meeting rooms will feature natural light.

LEGEND



LEVEL 5 CONFERENCE CENTER - UPPER BALLROOM

In a similar configuration to level 2, the fifth level will contain the Upper Ballroom and its necessary pre-function spaces and support elements.

LEGEND

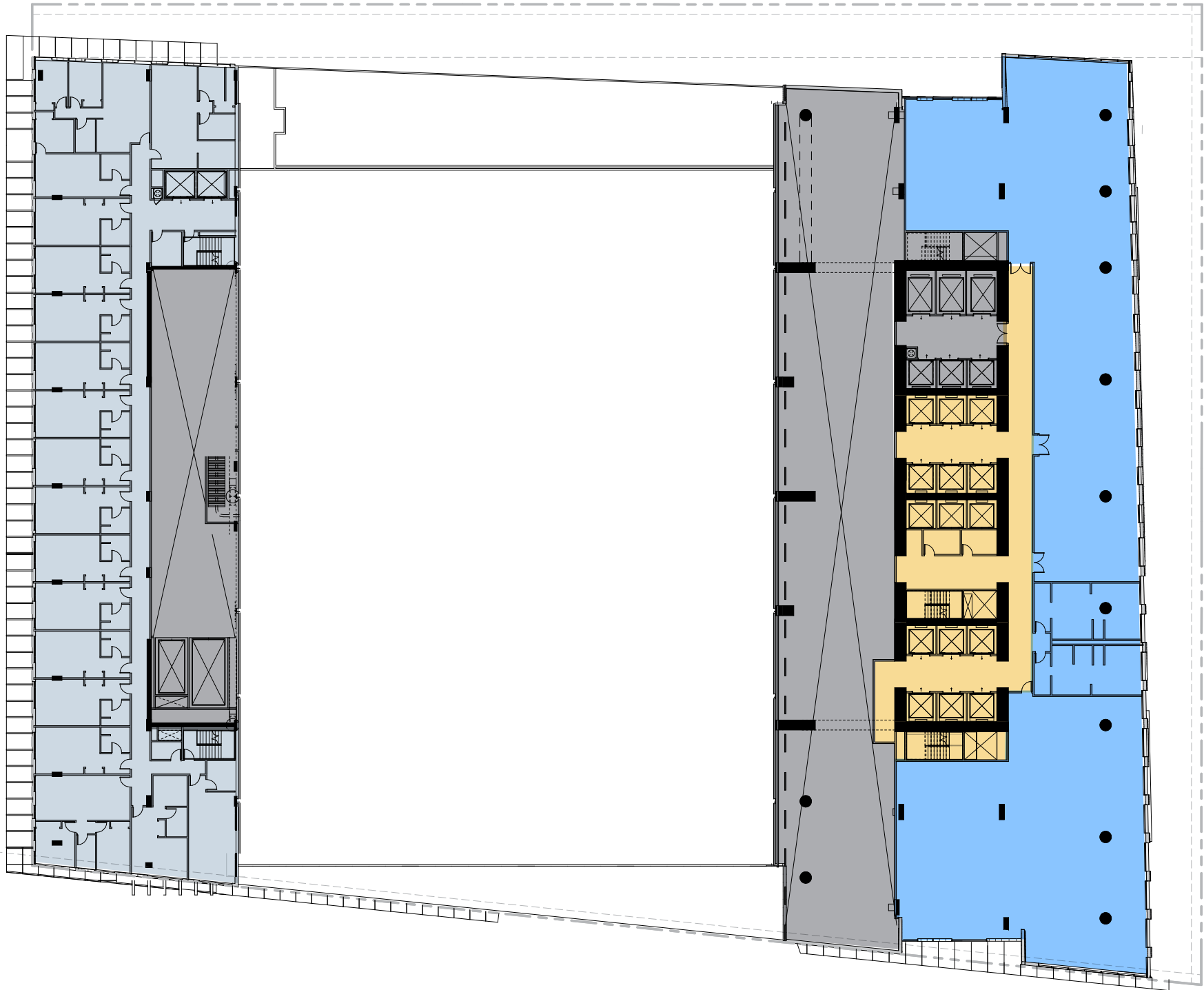
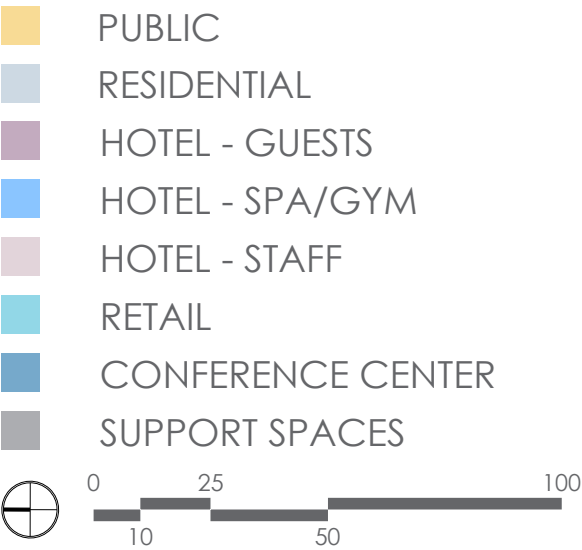
- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES



LEVEL 6 RESIDENTIAL & HOTEL GUEST SERVICES

Along the south edge, the sixth floor will house hotel amenity spaces facing Howell Street. Along the north edge, level R1 begins the lowest level of residential use at this level. The single loaded configuration of residential units allows the accommodation of mechanical systems to be housed within the interior facing volumes and orients the dwelling units with views to the streets and surrounding neighborhood.

LEGEND

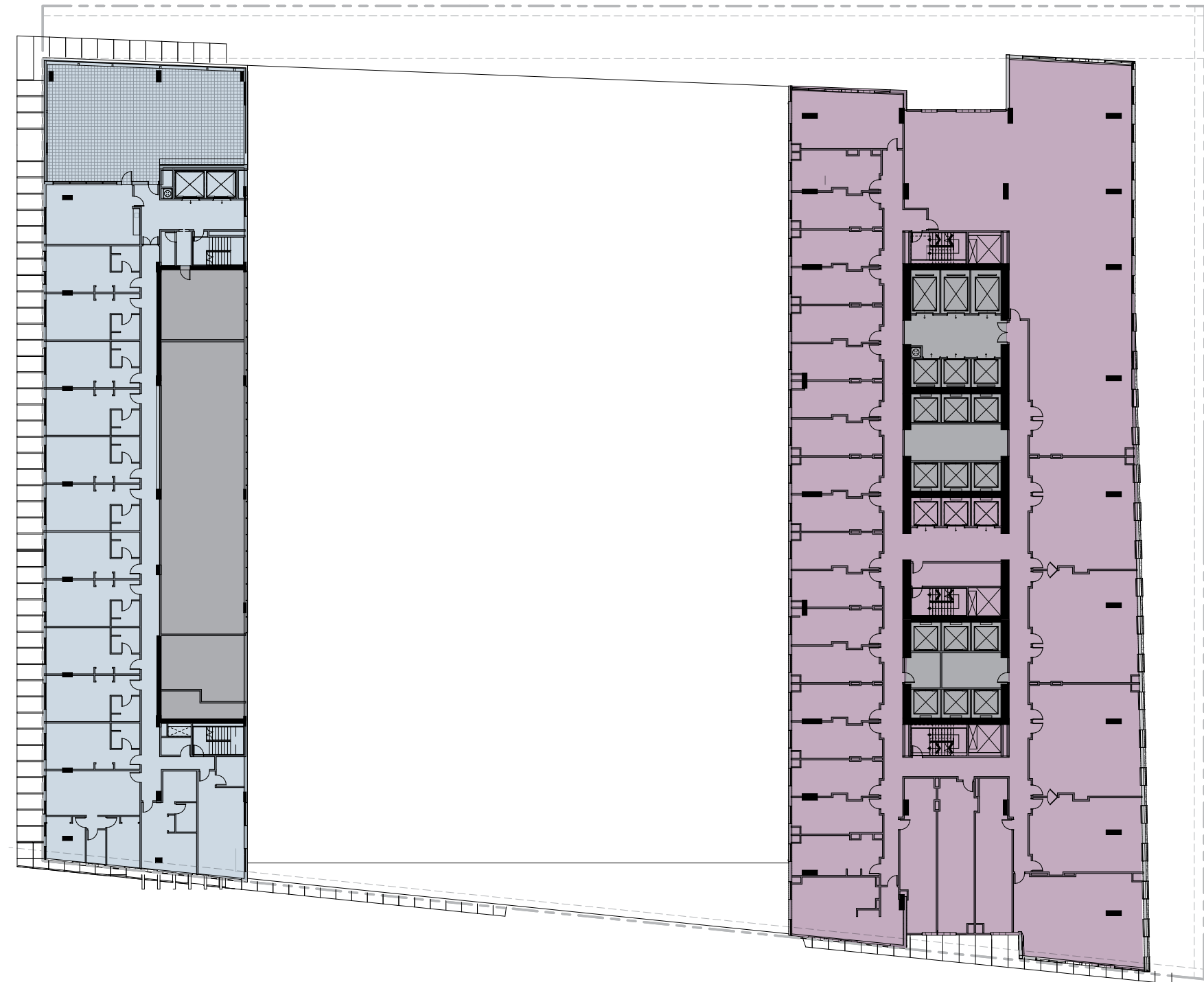


LEVEL 07 (RESIDENCE LEVEL R5) RESIDENTIAL & HOTEL TOWERS

This plan shows a typical hotel level plan with its central core and modulated end conditions. This level of the residential component contains the upper level amenity areas with the indoor recreation space and covered outdoor area.

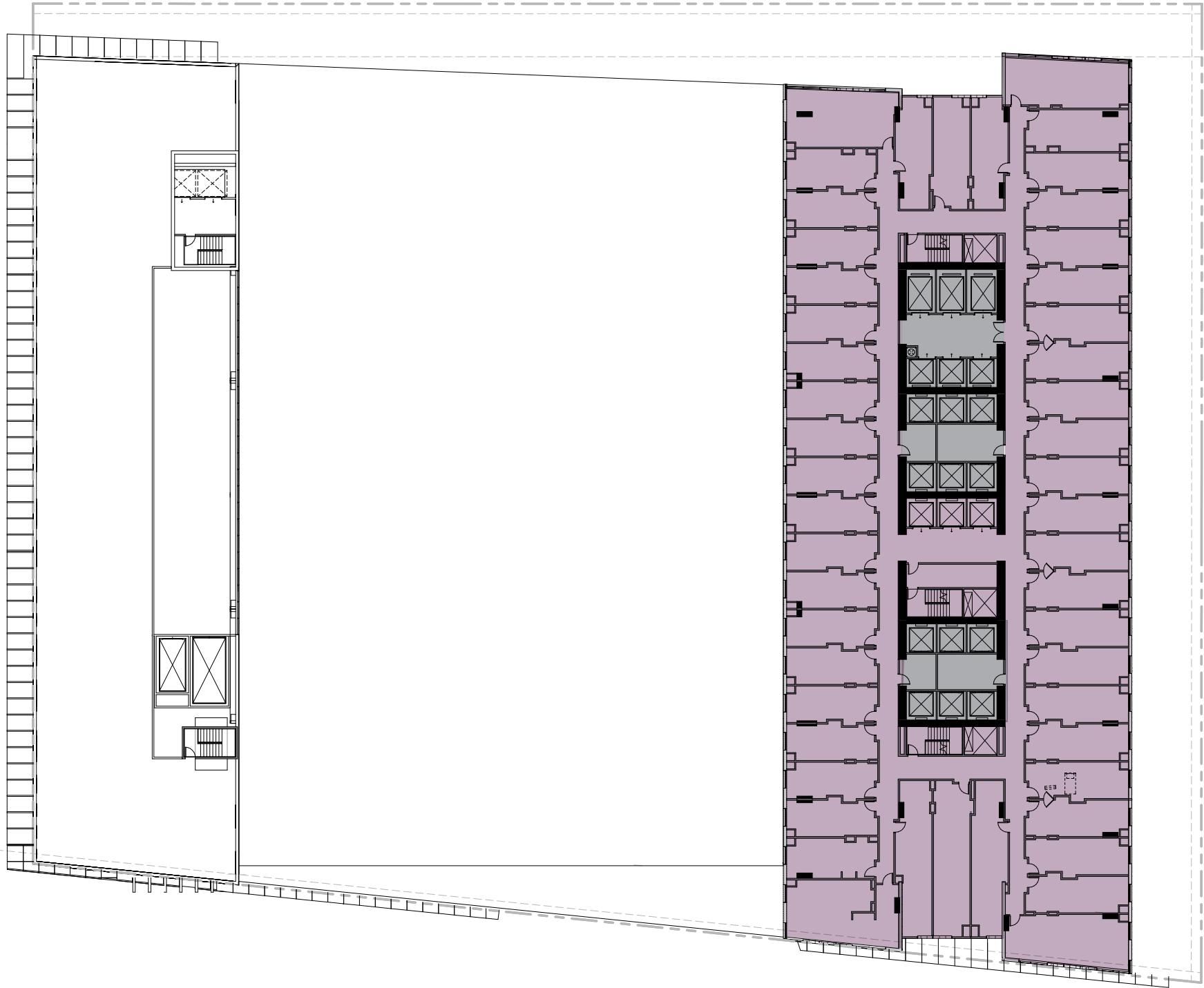
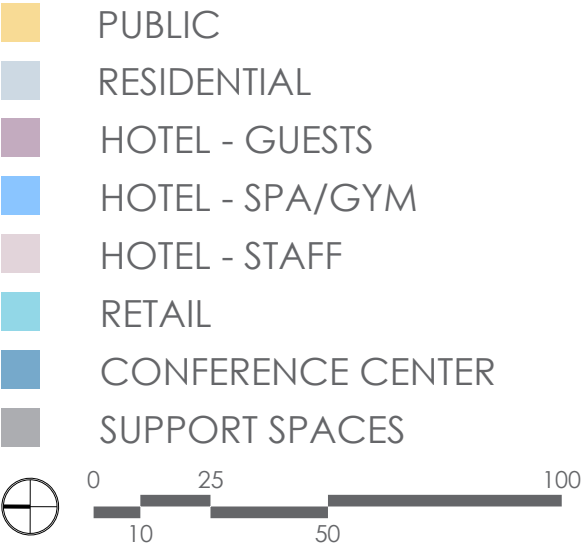
LEGEND

- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES



LEVEL 13
HOTEL TOWER - TYPICAL FLOOR PLAN

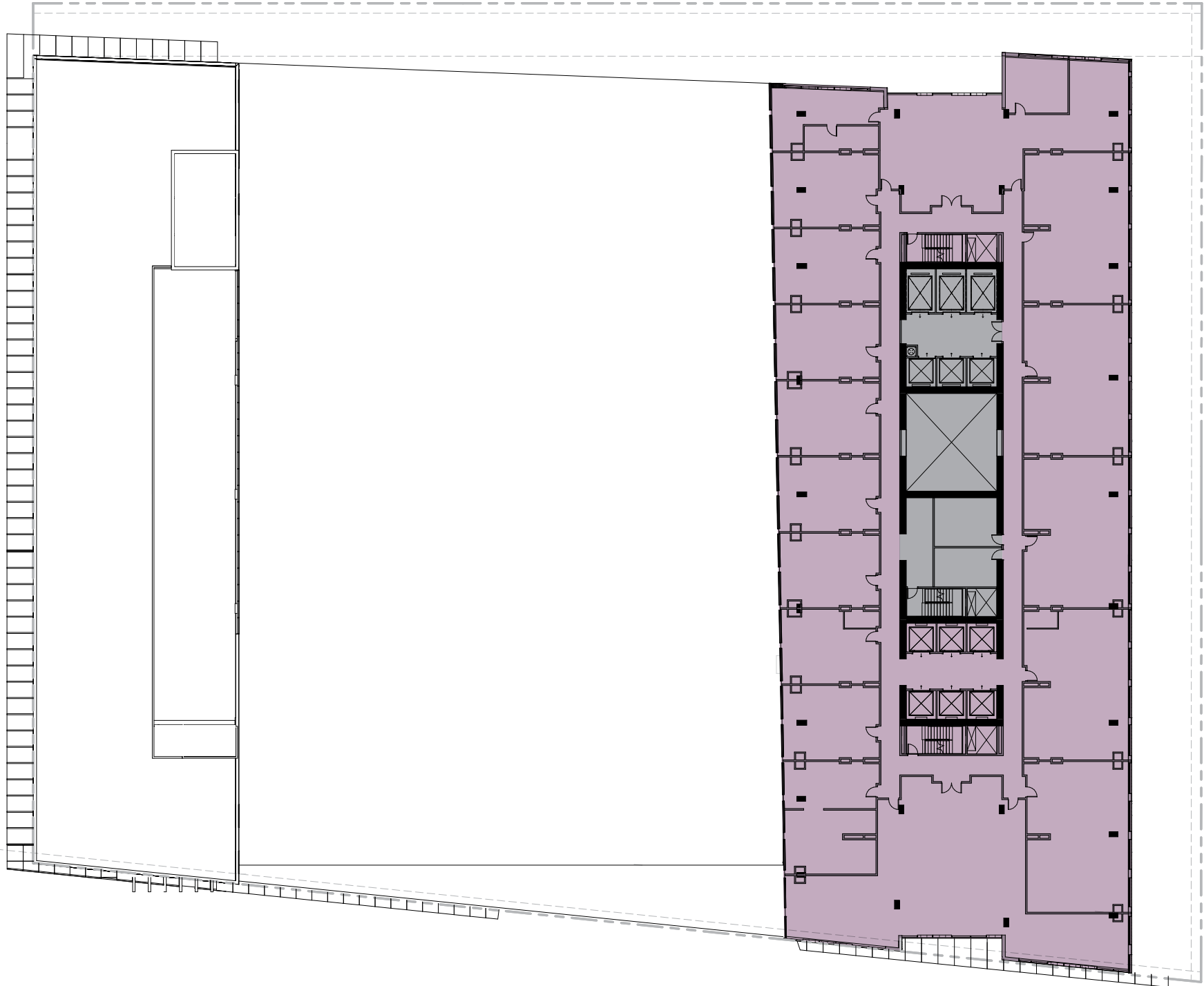
LEGEND



LEVEL 41
HOTEL PENTHOUSE LEVEL

LEGEND

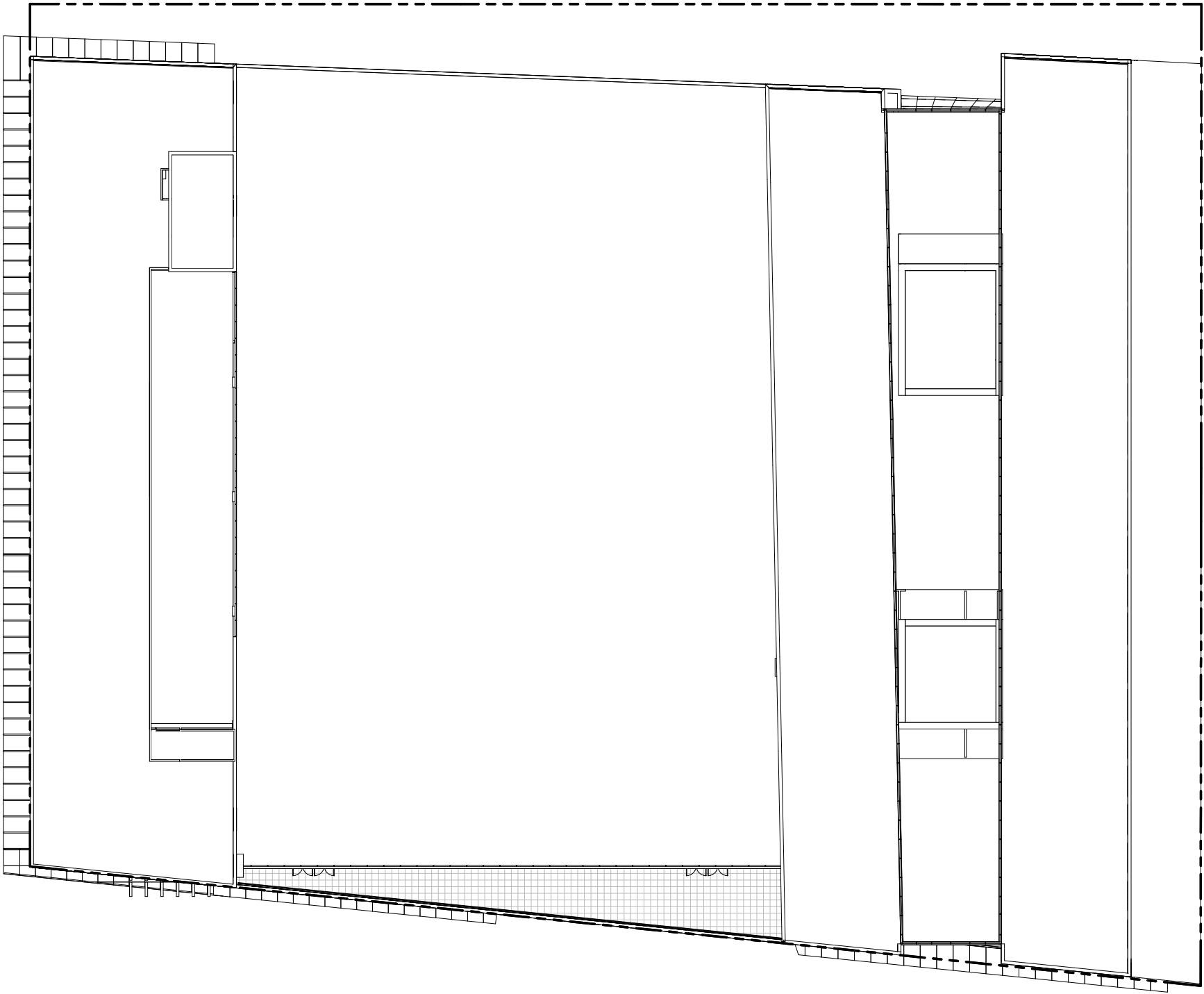
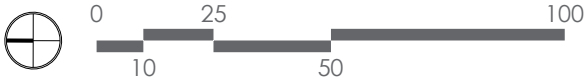
- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES



OVERALL ROOF PLAN

LEGEND

- PUBLIC
- RESIDENTIAL
- HOTEL - GUESTS
- HOTEL - SPA/GYM
- HOTEL - STAFF
- RETAIL
- CONFERENCE CENTER
- SUPPORT SPACES



8 AFFORDABLE HOUSING DESIGN

PROGRAM & ORGANIZATION

INTRODUCTION

The unique inclusion of affordable housing in the program of this project is highlighted by its prominent location along the north edge of the project facing the vibrant and diverse Denny Triangle neighborhood. By elevating the housing far above the street, each unit will provide views over the surrounding neighborhood never before provided by an affordable housing project. Moreover, the integration of key shared amenity spaces takes advantage of this height and locates the covered outdoor upper level space to provide views towards Lake Union to the north.

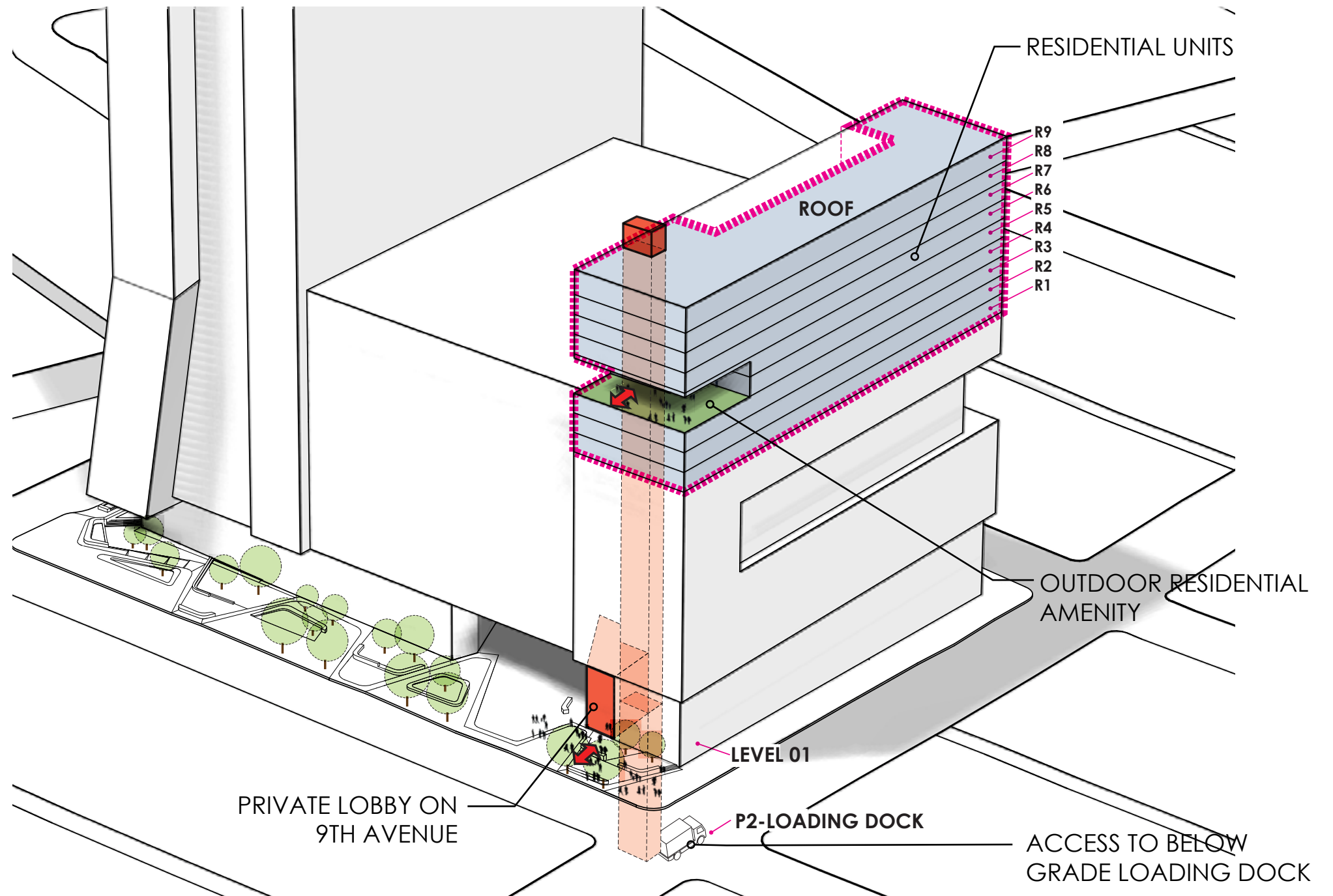
Residents will access their floors from a lobby located at the intersection of the 9th Avenue parcel park and the throughblock connection, providing direct access to this new neighborhood feature and a critical connection to the vehicular drop-off area within the through block space. Loading access will be through the P2 loading level, where loading stalls provide access to the same elevator core serving the upper housing levels.

The housing units are served by a single-loaded corridor, giving every unit an unobstructed view to the surrounding neighborhood and preventing direct views between the hotel tower and the residential spaces.

AFFORDABLE UNIT BREAKDOWN

124 Studio+ units
 14 one bedroom units
 16 two bedroom units

154 total affordable units



FACILITIES

- Private lobby on 9th Avenue
- Outdoor amenities
- Indoor community rooms
- In unit laundry facilities
- Full bath in all units
- Bike storage room
- Resident storage spaces
- Access to below grade loading dock

COMMON RECREATION AREA REQUIREMENTS FOR RESIDENTIAL USE [SMC 23.49.010.B]

Attributing Area for Residential Use = 106,696 GSF

REQUIRED
5% of total GSF of residential use shall be provided as common recreation area at or above ground level:
 $106,696 \text{ SF} \times 0.05 = 5,334.8 \text{ SF}$

A minimum of 50% of the common recreation area is required as open space:
 $5,334.8 \text{ SF} \times 0.5 = 2,667.4 \text{ SF}$

PROVIDED

G	Outdoor (2x)	1380 sf
R4	Party Room/RR	500 sf
R4	Media Room	520 sf
R4	Outdoor Terrace	2015 sf
R5	Game Room/RR	500 sf
R5	Media Room	520 sf

5435 sf Total (Required 5334.8 sf)
3395 sf Total Outdoor (Required 2667.4 sf)

MAXIMUM VEHICLE PARKING LIMIT [SMC 23.49.019.C.1]

Residential use has no dedicated parking requirement.

No dedicated residential parking is provided, although parking spaces are available for rent in the garage or other locations in the neighborhood.

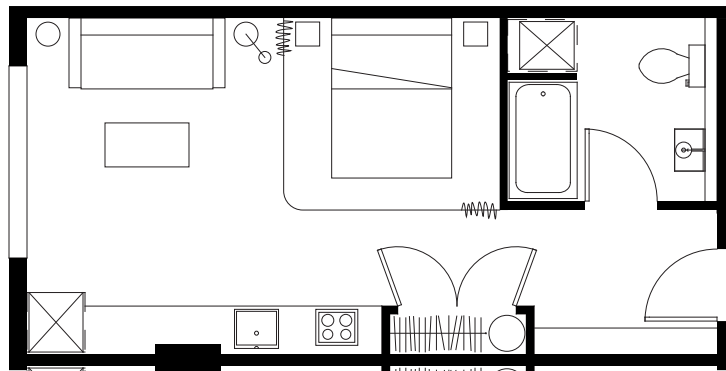
BICYCLE PARKING REQUIREMENTS [SMC 23.49.019.E.1]

Attributing Number of Units for Residential Use = 154 Rooms

REQUIRED
For residential use 1 space for every 2 dwelling units up to 50 spaces, then 1 space for every 4 dwelling units.
 $100 \text{ dwellings} \times 0.5 = 50 \text{ spaces}$
 $54 \text{ dwellings} \times 0.25 = 13.5 \text{ spaces}$
Total required for residential use = 63.5 spaces

PROVIDED
Bicycle Parking, Level R3 = 64 spaces for Residential Use (see Plan Level R3)

ENLARGED UNIT PLANS



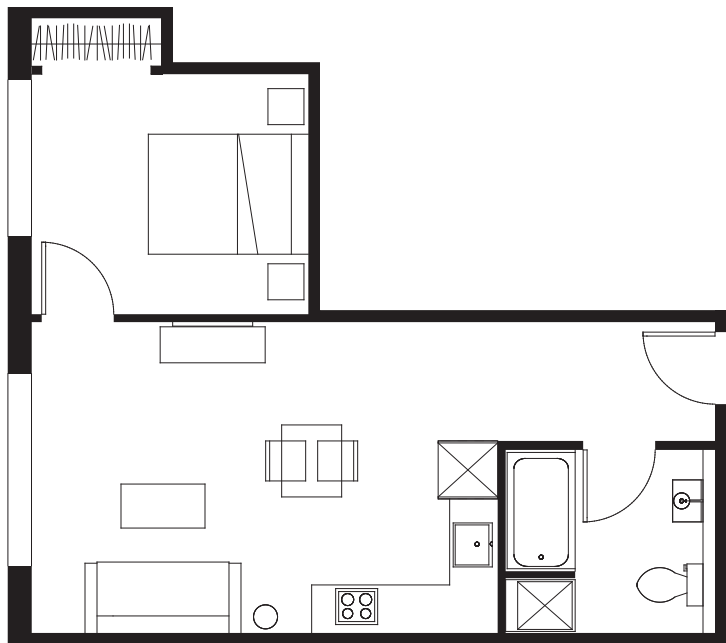
TYPICAL STUDIO+ APARTMENT

NUMBER	=	124 UNITS
AVERAGE SIZE	=	404 SF
MIX	=	80.5%

FACILITIES

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

*QUEEN SIZED BED SHOWN FOR REFERENCE

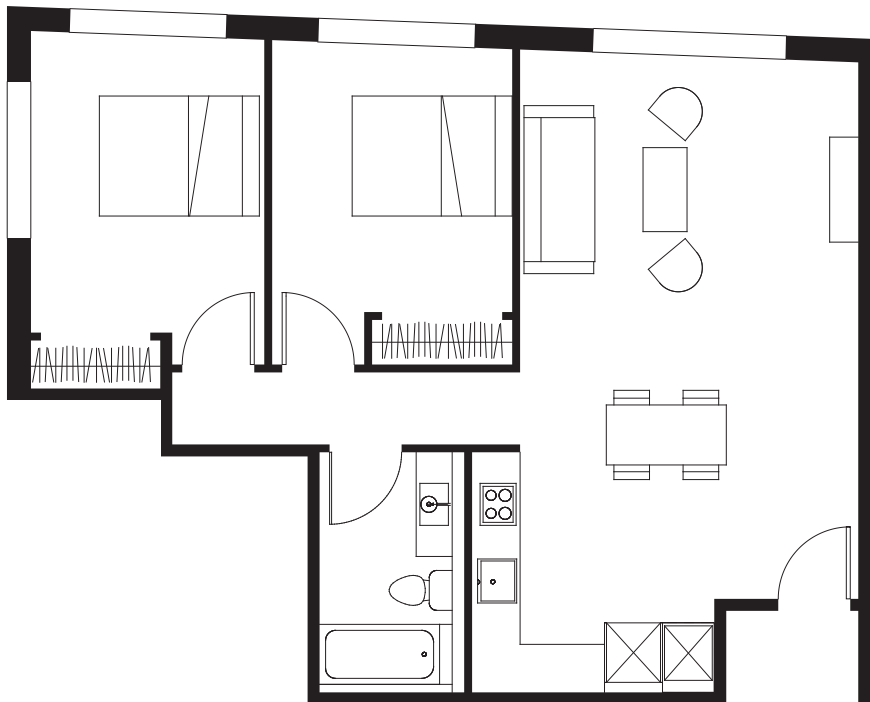


TYPICAL 1 BEDROOM APARTMENT

NUMBER	=	14 UNITS
AVERAGE SIZE	=	635 SF
MIX	=	9.1%

FACILITIES

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

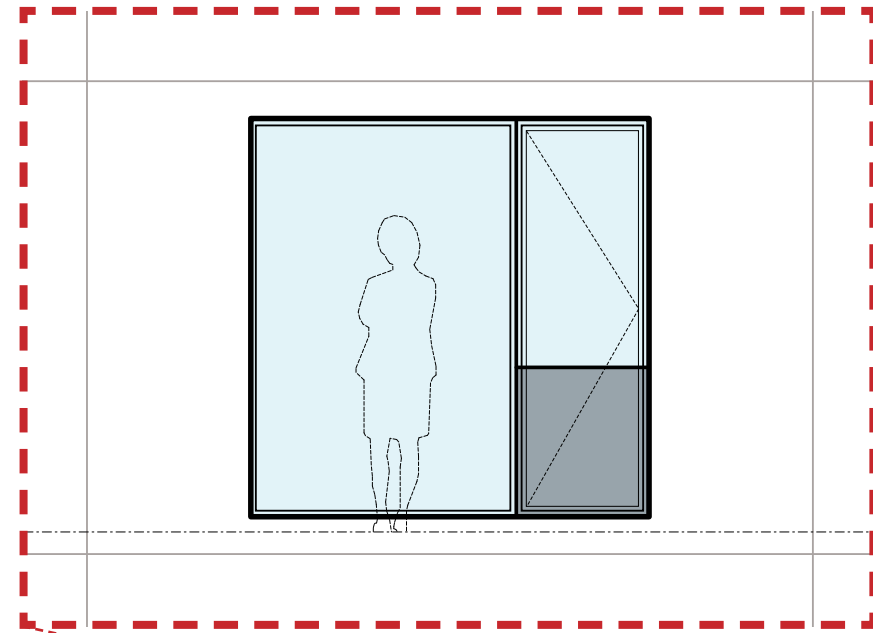


TYPICAL 2 BEDROOM APARTMENT

NUMBER	=	16 UNITS
AVERAGE SIZE	=	775 SF
MIX	=	10.4%

FACILITIES

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

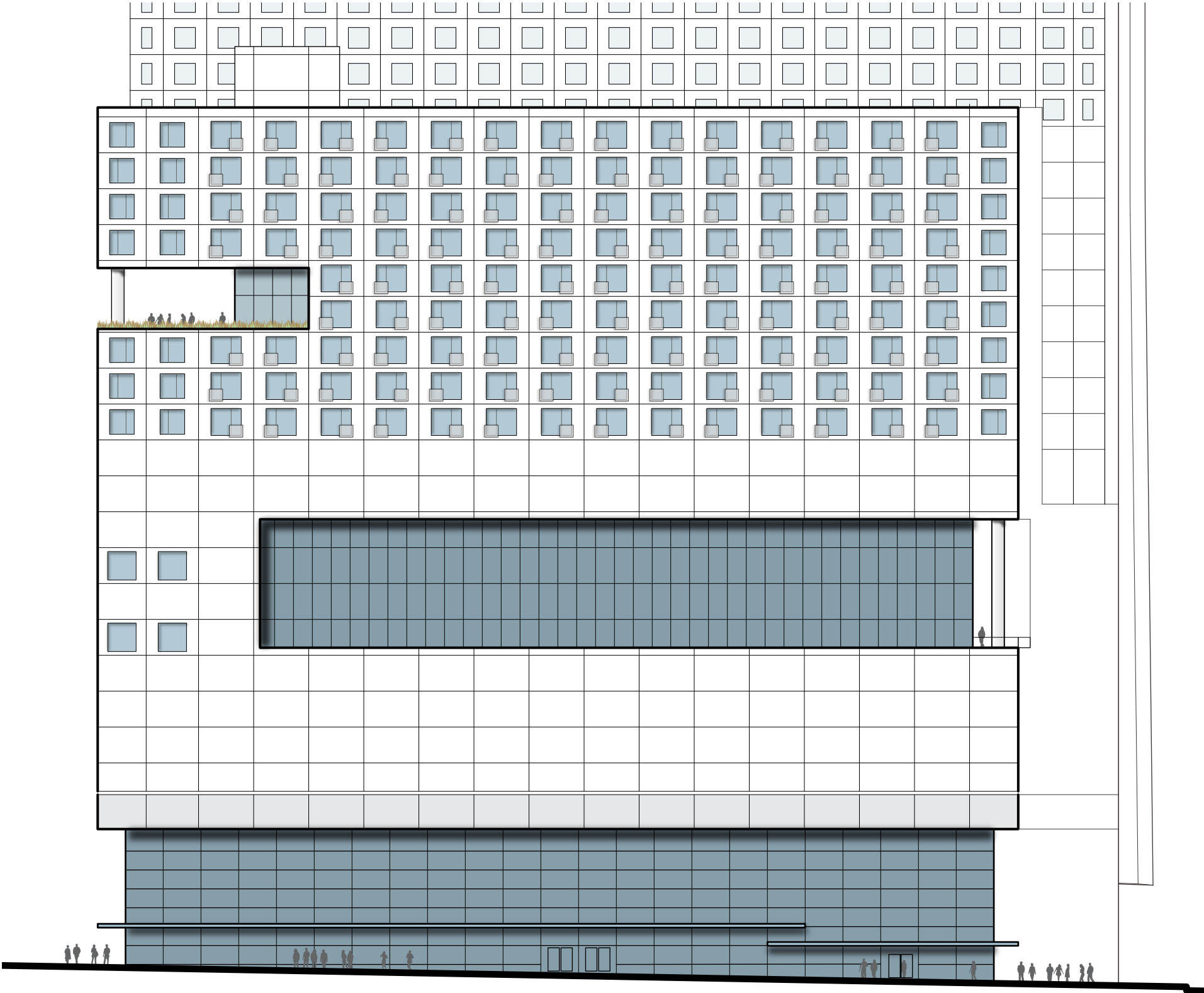


TYPICAL WINDOW



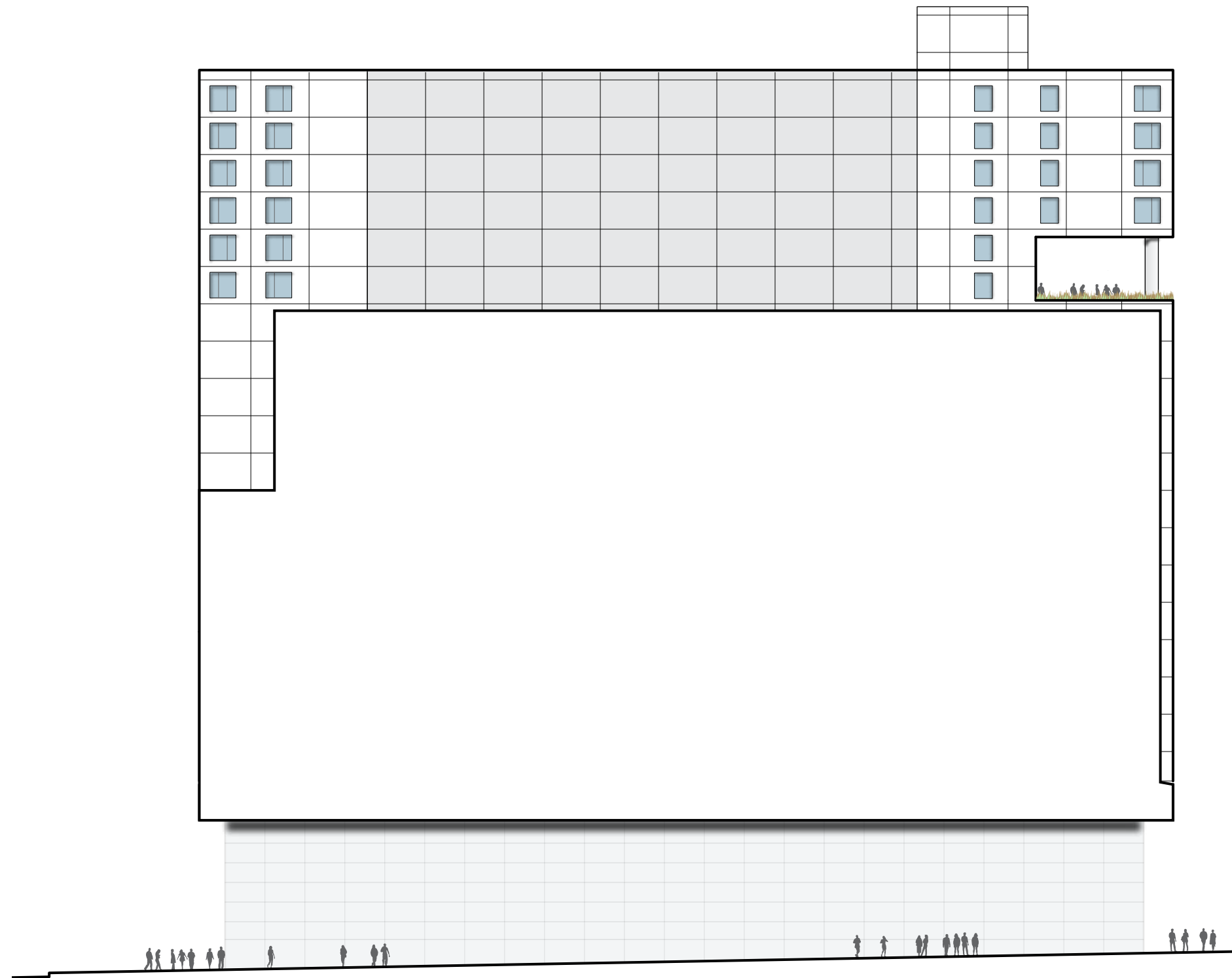
RESIDENTIAL EXTERIOR

ELEVATIONS

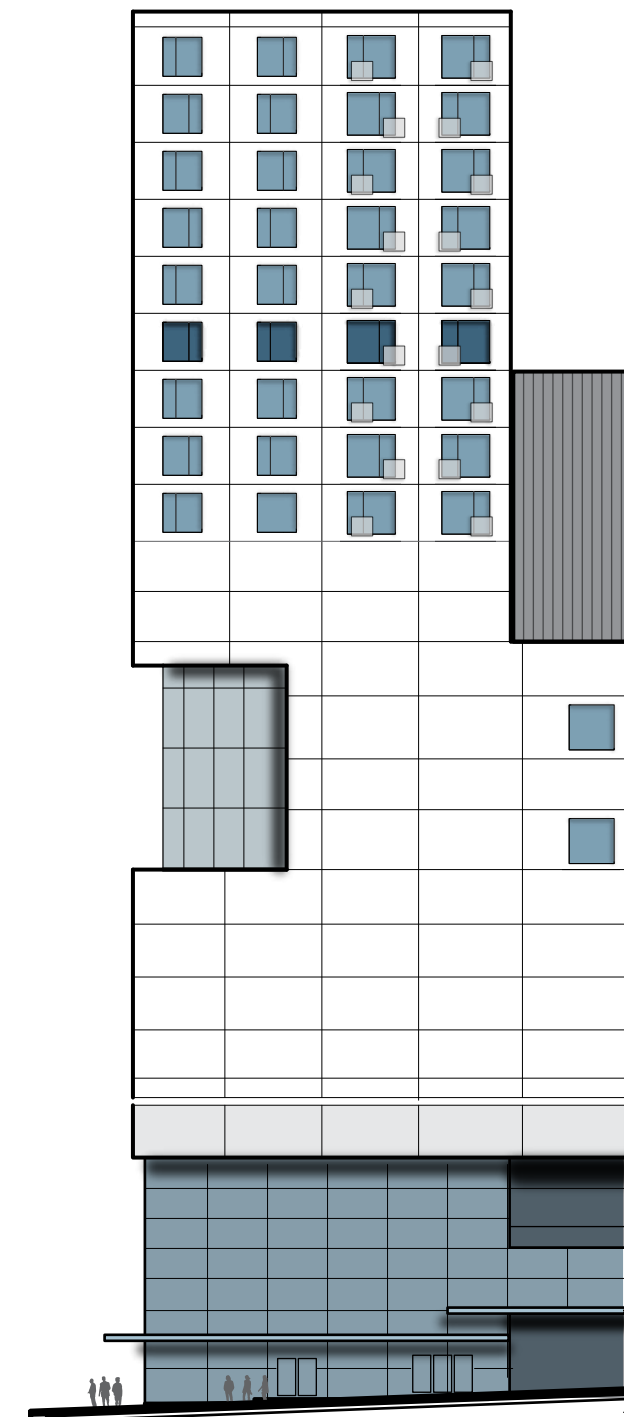


NORTH ELEVATION

EAST ELEVATION

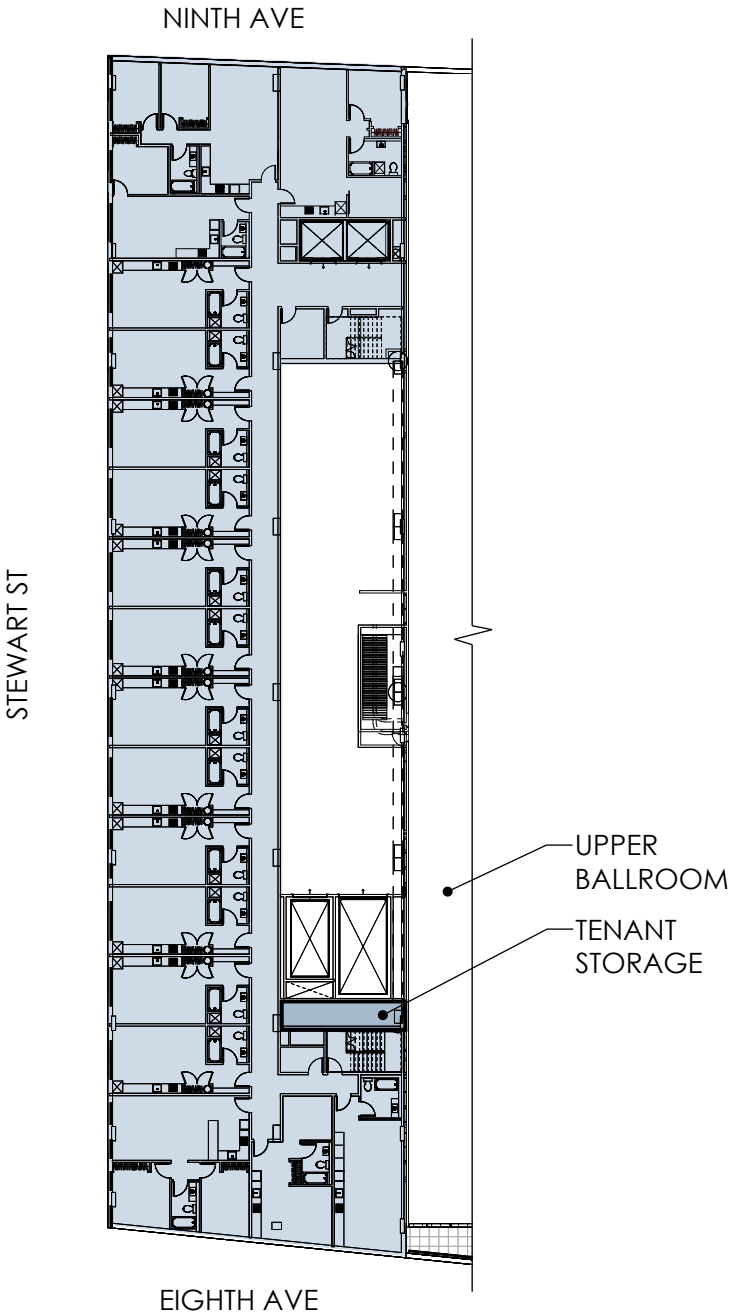
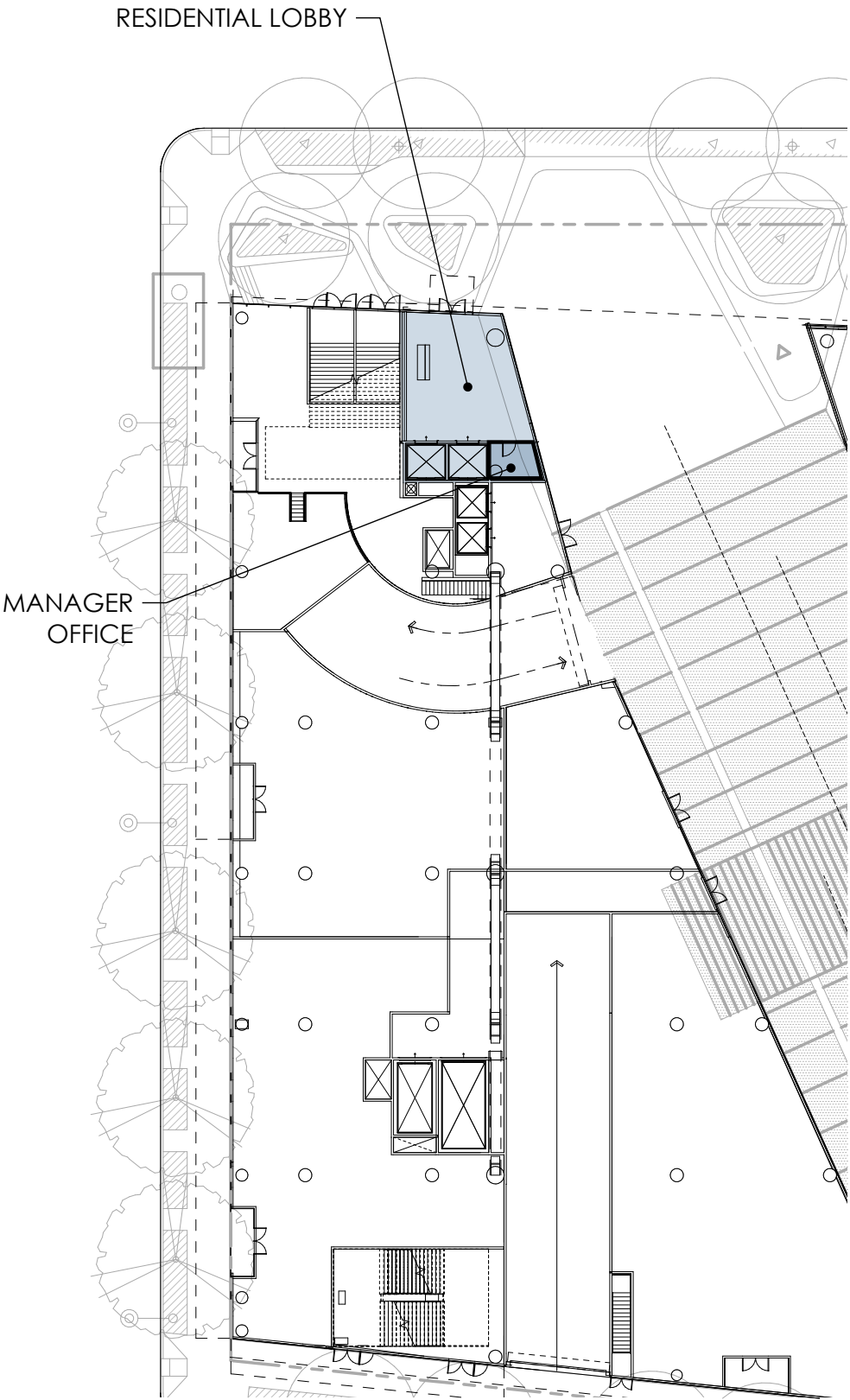
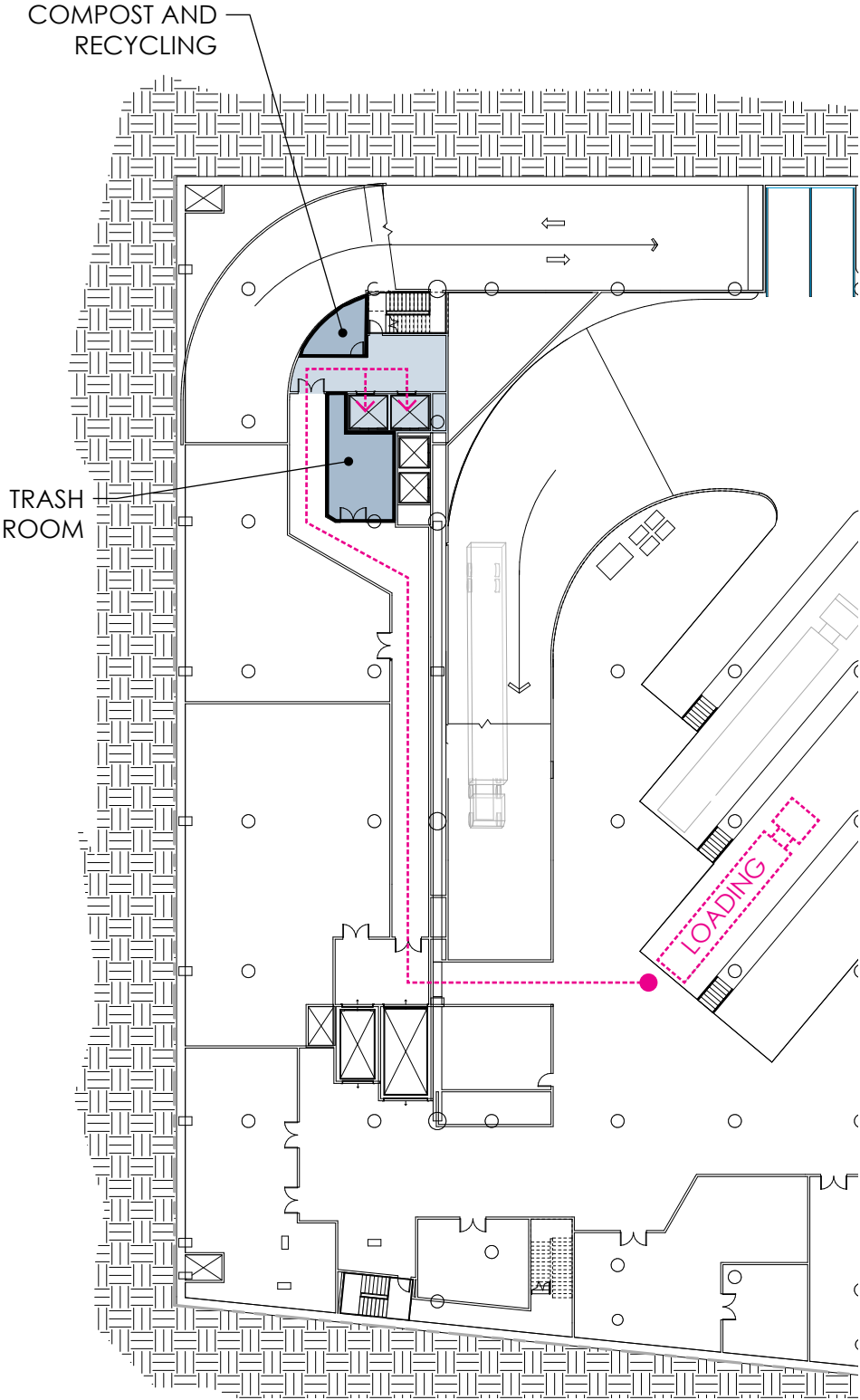


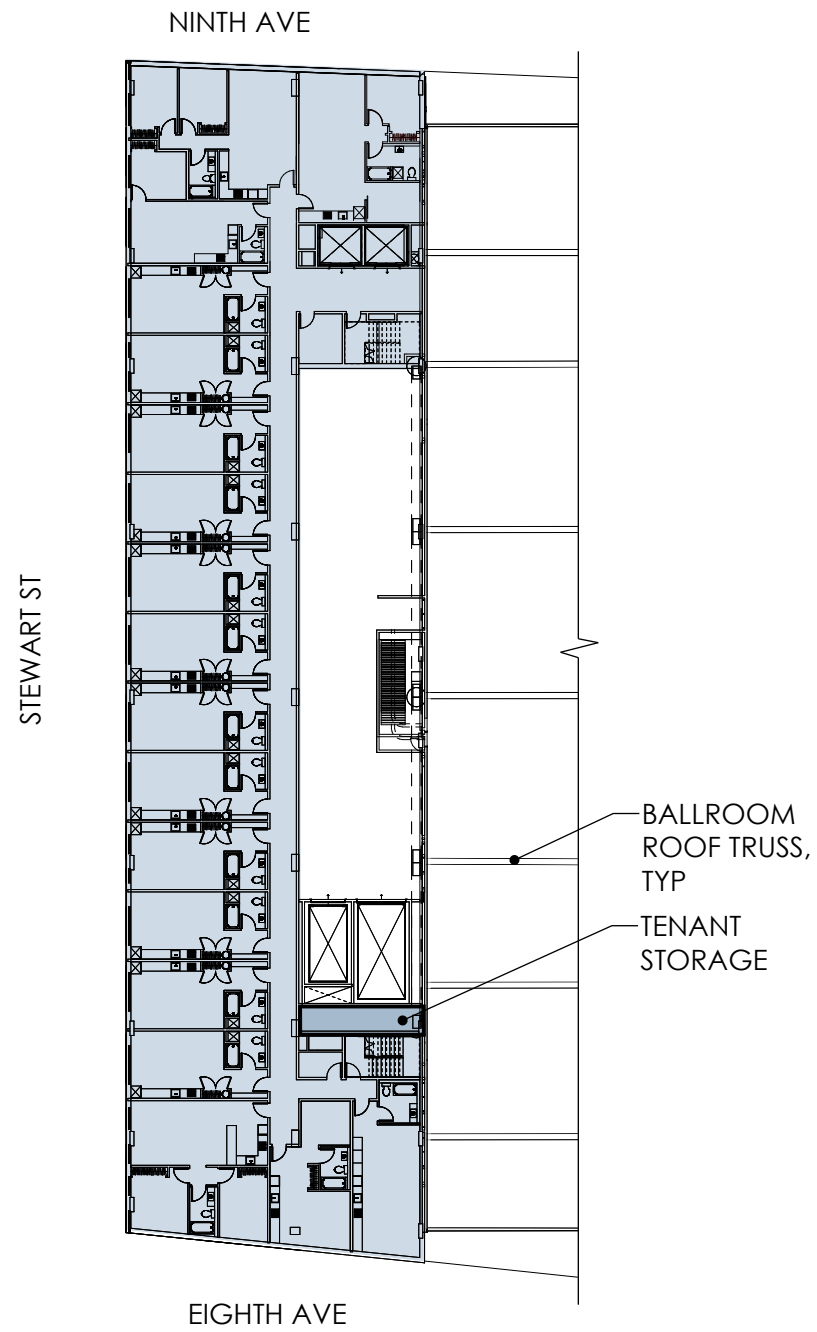
SOUTH ELEVATION



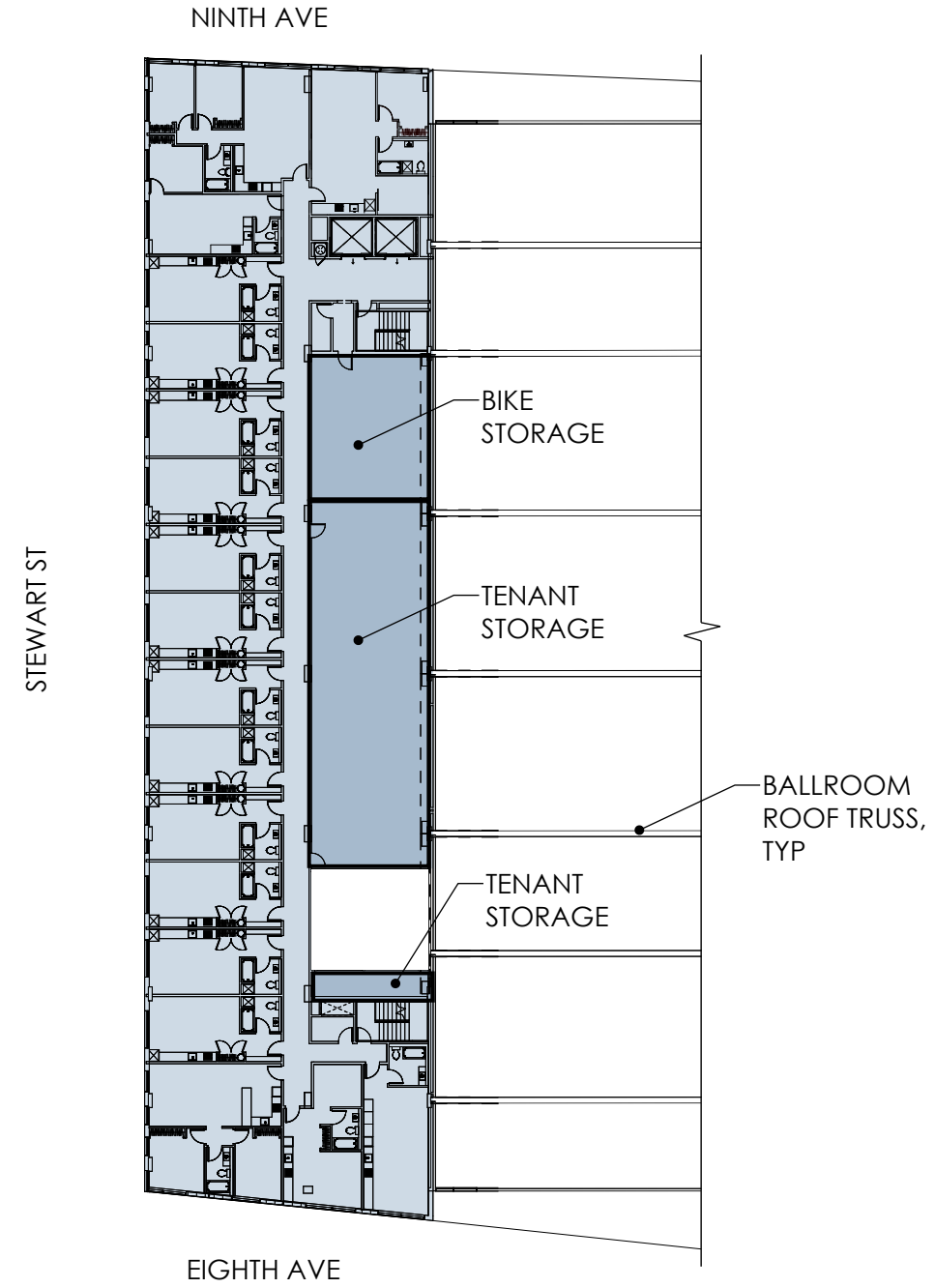
WEST ELEVATION

FLOOR PLANS

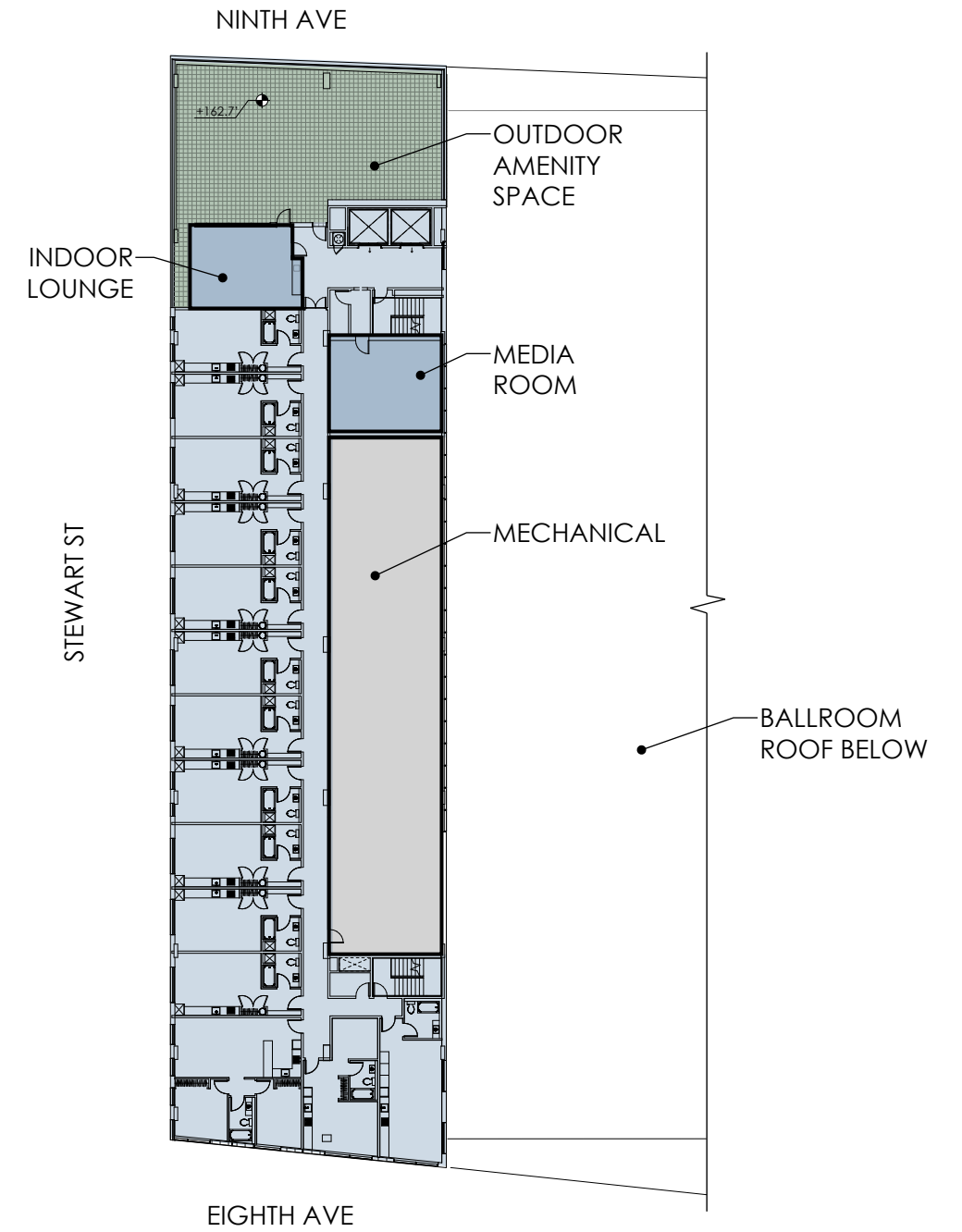




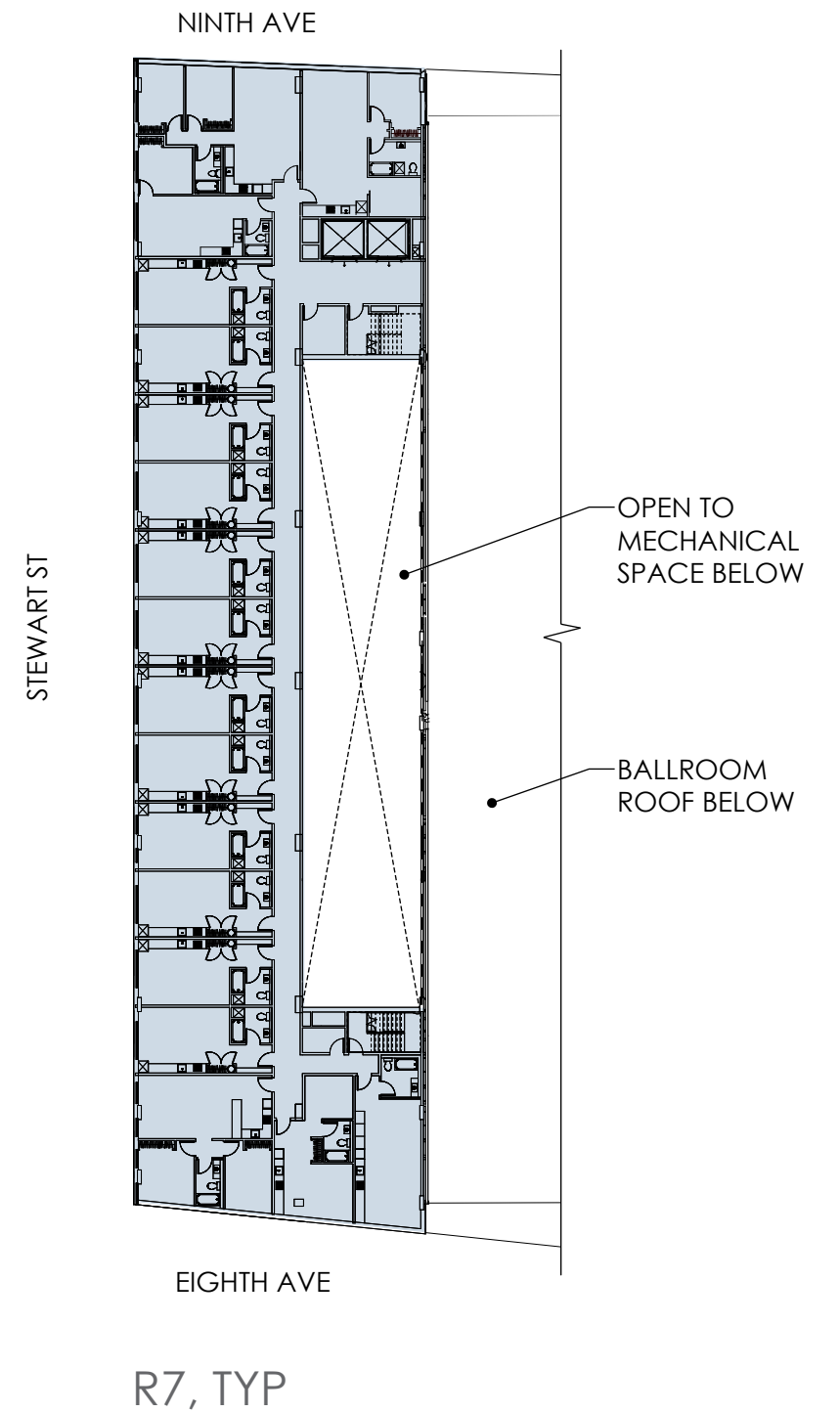
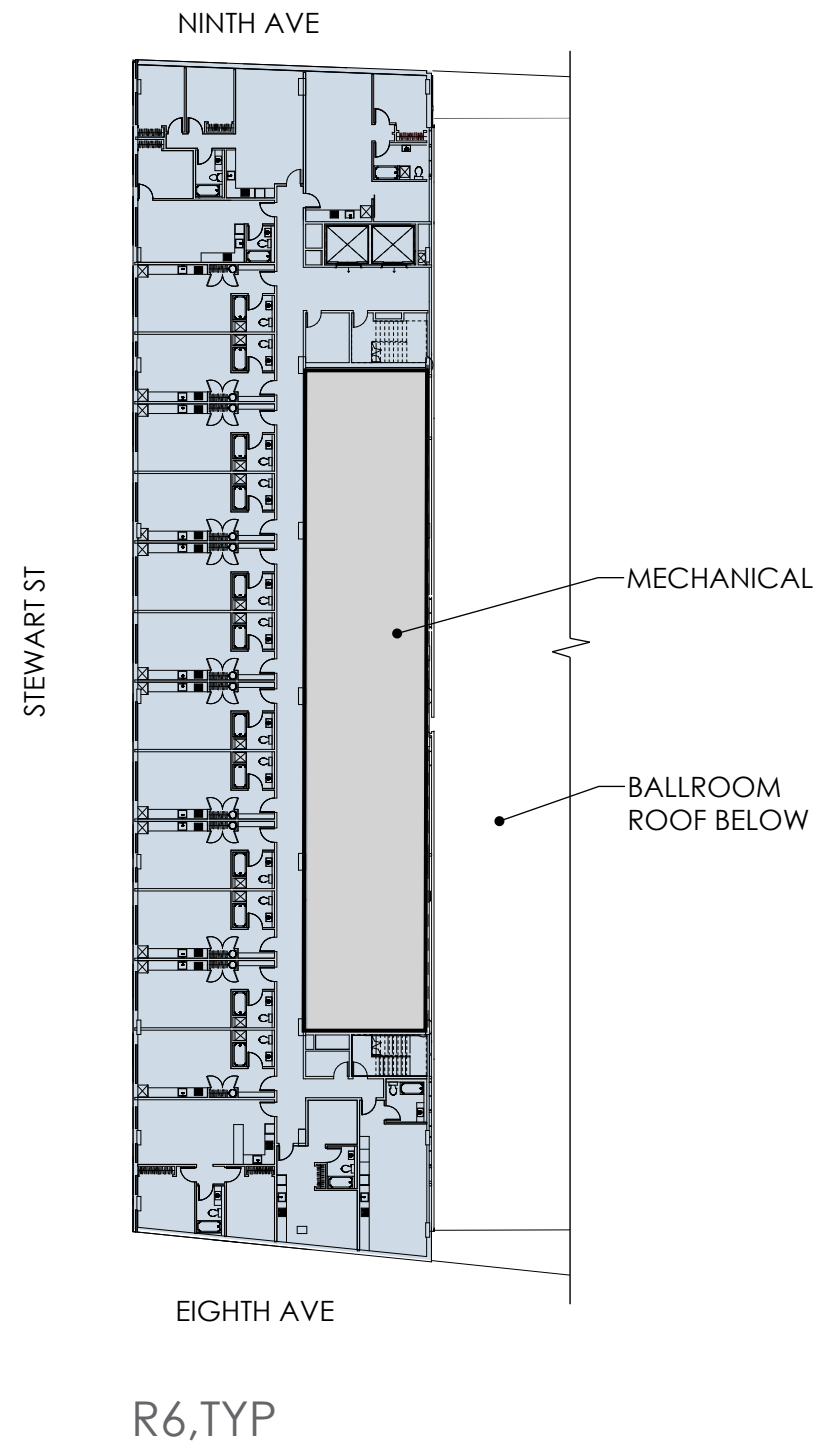
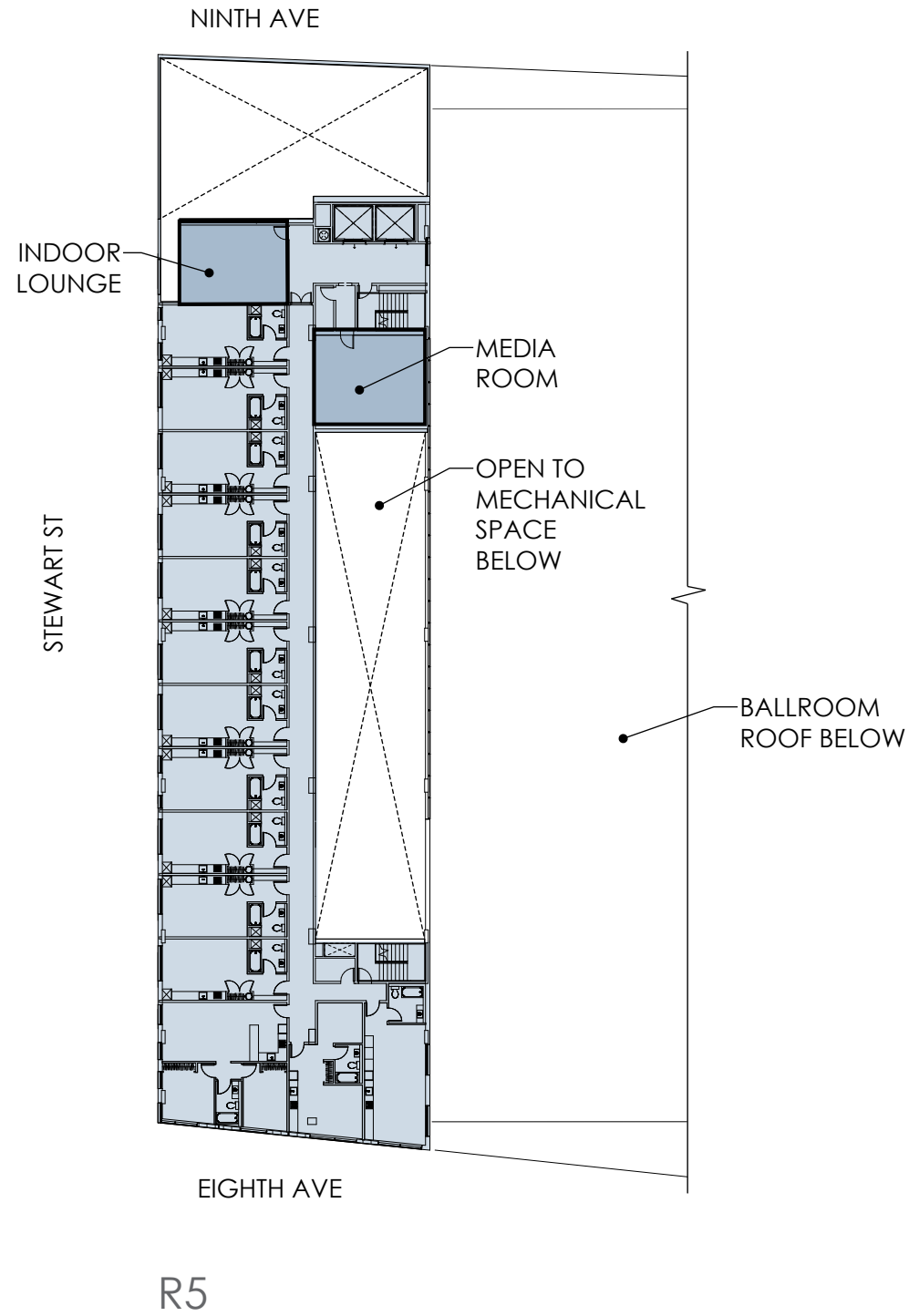
R2

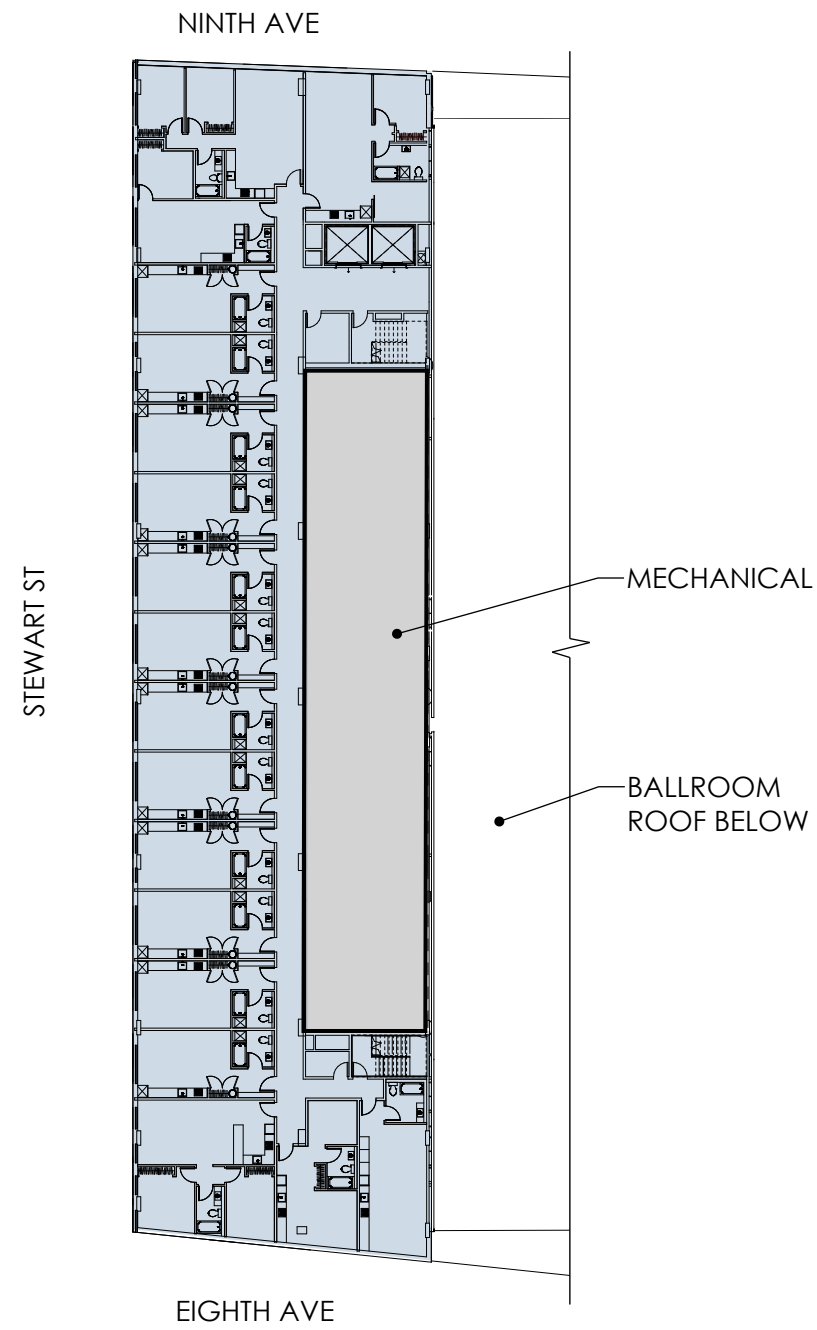


R3

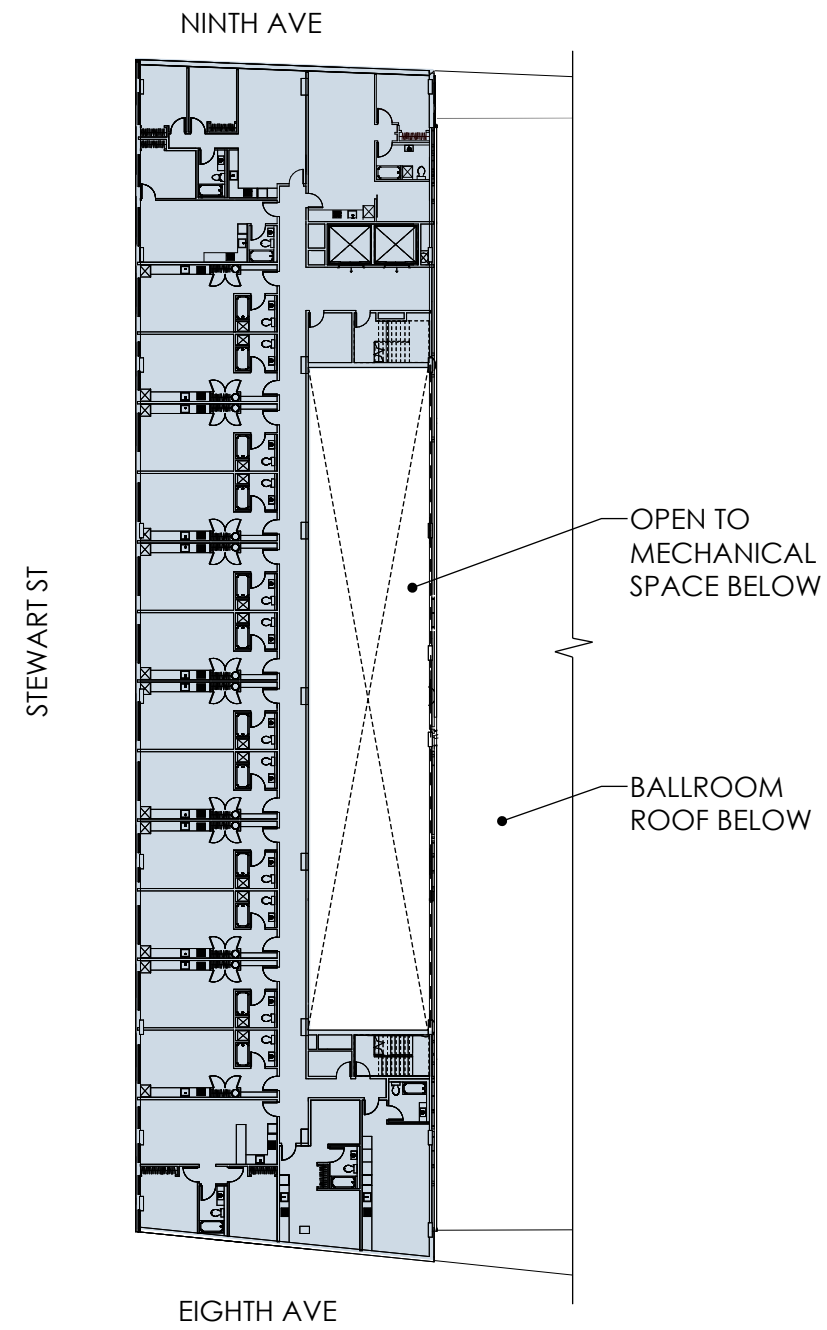


R4

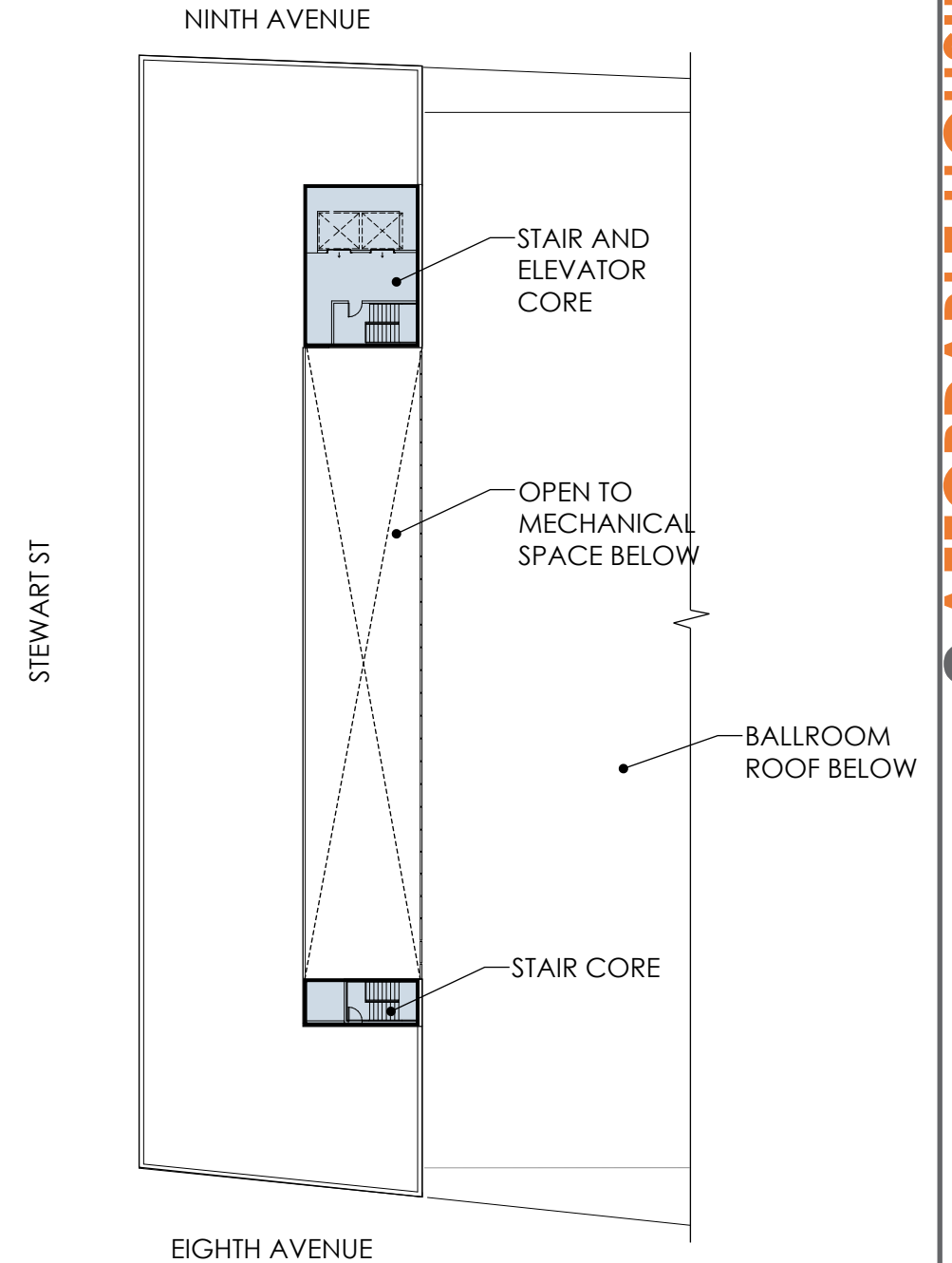




R8, TYP



R9, TYP



ROOF PLAN

AMENITY SPACES

ENTRY LOBBY & OUTDOOR AMENITY SPACE

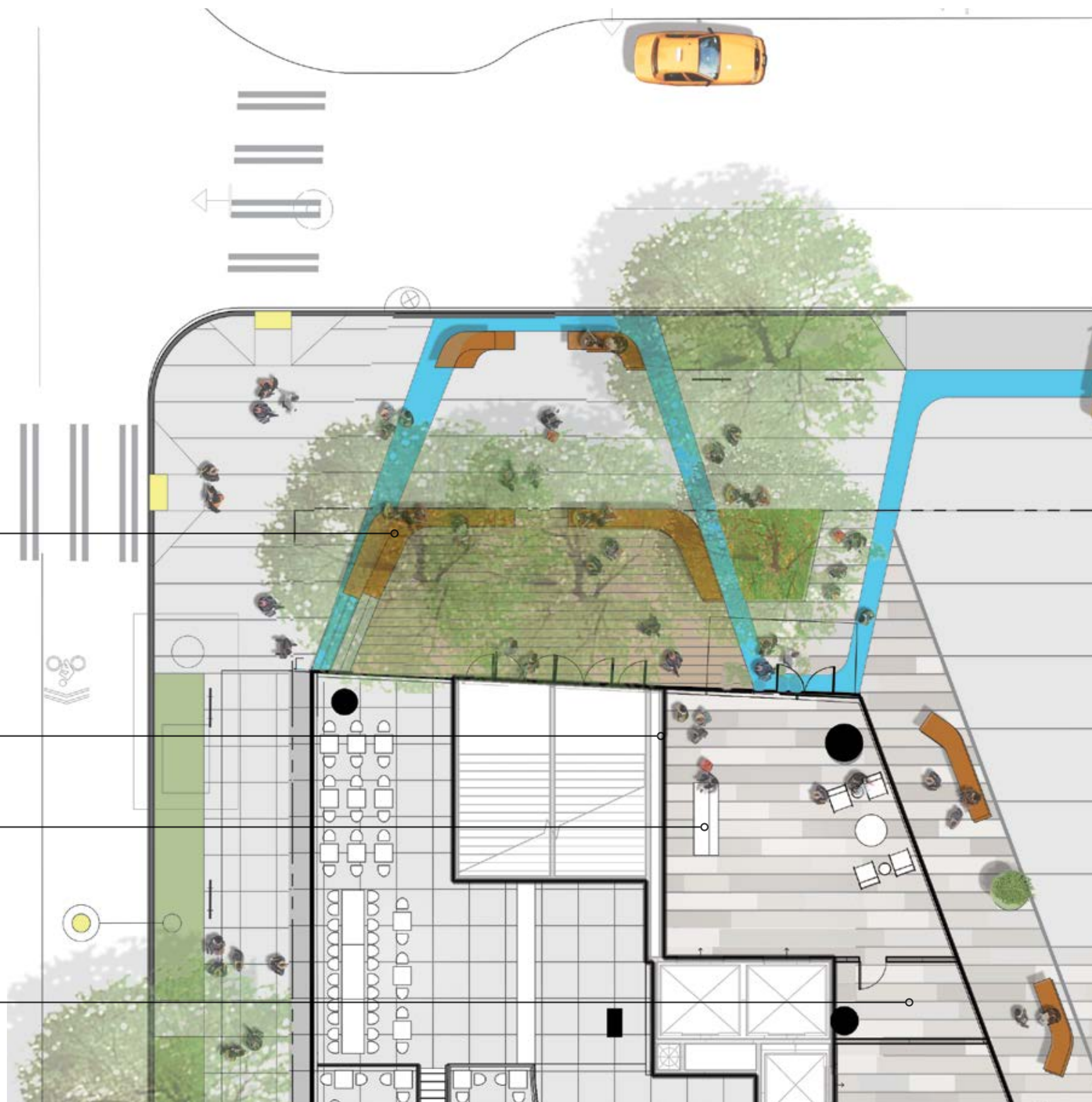
The entry to the affordable housing is comprised of two primary components: the outdoor amenity 'front porch' space and the indoor entry lobby. In the well-established Seattle tradition, the new neighborhood front porch will serve as an intimate and welcoming space for residents and neighbors to enjoy a cup of coffee together and partake in the urban life of the district. The lobby is designed to present a safe point of access for residents and guests, with the south and east edges featuring floor to ceiling glass walls and entry doors. Also at grade adjacent to the entry lobby will be mail receiving and the manager's office.

Outdoor amenity space:
Front Porch

Mail boxes

Mail sorting area

Residential
manager's office



ENLARGED PLAN OF AFFORDABLE HOUSING ENTRY LOBBY & OUTDOOR AMENITY SPACE

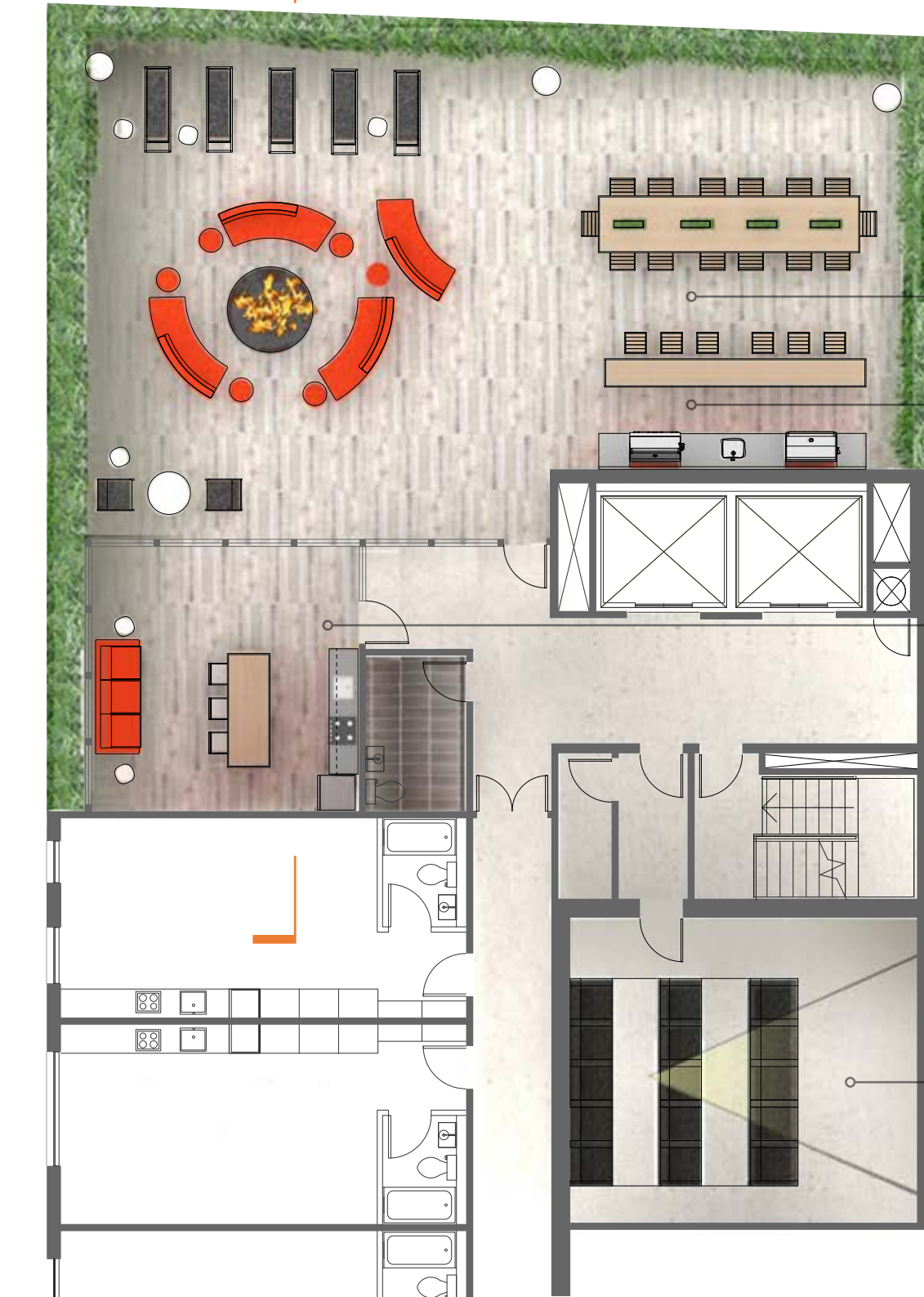


SECTION THROUGH ENTRY LOBBY & OUTDOOR AMENITY SPACE



VIEW TOWARDS AFFORDABLE HOUSING ENTRY LOBBY & OUTDOOR AMENITY SPACE

OUTDOOR AMENITY DECK, PARTY AND GAME ROOM



AMENITY AREA PLAN, LEVEL 4

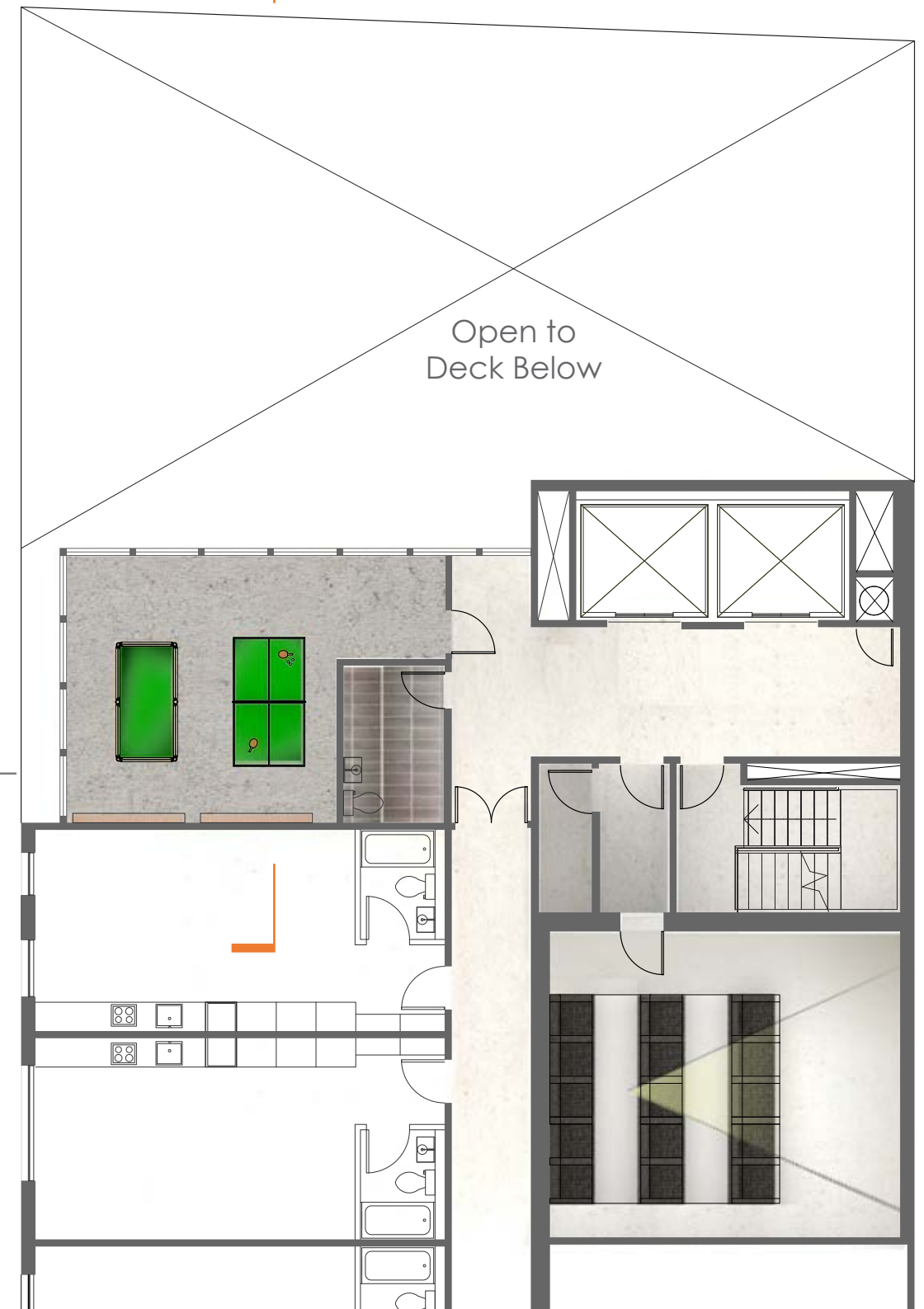
Outdoor Amenity Deck (2015 SF)

BBQ Area

Indoor Party Room with Full Kitchen 500 SF

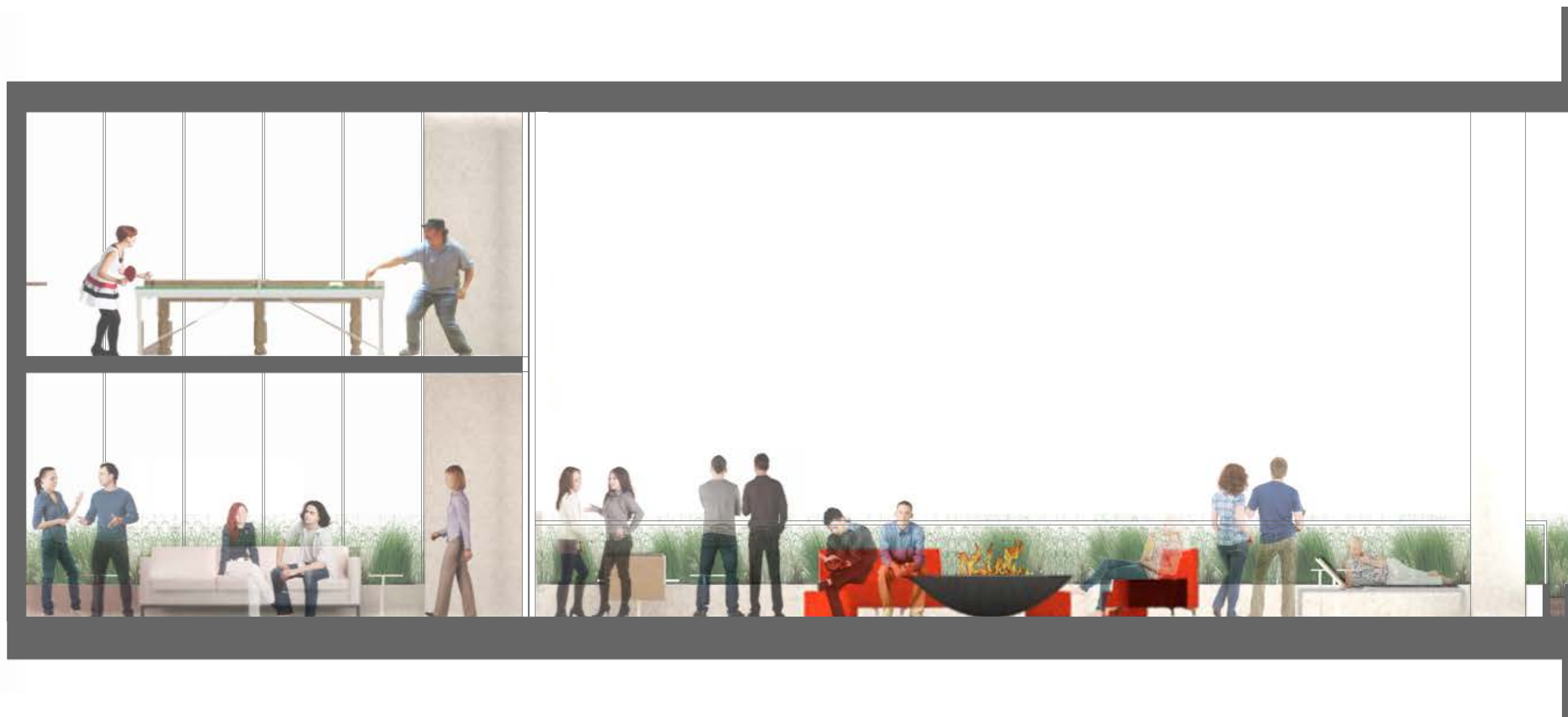
Game Room (500 SF)

Media room with 15 seats at each floor (520 SF)



Open to Deck Below

AMENITY AREA PLAN, LEVEL 5



SECTION THROUGH RESIDENTIAL TERRACE & INDOOR AMENITY SPACES



PERSPECTIVE VIEW OF OUTDOOR AMENITY TERRACE

MATERIAL PALETTE



Wood - Oiled

Wood - Weathered

Frit Glass

Metal

Accent Color

Concrete

Grasses

Stone/Tile

9 GRADE LEVEL DESIGN

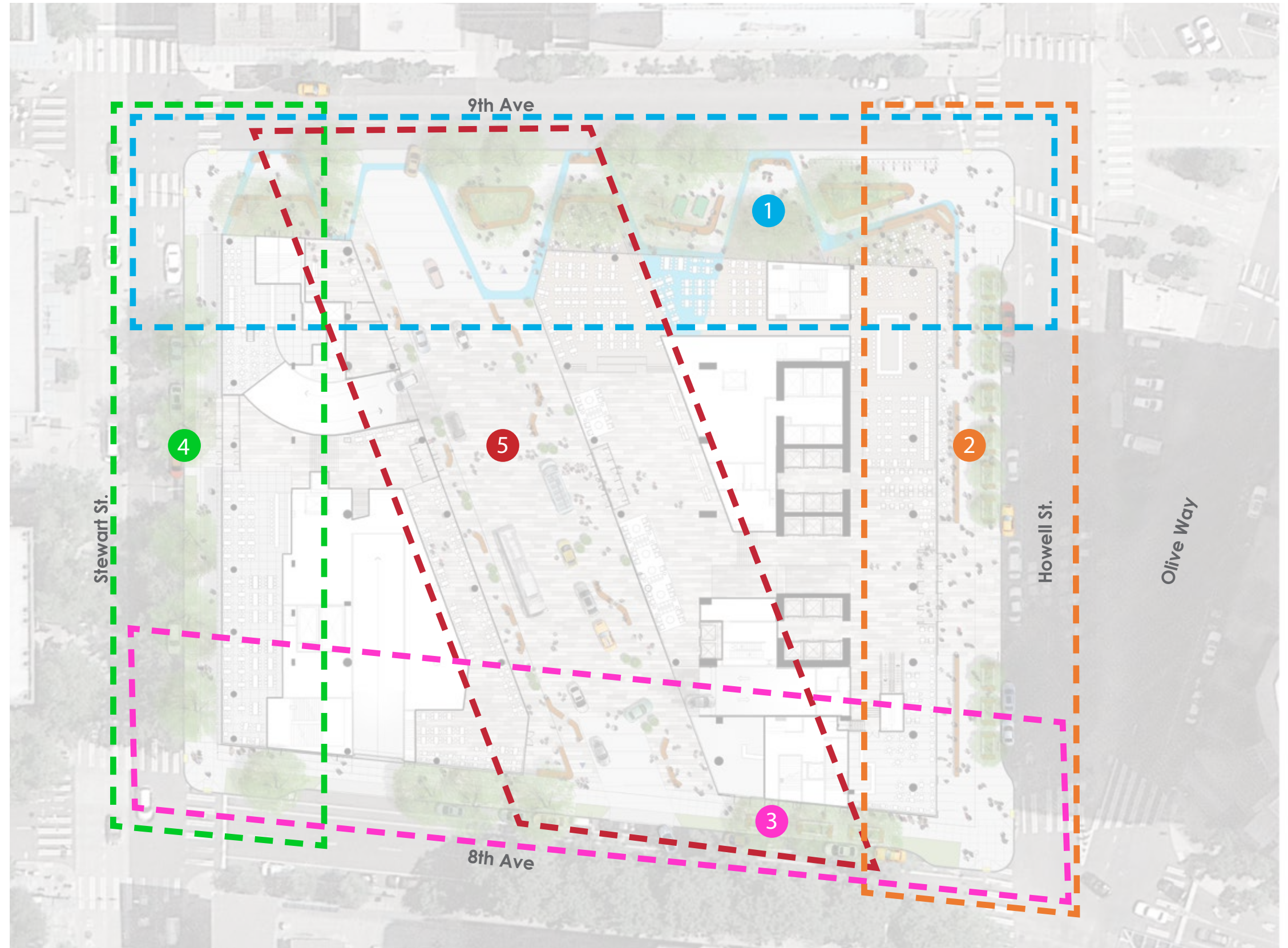


PRIMARY GROUND FLOOR OCCUPANCY



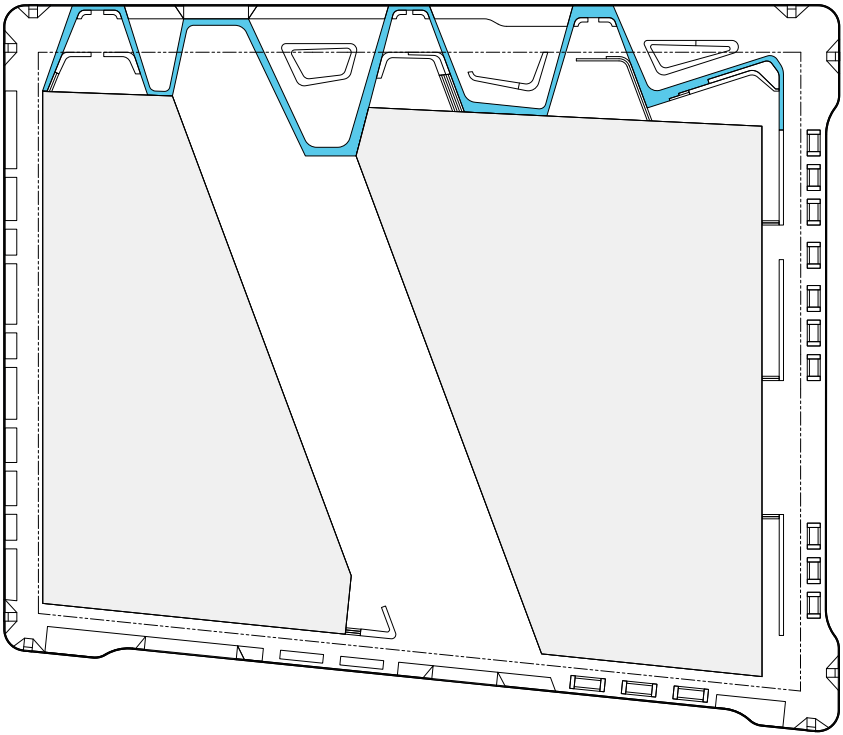
LEGEND

- 1 9th Ave Green Street Parcel Park
- 2 Howell Street Setback / Streetscape
- 3 8th Ave Streetscape
- 4 Stewart Streetscape
- 5 Throughblock Open Space

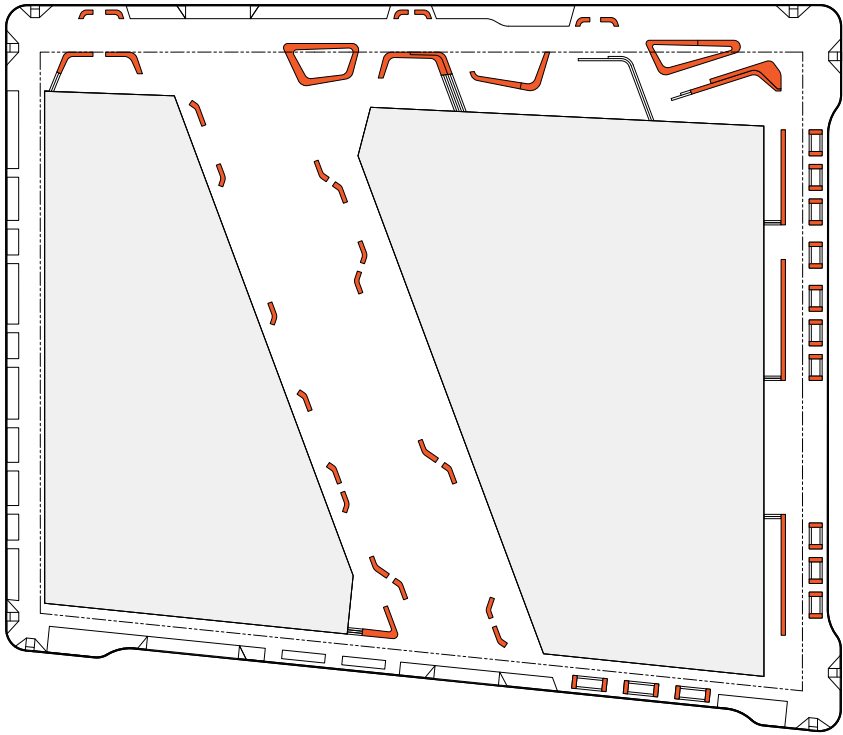


SITE ORGANIZATION DIAGRAMS

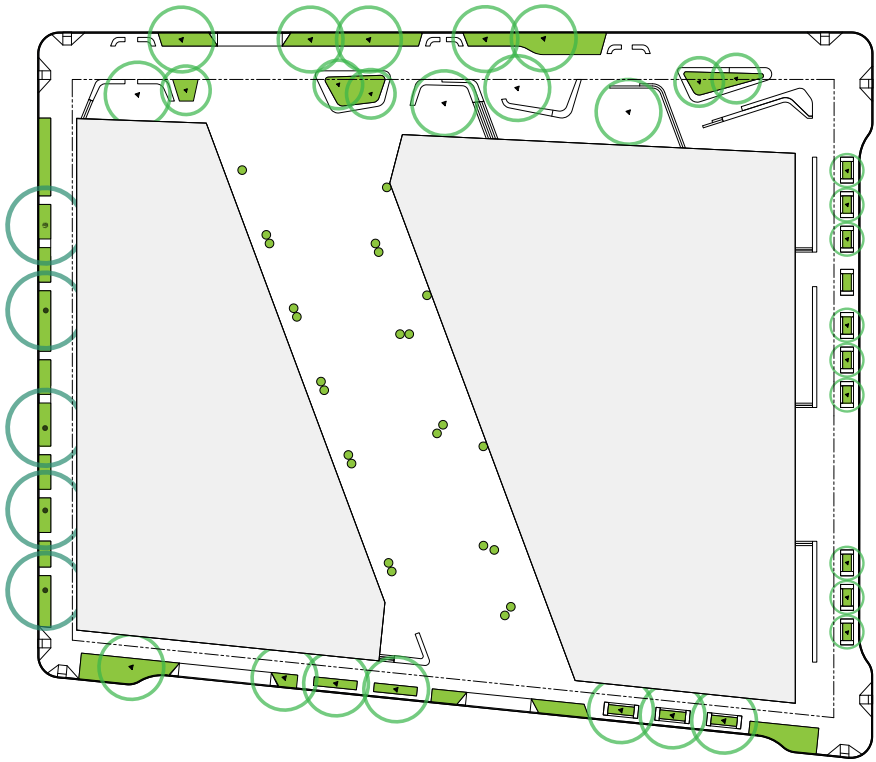
NINTH AVENUE SEAM



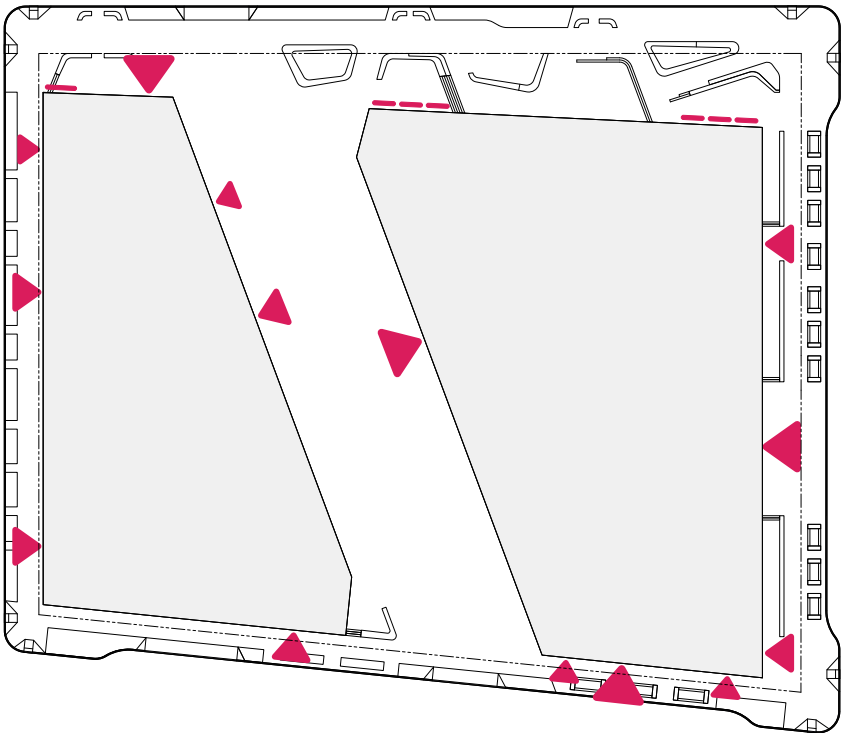
SEATING



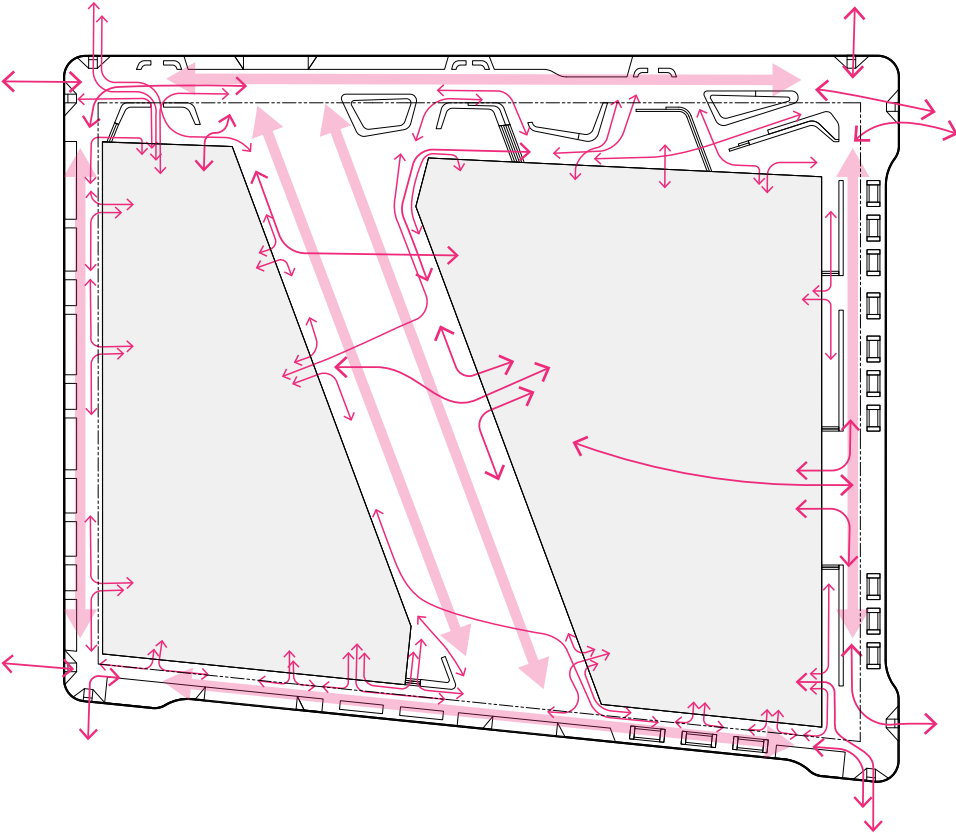
TREES & PLANTERS



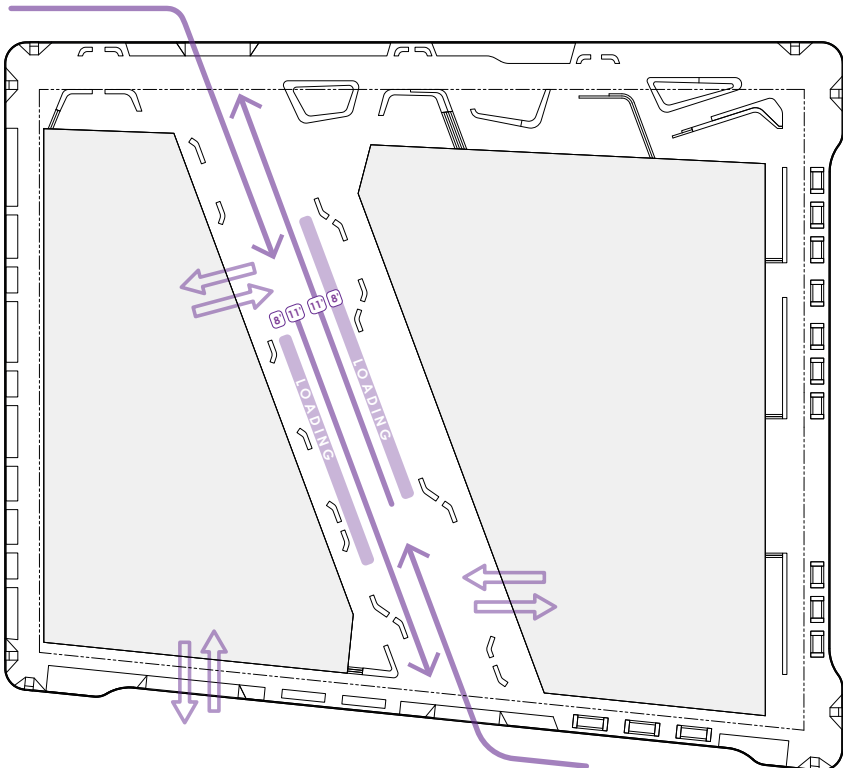
BUILDING ENTRIES



PEDESTRIAN CIRCULATION



VEHICULAR CIRCULATION



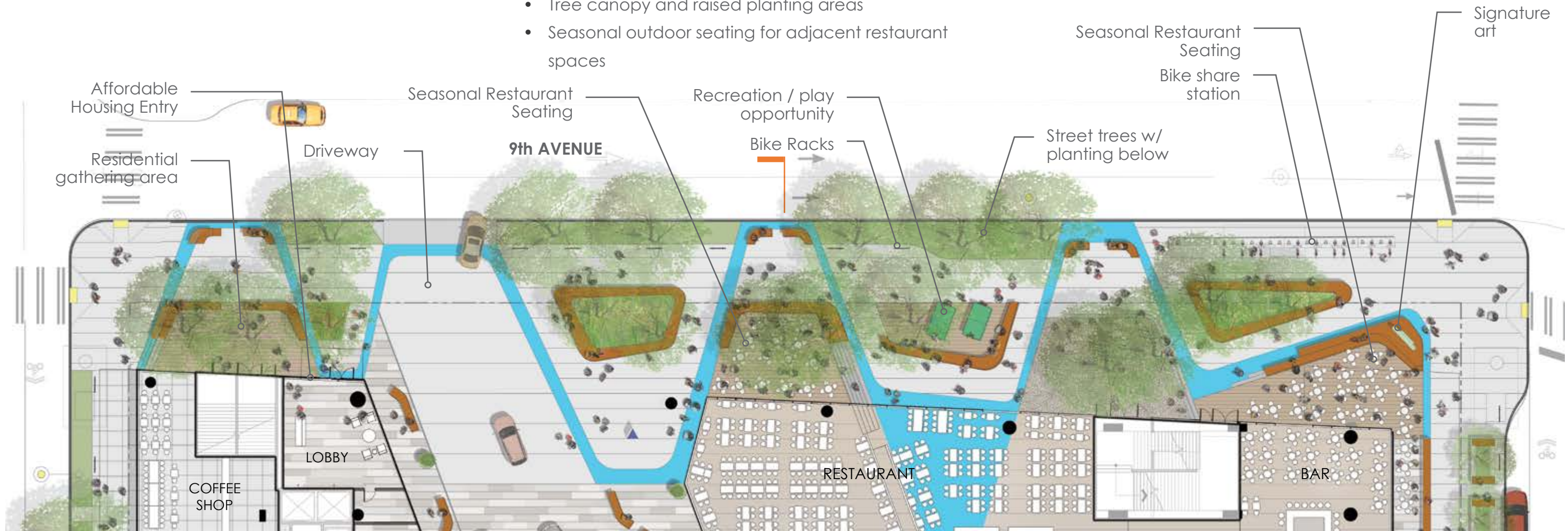
9TH AVE GREEN STREET PARCEL PARK

CONCEPT

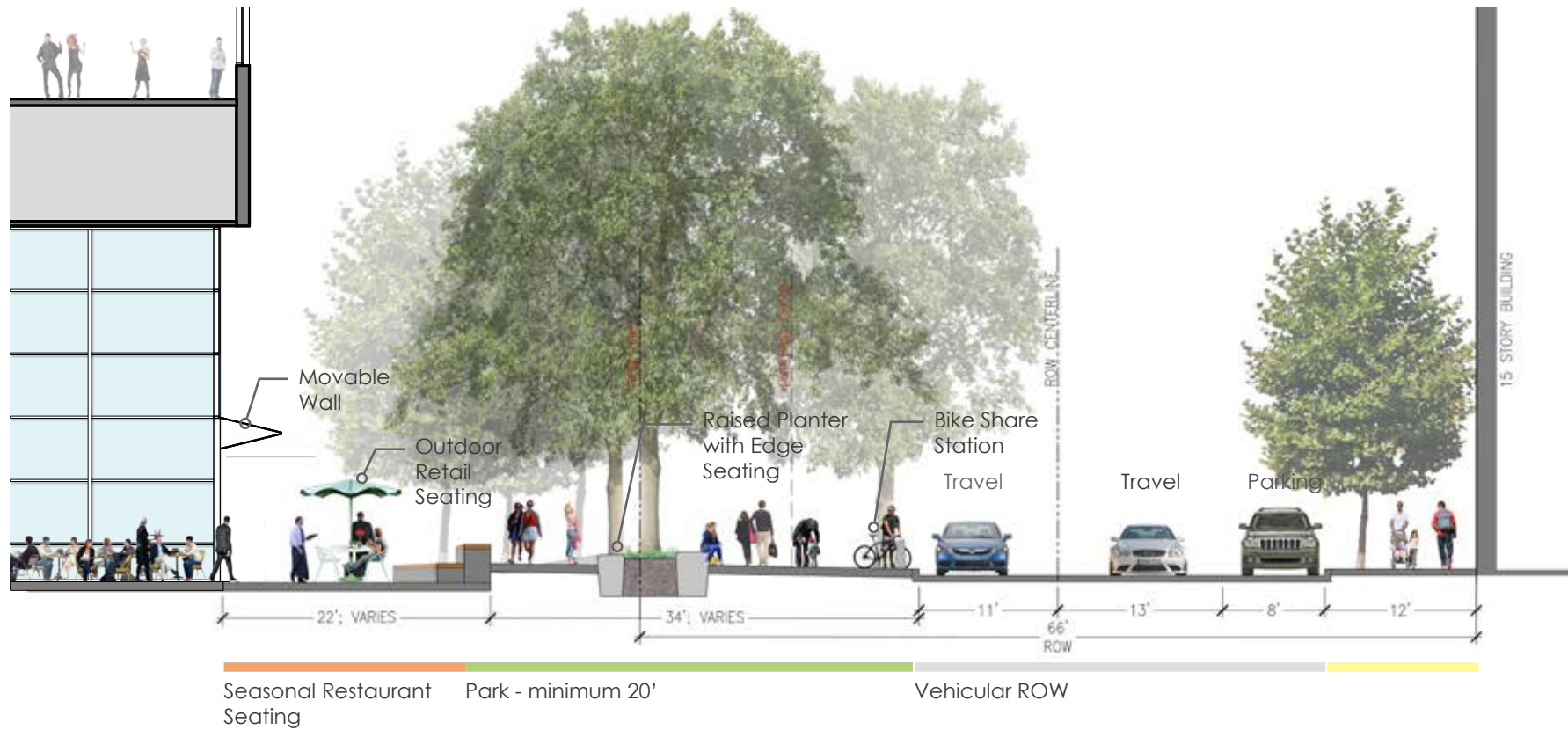
A deep setback is proposed at 9th Ave to support its designated status as a Green Street Parcel Park and to capitalize on the view corridor towards Denny Park to the north. The park is envisioned as an open and inviting public space, offering a range of activities to visit and enjoy.

PROGRAM ELEMENTS

- Increased public sidewalk widths
- Public seating / gathering areas
- Public recreation / play opportunities
- Residential entry and gathering area at 9th and Stewart
- Signature art at 9th and Howell
- Puget Sound Bike Share station
- Bike racks along sidewalk
- Curb bulb-outs at intersections
- Tree canopy and raised planting areas
- Seasonal outdoor seating for adjacent restaurant spaces



ENLARGED PLAN AT 9TH AVENUE



STREET SECTION AT 9TH AVENUE



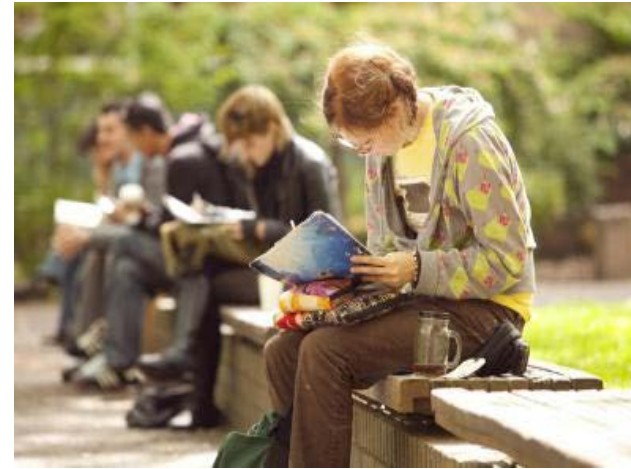
EAST ELEVATION FACING 9TH AVENUE



LOOKING NORTH AT POCKET PARK ON 9TH AVENUE



Sculptural bench seating



Residential gathering space



Tree canopy above decking



Bike share station



Play and recreation



Gathering and seating



Signature public art

HOWELL STREET

CONCEPT

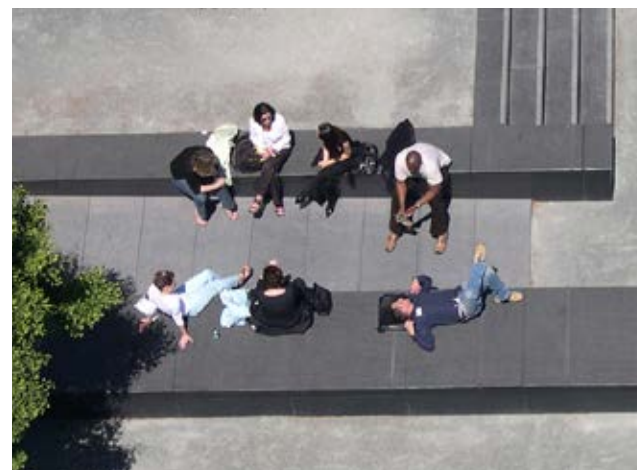
Howell Street is envisioned as the public face of the hotel and is expected to be a busy pedestrian street. The frontage is activated by the hotel entrance flanked by retail spaces. A deep setback is proposed to support wider sidewalks, street tree plantings, seating opportunities and outdoor retail amenity terraces.

PROGRAM ELEMENTS

- Widened sidewalk areas
- Raised planters with street trees and integrated seating
- Curb bulb-outs at Intersections
- Signature art opportunities
- Retail amenity terraces separated by raised seat walls



Organized streetscape environment



Seat walls at retail terraces

ENLARGED PLAN AT HOWELL STREET

Bike racks

Outdoor seating areas at setback

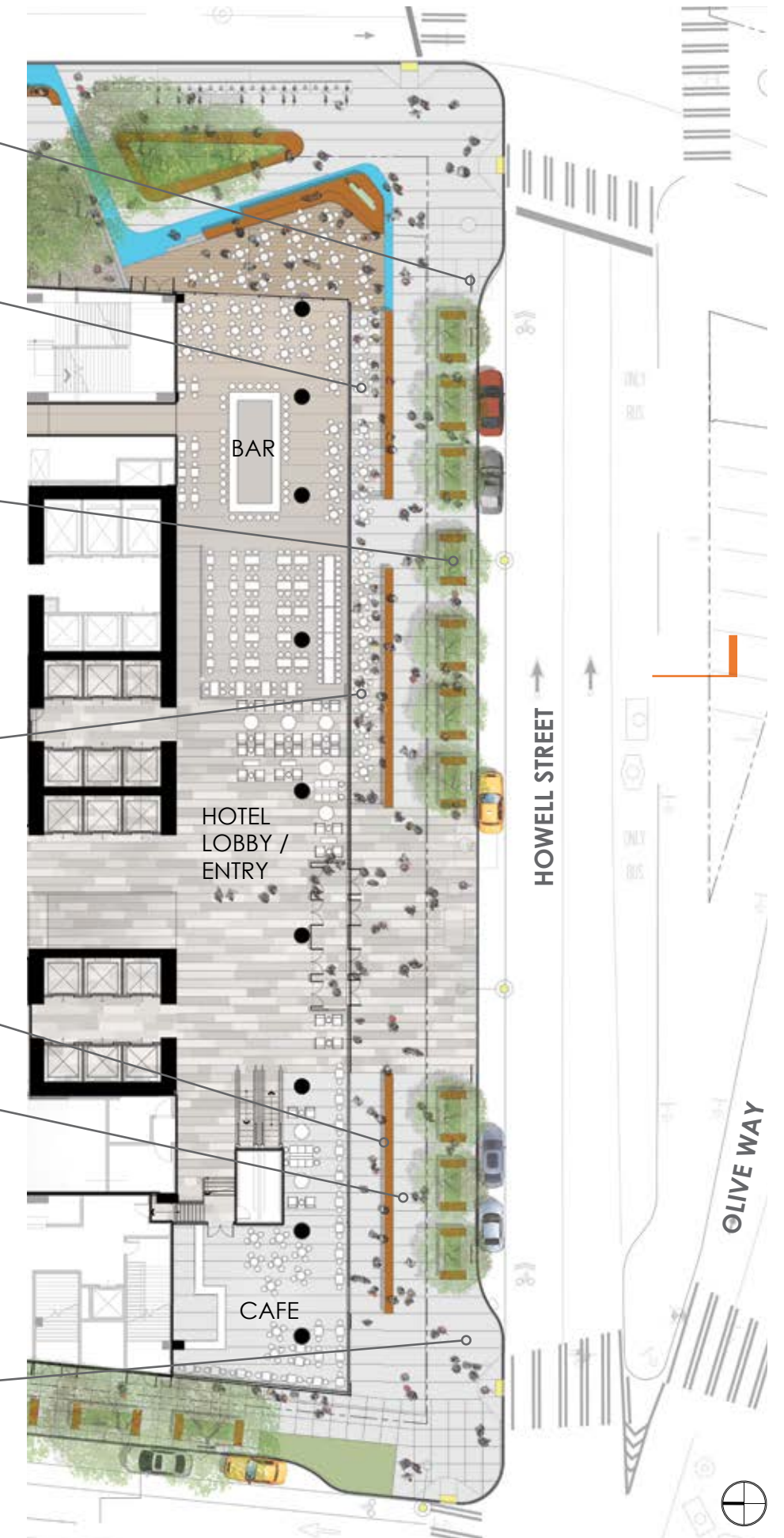
Street trees in raised planters with bench seating

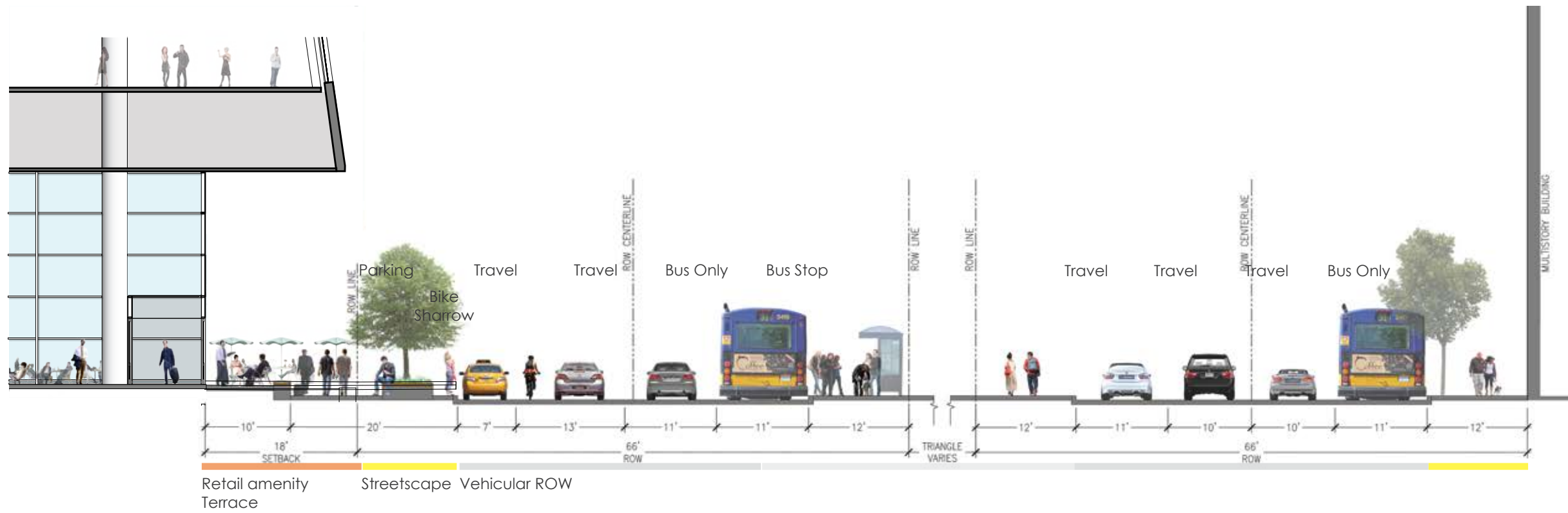
Retail amenity terraces

Seat wall

Widened sidewalk at setback

Curb bulb-out





STREET SECTION AT HOWELL STREET



SOUTH ELEVATION FACING HOWELL STREET

8TH AVENUE

CONCEPT

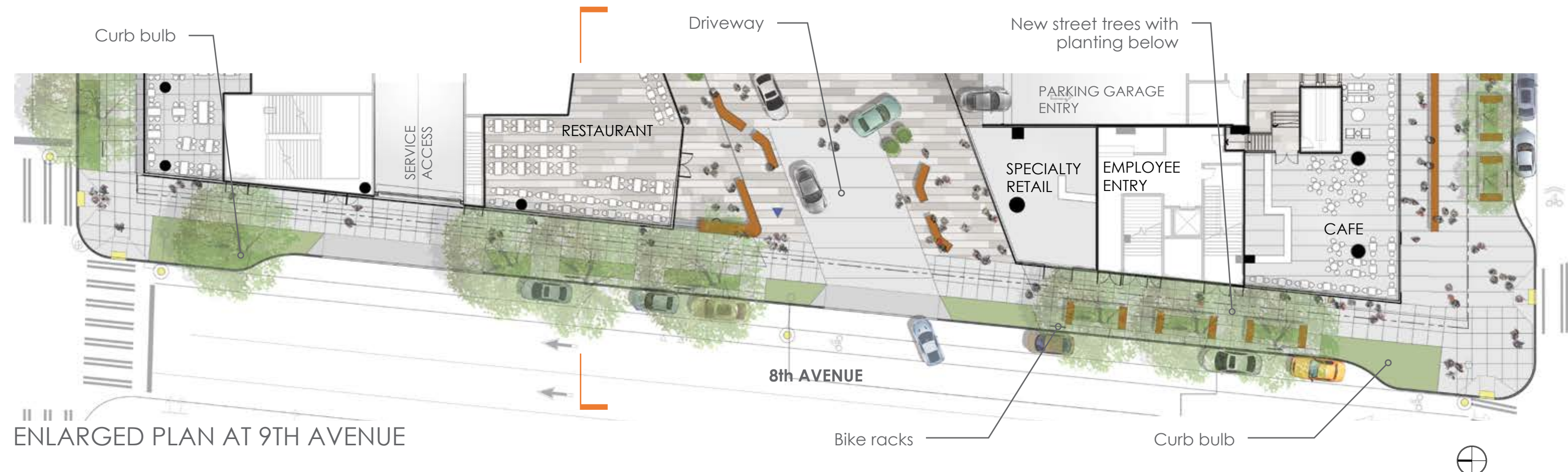
Both 8th Ave and Stewart Street have mature, large canopy street trees that provide instant scale to the street. The concept for each of the streets is to improve the quality and width of sidewalks, provide new street tree plantings, improve and renovate existing street tree planters and create outdoor seating opportunities adjacent to retail uses and employee entrances.

PROGRAM ELEMENTS

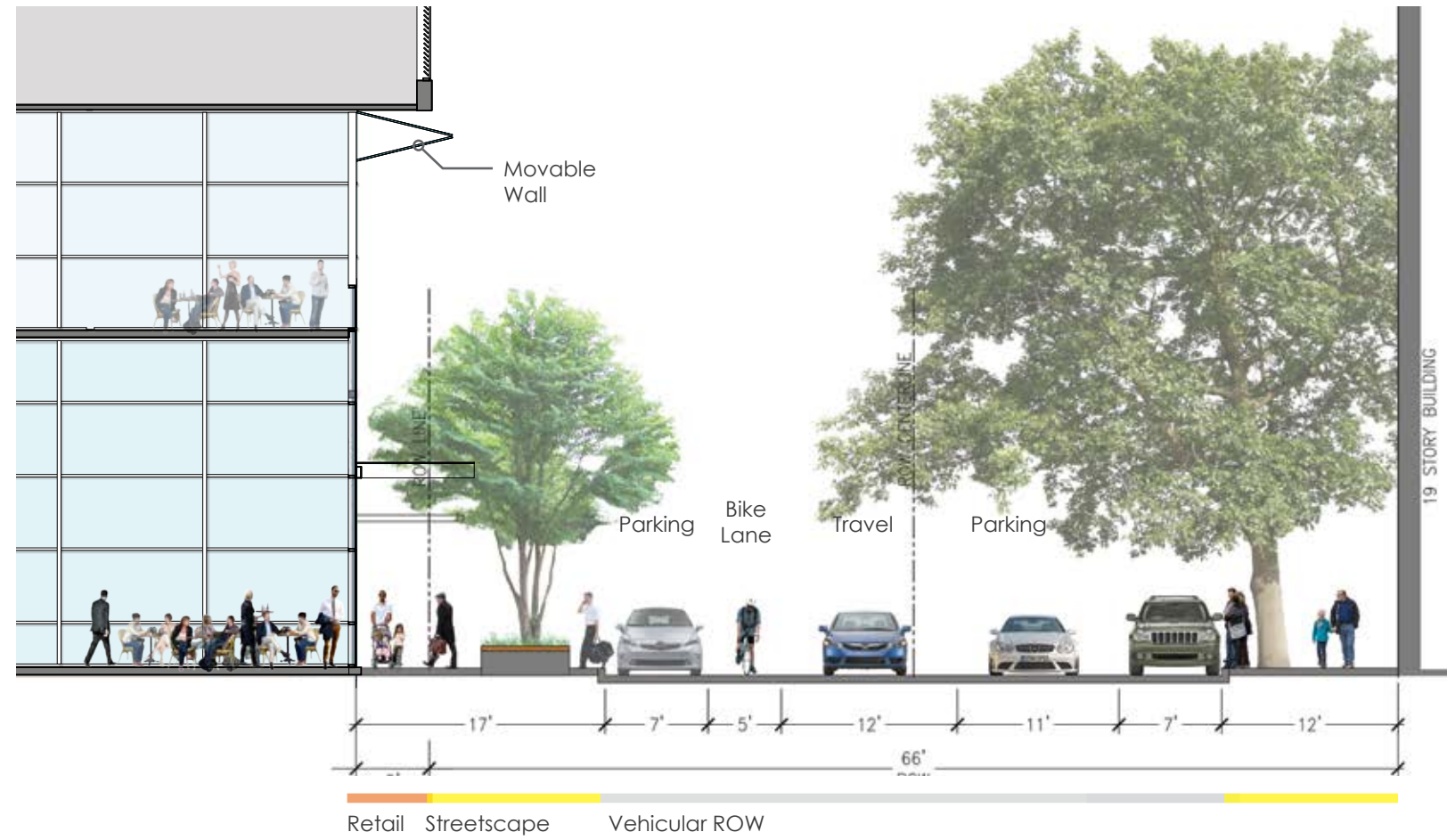
- Widened sidewalk areas
- New and improved street tree planting on 8th Ave
- Enhancement of existing street tree plantings on Stewart
- Seating opportunities within ROW
- Curb bulb-outs at intersections
- Outdoor seating areas for adjacent retail uses



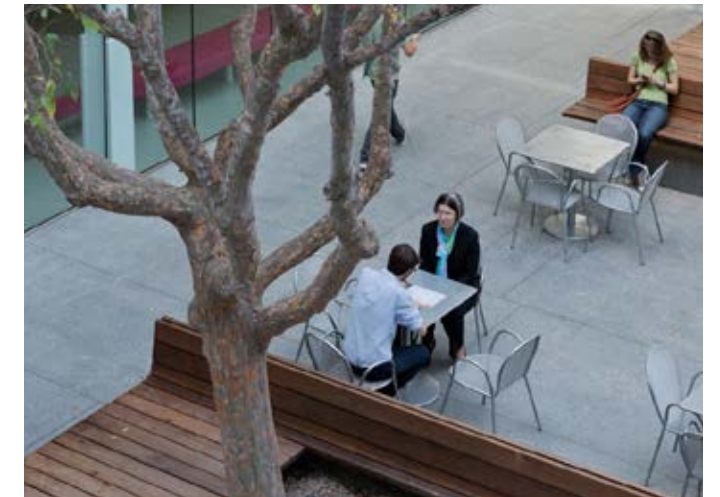
Site furnishings and identity at employee area



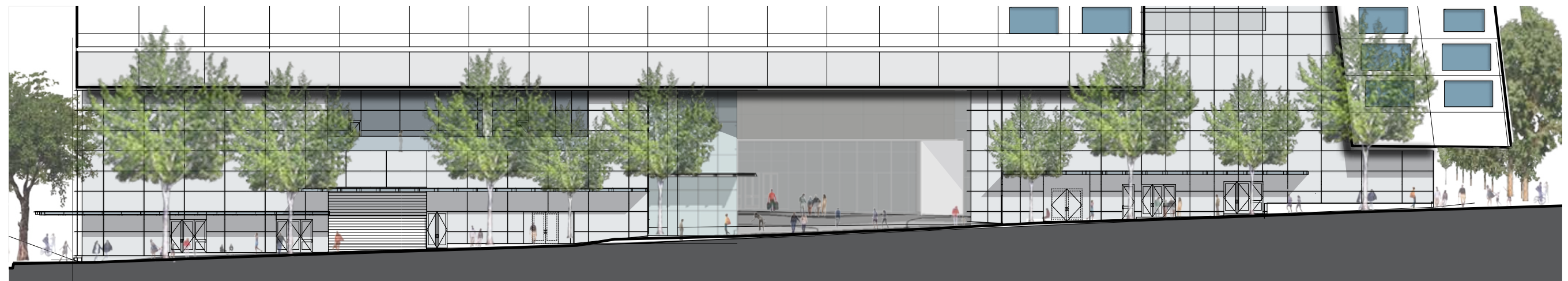
ENLARGED PLAN AT 9TH AVENUE



STREET SECTION AT 8TH AVENUE



Sidewalk cafe / retail outdoor seating



WEST ELEVATION FACING 8TH AVENUE

STEWART STREET

CONCEPT

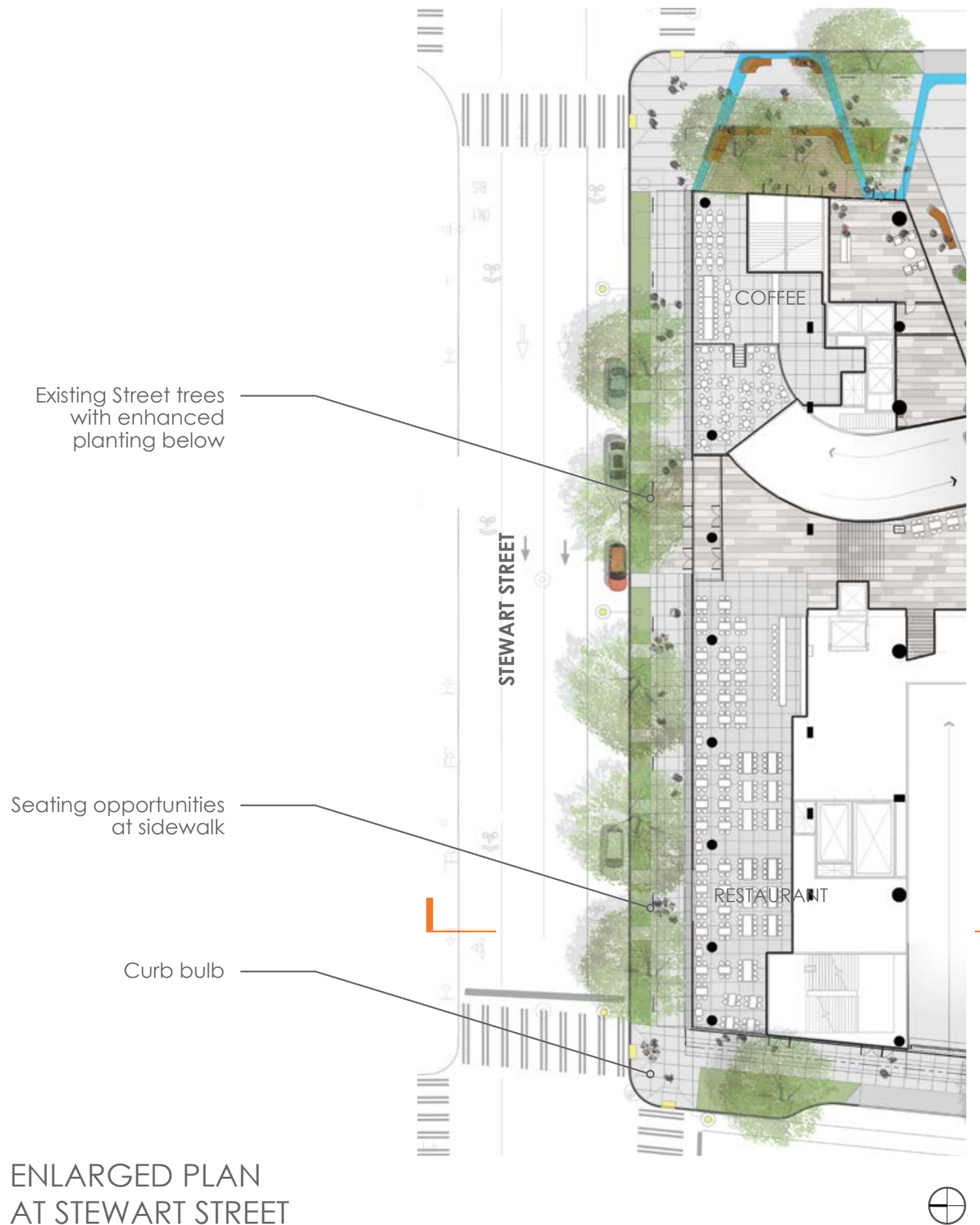
Both 8th Ave and Stewart Street have mature, large canopy street trees that provide instant scale to the street. The concept for each of the streets is to improve the quality and width of sidewalks, provide new street tree plantings, improve and renovate existing street tree planters and create outdoor seating opportunities adjacent to retail uses and employee entrances.

PROGRAM ELEMENTS

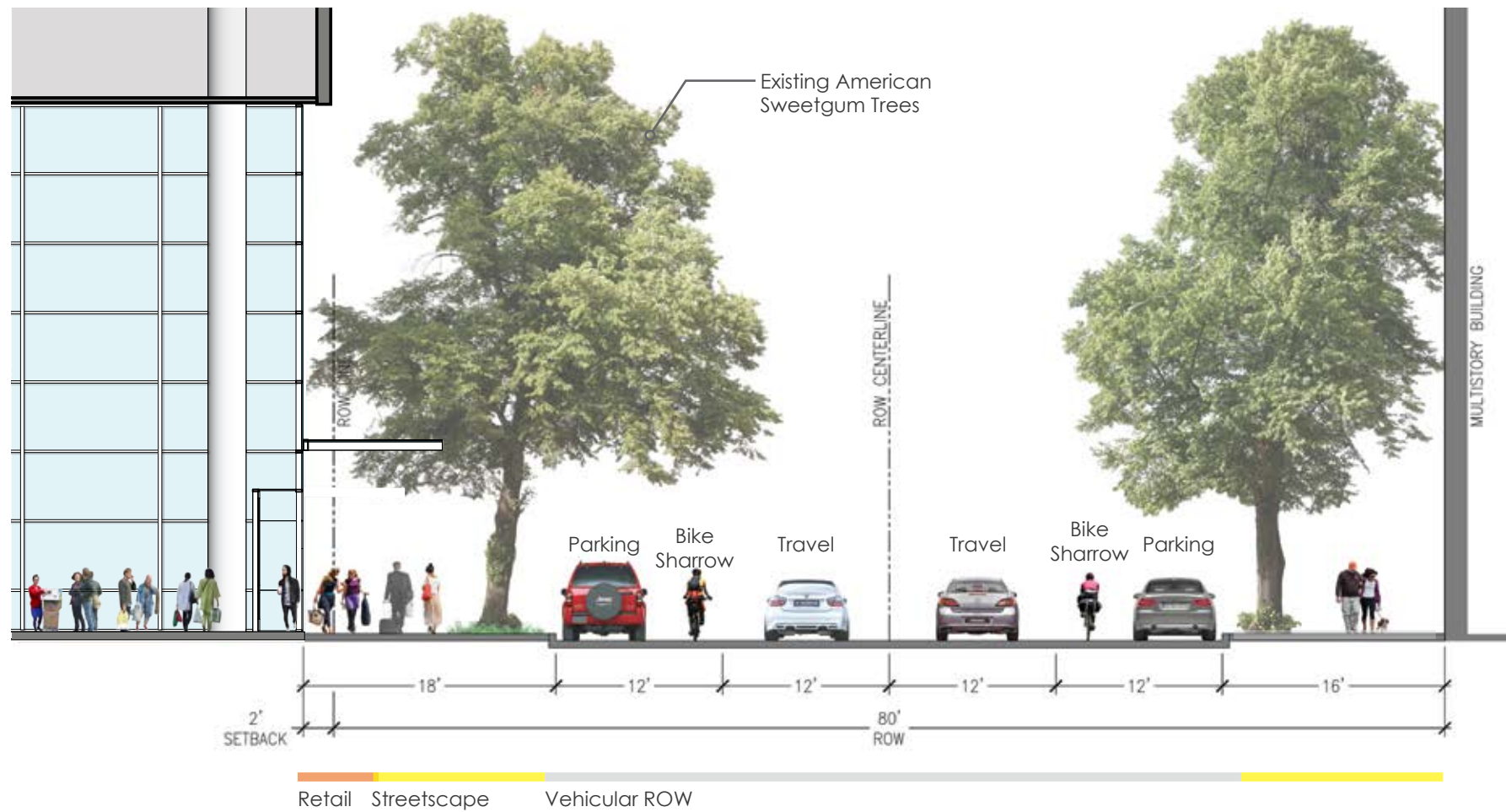
- Widened sidewalk areas
- New and improved street tree planting on 8th Ave
- Enhancement of existing street tree plantings on Stewart
- Seating opportunities within ROW
- Curb bulb-outs at intersections
- Outdoor seating areas for adjacent retail uses



Existing street tree character



ENLARGED PLAN
AT STEWART STREET



STREET SECTION AT STEWART STREET



NORTH ELEVATION FACING STEWART STREET

THROUGHBLOCK CONNECTION

CONCEPT

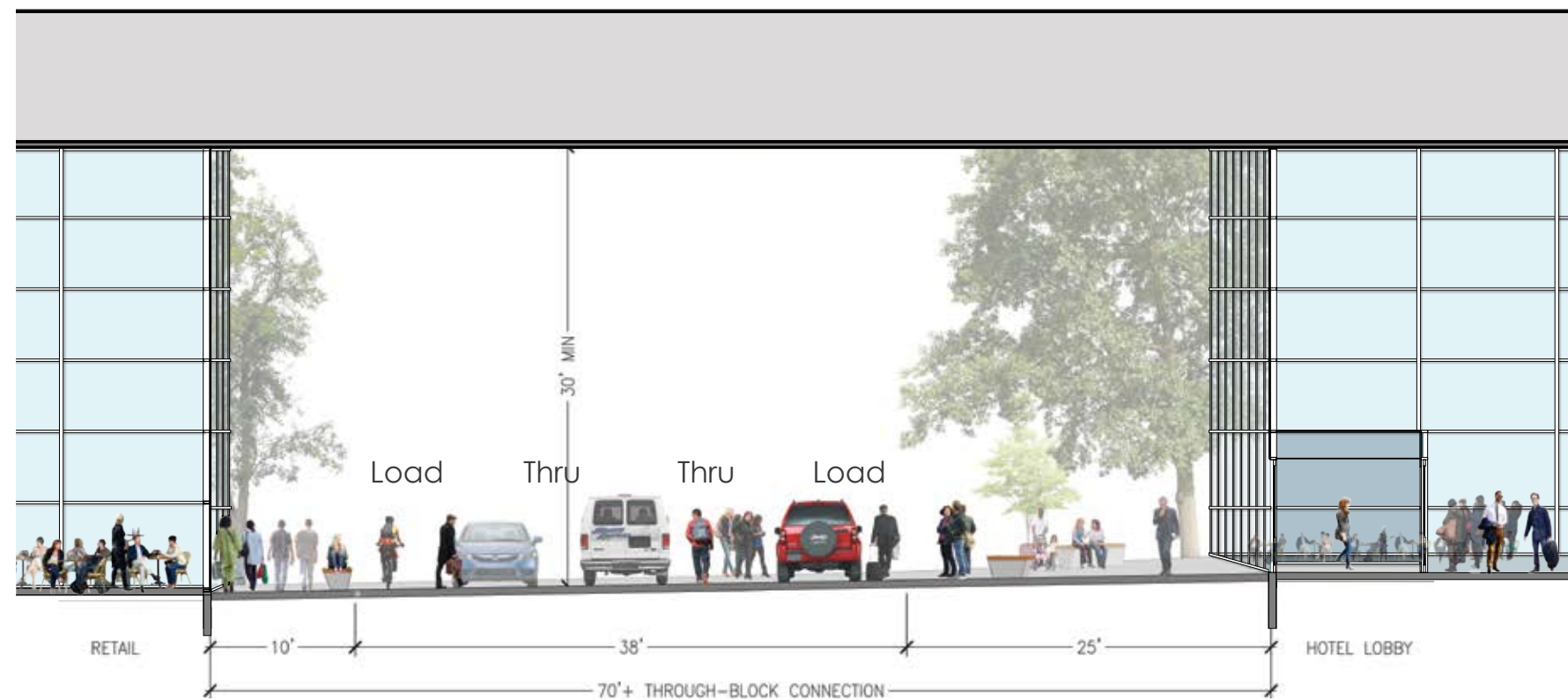
The throughblock connection is designed as a shared use space that safely integrates cars and pedestrians into an interesting and inviting environment. Curbs have been eliminated and a combination of paving, seating elements, planters and signage will be used to clearly define pedestrian and vehicle zones. A number of features including bright materials, lighting, art, and highly activate edges will make this an inviting destination and / or pass-through space for the pedestrian.

PROGRAM ELEMENTS

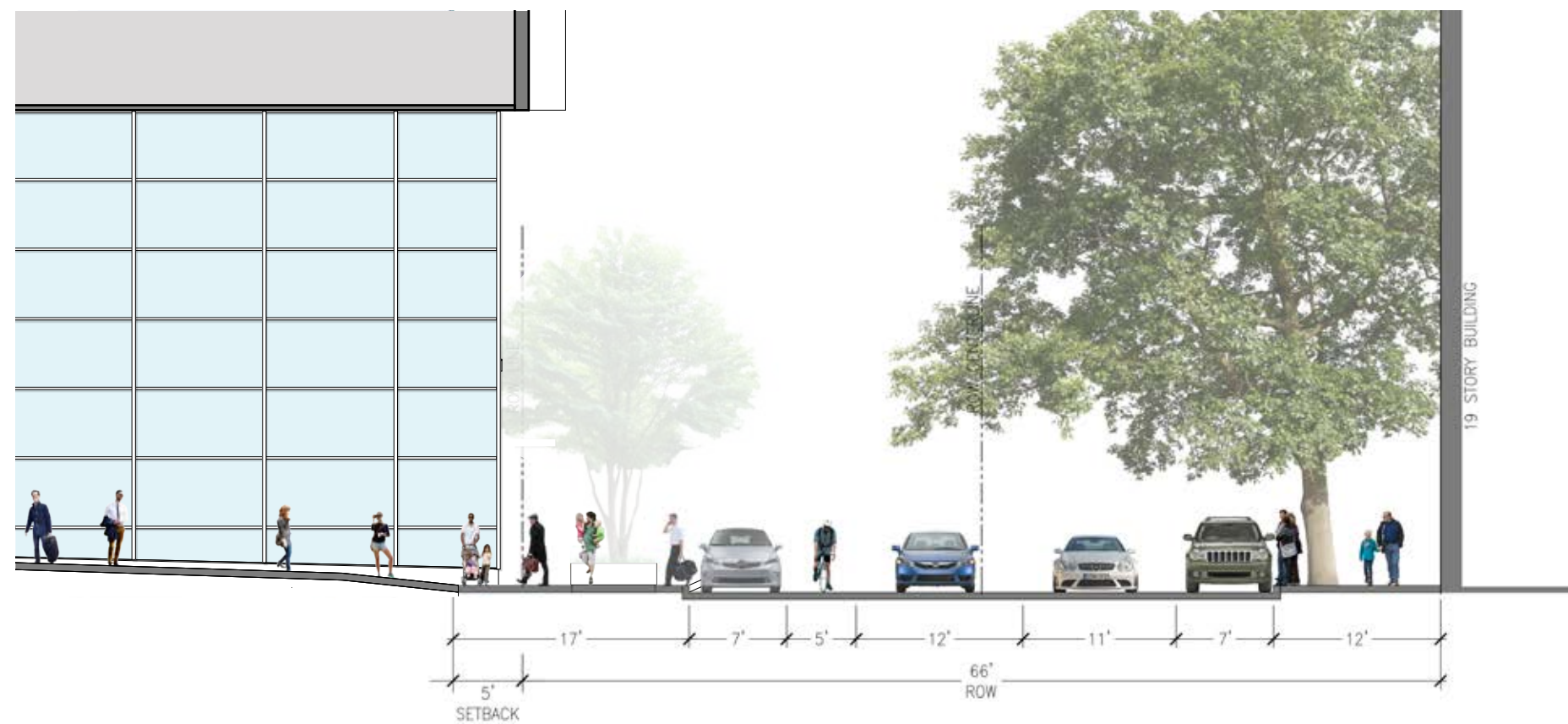
- Hotel entry / lobby
- Retail uses
- Publicly accessible & barrier-free throughblock connection
- Pavement with a high level of finish
- Bench and movable planters
- Signature art
- Wayfinding signage
- Programmed events
- Vehicle drop-off / loading
- Parking garage entries
- Opportunities for all-weather public events



ENLARGED PLAN
AT THROUGHBLOCK



SECTION ACROSS THROUGHBLOCK



SECTION AT THROUGHBLOCK TO 8TH AVENUE

The through block connection is conceived as a unique, signature space in Seattle. It will be approximately 30' tall to create a high and feature strong artificial lighting to become a welcoming space to serve diverse users and activities. The drop-off lanes within will support the hotel, restaurant and residential uses. At times these lanes will be used primarily to serve drop-off functionality due to increased delegate and guest traffic. At other times, the drop-off area will shift to expand the capacity for pedestrian and bike uses, installations or exhibits, food trucks, or other special events. The following images illustrate possible scenarios.



Morning airport shuttle departures and neighborhood activities



Midday neighborhood and hotel activities



Red carpet event



Movable / Artful furnishings



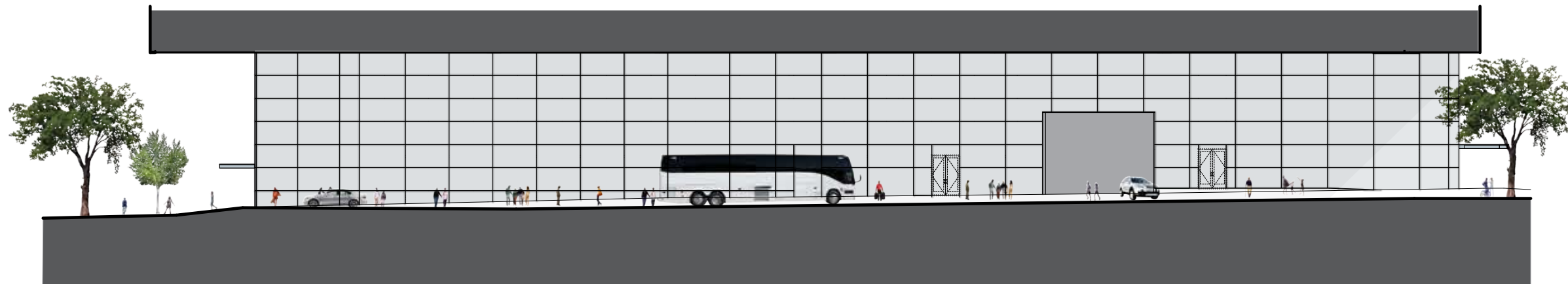
Multi-modal pathway



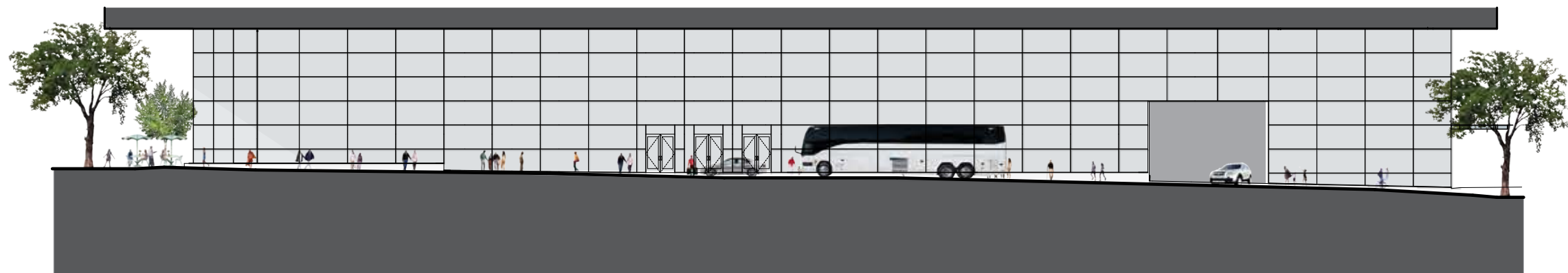
Projected art from ceiling



Wayfinding signage



NORTH ELEVATION OF THROUGH BLOCK

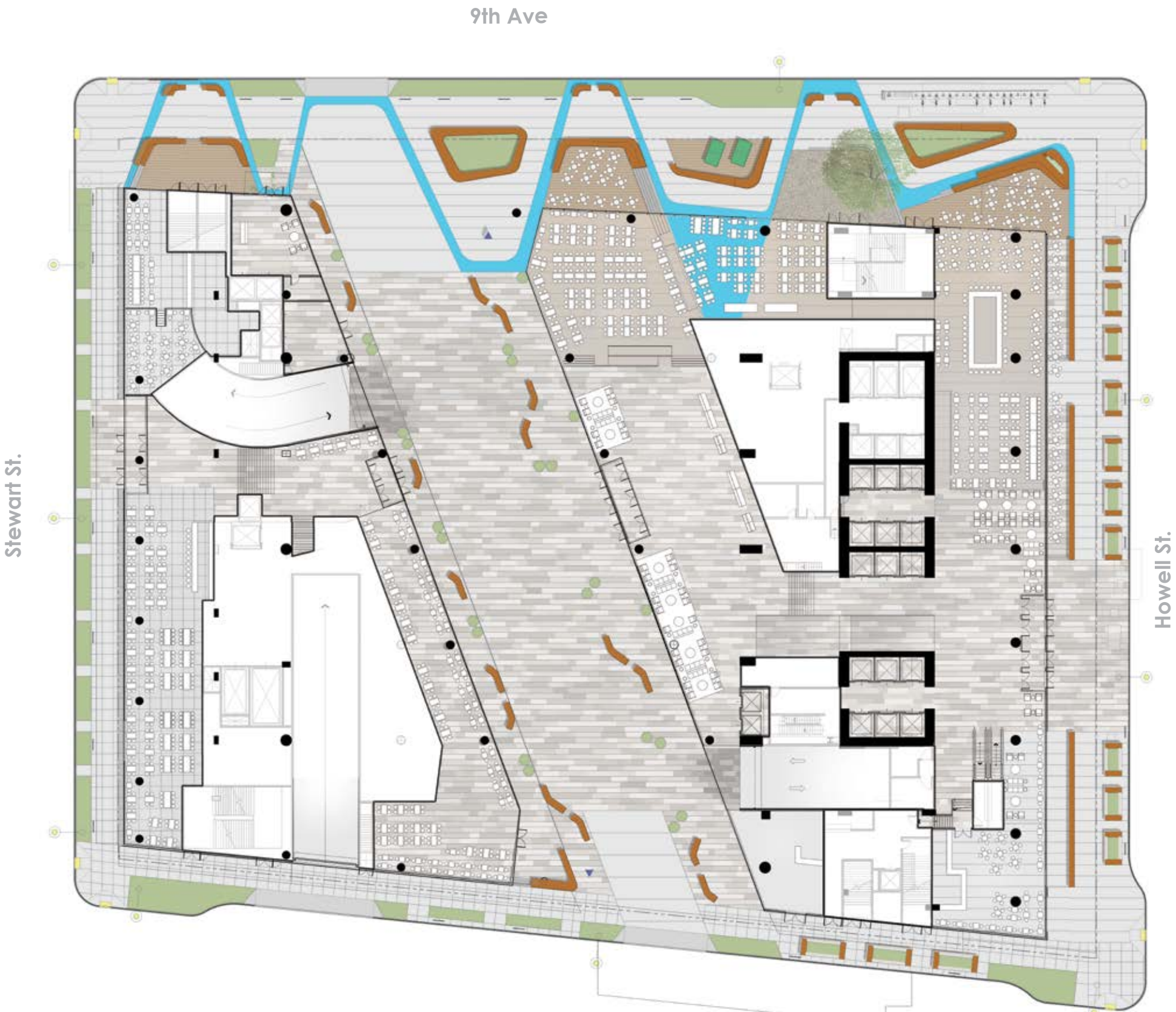


SOUTH ELEVATION OF THROUGH BLOCK

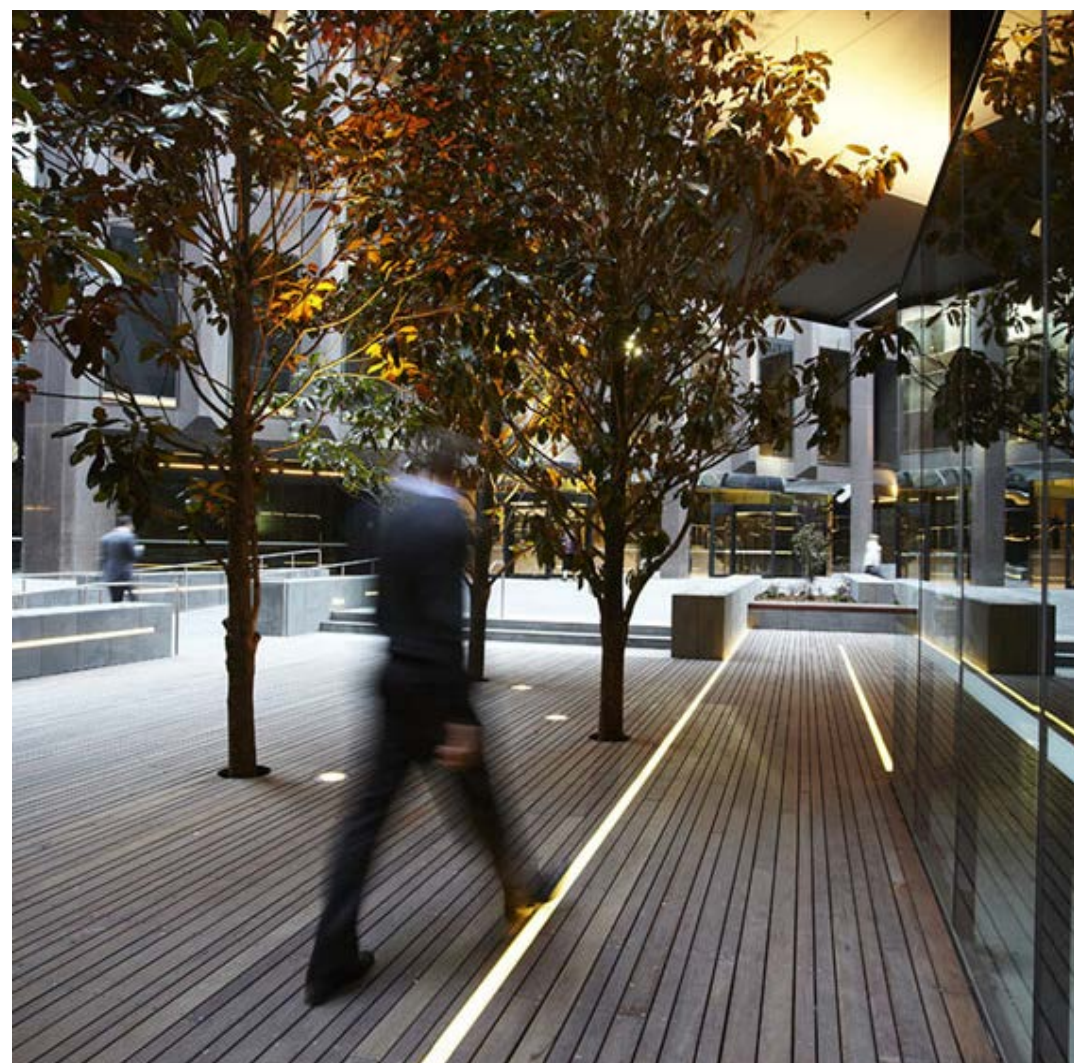
MATERIALS

LEGEND

- Special paving
- Concrete paving
- Wood decking
- Colored paving
- Seatwall / bench
- Movable planter



MATERIAL PALETTE



Wood decking



Special paving



Crushed rock



Pedestrian concrete



Granite pavers



Wood-top seating



Movable planter



Movable furniture and wood-top planter

PLANTING

LEGEND



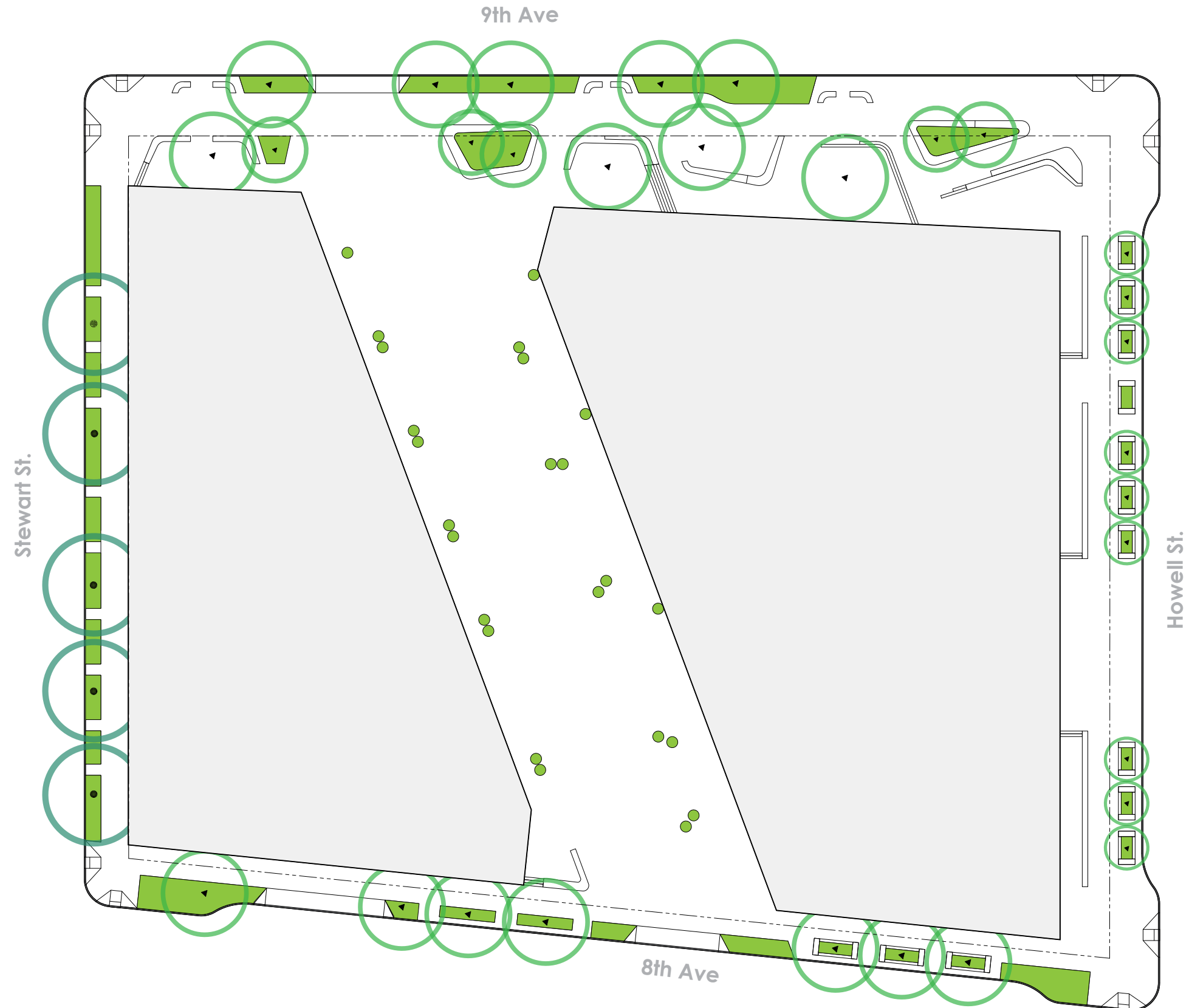
Existing tree



Proposed tree



Understory planting



TREE PALETTE

8TH & 9TH AVENUES - LARGE TREES



KATSURA TREE
Cercidiphyllum japonicum

Height: 40' - 60'
Spread: 25'- 60'
Type: Deciduous
Zone: 4 - 8
Flowers: not showy

Katsura tree is a deciduous, single or multi-trunked tree with a dense, rounded habit. It is grown for its beautiful shape, attractive foliage, and fall color.



ZELKOVA SERRATA 'GREEN VASE'
Japanese Zelkova

Height: 60' - 80'
Spread: 40' - 50'
Type: Deciduous
Zone: 5 - 8
Flowers: not showy

Japanese Zelkova is a medium to large deciduous tree, with a spreading, upward-branching, vase-shaped crown. It is noted for its graceful shape, clean foliage, attractive bark, and resistance to Dutch Elm disease.

8TH & 9TH AVENUES - SMALL TREES



MAGNOLIA 'ELIZABETH'
Elizabeth Magnolia

Height: 20' - 35'
Spread: 12' - 20'
Type: Deciduous
Zone: 5- 8
Flowers: Yellow

'Elizabeth' is a deciduous pyramidal magnolia tree featuring fragrant yellow flowers in early spring. It is a cross between cucumber tree (*M. acuminata*) and Yulan magnolia (*M. denudata*). Yellow flowers (each to 3" across) have tinges of yellow green near the bases.



KOUSA DOGWOOD
Cornus Kousa

Height: 15' - 30'
Spread: 15' - 30'
Type: Deciduous
Zone: 5- 8
Flowers: white

Kousa dogwood (sometimes called Japanese dogwood) is a small, deciduous flowering tree or large multi-stemmed shrub which typically grows 15-30' tall with a vase-shaped habit in early years, eventually maturing to a more rounded habit.

HOWELL STREET



SILVER LINDEN
Tilia tomentosa 'Sterling'

Height: 50' - 70'
Spread: 30' - 50'
Type: Deciduous
Zone: 4 - 7
Flowers: Showy, fragrant flowers

The silver linden is noted for its attractive foliage, which is glossy green above and silvery-white below. The foliage flutters in the slightest breeze, showcasing the silver and green leaf colors. Fragrant pale yellow flowers in drooping cymes appear in late spring to early summer.