9th & STEWART

DRB - DESIGN RECOMMENDATION SUBMITTAL #2: 11.19.2013

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

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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 (152 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.

DRB 1 - October 1, 2013
In the first DRB meeting, the design team presented detailed information about the overall project approach, affordable housing component and grade level design. The design team focused on these elements with the intent of gaining approval of those elements, and aim for a second DRB session to cover the design of the building envelope.

The board generally approved each of those elements, with minor exceptions. At grade, the board wanted to see more detail about overhead weather protection and lighting design. In the affordable housing component, the board requested more clarity about the residential entry at grade, and the relationships between the required open space provided and the adjacent uses.

The board also asked to see further study and detail of the building envelope design, including refinement of the massing along the 9th Avenue elevation.

Departure requests for modulation were generally approved, with the exception of the modulation departure on Stewart Street. The board requested further information and design study on this departure. A departure request for increasing the minimum curb-cut dimension was also indicated as needing more information, and a loading access and turning radius diagram was requested to clarify the need for a wider cut.

DESIGN COMMISSION - PUBLIC BENEFIT MEETING 1 - October 17, 2013
As a follow up to Urban Design Merit approval the design team provided a response to five items the SDC commented on including:

- A more detailed description of the openness and transparency that the public will experience in the through block connection.
- Development to the design for the Green Street Parcel Park describing how it will be inviting and engaging to the public.
- Transportation safety measures at the ground plane and through block connection.
- A holistic approach to site sustainability.
- A summary report on traffic analysis provided in the EIS response to the MUP submittal.

The design team's response was generally accepted by the SDC with some follow up with more detail regarding the project's sustainability goals and measures. The design team presented an (8) item package for Public Benefit consideration including:

- On-site affordable housing
- Through block connection with public access and amenity
- Voluntary setback around the perimeter of the building
- ROW improvements including curb bulbs and widened sidewalks

- Publicly accessible art at both the through block connection and parcel park
- Bikeshare program
- Wayfinding program per city standards
- Contribution to off-site ROW improvements along the 9th Ave Green Street and/or the Howell /Olive triangle

The SDC generally accepted a major portion of the of the Public Benefit proposal package with comments on the affordable housing, through block connection and off-site ROW improvement that will require follow up in the next session. The SDC agreed it's a great benefit to downtown and project but interpreted the proposal as "meeting the minimum requirements of the code" although it would be provided at a considerably higher cost than the pay-in-lieu option. The SDC asked the owner to consider a way to go above and beyond code. They also asked for more specifics on the through block connection and how it will engage the public including detail on planned events and information on how the space will be operated. They were interested in the creation of small-scale retail spaces that would encourage a diversity of experiences and uses. They were also interested in knowing more about the art lighting installation and the process of how the artist might get selected, the concept developed and the design approval. The final issue was to engage in more discussion with the City to narrow the proposal for the contribution to the Green Street ROW improvement and what specifically might be considered. All of these items will be further described in the next SDC Public Benefit review on January 9, 2014.

GOALS FOR DRB PACKET #2

This submittal aims to finalize the outstanding items from DRB 1. Beginning this sequence is a series of pages showing refinements and clarifications to the grade level design, including overhead weather protection, grade level ceiling design, envelope details at grade, and the lighting design approach. Next is a clarification of the grade level components of the affordable housing. Adjustments to the overall building massing approach and a detailed examination of the façade materiality, composition of fenestration, and details indicating the relationship materials.

Finally, the book concludes with clarifications to the departures requested for modulation on Howell Street and the dimension of the curb cut for the loading access along 8th Avenue.

The goal of this packet and subsequent Design Review meeting is to provide sufficient material and evidence of design merit for the board to approve the project for Recommendation for the Approval for the Master Use Permit.

2 GRADE LEVEL DESIGN

BUILDING CANOPIES

This diagram indicates the areas of required overhead coverage around the building perimeter. Due to the voluntary setbacks on both 9th Avenue and Howell Street, overhead coverage will not be required. However it will be accommodated over a vast majority of the building frontages and will far exceed the required coverage. Finally, the 70' wide through block connection will provide a new and fully covered urban throughblock connection.

Provided Overhead Cover: Soffit

Provided Overhead Cover: Canopy

Required Overhead Cover

REFLECTED CEILING PLAN: CANOPIES AND LIGHTING

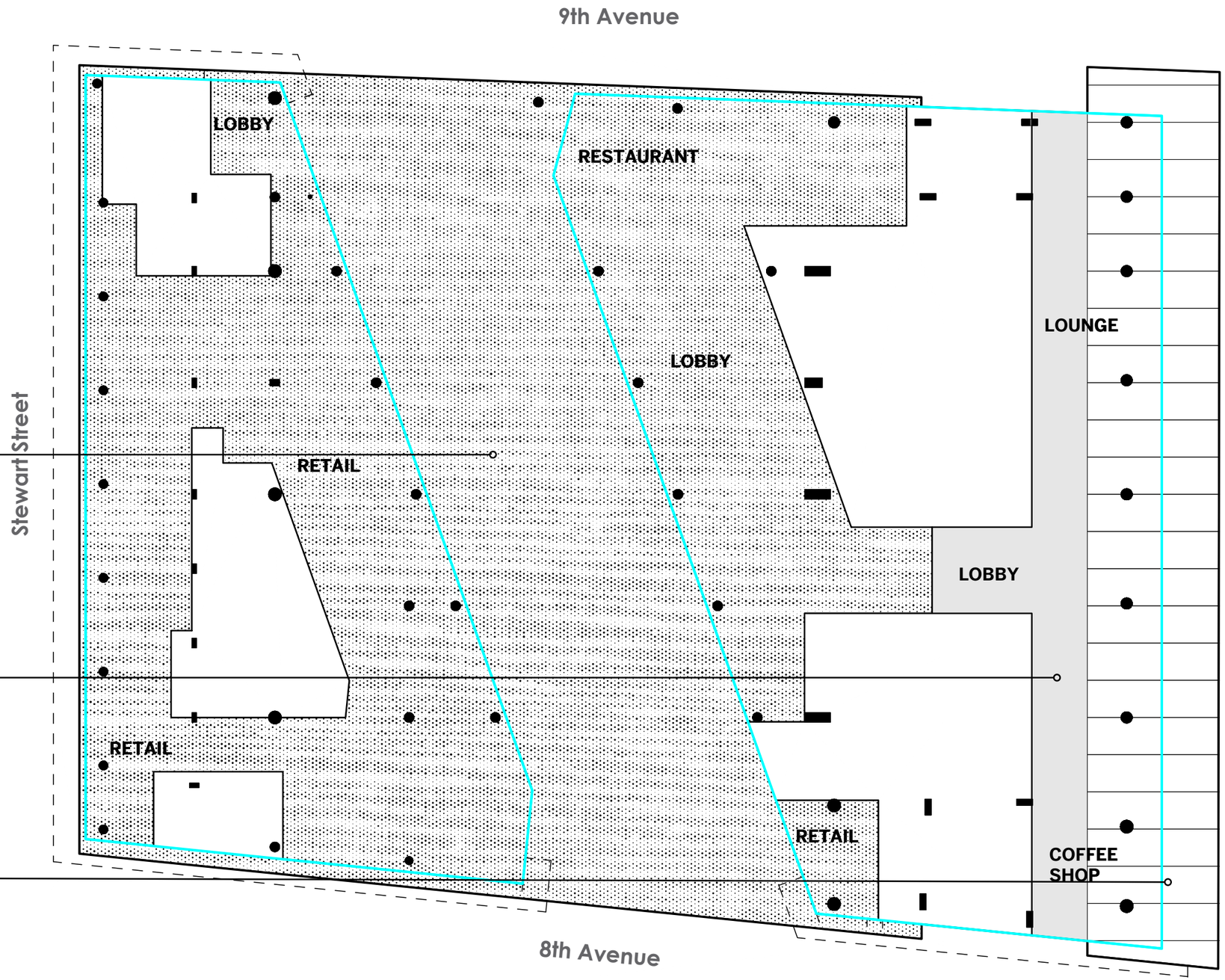
This reflected ceiling plan indicates the extent of the custom perforated metal ceiling which will be a continuous and unifying gesture that dissolves the boundaries between indoors and outdoors. Moreover, this ceiling system unites and conceals the disparate mechanical, lighting and acoustic systems required above the interior and exterior spaces, and provides a unique opportunity for a significant public lighting art component which will be incorporated as the design evolves.

CUSTOM PERFORATED METAL CEILING WITH INTEGRATED LIGHTING, MECHANICAL AND ACOUSTIC SYSTEMS

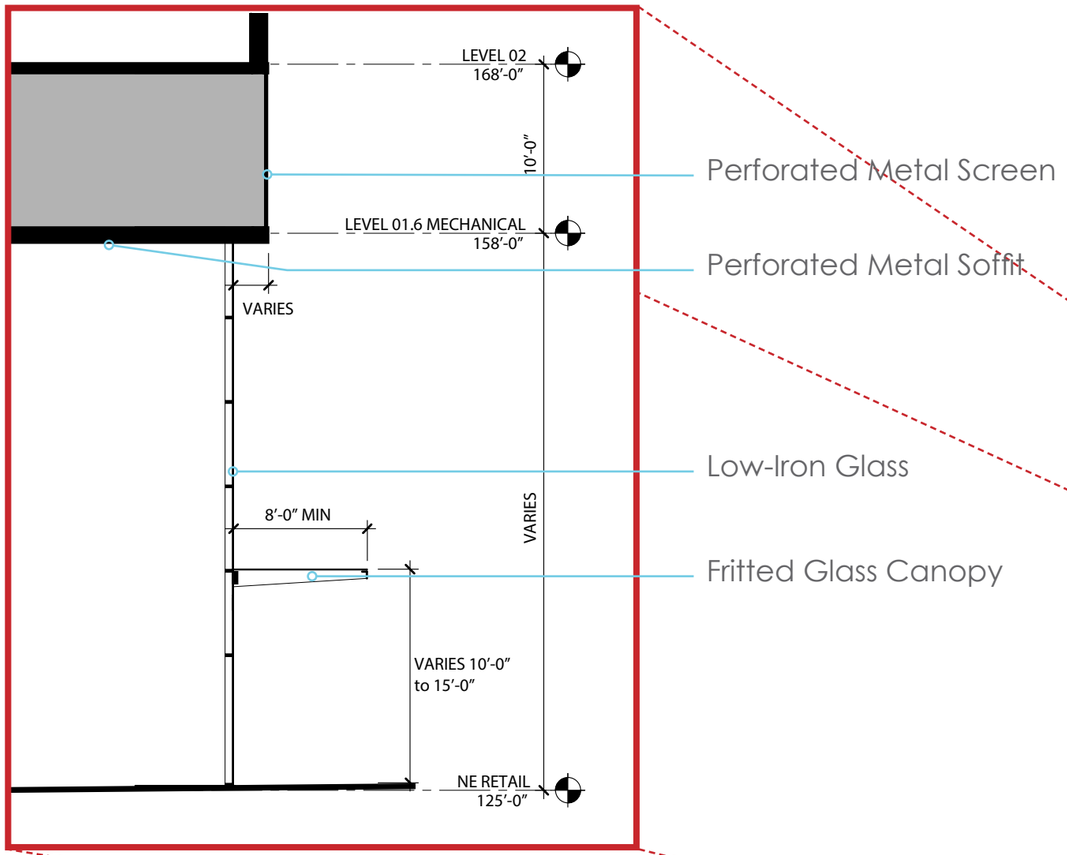
INTEGRATED WITH PUBLIC LIGHTING ART PIECE, TO BE DETERMINED

EXPOSED CAST-IN-PLACE CONCRETE CEILING

UP-LIT WHITE PRECAST CONCRETE



GROUND LEVEL GLAZING AND CANOPY SECTION



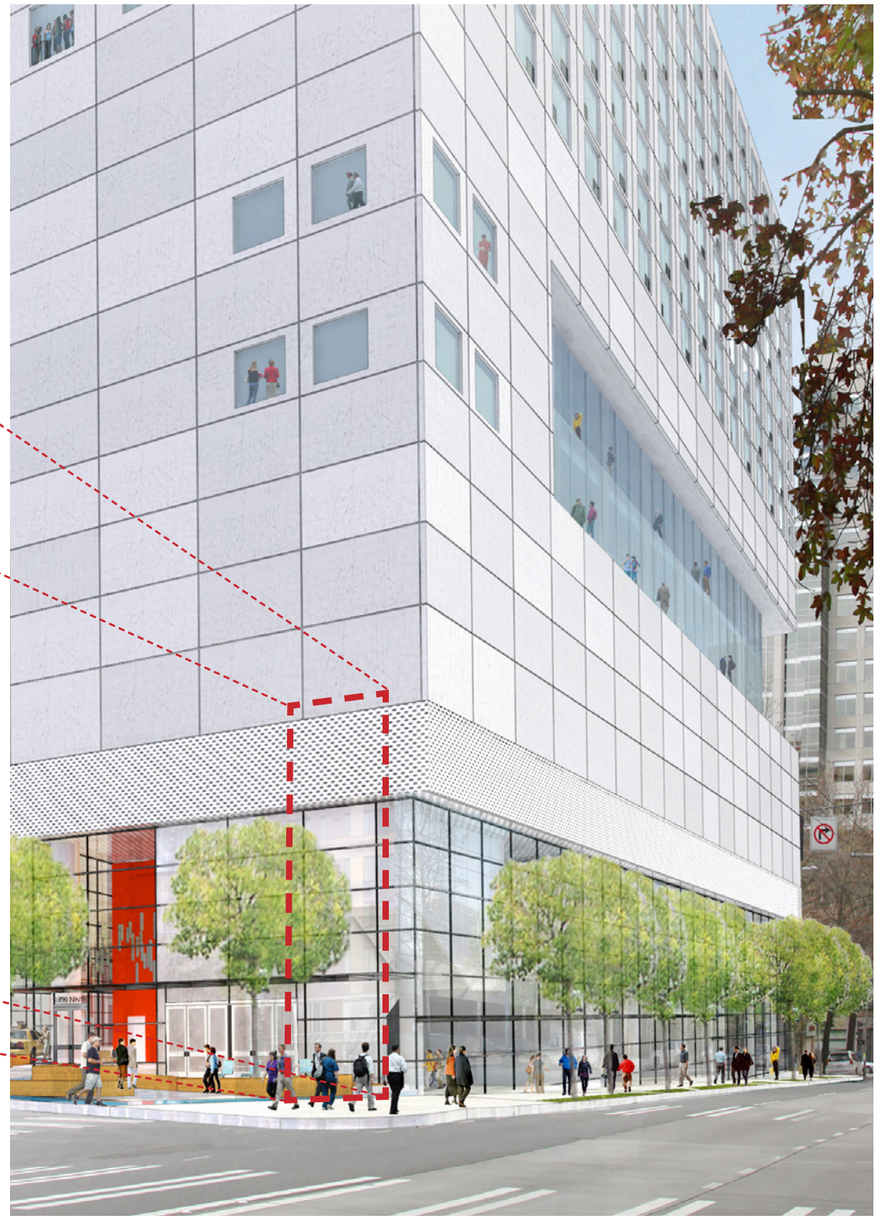
Perforated Metal Screen

Perforated Metal Soffit

Low-Iron Glass

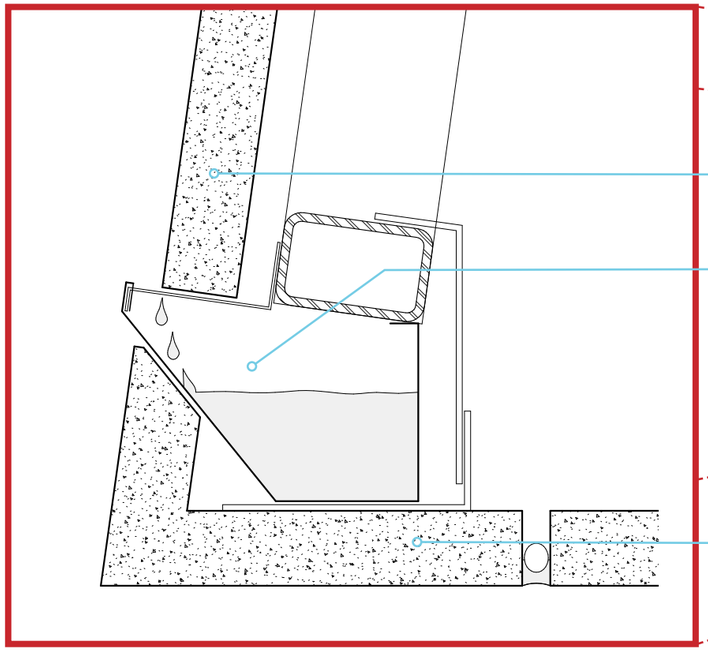
Fritted Glass Canopy

This section shows the typical dimensional relationships of the varying material systems on the ground level. The predominant language for this uniquely tall lowest level will be that of high-transparency low-iron glass, with incorporated canopies as indicated on page 6. Above this glass wall system will be the continuous perforated metal panel ceiling system indicated on page 7. This perforated soffit will then wrap vertically on the outboard edge and become a perforated screen fascia system, concealing critical mechanical intake and exhaust components.



TYPICAL GROUND-LEVEL GLAZING

SOUTH FACADE GUTTER DETAIL



This detail indicates the intent to integrate a gutter component into the lowest joint of the angled south elevation. Water will then be routed internally for detainment.

SOUTH FACADE SOFFIT

LIGHTING DESIGN CONCEPT

1 Bench Underlighting

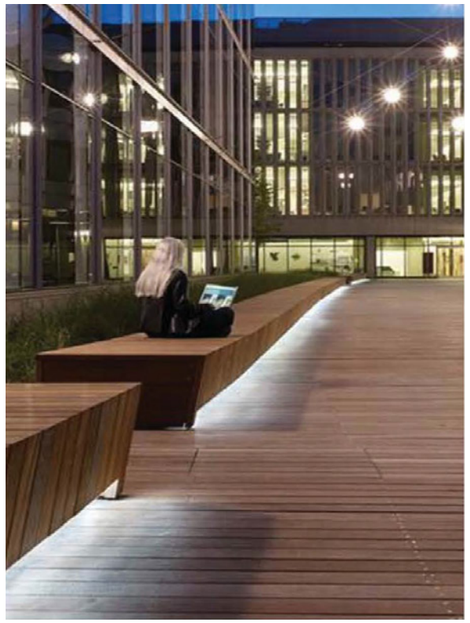
2 Tree + Landscape Lighting

3 Sculpture Lighting

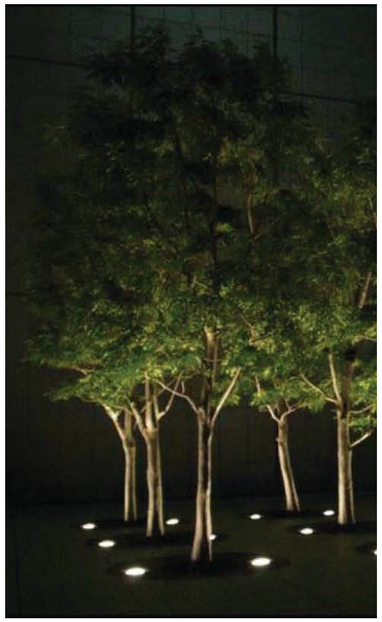
4 Unique Pedestrian Scale Elements

5 Throughblock Ceiling Light-Art

The site lighting approach aims to integrate lighting systems into the provided landscape components of the grade level. Special attention will be paid to lighting of trees and public art pieces. This diagram does not indicate the extent of the ceiling lighting shown on pages 7 and 12. This perforated ceiling system above the ground level will contain both usable lighting required for the functionality of the space and the public lighting art component.

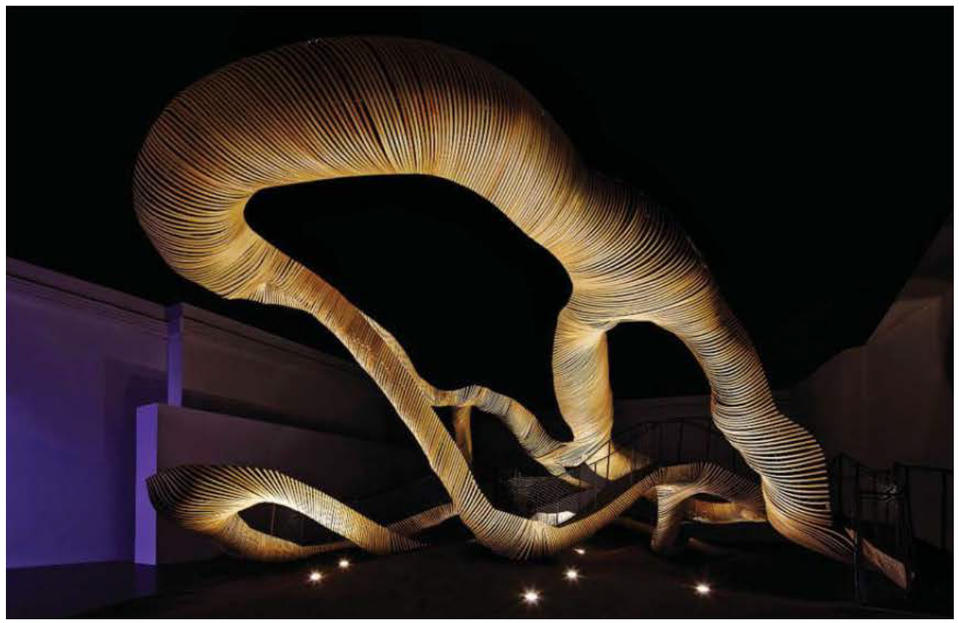


1 Bench Underlighting



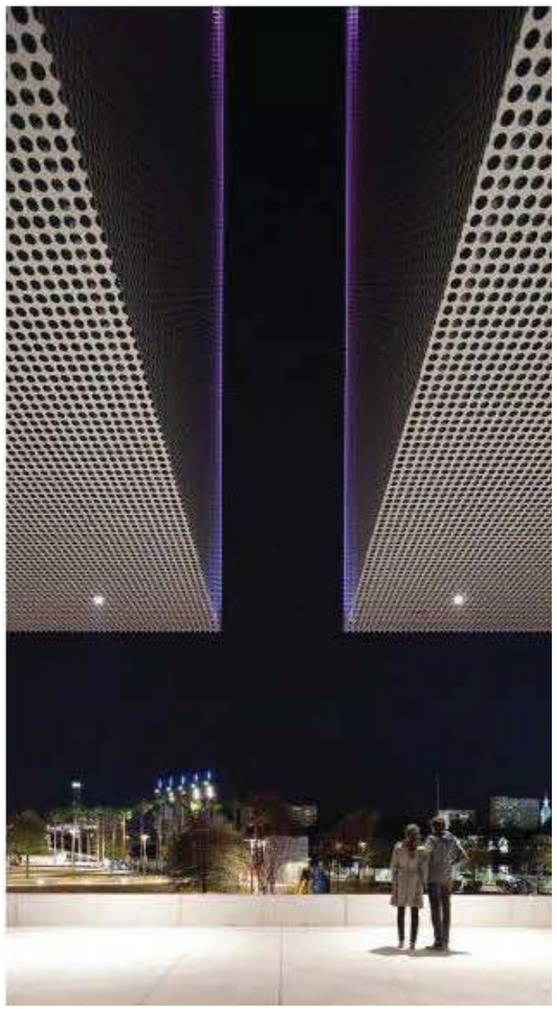
2 Tree + Landscape Lighting

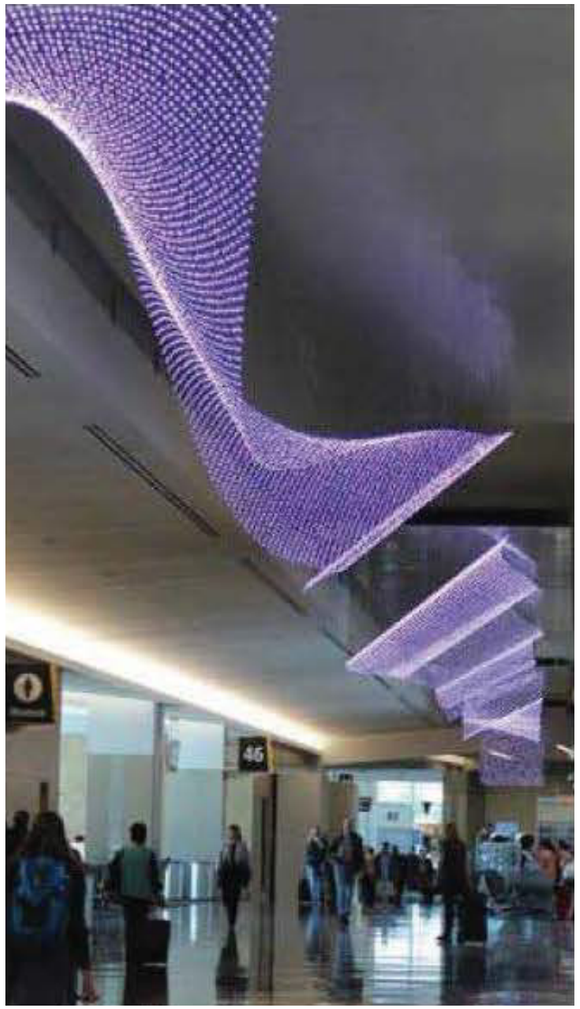
3 Sculpture Lighting



4 Unique Pedestrian Scale Elements

PUBLIC LIGHTING ART INSTALLATION





6 Throughblock Ceiling Light-Art

The above examples show the kinds of installation methods and effect that the owner will be pursuing in the selection process for a lighting artist.

GRADE LEVEL RENDERINGS


1890 NINTH

3 AFFORDABLE HOUSING DESIGN

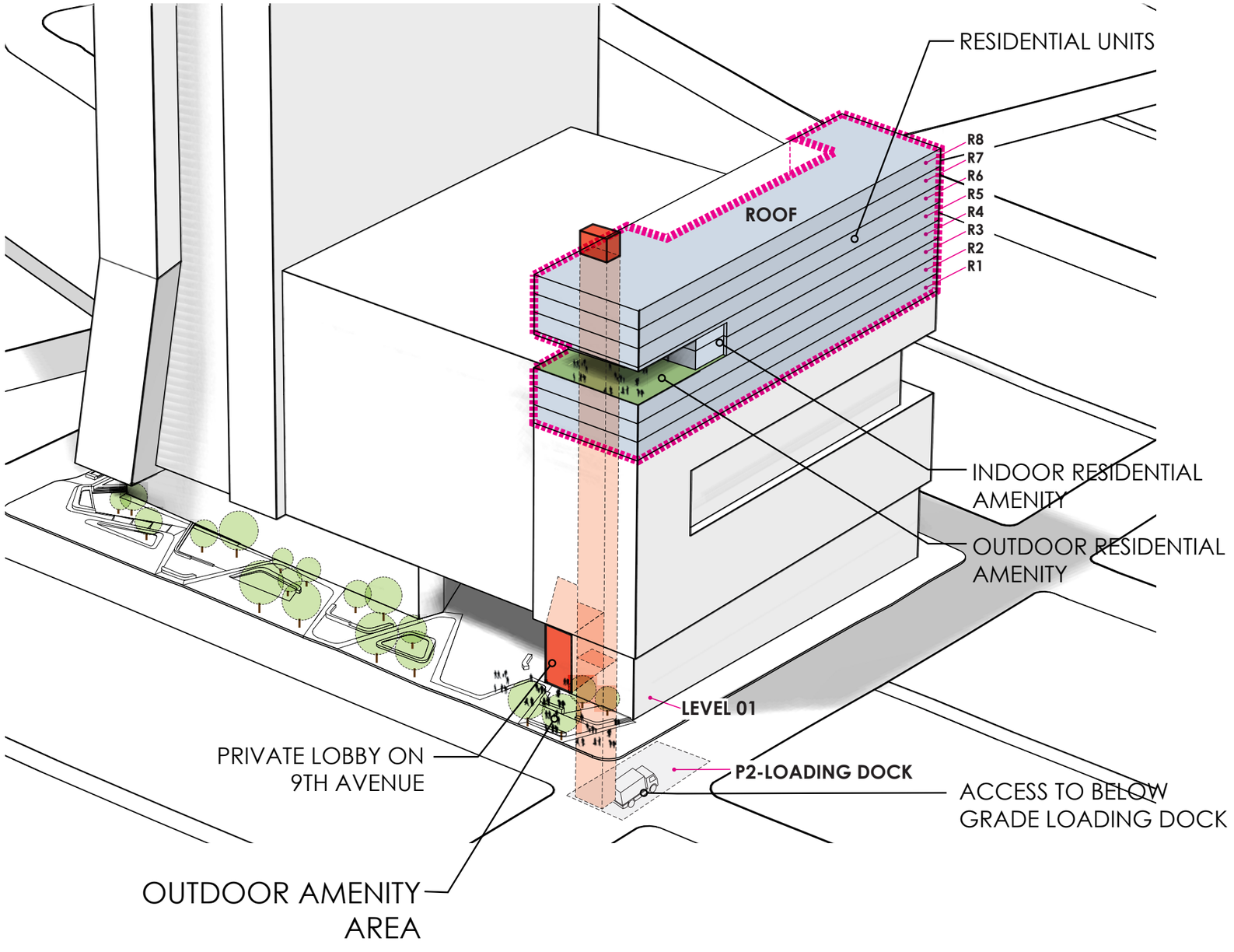
PROGRAM & ORGANIZATION

CONCLUSIONS FROM DRB 1

The board approved most of the components of the affordable housing component in the first DRB meeting, with the request for the design team to more clearly explain the residential entry and grade level elements. In particular, the board was interested in more clarity around the entry plan itself, the location and extents of the outdoor amenity area provided, and the relationship of the residential amenity area to the adjacent retail space.

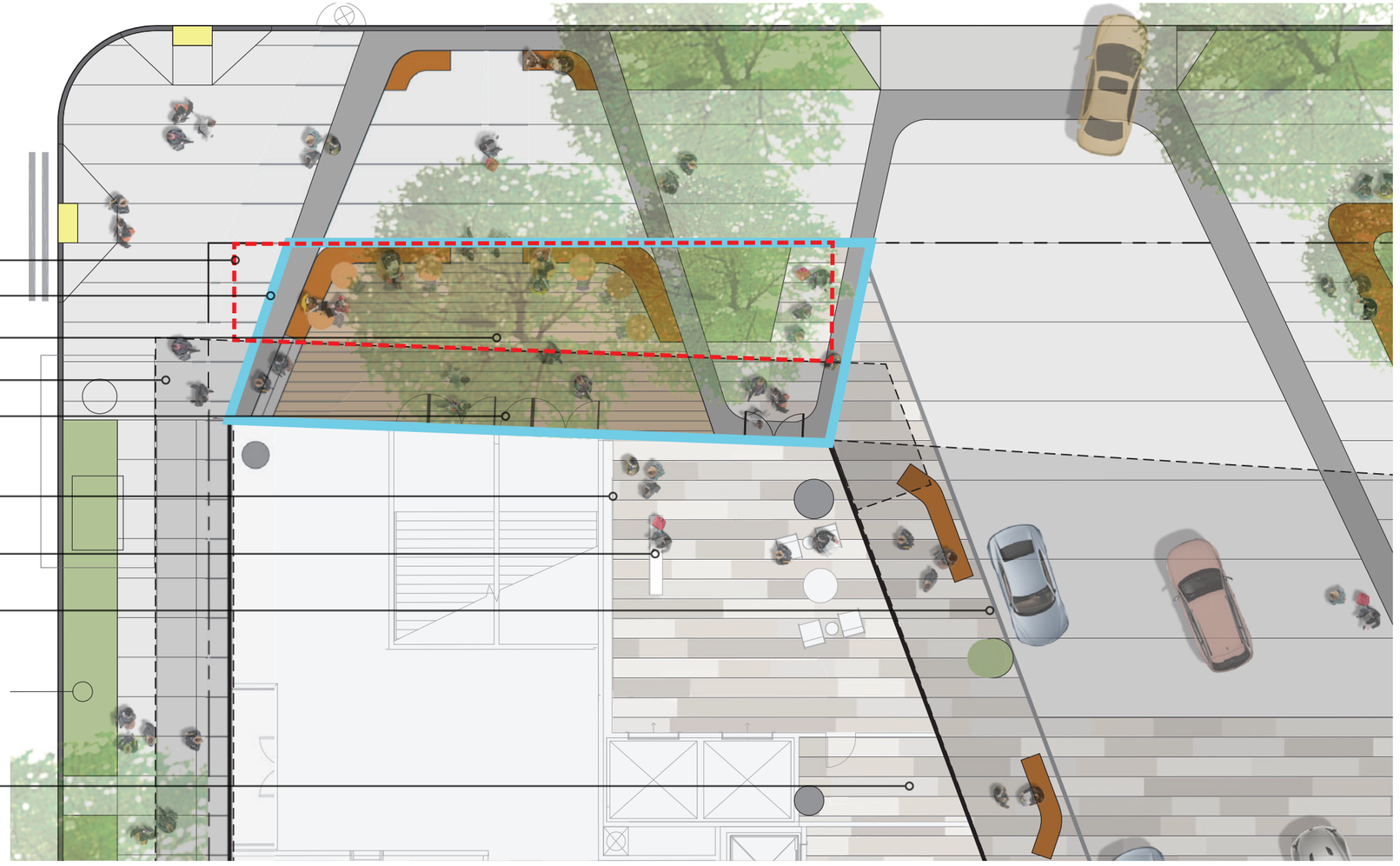
AFFORDABLE UNIT BREAKDOWN

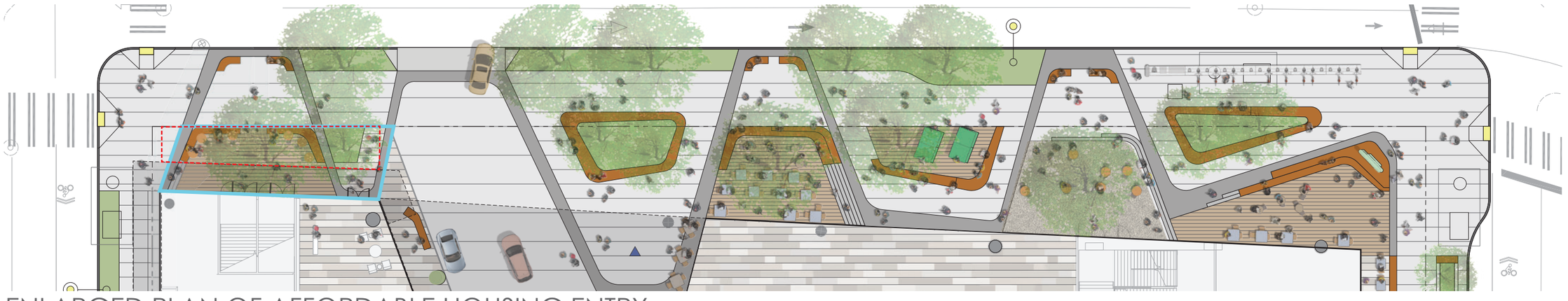
118	Studio+ units
14	one bedroom units
20	two bedroom units
152	total affordable units



GRADE LEVEL AMENITIES

690 SF Required Outdoor Amenity Space
1175 SF Provided Outdoor Amenity Space
Outdoor amenity space: Front Porch
Canopy Overhead Protection
Emergency Egress
Mail boxes
Mail sorting area
Residential Drop-Off Area
Residential manager's office



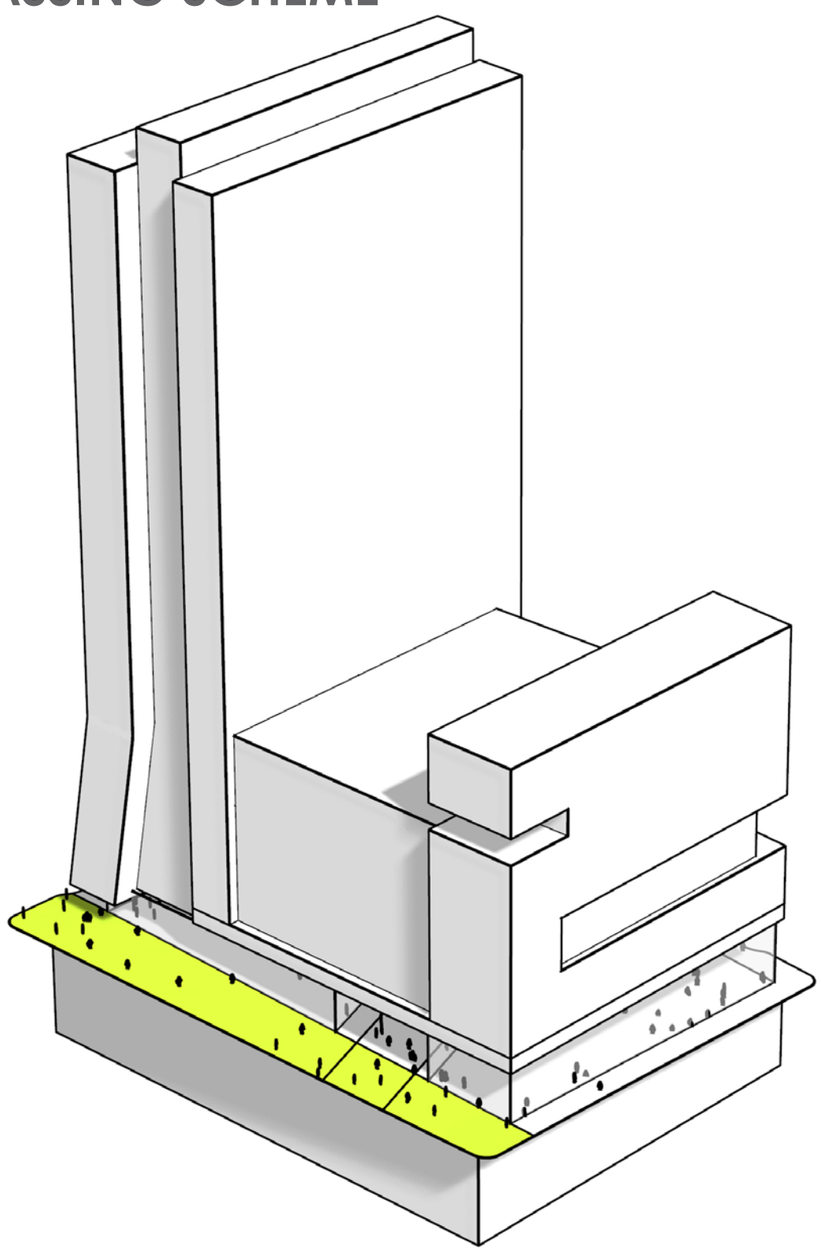


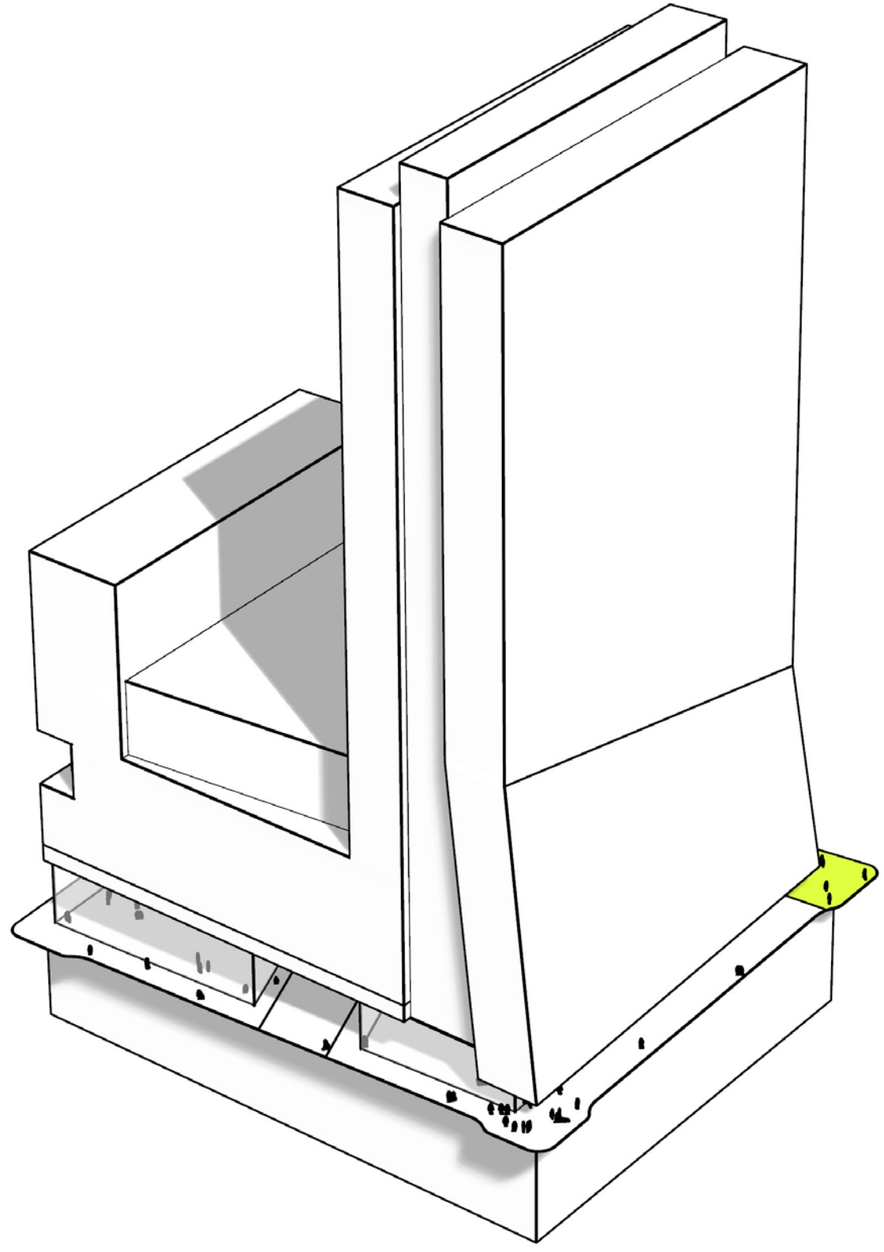
ENLARGED PLAN OF AFFORDABLE HOUSING ENTRY
LOBBY & OUTDOOR AMENITY SPACE, PARCEL PARK

4 ENVELOPE DESIGN

UPDATED MASSING SCHEME

These two diagrams indicate the proposed building massing shown to the board for the first DRB meeting.

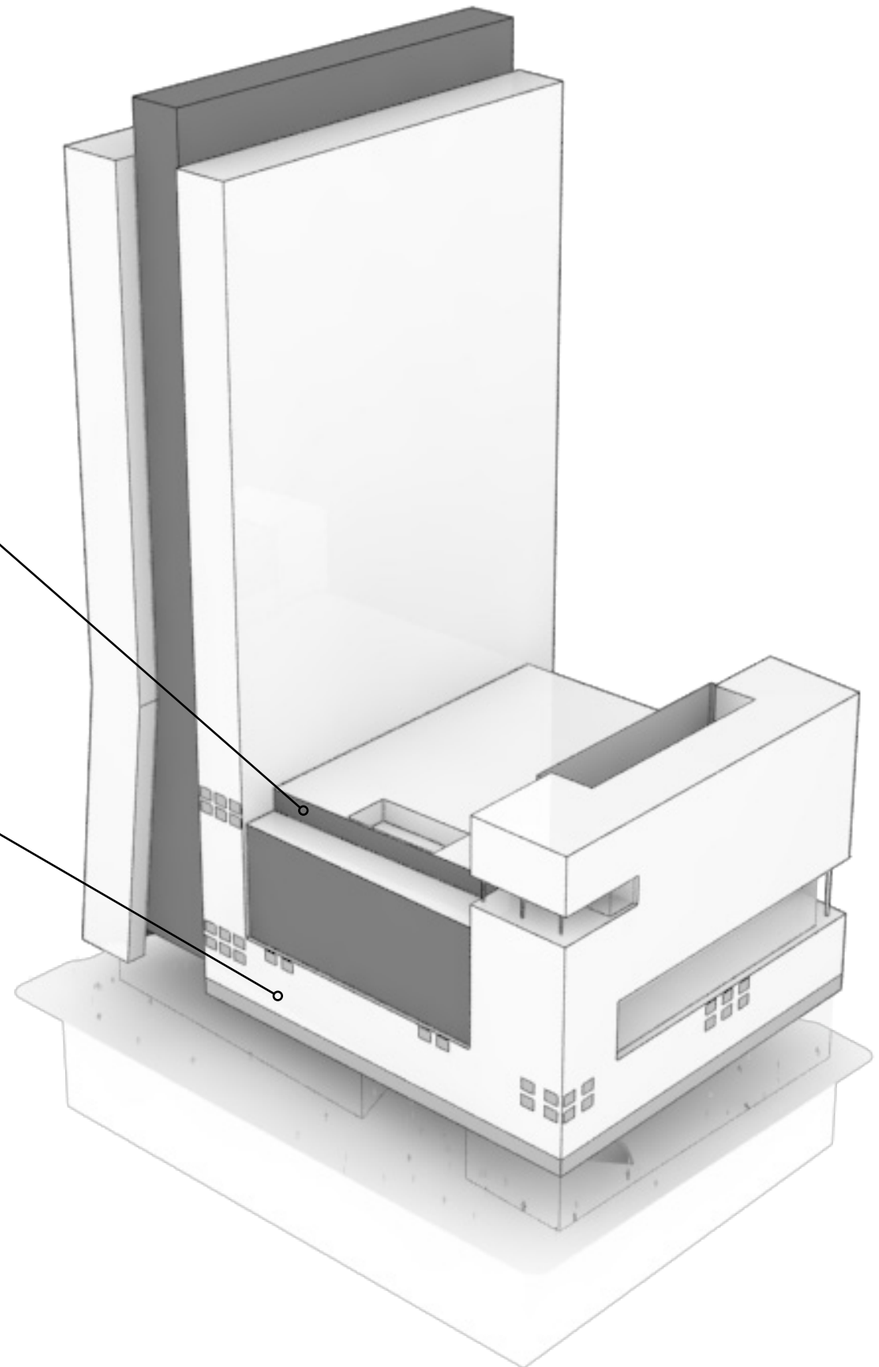


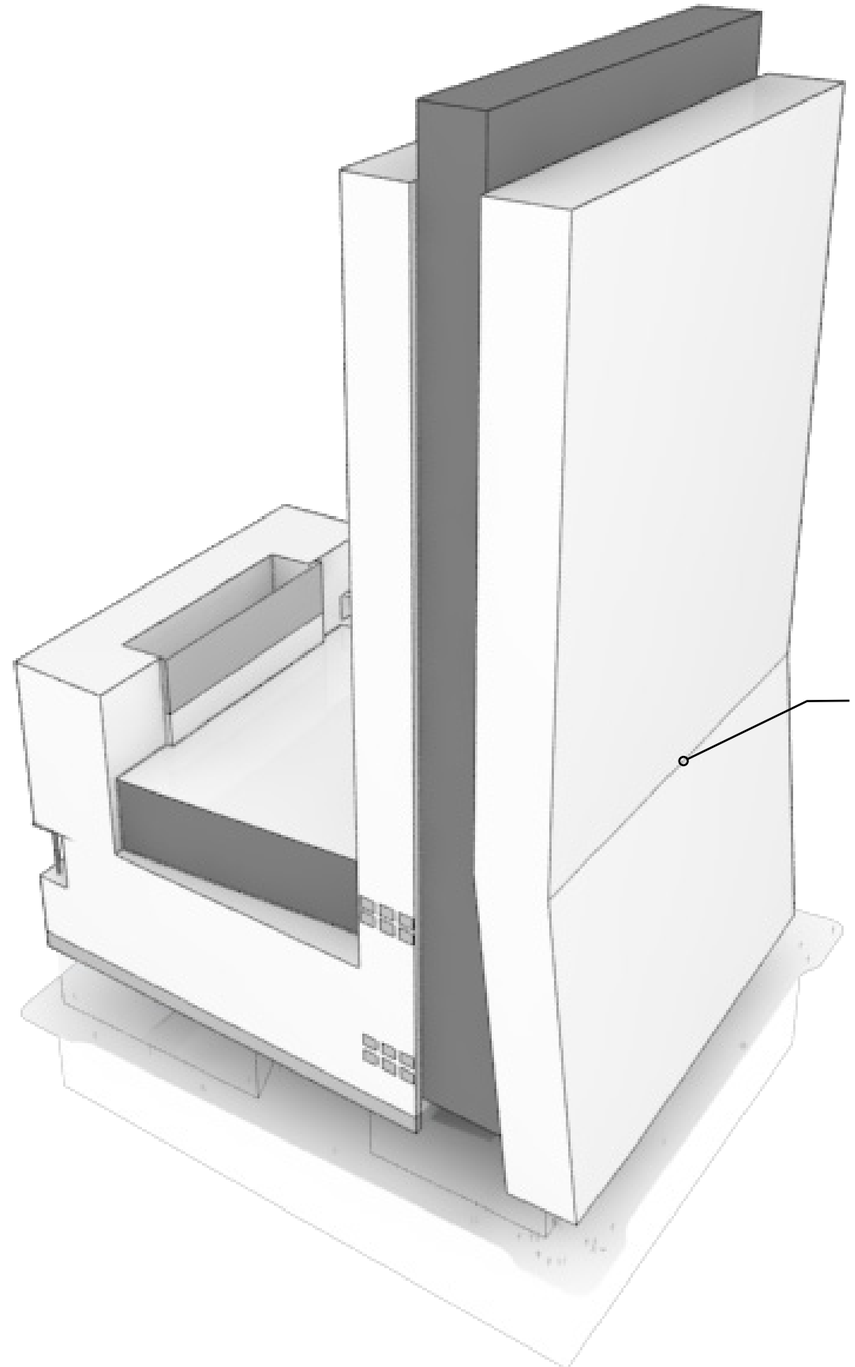


This pair of diagrams indicates the proposed massing revisions as noted.

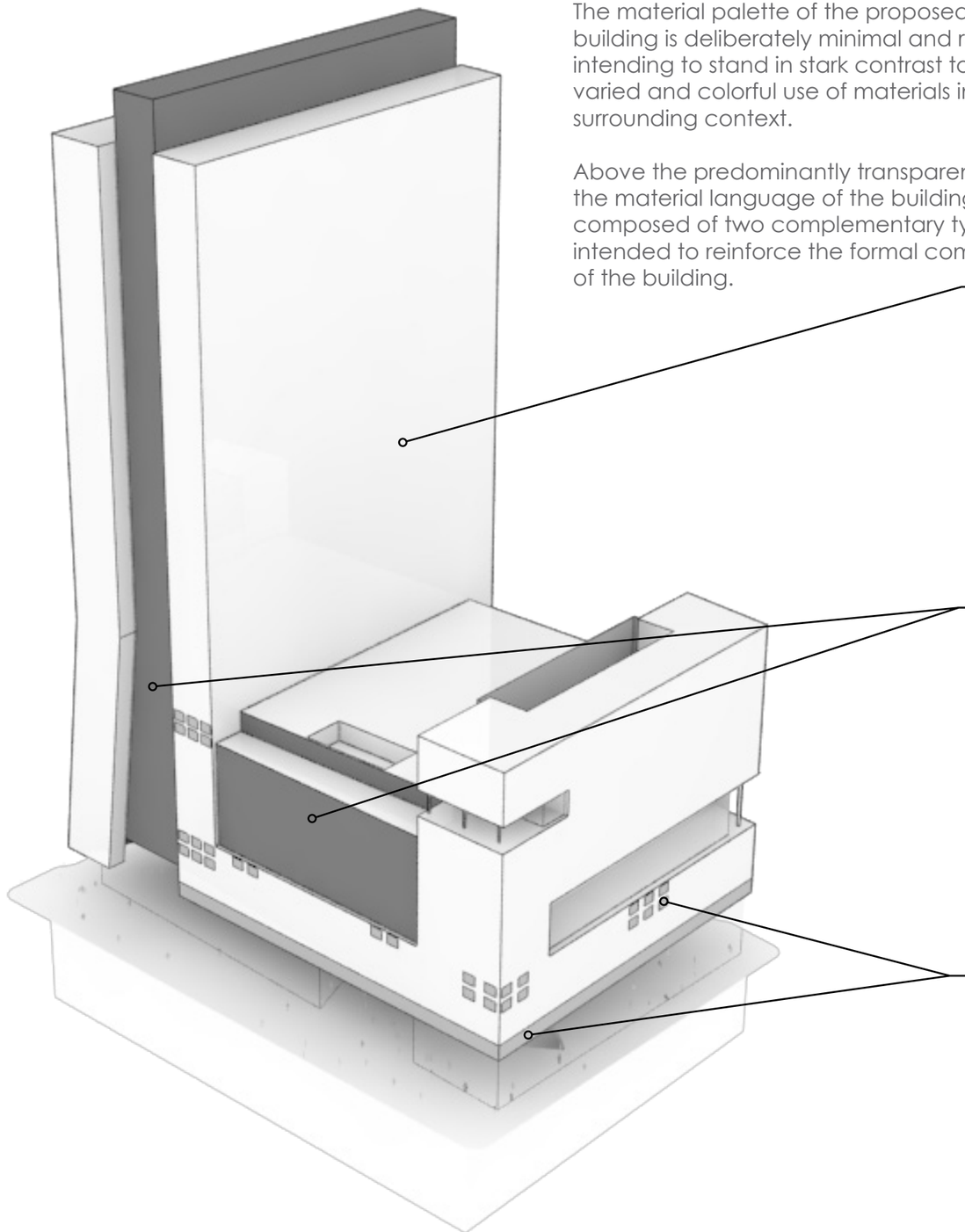
20 foot (min) setback added at level 5.5 decreases the impact of massing on the parcel-park space

Area of white precast system added to connect hotel massing to housing massing elements





Crease along south facade is made horizontal



The material palette of the proposed building is deliberately minimal and reserved, intending to stand in stark contrast to the varied and colorful use of materials in the surrounding context.

Above the predominantly transparent base, the material language of the building is composed of two complementary types, intended to reinforce the formal composition of the building.

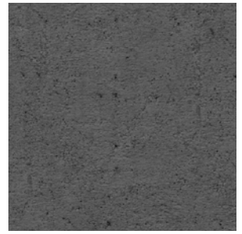
MATERIAL PALETTE

SOLID

TRANSPARENT

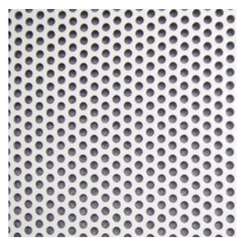
WHITE PRECAST CONCRETE

CLEAR LOW-E COATED GLASS



GREY PRECAST CONCRETE

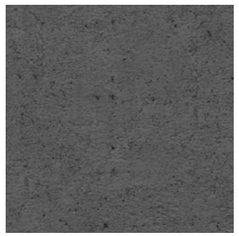
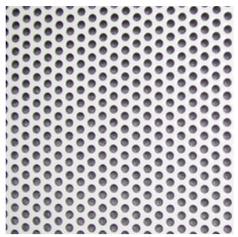
TINTED LOW-E COATED GLASS

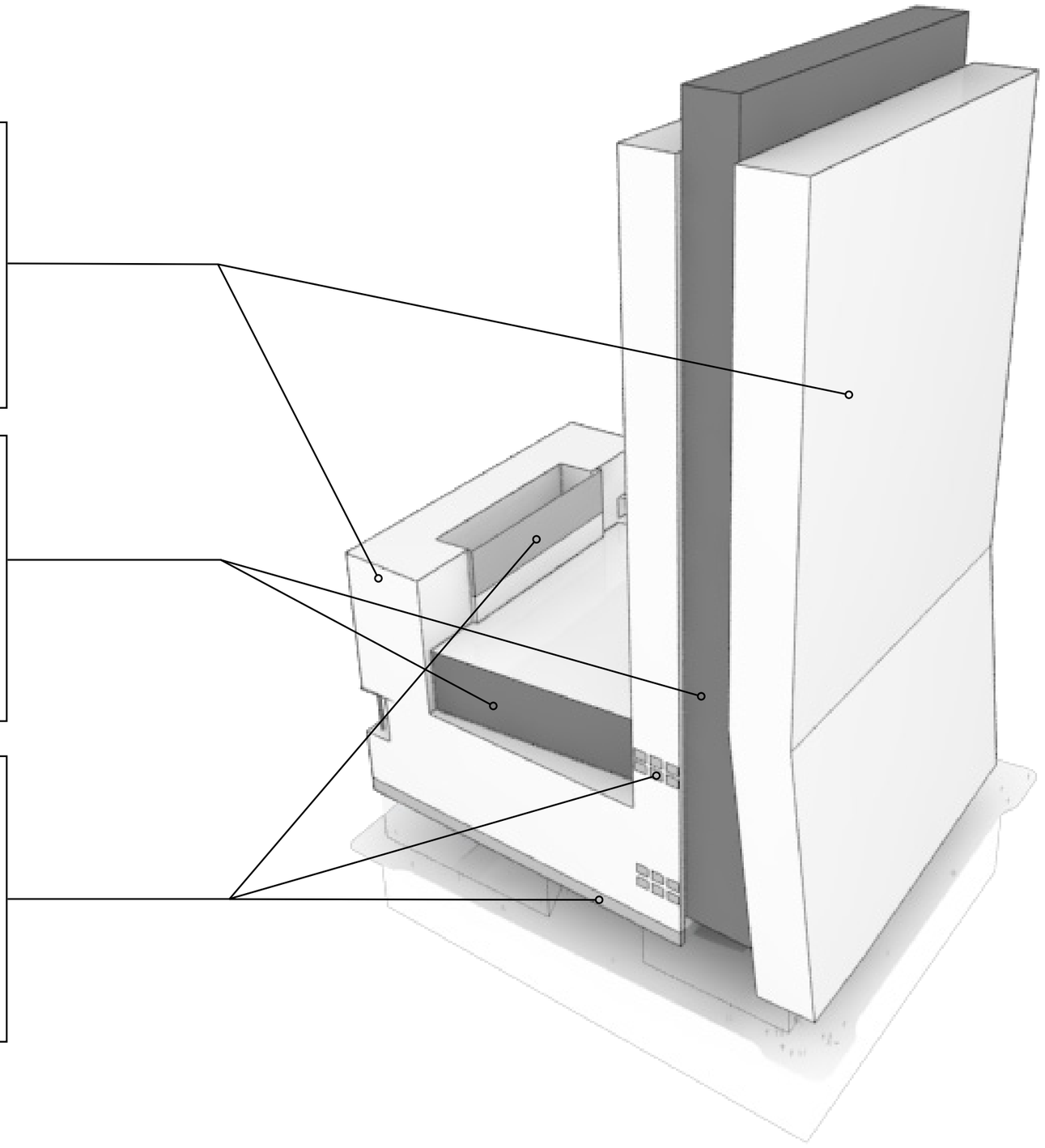


PERFORMATED METAL PANEL SYSTEM

LOW IRON GLASS

MATERIAL PALETTE

SOLID	TRANSPARENT
 WHITE PRECAST CONCRETE	+ CLEAR LOW-E COATED GLASS
 GREY PRECAST CONCRETE	+  TINTED LOW-E COATED GLASS
 PERFORATED METAL PANEL SYSTEM	+ LOW IRON GLASS



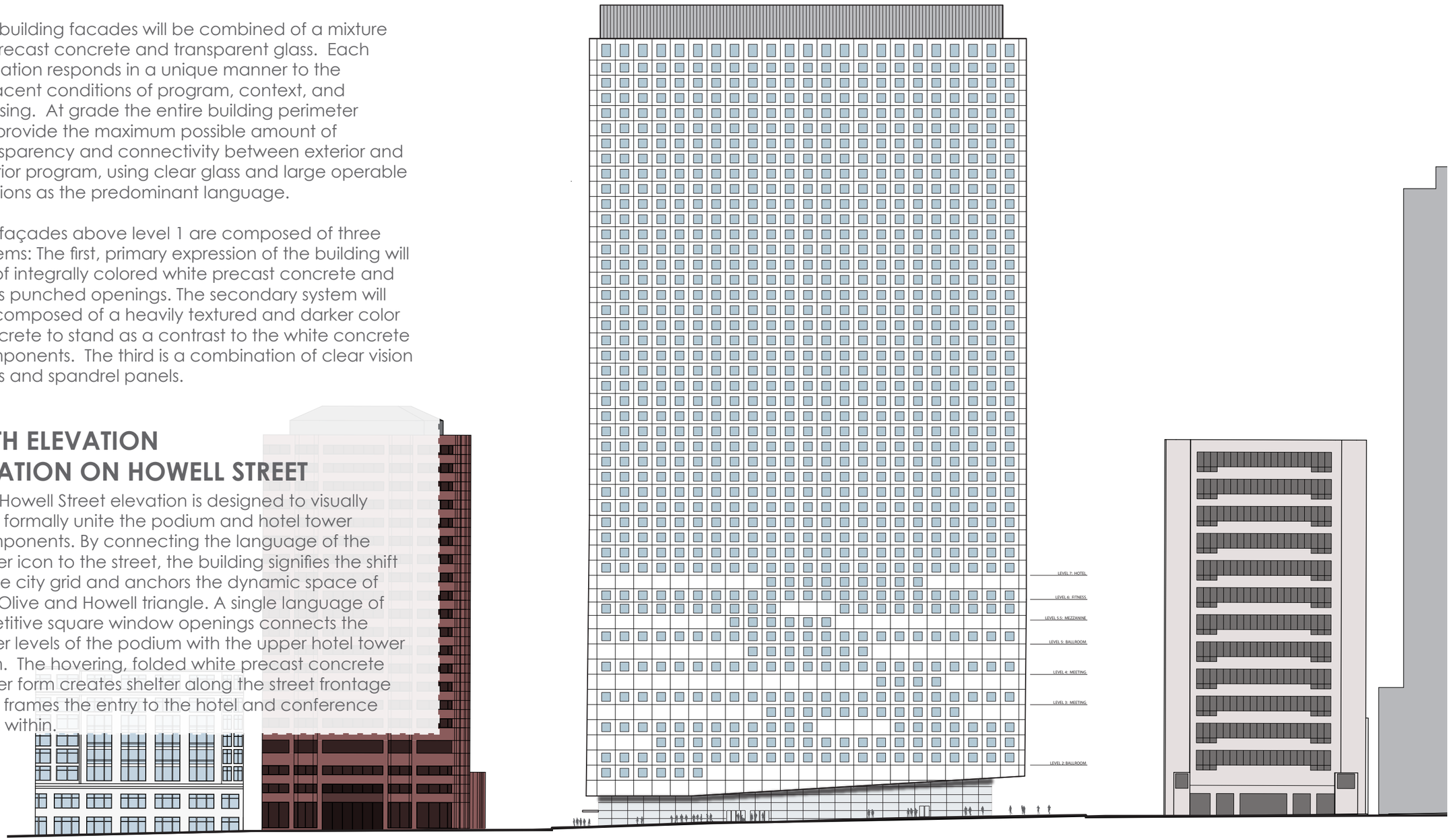
INTRODUCTION/OVERVIEW

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.

SOUTH ELEVATION
ELEVATION ON HOWELL STREET

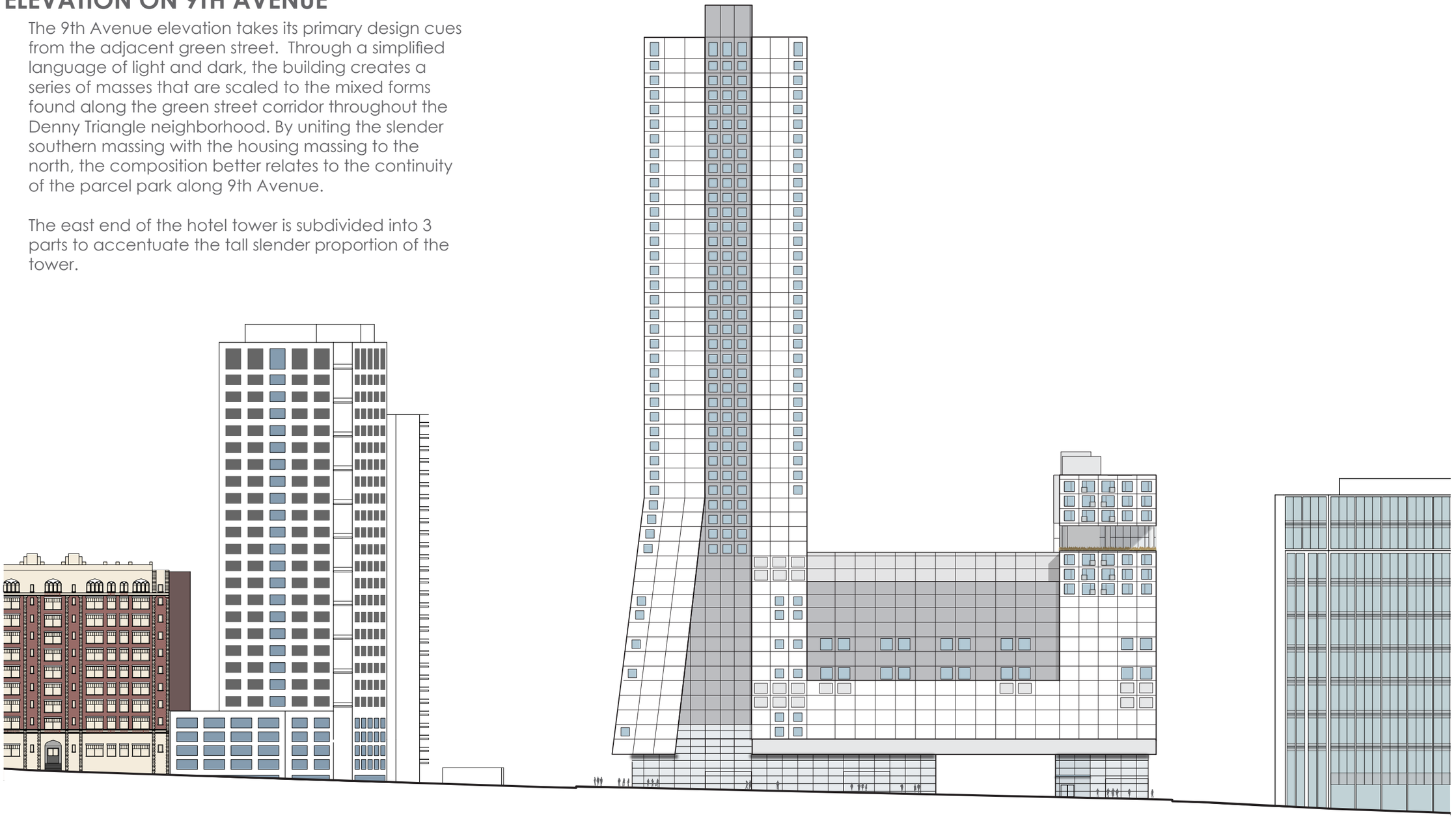
The Howell Street elevation is designed to visually and formally unite the podium and hotel tower components. By connecting the language of the tower icon to the street, the building signifies the shift in the city grid and anchors the dynamic space of the Olive and Howell triangle. A single language of repetitive square window openings connects the lower levels of the podium with the upper hotel tower form. The hovering, folded white precast concrete tower form creates shelter along the street frontage and frames the entry to the hotel and conference uses within.



EAST ELEVATION
ELEVATION ON 9TH AVENUE

The 9th Avenue elevation takes its primary design cues from the adjacent green street. Through a simplified language of light and dark, the building creates a series of masses that are scaled to the mixed forms found along the green street corridor throughout the Denny Triangle neighborhood. By uniting the slender southern massing with the housing massing to the north, the composition better relates to the continuity of the parcel park along 9th Avenue.

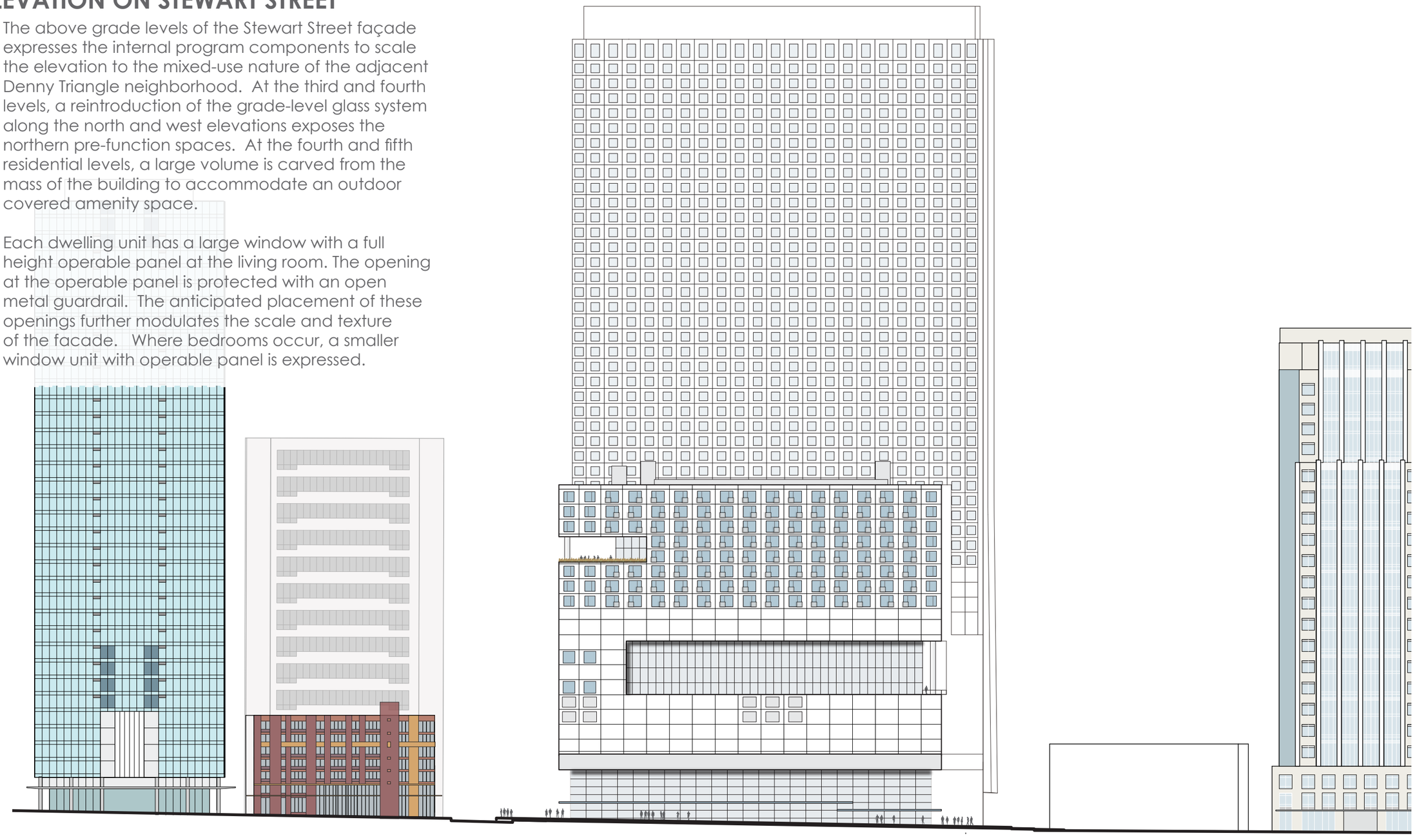
The east end of the hotel tower is subdivided into 3 parts to accentuate the tall slender proportion of the tower.



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.

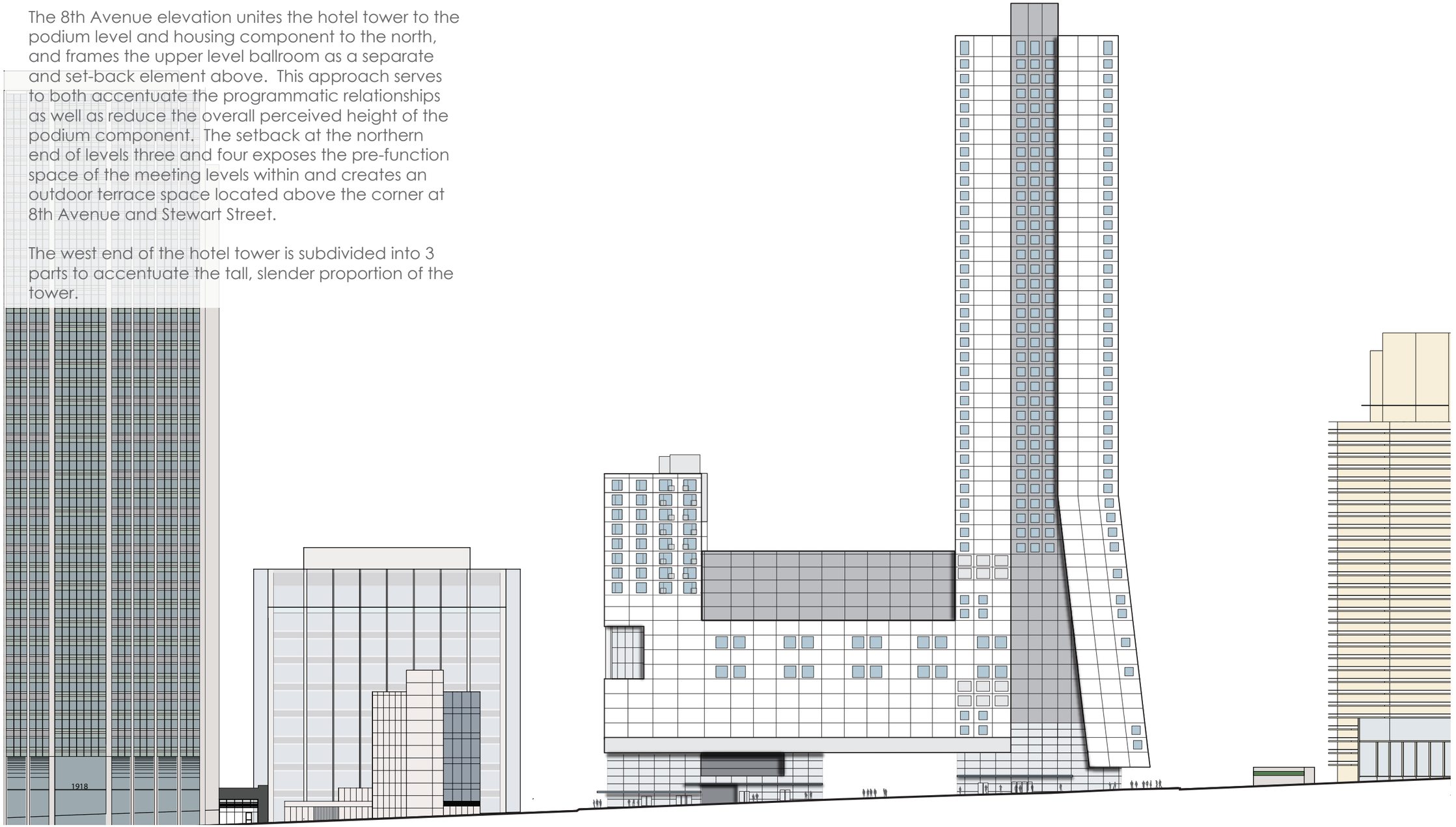
Each dwelling unit has a large window with a full height operable panel at the living room. The opening at the operable panel is protected with an open metal guardrail. The anticipated placement of these openings further modulates the scale and texture of the facade. Where bedrooms occur, a smaller window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



WEST ELEVATION
ELEVATION ON 8TH AVENUE

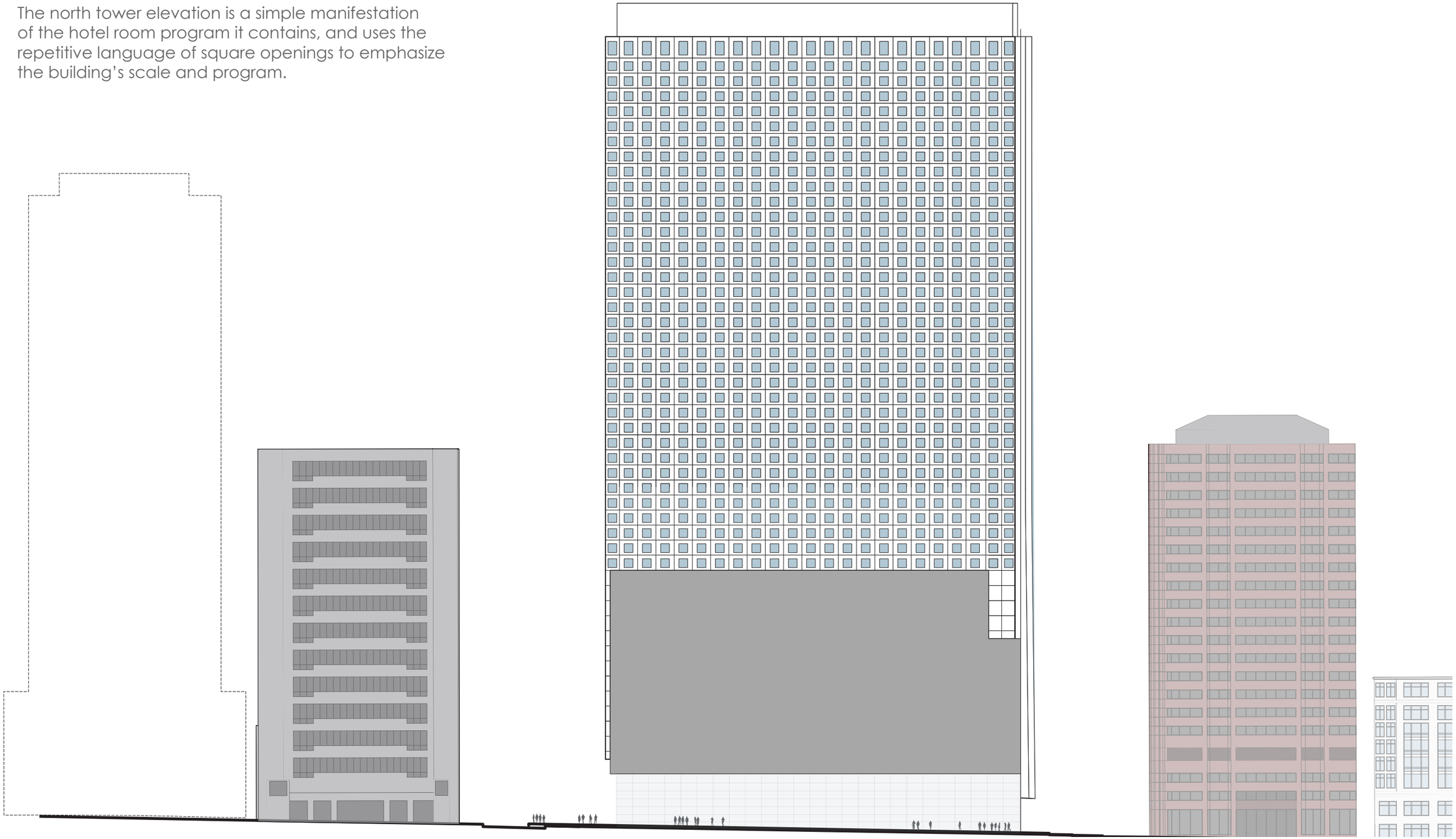
The 8th Avenue elevation unites the hotel tower to the podium level and housing component to the north, and frames the upper level ballroom as a separate and set-back element above. This approach serves to both accentuate the programmatic relationships as well as reduce the overall perceived height of 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.



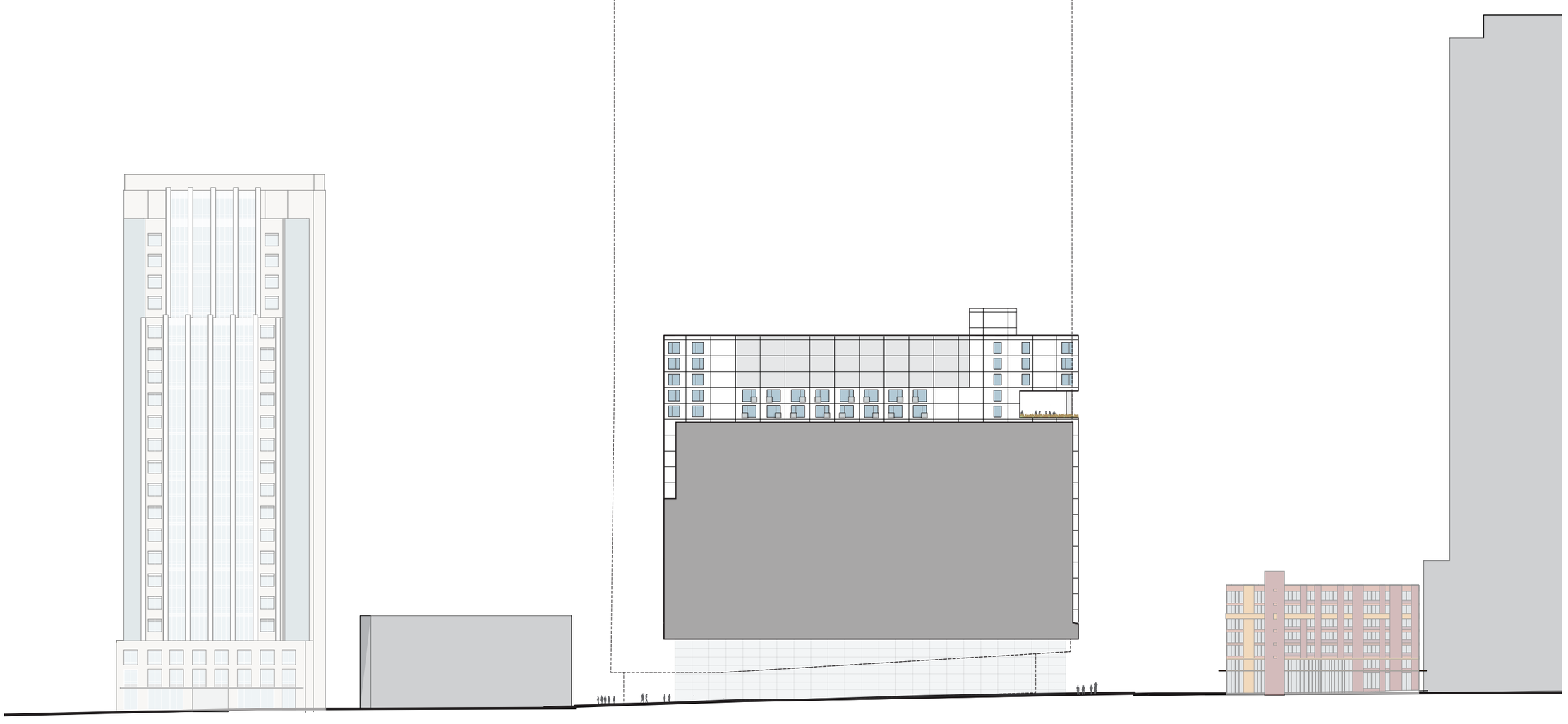
NORTH ELEVATION OF THE HOTEL TOWER

The north tower elevation is a simple manifestation of the hotel room program it contains, and uses the repetitive language of square openings to emphasize the building's scale and program.

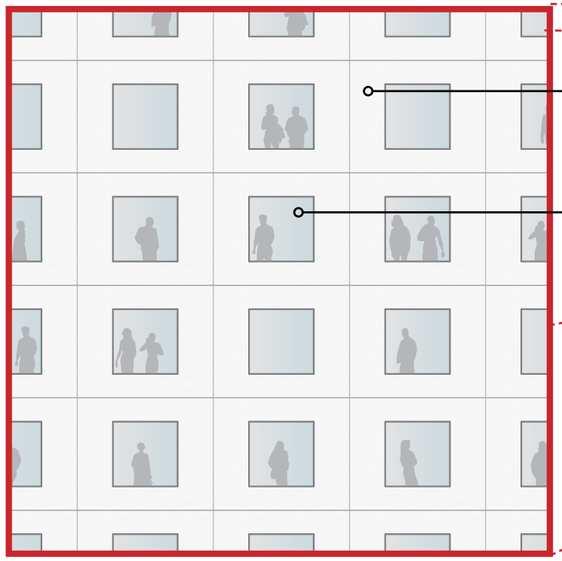


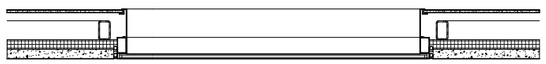
SOUTH ELEVATION OF THE RESIDENTIAL TOWER

The south elevation of the residential segment is composed of residential windows of the lower housing at levels 4 and 5, corner residential windows above, and a perforated metal mechanical screen in the central section on levels 6 through 8.

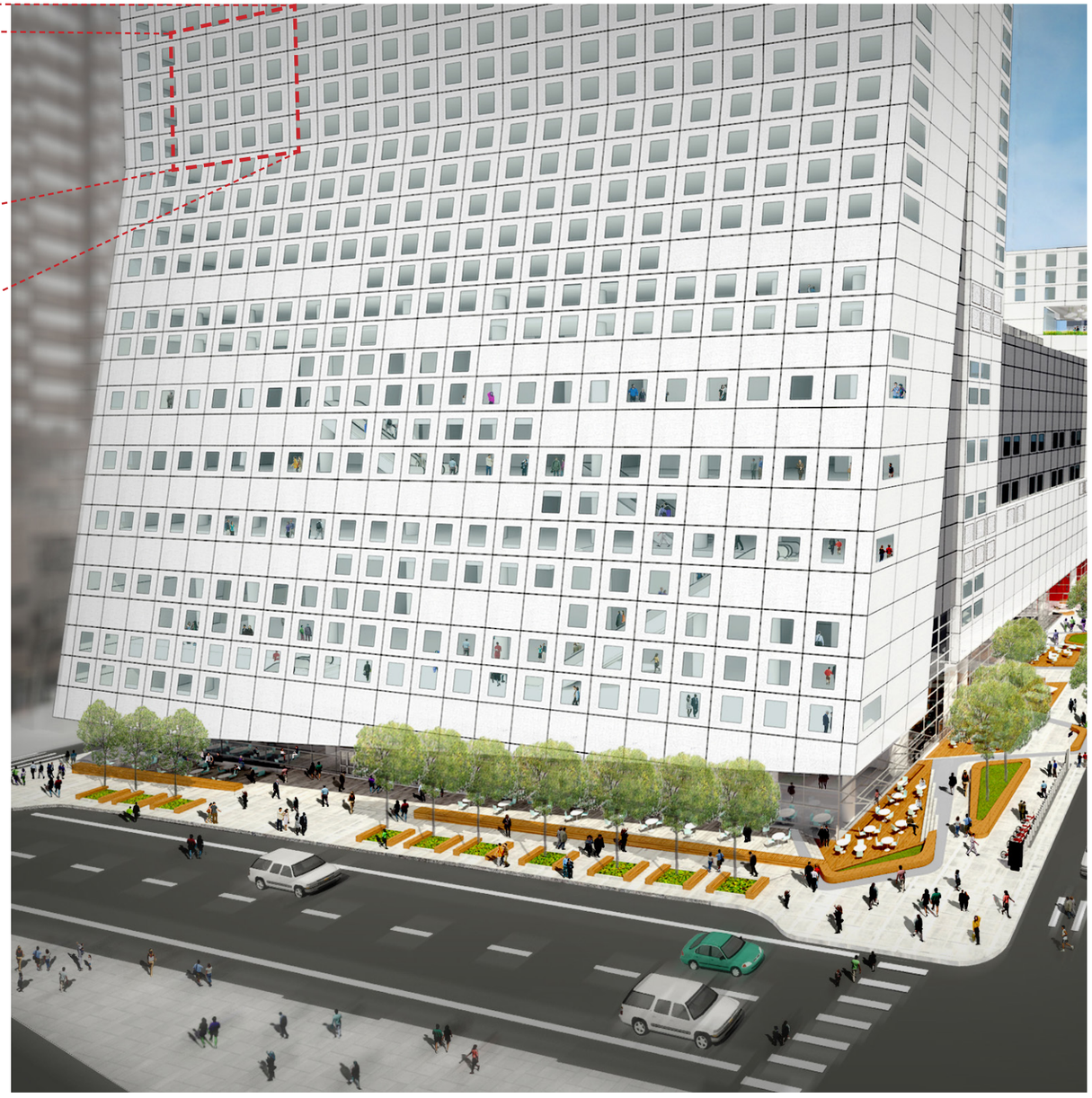


TYPICAL HOTEL DETAIL ELEVATION



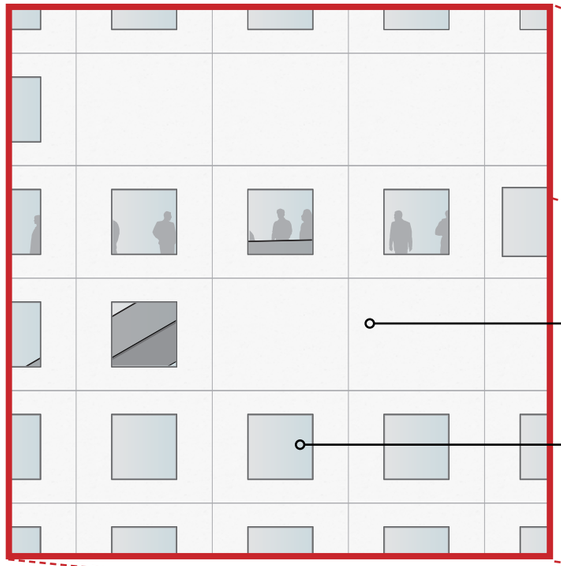


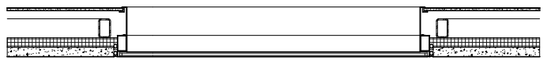
PLAN DETAIL: TYPICAL WINDOW



SOUTH FACADE

TYPICAL LOWER LEVEL SOUTH ELEVATION

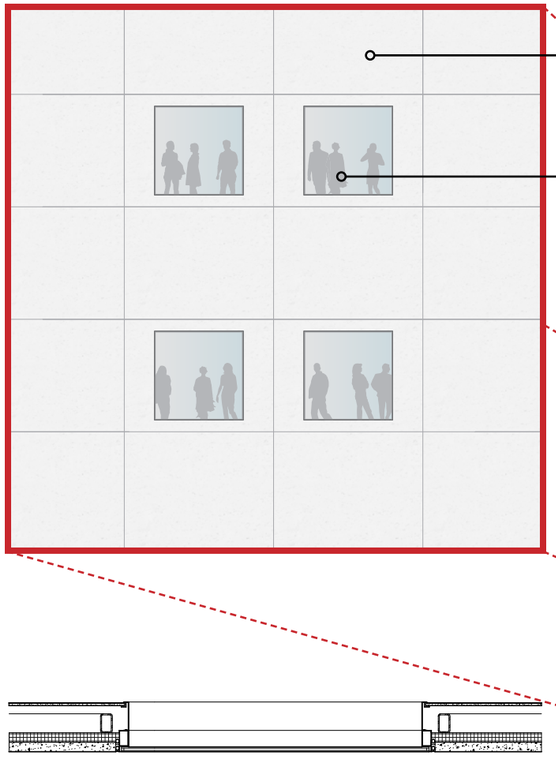




PLAN DETAIL: TYPICAL WINDOW

SOUTH FACADE

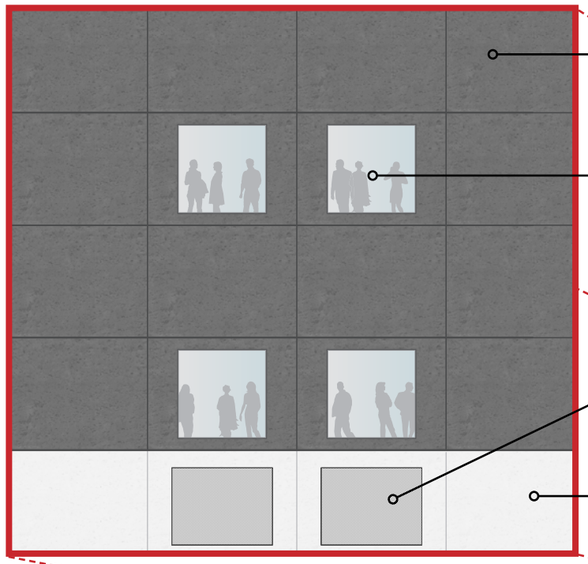
TYPICAL PODIUM MEETING ELEVATION: WEST

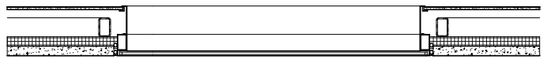


PLAN DETAIL: TYPICAL WINDOW

SOUTHWEST VIEW

TYPICAL PODIUM MEETING ELEVATION: EAST



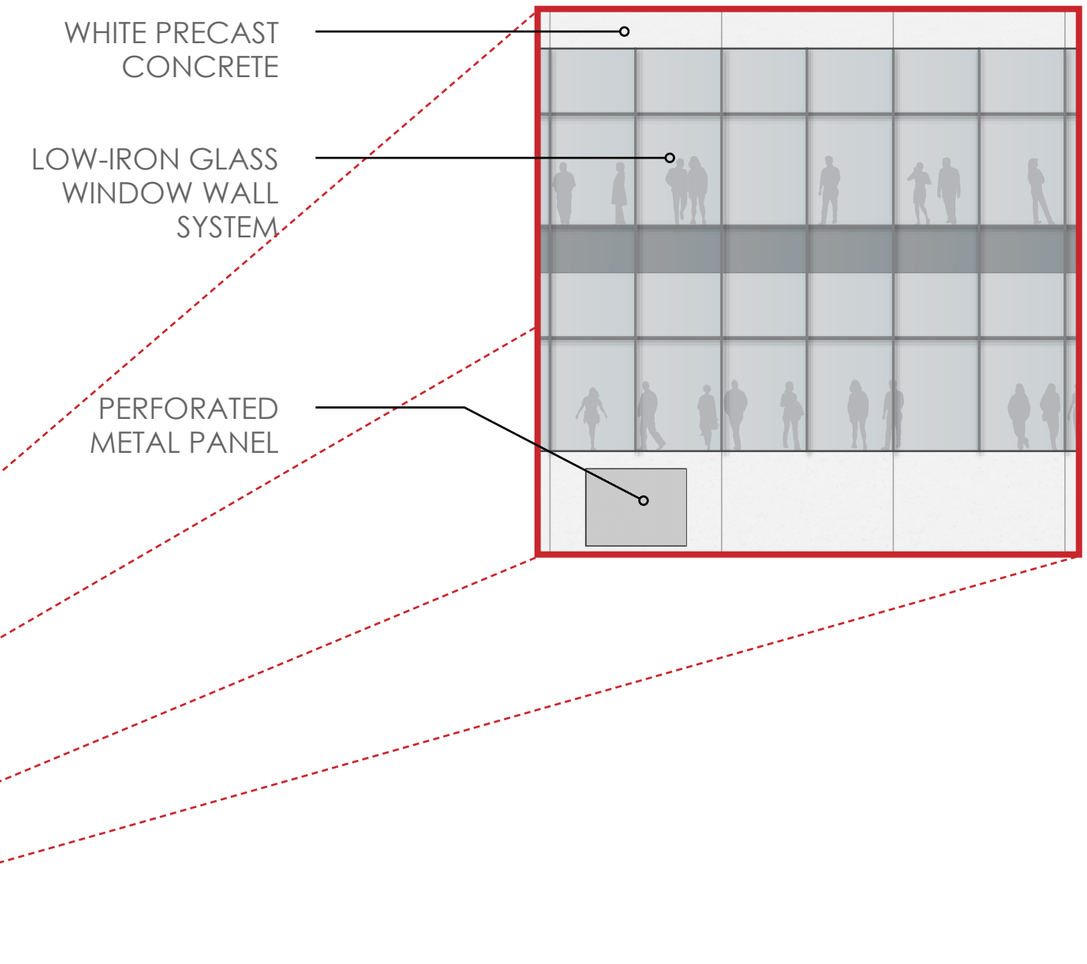


PLAN DETAIL: TYPICAL WINDOW

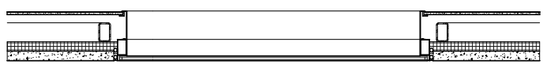
RESIDENTIAL EXTERIOR

TYPICAL PODIUM PREFUNCTION ELEVATION: NORTH

RESIDENTIAL EXTERIOR



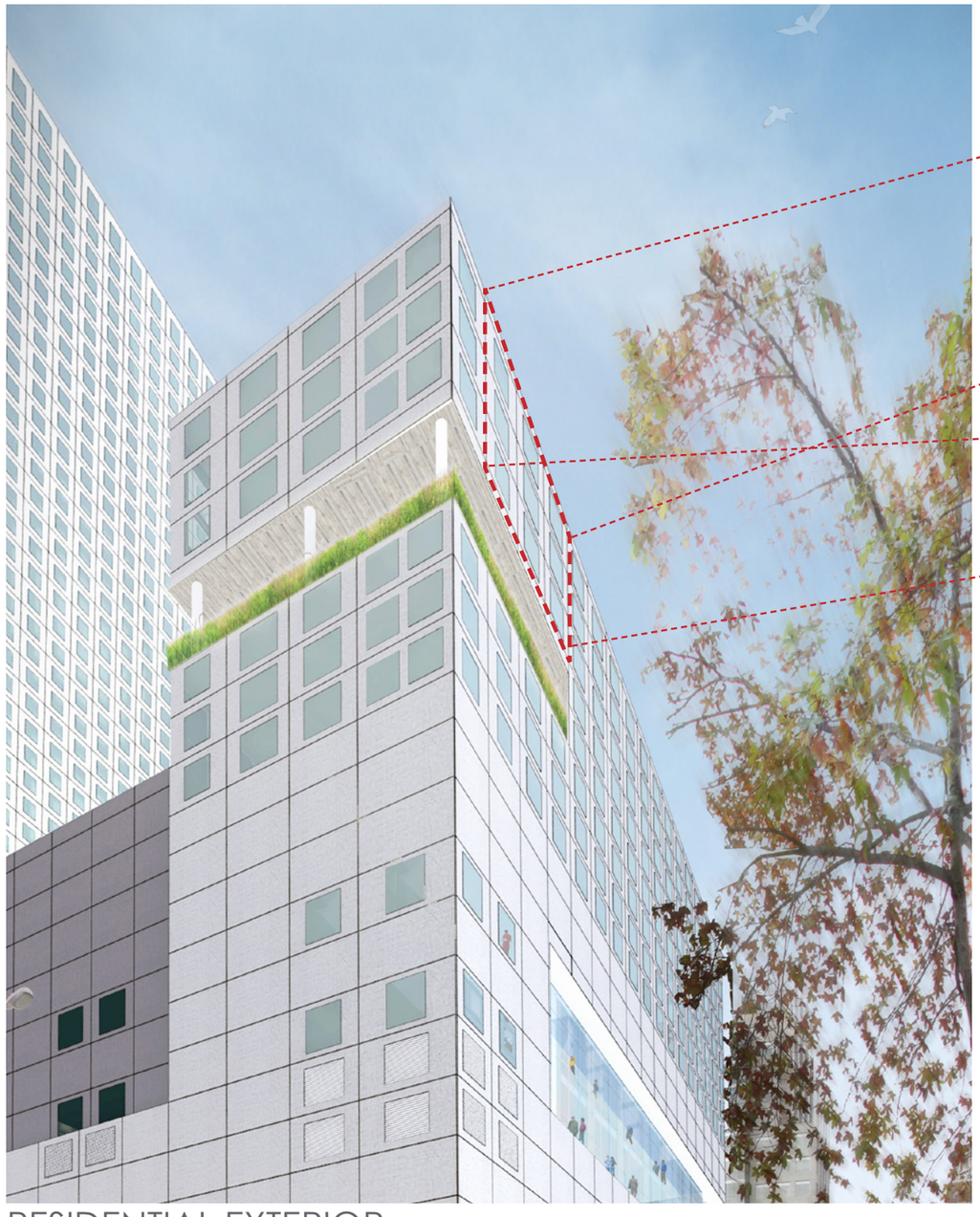
TYPICAL SLOT WINDOW ELEVATION



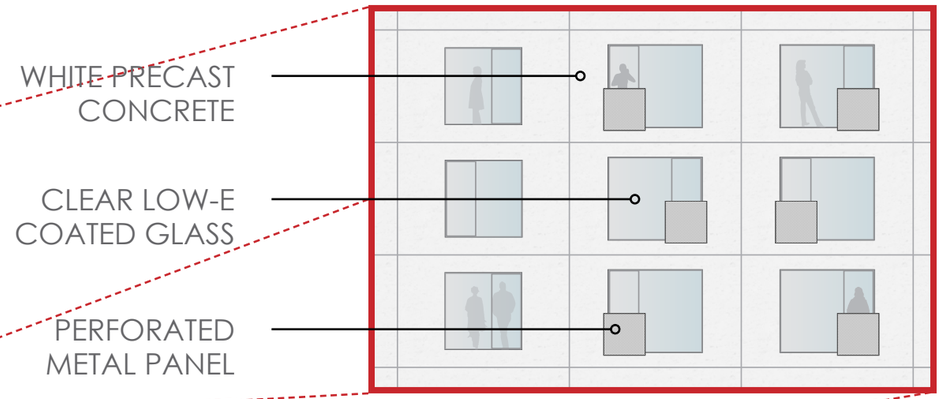
PLAN DETAIL: TYPICAL WINDOW

RESIDENTIAL EXTERIOR

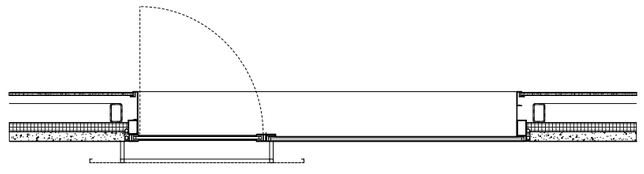
TYPICAL RESIDENTIAL DETAIL ELEVATION



RESIDENTIAL EXTERIOR



PLAN DETAIL: BEDROOM WINDOW



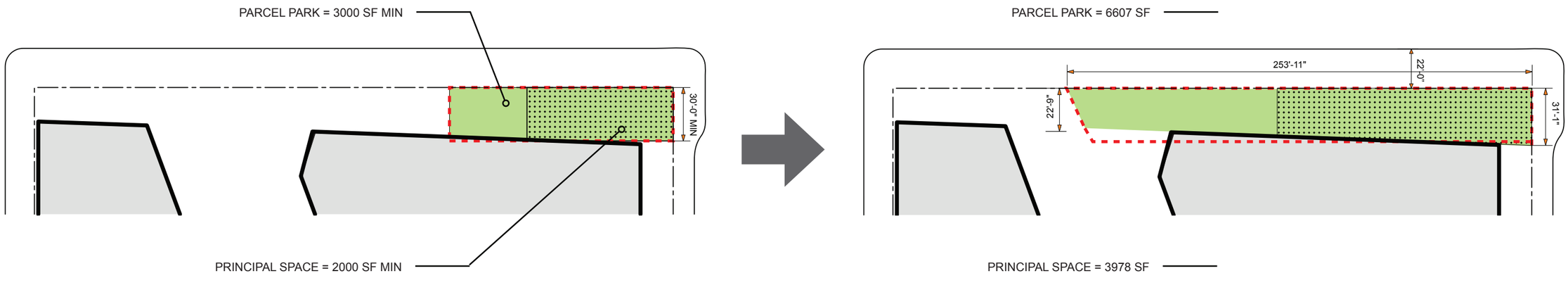
PLAN DETAIL: LIVING ROOM WINDOW

4 DEPARTURE REQUESTS

APPROVED

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. 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.	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
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.		



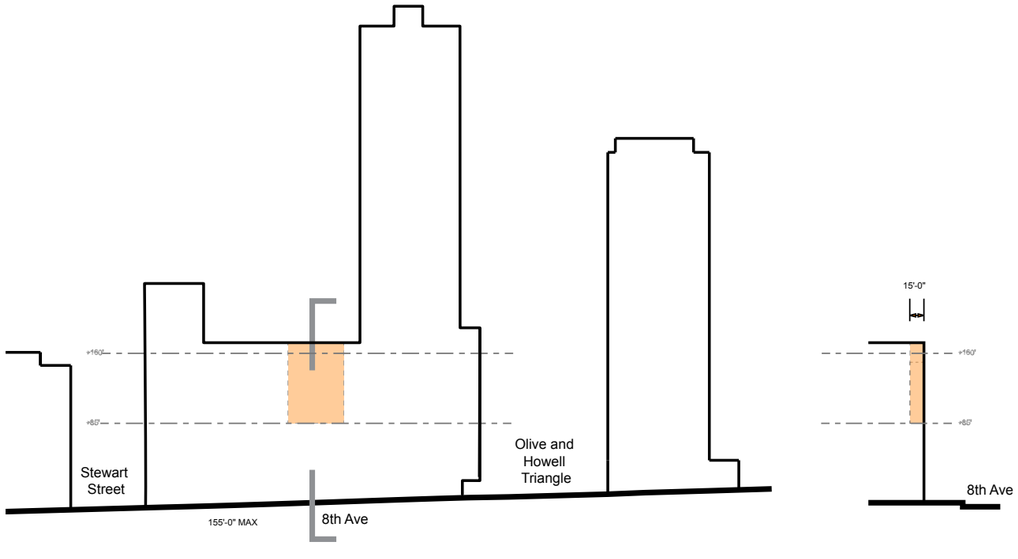
Prescribed Size

Proposed Departure

APPROVED

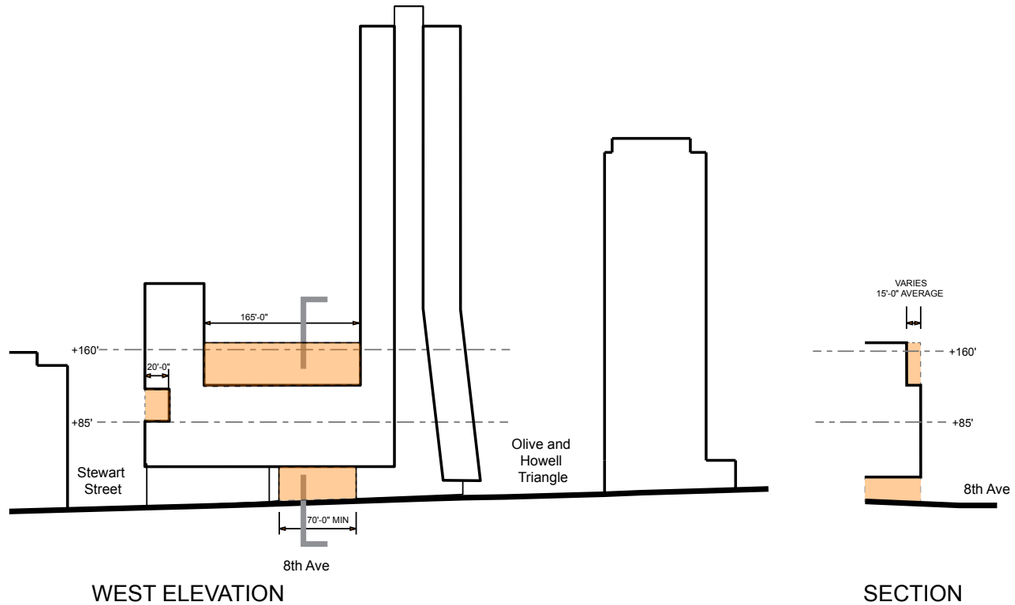
8th Avenue Modulation

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.	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. 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.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area C-5 Encourage overhead weather protection D-1 Provide inviting and usable open space D-3 Provide elements that define the place



WEST ELEVATION SECTION

Prescribed Modulation



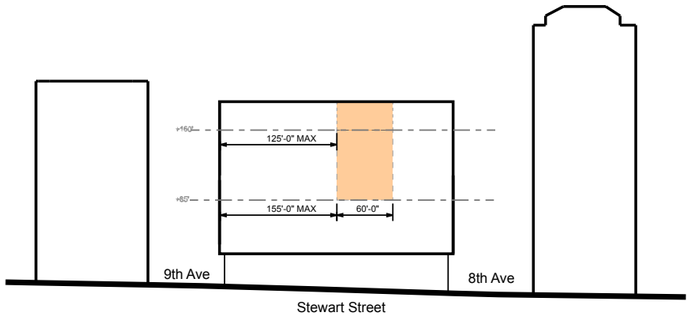
WEST ELEVATION SECTION

Proposed Departure

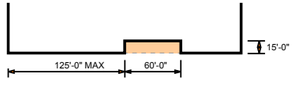
APPROVED

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.	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. 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.	A-1 Respond to the physical environment B-1 Respond to the neighborhood context B-2 Create a transition in bulk and scale B-3 Reinforce the positive urban form & architectural attributes of the immediate area

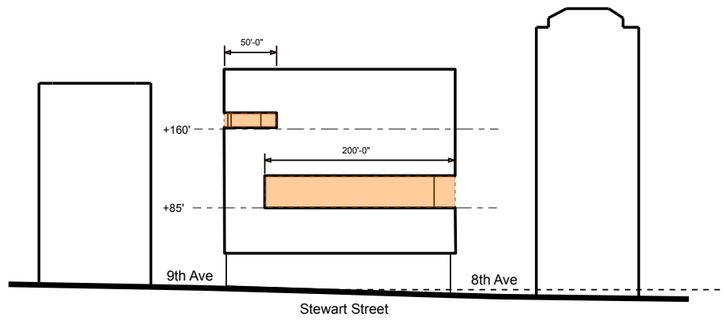


NORTH ELEVATION

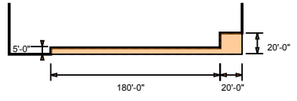


PLAN

Prescribed Modulation



NORTH ELEVATION



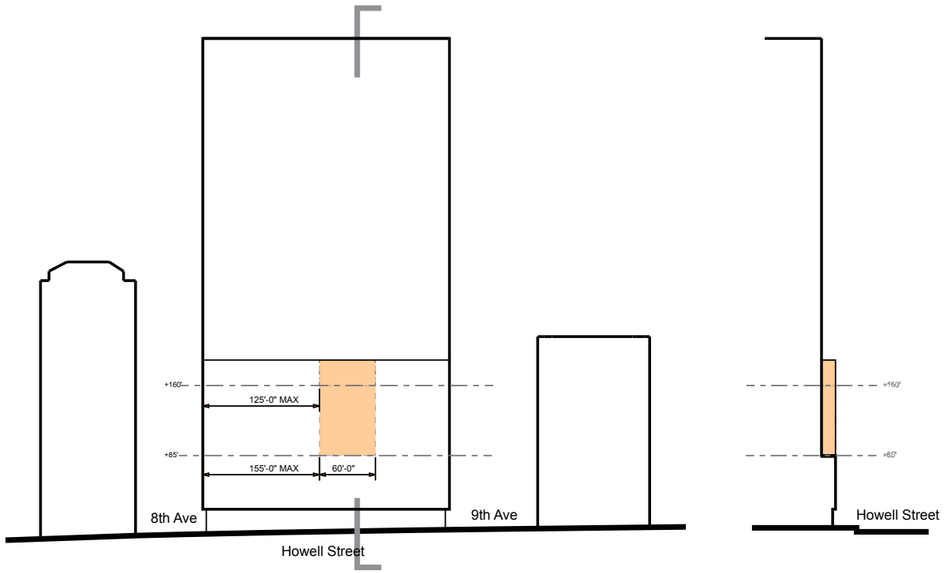
PLAN

Proposed Departure

FURTHER STUDY

Howell Street Modulation

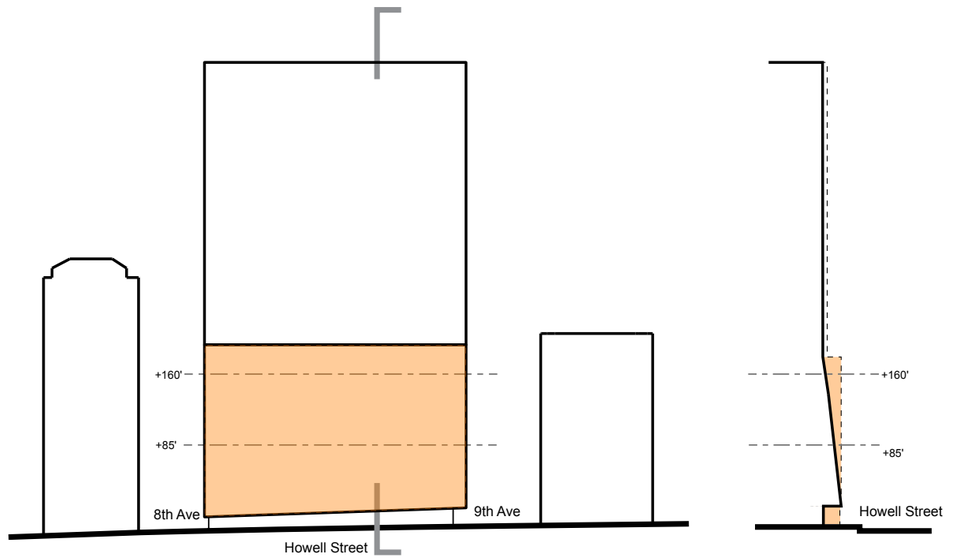
DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
23.49.058.B.1 Facade Modulation	Facade modulation is required above a height of eighty-five feet above the sidewalk for any portion of a structure located within 15 feet of a property line. No modulation is required for portions of a facade set back fifteen feet or more from a street property line.	The folded and canted form integrates the tower face with the podium, and will extend from 15 feet above grade to 200' in height. Above 200', the tower is setback an additional 3' from the required setback. 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



SOUTH ELEVATION

SECTION

Prescribed Modulation

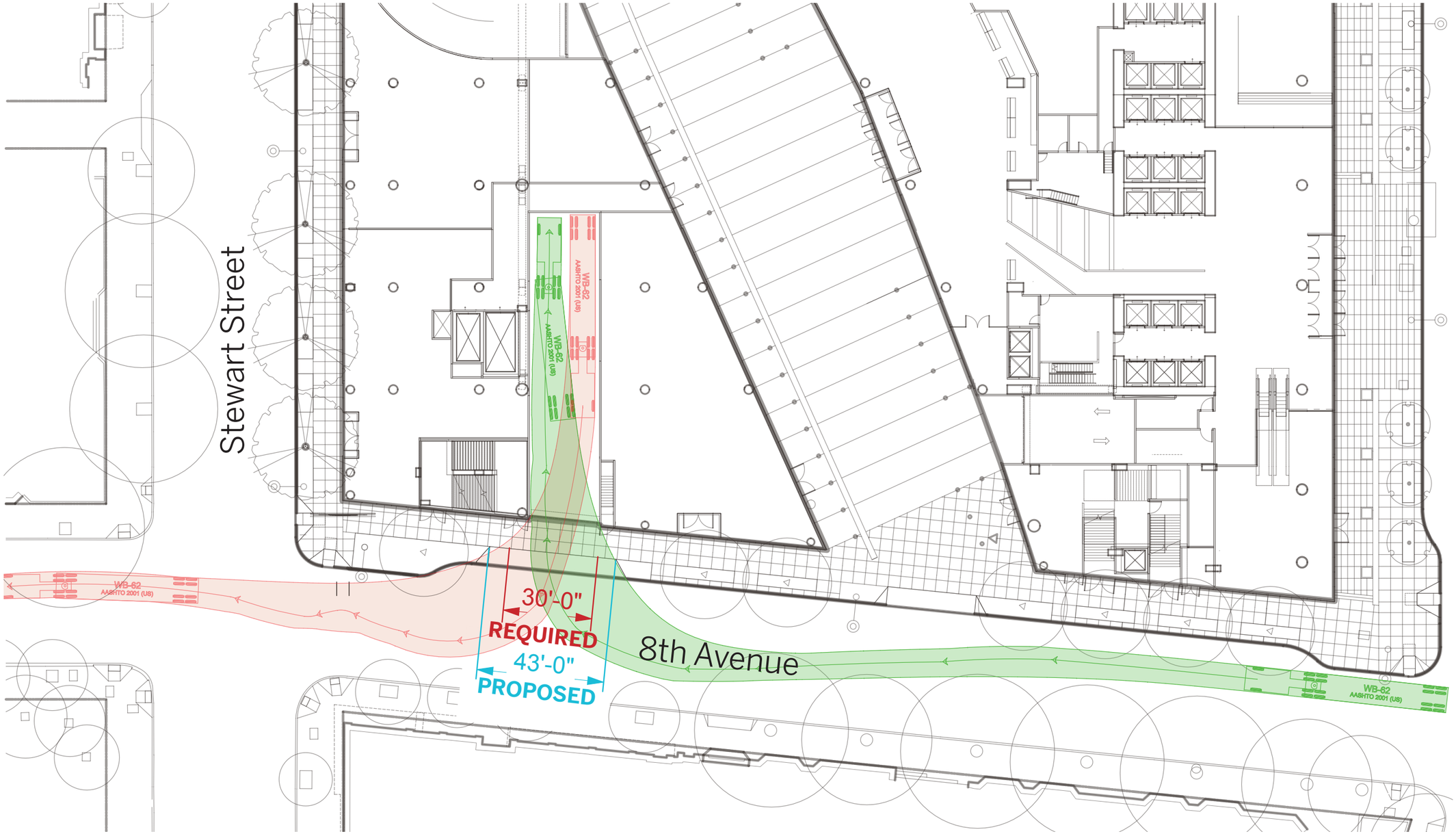


SOUTH ELEVATION

SECTION

Proposed Departure

LOADING CURB CUT



FAR / PUBLIC BENEFIT SUMMARY

MUP APPROVAL	ALLEY VACATION APPROVAL	
FAR Bonus Amenity Program	Alley Vacation Public Benefit	Other Alley Vacation Considerations
Site Area (incl. vacated alley) Base FAR = 5 98,034 SF Bonus FAR = 9 490,170 SF **Max Allowable FAR = 14** 882,306 SF **1,372,476 SF** **Bonus Amenity Provided** **Affordable Housing & Childcare Contribution** 75% Bonus FAR Required: Build affordable housing on site. 661,730 SF Contribute to childcare fund. **Bonus Amenities** 25% Bonus FAR Required: Including: Green Street Parcel Park Green Street Setback 35,000 SF Landmarks TDR's 3,000 SF Performance Arts TDR's 112,736 SF Non-Housing TDR's 34,036 SF 35,804 SF **Bonus Amenity Total:** **882,306 SF**	**1. On-Site Affordable Housing** **2. Through Block Connection** **3. Voluntary Setbacks** **4. ROW Improvements** **5. Publicly Accessible Art** **6. Bikeshare Program** **7. Wayfinding Program** **8. 9th Ave Green Street & Olive-Howell Triangle Off-Site Improvements**	**Unique Economic Benefit for City** **Design with Intent to Meet LEED Gold** **Potential Participation in Seattle 2030 District** **Potential Participation in Future District Energy Program**