9th & STEWART

DRB - DESIGN RECOMMENDATION SUBMITTAL #3: 02.04.2014

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 green street Sculpture Garden; a 5 story podium with meeting and ballroom spaces; a hotel tower on the southern portions above the podium and a 7 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 Sculpture Garden, re-connecting the currently fractured green street corridor and providing a vibrant public realm complemented by the building's adjacent interior spaces.

A through-block 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):

- 700 below-grade parking spaces
- 14 bay below-grade loading dock
- 8,000 sf grade-level green street sculpture garden
- 45,560 sf ground-floor retail, hotel lobby and lounge area
- 56,400 sf pre-function space
- 35,900 sf Ballroom
- 35,900 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 through-block 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 DRB 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 approved the project to proceed to MUP application with the understanding that the first DRB Recommendation meeting would be a two part meeting with the first being focused upon the residential component of the development.

DESIGN COMMISSION – URBAN DESIGN MERIT - 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 through-block 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 Recommendation 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 Recommendation meeting to cover the design of the building envelope.

The Board found these elements to be generally acceptable, 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 residential open space amenity provided at grade 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 acceptable, with the exception of the modulation departure on Howell 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
- Way-finding 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 the on-site affordable housing is a great benefit to downtown and the 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 February 20, 2014.

DRB 2 – November 19, 2013

The design team addressed several issues that came out of the first DRB Recommendation meeting including the ground floor ceiling and lighting design, canopies and weather protection, affordable housing and its ground floor outdoor amenity. The majority of the presentation was focused on the design of the building enclosure including material selections, massing updates, window and cladding system developments.

The Board agreed with the direction of several aspects of the project including the overall project concept and organization of the program elements (particularly the on-site affordable housing), the pedestrian orientation of the ground floor development and through-block connection, and the overall massing of the structure. The Board provided comments on area of the design that were presented and summarized as follows:

- Provide opportunity to express program behind the façade. Express energy of ground floor up through the building.
- Provide more specifics about proposed lighting and art elements at the parcel park and through-block art lighting.
- Clarify the ground floor outdoor residential outdoor amenity.
- Provide further consideration for materials and finishes including cladding material, texture, color and window detail.
- Reconsider large expanse of blank facade at east and west sides of podium.
- Provide new rendering at through block connection to better describe the spatial relationship to storefront, ceiling and through-block space.
- Develop the interface between metal ceiling, perforated metal fascia and precast concrete panel at the building's base.

Departure requests were also addressed including façade modulation, curb cuts on 8th Avenue, street level uses on primary pedestrian streets and area metrics at the parcel park. The departures were found to be generally acceptable by the Board although further refinements were requested for the Howell St façade modulation.

GOALS FOR DRB PACKET #3

This submittal will focus on outstanding items from DRB 2 Recommendation meeting regarding the building enclosure as well as address some fundamental changes to allocation of outdoor spaces at the ground level. One significant change illustrated in the following pages includes the removal of the Green Street Parcel Park from the FAR bonus amenity program and its transformation into a green street Sculpture Garden that will be proposed to the Seattle Design Commission as part of the alley vacation public benefit proposal in our next SDC meeting on February 20.

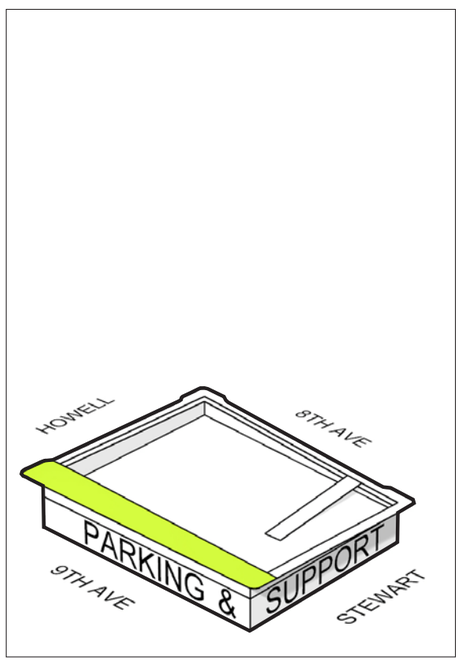
This proposal also includes a relocation of the residential outdoor amenity that anchored the north end of the green street, dedicating the entire length of 9th Avenue to the green street Sculpture Garden. As a result, the residential outdoor amenity has been relocated to the residential building roof as suggested by the Board in the last meeting. There has been significant refinement of the façade design in response to the comments from the Board and the opportunity to enrich the building relationship to the Sculpture Garden.

This submittal will illustrate all of the changes and refinements to the program organization and how they relate to the building plans, massing and exterior development. The development of the green street Sculpture Garden will also be shared with the DRB for review as well as the SDC for public benefit approval in the very near future. The relocation of the residential outdoor amenity requires some modification to the residential massing that will also be explained.
The focus of this submittal will illustrate the response to the Board's comments on building exterior and proposed refinements and changes to the massing, material choices and exterior design elements and resolve outstanding items from earlier DRB sessions.

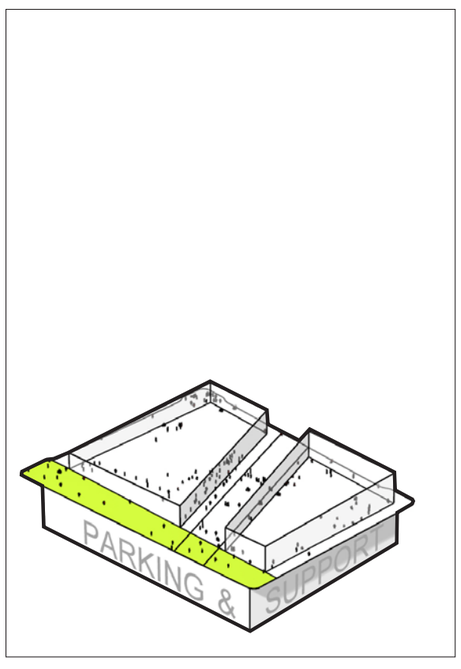
Finally, the book concludes with clarifications to past departures requested and introduction of three new ones. The more recent requests are more technical in nature and relate to curb cut issues and street level façade issues that are not clearly addressed in the Land Use Code and have been suggested by the DPD Zoning Reviewer. There are still facade modulation departures to finalize at Stewart St, 8th Avenue and Howell St. Detail has been provided for all departure requests with hope they will be finalized in the upcoming session.

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

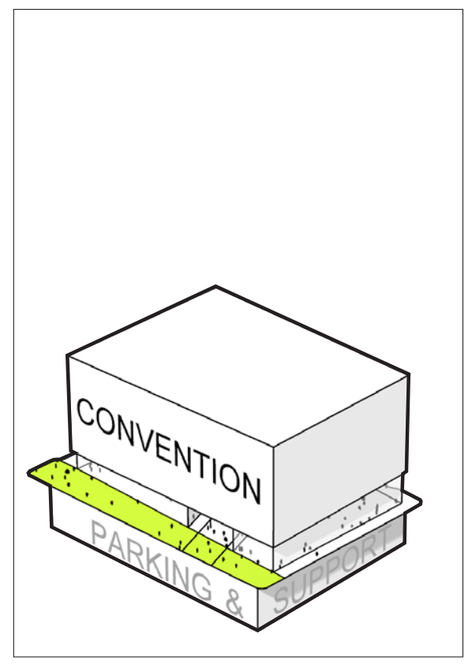
BUILDING PROGRAM ORGANIZATION



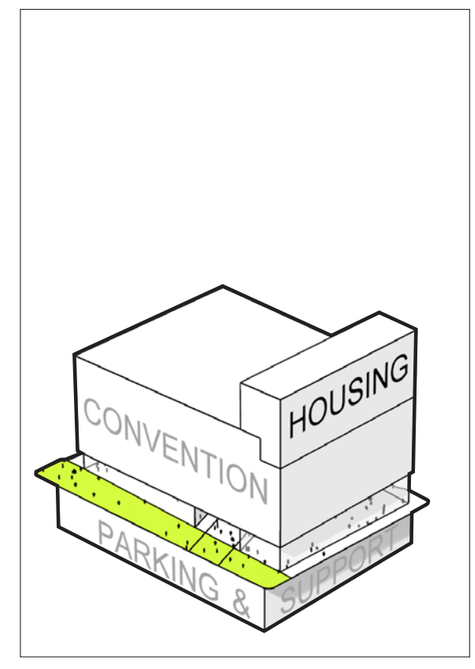
SUPPORT SPACE BELOW GRADE



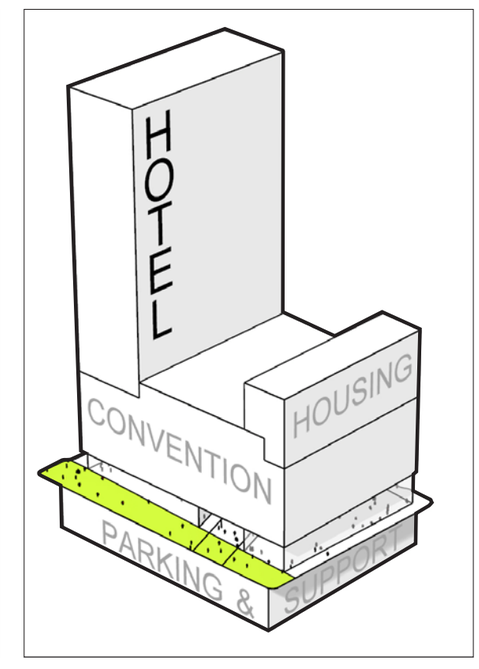
GROUND LEVEL BECOMES PUBLIC REALM



CONFERENCE CENTER COMPONENTS FILL BLOCK ABOVE GRADE LEVEL



HOUSING ORIENTATED TO DENNY NEIGHBORHOOD



TOWER ORIENTED TO CONVENTION DISTRICT

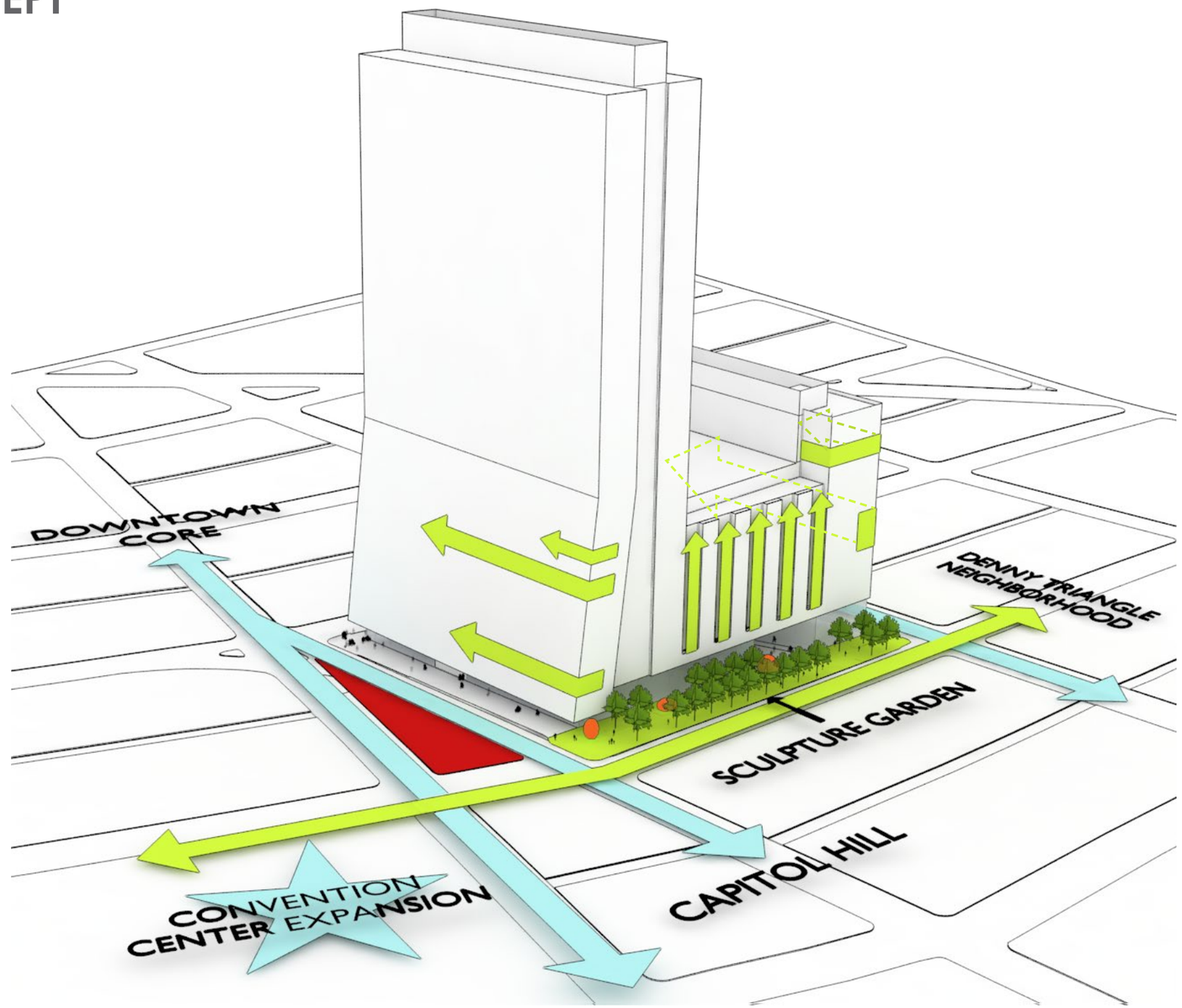
FORMAL COMPOSITION CONCEPT

The Ninth and Stewart Mixed Use project will occupy a critical site in the urban network of downtown Seattle, binding the growing mixed-use neighborhood of the Denny Triangle to the downtown core and the city's planned Convention Center expansion.

The building will support critical programmatic elements which reinforce this prominence: a vibrant and open series of retail oriented ground-floor uses, a convention-hotel, and affordable housing. The composition of these elements further supports these connections the surrounding neighborhood.

At grade, the building will feature a new Sculpture Garden within a large, voluntary setback along the 9th Avenue greenstreet corridor. This public space will become a new destination within the neighborhood and anchor the greenstreet corridor which extends north towards Denny Park.

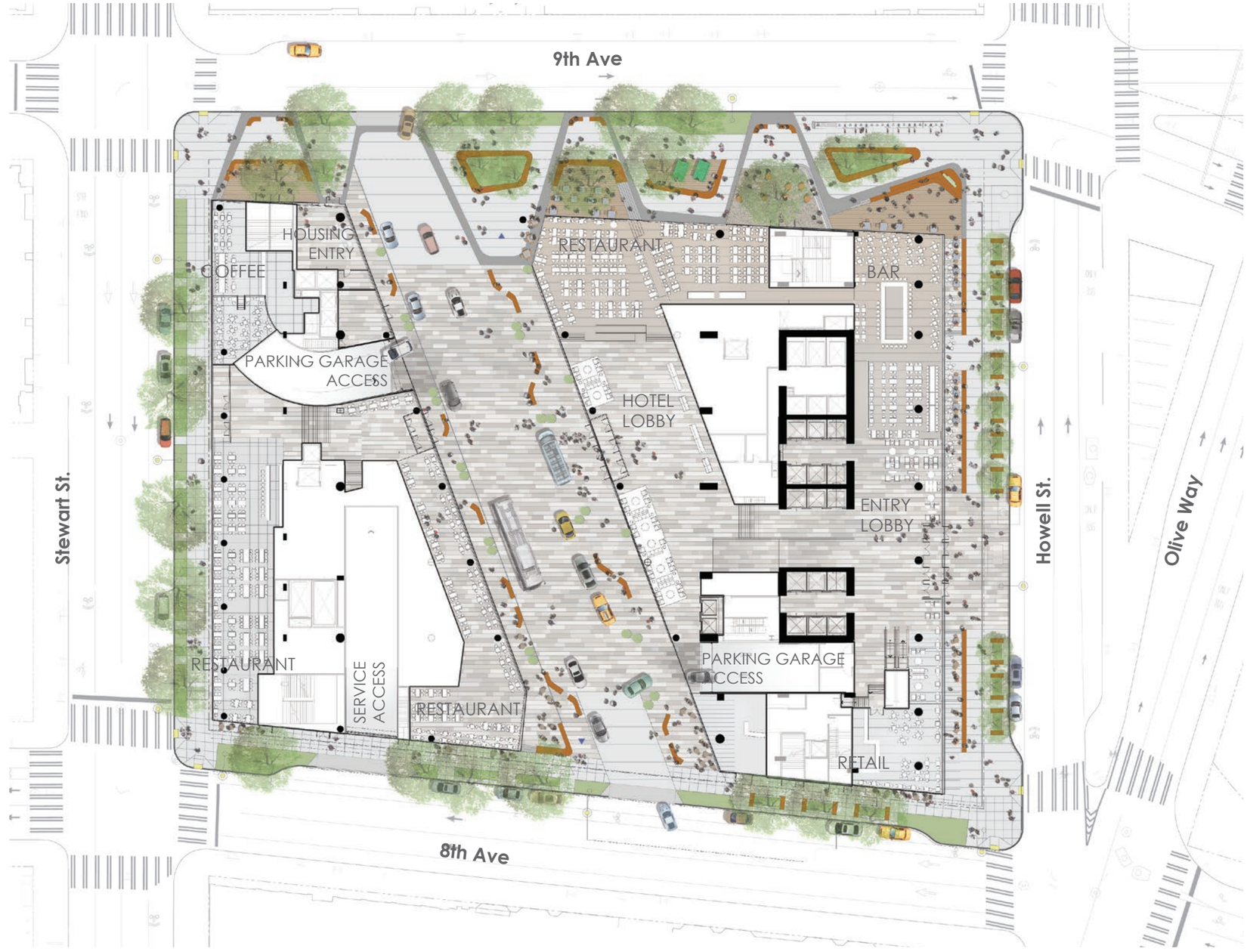
Above the building's transparent and active ground level, the podium of the building responds directly to the proposed greenstreet Sculpture Garden. Large, transparent horizontal glazing areas along the north and south façade edges emanate westward, opening views towards the greenstreet and Convention Center expansion. Similarly, a proposed layered wall system along the east and west facades will create oblique views into the meeting spaces from grade level and provide reciprocal views from these rooms along the length of 8th and 9th Avenues. The overall intent is for these large glazed openings to expose the activity of the hotel podium within to the surrounding urban context.



2 GRADE LEVEL DESIGN

DRB 2 GRADE LEVEL DESIGN

This plan shows the grade-level design as presented in DRB #2. In this scheme, the Greenstreet parcel park design sought to create a series of smaller programmatic interventions.



REVISED GRADE LEVEL DESIGN

The revised grade-level design is inspired by the desire to include the entirety of the Greenstreet Sculpture Garden in the Public Benefit package. The space is now conceived as a continuous and unified programmatic component that will engage the public with three primary sculptures. These sculptures will be by the same artist, using similar materials and forms, and as such will unite this long public space as a grand and dynamic public experience along the length of 9th Avenue.

Tilia tomentosa

Located on Howell Street and 9th Avenue

Carpinus betulus

Located on 8th Avenue

Zelkova serrata

Located on 8th Aveneue

Existing street trees will be maintained on Stewart Street

SCULPTURE GARDEN DESIGN AND MATERIALS

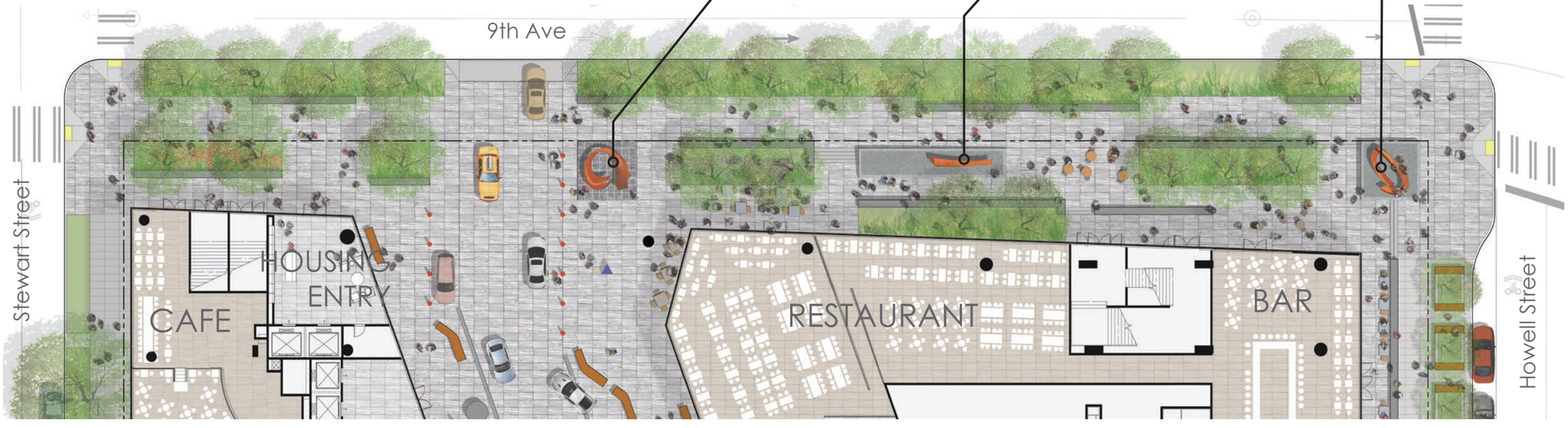
The new green street Sculpture Garden is intended to become an urban destination, featuring three large sculptures by the prominent artist Beverly Pepper.
Beverly's work has been exhibited internationally by major museums and galleries such as MOMA, NY; Whitney Museum; Hirshhorn Museum; Walker Art Center; Centre Georges Pompidou, Palazzo degli Uffizi; Museum of Modern Art Barcelona and the Nasher Sculpture Center. She has won numerous awards including the International Sculpture Center's 2013 lifetime achievement in Contemporary Sculpture Award. In 2011 she was elected into the National Academy of Design.
Her bold, primitive forms are built with weathered steel. At the corner of Howell and 9th Avenue, the work "Broken Circle" will mark this intersection and be visible from the sidewalks of both Howell and 9th Avenue. In the middle, the longer, more linear work "Curved Presence" will create a pausing point in the midst of the Garden, while emphasizing the path of movement through the space with its stretched quality. Finally, the work "Curvae in Curvae" will sit at the northern most point of the primary space, where it will be visible from both the 9th Avenue green street as well as the new Through-Block Connection.

The surrounding landscape will be composed of planting areas and a hardscape of simple forms in an elegant granite palette. Sculpture plinths, benches, and planting areas will be arranged along the length of the Garden between Stewart and Howell streets. The common granite paving will extend from the new Sculpture Garden through the Through Block Connection towards 8th Avenue, creating a unified pedestrian space.

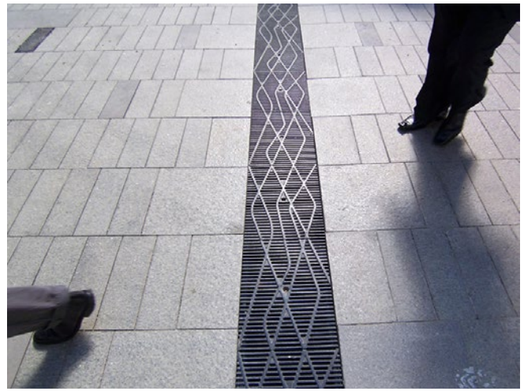
"CURVAE IN CURVAE"
115 3/8" x 128" x 81"

"CURVED PRESENCE"
98 3/8" x 63 3/8" x 80 3/4"

"BROKEN CIRCLE"
162 1/2" x 157 1/2" x 84"

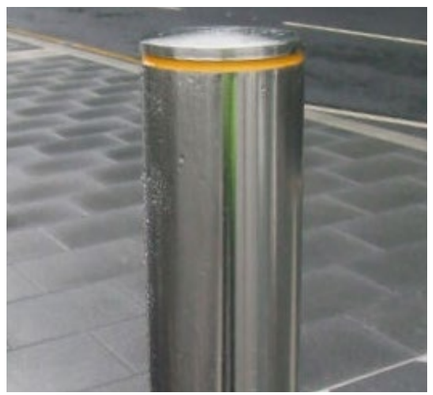



Cut Granite at 9th Ave Park and Mid-Block


Decorative Bands at Mid-Block


Standard Sidewalk Paving at Howell, 8th Ave and Stewart

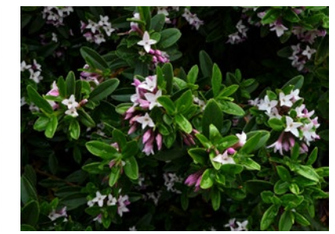

Seatwalls at 9th Ave Park and Howell



Removable Bollards or Art Elements at Mid-Block


Movable Benches at Mid-Block


Lonicera pileata


Daphne tangutica


Pachysandra axillaris 'Windcliff'


Polystichum neolobatum

Standard City Wayfinding Elements

Bike-Share Station at Mid-Block


Pittosporum tenuifolium 'Golf Ball'


Sarcococca hookeriana var. digyna

Understory Plantings

LIGHTING DESIGN CONCEPT

1 Bench Underlighting

2 Tree + Landscape Lighting

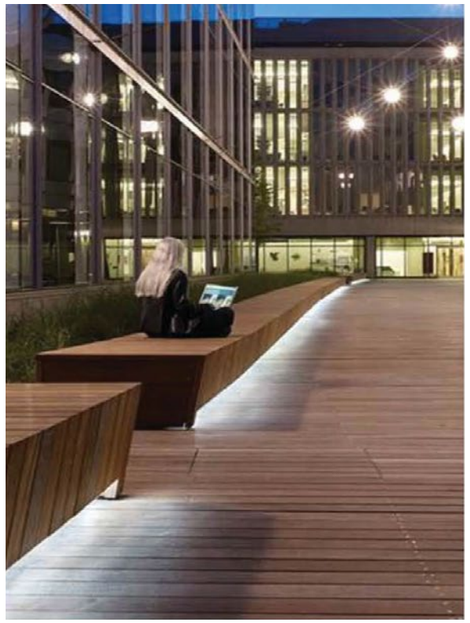
3 Sculpture Lighting

4 Unique Pedestrian Scale Elements

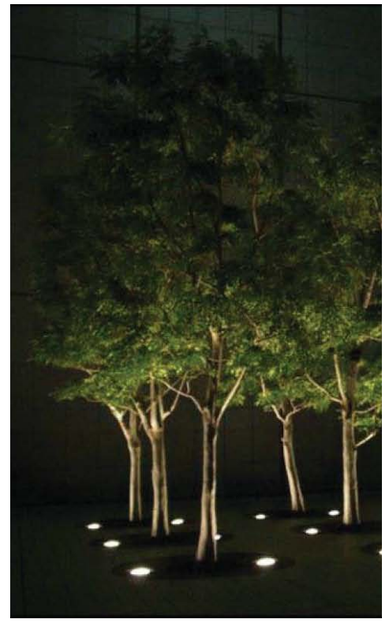
5 Through-block Ceiling Light-Art

The site lighting approach aims to integrate lighting systems into the landscape components at grade level. The lighting of the sculptures within the new Sculpture Garden will be of particular significance, emphasizing their material and formal qualities. Lighting integrated into the seating benches will both create a safe pedestrian experience and emphasize the unique quality of the surface finishes within.

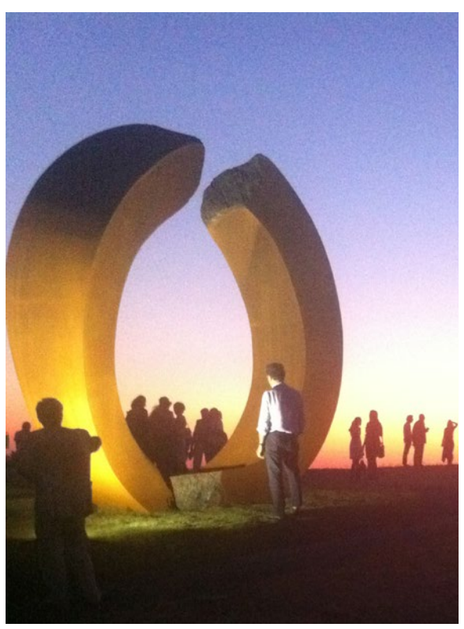
In addition to site lighting shown on the plan the extent and effect of the ceiling lighting shown on pages 14-15 and the transparency and light provided by the street-facing ground level uses will provide a strong sense of light and openness. The continuous perforated ceiling system above the ground plane will contain both lighting required for the functionality of the space as well as contain a dynamic and engaging public lighting art element within the through-block connection.



1 Bench Underlighting



2 Tree + Landscape Lighting



3 Sculpture Lighting

4 Unique Pedestrian Scale Elements

GRADE LEVEL RENDERINGS

PUBLIC LIGHTING ART INSTALLATION

6 Through-block 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.

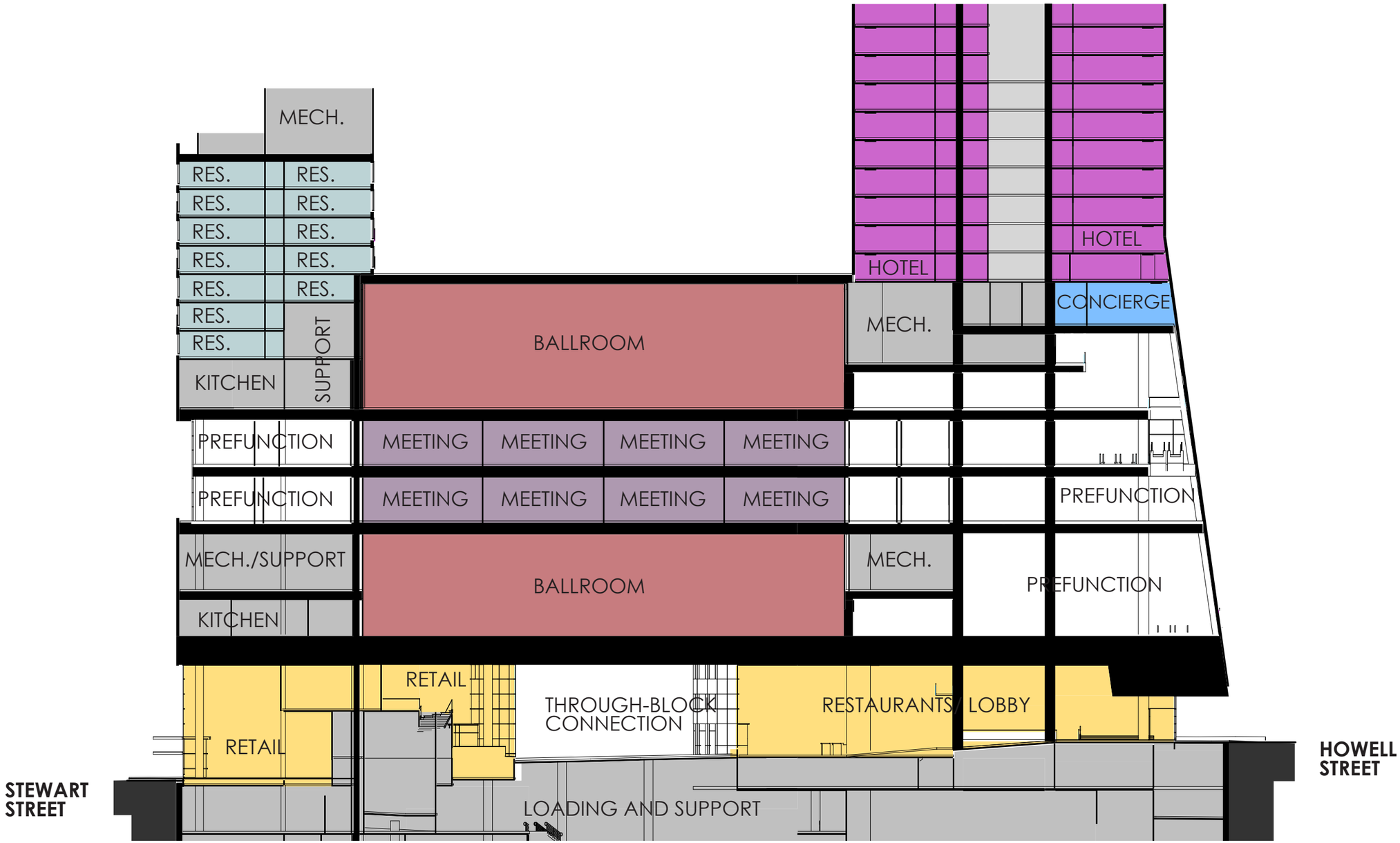
3 MASSING AND PROGRAM

SECTION THROUGH PODIUM

The programmatic complexity of the podium section illustrates the significant functional, support, and structural challenges that the project is able to overcome. Submerging the support and service elements of the building below grade enables a more flexible use of the ground level. By lifting the primary convention and gathering spaces to levels 2 and above, the grade level is opened to allow the maximum possible uses for retail and lobby spaces, further enhancing the public realm.

At grade level, the hotel lobby and restaurant spaces are contained in the southern interior space between the Through-Block Connection and Howell Street, allowing direct access to the hotel elevator core and escalators that lead up to the prefunction spaces. The unusually tall (25'-45') glazed ground level floor facades allow the dominant pedestrian experience to be enriched by views of the interior activities.

Above grade level, the prefunction spaces for all four major convention levels are oriented to the Howell Street elevation. There will be a reciprocal prefunction space for the meeting levels along the north elevation. The twin ballrooms are stacked and split by two levels of meeting rooms, enabling the strategic placement of the long-span structural trusses to be contained within the wall system of the smaller meeting spaces. The tall volumes created by the long span ballrooms allows for mechanical and other support-related mezzanine levels within.


MECH.
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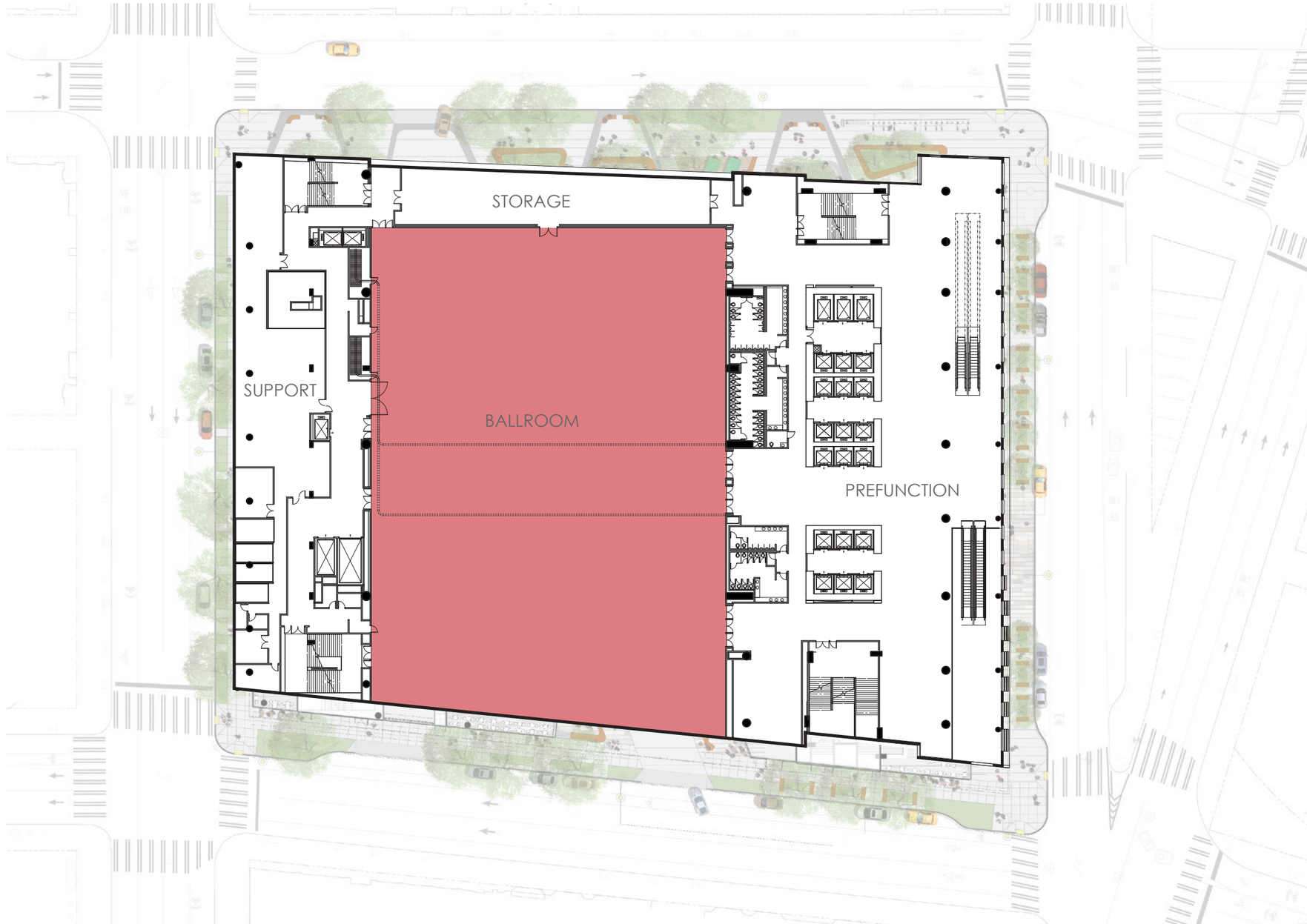
PREFUNCTION
MECH./SUPPORT
BALLROOM
MECH.
PREFUNCTION
KITCHEN
RETAIL
THROUGH-BLOCK CONNECTION
RESTAURANTS/ LOBBY
RETAIL
STEWART STREET
HOWELL STREET
LOADING AND SUPPORT

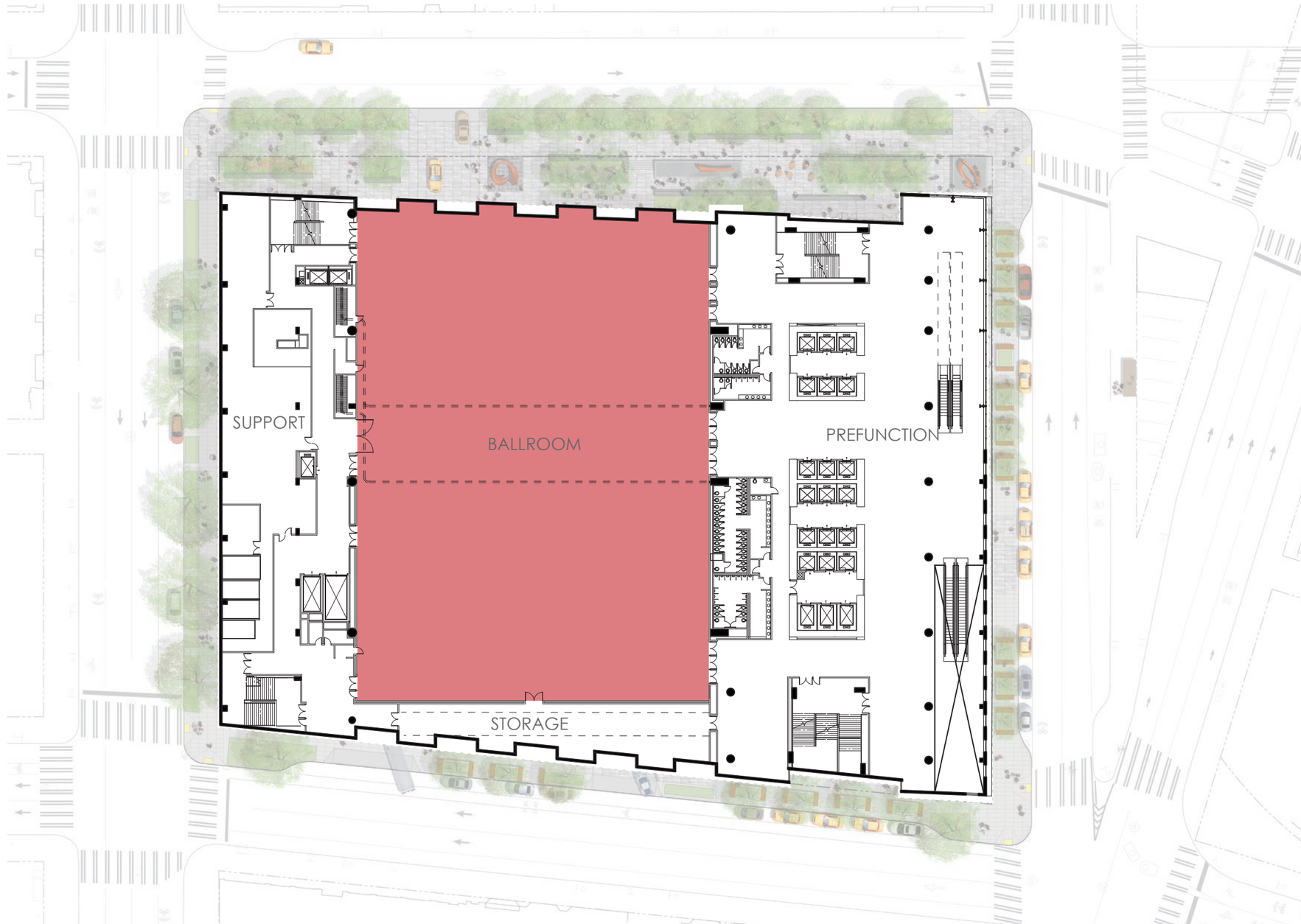
LEVEL 2: PREVIOUS DESIGN

The interior configuration of program components has adapted to the new approach of the building massing. The previous plan for Level 2 placed a long storage area along the 9th Avenue façade.



LEVEL 2: REVISED DESIGN

The revised plan shows the effect of the layered façade system on the primary Ballroom and Storage spaces within the podium.



LEVEL 3: PREVIOUS DESIGN

The previous configuration of the east and west façades placed windows within the 8th and 9th Avenue facades, creating perpendicular views from the spaces within directly across the street.

LEVEL 3: REVISED DESIGN

The revised plan shows how the new layered façade system has allowed glazing to be placed perpendicular to the street axis, allowing oblique views along the length of 8th and 9th Avenues and animating the upper elevations from street level with more direct views inwards.

LEVEL 4: PREVIOUS DESIGN

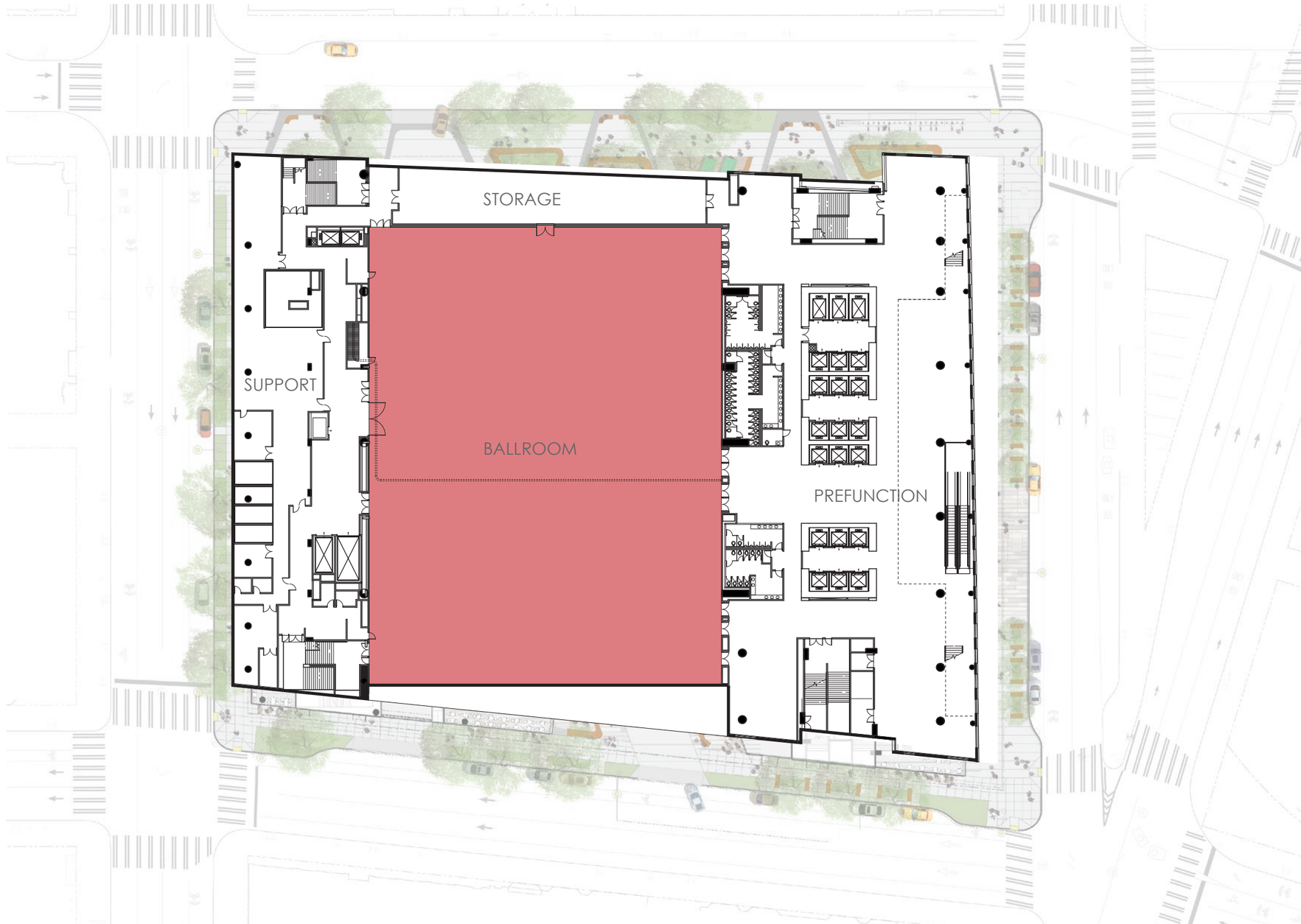
Similar to level 3, the previous configuration of the east and west façades placed windows within the 8th and 9th Avenue facades, creating perpendicular views from the spaces within directly across the street.

LEVEL 4: REVISED DESIGN

Similar to level 3, the revised plan shows how the new layered façade system has allowed glazing to be placed perpendicular to the street axis, allowing oblique views along the length of 8th and 9th Avenues and animating the upper elevations from street level with more direct views inwards.

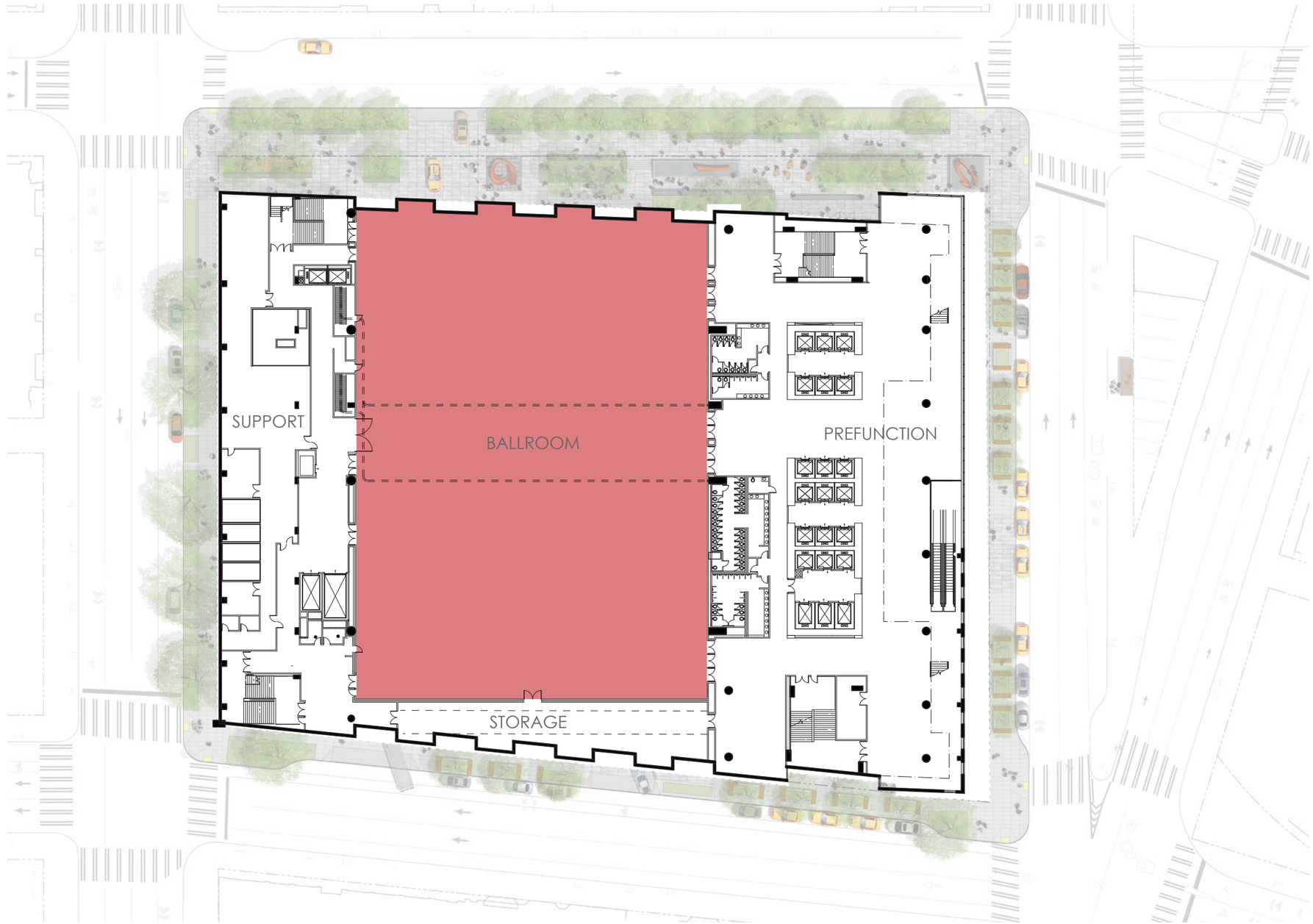
LEVEL 5: PREVIOUS DESIGN

Similar to Level 2, the interior configuration of program components has adapted to the new approach of the building massing. The previous plan for Level 2 placed a long storage area along the 9th Avenue façade.



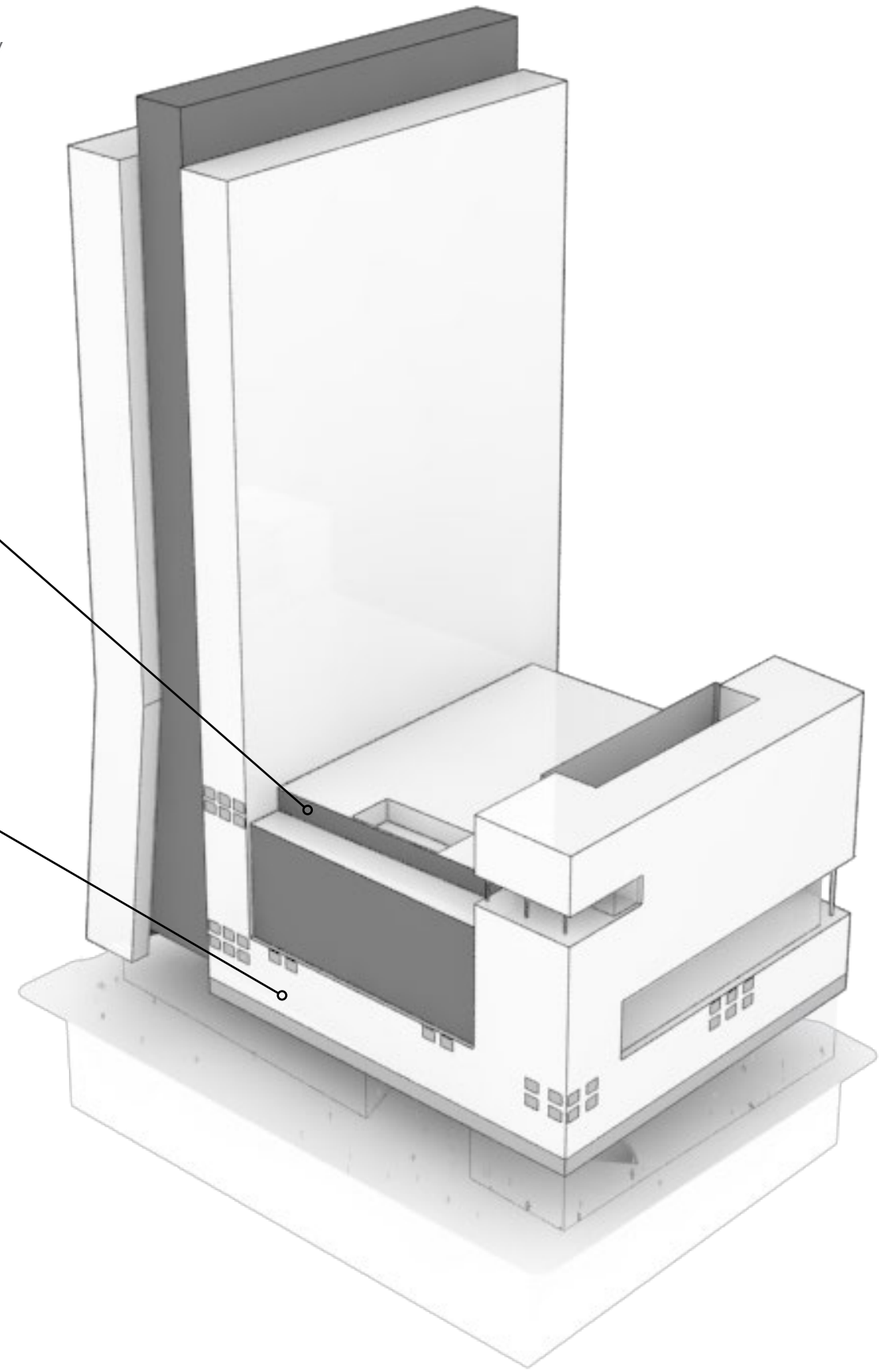
LEVEL 5: REVISED DESIGN

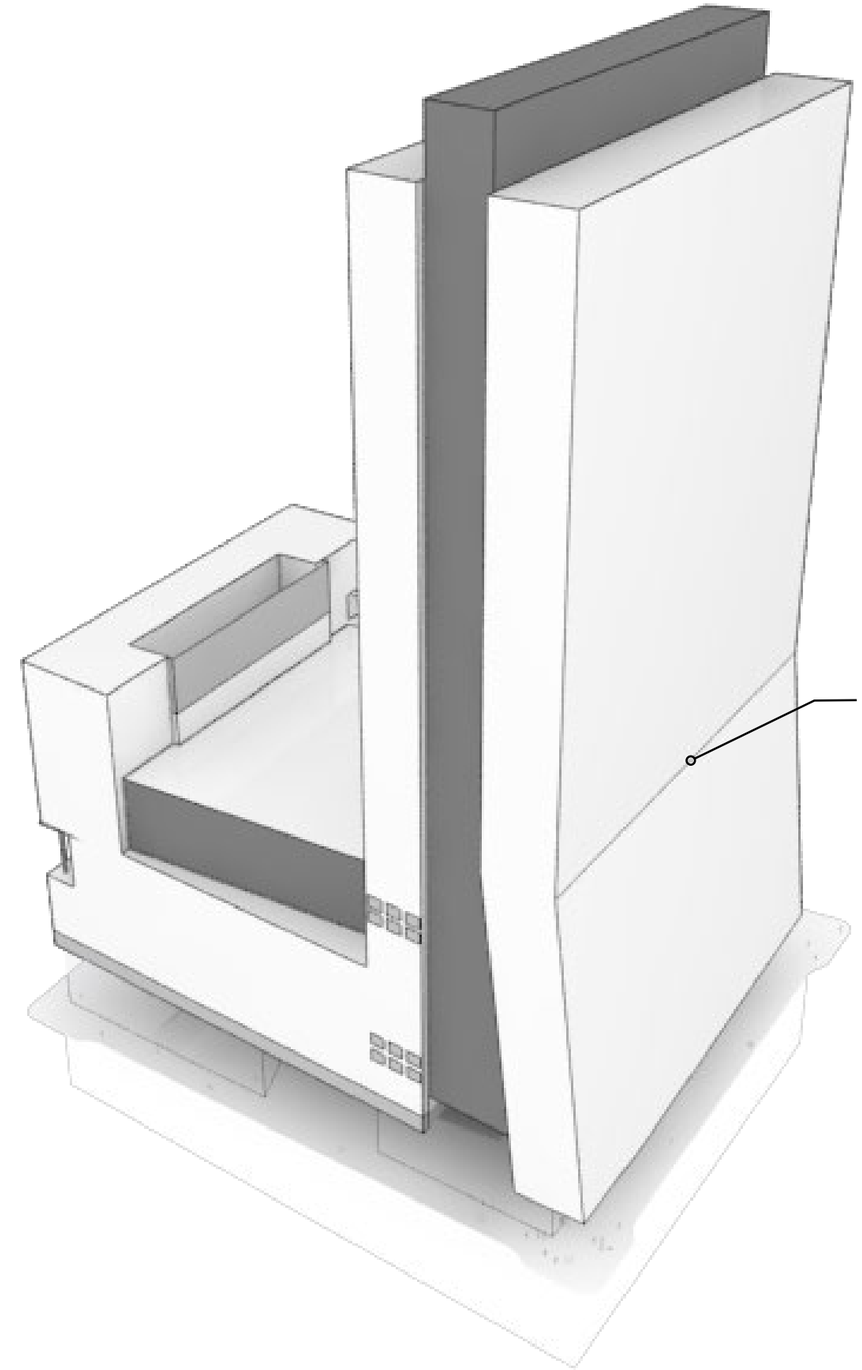
Similar to Level 2, the revised plan shows the effect of the layered façade system on the primary Ballroom and Storage spaces within the podium.



PREVIOUS MASSING SCHEME

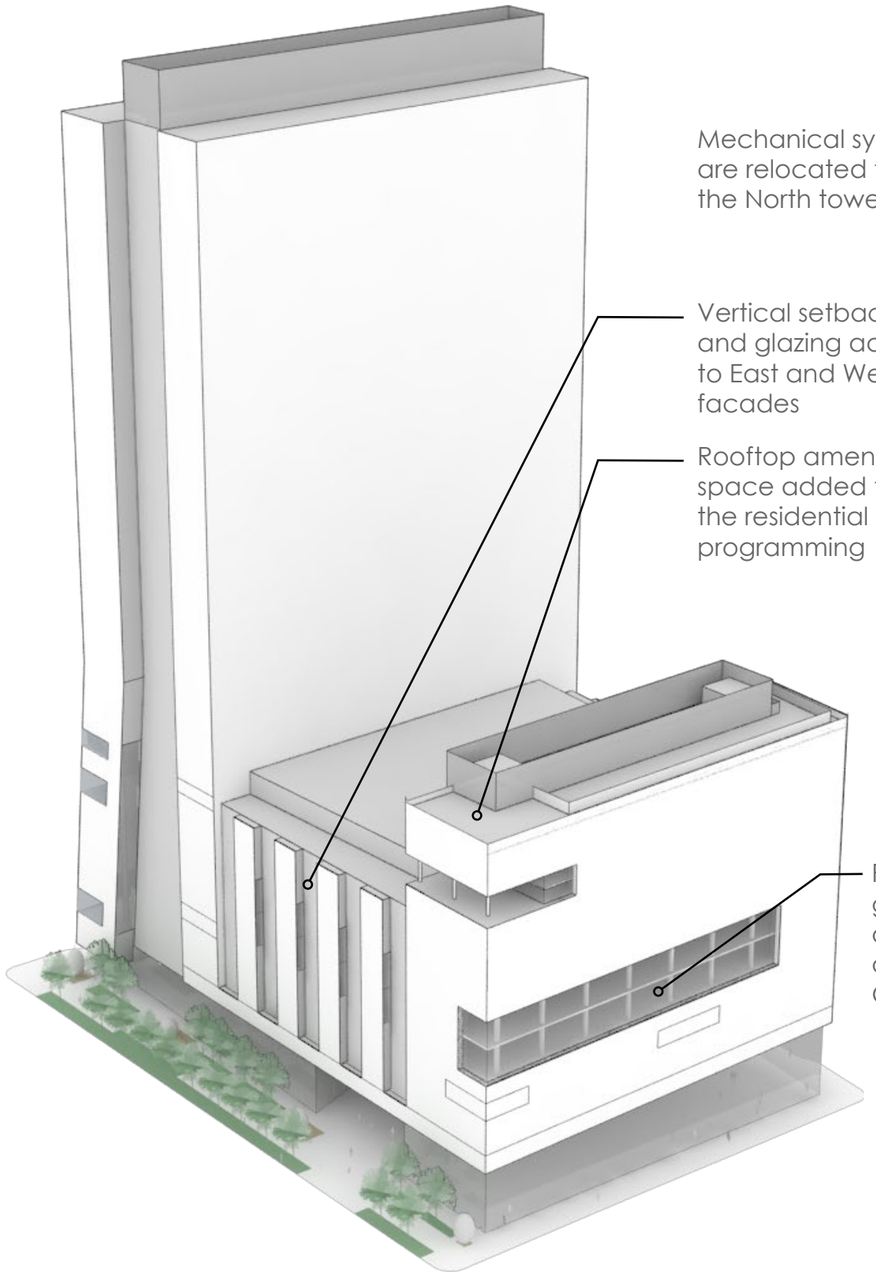
These two diagrams represent the previously reviewed building massing shown to the board at the DRB2 meeting

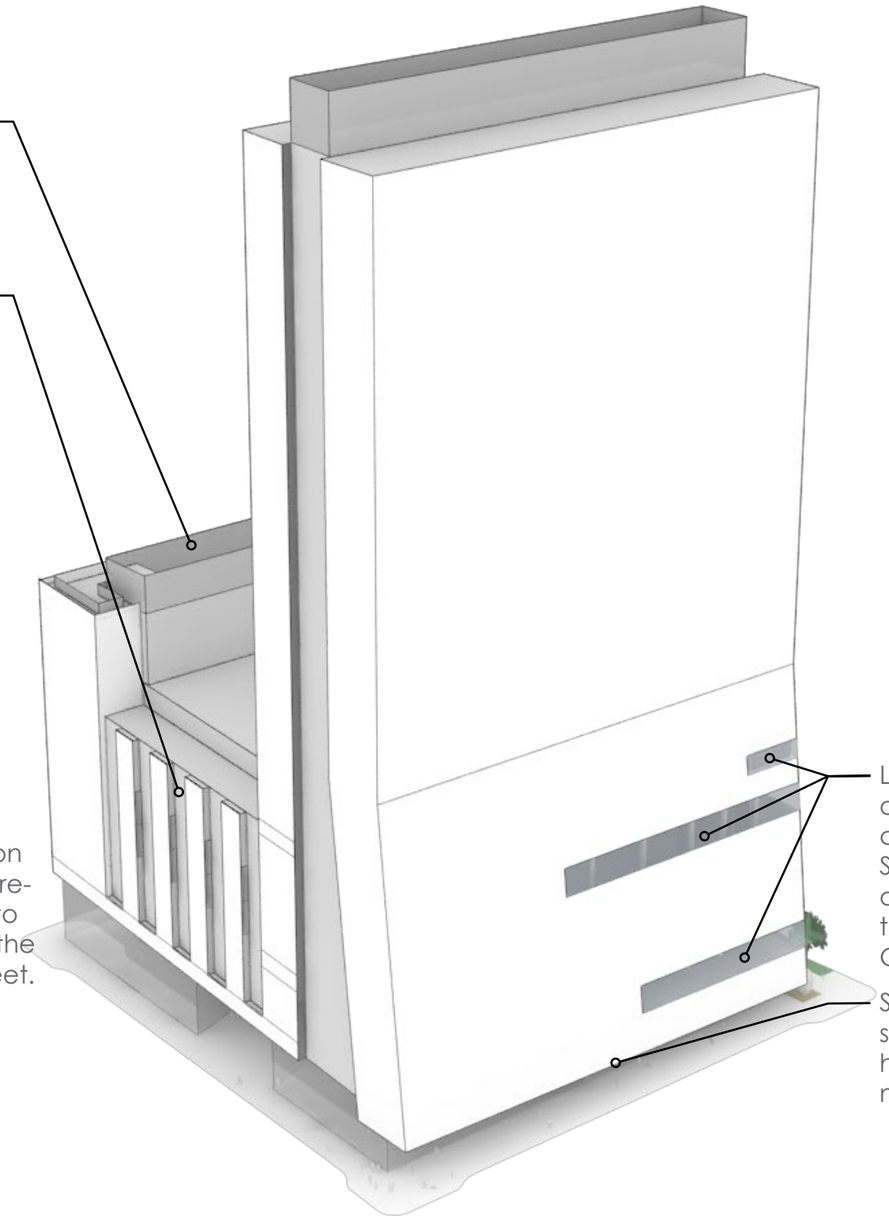




REVISED MASSING SCHEME

These diagrams indicate the proposed massing revisions





4 AFFORDABLE HOUSING DESIGN

DRB 2 PROGRAM & ORGANIZATION

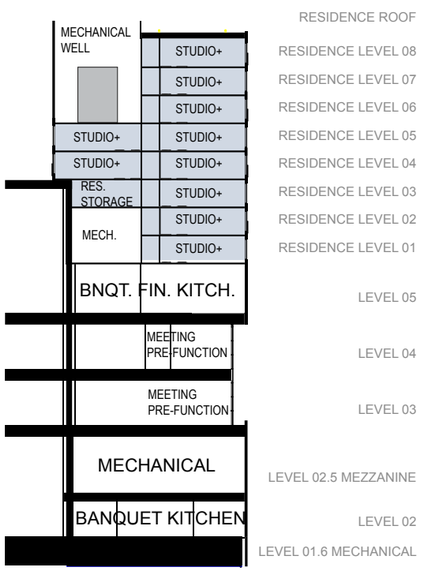
The previous arrangement of the affordable housing component included 8 levels of residential. The top two levels of residential program were single loaded, and allowed the placement of mechanical equipment within a well to the south.

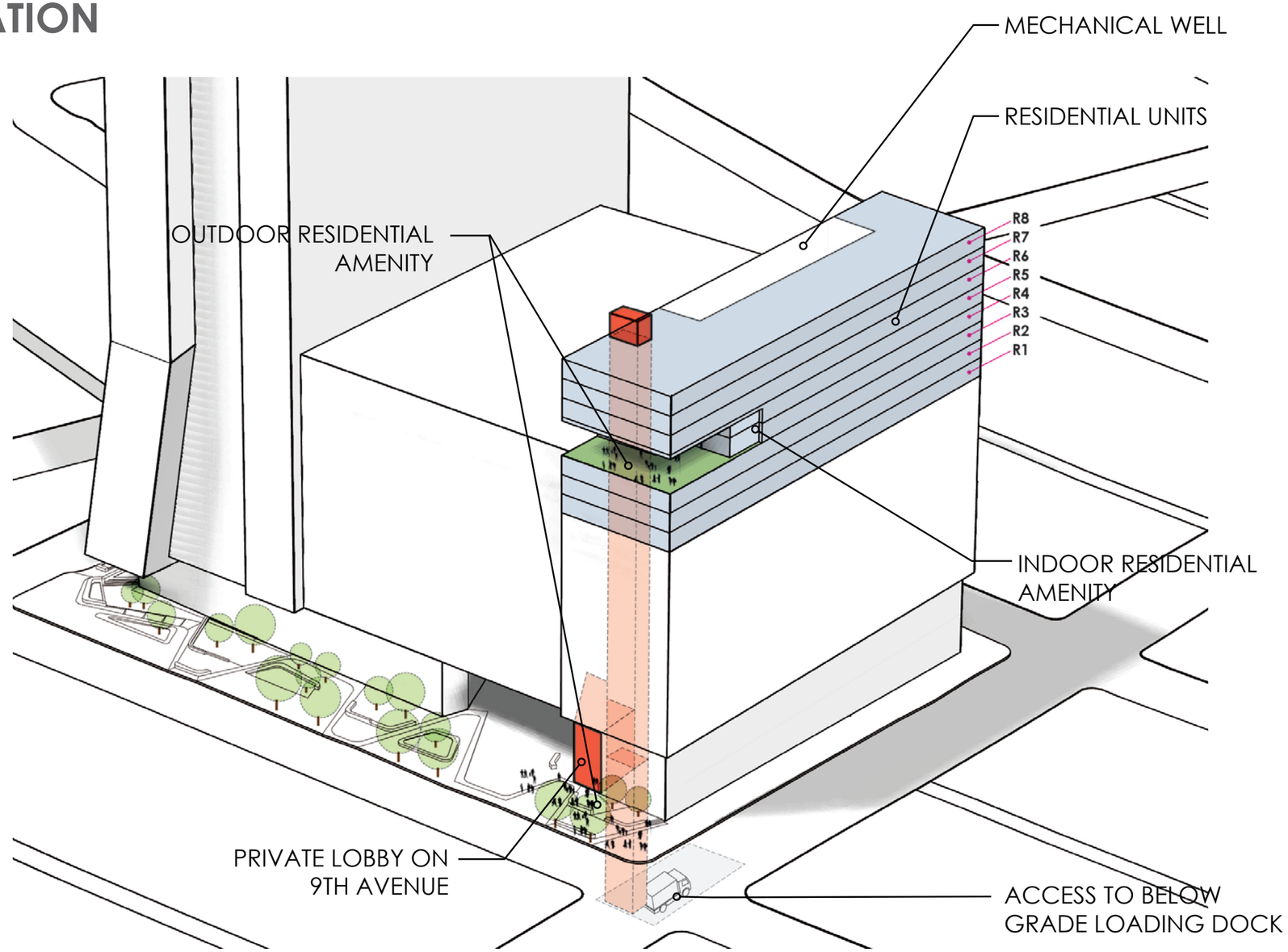
The Residential Amenity included some open area at grade near the main entry on 9th Avenue, a covered terrace at level 4, and some interior program spaces on levels 4 and 5.

AFFORDABLE UNIT BREAKDOWN

118 Studio+ units
20 one bedroom units
14 two bedroom units

152 total affordable units





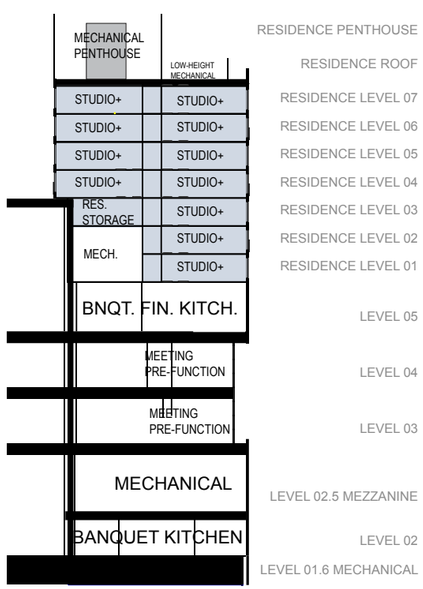
REVISED PROGRAM & ORGANIZATION

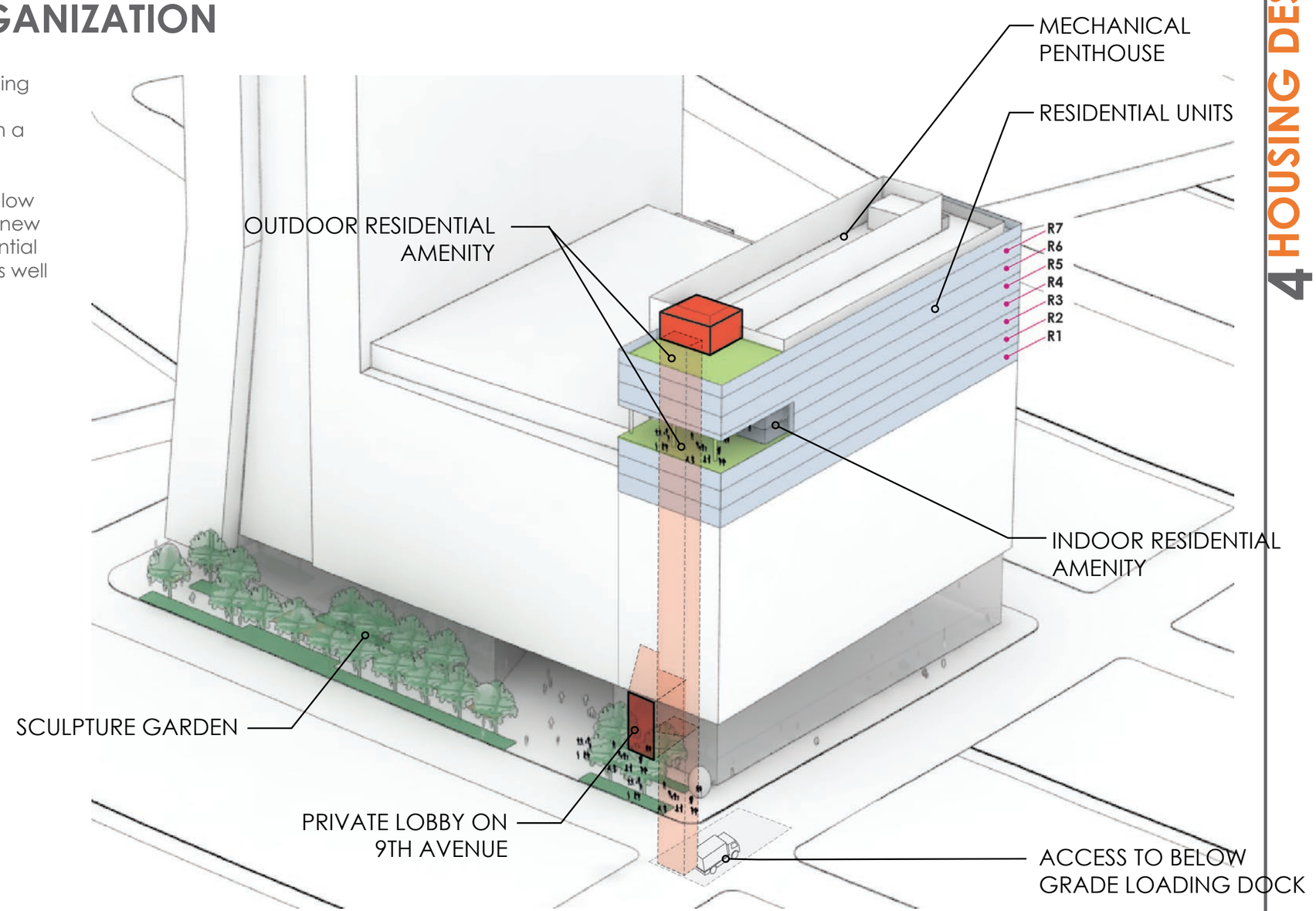
The revised arrangement of the affordable housing contains the residential component within 7 levels. Mechanical systems will be housed within a mechanical screen on the roof of this element.

The Residential Amenity has been adjusted to allow for private outdoor area open to the sky on the new Level 7 roof. A second, covered outdoor residential amenity space will also be located on level 4, as well as an enclosed amenity space within.

AFFORDABLE UNIT BREAKDOWN

123	Studio+ units
21	One bedroom units
12	Two bedroom units
156	Total affordable units



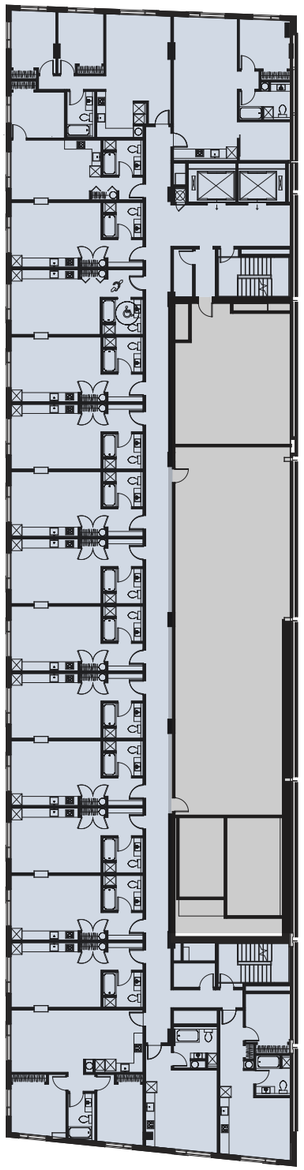


DRB 2: TYPICAL FLOOR PLANS

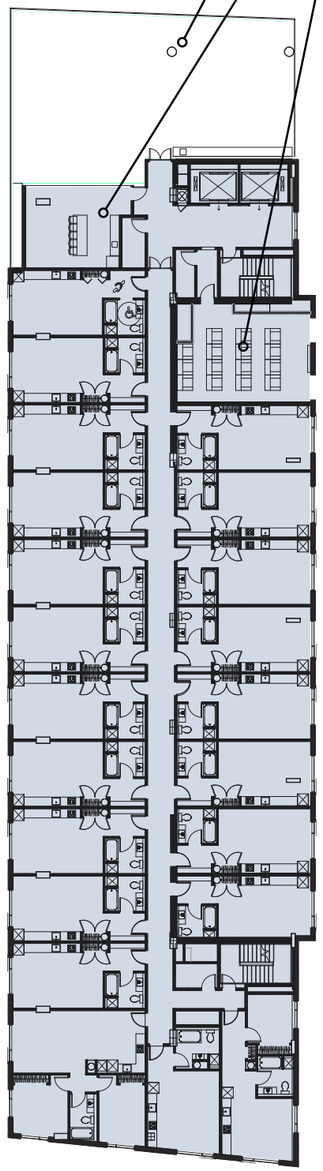
OUTDOOR COVERED AMENITY

INDOOR RESIDENTIAL AMENITY

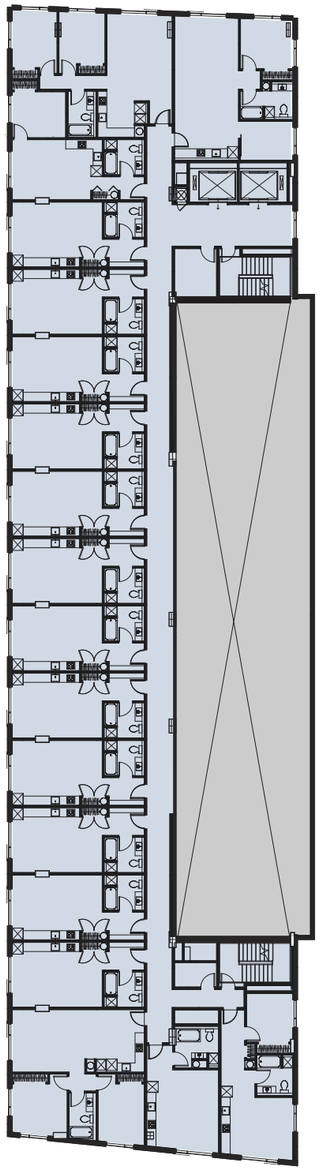
LEVELS 1-3



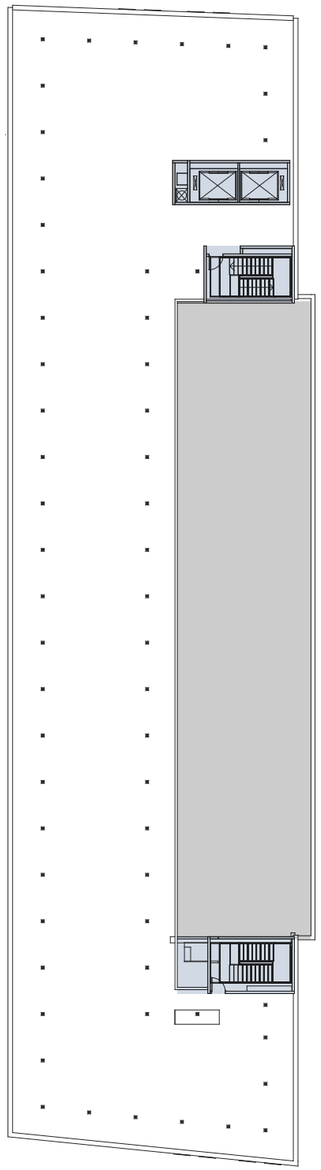
LEVELS 4-5



LEVELS 6-8



ROOF



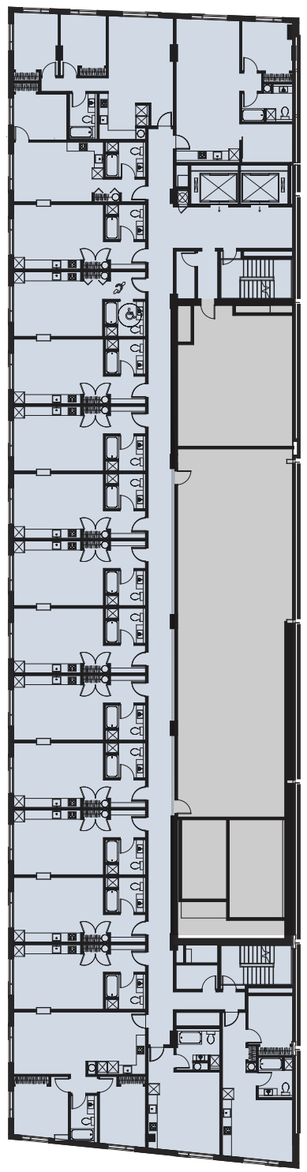
UPDATED: TYPICAL FLOOR PLANS

OUTDOOR COVERED AMENITY

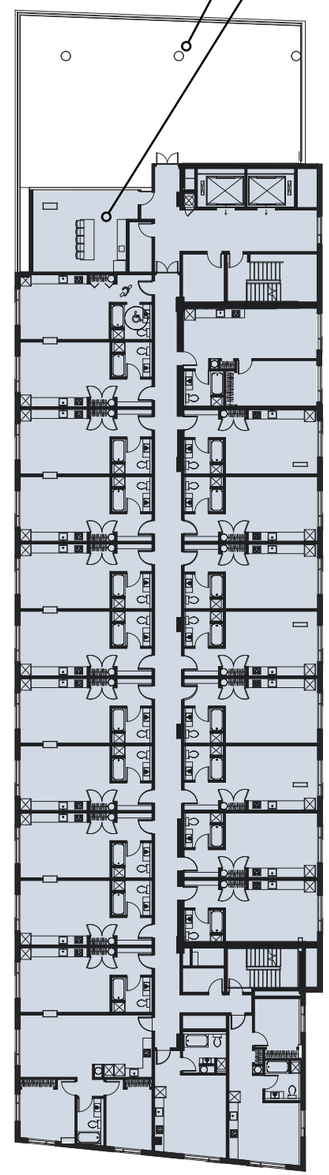
INDOOR RESIDENTIAL AMENITY

OUTDOOR RESIDENTIAL AMENITY

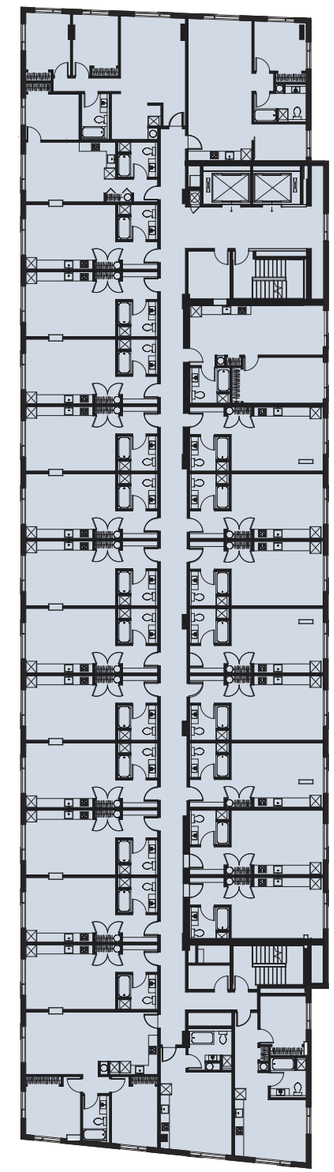
LEVELS 1-3



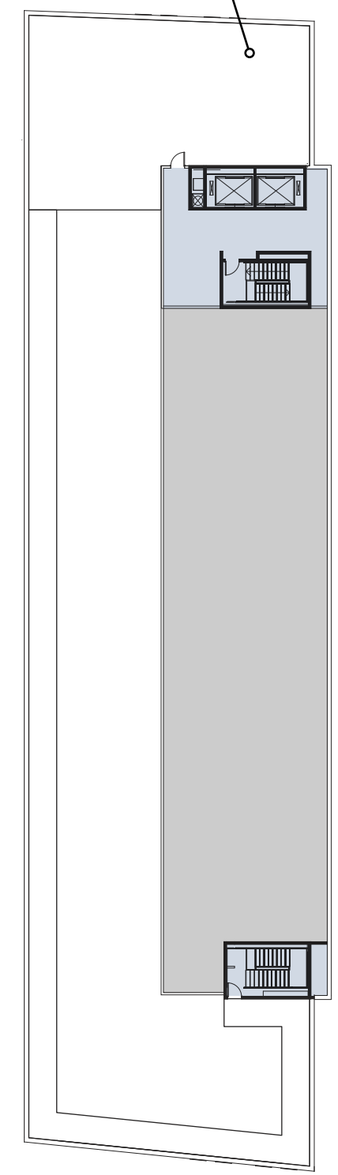
LEVELS 4-5



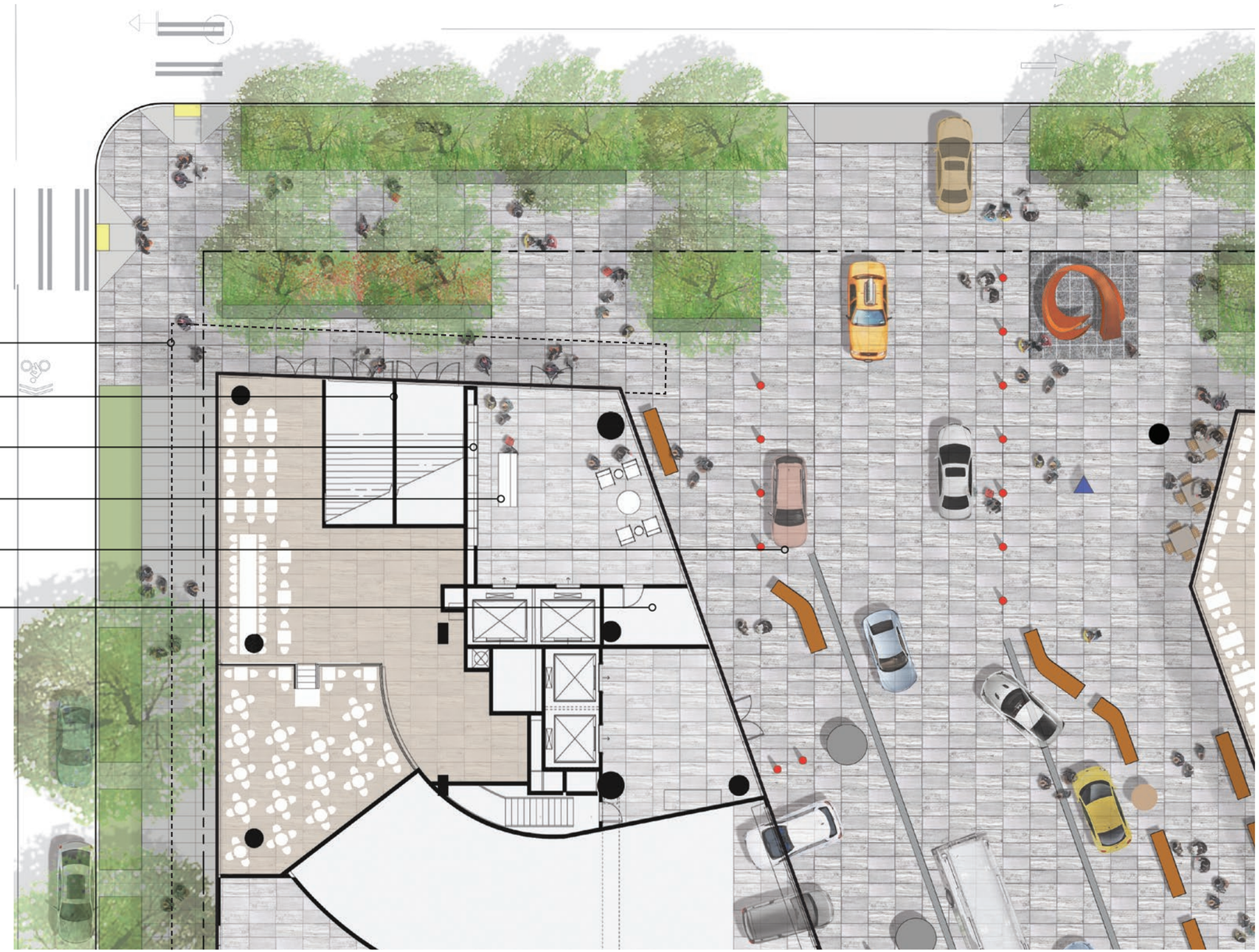
LEVELS 6-7



ROOF



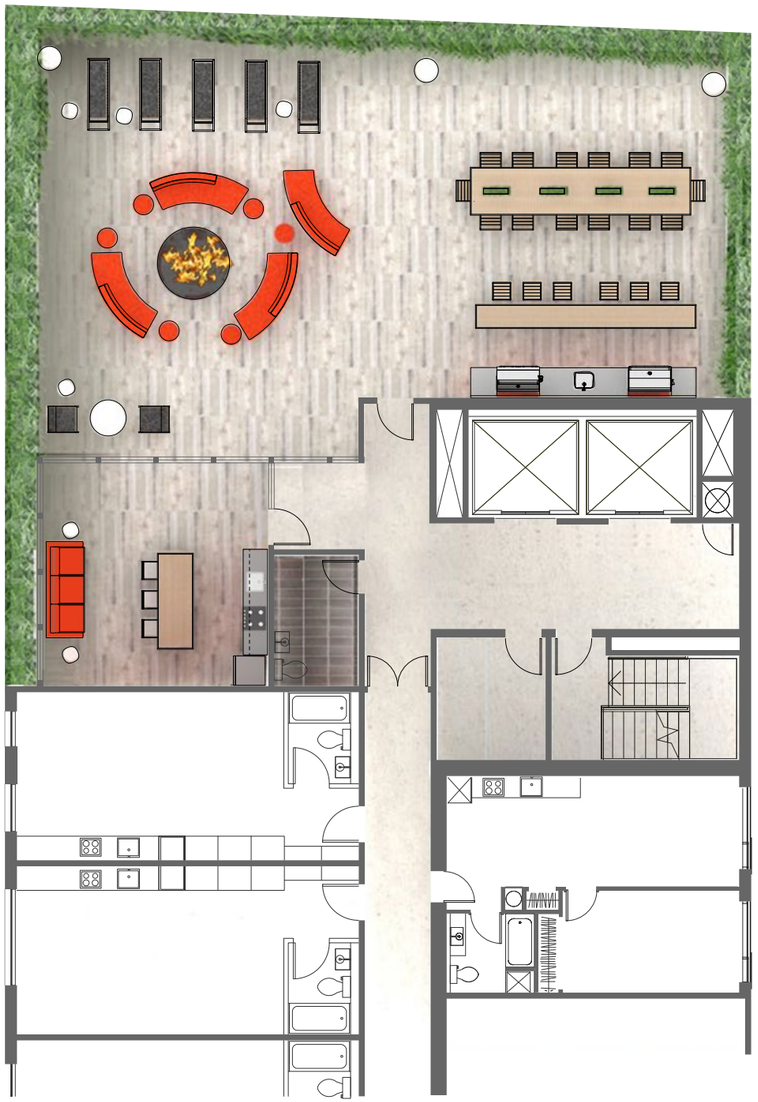
GRADE LEVEL LOBBY



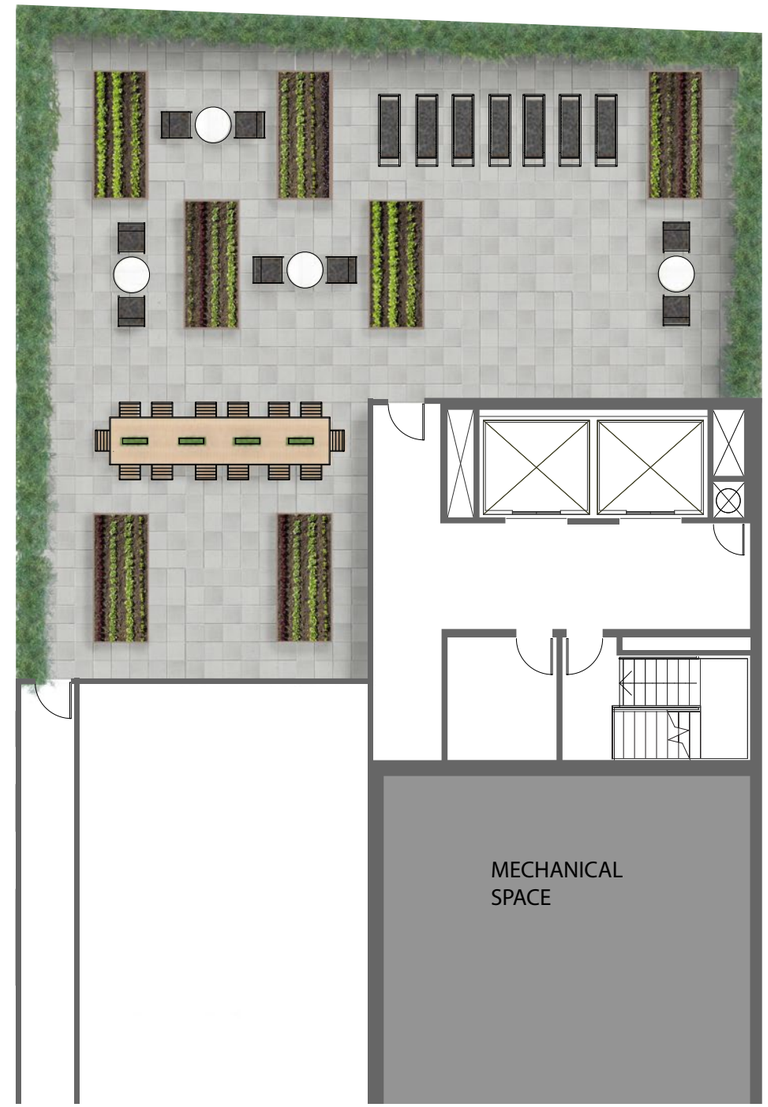
ENLARGED PLAN OF AFFORDABLE HOUSING ENTRY

OUTDOOR AMENITIES

LEVEL 4 COVERED TERRACE



ROOFTOP TERRACE

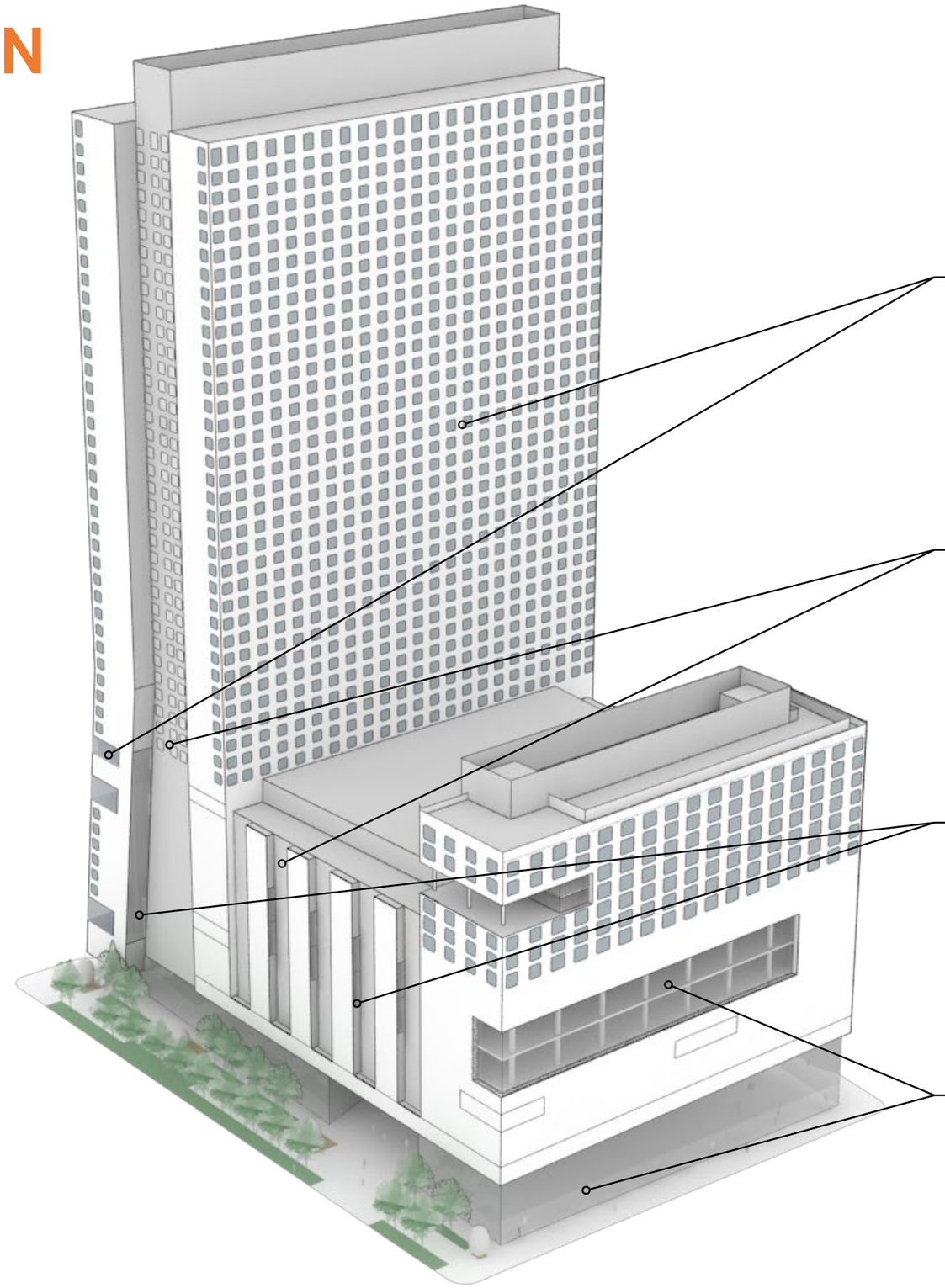


5 ENVELOPE DESIGN

MATERIAL PALETTE

The material palette of the proposed building is simple and minimal to create a clear sculptural expression in the context of 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, which is modulated in relation to the urban context and surrounding buildings.



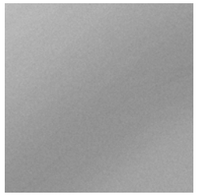
SOLID

WHITE PRECAST CONCRETE

+

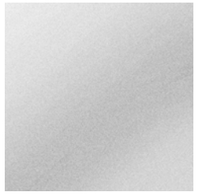
GREY PRECAST CONCRETE

+



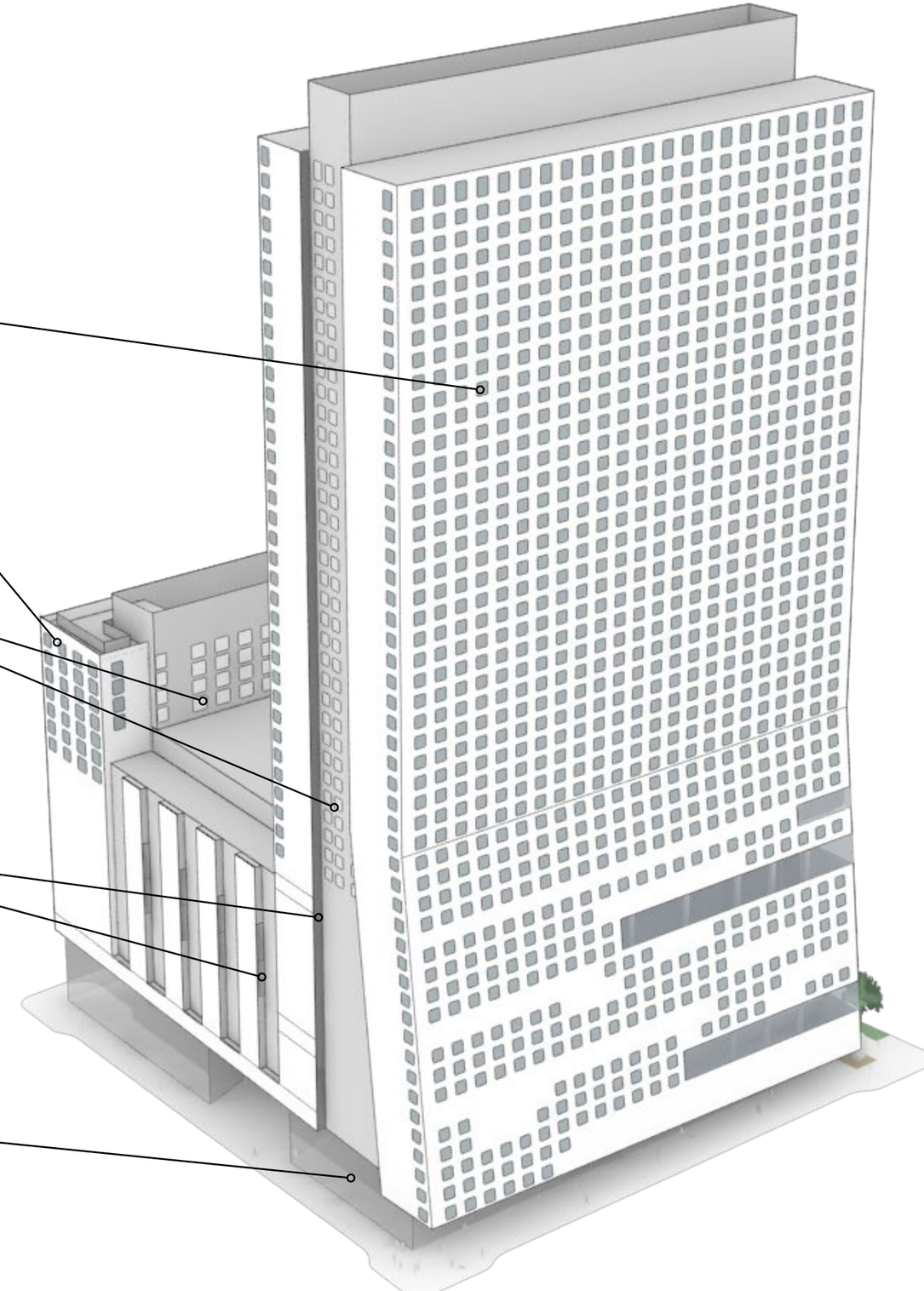
DARK GREY METAL PANEL

+



GREY ALUMINUM

TRANSPARENT		PERFORATED
CLEAR LOW-E COATED GLASS	+	WHITE PERFORATED METAL PANEL
TINTED LOW-E COATED GLASS	+	GREY PERFORATED METAL PANEL
LOW IRON GLASS	+	DARK PERFORATED METAL PANEL
LOW IRON GLASS	+	FRITTED GLASS



INTRODUCTION/OVERVIEW

The building facades will be a composition 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 unusually tall 25 to 45 foot height of the glazed ground floor facades allows the dominant pedestrian experience to be enriched by views of the interior activities.

The façades above level 1 are composed of three systems: The first, primary expression of the building will be of white precast concrete and glass punched openings. The secondary system interrupts the primary surface with a recessed layer of 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 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, restaurants and conference uses within.

Large horizontal glazed areas in the podium lobbies emanate from 9th Avenue, connecting the green street Sculpture Garden with the public spaces of the building. The interior composition of the square windows responds to the arrangement of lobby spaces inside, animating the expression of the podium with the activities within.

VIEW WEST FROM HOWELL STREET AT 9TH AVENUE

EAST ELEVATION ON 9TH AVENUE

The 9th Avenue elevation takes its primary design cues from the adjacent green street and proposed Sculpture Garden. Through a language of white and grey layers, 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. Between these layers the activity within the meeting rooms above is revealed to the street through a series of glazed openings that allow views in and out along the length of 9th Avenue. This system terminates fifteen feet short of the long-span roof system, allowing for a large setback to reduce the impact of the façade on the street below.

The composition of this varied and layered elevation is anchored by the hotel tower form to the south and the residential tower to the north. Finally, the east end of the hotel tower is subdivided into 3 layered parts to further accentuate the tall slender proportion of the tower.

VIEW NORTH FROM 9TH AVENUE AND HOWELL STREET

NORTH 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 east elevations exposes the northern pre-function spaces within. 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.

In the upper levels occupied by the residential uses, each dwelling unit has a large window with operable panel at the living room. The opening at the operable panel is protected with an open metal guardrail, creating a "Juliet Balcony". The syncopated placement of these elements further modulates the scale and texture of the facade. Where bedrooms occur, a smaller window unit with operable panel is expressed.

VIEW SOUTH FROM 9TH AVENUE AND STEWART STREET

WEST ELEVATION ON 8TH AVENUE

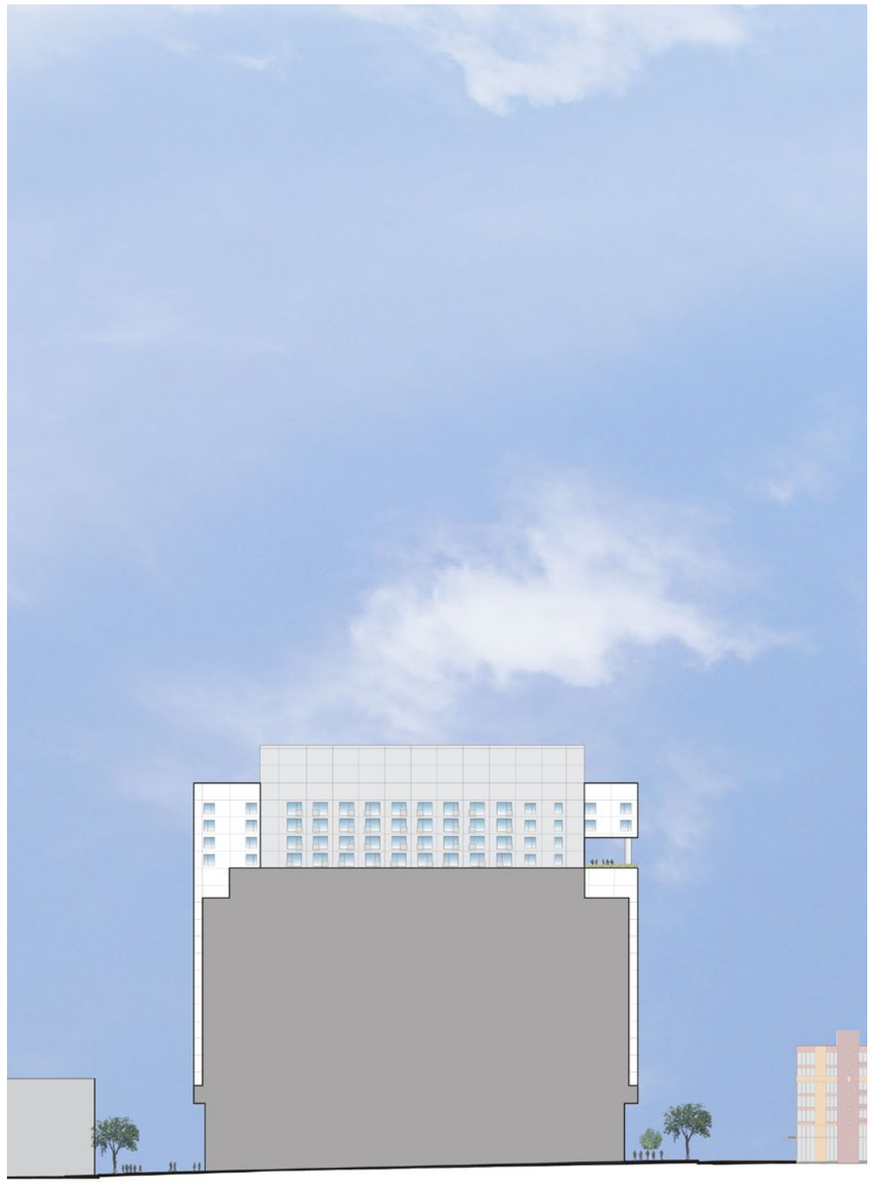
Similar to the 9th Avenue elevation, a language of white and grey layers creates a series of masses that are scaled to the mixed forms found throughout the Denny Triangle neighborhood. Between these layers the activity within the meeting rooms above is revealed to the street through a series of glazed openings that allow views in and out along the length of 8th avenue. The effect of this layering decomposes the mass of the podium by creating a series of vertical setbacks whose grey concrete finish help accentuate the spatial relief of the façade plane. This system terminates fifteen feet short of the long-span roof system, allowing for a large setback to reduce the impact of the façade on the street below.

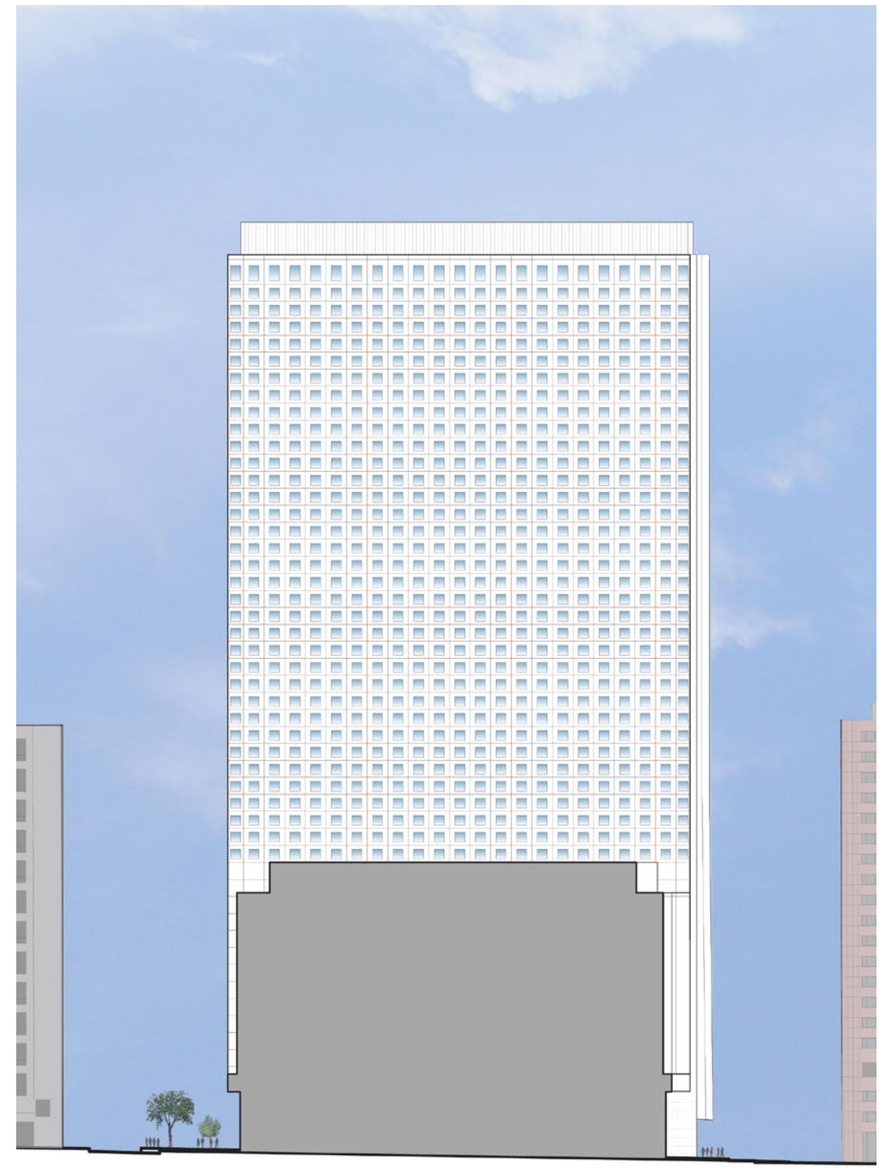
Similar to the east elevation, the west end of the hotel tower is again subdivided into 3 parts to accentuate the tall, slender proportion of the tower.

VIEW NORTHEAST FROM 8TH AVENUE AND OLIVE STREET

SOUTH ELEVATION OF THE RESIDENTIAL TOWER

The south elevation of the residential tower features a light grey concrete projection which ties the matching rooftop mechanical screen system to a larger formal expression. Square residential windows perforate both the white and light grey concrete systems on levels 4 through 7, and the outdoor amenity space void at levels 4 and 5 further defines the programmatic elements of the residential component.





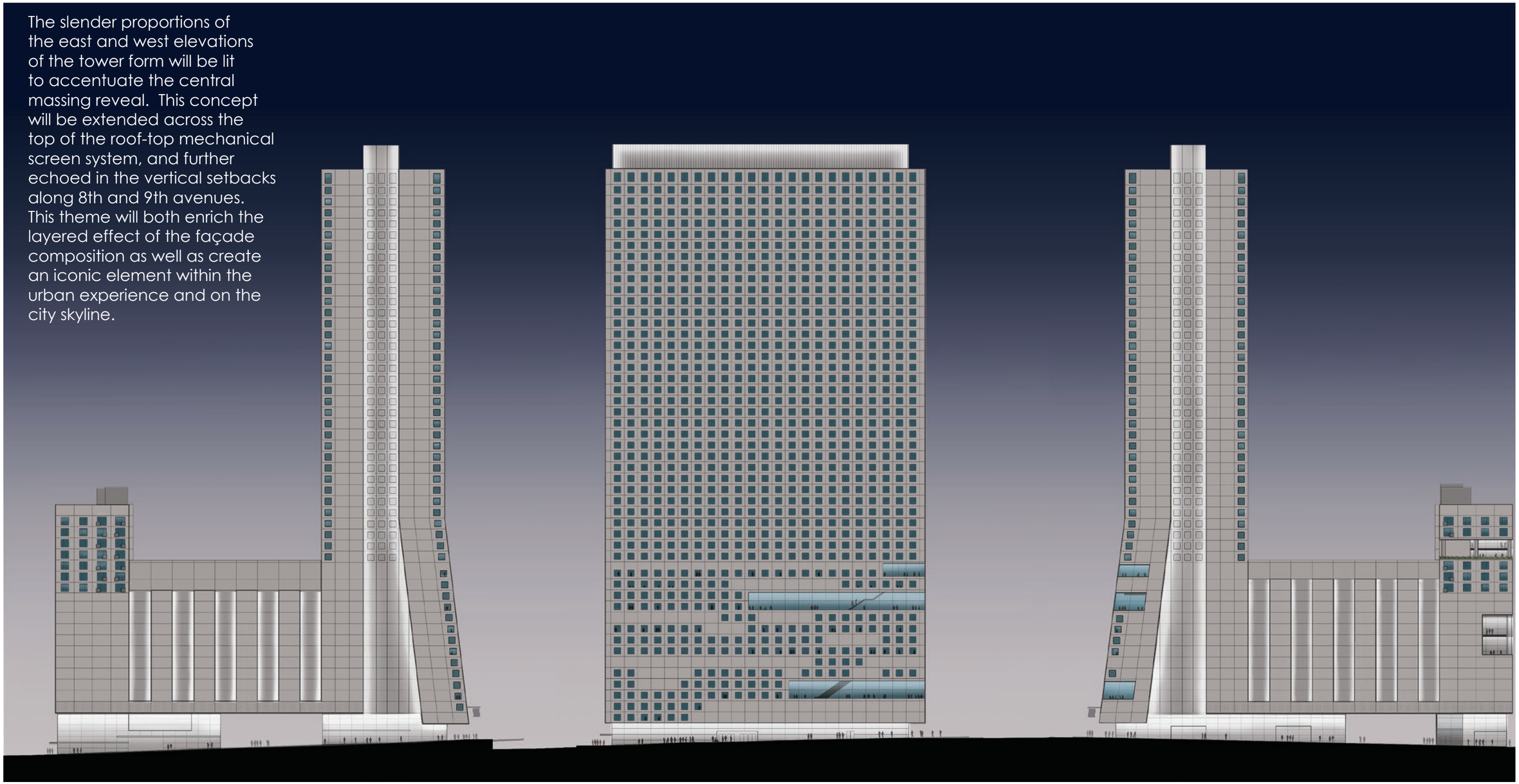
NORTH ELEVATION OF THE HOTEL TOWER

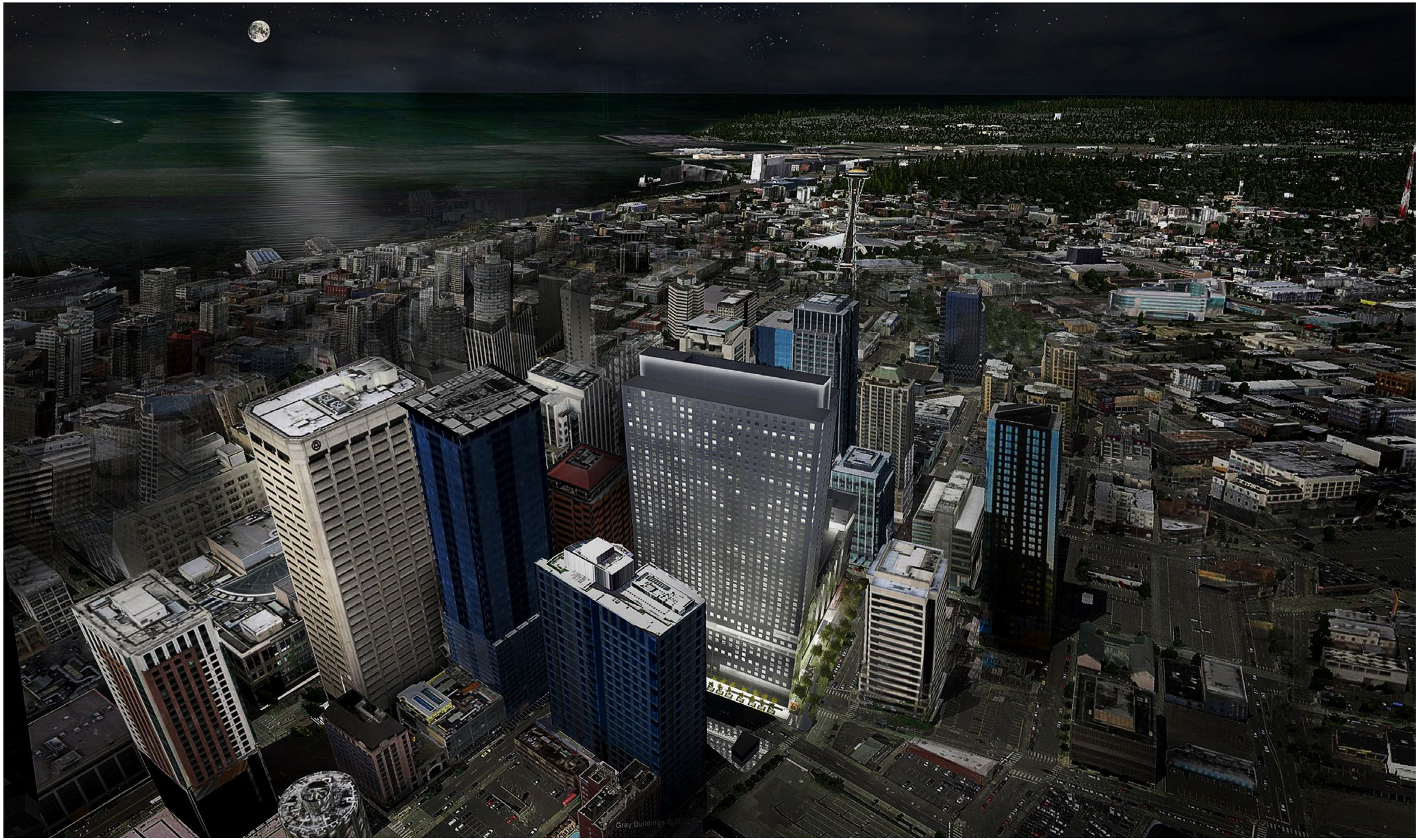
The north tower elevation is a simple manifestation of the hotel room program it contains, and uses the repetitive language of square openings to emphasize the building's scale and program.

VIEW NORTHWEST FROM BOREN AVENUE AND PINE STREET

EVENING ELEVATIONS
PROPOSED FACADE LIGHTING

The slender proportions of the east and west elevations of the tower form will be lit to accentuate the central massing reveal. This concept will be extended across the top of the roof-top mechanical screen system, and further echoed in the vertical setbacks along 8th and 9th avenues. This theme will both enrich the layered effect of the façade composition as well as create an iconic element within the urban experience and on the city skyline.



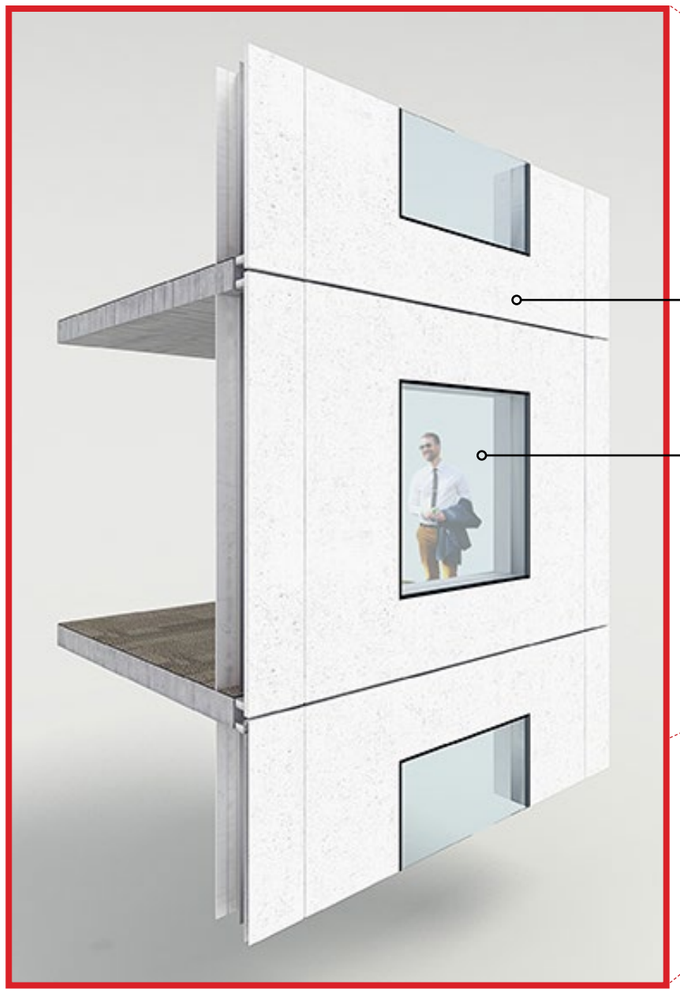


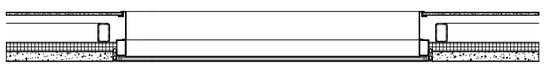
AERIAL VIEW LOOKING NORTHWEST

TYPICAL HOTEL DETAIL ELEVATION

The dominant precast and punched-opening system of the building is deliberately minimal and taut with the intent of emphasizing the bold and layered formal composition of the building. This language further reinforces the distinction between the tall, transparent grade-level of the building and floating mass of the hotel, convention and residential composition above.

Glass located within the punched opening system will appear frameless from the exterior, and the glass will be flush with the surrounding concrete surfaces. The precast concrete panel system will have an orthogonal language of expressed joints whose proportions are derived from the hotel and residential unit modules above. This superimposed grid accentuates the planar composition of the building forms and on the south elevation will heighten the reading of the angled façade plane.

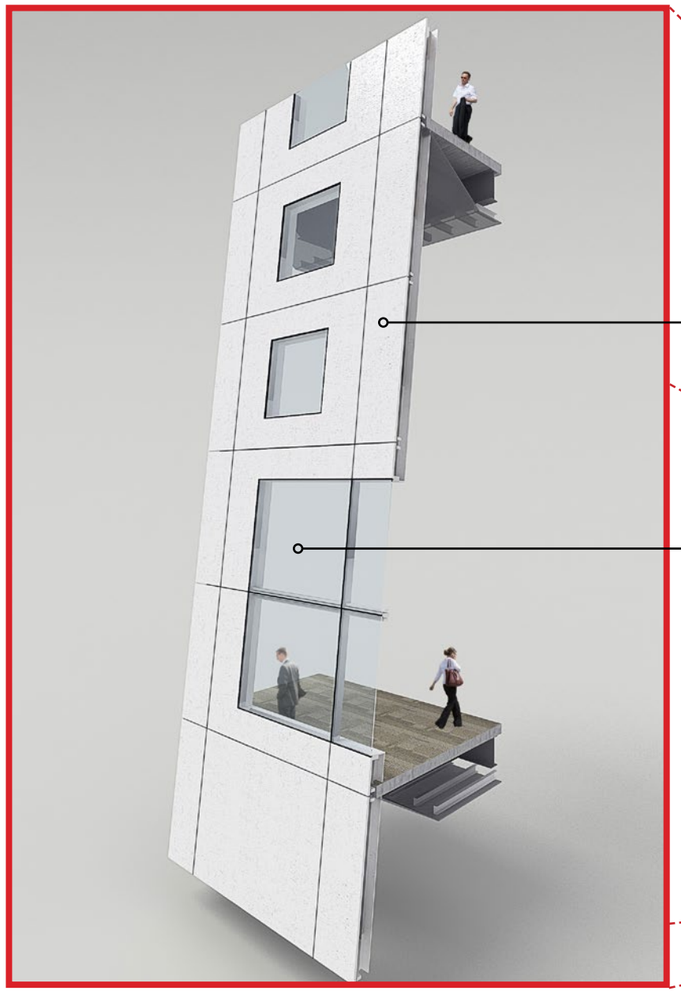




PLAN DETAIL: TYPICAL WINDOW

VIEWOF THE SOUTH FACADE FROM 8TH AVE. AND HOWELL ST.

TYPICAL LOWER LEVEL SOUTH ELEVATION

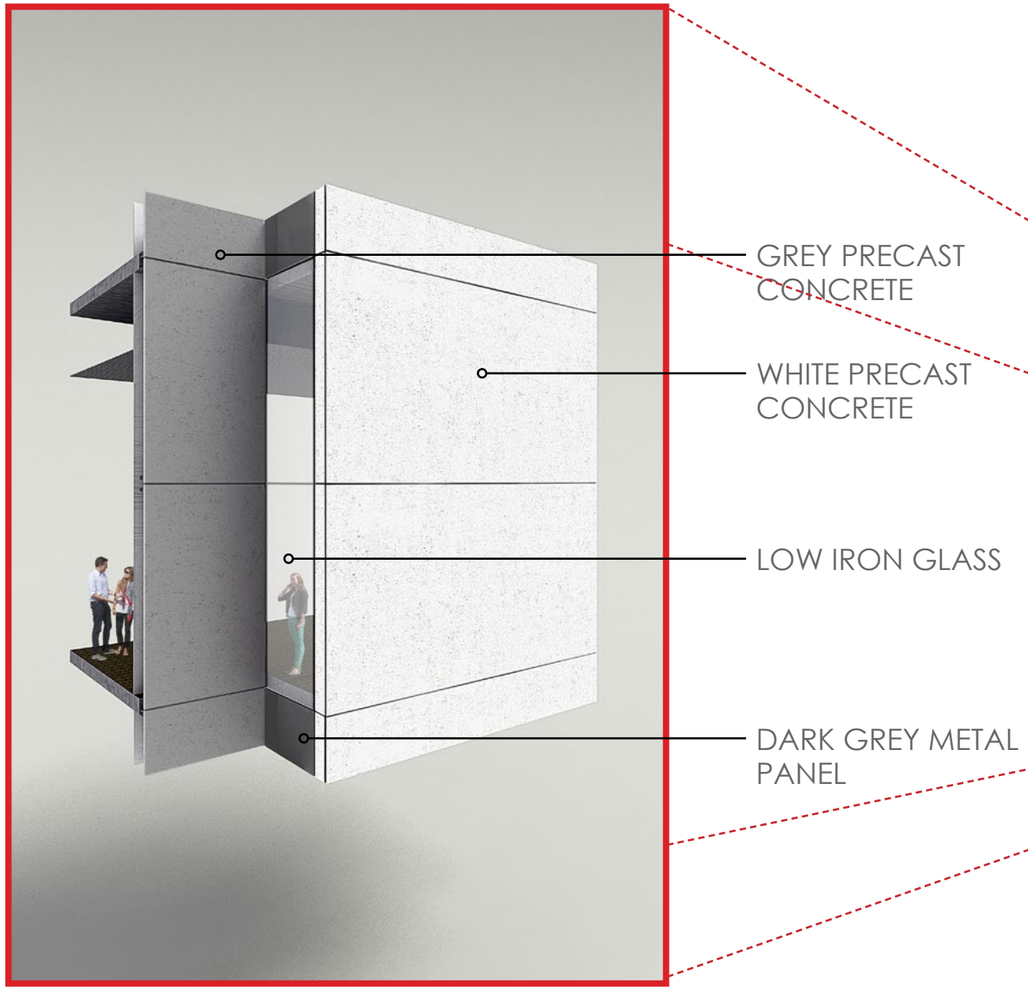


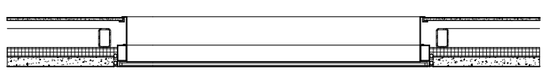
VIEWOF THE SOUTH FACADE FROM 9TH AVE. AND HOWELL ST.

TYPICAL PODIUM MEETING ELEVATION: WEST

VIEW OF THE WEST FACADE FROM 8TH AVE. AND HOWELL ST.

TYPICAL PODIUM MEETING ELEVATION: EAST



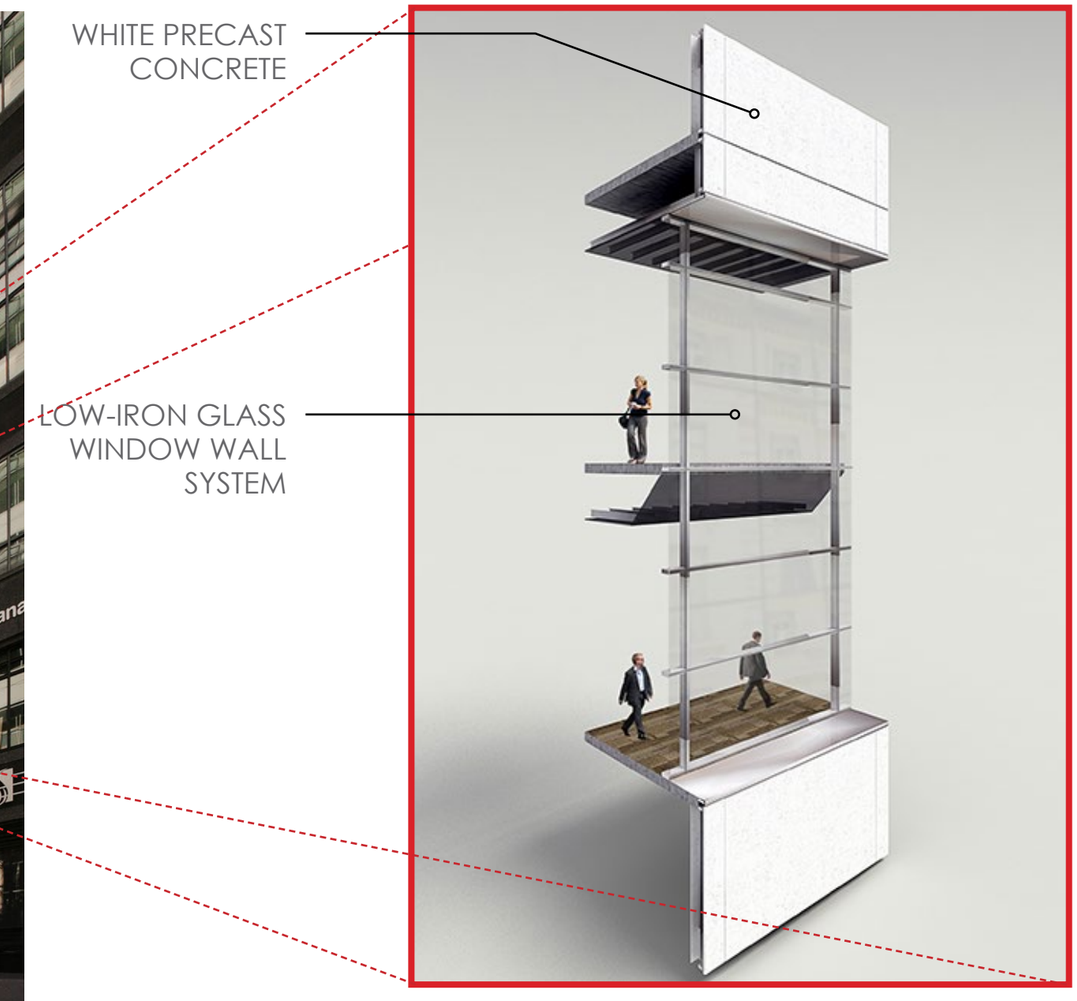


PLAN DETAIL: TYPICAL WINDOW

VIEW OF THE EAST FACADE FROM 9TH AVE. AND HOWELL ST.

TYPICAL PODIUM PREFUNCTION ELEVATION: NORTH

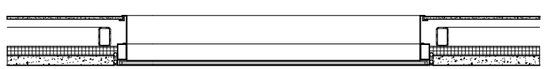
VIEW OF THE NORTH FACADE FROM 9TH AVE. AND STEWART ST.



TYPICAL SLOT WINDOW ELEVATION

WHITE PRECAST CONCRETE

TINTED LOW-E COATED GLASS

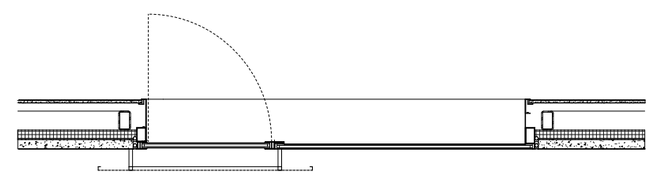


PLAN DETAIL: TYPICAL WINDOW

VIEW OF THE EAST FACADE FROM 9TH AVE. AND HOWELL ST.

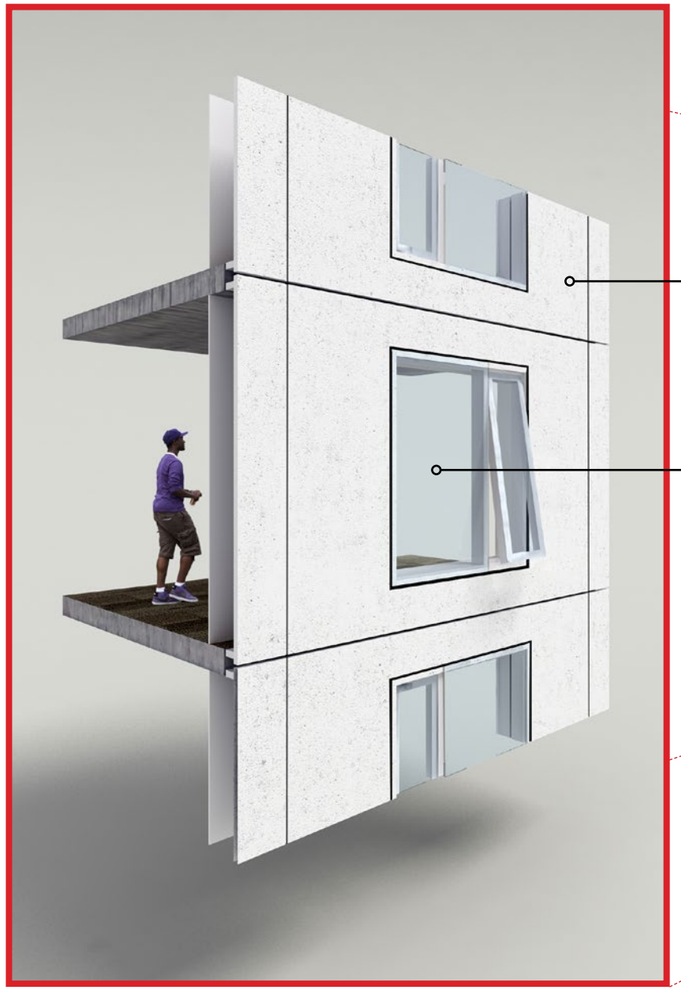
TYPICAL RESIDENTIAL DETAIL ELEVATION

VIEW OF THE NORTH FACADE FROM 9TH AVE. AND STEWART ST.



PLAN DETAIL: LIVING ROOM WINDOW

TYPICAL RESIDENTIAL DETAIL ELEVATION



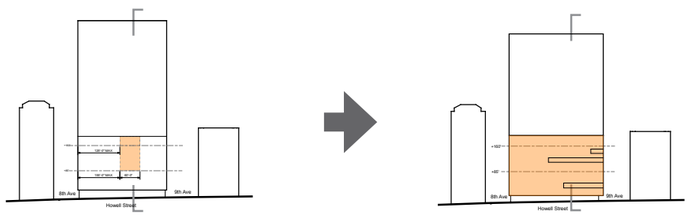
VIEW OF THE NORTH FACADE FROM 9TH AVE. AND STEWART ST.

PLAN DETAIL: BEDROOM WINDOW

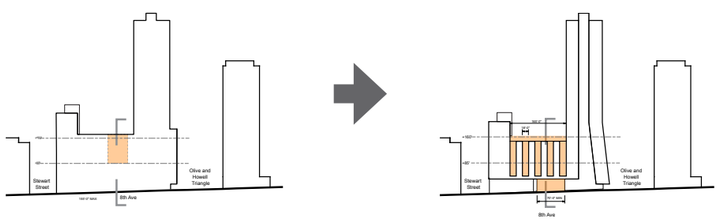
5 DEPARTURE REQUESTS

1. STEWART STREET MODULATION

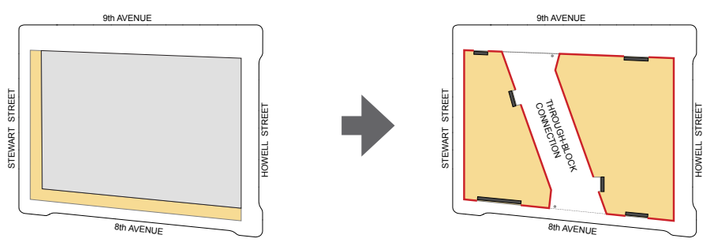
2. HOWELL STREET MODULATION



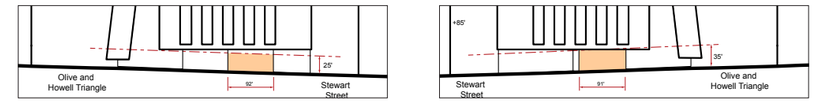
3. 8TH AVENUE MODULATION



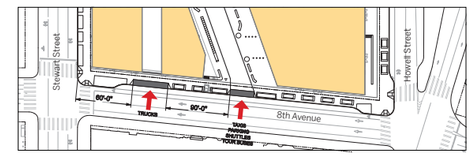
4. STREET LEVEL USE



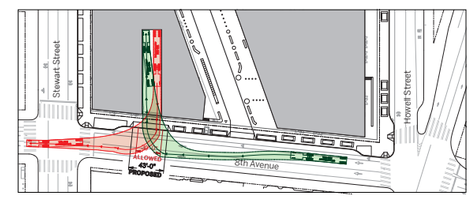
5. MINIMUM FACADE HEIGHT



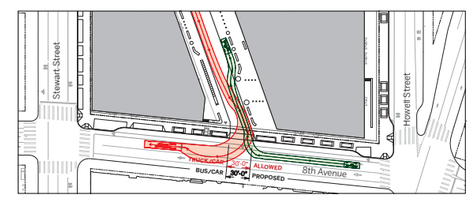
6. NUMBER OF CURB CUTS



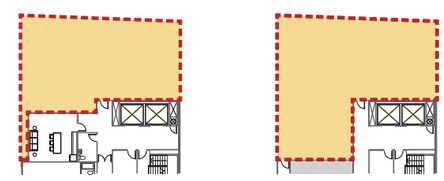
7. CURB CUT DIMENSION (TRUCKS)



8. CURB CUT DIMENSION (CAR & BUSES)



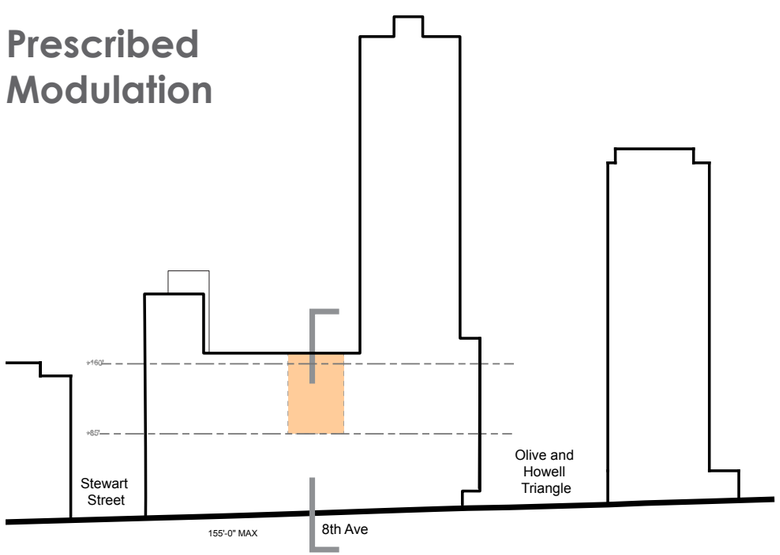
9. RESIDENTIAL OUTDOOR AMENITY SPACE



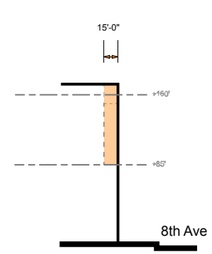
8th Avenue Modulation

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 (5) vertical reveals span between the hotel tower and residential building with 5' deep recesses that start at the second level and extend up the fifth level ballroom ceiling.	The street level of the building along 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 and Sculpture garden. 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 as well as programmatic variety. The remainder of the ground floor is primarily a visually transparent glass enclosure to pedestrian-related spaces and will feature high ceilings to create an unusually tall, open, and animated street level. The ground level facade facing the property line will be set back 4 feet from the property line, increasing the sidewalk width. Significant modulation is provided at the body of the podium with a rhythm of five-foot deep four story reveals that transition between the hotel tower and residential building. Above this, a 20 foot setback occurs at the level of the upper ballroom truss space. The reveal modulation is reinforced with change of color from front to back and a change in material from side to side with a contrasting metal panel and window system.	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

Prescribed Modulation

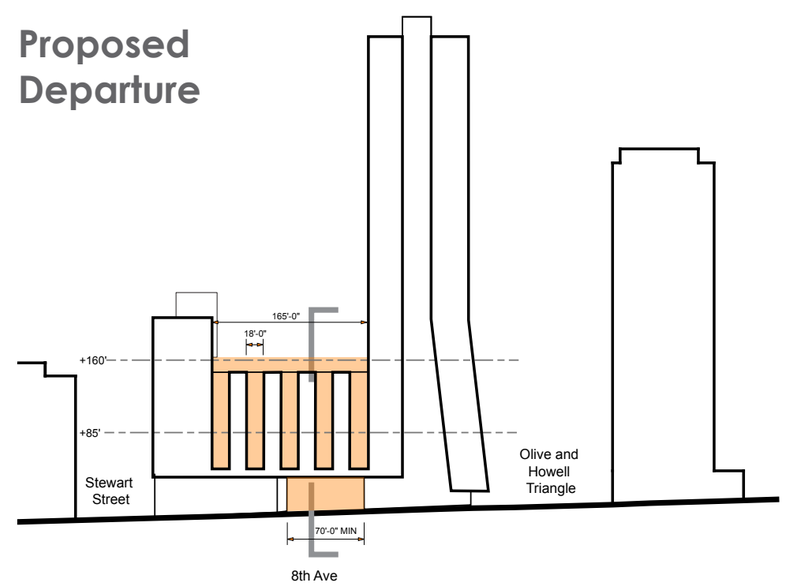


WEST ELEVATION



SECTION

Proposed Departure



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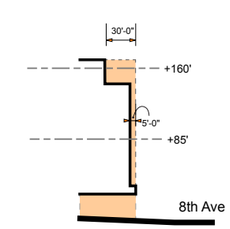


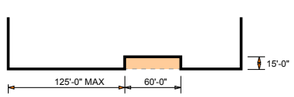
SECTION

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.	Two horizontal elements are composed into the north façade. A deep two story void is provided at the east end of the building at residential Level 4 to accommodate an outdoor amenity. A two story horizontal glass opening spans 200' at the meeting room level of the podium.	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 with its outdoor amenity 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 that integrate with the green street on the east side of project.	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

Prescribed Modulation

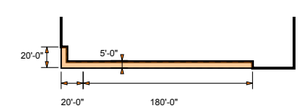
NORTH ELEVATION



PLAN

Proposed Departure

NORTH ELEVATION

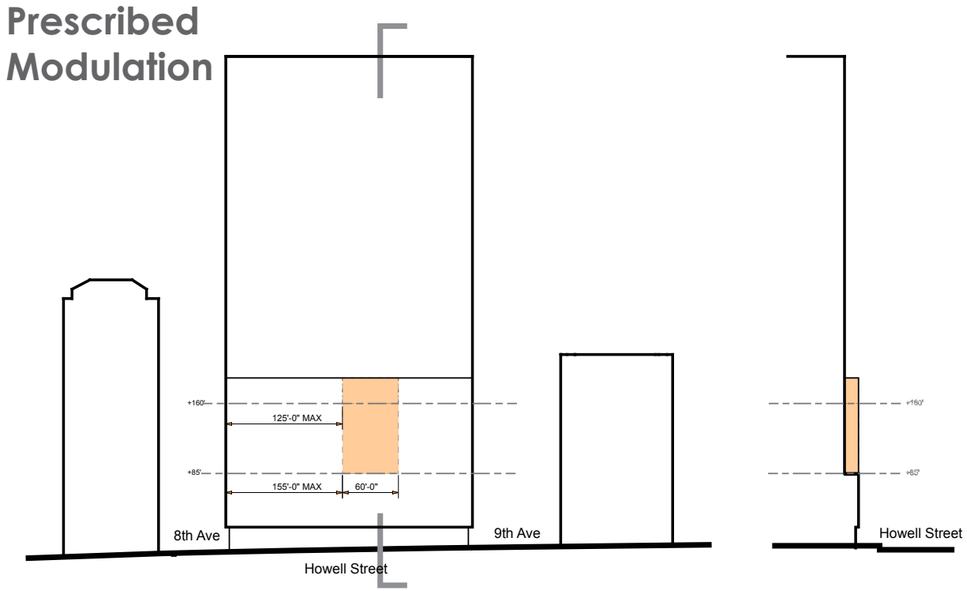


PLAN

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. Within the canted podium, multiple large scale horizontal glass openings are composed into the east side of the tower face that highlight the prefunction activities that occur on and between the ballroom floors. 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. The large scale gesture of the canted podium with tall, planar horizontal glass openings accentuates this form as a punctuation of the unique street grid configuration at this site in downtown Seattle. By co-mingling the large, glazed openings with the smaller, square windows, a human scale is superimposed on this bold, sculptural form.	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

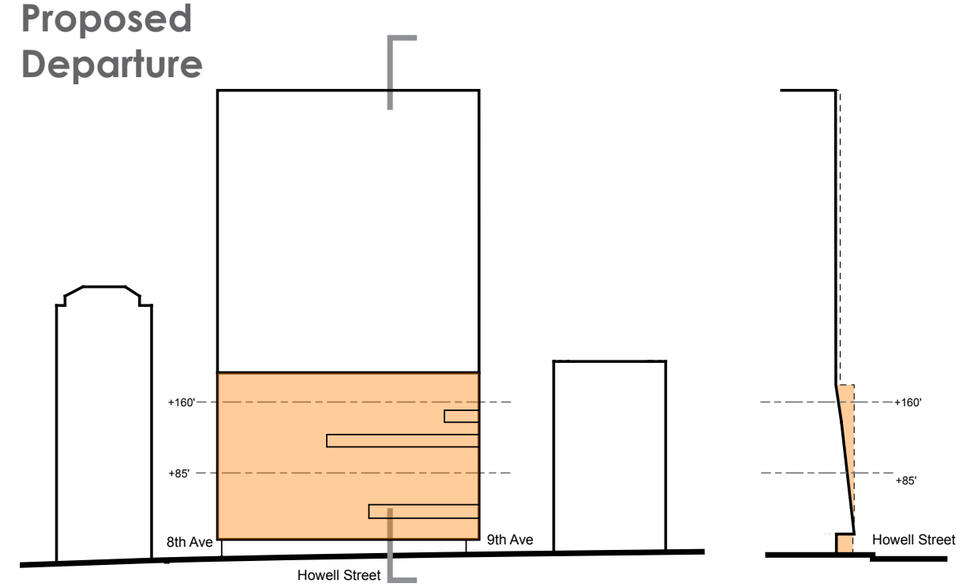
Prescribed Modulation



SOUTH ELEVATION

SECTION

Proposed Departure

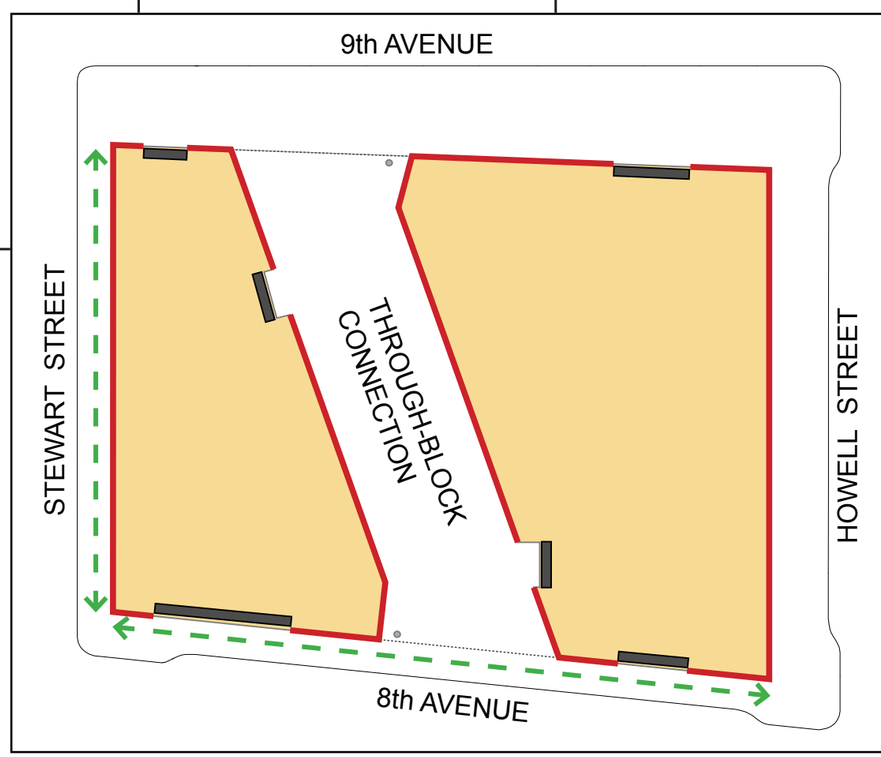


SOUTH ELEVATION

SECTION

Street Level Use

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
23.49.009.8 Street Level Use	A minimum of 75% of both the 8th Avenue and Stewart Street frontages require street level uses per Map 1G like retail, restaurant, entertainment etc. per this code section.	Due to the proposed width of the through-block connection and required life-safety elements, the 8th Avenue frontage of street level uses provides less than the required length.	There are three critical design elements which will allow the most transparent and active street level possible including: 1. Pushing the loading dock function down below grade. 2. Pushing the meeting spaces up above the ground floor. 3. Providing all drop-off and garage access within the property in a through-block connection. The through-block connection internalizes all of the auto drop-off function freeing up the right-of-way along 8th and 9th Avenues. All meeting and ballroom spaces are above the ground floor freeing up the street level perimeter for pedestrian oriented uses although life-safety requires locating exit stairs along the public sidewalk. The result is a reduced frontage for pedestrian oriented uses along 8th Avenue. However, there is an overall increased opportunity for street level uses at all other streets as well as the addition street level uses along the through-block connection. The design proposal reduces the frontage opportunity on 8th Avenue yet optimizes street level uses on all other streets and adds an additional 45% more pedestrian oriented frontage with the creation of the through-block connection. The pedestrian experience is heightened at all publicly accessible space around the project with the use of stone paver hardscape, seating, lighting, landscape planters and artwork.	A1 - Respond to physical environment B1 - respond to neighborhood context B3 - Reinforce the positive urban form and architectural attributes of immediate area C1 - Promote pedestrian interaction E3 - Minimize the presence of service areas



Street-Level Uses Required

Life-Safety and Vehicle Access

Street-Level Uses Provided

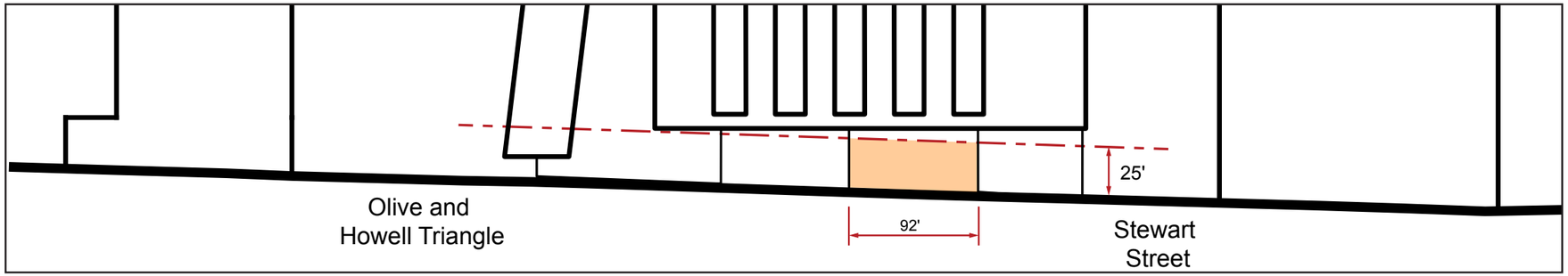
STREET-LEVEL USE REQUIRED

8th Avenue	250'
Stewart Street	178'
9th Avenue	0'
Howell Street	0'
Total Required	428'
Total Provided	**1297'**

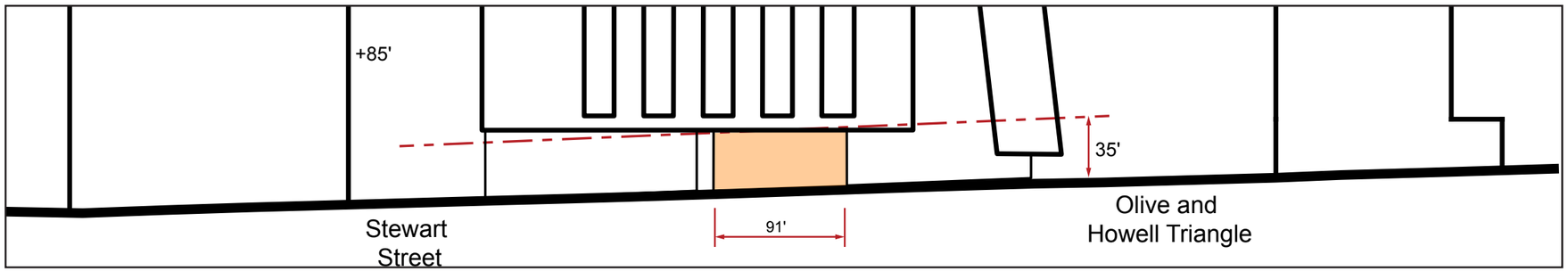
Minimum Facade Height

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
23.49.056.A Street Façade Height	A continuous façade height is required at 25' for 9th Avenue and 35' for 8th Avenue.	Due to the proposed height and location of the through-block connection, the continuous façade is broken providing a void at both 8th and 9th Avenues. This code sections does not consider the possibility of a full block development with a through-block connection.	Similar to the street level use Departure Request in Item 4, the creation of the through-block connection provides many enhancements to the ground floor pedestrian experience. However, it doesn't comply with the technical requirements for the continuity of the facade height along both 8th and 9th Avenues. The through-block connection is part of the Public Benefit proposal and invites the public to engage the project by using it as a pedestrian bypass. The design proposal fully supports the intent of this code requirement by enhancing the pedestrian experience with expansive street level uses along both the perimeter sidewalks of the public right-of-way as well as the through-block walkways. Within the through-block connection, the pedestrian experience is further enriched throughout with the use of stone paver hardscape, seating, lighting, landscape planters and artwork.	A1 - Respond to physical environment B1 - respond to neighborhood context B3 - Reinforce the positive urban form and architectural attributes of immediate area C1 - Promote pedestrian interaction E3 - Minimize the presence of service areas

9th Avenue Elevation

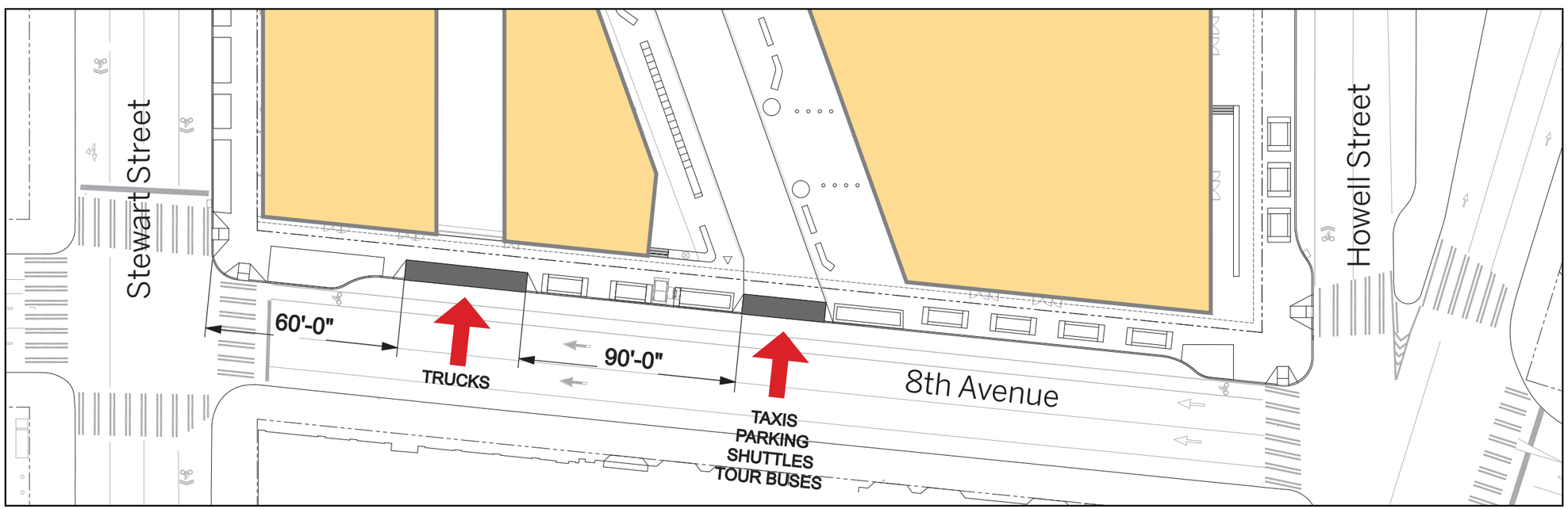


8th Avenue Elevation



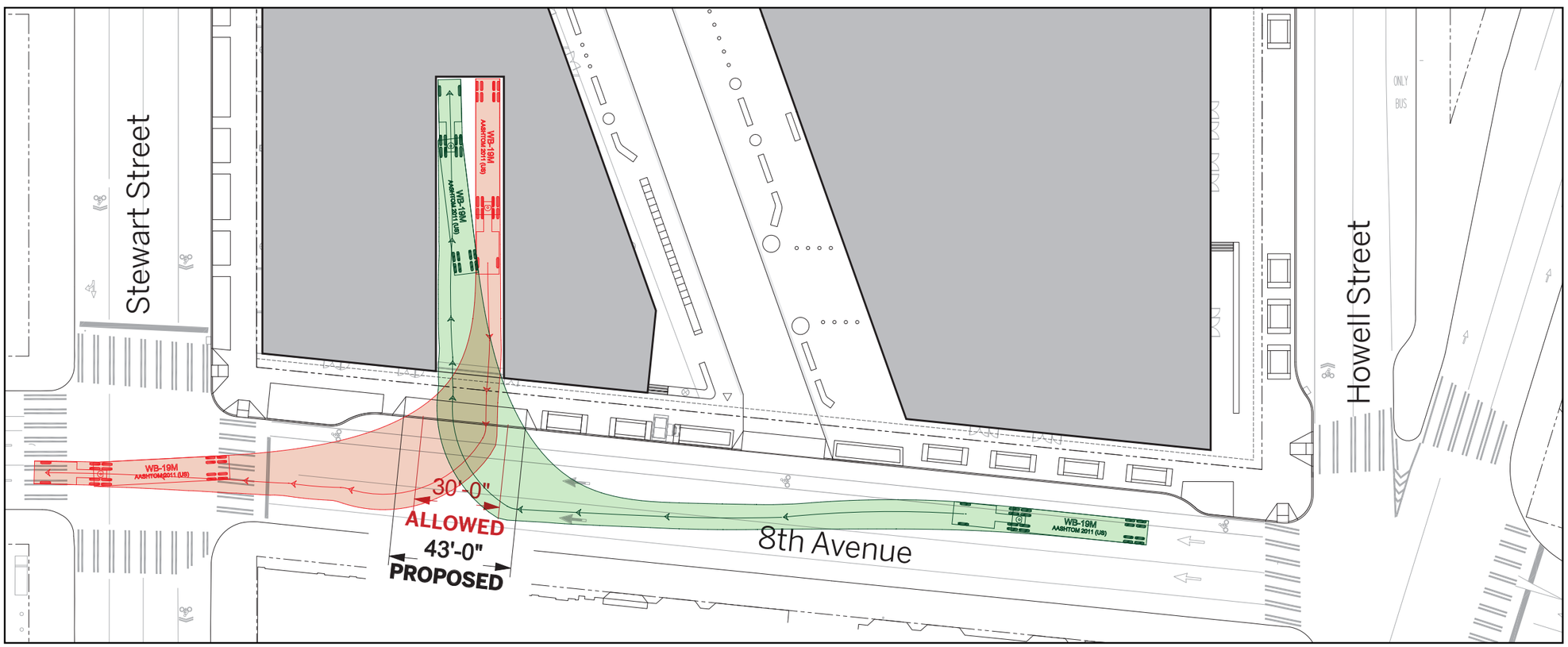
Number of Curb Cuts

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
23.54.030.F.2.a.4	A maximum of two one-way curb cuts or one two-way curb cuts are allowed per each street front.	The project proposal includes two two-way curb cuts on 8th Avenue.	Considering safety and functional operation, the design proposal separates the truck traffic and hotel user traffic into two individual curb cuts along 8th Avenue. The two curb cuts are separated by 90' with the truck loading entrance located 80' from the intersection of 8th and Stewart. The truck traffic will be less frequent than the hotel drop-off traffic and separating truck, car and bus traffic will produce a safer outcome. This design proposal eliminates multiple existing curb cuts as well as eliminates any curb cuts from the high-use Stewart and Howell Streets. For this full block development, the project design proposes a through-block connection that will internalize all car, taxi, shuttle and bus access within the site with curb cuts at 8th and 9th Avenues. This proposal removes all drop-off and parking traffic from the public right-of-way and provides more transparency and an enhanced pedestrian experience around the perimeter of the ground floor as well as the through block connection.	D6 - Design for personal safety and security E1 - Minimize curb cut impacts E2 - Integrate parking facilities



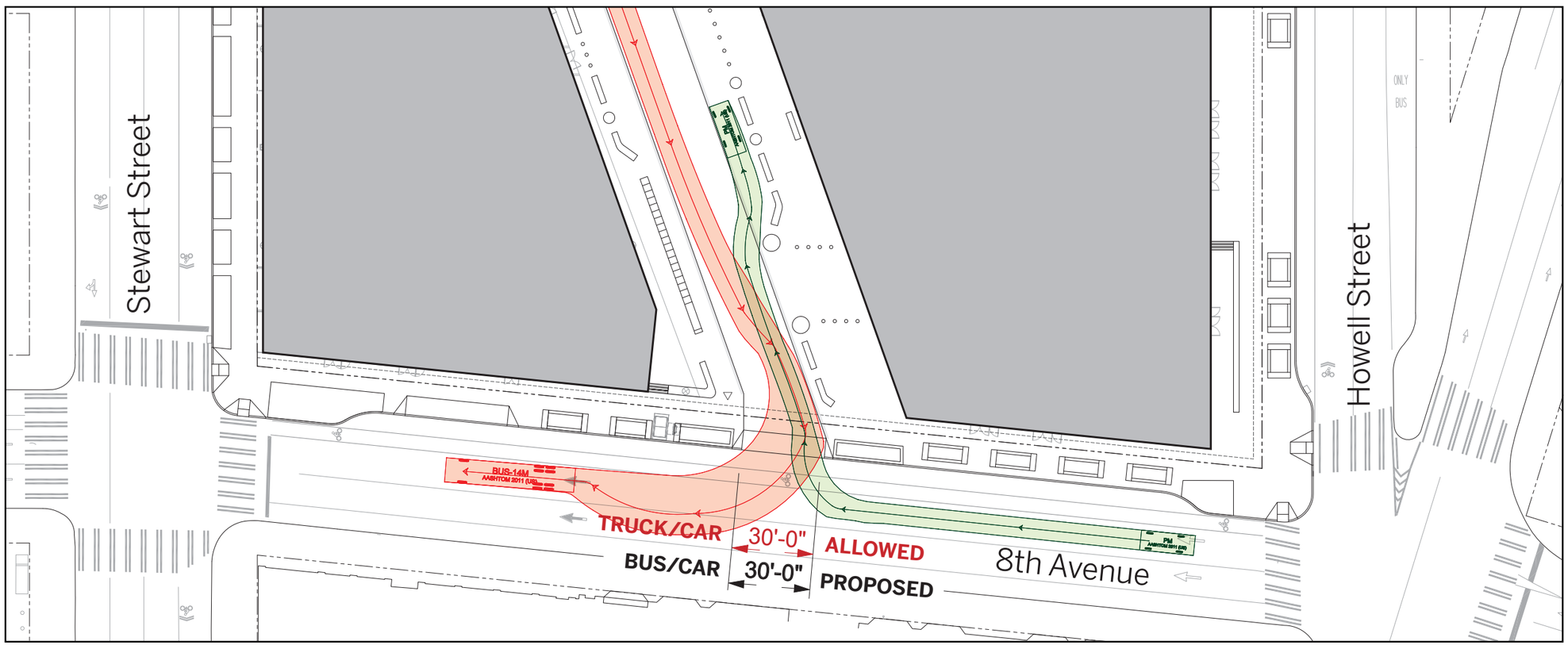
Loading Curb Cut

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
23.54.030.F.2.b.2 Truck Access	For two way traffic, the maximum curb cut width is 25', except that the maximum width may be increase to 30' if truck and auto access is combined.	Increase truck access from 30' maximum to 43' at loading dock access location to accommodate the larger truck requirement.	The program for this hotel/convention project will serve large meeting and small convention events that result in large truck delivery. In order to accommodate this scale of operation 68' trucks will occasionally be required and produce a larger turning radius than typically required for downtown buildings. Therefore a 43' curb cut is requested to support this unique program in downtown.	E1 - Minimize curb cut impacts E2 - Integrate parking facilities E3 - Minimize presence of service area



Through-Block Connection Curb Cut

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
23.54.030.F.2.b.2 Truck/Tour Bus Access	For two way traffic, the maximum curb cut width is 25', except that the maximum width may be increase to 30' if truck and auto access is combined.	Allow exception at access to through block connection curb cut width for 30' to accommodate two way traffic for combined auto and tour bus access.	The through-block connection will utilize two way traffic and accommodate automobiles, airport shuttles and 45' tour buses. Although truck loading will occur elsewhere in the project the turning operation and combined bus and car traffic creates similar space requirement as the combined truck and car exception allowed in this code section. Therefore we request the increase to a 30' curb cut be allowed for bus and car combined traffic similar to the truck and car combined traffic.	E1 - Minimize curb cut impacts E2 - Integrate parking facilities

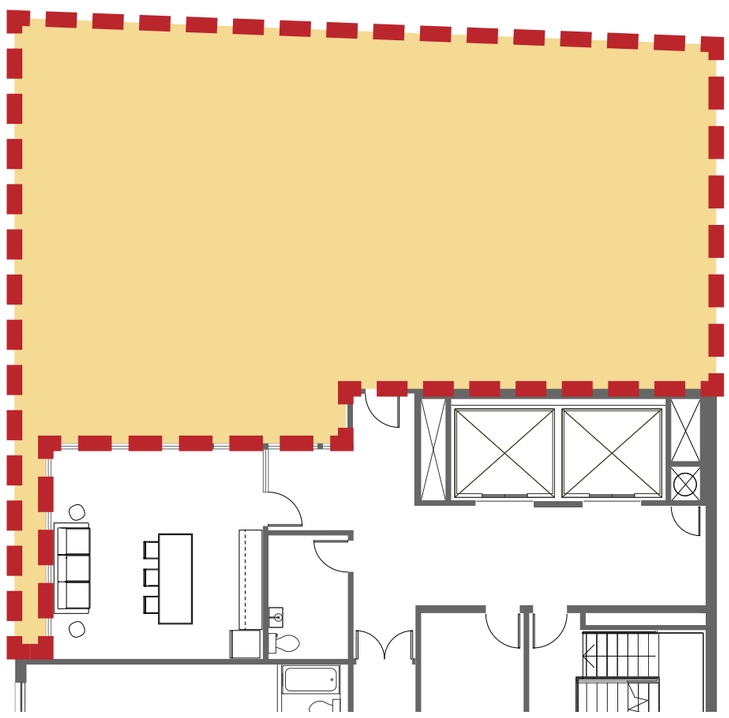


Residential Recreation Area

DEVELOPMENT STANDARD	REQUIREMENT	Proposed Departure	RATIONALE	DOWNTOWN DESIGN GUIDELINES REINFORCED
23.49.010.B.1 and 2 Residential Common Recreation Area	An area equivalent to 5% of the total gross floor area of the residential use is required to be provided for common recreation area. A maximum of 50% of the common recreation area may be enclosed.	The proposal for residential common recreation area includes two separate unenclosed outdoor amenities that are covered and uncovered. The uncovered outdoor amenity is 45% of the total proposed required common recreation area.	This code section requires that at least 50% of the common recreation area be located outdoors in an unenclosed space but does not specifically address covered vs. uncovered. The code section generally encourages more outdoor space than enclosed space. Considering the Seattle climate, covered outdoor space would be valuable throughout the year in addition to some uncovered outdoor space open to the sky. The design proposal includes 45% of the required common recreation area as uncovered rooftop outdoor space with an additional 40% of the required common recreation space as a 2-story outdoor amenity with cover to use all year round.	A2 - Enhance the skyline

UNENCLOSED / COVERED LEVEL 4

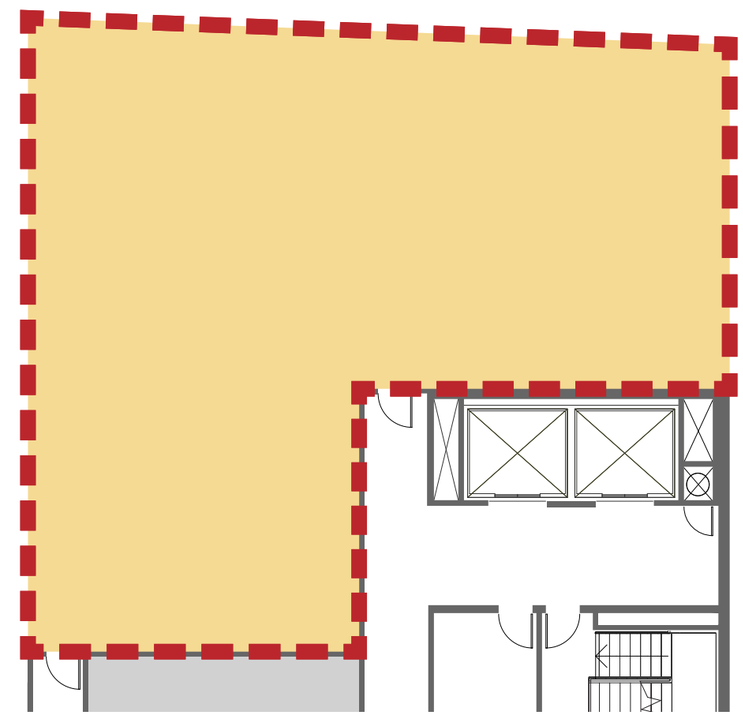
TOTAL OUTDOOR AREA COVERED: 40% of overall required common recreation area



UNENCLOSED / UNCOVERED ROOF LEVEL

TOTAL OUTDOOR AREA UNCOVERED: 45% of overall required common recreation area

OVERALL TOTAL: 85% of required common recreation area is outdoor



FAR / PUBLIC BENEFIT SUMMARY

MUP APPROVAL	ALLEY VACATION APPROVAL	
FAR Bonus Amenity Program Land Use Code Compliance	Alley Vacation Public Benefit SDC Recommendation Seattle City Council Approval	Other Alley Vacation Considerations -Community Enhancements- Seattle City Council Approval
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: 9th Ave. Greenstreet Park 0 SF Greenstreet Setback 3,000 SF Landmarks TDR's 112,736 SF Performance Arts TDR's 34,036 SF Non-Housing TDR's 70,804 SF **Bonus Amenity Total: 882,306 SF**	**Green Street Sculpture Garden** **Through-Block Pedestrian Connection** **Improved Traffic Operation** **Voluntary Setbacks** **Enhanced Right-of-Way Improvements** **Publicly Accessible Art** **Bikeshare Program** **Wayfinding Program**	**Unique Economic Benefit for City** **Pursue Housing Performance Option with On-Site Affordable Housing at Significant Cost Premium to Owner** **Design with Intent to Meet LEED Gold** **Potential Participation in Seattle 2030 District** **Potential Participation in Future District Energy Program**