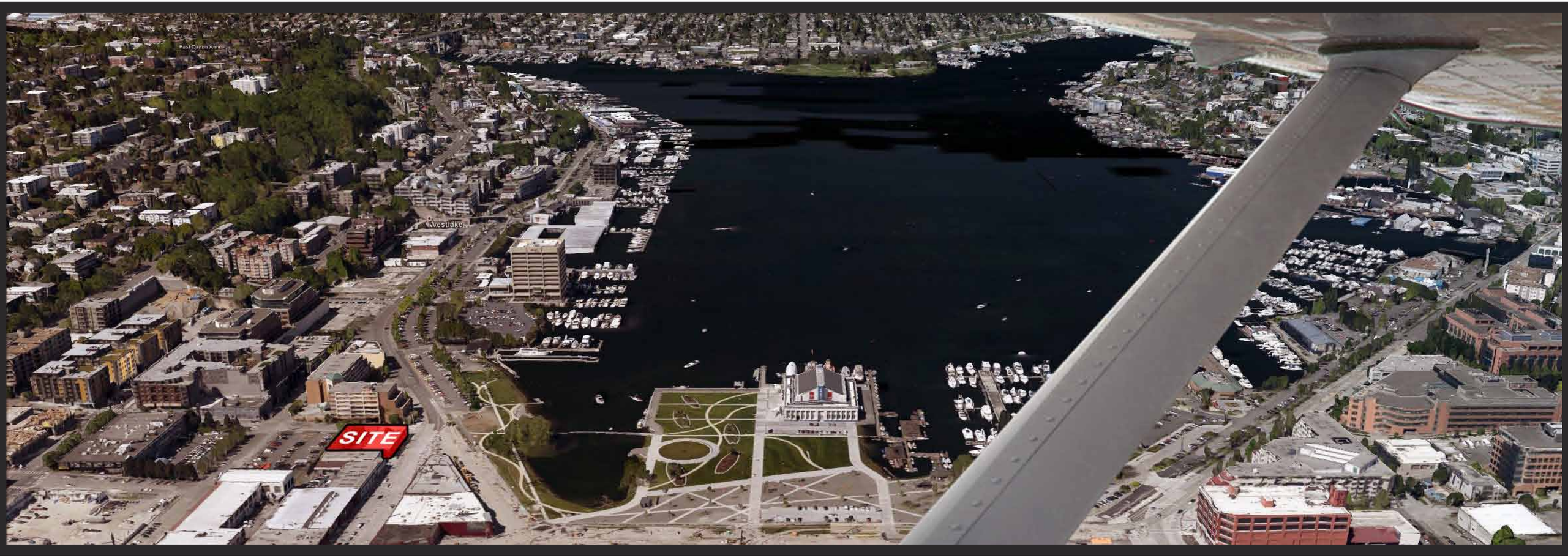

Proposed Hotel for **753 9th Avenue N**

Early Design Guidance • 21 October 2015

R.D.OLSON DEVELOPMENT

Degen & Degen
architecture and interior design

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CONTENTS

i | DEVELOPMENT TEAM

Owner-Developer: **R. D. Olson Development**

SELECTED PROJECTS

❶ Paséa Hotel & Spa
Huntington Beach, California

❷ Aliso Viejo Renaissance ClubSport
Aliso Viejo, California

❸ Irvine Spectrum Marriott Courtyard
Irvine, California

AVIA Hotel
Long Beach, California

Residence Inn
Long Beach, California

Hampton Inn & Suites
Poway, California

Residence Inn
Burbank, California

Residence Inn
Oceanside, California

Hilton Garden Inn
Oxnard, California

Marriott Shadow Ridge
Palm Desert, California

Fairmont Newport Beach Spa
Newport Beach, California

Hotel Palomar Westwood
Los Angeles, California

Four Season
Los Angeles, California

San Diego Marriott Hotel & Marina
San Diego, California

Timber Cove Inn
Jenner, California

Regent Beverly Wilshire
Beverly Hills, California


❶


❷


❶


❸


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❷


❸


❸

ii | **DEVELOPMENT TEAM**

Architect: Degen & Degen

SELECTED PROJECTS

❶ Watertown
Seattle, Washington
Architecture + Interior Design

❷ Liberty Station East Hotels - Embassy Suites
San Diego, California
Architecture + Interior Design

❸ Liberty Station East Hotels - Hampton Inn & Suites
San Diego, California
Architecture + Interior Design

❹ Marriott at LA Live - Residence Inn + Courtyard
Los Angeles, California
Interior Design

Liberty Station East Hotels - TownePlace Suites
San Diego, California
Architecture + Interior Design

Suquamish Clearwater Resort
Suquamish, Washington
Architecture + Interior Design

Residence Inn San Diego Gaslamp Quarter
San Diego, California
Interior Design

Stadium North Lot - Embassy Suites
Seattle, Washington
Interior Design

Residence Inn Seattle - Downtown: Lake Union
Seattle, Washington
ID Renovation

Residence Inn Seattle - University District
Seattle, Washington
Architecture + Interior Design
(Through DD)

Courtyard by Marriott - Downtown: Pinoeer Square
Seattle, Washington
Interiors - Adaptive Reuse

Hilton Bellevue
Bellevue, Washington
Interior Design

Courtyard by Marriott - Fisherman's Wharf
San Francisco, California
Interior Design

Hitlon San Fransico - Financial District
San Francisco, California
Interior Design


SITE

1 | DEVELOPMENT OBJECTIVES

Project Summary

- Boutique, branded hotel
- 8-stories + 1 story underground parking
- 113 guestrooms
- 31 parking spaces
- 3,000 SF ground floor commercial space - cafe
- 82,400 Total GSF - including parking

Design Goals and Objectives

- Maximize height and FAR
- Appropriate for location and neighborhood
- Orient guestrooms to maximize light and views
- Orient guestrooms to anticipate future adjacent developments
- Activate the street
- Respond to land use criteria and DRB input

Summary of Findings

Multiple design concepts were considered leading up to the massing scheme that is presented here. The high profile of this corner site, potential development on both sides, and preferrred orientation toward Lake Union were all strong influences in arriving at the preferrerd scheme.

Allowable Gross Floor Area:

Lot size:	13,894	
Base FAR:	4.5	
Max FAR with bonues and/or TDR's:	6	(not used)
Total Allowable Gross Floor Area:	4.5	**62,523**

Proposed Gross Floor Area:

	Gross Floor Area	Exemptions	Adjusted Gross Floor Area	Keys	Parking	Notes
8	5,592		5,592	7		
7	8,472		8,472	18		
6	8,472		8,472	18		
5	8,472		8,472	18		
4	8,472		8,472	18		
3	8,472		8,472	18		
2	8,472		8,472	16		
L1	11,982	3,000	8,982		1	Exempt: street level eating/drinking
			0			Exempt: parking ramp
P1	13,894	13,894	0		31	Exempt: all floor area below grade
Total adjusted Gross Floor Area:			65,406	113		Total keys
					32	Total parking
Deduct allowance for mechanical equi		-3.5%	-2,289			
Total Chargable Gross Floor Area:			**63,117**			
Total Allowable Gross Floor Area:			**62,523**			
FAR balance:	Allowable less Chargable =		-594 Unused FAR			Proposed area > allowable area to be resolved as design progresses

Note: Gross Floor Area measured to inside face of exterior wall

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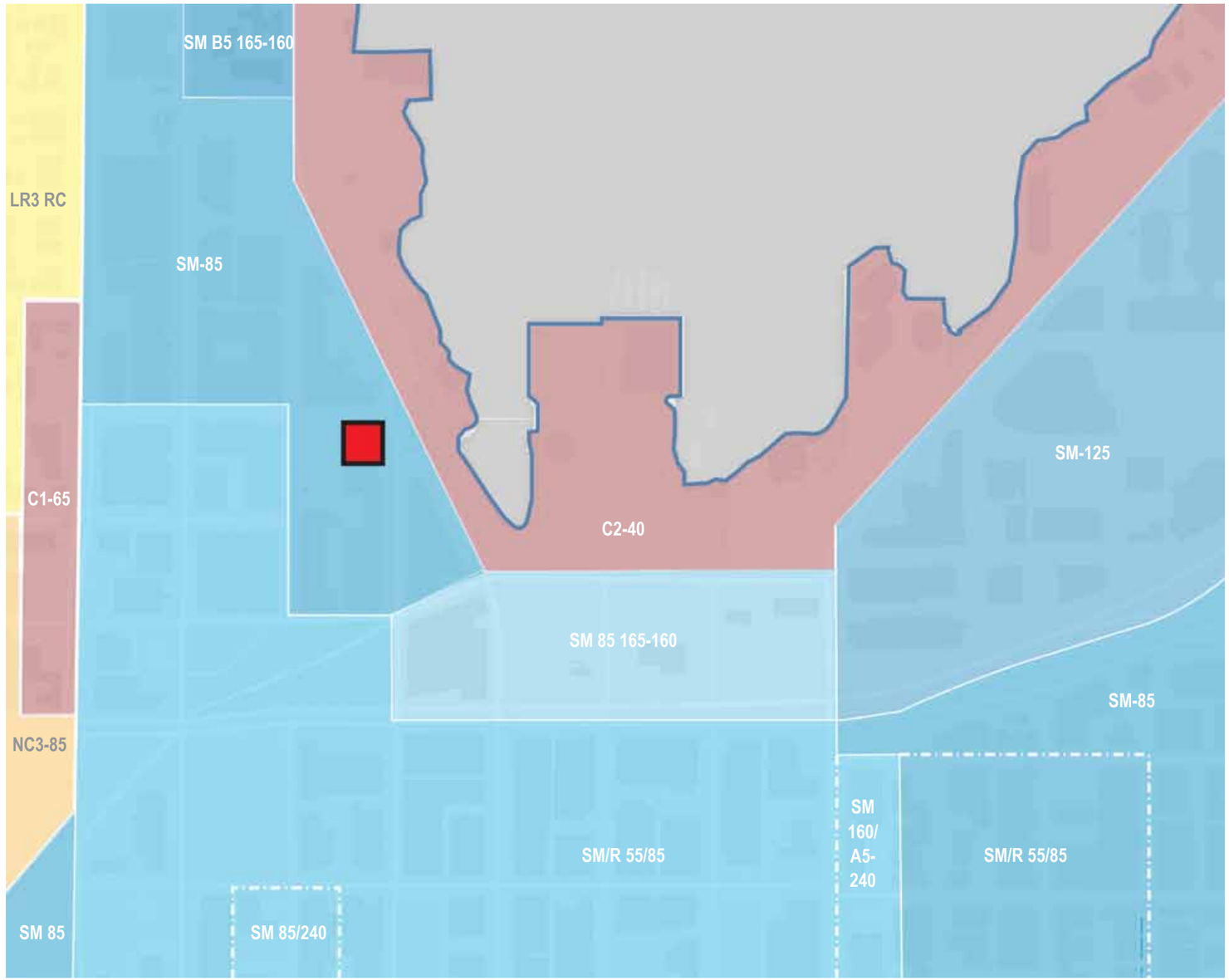
SITE CONTEXT & URBAN DESIGN ANALYSIS

Surrounding Zoning



LEGEND

- Commercial
- Seattle Mixed
- Neighborhood Commercial
- Lowrise Residential

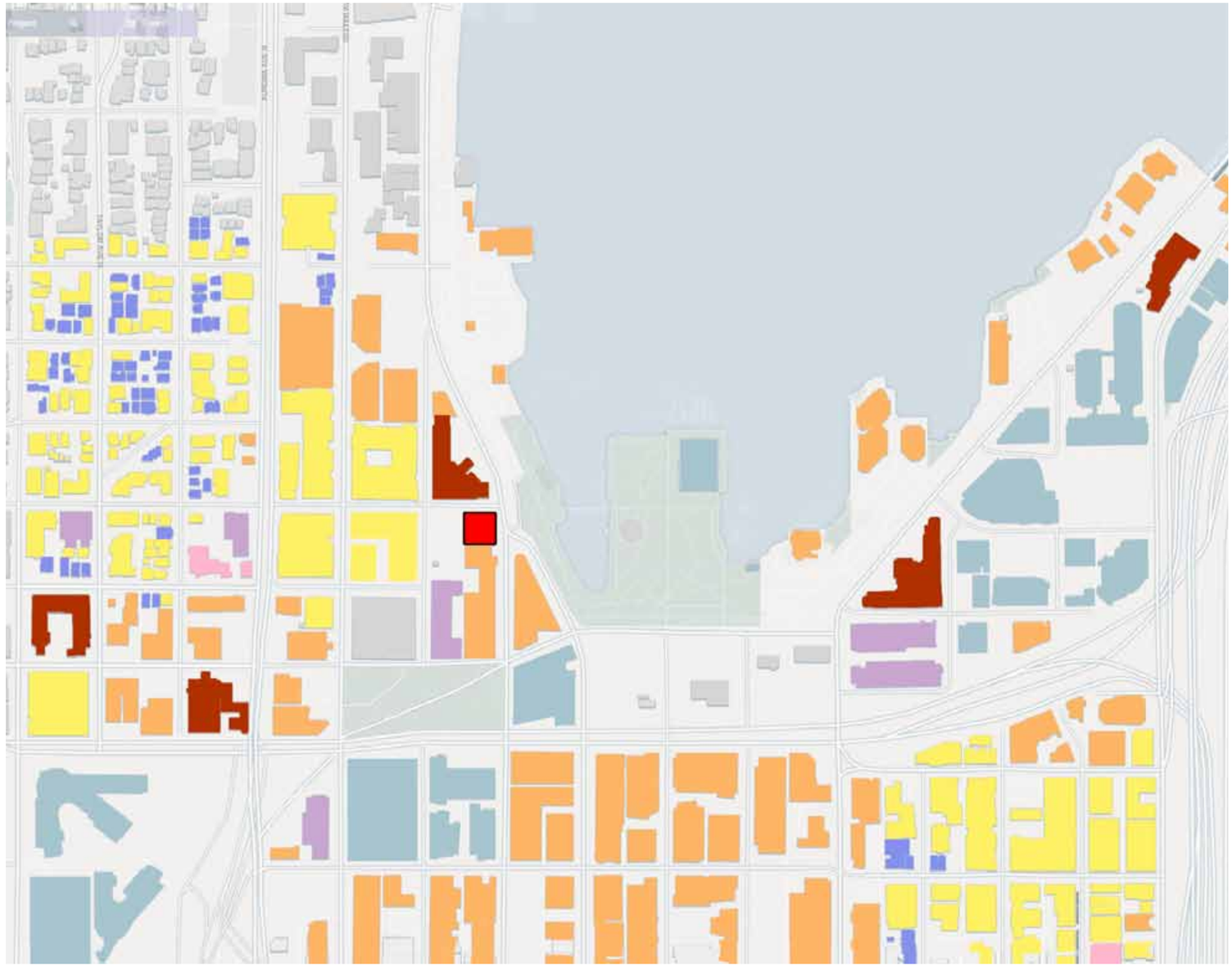
The Future of South Lake Union

As a continually evolving neighborhood of Seattle, South Lake Union is a growing hub of activity comprised of Living, Working, and Playing. This Site becomes part of the new infill from the 85ft zone, evolving the backdrop for Lake Union and adjacent areas. Looking forward, this building aims to compliment it's surrounding buildings and add to the diverse aesthetics of the neighborhood character.

N

Project Site

Neighborhood Development & Uses



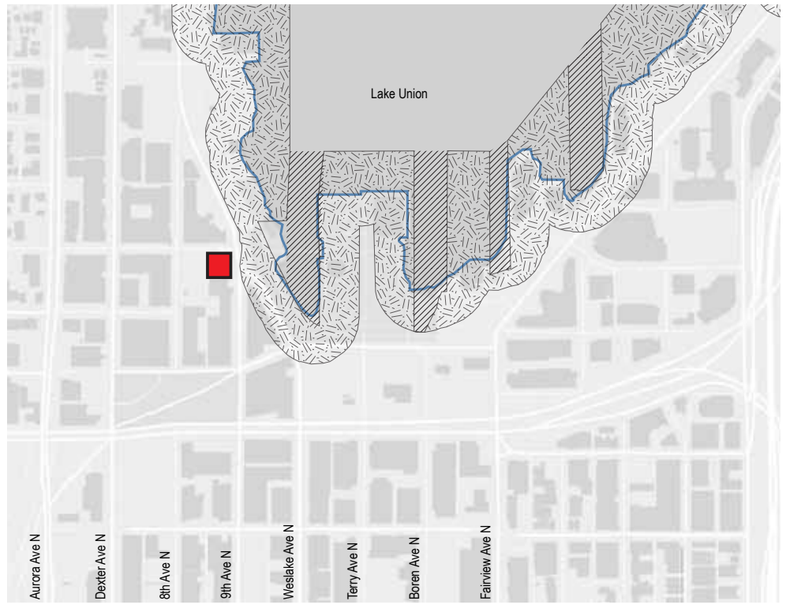
LEGEND

- Historic
- Multi-Family Housing
- Single Family Housing
- Mixed Use
- Hotel
- Religious
- Institutional

N

Project Site

Shoreline Environment

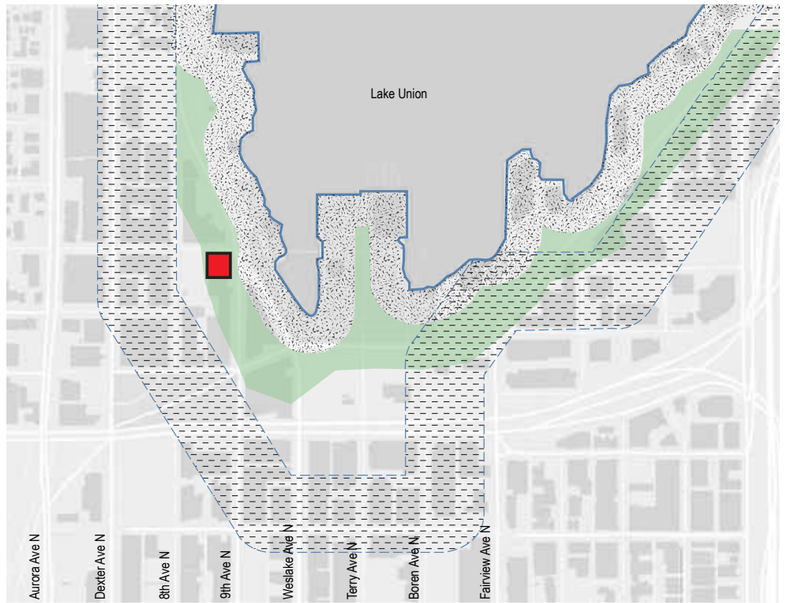


Source: Seattle Department of Planning and Development Shoreline Master Program and SEPA June 2014 Accommodations

Urban General (Commercial/Industrial Uses)

Conservancy Management (Water-Dependent Infrastructure)

Environmentally Critical Areas



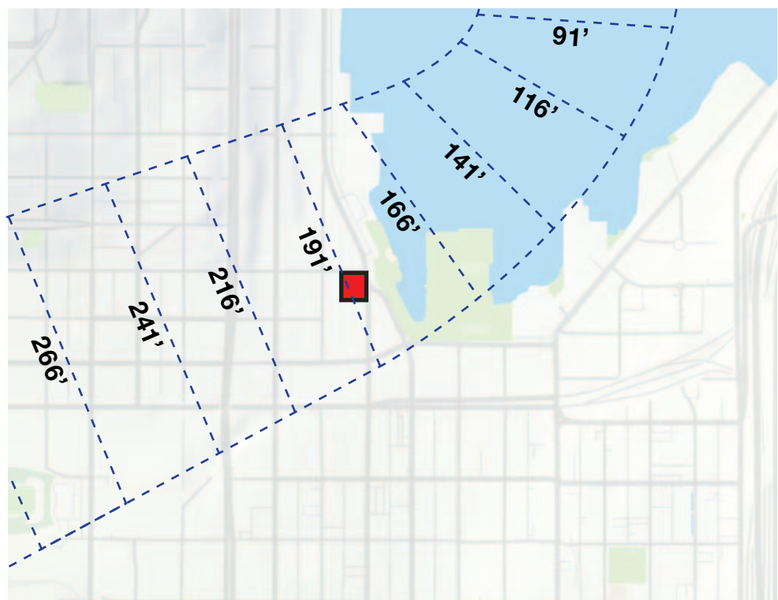
Source: Seattle Department of Planning and Development

Shoreline Habitat Buffer

Liquefaction (USGS)

Archeological Buffer

Flight Path Diagram



Source: Seattle Department of Planning and Development South Lake Union Environmental Impact Statement 2015 Appendix F

Project Site

Community Nodes + Views

1 Lake Union Park

2 MOHAI

3 Center for Wooden Boats

4 Kenmore Air

5 Bill and Melinda Gates Foundation

6 Space Needle/EMP Museum

7 Allen Institute for Brain Science

8 UW Medical Campus

9 Amazon Campus

10 Fred Hutchinson Cancer Research

11 Cascade Park

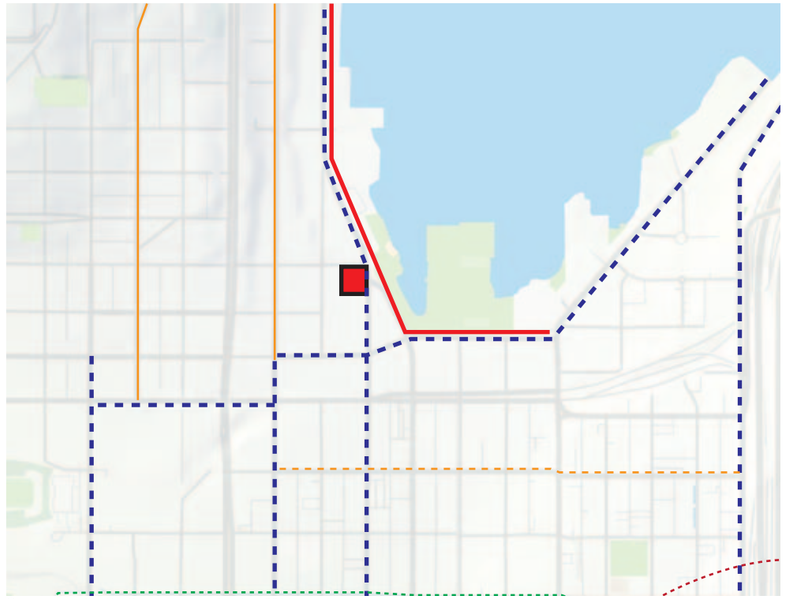
Project Site

Pedestrian Street Classifications

Source: Seattle Municipal Code Map A for 23.48.014 Pedestrian Street Classification in south Lake Union

- Class 1 Pedestrian Streets
- Class 2 Pedestrian Streets
- Neighborhood Green Streets
- Pedestrian Loop Trail

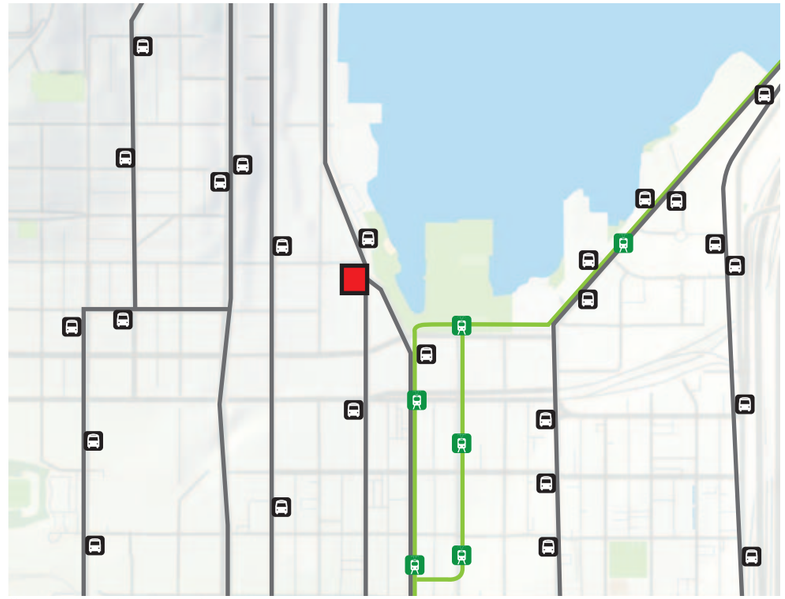
Bicycle Network



Source: Adopted Seattle Bicycle Master Plan 2014

- Future Dedicated Cycle Lane
- Existing Shared Cycle Lane In Street
- Future Shared Cycle Lane In Street
- Existing Off Street Cycle Lane
- Future Off Street Cycle Lane
- Future Neighborhood Greenway

Mass Transit Routes



Source: King County Metro Transit

- Bus Routes
- Bus Stops
- Streetcar Routes
- Streetcar Stops

Surrounding Neighborhoods

Walk Score:

92/100

"Walker's Paradise"

Transit Score:

82/100

"Excellent Transit"

Bike Score:

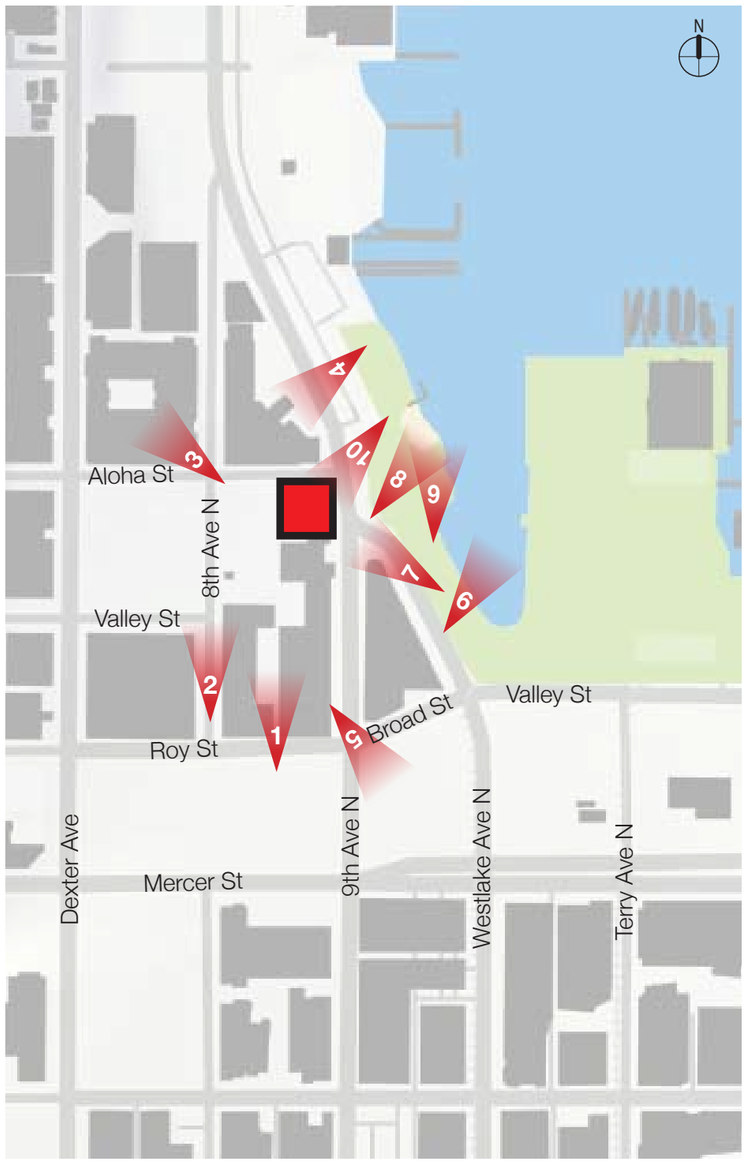
85/100

"Very Bikeable"

Source: https://www.walkscore.com/score/753-9th-ave-n-seattle-wa-98109

9-Block Area Surrounding Project Site

Site Map



Streetscape Context

1 Looking North into Alley from Roy Street

2 Looking North from 8th Ave N & Roy Street

3 Northwest Corner of 8th Ave N & Aloha Street

4 Looking Southwest from Westlake Ave

Parkscape Context

5 Allen Institute for Brain Science

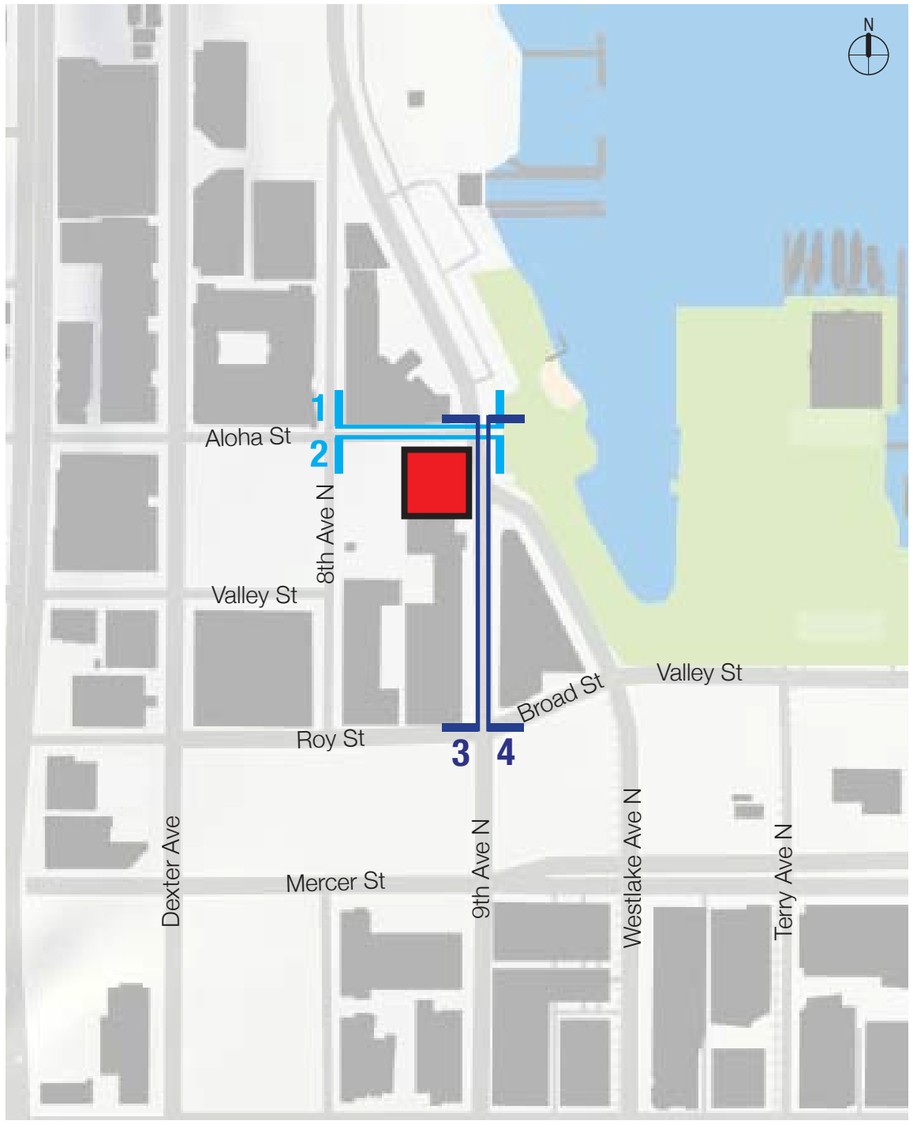
6 MOHAI and Safeco Bridge

7 Looking Northwest at Project Site from Lake Union Park

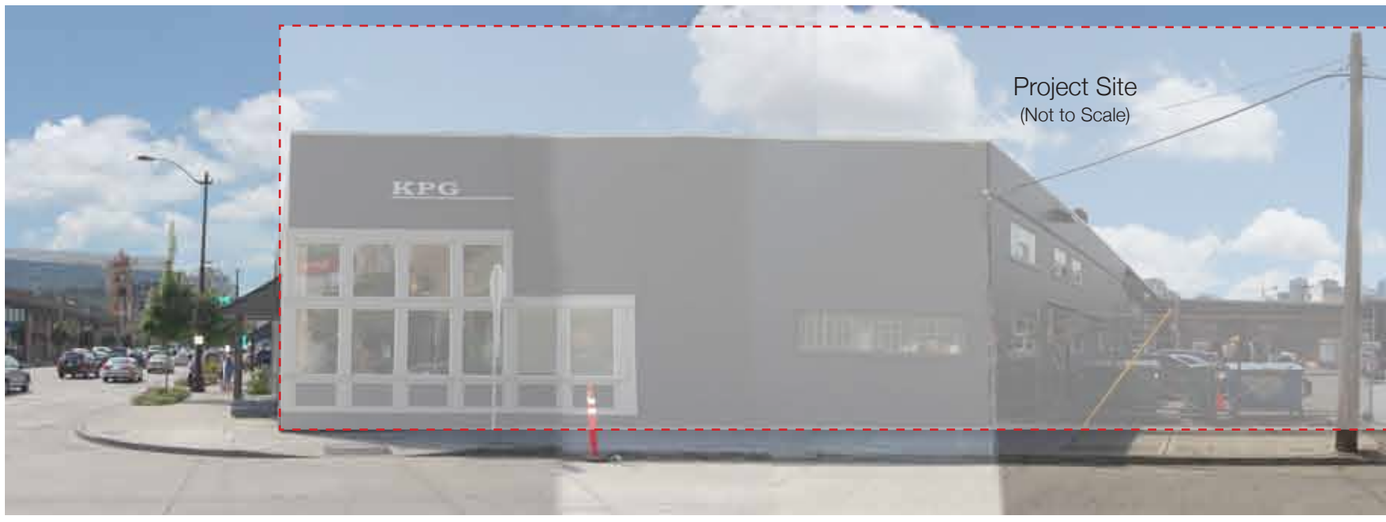
8 Lake Union Park, directly east of Project Site

9 Lake Union Park Beach, directly across from Project Site

10 View of Space Needle behind Project Site



1 Elevation - Aloha Street, Looking North



2 Elevation - Aloha Street, Looking South

Diamond Services Short-Term Parking Lot

801 Dexter Ave - Juxt Apartments

3 Elevation - 9th Ave N, Looking West

Buca di Beppo

Ducati Seattle

Art Marble 21

4 Elevation - 9th Ave N, Looking East

Maaco Collision Repair

TAP Plastics

Tin Cup Espresso and Coffee Shop

1 CS2 - Urban Pattern and Form

Context and Site

SDG: Emphasize attributes that give … the site distinctive sense of place. Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context…

SLU: Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage…such as setbacks to allow for pedestrian friendly spaces; landscaping; artwork; façade treatments. (Note that Westlake and 9th N is listed as a gateway location.)

Response: The building's unique orientation with respect to the intersection and the composition and articulation of its facade help establish this location as a gateway.

Streetscape architectural features improve the pedestrian experience.

2 CS3 - Architectural Context & Character

Context and Site

SDG: Contribute to the architectural character of the neighborhood. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context…to build upon in the future.

Response: Architectural character of this neighborhood could definitely be considered evolving. The proposed building's orientation toward Lake Union Park helps establish an appropriate edge to the neighborhood.

3 PL1 - Connectivity

Public Life

SDG:

- Complement and contribute to the network of open spaces around the site and the connections among them.
- Adding to Public Life: Seek opportunities to foster human interaction… Consider features such as widened sidewalks, recessed entries…
- Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.
- Visible access to the building's entry should be provided.
- Where possible include…overhead weather protection; … outdoor dining;; pedestrian lighting…

SLU: Human Activity: Keep neighborhood connections open... Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

Response: Direct response to each criteria listed above:

- Café entry oriented in line with bridge to Lake Union Park
- Rotated first floor increases width of sidewalk, creates pedestrian-friendly sidewalk café, and recesses all building entires
- Building entry is clearly marked on both 9th and Aloha
- Overhead weather protection, outdoor dining, and pedestrian lighting are all provided

4 PL2 - Walkability

Public Life

SDG: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features. Create a safe environment by providing lines of sight…through strategic placements of doors,…and street level uses. Ensure transparency of street-level uses… Overhead weather protection is encouraged…

SLU: Streetscape Compatibility: The vision for street level uses in SLU is a completed network of sidewalks that successfully accommodate pedestrians…safe, welcoming and open to the general public.

Response: Both street fronts are activated through the use of abundant glazing. Outdoor café seating anchoring the corner of the intersection together with the main hotel entry on Aloha serve to transform this street in to a pedestrian link connecting the residential neighborhood to the west to Lake Union Park.

5 PL3 - Street Level Interaction

Public Life

SDG: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.Commercial lobbies should be visually connected to the street…

SLU: Human Activity: Create graceful transitions at the streetscape level between the public and private uses. Design facades to encourage activity to spill out from business onto the sidewalk, and vise-versa.

Response: Both street fronts are activated through the use of abundant glazing. Outdoor café seating anchoring the corner of the intersection together with the main hotel entry on Aloha serve to transform this street in to a pedestrian link connecting the residential neighborhood to the west to Lake Union Park.

6 DC1 - Project uses and Activities

Design Concept

SDG: Optimize the arrangement of uses and activities on site.

Vehicular Access and Circulation – Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible…by: using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use…

SLU: Providing parking below grade is preferred.

Response: Main hotel entry is on Aloha. 9th is designated a Principal Arterial as well as a Major Truck Street, thereby precluding locating the entry on 9th.

All parking is below grade and served by valet.

Proposed departure to allow site ingress via a curb cut on Aloha and egress via the alley creates a safer pedestrian experience and minimizes traffic in the surrounding area. (See analysis on p. 28-29)

7 DC2 - Architectual Concept

Design Concept

SDG: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

SLU: Design the “fifth elevation” - the roofscape - in addition to the streetscape.

Response: The roof-top is designed to be an amenity space with views to Lake Union, SLU Park, and the Space Needle.

8 DC4 - Exterior Elements and Finishes

Design Concept

SDG: Use appropriate and high quality elements and finishes for the building and its open spaces. Add interest to the streetscape with exterior signs…that are appropriate in scale and character…

SLU: No additional guidelines.

Response: Exterior materials have not yet been selected, however they will be high quality, appropriate for the location, and durable.

Exterior signage will be located both on the street level to add interest as suggested in the guidelines above and on the top story of the façade to identify the hotel from a distance.

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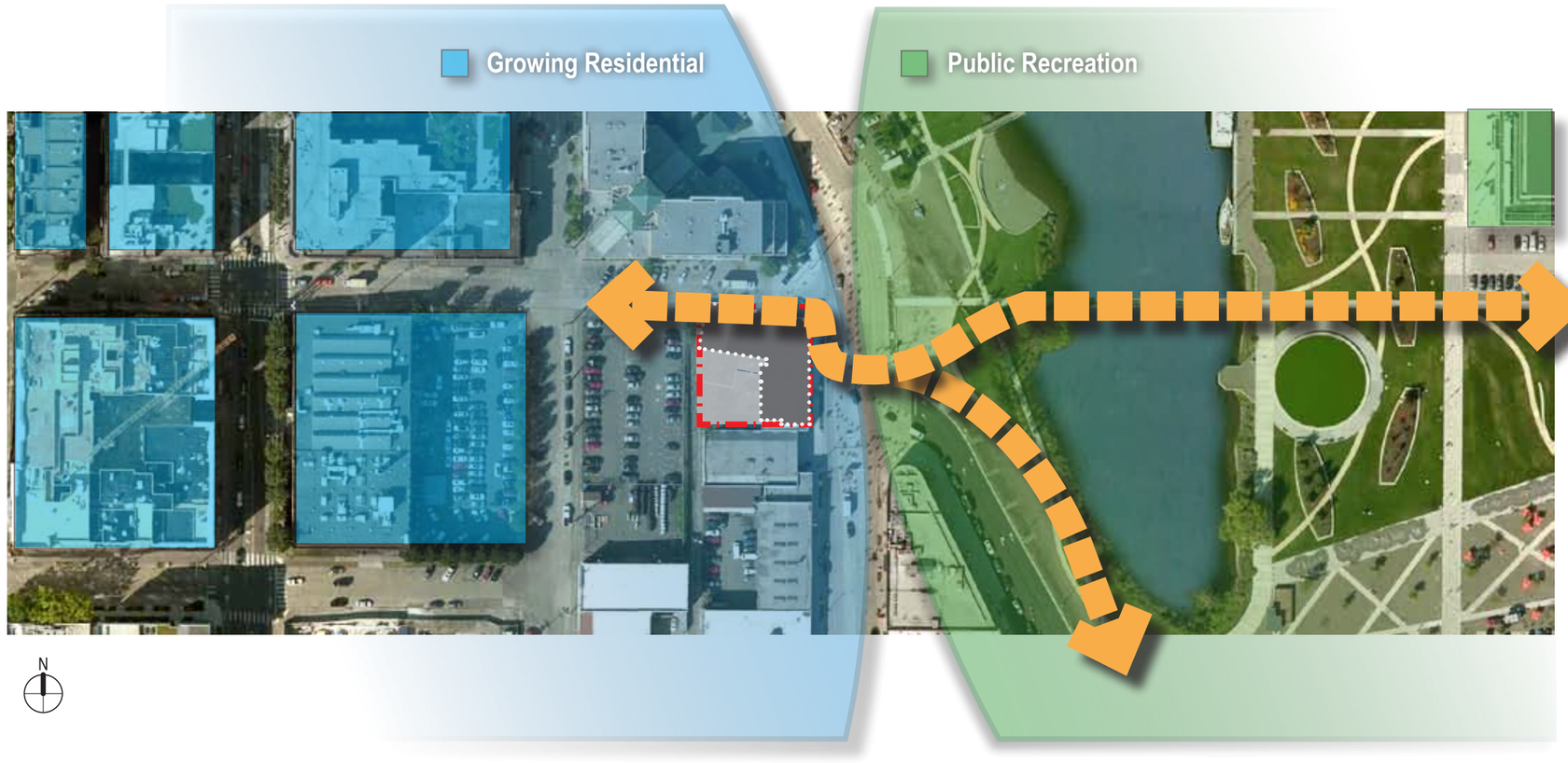
Neighborhood Connection



Confluence of Neighborhoods
The site occupies a prominent corner location defining the edge between two neighborhoods: residential and mixed commercial to the west and recreation (Lake Union Park) to the east.

- Views and pedestrian routes from the residential area eastward toward Lake Union Park link the two neighborhoods
- Views from Lake Union Park toward the residential area to the west are defined by the edge of the new development along 9th Avenue N

4 | SITE ANALYSIS

Site Survey

SITE AREA:

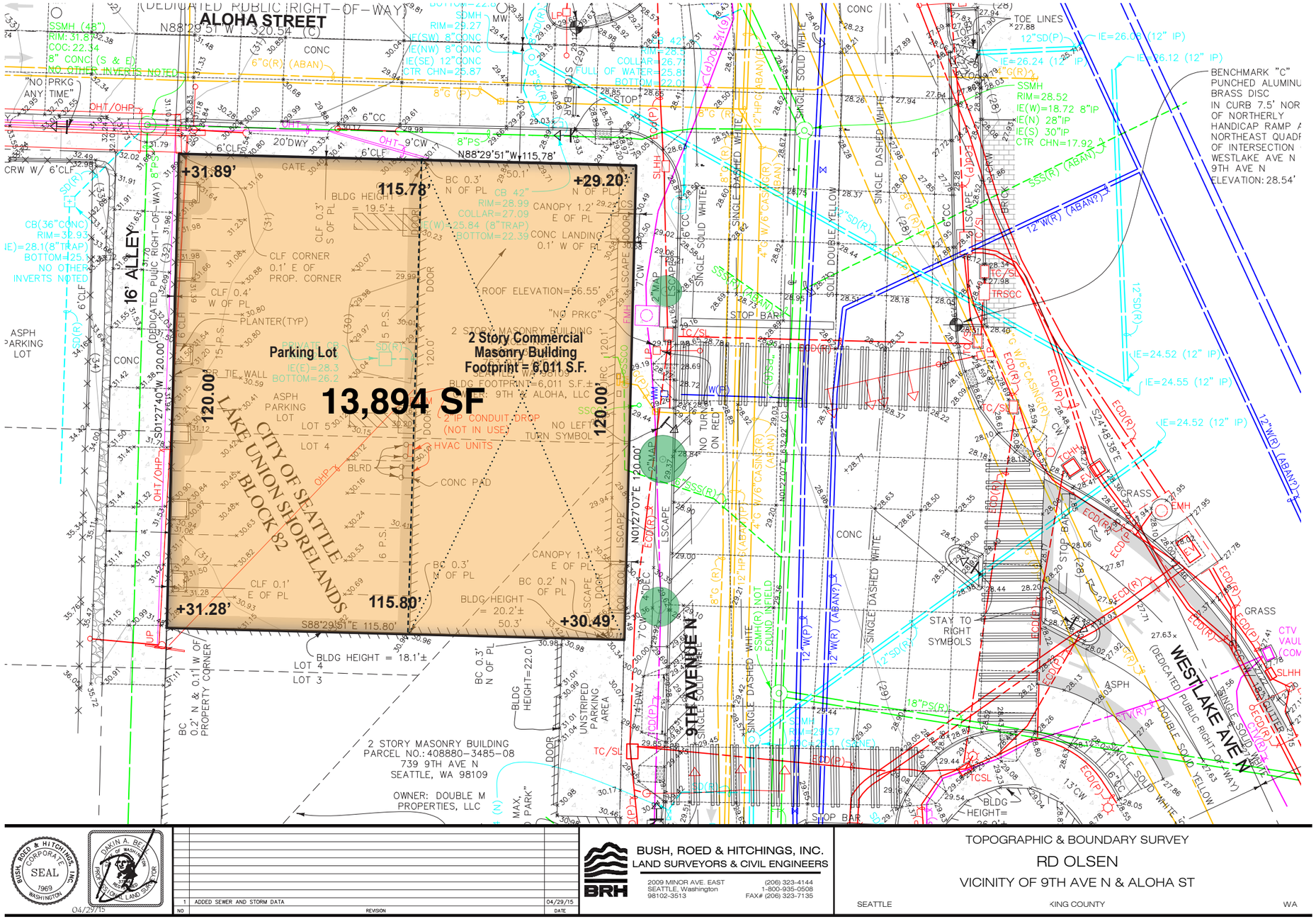
The project parcel size area equals 13,894 square feet with 120' of frontage on 9th Ave N and 115.78' of frontage on Aloha Street.

TOPOGRAPHY:

The site is fairly flat, sloping from 31.89' at the northwest corner to 29.20' at the northeast corner, a net difference of approximately 2.5'.

SITE TREES:

There are no trees of significant size on the site. There are however street trees on the site as follows - (3) 2" deciduous trees on 9th Ave.



Zoning Data

Zoning Designation:
Seattle Mixed SM-85

Urban Village Overlay
South Lake Union Urban Center

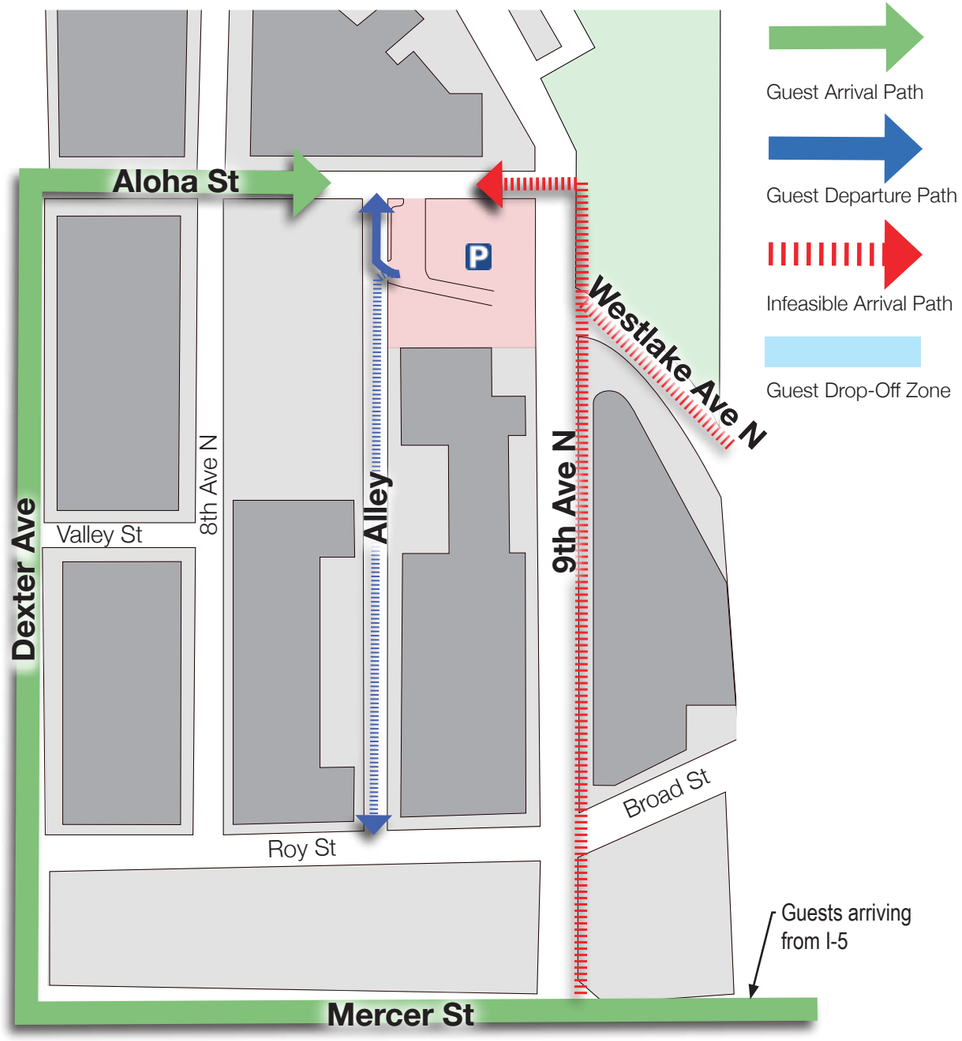
Airport Height Overlay
Outer Transitional Surface

Environementally Critical Areas
Liquefaction Zone

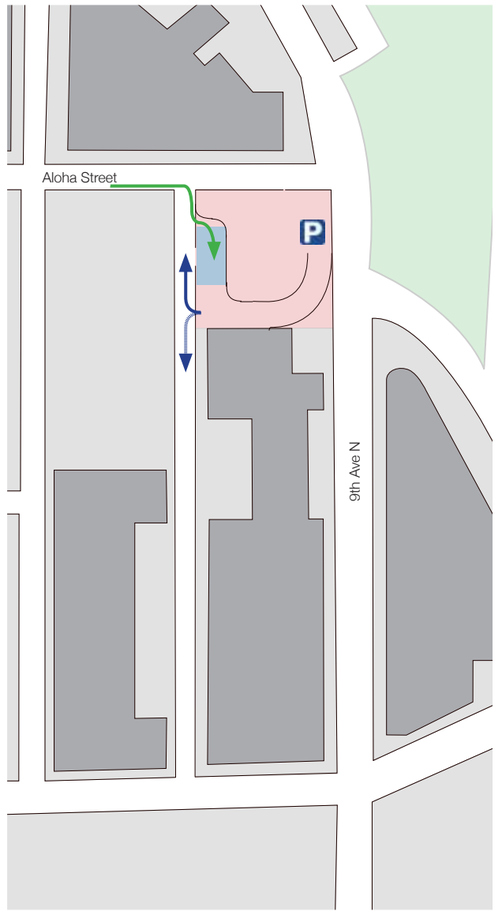
Land Use	
Site	Parcel Number: 408880-3565 753 9th Avenue N Seattle, WA 98109 Size: 13,894 Existing use: Office Building Proposed use: Hotel
Zoning (SMC 23.48)	SM-85 - Seattle Mixed 85' South Lake Union Urban Center Pedestrian street classification (both on 9th & Aloha) : None Street Arterial Classification: Principal Arterial (9th Avenue) Transit Classification: Minor Transit Street (9th Avenue) Major Truck Street: (9th Avenue)
Lot Coverage (SMC 23.48.008)	21,600 SF or less, 100 rooms/suites or fewer
FAR (SMC 23.48.009)	Base 4.5 Max: 6 Mechanical Equipment Allowance: Deduct 3.5% Floor Areas exempt: street level general sales & service street level eating/drinking establishments street level entertainment use solar collectors / wind-driven power generators
Bonus – Housing/Child Care (SMC 23.58A.010)	Performance: providing on-site or approved off-site low income housing or child care (15.6% of GSF of bonus area) Payment: paying City to provide housing or child care ($24.95/GSF of bonus area)
Bonus – Amenities (SMC 23.58A.040)	Neighborhood open space/plaza – 7:1 (3,000 sf min.) Green street setbacks on lots abutting designated green streets – 5:1 (10ft avg. max.) Green street improvements – 5:1 Mid-block corridor – 7:1 Hillside terrace – 5:1
Allowable Height (SMC 23.48.010)	85 FT Exemptions: pitched roof min. slope 6 to 12 (10') pitched roof min. slope 4 to 12 (5') railings, skylights, parapets, clerestories (4') solar collectors (7') stair penthouse, mech equip., atriums (15') Bonuses: affordable housing (23.58A.014)(23.58A.024)

Property Line Facades (SMC 23.48.014)	Min. height for street facing facades: 15' Street setbacks: no requirement
Façade Transparency (SMC 23.48.014D)	Façade transparency: 30% min. Slope exceeding 7.5%: 22% min. Blank facades: 30' max. width, 70% of street façade (78% for slope over 7.5%)
Street Level Uses (SMC 23.48.014E)	Required 75% of façade to be acceptable street use Streel level uses must be within 10' of property line Pedestrian entrances direct from street, 3' above/below grade max. 13' min. floor-to-floor height 30' depth min.
Amenity Areas (SMC 23.48.020)	5% min. total residential gross area (max: SF area of lot) 50% max. area may be enclosed 15' min. horiz. Dimension 225 SF min. for each area
Landscaping (SMC 23.48.024)	.30 or greater Green Factor
Access & Loading (SMC 23.48.032) (SMC 23.54.035)	Truck loading parallel to alley: 12' setback for loading berth from centerline of alley (16' height where occurs) Access to parking & loading shall be from the alley Low demand use. Required: (2) 10' x 35' berths (14' min. clearance) Provided: (2) 10' x 35' berths (14' clearance)
Parking (SMC 23.54.030)	SM Zone: No parking requirement Total parking required: 0 Total parking proposed: 32 Total Large spaces: 32 Total Medium spaces: 0 Total Small spaces: 0 Total ADA spaces: 1 Bicycle Parking Required: (1 space per 20 units) = 6 spaces
Alley Dedication (SMC 23.53.030)	Min alley ROW width: 20' Existing alley width: 16' Required dedication: 1/2 the difference = 2'-0"
Curb Cuts (SMC 23.54.030)	Street frontage of 160ft or less = 1 curb cut allowed

Arrival & Site Access Analysis



Option 1



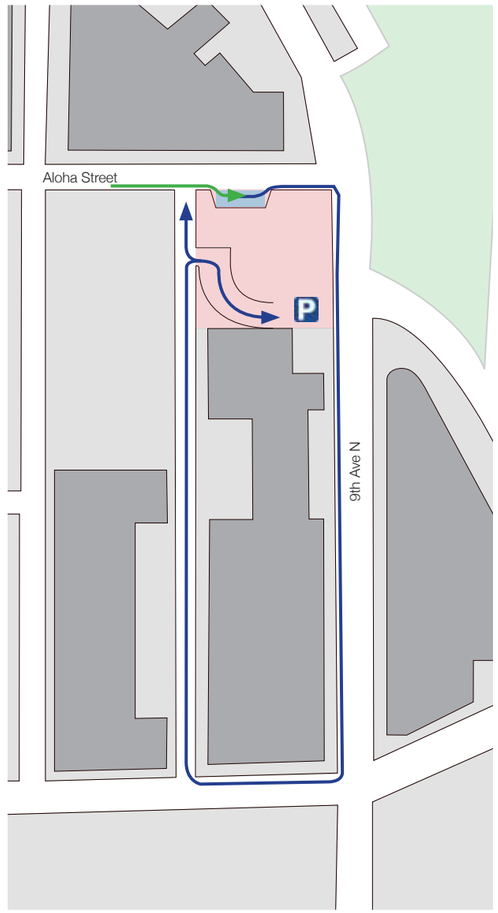
Pros:

- Code compliant scheme

Cons:

- Guest arrival experience at Alley
- Facade along 9th Ave is used for ramp

Option 2



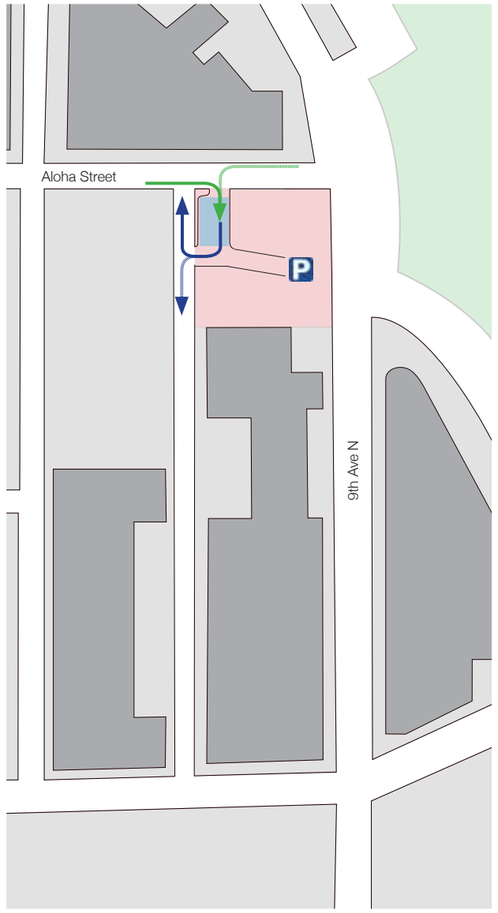
Pros:

Good guest arrival experience

Cons:

- Compromised pedestrian experience on Aloha
- Increased traffic on 9th Ave in order to reach the parking garage

Option 3 - Preferred



Pros:

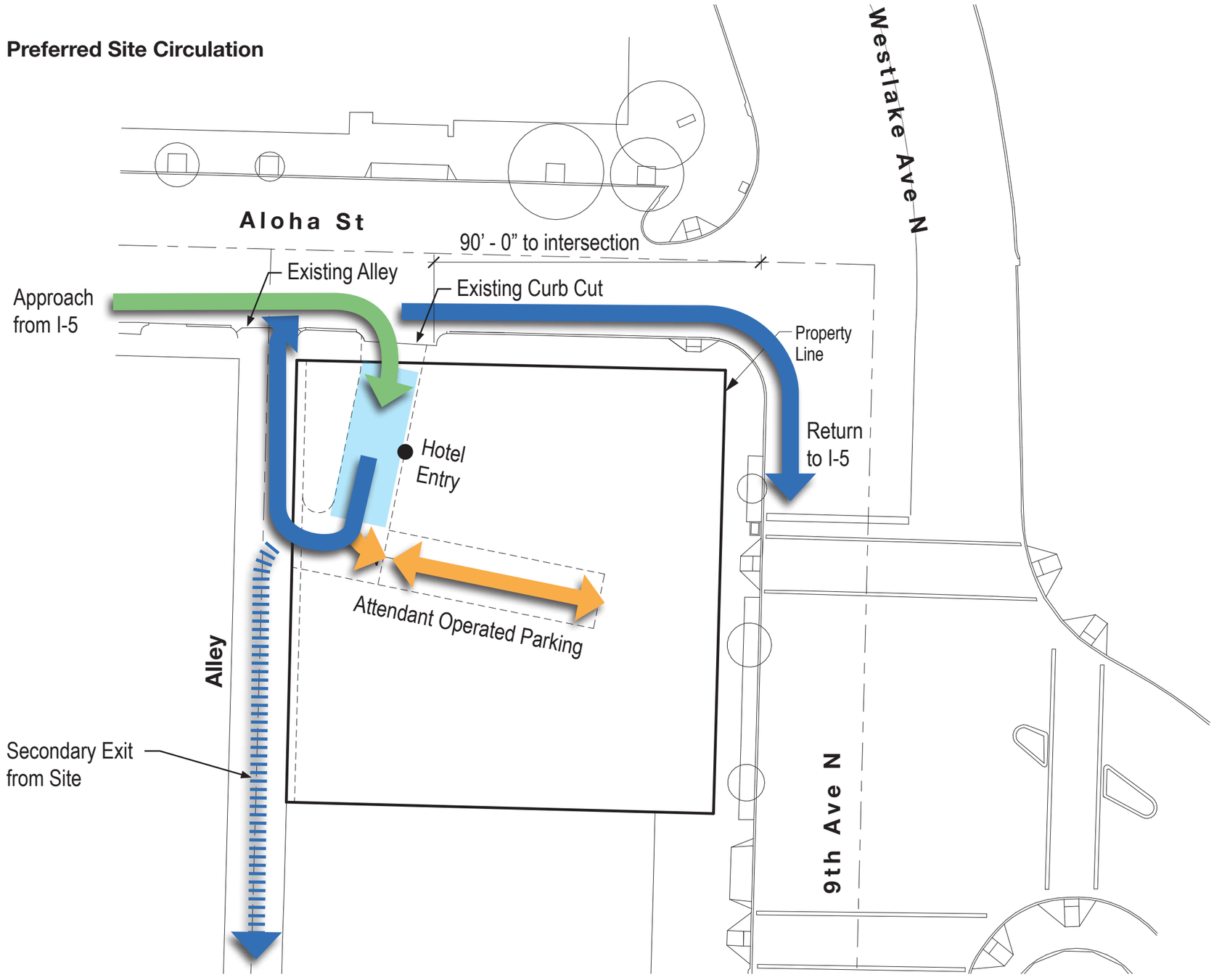
Good pedestrian and guest arrival experience

Minimal impact on traffic by keeping attendant parking on site

Cons:

- Access from Aloha requires a Code exception

Preferred Site Circulation



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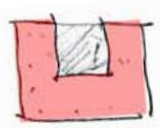
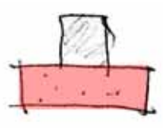
PROPOSED BUILDING MASSING OPTIONS - SUMMARY

OPTION 1 - U SHAPE
(Code Compliant)



- U-Shaped floor plan has guestrooms on three sides
- South facing guestrooms are oriented toward a future building
- Main entry and parking access is from the alley
- 27’ - 0” Setback at south facade
- No requested departures

OPTION 2 - T SHAPE



- T-shaped floor plan has guestrooms on two sides facing east and west
- Main entry and parking access are via a new curb cut on Aloha
- 0’ - 0” Setback at South Facade
- Departures:
  - 1) 23.54.035 - Loading Berth Reduction
  - 2) 23.48.034 - Alley Access (Aloha St Curb Cut)
  - 2) 23.48.034 - Alley Access (Aloha St Curb Cut)

OPTION 3 - L SHAPE
PREFERRED SCHEME

- L-shaped floor plan has guestrooms on two sides, both facing Lake Union
- Main entry and parking access are via a new curb cut on Aloha
- Variable setback at North Facade
- Departures:
  - 1) 23.54.035 - Loading Berth Reduction
  - 2) 23.48.034 - Alley Access (Aloha St Curb Cut)

OPTION 1 - U SHAPE (CODE COMPLIANT OPTION)

SUMMARY

- Gross Area 66,000 sq. ft.
- Net Hotel 63,000 sq. ft.
- Net Retail 3,000 sq. ft.

PROS

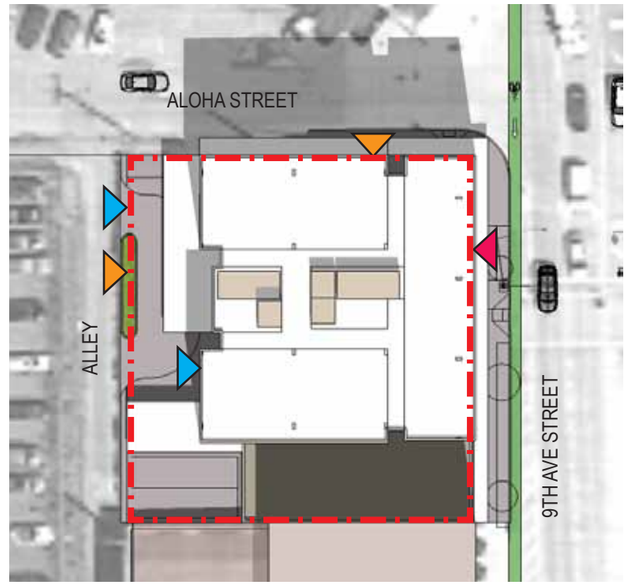
- Zero lot line at intersection helps define the corner
- Tower setback on south property line gives future building some “breathing room”
- Access to parking is via alley - Code compliant

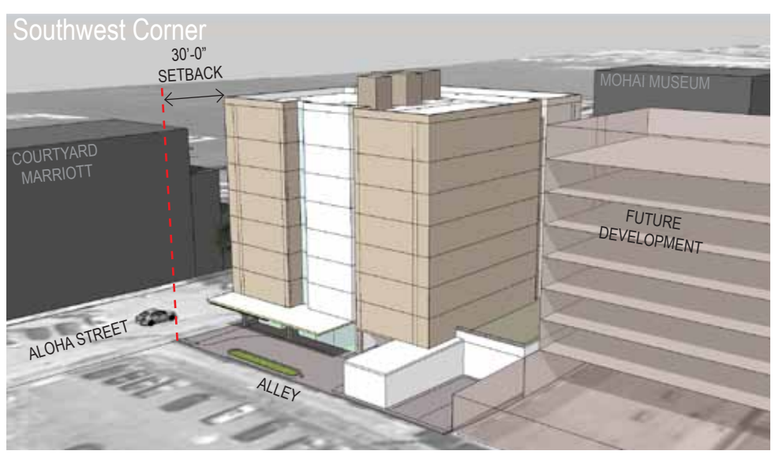
CONS

- Problematic south facing rooms look directly into future building
- Minimal opportunity for street level public space
- Main hotel entry is not on the street
- Guest arrival experience on alley is not desirable

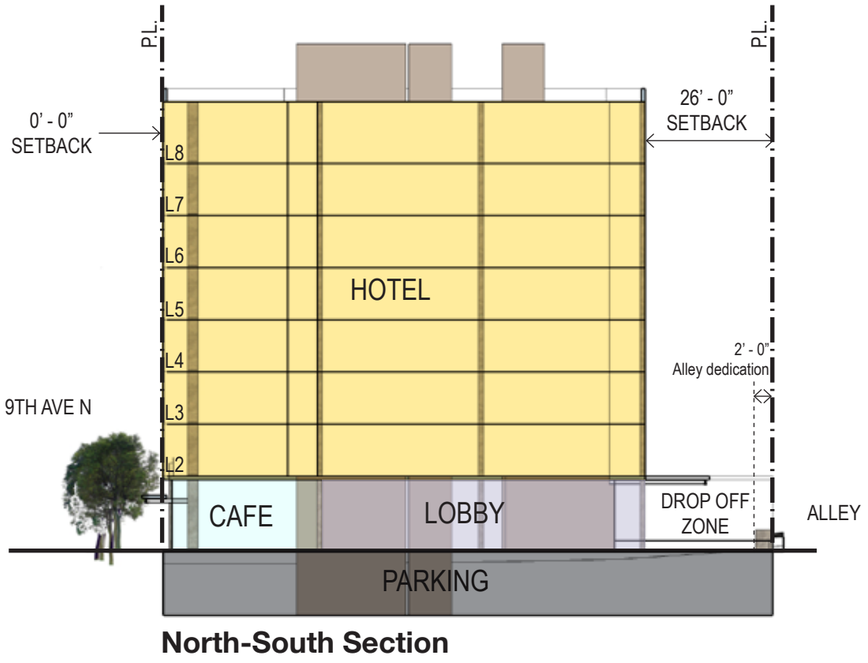
DEPARTURES

- None

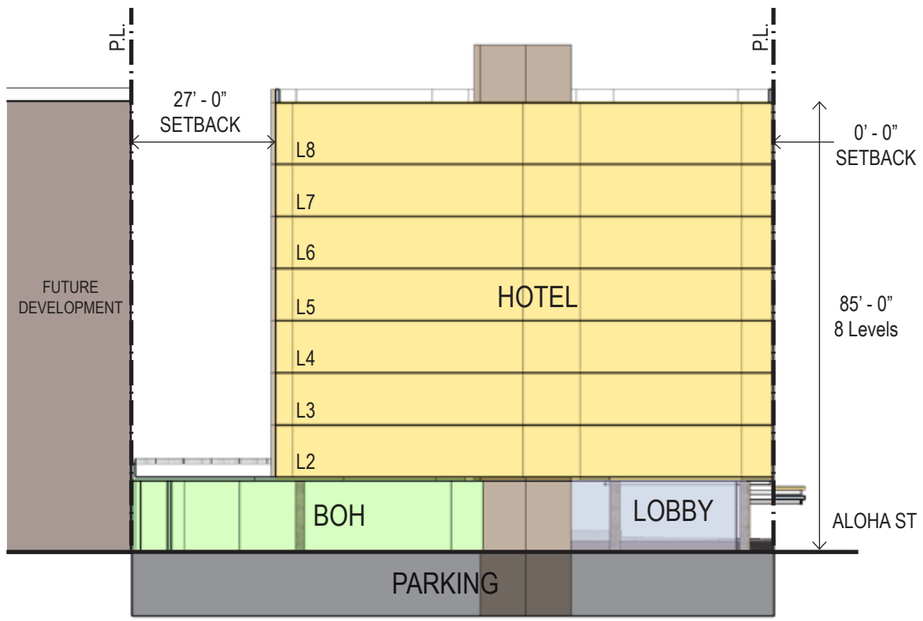




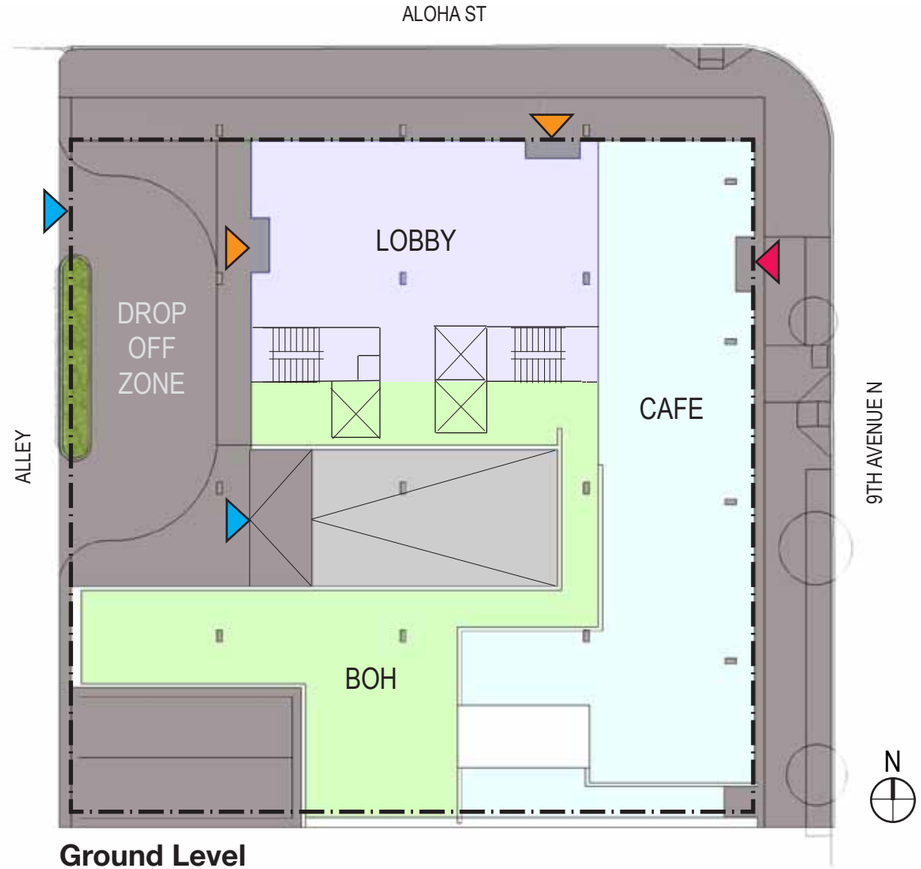
OPTION 1 - U SHAPE (CODE COMPLIANT OPTION)



North-South Section



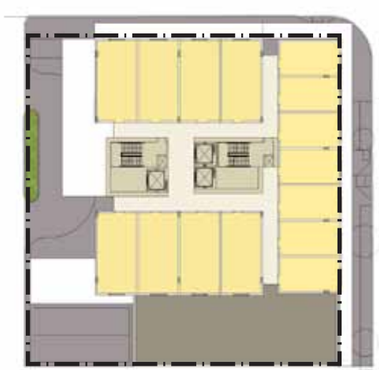
East-West Section



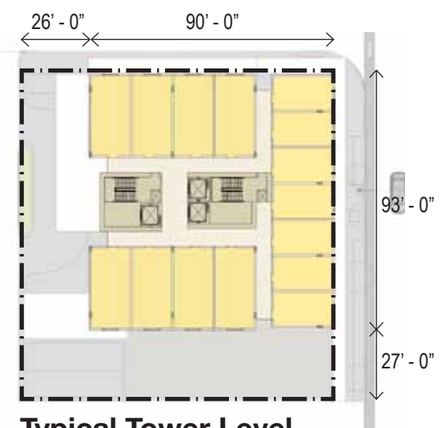
Ground Level

CAFE
LOBBY
HOTEL
BOH
PROPERTY LINE

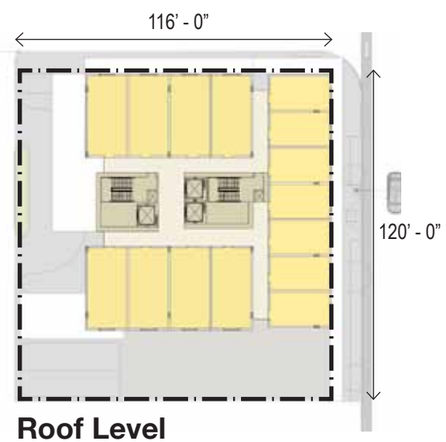
RETAIL ENTRY
HOTEL ENTRY
VEHICULAR ENTRY



Level 2



Typical Tower Level



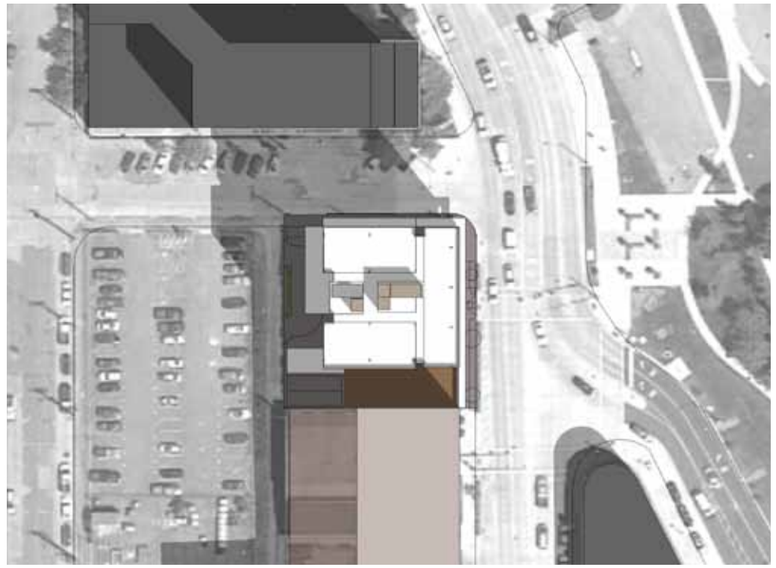
Roof Level

OPTION 1 - U SHAPE (CODE COMPLIANT OPTION)

Shadow Analysis:

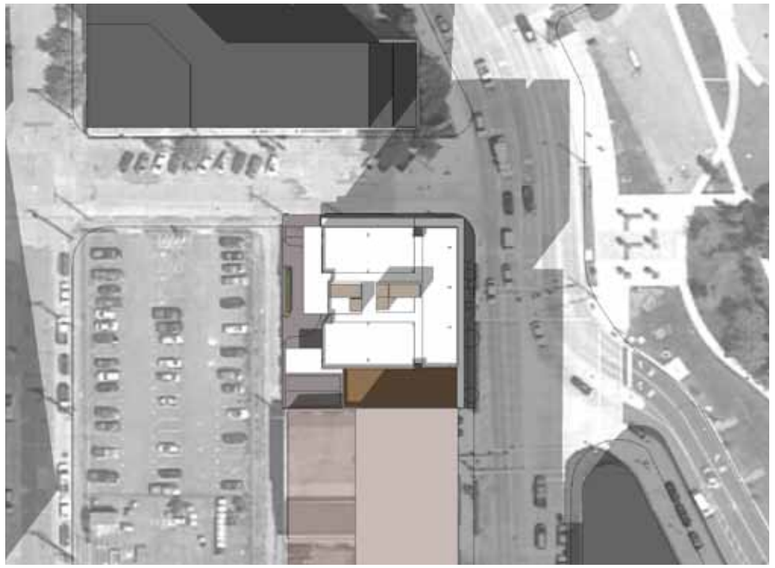
- Shadow impact is greatest in the morning for all schemes and disipates by noon
- All three options have a similiar shadow impact

March / September 21 - 10:00AM



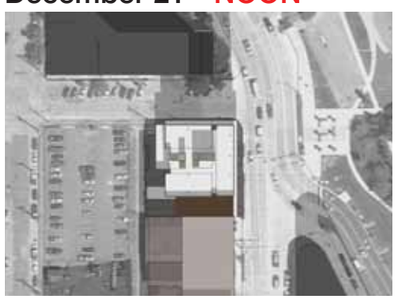
March / September 21 - NOON

March / September 21 - 2:00PM



December 21 - 10:00AM

December 21 - NOON



December 21 - 2:00PM

June 21 - 10:00AM

June 21 - NOON

June 21 - 2:00PM

INTENTIONALLY
LEFT BLANK

OPTION 2 - T SHAPE

SUMMARY

- Gross Area 63,000 sq. ft.
- Net Hotel 60,000 sq. ft.
- Net Retail 3,000 sq. ft.

PROS

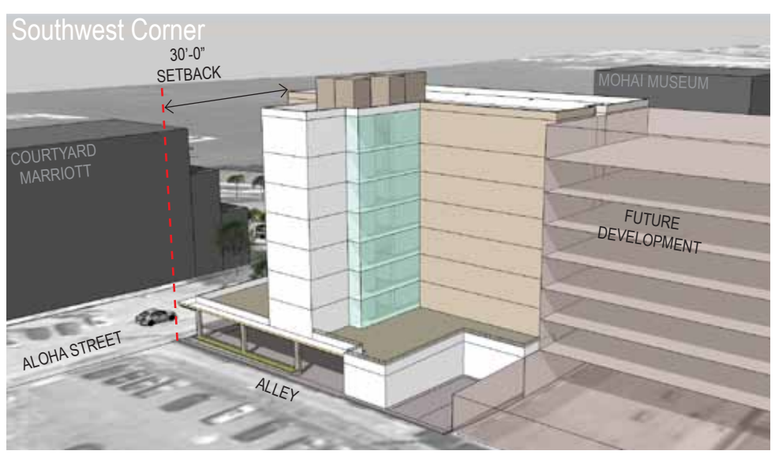
- Building facde and nearly half the guestrooms face Lake Union Park

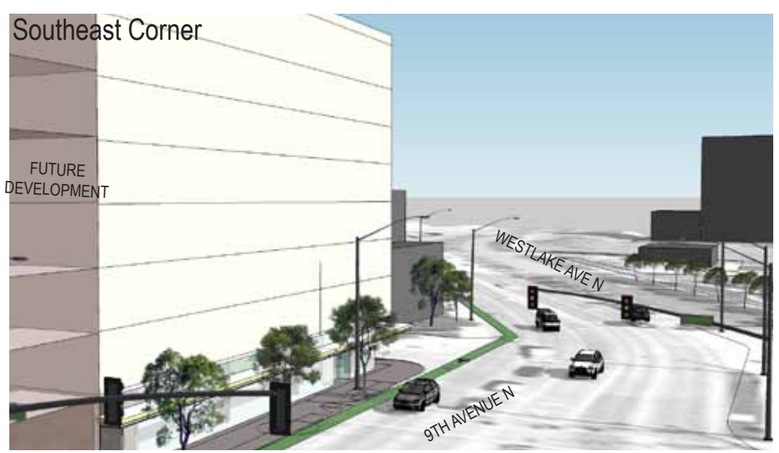
CONS

- Building has a distinct back side facing the residential neighborhood to the west
- Building orientation toward Aloha and toward the north end of Lake Union is nondescript

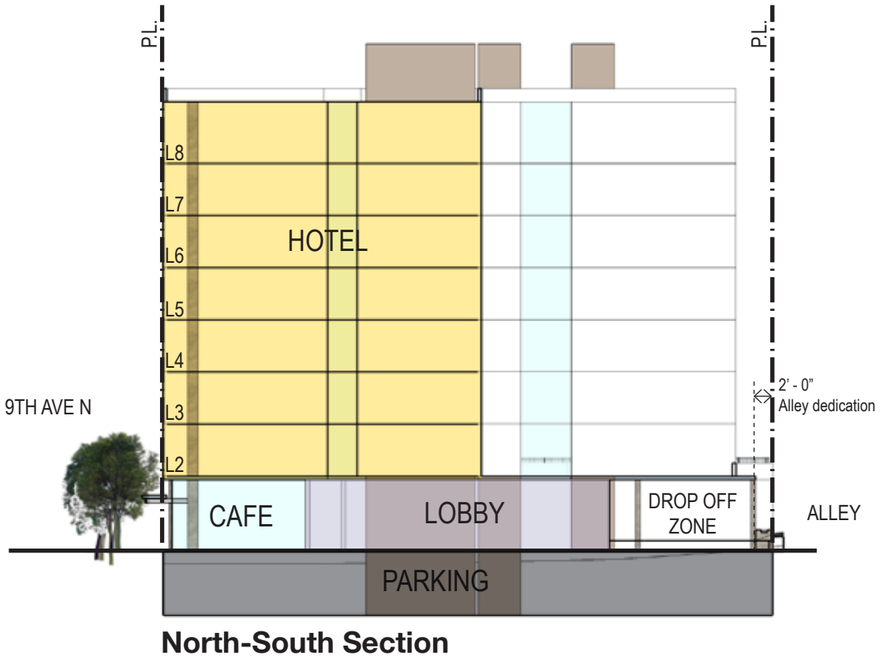
DEPARTURES

- 23.54.035 - Loading Berth Reduction
- 23.48.034 - Alley Access (Aloha St Curb Cut)

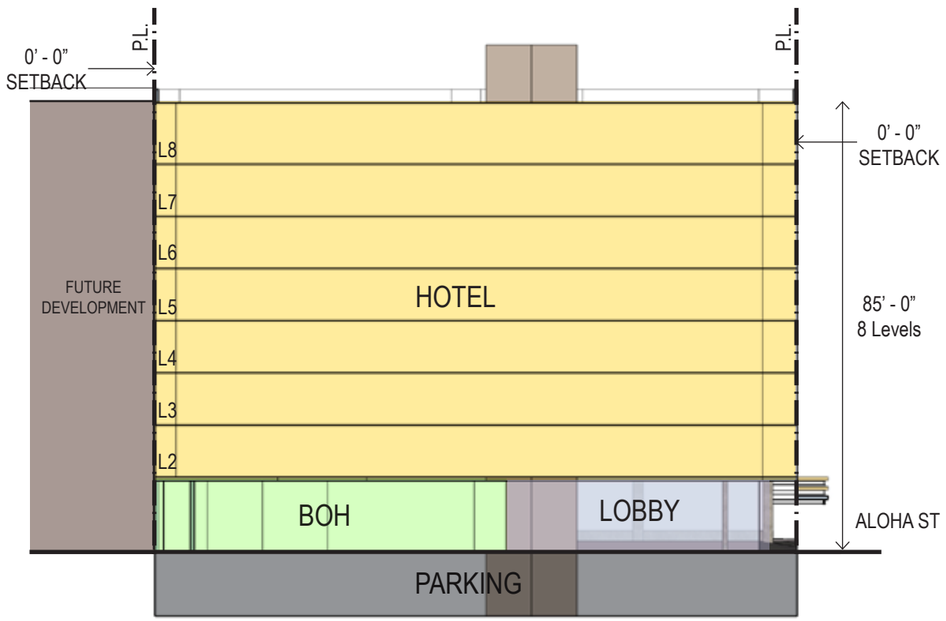




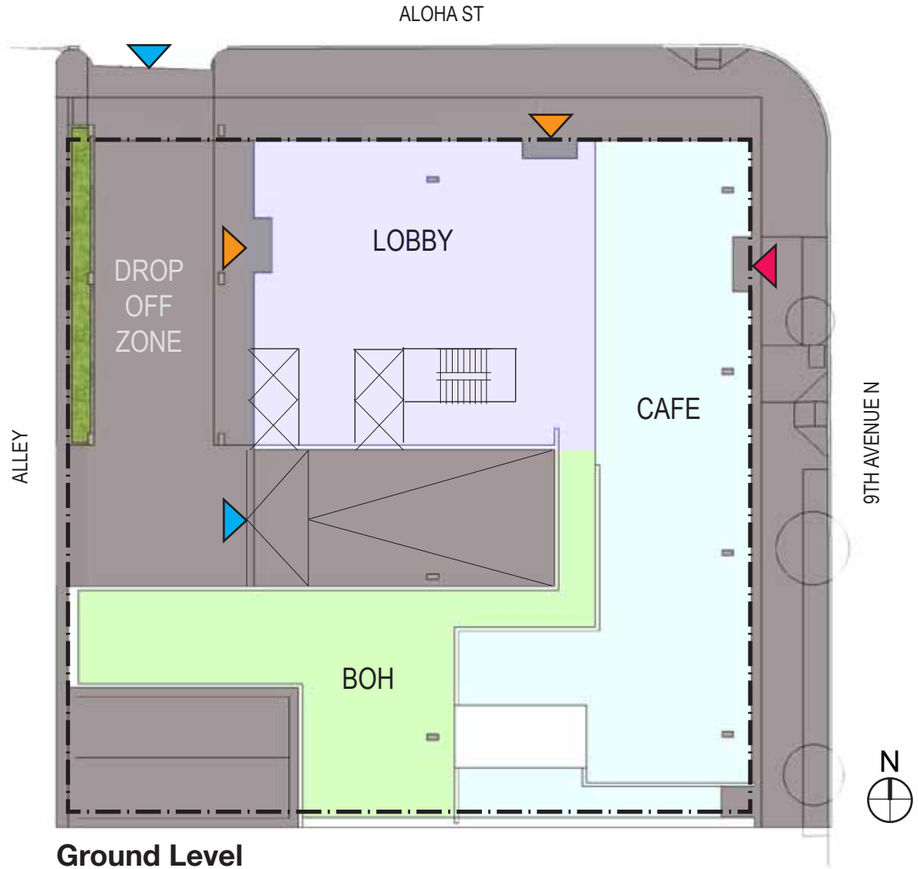
OPTION 2 - T SHAPE



North-South Section



East-West Section

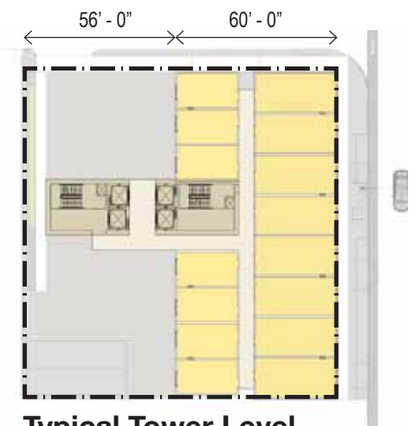


Ground Level

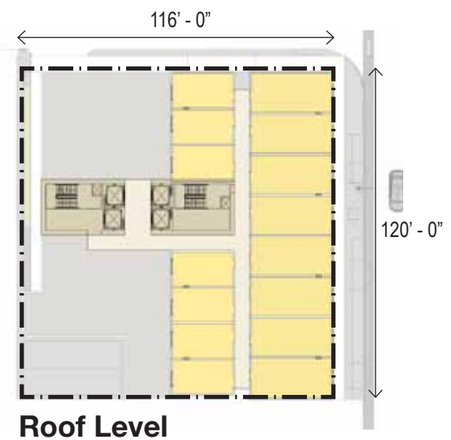
CAFE
LOBBY
HOTEL
BOH
PROPERTY LINE

RETAIL ENTRY
HOTEL ENTRY
VEHICULAR ENTRY

Level 2



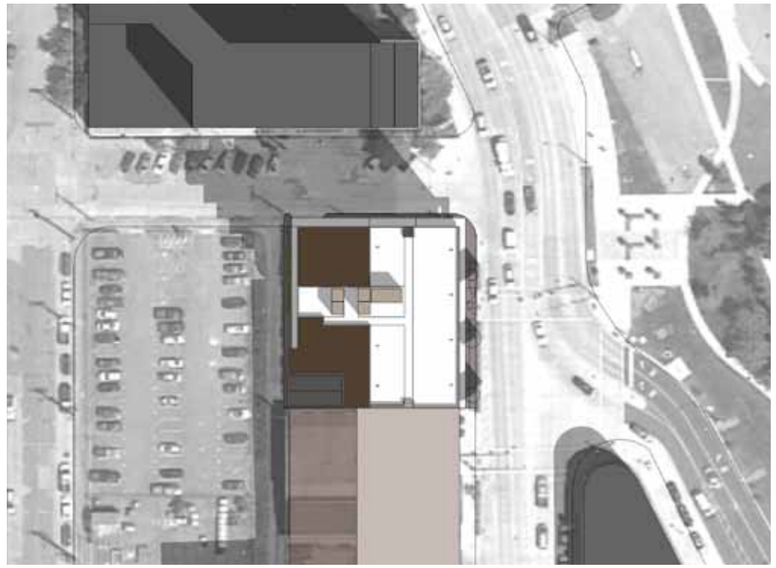
Typical Tower Level



Roof Level

OPTION 2 - T SHAPE

March / September 21 - 10:00AM



March / September 21 - NOON

March / September 21 - 2:00PM

December 21 - 10:00AM

December 21 - NOON

December 21 - 2:00PM

June 21 - 10:00AM

June 21 - NOON

June 21 - 2:00PM

INTENTIONALLY
LEFT BLANK

OPTION 3 - L SHAPE (PREFERRED OPTION)

SUMMARY

- Gross Area 65,000 sq. ft.
- Net Hotel 62,000 sq. ft.
- Net Retail 3,000 sq. ft.

PROS

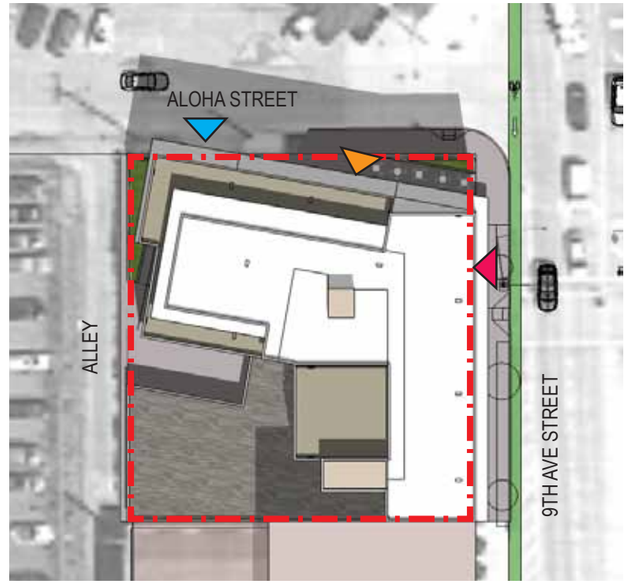
- Building is oriented to both Lake Union Park and the north end of Lake Union
- Massing helps define the intersection
- Rotated facade on Aloha helps open up views and the pedestrian route from the residential area
- Rotated facade creates outdoor seating and landscape area
- Curb cut on Aloha creates landscape area along the alley
- Minimizes impact to future building to the south
- Hotel event space on top floor has views of Lake Union
- Main hotel entry is visible on Aloha

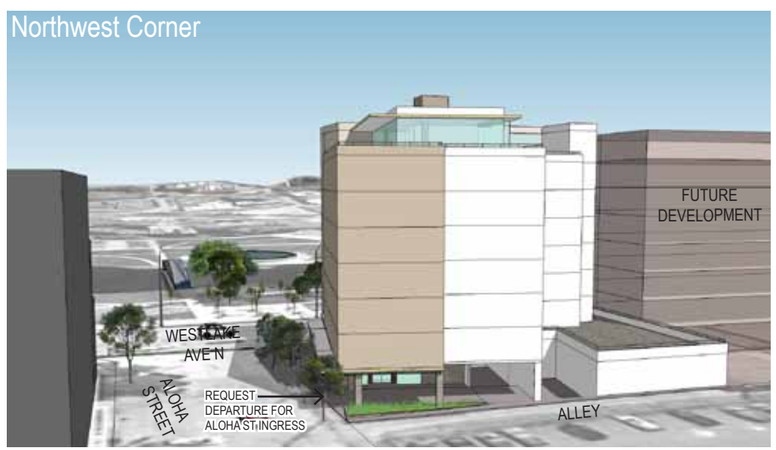
CONS

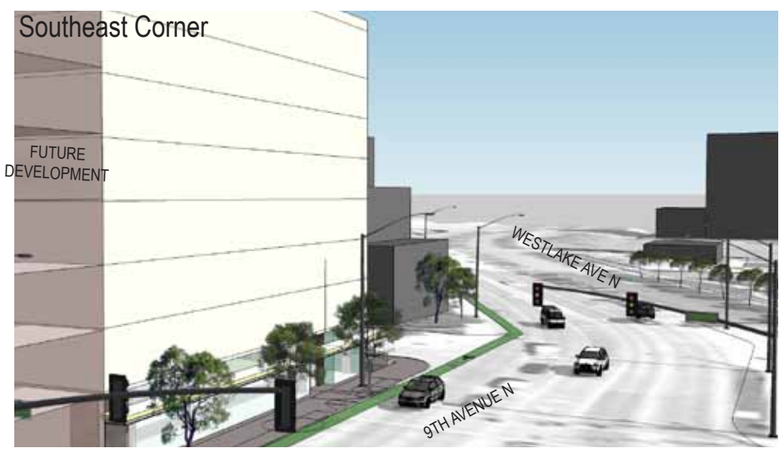
- Requires Code Exception for curb cut on Aloha

DEPARTURES

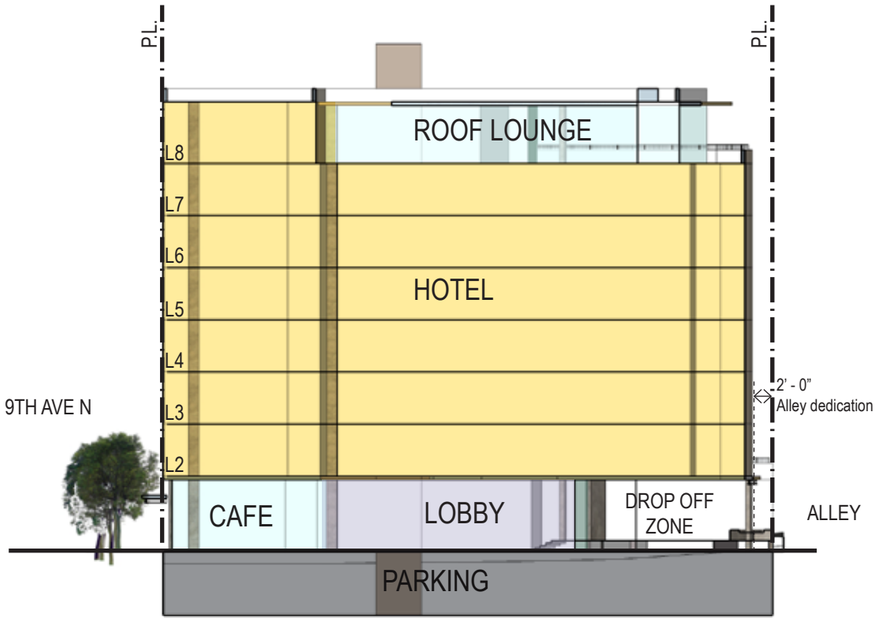
- 23.54.035 - Loading Berth Reduction
- 23.48.034 - Alley Access (Aloha St Curb Cut)



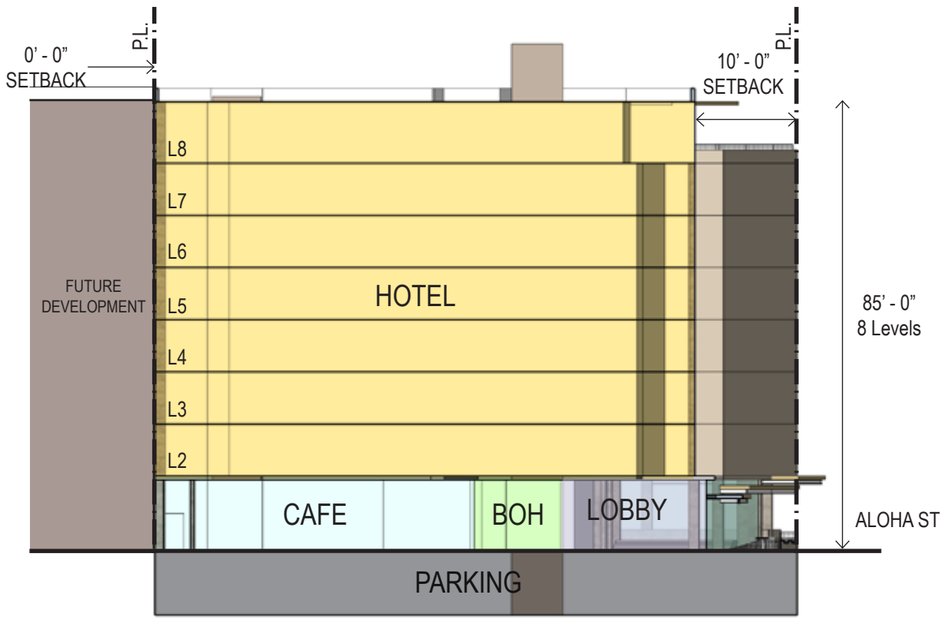




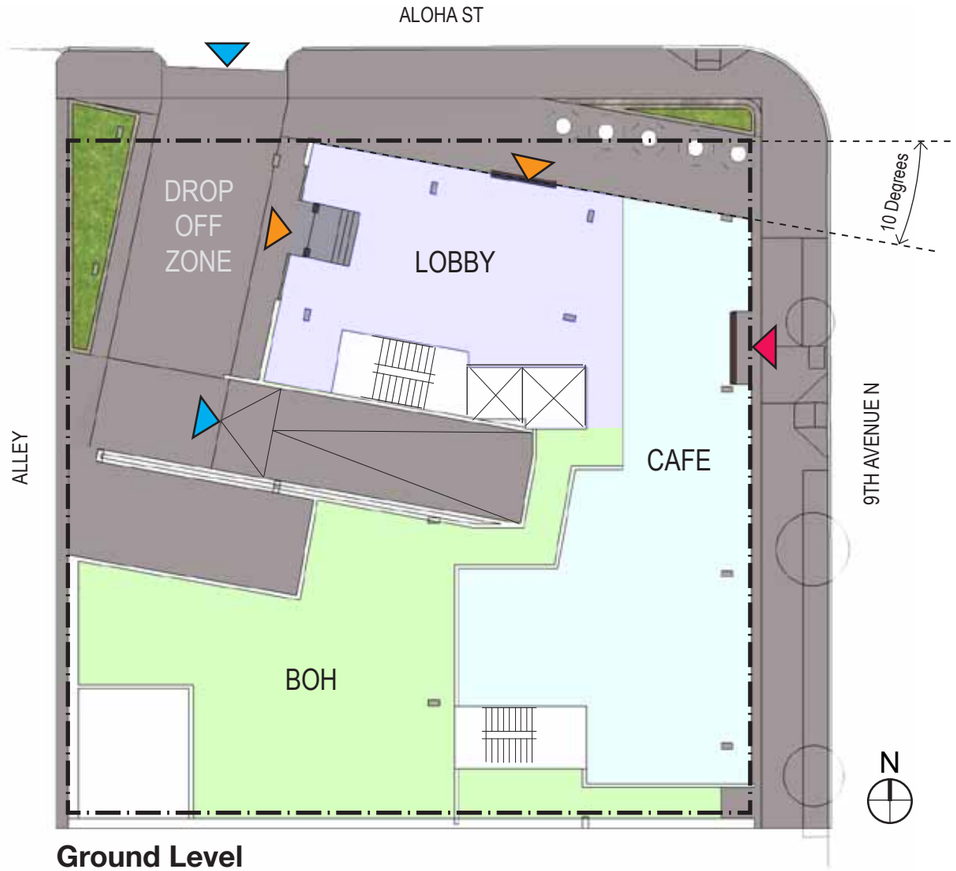
OPTION 3 - L SHAPE (PREFERRED OPTION)



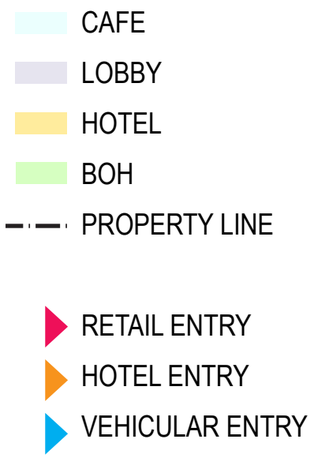
North-South Section



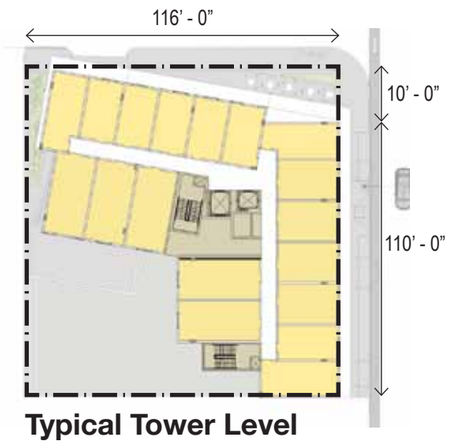
East-West Section



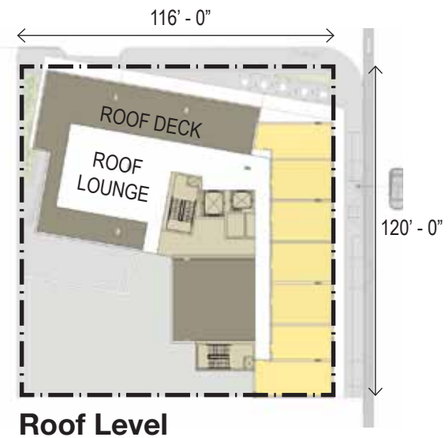
Ground Level



Level 2



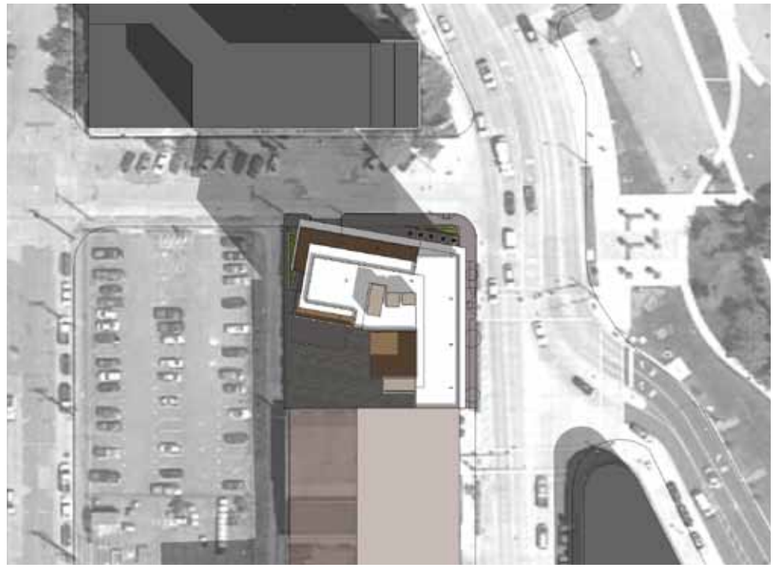
Typical Tower Level



Roof Level

OPTION 3 - L SHAPE (PREFERRED OPTION)

March / September 21 - 10:00AM



March / September 21 - NOON

March / September 21 - 2:00PM

December 21 - 10:00AM

December 21 - NOON

December 21 - 2:00PM

June 21 - 10:00AM

June 21 - NOON

June 21 - 2:00PM

PROPOSED DEPARTURES

1. **Reduction in Loading Berths** (SMC 23.54.035 Table A)

Two loading berths are required for buildings over 60,001 to 160,000 GSF. Our building is approximately 63,000 GSF. We propose one off street loading berth.

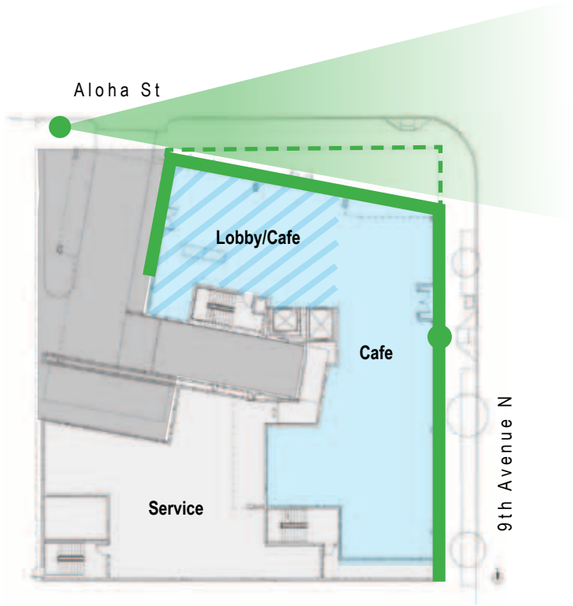
2. **Alley Access** – Director's Decision (SMC 23.48.034 Section D)

Access to parking and loading is generally preferred to be from the alley. In order to improve pedestrian safety, reduce traffic congestion in the surrounding area, and to improve traffic flow, we propose that ingress be located at the existing curb cut and that egress be conducted through the alley.

A separate traffic study and report was prepared by Transpo Group evaluating three different site access options. Transpo conludes that the option proposed here is the most advantagous:

"As described in the preceding sections and shown in Attachment 1, the preferred access option of providing a one-way driveway from Aloha Street to a lay-by area onsite would provide the fewest conflicts between hotel guests and vehicles in the alley and on Aloha Street in front of the project. Although this option would require an additional curb-cut than the code-compliant option of having all loading and access in the alley, the size and design of the curb cut as well as the improvement in vehicle circulation around the site and in the alley, pedestrian safety adjacent would likely reduce the hazards and conflicts with providing access and egress for the lay-by space and parking garage within the alley. We feel this analysis is sufficient to allow for the curb cut to the Aloha Street near the existing curb cut; however, if there are additional questions please do not hesitate to contact me at 425-821-3665 or dan.mckinney@transpgroup.com"

Features - STREET LEVEL



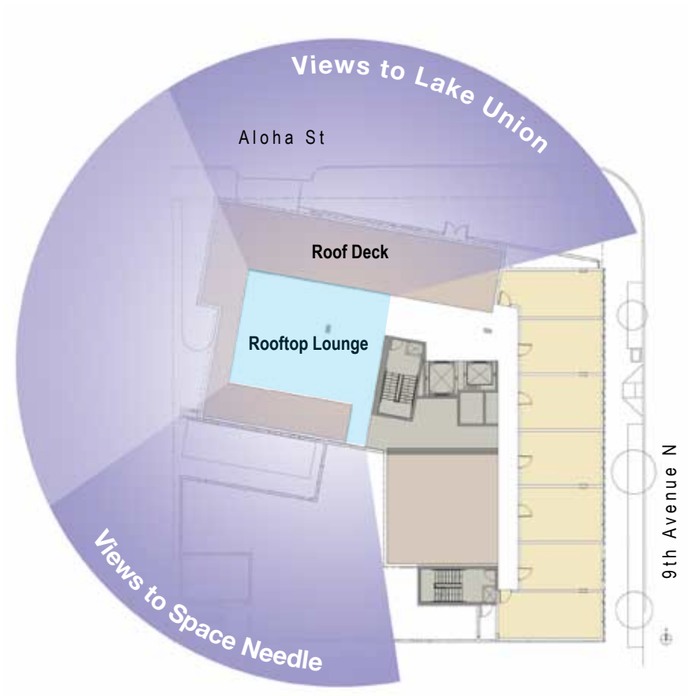
Analysis:

- Café along 9th Ave – locate hotel lobby on Aloha
- Rotated base creates outdoor seating area along Aloha
- Base configuration strengthens pedestrian neighborhood connection to Lake Union
- Café entry aligned with crosswalk to Lake Union Park promotes public interaction
- View corridor as a result of massing in relation to the corner
- Both street facades have full transparency while exterior signage adds to streetscape interest
- Creates opportunities for overhead weather protection
- Creates opportunity for landscape elements adjoining the outdoor seating area

Perspective along Aloha Street

Perspective along 9th Avenue N

Features - ROOFTOP



Rooftop Concept:

- Provide rooftop lounge and deck as venue for hotel functions

Analysis:

- Rentable public venue strengthens connection to Lake Union
- Contributes to architectural composition of the building massing
- Gives the building a visually appealing “fifth elevation” by incorporating rooftop equipment into the building massing

Rooftop View to Lake Union

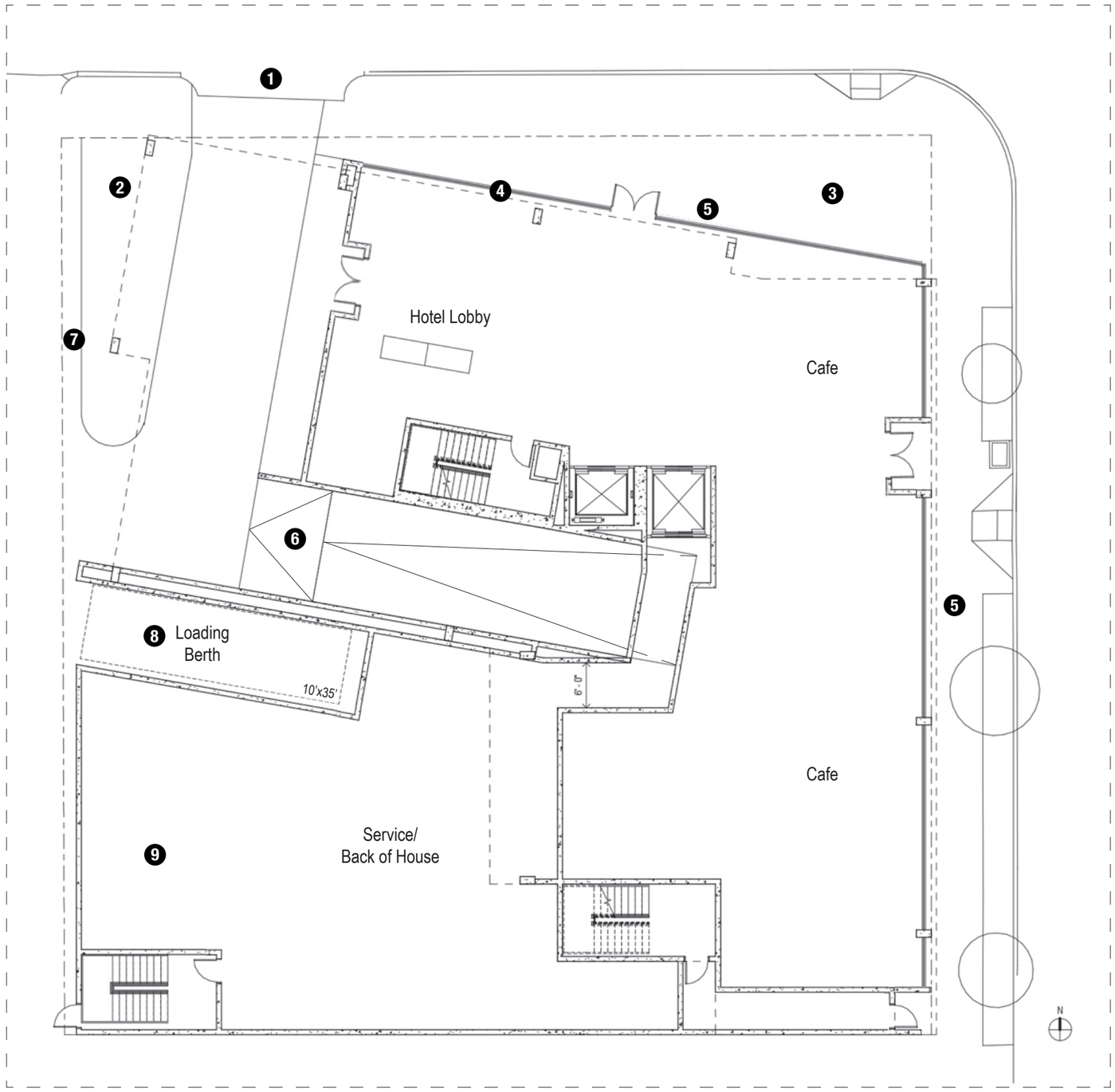
Rooftop View to the Space Needle

EVOLUTION OF THE PREFERRED OPTION

Features - PLAN

Summary:

1. Vehicular access and guess drop-off are located within the site to improve pedestrian safety and maximize pedestrian-oriented facade
2. Angled driveway presents opportunity for landscape or other buffer at intersection with the alley
3. Outdoor cafe seating and landscape help create pedestrian-oriented streetscape
4. Rotated facade opens up views from the neighborhood to the West to Lake Union
5. Hotel lobby and cafe occupy the entire street frontage
6. Valet parking is achieved without leaving the site thereby reducing traffic impact on the neighboring area
7. 2ft. wide alley dedication
8. Service, trash, and loading berth are located on the alley
9. SCL transformer vault is located on alley, closest to utilities running under the alley



EVOLUTION OF THE PREFERRED OPTION

Features - DESIGN INTENT

Blank facade anticipates future development to the south

Guestrooms face Lake Union on both elevations as an architectural response to the intersection and an acknowledgement of this location as a neighborhood Gateway

Rooftop Lounge & Roof Deck add architectural interest to the top of building

Rotated tower and base open up views from the neighborhood to the west to Lake Union

Opportunity for street canopies along the entire length of both street frontages improve pedestrian experience

Vehicular access and drop-off is tucked under the building to increase pedestrian safety and maximize pedestrian-oriented facade

Facade glazing across both street level facades increases pedestrian interaction and helps activate the street and intersection

Main hotel street entry and taxi access on Aloha St increases pedestrian interaction and reduces congestion on 9th Ave N

Cafe entry on 9th Ave N is located to be visually prominent from Lake Union Park

Outdoor cafe seating and landscape create pedestrian-oriented streetscape

EVOLUTION OF THE PREFERRED OPTION - Aerial Views

Looking North along 9th Ave N and Westlake

Aerial looking SW - intersection of 9th Ave N and Aloha

Looking East along Aloha toward Queen Anne

View approaching from I-5

EVOLUTION OF THE PREFERRED OPTION - Perspective Views

Corner of 9th Ave N and Aloha

9th Ave N looking South

Aloha St. looking toward Lake Union

Aloha St. Vehicle Access