Proposed Hotel for 753 9th Avenue N
Early Design Guidance • 21 October 2015
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DEVELOPMENT TEAM
Owner-Developer: R. D. Olson Development

SELECTED PROJECTS

1. Paséa Hotel & Spa
Huntington Beach, California

2. Aliso Viejo Renaissance ClubSport
Aliso Viejo, California

3. Irvine Spectrum Marriott Courtyard
Irvine, California

4. AVIA Hotel
Long Beach, California

5. Residence Inn
Long Beach, California

6. Hampton Inn & Suites
Poway, California

7. Residence Inn
Burbank, California

8. Residence Inn
Oceanside, California

9. Hilton Garden Inn
Oxnard, California

10. Marriott Shadow Ridge
Palm Desert, California

11. Fairmont Newport Beach Spa
Newport Beach, California

12. Hotel Palomar Westwood
Los Angeles, California

13. Four Season
Los Angeles, California

14. San Diego Marriott Hotel & Marina
San Diego, California

15. Timber Cove Inn
Jenner, California

16. Regent Beverly Wilshire
Beverly Hills, California
Architect: Degen & Degen

SELECTED PROJECTS

1. Watertown
   Seattle, Washington
   Architecture + Interior Design

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

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

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

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

6. Suquamish Clearwater Resort
   Suquamish, Washington
   Architecture + Interior Design

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

8. Stadium North Lot - Embassy Suites
   Seattle, Washington
   Interior Design

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

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

11. Courtyard by Marriott - Downtown: Pioneer Square
    Seattle, Washington
    Interiors - Adaptive Reuse

12. Hilton Bellevue
    Bellevue, Washington
    Interior Design

13. Courtyard by Marriott - Fisherman’s Wharf
    San Francisco, California
    Interior Design

14. Hilton San Francisco - Financial District
    San Francisco, California
    Interior Design
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 preferred orientation toward Lake Union were all strong influences in arriving at the preferred scheme.

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

Proposed Gross Floor Area:

<table>
<thead>
<tr>
<th>Gross Floor Area</th>
<th>Exemptions</th>
<th>Adjusted Gross Floor Area</th>
<th>Keys</th>
<th>Parking</th>
<th>Notes</th>
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<td>L1 11,982</td>
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<td>8,982</td>
<td>1</td>
<td></td>
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<tr>
<td>P1 13,894</td>
<td>0</td>
<td>13,894</td>
<td>31</td>
<td></td>
<td>Exempt: parking ramp</td>
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</table>

Total adjusted Gross Floor Area: 65,406 113 Total keys 32 Total parking

Deduct allowance for mechanical equipment: -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

Note: Gross Floor Area measured to inside face of exterior wall
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SITE CONTEXT & URBAN DESIGN ANALYSIS

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.
SITE CONTEXT & URBAN DESIGN ANALYSIS

Neighborhood Development & Uses

LEGEND

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

Project Site

Address of Property:
753 9th Avenue N
Seattle, WA 98109

Assessor Parcel No.:
408880-3565

Owner:
9th & Aloha LLC
2317 Rosemont Pl W
Seattle, WA 98199

That portion of Lots 4 & 5, Block 82, Lake Union Shore Lands, according to the maps on file at in the Office of the Commission or Public Lands in Olympia, WA and that portion of vacated Broad Street adjoining said lots, described as follows:

Beginning at the intersection of the West line of 9th Ave N with the South line of Aloha St as said St is established and location under deed from Struve Estate, a corporation to the City of Seattle, recorded under Recording Number 139444, Records of King County, WA; thence South along the west line of 9th Ave N, 120ft; thence West parallel to the South line of said Aloha St, 116.4ft, more or less, to the East line of the alley in said Block 82 as said alley is established and located under above deed; thence North along said East line to the South line of said Aloha St; thence East along said South line of Aloha St 116.4ft, to the place of beginning.
SITE CONTEXT & URBAN DESIGN ANALYSIS

Shoreline Environment

Environmentally Critical Areas

Flight Path Diagram

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

Source: Seattle Department of Planning and Development Urban General (Commercial/Industrial Uses)

Conservancy Management (Water-Dependent Infrastructure)

Shoreline Habitat Buffer

Liquefaction (USGS)

Archeological Buffer

Project Site

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

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

Bicycle Network

- 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

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

Source: Adopted Seattle Bicycle Master Plan 2014

Source: King County Metro Transit

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

Source: Adopted Seattle Bicycle Master Plan 2014

Source: King County Metro Transit
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
SITE CONTEXT & URBAN DESIGN ANALYSIS

9-Block Area Surrounding Project Site

Potential Future Park
Seattle Parks & Rec Maintenance Shop
Buca di Beppo
Future Offices (Approved EDG)
UW Medicine Lake Union
Tin Cup Coffee and Espresso
Tap Plastics
Paul Allen Institute
Cask and Trotter
Future Development Site

8 Story Residential Building
Juxt (Under Construction)
Surface Parking Lot
Maaco Collision and Repair
Art Marble 21
Marriott Courtyard Hotel

Future Development Site

SITE PLAN
SCALE: 1" = 30'-0"
2 | SITE CONTEXT & URBAN DESIGN ANALYSIS

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
SITE CONTEXT & URBAN DESIGN ANALYSIS

1. Elevation - Aloha Street, Looking North
2. Elevation - Aloha Street, Looking South

Project Site (Not to Scale)

Courtyard Seattle Downtown/Lake Union

SITE PLAN SCALE: 1" = 30'-0"
SITE CONTEXT & URBAN DESIGN ANALYSIS

3 Elevation - 9th Ave N, Looking West

4 Elevation - 9th Ave N, Looking East
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.

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.

**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:** 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.

PL1 - Connectivity  
Public Life

**SDG:** Complement and contribute to the network of open spaces around the site and the connections among them.

**SLU:** 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:

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

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 cafe 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.
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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)

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

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.
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.
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.

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Footprint = 6,011 S.F.

Parking Lot

13,894 SF
## SITE ANALYSIS

### Zoning Data

**Zoning Designation:** Seattle Mixed SM-85  
**Urban Village Overlay:** South Lake Union Urban Center  
**Airport Height Overlay:** Outer Transitional Surface  
**Environmentally Critical Areas:** Liquefaction Zone

### Land Use

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<th>Land Use</th>
<th>Parcel Number: 408880-3565</th>
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</thead>
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<tr>
<td><strong>Site</strong></td>
<td>753 9th Avenue N Seattle, WA 98109</td>
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<tr>
<td><strong>Size:</strong></td>
<td>13,894</td>
</tr>
<tr>
<td><strong>Existing use:</strong></td>
<td>Office Building</td>
</tr>
<tr>
<td><strong>Proposed use:</strong></td>
<td>Hotel</td>
</tr>
</tbody>
</table>

### Zoning

| SM-85 - Seattle Mixed SM-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

| Lot Coverage (SMC 23.48.008): 21,600 SF or less, 100 rooms/suites or fewer |

### FAR

| FAR (SMC 23.48.008): 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

| 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

| 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

| 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, parasols, clerestories (4')  
| solar collectors (7')  
| stair penthouse, mech. equip., atiums (15')  
| Bonuses: affordable housing (23.58A.014)(23.58A.024) |

### Property Line Facades

| Property Line Facades (SMC 23.48.014): Min. height for street facing facades: 15'  
| Street setbacks: no requirement |

### Façade Transparency

| 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

| Street Level Uses (SMC 23.48.014E): Required 75% of façade to be acceptable street use  
| Street 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

| 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

| Landscaping (SMC 23.48.024): 30 or greater Green Factor |

### Access & Loading

| Access & Loading (SMC 23.48.032): 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

| 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

| 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

| Curb Cuts (SMC 23.54.030): Street frontage of 160ft or less = 1 curb cut allowed |
SITE ANALYSIS

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

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
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)

**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)

Shadow Analysis:

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

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
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)
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
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.

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

“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”
APPENDIX: EVOLUTION OF THE PREFERRED OPTION

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
EVOLUTION OF THE PREFERRED OPTION

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
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
Features - DESIGN INTENT

- **Rooftop Lounge & Roof Deck**: Add architectural interest to the top of the building.
- **Guestrooms**: Face Lake Union on both elevations as an architectural response to the intersection and an acknowledgement of this location as a neighborhood Gateway.
- **Blank facade**: Anticipates future development to the south.
- **Outdoor cafe seating and landscape**: Create pedestrian-oriented streetscape.
- **Facade glazing**: Across both street level facades increases pedestrian interaction and helps activate the street and intersection.
- **Cafe entry on 9th Ave N**: Located to be visually prominent from Lake Union Park.
- **Main hotel street entry and taxi access**: On Aloha St increases pedestrian interaction and reduces congestion on 9th Ave N.
- **Evolution of the preferred option**: Vehicular access and drop-off is tucked under the building to increase pedestrian safety and maximize pedestrian-oriented facade.
- **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.
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