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9.0 DEPARTURES
9.1 DEPARTURE SUMMARY 45

EARLY DESIGN GUIDANCE PACKAGE • SDCI PROJECT 3022135 • EDG MEETING DATE NOVEMBER 21, 2017
1.1 PROJECT SITE LOCATION
This proposal is to build a hotel on Block D, Parcel # 066000-0740 located on the southeast 1/4 block bound by Stewart and Howell to the north and south, and Eighth and Ninth, to the west and east respectively, all located within the Denny Triangle Urban Village.

This proposal includes the development of a 400-475 guest room hotel, which will include a 33 story tower rising above a 7 story podium. The hotel’s program includes (3) ballrooms with adjacent meeting rooms, amenity space for guests, as well as a restaurant and retail on the first floor, which will help activate the pedestrian experience on Ninth Avenue and Howell Street, as well as the porte cochere and alley between the proposed and existing hotels. Two levels below grade will include one of the three ballrooms, as well as additional meeting rooms and back of house services. All parking for the hotel is contained within the first phase of the development, under the hotel currently under construction. No additional parking is being proposed.

The hotel is being developed by the same owner (RC Hedreen) as the adjacent 1260 room hotel. The preferred massing and site circulation options help mitigate the anticipated growth and potential congestion by consolidating the loading dock services off site in the adjacent hotel loading dock across the alley to the north. In lieu of building a wider but shorter hotel that maximizes the allowable floor plate, a taller and slimmer tower is being proposed, which will allow more day light and views for the neighbors to the north and east, along with the pedestrian experience at the corner of Ninth and Howell.

A crucial component to the success of this development is off site loading by utilizing the adjacent hotel’s loading dock. Trucks would enter, load, and leave the site from the existing loading dock location. Goods would be transferred across the alley at grade and into the new hotel. A better enhancement is to connect to the adjacent hotel by way of (2) underground tunnels. Connecting at the P2 level with tunnels is the preferred option, which will result in a safer experience for pedestrians and vehicles on and around the site, and an enhanced shared services experience below grade.

Development Summary

- 400-475 hotel rooms in a 32 story tower
- Ground level hotel lobby, retail and restaurant
- 7 story podium with (2) above grade ballrooms, (1) below grade ballroom, and meeting rooms
- Private use units on levels 31 and 32
2.0 EXISTING SITE PLAN

The existing site conditions of 824 Howell (Lot B) include the current and ongoing construction of an adjacent hotel and exhibition podium (Lot A - see SDCI #6434861), separated by two alleys on the block bounded by 8th and 9th Avenues, and Stewart and Howell Streets, all within the Denny Triangle neighborhood of downtown Seattle.

Much of the site design, including curb cuts (with the exclusion of the curb cut on Howell, which will be removed prior to completion), grade elevations, sidewalks, paving, landscape, plantings and the adjusted partial alley dedication has been coordinated and approved with SDCI project #6434861.
3.1 URBAN DESIGN ANALYSIS - DOWNTOWN SEATTLE STREET TYPE, TRAFFIC DIRECTION AND PUBLIC TRANSIT LOCATIONS

1-WAY VEHICULAR TRAFFIC
2-WAY VEHICULAR TRAFFIC
824 HOWELL - SITE FOOTPRINT
DESIGNATED GREEN STREET
KING COUNTY METRO BUS/LIGHTRAIL STOP

1 CONVENTION CENTER TRANSIT HUB
2 PINE STREET AND NINTH AVENUE
3 OLIVE AVE AND PINE STREET
4 OLIVE WAY AND TERRY AVE
5 HOWELL STREET AND NINTH AVENUE
6 STEWART STREET AND 7TH AVENUE
7 STEWART STREET AND 9TH AVENUE

PARKS / OPEN SPACES
PRINCIPAL ARTERIAL
MINOR ARTERIAL
GREEN STREET
PRINCIPAL TRANSIT STREET
Support for proposed Washington State Convention Center expansion

The proposed hotel will include convention program including ballrooms, meeting rooms, as well as restaurant and retail to support the anticipated expansion of the WSCC.

Open Air Plazas - Activated Store Front- and Towers set back on their Podium

One of the massing options for the proposed hotel includes a podium with a tower set back away from the public plaza and activated store front, similar in concept to the proposed Site B of the WSCC expansion residential tower just across Howell to the southeast.

Materials

The proposed hotel will explore a material palette similar to that of the Hyatt Regency, currently under-construction. The podium on the proposed hotel will include more transparency, but white precast concrete will be a major element for the tower skin.
3.2 URBAN ANALYSIS • VICINITY MAP AND PHOTOS

4. Elements that Run Up Face of Building & Culminate in Rooftop Feature

5. Breaking of facade into longer elements

6. Pedestrian Scale Canopies and Mullions

7. Honest, Exposed Structural Elements

8. Pedestrian Scaled Material at Ground Level

9. Rooftop Element to identify building from others

10. Features that Celebrate the Corner

11. Breakup of Facade into Smaller Elements

12. Rooftop Elements that Identify the Building

13. Different Planes between Tower and Podium

14. Different Glazing Approach on Different Elevations

15. Random Offset Vertical Elements on each Floor

16. Pedestrian Scale Canopies and Mullions
3.3 URBAN ANALYSIS • BIRDS EYE PERSPECTIVE

1. SITE A  WASHINGTON STATE CONVENTION CENTER EXPANSION (IN DEVELOPMENT) - EXHIBITION AND MARKET SPACE
2. SITE B  WASHINGTON STATE CONVENTION CENTER EXPANSION (IN DEVELOPMENT) - RESIDENTIAL TOWER
3. HYATT REGENCY  808 HOWELL - UNDER CONSTRUCTION
4. 1800 TERRY  31 STORY MIXED USE HIGH RISE TOWER - UNDER REVIEW
5. AMLI ARC  1800 BOREN AVE - UNDER CONSTRUCTION
6. THE OLIVIAN  809 OLIVE WAY
7. 818 STEWART
8. WESTIN  1900 5TH AVE
9. OLIVE II  1635 8TH AVE INSTITUTE - 1564 9TH AVE
10. SEATTLE CHILDREN'S RESEARCH INSTITUTE  1904 9TH AVE
11. NEXUS TOWER  1806 MINOR AVENUE
12. SEATTLE FEDERAL COURTHOUSE  700 STEWART STREET
13. SITE C  WASHINGTON STATE CONVENTION CENTER EXPANSION (IN DEVELOPMENT) OFFICE TOWER
14. ASPIRA APARTMENTS  1823 TERRY
15. CRESCENT HEIGHTS  1901 MINOR AVE
16. GETHSEMANE LUTHERAN CHURCH  911 STEWART STREET
3.4 PHOTOMONTAGE OF SITE AND SURROUNDING AREA

1. SITE PHOTOMONTAGE LOOKING WEST AT SITE ACROSS 9TH AVENUE

- White precast concrete will have a strong influence on material palette.
- Green street trees on site will enhance the pedestrian streetscape.
- Proposed hotel will activate streetscape in contrast to structures and program on east side of Ninth.

2. SITE PHOTOMONTAGE LOOKING EAST ACROSS NINTH AVENUE

- High ceiling in lobby at grade and open corner at Ninth and Stewart.
3.4 PHOTOMONTAGE OF SITE AND SURROUNDING AREA

3. SITE PHOTOMONTAGE LOOKING NORTH ACROSS HOWELL

4. SITE PHOTOMONTAGE LOOKING SOUTH ACROSS HOWELL

PRECAST WITH PUNCHED OPENINGS ON OLIVIAN BUILDING WILL ALSO BE OF SIMILAR LANGUAGE TO PROPOSED HOTEL.
4.1 APPLICABLE DEVELOPMENT STANDARDS

ZONING
DOC2 500/300-550
DOWNTOWN FIRE DISTRICT
DENNY TRIANGLE URBAN CENTER VILLAGE

SITE DIMENSION
28,107 SF

STRUCTURE HEIGHT
23.49.008

STREET LEVEL USE
23.49.009 MAP 1G

FLOOR AREA RATIO
23.49.011

OVERHEAD WEATHER
23.49.018 A

VEHICLE PARKING
23.49.019 C

BICYCLE PARKING
23.49.019 F

OFF STREET LOADING
23.49.019 G

SIDEWALK AND ALLEY WIDTH
23.49.022 (MAP 1C)

FAÇADE HEIGHT
23.49.056 A

FAÇADE TRANSPARENCY
23.49.056 C

BLANK FAÇADE
23.49.056 D

FAÇADE MODULATION
23.49.058 B

GREEN STREET SETBACK
23.49.058 E2

ALLEY IMPROVEMENTS
23.56.030 D, F.1

9TH AVE (GREEN STREET) 25' MIN.
HOWELL (CLASS 1 PEDESTRIAN STREET) 35' MIN.

NOTE: APPLIES TO AREAS OF FAÇADE BETWEEN 2 AND 8 FEET ABOVE THE SIDEWALK.
FOR HOWELL (CLASS 1 PEDESTRIAN STREET) AND 9TH AVE (GREEN STREET) MIN. 60% STREET FACING FAÇADE MUST BE TRANSPARENT.

BLANK FAÇADE LIMITS FOR CLASS 1 PEDESTRIAN AND GREEN STREETS:
BLANK FAÇADES SHALL BE NO MORE THAN 15' WIDE EXCEPT SEGMENTS WITH GARAGE DOORS MAY EXCEED A WIDTH OF 15' AND MAY BE AS WIDE AS THE DRIVEWAY PLUS 5'. BLANK FAÇADE SEGMENT WIDTH MAY BE INCREASED TO 30' IF THE DIRECTOR IN A TYPE 1 DECISION DETERMINES THAT THE FAÇADE SEGMENT IS ENHANCED BY FEATURES WITH VISUAL INTEREST SUCH AS ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING OR SIMILAR FEATURES.

PER TABLE A FOR 23.49.058:
ELEVATION IN FEET / MAX LENGTH OF UNMODULATED FAÇADE IN FEET
0-85 / NO LIMIT
GREATER THAN 85 UP TO 160 / 155
GREATER THAN 160 UP TO 240 / 125
GREATER THAN 240 UP TO 500 / 100

15' SETBACK ABOVE THE HEIGHT OF 45' ON 9TH AVE.

4' DEDICATED ALLEY PER RECORDED EASEMENT
5.0 DESIGN GUIDELINES

The design and development team for the hotel at 824 Howell Street recognizes the pattern of growth and development within the Denny Triangle neighborhood and the vicinity around the Washington State Convention Center proposed expansion, and we strongly believe the addition of the proposed hotel will not only support the exhibition program of the convention center, but also strengthen the pedestrian urban experience by providing an activated street and alley experience.

Upon review of the City of Seattle Downtown Design Guidelines, the following topics have been selected as their content is essential to the successful development of this project.

A - Site Planning and Massing

A-1 Respond to the physical environment

The preferred massing of the 34 story tower is located to the north of our site, away from the Ninth Avenue and Howell Street intersection, which increases daylighting and views for the neighbors to the north and east and for pedestrians at the intersection of Ninth and Howell.

A-2 Enhance the Skyline

The proposed tower massing is taller and more slender than required. It will become a member of the family of towers on the block.

B - Architectural Expression

B-3 Reinforce the positive urban form & architectural attributes of the immediate area.

The massing of the proposed hotel’s tower and podium is the result of a thorough and thoughtful analysis of the adjacent hotel’s tower and exhibition podium. By positioning the tower massing to the north of the site, and not claiming the more prominent corner location at Ninth and Howell, the three structures will exist in a more harmonious relationship. The material palette for the proposed hotel will take cues from the adjacent hotel, all the while adding elements and features that differentiate and create visual tension and attraction.

C - Streetscape

C-1 Promote pedestrian interaction

The proposed hotel has three activated street facades, one on Ninth Avenue, another on Howell Street and the third on the alley at the mid block between Eighth and Ninth Avenues. The main entrances to both hotels, and their respective restaurant and lounge functions is by way of the Porte Cochere, which will also include pedestrian access north through the site and then east to Ninth avenue or west to 8th avenue along the alley.

C-6 Develop the alley facade

The alley will be treated as an additional street front, with an activated facade.

D - Public Amenities

D-1 Provide inviting and usable open space.

The landscape features around the site will be accessible and inviting for guests as well as pedestrians moving around and through the site.

D-5 Provide adequate lighting.

Adequate lighting will be provided to enhance the pedestrian experience around the perimeter of the site as well as through the Porte Cochere and 8th Avenue alley.

Lighting will be a major feature to ensure the success of the pedestrian experience around the site.

E - Vehicular Access and Parking

E-2 Integrate parking facilities

The proposed hotel requests the approval to utilize the adjacent hotel’s loading dock and guest parking facilities as an effort to consolidate service locations. This strategy would help minimize the potential for conflict between vehicles and pedestrians in the activated porte cochere and 8th Avenue alleyway, as well as easing the anticipated congestion at the Ninth Avenue and Howell Street intersection.
6.1 HORIZONTAL AND VERTICAL SITE SETBACKS AND CONSTRAINTS

- Howell Street
  - Previously Recorded Easement - See DPD Project # 6434863
  - Min. Alley Improvement -4' < H < 26'

- Ninth Avenue
  - 

- Green Street
  - Departure Requested For Green Street Setback Above 45'

- Residential Max Height Limit With HALA
- Residential Base Height Limit
- Non-Residential Max Height Limit
- EL +400 FT - T.O. Occupied Floors
- T.O. Mech Screen
- EL +427 FT
- Deck and Base of Mech Screen
- EL +25 FT
- Property Line
- EL +400 FT
- Street Additional Sidewalk Width
- EL +500 FT
- 15' Green Street
- Setback Above 45'
- EL +300 FT
- 15' Green Street Additional Sidewalk Width
6.2 Massing Concepts - Axonometric

Option 1: Rectangular Tower
- Maximize tower floor plates to meet code required upper level setbacks.
- Increased efficiency of construction and increased guest room count
- Reduced light for porte cochere as well as 9th avenue

Option 2: Square Tower South
- Place the tower on south edge of podium
- Defines a grander and more prominent corner/tower relationship
- Adds to cavernous feel of port cochere experience

Massing Option 3: Square Tower North (preferred)
- Place the tower on north edge of podium
- Creates a more open skyline at 9th and Howell.
- The scale and orientation of podium relates to Site B of proposed Washington State Convention Center expansion
- Places ballrooms and prefunction spaces at 9th and Howell, activating the corner.
- Oriented rooftop podium plaza to southern light.
6.3 OPTION 1 PLANS AND SECTION

Level 1 Plan

Level 3 Plan - Typical Podium Plan

Level 9 Plan - Typical Guestroom Tower Plan
Option 1: Rectangular Tower

The rectangular floor plate of this concept utilizes a very efficient double loaded corridor and maximizes the guest room count. However, the massing of the building does not relate with the adjacent hotel, 808 Howell, currently under construction.

The podium below the tower contains (2) ballrooms and multiple meeting rooms, but the ballrooms are placed on the north, adjacent to the ballrooms at the 808 Howell hotel, which is a missed opportunity to engage the proposed expansion of the Washington State Convention Center.

Pros:
• Maximize tower floor plates to meet code required upper level set backs.
• Increased efficiency of construction and increased guest room count

Cons:
• Reduced light for porte cochere as well as 9th Avenue
• Proportion of proposed massing is awkward.
• Ballroom location faces mid-block instead of the SE corner, toward the proposed WSCC expansion.
6.4 OPTION 1 PERSPECTIVES

Right: Birdseye view of option 1 massing from the southeast.
6.4 OPTION 1 PERSPECTIVES

**Right:** Birdseye view of option 1 massing from the northeast.
6.4 OPTION 1 PERSPECTIVES

Below: Pedestrian level southeastern perspective

Right: Pedestrian level southwestern perspective

Opposite Page: Pedestrian level southern perspective
6.4 Option 1 Perspectives
6.5 OPTION 2 PLANS AND SECTION

Option 2: Square Tower South

The design for the proposed tower evolved from a double loaded corridor to a single loaded corridor that wraps the core, which results in a square floor plate. The massing of the tower is taller and more slender than the massing for option 1. There is a stronger relationship to the two adjacent structures (808 Howell), and its prominence at the corner is great for its visibility from I5, as well as pedestrians traversing the Denny Triangle neighborhood.

Pros:
• The more slender and taller massing relates better to the adjacent structures and adds value to the skyline.

Cons
• Creates a cavernous effect for the port cochere experience with two towers rising directly above the main entrances to the proposed hotel and the hotel at 808 Howell, both of which are served by the same porte cochere.

• The tower structure pushes the ballrooms to the north side of the podium, thus losing opportunities to engage the proposed WSCC expansion.

• The podium roof deck will have limited natural daylight with the tower set behind it on the south side of the podium.

• The openness of the prominent Ninth and Howell intersection is compromised by the tower massing set on the south side of the podium.
6.6 OPTION 2 PERSPECTIVES

Right: Birdseye view of option 2 massing from the southeast.
6.6 OPTION 2 PERSPECTIVES

Right: Birdseye view of option 2 massing from the northeast.
6.6 OPTION 2 PERSPECTIVES

**Below:** Pedestrian level southeastern perspective

**Right:** Pedestrian level southwestern perspective

**Opposite Page:** Pedestrian level southern perspective
Option 3 (Preferred):
Square tower placed on the north side of podium.

The third massing option pushes the tower to the north of the podium, which helps solve the unresolved issues from the previous schemes. The result is a tower, taller and more slender than option 1, but appears to better transition the massing from the 500’ adjacent hotel, to the exhibition podium, directly to the north. Also by pushing the tower structure to the north, the ballrooms can face the south, engaging the activities and visitors of the proposed expansion of the Washington State Convention Center.

Pros:
• Creates a more open skyline at 9th and Howell.
• The scale and orientation of podium relates to the podium of the residential tower on Site B of the proposed Washington State Convention Center expansion as well as the roof terrace for the adjacent hotel at 808 Howell.
• Southern exposure of the roof terrace will provide the ideal atmosphere for an activated and landscaped experience.
• Allows more light in to the porte cochere which serves the main entrance to both the proposed hotel and the adjacent hotel.

Cons:
• The current streetscape of zero lot line towers along Howell will be interrupted by pushing the tower to the north of the podium.
6.8 OPTION 3 ELEVATIONS

Elevations (Left to Right)
East, South, West, North.

Note: Elevations are taken from the proposed hotel’s first floor elevation of +133'-0" above sea level.
6.8 OPTION 3 ELEVATIONS
6.9 OPTION 3 PERSPECTIVES

Right: Birdseye view of option 3 massing from the southeast.
6.9 OPTION 3 PERSPECTIVES

Right: Birdseye view of option 3 massing from the northeast.
6.9 OPTION 3 PERSPECTIVES

Below: Pedestrian level SE Perspective

Right: Pedestrian level SW Perspective
6.10 SECTION THROUGH OPTION 3 VIEW TOWARD PROPOSED WSCC SITE B RESIDENTIAL BUILDING

- PROPOSED HOTEL TOWER
  - 824 HOWELL
  - T.O. STRUCTURE = EL. +560'-6"

- PROPOSED WSCC SITE B RESIDENTIAL BUILDING
  - T.O. STRUCTURE = EL. +466'-7"

- PROPOSED HOTEL BEYOND EXISTING OFFICE BUILDING
  - EL +207'-5"

- PROPOSED HOTEL TOWER
  - 808 HOWELL
  - T.O. STRUCTURE = EL. +560'-6"

- STEWART STREET
- HOWELL STREET
- 2 STORY LOBBY AND WINTERGARDEN
- 2 STORY PREFUNCTION
- EL = 256'
- EL = 207'-5"

- 808 HOWELL - BALLROOM AND MEETING ROOM STRUCTURE NOT IN SCOPE
6.11 SHADE ANALYSIS FOR MASSING OPTIONS

Massing Option 3 above, Massing Option 2 below
6.12 Massing Option 2 Skyline Profiles

LOT A

LOT B
6.12 MASSING OPTION 3 (PREFERED) SKYLINE PROFILES
6.13 MASSING OPTION’S GROUND CONDITIONS

Option 1

Option 2

Option 3 (Preferred)
9.0 DEPARTURES

1. GREEN STREET SETBACK

23.49.058 E.2 UPPER-LEVEL SETBACKS

REQUIREMENT:

IF A LOT IN A DMC OR DOC2 ZONE IS LOCATED ON A DESIGNATED GREEN STREET THAT IS NOT A DESIGNATED VIEW CORRIDOR REQUIRING VIEW CORRIDOR SETBACKS ACCORDING TO SECTION 23.49.024, AS SHOWN ON MAP 1D, VIEW CORRIDORS, A CONTINUOUS UPPER-LEVEL SETBACK OF 15 FEET, MEASURED FROM THE ABUTTING GREEN STREET LOT LINE, IS REQUIRED FOR PORTIONS OF THE STRUCTURE ABOVE A HEIGHT OF 45'.

DEPARTURE:

The proposed hotel at 824 Howell Street requests a departure from the code to allow the continuous setback to be raised from 45' to a height of 119'.

RATIONALE:

The massing for the proposed hotel's podium is aligned with the adjacent hotel's exhibition podium to the north, MUP # 3016917 (808 Howell street).

2. OFF SITE LOADING

23.54.035 LOADING BERTH REQUIREMENTS AND SPACE STANDARDS

REQUIREMENT:

PER TABLE A FOR SECTION 23.54.035 (SMC) THE MINIMUM NUMBER OF LOADING BERTHS FOR A MEDIUM DEMAND USE DEVELOPMENT WITH 264,001 TO 388,000 SHALL BE 4.

DEPARTURE:

The proposed hotel at 824 Howell Street requests the approval to utilize the adjacent hotel’s loading dock service area.

RATIONALE:

The preferred massing and structure core location make options very limited for a loading dock at the grade level. The adjacent hotel, which is being developed by the same owner, has been designed to accommodate much of the proposed hotel’s operational services.

Most of the deliveries to the proposed hotel will be by the same vendors making deliveries to the adjacent hotel, and would not require additional loading needs, or trips to the site as the amount of the goods being delivered would just increase within the existing delivery. This is the most efficient plan operationally, and best use of space.

Requiring a loading dock on site rather than the preferred shared loading dock option may result in additional trips to the site. A second loading dock on the site would further complicate the traffic patterns in the alley, which also serves a 500 car parking garage with valet and self park, the porte cochere drop off serving both hotels, and the pedestrian walkways throughout the site.

Additionally, less of the ground floor would be available for pedestrian activated spaces that engage the street scape, and the porte cochere, which is intended to be a plaza like space, shared between cars and pedestrians.

Finally, the safety of pedestrians traveling around and through the site will be compromised by vehicles attempting to navigate to an on-site loading dock.