



824 howell

EARLY DESIGN GUIDANCE
SDCI PROJECT # 3022135
NOVEMBER 21, 2017



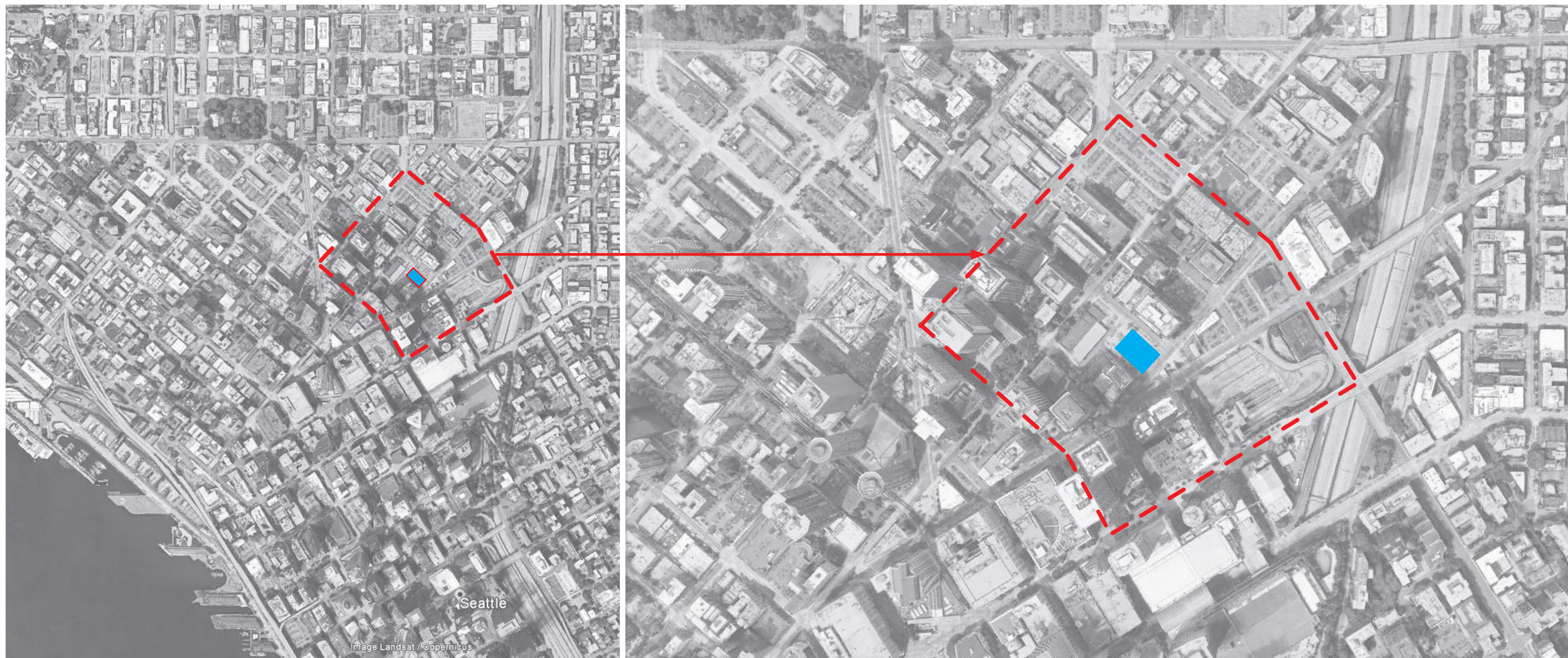
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PROJECT INFORMATION

PROPERTY ADDRESS:	824 HOWELL STREET, SEATTLE WA
SDCI PROJECT NUMBER:	3022135
OWNER:	R.C. HEDREEN CO. 217 PINE STREET, SUITE 200 SEATTLE WA 98101
ARCHITECT:	MZA ARCHITECTS 600 108TH AVE NE, SUITE 108 BELLEVUE WA, 98004
DPD CONTACT:	T.B.D.
LEGAL DESCRIPTION	LOTS 9, 10, 11 AND 12, ALL IN BLOCK 27, PLAT OF THE SECOND ADDITION TO THE TOWN OF SEATTLE, AS LAID OFF BY THE HEIRS OF SARA A. BELL, DECEASED, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 121, IN KING COUNTY, WASHINGTON; EXCEPT THE NORTHWESTERLY 14 FEET OF SAID LOT 9; AND EXCEPT THAT PORTION OF LOT 9 AS SHOWN ON CITY OF SEATTLE ACCEPTANCE ORDINANCE NUMBER 54625; CONTAINING AN AREA OF 28,127 SQUARE FEET OR 0.6457 ACRES, MORE OR LESS; SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON. KING COUNTY ASSESSOR PARCEL NUMBER: 066000-0740

1.1 PROJECT SITE LOCATION



1.2 DEVELOPMENT OBJECTIVES - PROJECT BACKGROUND AND DEVELOPMENT SUMMARY

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.

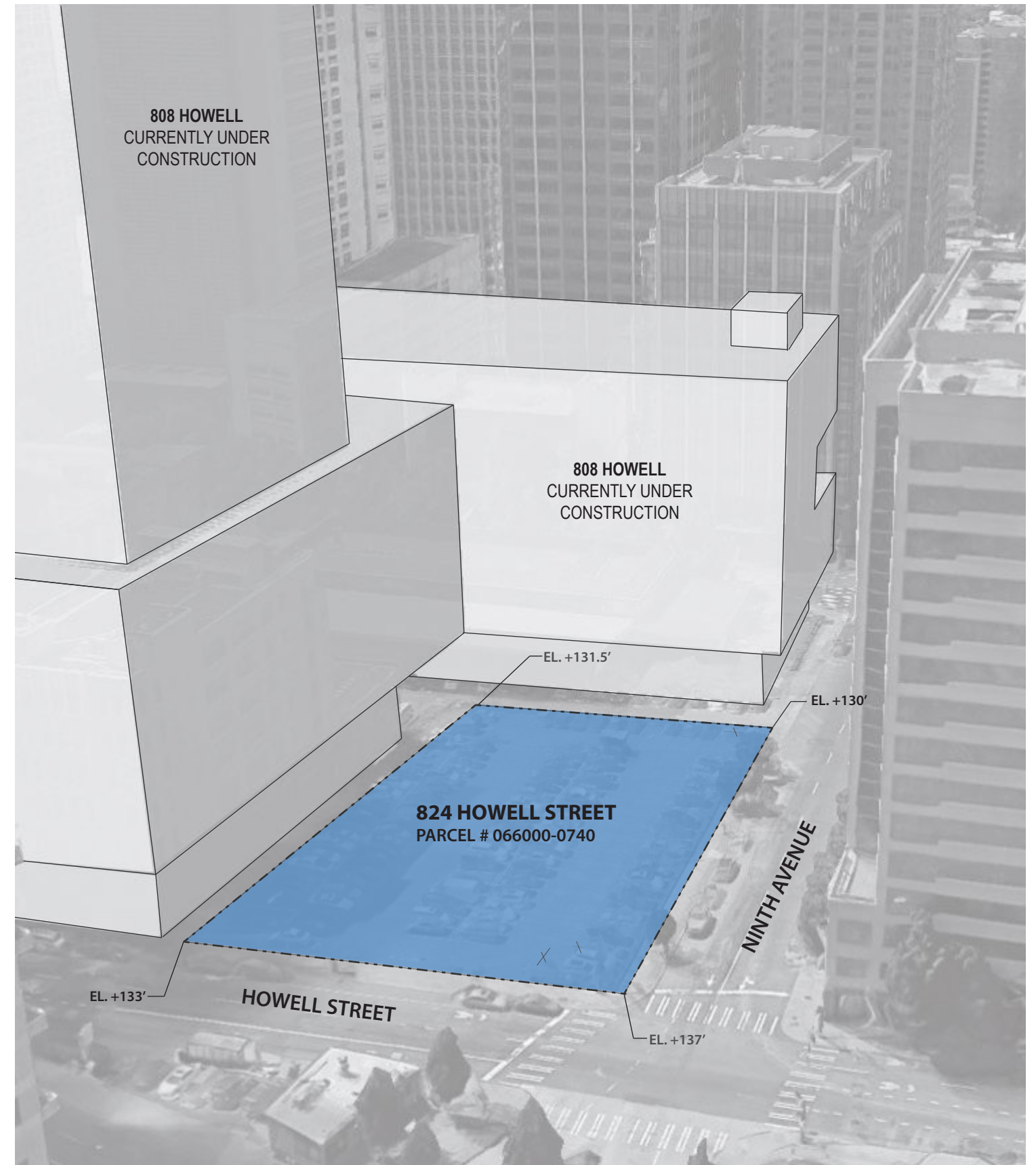
This proposal includes the development of a 400-475 guest room hotel, which will include a 33 story tower rising above a 7 story podium. The hotel's program includes (3) ballrooms with adjacent meeting rooms, amenity space for guests, as well as a restaurant and retail on the first floor, which will 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

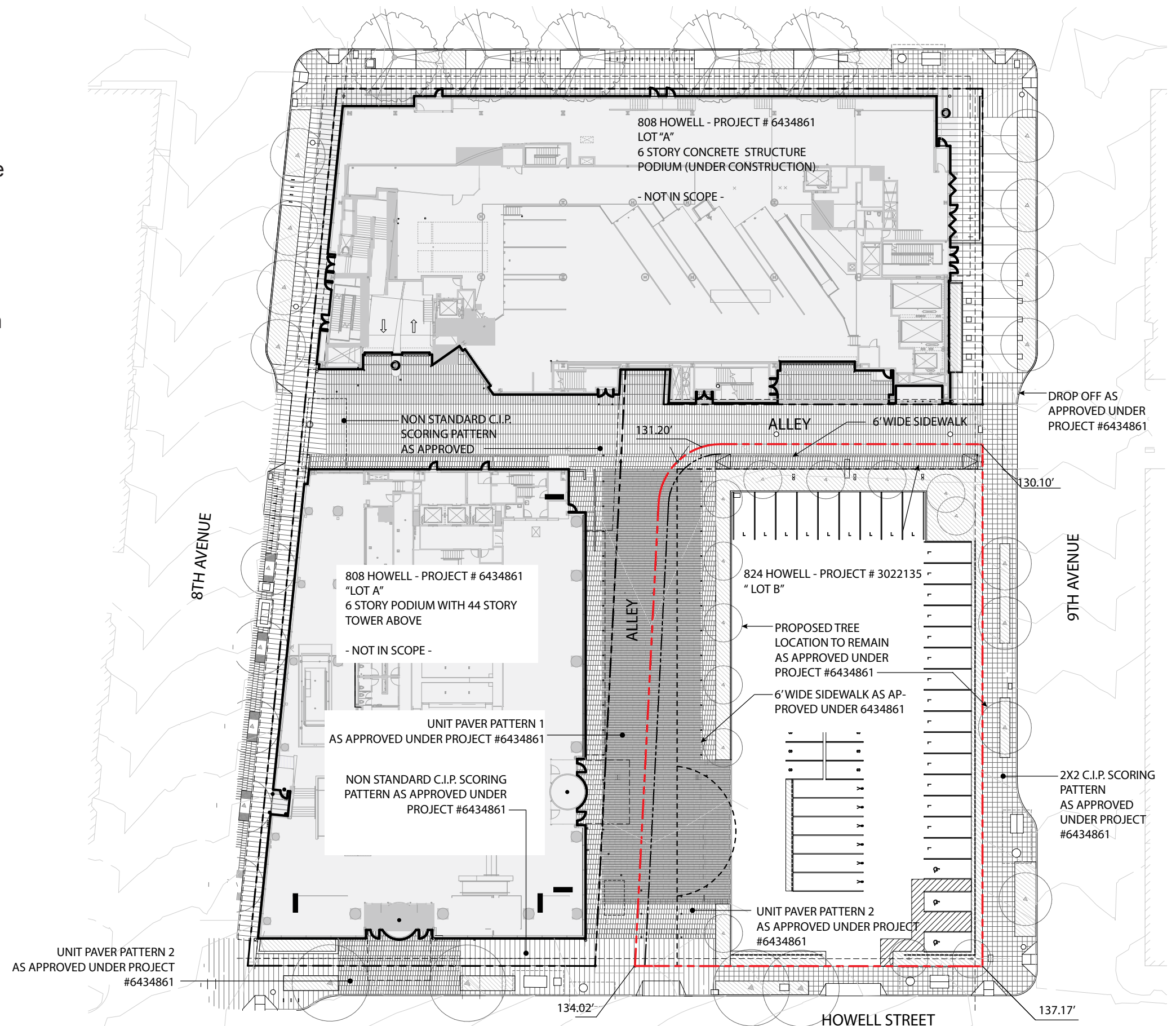
- 400-475 hotel rooms in a 32 story tower
- Ground level hotel lobby, retail and restaurant
- 7 story podium with (2) above grade ballrooms, (1) below grade ballroom, and meeting rooms
- Private use units on levels 31 and 32



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.

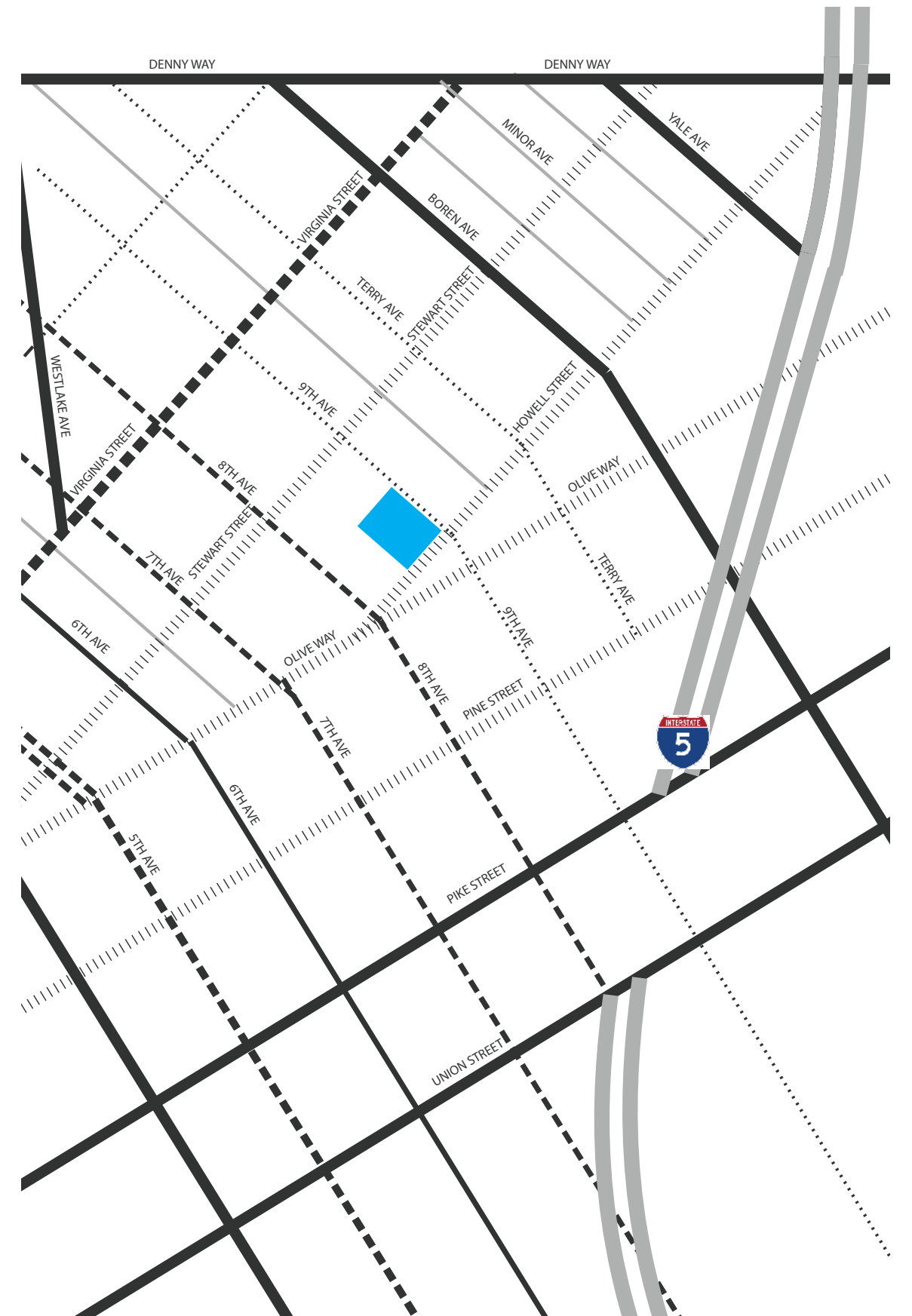
Much of the site design, including curb cuts (with the exclusion of the curb cut on Howell, which will be removed prior to completion), grade elevations, sidewalks, paving, landscape, plantings and the adjusted partial alley dedication has been coordinated and approved with SDCI project # 6434861.

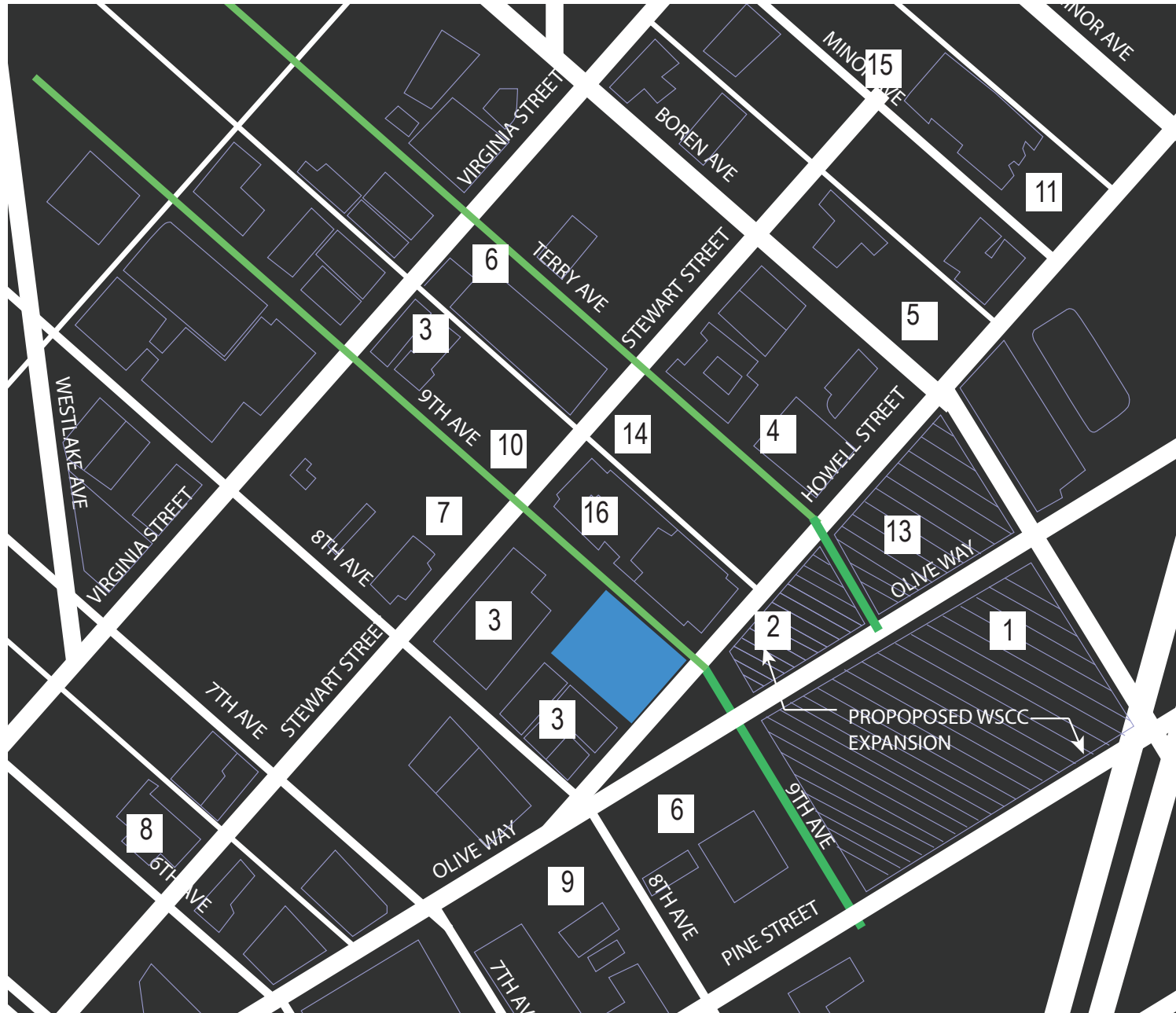


3.1 URBAN DESIGN ANALYSIS - DOWNTOWN SEATTLE STREET TYPE, TRAFFIC DIRECTION AND PUBLIC TRANSIT LOCATIONS



- 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
41 • 74 • 101 • 102 • 150 • 255 • 550
- 2 PINE STREET AND NINTH AVENUE
7 • 10 • 43 • 47 • 49 • 84 • 150 • 212 • 216 • 217 • 218 • 219
- 3 OLIVE AVE AND PINE STREET
63 • 64 • 309
- 4 OLIVE WAY AND TERRY AVE
252 • 257 • 268 • 301 • 311 • 412 • 413 • 416 • 421 • 424 • 435 • 512 • 545 • 550
- 5 HOWELL STREET AND NINTH AVENUE
83 • 111 • 114 • 402 • 405 • 410 • 415 • 417 • 422 • 510 • 511 • 513 • 578 • 590 • 592 • 594 • 595
- 6 STEWART STREET AND 7TH AVENUE
83 • 111 • 114 • 402 • 405 • 410 • 415 • 417 • 422 • 510 • 511 • 513 • 578 • 590 • 592 • 594 • 595
- 7 STEWART STREET AND 9TH AVENUE
70 • 83 • 252 • 268 • 304 • 308 • 311 • 355 • 402 • 405 • 410 • 413 • 415 • 416 • 417 • 421 • 422 • 424 • 425 • 435 • 510 • 511 • 512 • 513 • 545 • 577 • 578 • 590 • 592 • 594 • 595
- PARKS / OPEN SPACES
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- GREEN STREET
- PRINCIPAL TRANSIT STREET





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 8
1635 8TH AVE
INSTITUTE - 1904 9TH AVE

10. SEATTLE CHILDREN'S RESEARCH INSTITUTE
1904 9TH AVE

11. NEXUS TOWER
1808 MINOR AVENUE

12. SEATTLE FEDERAL COURTHOUSE
700 STEWART STREET

13. SITE C WASHINGTON STATE CONVENTION CENTER EXPANSION (IN DEVELOPMENT) OFFICE TOWER

Support for proposed Washington State Convention Center expansion

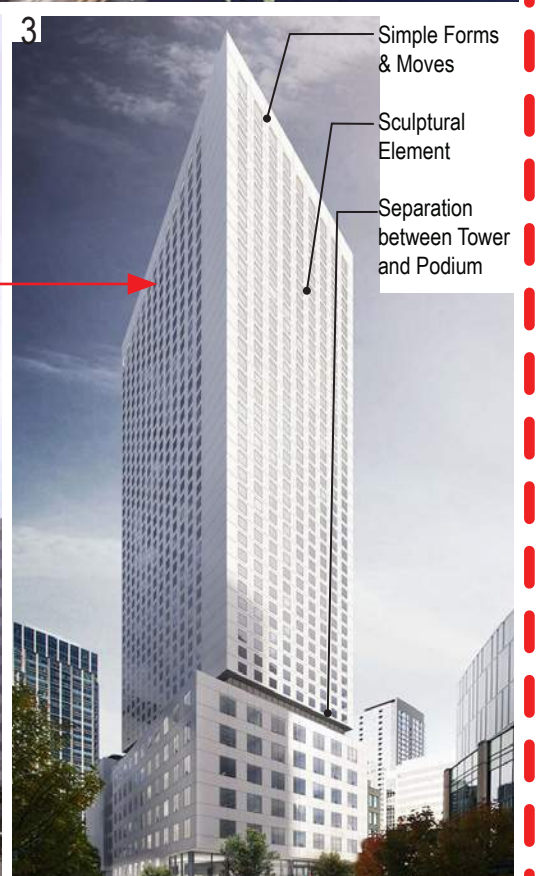
The proposed hotel will include convention program including ballrooms, meeting rooms, as well as restaurant and retail to support the anticipated expansion of the WSCC.

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

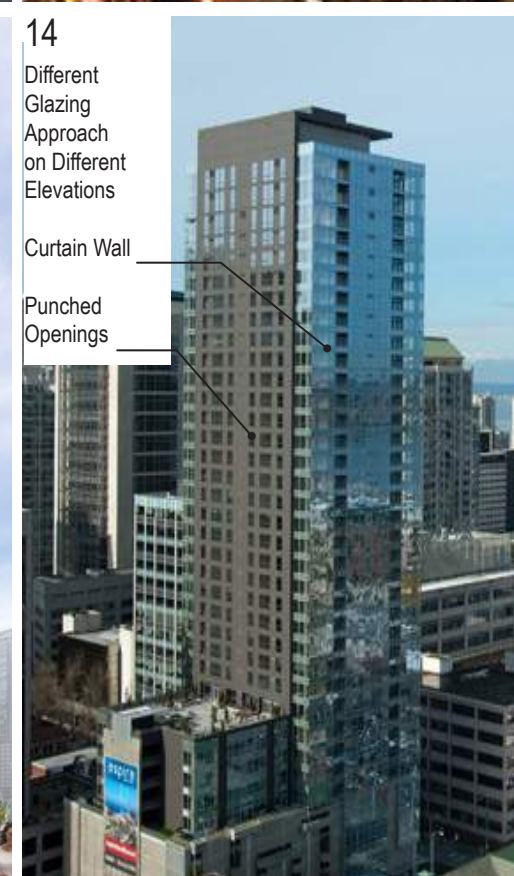
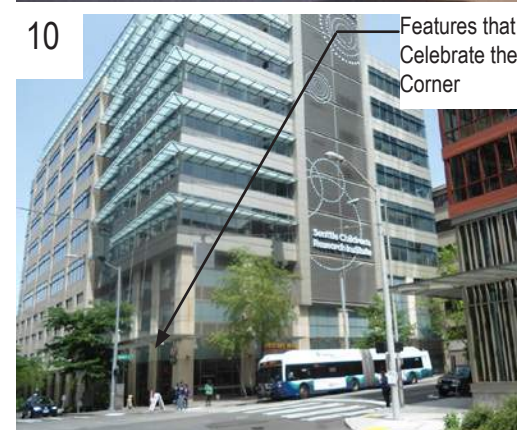
One of the massing options for the proposed hotel includes a podium with a tower set back away from the public plaza and activated store front, similar in concept to the proposed Site B of the WSCC expansion residential tower just across Howell to the southeast.

Materials

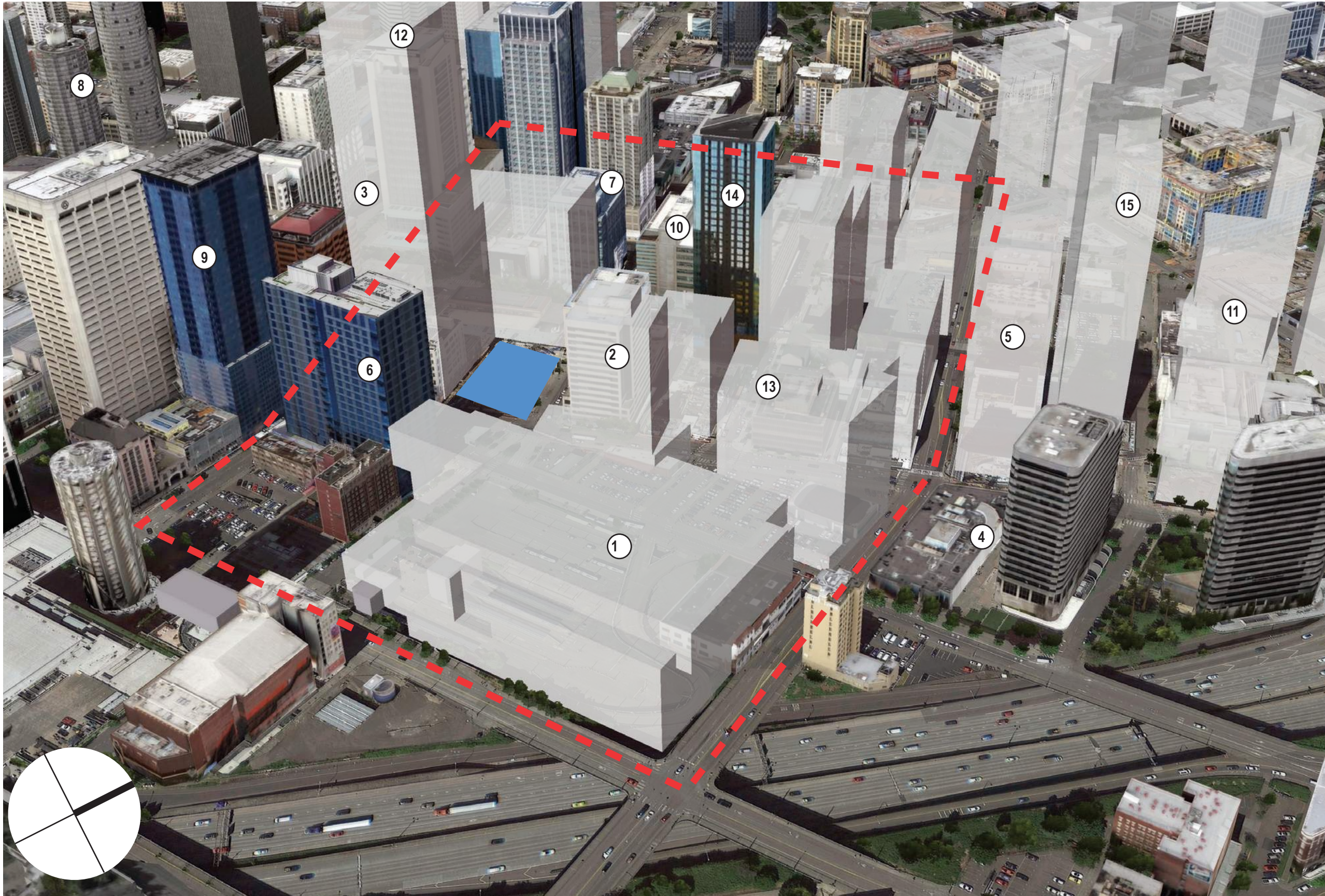
The proposed hotel will explore a material pallette similar to that of the Hyatt Regency, currently under-construction. The podium on the proposed hotel will include more transparency, but white precast concrete will be a major element for the tower skin.



3.2 URBAN ANALYSIS • VICINITY MAP AND PHOTOS

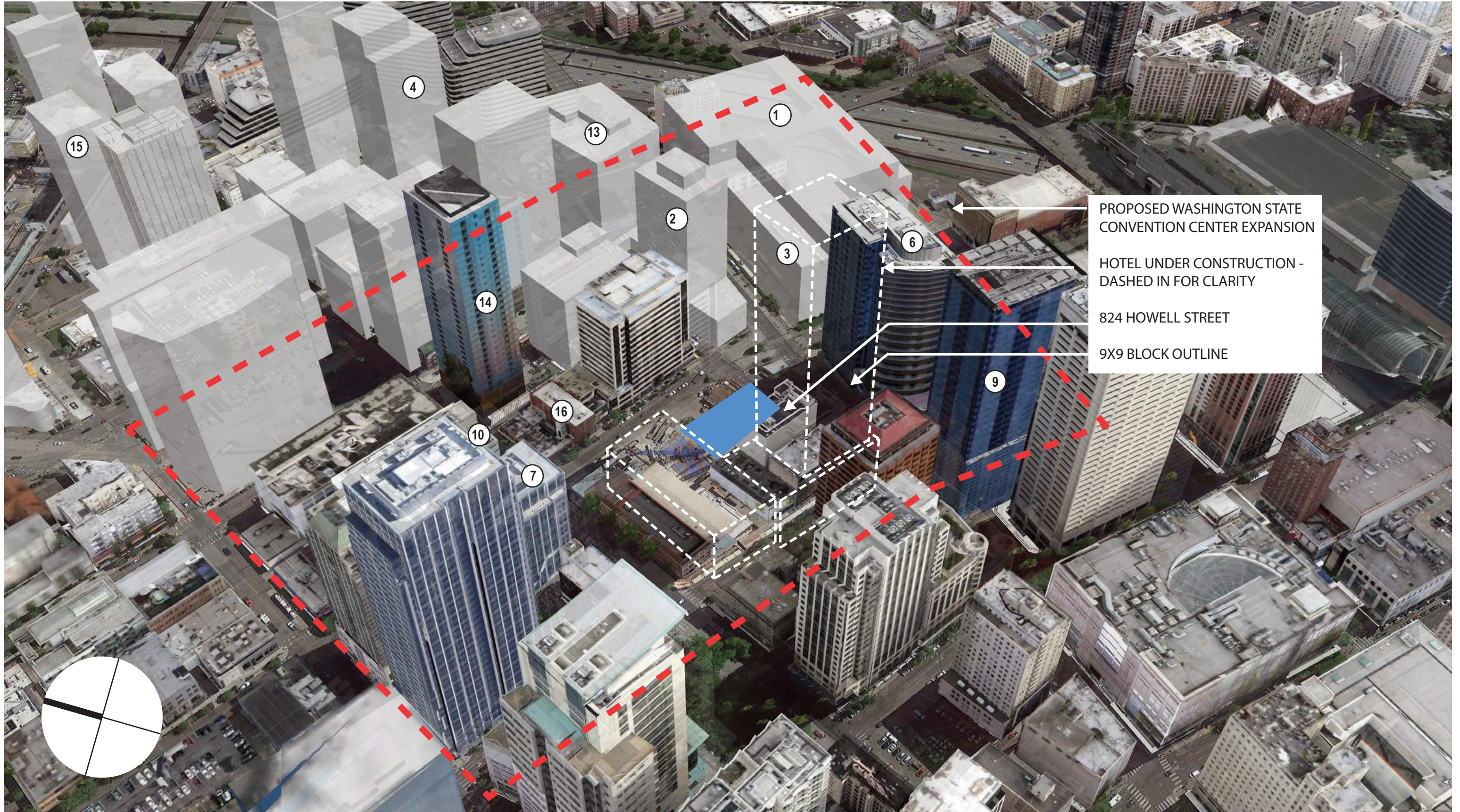


3.3 URBAN ANALYSIS • BIRDS EYE PERSPECTIVE

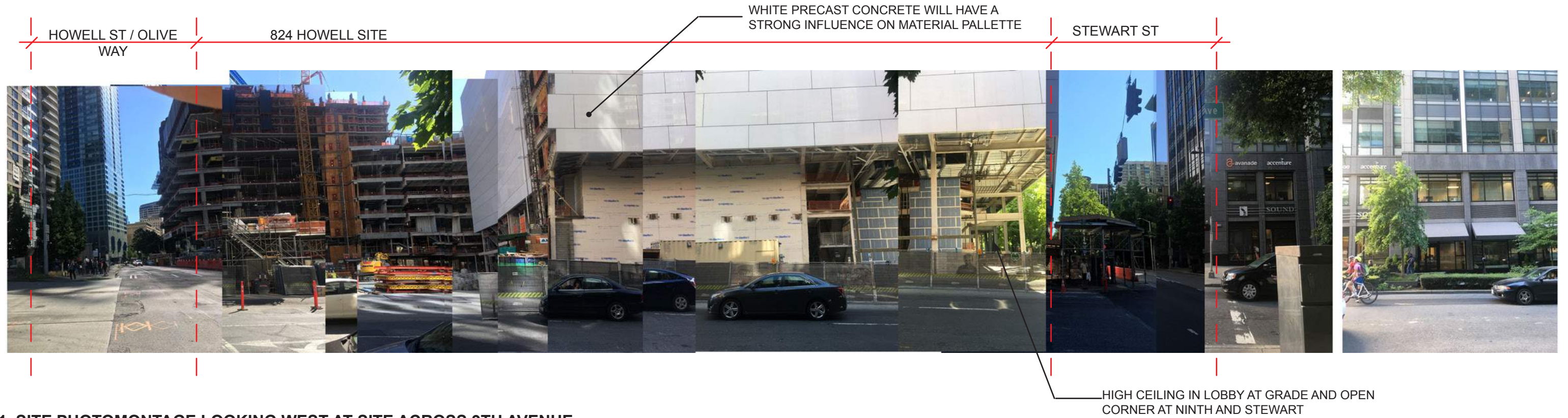


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- 12. SEATTLE FEDERAL COURTHOUSE
700 STEWART STREET
- 13. SITE C WASHINGTON STATE CONVENTION CENTER EXPANSION (IN DEVELOPMENT) OFFICE TOWER
- 14. ASPIRA APARTMENTS
1823 TERRY
- 15. CRESCENT HEIGHTS
1901 MINOR AVE
- 16. GETHSEMANE LUTHERAN CHURCH
911 STEWART STREET

3.3 URBAN ANALYSIS • BIRDS EYE PERSPECTIVE



3.4 PHOTOMONTAGE OF SITE AND SURROUNDING AREA

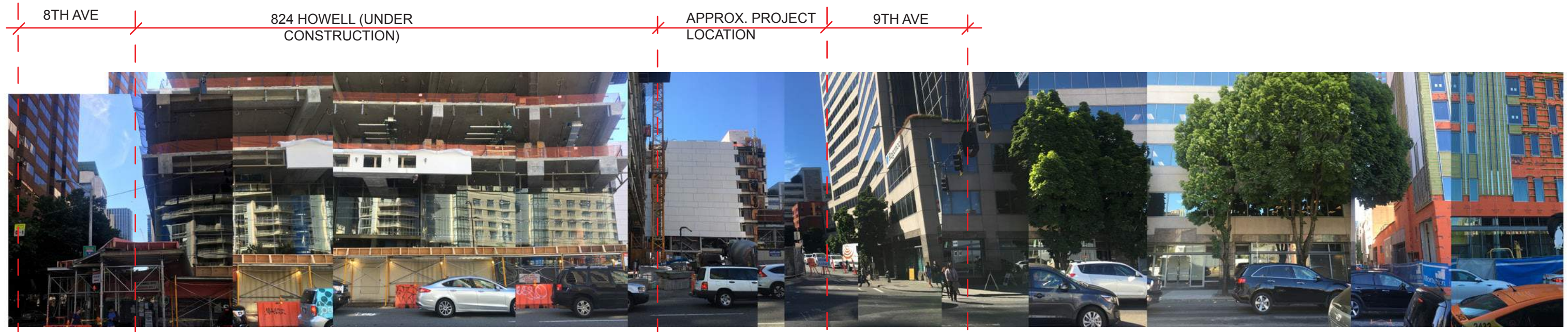


1. SITE PHOTOMONTAGE LOOKING WEST AT SITE ACROSS 9TH AVENUE

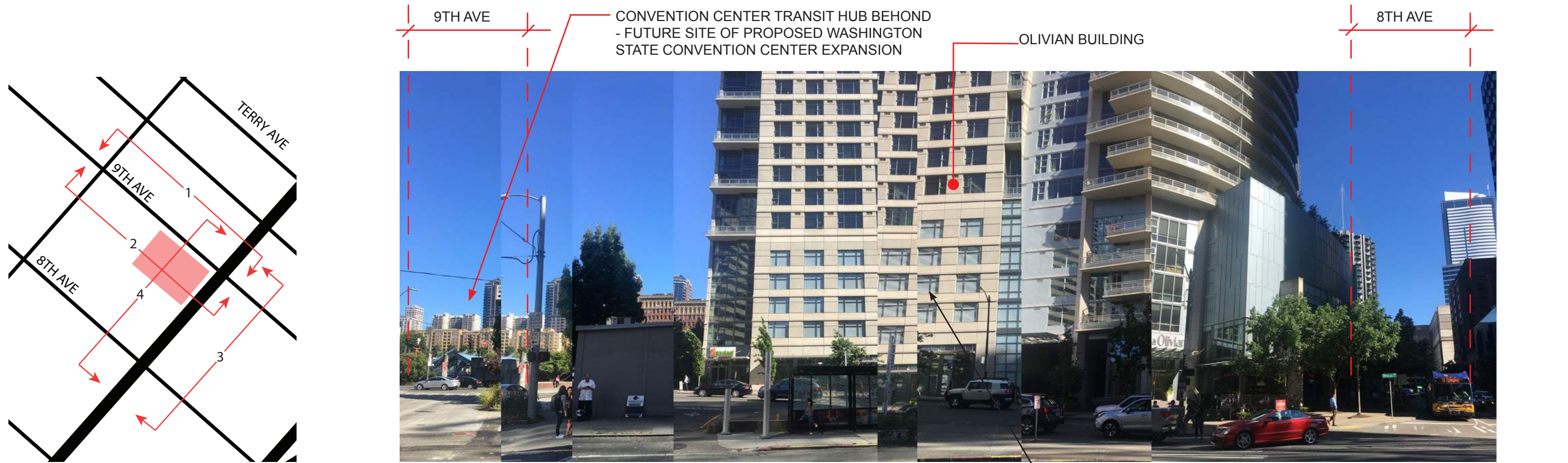


2. SITE PHOTOMONTAGE LOOKING EAST ACROSS NINTH AVENUE

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 23.49.008	DOC2 500/300-550 DOWNTOWN FIRE DISTRICT DENNY TRIANGLE URBAN CENTER VILLAGE	FACADE HEIGHT 23.49.056 A
SITE DIMENSION 23.49.008	28,107 SF	FACADE TRANSPARENCY 23.49.056 C
STRUCTURE HEIGHT 23.49.008	BASE HEIGHT LIMIT FOR NON RESIDENTIAL USES IS 500' (OR 550' WITH PRESCRIBED HALA BONUS)	BLANK FACADE 23.49.056 D
STREET LEVEL USE 23.49.009 MAP 1G	A MIN. OF 75% OF EACH STREET FRONTAGE AT STREET LEVEL WHERE STREET-LEVEL USES ARE REQUIRED MUST BE OCCUPIED BY USES LISTED IN SUBSECTION 23.49.009.A. THE REMAINING 25% OF THE STREET FRONTAGE AT STREET LEVEL MAY CONTAIN OTHER PERMITTED USES AND/OR PEDESTRIAN OR VEHICULAR ENTRANCES.	FACADE MODULATION 23.49.058 B
FLOOR AREA RATIO 23.49.011	23.49.009 MAP 1G BASE FAR: 5 MAX FAR: 14 (+1 BONUS FAR PER HALA)	GREEN STREET SETBACK 23.49.058 E2
OVERHEAD WEATHER 23.49.018 A	CONTINUOUS WEATHER PROTECTION SHALL BE REQUIRED ON HOWELL STREET. WEATHER PROTECTION CAN BE EXCLUDED ON NINTH AVE PER 23.49.018A.3.	ALLEY IMPROVEMENTS 23.56.030 D, F.1
VEHICLE PARKING 23.49.019 C	NONE REQUIRED	
BICYCLE PARKING 23.49.019 F	PER TABLE A FOR 23.49.019 - REQUIRED BICYCLE PARKING FOR HOTEL USE = 0.05 SPACES PER HOTEL ROOM	
OFF STREET LOADING 23.49.019 G	PER TABLE A FOR SECTION 23.54.035 LOW DEMAND USE / 264,001 TO 388,000 / 4 REQUIRED LOADING BERTHS	
SIDEWALK AND ALLEY WIDTH 23.49.022 (MAP 1C)	9TH AVE (GREEN STREET) - VARIABLE HOWELL - 15' (ONE WAY STREET WITH TRANSIT STOPS ON OPPOSITE SIDE OF STREET)	

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

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

BLANK FACADE LIMITS FOR CLASS 1 PEDESTRIAN AND GREEN STREETS:
BLANK FACADES 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 FACADE SEGMENT WIDTH MAY BE INCREASED TO 30' IF THE DIRECTOR IN A TYPE 1 DECISION DETERMINES THAT THE FACADE 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 FACADE 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.

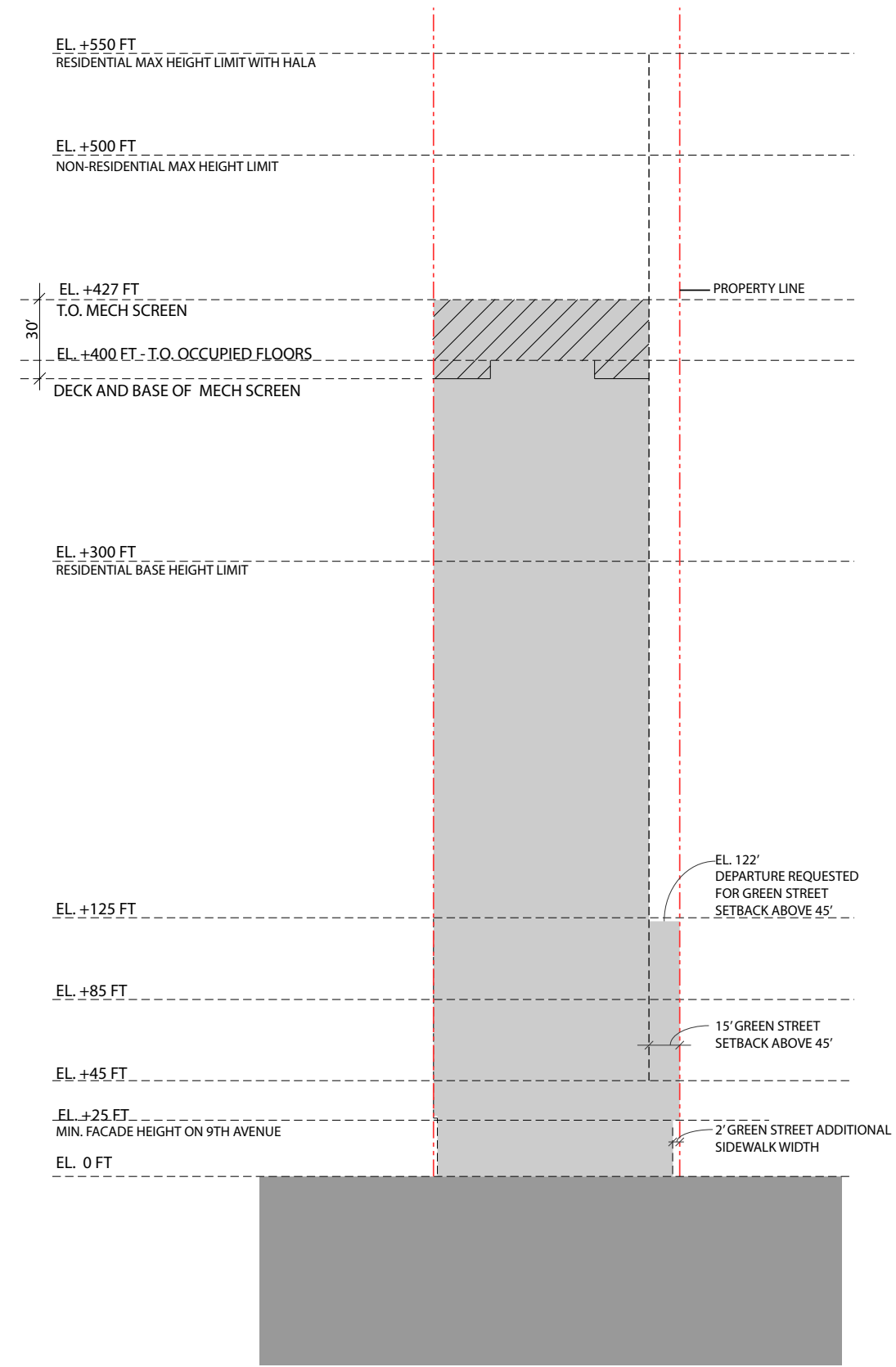
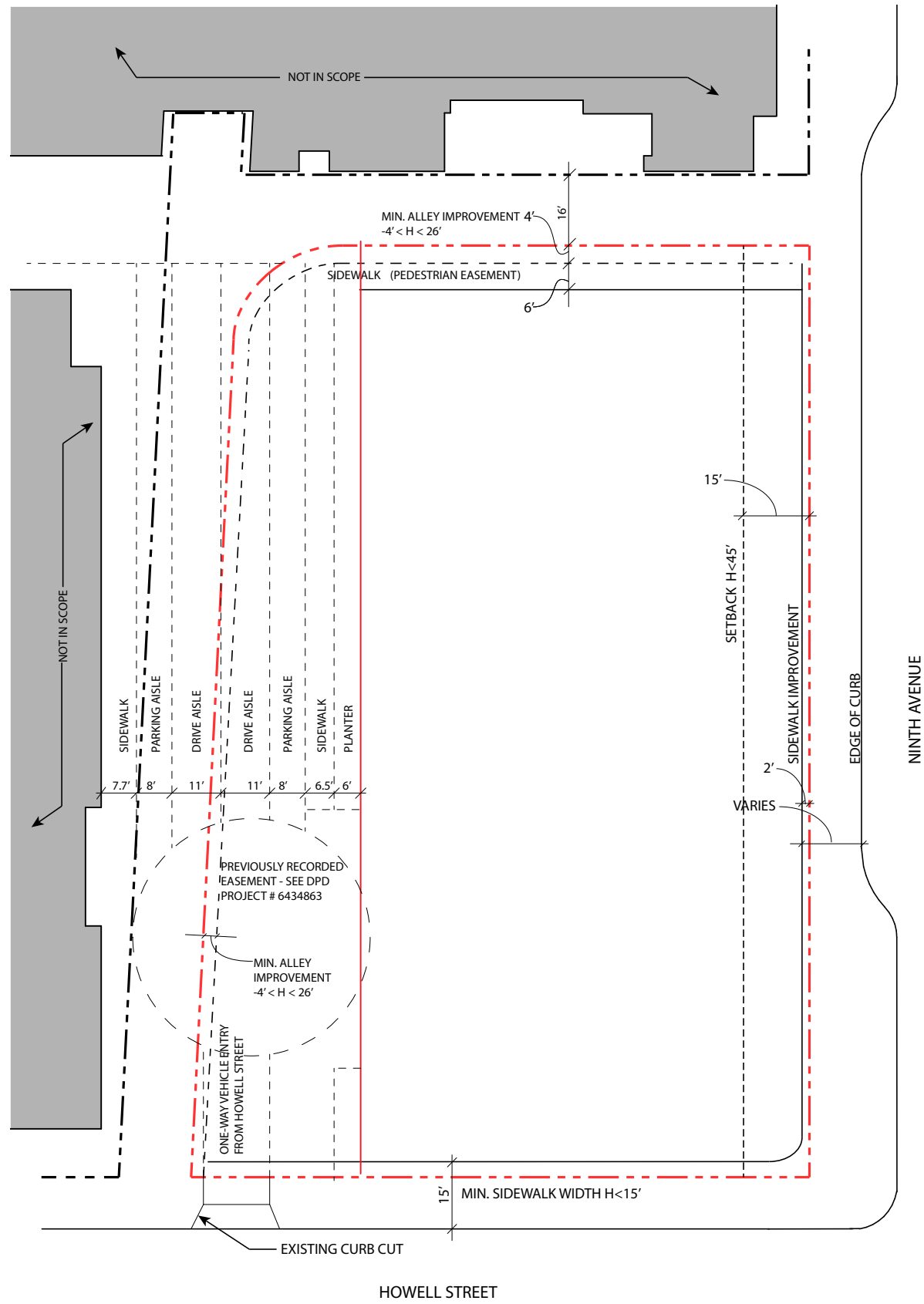
Lighting will be a major feature to ensure the success of the pedestrian experience around the site.

E - Vehicular Access and Parking

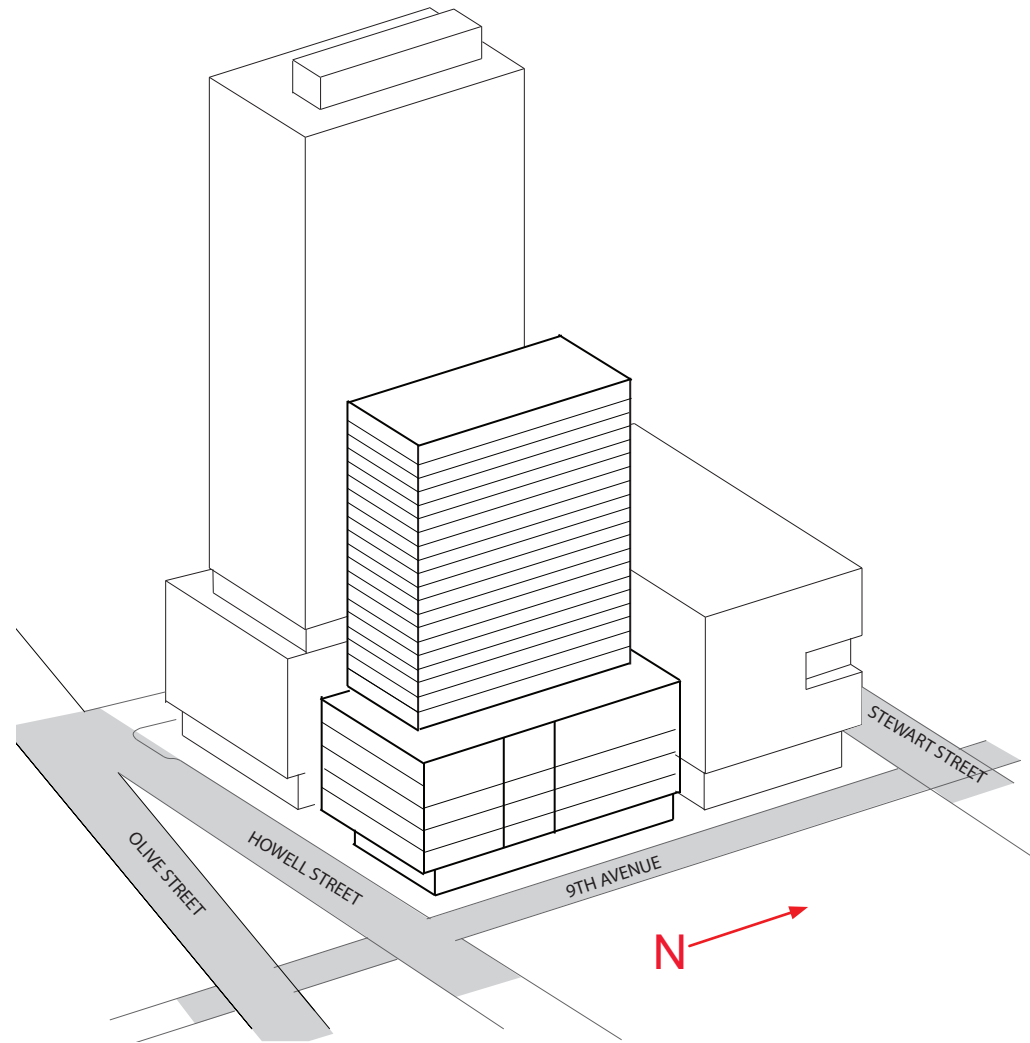
E-2 Integrate parking facilities

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

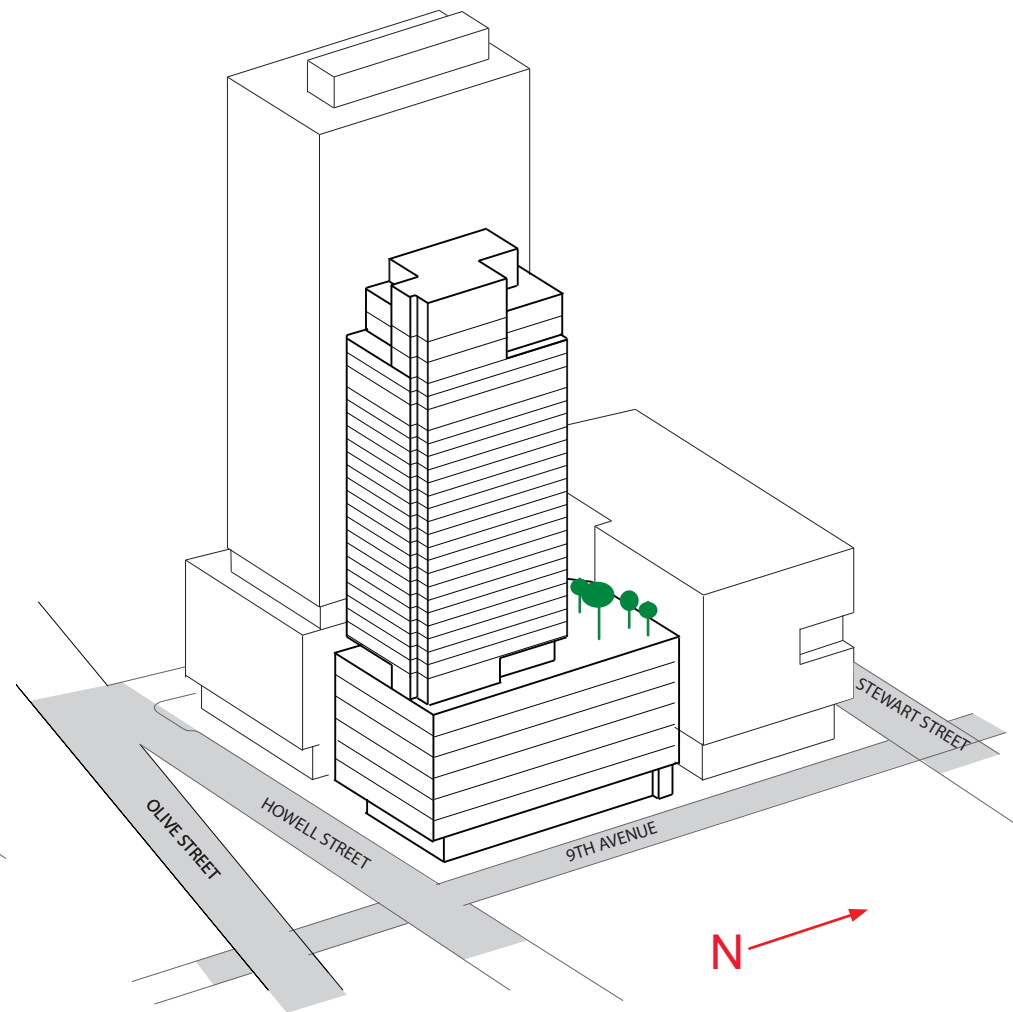


6.2 MASSING CONCEPTS - AXONOMETRIC



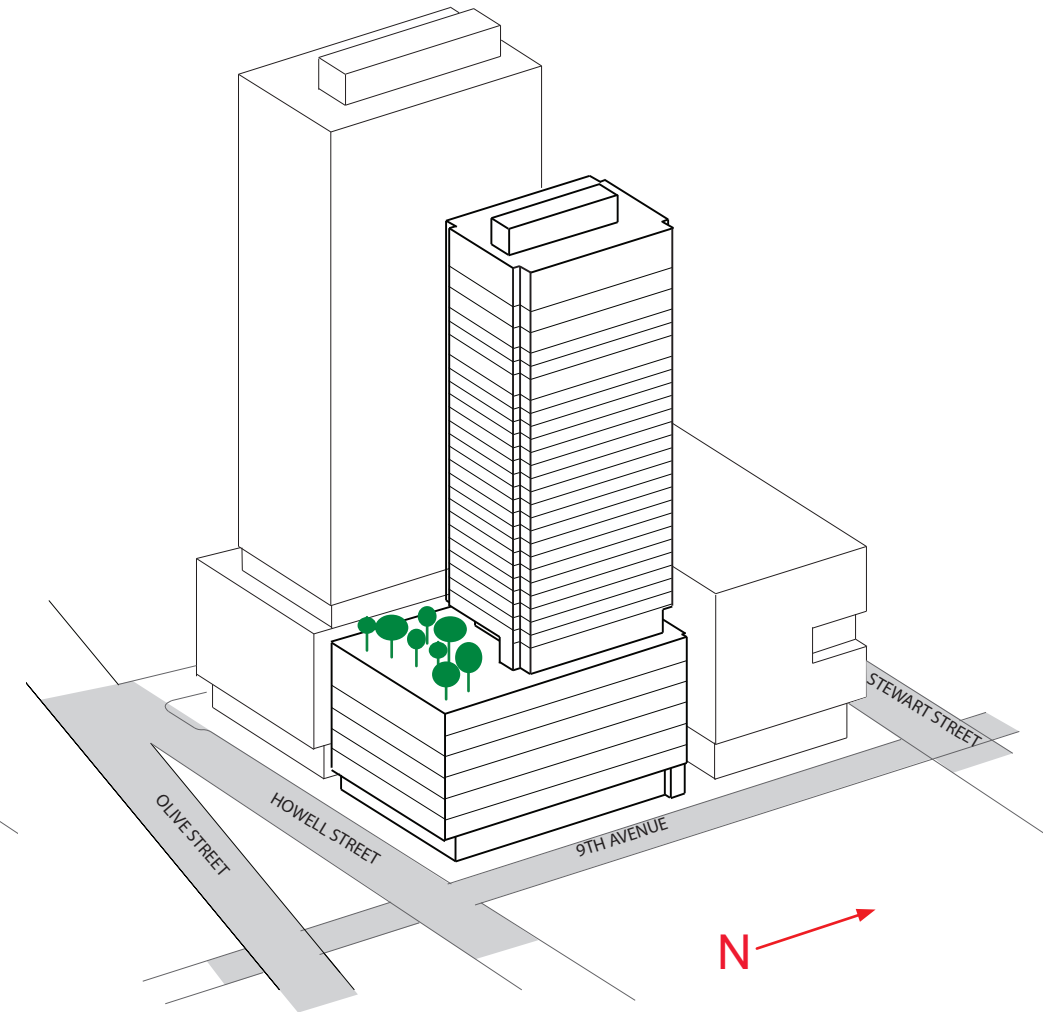
Option 1: Rectangular Tower

- Maximize tower floor plates to meet code required upper level set backs.
- Increased efficiency of construction and increased guest room count
- Reduced light for porte cochere as well as 9th avenue



Option 2: Square Tower South

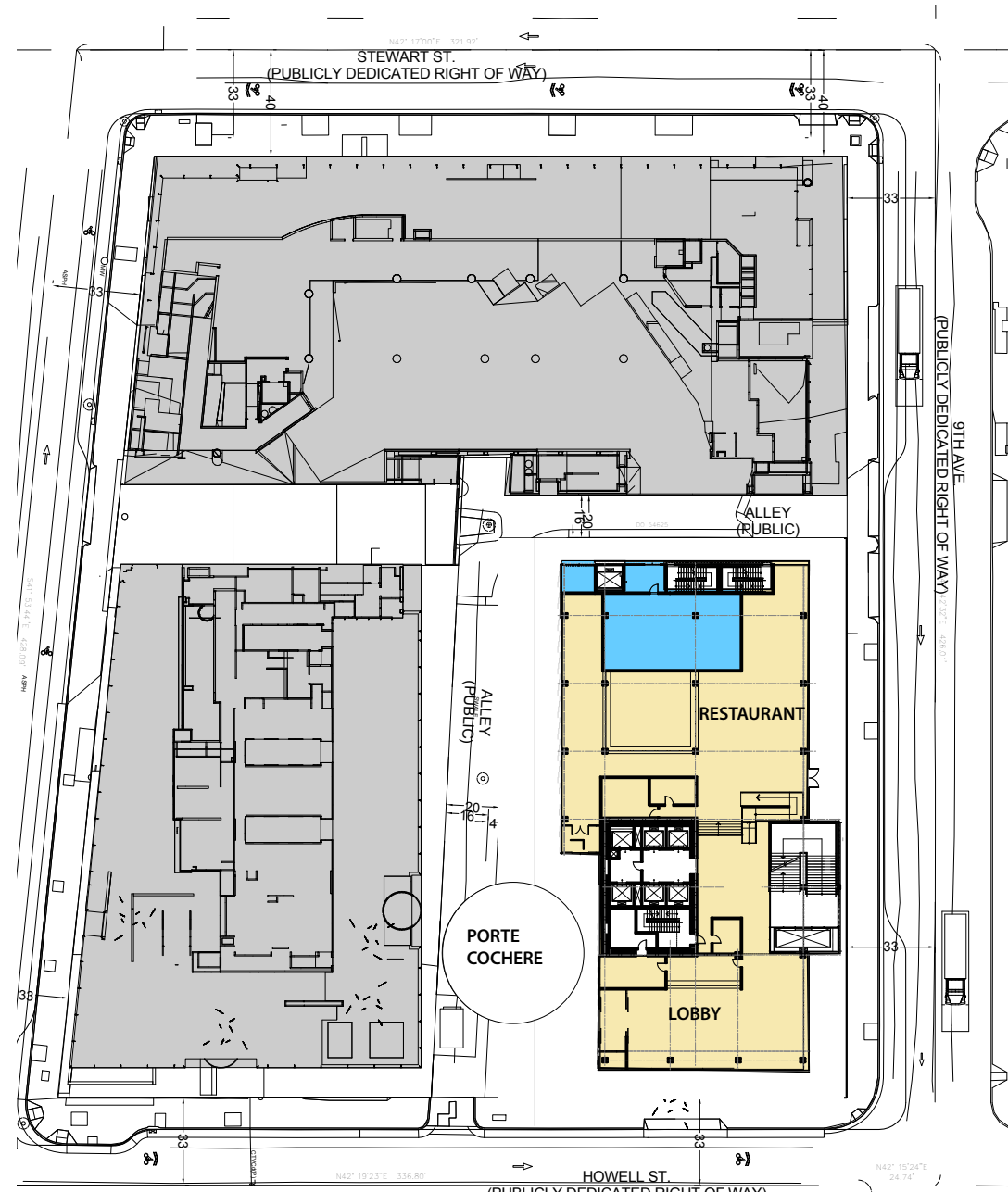
- Place the tower on south edge of podium
- Defines a grander and more prominent corner / tower relationship
- Adds to cavernous feel of port cochere experience



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.
- Orients rooftop podium plaza to southern light.

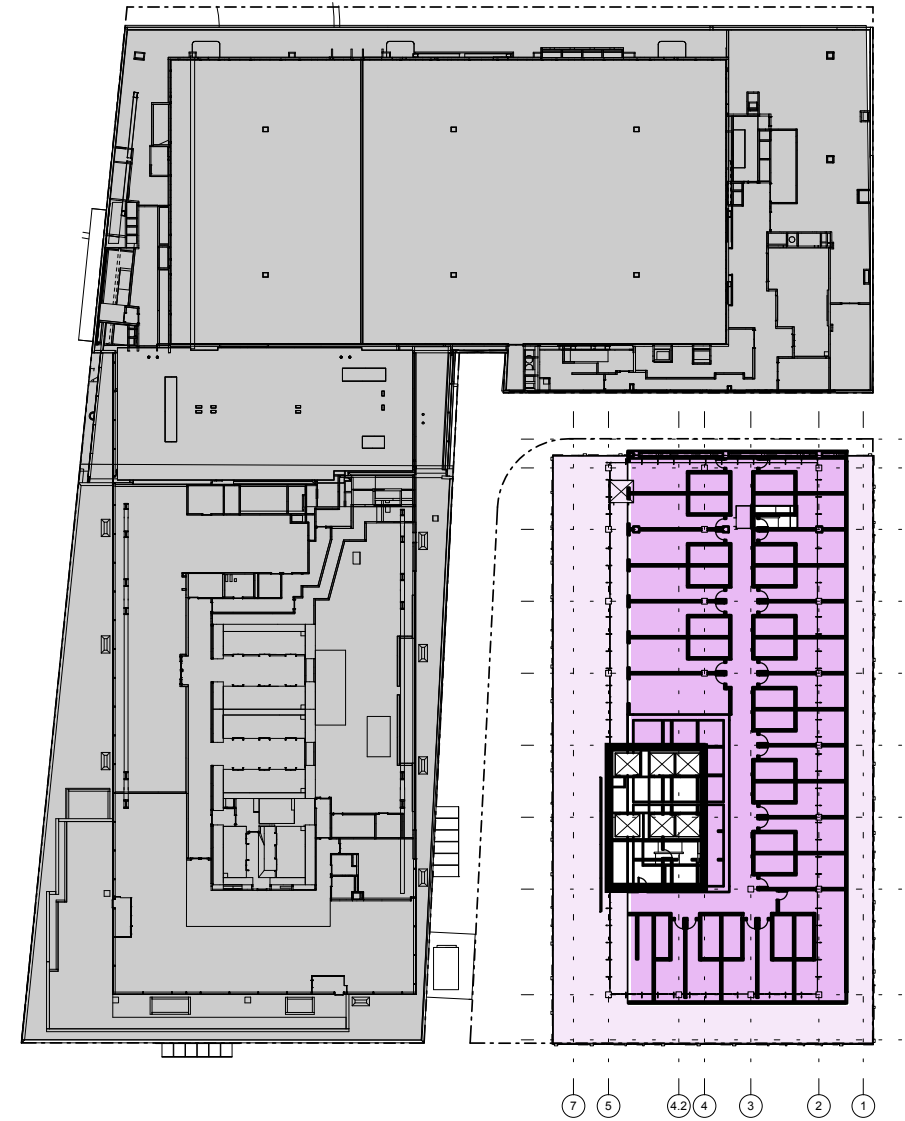
6.3 OPTION 1 PLANS AND SECTION



Level 1 Plan



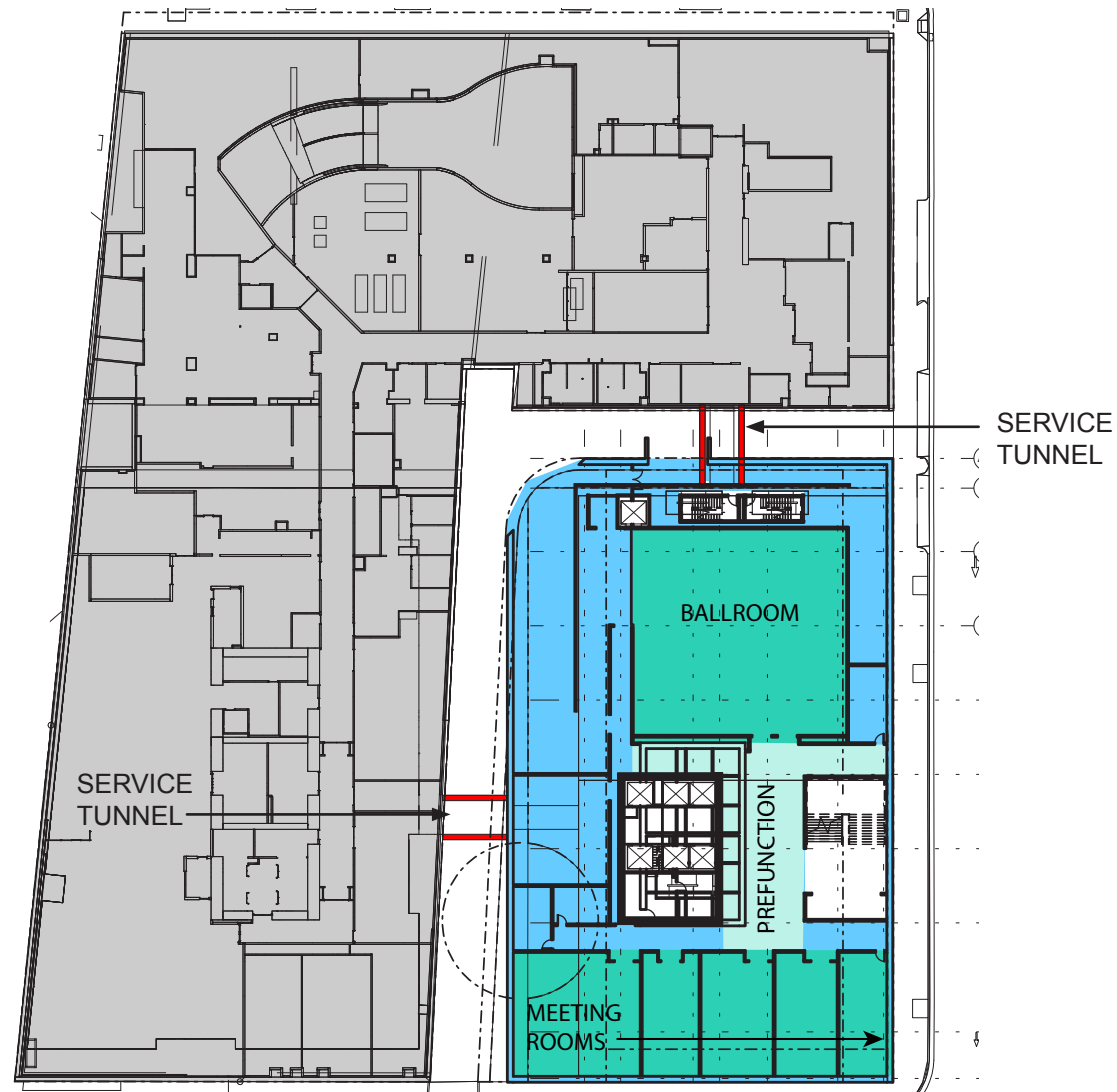
Level 3 Plan - Typical Podium Plan



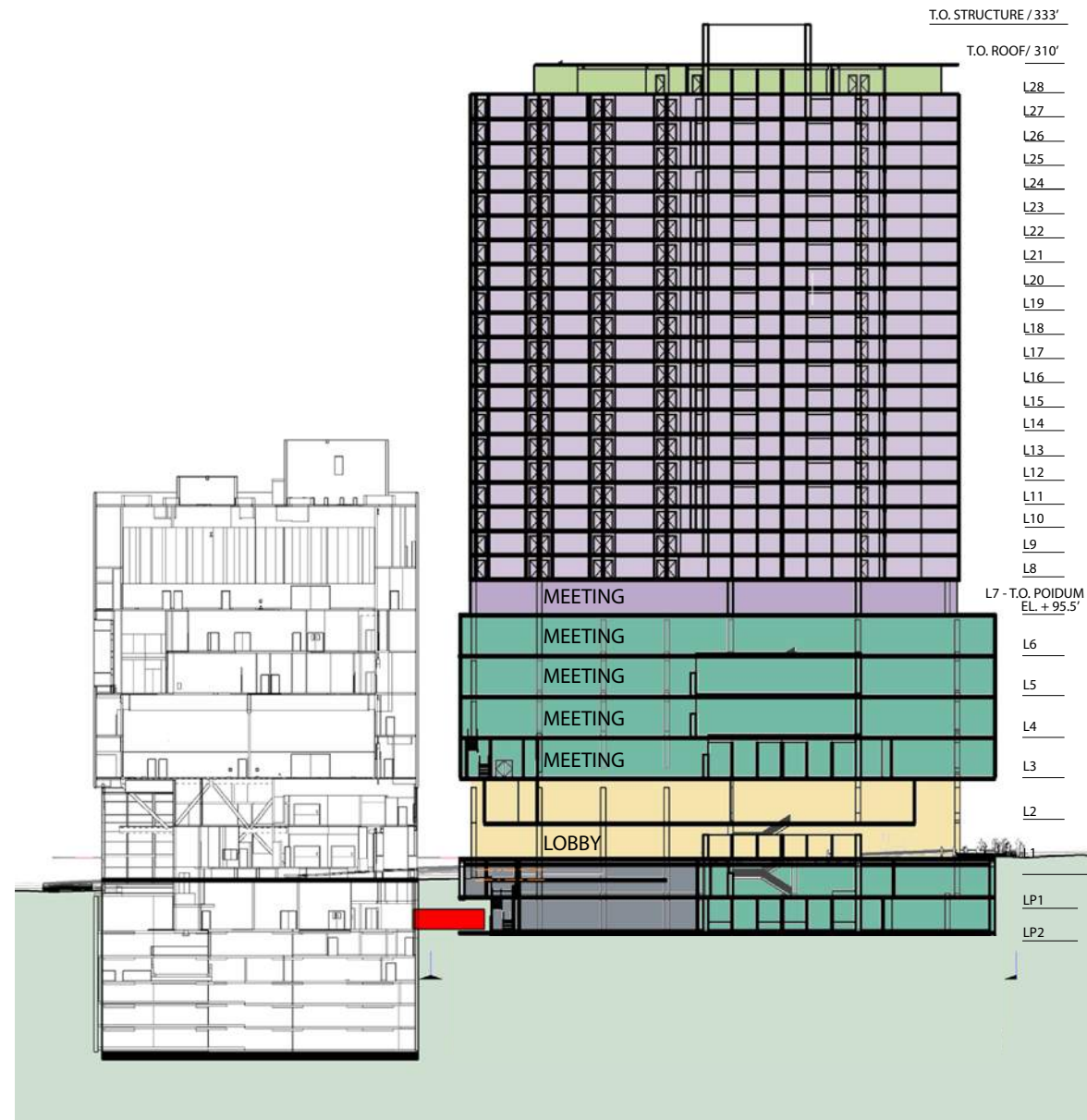
Level 9 Plan - Typical Guestroom Tower Plan

6.3 OPTION 1 PLANS AND SECTION

Option 1: Rectangular Tower



Level B2 Plan - Below grade Ballroom / Meeting Rooms / Back of House



North - South Section Facing East

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:

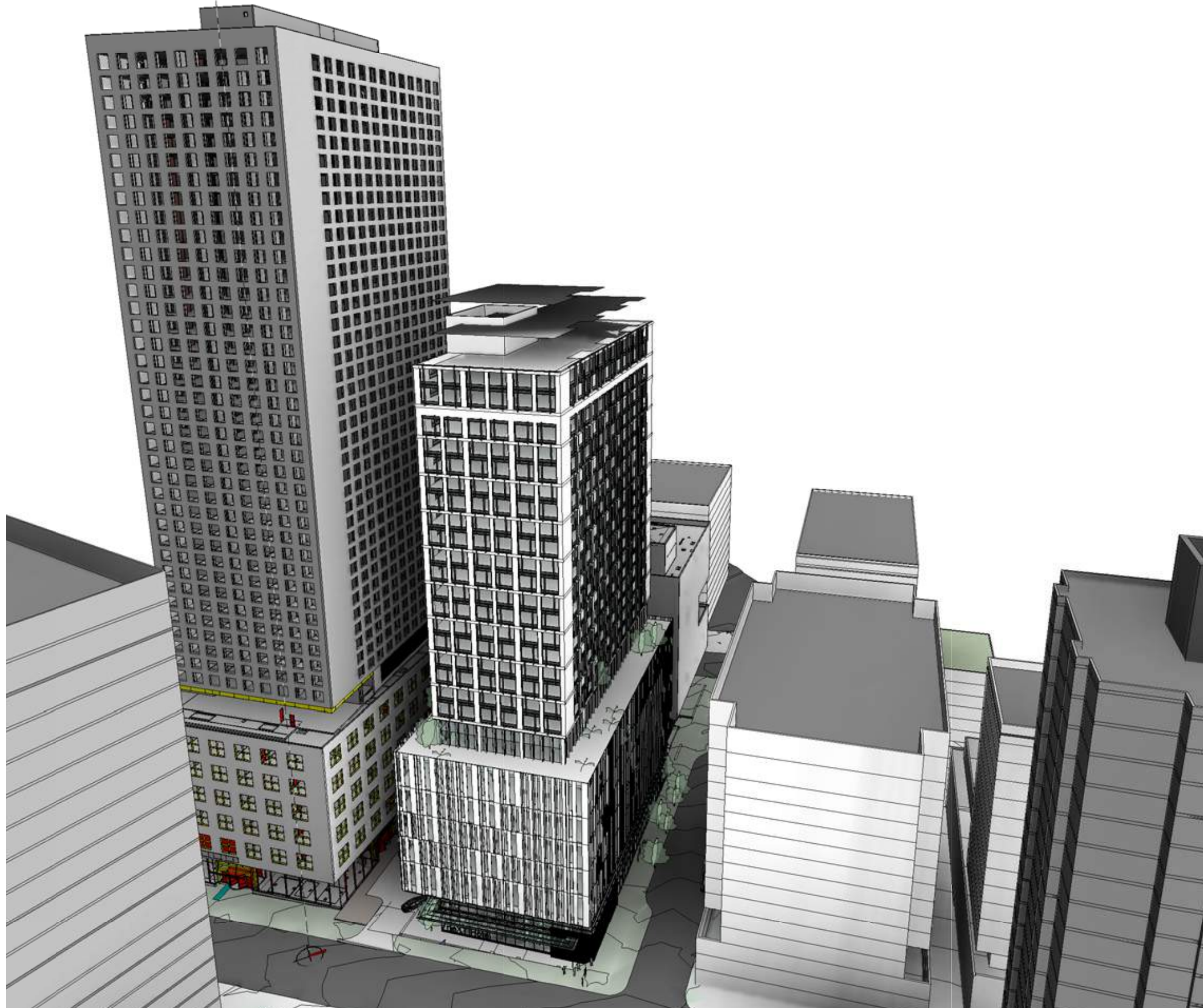
- Maximize tower floor plates to meet code required upper level set backs.
- Increased efficiency of construction and increased guest room count

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.

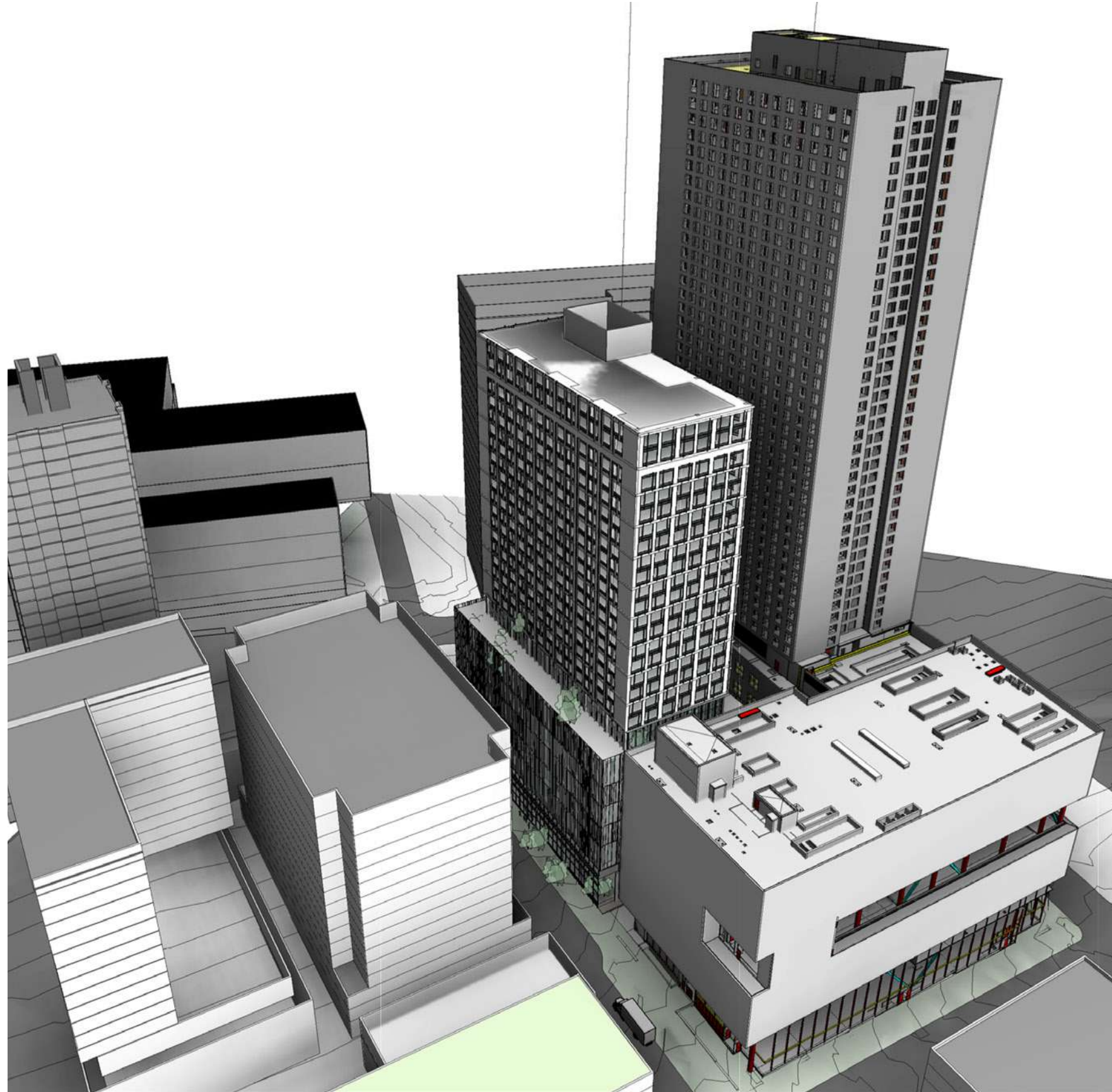
6.4 OPTION 1 PERSPECTIVES

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

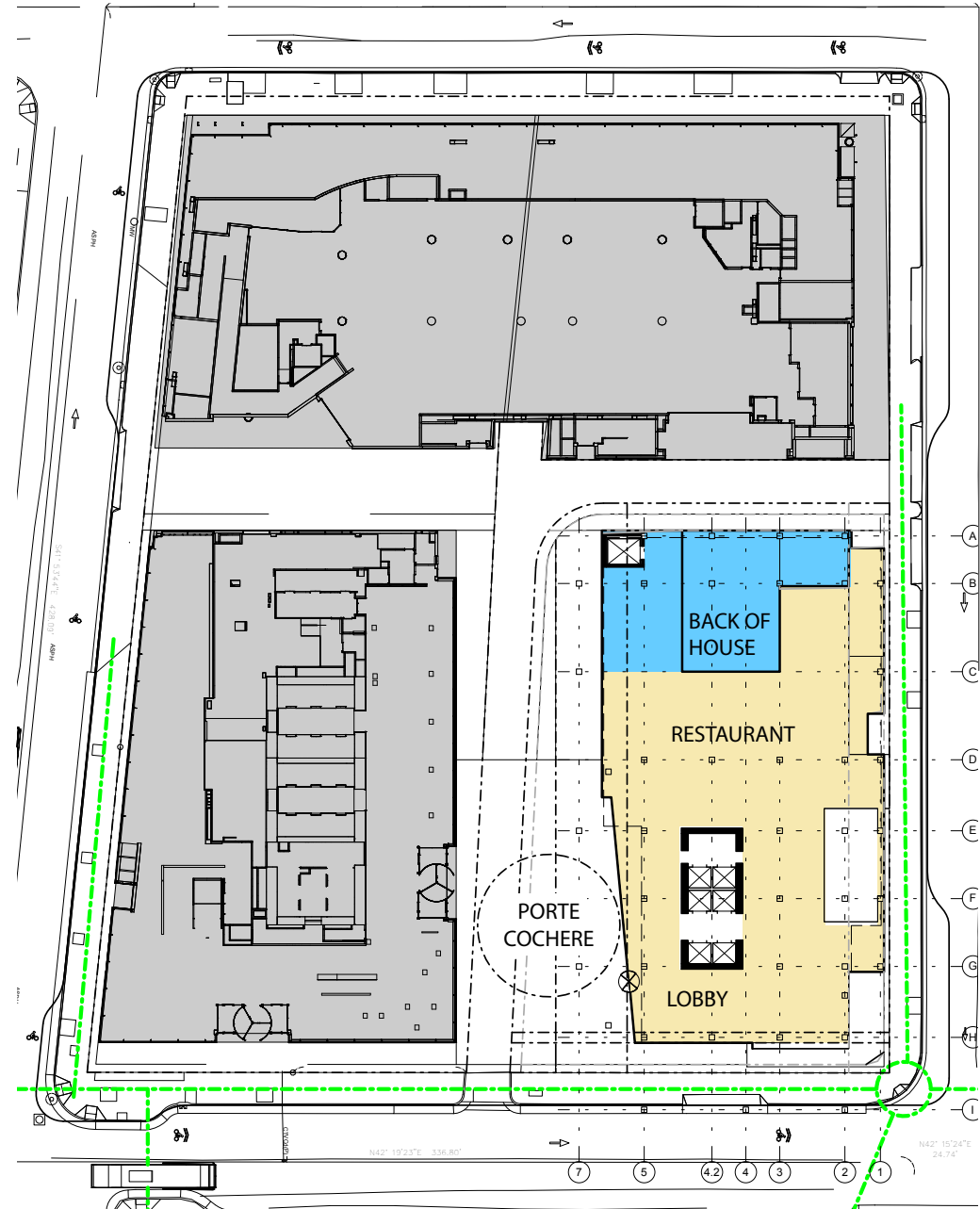
Opposite Page: Pedestrian level southern perspective



6.4 OPTION 1 PERSPECTIVES



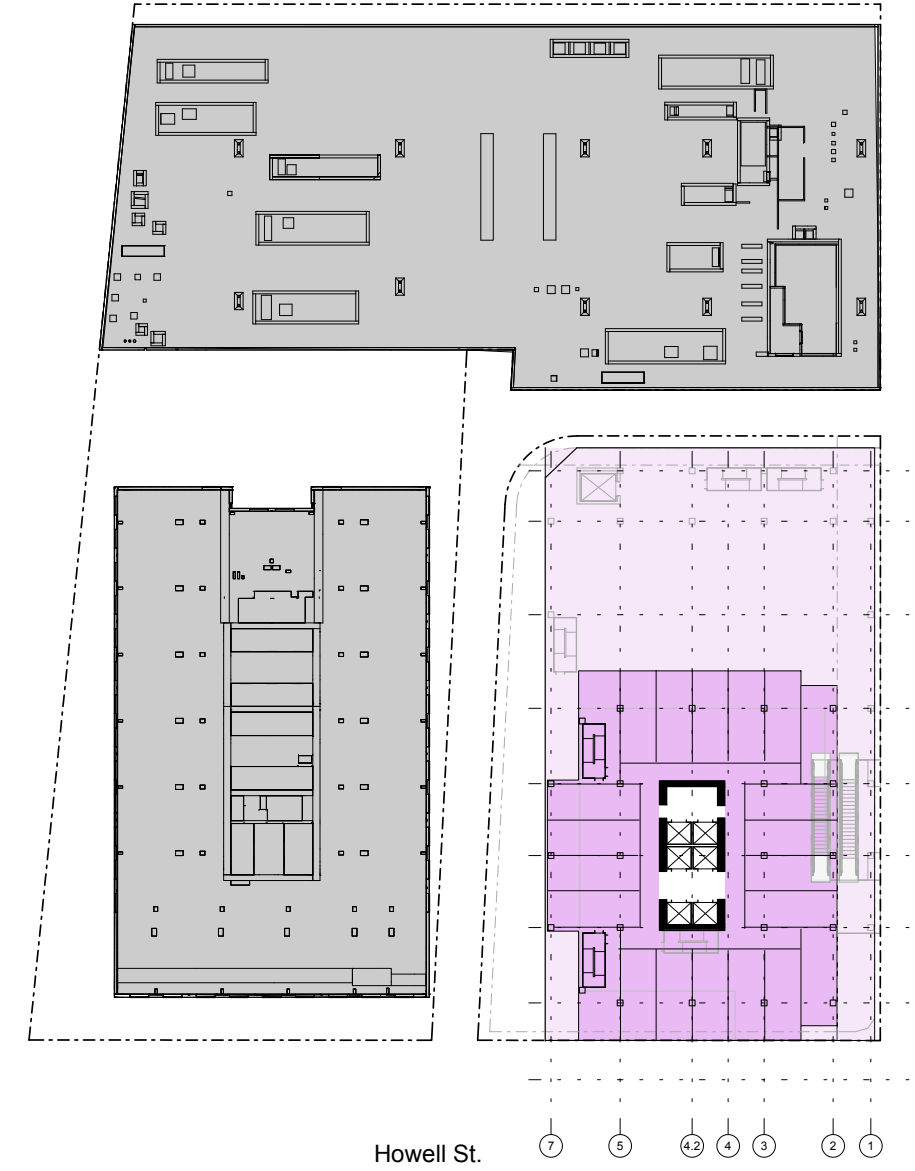
6.5 OPTION 2 PLANS AND SECTION



Level 1 Plan

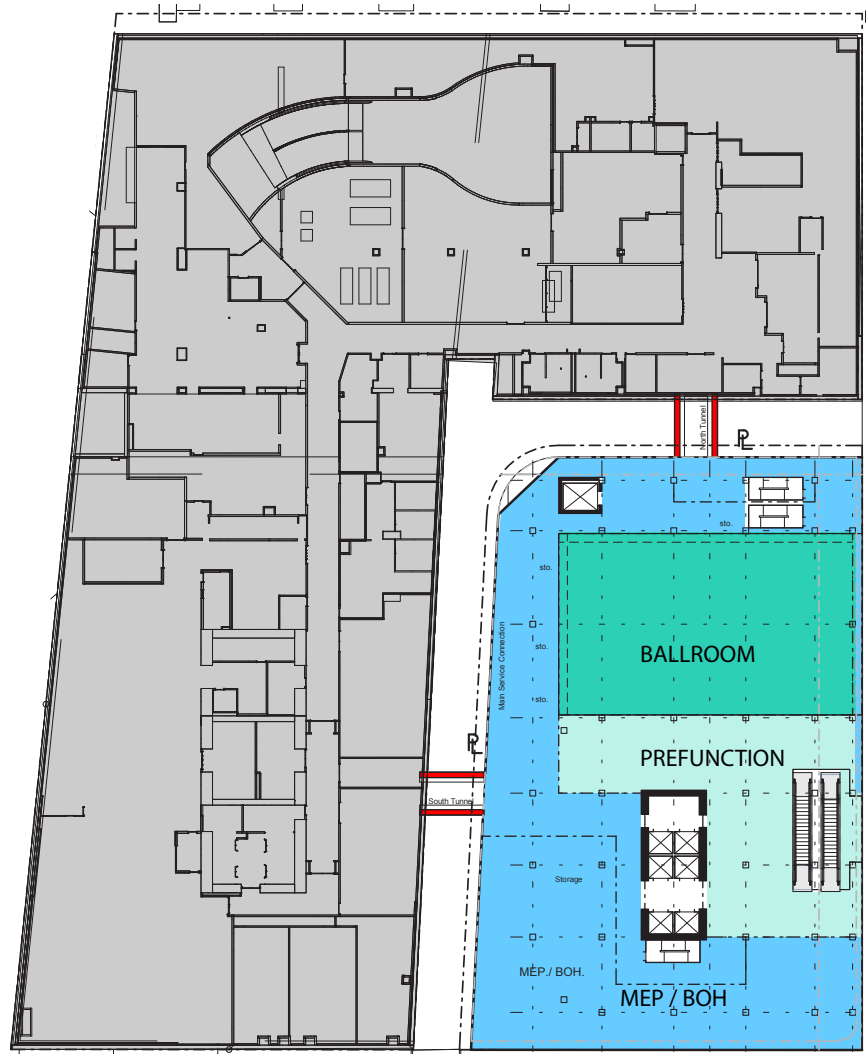


Level 3 Plan - Typical Podium Plan

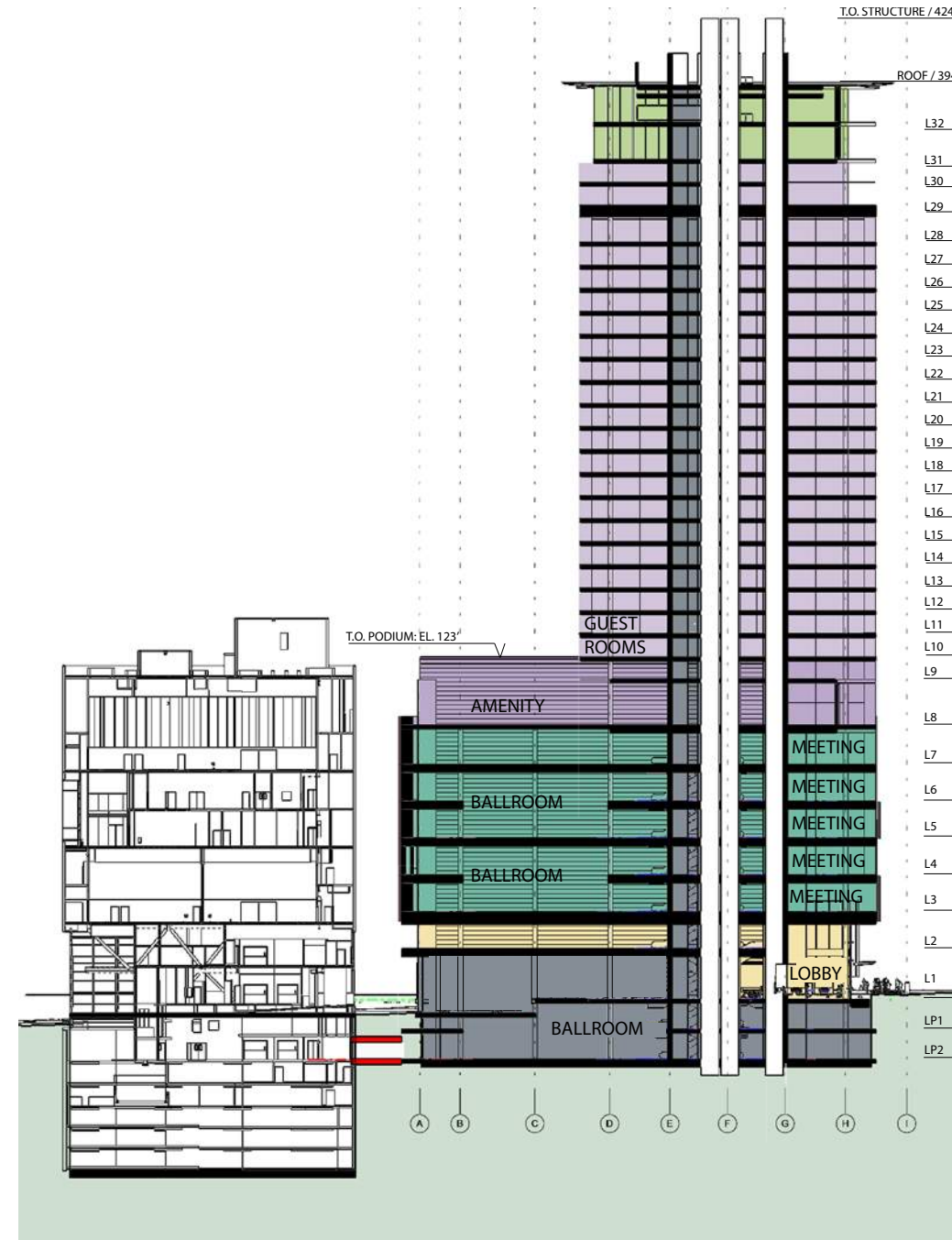


Level 9 Plan - Typical Guestroom Tower Plan

6.5 OPTION 2 PLANS AND SECTION



Level B2 Plan - Below grade Ballroom / Meeting Rooms / Back of House



North - South Section Facing East

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.

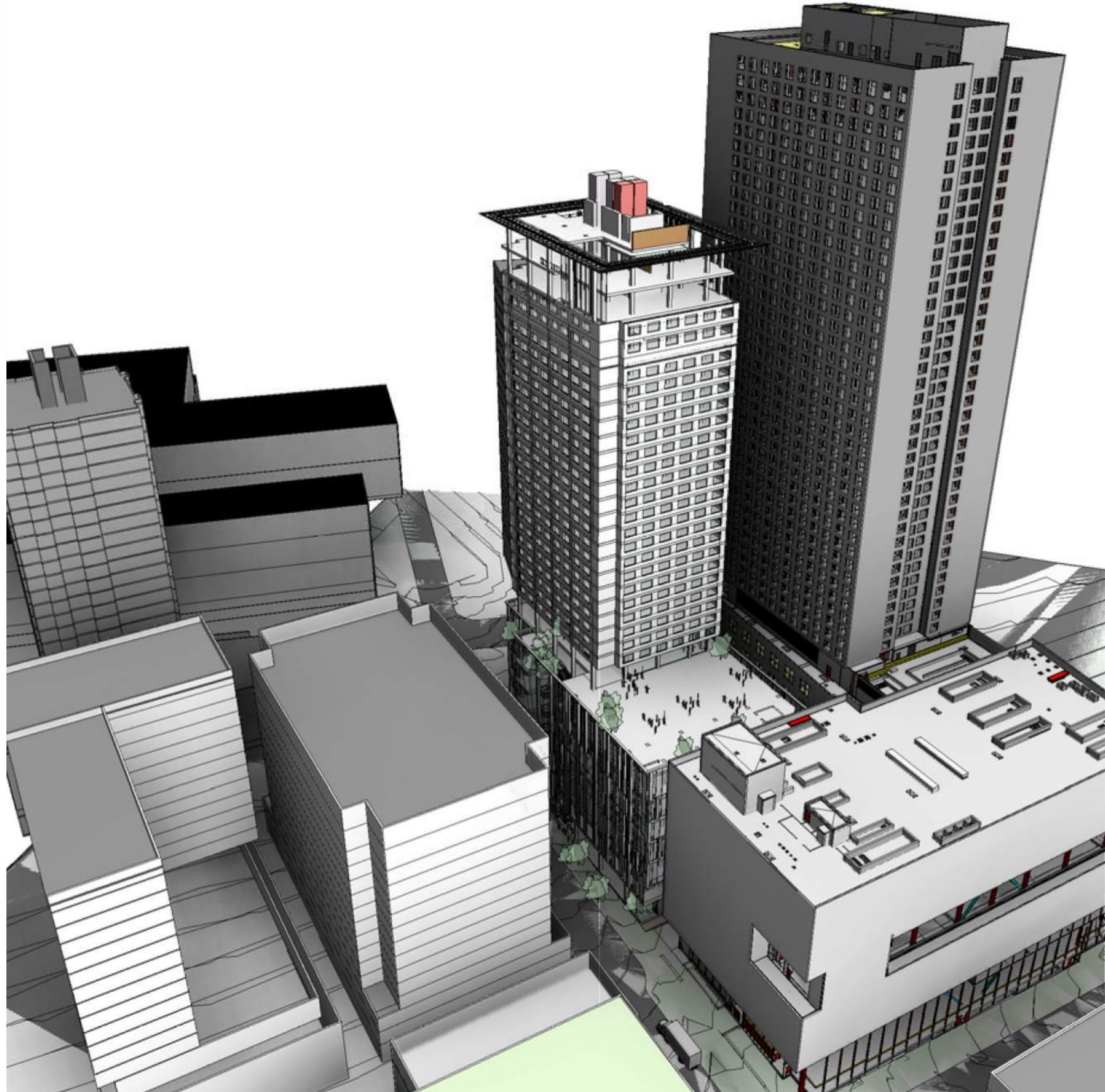
6.6 OPTION 2 PERSPECTIVES

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

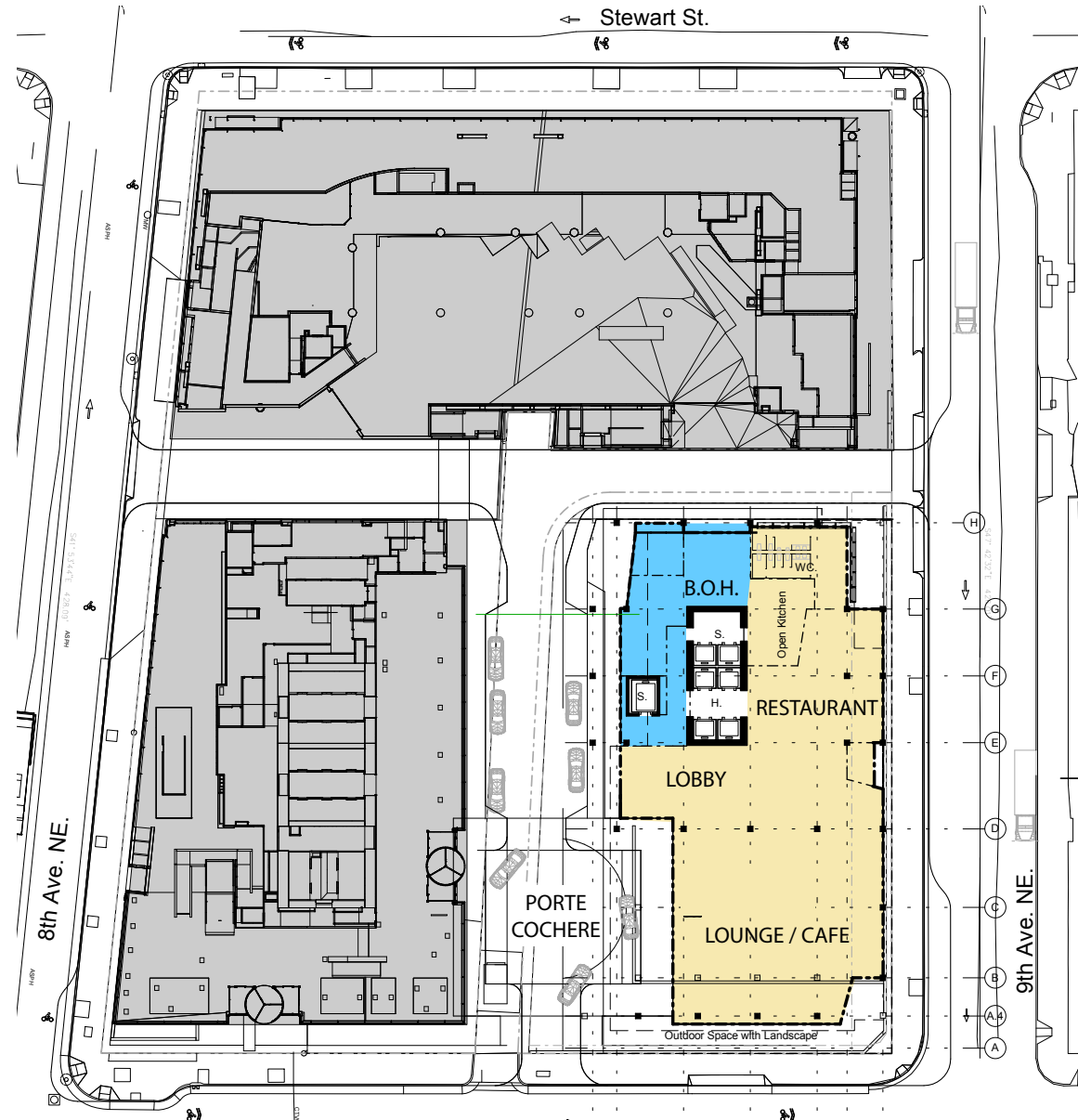
Opposite Page: Pedestrian level southern perspective



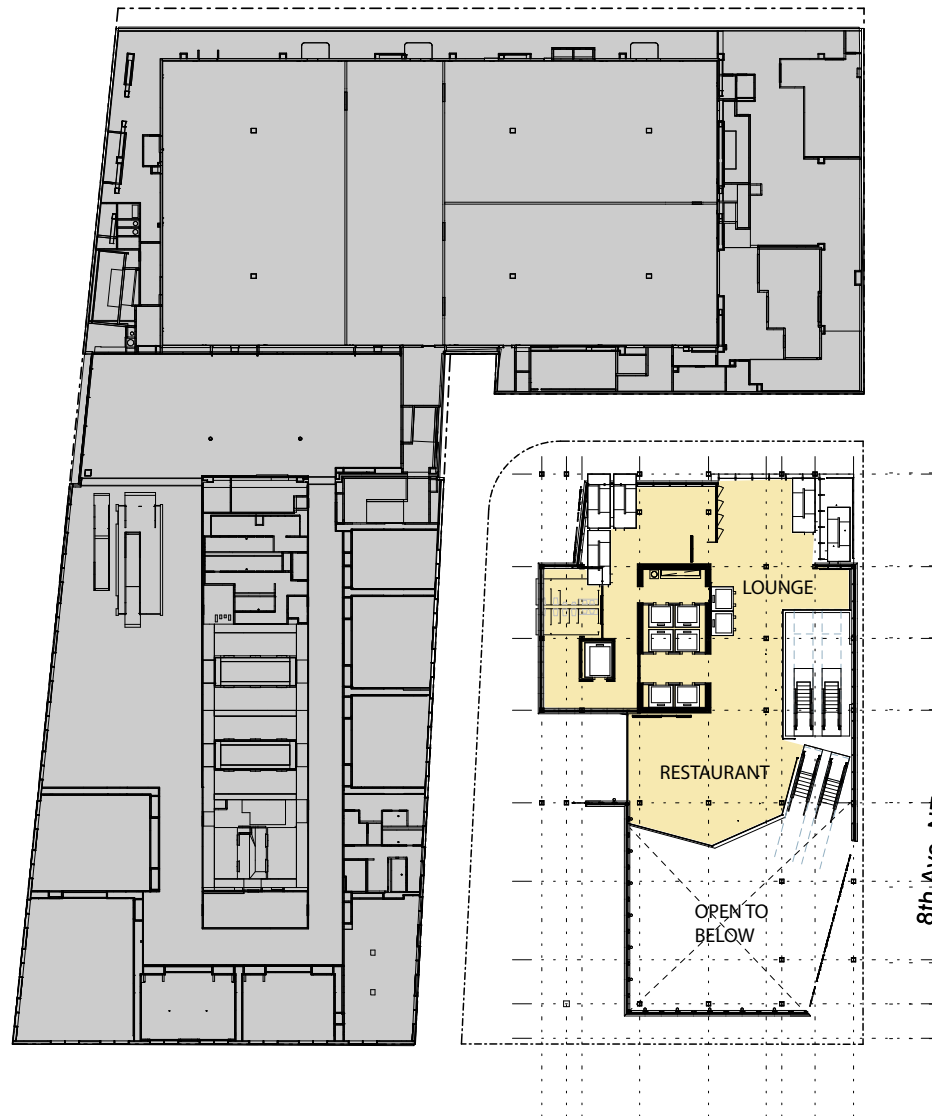
6.6 OPTION 2 PERSPECTIVES



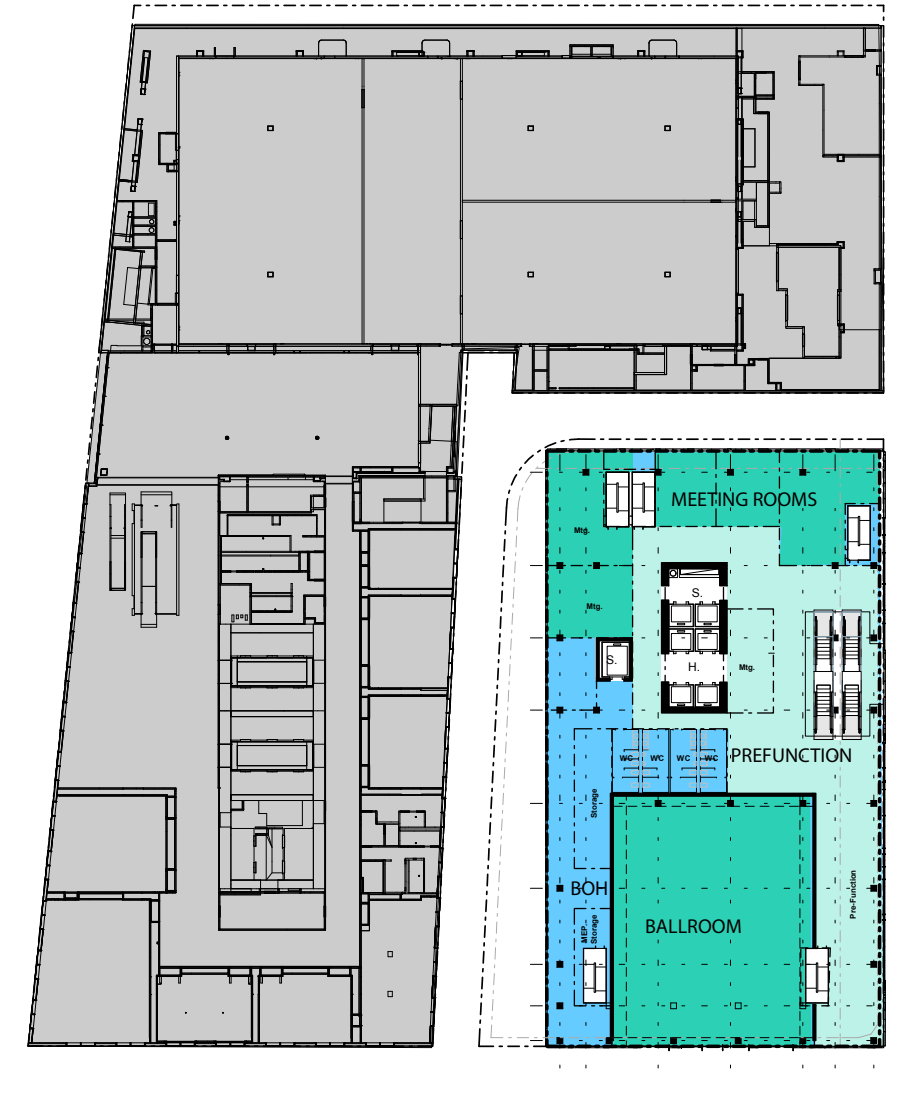
6.7 OPTION 3 PLANS AND SECTION



Level 1 Plan



Level 2 Plan



Level 3 Plan - Typical Podium Plan

6.7 OPTION 3 PLANS AND SECTION



Level 9 Plan - Typical Guestroom Tower Plan



North - South Section Facing East

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.

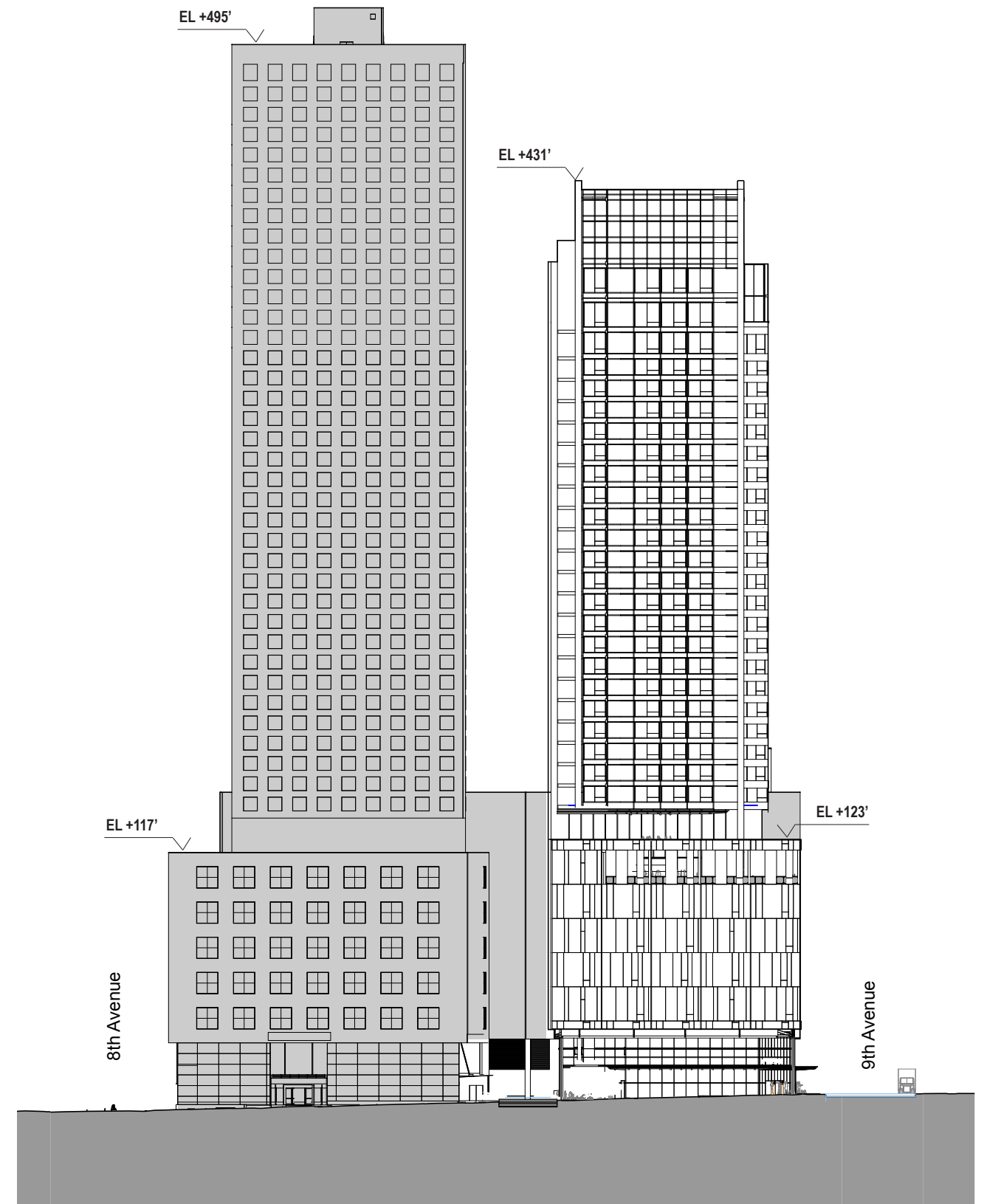
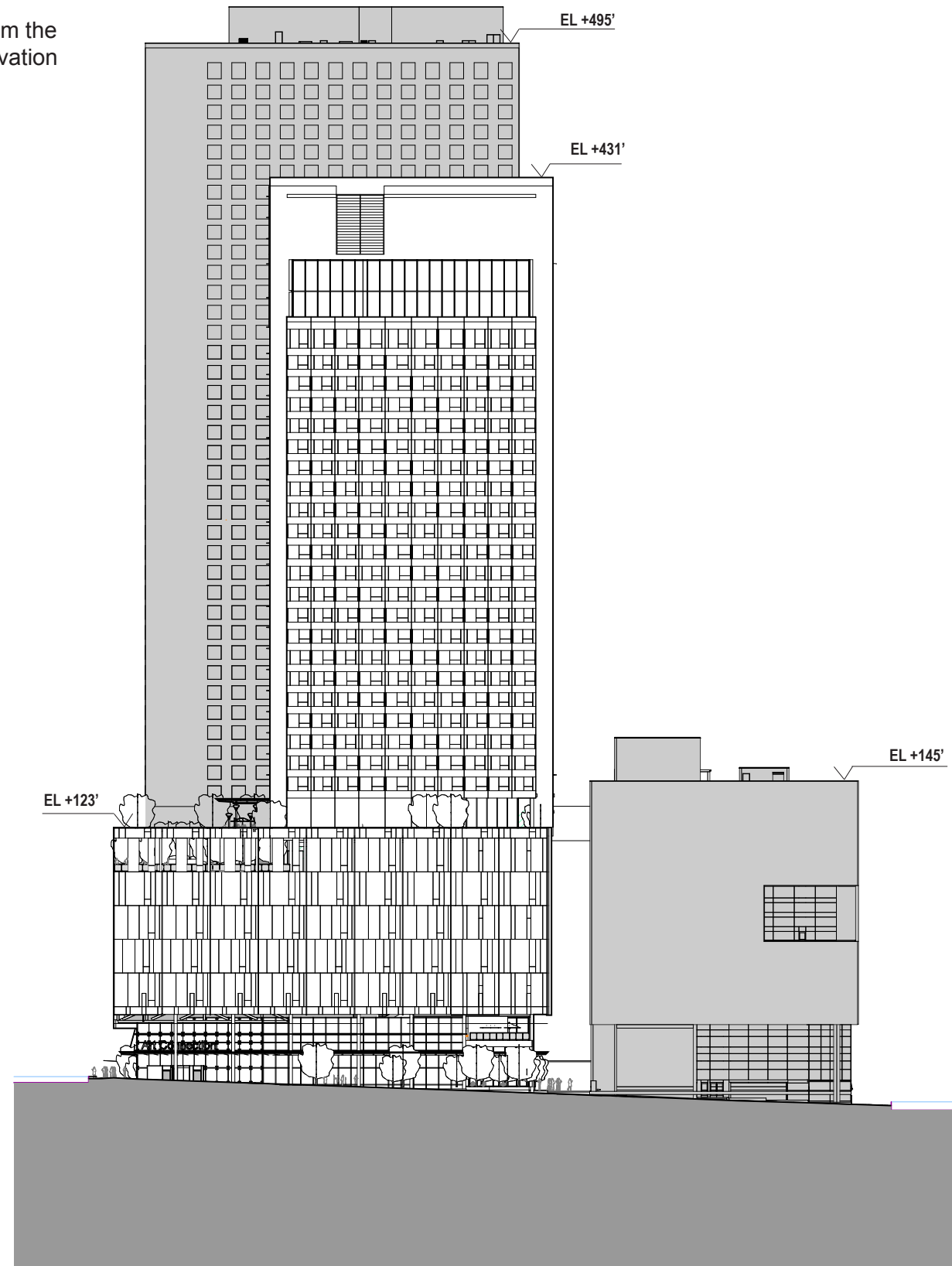
Cons:

- The current streetscape of zero lot line towers along Howell will be interrupted by pushing the tower to the north of the podium.

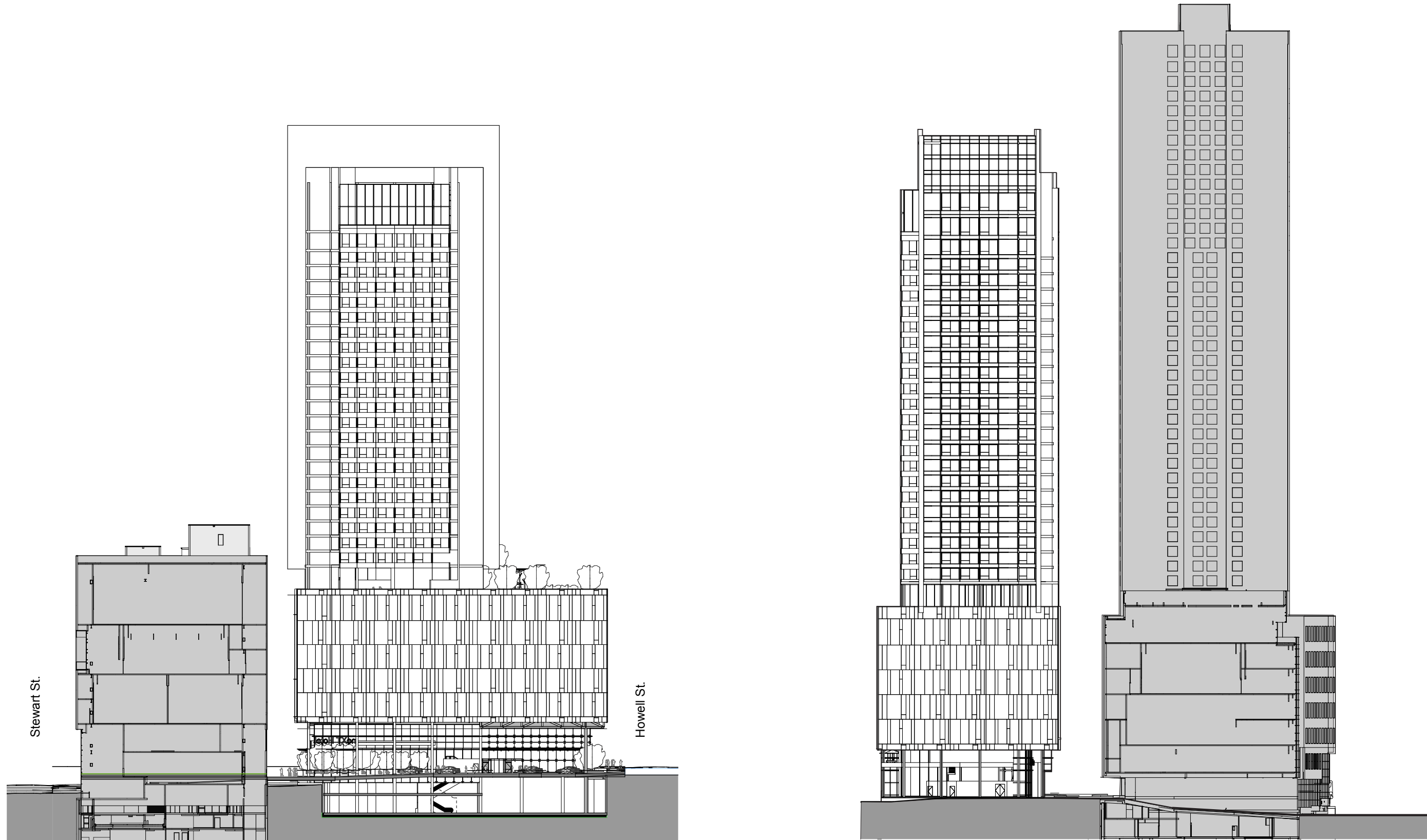
6.8 OPTION 3 ELEVATIONS

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



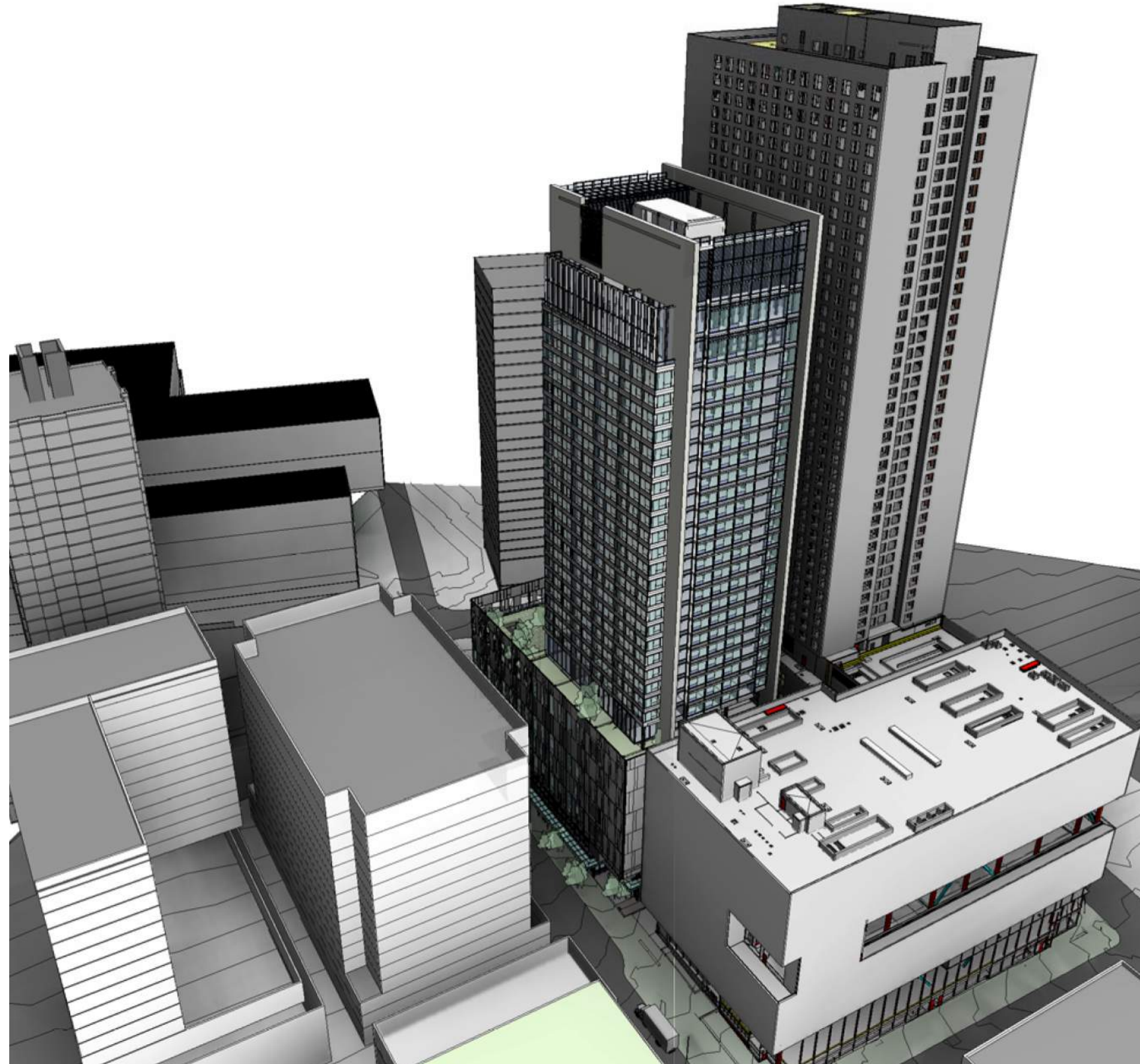
6.9 OPTION 3 PERSECTIVES

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



6.9 OPTION 3 PERSECTIVES

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



6.9 OPTION 3 PERSECTIVES

Below: Pedestrian level SE
Perspective

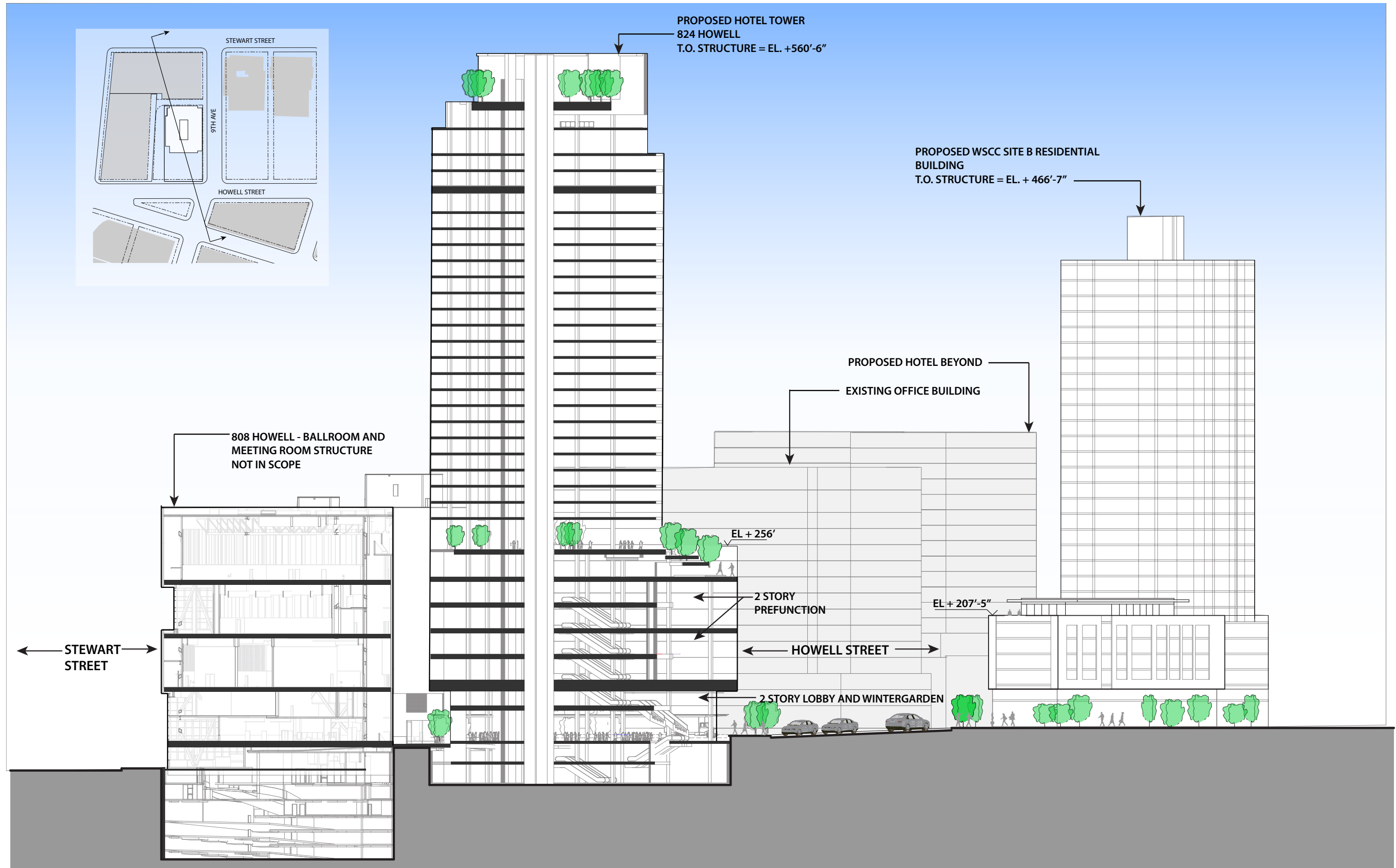
Right: Pedestrian level SW
Perspective



6.9 OPTION 3 PERSECTIVES

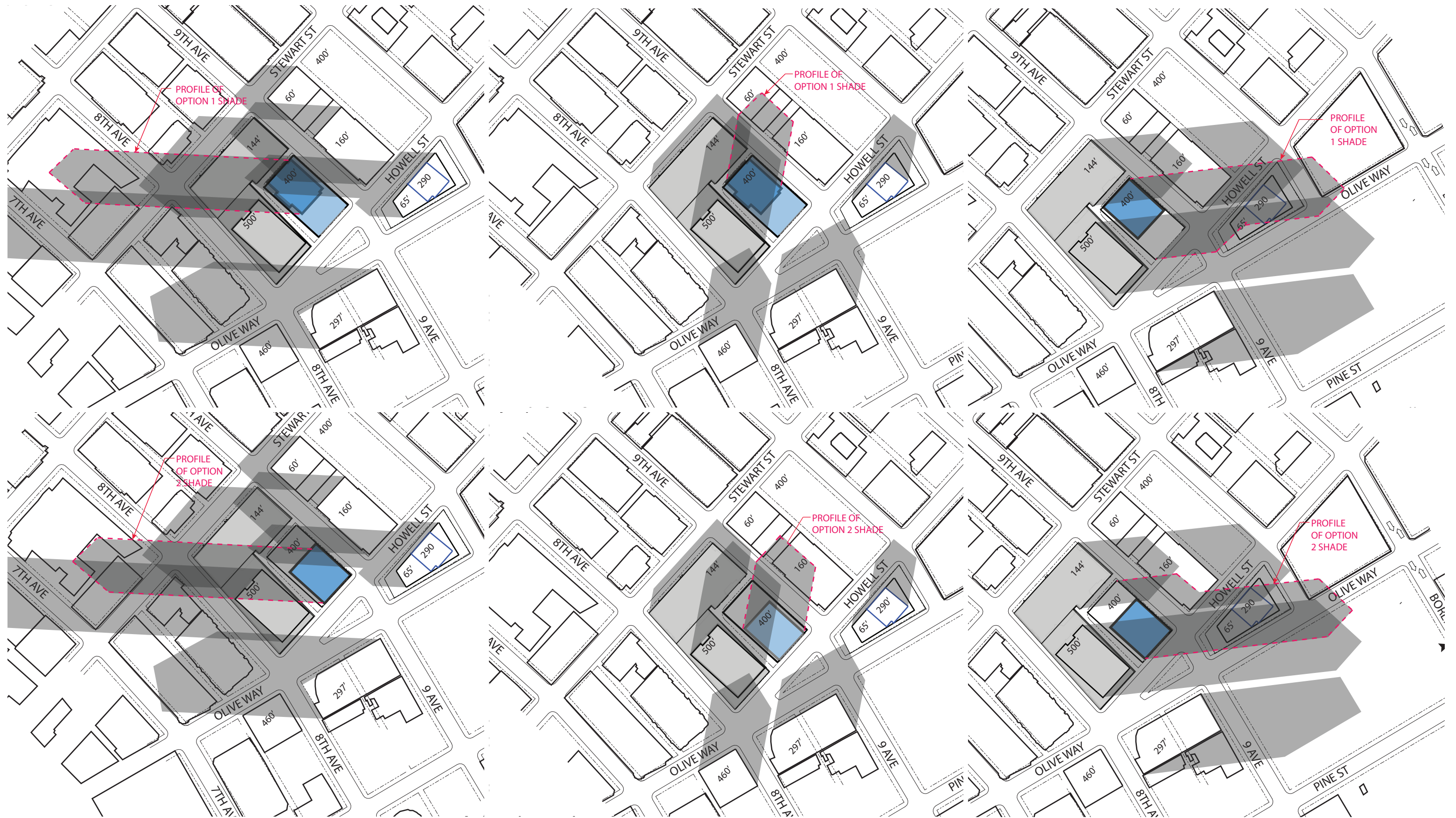


6.10 SECTION THROUGH OPTION 3 VIEW TOWARD PROPOSED WSCC SITE B RESIDENTIAL BUILDING

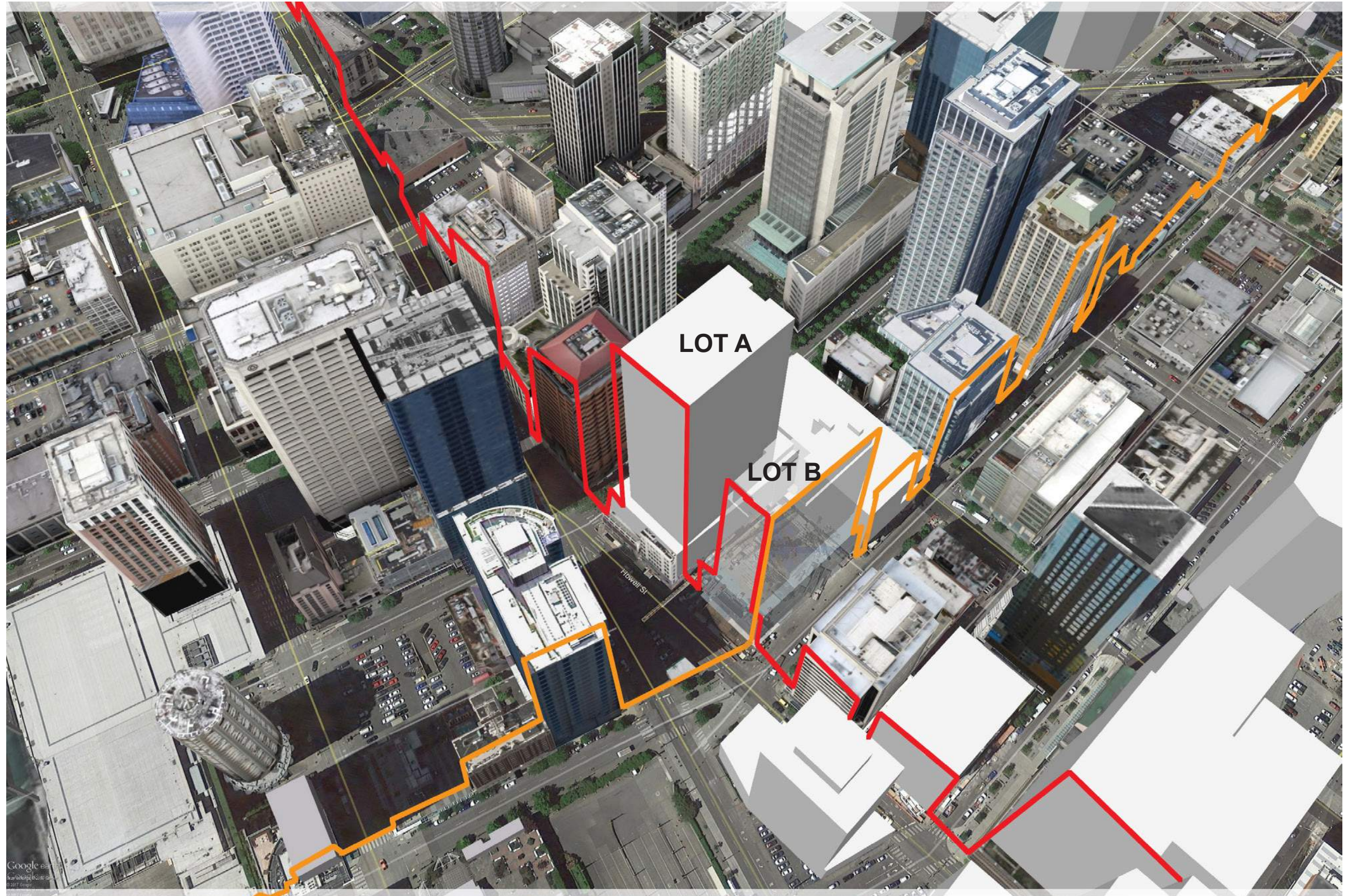


6.11 SHADE ANALYSIS FOR MASSING OPTIONS

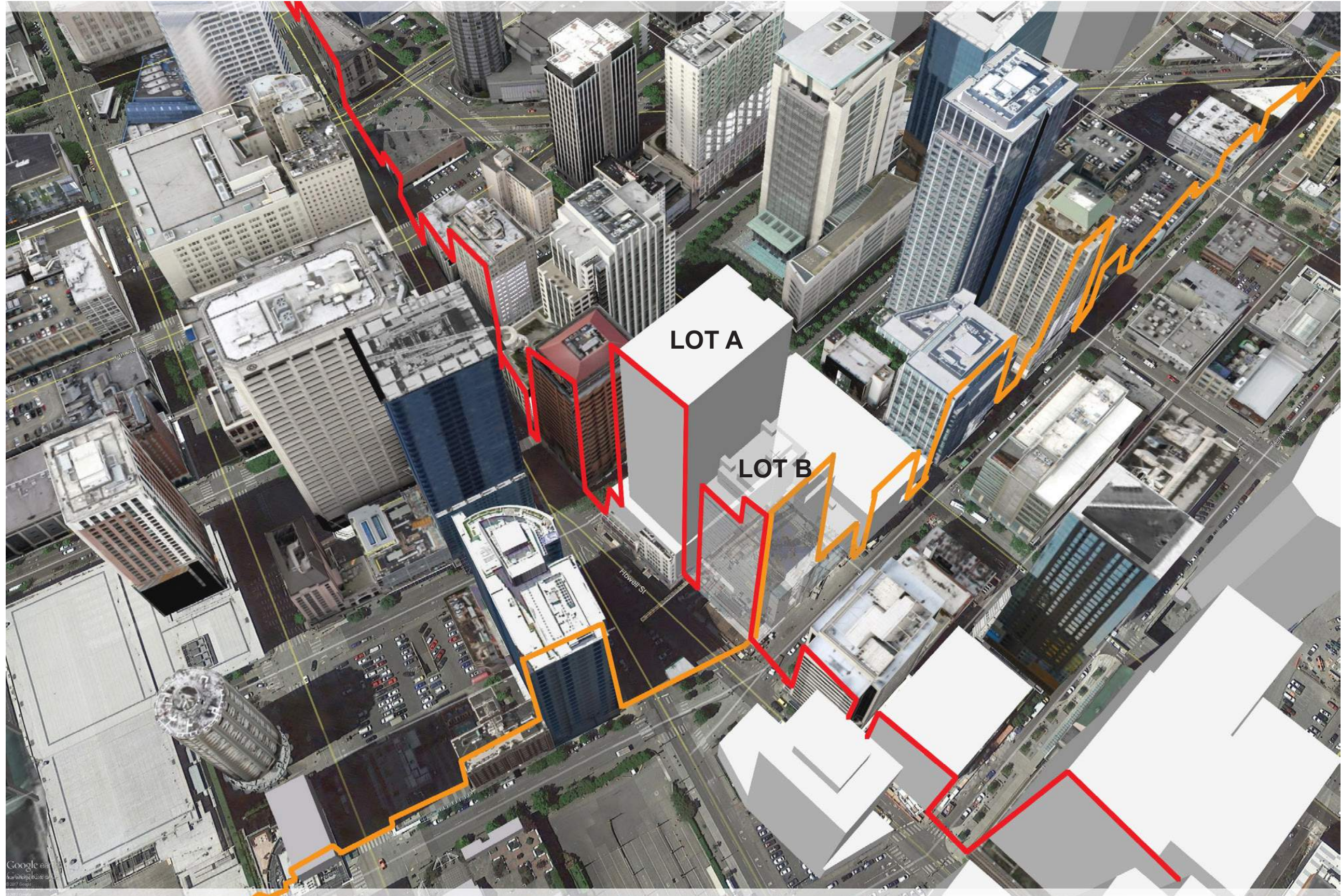
June 22 - 9AM - 1:30 PM - 5 PM
Massing Option 3 above, Massing Option 2 below



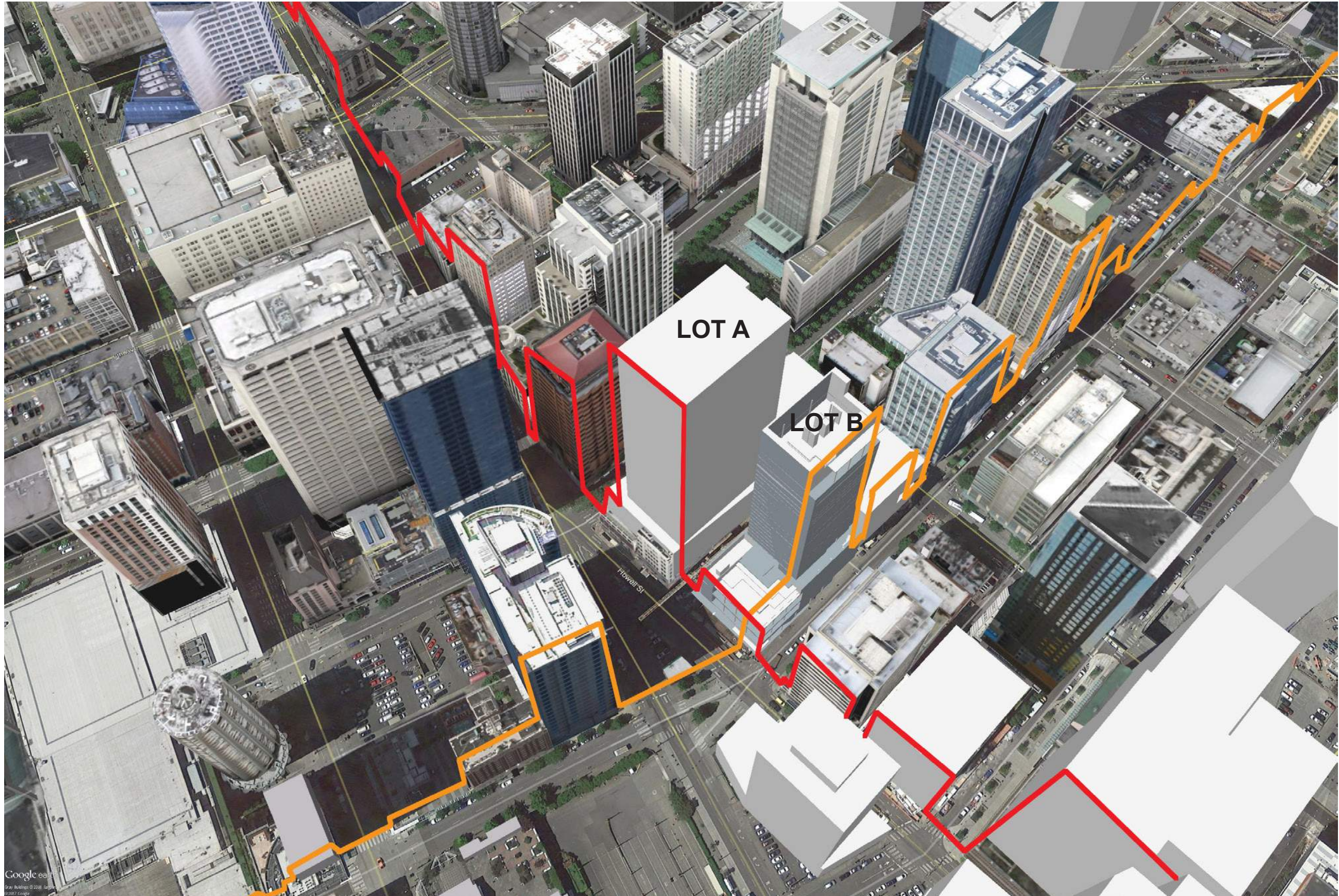
6.12 MASSING OPTION 1 SKYLINE PROFILES



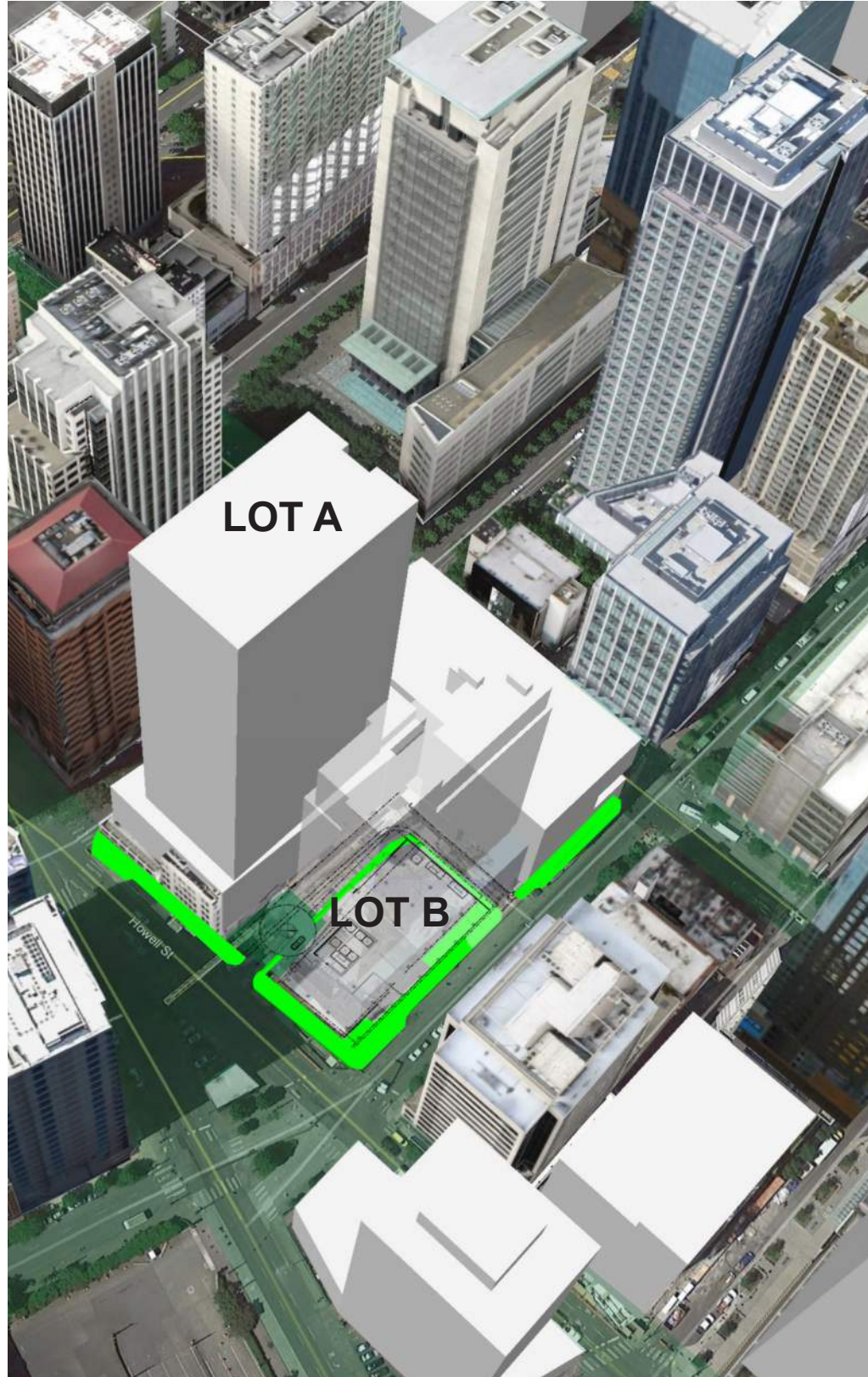
6.12 MASSING OPTION 2 SKYLINE PROFILES



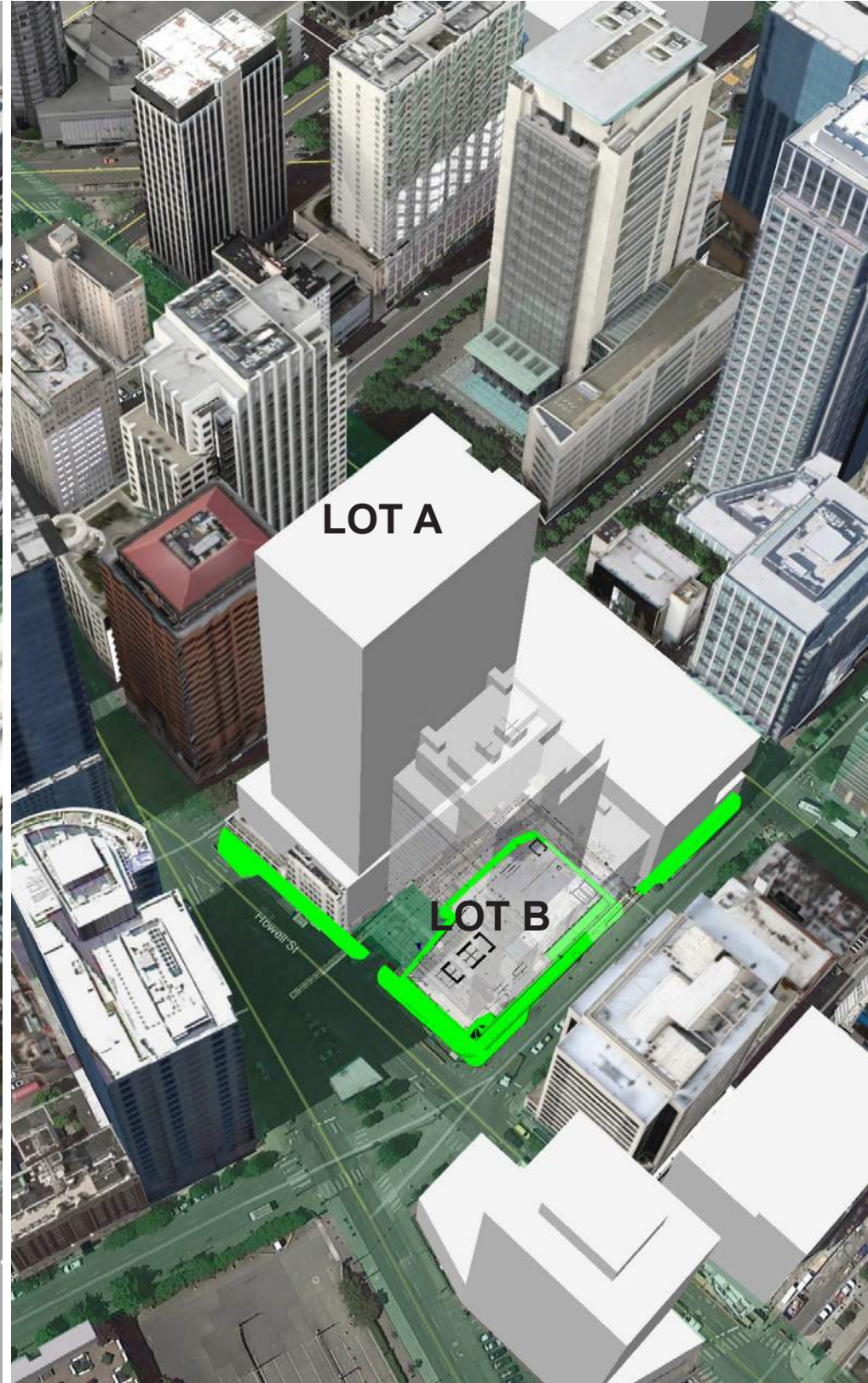
6.12 MASSING OPTION 3 (PREFERRED) SKYLINE PROFILES



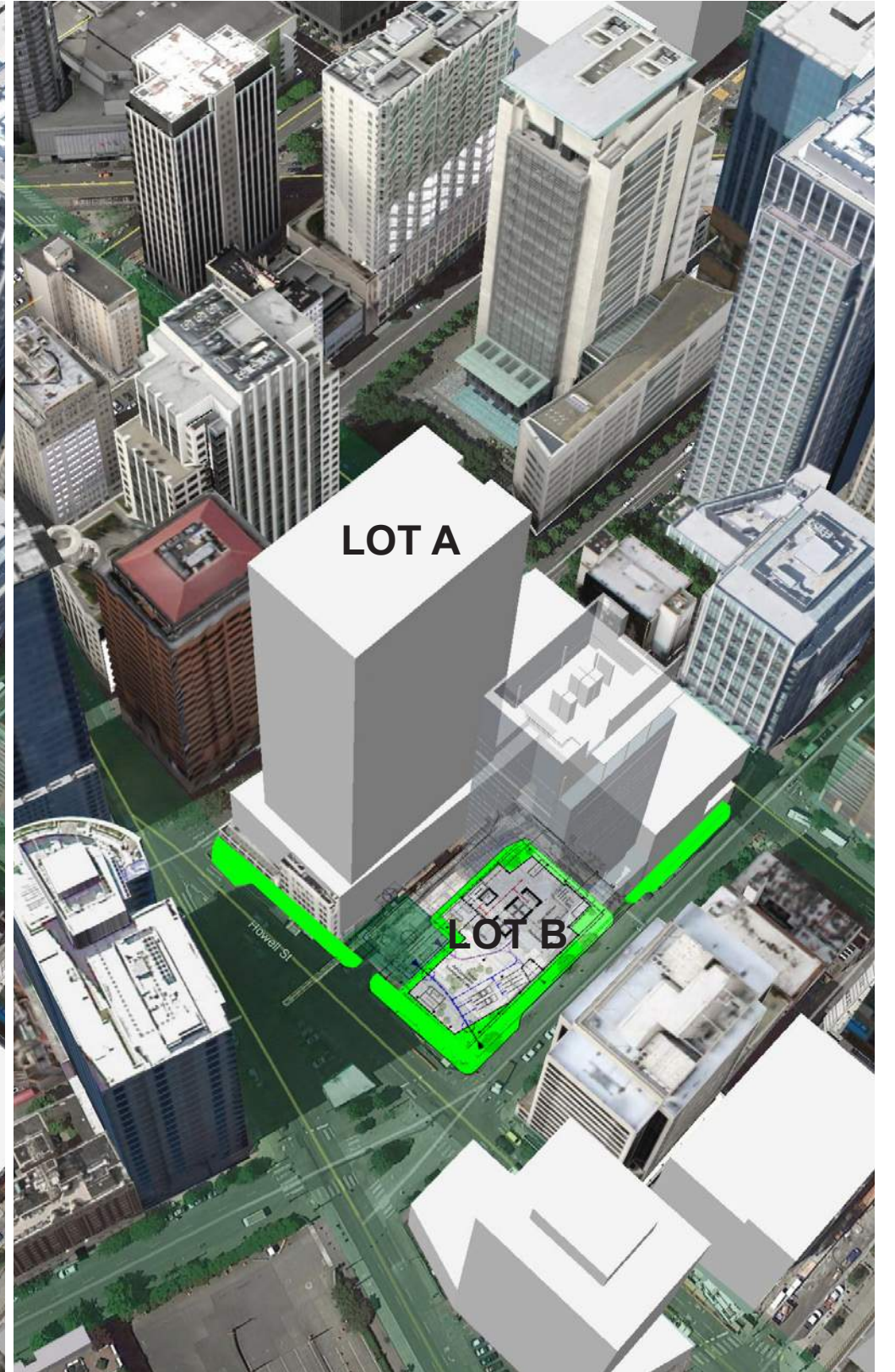
6.13 MASSING OPTION'S GROUND CONDITIONS



Option 1

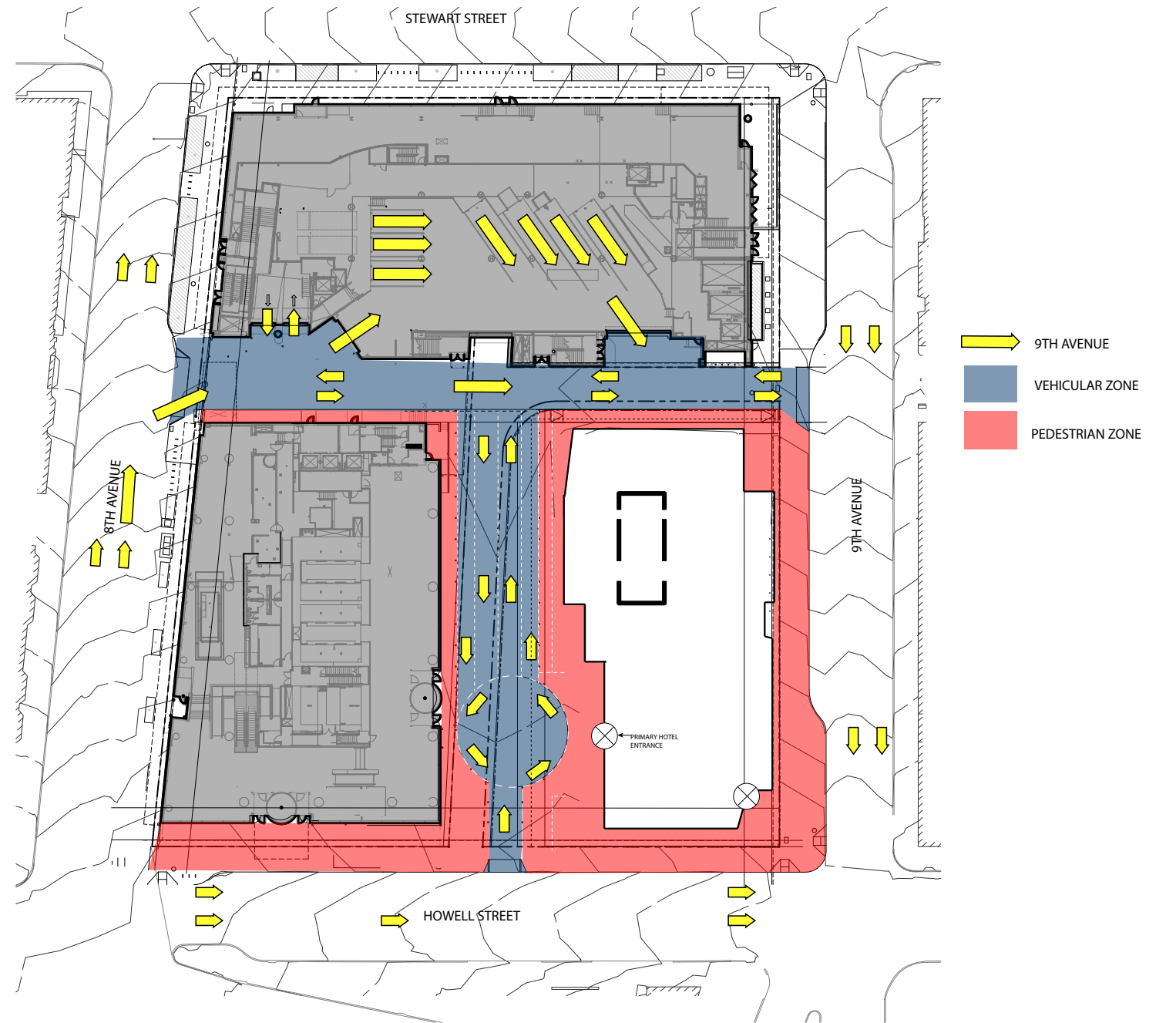
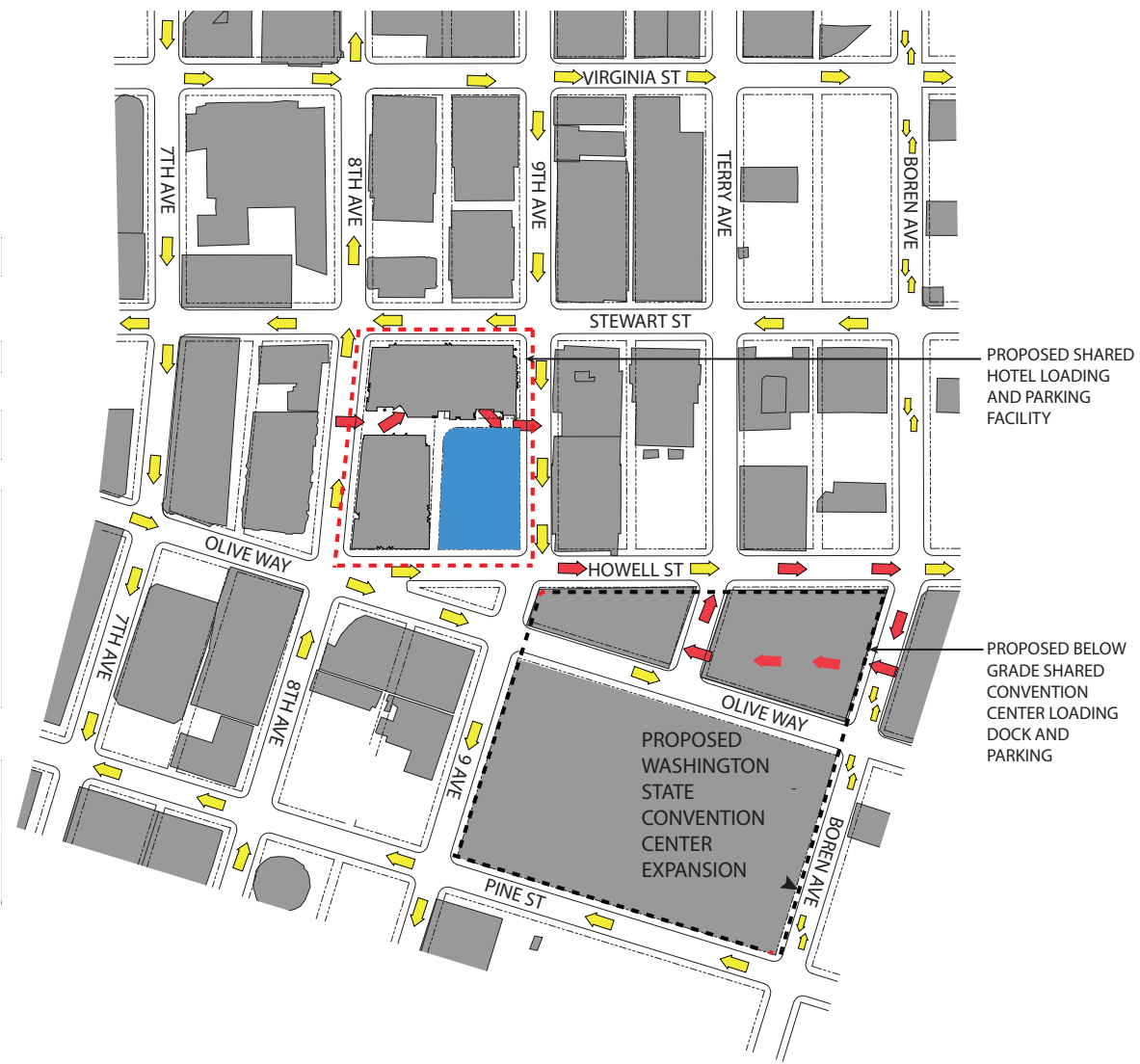


Option 2



Option 3 (Preferred)

6.14 VEHICULAR AND SITE CIRCULATION



9.0 DEPARTURES

1. GREEN STREET SETBACK

23.49.058 E.2 UPPER-LEVEL SETBACKS

REQUIREMENT:

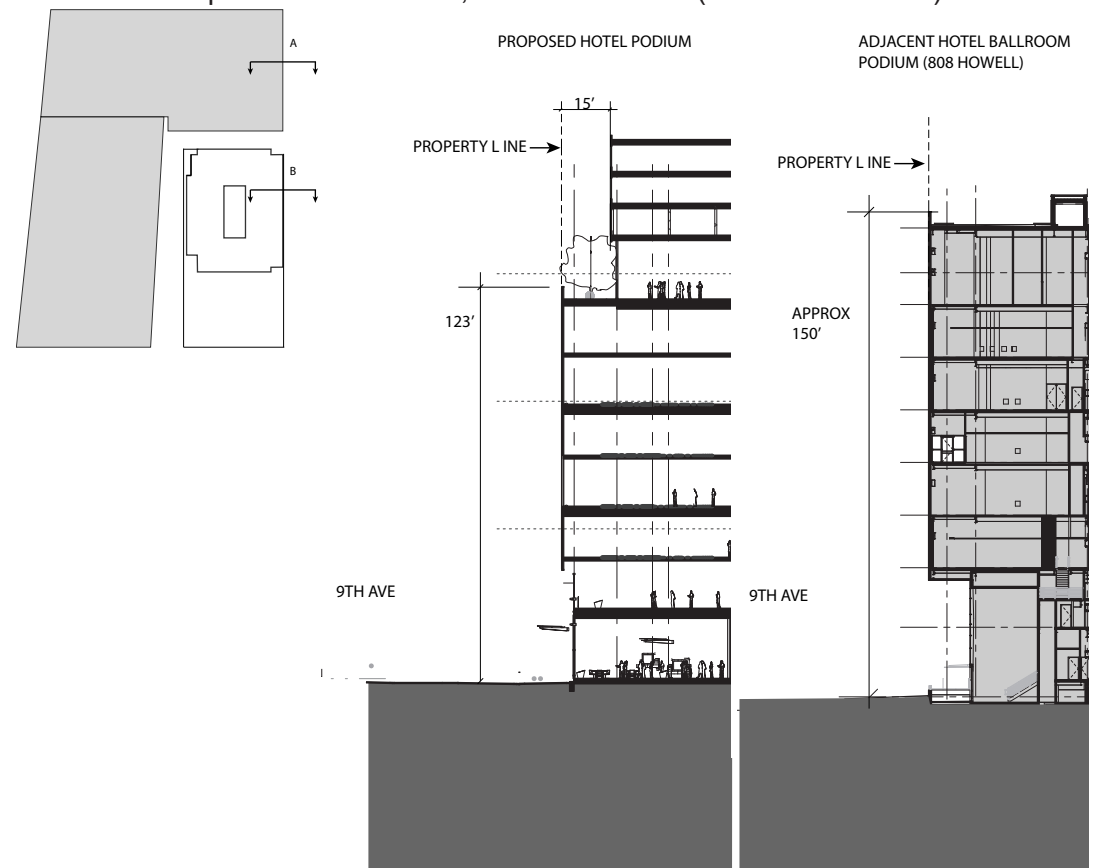
IF A LOT IN A DMC OR DOC2 ZONE IS LOCATED ON A DESIGNATED GREEN STREET THAT IS NOT A DESIGNATED VIEW CORRIDOR REQUIRING VIEW CORRIDOR SETBACKS ACCORDING TO SECTION 23.49.024, AS SHOWN ON MAP 1D, VIEW CORRIDORS, A CONTINUOUS UPPER-LEVEL SETBACK OF 15 FEET, MEASURED FROM THE ABUTTING GREEN STREET LOT LINE,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