

9th & STEWART

SEATTLE DESIGN COMMISSION - PUBLIC BENEFIT: 10.14.2013

PROJECT INFORMATION:

Property Address: 807 Stewart Street
Seattle, WA 98101

DPD Project #: 3013951

Owner: R.C. Hedreen Co.
217 Pine Street, Ste 200
Seattle, WA 98101
206.624.8909

Architect: LMN Architects
801 Second Ave. Suite 501
Seattle, WA 98104

DPD Contact: Michael Dorcy
206.615.1393
michael.dorcy@seattle.gov

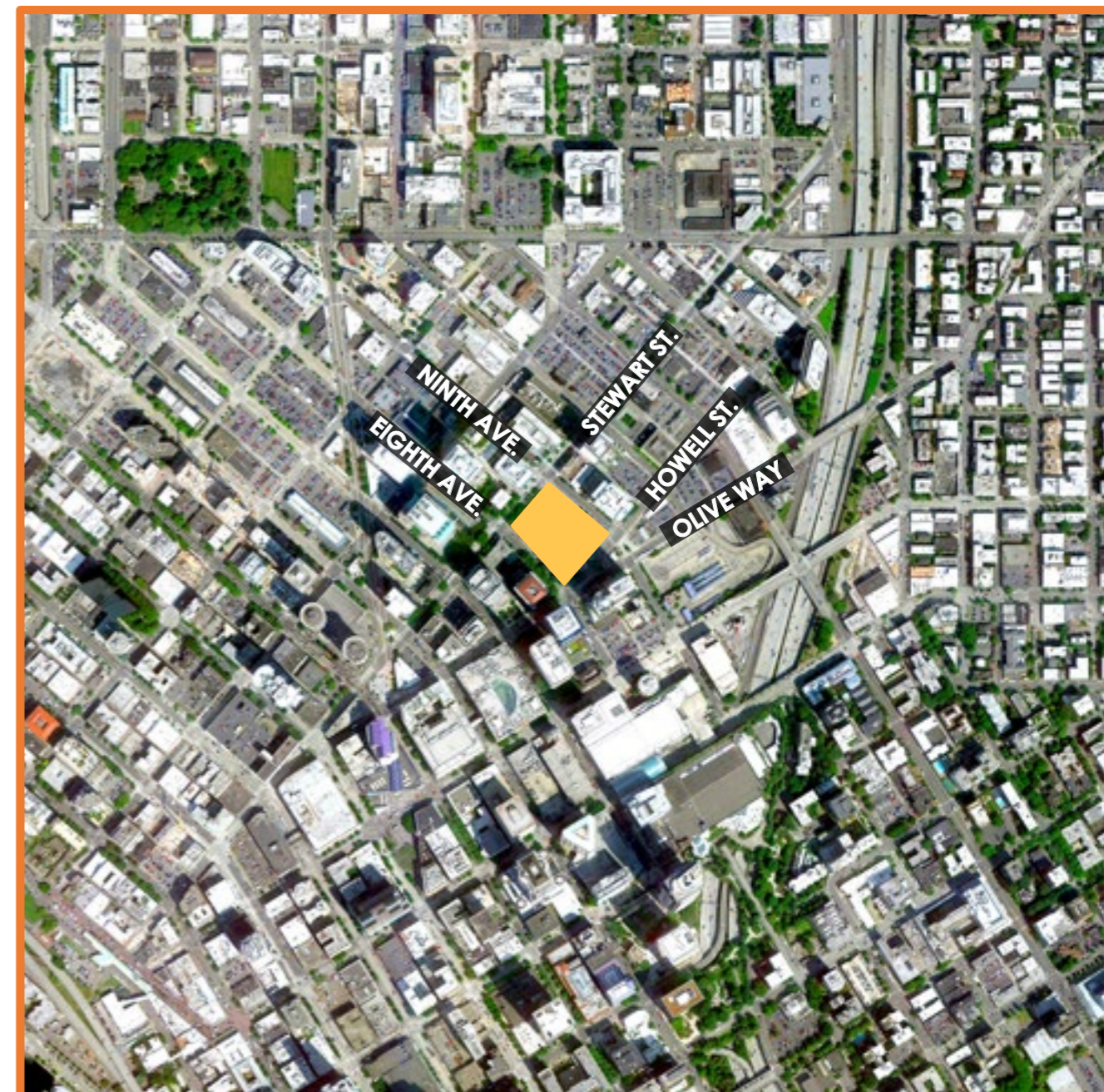
1 INTRODUCTION

EXISTING ALLEY CONDITION

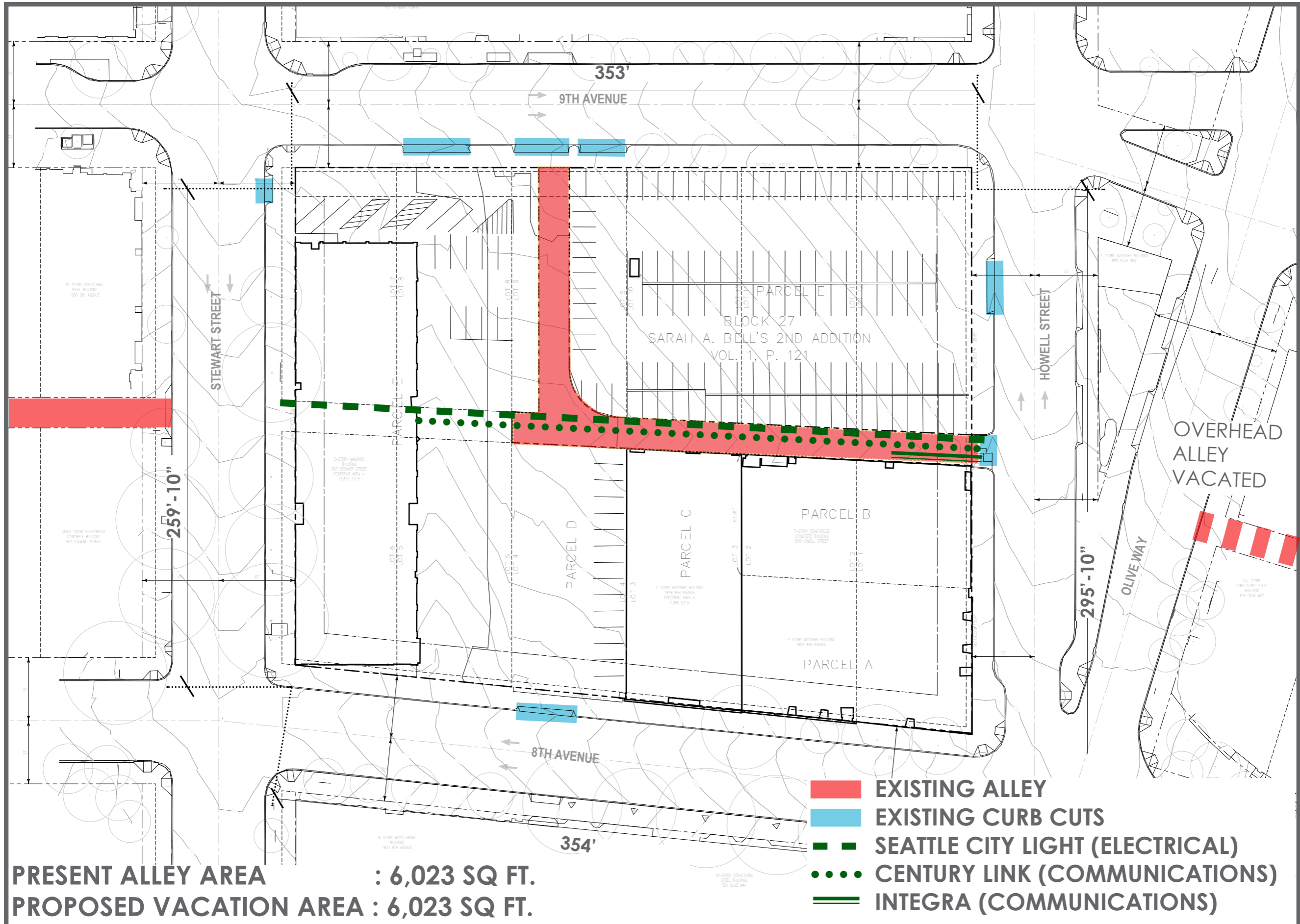
PROJECT OBJECTIVE

ECONOMIC CONSIDERATION

SITE LOCATION



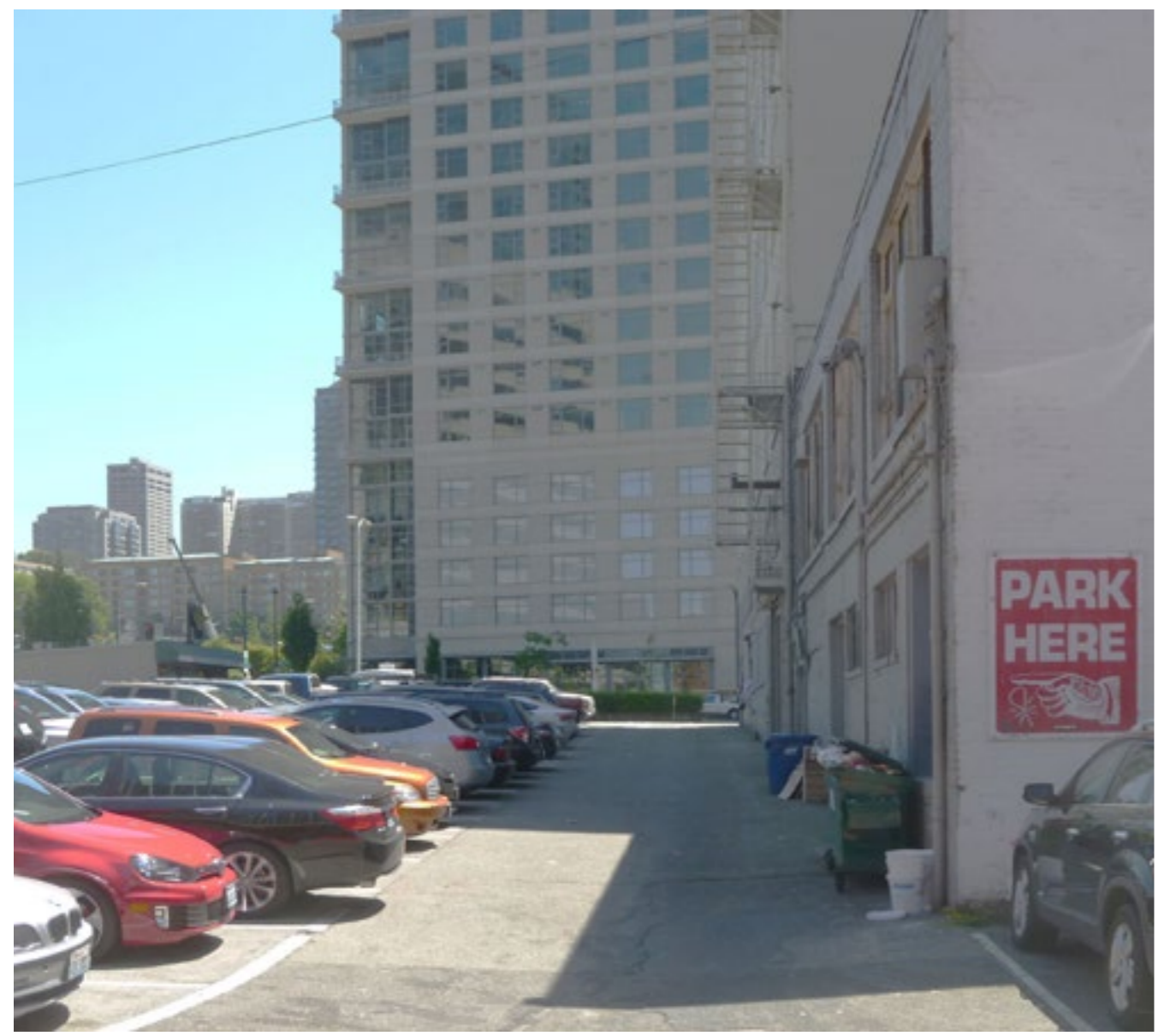
EXISTING ALLEY CONDITION



PRESENT ALLEY AREA : 6,023 SQ FT.
PROPOSED VACATION AREA : 6,023 SQ FT.

- EXISTING ALLEY
- EXISTING CURB CUTS
- SEATTLE CITY LIGHT (ELECTRICAL)
- CENTURY LINK (COMMUNICATIONS)
- INTEGRA (COMMUNICATIONS)

EXISTING ALLEY



HOWELL ST. LOOKING SOUTH



9TH AVE. LOOKING EAST

2 DESIGN UPDATE

URBAN DESIGN MERIT CONDITIONS

9-BLOCK SITE CONTEXT

BUILDING DESIGN

AFFORDABLE HOUSING

GROUND PLANE

URBAN DESIGN MERIT CONDITIONS

THROUGHBLOCK OPENNESS AND TRANSPARENCY

As the project advances and more detail is developed, the Commission expects the through block connection to maintain the “openness and transparency” described and depicted in the presentation. With this, the Commission requested additional design detail relative to the potential programming of the through connection and retail layouts with the understanding that the space is open to the public and accessible as often as possible.

DEVELOPMENT OF GREEN STREET PARCEL PARK

The Commission would like to see additional detail regarding the programming and design of the 9th Avenue expanded green street parcel park. The Commission strongly suggests the park be oriented toward public use with allowance for spill-out cafes, etc. from adjacent retail space within the project.

THROUGH BLOCK SAFETY FEATURES

The Commission requests SDOT's formal response and concurrence with the current design approach regarding safety and security of pedestrian and vehicular movement through the mid-block through connection.

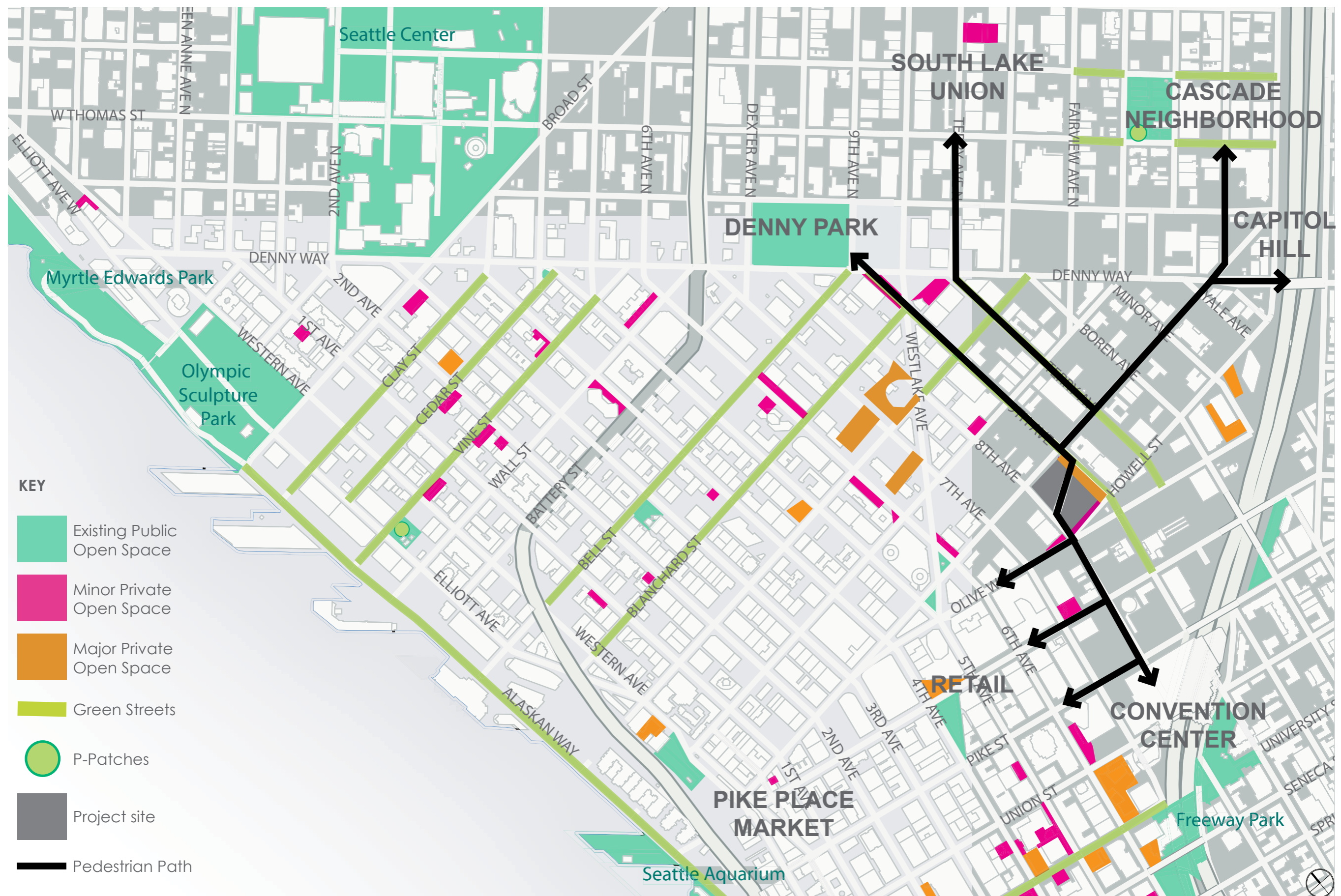
SITE SUSTAINABILITY

The Commission would like the applicant to provide additional detail regarding alternative district energy options and more detail regarding site sustainability and architectural features proposed for the project.

TRAFFIC ANALYSIS

The Commission requests the applicant provide detail information specifically in regards to the traffic analysis, and other pertinent data, currently being analyzed as part of the EIS Addendum in preparation for the MUP submittal.

SITE CONTEXT - PEDESTRIAN CIRCULATION



SITE CONTEXT - TRANSIT AND BIKE ACCESS



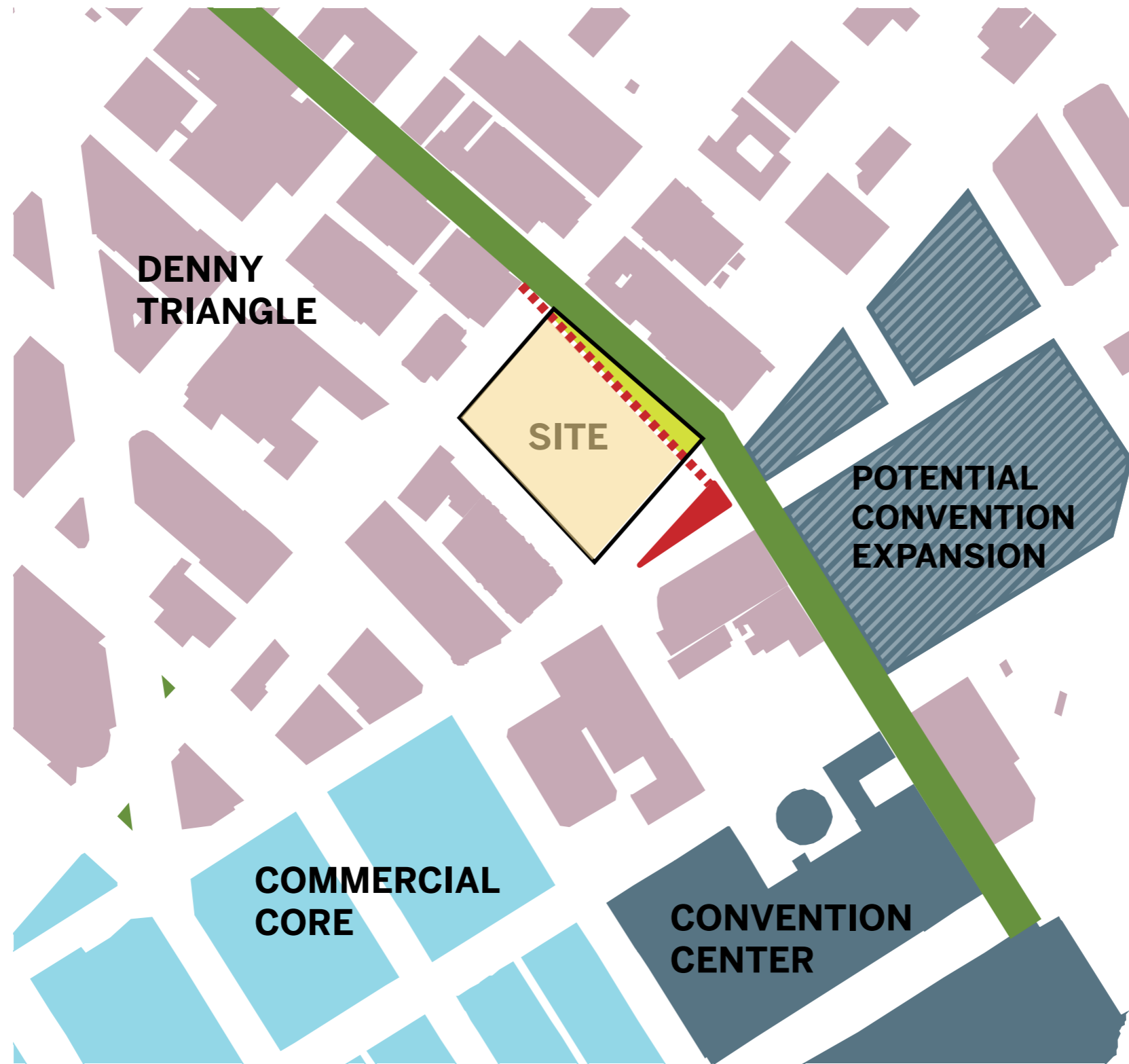
DEVELOPMENT OBJECTIVES:

1. Create an efficient, functional design and rich user experience.
2. Enrich the adjacent districts.
3. Contribute to the significant urban forms in downtown Seattle.

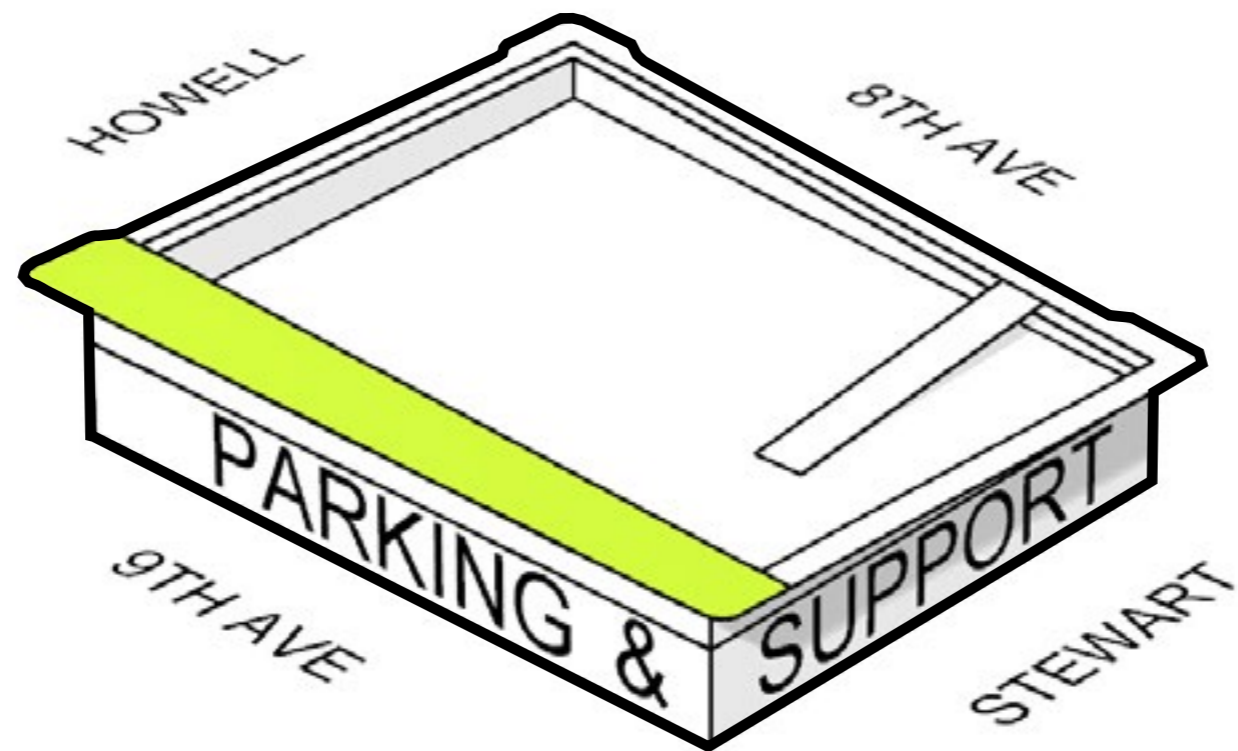
PROGRAM ELEMENTS:

- 103,500 gsf Affordable Housing (152 units)
- 1,680 hotel rooms
- 62,000 sf of meeting rooms
- 33,600 sf Ballroom
- 35,900 sf Grand Ballroom
- 56,400 sf pre-function space
- 45,560 sf ground-floor retail, hotel lobby and lounge area
- 6,600 sf grade-level parcel park
- 14 bay below-grade loading dock
- 719 below-grade parking spaces

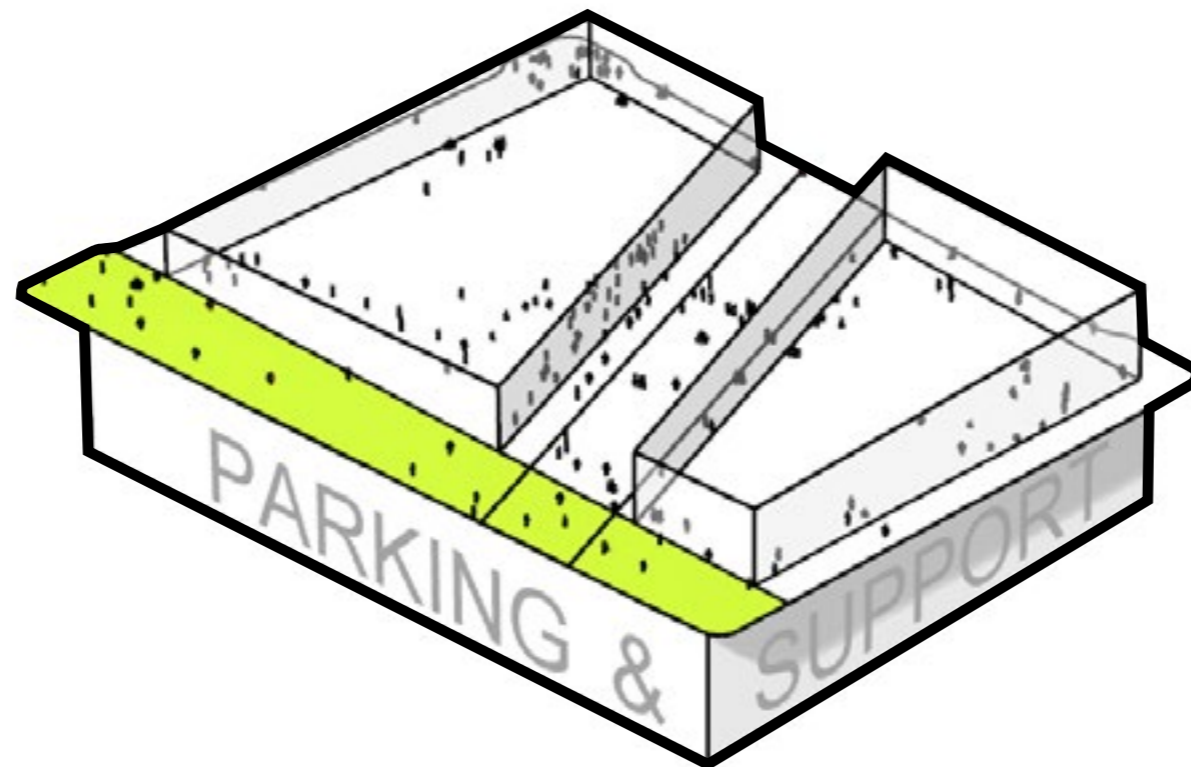
URBAN FRAMEWORK



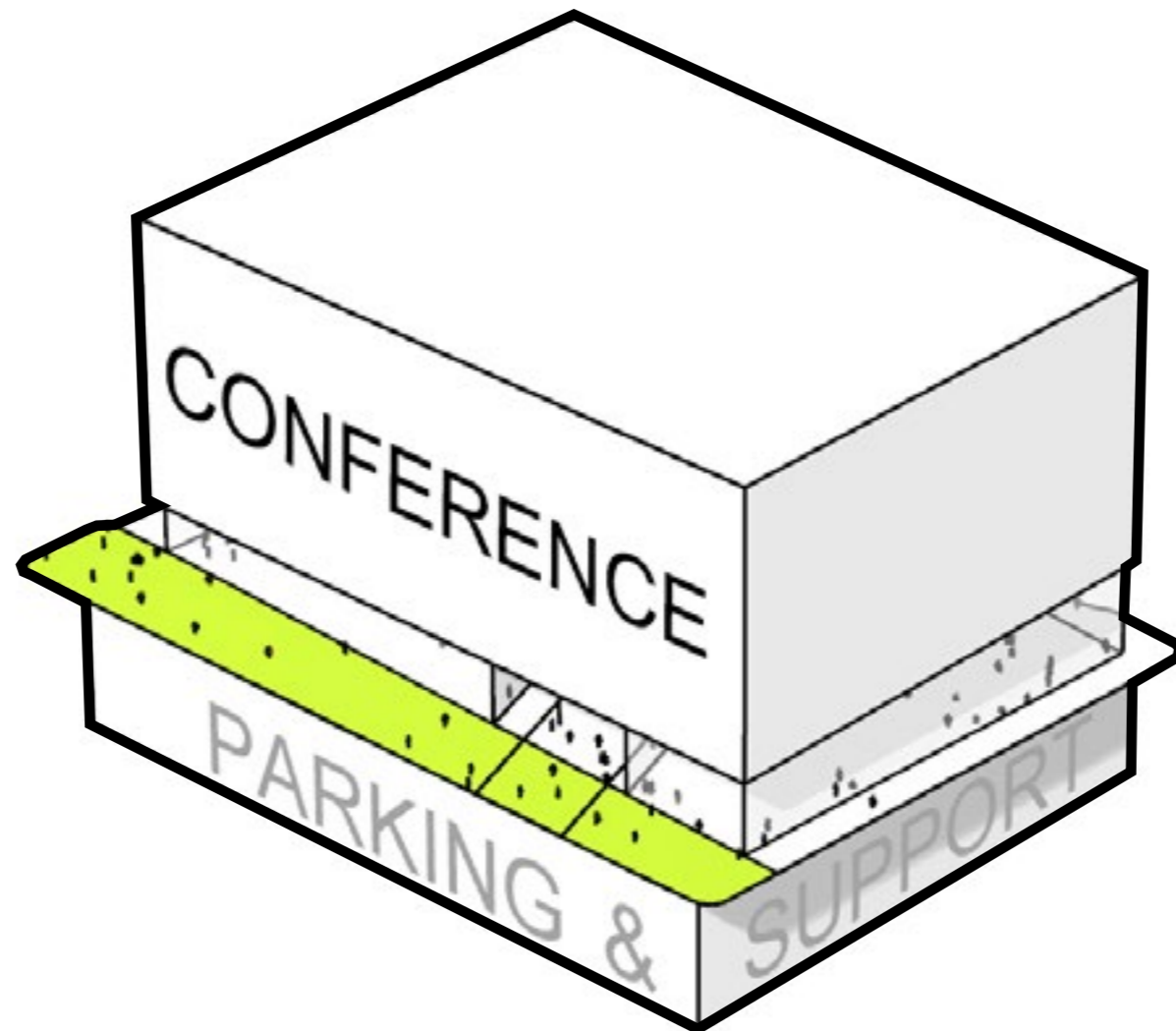
SUPPORT SPACE BELOW GRADE



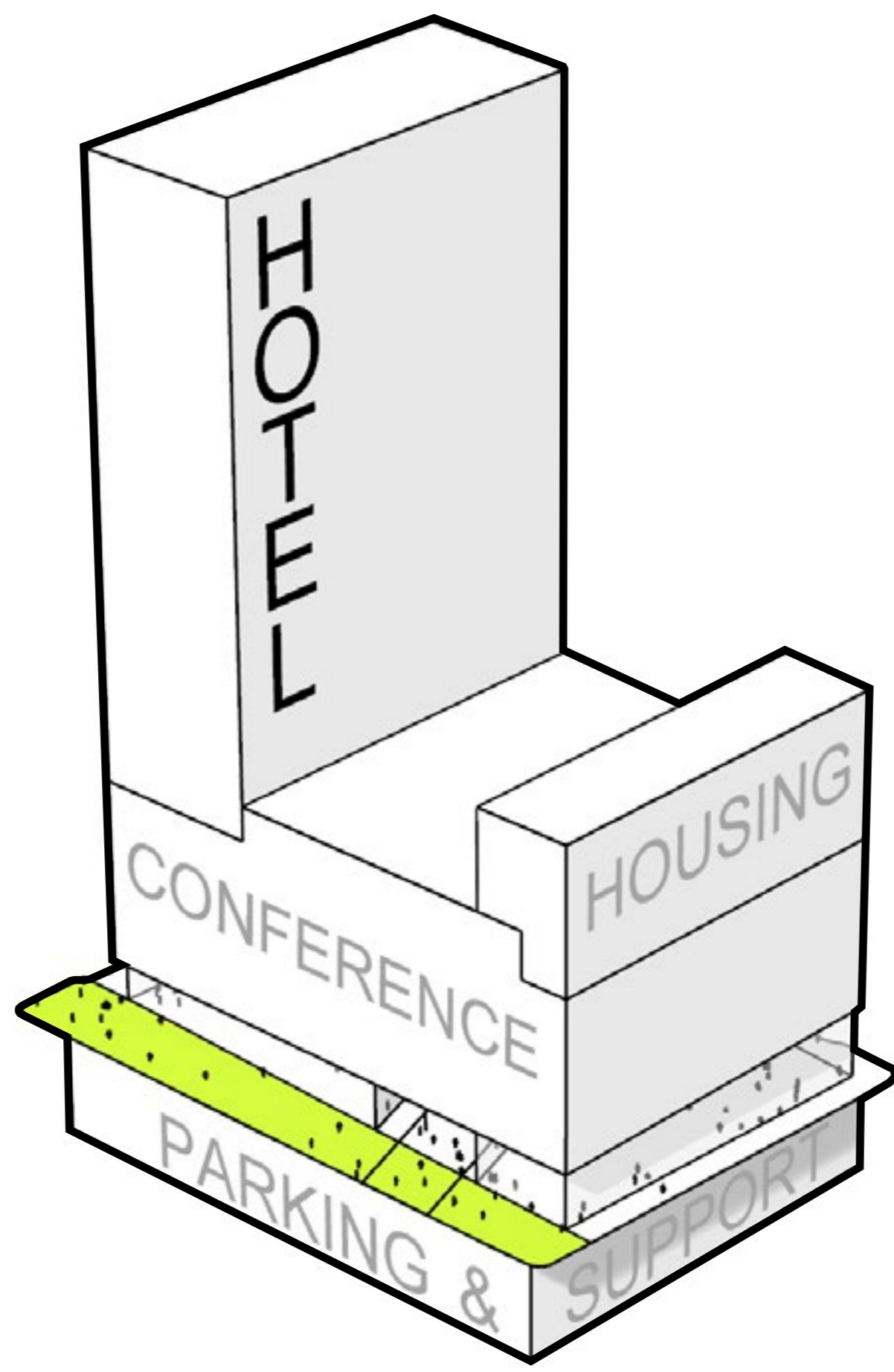
GROUND LEVEL PUBLIC REALM



CONFERENCE CENTER COMPONENTS ABOVE GROUND LEVEL



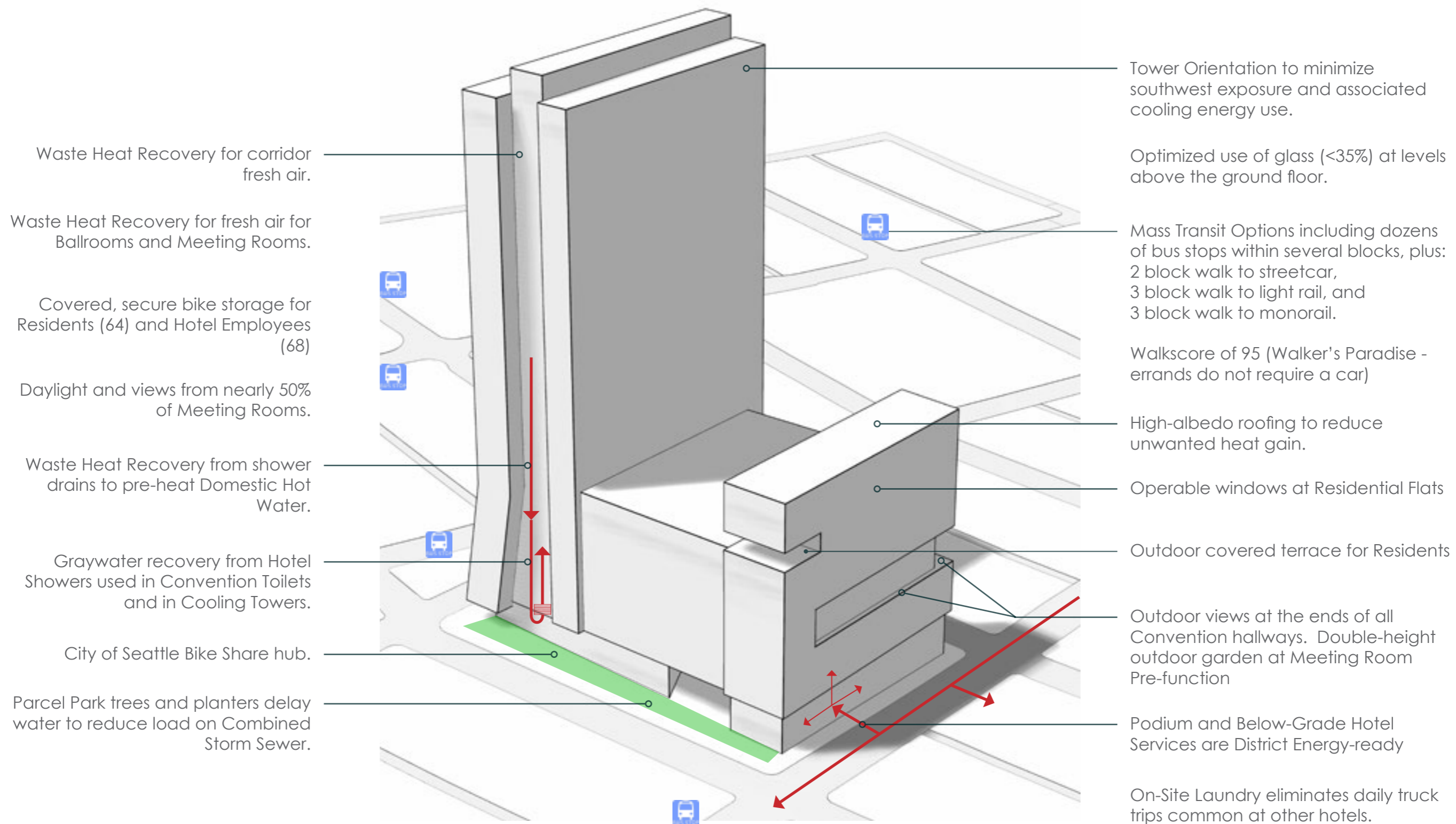
HOTEL ORIENTED TO CONVENTION DISTRICT



SITE SUSTAINABILITY



- Seattle 2030 District Participation
- Design to LEED Gold Standard
- Pursue District Energy



VIEW TOWARDS HOWELL STREET ALONG 8TH AVENUE



VIEW TOWARDS 9TH AVENUE ALONG STEWART STREET



VIEW NORTH ABOVE HOWELL STREET ALONG 9TH AVENUE



TYPICAL SECTION NORTH-SOUTH LOOKING EAST

RESIDENCE ROOF

- R8
- R7
- R6
- R5
- R4
- R3
- R2
- R1

L3

L1.6

L1.5

STEWART ST

P1

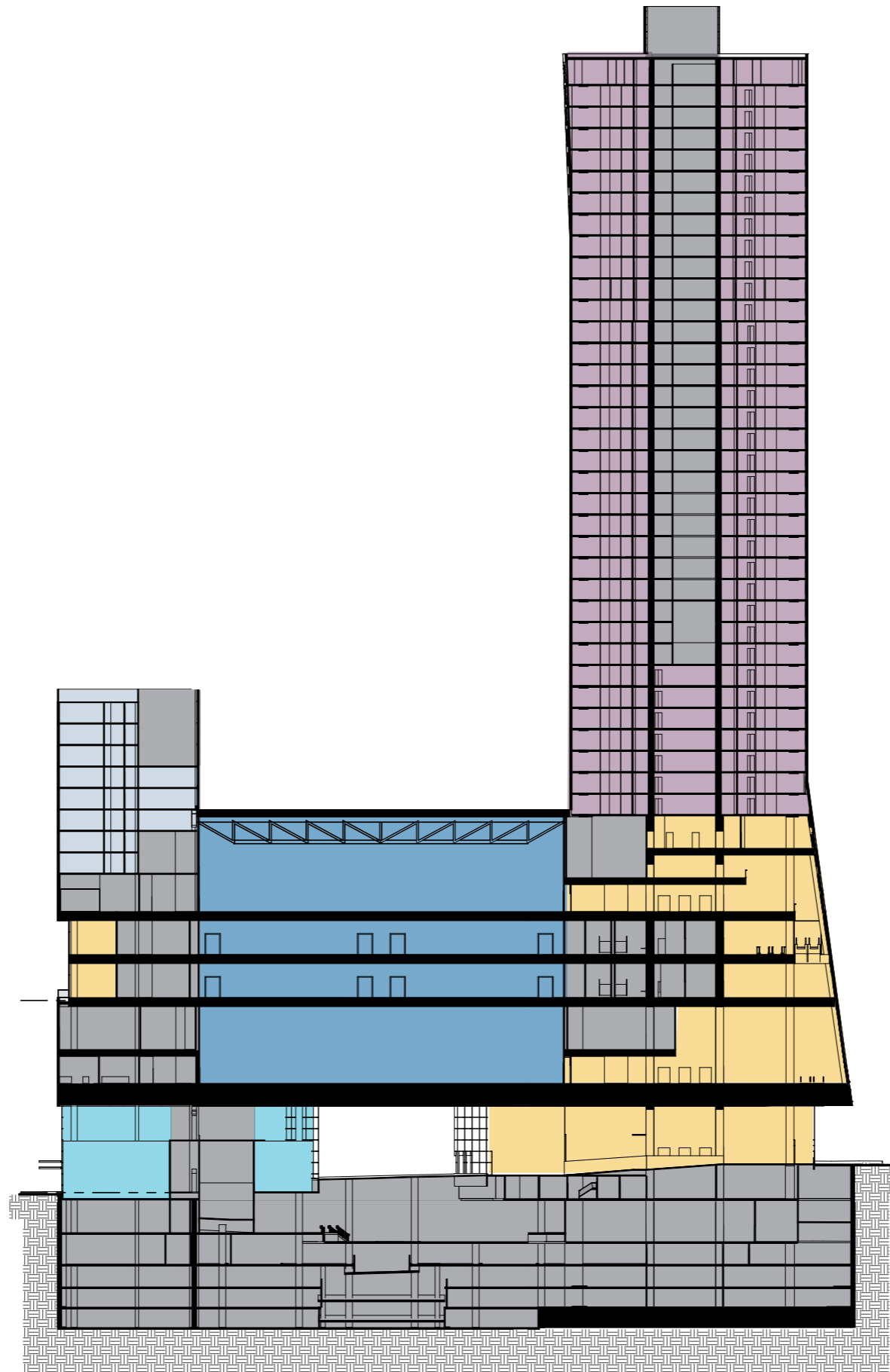
P2

P3

P4

P5

P6



TOWER ROOF

L41

L40

L39

L38

L37

L36

L35

L34

L33

L32

L31

L30

L29

L28

L27

L26

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L5

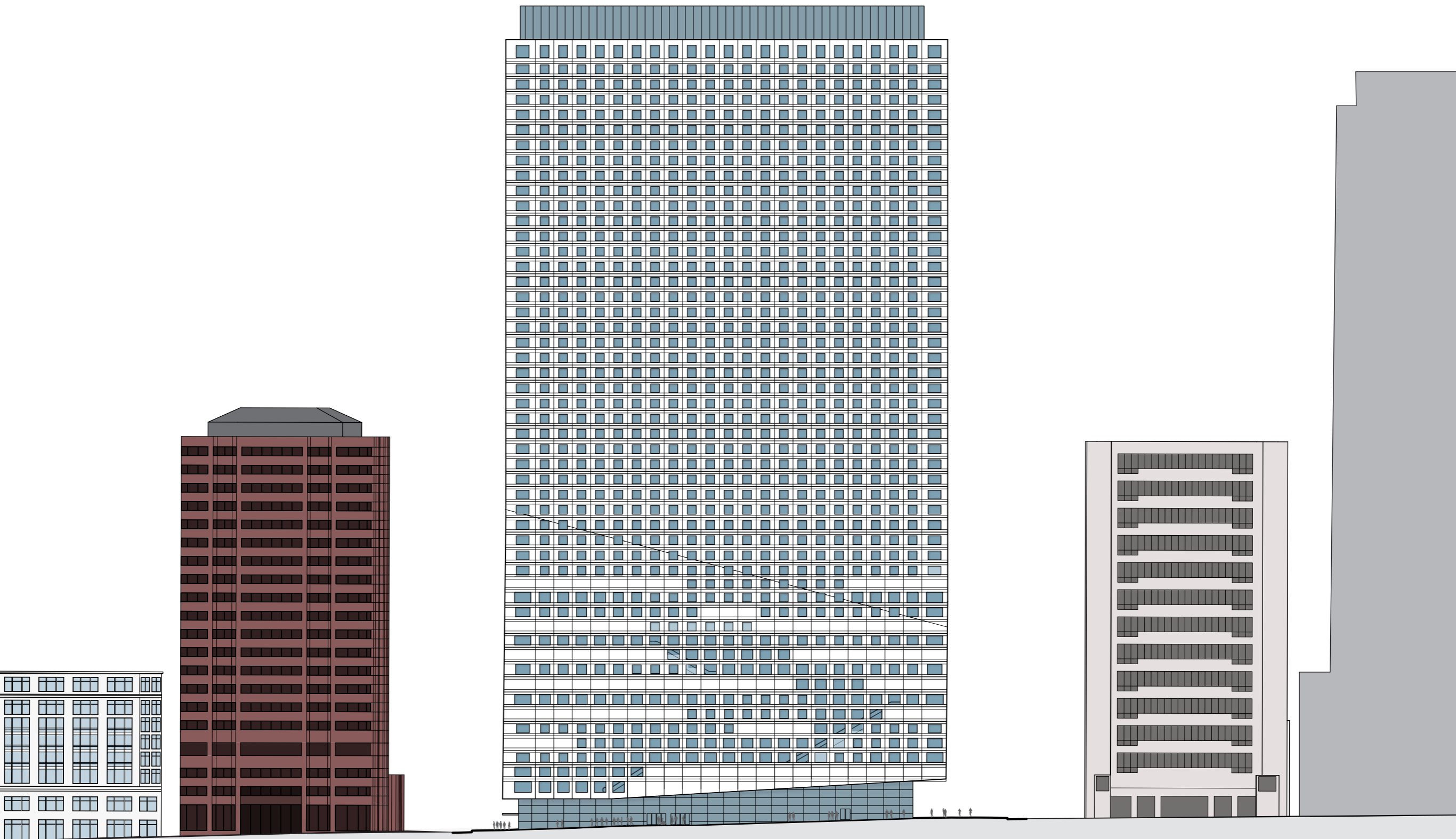
L4

L3

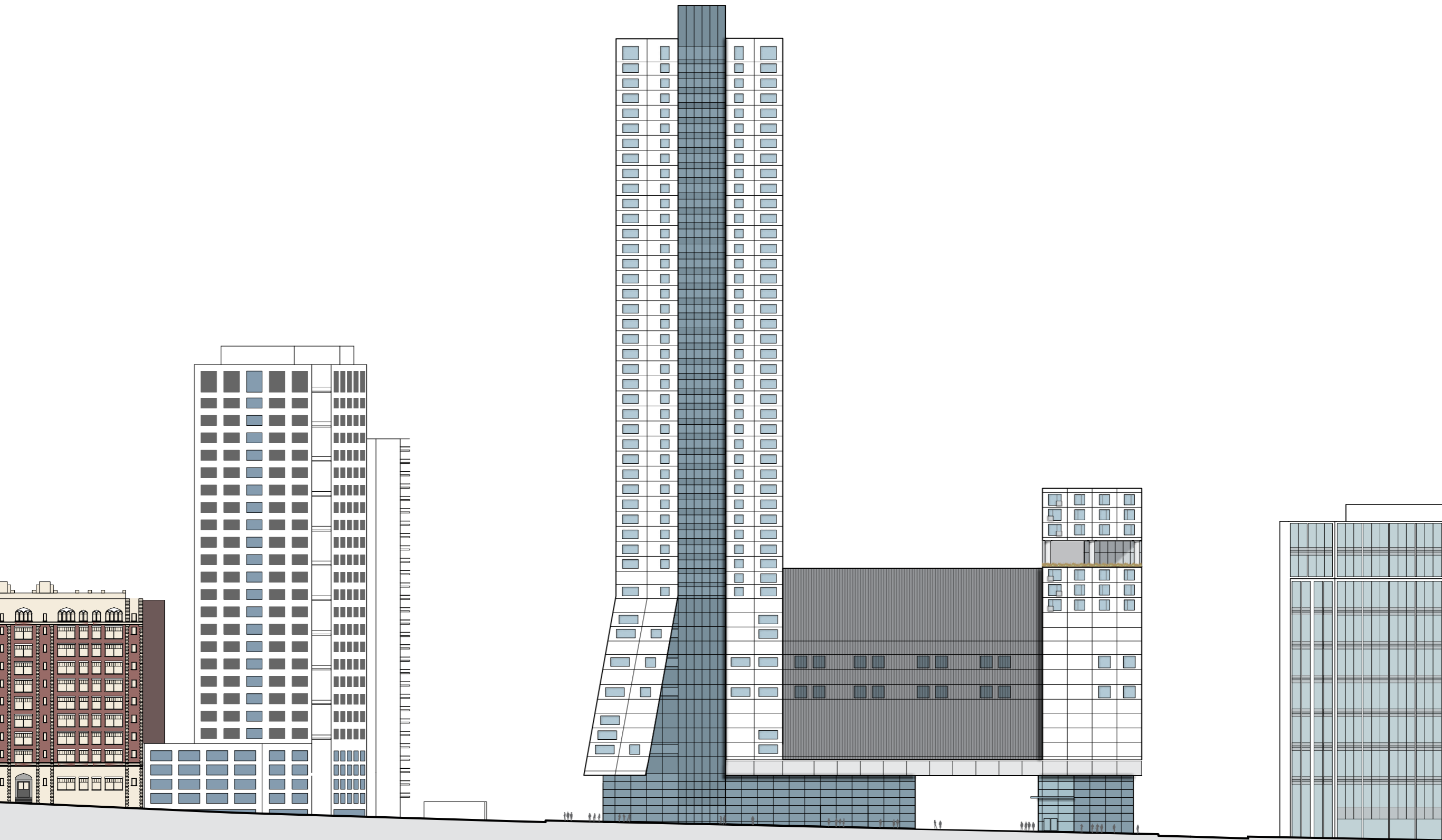
L2

HOWELL ST

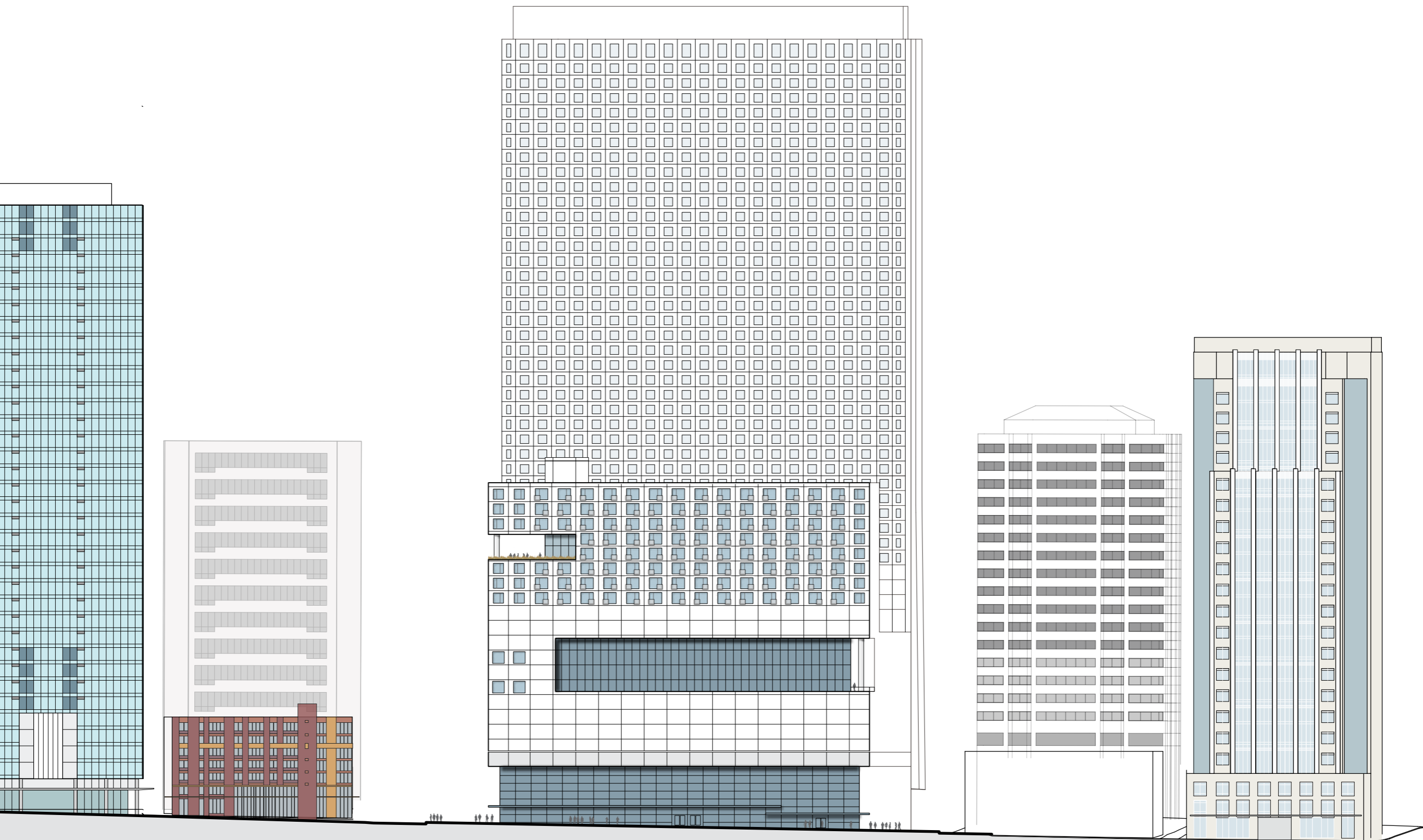
SOUTH ELEVATION: ELEVATION ON HOWELL STREET



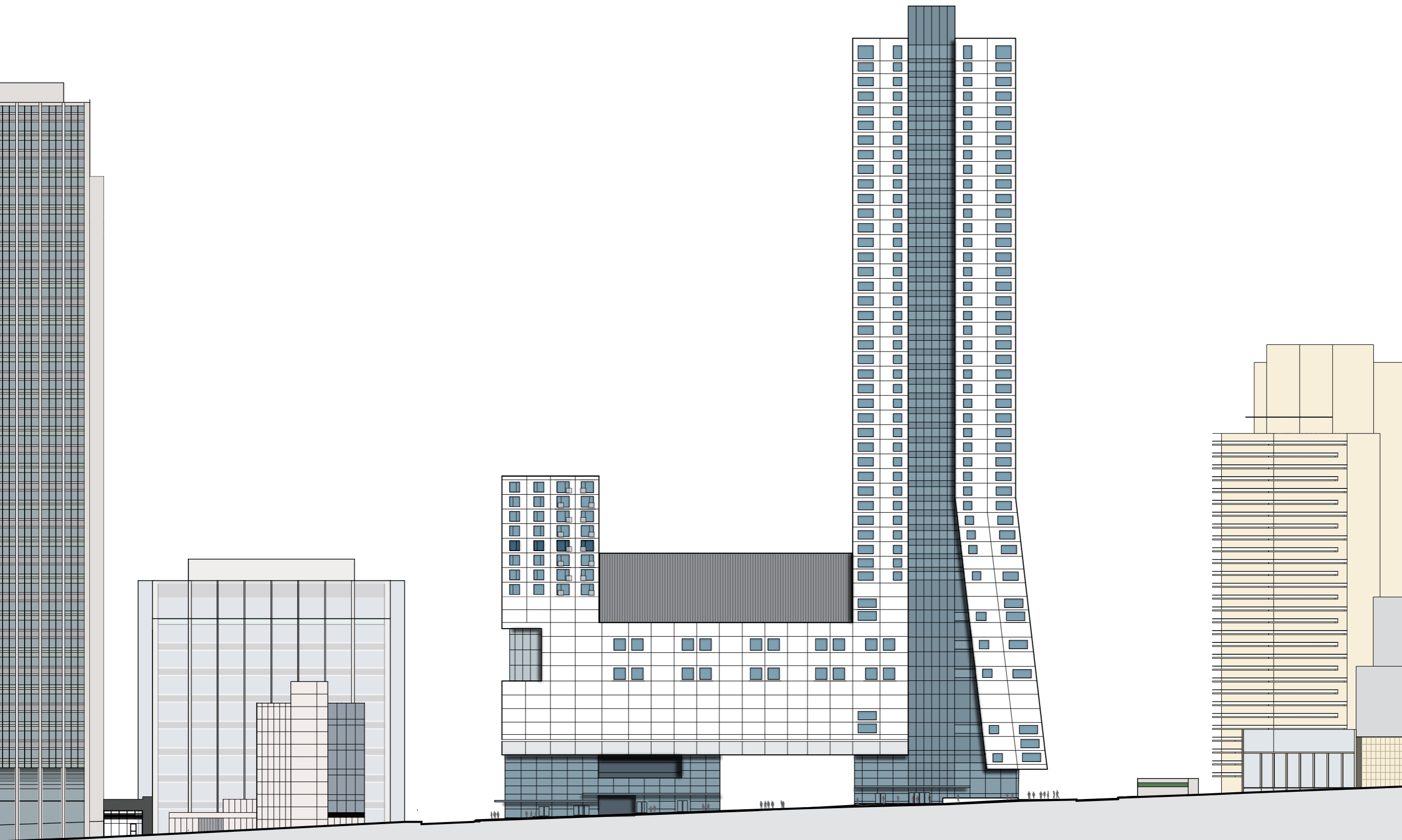
EAST ELEVATION: ELEVATION ON 9TH AVENUE



NORTH ELEVATION: ELEVATION ON STEWART STREET



WEST ELEVATION: ELEVATION ON 8TH AVENUE

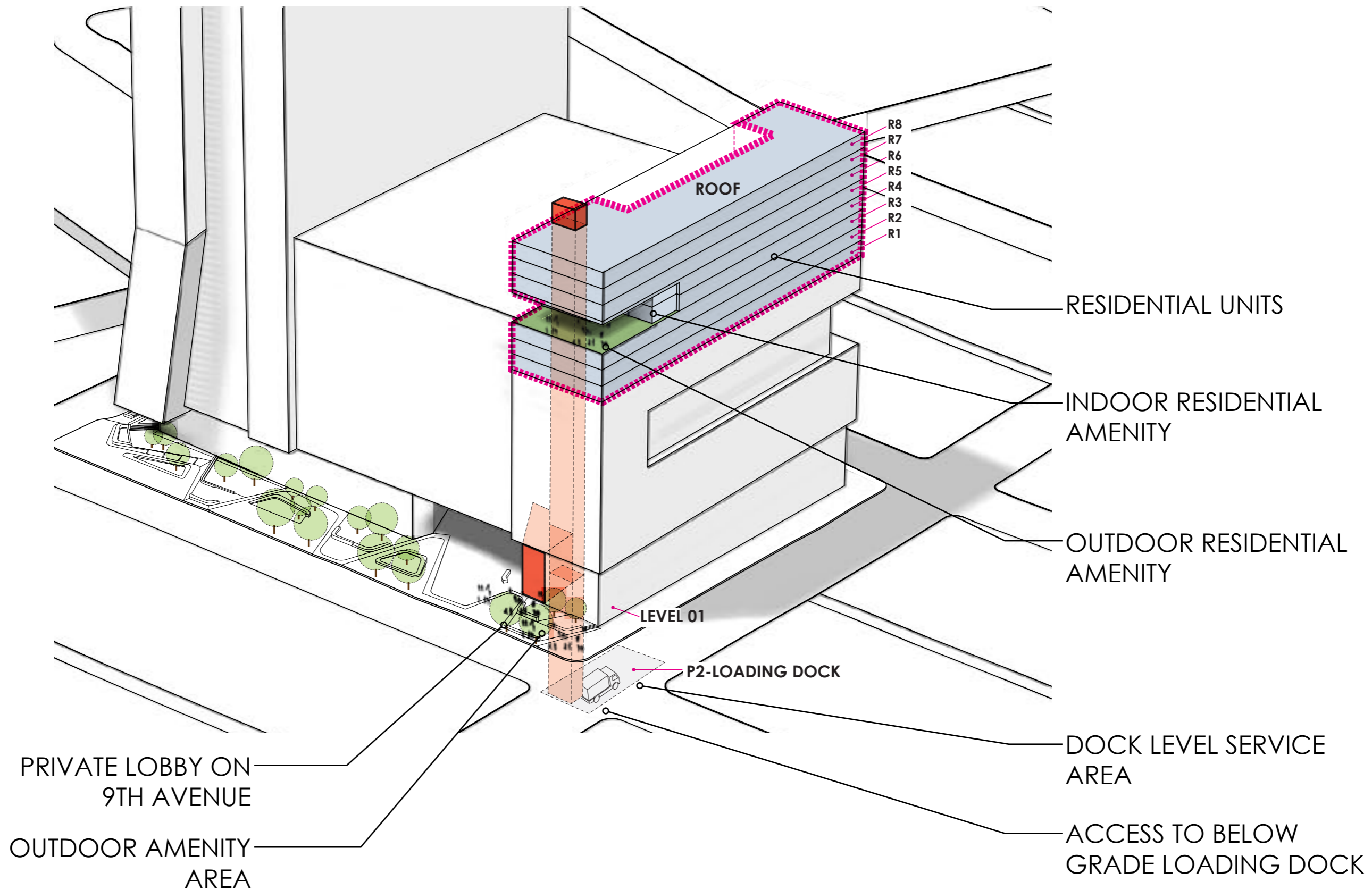




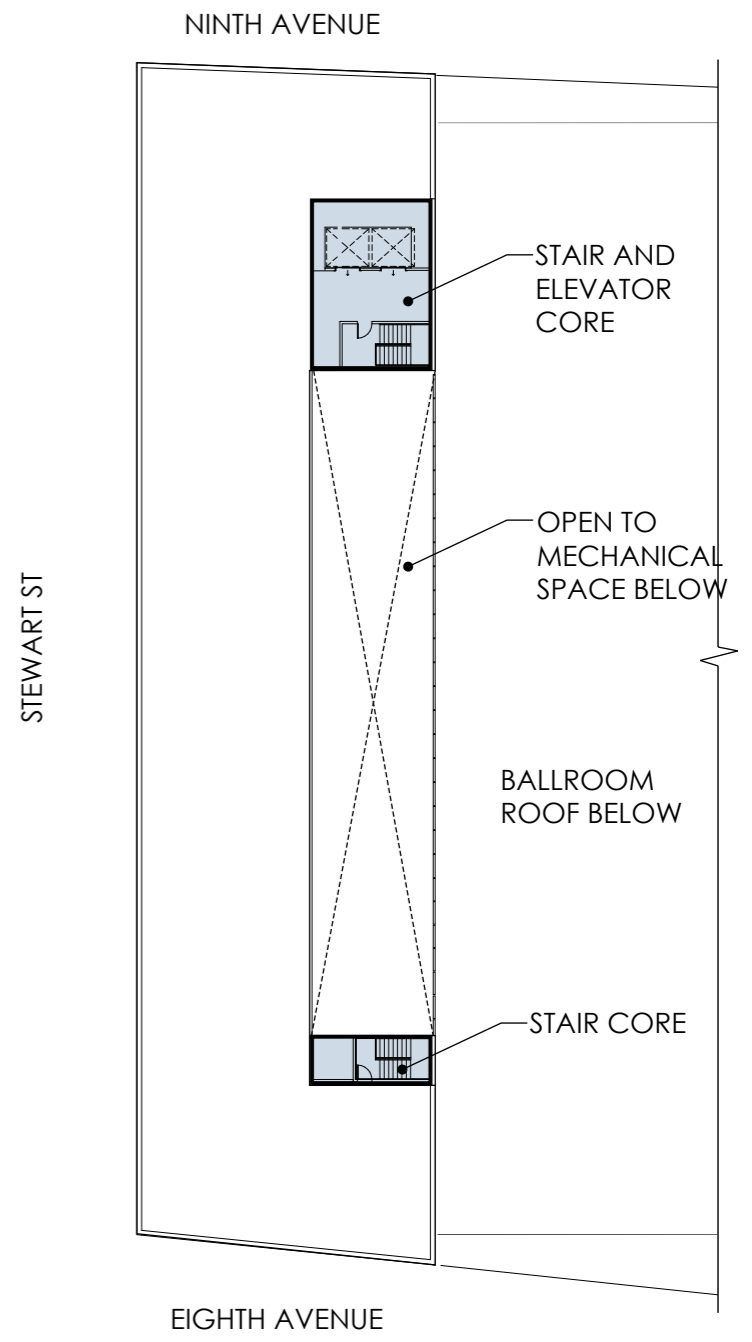
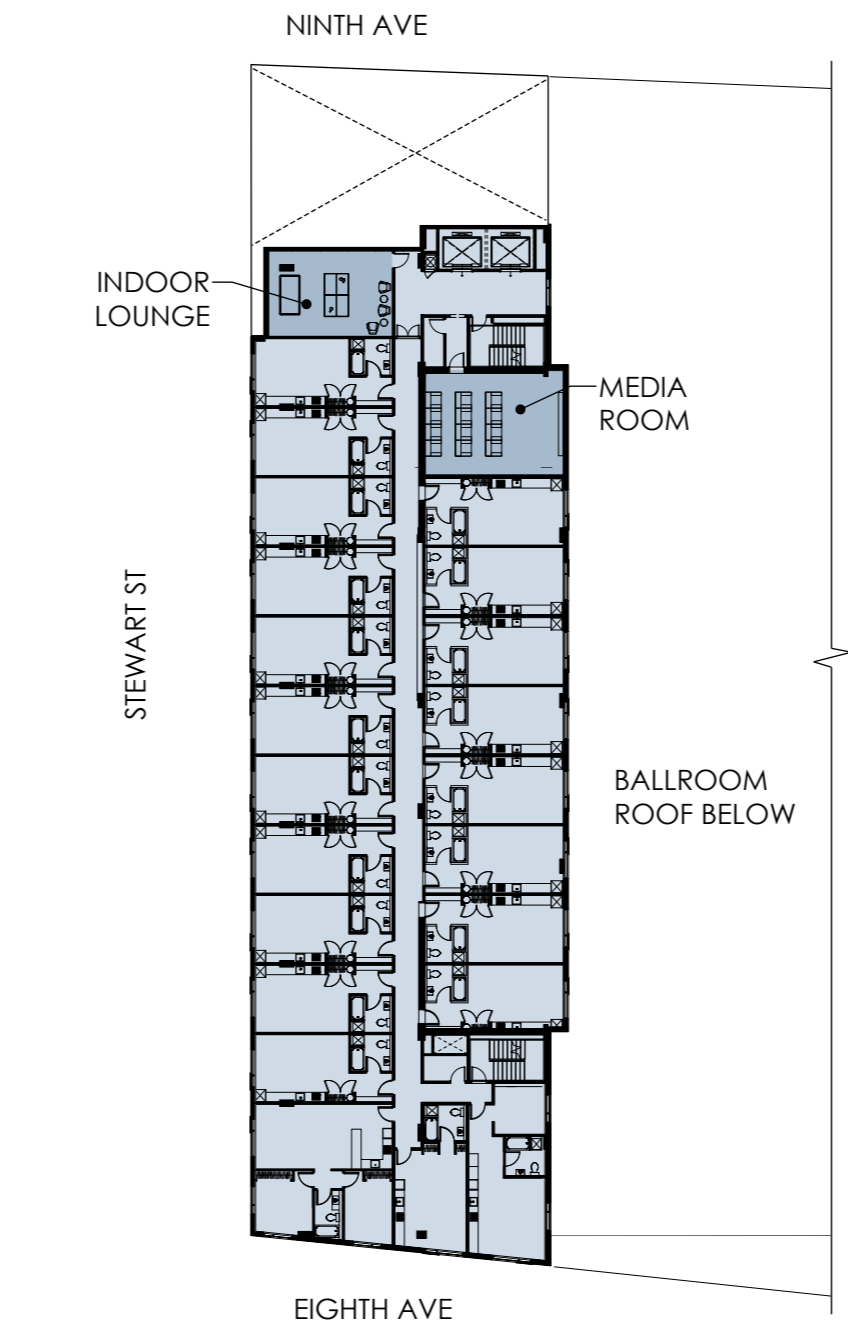
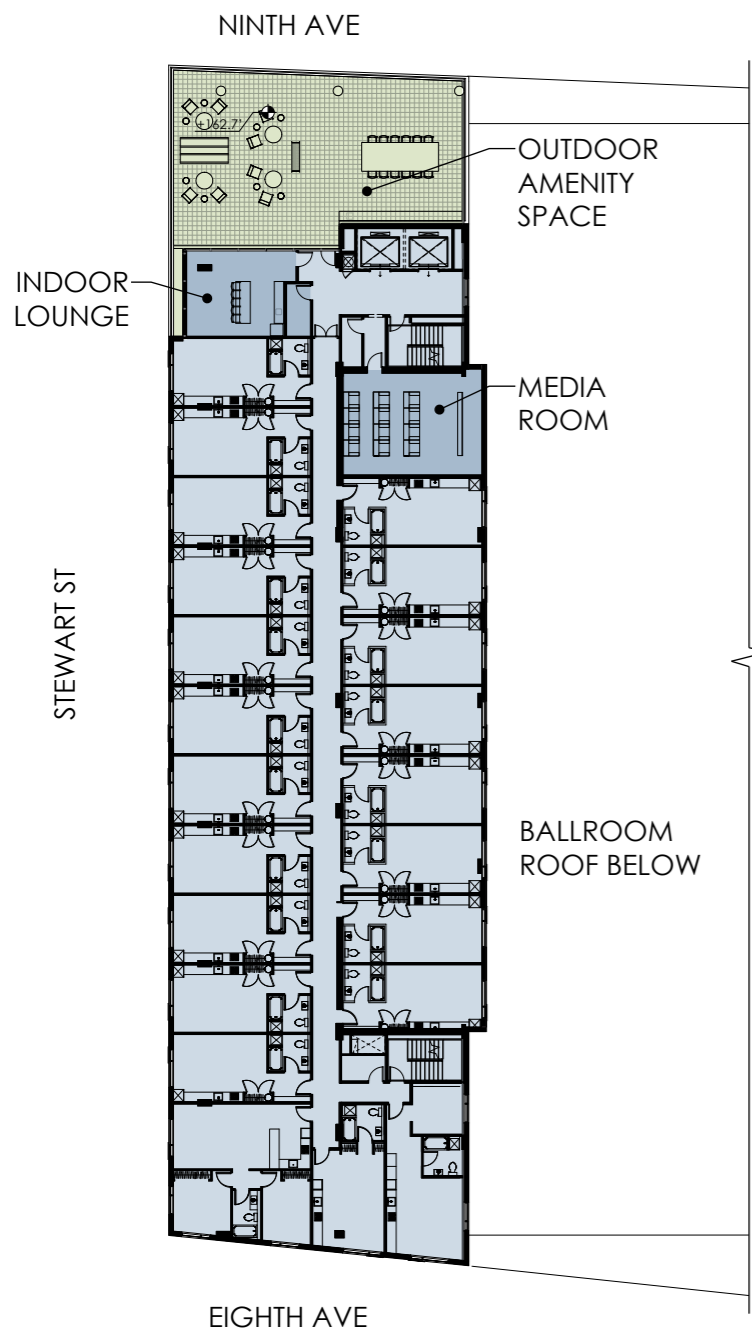


AFFORDABLE HOUSING DESIGN

PROGRAM & ORGANIZATION



FLOOR PLANS

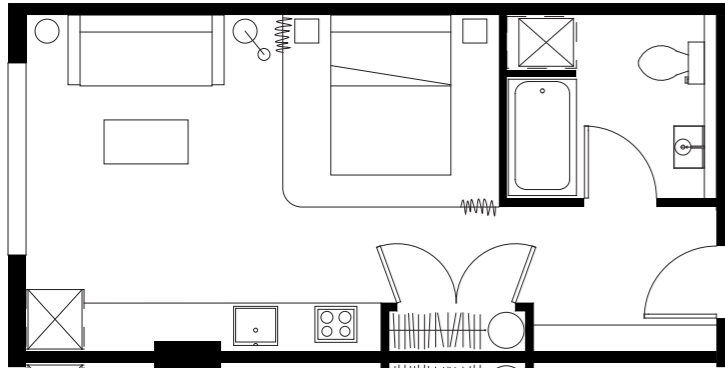


R4

R5

ROOF PLAN

TYPICAL UNIT PLANS

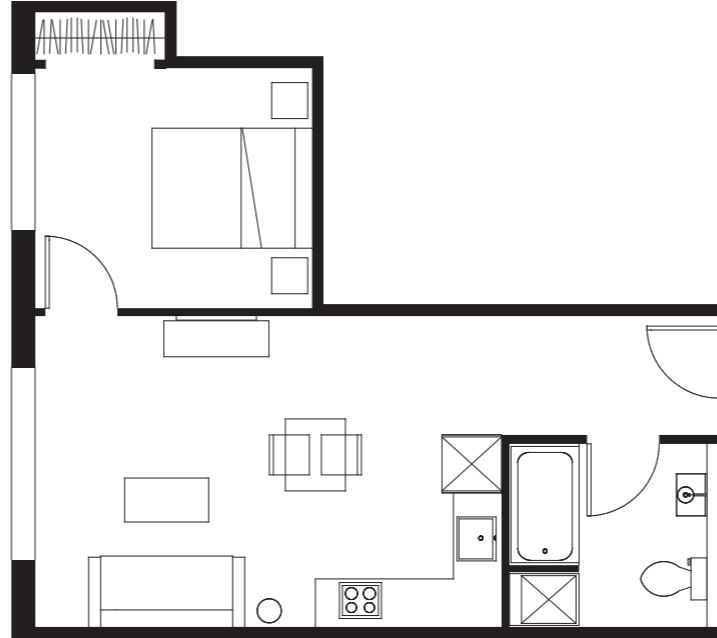


STUDIO+

NUMBER = 118 UNITS
AVERAGE SIZE = 404 SF
MIX = 77.6%

FEATURES

STUDIO BEDROOM WITH
MOVABLE ENCLOSURE
CLOSET SPACE
KITCHEN WITH FULL HEIGHT
REFRIGERATOR
OPEN DINING & LOUNGE AREA
FULL BATHROOM
IN-UNIT WASHER & DRYER
(STACKED)

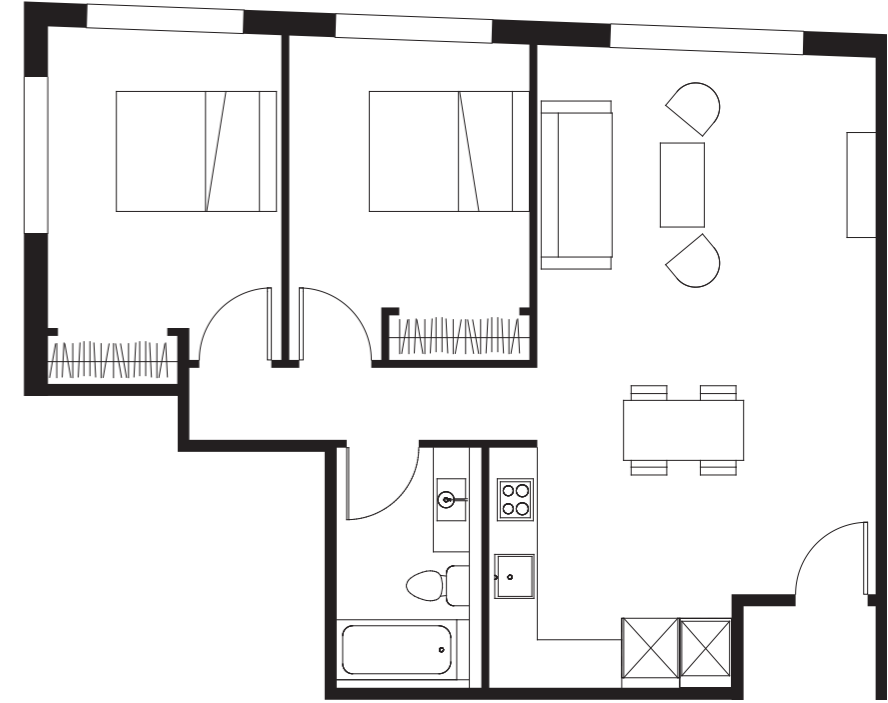


1 BEDROOM

NUMBER = 14 UNITS
AVERAGE SIZE = 635 SF
MIX = 9.2%

FEATURES

1 FULL BEDROOM WITH CLOSET
KITCHEN WITH FULL HEIGHT
REFRIGERATOR
OPEN DINING & LOUNGE AREA
FULL BATHROOM
IN-UNIT WASHER & DRYER
(STACKED)

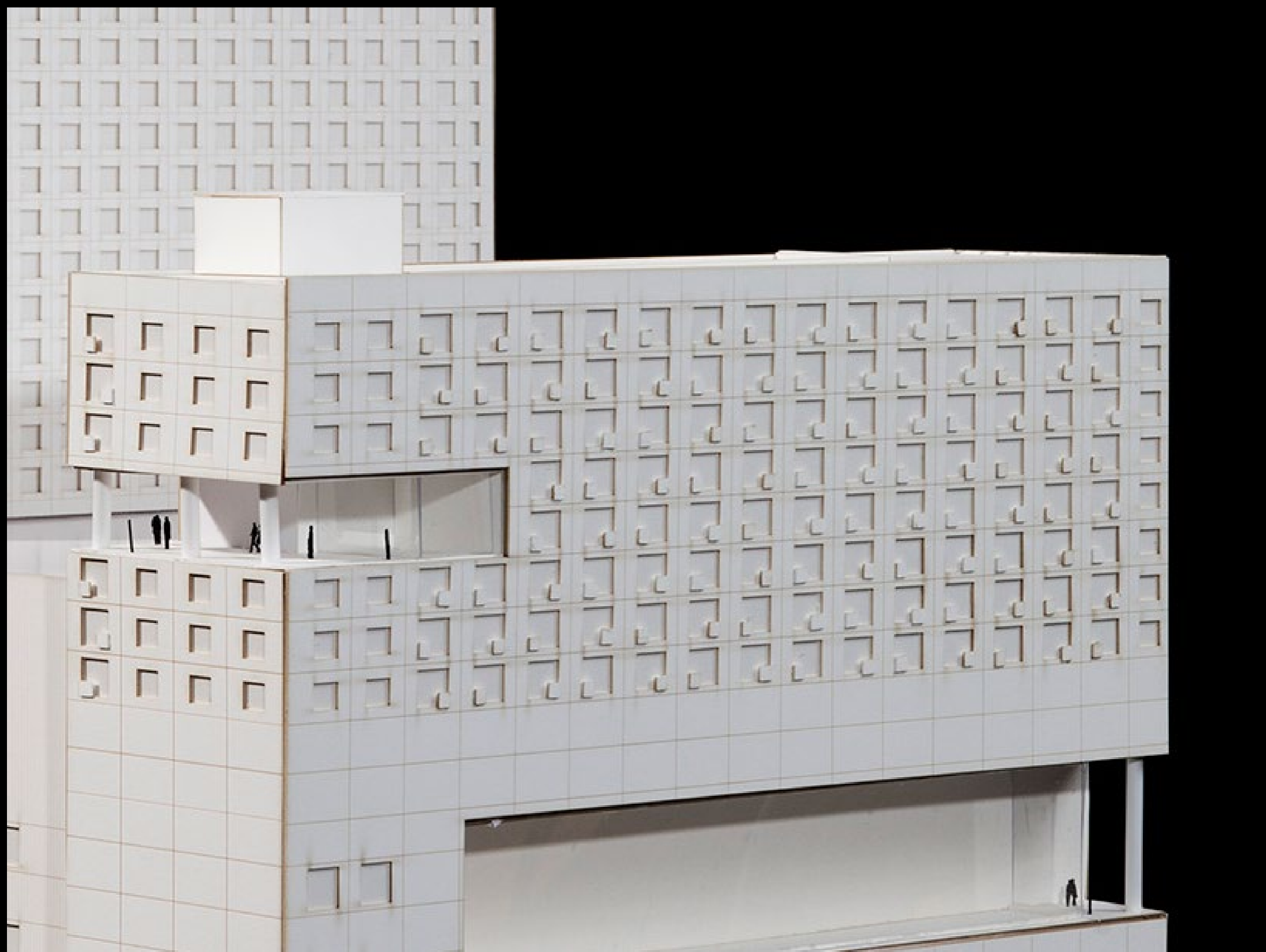


2 BEDROOM

NUMBER = 20 UNITS
AVERAGE SIZE = 775 SF
MIX = 13.2%

FEATURES

2 FULL BEDROOMS WITH CLOSETS
KITCHEN WITH FULL HEIGHT
REFRIGERATOR
OPEN DINING & LOUNGE AREA
FULL BATHROOM
IN-UNIT WASHER & DRYER
(STACKED)



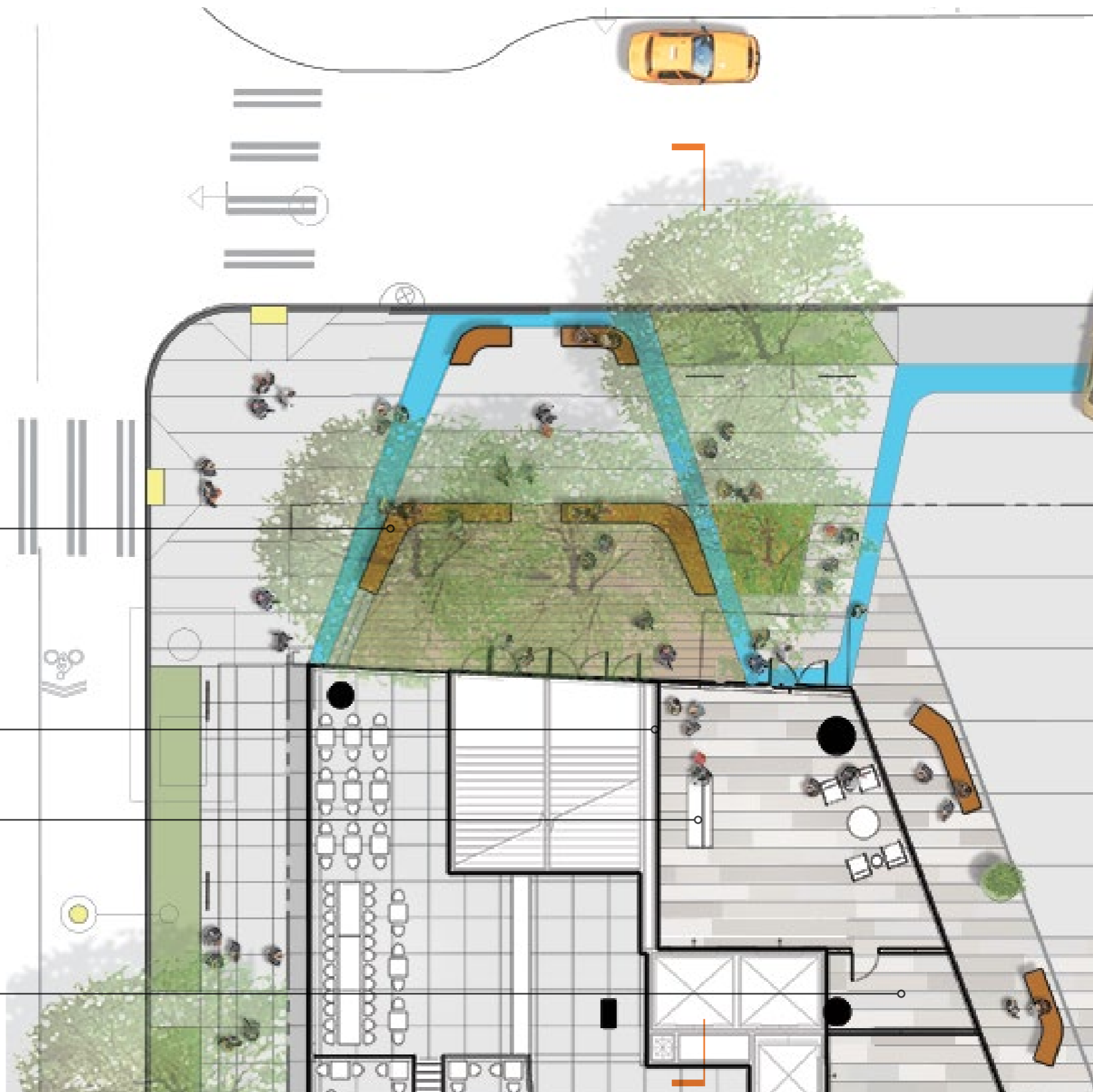
ENTRY LOBBY & OUTDOOR AMENITY SPACE

Outdoor amenity
space: Front Porch

Mail boxes

Mail sorting area

Residential
manager's office



SECTION THROUGH ENTRY LOBBY & OUTDOOR AMENITY SPACE



AFFORDABLE HOUSING ENTRY & OUTDOOR AMENITY SPACE



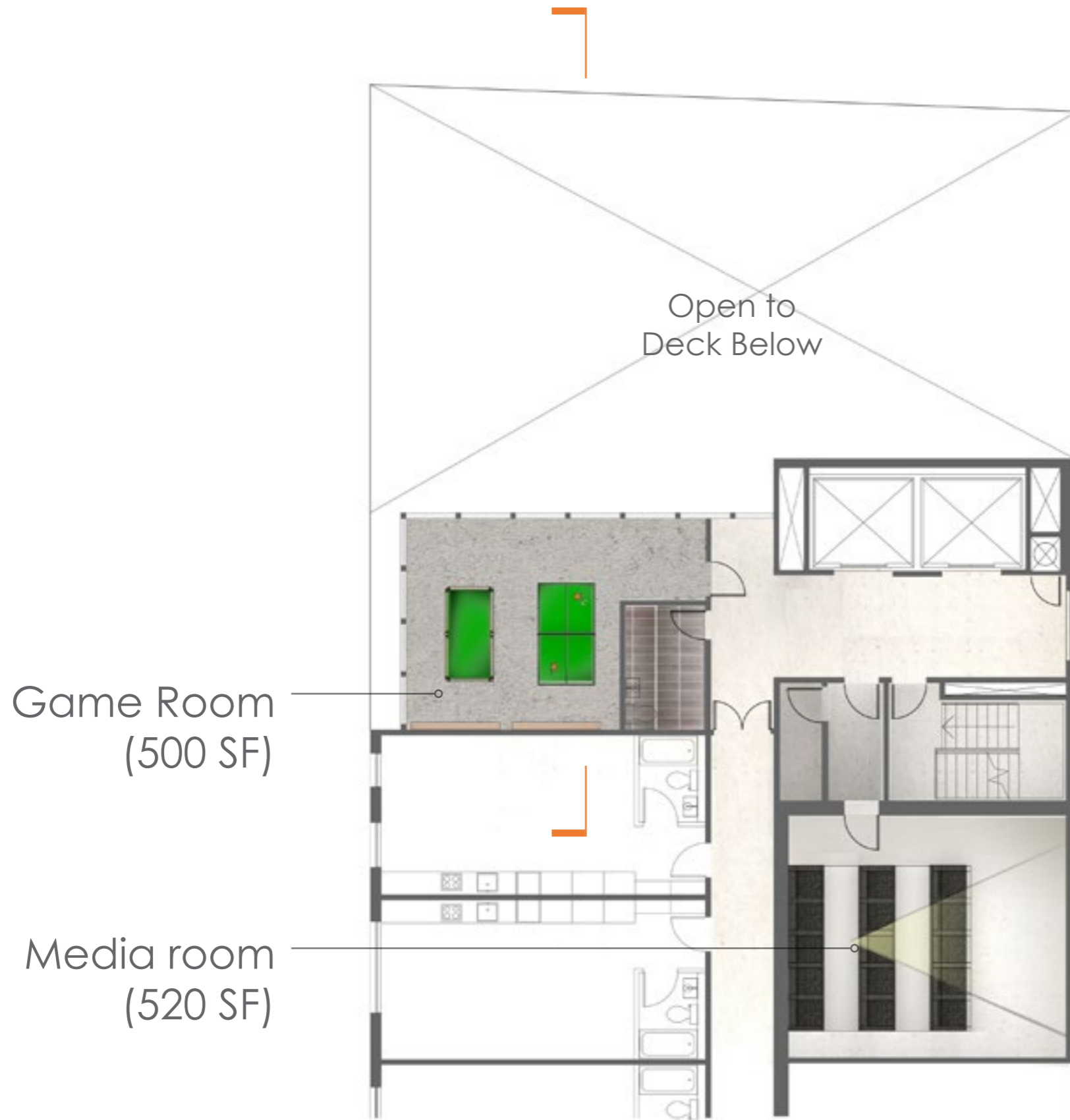
PRECEDENT IMAGES



OUTDOOR AMENITY DECK, PARTY & GAME ROOM



AMENITY AREA PLAN, LEVEL 4



AMENITY AREA PLAN, LEVEL 5

SECTION THROUGH OUTDOOR AMENITY TERRACE & INDOOR AMENITY SPACES



PERSPECTIVE VIEW OF OUTDOOR AMENITY TERRACE



GROUND LEVEL DESIGN

GROUND FLOOR PLAN



ACTIVATING THE URBAN EDGE

OCCUPANCY OVERLAY



ACTIVATING THE URBAN EDGE

OCCUPANCY OVERLAY



ACTIVATING THE URBAN EDGE

OCCUPANCY OVERLAY



ACTIVATING THE URBAN EDGE

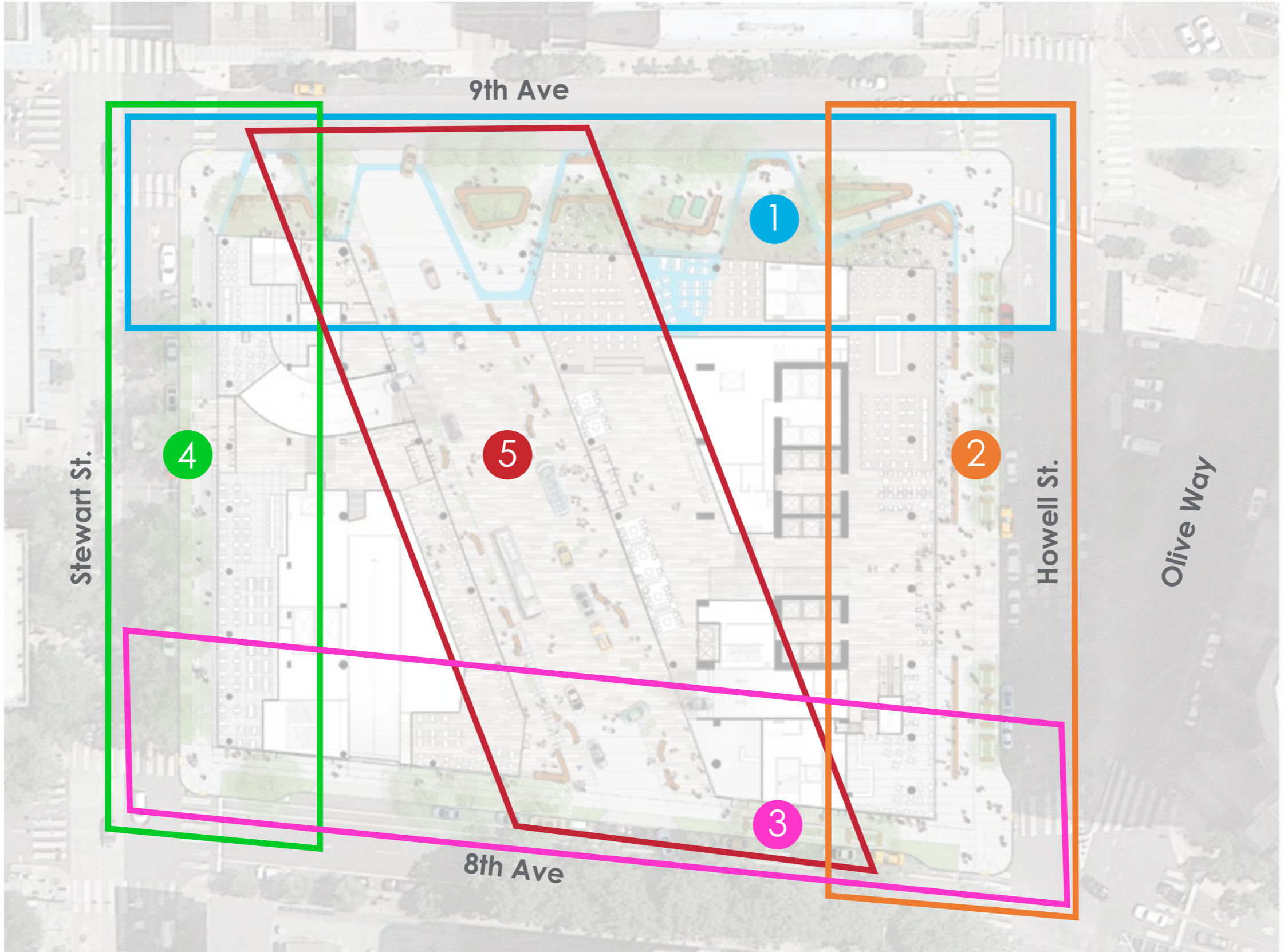
OCCUPANCY OVERLAY



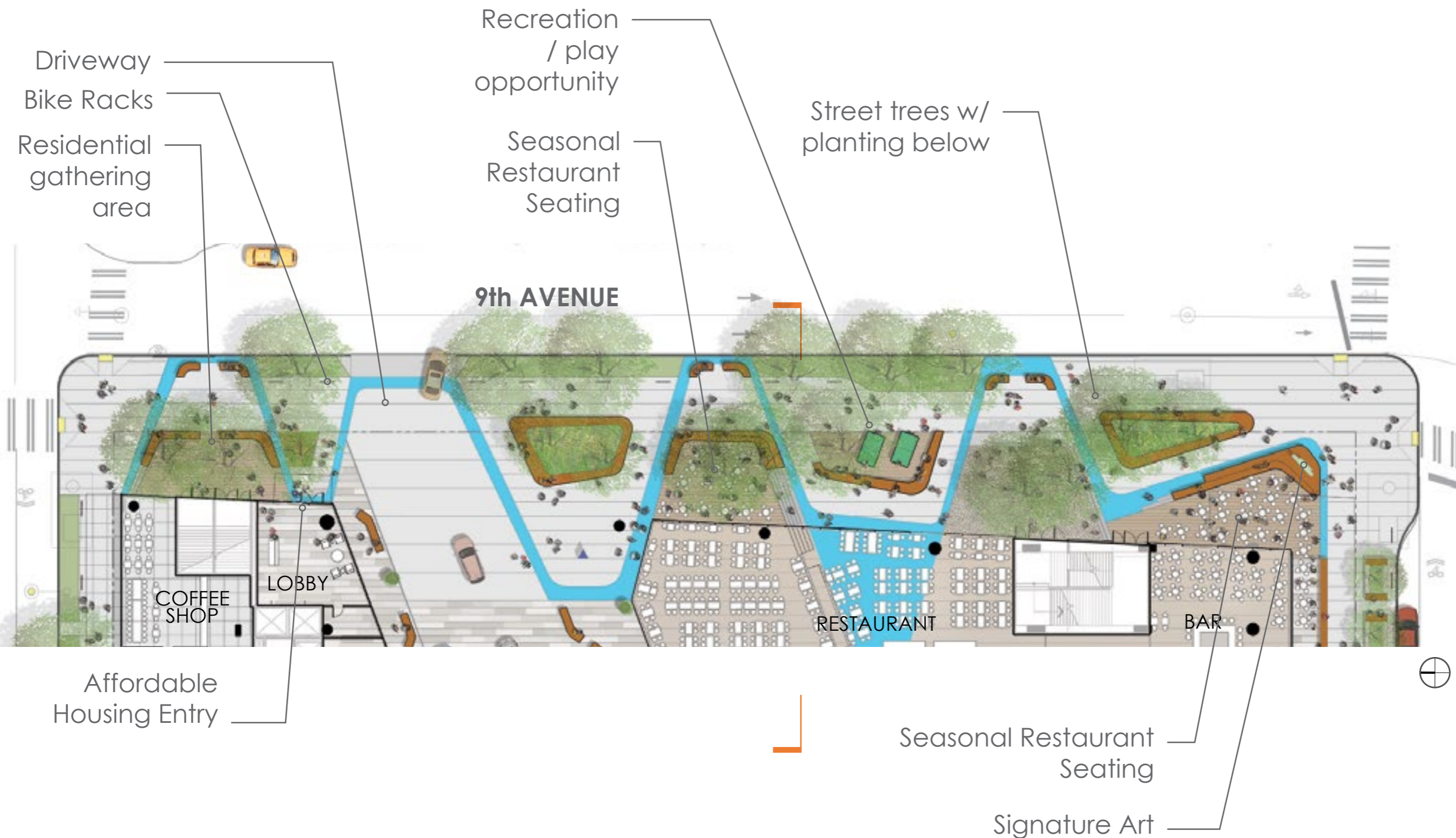
ACTIVATING THE URBAN EDGE

OCCUPANCY OVERLAY

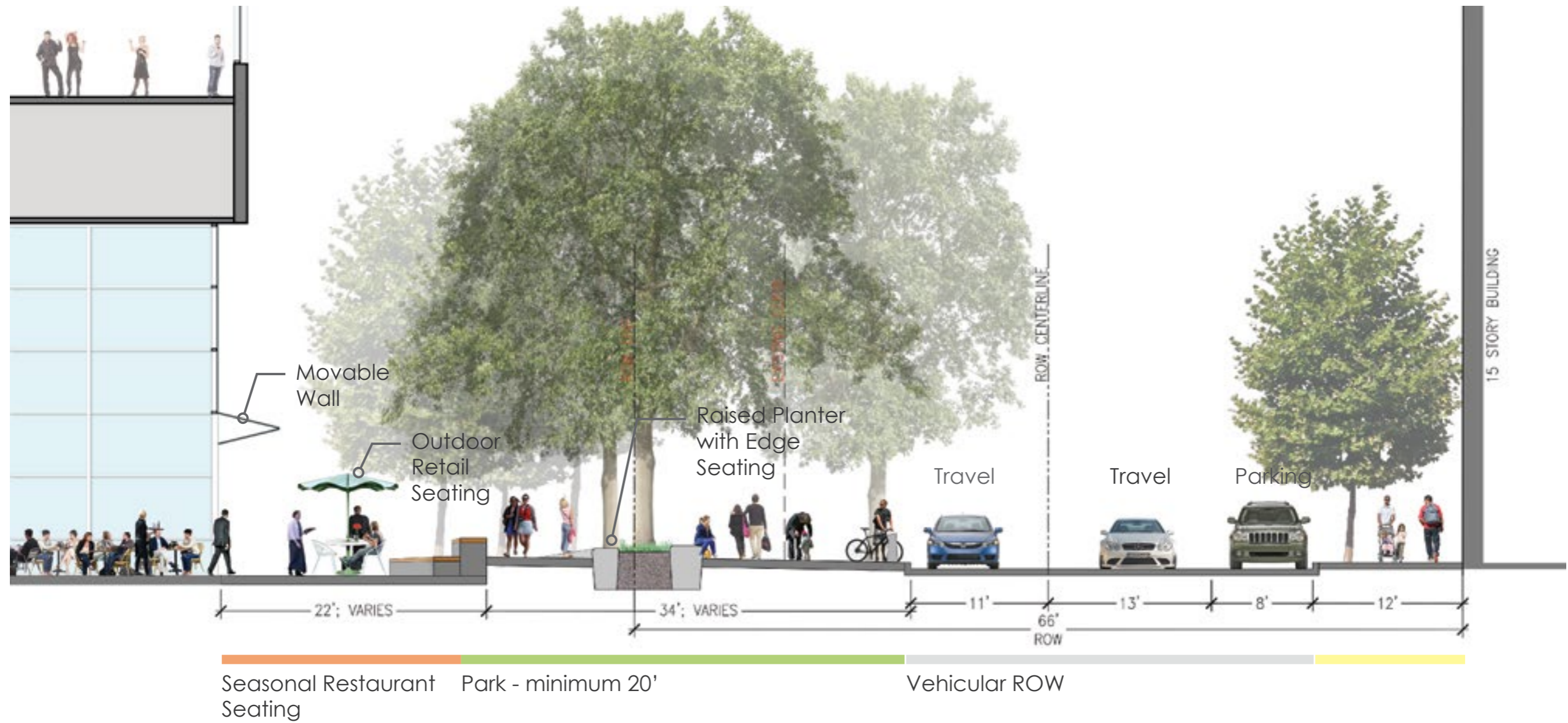




1 9TH AVENUE GREEN STREET PARCEL PARK



ENLARGED PLAN AT 9TH AVENUE



STREET SECTION AT 9TH AVENUE

PARCEL PARK



PRECEDENT IMAGES



Bikeshare station



Signature public art



Sculptural bench seating



Tree canopy above decking



Play and recreation



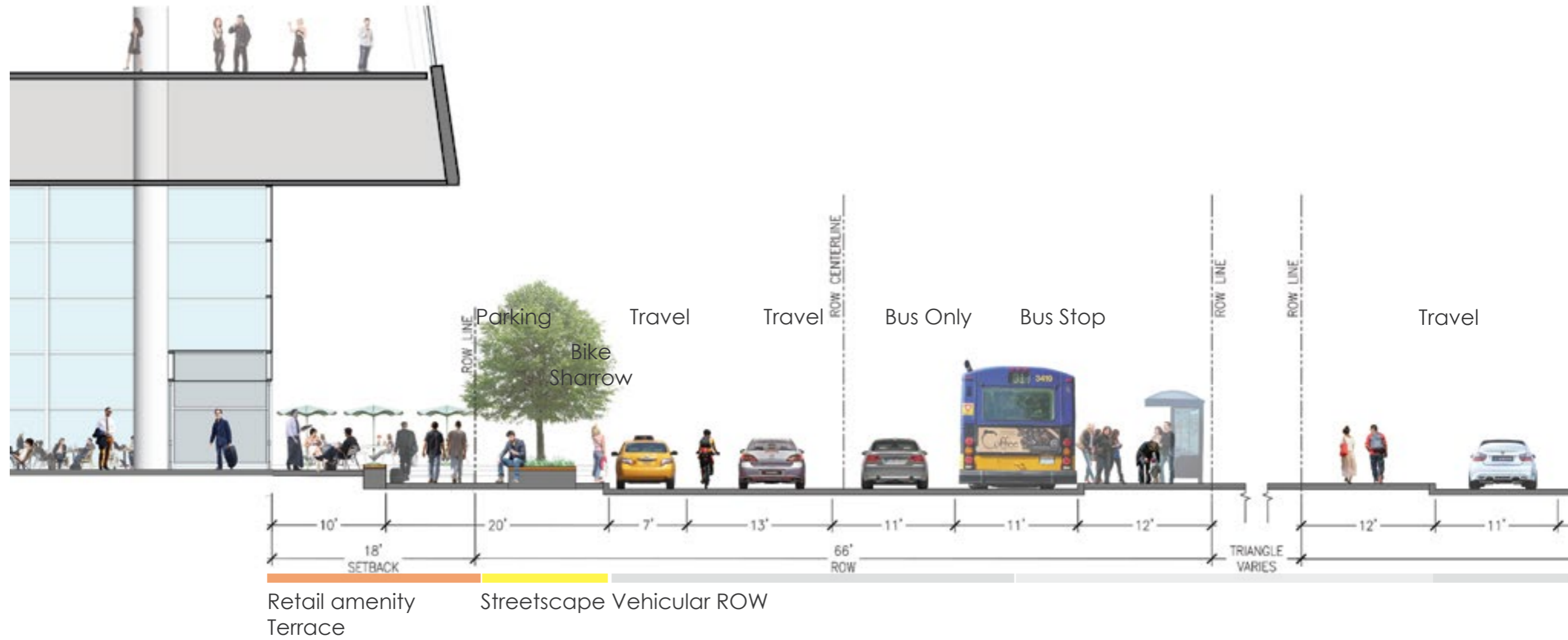
Gathering and seating

2 HOWELL STREET

- Bike racks
- Seasonal outdoor seating areas at setback
- Street trees in raised planters with bench seating
- Seasonal outdoor seating areas at setback
- Seat wall
- Widened sidewalk at setback
- Seasonal outdoor seating areas at setback
- Curb bulb-out



ENLARGED PLAN AT HOWELL STREET

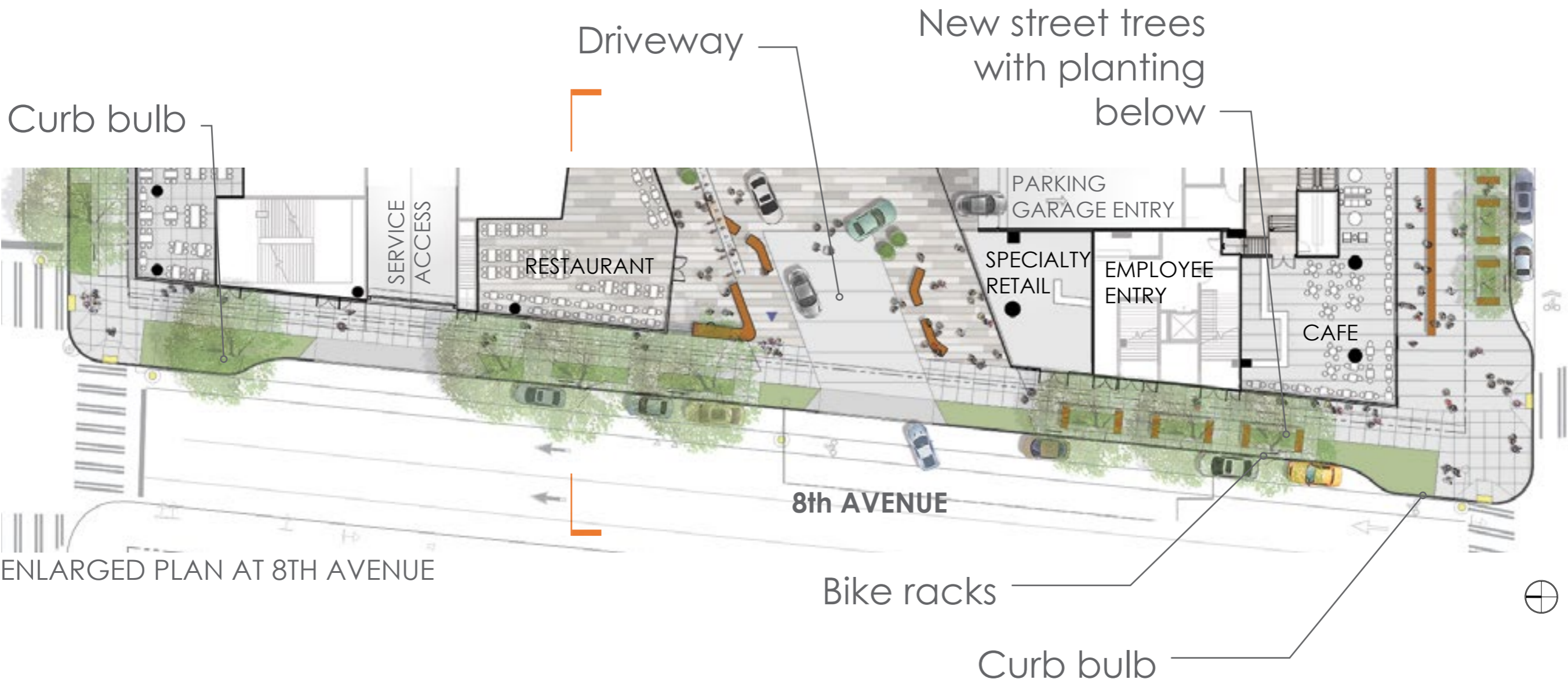


STREET SECTION AT HOWELL STREET

CORNER OF HOWELL & 9TH



3 8TH AVENUE



Curb bulb

Driveway

New street trees
with planting
below

SERVICE
ACCESS

RESTAURANT

PARKING
GARAGE ENTRY

SPECIALTY
RETAIL

EMPLOYEE
ENTRY

CAFE

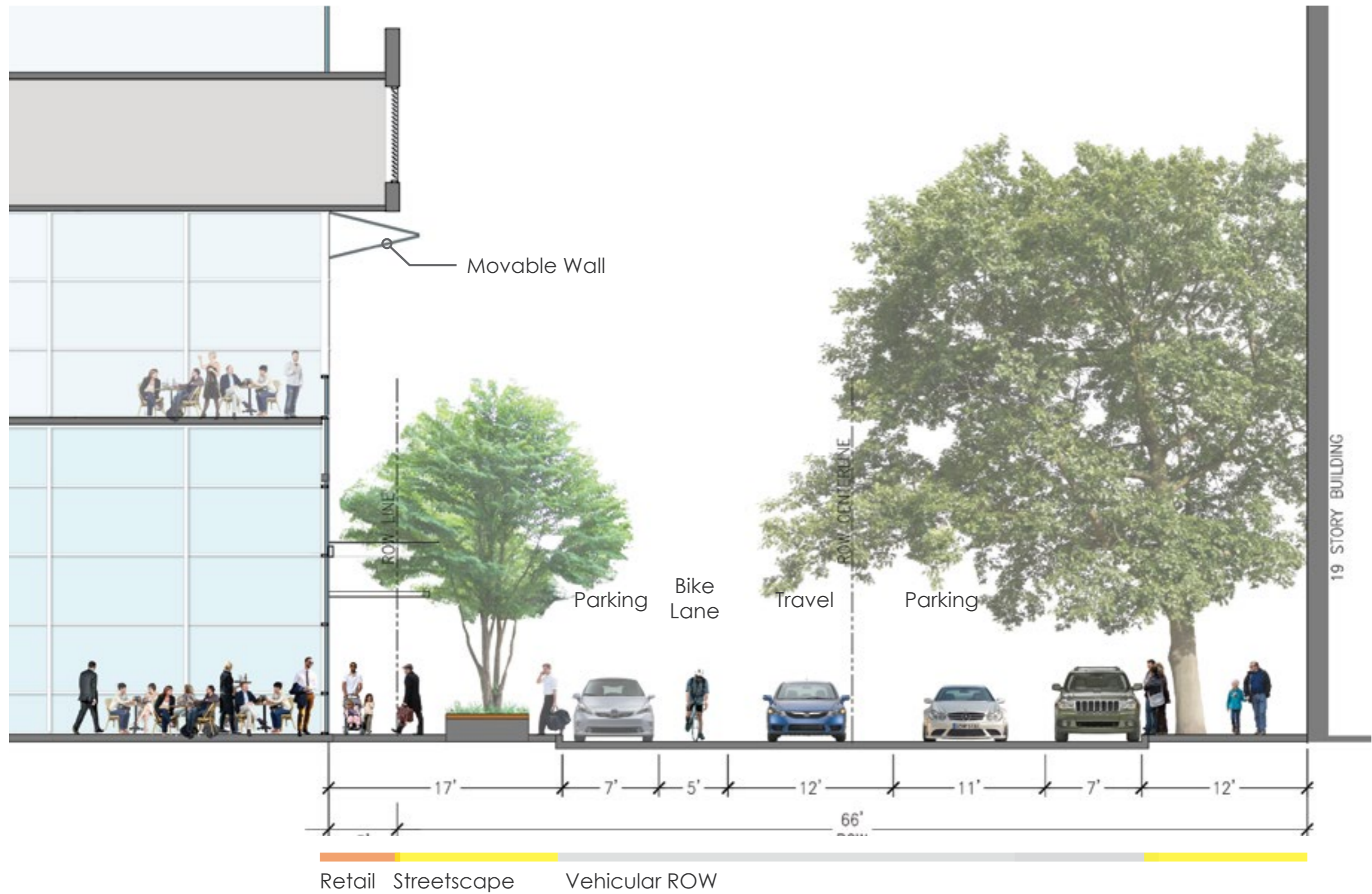
8th AVENUE

ENLARGED PLAN AT 8TH AVENUE

Bike racks

Curb bulb





STREET SECTION AT 8TH AVENUE

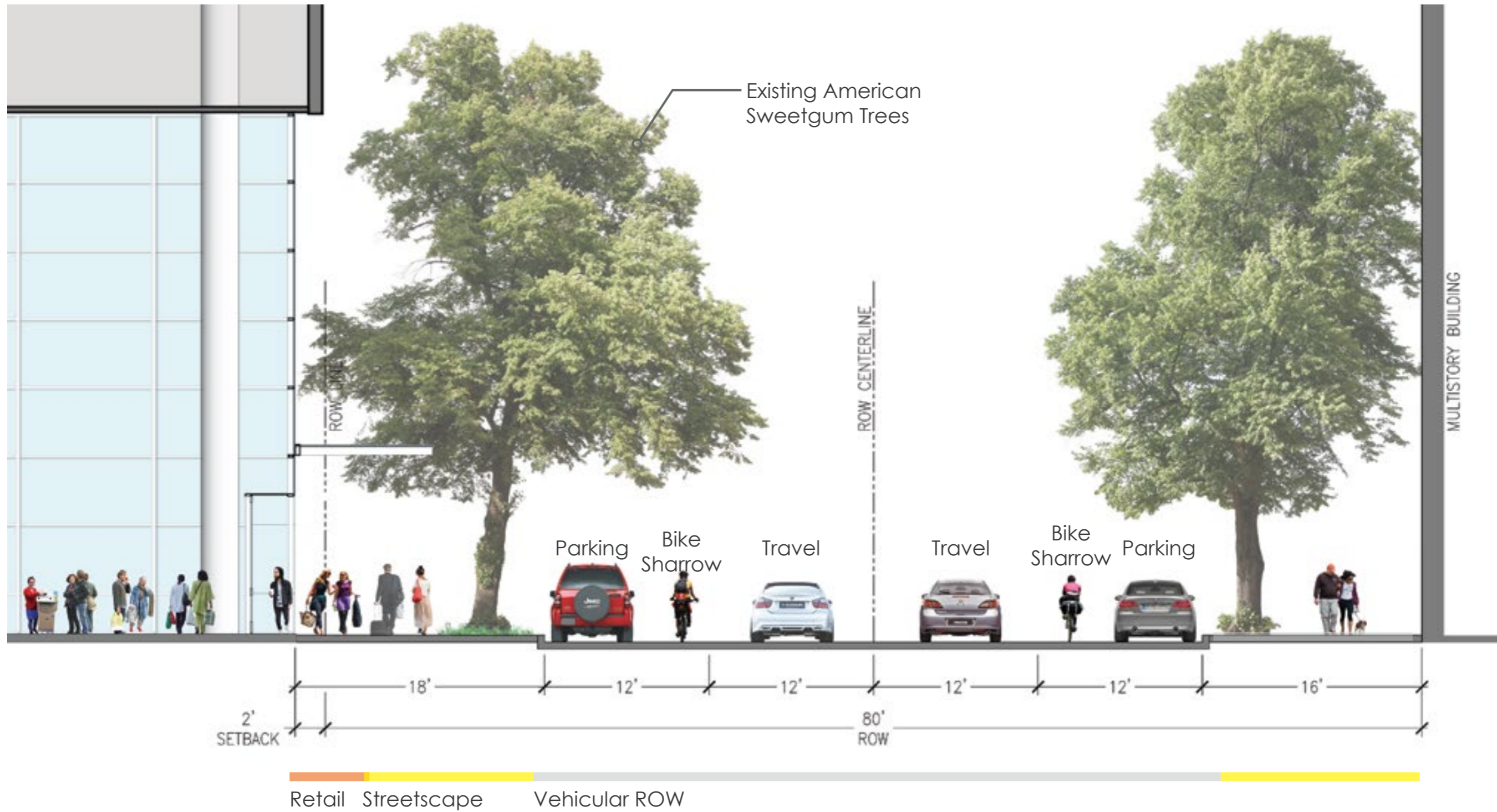
4 STEWART STREET

Existing Street trees with enhanced planting below

Seating opportunities at sidewalk

Curb bulb



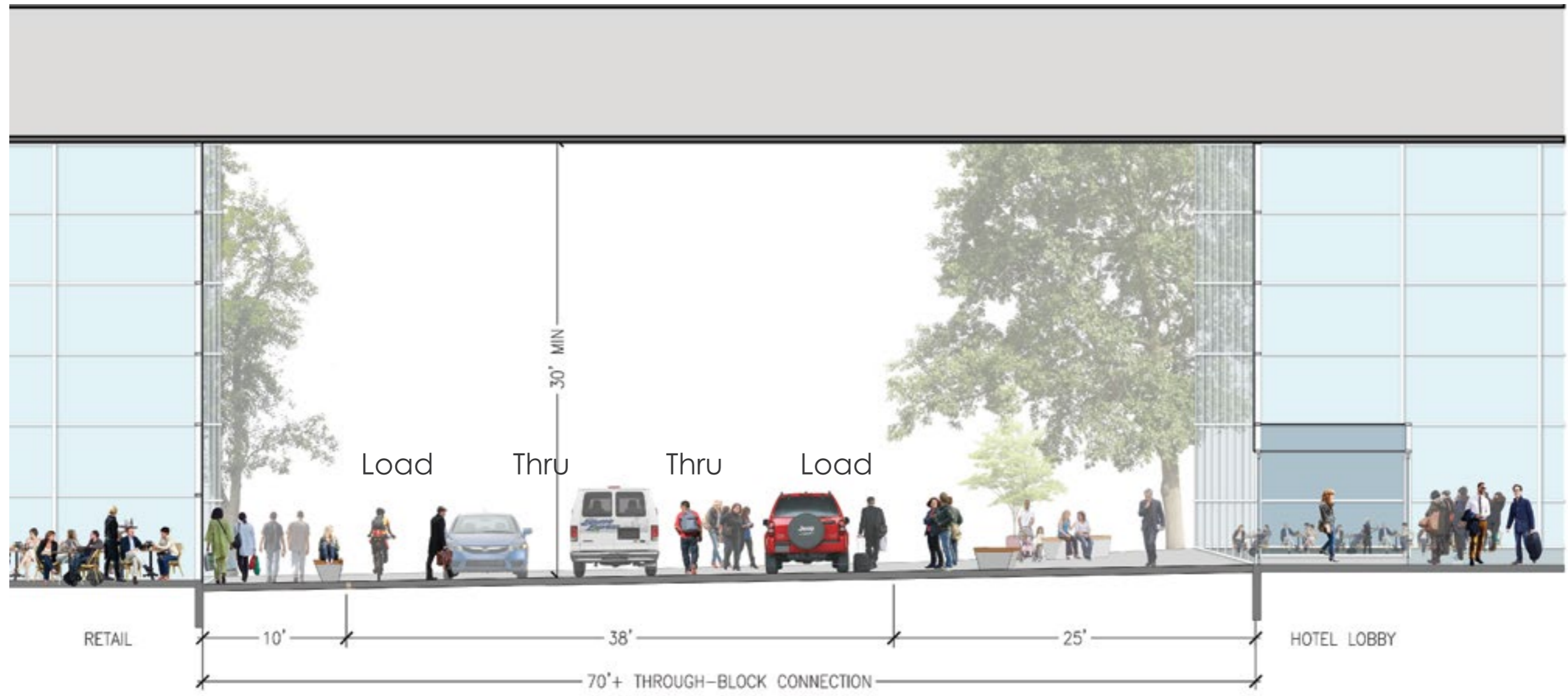


STREET SECTION AT STEWART STREET

5 THROUGHBLOCK CONNECTION



ENLARGED PLAN AT THROUGHBLOCK



SECTION ACROSS THROUGHBLOCK



MORNING AIRPORT SHUTTLE DEPARTURES AND NEIGHBORHOOD ACTIVITIES



MIDDAY NEIGHBORHOOD AND HOTEL ACTIVITIES



RED CARPET EVENT

THROUGHBLOCK



THROUGHBLOCK CONNECTION TRAFFIC SAFETY FEATURES

- 1** Bend the driveway to cross the sidewalk and intersect the street at a 90-degree angle. Maximized driver sight lines to pedestrians and oncoming vehicles.
- 2** Use design treatments such as changes in pavement texture and hardscape to delineate the entry and signal to motorists that they should move slowly through a mixed-purpose zone.
- 3** Staff the hotel entry on the connector 24/7, which will manage the drop-off/pick-up functions.
- 4** For surge egress conditions after large event with sudden end, use police office control at the egress driveways.
- 5** Use movable features to further narrow the vehicle space when it is not needed.
- 6** Change traffic flow and circulation to parking to better support valet operations before and after large events.

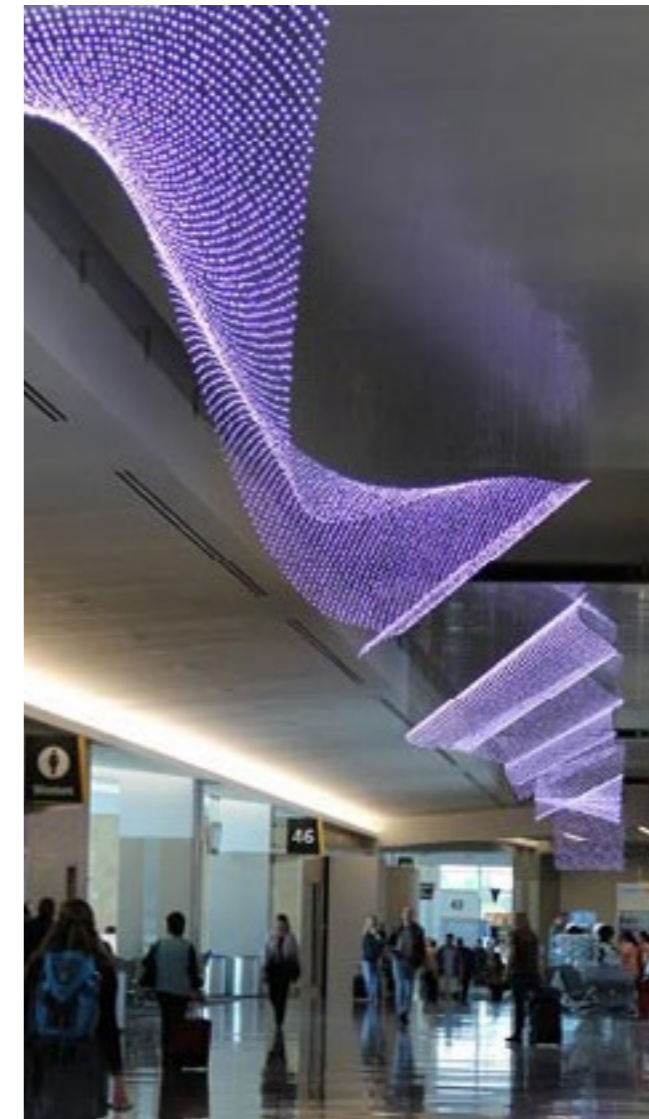
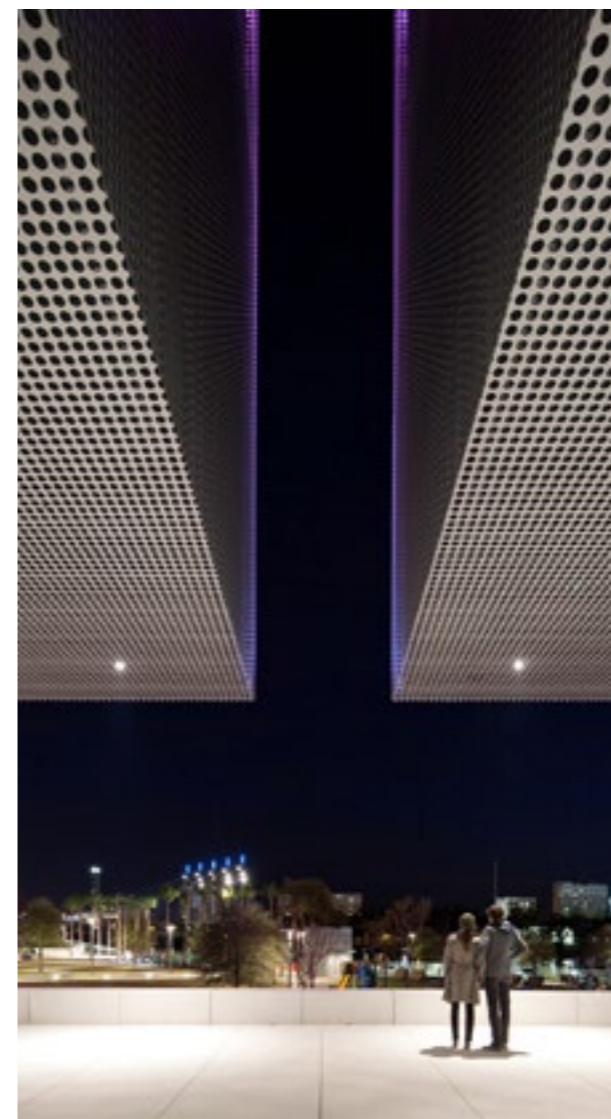


THROUGHBLOCK CONNECTION FLEXIBILITY

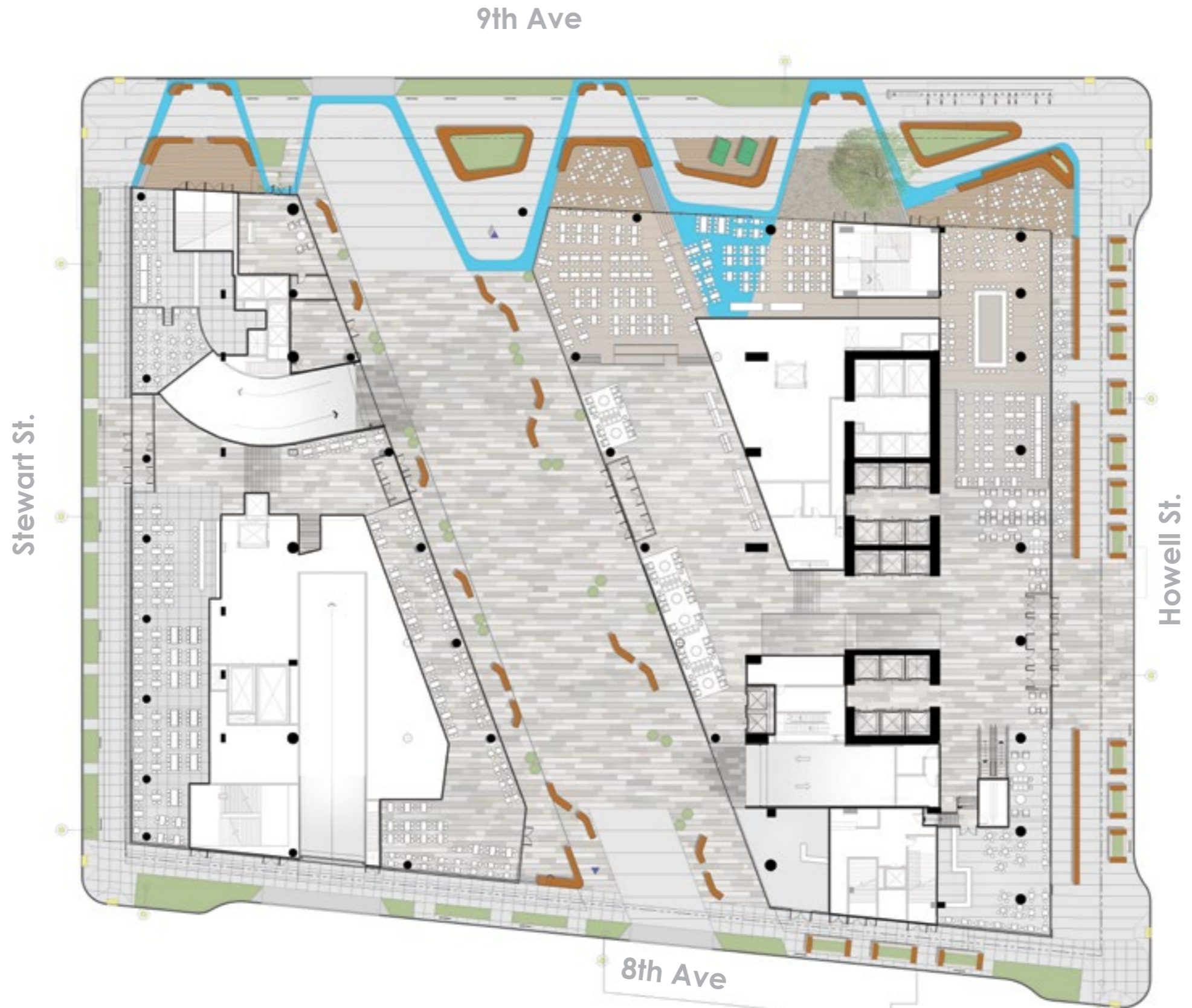


- Drop off
- Flexible use
- Pedestrian
- Vehicular

LIGHT ART



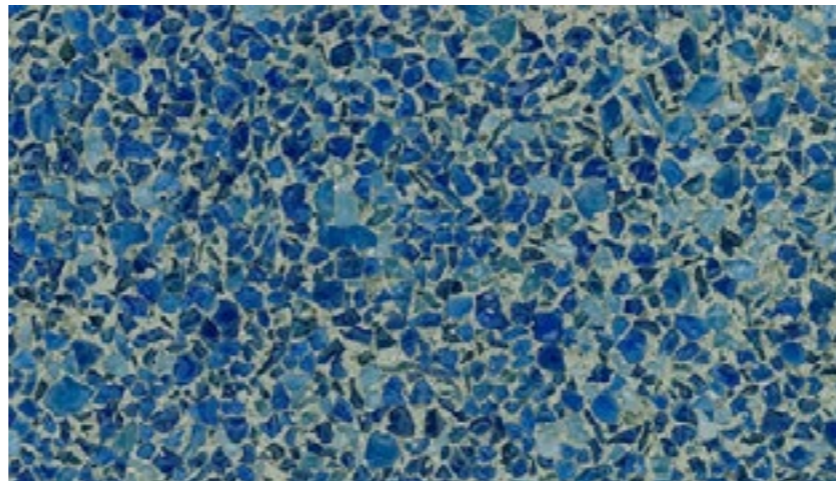
MATERIALS PLAN



MATERIAL PALETTE



Wood decking



Special paving



Crushed rock



Pedestrian concrete



Granite pavers



Wood-top seating



Movable planter



Movable furniture
and wood-top planter

3 TRAFFIC ANALYSIS

TRANSPORTATION IMPACT ANALYSIS

- Evaluates traffic and parking impacts for a range of hotel occupancy and event types
- Evaluates off-site intersections, site driveways, parking demand, sidewalk capacity, safety and truck loading and access
- Worst case for truck, buses, taxis and pedestrian flows = National conference or convention
- Worst-case for vehicle traffic and parking = very large event that attracts attendees from local region
- Worst-case for egress flow from garage = event with sudden end time

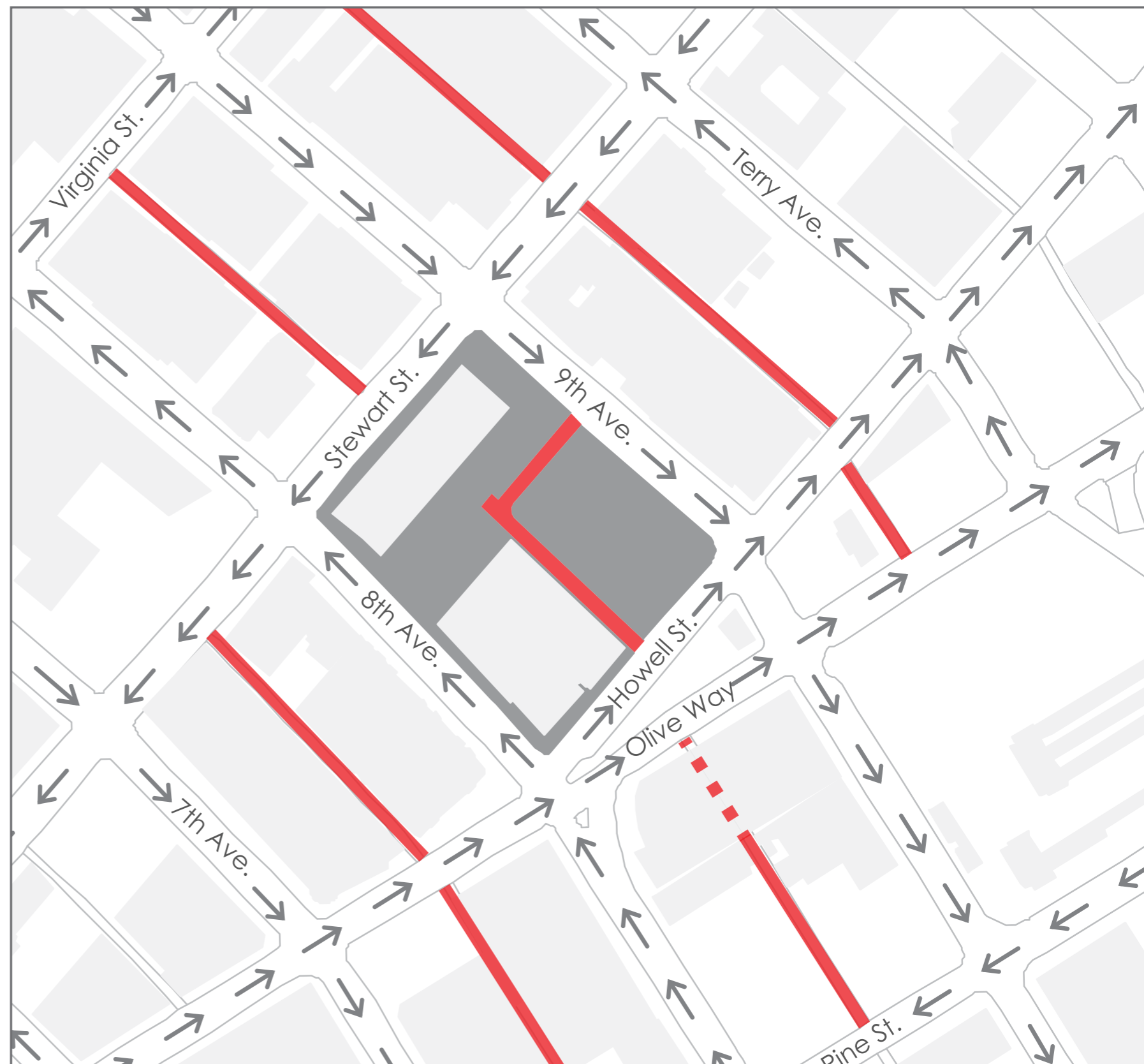


TRANSPORTATION FLOWS, SITE ACCESS, OPEN SPACE AND GREEN STREETS

TRANSPORTATION IMPACT OF THE ALLEY VACATION

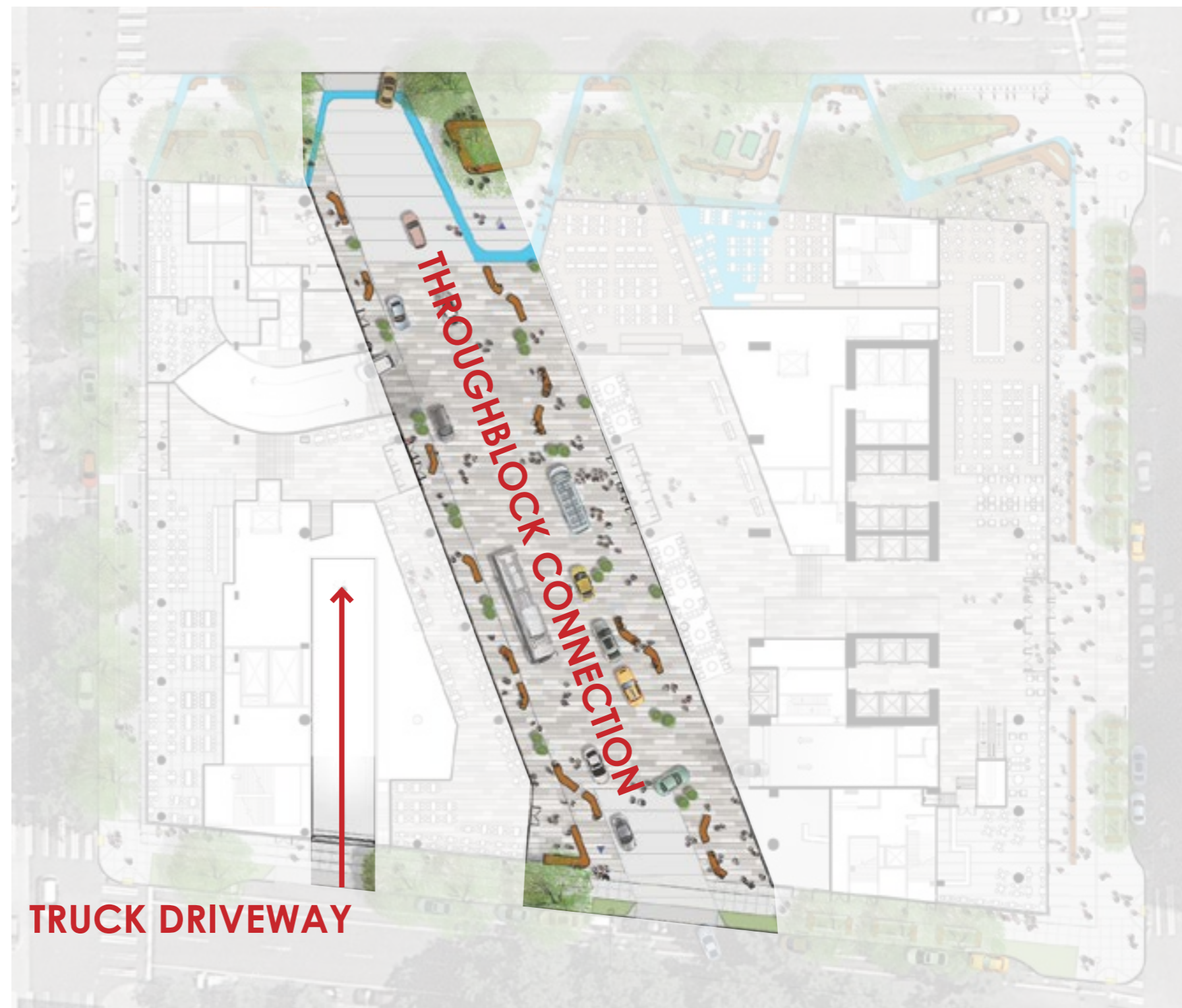
EXISTING ALLEY HAS LIMITED FUNCTION

- Does not connect to other alleys
- 90-degree bend hinders vehicle and truck access
- Intersects Howell Street



THROUGHBLOCK FUNCTIONALITY

- Create throughblock connection – accommodates through pedestrians, garage access ramps, passenger loading/unloading, taxis, shuttles, and charter buses
- Locate all truck loading underground with a separate truck access driveway
- Proposal will better accommodate all of the functional needs of the project



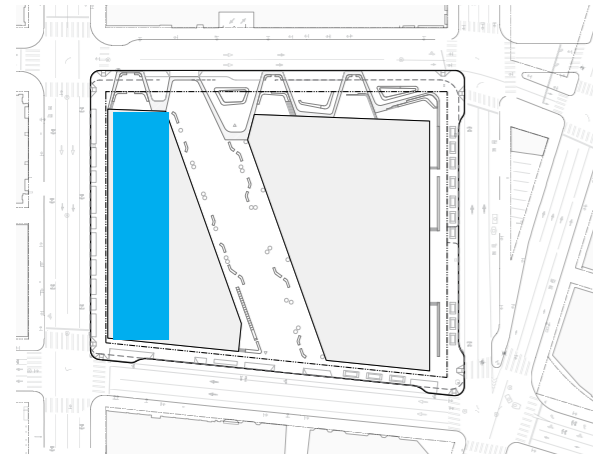
4 PUBLIC BENEFIT PROPOSAL

SUMMARY OF FAR & ALLEY VACATION PUBLIC BENEFIT

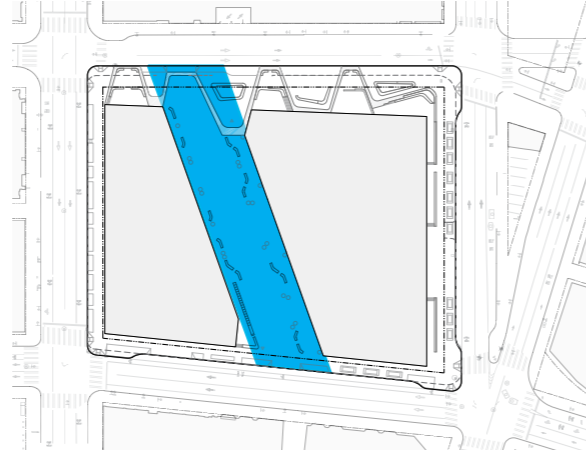
| MUP APPROVAL | ALLEY VACATION APPROVAL | | | | | | | | | | | |
|--|-------------------------------|-------------------------------------|----------------------|-----------|-----------------|----------|------------------------|------------|-------------------|-----------|---|--|
| FAR Bonus Amenity Program | Alley Vacation Public Benefit | Other Alley Vacation Considerations | | | | | | | | | | |
| <p>Site Area (incl. vacated alley) Base FAR = 5 98,034 SF Bonus FAR = 9 490,170 SF Max Allowable FAR = 14 882,306 SF 1,372,476 SF</p> <p>Bonus Amenity Provided</p> <p>Affordable Housing & Childcare Contribution 75% Bonus FAR Required: Build affordable housing on site. 661,730 SF Contribute to childcare fund.</p> <p>Bonus Amenities 25% Bonus FAR Required: Including:</p> <table><tr><td>Green Street Parcel Park</td><td></td></tr><tr><td>Green Street Setback</td><td>35,000 SF</td></tr><tr><td>Landmarks TDR's</td><td>3,000 SF</td></tr><tr><td>Performance Arts TDR's</td><td>112,736 SF</td></tr><tr><td>Non-Housing TDR's</td><td>34,036 SF</td></tr></table> <p>Bonus Amenity Total: 882,306 SF</p> | Green Street Parcel Park | | Green Street Setback | 35,000 SF | Landmarks TDR's | 3,000 SF | Performance Arts TDR's | 112,736 SF | Non-Housing TDR's | 34,036 SF | <p>On-Site Affordable Housing</p> <p>Throughblock Connection</p> <p>Voluntary Setbacks</p> <p>ROW Improvements</p> <p>Publicly Accessible Art</p> <p>Bikeshare Program</p> <p>Wayfinding Program</p> | <p>Unique Economic Benefit for City</p> <p>Design with Intent to Meet LEED Gold</p> <p>Participation in Seattle 2030 District</p> <p>Participation in Future District Energy Program</p> |
| Green Street Parcel Park | | | | | | | | | | | | |
| Green Street Setback | 35,000 SF | | | | | | | | | | | |
| Landmarks TDR's | 3,000 SF | | | | | | | | | | | |
| Performance Arts TDR's | 112,736 SF | | | | | | | | | | | |
| Non-Housing TDR's | 34,036 SF | | | | | | | | | | | |

PUBLIC BENEFIT SUMMARY

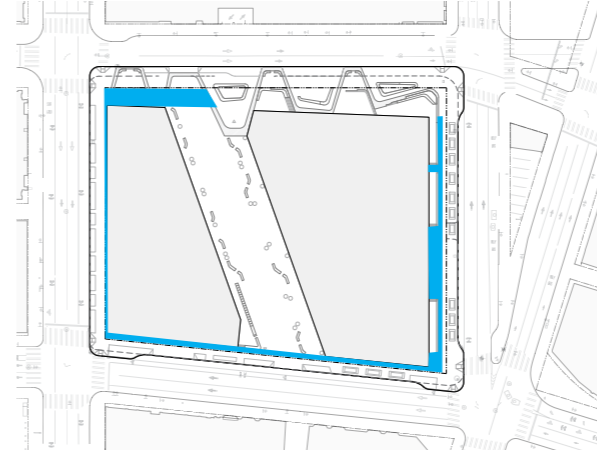
1. On-Site Affordable Housing



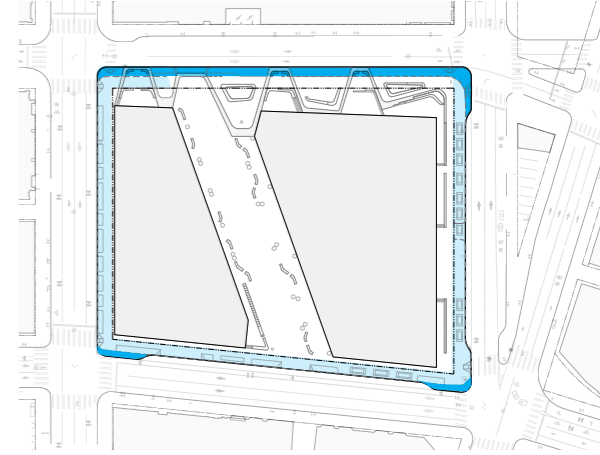
2. Throughblock Connection



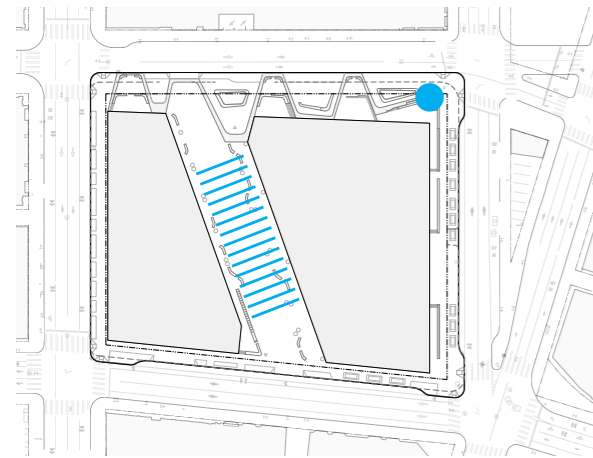
3. Voluntary Setbacks



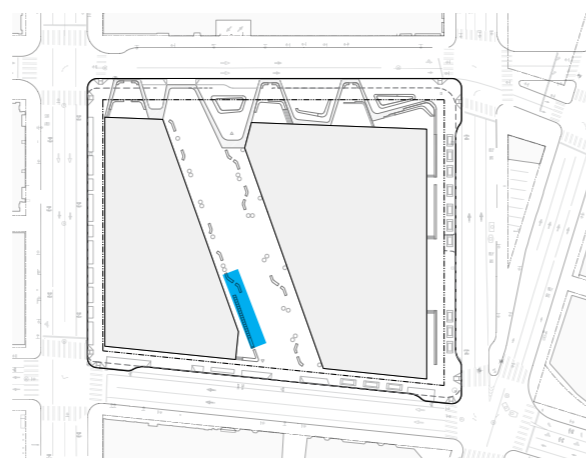
4. ROW Improvements



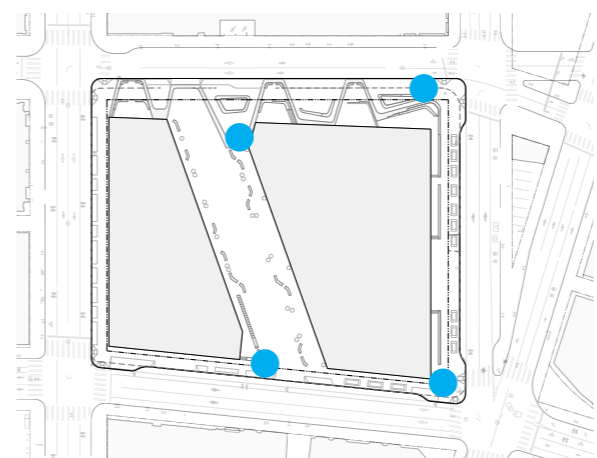
5. Publicly Accessible Art



6. Bikeshare Program



7. Wayfinding Program



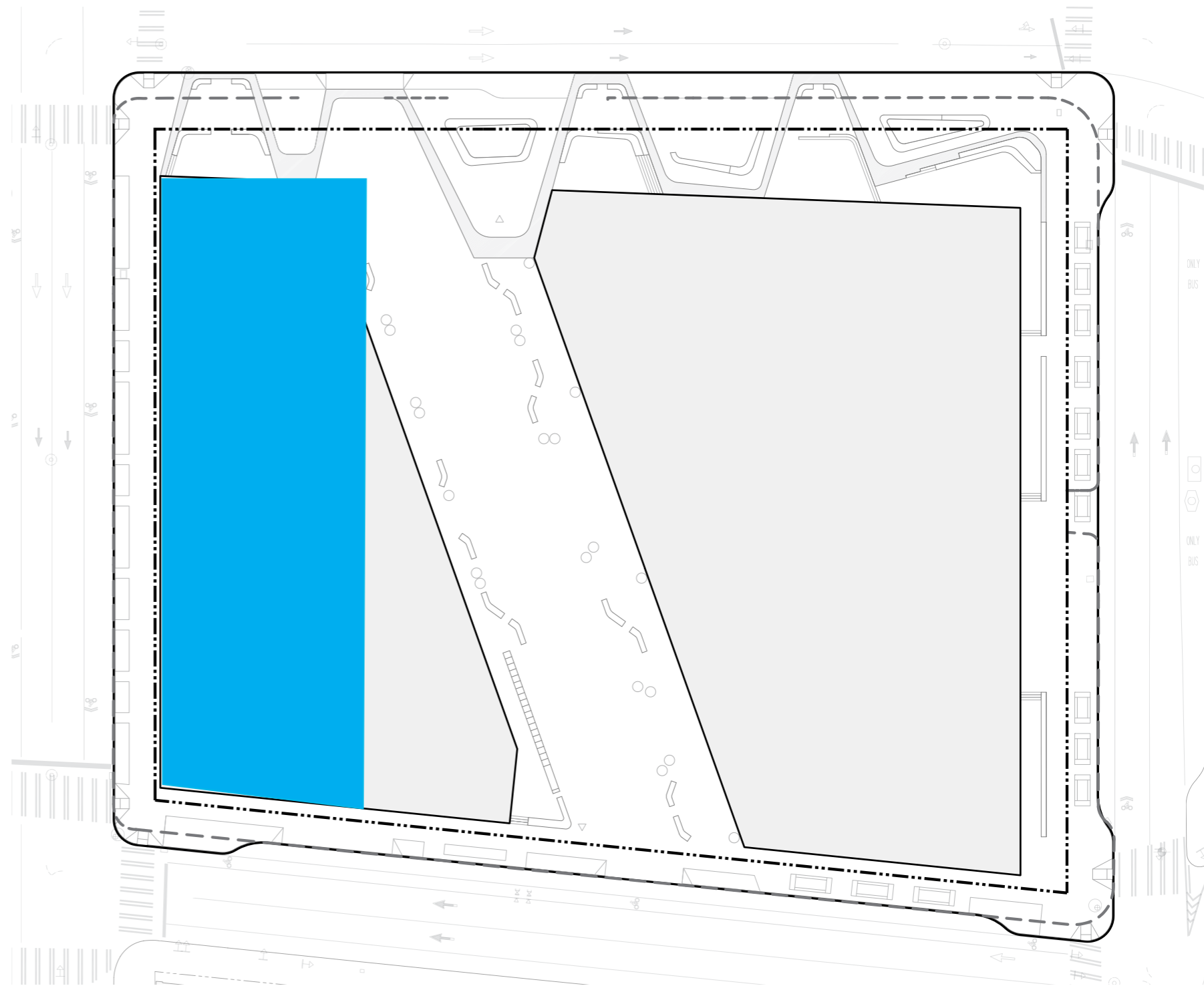
1 ON-SITE AFFORDABLE HOUSING

REQUIRED:

- None

PUBLIC BENEFITS + QTY:

- Voluntary and unprecedented contribution to affordable housing
- Downtown location close to public services, jobs and transit
- High priority for city leadership
- 152 units provided at significant additional cost to project
- Approximately 44 units provided with fee-in-lieu option



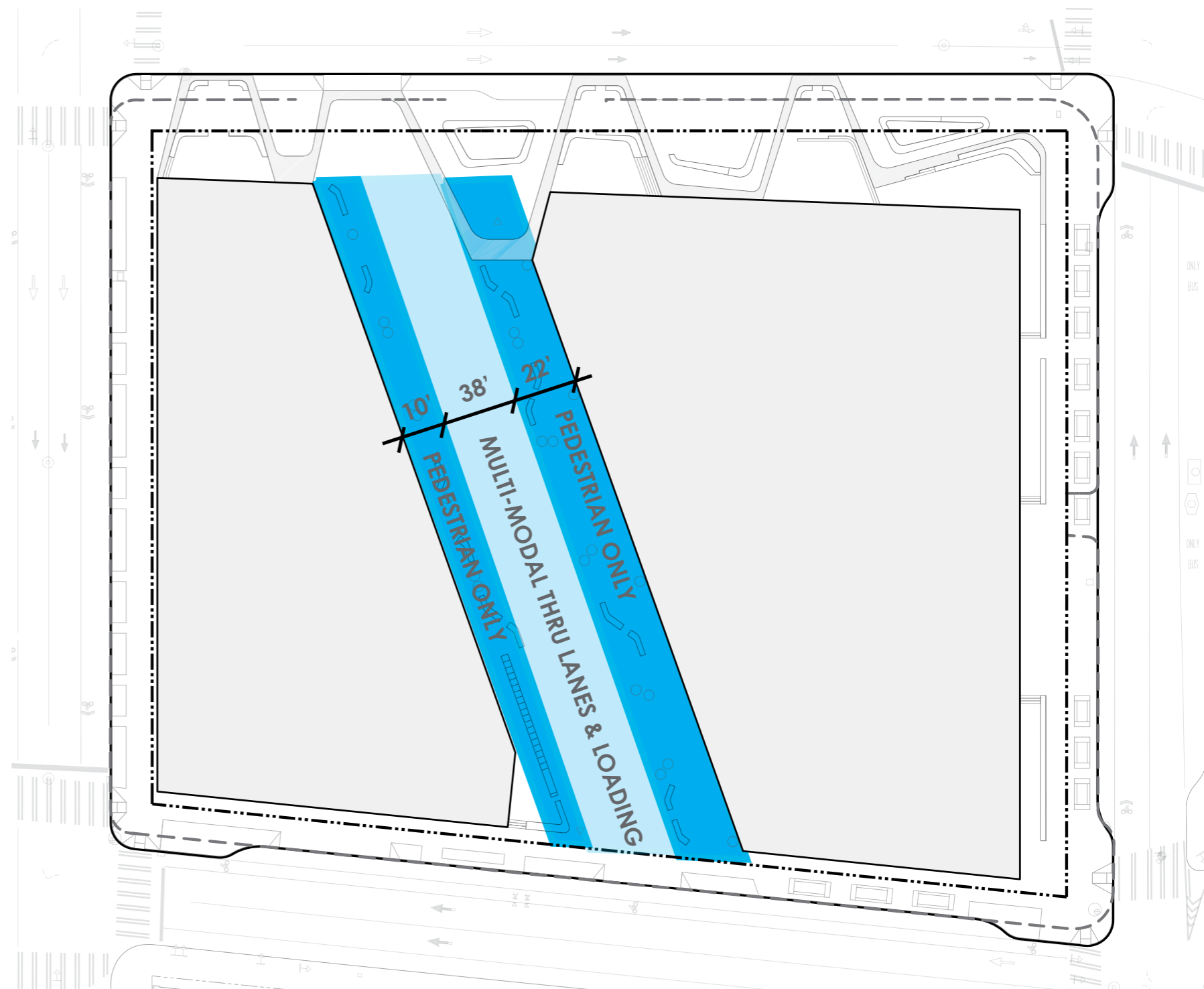
2 THROUGHBLOCK CONNECTION

REQUIRED:

- None

PUBLIC BENEFITS + QTY:

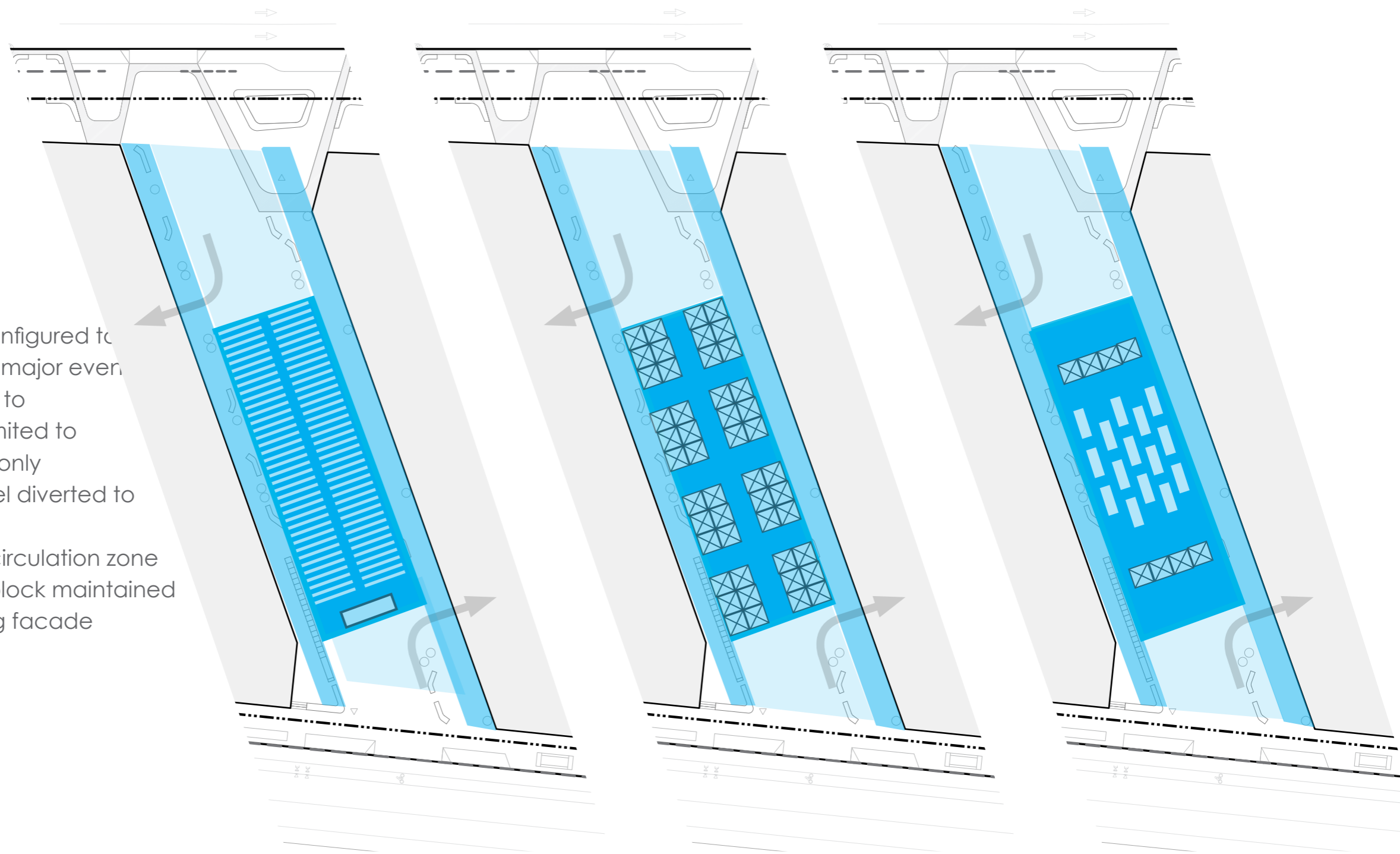
- Covered, barrier-free, 24-hour, secure environment for public access
- Multi-modal corridor for pedestrians, bicycles, and vehicular traffic
- Loading and garage traffic congestion removed from street
- Venue for 12 annual public events
- Commissioned signature interactive light art installation within
- Infrastructure & connections to support event functions (water, power, sewer)
- Covered bikeshare; see 6.
- Wayfinding signage connecting visitors to downtown; see 7.
- Specialty paving with high level of finish
- Benches and seasonal planting



EVENTS

FULL CLOSURE 2 events per year

- Circulation reconfigured to accommodate major event
- Vehicular traffic to throughblock limited to garage access only
- Loading for hotel diverted to street
- 10' pedestrian circulation zone across throughblock maintained at each building facade



Performance scenario

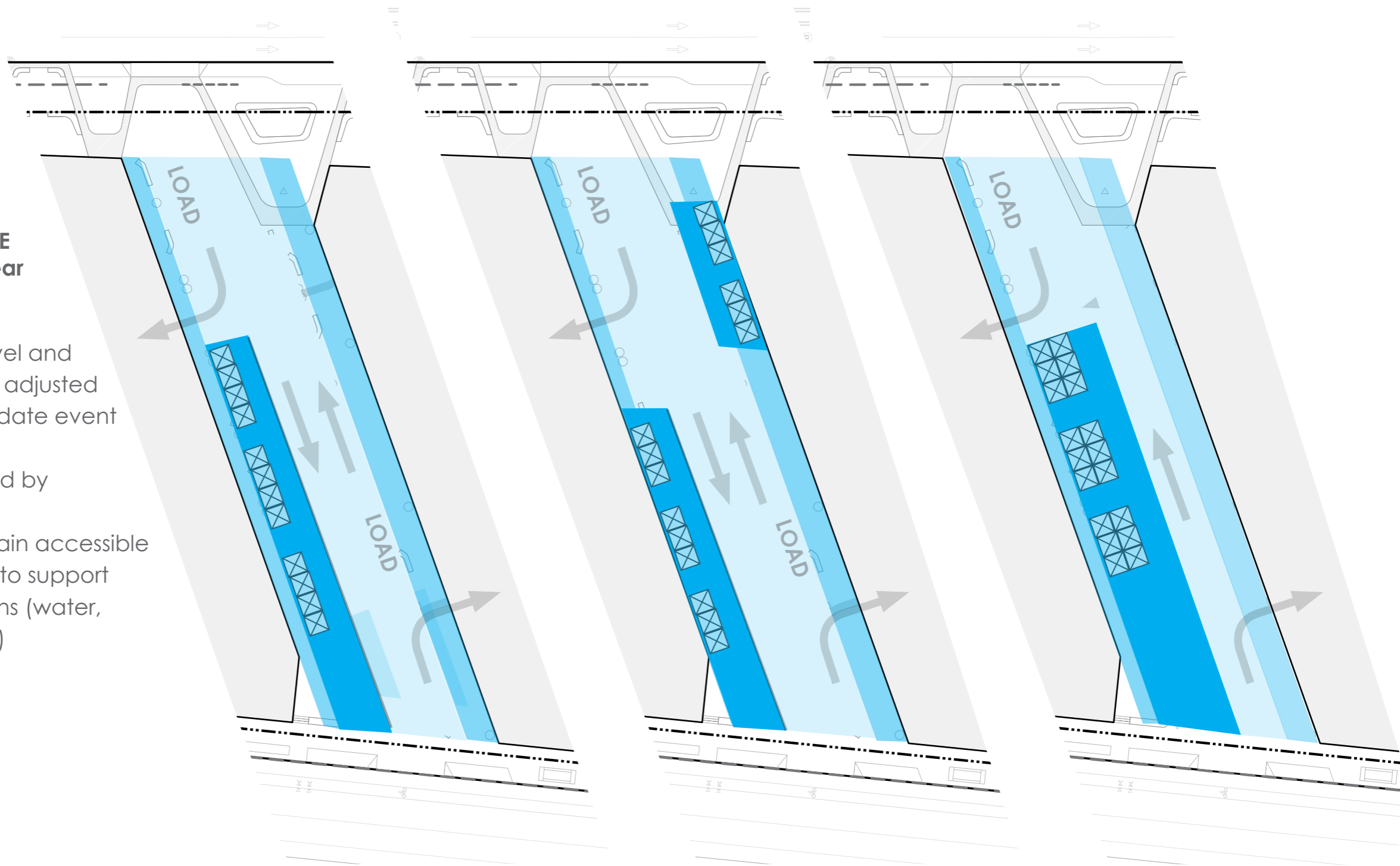
Market scenario

Festival scenario

EVENTS

PARTIAL CLOSURE 10 events per year

- Vehicular travel and loading lanes adjusted to accommodate event zones
- Traffic directed by attendants
- Garages remain accessible
- Infrastructure to support event functions (water, power, sewer)

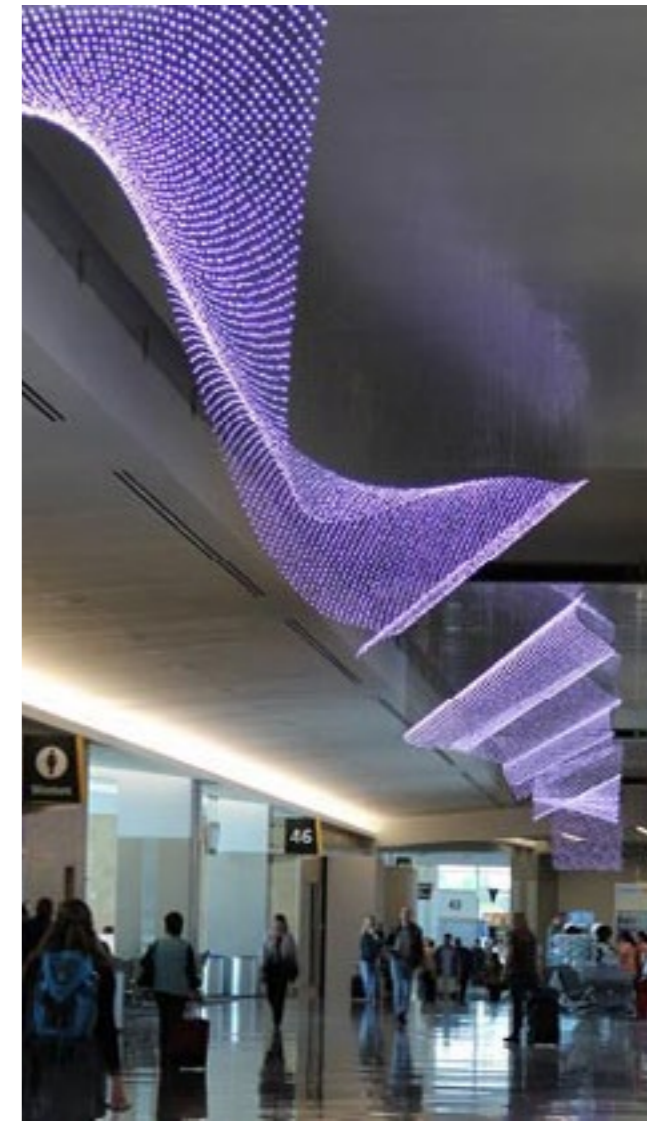
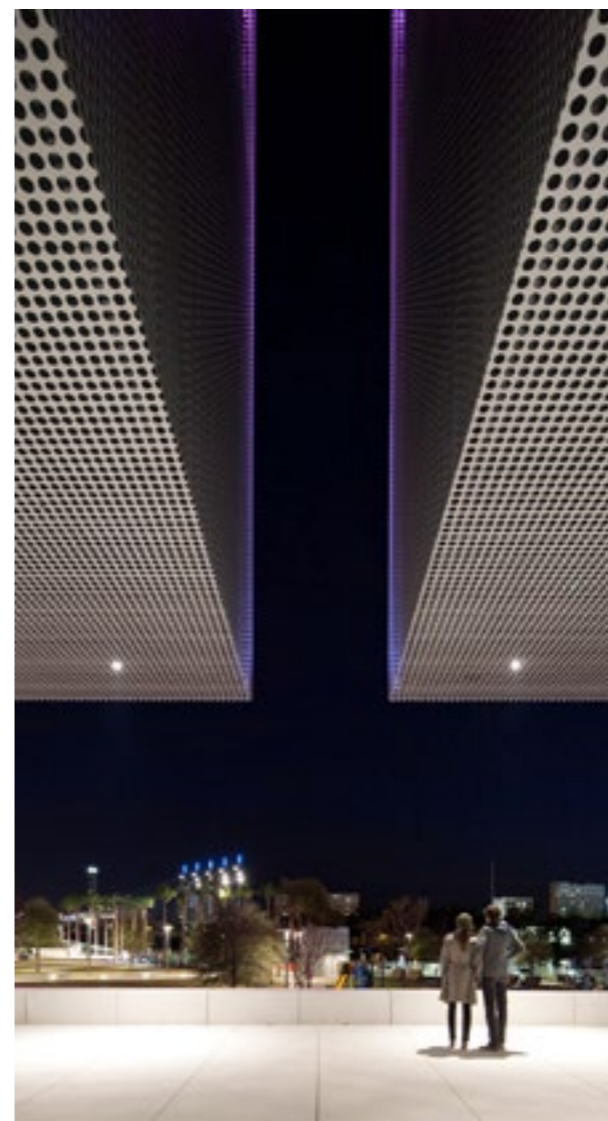


Half-width event
One-way travel/loading

Quarter-width event
Two-way travel, reduced loading

Three-quarter-width closure event
One-way travel shared with loading

THROUGHBLOCK LIGHT ART INSTALLATION



3 VOLUNTARY SETBACKS

REQUIRED:

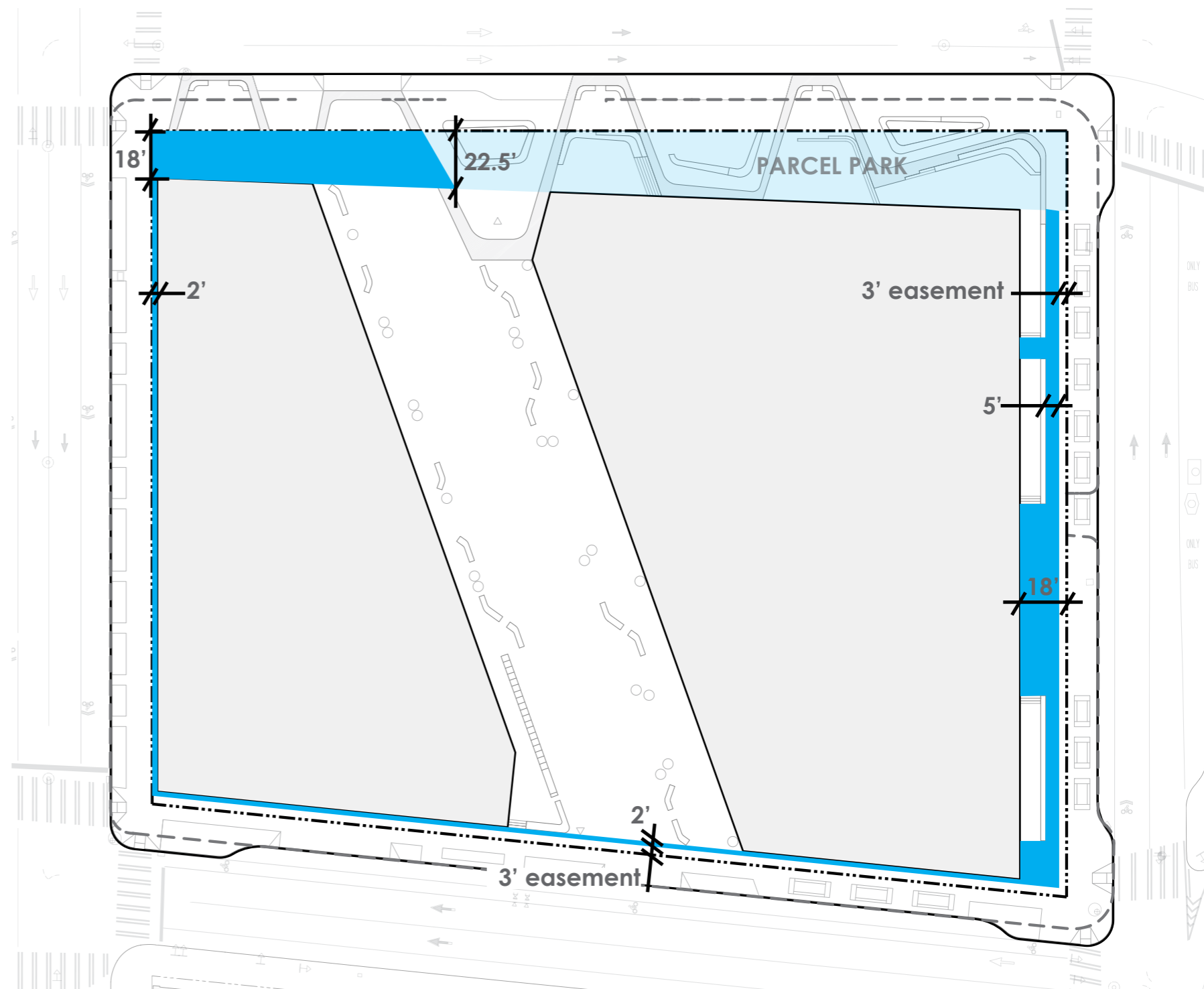
- 3' easement required at Howell Street and 8th Avenue:

1489 SF

PUBLIC BENEFITS + QTY:

- Voluntary setbacks within property line accommodate pedestrian activity as well as streetscape and landscape improvement

5680 SF



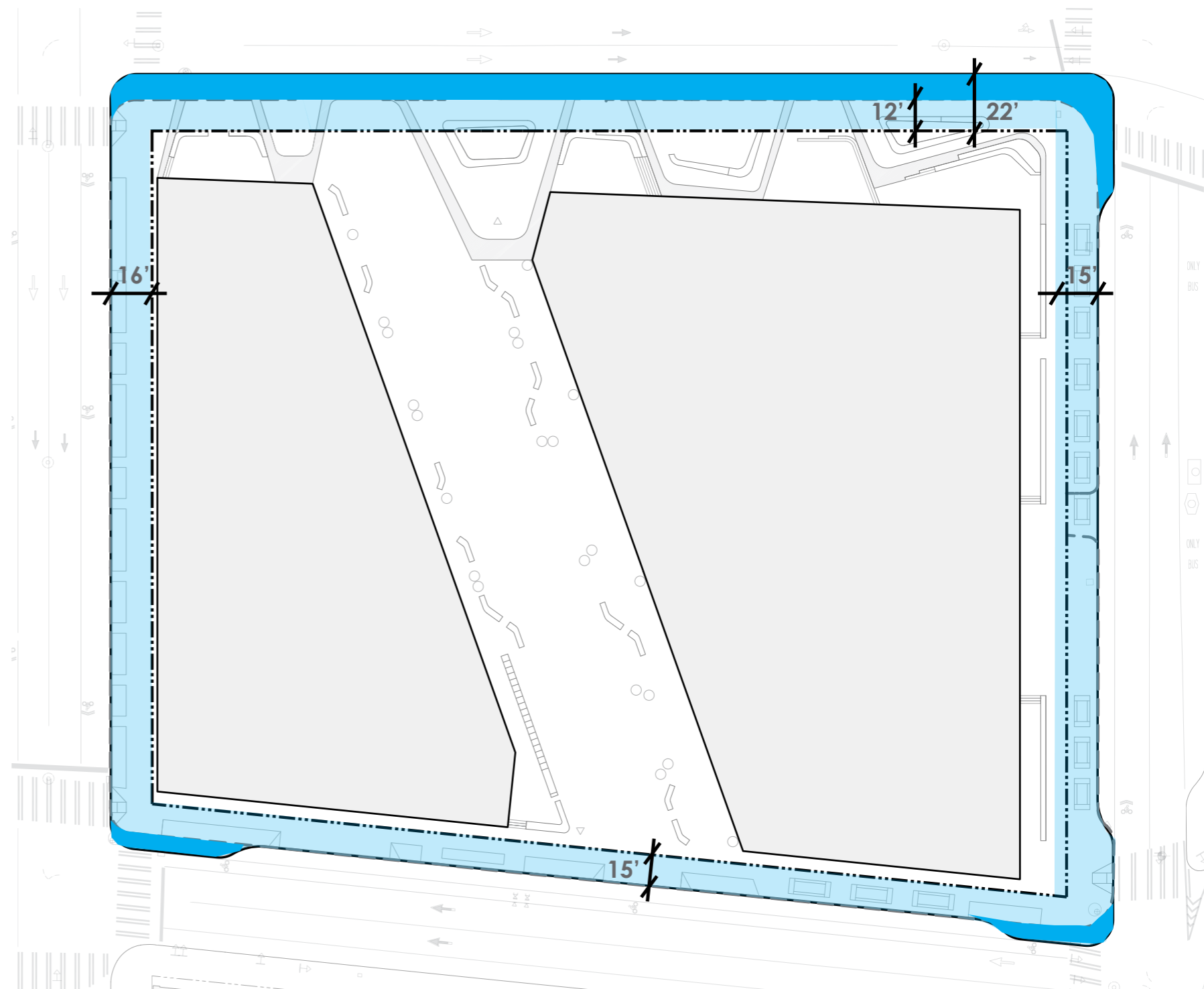
4 ROW IMPROVEMENTS

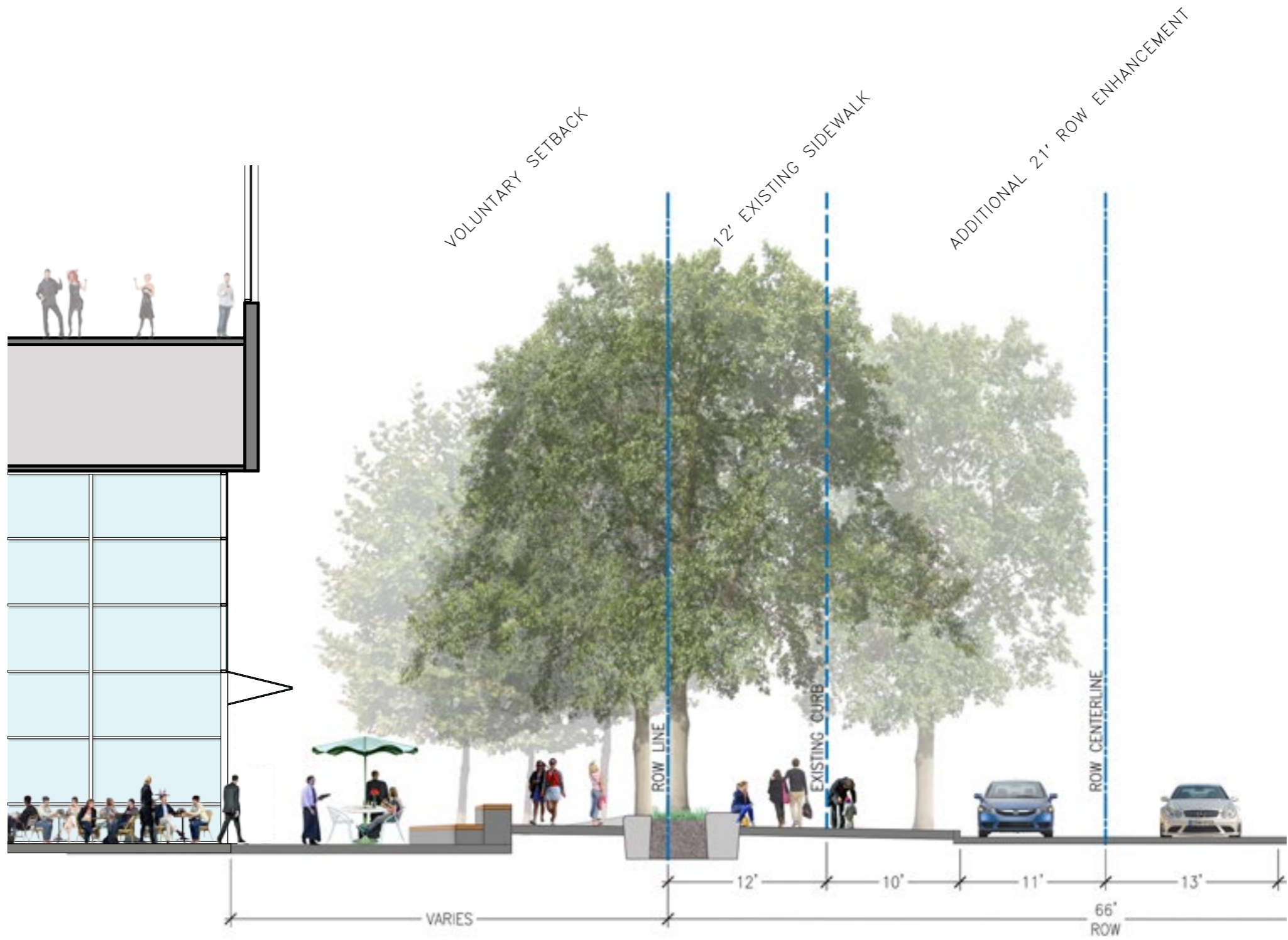
REQUIRED:

- Maintain 15' sidewalk widths per code, improve pedestrian ROW: **18253 SF**

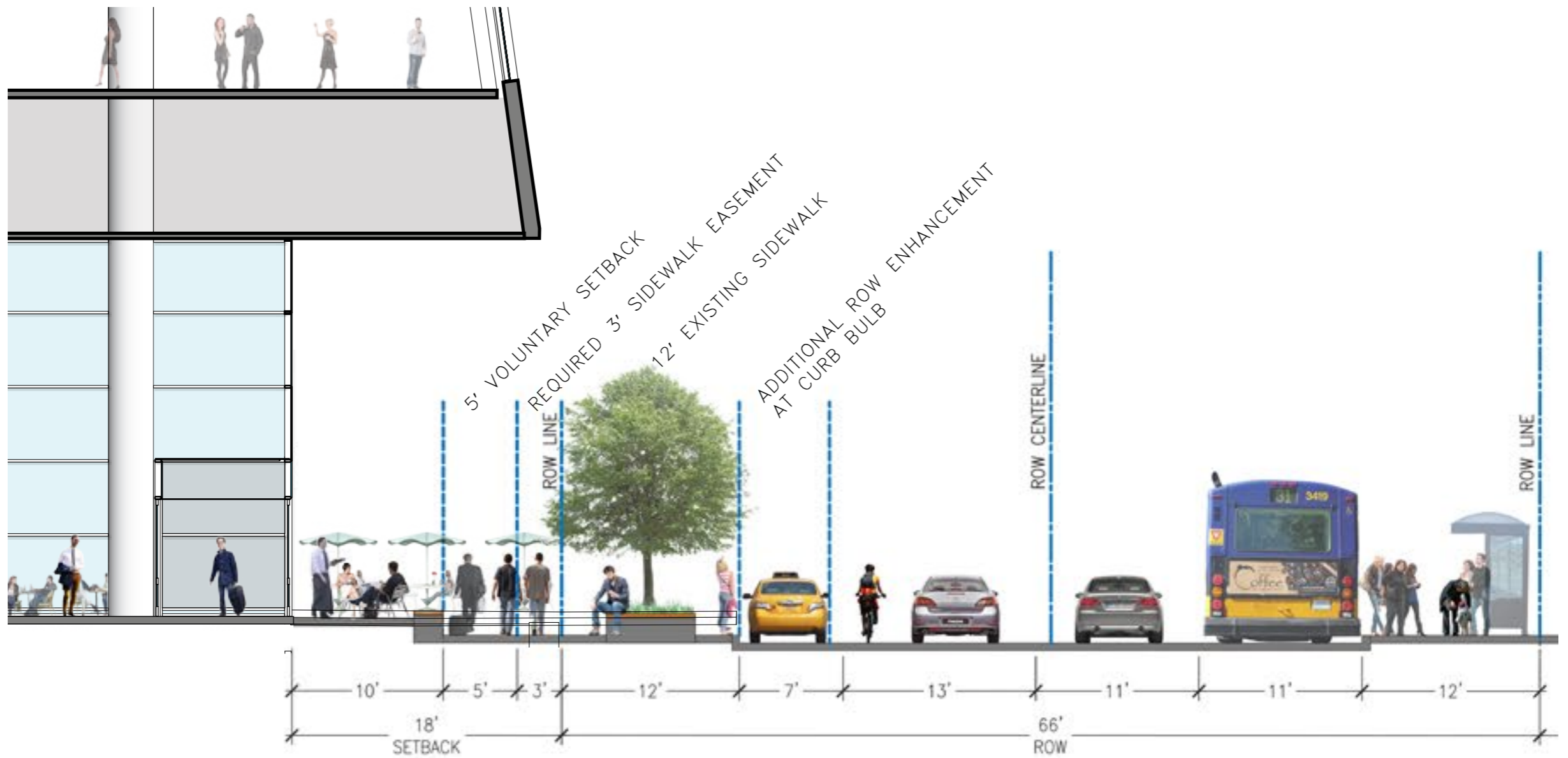
PUBLIC BENEFITS + QTY:

- Increased sidewalk / pedestrian zone via widened sidewalk and curb bulb-outs: **4731 SF**
- Curb bulb-outs at intersections: **4**
- Seating opportunities within ROW: **282 LF**





PROPOSED NINTH AVENUE STREETScape NEAR RESIDENTIAL ENTRY



PROPOSED HOWELL STREET STREETScape



PROPOSED EIGHTH AVENUE STREETScape



PROPOSED STEWART STREET STREETScape

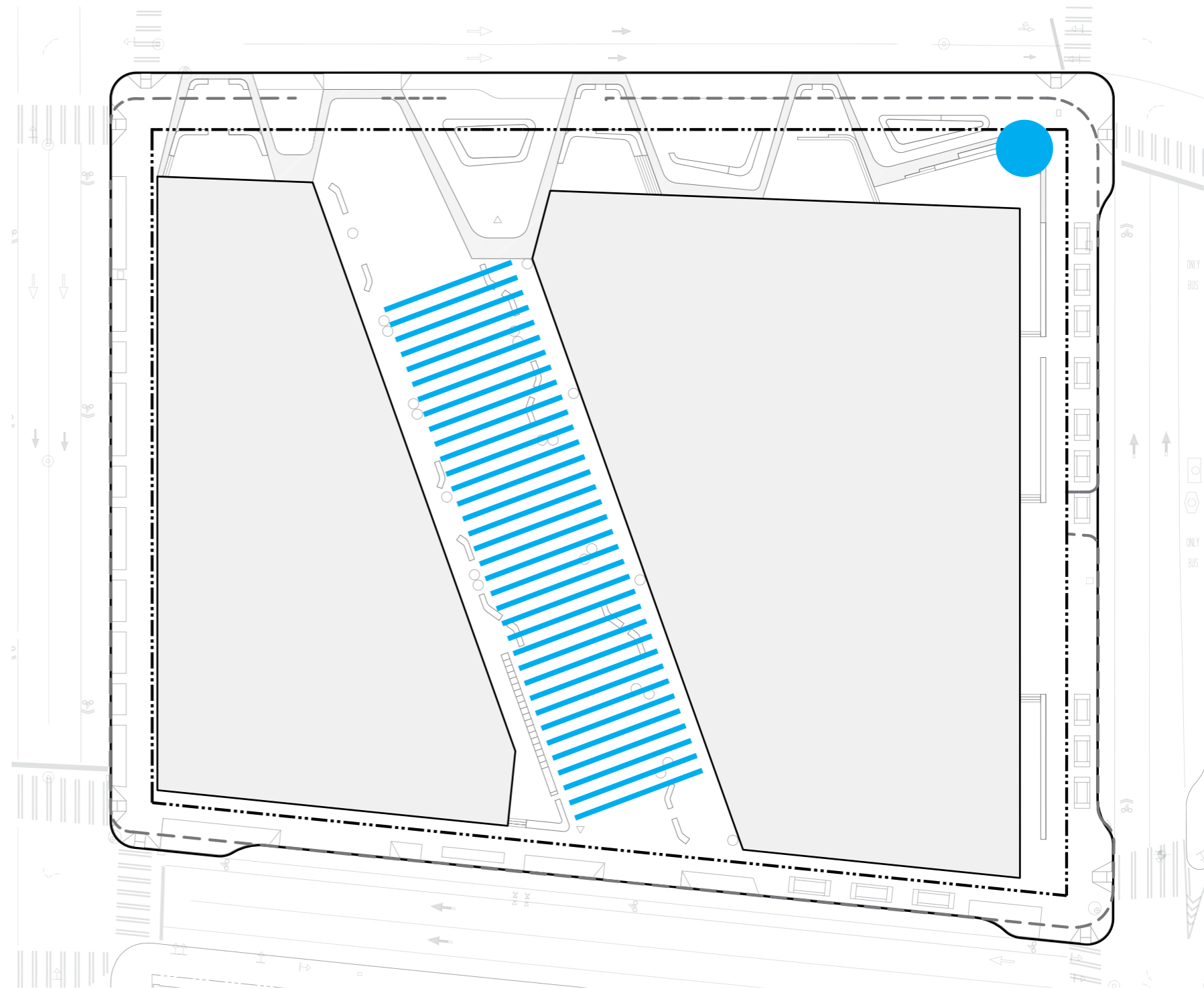
5 PUBLICLY ACCESSIBLE ART

REQUIRED:

- None

PUBLIC BENEFITS + QTY:

- One purchased signature art piece near 9th Avenue and Howell Street at northwest corner of parcel park
- Commissioned art installation throughblock connection
- Integrated artwork and artist-made building parts





Signature art at 9th and Howell



Commissioned light art at throughblock



Integrated art and artist-made building parts

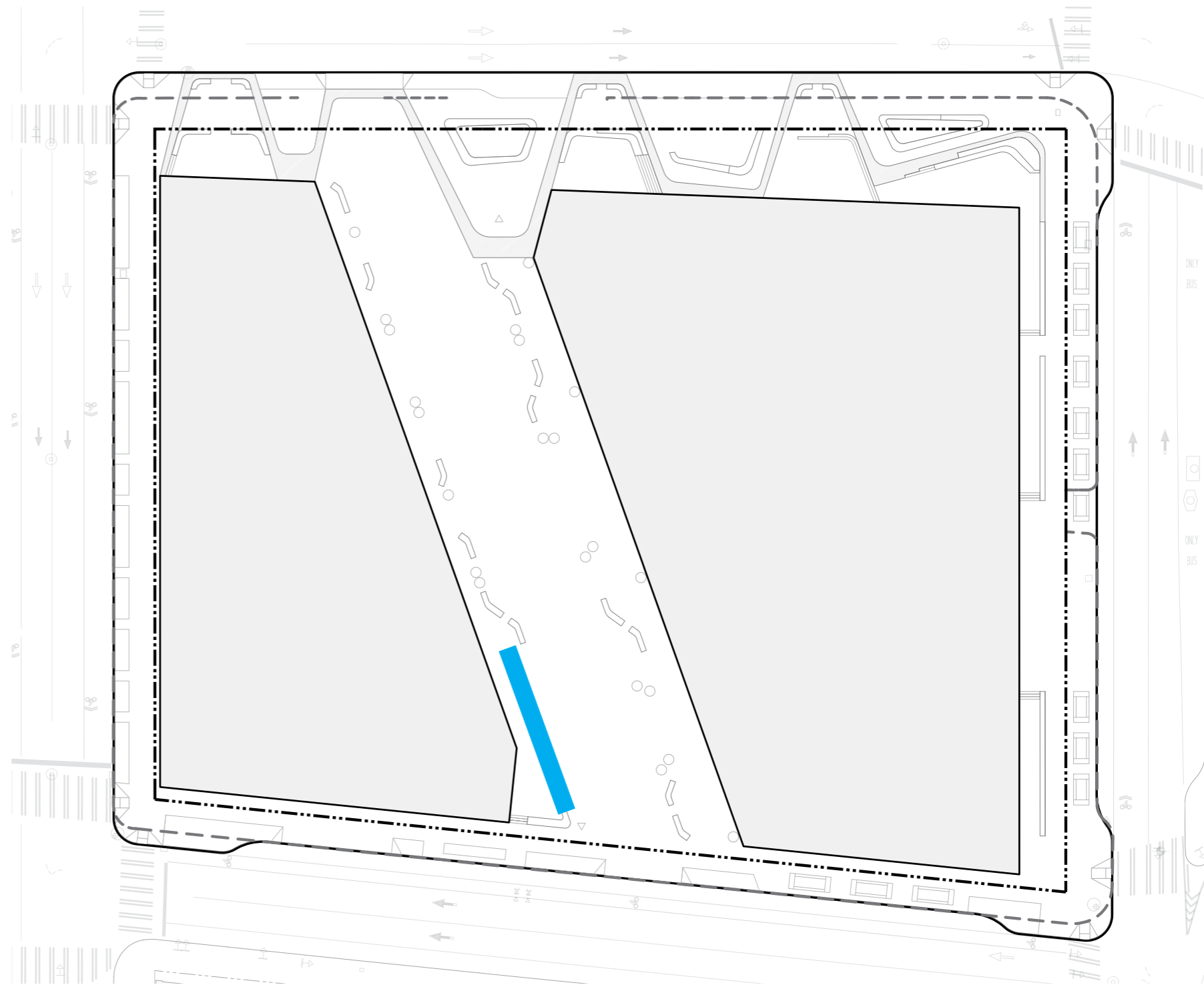
BIKESHARE PROGRAM

REQUIRED:

- None

PUBLIC BENEFITS + QTY:

- 20 bicycles located under cover
- Locate in throughblock connection



Bike share station

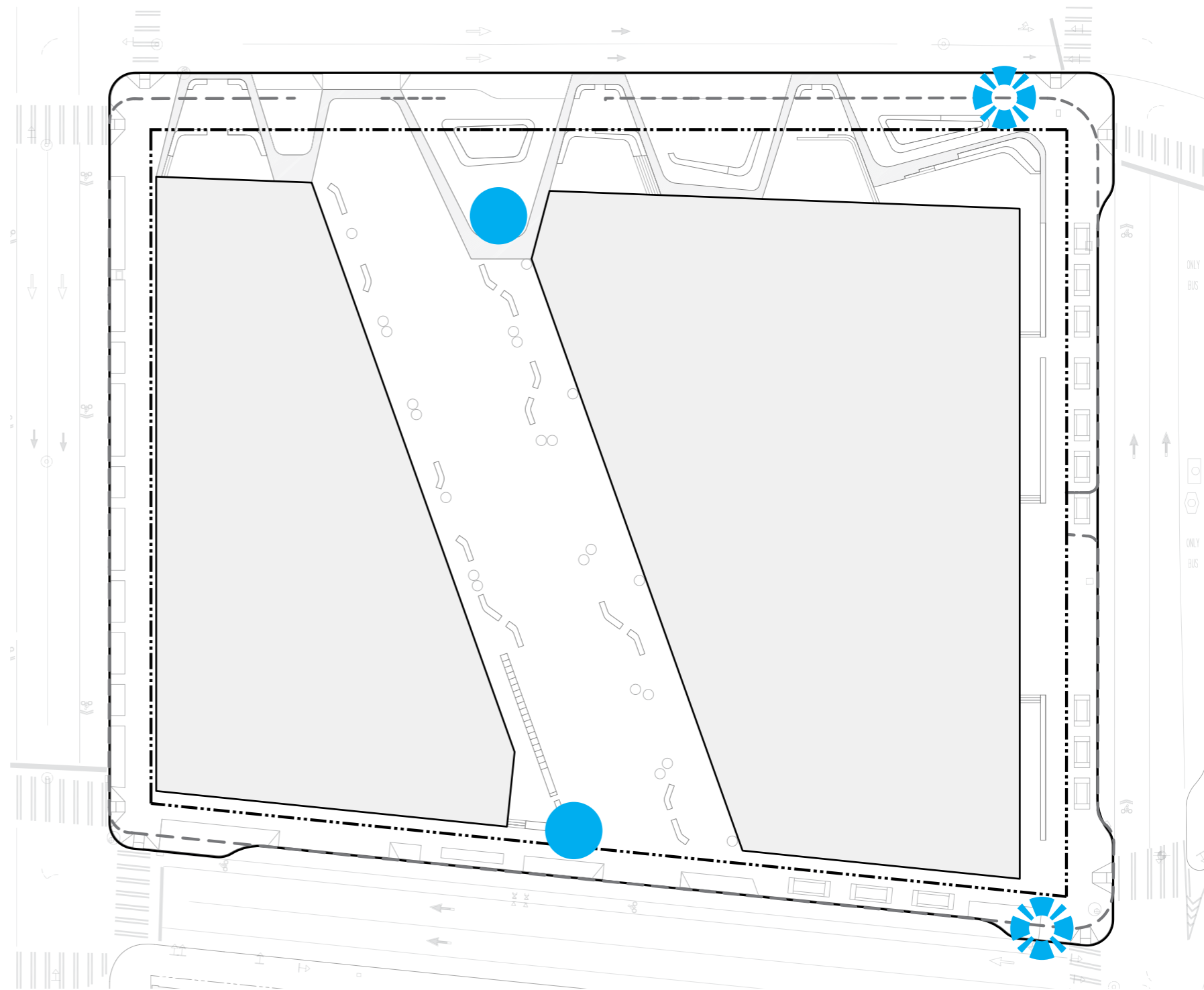
7 WAYFINDING PROGRAM

REQUIRED:

- None

PUBLIC BENEFITS + QTY:

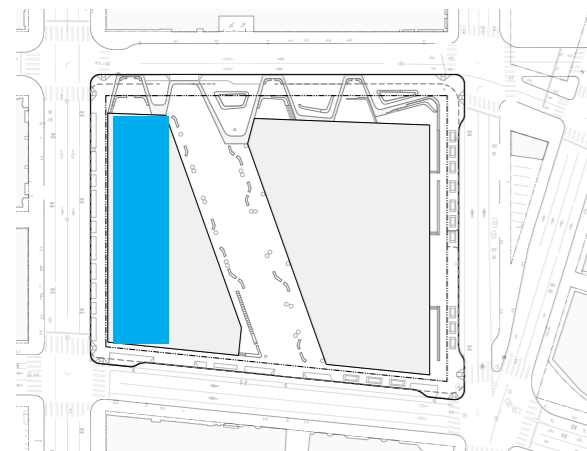
- Wayfinding signage per Seattle Wayfinding Manual design standards
- Two single-panel kiosks located at entrances to throughblock connection
- Two directional signs at Howell Street



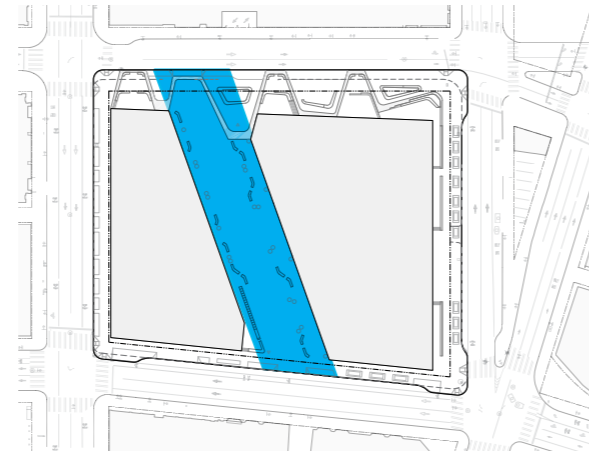
5 PUBLIC BENEFIT SUMMARY

PUBLIC BENEFIT SUMMARY DIAGRAM

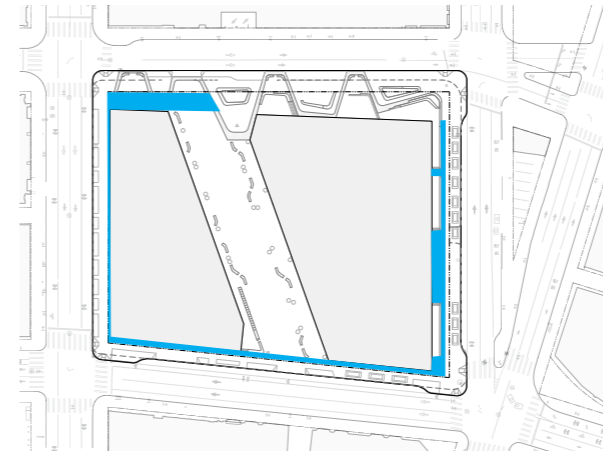
1. On-Site Affordable Housing



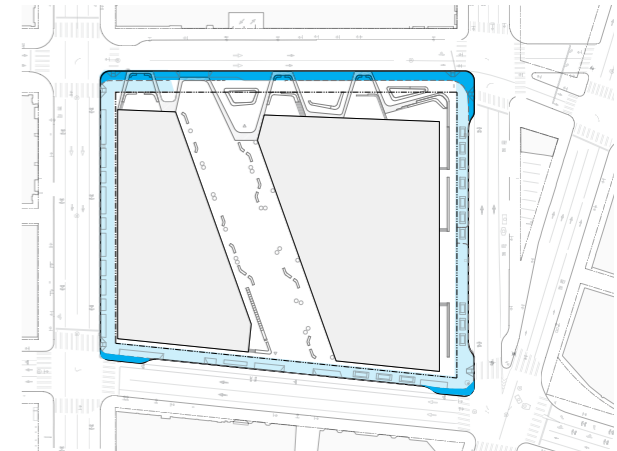
2. Throughblock Connection



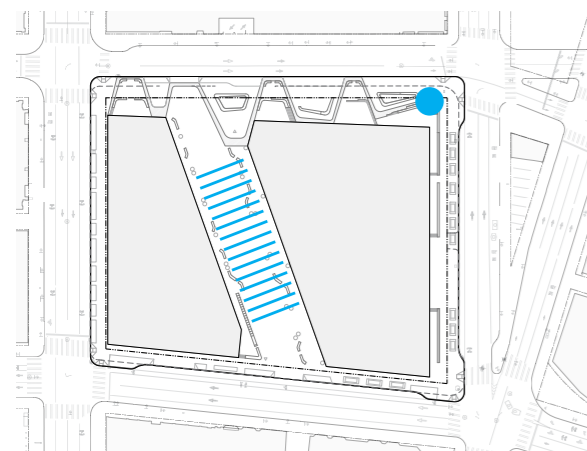
3. Voluntary Setbacks



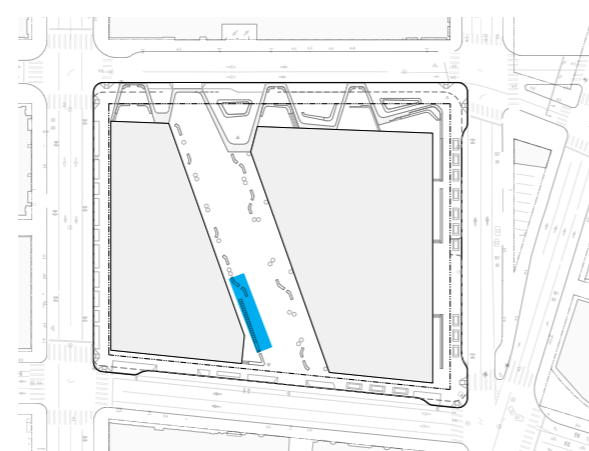
4. ROW Improvements



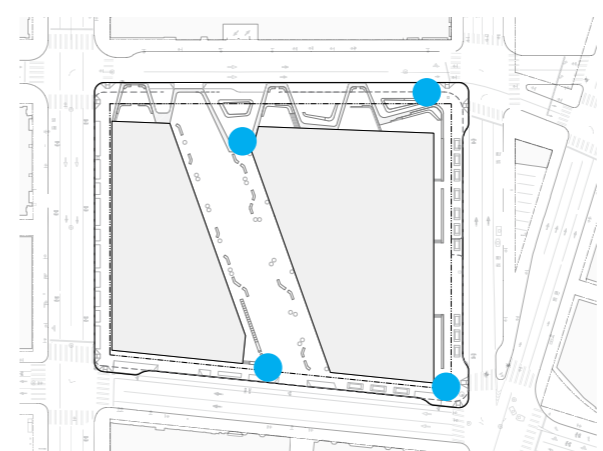
5. Publicly Accessible Art



6. Bikeshare Program



7. Wayfinding Program



PUBLIC BENEFIT SCHEDULE

| <i>PUBLIC BENEFIT</i> | <i>DESCRIPTION</i> | <i>REQUIRED</i> | <i>ADDED BENEFIT</i> |
|---------------------------------------|---|--|----------------------|
| 1 - On-Site Affordable Housing | 152 affordable housing units | NONE | 152 UNITS |
| 2 - Throughblock Connection | Publicly accessible, barrier-free, covered throughblock connection accommodating pedestrian and vehicular traffic | NONE | 19160 SF |
| | Movable benches delineate pedestrian zone, accommodate varying events and traffic configurations | NONE | 144 LF |
| | Movable planters buffer pedestrian zone, varying event and traffic configurations | NONE | 264 SF |
| | Parking garage entries, loading and visitor drop-off separated from street traffic | NONE | ALL |
| | Opportunities for all-weather public events; 12 public events hosted annually | NONE | 12 events |
| 3 - Voluntary Setbacks | Voluntary setbacks within property line allowing for landscape and sidewalk improvements | 3' easements on Howell St & 8th Ave; 1489 SF | 5680 SF |
| 4 - ROW Improvements | Increased sidewalk / pedestrian zone with enhanced landscape planting via widened sidewalk and curb bulb-outs | 15' sidewalk; 18253 SF | 4731 SF |
| | Curb bulb-outs at intersections | NONE | 4 |
| | Seating opportunities within R.O.W. | NONE | 282 LF |
| 5 - Public Art | Signature art piece at corner of 9th Ave and Howell | NONE | 1 |
| | Signature art integrated into throughblock connection | NONE | 1 |
| | Integrated art within ROW (manhole covers, paving inlay, etc.) | NONE | ALL |
| 6 - Bikeshare Program | Bike share station of 20 bicycles | NONE | 20 |
| 7 - Wayfinding Program | Wayfinding & signage per the Center City Wayfinding Plan: | | |
| | •Two information kiosks, located at either end of throughblock | NONE | 2 |
| | •Two directional posts | NONE | 2 |