
FIGURES

9th & STEWART

ALLEY VACATION PETITION: 6.24.13

PROJECT INFORMATION:

Property Address: 807 Stewart Street
Seattle, WA 98101

DPD Project #: 3013951

Owner: Ninth and Stewart, LLC
217 Pine Street, Ste 200
Seattle, WA 98101
206.624.8909

Architect: LMN Architects
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DEVELOPMENT OBJECTIVES

The proposal is to apply for a Master Use Permit for a combined lot development on the block bound by 8th and 9th Avenues, and Stewart and Howell Streets in the Denny Triangle Urban Village. The combined lot development will require an alley vacation.

The mixed-use development will consist of a convention center hotel with approximately 1,550 hotel guest rooms and 150,000 SF of meeting space. In addition, approximately 150 new affordable apartments will promote the livability of our urban core. Ground-related retail and restaurants will activate the streetscape on all sides, significantly enhancing the pedestrian experience within the neighborhood.

Our objectives are to design a meaningful contribution to the significant urban forms in Seattle's Central Business District (CBD), to integrate with and enrich the adjacent districts, and to create an efficient, functional design and rich user experience for the following program elements:

- 1,550 hotel rooms
- 150,000 SF of meeting room space
- 150 affordable housing units
- ground-related retail and restaurants
- 6-levels of parking in a below-grade garage for approximately 700 cars
- 12 loading bays of below-grade truck service

PROJECT INFORMATION

ADDRESS:

Parcel a: 1800 8th Avenue

Parcel b: 808 Howell Street

Parcel c: 1816 8th Avenue

Parcel d: 807 Stewart street

Parcel e: 807 Stewart street

SITE AREA: 92,011 square feet or 2.1123 acres

TAX ACCOUNT:

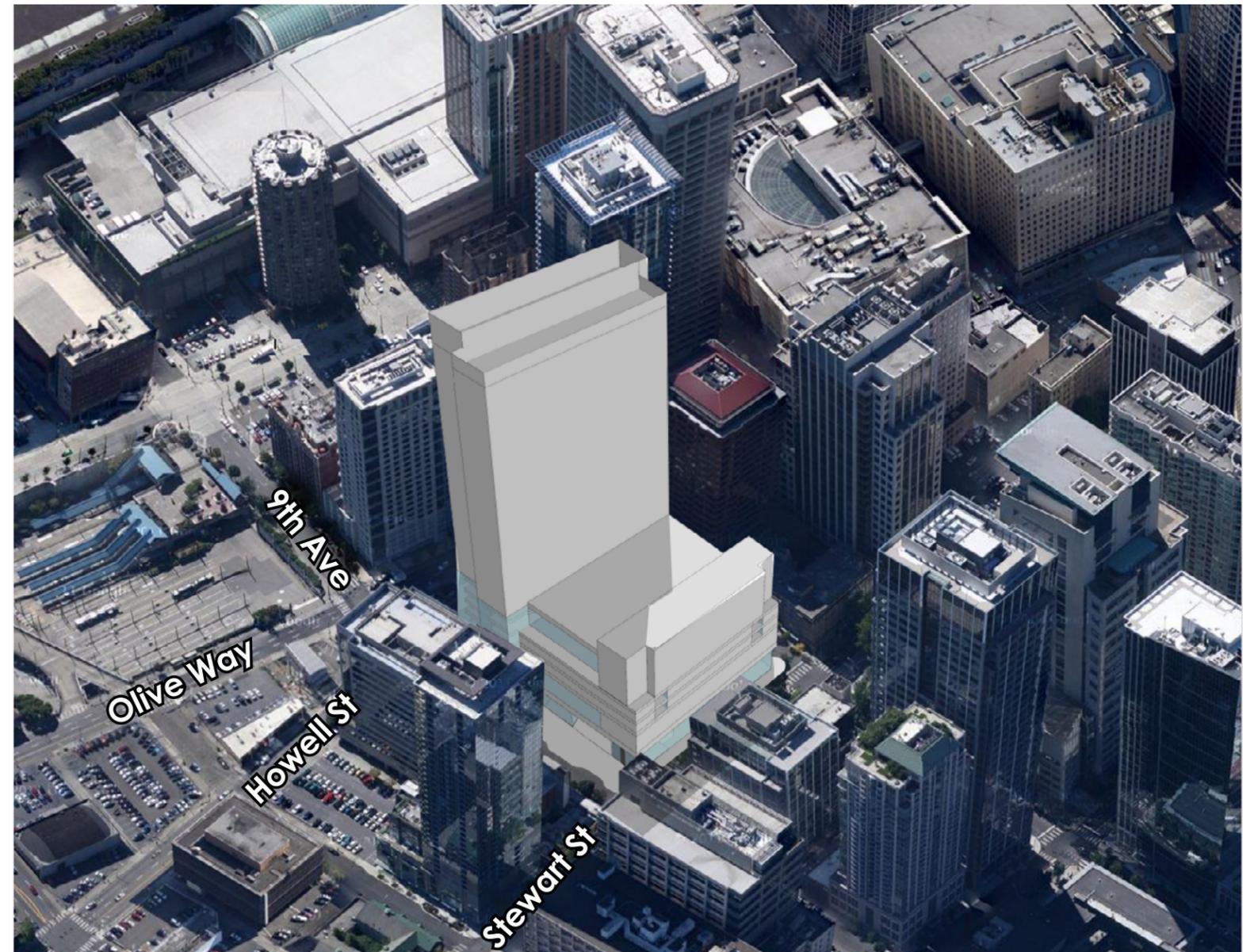
Parcel a: 066000-0705-09

Parcel b: 066000-0708-06

Parcel c: 066000-0725-05

Parcel d: 066000-0735-03

Parcel e: 066000-0740-06



SITE SURVEY DATA

The 9th and Stewart site is currently divided into 5 parcels, all of a single ownership (R.C. Hedreen Co.). There are four existing structures on the site with uses as described below. All structures will be demolished for construction of the new building. The "L" shaped alley is 16' wide with curb cut connections to Howell Street and 9th Avenue. The parcel subdivision is as follows:

Parcel A: Lot 1-2
1800 8th Ave, 4-story masonry building with retail on ground floor (Subway Sandwich Shop, Howell St Bagel Shop, Barber Shop, Pita Express) and Bonair Apartments on the upper 3 floors.

Parcel B: Lot 1-2
808 Howell Street, 7-story concrete building housing Watermark Credit Union on the ground floor and rentable office space on all upper floors.

Parcel C: Lot 3
1816 8th Ave, 2-story masonry building with O8 Childrens retail store on ground floor and rentable space above.

Parcel D : Lot 4
Surface parking lot.

Parcel E: Lot 5 - 12
807 Stewart St, 3-story masonry building having Pho Bac restaurant, Western Union and Greyhound Bus Terminal at ground level and support facilities above. The site also has a paid parking facility on lot 9 -12.

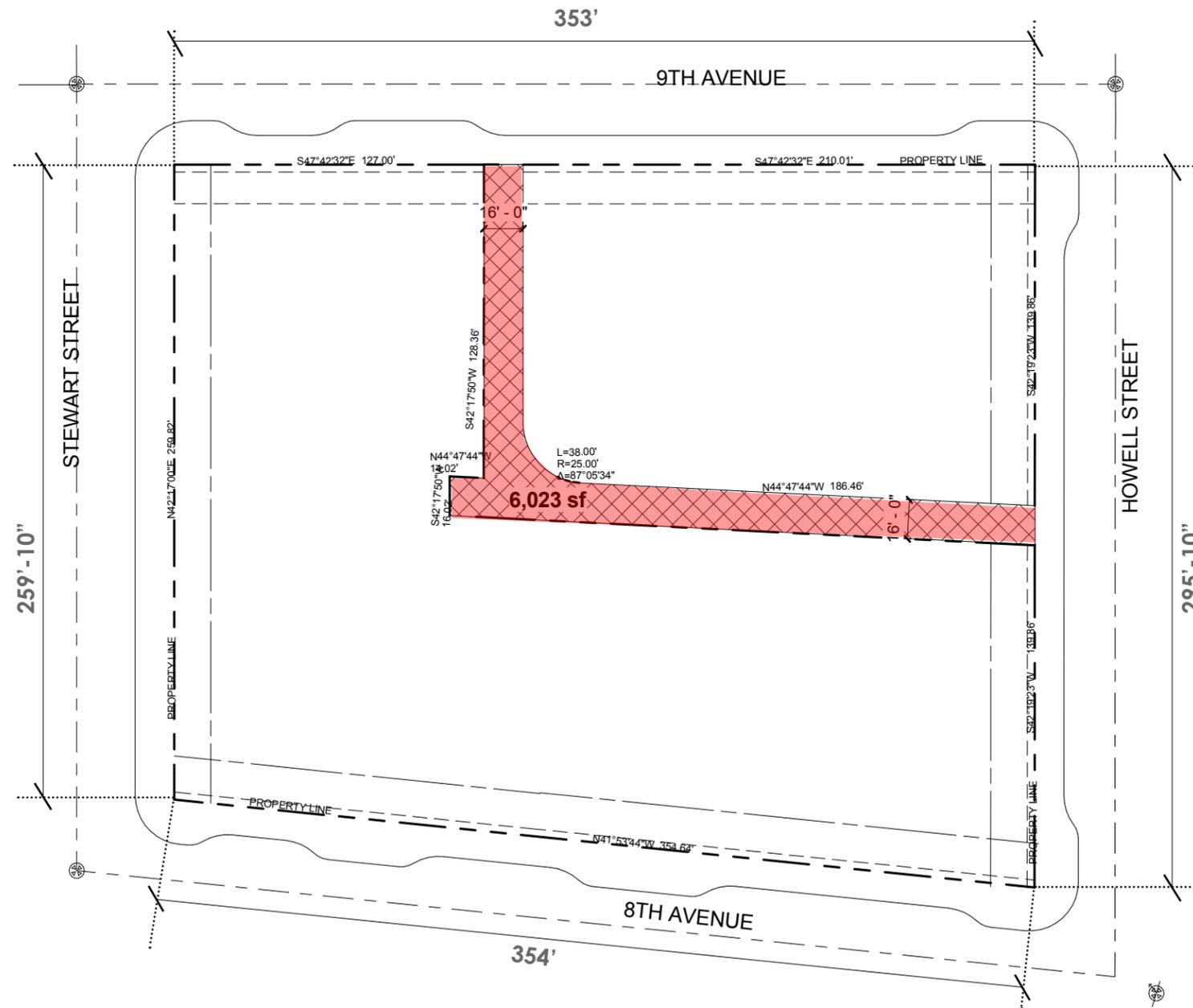


PROJECT SITE: 807 Stewart Street



ALLEY MAP

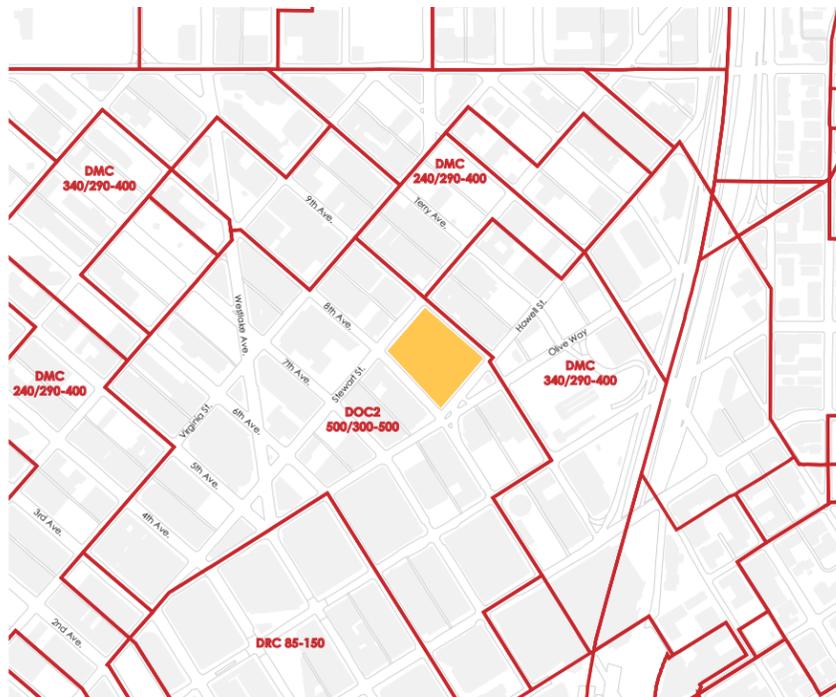
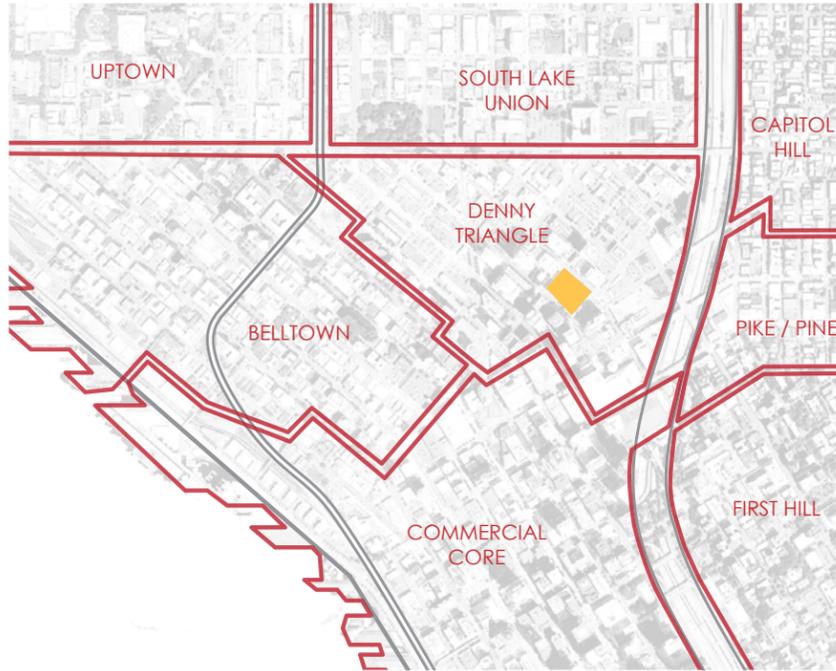
The site is bordered by (4) one-way streets with approximately 22' of slope from the low point at the northwest corner to the high point at the southeast corner.



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



ZONING SUMMARY



Site Address:
807 Stewart St.
Seattle WA, 98101

Zone:
DOC2 500 / 300-500

**23.49.008
Structure Height Limit**
500 ft for non-residential use
300 ft

**23.49.009
Street Level Use:**
Street level uses are not required except along 8th Avenue and Stewart Street (Map 1G).

**23.49.011
Floor Area Ratio (FAR):**
Base 5
Maximum 14
The following is exempt from FAR:

- Street-level uses, including retail
- Areas below grade
- Space for amenity public benefit features
- Residential Use
- There is an allowance of 3.5% of gross floor area for mechanical equipment after deducting exemptions.

**23.49.019
Automobile and Bicycle Parking Requirements:**
No Parking is required in urban centers. Retail use requires 1 off-street bike space per 5,000 SF, after the first 50 spaces use 1/2 the ration above.
Maximum parking is 1 per 1000 GSF.

**23.49.042
Permitted Uses:**
Retail, Hotel, Residential and Office are permitted uses.

**23.49.056
Minimum Facade Height**
35' on Stewart and 8th Ave. along property line.
25' on Howell and 9th Ave. along property line.
No property line façade required.

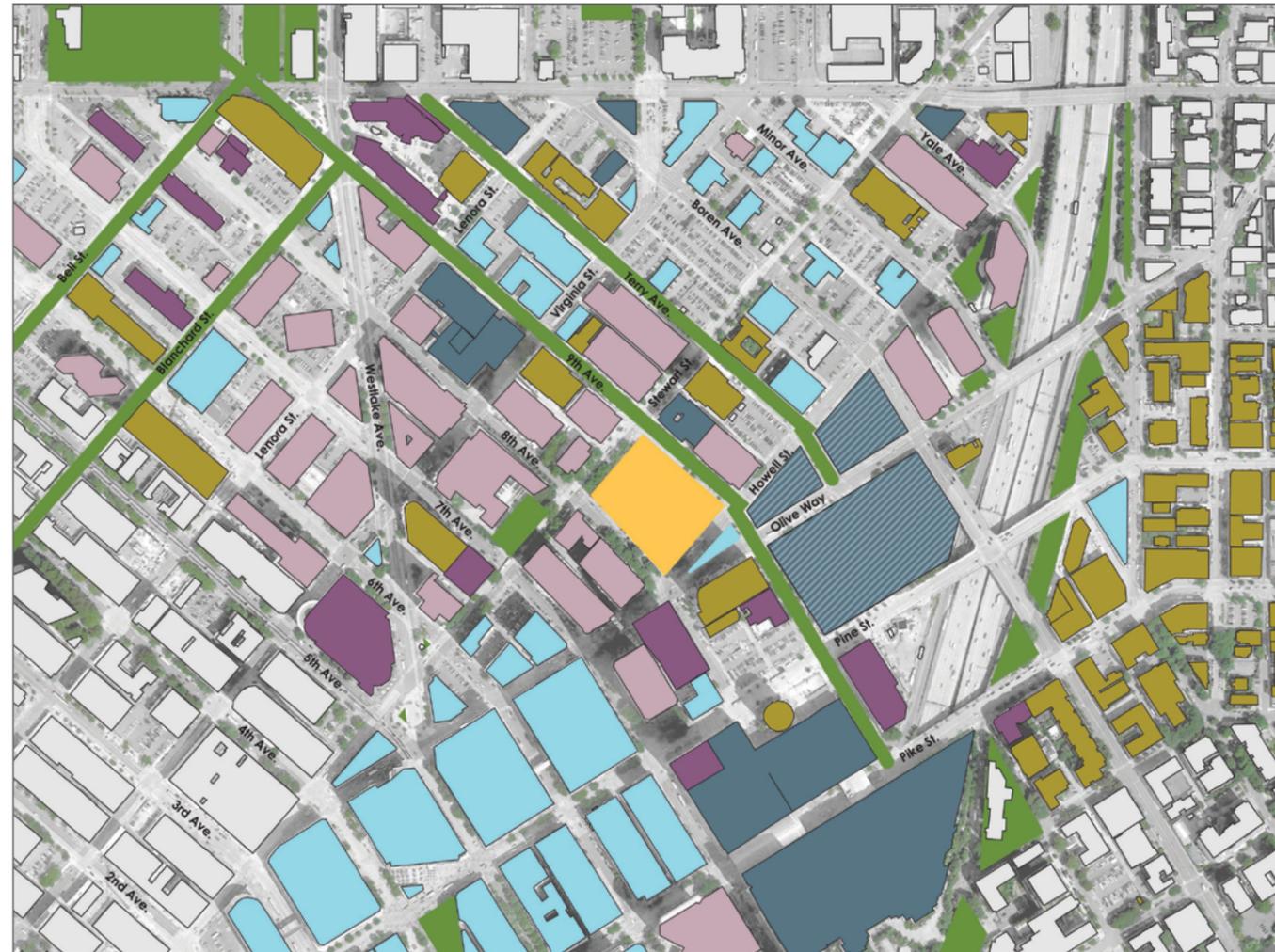
Facade Transparency Requirements:

1. On Stewart St., 8th Ave and 9th Ave., a minimum of 60% of the street-level, street-facing façade shall be transparent.
2. On Howell St., a minimum of 30% of the street-level, street-facing façade shall be transparent.

Blank Facade Limits

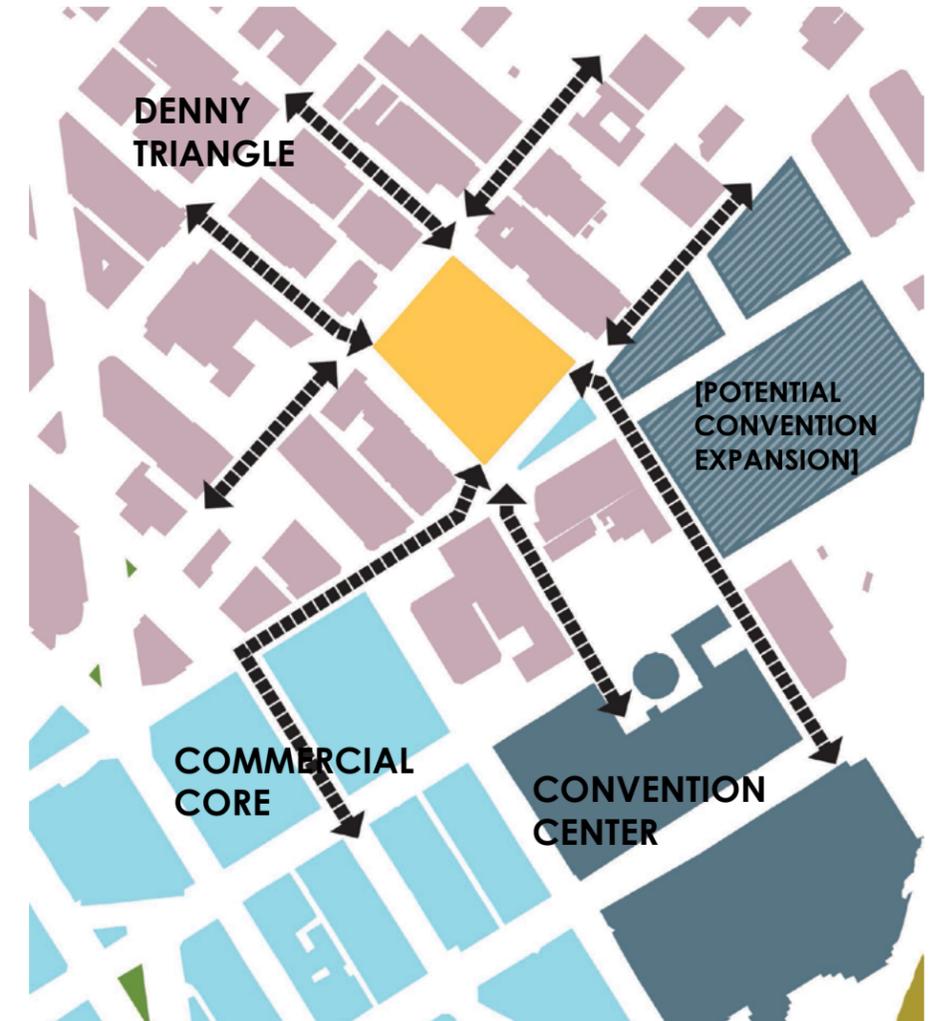
1. On Stewart St., 8th Ave, and 9th Ave., blank façades are limited to 15', except for garage doors, and the total width of all blank façades, including garage doors may not exceed 40%
2. On Howell St. blank façades are limited 30', except for garage doors, and the total width of all blank façades, including garage doors may not exceed 70%.

LANDUSE PLAN



SURROUNDING USES AND PROGRAMMING

- ◆ Site
- Park
- Office
- Residential
- Hospitality
- Commercial
- Civic
- Other

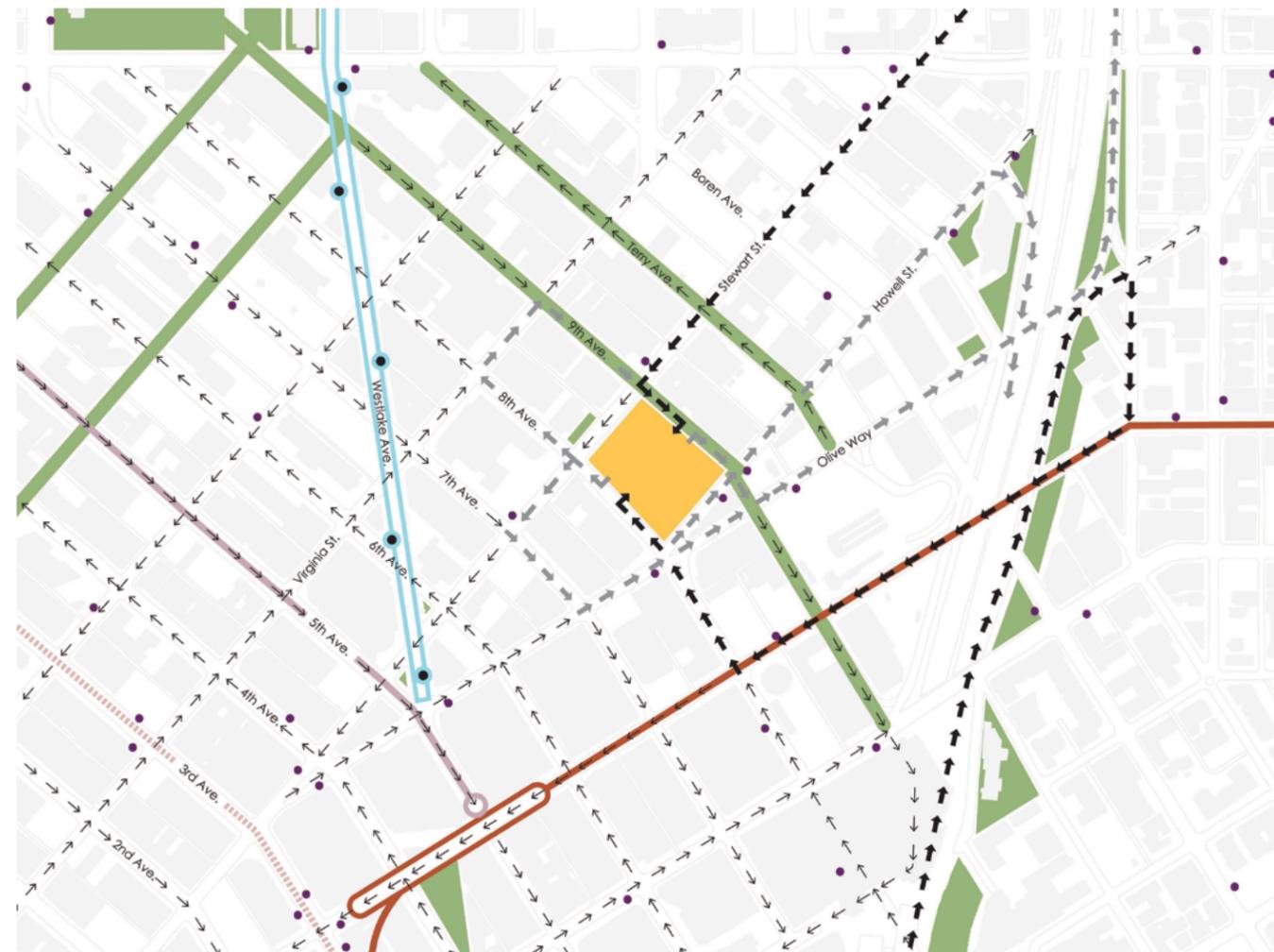


MIXED-USE, COMMERCIAL AND CONVENTION PROGRAMS

The project site is uniquely positioned at the intersection of the city's primary commercial, convention and mixed-use neighborhoods. The proposed program seeks to merge these uses into a significant urban and architectural collage.

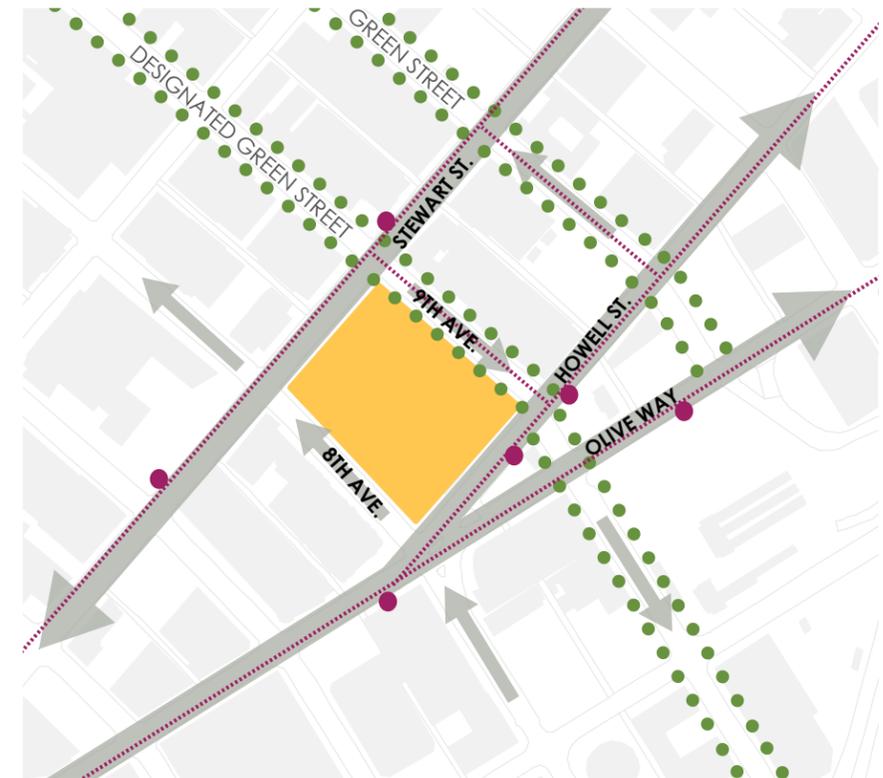
STREET NETWORK AND TRAFFIC FLOW

Access, Green and Vehicular Street Classifications



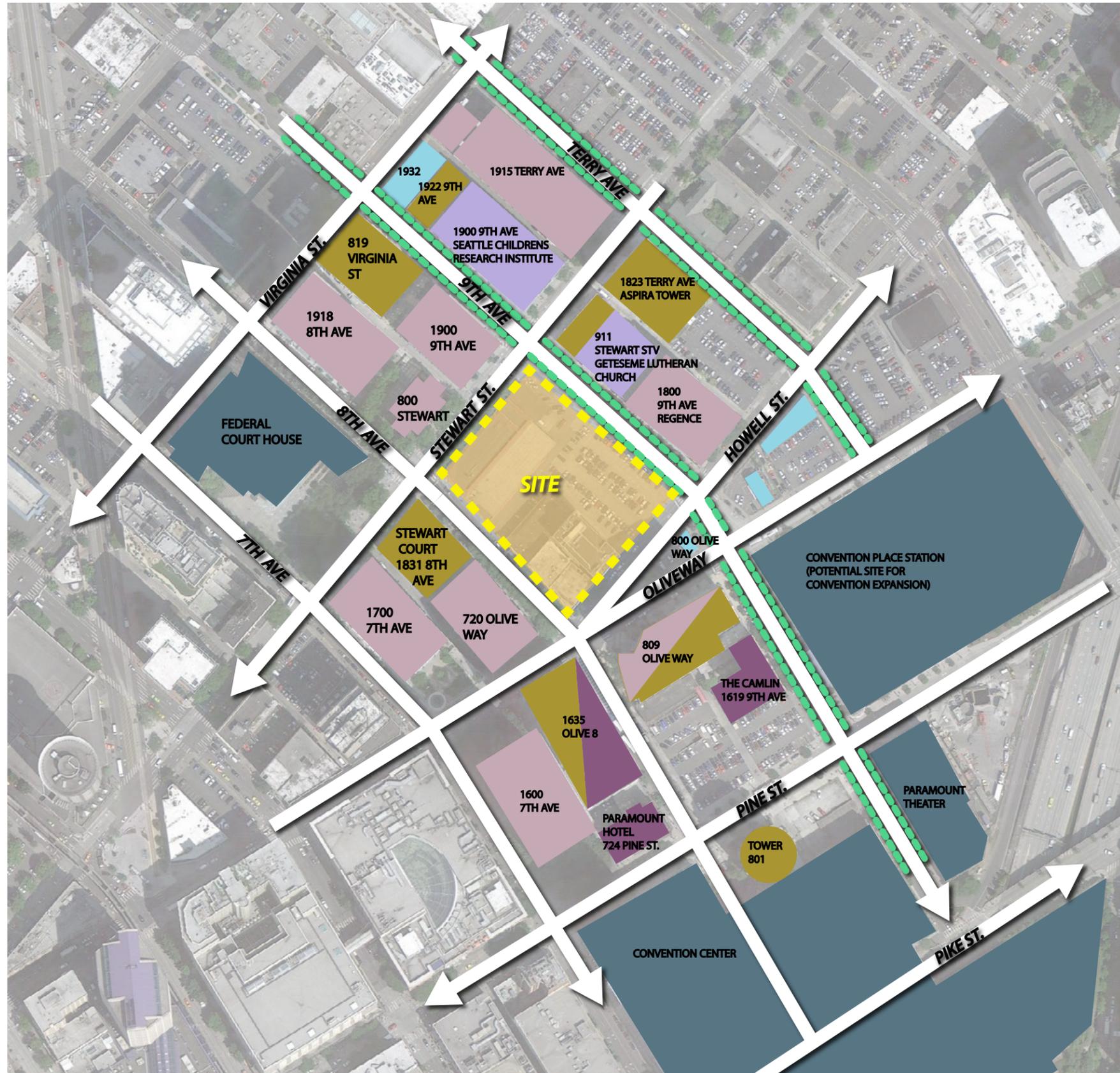
TRANSPORTATION FLOWS, SITE ACCESS, OPEN SPACE AND GREEN STREETS

- ◆ Site
- ➔ Access from I-5
- ➔ Access to I-5
- Street Direction
- Light Rail
- Streetcar
- Monorail
- Restricted Bus Street
- Bus Stop
- - - Bus Routes
- Green Street / Open Space



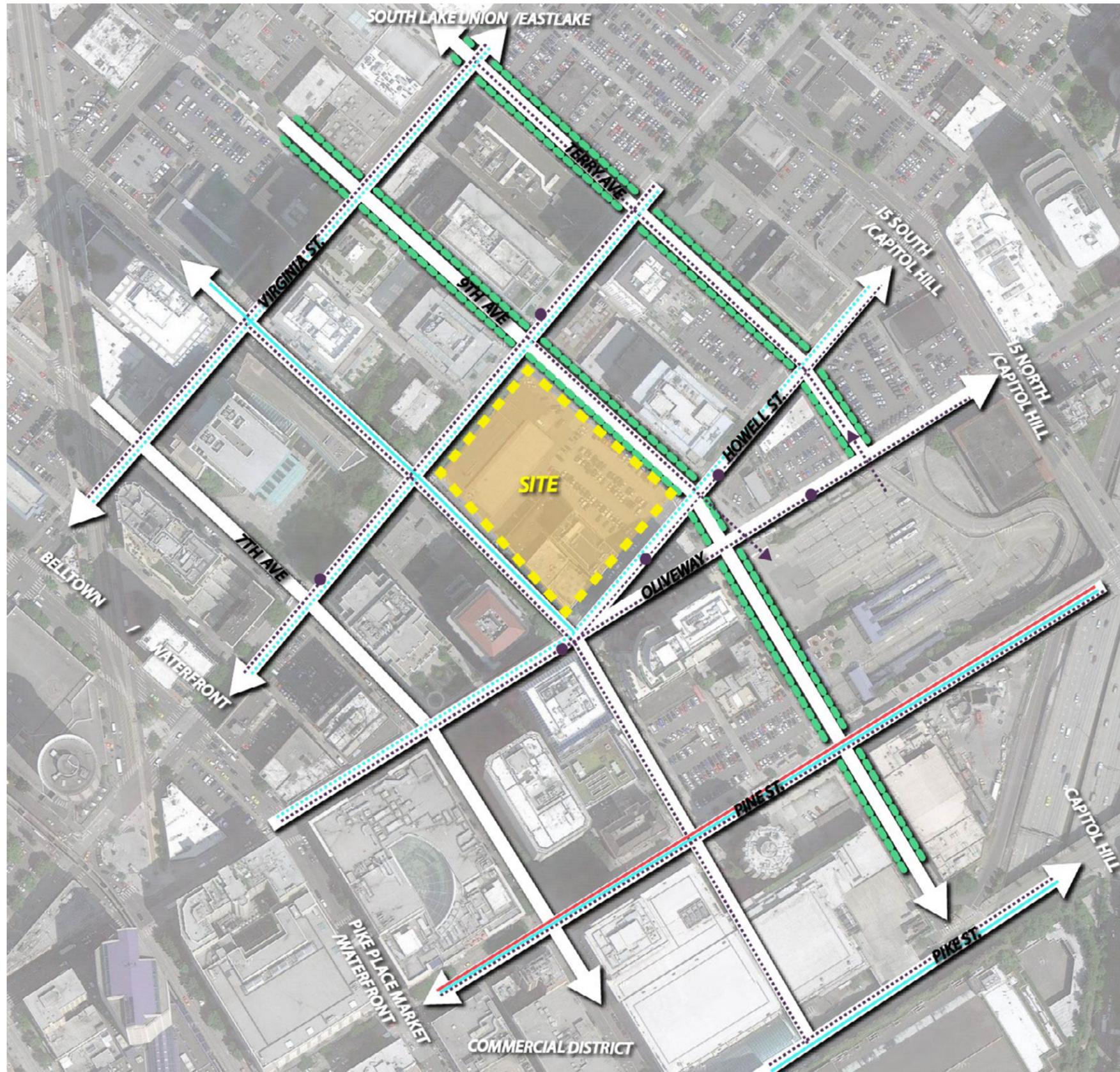
	OLIVE WAY	HOWELL STREET	STEWART STREET	8TH AVENUE	9TH AVENUE
ROADWAY CLASSIFICATIONS					
PRINCIPAL ARTERIAL	●	●	●		
MINOR ARTERIAL				●	●
PRINCIPAL TRANSIT	●	●	●		
MAJOR TRANSIT				●	
MINOR TRANSIT					●
GREEN STREET					●

9-BLOCK LAND USE ANALYSIS



- OFFICE
- RESIDENTIAL
- HOSPITALITY
- COMMERCIAL
- CIVIC
- OTHER
- INSTITUTIONAL

- GREEN STREET
- TRAFFIC FLOW



9-BLOCK ACCESS AND FRONTAGE ANALYSIS

The site is bound by a series of one-way streets. 9th Ave runs on the east side of the site requiring 60% of the street-level facade to be transparent. It runs north to south including a transit route. Also being a green street, it presents a prime opportunity for the proposal to engage and enhance the city's growing Green Street network. This particular corridor serves as a critical link between the commercial core and the mixed-use neighborhoods to the north.

8th Ave requires 60% of the street-level facade to be transparent. It runs south to north with a dedicated bike lane.

To the south of the site are Howell Street and Olive Way. They run west to east with a minimum requirement of 30% of the street-level facade to be transparent. They are also major exits onto I-5 and Capitol Hill from Downtown. They are transit routes with bus stops on the triangular traffic island between these streets. The corner of 8th Ave. and Olive Way and the Northeast corner of Howell St. and 9th Ave. have Sharrows for bikes.

Stewart is on the north side of the site running east to west requiring a minimum of 60% of the street-level facade to be transparent. It is a major entry street from I-5 and has transit routes with bus stops on the northeast corner of Stewart St. and 9th Ave. It also has Sharrows.

-  LIGHTRAIL
-  BUS ROUTE
-  SHARROW
-  BIKE LANE
-  GREEN STREET
-  TRAFFIC FLOW

EXISTING STREETScape & OPEN SPACE

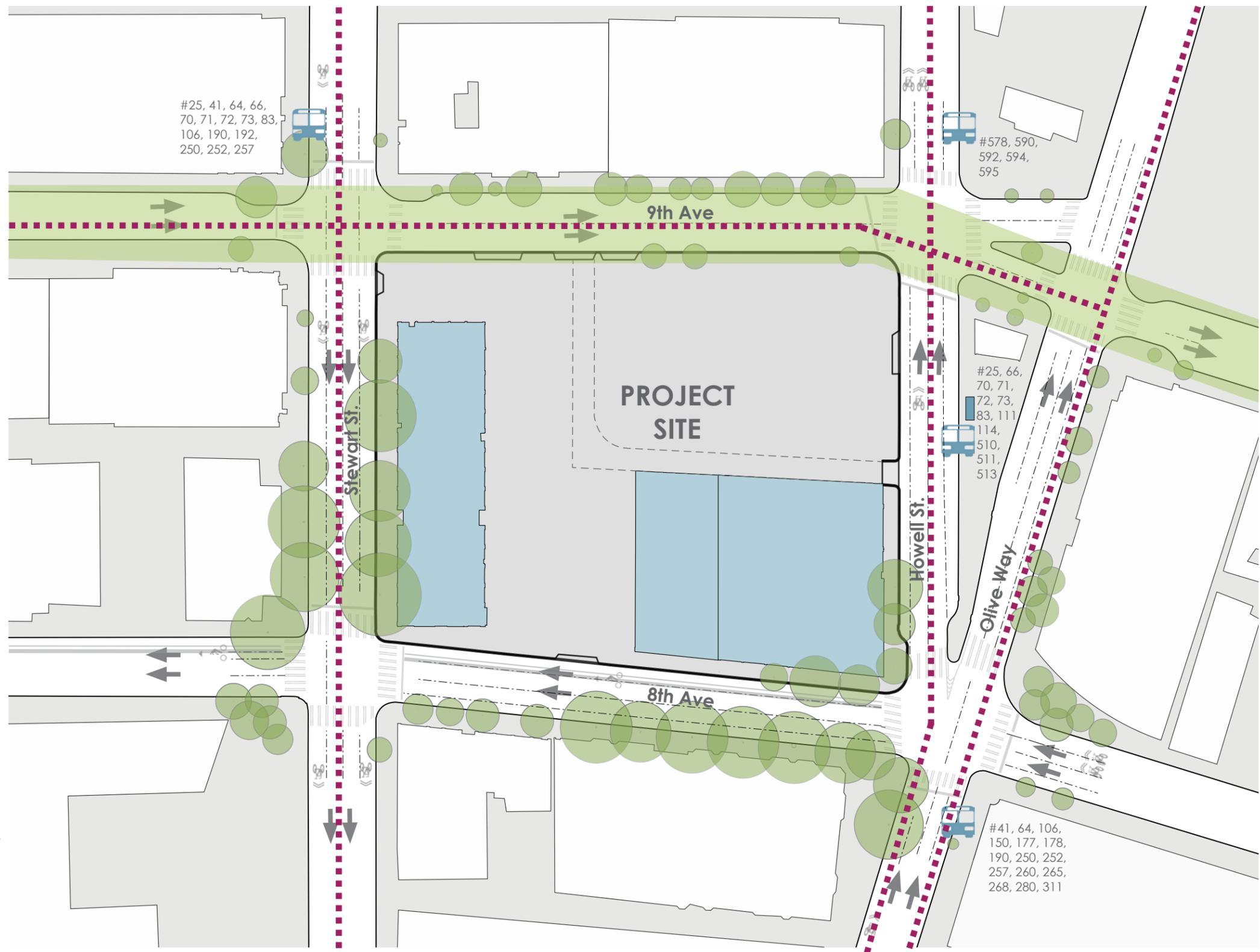
KEY

-  Sharrows
-  Dedicated Bike Lane
-  Two-Way Street
-  One-Way Street
-  Bus Stop
-  Existing Trees
-  Green Street
-  Bus route

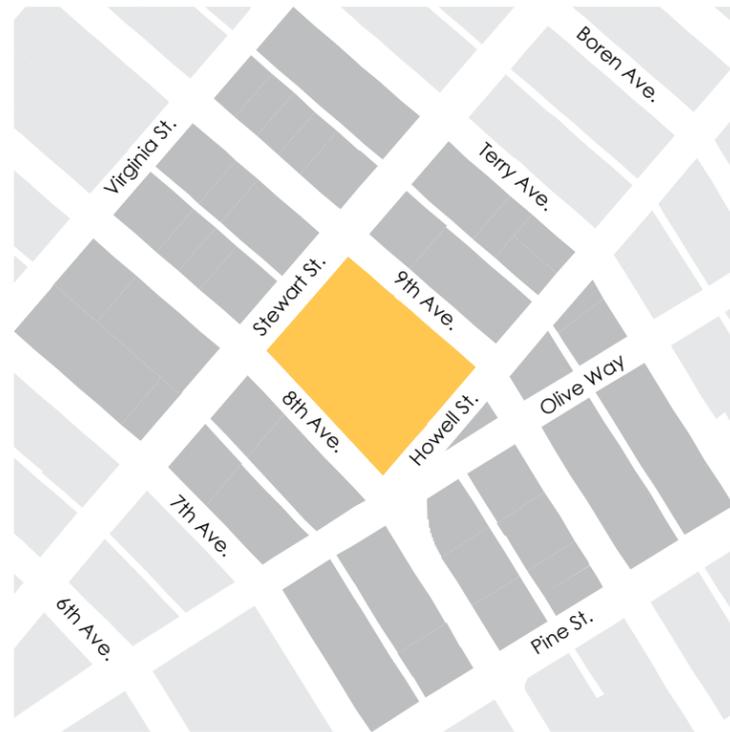
There are 15 trees around the perimeter of the site including:

- Stewart Street: 5 Sweetgum
- 9th Avenue: 3 Maple
- Howell Street: 3 Maple
- 8th Avenue: 4 Maple

Per review with the City arborist, the maple trees along 8th, 9th, and Howell St. are not of significant enough size to require retention although the sweetgum trees along Stewart St. will be retained for their significant contribution to the urban tree cover.



NEIGHBORHOOD ANALYSIS: CURRENT SITE CONDITION



A 8TH AVE LOOKING NORTHEAST



Stewart St.

SITE



B HOWELL ST LOOKING NORTHWEST



8th Ave.

SITE



C 9TH AVE LOOKING SOUTHWEST



Howell St.

SITE



D STEWART ST LOOKING SOUTHEAST



9th Ave.

SITE



SITE

Howell St. / Olive Way



SITE

9th Ave.



SITE

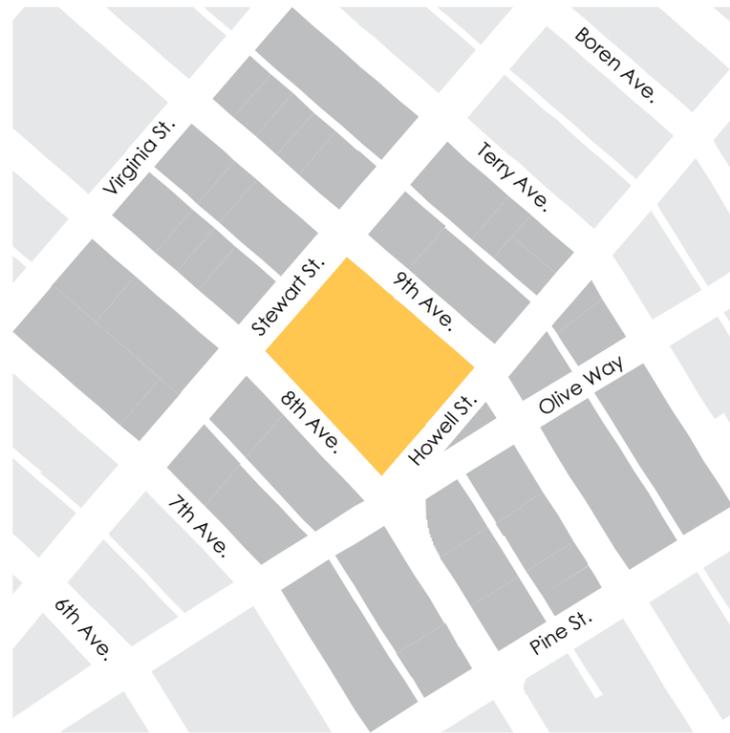
Stewart St.



SITE

8th Ave.

NEIGHBORHOOD ANALYSIS: ADJACENT STREETSCAPES



E 8TH AVE LOOKING SOUTHWEST



Olive 8

Olive Way



F HOWELL ST LOOKING SOUTHEAST



9th Ave.



G 9TH AVE LOOKING NORTHEAST



Stewart St.



H STEWART ST LOOKING NORTHWEST



8th Ave.



Stewart St.



8th Ave.

Olive 8

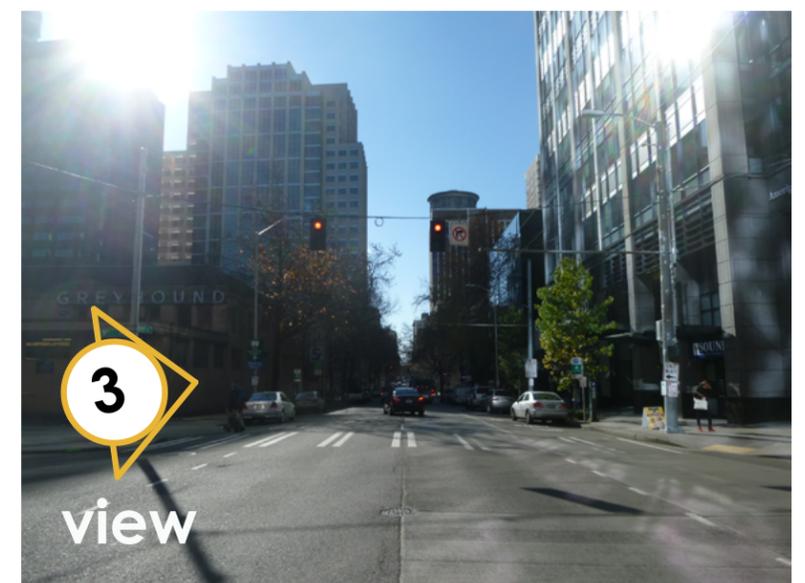
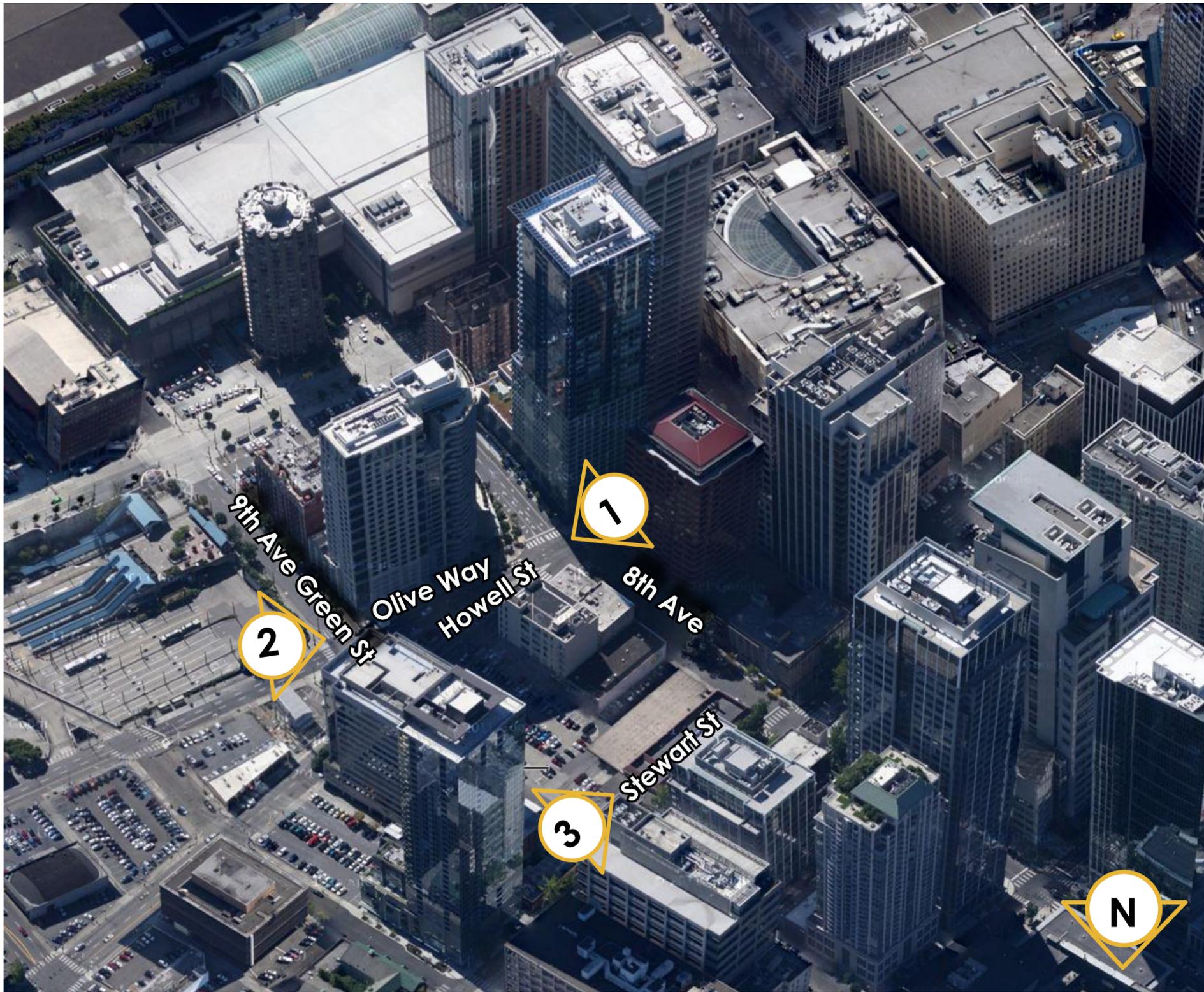


Howell St.

Olive Way



9th Ave.



Alley Vacation Petition

PROGRAM MASSING NO ALLEY VACATION ALTERNATIVE A

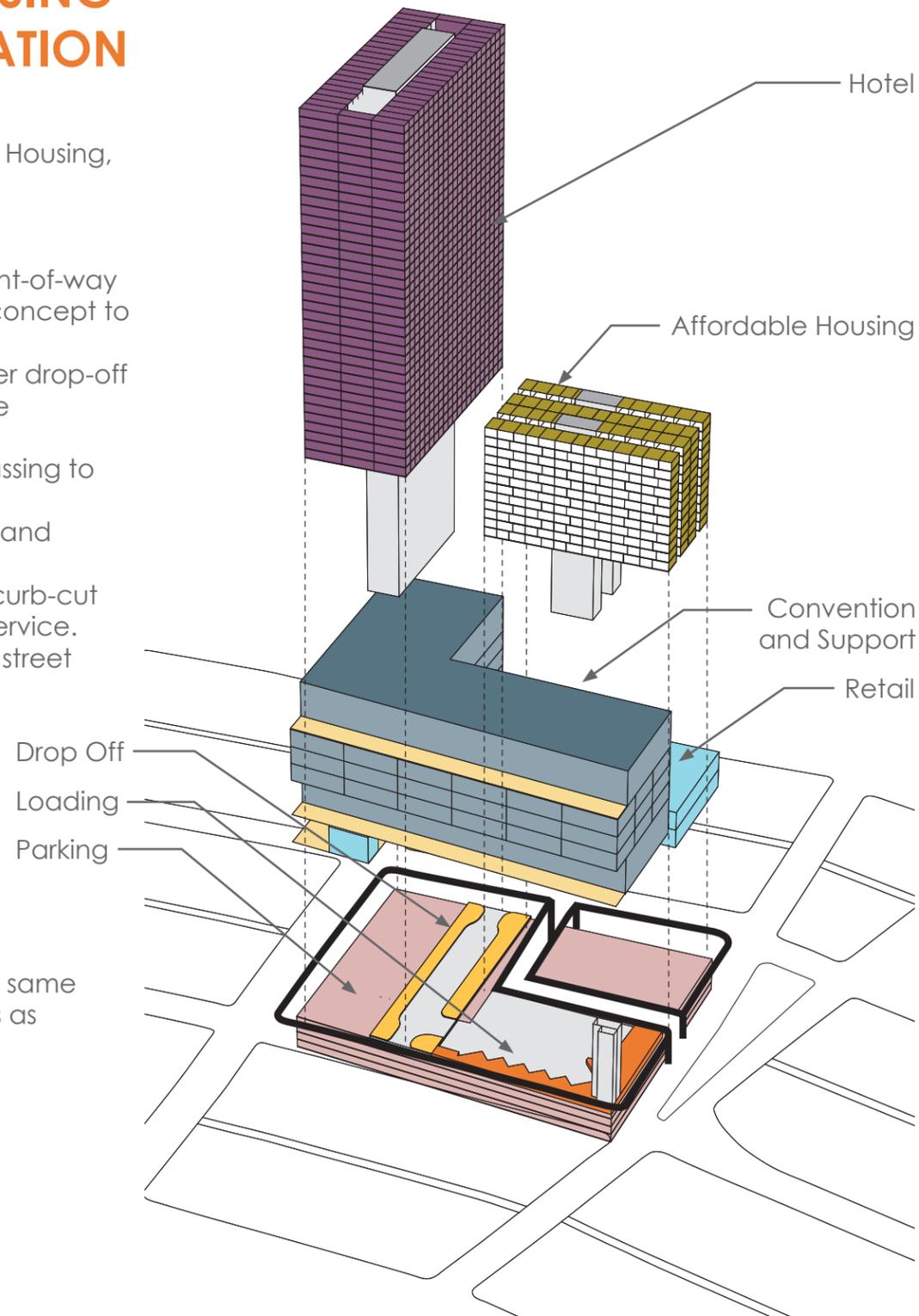
Program : Convention, Hotel, Housing, Retail, Parking.

Pros:

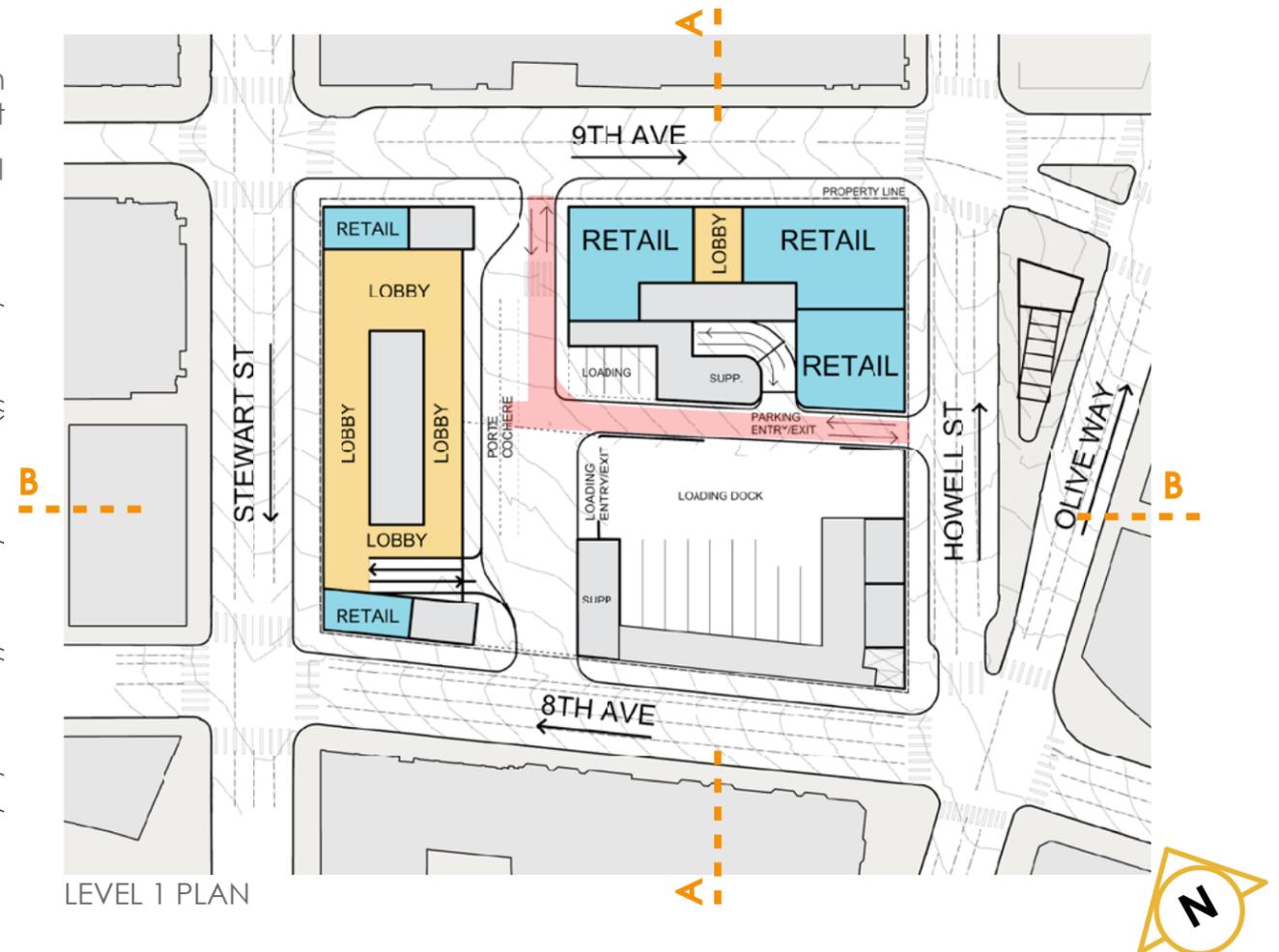
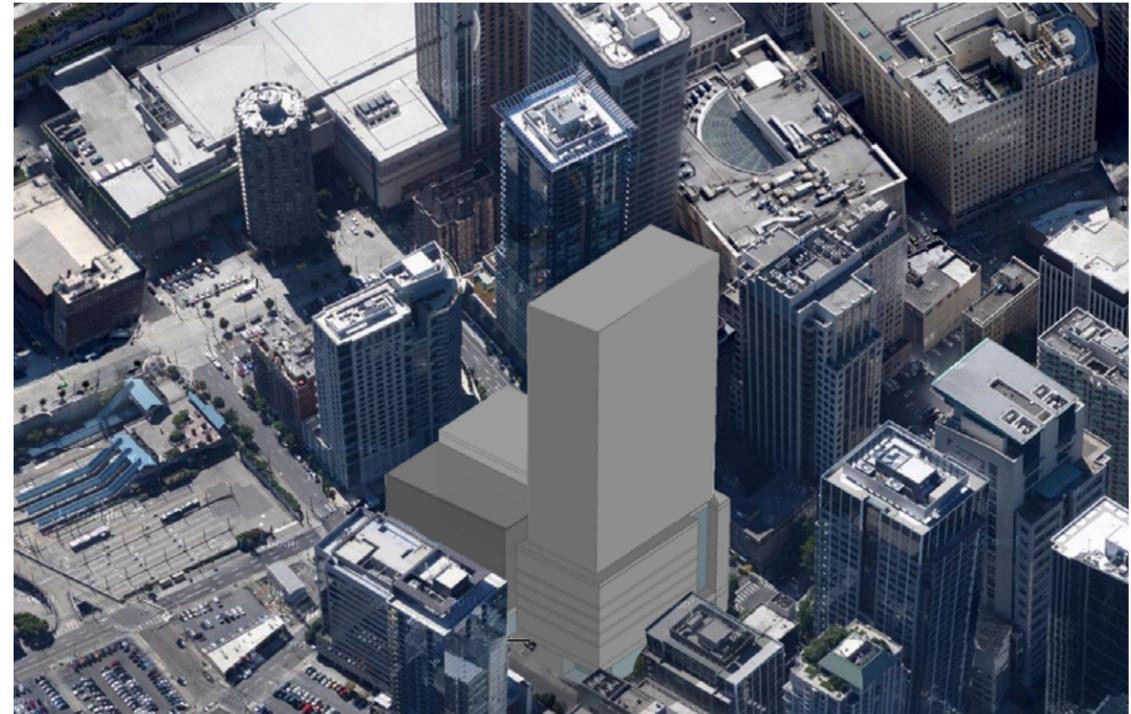
- Maintains existing alley right-of-way and is potentially easiest concept to permit
- Accommodates passenger drop-off away from the street edge

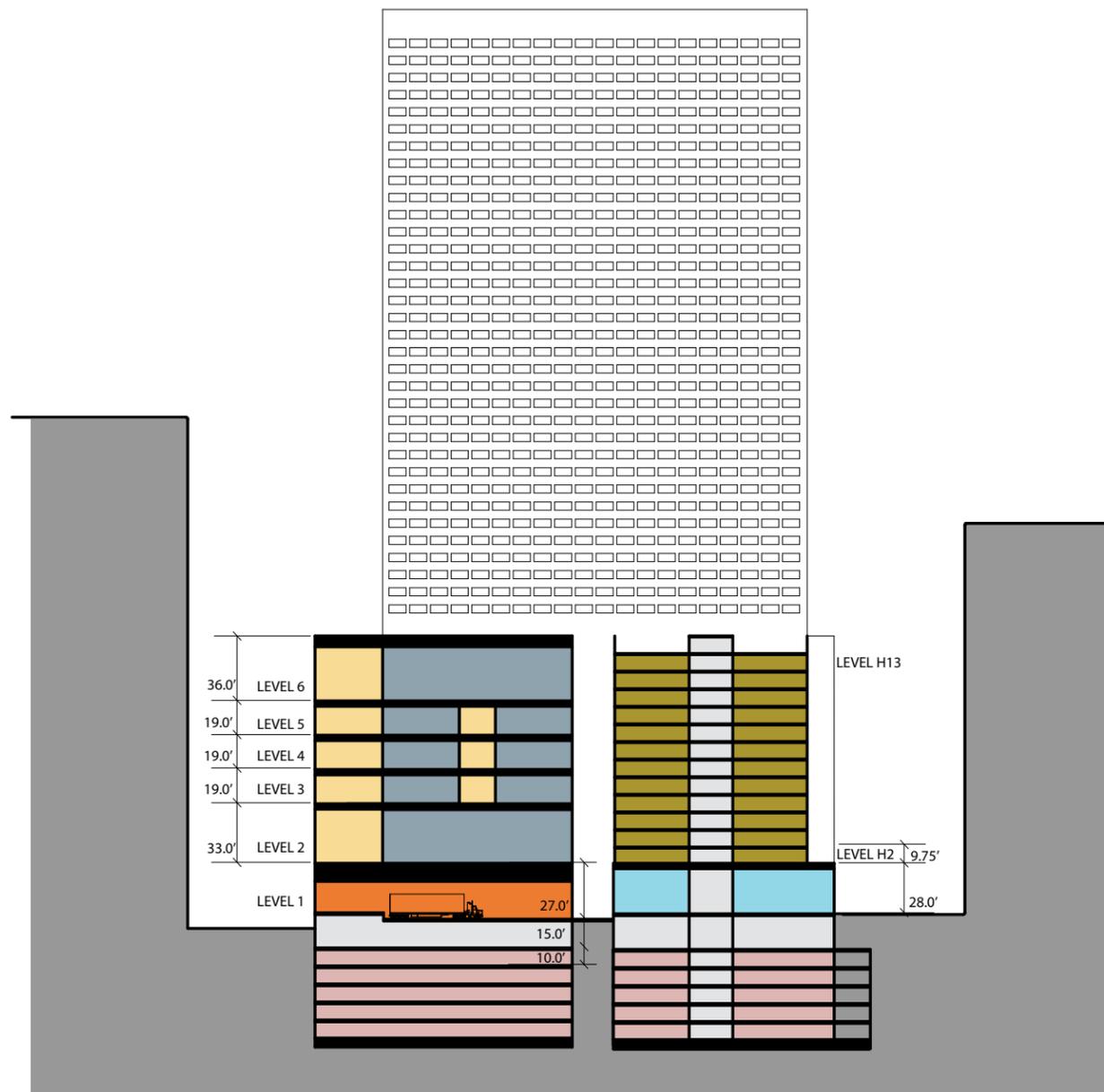
Cons:

- Requires a tall podium massing to accommodate program
- Ideal dimensions for hotel and ballroom not possible
- Retains the Howell Street curb-cut
- Requires on-grade truck service.
- Diminishes active building street edges.

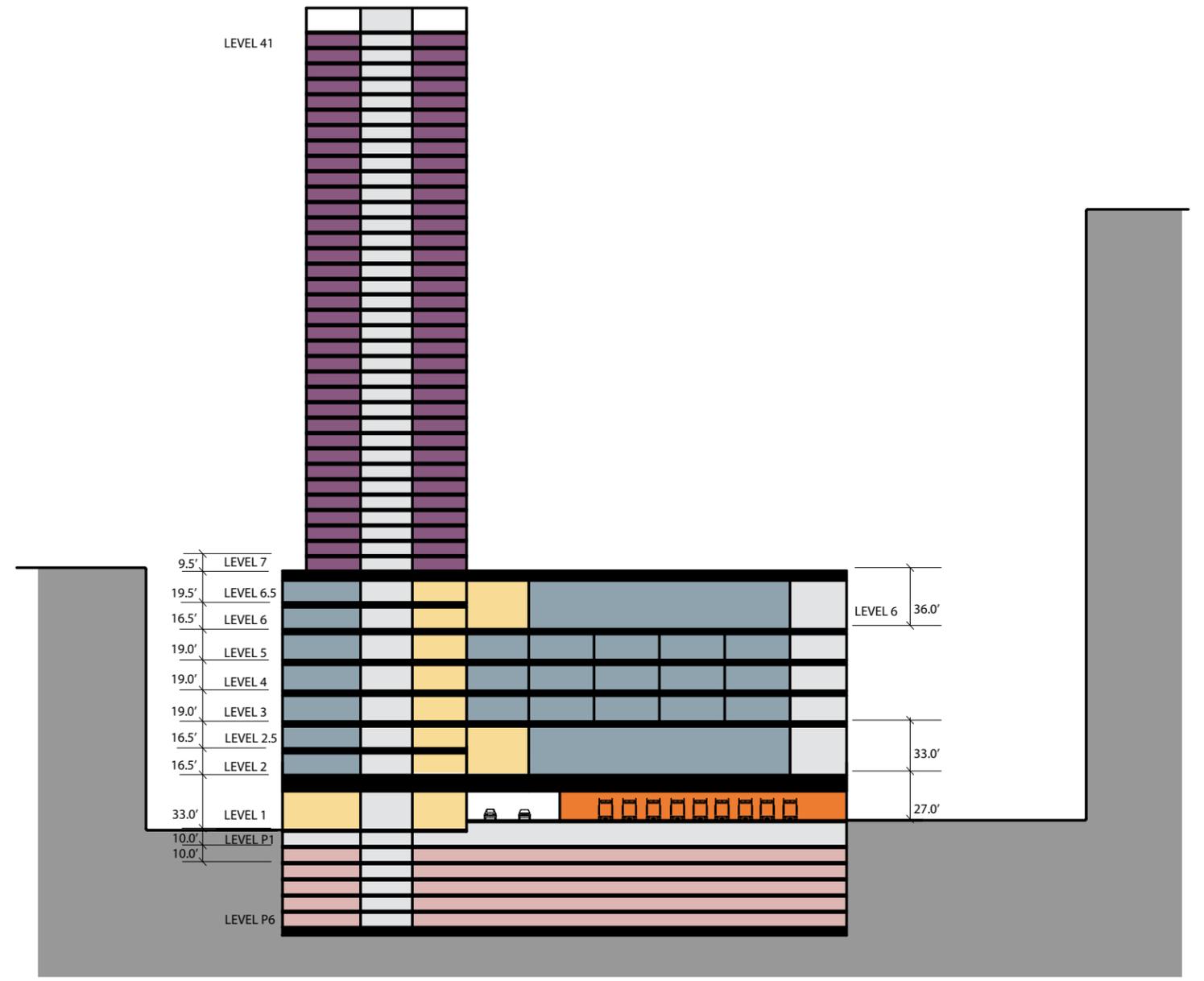


NOTE: Alternative A contains same program elements and areas as preferred alternative.





SECTION AA



SECTION BB

PROGRAM MASSING NO ALLEY VACATION ALTERNATIVE B

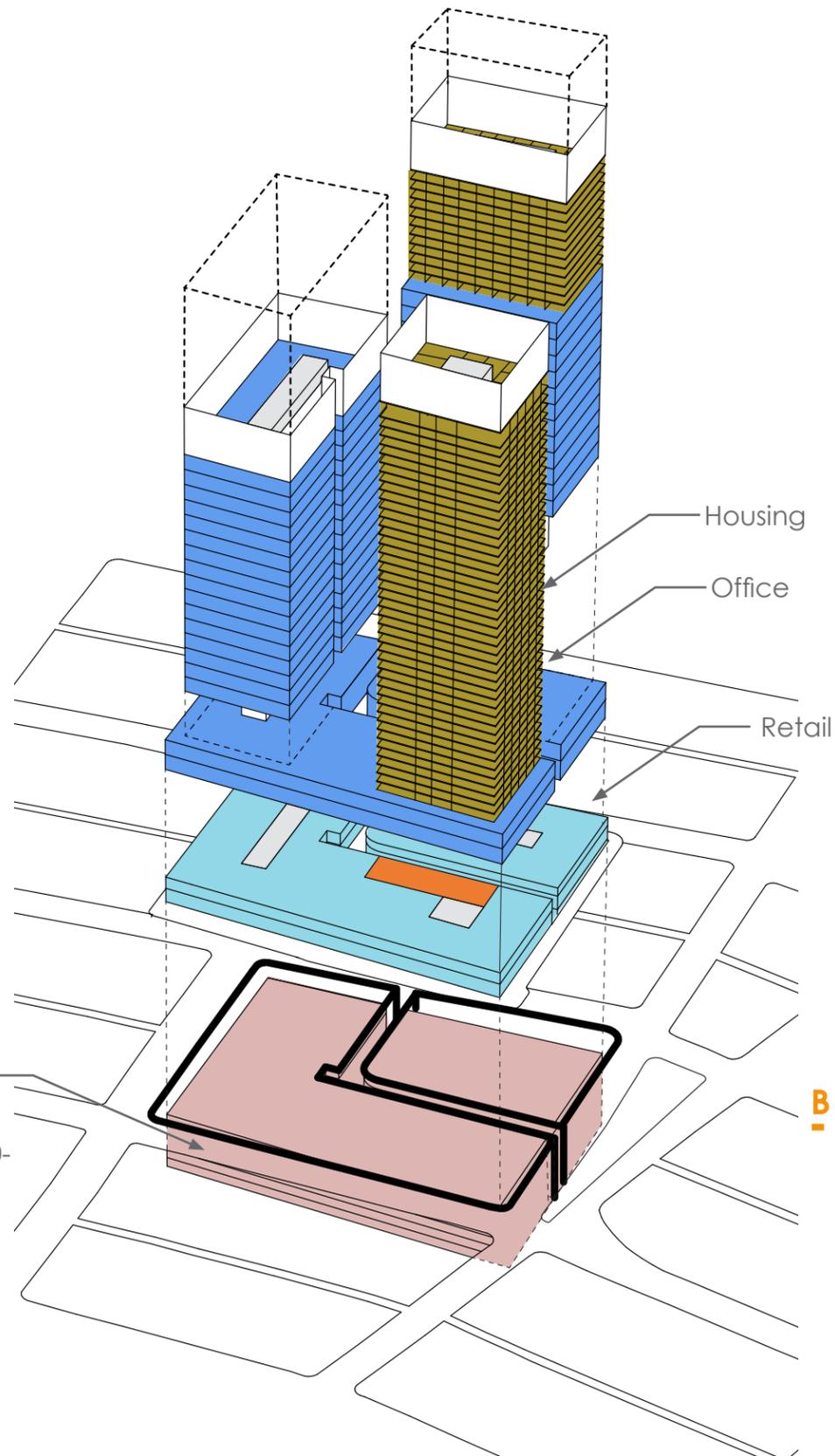
Program : Office, Housing, Retail and Parking

Pros:

- Maintains existing alley right-of-way and is potentially easiest concept to permit

Cons:

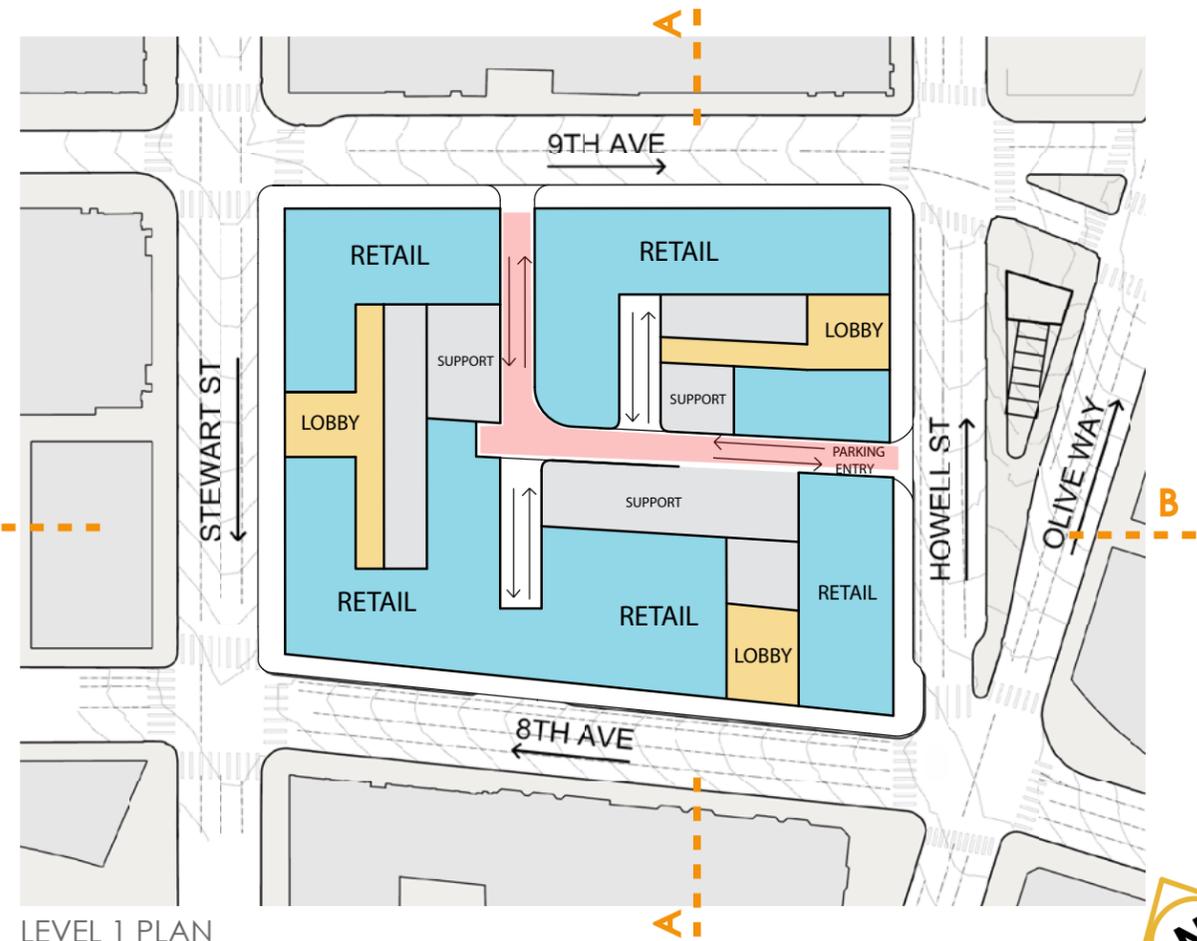
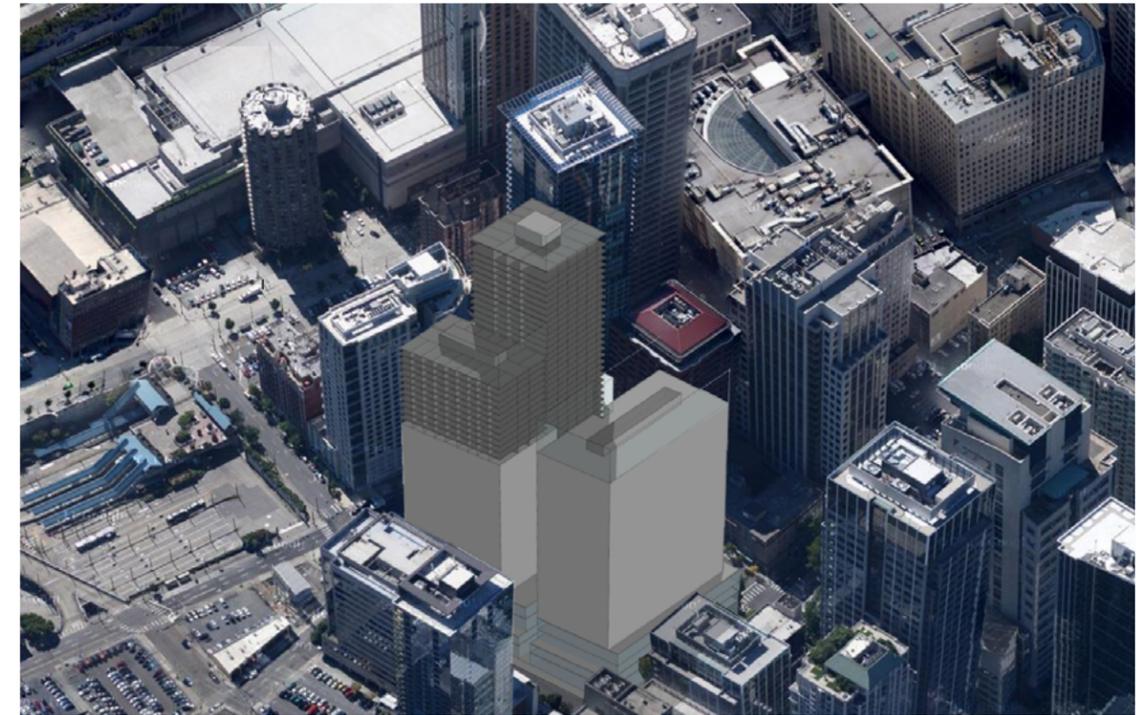
- Retains the Howell Street curb-cut
- Requires on-grade truck service.
- Diminished active building street edges.
- Creates larger shadows on surrounding sites
- Housing sits on Howell St. where the preferable side would be Stewart St. to create a more mixed-use neighborhood.
- Breaks down below-grade parking and floor plates, reducing area efficiency.



NOTE: This alternative aligns with the redevelopment assumptions in the 2000-2005 Height & Density EIS including:

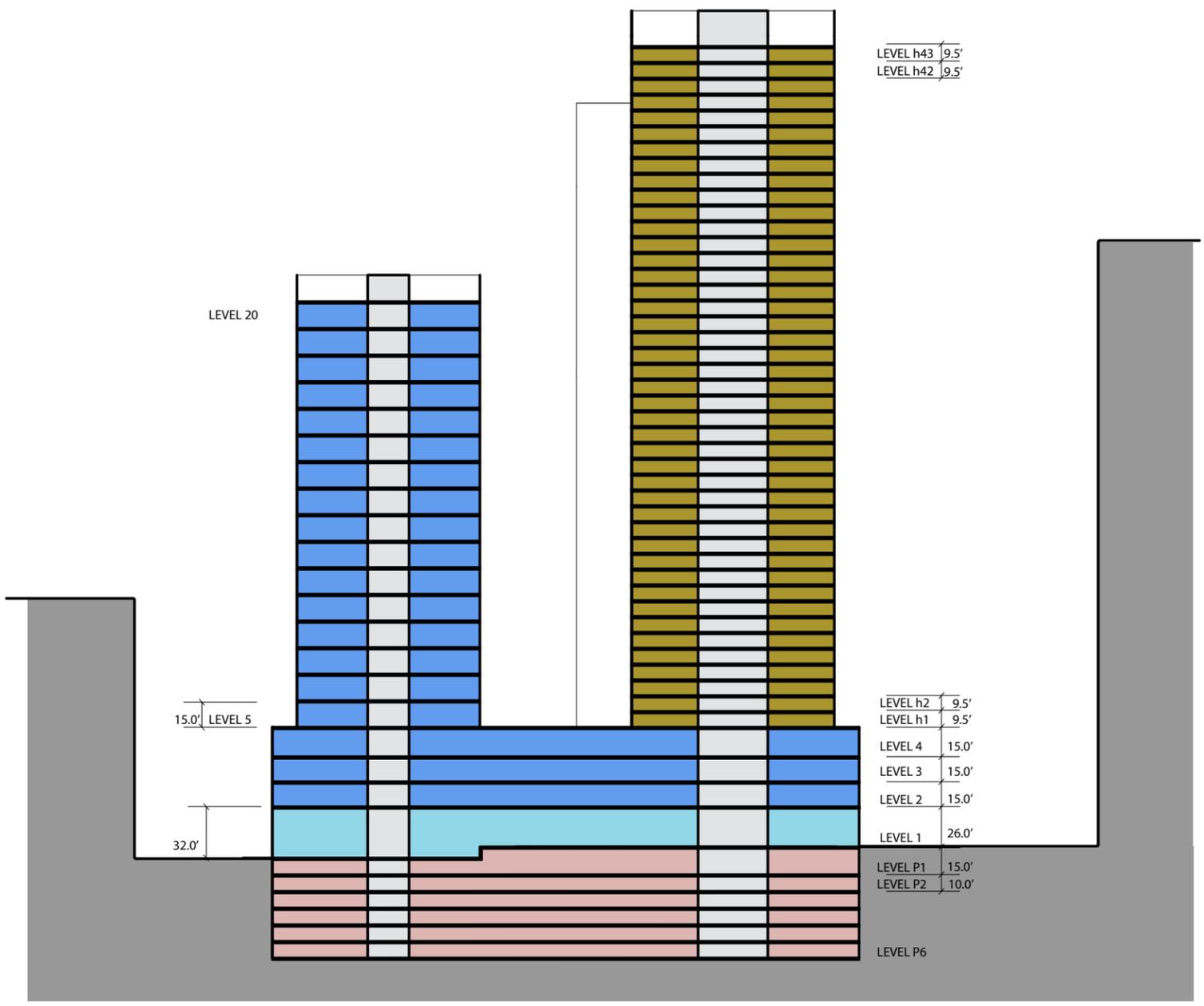
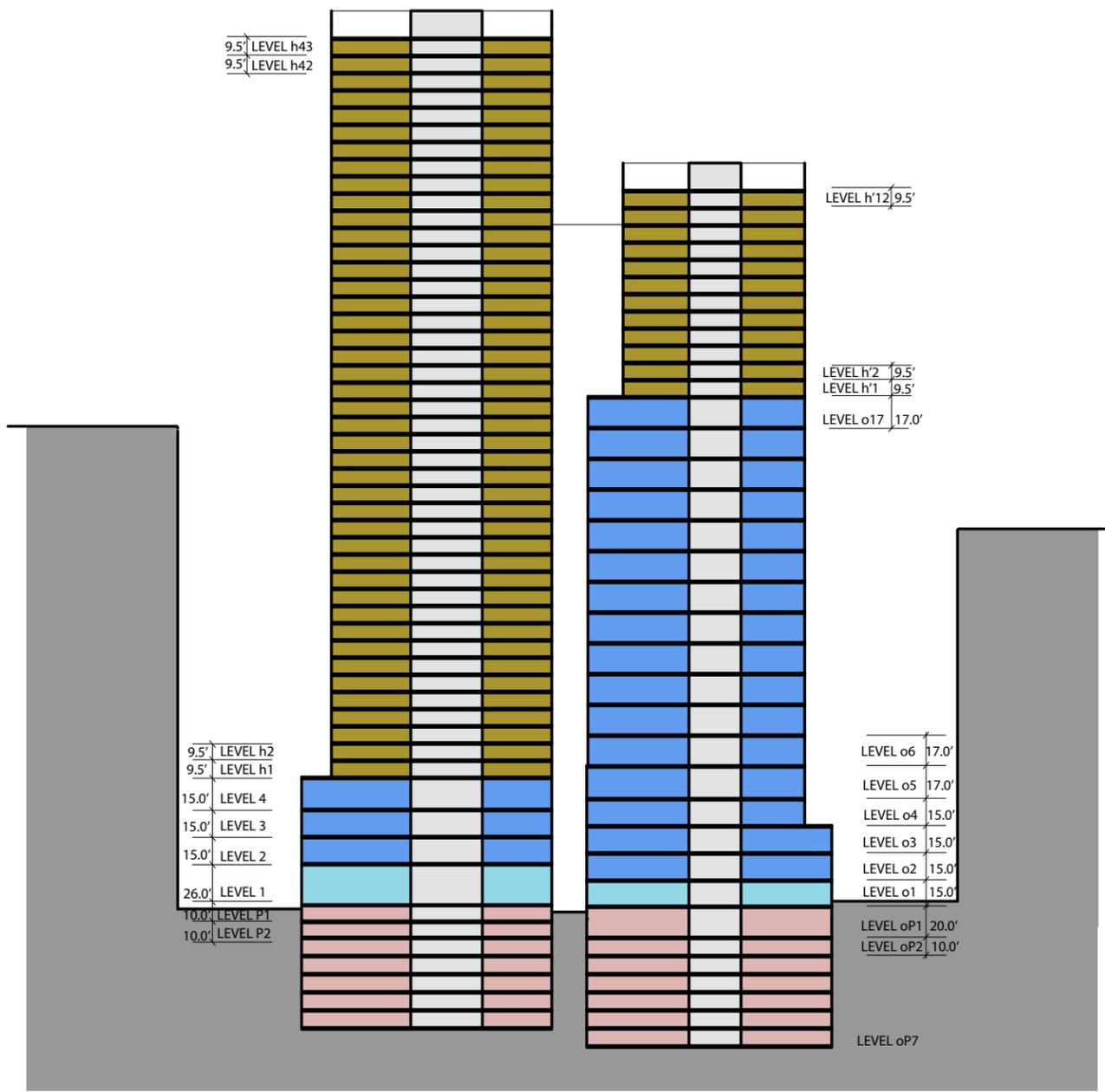
- 1,059,000 SF of Office Space
- 608 Residential Units
- 4,677 Employees

The dashed lines extending above the tower indicate the maximum development (FAR-14) with an additional 229,000 SF of office space within the zoning maximum height limit.



LEVEL 1 PLAN



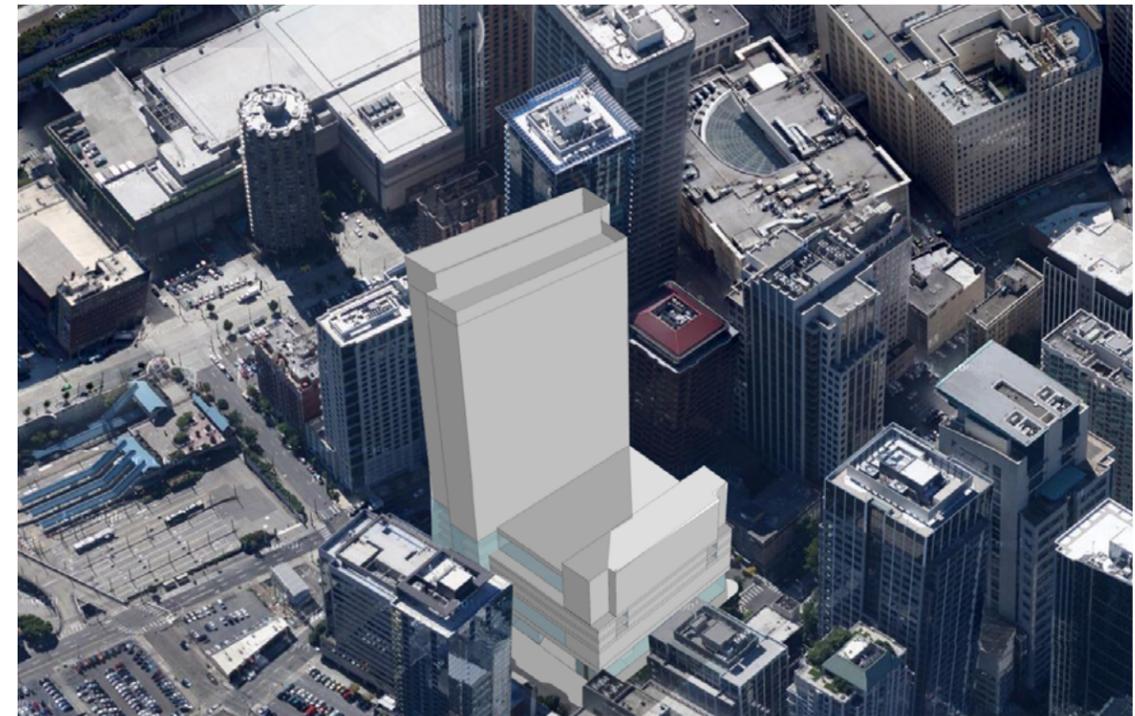
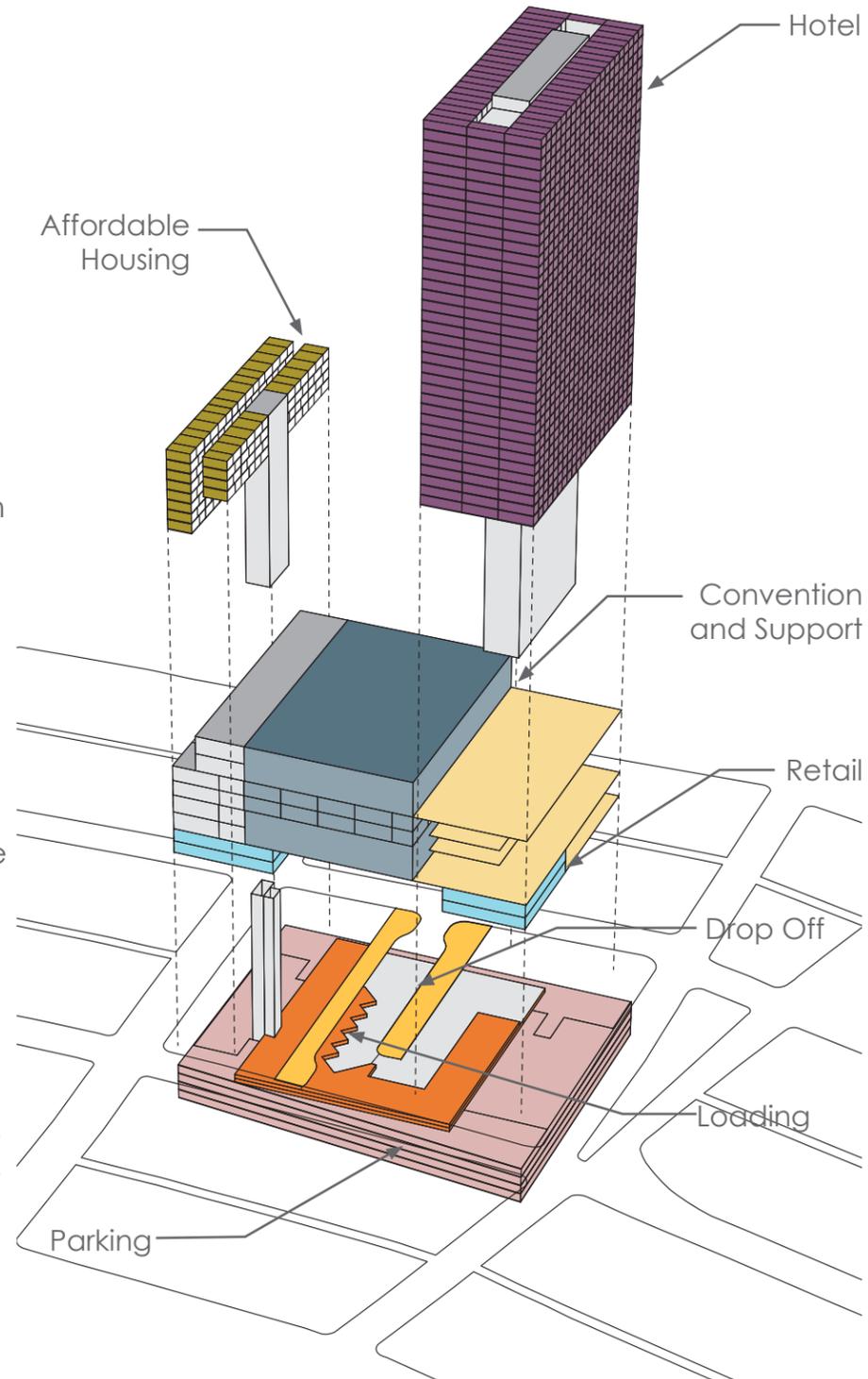


PROGRAM MASSING ALLEY VACATION (PREFERRED ALTERNATE)

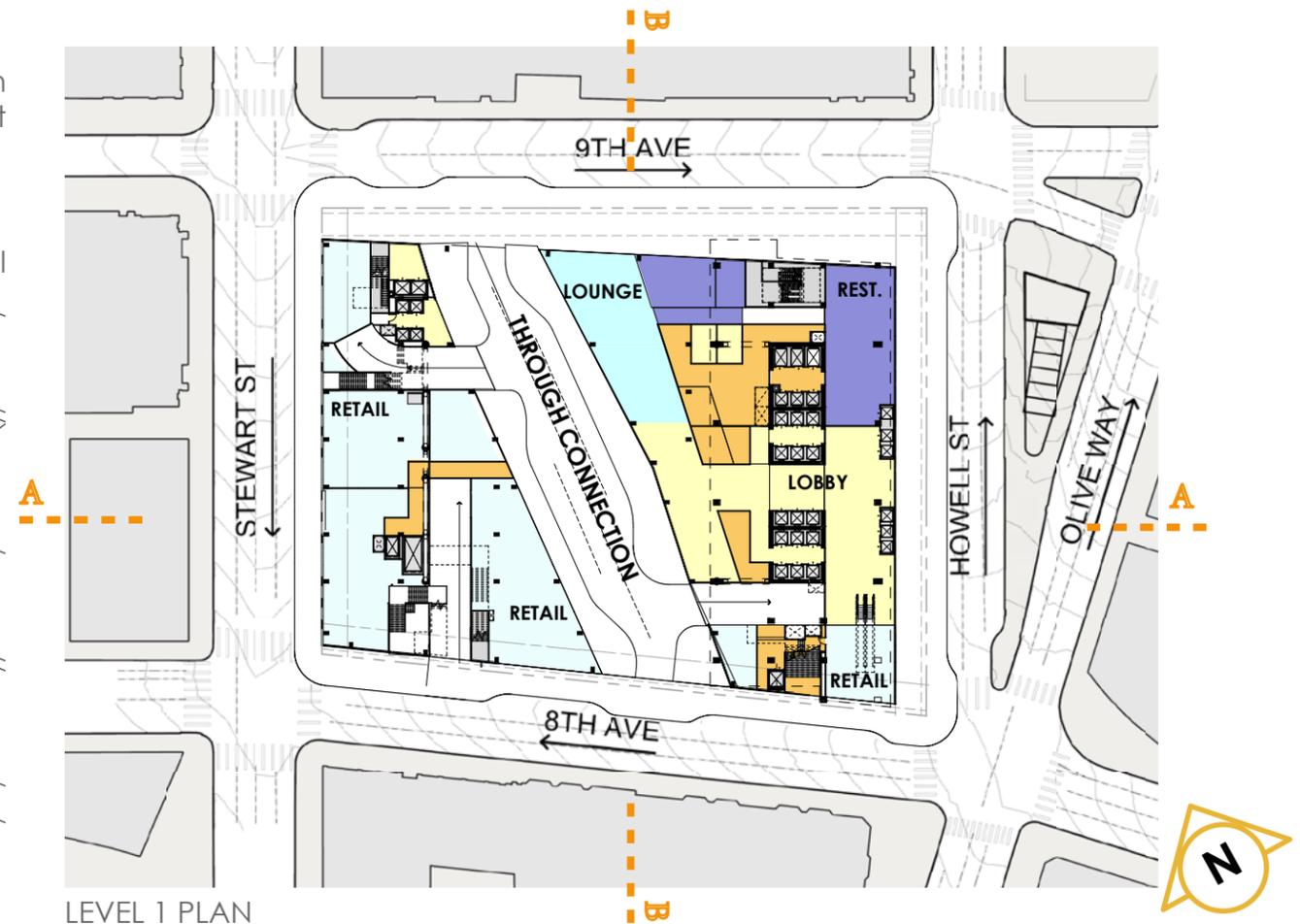
Program : Convention, Hotel, Housing, Retail, Parking.

Pros:

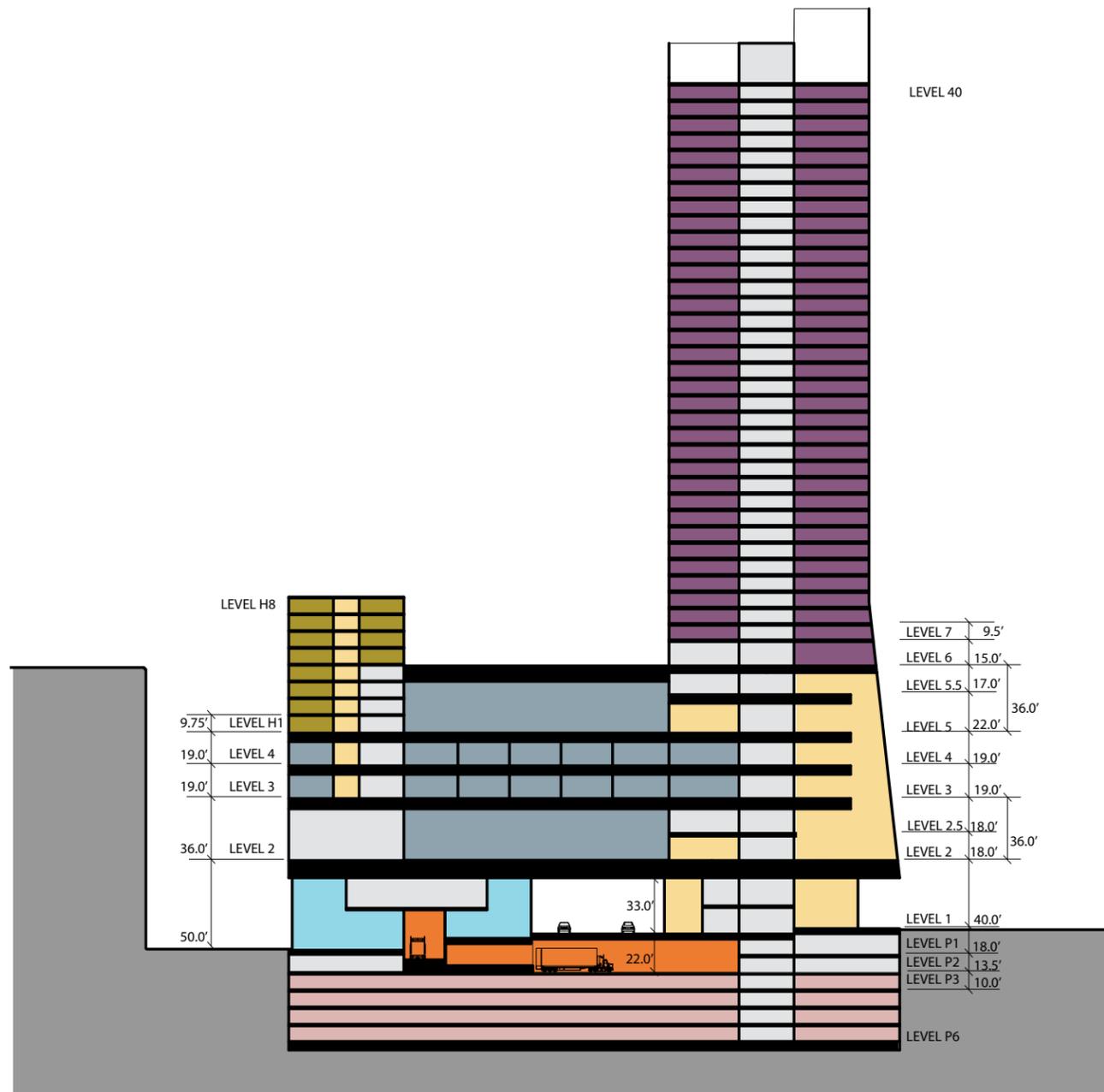
- Alley vacation allows for a contiguous lifted podium, enabling an open, flexible ground level to accommodate a diagonal port cochere with a reduced slope with better pedestrian spaces and access. This also allows for large ballrooms and flexible meeting room configurations.
- Flexibility on the ground level allows for height clearances for a truck ramp, moving service bays below grade, and opening up the ground plane for pedestrian uses and other programmatic activities.
- Alley vacation allows the tower to be moved south. Having the tower at Howell St. is preferable, as its more appropriately scaled to its context.
- Hotel identity on Howell St. is more visible from convention and retail core.
- Housing at Stewart St. edge is connected to the Denny Triangle Neighborhood.
- A southern tower location minimizes shadow effects on neighboring sites.



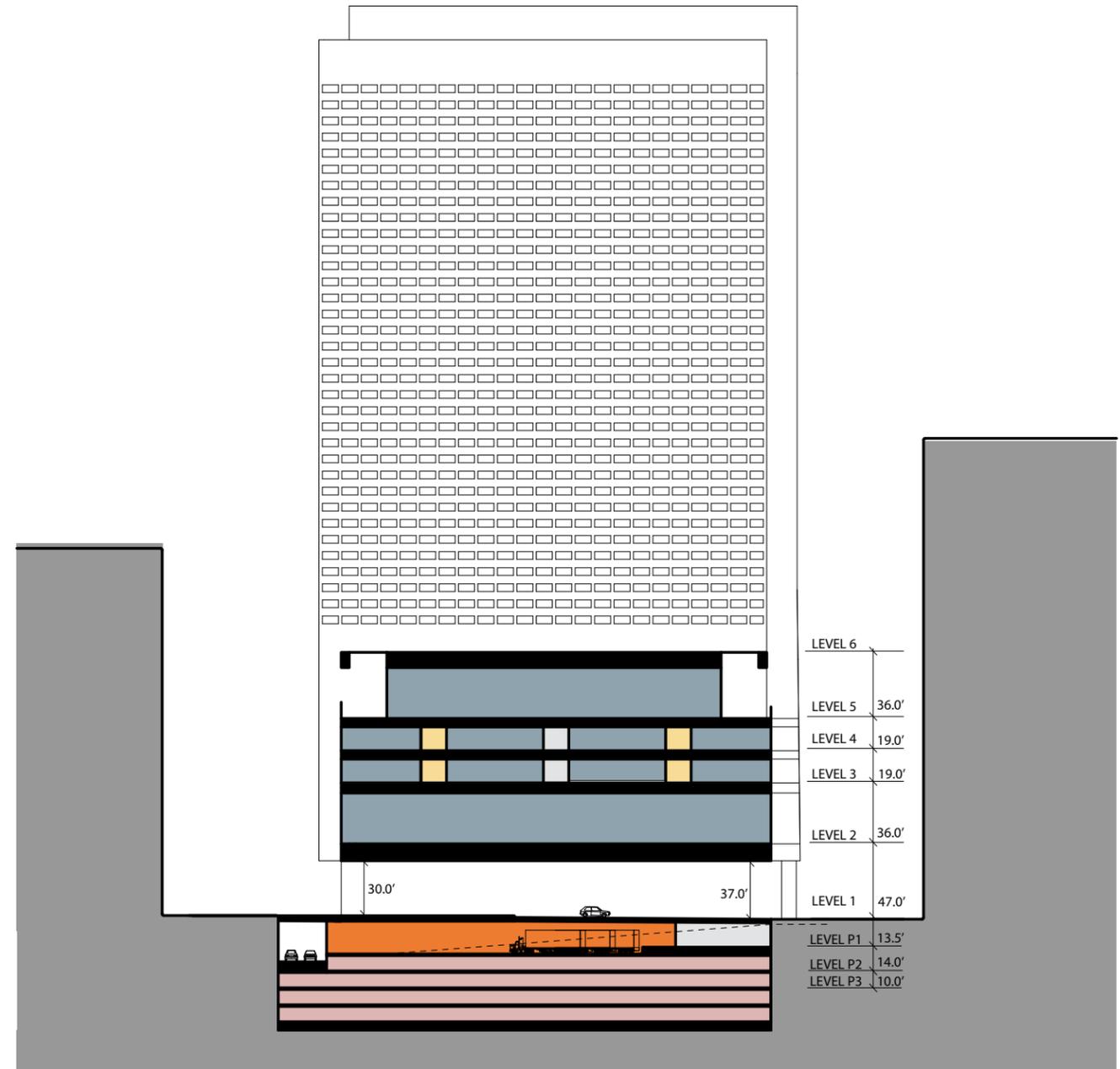
VIEW FROM 8TH + OLIVE



LEVEL 1 PLAN

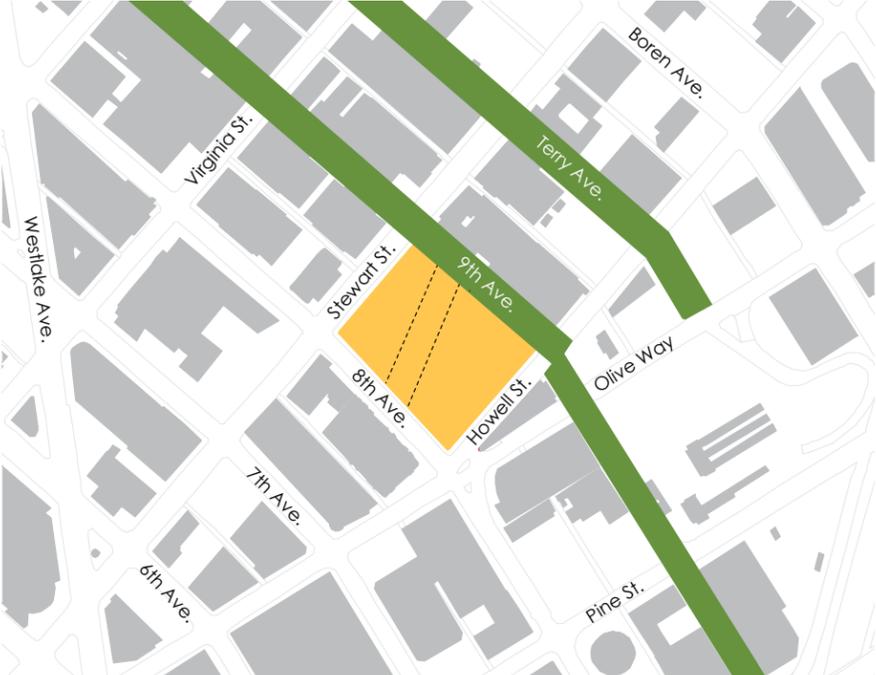


SECTION AA

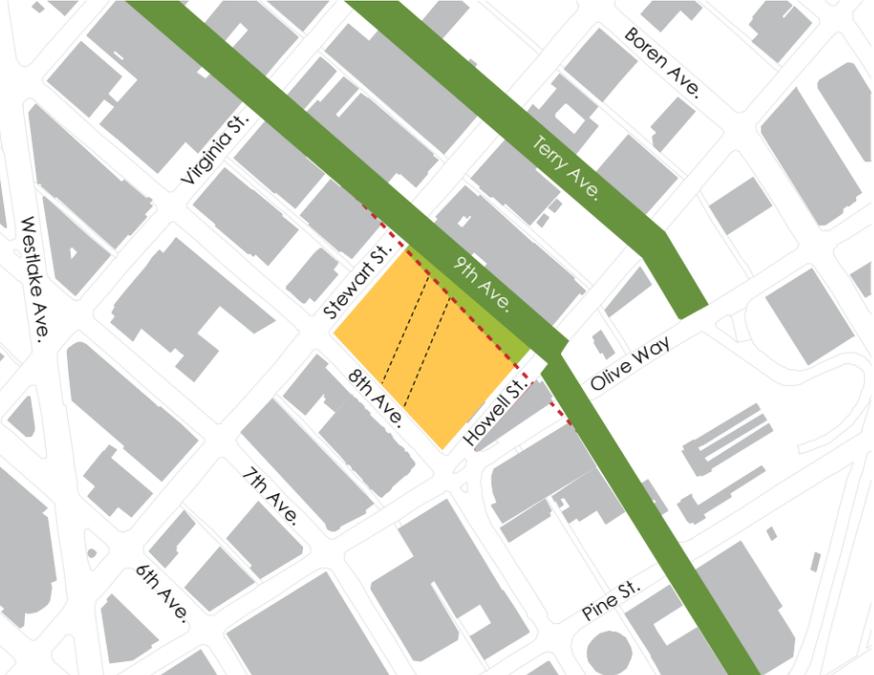


SECTION BB

RESPONSE TO GREEN STREET CORRIDOR



EXISTING 9TH AVENUE MISALIGNMENT



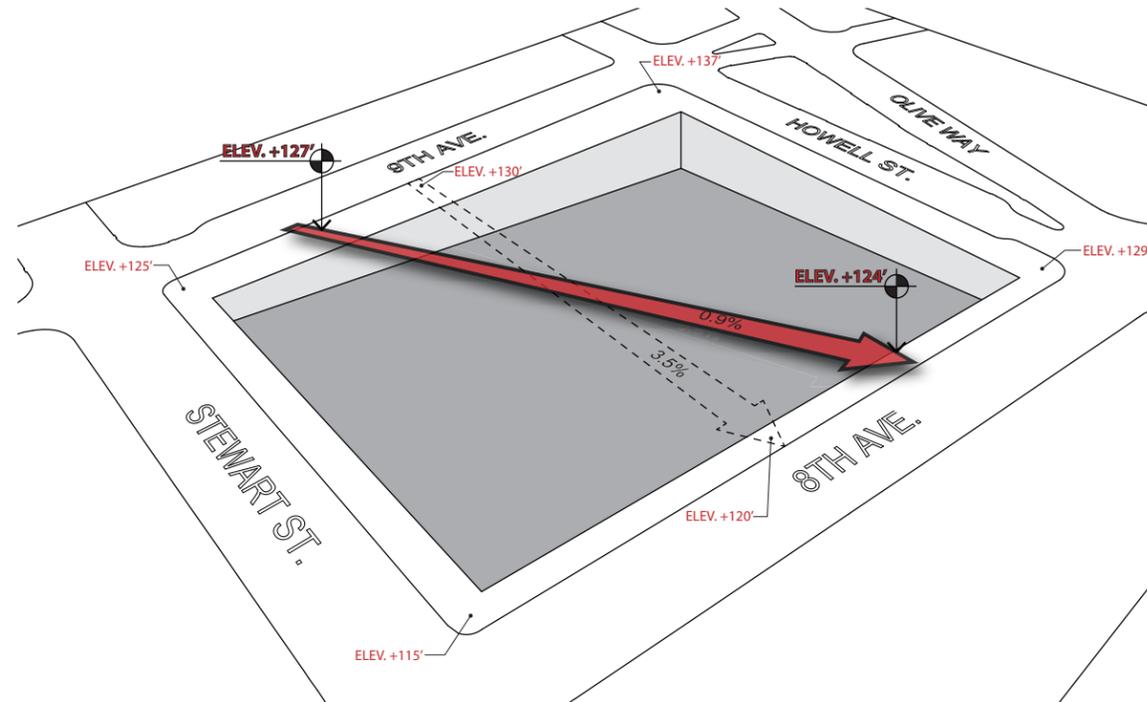
EXPAND GREEN STREET CORRIDOR



REINFORCE CONNECTIONS

Both 9th and Terry Avenues are Green Streets. Due to the grid shift taking place along Howell St. there is a break in the continuity of 9th Ave. The scheme proposes a setback of the building envelope along 9th Ave, widening and enhancing the pedestrian and visual corridor experience. In addition, the building is set back 15 feet along Howell St.

RESPONSE TO ELEVATION CHANGES



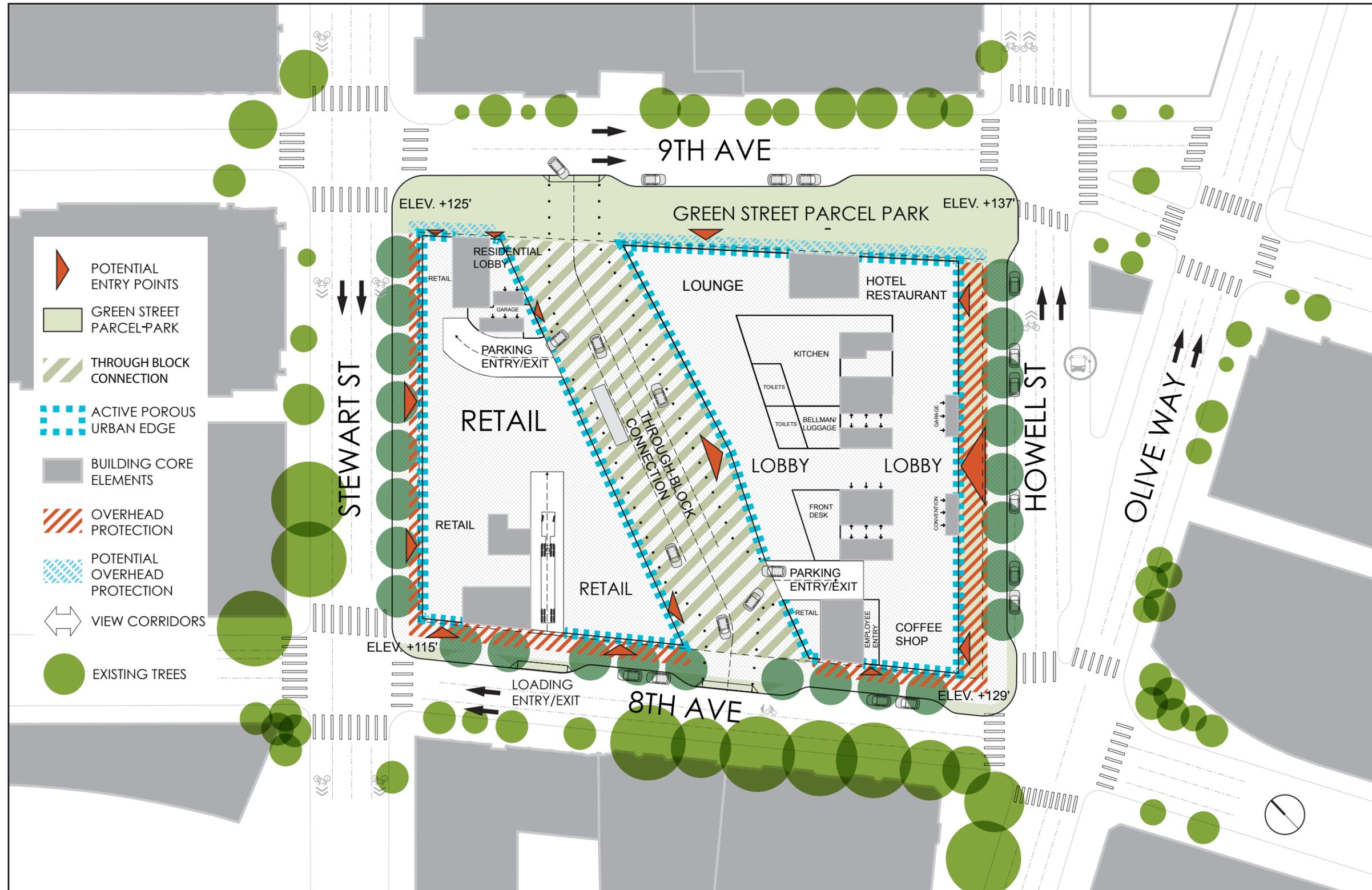
A diagonal route across the block minimizes the slope for pedestrians.

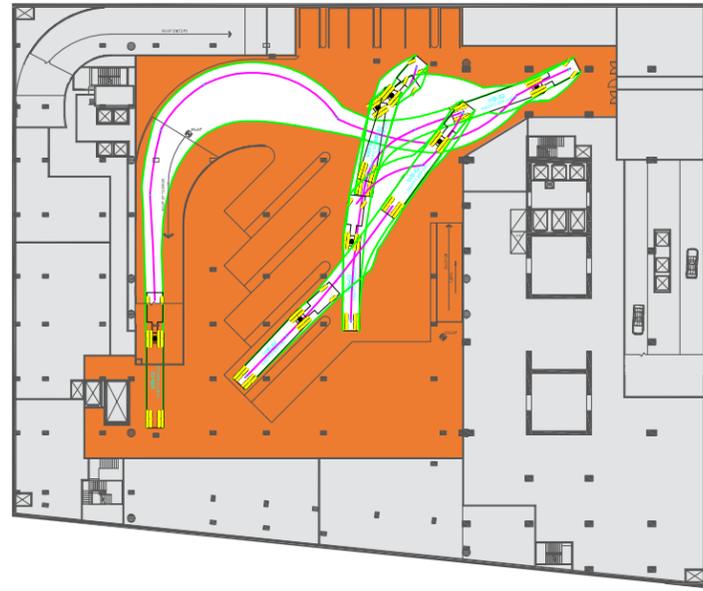
A diagonal through-block connection is proposed to create an inviting entry experience and accommodate traffic as well as generous hotel and convention space for retail and pedestrian activities. The proposed connection runs diagonal to minimize the effects of grade change and increase queuing lengths for exiting traffic. It is a connection envisioned as a shared space, allowing pedestrian movement and use simultaneous to vehicular traffic.



View of ground level from above. The diagonal path enables new connections within the urban grid.

OPEN SPACE DEVELOPMENT

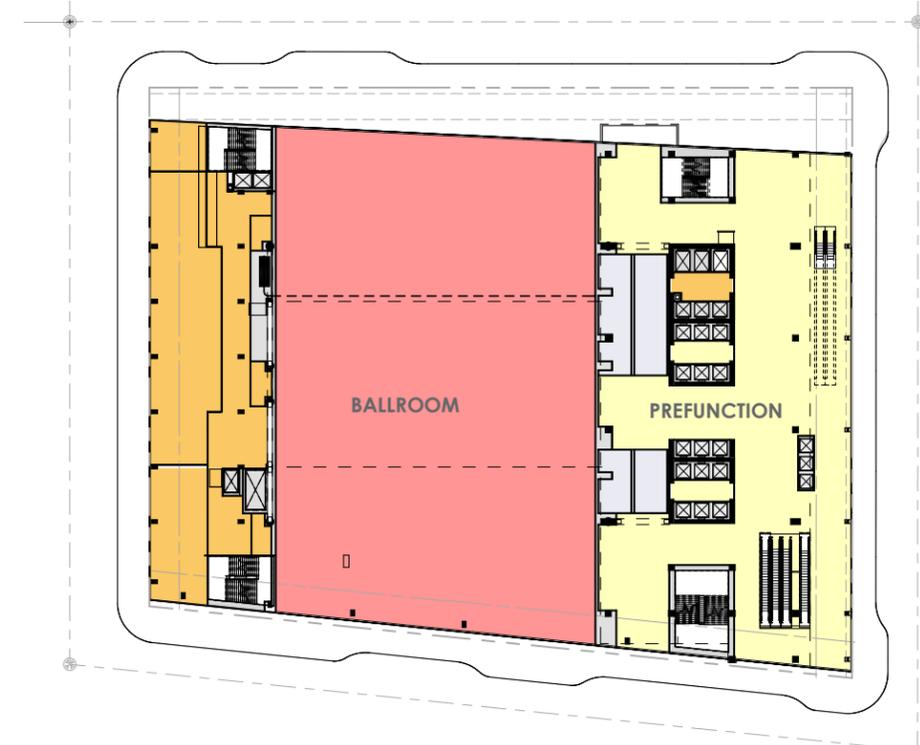




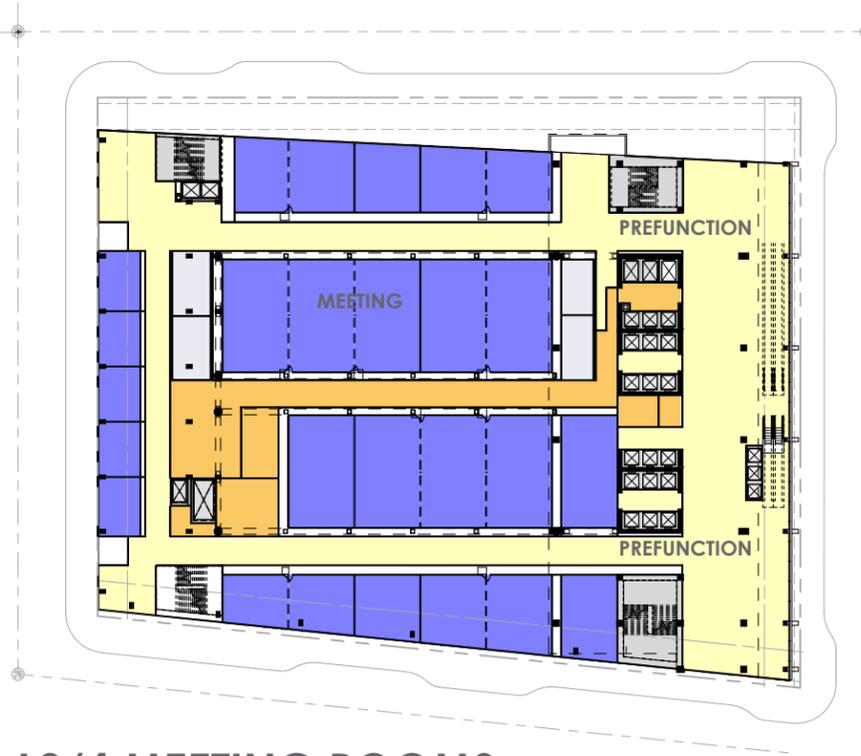
P2 LOADING DOCK



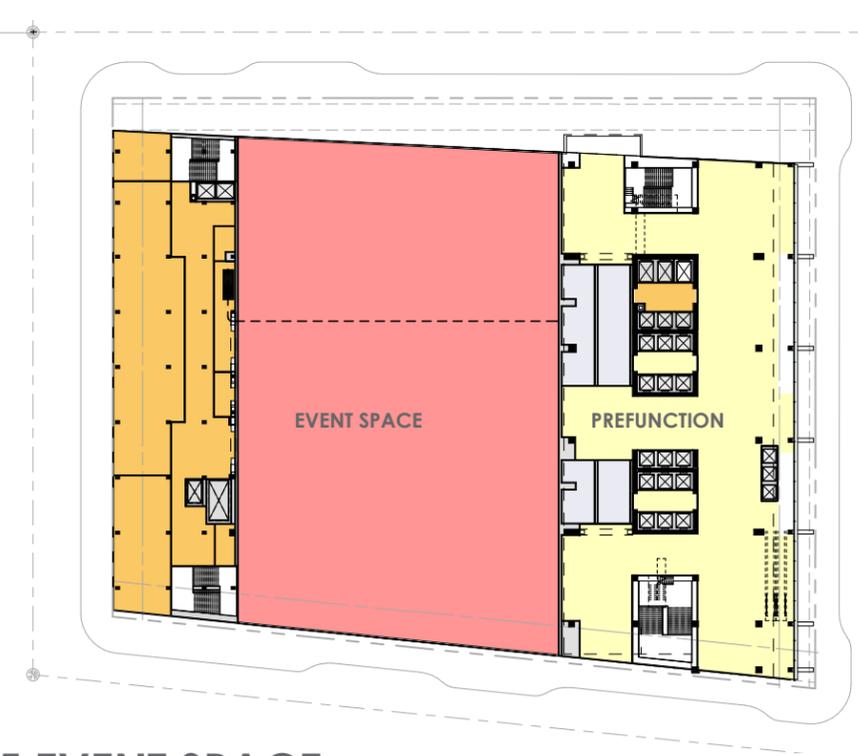
L1 LOBBY AND RETAIL



L2 BALLROOM



L3/4 MEETING ROOMS

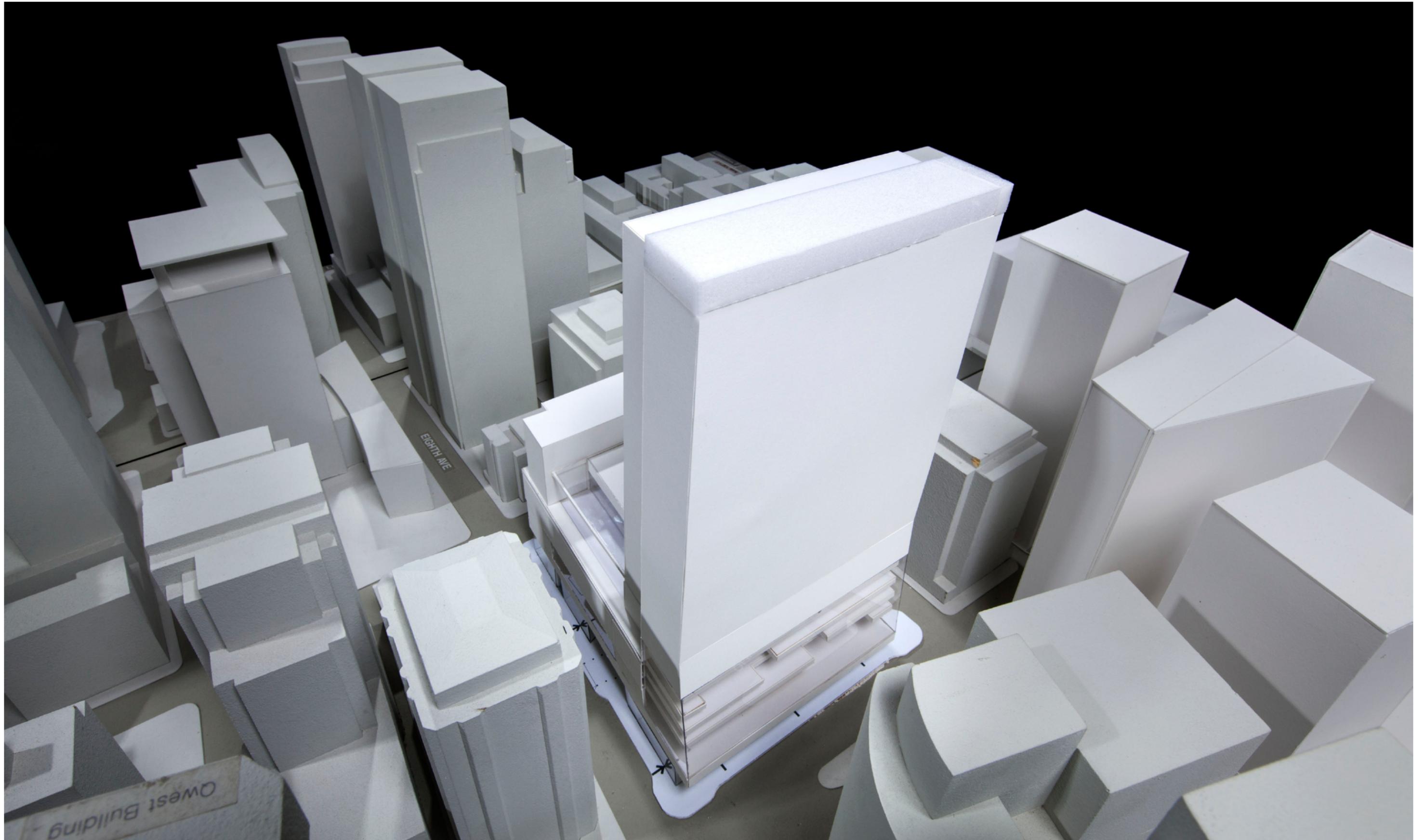


L5 EVENT SPACE

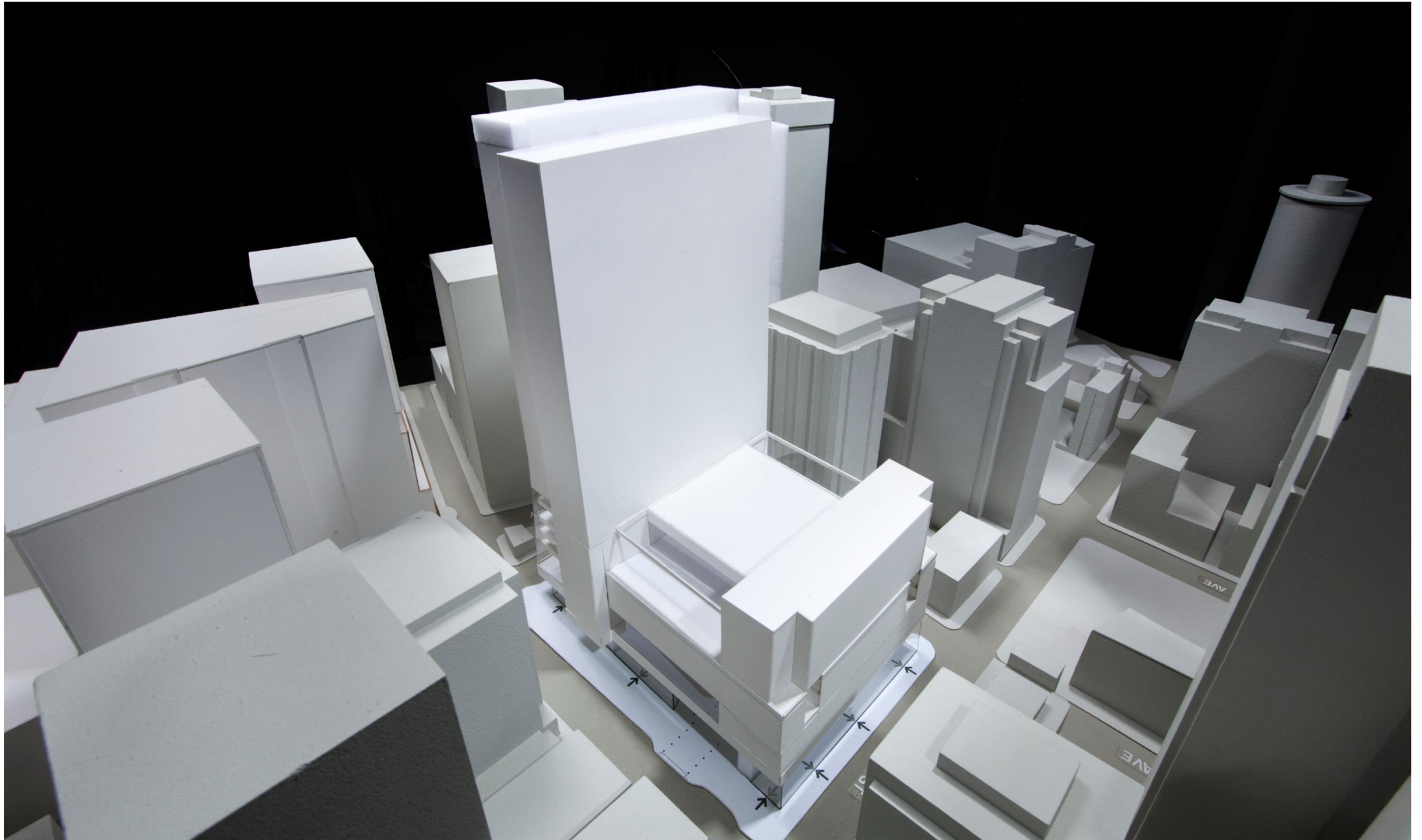


TYPICAL HOTEL AND HOUSING PLAN

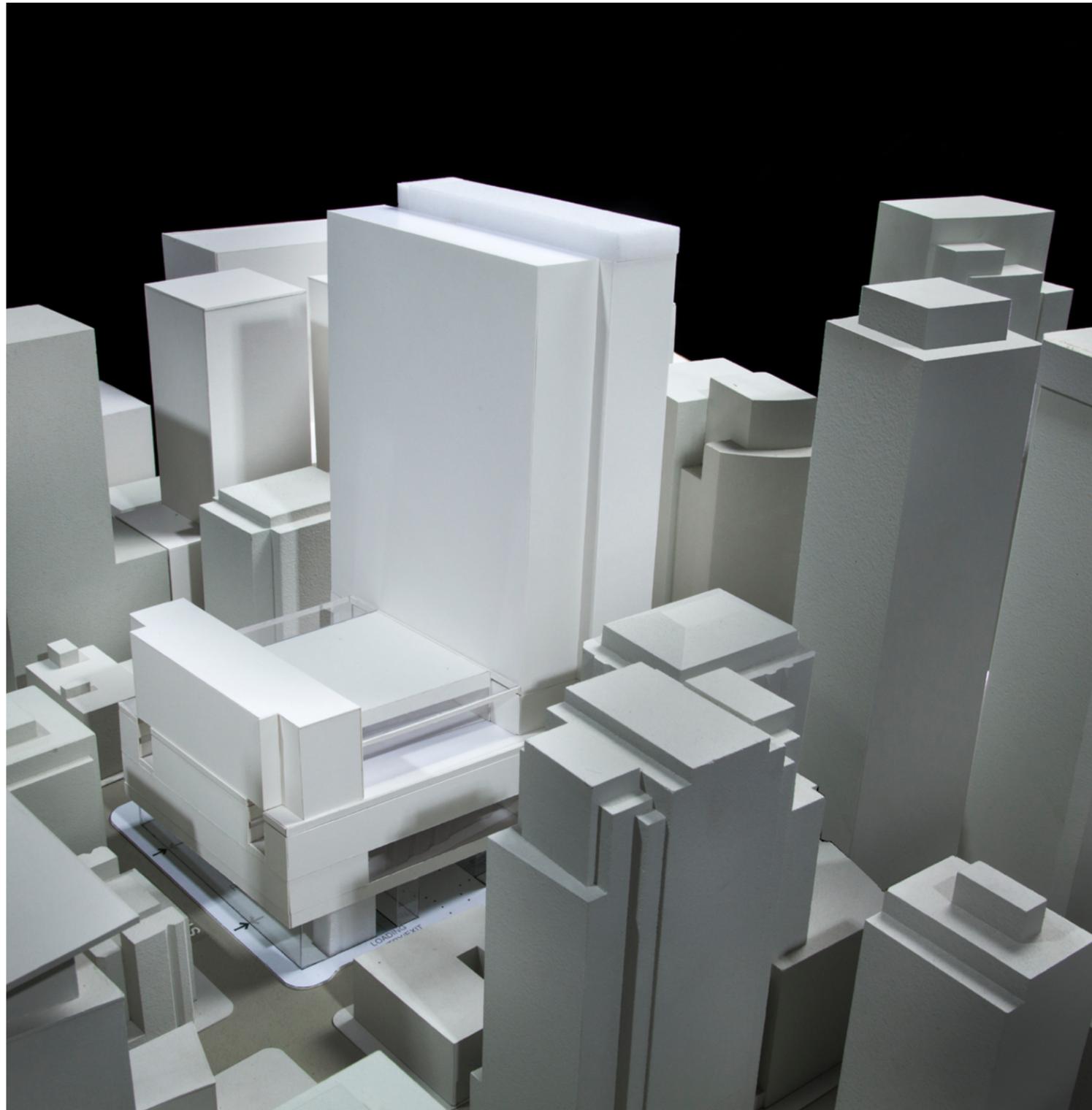




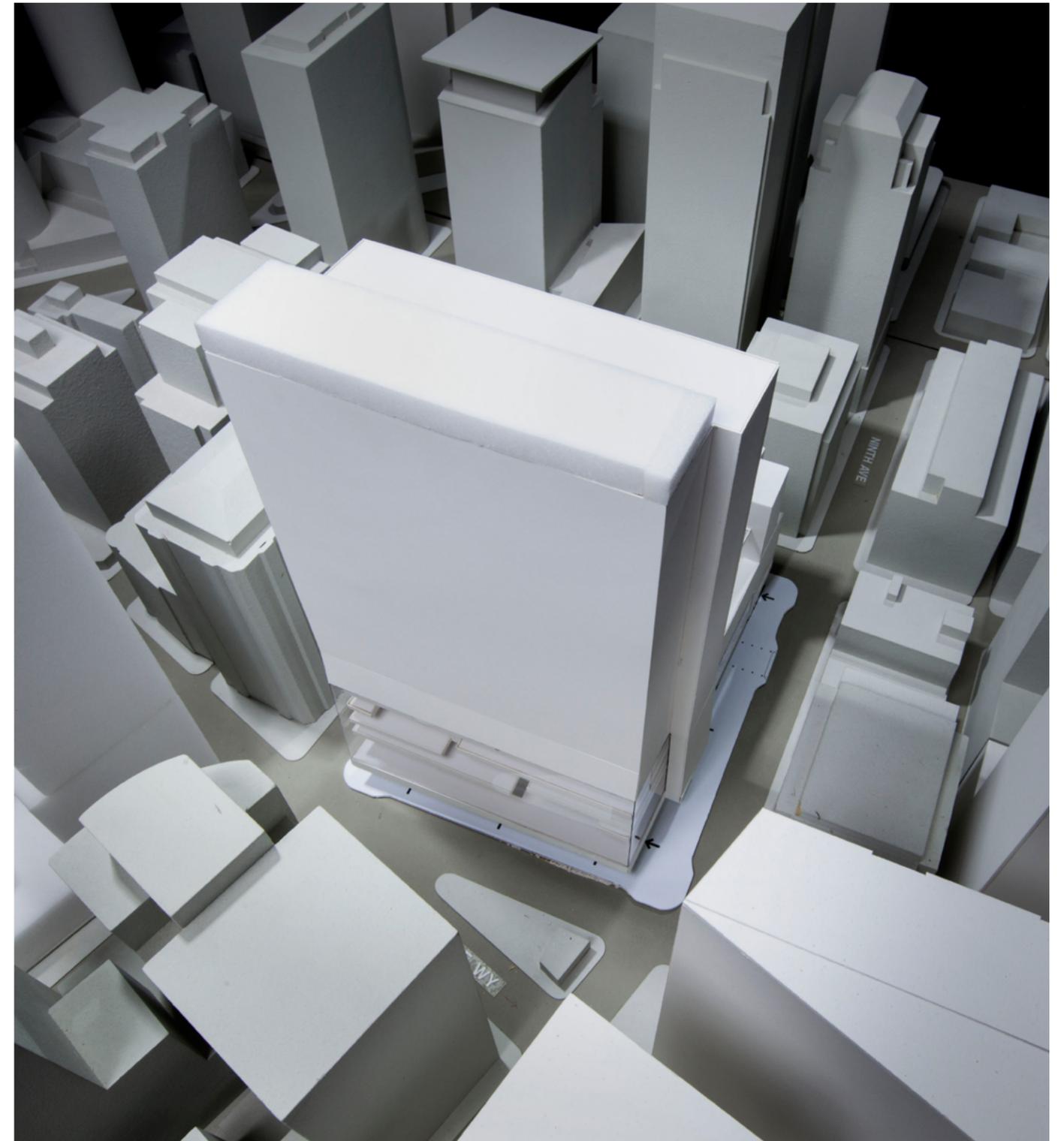
Bird's-Eye view near 8th Ave. and Howell St. looking northeast



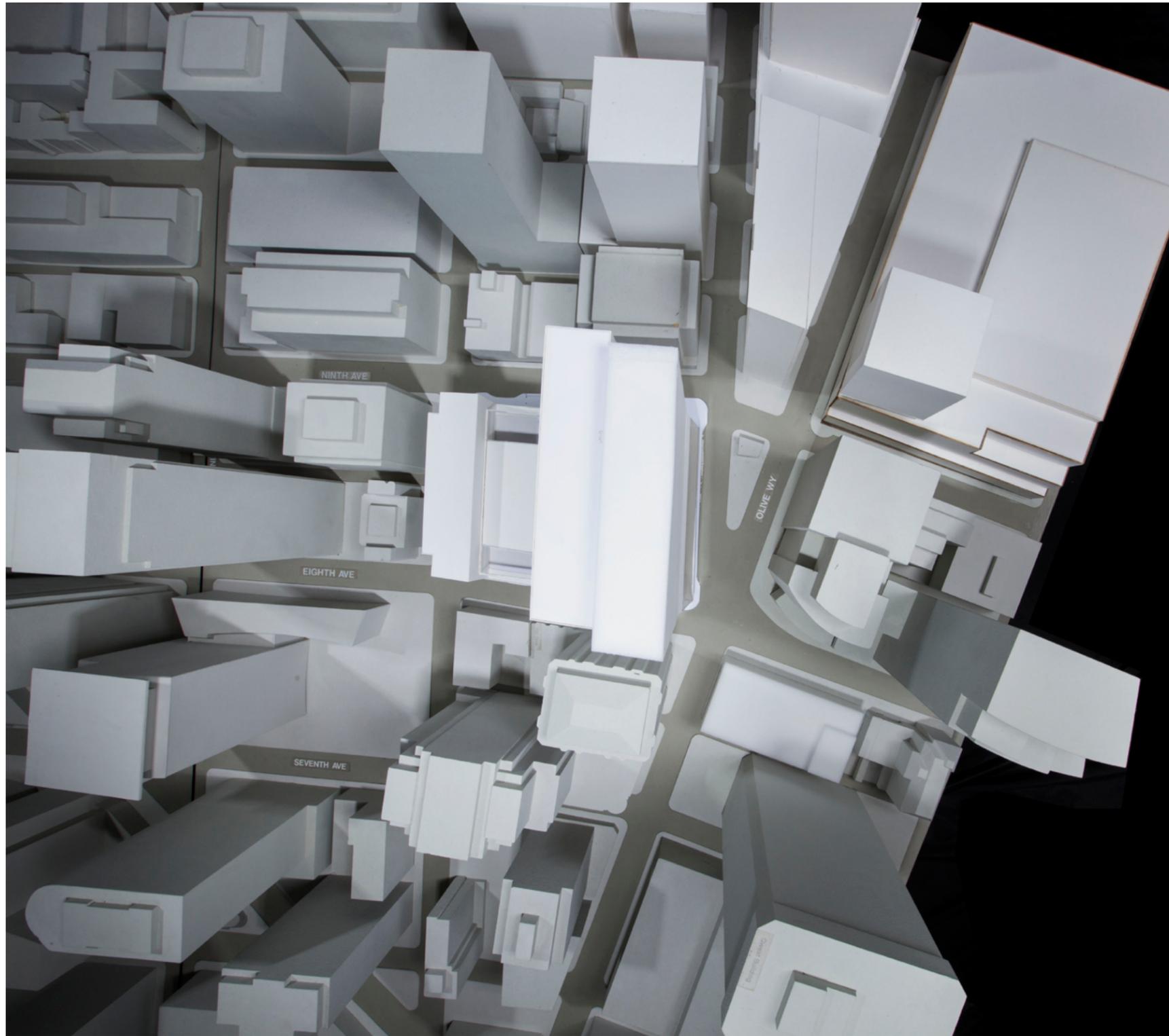
Bird's-Eye view near 9th Ave. and Stewart St. looking southwest



Bird's-Eye view near Stewart St. and 8th Ave. looking southeast



Bird's-Eye view near Howell St. and 9th Ave. looking northwest



Aerial View



View of southwest corner from 8th Ave.



View from 9th Ave. and Stewart St.

Alley Vacation Petition

INSPIRATION & PRECEDENTS FOR THROUGH-BLOCK CONNECTION



Arcade -Paris



Campo dei Fiore -Rome



Exhibition Street - London



Porte Cochere



Pedestrians and cars co-mingle



morning



convention event



mid-day



evening

View from 9th Ave. at through-block connection illustrating a variety of potential uses



View above Olive Way and Howell St. Triangle along 9th Ave. Green Street Parcel-Park



Street-level view of south facade along Howell St.



View of south facade along Howell St.

PUBLIC BENEFIT DIAGRAM

PROPOSED PUBLIC BENEFITS

- Significant Art Public Art Program
- Through-Block Connection Shopping Corridor
- Voluntary Setback
- Right-Of-Way Improvements
- Bike Share Stations
- Green Street Canopy
- Economic Benefits
- Affordable Housing 160 Units
- Sustainability Goals

PROPOSED FAR BONUS

- Green Street Parcel Park

