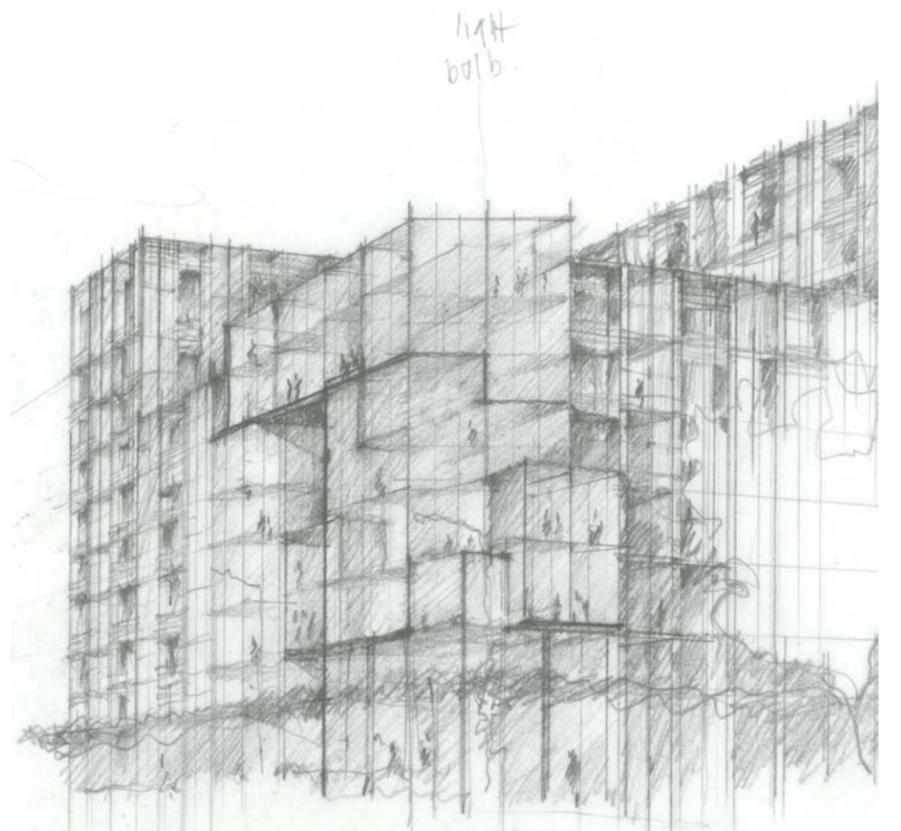


1900 1ST AVENUE



EARLY DESIGN GUIDANCE MEETING
DPD PROJECT NUMBER: 3008499

April 22, 2008

 TOUCHSTONE

OLSON
SUNDBERG
KUNDIG ALLEN
ARCHITECTS



Vision Statement

The First and Stewart development will enhance the Seattle cityscape by responding to the built urban context while serving as an iconic landmark which is visually active, public, and transparent.

By creating a strong visual terminus at the grid shift on First Avenue, the development will anchor the North-South prospect between historic Pioneer Square and bustling Pike Place Market. As designed by Olson Sundberg Kundig Allen, the First and Stewart building will embrace the streetscape, creating visual interest through the texture and pattern of surface treatments and window fenestrations.

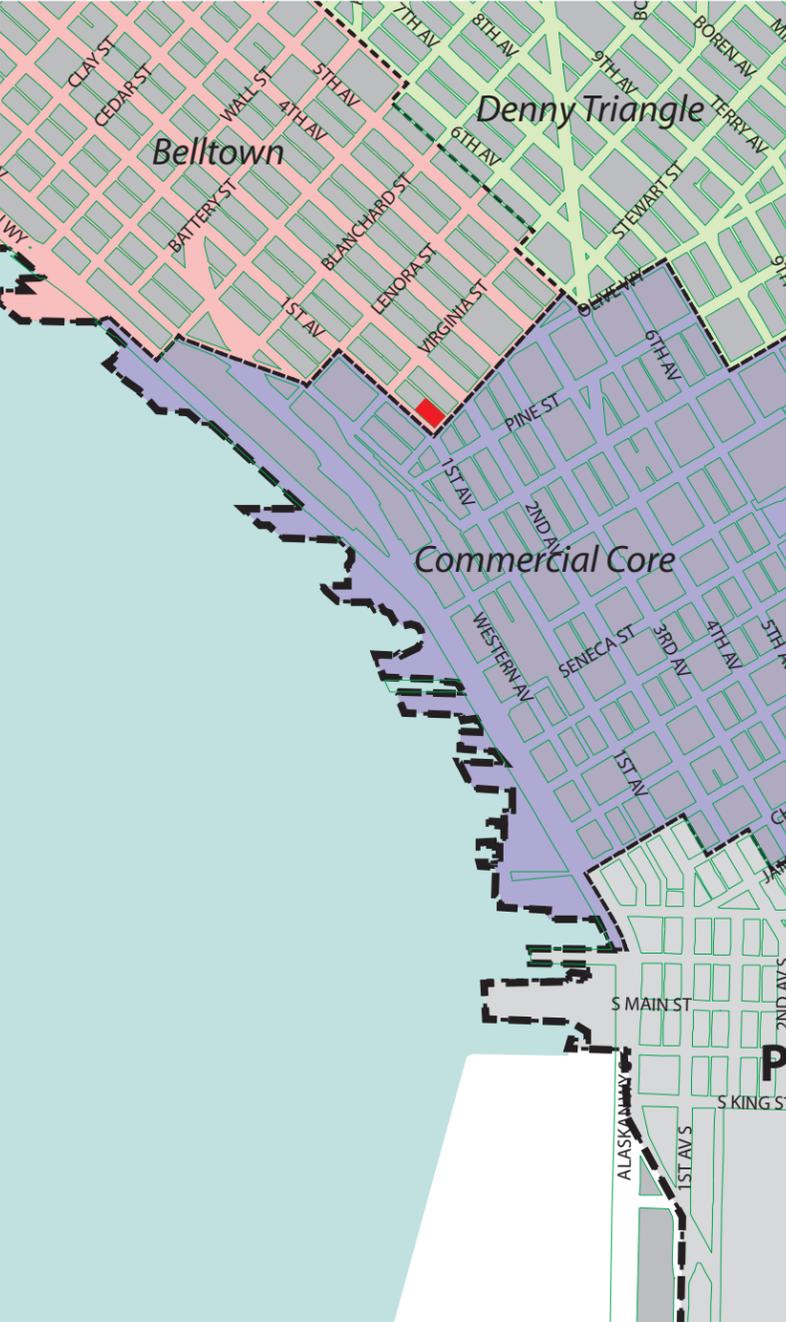
With planned use of courtyard and alley space, the development will enhance and extend the pedestrian oriented richness of the market district, characterized by pedestrian courtyards such as Pike Street Hillclimb Court and Post Alley. The development's protected urban space will extend the flow of activity to the east side of First Avenue.

Development Objectives

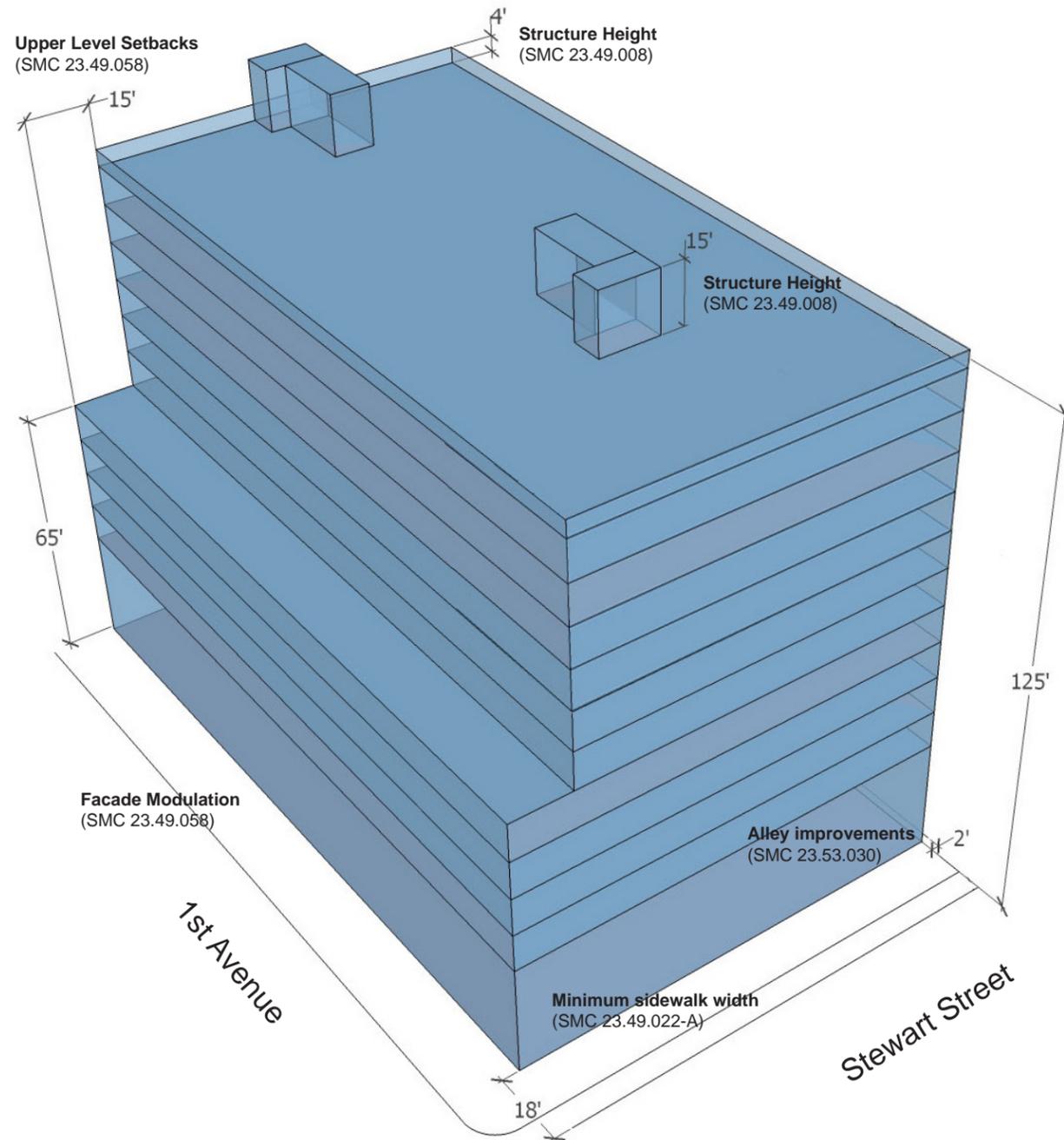
The proposed project is a 125' 11-story mixed use building including street level retail, apartments, and hotel with associated services. There is also approximately 5 levels of below grade parking. The break down of use are as follows:

Residential	100 Hotel Guest Suites 75 Apartments Units
Retail	+5,000 SF
Parking	325 stalls
Potential departures proposed :	Facade Modulation Upper Level Setback Parking Quantity Curbcut Location Sidewalk Width Loading Berths

Belltown Neighborhood



Zoning Code Summary



Property Address 1900 1st Ave
King County Assessor Parcel # 197720-0960
 197720-0955
Zoning DMC125: Belltown UCV
Applicable Code Section 23.49 Downtown Zoning

Open space (SMC 23.49.016.5)
 < 85,000 sf of new office Exempt

Design Review (SMC 23.41)
 General Info, Application Instructions, and Submittal Requirements

Overhead Weather Protection and Lighting (SMC 23.49.018)
 Required along the entire street frontage except facade located 5' from street property line or widened sidewalk on private property

Structure Height (SMC 23.49.008)
 Maximum Height Limit 125'
 Roof Features 4' above the applicable height limit

Parking quantity (SMC 23.49.019-A.1)
 No parking, either long-term or short-term, is required for uses on lots in Downtown zones

Stair penthouses and Mechanical equipment permitted 15' above the applicable height limit.

Max Allowed:	Retail 5,000sf	5 stalls (1 per 1,000 sf nonres.)
	100 Hotel keys	65 stalls
Total:		70 stalls

Street-level use requirements (SMC 23.49.009)
 75% of each street frontage must be occupied by applicable commercial uses.

Existing surface:		78 stalls
Proposed: (below grade)	Retail 5,000sf	5 stalls
	100 Hotel keys	65 stalls
	75 Apartments	113 stalls (ratio of 1.5)
	Short term < 4hrs	142 (78 replace existing)
Total		325 stalls

25% of the street frontage may contain other permitted uses and/or pedestrian or vehicular entrances.

General requirements for residential uses (SMC 23.49.010.B)
 Common recreation area (5) percent of the total gross floor area in residential use
 (50) percent may be enclosed open space at street level counted twice

Bicycle Parking (Chart 23.49.019.A)
 Hotel .05 spaces per hotel room
 100 rooms x .05 = 5
 Residential 1 space for every 2 dwelling units
 50 apts / 2 = 25
 Required: 30 bicycle stalls

Apartment	90,000
Hotel	65,000
Total	155,000
Required	155,000 x .05 = 7,750 sf

Curbscut Location (SMC 23.49.019.H.1.a)
 When a lot abuts an alley, alley access shall be required

Base and Maximum Floor Area Ratios (FARs) (SMC-Chart 23.49.011.A1)
 DMC 125' Base 5
 Max 7
 Mechanical equipment allowance 3 1/2 percent

Required: none
 Existing: 3 curbcuts on 1st Avenue
 1 curbscut on Stewart St
 1 driveway in alley
 Proposed: 1 curbscut on Stewart Street
 1 driveway in alley

Residential exempt (SMC 23.49.011.B.1.c.3.f) > 20,000 sf

Minimum sidewalk and alley width

(SMC 23.49.022-A)

Minimum sidewalk widths are established by Map 1C.1

Required: Stewart Street 18'
 Existing: Stewart Street 12'
 Proposed: Building sidewalk at the corner of 1st and Stewart for pedestrians crossing leaving existing street parking for businesses.

View corridor requirements

(SMC 23.49.024)

Not required per Map 1D

Odor, noise, light/glare, and solid waste recyclable materials storage space standards

(SMC 23.49.025)

Venting 10' above finished sidewalk grade, and directed away from residential uses within 50' feet of the vent.

DMC street facade and street setback requirements

(SMC 23.49.056)

Minimum Facade Height Class I Pedestrian Streets
 DMC: 25 feet

Facade Setback Limits

Between the elevations of 15 and 35 feet above sidewalk grade, the facade shall be located within 2' of the street property line, except that:

maximum setback 10'
 maximum area setback 40% of facade area between the elevations of 15' and 35'
 maximum setback width 20'
 Facade Transparency Class I pedestrian streets
 60% street level transparent
 Blank Facade Limit 15' wide

DMC upper-level development standards

(SMC 23.49.058)

Facade Modulation

1st Ave 15' setback above 85'
 Stewart St N/A per SMC Chart 23.49.058A

Upper Level Setbacks

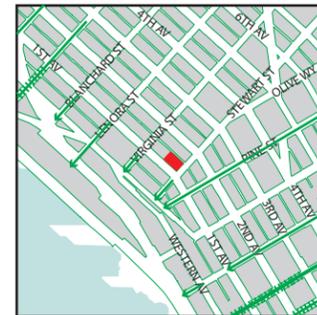
Required: 15' setback above 65' on 1st Avenue
 Proposed: Flexibility in prescriptive development standards to better meet the intent of the Belltown Design guidelines as demonstrated in this packet.

Alley improvements in all zones

(SMC 23.53.030)

Required: 20'
 Existing: 16'
 Proposed: 18' (2' dedication)

VIEW CORRIDORS



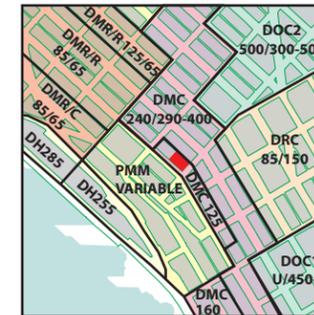
- View Corridors established in Downtown View Corridor Map, Exhibit 3.5.C of Resolution 30297 (line indicates extent of View Corridor)
- Portions of View Corridor requiring View Corridor setbacks according to Section 23.49.024
- Arrow indicates direction of View

SIDEWALK WIDTHS



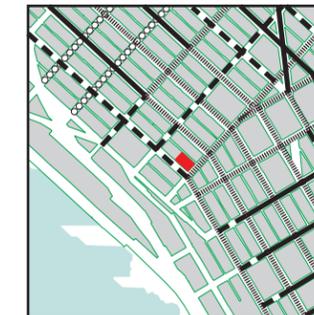
- Variable 12' applies to all unmarked streets
- 15'
- 18' (when on a one-way street, only the side with transit stops shall be 18' the other side shall be 15')
- Sidewalk widths addressed by Special Review or Historic District regulations

DOWNTOWN ZONES



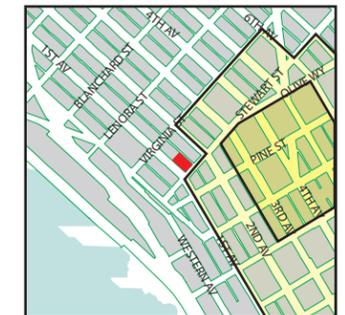
- DOC1 Office Core - 1
- DOC2 Office Core - 2
- DRC Retail Core
- DMC Mixed Commercial
- DMR/R Mixed Residential / Resident
- DMR/C Mixed Residential / Commer
- PMM Pike Market Mixed
- DH1 Harborfront - 1
- DH2 Harborfront - 2

STREET CLASSIFICATIONS



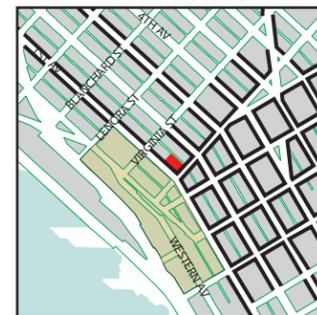
- Green Street
- Principal Transit Street
- Minor Arterial (other than Principal Transit Street)
- Principal Arterial (other than Principal Transit Street)

PUBLIC AMENITY FEATURES



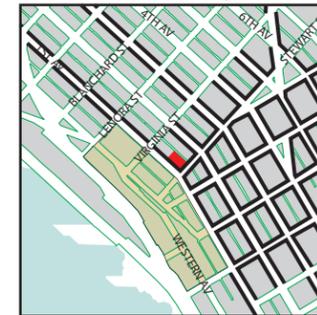
- Major Retail Store and Shopping Atrium (FAR Exemption Only - No Bonus)
- Shopping Corridor Bonus

PROPERTY LINE FACADES



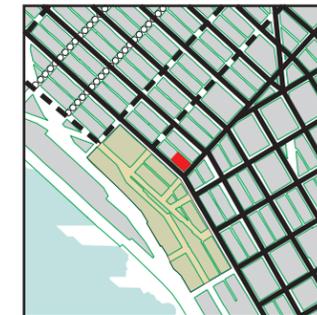
- Property Line Facades Required
- Street Facades regulated by Special Review or Historic District Regulations

STREET LEVEL USE REQUIRED



- Street-Level Uses Required
- Street Level Use Regulated by Special Overlay District

PEDESTRIAN STREET CLASSIFICATIONS



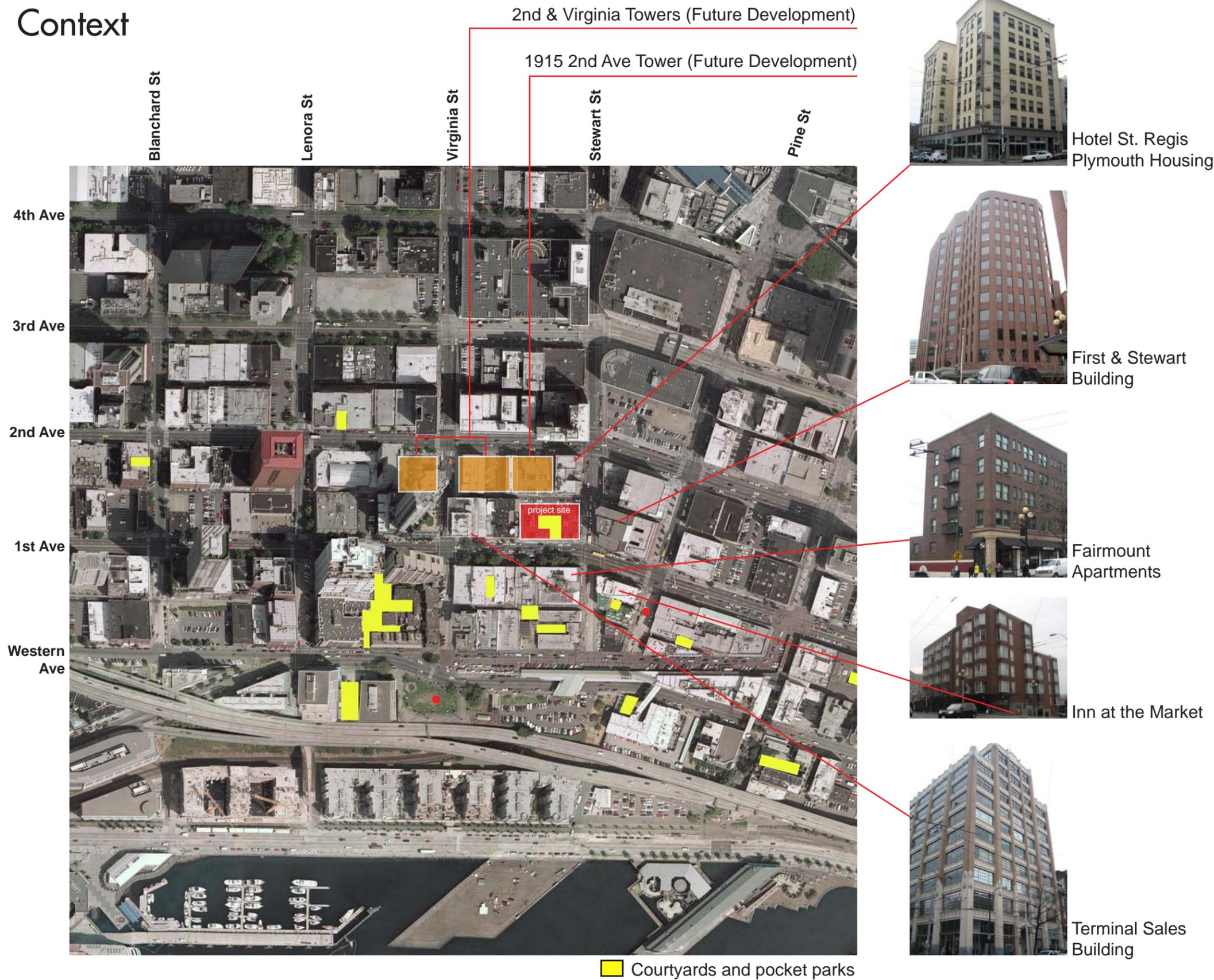
- Class I
- Class II
- Green Street
- Pedestrian Street Classifications regulated by Special Review or Historic District Regulations, except that Green Street setbacks in the International District Residential zone are regulated by Section 23.49.248

PROPERTY LINE FACADES



- Pike Place Market Historical District
- Pike Market Mixed Zone

Context



■ Courtyards and pocket parks



Hotel St. Regis
Plymouth Housing



First & Stewart
Building



Fairmount
Apartments



Inn at the Market



Terminal Sales
Building

Neighborhood Context

As stated in the Design Guidelines, Belltown is home to numerous iconic and historical buildings. New buildings should not appear to have been constructed during a past era and referencing period architecture should be interpreted in a contemporary manner. Creative, contemporary architecture solutions are encouraged.

Belltown's architectural character:

- Federal Style
- Spanish Colonial
- International
- Gothic
- Contemporary



● View of Public Market from Pine Street



● Victor Steinbrueck Park



Corner of 1st and Stewart from the 1920's.

Photo: University of Washington Libraries.



Corner of 1st & Stewart today.

Site Analysis



East side of 1st Avenue

West property line



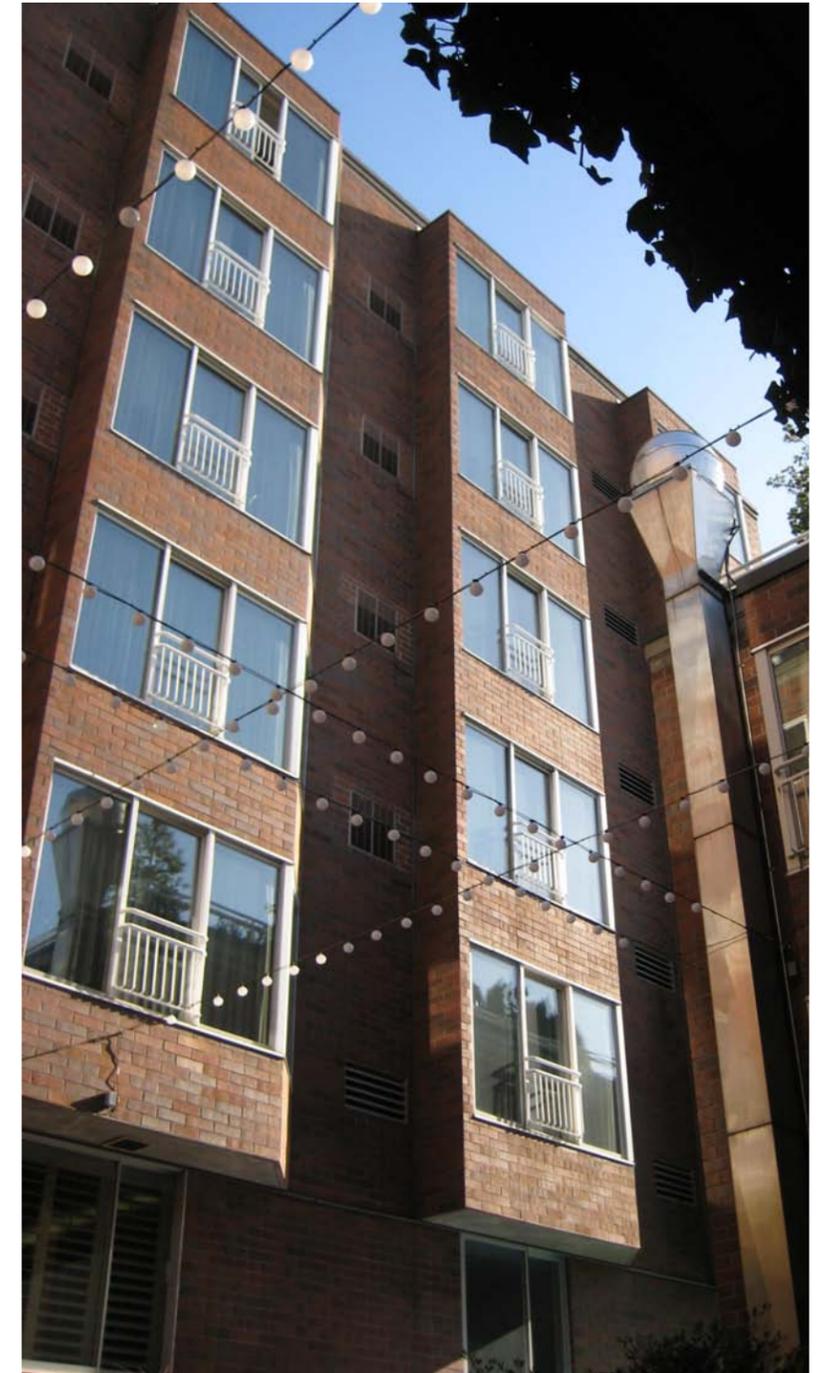
West side of 1st Avenue



Neighborhood Images



View looking at the intersection of 1st & Stewart from southwest corner of site



Courtyard views of the Inn at the Market

Community Landmarks

Neighborhood landmarks include Terminal Sales Building and the recently renovated Hotel St. Regis. A block to the west is Pike Place Market, one of the most notable regional landmarks.

The intersection of 1st and Stewart is not considered a landmark, but offers the potential to serve as a gateway to the Belltown Neighborhood. The site is sited on a prominent corner that acts as a visible terminus of 1st Avenue looking north from Pioneer Square.



View looking towards site from the intersection of 1st & Virginia



Existing alley conditions



Alley entrance off Stewart Street

Prominent Corner

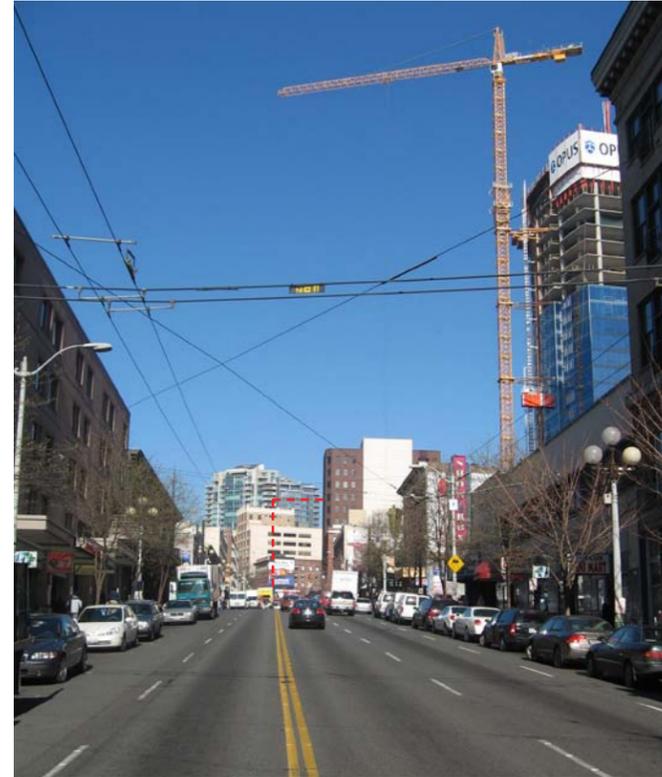
Views of site looking north on 1st Avenue



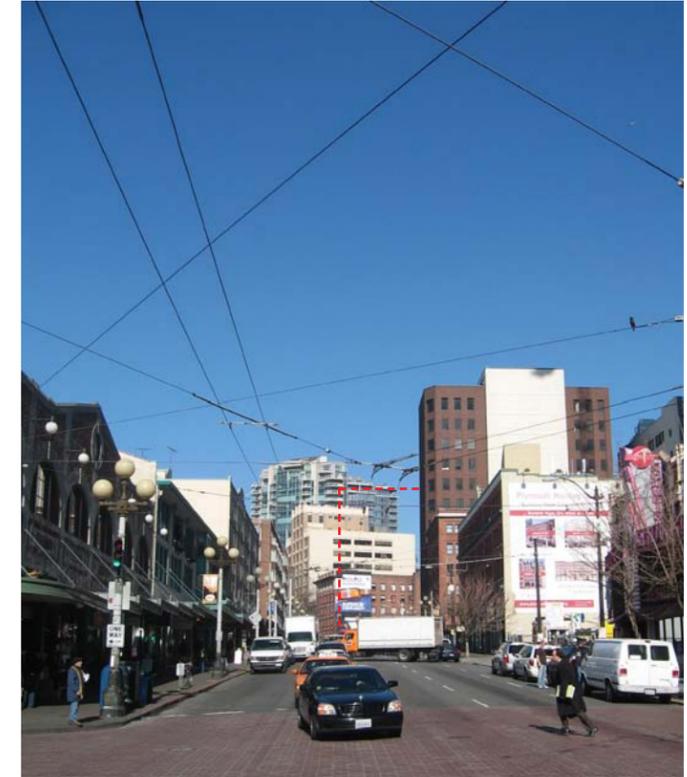
1st Avenue & Cherry Street



1st Avenue & Seneca Street

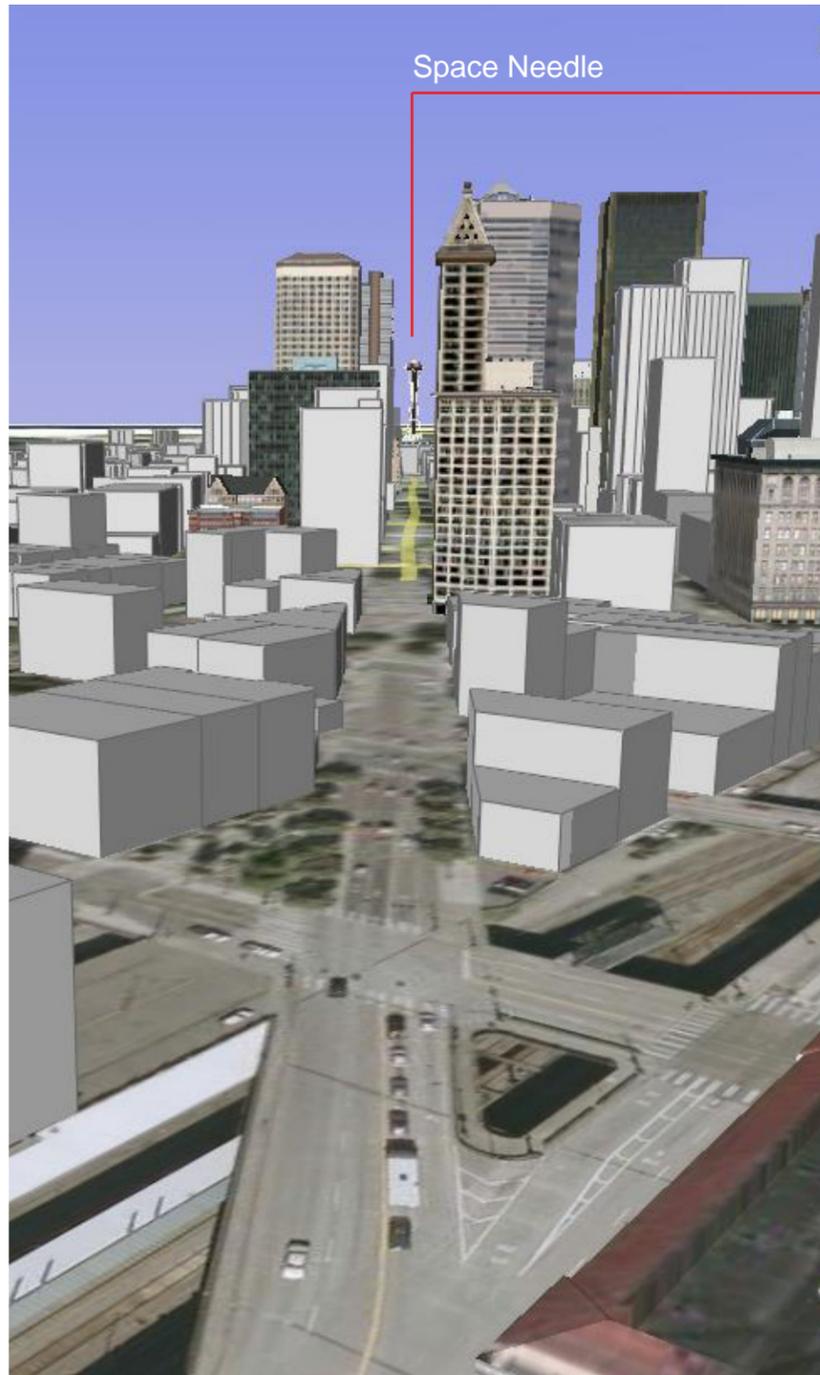


1st Avenue & Union Street



1st Avenue & Pike Street





Space Needle

View looking north on 2nd Avenue



Urban Axis on 2nd Avenue

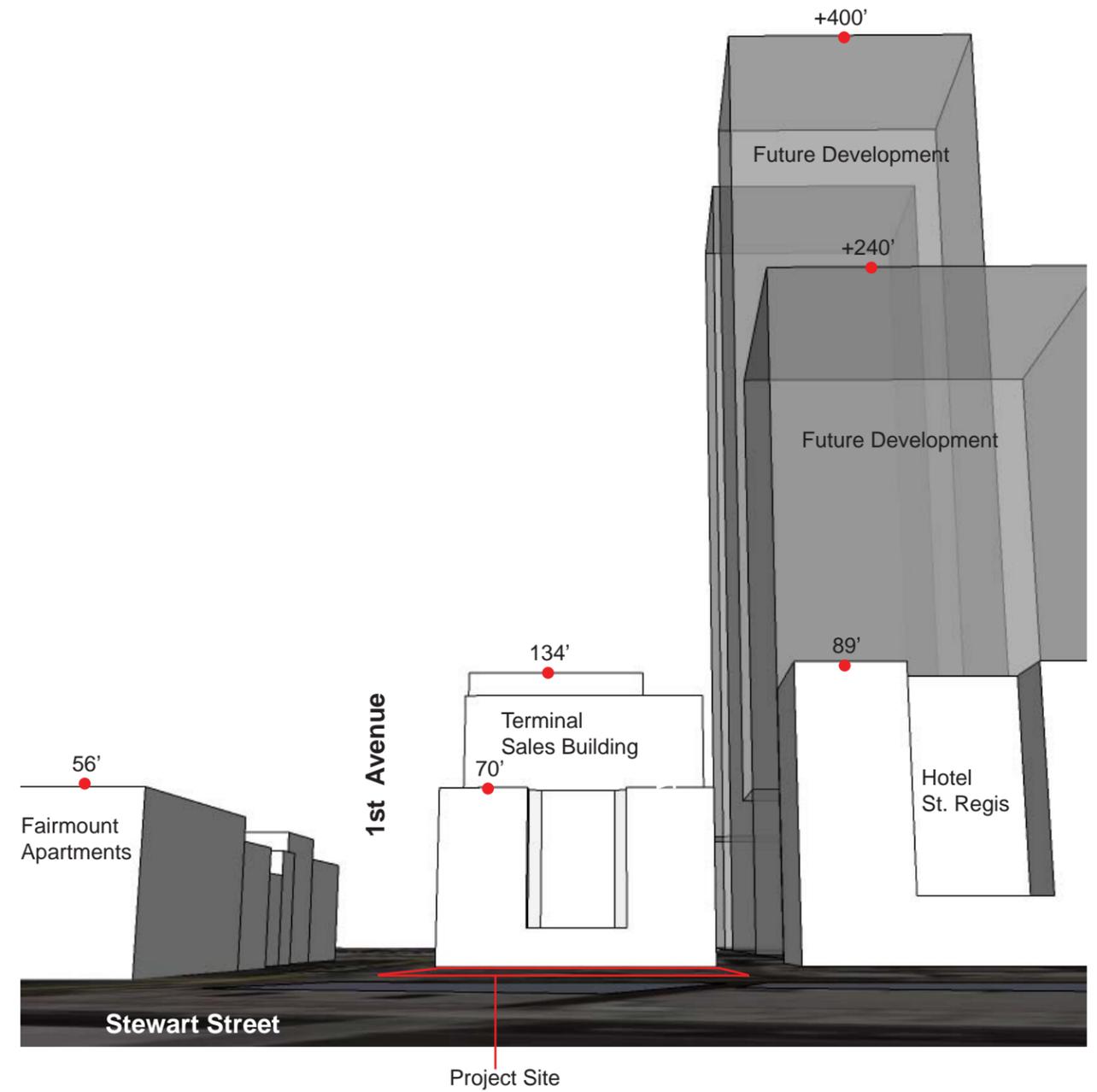
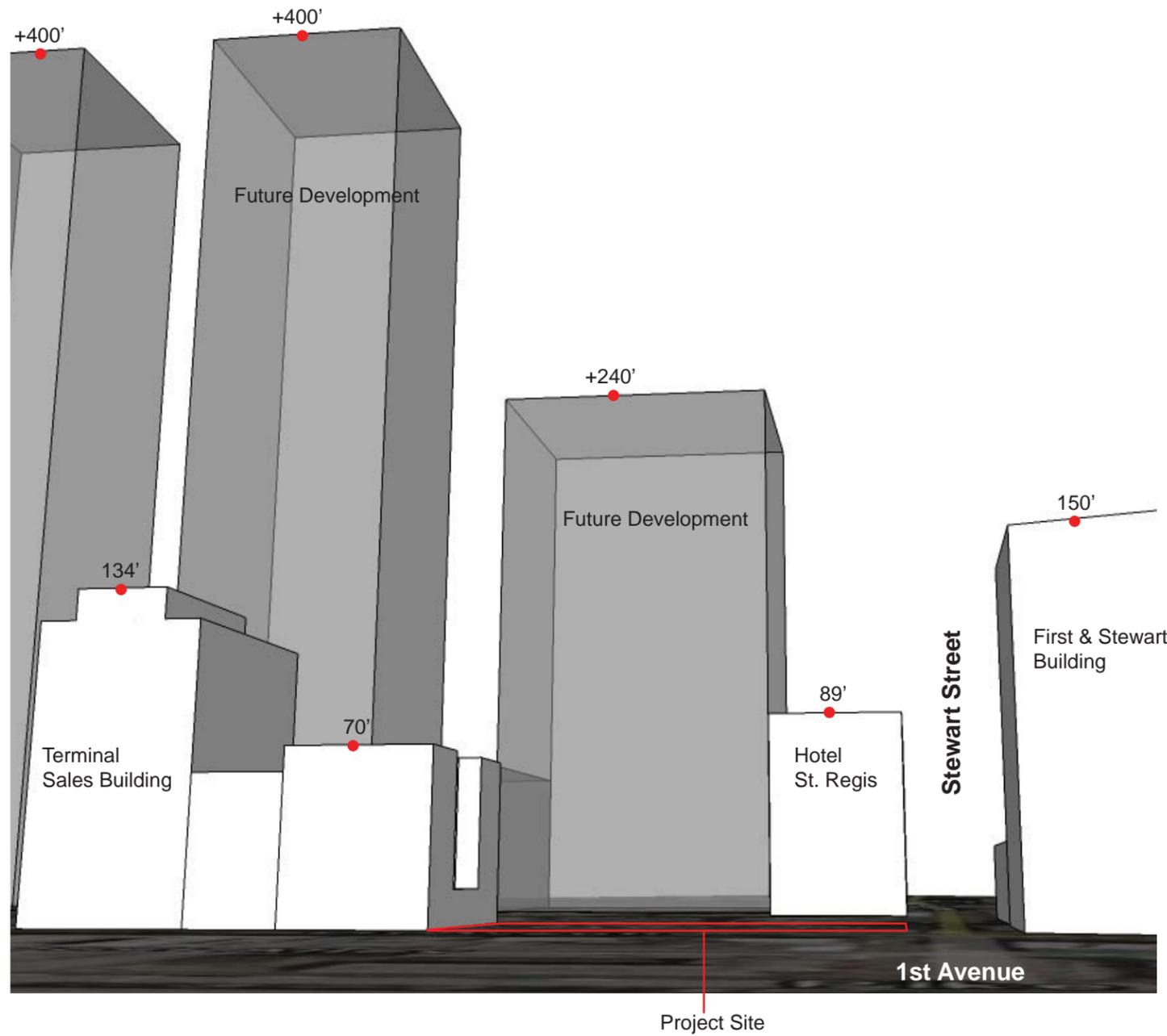


505 Union Station

© 2008 Sanborn
Image © 2008 City of Bellevue

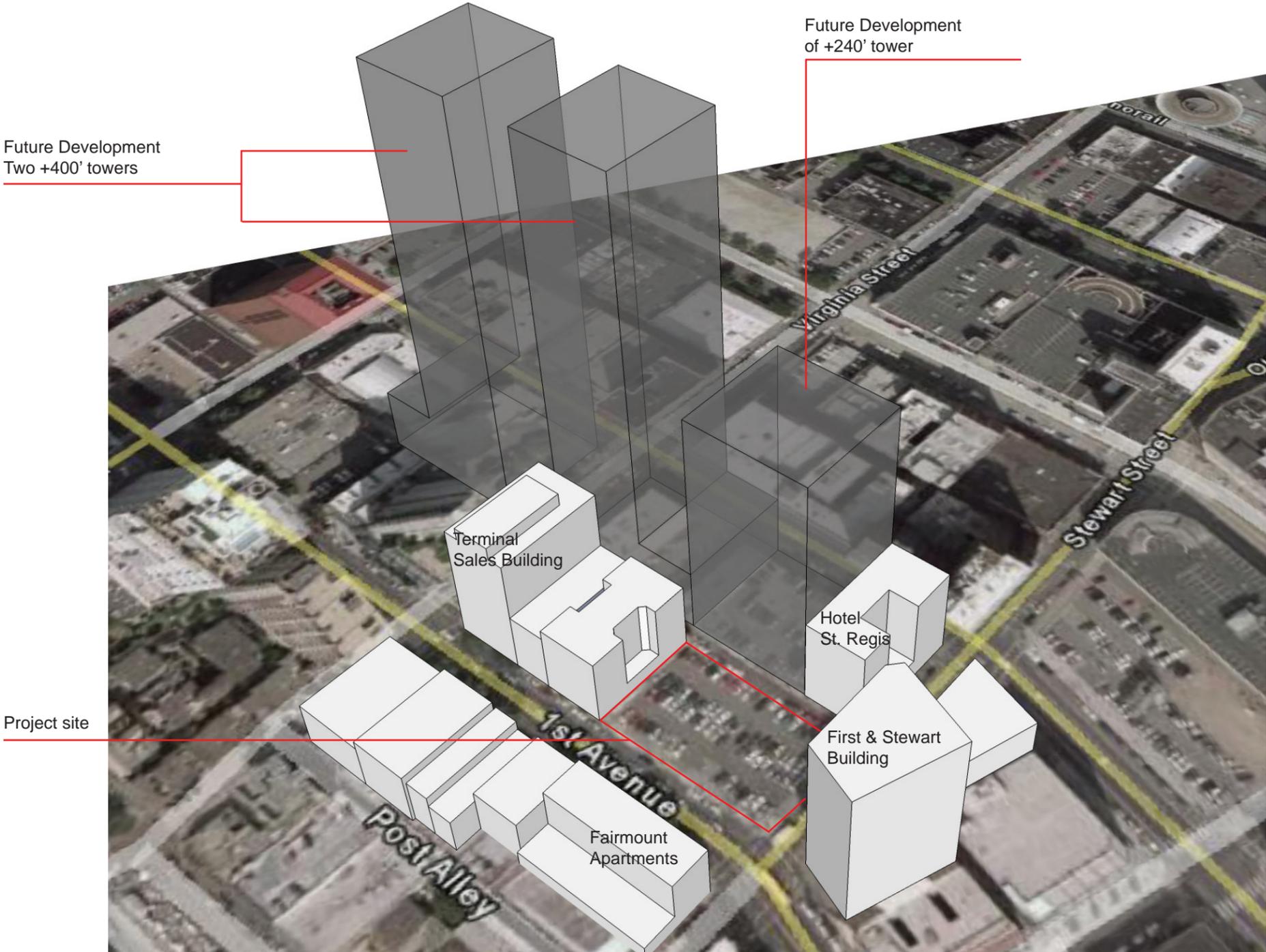
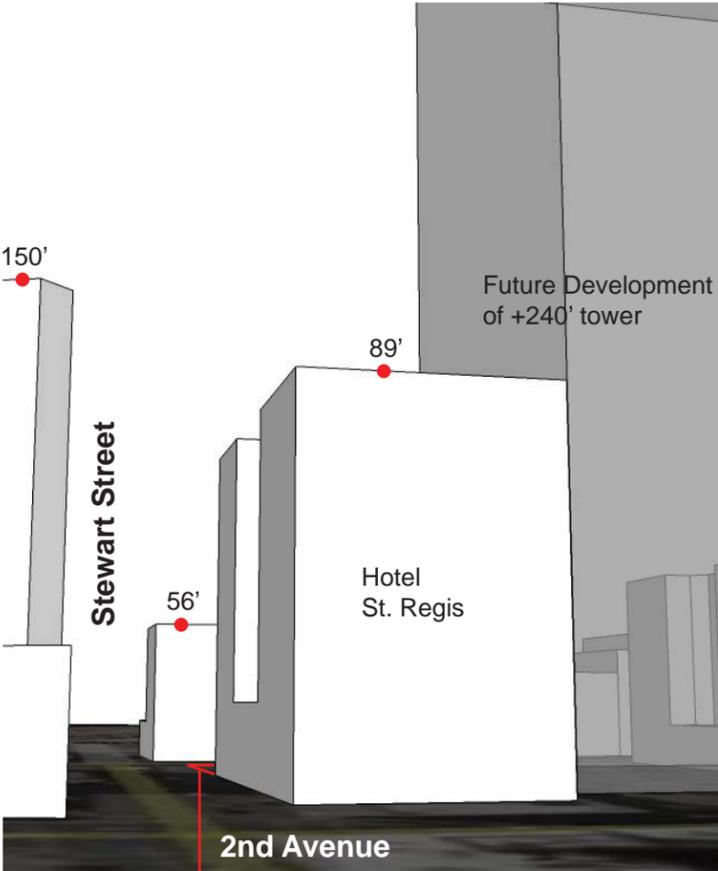
View looking south 2nd Avenue

Neighborhood Development

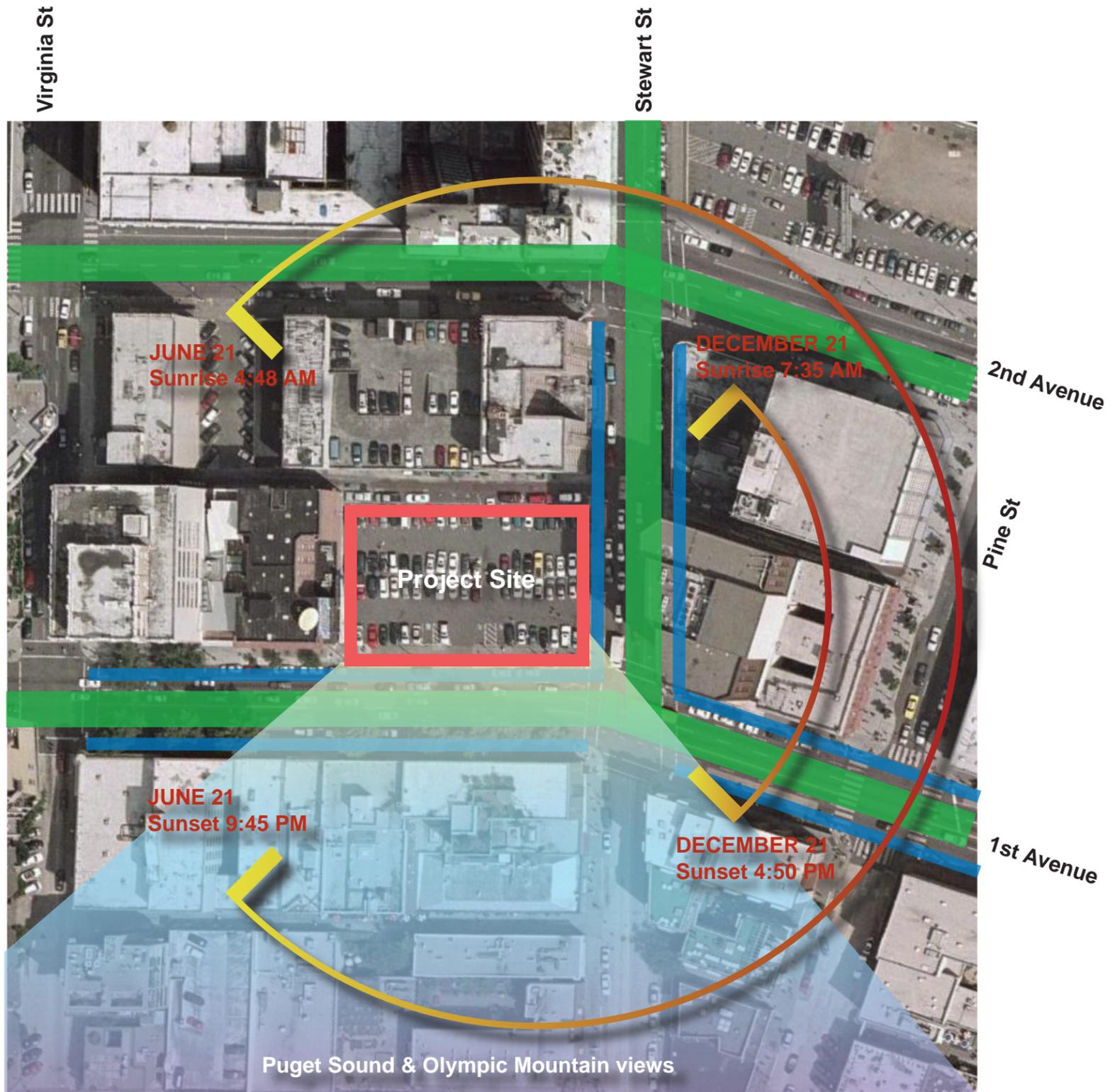


Neighborhood development

The neighborhood is currently in transition, with several projects under construction or in building permit review. The site is zone DMC 125' between the Pike Market Mixed variable zone across the street to the west and the DMC 240 zone across the alley. Adjacent sites to the north and across the street to the south are also zoned DMC 125'. New tower development in the neighborhood will change the skyline in the near future. Directly behind the site will be a new 240' residential tower. Also behind the site to the north on the same block will be one of the two +400' 2nd and Virginia Towers.



Environmental Site Conditions



Key

-  Pedestrian Street - Class I Classification
-  Metro Transit Routes: 15,18, 21, 22, 56
-  Predominant Views of the Puget Sound
-  Sun orientation



Existing Site Summary

Site dimensions approximately	111' by 180'
Site area approximately	19,991 SF
Existing Parking	78 stalls
	4 ADA
Curbcuts	4
Alley access	1 driveway
Alley width	16'
Grade change	+10' across site

Site Opportunities

Activating the street

Developing the site from a parking lot to a mixed use building will establish new pedestrian activity

Prominent corner

The site is sited on a prominent corner that acts as a visible terminus of 1st Avenue looking north from Pioneer Square.

Views

Looking south from the southeast corner of the site is a view corridor down 1st Avenue. From the 6th floor up are commanding views of the Puget sound and the Olympic Mountains beyond.

Site Challenges

Alley width

Future development of 400' and 240' towers across the alley will increase shared demand on alley. Existing buildings will limit width of the alley to a maximum width of 18'. In limited locations where new developments are across from each other the alley will be 20'.

Site slope

Proper attention will be paid to building entries relative to the changing grades at the property line. Grade changes 10' across the site and will be programmed to keep uses active facing the street.



Belltown Guidelines

Architectural Expression RESPONDING TO THE LARGER CONTEXT

A-1 Respond to the physical environment

- An architectural concept and building composition that responds to the patterns of urban form found nearby.

- Courtyard – Inn at the Market
- Continuing urban wall on Stewart Street.
- Holding the Corner at First and Stewart and Belltown Urban City Village edge.

A-2 Enhance the skyline

- Upper portion of the building to promote visual interest and variety in the downtown skyline
- Providing a transition in scale and zoning.
Creating a sense of destination in the built environment and sense of place in the pedestrian scale.

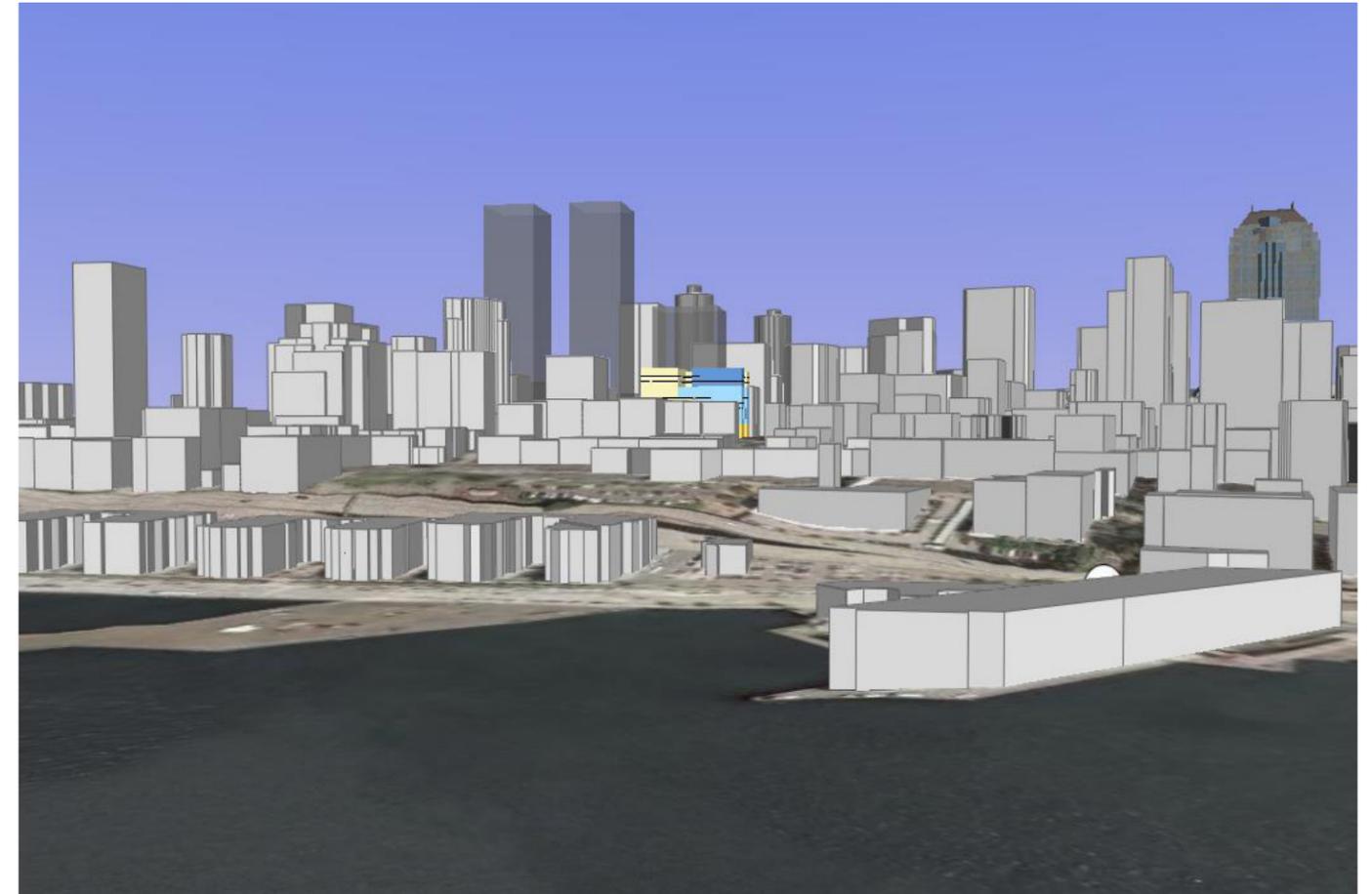
Site Planning & Massing RELATING TO THE NEIGHBORHOOD CONTEXT

B-2 Create a transition in bulk and scale

- Massing of the building to address transition of height, bulk, and scale between PMM-variable and DMC 240/290-400 zones
- Special attention to the massing base as it relates to the street level environment.

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

- The courtyard apartment is a prevalent building type in Belltown which creates usable open space and also breaks down building mass.
- Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.



Seattle Skyline - Looking east from the Puget Sound



Public amenity space - Sabra in Pike Place Market



Courtyard open space - Inn at the Market



Pedestrian environment - 2nd & Lenora

The Streetscape

CREATING THE PEDESTRIAN ENVIRONMENT

C-1 Promote pedestrian interaction

- Building corner as a place of convergence. The corner can be a wayfinder in the pedestrian environment, as well as a gathering space.
- Extend street level spaces out into the sidewalk and invite pedestrians into buildings with: multiple and varied building entries. Open facades and variations in paving materials, textures and colors.

C-4 Reinforce building entries.

- Reinforce building entries by promoting pedestrian comfort, safety, and orientation.
- Create distinctive doorways with projected and recessed entry bays.

Public Amenities

ENHANCING THE STREETScape & OPEN SPACE

D-1 Provide inviting & usable open space

- Integrated open space that provide amenities for residents, workers and visitors.
- Mixed-use development that provides usable open space adjacent to retail space, such as an outdoor café or restaurant

D-3 Provide elements that define the place

- Distinctive landscaping that incorporates seating to create a sense of place.
- Explore the option of incorporating public art

Vehicular Access and Parking

CREATING THE PEDESTRIAN ENVIRONMENT

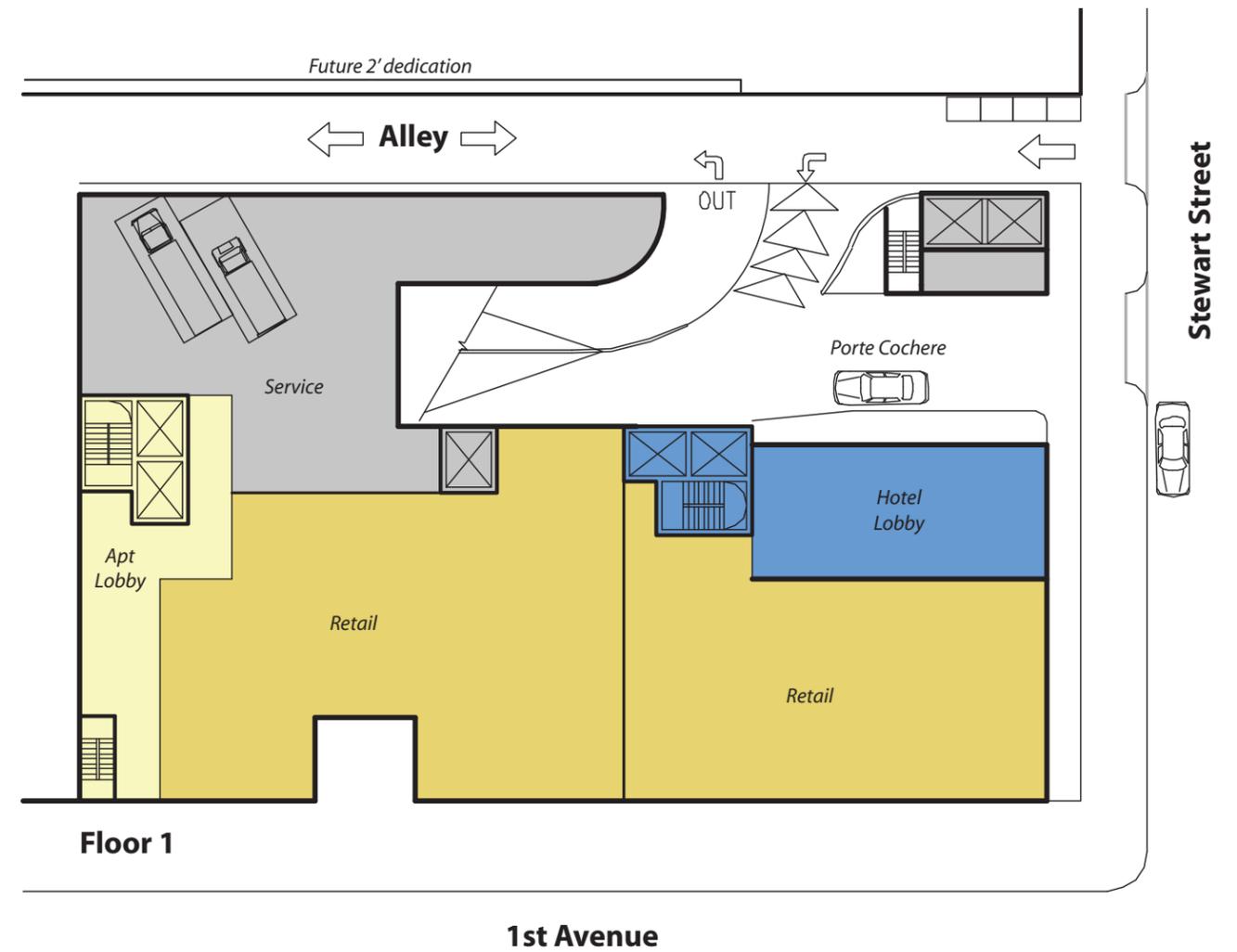
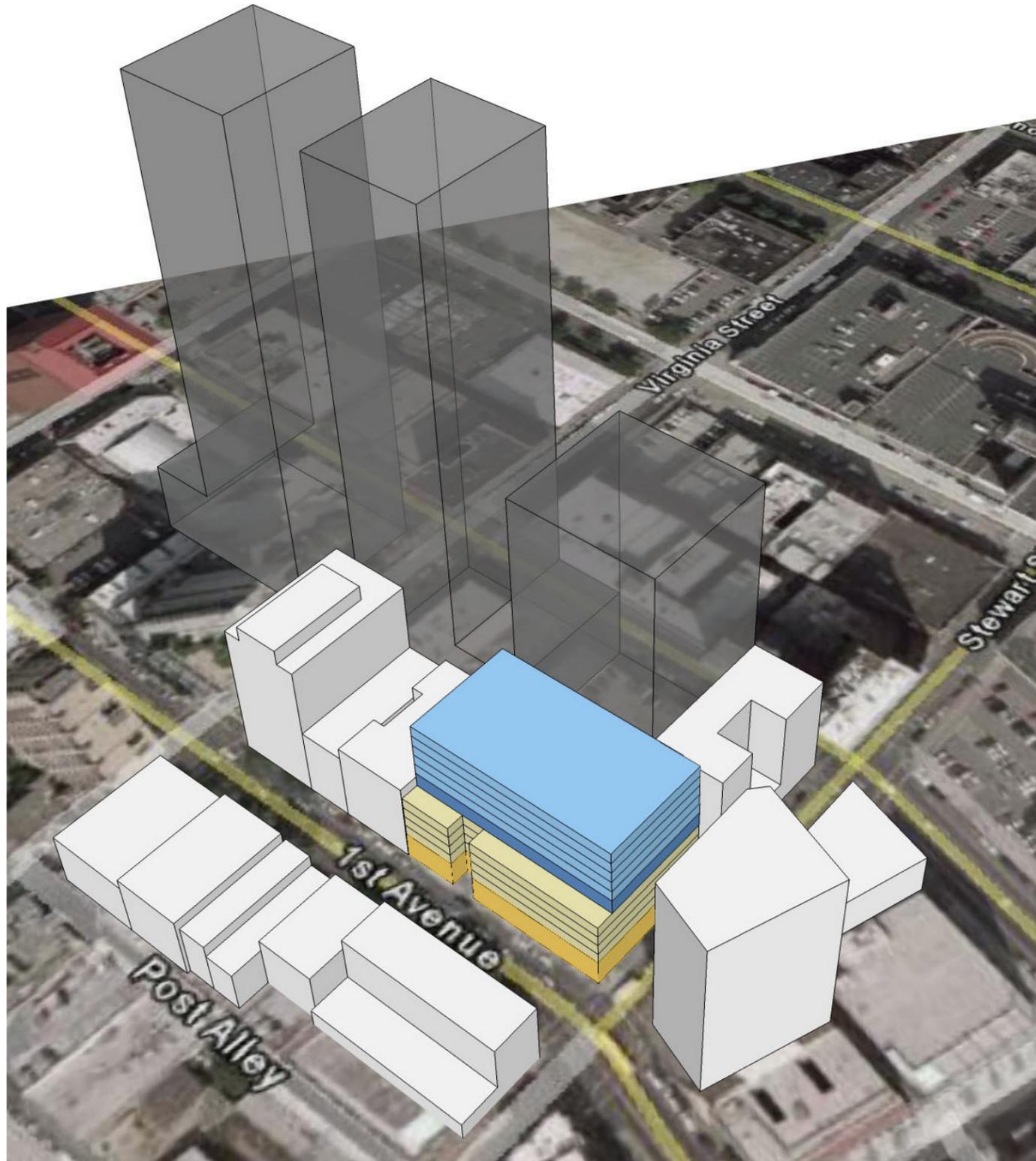
E-1 Minimize curb cut impacts

- There are 4 existing curbcuts. The current studies reduce the count down to 1.
- Smooth flow of traffic

E-3 Minimize the presence of service areas

- Unsightly loading births and service areas are to be located in the alley away from pedestrian experience.

Schematic Designs - ALTERNATIVE 1



Description

Anchored around a doubled loaded corridor this scheme makes the most of the building envelope. The building form conforms to all zoning setbacks as well as providing an 18' sidewalk on Stewart Street per the zoning code. Program uses are stacked around the core for efficiency. The street level façade benefits from a long storefront frontage, but does not provide public amenity spaces.

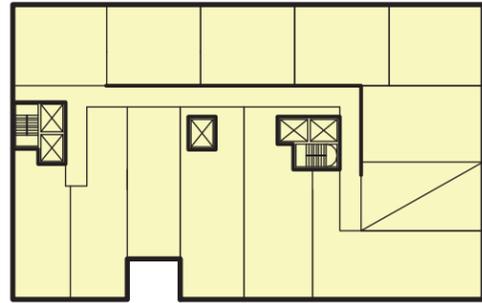
Departures

None

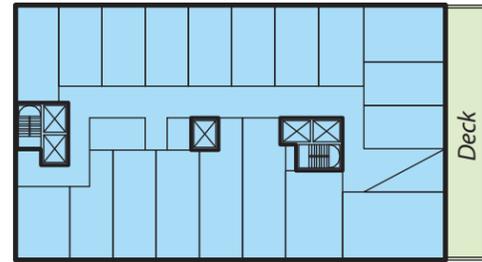
LEGEND

- Apartments
- Hotel Program (restaurant, spa, meeting rooms, etc.)
- Hotel Guest Rooms
- Retail
- Parking / Service

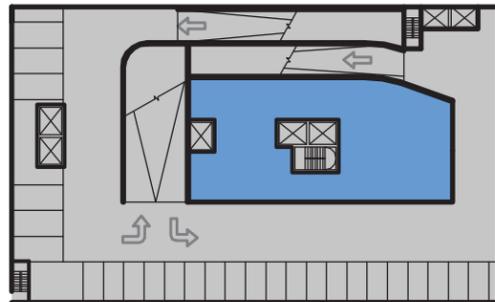




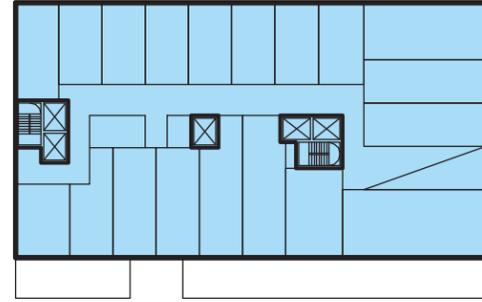
Floor 2-5



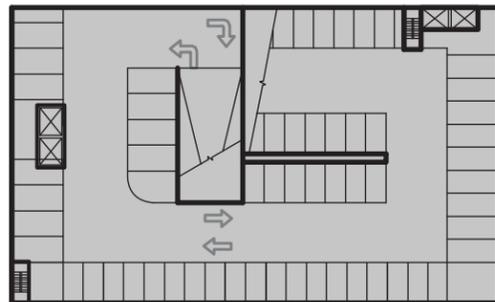
Floor 8-11



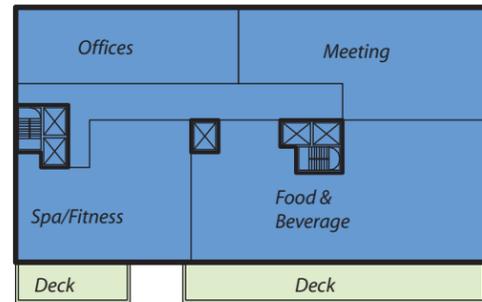
Parking 1



Floor 7



Parking 2



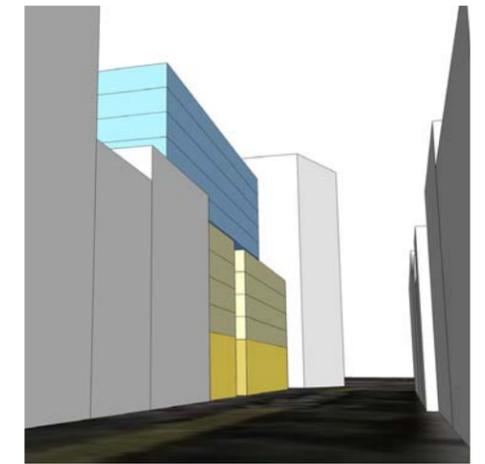
Floor 6

Advantages

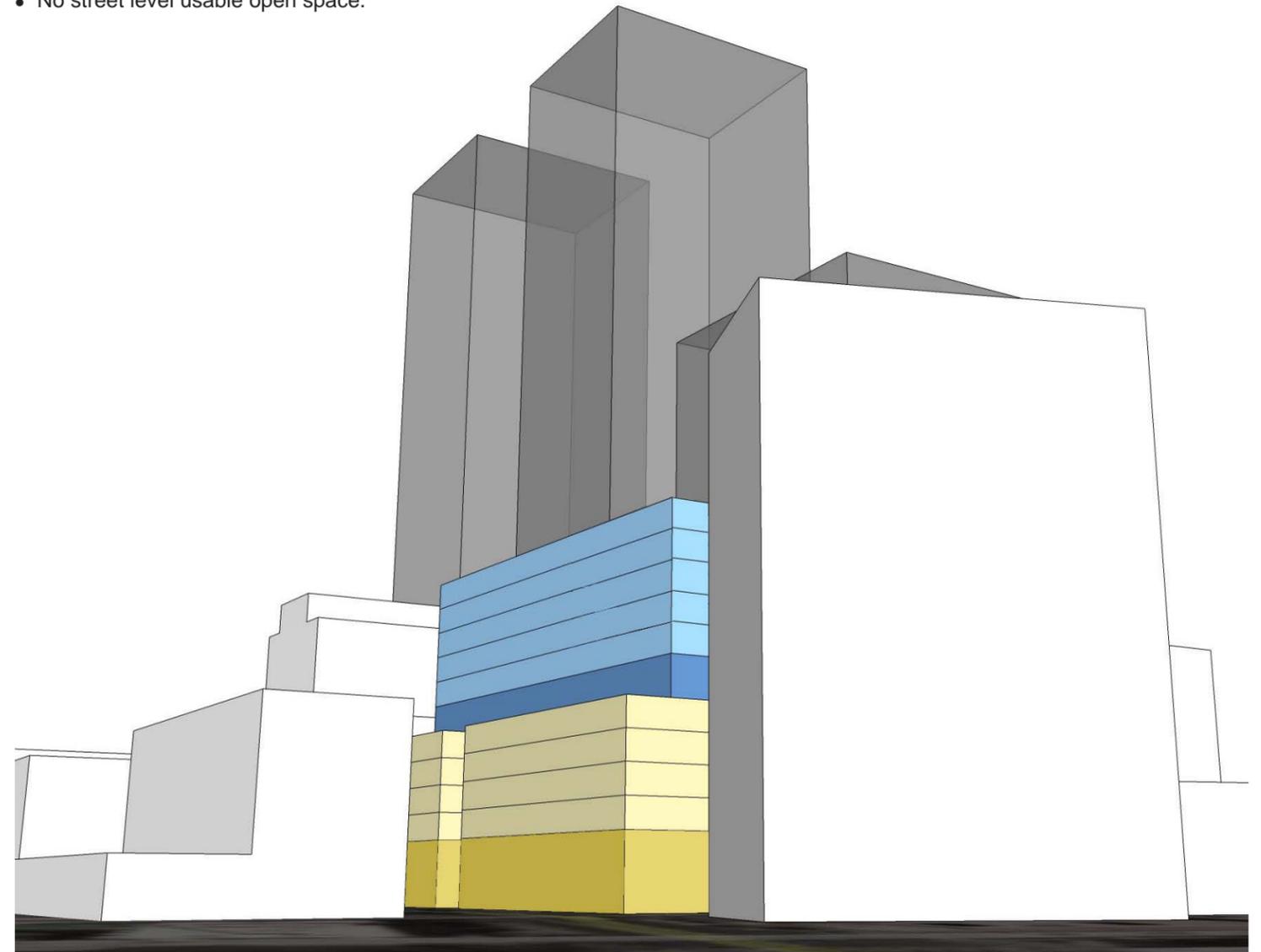
- The plan is very efficient.
- Hotel amenities and restaurant can be located on level 6 to take advantage of views and day light.

Challenges

- The massing is monolithic and does not relate to the pedestrian at the street level.
- The massing steps back from the corner resulting in a weak gesture for a prominent urban corner.
- In a double loaded scheme many units are forced to look out to the alley.
- No street level usable open space.

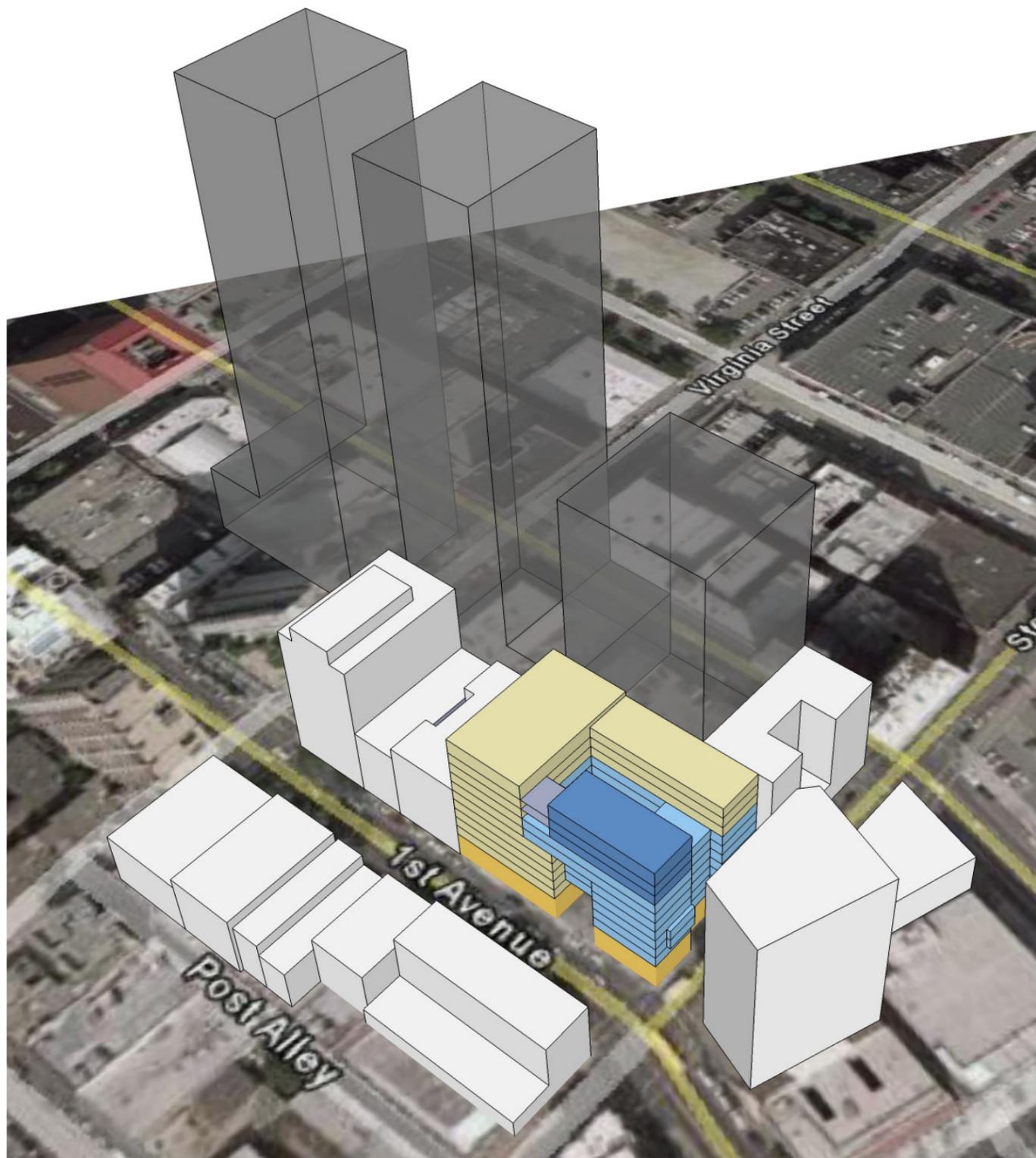


View looking south on 1st Avenue



View looking north on 1st Avenue

Schematic Designs - ALTERNATIVE 2



Floor 1

Description

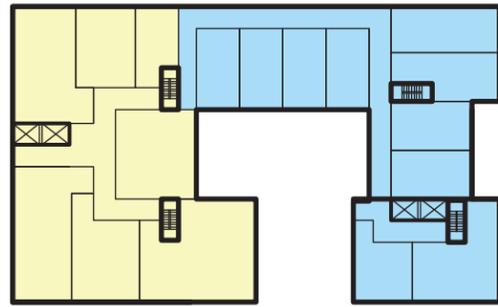
In this scheme all vehicular access is located in the alley. The program is split into two 'L' shaped single loaded corridors locked together around a common courtyard. The single loaded corridors allow all units to look out onto a common courtyard and views. The massing reinforces the urban form by creating a transition in bulk and scale while holding the corner creating a destination and sense of place in the courtyard.

LEGEND

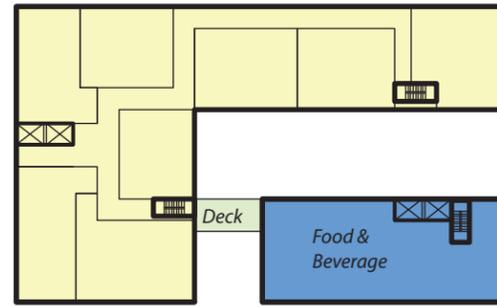
- Apartments
- Hotel Program (restaurant, spa, meeting rooms, etc.)
- Hotel Guest Rooms
- Retail
- Parking / Service

Departures

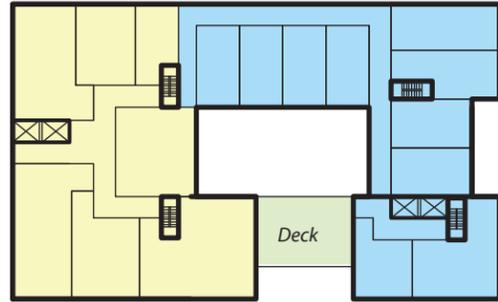
1st Avenue:	Facade Modulation Upper level setback
Stewart Street:	None



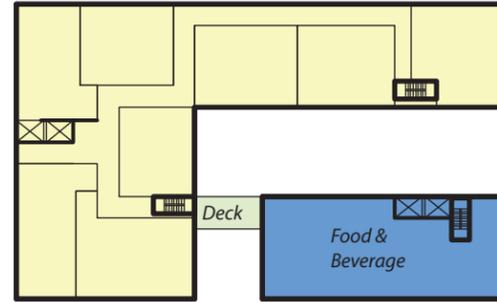
Floor 6



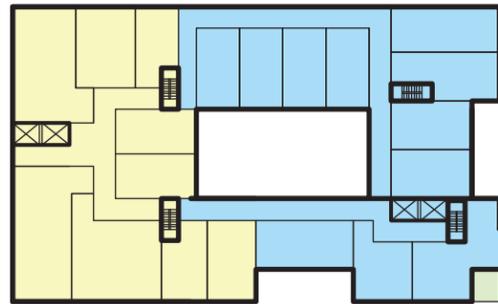
Floor 11



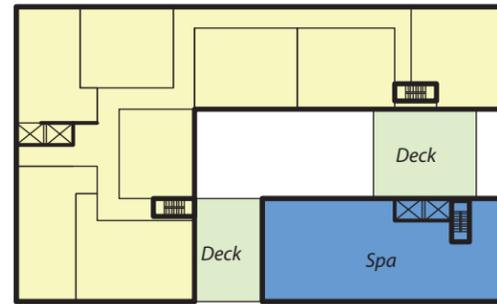
Floor 5



Floor 10



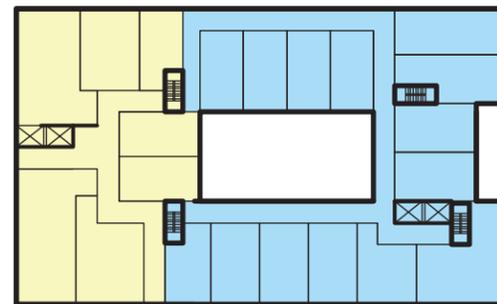
Floor 3-4



Floor 9



Floor 2



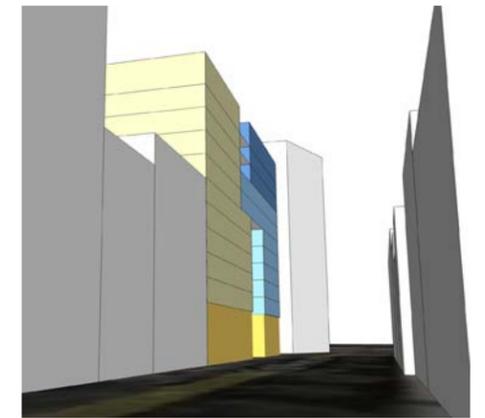
Floor 7-8

Advantages

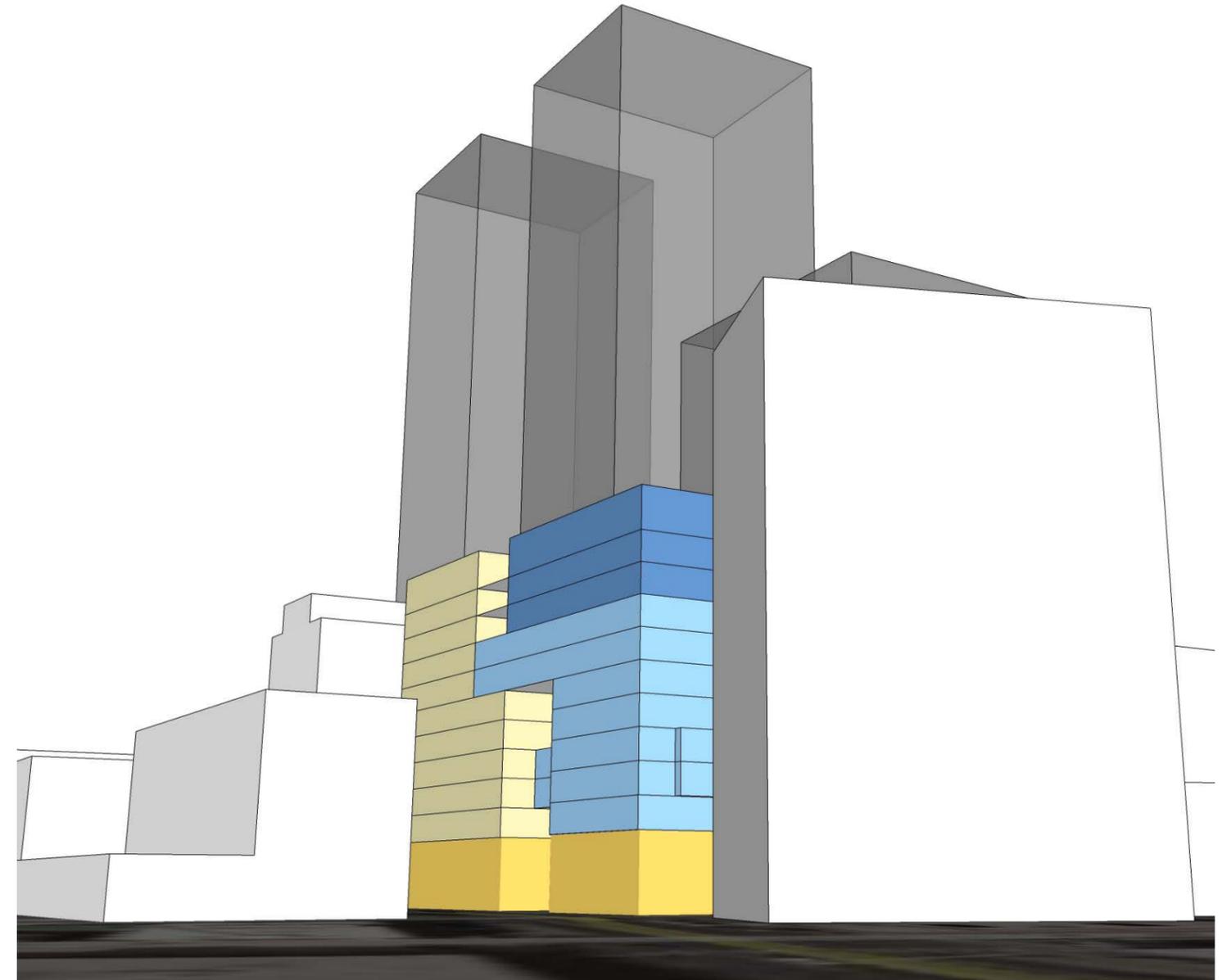
- The courtyard provides usable open space that also breaks down the mass.
- Creating an iconic corner for the neighborhood can provide a wayfinder for the pedestrian that draws people to the site.

Challenges

- The existing Hotel St. Regis does not provide the 2' easement at the alley and will create a challenge to vehicular traffic and services.

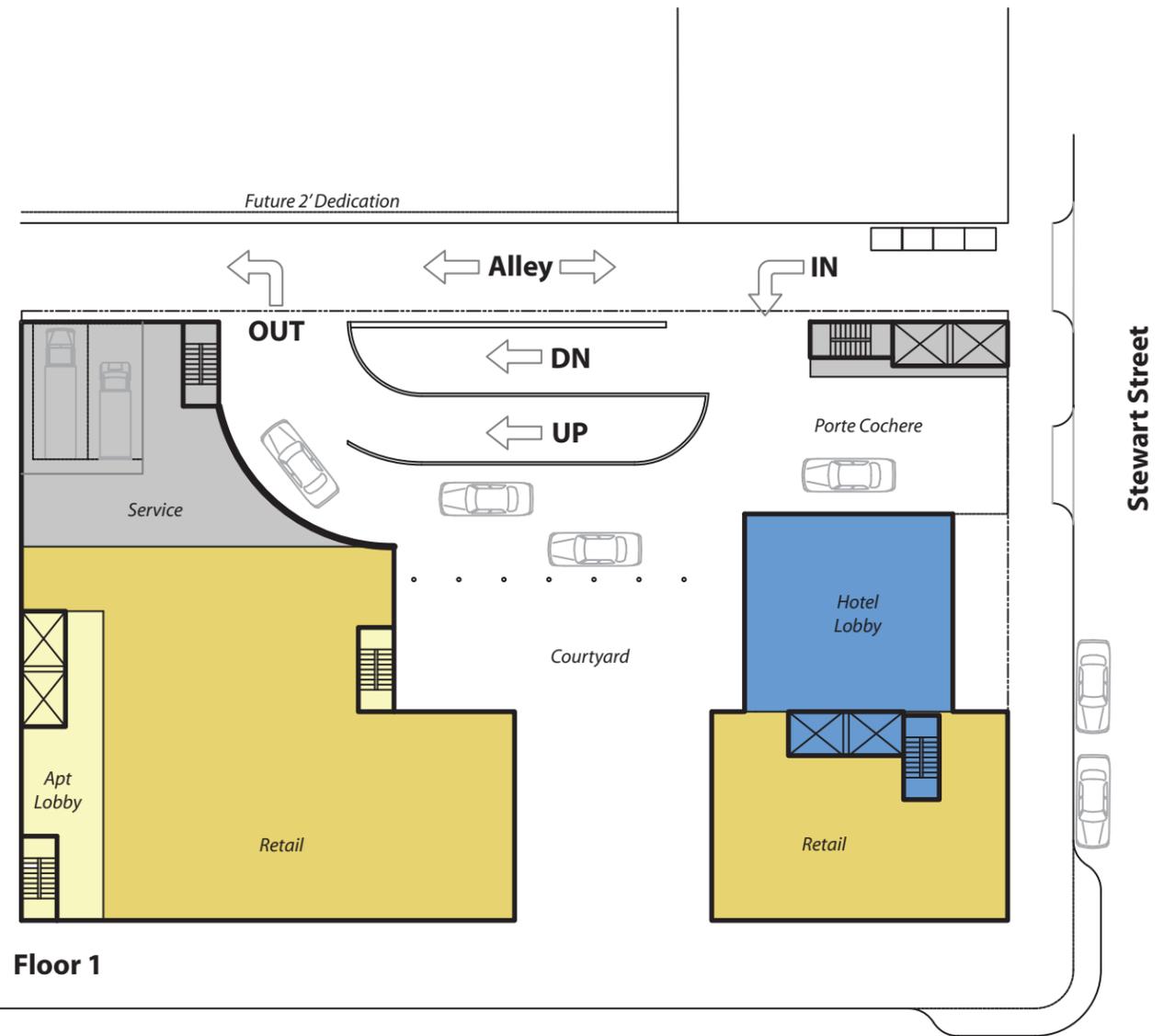
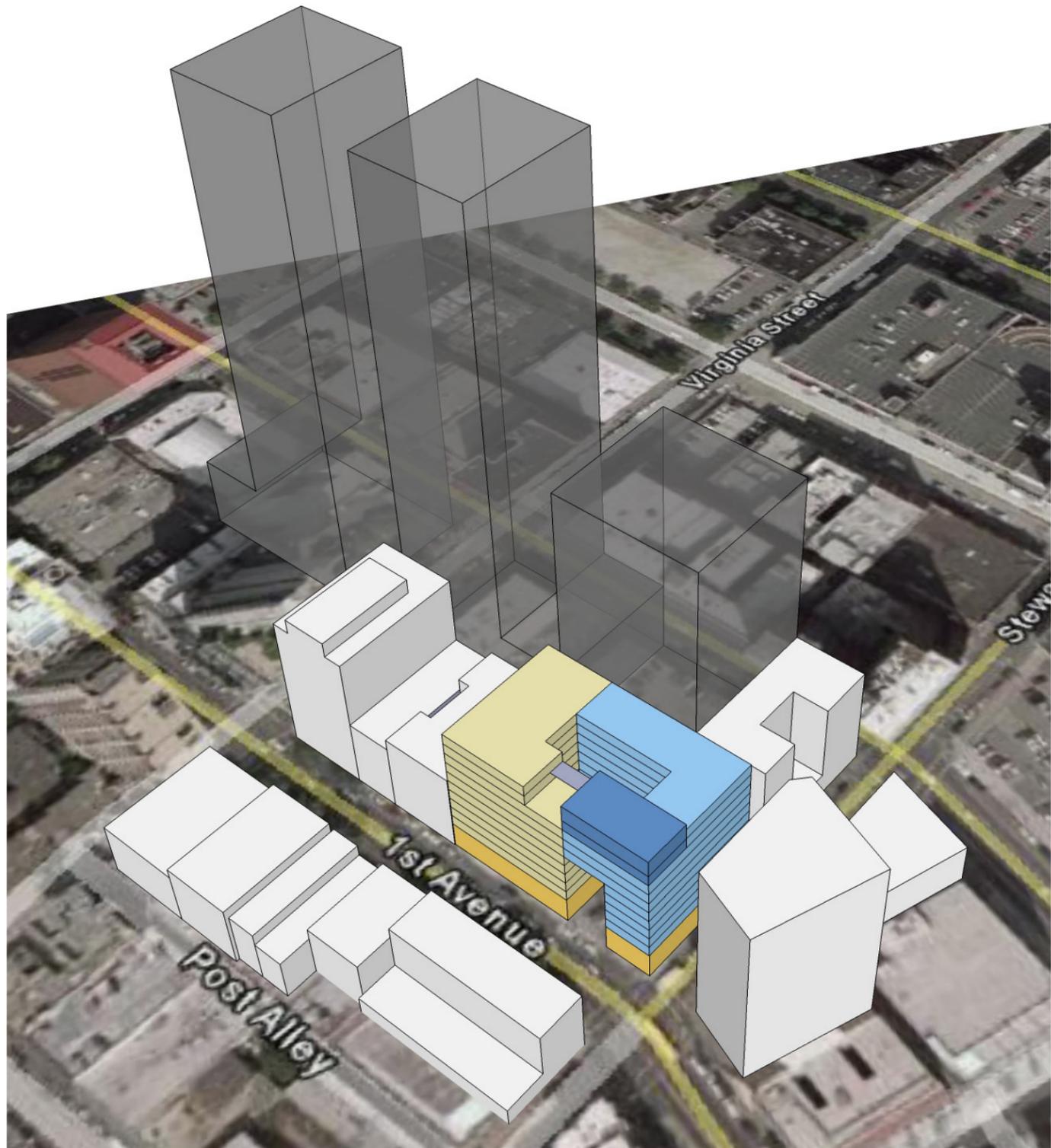


View looking south on 1st Avenue



View looking north on 1st Avenue

Schematic Designs - ALTERNATIVE 3



Floor 1

1st Avenue

Description

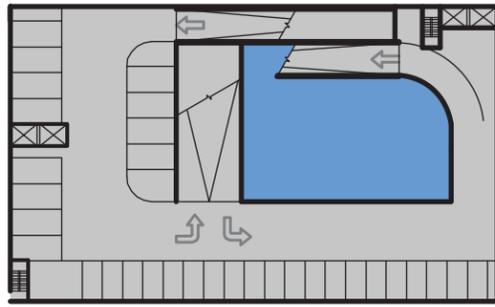
Developing on the courtyard of Alternate 2 this scheme articulates the mass to allow for more daylight and views both into and out of the open space. The massing reinforces the urban form by creating a step transition in bulk and scale while holding the corner creating a destination and sense of place. This scheme enforces the corner with courtyard entry and retail at street level and features a signature restaurant at the upper level.

LEGEND

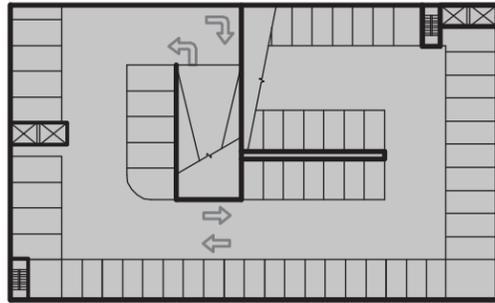
- Apartments
- Hotel Program (restaurant, spa, meeting rooms, etc.)
- Hotel Guest Rooms
- Retail
- Parking / Service

Departures

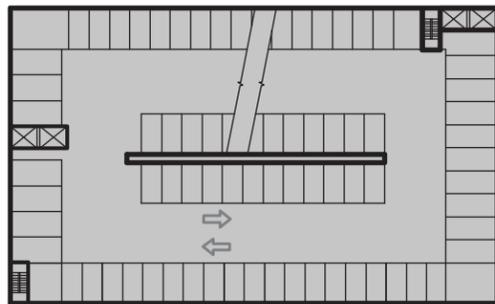
- 1st Avenue: Facade modulation
Upper level setback
- Stewart Street: Sidewalk width



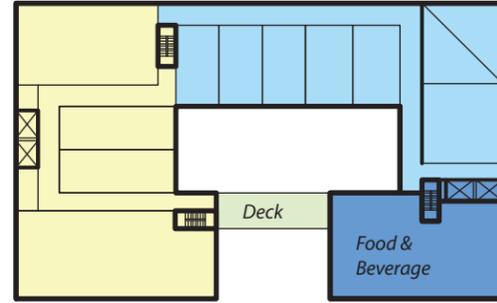
Parking 1



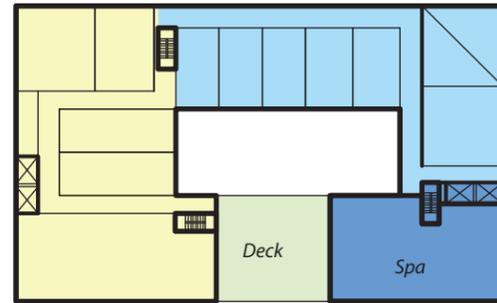
Parking 2



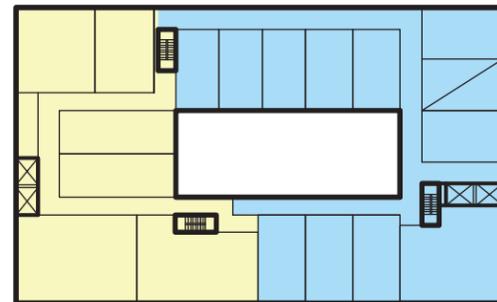
Parking 3-6



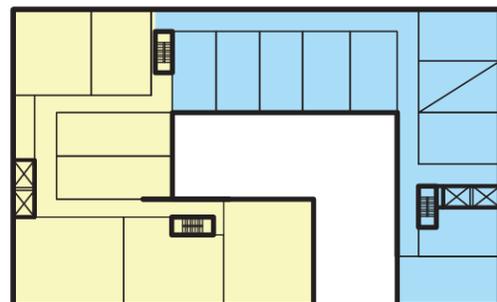
Floor 11



Floor 10



Floor 7-9



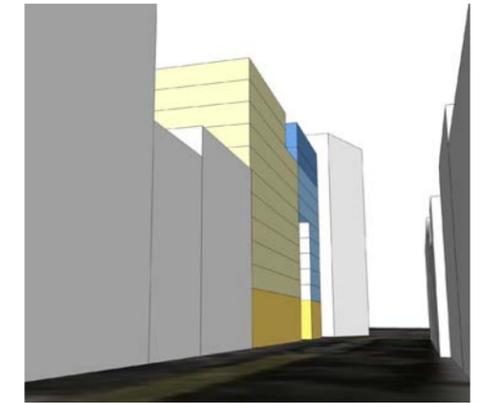
Floor 2-6

Advantages

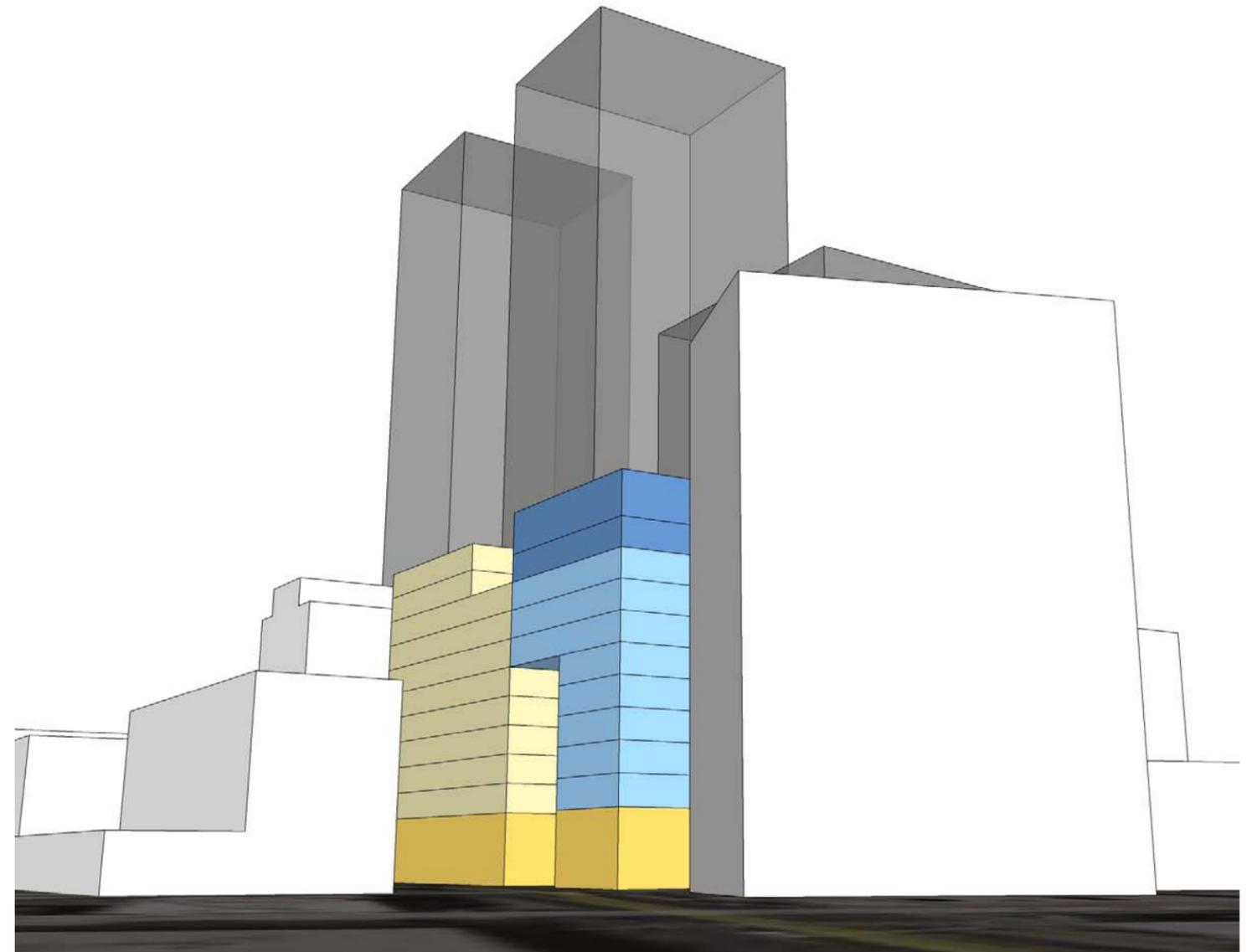
- Open space promotes pedestrian interaction.
- Single loaded corridors allow more units to look out into views and daylight.

Challenges

- The existing Hotel St. Regis does not provide the 2' easement at the alley and will create a challenge to vehicular traffic and services.



View looking south on 1st Avenue



View looking north on 1st Avenue

Departures

Facade Modulation (Alt 2 & 3)

(SMC 23.49.058.B)

Facade modulation is required above a height of eighty-five (85) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line.

Required: 15' setback above 85' on 1st Avenue

Proposed: Flexibility in prescriptive development standards to better meet the intent of the Belltown Design guidelines as demonstrated in this packet.

Upper Level Setbacks (Alt 2 & 3)

(SMC 23.49.058.F)

When a lot in a DMC zone is across a street from the Pike Place Market Historical District a continuous upper-level setback of fifteen (15) feet shall be provided on all street frontages across from the Historical District above a height of sixty-five (65) feet.

Required: 15' setback above 65' on 1st Avenue

Proposed: Flexibility in prescriptive development standards to better meet the intent of the Belltown Design guidelines as demonstrated in this packet.

Courtyard amenity space
Iconic corner

Minimum sidewalk and alley width (Alt 3)

(SMC 23.49.022-A)

The sidewalk may be widened into the right-of-way if approved by the Director of Transportation. minimum sidewalk widths are established by Map 1C.1

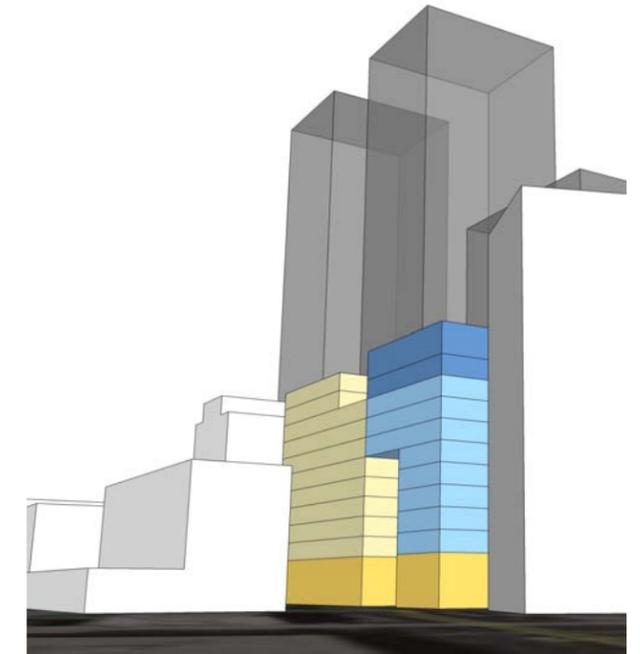
Required: Stewart Street 18'

Existing: Stewart Street 12'

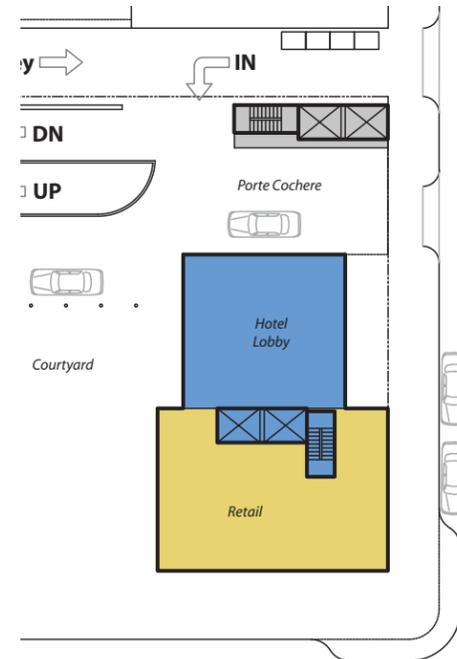
Proposed: Building sidewalk at the corner of 1st and Stewart for pedestrians crossing. Allow some flexibility in the 18' requirement to design a prominent hotel entry on Stewart Street.



View looking north on 1st Avenue



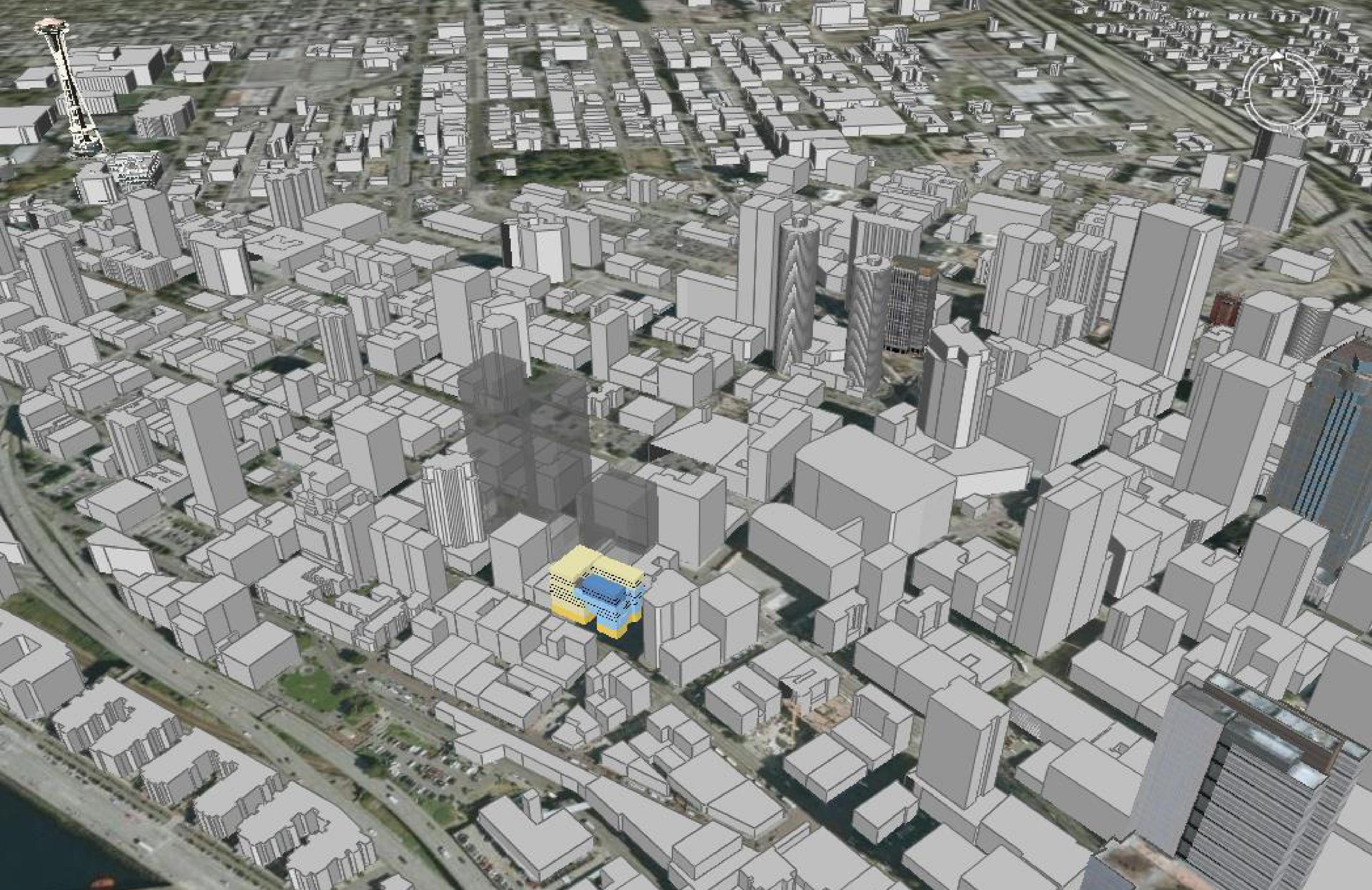
Massing at the corner of 1st and Stewart



1st Avenue
Alternative 3 entry on Stewart



Curb setback at Inn at the Market



 **TOUCHSTONE**

OLSON
SUNDBERG
KUNDIG ALLEN
ARCHITECTS