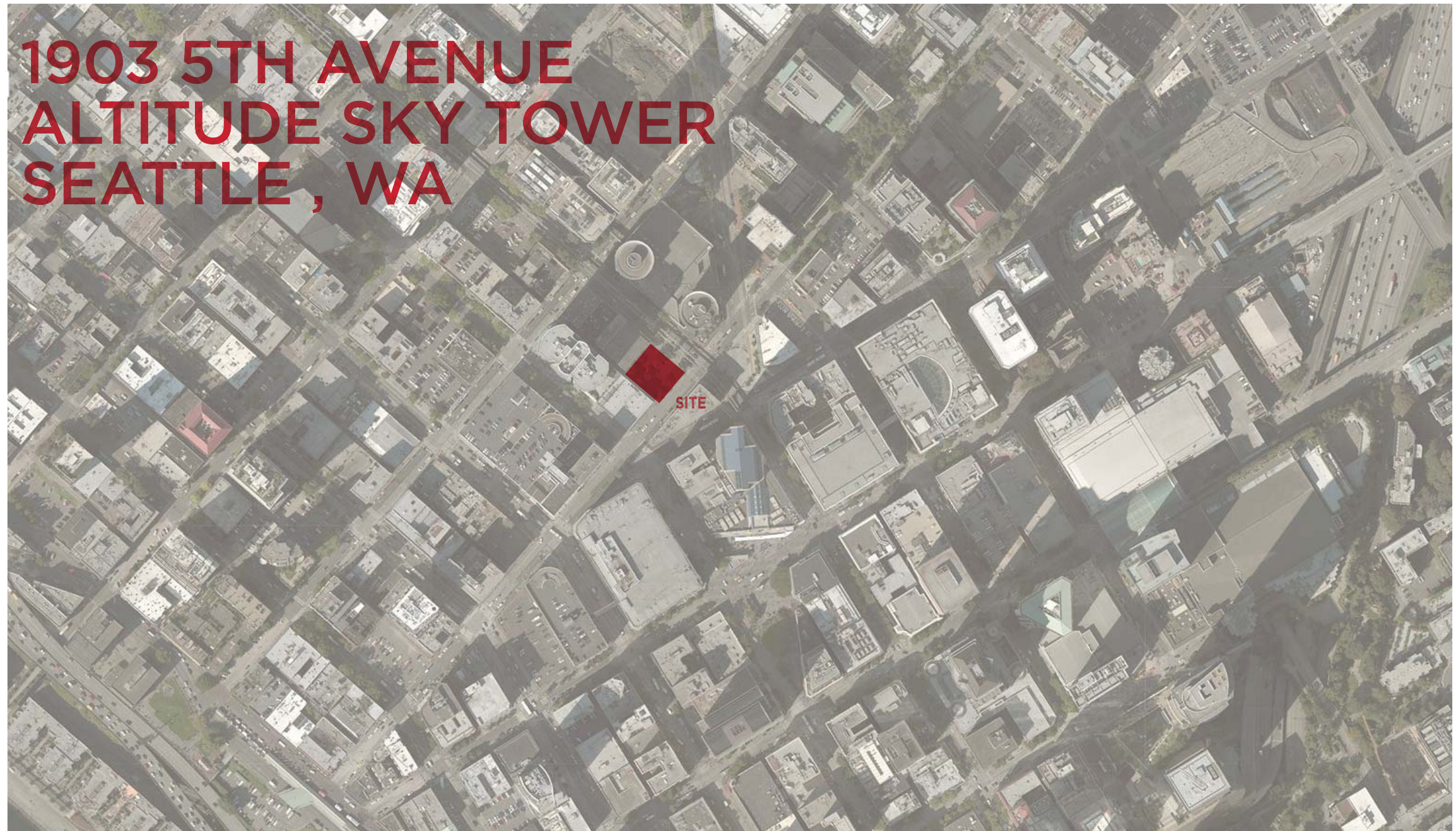


EDG Design Review

EARLY DESIGN GUIDANCE SUBMITTAL

12/16/2014



PROJECT INFORMATION

PROPERTY ADDRESS: 1903 5TH AVENUE
SEATTLE, WASHINGTON
98101

DPD PROJECT NUMBER: 3018037

OWNER: Seattle Downtown Hotel and Residences LLC
433 California Street 7th Floor
San Francisco, CA. 94104
Contact: Walter Gonzales

ARCHITECT: MULVANNYG2 ARCHITECTURE
1110 112th AVENUE NE
BELLEVUE, WASHINGTON
98004

DPD CONTACT: MICHAEL DORCY
MICHAEL.DORCY@SEATTLE.GOV

DEVELOPMENT OBJECTIVES

A proposed development at 1903 5th Avenue will consist of a 50 plus story Mixed Use Residential building with lobby, amenity space(s), and hotel drop off area to serve its residential tenants. The site is located on the southeastern corner of 5th Avenue and Stewart Street on the fringe of the Belltown Urban Village Neighborhood. The site enjoys direct adjacencies to the Denny Triangle and Commercial Core Neighborhoods, providing a unique pedestrian opportunity that accompanies urban transition zones.

The building will continue the expansion of high density residential development into an area which consists primarily of one story - low rise buildings and parking lots. This project is located on an existing surface parking lot.

Ground floor retail will activate the streetscape on Stewart Street, with residential lobby entrances located along 5th Avenue and Stewart Street. Residential lobbies will be multilevel in height to enhance the pedestrian experience at street level. Tenant and visitor parking will be provided on-site with access from 5th Avenue and directly from the alley. The building will be obtaining LEED Silver accreditation minimum.

SUMMARY

50 plus stories Mixed Use Residential Tower Approximately 500 feet in Height
Hotel Use: Approximately 286 rooms, +/- 180,000 Square Feet
Apartment Use: Approximately 90 Units, +/- 110,000 Square Feet
Condominium Use: Approximately 133 Units, +/-230,000 Square Feet
+/- 2070 Square Feet of Street Level Retail (Preferred Scheme) Provided
+/- 10,450 Square Feet of Upper Level Hotel Amenities/Restaurant Provided
+/- 3,800 Square Feet of Residential Amenity Space Provided
+/- 3,050 Square Feet of Exterior Residential Amenity Space Provided
+/- 200 Parking Spaces in Above Grade and Below Grade Structures Provided

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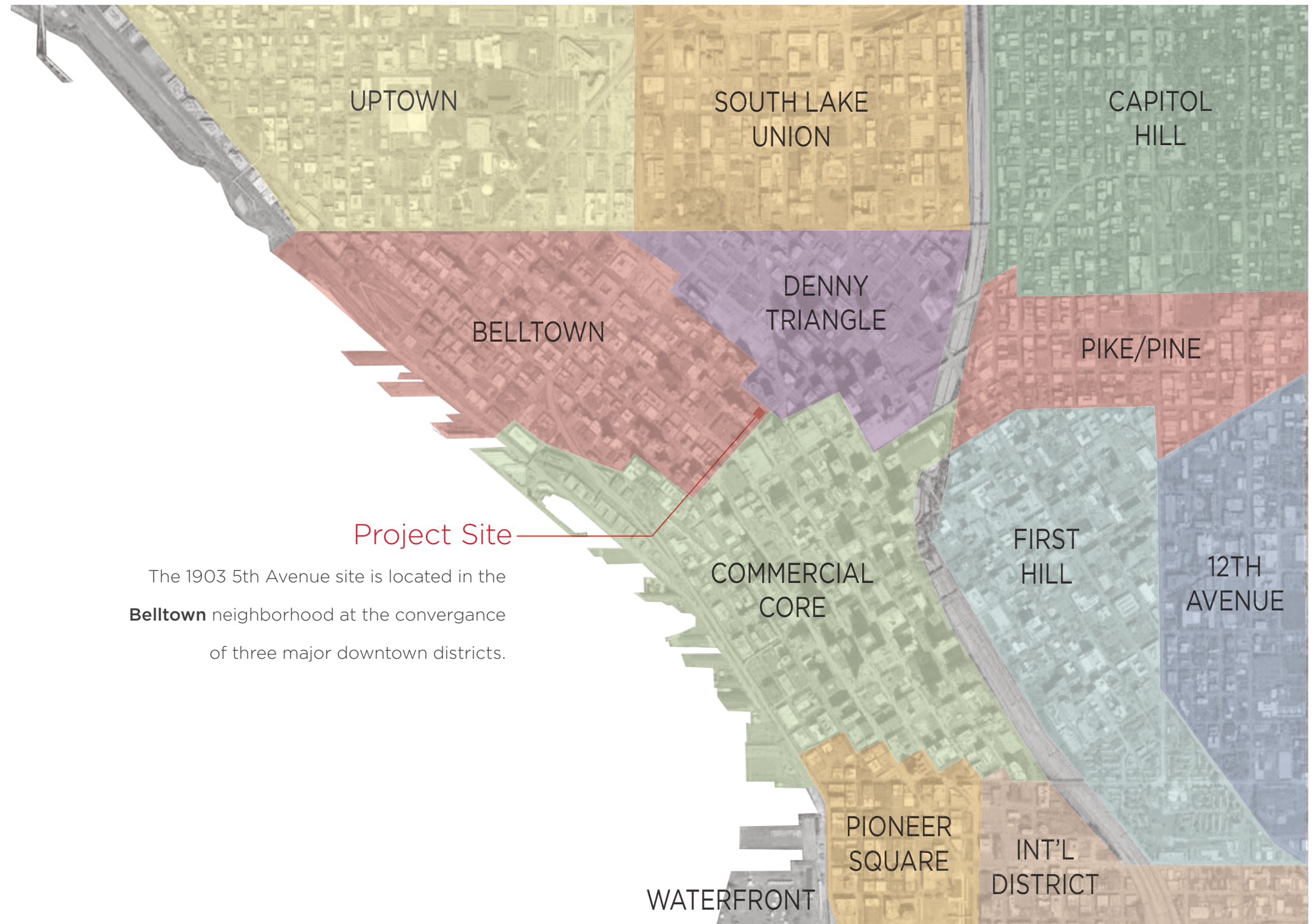


Section One

Urban Design Analysis
ALTITUDE SKY TOWER 1903 5TH AVENUE

Urban Design Analysis

ADJACENT DOWNTOWN SEATTLE NEIGHBORHOODS



Project Site

The 1903 5th Avenue site is located in the **Belltown** neighborhood at the convergence of three major downtown districts.

Urban Design Analysis

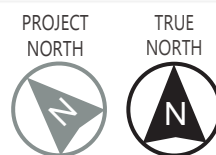
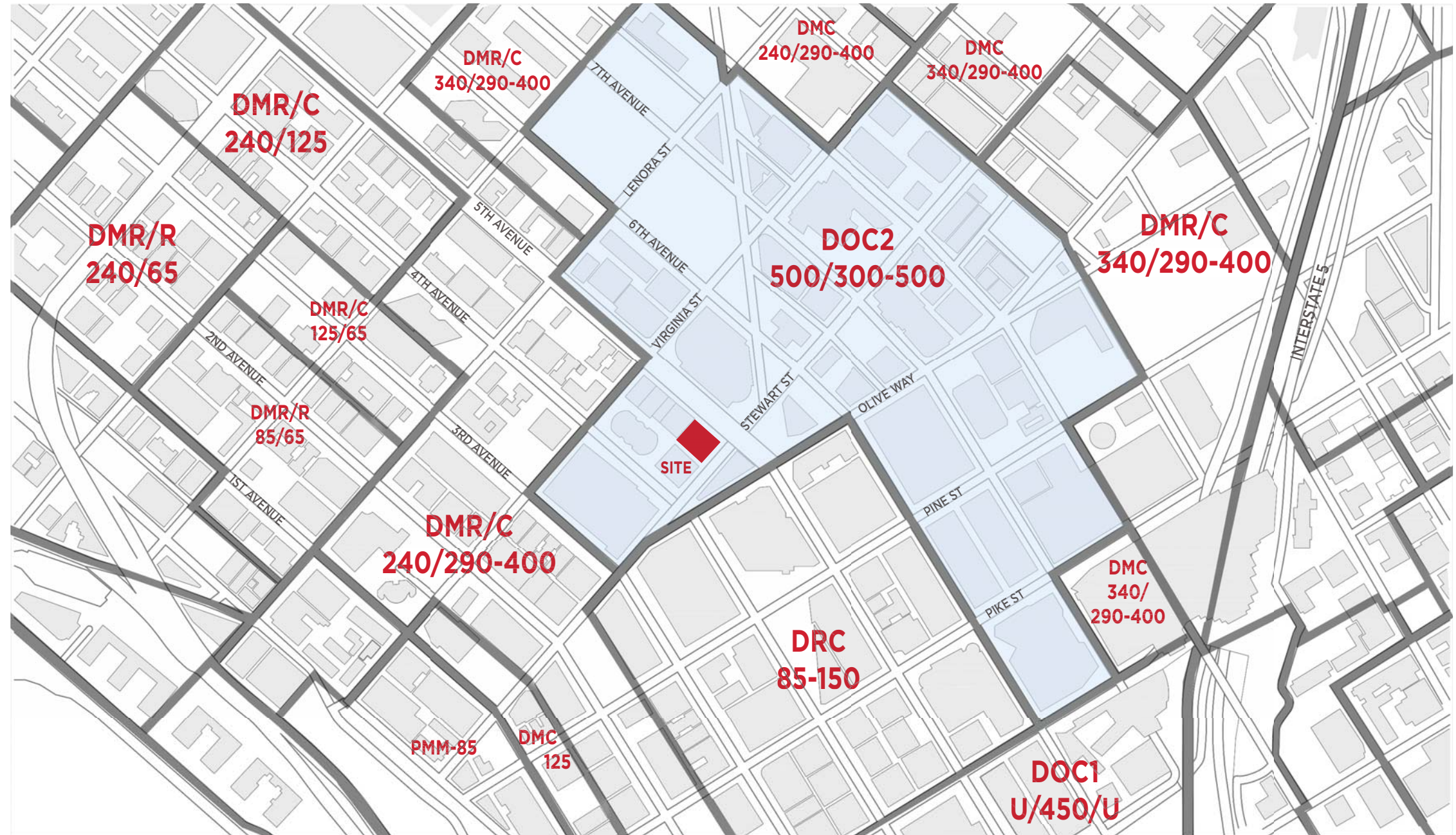
ZONING OVERVIEW

Zoning Information:

King County Parcel Number: 0659000455

Jurisdiction: City of Seattle

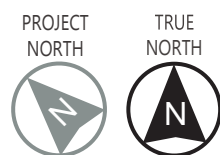
Zone: DOC2 500/300-500 Downtown Office Core



Urban Design Analysis





TRANSPORTATION ANALYSIS

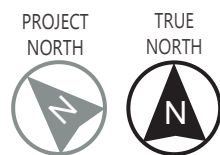
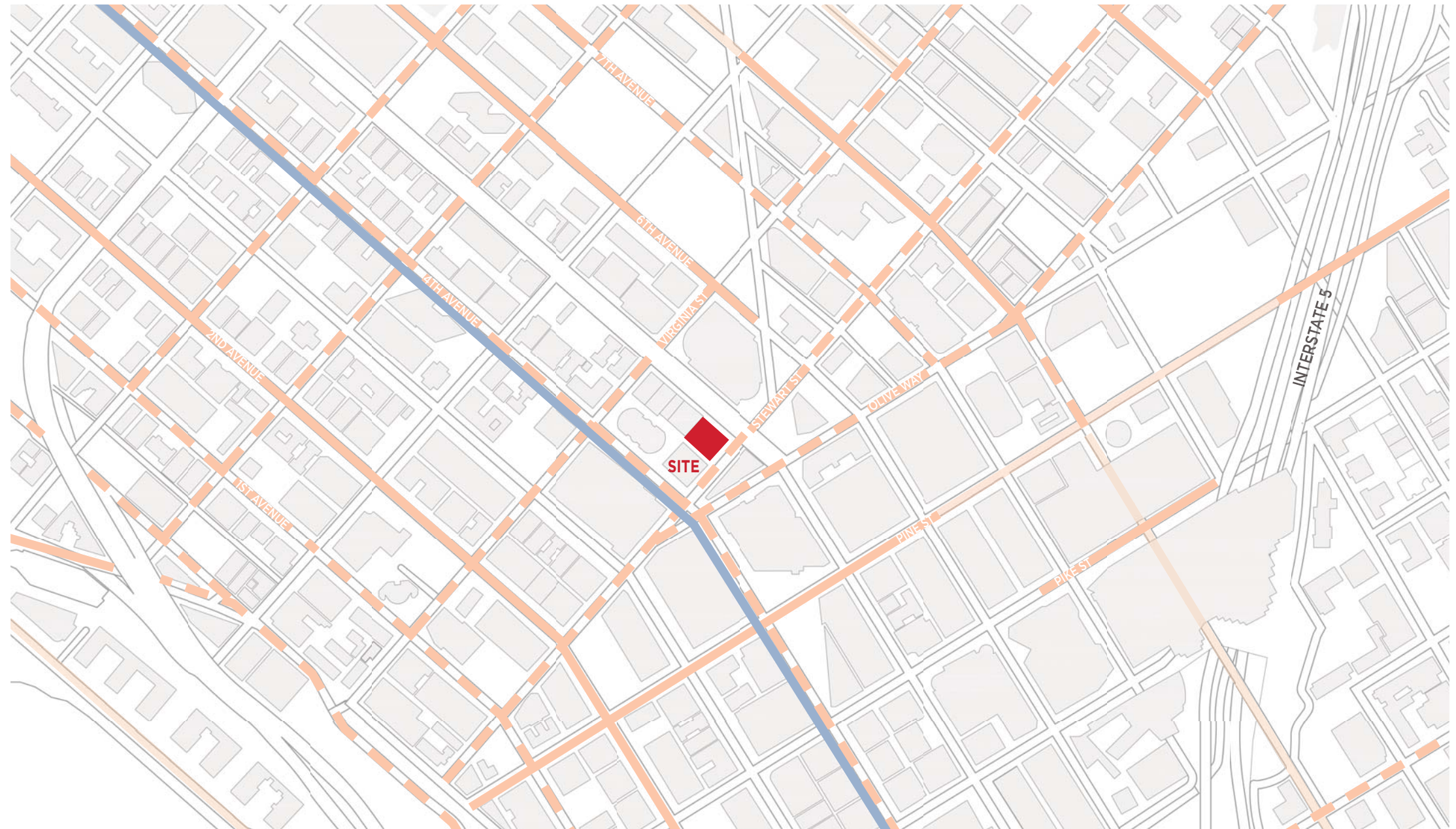
- Principal Transit Street
- Principal Arterial
- Minor Arterial
- Interstate Freeways
- Monorail
- Street Car
- Light Rail Stops
- Existing Light Rail Path
- Below Grade Metro Transit
- Light Rail Path Under Construction



Urban Design Analysis

BIKE LANES, SHARROWS & SCENIC ROUTE

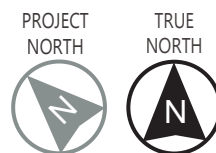
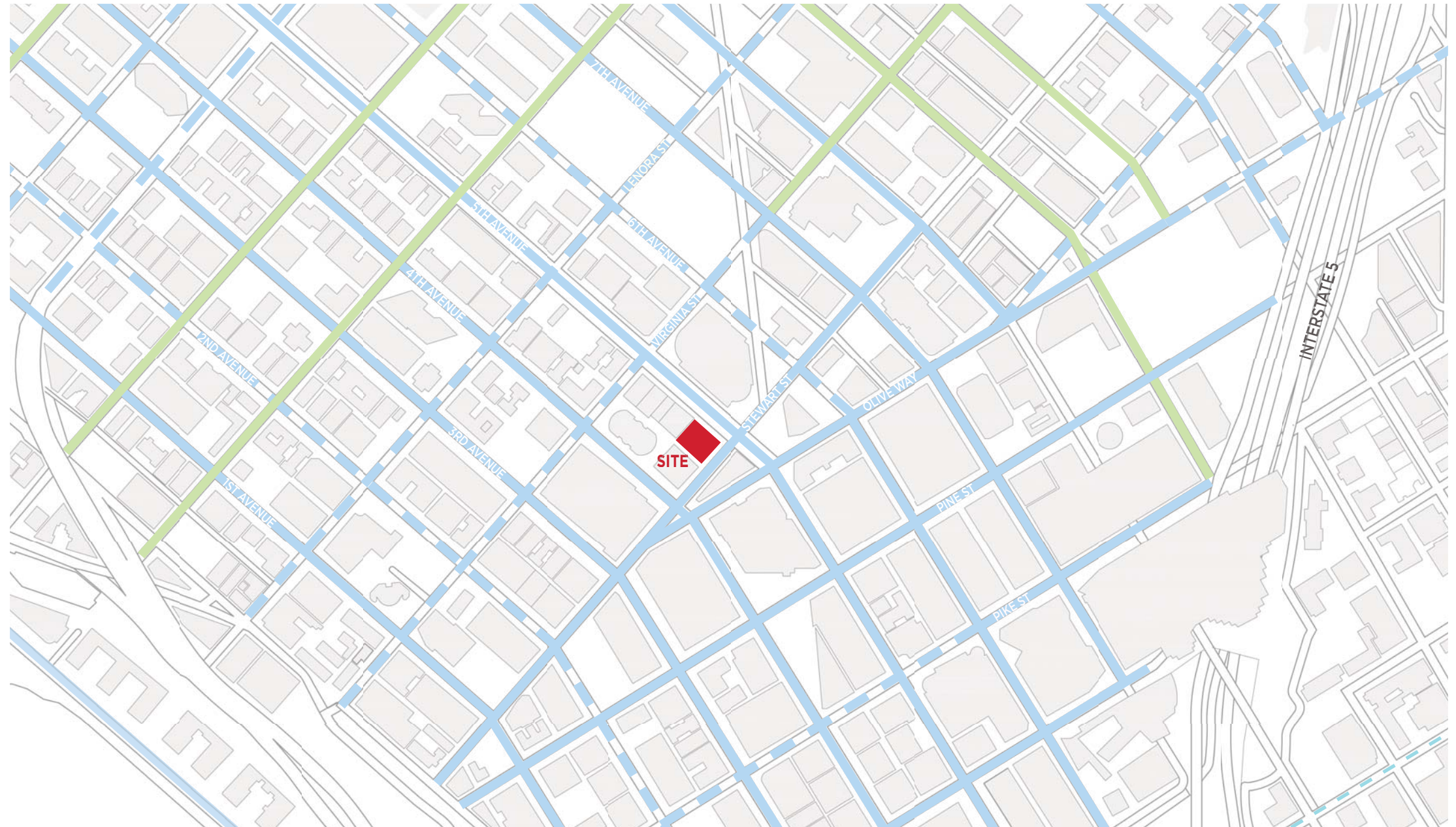
- Bike Lane 
- Sharrow 
- Proposed Bike Lanes/
Sharrows 
- Scenic Route 



Urban Design Analysis





STREET CLASSES & GREEN STREETS

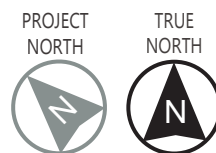
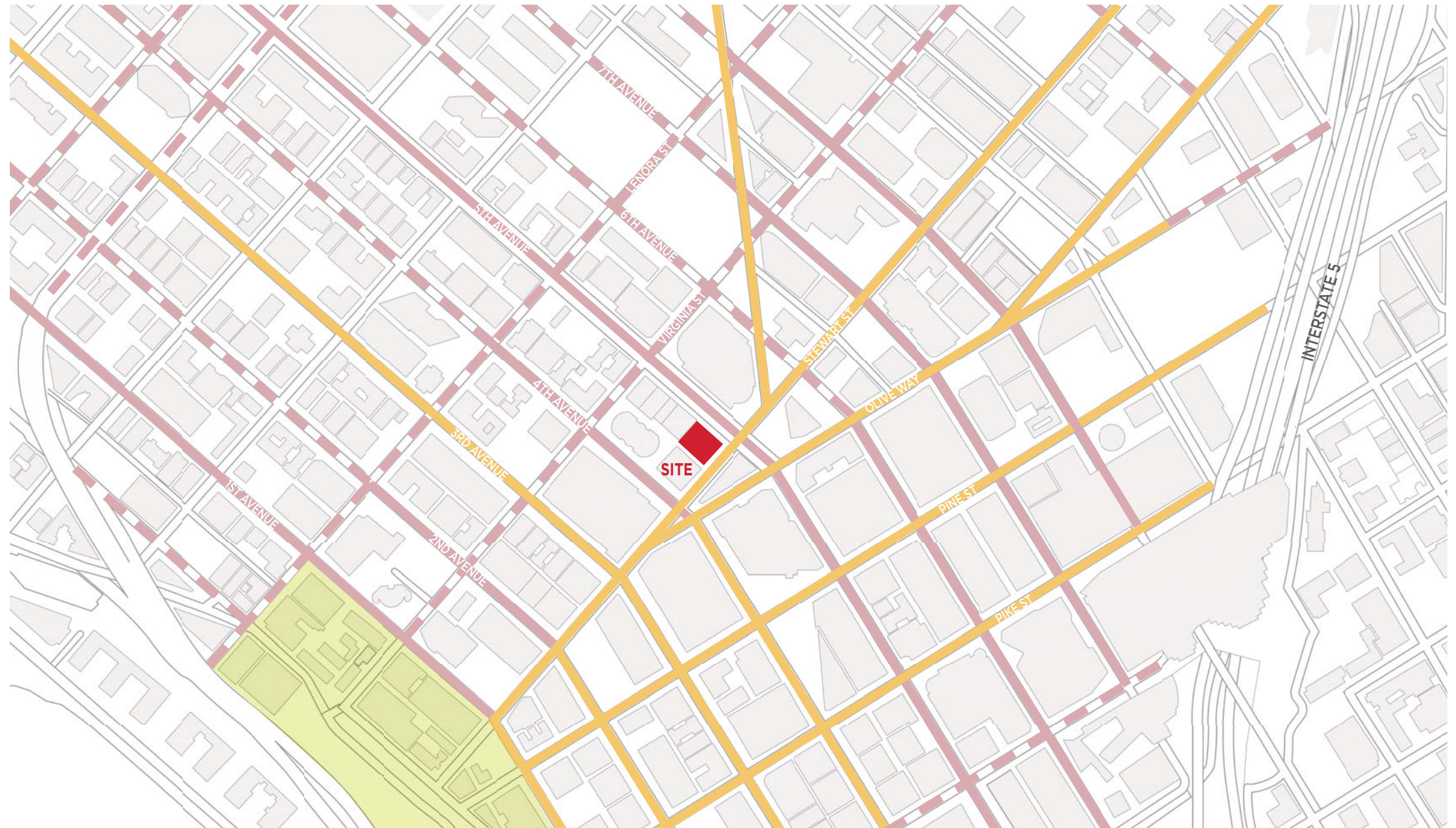
- Class I Pedestrian Street 
- Class II Pedestrian Street 
- Green Street 



Urban Design Analysis










REQUIRED SIDEWALK WIDTHS

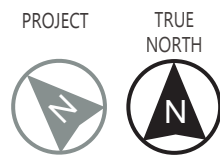
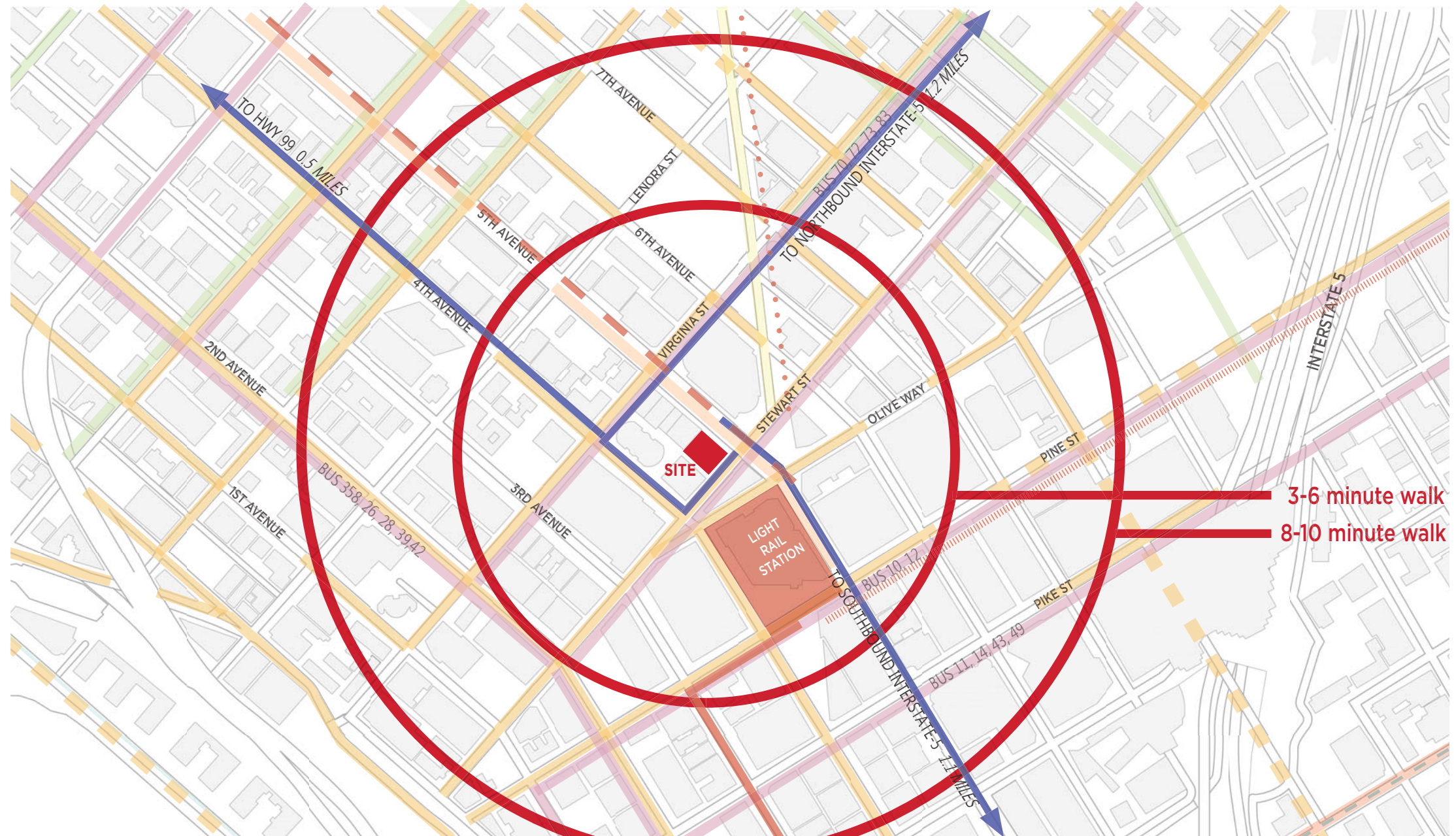
- 18' Wide Sidewalk 
- 15' Wide Sidewalk 
- 12' Wide Sidewalk 
- Sidewalk widths addressed by Special Review or Historic District regulations 



Urban Design Analysis

MOVEMENT PATTERNS

- Current Bike Lanes/
Sharrows 
- Proposed Bike Lanes/
Sharrows 
- Green Streets 
- Metro Bus Routes 
- Monorail Route 
- Streetcar Route 
- Existing Light Rail Path
Below Grade Metro
Transit 
- Light Rail Path Under
Construction 
- Vehicular Routes 



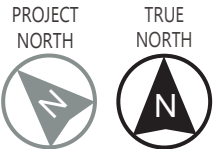
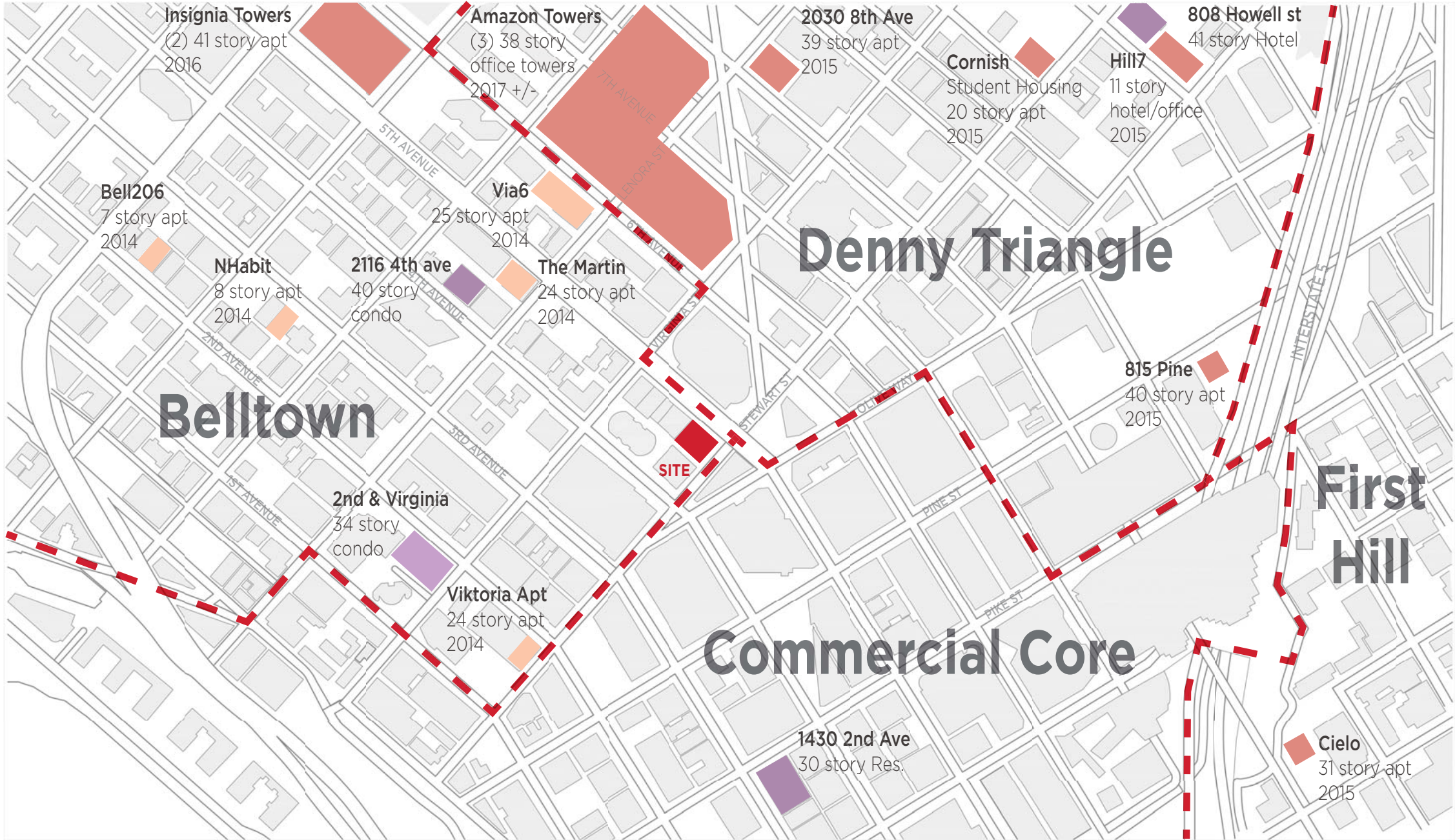
This diagram makes it clear that this project is situated on an ideal site for any mode of transportation:

- Monorail & Streetcar are both (1) block away from the site
- Many options for bicycles & bus routes in any direction, all within walking/riding distance
- Vehicular access to Interstate-5 is minutes away from the Site

Urban Design Analysis

NEARBY DEVELOPMENT

- Projects Under Construction ■
 - Projects Recently Completed ■
 - Proposed Projects ■
- Neighborhood Boundaries Typical



Urban Design Analysis

DOWNTOWN SEATTLE CLIMATE ANALYSIS

Location: 47.6097 N, 122.3331 E

Altitude: 150 ft

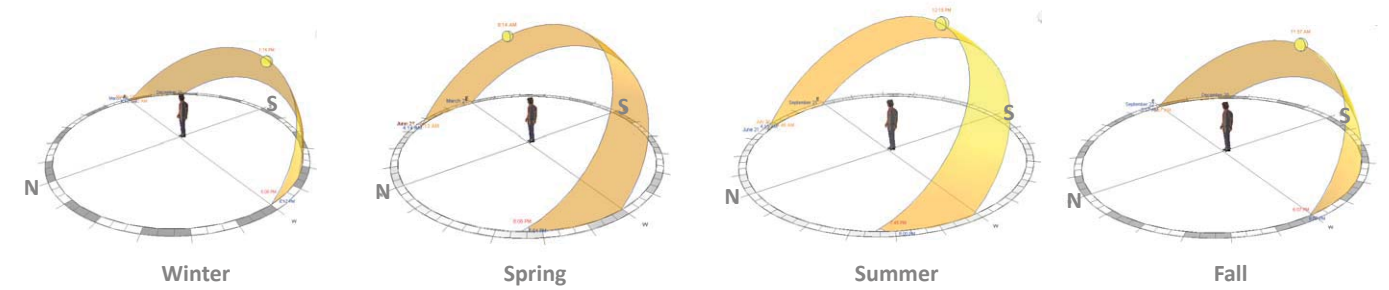
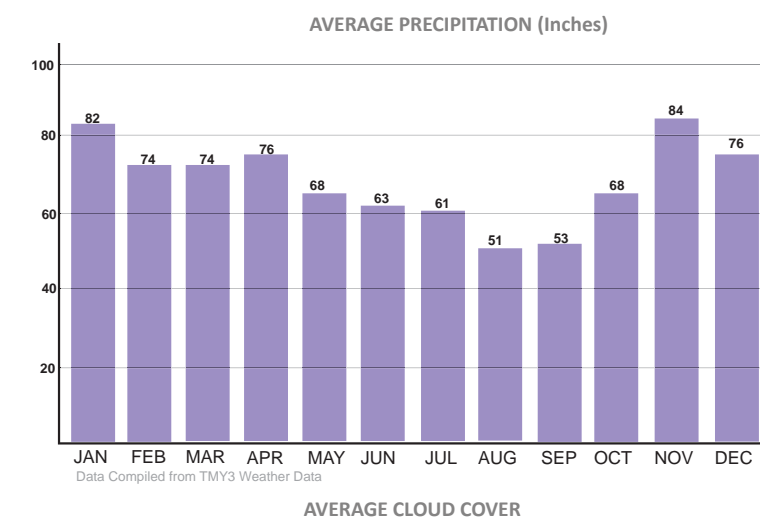
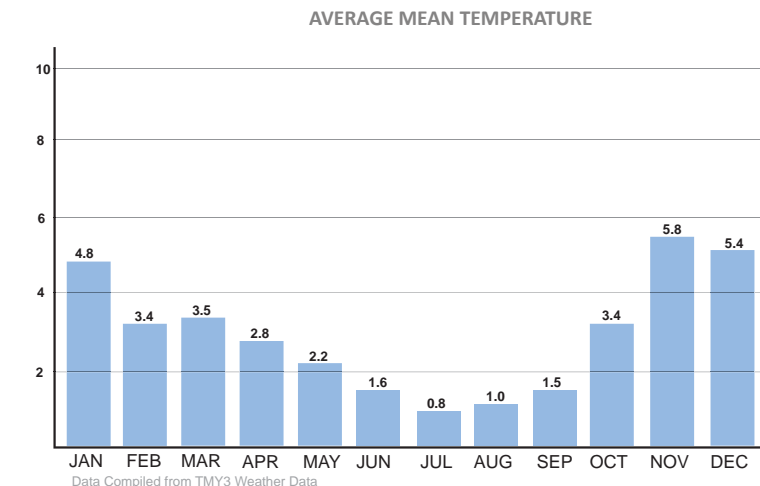
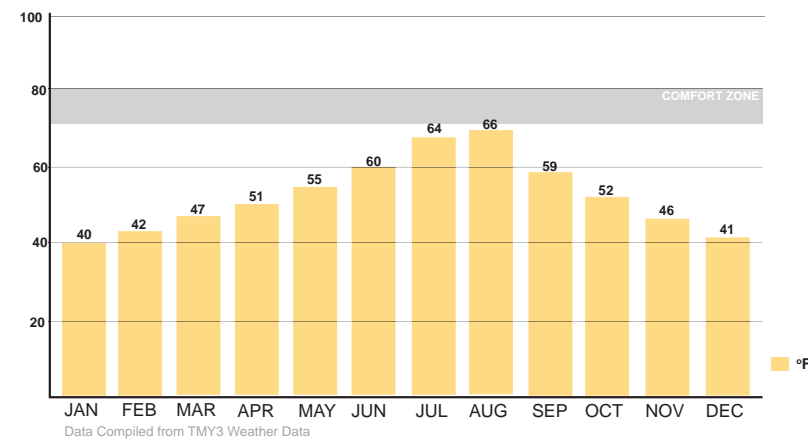
Avg. Temperature: 60 deg. F

Avg. Precipitation: 36" Annually

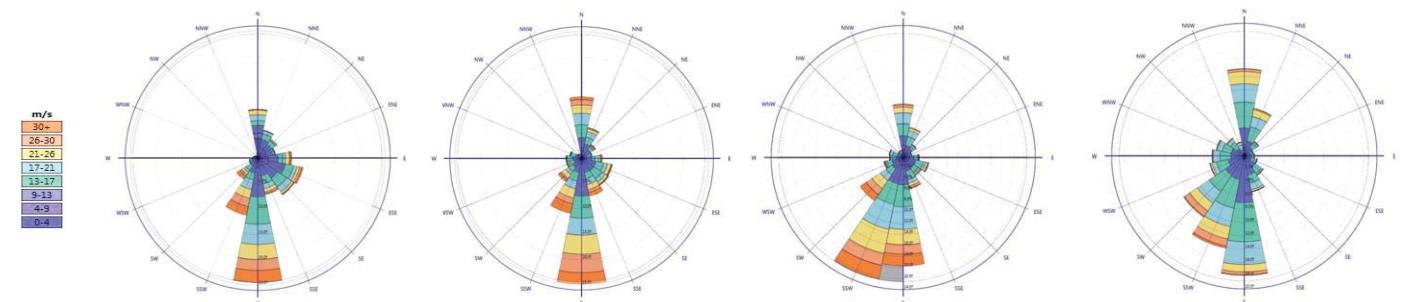
Sunlight: 2020 hours/year
5.5 hour each day

Seattle is the largest city in the Northwest Region of the United States. Seattle's position along the Puget Sound allows extreme temperatures to be moderated and is categorized as a Dry-Summer Subtropical climate. This climate has moderate temperatures and experiences much rain. Summers are often hot and dry while the winters generally remain above freezing with rain and heavy cloud cover.

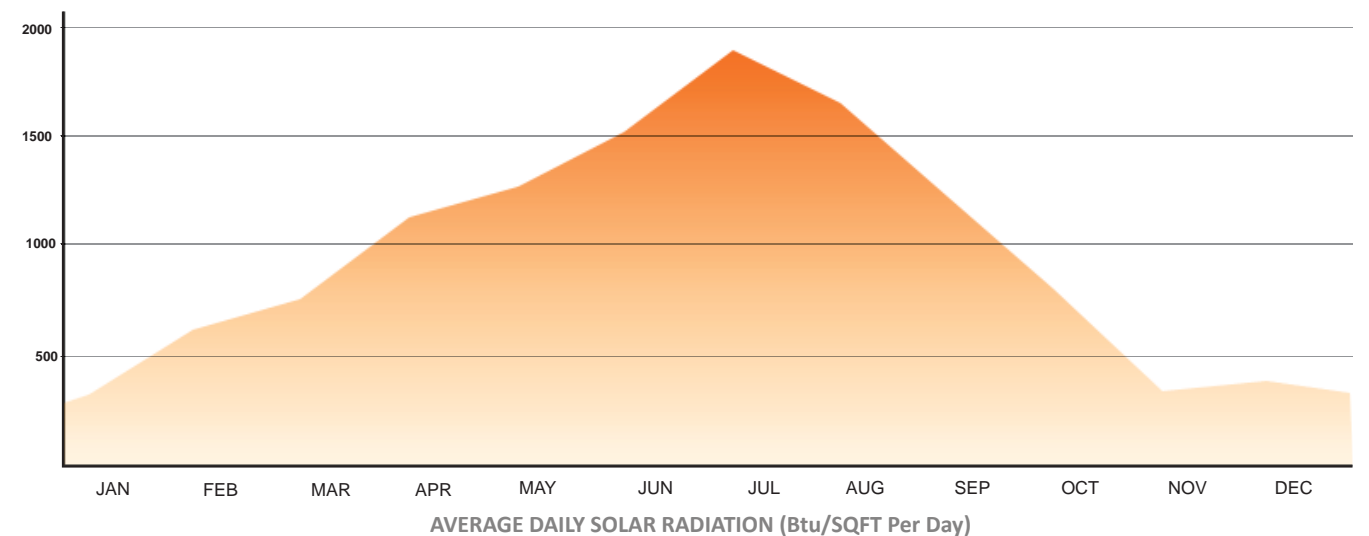
The City's reputation for frequent rain stems largely from the frequency at which the rain occurs in the fall. Situated in the rain shadow of the Olympic Mountains to the west, Seattle has approximately 200 cloudy days per year. Between October and May, Seattle is mostly or partly cloudy six out of seven days.



SUN PATH
These 4 charts diagram the azimuth and altitude of the Sun during the 4 seasons. The sun in Seattle in the winter is low in the sky and is most intense on the southern most exposure. During the summer the Sun is higher in the sky with a slight bias towards the southwest.

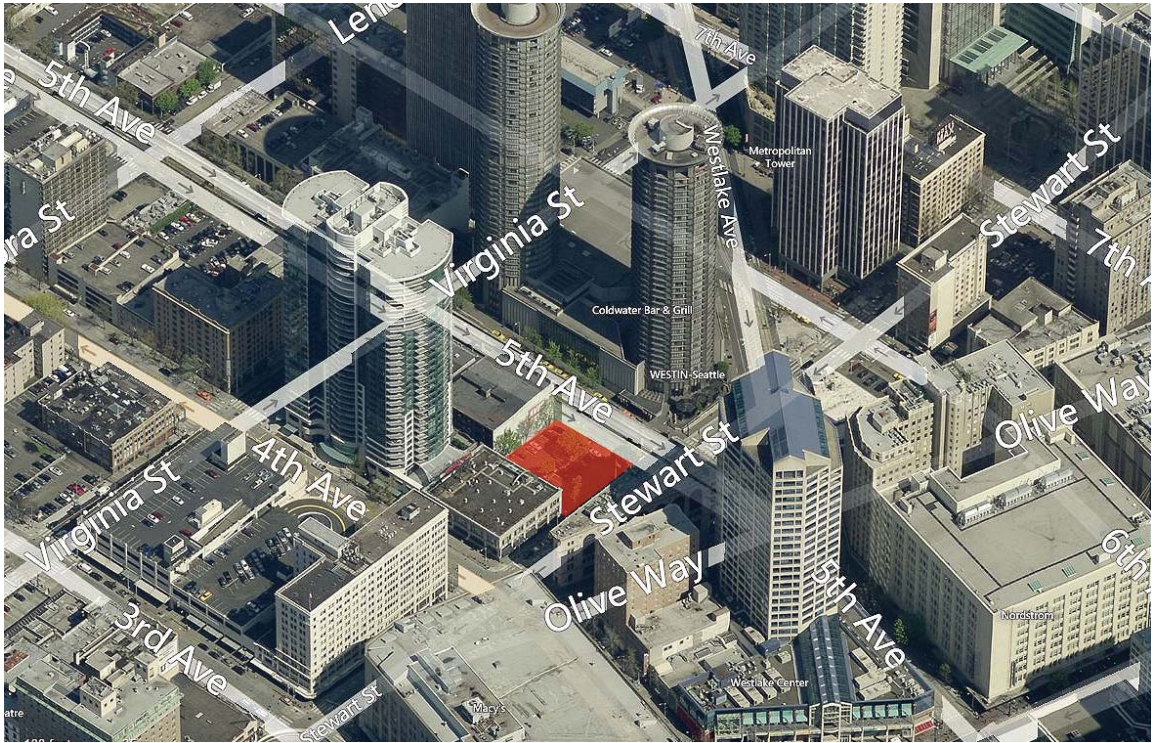


WIND ROSE
These 4 charts diagram the direction, frequency and speed of the wind during the 4 seasons. The wind in Seattle primarily comes from the South during all seasons.

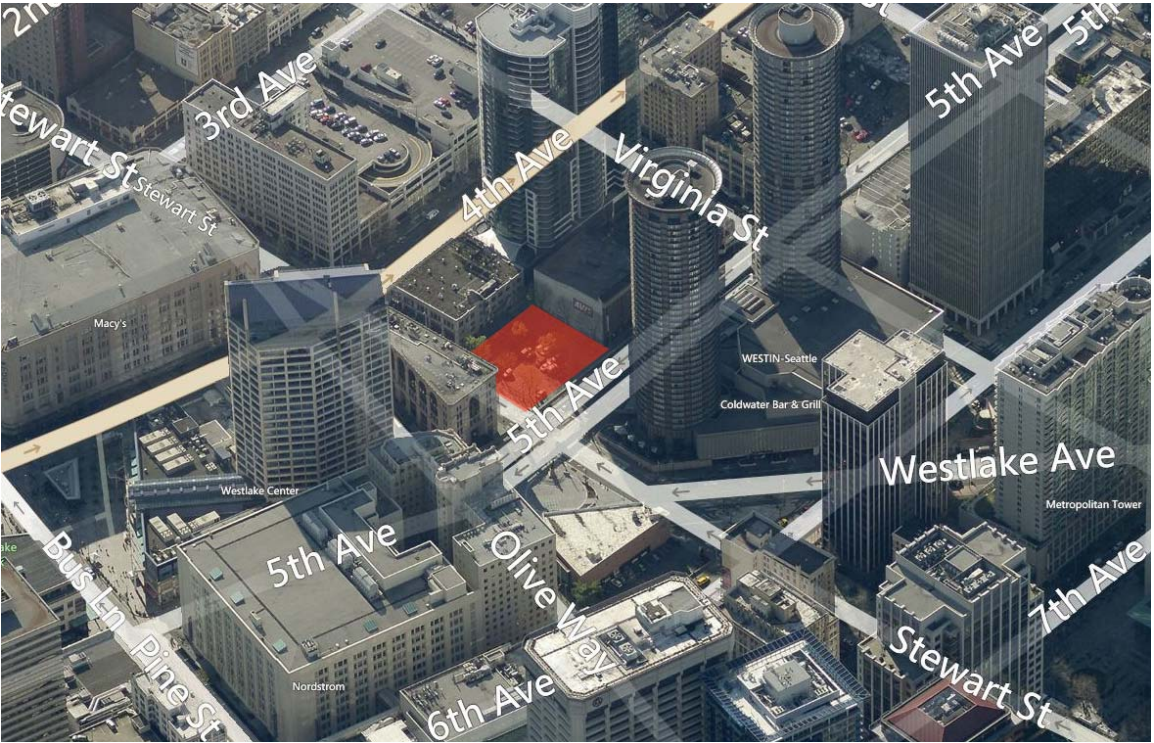


Urban Design Analysis

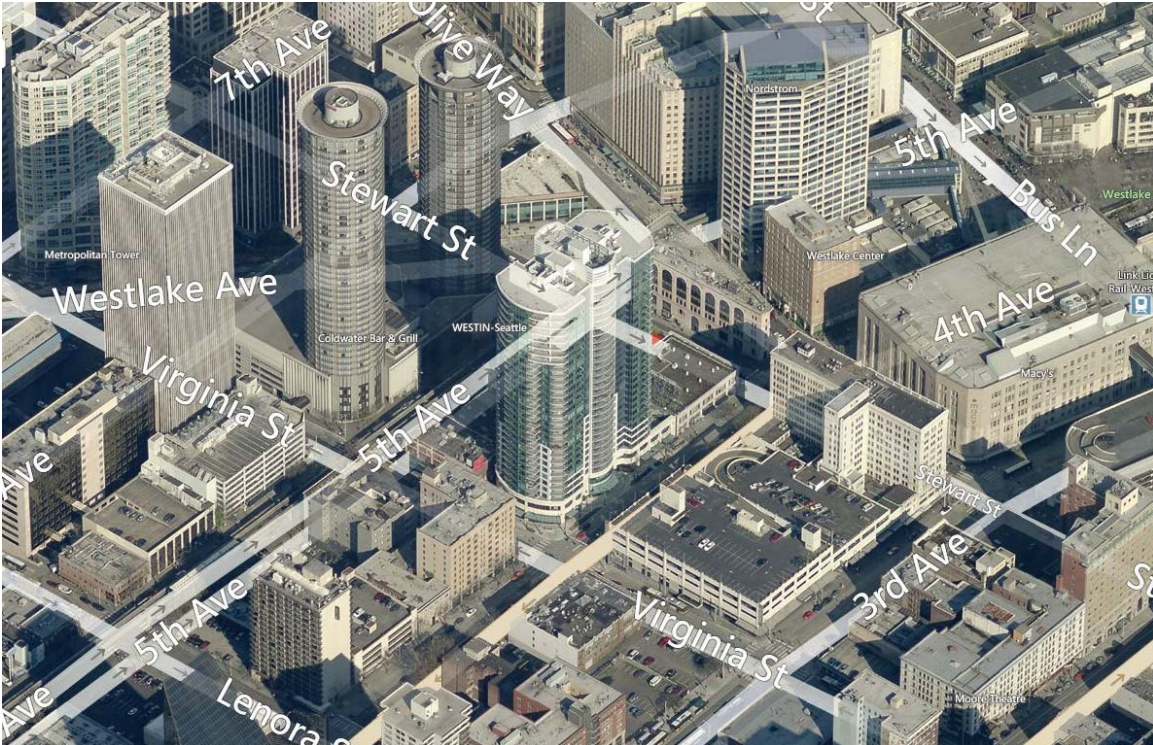
AERIAL PHOTOS



View Looking **NORTHEAST**



View Looking **NORTHWEST**



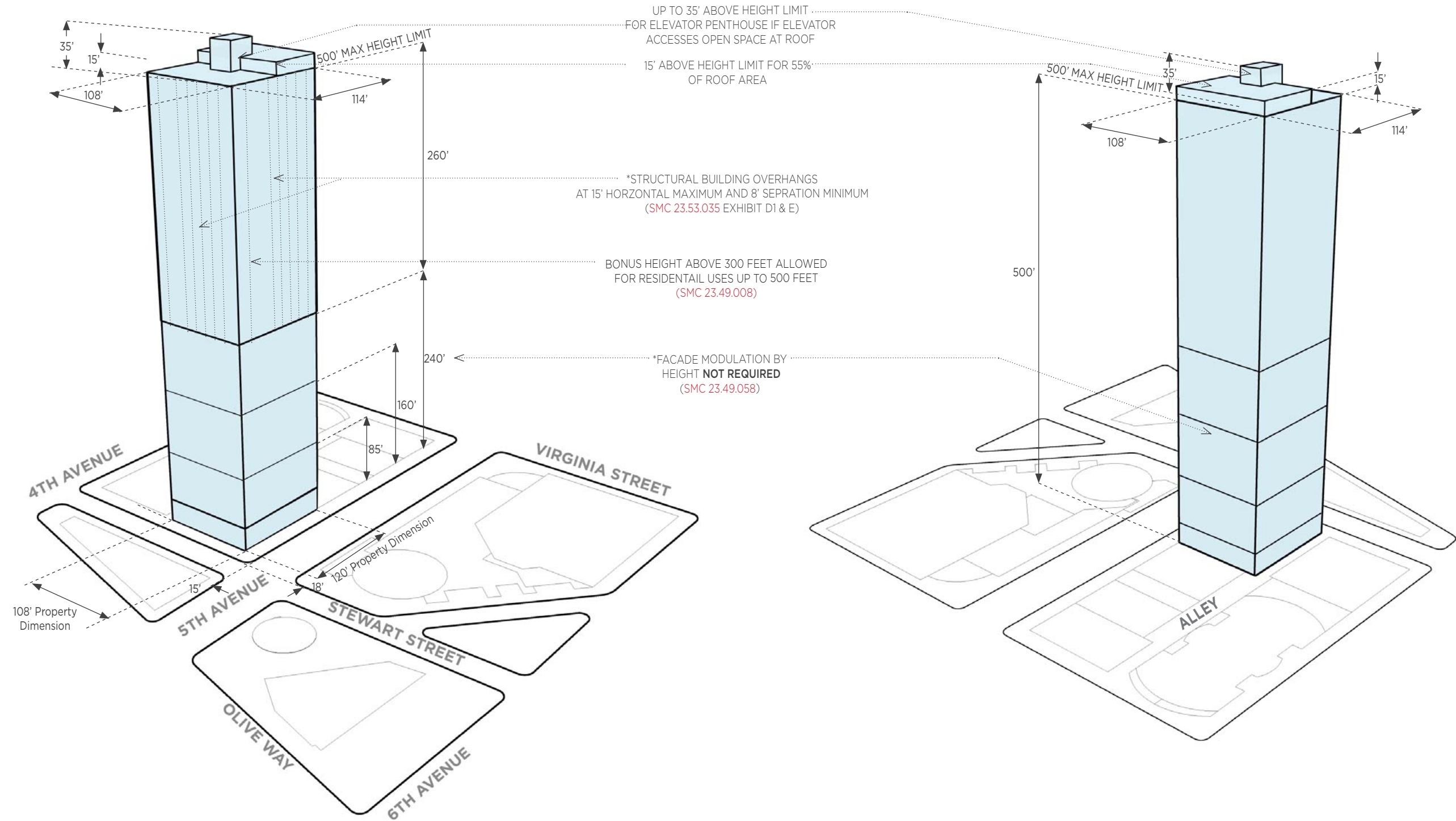
View Looking **SOUTHEAST**



View Looking **SOUTHWEST**

Urban Design Analysis

ZONING ENVELOPE PER LAND USE CODE-DOC2 500/300-500



View from East
Not to Scale



View from West
Not to Scale

Urban Design Analysis

SKYLINE ANALYSIS

The Seattle Skyline

The skyline of Seattle offers a stunning variety of skyscraper styles. Historic skyscrapers dating back to as early as the 1900's are mingled among many other building eras. 7 out of 10 of the tallest buildings in Seattle (including the top 4 tallest) were all built in a large construction boom in the 1980's. Since then, construction activity has been steady in the main downtown financial district of the city. Seattle is currently experiencing a massive construction boom, particularly in the Belltown/Denny Regrade area.

Tallest Buildings

1. The Columbia Center (943 feet tall)
2. 1201 Third Avenue (772 feet tall)
3. Two Union Square (740 feet tall)
4. Seattle Municipal Tower (722 feet tall)
5. Safeco Plaza (630 feet tall)
6. Space Needle (605 feet tall)
7. Russell Investments Center (598 feet tall)
8. U.S. Bank Centre (580 feet tall)
9. Wells Fargo Center (573 feet tall)
10. Bank of America 5th Ave Tower (543 feet tall)
11. 901 5th Avenue (536 feet tall)
12. Ranier Tower (514 feet tall)
13. Fourth & Madison Building (512 feet tall)
14. 1918 Eighth Avenue (500 feet tall)
15. **Proposed Altitude Sky Tower (500 feet tall)**



VIEW LOOKING SOUTH



VIEW LOOKING SOUTHEAST

Urban Design Analysis

NEARBY TOWER TOP ANALYSIS



1. Westin Hotel Towers



5. Metropolitan Tower



7. 1700 7th Ave Tower



9. Olive 8



2. Escala Condominiums



6. US Federal Courthouse



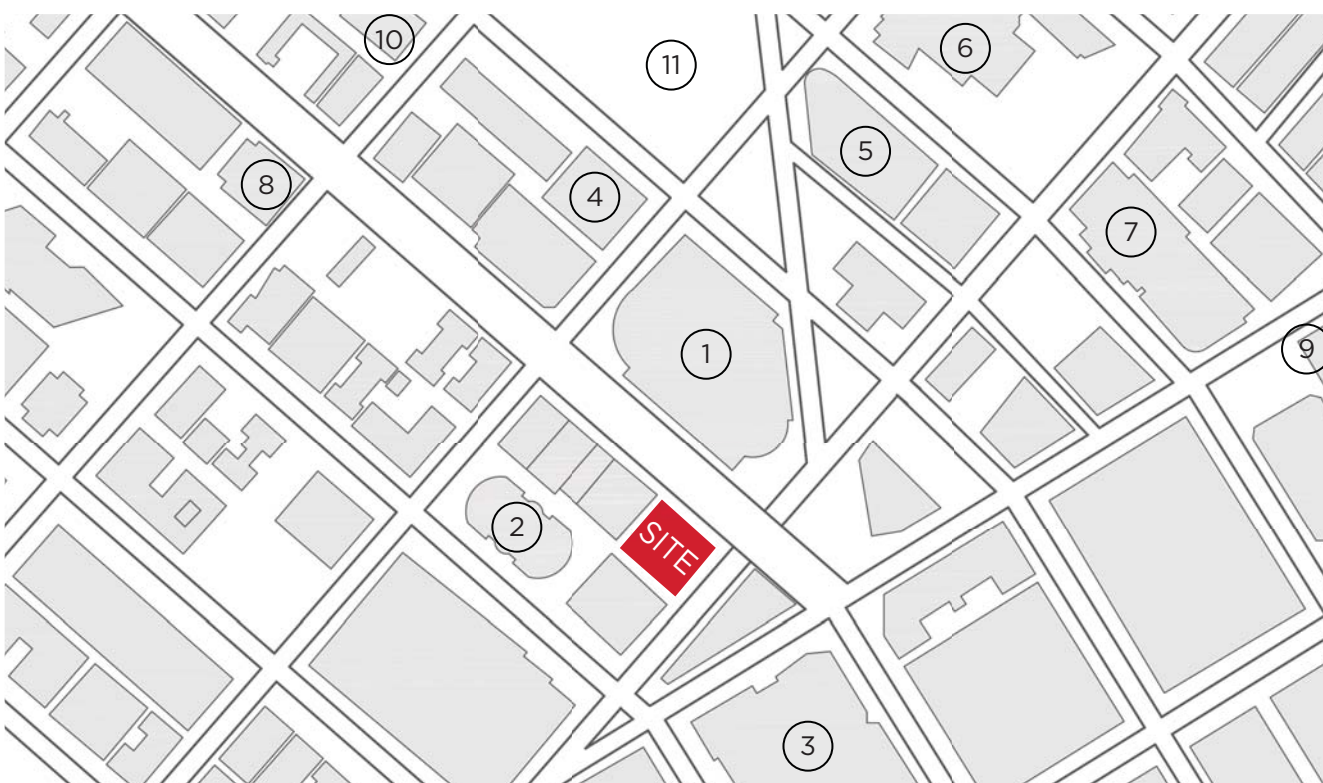
8. The Martin



10. Via 6



3. Westlake Center Tower



4. Westin Building



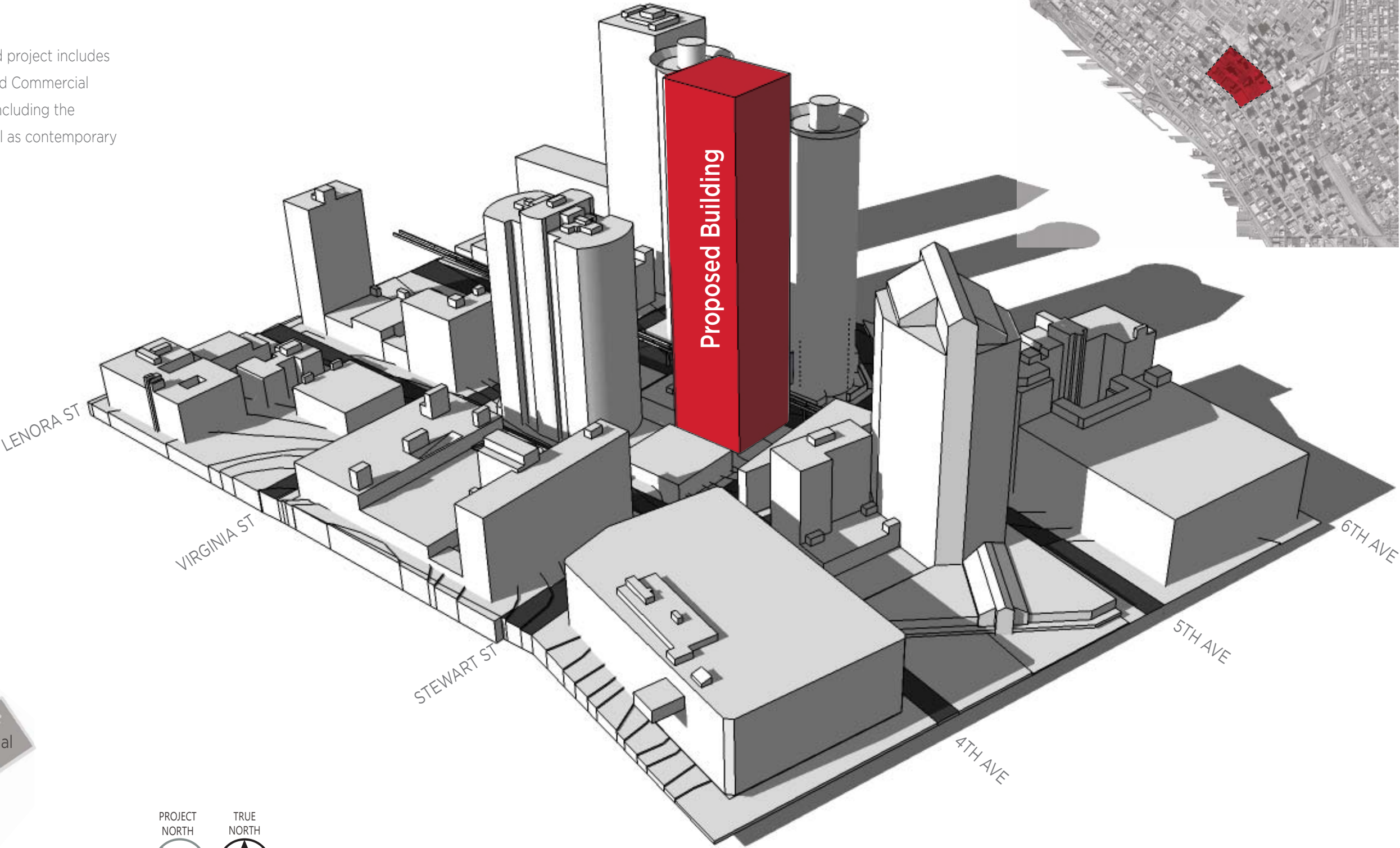
11. Amazon Towers (Under construction)

Urban Design Analysis

NINE BLOCK STUDY

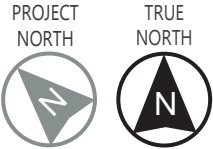
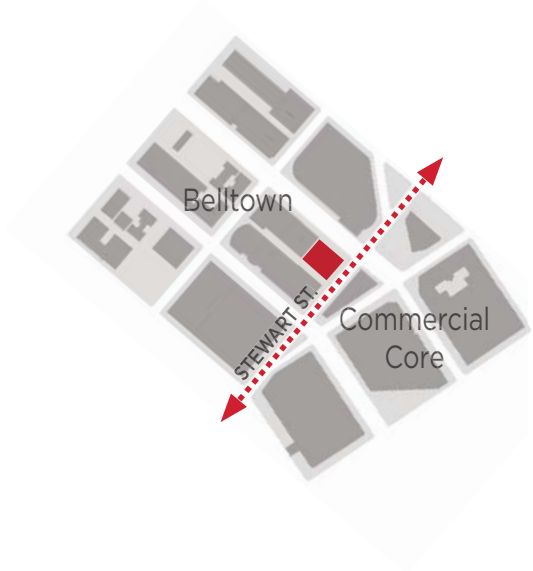
9 Block Study:

This 9 block study area for the proposed project includes areas from both the Belltown District and Commercial Core District; multiple forms of transit; including the monorail and historical structures as well as contemporary landmark buildings.



Vicinity Plan

9 Block Study Area



Urban Design Analysis

NINE BLOCK STUDY - NOTABLE BUILDINGS



Securities Building, 1913
Seattle Landmark



Centennial Building, 1925



Macys, 1929
Seattle Landmark



Escala 2009



Mayflower Hotel, 1927
Oldest continuously operating hotel
in downtown Seattle



Westin Hotel, 1982
Tallest hotel in Seattle, nicknamed
"corn on the cobb" buildings



Medical Dental Building, 1925
Seattle Landmark



Times Square Building, 1916
Registered Historic Landmark








Westlake Center, 1988
Considered Seattle's "town square"

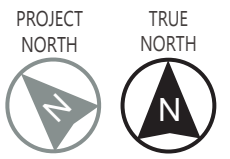
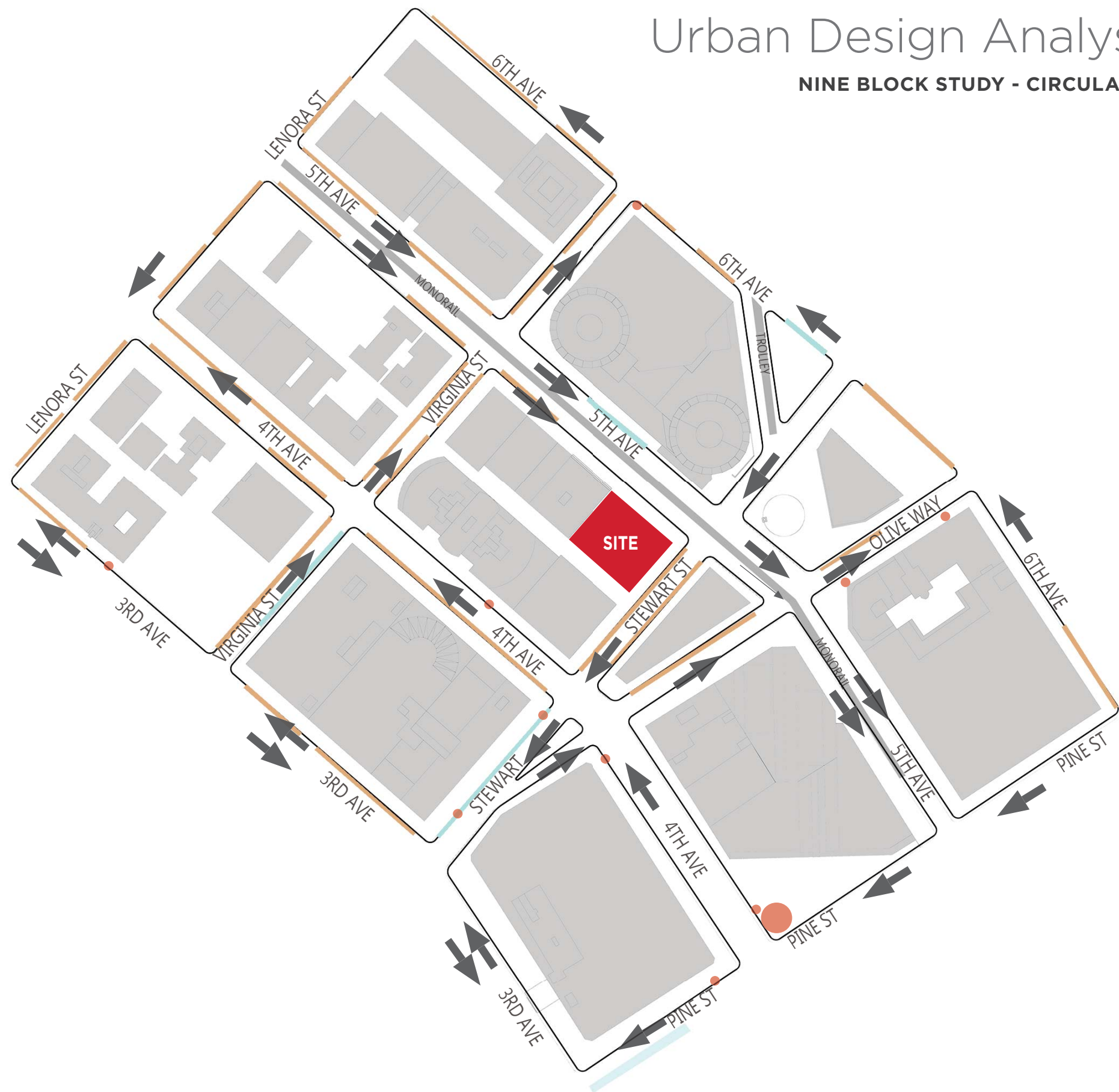


McGraw Square
Seattle Landmark

Urban Design Analysis

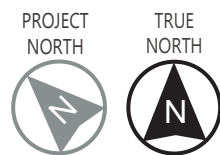
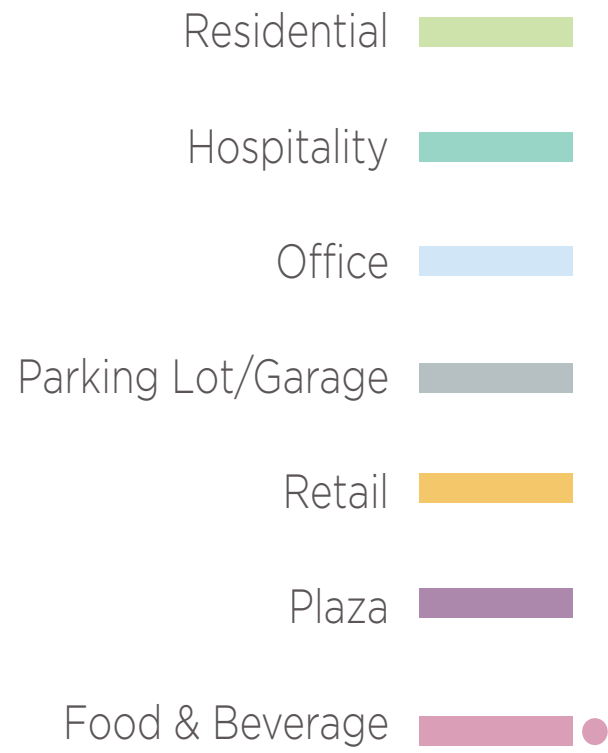
NINE BLOCK STUDY - CIRCULATION

- Parallel Parking 
- Taxicab/Bus Queue Area 
- Bus Stop 
- Light Rail Stop 
- Vehicular Direction of Travel 



Urban Design Analysis


NINE BLOCK STUDY - BUILDING USES




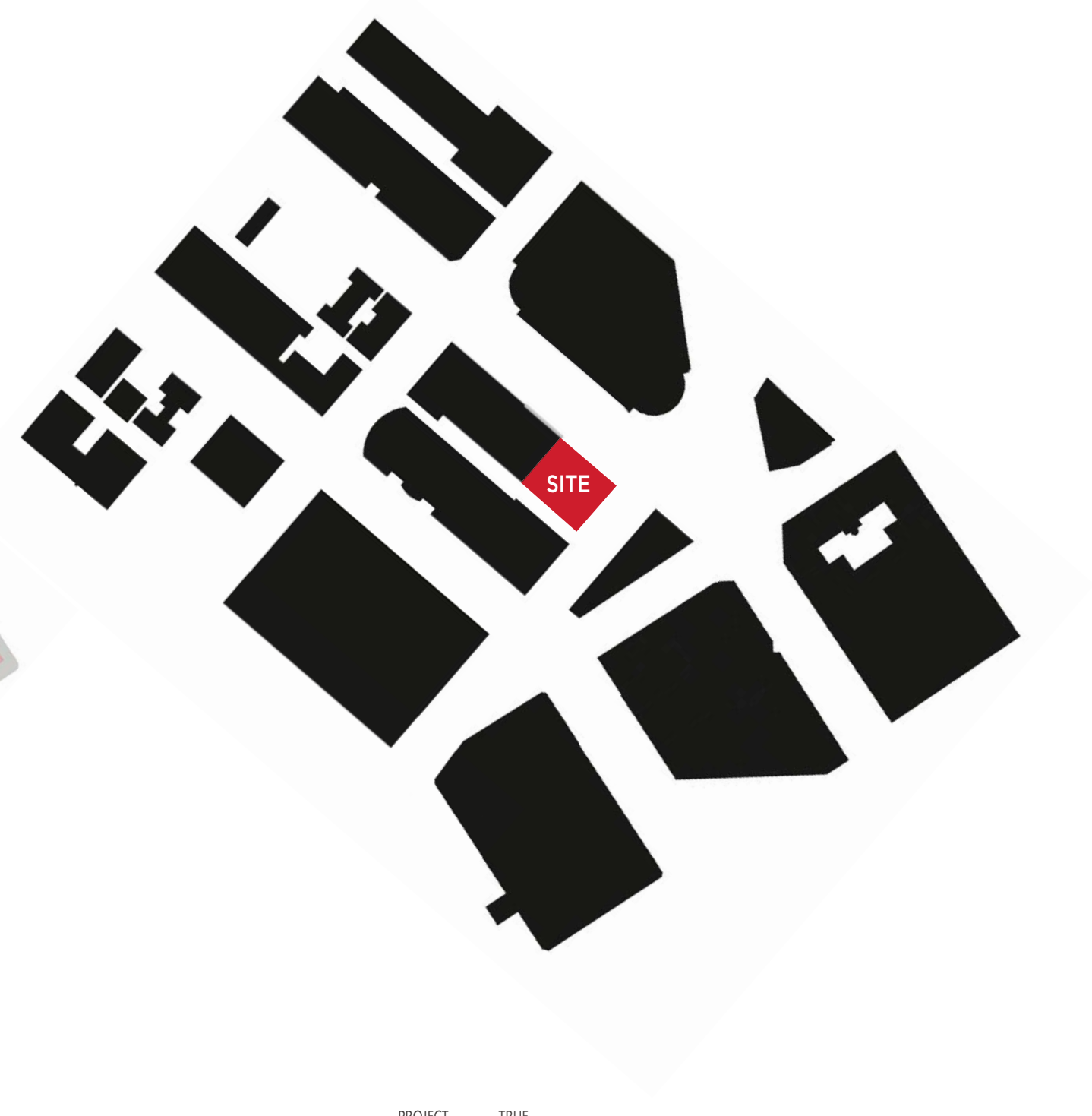
Urban Design Analysis

NINE BLOCK STUDY - MATERIALITY & FIGURE-GROUND



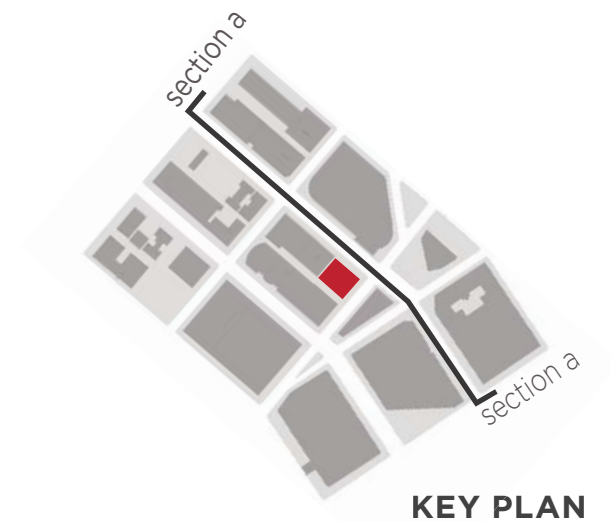
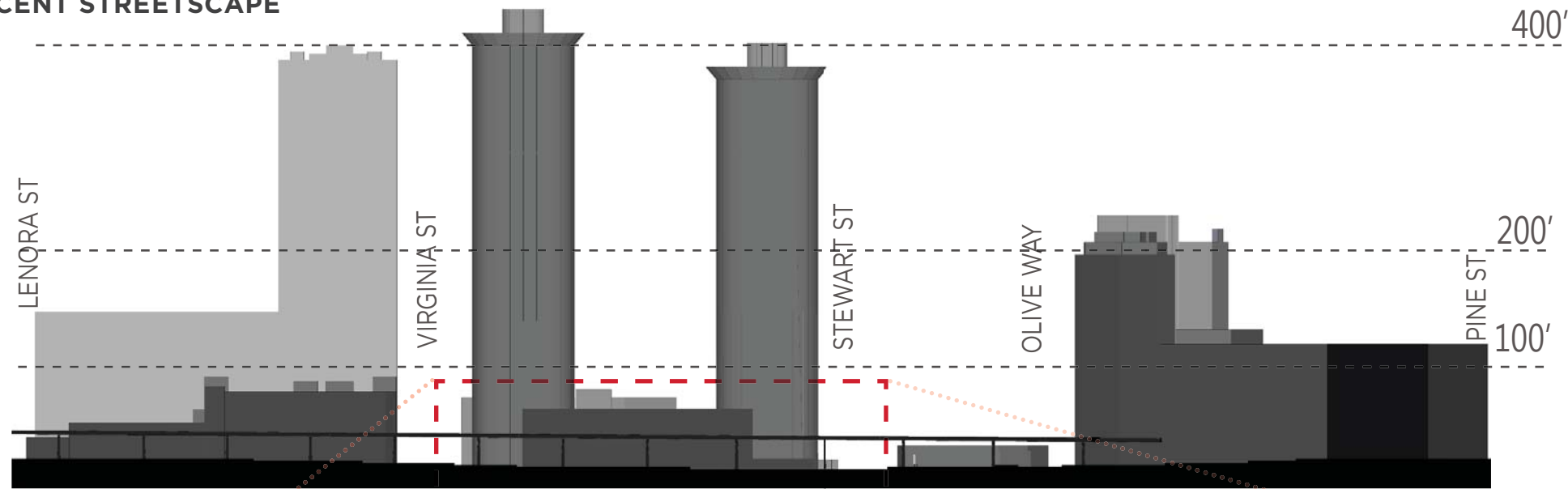
Classic Facade: 
Stone/Masonry Exterior w/ Punched
Openings

Modern Facade: 
Curtainwall, Glass, Stone, Metal



Urban Design Analysis

ADJACENT STREETSCAPE



Street Section A
Not to Scale



5th Avenue Looking East
Street View Panorama

- Retail
- Residential
- Food & Beverage
- Office
- Hotel
- Parking

5th Avenue

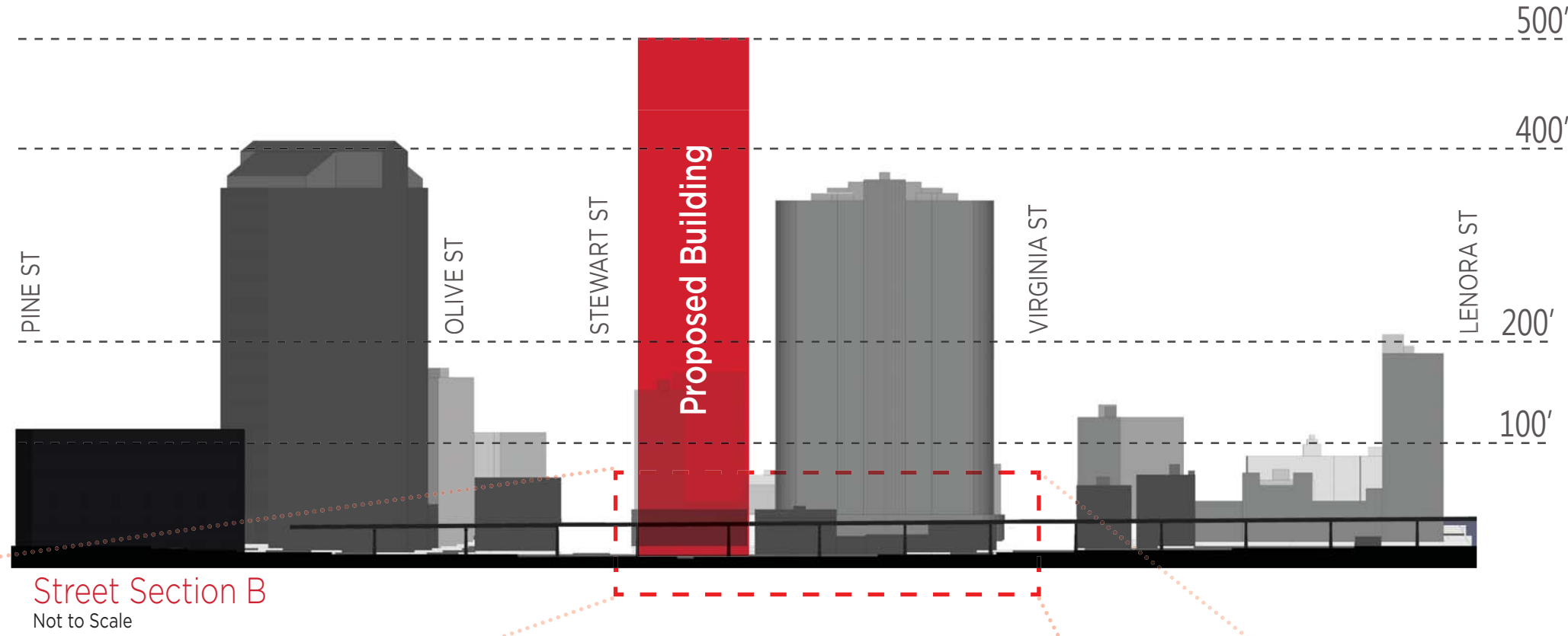
5th Avenue is a thriving retail street in downtown Seattle. 5th Avenue has a strong, traditional urban character with a vibrant mix of retail and entertainment activities, including access to large shopping centers such as Westlake Center directly south of the site. This street is very pedestrian friendly, with a large amount of street-level transparency & overhead weather protection via canopies and awnings.

Urban Design Analysis

ADJACENT STREETSCAPE



KEY PLAN

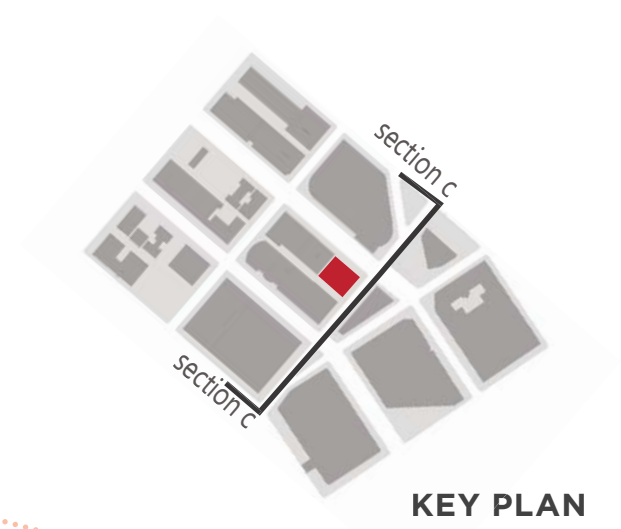
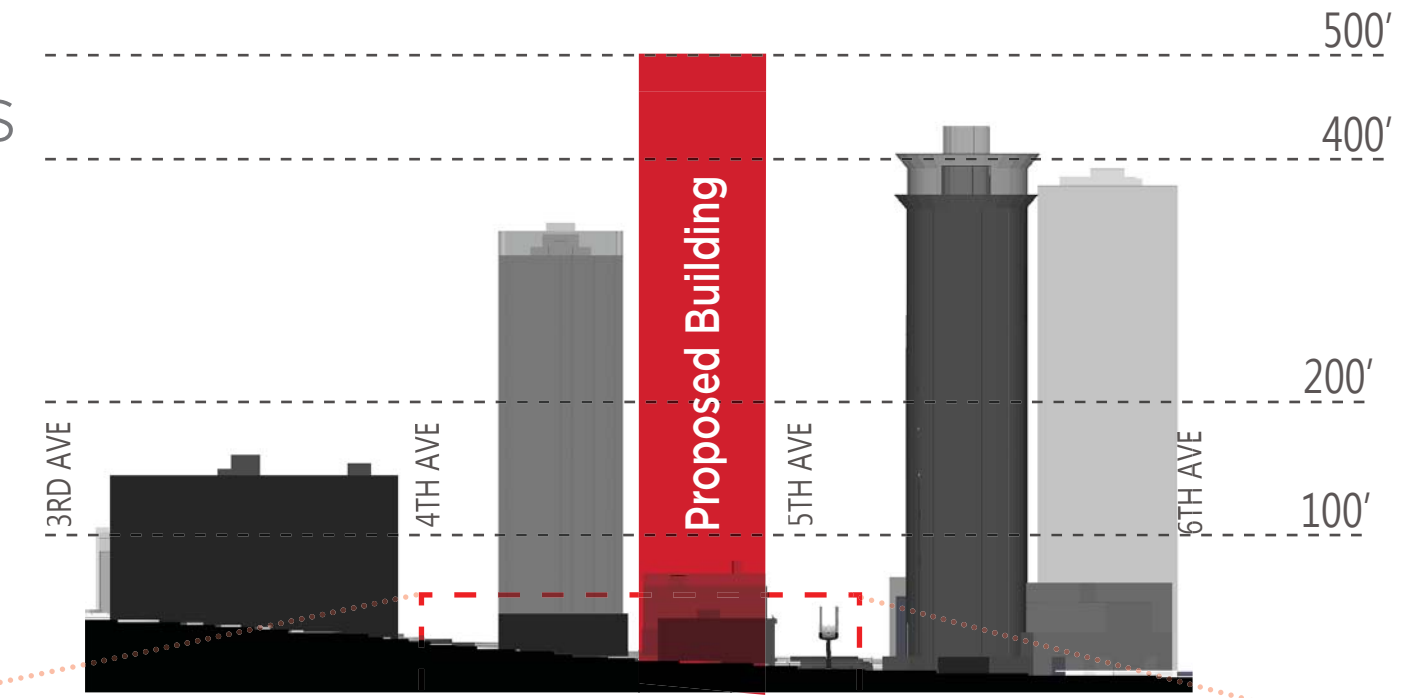


5th Avenue Looking West
Street View Panorama

- Retail
- Residential
- Food & Beverage
- Office
- Hotel
- Parking

Urban Design Analysis

ADJACENT STREETScape



Street Section C
Not to Scale



Stewart Street Looking North
Street View Panorama

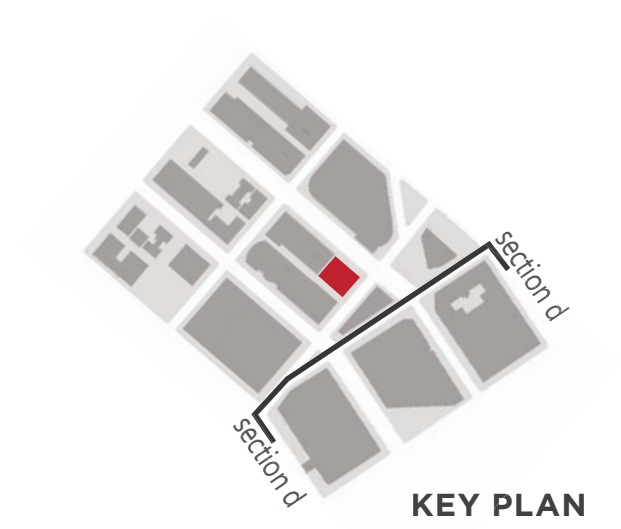
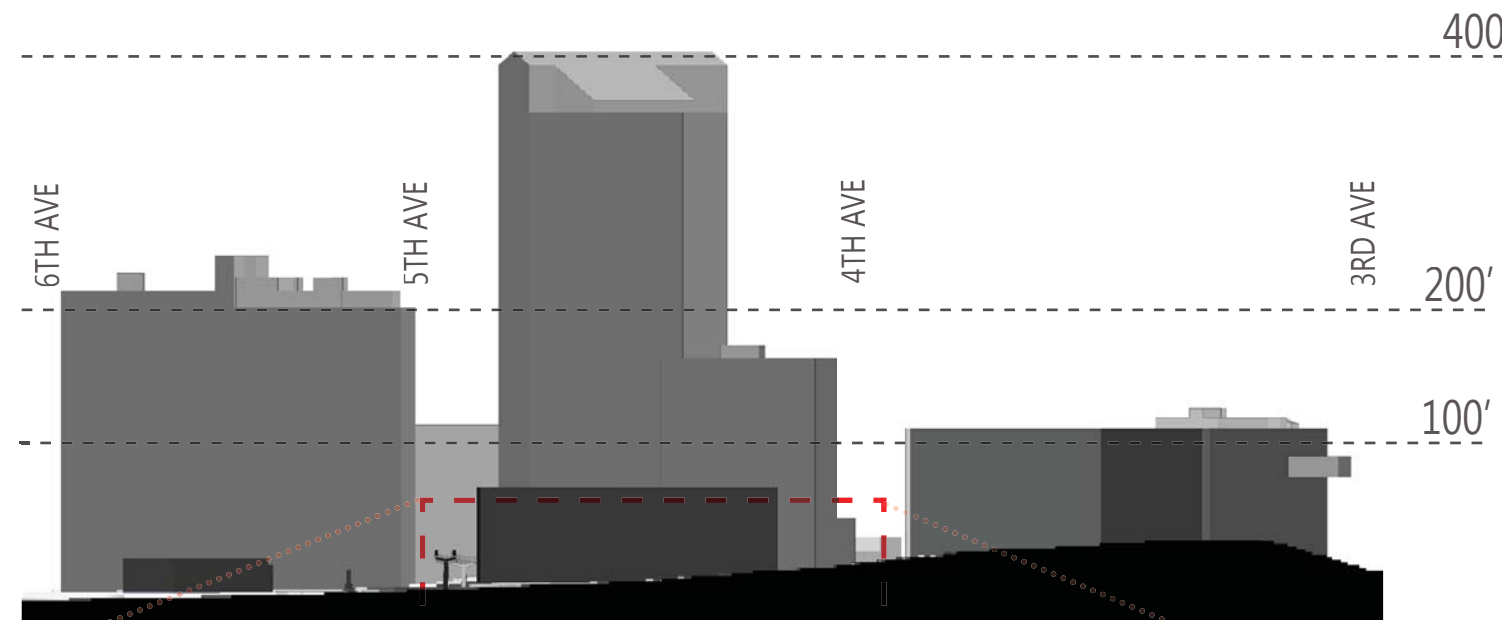
- | | | |
|---|---|---|
| Retail | Residential | Food & Beverage |
| Office | Hotel | Parking |

Stewart Street

Stewart Street is a vital transportation route in Downtown Seattle. It is a principal arterial & principal transit street that is also a Class I Pedestrian Street. Stewart Street connects vehicular traffic from a southbound I-5 off-ramp through the heart of downtown & ending at Pike Place Market. This street also is the start of an approximate 30 degree street grid shift in downtown. This street grid shift provides numerous interesting views and building footprints, turning Stewart Street into a unique component of Downtown Seattle.

Urban Design Analysis

ADJACENT STREETScape



Street Section D
Not to Scale



Stewart Street Looking South
Street View Panorama

- Retail
- Residential
- Food & Beverage
- Office
- Hotel
- Parking

Stewart Street

Stewart Street is a vital transportation route in Downtown Seattle. It is a principal arterial & principal transit street that is also a Class I Pedestrian Street. Stewart Street connects vehicular traffic from a southbound I-5 off-ramp through the heart of downtown & ends at Pike Place Market. This street also is the start of an approximate 30 degree street grid shift in downtown. This street grid shift provides numerous interesting views and building footprints, turning Stewart Street into a unique component of Downtown Seattle.

Urban Design Analysis

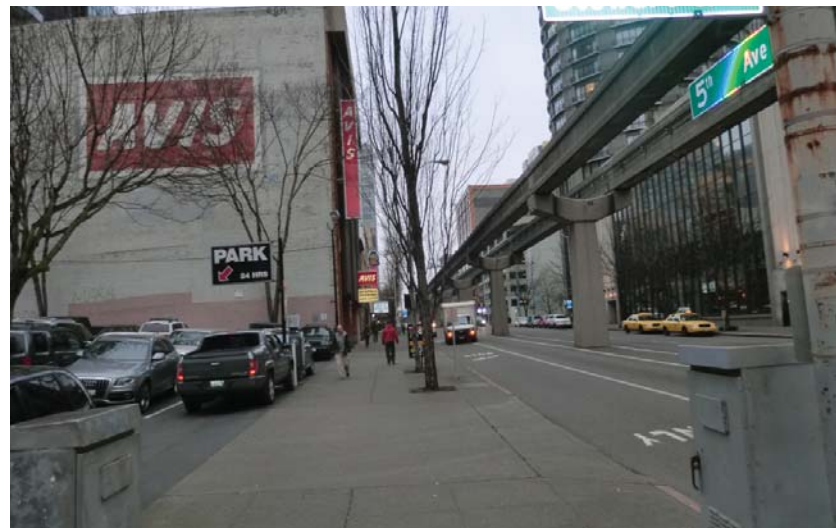
COMPOSITE STREET PHOTOS



View 1



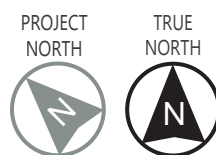
View 3



View 2



View 4



Urban Design Analysis

COMPOSITE STREET PHOTOS



View 5



View 7



View 9



View 10



View 6



View 8



View 11

Urban Design Analysis

COMPOSITE STREET PHOTOS



View 12



View 14



View 13



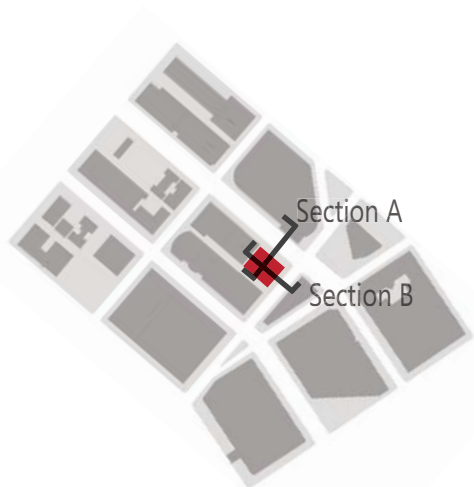
View 15



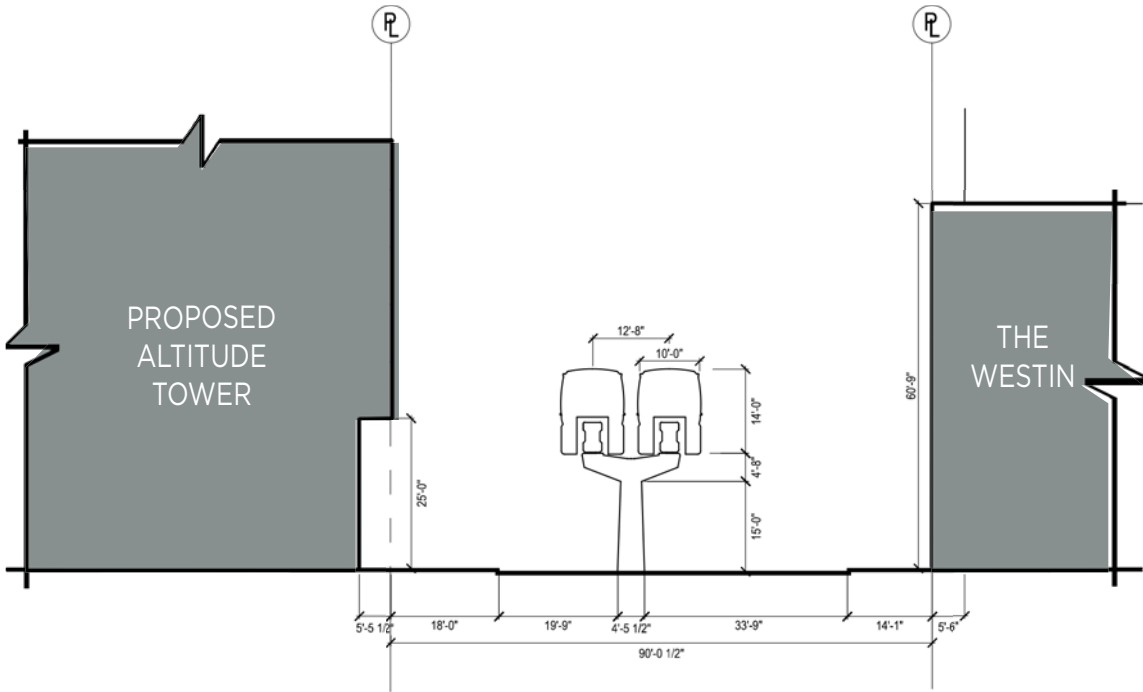
View 16

Urban Design Analysis

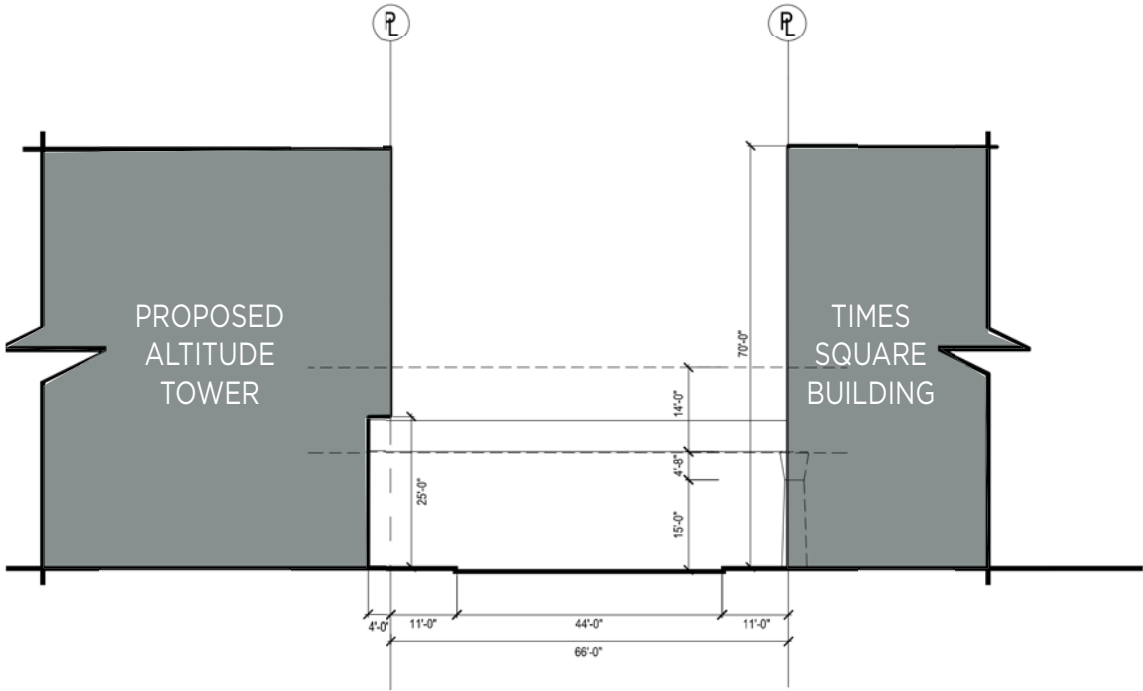
MONORAIL STUDIES



KEY PLAN

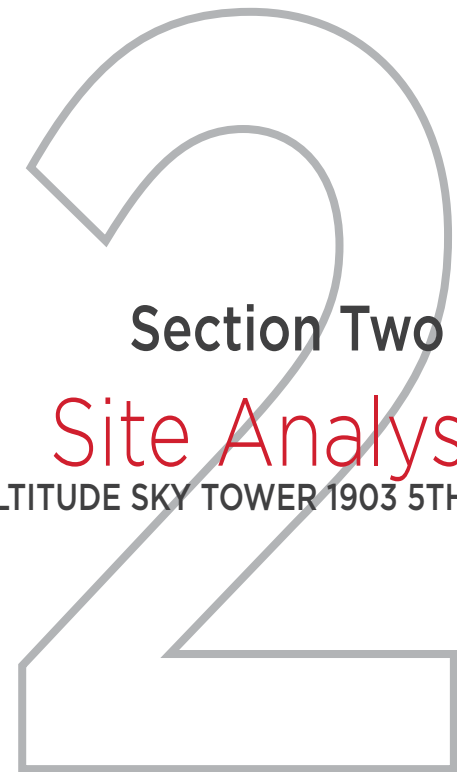


A Section @ 5th Avenue
Not to scale



B Section @ Stewart Street
Not to scale





Section Two

Site Analysis

ALTITUDE SKY TOWER 1903 5TH AVENUE

Site Analysis

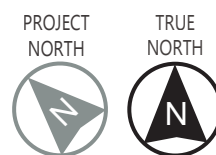
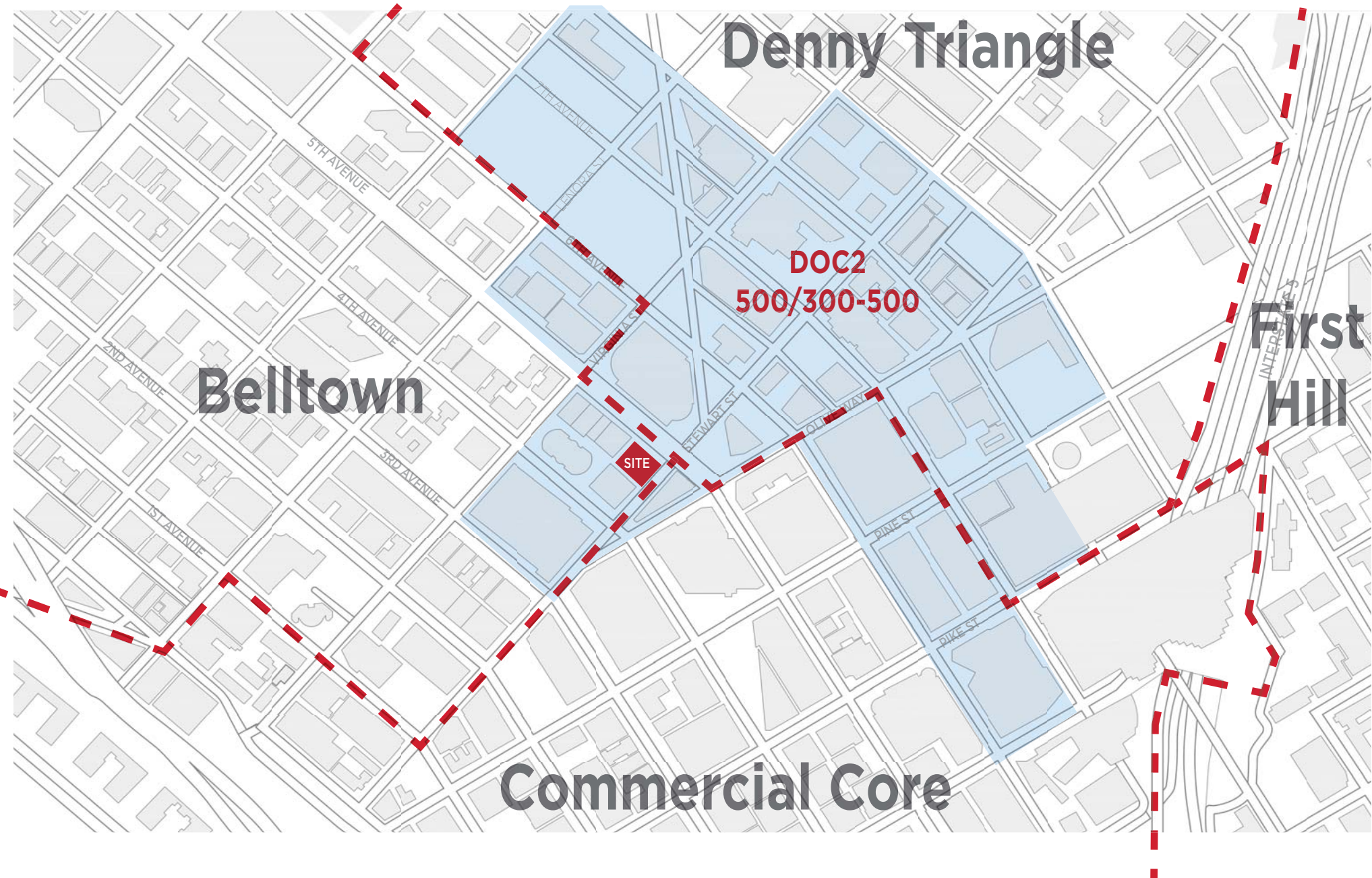
ZONING OVERVIEW

King County Parcel Number
0659000455

Zoning
DOC2 500/300-500
Downtown Office Core
Belltown Urban Center Village

Jurisdiction
CITY OF SEATTLE

Neighborhood Boundaries
Typical



Site Analysis

APPLICABLE SITE ZONING

STRUCTURE HEIGHT LIMIT *SMC 23.49.008.A.3*

300 foot base height 500 foot maximum height

STREET LEVEL USE *SMC 23.49.009*

Stewart Street & 5th Avenue are both Class I Pedestrian Streets. Street level uses are required for 75 percent of each frontage. (Note, see Proposed Departure Number 1)

COMMON RECREATION AREA *SMC 23.49.010*

Provide 5 percent of Gross Floor Area in Residential use. Any floor area gained through 23.49.015 is excluded from the 5 percent requirement. Maximum 50 percent of required common recreation area shall be enclosed.

FLOOR AREA RATIO *SMC 23.49.011*

Base: 5, Maximum: 14. The following are 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.

TDR *SMC 23.49.014*

Transfer of Development rights allowed per Table *23.49.014A*

OVERHEAD WEATHER PROTECTION *SMC 23.49.018*

Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that are driveways into structures

BICYCLE PARKING *SMC TABLE 23.49.019 A*

One space for every 2 dwelling units

PARKING REQUIREMENTS *SMC 23.49.019.A.1*

No parking is required

PARKING SCREENING *SMC 23.49.019.B.2.a*

Parking above the third story of a structure shall be separated from the street by another use for a minimum of thirty (30) percent of each street frontage of the structure. For structures on lots located at street intersections, the separation by another use shall be provided at the corner portion(s) of the structure.

CURB CUT LOCATION *SMC 23.49.019.H.1*

If a lot abuts an alley, alley access is required (Note, see Proposed Departure Number 4)

DEMONSTRATION OF LEED SILVER RATING

SMC 23.49.020

A commitment to earn a LEED Silver rating or substantially equivalent standard is a condition of a permit.

MINIMUM SIDEWALK WIDTHS *SMC 23.49.022*

Map 1C designates a 15 foot sidewalk along 5th Avenue
Map 1C designates a 18 foot sidewalk along Stewart Street
(Note, see Proposed Departure Number 2)

PERMITTED USE *SMC 23.49.042*

Retail, Hotel, Residential & Office are permitted uses

FACADE REQUIREMENTS *SMC 23.49.056*

Minimum 60% of street level facade shall be transparent. Blank facades shall be no more than 15 feet wide except segments with garage doors may exceed a width of 15 feet and may be as wide as the driveway plus 5 feet.

SETBACKS *SMC 23.49.056 B*

Minimum facade height 35' for streets requiring street level uses

FACADE MODULATION *SMC 23.49.058.A*

Facade Modulation is not required if no floorplate exceeds 15,000 square feet

OFF STREET LOADING *SMC 23.54.035*

3 Berths required (Note, see Proposed Departure Number 3)

UPPER LEVEL DEVELOPMENT STANDARDS

SMC 23.49.058F

None required

EXISTING ALLEYS *SMC 23.53.030.D.4, 23.53.030.F.1*

Per Table C 20 foot Required Minimum Right-of-Way Widths for Existing Alleys

STRUCTURAL BUILDING

SMC 23.53.035

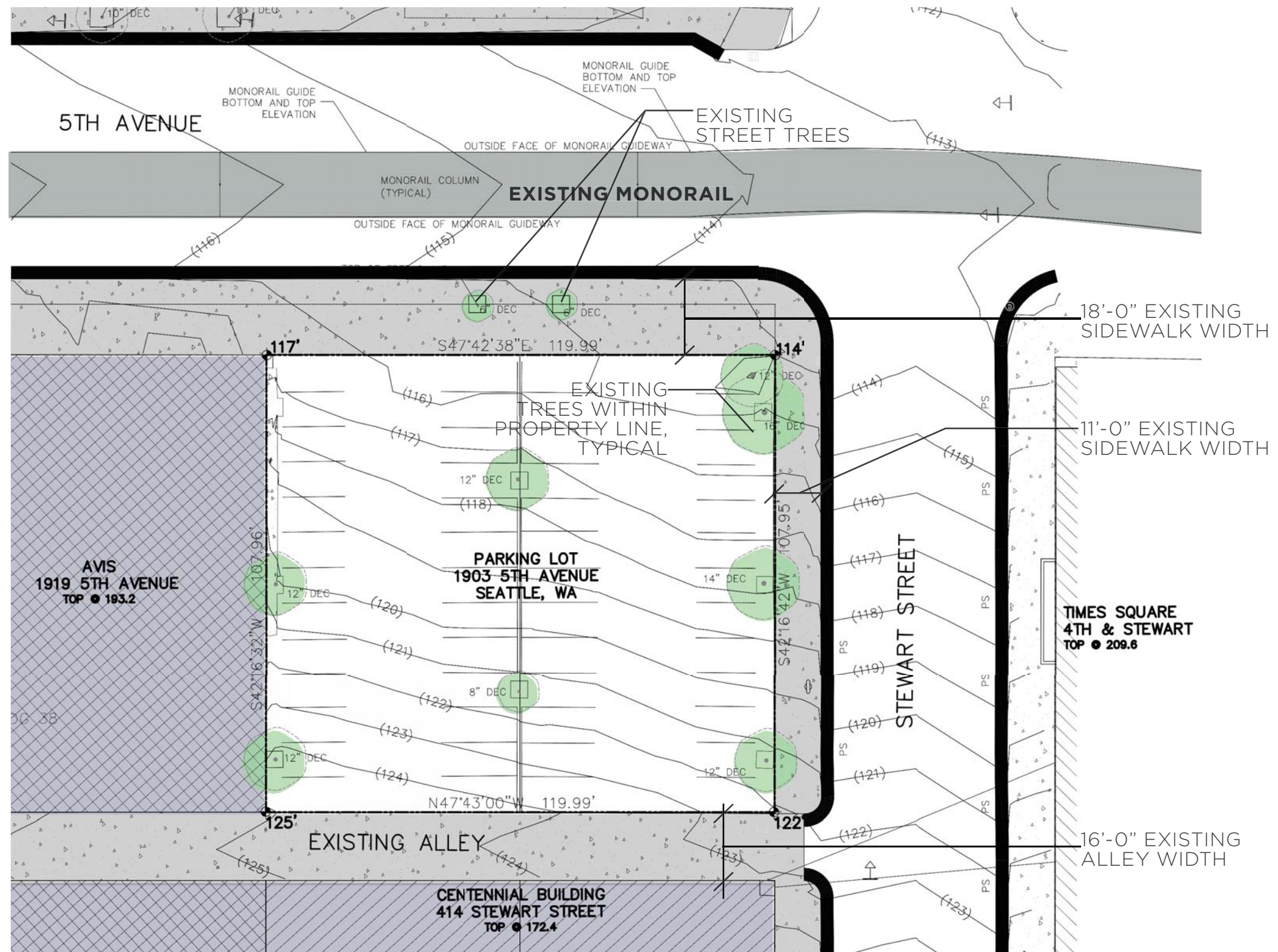
Structural building overhangs include bay windows, balconies, and other projections into and over public places that increase either the floor area of the building or the volume of space enclosed by the building above grade

PEDESTRIAN STREET CLASSIFICATION

5th Avenue & Stewart Street are Class I Pedestrian Streets

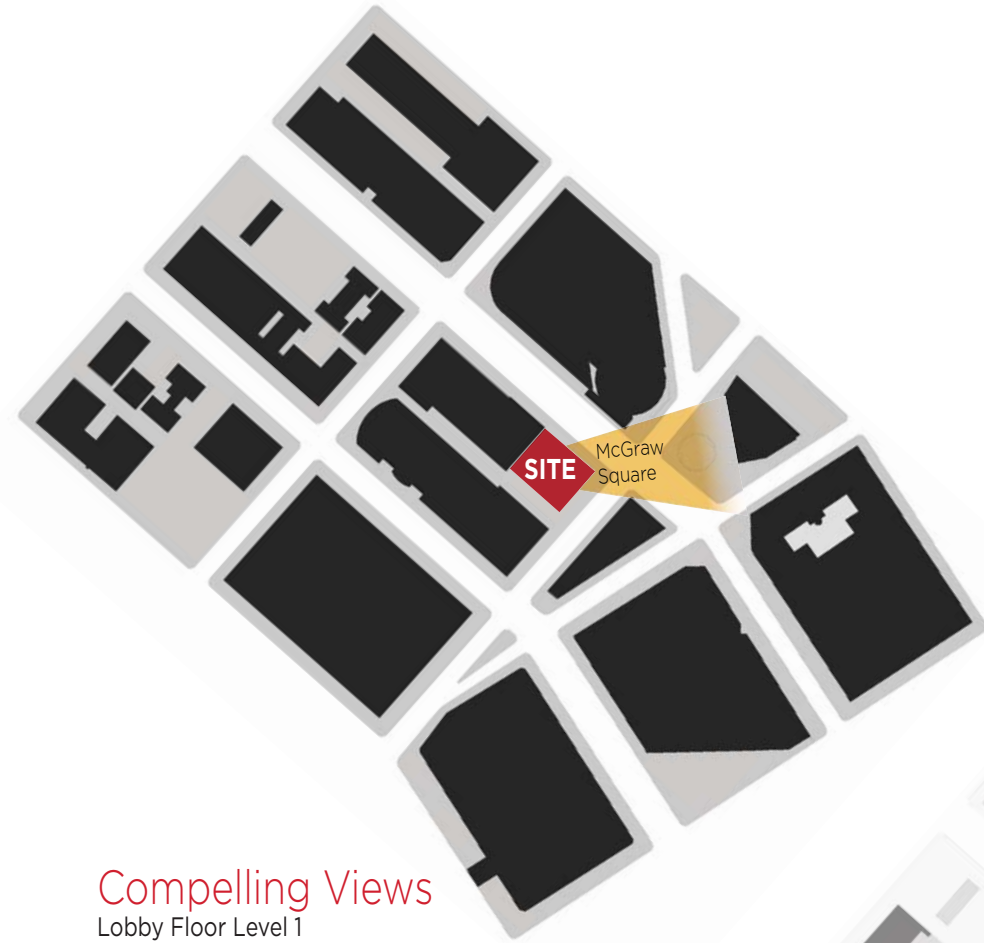
Site Analysis

EXISTING SLOPING SITE & TREE LOCATIONS

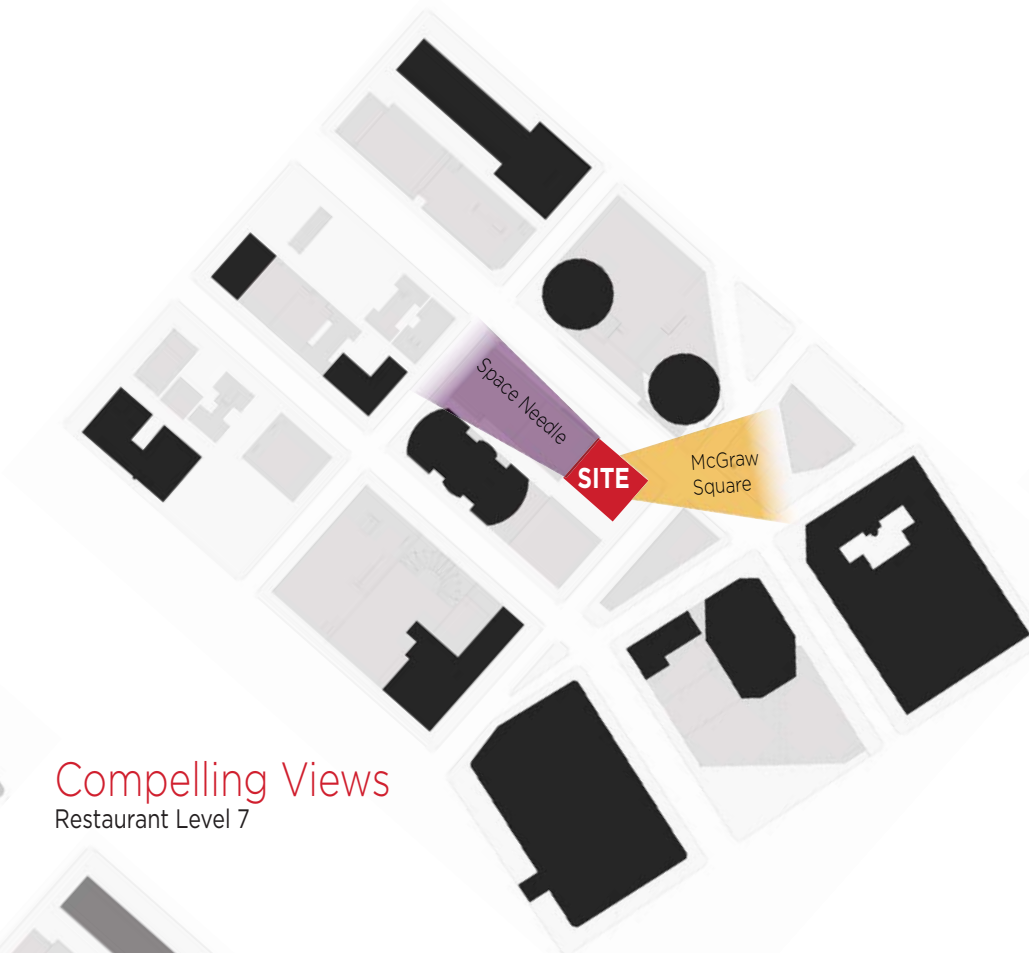


Site Analysis

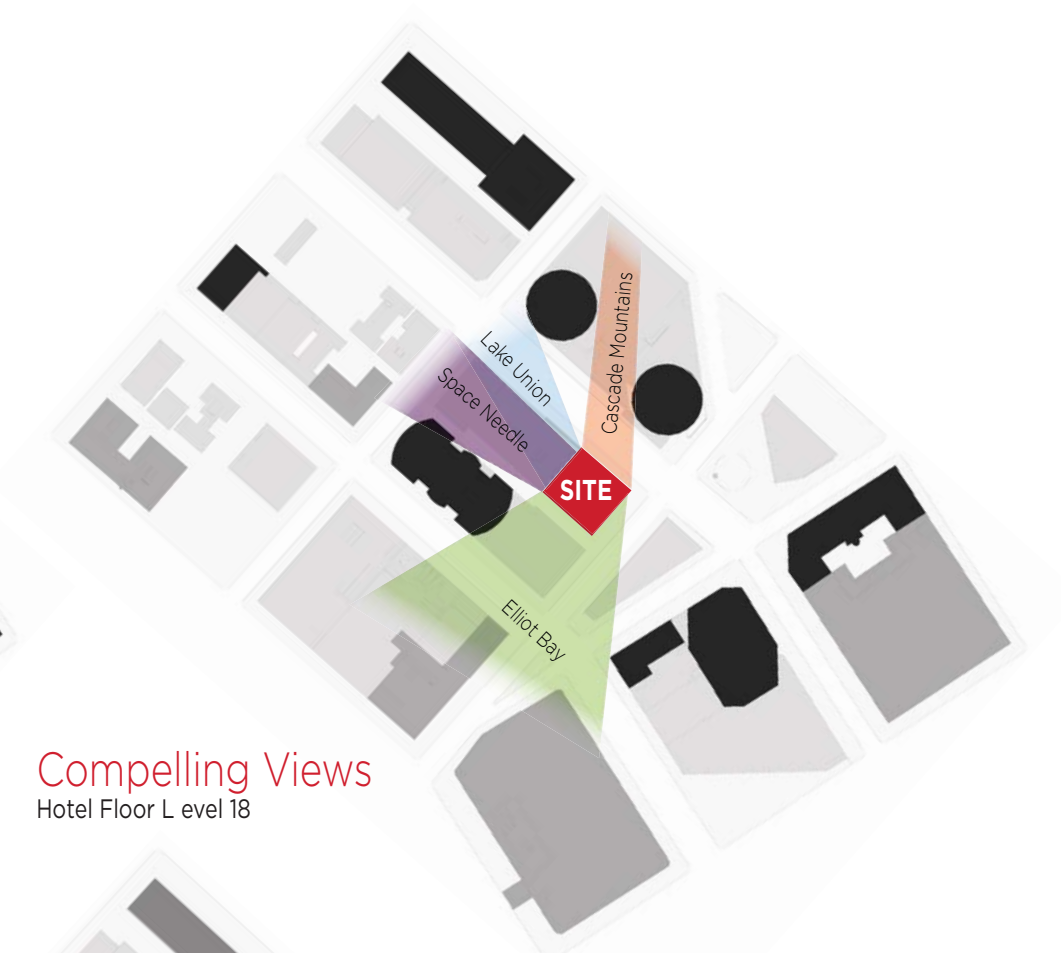
COMPELLING VIEWS



Compelling Views
Lobby Floor Level 1



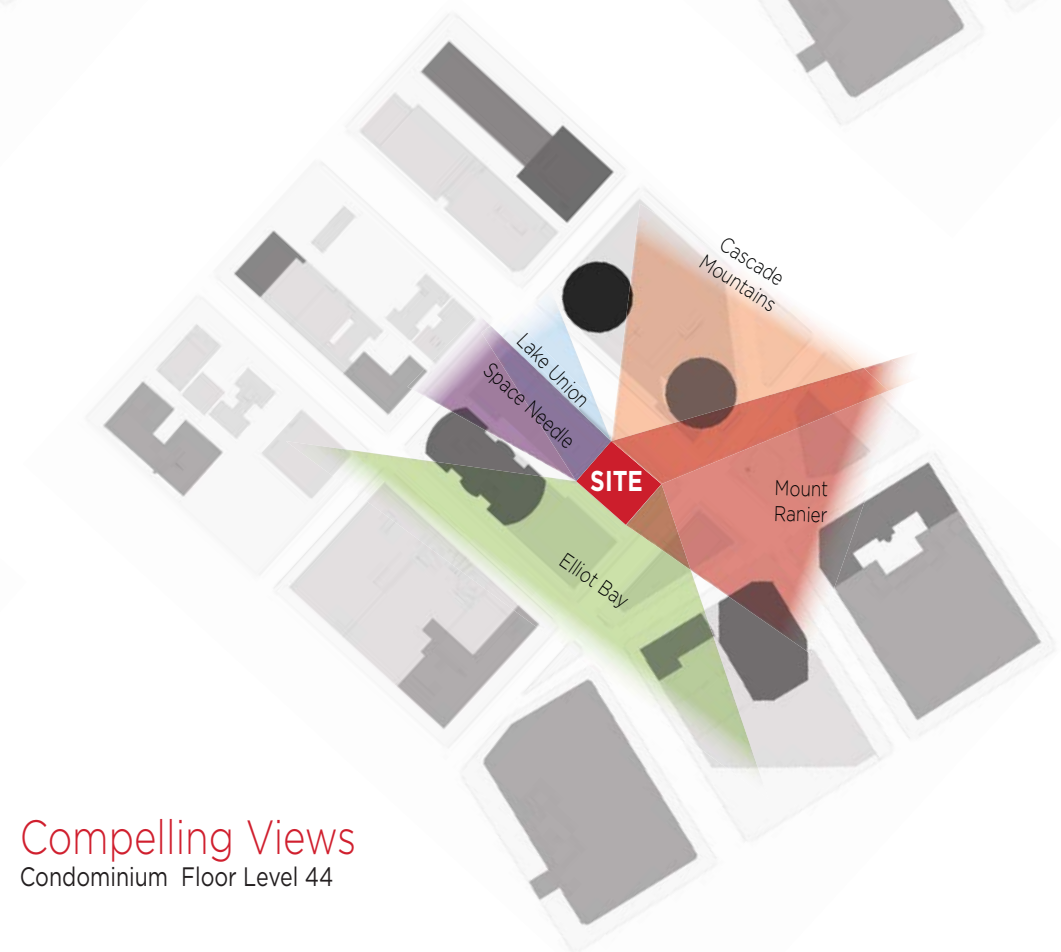
Compelling Views
Restaurant Level 7



Compelling Views
Hotel Floor Level 18



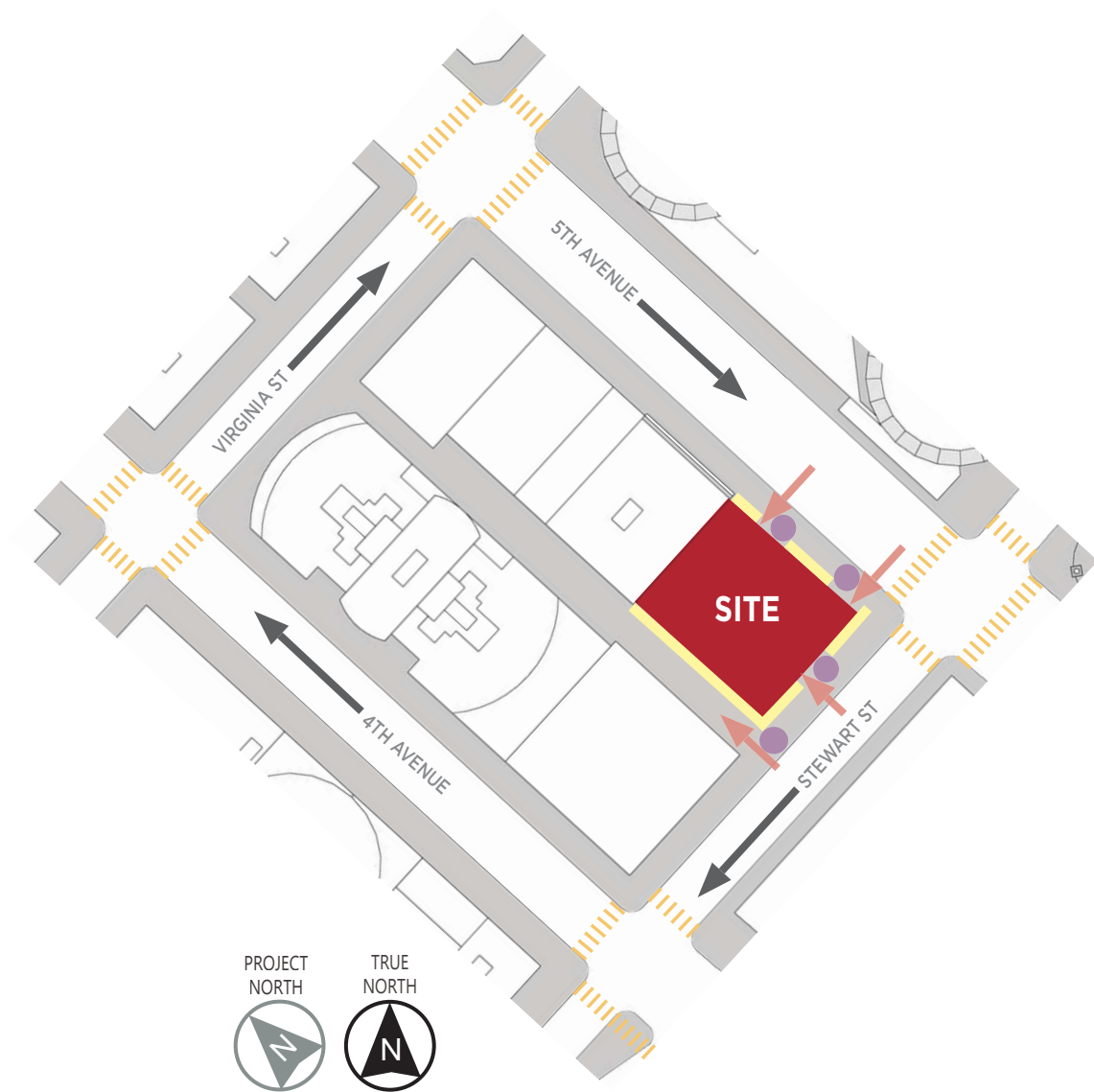
Compelling Views
Apartment Floor Level 30



Compelling Views
Condominium Floor Level 44

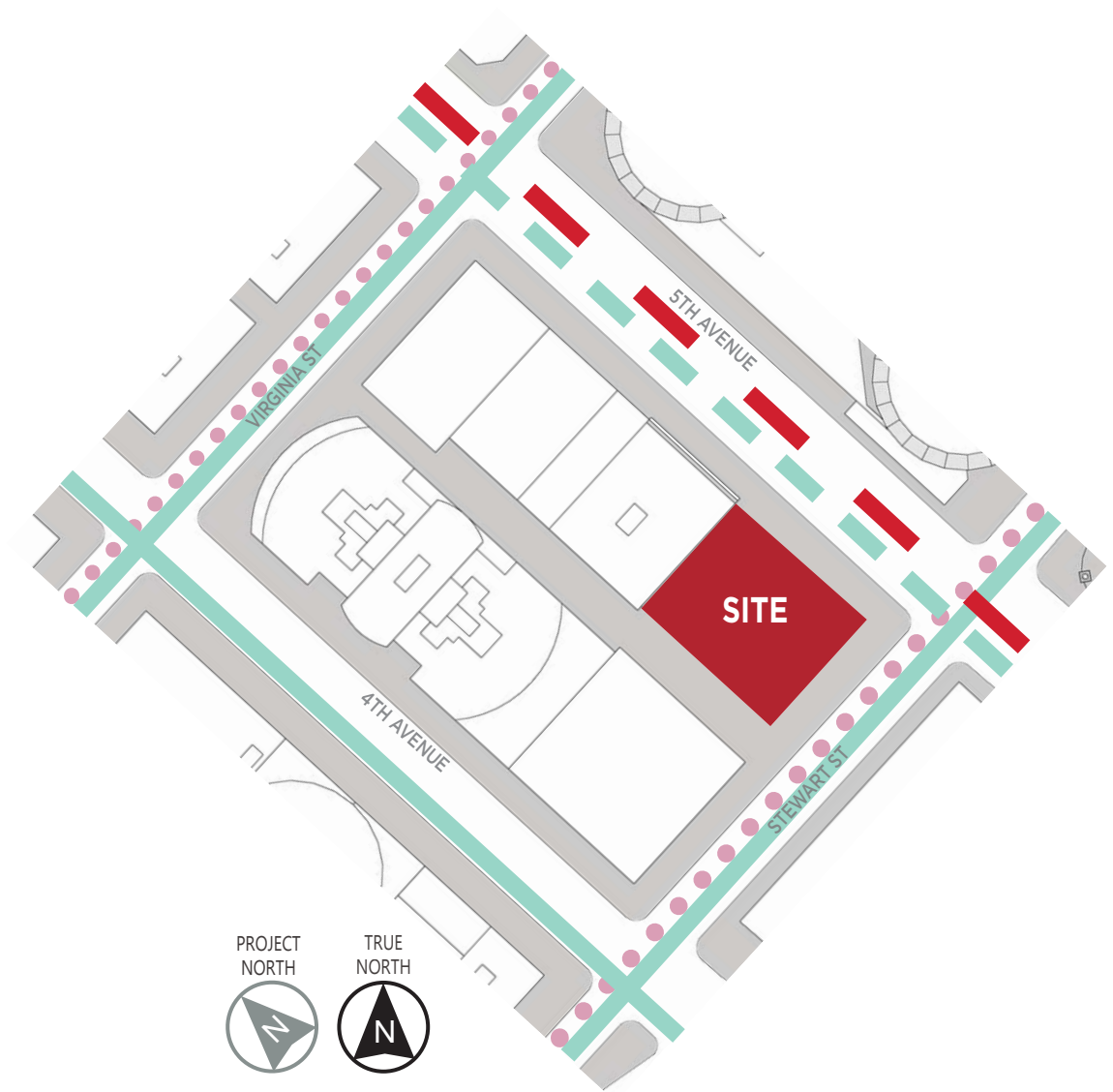
Site Analysis

EXISTING SITE ACCESS/CIRCULATION PATHS



- Direction of Traffic ←
- Vehicular Access (Existing) ←
- Pedestrian Access (Primary)
- Pedestrian Access (Secondary)
- Crosswalk

SITE ACCESS

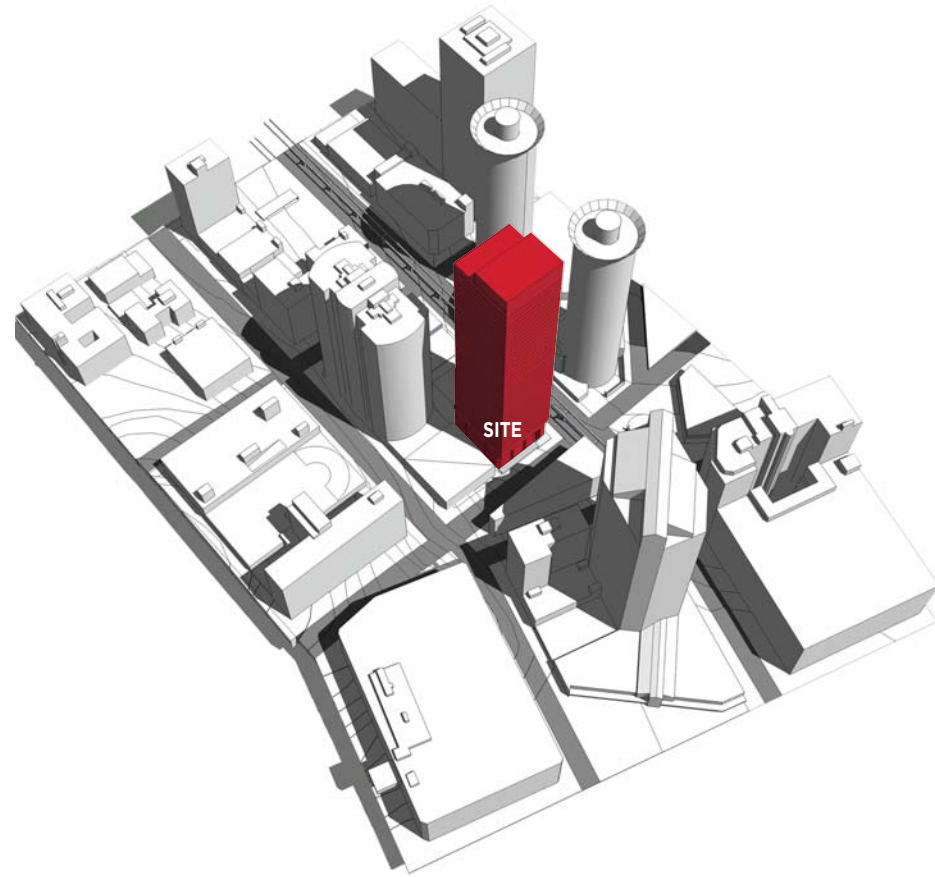


- Principal Transit Street
- Principal Arterial
- Minor Arterial
- Monorail

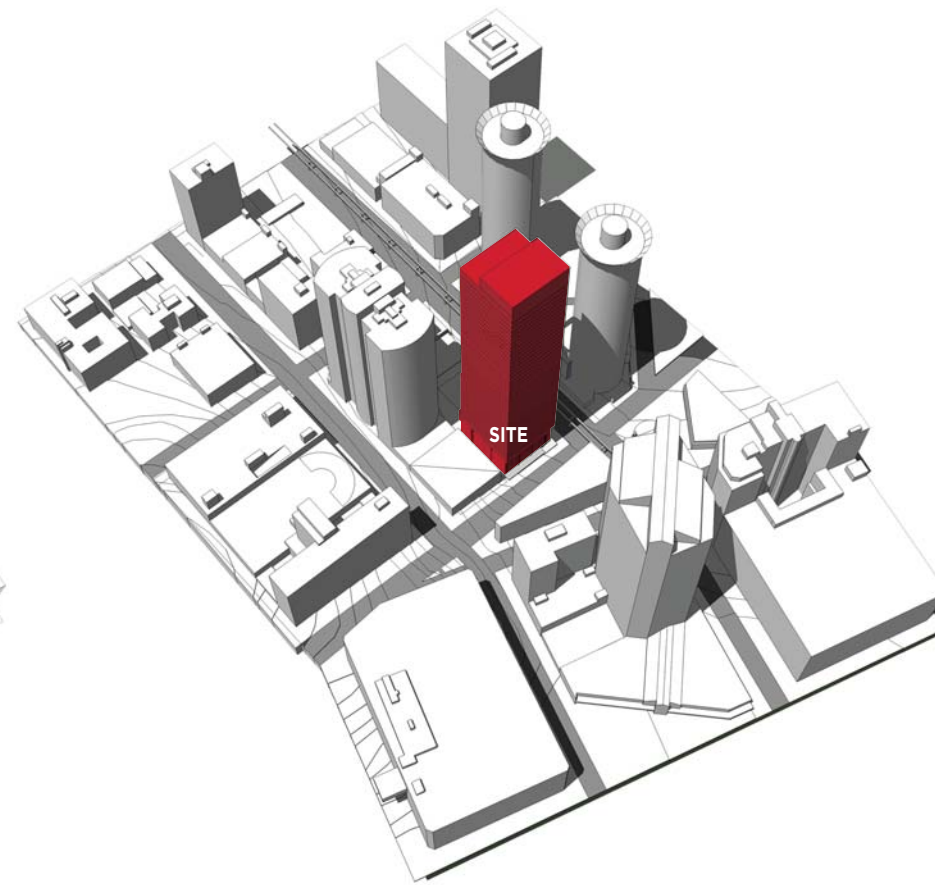
CIRCULATION PATHS

Site Analysis

SUN/SHADOW STUDIES - SUMMER SOLSTICE 10AM TO 4PM



10am



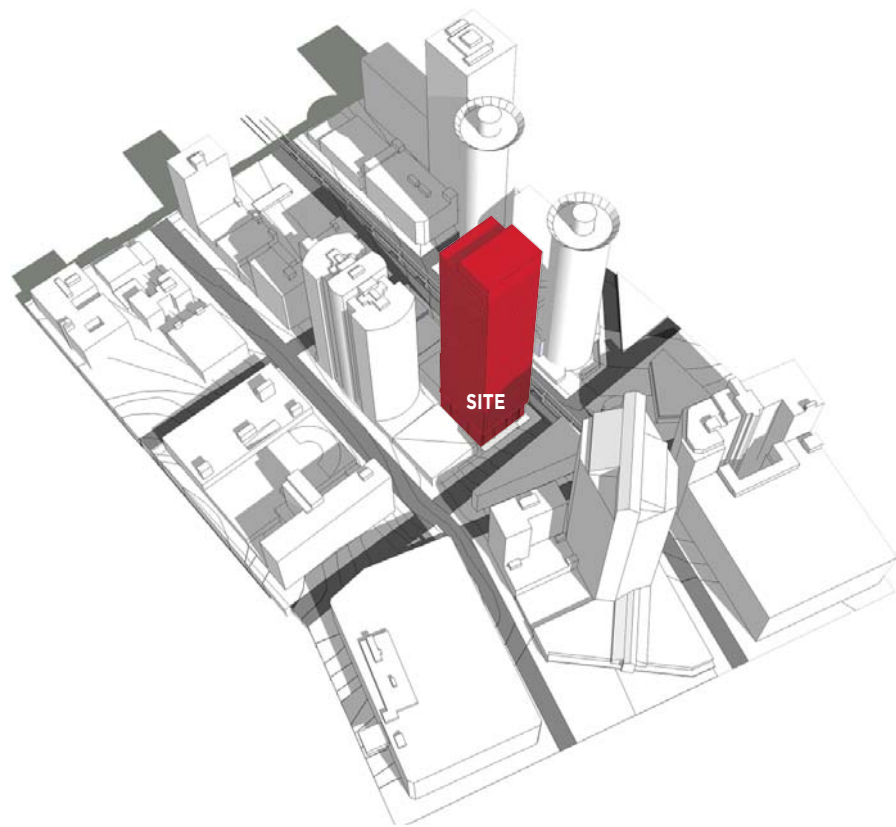
1pm



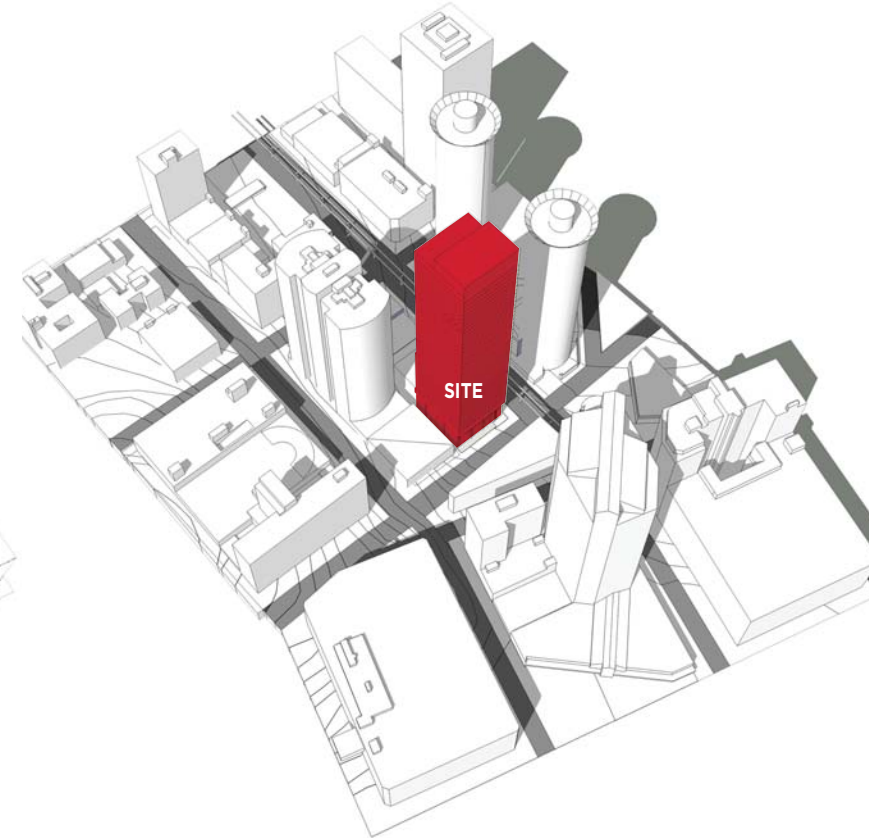
4pm

Site Analysis

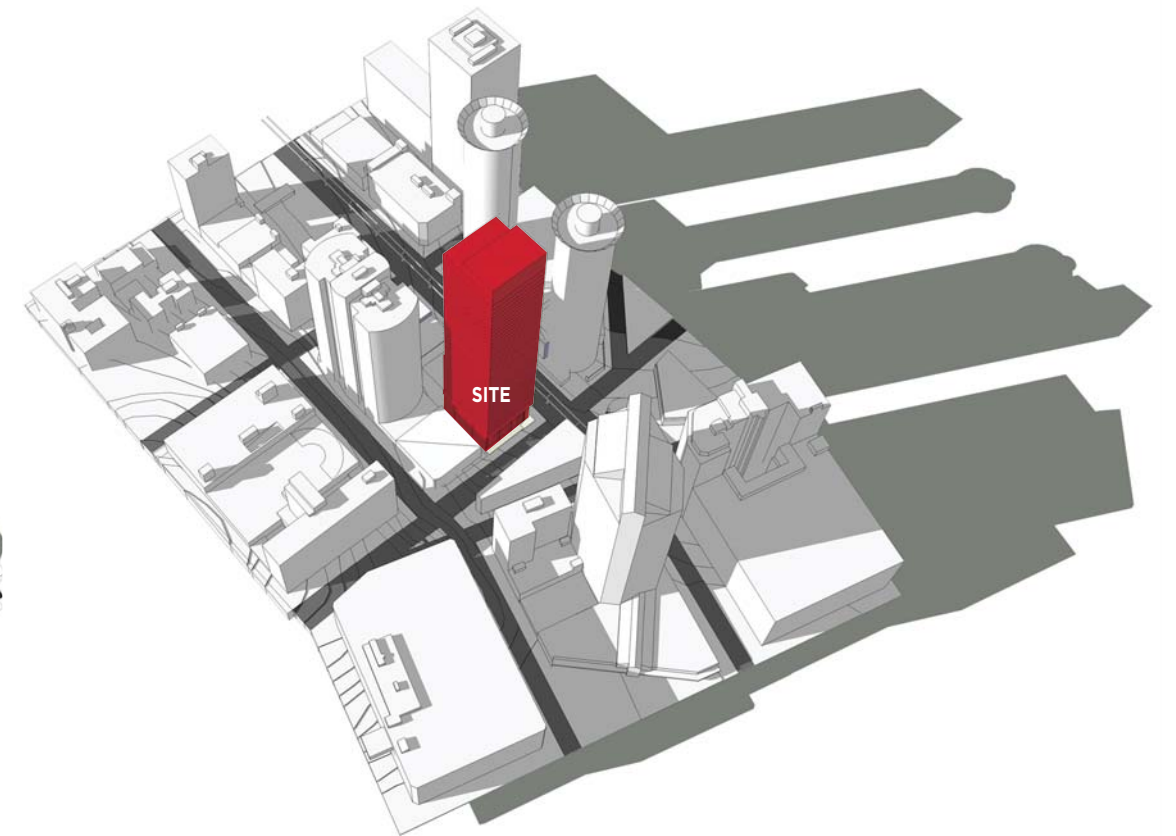
SUN/SHADOW STUDIES - SPRING/FALL EQUINOX 10AM TO 4PM



10am



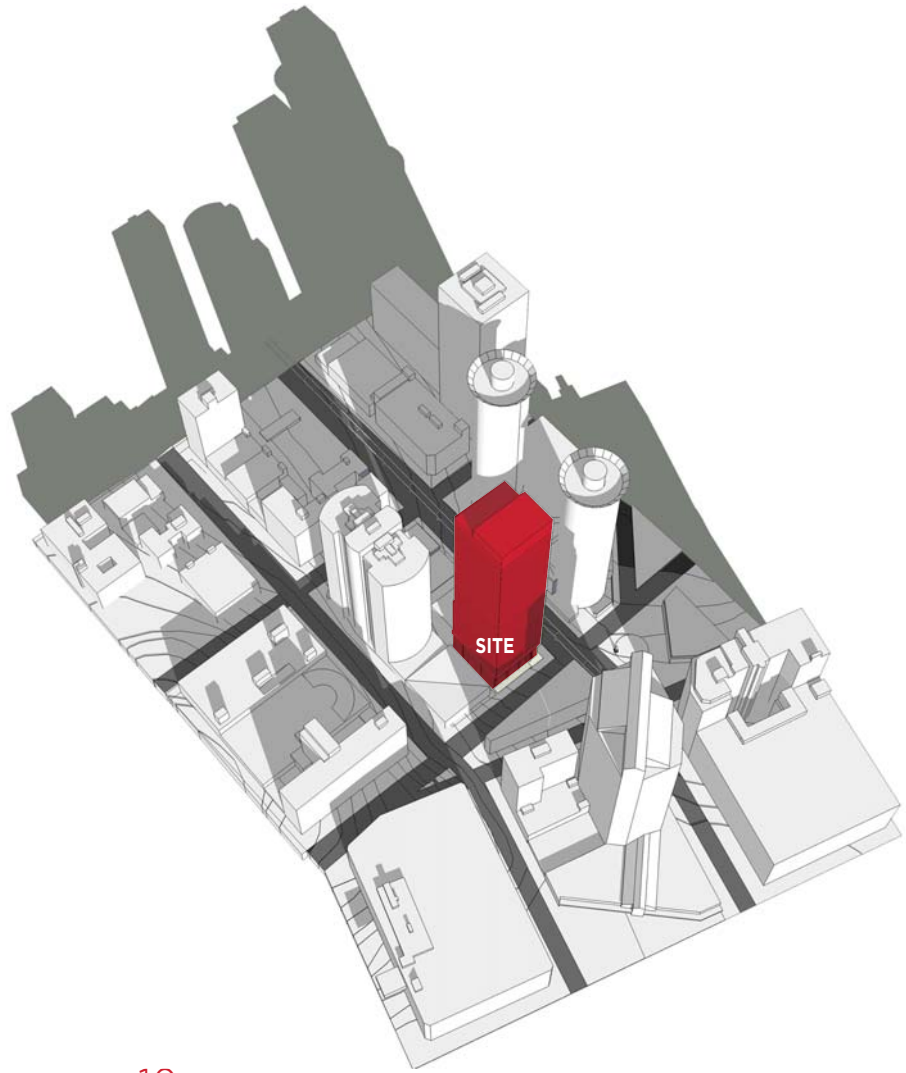
1pm



4pm

Site Analysis

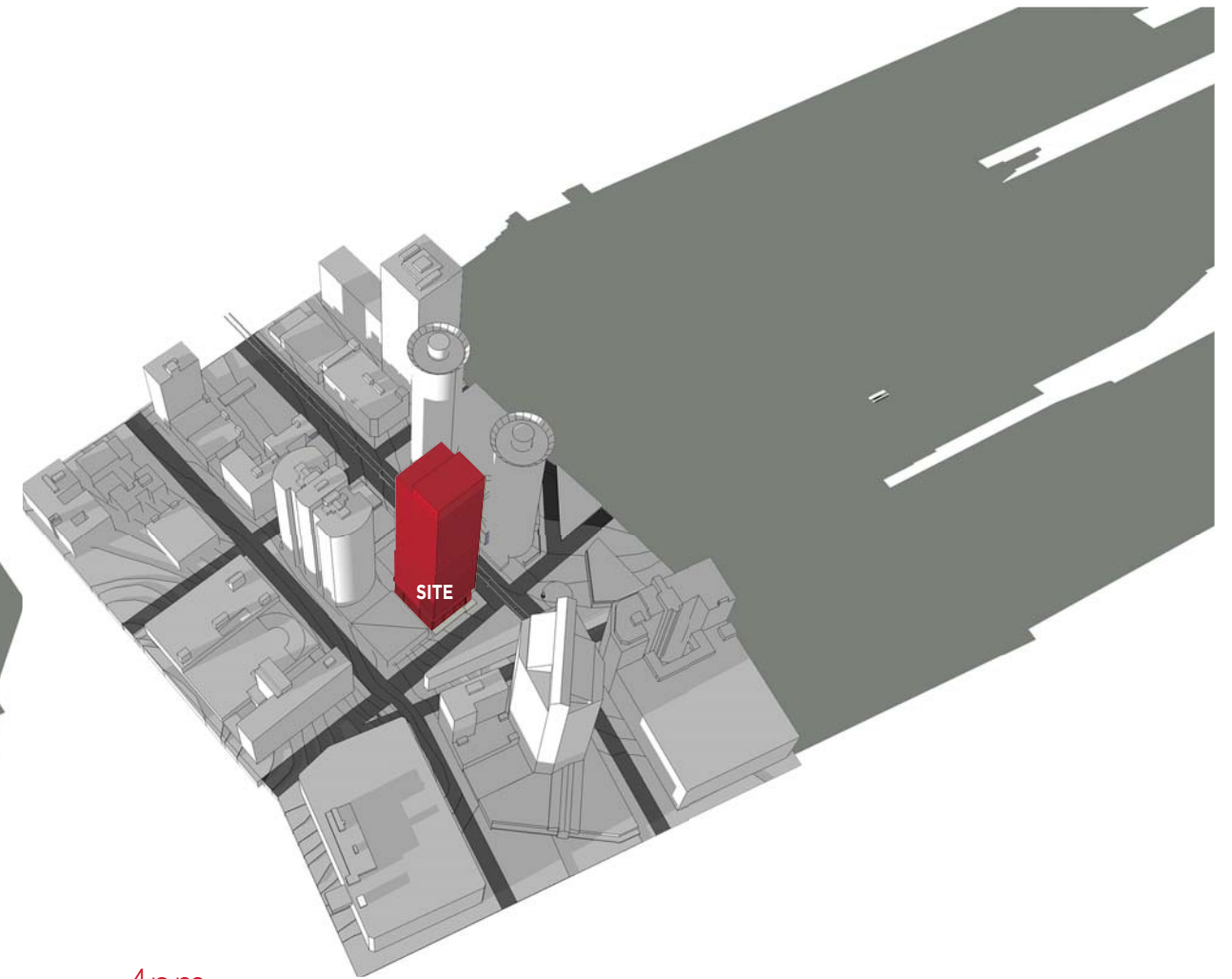
SUN/SHADOW STUDIES - WINTER SOLSTICE 10AM TO 4PM



10am



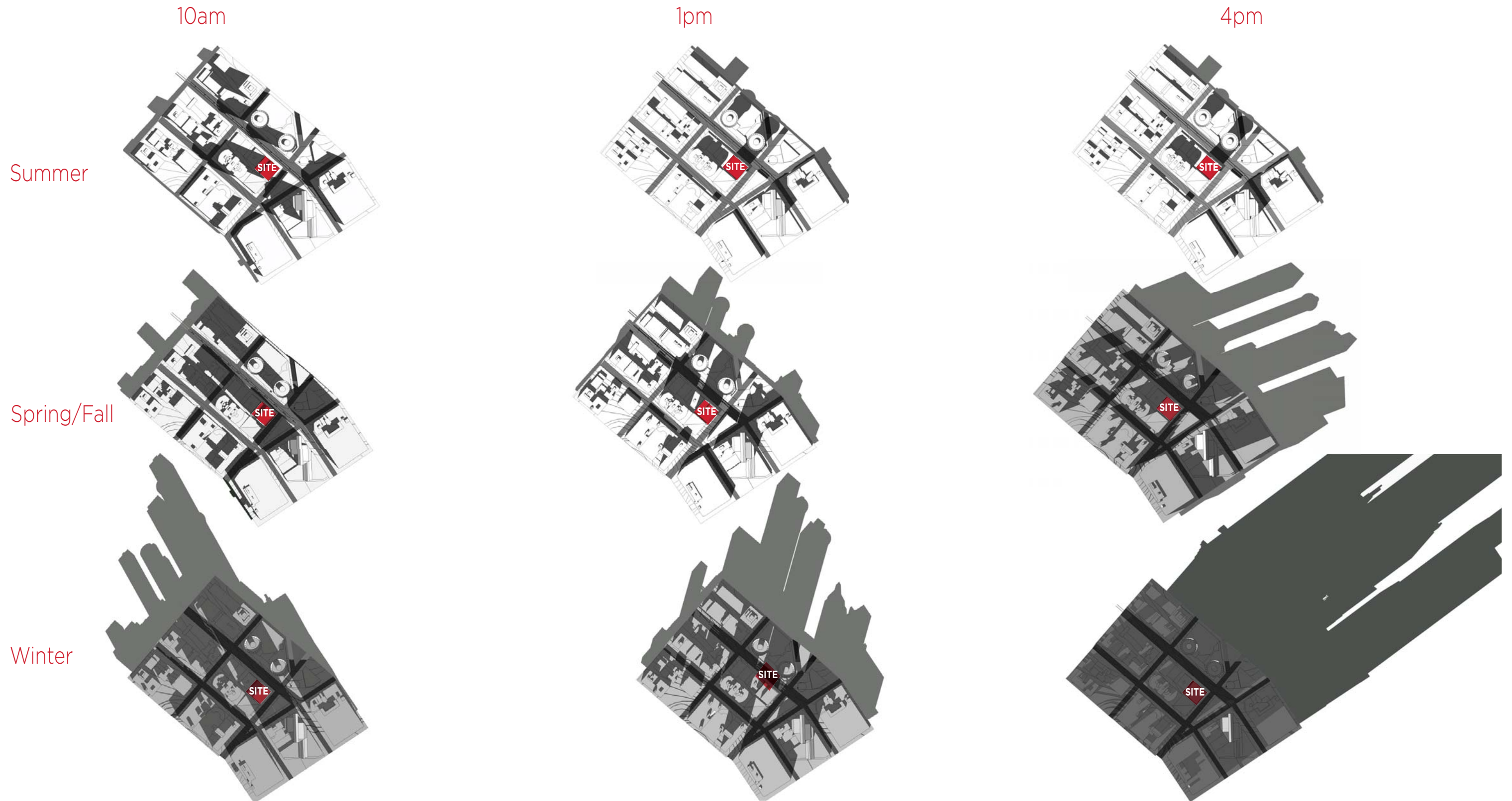
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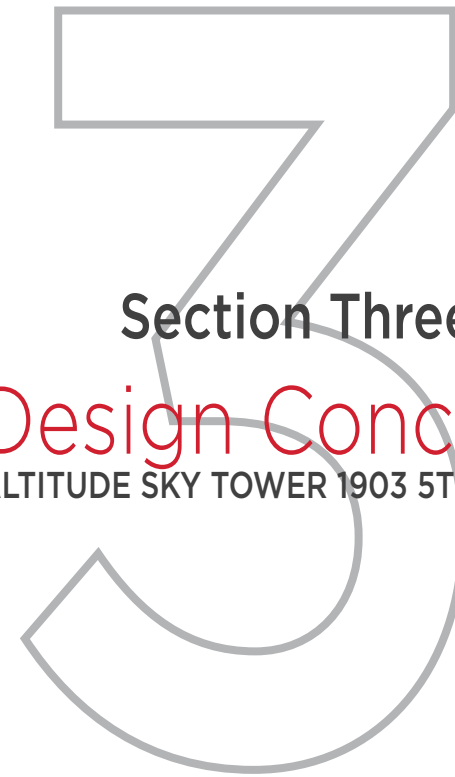


4pm

Site Analysis

FIGURE-GROUND SHADOW STUDY OF SUMMER, SPRING/FALL AND WINTER





Section Three

Design Concepts

ALTITUDE SKY TOWER 1903 5TH AVENUE

Design Concepts

PROGRAMMATIC STACK

Residential Condominiums 

Residential Apartments 

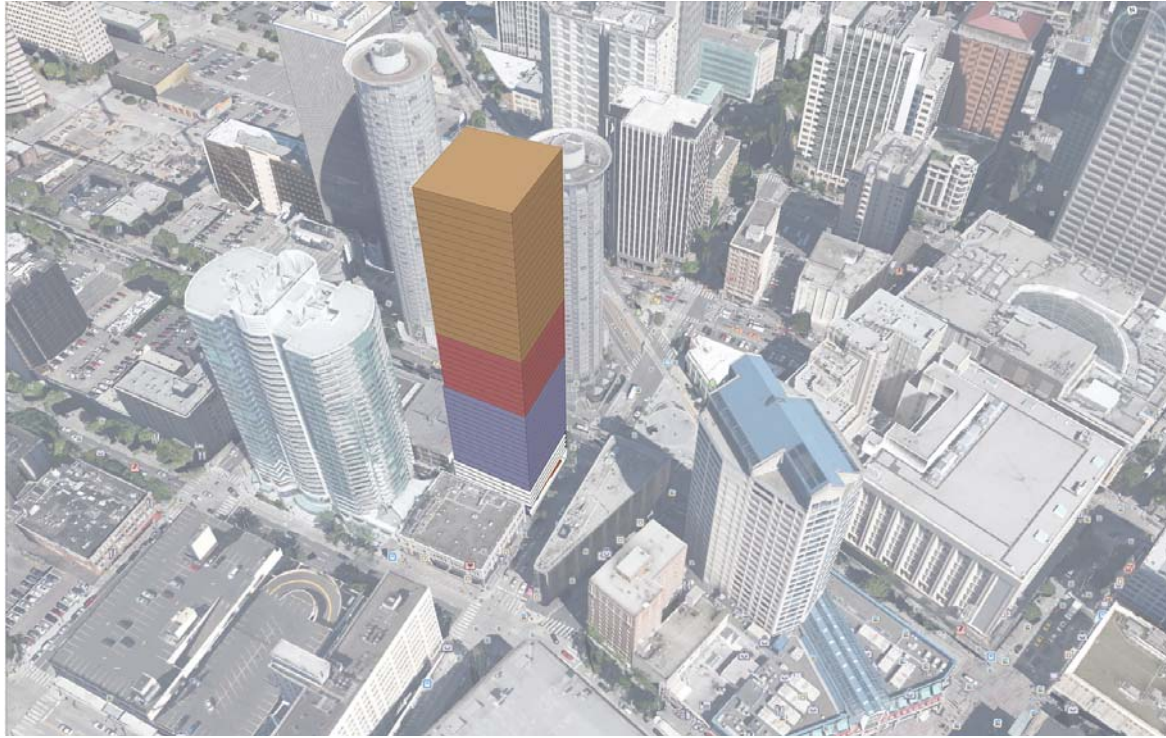
Hotel 

Parking Lot/Garage 

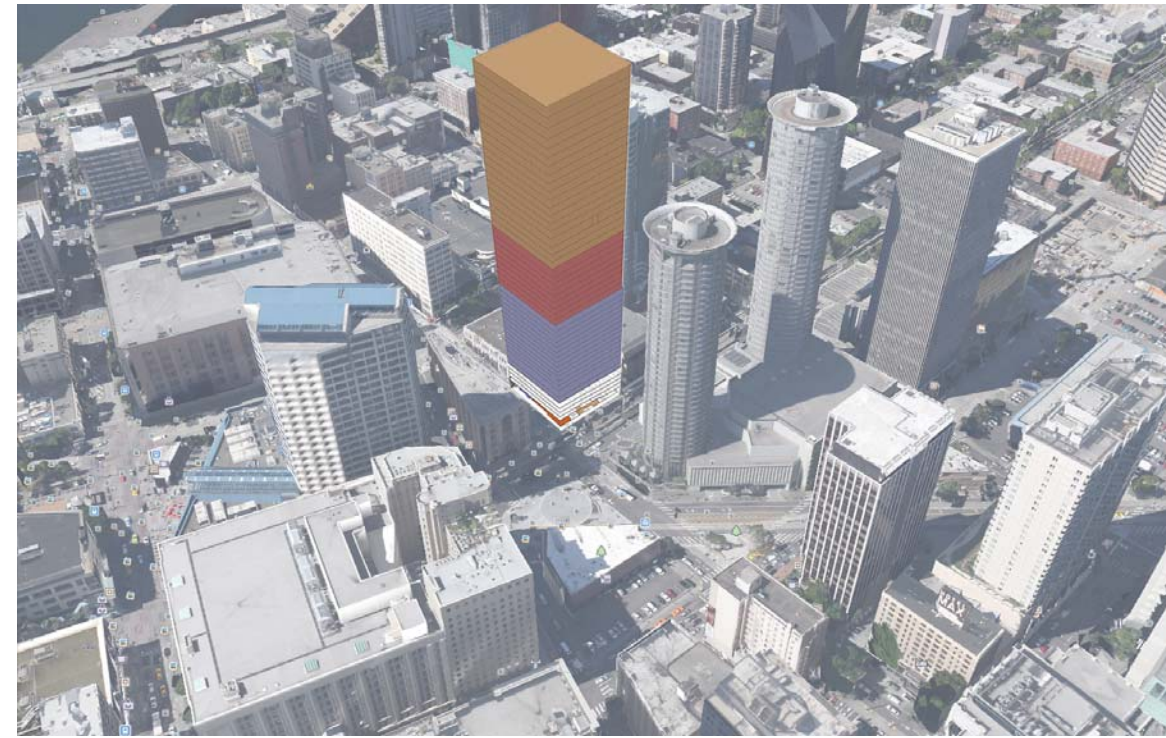


Design Concepts

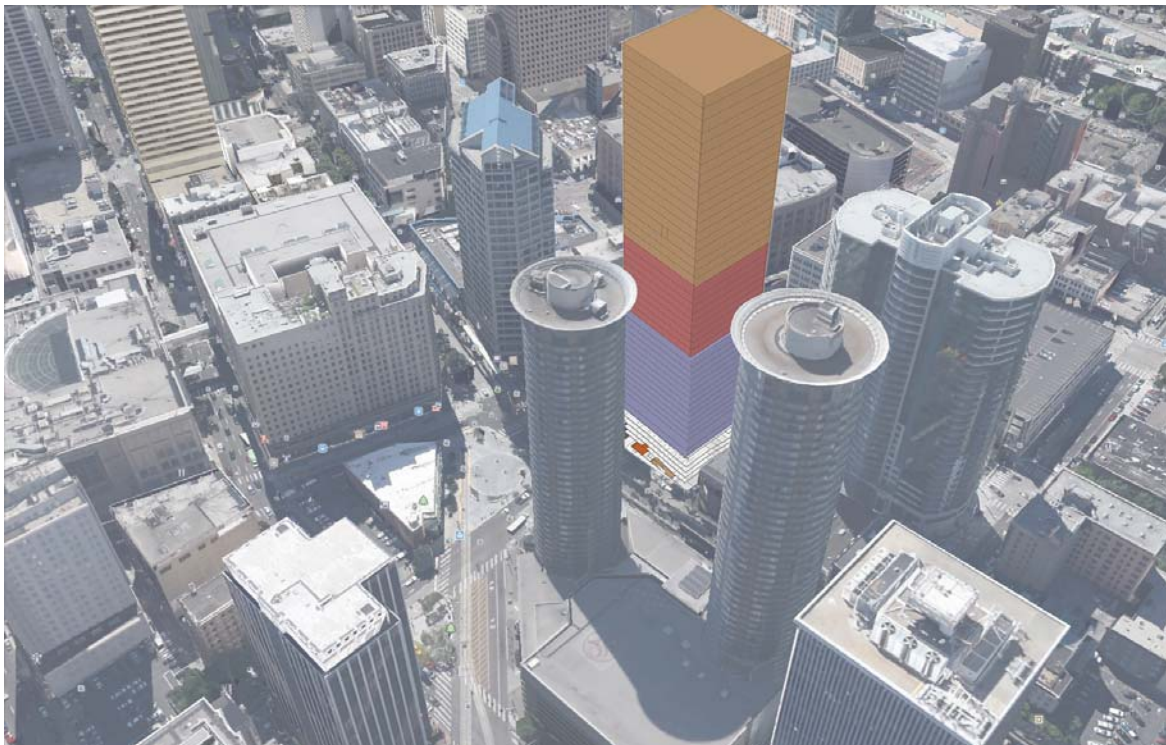
MASSING STUDY



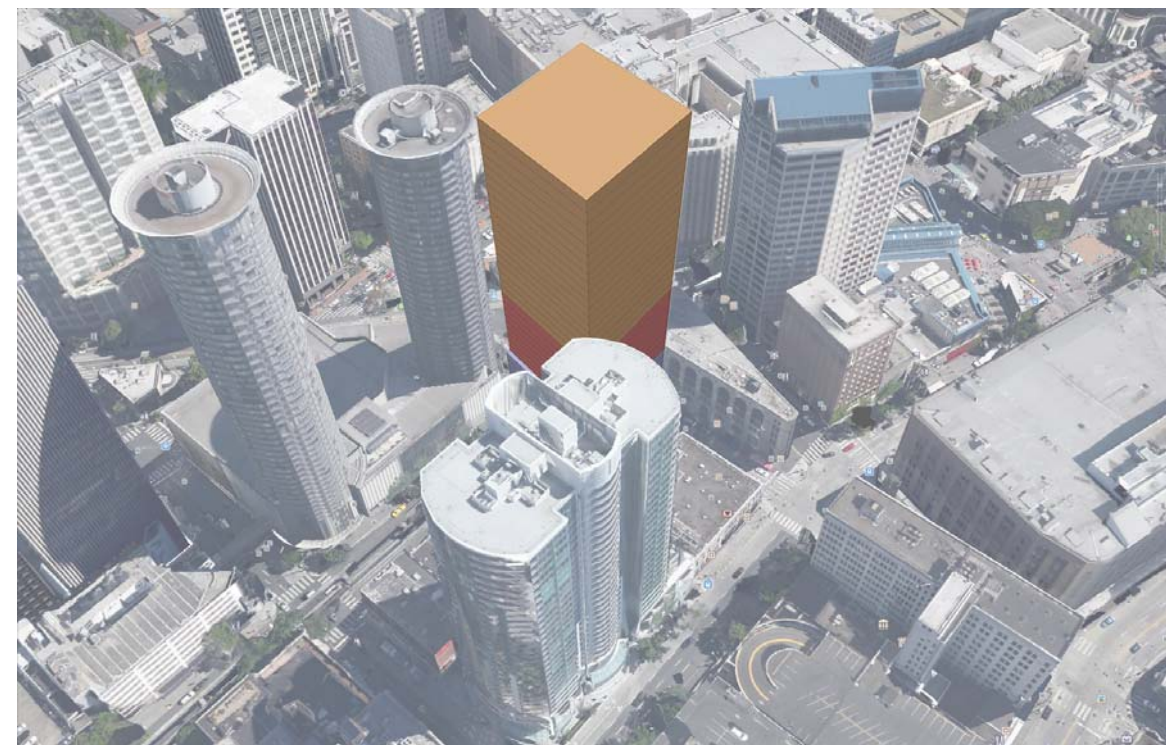
Massing View Looking NORTHEAST



Massing View Looking NORTHWEST



Massing View Looking SOUTHWEST



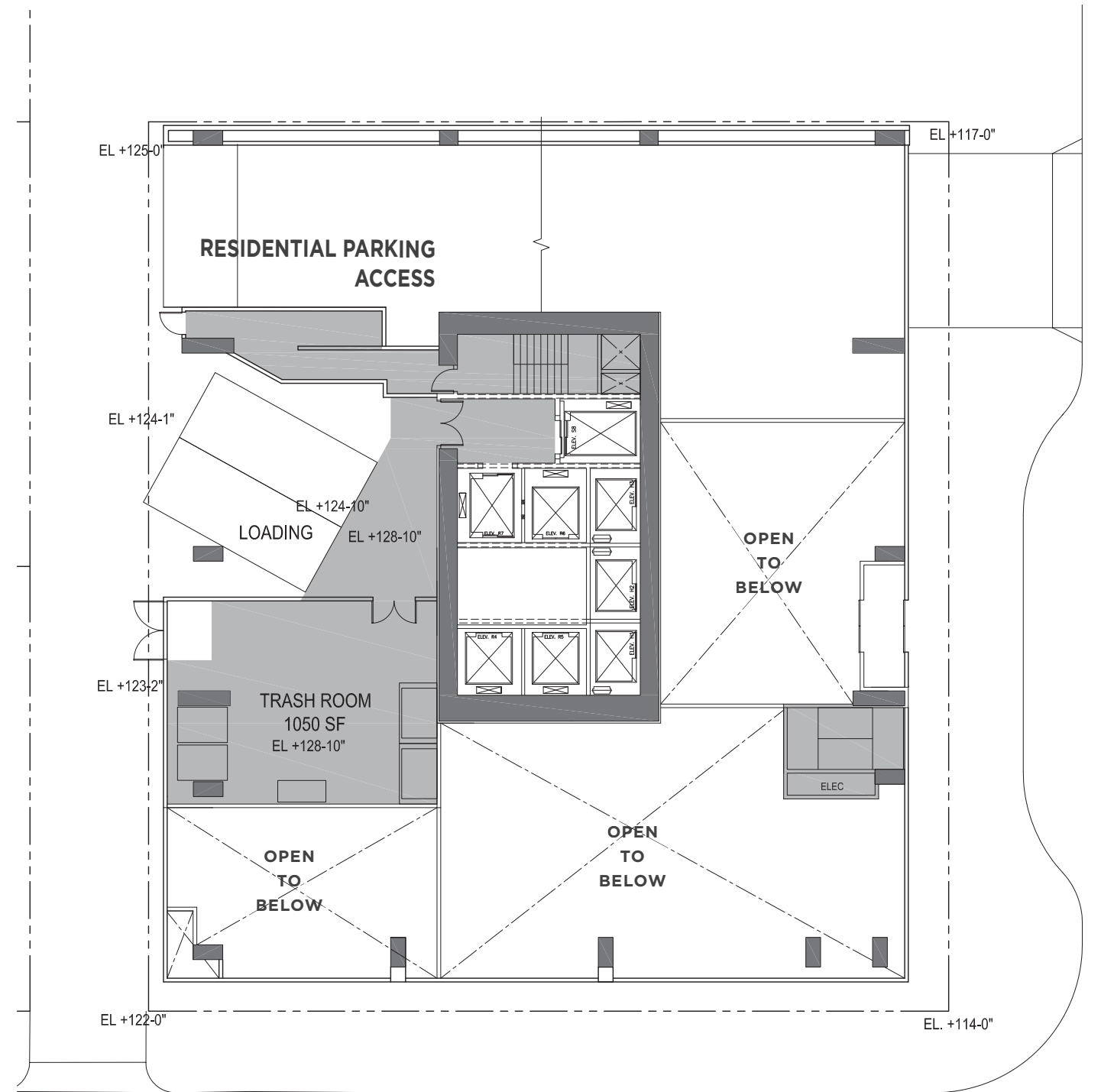
Massing View Looking SOUTHEAST

Design Concepts

GROUND FLOOR (PREFERRED OPTION)



STEWART STREET
LOWER STREET LEVEL



STEWART STREET
UPPER STREET LEVEL

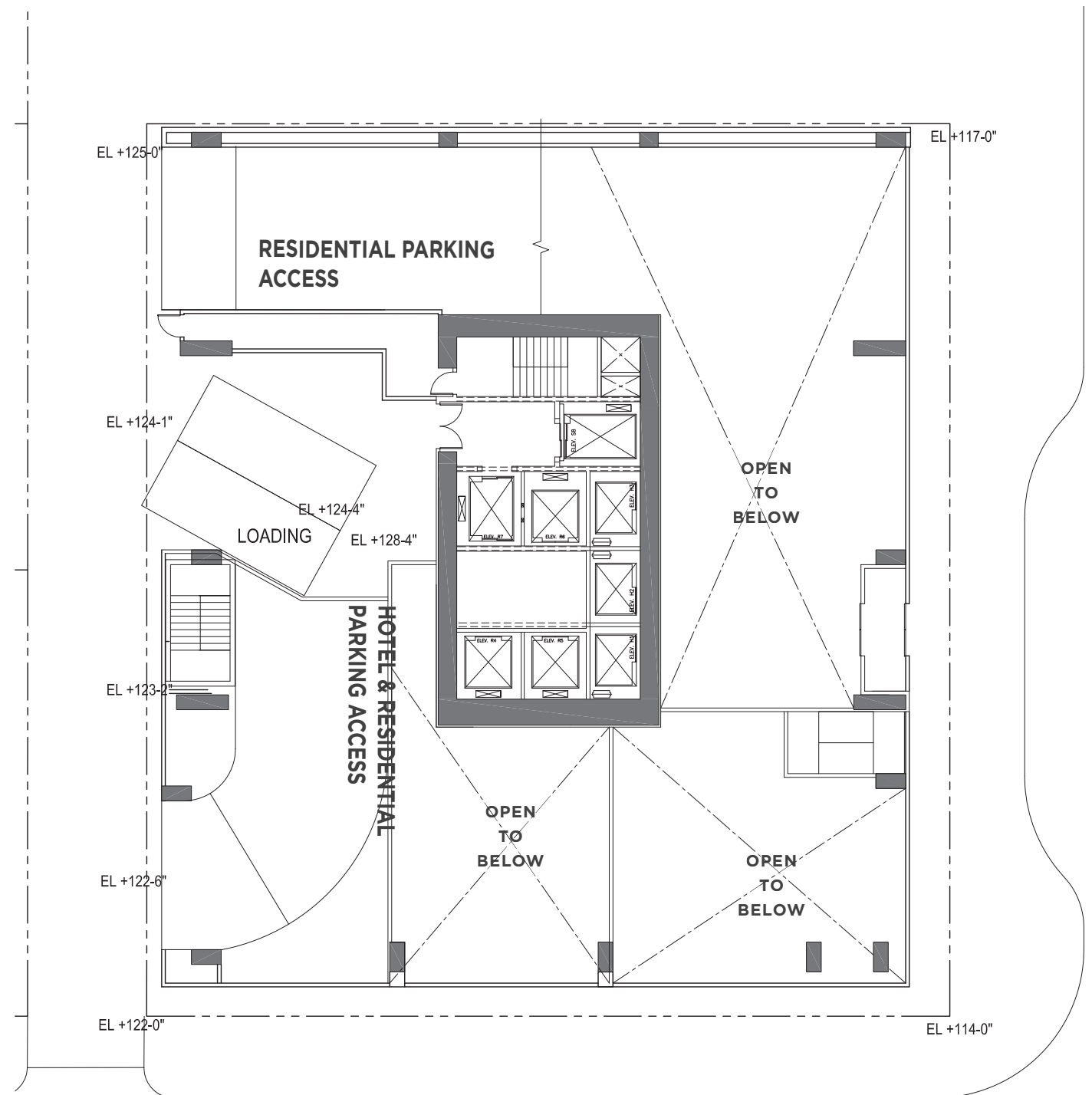
Design Concepts

GROUND FLOOR (ALTERNATE OPTION 1)



STEWART STREET

LOWER STREET LEVEL



STEWART STREET

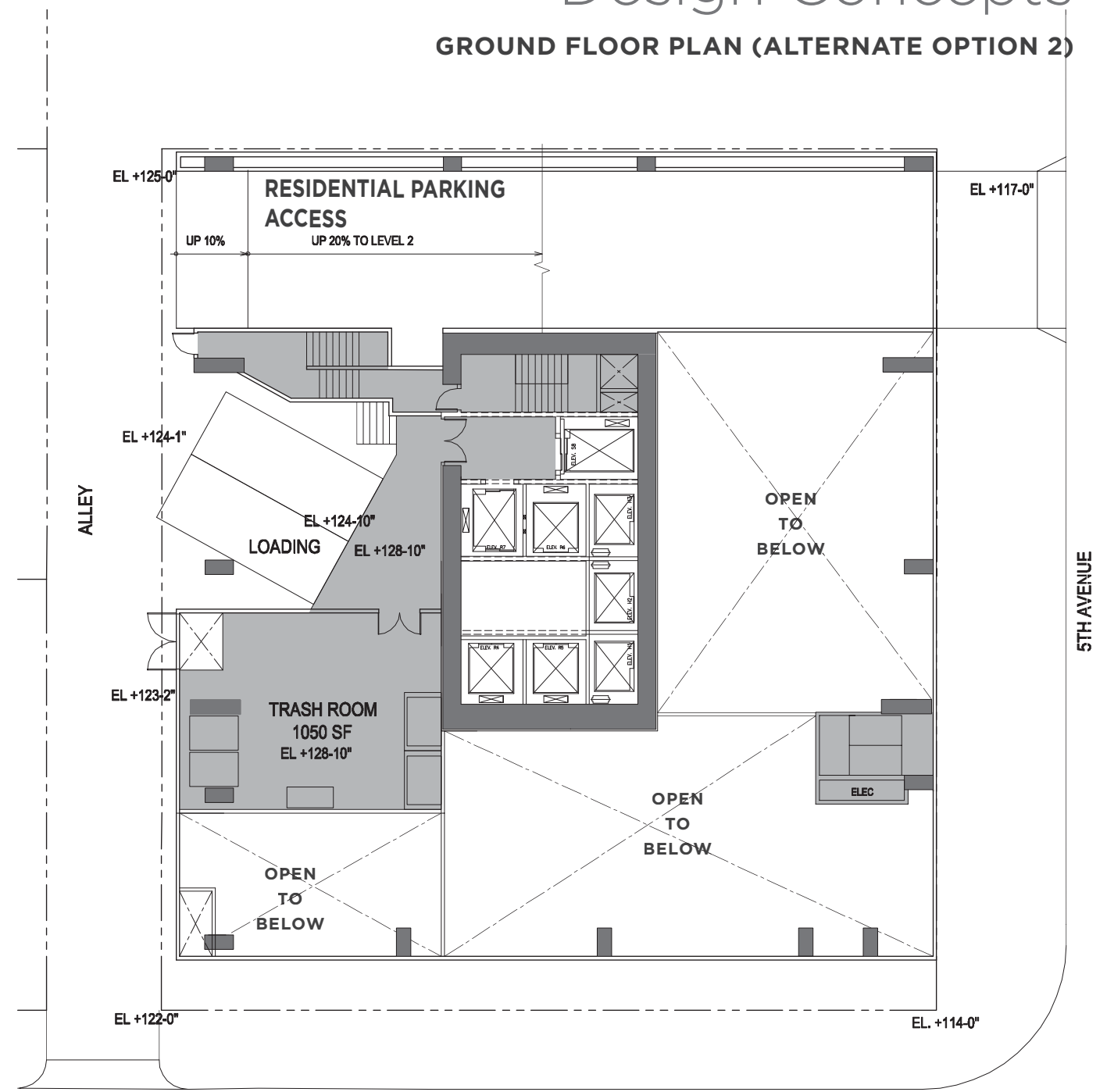
UPPER STREET LEVEL

Design Concepts

GROUND FLOOR PLAN (ALTERNATE OPTION 2)



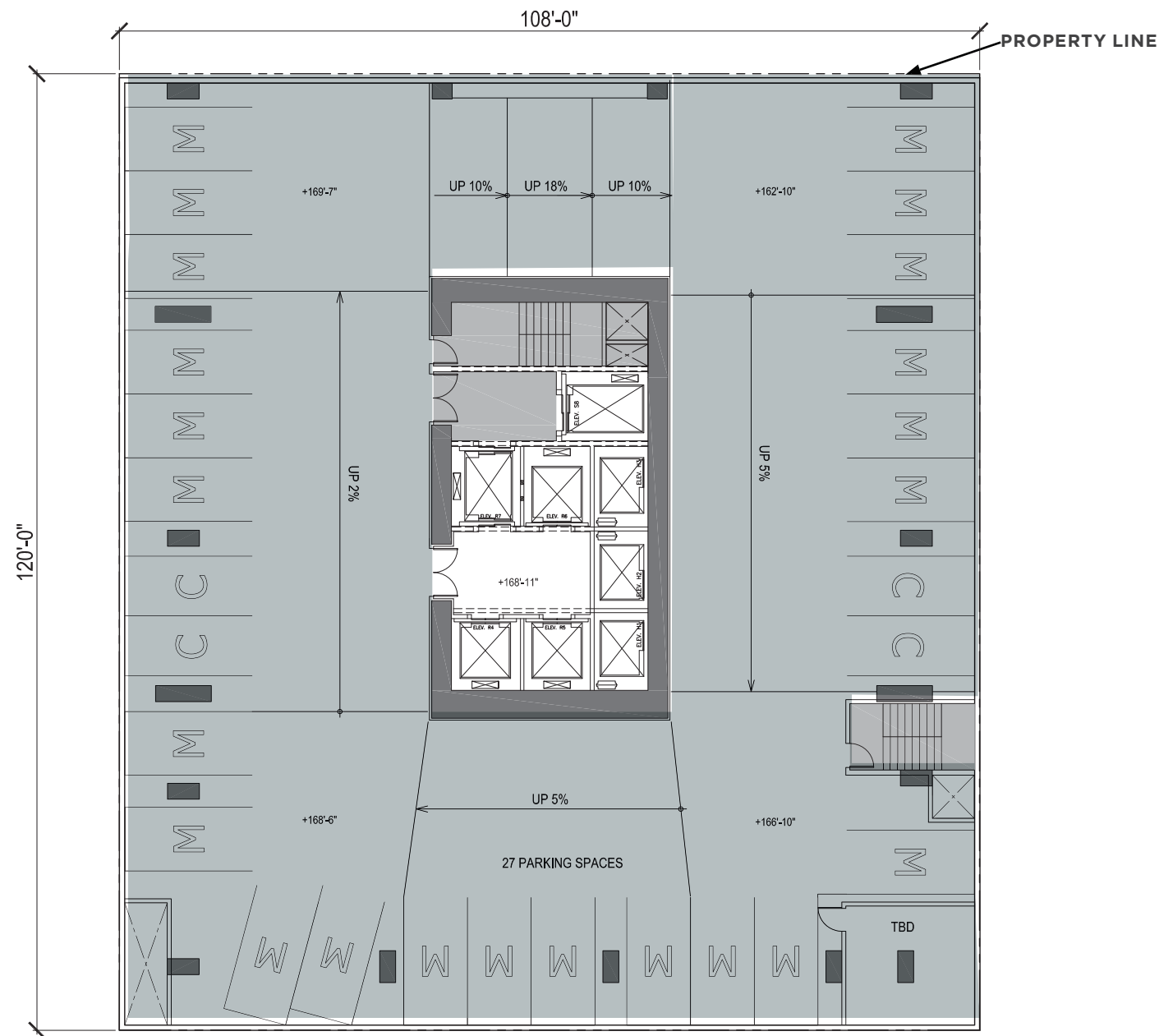
STEWART STREET
LOWER STREET LEVEL



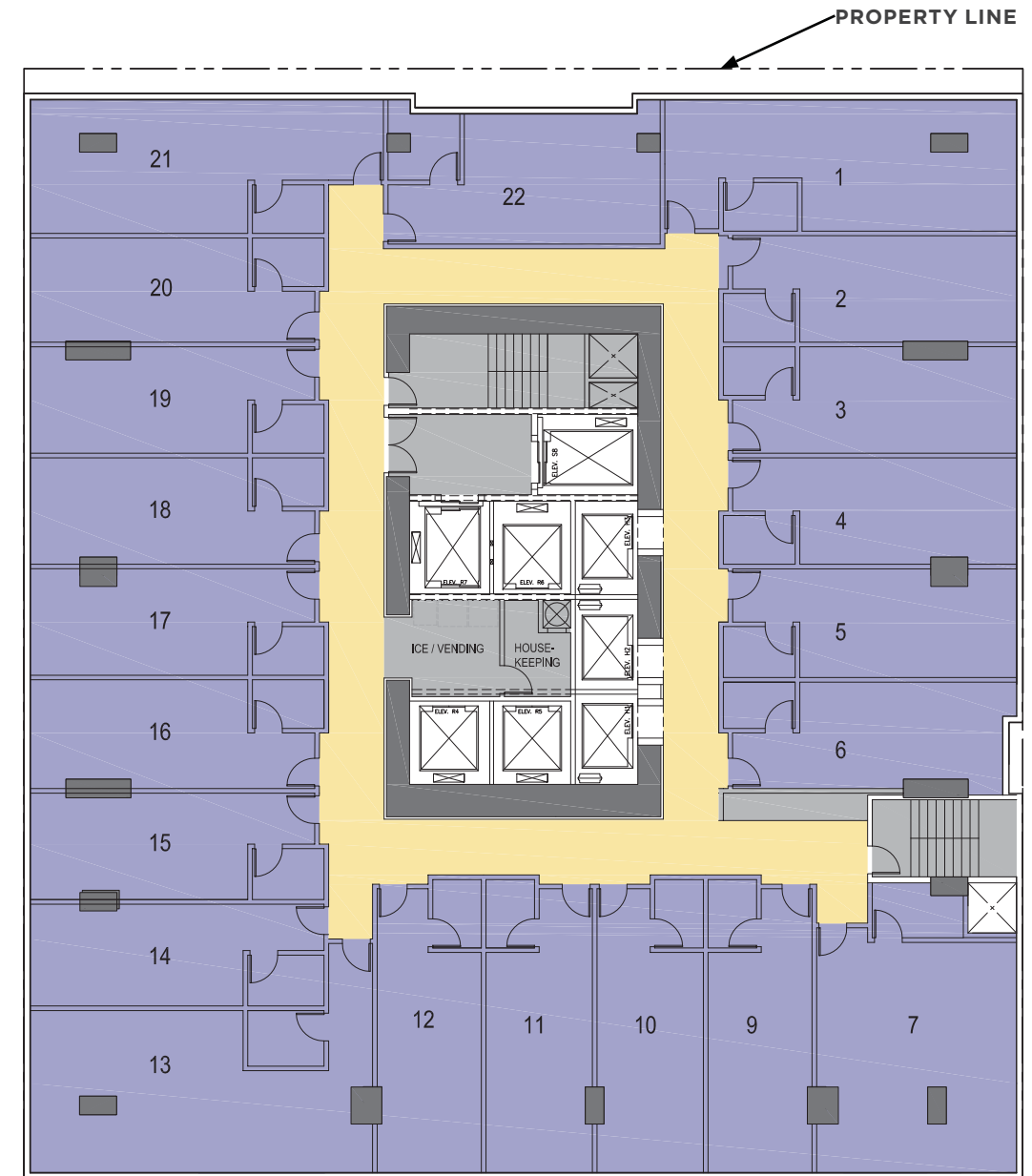
STEWART STREET
UPPER STREET LEVEL

Design Concepts

TYPICAL PARKING + HOTEL LEVELS



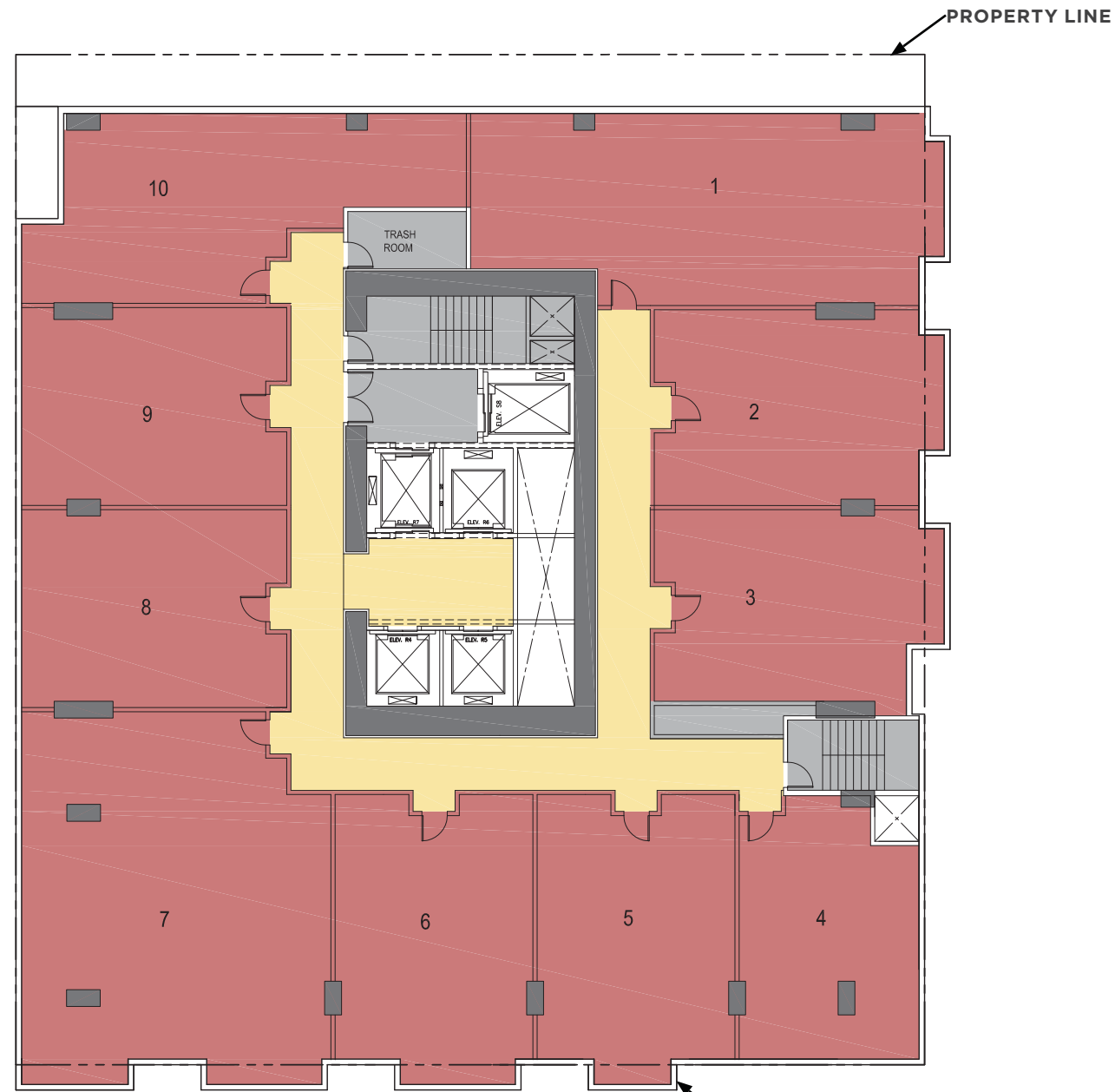
TYPICAL ABOVE + BELOW GRADE PARKING PLAN



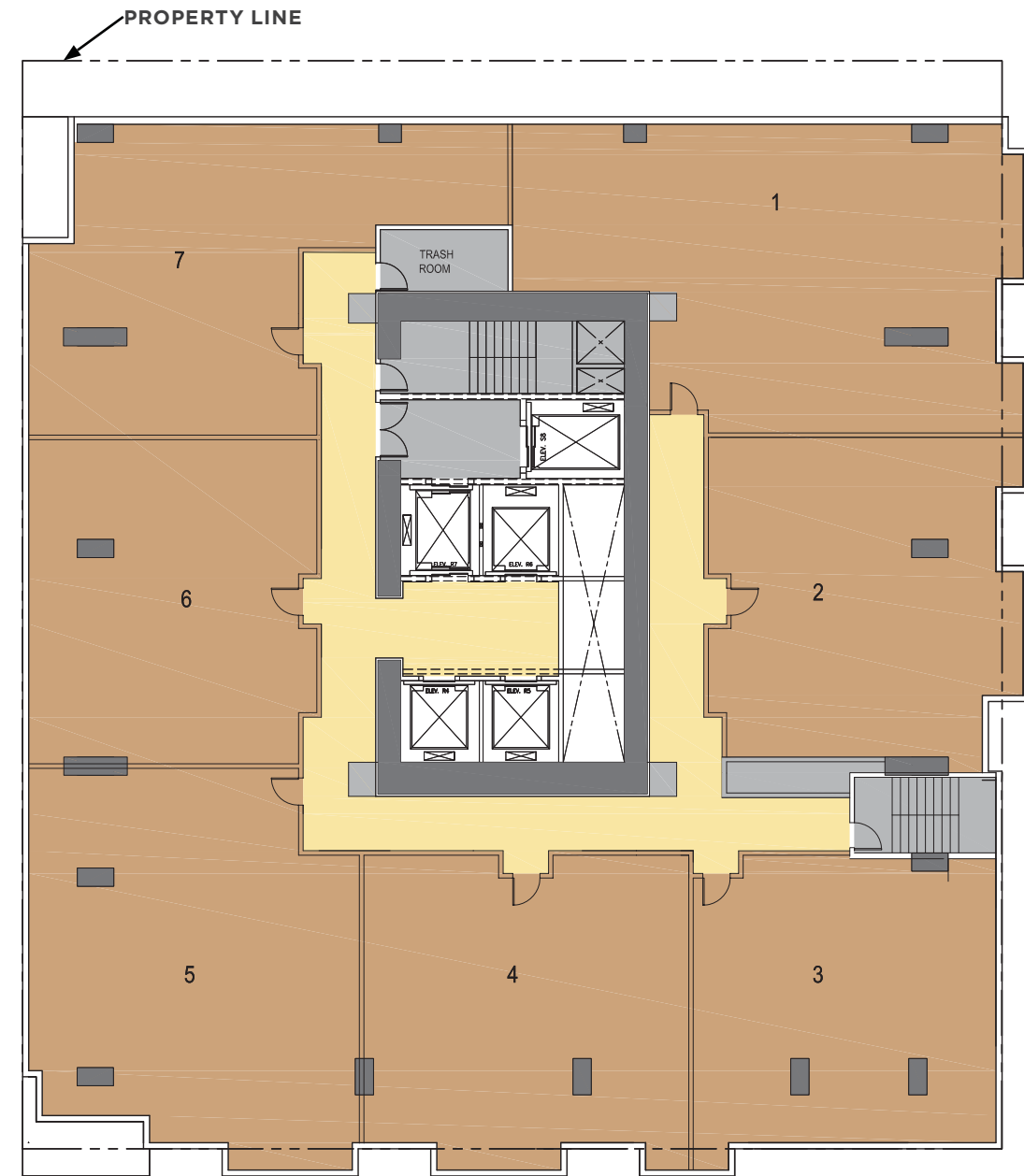
TYPICAL HOTEL PLAN

Design Concepts

TYPICAL APARTMENT + CONDOMINIUM LEVELS



TYPICAL APARTMENT PLAN



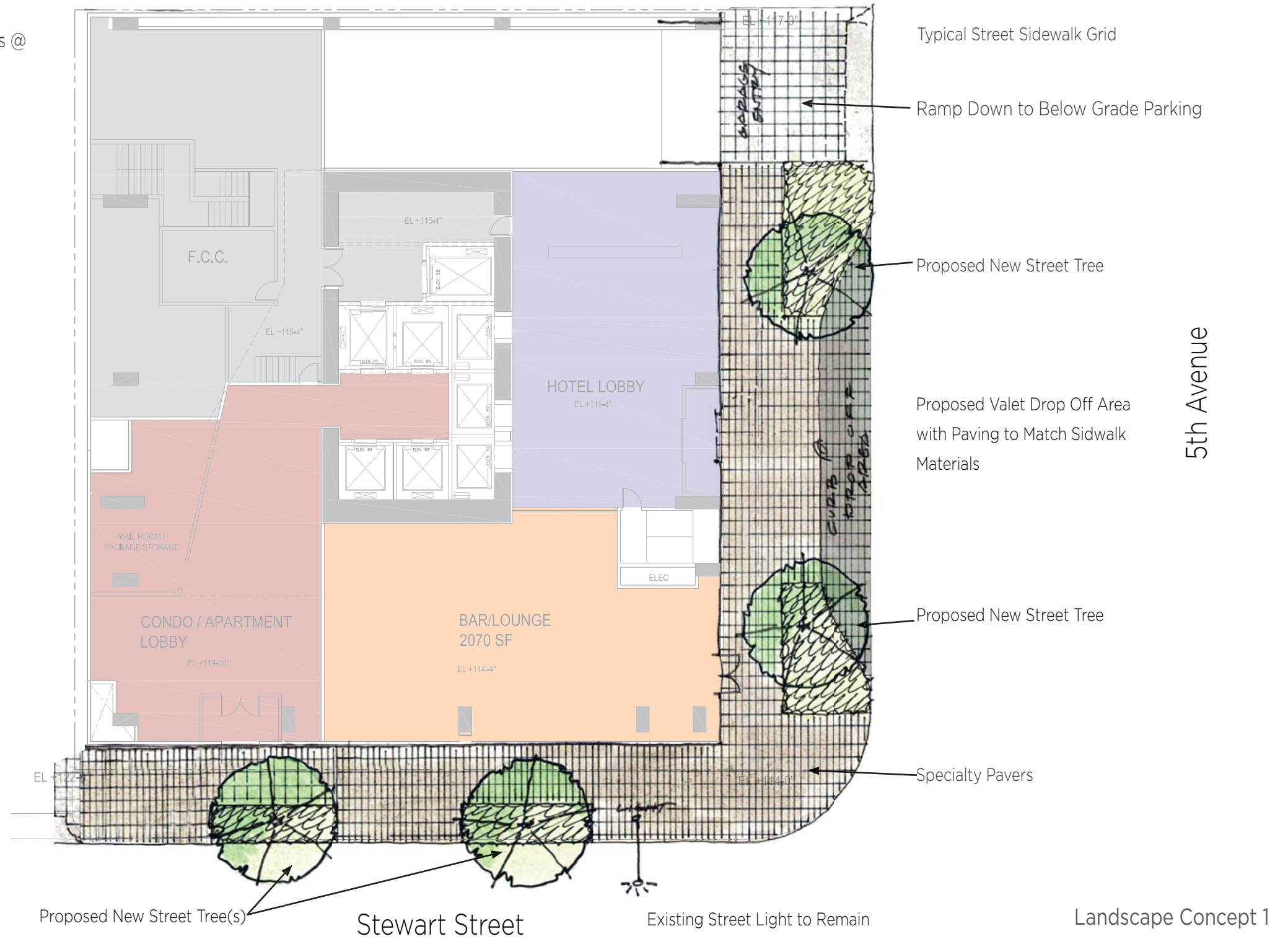
TYPICAL CONDOMINIUM PLAN

Design Concepts

PRELIMINARY LANDSCAPE PLANS (PREFERRED SCHEME)

Landscape Sketches:

Concept 1 recognize tree species recommended by Bill Ames @ SDOT (for Stewart) and the anticipated spacing recommendation.

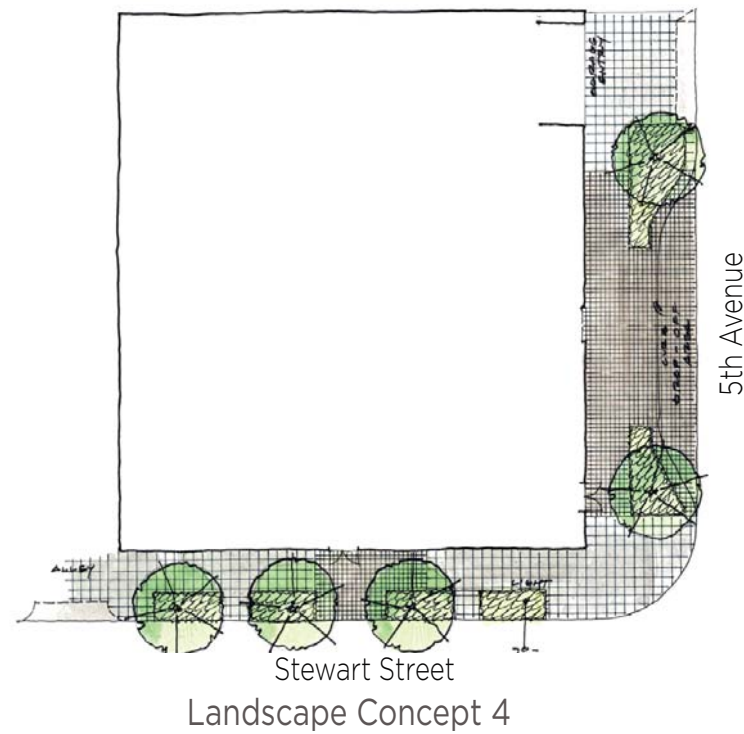
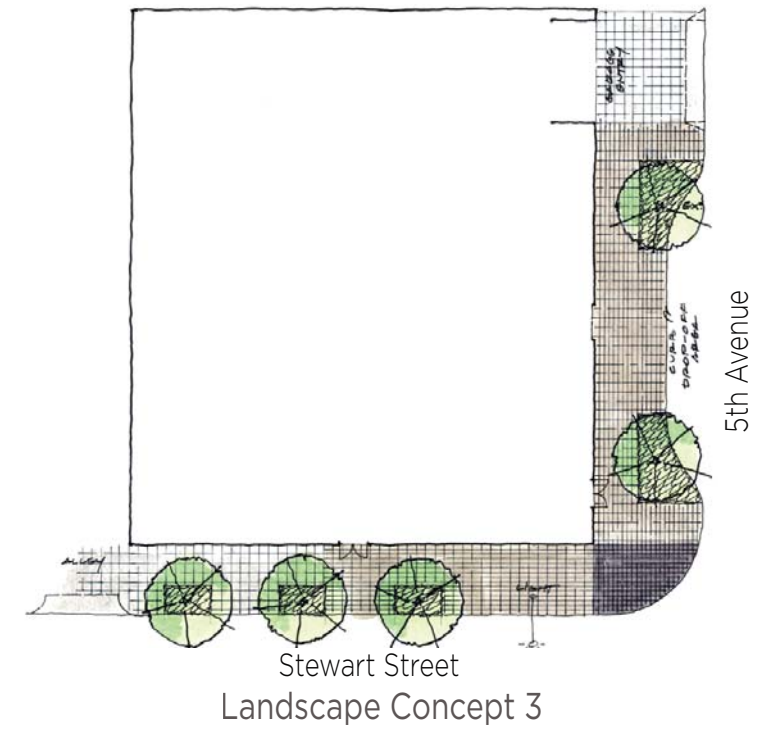
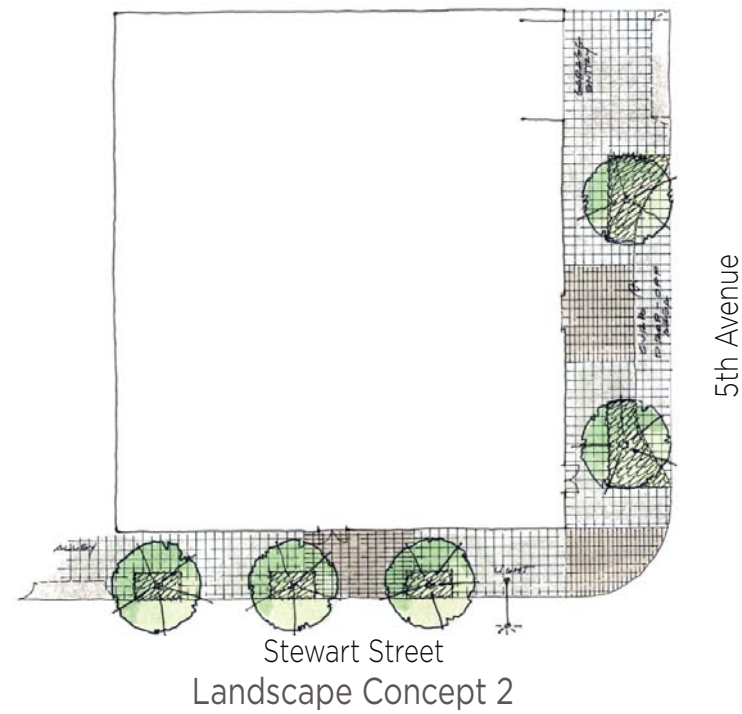


Design Concepts

PRELIMINARY LANDSCAPE PLAN STUDYS

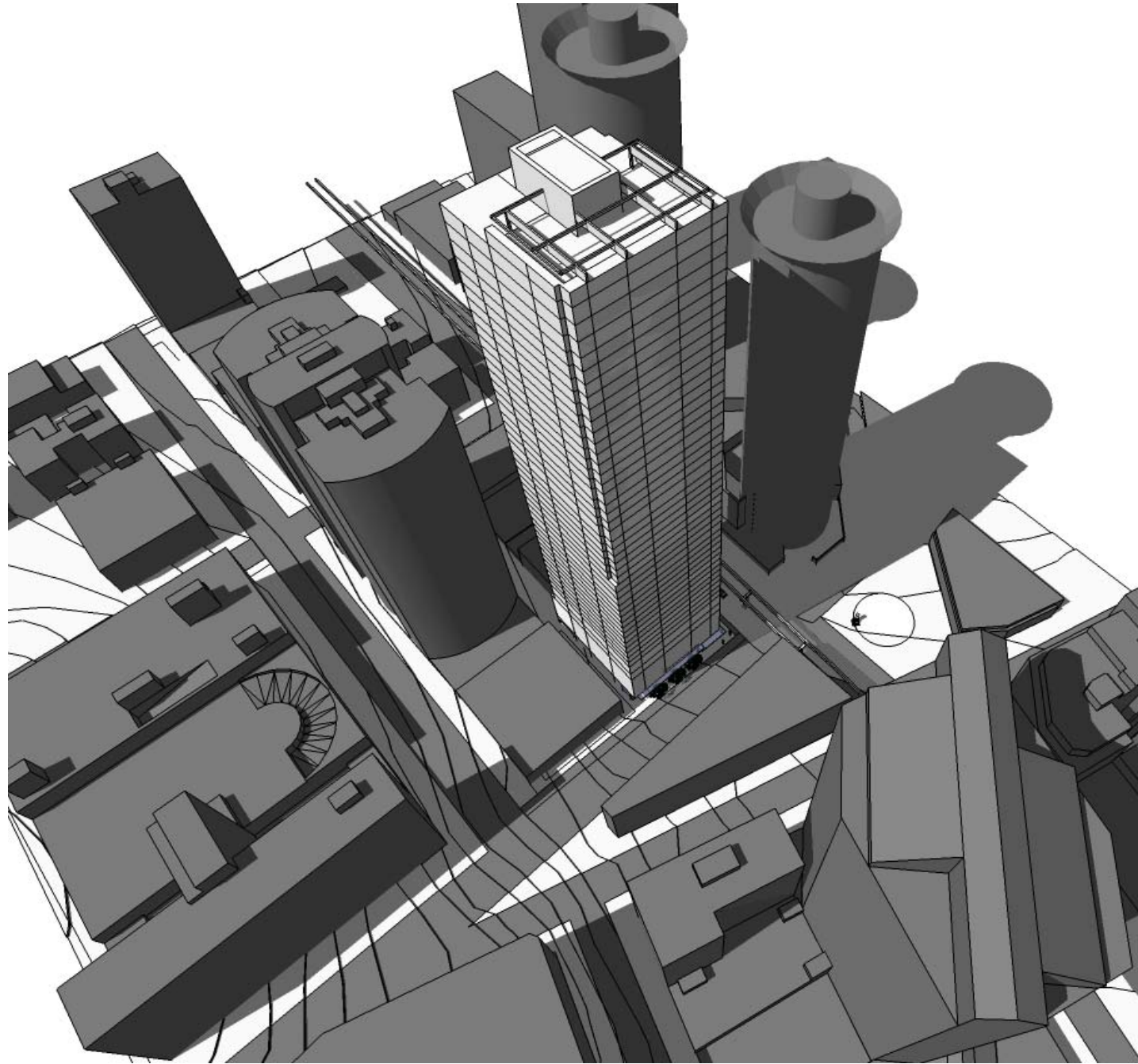
Landscape Sketches:

Concept 2 recognize tree species recommended by Bill Ames @ SDOT (for Stewart) and the anticipated spacing recommendation. Concepts 3-5 justified the tree spacing (on Stewart) and arrangement off the residential lobby door.



Design Concepts

MASSING OPTION 1



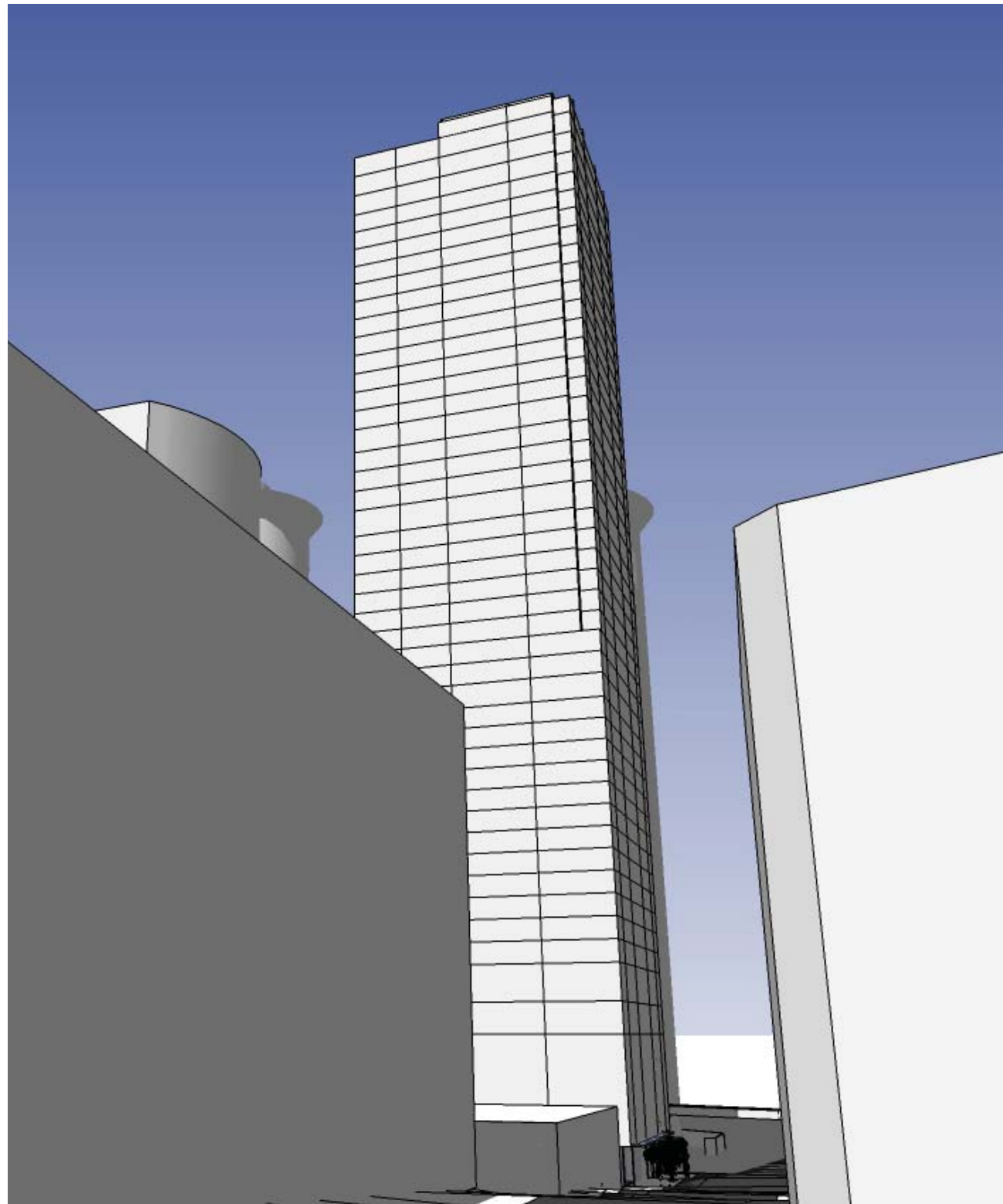
AERIAL VIEW



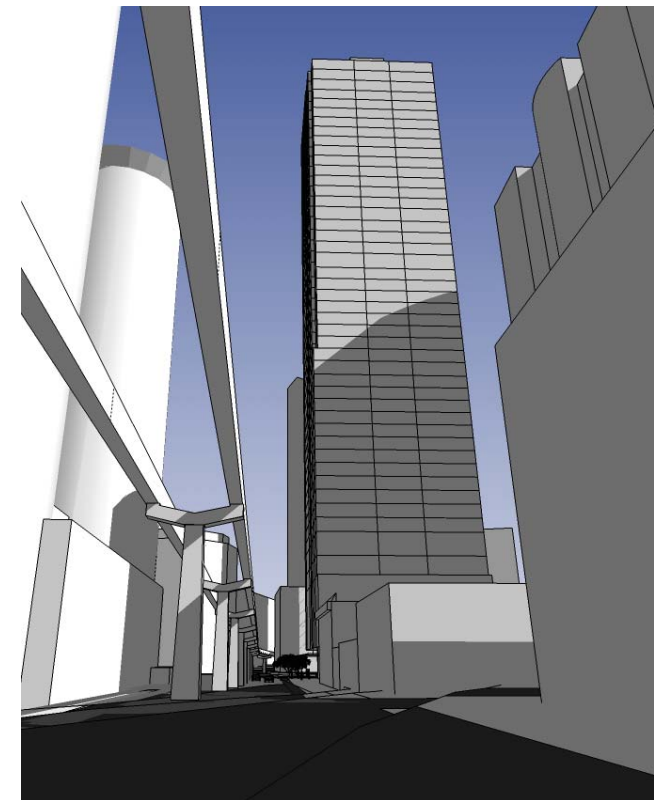
VIEW LOOKING NORTHEAST

Design Concepts

MASSING OPTION 1



VIEW LOOKING NORTHWEST



**VIEW LOOKING SOUTH
ALONG 5TH AVENUE**



LOBBY DETAIL AT 5 TH AVENUE + STEWART STREET

Option Attributes

CON

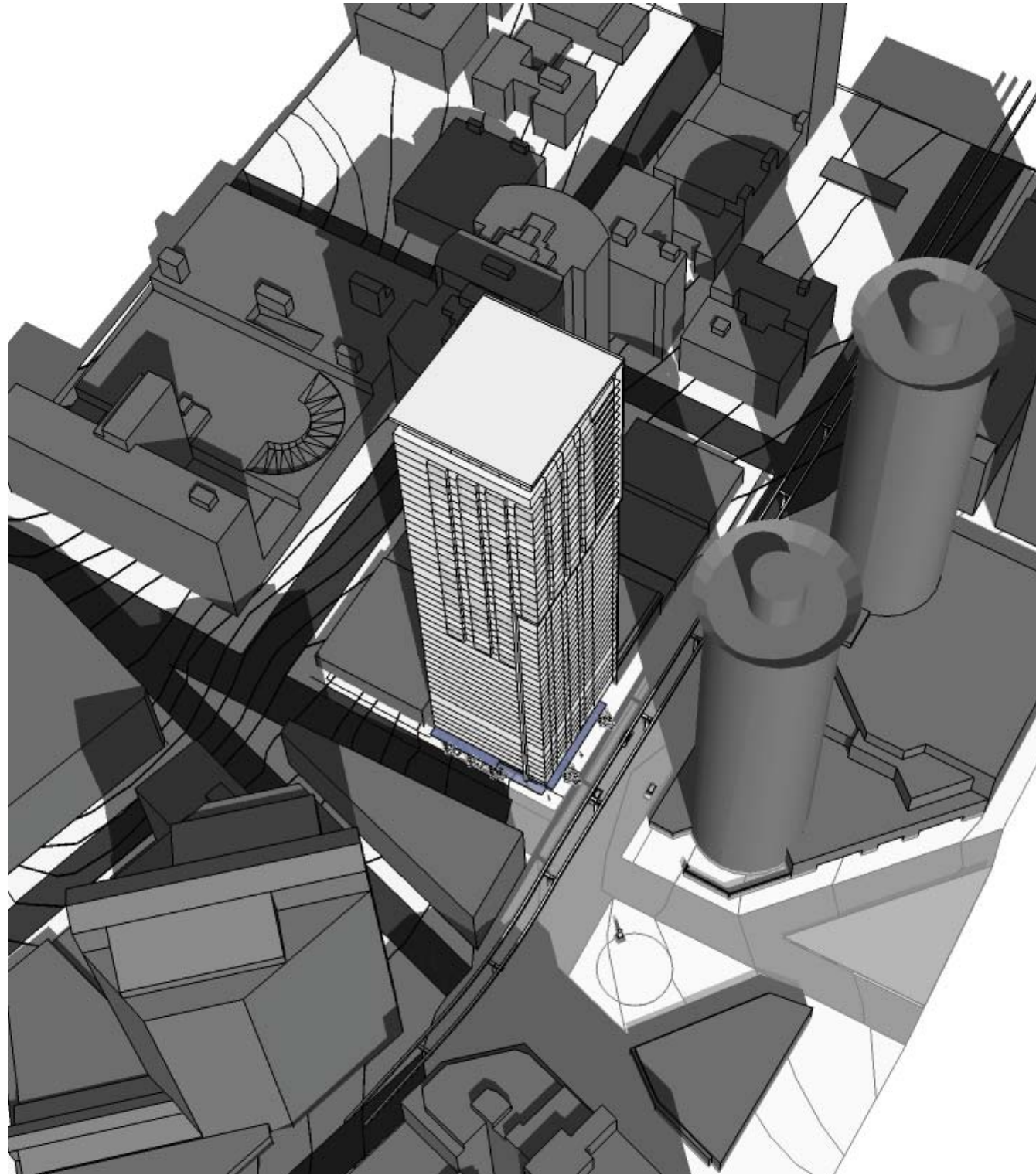
- Minimal Facade Modulation
- Podium Not Defined
- Less Than Optimal Floor Plate Size for Users

PRO

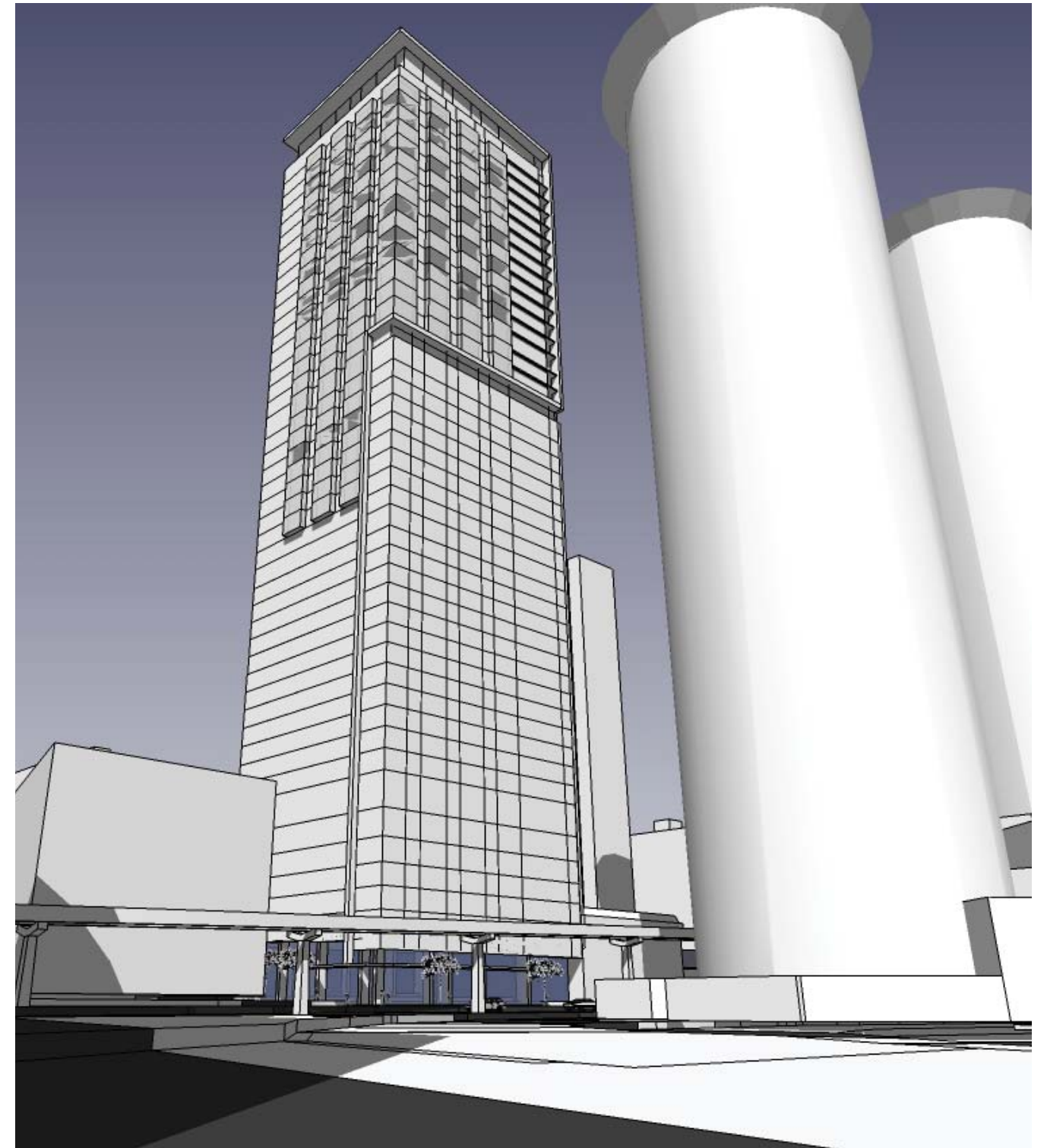
- Fully Compliant With Land Use Code

Design Concepts

MASSING OPTION 2



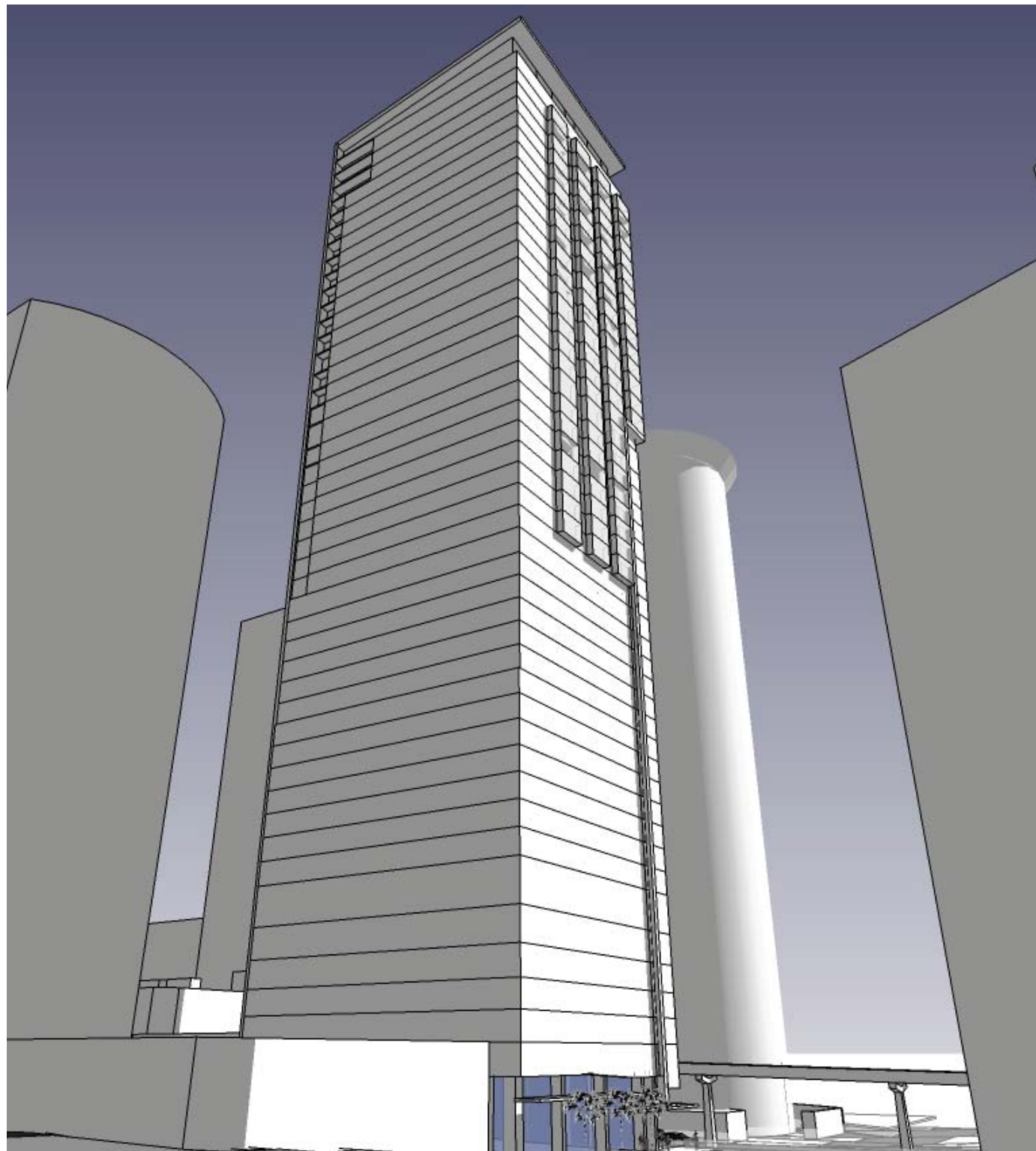
AERIAL VIEW



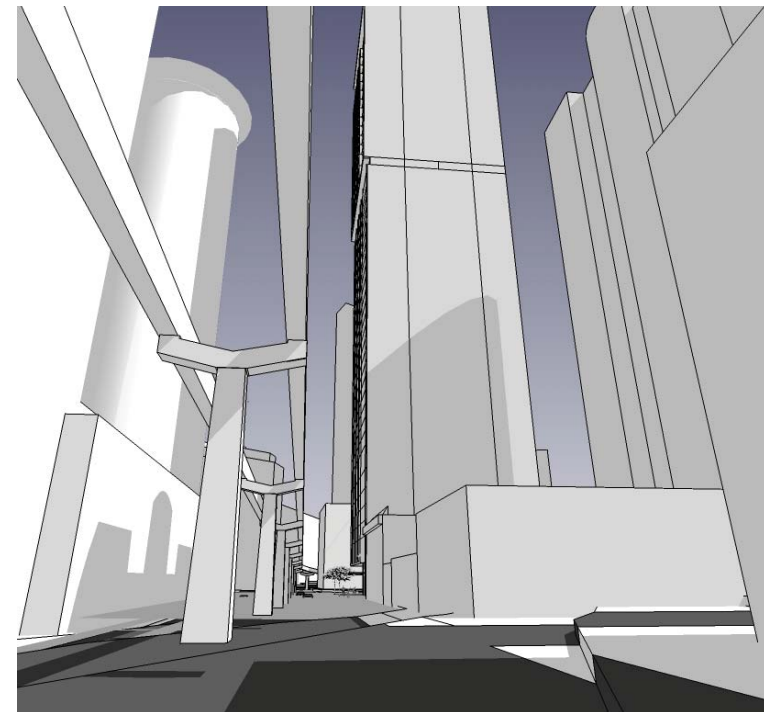
VIEW LOOKING NORTHEAST

Design Concepts

MASSING OPTION 2



VIEW LOOKING NORTHWEST



Option Attributes

CON

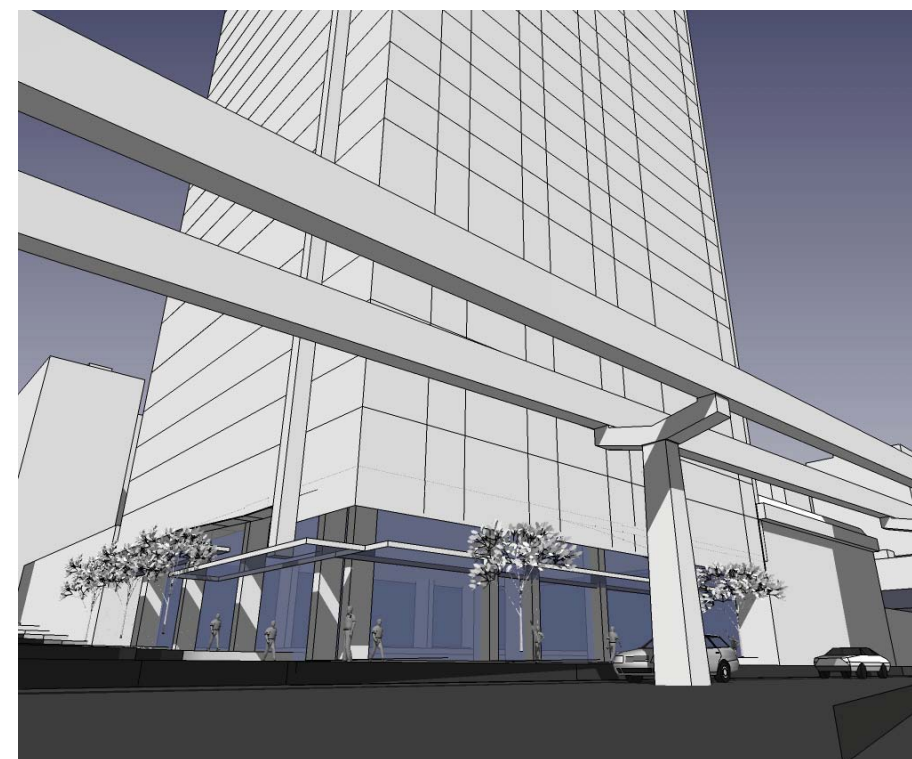
- SDOT Approval Required for Facade Projections at South and East Facades
- Podium Level is Not Defined

PRO

- Upper Level Penthouse Roof Shapes the Top of Tower Shaft
- Balcony Projections Provide Clear Change of Use, From Apartment Use to Condominium Use

VIEW LOOKING SOUTH

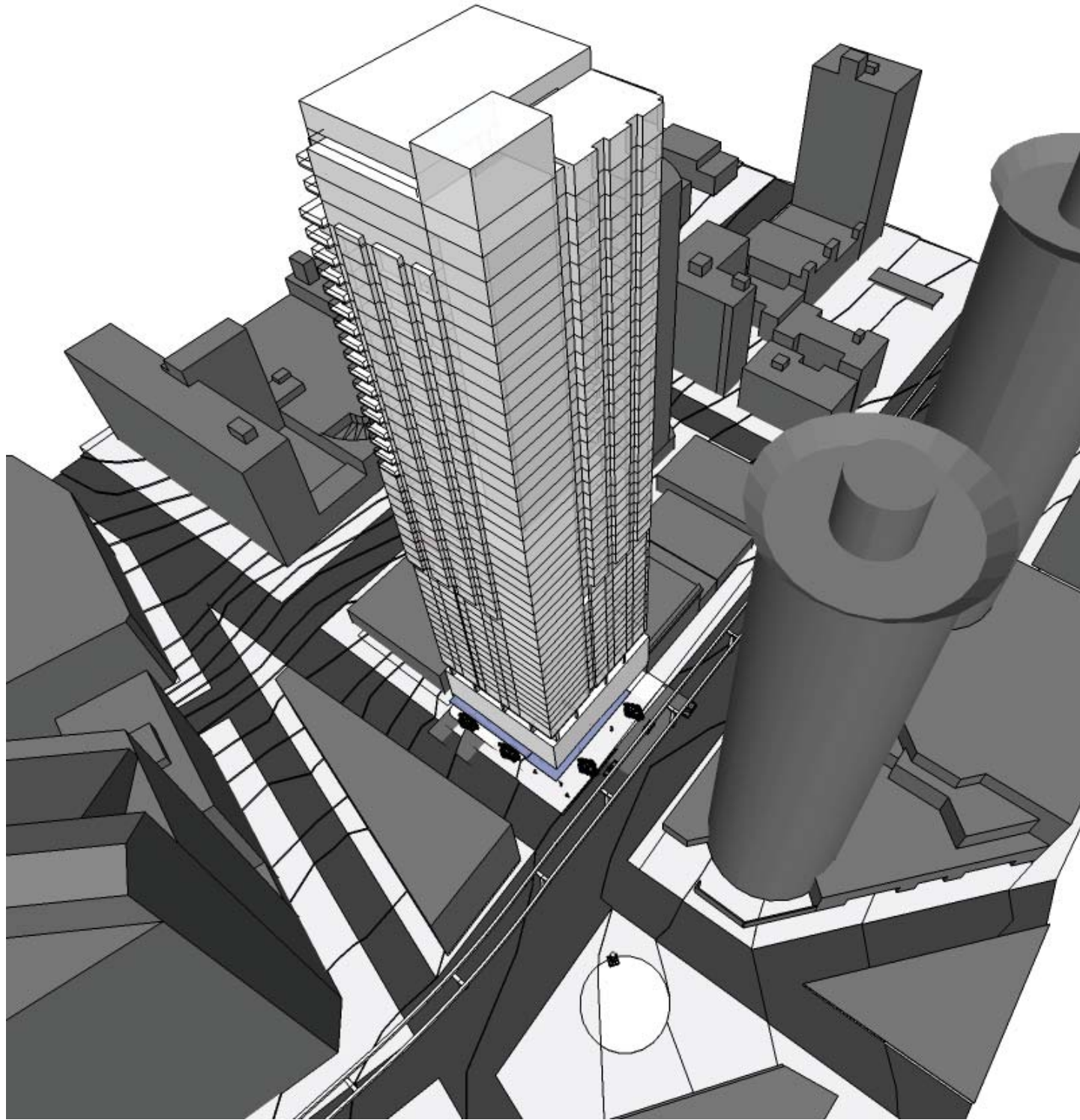
ALONG 5TH AVENUE



LOBBY DETAIL AT 5 TH AVENUE + STEWART STREET

Design Concepts

MASSING OPTION 3 (PREFERRED OPTION)



AERIAL VIEW



VIEW LOOKING NORTHEAST

Design Concepts

MASSING OPTION 3 (PREFERRED OPTION)

Option Attributes

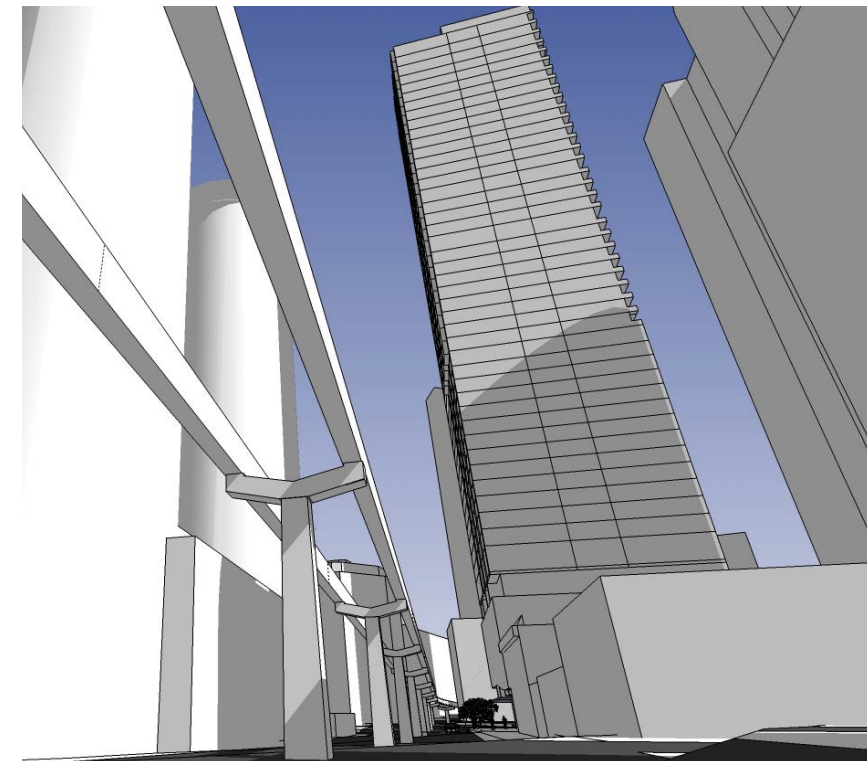
CON

- SDOT Approval required for Facade Projections at South and East Facades

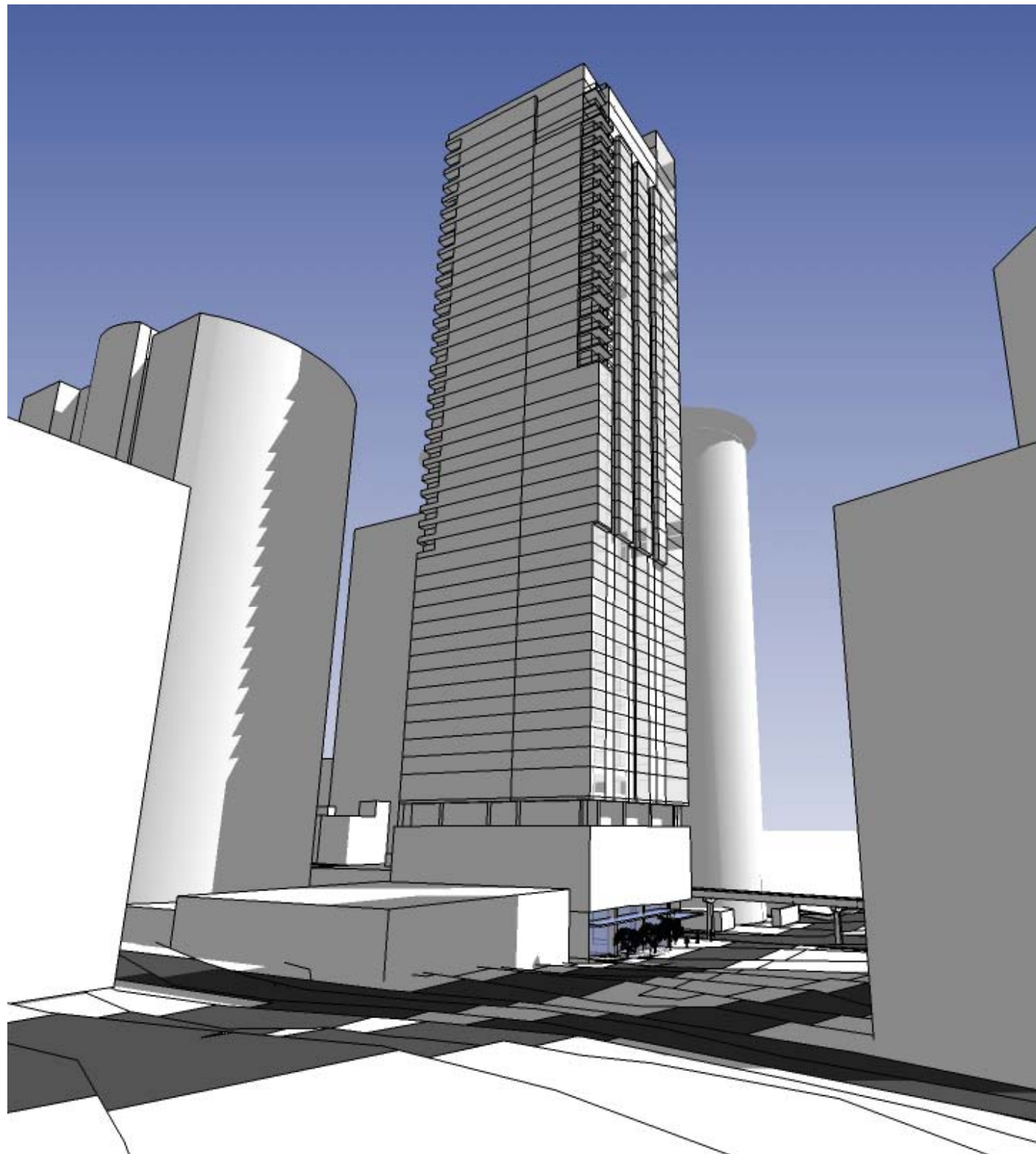
PRO

- Podium Height Responds to The Westin Towers and The Times Square Building
- South and East Balcony Projections Modulates Facades
- Tower Shaft responds to intersection at 5th Avenue + Stewart Street

VIEW LOOKING SOUTH ALONG 5TH AVENUE



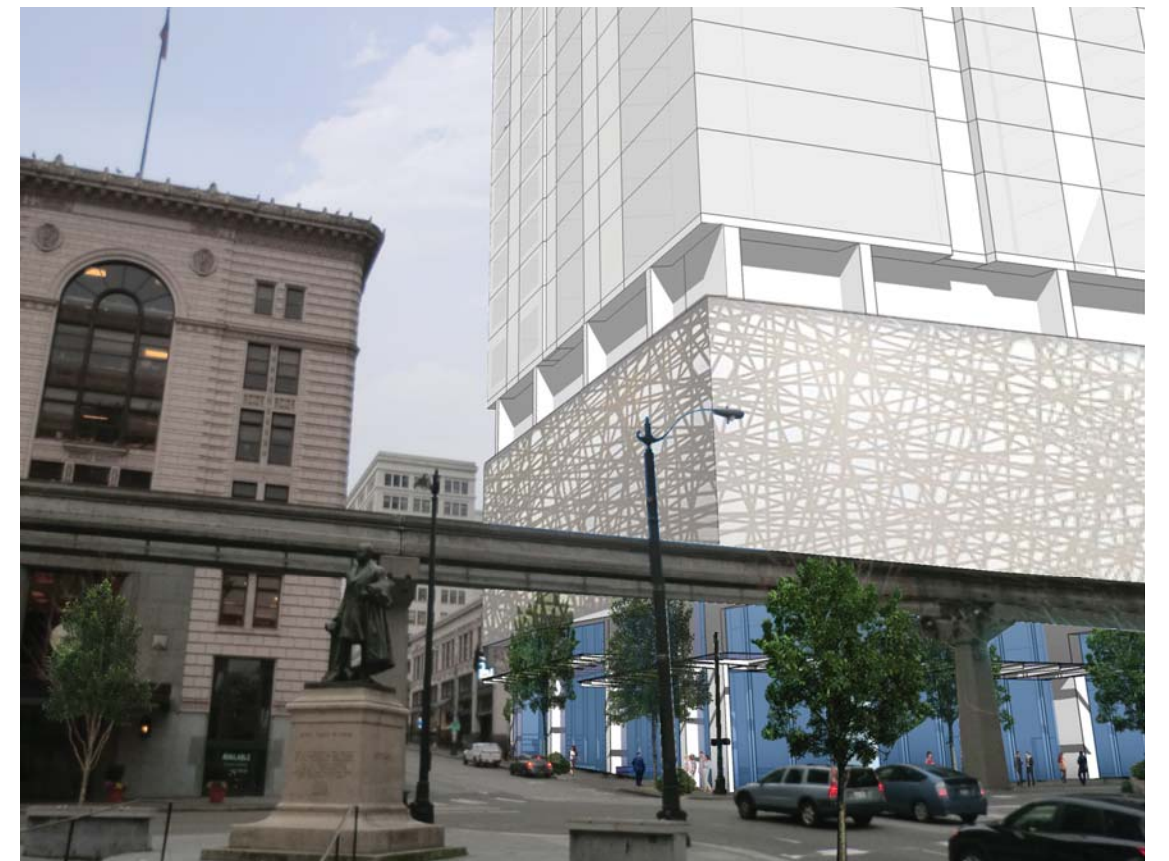
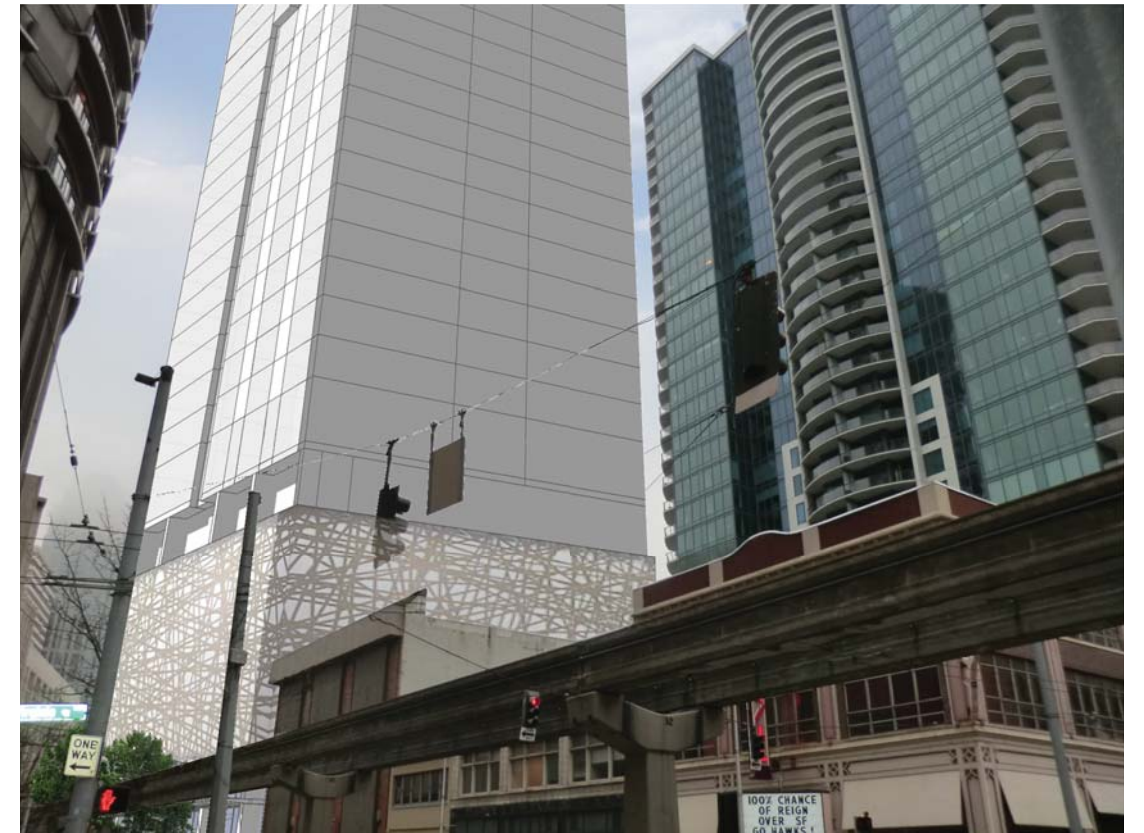
LOBBY DETAIL AT 5 TH AVENUE + STEWART STREET



VIEW LOOKING NORTHWEST

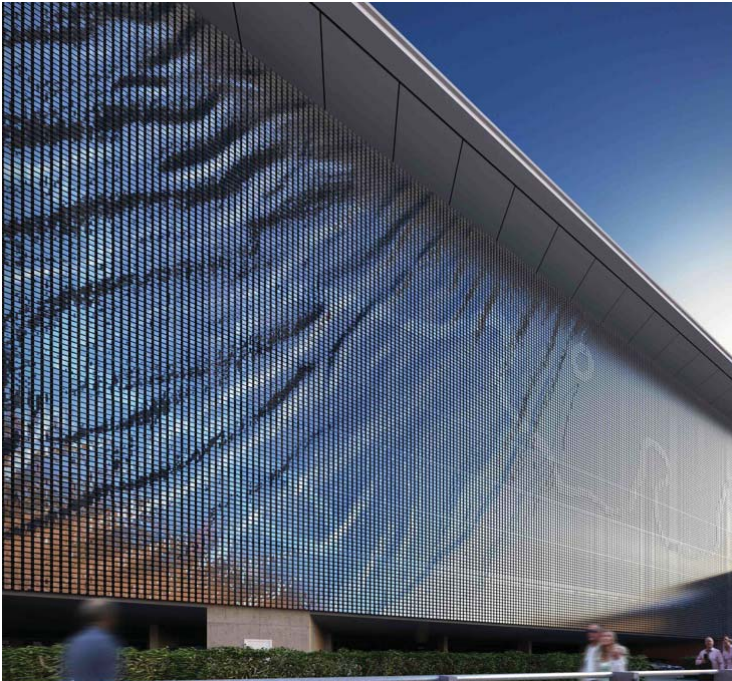
Design Concepts

MASSING OPTION 3 (PREFERRED OPTION) STREET VIEWS



Design Concepts

ABOVE GRADE PARKING CASE STUDIES



PREFERRED CONCEPT



Design Concepts

MASSING OPTION 3 (PREFERRED OPTION)



AERIAL

Design Concepts

CITY OF SEATTLE DESIGN GUIDELINES



A-1 SITE PLANNING & MASSING

RESPOND TO THE PHYSICAL ENVIRONMENT: *Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of the urban form found nearby or beyond the immediate context of the building site.*

BELLTOWN-SPECIFIC SUPPLEMENTAL GUIDANCE:

- a.** Develop the architectural concept and arrange the building mass to enhance views. This includes views to the water and mountains, and noteworthy structures such as the Space Needle;
- b.** The architectural building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;
- c.** The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

RESPONSE: Our site is situated uniquely at the confluence of three unique districts in downtown Seattle. The Altitude Sky tower is located on the southeast fringe of The Belltown Urban Center Village. Immediately south is the Commercial Core District, with Denny Triangle District directly east. We have an opportunity to create a highly visible, gateway structure at the corner of 5th Avenue and Stewart Street with a Residential tower 500 feet in height. Reinforcement of the corner will be achieved through use of specialty pavers at the street level, overhead glass canopies with special attention towards the corner, with the tower shaft and top having a focal point towards the 'gateway corner'. Blank facades are limited and multiple entrances are provided along street frontages.

A-2 SITE PLANNING & MASSING

ENHANCE THE SKYLINE: *Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.*

BELLTOWN-SPECIFIC SUPPLEMENTAL GUIDANCE:

The Belltown Design Guidelines apply within the Belltown Urban Center Village and augment the 1999 "Design Review Guidelines for Downtown Development." Within the Belltown augment there is no supplemental guidance needed for Downtown Design Guideline A-2.



RESPONSE: The Seattle skyline is one of the most cohesive, enduring, and contemporary urban expressions of West Coast architecture. The Altitude Sky tower will be distinctly visible from western, northern, and eastern vantage points in the area bestowing importance to its skyline contribution. The 500 foot tall residential tower also distinguishes the southeastern gateway area to the Belltown Urban Center Village.

To capture some of the character and identity of Belltown The Altitude Sky Tower utilizes vertical and horizontal rhythms of residential balcony projections and slender shaft dimensions to reinforce the height of the structure. Multiple residential uses will dictate an architectural detailing rigor which emphasizes separate use identities and adds interest to the shaft. Exterior lighting will highlight the tower's podium and shaft while we envision a 360 degree 'lantern' effect at the highest point of the southeastern façade.

Design Concepts

CITY OF SEATTLE DESIGN GUIDELINES

B-1 ARCHITECTURAL EXPRESSION

RESPOND TO THE NEIGHBORHOOD CONTEXT: *Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.*

BELLTOWN-SPECIFIC SUPPLEMENTAL GUIDANCE:

- a. Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.
- b. Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner.
- c. Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.
- d. Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

RESPONSE: Pedestrian scaled, canopy covered sidewalks allow for urban dwellers to easily make the transition from the lower scaled Belltown Urban Center Village streetscape to the more robust and hectic pace of the Commercial Core District along 5th Avenue. Residential entrances along 5th Avenue and Stewart Street focus views toward the adjacent McGraw Square to the southeast. An expressed podium reinforces existing podium heights of important adjacent structures of the Times Square Building, which is a designated Landmark Historical Building and The Westin Seattle Hotel. Residential use of the building readily identifies with similar residential uses of Escala, to the west, and The Westin Seattle Hotel, to the east. A Hotel use proposes to put drop-off and valet service at street level along 5th Avenue. This service will help activate the street in a unique way and provide a measure of pedestrian safety by having their presence available. The Altitude Sky Tower's top will respond to the greater Seattle skyline and reinforce this building as a gateway structure for the Belltown Urban Center Village.

B-2 ARCHITECTURAL EXPRESSION

RELATING TO THE NEIGHBORHOOD CONTEXT: *Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less intensive zones.*

BELLTOWN-SPECIFIC SUPPLEMENTAL GUIDANCE:

New high-rise and half- to full-block developments are juxtaposed with older and smaller scale buildings throughout the neighborhood. Many methods to reduce the apparent scale of new developments through contextually responsive design are identified in other guidelines (e.g., B-1: Respond to the neighborhood context and B-3: Reinforce the positive urban form & architectural attributes of the immediate area). The objective of this guideline is to discourage overly massive, bulky or unmodulated structures that are unsympathetic to the surrounding context.

RESPONSE: The Altitude Sky Tower is a 500 foot high, Mixed Use Residential tower with Hotel, Apartment, and Condominium uses located on a small lot. Lot dimensions, and structure height entitles the structure with elegantly vertical proportions. Proposed projections on the east and south facades reinforce the verticality of the structure and focus attention towards the corner intersection of 5th Avenue and Stewart Street. The Belltown Urban Center Village is known for its friendly, inviting, and sometimes quirky establishments and residential structures. Streetscape opportunities with the Hotel use can provide for an environment of change and progression throughout the year in harmony with the neighborhood. The above grade parking envelope will balance adjacent podium heights of important structures and provide a large scale canvas in which to provide a unique experience at the pedestrian level.



C-1 STREETScape

PROMOTE PEDESTRIAN INTERACTION: *Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk related spaces should appear safe, welcoming, and open to the general public.*

BELLTOWN-SPECIFIC SUPPLEMENTAL GUIDANCE:

- a.** Reinforce existing retail concentrations;
- b.** vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;
- c.** incorporate the following elements in the adjacent public realm and in open spaces around the building:
 - unique hardscape treatments
 - pedestrian-scale sidewalk lighting
 - accent paving (especially at corners, entries and passageways)
 - creative landscape treatments (planting, planters, trellises, arbors)
 - seating, gathering spaces
 - water features, inclusion of art elements
- d.** Building/Site Corners. Building corners are places of convergence. The following considerations help reinforce site and building corners:
 - provide meaningful setbacks/open space, if feasible
 - provide seating as gathering spaces
 - incorporate street/pedestrian amenities in these spaces
 - make these spaces safe (good visibility)
 - iconic corner identifiers to create wayfinders that draw people to the site

RESPONSE: Street level uses will provide inviting, well illuminated, canopy covered retail and residential entrances. The Altitude Sky Tower is setting its street level façade back by several feet along both 5th Avenue and Stewart Street. This action will allow for a sidewalk depth at the intersection of 5th Avenue and Stewart Street of over 20 feet. Specialty paving, continuous canopy cover with appropriate lighting will extend along both streets to provide a contemporary urban scaled streetscape. New street trees and planting strips will soften hard exterior urban edges, changing season environmentals, and provide a degree of protection from adjacent streets.

C-5 STREETScape

ENCOURAGE OVERHEAD WEATHER PROTECTION: *Project applicants are encouraged to provide continuous, well lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.*

BELLTOWN-SPECIFIC SUPPLEMENTAL GUIDANCE:

- a.** the overall architectural concept of the building (as described in Guideline B-4);
- b.** uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c.** minimizing gaps in coverage;
- d.** a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- e.** continuity with weather protection provided on nearby buildings;
- f.** relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g.** the scale of the space defined by the height and depth of the weather protection;
- h.** use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i.** when opaque material is used, the illumination of light-colored undersides to increase security after dark.

RESPONSE: Effective overhead weather protection is provided along both Stewart Street and 5th Avenue with attention towards hotel, apartment, and condominium entrances. Translucent materials are to be used where applicable, in association with appropriate lighting and signage. Canopies will step with sloping grade along Stewart Street.



Design Concepts

CITY OF SEATTLE DESIGN GUIDELINES

D-3 PUBLIC AMENITIES

PROVIDE ELEMENTS THAT DEFINE THE PLACE: *Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.*

BELLTOWN-SPECIFIC SUPPLEMENTAL GUIDANCE:

a. Belltown is eclectic, diverse, eccentric and whimsical. New developments should incorporate elements on building facades, within open space, or on the sidewalk that refer to the neighborhood’s rich art and history to reinforce a sense of place in Belltown.

RESPONSE: Hotels typically create distinctive, attractive, and memorable experiences to identify their brand, which enhance the pedestrian experience. The building will exhibit hotel specific characteristics at the pedestrian and podium levels enabling that “sense of place” to occur. Specialty paving occurs at the corner and along both streets. Residential lobby entrances occur along both streets, adding another layer of interest at the street level.

D-4 PUBLIC AMENITIES

PROVIDE APPROPRIATE SIGNAGE: *Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.*

BELLTOWN-SPECIFIC SUPPLEMENTAL GUIDANCE:

- a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
- b. Install lighting in display windows that spills onto and illuminates the sidewalk.
- c. Orient outside lighting to minimize glare within the public right-of-way.

RESPONSE: Unique signage specific to the hotel use will be emphasized. Each residential lobby entrance will have distinctive signage that respects their individual identity. Vision glass will allow interior residential lobbies and retail space(s) to be clearly discernible from the street. Way finding signage will be of appropriate scale and vantage to aid pedestrians and vehicular traffic and illuminated as necessary.





Section Four
Departures
ALTITUDE SKY TOWER 1903 5TH AVENUE

Design Departures

CITY OF SEATTLE MUNICIPAL CODE

23.49.009 Street-Level Use Requirements

STREET-LEVEL USE REQUIREMENTS: *One (1) or more of the uses listed in subsection A are required at street-level on all lots abutting streets designated on Map 1G. Required street-level uses shall meet the standards of this section.*

GENERAL STANDARDS:

1. A minimum of seventy-five (75) percent of each street frontage at street-level where street level uses are required must be occupied by uses listed in subsection A. The remaining twenty-five (25) percent of the street frontage at street level may contain other permitted uses and/or pedestrian or vehicular entrances. The frontage of any exterior public open space that qualifies for a floor area bonus, whether it receives a bonus or not; any eligible lot area of an open space TDR site, any outdoor common recreation area required for residential uses, or any open space required for office uses, is not counted in street frontage.

DEPARTURE NUMBER 1: A minimum of seventy-five (75) percent of each street frontage at street-level where street level uses are required must be occupied by uses listed in subsection A. Hotel and residential lobbies are not approved Street Level Uses. In order to achieve the required 75%, we will need to include the hotel lobby along 5th Avenue and the residential lobby along Stewart Street.

Multiple residential uses require separate, distinctive entrances and lobbies to service the building tenants accessible from grade. Due to limiting site dimensions, providing for increased sidewalk widths required for adjacency to a transit street (Stewart Street), only a limited amount of area remains to realistically develop retail space that would function properly at grade.

Residential uses meet the demand and spirit of intent for the Belltown Urban Center Village Guidelines. No blank facades along 5th Avenue or Stewart Street are proposed. A high density residential use will help activate the street with its tenancy and provide a safer and inviting use than the surface parking lot it proposes to replace.

23.49.022 Minimum Sidewalk and Alley Width

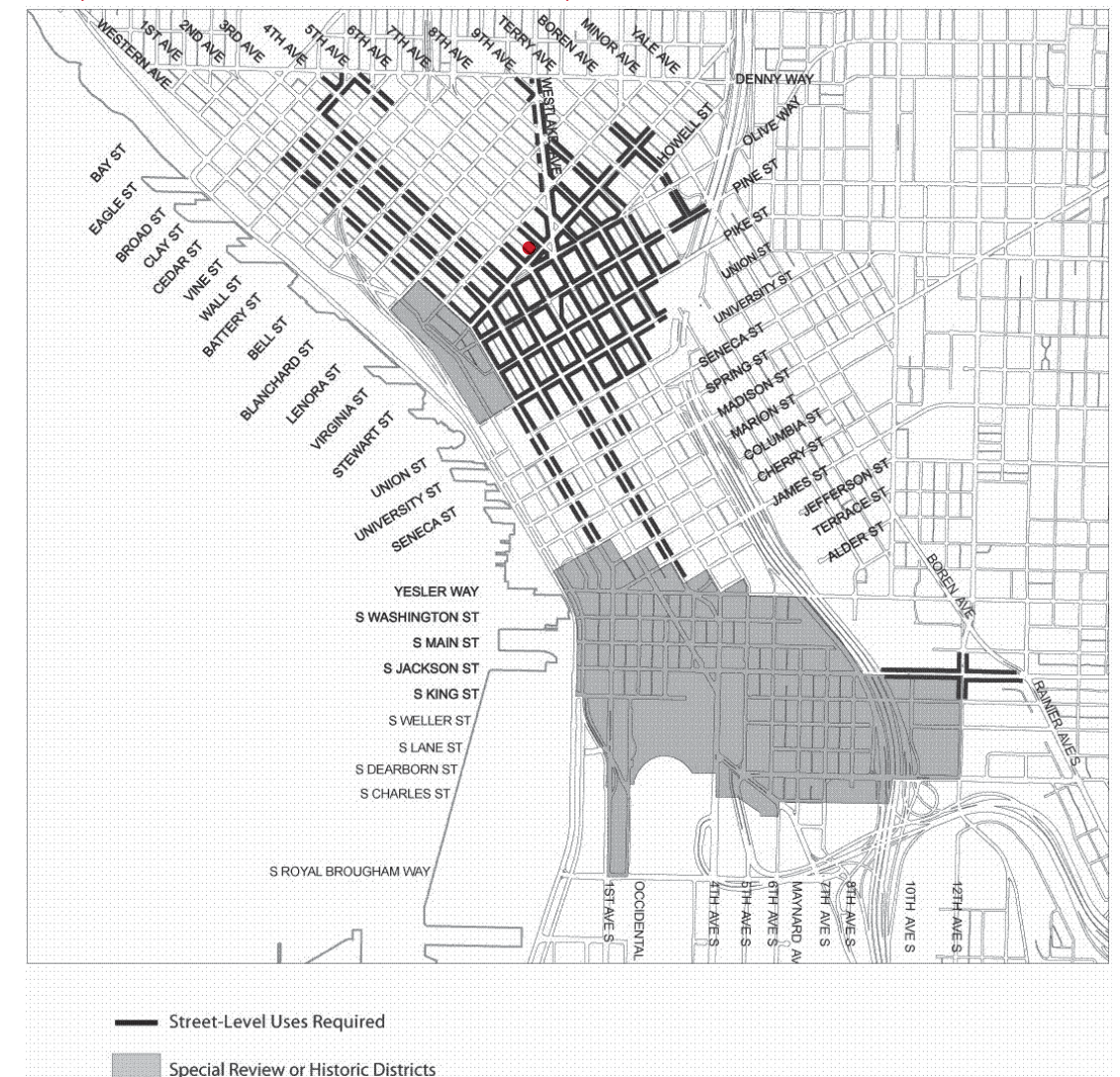
A. *Minimum sidewalk widths are established for certain streets by Map 1C.*

STEWART STREET: Stewart Street is a Principal Transit Street per Map 1C. An 18' sidewalk is required along the North side. The existing sidewalk is 11'-0" wide for the entire block.

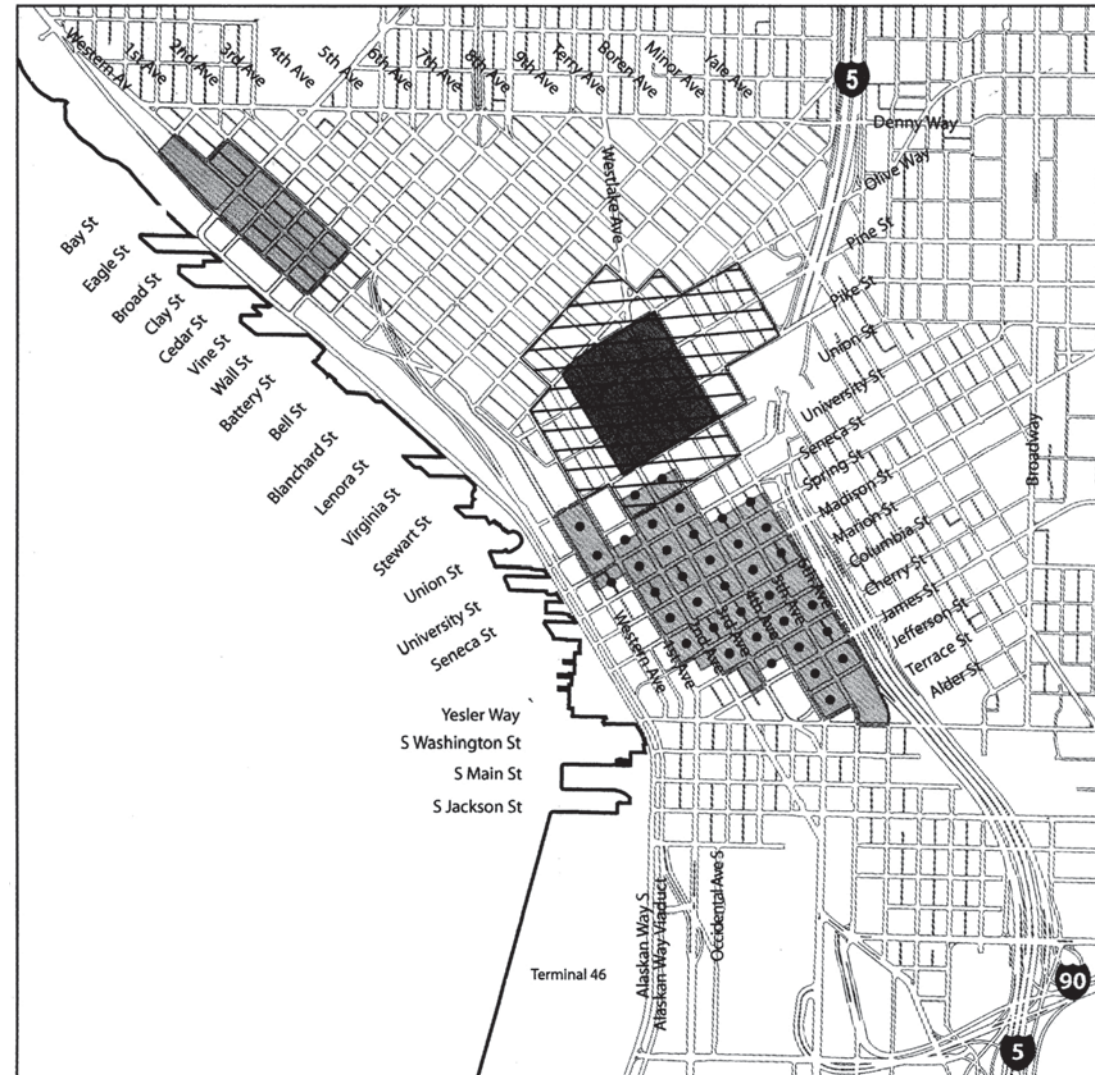
DEPARTURE NUMBER 2: Stewart is a Principal Transit Street. Per Map 1C, an 18' sidewalk is required; where the street is one-way, the sidewalk is required to be 18' on the side with the bus stops. The opposite side can be 15'. Transit stops along Stewart Street are located on the north side of the street.

The current sidewalk width along the north side of Stewart Street for our block is 11'. There are no bus stops on this block between 5th and 4th Avenues. It is unlikely that the Centennial Building to the west will be demolished, i.e. the sidewalk width west of the alley will remain 11'. We propose to set our building back 4' along Stewart Street to provide a 15' wide sidewalk. This allows a deeper, more functional retail opportunity along Stewart Street as well as a more appropriate residential lobby. It also provides a more homogenous building to building relationship along Stewart Street, and further allows street level uses to front the sidewalk in a more pedestrian friendly way without a unnecessarily deep overhang above.

Map 1D: Street Level Uses Required



Map 1J: Public Amenity Features



- Hill Climb Assist
- ▨ Hillside Terrace
- ▤ Major Retail Store and Shopping Atrium (FAR Exemption Only - No Bonus)
- Shopping Corridor Bonus

23.54.035 Loading Berths Requirements and Space Standards

A. QUANTITY OF LOADING SPACES: *The minimum number of off-street loading berths required for specific uses shall be set forth in Table A. (See Table A for Section 23.54.035.)*

PER TABLE A: (3) loading berths are required.

DEPARTURE NUMBER 3: Required Loading Berth quantities and size: There are no loading requirements for residential uses. Per Table-A SMC 23.54.035, Hotel use is a Low Demand. Non-residential gross floor area is approximately 180,000 SF. Based on Table A, three (3) loading berths are required: 10'-0" wide x 35'-0" length x 14 '-0" in height.

We propose parking access to above grade parking from the alley at the north end of the site. We are also locating our waste and recycle area along the alley for efficient collection. The available remaining length of the project along the alley limits the number and size of loading berth options. The existing alley width, including the required 2' setback on our side, provides an 18' alley width along our property. We are asking for approval to reduce the size of the loading berths to 10' wide x 25' deep as allowed by exception 23.035.C.2.c.(ii). The berths are angled to allow easier maneuvering. Trucks serving the hotel and support uses are typically single axle, i.e. < 25' long. This is commensurate with other hotel projects in the area that are accessed off the alley.

For the third berth, we propose a van-sized stall to accommodate residential move-ins located on parking level above grade, adjacent to the residential elevators."

23.49.019.H.1 Curb Cut Location

a. *If a lot abuts an alley, alley access is required, unless the Director otherwise determines under subsection 23.49.019.H.1.c.*

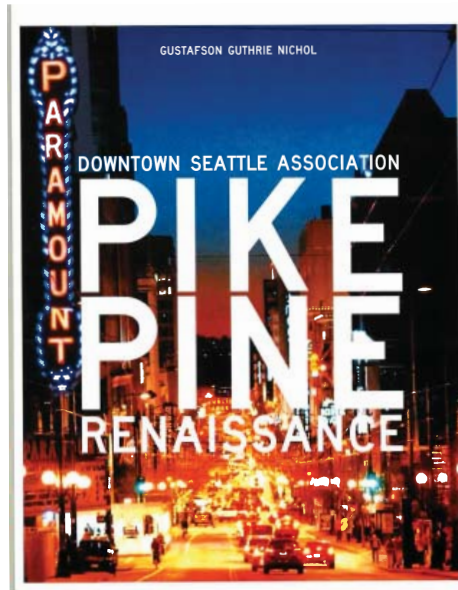
b. *The Director may allow or require access from a right-of-way other than one indicated by subsection 23.49.019.H.1.a or 23.49.019.H.1.b if, after consulting with the Director of Transportation on whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards, the Director finds that an exception to the general policy is warranted. Curb cut controls on designated green streets shall be evaluated on a case-by-case basis, but generally access from green streets is not allowed if access from any other right-of-way is possible.*

Departure Number 4: No parking is required in Downtown zones. We are providing four (4) levels of below grade and four (4) levels of above grade parking for a total of approximately 200 cars per 23.49.019.B.2.a.(1).

We propose access to above grade parking from the alley along the west side per 23.49.019.H.1.a.

We propose access to below grade parking from 5th Avenue. As discussed during our Presubmittal meeting, we submitted a Type 1 Revision Request for this proposed access to DPD in early September and are awaiting response.

NEXT STEPS



REVIEW OUR PROJECT PROPOSAL WITH GUSTAFSON GUTHRIE NICHOL TO ENSURE A WORKING RELATIONSHIP WITH EXISTING AND FUTURE STREETScape AMENITIES



REVIEW OUR PROJECT PROPOSAL WITH THE BELLTOWN COMMUNITY COUNCIL

Historic
Preservation

REVIEW OUR PROJECT PROPOSAL WITH THE CITY'S HISTORIC PRESERVATION OFFICER TO ENSURE COMPLIANCE WITH STRUCTURES ACROSS THE STREET FROM LANDMARK BUILDINGS (TIMES SQUARE BUILDING)

MULVANNY | G2
ARCHITECTURE