

Altitude Hotel & Residences

1903 5th Ave Seattle, Wa, 98101

Downtown DRB EDG Meeting No. 2

DPD# 3018037 September 29, 2015



Table of Contents





Project Info Adjacent Neighborhoods & Additional Site Nearby Deve Aerial Site 9-Bloc Nearby B Nearby Buildi Shado Design G Adjacent Stree Monorail Zoning E Code Existing Programat Context Massing S Massing So Massing Scheme 3 (Preferred S Preferred Scheme El Lower Parkin Ground Flo Upper Parking Floor Residential Lobby Floor, Typ. Re Residential Amenity Floor, Typical Ho Hotel Amenity Floor, Hotel Lob Sky Bar Floor & Perspect North Podium East Podium Enlarged Hotel & Residential Entrance East & South Podium Street El Podium Per Similar Parking Screen Tre View from McGraw View Along 5th , View Along Stewa Cit Overa

ormation	3
& Zoning	4
Analysis	5
lopment	6
e Photos	7
ck Study	8
Buildings	9
ing Uses	10
w Study	11-12
Guidance	13-19
etscapes	20-23
l Studies	24
Envelope	25
Analysis	26
Site Plan	27
tic Stack	28
Analysis	29-30
Scheme 1	31-32
cheme 2	33-34
Scheme)	35-36
evations	37
Site Plan	38
g Floors	39
oor Plan	40
r, Level 6	41
es. Floor	42
tel Floor	43
by Floor	44
ive View	45
Section	46
Section	47
Section	48
evations	49
spective	50
atments	51
v Square	52
Avenuee	53
rt Street	54
ty Views	55
all Aerial	56

DEVELOPMENT OBJECTIVES

A proposed development at 1903 5th Avenue will consist of a 50 plus story Mixed Use Hotel and Residential building with a sky hotel lobby and public amenities on the very top floors. The site is located at the southeastern corner of 5th Avenue and Stewart Street, less than ½ block from the Westlake Station to the South and the South Lake Union Streetcar Station to the East. This project is located on an existing surface parking lot.

Ground floor retail and sidewalk café will activate the streetscape on 5th Avenue and Stewart Street, with a residential lobby entrance located on the western end of Stewart Street. Hotel parking will be provided on-site with access from 5th Avenue and residential parking will be accessed 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 200 rooms, +/- 180,000 Square Feet Residential Use: Approximately 229+/- units, +/- 300,000 Square Feet +/- 3,000 Square Feet of Street Level Retail (Preferred Scheme) Provided +/- 10,450 Square Feet of Upper Level Hotel Amenities/Restaurant Provided +/- 6,000 Square Feet of Residential Amenity Space Provided +/- 6,000 Square Feet of Exterior Residential Amenity Space Provided +/- 190 Parking Spaces in Above Grade and Below Grade Structures Provided

PROPERTY ADDRESS:

DPD PROJECT NUMBER:

Project Information

- 1903 5TH AVENUE SEATTLE. WASHINGTON 98101
- 3018037
- OWNER: Seattle Downtown Hotel and Residences LLC 433 California Street 7th Floor San Francisco, CA. 94104
- ARCHITECT: MG2 1101 Second Ave. Ste 100 Seattle, WA, 98101 Contact: Ted Caloger ted.caloger@mg2.com
- DPD CONTACT: MICHAEL DORCY michael.dorcy@seattle.gov



Adjacent Neighborhoods & Zoning



The 1903 5th Avenue site is located at the fringe of the Belltown district at the convergance of Downtown Commercial Core District & Denny Triangle.



King County Parcel Number: 0659000455 Jurisdiction: City of Seattle Zone: DOC2 500/300-500 Downtown Office Core PROJECT TRUE NORTH NORTH



Additional Site Analysis



Existing Light Rail Path -Below Grade Metro Transit

Light Rail Path Under Construction

18'	Wide	Sidewalk	



Nearby Development











Proposed Projects







View Looking NORTHEAST



View Looking SOUTHEAST





Aerial Site Photos

View Looking NORTHWEST



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.





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

Nearby Buildings







Nearby Building Uses













Site Planning & Massing	DRB Response	Project Team Respo
 A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found in nearby or beyond the immediate context of the building site. A1.1 Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. A1.2 Response to planning efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. 	Despite a fairly lengthy Urban Design Analysis in the proposal packets, none of the design schemes seemed to take cues from the architectur- al context. There were superb examples nearby of rhythmic structural bays, windows, etc., for instance in the Centennial Building across the alley and the Times Square building across Stewart Street. The question was not one of being deferential or even ref- erential, but there was a noticeable lack of any clear sense of rhythm in the treatment of the ground floor or levels above in what the packet had shown.	The facades have been updated to provide ho neighborhood, most specifically the Times Sq i.e. base, shaft and entablature (or parapet), a uses, architectural screening of the parking ga Times Square Building. Mullion spacing has be Times Square Building. In addition, curved balconies and curved park curved facades of both Escala and The Westin Refer to Pages 27-29 for illustrations.
 A2 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. A2.1 Desired Architectural treatments: Use one or more of the following architectural treatments to accomplish this goal: a. sculpt or profile the façades; b. specify and compose a palette of materials with distinctive texture, pattern, or color c. provide or enhance a specific architectural rooftop element A2.2 Rooftop mechanical equipment: In doing so, enclose and integrate any rooftop mech. equipment into the design of the building as a whole. 	There was a lack of clarity of why each of the schemes presented a different top treatment. There was no clear expression of a guiding concept to each of the schemes. Indeed, bases, shafts, and tops appeared entirely interchangeable. The tower needs to be a unified, elegant building and have a 360 degree look. It is clearly not there and will require a great deal of work to get there.	The massing has been revised to provide a distinct tower have been refined to provide a unified, 360 d The podium is composed of expansive storefront ar activity at street level. Above that, the parking rece variety both day and night. At the southeast corner, the first floor retail and provides opportunities for or relate to those of the Times Square Building across architectural screen wrap the corner to provide an a activities. The shaft has been refined to include notches at con building mass, providing articulation, modulation an expression on the tower reinforces the verticality of The top of the building provides a simple expression plane, further reinforcing the verticality of the build components, integrates the window washing system mechanical equipment is minimized to provide protect
Architectural Expression	DRB Response	Project Team Respo
BI 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. B11 Adjacent features and networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. B1.2 Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.	Contemplate gestures that acknowledge this is the gateway to Belltown. Height isn't always analogous to gateway. The site is a great site, but some diminishment of program and scale might be necessary to convey the sense of gateway. Again, despite a fairly lengthy urban design analysis in the proposal packets, none of the design schemes seemed to take cues from the architectural context. There were superb examples nearby of rhythmic structural bays, windows, etc., for instance in the centennial building across the alley and the Times Square building across Stewart Street. Establish a more harmonious transition between newer and older buildings (See Belltown guideline, B-1). Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. IN particular, the neighborhoods, best building tend to support an active street life.	This project sits at the intersection of Denny meant to respond to the surroundings while in There is an eclectic mix of old and new build aforementioned Times Square and Centennia be seen as modern. Altitude Tower, like The I clearly contemporary. An acknowledgment of from and responding to existing patterns, mo horizontal and vertical rhythm in the building the curved facades of Escala and The Westin

onse

orizontal and vertical rhythms that respond to those of the quare Building. The typical elements of the classical building, are provided respectively by storefront glazing for street level garage and a horizontal band that relates to the parapet of the been added to the façade to respond to the vertical rhythm of

king screens are being provided to provide a gesture to the in.

t podium, shaft and top that are readily discernible. All sides of the degree expression.

and canopies along 5th Avenue and Stewart Street that encourage ceives an architectural screen treatment that provides interest and er, multi-story glass at the artist lofts extends the apparent height of r dramatic lighting at night. Horizontal datum points for the podium is Stewart Street. Along the alley side, storefront and the appropriate transition between public and building service

orners and recessed curved balconies at residential units to 'carve' the and visual interest on all four sides of the tower. Mullion of the building.

ion whereby portions of the exterior façade extend beyond the roof Iding. A simple trellis above unifies the various rooftop em and provides opportunities for dramatic lighting. Rooftop ore open space for the public rooftop bar. Rooftop landscaping will be ction from the wind.

onse

y Triangle, Commercial Core and Belltown and is e maintaining its own identity.

dings within the area surrounding this project. The ial Buildings are classical. The Westin and Escala can Martin and others being built in the near vicinity are of the surrounding context is provided by taking cues nost notably The Times Square Building, to establish a ng facades. Curved balconies will provide a gesture to n.



Architectural Expression (cont.)	DRB Response	Project Team Re
 B2 Create a transition in bulk and scale: Compose the massing of the building to create a transition to the height in, bulk, and scale of development in nearby less-intensive zones B2.1 Analyzing height, bulk, and scale: When analyzing potential height, bulk, and scale impacts, consider topographic relationships, distances from a less intensive zone edge, differences in development standards between abutting zones, effect of site size and shape, height, bulk, and scale relationships resulting from lot orientation, & type and amount of separation between lots in the different zones. B2.2 Compatibility with nearby building: In some cases careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height bulk and scale impacts. B2.3 Reduction of bulk: In some cases, reduction sin the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. 	The only thing well-articulated in the proposed schemes is the above-grade parking garage. Integrate the parking podium, if kept, with canopies, etc. of the ground floor expression. Provide intrusions as well as extrusions along the faces of the tower.	The proposed building integrates the ab provide a cohesive design. The building massing has been refined to defines its base/podium, shaft and top of at street level and canopies along 5th Ave experience. Above that, artist lofts and four levels of wraps the main street facing facades and functional yet interesting louver treatme provide a distinct termination for the po The façade treatment on the east, south providing modulation by incorporating r Curved balconies add interest and a nod over the property line for balconies are r property line – and potential future deve utilizes the same vertical and horizontal cohesive tower.
 B3 Reinforce the positive urban form and architectural attributes of the immediate area: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns massing arrangements, and streetscape characteristics of nearby development. B3.1 Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations. B3.2 Features to complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. B3.3 Pedestrian amenities at the ground level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities. 	The program has tremendous effect on the uses on the ground floor and the form the ground floor takes. The critique of the various schemes and discussion of the design issues should start here. Lessening the widths of the sidewalks or allowing uses at ground level not otherwise allowed by code or allowing a curb cut on 5th avenue do not recommend themselves at this point as gestures that result in a better design. There has been no demonstration of how these things would result in a better building.	 We have addressed the following cond Sidewalk width along Stewart Street The Ground Floor plan has been r Level Uses along Stewart Street (2) The building façade at street leve 15'-0" required at the narrowest p further recessed to provide an out the pedestrian experience at this Additionally, special paving and e provided to enhance the pedestrii A curb cut at 5th Avenue to access through the Type 1 Revision Requ pedestrian experience including s gate to the greatest extent possible
 B4 Design a well propositioned and unified building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. B4.1 Massing: When composing massing, consider how setbacks, projections, open space, relative building sizes, relative building shapes, roof heights, & forms can con-tribute to create a building that exhibits a coherent architectural concept. B4.2 Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a build-ing that exhibits a coherent architectural elements, consider how the following can contribute to create a build-ing that exhibits a coherent architectural concept. B4.3 Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept. 	The above-the-ground-floor area given to parking needs to be carefully questioned. This 1980's attitude toward parking placement is not working in this instance and has not really worked in any downtown location where it has been attempted. It offers an immense challenge in creating any building that could be considered well-proportioned and unified. What the Board has been shown, in any of the three articulations, is not unified and does not suggest the slightest characterization of being "elegant."	Treatment of the above grade parkin integrated podium that defines the l As the design of the screening is fur expression that is appropriate for th excitement during the day and night context. Functionally, it will screen h ventilation to the garage. Loft spaces have been provided at t satisfy requirements for other than p providing usable work space for loca architectural screen and provide tran opportunities for dramatic lighting a



esponse

bove-grade parking screen into the top and middle of the tower to

to provide a more distinctive and integrated expression that clearly on all sides of the building. The podium is defined by extensive glass Avenue and Stewart Street that support an active pedestrian

of parking are provided with a distinctive architectural screen that nd around the corner at the alley that transitions into a more eent. The tower is set back above this to express the columns and odium and transition into the tower shaft.

h and west elevations accentuates the verticality of the building while notches at corners and recesses for balconies at residential floors. d to the curvilinear forms found at the Escala and Westin. Projections minimal. The north façade, due to its proximity to the Avis building velopment on the 5th and Virginia corner - has less vision glass, but al expression of the other facades to provide an interesting and

cerns regarding our initial departure requests:

- reet has been increased to 18'-0".
- revised to provide the required percentage of Approved Street (75%) and 5th Avenue (50%).
- el along 5th Avenue has been recessed to provide the minimum point. At the corner of 5th and Stewart, the building has been utdoor seating/dining area that will further enhance activity and s very important corner.
- enhanced landscaping beyond required street trees will be rian experience along both streets.
- ess the below grade parking has been approved by DPD and SDOT uest process. We are sensitive to the concerns regarding the safety and will work with the city and other stakeholders to mitiible.

ing levels has been further refined to provide a more base of the building and ties the tower to the ground plane.

rther developed, our goal is to provide an architectural he overall composition of the building facades, provides visual at and to the extent possible, takes cues from its surrounding headlights from adjacent properties and provide natural

the southeast corner of the above grade parking levels to parking uses along the exterior facade. In addition to cal artists, corner windows break up the mass of the ansparency between inside and outside spaces and provide at this important corner at night.

The Streetscape	DRB Response	Project Team Respo
 C1 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. C1.1 Street-Level Uses: Provide spaces for street level uses that: a. Reinforce existing retail concentrations; b. Vary in size, width, and depth; c. Enhance main pedestrian links between areas; and d. Establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity. C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide). C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience. 	Explore the re-location of both residential and hotel lobbies above the ground floor and investigate a two-level ground plane of activation of retail spaces.	The hotel lobby has been moved to the 50th f street level, providing additional space for app beverage from 5th Avenue. The residential lobby off of Stewart Street has residential elevators on the west side of the co- management offices have been moved up to t additional approved street level uses along St As noted earlier, the building is further recesses seating providing additional pedestrian activity The required percentages of approved street I
C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation. C2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of: a. the fenestration patter; b. exterior finish material; c. other architectural elements; d. light fixtures and landscaping elements; and		
 C3 Provide Active - Not Blank - Facades: Buildings should not have large blank walls facing the street, especially near the sidewalks. C3.1. Desirable Facde Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation reinforce building entries. C4.1 Entry Treatments: a. extra-height lobby space; b. distinctive doorways; c. decorative lighting; d. distinctive entry canopy; e. projected or recessed entry bay; f. building name and address integrated into the facade or sidewalk; g. artwork integrated into the facade or sidewalk; h. a change in paving material, texture, or color; i. distinctive landscaping, including plants, water features and seating j. ornamental glazing, railings, and balustrades 	Special consideration needs to be given to the alley-facing and north facades, since, given the substantial height of the proposed structure, these facades more than likely will be highly visible at considerable distances and for some time to come.	The west side façade of the building comprise curtain wall encompassing vision and spandre residential units, notched at the northwest co- corner for approximately one-third of this side Service areas including loading dock and abo and grilles to provide security. Along the northern façade, proximity to the p development on the northeast corner of the b facades. Based on the current setback from th 25 percent of each floor exterior wall. Some g corner notch, to enhance privacy, windows wi modulated to break up the mass and similar s Mullion or reveal spacing will be similar to the degrees.

onse

floor, reducing the space needed for access to the hotel at pproved street level uses such as retail, and food and

s also been reduced in size, providing access to the core. Residential support spaces, e.g. mail room, leasing and the first level of residential units, freeing up space for tewart.

sed from the property line to provide area for outdoor ity at the corner.

level uses along both 5th Avenue and Stewart are satisfied.

tes a tower expression similar to those on the east and south: tel glass or metal panels, recessed, curvilinear balconies at orner. The architectural screen at parking levels wraps the de of the building then transitions to architectural louvers. bove grade parking access are provided with overhead doors

property line shared with Avis and potential future block limits opportunities for glazing similar to the other the property line, maximum unprotected glazing allowed is glazing will be provided at residential units; at the northwest vill be provided only above the top of Escala. The façade is systems, albeit opaque, to the other facades is incorporated. e other facades to provide a unified tower viewed from 360



The Streetscape (cont.)	DRB Response	Project Team R
 C4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. C5 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. 	As noted earlier, the residential and hotel entries should not be aggrandized at the expense of retail space which promises to be able better to activate the pedestrian sphere. Explore removing residential and hotel lobbies to the upper floors. Provide for extra-height retail space and be aware of how the mass of the proposed above-grade parking space could oppress the desired ground plane's activation both visually and psychologically.	The hotel lobby has been moved to from 5th Avenue has been reduced the residential lobby off of Stewar to the 6th floor, allowing expanded and ceiling heights at street level r experience at street level. The add extend the street level retail to the
 C5.1 Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to: a. the overall architectural concept of the building 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 	There was a need to integrate the ground floor elements of overhangs and canopies within the overall development of the podium of the building, however many floors of parking, if any, it might contain.	Canopies along 5th Avenue and St locations for signage and lighting signify the hotel entry. Systems, m canopy systems to provide a quality
 C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project. C6.1 Alley Activation: Consider enlivening and enhancing the alley entrance by: a. extending retail space fenestration into the alley one bay; b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; c. adding effective lighting to enhance visibility and safety. C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider d. locating the alley parking garage entry and/ or exit near the entrance to the alley; e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading. 	There is a strong need for a careful analysis and convincing explanation of how the building could be adequately served by basically two loading berths. The analysis should provide a convincing assessment of all loading needs. Consider implications of neighbors' ongoing uses of the alley and provisions for utilization of the alley as a pedestrian corridor. As earlier noted, consider and design for a highly visible alley façade.	The ground floor has been reconfig off the alley. Berths are angled to p property line. An exception to prov requested. Architectural overhead doors or gr security and screen loading areas v



esponse

o the 50th floor; the entrance and access to express elevators d in size to allow more retail space along 5th Avenue. Similarly, t has also been reduced by moving most residential functions d retail space along this street frontage. Higher floor to floor retail allow for taller glass storefronts, enhancing the pedestrian led artist lofts and glazing at the southeast corner will visually e top of the podium.

ewart Street provide overhead weather protection, at retail entries, and opportunities for a grander statement to aterials, finishes and colors will be used for storefront and ty unified aesthetic.

gured to provide three (3) loading spaces as required by code provide easy back-in from the alley and no overhang over the ride 25' in lieu of 35' deep berths as allowed by code is being

ills will be provided at the loading dock to provide when not in use.

Public Amenities

D1 Provide Inviting & Usuable Open Space:

Design public open spaces to promote a visually pleasing, safe, and active environmnent for workers, residents, and visitors.

D1.1. Pedestrian Enhancements:

Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

- a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
- b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
- c. Orient public open space to receive the maximum direct sun light possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when
- d. The design of planters, landscaping, walls, & other street elements should allow visibility into & out of the open

D1.2. Open Spaces Features:

Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting.

D1.3 Residential Open Space:

Residential buildings should be sited to maximize opportunities

for creating usable, attractive, well-integrated open space. In addition, the following should be

- i. courtyards that organize architectural elements while providing a common garden;
- k. decks, balconies and upper level terraces;

D2 Enhance the Building with Landscaping:

Enhance the building and site with generous landscaping – which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D2.1. Landscape Enhancements:

Landscape enhancement of the site.

D2.2. Consider Nearby Landscaping:

Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species; n. use similar landscape materials; and o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

D3 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.

D3.1. Public Space Features and Amenities:

Incorporate one or more of the following a appropriate:

- a. public art; b. street furniture, such as seating, newspaper boxes, and information kiosks;
- c. distinctive landscaping, such as specimen trees and water features;
- e. public restroom facilities with directional signs in a location easily accessible to all; and
- f. public seating areas in the form of ledges, broad stairs, planters & the like, especially near open spaces, bus stops.

DRB Response

the adequacy of any proposed diminishing the building. Design of decks and balconies on upper portions of the building should explore a carving away of the mass of the building as well as appendages that overhang the right-of-ways.

Project Team Response

The building facade at street level is being recessed from property lines along both Stewart Street convincing explorations of sidewalk use and and 5th Avenue to provide the required minimum widths of 18'-0" and 15'-0" respectively. Additional setback at the southern corner along 5th Avenue will provide an area for outdoor café of sidewalk depth on the two street sides of seating. Canopy signage and lighting, special paving and enhanced landscaping along sidewalks enhance the pedestrian experience along both street frontages.

> Building corners have been notched and residential balconies recessed on the east, south and west facades to break down the overall tower mass. Curvilinear balconies respond to the similar forms of Escala and The Westin, and will project minimally over the property lines along 5th Avenue and Stewart Street.

Design Guidance



Public Amenities (Cont.)	DRB Response	Project Team Re
 D3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area. D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage. D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate. a. Illuminate distinctive features, 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. 	The Board asked the design team to "Show your work". What, for instance, in any of the proposed designs suggested that this building is located at the "Gateway to Belltown?"	The southeast corner of the project intersection at the southeastern bour The Denny Triangle and Downtown of at grade level along Stewart Street (sidewalk at the intersection. Outdood along 5th Avenue, significantly enha (beyond required street trees) is pro- storefront transparency, overhead ca the frontage on both streets provide The street level retail and vision glas height of the retail space at this pro- the loft spaces and at the tower faca this intersection.
 D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area. D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area: a. provide adequate lighting; b. retain clear lines of sight into and out of entries and open spaces; c. use semi-transparent security screening, rather than opaque walls, where appropriate; d. avoid blank and windowless walls that attract graffiti and that do not permit residents/workers to observe the street; e. use landscaping that maintains visibility, such as short shrubs/trees pruned so that all branches are above head height; f. use ornamental grille as fencing or over ground-floor windows in some locations; g. avoid architectural features that provide hiding places for criminal activity; h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings; i. install clear directional signage; j. encourage "eyes on the street" through the placement of windows, balconies, and street-level uses; and k. ensure natural surveillance of children's play areas 	The items immediately above as being of highest priority for a successful project, but without further detail.	 Uses included in Altitude Tower will providing continuous activity that is enhance safety include: Street level uses with expansive on the street'. Street lighting, canopy lighting provide abundant illumination of the tower, including night tim levels around the building. Security grilles will be provided at load provided along the alley to enhance of the alley to enhance of
Vehicle Access & Parking	DRB Response	Project Team Re
 E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians. E11. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians. a. minimize the number of curb cuts and locate them away from street intersections; b. minimize the vidth of the curb cut, driveway, and garage opening; c. provide specialty paving where the driveway crosses the sidewalk; d. share the driveway with an adjacent property owner; e. locate the driveway to be visually less dominant; f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color g. provide sufficient queueing space on site. E12. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role. 	The Board discussed their reluctance at this stage to express support for allowing the curb cut along 5th Avenue.	The design team worked closely with study viable options for providing g regarding impacts to bus traffic on S and vehicular safety were done. Sep to reduce potential queuing issues. A all options, DPD approved the reque Revision Request process. Strategies to minimize impacts will i queuing space inside the garage bet



esponse

has been refined to provide a more inviting and active undary of the Belltown Neighborhood and intersection with core. The building has been set back from property lines (7') and 5th Avenue (10') to provide a generous 18' wide or seating for food and beverage is provided at the corner ancing pedestrian activity and interest. Enhanced landscaping ovided. Generous ground floor ceiling height, high level of canopies with signage and lighting and enhanced paving along le pedestrian scale and interest.

ass at the artist lofts on parking levels will visually extend the ominent corner. Lighting behind the architectural screen, in cade will provide drama and excitement, which further enlivens

I bring people to this location on an almost 24/7 basis, s a strong deterrent to crime. Some building features that

e vision glass along 5th Avenue and Stewart Street allow 'eyes

and interior lighting in retail spaces along both streets will on sidewalks to enhance safety. In addition, feature lighting ne illumination of the architectural screen, will enhance light

d at garage entries during off hours. As noted, overhead doors ading dock areas. Architectural 'wall pack' lighting will be nance safety.

esponse

th DPD and SDOT over an extended period of time to garage access entirely from the alley. Extensive studies Stewart, additional traffic in the alley, and pedestrian parating hotel guest and residential parking was deemed After significant consideration and carefully weighing est for a curb cut from 5th Avenue through the Type 1

include specialty paving, recessed entry/exit, sufficient etween entry and valet location.

Vehicle Access & Parking

E2 Integrate Parking Facilities:

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable

landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E2.1. Parking Structures:

Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape.

E2.2 Parking Structure Entrances:

Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis.

E3 Minimize the Presence of Service Areas:

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

E3.1. Methods of Integrating Service Areas:

Consider incorporating one or more of the following to help minimize these impacts:

- a. Plan service areas for less visible locations on the site, such as off the alley.
- b. Screen service areas to be less visible.
- c. Use durable screening materials that complement the building.
- d. Incorporate landscaping to make the screen more effective.
- e. Locate the opening to the service area away from the sidewalk.

The Board noted that this was an issue of prime importance for a successful project at this location. The above grade parking had a way of severely deadening the life of any building as perceived from outside the building. The Board could not identify any structures where an above-grade parking component had really been successfully integrated into a downtown tower. The decision to locate parking above the ground floor provided a critical challenge to the task of designing a well-proportioned and unified building.

DRB Response

The Board clearly stated that for any departure requested for allowing FEWER than the Code-required number/size of loading berths, the adequacy and desirability of the diminishment must clearly be demonstrated.

As noted earlier, the project now provides the three (3) loading spaces required by code with access off the alley. Overhead doors or grilles will be provided to screen loading areas and provide security when not in use.

Design Guidance

Project Team Response

Added the introduction of occupied artist lofts has decreased the presence of the above grade parking and better integrated the active uses throughout the building.

The composition of architectural screening and multi-story transparent glass at the corner can provide a very unique and exciting façade for the above grade parking that can be integrated into the podium and tower. At night, back lighting will provide a very dramatic façade that will draw people to this important intersection.



Adjacent Streetscape







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.







Adjacent Streetscape









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.





Adjacent Streetscape



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.



Monorail Studies









Zoning Envelope



Code Analysis

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 | Pedestrian Streets. Street level uses are required for 75 percent of each frontage and 50 percent for the adjacent frontage.

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, unless the Director otherwise determines under subsection 23.49.019.H.1.C.

The Director may allow or require 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, and, for hotel use, improve passenger loading safety or increase visibility of vehicular access for guests arriving by car, the Director finds that an exception to the general policy is warranted. The Director may approve an exception for hotel use and impose conditions to minimize any adverse impacts to the pedestrian environment or street operations, including but not limited to allowing one-way driveways that are less than the minimum width otherwise required. 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.

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.

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.

3 Berths required.

None required.

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

Per Table C, 20 foot width required. When existing alley is used for parking access or loading berths and does not meet minimum width, a dedication equal to one-half the difference shall be required.

STRUCTURAL BUILDING OVERHANGS SMC 23.53.035



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

UPPER LEVEL DEVELOPMENT STANDARDS SMC 23,49,058F

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.

































Programmatic Stack







Connecting to the Monorail



Connecting to the Avis Parking Building Even though the Avis Parking Building is not a significant structure in Seattle, it is still important to connect to the surroundings. The proposed building does so by complimenting the proportions of the parking screen with the panel spacing of its own parking screen.



Connecting to the Times Square Building

The Times Square Building, located across the street from the site, is a very important historical landmark in Seattle. Because of that, it is necessary to respect it in the design of the proposed building. Both the Podium of the proposed building and the Times Square Building are similar in height & follow similar window spacing. The Times Square Building also follows the basic classical composition of a building which divides the building into 3 distinct sections: Base, shaft, & entablature. The proposed building respects that order by having the ground floor be the base, the screened parking garage be the shaft, and then have a pronounced crown on the top of the podium that relates to the cornice across the street. The window treatment & facade color will also respect the Times Square Building as well.





Context Analysis





The Westin Hotel & the Escala are two very prominent buildings in the immediate proximity of the site. Therefore, it is important to respond to these structures architecturally. The curvilinear elements of both buildings prove to be the best features to do this with.







Aerial Looking Northwest

Massing Option 1

Concept:

The proposed building responds to its context by opening up to the 5th & Stewart intersection. The two main facades also interlock midway through the building to represent the interlocking of these 3 neighborhoods at this site.

Conceptually, these interlocking facades act as a spine that support the design of the rest of the building.

The "notch" also occurs where the hotel suite floors are located, which provide more meaning to this concept.





Massing Option 1



MG2

View Looking Northwest Along 6th Avenue

Option Attributes

CON

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

PRO

• Fully Compliant With Land Use Code



Aerial Looking Northwest

Massing Option 2

Concept

• This scheme has a strongly articulated top with vertical bay windows and a pronounced rooftop.





Massing Option 2



View Looking Northwest Along 6th Avenue



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

Massing Option 3 (Preferred Option)



Aerial Looking Northwest

Concept

This scheme combines a strong vertical facade with a strong horizontal facade on each side. It ties into the round elements of nearby buildings by incorporating round balconies on select floors.

- The hotel public functions are located on the top of the building for all to enjoy.
- Rooftop provides outdoor amenities of food and beverage and is cut back to reduce massing.
- A strongly articulated base that provides a rich streetscape with outdoor terraces and covered café.



Massing Option 3 (Preferred Option)



View Looking Northwest Along 6th Avenue



Option Attributes

PRO

- Fully Compliant with Land Use Code
- Facade Modulation
- Top Steps Down on North Side
- Northwest Corner Cutback .
- Contextual with Surrounding • Buildings







North Elevation













Updates to new design:

-Valet Drop-off added to level below ground floor (P1 Level)

-Stair Location moved from east side to west side of floors















TRUE NORTH





Previous Upper Floor Plan



Retail

Elevator Lobby to Hotel Sky Lobby, Restaurants & Rooftop Bar

Residential Entry

Loading/Trash

Outdoor Sidewalk Cafe

Updates to new design: -All previously requested design departures have now been eliminated. -Both Hotel & Residential lobbies have been moved to upper levels to offer more retail space.

-An outdoor cafe area has been added to promote pedestrian activity. -The trash room has been place on the

north side of the building to provide more clearance.

-Sidewalk design was given much more consideration, which includes a much wider & more comfortable sidewalk.







Floor Plans







Updates to new design: -Eliminated Projections -Added Recessed curved balconies -Added and/or increased notches @ corners



(8th-30th Floor, 44th-48th floor)







Misc.

Residential

Residential Amenity/





Floor Plans



Residential Amenity Space



Floor Plans

















PROJECT NORTH

TRUE NORTH

Rooftop Bar















Podium Section



Hotel & Residential Entry Sections





Residential Entry







5th Avenue/East Elevation



Stewart Street/South Elevation

Podium Elevations



Podium Perspective







Similar Podium Screen Treatments





View From McGraw Square



EDG #1 Design (Dec. 15, 2014)



McGraw Square







View Along 5th Avenue





View Along Stewart Street





Stewart Street





View Looking East



View Looking West

City Views

Overall Aerial

