



5TH + VIRGINIA

1933 5TH AVE. SEATTLE, WA 98101

EARLY DESIGN GUIDANCE

DOWNTOWN DESIGN REVIEW BOARD ON JULY 07, 2015

DPD PROJECT #3019699



VIRGINIA ST

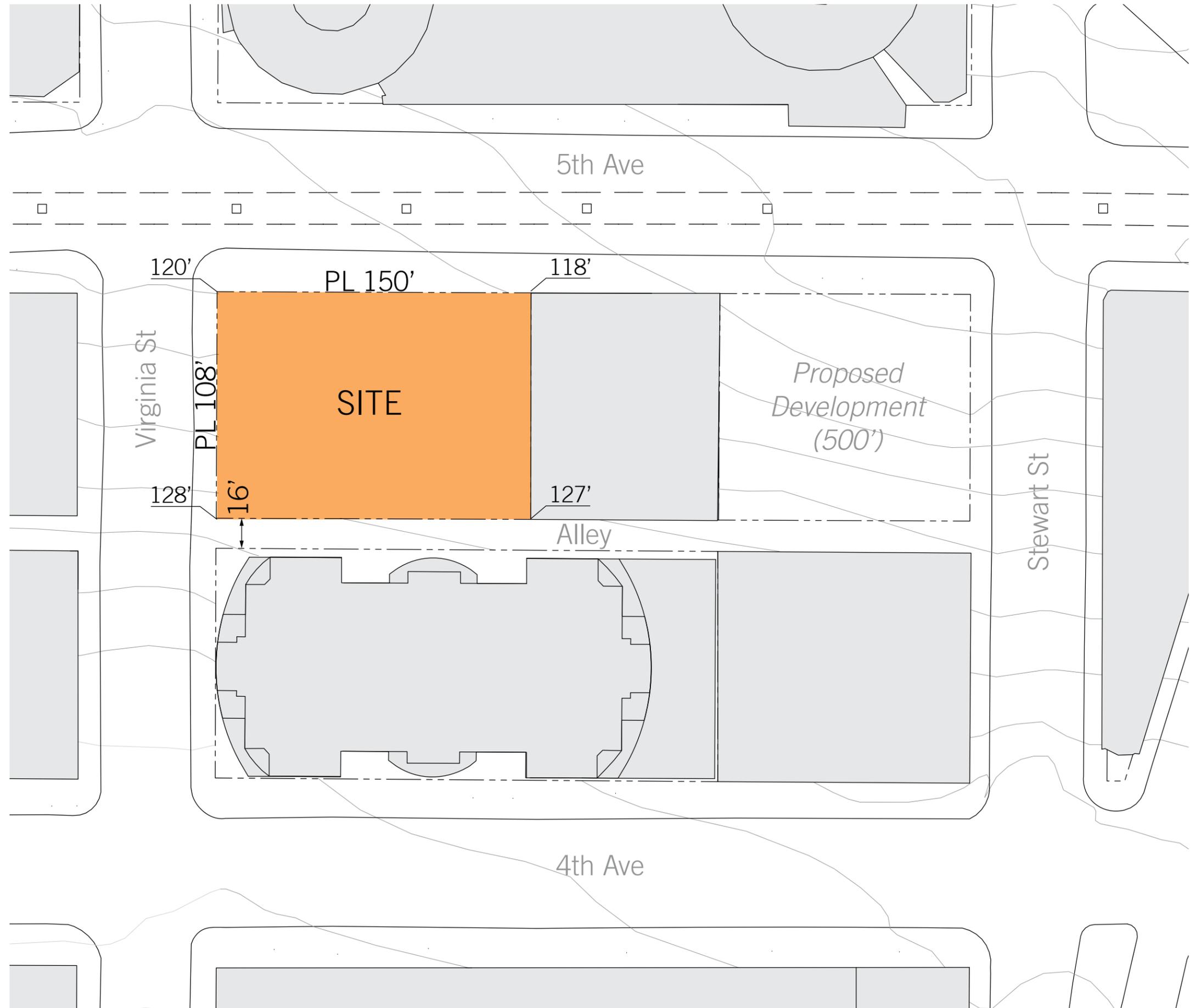
5TH AVE

CONTENTS

	FRAMEWORK	
3.0	PROPOSAL / GOALS	04
	Previous Experience	06
6.0	ZONING SUMMARY	08
4.0	CONTEXT ANALYSIS	
	Urban Villages	12
	Skyline	16
	Aerial Site Views	18
	Site Access	21
	Walkable Community	22
	Existing Structures	24
	Hotels Nearby	28
	Views	30
	8.0 DESIGN GUIDELINES	32
5.0	EXISTING SITE CONDITIONS	
	Streetscapes	34
	Shadow Study	38
9.0	ARCHITECTURAL CONCEPTS	
	Program Overview	40
	Concept Overview	42
	Structural Concept	45
	Survey	48
	7.0 SITE PLAN	49
	Podium, All Concepts	50
	Concept 1: "LANTERN"	54
	Concept 2: "BEACON"	60
	Concept 3: "JEWEL" (Preferred)	66
17.0	DEPARTURES, None Requested	

PROPOSAL

The team proposes to design and construct a development on the north-eastern half of the block bounded by 5th Avenue to the east, 4th Avenue to the west, Virginia Street to the north, and Stewart Street to the south. The block is intersected by an alley, and is zoned DOC2 300/500, with a site area of approximately 16,200 SF. The development will be a mixed-use tower of approximately 725,000 total square feet, built to a height of 500'. There will be **approximately 394 residential units, approximately 151 hotel keys, and approximately 326 parking spaces** located between two levels of above grade parking and six levels of below grade parking. The parking will consist of both self-park and valet. All building services and vehicular access is proposed at the alley.





DEVELOPMENT GOALS

THE TIME

The Seattle economy is booming, fueled by research and technology. Amazon will grow from 3.2 million SF to 4.7 million to support 40,000 workers downtown. Amazon is also responsible for 100,000 hotel stays per year. The Seattle market currently has a deficit of hotel rooms, although many are in the planning and design pipeline, and a deficit of multifamily accommodations larger than studios or urban one bedrooms. More than 13 hotel projects are in early development, 8 of which are hotel/residential mix and 2 are hotel/office mix. In Seattle, there are currently more than 30 residential projects under construction, the majority of which are rental apartments.

THE PLACE

The 5th and Virginia site is located within easy walking distance to many Seattle destinations, namely the South Lake Union neighborhood, fueled by Amazon growth, and the celebrated Belltown neighborhood alive with funky restaurants, bars, and shops. The Downtown core boasts brand name retailers and many cultural attractions: the waterfront, ferry terminal, Pike Place Market, Seattle Center, Olympic Sculpture Park, and many others. The site is well served by transit, including the Seattle Streetcar serving South Lake Union, Westlake Center, and the iconic Seattle Monorail built for the 1962 World's Fair.

THE NEXT GENERATION

The team envisions a design response that appeals to the next generation of downtown residents and tourists. A design that is highly efficient from planning through construction. It presents an elegant solution to a compact site, resolution of grades, access, and vertical systems. We envision a design that is highly distinctive with a strong presence on both major street frontages, with lobbies and points of public interaction being of particular importance. The project will feature contemporary interior spaces, and will maximize daylight to create a warm, open feel. Lastly, we envision a design that incorporates compelling amenities and services such as a spa, food and beverage service, recreation spaces, roof terraces, and other distinguished amenities.

PREVIOUS EXPERIENCE

The design and development team has extensive corporate commercial experience in both architecture and interior design. Perkins+Will is committed to the delivery of an innovative, sustainable, elegant solution that will contribute to the vibrancy of the neighborhood and the city as a whole. The following projects exemplify the capabilities of our practice.

DOUGLASTON DEVELOPMENT

The Edge

The Edge represents one of the largest and most ambitious new construction mixed-use projects in the history of the City of New York. Taking advantage of the pioneering young market of Williamsburg, Brooklyn, the project occupies over seven prime acres along the East River, which supersedes a formerly derelict manufacturing site. The configuration of the respective buildings not only anchor a new waterfront community for Williamsburg, Brooklyn, but the towers embrace an eco-friendly design as the buildings host interior planted courtyards, connected by terraced gardens and tree-lined walkways. In addition to 565 LEED-Gold certified condominiums, the project included 347 moderate-income affordable rental apartments, 60,000 SF of retail, 509 parking spaces and 35,000 sf public esplanade including a water taxi pier totaling over 1.1 million square feet of total development.

PERKINS+WILL

Contemporaine

Contemporaine, a 15-story condominium building located at 516 North Wells in the River North neighborhood of downtown Chicago, consists of a four-story retail and parking base and an 11-story residential tower with 52 units. The project, designed by Ralph Johnson and Perkins+Will, is located in a vibrant section of the city and surrounded by mid-rise warehouses converted to residential use, low-rise retail, newer residential towers and the elevated tracks of the city's rapid transit system.

DOUGLASTON DEVELOPMENT
The Edge



22 N 6th St, Brooklyn, NY

DOUGLASTON DEVELOPMENT



DOUGLASTON DEVELOPMENT
The Edge



22 N 6th St, Brooklyn, NY

DOUGLASTON DEVELOPMENT
The Edge



22 N 6th St, Brooklyn, NY

PERKINS+WILL Contemporaine



225 W Ohio St, Chicago, IL

PERKINS+WILL Contemporaine



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PERKINS+WILL Contemporaine



225 W Ohio St, Chicago, IL

DOUGLASTON DEVELOPMENT
The Edge



22 N 6th St, Brooklyn, NY

DOUGLASTON DEVELOPMENT



420 Park Ave S, New York, NY

DOUGLASTON DEVELOPMENT



420 Park Ave S, New York, NY

DOUGLASTON DEVELOPMENT



420 Park Ave S, New York, NY

DOUGLASTON DEVELOPMENT



420 Park Ave S, New York, NY

DOUGLASTON DEVELOPMENT



420 Park Ave S, New York, NY

PERKINS+WILL 5th and Madison



909 5th Ave, Seattle, WA

DOUGLASTON DEVELOPMENT



420 Park Ave S, New York, NY

DOUGLASTON DEVELOPMENT



420 Park Ave S, New York, NY

DOUGLASTON DEVELOPMENT

420 Park Ave S.

420 Park Avenue S. in New York City is ideally located in Manhattan's NoMad district, just steps away from Broadway shows in Times Square, beautiful urban gardens in Gramercy Park, fine dining around Madison Square Park and shopping in Union Square. The hotel offers downtown edge with an uptown sensibility, boasting luxury rooms and remarkable suites, most with lofty ceilings. A three-story atrium lobby showcases striking herringbone granite floors, an oversized fireplace, and dramatic Aubergine chandeliers. In addition to a signature rooftop pool, ideal for sunbathing and city-escape daydreaming, 420 Park Avenue S. also offers a bi-level rooftop bar and lounge, a spa complete with transformational healing therapies and yoga classes, a state-of-the-art gym and more.

PERKINS+WILL*

5th and Madison

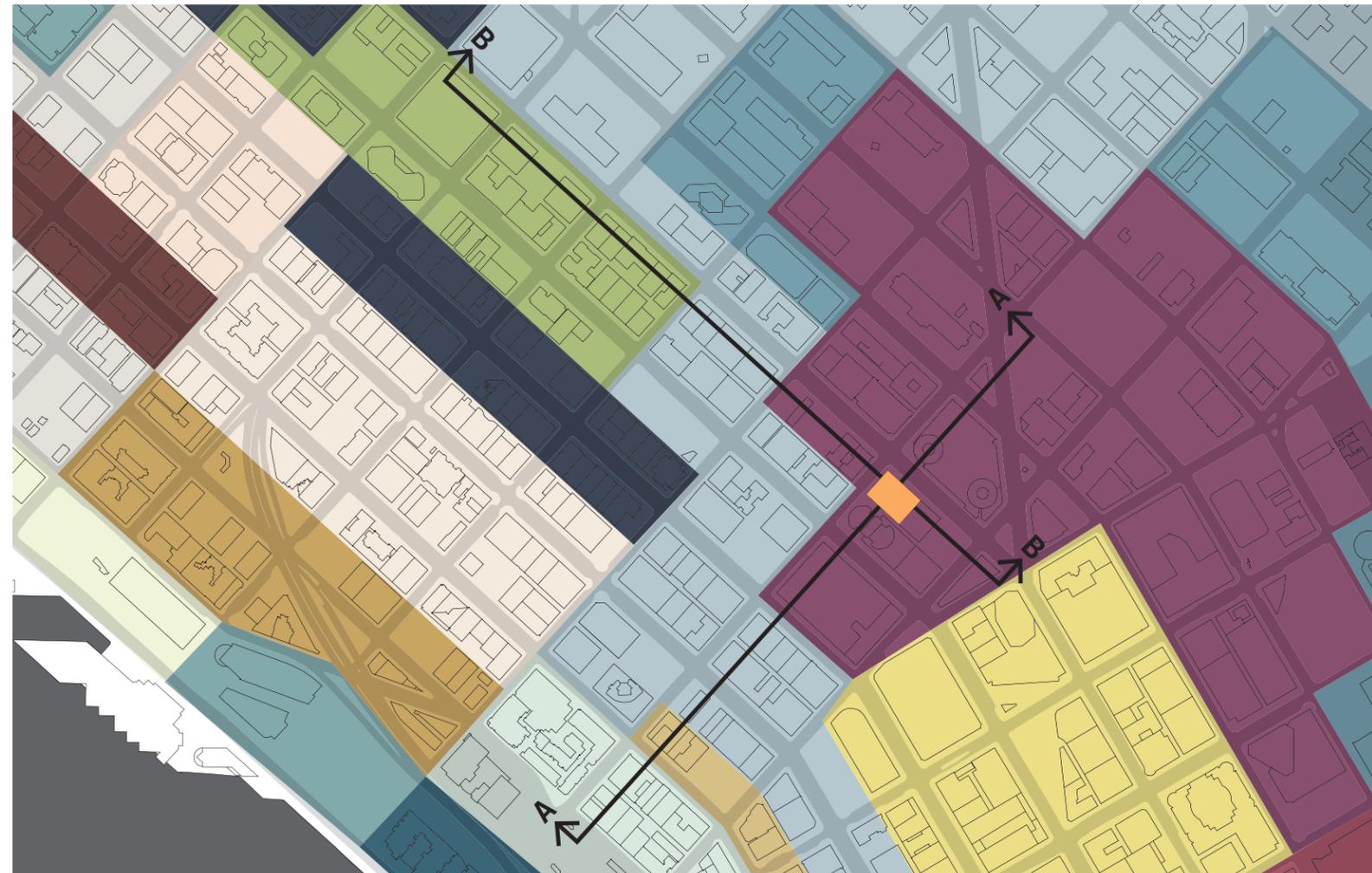
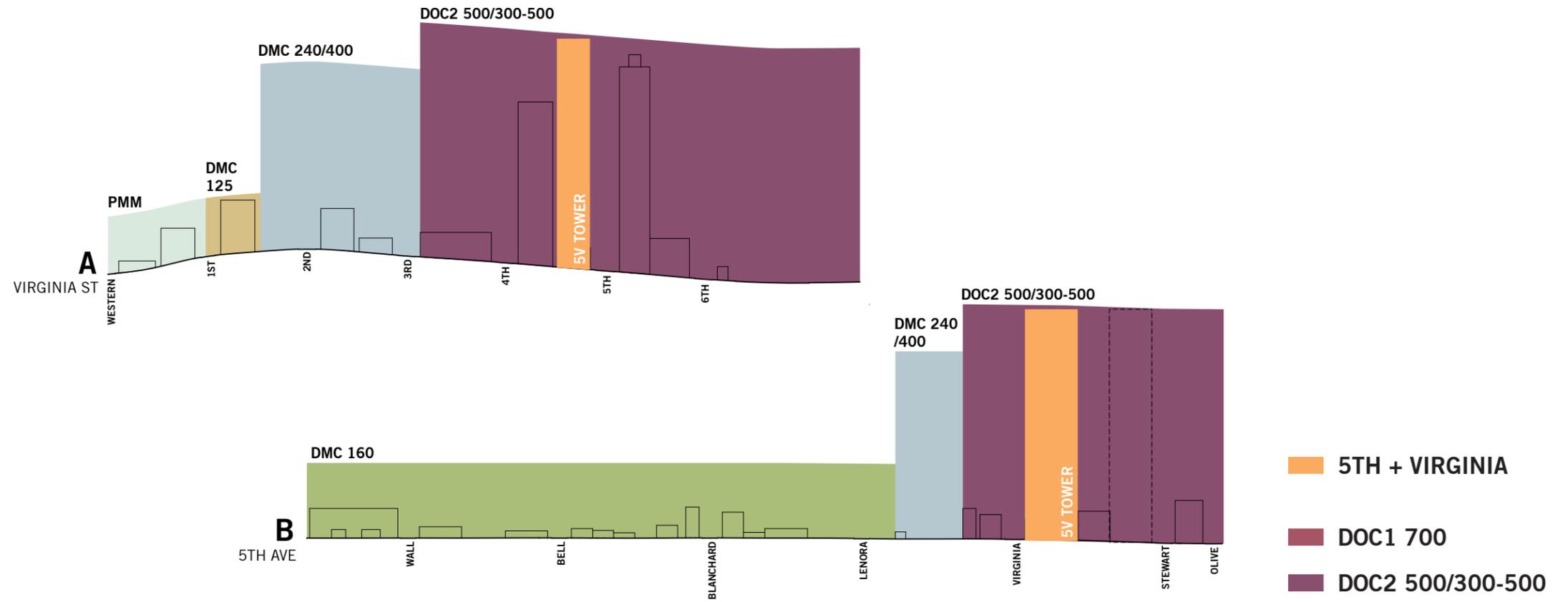
The project is one of the first in the country to be designed to LEED Gold standards for an entire block. The plan of the residential tower optimizes resident privacy and views by limiting each of the 24 floors to a maximum of six units. The project continues to be a case study for forward thinking urban re-development in downtown Seattle and has received various awards.

*909 5th Ave was acquired by Perkins+Will. Brad Hinthorne and Erik Mott were principals on the project.

ZONING SUMMARY

The site is composed of three lots on the northeastern half of the block, bounded by 5th Avenue, Virginia Street, 1919 5th Ave, and the alley. These three lots total a buildable site area of 108' x 150'. Site constraints include: a 2' alley widening, upper level development limits, and residential floor plate limits.

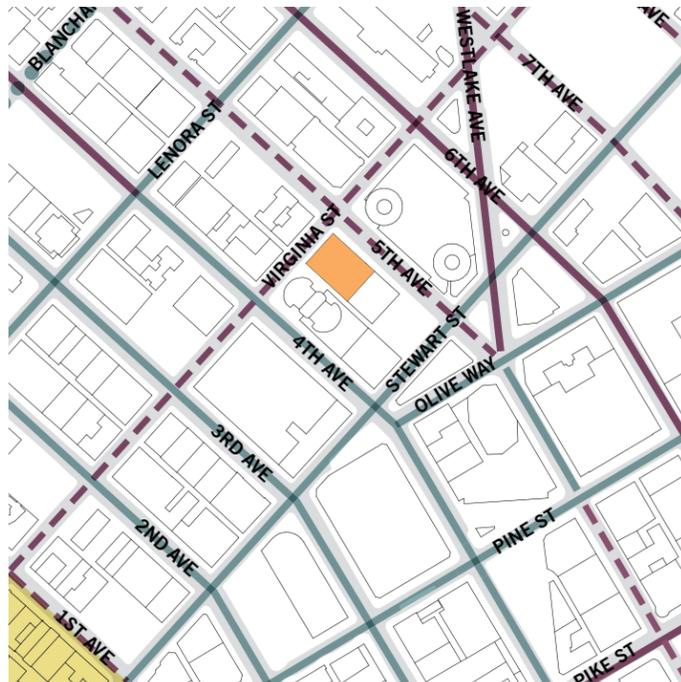
The site is located within the DOC2 500/300-500 zone, near a mid-point of the region's topographical peak which serves as the gateway to the Belltown neighborhood. Belltown stretches northwest of the Central Business District to the base of Queen Anne. As with many other neighborhoods of Seattle, its relatively flat terrain was originally a steep hill that was taken down as part of the massive regrade project from 1902-1911. Now, with the exception of steep grades at the harbor's edge, Belltown has one of the flattest terrains of any Seattle



- 5TH + VIRGINIA
- DOC1 700
- DOC2 500/300-500
- DMC 340/400
- DMC 240/400
- DRC 85/150
- DMC 125
- PMM
- DMC 160
- DH2 55
- DH2 85
- DH2 65
- DMR/C 85/65
- DMR/C 125/65
- DMR/R 125/65
- DMR/R 240/65
- DMR/R 85/65
- DM/R 125/65
- DMR/C 240/125

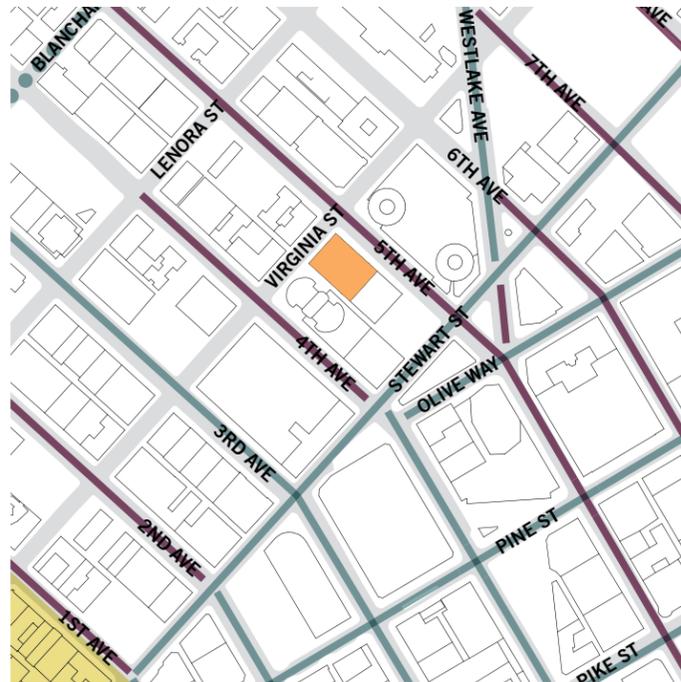


STREET CLASSIFICATIONS



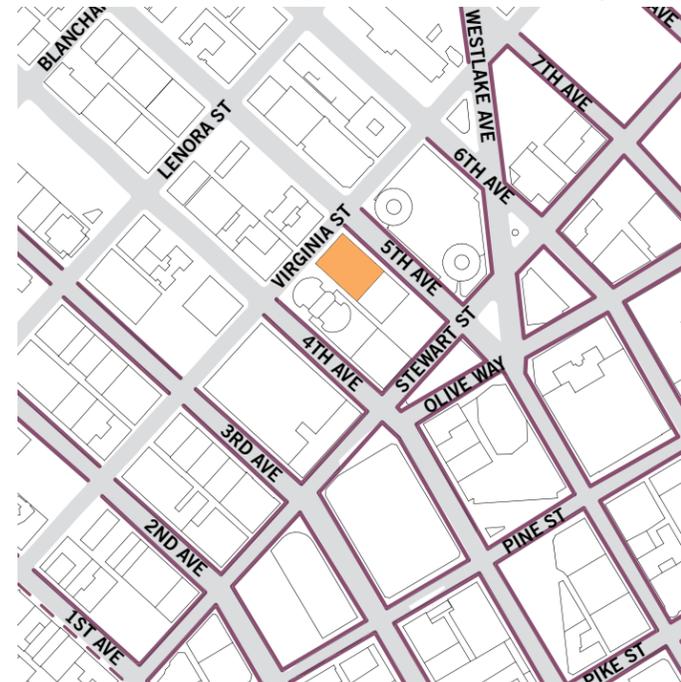
- 5TH + VIRGINIA
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- PRINCIPAL TRANSIT STREET
- GREEN STREET
- SPECIAL REVIEW

SIDEWALK WIDTHS



- 5TH + VIRGINIA
- 18'
- 15'
- VARIABLE
- SPECIAL REVIEW / HISTORIC
- UNMARKED STREETS = 12'

STREET LEVEL USES REQUIRED



- 5TH + VIRGINIA
- STREET-LEVEL USES REQD
- SPECIAL REVIEW

SITING REQUIREMENTS

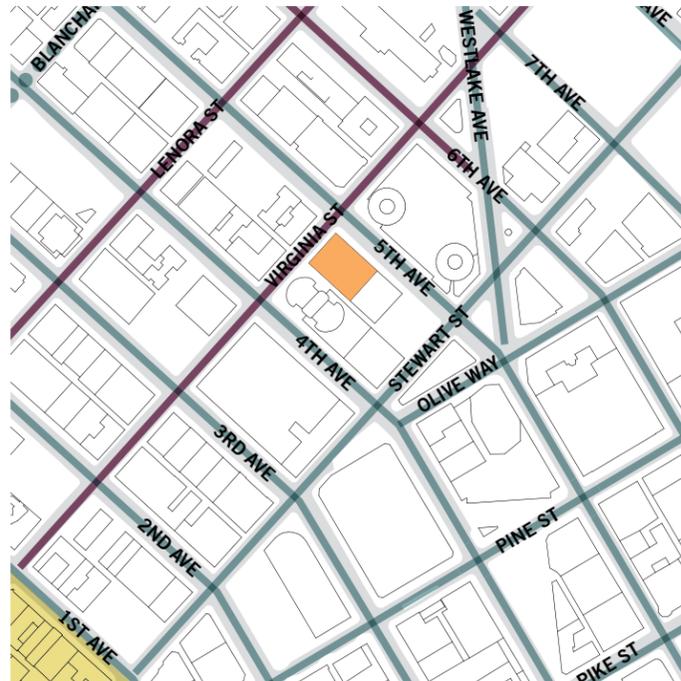
The site is located within the DOC2 500/300-500 zone. 5th Avenue is a Class I Minor Arterial Street, with street level uses required, property line facades required, and a 15' sidewalk depth requirement. Virginia Street is a Class II Minor Arterial Street, with no street level uses required, no property line facades required, and a 12' sidewalk depth requirement.

PUBLIC AMENITY FEATURES



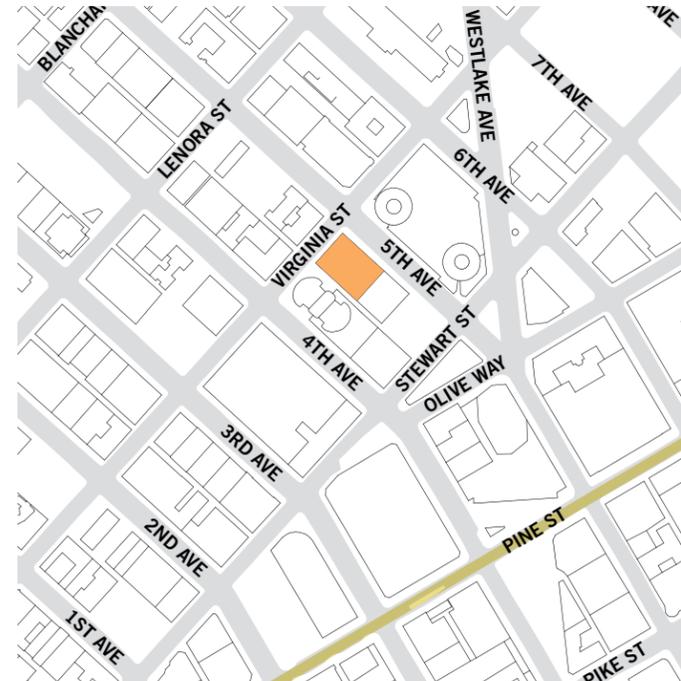
- 5TH + VIRGINIA
- SHOPPING CORRIDOR BONUS
- MAJOR RETAIL (FAR EXEMPT)
- HILLSIDE TERRACE

PEDESTRIAN STREET CLASSIFICATIONS



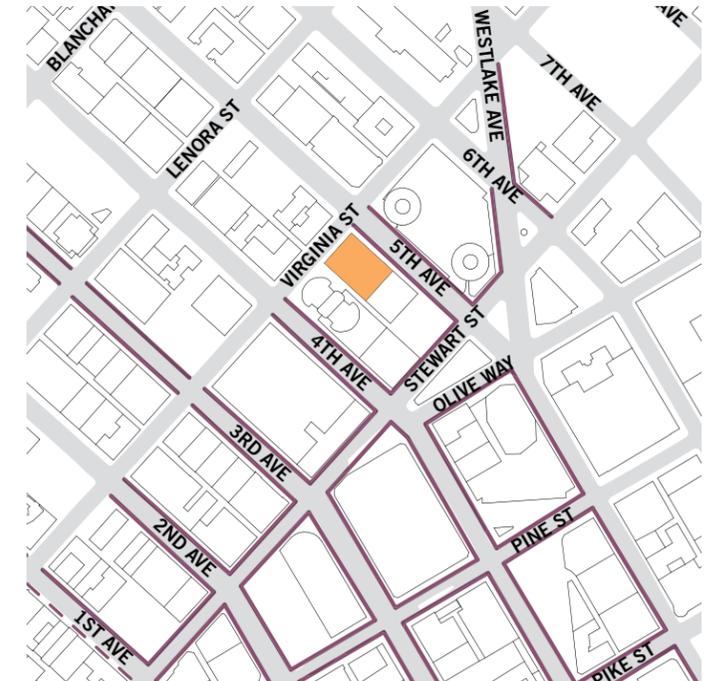
- 5TH + VIRGINIA
- CLASS I
- CLASS II
- GREEN STREET
- SPECIAL REVIEW

VIEW CORRIDORS



- 5TH + VIRGINIA
- VIEW CORRIDOR
- CORRIDOR WITH SETBACKS

PROPERTY LINE FACADES



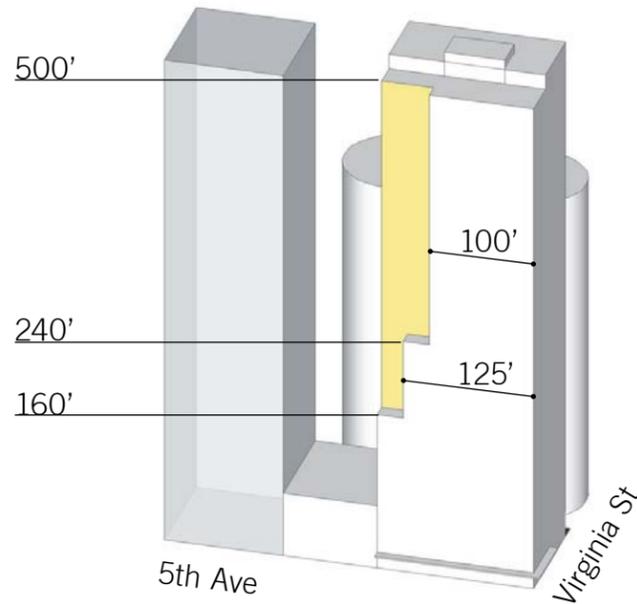
- 5TH + VIRGINIA
- PROPERTY LINE FACADES REQD
- SPECIAL REVIEW

ZONING SUMMARY

DOC2 500/300-500
 Belltown Urban Center Village
 Occupancy R-1 and R-2
 Construction Type 1A

NOTE: These are some key zoning elements, but are not a comprehensive or verbatim citation of the applicable code. More detailed zoning code compliance is evaluated during DPD zoning review after MUP application.

Tower spacing other than building code: the zoning code has a provision for spacing for structures over 160 ft in DMC zones (SMC 23.49/058.E). This project is in the DOC2 zone, and no spacing requirements other than building code apply.

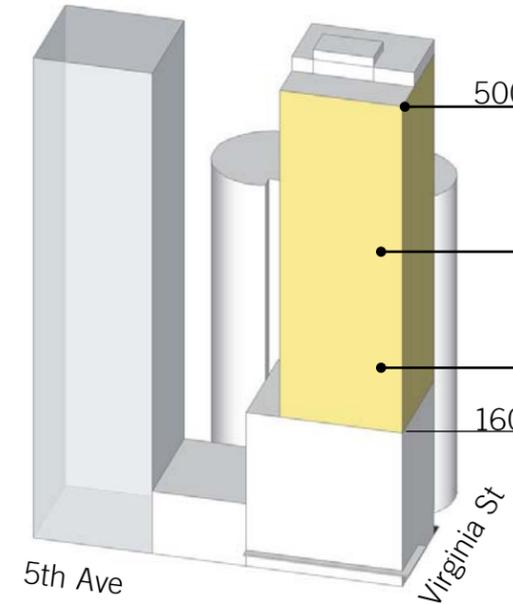


FACADE MODULATION

Only required for non-residential

Table 23.49.058A

Maximum length of unmodulated facade within 15' property line:
0' to 85' elevation (No limit)
86' to 160' elevation (155' limit)
161' to 240' elevation (125' limit)
241' to 500' elevation (100' limit)



FLOOR AREA LIMITS

23.49.008A Structure Height

500' maximum residential height limit with bonus (23.49.015).

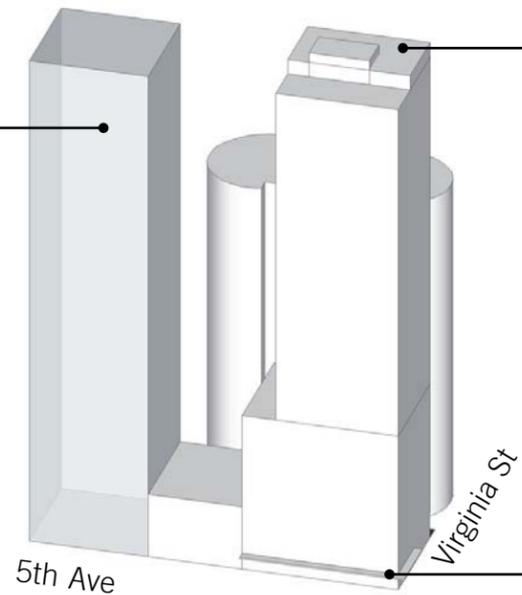
23.49.058 Floor Area Limits

Area and width limits for residential portions of a tower above 160'.

23.49.058E

When the building height exceeds the base limit, the average residential gross floor area limit is 12,700 SF. The maximum residential floor area for any story is 16,500 SF.

General massing of tower proposed at 1903 5th Ave. MUP #3018037; 1 EDG held.



GROUND PLANE AND ROOFTOP

23.49.008D Rooftop Features

Allowed to exceed height limit by 15':

1. Stair penthouses
2. Covered / enclosed recreation area
3. Mechanical equipment

Allowed to exceed height limit by 25':

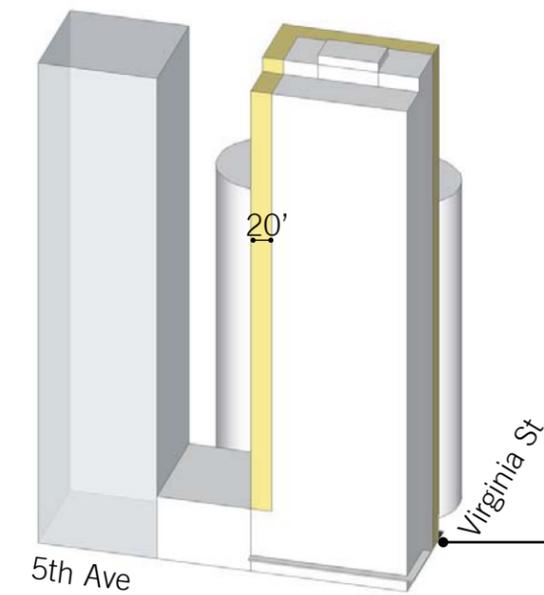
1. Elevator penthouses*

Coverage is limited to 55% of roof area.

*an additional 10' is allowed for a cab more than 8' high, or if providing access to usable open space.

23.49.018A-E Weather Protection

Continuous overhead weather protection must be provided at a minimum of 10' above the height of the sidewalk and a maximum of 15', for a horizontal distance of 8' measured from the building. Adequate lighting must also be provided.



FIRE SEPARATION DISTANCE

Table 705.8

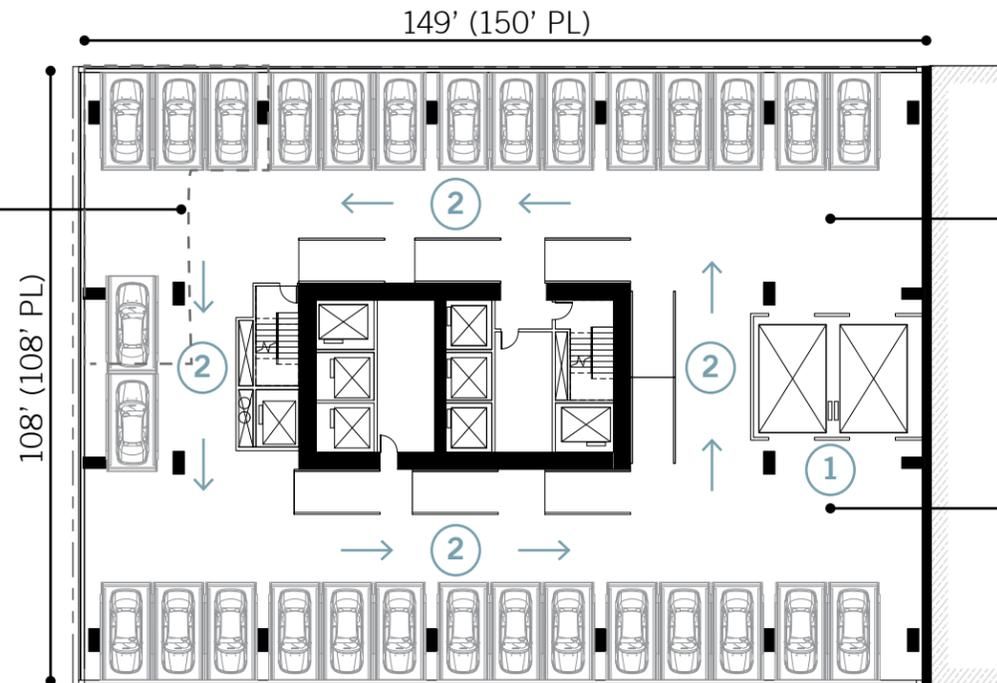
Maximum area of exterior wall openings based on fire separation distance:
0' to 3' distance (Not permitted)
3' to 5' distance (5% area allowed)
5' to 10' distance (25% area allowed)
10' to 15' distance (45% area allowed)
15' to 20' distance (75% area allowed)
20' + (No limit)

Alley Widening

2' setback for alley widening is required for a height of 26'.

23.49.019B Parking Location

On Level 4, 30% separated use per 23.49.019.B.2.a.2.



ABOVE GRADE PARKING PLAN (LEVEL 3 ONLY)

23.54.030B Parking Spaces

A minimum of 60% of the parking spaces shall be designated for medium vehicles. The remaining 40% may be designated for any size.

23.49.019B Parking Location

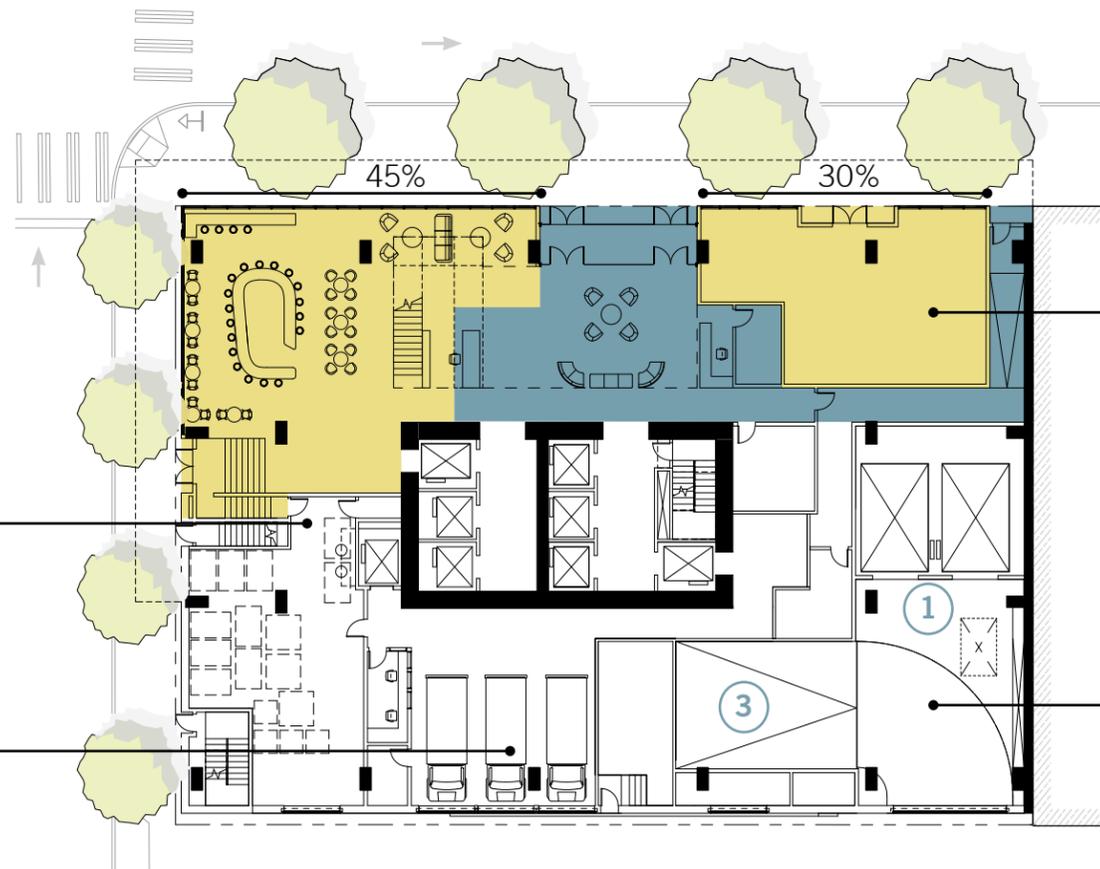
There is no limit on the number of stories permitted above grade if they are separated along the street front by another use. Screening is required.

23.49.019.B.2.a. 1-3: In brief: Lots under 30 ksf (this site is eligible) may have a maximum of 4 levels of parking above the first story, if they have at least 4 levels below grade of equivalent capacity (this proposal has 6). Any parking above the third level must have a separating use, preferably at the corner if a corner site.

NOTE: See pages 36-37 for program diagrams.

KEY:

- 1. CAR ELEVATORS (VALET ONLY)
- 2. VALET ONLY, ONE WAY AISLES
- 3. RAMP DOWN TO NON-HOTEL PARKING



GROUND LEVEL PLAN

23.49.009B Street Level Uses

75% of 5th Ave facade should be activated by uses such as retail, eating and drinking establishments, and general sales and services. There is no requirement on Virginia St, but 50% of this facade is also activated.

23.54.030D Driveways

Max. 15% slope, unless the topography makes that slope infeasible, and the additional slope is the least amount necessary to accommodate the conditions on the lot.

23.54.040 Trash and Recycling

Area based on number of residential units, and square footage of non-residential uses. Garbage can be shared between residential and non-residential in mixed-use, but recycling must remain separate.

23.54.035 Loading Berth Requirements

60,001 - 160,000 GSF = 2 berths required

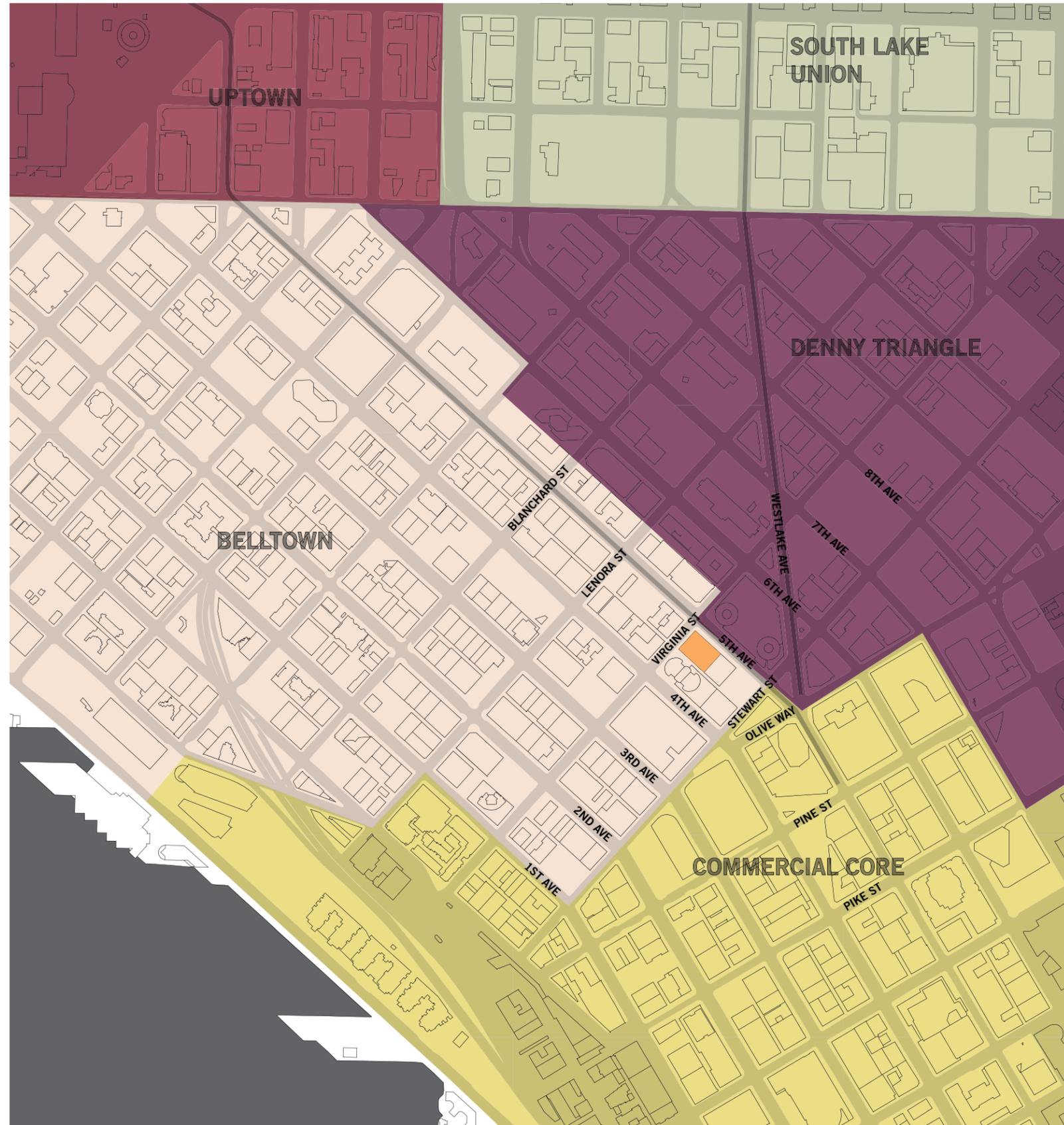
10,000 - 60,000 GSF = 1 berth required

For multiple establishments, add square footages together to determine number of berths.

URBAN VILLAGES

The site is located in the Belltown neighborhood of downtown Seattle, near edges of the Commercial Core and Denny Triangle neighborhoods.

Belltown is the northern neighborhood of downtown Seattle. Belltown is an eclectic and diverse neighborhood. This characteristic permeates the neighborhood in many ways. It is Seattle's densest residential community, and, as an arts center, a shopping and dining destination, and a home to a wide variety of businesses, this diversity takes form in the neighborhood's social and cultural fabric. It is also reflected in the built environment through its architecture, public art and other street amenities.

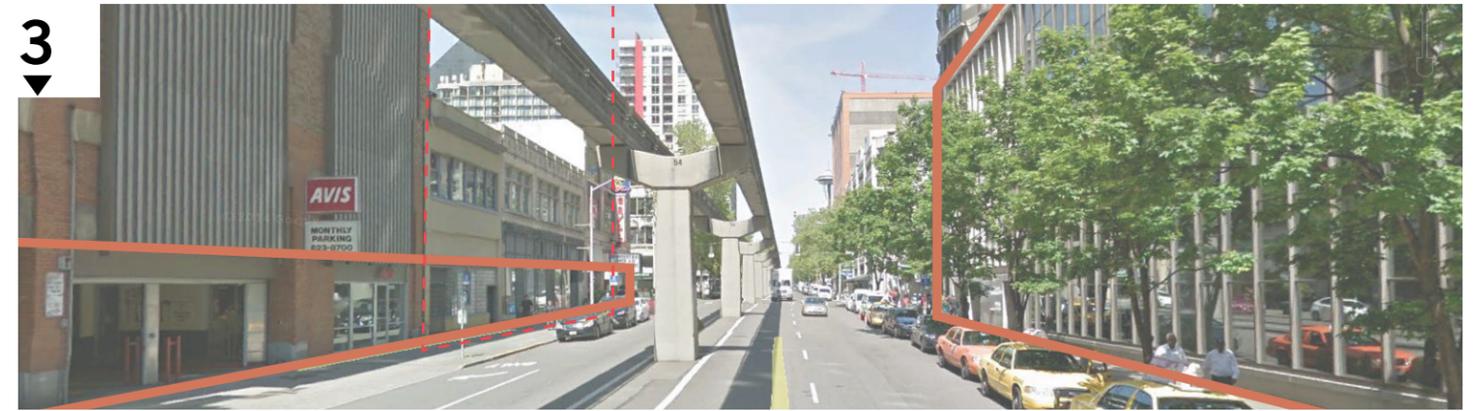
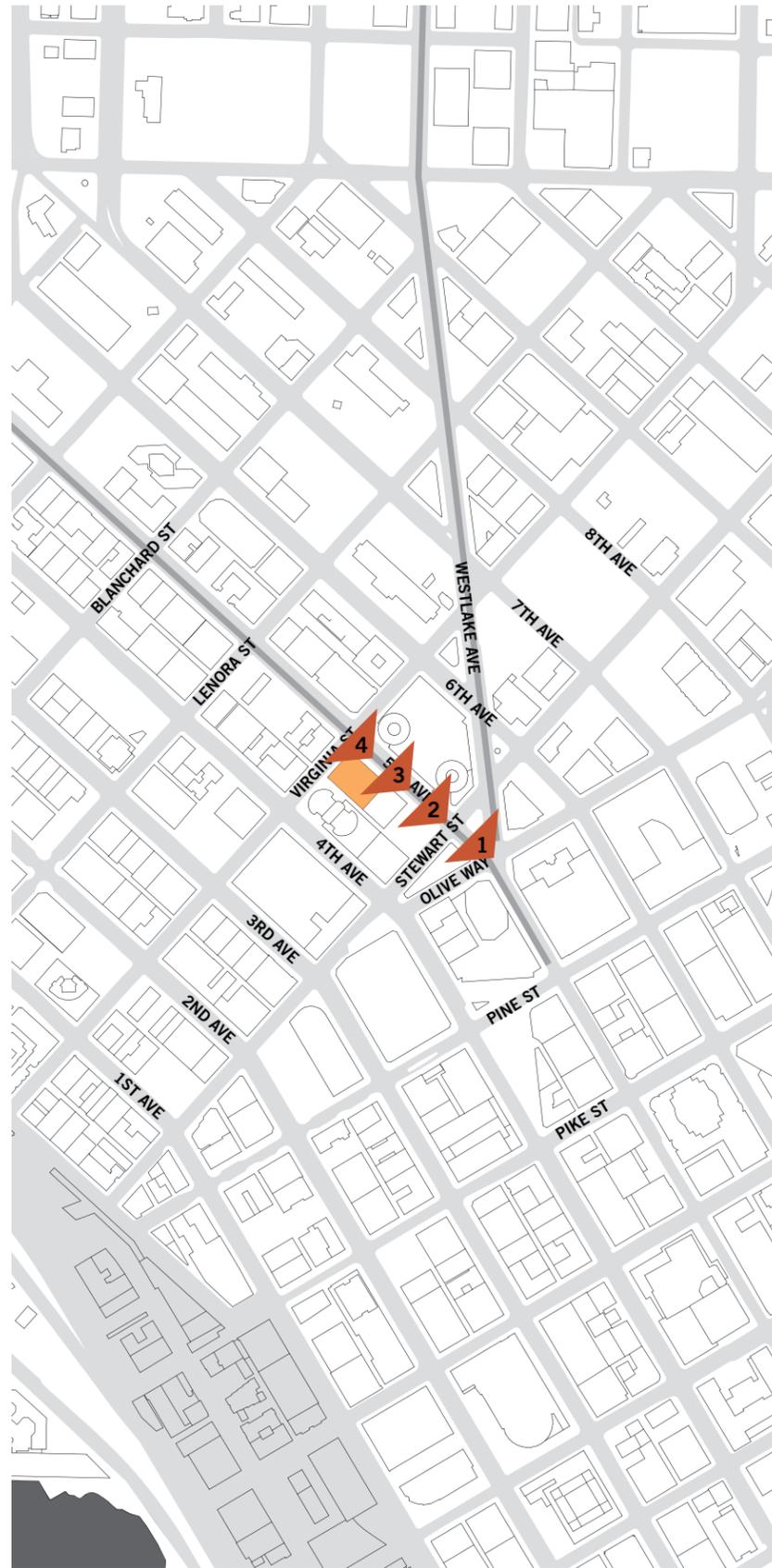




STREET FRONTAGES

The current state of 5th Avenue is the “back door” to the city’s retail core and historic Pike Place Market region of the waterfront. It is a place that needs development that will celebrate the monorail, and transform this area from something dark and forbidding to a pedestrian friendly, active zone.

With initiatives such as the Emerald Mile, the Belltown community recognizes the need for redevelopment. The project at 5th and Virginia will contribute by enhancing the pedestrian experience.





STREET FRONTAGES



SEATTLE SKYLINE VIEW





AERIAL SITE VIEWS





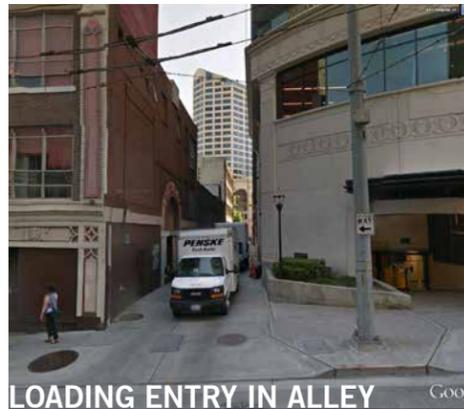
9 BLOCK AERIAL PHOTO



VIEW FROM THE NORTHEAST



VIEW FROM THE NORTHWEST



- 5TH + VIRGINIA
- CARS / TAXIS
- LOADING
- MONORAIL / STREETCAR
- BUS
- PROTECTED BIKE LANES (RECOMMENDED)
- IN-STREET BIKE LANES (RECOMMENDED)
- PEDESTRIANS

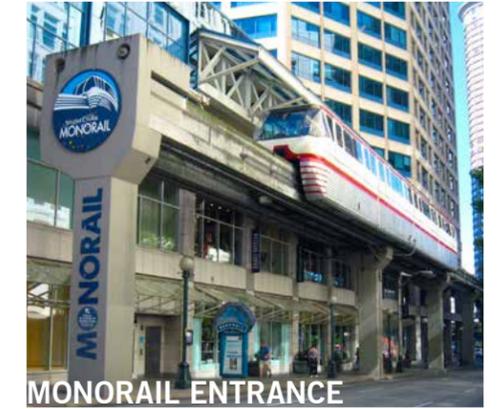
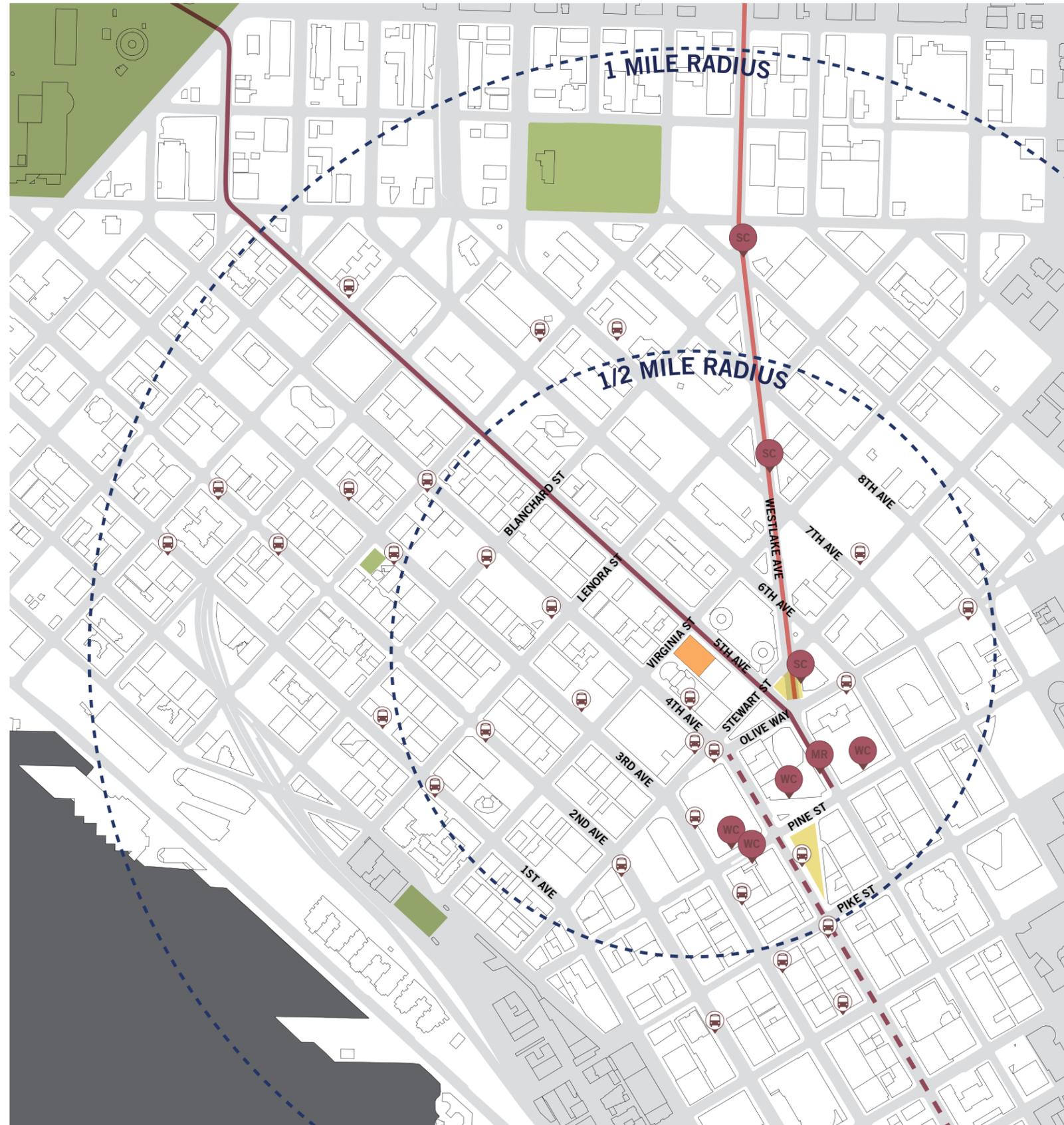
SITE ACCESS

Pedestrian access to the site is facilitated by nearby transit hubs. Two blocks away is Westlake Center, a major bus terminal with connection to SeaTac Airport, and approximately one block away, the South Lake Union Streetcar has its first stop. Commuting or exploring Seattle via bike will become even easier as the city proposes to install protected bike lanes and in-street bike lanes around the site. Taxis, cars, and service trucks will most likely approach from Virginia Street or 5th Avenue. Service trucks can enter the alley from the Virginia Street side for loading, while cars will be directed down 5th Avenue to enter the alley from Stewart Street for self-parking access. Cars using the valet service will pause along 5th Avenue, and drivers will continue down 5th Avenue to access the valet elevators from the alley using the Stewart Street entrance.

WALKABLE COMMUNITY

The site has access to major public transit stops including the South Lake Union Streetcar, Monorail, and the Westlake Transit Tunnel. The site is within close proximity to many of Seattle's landmarks. Pike Place Market, Seattle Center, the Olympic Sculpture Park, the Convention Center, and countless downtown restaurants, shops and theatre venues are a 30 minute walk or less.

The proposed building will improve the pedestrian experience along 5th Avenue and Virginia Street by increasing transparency at the street frontage through the activation of vibrant retail space. The facades along 5th and Virginia will create visual interest through articulation for pedestrians and passengers on the Monorail. Additionally, the project will improve pedestrian safety by providing overhead weather protection, improved lighting, and remediated curb cuts.



- 5TH + VIRGINIA
- PARK
- PLAZA
- MONORAIL
- STREETCAR
- BUS TUNNEL
- BUS STOP
- WESTLAKE ENTRY
- MONORAIL ENTRY
- SLU STREETCAR STOP





OLYMPIC SCULPTURE PARK



PARAMOUNT THEATER



PIKE PLACE MARKET



SEATTLE OPERA



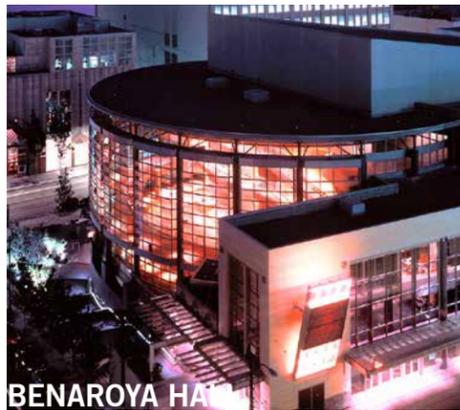
SEATTLE CENTER



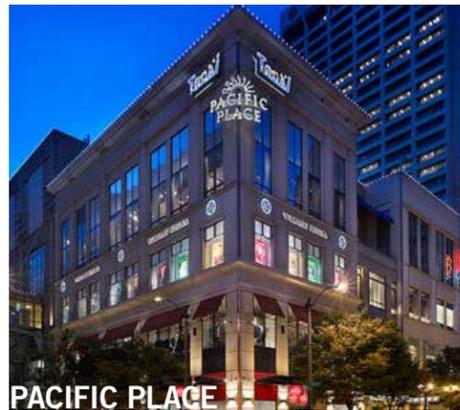
SEATTLE ART MUSEUM



WATERFRONT



BENAROYA HALL



PACIFIC PLACE



LOCAL AMENITIES

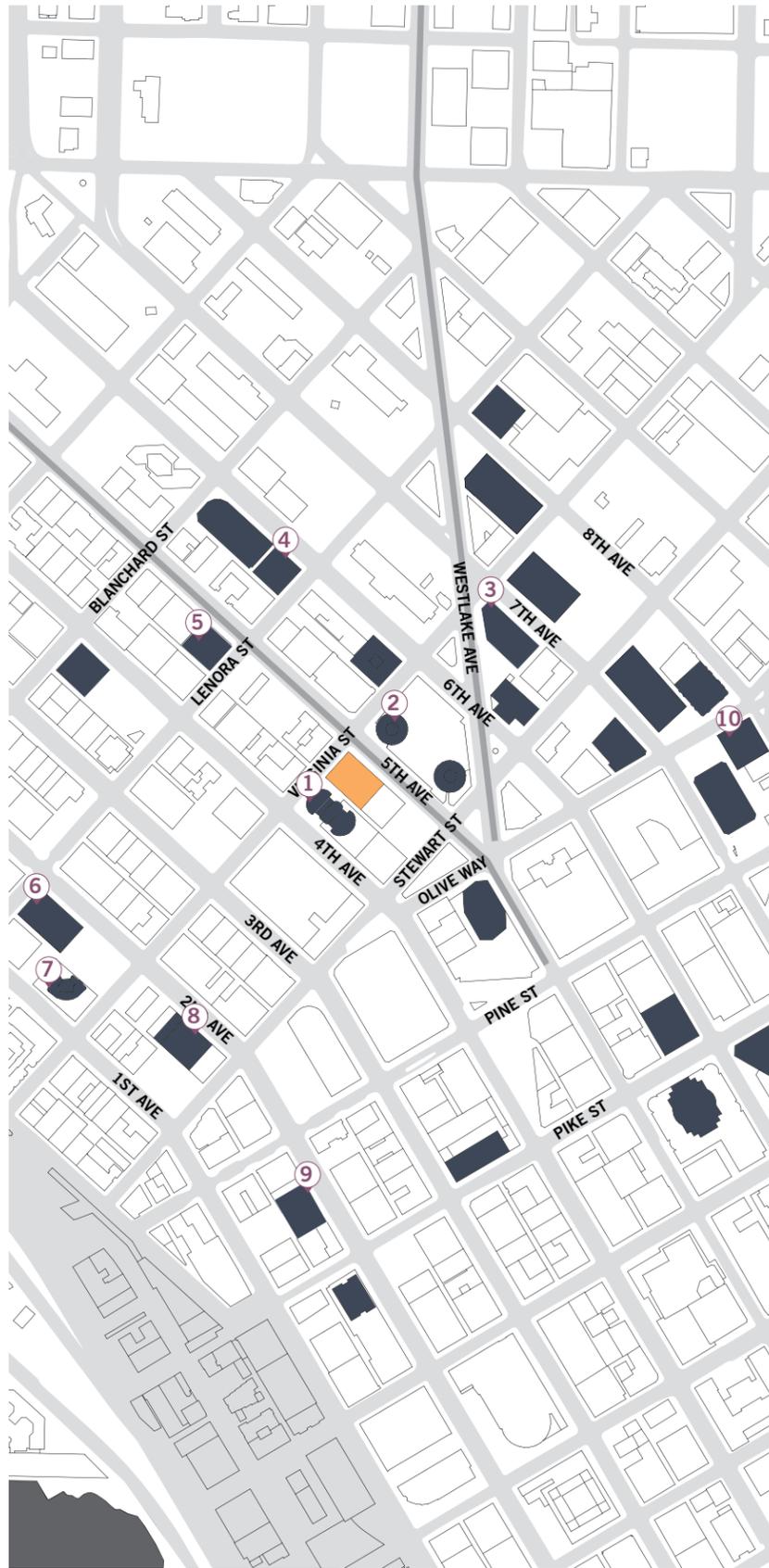
The site is located between the retail core of downtown and the heart of Belltown which boasts exceptional local fare, music venues, and nightlife. The five most common uses that surround the site are: residential, office, entertainment, retail, and parking. The proposed project would contribute to this growing fabric by providing high-end retail, a boutique hotel, upscale residential units, a rooftop amenity, and two luxury amenity floors for hotel guests and residents.

Pacific Place is within walking distance, and boasts amenities such as restaurants, a movie theatre, and retail stores like Michael Kors, J.Crew, Tiffany and Co., Coach, and Barneys New York. Also nearby is Macy's and Nordstrom. The Central Business District contains amenities such as the 5th Avenue Theatre, Benaroya Hall, and the Seattle Art Museum. Seattle Center is home to the Space Needle, the Experience Music Project, Chihuly Gardens and Glass, the Pacific Science Center, the Seattle Opera, and the Pacific Northwest Ballet. The neighborhood is also enriched by the Olympic Sculpture Park, Pike Place Market, and the Waterfront.

EXISTING STRUCTURES

The dynamic of Belltown is changing. With increased demand for mixed-use towers, the area is seeing a growth of new construction.

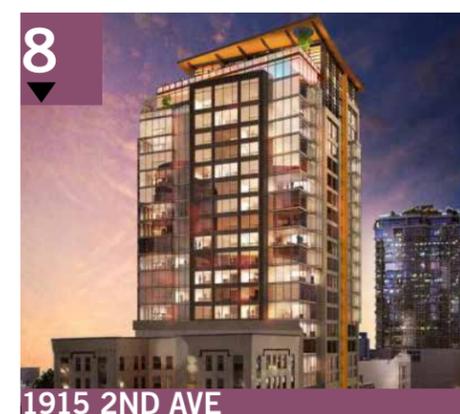
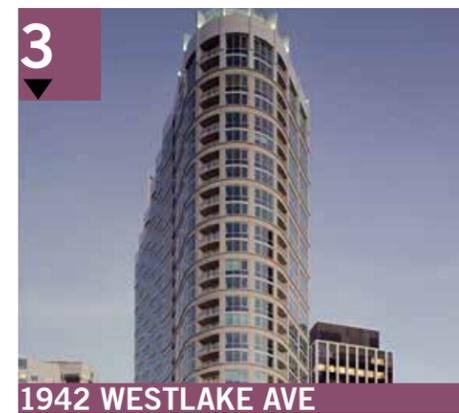
As part of this growing urban area, the 5th and Virginia project maximizes the development potential of the site, while being respectful of the ground plane and views to the waterfront, Space Needle, Lake Union, and Mount Rainier.



EXISTING STRUCTURES KEY:

- 1. ESCALA
- 2. THE WESTIN
- 3. METROPOLITAN TOWER
- 4. VIA 6
- 5. THE MARTIN
- 6. CRISTALLA
- 7. ONE PACIFIC
- 8. VIKTORIA
- 9. 1521 TOWER
- 10. OLIVE 8

5TH + VIRGINIA
 EXISTING TOWERS





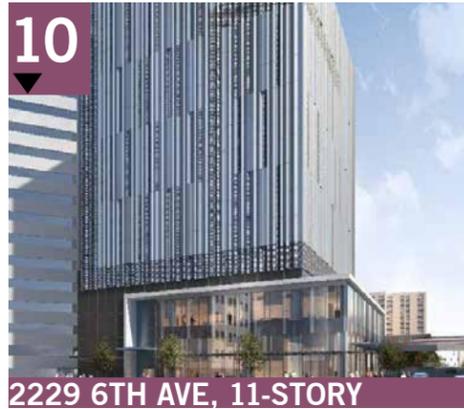
588 BELL ST, 40-STORY



204 PINE ST, 39 STORIES



2105 2ND AVE, 39-STORY



2229 6TH AVE, 11-STORY



2031 3RD AVE, 31-STORY



1931 2ND AVE, 16-STORY



2021 7TH AVE, RUFUS 2.0



1903 5TH AVE, 50-STORY



1900 1ST AVE, 11-STORY



2116 4TH AVE, 40-STORY



1613 2ND AVE, 39-STORY



5TH + VIRGINIA
PROPOSED TOWER SITES

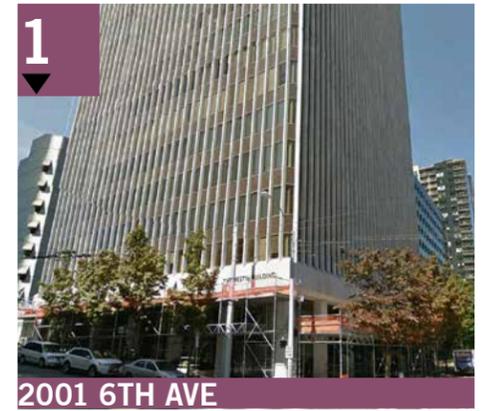
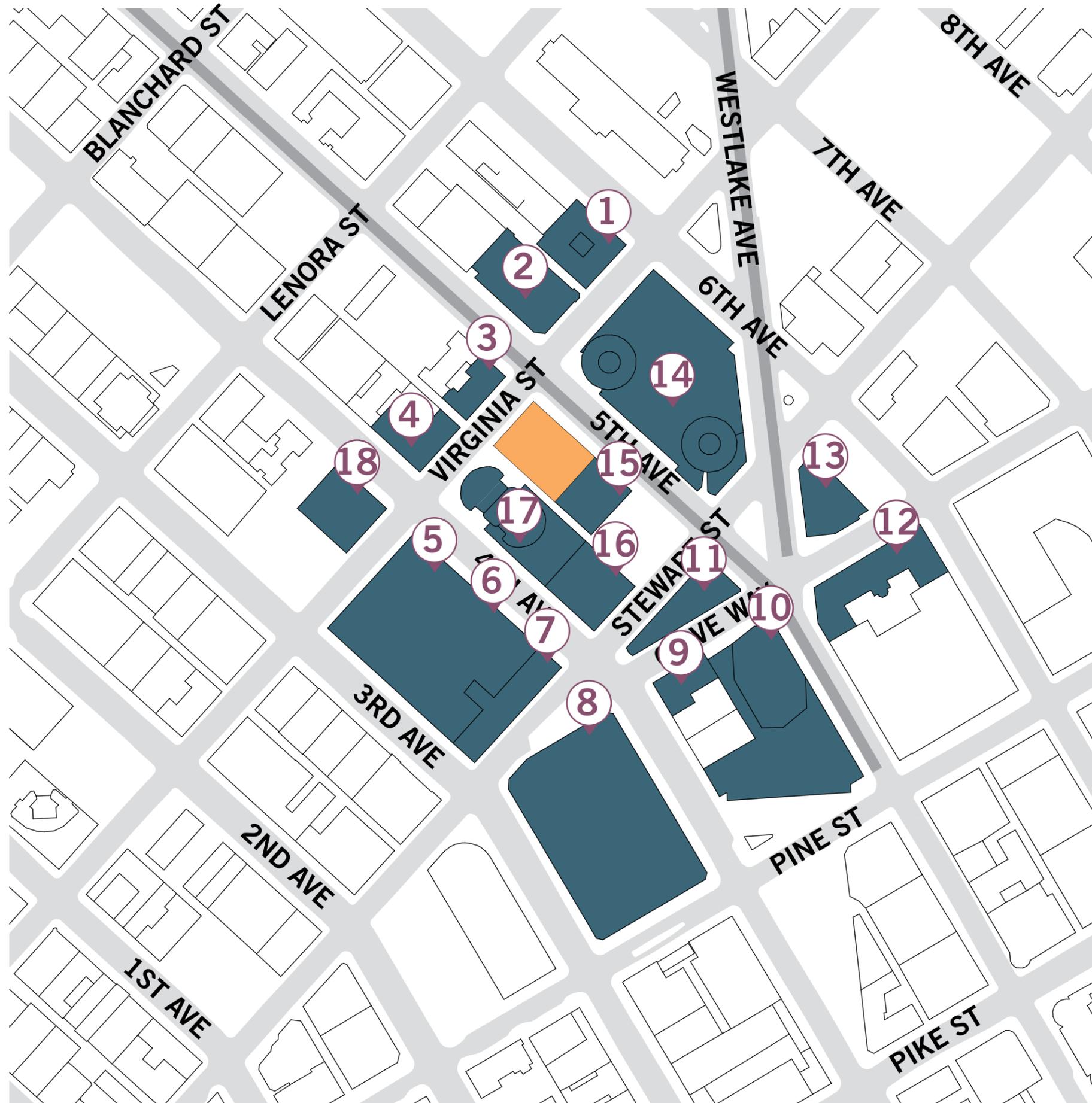
PROPOSED STRUCTURES

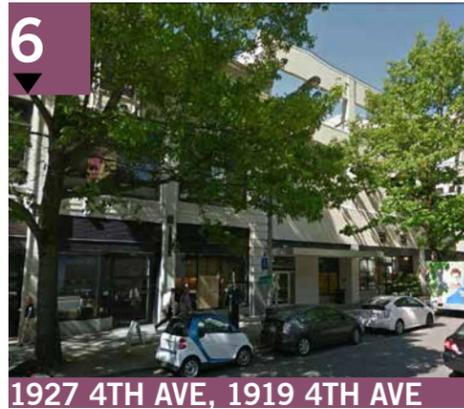
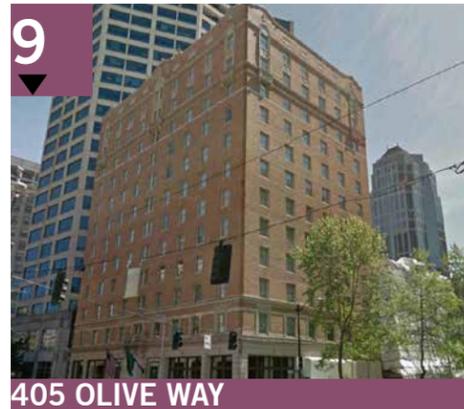
New development will extend South Lake Union to the edge of Belltown along 7th Avenue with the new Amazon project, "Rufus 2.0." The heart of Belltown is also developing as it approaches the downtown business district. Projects include residential towers, office towers, and data centers.

USES:

1. RESIDENTIAL #3007605
2. HOTEL #3017317
3. HOTEL + RESIDENTIAL #3008499
4. RESIDENTIAL #3016702
5. RESIDENTIAL #3014773
6. RESIDENTIAL #3018686
7. HOTEL + RESIDENTIAL #3018037
8. RESIDENTIAL #3009145
9. RESIDENTIAL #3020315
10. OFFICE / DATA CENTER #3018131
11. OFFICE #3015022, #3013151, #3013153, and #3013154

9 BLOCK STRUCTURES





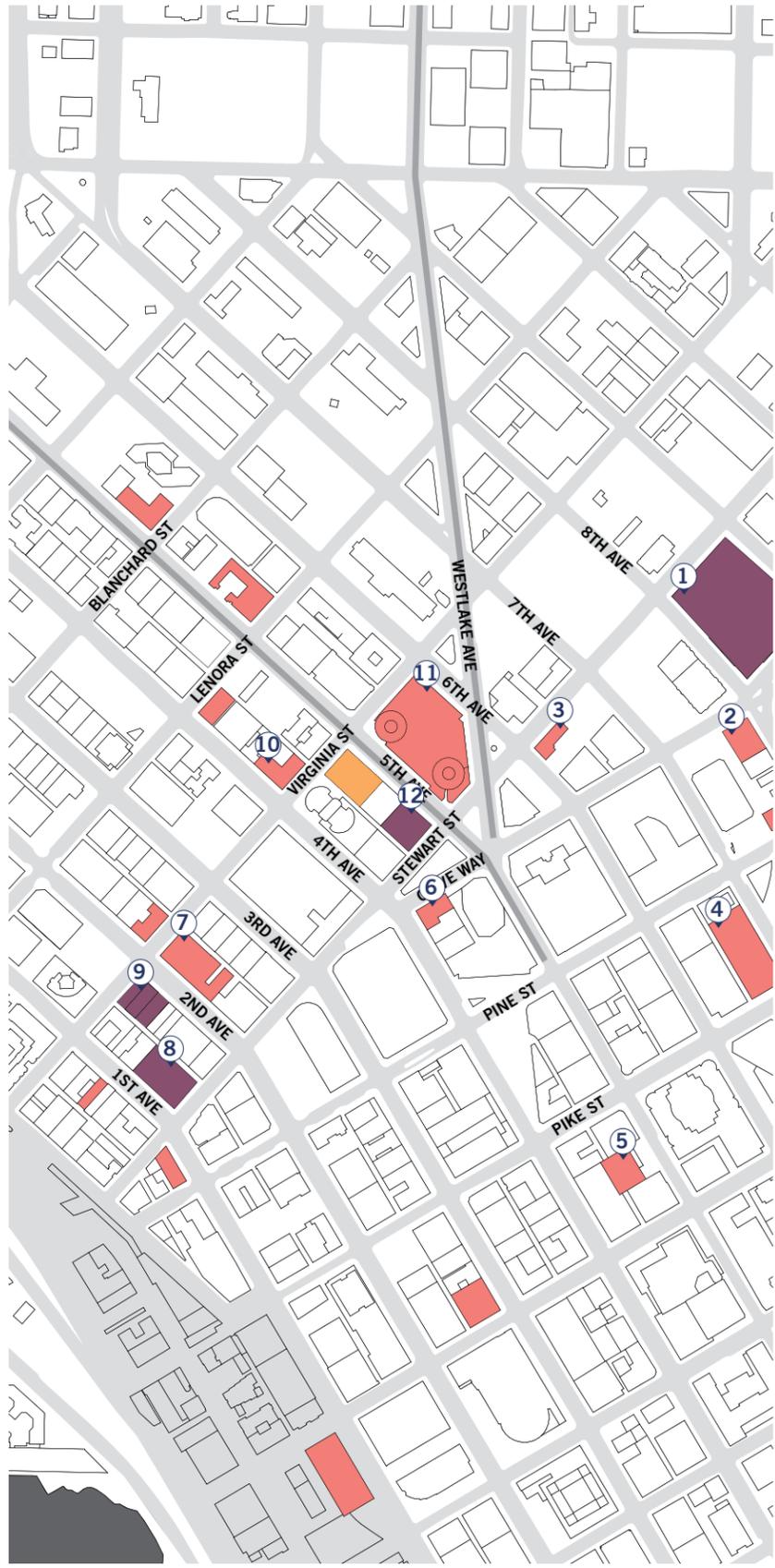
9 BLOCK STRUCTURES

USES:

- 1. OFFICE
- 2. PARKING
- 3. OFFICE
- 4. HOTEL
- 5. RETAIL AND PARKING
- 6. RETAIL
- 7. OFFICE
- 8. RETAIL
- 9. HOTEL
- 10. RETAIL, OFFICE AND TRANSIT HUB
- 11. RETAIL AND OFFICE
- 12. OFFICE
- 13. RETAIL, PLAZA AND TRANSIT HUB
- 14. HOTEL
- 15. RETAIL
- 16. RETAIL
- 17. RESIDENTIAL AND RETAIL
- 18. RETAIL AND OFFICE

HOTELS NEARBY

The surrounding hotels are a mixture of new construction, renovation, and historic structures. While differing in aesthetic, they also address point-of-entry in various ways. The 5th and Virginia project will emphasize the northeast corner of the site and activate 5th Avenue. With a sophisticated, contemporary approach, the entry will become a destination, with the two-story volume featuring a restaurant and bar becoming a feature of the northeast corner.



HOTEL KEY:

1. CONVENTION CENTER
2. HYATT AT OLIVE 8
3. HOTEL MAX
4. THE ROOSEVELT
5. MOTIF
6. MAYFLOWER PARK
7. THE MOORE
8. THOMPSON SEATTLE
9. HOTEL CLARE
10. HOTEL ÅNDRA
11. THE WESTIN
12. STANFORD HOTELS



807 STEWART STREET



1415 5TH AVENUE



1931 2ND AVENUE



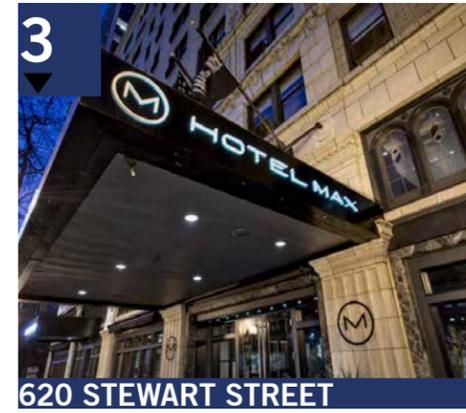
1635 8TH AVENUE



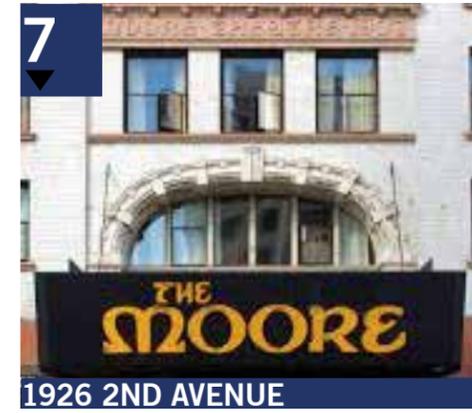
405 OLIVE WAY



2000 4TH AVENUE



620 STEWART STREET



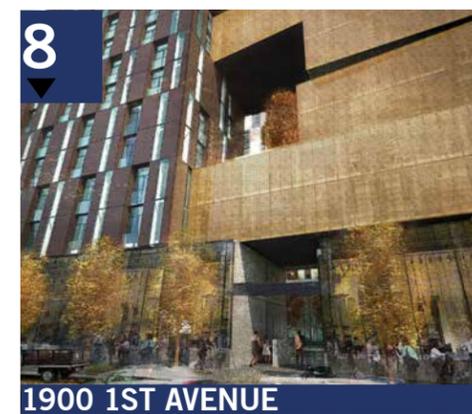
1926 2ND AVENUE



1900 5TH AVENUE



1531 7TH AVENUE



1900 1ST AVENUE



1903 5TH AVENUE





2105 5TH AVE - DETAIL VIEW



2105 5TH AVE



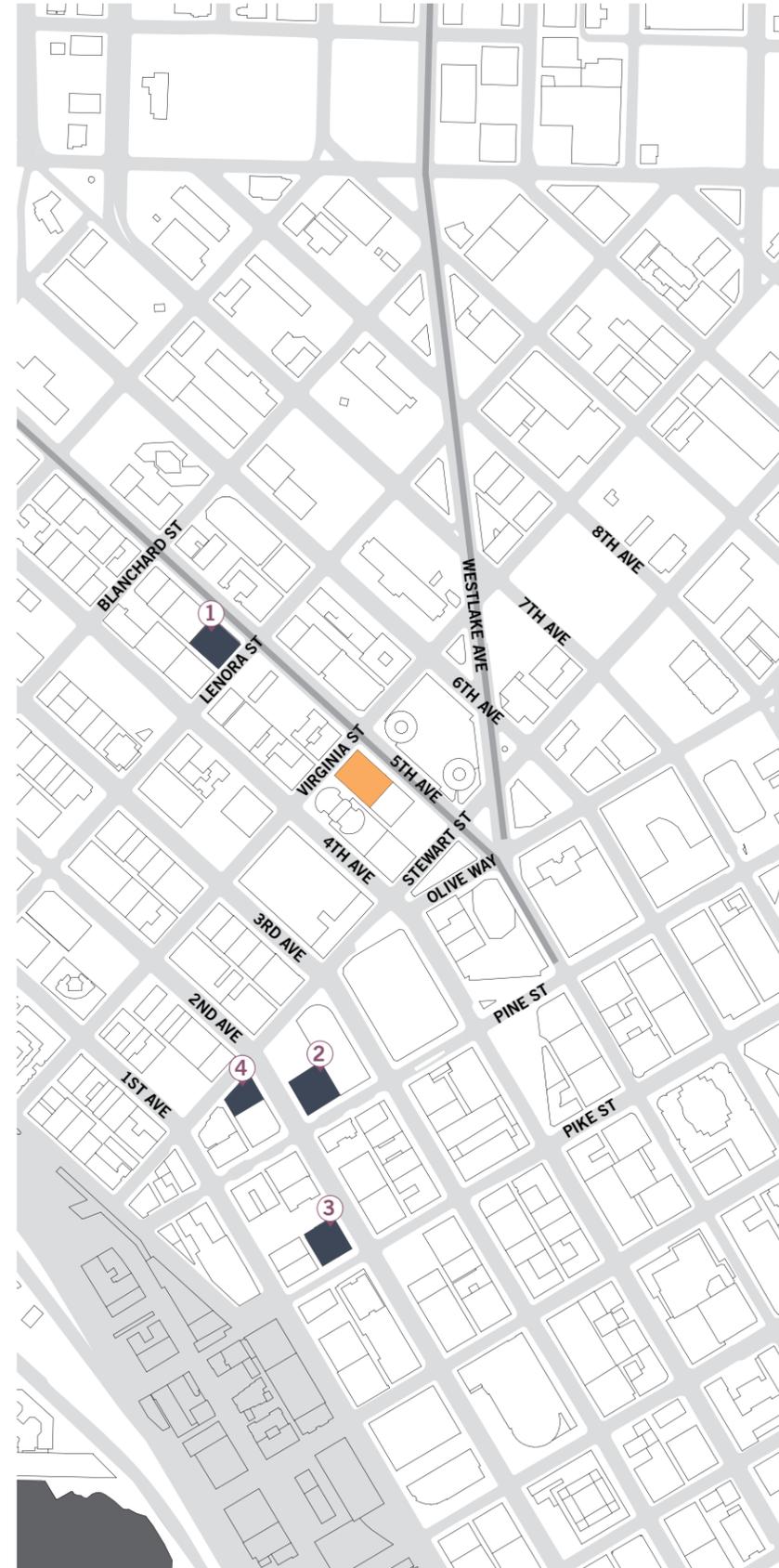
204 PINE STREET



1521 2ND AVE



1613 2ND AVE



5TH + VIRGINIA
ABOVE GRADE PARKING

ABOVE GRADE PARKING

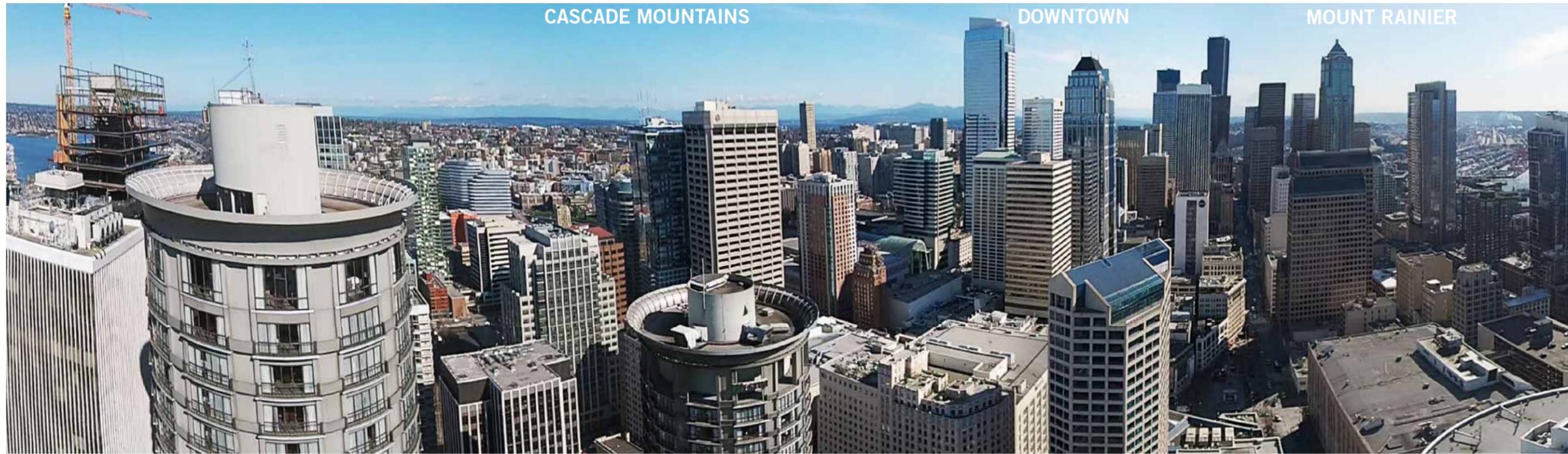
ABOVE GRADE PARKING KEY:

- 1. THE MARTIN
- 2. SECOND AND PINE
- 3. FIFTEEN TWENTY-ONE
- 4. SECOND AND STEWART



VIEWS

Key views of the Pacific Northwest are visible from the upper residential portions of the tower, including: the Cascade Mountains to the east, Mount Rainier to the south, and Elliott Bay with the Olympic Mountains to the west. Complemented by an urban experience, views to the south highlight downtown Seattle, while the north features views of the Space Needle.

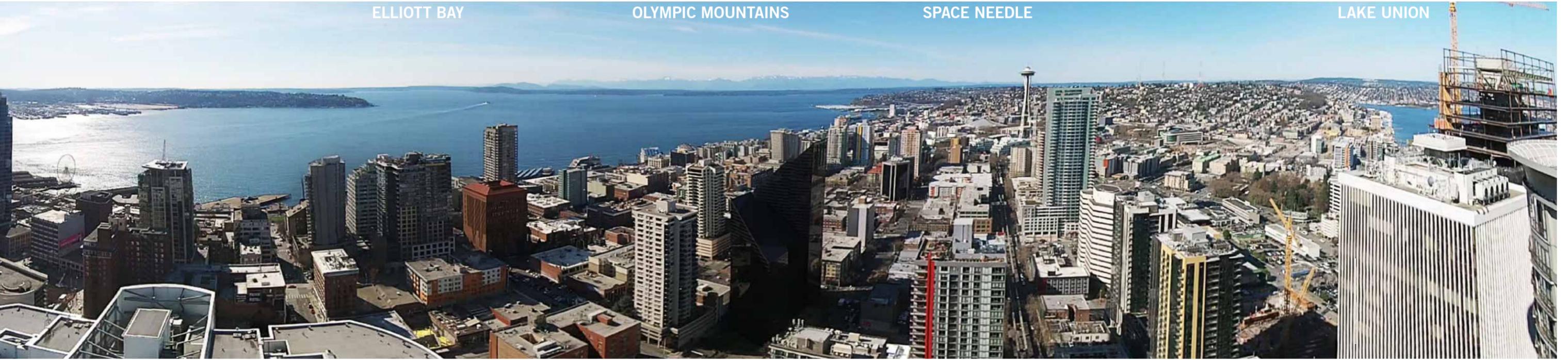


ELLIOTT BAY

OLYMPIC MOUNTAINS

SPACE NEEDLE

LAKE UNION



DESIGN GUIDELINES

The site is located within the Belltown Specific Design Guidelines area of the Downtown Design Guidelines. The Belltown guidelines incorporate all of the Downtown Guidelines, and also supplement certain downtown guideline categories.

The design team believes that the following guidelines are the priorities for this project; where applicable, Belltown specific guidelines are in boxed text.

DOWNTOWN - A-2 ENHANCE THE SKYLINE

Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

RESPONSE:

This unified presence of new and upcoming high-rise buildings provides an opportunity to express the interior experience across the skyline. As amenity areas on ground level activate the pedestrian experience, amenities on the rooftop electrify the skyline creating energy on an urban scale.

DOWNTOWN - C-4 REINFORCE BUILDING ENTRIES

To promote pedestrian comfort, safety, and orientation, reinforce the building entry.

RESPONSE:

Landscaping, lighting, overhead weather protection, along with other changes in materiality and facade composition will highlight the entry. A spacious two-story volume on the corner of 5th and Virginia provides activity and orientation for pedestrians.

DOWNTOWN - D-6 DESIGN FOR PERSONAL SAFETY AND SECURITY

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

RESPONSE:

The activity of street front amenities within the project, in addition to adequate lighting, enhances pedestrian safety. The two story volume as well as the building entry will be visible areas at the pedestrian level and will contribute to the security of the area.

DOWNTOWN - E-2 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.

DOWNTOWN - E-3 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.

RESPONSE:

Six levels of below grade parking accommodate most of the demand, however two levels of above grade parking will be utilized by valet only and will be optimized for efficiency with stackers. The area will be intelligently screened, and will contribute to the visual interest of the facade and the experience along the monorail. Parking entry and service areas are located in the alley. Other required services are located in the below grade parking.

BELLTOWN - A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

Develop the architectural concept and arrange the building mass to enhance views. 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.

RESPONSE:

The composition of the building form is responsive not only to the microenvironment of the city block itself, but responds to views such as Elliott Bay and the Space Needle. Proximity to the downtown core and new development in South Lake Union, along with a dynamic urban growth in the city as a whole, has created a new macro environment across the city where taller buildings find a unified presence.

BELLTOWN - C-1 PROMOTE PEDESTRIAN INTERACTION

Reinforce existing retail concentrations. Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible. 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. Building corners are places of convergence. The following considerations help reinforce site and building corners: provide meaningful setbacks/open space.

RESPONSE:

Pedestrians walking by and travelling past on the monorail experience a two-story volume of activity along 5th Avenue marked by vertical fins. A bar and restaurant along Virginia Street turns the corner onto 5th Avenue, followed by an open lobby space and retail. The detailing of this corner draws the eye upwards to an amenity level featuring an outdoor south-facing terrace. Setbacks serve to create visual interest and highlight unique program features of the project.

BELLTOWN - C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

Overhead weather protection should be designed with consideration given to: the overall architectural concept of the building, minimizing gaps in coverage, a drainage strategy that keeps rain water off the street-level facade and sidewalk, continuity with weather protection provided on nearby buildings, relationship to architectural features and elements on adjacent development, use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light, and when opaque material is used, the illumination of light-colored undersides to increase security after dark.

RESPONSE:

Continuous overhead weather protection will be provided along 5th Avenue, will serve to help identify points of entry, and will contribute to a safe, well-illuminated path of travel at night.

BELLTOWN - C-6 DEVELOP THE ALLEY FACADE

Like streets, alleys accommodate a variety of needs in Belltown. Alleys are used for access to parking, service and loading areas, and as pedestrian routes. When designing a building next to an alley, new developments should address all of these functions, and should compose a facade that does not turn its back on the alley.

RESPONSE:

The alley will be a composed facade that continues the architectural language of the entire form. Services located off the alley such as loading, trash / recycling, and parking will be functionally and respectfully arranged.

BELLTOWN - D-1 PROVIDE INVITING AND USABLE OPEN SPACE

As a dense, urban neighborhood, Belltown views its streets as its front porches, and its parks and private plazas and spaces as its yards and gardens. The design and location of urban open spaces on a site or adjoining sidewalk is an important determinant in a successful environment, and the type and character of the open space should be influenced by the building's uses.

BELLTOWN - D-2 ENHANCE THE BUILDING WITH LANDSCAPING

Quality landscaping is an essential component of the built form of the city. The usefulness and attractiveness of gathering places such as plazas and courtyards are enhanced by landscape elements. In general, new developments are expected to build on Belltown's tradition of distinctive landscape elements and provide: attractive and architecturally compatible landscape; landscaping and/or hard surface design that reinforces pedestrian activity at the street; and landscaping that presents a welcoming character to ground level uses and entrances facing the street.

RESPONSE:

Landscaping will activate the entry and streetscape, as well as upper levels of the project. Amenity areas on the first and second floors take advantage of the urban experience, and the iconic monorail. A mid-level amenity floor and a rooftop restaurant each provide different contextual views of Seattle and the Pacific Northwest. These amenity levels service Belltown by providing an "urban living room," and creating a new experience across the skyline.

BELLTOWN - D-5 PROVIDE ADEQUATE LIGHTING

Consider employing one or more of the following lighting strategies as appropriate: Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Install lighting in display windows that spills onto and illuminates the sidewalk. Orient outside lighting to minimize glare within the public right-of-way.

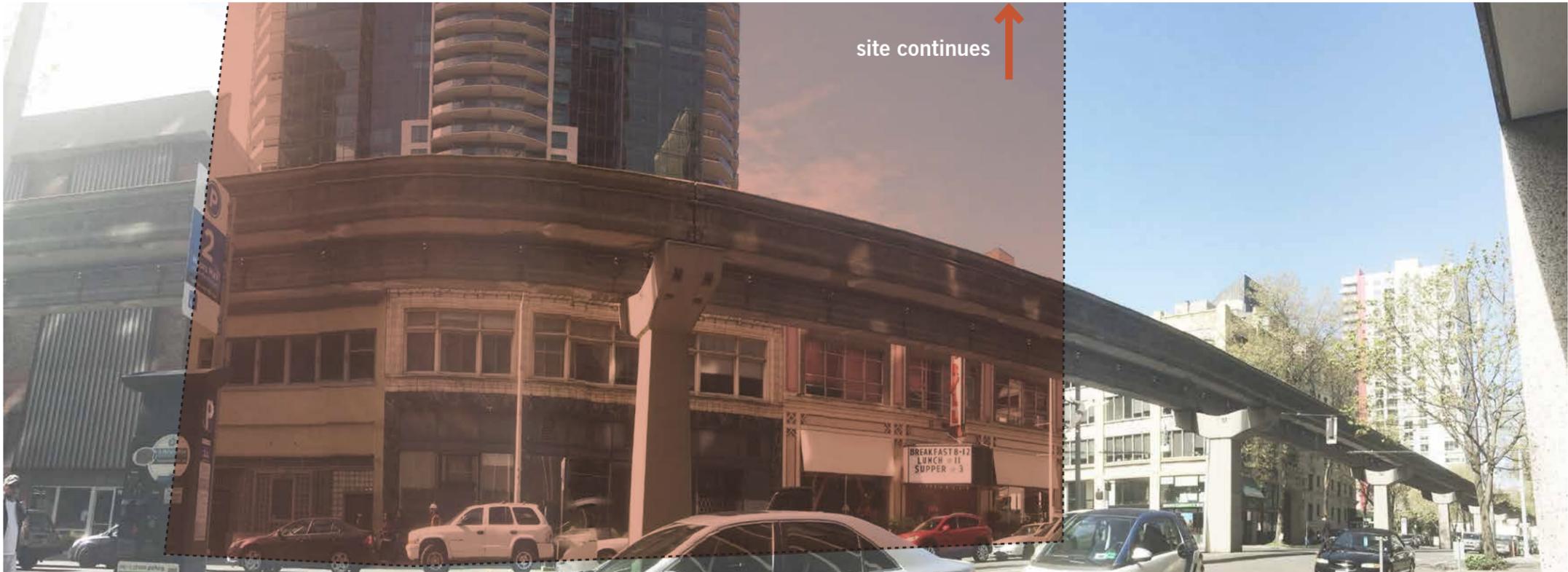
RESPONSE:

Lighting will serve a dual purpose of enhancing the safety and security of the surrounding area at night, and also highlighting distinctive features of the project such as entries or amenity areas.

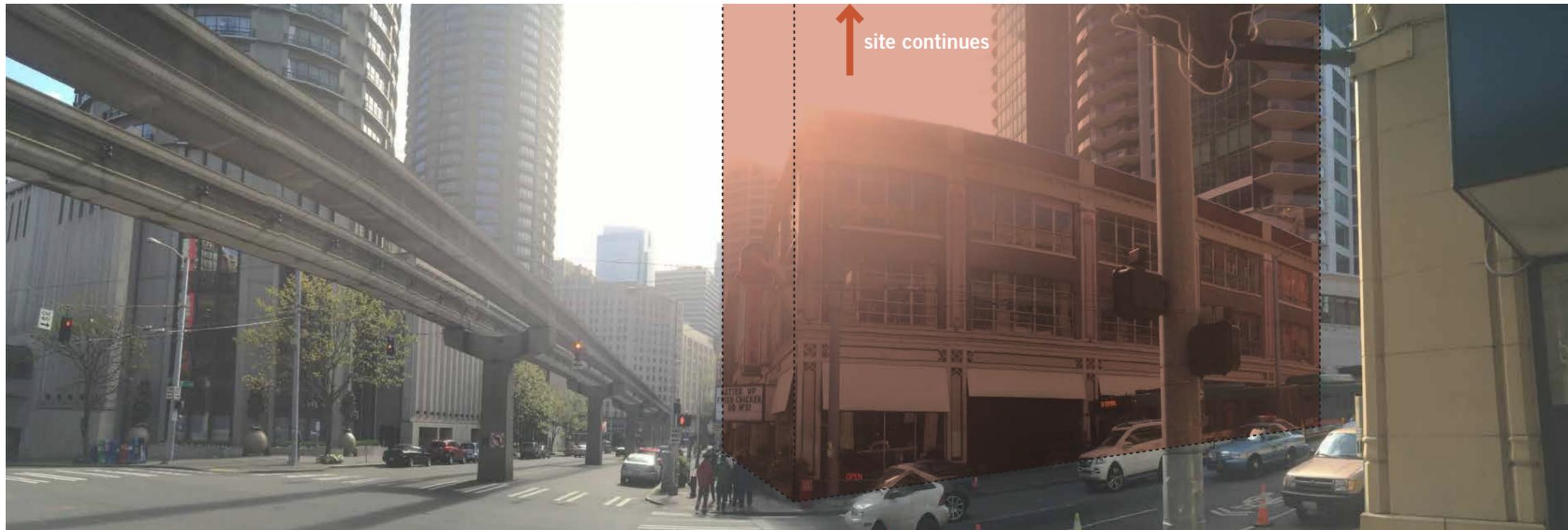
STREETSCAPES



VIEW FROM 5TH LOOKING NORTH



VIEW FROM 5TH LOOKING AT EAST FACADE

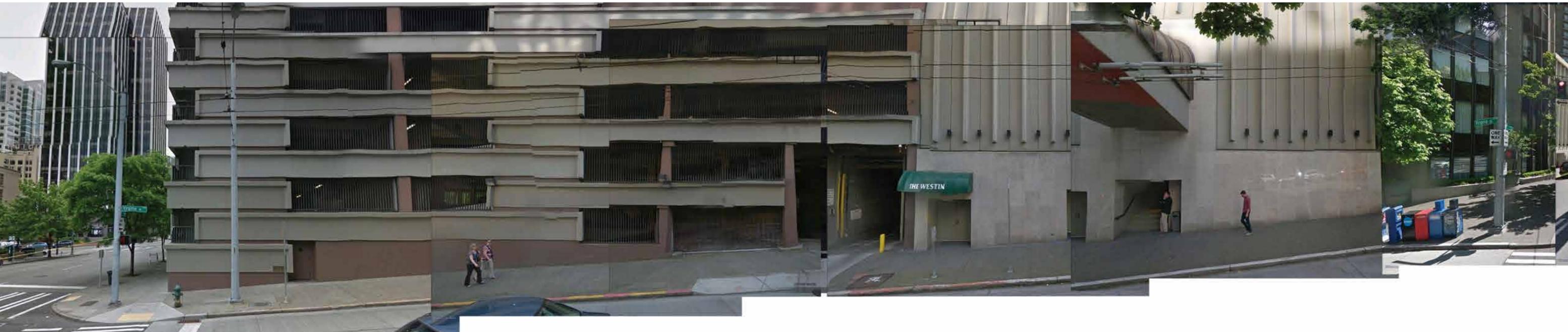


VIEW FROM CORNER OF 5TH AND VIRGINIA

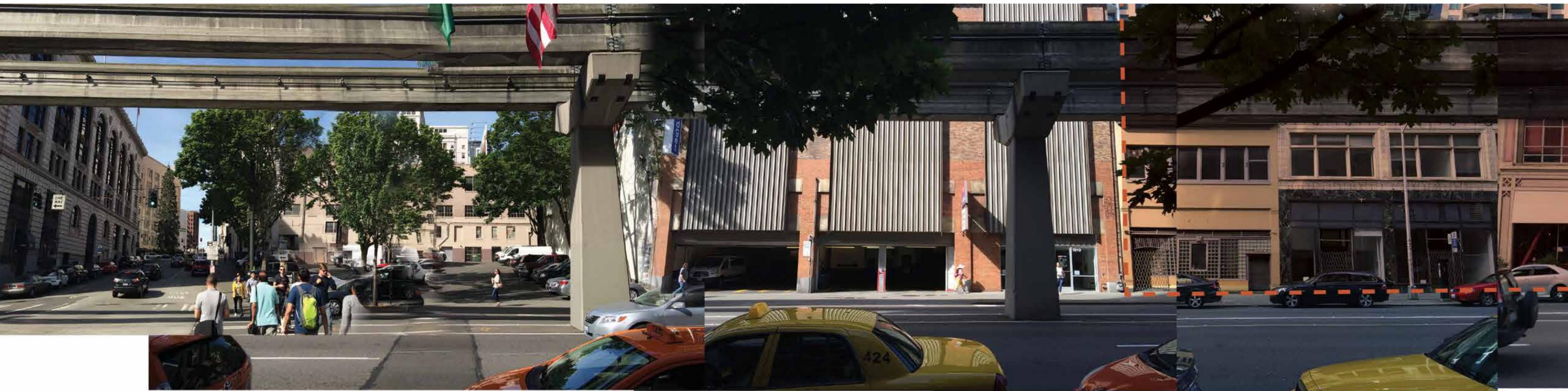


VIEW FROM VIRGINIA LOOKING AT NORTH FACADE

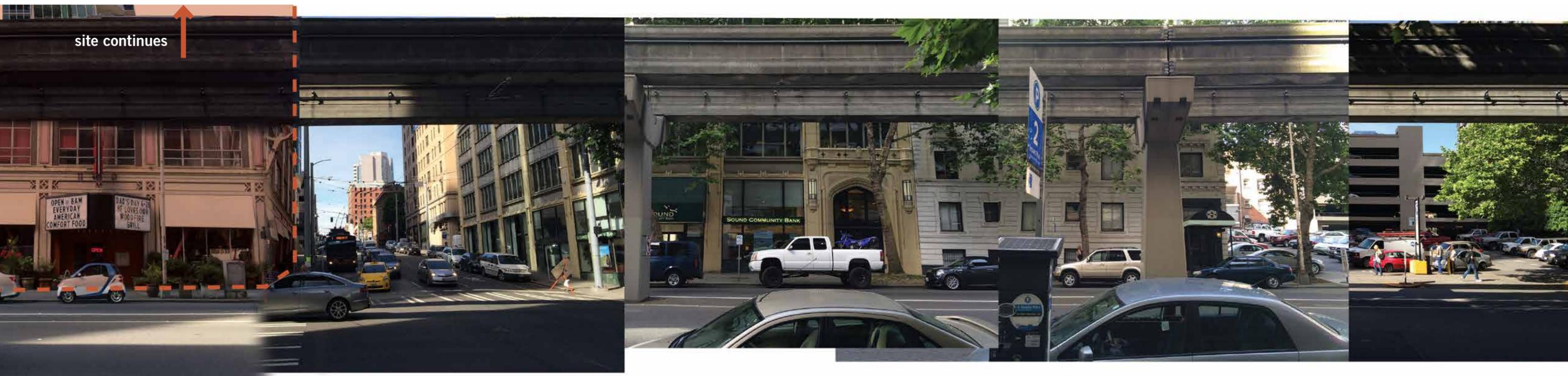
STREETSCAPES



STREETFRONTS ALONG VIRGINIA ST



STREETFRONTS ALONG 5TH AVE

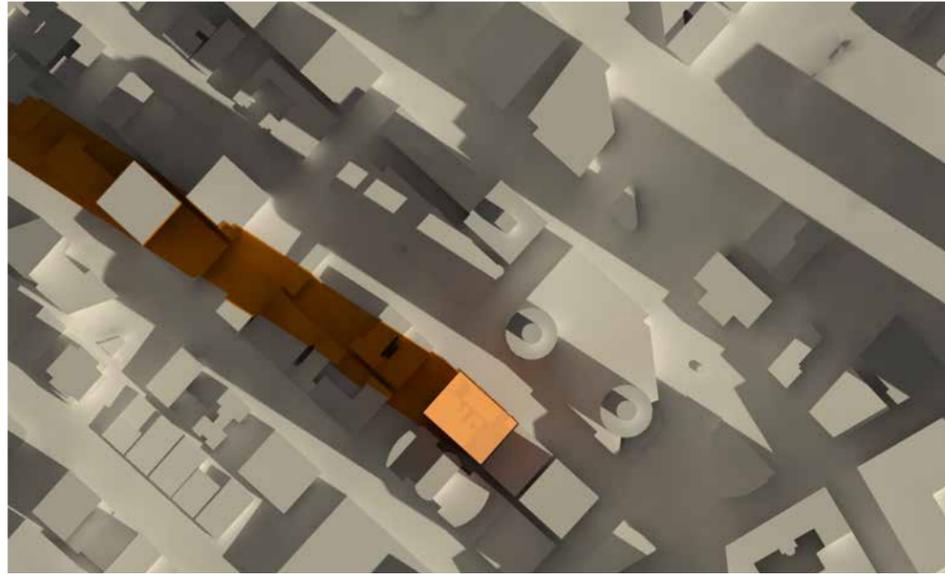


SHADOW STUDY

MARCH 21

JUNE 21

10:00 AM



12:00 PM



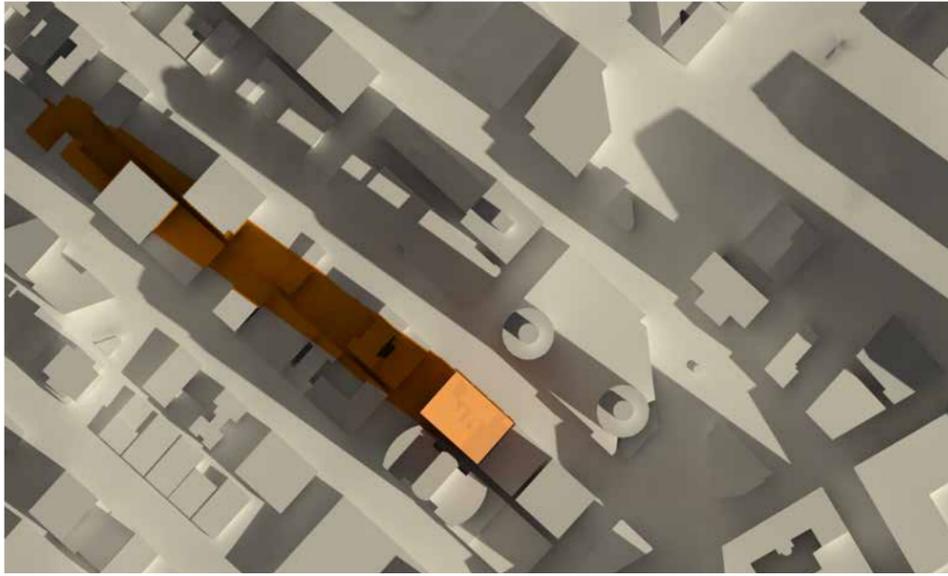
2:00 PM



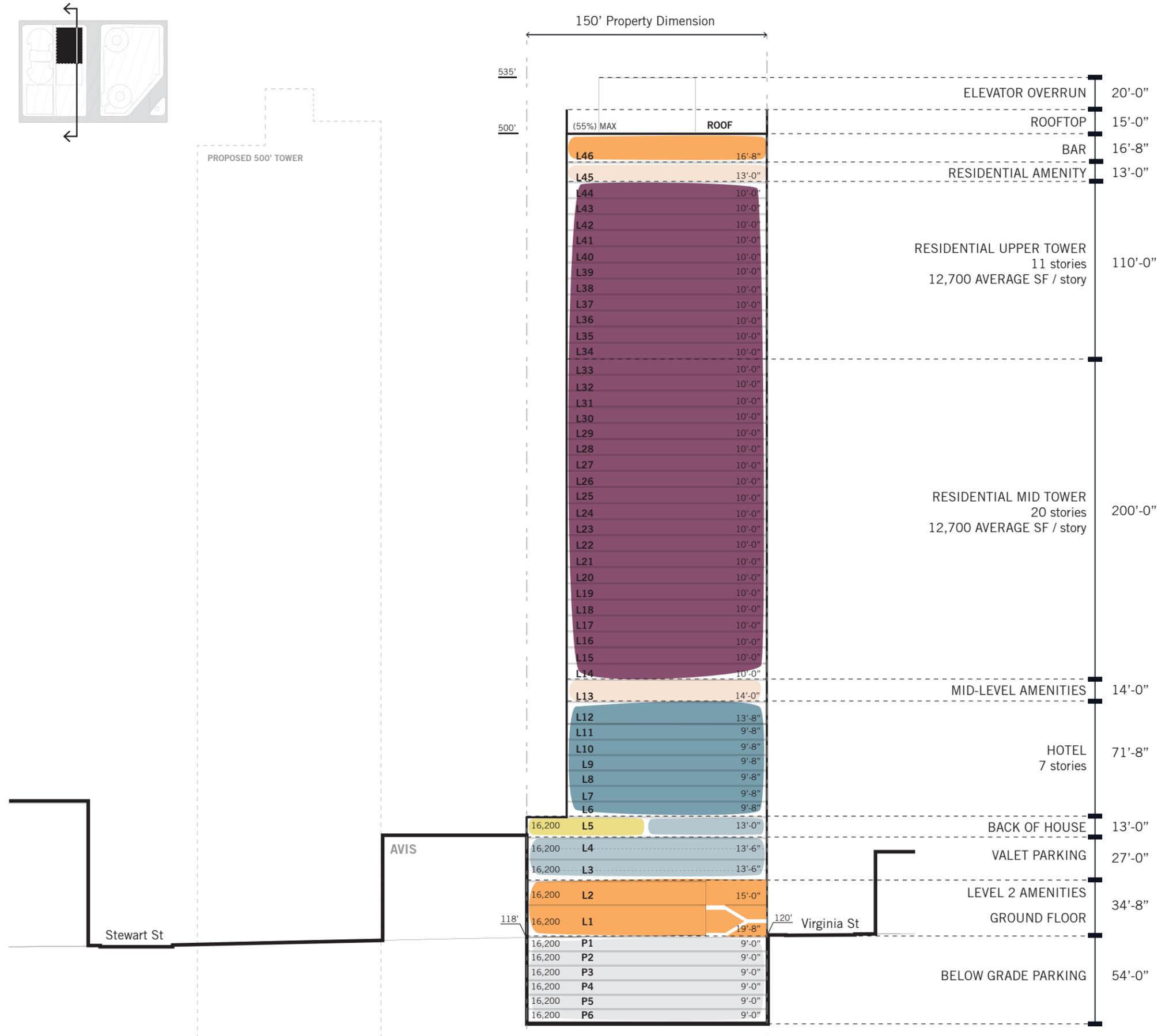
SEPTEMBER 21

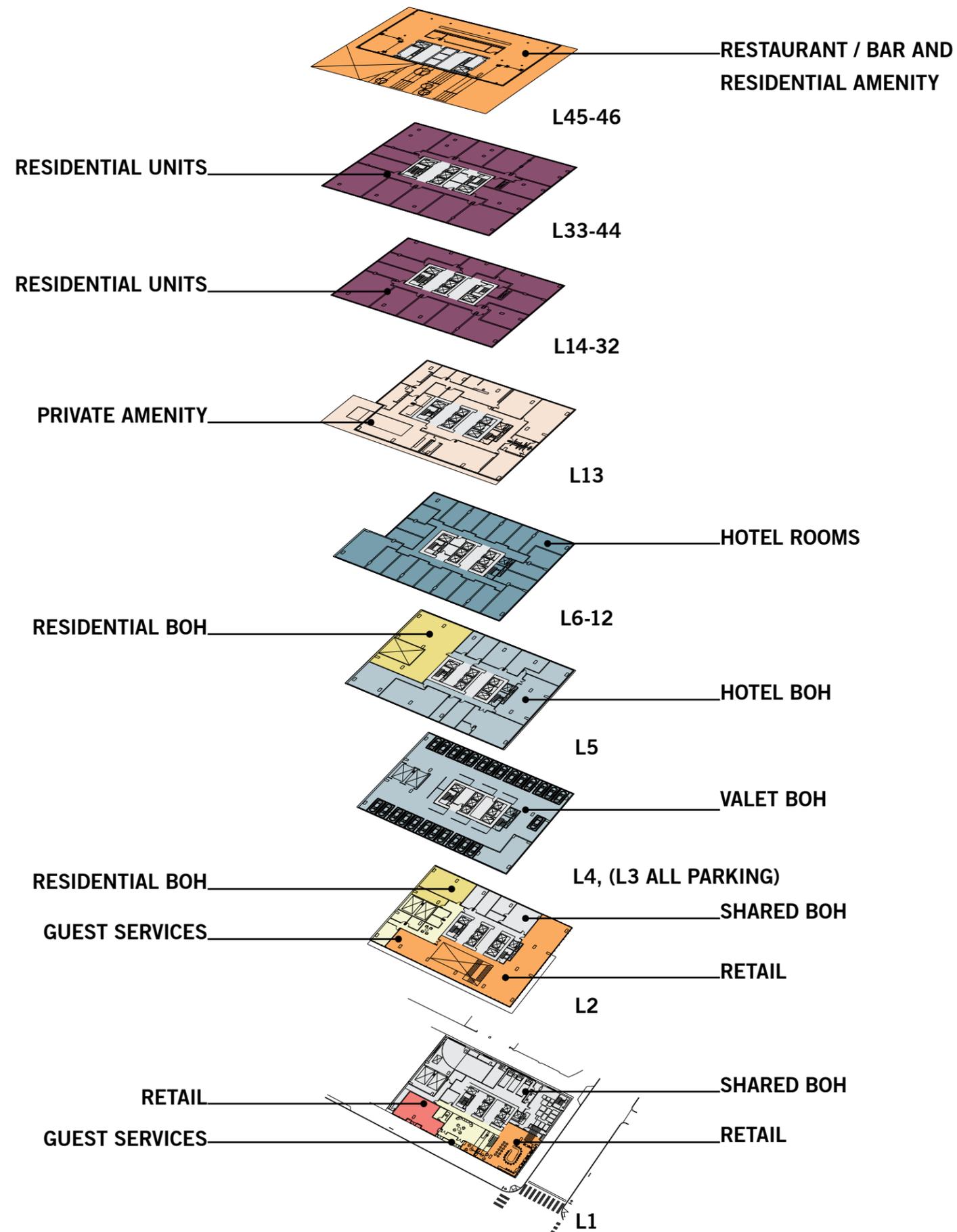
DECEMBER 21

SHADOW STUDY



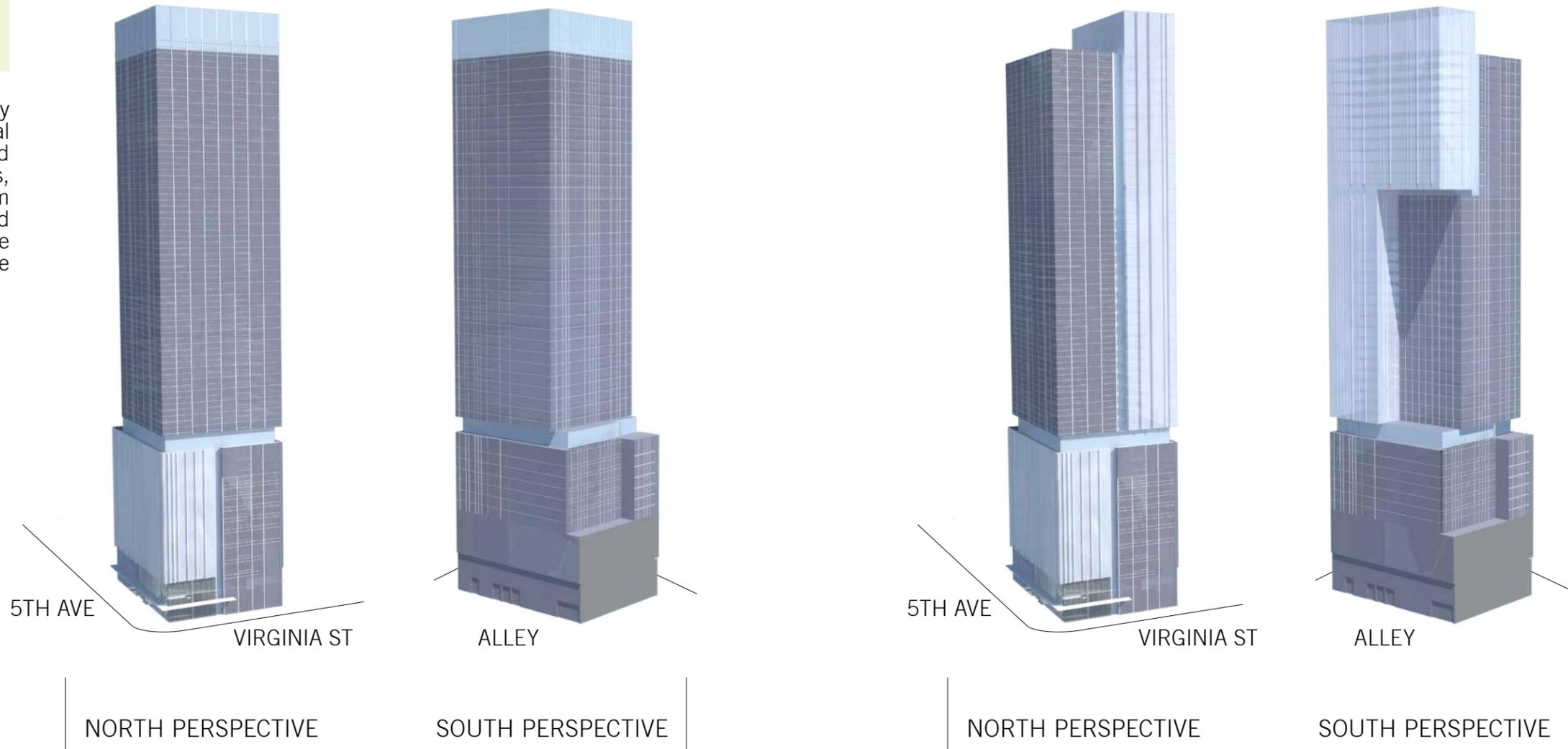
PROGRAM OVERVIEW



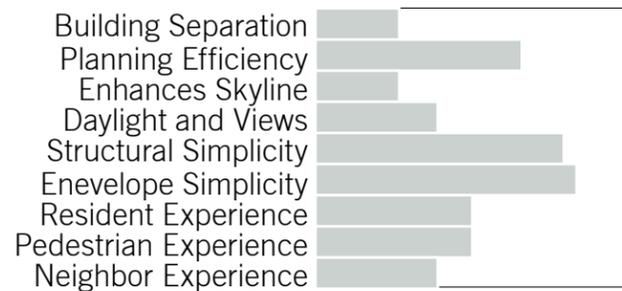


CONCEPT OVERVIEW

The following concepts are driven by efficiency of program, creating visual interest at the level of the street and skyline by highlighting amenity areas, and volumetrically differentiating program areas to step away from 1920 4th Ave and maximize views. The preferred scheme embodies all these goals, and can be executed with structural simplicity.



CONCEPT 1 : "LANTERN"



- PROS:**
- 1) The mass consists of two volumes
 - 2) Visual connection to amenity spaces
 - 3) Simple envelope
 - 4) Structural simplicity
- CONS:**
- 1) Comparatively fewer views
 - 2) Comparatively less desirable western units

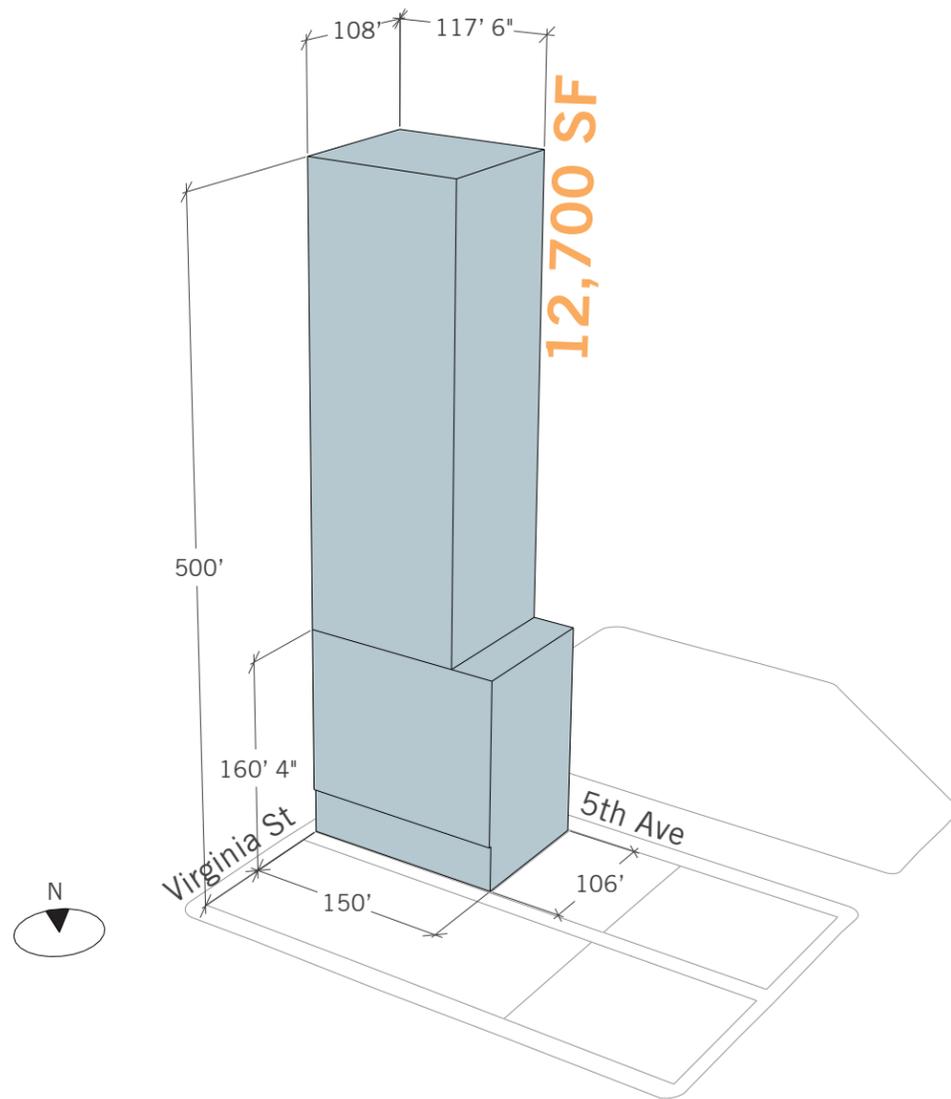
CONCEPT 2 : "BEACON"



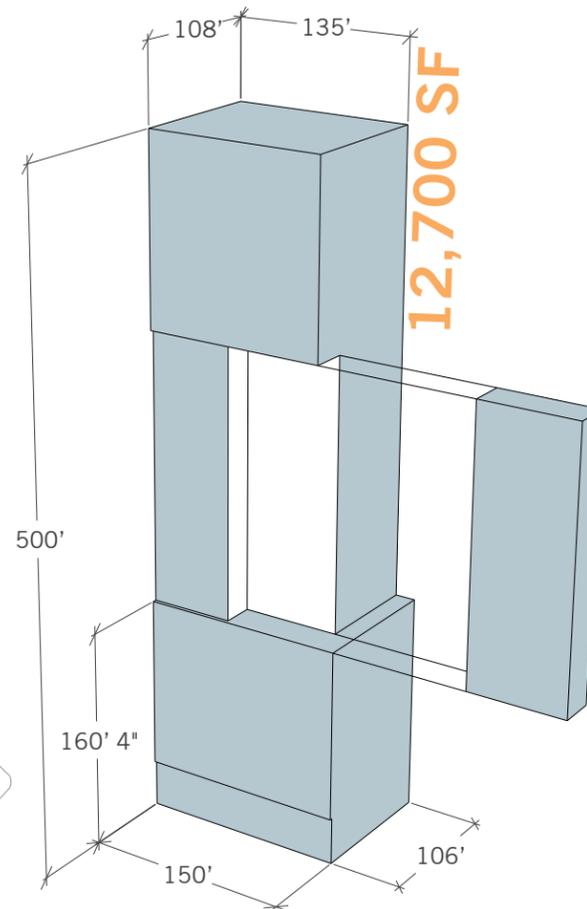
- PROS:**
- 1) The mass consists of three volumes
 - 2) Visual connection to amenity spaces
 - 3) Steps partially away from 1920 4th Ave
 - 4) Western unit views above 1920 4th Ave
 - 5) Efficient unit layouts
- CONS:**
- 1) Most complex envelope
 - 2) Increased structural complexity

MASSING DIAGRAM

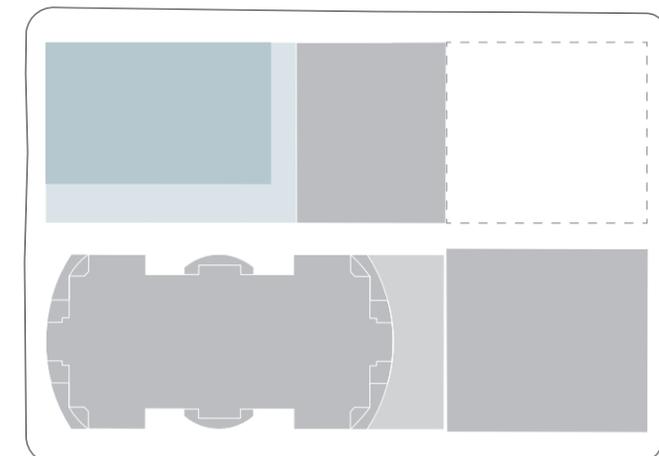
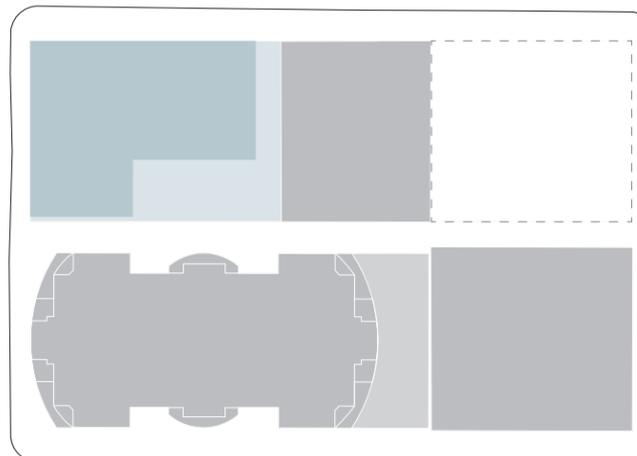
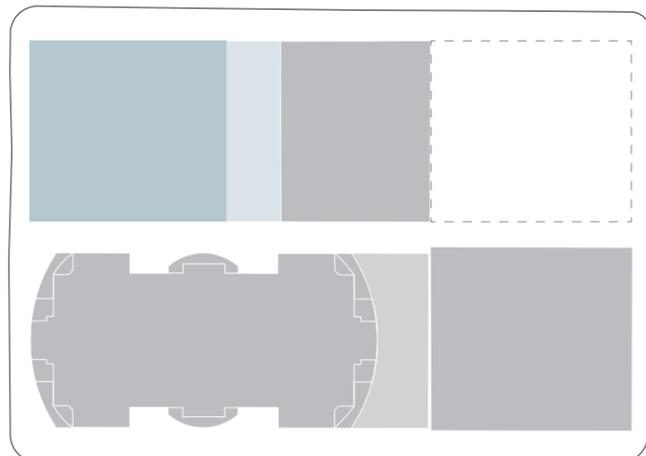
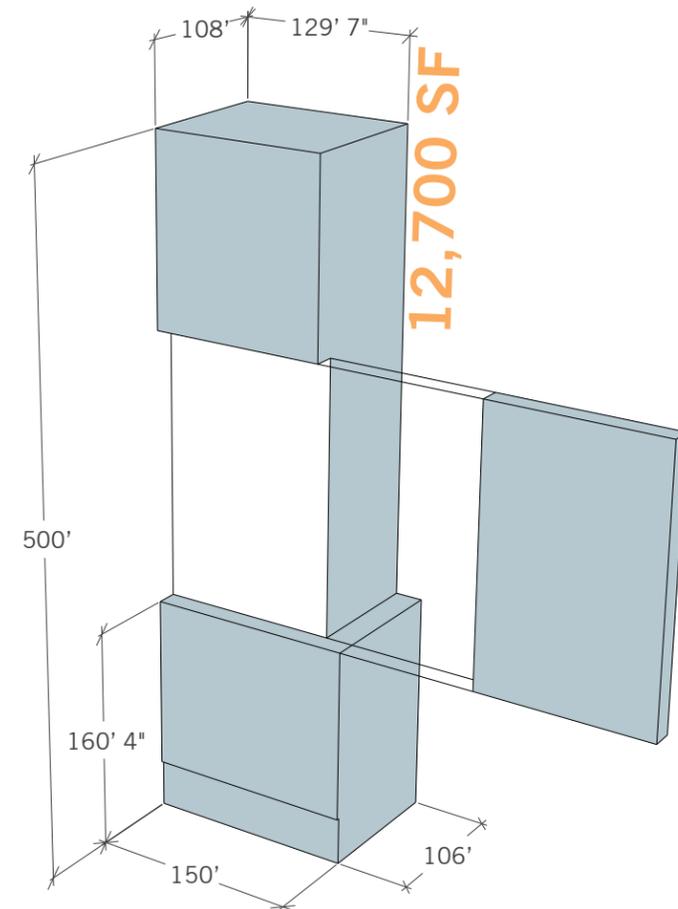
CONCEPT 1 : "LANTERN"



CONCEPT 2 : "BEACON"



CONCEPT 3 : "JEWEL" (PREFERRED)

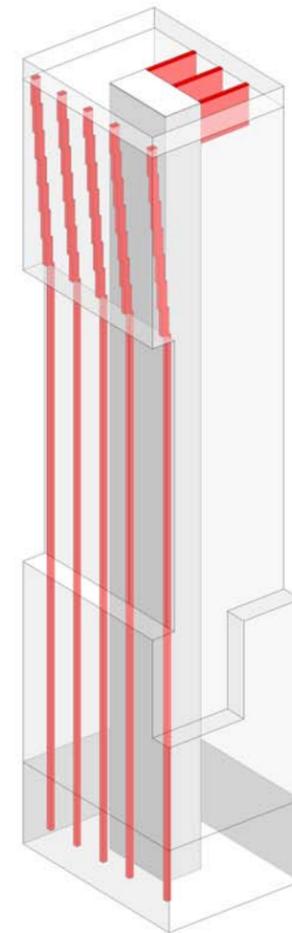
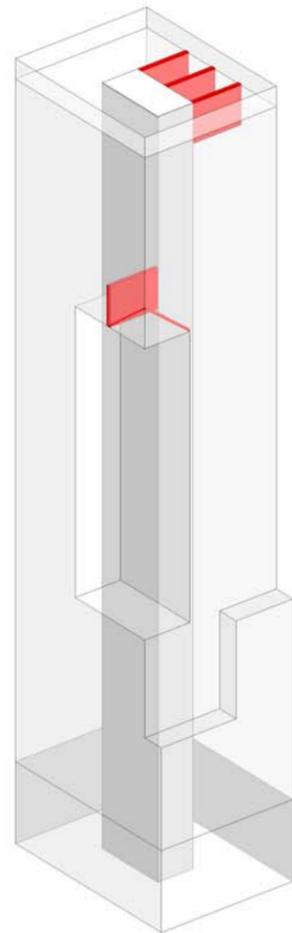
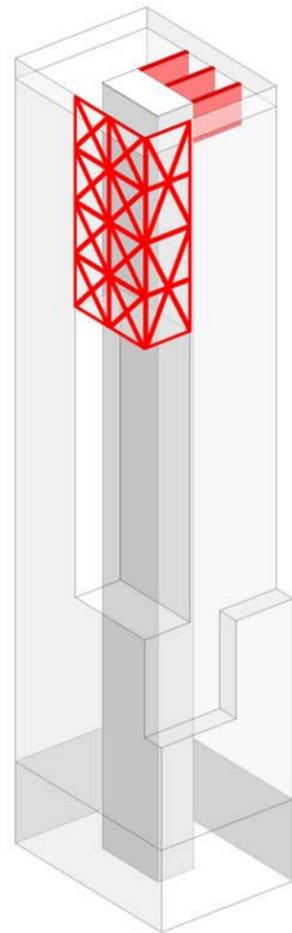
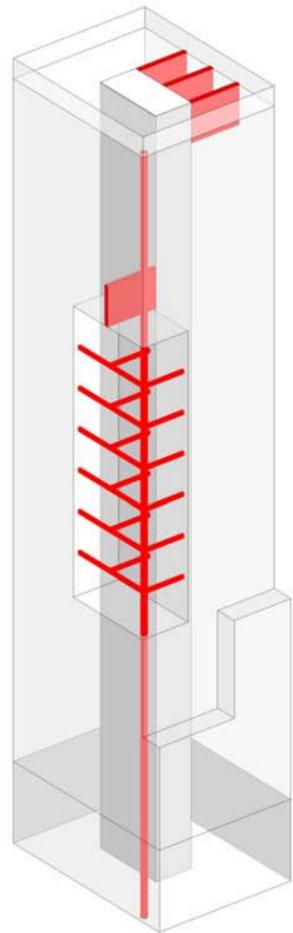


CONCEPT 2 : "BEACON"

CONCEPT 2 : "BEACON"

CONCEPT 2 : "BEACON"

CONCEPT 3 : "JEWEL" (PREFERRED)



1-STEEL COLUMN

EXO-SKELETON

4-STORY FIN WALL

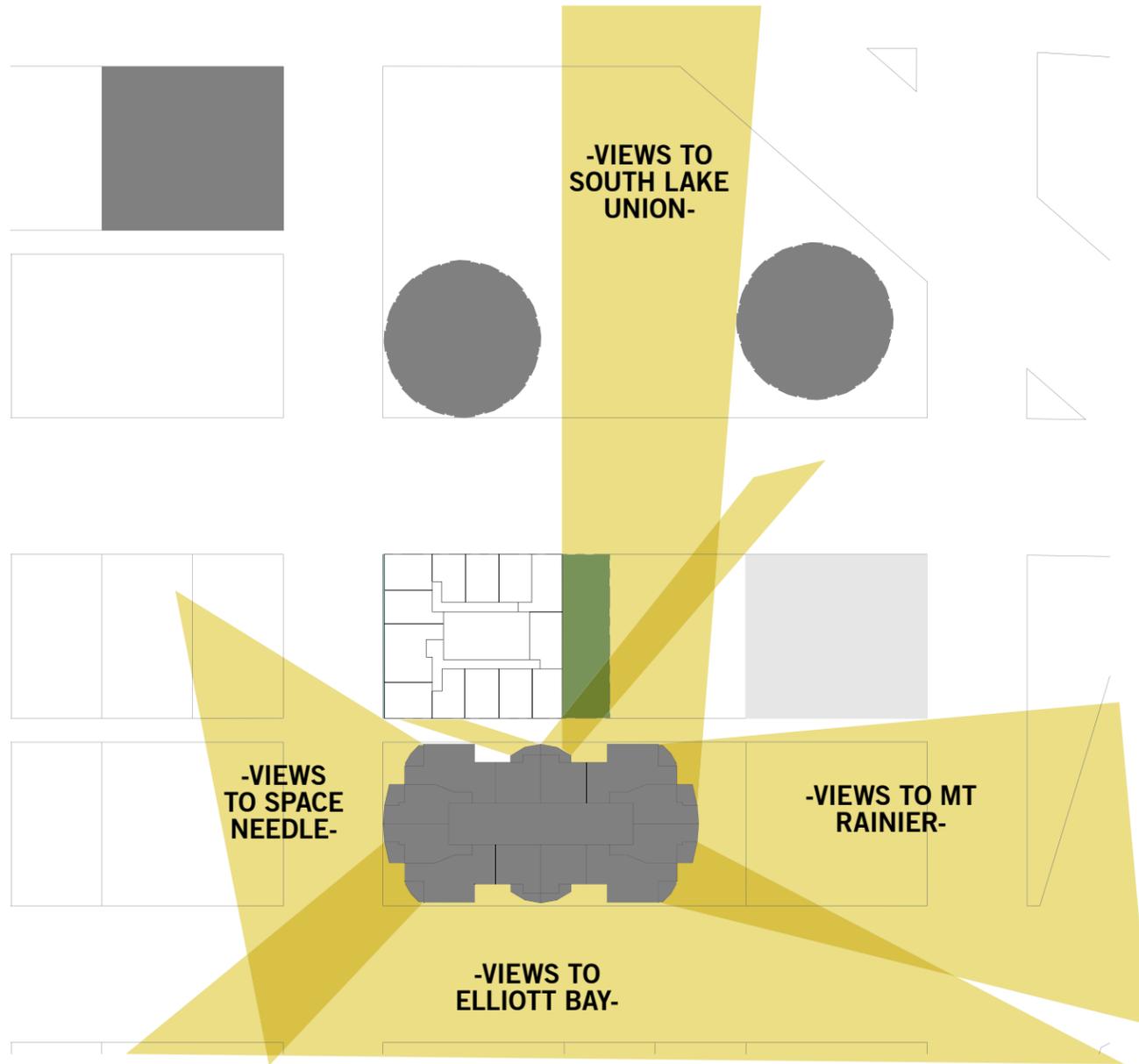
STEPPED COLUMNS



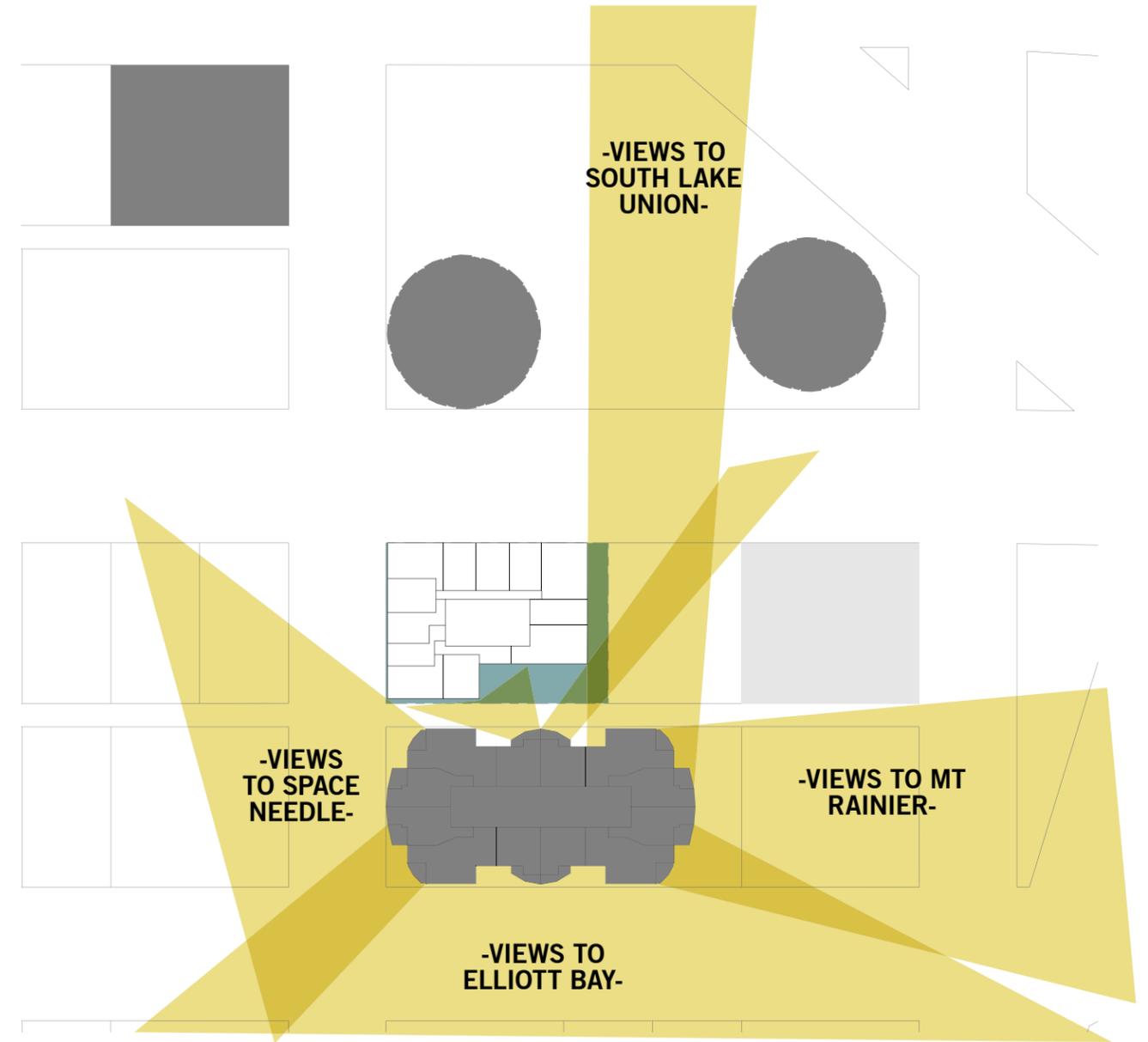
All options utilize a hammerhead structure at the roof.

NEIGHBORHOOD VIEWS AND LIGHT

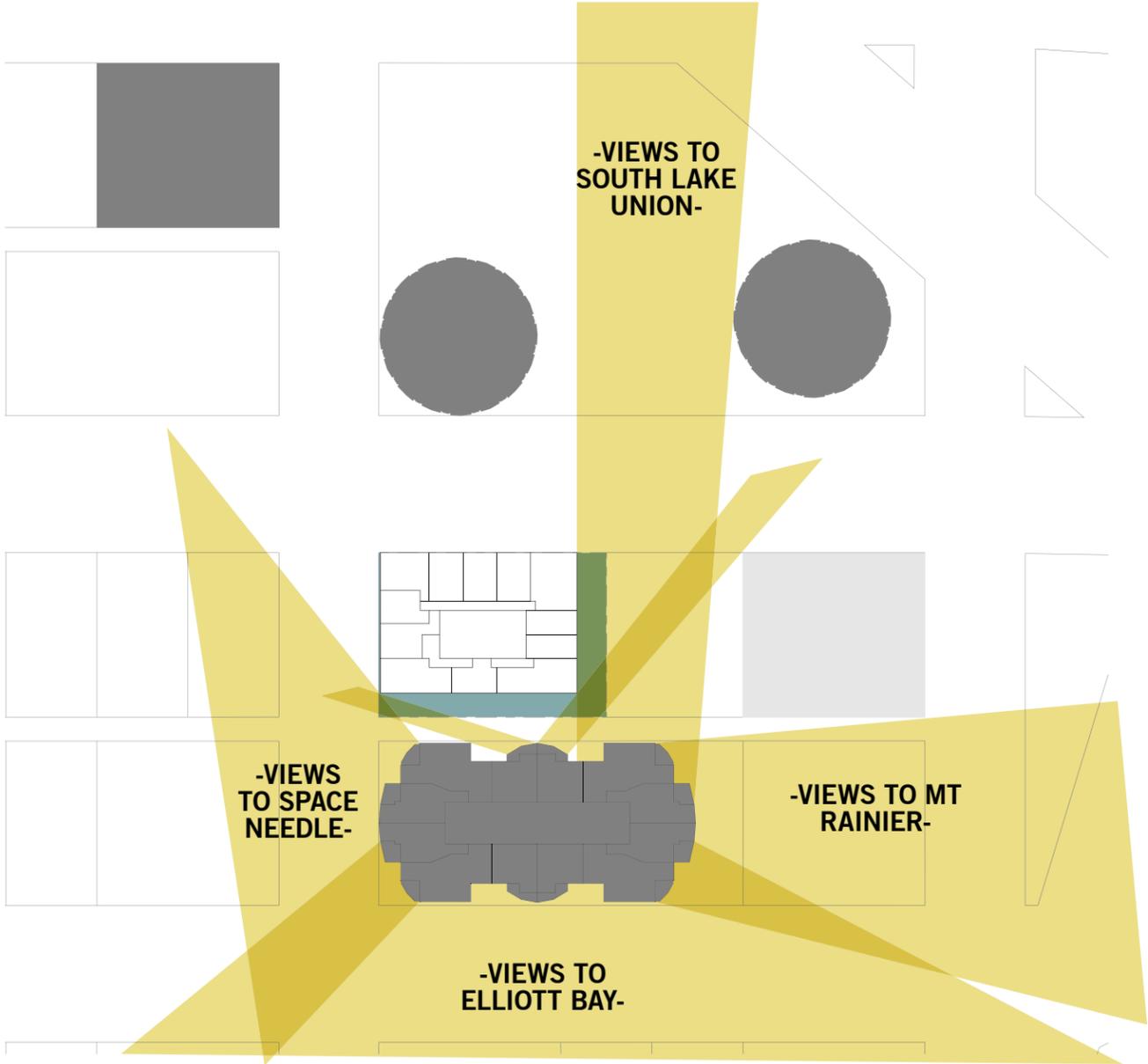
CONCEPT 1 : "LANTERN"



CONCEPT 2 : "BEACON"



CONCEPT 3 : "JEWEL" (PREFERRED)



SITE PLAN

Site Area

The site is approximately 16,200 SF, with 150' of frontage along 5th Avenue and 108' of frontage along Virginia Street. There is an alley along the west edge of the site.

Topography

The grade changes considerably along Virginia Street (7%), but relatively little along 5th Avenue (1%). With a narrow site, the topography greatly informed the entry location of below-grade parking.

Existing Buildings

The site is primarily bounded by hotel, residential, and parking structures. The tallest neighbor is to the east across 5th Avenue at a height of 41 stories.

Existing Trees

There are no existing trees on the site.

Edges

With a highly public edge along 5th Avenue, and a minor edge along Virginia, the project highlights this corner. On the ground floor, services were pushed to the alley and to the south along the party wall.

Transit

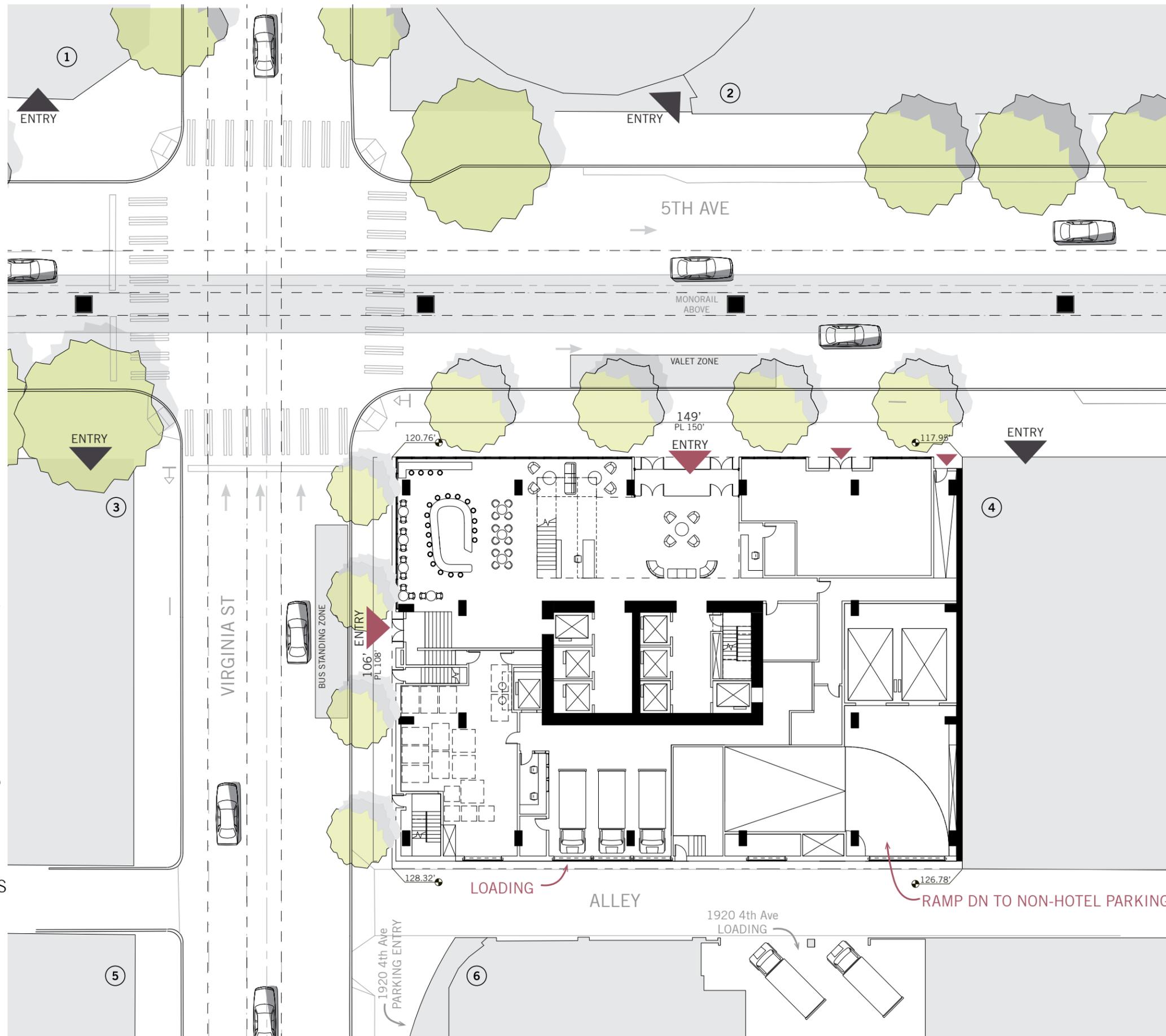
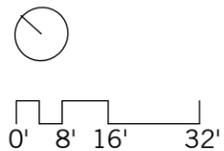
The Monorail runs past the site on 5th Avenue to connect Seattle Center to Westlake Center in the downtown core. A recommended enhancement of bike lanes will target 5th Avenue in the future.

Approach

Whether arriving from the north or south, the corner of 5th Avenue and Virginia Street will be primary. Activating this corner will enhance the pedestrian experience, and provide a visual connection to vehicles and the monorail traveling more quickly around the site.

SITE PLAN KEY:

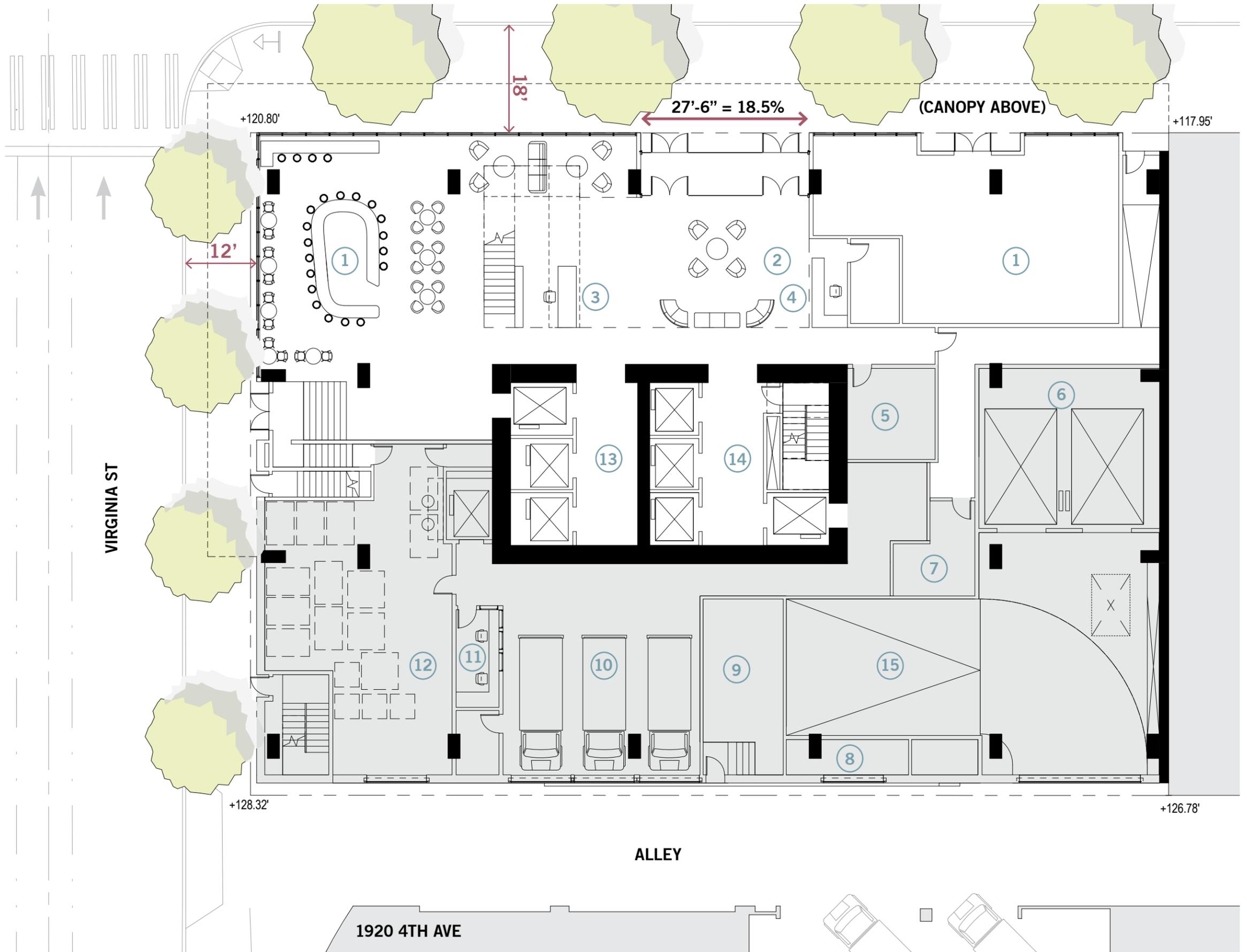
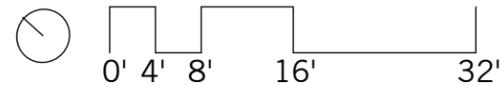
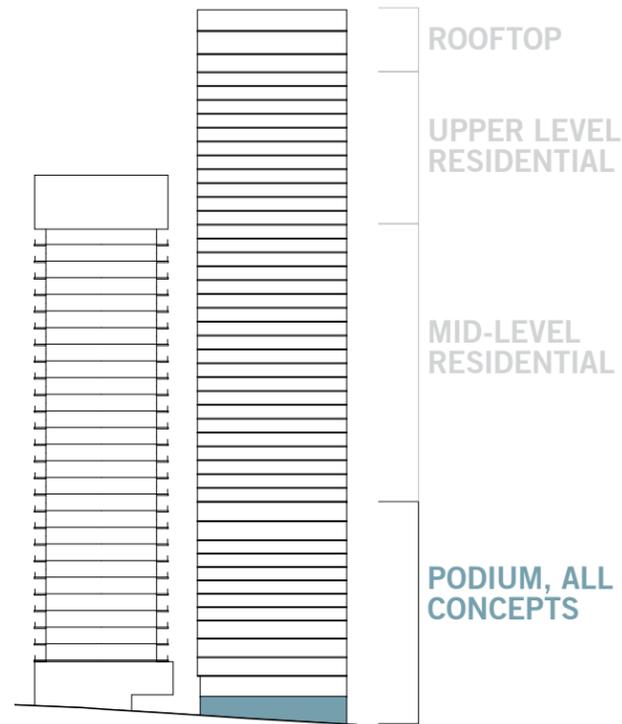
1. 2000 5TH AVE, PARKING GARAGE, 7 STORIES
2. 1900 5TH AVE, HOTEL, 41 STORIES
3. 2005 5TH AVE, MIXED-USE/OFFICE, 4 STORIES
4. 1913 5TH AVE, PARKING GARAGE, 6 STORIES
5. 2000 4TH AVE, HOTEL, 9 STORIES
6. 1920 4TH AVE, CONDOS, 31 STORIES



GROUND FLOOR PLAN PODIUM, ALL CONCEPTS

KEY:

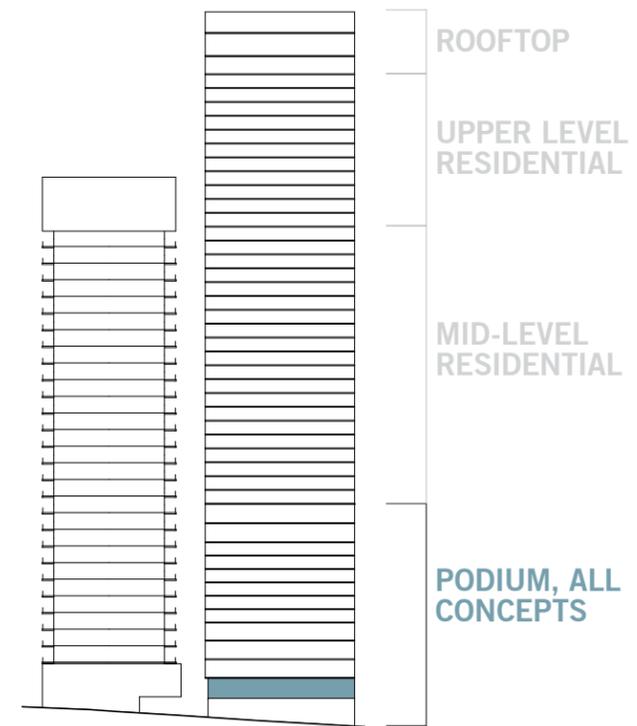
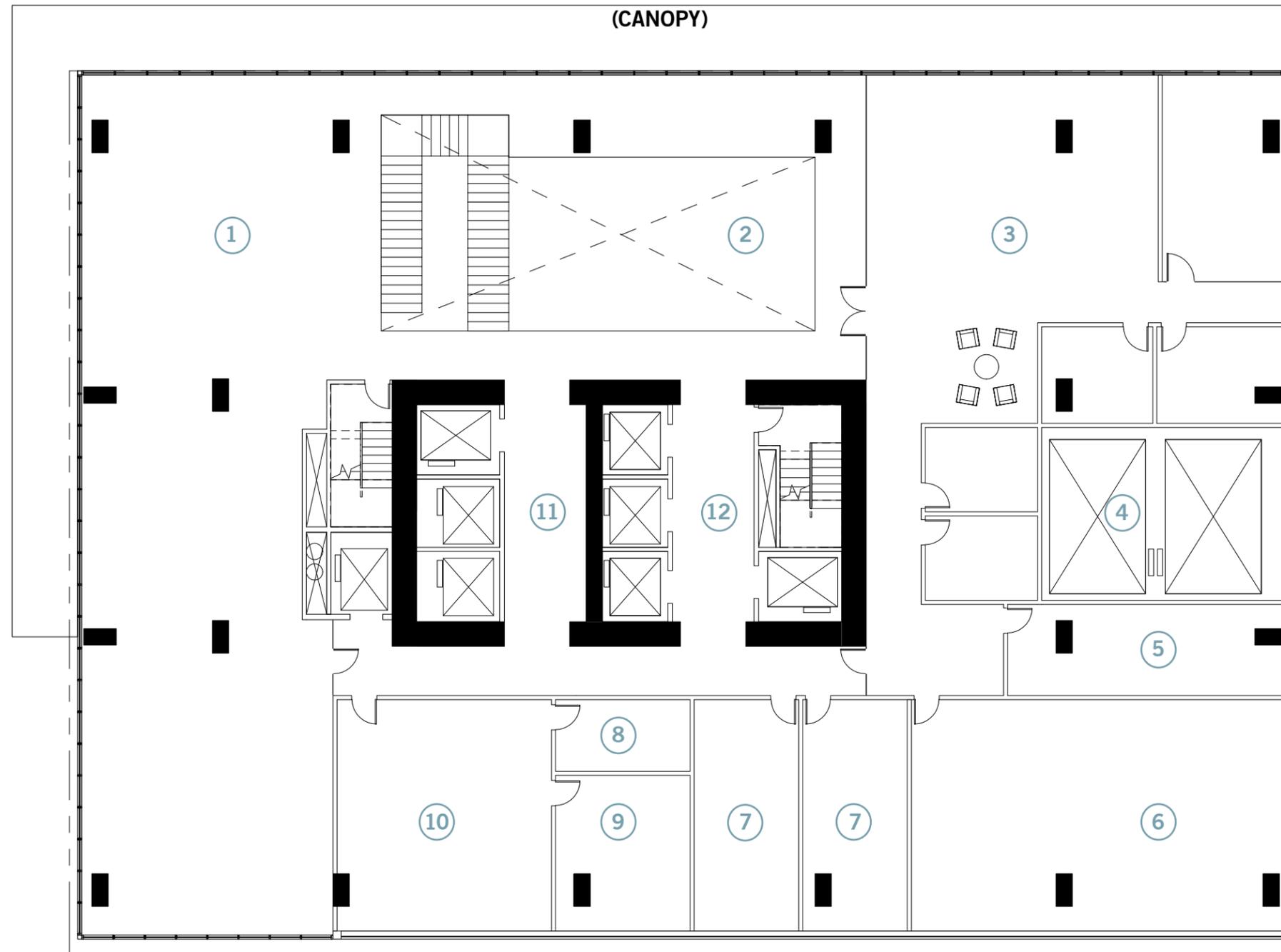
- 1. RETAIL
- 2. SHARED LOBBY
- 3. HOTEL CONCIERGE
- 4. RESIDENTIAL CONCIERGE
- 5. FIRE COMMAND
- 6. VALET ELEVATORS
- 7. MECHANICAL
- 8. GAS METER
- 9. SWITCHGEAR
- 10. LOADING
- 11. SECURITY
- 12. TRASH / RECYCLING
- 13. HOTEL ELEVATOR LOBBY
- 14. RESIDENTIAL ELEVATOR LOBBY
- 15. RAMP DN TO NON-HOTEL PARKING



PODIUM LEVEL 2
PODIUM, ALL CONCEPTS

KEY:

- 1. RETAIL
- 2. OPEN TO SHARED LOBBY BELOW
- 3. LEASING OFFICE W/ MEETING ROOMS
- 4. VALET ELEVATORS
- 5. PACKAGE ROOM
- 6. MAIL ROOM
- 7. RESTROOMS
- 8. PANTRY
- 9. STORAGE
- 10. KITCHEN
- 11. HOTEL ELEVATOR LOBBY
- 12. RESIDENTIAL ELEVATOR LOBBY



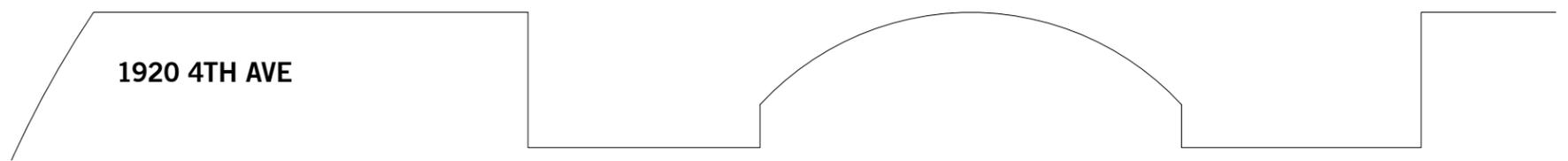
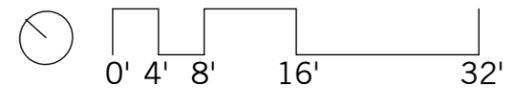
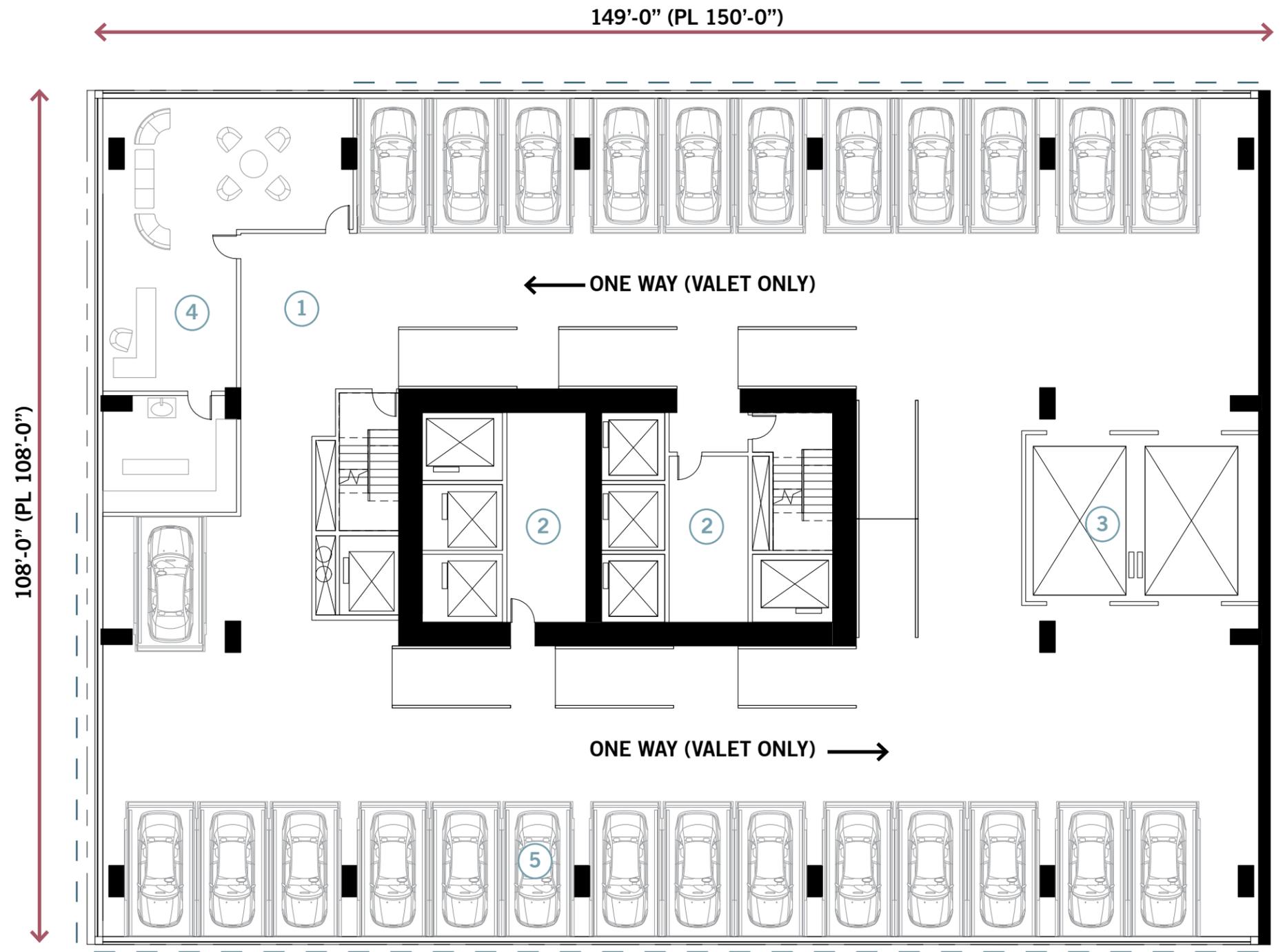
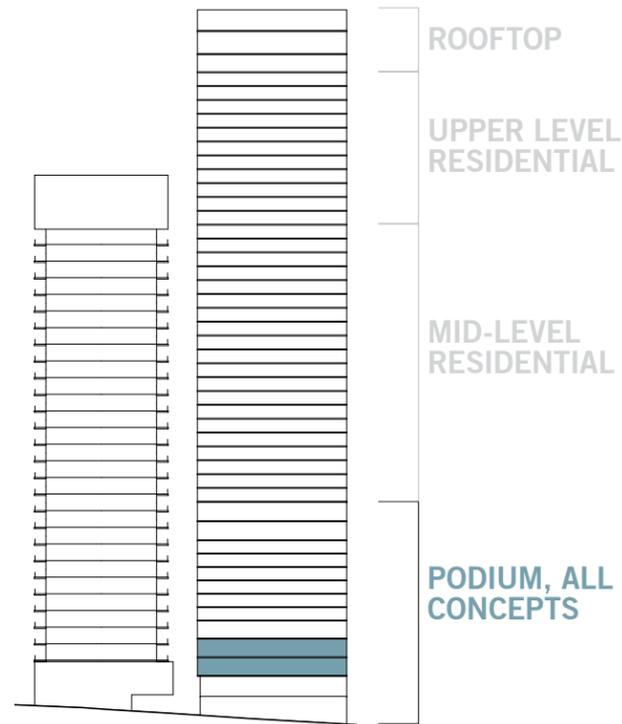
1920 4TH AVE

PODIUM LEVEL 4
PODIUM, ALL CONCEPTS

KEY:

- 1. VALET PARKING
- 2. STORAGE
- 3. VALET ELEVATORS
- 4. LOUNGE / LOCKER ROOM
- 5. STACKERS TYP. AT ALL SPACES
- SHADOW BOX GLAZING

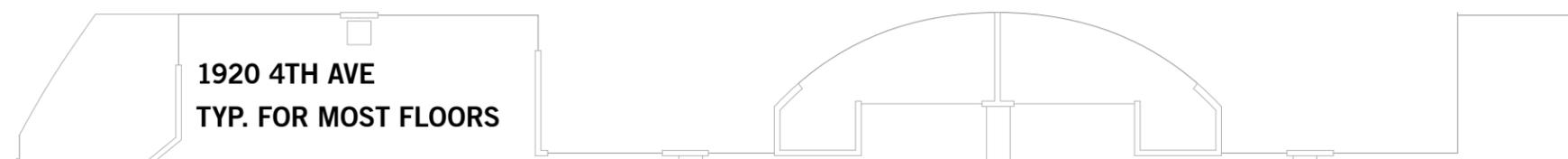
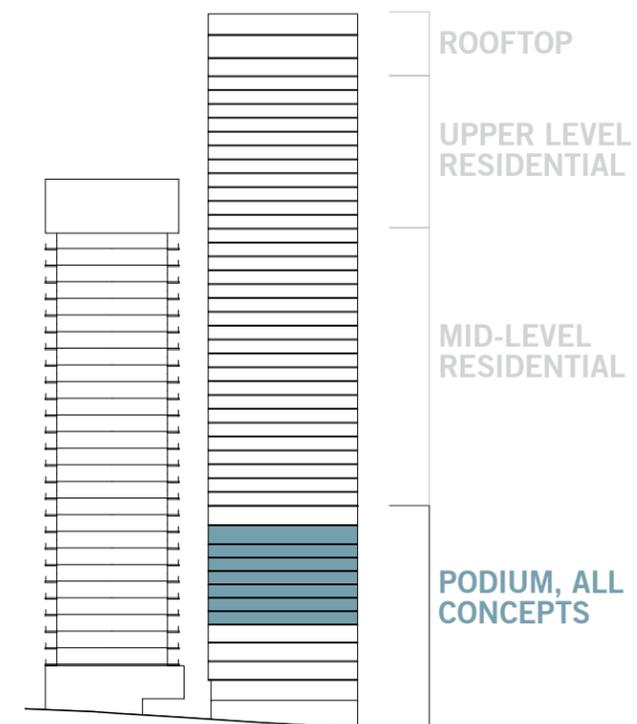
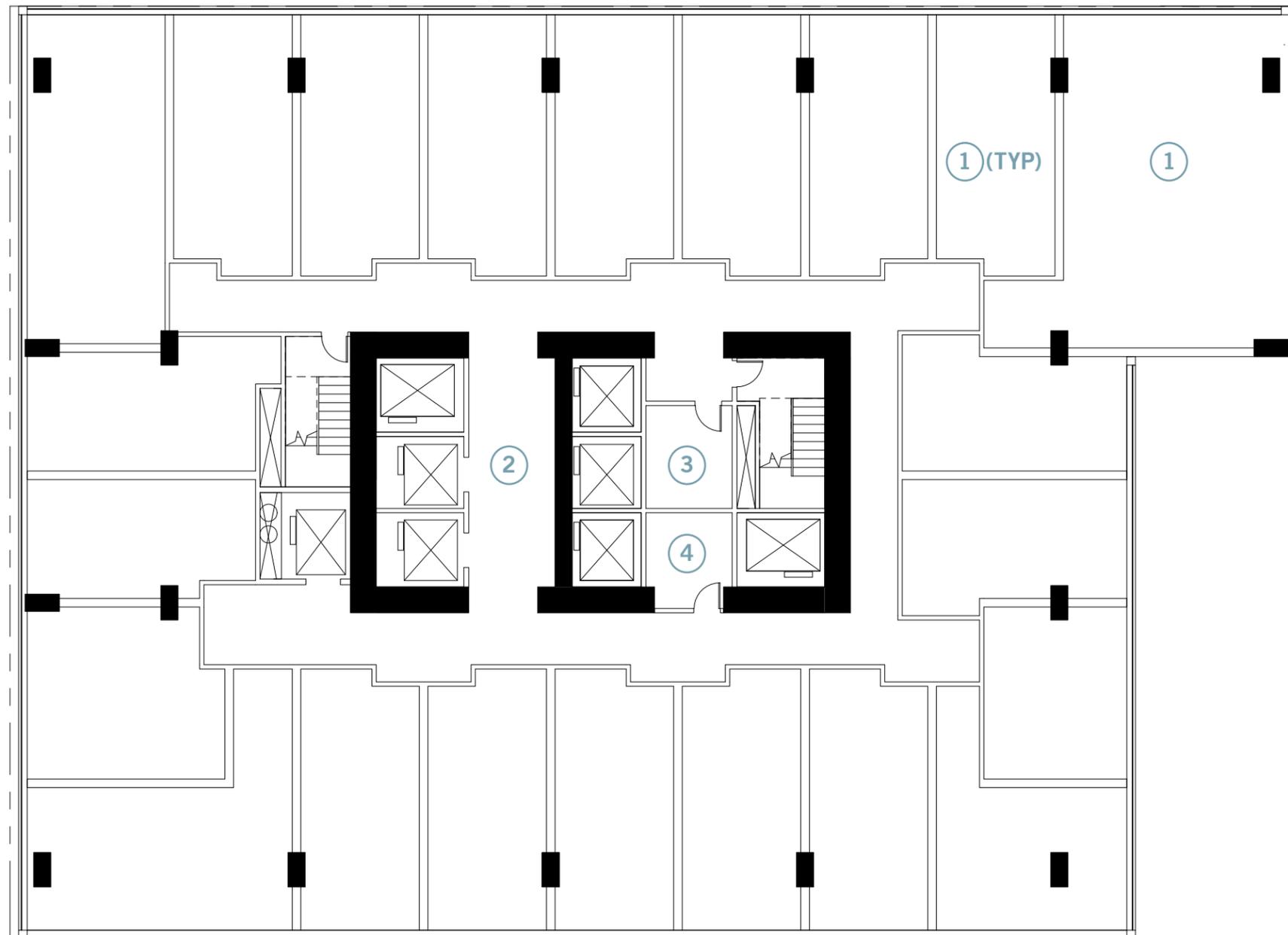
(LEVEL 3 ALL PARKING)



**TYPICAL HOTEL 6-12
PODIUM, ALL CONCEPTS**

KEY:

- 1. HOTEL ROOMS
- 2. HOTEL ELEVATOR LOBBY
- 3. AV / ICE
- 4. LINENS

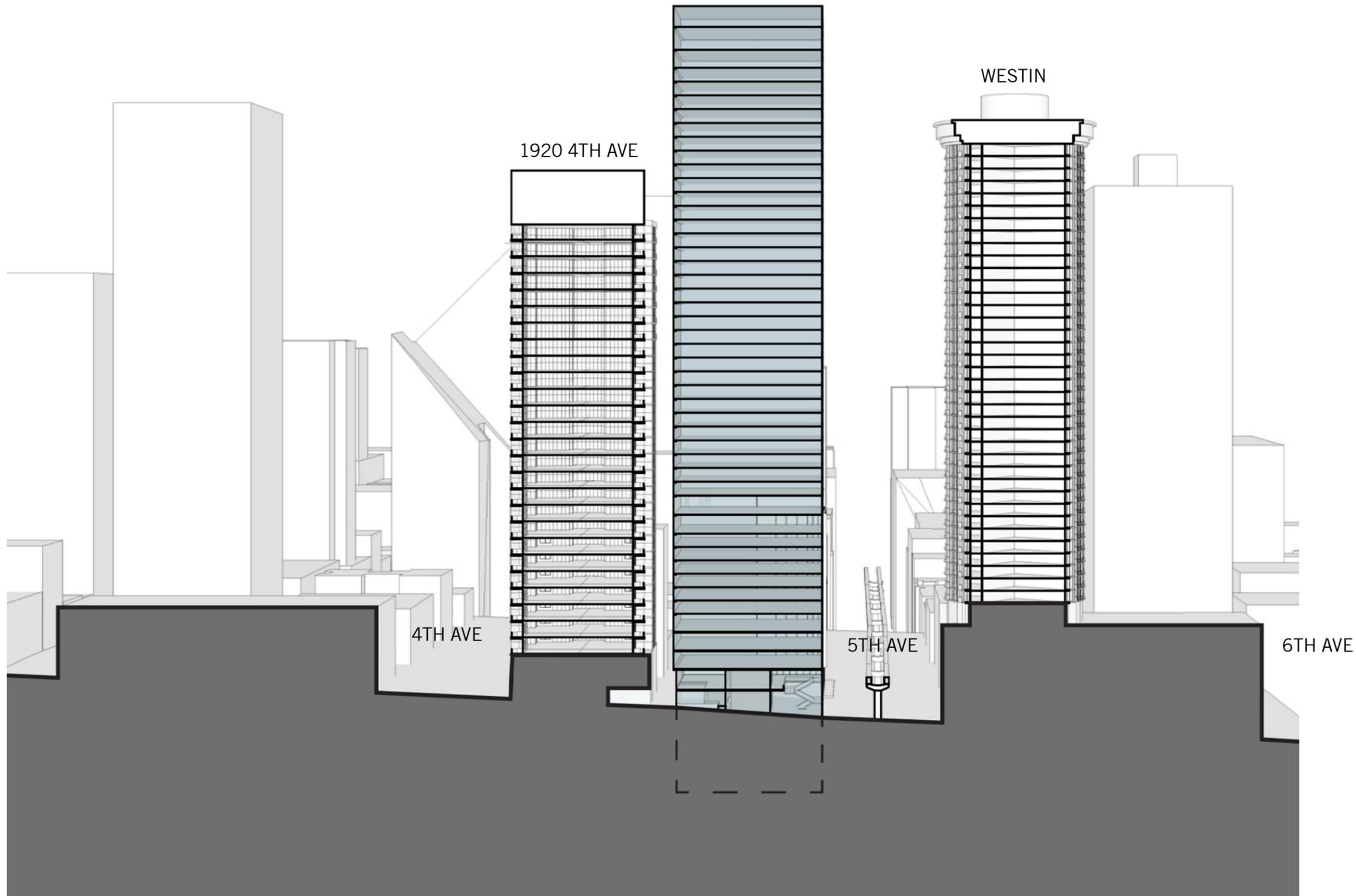


CONCEPT 1 : "LANTERN" NEIGHBORHOOD VIEWS

The "LANTERN" creates a legible identity at the street and steps away from 1919 5th Ave to the south. Its simplicity of form lends itself to ease in planning and structural execution.



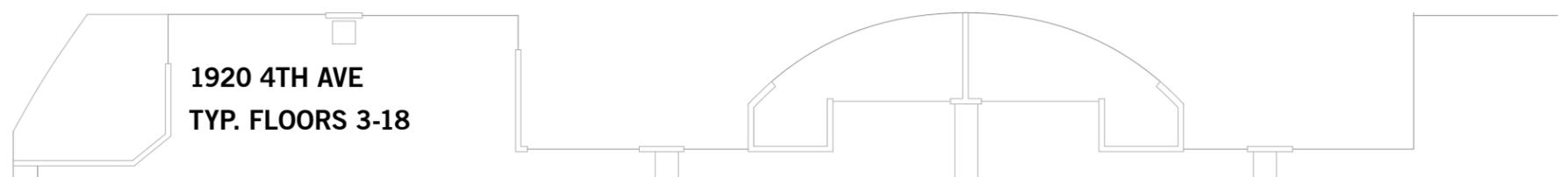
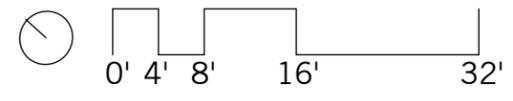
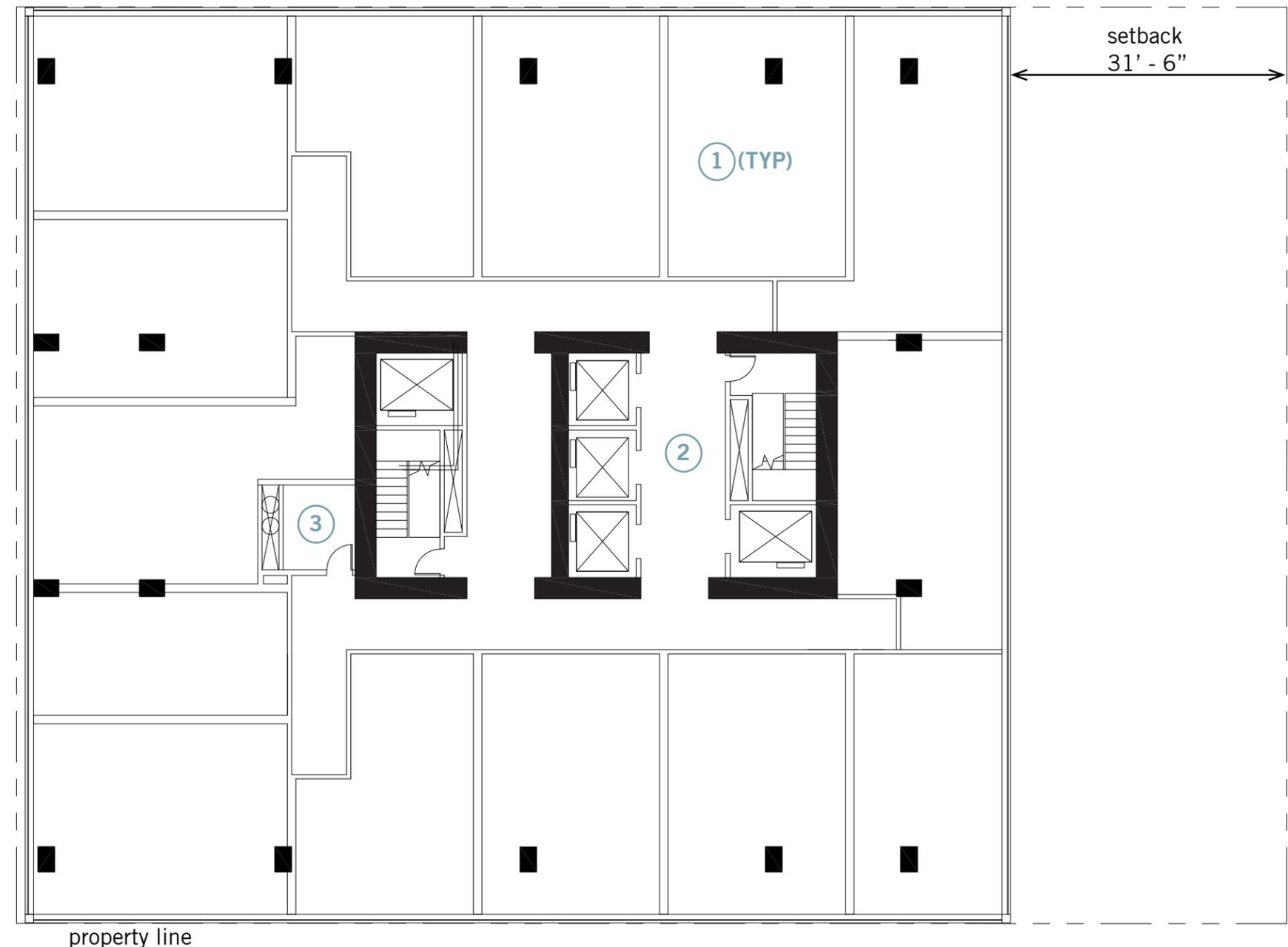
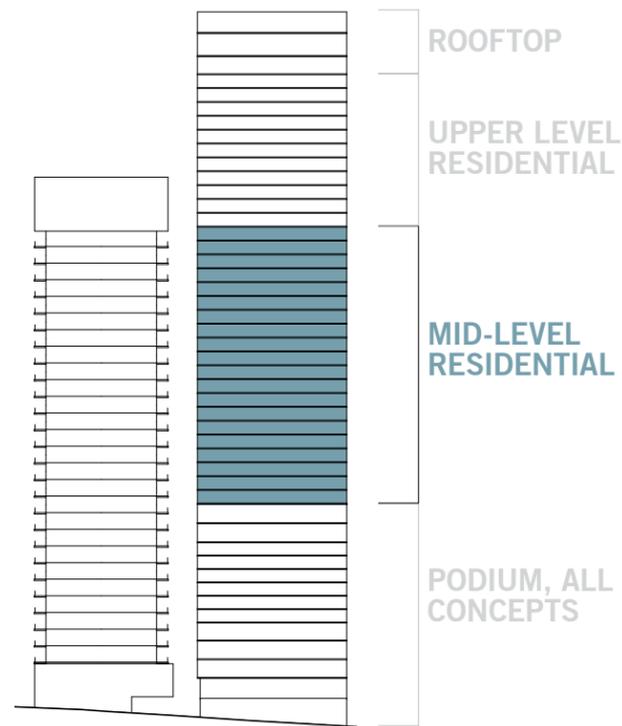
CONCEPT 1 : "LANTERN"
SITE SECTION



**CONCEPT 1 : "LANTERN"
MID-LEVEL RESIDENTIAL PLAN**

KEY:

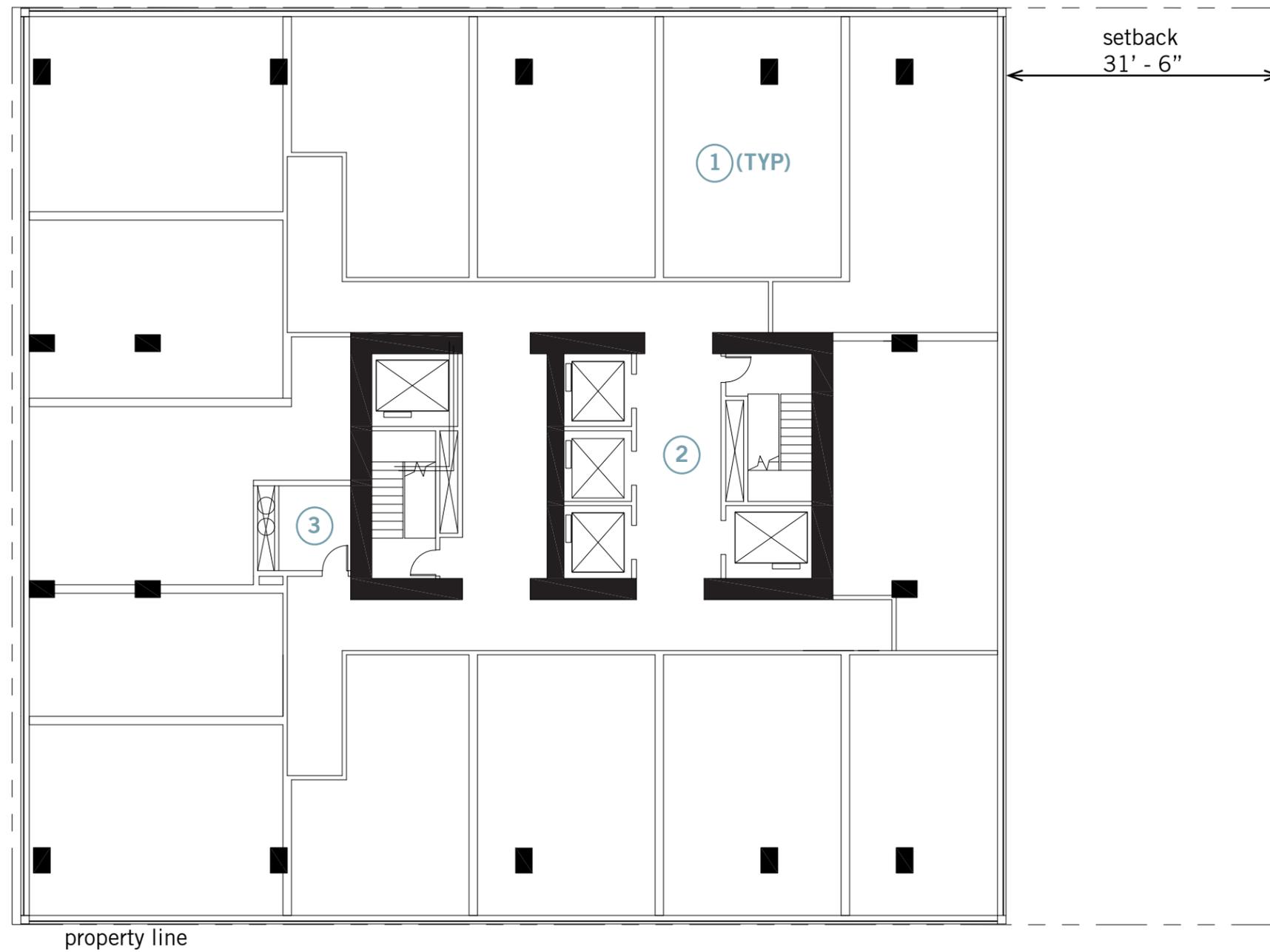
- 1. APARTMENTS
- 2. RESIDENTIAL ELEVATOR LOBBY
- 3. TRASH ROOM



**CONCEPT 1 : "LANTERN"
UPPER LEVEL RESIDENTIAL PLAN**

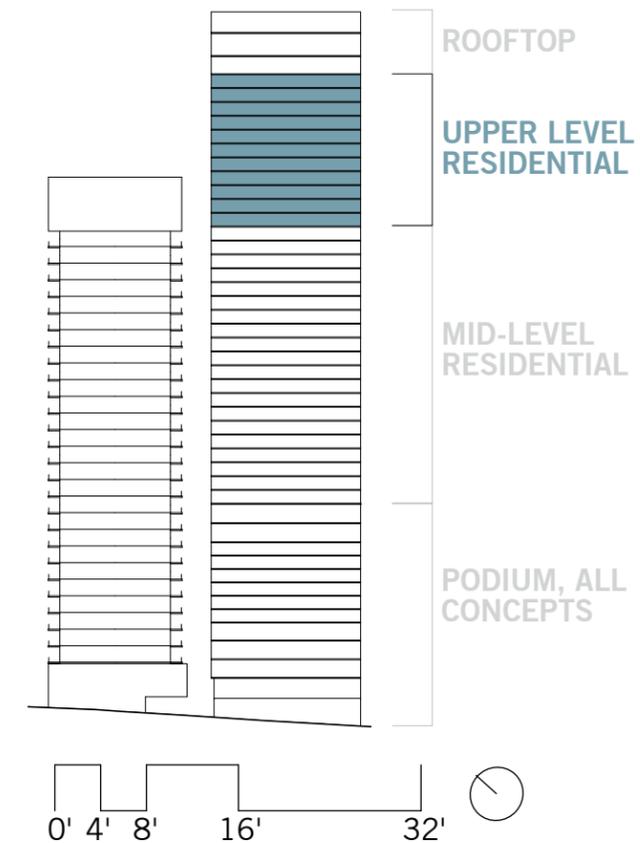
KEY:

- 1. APARTMENTS
- 2. RESIDENTIAL ELEVATOR LOBBY
- 3. TRASH ROOM



property line

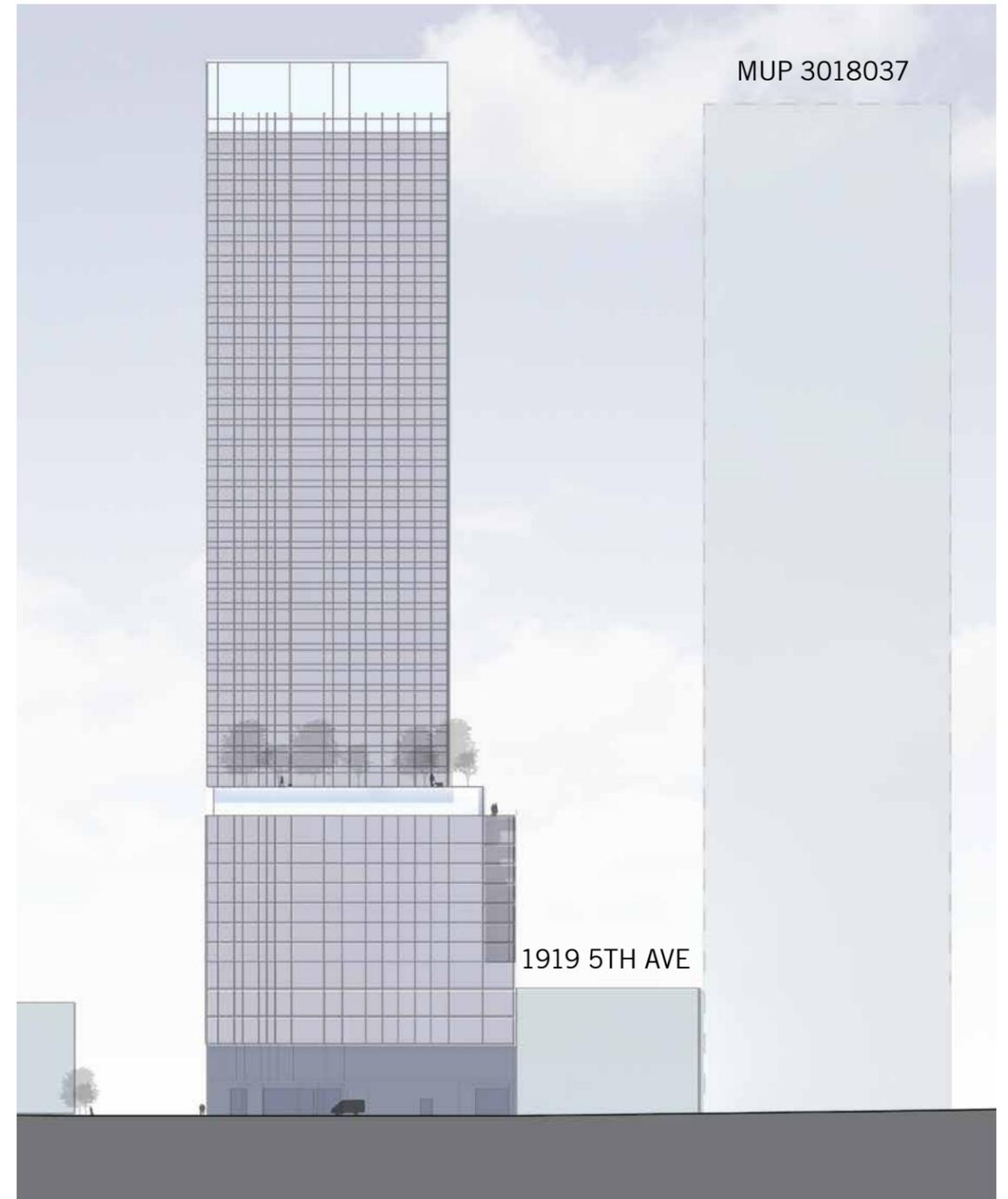
(1920 4TH AVE BELOW)



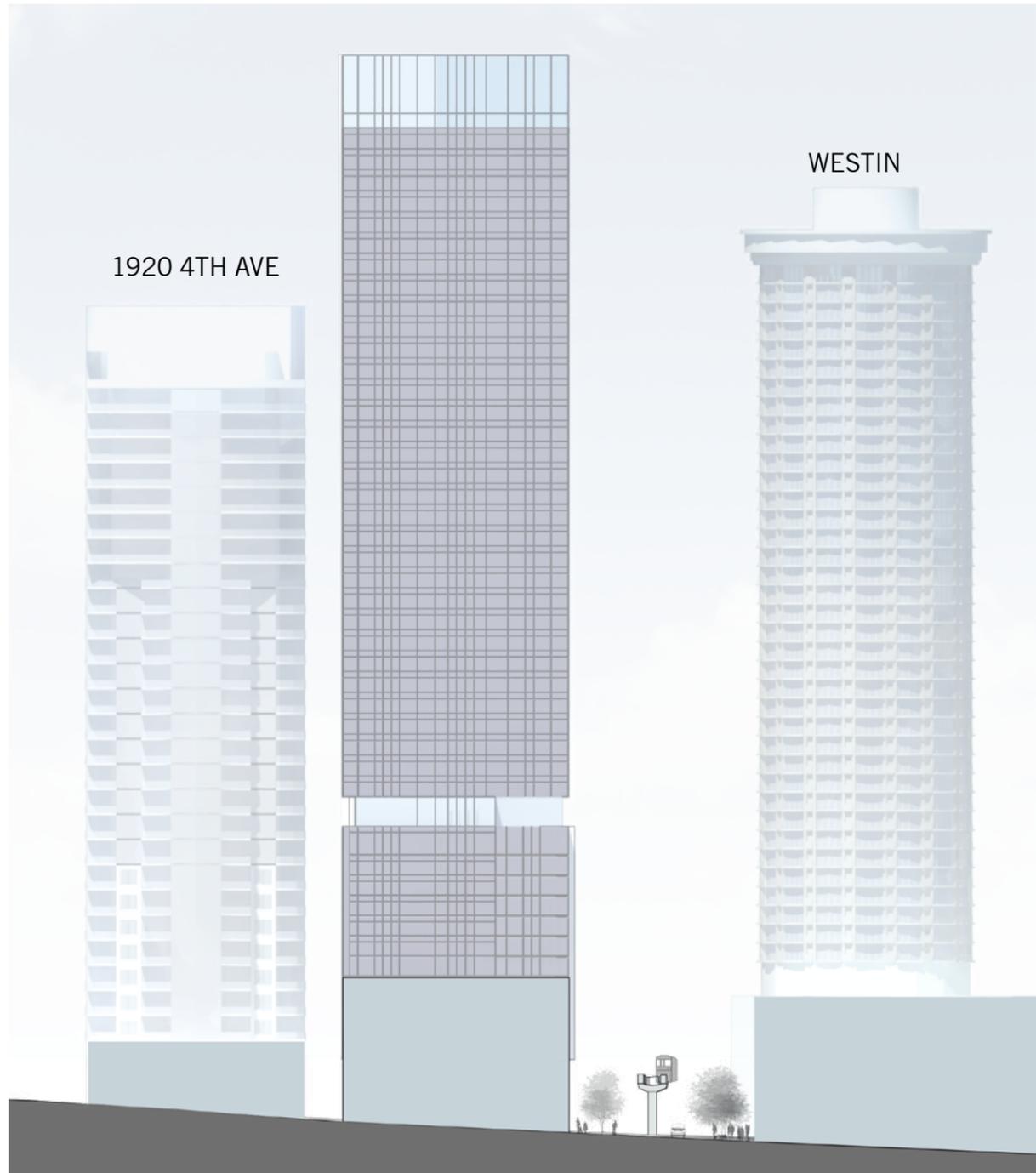
CONCEPT 1 : "LANTERN"
ELEVATIONS



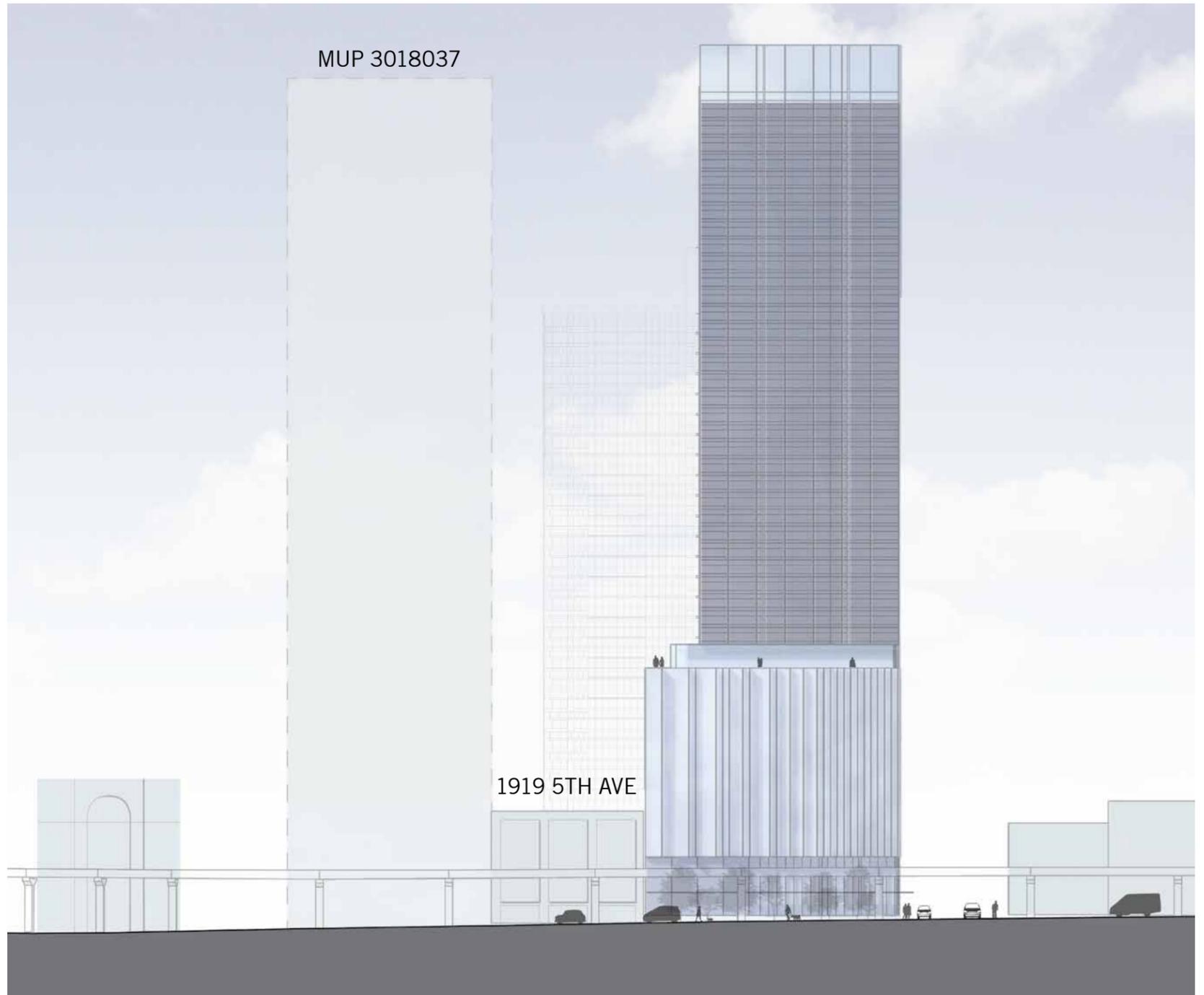
NORTH ELEVATION



WEST ELEVATION



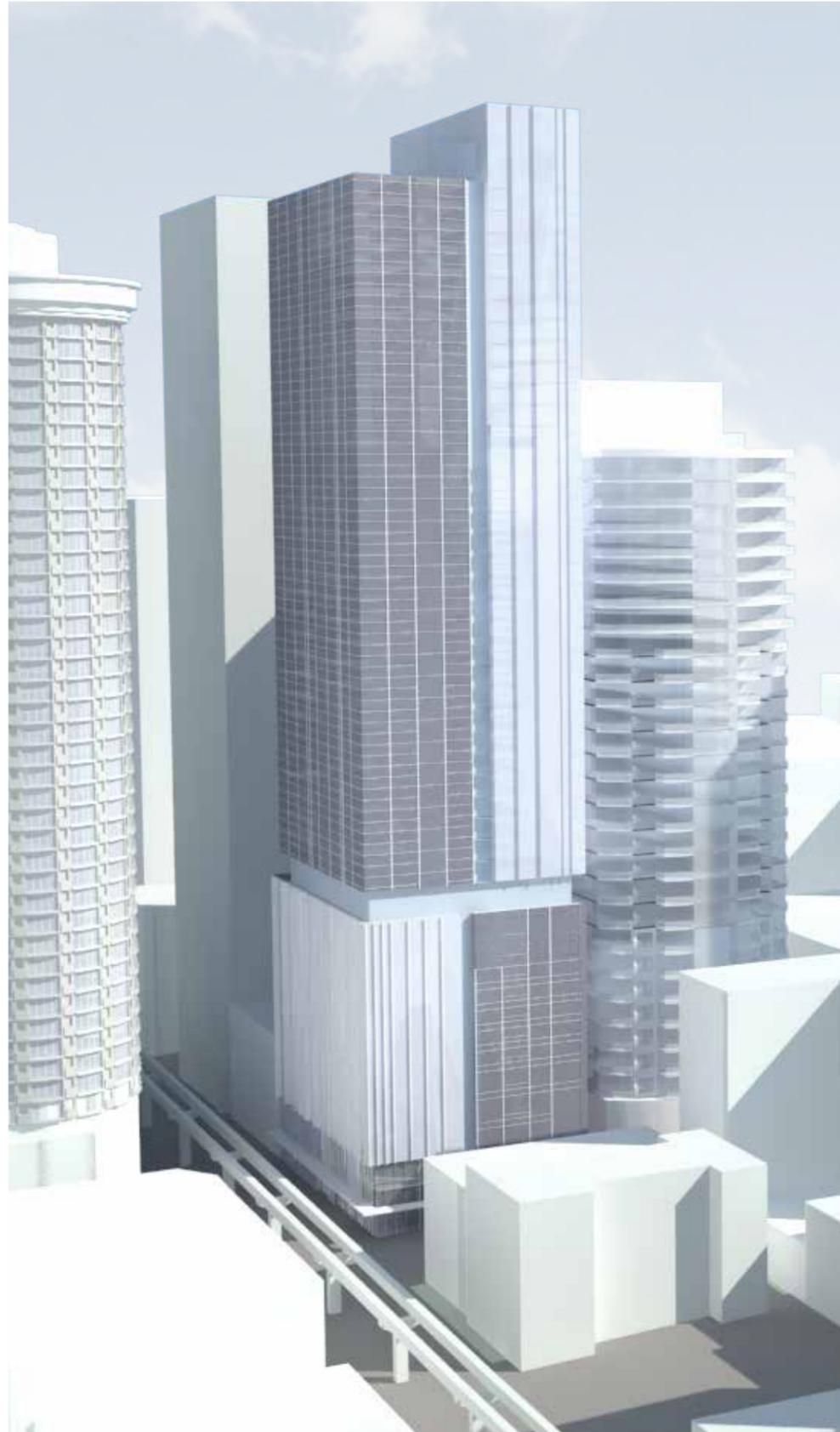
SOUTH ELEVATION



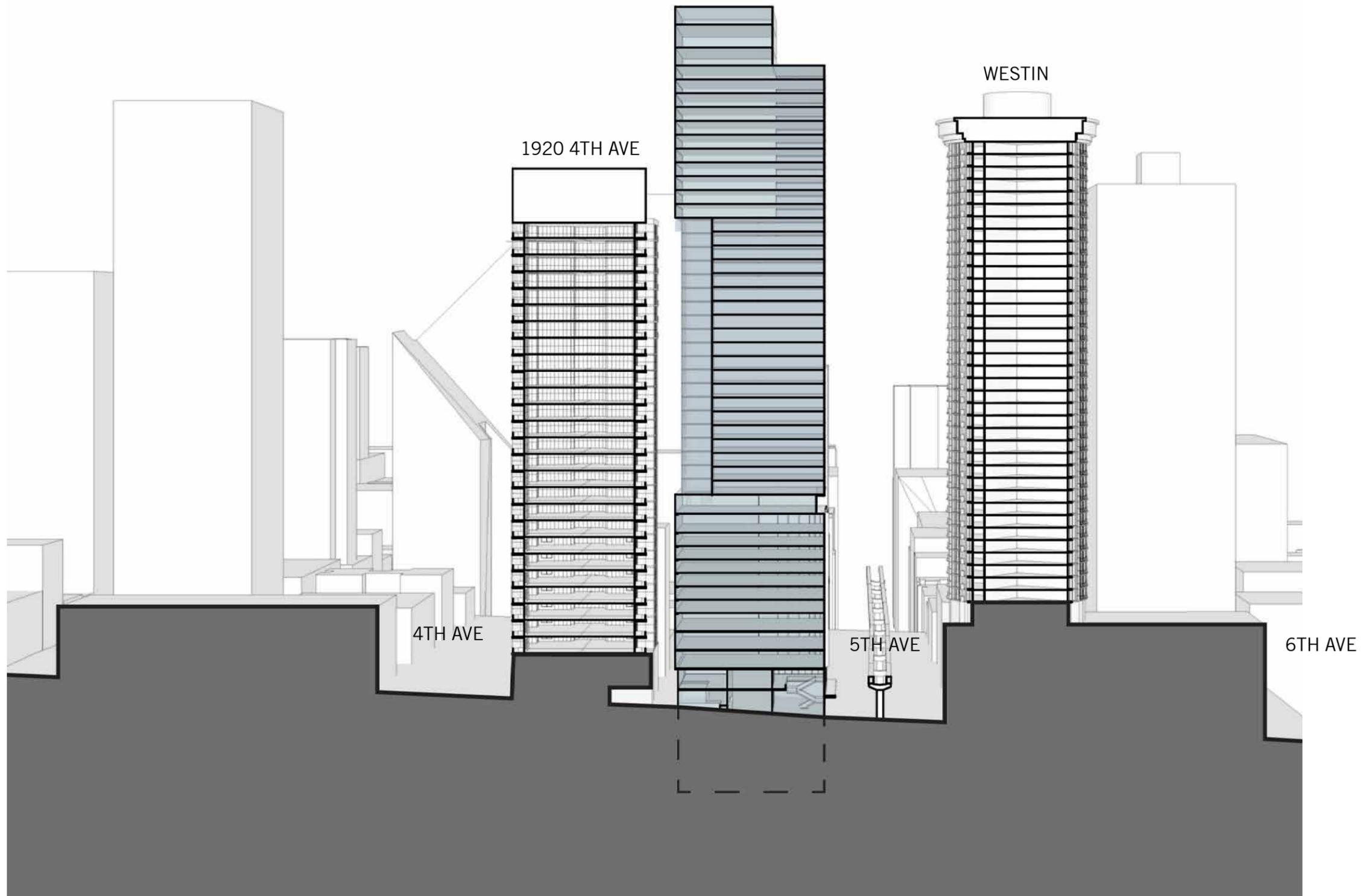
EAST ELEVATION

CONCEPT 2 : "BEACON" NEIGHBORHOOD VIEWS

The "BEACON" creates areas of visual interest to highlight the amenity features in the project. The podium maximizes the site area, while the residential program responds to zoning constraints by conserving floor area in the middle portion of the tower. This allows the project to step away from both 1920 4th Ave and 1919 5th Ave.



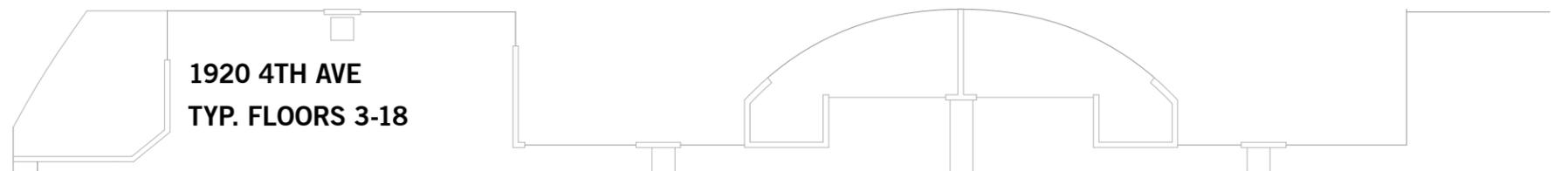
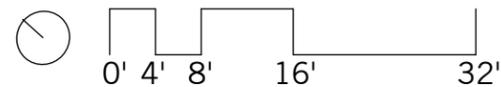
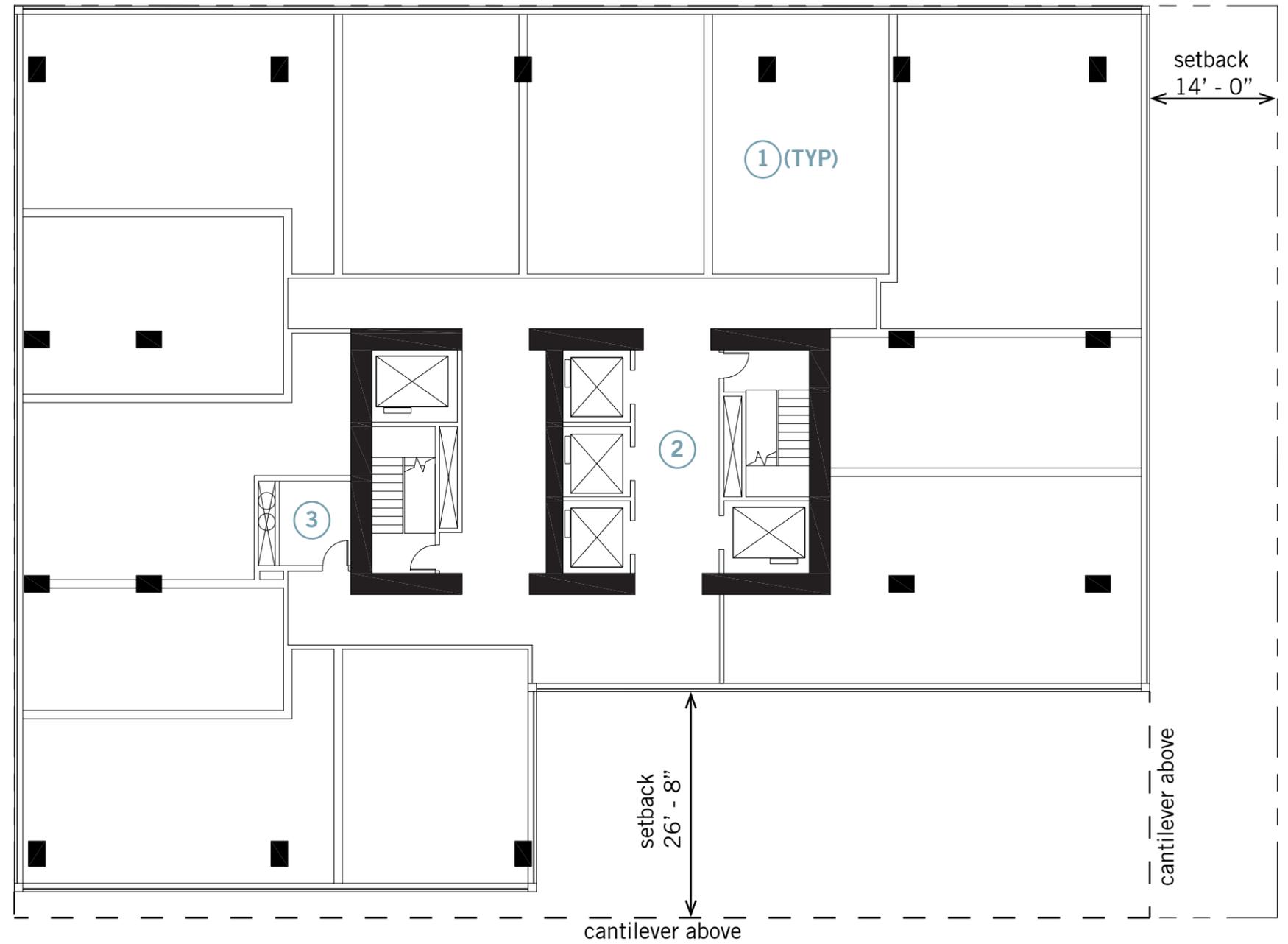
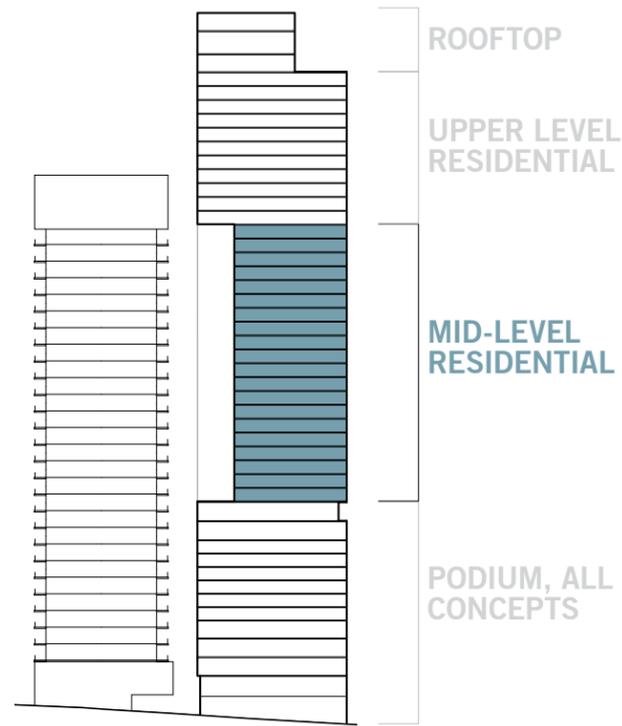
CONCEPT 2 : "BEACON"
SITE SECTION



CONCEPT 2 : "BEACON"
MID-LEVEL RESIDENTIAL PLAN

KEY:

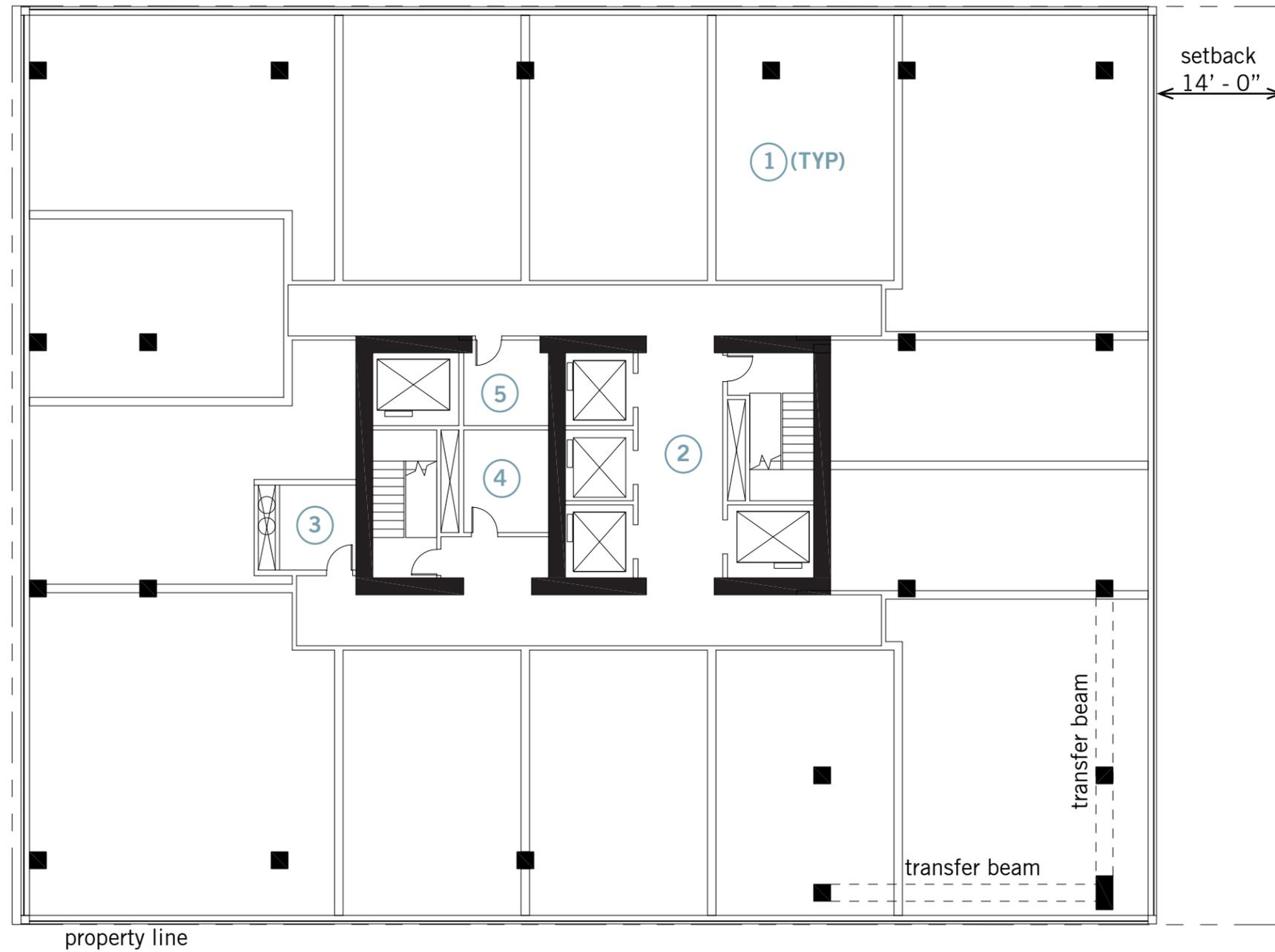
- 1. APARTMENTS
- 2. RESIDENTIAL ELEVATOR LOBBY
- 3. TRASH ROOM



CONCEPT 2 : "BEACON"
UPPER LEVEL RESIDENTIAL PLAN

KEY:

- 1. APARTMENTS
- 2. RESIDENTIAL ELEVATOR LOBBY
- 3. TRASH ROOM
- 4. ELECTRIC ROOM
- 5. STORAGE

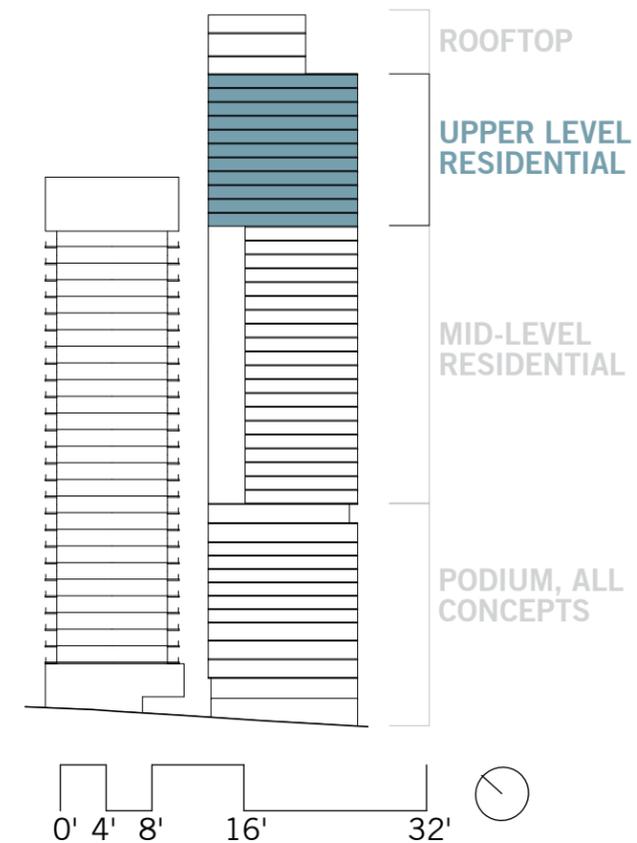


property line

transfer beam

transfer beam

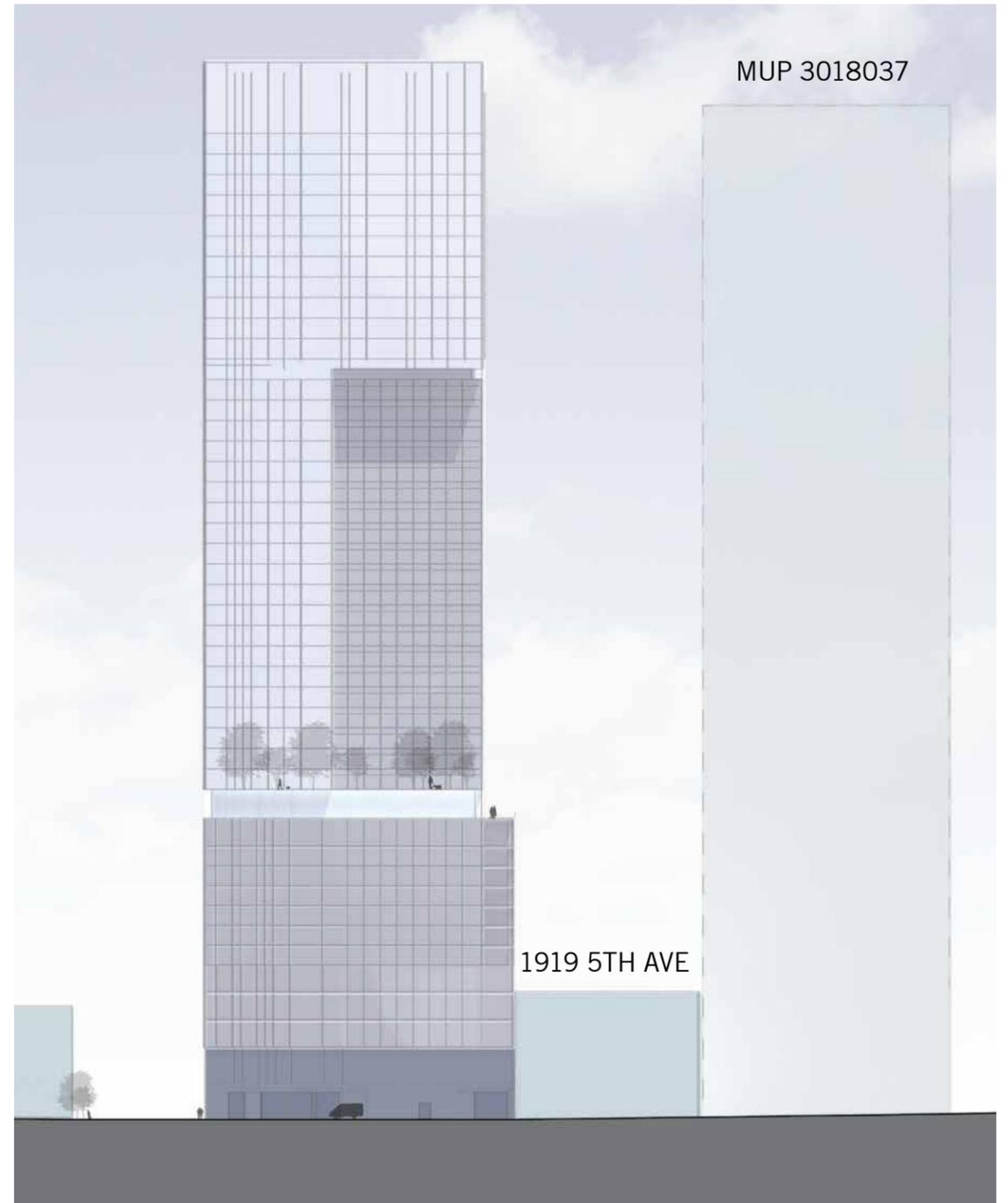
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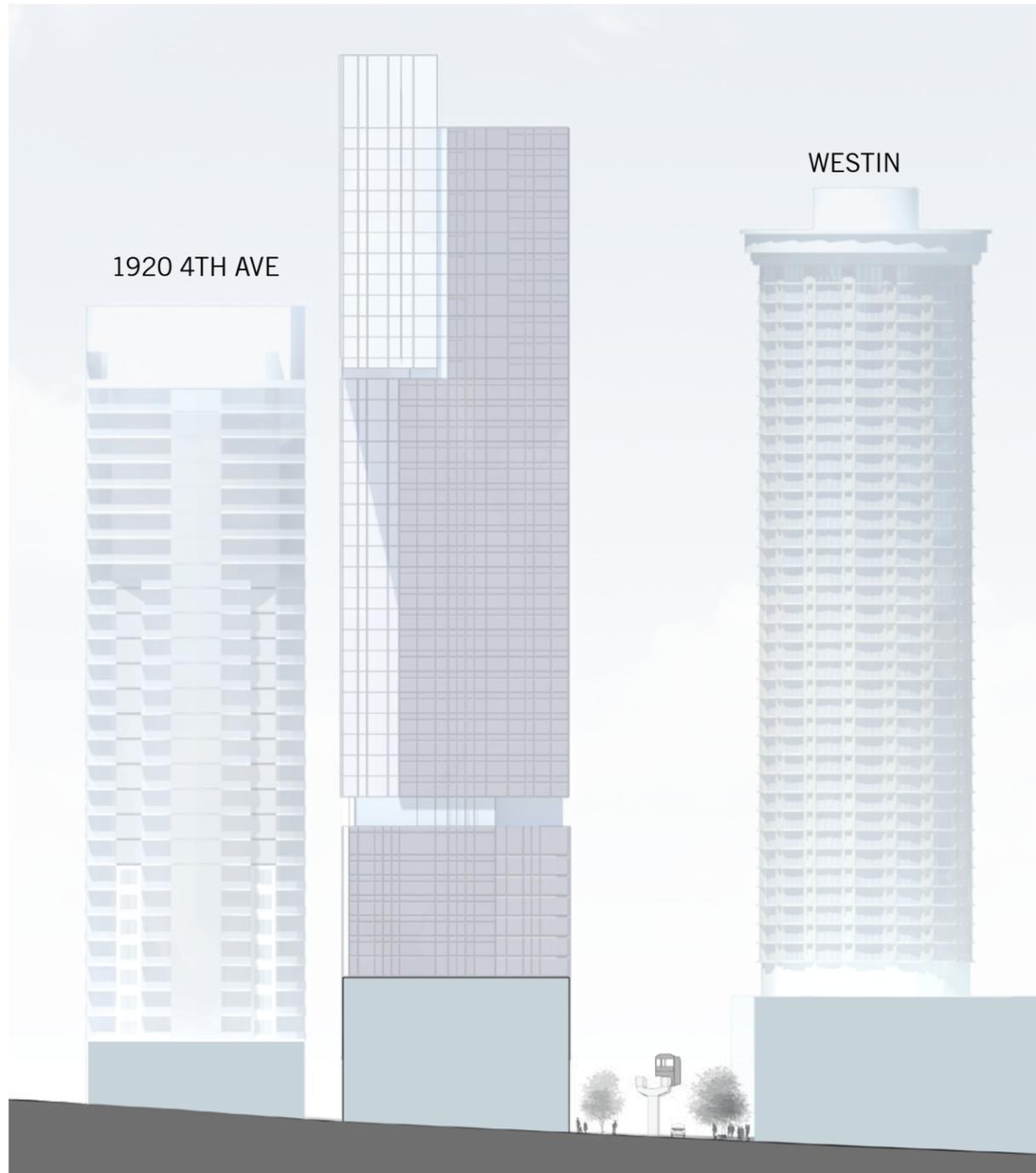
CONCEPT 2 : "BEACON"
ELEVATIONS



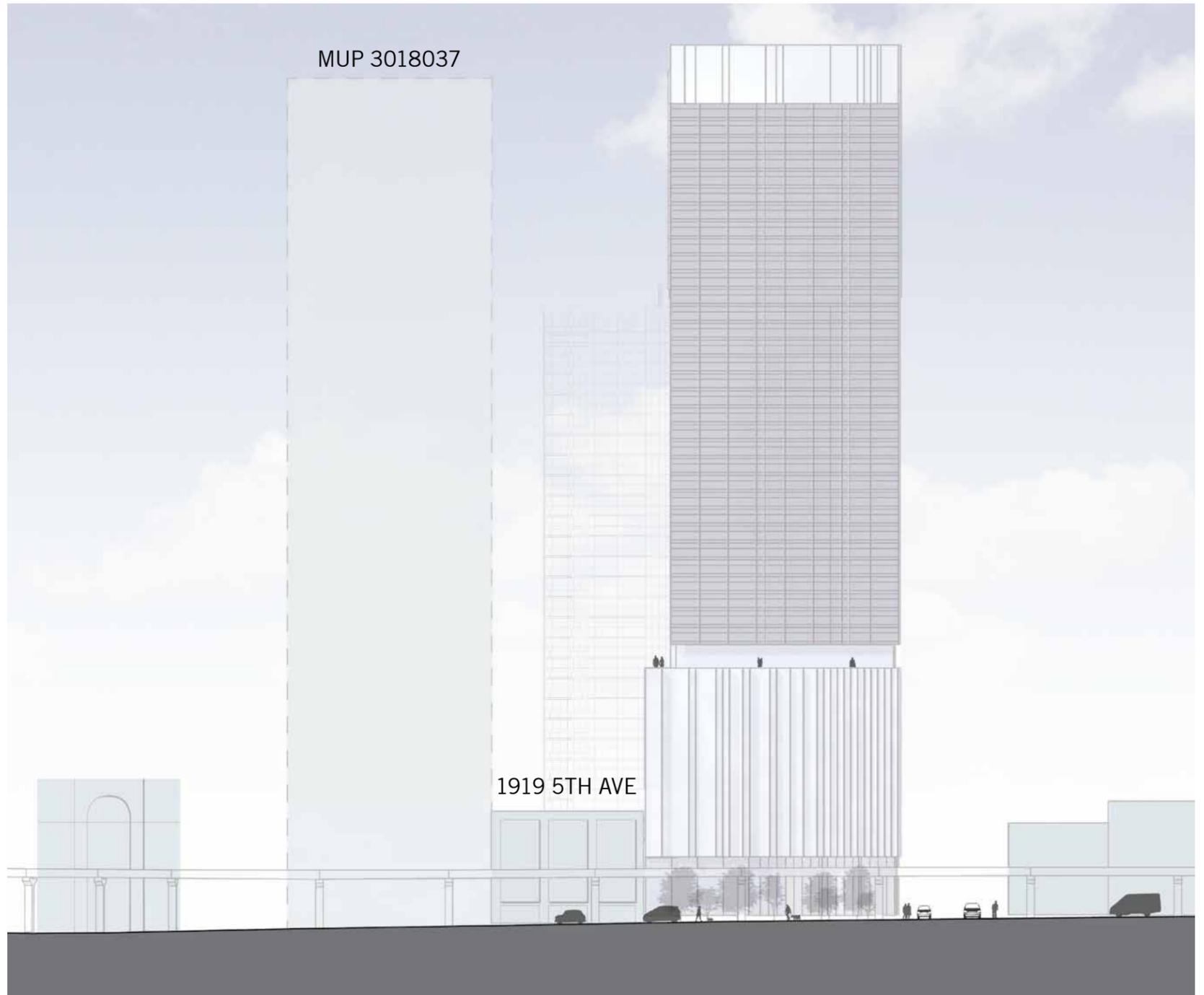
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



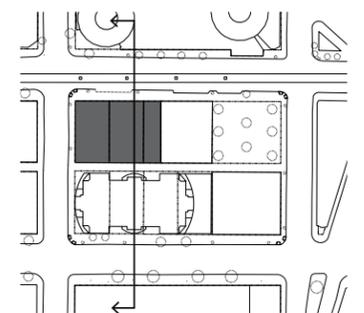
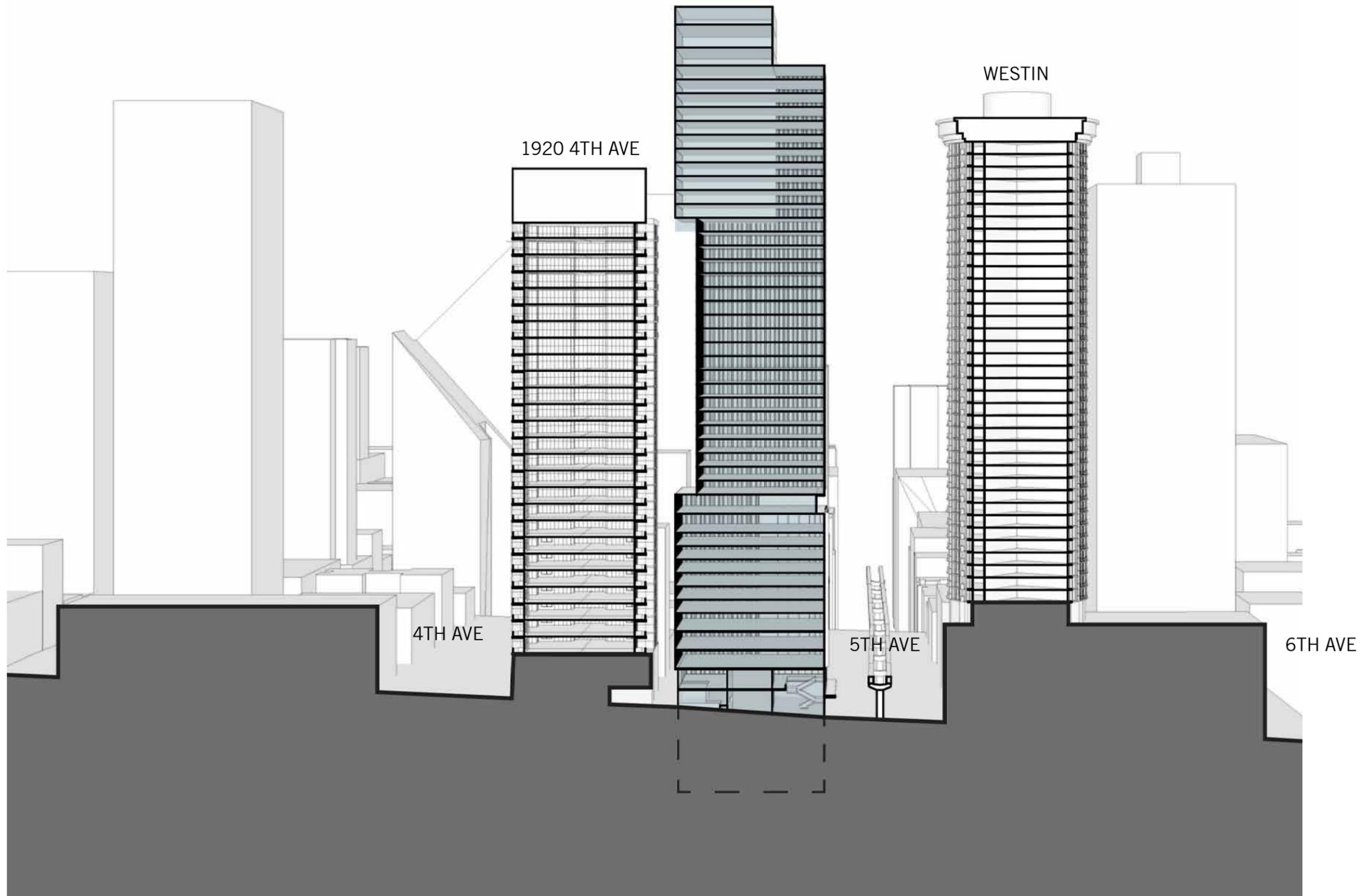
EAST ELEVATION

CONCEPT 3 : “JEWEL” (PREFERRED) NEIGHBORHOOD VIEWS

The “JEWEL” simplifies the structural solution, and steps the entire mid-tower west facade away from 1920 4th Avenue. The podium maximizes the site area, while the residential program responds to zoning constraints by conserving floor area in the middle portion of the tower. Amenity features are highlighted as areas of visual interest in the project.



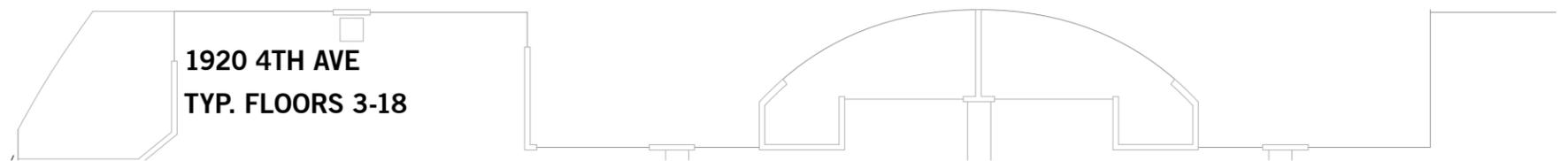
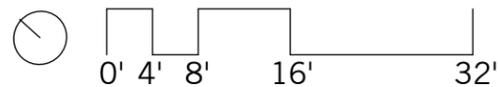
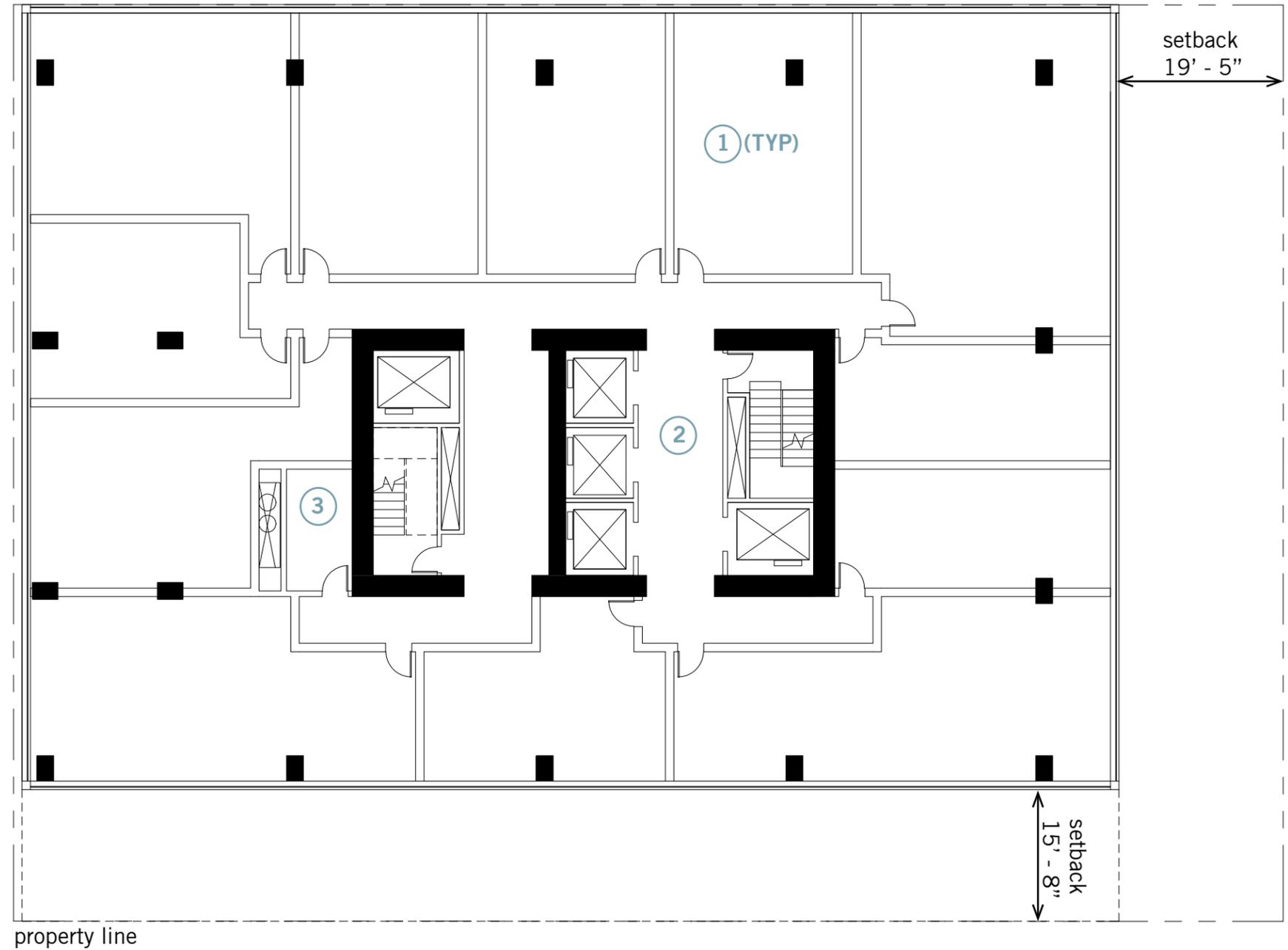
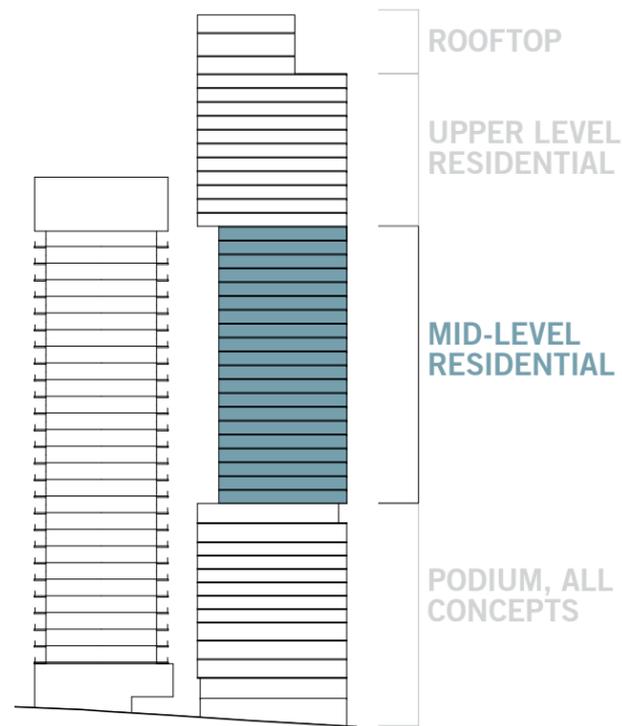
CONCEPT 3 : "JEWEL"
(PREFERRED) SITE SECTION



**CONCEPT 3 : "JEWEL"
(PREFERRED) MID-LEVEL RES.**

KEY:

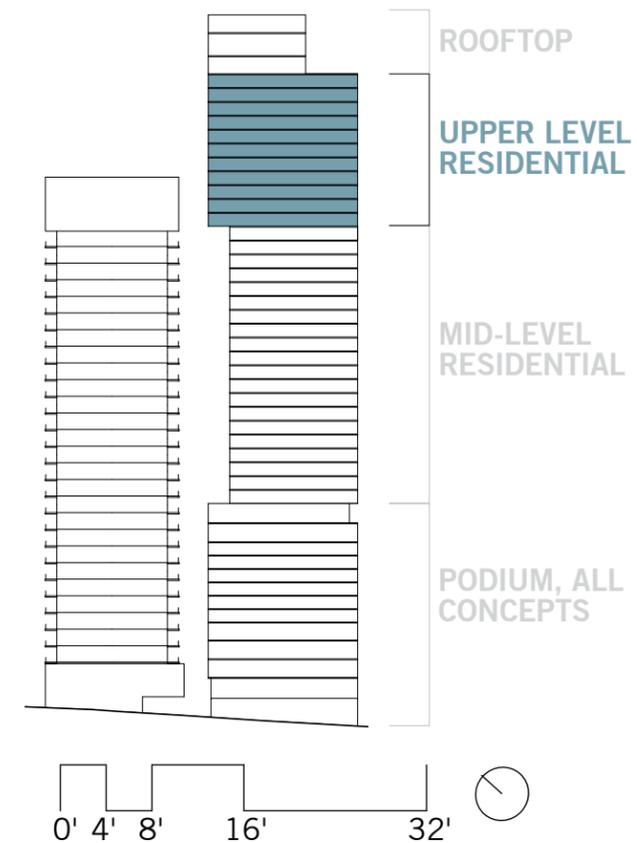
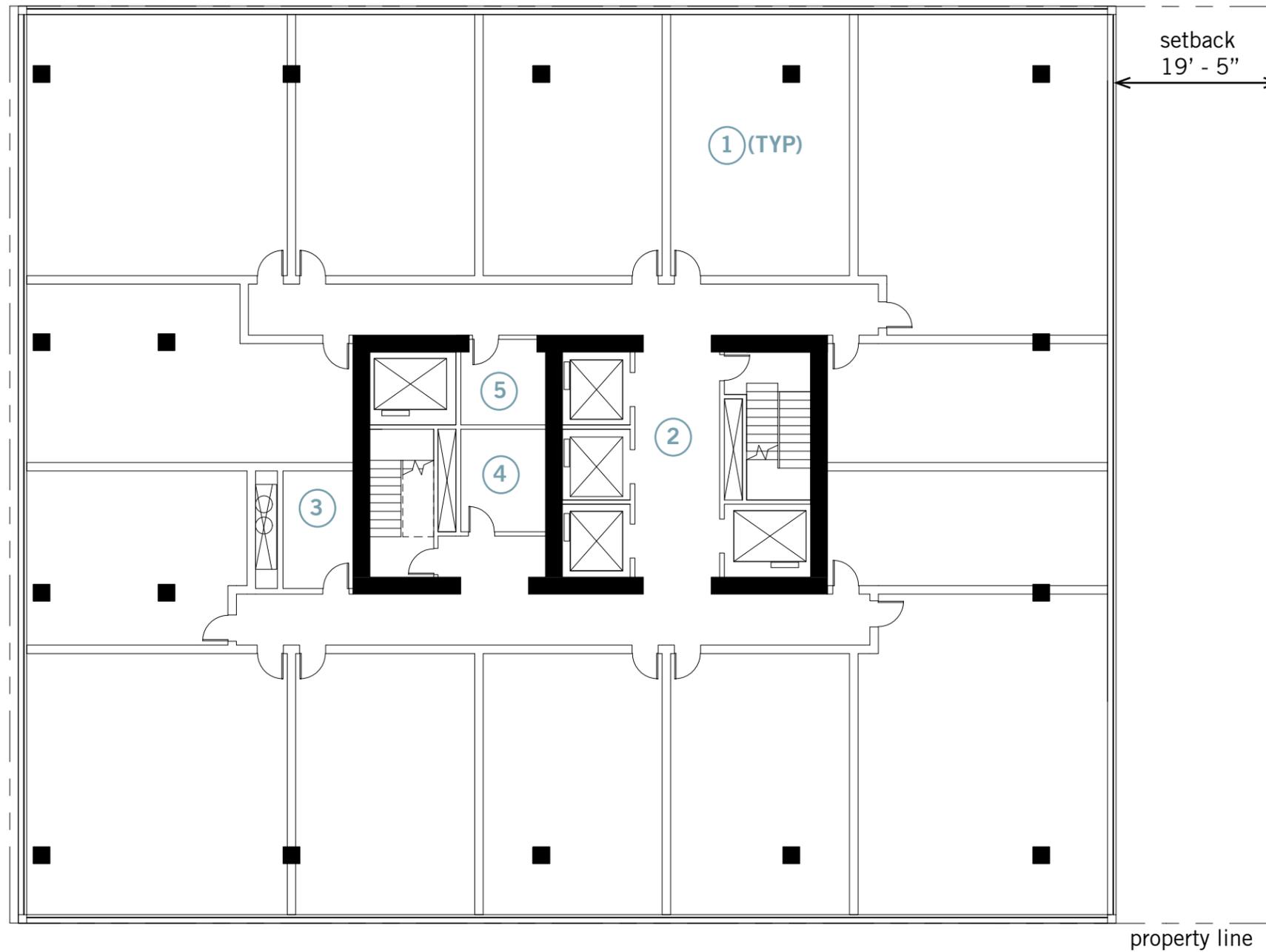
- 1. APARTMENTS
- 2. RESIDENTIAL ELEVATOR LOBBY
- 3. TRASH ROOM



**CONCEPT 3 : "JEWEL"
(PREFERRED) UPPER LEVEL RES.**

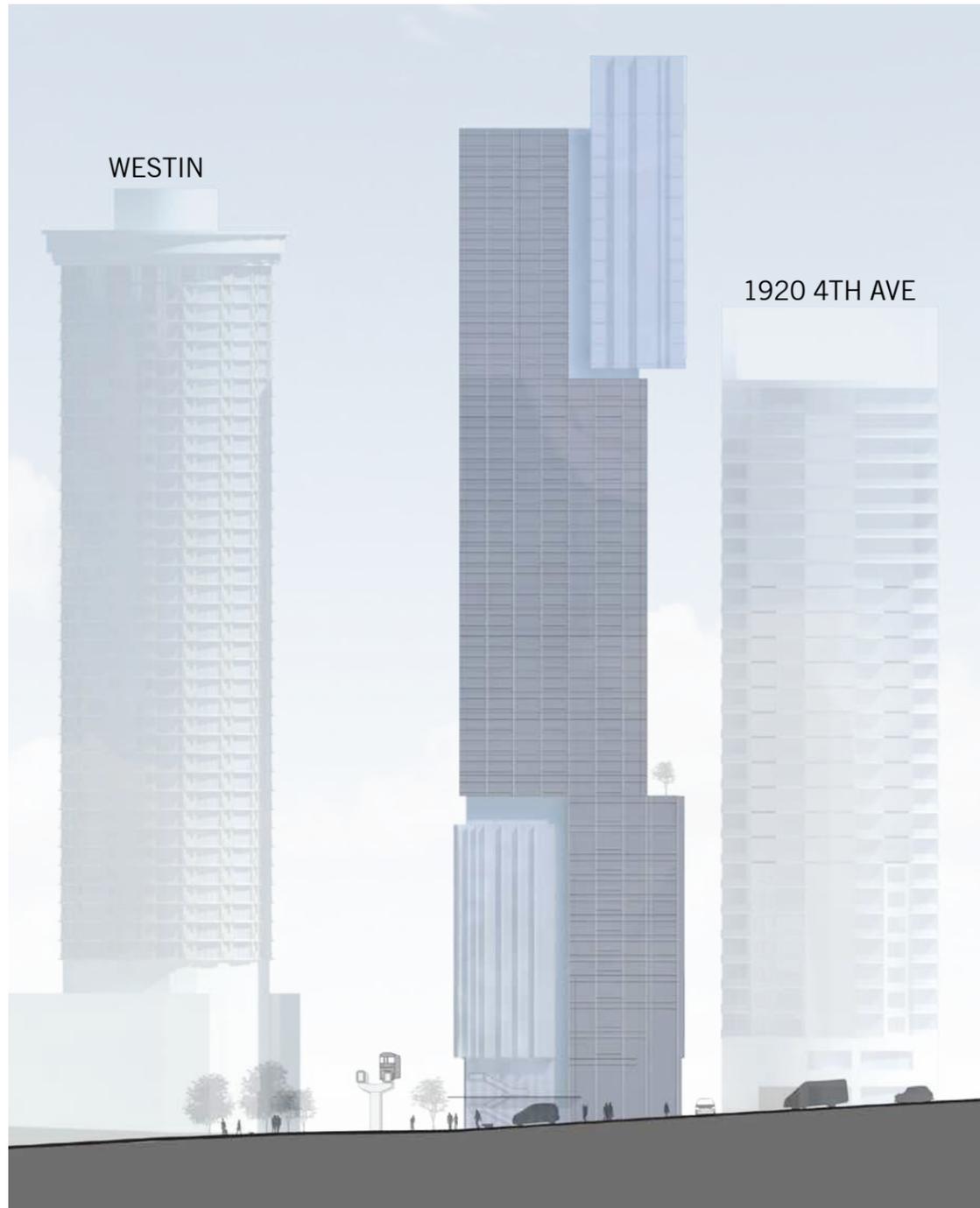
KEY:

- 1. APARTMENTS
- 2. RESIDENTIAL ELEVATOR LOBBY
- 3. TRASH ROOM
- 4. ELECTRIC ROOM
- 5. STORAGE



(1920 4TH AVE BELOW)

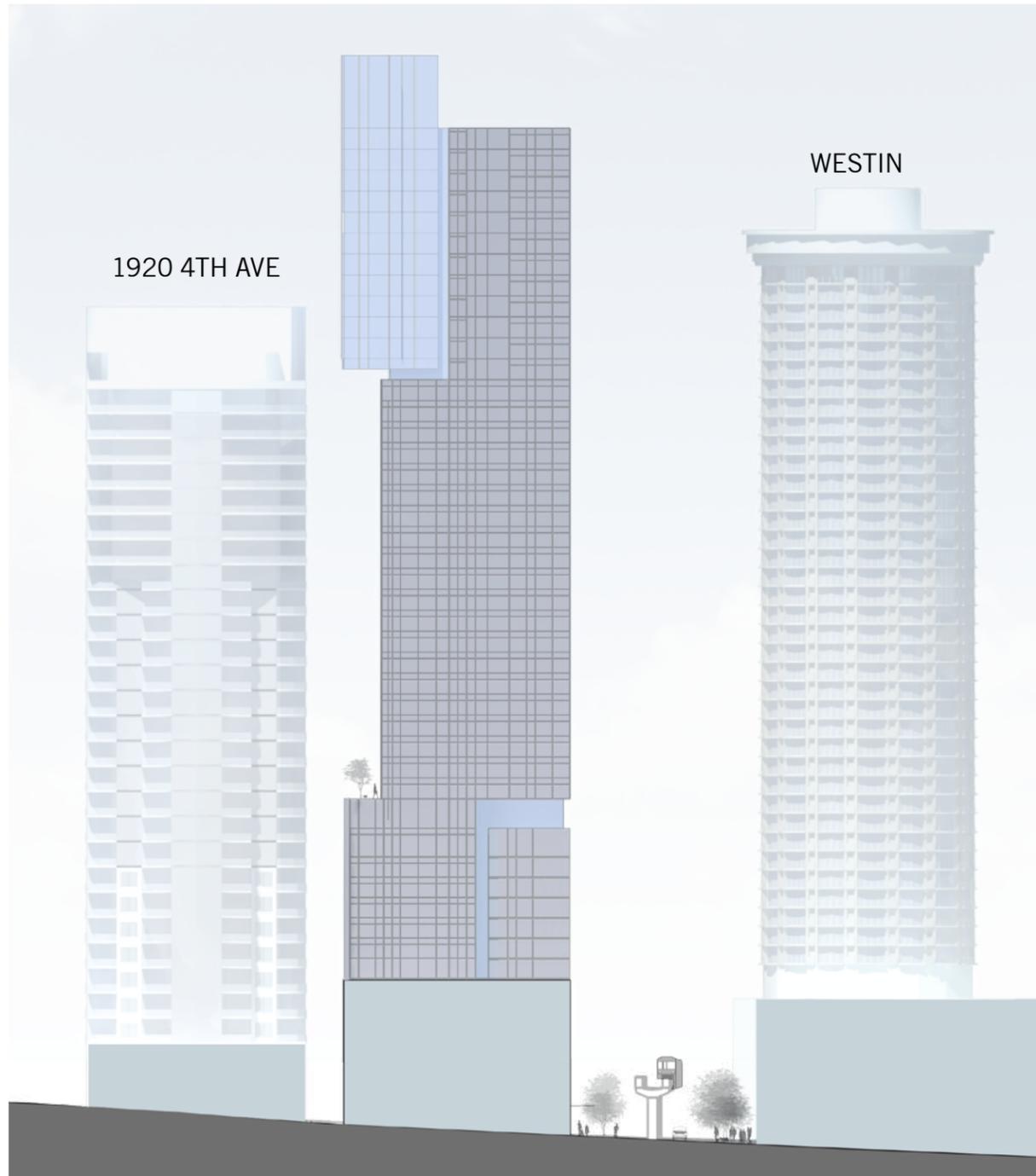
CONCEPT 3 : "JEWEL"
(PREFERRED) ELEVATIONS



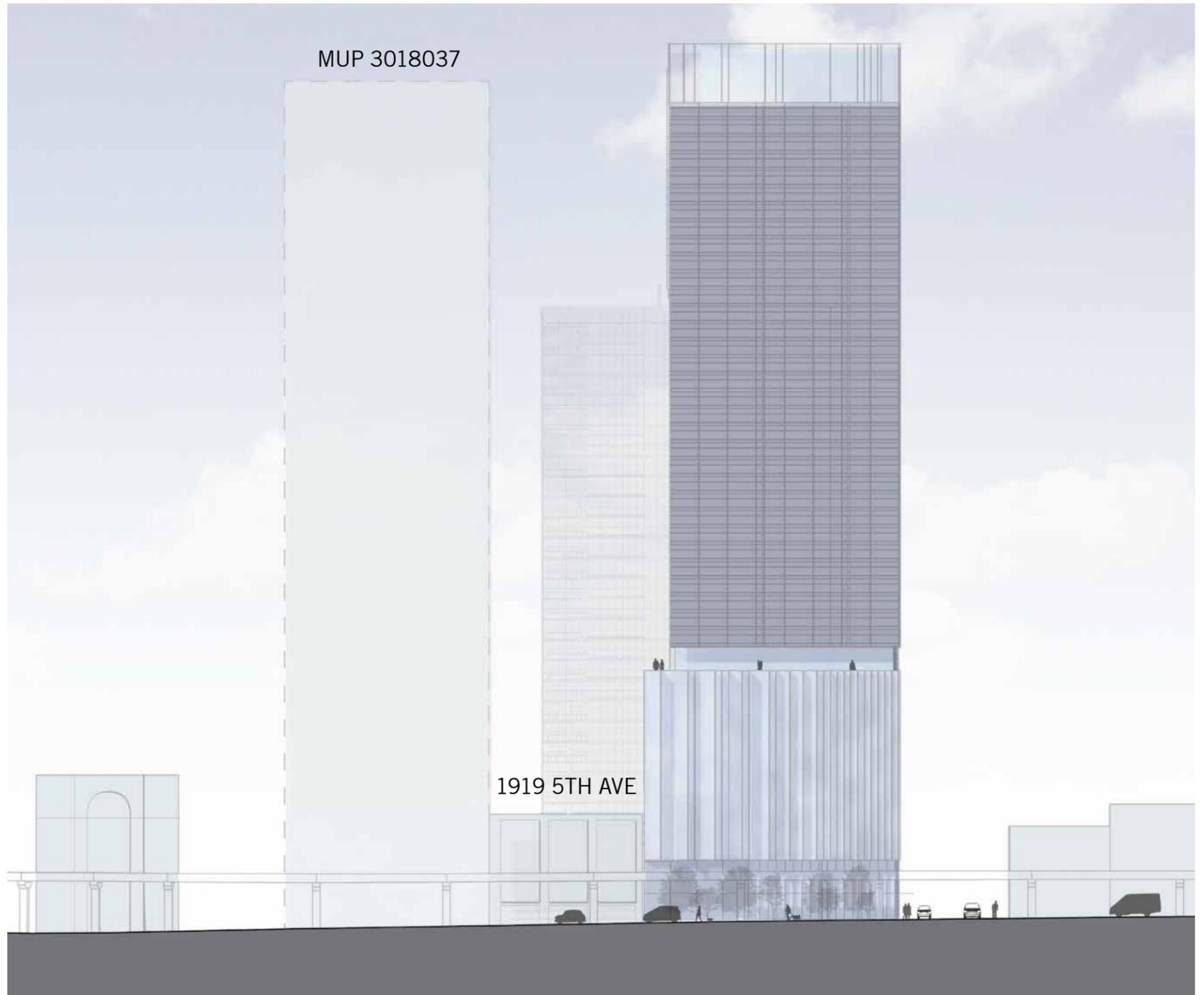
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

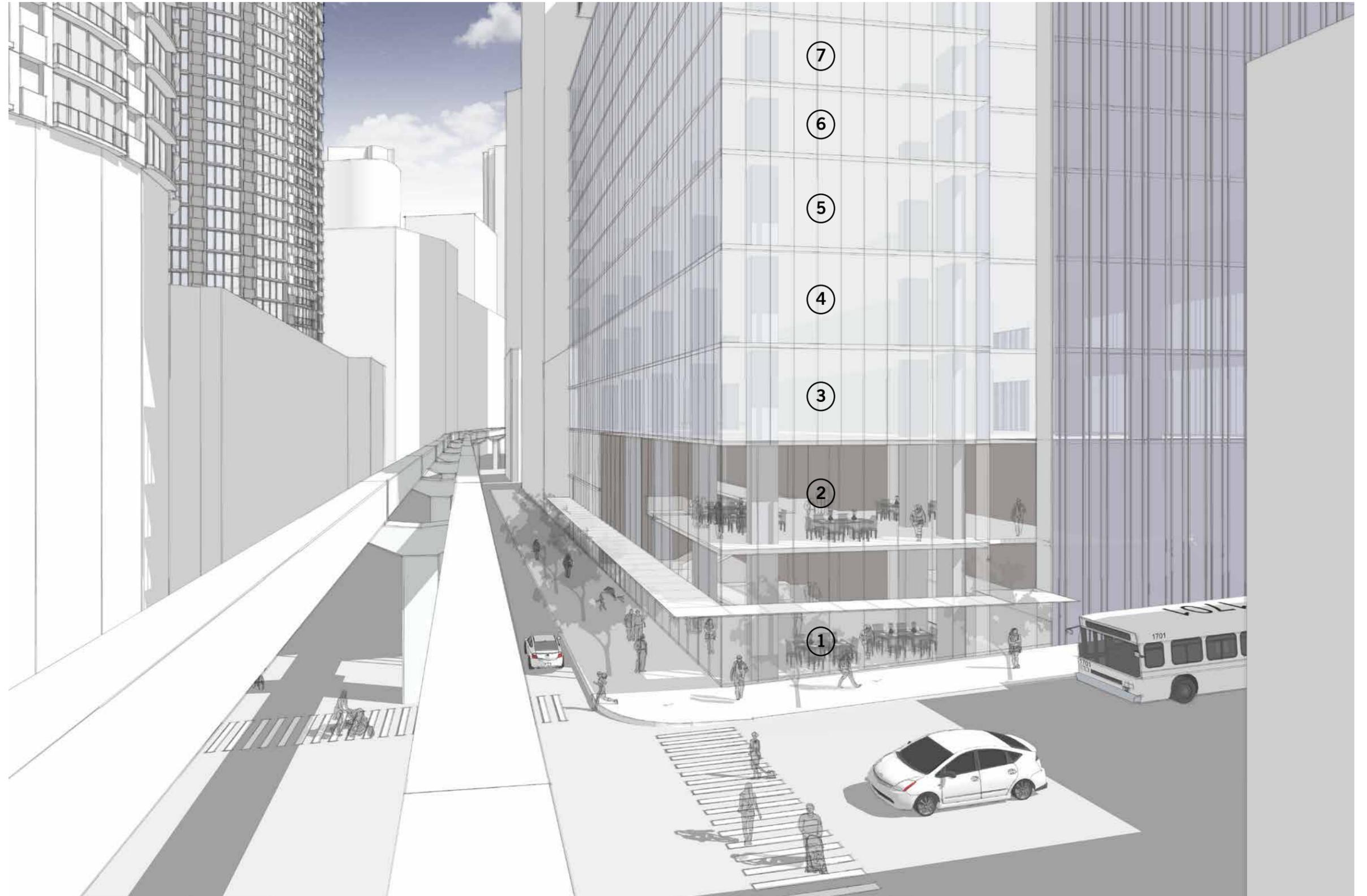


EAST ELEVATION

CONCEPT 3 : "JEWEL" (PREFERRED) STREET VIEWS

KEY:

1. GROUND FLOOR RETAIL
2. RETAIL #2
3. PARKING
4. PARKING
5. BACK OF HOUSE
6. HOTEL
7. HOTEL



MONORAIL LEVEL VIEW



VIEW OF CORNER AT 5TH AVE AND VIRGINIA ST

CONCEPT 3 : "JEWEL"
(PREFERRED) STREET VIEWS



VIEW OF CORNER AT 5TH AVE AND VIRGINIA ST



VIEW OF ENTRY LOOKING NORTH ON 5TH AVE