

5TH & VIRGINIA
DOUGLASTON DEVELOPMENT

4-7 URBAN CONTEXT

8-11 MASSING ALTERNATIVES

12-15 SUMMARY OF EDG1

16,17 OVERVIEW OF DESIGN RESPONSE

18,19 SECTION AND PROGRAM

20-24 DIMENSIONAL CLARIFICATIONS

25 ADJACENCIES DIAGRAM

26-29 VIEWLINES DIAGRAM

30 CONTEXT VIEWS

31 REGULATING LINES AND RHYTHM

32,33 DAYLIGHT ANALYSIS

34 SITE PLAN

35 LANDSCAPE PLAN

36-39 VEHICLE ACCESS DIAGRAMS

40 PLAN, LEVEL P1, FIRST PARKING LEVEL

41 PLAN, GROUND FLOOR AT 5TH AVENUE

42 PLAN, GROUND FLOOR AT ALLEY

43 PLAN, FLOOR 2 (RESTAURANT)

44 PLAN, FLOOR 3 (SUPPORT FUNCTIONS)

45 PLAN, TYPICAL HOTEL (FLOORS 4-11)

46 PLAN, SPA AND POOL (FLOOR 12)

47 PLAN, STANDARD RESIDENTIAL (FLOORS 13-32)

48 PLAN, PREMIUM RESIDENTIAL (FLOORS 33-44)

49 PLAN, PENTHOUSE RESIDENTIAL (FLOORS 45)

50 PLAN, RESIDENTIAL AMENITY (LEVEL 46)

51 PLAN, ROOFTOP BAR (LEVEL 47)

52,53 ROOF AND BAR LEVEL AXONOMETRIC AND VIEWS (LEVEL 48)

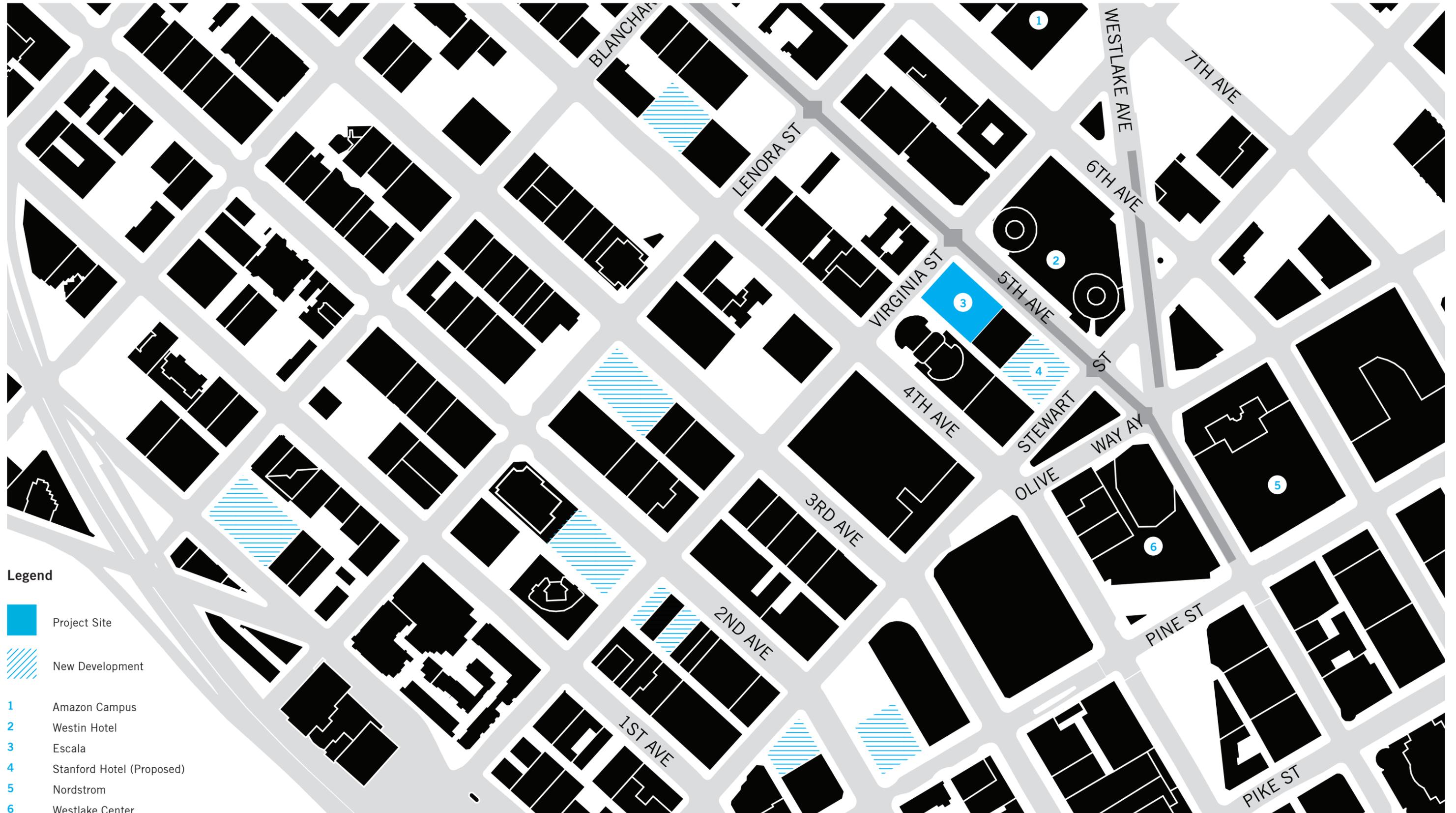
54,55 CONCEPT REFINEMENTS

56,57 ELEVATIONS

58-61 VIGNETTES, PEDESTRIAN VIEWS

62 DEPARTURES

URBAN CONTEXT

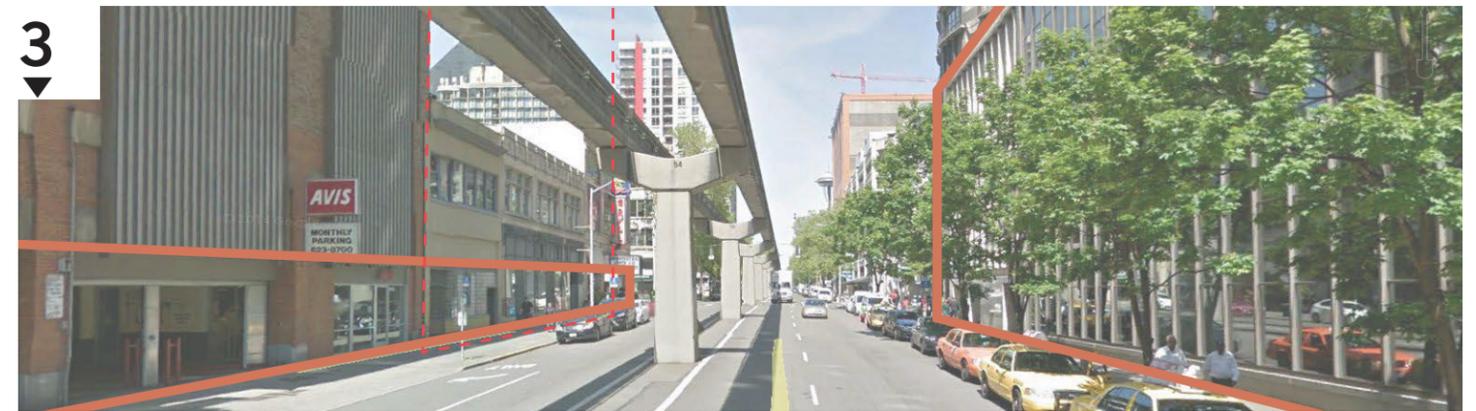
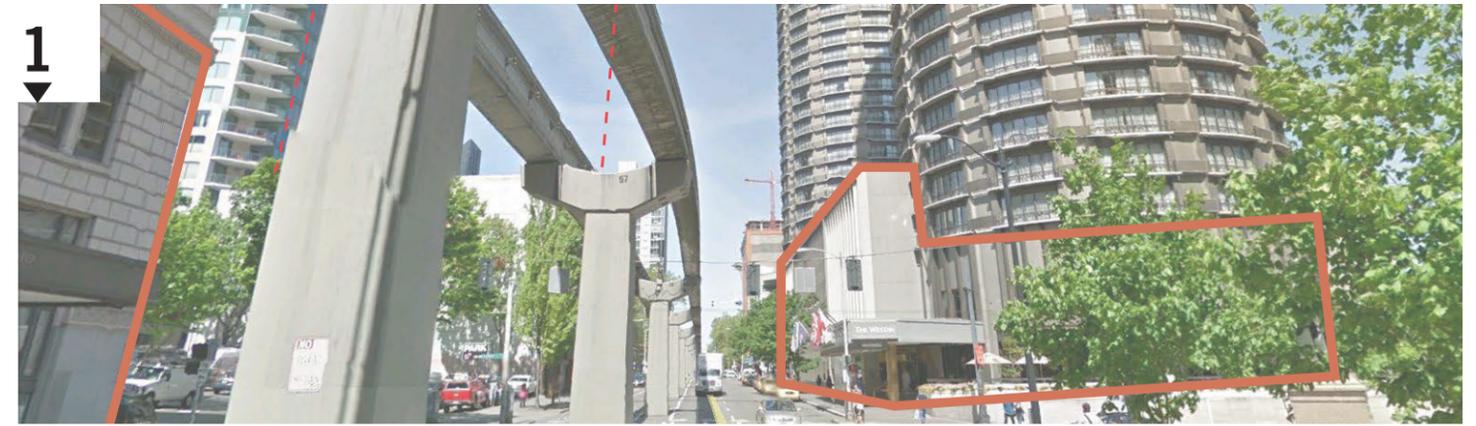
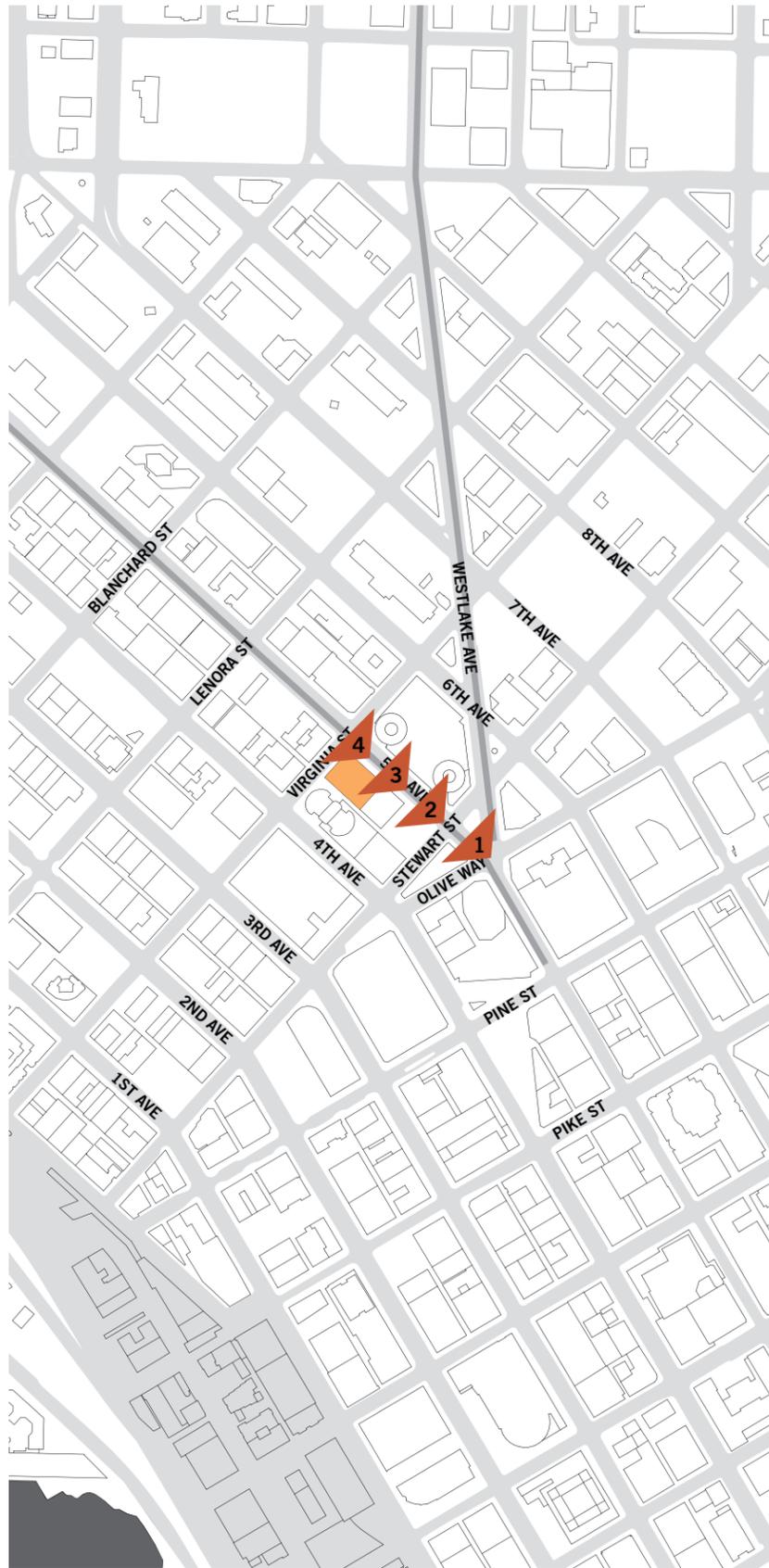


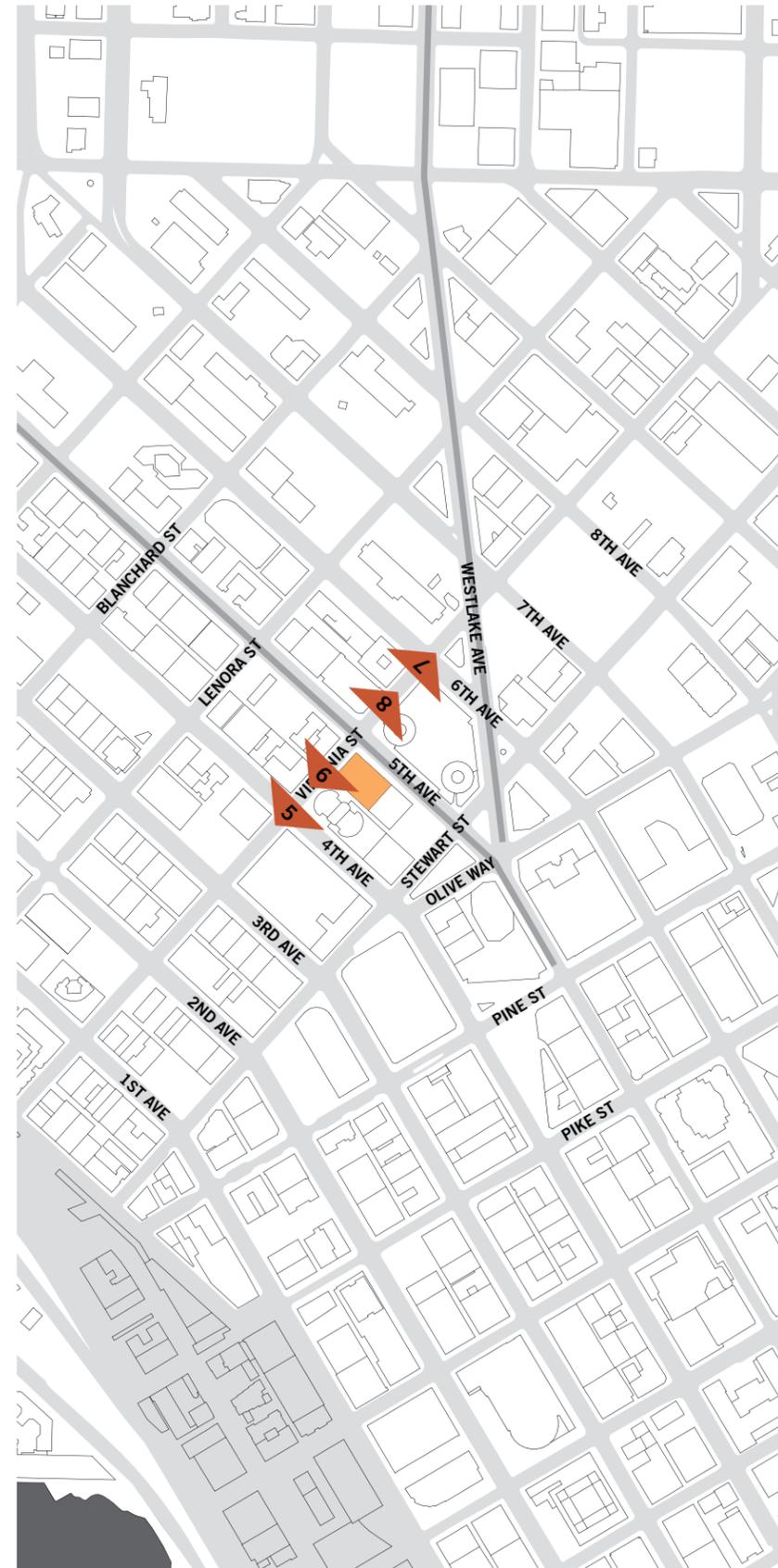
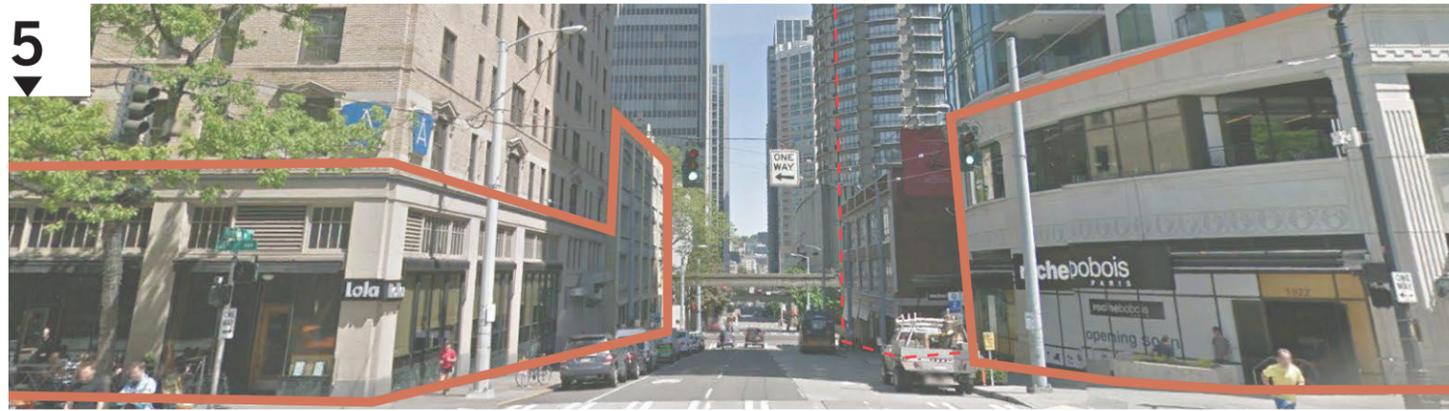
Legend

- Project Site
- New Development
- 1 Amazon Campus
- 2 Westin Hotel
- 3 Escala
- 4 Stanford Hotel (Proposed)
- 5 Nordstrom
- 6 Westlake Center

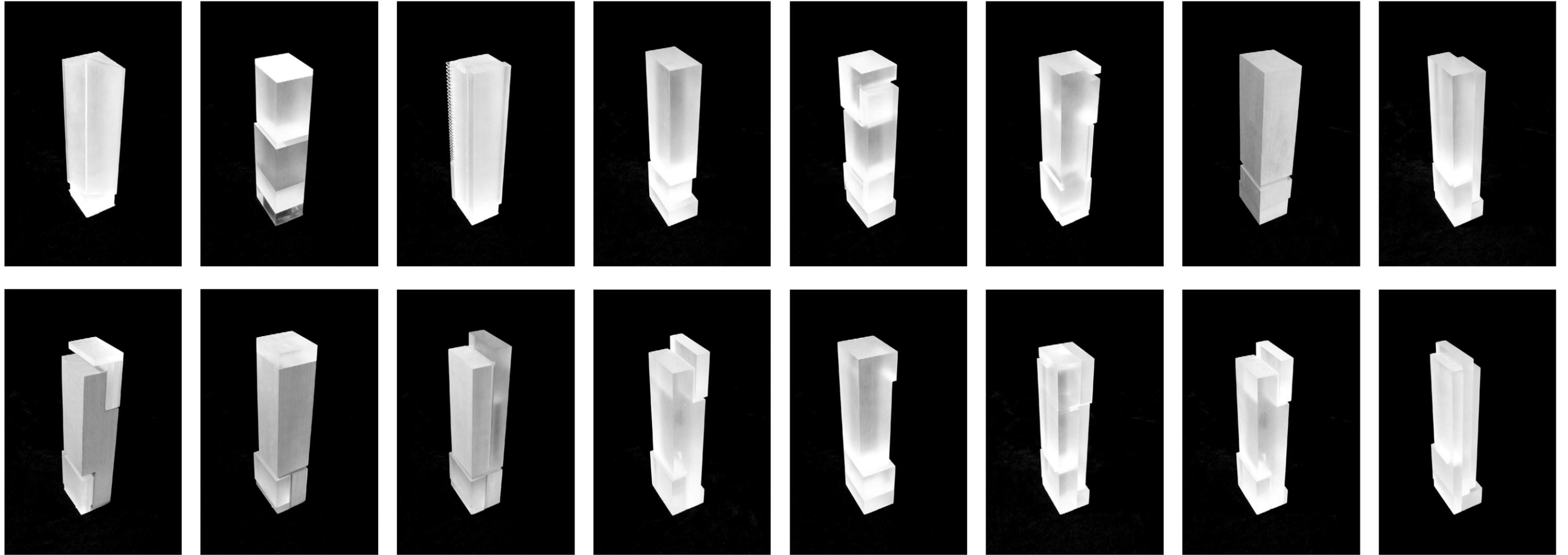


URBAN CONTEXT





MASSING ALTERNATIVES

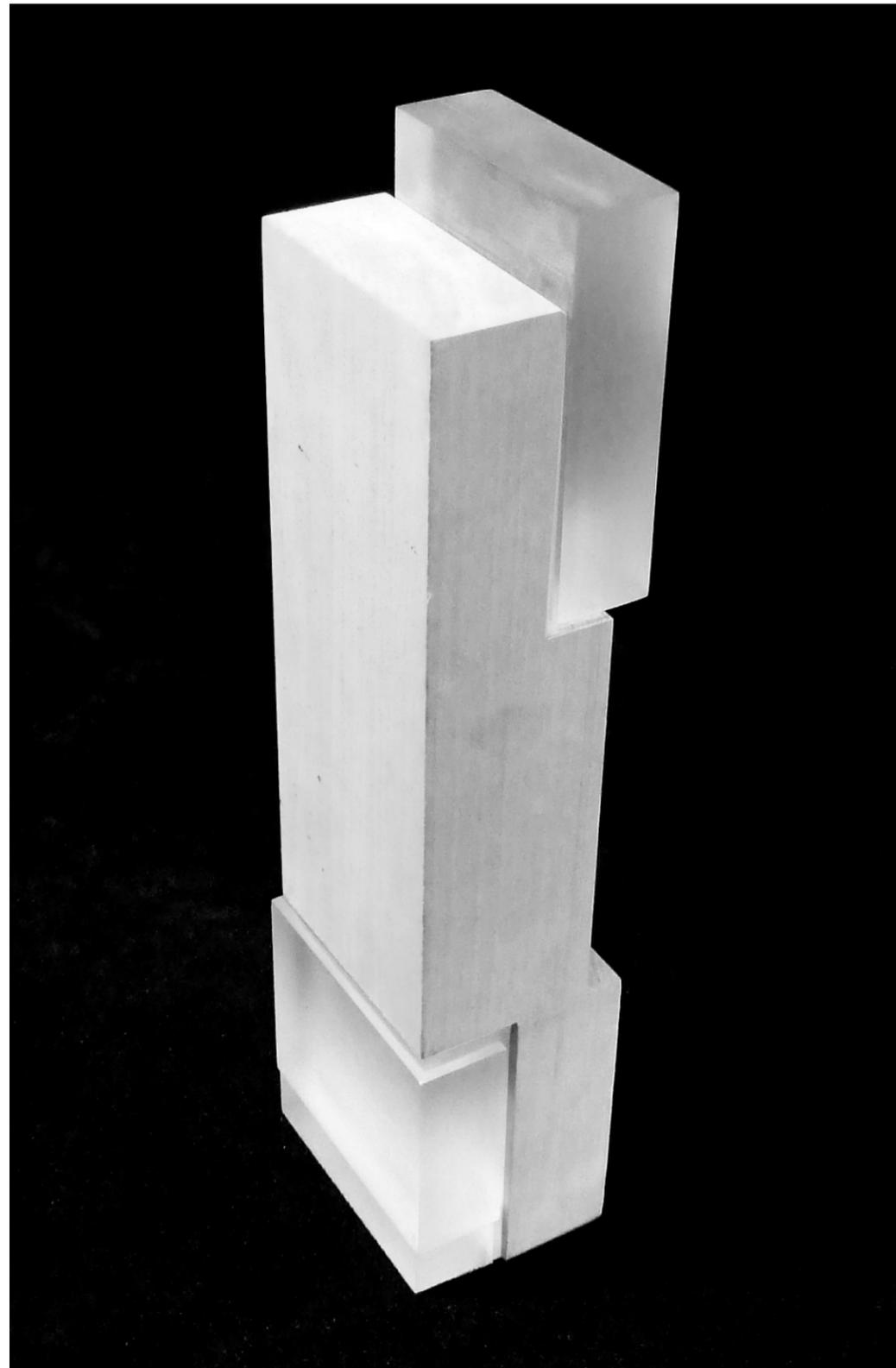


Massing of EDG 1 preferred concept

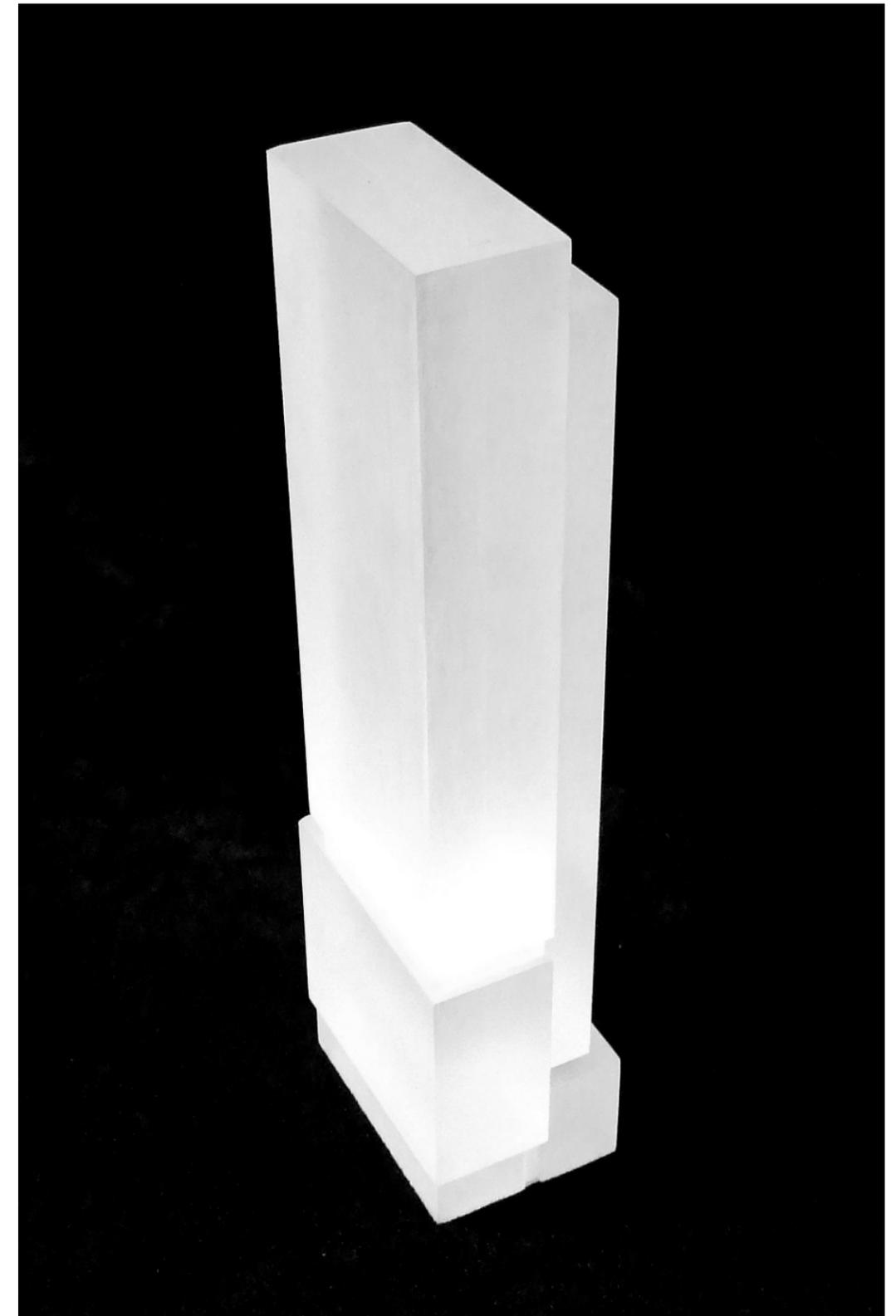
The model photos on these pages and the diagrams that follow represent numerous alternatives explored by the design team as we carefully considered many zoning code compliant alternatives in a rigorous search for the best approach to a high rise mixed use development on the site.

Roughly half of these alternatives were considered prior to EGD 1 during which the three primary alternatives were reviewed, and roughly half of the alternatives were considered subsequent to the DRB guidance. Each alternative was evaluated against various qualitative and quantitative metrics including substantial consideration of daylight conditions and proximities to adjacent properties. In the evaluation of each alternatives merit significant weight was given to the guidance of the Design Review Board.

The resulting revisions to the development proposal as presented in this submittal reflect an architectural concept that substantially responds to the guidance of the board and is zoning code compliant and consistent with the development goals of the city in this zone.

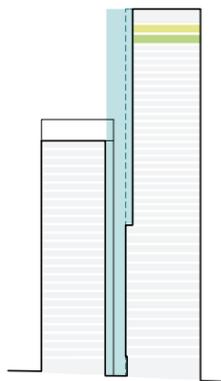
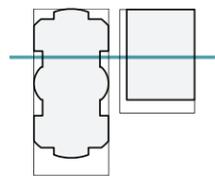
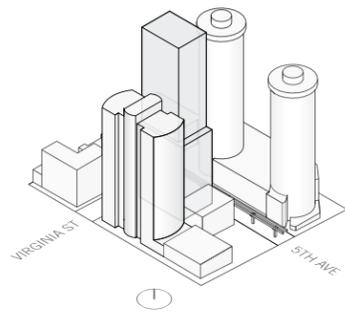
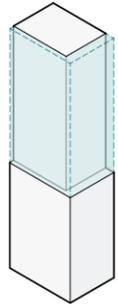


Massing of current proposed concept

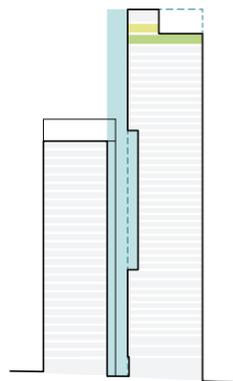
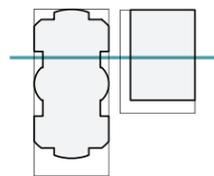
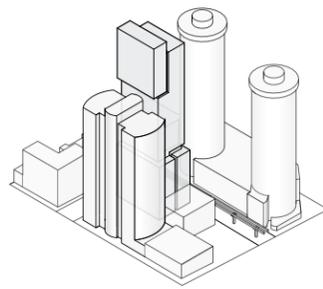
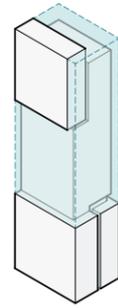


MASSING ALTERNATIVES

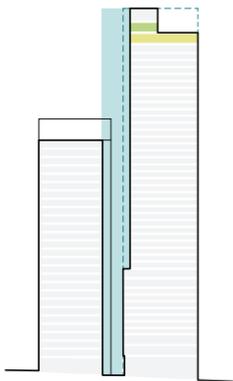
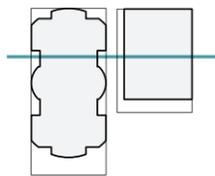
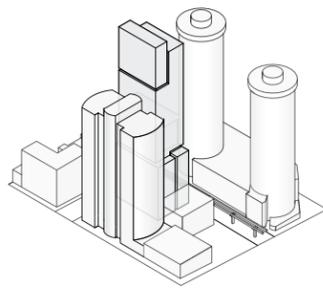
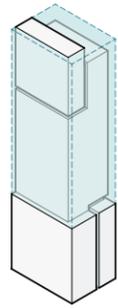
1) MAX FAR



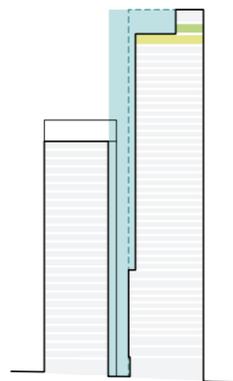
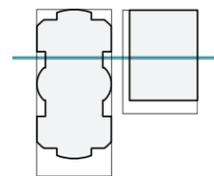
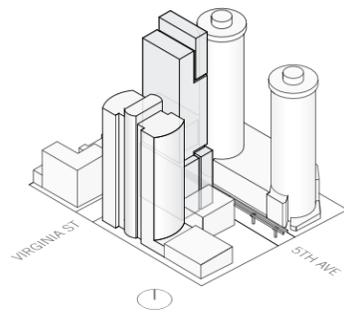
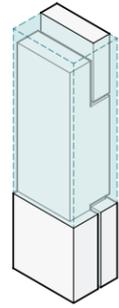
2) EDG 1



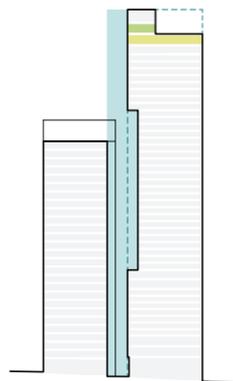
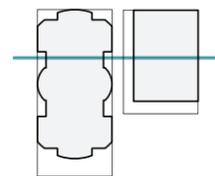
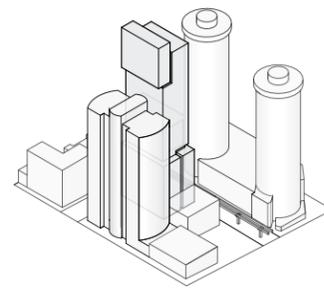
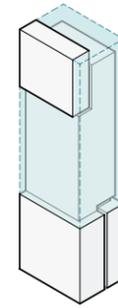
3) FLUSH



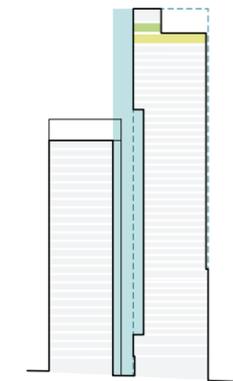
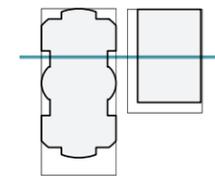
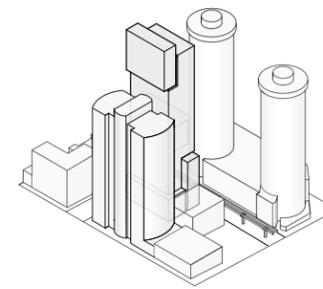
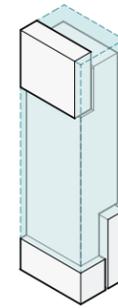
4) FLIP



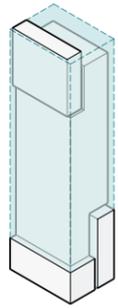
5) LIFT



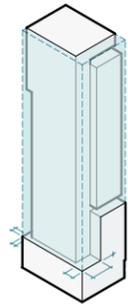
6) LIFT & DROP



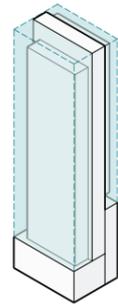
7) LESS JEWEL



8) HYRBID



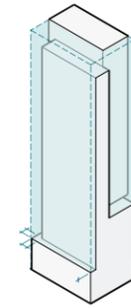
9) THIN SLAB



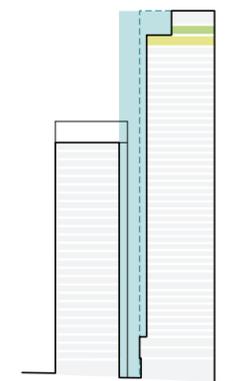
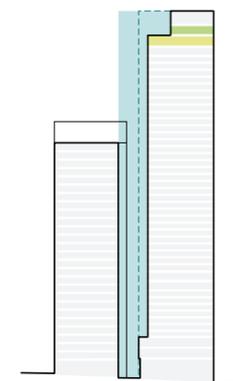
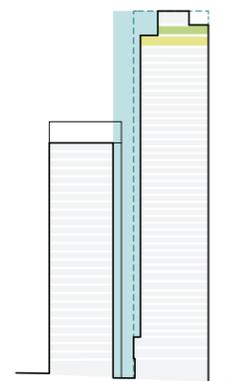
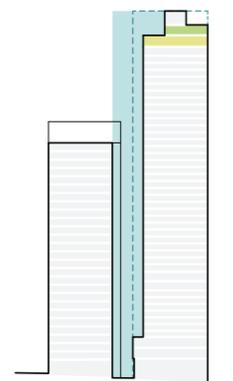
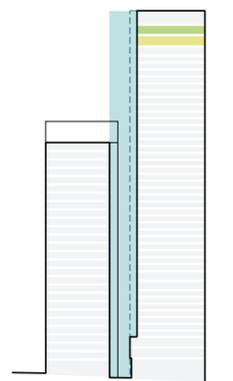
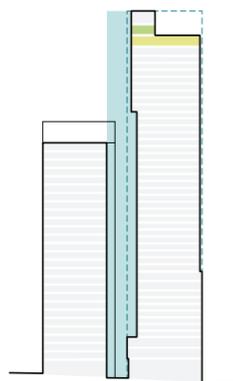
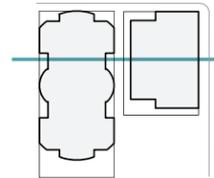
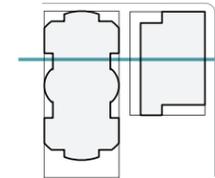
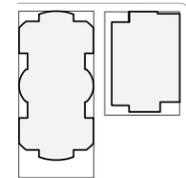
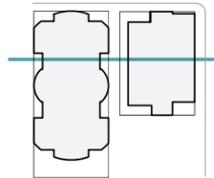
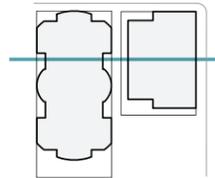
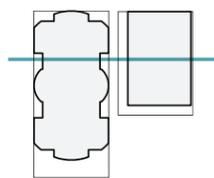
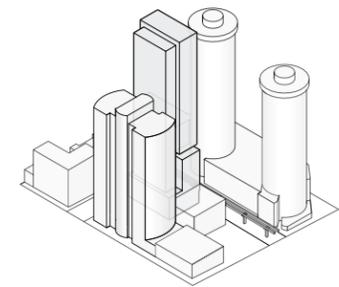
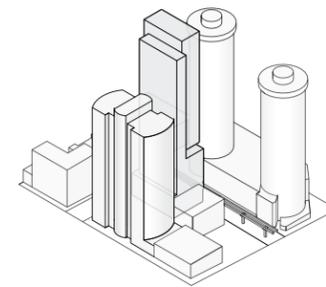
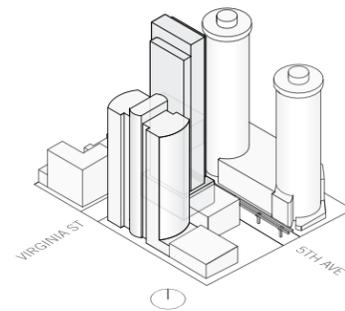
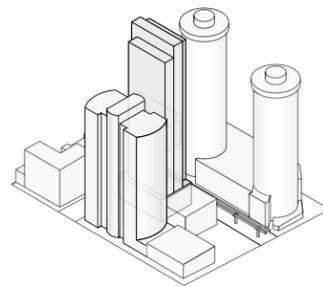
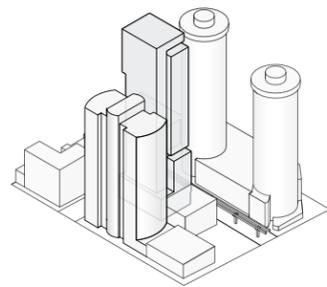
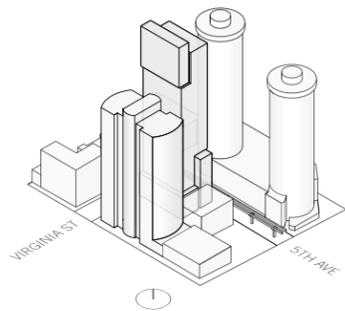
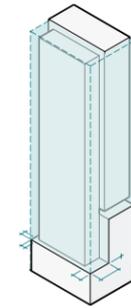
10) THICK SLAB

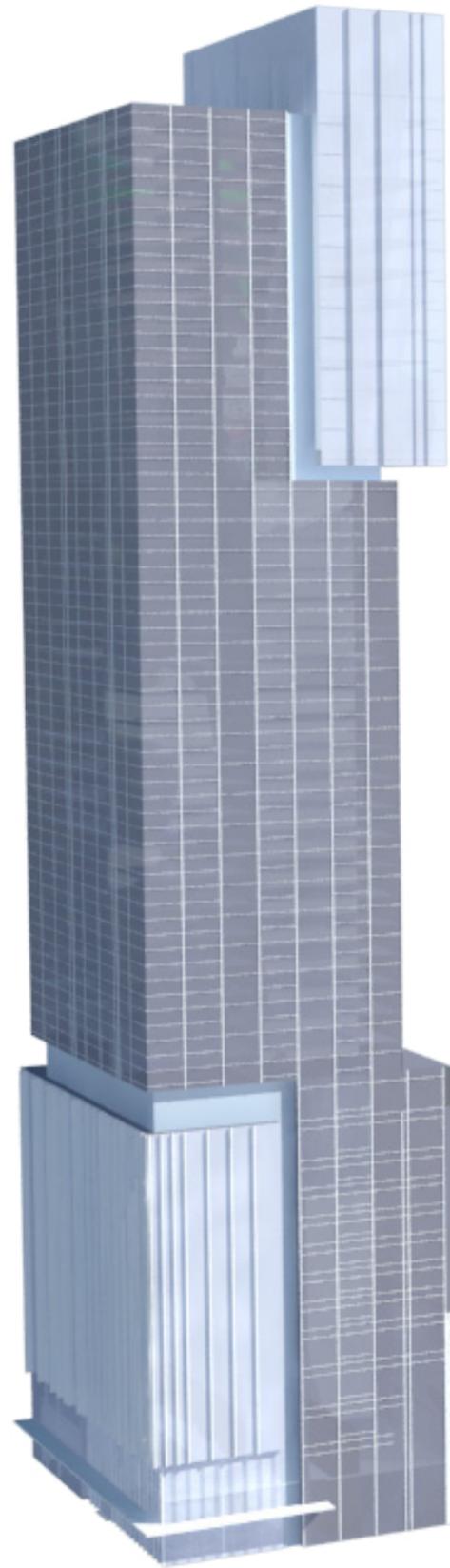


11) OFFSET



12) SHIFT
Current Proposed





CONCEPT 3: "JEWEL" - preferred at EDG 1



At the first EDG the Design Review Board reviewed in detail alternative concepts of the various development alternatives considered. The board was supportive of the further development of the preferred concept as reflected in detail in the DPD issued notes and DRB comments and guidance, and requested additional consideration be given to various aspects of the design proposal, and that additional information be provided to assist in further evaluation, as follows on the opposite page, and is as provided in this submittal both in the substance of the design response, as well as the additional descriptive and analytical information.

SEE PAGE	FIRST EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD (7/7/2015)	RESPONSE
17, 24, 30, 41-51, 56, 57	a) Studies of the top 'jewel' element being shifted eastward to be in-plane, or shifted to the east street-side of the tower, and possibly being less than full length along 5th	The design team has revised the massing to respond to the public's perception of the jewel "looming" over the adjacent structure. The west facing "jewel" has been shifted eastward and integrated into a vertical element. The NW and SW corners have been notched to provide additional access to light/views for the adjacent structure. The massing has been revised to appear slender next to the adjacent bulkier building.
32, 33	b) Detailed light/shadow comparisons are required of the above alternative studies.	The applicant has provided a detailed daylight autonomy study of the adjacent structure (1920 4th Ave) demonstrating the annual hourly access to light.
30, 58, 59, 60, 61	c) Perspectives similar to page 66 for above alternative studies and additional distant street level ones.	Perspectives have been provided
18, 19	d) Detailed and dimensioned large scale sections through the alley showing all proposed and existing Escala floor levels, balconies and window sill conditions.	The design team has provided detailed sections through the alley; at base, at mid-level; and top.
45	e) Additional setback and/or different hotel uses should be studied opposite all of the residential levels of Escala, to mitigate direct visual privacy concerns.	The hotel levels have been set back (from 0 feet to approximately 7 foot 6 inches) from the property line. Hotel unit plans has been reconfigured to place less hotel units facing the Escala (from 7 units to 6 units) and less frontage along the alley (from 129 feet to 111 feet).
42-47	f) Detailed 1/16th inch plans are needed of the east half of Escala and the horizontally corresponding levels of the west half of the proposal, parking level L3 through upper level L33, (or whatever corresponds to the highest occupied Escala floor level). Plans should indicate all balconies, living, bath and bedrooms, and horizontal extent of all windows, to accurately assess privacy issues.	All floor include detailed layouts of the Escala floor plan.
8-11, 32, 33	g) Studies that shape the alley façade of the proposed tower; The objective is to optimize ambient light and air penetration for both buildings, and reasonably maximize privacy for all units.	The applicant has studied a variety of massing options through physical and 3D computer modeling that respond to access to light. Additionally, a detailed daylight autonomy study was performed on the adjacent structure (1920 4th Ave) to demonstrate the annual hourly access to light
17, 56, 57	h) Substantial, legible reveals should be retained (eg the vertical reveals shown on pg 73/74) - possibly increased in depth and height - and accurately shown on all relevant floor plans.	Similar to the preferred option from EDG1, the applicant has provided a deep horizontal reveal at the shared amenity level. The revised massing is intended to accentuate the verticality of the design by enlarging the vertical reveal to come substantial setbacks. Floor plans have been updated to reflect reveals.
25-29	i) Overlay elevations that offset existing and proposed windows are needed, and other privacy techniques such as special glass, louvers etc should be explored. The elevations, sections and plans should be combined for a clear presentation on light, air and privacy mitigation at all subsequent meetings.	Unit plans have been revised to optimize privacy. Living rooms have been located to minimize direct relationships with the living rooms in the Escala.
31	j) Elevations and composition should better reference the "regulating lines, rhythms and fenestration patterns" found in this Belltown vicinity, and context studies that illustrate how the proposal responds are required.	The design has been revised to reference regulating lines of Escala and the Monorail. The large reveal (shared amenity level) has been lowered to correspond to fenestration transition of Escala (level 11). The second floor of the retail has been raised to provide a visual datum with riders of the monorail. A material transition or fenestration pattern is being contemplated at the elevation of the Escala roof.
46	k) Complete floor plan of the amenity level 13, including the landscape design of any outdoor decks and details about privacy screening to the neighboring Escala.	A floor plan has been provided showing shared amenity level. The design team envisions screening along west and south portion of the exterior terrace.
54, 55	l) Detailed elevations and accurate renderings of all podium materials should be provided at subsequent meetings.	The design team has provided some possible materials under consideration. Additional material studies will be provided during the DRB meeting.
42, 59, 60	m) Replace the Virginia blank wall with an activating use or at minimum add a layer for display windows or a similar treatment that provides pedestrian scale and interest.	The design team has reconfigured the back of house to provide more activation along Virginia Street. The trash room and loading lock have been revised to allow for windows on Virginia Street.
35	n) A complete and artful street landscape design be submitted at the next meeting, incorporating themes found under Belltown guidelines.	The applicant has engaged a landscape architect and provided an artful street design. Some of the design concepts include: custom fabricated tree pit guards, google styled bike rack, additional sidewalk scoring at entries, and large canopy trees along 5th Ave.
35-39	o) Additional information on the delivery speeds and waiting times for the valet elevators, to ensure cars do not back up into the alley, plus accurate car sizes waiting at the elevators and maneuvering lanes should be shown on the plans.	Please note: the above grade parking and vehicle elevator has been eliminated. All parking is below grade. The first level parking (P1) provides approximately 18 stalls for valet staging. A traffic study of the alley has been performed by Transpo Group to confirm the level of service of the alley is not changed.

- Wrote that the development will activate a currently dead part of streetscape, and the proposed tower setbacks sufficiently and voluntarily consider the Escala proximity.
- Wrote in support of the proposed tower and its 'fresh, contemporary design'.
- Wrote in support of the tower design, and that the proposed setbacks provide adequate light and air to neighbors, in a location everyone is aware is a high density zone.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Downtown Design Review Board members (the Board) provided the following siting and design guidance. (Downtown & Belltown-specific Design Guidelines citations)

All page references below are to the EDG#1 booklet dated July 07, 2015.

FIRST EARLY DESIGN GUIDANCE July 7, 2015

1. Massing & Building Form:

- Massing:** The Board agreed the preferred massing Option 3 created a more compelling form in the cityscape, stepped and offset at several places to create intermediate scales and logical joints for expressive cladding changes (pg 66). Option 3 also provided a consistent setback along the alley at the mid tower (as opposed to the 'notch' in Option 2). The Board agreed this Option still required further study of all plans and tower facades opposite all the occupied floors of the Escala residential tower (across the alley), to mitigate light, air and privacy impacts; see comments under 1c, 1d and 2b below. The Board agreed the proposed physical height is not the primary issue, but rather the satisfactory tower shaping, setbacks and mitigations. (Guidelines A1, B2, B4)
- Tower Top:** The Board supported the distinctive vertical 'jewel' at the tower top, and its association with the 5th Avenue face of the podium via its similar proportions, deep reveals and contrasting materiality (page 66). However, the Board agreed the jewel form cantilevering over the alley constricts light and air to both the proposed lower levels and the neighboring Escala tower (page 67). The Board recommended study of this element being shifted eastward to be in-plane, or shifted to the east street-side of the tower, and possibly being less than full length along 5th. Detailed light/shadow comparisons are required of these alternative studies, as well as perspectives similar to page 66 and additional distant street level ones. The more slender proportion of the 'jewel' on pages 70/71 should be maintained in all drawings. (A2, B1, B4)
- Detailed Plans & Sections:** The Board agreed the proximity of the proposed hotel rooms and façade along the alley poses a privacy concern opposite the neighboring Escala (pg 53/67), and additional setback and/or different hotel uses should be

studied at all of the residential levels of Escala. Detailed and dimensioned large scale sections through the alley showing all proposed and existing Escala floor levels, balconies and window sill conditions are required. Special emphasis on sightlines between the two buildings and the sections should show all proposed hotel or living room windows.

Also, to better understand all use proximities, balcony and window placements along the alley, detailed 1/16th inch plans are needed of the east half of Escala and the horizontally corresponding levels of the west half of the proposal, parking level L3 through upper level L33, (or whatever corresponds to the highest occupied Escala floor level). Plans should indicate balconies, living, bath and bedrooms, and horizontal extent of all windows, to accurately assess privacy issues. Cross reference the above sections on these plans. (B1)

- Plan Shaping:** Informed by the above detailed plans and sections, the Board agreed further studies that shape the alley façade of the proposed tower should be explored. The objective is to optimize ambient light and air penetration for both buildings, and reasonably maximize privacy for all units. The Board did not find the 90-degree alley corners as essential to the architectural unity of the massing, as these are alley and mid-block and not as visible to oblique street views (page 66/73). These studies should include all the proposed hotel and residential floors, both in plan and street level perspectives. (B1)

2. Tower Windows & Materiality:

- Materials and Composition:** The Board supported the preliminary cladding differentiation shown on pages 66, 70 and 71, as important to break up and give scale to a very tall form. The deep reveals, rhythms and mullion patterns suggested on page 66 are important to signify and distinguish this residential building from the numerous all-glass, vertical bias office buildings in the vicinity, and to "add richness and variety to Belltown" (Belltown B1-III) . Substantial, legible reveals should be retained (eg the vertical reveals shown on pg 73/74) - possibly increased in depth and height - and accurately shown on all relevant floor plans. (B1,B3)
- Alley Façade Privacy:** In combination with the studies under 1c and 1d above, the Board agreed the specific window placements and treatments along the proposed alley façade require careful design to reasonably ensure privacy for both buildings' occupants, especially living rooms to living rooms. Floor plans and windows should be arranged to offset sightlines and orient windows away from neighboring balconies and living rooms. Overlay elevations that offset existing and proposed windows are needed, and other privacy techniques such as special glass, louvers etc should be explored. The elevations, sections and plans should be combined for a clear presentation on light, air and privacy mitigation at all subsequent meetings. (B1)

3. Podium:

- a. **Podium Façade Composition:** The Board supported a contemporary expression, but agreed design development of the composition (especially the podium levels) should use devices such as operable windows, spandrels, multi-floor groupings, plane shifts, shadow lines, etc to “reinforce desirable patterns of massing and façade composition found in the surrounding area” (Belltown B3). The Board agreed the elevations and composition should better reference the “regulating lines, rhythms and fenestration patterns” found in this Belltown vicinity, and context studies that illustrate how the proposal responds are recommended. (B1, B1-III, B3, C2)
- b. **Amenity Floor(s):** The Board supported the basic vertical stacking shown on page 40, but required a complete floor plan of the amenity level 13, including the landscape design of any outdoor decks and details about privacy screening to the neighboring Escala. (D1)
- c. **Above Grade Parking Levels:** The Board appreciated the inclusion of car elevators and valet-only operations, but remained concerned the exterior expression of any above grade parking must be fully integrated into the largely transparent podium architectural character, yet fully conceal cars. Detailed elevations and accurate renderings of all podium materials should be provided at subsequent meetings. The highly transparent (pg 74), separating use shown on level 4 at the street corner was endorsed by the Board.

The Board suggested a façade composition at the parking levels that provides visual interest to monorail users, but which is integrated into the entire podium, and cars should not be visible. The Board required additional information on the delivery speeds and waiting times for the valet elevators, to ensure cars do not back up into the alley, plus accurate car sizes and maneuvering lanes should be shown on the plans. (B4, C3)

4. Ground Floor & Streetscape Design:

- a. **Commercial Height & Transparency:** The Board strongly supported the 2 story height and transparency of the 5th frontage, corner and majority of the ground floor, including the mezzanine that creates a very open volume at the lobby. The Board was not supportive of the fully solid, blank wall along Virginia at the alley corner (pg 74); explore replacing that with an activating use or at minimum add a layer for display windows or a similar treatment that provides pedestrian scale and interest. (C1, C3)
- b. **Retail Depth and Porosity:** The Board supported the retail depths shown in white on page 50, and recommended they should be genuine retail and the non-qualifying lobby portion not expanded outside the one entrance bay indicated. The Board recommended adding more doors (pivot, sliding, retracting, or overhead) directly

FIRST EARLY DESIGN GUIDANCE #3019699
Page 6 of 16

into the retail corner north of the 5th Avenue lobby, to increase direct access and sidewalk activation, especially at the corner. (Belltown C1)

- c. **Canopy Continuity:** The Board supported the light, continuous canopies shown on page 72, and more continuity along Virginia should be explored in concert with the comments under 4a. (C5)
- d. **Materiality and Belltown Heritage:** The Board appreciated highly transparent ground levels, but noted they appeared too ‘office-like’; they should also display scale, depth and interest, and relate to patterns and datums in the vicinity. The materiality should be more than butt glass and columns, including a modern execution of quality materials found in the vicinity, such as terra cotta or masonry, possibly as a legible layer in front or behind the glass. The Board encouraged exploration of the re-use of the non-designated façade elements from #1923 5th Avenue, plus fully integrated signage and lighting. (B1, C1, Belltown D3)
- e. **Sidewalks and Streetscapes:** Numerous guidelines reinforce the diverse and memorable Belltown streetscapes, yet the site drawing on page 49 showed only paving and typical street trees. The Board recommended a complete and artful streetscape design be submitted at the next meeting, incorporating themes found under Belltown guideline D3-II and III.f, and possibly existing elsewhere along 5th. (D2, D3)
- f. **Alley Design Treatment:** In addition to the comments under 4a, the alley façade off Virginia is especially visible because the adjacent Escala façade curves back (pg 49), showing at least the first 40 ft of the proposed alley facade, which should receive a complete, high quality treatment like a street façade. The remainder of the alley façade should also be well composed and have quality materials, lighting and pedestrian scaled doors. (C6, D5, E3)

Staff NOTE: the zoning map shown on page 8 of the 7/07/2015 EDG booklet contains an error; the half block north of the yellow ‘subject site’ (between alley and 5th Avenue, north of Virginia) should be light blue for zone DMC 240/290-400 (not the purple DOC2 500/300-500 shown).

DESIGN REVIEW GUIDELINES

The Downtown and Belltown-specific guidelines identified by the Board as **Priority Guidelines** are summarized below, while all guidelines remain applicable. For the full text of all guidelines please visit:

<http://www.seattle.gov/dpd/aboutus/whoware/designreview/designguidelines/default.htm>

FIRST EARLY DESIGN GUIDANCE #3019699
Page 7 of 16

OVERVIEW OF DESIGN RESPONSE

The board provided direction on various aspects of the design, including a number of requests to address the massing and overall composition of the tower. The resulting design is highly responsive to the board's direction and incorporates substantive revisions in consideration of the board's comments.

“The board recommended study of ‘the jewel’ element being shifted eastward to be in plane, or shifted to the east street side of the tower.”

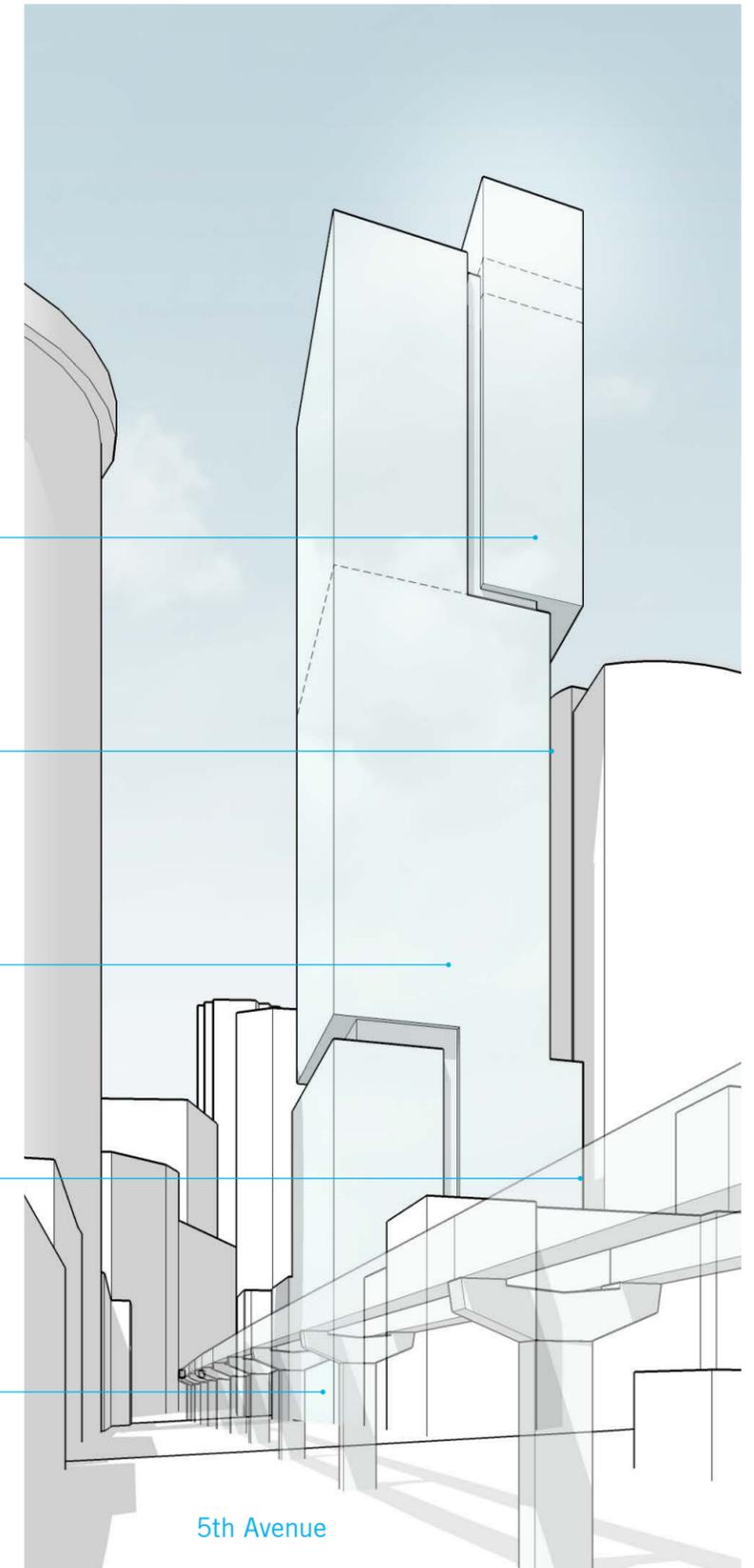
“The board agreed that further studies that shape the alley façade of the proposed tower should be explored.”

“The board agreed the elevations and composition should better reference the ‘regulating lines, rhythms, and fenestration patterns’ found in this vicinity.”

At the hotel portion of the tower, “additional setbacks and/or different hotel uses should be studied at the residential levels of the Escala.”

“The board remained concerned the exterior expression of any above grade parking must be fully integrated into the largely transparent podium.”

Preferred massing at EDG #1 looking south on 5th Ave



Proposed massing at EDG #2 looking south on 5th Ave



The top 'jewel' element is now shifted and in plane without a cantilever...

The alley façade has been shaped with substantial north/south setbacks to open the tower corners...

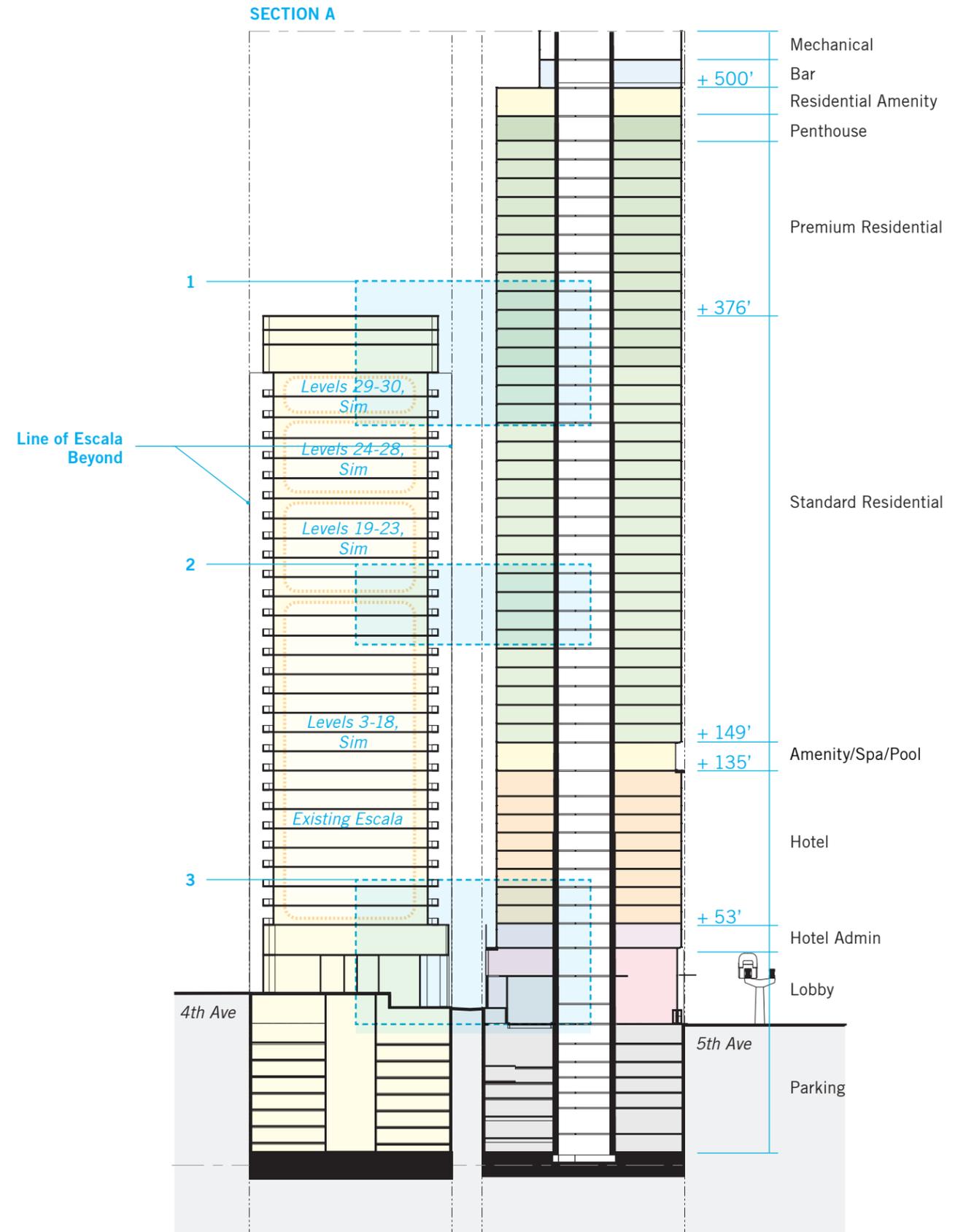
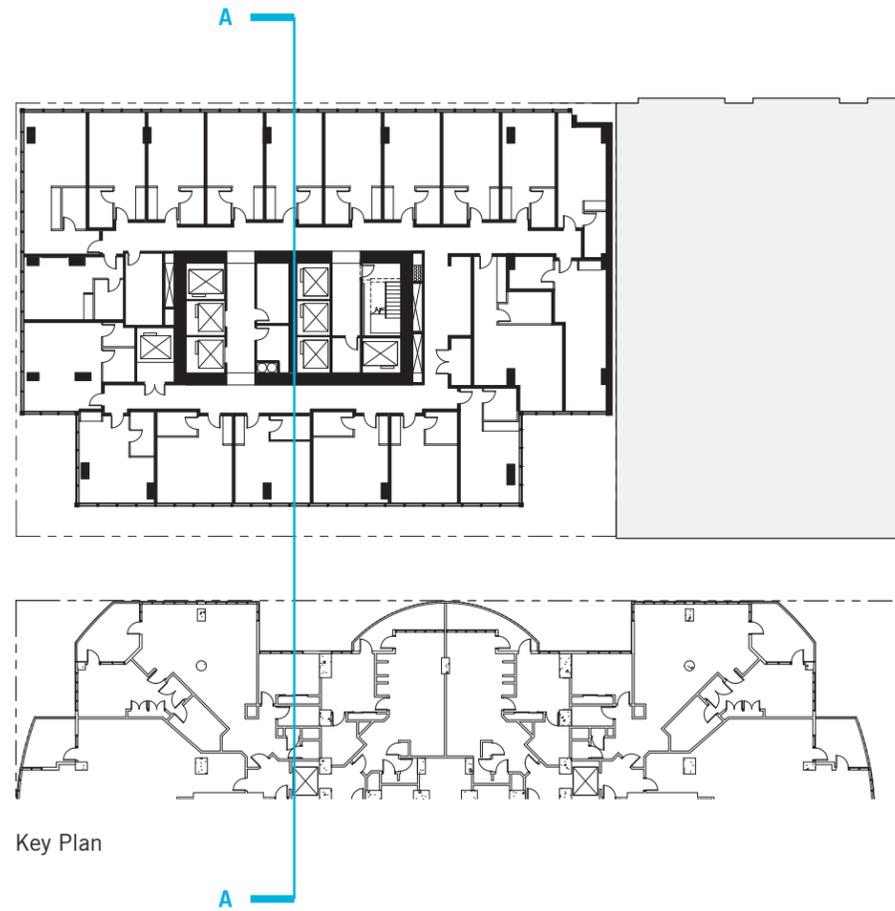
The elevations and composition reference patterns in the vicinity...

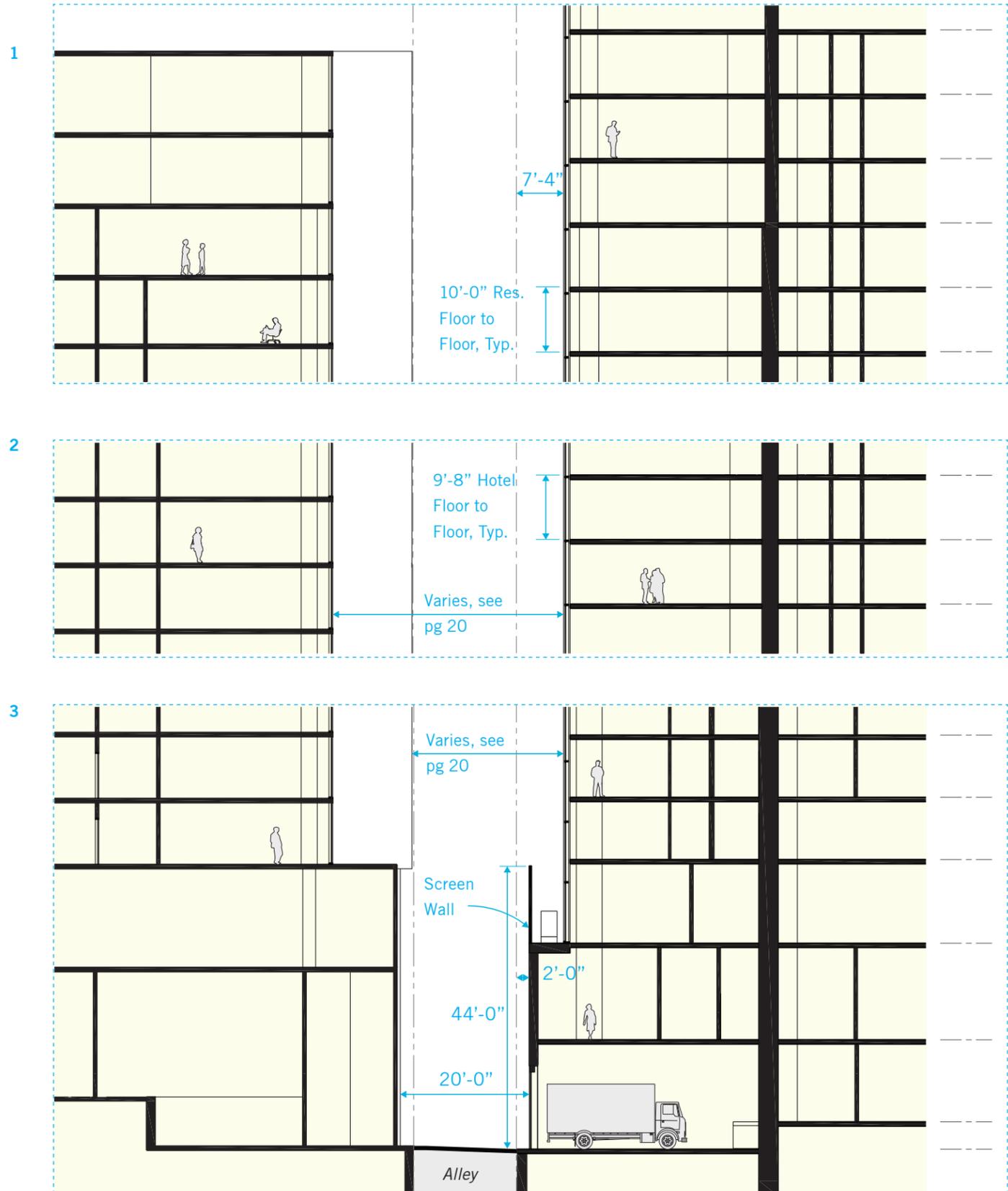
The hotel has been further set back and the podium lowered substantially...

The above grade parking has been completely eliminated...

5th Avenue

SECTION AND PROGRAM

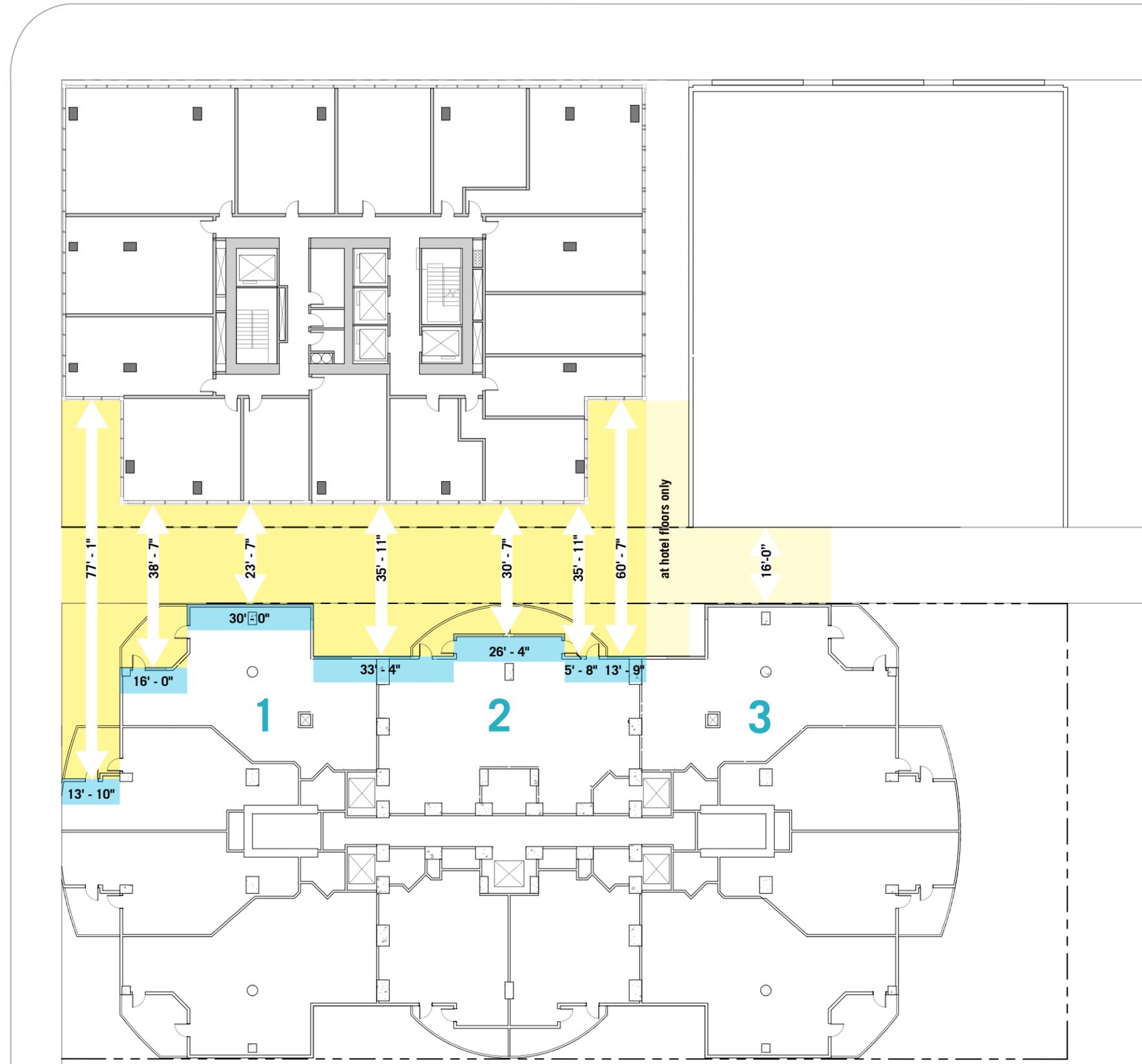




DIMENSIONAL CLARIFICATIONS

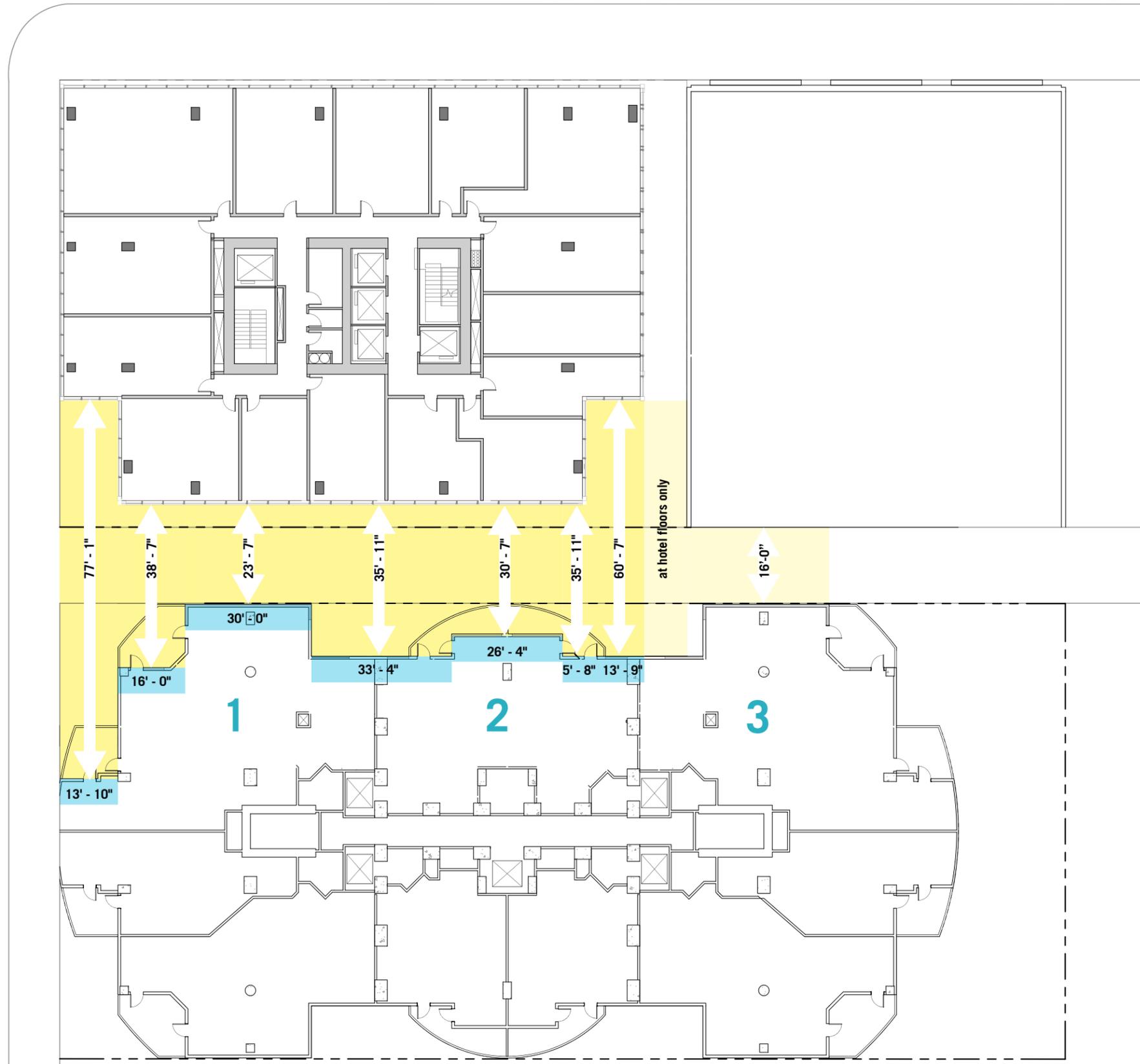


Escala plan, levels 3-18

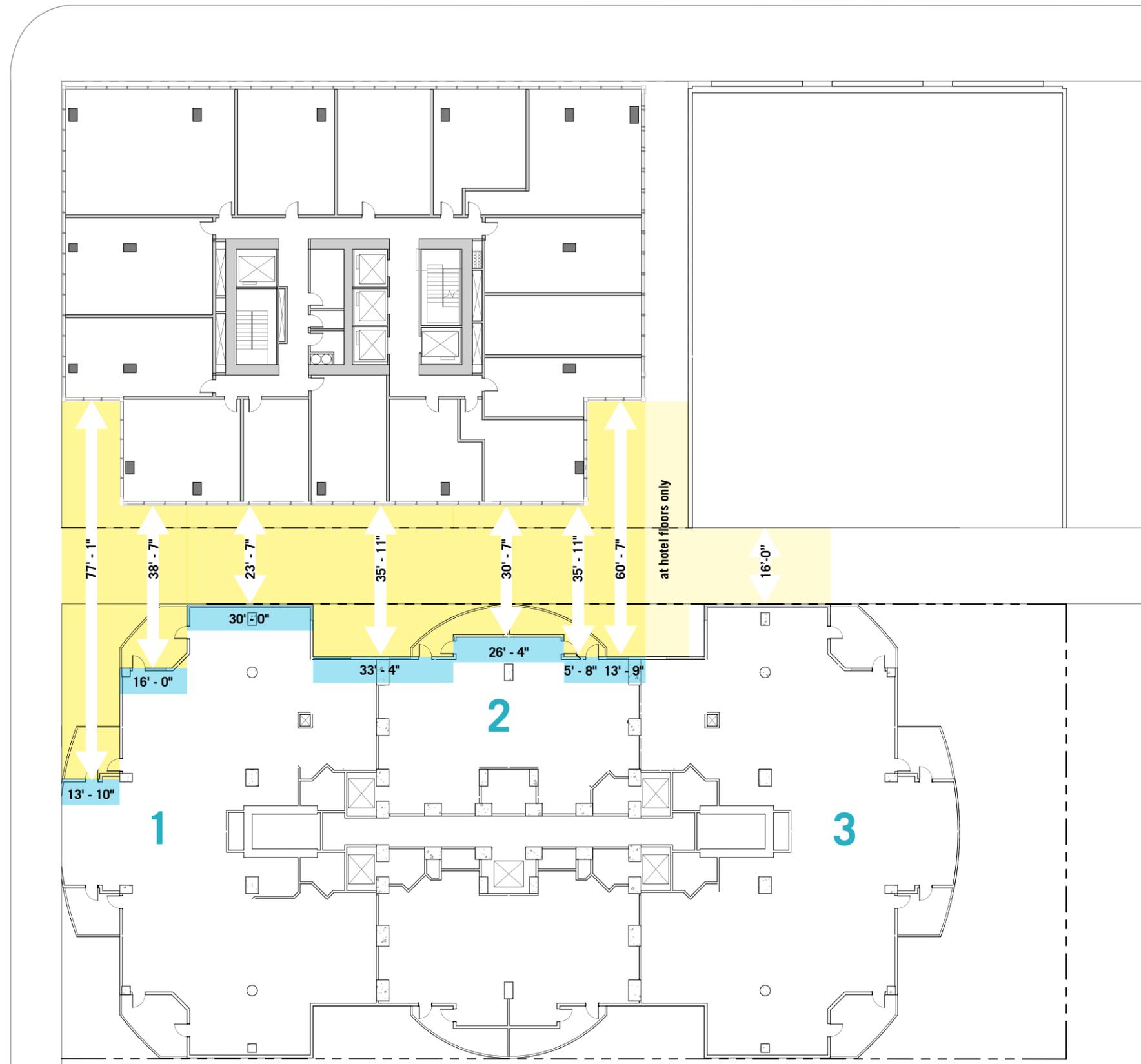


Escala plan, levels 19-23

DIMENSIONAL CLARIFICATIONS



Escalator plan, levels 24-28



Escala plan, levels 29-30

DIMENSIONAL CLARIFICATIONS

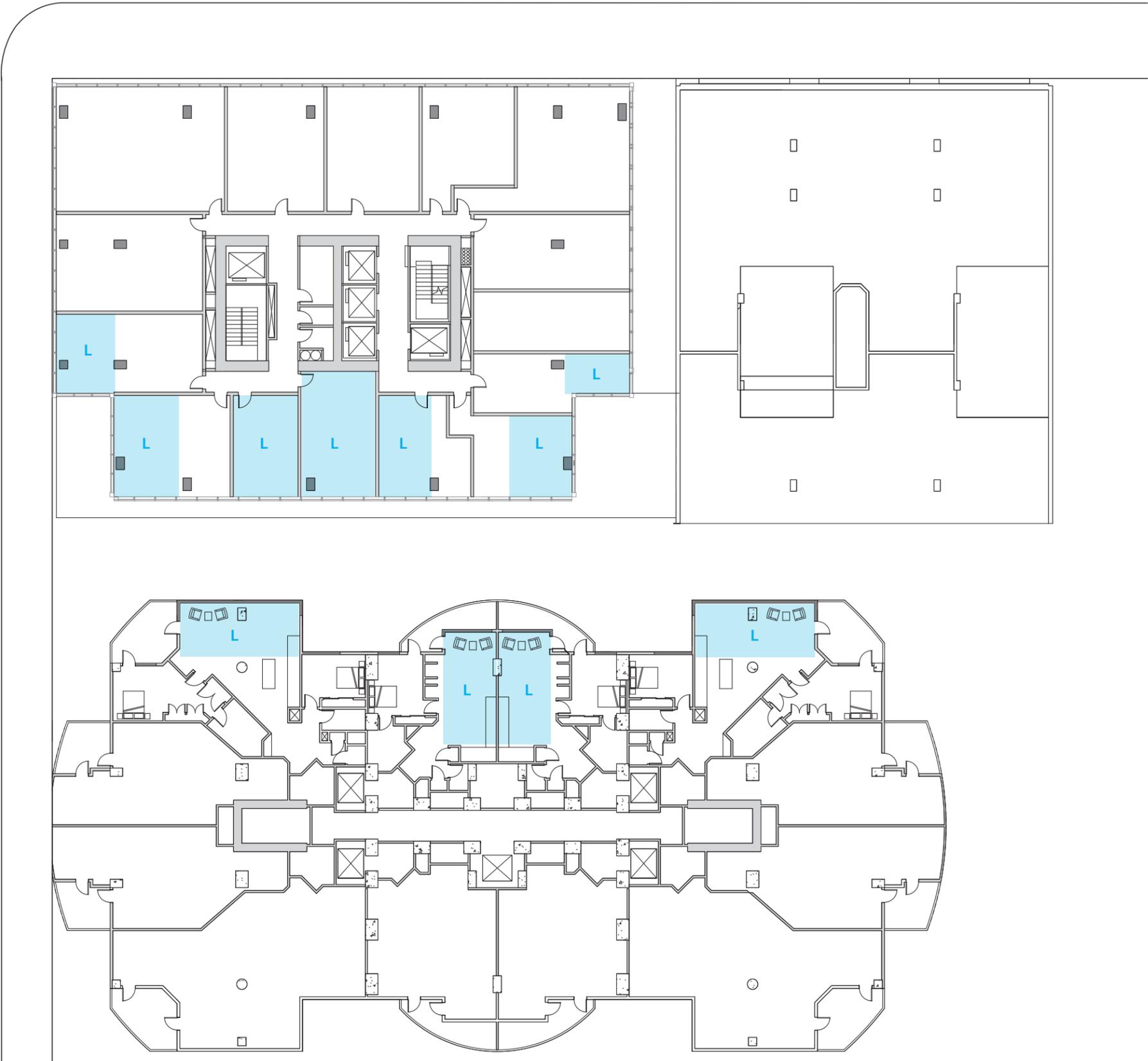
Metric	5th & Virginia	vs.	Escala*	
Podium area	16,200	SF	25,920	SF Fifth & Virginia is 38% smaller than Escala footprint at grade
Residential area	431,800	SF	498,906	SF Fifth & Virginia is 13% less residential area than Escala
Typical floor area, residential	12,700	SF	18,200	SF Fifth & Virginia is 30% smaller than Escala typical floor at residential floors
Typical floor area, hotel	13,900	SF	n/a	SF Fifth & Virginia is 24% smaller than Escala typical floor at hotel floors
Parking	255	cars	600	cars Fifth & Virginia is 20% of Escala parking quantity
Total above grade area	609,000	SF	524,826	SF Fifth & Virginia is 16% more overall development area than Escala
Roof Height	500	feet	330	feet Fifth & Virginia is 52% taller than Escala
Bar and screen wall	30	feet	30	feet Fifth & Virginia is equal to Escala height of screen wall
Setback from alley property line	0'	none	29%	Escala is built to alley property line for approximately 1/3 of frontage
Setback from alley property line	1-30'	80%	71%	Fifth & Virginia sets back a greater percentage of it's length than Escala
Setback from alley property line	30'+	20%	none	Fifth & Virginia provides more substantial and significant setbacks than Escala

Tower separation at alley

Escala, levels 3-28	33%		no adjacency for	67	feet of frontage, or 33% of Escala's 206' length
"	39%	separated by	77' or more along a length of	14	feet of frontage, or 7% of Escala's 206' length
"	48%	separated by	60' or more along a length of	18	feet of frontage, or 9% of Escala's 206' length
"	56%	separated by	38' or more along a length of	16	feet of frontage, or 8% of Escala's 206' length
"	72%	separated by	35' or more along a length of	34	feet of frontage, or 17% of Escala's 206' length
"	85%	separated by	30' or more along a length of	26	feet of frontage, or 13% of Escala's 206' length
"	100%	separated by	23' or more along a length of	30	feet of frontage, or 15% of Escala's 206' length
Escala, podium levels 1,2,3	100%	separated by	20' along a length of	206	feet of frontage, or 100% of Escala's 206' length

* all Escala dimensional information is per Escala MUP record drawings

L Denotes Living Space

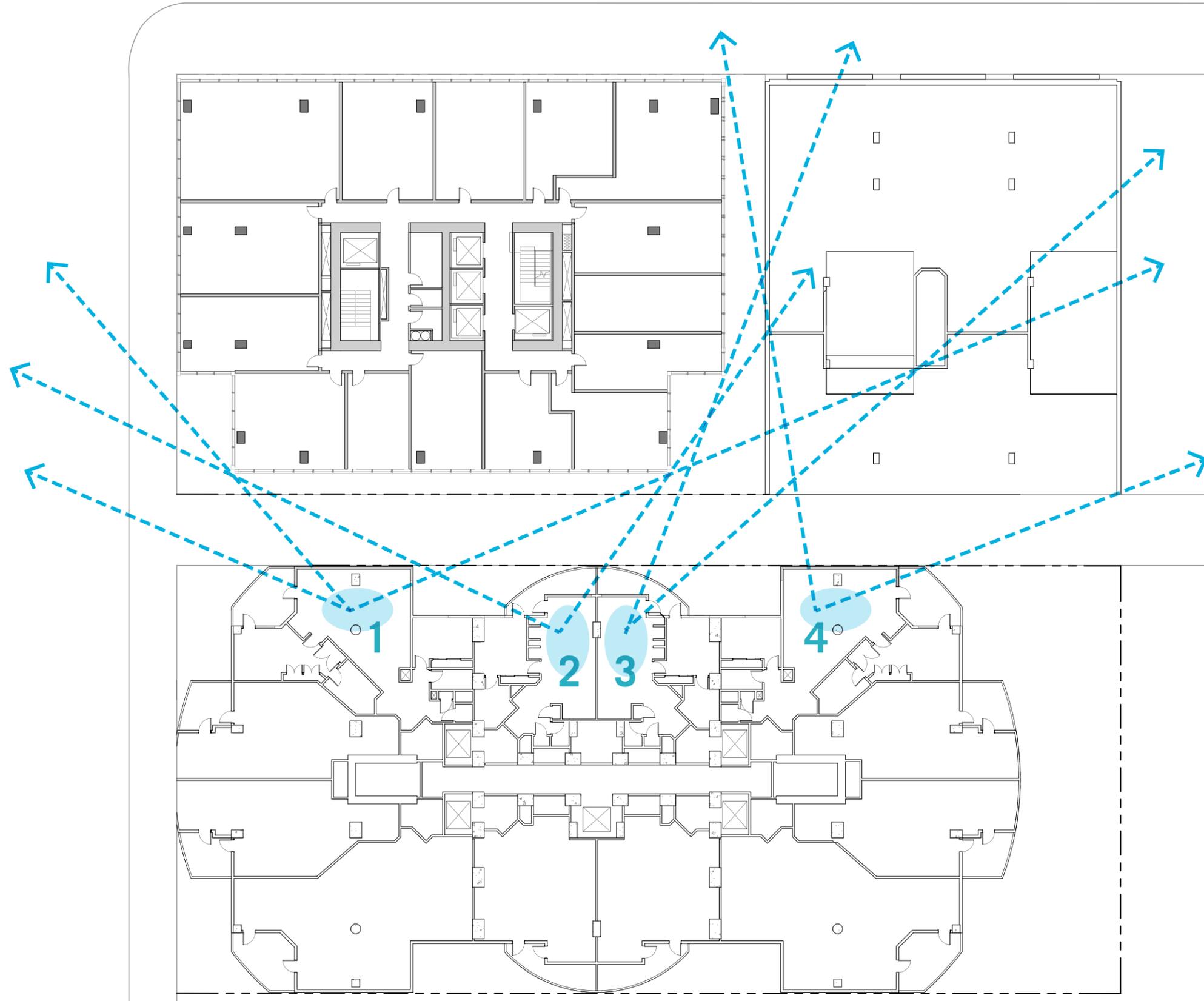


Escala plan, levels 3-18

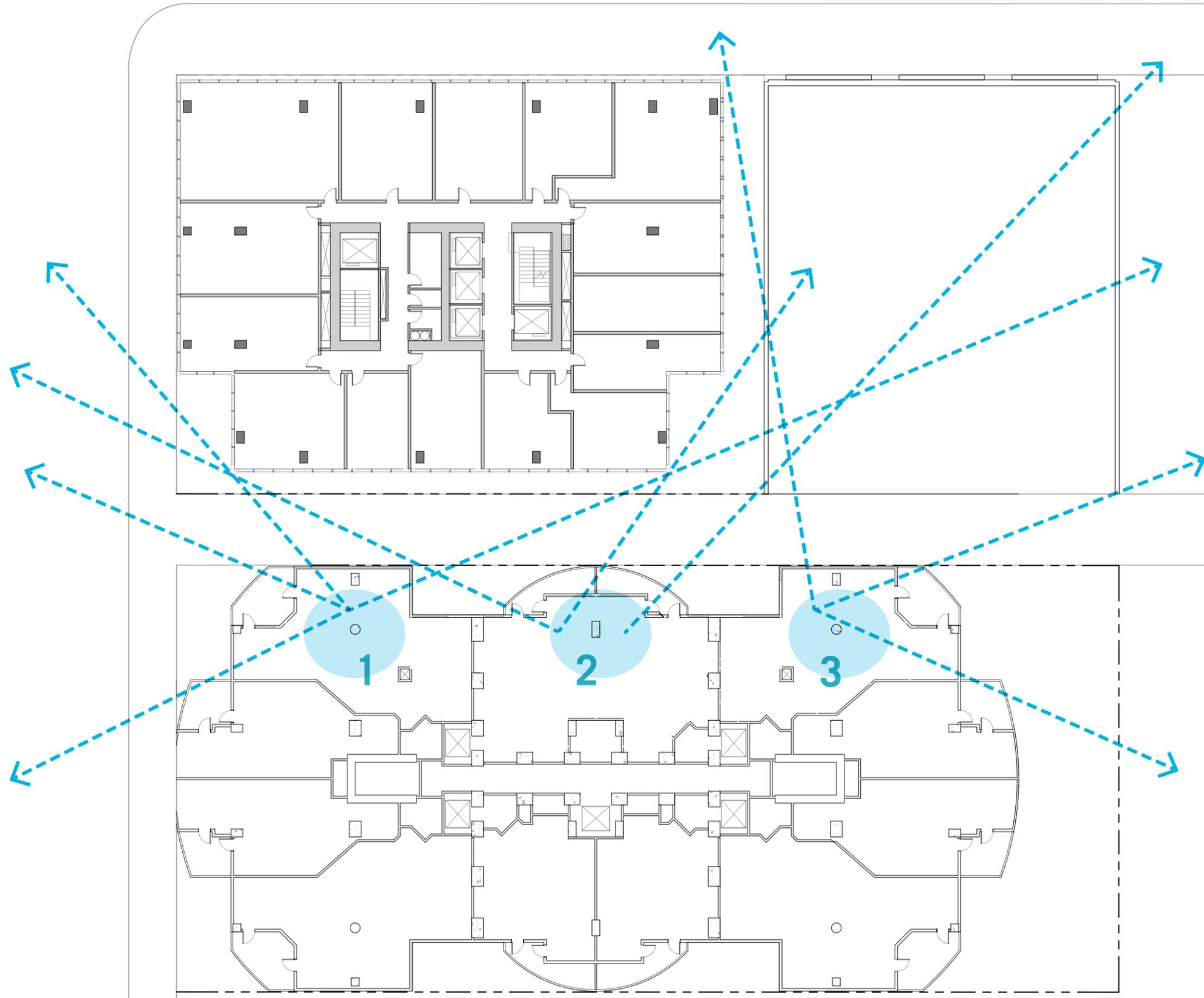
VIEWLINES



Denotes Living Space

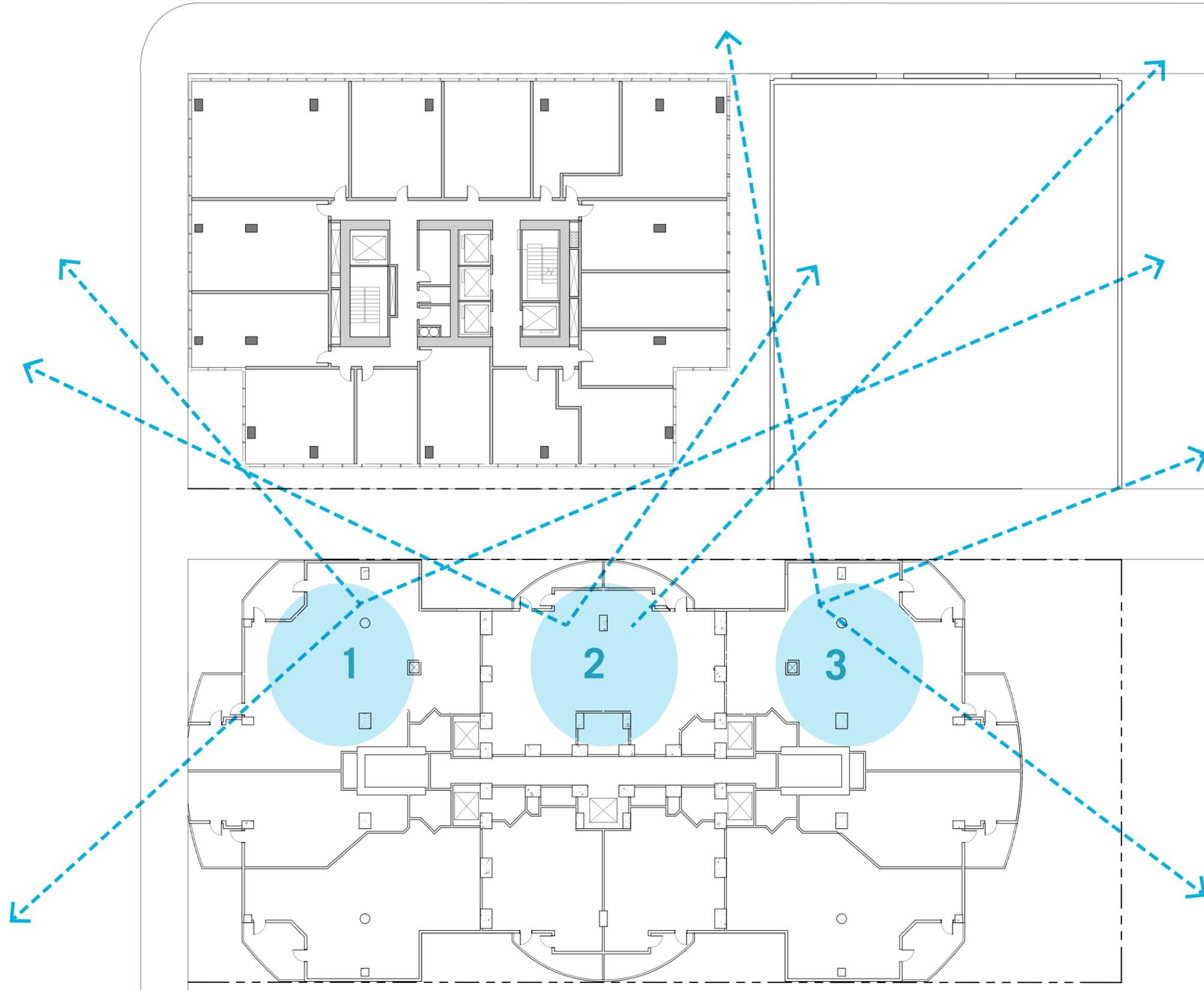


Escala plan, levels 3-18

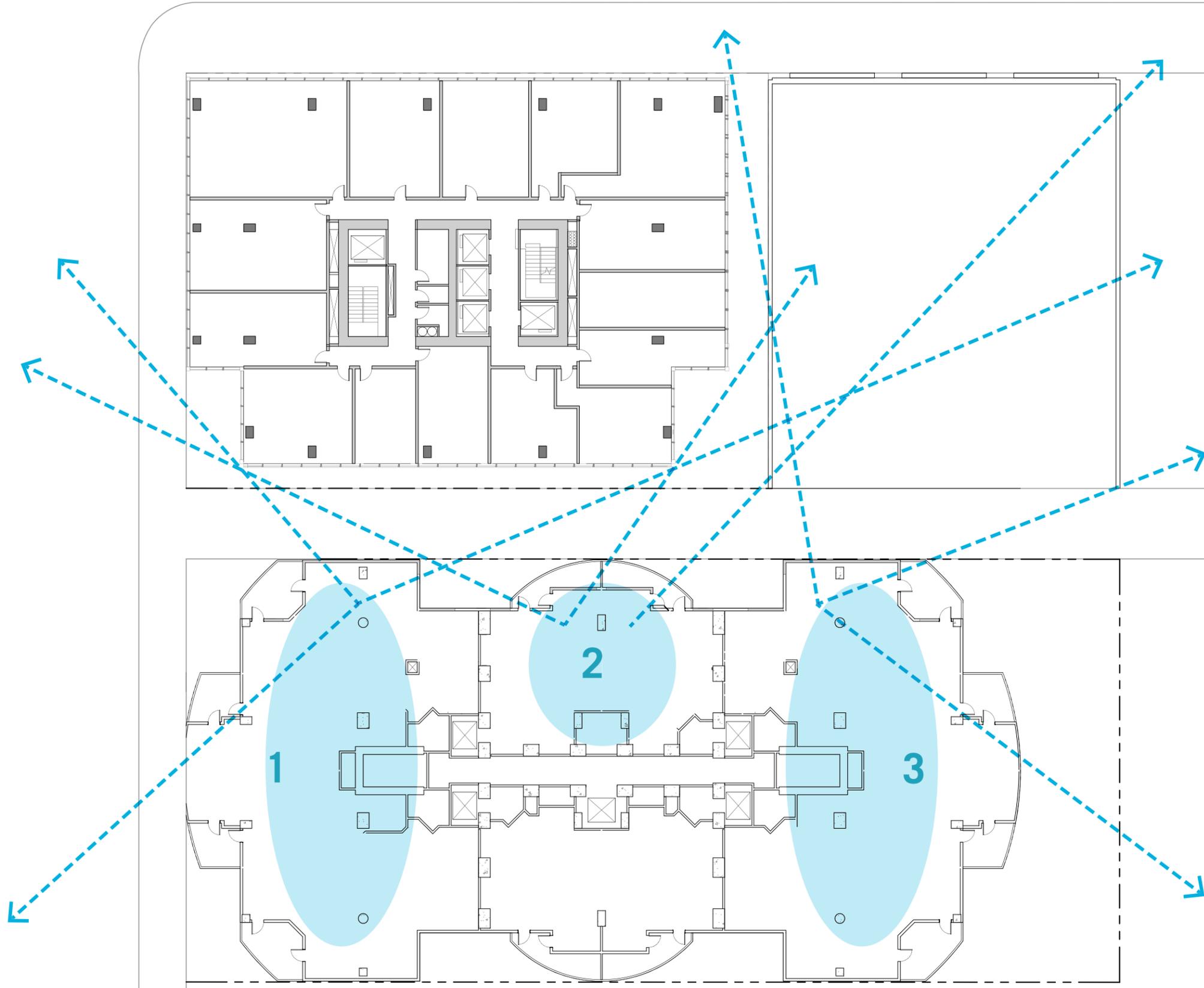


Escala plan, levels 19-23

VIEWLINES



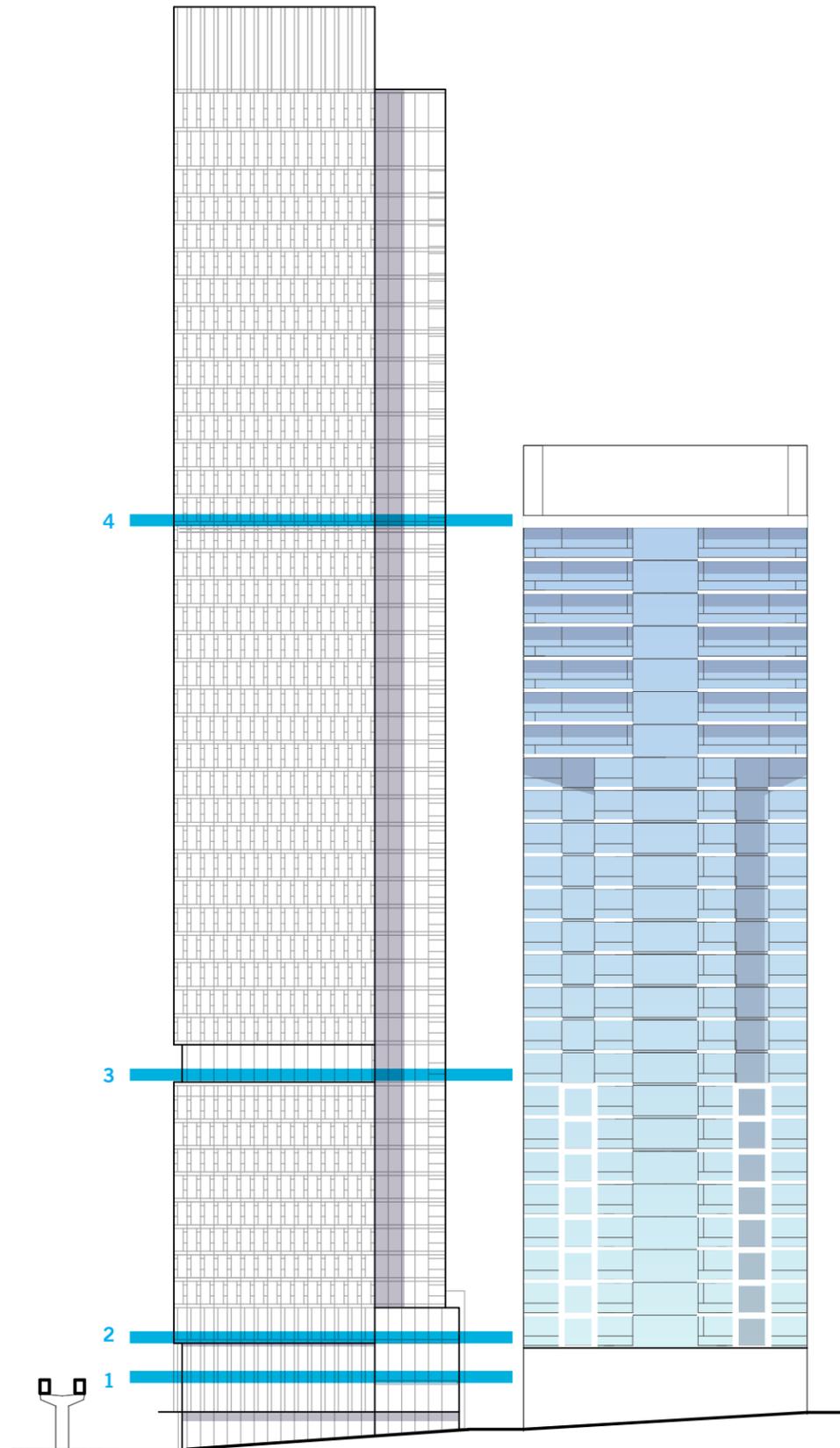
Escalator plan, levels 24-28



Escala plan, levels 29-30

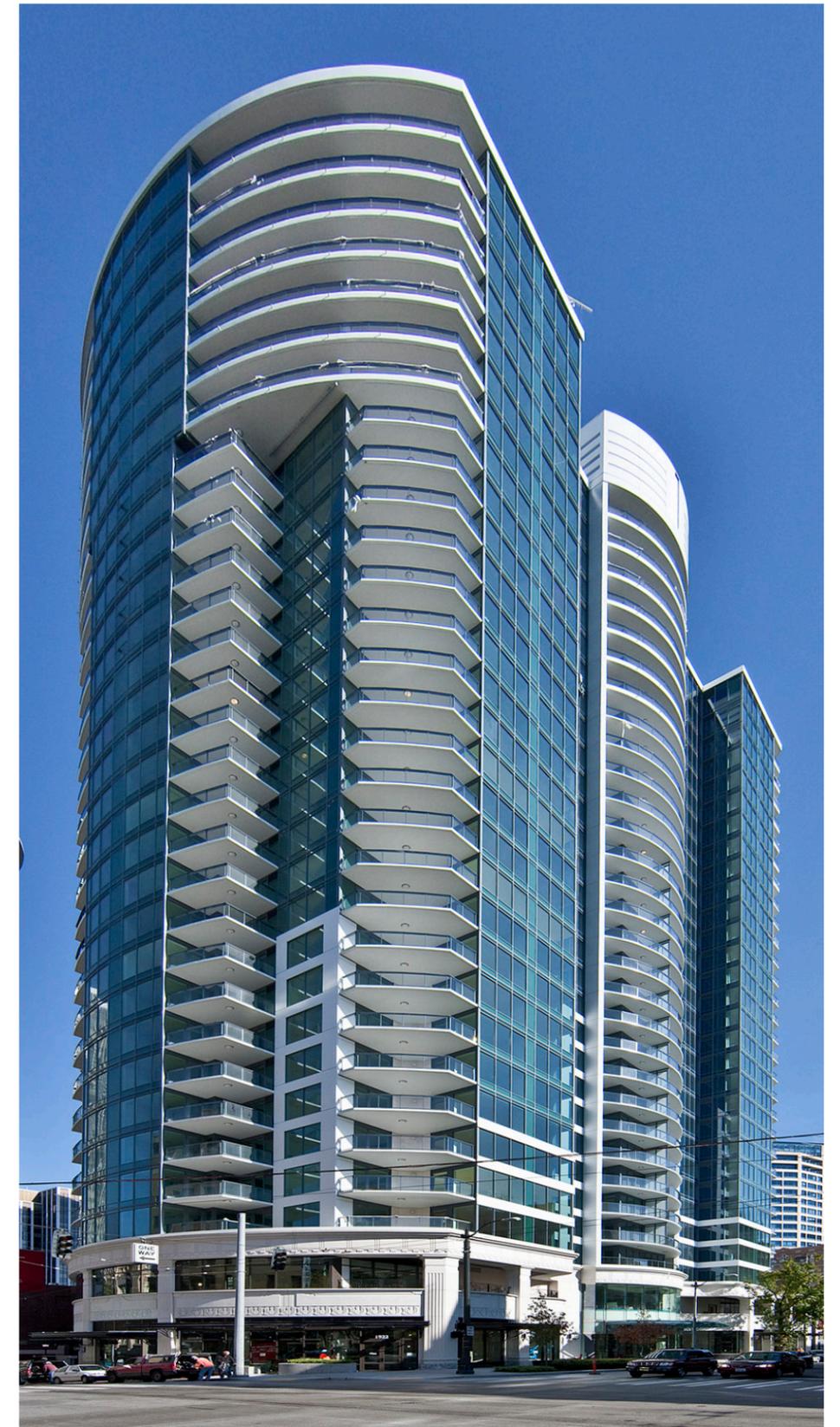
CONTEXT VIEWS

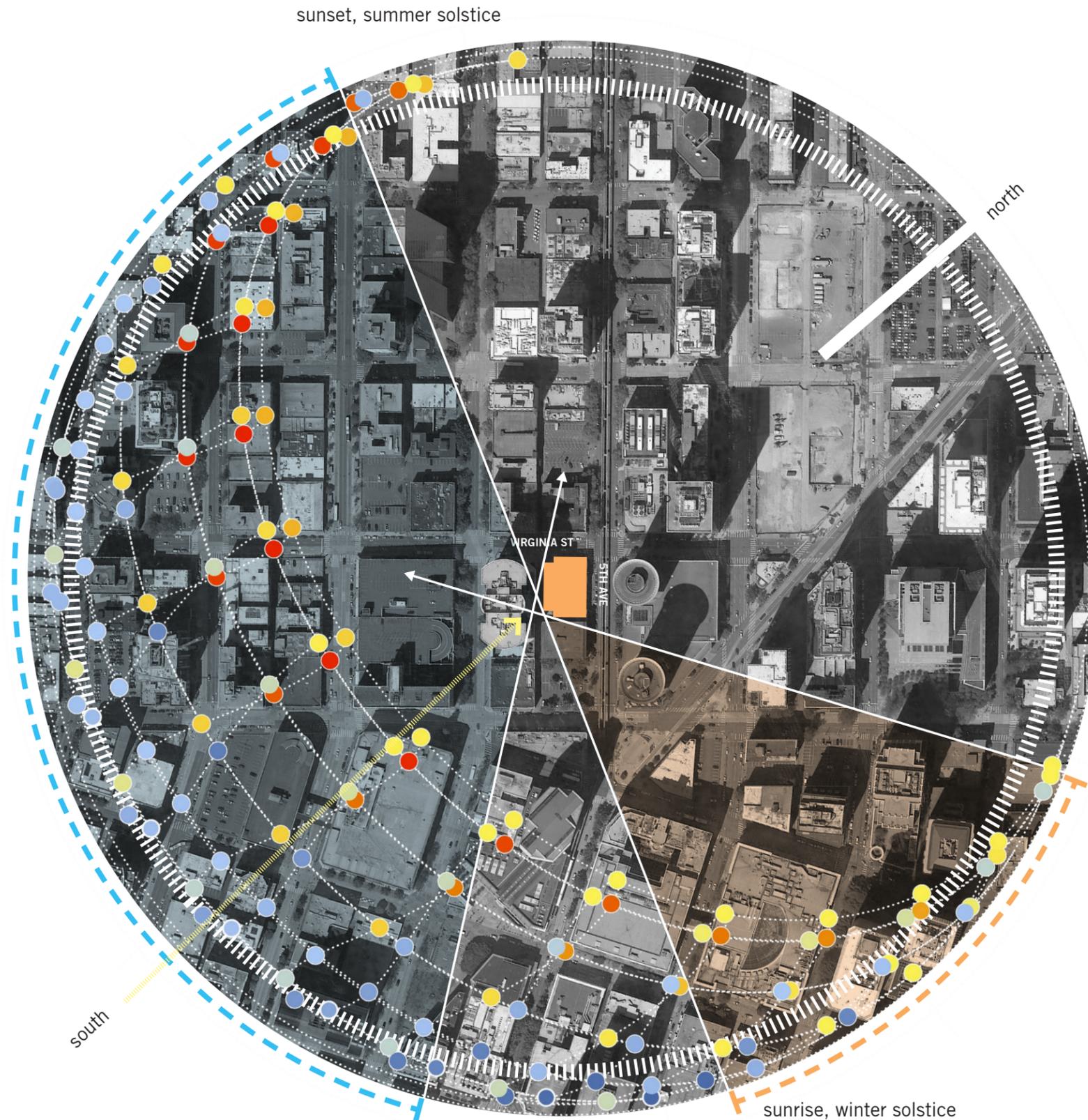




The design responds to significant positive attributes of the immediate context by aligning key architectural features with elements of the Escala and of the monorail.

- 1 Level 2 aligns with monorail
- 2 Podium height matches Escala podium
- 3 Reveal aligns with Escala fenestration transition
- 4 Fenestration pattern changes above Escala roofline





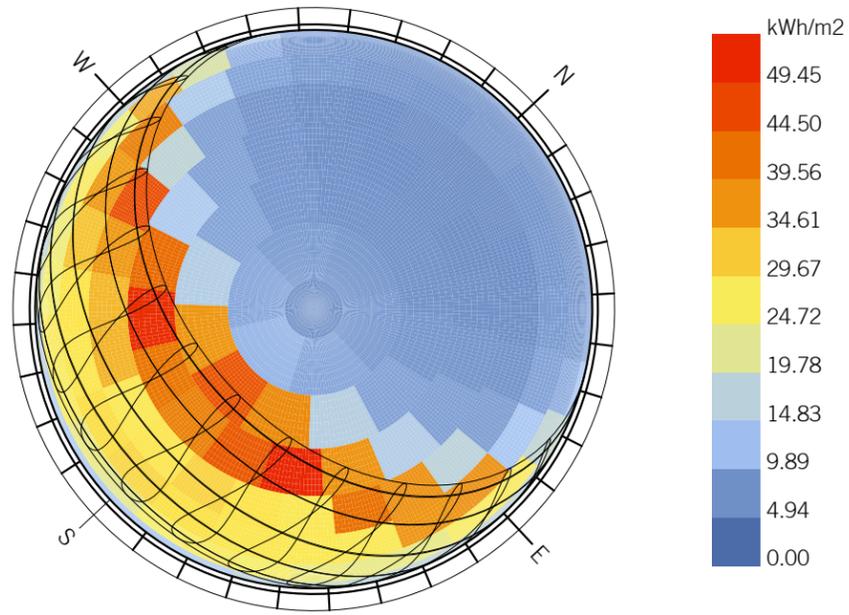
Context

The proposed development is located to the east of the Escala in the downtown grid, but the downtown grid is rotated from solar north placing the proposed development northeast of the Escala based on solar north.

The sun traverses the sky daily and seasonally through the southern portion of the sky dome from solar east to solar west. The annual sunpath is superimposed on the adjacent satellite photo of the city grid, demonstrating the relative impact of the development in context. For the vast majority of the year and for most hours of the day, there is no daylight impact to the Escala from the proposed development due.

In this urban context, the early morning low angle sun is lower than the predominant development profile of the city, so the development will have minimal or no impact. Conversely, the Escala will have a substantial impact on the proposed development throughout the day and the year due to its location to solar south.

Total Annual Solar Radiation (kWh/m2) in Seattle

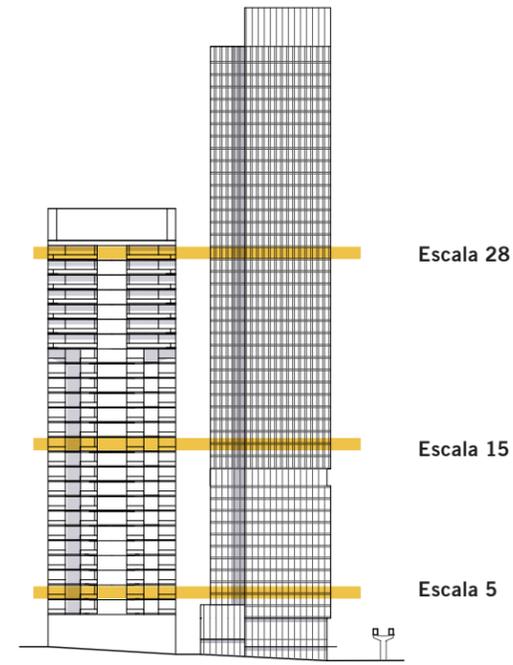


Annual Solar Radiation

Scientifically accurate solar radiation values for Seattle are illustrated in the adjacent solar compass diagram. Light and access to light are a function of the sun's altitude in the sky at a given time and date. Using this precise information, computer models are used to simulate daylight access in the proposed development and the impact on the Escala. The methods and processes used in this analysis are internationally accepted state of the art and are based on highly accurate 3 dimensional computer simulations of the physical environment and building structure and material.

Methods

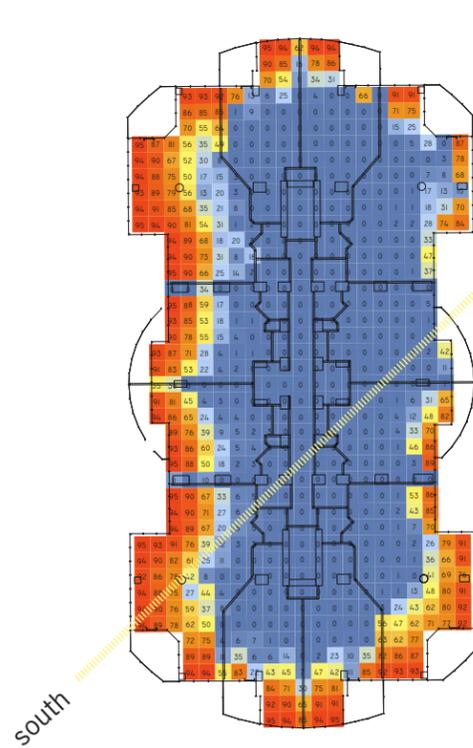
Annual Daylight Simulations yield a depth of accuracy well beyond traditional point-in-time illuminance metrics. Thousands of point-in-time illuminance values from the entire year are aggregated into a comprehensive representation of solar angles and illuminance intensities throughout the year.



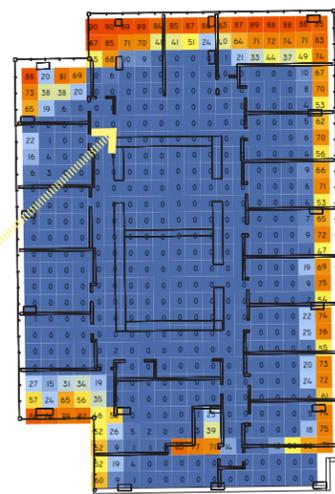
The daylight simulations in this analysis use **Daylight Autonomy (DA)** to describe the annual daylight levels. In DA, the floor area is broken down into the percentage of hours, between 8am and 6pm in this study, that a point in space will achieve at least 300 Lux (30 Footcandles). Simulations were performed at Escala levels 5, 15, and 28.

Analysis Results

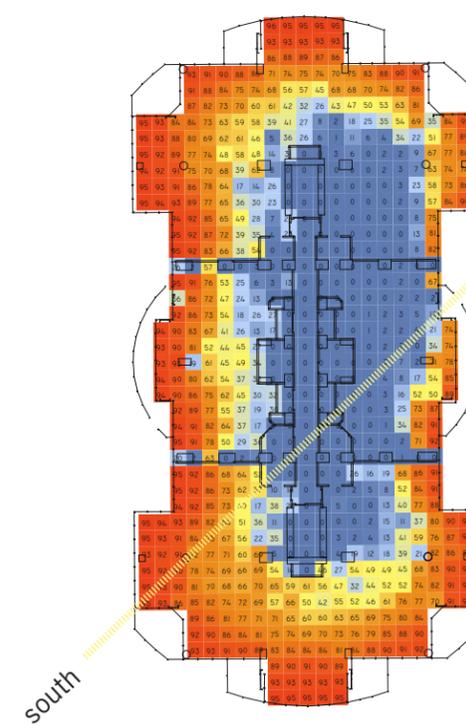
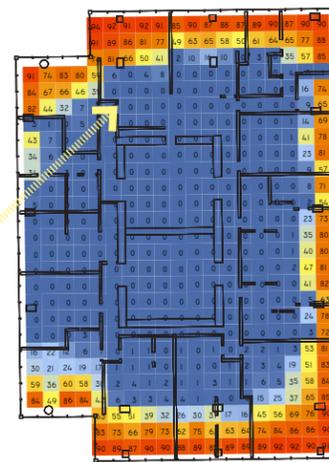
The light levels anticipated by the annual daylight simulations are consistent with levels typically found in an urban environment and are a combined function of orientation, height, building organization, and surrounding context. Based upon each building's situation, the DA for each is indicated below.



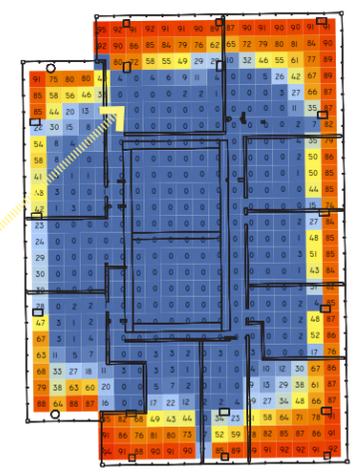
Escala Level 5 (avg DA - 25%)
5th and Virginia (avg DA - 13%)



Escala Level 15 (avg DA - 32%)
5th and Virginia (avg DA - 21%)

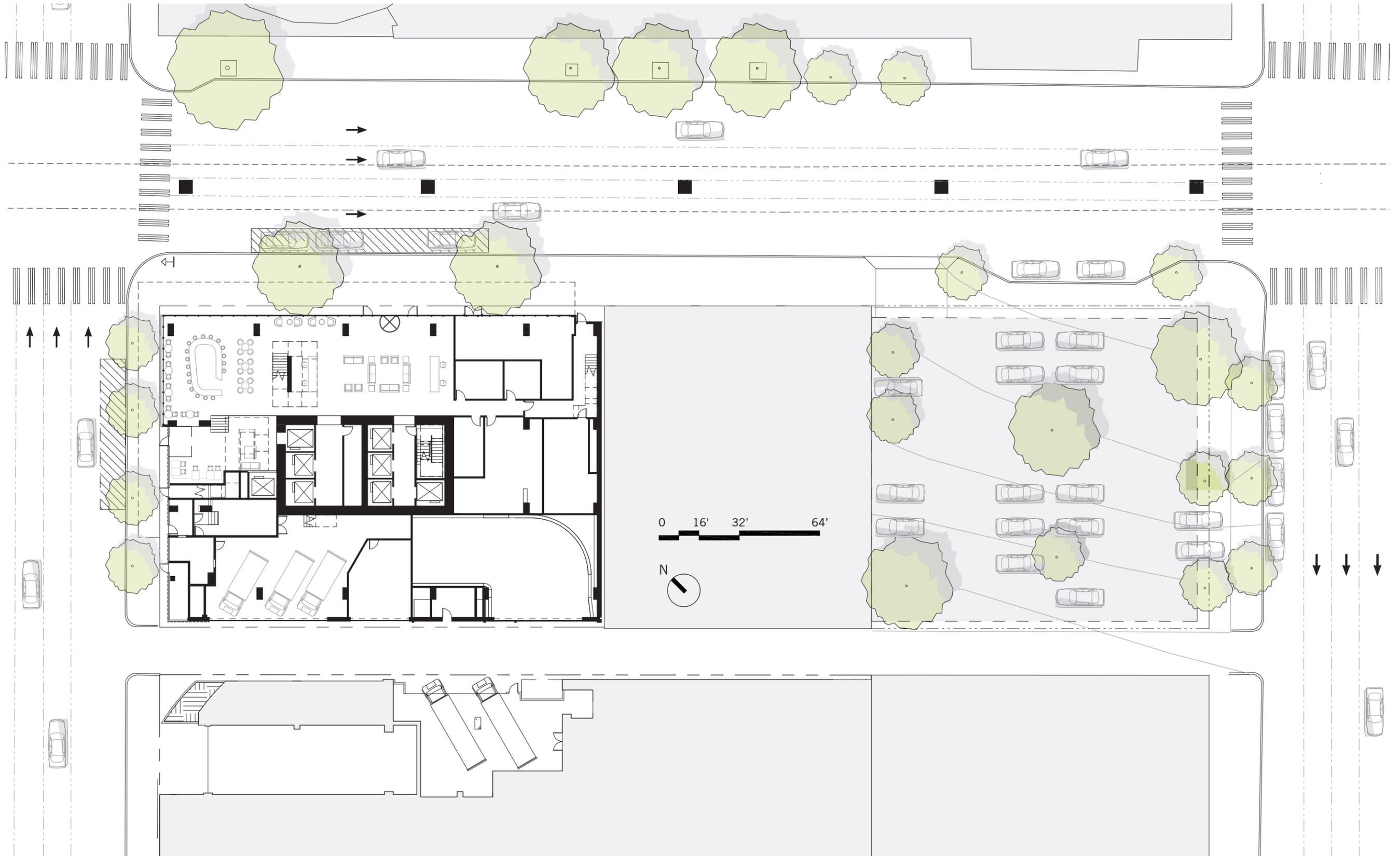


Escala Level 28 (avg DA - 45%)
5th and Virginia (avg DA - 25%)



each square 5'x5'

PLAN, BLOCK CONTEXT





Rooms

- 1 Hotel Bar
- 2 Entry Lobby
- 3 Retail
- 4 Package Room
- 5 Hotel Office
- 6 Bar Lobby
- 7 Fire Command
- 8 Mail Room
- 9 Telecom
- 10 Staff Lobby
- 11 Security
- 12 Stair
- 13 Loading Dock
- 14 Trash/Recycling
- 15 Parking Entry Ramp

Notes

- A** Concrete paving with 2' x 2' score marks, typ.
- B** Concrete paving with 1' x 1' score marks, at entries
- C** "Googie" style bike rack
- D** "Bloodgood" London Planetree
- E** 3' from eastern building face to property line
- F** 1' from northern building face to property line
- G** Bowhall Red Maple Musashino Columnar Zelkova

EXISTING OBSERVATIONS

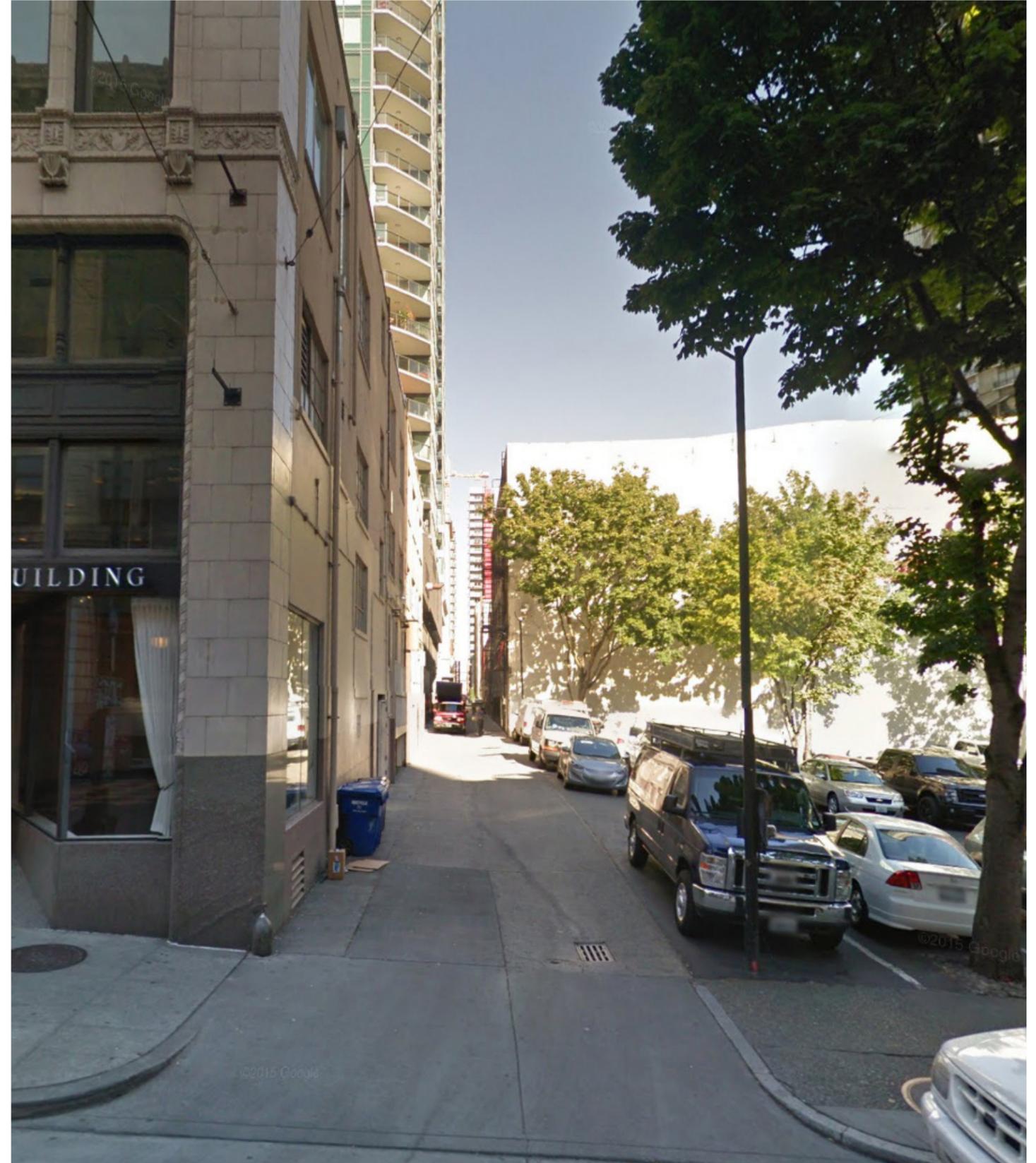
- Average delivery time 6 minutes
- Longest delivery time associated with Icon Grill 24 minutes
- Not all Escala deliveries utilize dock - Longest delivery time associated with Escala approximately 16 minutes
- Two-way operations
- Icon Grill has no loading dock so deliveries generally block alley

FUTURE CONDITIONS

- Alley intersection operations with Stewart Street and Virginia Street do not change with the project
- Blockages likely to decrease given the proposed loading dock

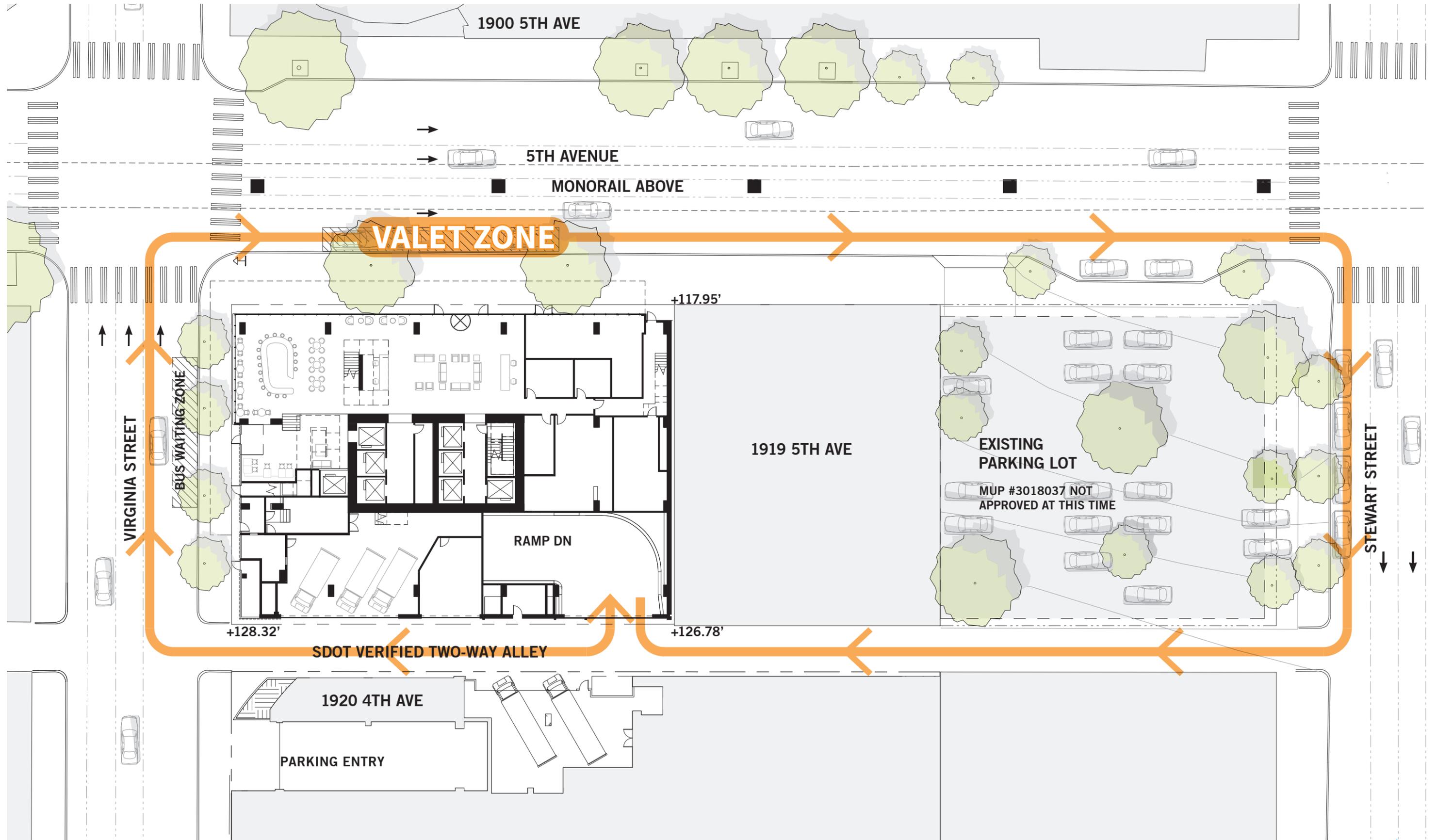


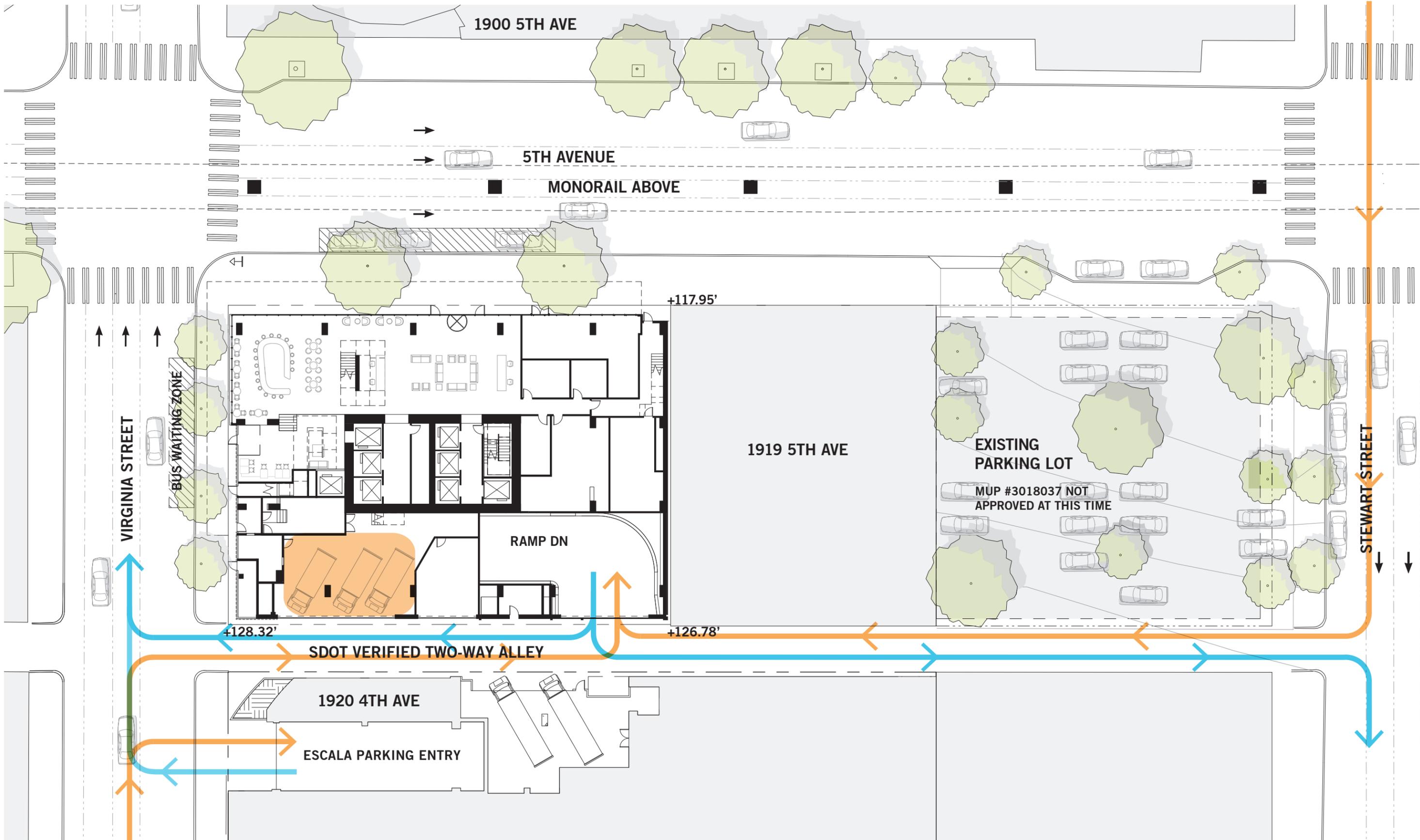
View of alley from Virginia St



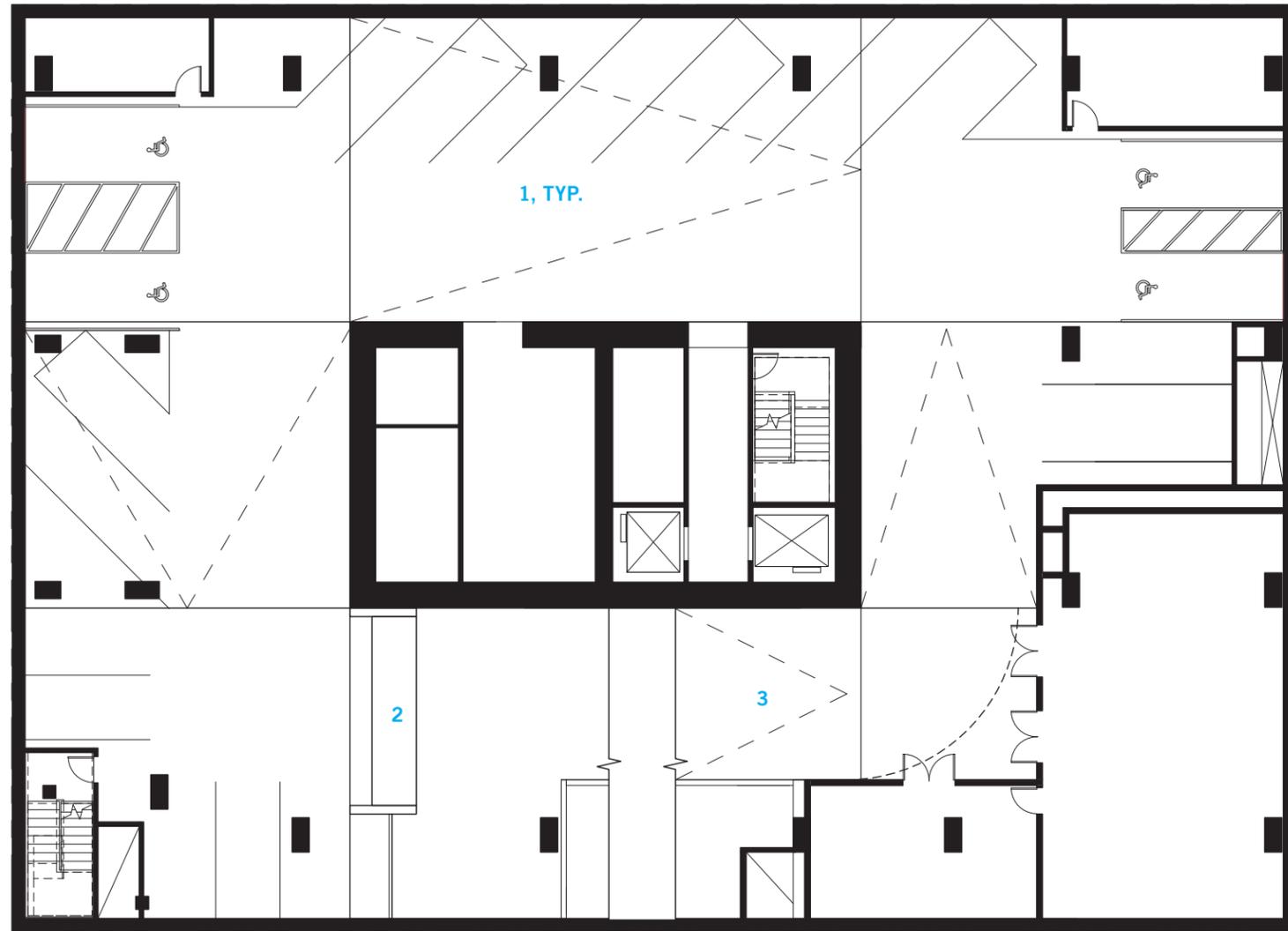
View of alley from Stewart St

VEHICLE ACCESS: VALET ROUTE



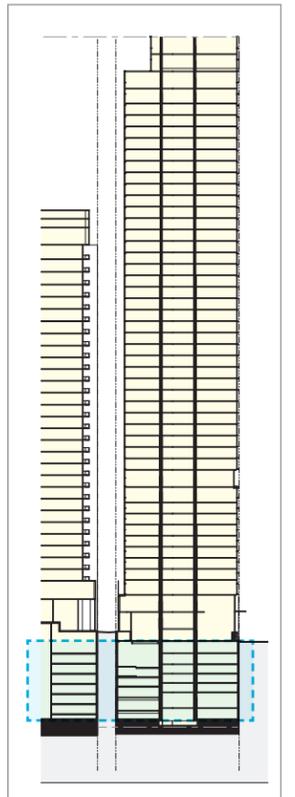
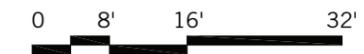


PLAN, LEVEL P1, FIRST PARKING LEVEL BELOW GRADE

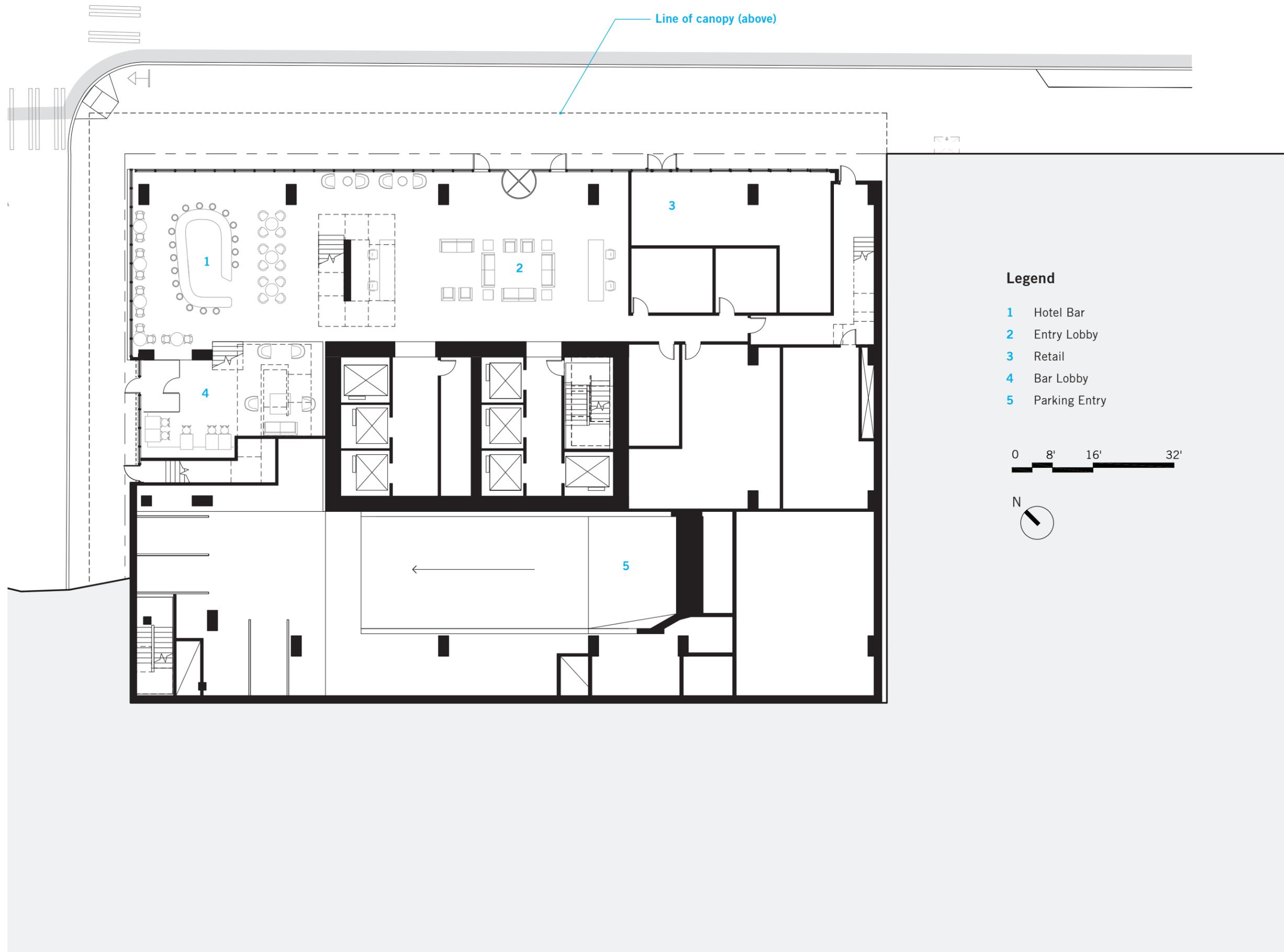


Legend

- 1 Valet Staging Area
- 2 Parking Entry Ramp
- 3 Ramp to P2



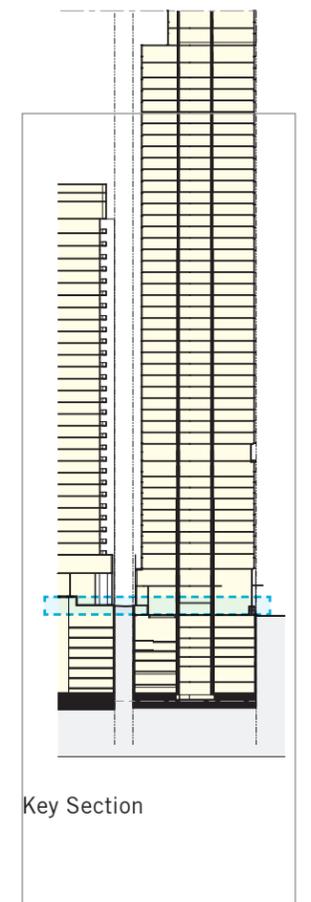
Key Section



Legend

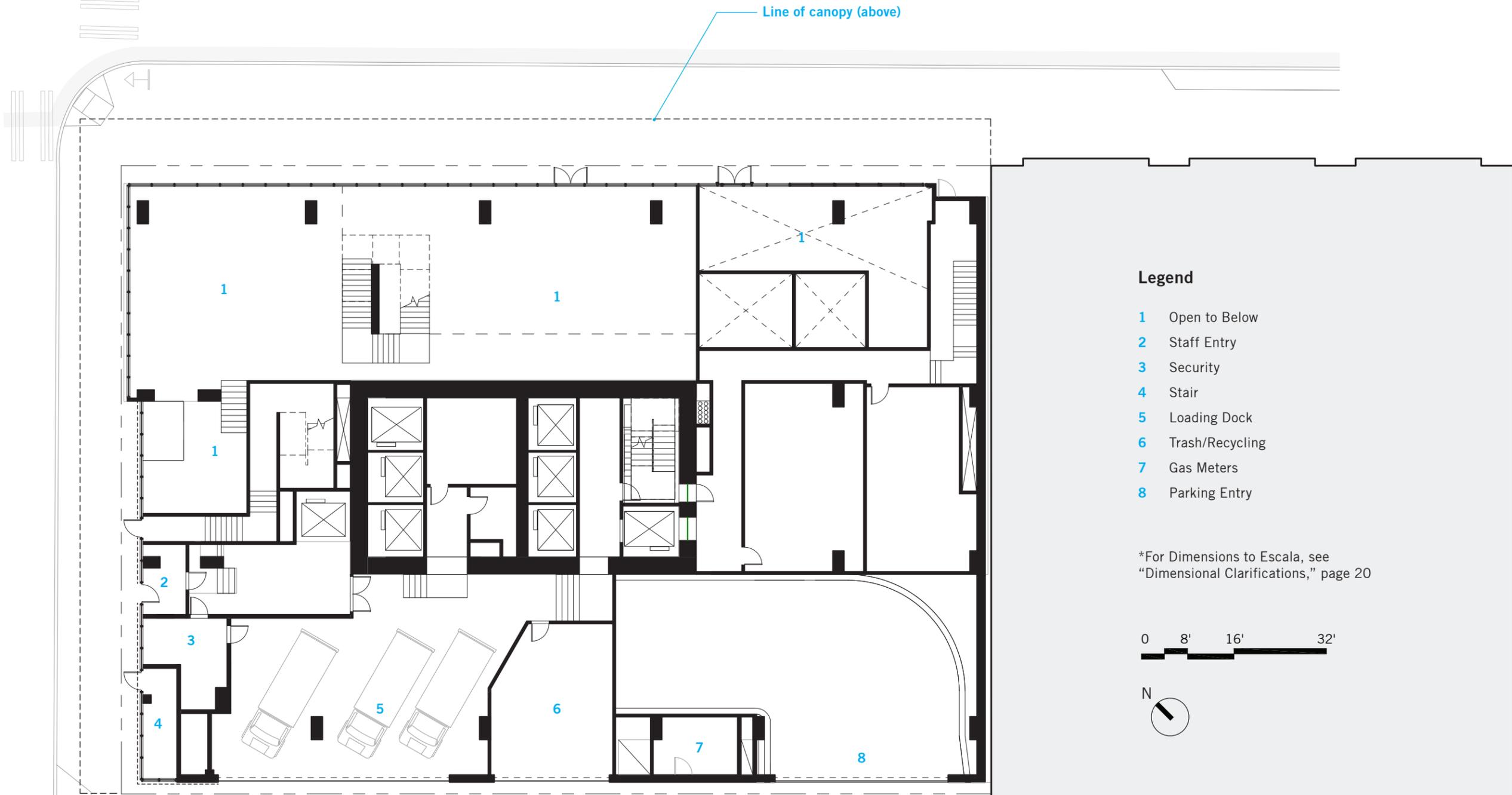
- 1 Hotel Bar
- 2 Entry Lobby
- 3 Retail
- 4 Bar Lobby
- 5 Parking Entry

0 8' 16' 32'



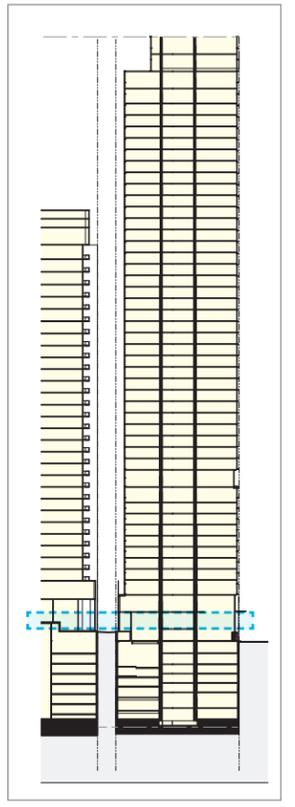
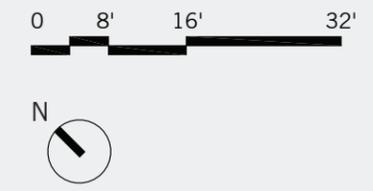
Key Section

PLAN. SERVICE LEVEL AT ALLEY



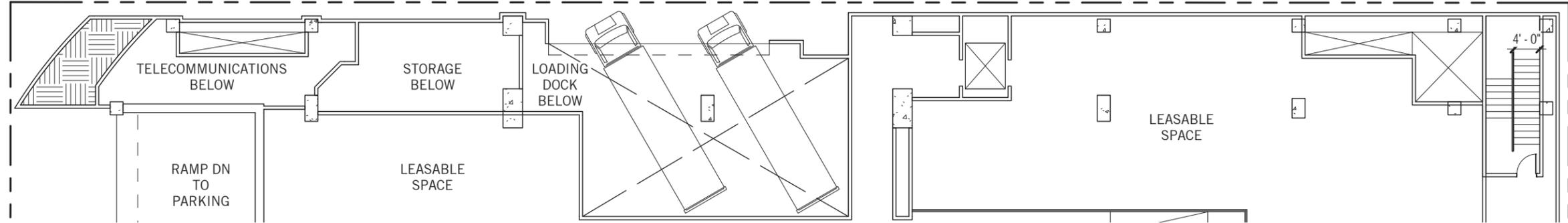
- Legend**
- 1 Open to Below
 - 2 Staff Entry
 - 3 Security
 - 4 Stair
 - 5 Loading Dock
 - 6 Trash/Recycling
 - 7 Gas Meters
 - 8 Parking Entry

*For Dimensions to Escala, see "Dimensional Clarifications," page 20

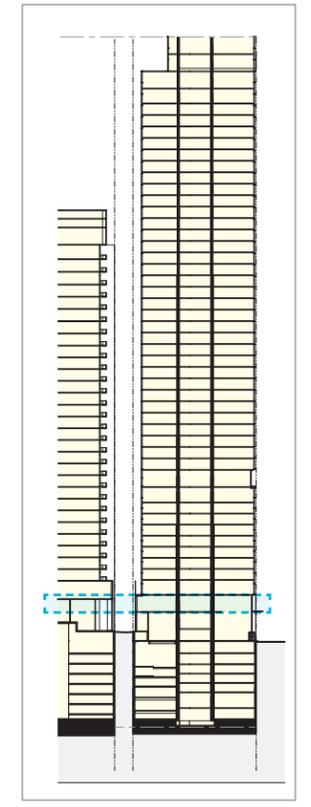
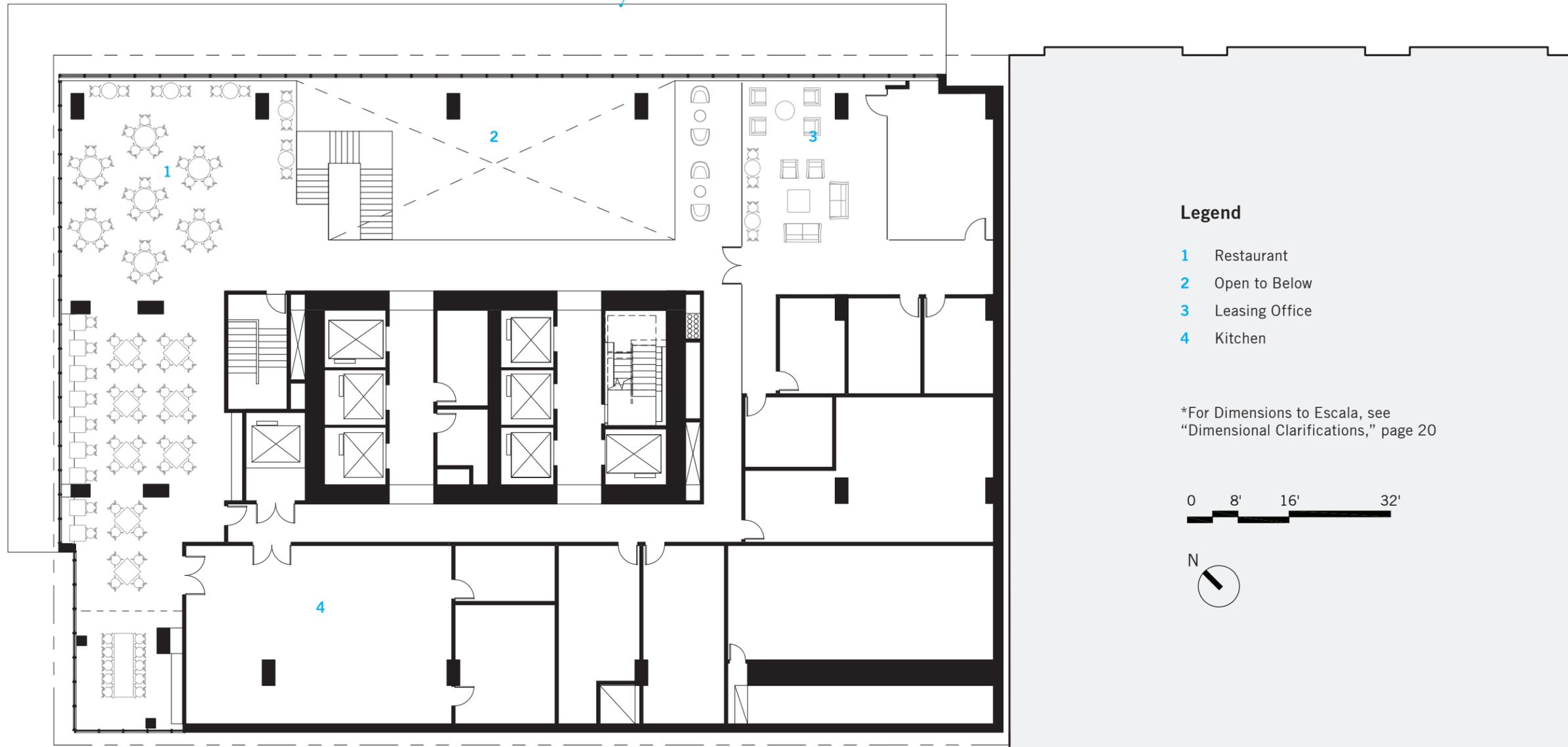


Key Section

GROUND LEVEL / LEVEL 01 FLOOR PLAN

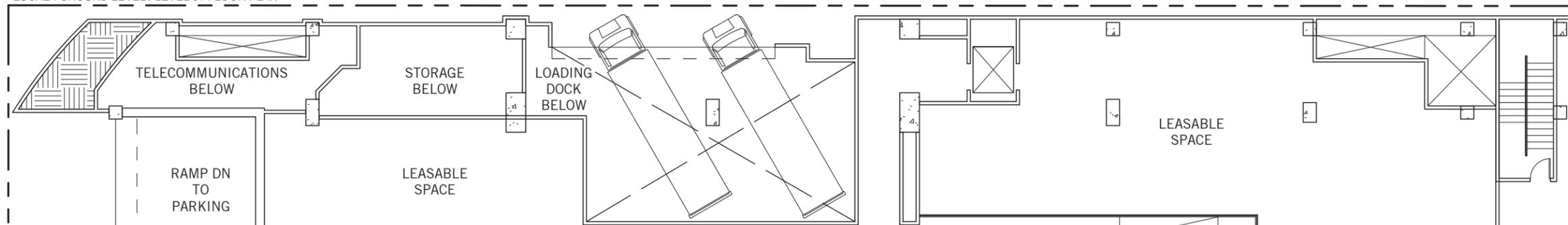


Line of canopy (below)

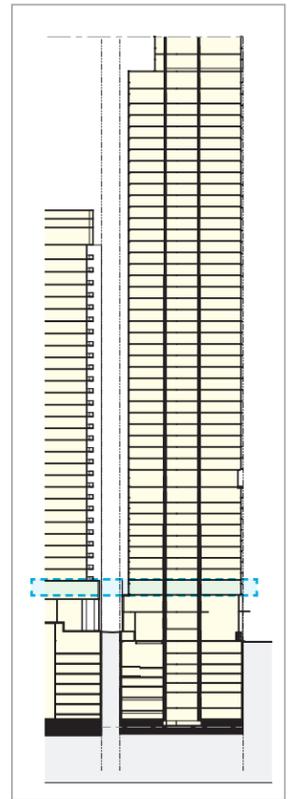


Key Section

ESCALA GROUND LEVEL / LEVEL 01 FLOOR PLAN

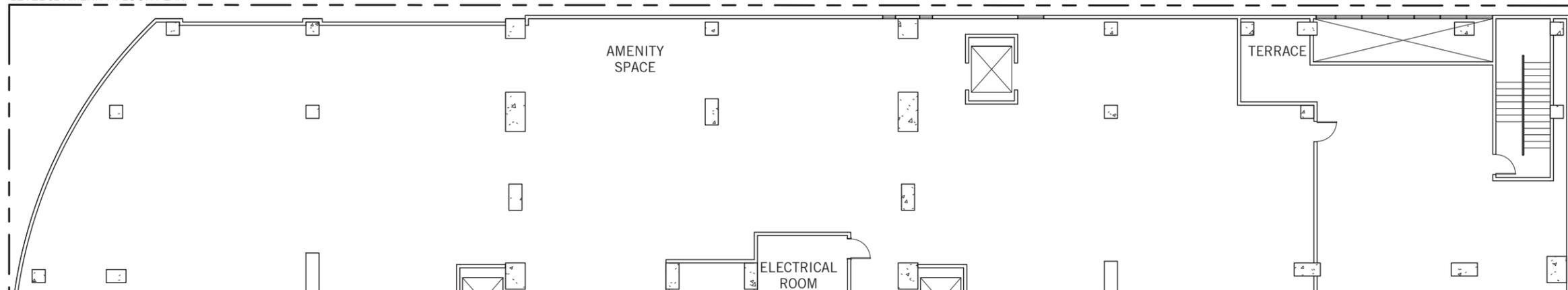


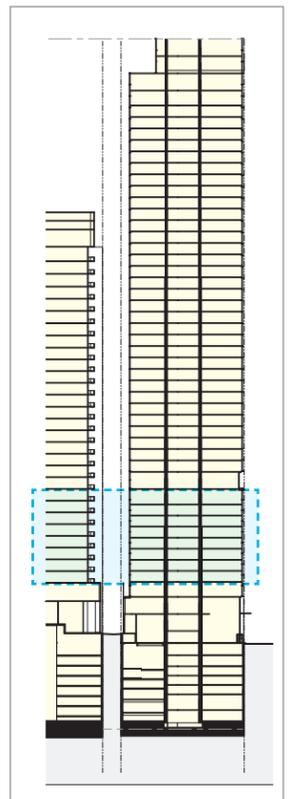
PLAN, FLOOR 3, HOTEL ADMINISTRATION



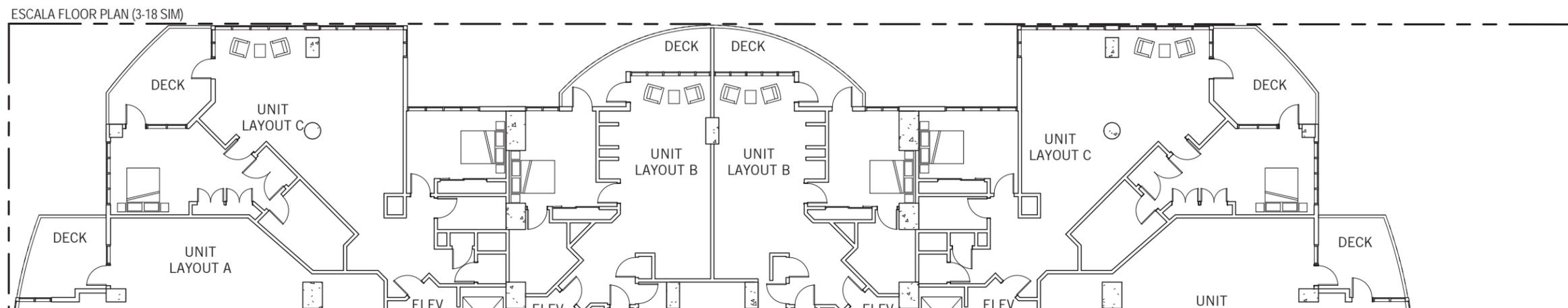
Key Section

LEVEL 02 AMENITY FLOOR PLAN

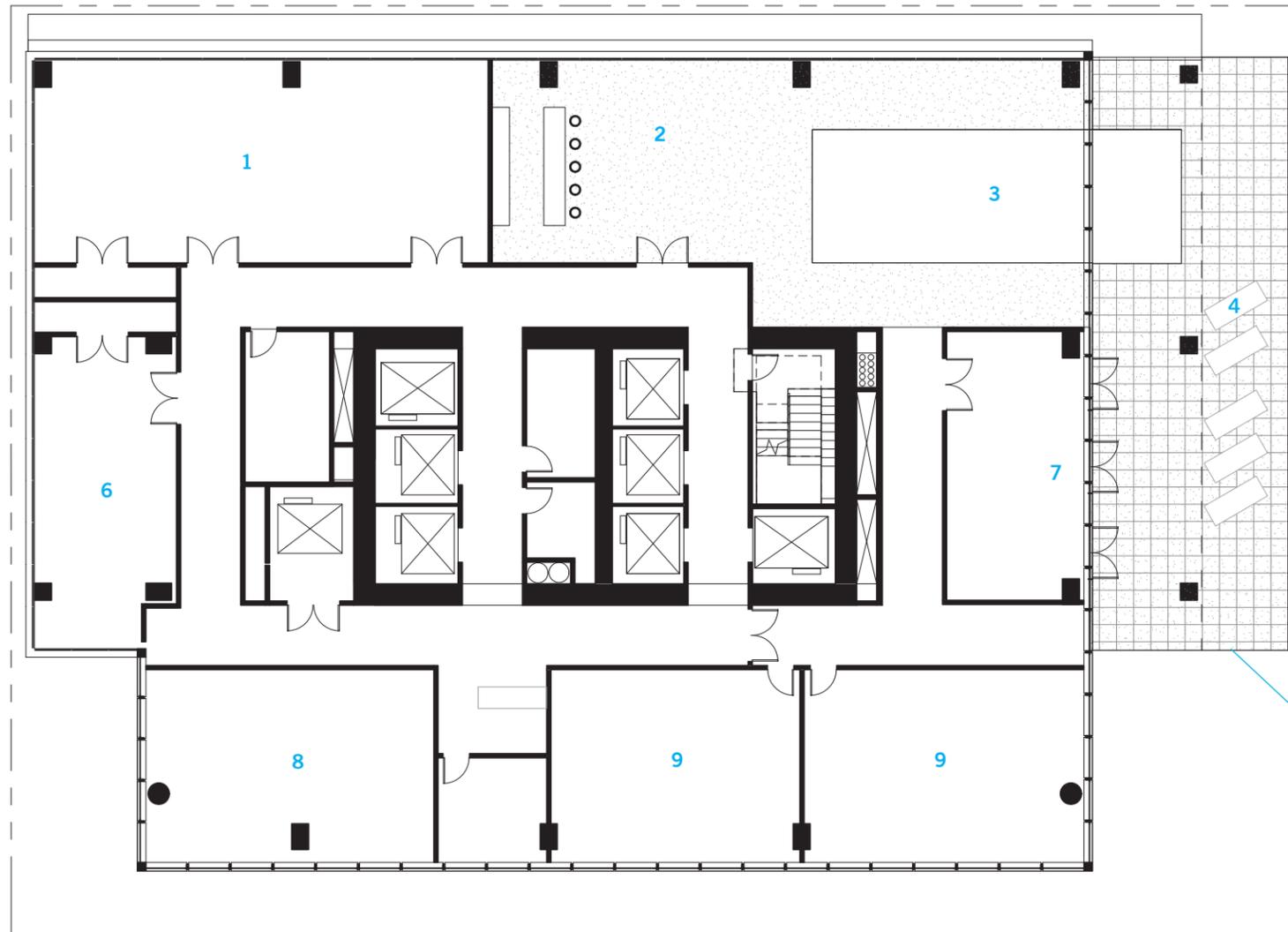




Key Section



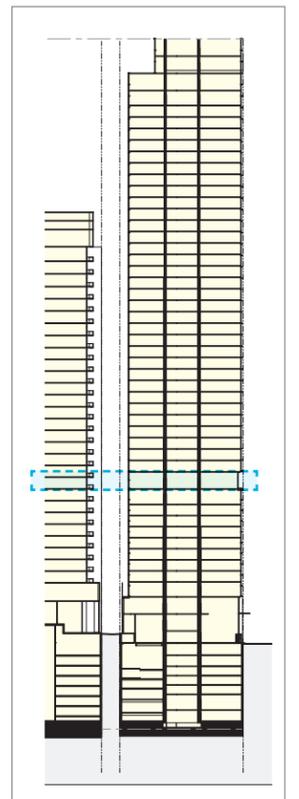
PLAN, SPA AND POOL (FLOOR 12)



Legend

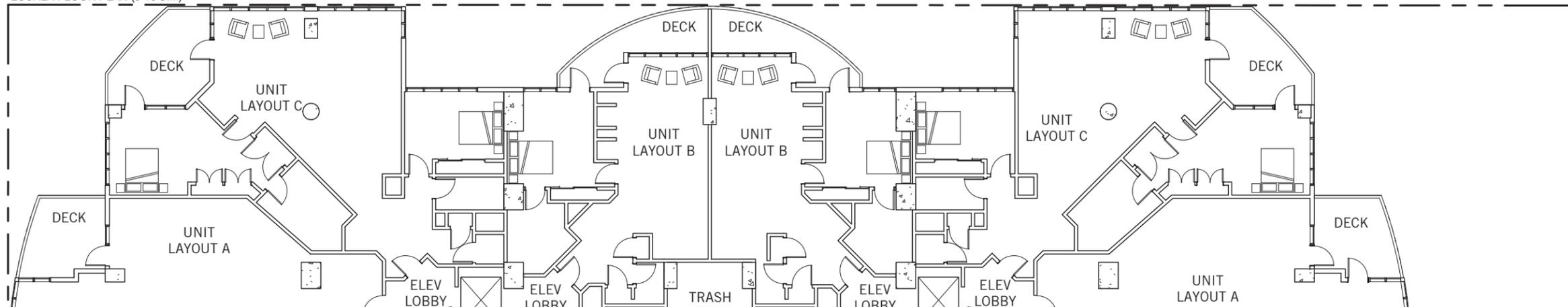
- 1 Fitness
- 2 Bar
- 3 Pool
- 4 Screened Outdoor Terrace
- 5 8' High Privacy Screen Wall
- 6 Yoga
- 7 Spa
- 8 Storage
- 9 Locker Rooms

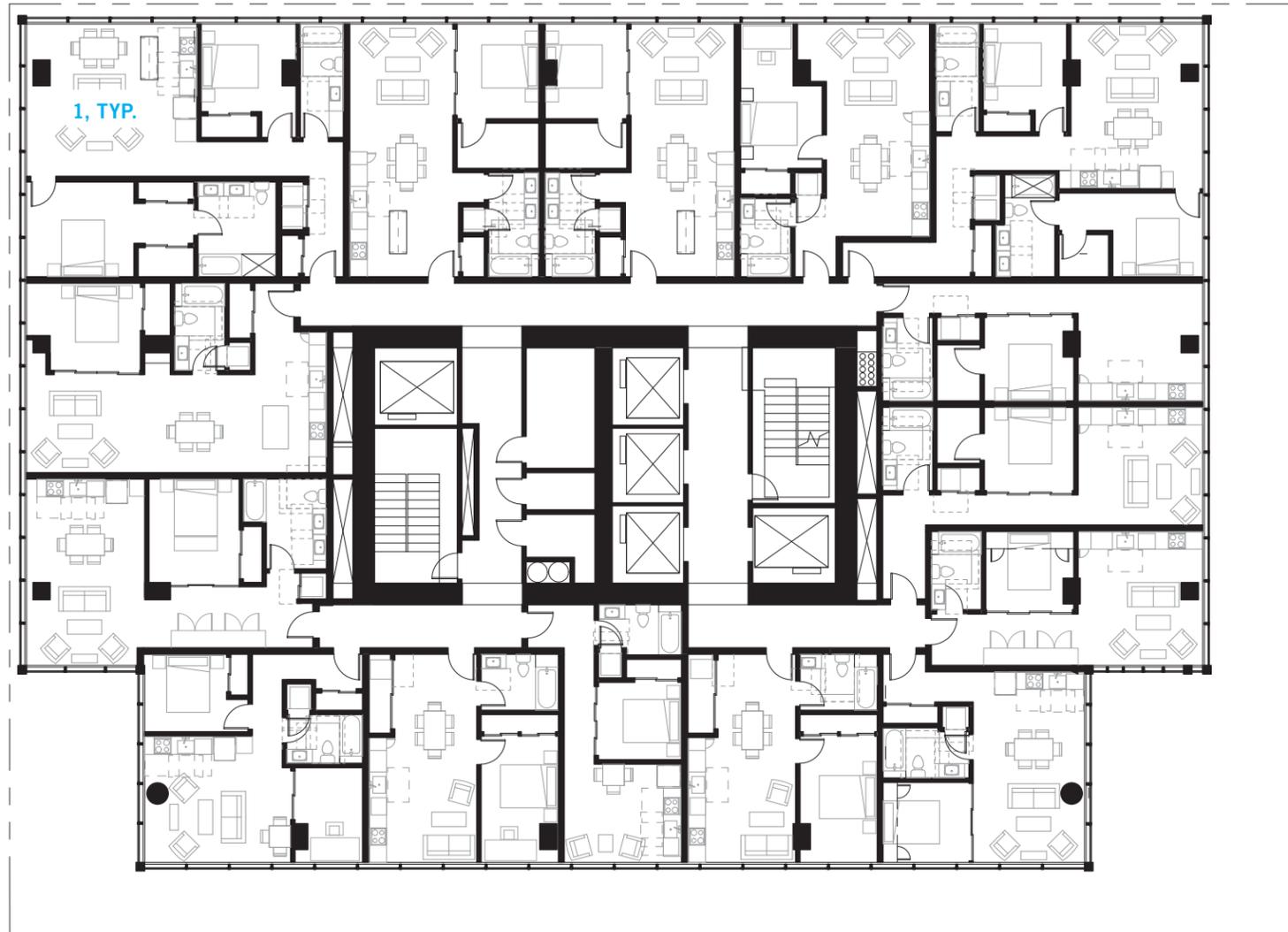
*For Dimensions to Escala, see "Dimensional Clarifications," page 20



Key Section

ESCALA FLOOR PLAN (3-18 SIM)



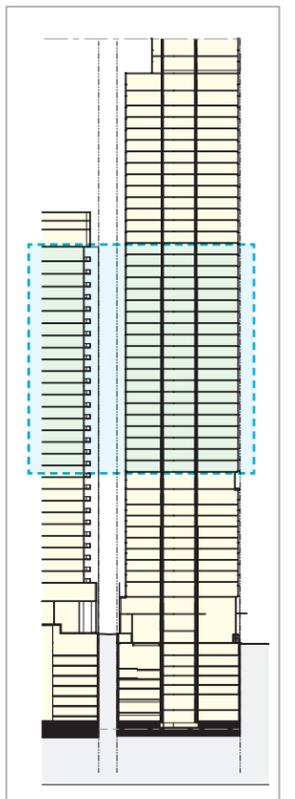


Legend

1 Apartment

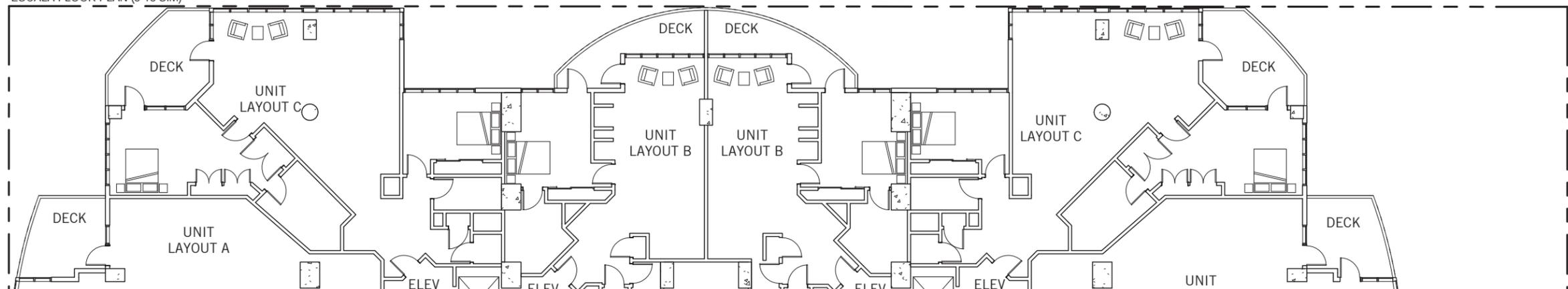
*For dimensions to Escala, see "Dimensional Clarifications," page 20

**For bedroom/living room locations, see "Adjacencies," page 23



Key Section

ESCALA FLOOR PLAN (3-18 SIM)



PLAN, RESIDENTIAL PREMIUM (FLOORS 33-44)

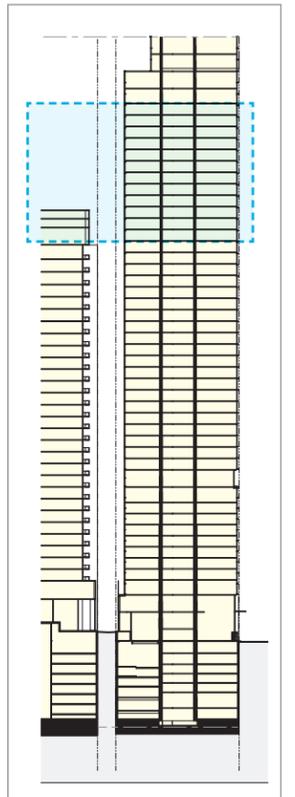


Legend

1 Apartment

*For dimensions to Escala, see
"Dimensional Clarifications," page 20

**For bedroom/living room locations, see
"Adjacencies," page 23

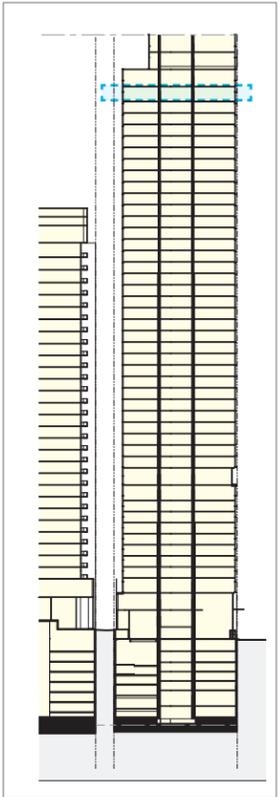


Key Section



Legend

1 Apartment



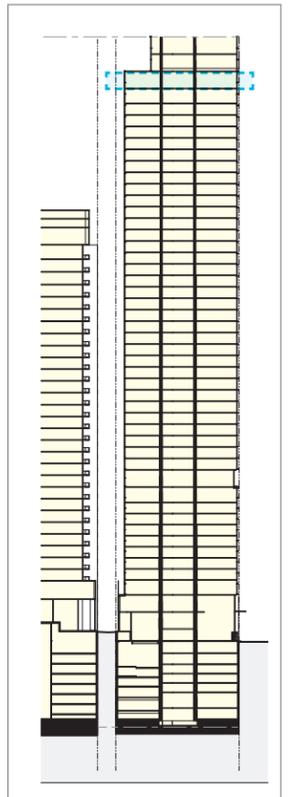
Key Section

PLAN, RESIDENTIAL AMENITIES (FLOOR 46)

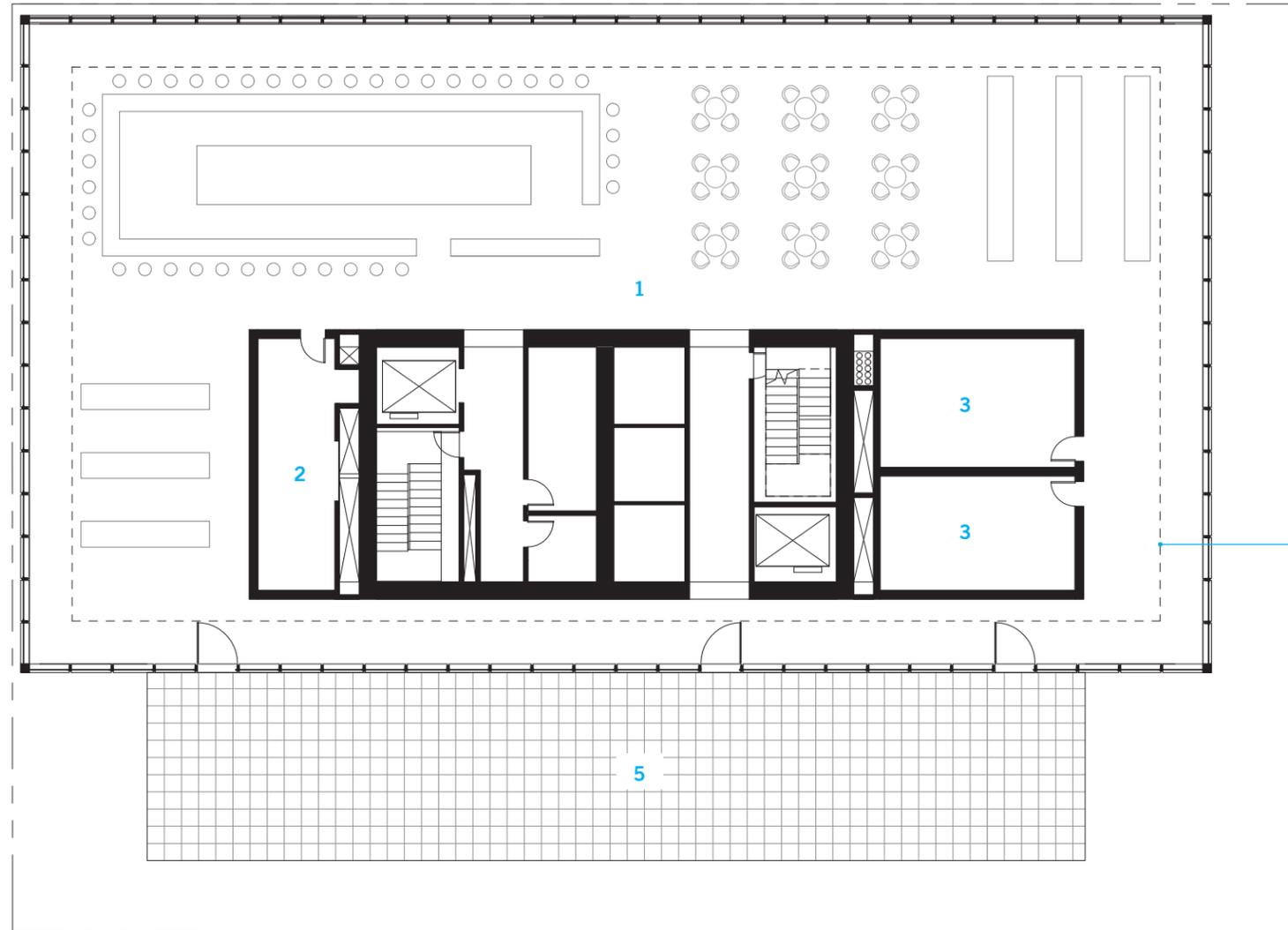


Legend

- 1 Screening Room
- 2 Gaming Room
- 3 Music Room
- 4 Reading Room
- 5 Community Kitchen
- 6 Solarium

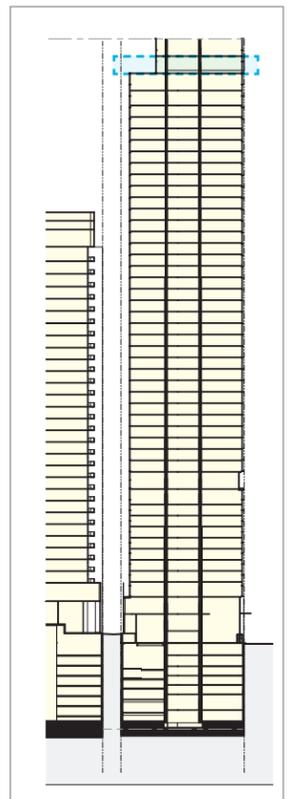


Key Section



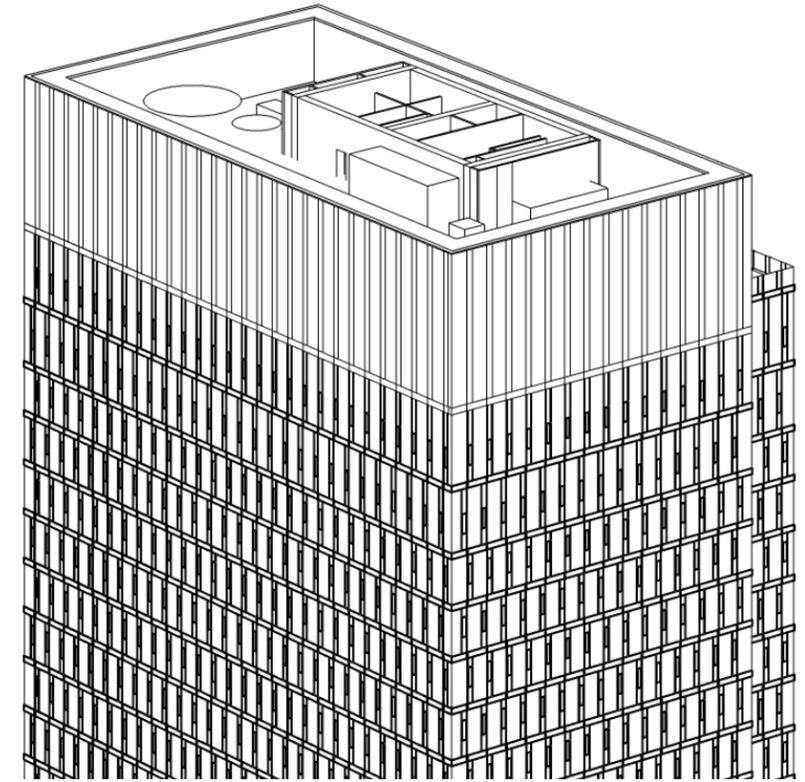
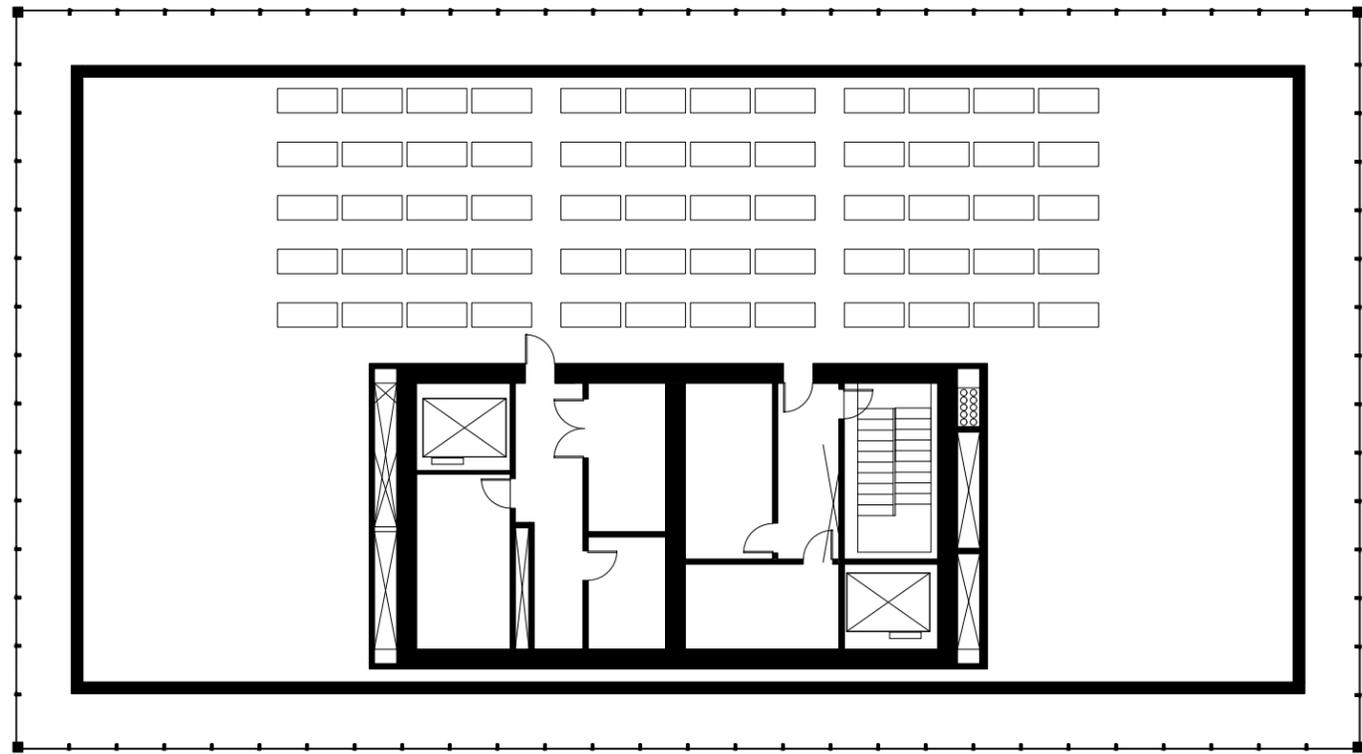
Legend

- 1 Bar
- 2 Kitchen
- 3 Toilet Room
- 4 Line of Clerestory Above
- 5 Outdoor Terrace



Key Section

PLAN, ROOFTOP





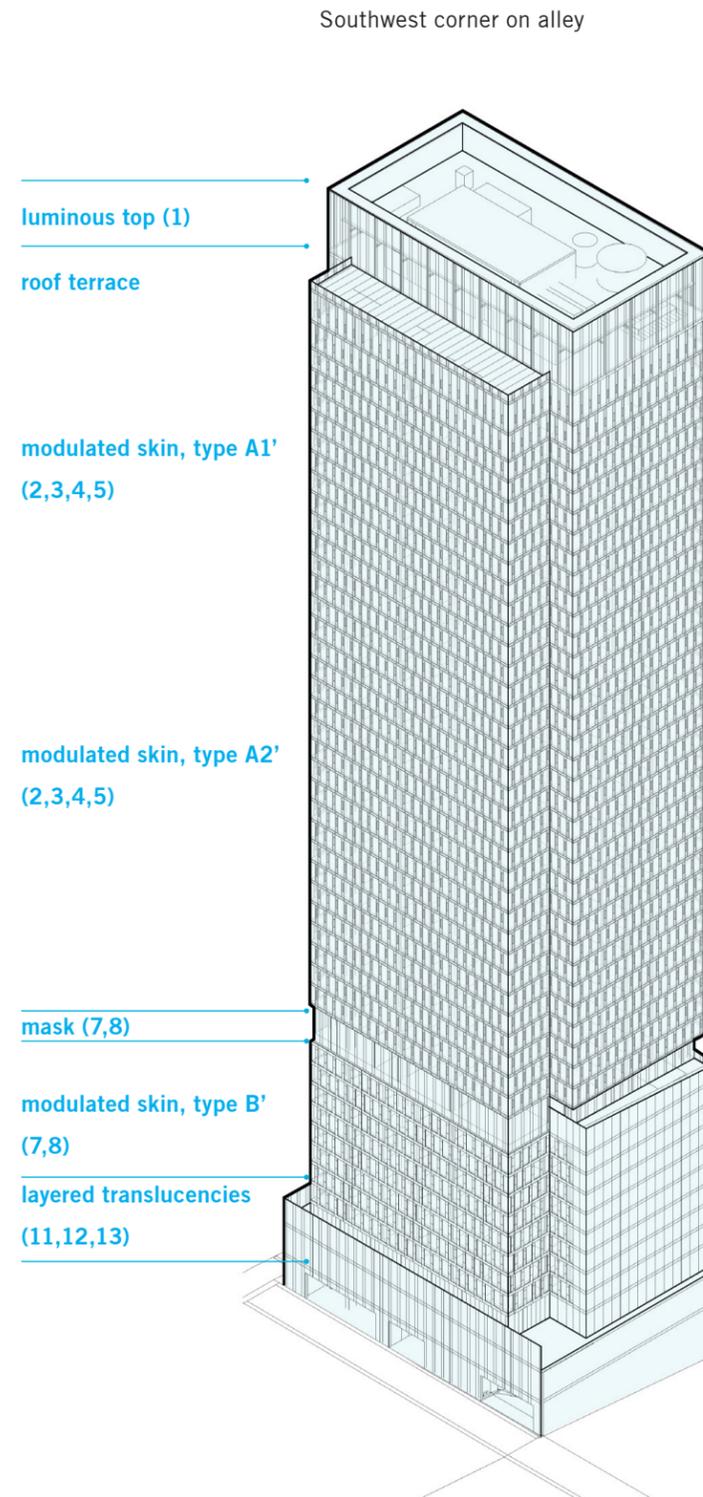
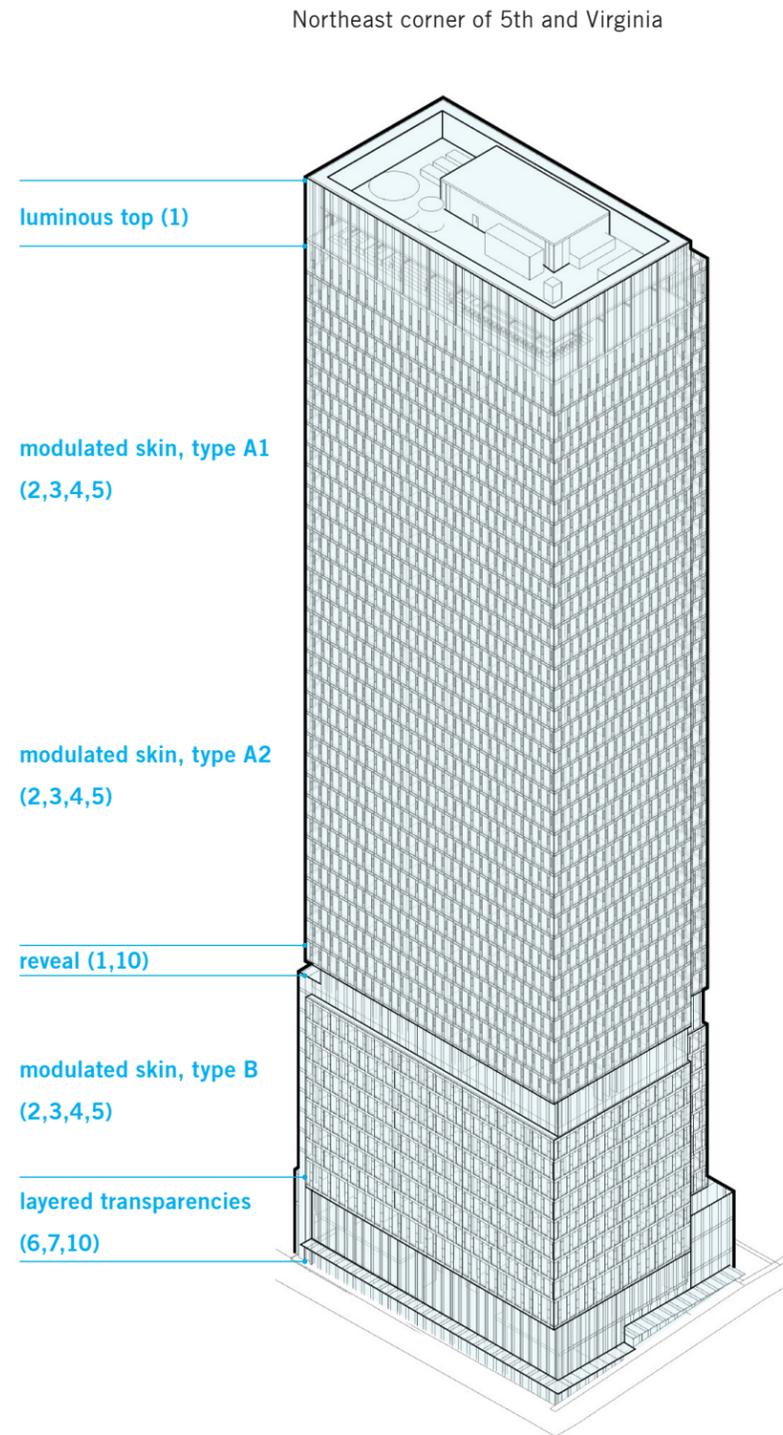
CONCEPT REFINEMENTS

The building design is being refined based on a part of the clear expression of program and contextual responsiveness. The tower is composed of legible volumes, with various scales of modulation within a quiet and slender overall form. The body of the tower is modulated in plan and section, and the exterior design is modulated at a finer grain. The design objective is to establish an overall unity of expression with a fine grain, while composing the exterior in a manner that is both quiet and playful.

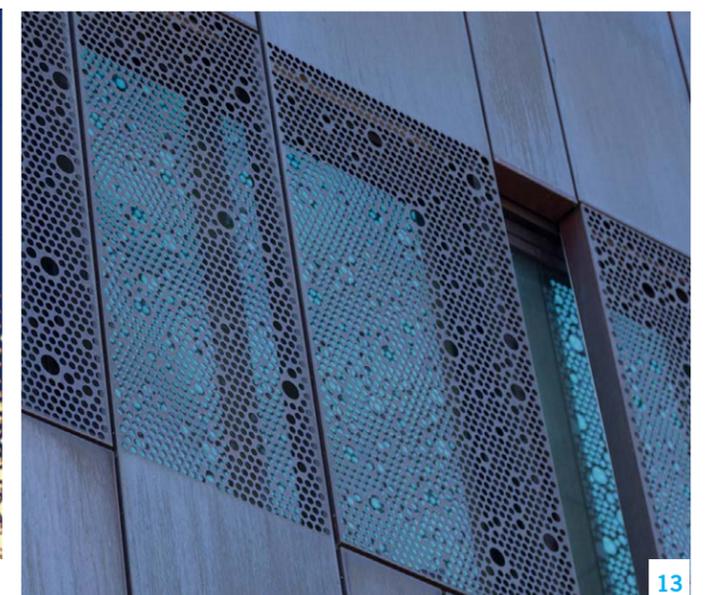
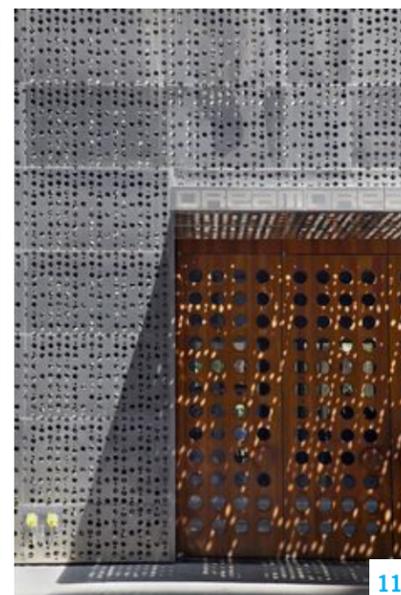
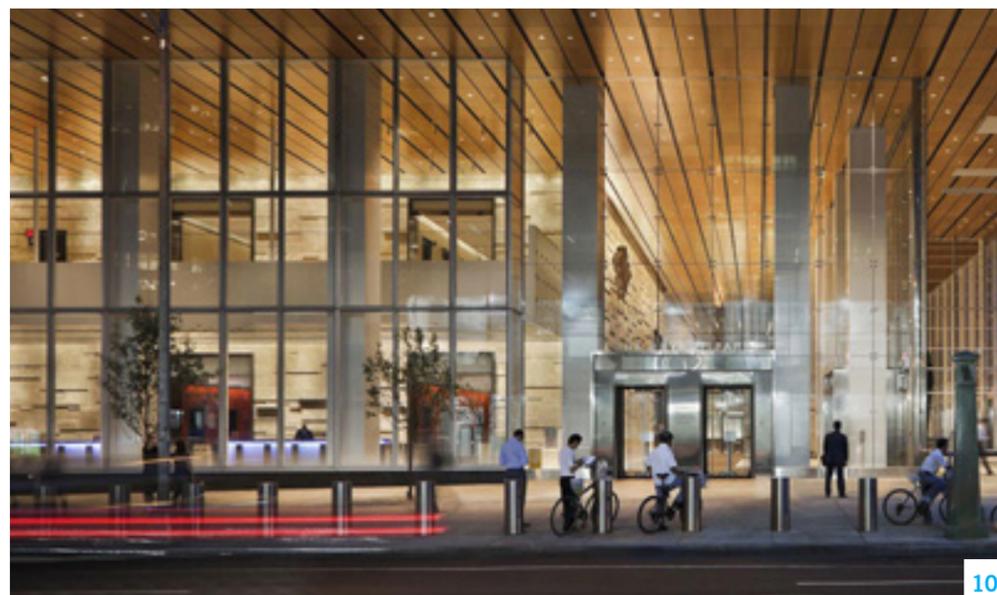
At this stage of development the design is indicated diagrammatically to express an overall scale and dimension to the underlying module and metric of the window wall systems. These 'regulating lines' will be the basis for further exploration and development of design elements that provide further richness and animation to the facade.

The design development of the exterior will seek to achieve a minimum of 50% vision glazing, and will include operable windows at the residential portion of the tower. Various materials and compositional strategies will be considered in this process with the objective of high performance, high level of design and detail, environmental and contextual responsiveness, and a focus on details.

The early design notions provided in the submittal graphics and the inspirational precedent photographs indicate themes for further study and elements of investigation for design development to be reviewed at the recommendation stage, including strategies for material layering, proportional and compositional modulation, various degrees of contrast, and illumination.



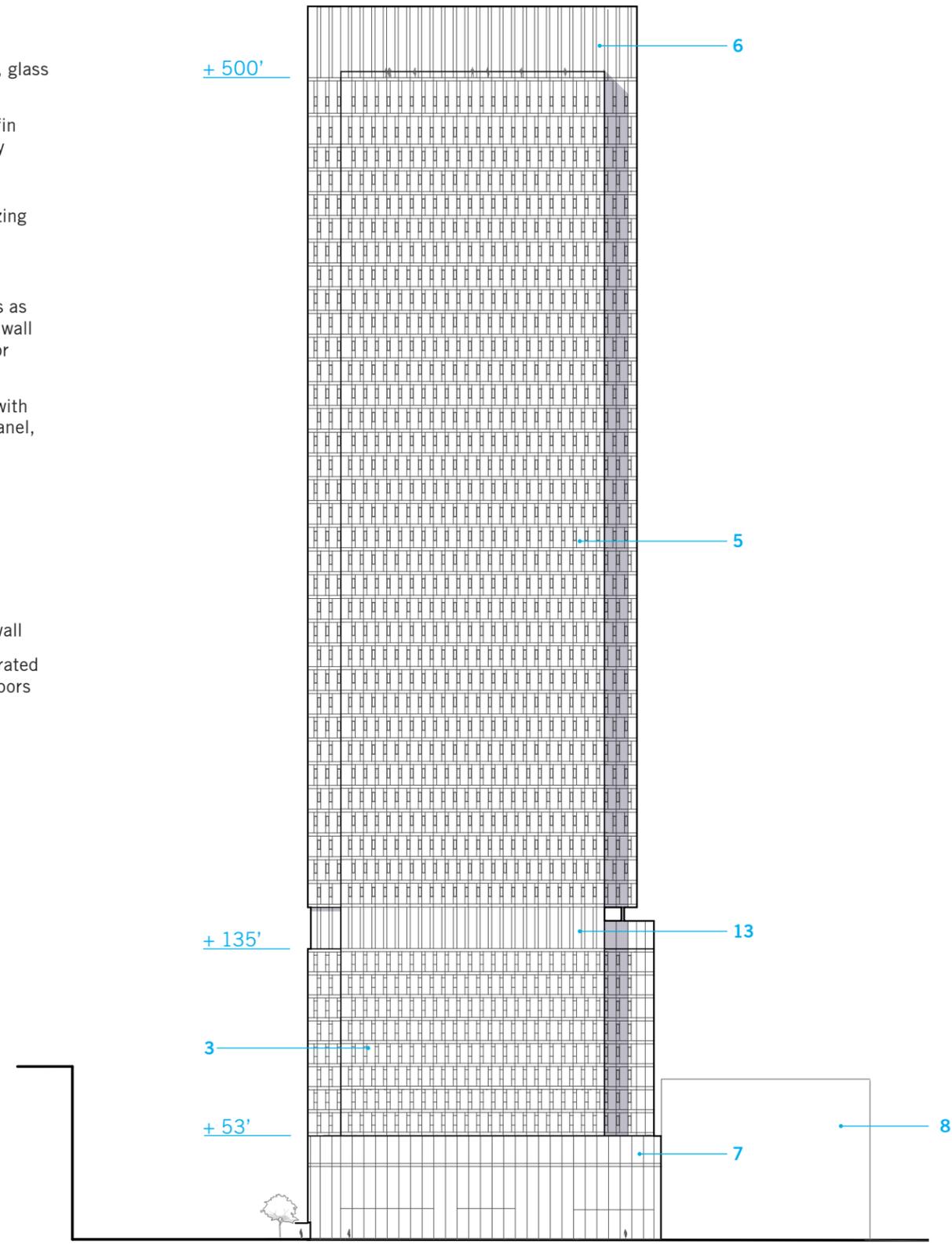
- 1 A tall glazed enclosure at the rooftop bar which also conceals mechanical equipment and elevator overruns forms the "jewel" at the top of the tower.
- 2 A compositional strategy of "shifts" with layered materiality and crisp simplicity in detailing lends elegance and scale to a simple form.
- 3 A compositional strategy of orientation based material and compositional response to provide a gradient of open/closed relationships.
- 4 A modulated frame provide opportunities for order within varied interior conditions and potential variations in depth and shadow line.
- 5 A predominantly glass facade where view, context, and environmental factors allow, with operable windows and a playful composition.
- 6,7 Glass fin details to provide texture, color, and a play of light while maintaining transparency.
- 8 A strong "belt line" with infill of shifting panels and apertures provides a systemic means of providing privacy and daylight within an ordered but playful composition.
- 9 A modulated and tessellated system of panels provides compositional play and adds texture and interest to a wall that is predominantly opaque.
- 10 A multi-story lobby with high levels of transparency provides visual connections to street activity and animates the public realm on multiple levels.
- 11 A layered system of perforated panels creates a play of light and shadow.
- 12 Backlighting of perforated panels creates visual interest at the human scale in evening hours and during the winter season of reduced daylight.
- 13 Perforated metal panels as an architectural outer layer allow various secondary layers including glazing, lighting, solid wall, and mechanical functions.



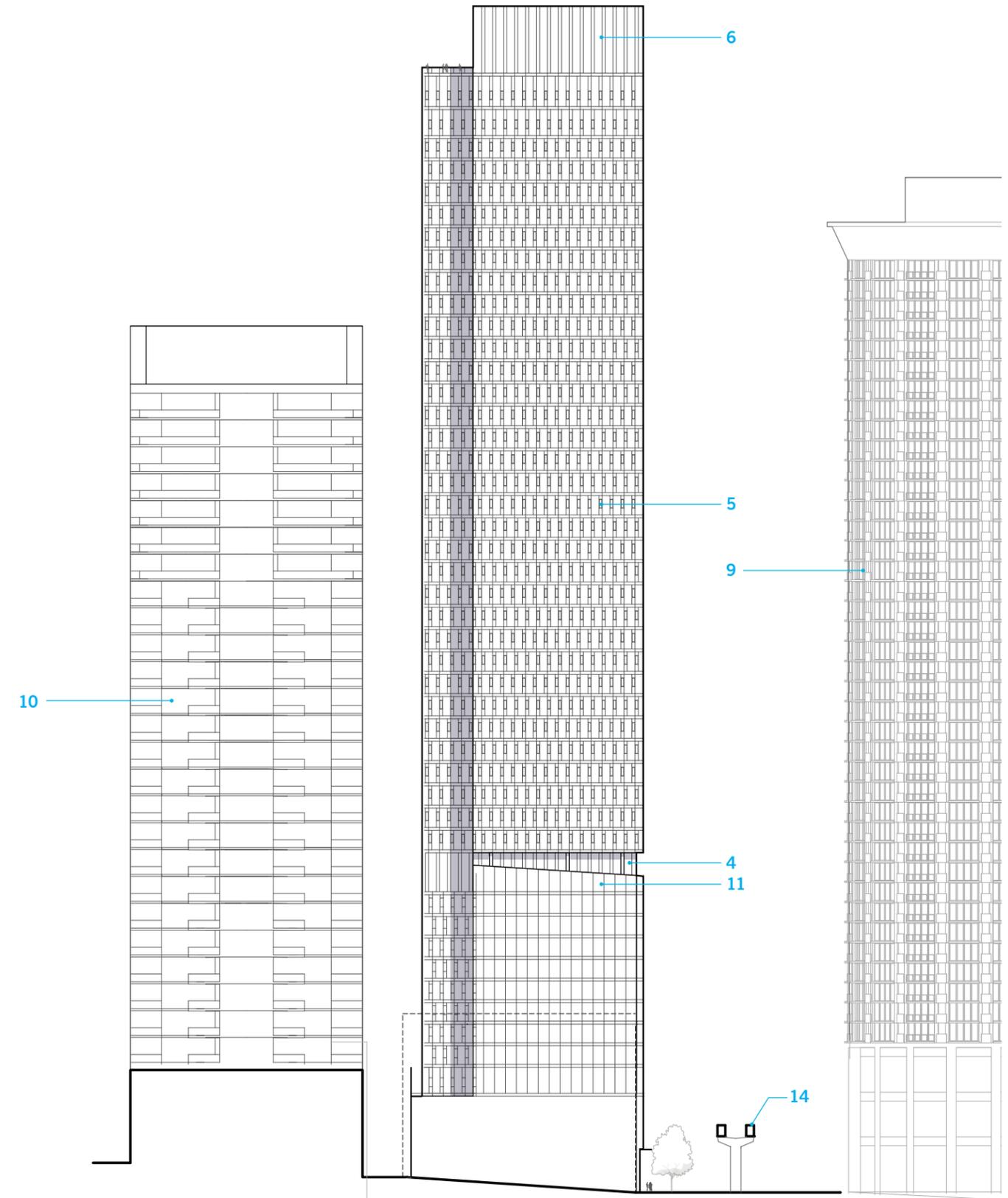
ELEVATIONS, WEST AND SOUTH

Legend

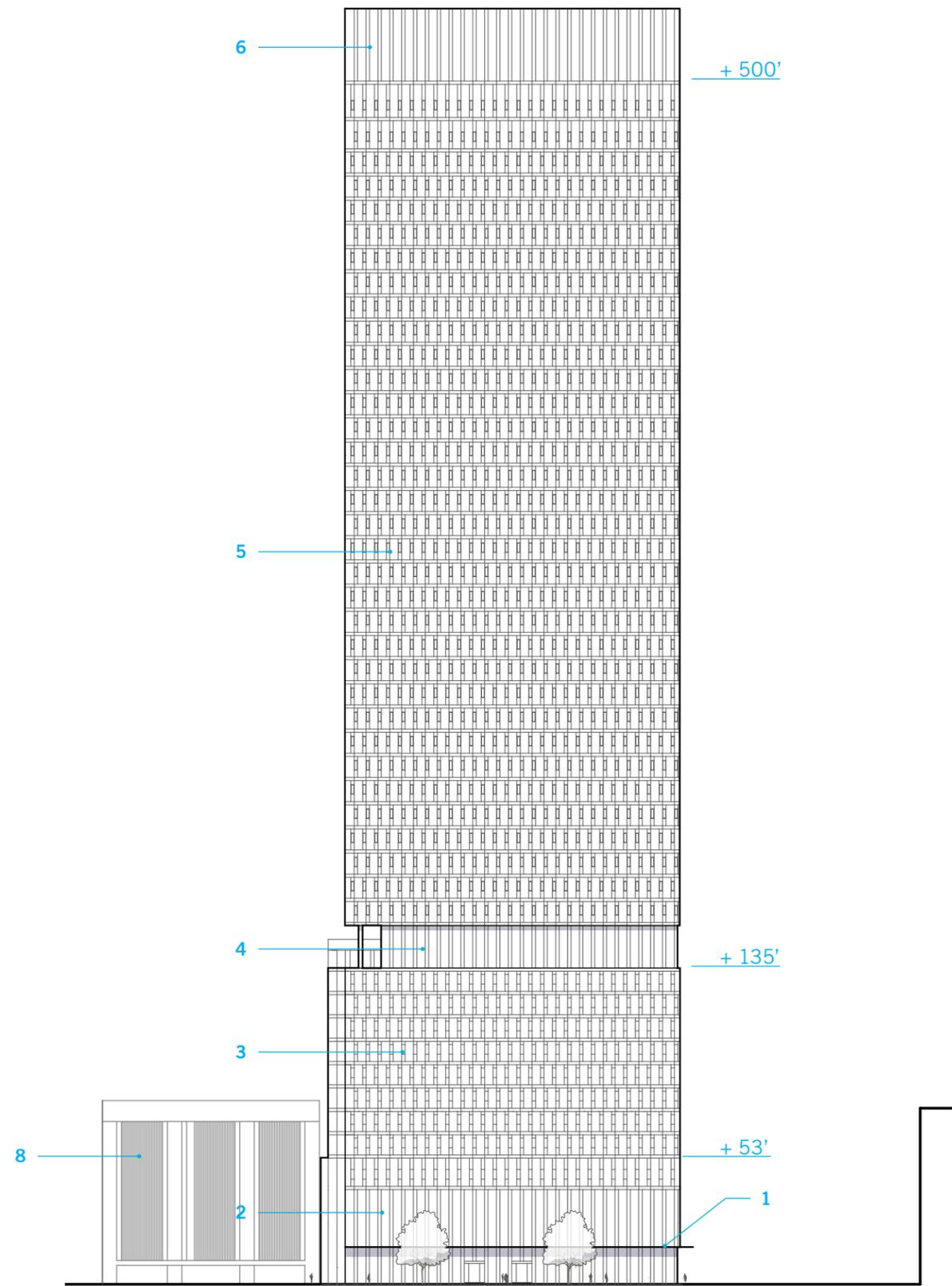
- 1 Continuous canopy, glass and metal
- 2 Glazing with glass fin detail above canopy
- 3 Window wall
- 4 Floor to ceiling glazing
- 5 Window wall with operable windows
- 6 Glazing, continuous as mechanical screen wall with integral interior lighting
- 7 Layered assembly with perforated metal panel, glazing, integrated lighting
- 8 Avis building
- 9 Westin hotel
- 10 Escala
- 11 Architectural and acoustical screen wall
- 12 Architectural perforated panels at service doors
- 13 Privacy glass
- 14 Monorail



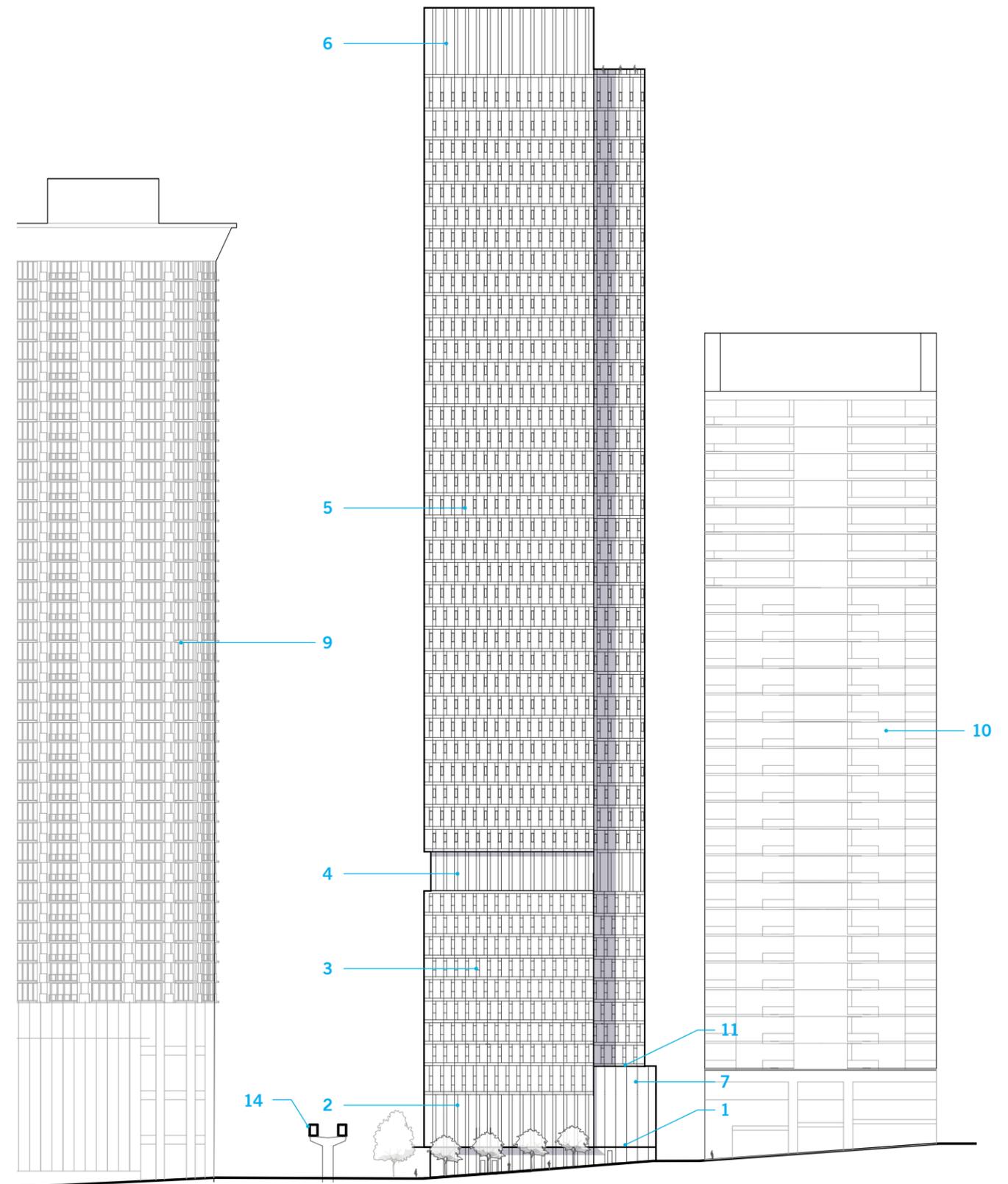
West Elevation



South Elevation



East Elevation



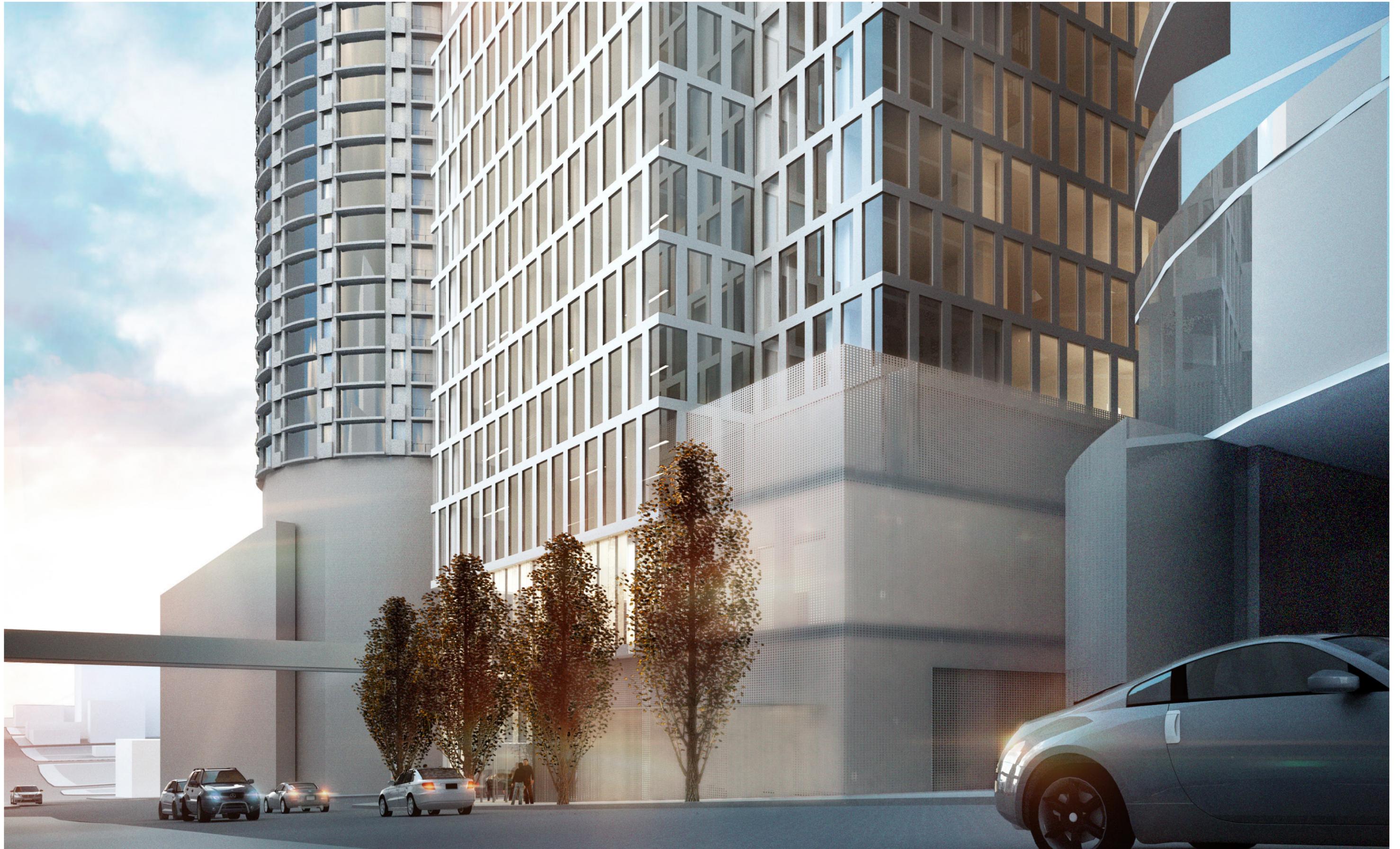
North Elevation

VIGNETTES, PEDESTRIAN VIEWS





VIGNETTES, PEDESTRIAN VIEWS





DEPARTURES

The proposed development is designed in accordance with applicable zoning standards, therefore no departures are requested.

