

EARLY DESIGN GUIDANCE 2121, 2115 5th Ave Seattle, WA

SDCI PROJECT NO .: 3022614

MEETING DATE: January 3, 2017

APPLICANT TEAM:

206.367.1382

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PROJECT TEAM

OWNER 2121 LLC

CARON ARCHITECTURE CONTACT

Charles Wallace, Project Manager charleswallace@caronarchitecture.com 206.367.1382 Caron Reference No.: 2015.045



PREFERRED OPTION 3



PREFERRED OPTION 3

SITE INFORMATION

ADDRESS: 2121,2115 5th Ave Seattle

SDCI PROJECT NO.: 3022614

PARCEL(S): 069600-0045, 069600-0050

SITE AREA: 12,972 SF

OVERLAY DESIGNATION: Belltown Urban Center Village, Downtown Fire District, Frequent Transit Overlay

PARKING REQUIREMENT: None

LEGAL DESCRIPTION: Bells 5th ADD Less St, Plat Block: J, Plat Lot: 9,10

DEVELOPMENT STATISTICS:

ZONING: DMC 240/290-400

LOT SIZE: 12,972 SF

FAR: 7.0 (90,804 SF; 5.0 Base + 2.0 Bonus)

PROPOSED FAR: -/+ 85,000

RESIDENTIAL UNITS: 136

HOTEL KEYS: 168; 192 with HALA

COMMERCIAL RETAIL SF: 3,900 SF

PARKING STALLS: 120

DEVELOPMENT OBJECTIVES

Our proposal is to design and construct a mid-block development on the west side of 5th Avenue bounded by existing buildings to the north and south, with Blanchard Street to the north and Lenora Street to the south. The block is bisected by an alley, and it is zoned DMC 240/290-400 with a site area of approximately 12,792 SF. The development will be a mixed-use, high-rise building of approximately 248,000 total gross square feet built to a height of 160'. There will be approximately 136 residential units, approximately 168 hotel keys and approximately 120 parking spaces accessed from the alley with a shared entry for loading. All building services and vehicular access are proposed at the alley. Ground floor retail with a shared hotel lobby and a separate residential lobby will activate the streetscape on 5th Avenue. Hotel parking will be off-site and limited retail parking is accessed directly from alley.

SITE DESCRIPTION & ANALYSIS

The site is located mid-block, abutted by existing buildings, where a new residential tower (The Martin) anchors the corner of Lenora Street and 5th Avenue. It is currently occupied by one story buildings. The surrounding area has many designated landmarks. Several proposed and new developments are located in the immediate vicinity. Pike Place Market Historic District is only a few blocks away.

Street trees and the Monorail front the site on 5th Avenue. The sidewalk elevation at the Southeast corner along 5th Avenue is approximately 6 inches below the Northeast corner. The Southwest corner along the alley is approximately 6 inches below the Northwest corner. The site slopes up westward making the alley 5.5ft above 5th Avenue.

OPTION 1

SITE AREA		12,972
BASE FAR	5	64,860
ALLOWED FAR		
(WITH BONUS)	7	90,804
USED BONUS		
FAR		19,760
PROPOSED FAR		84,620

*FAR including 3.5% deduction for mechanical

OPTION 1

		FLOOR TO		LOBBY &							TOTAL		
		FLOOR HEIGHT	CUMULATIVE	COMMON	COMMERCIAL	GROSS SF PER	PARKING	TOTAL HOTEL	HOTEL NSF /		RESIDENTIAL	NET RES SF PER	
FLOOR	USE	(FT)	HEIGHT (FT)	AMENITY	NSF	FLOOR (SF)	STALLS	KEYS	FLR	FAR*	UNITS	FLOOR	EFFICIENCY
ROOF	RESIDENTIAL AMENITY	0	162.57	5,000		1,560					0	0	
L17	RESIDENTIAL	10.17	162.57			10,040					9	7,530	75%
L16	RESIDENTIAL	9.5	152.4			11,080					17	8,730	79%
L15	RESIDENTIAL	9.34	142.9			11,080					17	8,730	79%
L14	RESIDENTIAL	9.34	133.56			11,080					17	8,730	79%
L13	RESIDENTIAL	9.34	124.22			11,080					17	8,730	79%
L12	RESIDENTIAL	9.34	114.88			11,080					17	8,730	79%
L11	RESIDENTIAL	9.34	105.54			11,080					17	8,730	79%
L10	RESIDENTIAL	9.34	96.2			10,400					17	8,050	77%
L9	HOTEL	11.17	86.86			11,080		24	8,645	10,470			78%
L8	HOTEL	8.67	75.69			11,080		24	8,645	10,470			78%
L7	HOTEL	8.67	67.02			11,080		24	8,645	10,470			78%
L6	HOTEL	8.67	58.35			11,080		24	8,645	10,470			78%
L5	HOTEL	8.67	49.68			11,080		24	8,645	10,470			78%
L4	HOTEL	8.67	41.01			11,080		24	8,645	10,470			78%
L3	HOTEL	8.67	32.34			11,080		24	8,645	10,470			78%
	HOTEL & RESIDENTIAL												
L2	AMENITY	8.67	23.67	3,300	1,280	10,730				6,150			
L1	RETAIL/ LOBBY/ BOH	15	15		2,620	12,400				5,180			
P1	HOTEL BOH	9.67				11,630							
P2	PARKING	9.17				11,630	17						
P3	PARKING	8.4				11,630	23						
P4	PARKING	8.4				11,630	23						
P5	PARKING	8.4				11,630	23						
TOTAL				8,300	3,900	247,320	86	168	60,515	84,620	128	67,960	

OPTION 2

SITE AREA		12,972
BASE FAR	5	64,860
ALLOWED FAR		
(WITH BONUS)	7	90,804
USED BONUS		
FAR		19,760
PROPOSED FAR		84,620

*FAR including 3.5% deduction for mechanical

OPTION 2

FLOOR	USE	FLOOR TO FLOOR HEIGHT (FT)	CUMULATIVE HEIGHT (FT)	LOBBY & COMMON AMENITY AREA (SF)	COMMERCIAL NSF	GROSS SF PER FLOOR (SF)	PARKING STALLS	TOTAL HOTEL KEYS	HOTEL NSF / FLR	FAR*	TOTAL RESIDENTIAL UNITS	NET RES SF PER FLOOR	EFFICIENCY
ROOF	RESIDENTIAL AMENITY	0	162.57	5,000		1,560					0	0	
L17	RESIDENTIAL	10.17	162.57			10,490					10	8,260	79%
L16	RESIDENTIAL	9.5	152.4			10,650					17	8,340	78%
L15	RESIDENTIAL	9.34	142.9			10,650					17	8,340	78%
L14	RESIDENTIAL	9.34	133.56			10,650					17	8,340	78%
L13	RESIDENTIAL	9.34	124.22			10,650					17	8,340	78%
L12	RESIDENTIAL	9.34	114.88			10,650					17	8,340	78%
L11	RESIDENTIAL	9.34	105.54			10,650					17	8,340	78%
L10	RESIDENTIAL	9.34	96.2			10,650					17	8,340	78%
L9	HOTEL	11.17	86.86			10,650		24	7,830	10,470			74%
L8	HOTEL	8.67	75.69			10,650		24	7,830	10,470			74%
L7	HOTEL	8.67	67.02			10,650		24	7,830	10,470			74%
L6	HOTEL	8.67	58.35			10,650		24	7,830	10,470			74%
L5	HOTEL	8.67	49.68			10,650		24	7,830	10,470			74%
L4	HOTEL	8.67	41.01			10,650		24	7,830	10,470			74%
L3	HOTEL	8.67	32.34			10,650		24	7,830	10,470			74%
L2	HOTEL & RESIDENTIAL AMENITY	8.67	23.67	3,300	1,280	10,730				6,150			
L1	RETAIL/ LOBBY/ BOH	15	15		2,620	12,400				5,180			
P1	HOTEL BOH	9.67				11,630							
P2	PARKING	9.17				11,630	18						
P3	PARKING	8.4				11,630	34						
P4	PARKING	8.4				11,630	34						
P5	PARKING	8.4				11,630	34						
	·	·	·		•								
TOTAL				8,300	3,900	242,430	120	168	54,810	84,620	129	66,640	

STUDIO + OPEN 1	1 BD	2 BD	TOTAL		
	8	2	10		
12	5	0	17		
12	5	0	17		
12	5	0	17		
12	5	0	17		
12	5	0	17		
12	5	0	17		
12	5	0	17		
84	43	2	129		

43	84
33%	65%

2	129
2%	100%

OPTION 3

SITE AREA		12,972
ALLOWED FAR		
(WITH BONUS)	7	90,804
PROPOSED FAR		89,755

1,049 SF left Allowable

OPTION 3

FLOOR	USE	FLOOR TO FLOOR HEIGHT (FT)	CUMULATIVE HEIGHT (FT)	LOBBY & COMMON AMENITY AREA (SF)	COMMERCIAL NSF	GROSS SF PER FLOOR (SF)	PARKING STALLS	TOTAL HOTEL KEYS	HOTEL NSF / FLR	FAR	TOTAL RESIDENTIAL UNITS	NET RES SF PER FLOOR	ST EFFICIENCY
ROOF	RESIDENTIAL AMENITY	0	160.05	6 094							0	0	
117	RESIDENTIAL	9 17	160.05	0,001		10 945					17	8 284	76%
116	RESIDENTIAL	9.17	150.88			10,945					17	8,284	76%
L15	RESIDENTIAL	9.17	141.71			10.945					17	8.284	76%
L14	RESIDENTIAL	9.17	132.54			10,945					17	8,284	76%
L13	RESIDENTIAL	9.17	123.37			10,945					17	8,284	76%
L12	RESIDENTIAL	9.17	114.2			10,945					17	8,284	76%
L11	RESIDENTIAL	9.17	105.03			10,945					17	8,284	76%
L10	RESIDENTIAL	9.17	95.86			10,945					17	8,284	<mark>76%</mark>
L9	HOTEL	11	86.69			10,945		24	7,661	10,332			70%
L8	HOTEL	8.67	75.69			10,945		24	7,661	10,332			70%
L7	HOTEL	8.67	67.02			10,945		24	7,661	10,332			70%
L6	HOTEL	8.67	58.35			10,945		24	7,661	10,332			70%
L5	HOTEL	8.67	49.68			10,945		24	7,661	10,332			70%
L4	HOTEL	8.67	41.01			10,945		24	7,661	10,332			70%
L3	HOTEL	8.67	32.34			10,554		24	7,285	9,969			69%
L2	HOTEL & AMENITY	8.67	23.67	6,883	2,513	12,190		0	6729	11,551			77%
L1	RETAIL/ LOBBY/ BOH	15	15	1,960	3,995	11,740	0			6,241			51%
P1	PARKING	9.67				12,614	0						
P2	PARKING	9.17				12,614	20						
P3	PARKING	8.4				12,614	34						
P4	PARKING	8.4				12,614	34						
P5	PARKING	8.4				12,614	32						
TOTAL			160.05	14,937	3,995	250,784	120	168		89,755	136	66,272	

STUDIO + OPEN 1	1 BD	2 BD	TOTAL
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
10	7	0	17
80	56	0	136

80	56	0	136
59%	41%	0%	100%

OPTION 3 | ALTERNATIVE

SITE AREA		12,972
ALLOWED FAR		
(WITH BONUS)	8	103,776
PROPOSED FAR		100,087

3,689 SF left Allowable

OPTION 3 w/ HALA

FLOOR	USE	FLOOR TO FLOOR HEIGHT (FT)	CUMULATIVE HEIGHT (FT)	LOBBY & COMMON AMENITY AREA (SF)	COMMERCIAL NSF	GROSS SF PER FLOOR (SF)	PARKING STALLS	TOTAL HOTEL KEYS	HOTEL NSF / FLR	FAR	TOTAL RESIDENTIAL UNITS	NET RES SF PER FLOOR	EFFICIENCY	STUDIO OPEN) + 1
ROOF	RESIDENTIAL AMENITY	0	170.05	6,094							0	0			
L18	RESIDENTIAL	9.17	170.05			10,945					17	8,284	76%		10
L17	RESIDENTIAL	9.17	160.88			10,945					17	8,284	76%		10
L16	RESIDENTIAL	9.17	151.71			10,945					17	8,284	76%		10
L15	RESIDENTIAL	9.17	142.54			10,945					17	8,284	76%		10
L14	RESIDENTIAL	9.17	133.37			10,945					17	8,284	76%		10
L13	RESIDENTIAL	9.17	124.2			10,945					17	8,284	76%		10
L12	RESIDENTIAL	9.17	115.03			10,945					17	8,284	76%		10
L11	RESIDENTIAL	9.17	105.86			10,945					17	8,284	76%		10
L10	HOTEL	11	96.69			10,945		24	7,661	10,332			70%		80
L9	HOTEL	8.67	85.69			10,945		24	7,661	10,332			70%		
L8	HOTEL	8.67	77.02			10,945		24	7,661	10,332			70%		
L7	HOTEL	8.67	68.35			10,945		24	7,661	10,332			70%		
L6	HOTEL	8.67	59.68			10,945		24	7,661	10,332			70%		
L5	HOTEL	8.67	51.01			10,945		24	7,661	10,332			70%		
L4	HOTEL	8.67	42.34			10,945		24	7,661	10,332			70%		
L3	HOTEL	8.67	33.67			10,554		24	7,285	9,969			69%		
L2	HOTEL & AMENITY	10	25	6,883	2,513	12,190		0	6729	11,551			77%		
L1	RETAIL/ LOBBY/ BOH	15	15	1,960	3,995	11,740	0			6,241			51%		
P1	PARKING	9.67				12,614	0								
P2	PARKING	9.17				12,614	20								
P3	PARKING	8.4				12,614	34								
P4	PARKING	8.4				12,614	34								
P5	PARKING	8.4				12,614	32								
TOTAL			170.05	14,937	3,995	261,729	120	192		100,087	136	66,272			80
														59	Э%

1 BD	2 BD	TOTAL
7	0	17
7	0	17
7	0	17
7	0	17
7	0	17
7	0	17
7	0	17
7	0	17
56	0	136

56	0	136
41%	0%	100%



NOTES

- HORIZONTAL DATUM: WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH 1) ZONE NAD 83/91
- VERTICAL DATUM: NAVD 88 2)
- THE RIGHTS OF WAY SHOWN HEREON WERE CALCULATED 3) USING A BEST FIT APPROACH BASED ON FOUND MONUMENTS, CITY QUARTER SECTION MAPS, AND CITY ORDINANCES.
- HORIZONTAL & VERTICAL CONTROL 4)

MONUMENT IN CASE AT INTX LENORA ST & 5TH AVE N: 227789.087 E: 1268708.998 EL: 121.17

MONUMENT IN CASE AT INTX VIRGINIA ST AND 5TH AVE N: 227502.497 E: 1269024.096 EL: 119.81

- DATE OF SURVEY: NOVEMBER 2 & 6, 2015 1.
 - EQUIPMENT USED: LEICA TS 12.
 - UTILITIES SHOWN HEREON WERE FROM PHYSICAL STRUCTURES, OR FROM SURFACE PAINT MARKINGS BY A LOCATOR SERVICE.
- 1' CONTOUR INTERVAL. 4

2.

3.

LEGAL DESCRIPTION

LOT 9 IN BLOCK J OF BELL'S 5TH ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 1 OF PLATS, PAGE 191, RECORDS OF KING COUNTY AUDITOR;

SEATTLE;

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



EXCEPT THE NORTHEASTERLY 12 FEET THEREOF CONDEMNED FOR WIDENING OF 5TH AVENUE IN KING COUNTY SUPERIOR COURT CAUSE NO. 52280, AS PROVIDED IN ORDINANCE NO 13776 OF THE CITY OF

SCALE IN FEET

4.0 Site Plan









monorail and street trees (London Plane)



Dog Guards, typ.



better bike rack

4.0 Landscape Plan

ROOF

Ι 0′



5.0 Urban Design Analysis



AERIAL MAP (EAST)

AERIAL MAP (WEST)





SURROUNDING USES

Site Mixed-Use Apartments Office Building Under Construction Retail Parking Service Residential Hotel Entertainment Park





COMMUNITY NODES/ LANDMARKS: The surrounding area has many landmarks. Several proposed and new developments are located in the immediate vicinity. Pike Place Market Historic District is only a few blocks away.



1 OLYMPIC SCULPTURE PARK 0.8 MILE FROM PROJECT SITE



2 SEATTLE CENTER 0.6 MILE FROM PROJECT SITE



3 CINERAMA AT 2100 4TH AVE 0.1 MILE FROM PROJECT SITE



VICINITY & WALKING MAP KEY

Project Site
 Park
 Water
 Belltown Urban Village
 10-Minute Walk
 View



4 PIKE PLACE MARKET 0.5 MILE FROM PROJECT SITE

5.0 Urban Design Analysis

BELLTOWN URBAN VILLAGE

The site is located within the Belltown neighborhood of downtown, near the edges of the Commercial Core, Denny Triangle and Waterfront neighborhoods. Belltown is the northern neighborhood of downtown Seattle. It is an eclectic and diverse neighborhood in architectural character, demographic group, businesses and social culture. It is one of the densest residential communities, where new developments are adjoined with/adjacent to historic brick buildings, a shopping and dining destination, and home to a wide variety of businesses. This diversity forms the neighborhood's social and cultural fabric and is reflected in the built environment through its architecture, public art and street amenities.

ZONING ANALYSIS

The site is composed of a single mid-block lot and is located on the west side of 5th Avenue bound by existing buildings to the north and south, with Lenora Street to the south, Blanchard Street to the north, and the alley to the west. This lot has a total of buildable site area of 106' x 120'. Site constraints include: a 2' alley dedication, maximum height limits, and non-residential use Floor Area Ratio (FAR).

The site is located within the DMC 240/290-400 zone near a mid-point of the region's historic topographic peak, which presently is the gateway to the Belltown Neighborhood. Belltown stretches northwest from the Central Business District to lower Queen Anne. Denny Hill was one of the proverbial seven hills of Seattle, its relatively flat terrain is a result of a regrading project from 1902 – 1911. With the exception of the steep grades at the harbor's edge, Belltown has the flattest terrains of all Seattle neighborhoods.





URBAN VILLAGES Site

 Belltown

 Denny Triangle

 South Lake Union

 Uptown Urban Center

 Commercial Core

 Capitol Hill

 Pike / Pine

 First Hill

 Central District

TRANSPORTATION Site Transit Runs Bus Stops Monorail Route Dedicated Bike Lanes Street Car Stops

5.0 Urban Design Analysis





- Site Principal Arterial
- Minor Arterial





- Site
- 18' Wide Sidewalk
- 15' Wide Sidewalk
- 12' Wide Sidewalk









PARKING CATEGORIES / RESTRICTIONS





- PARKING GARAGES & LOTS
- Site P Garages & Lots





1 5TH AVE, FACING SOUTHWEST

5.0 Streetscapes





STREET SECTION 1: 5TH AVE LOOKING SW

2 5TH AVE, FACING NORTHEAST





STREET SECTION 2: 5TH AVE LOOKING NE



DOC2 500/300-500
APPROX. HEIGHT
41-STORY HOTEL

5.0 Design Cues

DESIGN CUES

The site is located mid-block, abutted by existing buildings, where a new residential tower (The Martin) anchors the corner of Lenora Street and 5th Avenue. It is currently occupied by one story buildings.

The new mixed-use developments with residential towers are contemporary with a base, shaft, entablature vertical rhythm. Material choices are window walls with various exterior wall cladding systems and accent colors.



1 CIRRUS APARTMENTS 41-STORY APARTMENT BUILDING



2 THE OLIVIAN APARTMENTS 27-STORY APARTMENT BUILDING



3 INSIGNIA SEATTLE 41-STORY TWIN TOWER COMPLEX







5 OLIVE 8 39-STORY HOTEL-CONDO BUILDING



6 VIKTORIA APARTMENTS 24-STORY APARTMENT BUILDING



7 VIA 6 25-STORY TWIN TOWER COMPLEX



4 THE MARTIN 24-STORY APARTMENT BUILDING



8 THE ESCALA MIDTOWN 30-STORY CONDOMINIUM BUILDING

5.0 Historic Buildings

BELLTOWN HISTORY

Historic buildings in Belltown range from Belltown Cottage Park along Elliott Avenue – some of the last remaining wood frame houses in the Downtown area – through the 20th century low-rise apartment and commercial buildings. Many of these are cladded in brick and built in Federal style, which are more monumental in massing. Belltown Urban Village Design Guidelines recommended that new buildings do not take a mimetic approach to surrounding Historic Architecture. However, there are essential qualities that can and should be promoted: an engaging street level, featuring a variety of uses, bringing the building scale to sidewalk level and an engaging variation on the upper portion to help mediate between the building scale and human scale.



1 SEATTLE EMERGENCY MANAGEMENT 2320 4TH AVE



2 SEATTLE EMPIRE LAUNDRY BUILDING 66 BELL ST; RED PAVING BRICK WITH A GRAY CONCRETE FOUNDATION



3 MOORE THEATRE 1932 2ND AVE







5 TERMINAL SALES BUILDING 1932 IST AVE



6 JOSEPHINIUM 1902 2ND AVE



7 SCHILLESTAD BUILDING 2111 1ST AVE



4 GUIRY HOTEL 2101-2105 1ST AVE





8 BARNES BUILDING 2320 1ST AVE

5.0 Site Photos

SITE CONTEXT

The site is located mid-block, abutted by existing buildings, where a new residential tower (The Martin) anchors the corner of Lenora Street and 5th Avenue. It is currently occupied by one story buildings

Street trees and the Monorail front the site on 5th Avenue. The sidewalk elevation at the Southeast corner along 5th Avenue is approximately 6 inches below the Northeast corner. The Southwest corner along the alley is approximately 6 inches below the Northwest corner. The site slopes up westward making the alley 5.5ft above 5th Avenue.



1 FACING PROJECT SITE FROM 5TH AVE



2 FACING PROJECT SITE FROM 5TH AVE







4 BACK ALLEY, BEHIND PROJECT SITE



5 BACK ALLEY



3 THE MARTIN, 24-STORY MIXED-USE APARTMENTS



6 SURFACE PARKING & 3-STORY MOTEL

6.0 Zoning Data

PROVIDED	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED
Scope of Provisions Permitted Uses	23.49.002 23.47A.004		DMC 240-290-400 Permitted uses per 23.45.504 Table A	Provided
Structure Height	23.49.008	A.3	Base height for commercial use: 240 ft Base height for residential use: 290 ft	Provided
		b	Additional height increase of 10%: Structure above limit encloses 9,000 sq ft. or less and uses of the space are limited to those permitted in 23.49.008.	Provided
		D.2	Combined coverage of all rooftop features may not exceed 55% of the roof area for structures that are subject to maximum floor are alimits per story persuant to section 23.49.058 or 35% of the roof area for other structures.	Provided
			a. Maximum 15ft above height limit allowed for solar collectors, stair penthouses, play equipment and open-mesh fencing as long as the fencing is at least 15ft from the roof edge, covered or enclosed common recreation area or eating and drinking establishments, mechanical equipment and wind turbines.	Provided
			b.2) Elevator penthouses up to 23ft above the applicable height limit for a penthouse designed for an elevator cab up to 8ft high	Provided
			b.4) If the elevator provides access to a rooftop designed to provide usable open space, an additional 10ft above the amounted permitted in subsection 23.49.008.D.2.b.2 shall be permitted.	Provided
Street Level Use	23.49.009		Per Map 1G, site is not designated street requiring street level use limitations. This section is not applicable.	N/A
		Map 1G		
			<section-header></section-header>	

6.0 Zoning Data

PROVIDED	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED
General Requirements for Residential Use	23.49.010	В	Common recreation area: provide a minimum of 5% gross floor area in residential use. Maximum of 50% must be enclosed.	Provided
			Minimum dimensions: 15ft min. dimension in any direction, and no area less than 225 sq.ft $(87,560SF \times .05) = 4,378SF$ amenity required; 6,00SF provided at roof top.	
Floor Area Ratio (FAR)	23.49.011	Table A	Base FAR: 5 Max FAR: 7	Provided
		B.1.b	Area of street level use is exempt provided that street level use has a floor-to-floor height of min. 13ft; is at least 15ft deep; and overhead weather protection is provided.	
		B.1.f	Residential floor area is exempt.	
		B.1.k	Below grade floor area is exempt.	
		2.b	Mechanical equipment located on the roof is exempt; Allowance of 3.5% for mechanical equipment fully within structure.	
Overhead Weather Protection	23.49.018	A	Continuous overhead weather protection is required. Minimum of 8 ft. of protection measured from face of wall, or extend within 2 ft. of curb line, whichever is less. Overhead weather protection must be at an elevation of between 10 ft and 15 ft above the sidewalk. Provide adequate lighting for pedestrians.	Provided
Parking Requirements	23.49.019	A.1	No vehicular parking required	-
		B.1.a	No street level parking is permitted on a Class 1 pedestrian street unless separated by other uses. (Map 1F: Class 1 Ped.)	Provided
		B.2.b	Parking is permitted above the street level story of the structure at a rate of 1 parking level per parking level provided below grade of same capacity, to a max of 4 stories. Separation and screen requirements apply to above street level parking.	Provided
		B.3.b	Separation: A minimum of 30% of street frontage at parking levels above street level must be another allowable use.	Provided
		C.1	Parking ratio: 1 non-residential use stall per 1000 sq ft. Max 88 stalls allowed; 38 stalls proposed.	Provided
		D	Ride-sharing / transit incentive program: Required for new structures with more than 10,000 sq ft. of non-residential use.	Provided
		Table A	Bike Parking Hotel: .05/ Room Residential: 1/2 D.U Retail (over 10,000 SF): 1/5,000 S.F 78 bike total required; Approx. 90 provided.	Provided
		Н	Parking access must be from alley	Provided
Parking Space Standards	23.54.030		Residential Parking: When more than 5 parking spaces are provided, a min. 60% must be striped for medium stalls. Non-Residential Parking: When 20 or more parking spaces are provided, a min 35% and max. 65% must be striped for small stalls; a min. 35% of spaces shall be large Min.vertical clearance: 6'-9" at vehicle entrance and at least one floor level	Provided/Departure
		D.2	Driveway width: for non-residential use, 12 ft. min. for one-way, 22' min for two-way; 20' proposed.	Provided/Departure
		E	Parking aisle width (Exhibit C) 90 degree stalls 8ft. wide requires 22ft aisle width; 20ft aisle width proposed.	Provided/Departure
Loading Berth	23.54.035	Table A	Low Demand: 40,000 - 60,000 sq.ft = 1 loading berth Width: 10 ft. Length 35 ft. Vertical Clearance: 14 ft.	Provided
Sidewalk Width	23.49.022	Map 1C	Min. sidewalk width of 15 ft.	Provided
Alley Width	23.53.030	Table C	20 ft. Right-of-way. 2'-O" dedication will be provided.	Provided
		F.1	Underground and overhead portions of structures that would not interfere with the functioning of the alley may be allowed by the Director of the DPD after con- sulting with the Director of Transportation.	
Odor & Light	23.49.025	А	Venting of odor & smoke: Must be located a min. of 10 ft. above sidewalk and directed away from residential use within 50 ft. of vent.	Provided
		С	Lighting & glare: Exterior lighting shall be shielded and directed way from adj. uses. Interior lighting in parking garages shall be shielded.	Provided
Solid Waste & Recyclable Materials Storage & Access	23.54.040	Table A	Shared storage space for solid waste Residential 100+ units: 575 sq.ft + 4 sq.ft. for each unit above 100	DRB
			Non Residential 50,001 - 100,000 sq.ft: 225 sq.ft; Provided	
			575 + (36x4) = 719 SF; 600 provided	

PROVIDED	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED
		В	Mixed-use development with both residential and non residential: Meet residential requirement plus 50% of non-residential requirement. Recycling storage for each use must be separated.	Provided
		F	Access to storage area must be directly off alley for containers greater than 2 c.y	Provided
Minimum Facade Height	23.49.056	Table A	Class I pedestrian street: 25 ft	Provided
		B.1	Map 1H	N/A
			Property Line Facades	
			Property Line Facades Required	
			by Special Review or Historic 0 306 610 1.220 District Regulations	
			No warranties of any sort, including accuracy, fitness, or merchantability accuracy fitness, or merchanta	

PROVIDED	SMC-SECTION	SUB-SECTION	REQUIREMENT	PROVIDED
Setbacks		B.2	Setback limits: No limits up to 15 ft. above sidewalk. Setback limits apply between 15 ft above sidewalk and 25 ft. Max. area of all setbacks is 5 * street lot line width of 60 ft = 300 sq ft. Max width of a setback greater than 15 ft. from the sidewalk line shall not be more than 30% of the lot frontage.	Provided
Facade Transparency		C.4.a	Class 1 pedestrian streets required a minimum of 60% of street level, street facing facade shall be transparent between 2 and 8 ft. above the sidewalk. This applies to non-residential use only.	Provided
Blank Facade		D.2	Maximum of 15 ft. of street level facade between 2 and 8 ft above the sidewalk. This applies to non-residential use only	Provided
Facade Modulation	23.49.058	C. Table A	Maximum 155 ft. of unmodulated facade allowed within 15 ft of street lot line for elevation 86- 160 ft. No limit for elevation 0- 85 ft.	Provided
Tower Spacing	23.49.058	F.1.d	No separation between structures on the same block if 160 ft. or less, excluding rooftop features.	Provided
		F.3	When tower exceeds 160ft, portion of tower over 125 ft. must be separated from other existing towers over 160 ft. by a min. of 80 ft. Proposed tower is no higher than 160 ft.	Not Required
		F.6	"If the presence of an existing tower would preclude the addition of another tower proposed on the same block, as a special exception, the Director may waive or modify the tower spacing requirements of this Section 23.49.058 to allow a maximum of two towers to be located on the same block that are not separated by at least the minimum spacing required in subsections 23.49.058.F.2, 23.49.058.F.3 and 23.49.058.F.4, other than towers described in subsection 23.49.058.F.1. The Director shall determine that issues raised in the design review process related to the presence of the additional tower have been adequately addressed before granting any exceptions to tower spacing standards. The Director shall consider the following factors in determining whether such an exception shall be granted: a. potential impact of the additional tower on adjacent residential structures, located within the same block and on adjacent blocks, in terms of views, privacy, and shadows; b. potential public benefits that offset the impact of the reduction in required separation between towers, including the provision of public open space, designated green street or other streetscape improvements, preservation of landmark structures, and provision of neighborhood commercial services, such as a grocery store, or community services, such as a community center or school; c. potential impact on the public environment, including shadow and view impacts on nearby streets and public open spaces; d. design characteristics of the additional tower in terms of overall bulk and massing, facade treatments and transparency, visual interest, and other features that may offset impacts related to the reduction in required separation between towers; e. the City's goal of encouraging residential development downtown; and f. the feasibility of developing the site without an exception from the tower spacing requirement.	Provided
Transportation Impact	23.52.008	Table A	Downtown zone with 81-250 dwelling units or 12,001 - 30,000 sq.ft of non-residential area with at least 1 D.U.	Provided
		В	Impact analysis required	Provided

Design Guidelines for the Belltown Urban Center Village

A. Site Planning & Massing

A1. Respond to Physical Environment: Take advantage of street grid, topography and view orientation.

ARCHITECT RESPONSE:

As a relatively flat mid-block site, few opportunities exist to incorporate any special design response to these two conditions. The mid-block location also dictates position of glazed areas, and we oriented the openings in east- west direction to potentially capture Cascade/ Olympic view, but with current and future development we anticipate only territorial views.

B. Architectural Expression

B1. Respond to neighborhood context

ARCHITECT RESPONSE:

The block and block across the street represent relatively undeveloped portion of the fifth avenue with predominantly 1-3 stories older commercial structures, adapted with new retail and office functions. The southern corner of the block has been developed with 24 story tower. There is no prevailing pattern in architectural style or finish in the block.

B3. Reinforce the positive urban form and architectural attributes of the immediate area.

ARCHITECT RESPONSE:

As mid block location, the aim is for simple, well detailed building with active street front and sidewalk areas and location of building services to the alley side.

B4. Design a well-proportioned and unified building

ARCHITECT RESPONSE:

The size of the site restrains large architectural moves on the building. Facade detailing and interplay between hotel and residential portion will provide the public face of the project. Facade modulation is accentuated by "solid" vertical massing and "transparent" corner box.

C. The Streetscape

C1. Promote pedestrian interaction

ARCHITECT RESPONSE:

Existing sidewalk is 15' and we will provide food and beverage tenant, in addition to the residential/ hotel lobbies. Special attention would be made to made those as inviting as possible and transparent to passerby. Tall and inviting street-level street-facing facade is provided with maximum glazing.

C2. Design facades of many scales

ARCHITECT RESPONSE:

Combination of hotel/ residential/ retail portion will be one scale explored on the elevation, facade detailing/ window pattern and color will be separate layer, also addressing the necessary blank walls on the property lines.

C3. Provide active- not blank- facades

ARCHITECT RESPONSE:

Street facing facade will be mostly glazed, with full transparency at the street level. Partial blank walls will occur at the property lines. We plan to address it will material/ texture/ color treatment.

C4. Reinforce building entries

ARCHITECT RESPONSE:

Signage and canopies will direct people to either retail or residential/ hotel entries. Special lighting, materials, and sidewalk treatment will also provide guidance.

C5. Encourage overhead weather protection

ARCHITECT RESPONSE:

Overhead protection will be continuous along 5th avenue, with potentially separated but overlapping canopies for retail and lobby.

C6. Develop alley facade

ARCHITECT RESPONSE:

Alley facade above first two levels will receive similar treatment to 5th avenue facade

D. Public Amenities

D4. Provide appropriate signage

ARCHITECT RESPONSE:

Retail and hotel signage will be provided on the street as well as on the building.

D5. Provide adequate lighting

ARCHITECT RESPONSE:

The ground level will be mostly transparent, with interior lighting spilling onto the sidewalk. We will provide security shielded lighting on alley to provide safe alley environment.

CS2. Urban Pattern & Form

A. Location in the City & Neighborhood

A2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

ARCHITECT RESPONSE:

Limited visibility, mostly experienced thru street level and at the monorail level. Partial blank walls facing south and north property lines will receive texture/ color treatment.

B. Adjacent Sites, Streets, & Open Spaces

consider how the building will interact with the public realm.

ARCHITECT RESPONSE:

Most of the street ground level will be transparent and active use as hotel and retail opportunities.

C. Relationship to the Block

C2. Mid-Block Sites: Use the existing site topography when locating structures and open spaces on the site.

ARCHITECT RESPONSE:

Mid-block site with strong presence of street edge is preserved.

B2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and carefully

7.0 Design Guidelines

D. Height, Bulk, & Scale

D1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of Development anticipated by zoning for the area to determine an appropriate complement and/or transition.

ARCHITECT RESPONSE:

Given the zoning code restrictions, this building will establish new height and facade datum for the block and Adjacent development (160'). No transition to lower density development planned.

D5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

ARCHITECT RESPONSE:

No private decks/ amenity areas facing the adjacent building.

CS3. Architectural Context & Character

A. Emphasizing Positive Neighborhood Attributes

A2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

ARCHITECT RESPONSE:

Simplicity and focus on details and texture will be the prevailing design direction of this project

A4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition. explore ways for new development to establish a positive and desirable context for others to build upon in the future.

ARCHITECT RESPONSE:

This tower will establish one of the prototype of development for the future of Belltown and downtown, as tower spacing will prevent utilization of the full zoning potential.

PL1. Connectivity

A. Network of Open Spaces

A2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.

ARCHITECT RESPONSE

15' wide sidewalk is mandated and will be provided to allow for interaction of retail and passersby together with street level furniture/ landscaping / street level cafe

B. Walkways & Connections

B3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

ARCHITECT RESPONSE:

Active, transparent street level faced with distinct canopies and signage, together with spillage and connection between the retail and street will provide active pedestrian environment.

PL2. Walkability

A. Accessibility

A1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design.

ARCHITECT RESPONSE:

All public access is thru main lobbies on the 5th avenue.

B. Safety & Security

ARCHITECT RESPONSE:

Front streetscape is transparent and heavily trafficked both by vehicles as well as pedestrians. Alley entrances avoid recessed niches and will be provided with shielded lights.

pedestrian and entry lighting, and/or security lights.

ARCHITECT RESPONSE:

or plantings, at corners, or along narrow passageways.

ARCHITECT RESPONSE:

No plantings or dead end spaces on the street, ground level will be fully transparent.

C. Weather Protection

generate pedestrian activities.

ARCHITECT RESPONSE:

Project will provide continuous (overlapping) weather protection along 5th avenue.

C3. People-Friendly Spaces: Create an artful and people-friendly space beneath building canopies. **ARCHITECT RESPONSE:**

D. Wayfinding

D1. Design as Wayfinding:

ARCHITECT RESPONSE: We plan the canopies and signage to be main guides into different street level uses.

PL3. Street-Level Interaction

A. Entries

lobbies visually connected to the street.

ARCHITECT RESPONSE:

Hotel and retail with shared lobby and visual connection will be provided. Residential lobby will be separate.

features, ground surface, landscaping, lighting, and other features.

ARCHITECT RESPONSE:

The designation of entries will be mostly in canopies, signage and lighting.

B1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

B2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, include pathway illumination,

Security lighting will be provided on alley, hotel will be operated 24/7 and provide natural surveillance on the street.

B3. Street-Level Transparency: Ensure transparency of street-level uses by keeping views open into spaces behind walls

C1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that

Sidewalk detailing, lighting and texture and color will provide active street level experience.

A1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and

A2. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead

7.0 Design Guidelines

C. Retail Edges

C1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency.

ARCHITECT RESPONSE:

Emphasis will be on transparency with potential to fully open the facade to allow porous facade for the retail

C2. Visibility: Maximize visibility into the building interior and merchandise displays.

ARCHITECT RESPONSE: Ground level will have maximum transparency.

PL4. Active Transportation

A. Entry Locations & Relationships

A1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel

ARCHITECT RESPONSE: Vehicular access is from alley, bike access will be both from alley and street

A2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

ARCHITECT RESPONSE: Prime entry is located on the 5th avenue

B. Planning Ahead for Bicyclists

B1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

ARCHITECT RESPONSE:

Bike storage facilities for residents will be provided within the building, short term bike storage will occur in sidewalk

B2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

ARCHITECT RESPONSE:

As residential use, the bikes will be located in lower floors, accessible by elevator. No shower or changing facilities are planned.

B3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

ARCHITECT RESPONSE: Project will use 5th avenue as a mean to connect to bike routes within the city.

DC1. Project Uses & Activities

A. Arrangement of Interior Uses

A1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

ARCHITECT RESPONSE:

All public uses will have presence on the street front.

exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

ARCHITECT RESPONSE:

All public uses are along sidewalk.

B. Vehicular Access & Circulation

B1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible.

ARCHITECT RESPONSE:

Vehicular access and loading will be located from alley.

C. Outdoor Uses & Activities

circulation.

ARCHITECT RESPONSE:

All service and loading areas will be located in alley.

DC2. Architectural Concept

A. Massing

A2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

ARCHITECT RESPONSE: Material change, potential penthouse / ground level features will provide reduced perception of the massing.

B. Architectural & Facade Composition

B1. Facade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole.

ARCHITECT RESPONSE The building envelope will be designed as a whole composition, with primary east and west facades.

B2. Blank Walls: Avoid large blank walls along visible facades wherever possible.

ARCHITECT RESPONSE

South and north facades will have partial blank facades. Color, texture and reveal pattern will create interest on those facades.

C. Secondary Architectural Features

C1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design.

ARCHITECT RESPONSE:

Canopies, balconies and storefront detailing will be used to provide interest on the facades.

A4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to

C4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian

7.0 Design Guidelines

D. Scale & Texture

D1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

ARCHITECT RESPONSE:

Street level will incorporate texture, lighting and signage to emphasize human scale along 5th avenue.

D2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a finegrained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

ARCHITECT RESPONSE: Street level will incorporate texture, lighting and signage to emphasize human scale along 5th avenue.

DC3. Open Space Concept

B. Open Space Uses & Activities

B1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

ARCHITECT RESPONSE:

Residential open space will be on the roof and within the structure.

B4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

ARCHITECT RESPONSE: Roof top deck and P2 level gym will serve all residents and will be separated from hotel users.

C. Design

C2. Amenities and Features: Create attractive outdoor spaces well-suited to the uses envisioned for the project.

ARCHITECT RESPONSE:

Roof top deck will create residential space for relaxation and social interaction.

DC4. Exterior Elements & Finishes

A. Building Materials

A1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close.

ARCHITECT RESPONSE:

Window wall systems and composite panels will be main materials on the facade.

A2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

ARCHITECT RESPONSE:

Window wall systems and composite panels will be main materials on the facade.

B. Signage

B1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

ARCHITECT RESPONSE:

Exterior sign will be located at street level as well as potentially on the building facade to respond to monorail height.

project as a whole, in addition to the surrounding context.

ARCHITECT RESPONSE:

Signage will be incorporated into architectural design.

C. Lighting

or landscape details and features such as entries, signs, canopies, plantings, and art.

ARCHITECT RESPONSE:

Lighting will be provide on rooftop deck as well at the street level and potentially incorporated into the canopy.

serve building needs while avoiding off-site night glare and light pollution.

ARCHITECT RESPONSE:

All exterior lighting will be shielded

D. Trees, Landscape & Hardscape Materials

of landscape materials.

ARCHITECT RESPONSE:

Limited opportunity for potted trees on rooftop deck, street trees at the sidewalk

ARCHITECT RESPONSE: Concrete pavers will be provided at rooftop deck(s)

- the site as intended.

ARCHITECT RESPONSE: Trees will be selected in coordination with SDOT

ARCHITECT RESPONSE:

Landscape design will provide conceptual tree location.

E. Project Assembly & Lifespan

with connections and assembly techniques that will allow reuse of materials.

ARCHITECT RESPONSE:

Concrete, steel, glass and aluminum will be main components of the project. All elements will be recyclable.

B2. Coordination With Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with facade design, lighting, and other project features to complement the

C1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural

C2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to

D1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection

D2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials.

D3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to

D4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

E1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime,

8.0 Architectural Massing Concepts



	Option 1	Option 2	Preferred Option 3
CUMULATIVE HEIGHT (FT):	160	160	160.05
LOBBY & COMMON AMENITY AREA (SF):	8,300	8,300	14,937
COMMERCIAL NSF:	3,900	3,900	3,995
GROSS SF PER FLOOR:	247,320	242,430	250,784
PARKING STALLS:	86	120	120
TOTAL HOTEL KEYS:	168	168	168
PROPOSED FAR:	84,620	84,620	89,755
TOTAL RESIDENTIAL UNITS:	128	129	136
NET RES SF:	67,960	66,640	66,272
CODE COMPLIANT:	Yes	No, Departure Requested	No, Departure Requested

170.5	
14,937	
3,995	
261,729	
120	
192	
100,087	
136	
66,272	
No, Departure Requested	

8.0 Option 1

SHIFT

Option 1 expresses the different categories of use by creating the horizontal shift between modulation on east and west facades, clearly expressing the hotel and residential functions.



DEVELOPMENT STATS

CUMULATIVE HEIGHT (FT):	160
LOBBY & COMMON AMENITY AREA (SF):	8,300
COMMERCIAL NSF:	3,900
GROSS SF PER FLOOR:	247,320
PARKING STALLS:	86
TOTAL HOTEL KEYS:	168
PROPOSED FAR:	84,620
TOTAL RESIDENTIAL UNITS:	128
NET RES SF:	67,960
CODE COMPLAINT:	Yes



AERIAL VIEW FROM NW

AERIAL VIEW FROM NE



AERIAL VIEW FROM SE

8.0 Option 1 Summary





AERIAL VIEW FROM SW





ALLEY VIEW

STREET VIEW ON 5TH AVENUE LOOKING NORTH

STREET VIEW ON 5TH AVENUE LOOKING SOUTH

LEVEL P3-P5

LEVEL P2

LEVEL P1

STORAGE

WOMEN

MEN

Πr

EMPLOYEE CAFETERIA 600 SF

BUILDING ENGINEER 350 SF

 \geq

LAUNDRY 360 SF









N

LEVEL 1

LEVEL 2

LEVEL 3-9







KEY

Commercial / Restaurant
Units
Hotel
Residential Amenity
Parking / Garage
Circulation
Utility / BOH
Roof

LEVEL 10-16

LEVEL 17

ROOF LEVEL









LEVEL 1



TRANSPARENT ELEVATION LEVEL 1 & LEVEL 2

CALCULATIONS:

82.25' (NON-RESIDENTIAL TRANSPARENCY) / 115' (OVERALL STREET FRONT) = .7152 (71.5%)





STREET VIEW ON 5TH AVENUE LOOKING NORTH



STREET VIEW ON 5TH AVENUE LOOKING SOUTH



9

8.40

€ LEVEL P3 96.76'

€ LEVEL P4 88.36

∞ <u>LEVEL P5</u> 79.96'















8.0 Option 2 Summary

SKEW

A shift in plan creates a rhombus-like floor plate which allows an expression with decks and balconies on a portion of the east and west facades.



DEVELOPMENT STATS

CUMULATIVE HEIGHT (FT):	160
LOBBY & COMMON AMENITY AREA (SF):	8,300
COMMERCIAL NSF:	3,900
GROSS SF PER FLOOR:	242,430
PARKING STALLS:	120
TOTAL HOTEL KEYS:	168
PROPOSED FAR:	84,620
TOTAL RESIDENTIAL UNITS:	129
NET RES SF:	66,640
CODE COMPLAINT:	No



AERIAL VIEW FROM NW

AERIAL VIEW FROM NE



AERIAL VIEW FROM SE



AERIAL VIEW FROM SW







ALLEY VIEW

STREET VIEW ON 5TH AVENUE LOOKING NORTH

STREET VIEW ON 5TH AVENUE LOOKING SOUTH

LEVEL P3-P5

MEP MEP М М м М FIRE STORAGE 96.76' 88.36' 79.96' 90.96' 82.56' SLOPE DOWN 6% -2.6' \leq \leq _ _ _ _ _ _ N S STORAGE EÅ₽ ÷ N <u>OPE DOW</u> 5% -1.6' ... R 75% 1.6' BOH ര S FREIGHT N VALET S Σ \leq 95.16' 86.76' 92.56' SLOPE DOWN 84.16' Σ \leq 6% -2.6' Μ Μ Μ Μ S S S S S MEP MEP





LEVEL P2

LEVEL P1

LAUNDRY 360 SF



(

LEVEL 1

LEVEL 2

LEVEL 3-9







KEY



LEVEL 10-16

U**NI**T 1 1 BED 630 SF U**NI**T 2 1 BED 590 SF UNIT 4 STUDIO 430 SF UNIT 6 1 BED 665 SF UNIT 3 UNIT 5 STUDIO 410 SF 1 BED 660 SF l ÷÷ UNIT 7 STUDIO 430 SF U**NI**T 17 1 BED 510 SF UNIT 8 STUDIO 365 SF FREIGHT VALET EEE UNIT 16 1 BED 650 SF UNIT 15 STUDIO 415 SF UNIT 14 STUDIO 415 SF UNIT 13 STUDIO 410 SF UNIT 12 STUDIO 395 SF UNIT 11 STUDIO UNIT 10 STUDIO 360 SF UNIT 9 STUDIO 430 SF 380 SF 1





LEVEL 17

ROOF





LEVEL 1



TRANSPARENT ELEVATION LEVEL 1 & LEVEL 2

CALCULATIONS:

87.75' (NON-RESIDENTIAL TRANSPARENCY) / 115' (OVERALL STREET FRONT) = .7630 (76.3%)



STREET VIEW ON 5TH AVENUE LOOKING NORTH



STREET VIEW ON 5TH AVENUE LOOKING SOUTH















8.0 Preferred Option 3 Summary

CORNER

The most vertical expression of the 3 options, the corner is allowing the modulation and balconies to emphasize the verticality of the project and mitigate the bulkiness of the tower.



DEVELOPMENT STATS

CUMULATIVE HEIGHT (FT):	160
LOBBY & COMMON AMENITY AREA (SF):	14,937
COMMERCIAL NSF:	3,995
GROSS SF PER FLOOR:	250,784
PARKING STALLS:	120
TOTAL HOTEL KEYS:	168
PROPOSED FAR:	89,755
TOTAL RESIDENTIAL UNITS:	136
NET RES SF:	66,272
CODE COMPLAINT:	No



AERIAL VIEW FROM NE



AERIAL VIEW FROM SE

8.0 Preferred Option 3 Summary





AERIAL VIEW FROM SW





ALLEY VIEW

STREET VIEW ON 5TH AVENUE LOOKING NORTH

STREET VIEW ON 5TH AVENUE LOOKING SOUTH

8.0 Preferred Option 3 Floor Plans

GREASE TRAP MEP RESIDENTIAL STORAGE 850 SF MEP MEP s М М N 10% 10% 20% FIRE STORAGE 96.76' 88.36' 79.96' ര \leq SLOPE DOWN 6% -2.6' 90.96' 82.56' ≤ N 99.36' ____ 5 N S S ELEV PIT AT P3 BOH STORAGE ര N ŝ S <u>-OPE DOV</u> 5% -1.6' <u>5%</u> 5% -1.6 <u>5%</u> 5% -1.6 PE DC 5% -1.6' N S ര ŝ N VALET S N S 102.26' Σ \leq ≤ **Q•** M -0 § 92.56' 84.16' 95.16' 86.76' SLOPE DOWN 103.56' SLOPE DOWN 100.96' ≥ 6% -2.6' ≤ 6% -2.6' GENERATOR Ħ W M Μ 5 Μ Μ S S S S s I S S Ģ Ģ \sub MEP MEP MEP MEP



LEVEL P3-P5

LEVEL P2

48 SDCI #3022614 EARLY DESIGN GUIDANCE 2121,2115 5th Ave Seattle | 2121 LLC | January 3, 2017

LEVEL P1



N

8.0 Preferred Option 3 Floor Plans



Commercial / Restaurant
Units
Hotel
Residential Amenity
Parking / Garage
Circulation
Utility / BOH
Roof

8.0 Preferred Option 3 Floor Plans

LEVEL 10-17

ROOF





LEVEL 1



TRANSPARENT ELEVATION LEVEL 1 & LEVEL 2

CALCULATIONS:

103.00' (NON-RESIDENTIAL TRANSPARENCY) / 115' (OVERALL STREET FRONT) = .8956 (89.6%)





STREET VIEW ON 5TH AVENUE LOOKING NORTH



STREET VIEW ON 5TH AVENUE LOOKING SOUTH

8.0 Preferred Option 3 Section A-A













8.0 Alternative Option 3 Summary

DEVELOPMENT STATS

CUMULATIVE HEIGHT (FT):	170.5
LOBBY & COMMON AMENITY AREA (SF):	14,937
COMMERCIAL NSF:	3,995
GROSS SF PER FLOOR:	261,729
PARKING STALLS:	120
TOTAL HOTEL KEYS:	192
PROPOSED FAR:	100,087
TOTAL RESIDENTIAL UNITS:	136
NET RES SF:	66,272
CODE COMPLAINT:	No





AERIAL VIEW FROM NW

AERIAL VIEW FROM NE



AERIAL VIEW FROM SE













8.0 Preferred Option 3 Vignettes



RETAIL AND RESIDENTIAL ENTRY



FACADE WITH CLOSED NANAWALL



FACADE WITH OPEN NANAWALL

8.0 Preferred Option 3 Vignettes



HOTEL AND RESTAURANT ENTRY



Glass and Aluminum wall system



- Composite panels

- Glass railings

- Illuminated signage

· Unique metal & glass canopies over main entries





Site amenities such as

- Site amenities such as bike parking, benches, and landscape



DESIGN ELEMENT: PROTRUDING FACADE AS DESIGN

DESIGN ELEMENT: RECESSED FENESTRATION AS USE OF FORM AND VOID

DESIGN ELEMENT: Human scale podium and inviting facade



DESIGN ELEMENT: VERTICAL ELEMENTS LINKING TOGETHER DIFFERENT PROGRAMS

8.0 Preferred Option 3 Shadow Study



9.0 Departures | Option 2 & Option 3

KEY

Proposed

- Required per 23.54.30.D.2.a.2

DRIVE AISLE WIDTH

CODE CITATION:	23.54.30.D.2
CODE REQUIREMENT:	For non-residential use, 12 ft. min. for one-way, 22 ft. min for two-way; 20 ft. proposed.
PROPOSED DESIGN DEPARTURE:	Decrease width to 20ft drive aisle.
RATIONALE:	Parking is not required in the DMC zone, however, garage parking is desired. By reducing the drive aisle width to provide appropriate backing distance, this allows for parking stalls to be located on both sides of the garage, around the central structural core. The result is an increase in parking stalls of nearly 40%. The required vertical circulation and structural requirements for the concrete core and foundation wall system limits the available interior space.

OPTION 2 | LEVEL P3-P5

MEP MEP S М М М М FIRE STORAGE 96.76' 88.36' 79.96' \leq SLOPE DOWN 6% -2.6' 90.96' 82.56' 600 SF \leq S ╢╋ TORAG TORAGE EÅ₽́V °. S PE DO/ 5% -1.6' 75% 5% -1.6 зон S ÷ F<u>REIGHT</u> VALET S 22' \leq 95.16' 86.76' 92.56' 84.16' SLOPE DOWN Σ 6% -2.6' \leq W Μ Μ M S S S | S | S MEP MEP

MEP OF THE SLAE 600 SF Σ Σ Μ _ MEP

DRIVEWAY WIDTH

CODE CITATION:	23.54.30.E (Exhibit C)
CODE REQUIREMENT:	90 degree stalls 8 ft. wide requires 22 ft. aisle width.
PROPOSED DESIGN DEPARTURE:	Decrease drive aisle to 20'-0" min.
RATIONALE:	Alley frontage of 115' needs to accommodate utility access, loading berth, garage access, building exit, trash rooms and access.

OPTION 2 | LEVEL 1



OPTION 3 | LEVEL 1



OPTION 3 | LEVEL P3-P5



9.0 Departures | Option 2 & Option 3

KEY

Large Stall

Medium Stall

Small Stall

STALL SIZE RATIO

CODE CITATION:	23.54.30
CODE REQUIREMENT:	When providing 20 or more parking spaces, a min 35% and max 65% must be striped for small stalls; a min 35% of spaces shall be large.
PROPOSED DESIGN DEPARTURE:	58% small stalls, 41% medium stalls, 1% large stalls.
RATIONALE:	The proposed parking is maximized by decrease drive aisle and stall size. The result is an increase in parking stalls of nearly 40%.

STALL RATIO : OPTION 2 & 3

Small Stalls $=$ 70	-	58%
Medium Stalls $= 49$	-	41%
Large Stalls = 1	-	1%

LEVEL P2



MEP FIRE STORAGE TANK @ BOTTON OF THE SLAB || 600 SF ≱ 96.76 88.36' 79.96' SLOPE DOWN 5% -1.6' 95.16' 86.76' MEP

LEVEL P3-P5

