



THE **JUSTEN** COLUMBIA WEST  
Company LLC PROPERTIES, INC.

**1931 2ND AVENUE**

**DESIGN RECOMMENDATION MEETING**

DPD PROJECT #: 3007606

JULY 22, 2008



WEBER THOMPSON

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## DRB UPDATE

In EDG's #1 and #2 the applicant presented both 1931 Second Avenue (2nd and Virginia South) and 2015 Second Avenue (2nd and Virginia North) together. The design team received and responded to the excellent direction on tower placement and massing from the board and suggestions from the community. During the early design phase, the Terminal Sales Annex on the 1931 Second Avenue site was designated a landmark. Due to working with the Landmarks Board Architectural Review committee on strategies to preserve significant portions of the Terminal Sales Annex for the 1931 Second Avenue Tower project, the timelines and design processes for 1931 and 2015 Second Avenue projects have uncoupled. Thus, at this time the applicant is moving forward with both projects on an individual basis. This is an interim design review to brief the board on design changes and status and to receive additional guidance.

## PROJECT VISION STATEMENT

### 1931 2ND AVENUE

The project site is on the southwest side of the intersection at Second Avenue and Virginia Street, the crown of the hill signifying the highest point in Belltown. As such, the site deserves a prominent structure that acknowledges its place in the city as an entry point to the north market area and Victor Steinbrueck Park, as well as a prominent part of the transition from Downtown to Belltown.

The project's block is on the south edge of Belltown, downtown Seattle's most dense residential neighborhood and sits across First Avenue from the Pike Place Market district. The Project vision is to continue the residential density of the neighborhood, provide a prime hotel opportunity, and include ground-floor retail where possible to enhance the pedestrian environment.

1931 2nd Avenue will adhere to the full height and narrow profile of the city's land-use code provisions adopted in April of 2006. The residential tower will be slender and unique above an 85 foot-high base which has been crafted to respond nimbly to context and use. Below the street-level will be residential parking. The street level will contain retail, the residential and hotel lobbies and services; the three floors immediately above the street-level will contain perimeter hotel uses and work studios, and parking. The remaining 4 floors in the base contain hotel uses and amenities for the residents of the building. Four meetings with the ARC have helped shape and mold the base and tower in a way to best present and preserve the Terminal Sales Annex in a feasible and elegant way, maintaining its prominence on the site. Further tower shaping has also addressed concerns from other residential towers in close proximity, specifically One Pacific Tower, and 1915 2nd Avenue (which was previously approved as a 240' tower).

The various needs and concerns we have heard from the community, DPD and the Landmarks board have been largely incorporated in a balanced way, resulting in a better project. Maintaining this balance will require continued support from the board for the listed departures which make the tower shaping and positioning possible.





**ADDRESS:**  
1931 Second Avenue

**SITE CHARACTERISTICS:**  
The site is 108' in the East-West direction and 180' in the North-South direction. There will be a 2' Alley widening dedication.

Site area is 19,440 sf.

The site contains three existing buildings, the Terminal Sales Annex, 1919 2nd and 1923 2nd, and two parking lots. The Terminal Sales Annex is undergoing the Landmark review process with the City.

**OVERLAY DISTRICT:**  
Belltown Overlay

**MAP 1A ZONING:**  
Current: DMC 240/290-400  
Downtown Mixed Commercial

**MAP 1B STREET CLASSIFICATION:**  
Second Avenue is a Principal Transit Street  
Virginia is a Minor arterial

Second Avenue is a Class I Pedestrian  
Virginia is a Class II Pedestrian

**MAP 1C SIDEWALK WIDTHS:**  
15' on Second Avenue  
12' on Virginia Street

**MAP 1D VIEW CORRIDORS:**  
None

**SMC 23.49.008 STRUCTURE HEIGHT:**  
Base = 85'  
Tower = 400'  
Rooftop Features Screening = +40'



## DEPARTURES

- **SMC 23.49.058 D.2**  
MAXIMUM TOWER WIDTH
- **SMC 23.49.018**  
OVERHEAD WEATHER PROTECTION AND LIGHTING
- **SMC 23.49.009 B.3**  
STREET LEVEL USE



# PROJECT STATISTICS

## NUMBER OF FLOORS:

Parking	
Below Grade	5
Above Grade	3
Retail, Service, Lobby	1
Hotel (Overlaps with garage for 3 levels)	11
Residential	26
<b>Total Floors Above Grade</b>	<b>38</b>

PROJECT HEIGHT: 400'

PROJECT HEIGHT AT MECHANICAL SCREEN: 440'

DWELLING UNITS: 186

HOTEL KEYS: 151

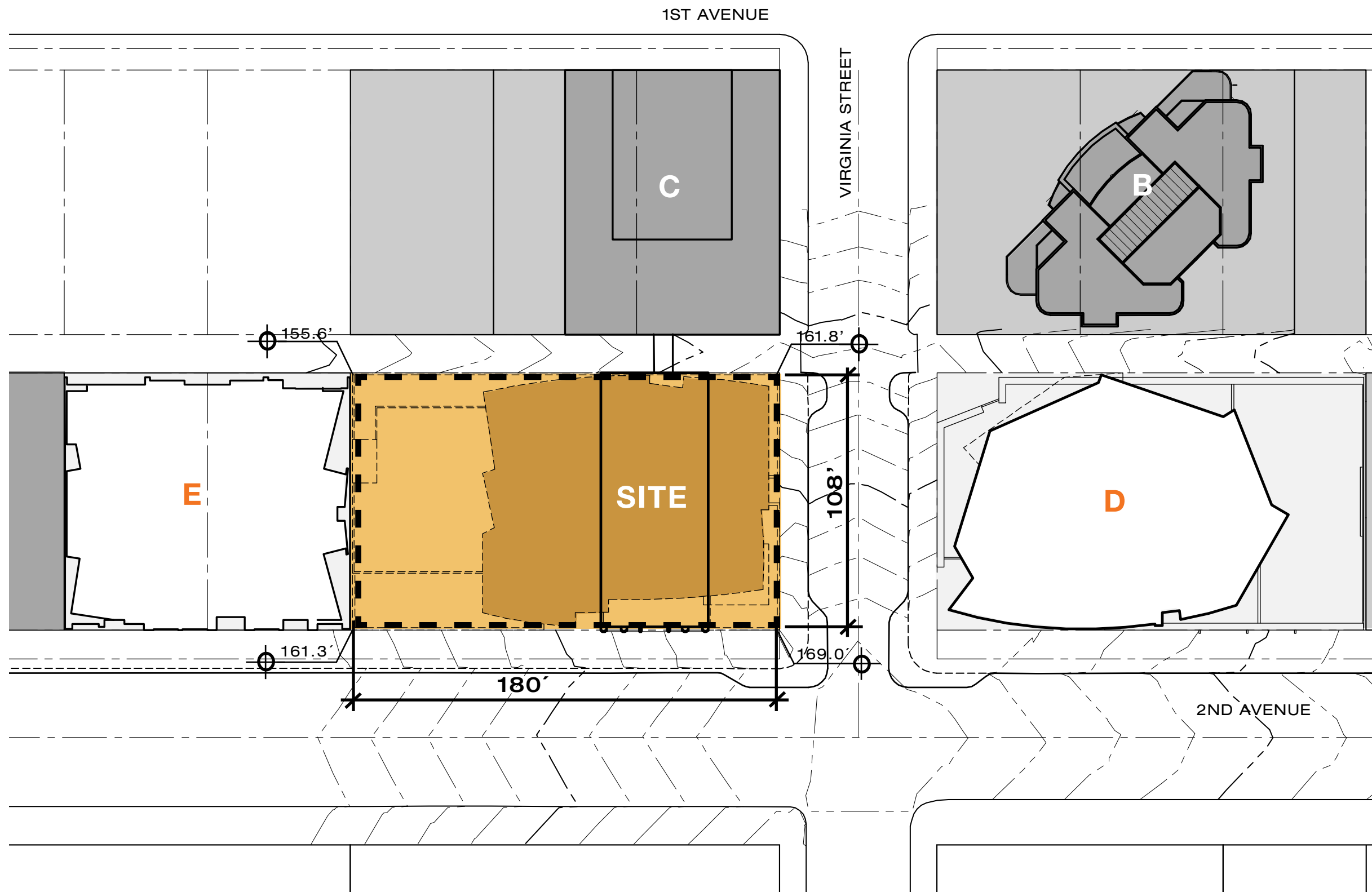
PARKING QUANTITY: 293



PROJECT SQUARE FOOTAGE:	
Residential Area for Common Recreation Calculation	183,523
<b>Total Area</b>	<b>560,642</b>

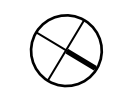
COMMON RECREATION AREA REQUIRED: 9,176

COMMON RECREATION AREA PROVIDED:	
Exterior	5,250
Interior	4,890
<b>Total</b>	<b>10,140</b>





-  EXISTING BUILDINGS
-  SITE
- A** PROPOSED TOWER
- B** ONE PACIFIC TOWER
- C** TERMINAL SALES BUILDING (HISTORIC LANDMARK)
- D** 2015 2ND AVENUE (PROPOSED 440' TOWER)
- E** 1915 2ND AVENUE (PREVIOUSLY APPROVED 240' TOWER)



SITE (180')



STEWART STREET

WEST SIDE OF SECOND AVENUE

VIRGINIA STREET



VIRGINIA STREET

EAST SIDE OF SECOND AVENUE

STEWART STREET





ALLEY SOUTH SIDE OF VIRGINIA STREET (EAST OF 2ND AVENUE) 2ND AVENUE

SITE (180')

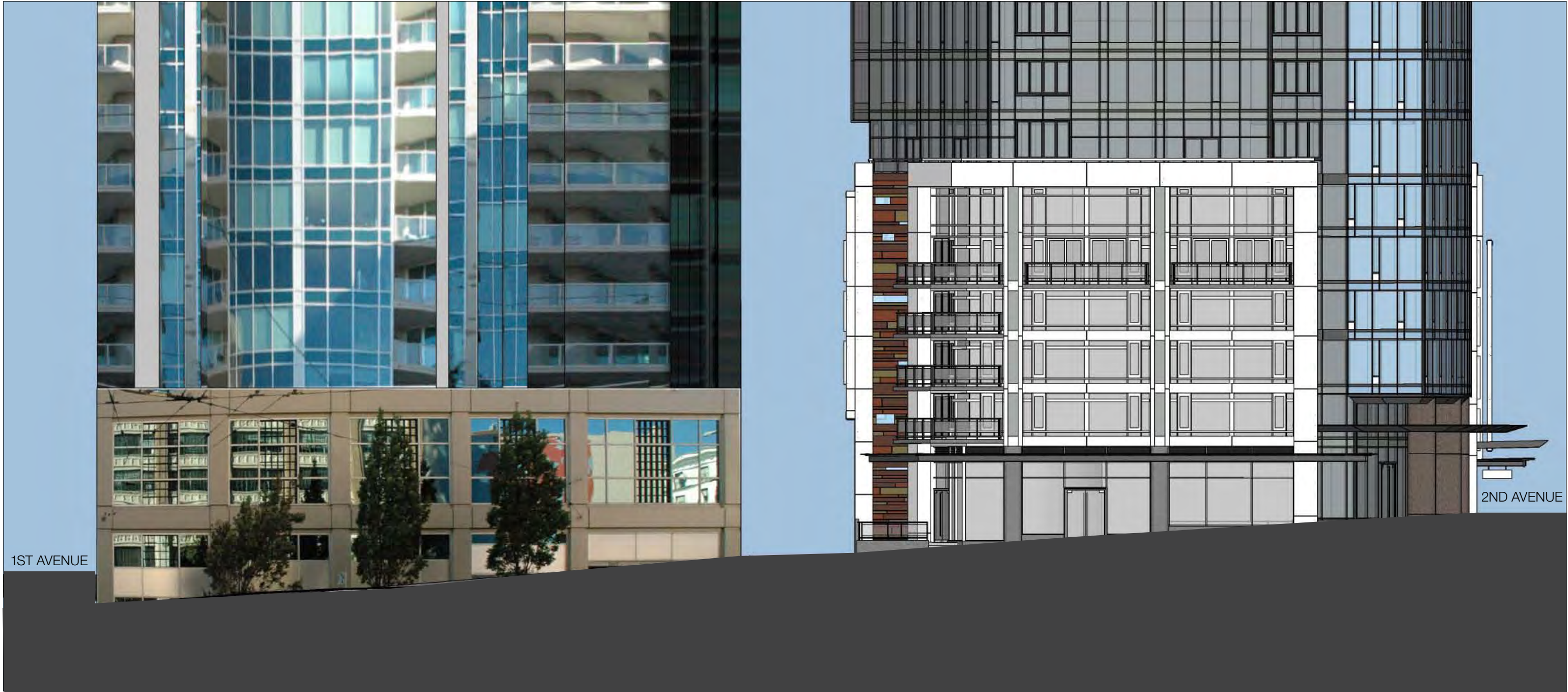


2ND AVENUE ALLEY 1ST AVENUE SOUTH SIDE OF VIRGINIA STREET (WEST OF 2ND AVENUE)



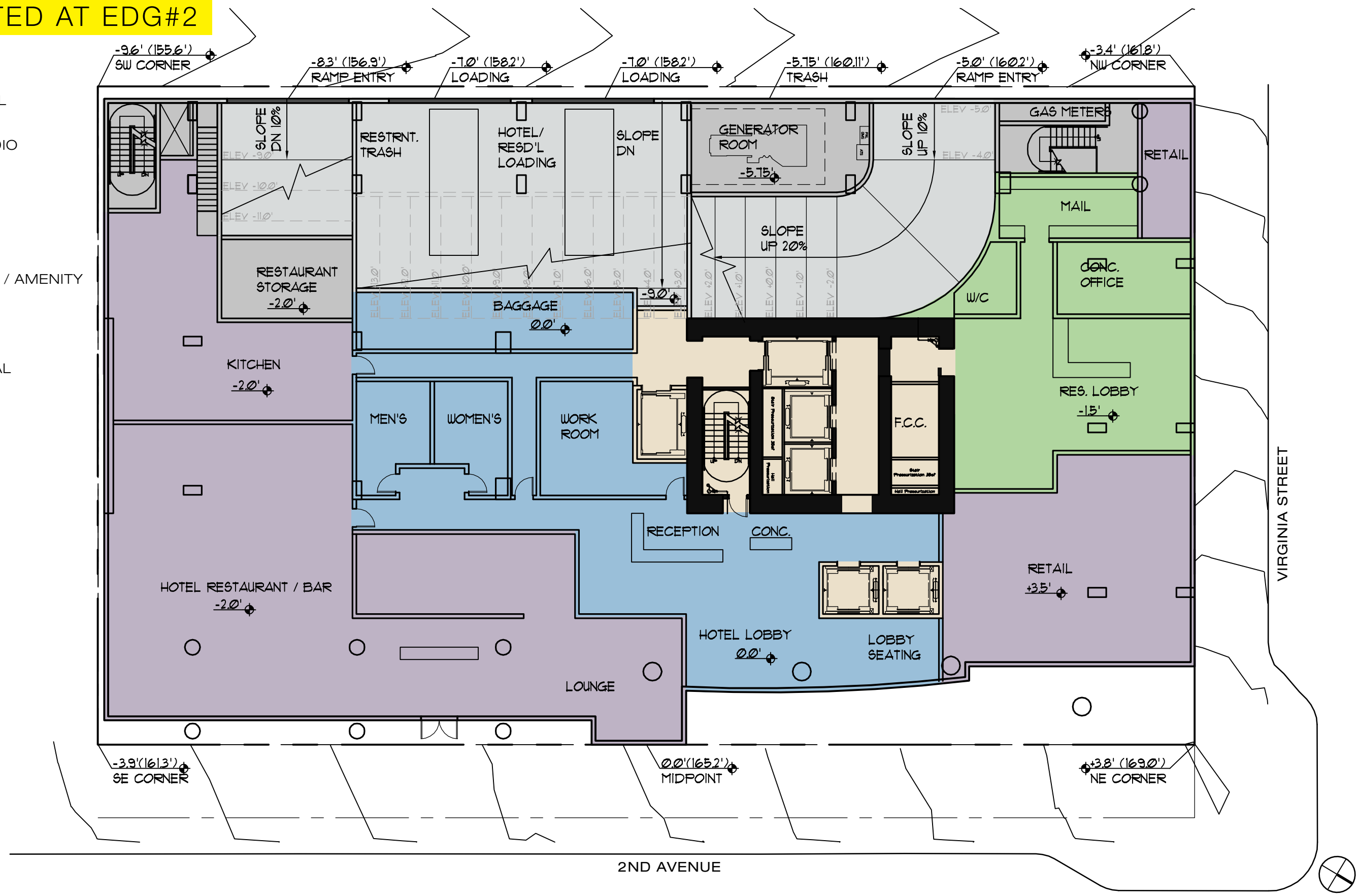


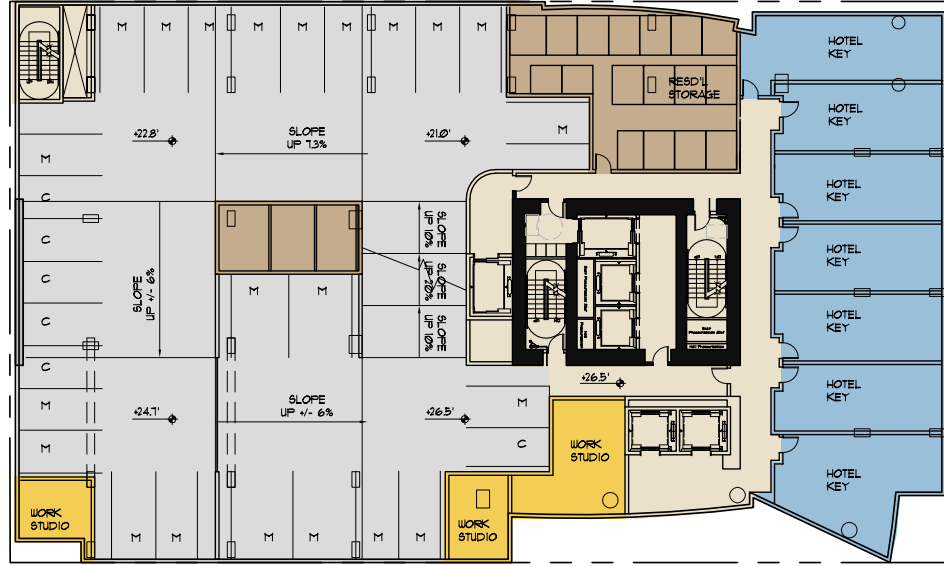
2015 APPROVED TOWER (440')



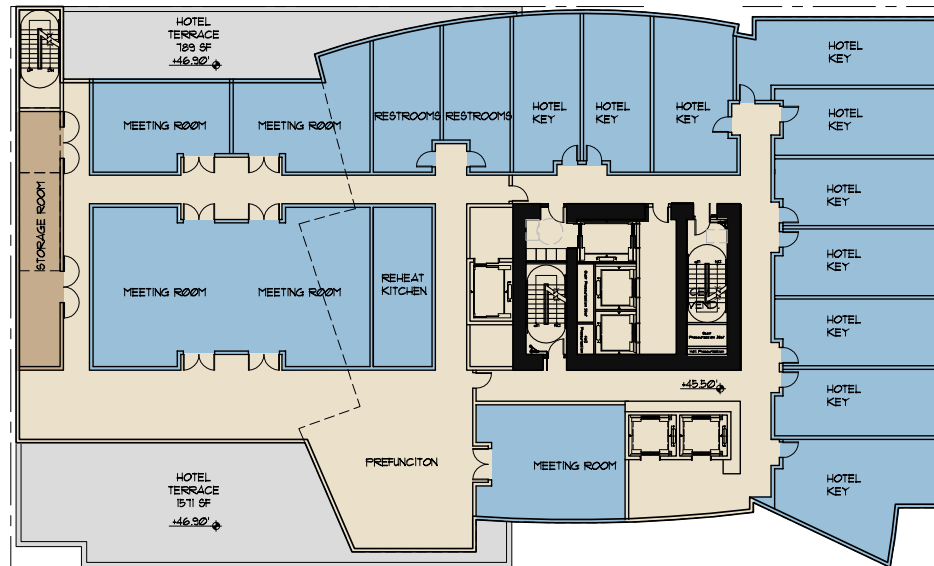
PRESENTED AT EDG#2

- RESIDENTIAL
- WORK STUDIO
- HOTEL
- RETAIL
- RES. LOBBY / AMENITY
- PARKING
- MECHANICAL

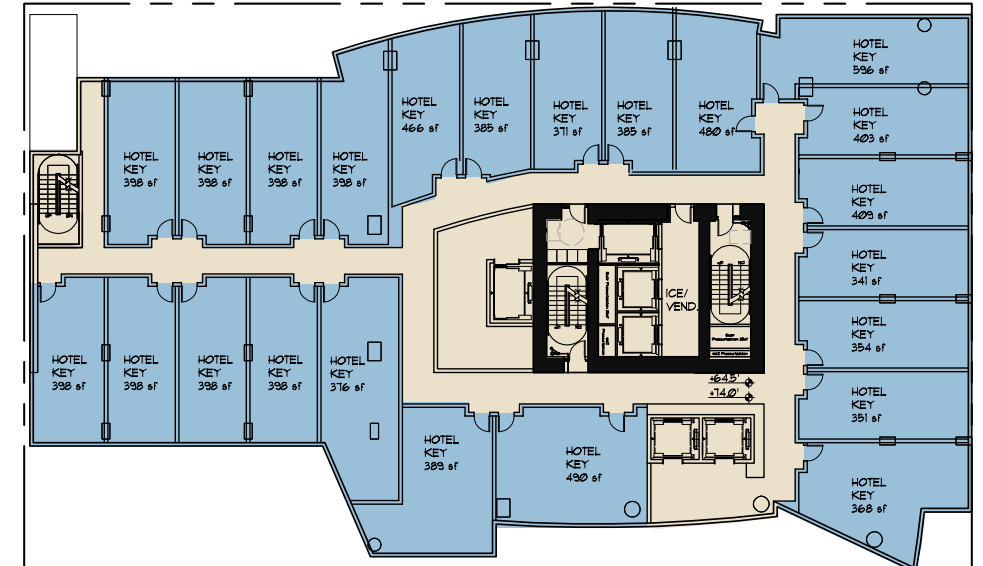




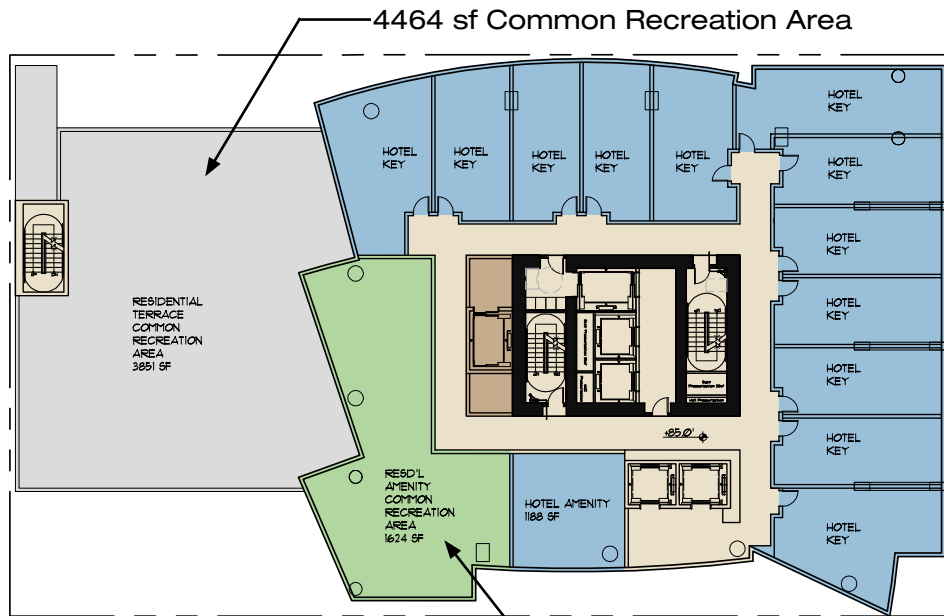
TYPICAL PODIUM PARKING LEVELS 2-4



PODIUM LEVEL 5 (6 SIMILAR)

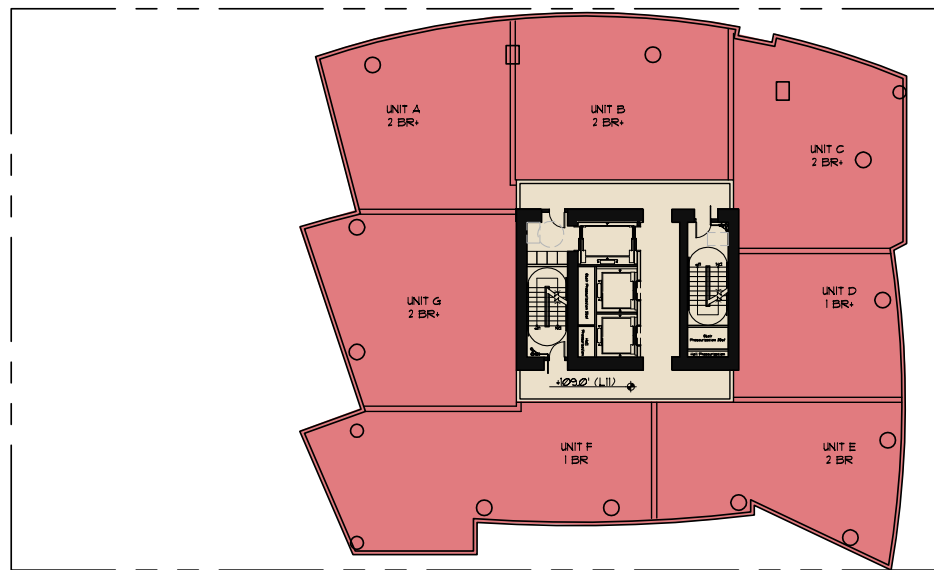


TYPICAL PODIUM HOTEL LEVEL 7-8

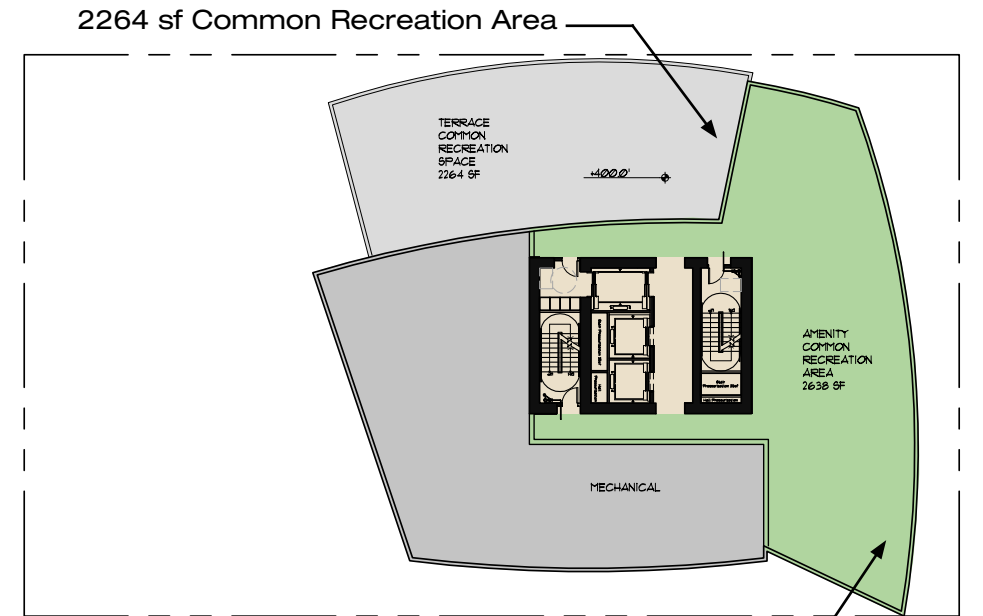


TYPICAL PODIUM HOTEL LEVEL 9 (10 SIMILAR)

1624 sf Common Recreation Area



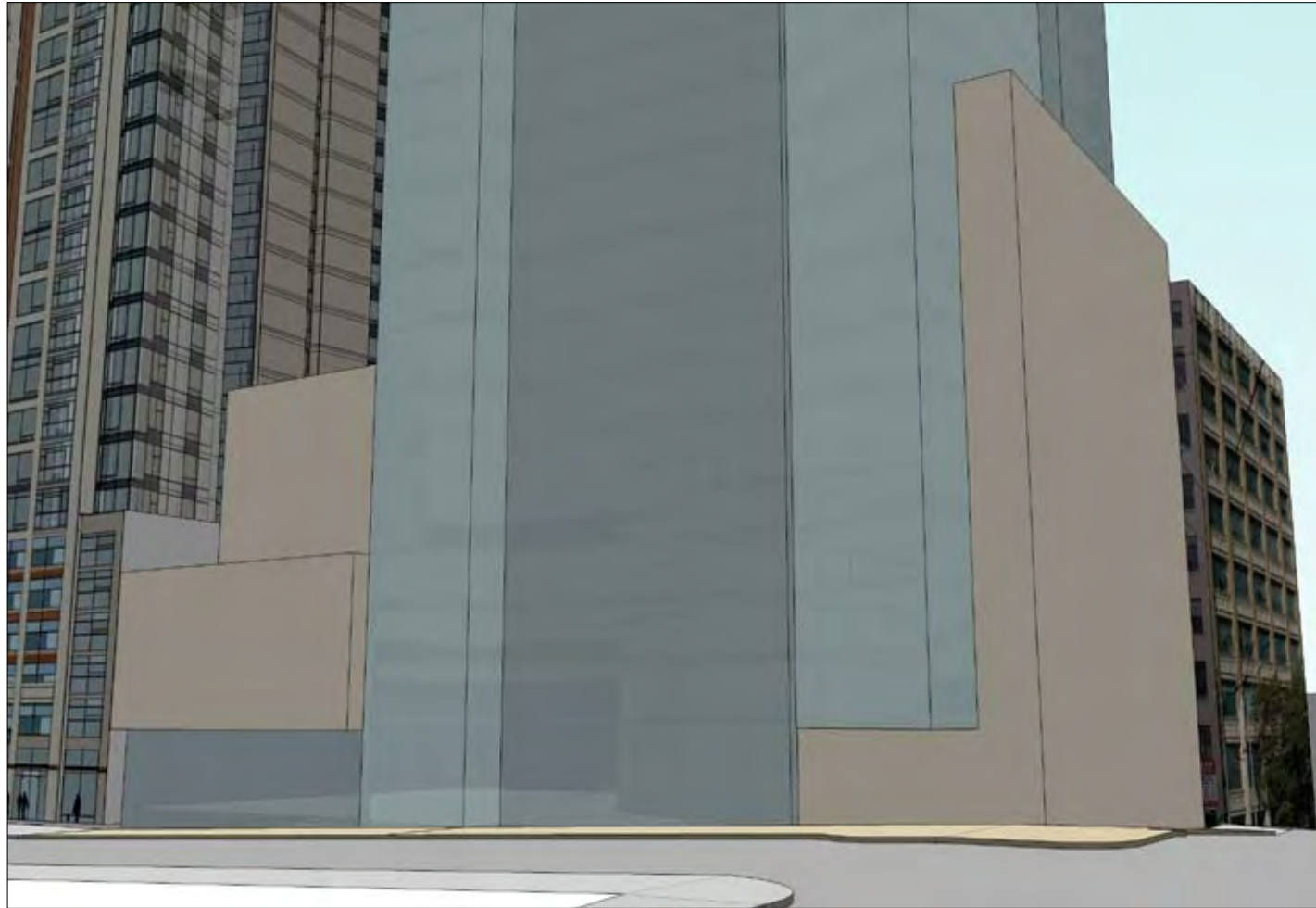
TYPICAL RESIDENTIAL LEVEL 11-29 (30-38 SIMILAR)



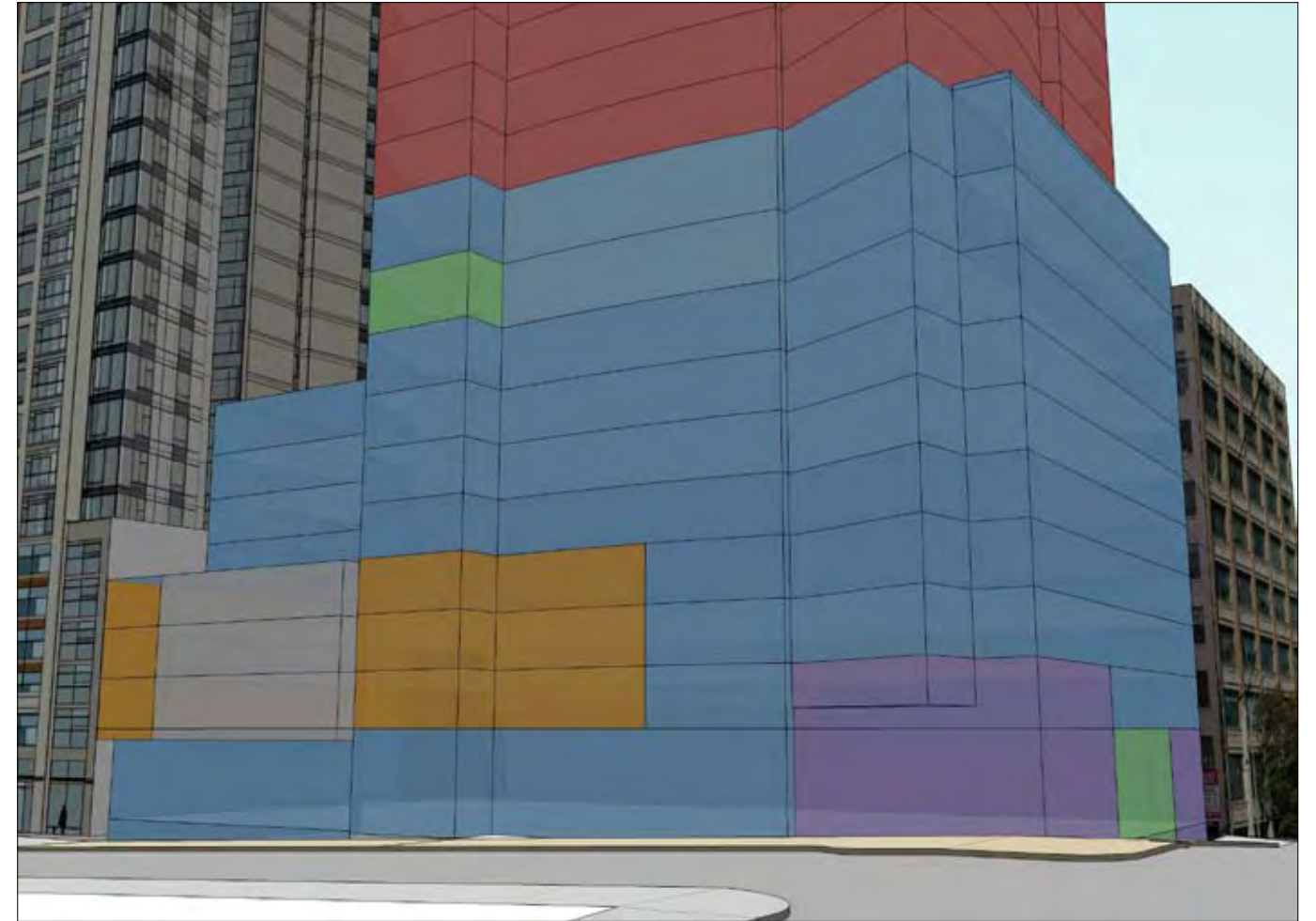
COMPOSITE ROOF PLAN

2638 sf Common Recreation Area











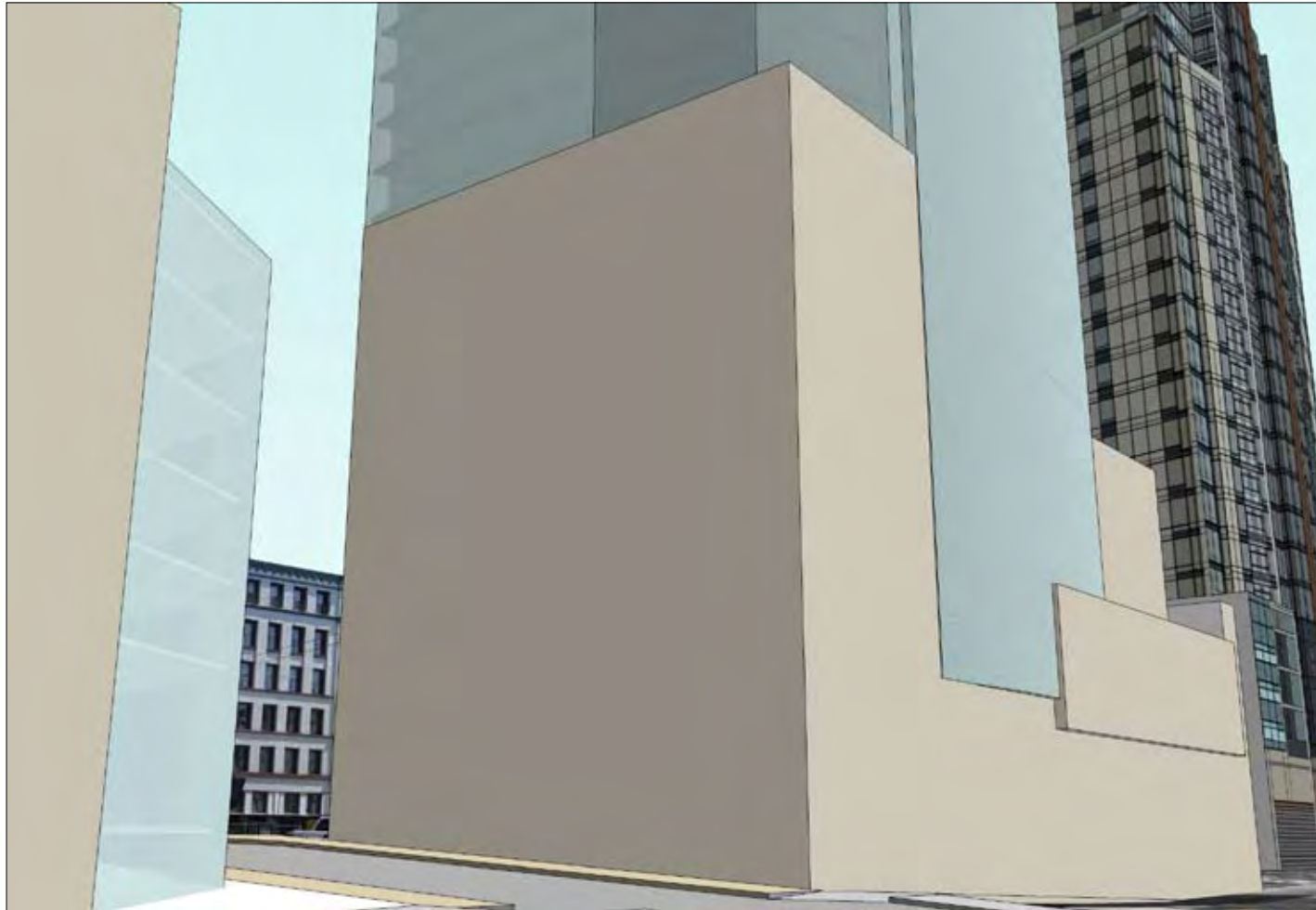
MASSING STUDY



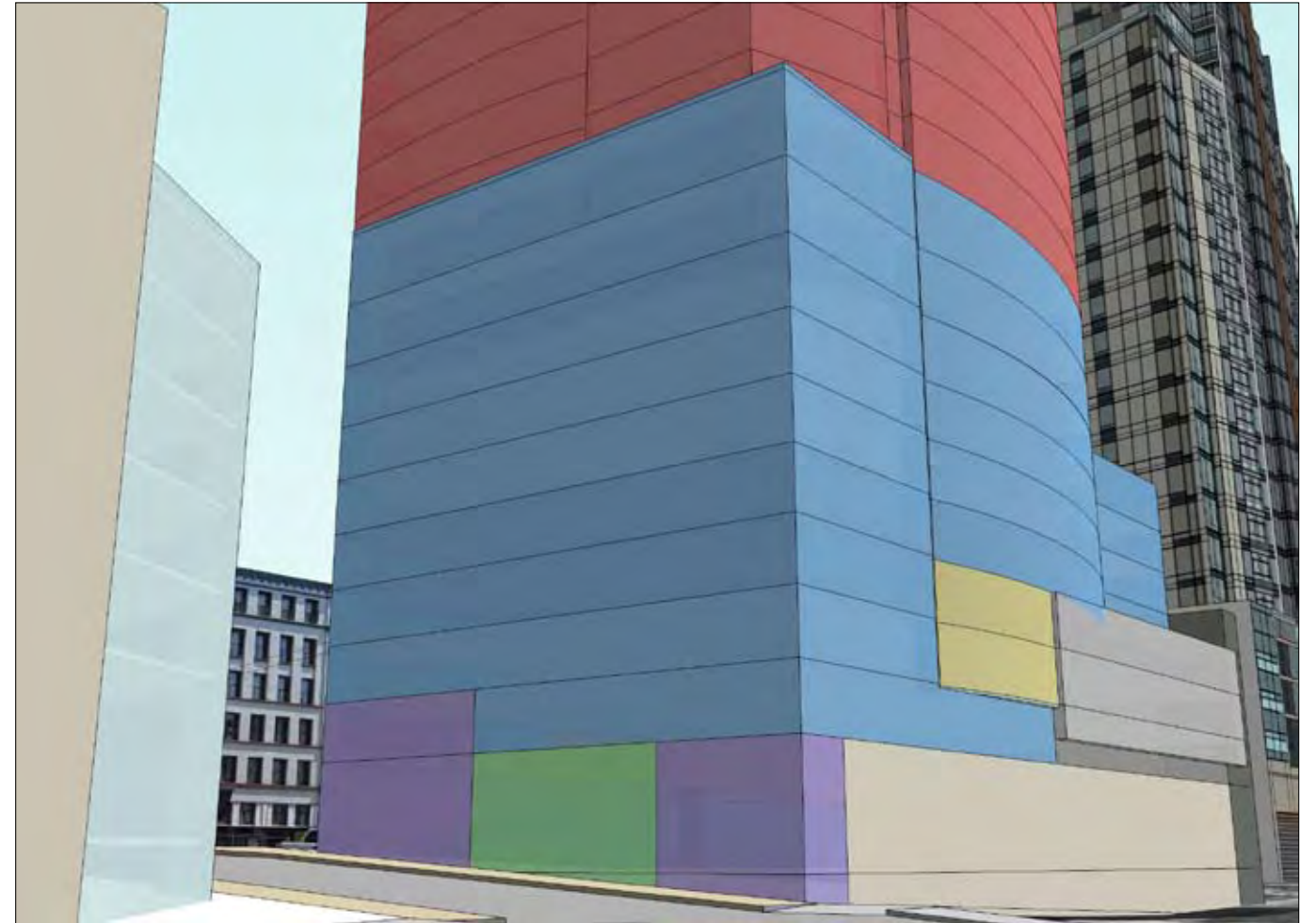
USE STUDY

	RESIDENTIAL		RETAIL
	WORK STUDIO		RES. LOBBY / AMENITY
	HOTEL		PARKING











MASSING STUDY



USE STUDY

	RESIDENTIAL		RETAIL
	WORK STUDIO		RES. LOBBY / AMENITY
	HOTEL		PARKING





VIEW LOOKING WEST ( FROM ACROSS 2ND AVENUE )



VIEW LOOKING SOUTH ( FROM INTERSECTION OF 2ND AVENUE + VIRGINIA STREET )





VIEW LOOKING EAST ( FROM VIRGINIA STREET ALONG ALLEY )



VIEW LOOKING NORTHEAST ( FROM ALLEY )



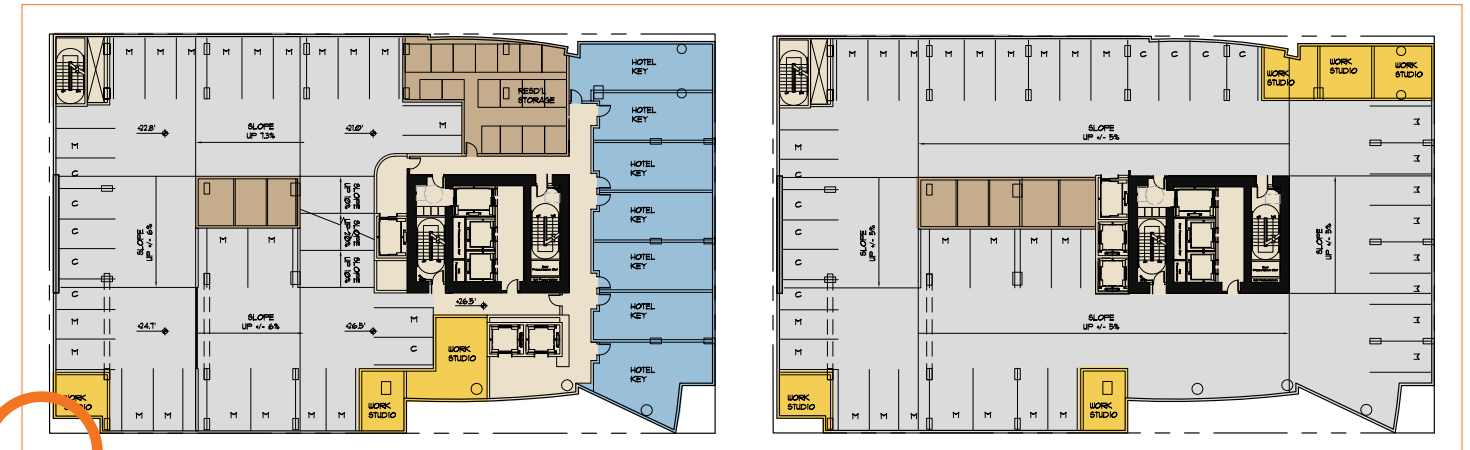
# A. SITE PLANNING

A-1 Respond to the physical environment. Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

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

In the preferred scenario, the tower of the south site was moved eight feet from the north property line. The applicant explained that greater than eight feet would necessitate full plate parking which was undesirable as it creates frontage of the parking use along Virginia. The Board agreed that screening this façade with active hotel uses is preferable. The top of the tower was modified to step away from Virginia Street, down to adjacent structures and the massing was modified to step down to adjacent structures including OPT. The Board confirmed that the shifting of the tower by eight feet seemed a reasonable and realistic resolution.

The Board strongly agreed that the design of the two buildings should steer away from concepts or designs that are similar to each other. The two towers will appear as a pair from and that alone is a sufficient commonality. The Board encouraged different building profiles that will read from a distance.



PLANS FROM EDG #2

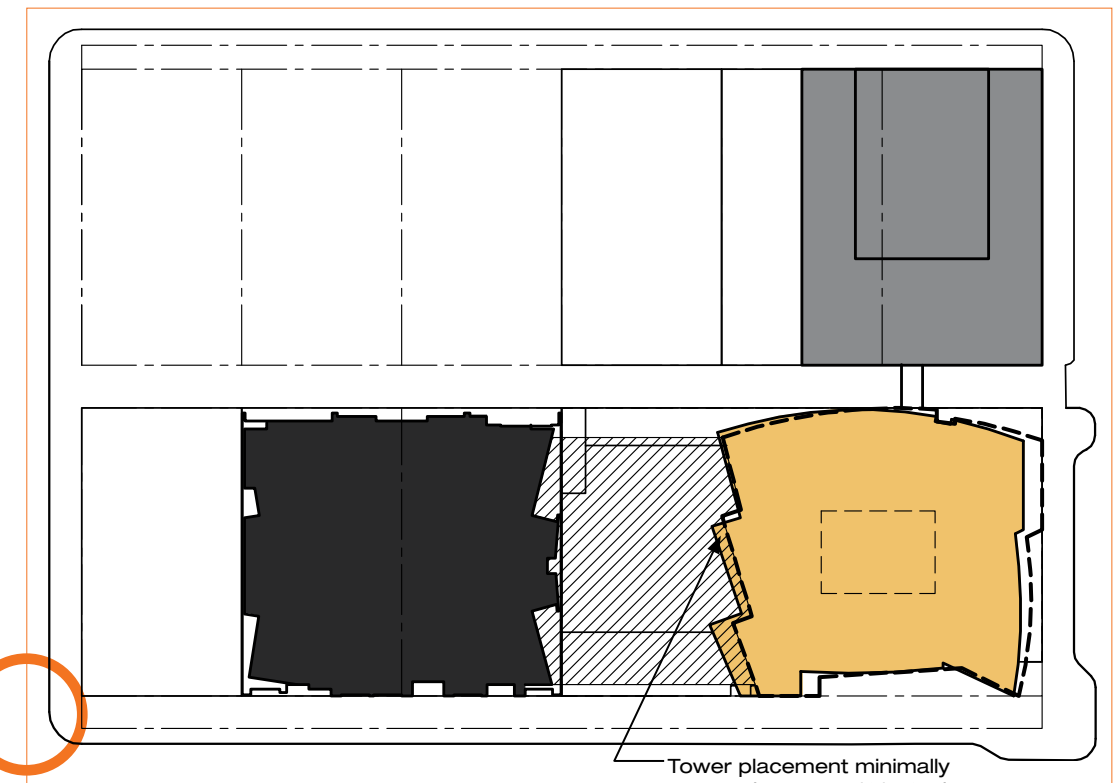
# B. ARCHITECTURAL EXPRESSION

B-1 Respond to the neighborhood context. Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

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

The Board was satisfied that the explorations of distances between the two buildings were well analyzed and they agreed with the preferred option.

For both buildings, the Board would like to see more integration of the base design into the tower. The Board looks forward to reviewing three-dimensional images of the podium and tower designs and how they relate.



PLAN FROM EDG #2

Tower placement minimally encroaches upon 1915 2nd Avenue.





**B-2** Create a transition in bulk and scale. Compose the massing of the building to create a transition to the height, bulk and scale of development in neighboring or nearby less-intensive zones.

**B-3** Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

*Belltown-specific supplemental guidance: (a) Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation; (b) Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street; and (c) Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.*

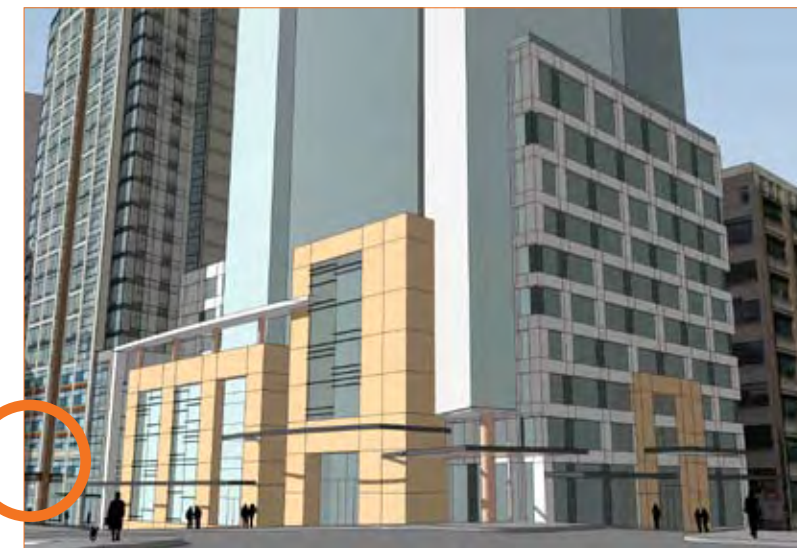
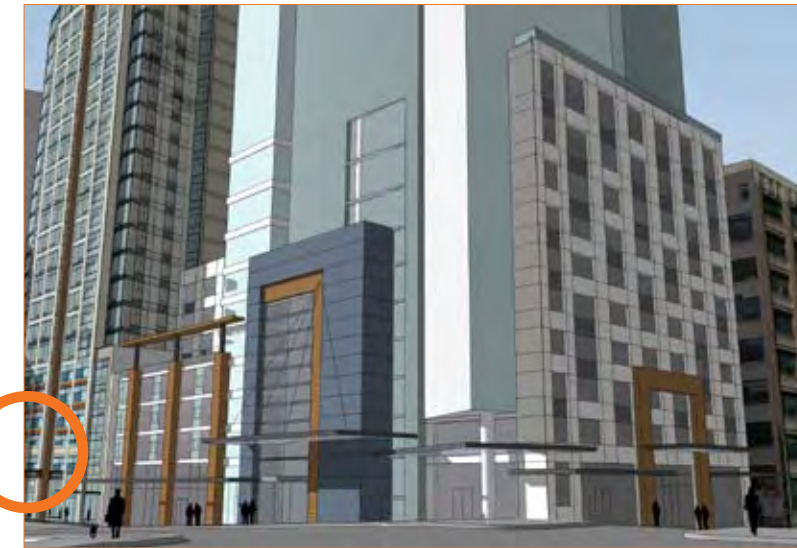
**B-4** Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

At the Second Early Design Guidance meeting, three conceptual design options for each building base were presented. For the south building, Option 1 included a solid, grand frame that articulates and accentuates the entry to the hotel along 2nd Avenue. Material accents in the frame reappear as columnar elements along the retail portion of the façade, supporting a trellis or wing feature framing the hotel terrace at level 5. The parking is treated with translucent channel glass, mixed with accent panels. The ground level retail and work studios are glazed with vision glass. The hotel is treated as a frame of punched windows with dominant verticals, recalling some elements of the neighboring Terminal Sales Building. Some of the solid horizontals are visually broken (spandrel glass) allowing some “punches” to become elongated vertically creating a pleasantly random window pattern. This treatment alludes to some of the features of the TSB, but is decidedly contemporary in its treatment. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.

Option 2 for the base of the south building showed a stout frame element that articulates and accentuates the entry to the hotel along 2nd Avenue and is repeated at in the bay structure of the retail frontage. The parking is treated with translucent or colored glass in a random mullion pattern. The ground level retail and work studios are glazed with vision glass. The hotel is treated as a frame of punched windows with dominant horizontals, recalling some elements of the neighboring Terminal Sales Building (TSB). Some of the solid verticals are visually broken (spandrel glass) allowing some “punches” to become elongated vertically creating a pleasantly random window pattern. This treatment alludes to some of the features of the Terminal Sales Building, but is more contemporary. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.

Option 3 for the base of the south building was a series of exposed decks that accentuate the hotel elevator lobbies and entrance, which is further defined by a grand canopy. The hotel and parking are treated with a similar, consistent frame of punched windows. Bays of colored glass overlay the grid, so that it is masking the grid behind. This treatment alludes to some of the features of the TSB, but is more contemporary in its treatment. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.

The Board agreed that the strong commercial appearance and uses at the ground level is critical. The Board looks forward to reviewing conceptual ideas of how the designs will weave together the tower and podium designs. The Board felt unclear as to the factors driving the different base designs. Generally, the Board agreed



ILLUSTRATIONS FROM EDG #2



that the architectural expression of the various base designs were too busy. The podium should respond to the scale and datum lines of the neighboring buildings.

## C. THE STREETScape

- C-1 Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming, and open to the public.

*Belltown-specific supplemental guidance: Sidewalks should (a) reinforce existing retail concentrations; (b) Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible; (c) Incorporate the following elements the adjacent public realm and in open spaces around the building: unique hardscapes, pedestrian-scale sidewalk lighting, accent paving, seating, water features, art and landscape elements; and (d) Building corners are places of convergence.*

- C-4 Reinforce Building Entries. To promote pedestrian comfort, safety and orientation, reinforce the building entrance.

This priority guideline was added at the Second EDG meeting.

- C-5 Encourage overhead weather protection. Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

*Belltown-specific supplemental guidance: Overhead weather protection is an important design consideration in Belltown to provide human scaled proportions and pedestrian comfort in the public realm. Pedestrian activity and pedestrian oriented uses are facilitated when weather protection is provided adjacent to the public sidewalk.*

- C-6 Develop the alley facade. To increase pedestrian safety, comfort and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

At the Second EDG meeting, the Board agreed that the design of the alley façade is critical both from a safety standpoint. The lighting and nighttime illumination plan for the alley is important. The Board reiterated support for having active uses and views of the alley from the proposed buildings, as well as developing the alley corners with curb bulbs, creating mini plaza spaces that are landscaped and extend into the alleyways.

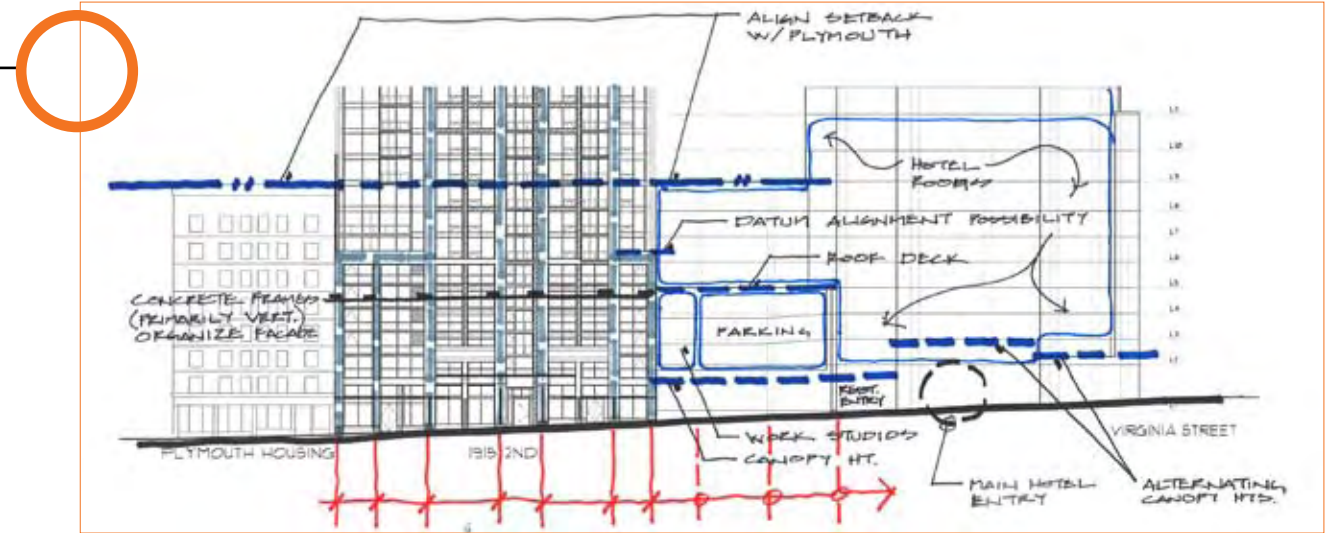


ILLUSTRATION FROM EDG #2

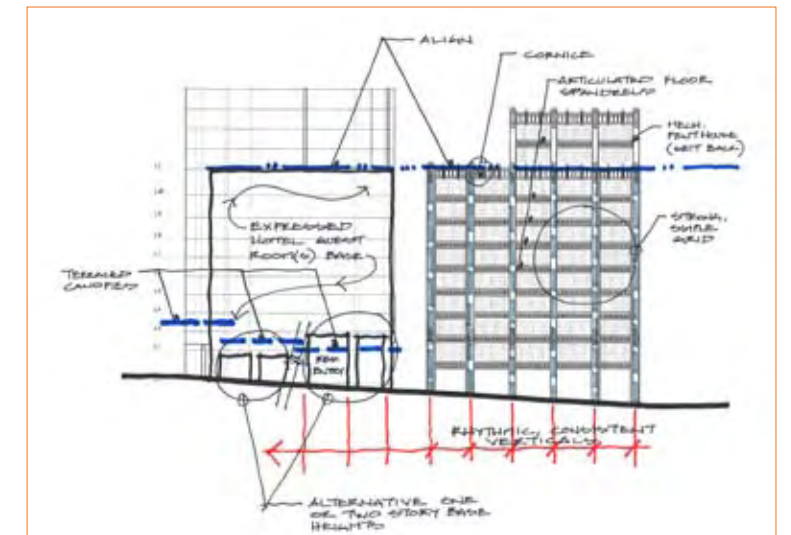


ILLUSTRATION FROM EDG #2



## D. PUBLIC AMENITIES

- D-1 Provide Inviting and Usable Open Space.** Design public open spaces to be visually pleasing, safe and active environment for residents, workers and pedestrians. Views are solar access to the principal are of the open space should be especially emphasized.

This priority guideline was added at the Second EDG meeting. The Board noted strong support for the concept of curb bulbs at the alley corners and using this opportunity to provide vegetation and streetscape enhancements.

- D-2 Enhance the Building with Landscaping.** Enhance the building and site with substantial landscaping, which includes special pavements, trellis, screen walls, planters and site furniture, as well as living plant material.

*Belltown-specific supplemental guidance: Mixed-use developments are encouraged to provide useable open space adjacent to retail space, such as an outdoor café or restaurant seating, or a plaza with seating. Residential buildings should be sited to maximize opportunities for creating useable, attractive, well-integrated open space.*

At the Second EDG meeting, the Board encouraged the applicant to explore extending the landscaping and right-of-way improvements across Second Avenue.

- D-3 Provide elements that define the place.** Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

*Belltown-specific supplemental guidance: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:(a) vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs;(b) art that relates to the established or emerging theme of that area; and (c) install plaques or other features on the building that pay tribute to Belltown history. Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.*

- D-6 Design for personal safety and security.** Design the site to enhance the real and perceived feeling of personal safety and security in the immediate area.

This priority guideline was added at the Second EDG meeting.

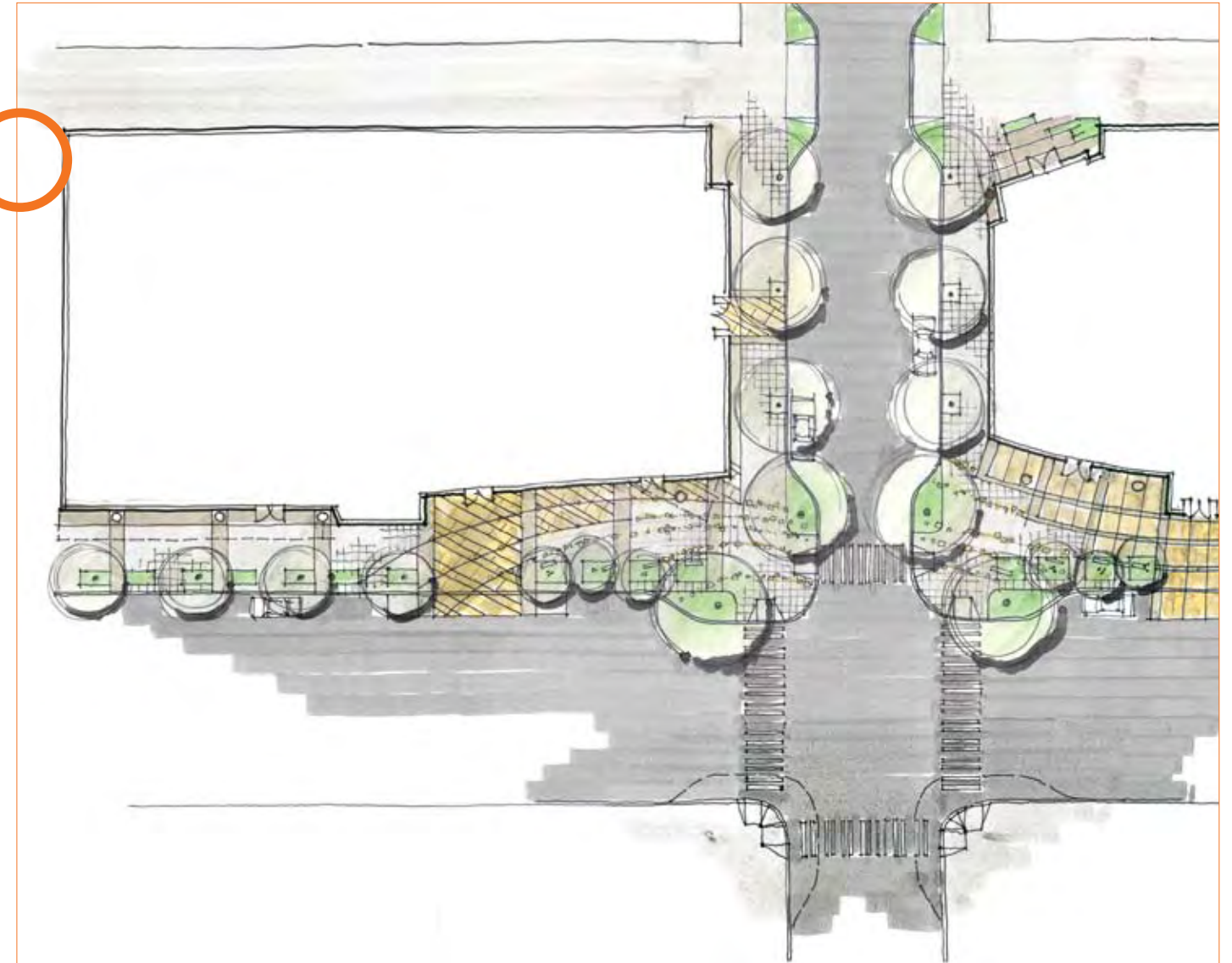


ILLUSTRATION FROM EDG #1





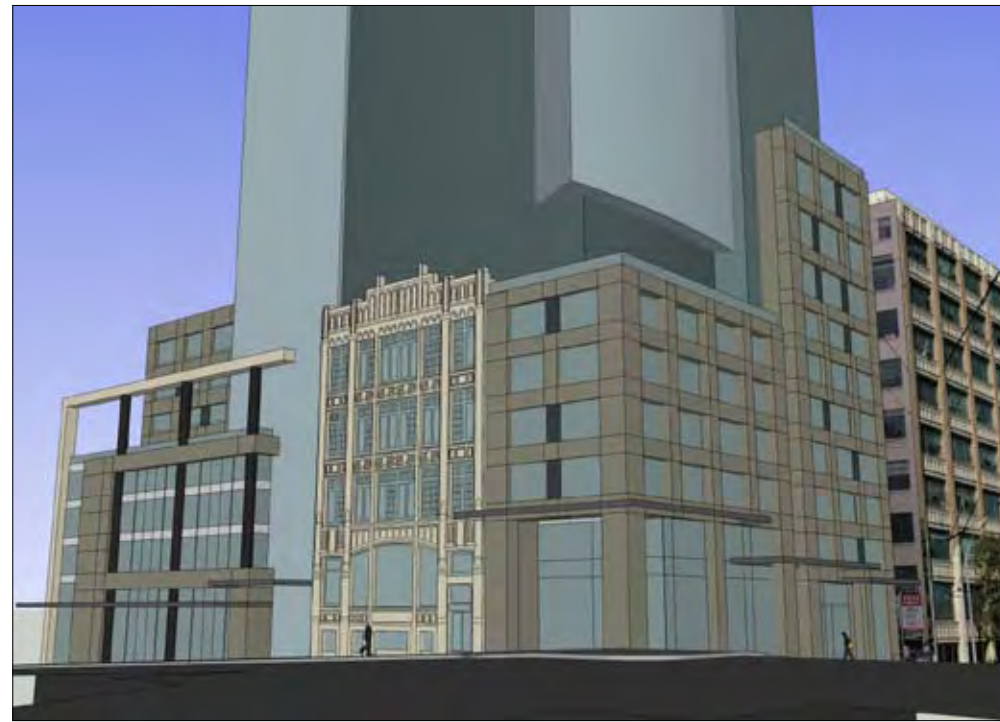
- **Preserve significant historic materials and features**
  - Significant Architectural Features of the landmark
  - Significant materials of the landmark
  - Hyphen / Connector
- **Preserve the historic character**
  - Historic form
  - Relationship to site / setting
  - Setback
- **Protect the historic significance by making a visual distinction between old and new**
  - Protect visual qualities
  - Respect the landmark – distinguish between new and old
  - Create harmony, sympathy between new and old





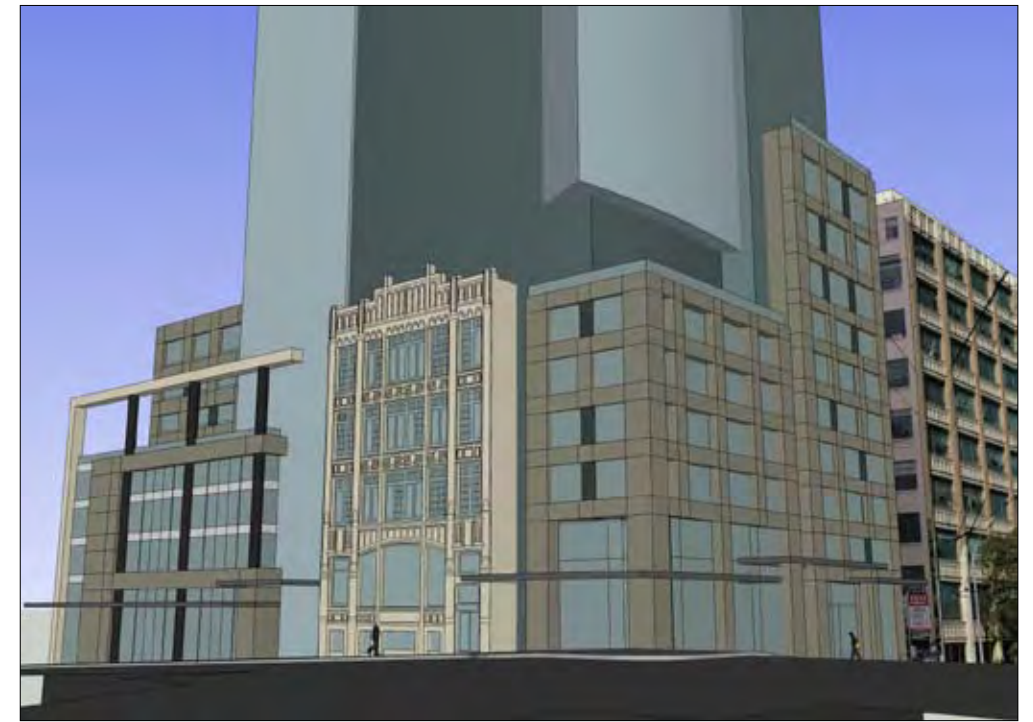
OPTION 1

Open space corner exposes north wall of TSA. The architectural expression is subdued.



OPTION 2

Corner base massing is flush to property line and directly abuts TSA. The architectural expression is subdued.



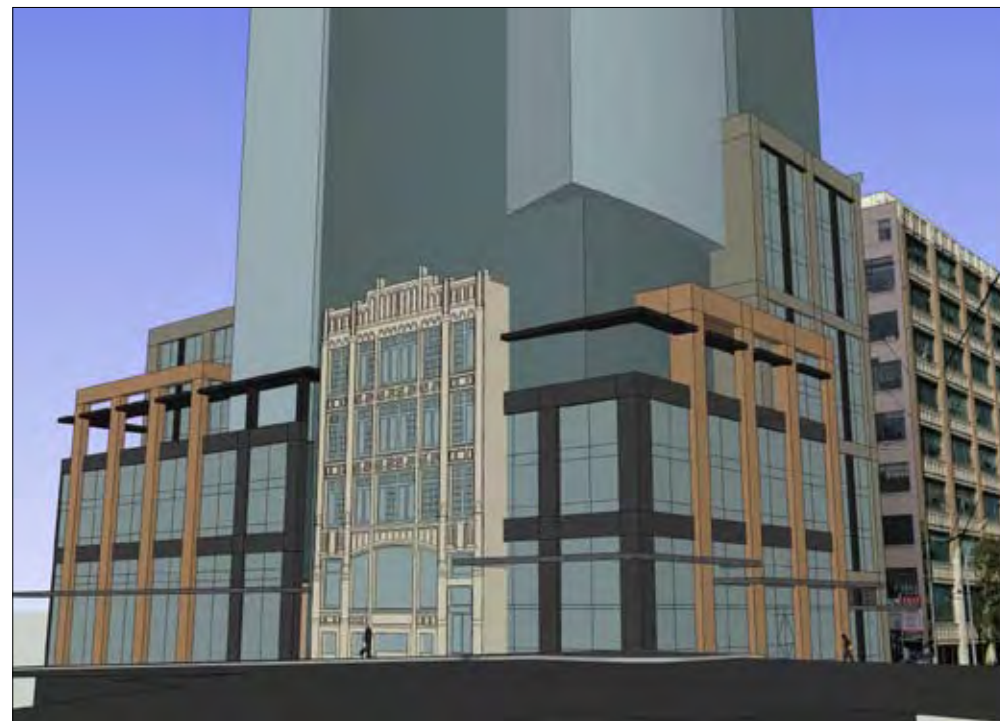
OPTION 3

Corner base massing is flush to property line but is held away from TSA providing a glass hyphen. The architectural expression is subdued.



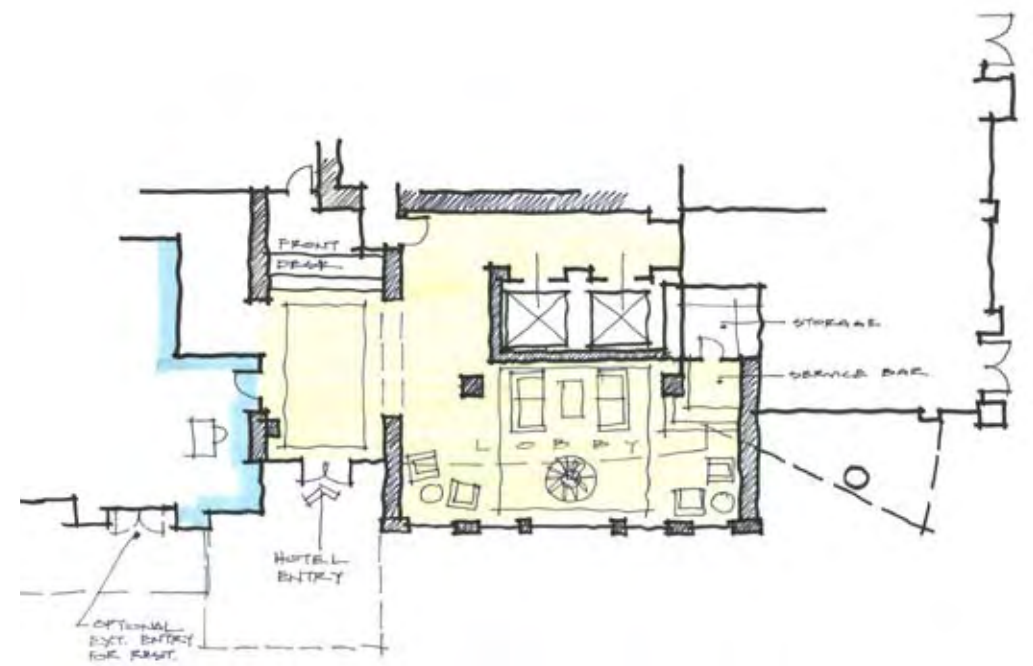
OPTION 4

Virginia Street massing is one form which relates to the Terminal Sales Building but holds back from 2nd avenue property line allowing for exposure of north TSA wall. The architectural expression is subdued.



OPTION 5

A woven facade steps to address neighboring building heights, but the contemporary facade treatment contrasts and competes with the historic facade.



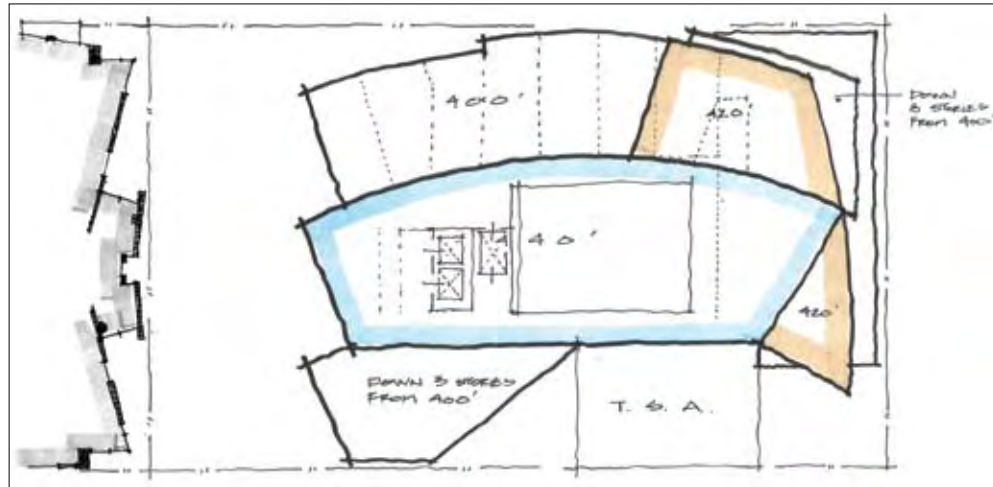
LEVEL 1 PLAN



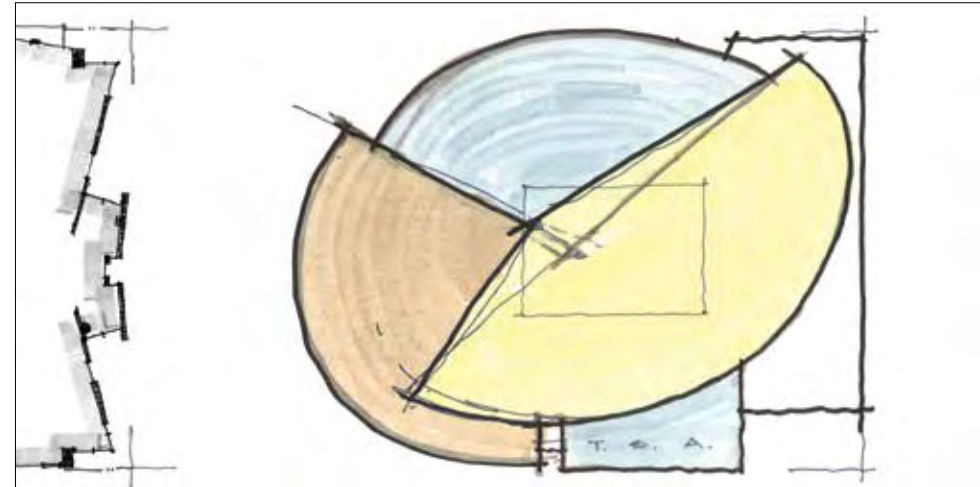
## LANDMARKS ARCHITECTURAL REVIEW COMMITTEE GUIDANCE

- Terminal Sales Annex was designed with the intent that other buildings would be developed to the north and south in scale with traditional development patterns.
- Perhaps some of the side wall should be expressed, so as to avoid “facadism.”
- The adjacent structure to the north should be proportioned to be in scale with the landmark and it should read as if filling in missing teeth.
- Avoid having the project “loom” over the landmark—needs to give it breathing room and space.
- It would be acceptable for the glass curtain wall to ground itself between the TSA and the new building element to the south creating an architectural hyphen which helps define the entry to the south of the landmark.
- Need to pull the overhead weather protection back from the landmark to give it breathing room.
- One solution might be an “L” shaped project, pushing the project all the way to the south and to the west. [There was objection to this from the owner of the entitled project to the south.]
- A plaza at the NE corner might support the landmark, but the new structure might want to be flush.
- The high-ceilinged lobby inside the TSA primary elevation was welcomed.

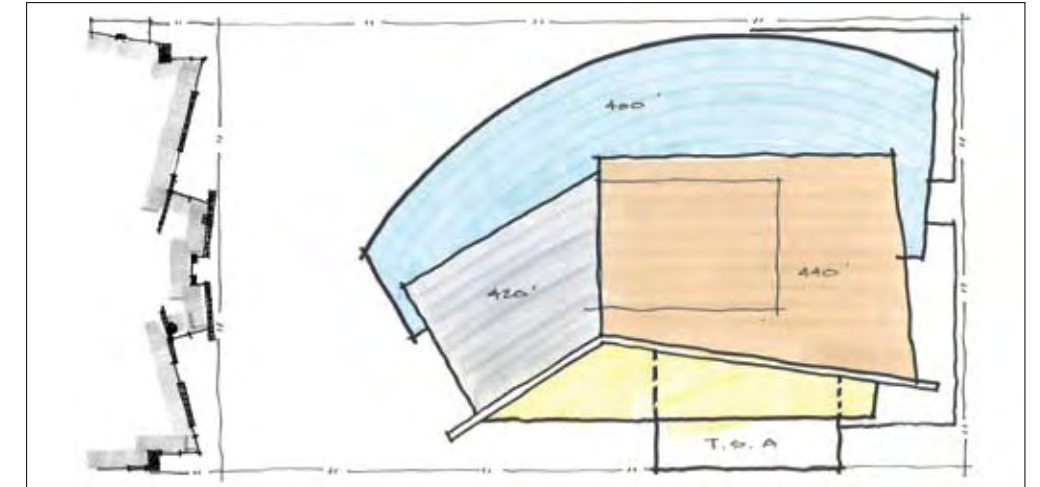




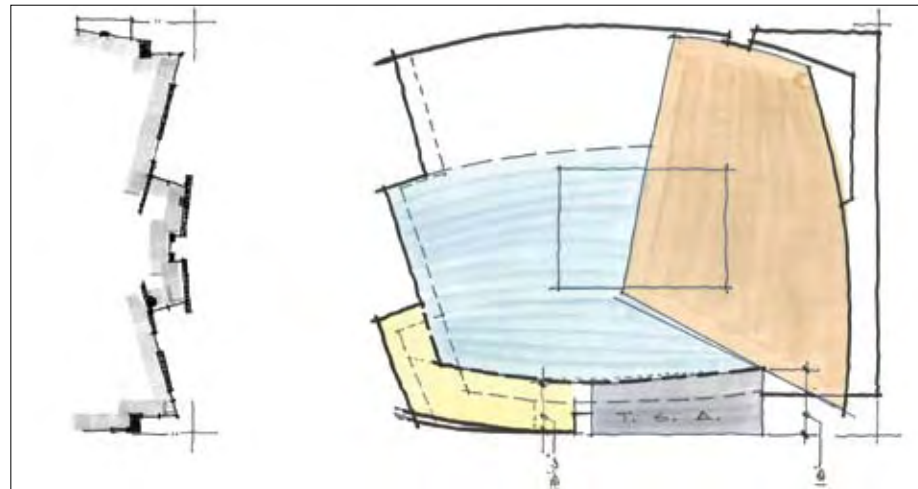
OPTION 1



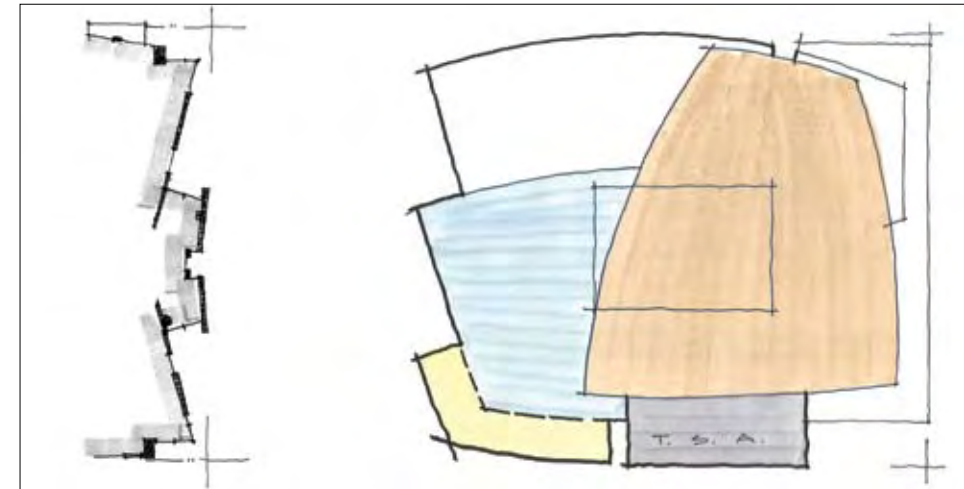
OPTION 2



OPTION 3



OPTION 4



OPTION 5: PREFERRED (AS SHOWN IN BASE STUDIES ON FOLLOWING PAGE)





BASE A: LOWER CORNER



BASE B: LOW CORNER WITH 10' SETBACK



BASE C: MEDIUM CORNER



BASE D: MEDIUM CORNER WITH 10' SETBACK



BASE E: HIGH CORNER



BASE F: HIGH CORNER WITH 10' SETBACK



BASE G: TOWER DEFINES CORNER

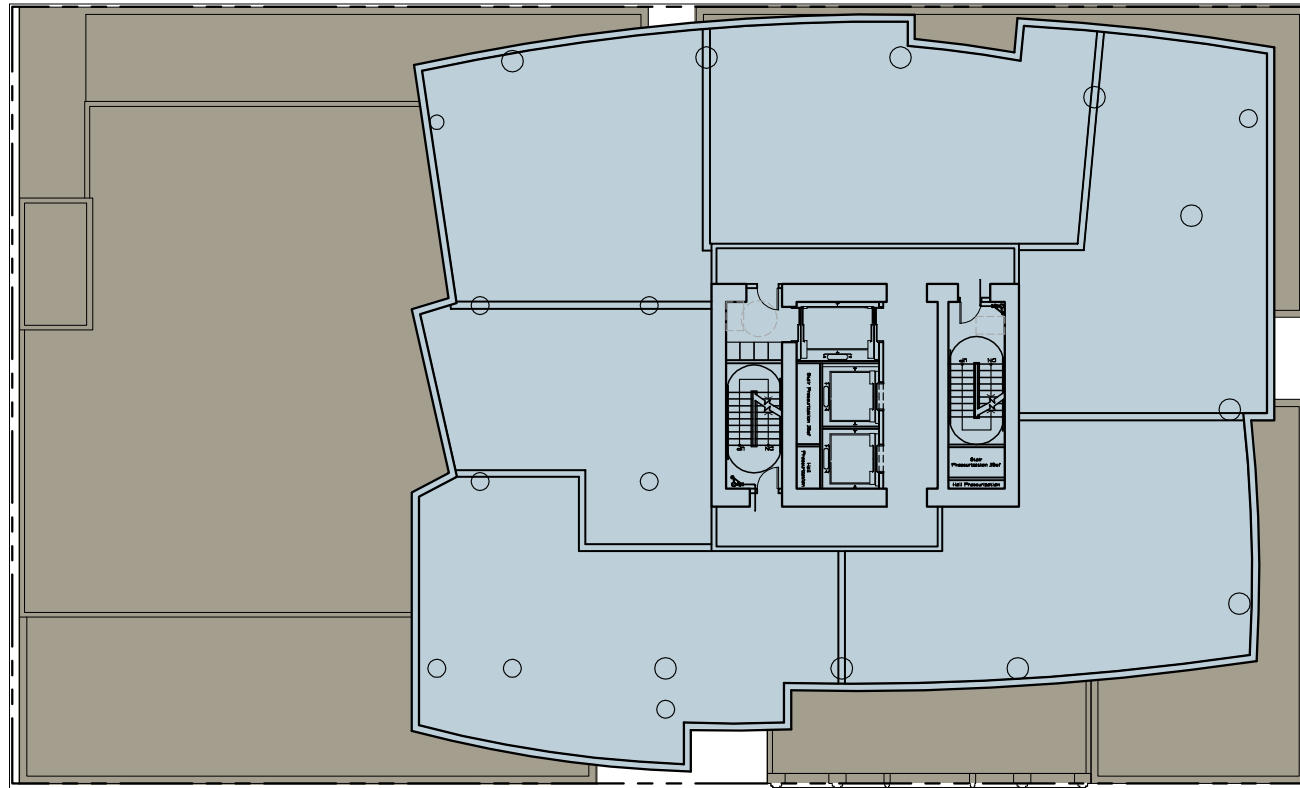




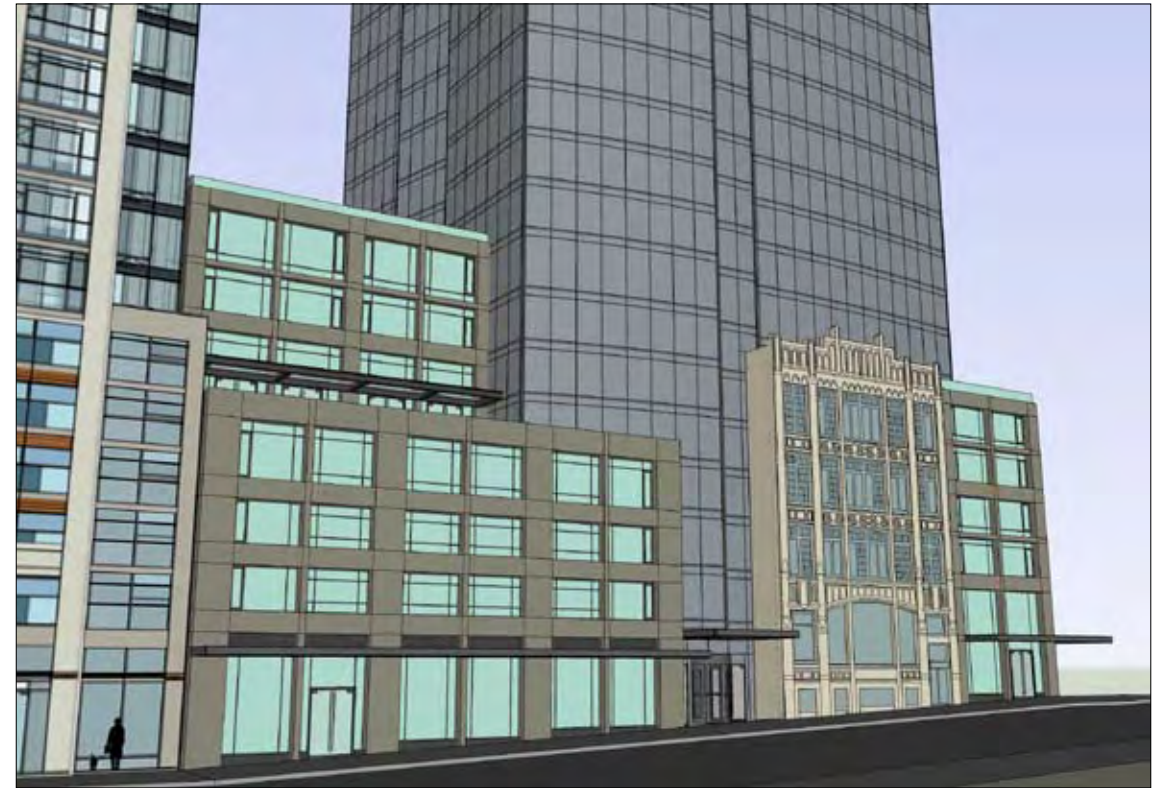
## LANDMARKS ARCHITECTURAL REVIEW COMMITTEE GUIDANCE

- The new corner building element should approximate the height of the Terminal Sales Annex and should be held out to the Second Avenue property line to be flush with the Terminal Sales Annex. Base C “Medium Corner” concept was preferred.
- The glass curtainwall can extend down from the tower to the south of the Terminal Sales Annex, as it provides a nice transition to the building element to the south and creates a nice recessed entry.
- The building element south of the curtainwall adjacent to Second Avenue could be of a lower height than the Terminal Sales Annex and new corner building element.
- The north elevation façade provides a nice transition from the height of the TSA to the height of the Terminal Sales Building across the alley. The glass element extending down from the tower between the tall and the shorter facades was desirable.
- Canopies should not be placed on the TSA building and canopies on each side should stop not less than two feet from the TSA.

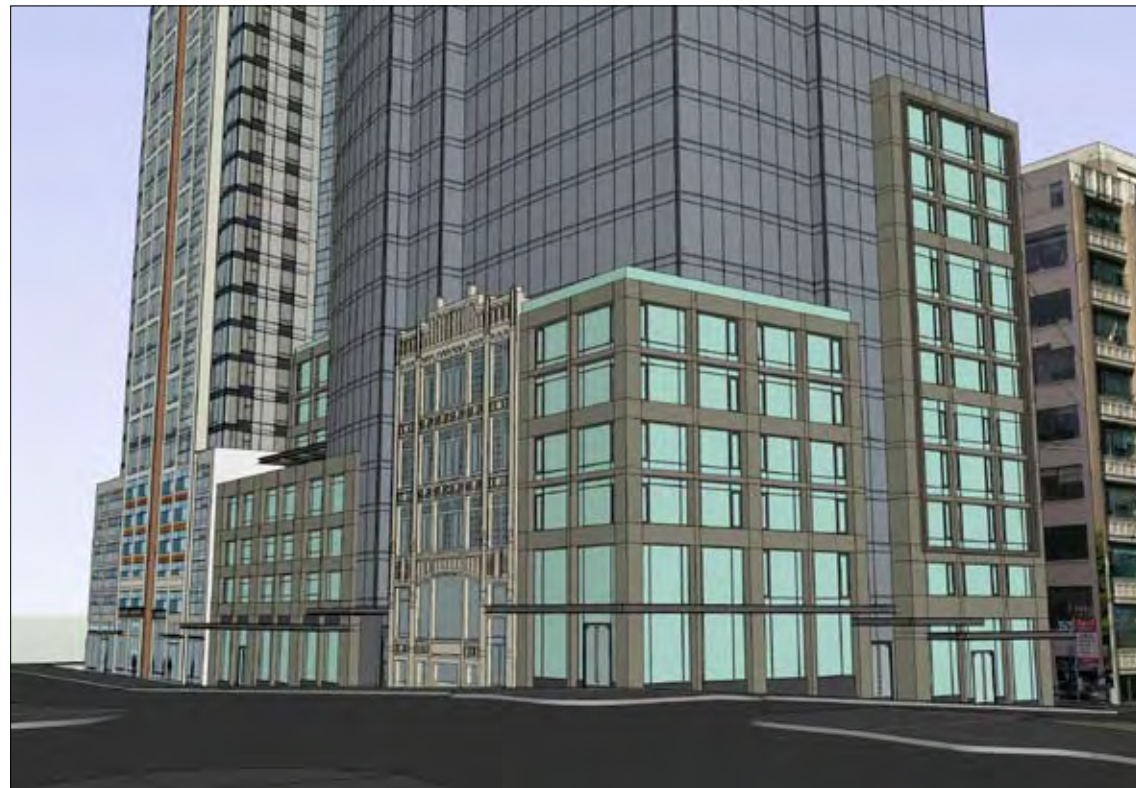




PREFERRED OPTION PLAN



UPDATED VIEW FROM SOUTHEAST



UPDATED VIEW FROM NORTHEAST



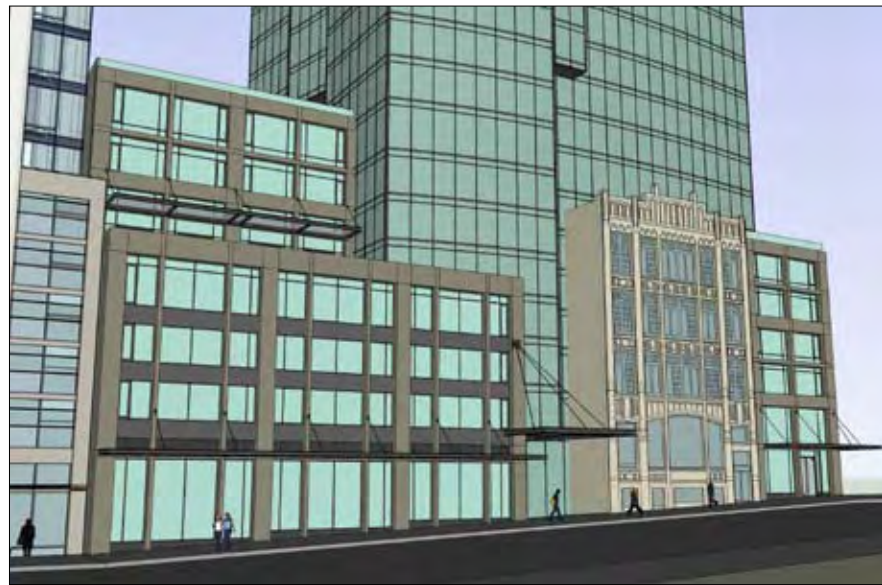
RELATIONSHIP TO TERMINAL SALES ANNEX



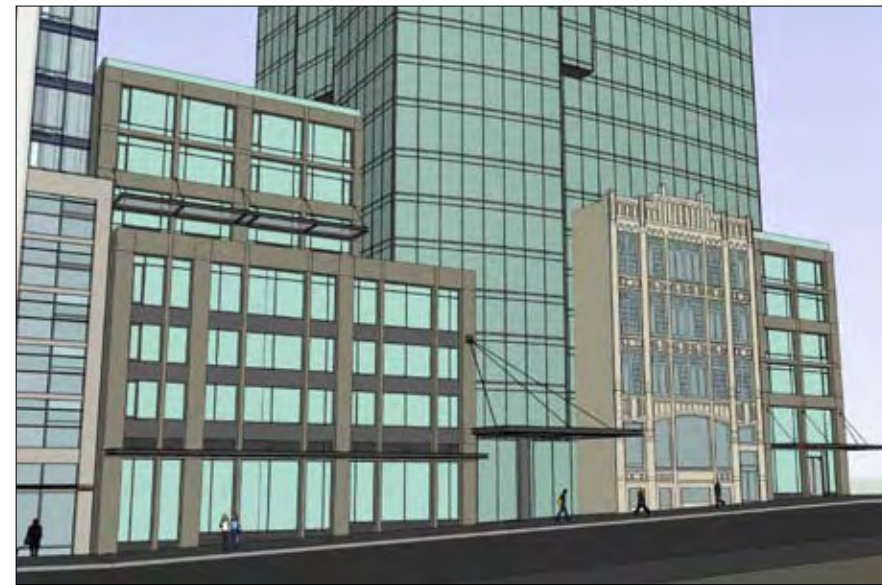
## LANDMARKS ARCHITECTURAL REVIEW COMMITTEE GUIDANCE

- The committee felt the design was almost there, and not requiring major shifts in design.
- The committee supported the relationships made between our base elements and the Terminal Sales Building and Annex (TSA).
- The committee supported the simplicity and restraint provided by the architecture of the base elements.
- There were two concerns about the relationship of the hotel entrance on 2nd Avenue and the TSA.
  - A. The applicant was urged to find a solution that exposed more of the south facade of the TSA similar to the setback expressed by the tower element above the TSA.
  - B. The applicant was urged to explore an alternate to the glass tower “hyphen” at the hotel entry, possibly a more solid “construct” hyphen element.
- The applicant was asked to explore and present multiple options to discuss at the next meeting





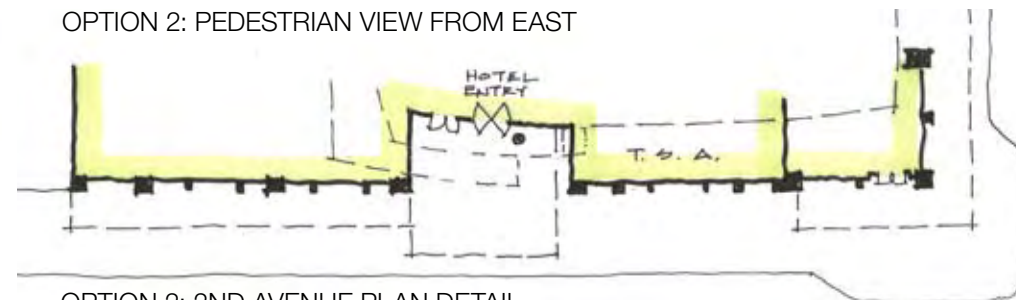
OPTION 1: PEDESTRIAN VIEW FROM EAST



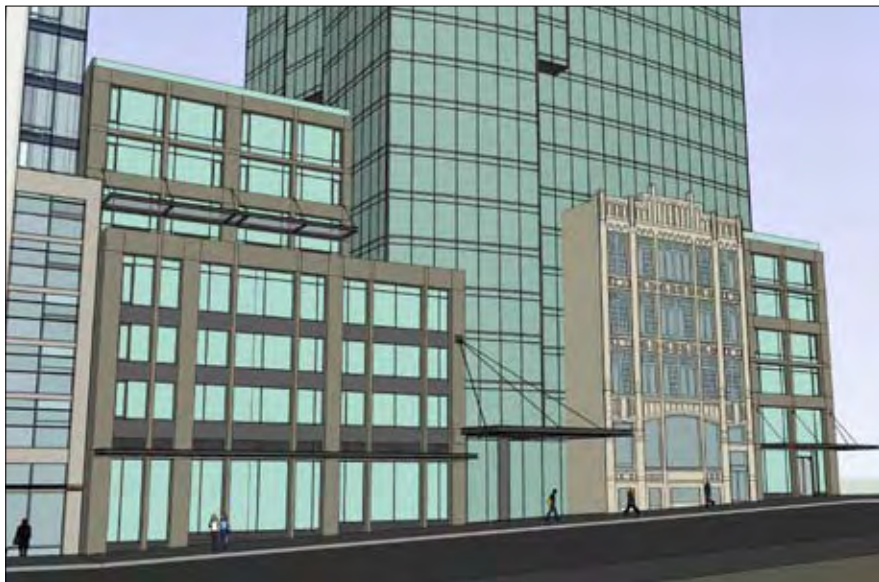
OPTION 2: PEDESTRIAN VIEW FROM EAST



OPTION 1: 2ND AVENUE PLAN DETAIL



OPTION 2: 2ND AVENUE PLAN DETAIL



OPTION 3: PEDESTRIAN VIEW FROM EAST



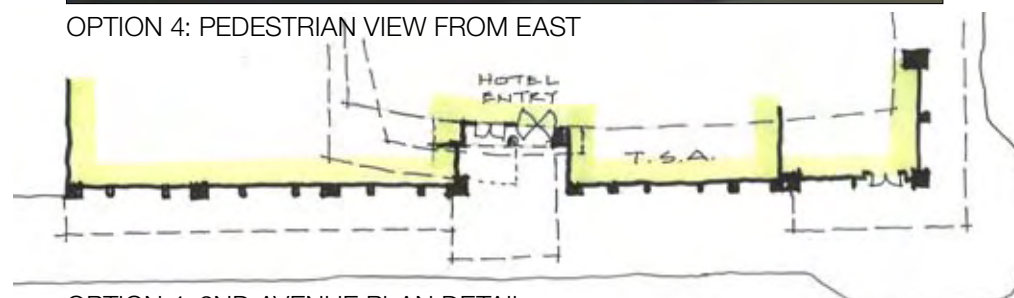
OPTION 4: PEDESTRIAN VIEW FROM EAST



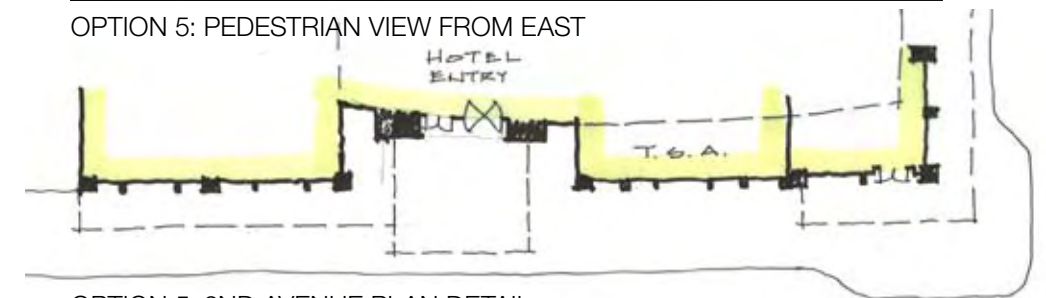
OPTION 5: PEDESTRIAN VIEW FROM EAST



OPTION 3: 2ND AVENUE PLAN DETAIL



OPTION 4: 2ND AVENUE PLAN DETAIL



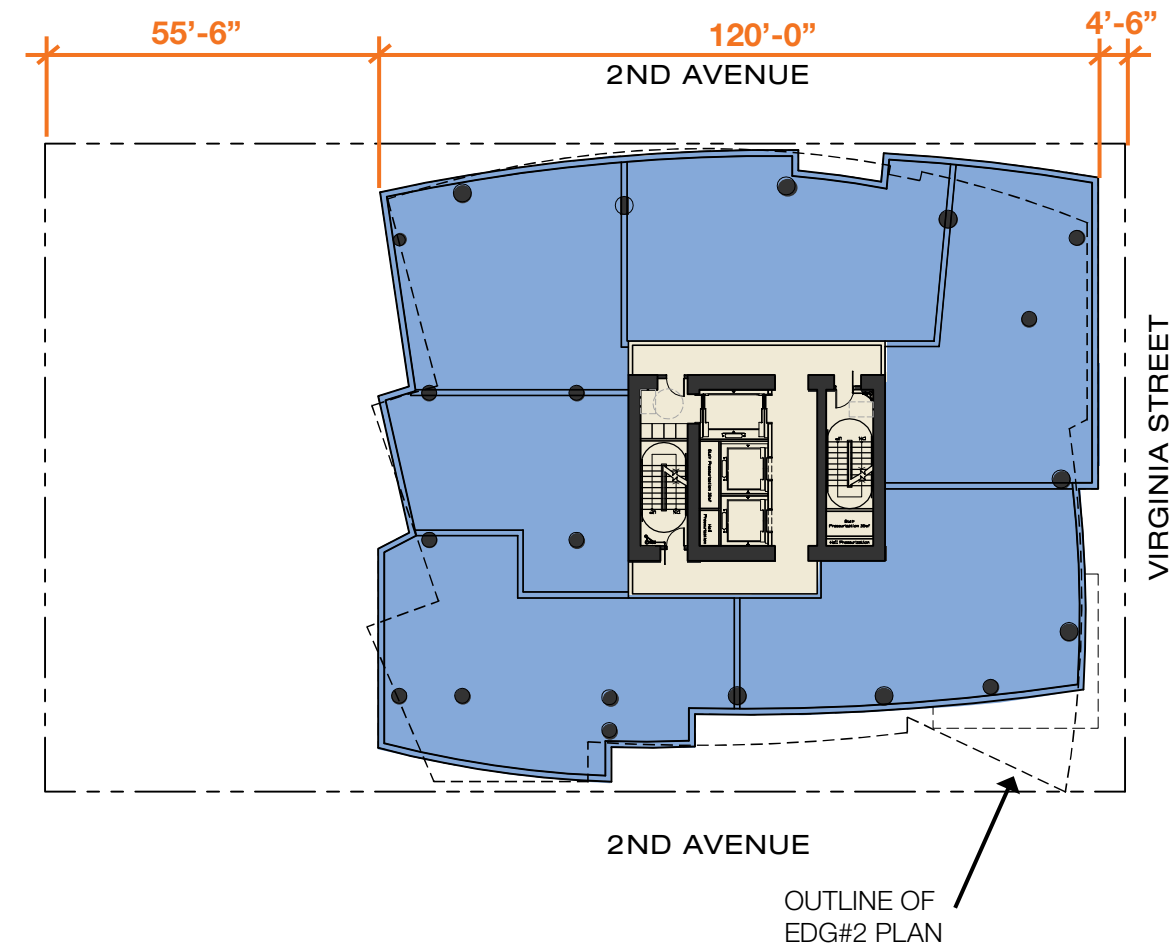
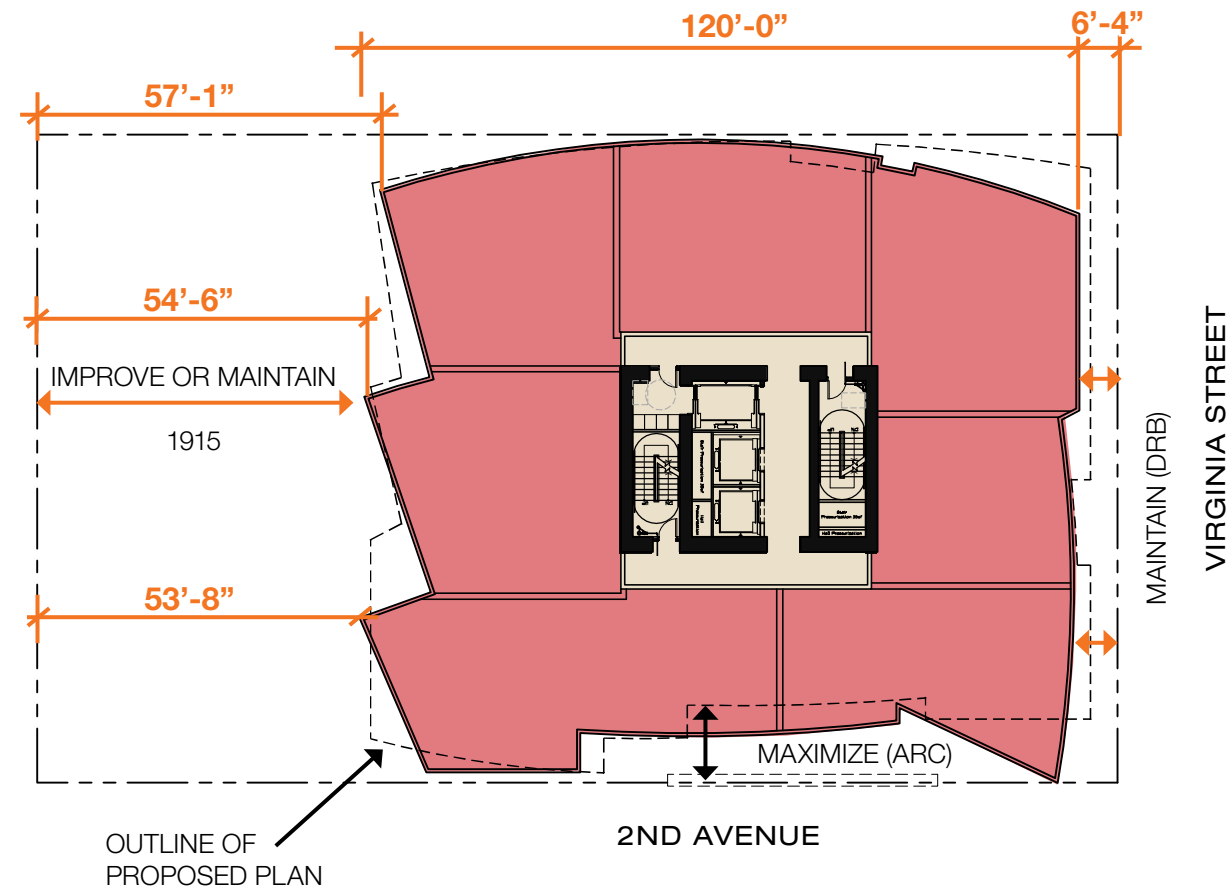
OPTION 5: 2ND AVENUE PLAN DETAIL



## LANDMARKS ARCHITECTURAL REVIEW COMMITTEE GUIDANCE

- The committee rejected both option #4 and #5 as too busy, and not in character with the other facade treatments.
- The committee reiterated it's support for the subdued architectural expression for the rest of the base.
- The committee largely preferred the base of option 1, maintaining the 3 bay parking structure element. This was seen to relate somewhat to the tri-partite base elements on the TSA facade.
- Some interest was shown for the 2-1/2 bay base in option #3 but that interest was deferred to the architects to choose what was best for the building.
- The committee largely preferred the tower of option 3, which moved 2 tower massing elements 5' south.
- The committee would like further exploration of any possible ways to physically or otherwise expose the south wall of the TSA more. Options include moving the glass plane back at the "hyphen" or exposing the wall through the clear glass entry and upper levels as a part of the interior design.





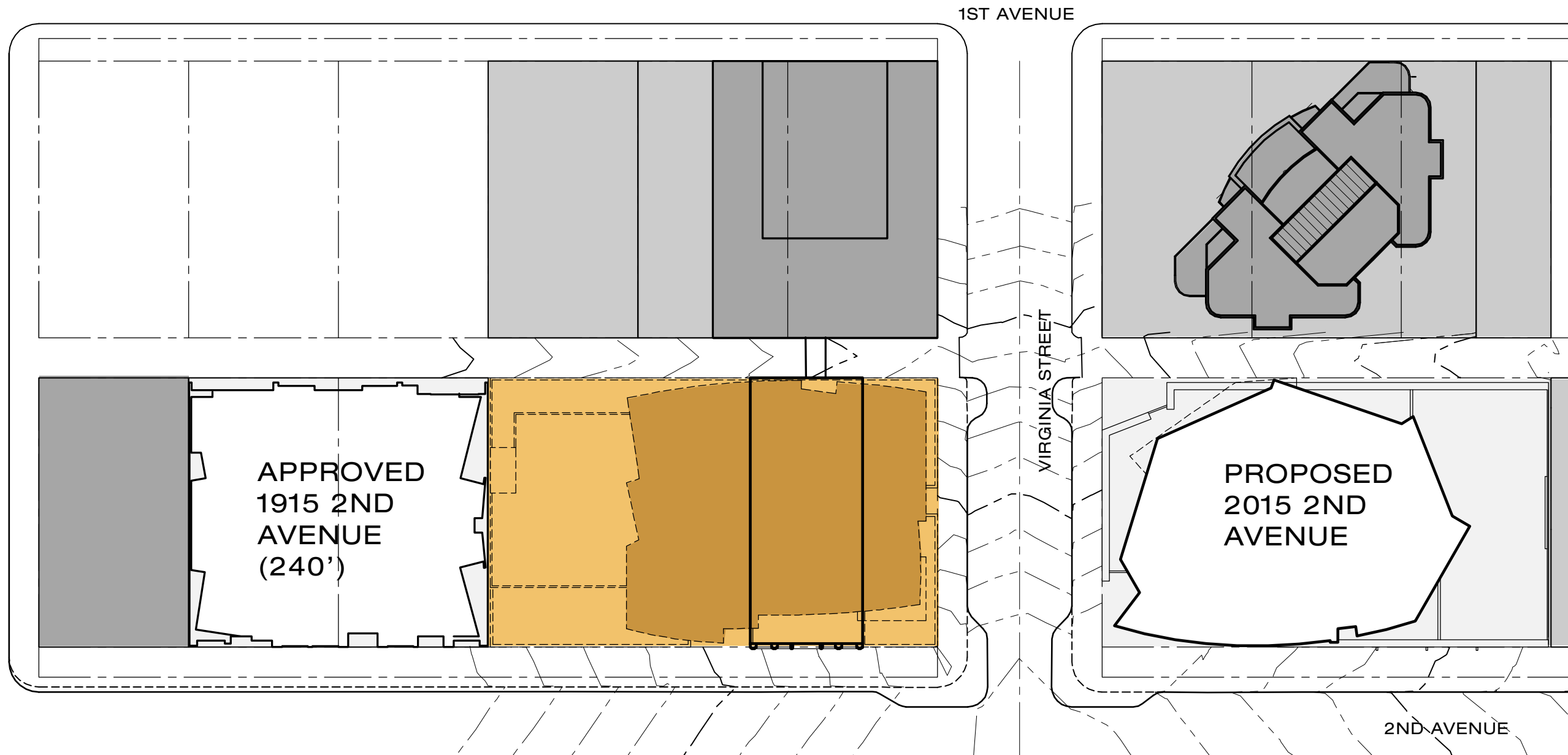
## TYPICAL TOWER PLAN EDG #2

- The Architectural Review Committee (ARC) has directed us to maximize the setback for the tower in order to expose more of the depth of the Terminal Sales Annex (TSA).
- Public comments made in EDG #1, and 2 on behalf of the 1915 project asked the applicant to try to maintain the separation between the two towers.
- At EDG #2, the board asked the applicant to try to maintain or increase the separation of our tower from the Virginia St. property line.

## TYPICAL PROPOSED TOWER PLAN

- The design team pushed the East façade back to the furthest extent that we could where the structure would not interfere with below grade parking. This exposes approximately 13'-6" of the south TSA façade. This move initiated some massing changes which include; elimination of the prow form at the corner of 2nd and Virginia, and stripping the east facade of massing depth.
- The design team looked at ways to increase this setback, however, the significant massing change directed by the ARC required that the massing hold firm on this dimension and add sf along this façade.
- The design team looked at ways to maintain or increase this setback, however, the significant massing change directed by the ARC required that the massing add sf along this facade. The setback from property line was reduced by 22 feet. However, the massing significantly steps back from the corner of 2nd and Virginia both in the north-south and east-west direction. This move reduces the perceived impact of the tower at the corner, and opens the corner up for the OPT and 2015 2nd Avenue Projects in terms of light and air.





## 1931 2ND AVENUE

- Landmarks Board determined that the Terminal Sales Annex is a Landmark structure.
- The project team has presented four times to the Architectural Review Committee (ARC).
- The massing has evolved due to recommendations by the ARC on how best to preserve the character of the landmark structure.
- The project team has tried to balance the direction of the EDG #1 and 2 with that of the ARC, resulting in positive changes. Specifically, the façade has been significantly pushed back from 2nd Avenue to meet ARC expectations. This forced the massing to push back out towards Virginia reducing the setback from EDG #2 to 4'-6". However, the reduction in massing at the corner of 2nd and Virginia is significant and beneficial to neighboring projects across Virginia Street as light and air corridors are opened up.
- The base is evolving as a contemporary expression of historic office typology. Both expressing a contemporary architecture and responding to historic context, while maintaining a secondary façade hierarchy to the TSA.
- The project is evolving with it's own character, thus reducing the "twin" effect of the early massing studies.

## 2015 2ND AVENUE

Presented to Downtown DRB on 6.24.08  
Design was approved with administrative conditions.





EDG 2 [ 11.28.07 ]



ARC MEETING #2 [ 3.28.08 ]



ARC MEETING #4 [ 7.11.08 ]







EDG 2 [ 11.28.07 ]

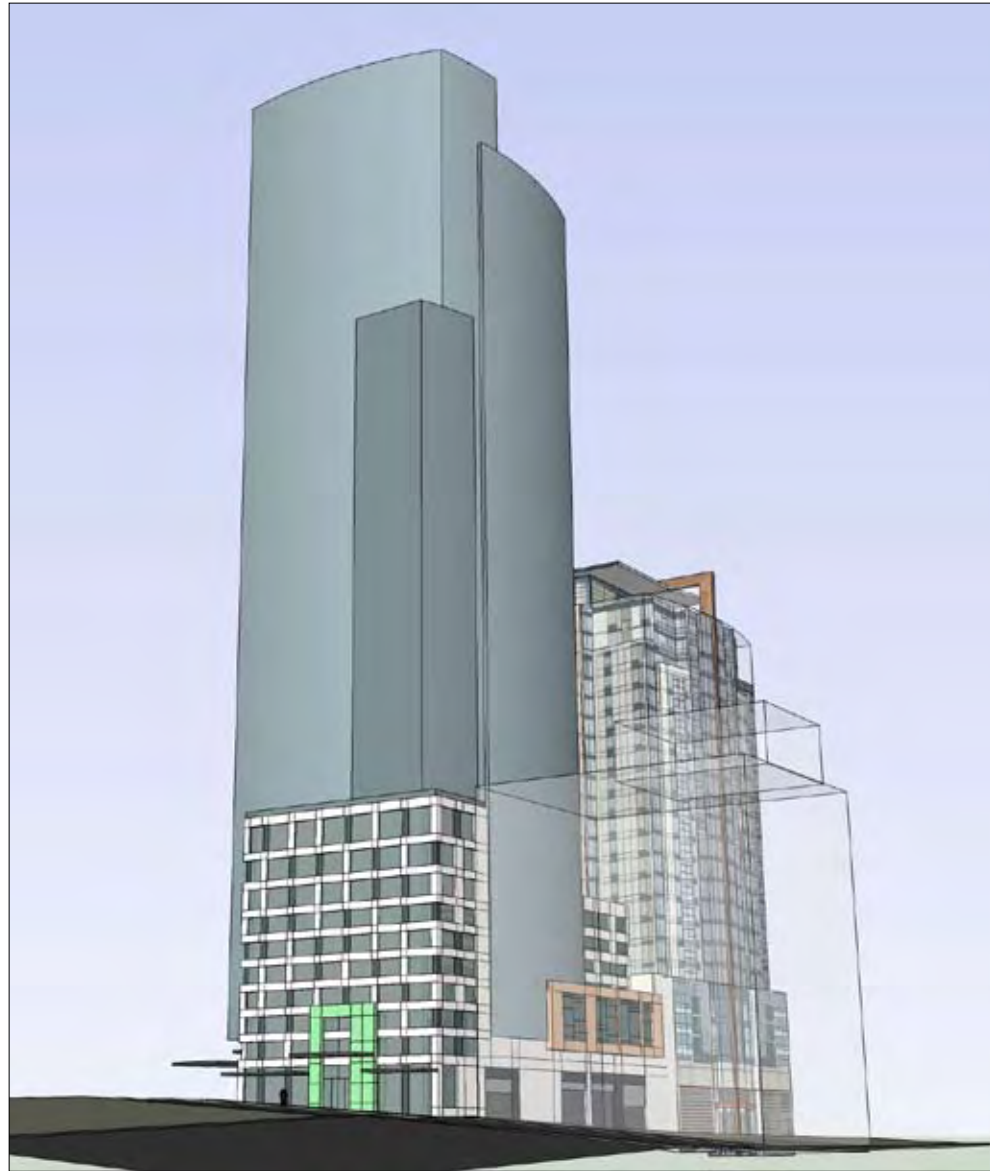


ARC MEETING #2 [ 3.28.08 ]



ARC MEETING #4 [ 7.11.08 ]





EDG 2 [ 11.28.07 ]

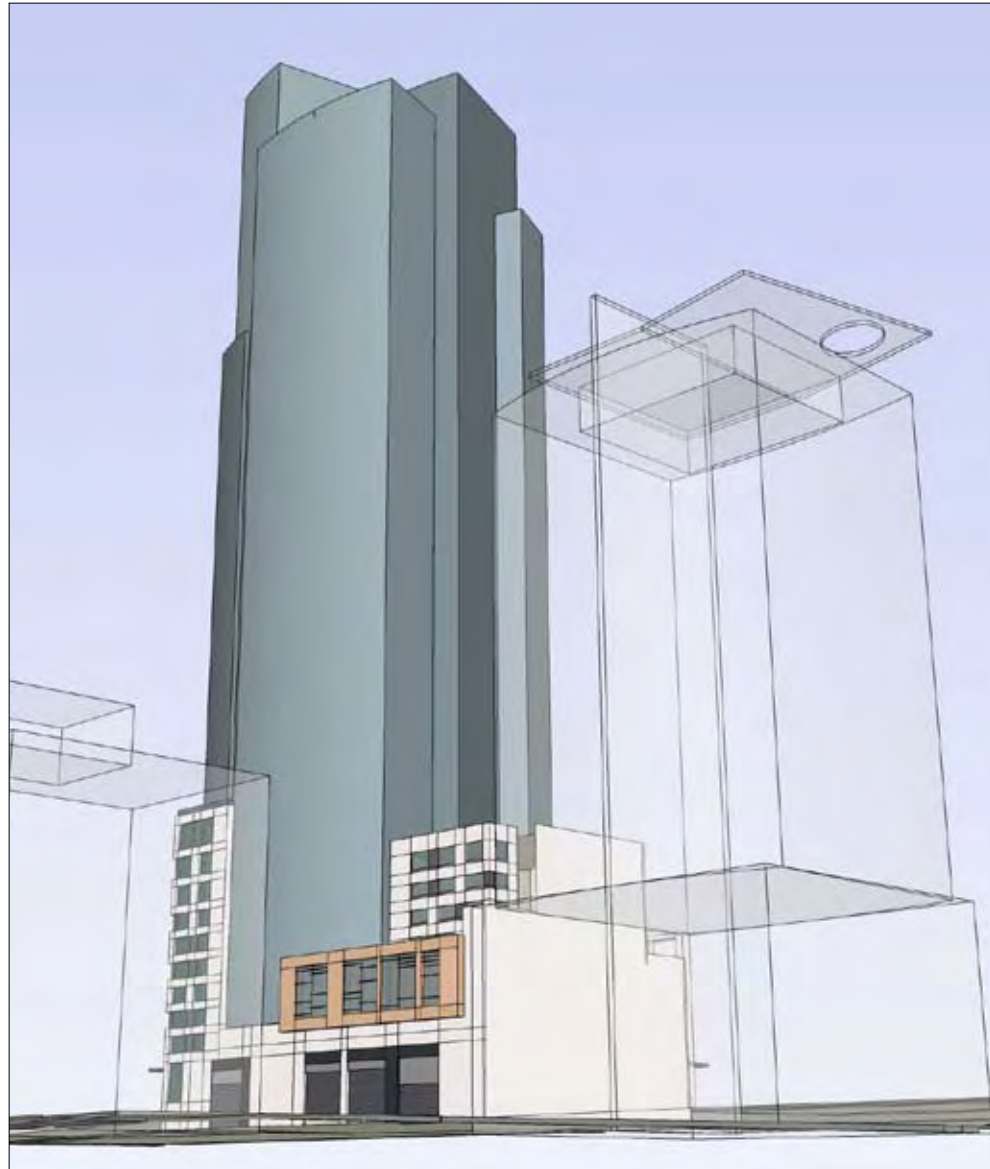


ARC MEETING #2 [ 3.28.08 ]



ARC MEETING #4 [ 7.11.08 ]

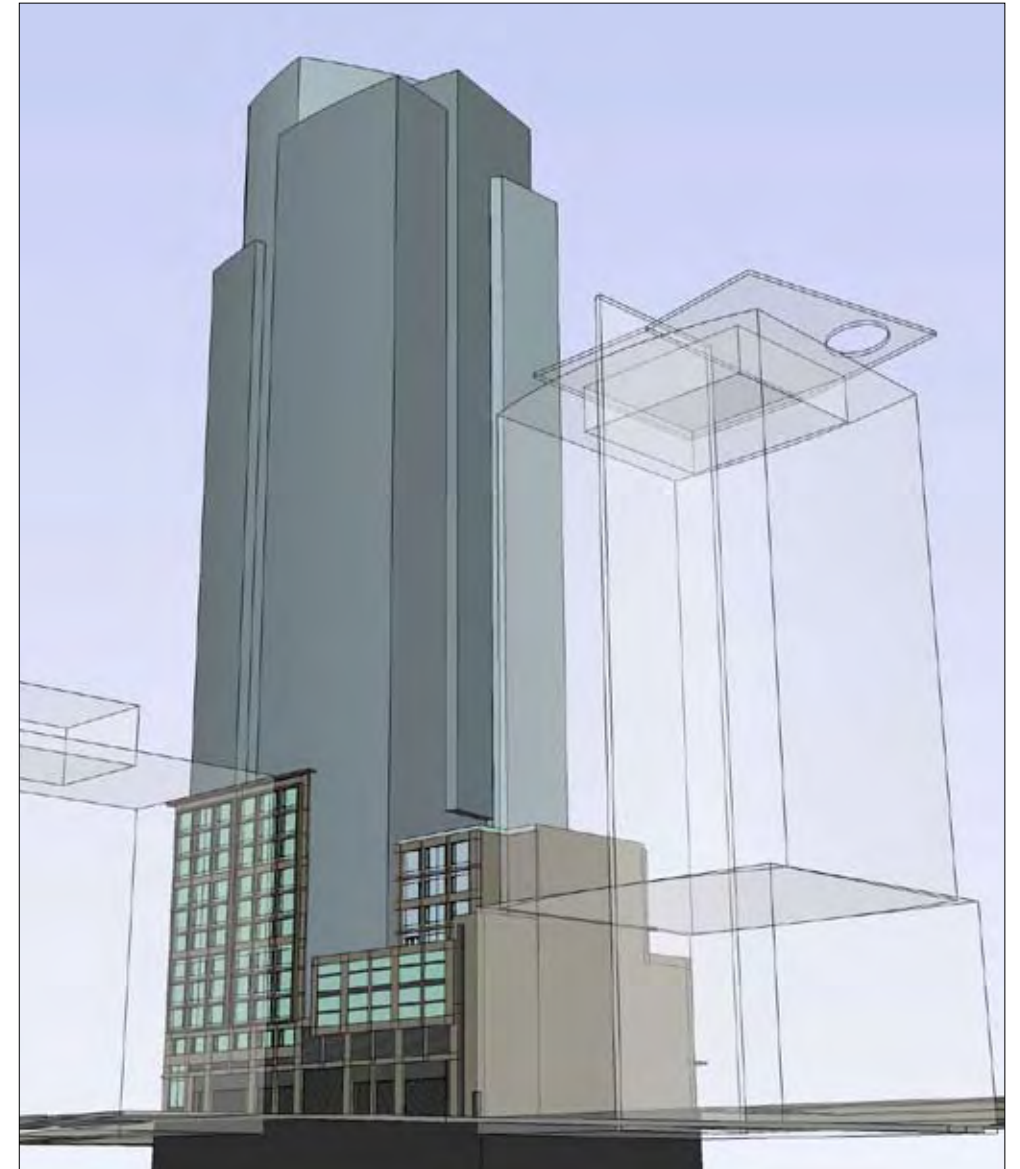




EDG 2 [ 11.28.07 ]



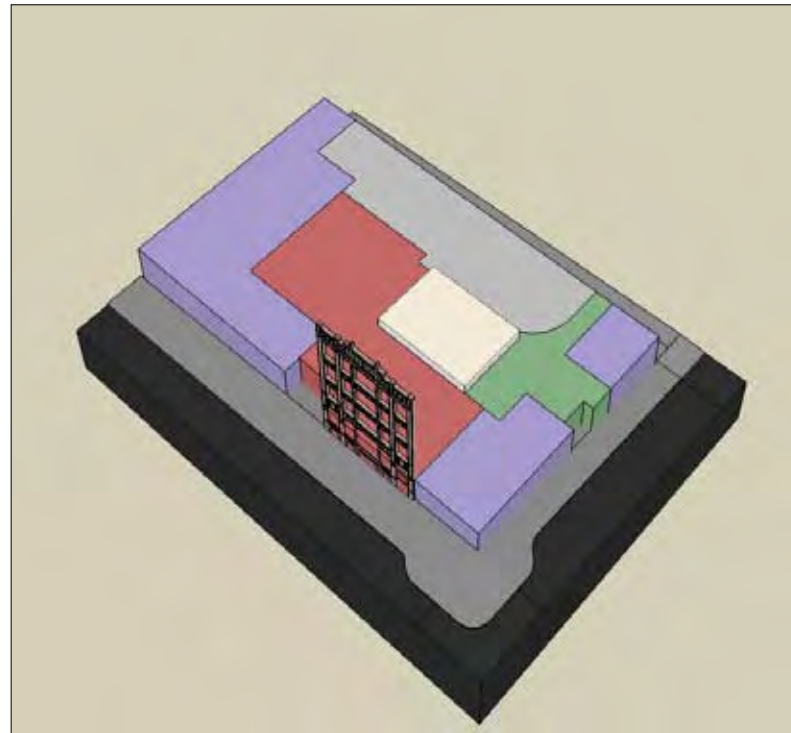
ARC MEETING #2 [ 3.28.08 ]



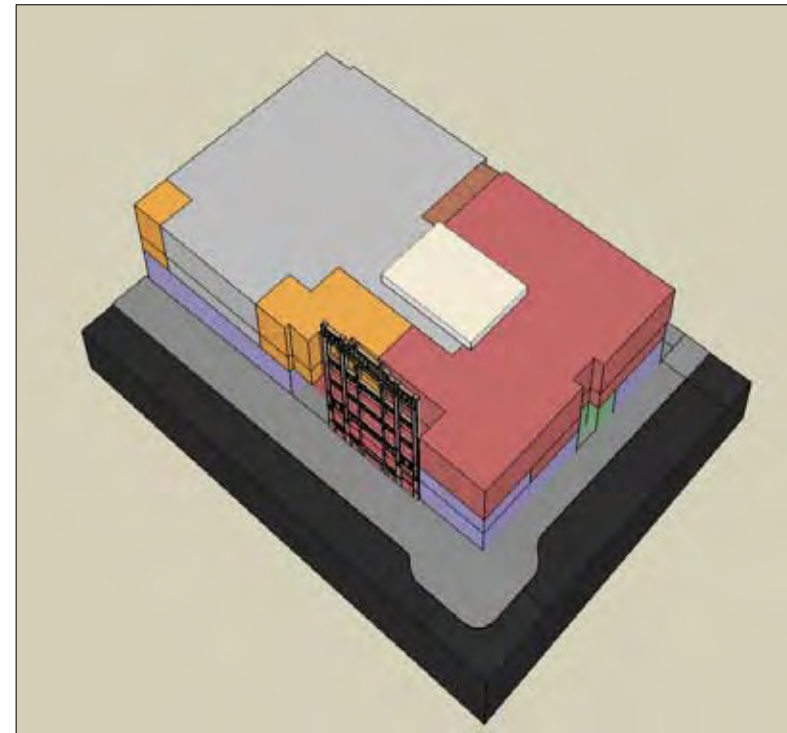
ARC MEETING #4 [ 7.11.08 ]



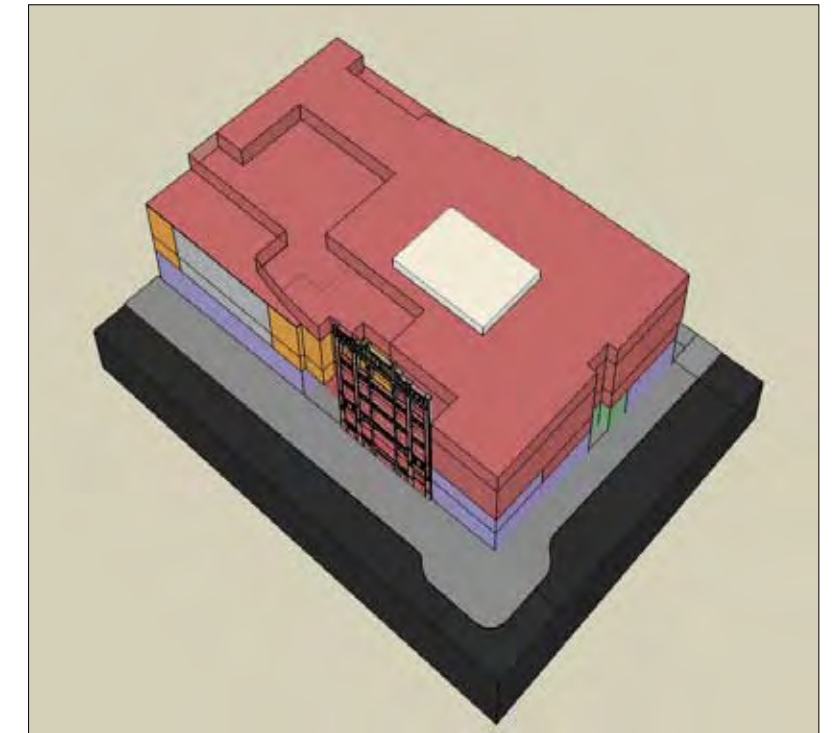
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- HOTEL KEYS / LOBBY
- RETAIL / RESTAURANT
- AMENITY
- WORK STUDIO
- STORAGE
- PARKING
- MECHANICAL / BUILDING SERVICES
- CORE / CIRCULATION



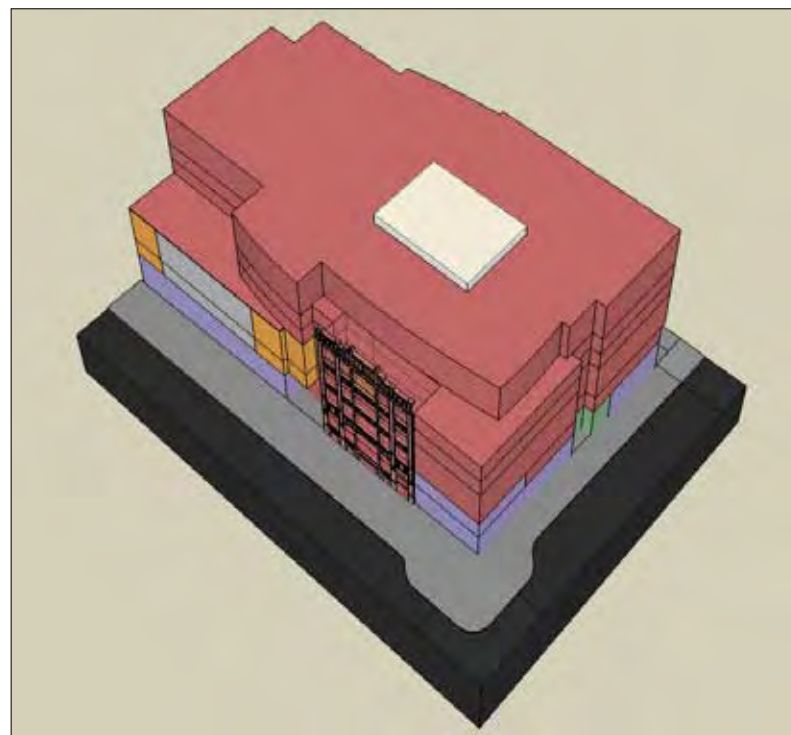
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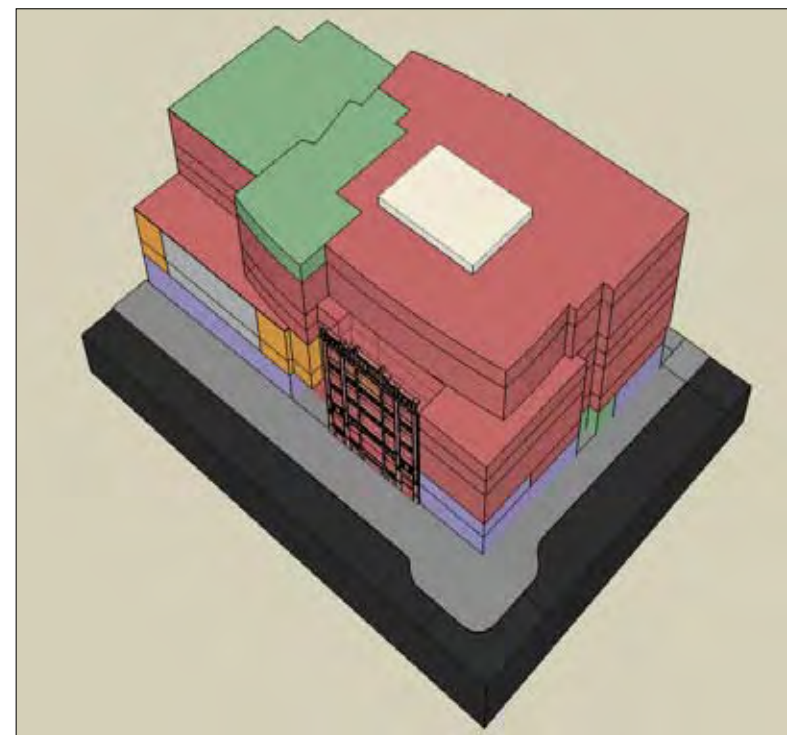
LEVEL 3-4 (2 SIM.)



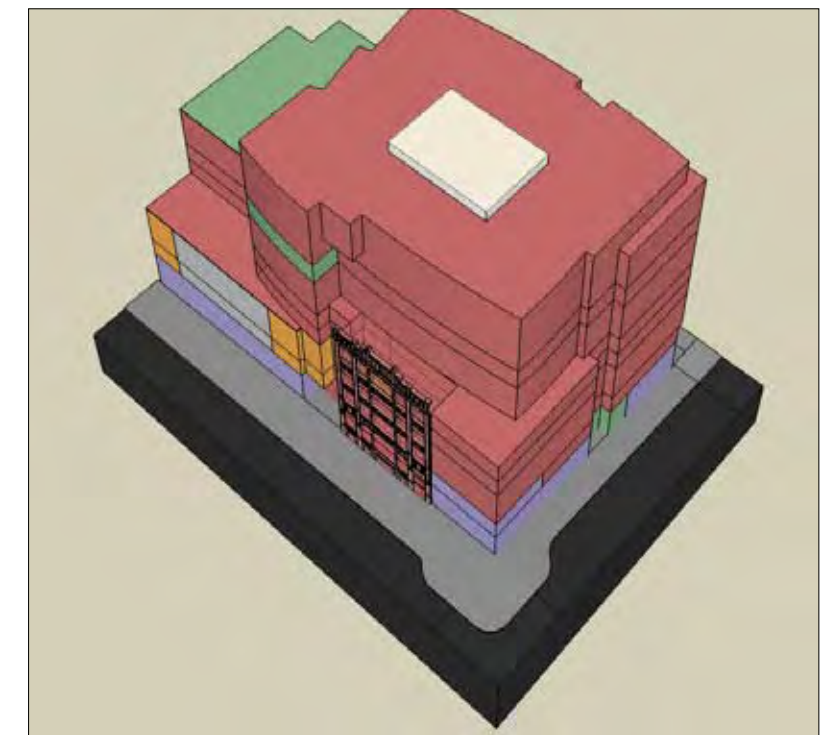
LEVEL 5



LEVEL 7-8



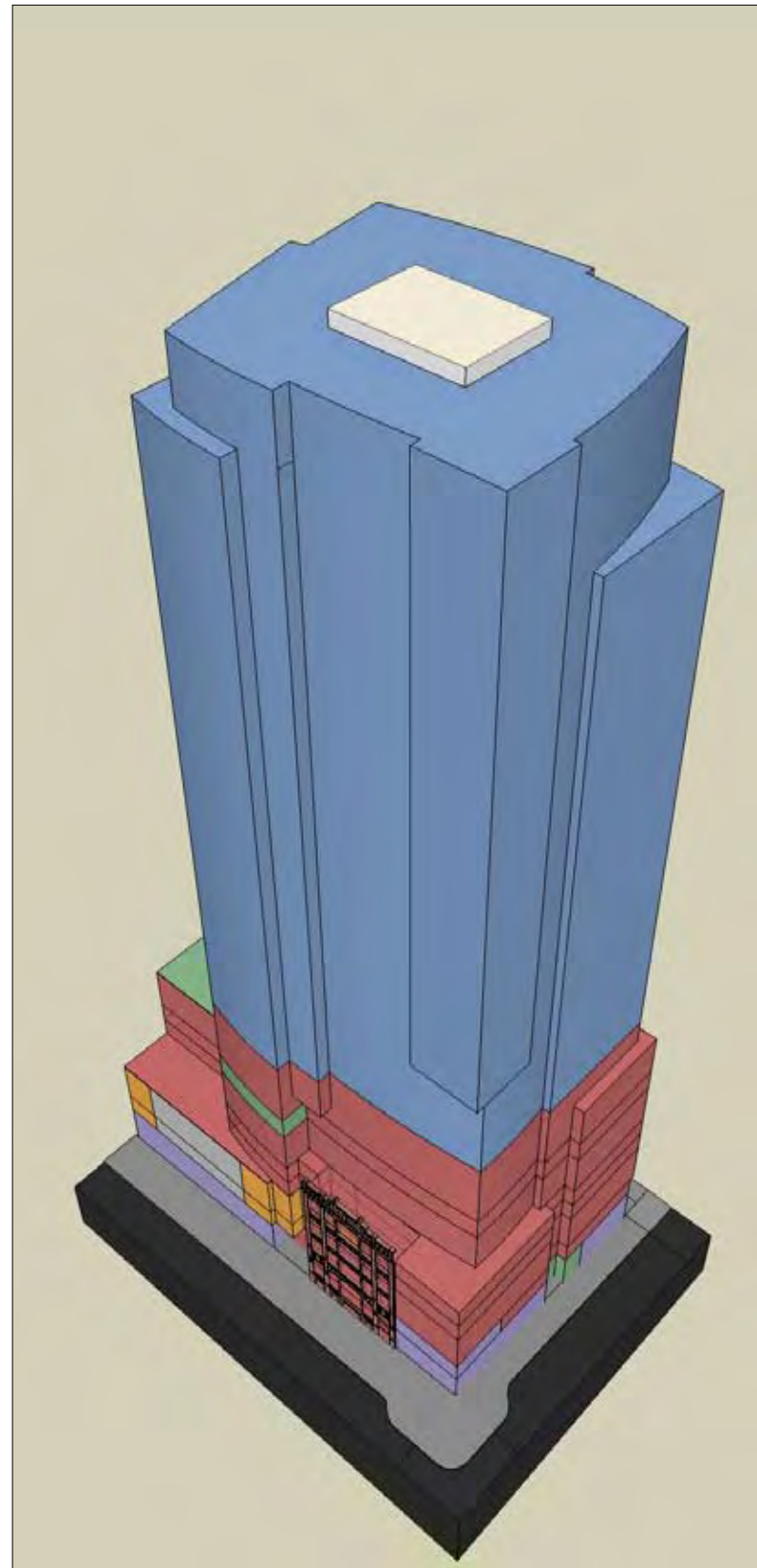
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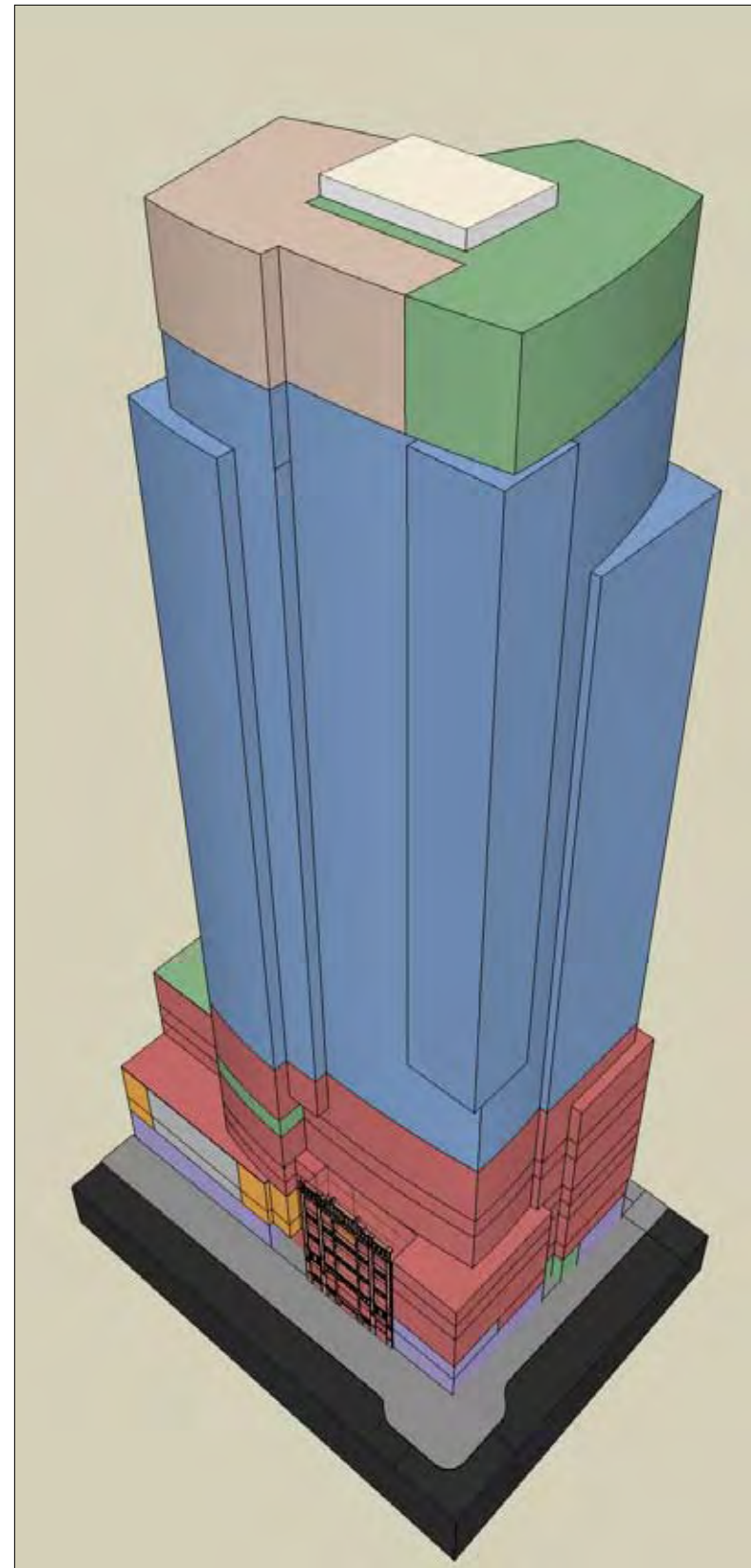
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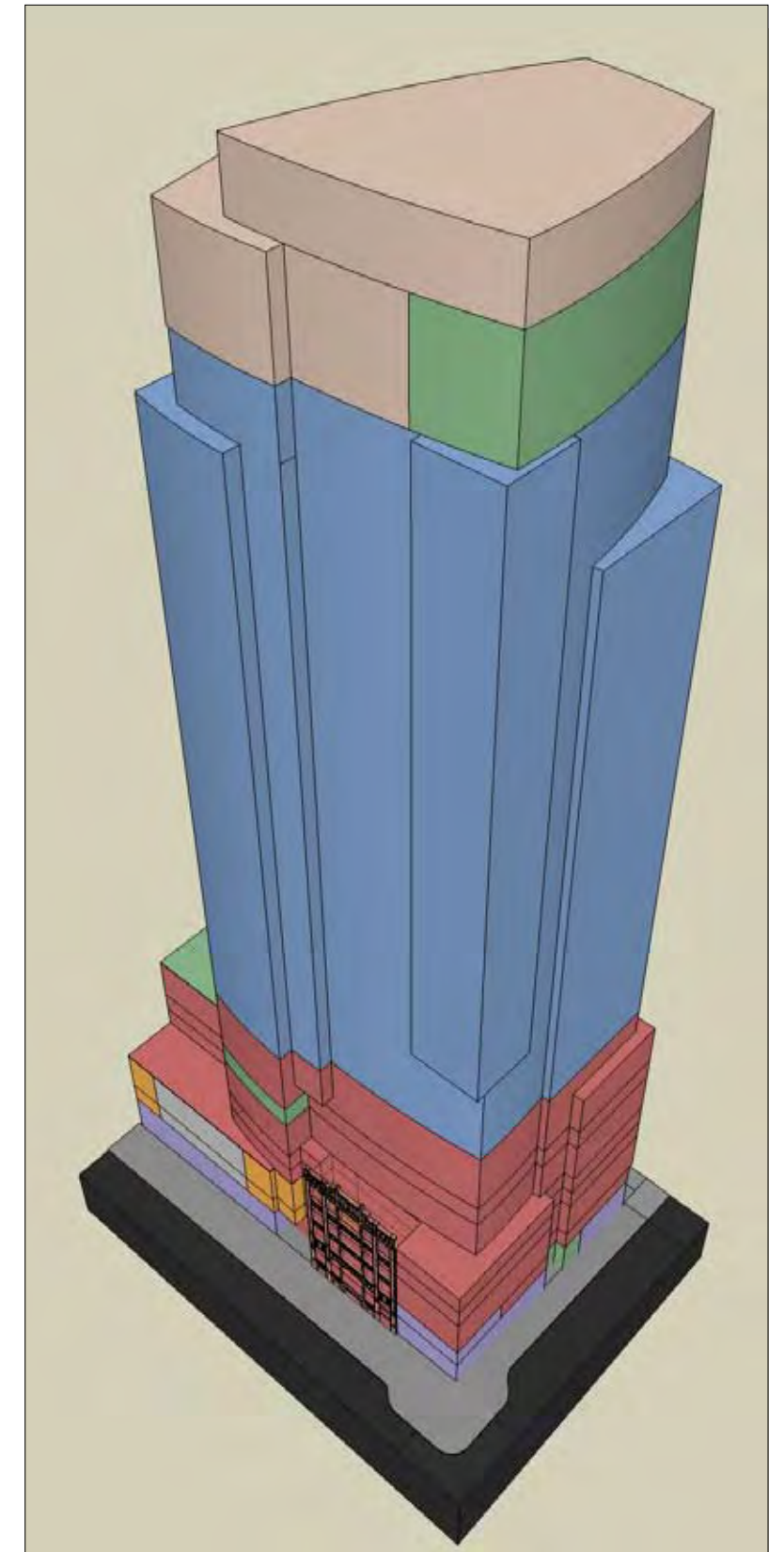
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- MECHANICAL / BUILDING SERVICES
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LEVEL 8-39



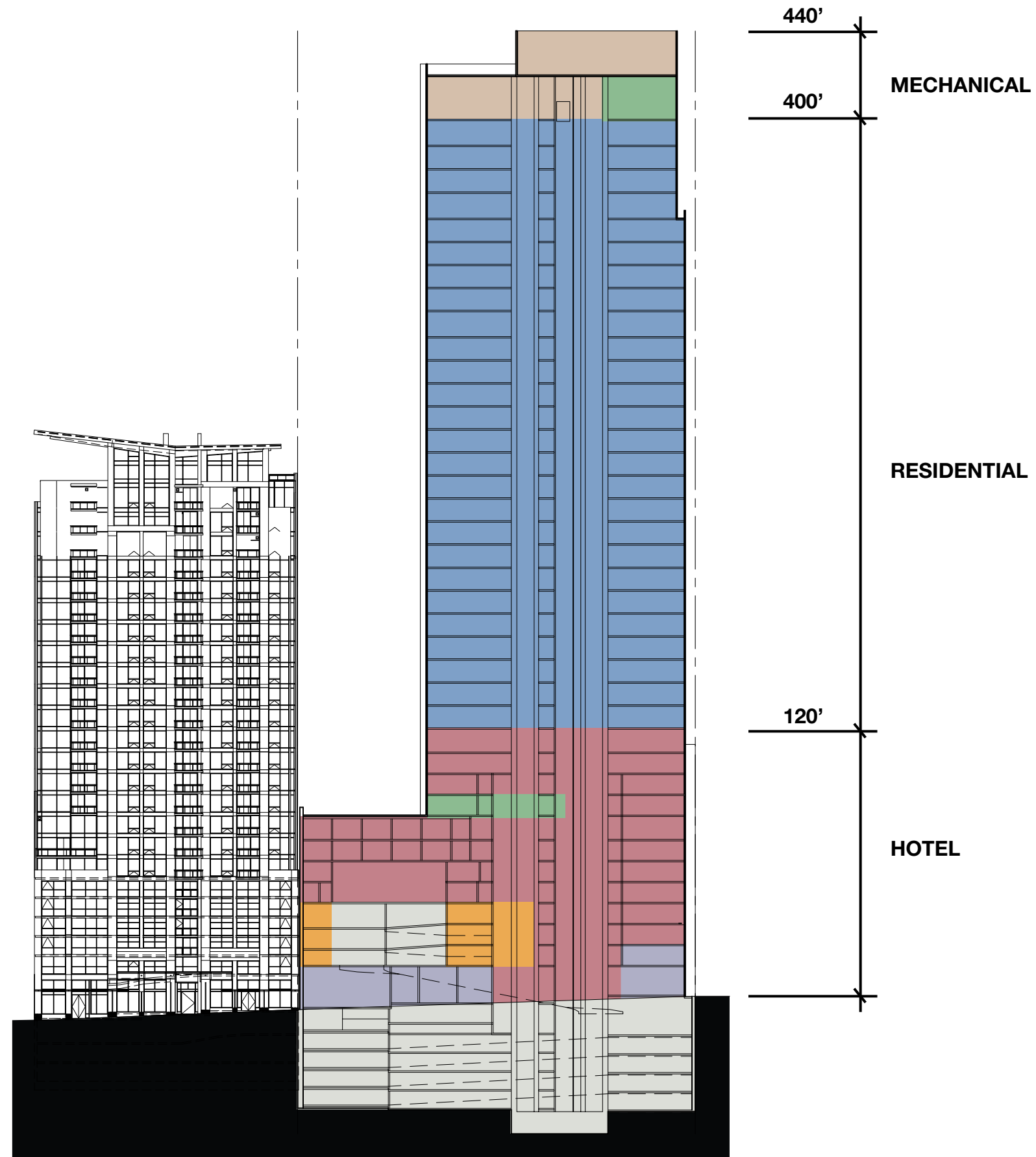
ROOF 1



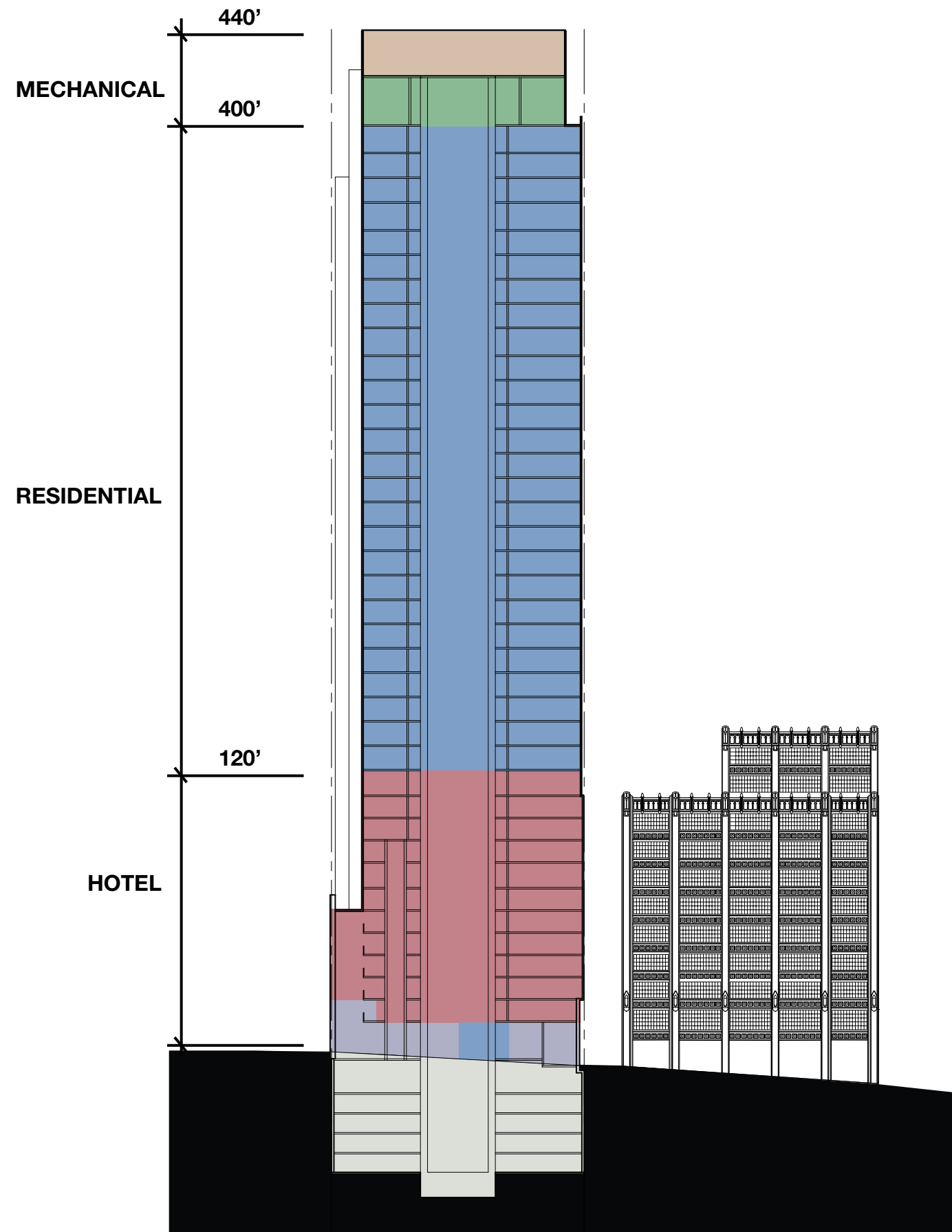
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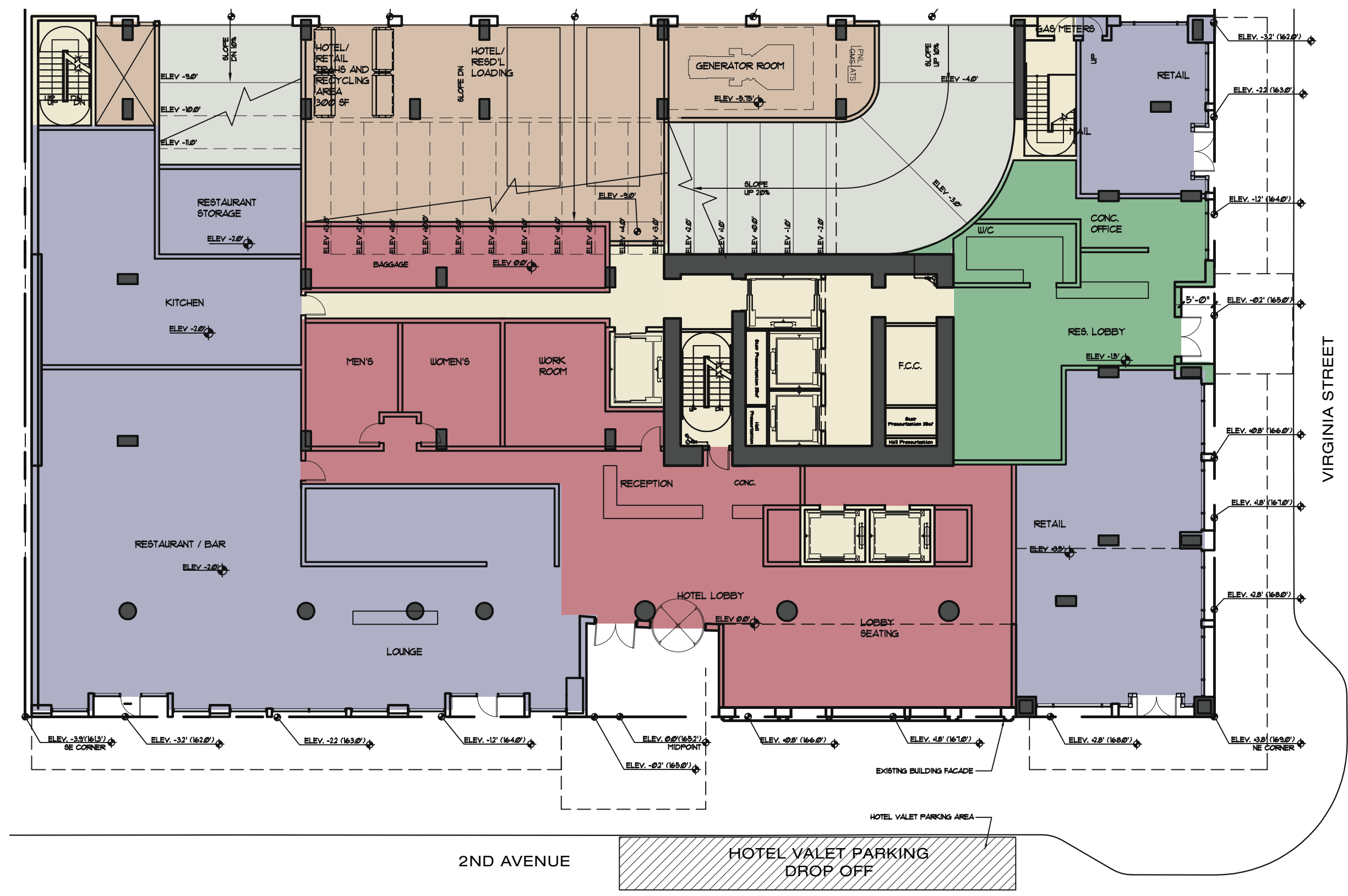
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- MECHANICAL / BUILDING SERVICES
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- RESIDENTIAL / LOBBY
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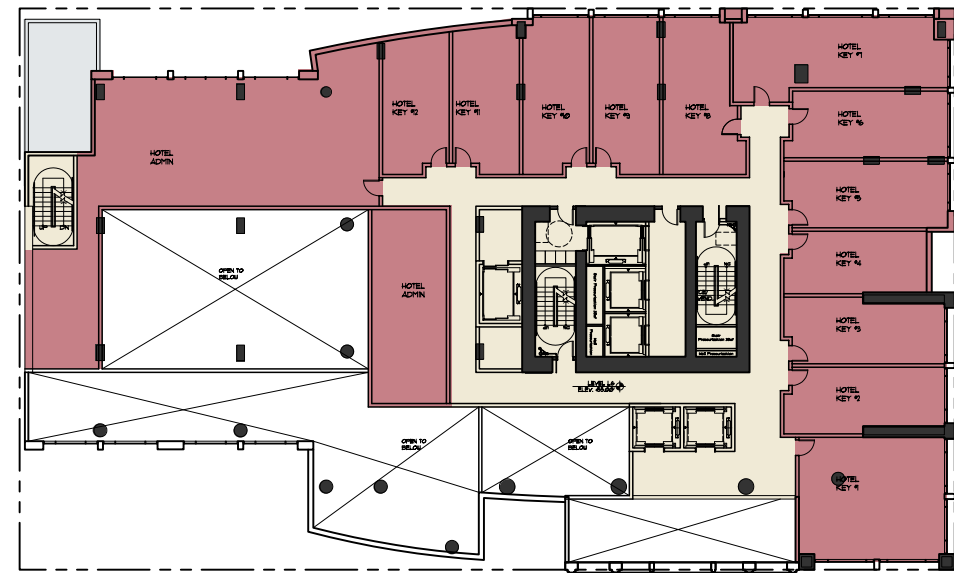
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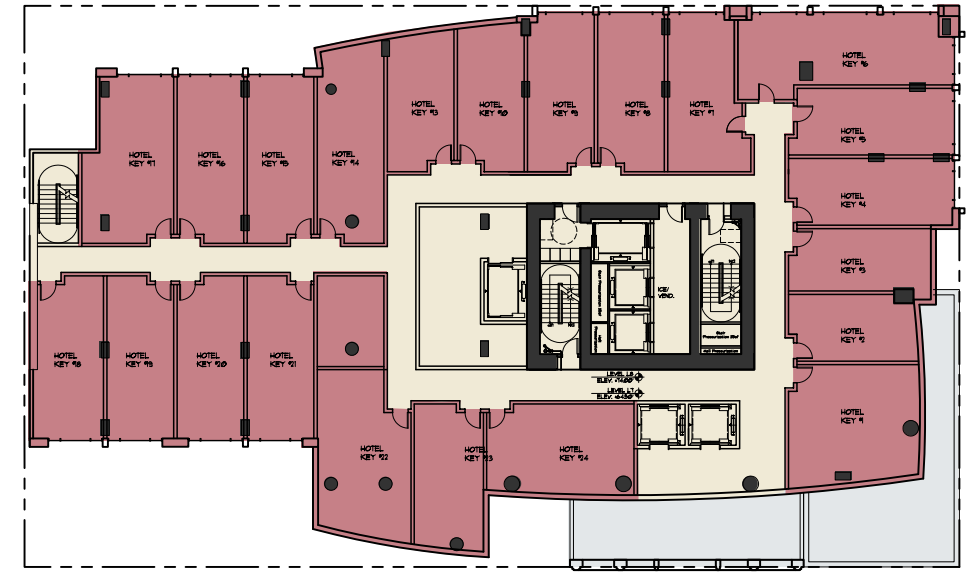
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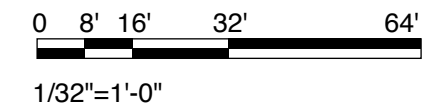
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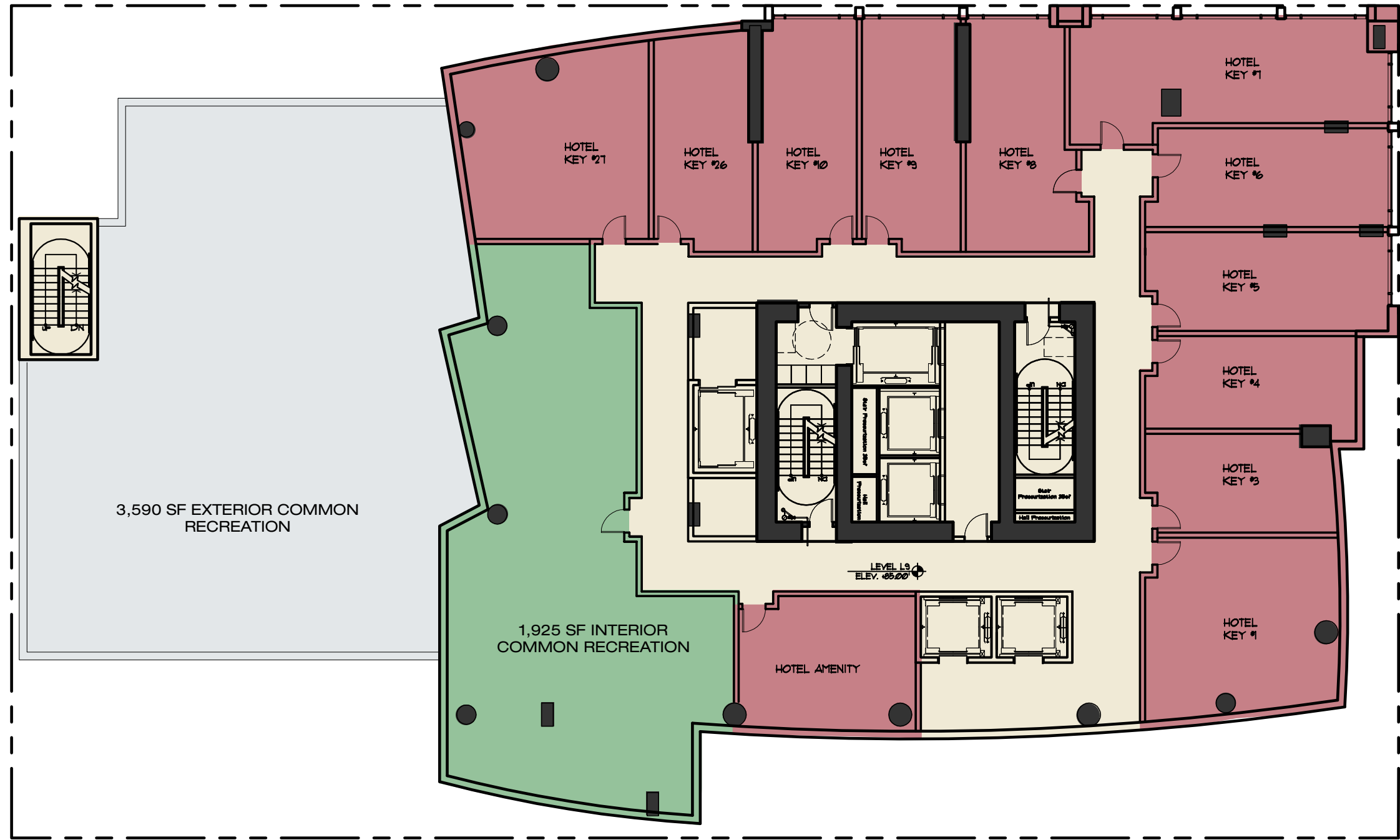
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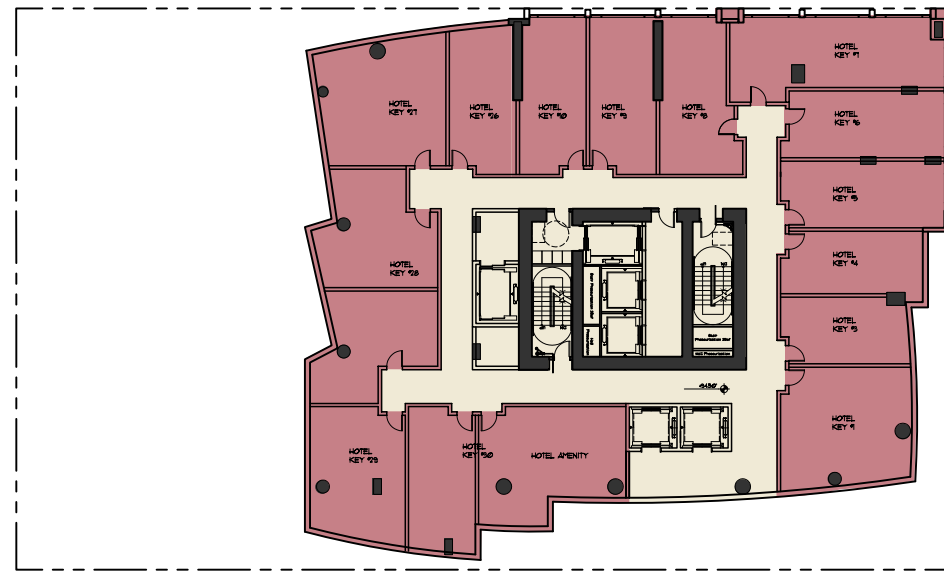
LEVELS 7-8



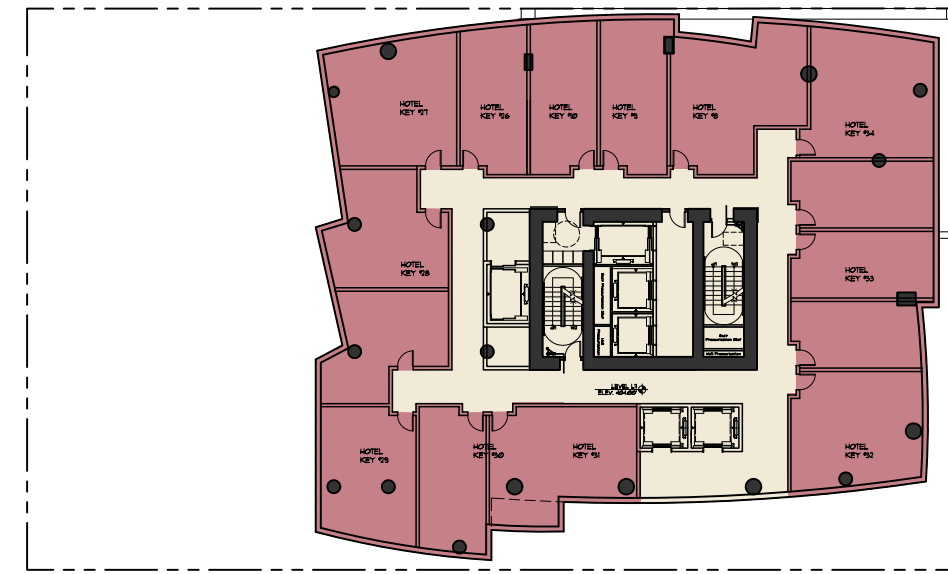
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- MECHANICAL / BUILDING SERVICES
- CORE / CIRCULATION



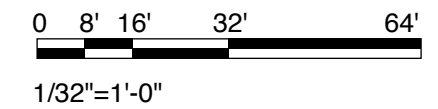
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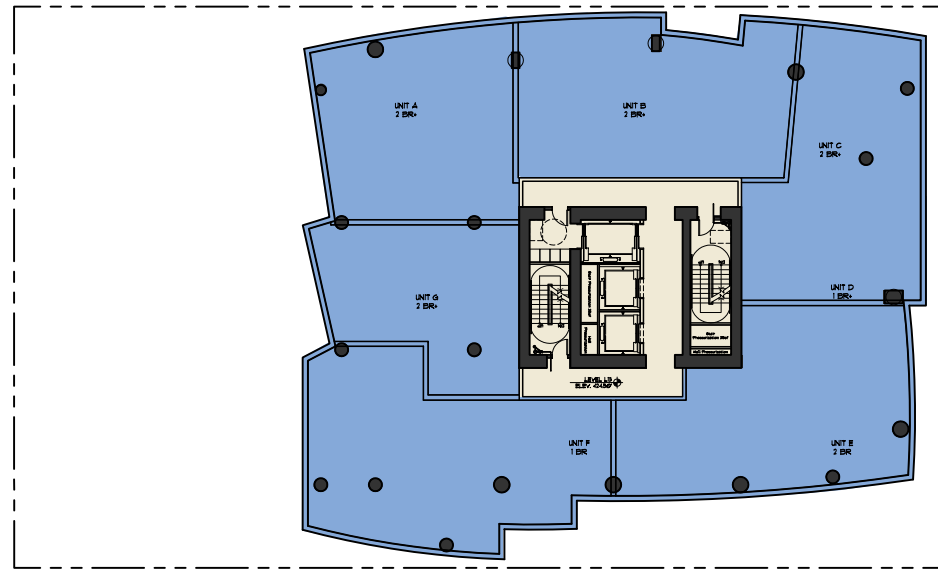
LEVELS 10-11



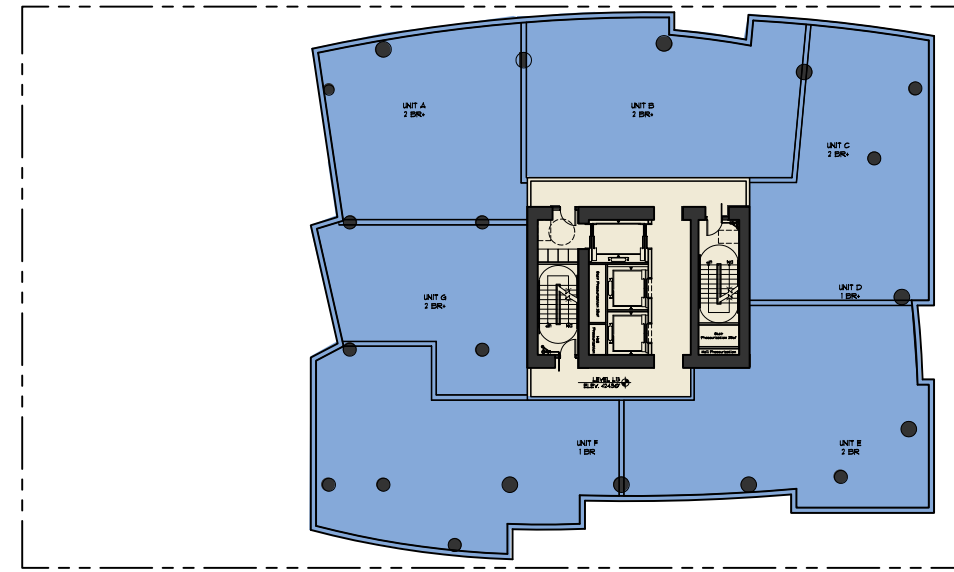
LEVELS 12



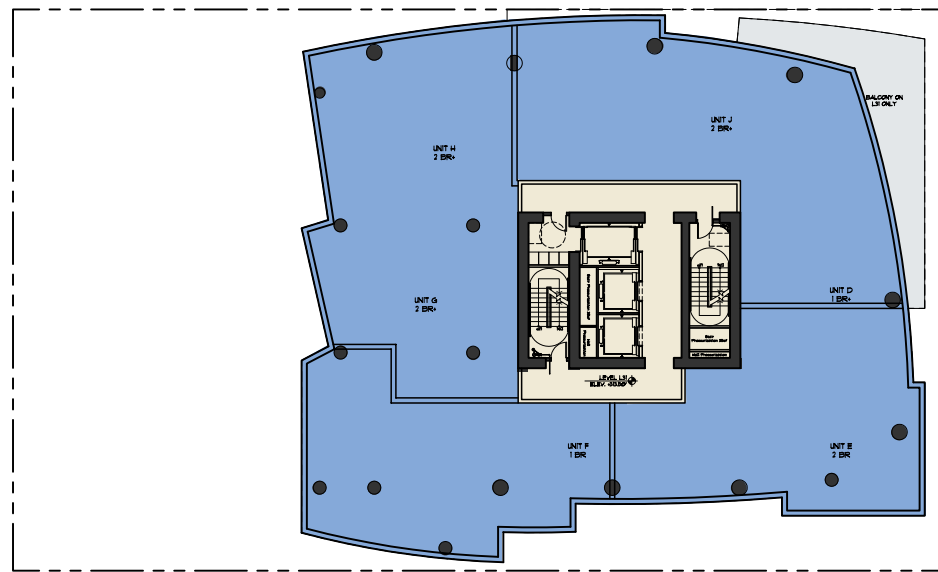
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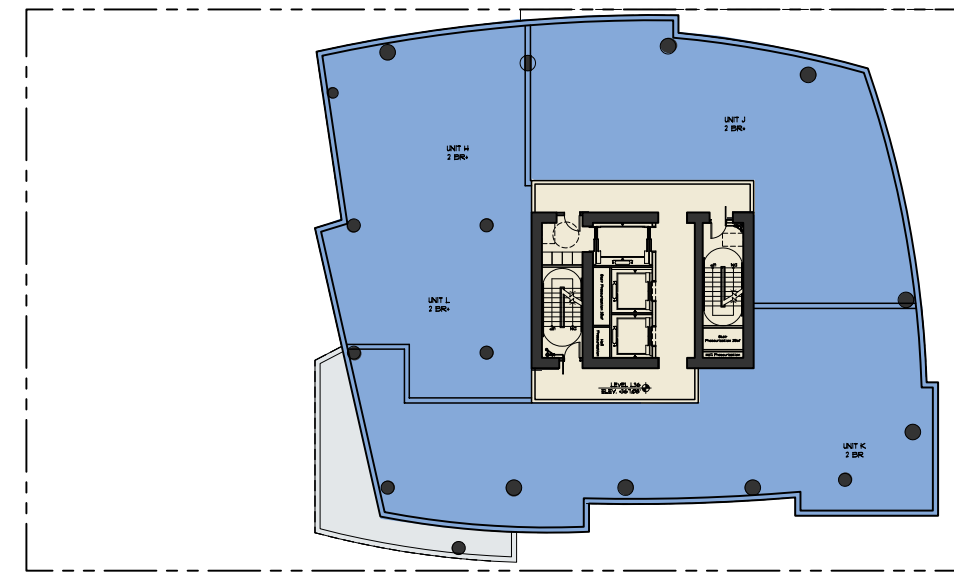
LEVELS 13-17



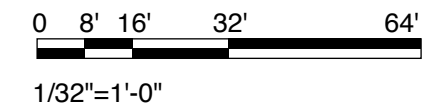
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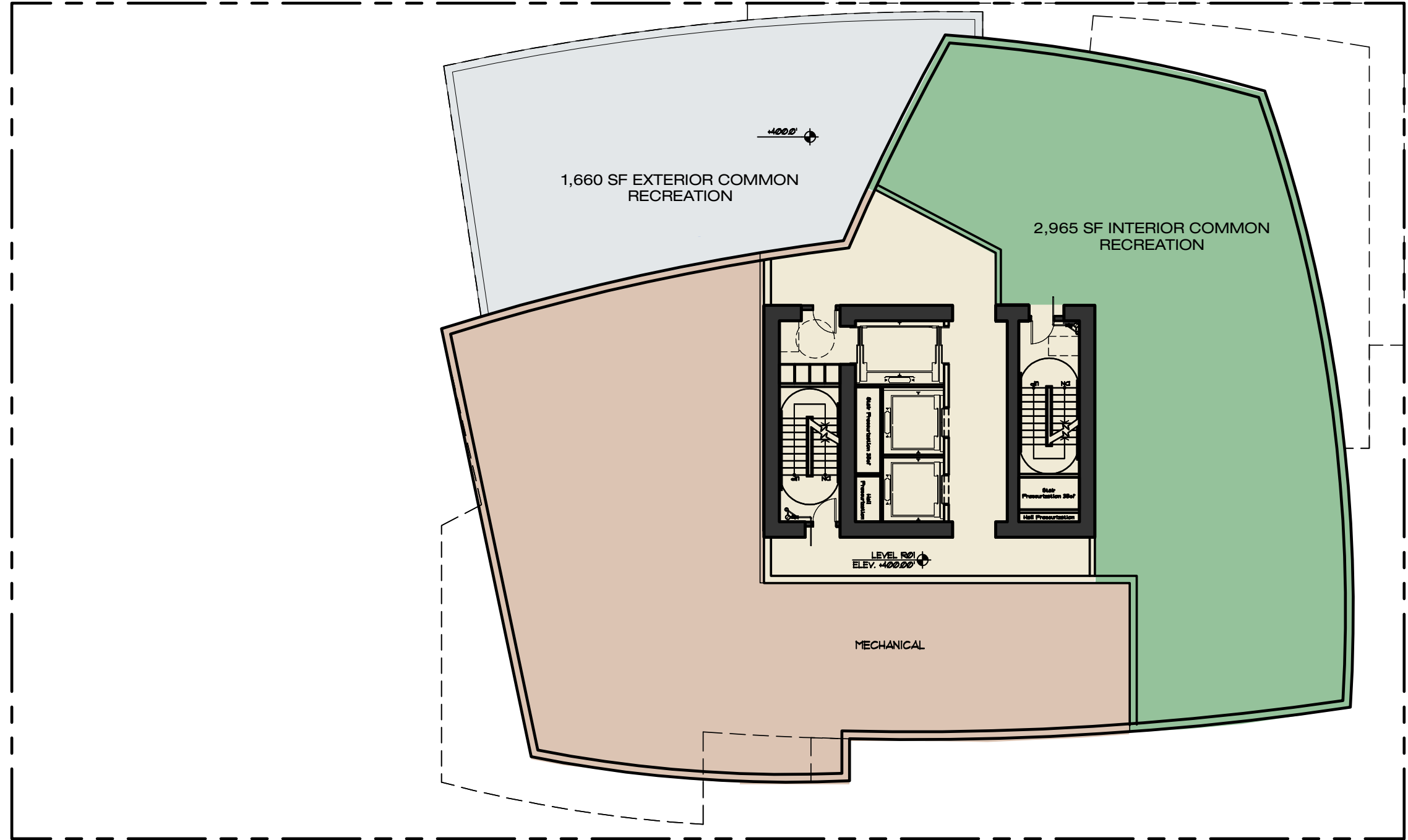
LEVELS 35-36

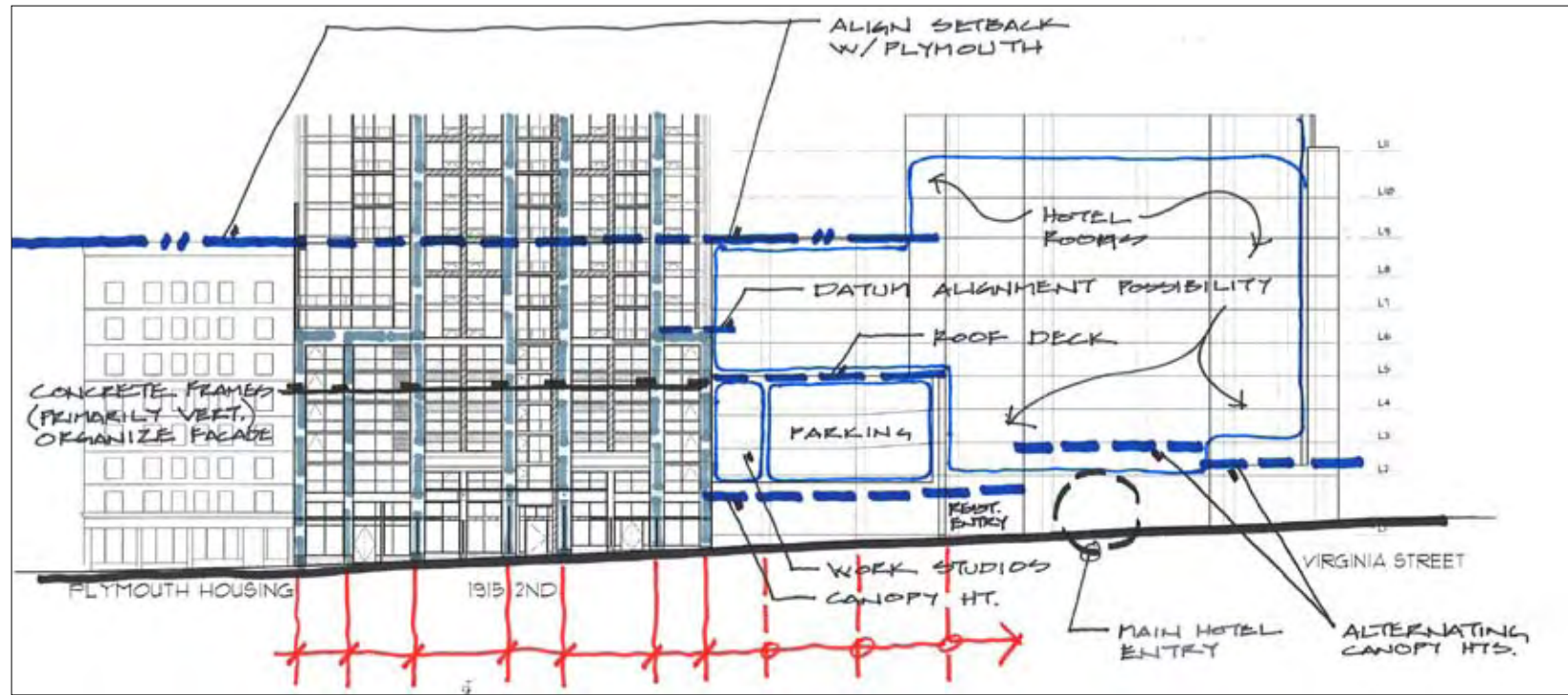


LEVELS 37-38

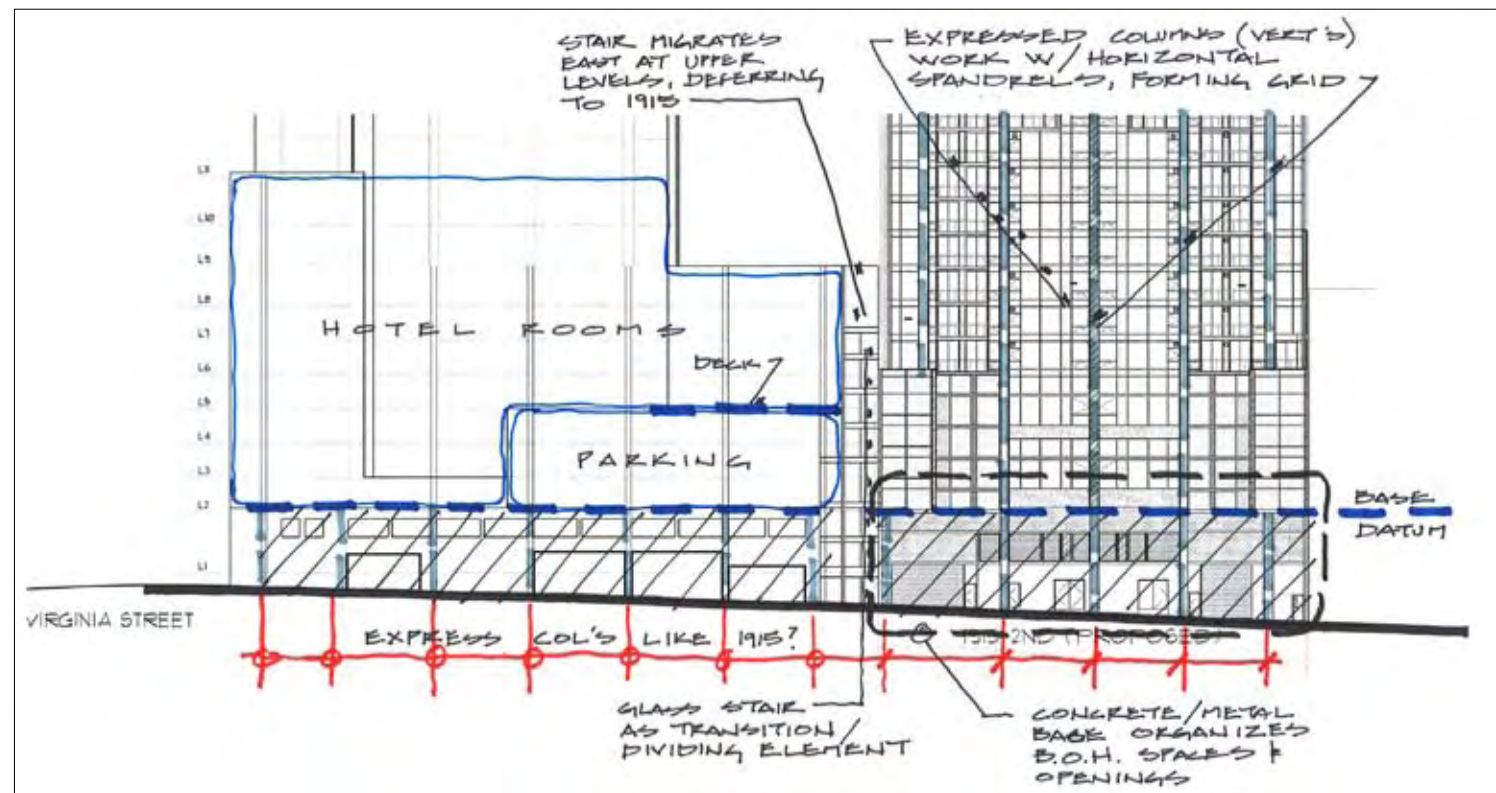


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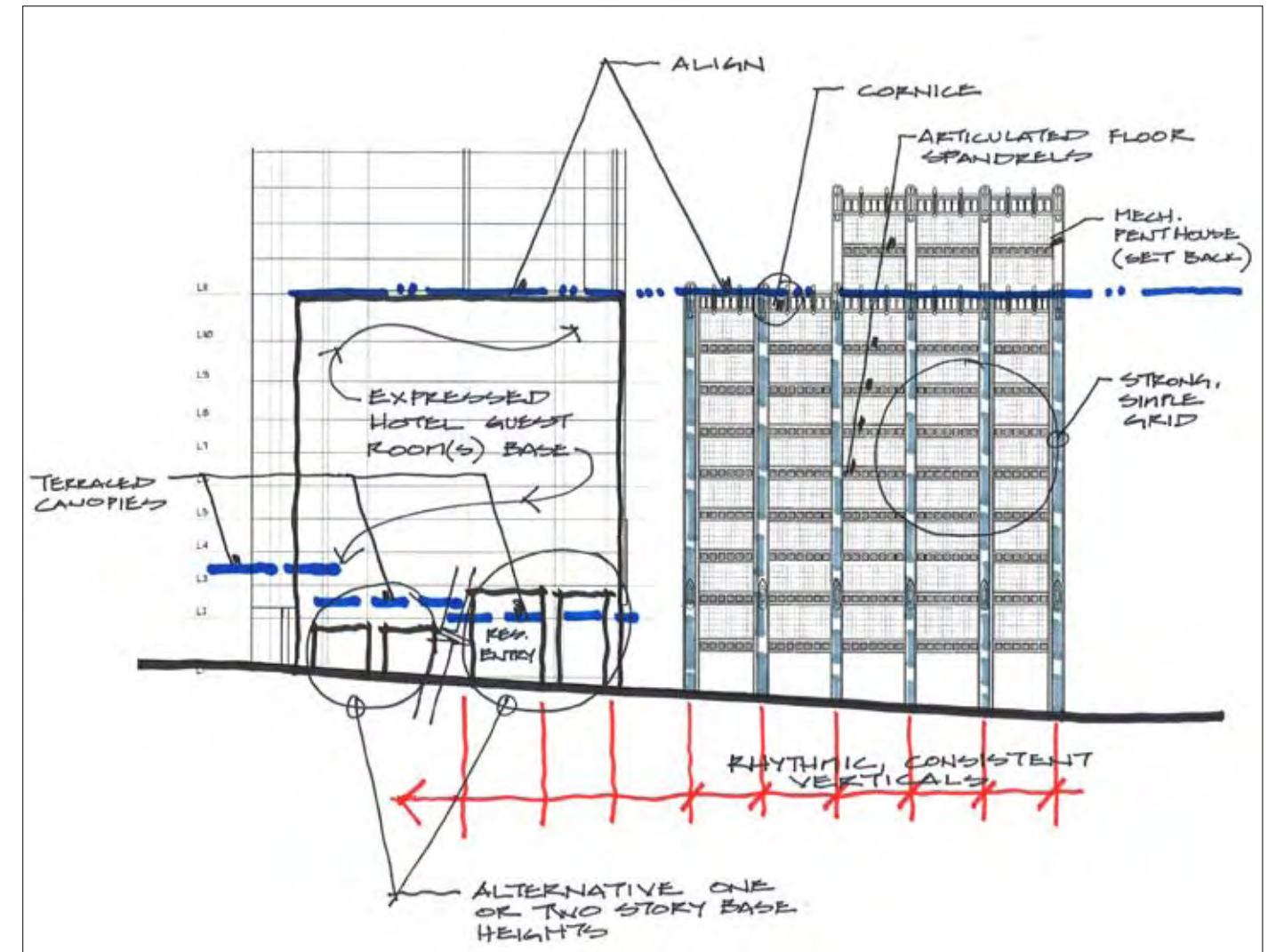




2ND AVENUE ELEVATION STUDY



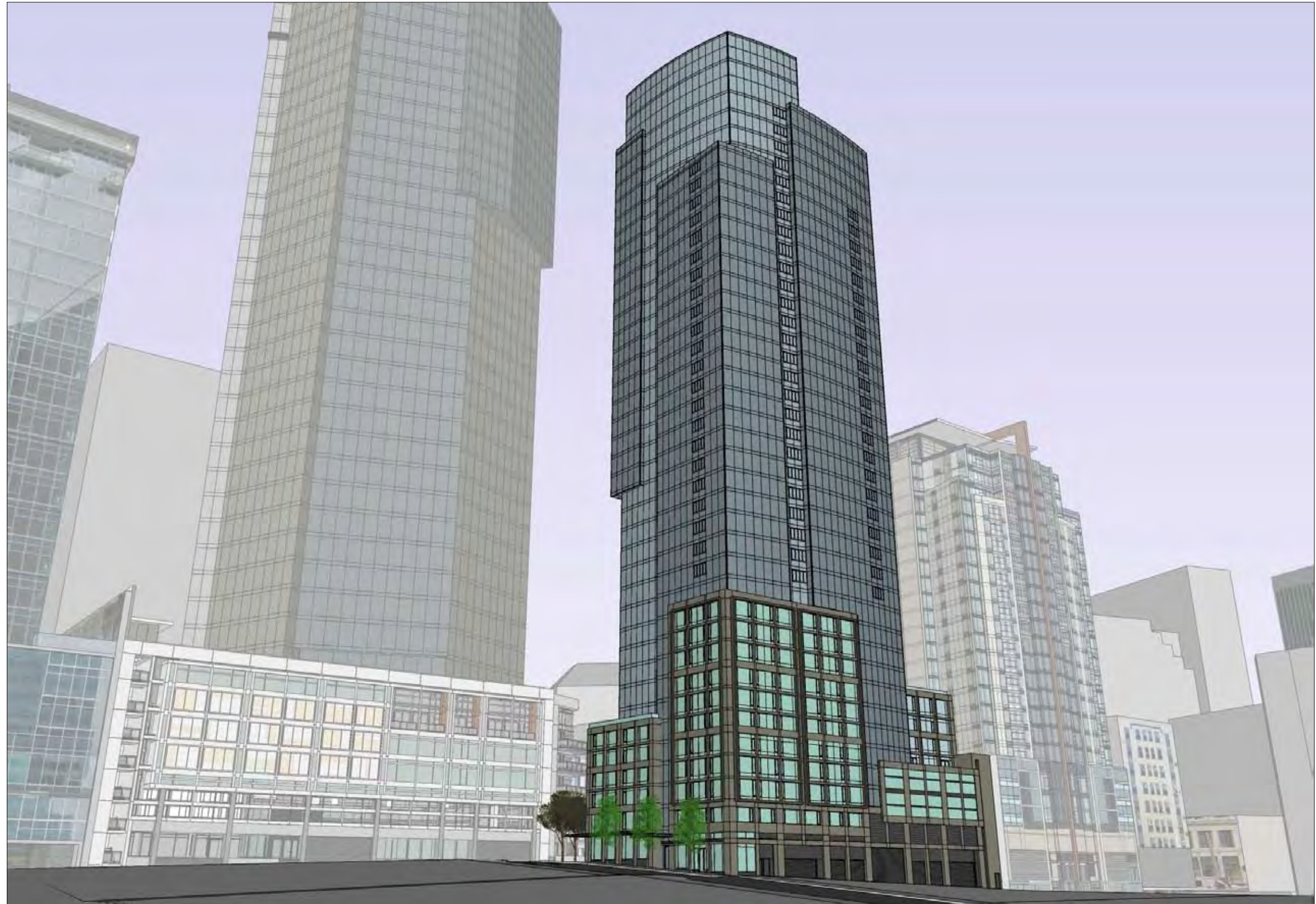
ALLEY ELEVATION STUDY



TERMINAL SALES BUILDING ANALYSIS







**NOTE:**  
TERMINAL SALES  
BUILDING AND O.P.T.  
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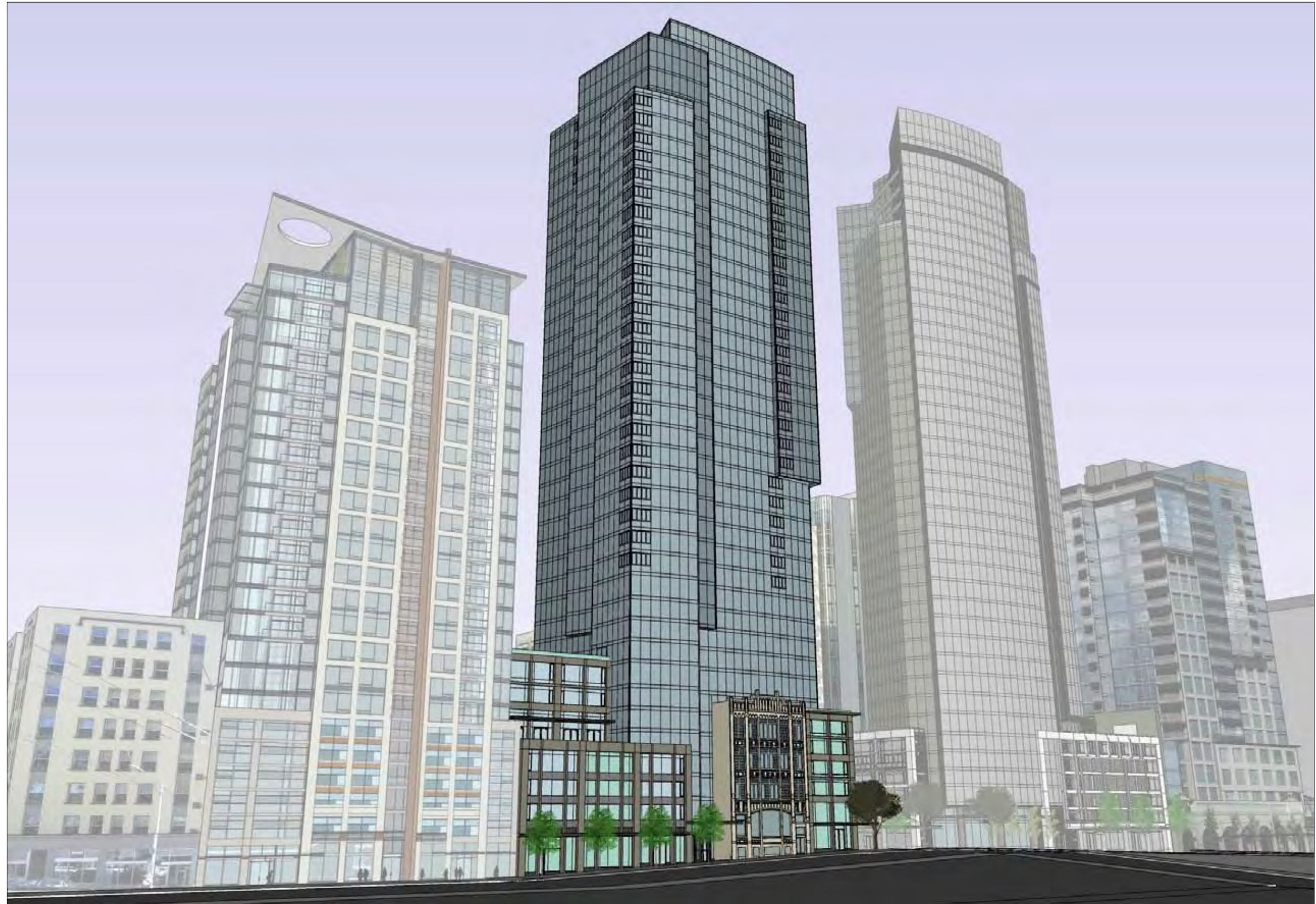


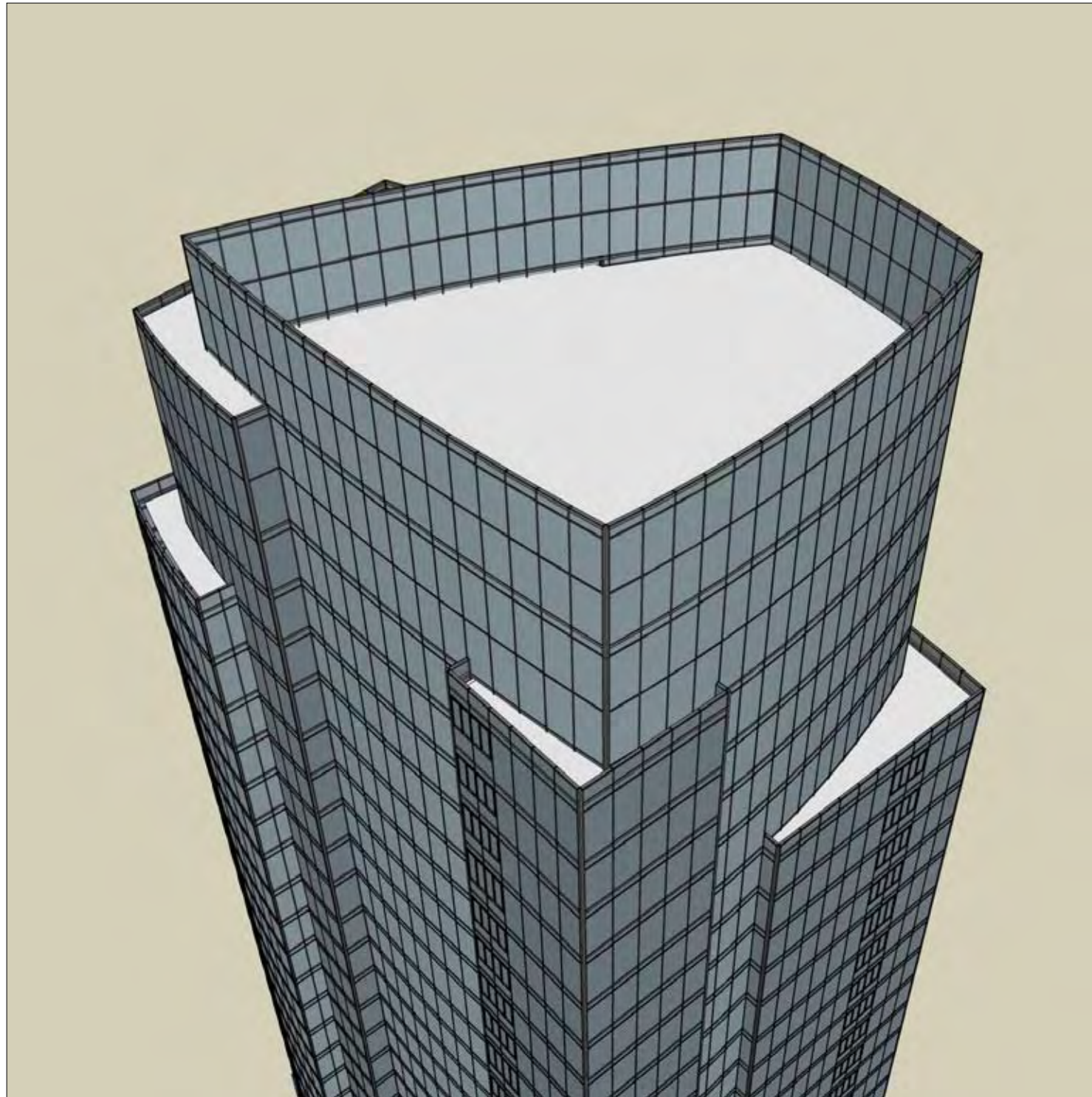




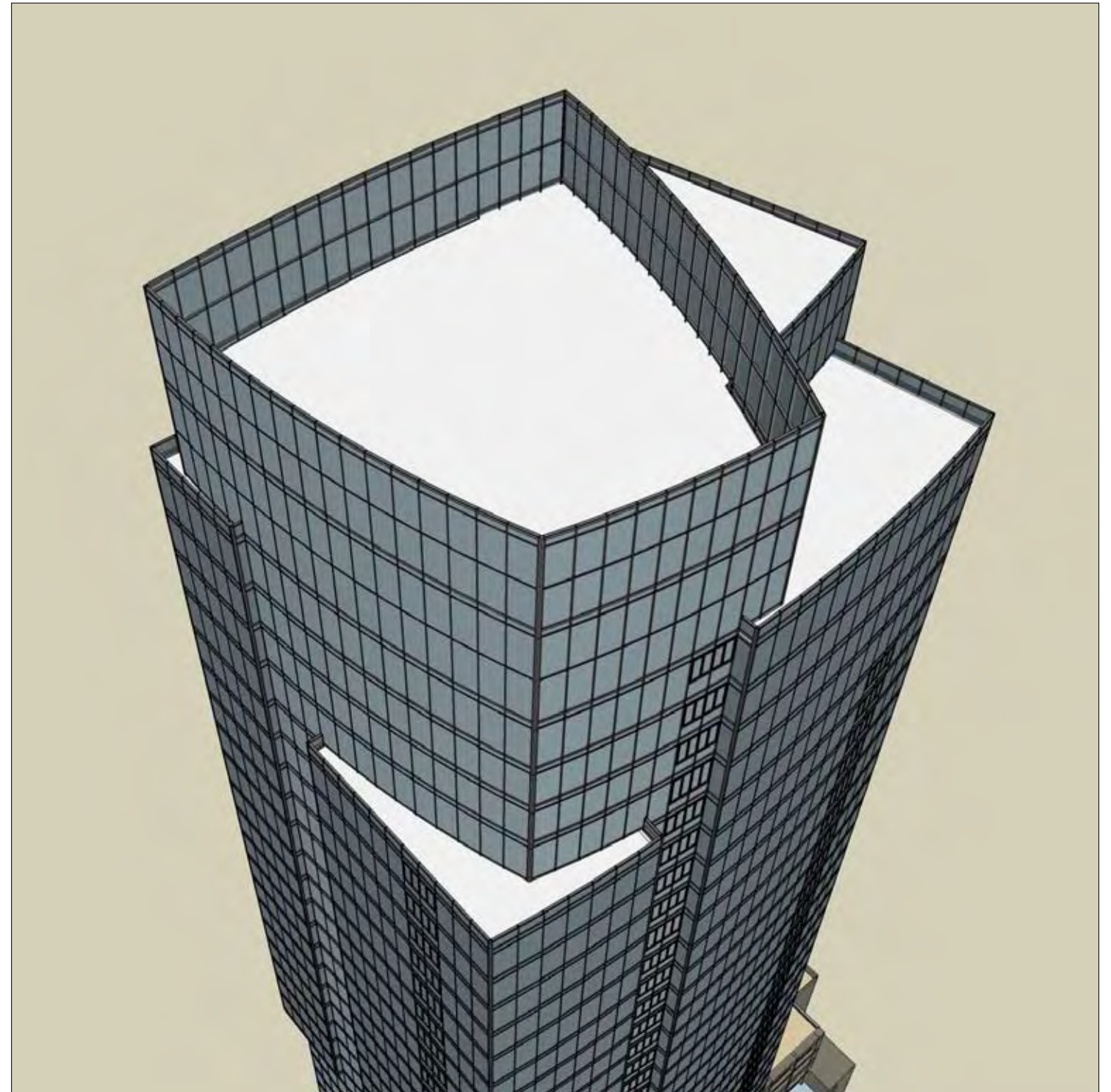
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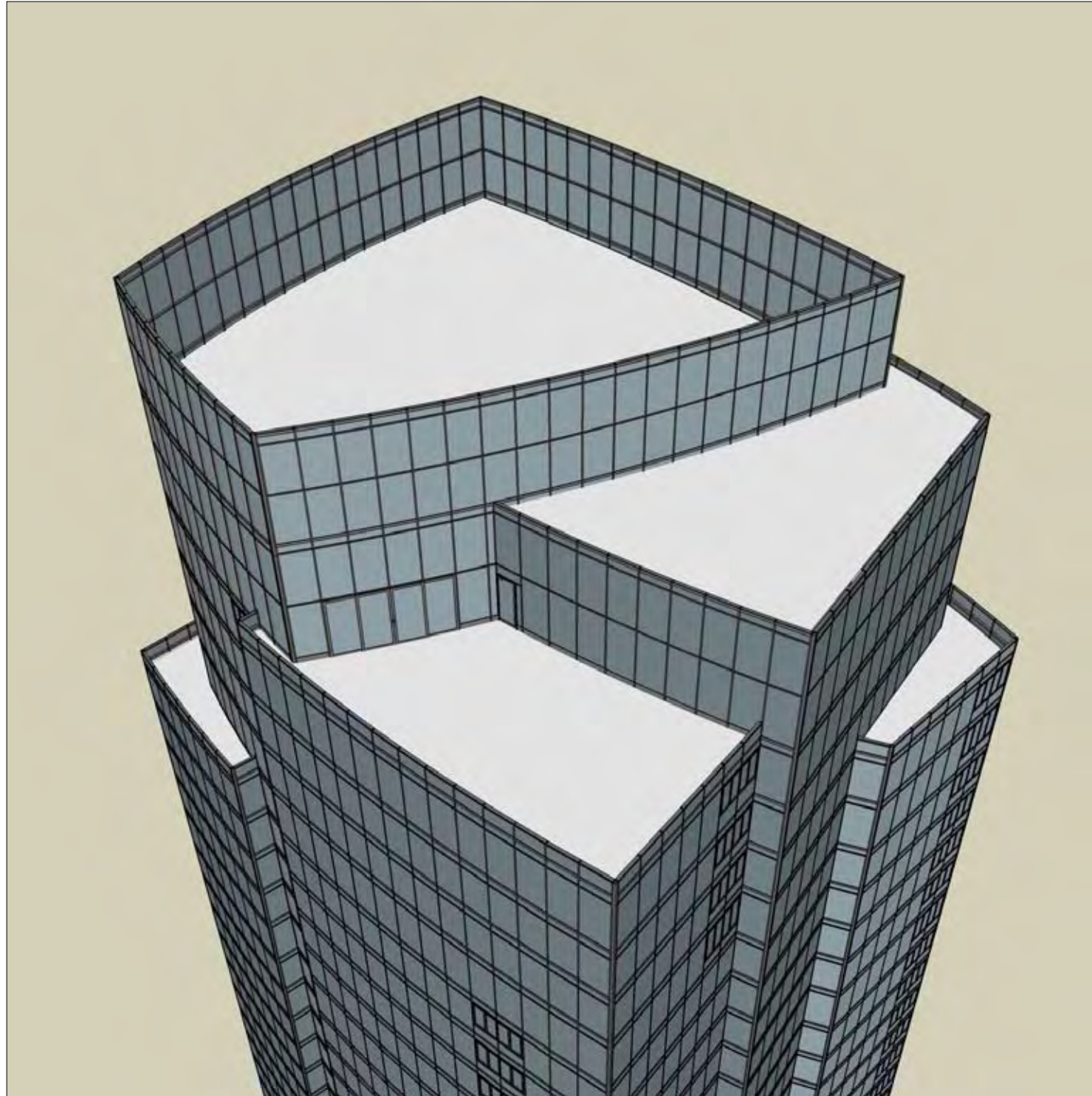


BIRD'S EYE LOOKING SOUTH

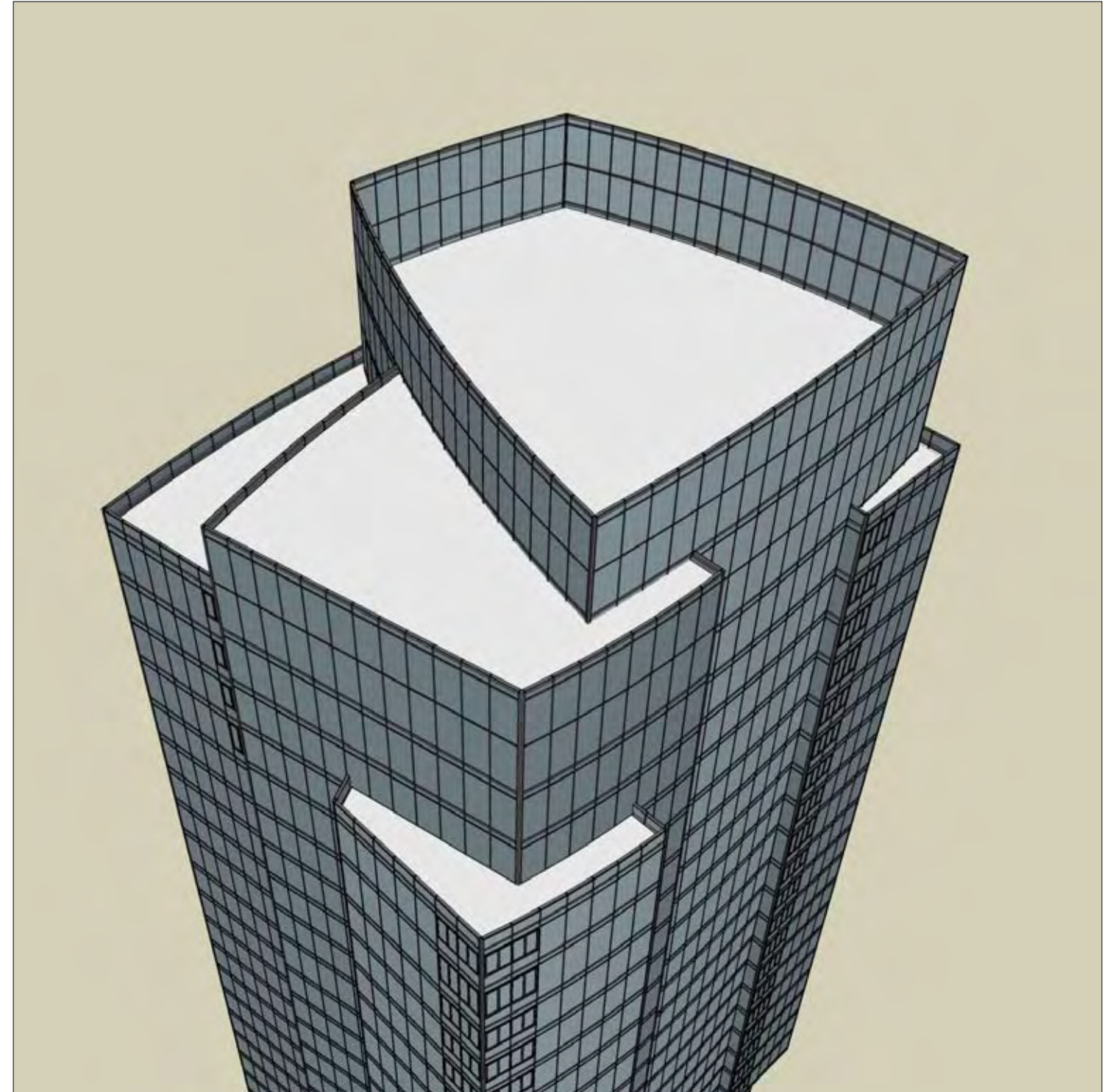


BIRD'S EYE LOOKING EAST





BIRD'S EYE LOOKING NORTH



BIRD'S EYE LOOKING WEST









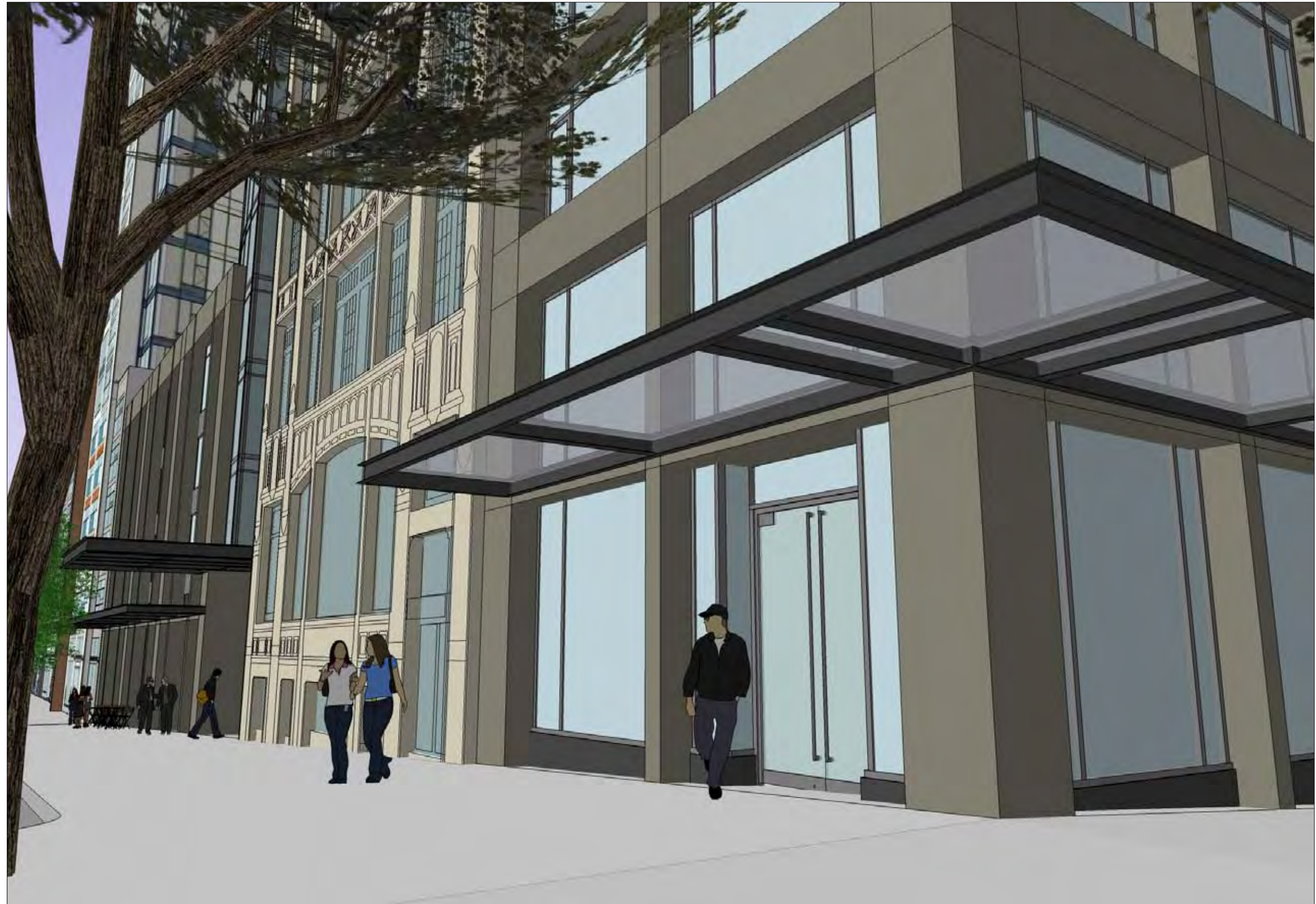








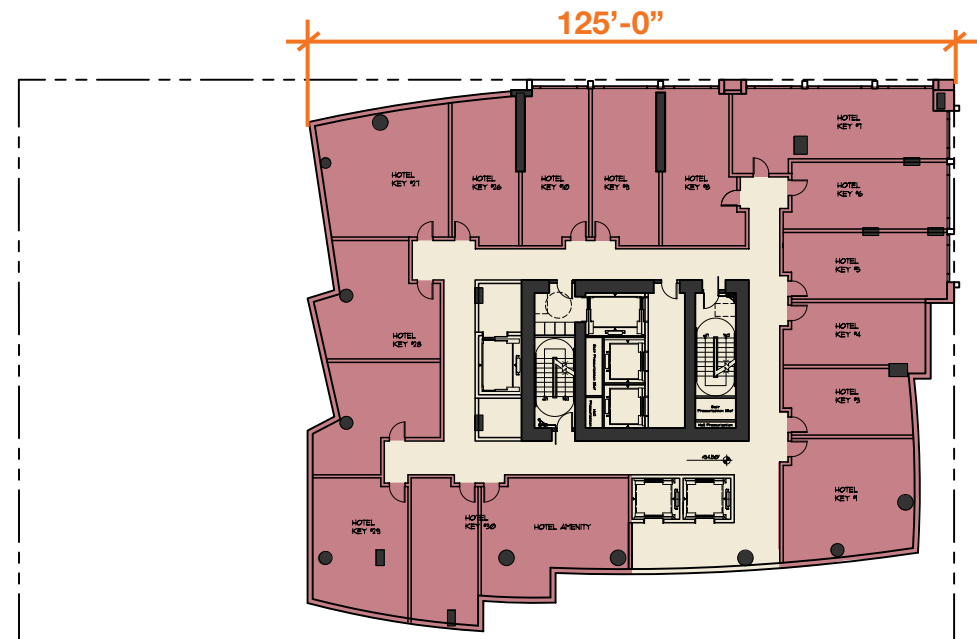




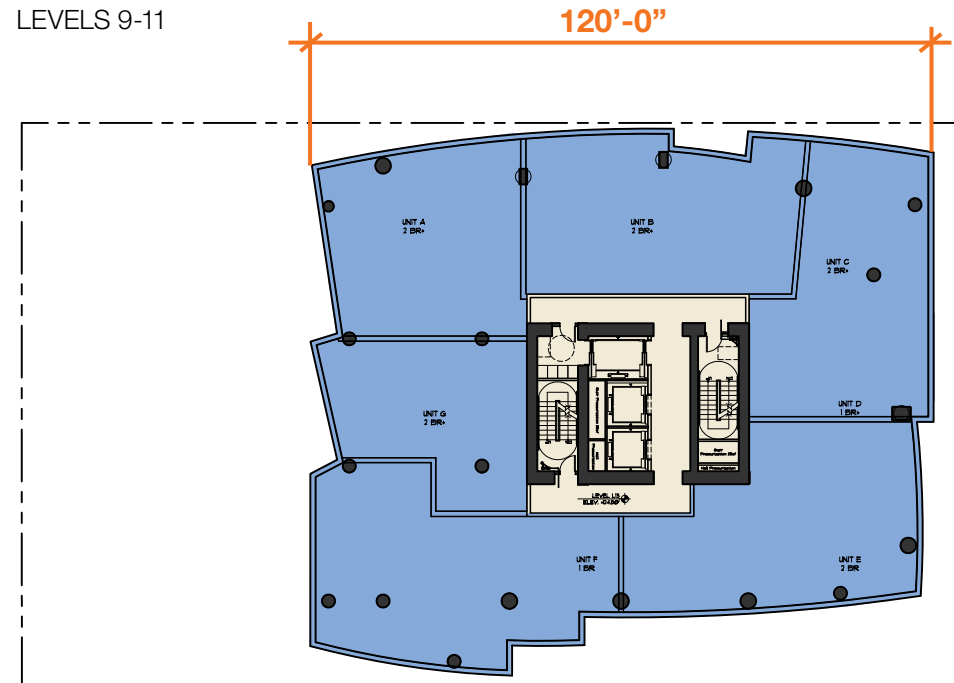


# DEPARTURE #1 – 1931 2ND AVENUE

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
S23.49.058 D.2 Tower Width	In DMC zones, the maximum facade width for portions of a building above eighty-five (85) feet along the general north/south axis of a site (parallel to the Avenues) shall be one hundred twenty (120) feet or eighty (80) percent of the width of the lot measured on the Avenue, which ever is less	At levels 9–11 the Proposed Tower is 125'-0" wide at it's widest point above 85'.	5'-0"	The DRB encouraged a facade relationship with the Terminal Sales Building, which roughly aligns with level 11 of our structure.



LEVELS 9-11

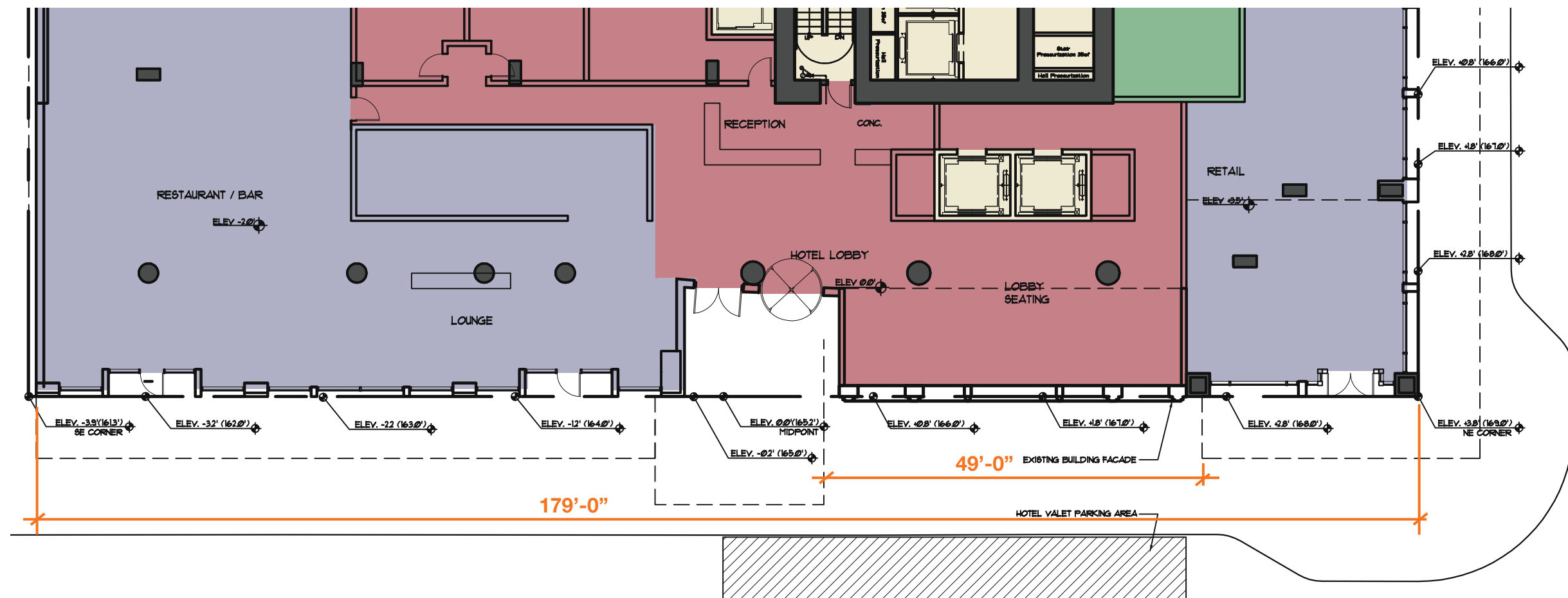


LEVELS 13-17



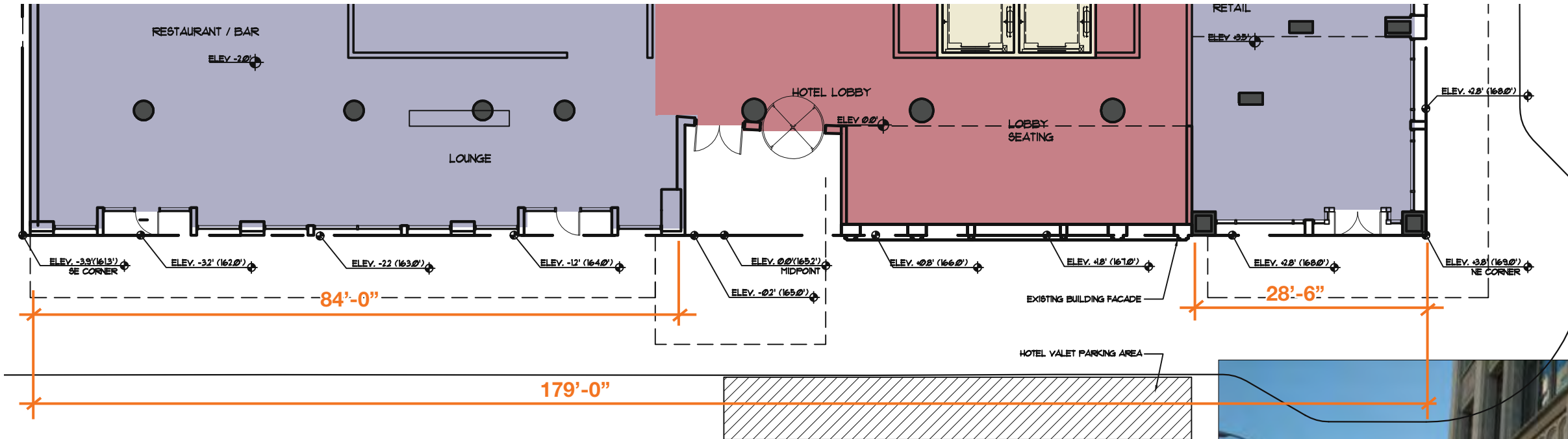
# DEPARTURE #2 – 1931 2ND AVENUE

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
<b>SMC 23.49.018 Overhead Weather Protection and Lighting.</b>	<p>Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that:</p> <ol style="list-style-type: none"> <li>are located farther than five (5) feet from the street property line or widened sidewalk on private property; or</li> <li>abut a bonused open space amenity feature; or</li> <li>are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width; or</li> <li>are driveways into structures or loading docks.</li> </ol>	<p>The proposed development is incorporating portions of a historic structure in the design. In order to preserve the historic character of this façade the ARC directs and the design proposes that canopies be eliminated along the historic façade to preserve it's current architectural condition. The ARC has directed that the canopies stop at least 2' short of the historic facade.</p>	<p>49' of canopy would be eliminated along 2nd avenue. That equals 73% of the façade length or 131'-0" total coverage.</p>	<p>The proposed development is incorporating portions of a historic structure in the design. The Landmark Review Board Architectural Review Committee has requested that we preserve the historic character of the Tewrminal Sales Annex which currently does not have canopies. They would like us to eliminate any canopy that would obscure or alter the facade, thus creating a 49' gap along 2nd avenue.</p>



# DEPARTURE #3 – 1931 2ND AVENUE

DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.009B3 Street Level Use	75% street level uses within 10' of the property line.	A Departure has been requested to decrease the amount of required street level use to 60% from 75%.	15% Decrease or 25 linear feet	The proposal includes the preservation a portion of the Terminal Sales Annex fronting Second Avenue. Due to limited street level transparency, sidewalk activation, and the inability to create an acceptable entry for retail, this area has been incorporated into the lobby of the hotel. The hotel has an extensive active lobby along 2nd avenue, but this reduces the amount of retail space available.





# DEPARTURES – 1931 2ND AVENUE

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
	<b>S23.49.058 D.2 Maximum Tower Width</b>	In DMC zones, the maximum facade width for portions of a building above eighty-five (85) feet along the general north/south axis of a site (parallel to the Avenues) shall be one hundred twenty (120) feet or eighty (80) percent of the width of the lot measured on the Avenue, which ever is less	At levels 9–11 the Proposed Tower is 125'-0" wide at it's widest point above 85'.	5'-0"	The DRB encouraged a facade relationship with the Terminal Sales Building, which roughly aligns with level 11 of our structure.
	<b>SMC 23.49.018 Overhead Weather Protection and Lighting.</b>	Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that: <ol style="list-style-type: none"> <li>are located farther than five (5) feet from the street property line or widened sidewalk on private property; or</li> <li>abut a bonused open space amenity feature; or</li> <li>are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width; or</li> <li>are driveways into structures or loading docks.</li> </ol>	The proposed development is incorporating portions of a historic structure in the design. In order to preserve the historic character of this façade the ARC directs and the design proposes that canopies be eliminated along the historic façade to preserve it's current architectural condition. The ARC has directed that the canopies stop at least 2' short of the historic facade.	49' of canopy would be eliminated along 2nd avenue. That equals 73% of the façade length or 131'-0" total coverage.	The proposed development is incorporating portions of a historic structure in the design. The Landmark Review Board Architectural Review Committee has requested that we preserve the historic character of the Tewrminal Sales Annex which currently does not have canopies. They would like us to eliminate any canopy that would obscure or alter the facade, thus creating a 49' gap along 2nd avenue.
	<b>SMC 23.49.009B3 Street Level Use</b>	75% street level uses within 10' of the property line.	A Departure has been requested to decrease the amount of required street level use to 60% from 75%.	15% Decrease or 25 linear feet	The proposal includes the preservation a portion of the Terminal Sales Annex fronting Second Avenue. Due to limited street level transparency, sidewalk articulation, and the inability to create an acceptable entry for retail, this area has been incorporated into the lobby of the hotel. The hotel has an extensive active lobby along 2nd avenue, but this reduces the amount of retail space available.

