



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

1931 2ND AVENUE

DESIGN RECOMMENDATION MEETING #2

DPD PROJECT #: 3007606

SEPTEMBER 09, 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. 2015 2nd Avenue has received its final recommendation from DRB.

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 four floors in the base contain hotel uses and amenities for the residents of the building. Five 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.

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.

GOAL FOR DRB MEETING: RECOMMENDATION

We hope to achieve recommendation based on the scheme presented.





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
- **SMC 23.54.030.C**
PARKING: LARGE STALL REQUIREMENT
- **SMC 23.49.056.B1.B(2)II**
FAÇADE SETBACKS BETWEEN 15' - 35'



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
Total Floors Above Grade	38
PROJECT HEIGHT:	400'
PROJECT HEIGHT AT MECHANICAL SCREEN:	440'
DWELLING UNITS:	190
HOTEL KEYS:	154
PARKING QUANTITY:	288
PROJECT SQUARE FOOTAGE:	
Residential Area for Common Recreation Calculation	182,566
Total Area	554,788
COMMON RECREATION AREA REQUIRED:	9,128
COMMON RECREATION AREA PROVIDED:	
Exterior	5,761
Interior	5,072
Total	10,833





-  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)
 - F** PROPOSED 125' HOTEL
- 



PROPOSED 400'
1915 2ND AVENUE

SITE (180')



STEWART STREET

WEST SIDE OF SECOND AVENUE

VIRGINIA STREET



VIRGINIA STREET

EAST SIDE OF SECOND AVENUE

STEWART STREET



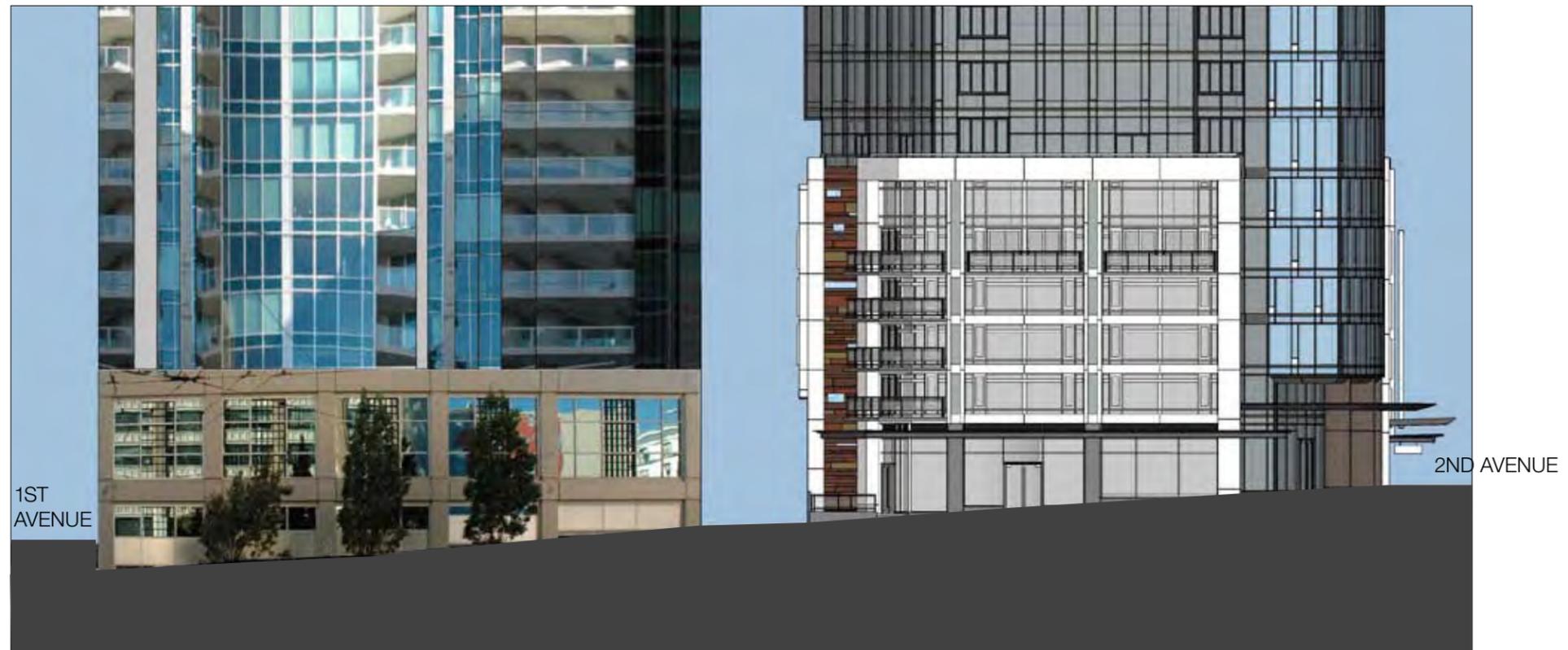


ALLEY SOUTH SIDE OF VIRGINIA STREET (EAST OF 2ND AVENUE) 2ND AVENUE



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





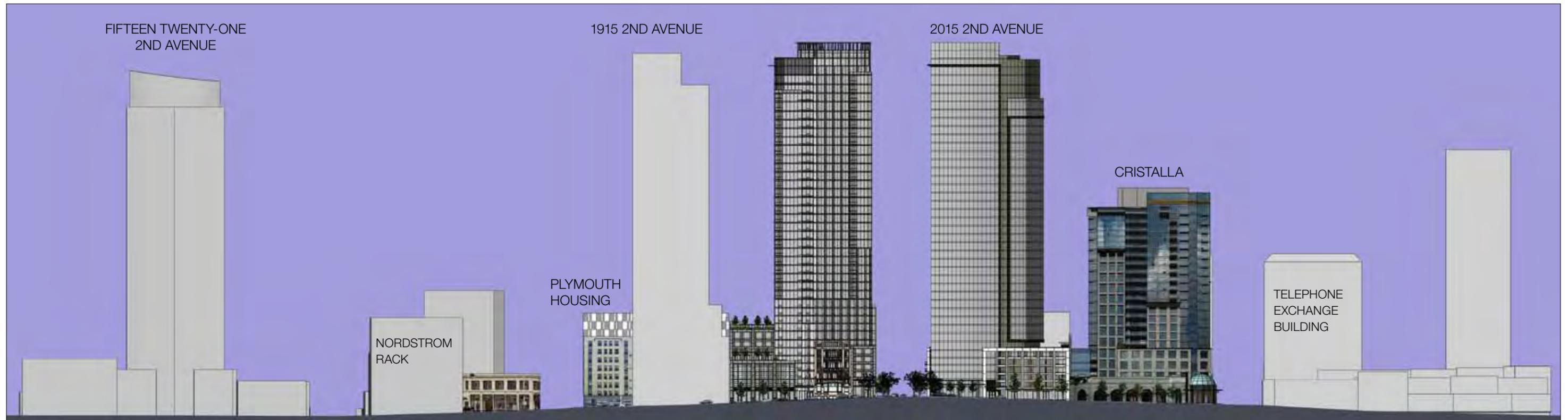
VIRGINIA STREET (NORTH SIDE)



WEST SIDE OF ALLEY



1931 2ND AVENUE



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.

At the Initial Recommendation meeting, the Board expressed appreciation for the presentation of reviews by the Architectural Review Committee of the Landmarks Board and how the coordination of the both review bodies has resulted in a more restrained, simplified design that focuses on the detailing and materials around the landmark and tower above. The Board agreed that the building tower and base on either side of the TSA should defer to and relate to the TSA. The banding, columns, mullions, fenestration and detailing should take cues from the TSA and endeavor to make the TSA the dominant element of the building base.

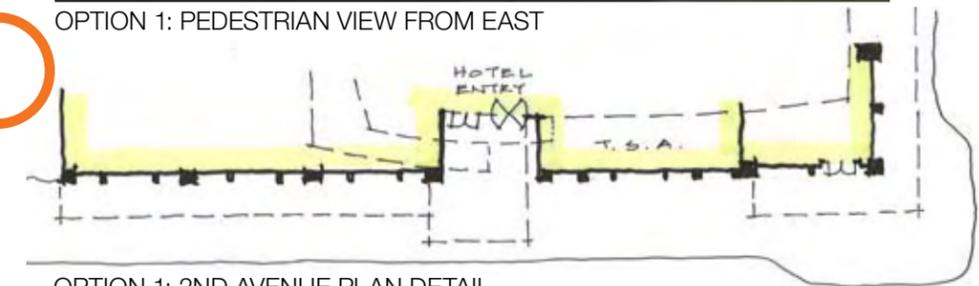
A-1 Enhance the skyline. Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The Board recognized that the proposed towers will be highly visible against the existing downtown skyline, especially given the grade at this intersection and the increased height limits. These two towers are proposed in such close proximity to each other and they will both reach a height not yet experienced in Belltown. The Board cautioned against treating these towers as twins; rather they should be designed as distinctive buildings in their own right. The Board also mentioned they would like to see greater contextual analysis that extends far enough to show other towers (existing and in proposed) in the vicinity. The Board also would like to see fly-bys of the site and vicinity that show what the permitted zoning would allow in the area. As well as the view provided from the water of the downtown skyline, the Board was interested in the view of the proposed structures from West Seattle and Victor Steinbrueck Park. The roofscape designs will be important considerations as the building forms develop.

At the Initial Recommendation meeting, the Board felt that the detailing and refinement of both the subject development as well as the proposed tower to the south should respond to each other architecturally. This also applies to the 2015 Second Avenue tower, as all three buildings will create a dramatic addition to the skyline. The uses within the building should be expressed in a subtle form with care given to the detailing.

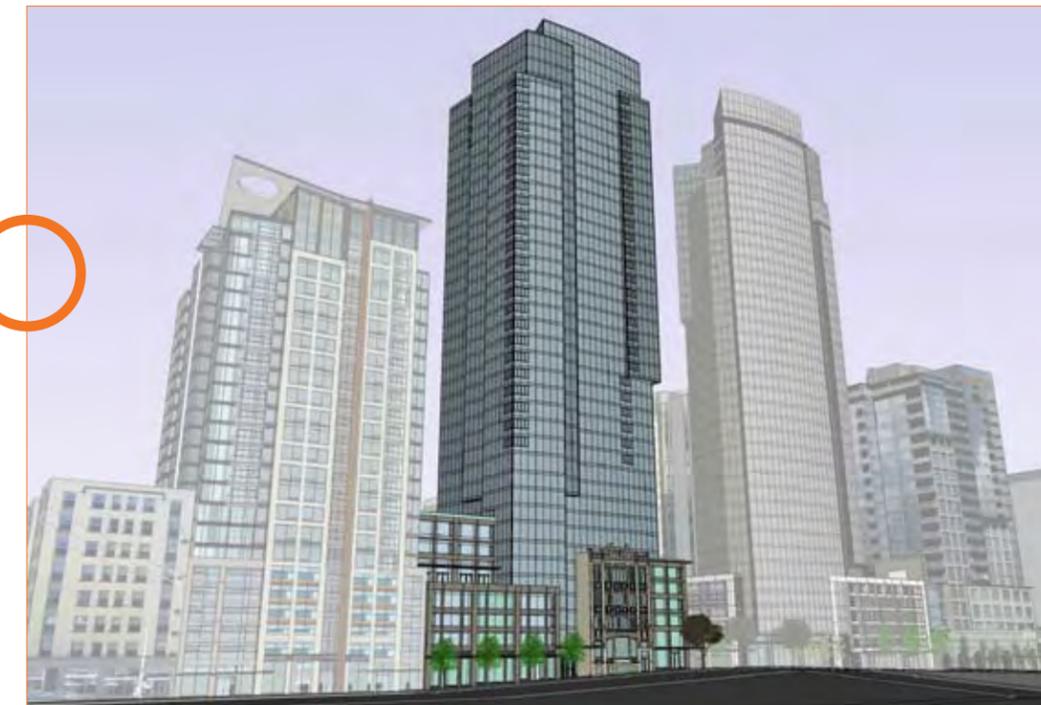


OPTION 1: PEDESTRIAN VIEW FROM EAST



OPTION 1: 2ND AVENUE PLAN DETAIL

FROM DRB #1



PERSPECTIVE FROM DRB #1



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.

At the Initial Recommendation meeting, the Board was pleased with the overall massing of the base and the filling in of the corner open space. On the Virginia Street elevation, the Board appreciated the vertical reveal that marks the residential entrance, as well as the slightly increased height of the base along Virginia to respond to the Terminal Sales building datum line to the west. Along Second Avenue, the Board also agreed that the indentation or "hyphen" between the TSA and the new building face creates a dramatic hotel entry space. The Board also liked that the cornice line of the corner building element was below and subservient to the TSA cornice line.

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.

At the Initial Recommendation meeting, the Board indicated interest in the integration of the new tower and base surrounding the TSA landmark. The Board was encouraged by the more delicate approach and refined mullion patterns that tie into the patterns established by the TSA. The Board also recommended carrying the scale of the TSA upwards as the building moves higher. Such treatment of the curtain wall would also help break the tower into a more residential scale in a contemporary manner. The inclusion of the proposed operable windows will also help achieve this sense of residential uses.

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 Initial Recommendation meeting, the Board discussed at length the tower design and materiality. The tower was shown with four alternative designs for the curtain wall of the tower including no super grid, a horizontal banding (super mullions) at every third floor, vertical banding (super mullions) every ten feet or a combination of the horizontal and vertical banding (super grid). No preference was given and no preference was provided by the Board.



PERSPECTIVES FROM DRB #1



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.**

At the Initial Recommendation meeting, the Board noted that they would like to better understand the glazing and façade design at the base level. They also recommended exploring some architectural distinction between the work studio spaces and the parking at the base levels. In an effort for the architecture to express the different uses within the building, the Board also noted that the while increased height of the building base to 13 stories along Virginia to reflect the datum of the Terminal Sales building is desirable, it also creates a challenge because the building program changes at the 12th floor (from hotel to residential). The Board suggested that the 13th level could be expressed slightly differently between the residential uses above and the hotel uses below and shown within a frame element.

- 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.

At the Initial Recommendation meeting, the Board was very enthusiastic with the vertical integration of the tower to the ground by extending the tower materials to the ground at the two main entry points.

- 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.

At the Initial Recommendation meeting, a departure from the overhead weather protection along the TSA was requested given that as a landmark, this façade is protected from such additions.

- 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 Initial Recommendation meeting, the Board questioned how the height transition from the 125' zone across the alley would be addressed in the proposed design. They encouraged some level of detailing that acknowledges this datum line along the alley. The Board was extremely pleased with the wrapping of the retail use at ground level around the corner to the alley.



PERSPECTIVES FROM DRB #1



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 string support for the concept of curb bulbs at the alley corners and using this opportunity to provide vegetation and streetscape enhancements.

At the Initial Recommendation meeting, the Board expressed strong support for the pedestrian experience created by the base design of this building. They liked how the base design also wraps into the alley.

The Board expressed clear unanimous support for the curb bulb at the alley and believes this to be an excellent opportunity to enhance the pedestrian experience.

- 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 Initial Recommendation meeting, the Board was supportive of the proposed landscape plan on Second Avenue, but suggested that perhaps the orthogonal shaping of the tower above could be translated onto the landscape design at street level. The Board continued to strongly encourage and support coordination with the other Second Avenue property owners to develop a right-of-way improvement plan that will enhance the streetscape.

- D-3 Provide elements that define the place and 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.

At the Initial Recommendation meeting, the Board strongly reiterated its support for mid-block curb bulbs that provide visual relief and opportunities for additional landscaping in the urban environment.

- 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.



PERSPECTIVE FROM DRB #1



PLAN FROM DRB #1



E. VEHICULAR ACCESS & PARKING

E-2 Integrate parking facilities. Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

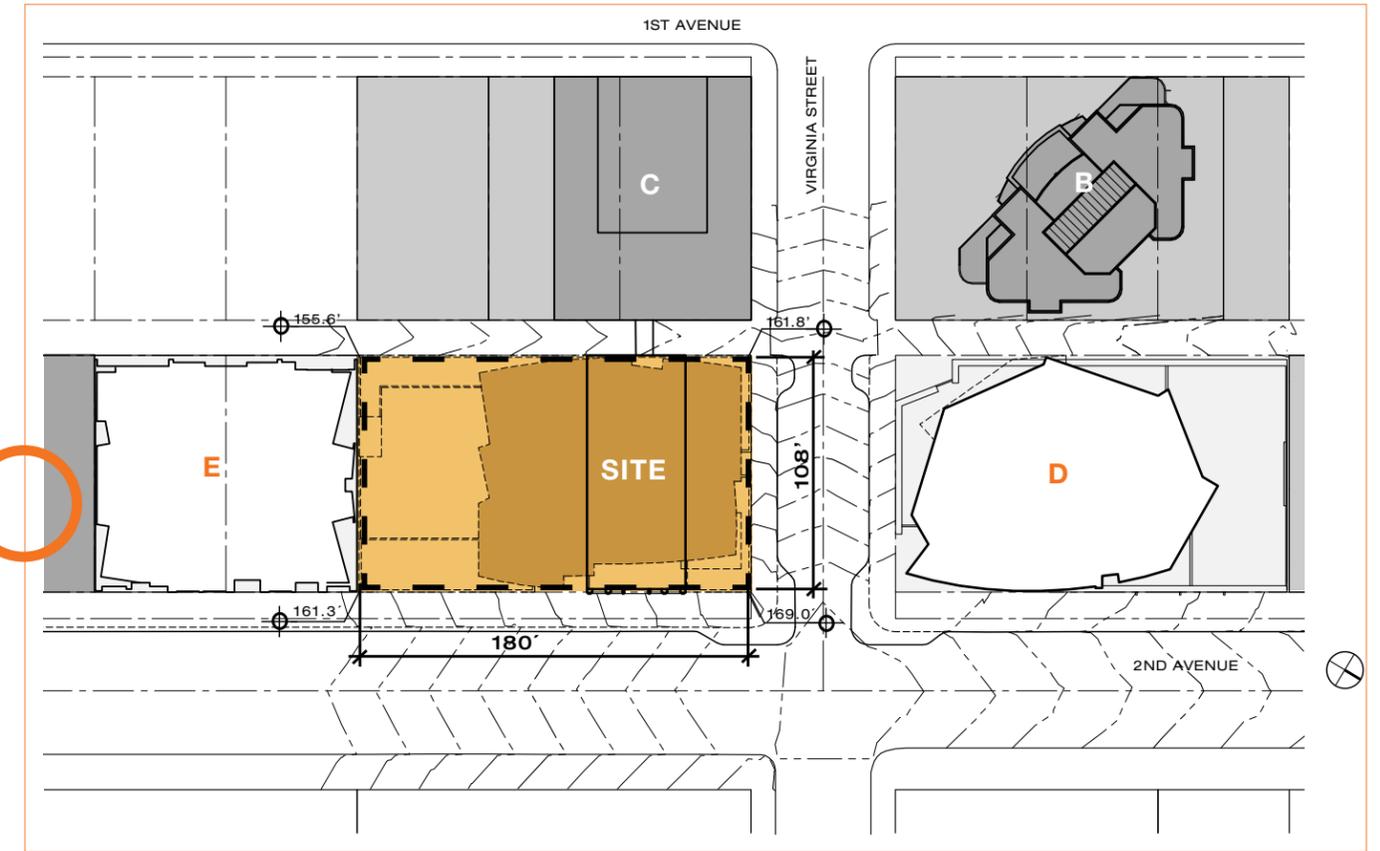
At the Initial Recommendation meeting, the Board was very supportive of the understated integration of the above grade parking levels into the overall building architecture and relationship to the TSA. The proposed design includes a combination of work studio units and opaque, fully fritted or frosted glass within a frame that responds to the proportionality and frame of the TSA.

E-3 Minimize the Presence of Service Areas. Locate service areas for trash dumpsters, loading docks, mechanical equipment and the like away from the street where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

At the Initial Recommendation meeting, the Board encouraged the applicant to investigate other proposed developments that are likely to occur along this alley and be aware of design and activity implications.

“NEXT STEPS” PROPOSED BY LISA RUTZICK IN INITIAL RECOMMENDATIONS FROM DRB#1

1. Verbal and visual response to the high priority guidelines and guidance from current review.
2. Clear identification of design principles and objectives in forming and detailing the building (including response to the larger historic and evolving urban context).
3. Site plan of the project shown in context of the 1915 2nd Avenue, proposed hotel/condo across the alley, 2015 2nd Ave, OPT and the Cristalla indicating critical dimensions between structures.
4. Plans of all significantly different levels including below grade parking and rooftop (include scale).
5. Sections of the building cut both east-west and north-south and including the beginnings of the adjacent buildings. Indicate vertical dimensions. Also include one section through the TSA.
6. All principal elevations of the building rendered, including one along 2nd Avenue which shows the whole block, as well as 2015 and the Cristalla.
7. Continued rendered perspectives of the project in context from street level with clear representation of tower development and integration with the base.
8. Continued refinement and development of the detail and materiality in response to the quality and character of the TSA façade.
9. Continued rendered perspectives of the pedestrian experience, such canopies, entrances, parking screening, landscaping, etc.
10. Clear and refined development of the rooftop both as a skyline element and a habitable space.
11. Developed landscape plans at all relevant levels and respond to request for coordination with the east side of 2nd Avenue.
12. Special attention to coordinated design of the two block alley.
13. Study of illumination and signage.
14. Materials board and/or samples.
15. Physical study model of the structure in context would be very helpful.



PLAN FROM DRB #1



LANDMARKS ARCHITECTURAL REVIEW COMMITTEE GUIDANCE FROM PREVIOUS MEETING ON 7.11.08

- The committee reiterated it's support for the subordinate architectural expression of the new construction.

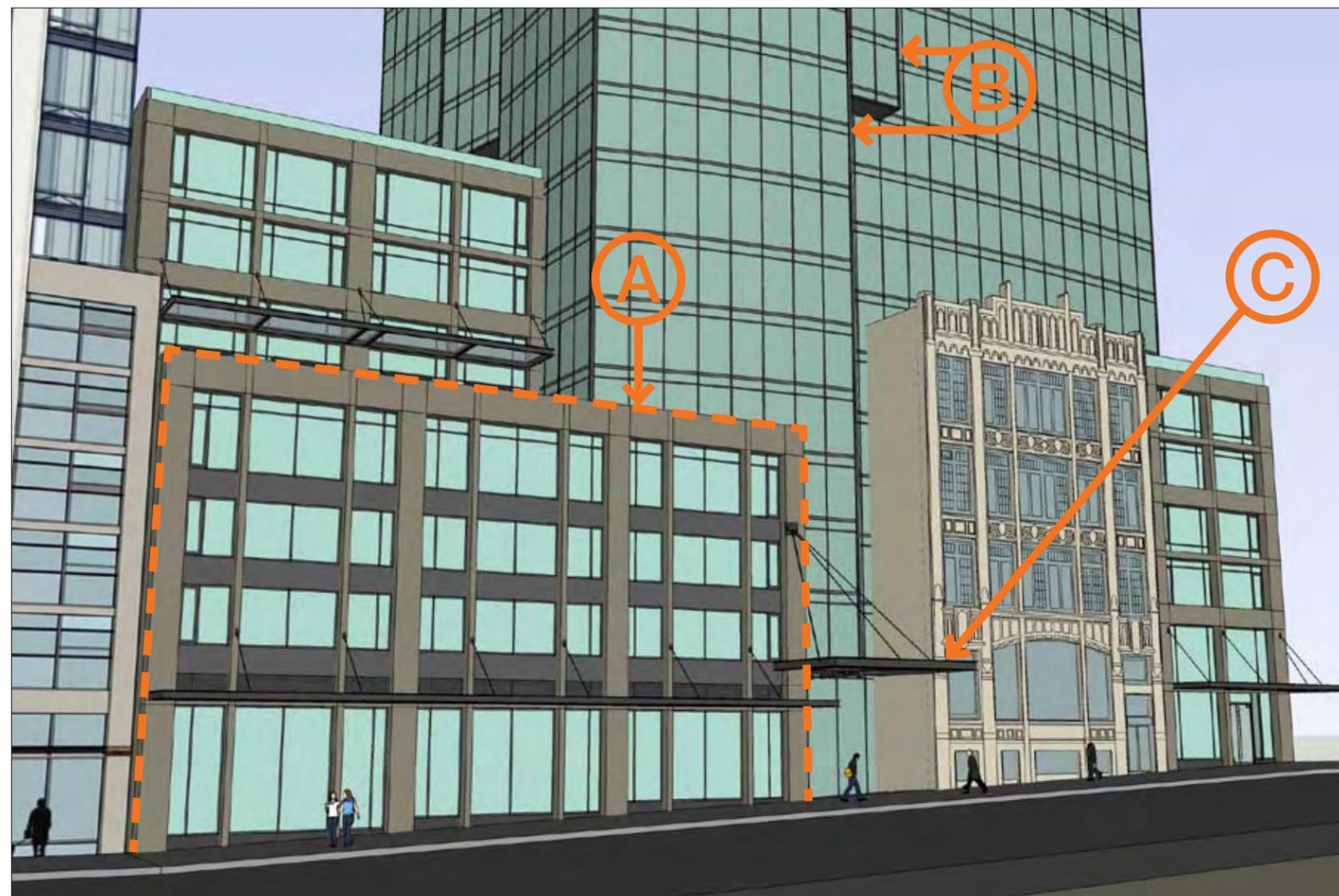
A • The committee largely preferred the base of option 1, maintaining the 3 bay parking structure element. This was seen to relate somewhat to the tri-partite base elements on the TSA facade.

- 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.

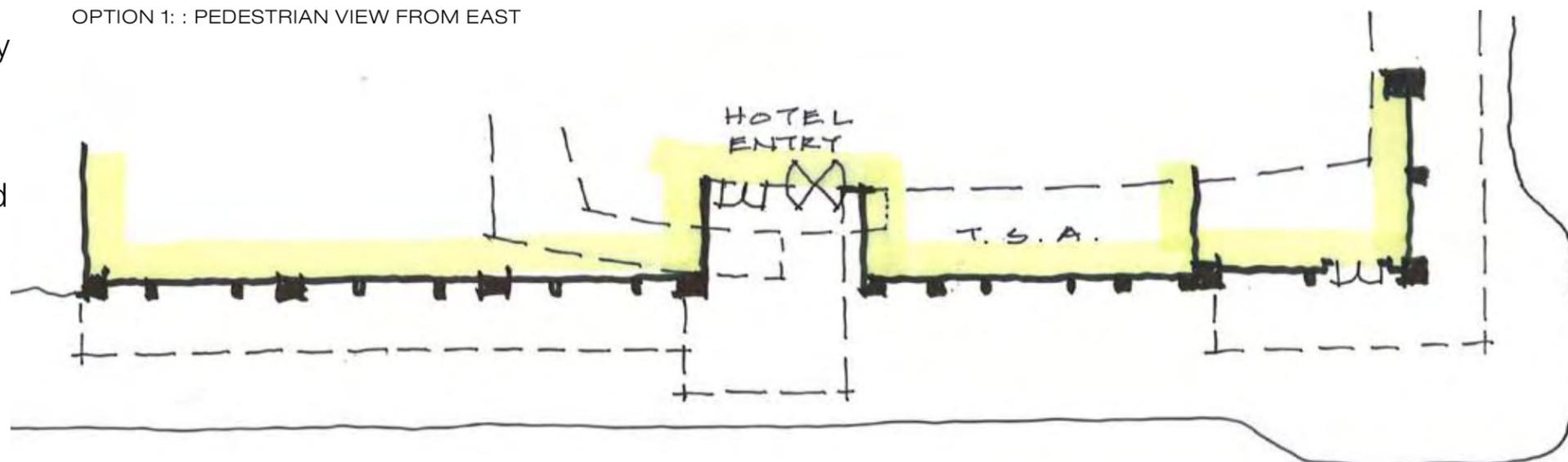
B • The committee largely preferred the tower of option 3, which moved 2 tower massing elements 5 ft south.

- 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.

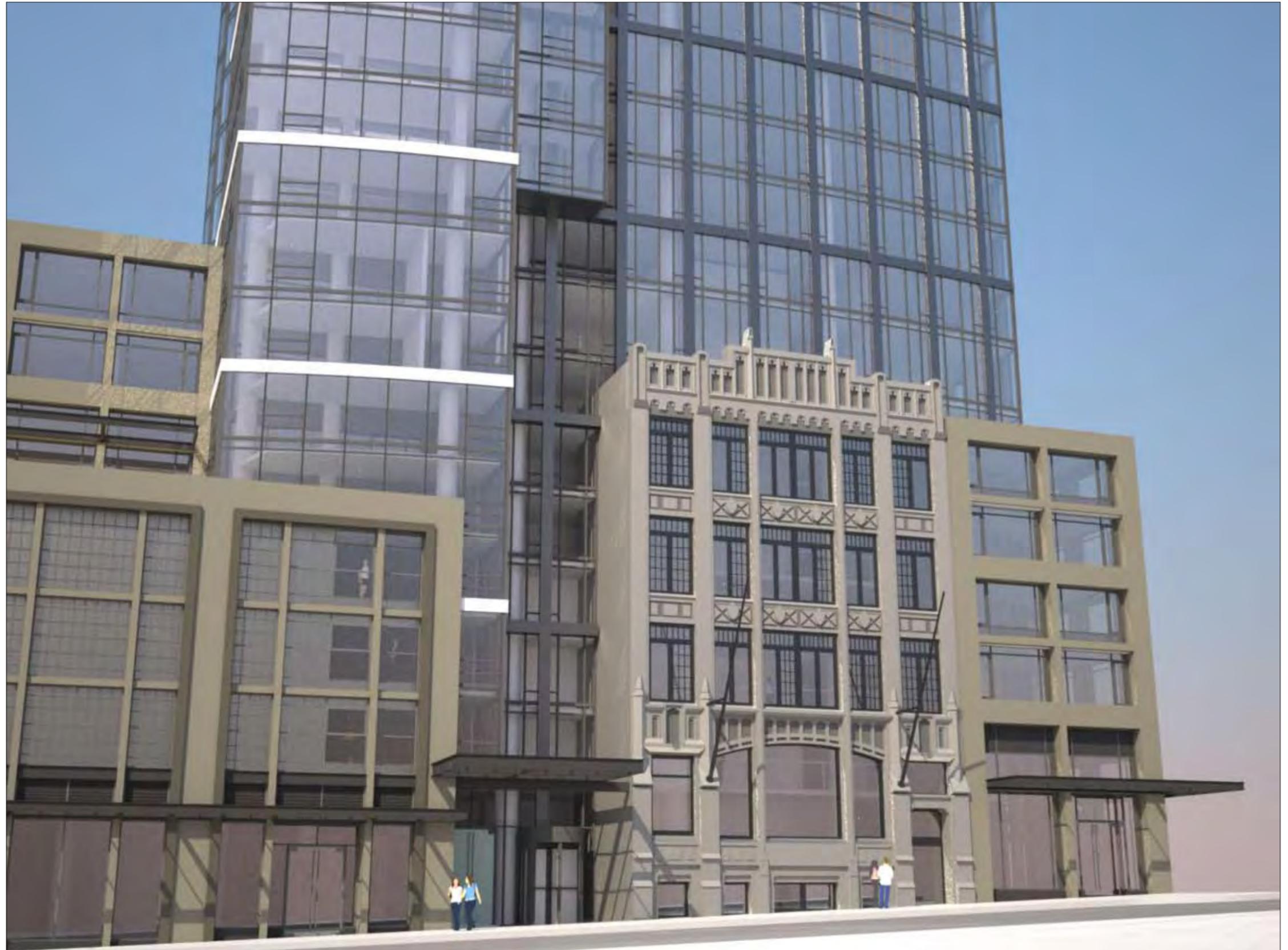
C • Tensile canopy support from side structure too dynamic.



OPTION 1: : PEDESTRIAN VIEW FROM EAST



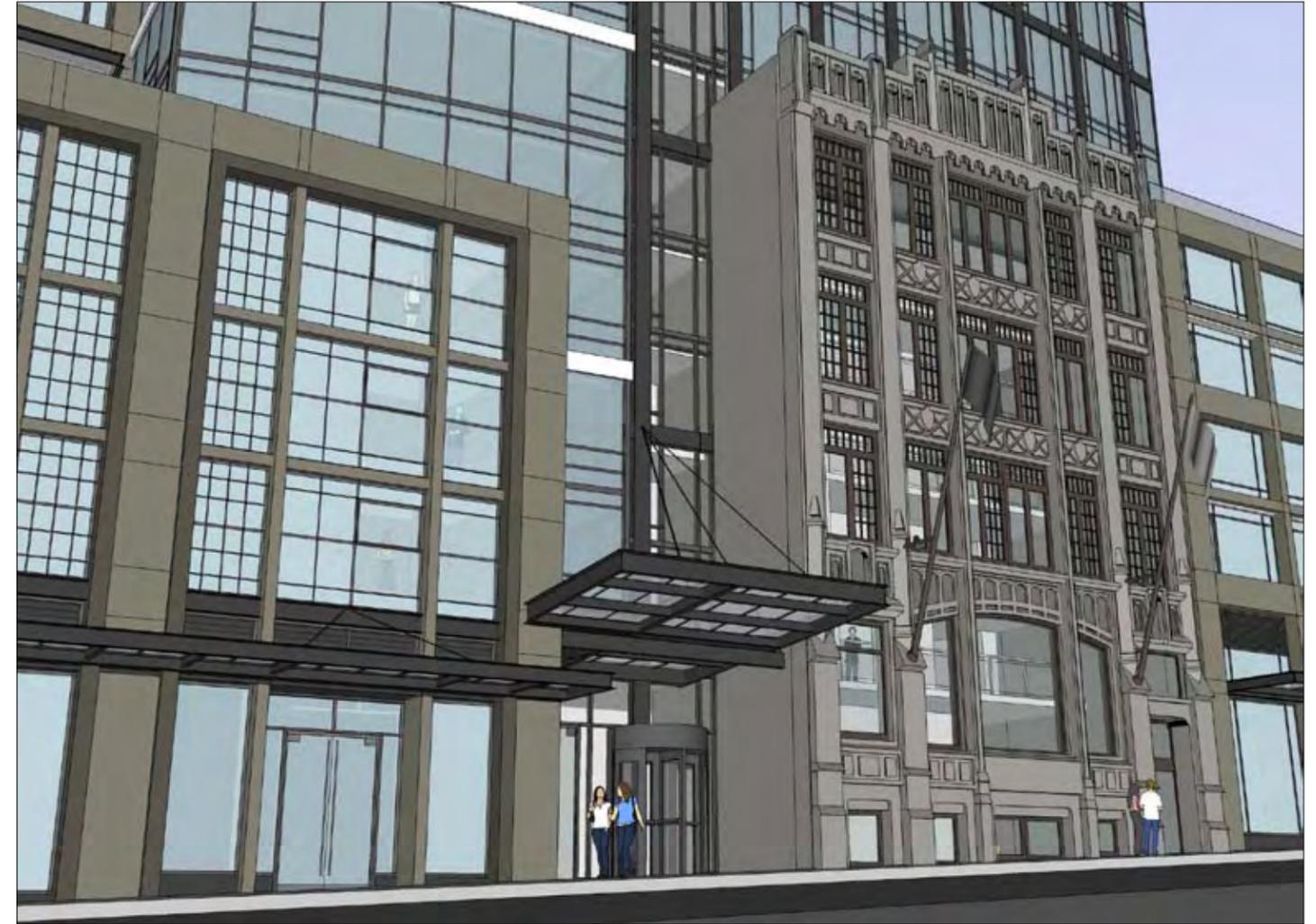
- Glazing over the entry is clear in order to show the Terminal Sales Annex's south wall continuing through the curtain wall.
- The area over the entry is pushed back 12 inches to expose more of the Terminal Sales Annex.
- Retains the proportions of the tower element above the entry.
- Keeps the super mullions over the entry.







LOOKING SOUTH

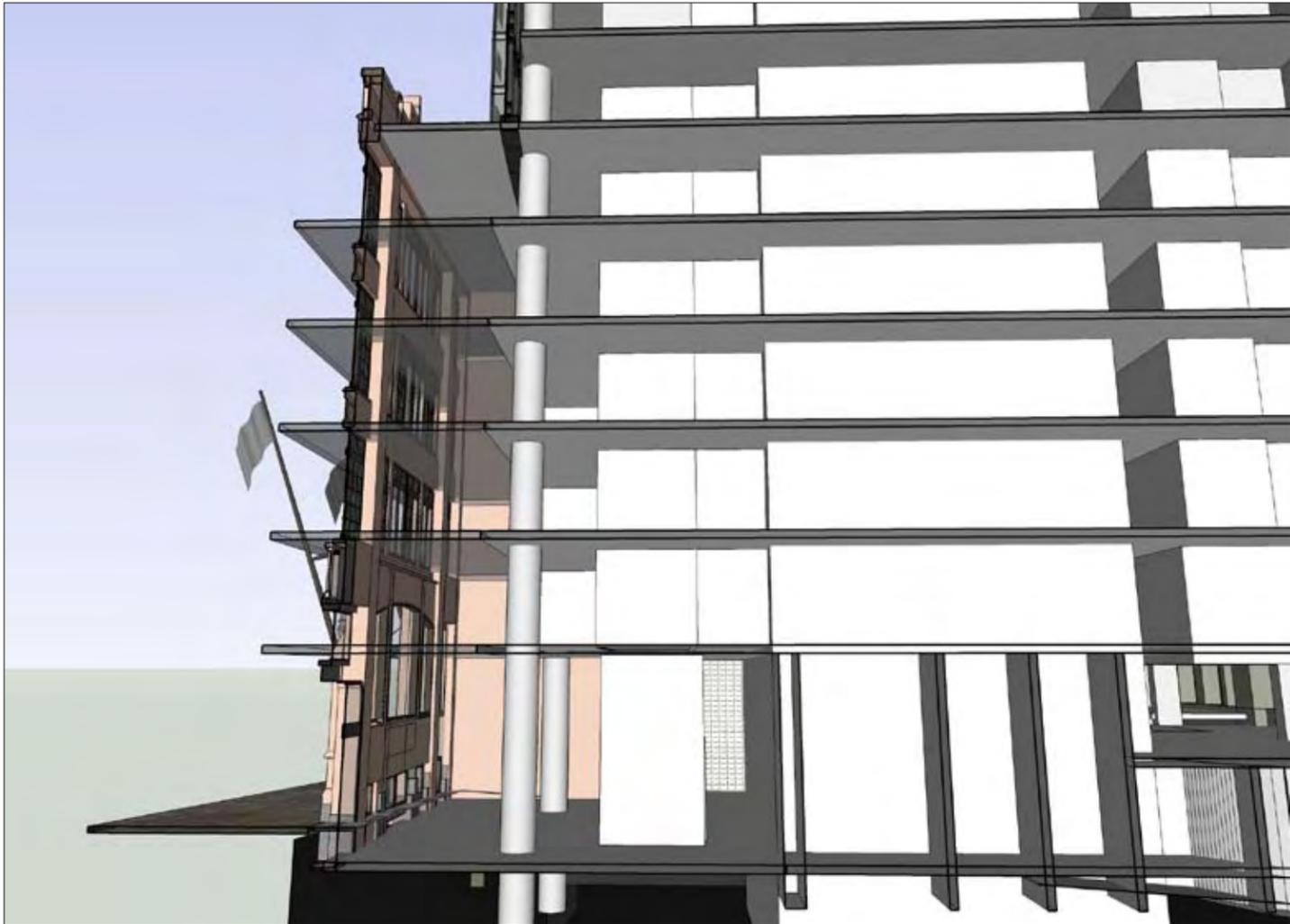


LOOKING NORTH

- Cross beam and canopy are suspended by tensile members which attach to the super mullions of the tower element.



DIAGRAMMATIC RELATIONSHIP OF NEW FLOOR LEVELS WITH TSA WINDOW



SECTION DIAGRAM



FULL TERMINAL SALES ANNEX DIAGRAM





FULL TERMINAL SALES ANNEX



GHOSTED TERMINAL SALES ANNEX





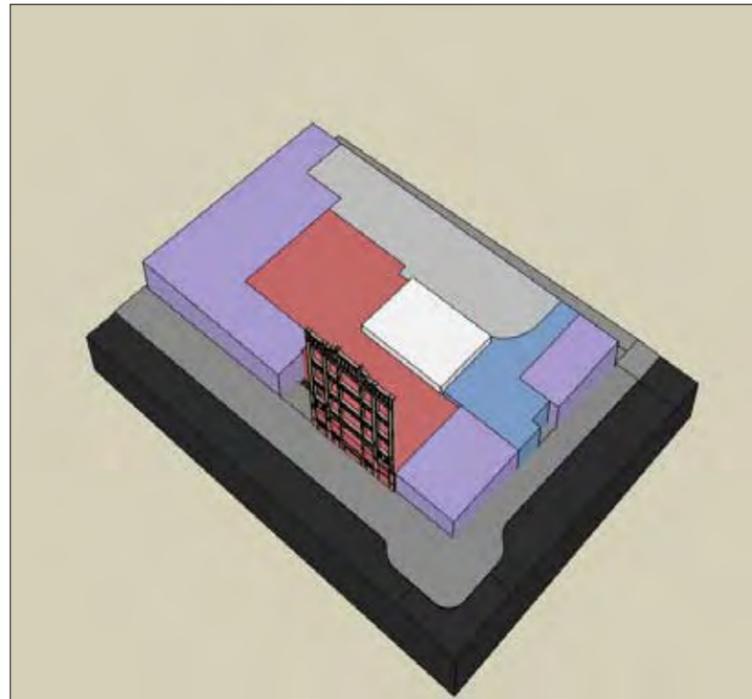
NO TERMINAL SALES ANNEX



SECTION



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



LEVEL 1



LEVEL 3-4 (2 SIM.)



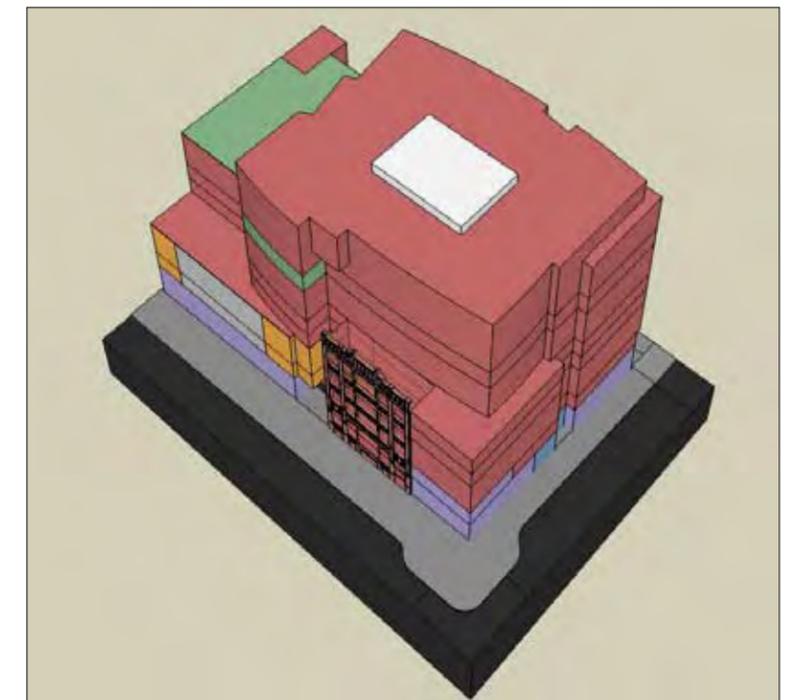
LEVEL 5



LEVEL 7-8



LEVEL 9



LEVEL 10-12



- RESIDENTIAL / LOBBY
- HOTEL KEYS / LOBBY
- RETAIL / RESTAURANT
- AMENITY
- WORK STUDIO
- STORAGE
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LEVEL 13-38



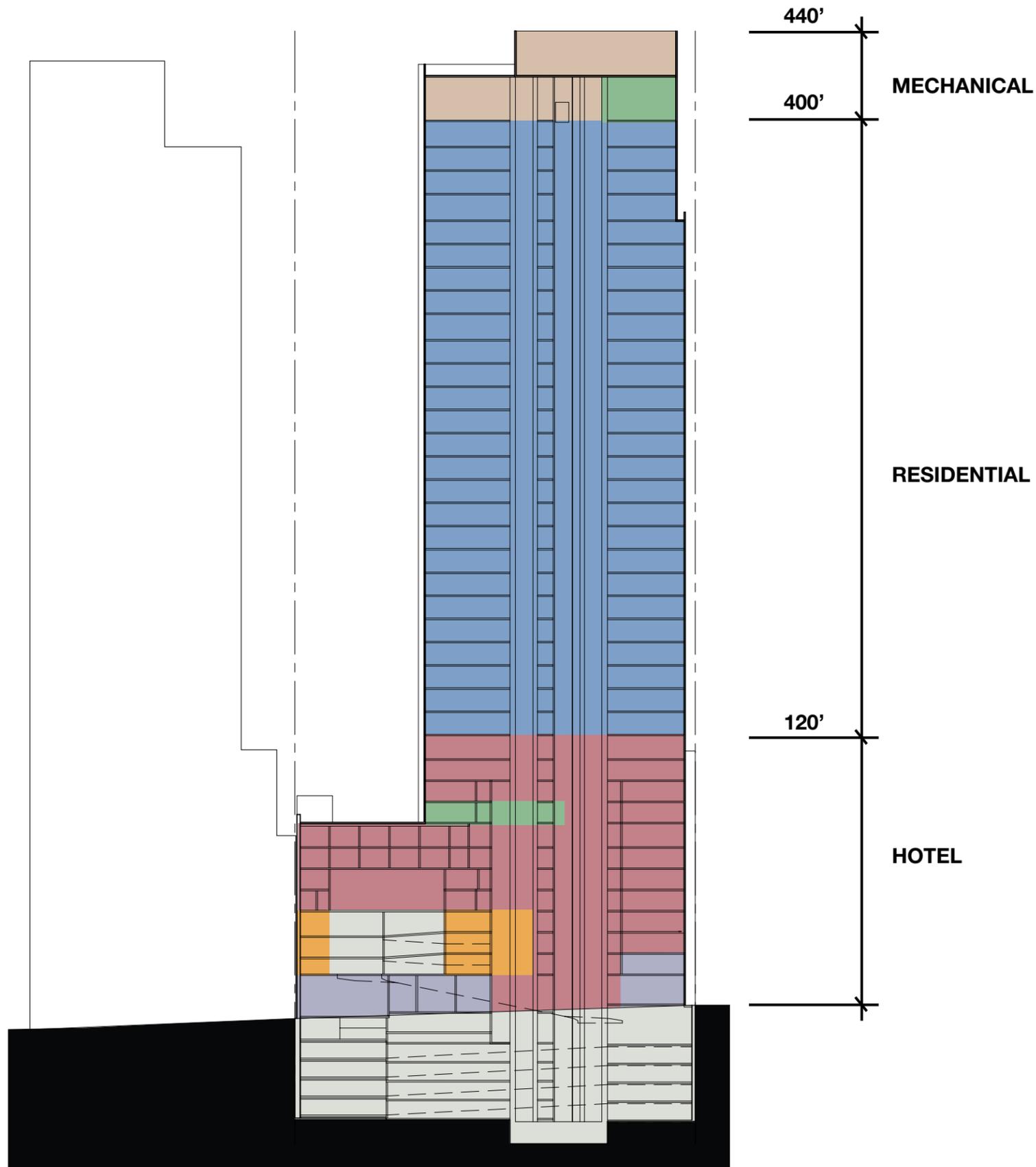
ROOF 1



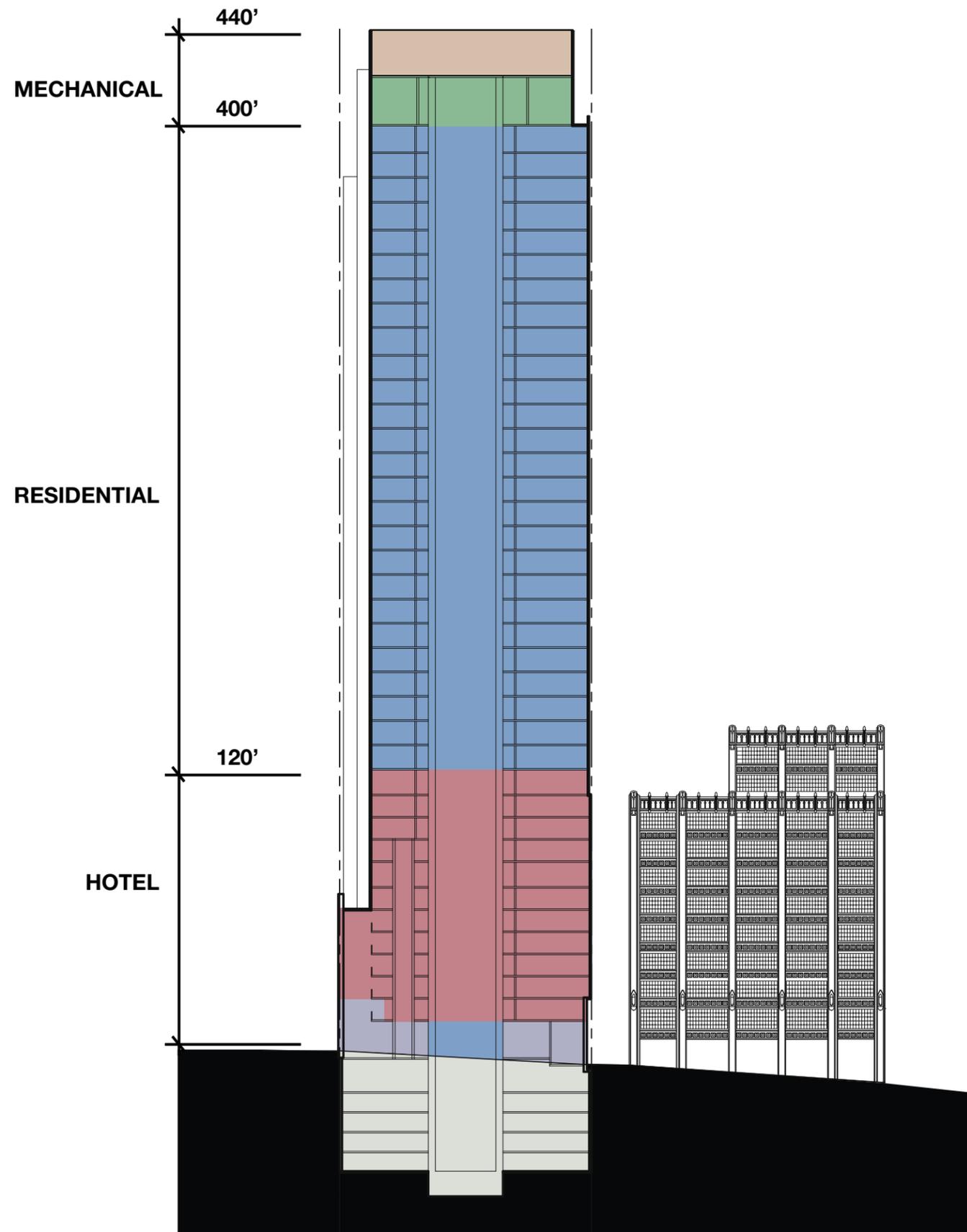
ROOF 2-3



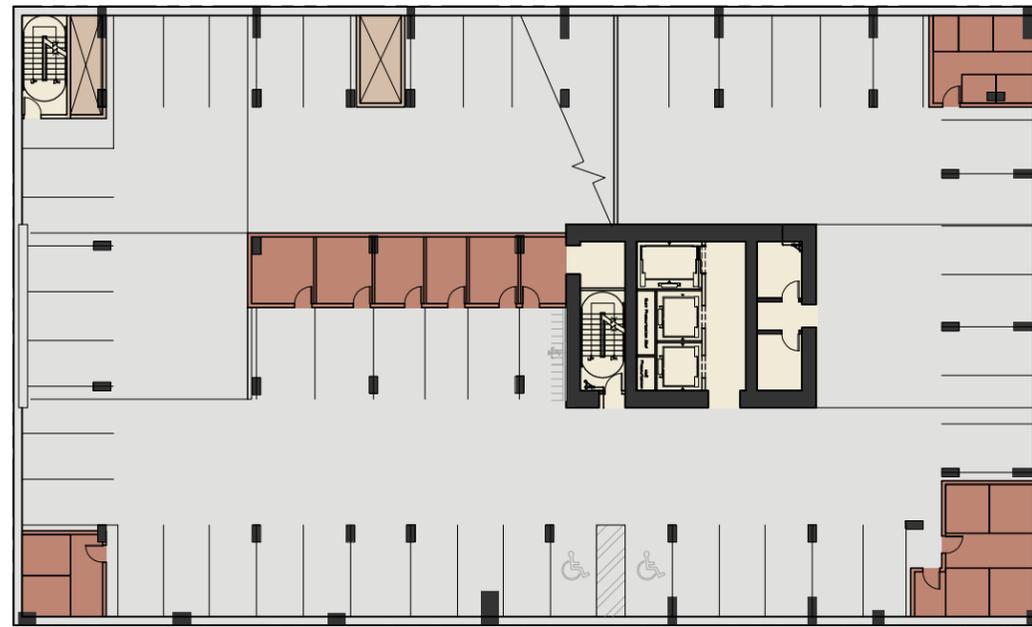
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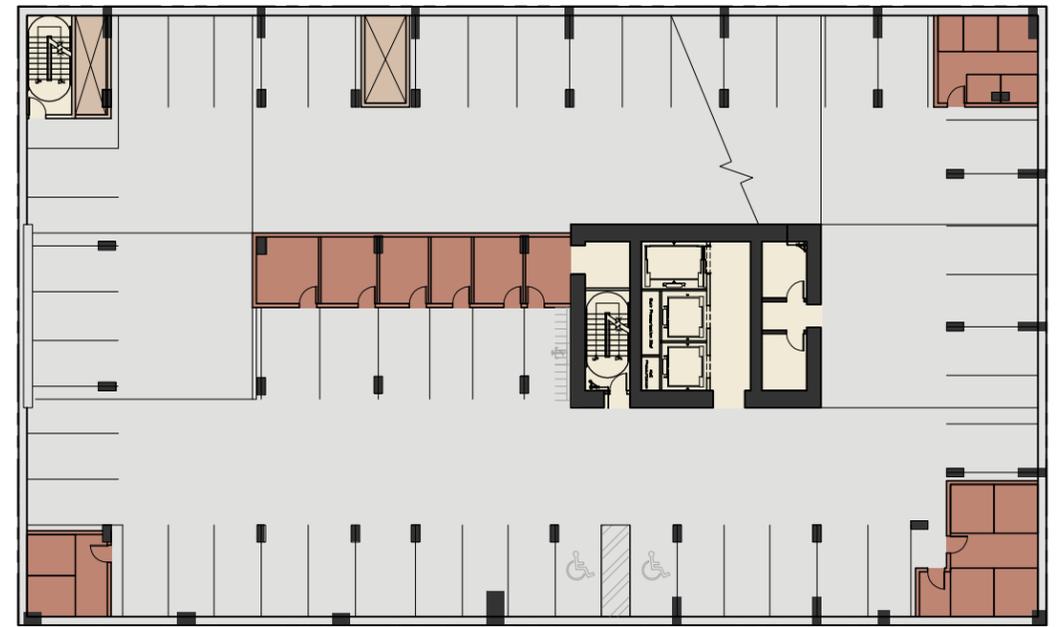
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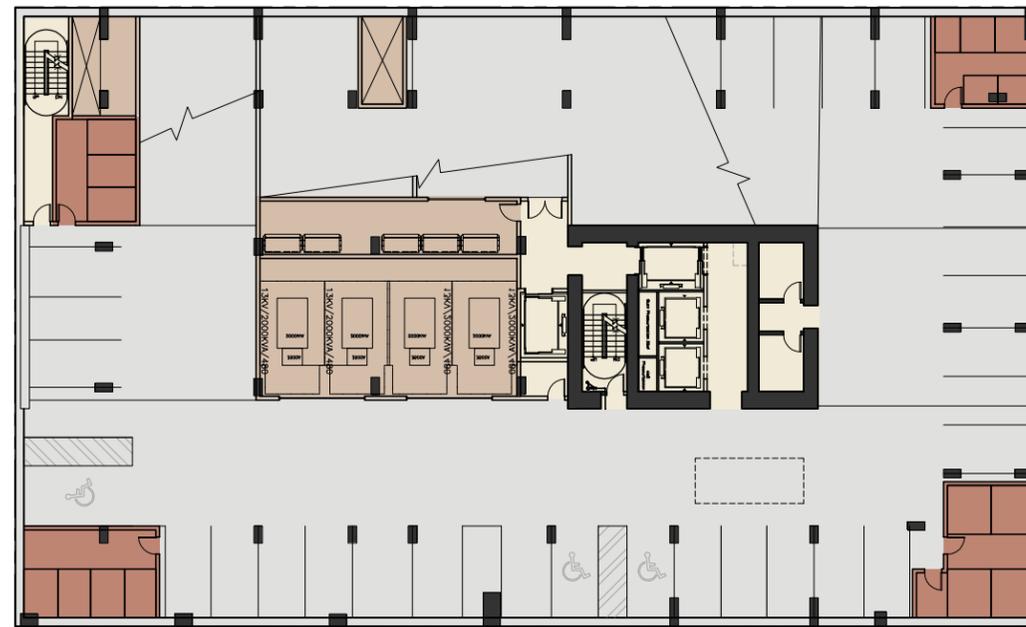
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BELOW GRADE PARKING LEVEL 5



BELOW GRADE PARKING LEVELS 2-4



BELOW GRADE PARKING LEVEL 1

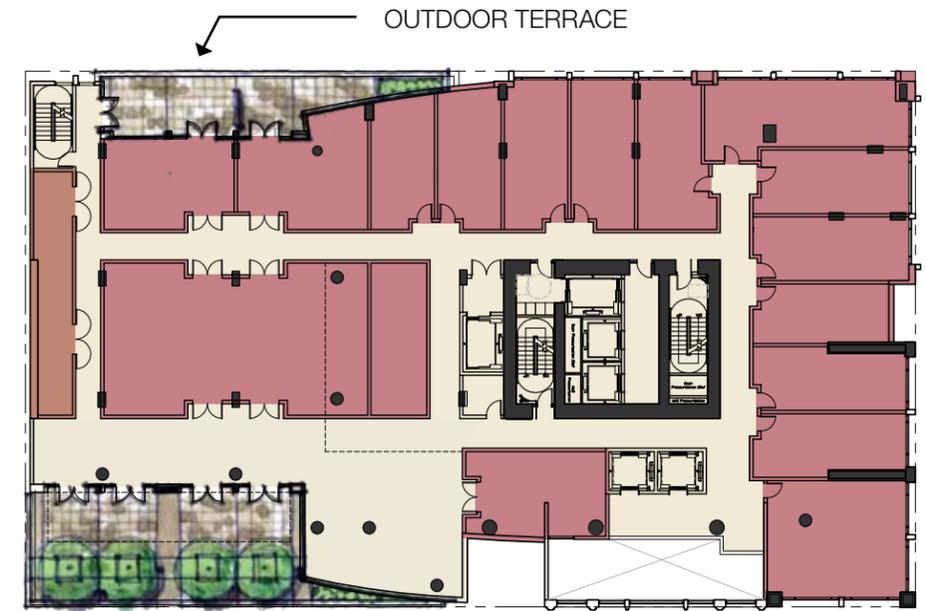




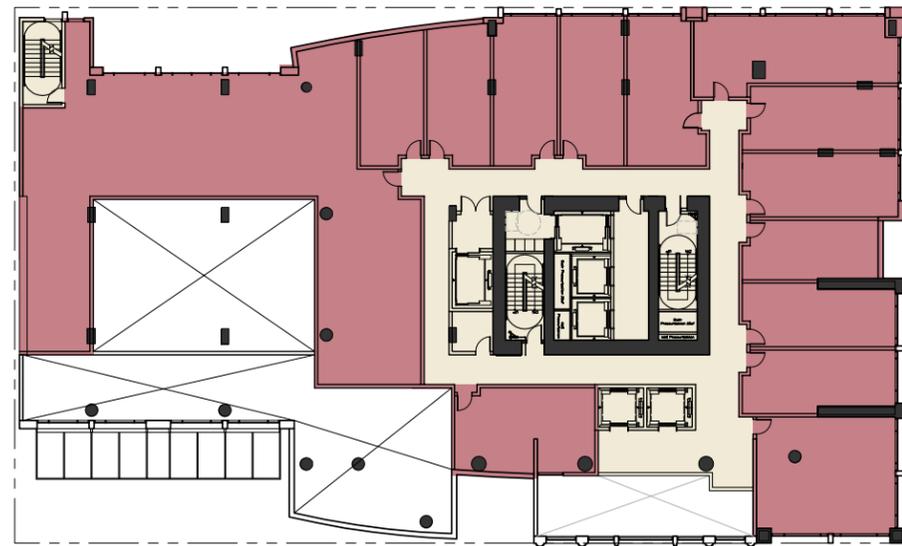
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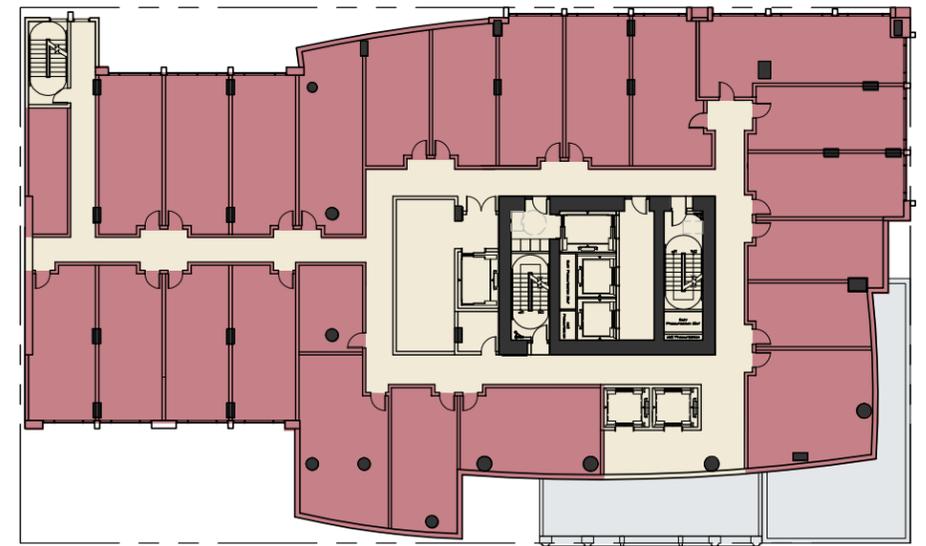
LEVELS 3, (2-4 SIM.)



LEVEL 5



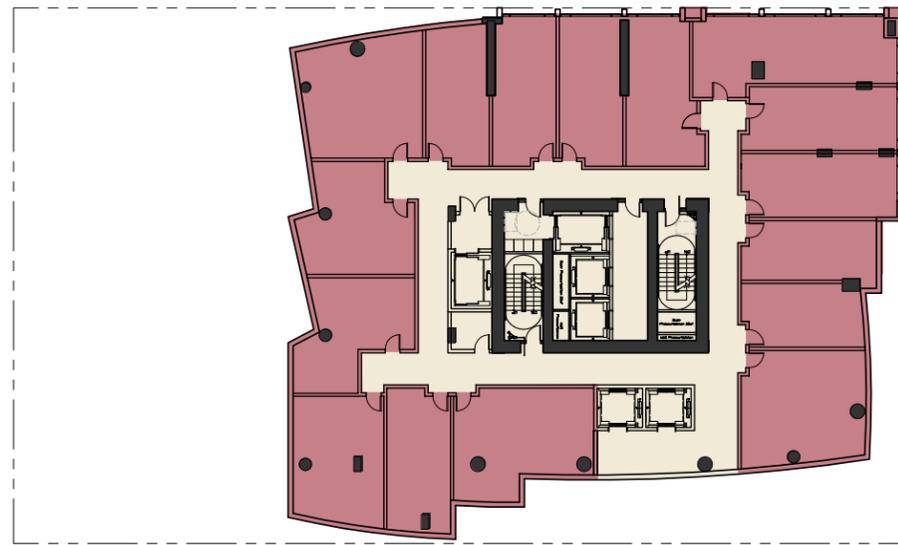
LEVEL 6



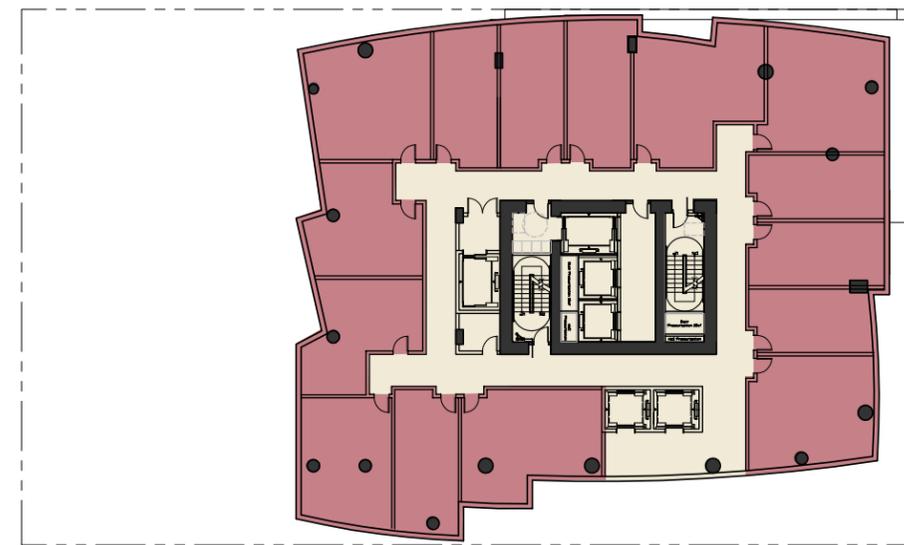
LEVELS 7-8



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



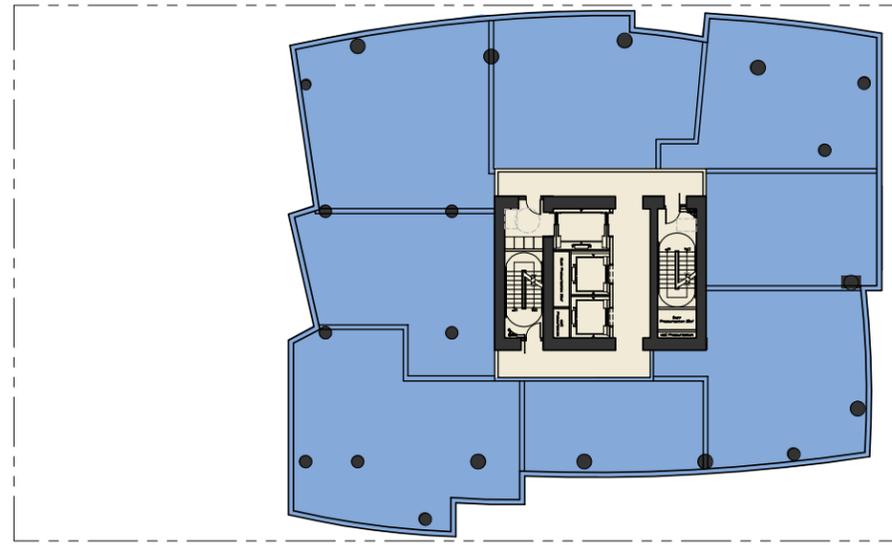
LEVELS 10-11



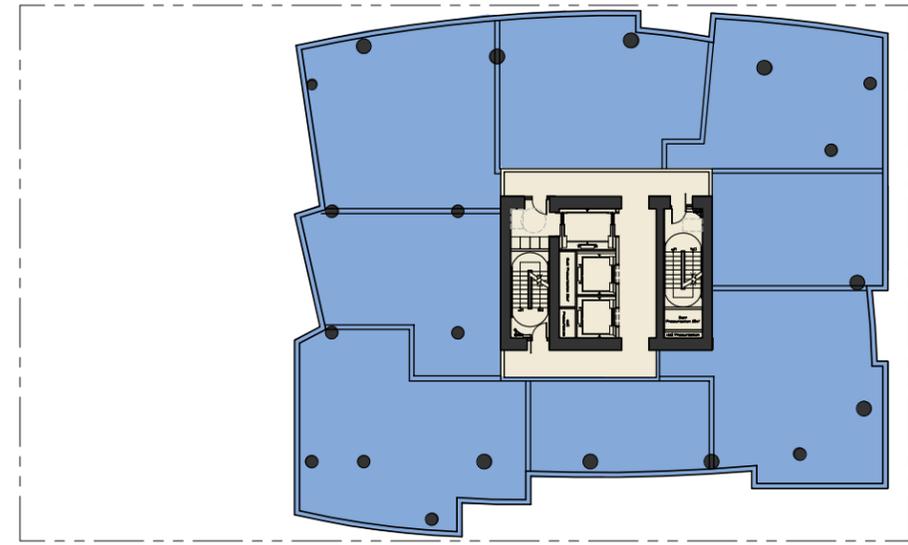
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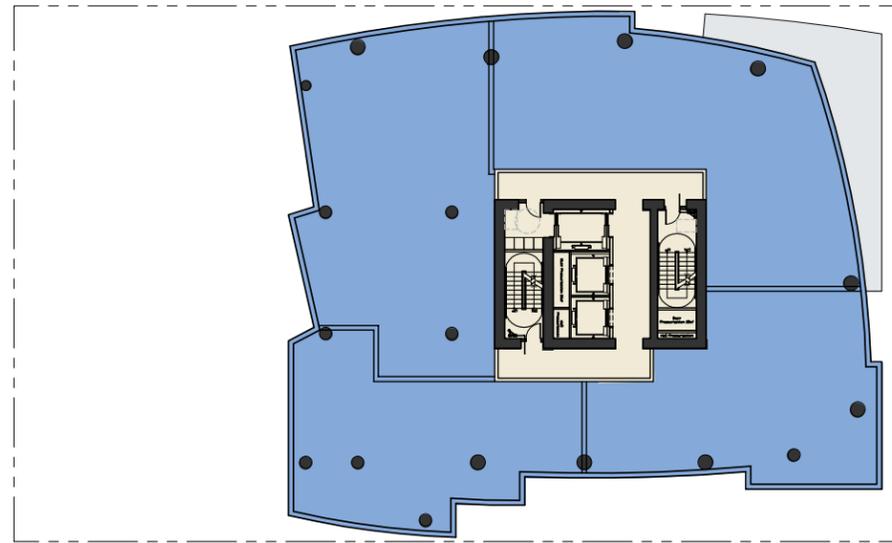
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- STORAGE
- PARKING
- MECHANICAL / BUILDING SERVICES
- CORE / CIRCULATION



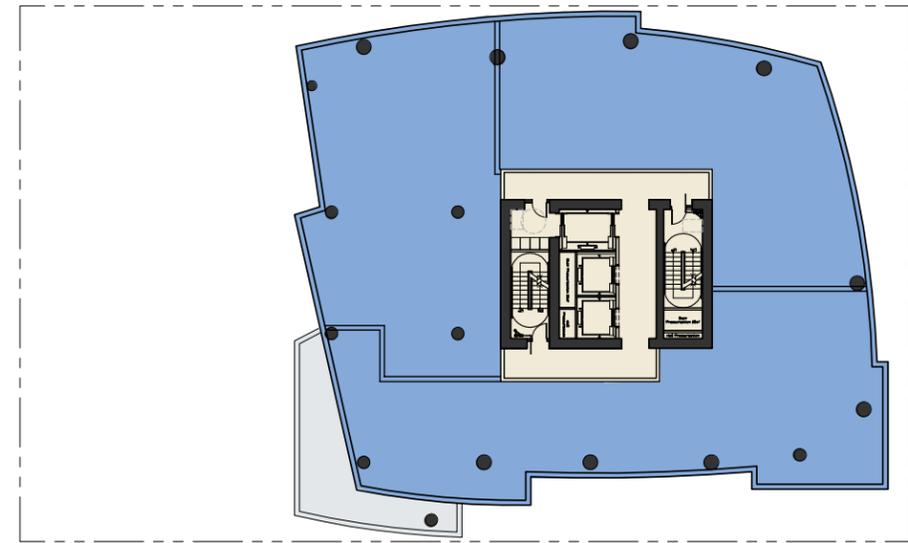
LEVELS 13-18



LEVELS 19-34



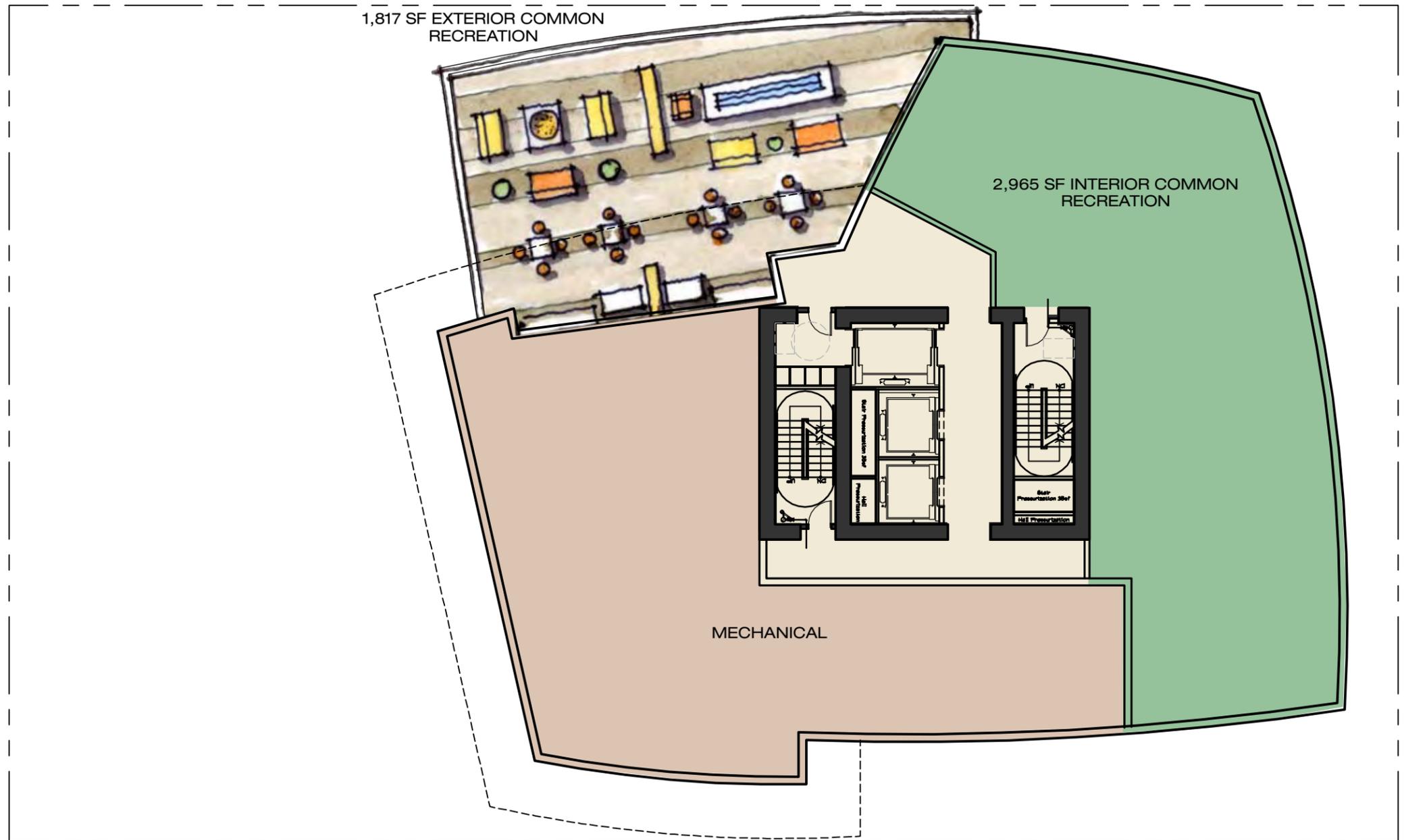
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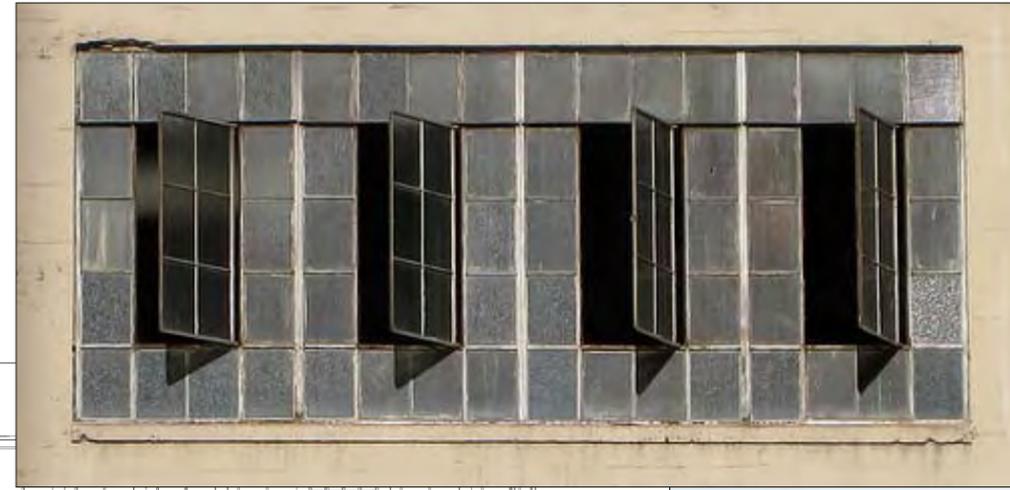


LEVELS 37-38



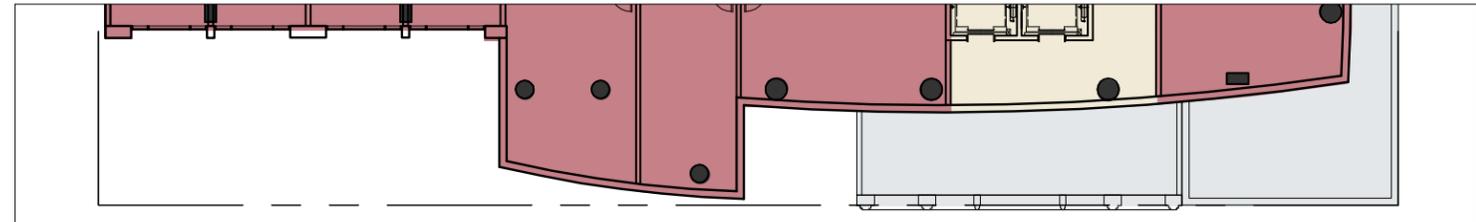
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- HOTEL KEYS / LOBBY
- RETAIL / RESTAURANT
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- WORK STUDIO
- STORAGE
- PARKING
- MECHANICAL / BUILDING SERVICES
- CORE / CIRCULATION



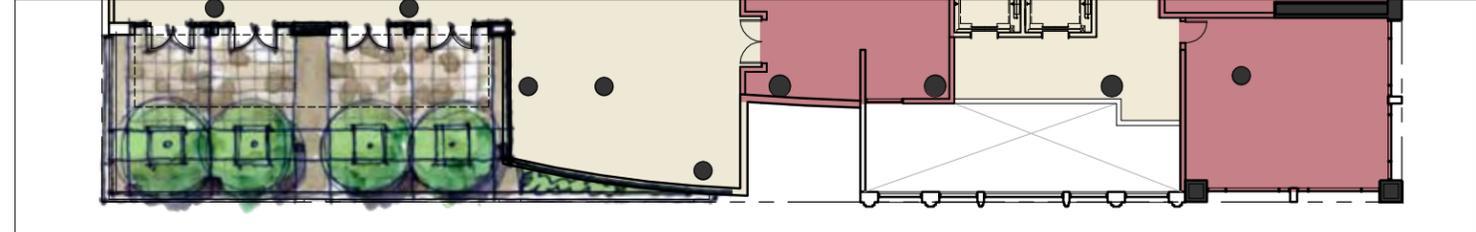




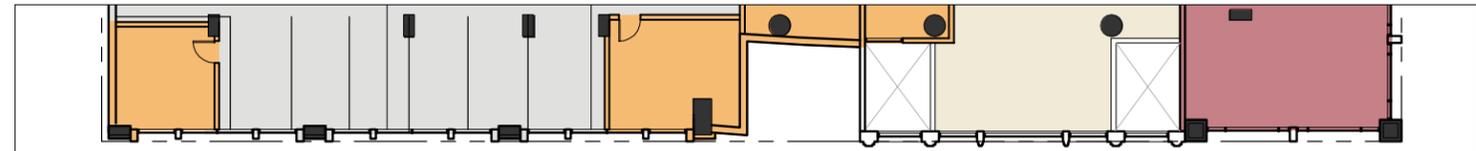
PARTIAL BUILDING ELEVATION ON 2ND AVENUE



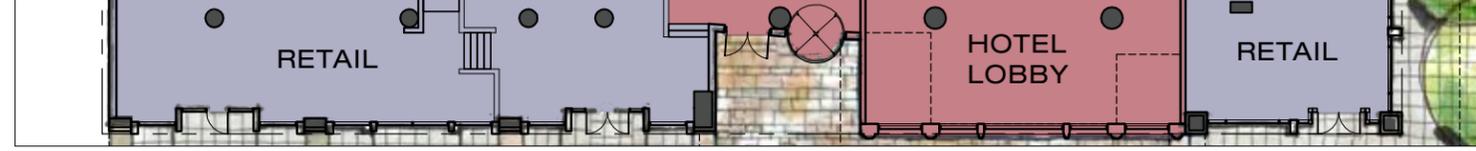
L7-8 PLAN DETAIL



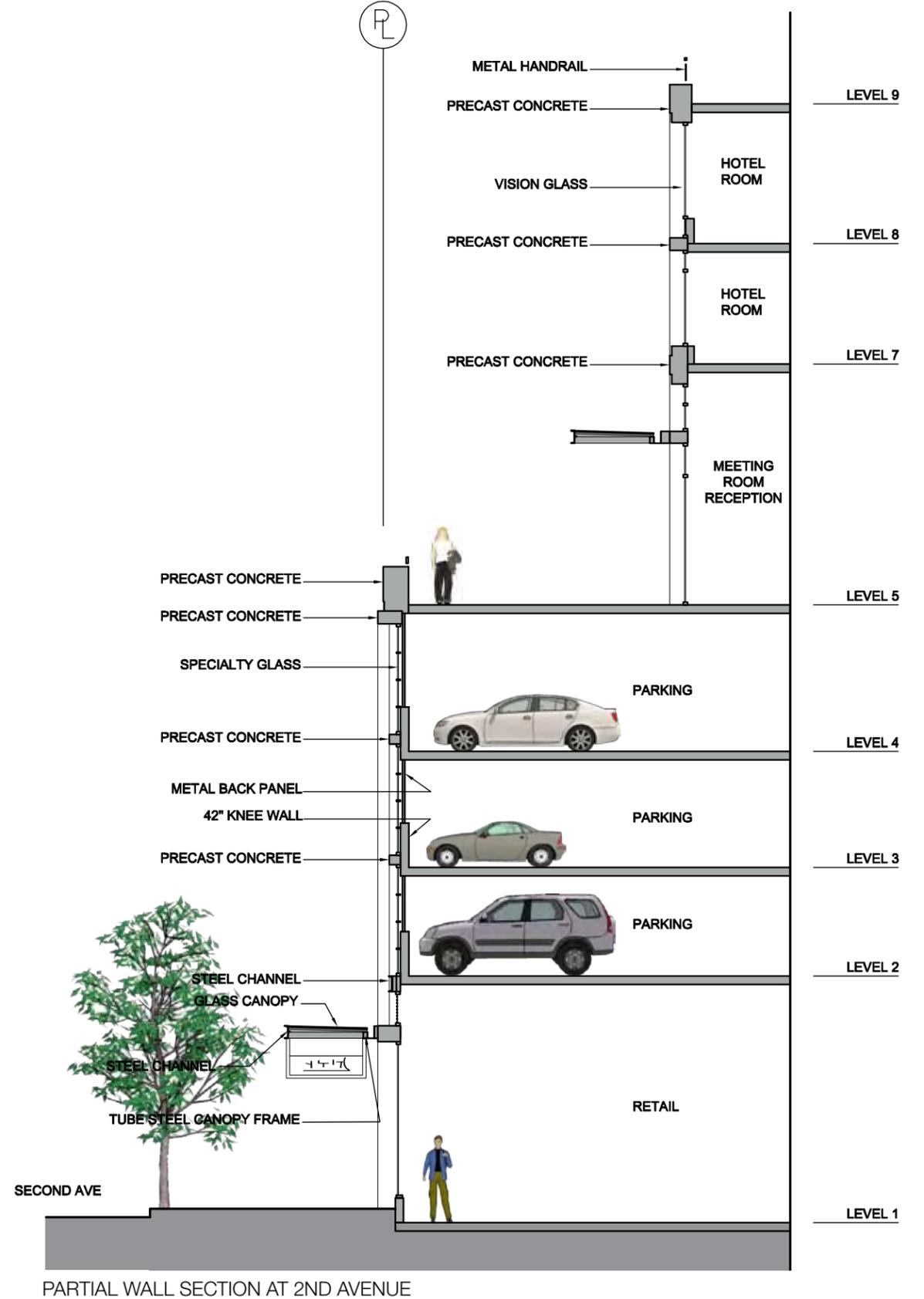
L5 PLAN DETAIL



L3 PLAN DETAIL



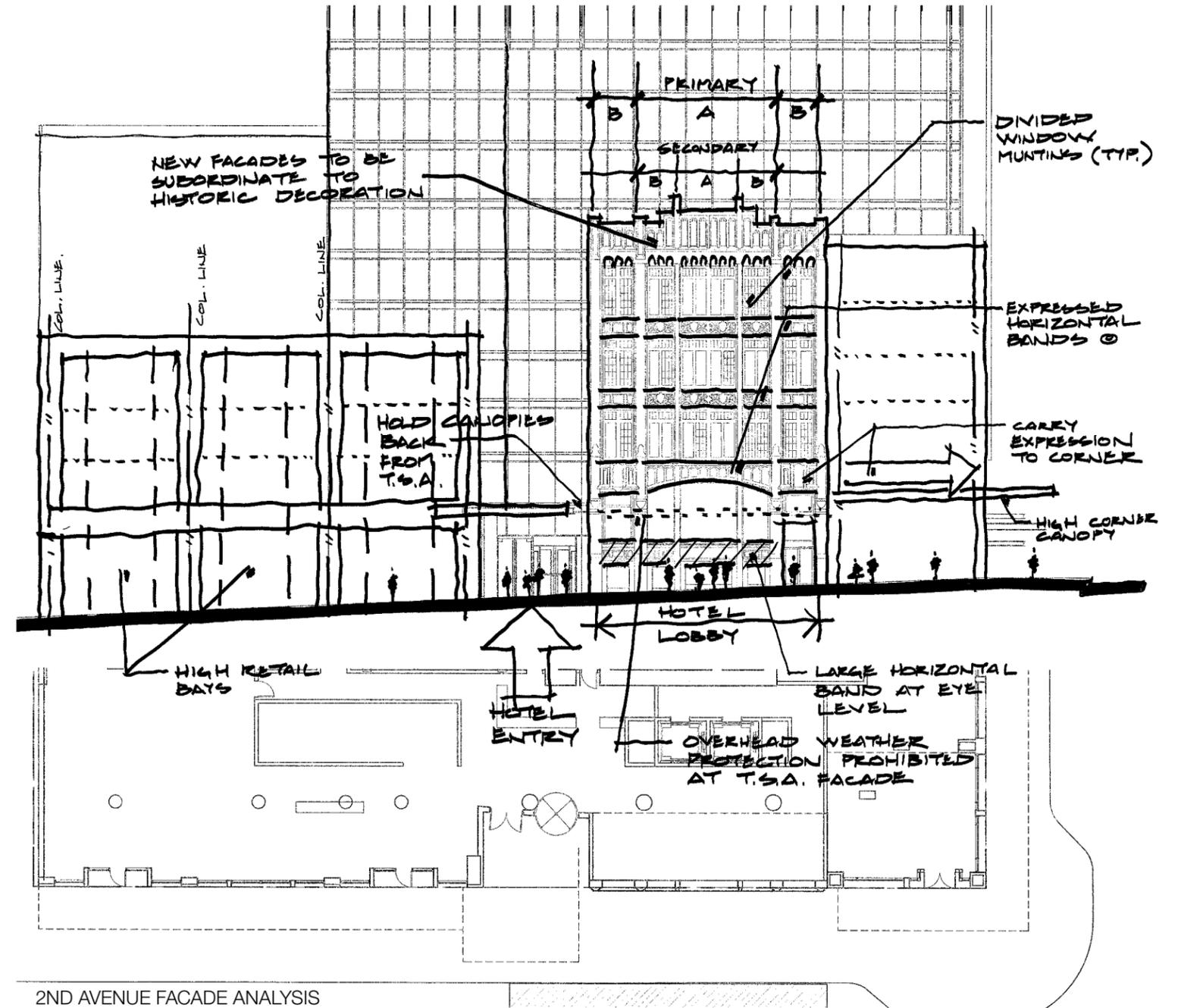
L1 PLAN DETAIL



PARTIAL WALL SECTION AT 2ND AVENUE



PARTIAL 2ND AVENUE FACADE

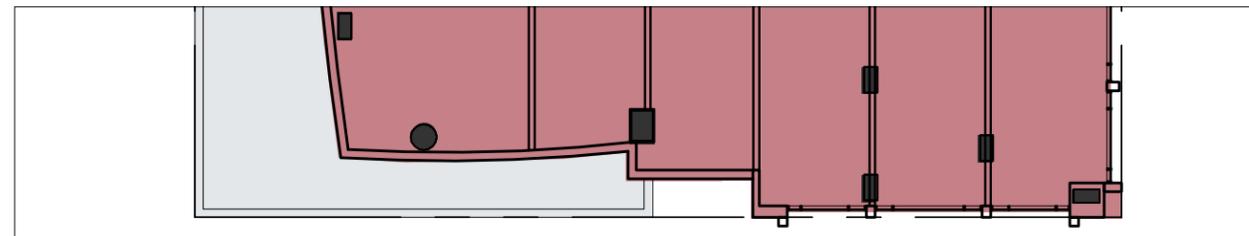


2ND AVENUE FACADE ANALYSIS

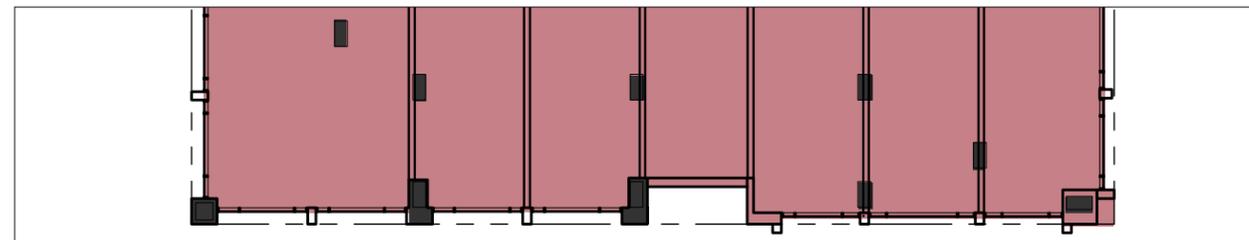




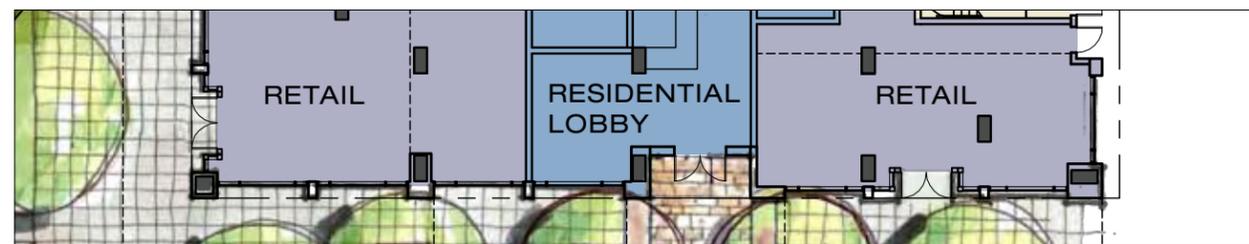
PARTIAL BUILDING ELEVATION AT VIRGINIA STREET



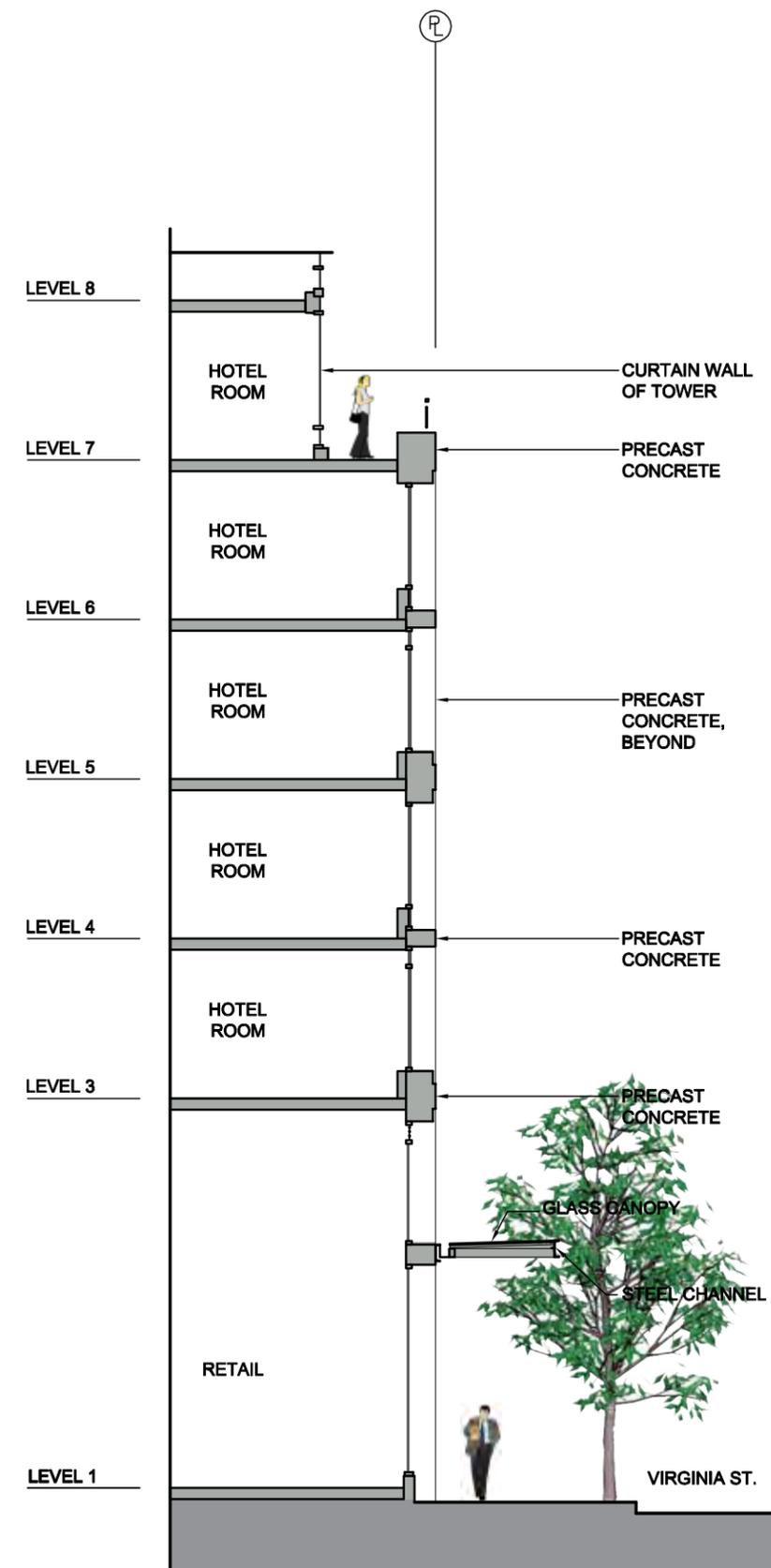
L7-8 PLAN DETAIL



L3 PLAN DETAIL

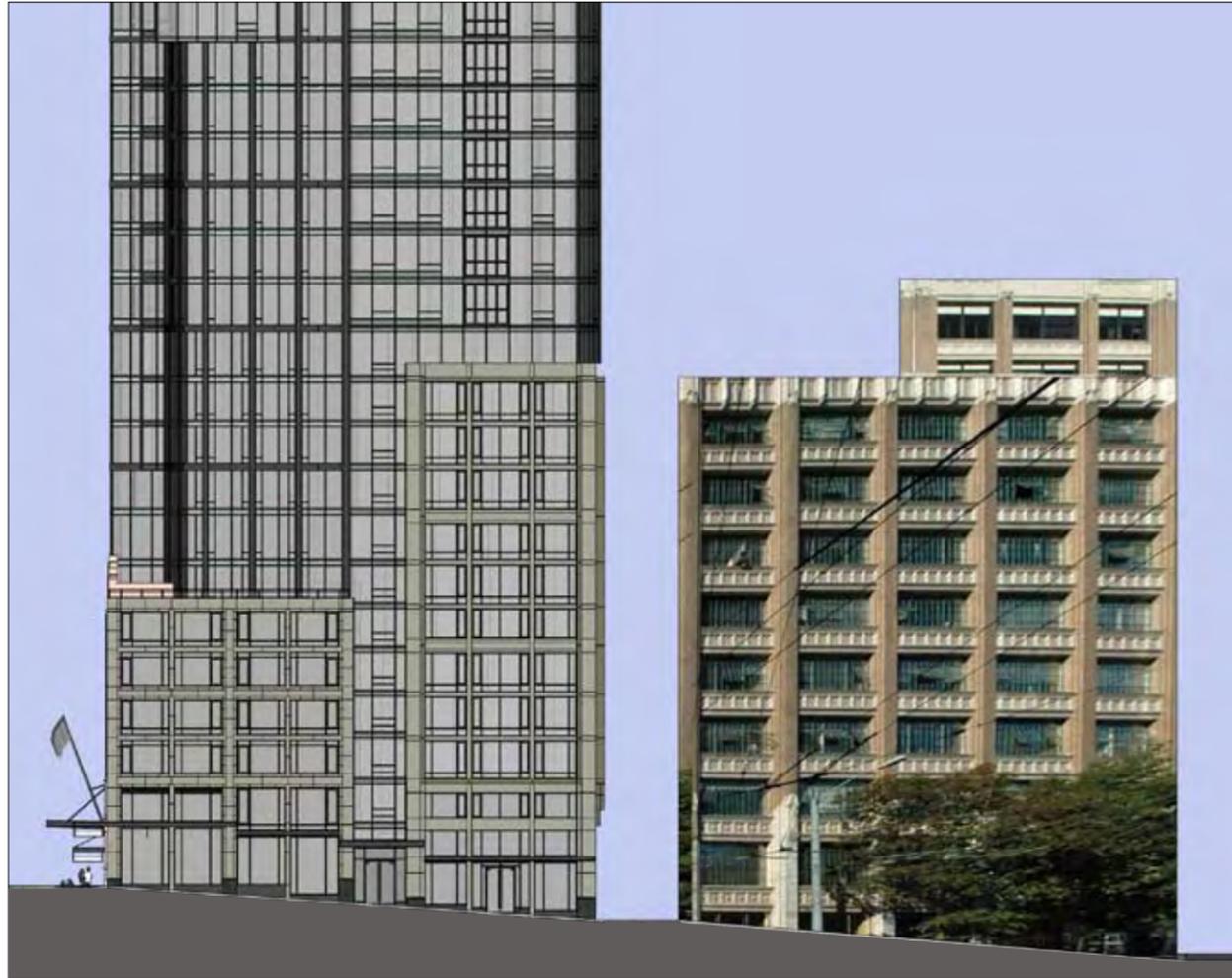


L1 PLAN DETAIL

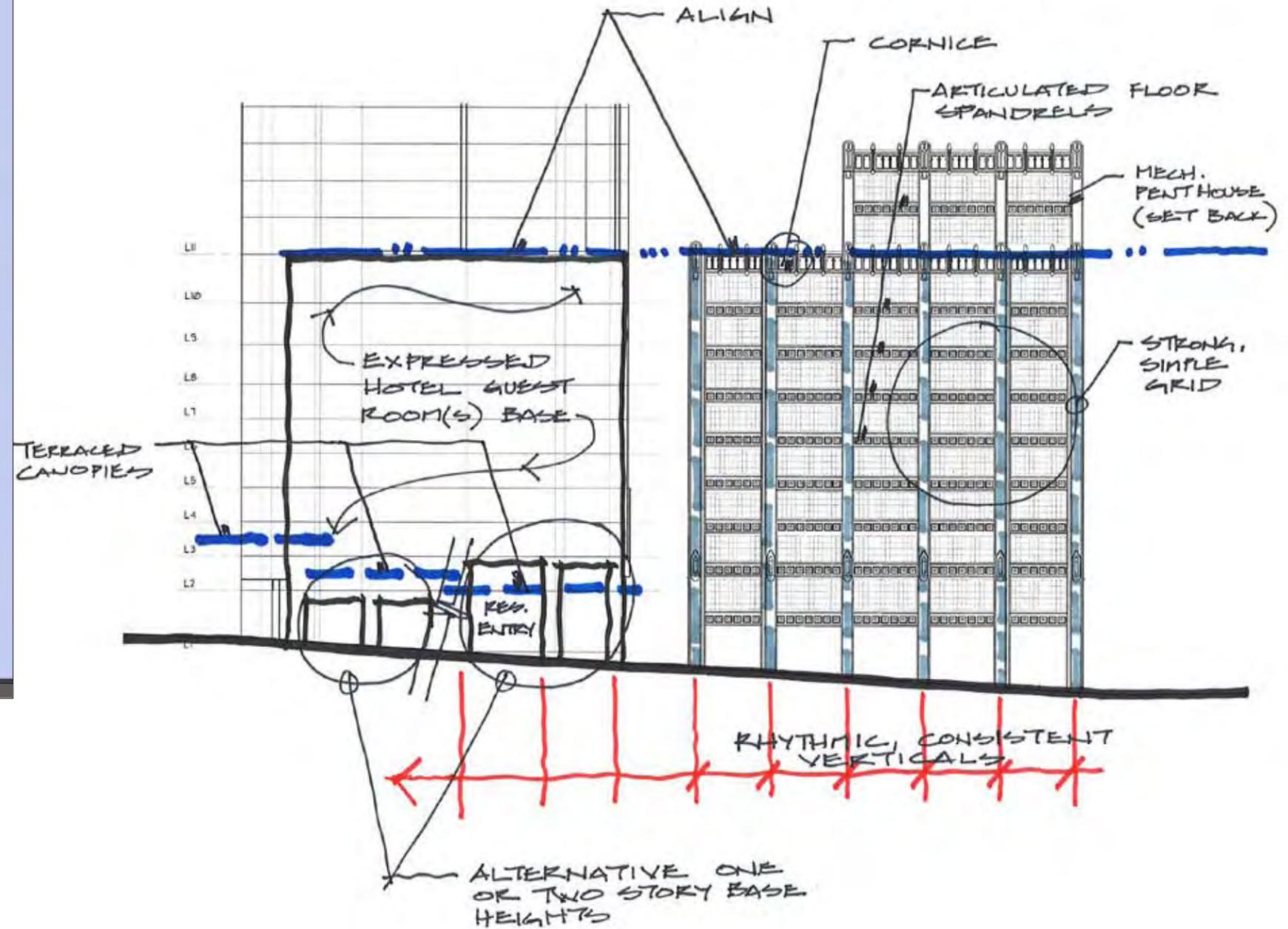


PARTIAL WALL SECTION AT VIRGINIA





PARTIAL VIRGINIA STREET FACADE

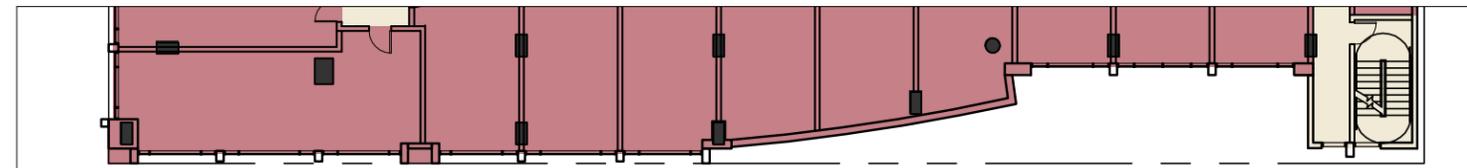


VIRGINIA STREET FACADE ANALYSIS

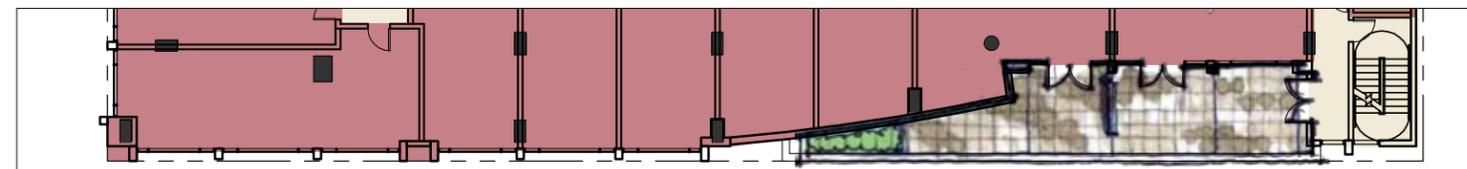




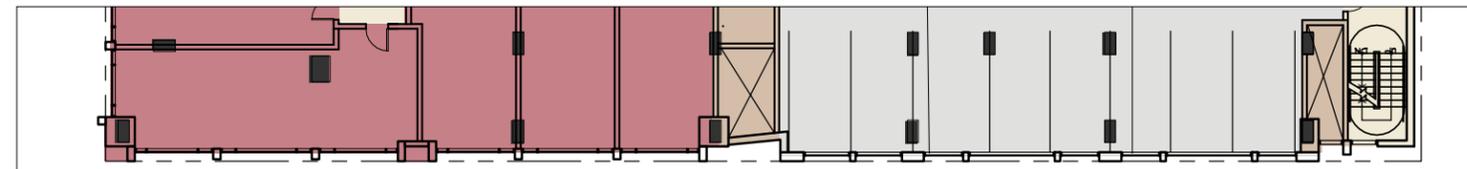
PARTIAL BUILDING ELEVATION AT ALLEY



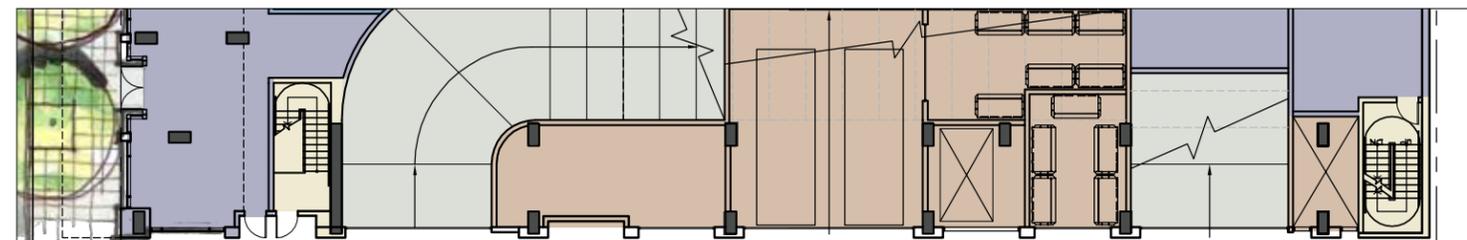
L7-8 PLAN DETAIL



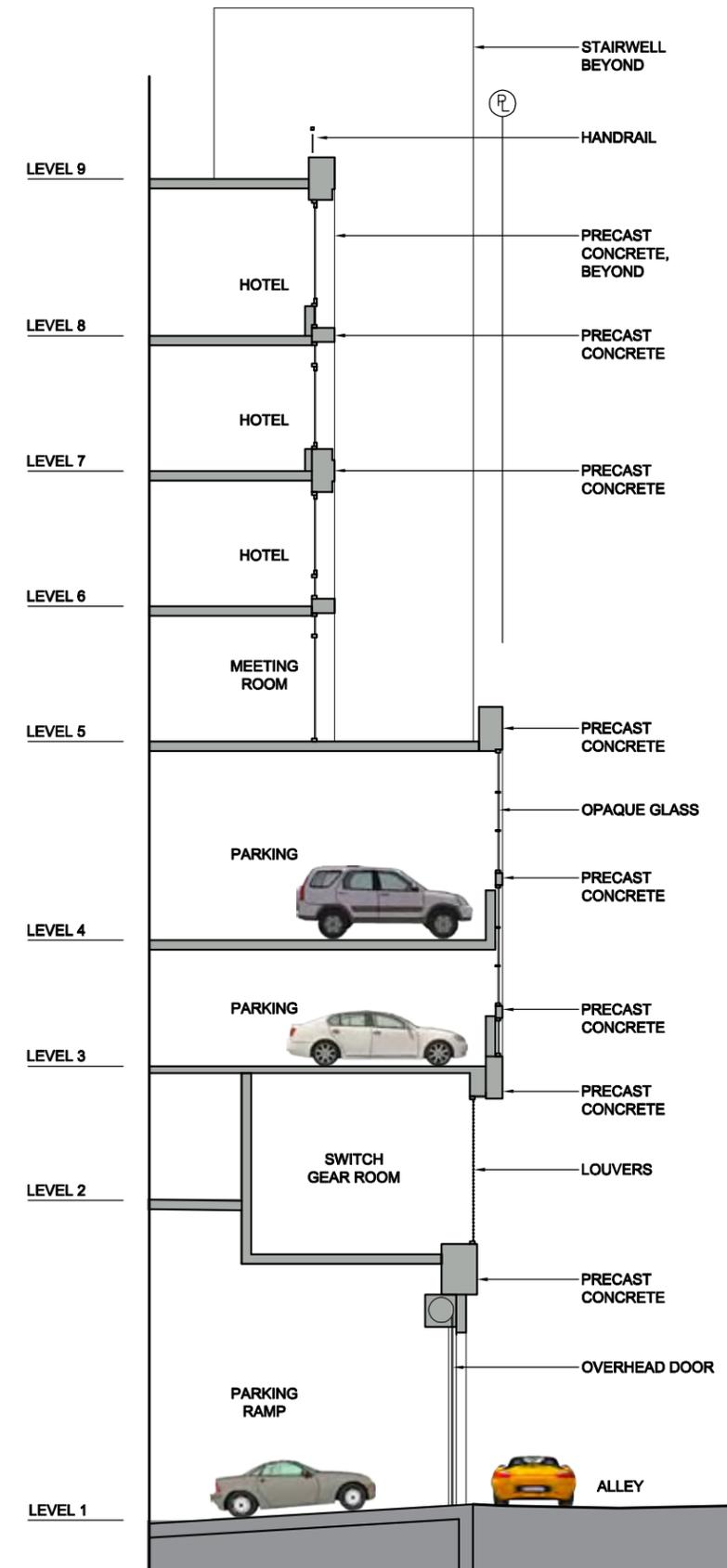
L5 PLAN DETAIL



L3 PLAN DETAIL



L1 PLAN DETAIL

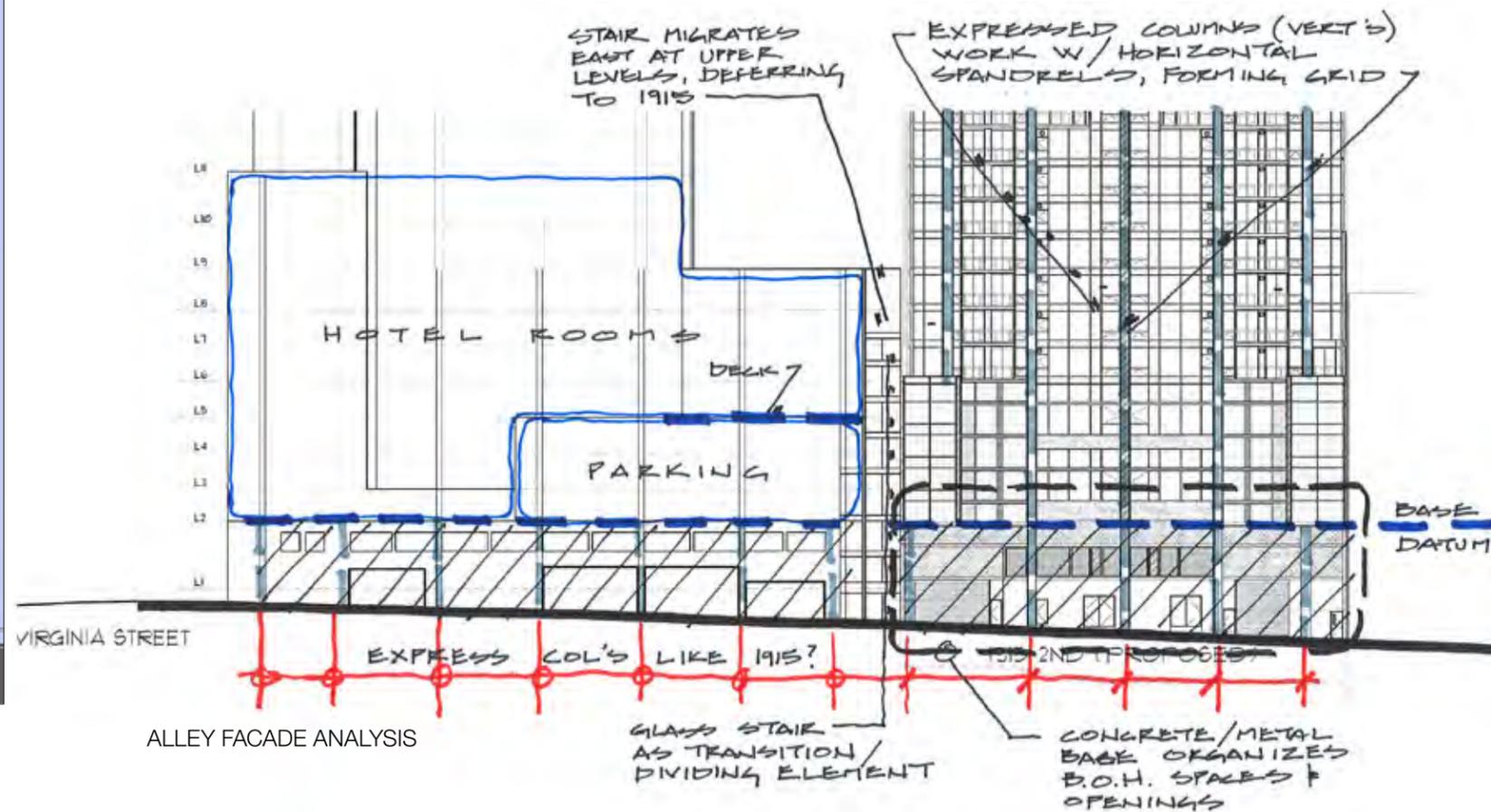


PARTIAL WALL SECTION AT ALLEY



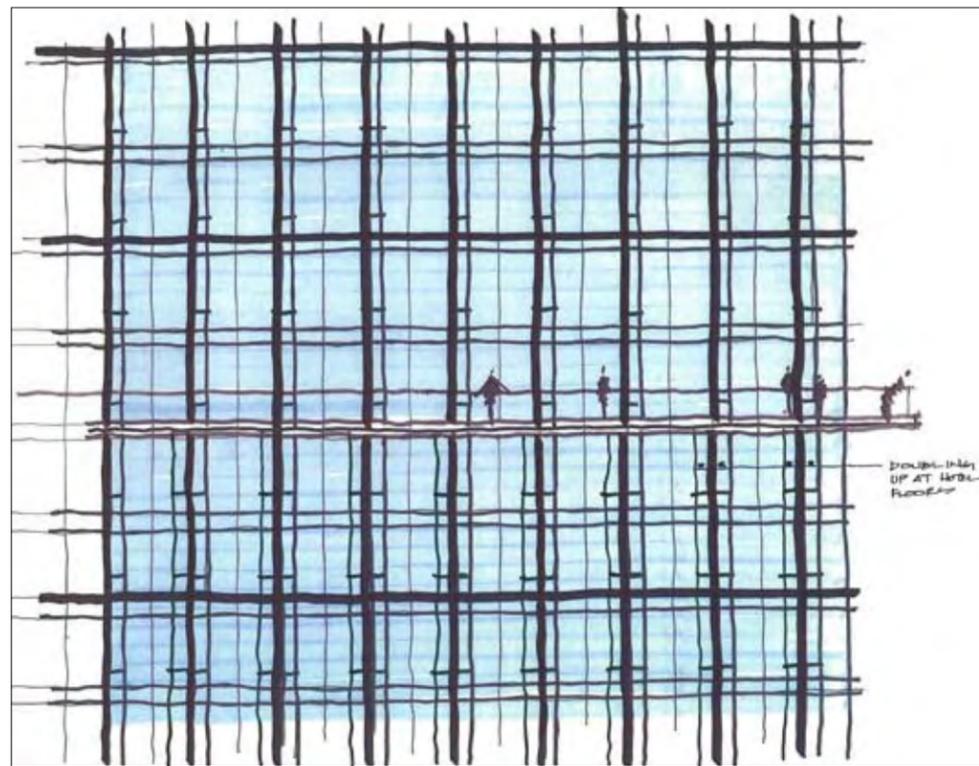
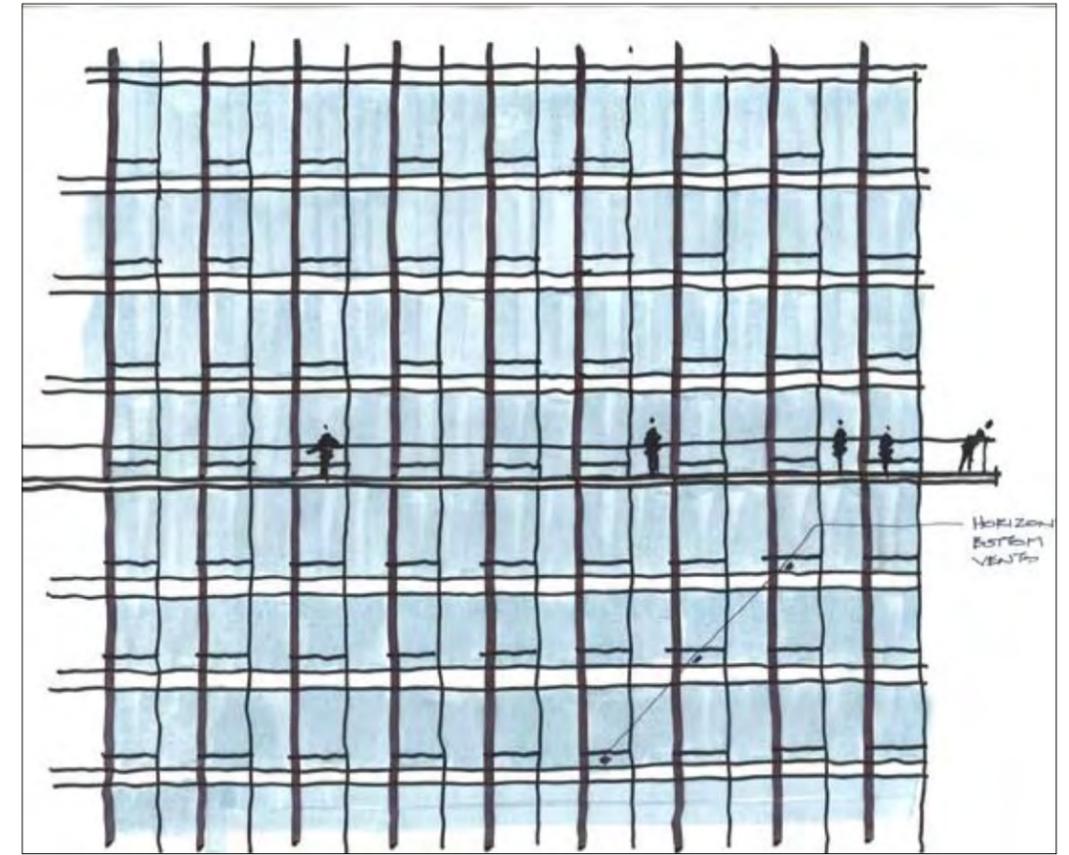


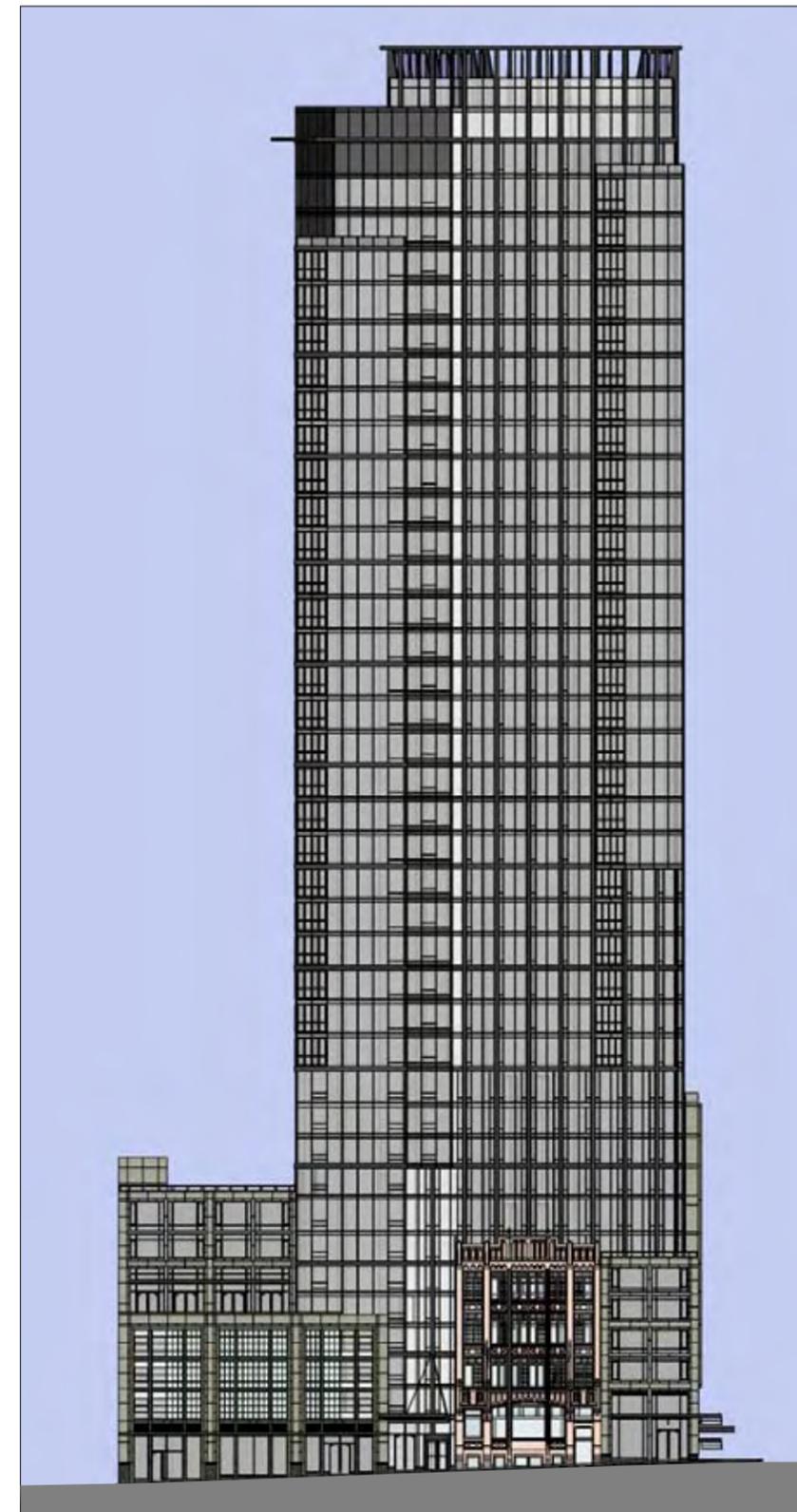
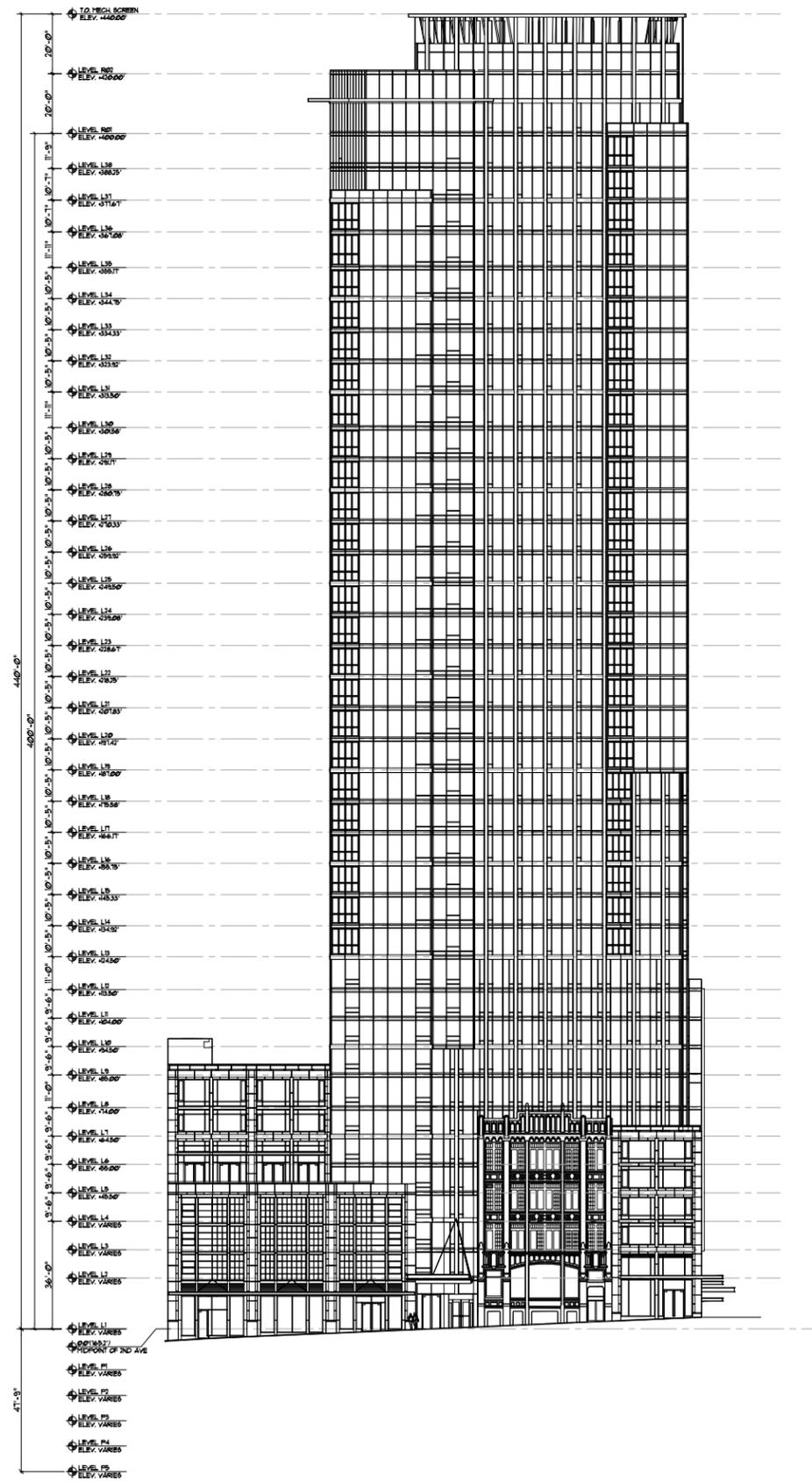
PARTIAL ALLEY FACADE

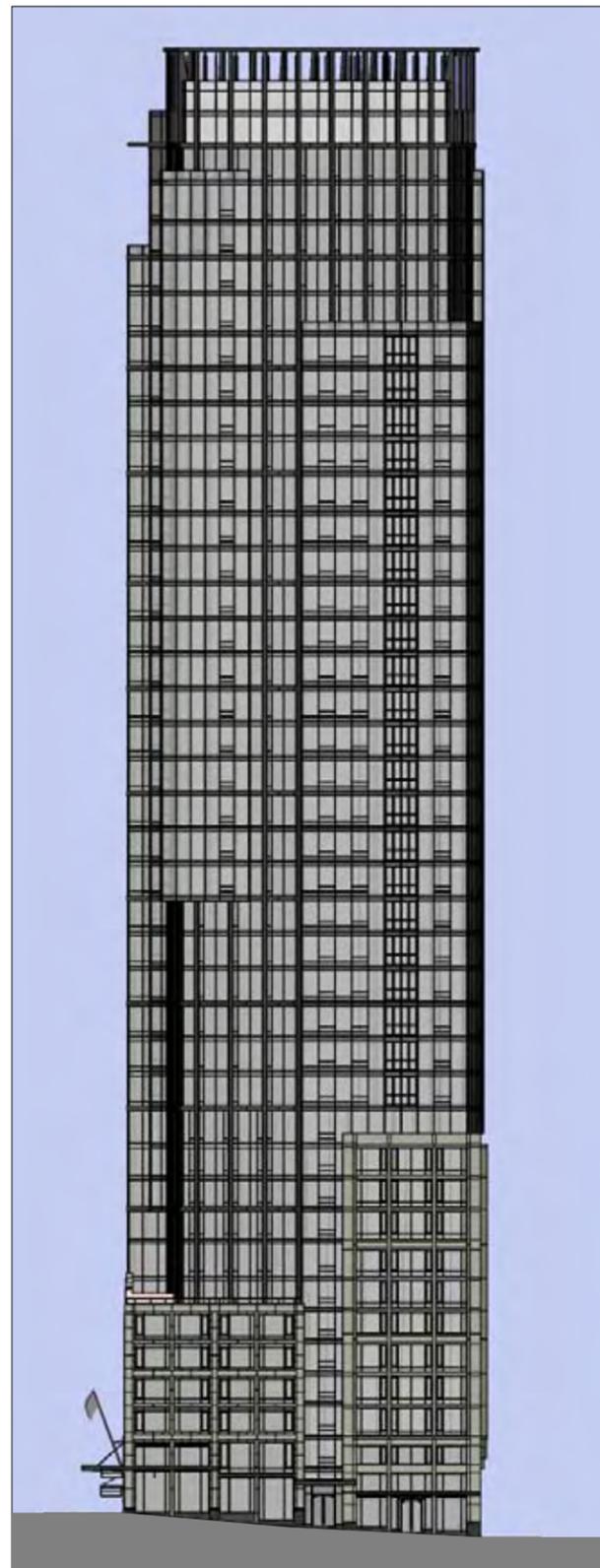
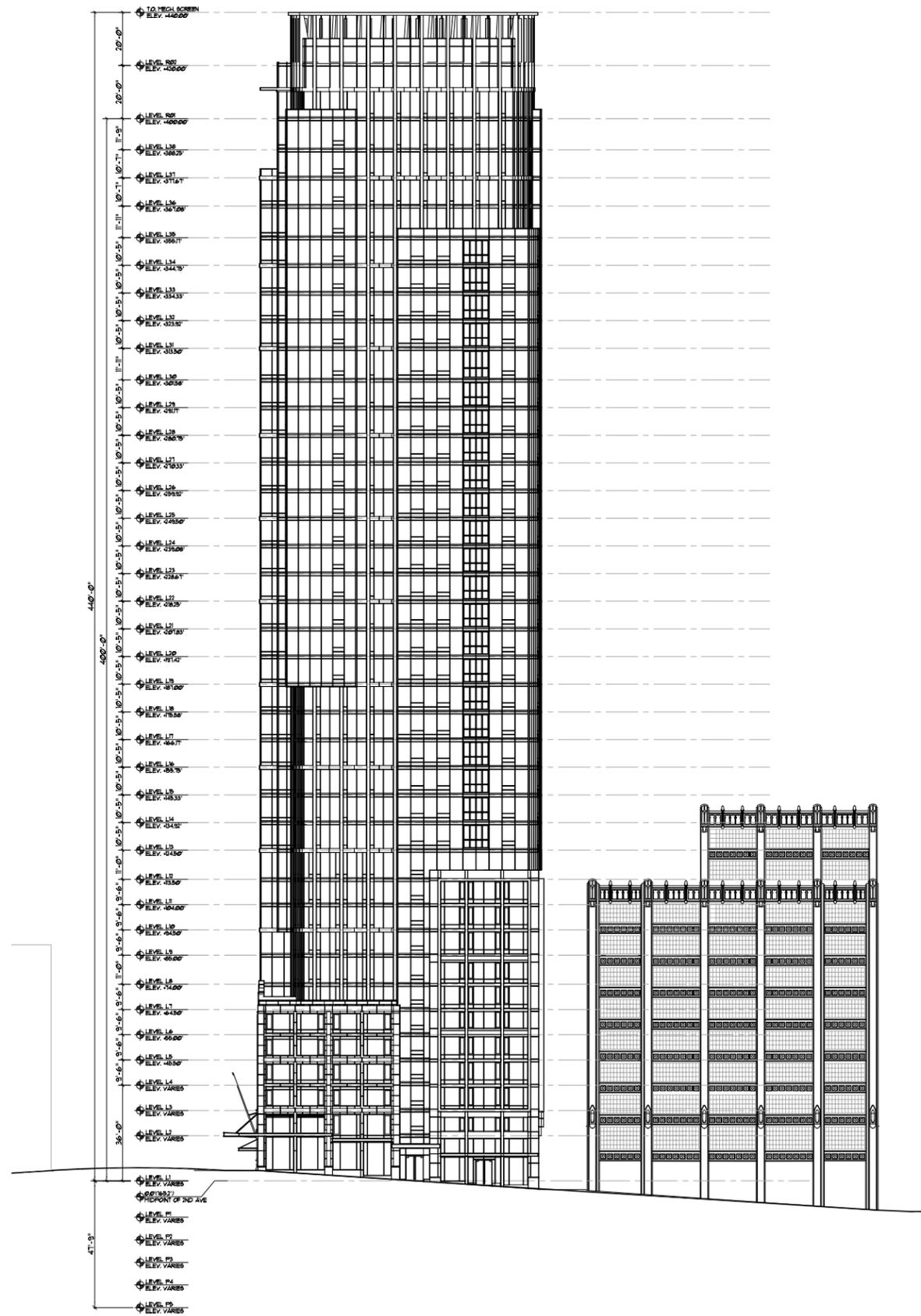


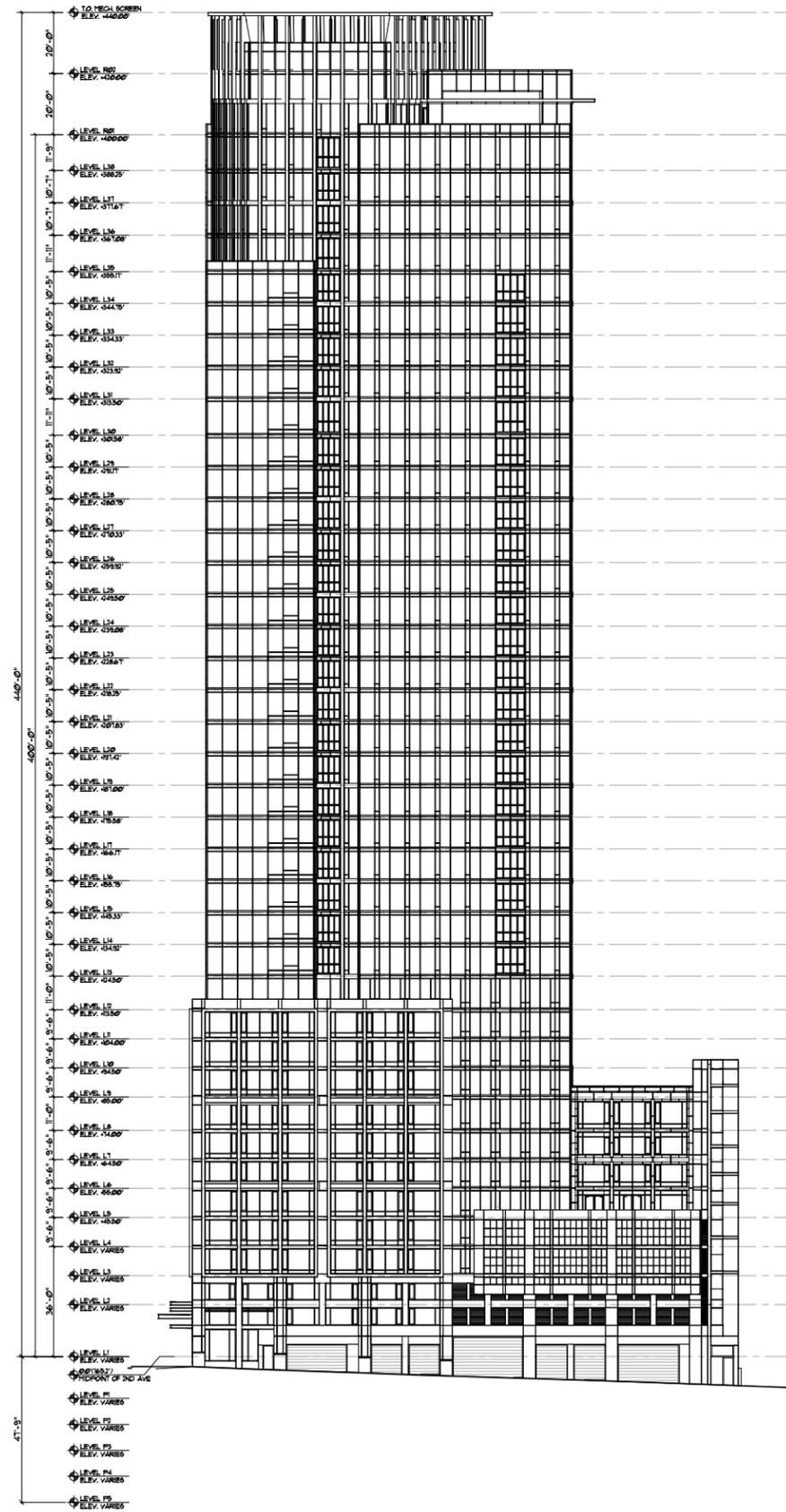
ALLEY FACADE ANALYSIS

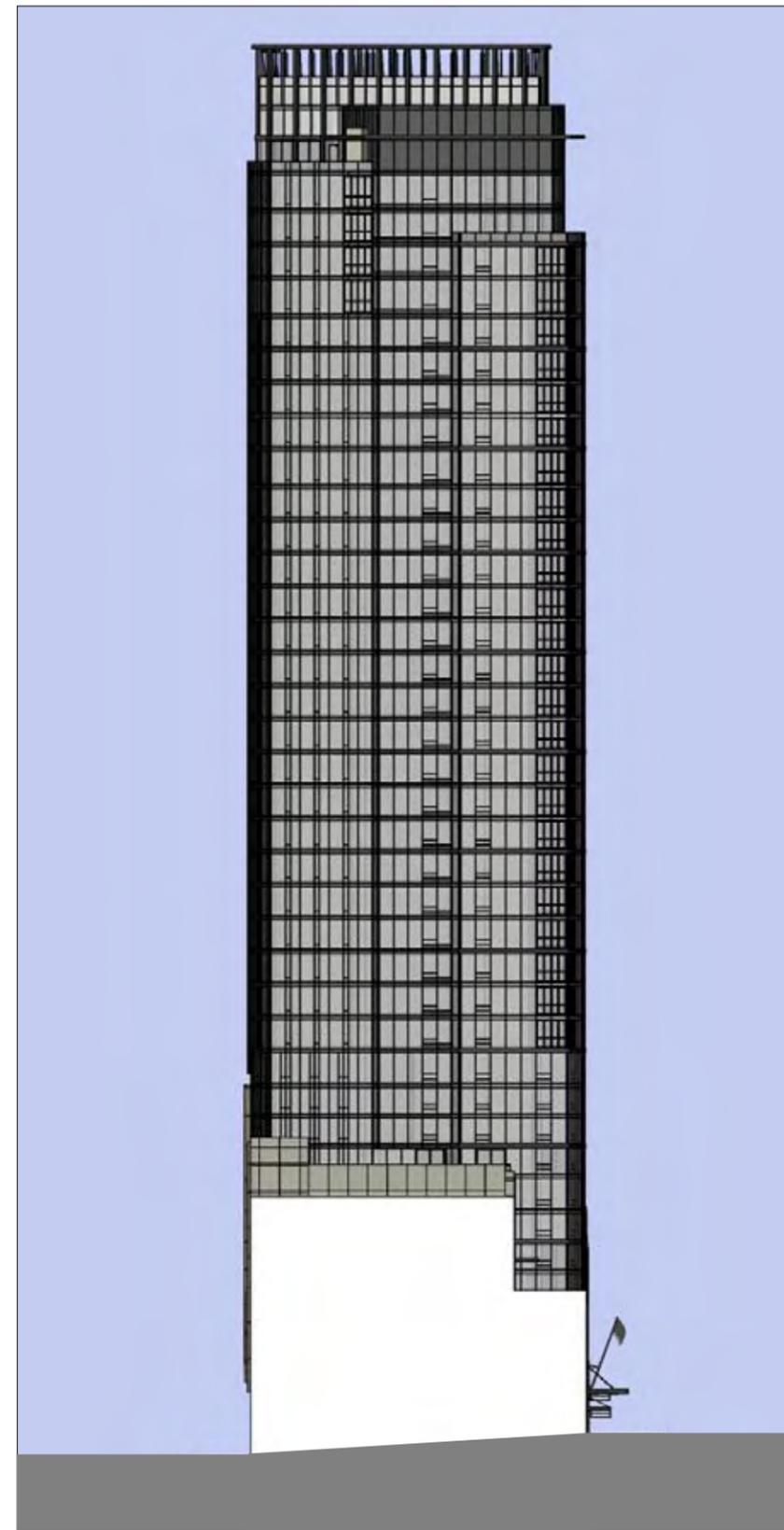
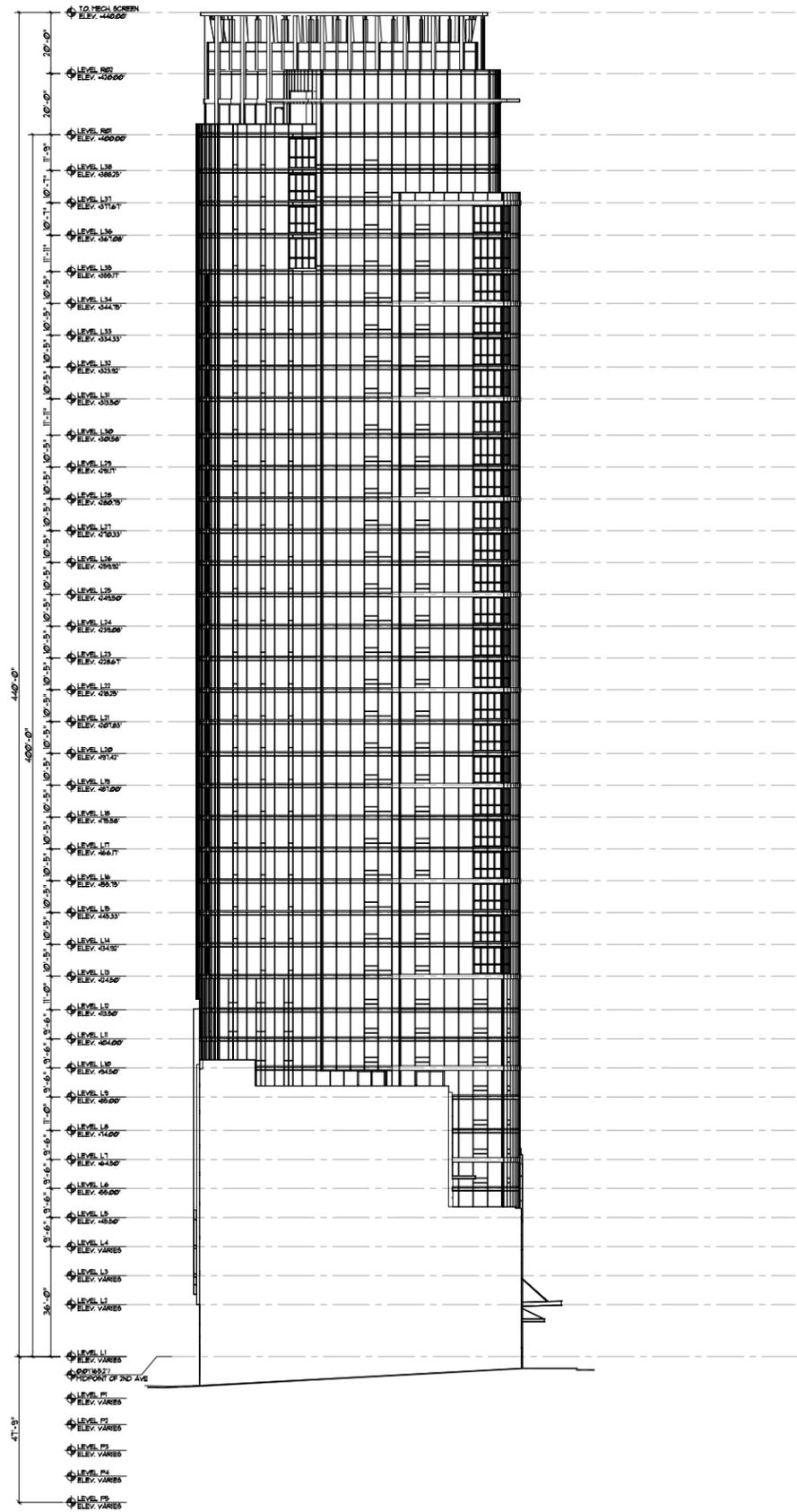










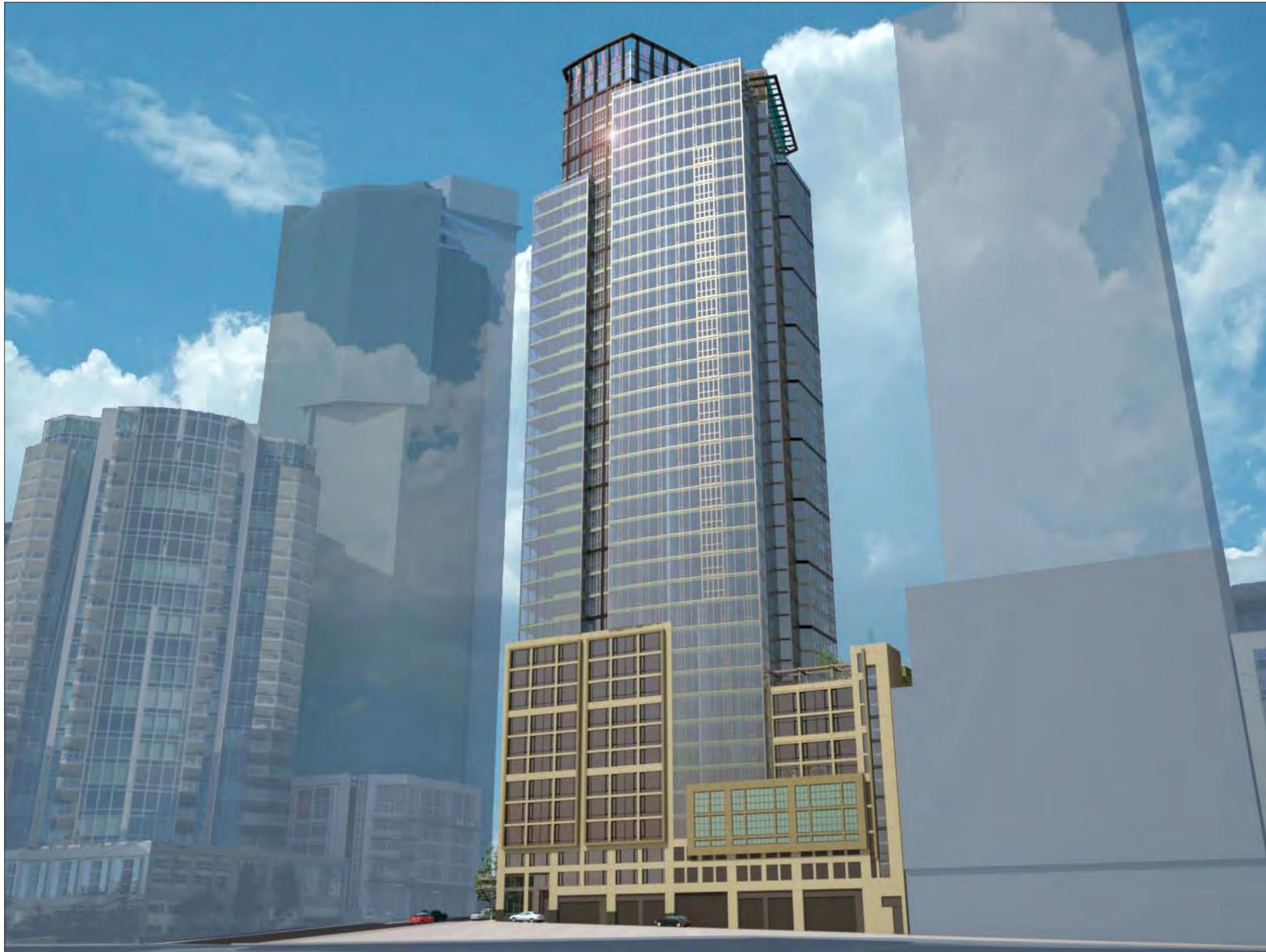






NOTE:
TERMINAL SALES
BUILDING AND O.P.T.
REMOVED FOR
VIEWING



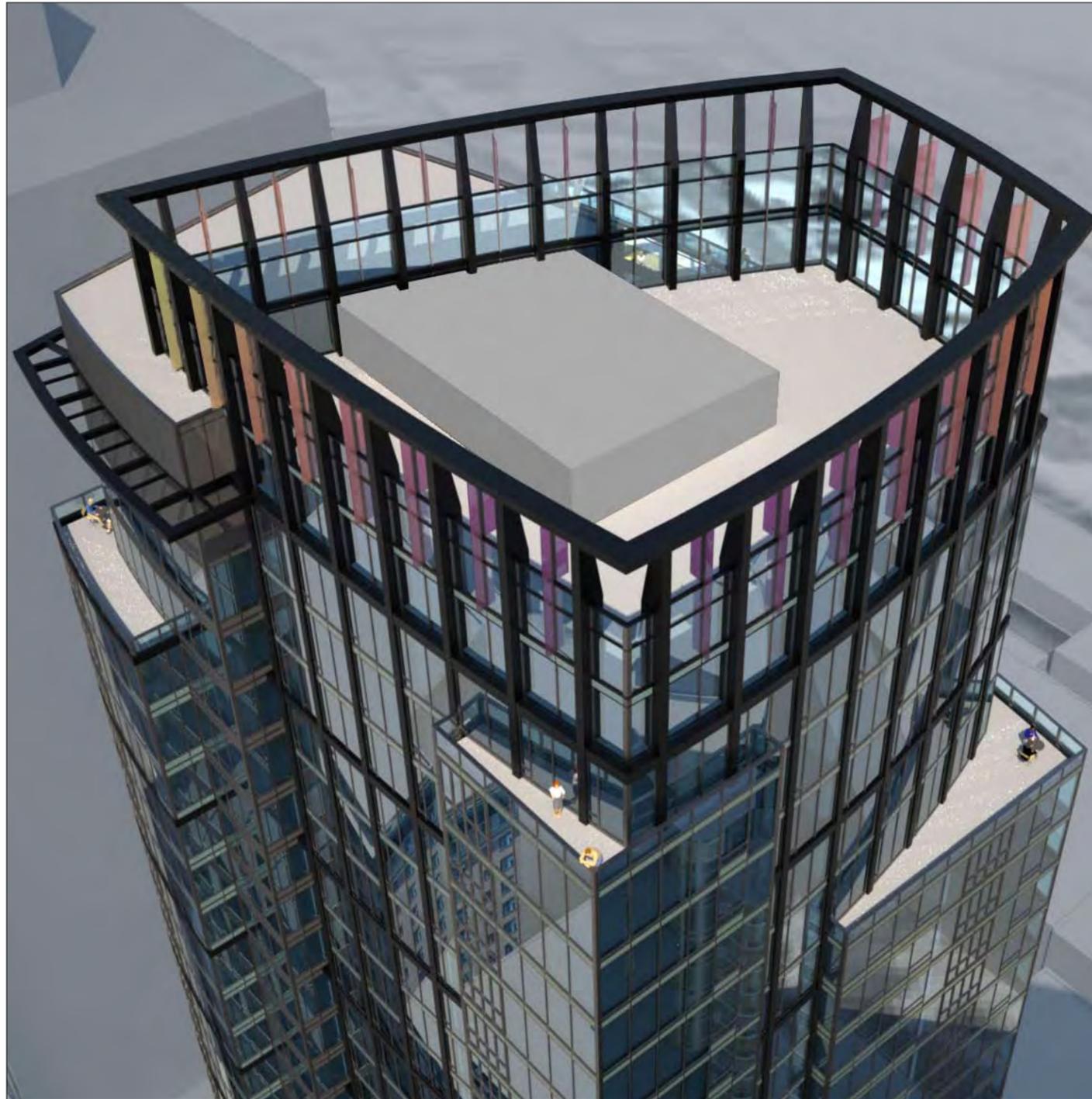


NOTE:
TERMINAL SALES
BUILDING REMOVED
FOR VIEWING

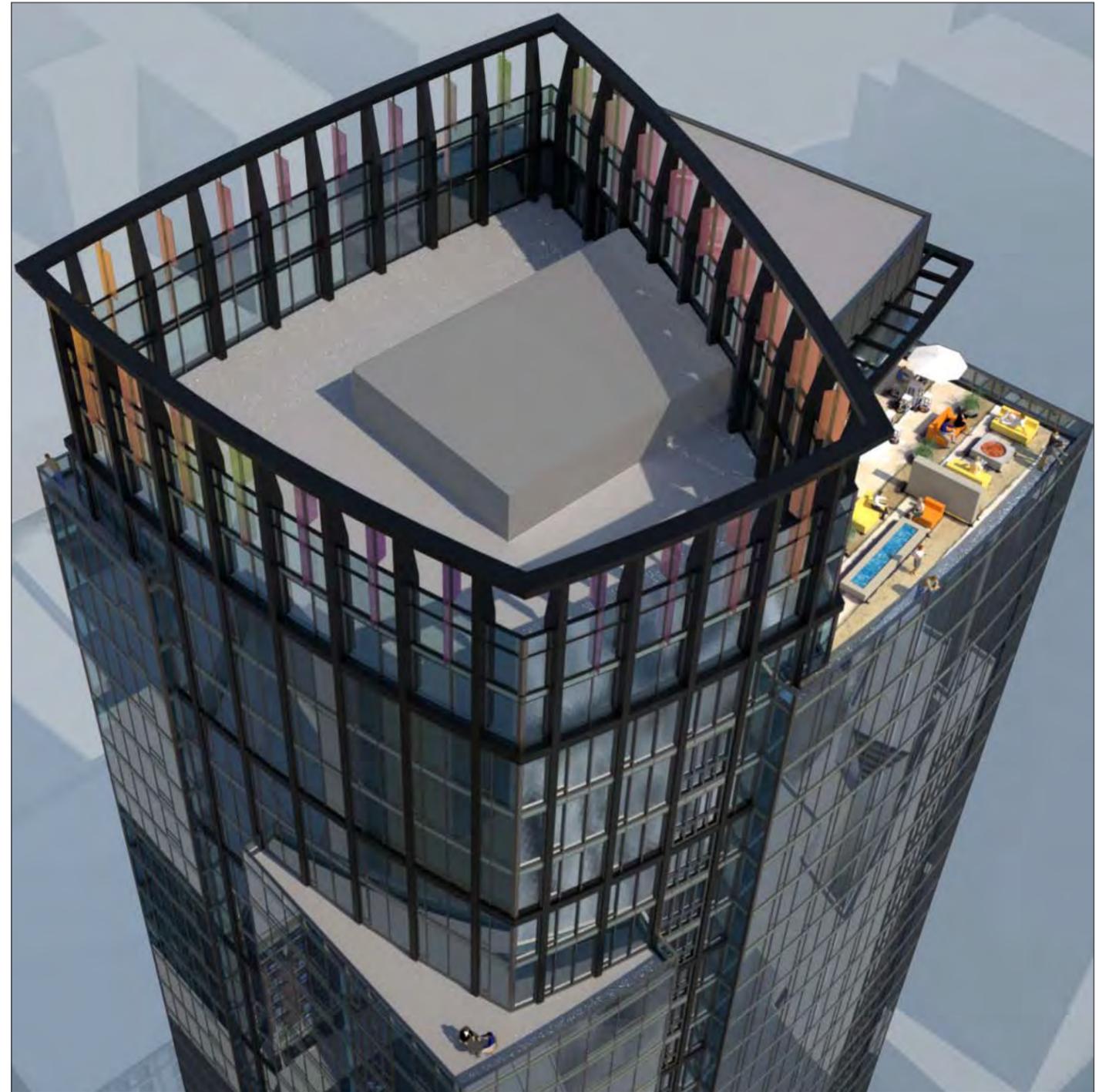






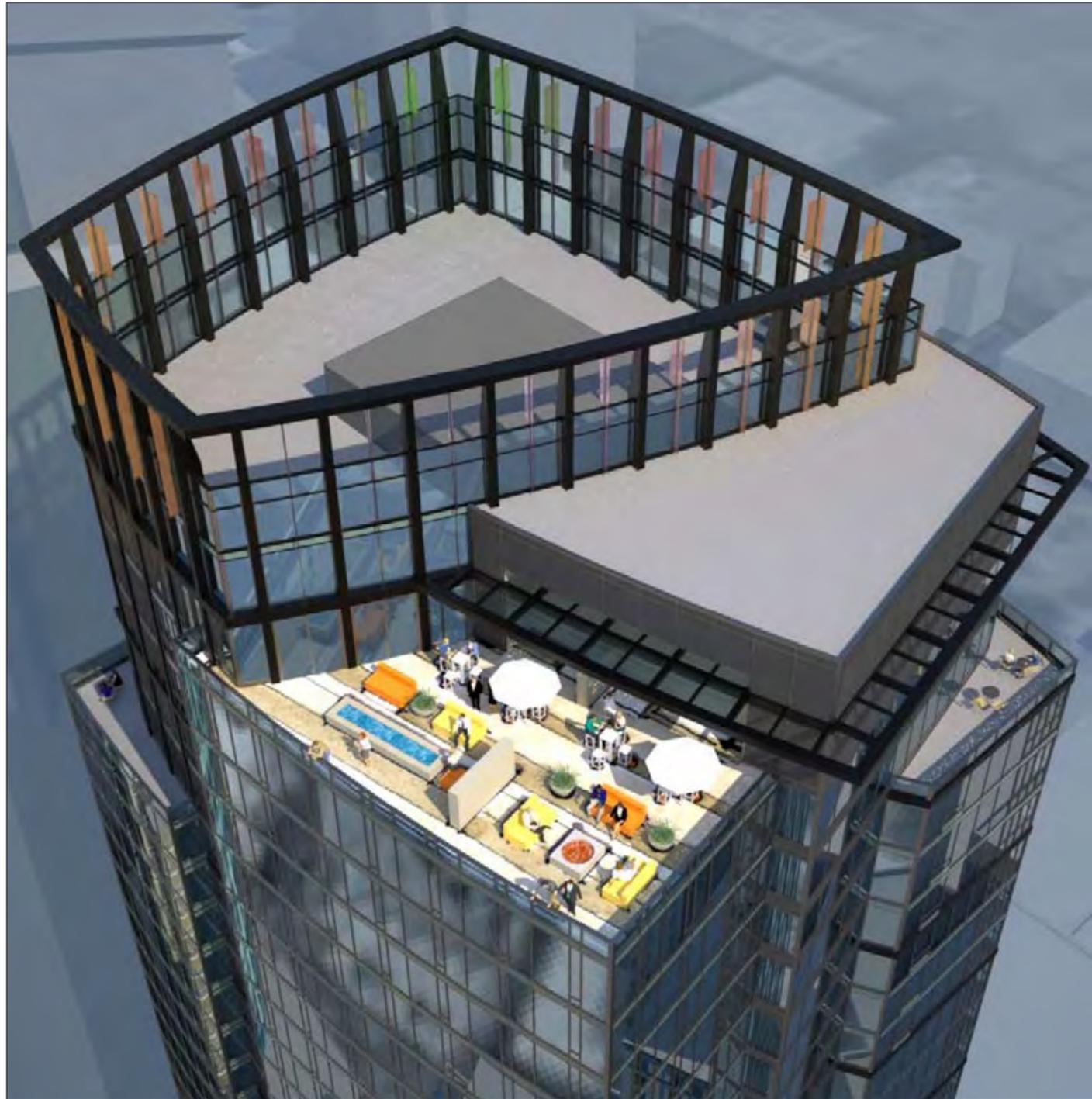


BIRD'S EYE LOOKING SOUTH

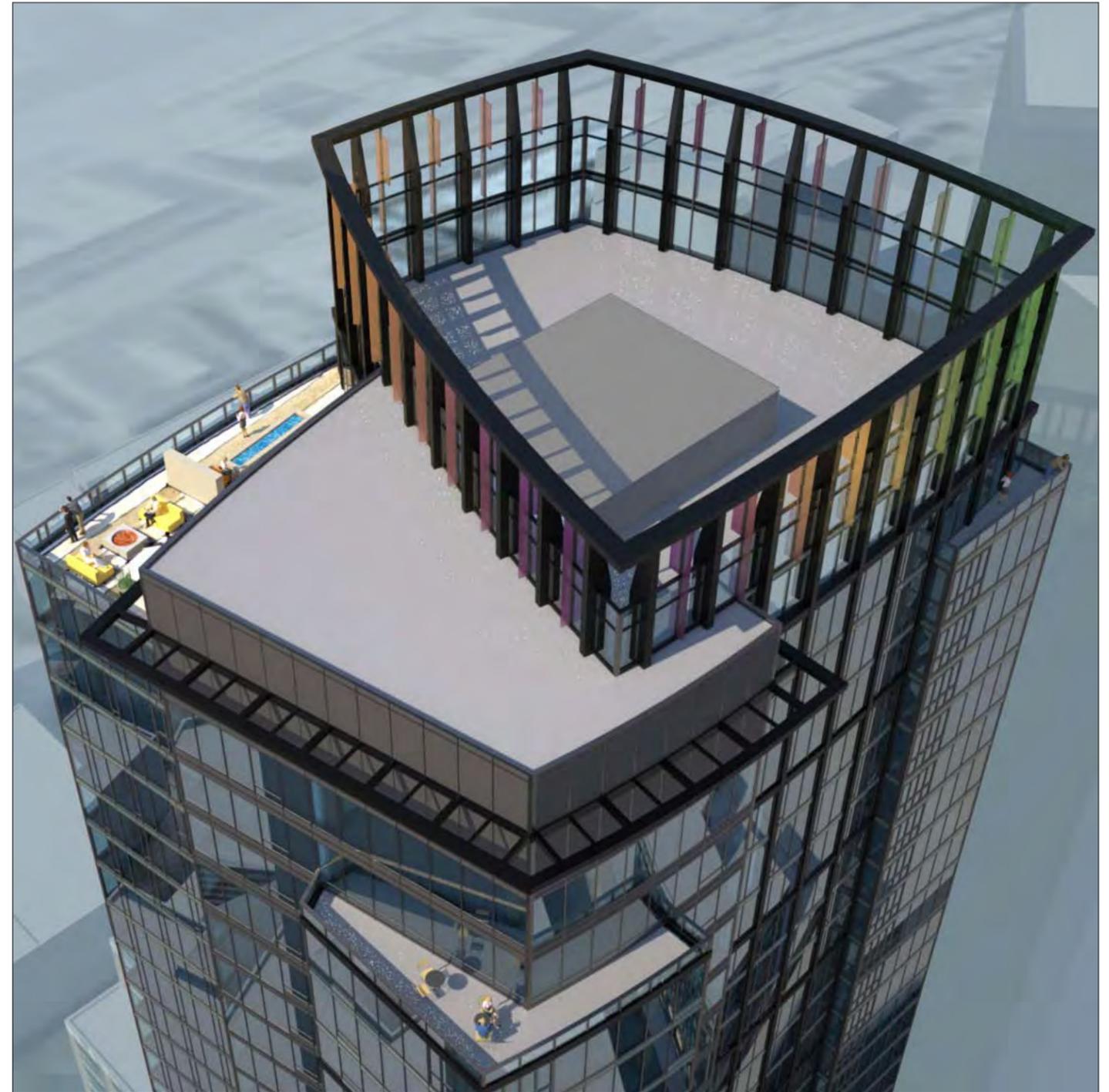


BIRD'S EYE LOOKING EAST





BIRD'S EYE LOOKING NORTH



BIRD'S EYE LOOKING WEST







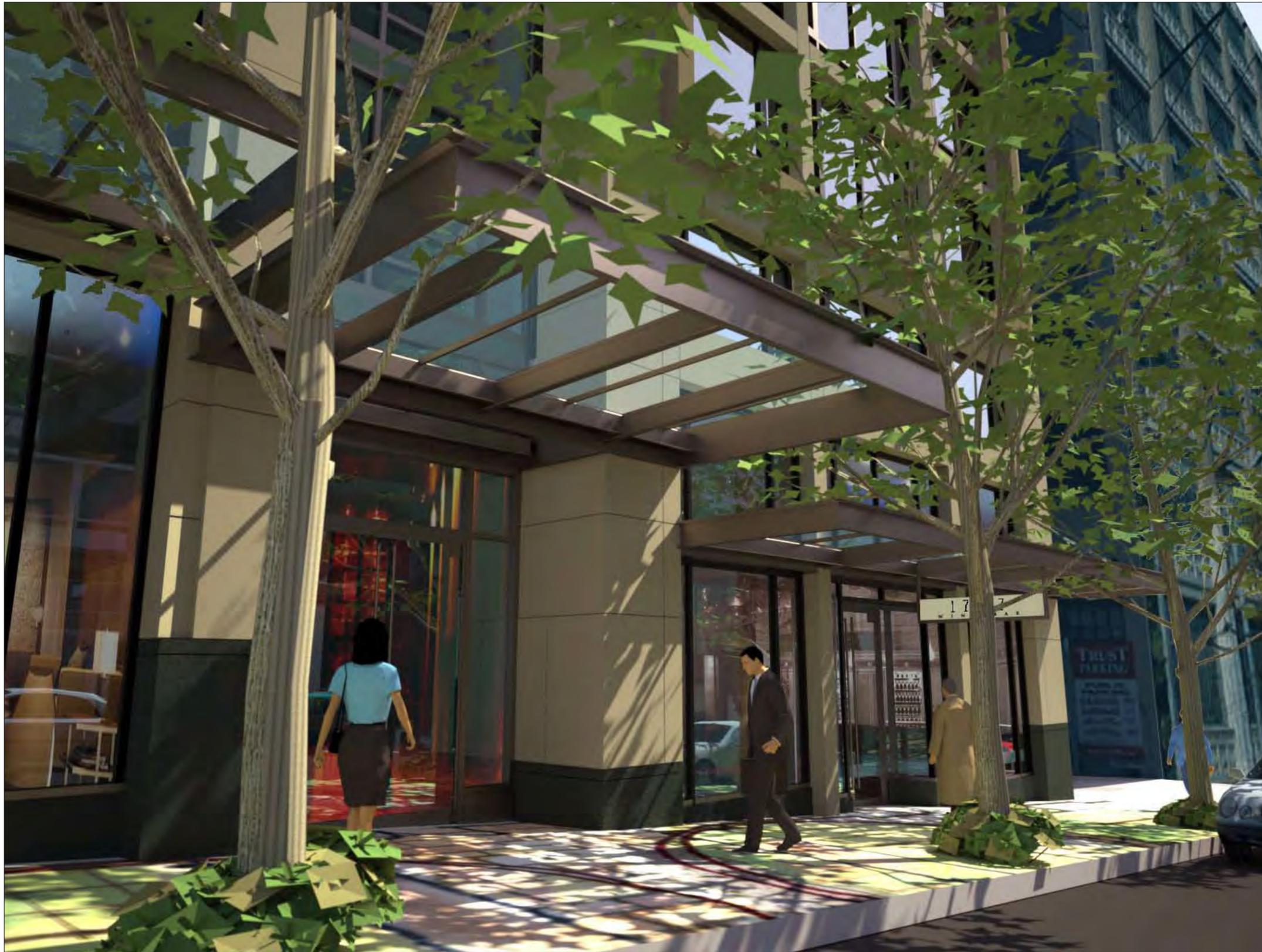














G₁ **GLASS #1**
Light Grey Glass

G₂ **GLASS #2**
Clear Glass

G₃ **GLASS #3**
Specialty Glass

G₄ **GLASS #4**
Light Grey Fritted Glass

SG₁ **SPANDREL GLASS #1**
Blue Spandrel Glass

SG₂ **SPANDREL GLASS #2**
Olive Spandrel Glass

SG₃ **SPANDREL GLASS #3**
Dark Gray Spandrel Glass

M₁ **METAL #1**

M₂ **METAL #2**

P₁ **PAINT**

ST₁ **STONE #1**

PC₁ **PRECAST CONCRETE #1**

PC₂ **PRECAST CONCRETE #2**



G₁ **GLASS #1**
Light Grey Glass

G₂ **GLASS #2**
Clear Glass

G₃ **GLASS #3**
Specialty Glass

G₄ **GLASS #4**
Light Grey Fritted Glass

SG₁ **SPANDREL GLASS #1**
Blue Spandrel Glass

SG₂ **SPANDREL GLASS #2**
Olive Spandrel Glass

SG₃ **SPANDREL GLASS #3**
Dark Gray Spandrel Glass



M₁ **METAL #1**

M₂ **METAL #2**

P₁ **PAINT**

ST₁ **STONE #1**

PC₁ **PRECAST CONCRETE #1**

PC₂ **PRECAST CONCRETE #2**



G₁
GLASS #1
Light Grey Glass

G₂
GLASS #2
Clear Glass

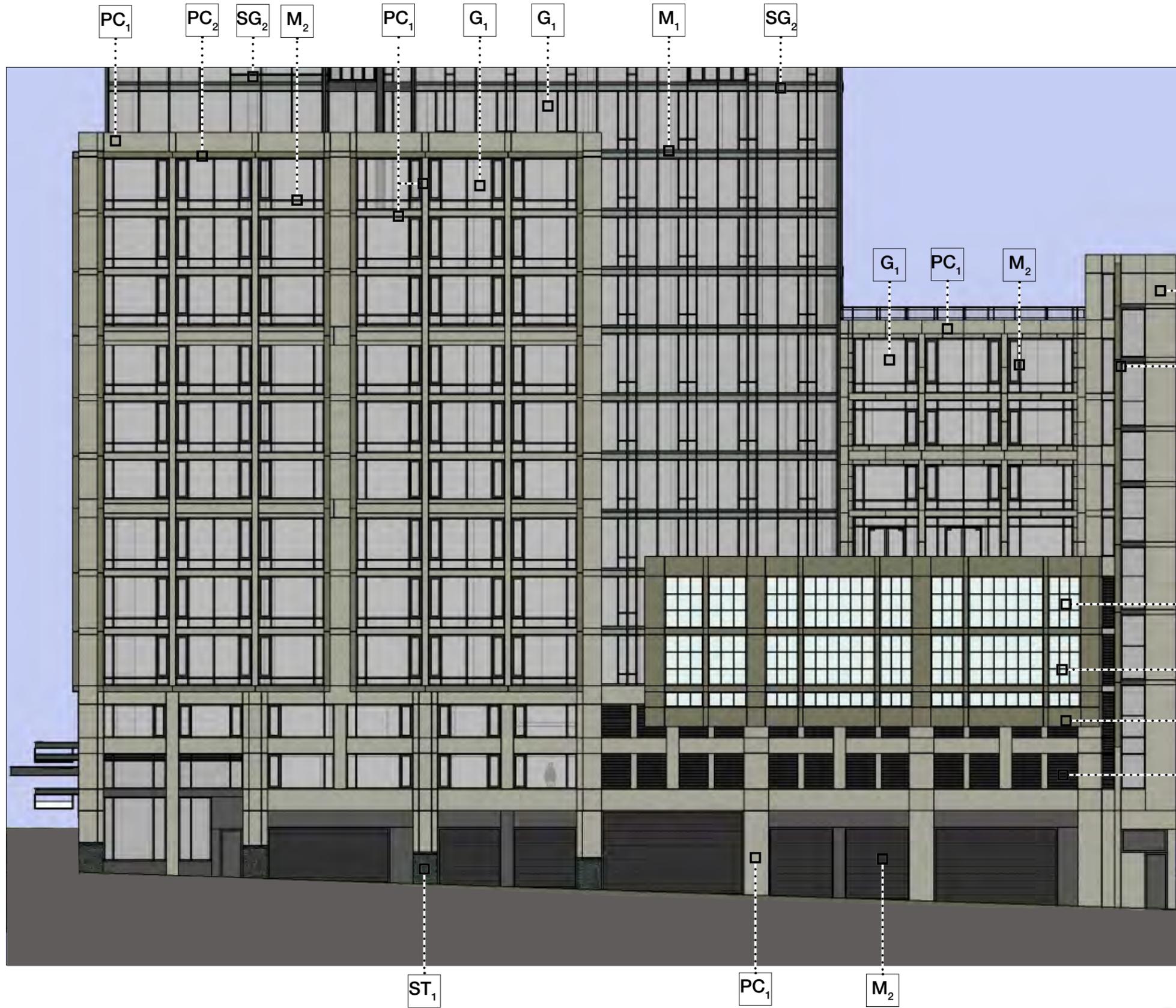
G₃
GLASS #3
Specialty Glass

G₄
GLASS #4
Light Grey Fritted Glass

SG₁
SPANDREL
GLASS #1
Blue Spandrel
Glass

SG₂
SPANDREL
GLASS #2
Olive Spandrel
Glass

SG₃
SPANDREL
GLASS #3
Dark Gray
Spandrel
Glass



M₁
METAL #1

M₂
METAL #2

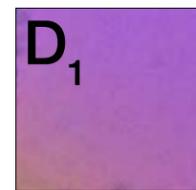
P₁
PAINT

ST₁
STONE #1

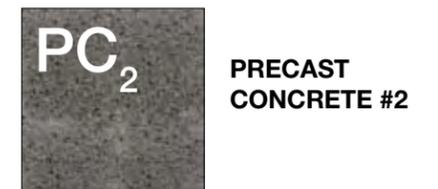
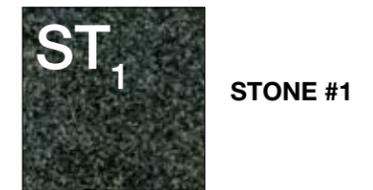
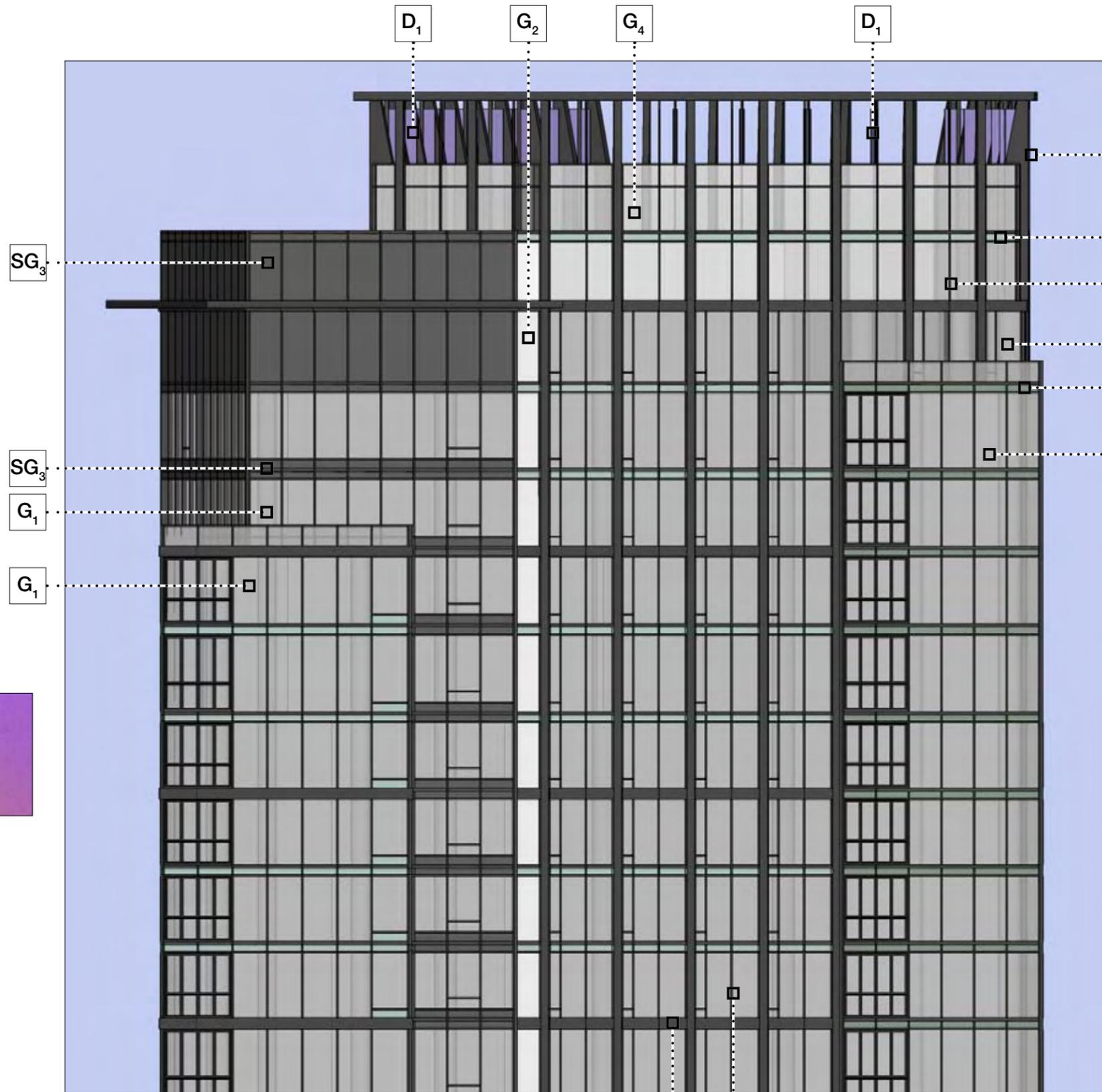
PC₁
PRECAST
CONCRETE #1

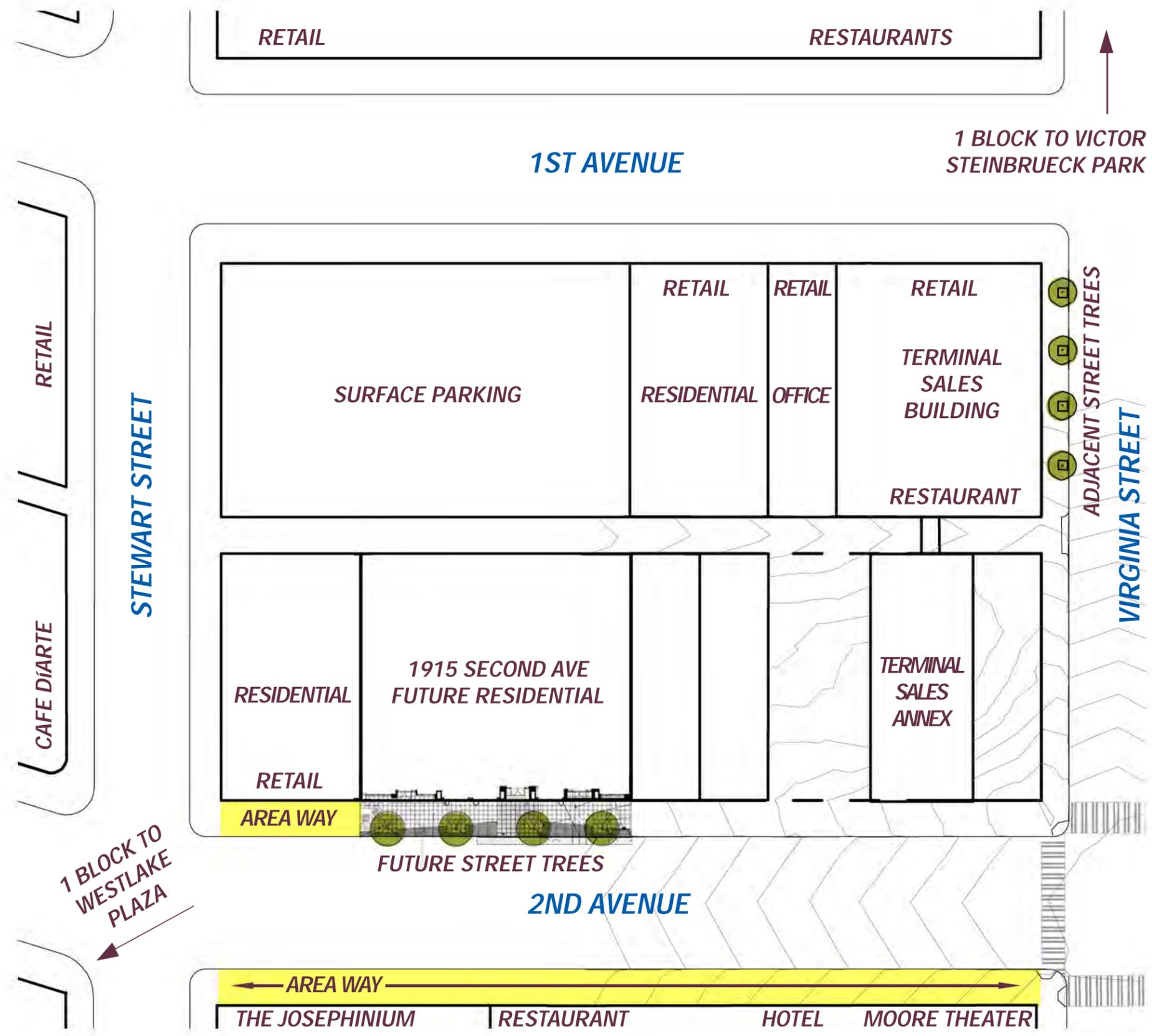
PC₂
PRECAST
CONCRETE #2

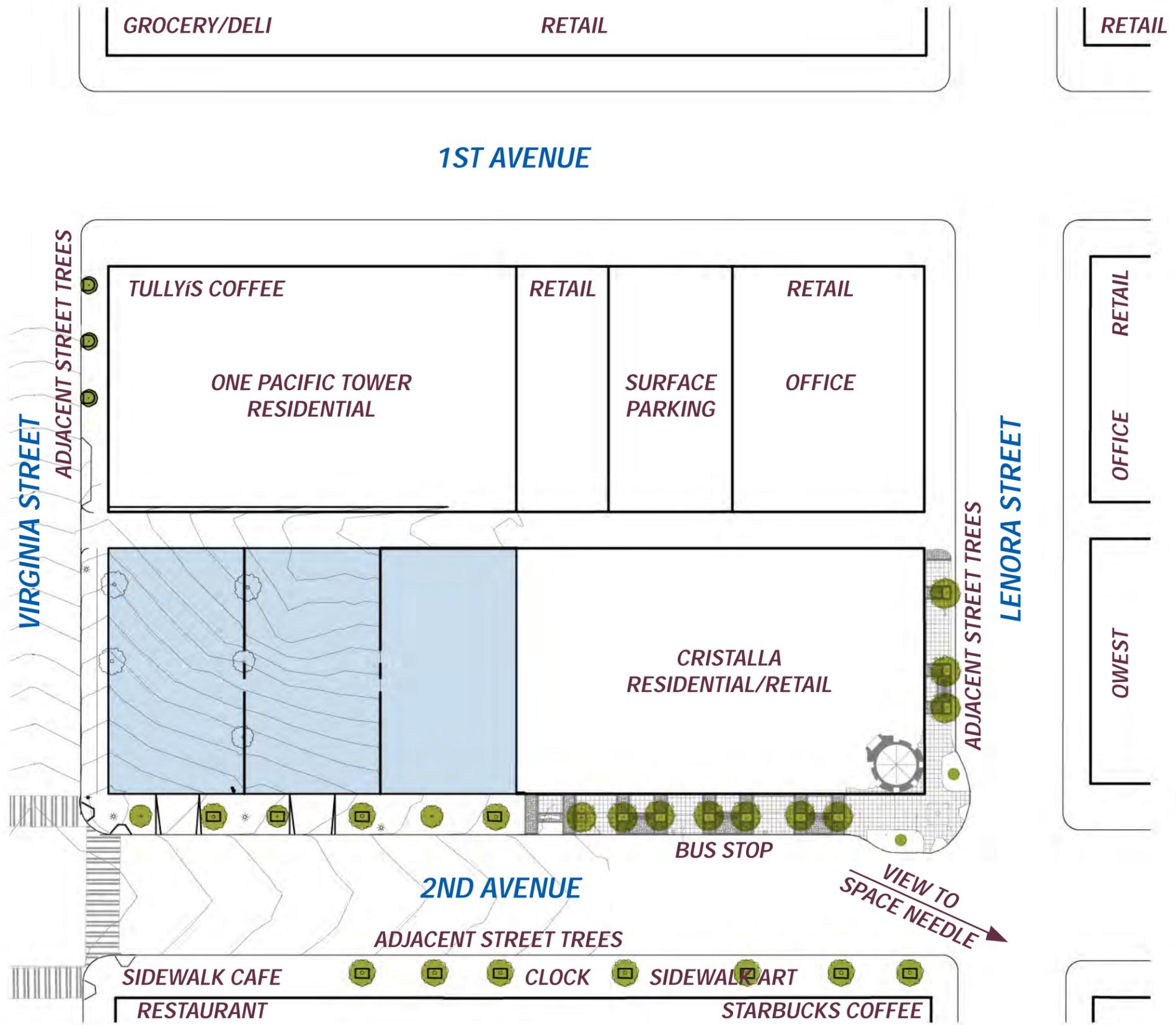




DICHOIC PANELS













LEVEL 1



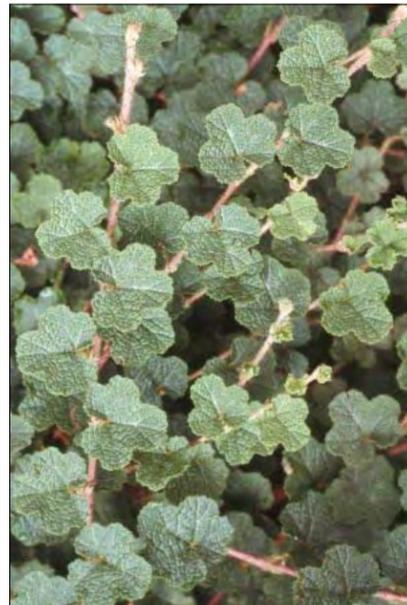
VIEW FROM 2ND AVENUE



VIEW FROM CORNER OF VIRGINIA



Green Oak



Rubus



Ilex crenata Compacta



Pachysandra Terminalis

Viburnum Davidii





LEVEL 5



Terrace Planting

Hakonechloa



Hebe



Acer Griseum

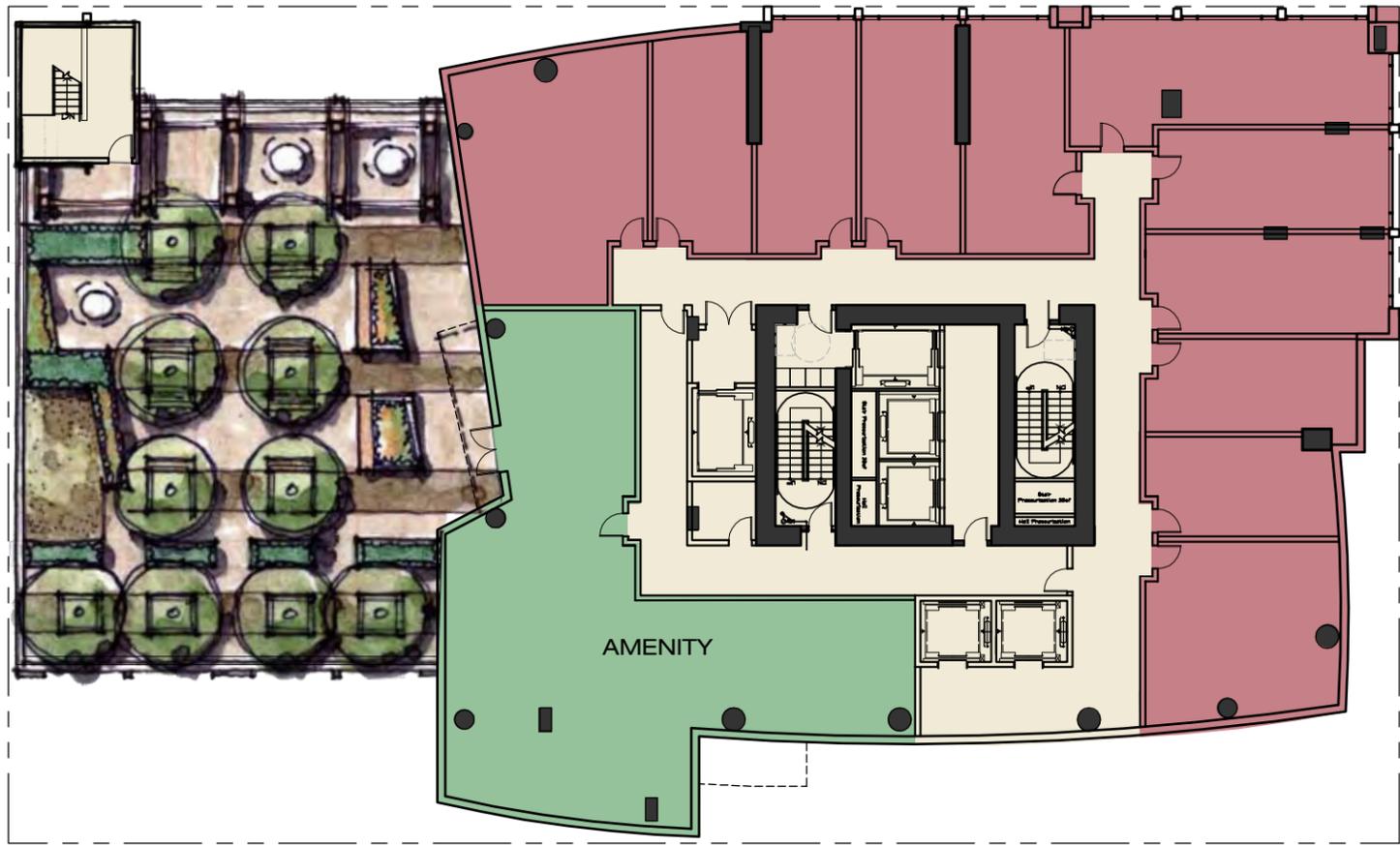


VIEW FROM EAST



VIEW FROM WEST





LEVEL 9

Escalonia



Lavandula Intermedia



Acer Griseum



VIEW FROM EAST



VIEW FROM WEST



Terrace Planting

Miscanthus

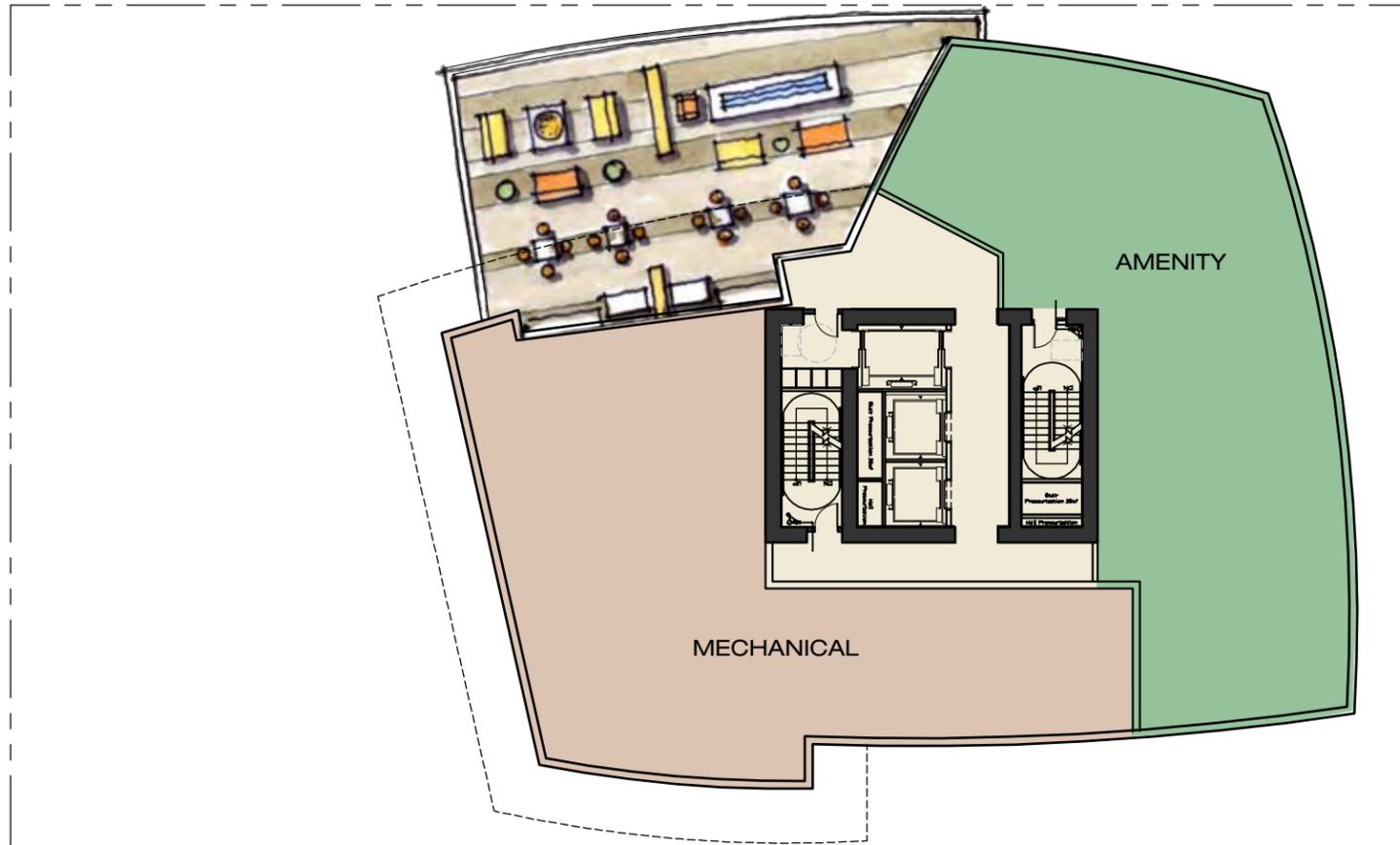


Cupressocyparis Leylandii

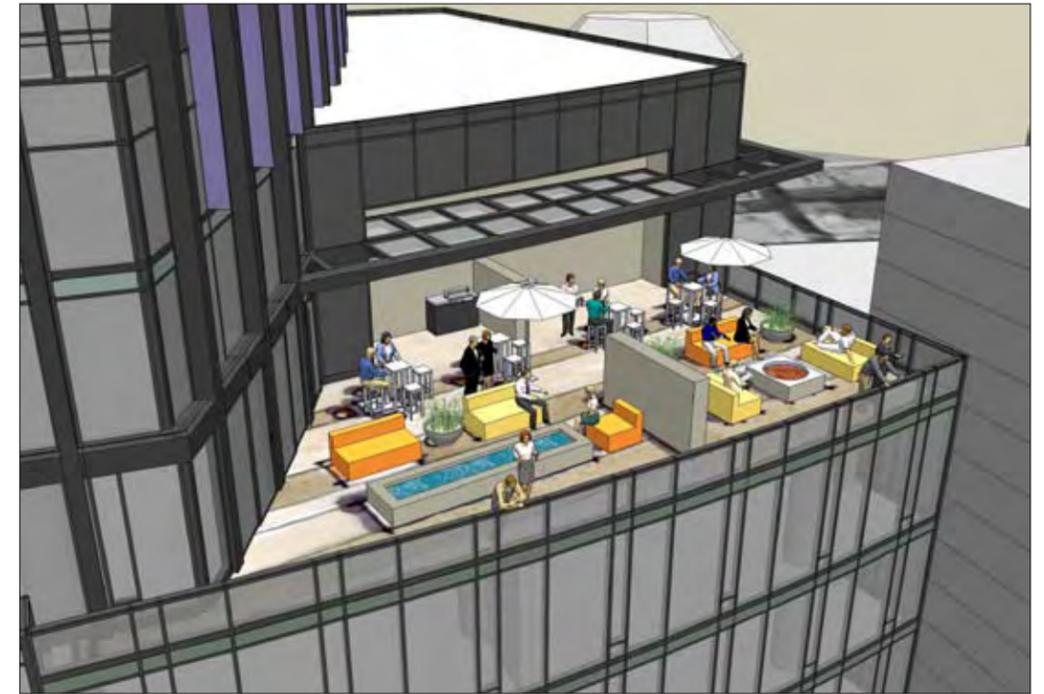


Ilexcrenata Compacta

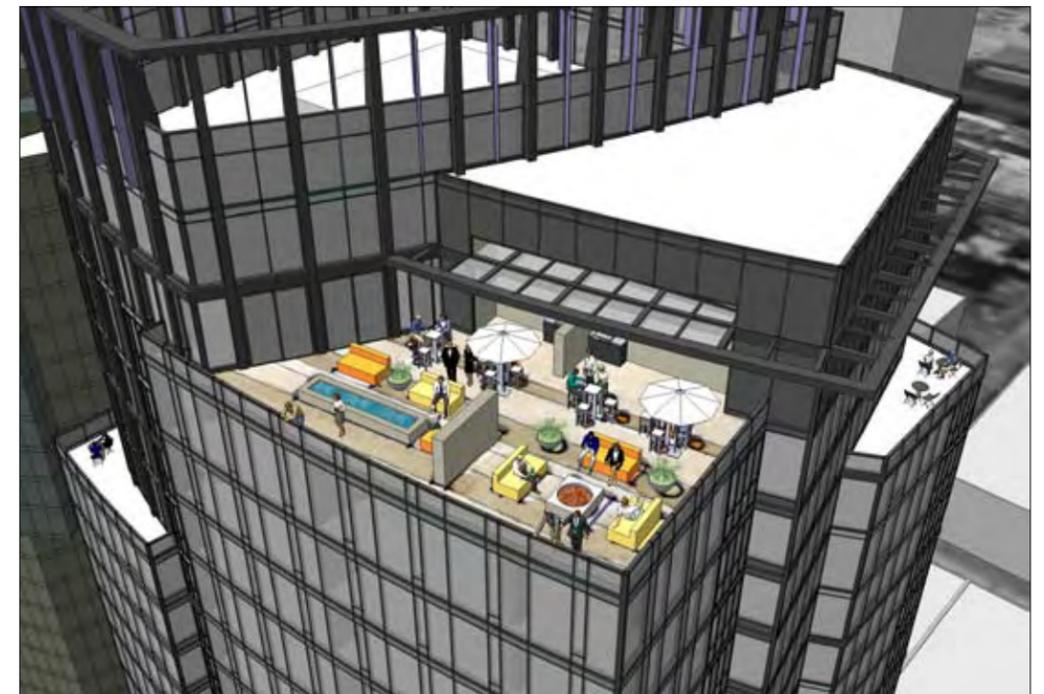




ROOF LEVEL



VIEW FROM NORTH

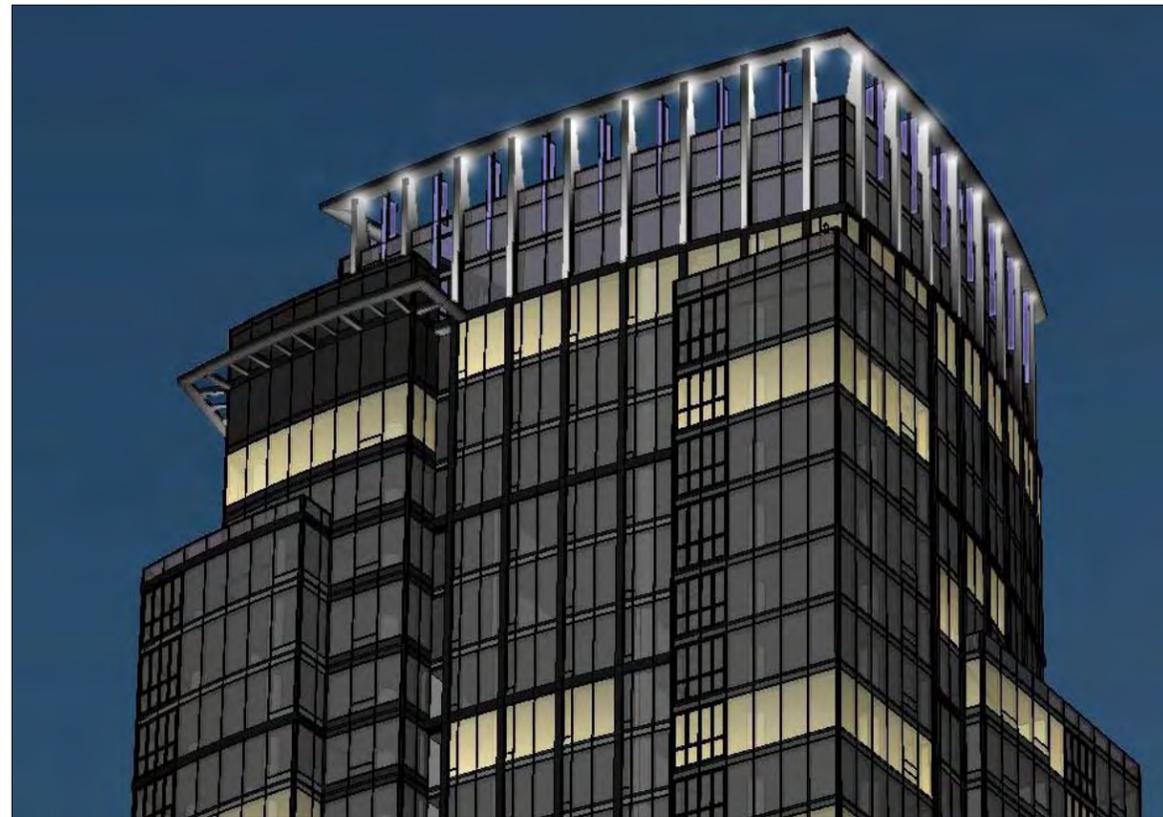


VIEW FROM SOUTH



Paperbark Maple



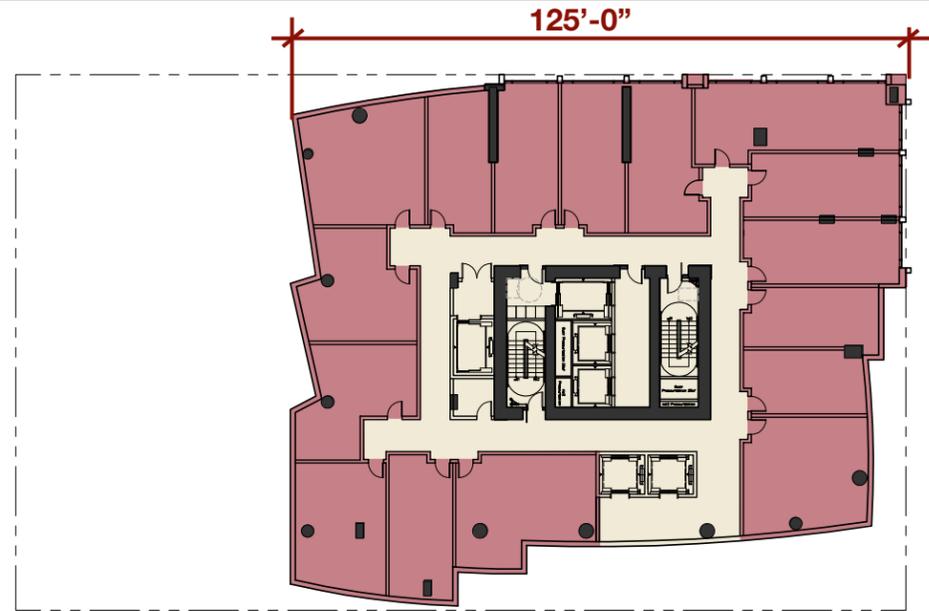




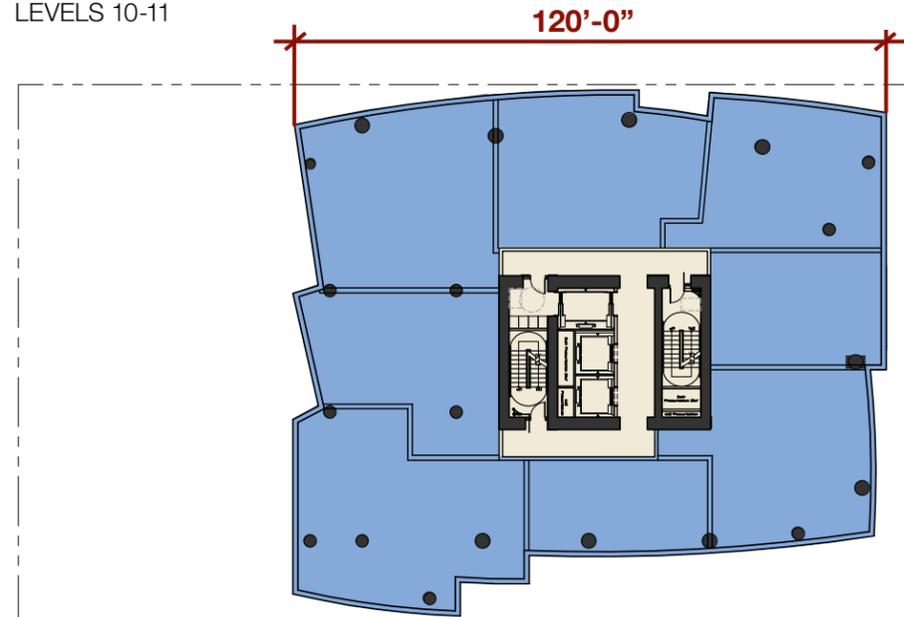


DEPARTURE #1 – 1931 2ND AVENUE

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
	S23.49.058 D.2 Maximum 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	The Proposed Tower is 125'-0" wide at it's widest point above 85', only at levels 9–11	5'-0"	The DRB encouraged a facade relationship with the Terminal Sales Building, which roughly aligns with level 11 of our structure.



LEVELS 10-11

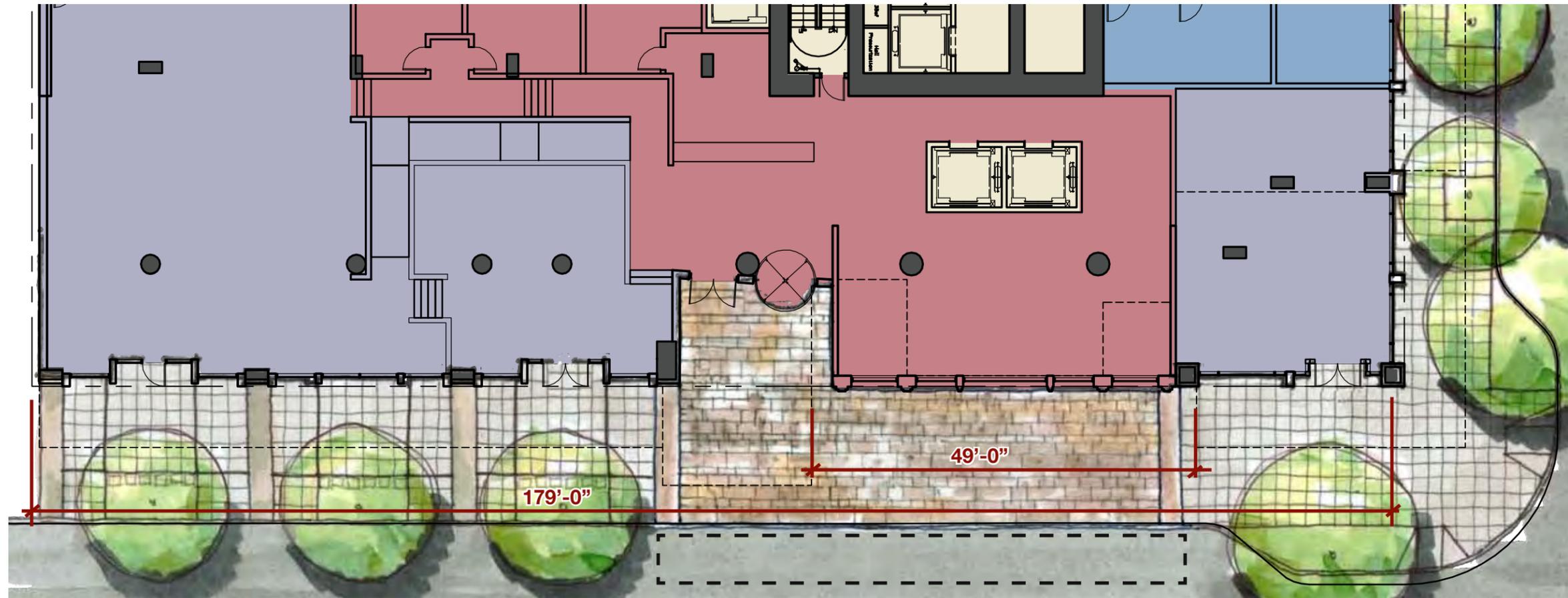


LEVELS 13-17



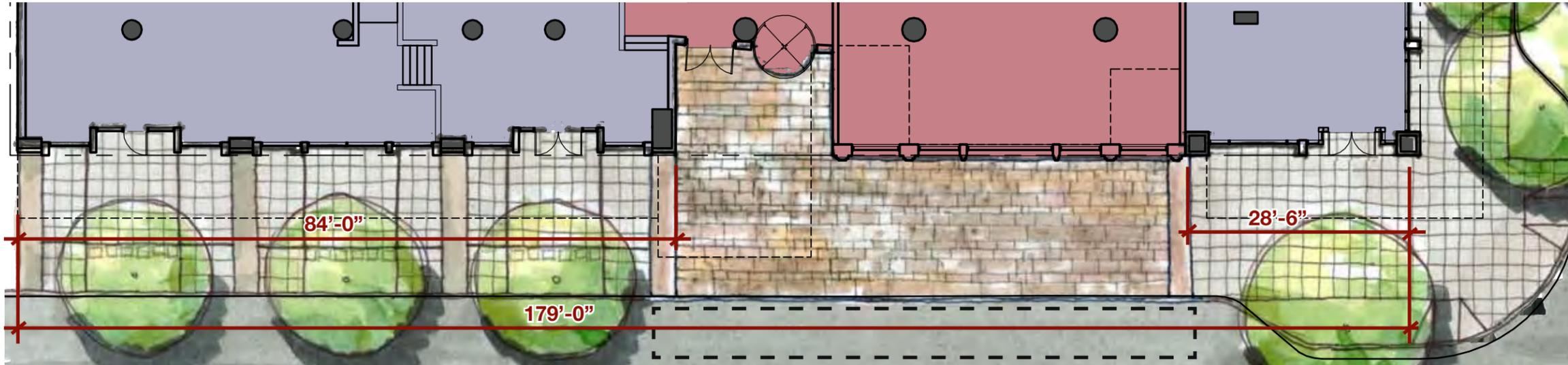
DEPARTURE #2 – 1931 2ND AVENUE

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
	<p>SMC 23.49.018 Overhead Weather Protection and Lighting.</p>	<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"> 1. are located farther than five (5) feet from the street property line or widened sidewalk on private property; or 2. abut a bonused open space amenity feature; or 3. 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 	<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 recommends and the design proposes that canopies be eliminated along the historic façade to preserve its current architectural condition. The ARC also proposes 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 Tawrminal 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>
		<ol style="list-style-type: none"> 4. are driveways into structures or loading docks. 			



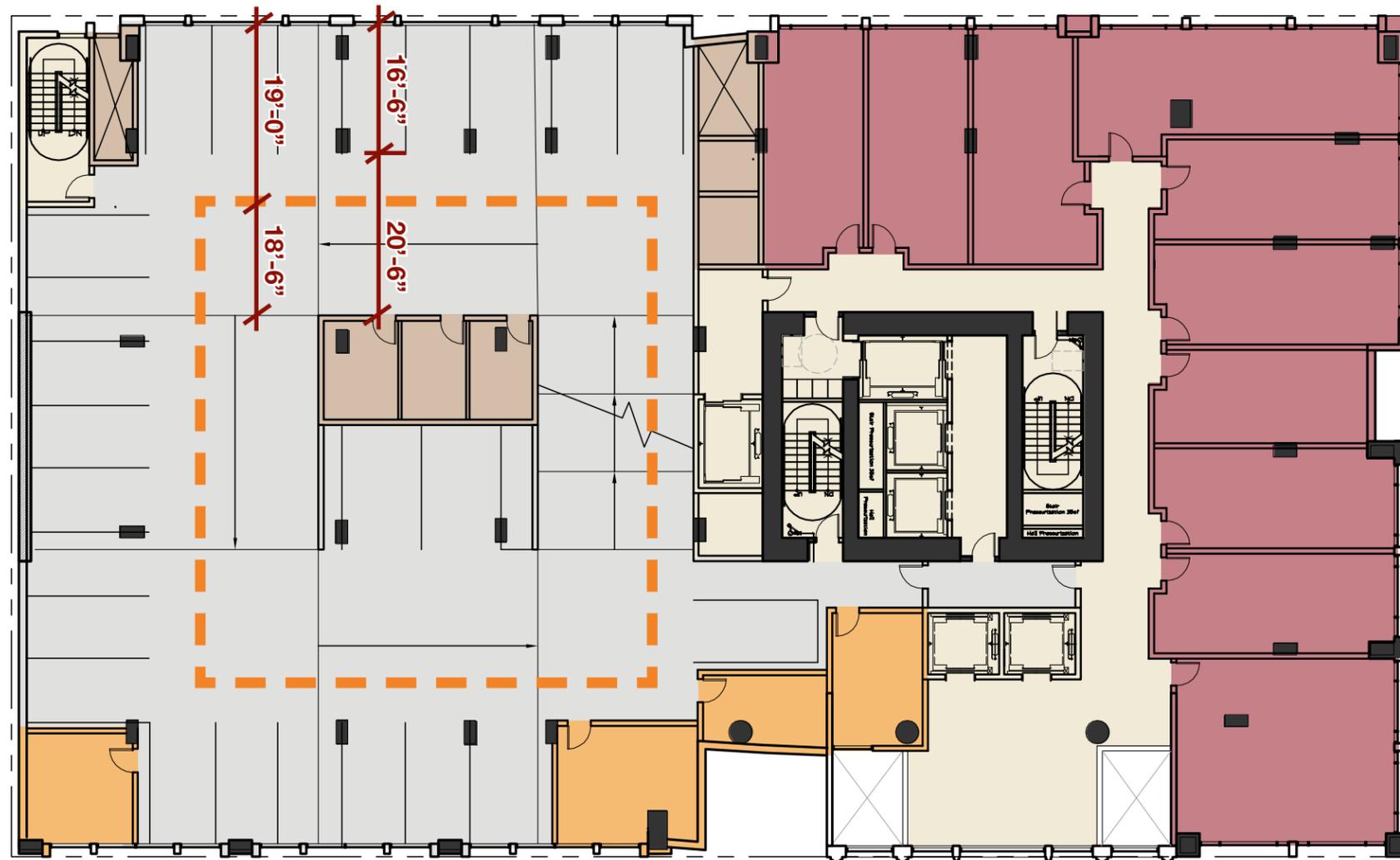
DEPARTURE #3 – 1931 2ND AVENUE

ITEM #	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 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.



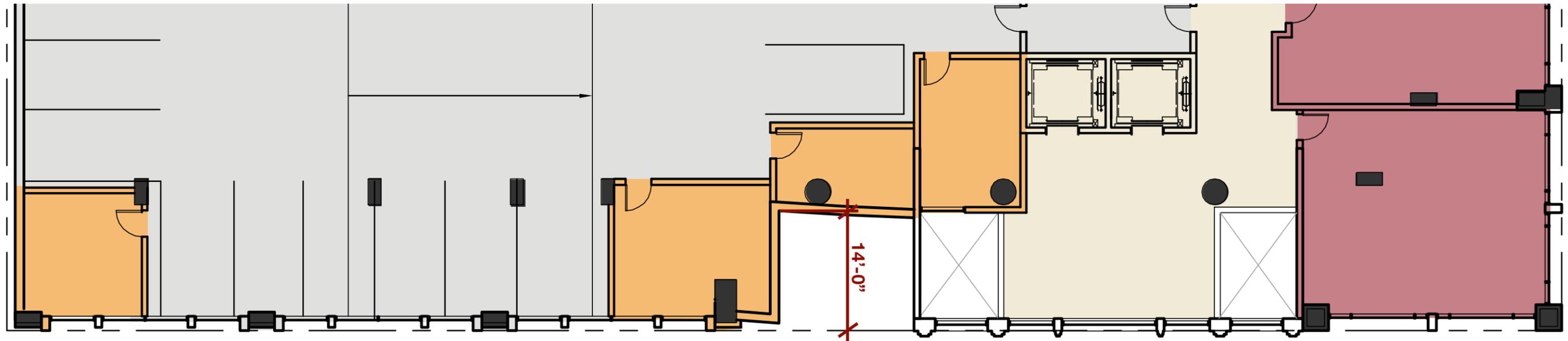
DEPARTURE #4 — 1931 2ND AVENUE

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
	SMC 23.54.030.c Parking: Large Stall Requirement	A minimum of thirty-five (35) percent of the non-residential spaces shall be striped for large vehicles.	The project proposes 0 large stalls for the hotel.	15 required large stalls would be medium stalls	The E-W site width, and proposed ramping to allow hotel uses along Virginia preclude large stalls. Our site is 108' wide. Large stalls are required to be 19' long with a drive aisle of 24'. That is an extra 10' of width over medium stall requirements. We cannot achieve the floor to floor elevations required for hotel use while losing 20 feet of ramp (10' to the north and 10' to the south).



DEPARTURE #5 – 1931 2ND AVENUE

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
	SMC 23.49.056.B1.b(2)ii: Façade Setbacks between 15' – 35'	Setbacks between the elevations of fifteen (15) and thirty-five (35) feet above sidewalk grade at the property line shall be permitted according to the following standards, as depicted in Exhibit 23.49.056 B — The maximum setback shall be ten (10) feet.	The project proposes a maximum 15' setback.	5' of additional setback	The setback depth was a negotiated façade element that the Landmarks Architectural Review Committee preferred to expose the south wall of the Terminal Sales Annex.



DEPARTURES – 1931 2ND AVENUE

ITEM #	DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
	S23.49.058 D.2 Maximum 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	The Proposed Tower is 125'-0" wide at it's widest point above 85', only at levels 9–11	5'-0"	The DRB encouraged a facade relationship with the Terminal Sales Building, which roughly aligns with level 11 of our structure.
	SMC 23.49.018 Overhead Weather Protection and Lighting.	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: 1. are located farther than five (5) feet from the street property line or widened sidewalk on private property; or 2. abut a bonused open space amenity feature; or 3. 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 4. are driveways into structures or loading	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 recommends and the design proposes that canopies be eliminated along the historic façade to preserve it's current architectural condition. The ARC also proposes 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 Terminal 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.
	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 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.
	SMC 23.54.030.c Parking: Large Stall Requirement	A minimum of thirty-five (35) percent of the non-residential spaces shall be striped for large vehicles.	The project proposes 0 large stalls for the hotel.	15 required large stalls would be medium stalls	The E-W site width, and proposed ramping to allow hotel uses along Virginia preclude large stalls. Our site is 108' wide. Large stalls are required to be 19' long with a drive aisle of 24'. That is an extra 10' of width over medium stall requirements. We cannot achieve the floor to floor elevations required for hotel use while losing 20 feet of ramp (10' to the north and 10' to the south).
	SMC 23.49.056.B1.b(2)ii: Façade Setbacks between 15' – 35'	Setbacks between the elevations of fifteen (15) and thirty-five (35) feet above sidewalk grade at the property line shall be permitted according to the following standards, as depicted in Exhibit 23.49.056 B — The maximum setback shall be ten (10) feet.	The project proposes a maximum 15' setback.	5' of additional setback	The setback depth was a negotiated façade element that the Landmarks Architectural Review Committee preferred to expose the south wall of the Terminal Sales Annex.

