

## 2nd & Pike Tower | Design Review Board

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Urban Visions LLC  
Gustafson Guthrie Nichol Ltd

1430 2nd Avenue  
DPD# 3009156  
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# 1.0 PROJECT HISTORY

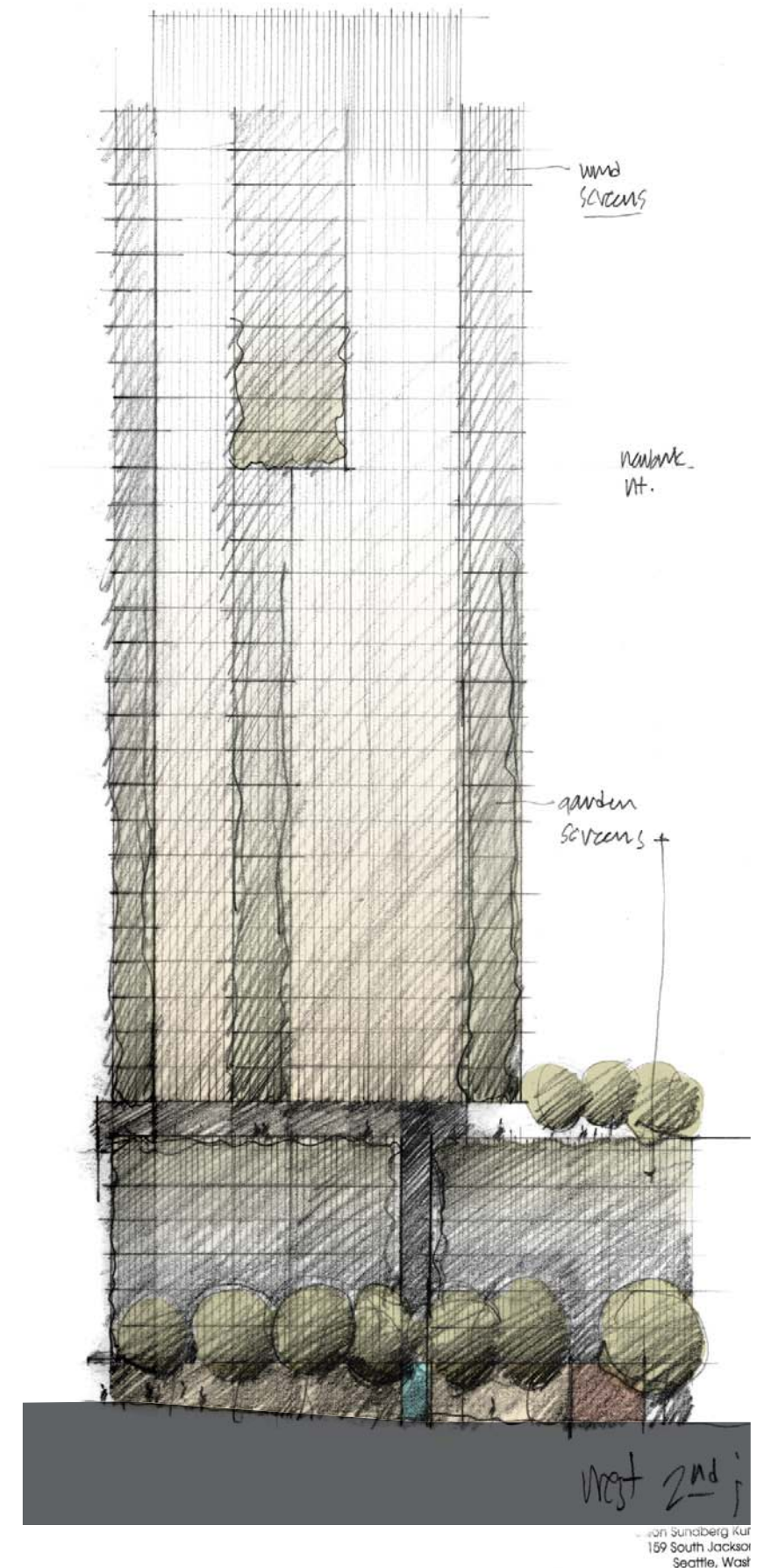
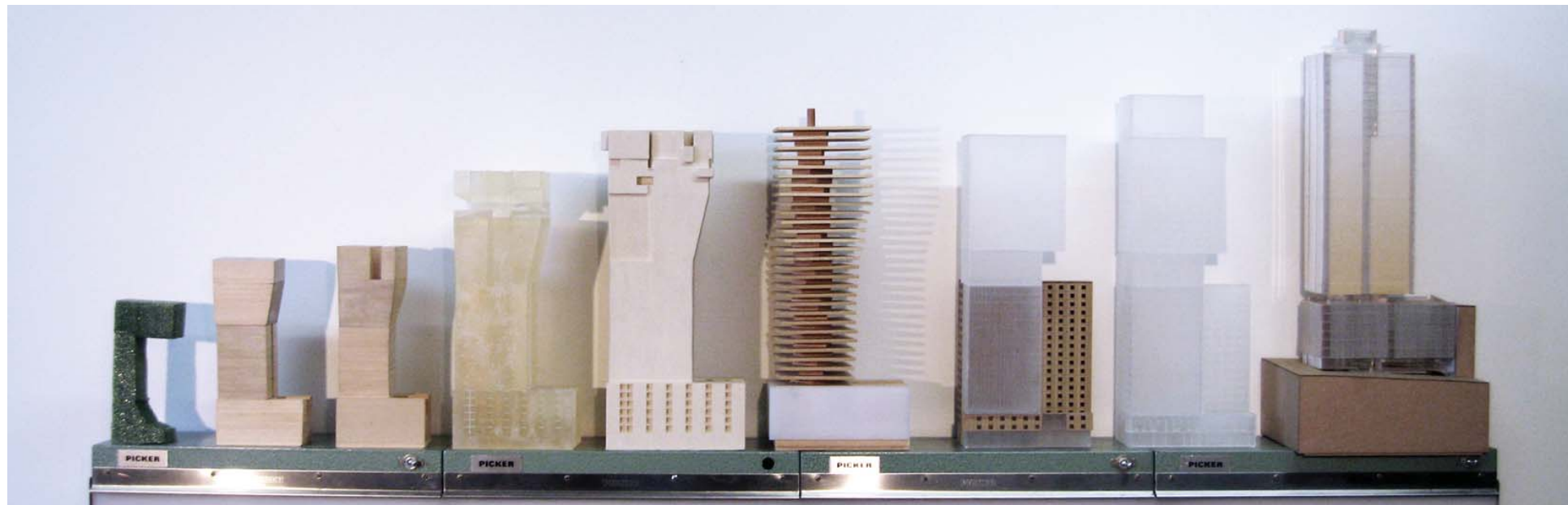
The 2nd and Pike project started the Design Review process with an Early Design Guidance (EDG) meeting and presentation on July 15, 2004. In April of 2006, the city council enacted major revisions to the downtown zoning code which resulted in a re-consideration of the development proposal. The design team presented a revised EDG packet on July 20, 2006. The Design Review Board (DRB) provided valuable feedback and recommendations. In July of 2007, an opportunity was presented to the 2nd and Pike project with the addition of Candela Hotels to the project team. The design team underwent a formal and thorough revision to the program in response to this partnership. The DRB provided additional feedback in response to a revised EDG presentation on May 27, 2008. In 2009, the project trajectory was adjusted again with the removal of the Candela Hotel program. An EDG meeting to review the new program for the 2nd & Pike Tower took place on February 10, 2010. Illustrated in this DRB booklet, are additional residential units to replace the hotel program, ground level retail spaces part of a landscaped and public ground floor, new public amenity spaces on upper levels, additional parking and storage for residents in the tower's below grade levels, as well as responses to the EDG meetings' design recommendations.





## VISION STATEMENT

The 2nd & Pike Tower will provide the missing link in the pedestrian intensive Pike/Pine corridor. The project will restore this once significant corner to its place as an iconic landmark and extension of the region's ambition. It will respond to its unique location and history with a multi-faceted building which is both transparent and dynamic. The southeast corner of 2nd Avenue and Pike Street was the home to the MacDougall Southwick Department Store from the turn of the 20th century until 1964. Once the center of the Seattle Retail Core and across the street from the Bon Marche, the area began to experience a downturn once the core began to move East. The area eventually became neglected and urban renewal resulted in the destruction of many of the adjacent historic buildings. The 2nd and Pike intersection has since been relegated to serving the retail core by providing surface and garage parking. The goal of this project is to inject the site with a vitality and humanity it has not seen for decades. Urban Visions has established itself as a leading force in large sustainable designed projects. The 2nd & Pike Tower will be the culmination of this commitment. The building will achieve LEED Certification. A large street level restaurant and upper level Skybar with roof decks will further ensure the building's engagement with its neighborhood and contribute to the richness of the Pike/Pine Corridor.





# DOWNTOWN GUIDELINES A

## Site Planning & Massing Responding to the Larger Context

**A1 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:

**A2 Enhance the skyline**  
- Design the upper portion of the building to promote visual interest and variety in the downtown skyline.



2ND AND PIKE TOWER - TRANSITION ZONE





Architectural Expression  
Relating to the Neighborhood Context

**B1 Respond to the neighborhood context.**  
The lantern concept and the overall composition of the major building elements reinforce desirable urban features existing in the surrounding neighborhood.

**B2 Create a transition in bulk and scale**  
- Two zoning departures are proposed to respond to the intent of this design guideline. Both departures better suite the intent of this guideline by transitioning to the new height limits to the east.

**B3 Reinforce the positive urban form & architectural attributes of the immediate area**  
- The courtyard apartment is a prevalent building type in Belltown which creates usable open space and also breaks down building mass. The courtyard is key design feature that composes the building program and mass.

**B4 Design a well proportioned & unified building**  
- A zoning departure is proposed to respond to the intent of this design guideline. The departure better suites the intent of this guideline by proposing a well proportioned building that responds to the hinge of the neighborhood context.

- The program and mass has been composed and organize such that the publicly accessible interior and exterior spaces create a well-proportioned building that exhibits a coherent architectural concept.

**EDG Board Comment:**  
The Board commended the applicant for analyzing the nearby context of Pike Place Market and the downtown development near the site. The proposed courtyard concept relates well to nearby context, and the Board encouraged the applicant to continue developing the courtyard design, with consideration of the challenges described in Hot Button 2.

Additional study demonstrating the effect of the metal mesh material will be required. The Board expressed some concern that the metal mesh could create a blank wall effect, or the operability of the lower panels could create visual chaos.



## DOWNTOWN GUIDELINES C

### The Streetscape

#### Creating the Pedestrian Environment

##### C1 Promote pedestrian interaction

- Spaces for street level uses are 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.

**C2 Design facades of many scales** - Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

##### C4 Reinforce building Entries

- building's entries are reinforced by the design by addressing pedestrian comfort, safety and orientation.

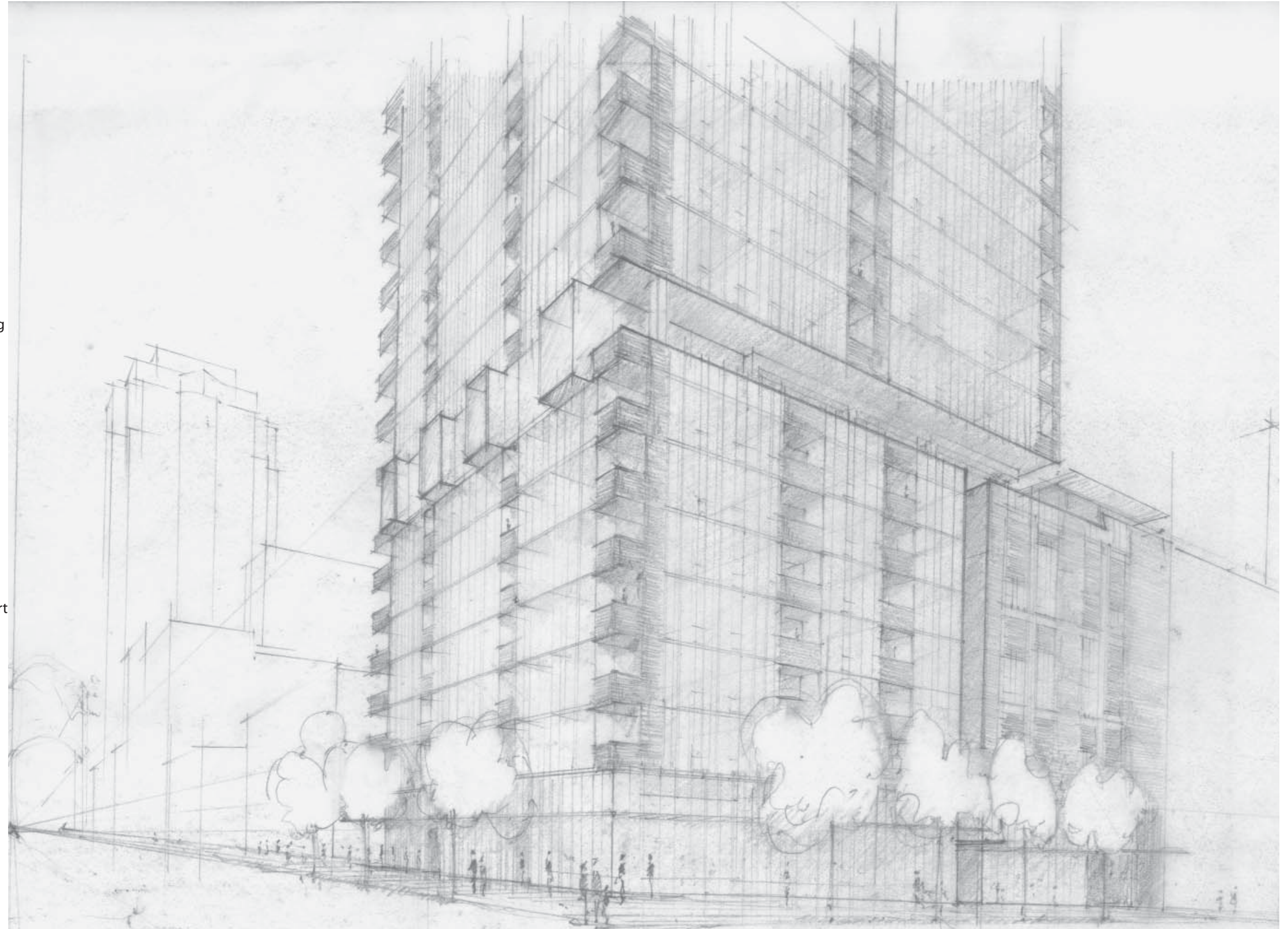
- Distinctive doorways with projected and recessed entry bays are distinct design features to the building.

##### C5 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.

##### C6 Develop 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.



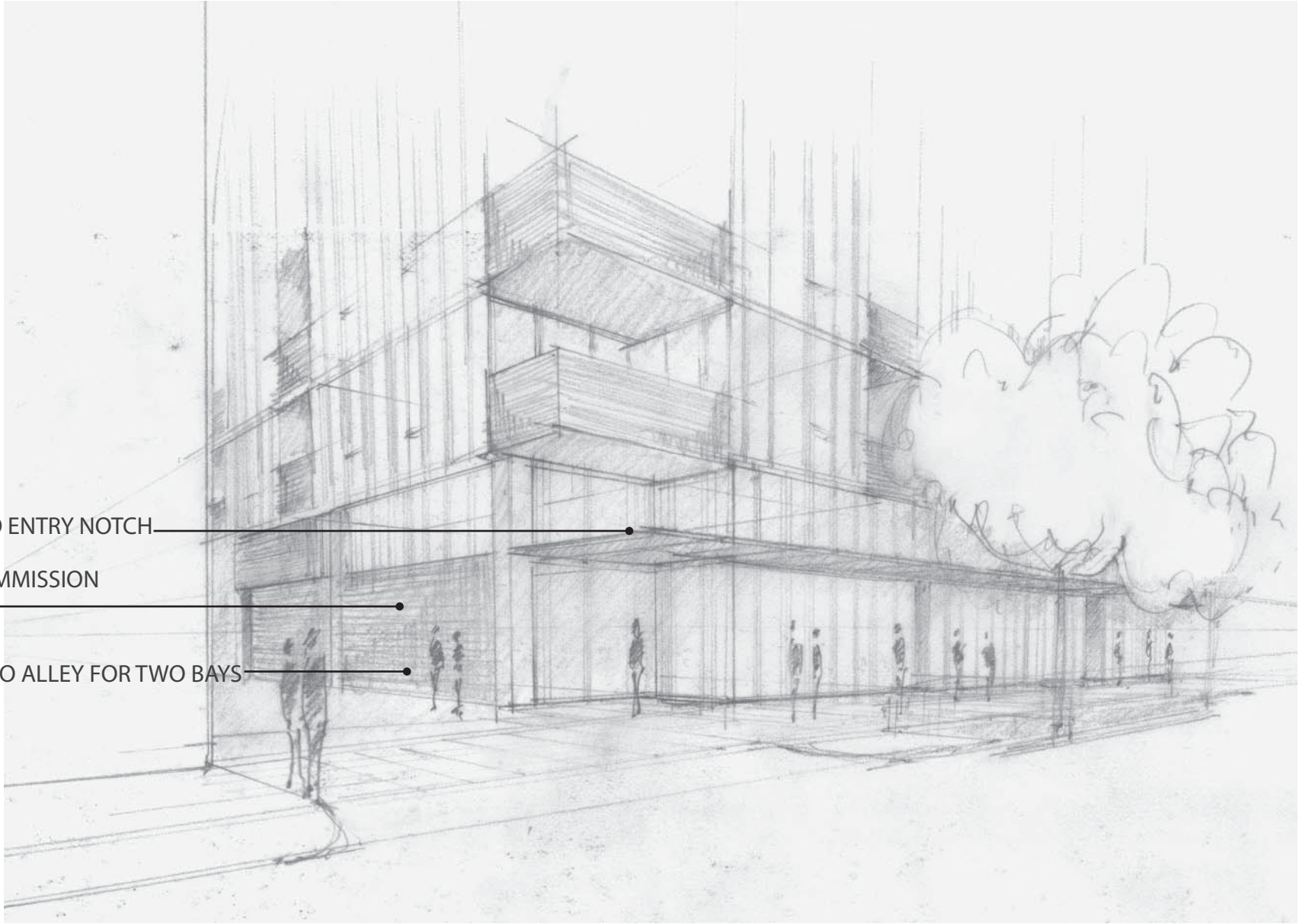
2ND AND PIKE TOWER - VIEW EAST TO CONVENTION CENTER



GLASS CANOPY EXTENDS INTO ENTRY NOTCH

POTENTIAL WALL FOR ART COMMISSION  
OR SKYBAR SIGNAGE

EXTEND METAL CLADDING INTO ALLEY FOR TWO BAYS



2ND AND PIKE TOWER - SKYBAR ENTRANCE ON PIKE ST.

**EDG Board Comment:**  
The Board reinforced the earlier guidance, and noted that more detail of the Pike Street facade should be provided at the design recommendation stage. The Pike Street facade should respond to the high level of pedestrian traffic, the Pike and Pine Streetscape Conceptual Design Plan, and the concerns for adequate lighting and site lines for safety. The Board expressed support for the location of the Skybar restaurant entry near the alley at Pike Street.

As noted earlier, the guidance in response to C-2 is to create a cohesive design between the tower and base. Additional sense of scale isn't necessarily required to meet this guideline. The metal mesh screens at the base and the tower should achieve the desired 'veil' affect and not add to the appearance of building mass or blank walls.

The building entries require further design development to meet C-4. Comments found in the Hot Button 2 suggest the entry might be more visually connected to the courtyard. The residential entry should be distinguished from the retail entries. One technique would be to recess the residential entry.

# DOWNTOWN GUIDELINES E

## Vehicular Access and Parking

Minimizing the Adverse Impacts

### E1 Minimize Curb Cut Impacts

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians

### E3 Minimize the Presence of Service Areas

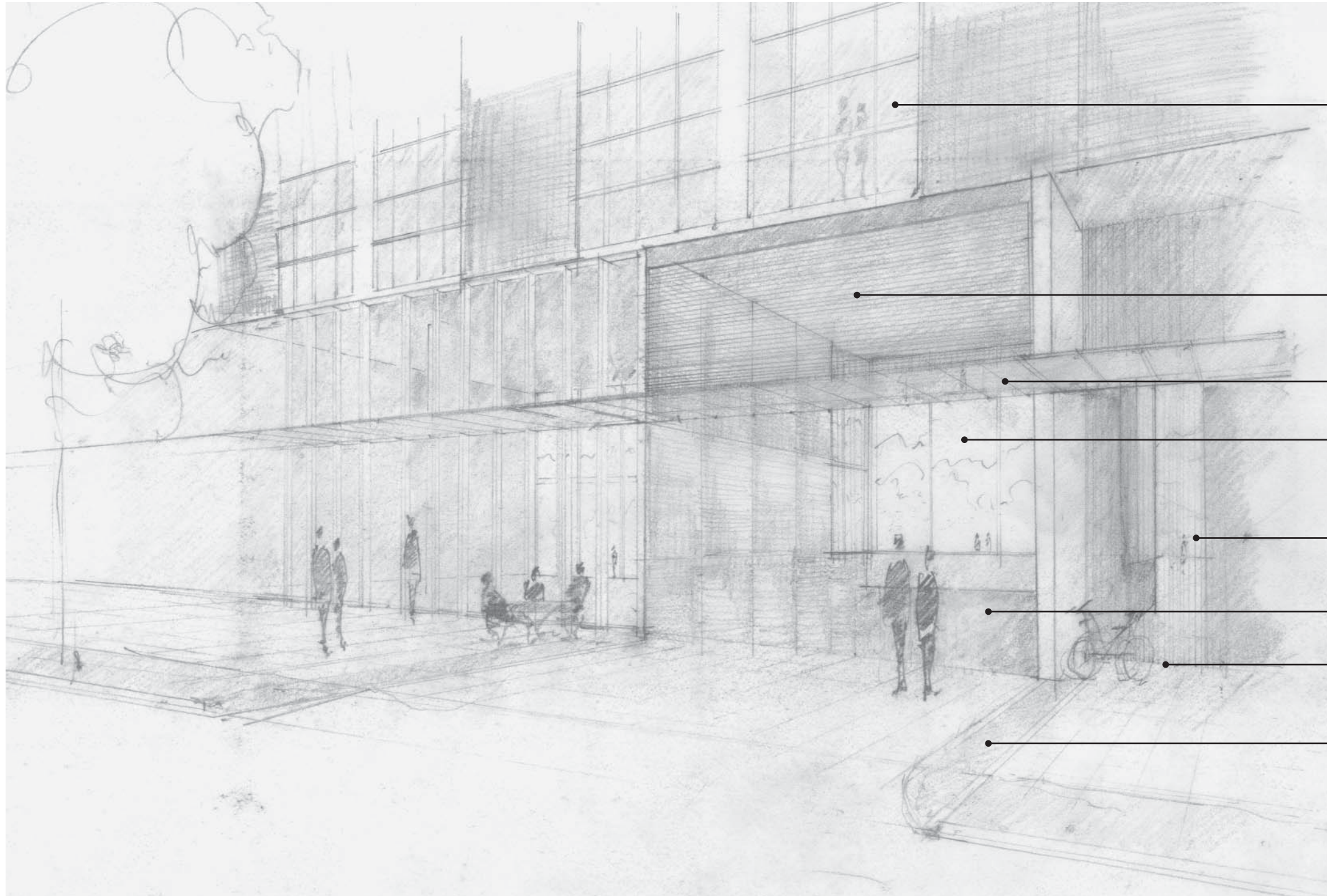
- unsightly service areas for trash dumpsters, loading docks, mechanical equipment and the like are to be located in the alley away from pedestrian experience.

### EDG Board Comment

The Board felt that the design guidelines could be adequately met as well as the program met with no street access.



### 3.3 PARKING RAMP ACCESS AND ENCLOSURE



LOFT STYLE APARTMENTS ABOVE WITH PERFORATED ROLL DOWN DOORS.

ROLL-DOWN PERFORATED GARAGE DOOR ABOVE PEDESTRIAN CANOPY.

GLASS CANOPY SPANS GARAGE ENTRY.

VIEW OF COURTYARD THRU LARGE CLEAR GLASS WINDOWS WITH ROLL DOWN DOORS FOR EVENING SCREENING.

METAL BAR GRATE FENCE AND GATE FOR BREEZEWAY.

RAMP DOWN TO PARKING.

RETAIL BICYCLE PARKING ADJACENT TO SIDEWALK.

DETECTABLE PAVING AT EDGES OF GARAGE ENTRY.

1.1

SITE OVERVIEW

EXISTING SITE CONDITIONS:

Site Dimensions approx.:	108' x 176'
Site Area approx.:	19,062 SF
Existing Parking:	74 stalls
Curbcuts:	2
Alley Access:	1 driveway
Alley Width:	16'
Grade Change:	+10' across site

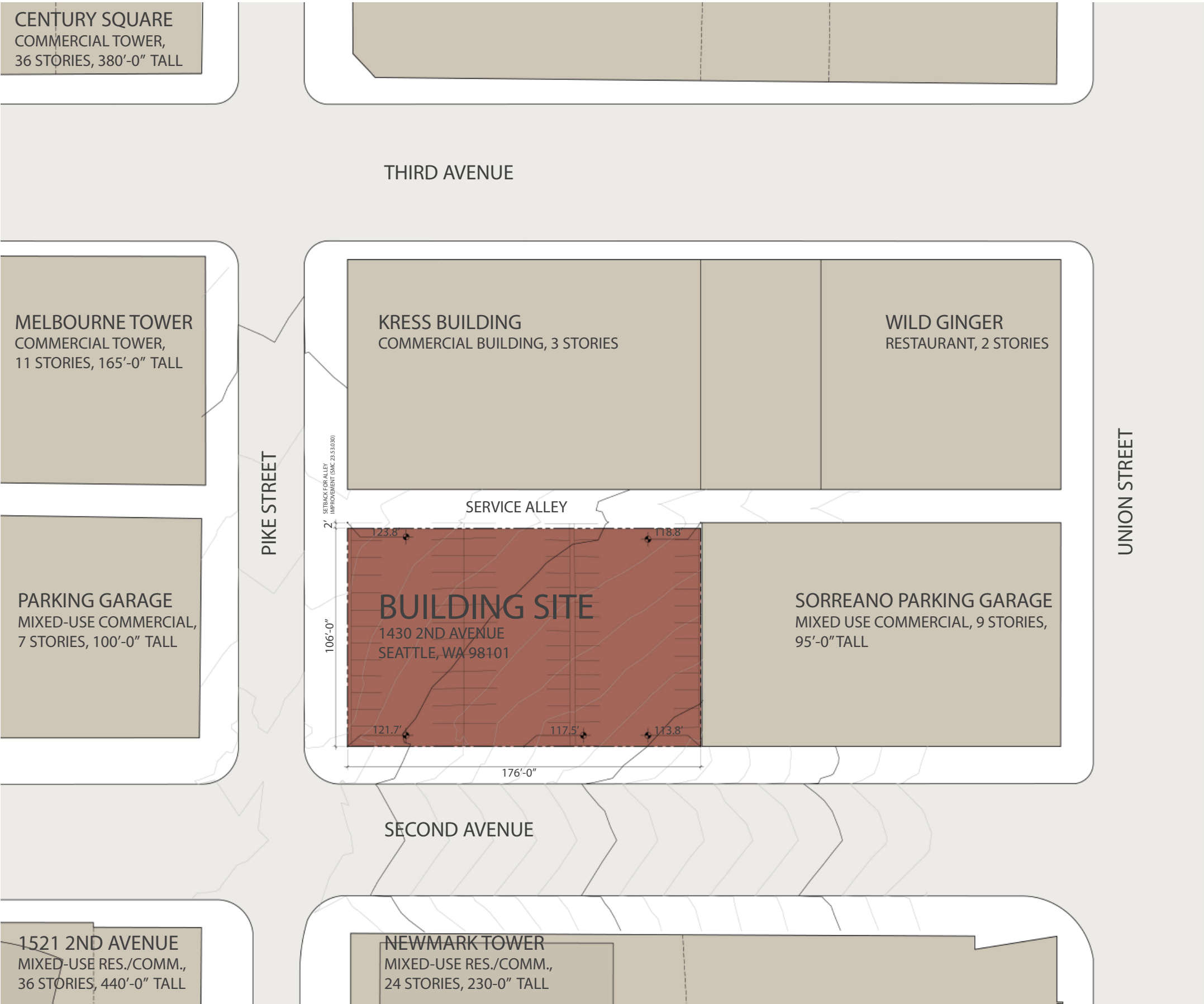
NUMBER OF FLOORS:

35 Floors above grade, including partial Mezzanine above Ground Floor, semi-private garden courtyard at Ground Floor and B1 level, semi-private resident roof garden amenity space at 8th floor, Skybar, private resident amenity spaces at 9th floor and Roof and 40' Mechanical penthouse above roof level.

BUILDING HEIGHT:

440' Maximum height above grade at midpoint of 2nd Avenue property line to include:  
400' Maximum proposed Residential height plus  
40' Maximum Mechanical penthouse above roof level.

POSSIBLE DEPARTURES:



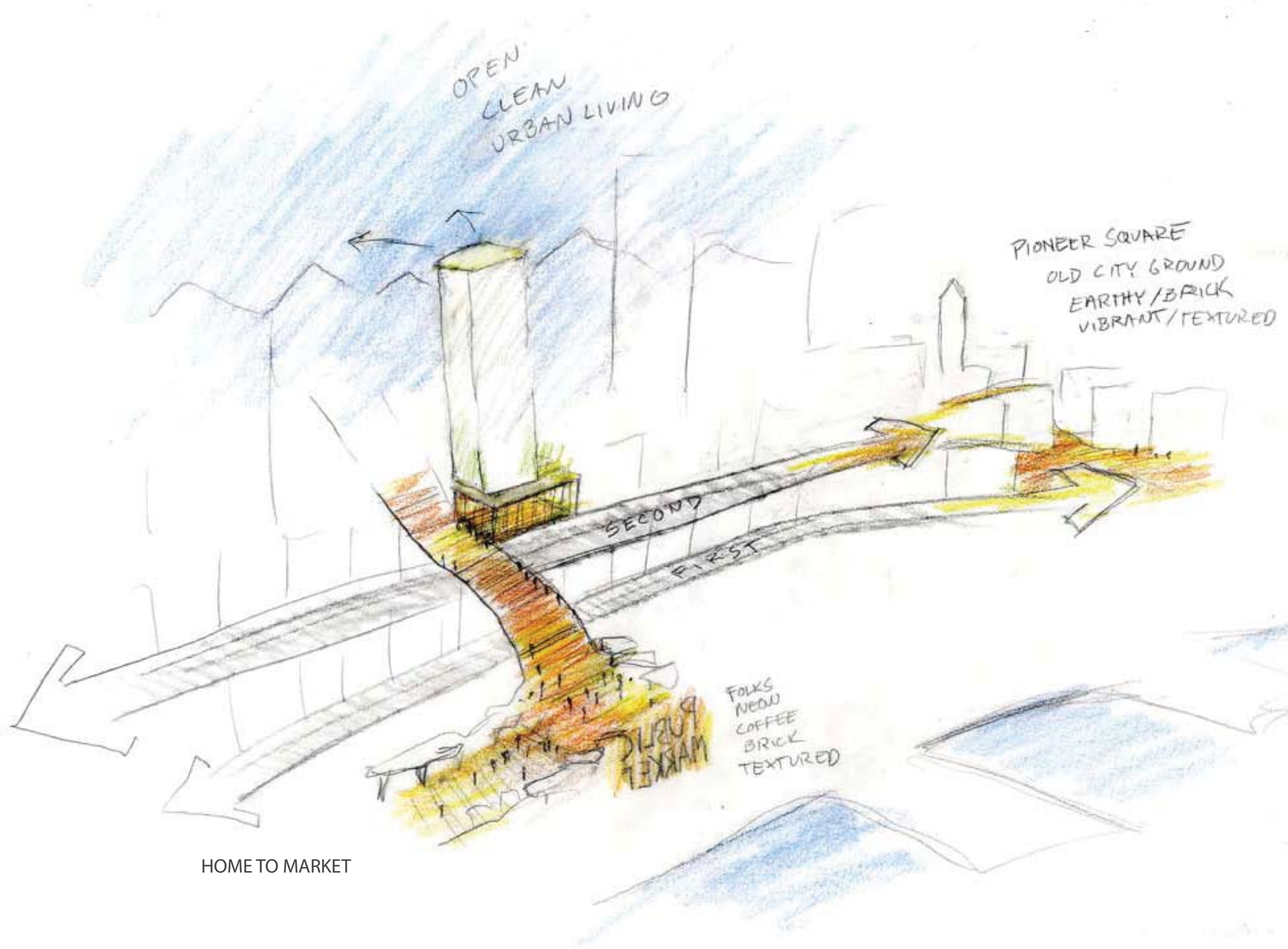


# 1.2

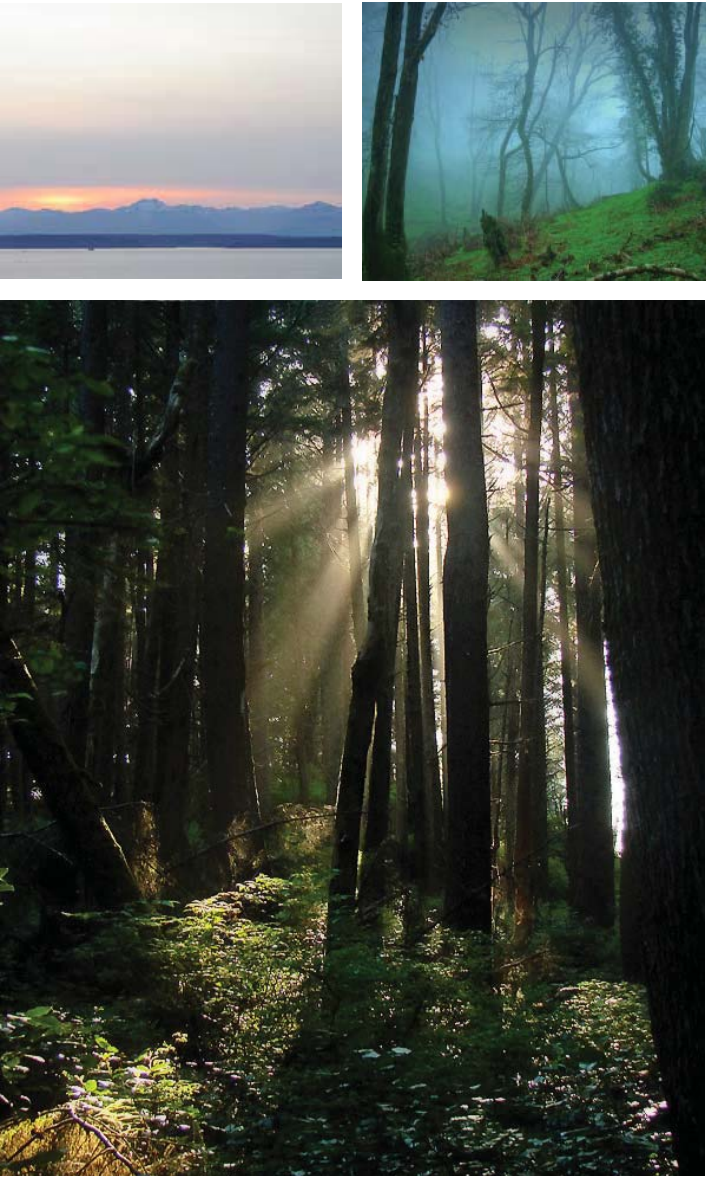
## SITE CONCEPTS

The site is located at the conversion of four distinct Seattle neighborhoods: Belltown, Downtown Shopping Center, Pike Place and Pioneer Square. As an addition to this unique intersection at 2nd and Pike Streets, the architectural massing takes into account the desire to connect to adjacent neighborhoods as well as facilitate a positive experience for the multiples users of the area.

The 2nd and Pike tower models its living environments and designed spaces off of palpable Northwest landscape qualities: peaks of prospect, view and clarity, zones of verdant texture and filtered light and deep, earthy refuges.



HOME TO MARKET





# 1.3

## THE BUILDING IN CONTEXT

Located on the southeast corner of two contrasting streets, 2nd Avenue and Pike Street, the site becomes topographically distinct and visually prominent within the relatively flat terrain of this area.

2nd Avenue is characterized by a diversity of architectural styles and building scales linking distinct neighborhoods from Lower Queen Anne and Belltown to Downtown, Pike Place Market, Pioneer Square and the International District. As a primary North-South transit route for city and regional buses, 2nd Avenue's image as an urban "main street" is reinforced by one's perceptions of movement, light and activity at street level.

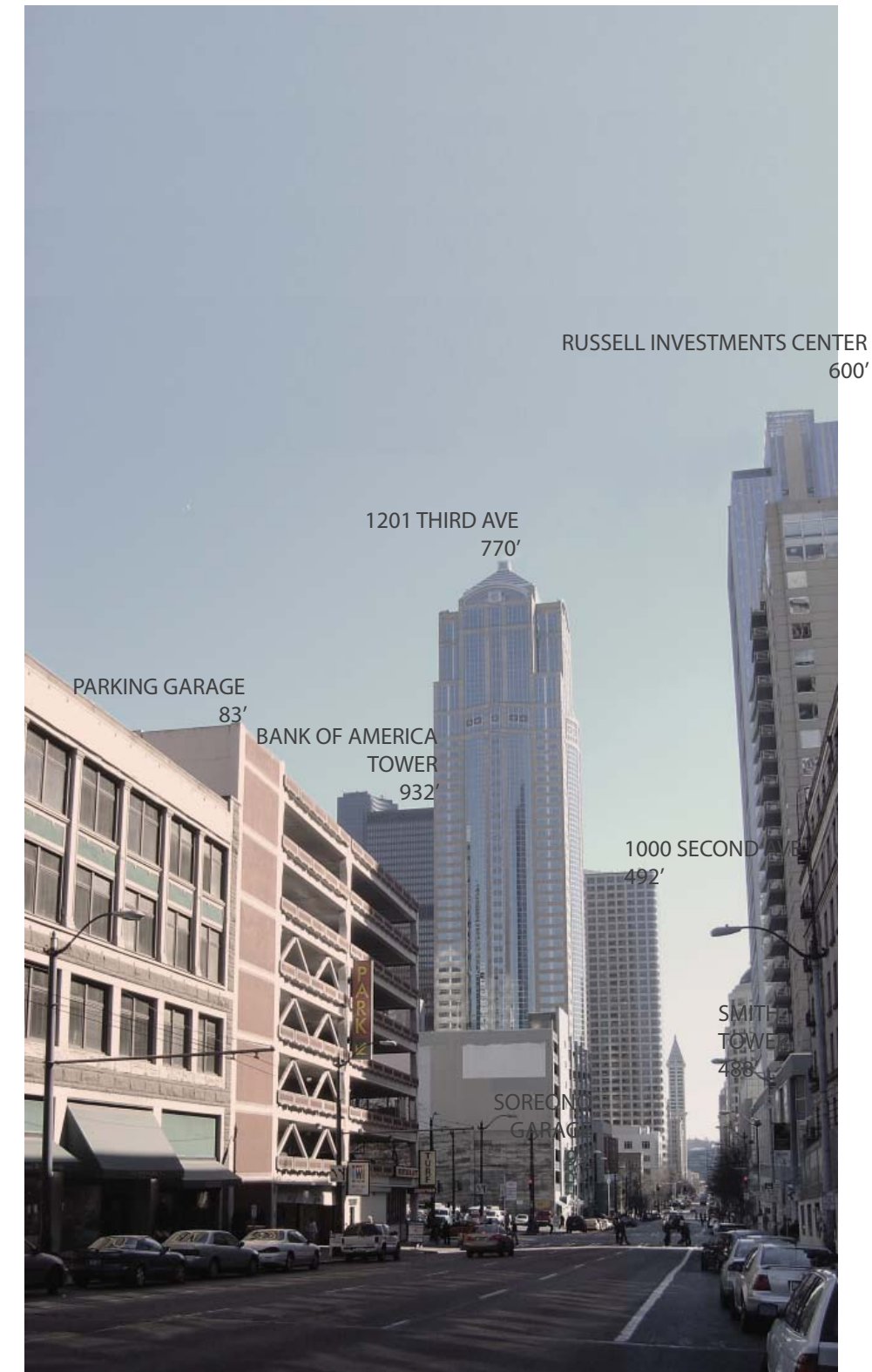
Pike Street runs East-West from the edge of the waterfront across Interstate 5 to reach Capitol Hill. Beginning at Pike Place Market, Pike Street is historically a main route to the Market for residents and visitors. With a smaller scale than 2nd Avenue, Pike Street is characterized by wide pedestrian filled sidewalks, animated storefronts and slower vehicular traffic.

The streetscape design for the 2nd Avenue and Pike Street site will achieve the following design goals:

- Acknowledge the role of the streets as public space; a continuation of Seattle's network of public spaces.
- Create a streetscape of usable and meaningful amenities for the occupants, guests and pedestrians.
- Emphasize the intersection as a crossroads - of the city and Market, and as a threshold – from the city to the Market area.
- Present a streetscape and landscape design that complements the activity and transparency of the building ground floor architecture and programs.
- Present a streetscape and landscape design that responds to the prominence of the corner location and provides a distinct character for 2nd Avenue and Pike Street.
- Implement elements of the Pike/Pine Conceptual Streetscape Plan to contribute to the continuity of the corridor while emphasizing the unique identity of the project.



PROPOSED VIEW FROM 2ND AVENUE & PINE STREET WITH 2ND AND PIKE TOWER



EXISTING VIEW FROM 2ND AVENUE & PINE STREET WITHOUT 2ND & PIKE TOWER



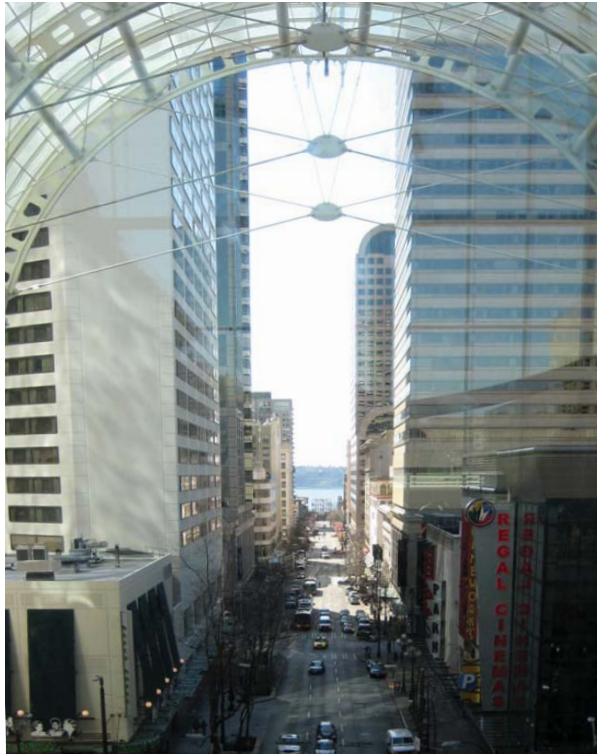
1.4  
APPROACHING VIEWS



3. 3rd Ave & Pike Street



2. 4th Ave & Pike Street



1. 7th Ave & Pike Street



6. 2nd Ave & Seneca Street



5. 2nd Ave & Madison Street



4. 2nd Ave & Jackson Street





# 1.5

## Building Elevation on Second Avenue

### FENESTRATION

The facade of the building has been designed to transition from the parking garage structure to the south as it continues to Pike St. The large metal panels and large, industrial style windows serve to provide a varied facade with scales shifts similar to the multiple adjacent buildings. The project fenestration relates to the predominant parking garage typology, as well as utilizes its two material typologies to blend stylistically to the area's variation. There are three distinct proportions in the existing adjacent buildings that have informed the fenestration.









## 1.6 BUILDING CONCEPT

The building is conceived as separate volumes oriented around a multi-level courtyard. Each part attains a distinct presence on the site:

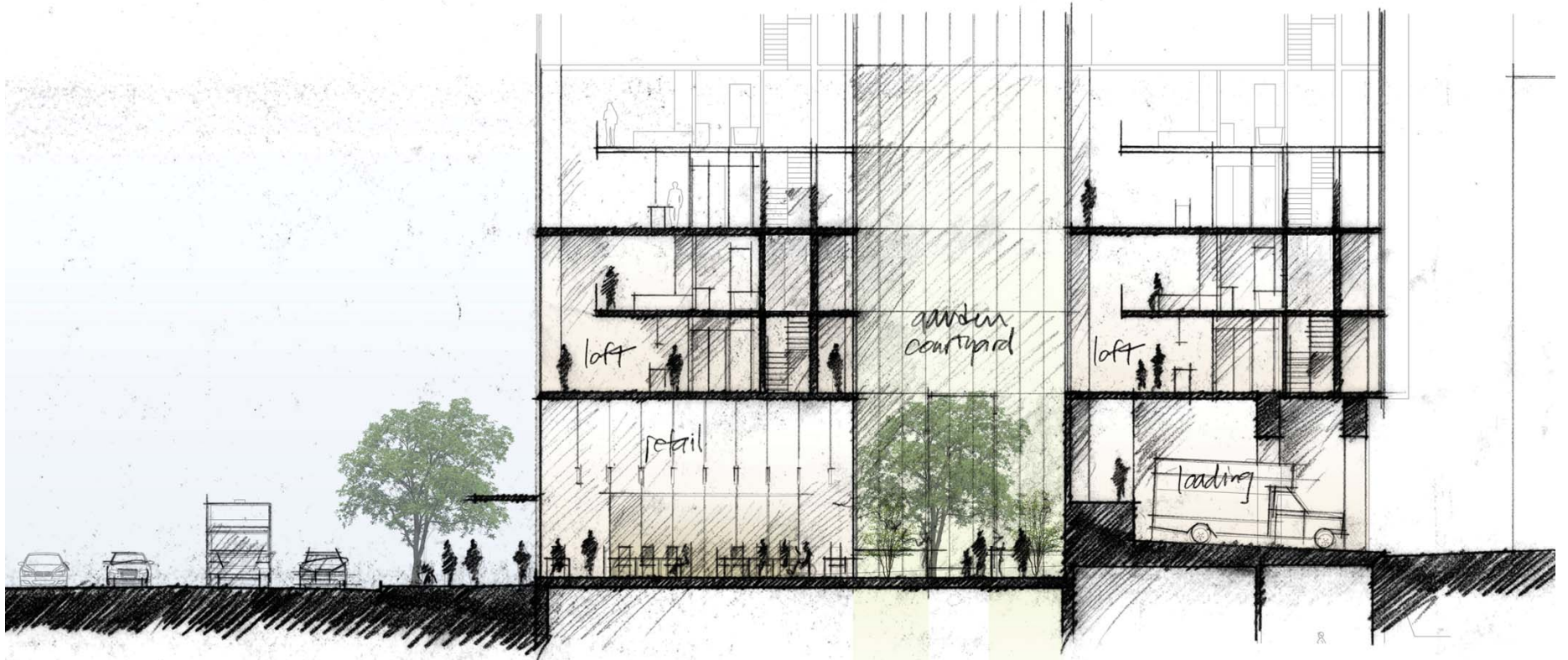
The lower tower levels include apartments, loft residences and retail spaces. This volume holds the corner of 2nd Avenue & Pike Street, acknowledging it as a key city intersection. The loft wing along 2nd Avenue creates a transitional buffer between public street and private courtyard. The courtyard features lightwells that provide natural light and ventilation for the parking and storage levels. Additional recreational spaces will be provided on rooftops creating a layered canopy of vegetation for the building. Apartment units will feature distant views of Pike Place Market and Puget Sound, while the loft units capture more local views of the urban streetscape and central courtyard with southern light. Although the ground level retail spaces are fully glazed to allow visual connections between pedestrians and retail activity, the residential levels up to the Skybar level are equipped with roll-down screens for privacy when needed. At nighttime, these spaces glow from within, creating an intricate layered reading from the street to the courtyard.

The upper tower apartment levels will be about experiencing light and sky. The apartments feature inset balconies and white opaque glass framing views between neighboring buildings. Metal mesh screens strategically provide privacy and windbreaks at the balcony edges, with sections peeled back to frame key views.



WASHINGTON MUTUAL PLAZA





SECTION THRU COURTYARD AT RETAIL ON 2ND AVE



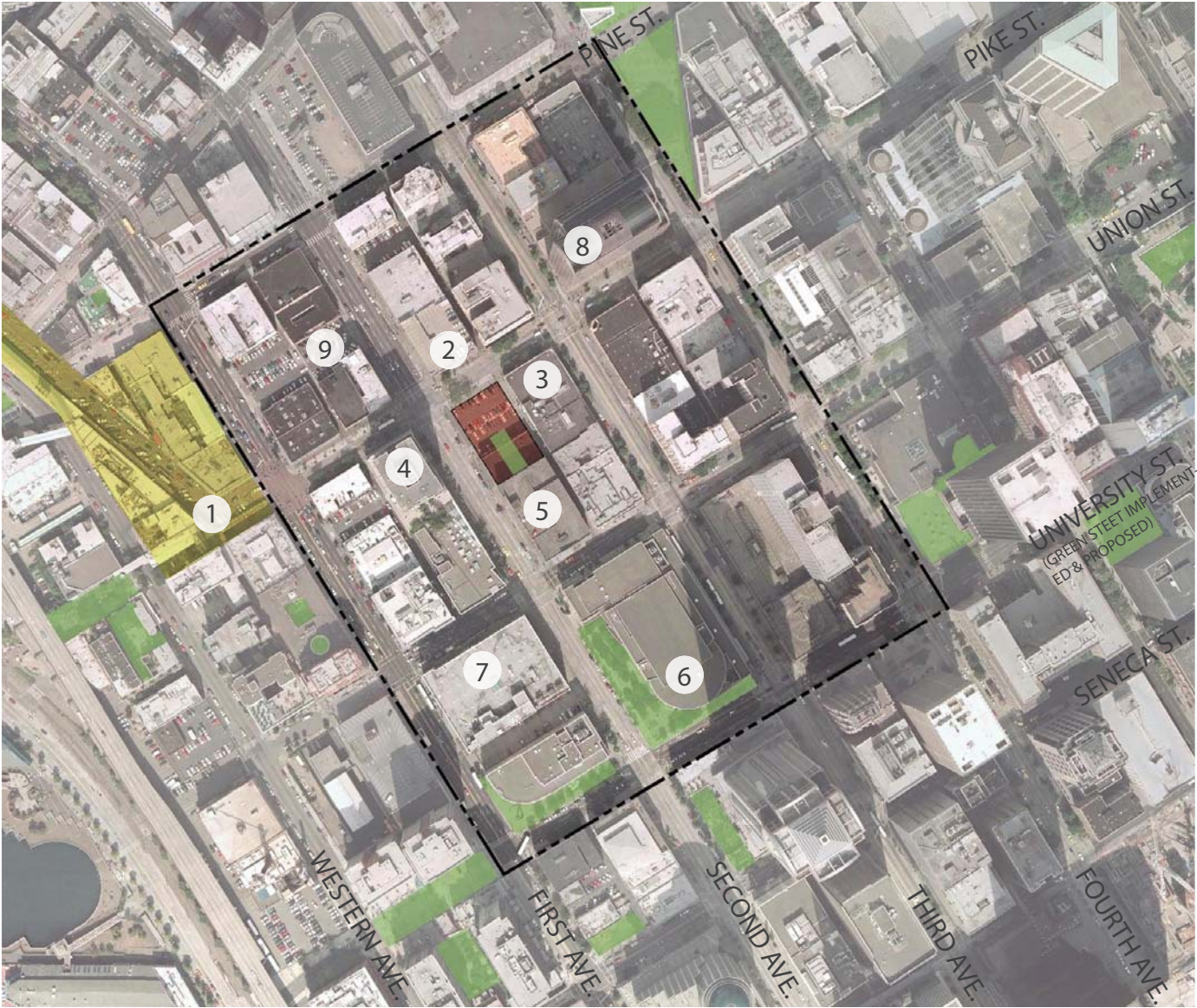
1.7  
ADJACENT BUILDINGS



1. PIKE PLACE MARKET



4. THE NEWMARK



2. PARKING GARAGE (FACING)



5. PARKING GARAGE (ADJACENT)



3. KRESS BUILDING (FUTURE IGA GROCERY STORE)



6. BENAROYA HALL



7. RUSSELL INVESTMENTS CENTER



8. CENTURY SQUARE



9. 1521 SECOND AVENUE

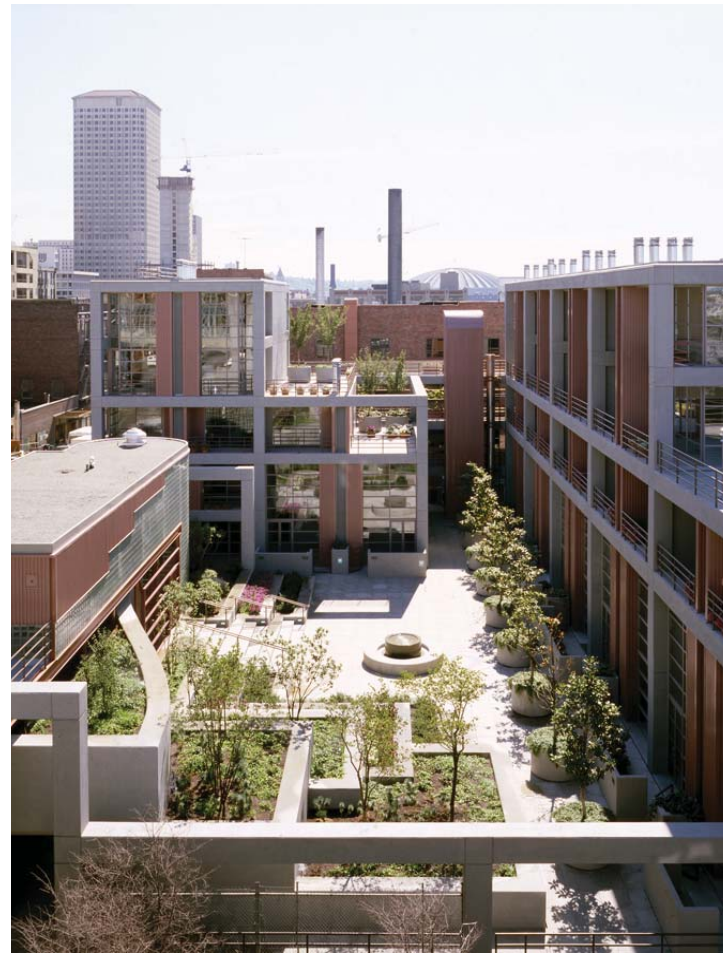




RAINIER SQUARE COURTYARD



INN AT THE MARKET COURTYARD

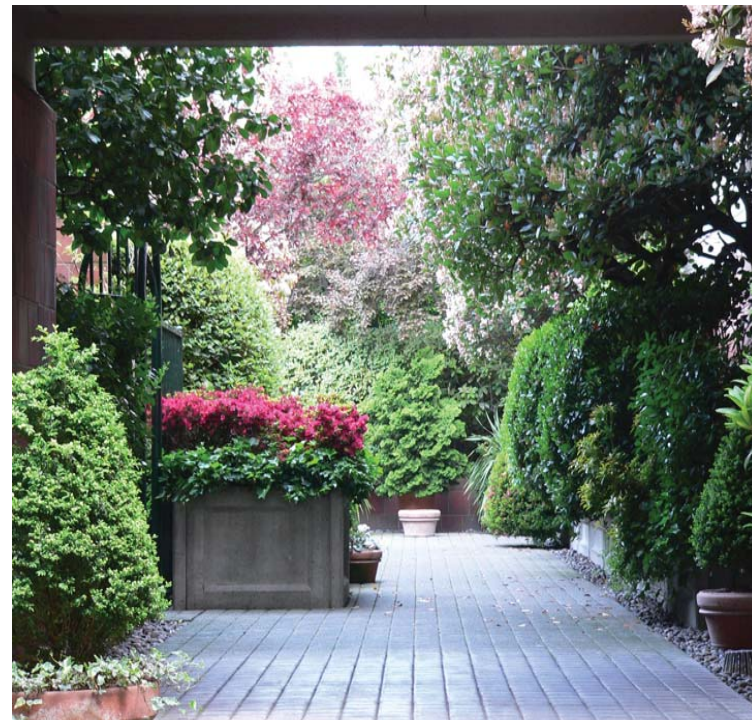


HILLCLIMB COURT

## 1.8 NEIGHBORHOOD COURTYARD TYPOLOGIES



WASHINGTON MUTUAL PLAZA



COURTYARD IN PIKE PLACE MARKET



PIKE PLACE MARKET



# 2.1 STREETSCAPE/LANDSCAPE Pedestrian Environment

## SECOND AVENUE LANDSCAPING



Acer Platanoides



Big Leaf Maple (native)



Native Woody Shrubs & groundcovers



Permeable Concrete Unit pavers at tree pits; Trench Drains to collect Canopy run-off for plant watering.



## PIKE STREET LANDSCAPING



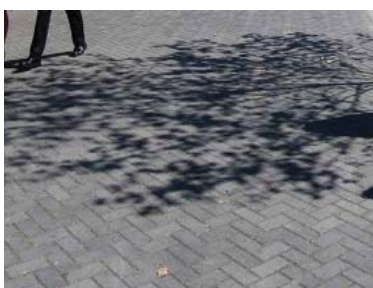
Raywood Ash



Oregon Ash (Native)



Native Shrubs



Dark Concrete pavers or Stone at tree pits.









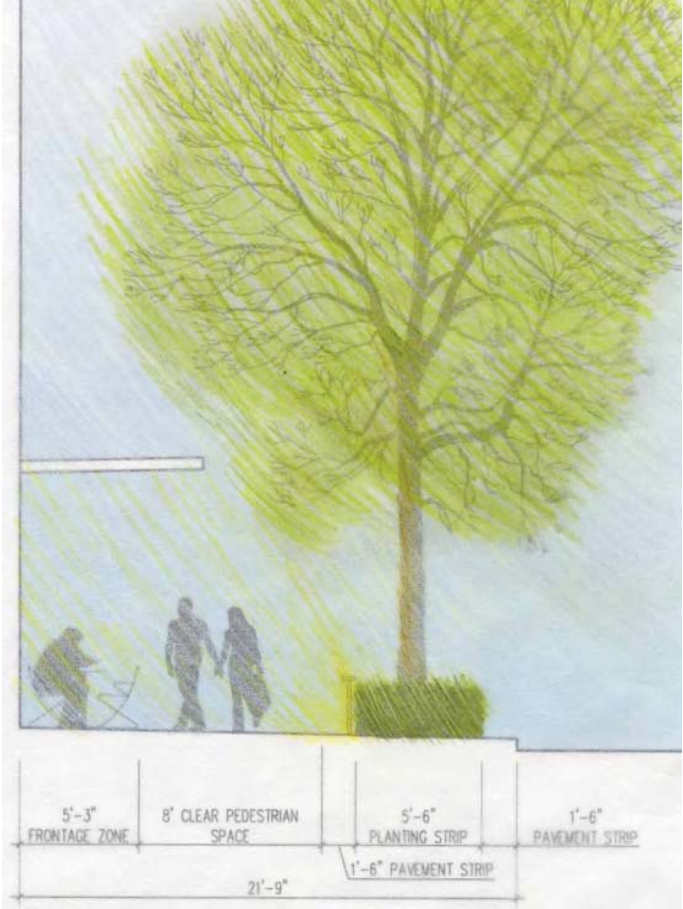




2.1  
SIDEWALK SECTION & PIKE & PINE  
CONCEPTUAL DESIGN CHART



2ND AVENUE SECTION



PIKE STREET SECTION

Pike & Pine Streetscape Conceptual Design

Element	Guideline	Following Guideline?	Alternate Proposal to Meet Intent
Sidewalk Paving	2x2 scored concrete	Yes	
Paving in Landscape Zone	Permeable Paving is preferred	Yes- Permeable paving will be installed in the landscape zone	
Paving in Landscape Zone	Paving darker than the sidewalks should be used	Yes- paving will be dark concrete	
Landscape	Provide large at-grade plant beds	Yes- 5'6" wide x 22' long planting strips on Pike	
Landscape	Provide a curb around the edge of the plant bed	No- The curbs would block stormwater run-off from the sidewalks from getting into the planters	1'-6" wide flush paving strips sorround the plant area so that sidewalk run-off can get to plant beds
Landscape	Provide a fence around the plant bed to protect the plants	Yes, but the fence design will be unique to this project	A specific fence design is called out in the Design Guidelines. A fence will be installed to meet this intent, but it will be designed to promote the unique identity of this building and block.
Landscape	Provide plantings that offer variety	Yes- A variety of native shrubs and groundcover will be used	
Lighting	Retain ornamental lighting	Yes- Ornamental lighting will be retained	

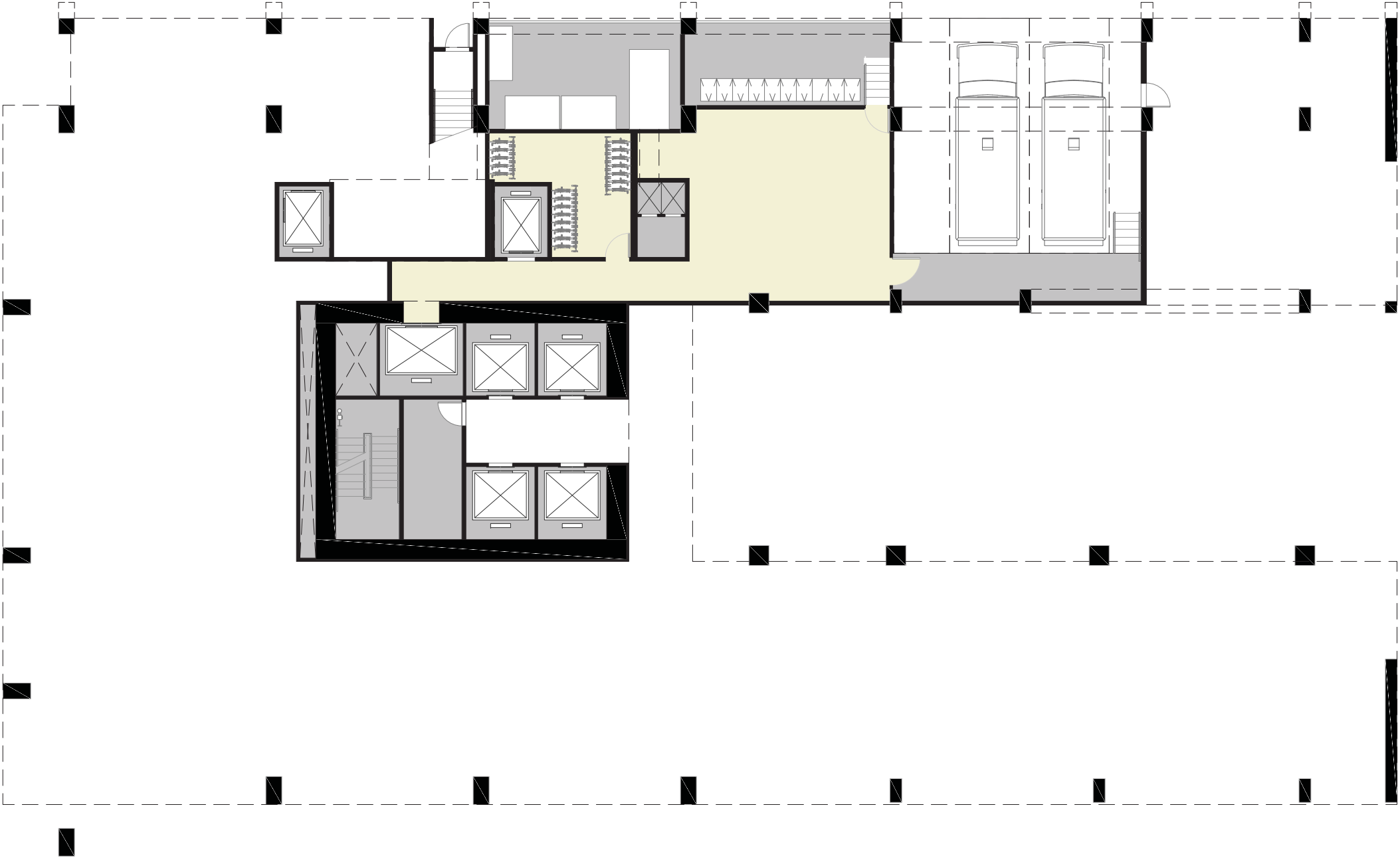


SCALE: 1/16" = 1'-0"



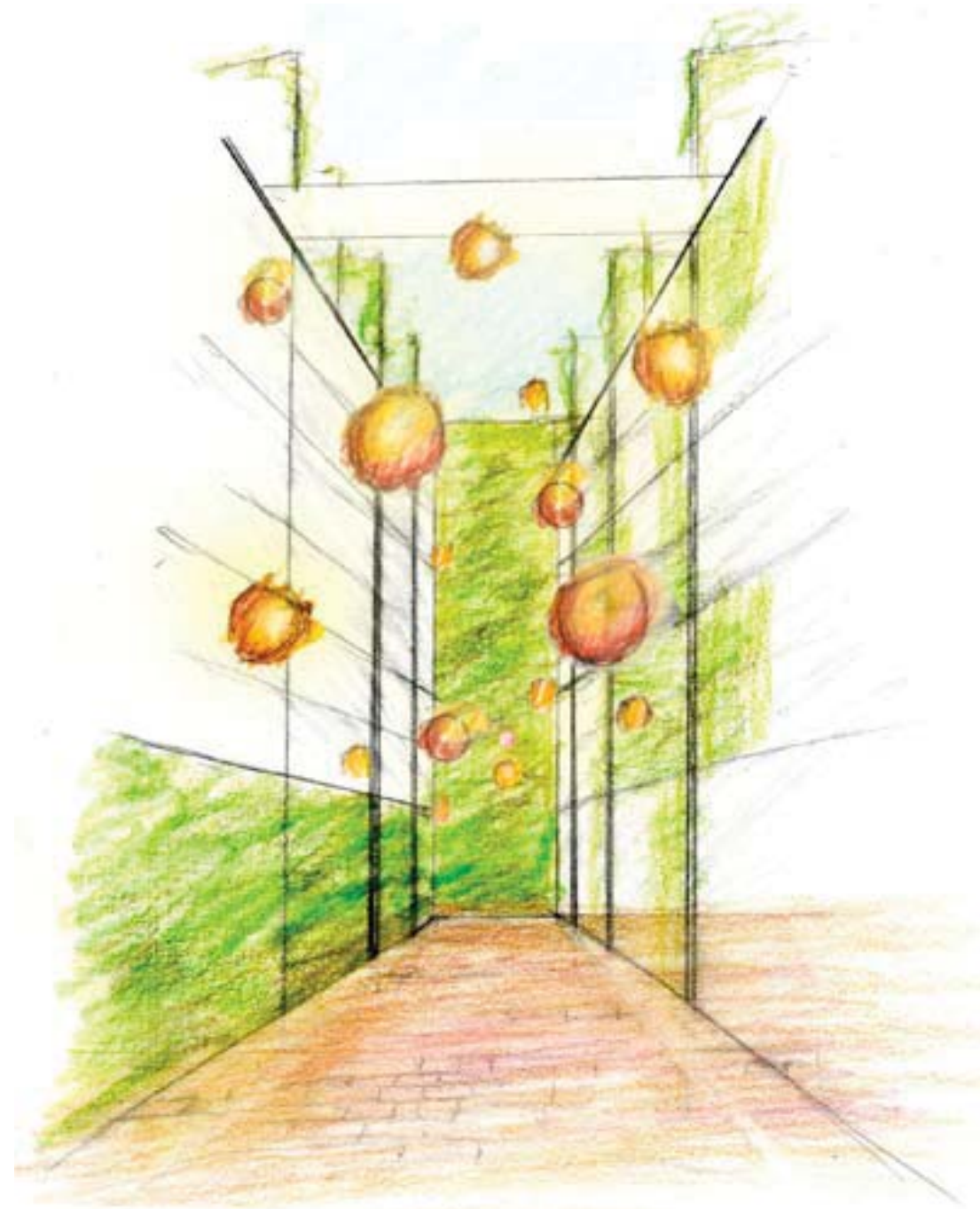
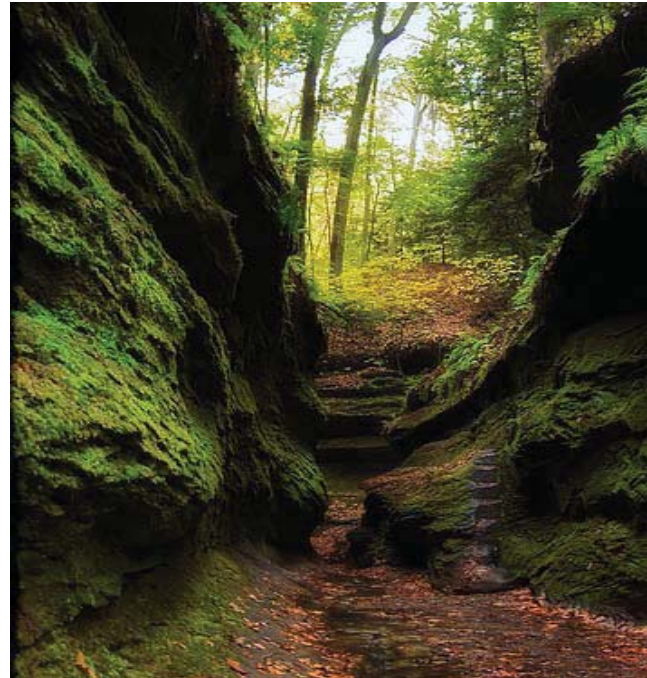
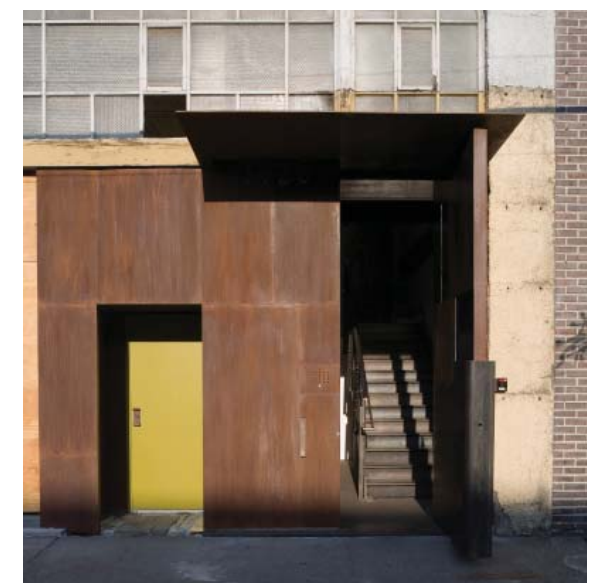
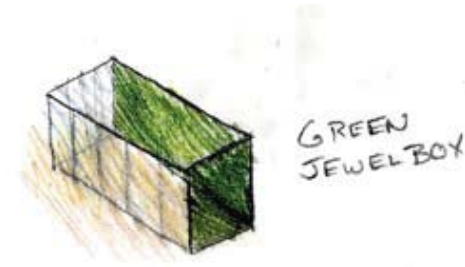


2.4  
MEZZANINE LEVEL PLAN  
SCALE: 1/16" = 1' - 0"





## 2.5 COURTYARD BUILDING-SCAPE Interior Pedestrian Environment



COURTYARD LIGHTING



2.6  
LEVEL 3-7 FLOOR PLANS  
SCALE: 1/16" = 1' - 0"





2.7  
COURTYARD ELEVATIONS  
with Landscape Palette

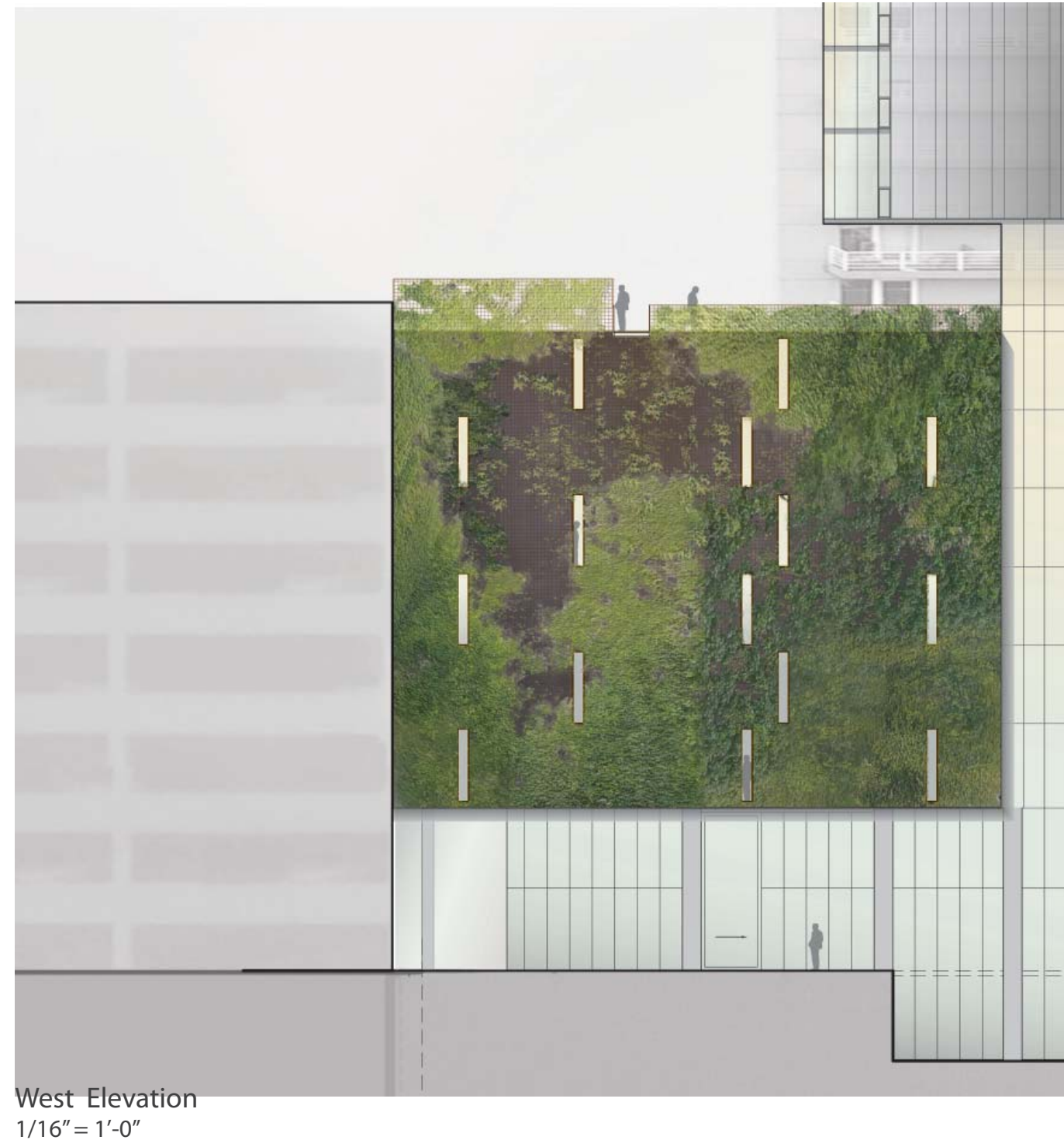
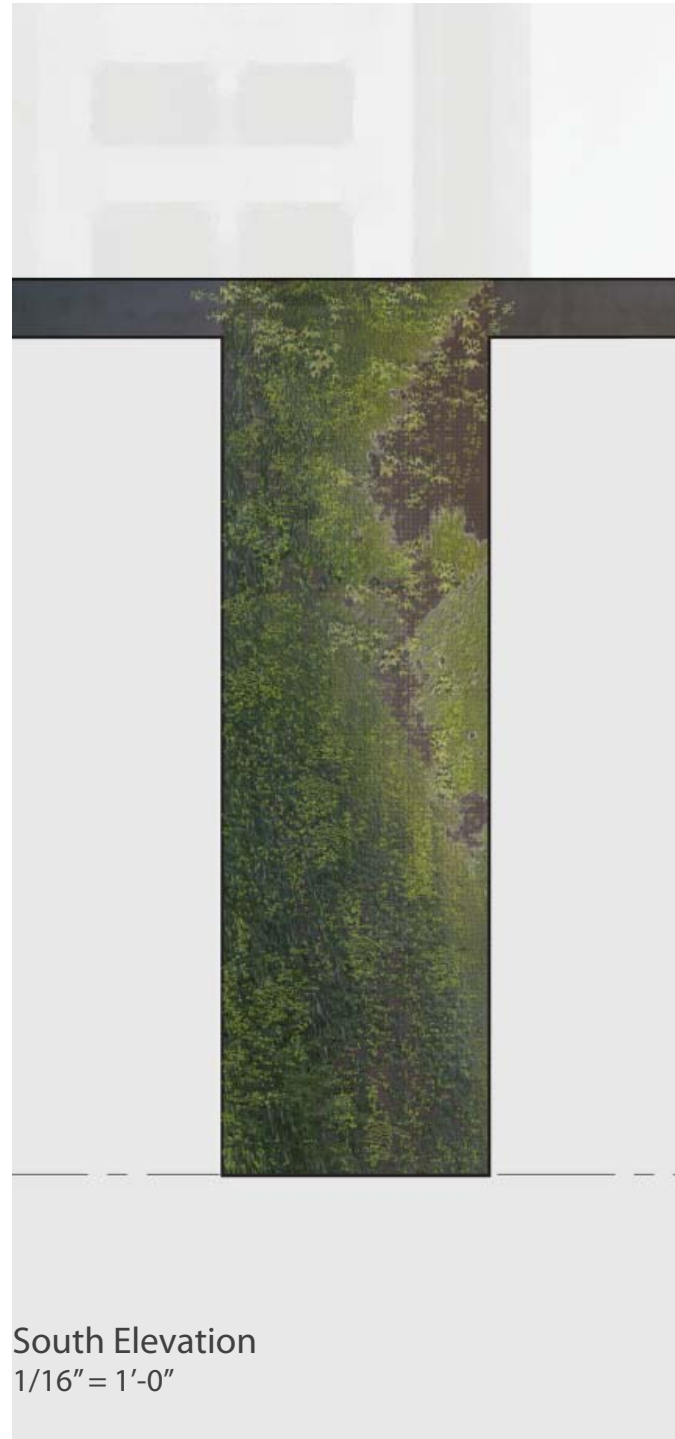


East Elevation  
1/16" = 1'-0"





## 2.7 COURTYARD ELEVATIONS





## 2.8

### PODIUM EXTERIOR SPACES- "SKYBAR" AND RESIDENT EXTERIOR AMENITY SPACE





2.9  
LEVEL 8 FLOOR PLAN  
SCALE: 1/8" = 1' - 0"



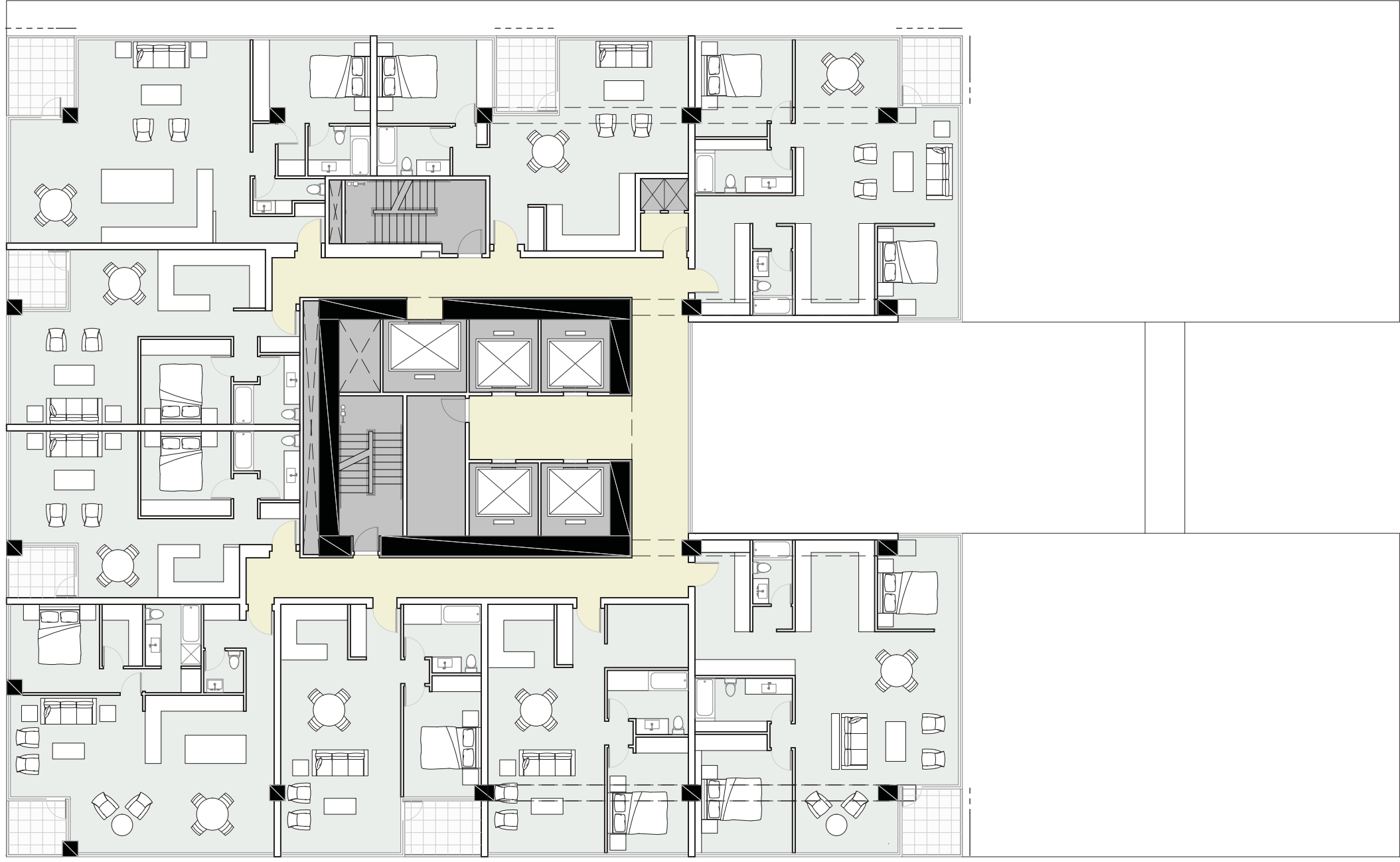


2.10  
LEVEL 9 FLOOR PLAN  
RESIDENT AMENITY SPACE  
SCALE: 1/16 = 1' - 0"





2.11  
LEVEL 10-21 FLOOR PLANS  
SCALE: 1/16" = 1' - 0"



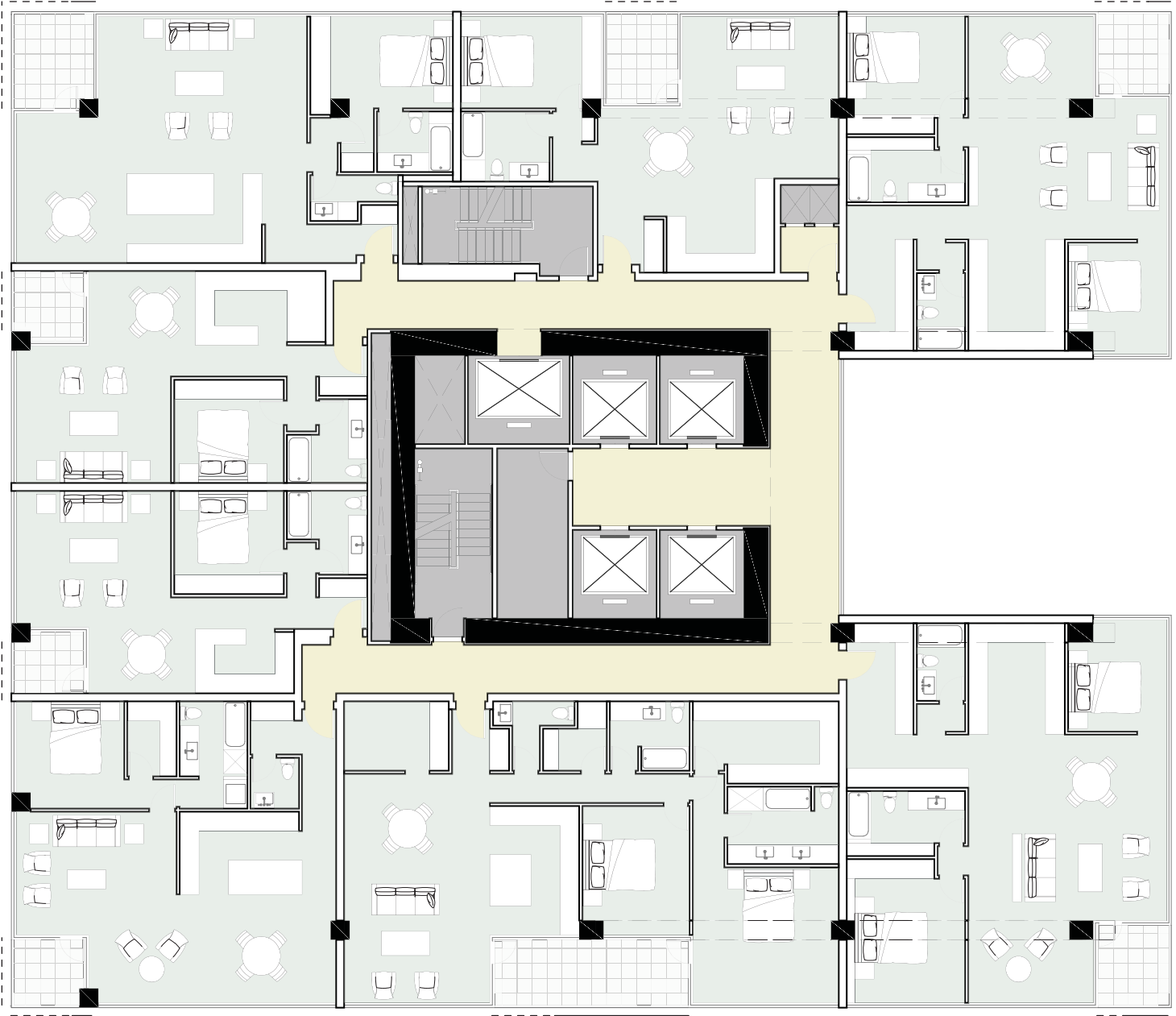


## 2.12 TOWER LIVING & ROOF AMENITIES





2.13  
LEVEL 22-35 FLOOR PLAN  
SCALE: 1/16" = 1' - 0"





## 2.14

### ROOF-TOP RESIDENT RECREATION AND AMENITY SPACE



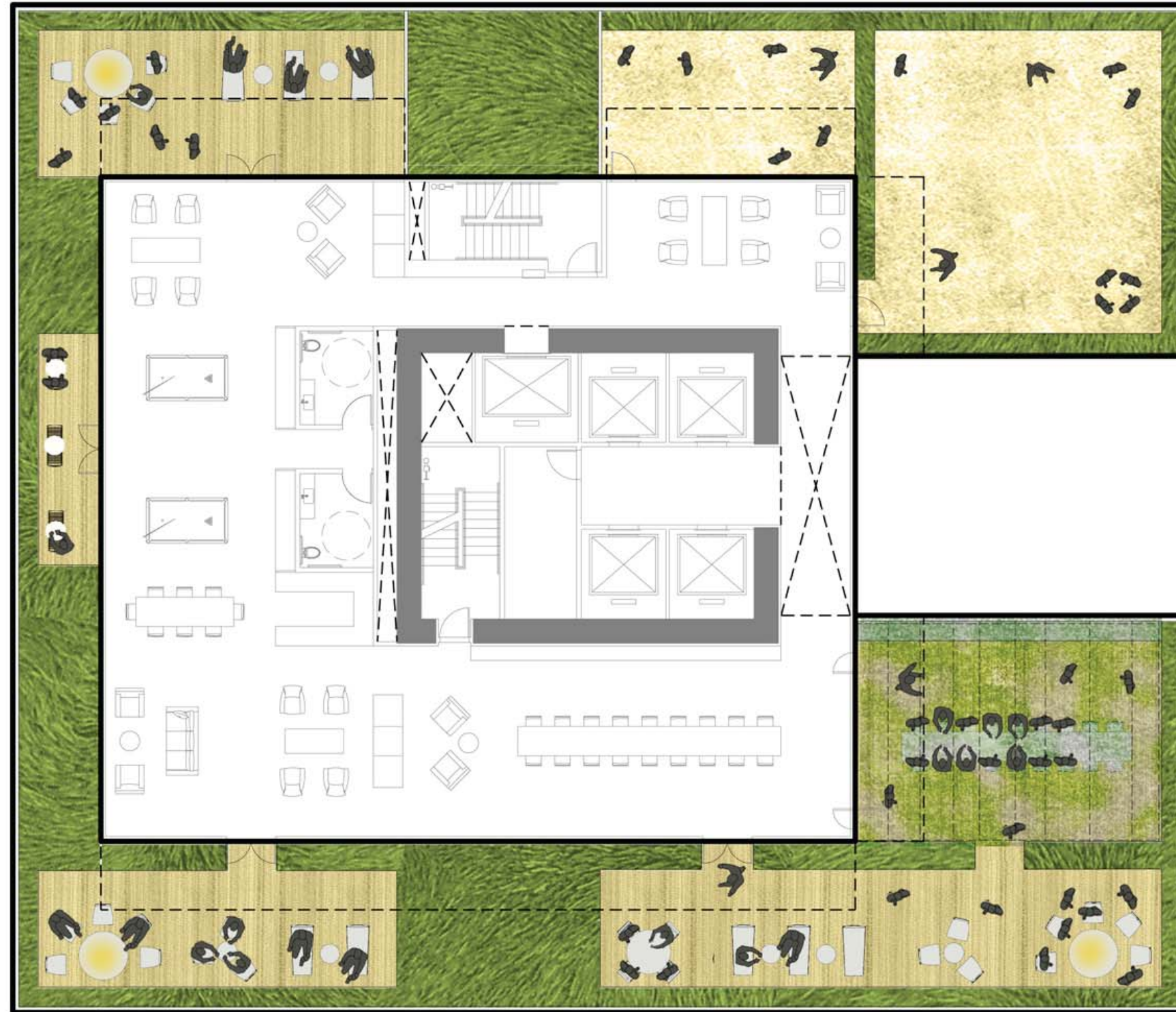


2.15

ROOF LEVEL PLAN

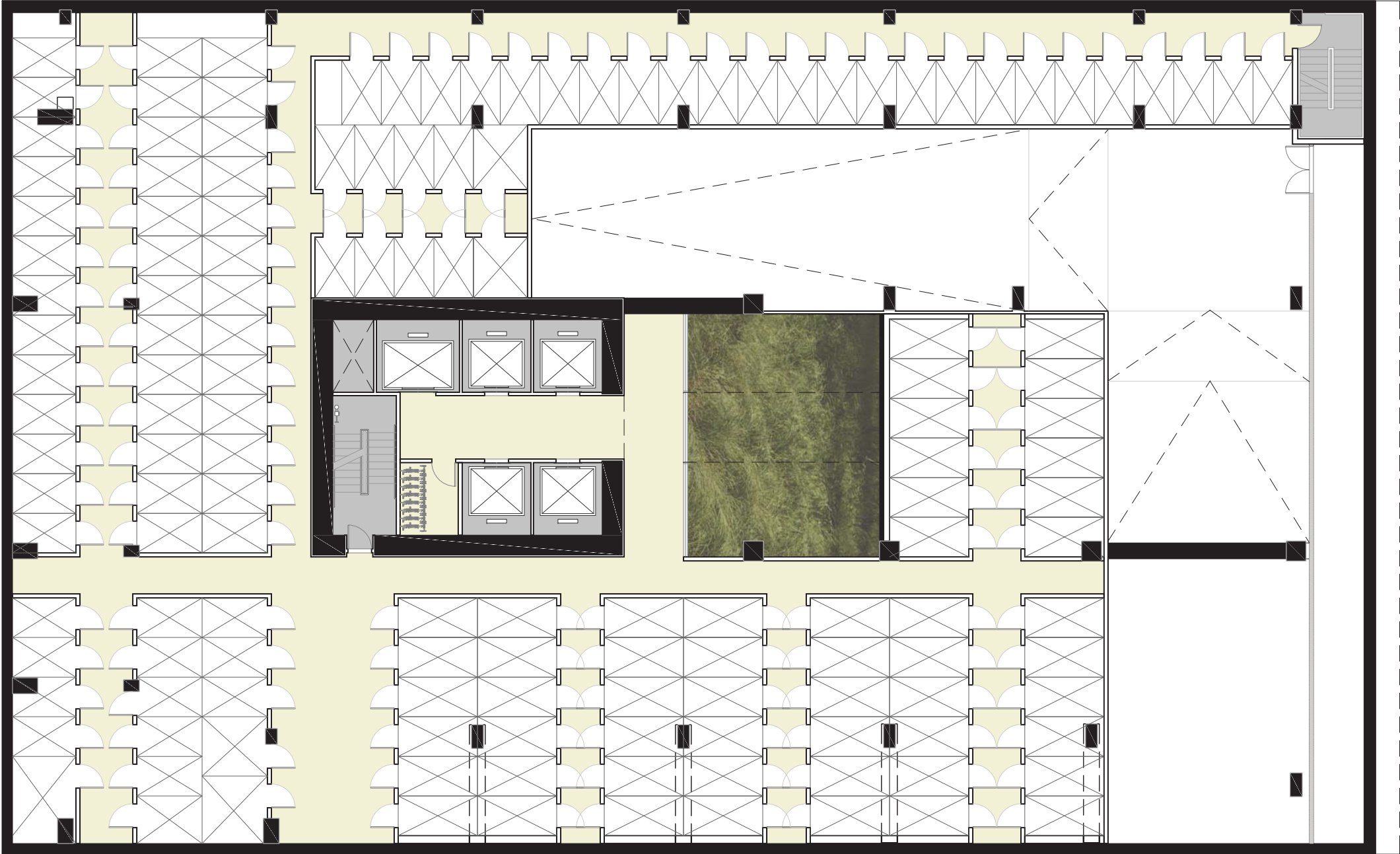
with Landscape plan

SCALE: 1/16" = 1'-0"



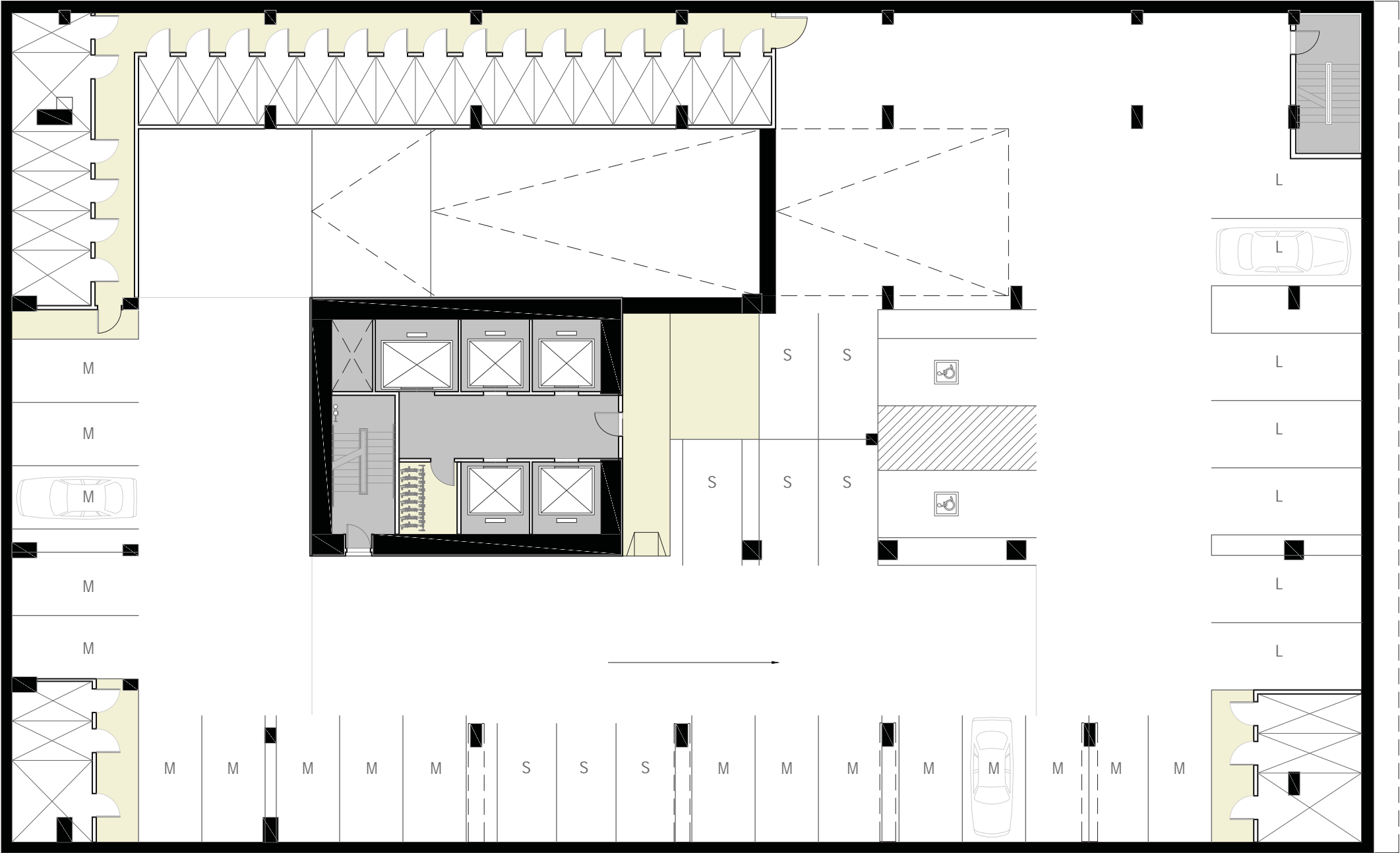


2.16  
BASEMENT LEVEL 1 STORAGE PLAN  
SCALE: 1/16 = 1' - 0"



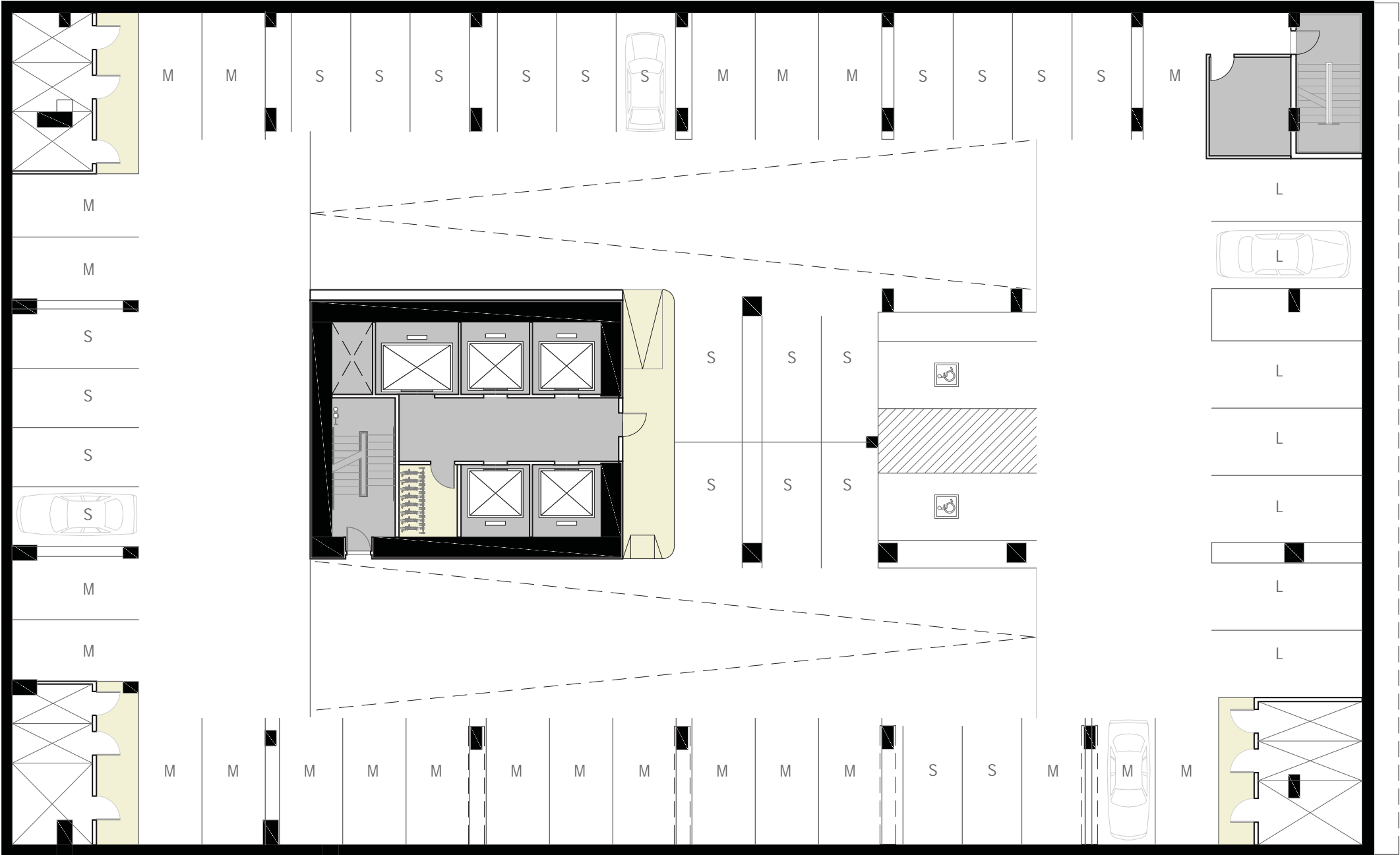


2.17  
BASEMENT LEVEL 2 PARKING PLAN  
SCALE: 1/16" = 1' - 0"



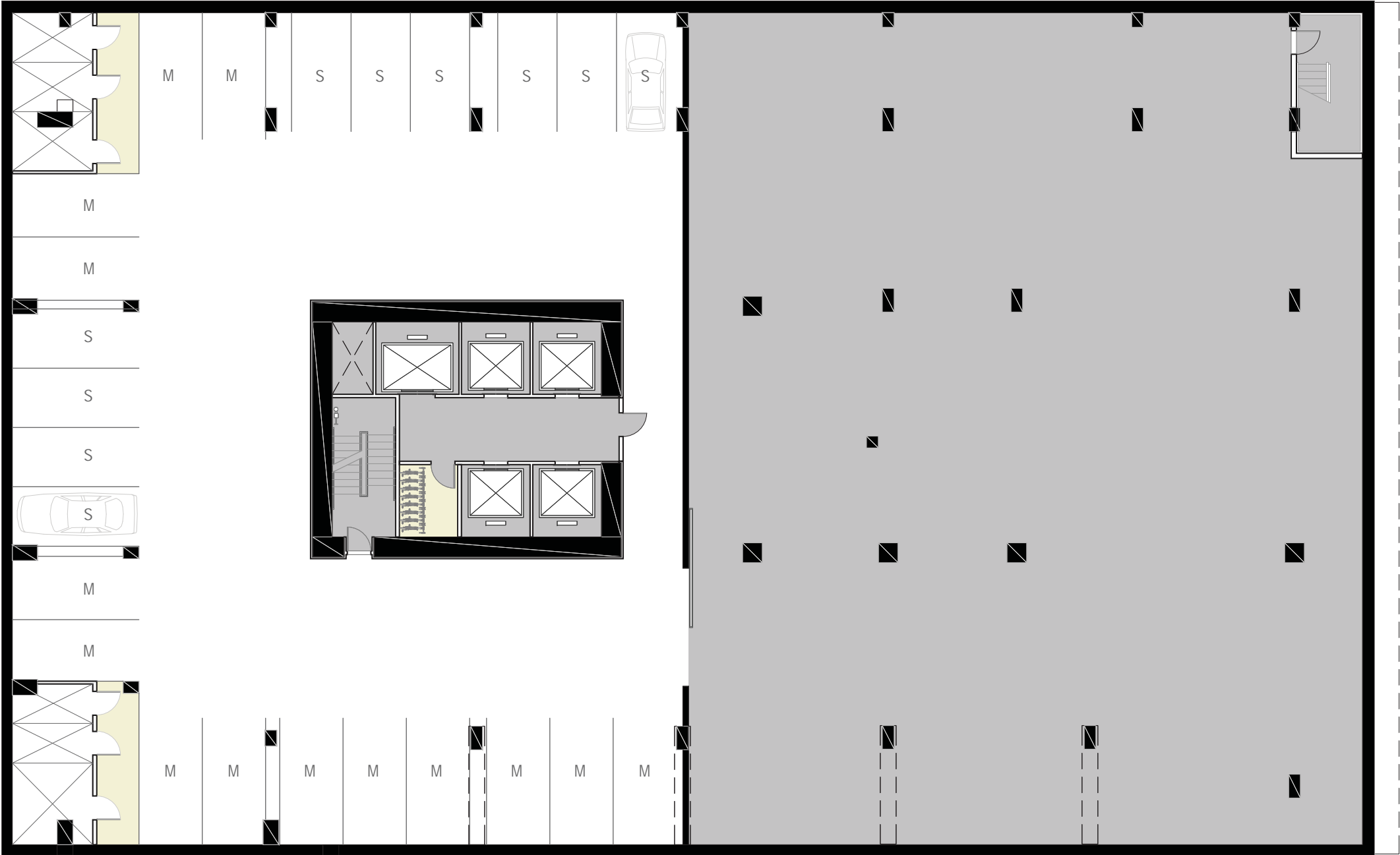


2.18  
BASEMENT LEVEL 3-7 PARKING PLAN  
SCALE: 1/16" = 1' - 0"





2.19  
BASEMENT LEVEL 8 PARKING AND  
MECHANICAL PLAN  
SCALE:1/16"= 1'- 0"

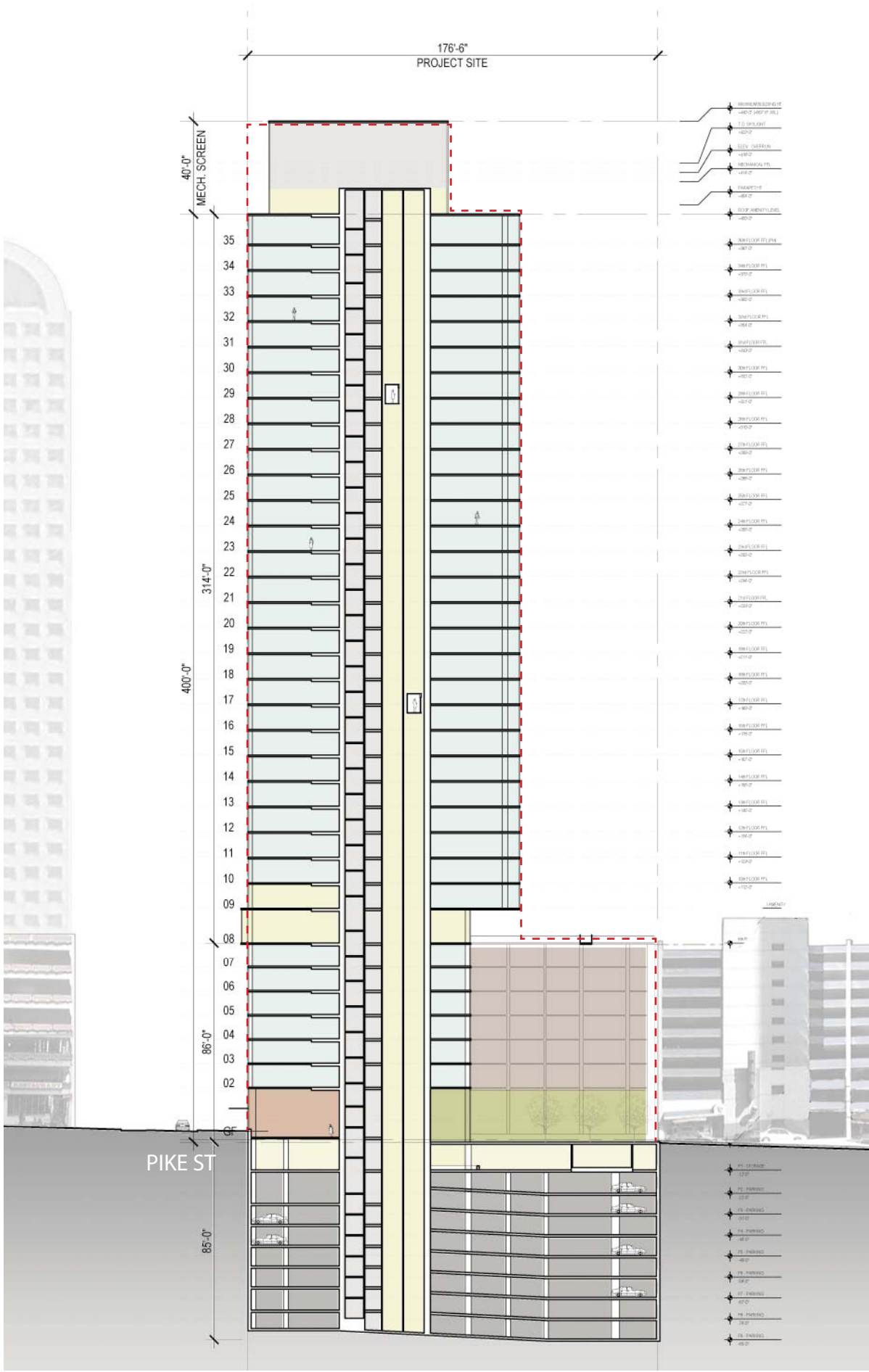




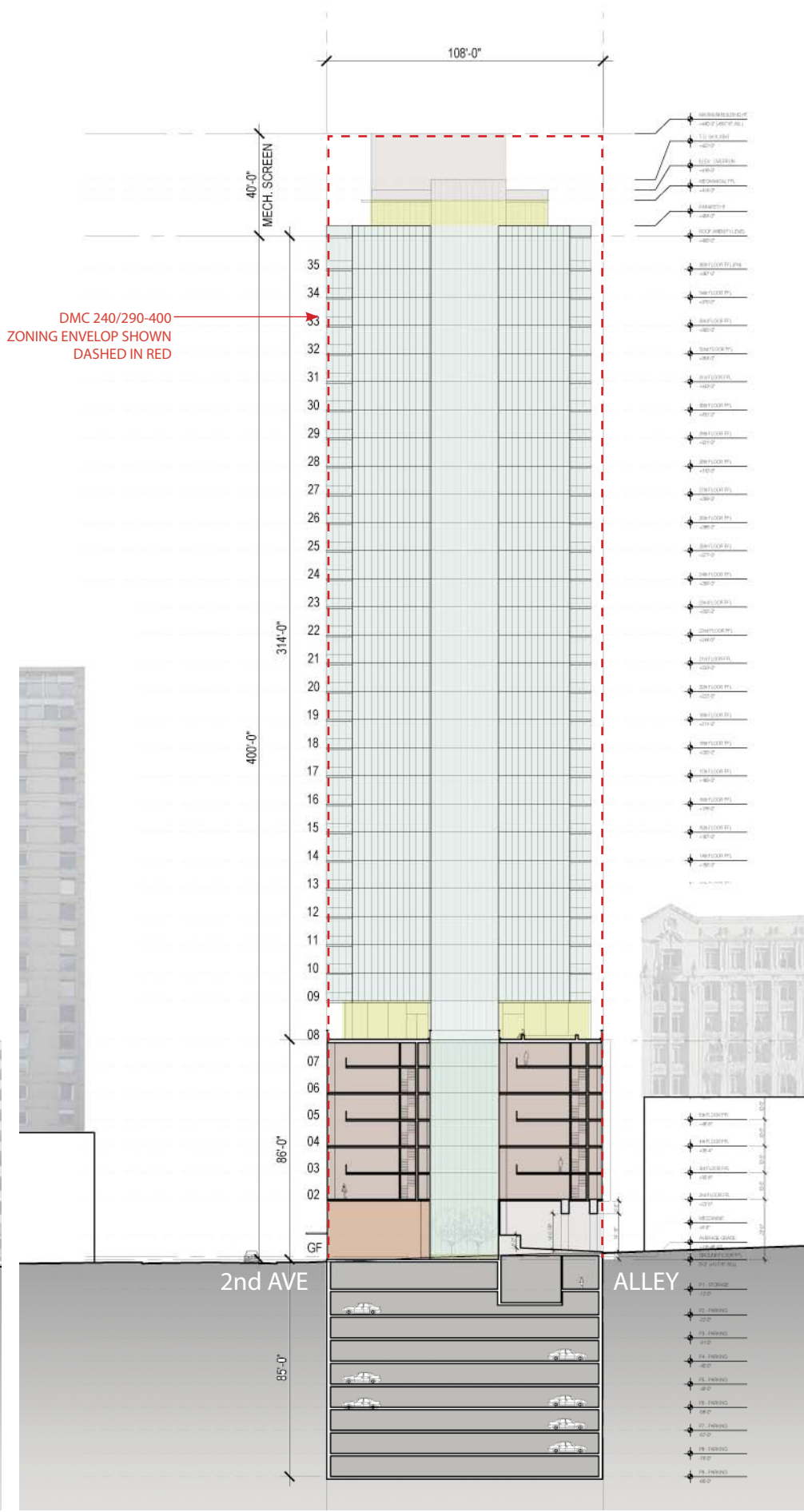




# 2.21 BUILDING SECTIONS



BUILDING SECTION LOOKING EAST



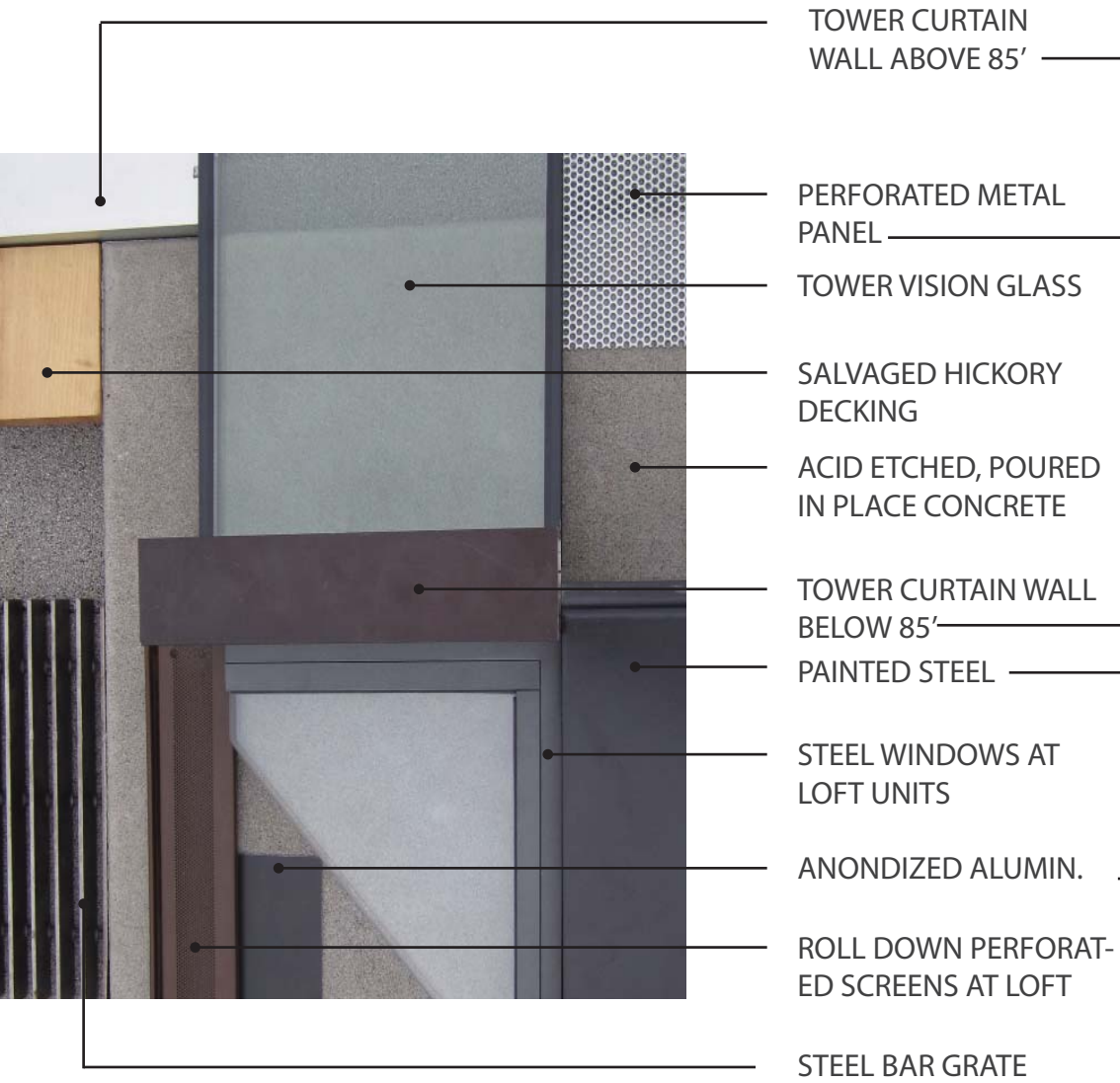
BUILDING SECTION LOOKING NORTH

RECREATION AREA:	
GROUND FLOOR:	2,685 SF
FLOOR 8 SKYBAR:	3,780 + 4,060 SF = 4,060 SF
ROOFTOP:	1,910 + 7,550 = 9,460 SF
	16,205 SF

- TOWER RESIDENCE
- GREEN AMENITY SPACE
- EXTERIOR DECK
- SHARED INTERIOR SPACE
- LOFT RESIDENCE
- RETAIL
- SERVICE



# 3.1 BUILDING MATERIALS



2ND AND PIKE TOWER ENTRY



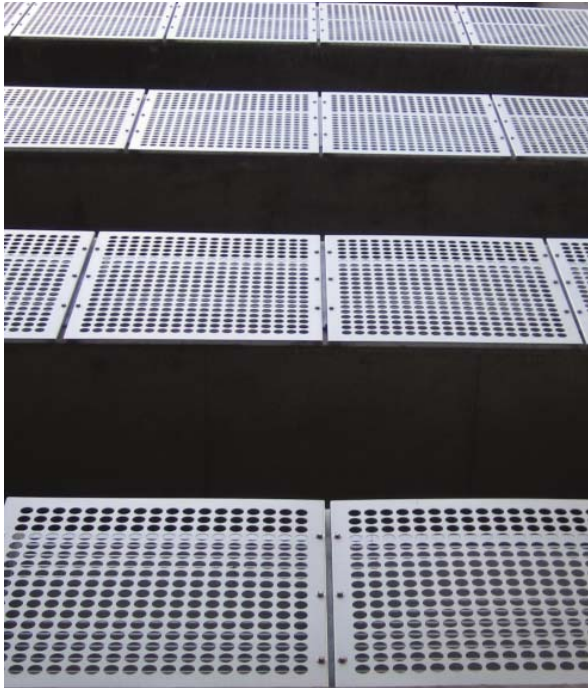




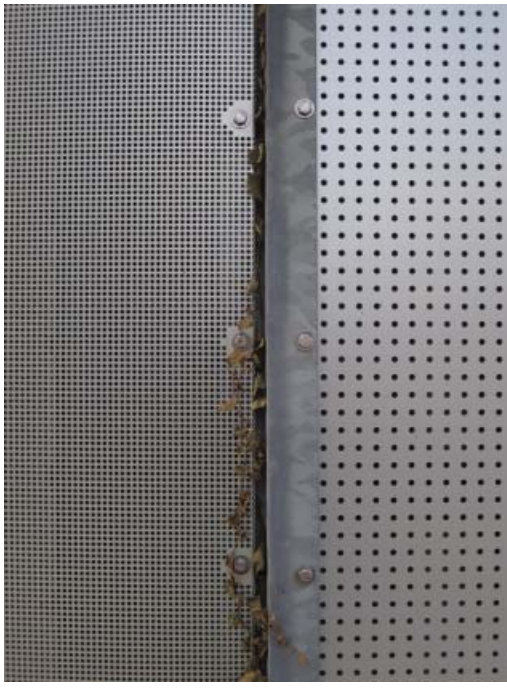
ASPIRA PROJECT - NORTH ELEV.



ASPIRA PROJECT - SOUTH ELEV.



ASPIRA PROJECT - WEST ELEV.



ASPIRA PROJECT - EAST ELEV. DETAIL



SCREENED BALCONIES

PERFORATED ROLLER SCREEN - INTERIOR VIEW - SANTA BARBARA

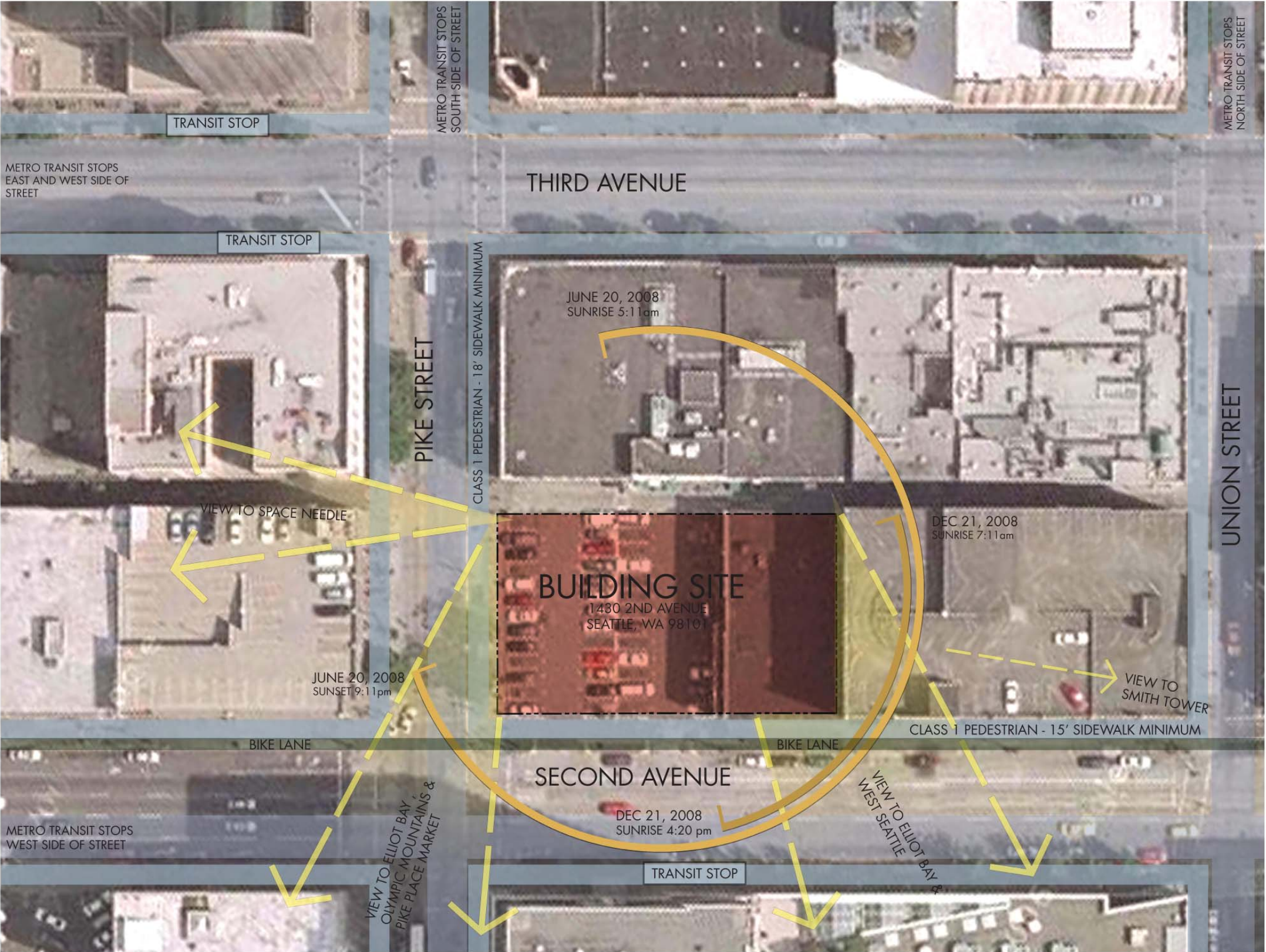


PERFORATED ROLLER SCREEN - EXTERIOR VIEW - SANTA BARBARA





3.2  
ENVIRONMENTAL SITE  
CONDITIONS





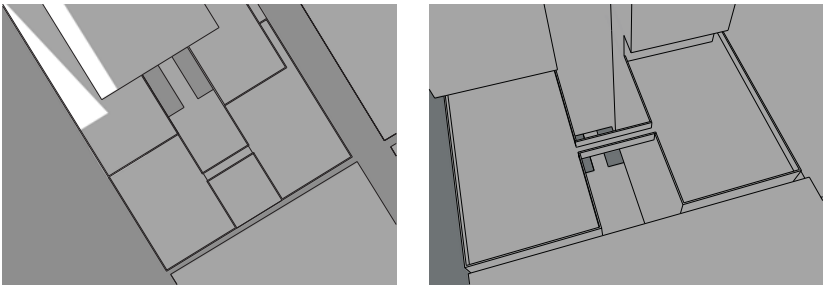
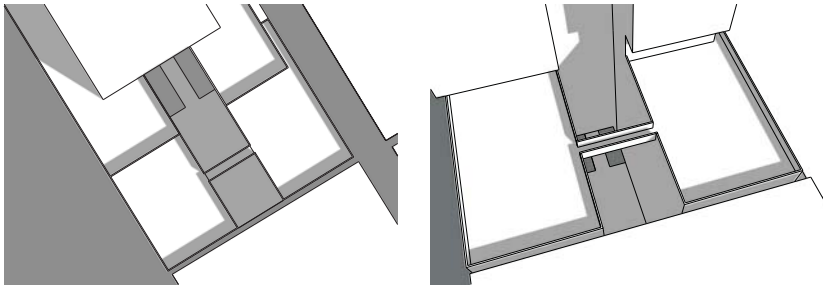
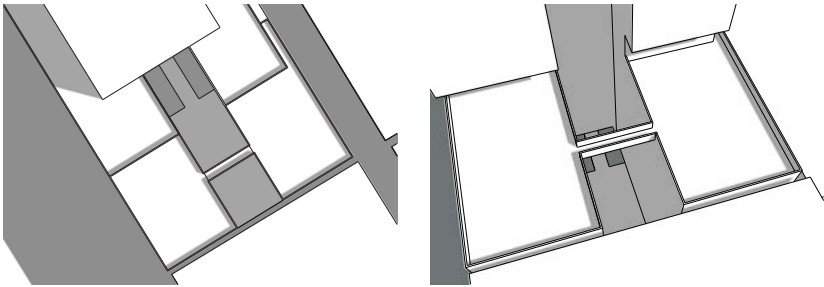
3.2  
SHADOW STUDIES OF INTERNAL  
COURTYARD

Summer Solstice – June 21

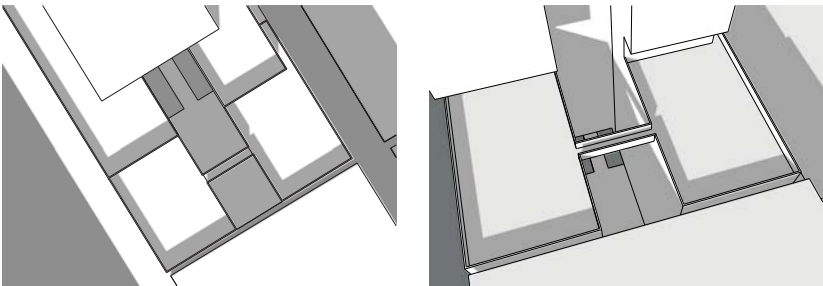
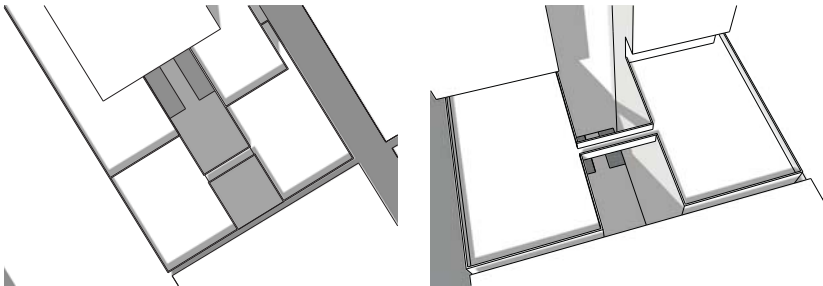
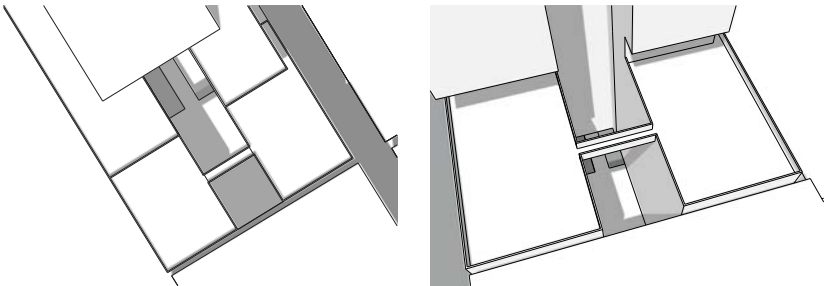
Equinox – March 23, September 23

Winter Solstice – December 21

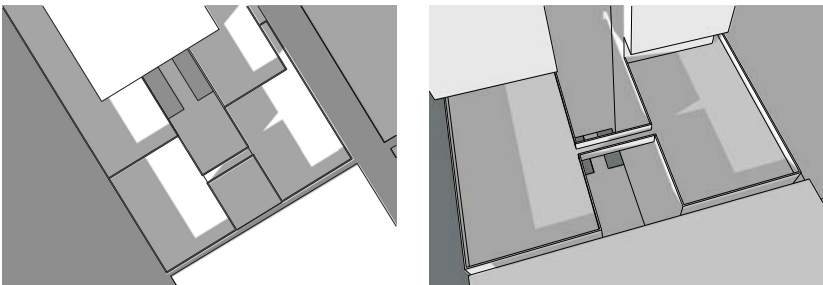
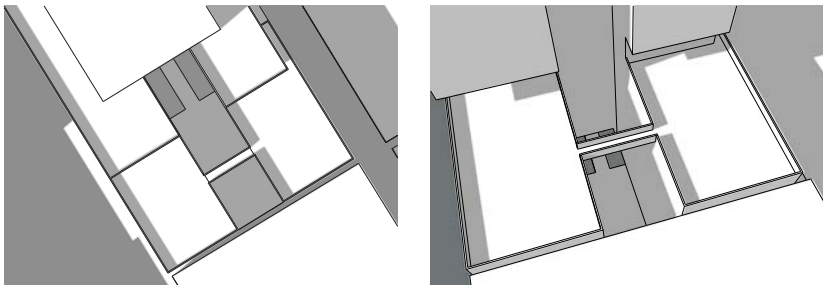
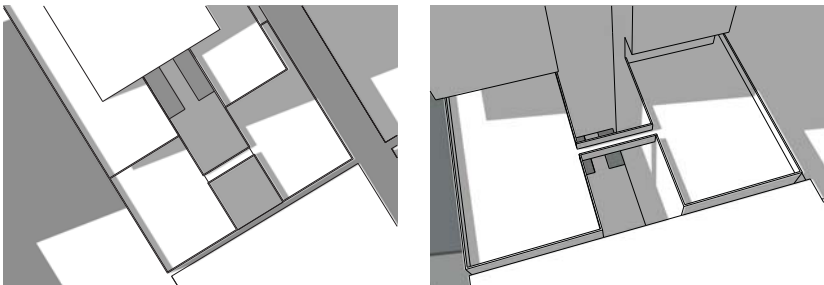
9AM



NOON



3PM





# 6.1

## APPENDIX Building Scale Comparison

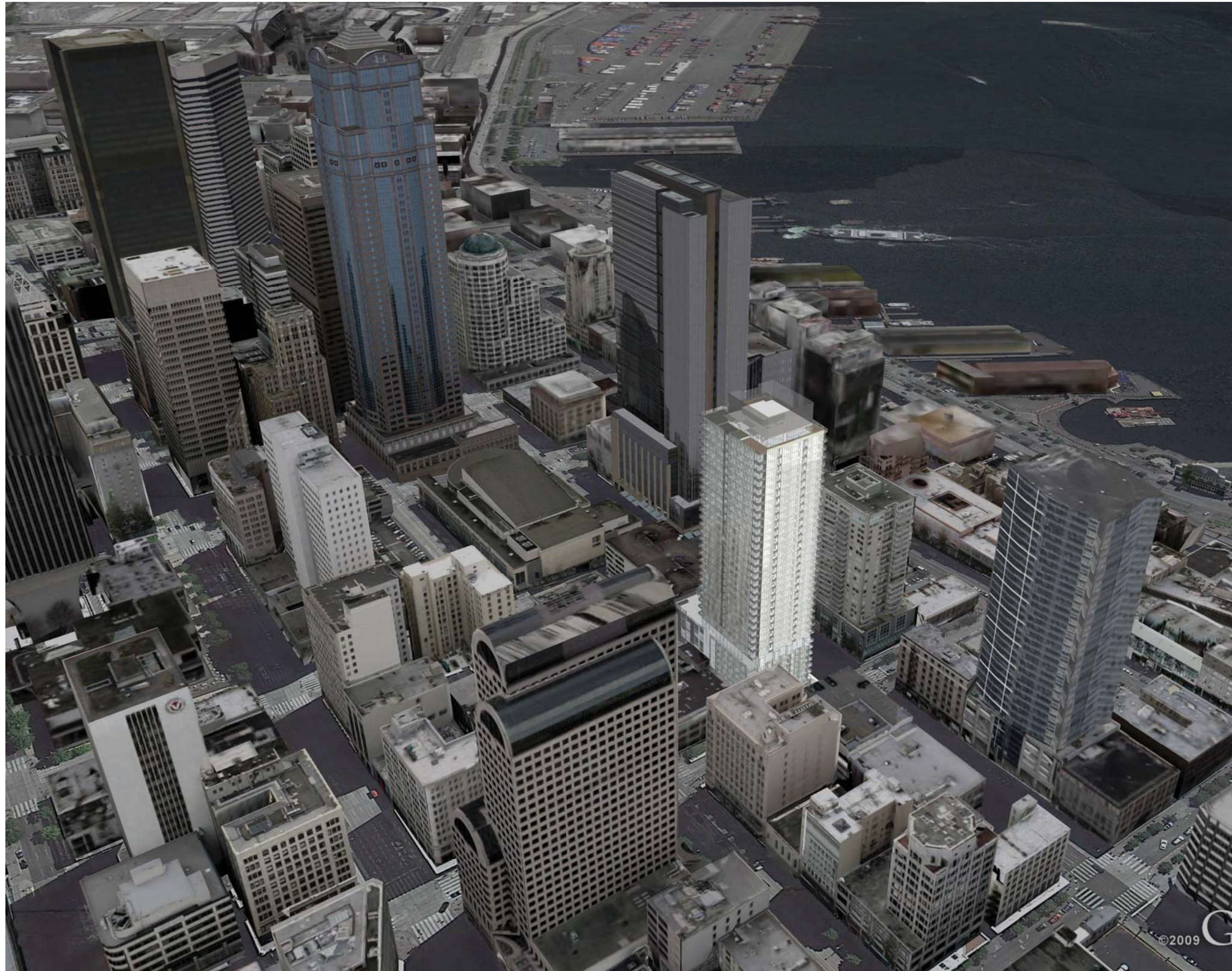




## 6.1

### APPENDIX

#### Building Scale Comparison





## 6.2

### APPENDIX

Enhancing the skyline with rooftop design.





2ND AND PIKE TOWER FROM ELLIOTT BAY



6.3  
APPENDIX  
Zoning Guidelines &  
Code Diagram

Property Address	1430 2nd Avenue
King County Assessor Parcel #	1975700480
Zoning	DMC 240/290-400
Applicable Code Section	23.49 Downtown Zoning

**Design Review**  
(SMC 23.41)  
General Info, Application Instructions, and Submittal Requirements

**Structure Height**  
(SMC 23.49.008)  
Maximum Height Limit 400'

Roof Features 40' above the applicable height limit

Stair penthouses and Mechanical equipment permitted 15' above the applicable height limit.

**Street-level use requirements**  
(SMC 23.49.009)  
75% of each street frontage must be occupied by applicable commercial uses.

25% of the street frontage may contain other permitted uses and/or pedestrian or vehicular entrances.

**General requirements for residential uses**

(SMC 23.49.010.B)  
Common recreation area (5) percent of the total gross floor area in residential use  
(50) percent maybe enclosed  
open space at street level counted twice

	Residential	373,776
Required	373,776 x .05 =	18,689 sf
Provided		21,978 sf

**Base and Maximum Floor Area Ratios (FARs)**  
(SMC-Chart 23.49.011.A1)

DMC 240/290-400	Base	5
	Max	7
Mechanical equipment allowance		3 1/2 percent

Residential exempt > 20,000 sf  
(SMC 23.49.011.B.1.c.3.f)

**Open space**  
(SMC 23.49.016.5)  
< 85,000 sf of new office Exempt

**Parking Quantity**  
(SMC 23.49.019-A.1)

No parking, either long-term or short-term, is required for uses on lots in Downtown zones

Max Allowed:	Retail 6,000sf	6 stalls (1 per 1,000 sf non-res.)
	Total:	6 stalls non-residential

Existing surface: 74 stalls

Proposed:	Retail 6,000sf	006 stalls
(below grade)	290 Apartments	378 stalls
	Total	389 stalls

**Bicycle Parking**  
(Chart 23.49.019 A)

Residential 1 space for every 2 dwelling units  
(for the first 50 spaces of a use)  
1 space for every 4 dwelling units  
(1/2 the ratio after first 50 spaces)  
288 apts  
100 apts/2=50 stalls  
188 apts/4=47 stalls

Retail 1 space per 5,000 square feet.  
14,725 sq ft of retail  
03 bicycle parking stalls required for retail

Total Required: 101 bicycle stalls

**Curb Cut Location**  
(SMC 23.49.019.H.1.a)  
When a lot abuts an alley, alley access shall be required

Required: none

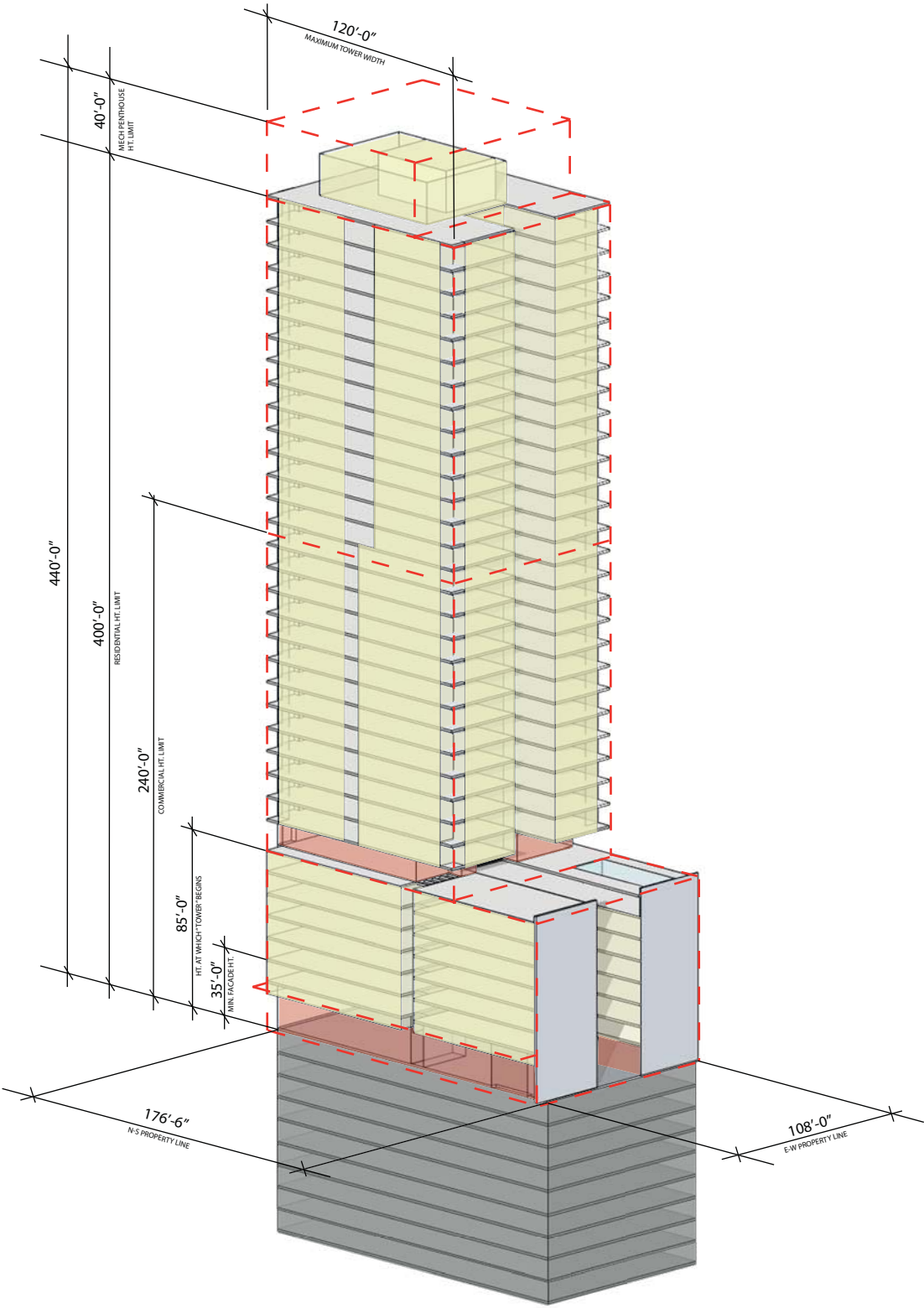
Existing: 2 curb cuts on 2nd Avenue  
0 curb cuts on Pike Street  
1 driveway in alley

Proposed: 1 curb cut on 2nd Avenue  
1 driveway in alley

**Minimum sidewalk and alley width**  
(SMC 23.49.022-A)  
Minimum sidewalk widths are established by Map 1C.1

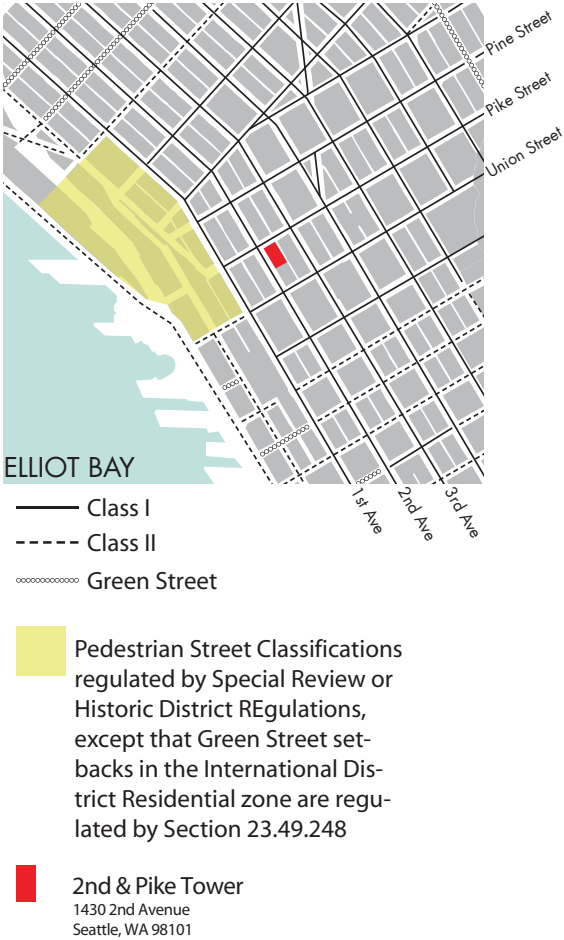
Required: Pike Street 18', 2nd Avenue 15'  
Existing: Pike Street 18', 2nd Avenue 18'  
Proposed: Maintain minimum sidewalk widths throughout with incorporated sidewalk improvements as described elsewhere.

**Overhead Weather Protection and Lighting**  
(SMC 23.49.018)  
Required along the entire street frontage except facade located 5' from street property line or widened sidewalk on private property

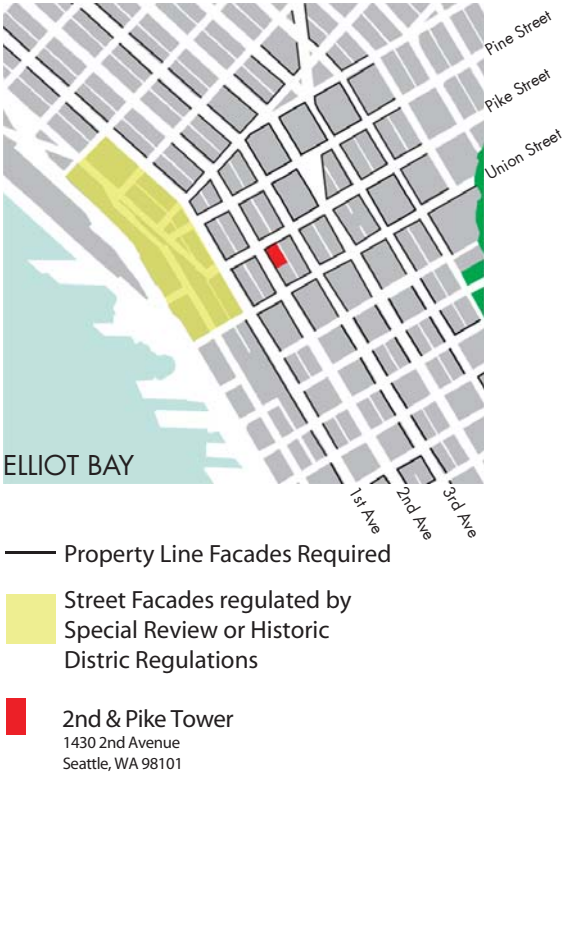




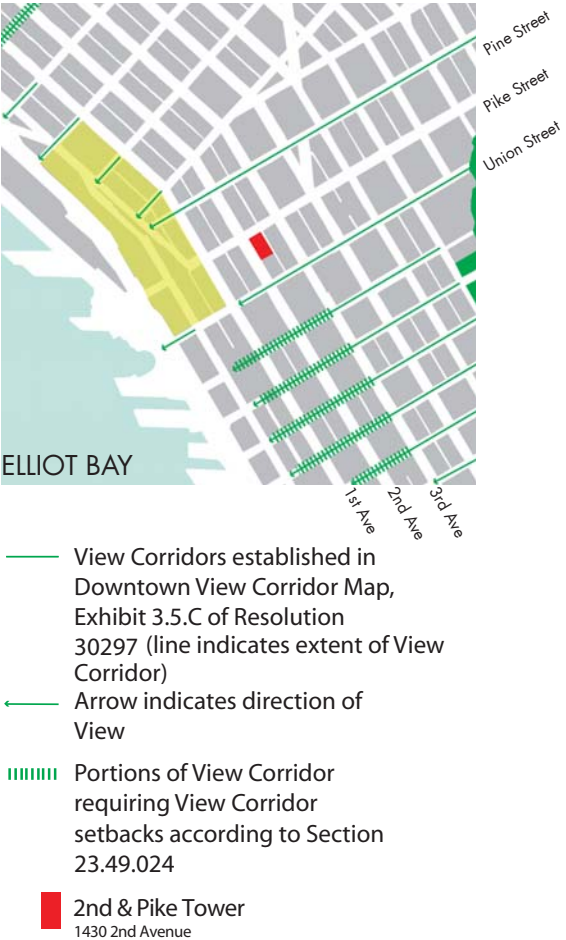
PEDESTRIAN STREET CLASSIFICATIONS



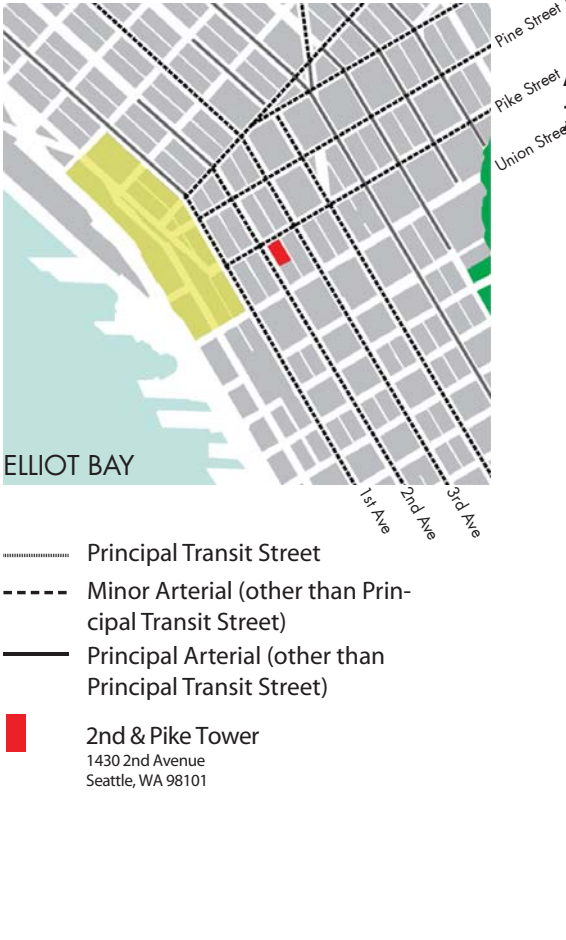
PROPERTY LINE FACADES



VIEW CORRIDORS



STREET CLASSIFICATIONS



# 6.1

## APPENDIX

### Zoning Maps

**View corridor requirements**  
(SMC 23.49.024) Not required per Map 1D

**Odor, noise, light/glare, and solid waste recyclable materials storage space standards**  
(SMC 23.49.025)

Venting 10' above finished sidewalk grade, and directed away from residential uses within 50' feet of the vent.

**DMC street facade and street setback requirements**  
(SMC 23.49.056)

Minimum Facade Height	Class I Pedestrian Streets DMC: 25 feet
Facade Setback Limits	
Between the elevations of 15 and 35 feet above sidewalk grade, the facade shall be located within 2' of the street property line, except that:	
maximum setback	10'
maximum area setback	40% of facade area between the elevations of 15' and 35'
maximum setback width	20'
Facade Transparency	Class I pedestrian streets 60% street level transparent
Blank Facade Limit	15' wide

**DMC upper-level development standards**  
(SMC 23.49.058)

Facade Modulation	
2nd Ave	15' setback above 85'
Pike Street	N/A per SMC Chart 23.49.058A

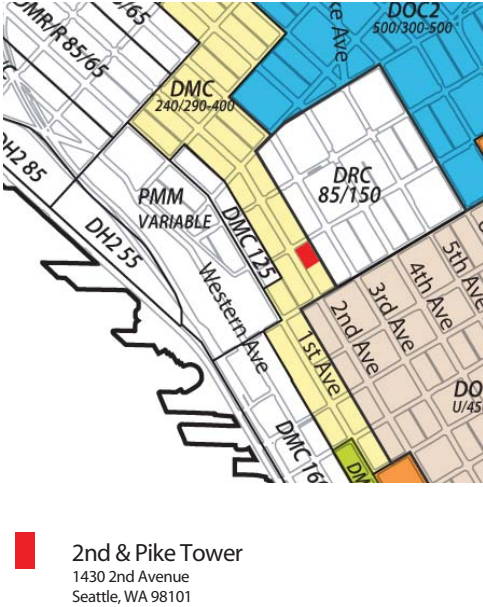
**Alley improvements in all zones**  
(SMC 23.53.030)

Required:	20'
Existing:	16'
Proposed:	18' (2' dedication)

**Loading Berth Requirements and Standards**  
(SMC 23.54.035)

Min. Number Required (Per Table A):	1
Proposed	2
Min. Length Required	35'
Proposed	29'-6"

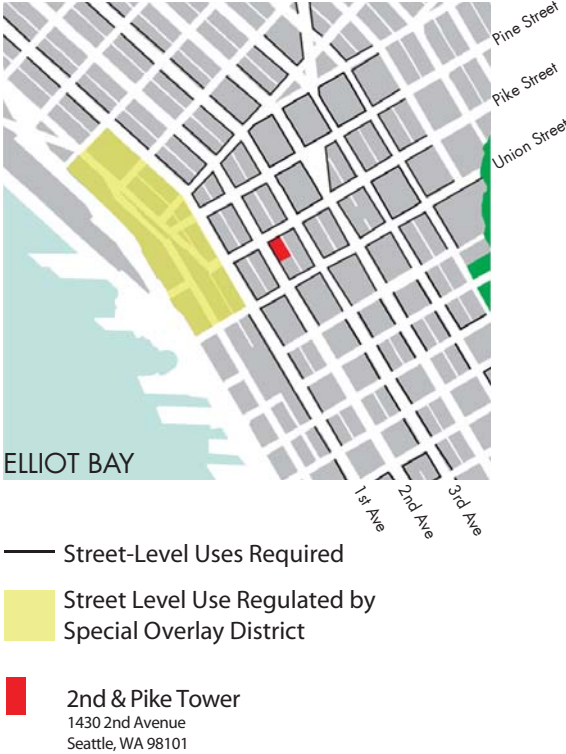
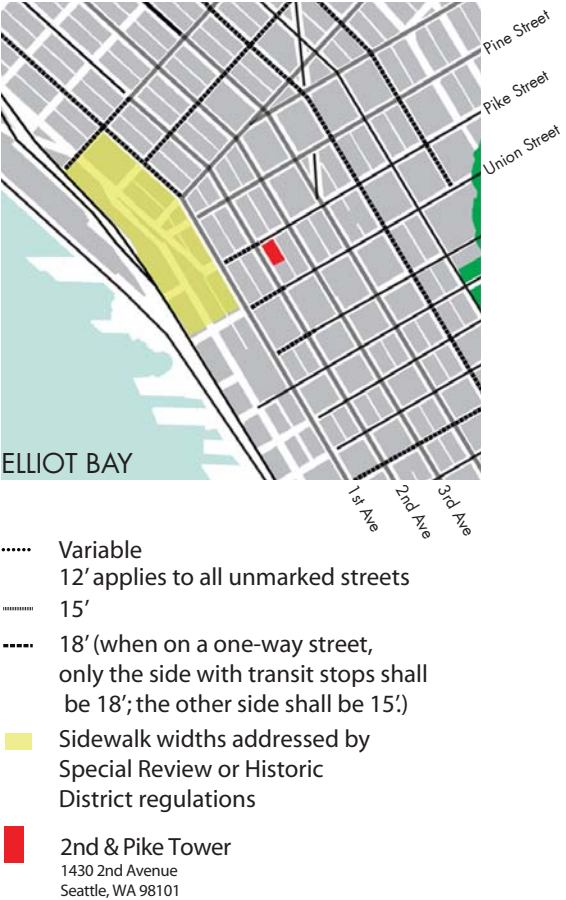
SEATTLE ZONING MAP EXCERPT



PUBLIC AMENITY



SIDEWALK WIDTHS





## 6.4

### APPENDIX - LIGHTING PLAN



