2nd & PIKE

1430 2nd Avenue

Early Design Guidance

March 19, 2013

Project Number: 3014736

(formerly 3009156 & 2403964)

UrbanVisions
SUSTAINABLE REAL ESTATE

ZGF
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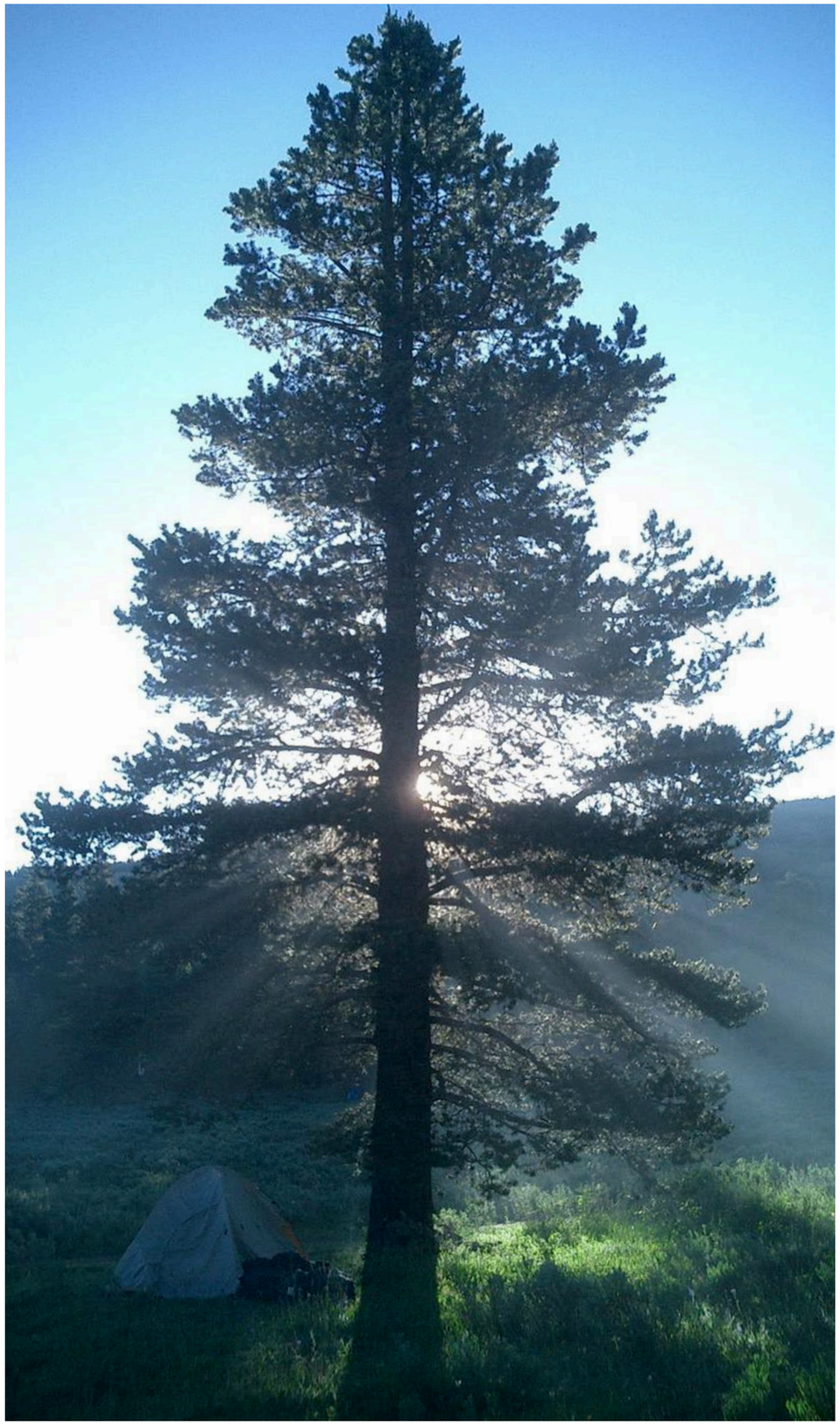
document revised March 19, 2013



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PROJECT DESCRIPTION

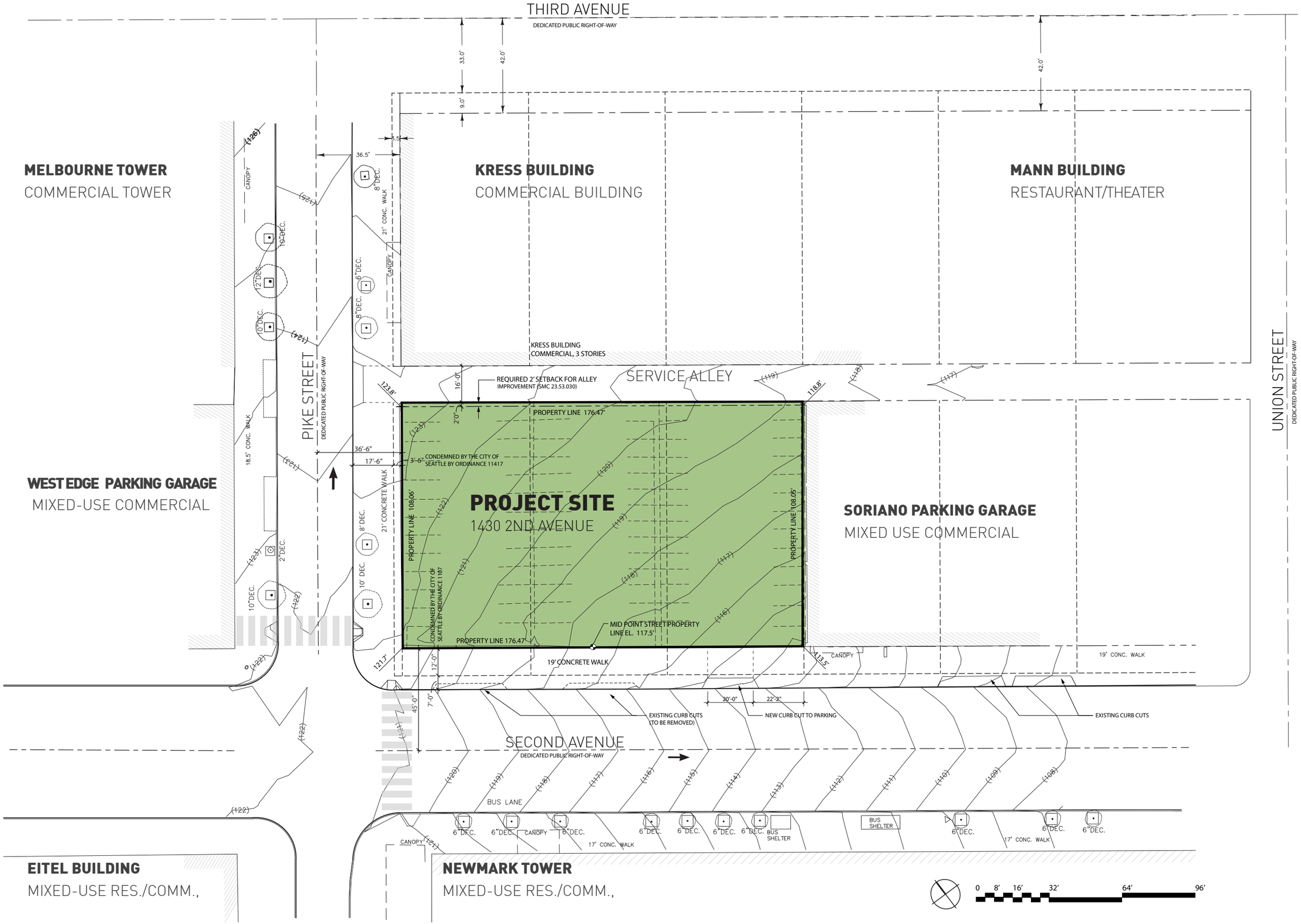
Design and build an approximately 29 story mixed-use structure with 133,500 gsf of office space (8 floors) and 150,000 gsf of residential space (14 floors) on a three-story podium consisting of 35,000 sf of multi-level retail accessed from Pike Street. Two and a half levels of parking will be located below grade with approximately 120 stalls with a curb cut at Second Avenue. Service access will be provided through the alley located east of the site.

PROJECT GOALS

- Create a Class A "signature building" at the intersection of 2nd Avenue and Pike Street.
- Respect, contribute and build on the character of the unique neighborhood.
- "*Fill the gap*" on the Pike Street retail corridor, enhance the pedestrian experience and create a vibrant retail destination.
- Create a warm and inviting building.
- Design a highly sustainable building that strives for LEED gold and beyond.
- Create a building which anchors the juncture of the West Edge neighborhood and the Pike/Pine Corridor.

PROJECT INFORMATION

ADDRESS	1430 2nd Avenue
DOWNTOWN ZONING DESIGNATION	DMC 240/290-400
SITE AREA Project Site Area Contains 19,069 sf or .43 acres	108' x 176.5'
TAX ACCOUNT King County Assessor Parcel Number	1975700480



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5 SITE SURVEY

ZONING GUIDELINES & CODE DIAGRAM

PROPERTY ADDRESS	1430 2ND AVENUE
KING COUNTY ASSESSOR PARCEL #	1975700480
ZONING	DMC 240/290-400

DESIGN REVIEW (SMC 23.41)

Design review is required.

STRUCTURE HEIGHT (SMC 23.49.008)

Nonresidential Maximum Height: 240 feet

Residential Base Height: 290 feet

Residential Maximum Height: 400 feet (Requires Voluntary Agreement for Housing per SMC 23.49.015)

Roof Features Maximum Height: 40 feet (10% of maximum structure height) above the applicable height limit (SMC 23.49.008.9.B)

Stair penthouses and Mechanical Equipment Maximum Height: 15 feet above the applicable height limit.

Maximum Height measured from existing grade elevation at the midpoint of the major street (Second Avenue) property line (SMC 23.86.006.3.a)

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 (driveway plus 5 feet max.)

GENERAL REQUIREMENTS FOR RESIDENTIAL USES (SMC 23.49.010)

Common Recreation Area for developments with more than 20 Dwelling Units:

5% of the residential floor area, exclusive of area gained through voluntary agreement for housing per SMC 23.49.015

maximum of 50% of the area may be enclosed

FLOOR AREA RATIOS (FAR) (SMC 23.49.011)

DMC 240/290-400 FAR	Base 5	Maximum: 7
Site Area	19,069 sf	
Non-residential	Base 95,345 sf	Maximum: 133,483 sf
Residential	Exempt	
Mechanical equipment allowance	3.5% of chargeable area Exempt	
Below Grade Parking	Exempt	
Street level use (retail)	Exempt	

OPEN SPACE REQUIREMENTS (SMC 23.49.016)

Open space shall be at least 2% of the office area.

OVERHEAD WEATHER PROTECTION AND LIGHTING (SMC 23.49.018)

Required along the entire street frontage except facade located 5 feet from street property line or at driveways into structures

PARKING QUANTITY (SMC 23.49.019)

Minimum Required: None

Non-residential Maximum Allowed: 1 per 1,000 sf or 133 stalls (Existing surface: 74 stalls)

Residential Maximum Allowed: No Limit

Proposed: 120 stalls total

BICYCLE PARKING (SMC 23.49.019.E)

Off-street bicycle parking is required:

Office	1 space for every 5,000 sf for the first 50 spaces
	1 space for every 10,000 sf thereafter
Residential	1 space for every 2 dwelling units for the first 50 spaces
	1 space for every 4 dwelling units thereafter
Retail	1 space for every 5,000 sf, if retail area is greater than 10,000 sf

Bicycle commuter shower facilities not required.

QUANTITY OF LOADING SPACES (SMC 23.54.035)

Proposed uses are "low demand"

Required number of loading berths	2	for < 160,000 sf
	3	for 160,000 to 264,000 sf

Each berth must be 10 feet x 35 feet minimum

WASTE AND RECYCLING STORAGE (SMC 23.54.040)

Required area:	Residential	575 sf + 4sf for each additional unit above 100
	Non-residential	138 sf (0.5 x 275 sf for-mixed use developments)

CURB CUT LOCATION (SMC 23.49.019.H)

Parking Garage Access from Second Avenue granted as part of DPD Project 3009156 Master Use Permit

Required: None

Existing: 2 curb cuts on 2nd Avenue

MINIMUM SIDEWALK AND ALLEY WIDTH (SMC 23.49.022)

Required sidewalk widths:	Pike Street 18', 2nd Avenue 15'
Existing side walk widths:	Pike Street 21', 2nd Avenue 19'
Minimum alley width:	20 feet required; 16 feet existing
	(requires a 2-foot dedication from lot line at the alley per SMC 23.53.030.F)

STREET FACADE AND SETBACK REQUIREMENTS (SMC 23.49.056)

Pike Street and 2nd Avenue are both Class 1A pedestrian streets (Map 1F)

Property Line Facades are required along Pike Street and 2nd Avenue (Map 1H)

Minimum facade height: 35 feet

Set-back limits:	0 to 15 feet	no limit
	15 to 35 feet	Only 40% of the façade may be setback more than 2 ft from the lot line
		Maximum setback is 10 ft
		Setbacks greater than 2 ft may not be more than 20 ft wide
		The façade shall return to within 2 ft of the lot line for a minimum of 10 ft between setbacks

Façade Transparency: 60% of area between 2 feet to 8 feet of the sidewalk

Blank Façade Limit: 15 feet wide typically; driveway plus 5 feet at garage doors

Street trees are required along both Pike Street and 2nd Avenue

UPPER-LEVEL DEVELOPMENT STANDARDS (SMC 23.49.058)

Non-Residential use above 160 feet in height (SMC 23.49.058 B&C) :

Maximum facade length within 15 feet of property line: 125 feet

Maximum facade width: no limit (lot size less than 200 feet x 200 feet)

Residential use (SMC 23.49.058D)

Maximum Average Residential Gross Floor Area per Story above 290 feet: 10,700 sf

Maximum Residential Gross Floor Area of Any Story in Tower: 11,500 sf

Maximum Tower Width above 85 feet parallel with 2nd Avenue: 120 feet

VICINITY MAP

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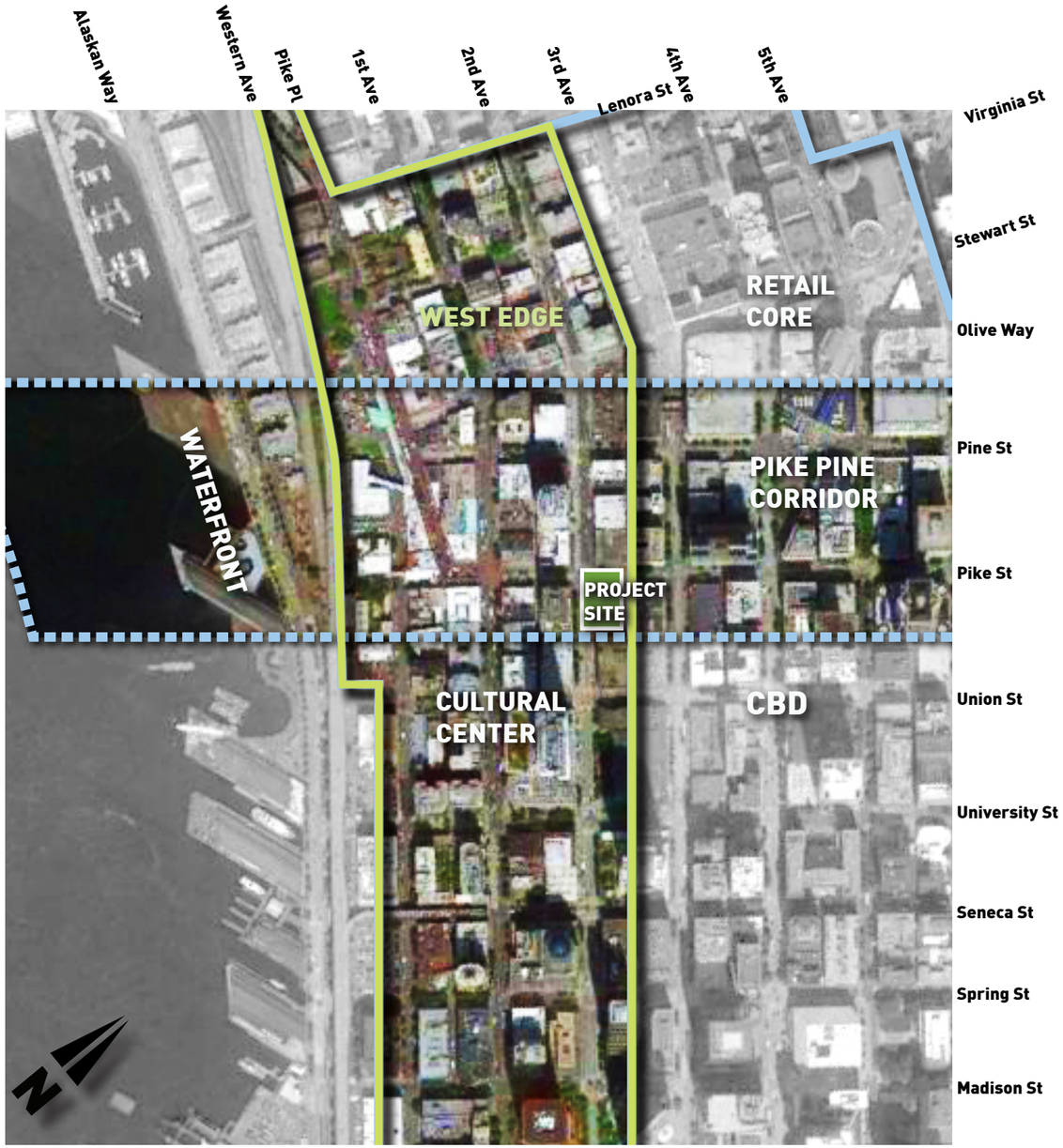
VICINITY MAP

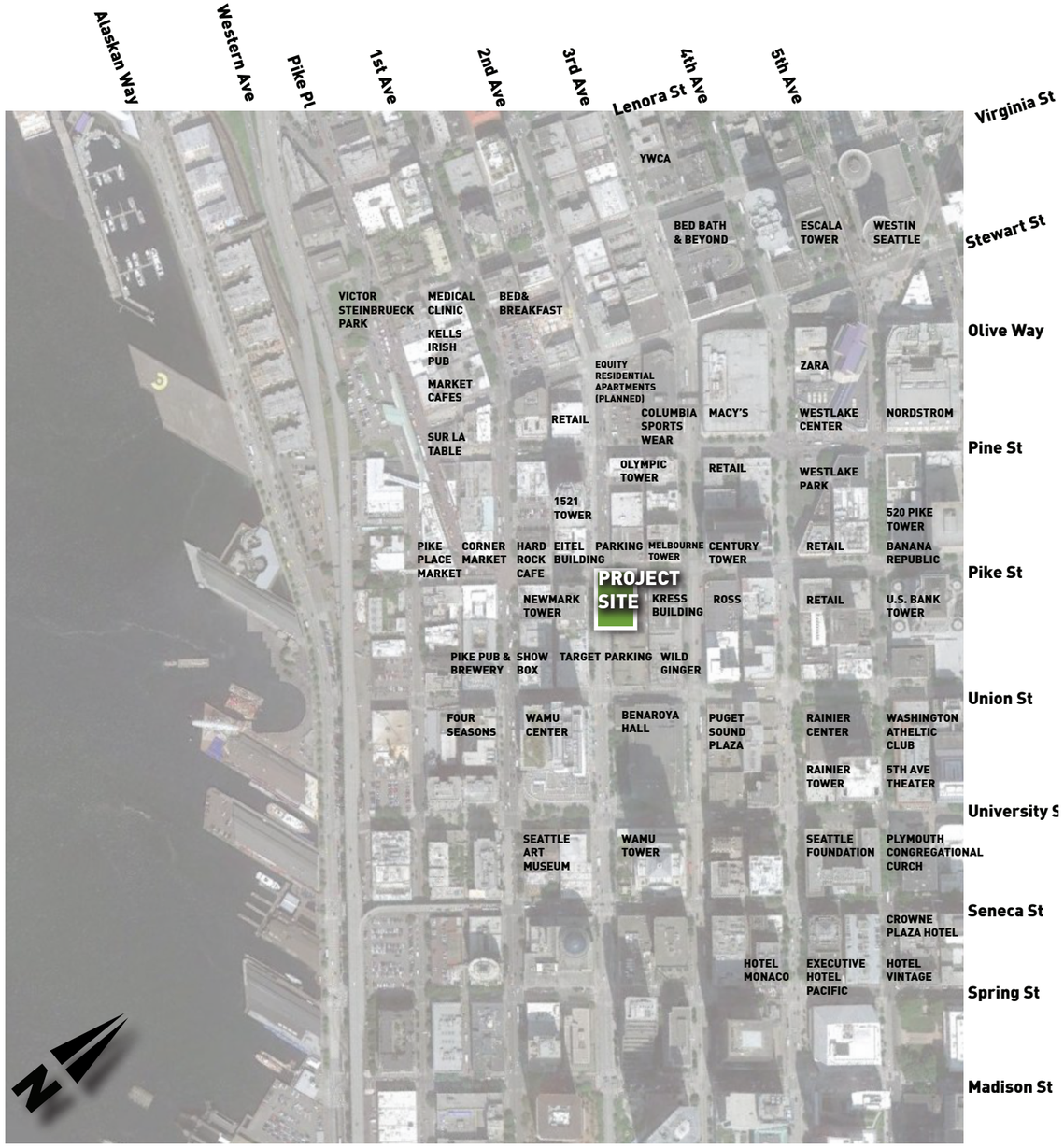


LOCATION OF 2ND & PIKE WITHIN THE DOWNTOWN CORE

2nd & Pike is located at the crossroads of the West edge neighborhood and the Pike/Pine Corridor, adjacent to the cultural center, Pike Place Market, downtown business district and retail core.

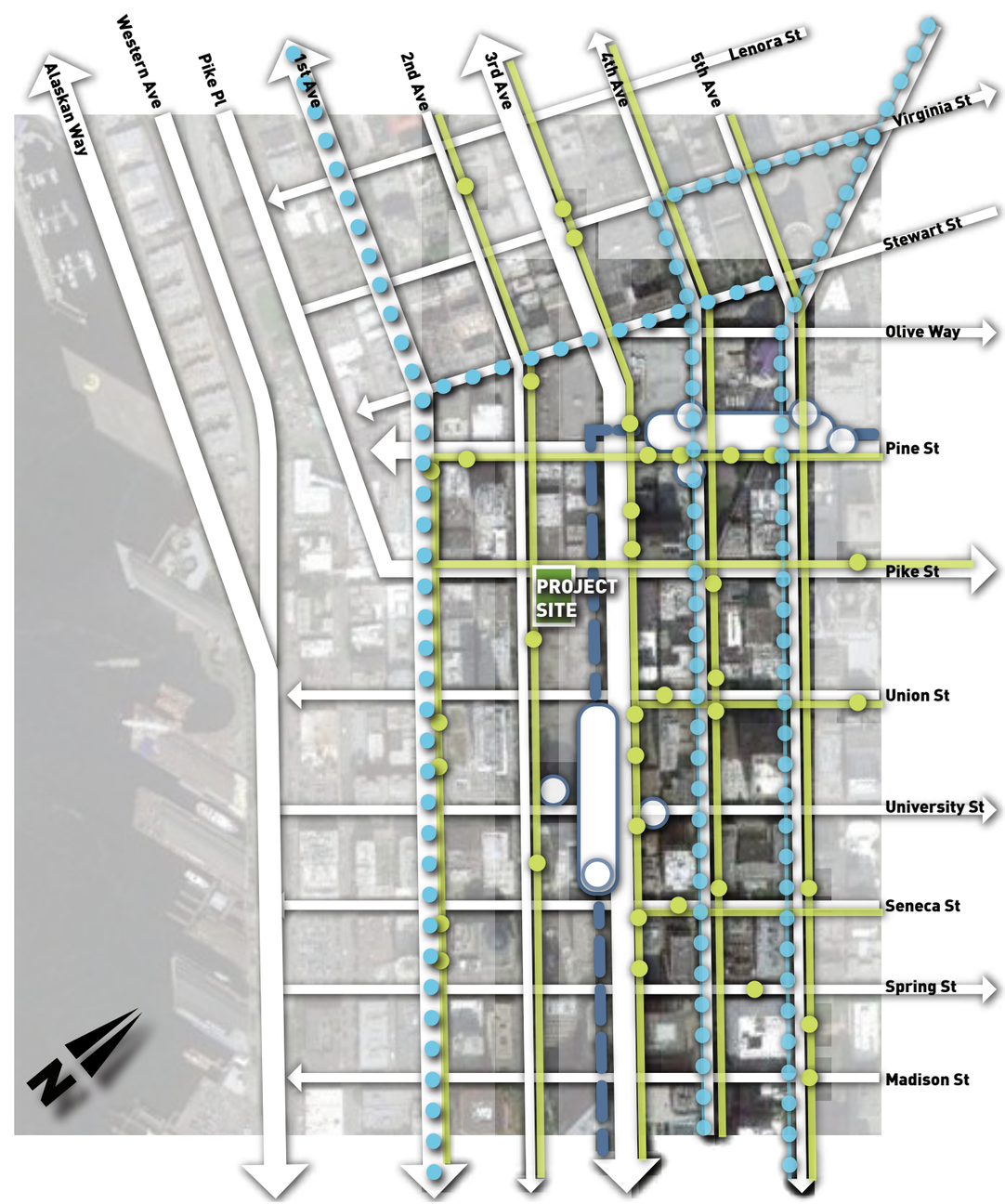
DOWNTOWN ZONING AND USE TYPES

2nd & Pike is zoned DCM 240/200-400, Downtown Mixed Commercial. It is bounded by Downtown Mixed Commercial, Downtown Office Core and Downtown Retail Core.



2ND & PIKE BOUNDING USES

2nd & Pike is located amidst both mid-rise mixed-use buildings and large office towers. Use varies from the small Pike Place Market retailers to large scale chains stores and restaurants to Westlake Center Mall.

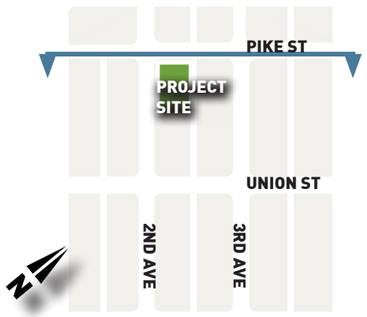


Two-Way Arterials
One-Way Arterials
Bus Route/Bus Stop
Transit Tunnel/Entry
Transit Tunnel
Proposed Streetcar Line

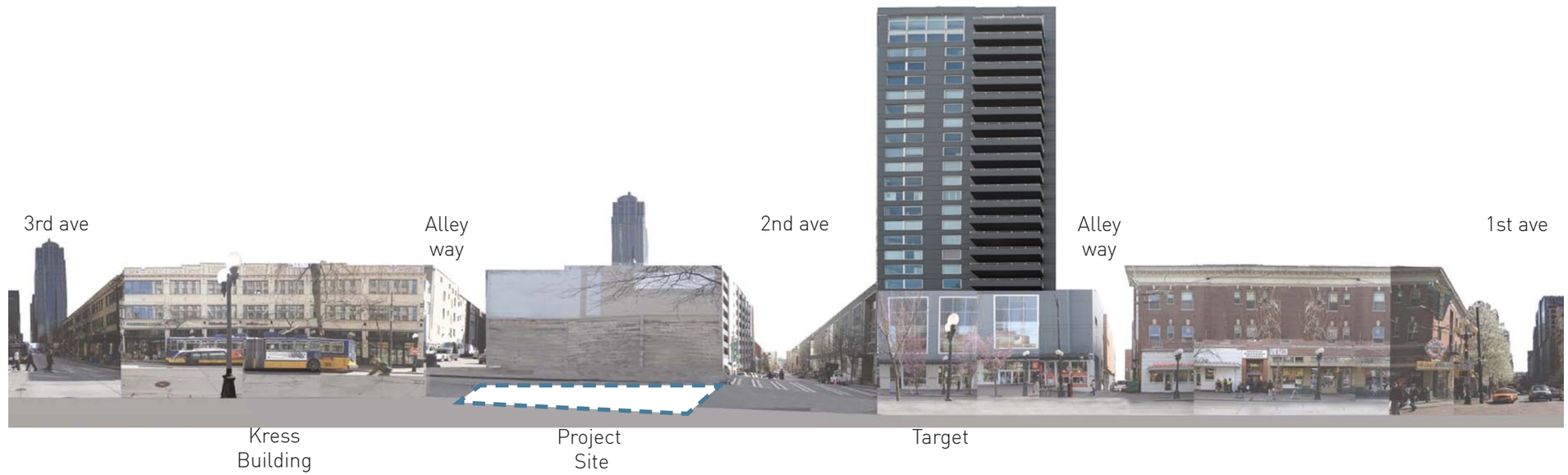
TRANSPORTATION ANALYSIS

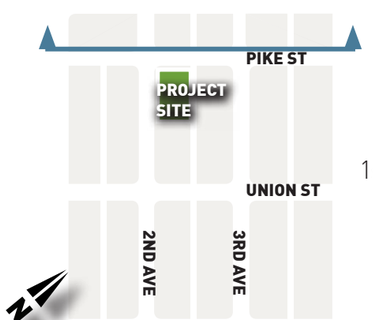
2nd & Pike lies along major pedestrian, car, and transit arterials. Located on the Pike/Pine Bus corridor servicing Capitol Hill and Madison Valley, it is also within one block of the 3rd Avenue Transit Tunnel Bus arterial connecting downtown to the rest of the city.

SURROUNDING USES & TRANSPORTATION LAYERS

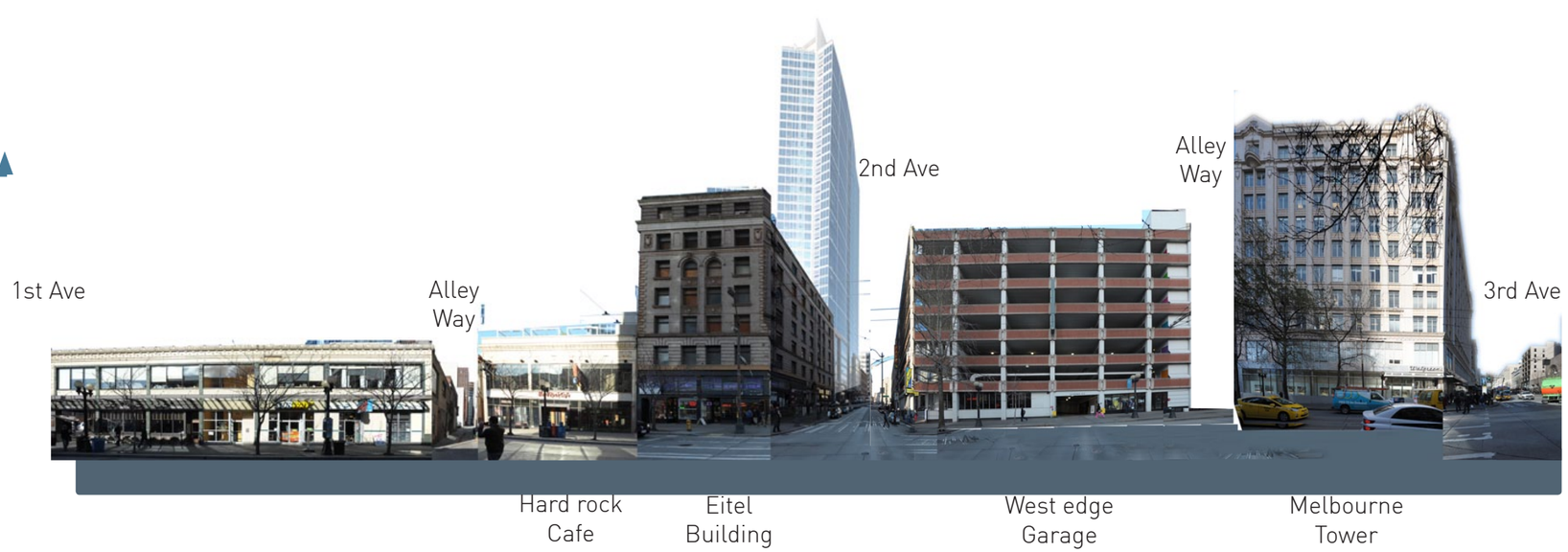


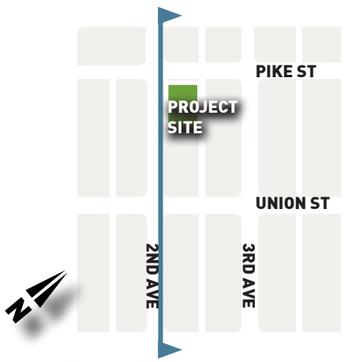
Pike Street
looking south



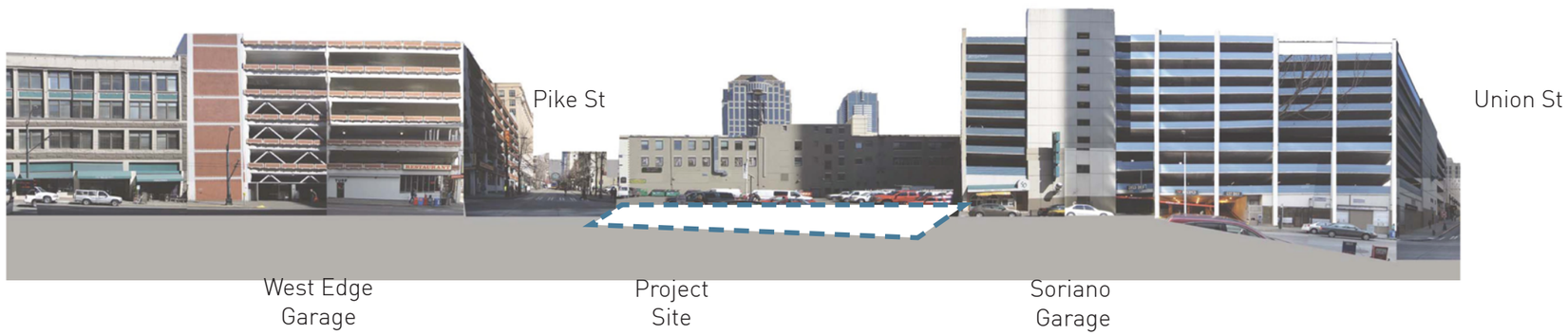


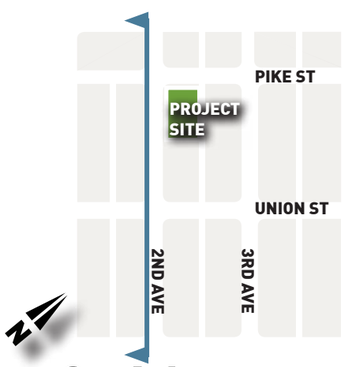
Pike Street
looking north





2nd Avenue
looking east





2nd Avenue
looking west

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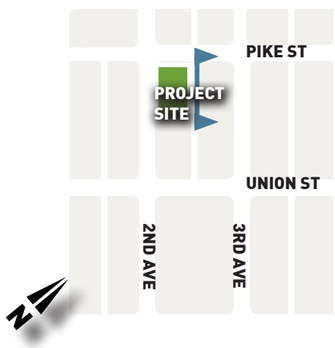
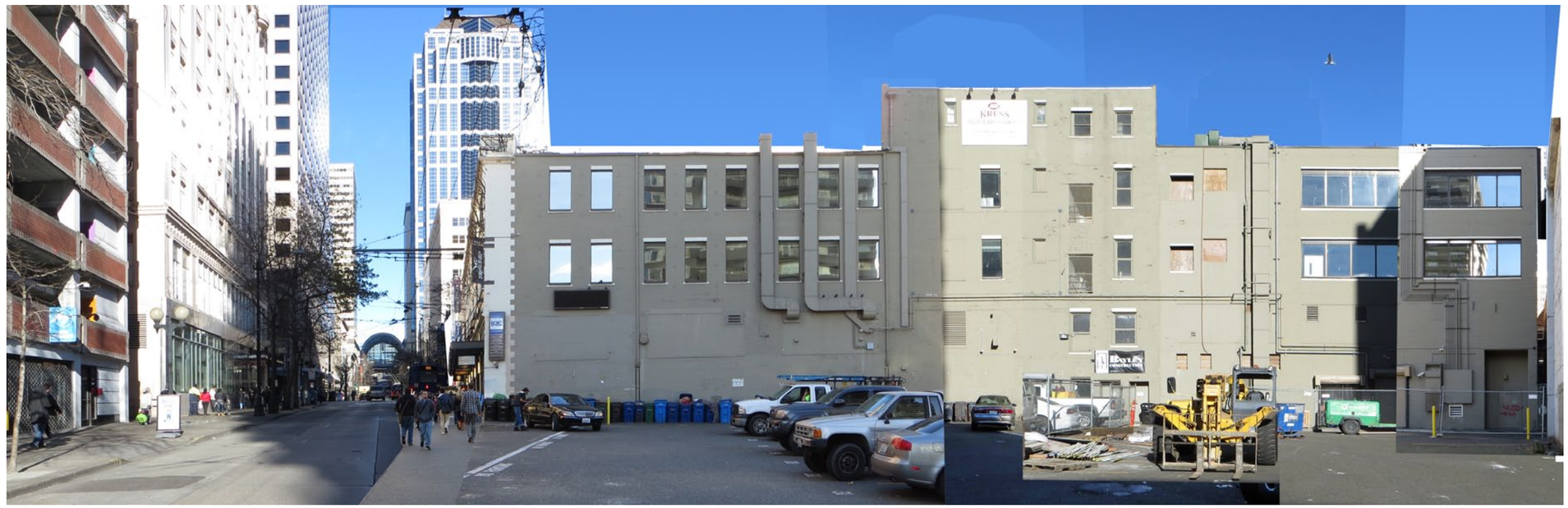
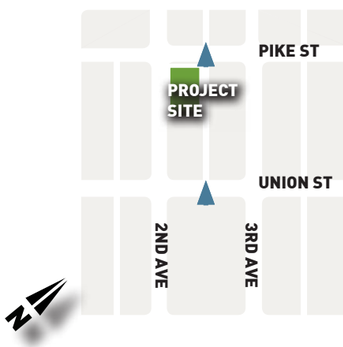
PRIMARY STREET ELEVATIONS



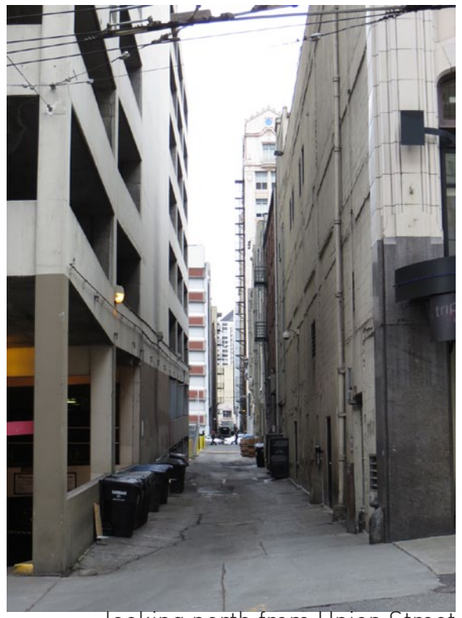
service alley
looking east



Kress Building: service alley facade



service alley
looking north

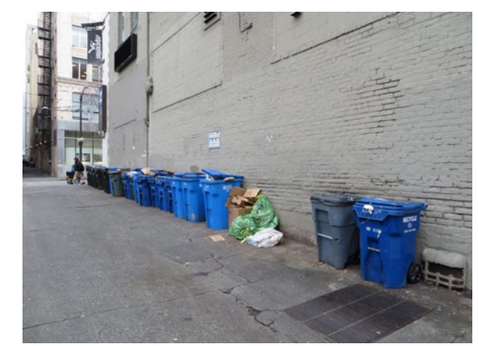

looking north from Union Street

looking north from Pike Street

recycle/trash at Soriano Parking Garage

trash and linen supply at Wild Ginger Restaurant

service entrance at Kress Building


trash and recycle containers at the Kress Building

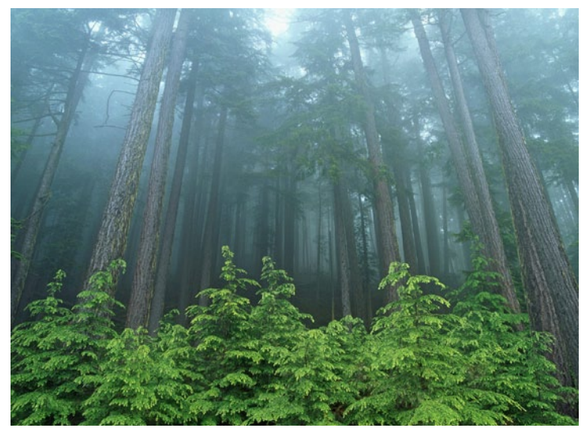
A-1 RESPOND TO THE PHYSICAL ENVIRONMENT

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns or urban form found nearby or beyond the immediate context of the building site.

The project site is located near Pike Place Market and at the intersection of two prominent streets in the Seattle urban core.

The site location is part of a primary downtown pedestrian corridor from the Convention Center to Pike Place Market and Elliot Bay beyond. This project aims to enhance this vital connection and experience at both the street level and above to the skyline.

An important coordinate in the cartography of Seattle, the site is on one of the most well traveled paths in the city, hosting hundreds of thousands of pedestrians and visitors every month.



This project draws inspiration from the region's natural heritage, the forest. A key component of the city's industrial infancy, trees have come to represent the region's leadership on environmental issues both naturally and metaphorically through tenacity, beauty, and resourcefulness. Building color, material, texture, reflection all seek to engender a tree-like majesty and splendor in the response of this project to its physical environment.

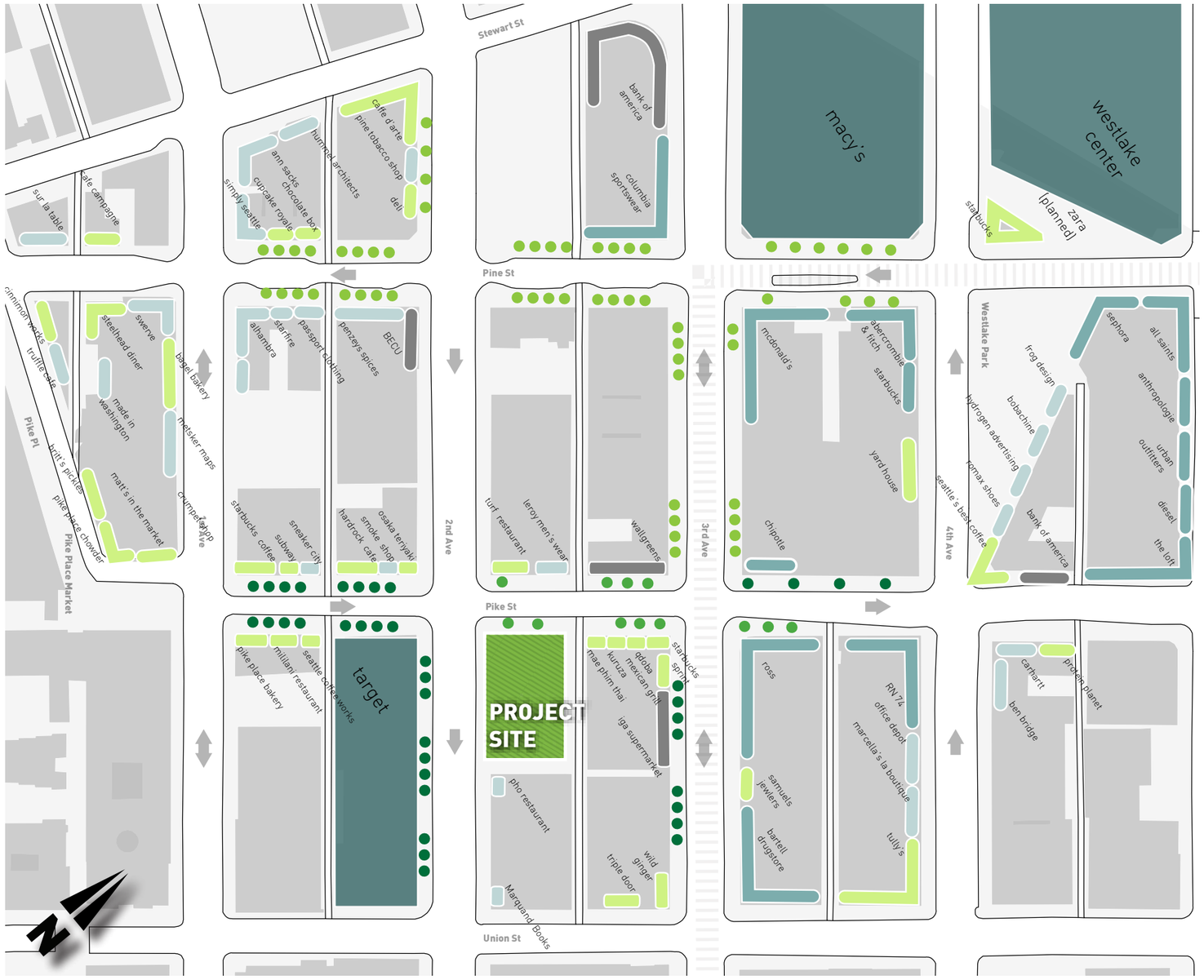
A-2 ENHANCE THE SKYLINE

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

The 2nd & Pike project has the opportunity, within a small quarter block site and mixed-use program, to create a dynamic and varied building in the city skyline. Through modulation of functional program use and massing there is an opportunity to create a signature design response in this important Seattle location.

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.



EXISTING STREET TREES

- Maple
- Cherry
- Sweet Gum
- Honey Locust

RETAIL CORE

- Restaurant/cafe
- Grocery/Services
- Small Retail
- Large Retail
- Multi-floor Retail/ Shopping Center

The project shares its street frontage along Pike Street with the historically significant Kress Building. In an effort to both acknowledge and respect the Kress Building as well as fit into the block character, the height of the base of the proposed tower is scaled in relation to the Kress Building. A clear break between the base and building tower strengthens this datum and reinforces the idea of a consistent retail façade along Pike Street.

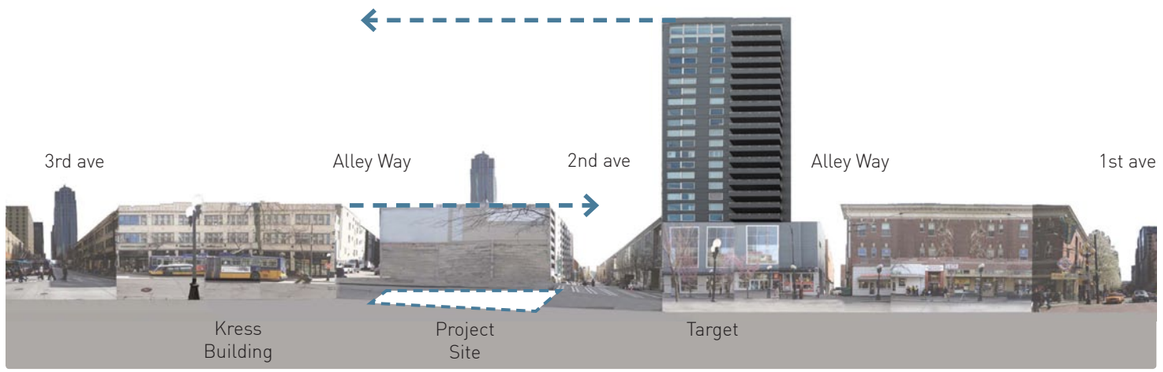
The relationship is further enhanced by the 3-story proposed retail use of the new building podium. Adding retail function and engaging pedestrian activities will activate the Pike street experience which is currently conspicuously absent in this location.

The building seeks to make a strong corner at Second and Pike Street to help anchor a 'missing pedestrian link' in Seattle's urban experience and reinforce this important intersection.

The Second Avenue grade slopes gently down ten feet towards the south and the existing Soriano Garage. At this street level the project proposes a number of potential uses including an auto entrance, retail as well as a potential residential and office lobbies along this currently undefined frontage.

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 nearby less-intensive zones.



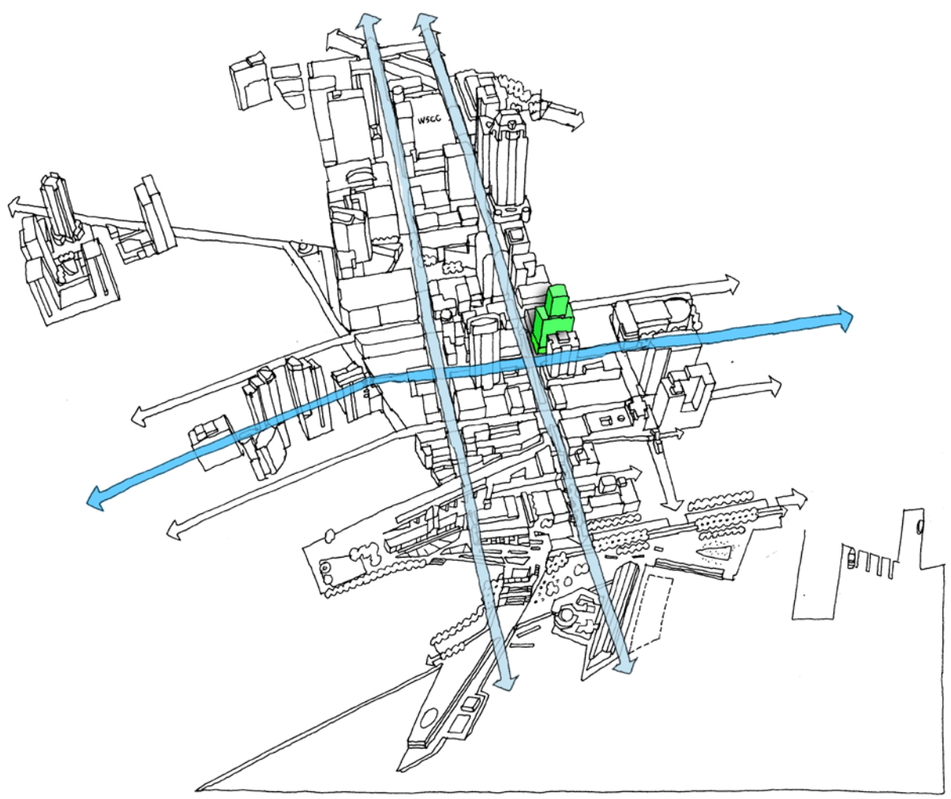
The alley on the east edge of the project site is the border between the DMC 240/290-400 zone and the DRC 85/150 zone. To the east of the site, the Mann Building and Kress Buildings are among vital three story retail core older Seattle building stock.

Both sides of 2nd Avenue are designated as DMC 240/290-400. Future projects along this corridor are likely to conceptually resemble the Newmark tower or the new 1521 Second Avenue project. The 2nd & Pike preferred option relates to the street-level retail and the adjacent Kress building while the tower relates on a larger scale to the emerging the city skyline in this growing corridor.

The neighborhood is a rich mix of old and new architecture providing variety to the urban experience. 2nd & Pike will add to this important architectural dialogue.

B-3 REINFORCE THE POSITIVE URBAN FORM AND ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA

Consider the predominate attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements and streetscape characteristics of nearby development.



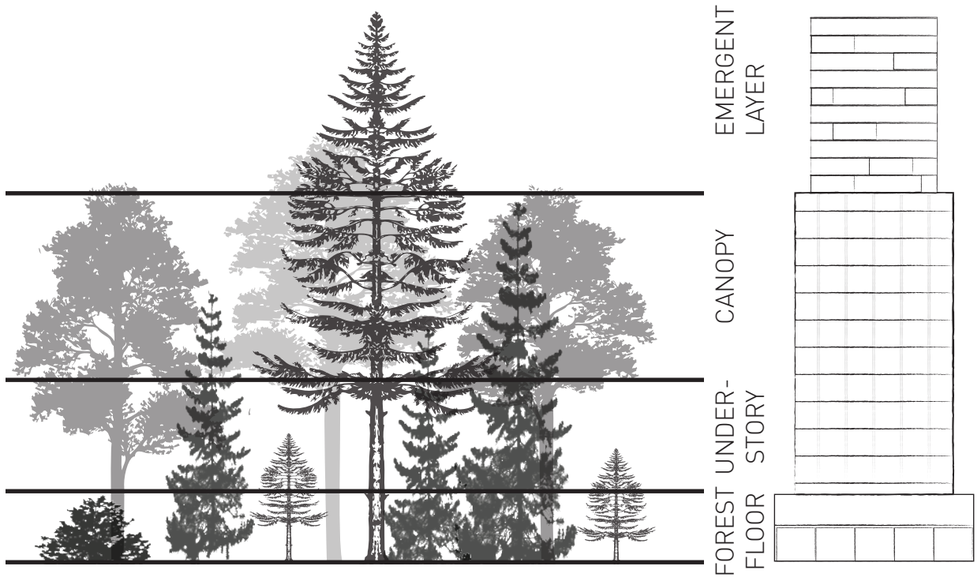
Seattle is a city defined by the intersection of its hills and the Puget Sound. Our connection to the water is at the heart of the city's commerce. The built environment responds to the challenge of changing grades and is one of the qualities that makes Seattle urban fabric unique.

The Pike Place Market hill climb path is punctuated by intriguing terraced retail niches and a strong architectural topography of balconies and rooftops. These aberrations create vibrant spaces where the urban bustle eddies, views can be appreciated and the pedestrian experience is enlivened.

The 2nd & Pike Project will endeavor to capture the spirit of the hill climb in the design response to this site.

B-4 DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING.

Compose the massing and organize the 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.



The organizing philosophy of the building embraces to the analogy of the tree. In a mature forest the trees develops in stratified layers. The Forest Floor is filled with dense shrubs, ferns and nurse logs and abundant animal life(retail). Just above the low growing vegetation, tree trunks puncture the Understory creating an open space filled with dappled light(terraces and overlooks). The Canopy, the dense level of vegetation created by leaves, needles and branches competing for daylight while providing form and shape to the forest(office). Finally the highest level, or the Emergent Layer, favorable conditions have allowed the most robust trees to break above the Canopy zone in quest of light(residential).

The preferred scheme applies this idea of stratification to the building, breaking the masses into distinct levels based on the intended use. By allowing these elements to respond autonomously to programmatic requirements while still being part of the same (eco)system, the tower and base are redefined, integrated and holistic. This results in a clear articulation of use and intent. The interstitial spaces between functional blocks become landscaped terraces serving the residents of the tower and the patrons of the retail spaces. These terraces also activate the street façade giving a greater sense of space and allow light and air to reach the street.

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.

The 2nd & Pike will provide a "missing link" in the Pike street pedestrian experience. Pike Street is Seattle's front porch, connecting the "Market" and the Puget Sound to the retail core, central business district and the convention center. The goal of this project is to strengthen this pedestrian route by providing a safe, inviting and vibrant pedestrian experience.

The project will bring new multi-level retail to this important segment of Pike street and extending the lively urban vitality of the 'Market'. In addition to new retail attractions, the project also brings new neighborhood residents with the addition of office and residential program. The mixed-use nature of the program will ensure the tower will provide street activity both day and night, a 24-hour amenity.

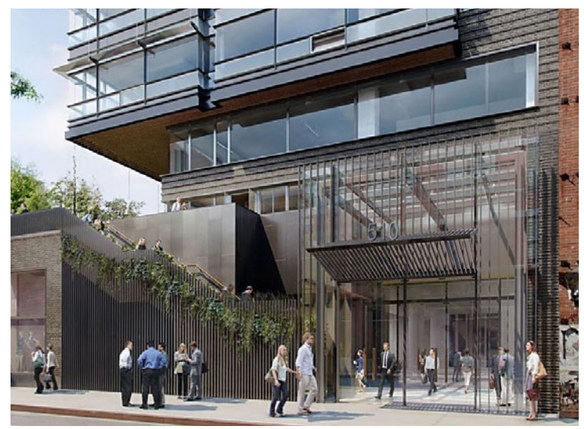
C-2 DESIGN FACADES OF MANY SCALES

Design architectural features, fenestration patterns, and materials 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.

While maximizing transparency on the ground plane, the proposed project will participate in pedestrian interaction and engage passers-by providing view opportunities of retail goods, displays, and activity to activate the sidewalk/street experience. The experience will remain active throughout the day and into the evening by use of lighting and intimate canopy provisions. The level of experience at the ground plane will provide architectural interest and materiality appropriate to the street corridor.

C-3 PROVIDE ACTIVE--NOT BLANK--FACADES

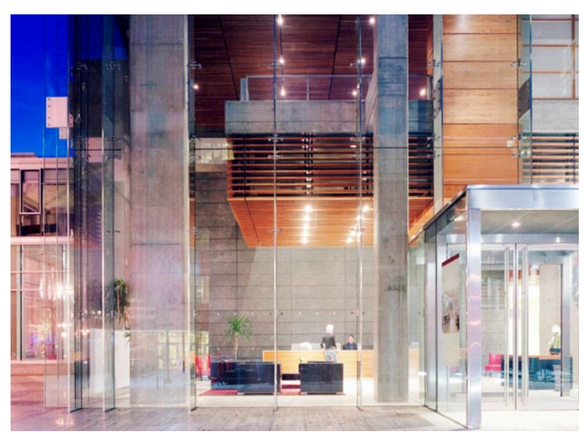
Buildings should not have large blank walls facing the street, especially near sidewalks



The 2nd & Pike Project occupies a pivotal site in the pedestrian life of Seattle. The goal of this project is to create a vibrant and expressive building which conveys its mixed-use program with minimal opaque facade areas. The project will seek to animate all aspects of its street presence through function and transparency.

C-4 REINFORCE BUILDING ENTRIES

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.



Building entries will be provided for the varied building uses including retail, office and residential. Office and residential lobby entries will provide distinctive, canopied portals welcoming tenants. Varying retail sizes will be addressed appropriately, stitching together the larger building façade. Changes in paving texture and landscaping, along with architectural detail and lighting will add to the experience.

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.

As one of the busiest addresses in Seattle, the Second and Pike project will seek to enhance pedestrian activity with appropriate weather protection on the Pike Street and Second Avenue facades.

E-1 MINIMIZE CURB CUT IMPACTS

Minimize adverse impacts of curb cuts for the safety and comfort of pedestrians.

E-2 INTEGRATE PARKING FACILITIES

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

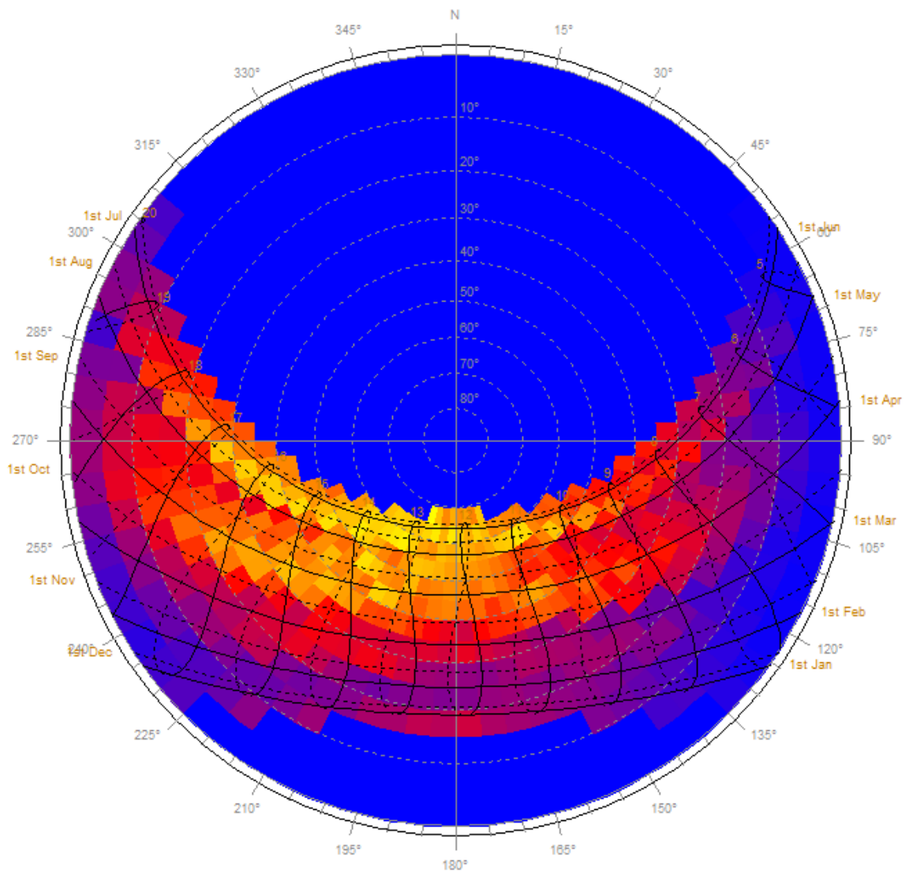
E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS

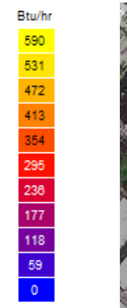
Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street.

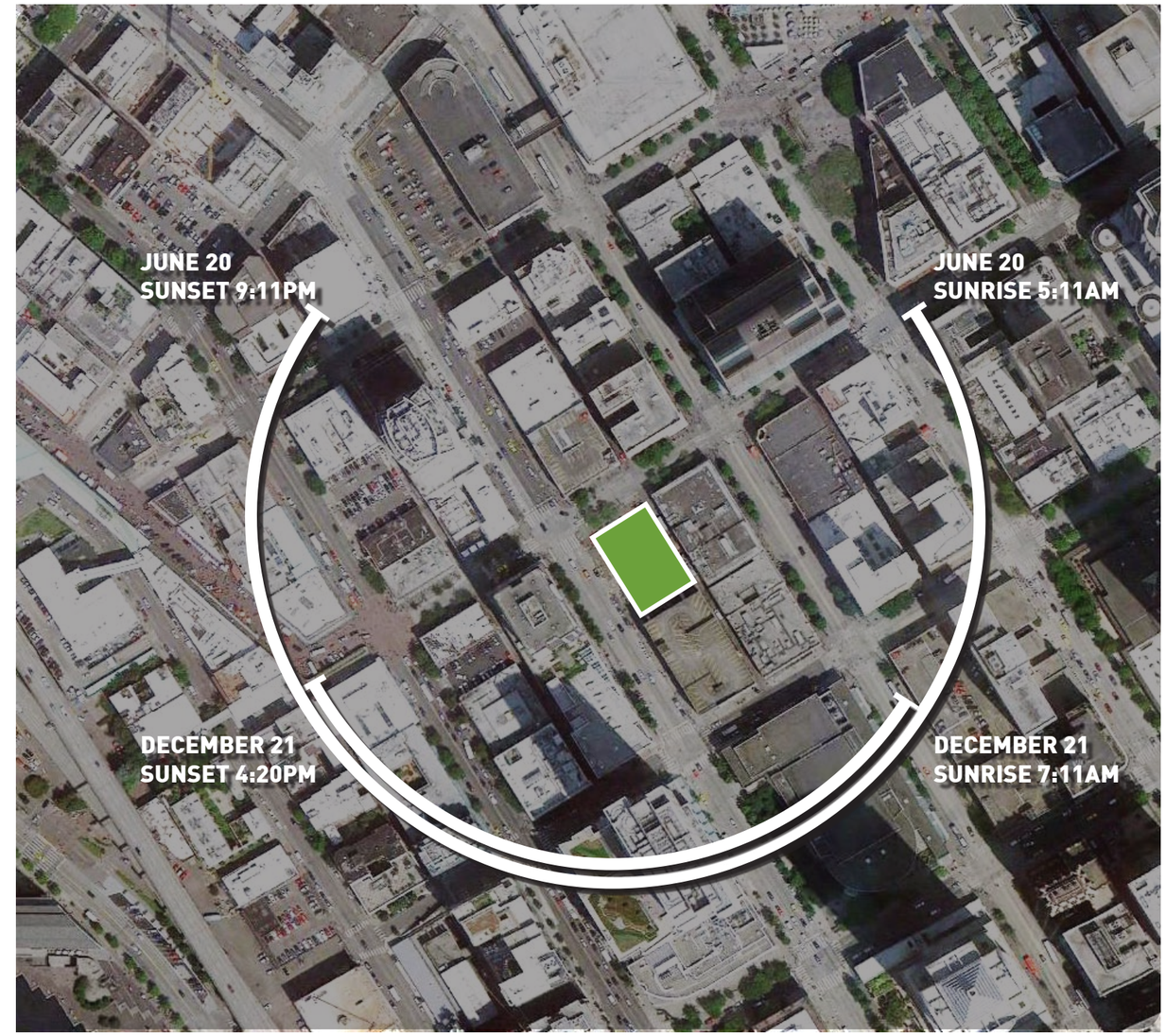
The project seeks to optimize a number of important access components both for its own use as well as many of the important neighboring structures per a current MUP (No. 3009156) the project seeks to access modest below grade parking facilities including a new curb cut at the southern end of the site on Second Avenue.

The importance of this curb cut is its ability to decant the parking access requirements from the alley on the east side of the site to Second Avenue. This allows the alley to remain an uninterrupted service corridor. Currently the block contains a number of service intensive uses supporting the IGA Supermarket and future department store in the Kress building, The Triple Door and Wild Ginger service in the Mann Building as well as adding service for the Second and Pike Building which will contain a number of service reliant retail amenities and functions.

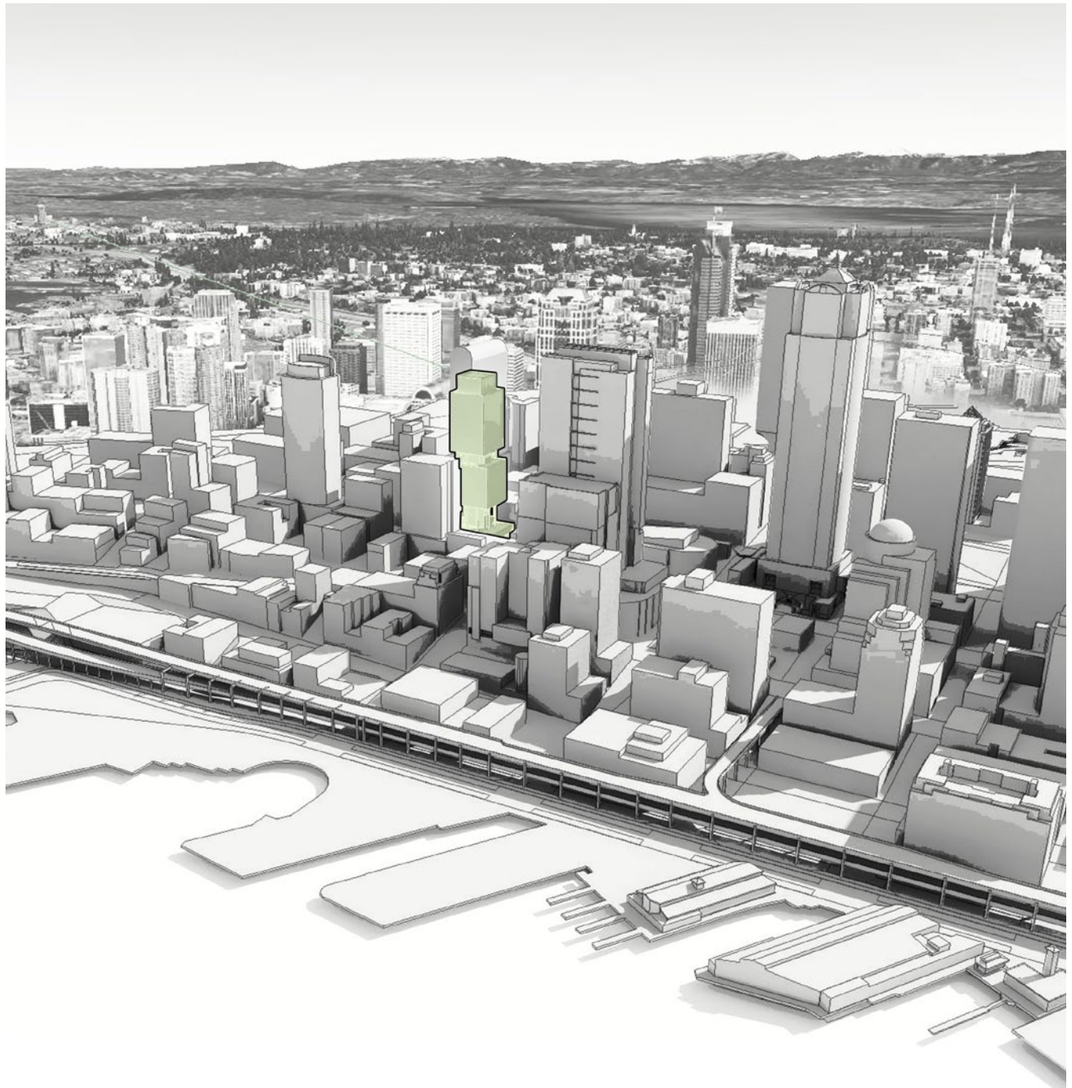
Stereographic Diagram
Location: 47.5°, -122.3°
Obj 0 Orientation: 0.0°, 0.0°



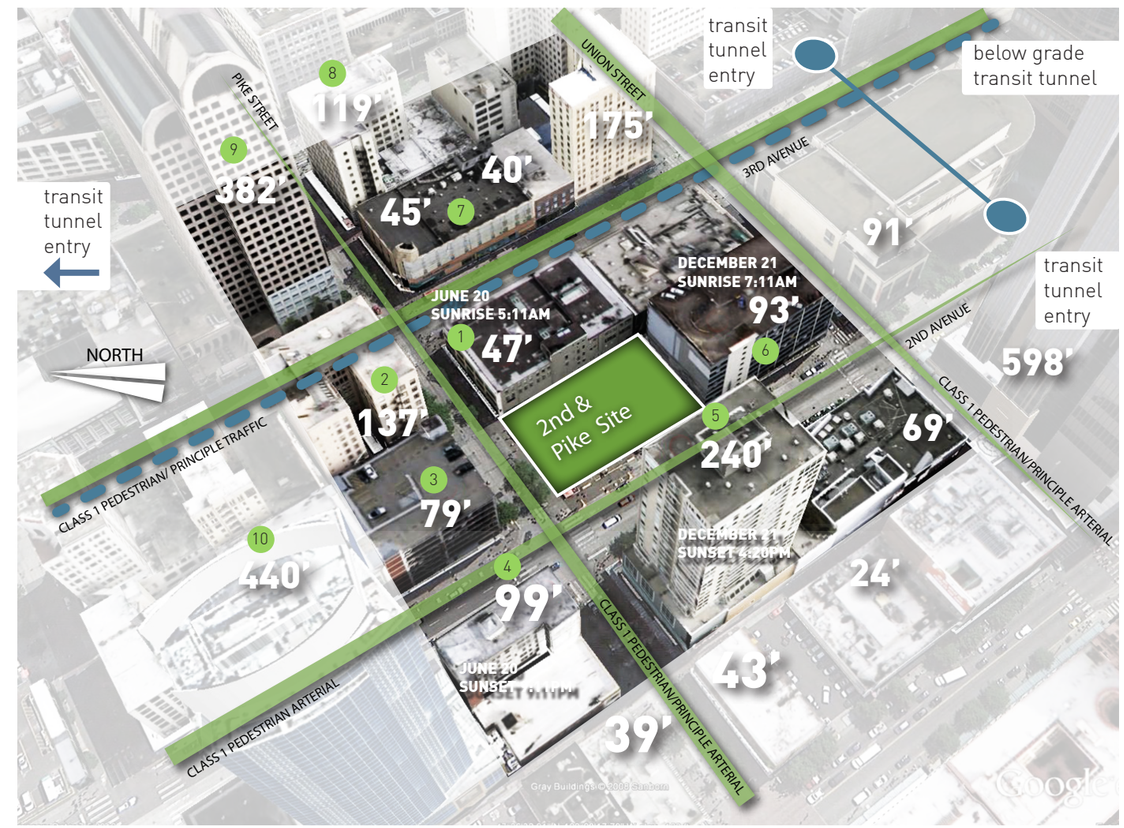




SITE ANALYSIS



	BUILDING NAME	ELEVATION		BUILDING NAME	ELEVATION
1	Kress Building	+ 171ft	6	Soriano Parking Garage	+199ft
2	Melbourne Tower	+ 261ft	7	Ross Building	+173ft
3	West Edge Parking Garage	+ 203ft	8	Parking Garage	+199ft
4	Eitel Building	+221ft	9	Century Tower	+506ft
5	Newmark Tower	+367ft	10	1521 2nd Avenue	+574ft

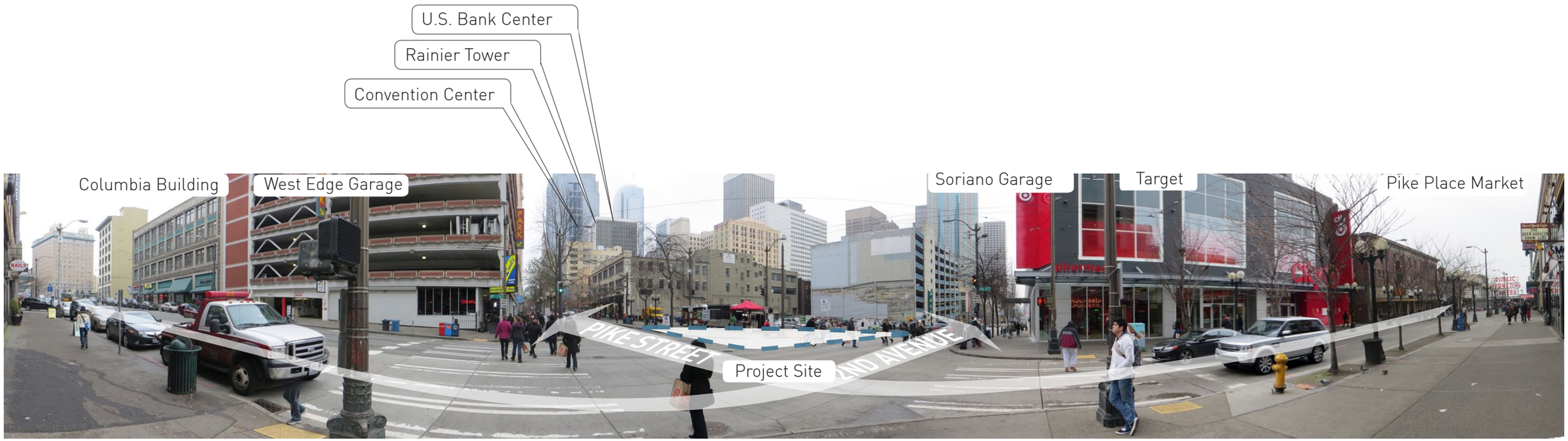


2ND & PIKE DOWNTOWN VIEWS

2nd & Pike offers panoramic views to the waterfront and beyond to the Puget Sound and Cascade Range Mountains. Along with street level views along Pike from the Market, eastern views include the Washington State Convention Center and Central Business District.

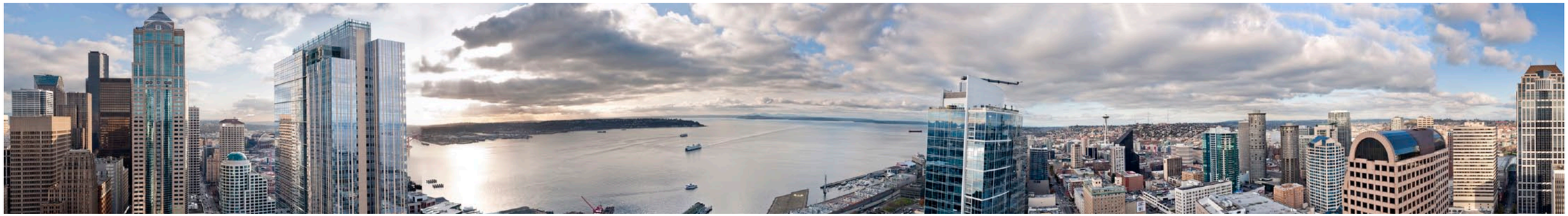
COMPOSITE SITE ANALYSIS

The site is bounded by 2nd Avenue to the west and Pike Street to the north, both Class 1 Pedestrian Arterials. Pike Street is also classified as a Principle Transit Arterial. The transit tunnel runs along 3rd Avenue with an enterance one block to the north on Pine Street and one block to the south on 2nd Avenue and Benaroya Hall. Pike Street is a major bus corridor to Capitol Hill, Madison Valley and beyond.

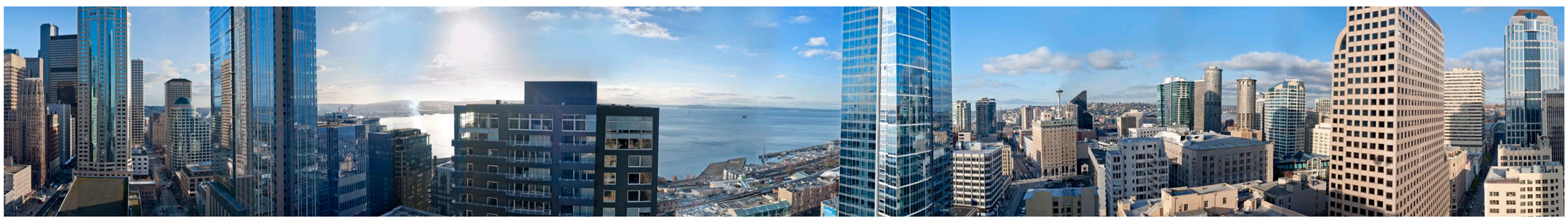


VIEW AT STREET LEVEL TOWARD SITE

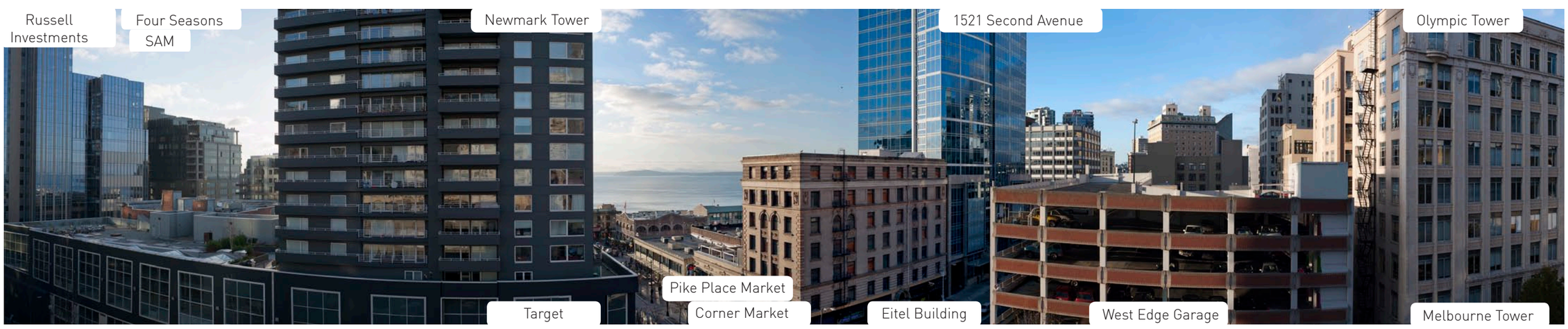
VIEW AT STREET LEVEL FROM SITE



WESTERN VIEWS AT 395'

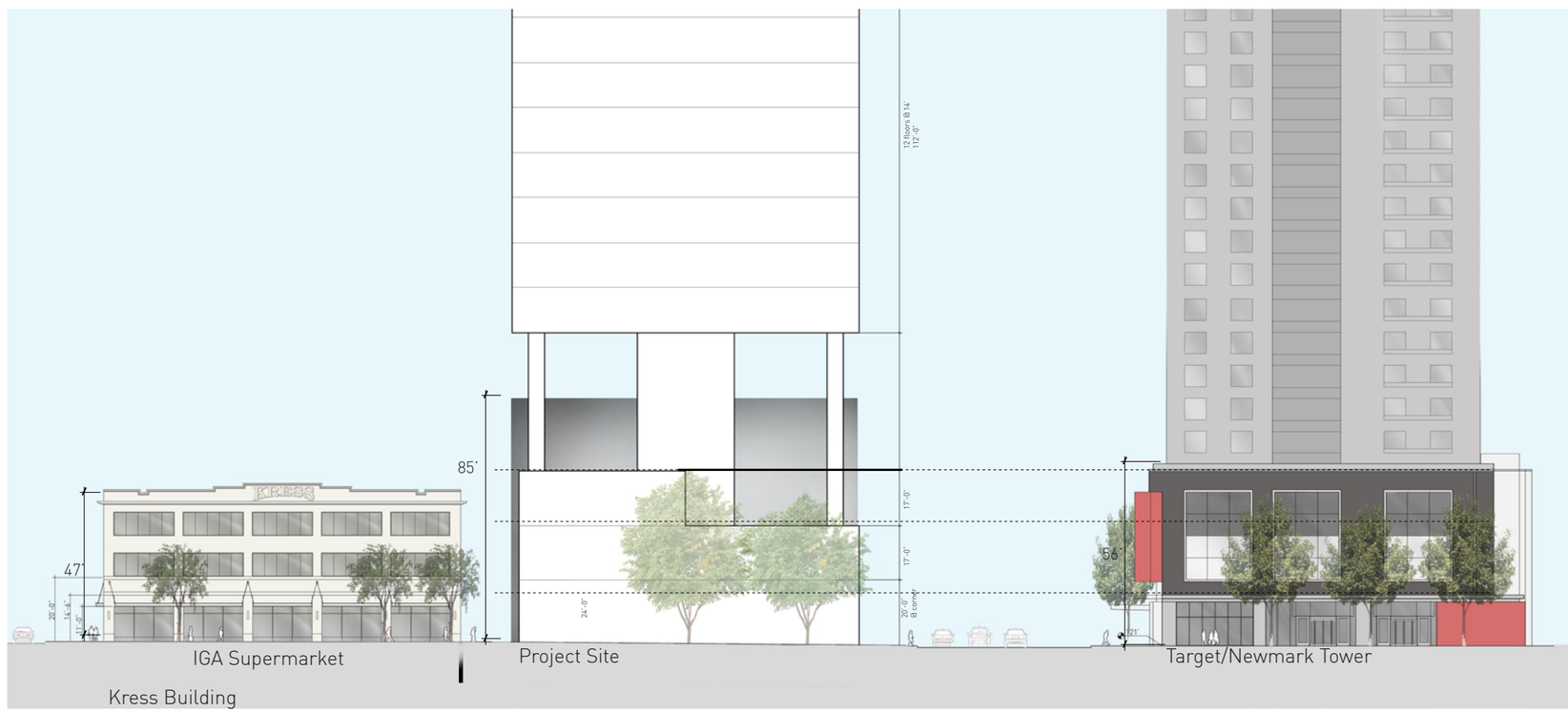


WESTERN VIEWS AT 229'



WESTERN VIEWS AT 82'

STREET PROGRAMING & AERIAL VIEWS FROM SITE



PIKE STREET ELEVATION

SECOND AVENUE ELEVATION

STREET LEVEL ELEVATIONS

1

Ground Floor Retail

Kress Building

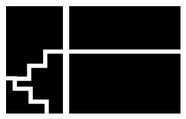
Walgreens

All Saints

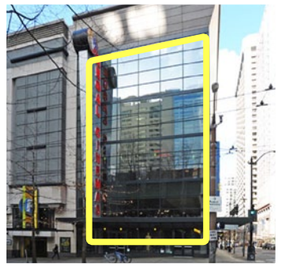
Pike Place Market

Nike

2

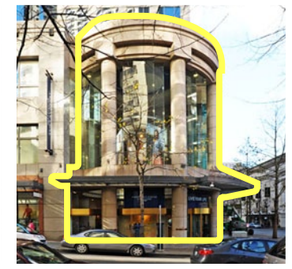


Shared Circulation



Regal Cinemas

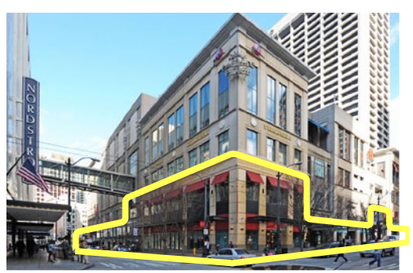
Cheesecake Factory



American Eagle

3

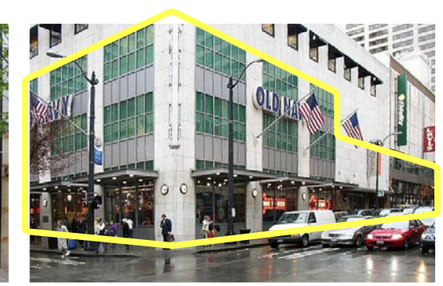
Internal Circulation



Barney's Department Store

GAP

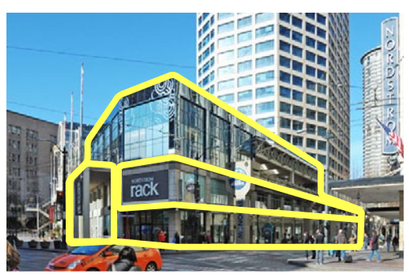
Anthropologie



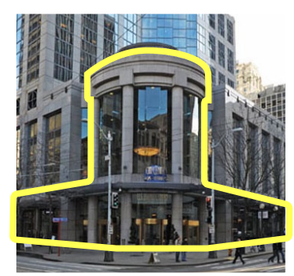
Old Navy

4

Mall



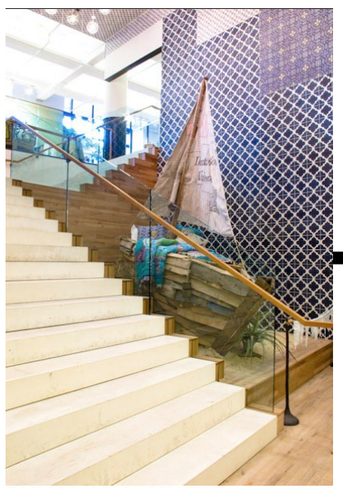
Westlake Center



City Centre Shopping

RETAIL PROGRAM CONCEPT MODEL

ACTIVE ROOFTOP BRINGING ACTIVITY FROM THE STREET TO UNDERSTORY AMENITY



DYNAMIC 2-STORY RETAIL CONNECTION

STAIRS & VERTICAL CONNECTIONS

ROOF TERRACE

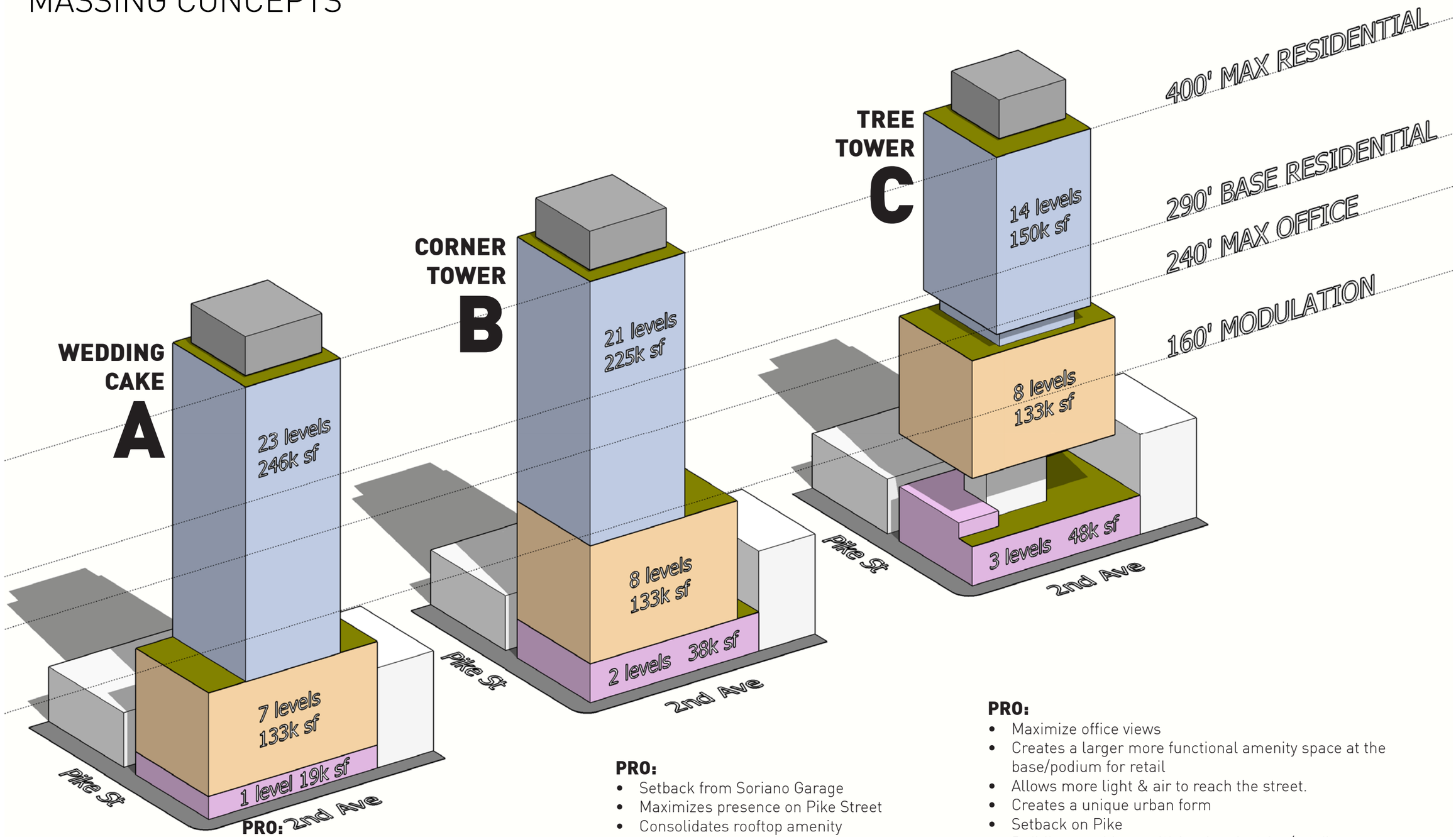
SECOND LEVEL RETAIL

STREETSCAPE

GREGARIOUS 2ND FLOOR WITH HIGH LOFT SPACE RETAIL CONNECTION TO TERRACE

VIBRANT RETAIL STREETSCAPE ALONG BUSY PEDESTRIAN THOROUGHFARE

MASSING CONCEPTS



PRO:
- Maximizes office footprint
- Some setback at Pike Street

CON:
- Divides rooftop amenity
- Poor office views
- Abuts Soriano Garage
- Modest retail

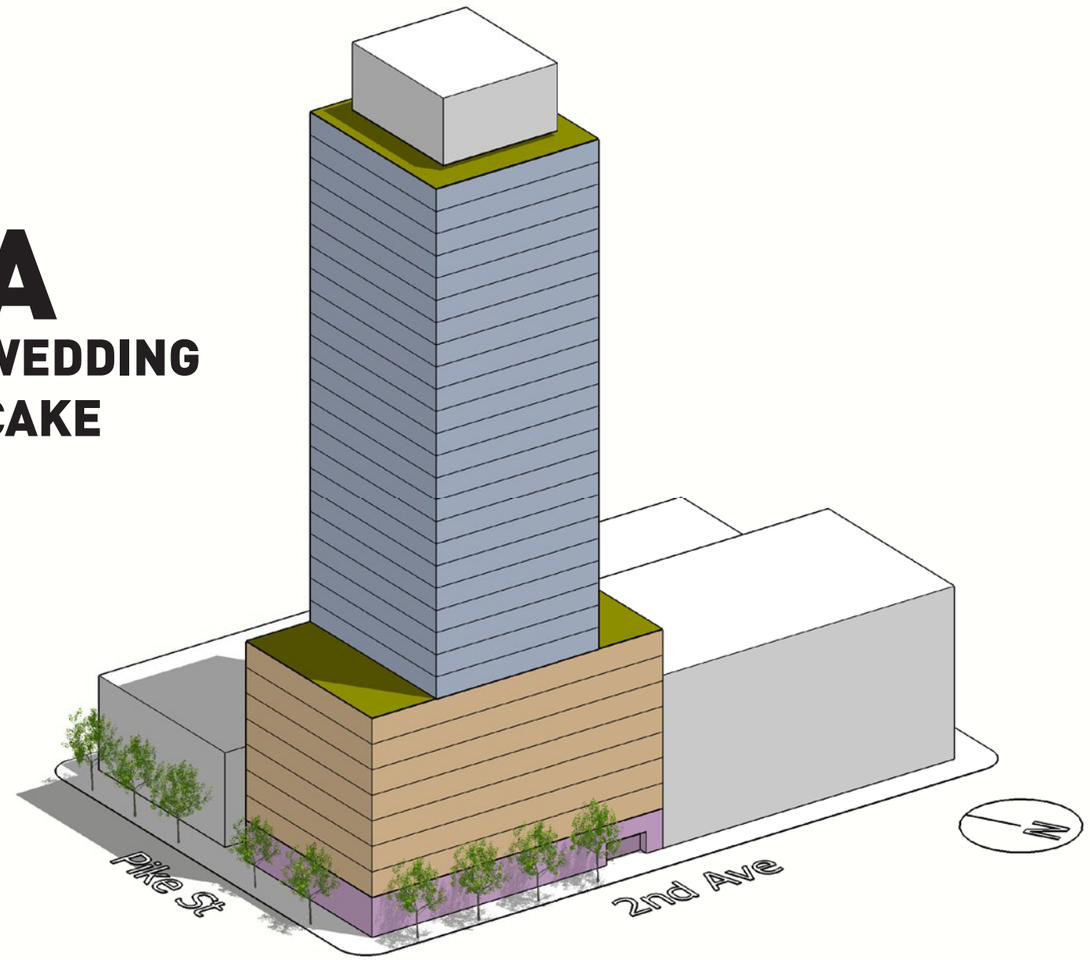
PRO:
- Setback from Soriano Garage
- Maximizes presence on Pike Street
- Consolidates rooftop amenity
- Creates larger retail podium

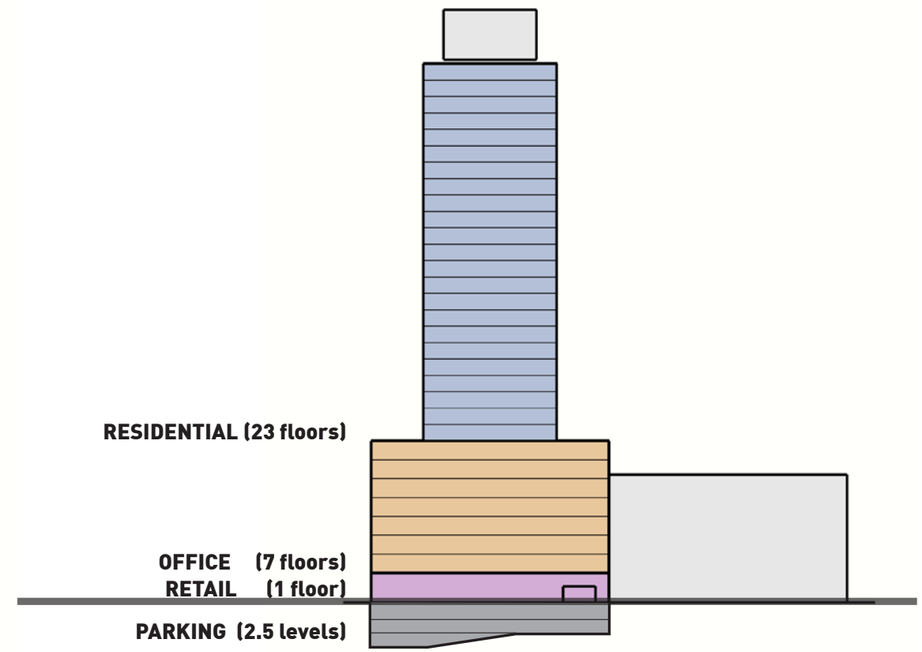
CON:
- No setback on Pike Street
- Compromised office views to south
- Large block base

PRO:
- Maximize office views
- Creates a larger more functional amenity space at the base/podium for retail
- Allows more light & air to reach the street.
- Creates a unique urban form
- Setback on Pike
- Building provides multi-level pedestrian/retail experience

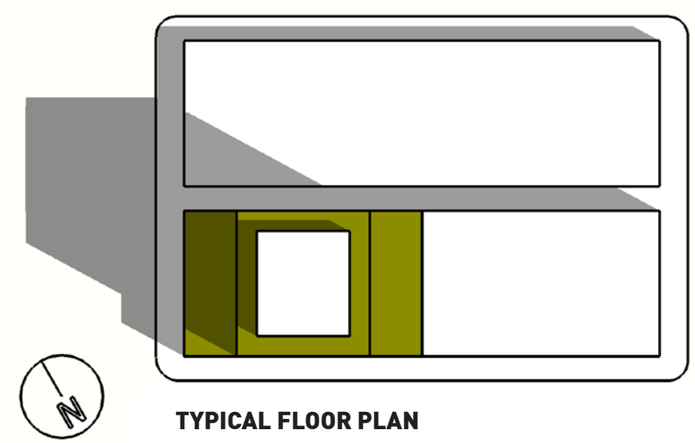
CON:
- Maximum facade length exceeded (departure requested)

A
WEDDING CAKE





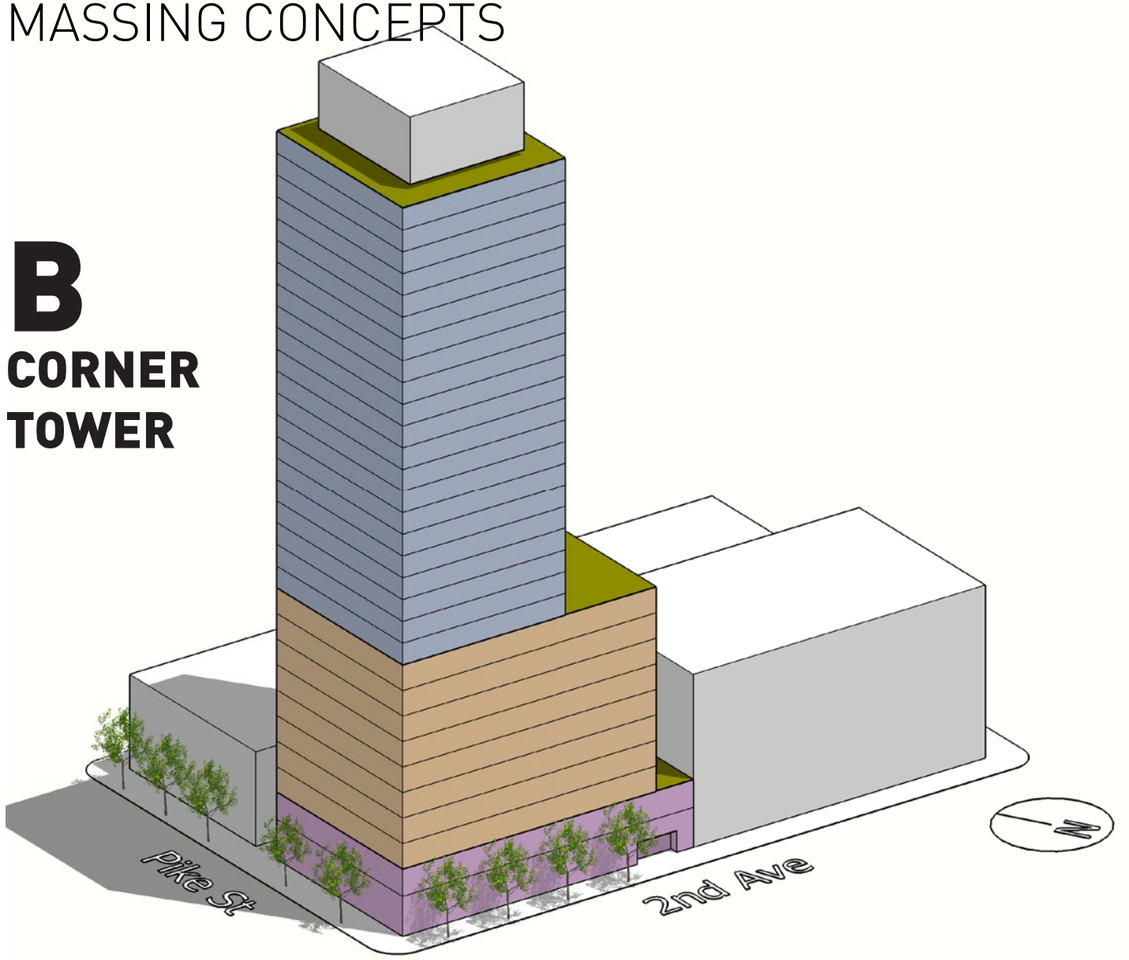
SECOND AVENUE ELEVATION

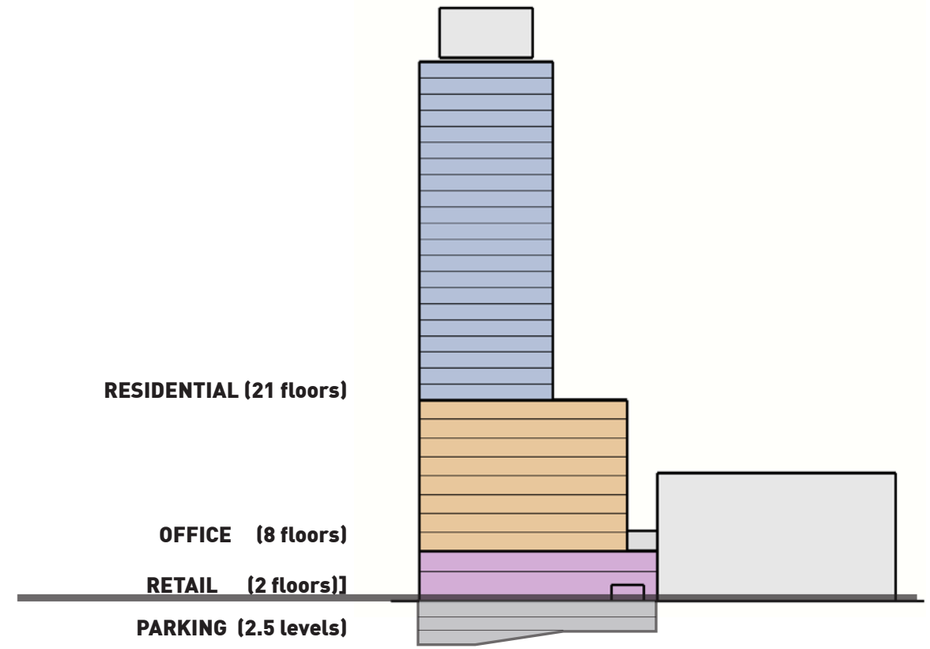


TYPICAL FLOOR PLAN

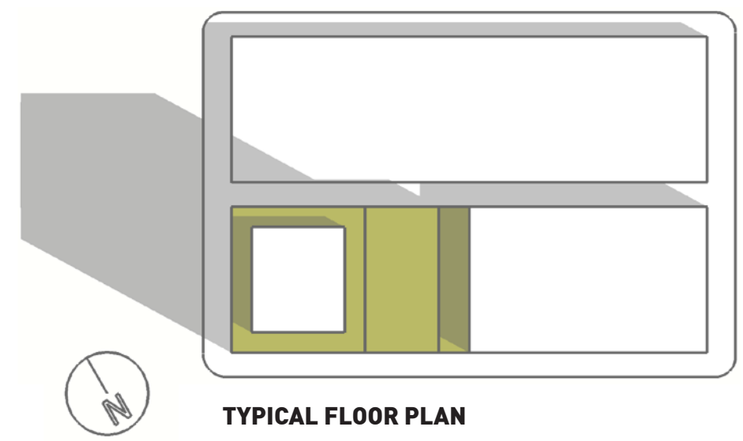
WEDDING CAKE *satisfies the minimum zoning and building code requirements and provides maximum rentable space. A single level of retail space provides the interface for the building at street level. The office space above utilizes the full site footprint in order to maximize the floor area per floor, thus minimizing the numbers of floors. The roof of the office block creates a terrace for the common space required for the residential block above. The residential space uses the full allowable floor plate area for residential towers above 290' and is built up to the maximum height allowable.*

B
CORNER TOWER





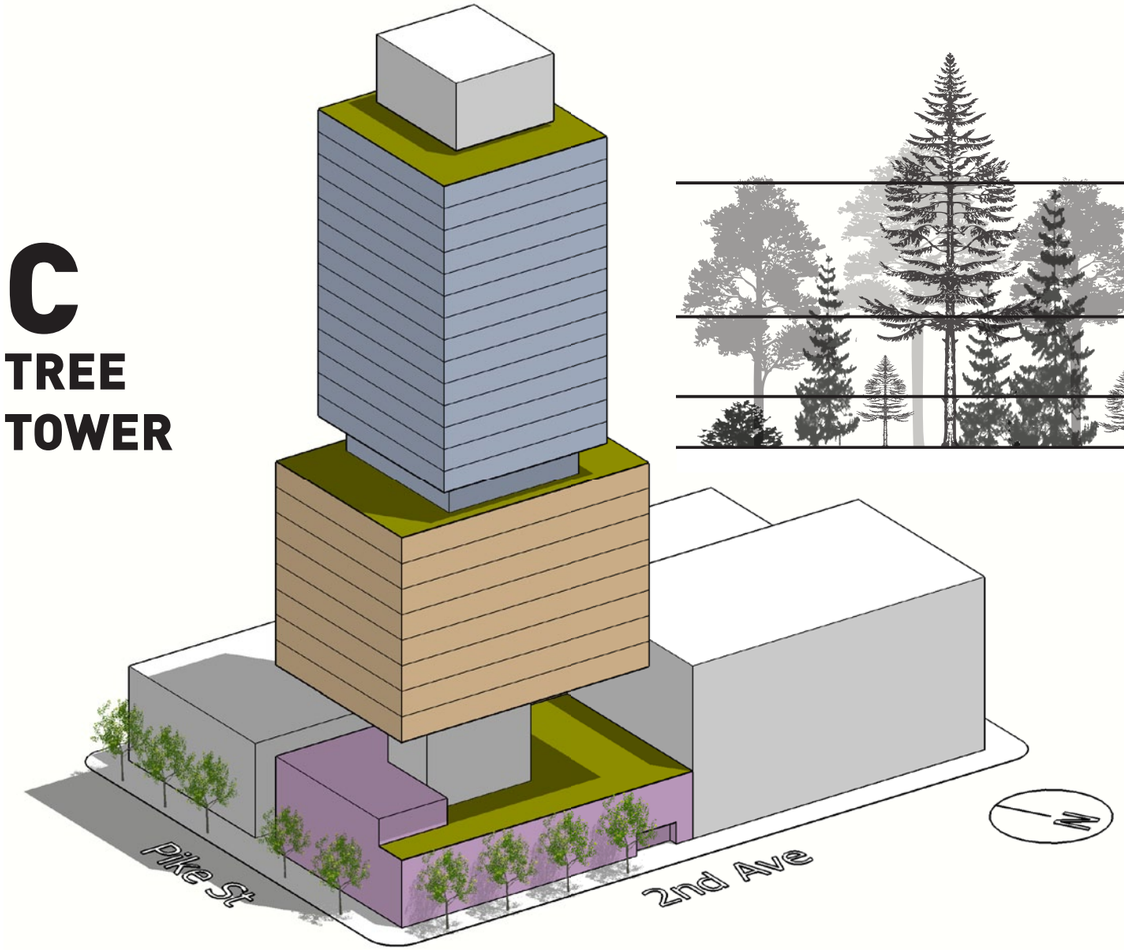
SECOND AVENUE ELEVATION

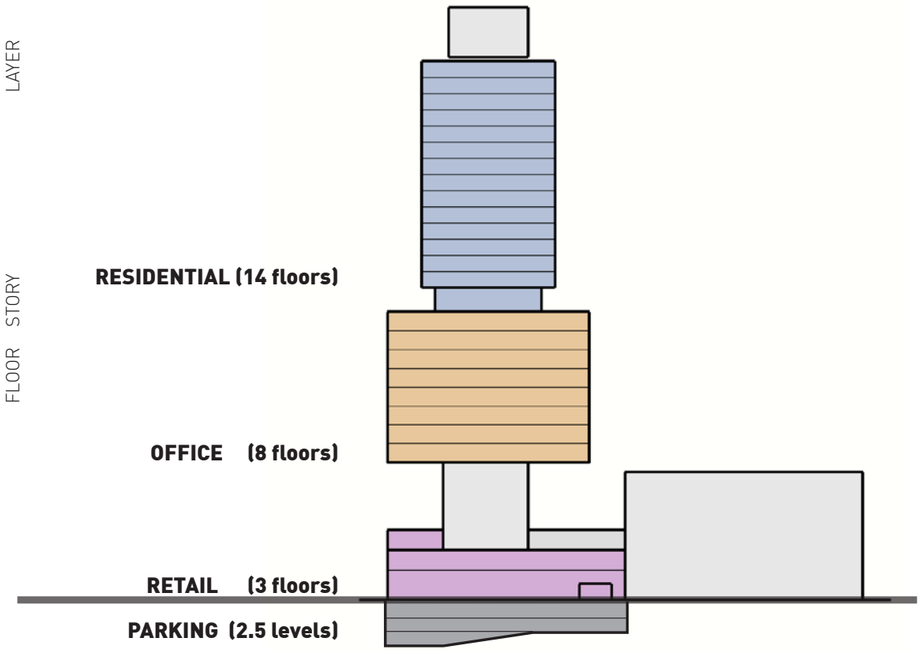


TYPICAL FLOOR PLAN

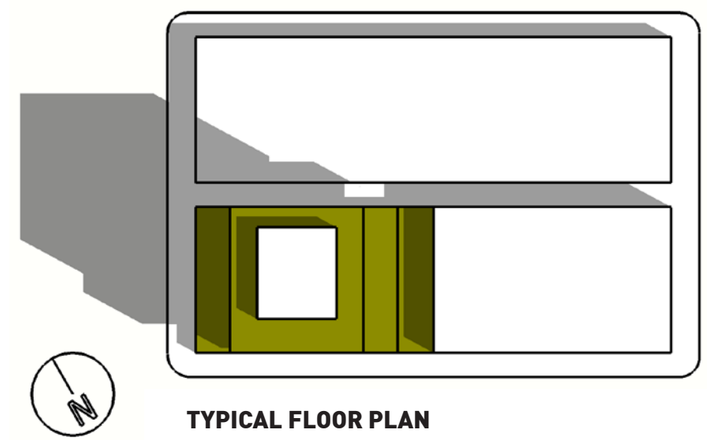
CORNER TOWER *improves the usability and experience of Concept A. Two levels of retail space are provided at the street level to match the street scale and retail offerings along Pike Street. The office block is pulled away from the south lot line to create a buffer to the existing parking garage or any future development. The reduced footprint of the office block creates an opportunity for additional access to daylight for the office use. The office and residential towers are both justified to Pike Street and the Second Avenue corner. This provides a strong presence for the building along the important Pike/Pine corridor. The tower move also benefits the outdoor amenity above the office space by consolidating the area into a more useful size on the sunny south side of the tower.*

C
TREE TOWER





SECOND AVENUE ELEVATION

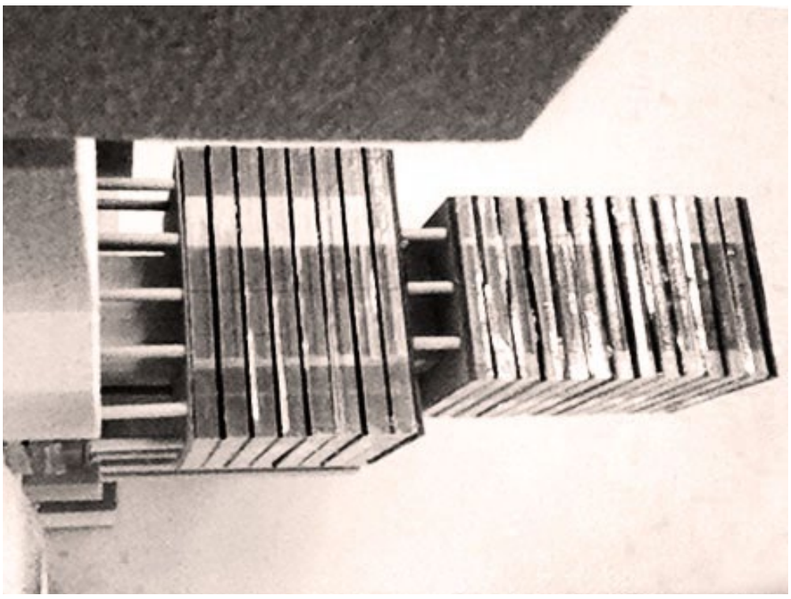


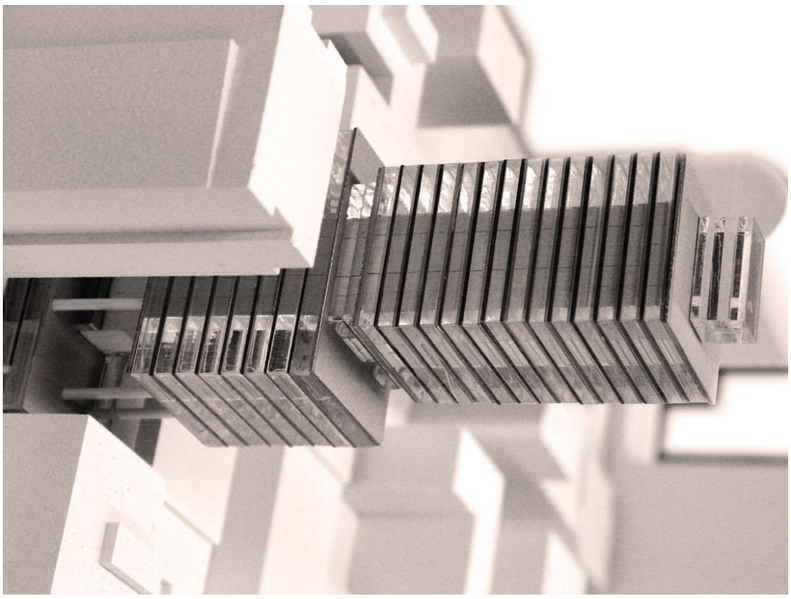
TYPICAL FLOOR PLAN

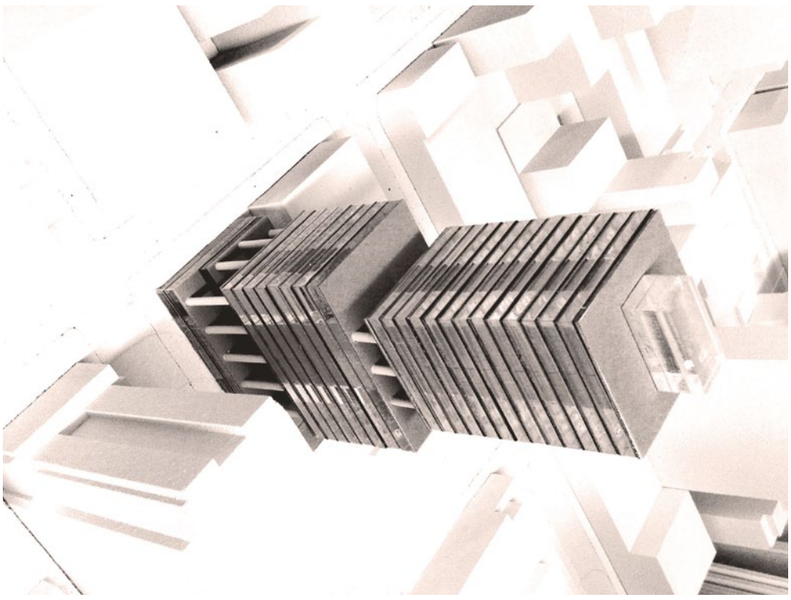
TREE TOWER *applies the idea of the building as an urban tree providing benefits to the building users and the neighborhood. Like the strata of a forest, the concept has a Forest Floor, Understory, Canopy, and Emergent Layer. To form these layers the residential block is shifted back to center and the office block is lifted above the retail to create the Understory. This understory layer expands the amenity space above the retail creating a space that is equally a part of the neighborhood and part of the building. A landscaped terrace inhabited by a restaurant or bar with outdoor seating connotes the terrific public spaces within Pike Place Market. The physical void in the building mass allows light and air to reach the street and creates an openness to the block. The office levels will enjoy improved access to light and views in all directions.*

Stratified massing in this concept relates naturally to the surrounding buildings. The top of the Forest Floor (retail podium) aligns naturally with the Kress building to the east while the top of the Canopy (office block) matches the elevation of the tower on the Newmark Building across the street, making the transition in zoning between these two disparate neighbors feel more natural and intentional.

Residential levels, or our Emergent Layer, peek over adjacent buildings to maximize views while the facade steps back from the street edge creating a terrace amenity. The proposal creates a unique urban response which celebrates this important Seattle intersection.







STREET LEVEL CONCEPT DRAWINGS

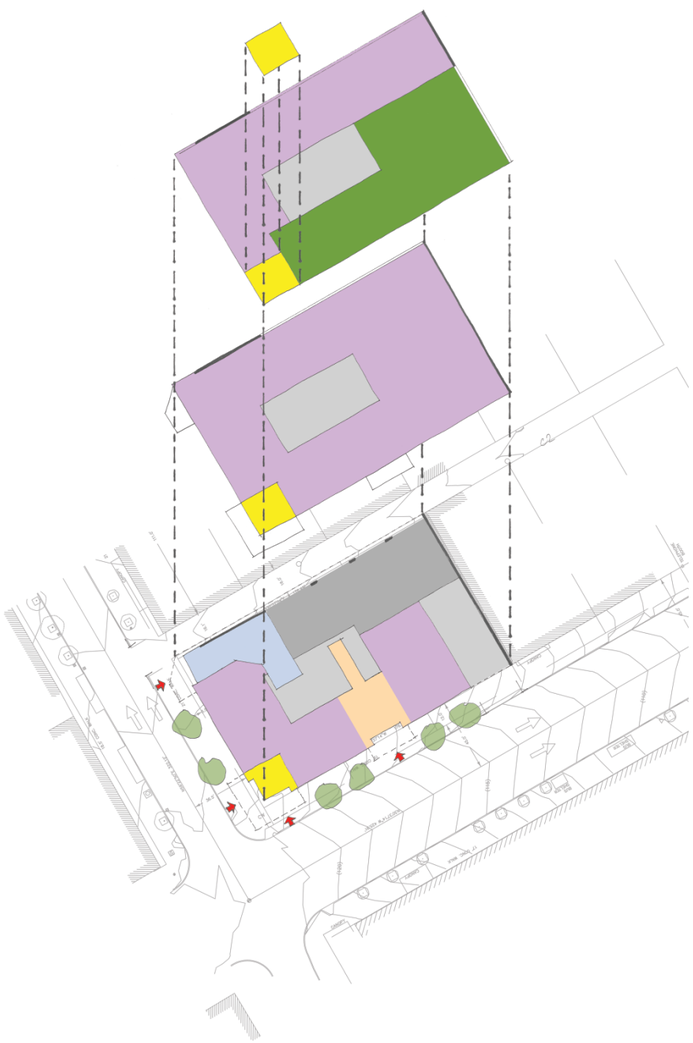
PRO:

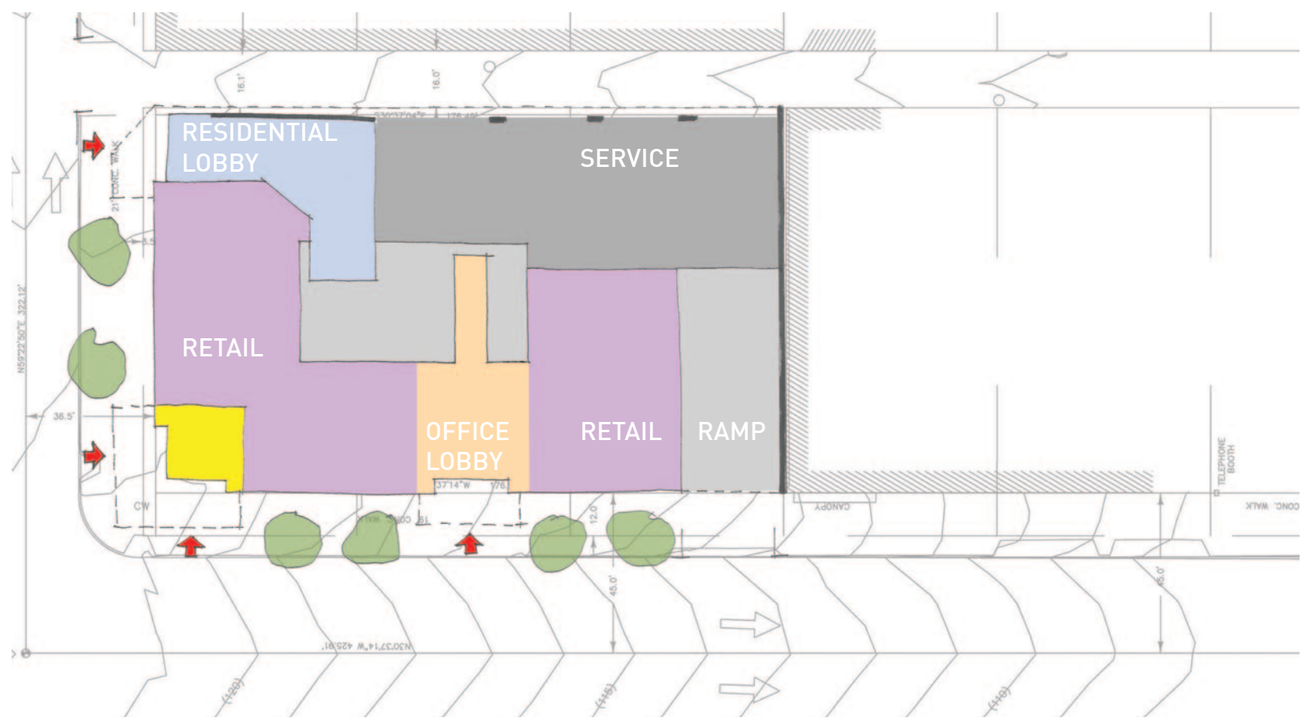
- Strong visual anchor at 2nd & Pike Corner
- Creates beacon visible in both directions on both streets
- Highly visible marker from Pike Place Market
- Concentrates pedestrian interface at corner of 2nd & Pike

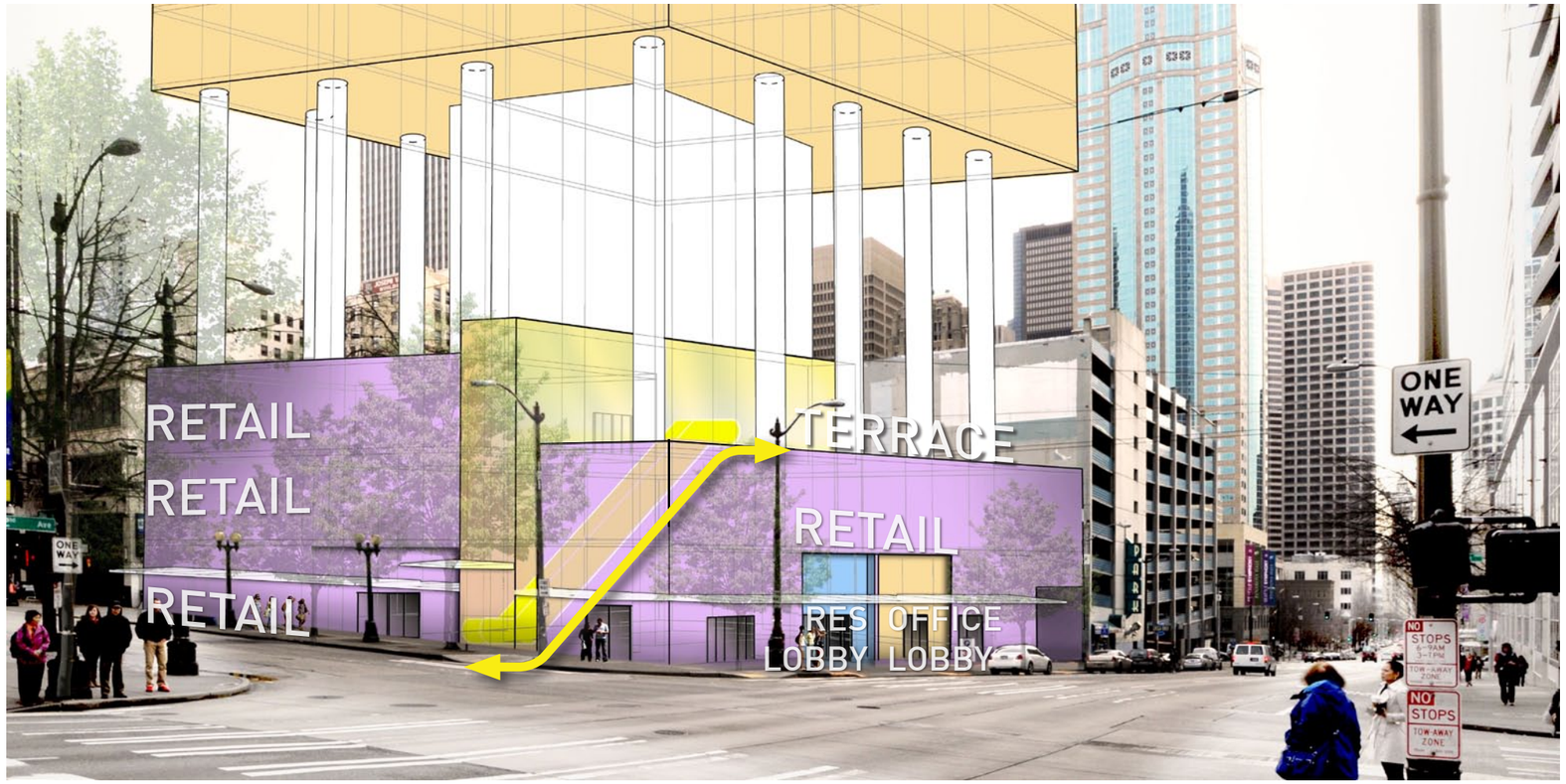
CON:

- Replaces prime corner tenant space with circulation
- Interrupts continuity of retail around corner onto 2nd

CORNER ROOT







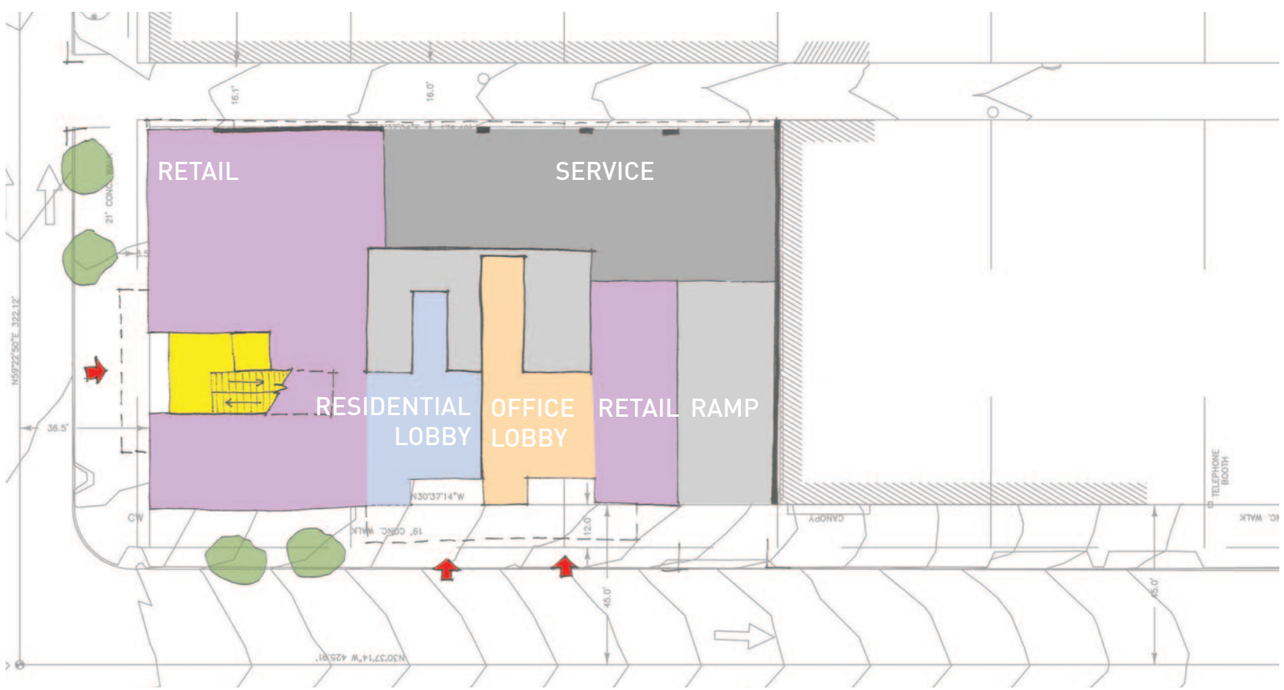
SAWCUT ON PIKE

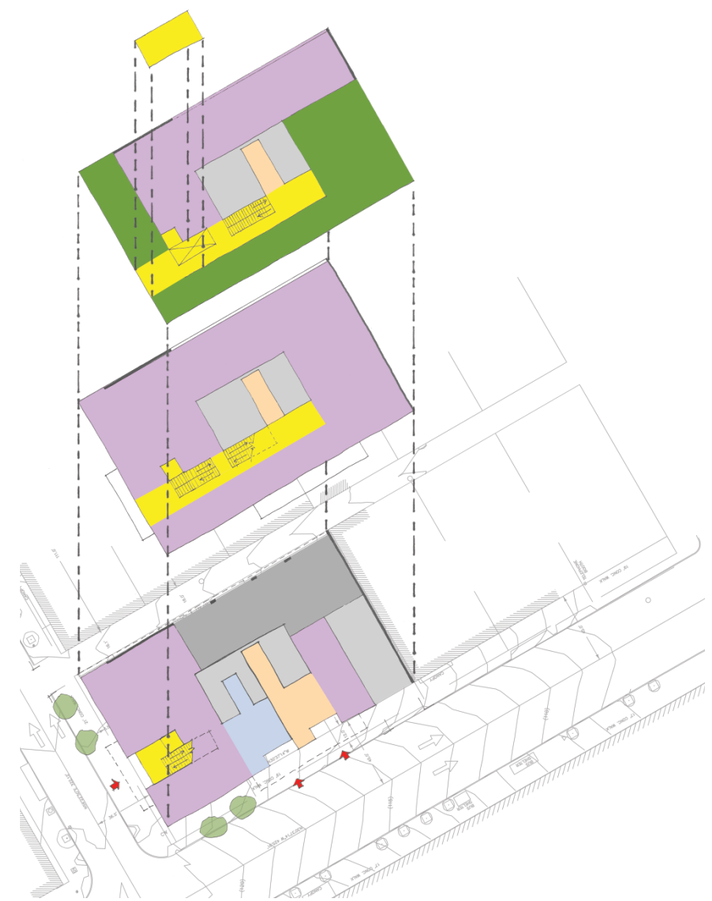
PRO:

- Minimizes interruption of retail frontage on Pike
- Allows for strong retail anchors at both corners on Pike
- Linear direct connection to 3rd floor terrace
- Allows for retail continuity around corner onto 2nd

CON:

- Connection to 3rd floor terrace less visible from east and west along Pike
- 3rd floor retail space separated from terrace by sawcut



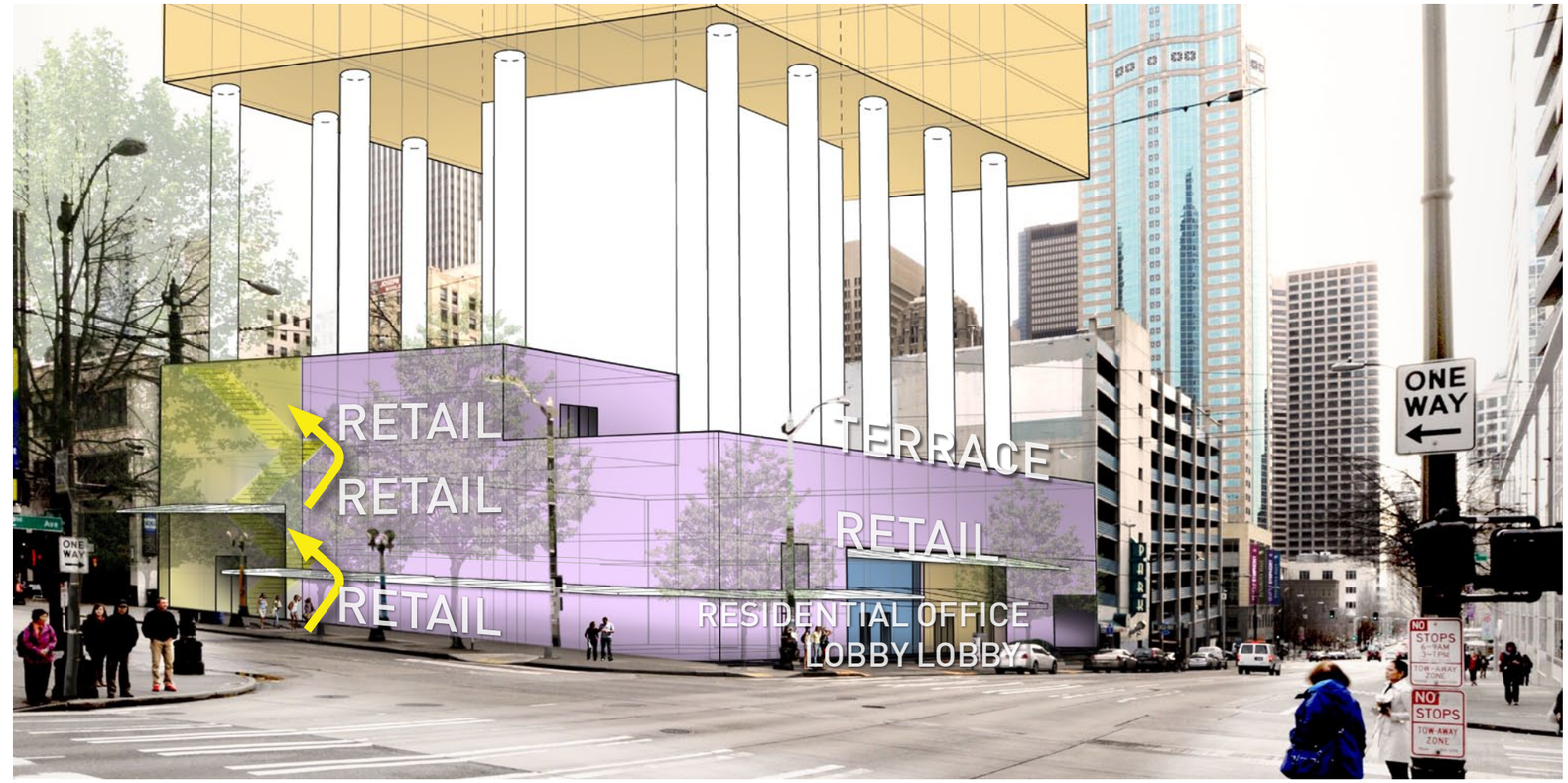


PRO:

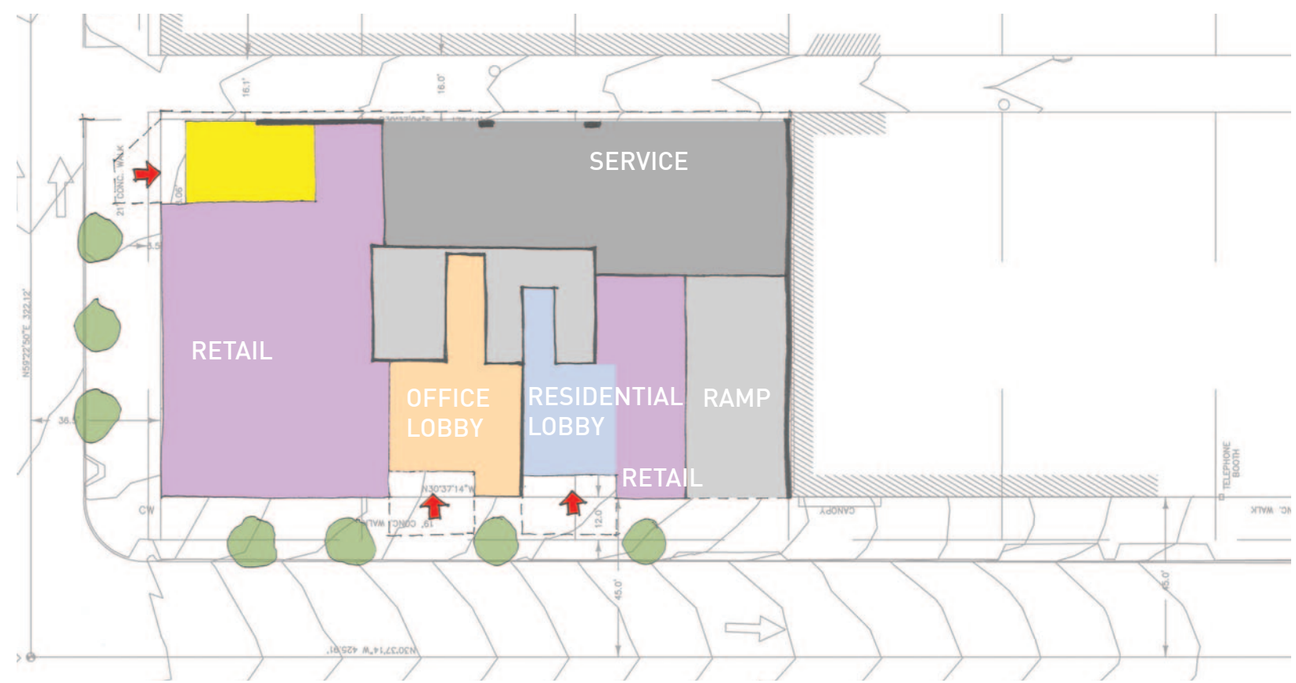
- Activates alley corner with pedestrian circulation
- Optimizes retail frontage on Pike
- Allows for strong retail tenant presence on corner of 2nd & Pike
- Allows for retail continuity around corner onto 2nd
- 3rd floor retail space and terrace not interrupted by vertical circulation

CON:

- Creates more pedestrian activity closer to alley traffic
- Connection to 3rd floor terrace less visible from east and west along Pike

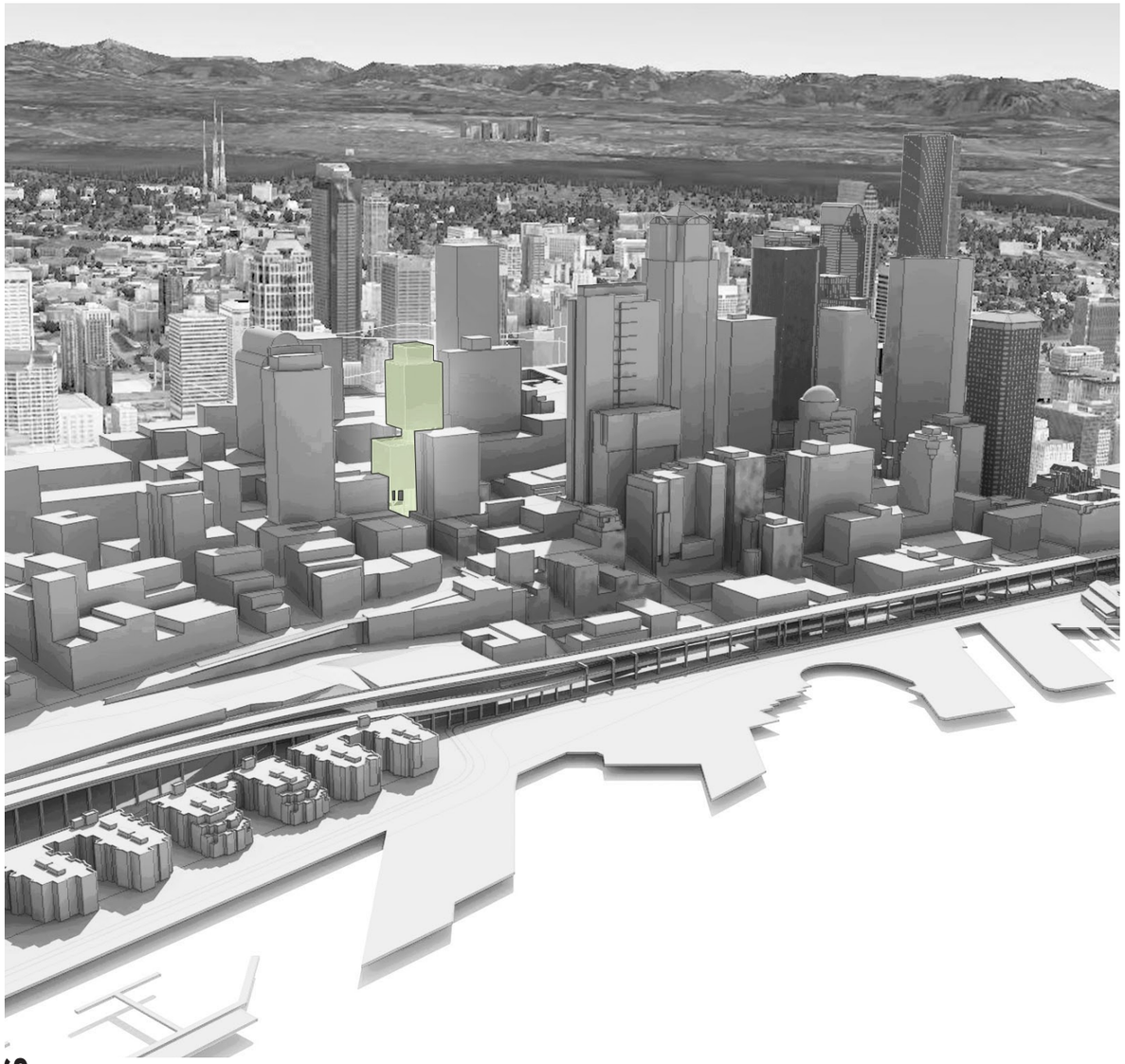


ALLEY KNOT HOLE

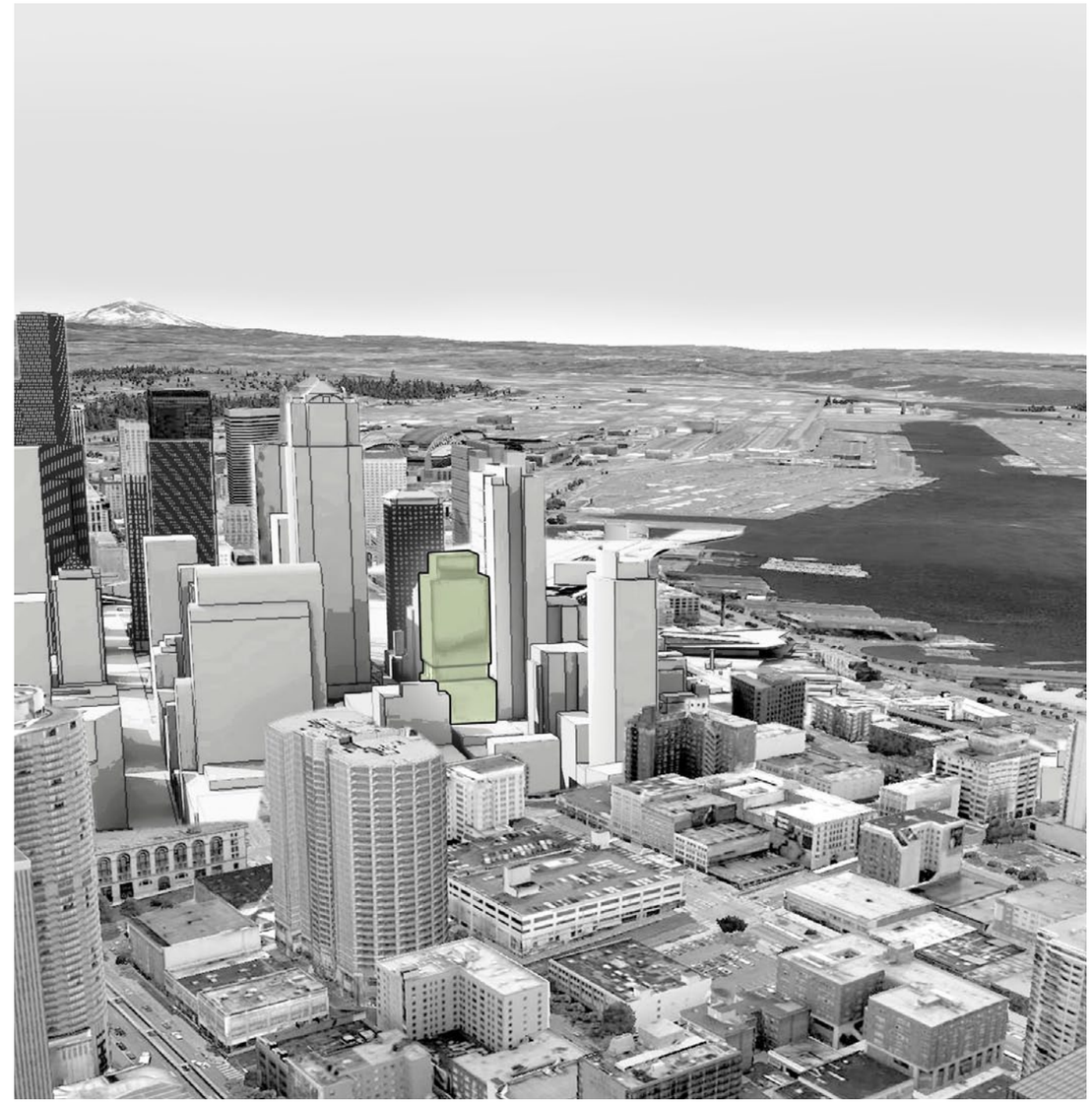


UrbanVisions SUSTAINABLE REAL ESTATE
ZGF ZIMMER GUNSUL FRASCA ARCHITECTS LLP
&2nd PIKE
Early Design Guidance

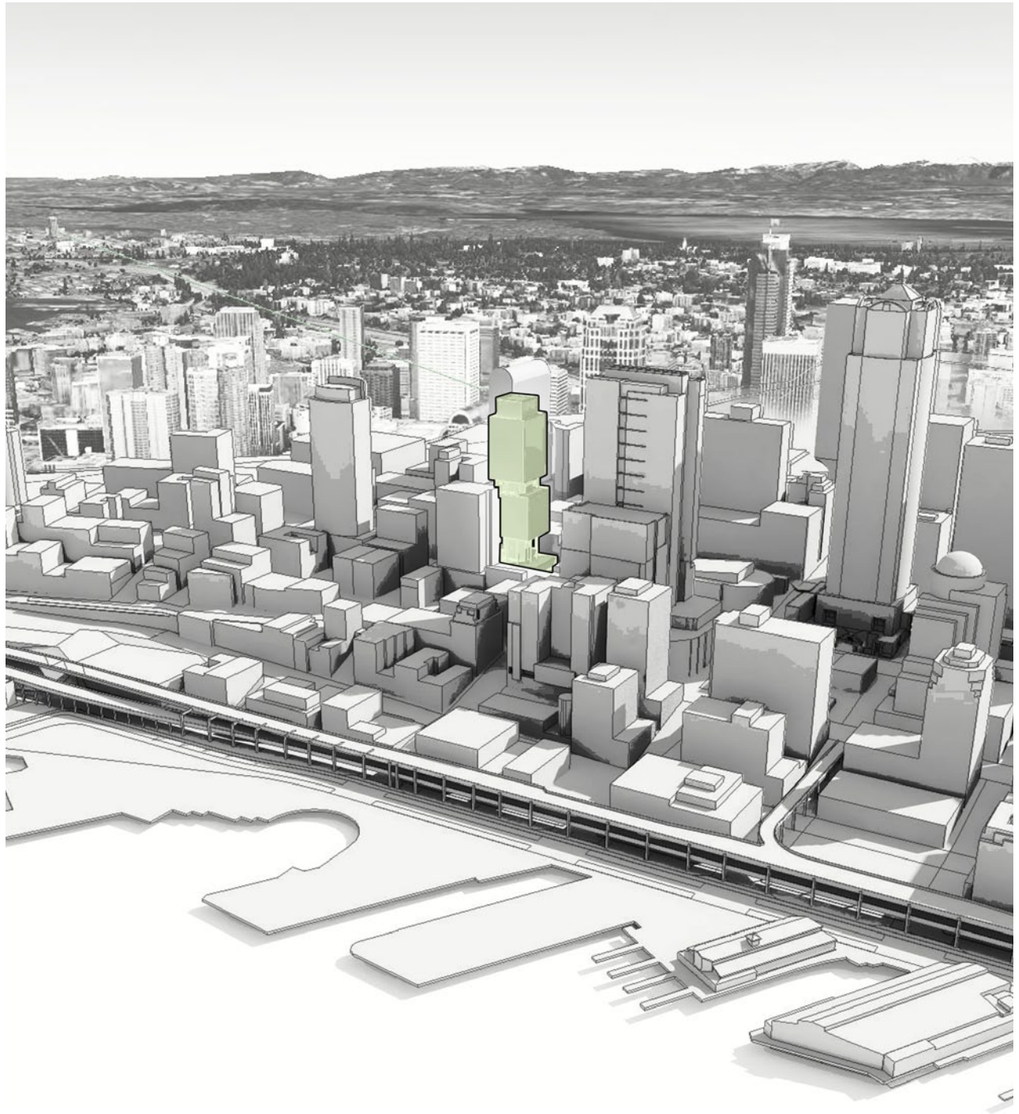
STREET LEVEL CONCEPT DIAGRAMS



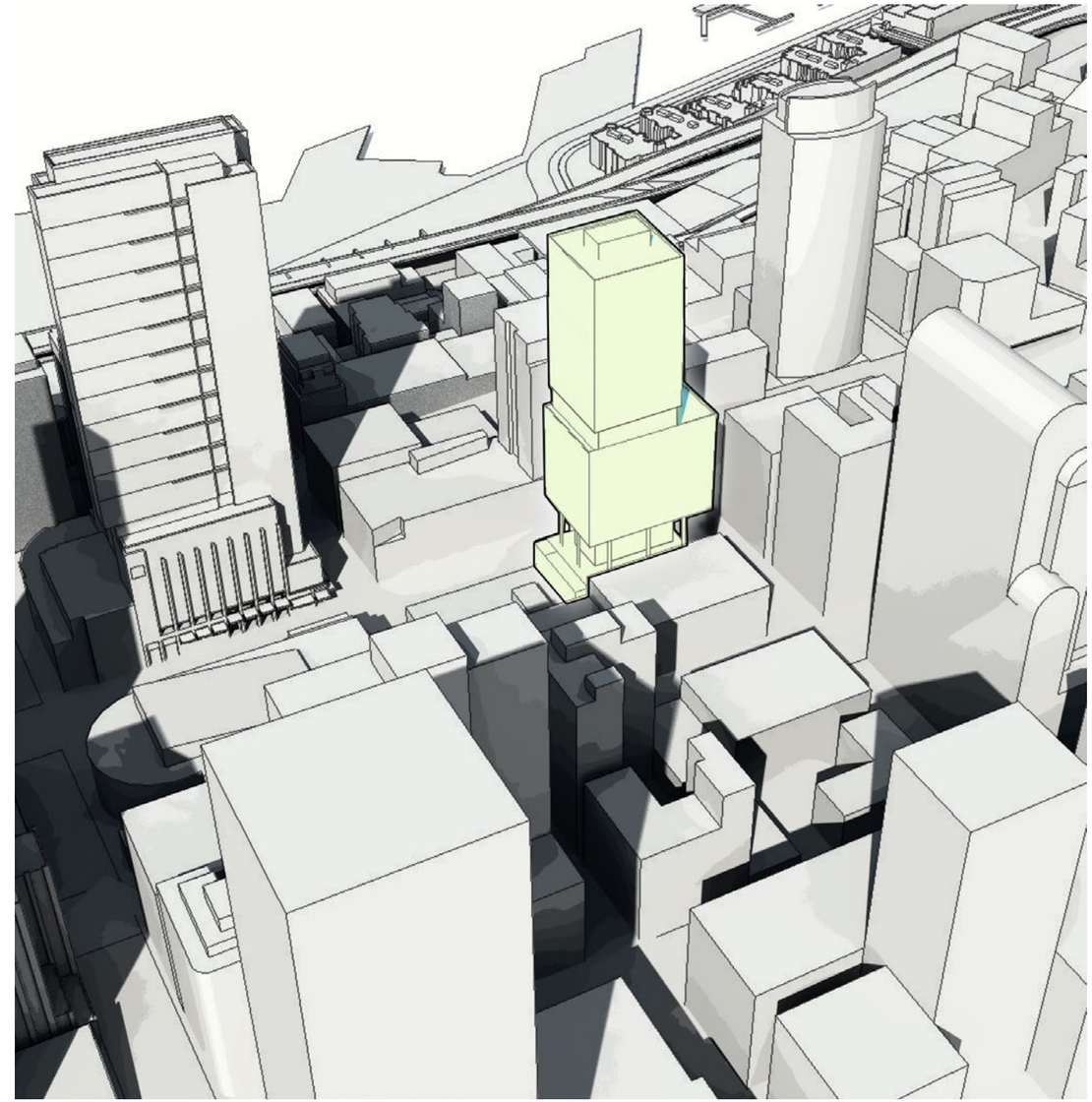
SITE CONTEXT VIEW TO THE EAST



SITE CONTEXT VIEW TO THE SOUTH



SITE CONTEXT VIEW TO THE NORTH



SITE CONTEXT VIEW TO THE WEST

PARK
ONE WAY

TREE TOWER

REQUESTED DEPARTURES

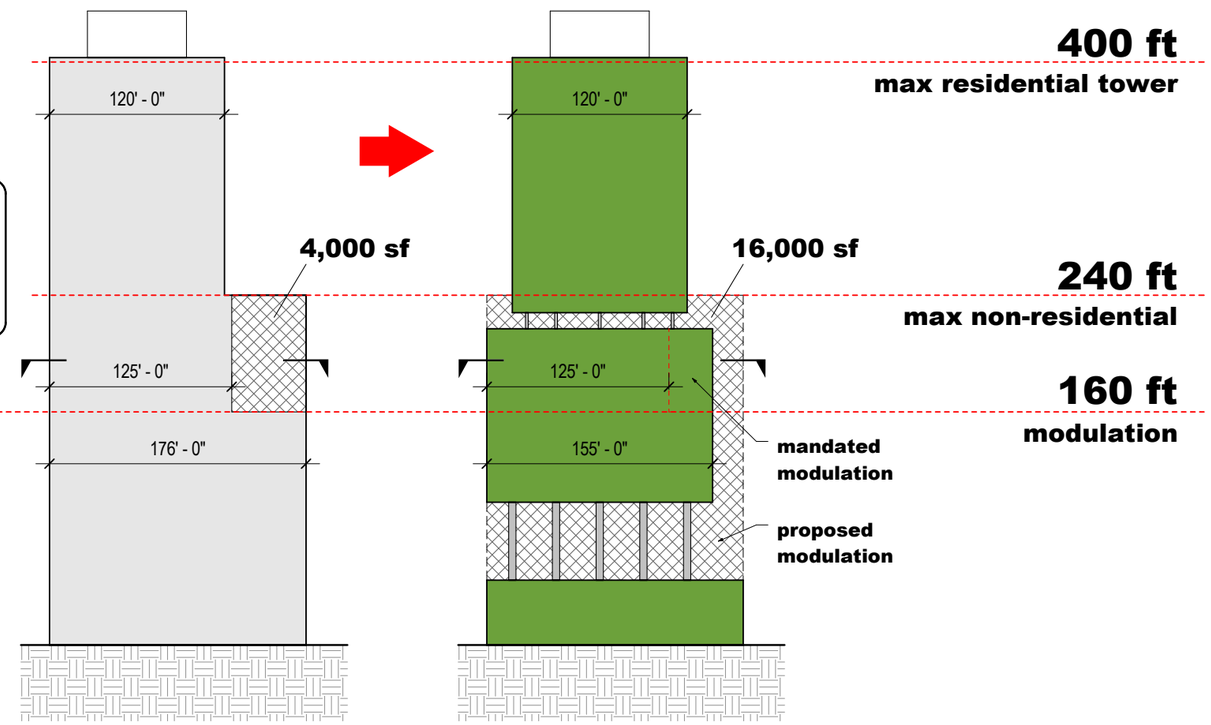
REQUIREMENT	RATIONALE
SMC 23.49.059.B B. Facade Modulation. 1. Facade modulation is required above a height of eighty-five (85) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line. No modulation is required for portions of a facade set back fifteen (15) feet or more from a street property line.	The facade length for the office component in the preferred scheme exceeds the allowable. The unique massing of this concept, however, breaks down the facade in a way that meets the intent of the code section.

Tower width limit for portions of structures in residential use above 160 ft is 120 ft.
SMC 23.49.058.D.2

Facade Modulation required for: "Portions of structures in non-residential use above a height of 160 ft in which any story above 85 ft exceeds 15,000 sf."
SMC 23.49.058.A.2

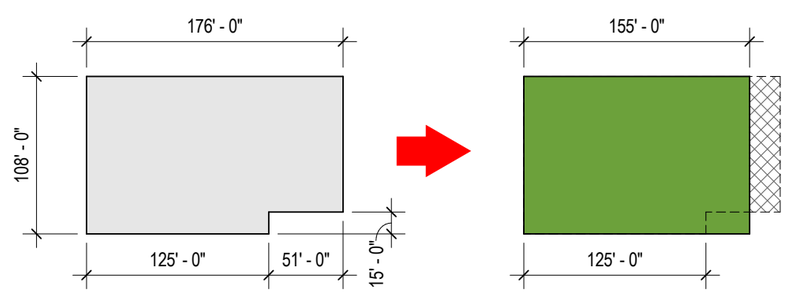
The maximum length of facade without modulation is 125 ft.
SMC Table 23.49.058A

Any portion of the facade exceeding the maximum length shall be set back a minimum of 15 ft for a minimum distance of 60 ft.
SMC 23.49.058.B.2



ALLOWABLE ENVELOPE

PROPOSED DEPARTURE



PLAN **PLAN**

PREVIOUS RULING

REQUIREMENT	RULING
SMC 23.49.019.H 1. Curb cut Location. a. If a lot abuts an alley, alley access is required, unless the Director otherwise determines under subsection 23.49.019.H.1.c. b. If a lot does not abut an alley and abuts more than one right-of-way, the location of access is determined by the Director as a Type I decision after consulting with the Director of Transportation. Unless the Director otherwise determines under subsection 23.49.019.H.1.c, access is allowed only from a right-of-way in the category, determined by the classifications shown on Map 1B and Map 1F or another map identified in a note to Map 1F, that is most preferred among the categories of rights-of-way abutting the lot, according to the ranking set forth below, from most to least preferred (a portion of a street that is included in more than one category is considered as belonging only to the least preferred of the categories in which it is included): 1) Access street; 2) Class II pedestrian street-Minor arterial; 3) Class II pedestrian street-Principal arterial; 4) Class I pedestrian street-Minor arterial; 5) Class I pedestrian street-Principal arterial; 6) Principal transit street; 7) Designated green street. c. The Director may allow or require access from a right-of-way other than one indicated by subsection 23.49.019.H.1.a or 23.49.019.H.1.b if, after consulting with the Director of Transportation on whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards, the Director finds that an exception to the general policy is warranted. Curb cut controls on designated green streets shall be evaluated on a case-by-case basis, but generally access from green streets is not allowed if access from any other right-of-way is possible.	Parking Garage Access from Second Avenue granted by Director approval as part of DPD Project 3009156 Master Use Permit

ROADWAYS THAT WOULD SERVE THE PROJECT SITE ARE DESCRIBED BELOW:

- 1st Avenue is a two-way street classified as a Minor Arterial and a Principal Transit Street. In the project vicinity, 1st Avenue has three northbound travel lanes and two southbound travel lanes during the AM and PM peak periods. On street parking occupies the curb lane on both sides of the road during non-peak periods. Curb, gutter, and sidewalks exist on both sides of the roadway.

- 2nd Avenue is a one-way southbound street classified as a Principal Arterial and a Principal Transit Street. Along the project frontage, there are three southbound travel lanes and one southbound transit-only lane (peak periods only) on the west side of the street, which is used for parking during non-peak periods. Parking is located along the east side of the roadway at all times of the day. 2nd Avenue has curb, gutter, and sidewalks along both sides of the road.

- Pike Street is a one-way eastbound street classified as a Minor Arterial and a Principal Transit Street. Between 1st Avenue and 2nd Avenue, there are two eastbound travel lanes with no parking allowed on either side of the street. Curb, gutter, and sidewalks exist on both sides of the street.

- Union Street is a one-way westbound street classified as a Minor Arterial and a Major Transit Street east of 2nd Avenue. East of 2nd Avenue, there are three westbound travel lanes with parking allowed on the south side of the street. Curb, gutter, and sidewalks exist on both sides of the street.

2nd & Pike Garage Access Alternative Evaluation Matrix

		City Design Criteria					
	Access Options	Enhance Pedestrian Safety and Comfort	Facilitate Transit Operations	Facilitate the Movement of Vehicles	Minimize the On-Street Queuing	Enhance Vehicular Safety or Minimize Hazards	
1	**2nd Avenue Access Alternative**	2nd Ave is the lower volume pedestrian corridor so least vehicle conflicts with pedestrians on 2nd Ave.	No impact to transit bus operation because buses run on west side of 2nd Ave.	A site driveway on 2nd Ave would have only a minimum impact to traffic flow. LOS A for vehicles entering and exiting the garage. Separate garage entrance not impacted by delivery vehicles on the alley.	Least impact to queues because 2nd Ave is the lower volume pedestrian corridor and no garage access conflicts with delivery vehicles.	Garage access on 2nd Ave separated from truck deliveries on alley and locates garage away from the higher Pike Street pedestrian corridor.	8
2	**Alley Access Alternative**	Adding garage vehicles onto alley creates higher potential for vehicle pedestrian conflicts.	Would add vehicles onto alley would generate more traffic directly onto Pike Street at the location of the existing bus route and bus staging along the block between 2nd and 3rd Ave.	Existing delivery trucks and dumpsters block alley and disrupt traffic flow. Delivery truck activity and blocking occurs throughout a typical weekday. LOS F. Vehicles not able to access garage when alley is blocked by trucks. Vehicle delays would be significant on the alley due to high pedestrians on Pike.	Delivery truck blocking on alley may cause vehicles to queue on Pike Street until delivery is completed.	Safety hazard created when site vehicles blocked by trucks on the alley. Long delays on alley due to delivery trucks may cause driver frustration. Site vehicles introduced at the high Pike Street pedestrian corridor.	-2
3	**Pike Street Access Alternative**	A higher potential for pedestrian-vehicle conflicts would result with another garage access onto the higher Pike Street pedestrian corridor.	Would add vehicles directly onto Pike Street at the location of the existing bus route and bus staging along the block between 2nd and 3rd Ave.	Garage access onto Pike Street may occassionally disrupt transit buses in the outside lane. LOS F. Vehicle delays would be significant on the alley due to high pedestrians on Pike.	Vehicle queuing on Pike Street would occur when pedestrians blocking garage access.	Safety hazard created when site vehicles introduced on the high Pike Street pedestrian corridor.	-1

Good	2
Adequate	1
Poor	0
Fails	-1

A review was conducted of intersection impacts of the 2nd and Pike Tower development. The LOS at the study intersections are expected to remain the same (LOS B or better) without or with the proposed project with increases in delay of up to 1 second. Based upon this traffic impact analysis, no traffic mitigation is proposed for the project.

Alley Traffic Counts and Truck Blockage

Entire Alley between 2nd and 3rd Avenues and Pike and Union Streets

Starting Hour	Tuesday, October 2, 2007					Wednesday, October 3, 2007					Thursday, October 4, 2007				
	Non-Stopped		Stopped	Time	Block Time	Non-Stopped		Stopped	Time	Block Time	Non-Stopped		Stopped	Time	Block Time
	# Alley Thru Veh.	# Trucks	# Trucks and Cars	Blocked (min)	Duration (hours)	# Alley Thru Veh.	# Trucks	# Trucks and Cars	Blocked (min)	Duration (hours)	# Alley Thru Veh.	# Trucks	# Trucks and Cars	Blocked (min)	Duration (hours)
5:00 AM	2	2	1	4	0.1	1	0	1	7	0.1	1	0	0	0	0.0
6:00 AM	0	0	2	45	0.8	1	0	1	1	0.0	3	1	0	0	0.0
7:00 AM	0	1	1	60	1.0	1	2	2	46	0.8	0	1	3	50	0.8
8:00 AM	1	0	2	45	0.8	0	1	4	60	1.0	0	2	3	60	1.0
9:00 AM	1	2	3	24	0.4	0	1	3	60	1.0	0	0	5	60	1.0
10:00 AM	5	0	1	24	0.4	0	3	6	60	1.0	0	0	2	39	0.7
11:00 AM	0	4	4	56	0.9	2	1	2	60	1.0	0	1	3	54	0.9
12:00 PM	1	2	1	7	0.1	0	1	3	42	0.7	0	1	1	32	0.5
1:00 PM	3	0	1	32	0.5	1	0	1	6	0.1	0	0	3	35	0.6
2:00 PM	1	2	2	45	0.8	0	0	3	38	0.6	1	0	0	8	0.1
3:00 PM	1	1	2	39	0.7	2	0	1	26	0.4	4	0	0	0	0.0
4:00 PM	3	0	2	9	0.2	0	1	3	25	0.4	1	1	1	19	0.3
5:00 PM	1	0	1	7	0.1	0	0	1	17	0.3	0	0	3	44	0.7
6:00 PM	2	0	1	7	0.1	1	0	0	0	0.0	3	0	0	28	0.5
7:00 PM	1	0	2	11	0.2	1	0	2	13	0.2	2	0	1	13	0.2
8:00 PM	1	0	0	0	0.0	0	0	1	16	0.3	3	0	0	0	0.0
TOTAL	23	14	26	415	6.9	10	10	34	477	8.0	18	7	25	442	7.4
					43%					50%					46%

	Tuesday	Wednesday	Thursday
Percent of 16-hour time period Alley is blocked:	43%	50%	46%
Percent of AM peak period Alley is blocked:	88%	88%	92%
Percent of PM peak period Alley is blocked:	13%	35%	53%

CONCLUSION:

Based on the current alley usage and intensity of delivery truck blockage, the alley as it currently operates would not be a desirable location for vehicle access to the proposed residential tower at the 2nd and Pike site. Having all of the site-generated traffic at the alley would also further exacerbate the safety concern of creating more conflicts between vehicles and pedestrians at the high pedestrian Pike Street corridor. Of the two primary access alternatives considered, having a direct garage access onto 2nd Avenue would meet the City design criteria most effectively by (1) enhancing pedestrian safety and comfort, (2) having no impact to transit operations, (3) maintaining good vehicle movement and traffic flow, (4) reducing on-street queuing, and (5) enhancing vehicle safety and minimizing hazards.

ALLEY TRAFFIC ASSESSMENT REPORT FOR THE 2ND & PIKE DEVELOPMENT PROJECT
2ND AVENUE ACCESS ALTERNATIVE

This access alternative considers a single curb cut for garage ingress/egress directly onto 2nd Avenue. Attachment 3 provides a summary of the following bullets.

1. Pedestrian traffic on 2nd Avenue is significantly lower than on Pike Street. Having the garage access on 2nd Avenue would help minimize pedestrian interactions and potential conflicts with vehicles entering and exiting the site.

2. Transit operations would not be impacted by this alternative because transit buses and bus stops occur on the opposite side of 2nd Avenue.

3. A direct garage access onto 2nd Avenue would allow good ingress and egress for the garage with only a minimum impact to traffic flow on 2nd Avenue. Relatively smooth traffic flow would be expected along 2nd Avenue similar to how traffic flows adjacent to the curb cuts for the parking garages to the north and south.

4. No on-street queue impacts are anticipated with this alternative as 2nd Avenue is a multi-lane one-way street with good sight lines for vehicles entering and exiting the garage. Vehicles would turn left into the garage from 2nd Avenue and left-out of the garage.

5. The 2nd Avenue garage access would not create a safety hazard as garage vehicles would be separated from delivery trucks and the heavier pedestrian flows on Pike Street.

The City's Design Review Process can authorize departures from specific development standards. At this point in project design, the applicant proposes one design departure. The following summarizes the applicable code requirement, the proposed departure and reasoning, as well as comments by the DRB.

The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

LPB 235/10

June 22, 2010

To: Shelley Bolser, DPD

From: Sarah Sodt, Landmarks Board Coordinator

Subject: Project #3009156
1430 2nd Avenue

In accordance with SMC 25.05.675 H2d, we have reviewed the proposed project as requested. This project is located diagonally across the intersection from the Eitel Building, and diagonally across the alley from the Mann Building, which are both Seattle landmarks. The review of the impact of this project is based upon the plans and elevation drawings that the applicant submitted. Based on the review of this information, we would not require additional mitigation in the design of the project.

If you have any questions, please call me at 615-1786.

The City has designated 58 structures or objects in the Downtown area as official City Landmarks. Each of these structures is at least 25 years old and each meets one or more of the City's designation criteria.
(Refer to Seattle Municipal Code Chap. 25.12.350 for the specific standards associated with designation.) The Landmarks Board Staff has reviewed the project's potential impacts to Landmarks proximate to the proposed site and has determined no significant adverse impacts as a result of the Proposed Action.

There are four designated City Landmarks proximate to the project site: the Kress Building (1419 Third Avenue, the Eitel Building (1501 2nd Avenue), the Doyle Building (119 Pine Street), and the Olympic Tower (207 Pine Street).

The Proposed Action will block existing public views of the rear façade of the Kress Building from 2nd Avenue. However, the rear façade of the Kress Building is neither historically nor architecturally significant nor interesting, and is currently plastered with several commercial advertising signs, further obscuring the façade. In addition, the Kress Building was not landmarked based on City views of the Western Façade. Thus any view blockage is expected to be non-significant. Second & Pike Tower would not unfavorably affect any of these four designated Landmarks.

POTENTIAL MITIGATION MEASURES

The Department of Neighborhood's Landmarks Board Staff has reviewed the project's potential impacts to adjacent landmark buildings and has determined that none are significant. Therefore, no mitigation is necessary. Please see Appendix G for the letter from the Landmarks Board. The proposed project's façade has been designed to be thoughtful and respectful to the neighborhood's surrounding architecture.

SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable adverse impacts are expected relative to proximate landmarked structures.

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