

HOTEL CLARE

1931 2ND AVENUE

DESIGN REVIEW BOARD PACKET
Columbia West Properties, Inc.
Ankrom Moisan Architects, Inc.

Second Recommendation Meeting
JUNE 2, 2015
DPD # 3017317



Ankrom Moisan Architects, Inc.
ARCHITECTURE INTERIORS URBAN DESIGN BRANDING
ankrommoisan.com

6720 SW Macadam Ave / Suite 100
Portland, OR 97219
503.245.7100

117 S Main St / Suite 400
Seattle, WA 98104
206.576.1600



HOTEL CLARE / 2ND RECOMMENDATION MEETING

CONTENTS

PROJECT INFORMATION

Project Goals, & Data.....5

SITE ANALYSIS

Site, Neighborhood, & Access Analysis.....7

ARC & LPB Reviews.....8

MASSING PROPOSALS

Massing Proposal Comparison.....9

INITIAL RECOMMENDATION MEETING COMMENTS

Initial Recommendation Meeting Comments.....11-12

DESIGN PROPOSAL

Previous MUP vs Proposed Tower Comparison.....14

Proposed Site Sections.....15

Proposed Design Renderings.....16-17

Proposed Floor Plans.....18-23

Proposed Elevations.....24-25

INITIAL RECOMMENDATION MEETING RESPONSE THEMES

List of Themes.....27

1. TOWER

Initial & Second Recommendation Comparison Diagrams.....28

Tower Concept Diagram.....29

Proposed Design Renderings.....30

2. LANDMARK

Initial & Second Recommendation Comparison Diagrams.....31

Landmark Treatment Concept.....32

3. PODIUM

Initial & Second Recommendation Comparison Diagrams.....33

Retail Podium Response.....34

Retail Podium Rendering.....35

Level 1 Plan Response.....36

Corner Rendering.....37

Initial & Second Recommendation Elevator Comparison.....38

Porte Cochere Plan & Interior Elevation.....39

Proposed Porte Cochere Rendering.....40

4. MATERIALS

Materials & Elevations.....42-43

LANDSCAPE

Level 1 Planting Plan.....45

LIGHTING & SIGNAGE

Signage Concepts.....47

Lighting Plan.....48

Night Rendering.....49

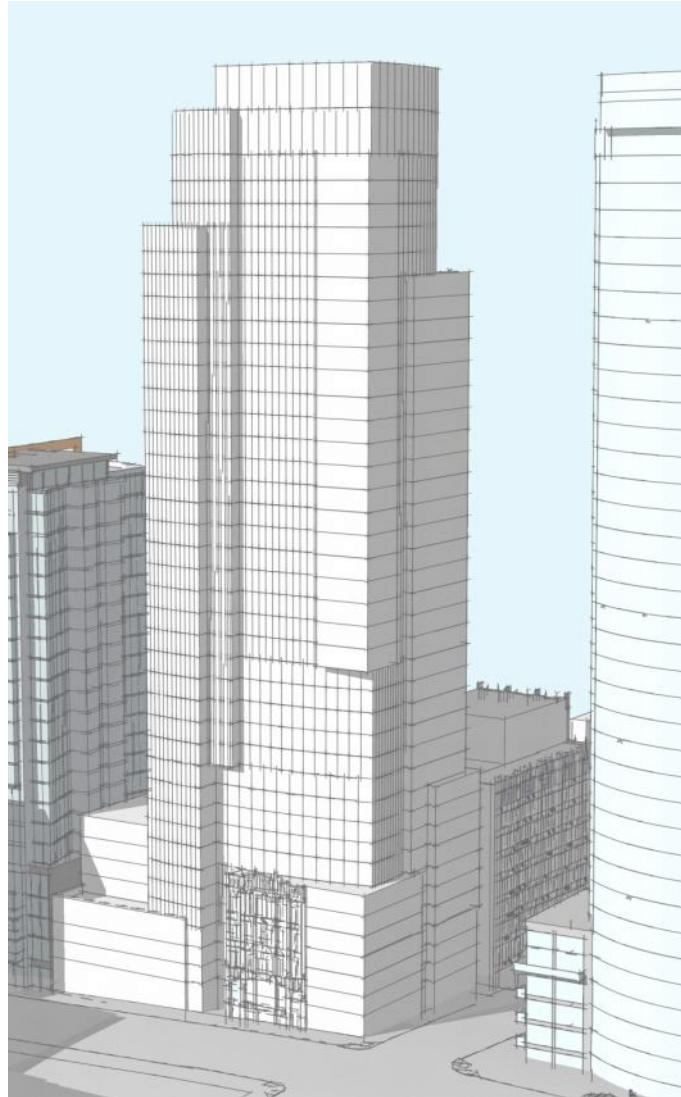
DEPARTURES

Proposed Departures.....51

Requested Departure 1.....52-53

Requested Departure 2.....54-55

PROJECT INFORMATION



PROJECT DETAILS - PREVIOUS MUP# 3007606

154 hotel rooms & **190** residential units

537,500 sq. ft. total gross square footage

6,431 sq. ft. ground floor retail

288 parking stalls

39 floors

PROJECT GOALS

GOAL #1: HIGHLIGHT THE LANDMARK BUILDING

Celebrate, preserve and enhance the existing architectural Landmark. Create a significant yet complimentary contrast between the landmark and the new architecture. Address the landmark as a three dimensional structure, not only a facade.

GOAL #2: CREATE A UNIQUE DESTINATION

Provide the neighborhood with a destination hotel featuring an express elevator to a unique penthouse lobby/bar/restaurant.

GOAL #3: MINIMIZE TRAFFIC IMPACT

Provide safe off-street loading for hotel guests. By providing an off street porte cochere we can provide distinguished and safe access to the site, while minimizing the impact.

PROJECT DETAILS - PROPOSED PROJECT

208 hotel rooms

140,500 sq. ft. total gross square footage

4,609 sq. ft. ground floor retail

70 parking stalls **10** bike parking stalls

17 floors

SITE ANALYSIS

SITE INFORMATION

1931 2nd Avenue, Seattle WA 98101
Terminal Sales Annex (Puget Sound News Company)

PARCELS:

1977200925, 1977200926, 1977200930, 1977200945,
1977200946

LOT AREA:

19,440 sf

ZONING:

DMC 240-290/400

URBAN VILLAGE OVERLAY:

Belltown Urban Center Village

PEDESTRIAN STREET CLASSIFICATION:

2nd Avenue- Class I, Virginia Street- Class II

STREET-LEVEL USE:

Required on 2nd Avenue

LANDMARKS & NEW DEVELOPMENT

The surrounding area has many designated landmarks, including the site itself.

Several proposed development projects are located in the immediate vicinity.

Pike Place Market Historic District is one block away.

TRANSPORTATION CHARACTERISTICS

Site is located within close walking distance to downtown attractions including Pike Place Market, Westlake Center, the Seattle Art Museum and Benaroya Hall.

Located on major bus thoroughfare served by 2nd Avenue and 3rd Avenue providing easy access outside and within the downtown core.

Located along bike routes on both 2nd Avenue and Virginia Street.

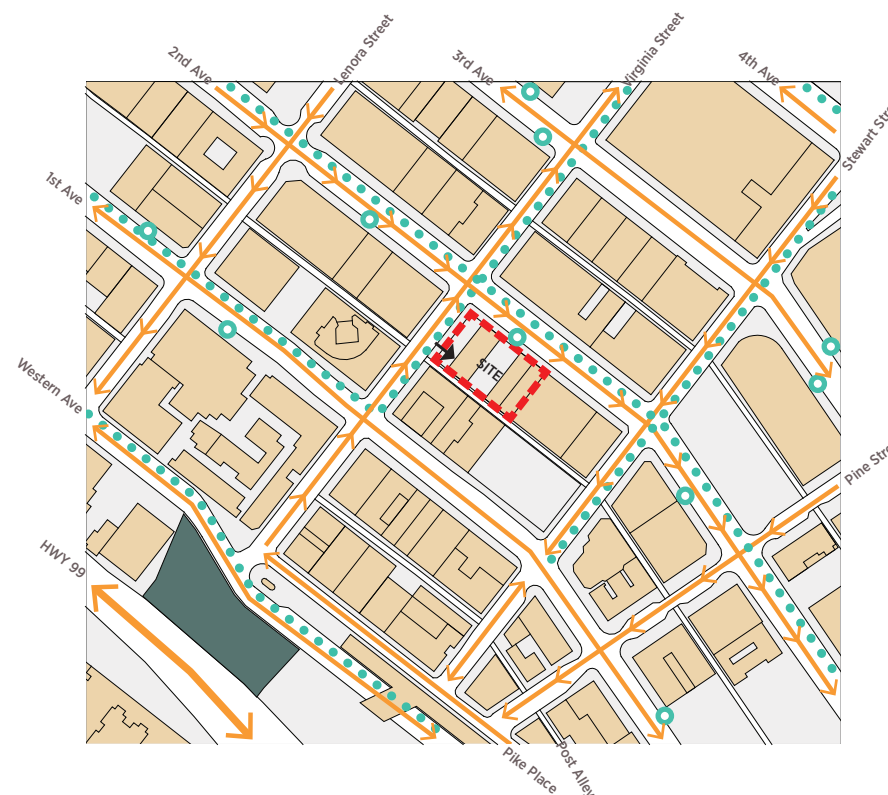
2nd Avenue and Virginia Street are both one-way streets.

Metered street parking and relatively wide sidewalks make for comfortable pedestrian experience.



LEGEND

- New Development
- Designated Landmark
- Pike Place Market Historic District



LEGEND

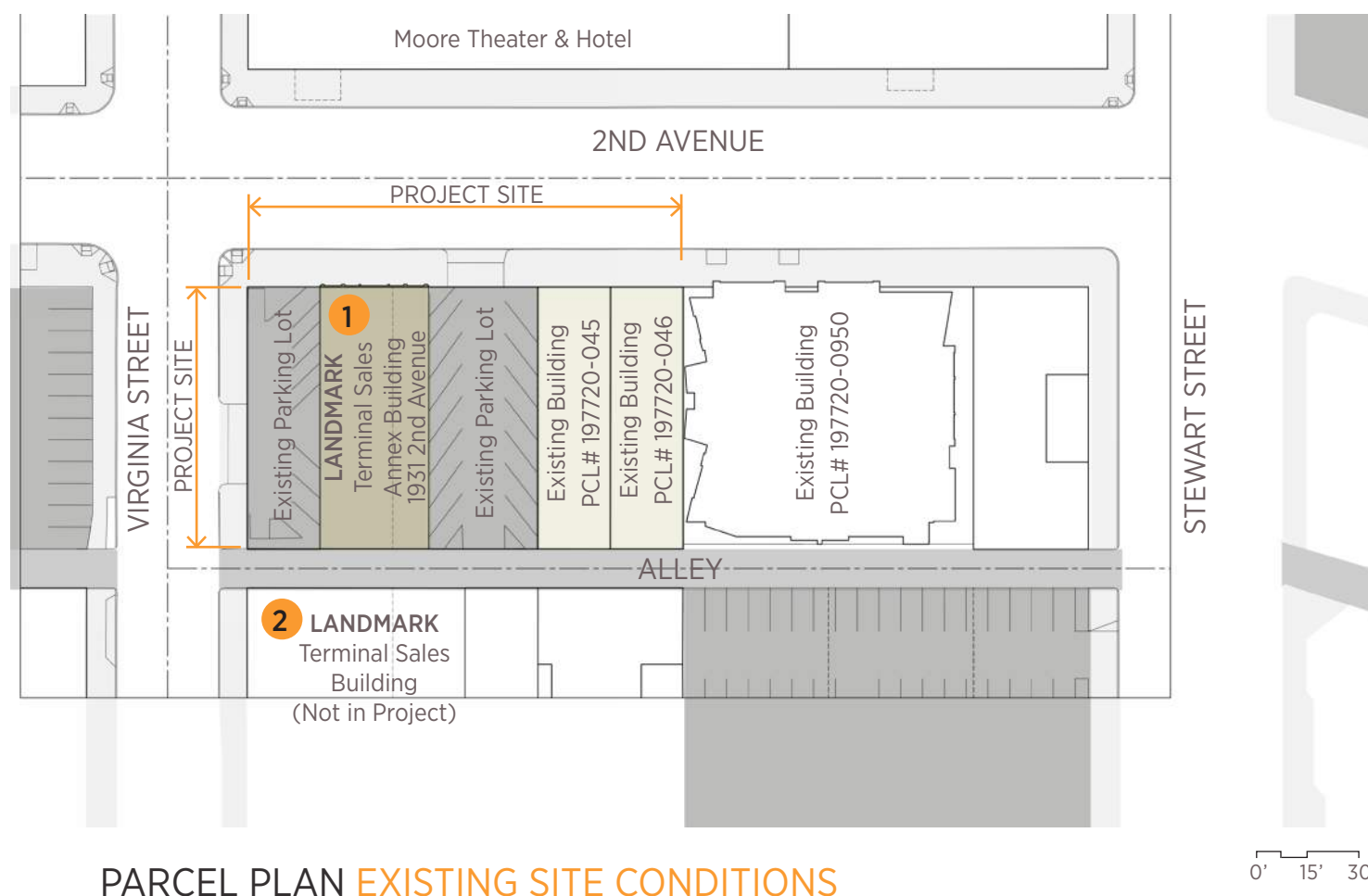
- Traffic Direction
- Bike Lane
- Bus Stop
- Porte Cochere Entry

WORKING WITH THE LANDMARKS PRESERVATION BOARD

The proposed project includes modifications to the Terminal Sales Annex Building, a designated landmark. The project team is working with the LPB's Architectural Review Committee and Department of Neighborhoods staff to develop a sensitive project that highlights the landmarked structure.

The project team has met with the ARC multiple times:

ARC Meeting #1 - May 29, 2014
 ARC Meeting #2 - June 13, 2014
 ARC Meeting #3 - February 11, 2015
 LPB Meeting - May 20, 2015



PARCEL PLAN EXISTING SITE CONDITIONS

1



TERMINAL SALES ANNEX BUILDING

The Terminal Sales Annex building (historical name: Puget Sound News Company) is located in Seattle's Belltown neighborhood (1931 2nd Avenue). The exterior of the building was designated a landmark.

Designed in the distinctive Collegiate Gothic Revival style by architect's Gould & Bebb, the historic British Columbia granite and glazed terracotta clad façade is associated with a significant aspect of the community's cultural heritage.

The five-level reinforced concrete structure is 45 feet wide at 2nd Avenue street-front façade is approximately 72 feet from the sidewalk to top central raised parapet that is currently flanked by two on-grade parking lots.

2

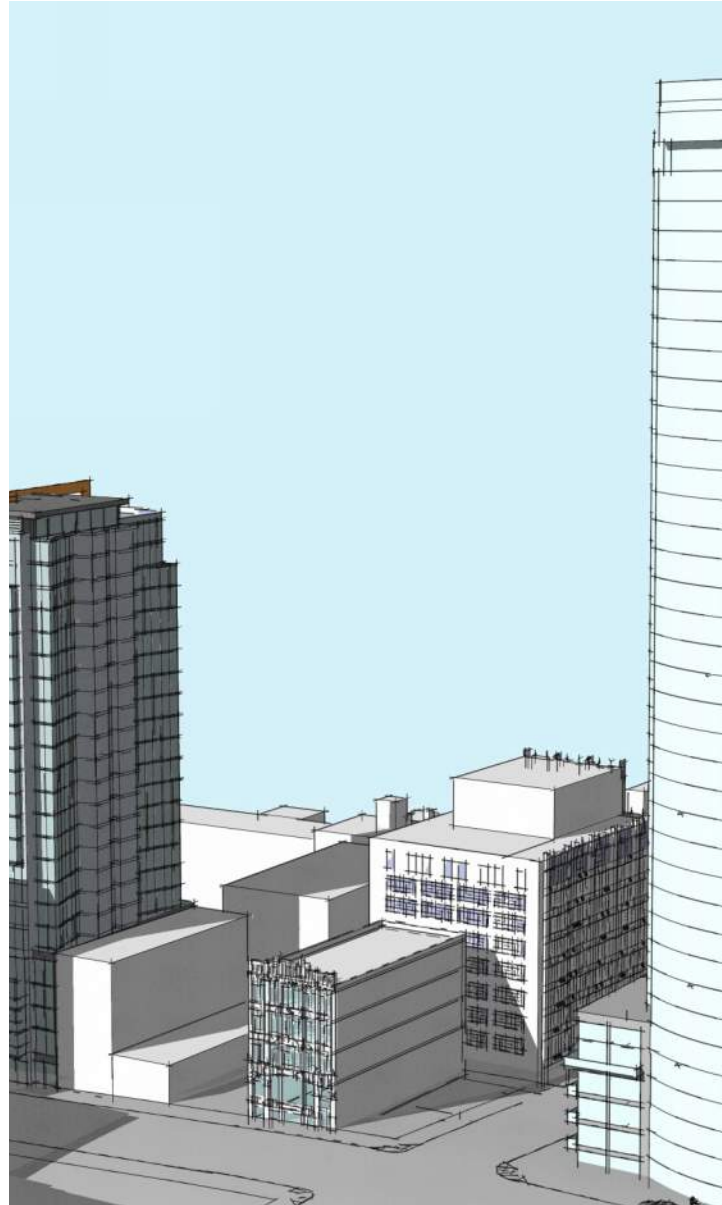


TERMINAL SALES BUILDING

The Terminal Sales Building, designed by the architect/engineer Henry W. Bittman has dominated the southwest corner of 1st & Virginia Street since 1923. The 11-story (132 foot high) landmark is comprised of reinforced concrete, expansive metal warehouse-style windows with Gothic Revival terracotta ornamentation.

Originally designed as a sales and display center for distributors serving nearby retail stores such as the former Frederick & Nelson and the Bon Marche. In the 1940's the Terminal Sales building annexed the Puget Sound News Company in an expansion that linked both buildings with sky bridges. The buildings are contemporaries of each other in style and structure.

Responding to the contextual massing and articulation of its neighbor, Hotel Clare will respect the adjacent Terminal Sales building and will reinforce the pedestrian experience along Virginia Street.



EXISTING SITE MASSING



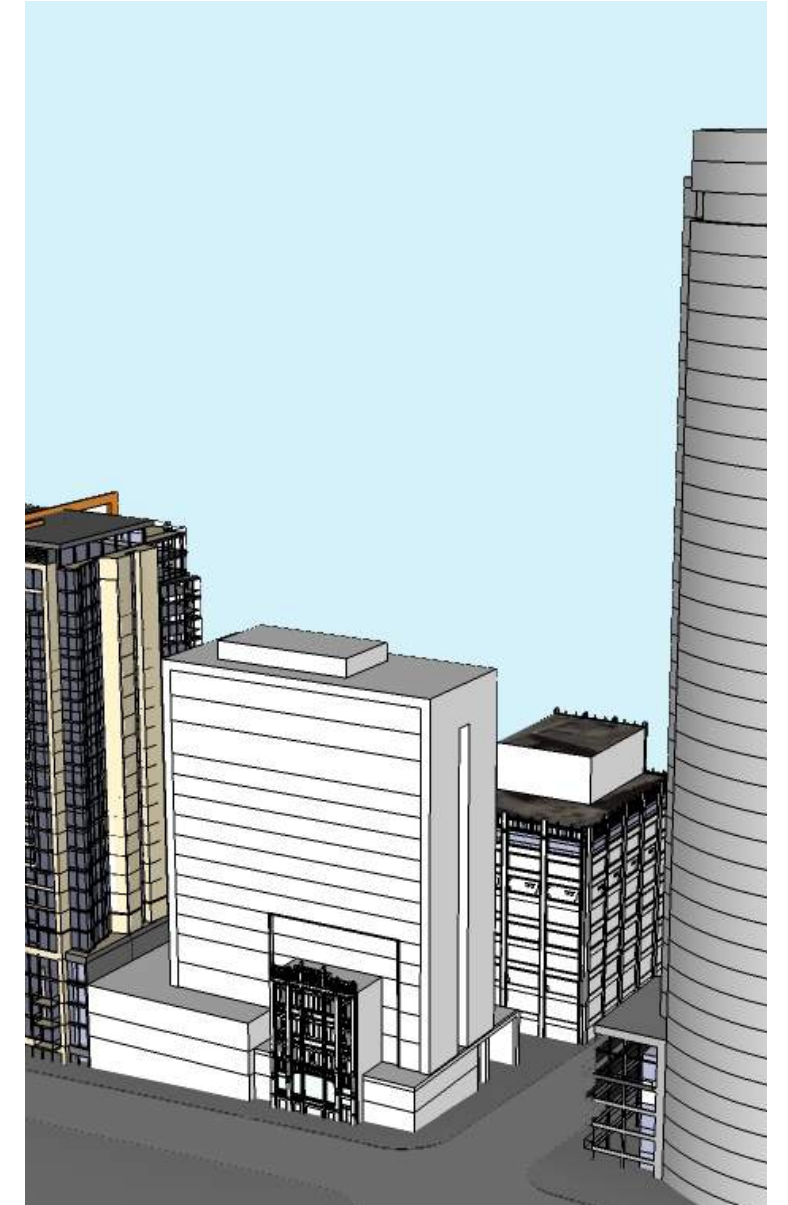
PREVIOUSLY APPROVED MASSING
400' Tower

MUP # 3007606 | 2008



PREVIOUSLY PROPOSED MASSING
212' Tower

Initial Recommendation Meeting
March 3, 2015



PROPOSED MASSING
212' Tower

Second Recommendation Meeting
June 2, 2015

INITIAL RECOMMENDATION MEETING COMMENTS

1. TOWER

DESIGN GUIDELINE

BOARD RECOMMENDATION

A1
Respond to the Physical Environment

The Board directed further study of the west elevation, with concerns that it had a patch work quality and looked more like an office than a hotel.

A2
Enhance the Skyline

The Board did not think the ‘cap’ at the top of the building was a bold enough design move and to explore it further, including its relationship with the elevator.

B1
Respond to the Neighborhood Context

The Board recommended designing the ‘cap’ to be bigger or bolder to reference the development directly to the south.

B4
Design a Well-Proportioned & Unified Building

The Board liked the design of the east facade, and recommends all facades be designed with the same character and elegance.
There was also expressed concern for the appearance of the exterior elevator, and recommended recessing it into the massing of the tower.

2. PODIUM

DESIGN GUIDELINE

BOARD RECOMMENDATION

B4.2
Coherent Interior/ Exterior Design

The Board was concerned about the 2nd floor kitchen being located along 2nd Avenue because of its blank wall. They recommended another use to better activate the street. The Board suggested switching the kitchen location with the banquet roof terrace at the alley, and exploring a third floor at the podium.

B4.3
Architectural Details

The Board recommended considering how the materials and program functions of the podium will provide an urban/active facade.

C1
Promote Pedestrian Interaction

The Board recommended high retail spaces with glass along 2nd, or meeting rooms rather than the kitchen, as ways to activate the street.

3. STREET INTERACTION AND OPEN SPACE

DESIGN GUIDELINE	BOARD RECOMMENDATION	DESIGN GUIDELINE	BOARD RECOMMENDATION
B3.1 Pedestrian Amenities at the Ground Level	The Board was concerned about the pedestrian flow through the corner plaza to the lobby.	D4 Provide Appropriate Signage	The Board recommended considering the visibility of signage for pedestrians and vehicles approaching the building on Virginia Street.
B4.1 Massing	The Board recommended consideration of the pedestrian experience and site lines along Virginia Street in the design of the facade.	E2.1 Parking Structures E2.2 Parking Structure Entrances	The Board recommended exploration of designing the porte cochere to read as a pavilion.
C1 Promote Pedestrian Interaction	The Board recommended avoiding corridors that break up the retail spaces.		
C1.1 Street Level Uses	The Board recommended consideration of pedestrian flow across the corner plaza.		
C2 Design Facades of Many Scales	The Board recommended considering the pedestrian experience along Virginia Street when designing the facade treatment and signage.		
C4.1 Entry Treatments	The Board recommended a grander hotel entry at the corner and possibly removing the entry on Virginia Street.		
D1.2 Open Space Features	The Board thought the landscaping in the corner plaza disrupted the flow to, and obscured the visibility of, the hotel entry lobby. They also stated the landscaping at the elevator did not enhance the pedestrian experience.		

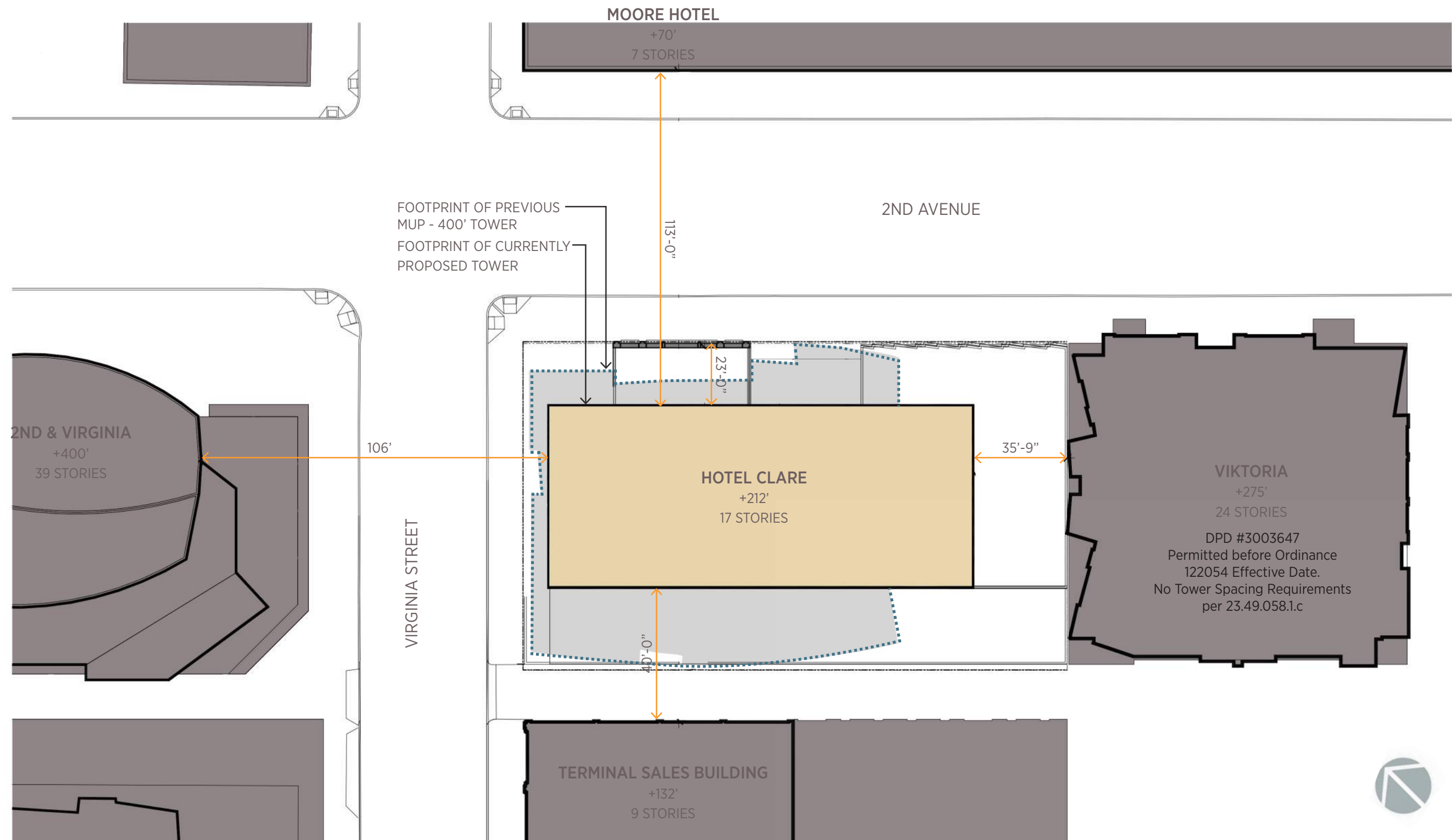
4. LANDMARK

The previous design left the north wall of the Terminal Sales Annex Building exposed, with a plaza at the street corner. There was some concern about the blank wall, and the board encouraged the creation of a special relationship at the intersections of the Landmark facade and the new construction.

5. ADDITIONAL DOCUMENTATION

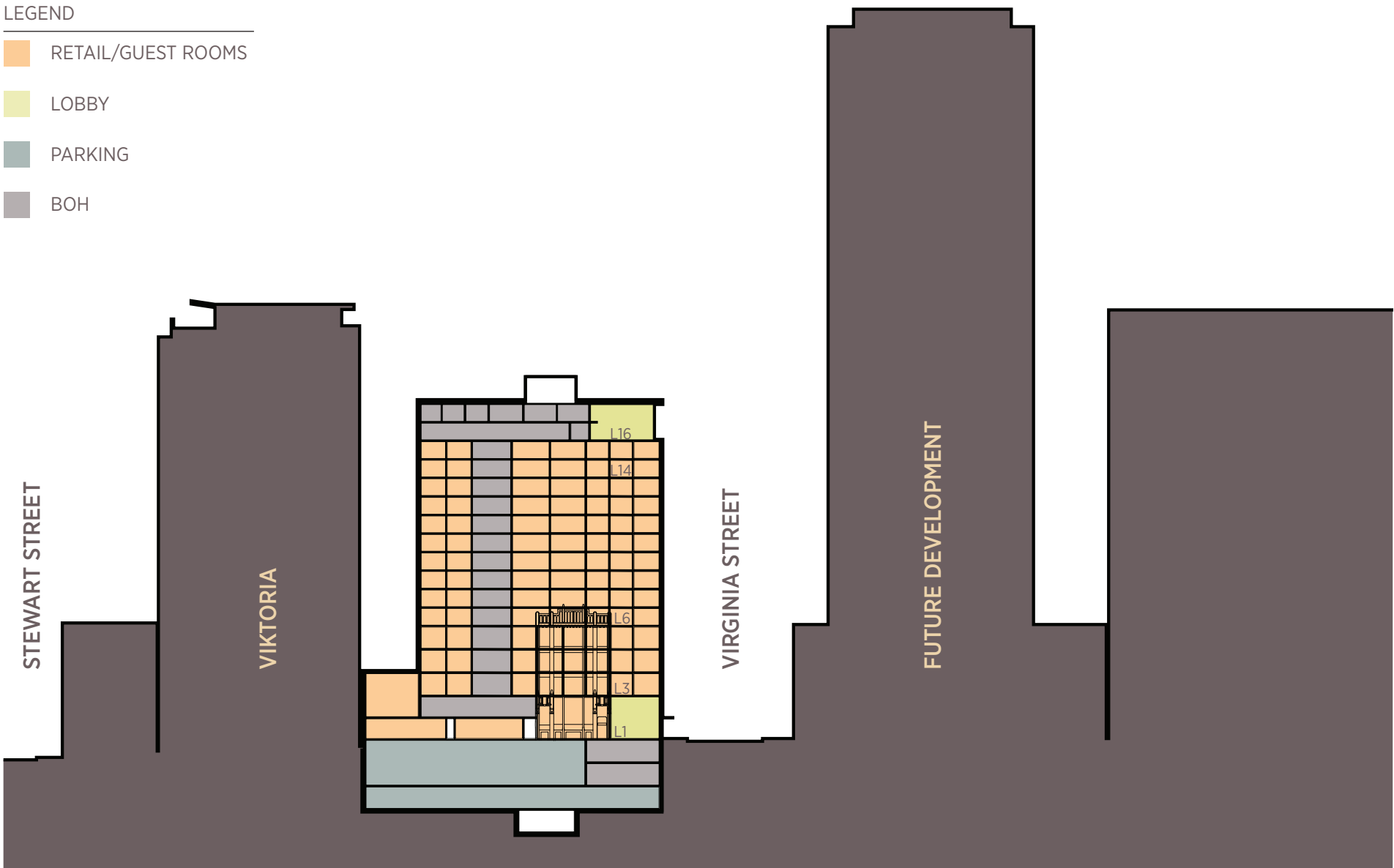
- The Board requested the following be provided at the next meeting:
- Show how the elevator will look and meet the sidewalk.
 - Provide a detail of how the cladding of the Landmark facade will meet the ground.
 - Provide an elevation of the back wall and of the porte cochere and sketches showing what the interior of the porte cochere will look like.

DESIGN / PROPOSAL

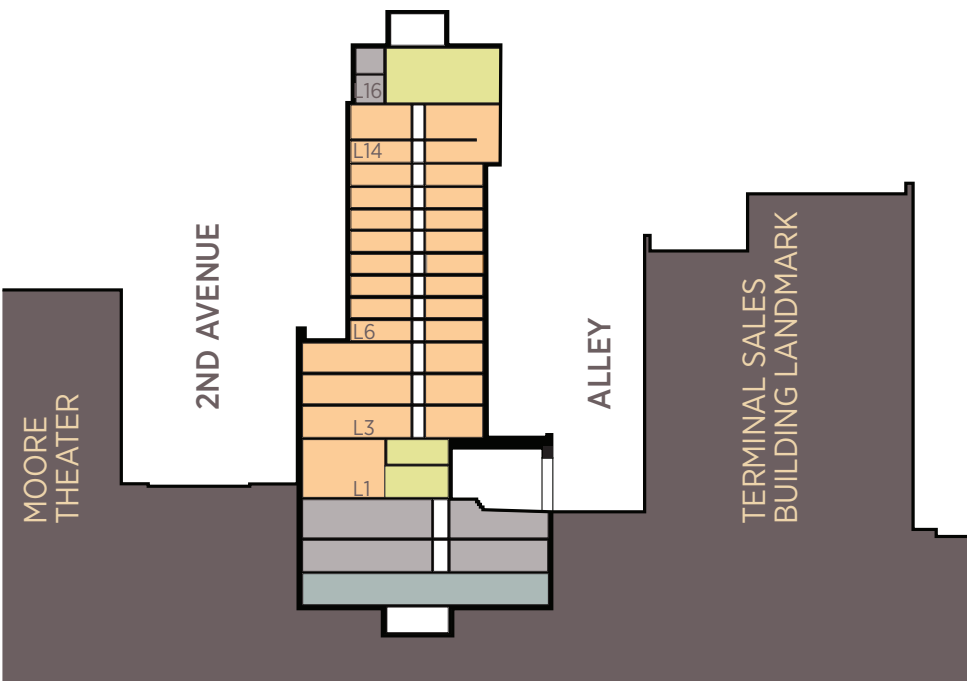


LEGEND

- RETAIL/GUEST ROOMS
- LOBBY
- PARKING
- BOH



1 SITE SECTION N-S LOOKING WEST

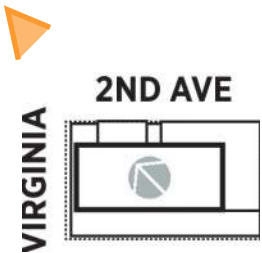


2 SITE SECTION E-W LOOKING SOUTH



PERSPECTIVE
FROM NORTHEAST

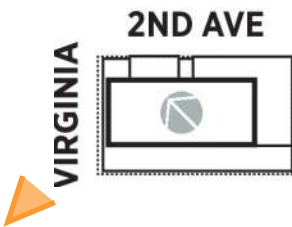
THE PODIUM AND TOWER
MASSING PRESERVE THE
LANDMARK'S PRESENCE AS A
SENTINEL ON THE SITE.

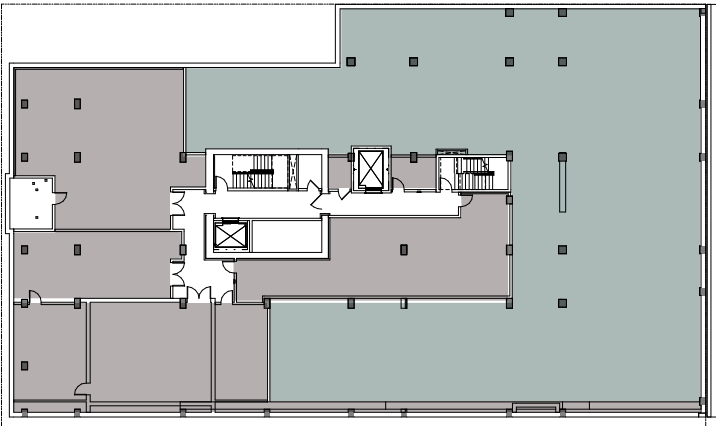




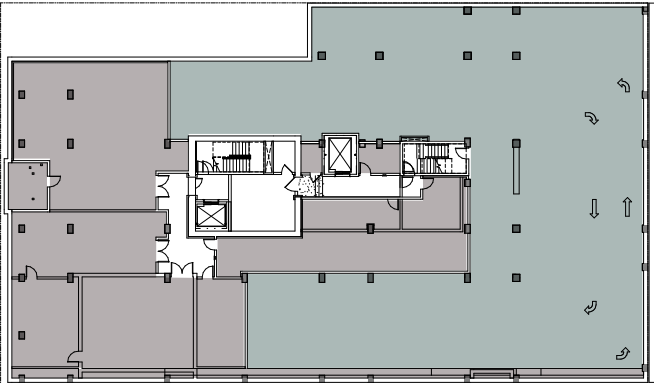
PERSPECTIVE
FROM NORTHWEST

TOP FLOOR LOBBY, BAR, AND
RESTAURANT SPACES REACH
OUTWARD TOWARDS VIEWS OF
THE PUGET SOUND.

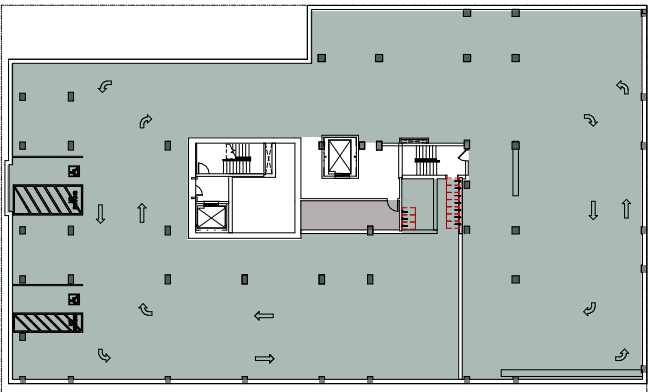




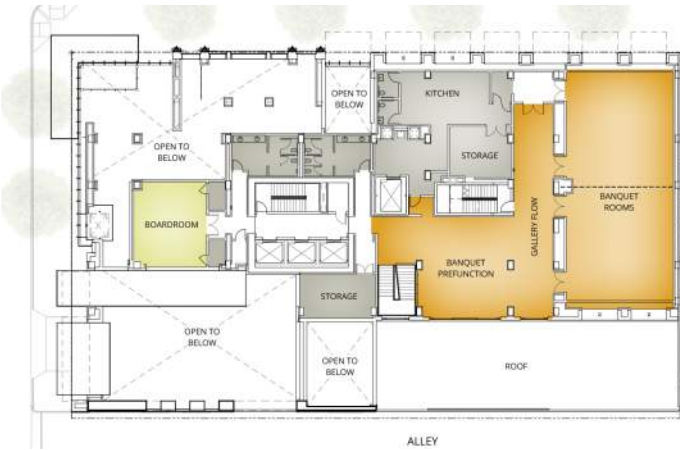
LEVEL B1



LEVEL P1



LEVEL P2

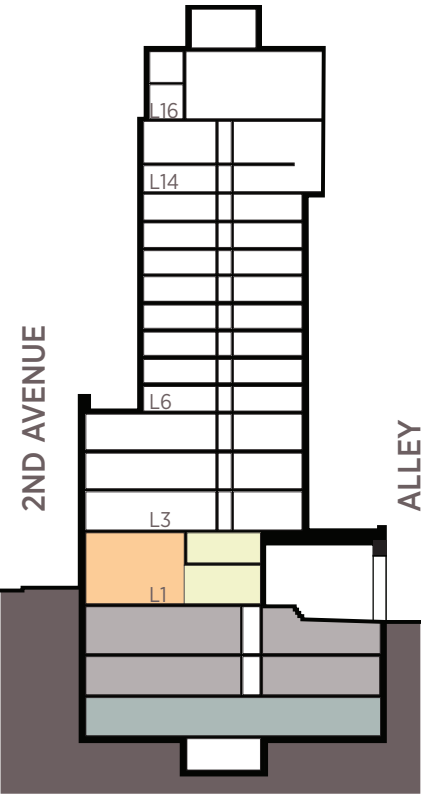


LEVEL 2



LEVEL 1

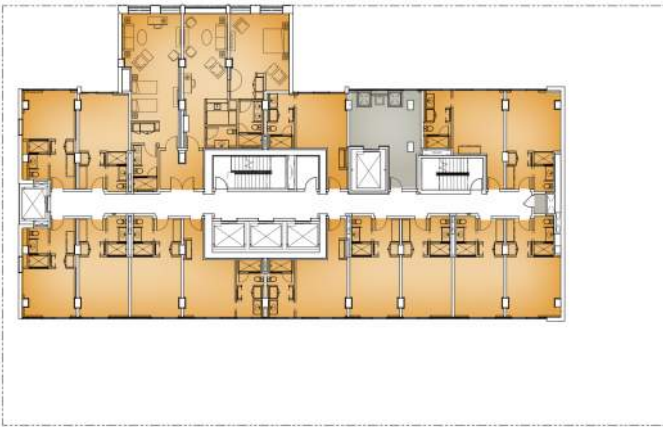
- LEGEND
- RETAIL
 - GROUND LOBBY
 - PARKING
 - BOH



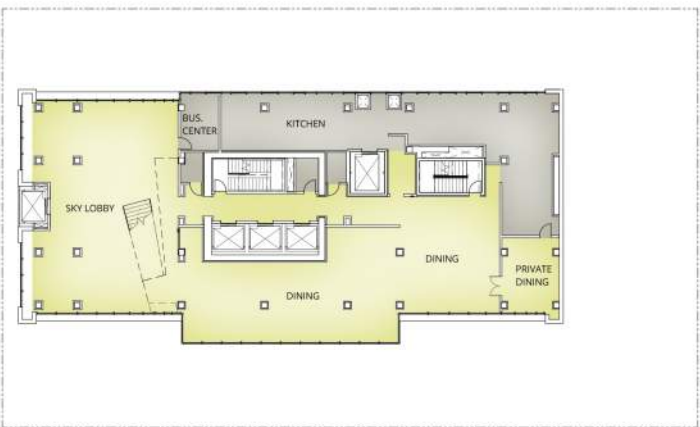
SECTION KEY
LOOKING SOUTH

LEGEND

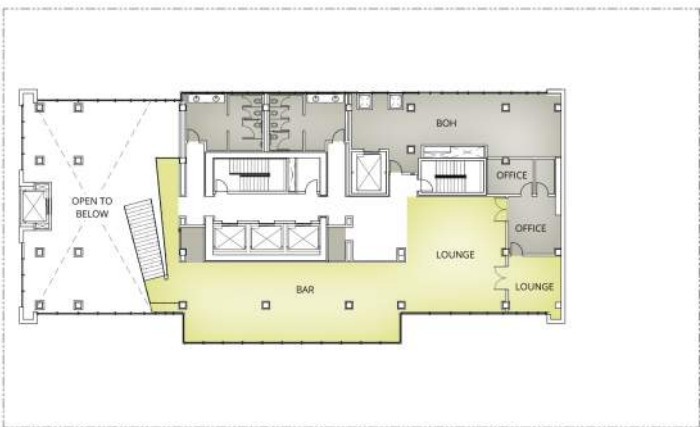
- GUEST ROOM
- LOBBY/BAR/RESTAURANT
- BOH



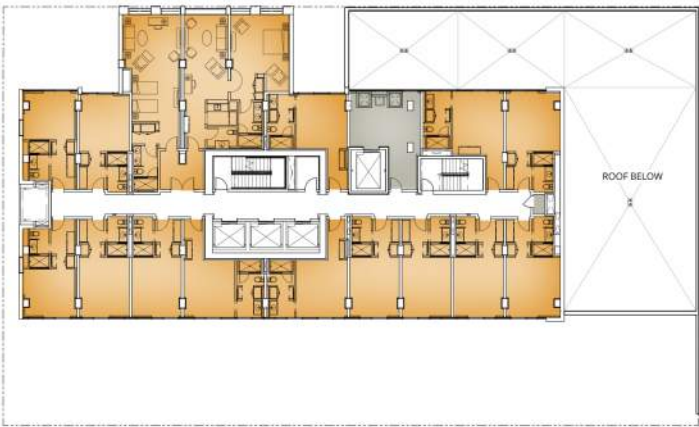
LEVEL 5



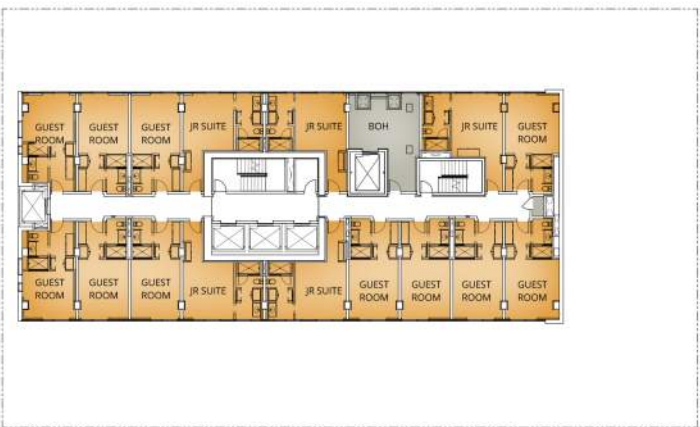
LEVEL 16



LEVEL 17



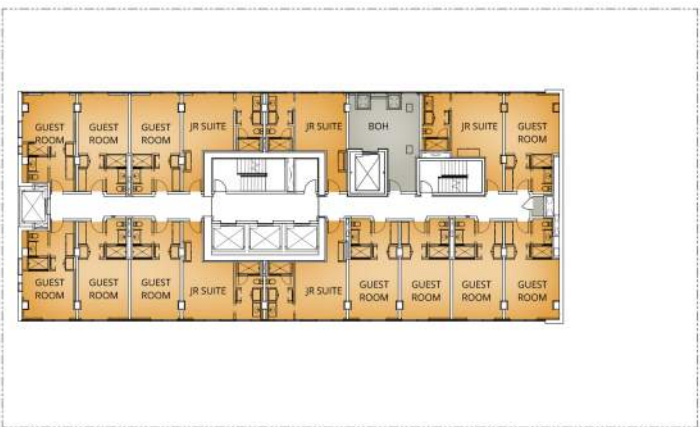
LEVEL 4



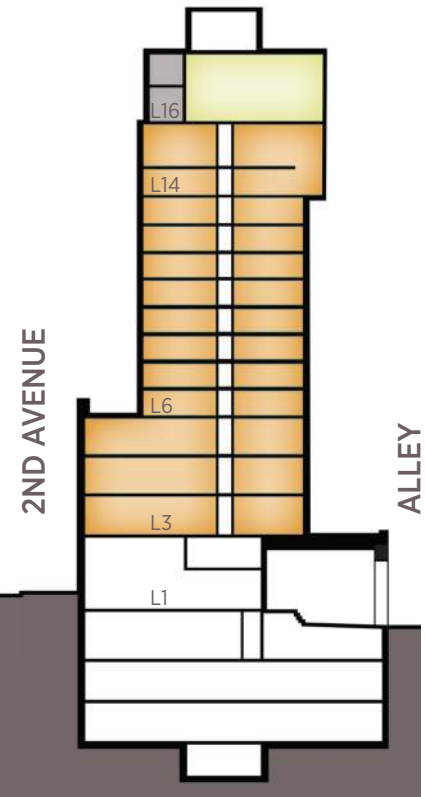
LEVEL 8-15



LEVEL 3



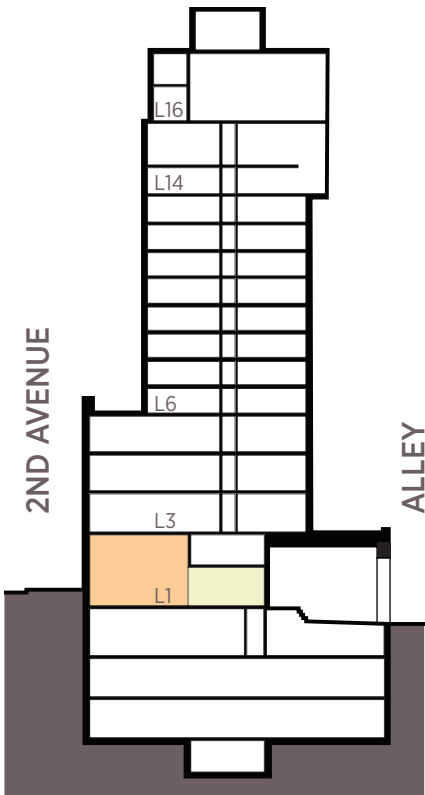
TYPICAL TOWER LEVEL



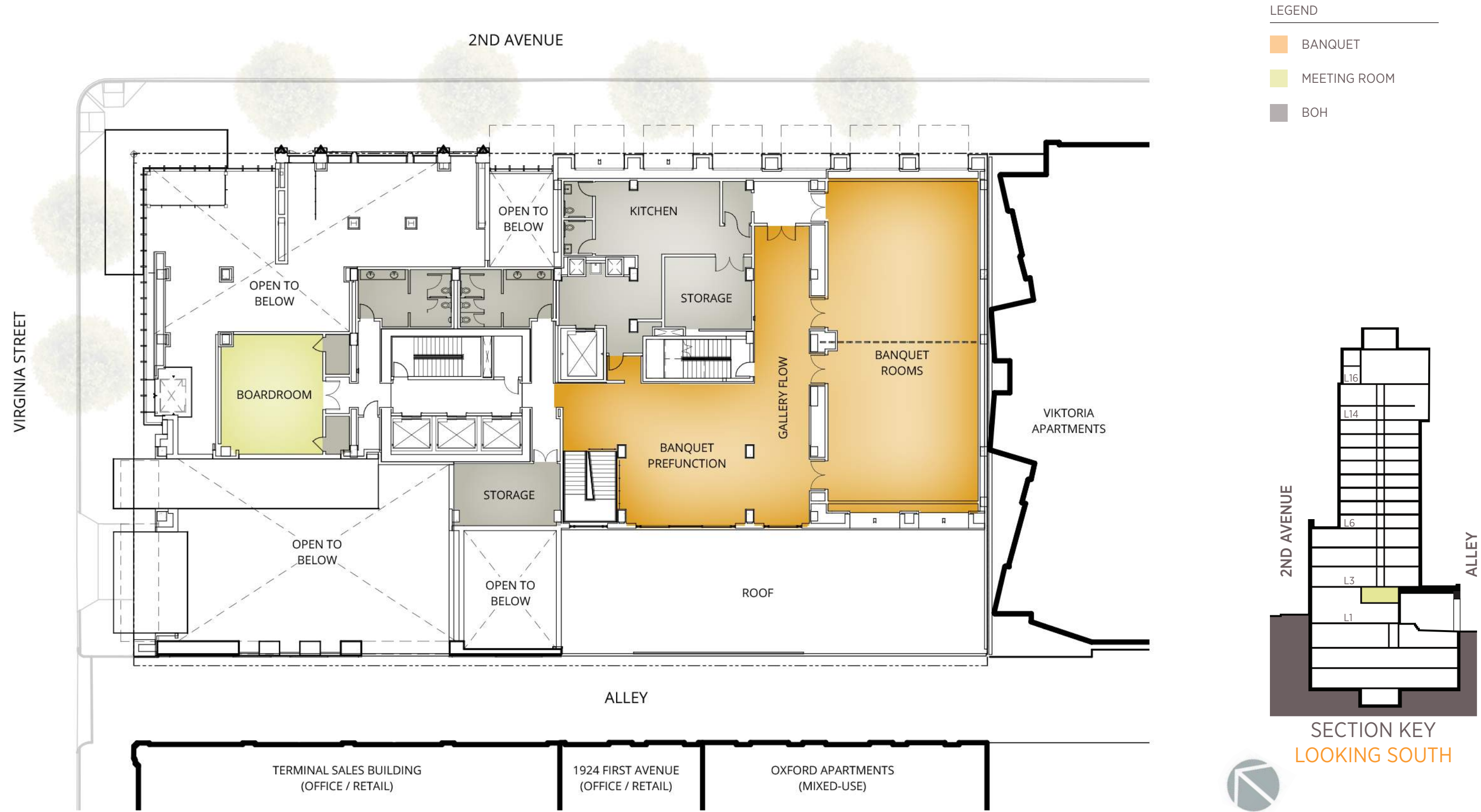
SECTION KEY
LOOKING SOUTH



- LEGEND
- RETAIL
 - GROUND LOBBY
 - BOH
 - VEHICLE ENTRANCE/EXIT
 - PEDESTRIAN ENTRANCE/EXIT

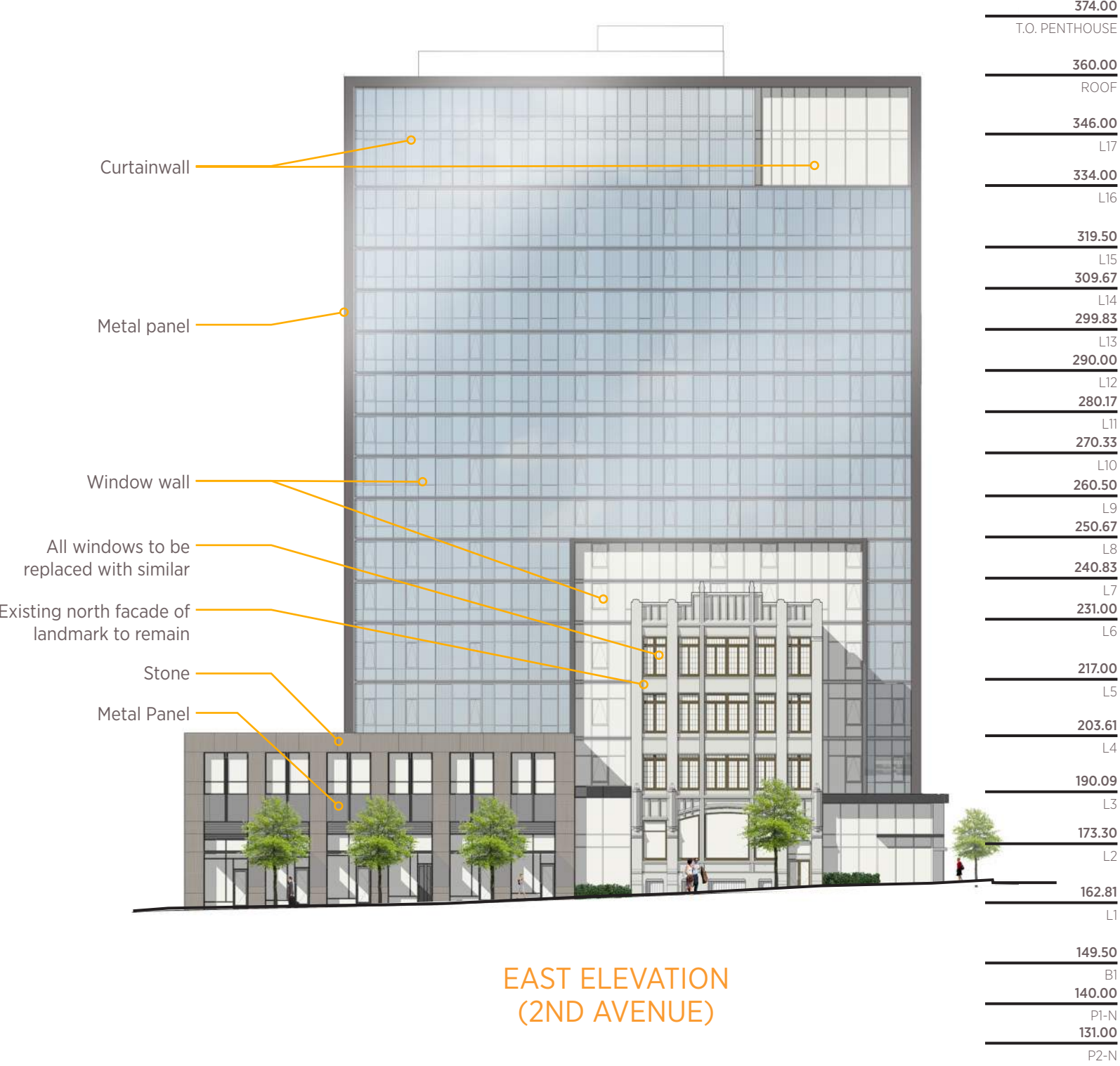
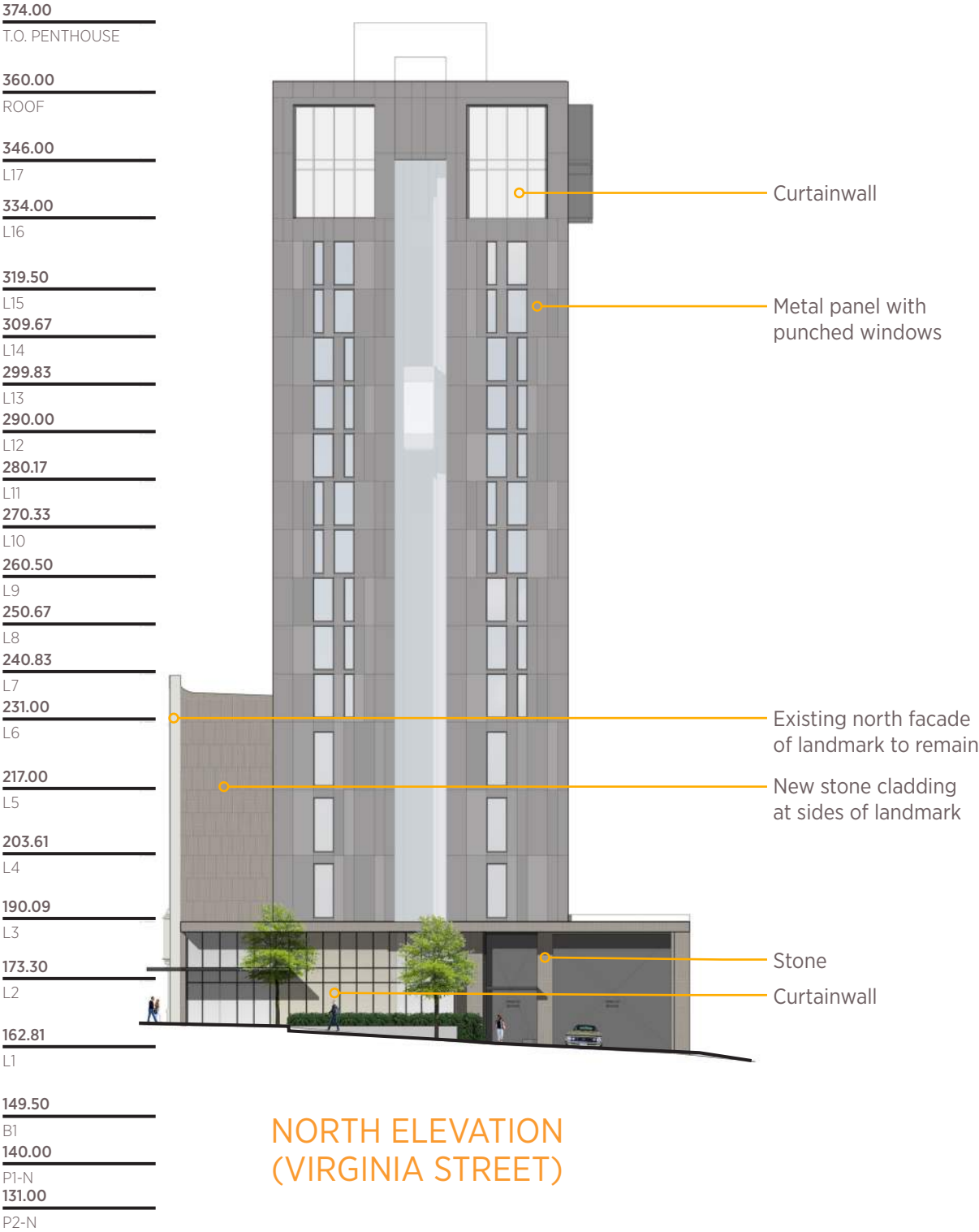


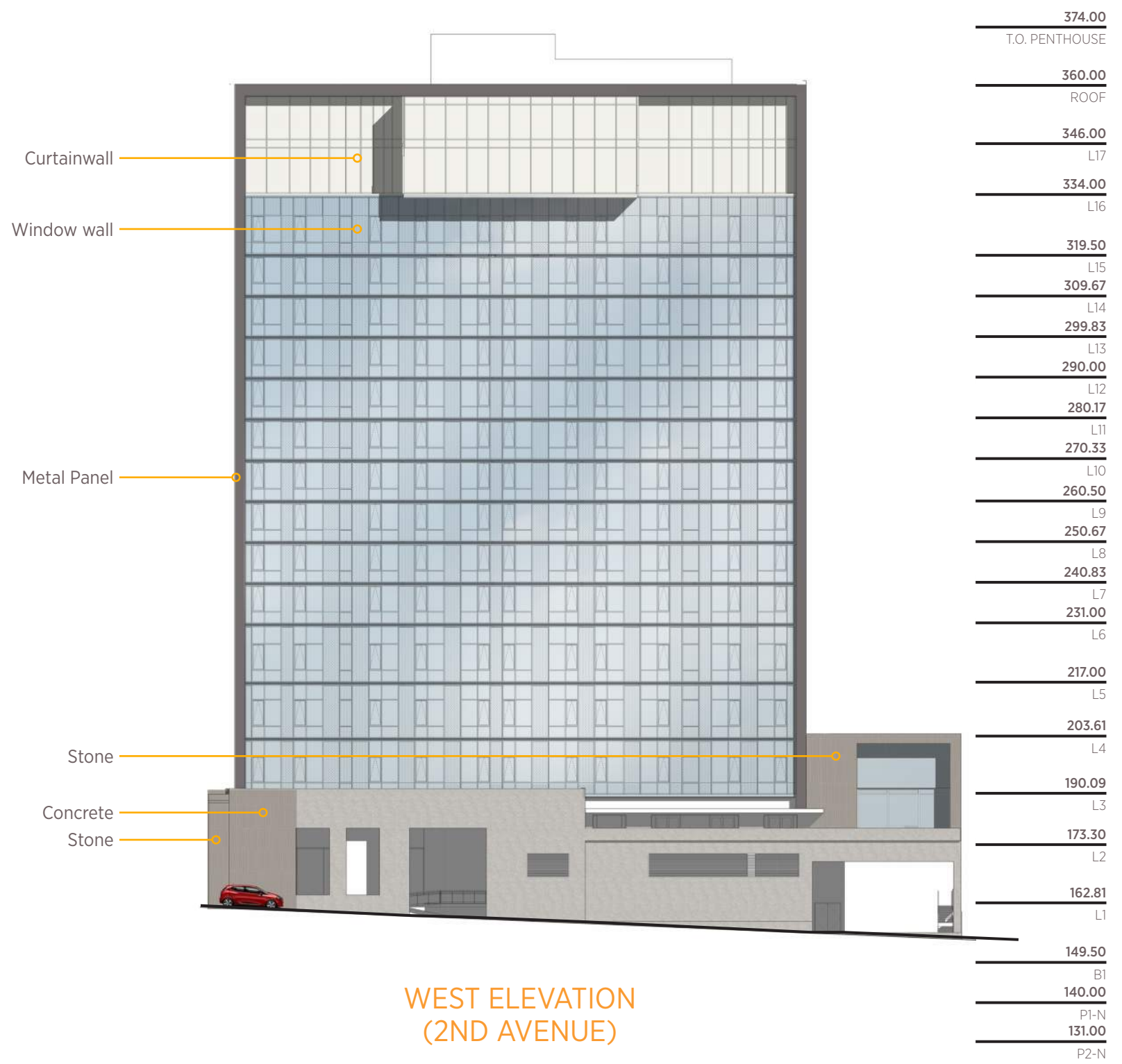
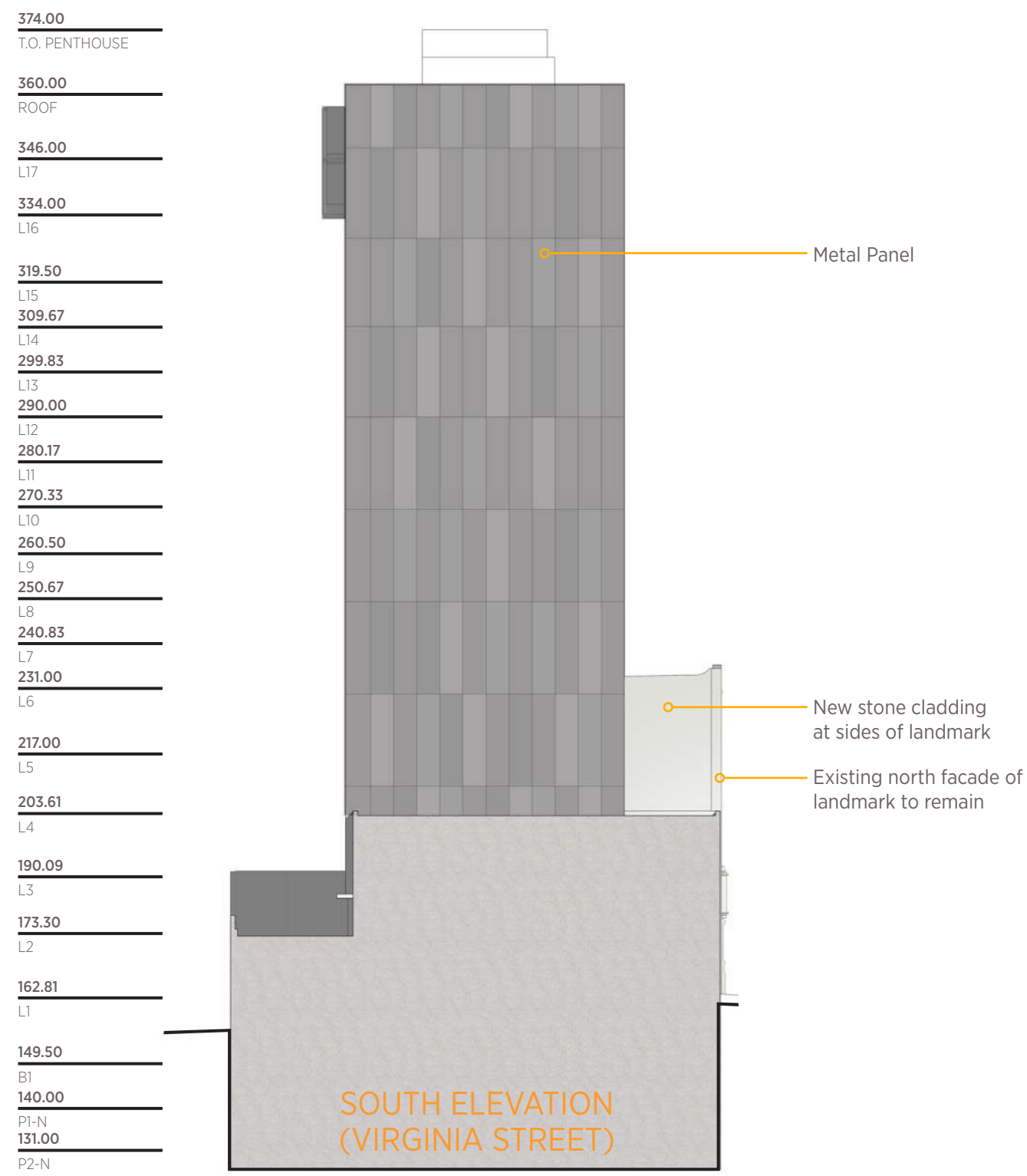
SECTION KEY
LOOKING SOUTH











PROJECT THEMES

1. TOWER
2. LANDMARK
3. PODIUM
4. MATERIALS

1. TOWER

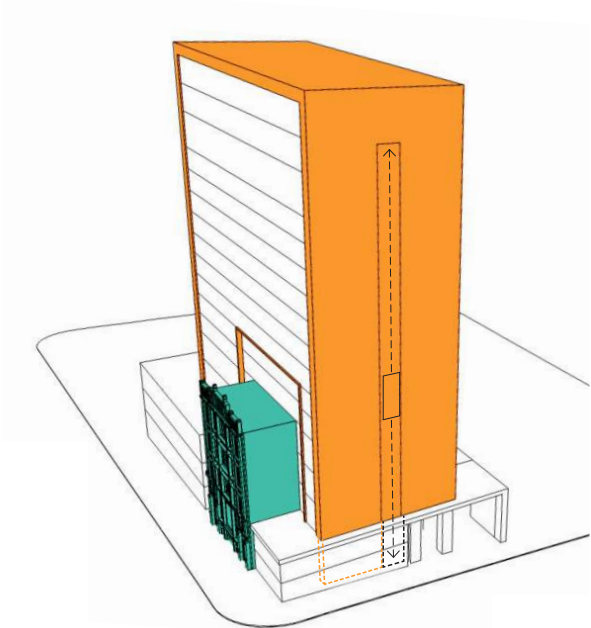


PREVIOUS DESIGN
INITIAL RECOMMENDATION MEETING

DRB Guidance:

The Board supported the smaller tower massing compared to the previously approved MUP. At the initial recommendation meeting.

The Board provided recommendations about the facade treatments, especially regarding the exterior elevator and the “patch work” design of the west elevation.

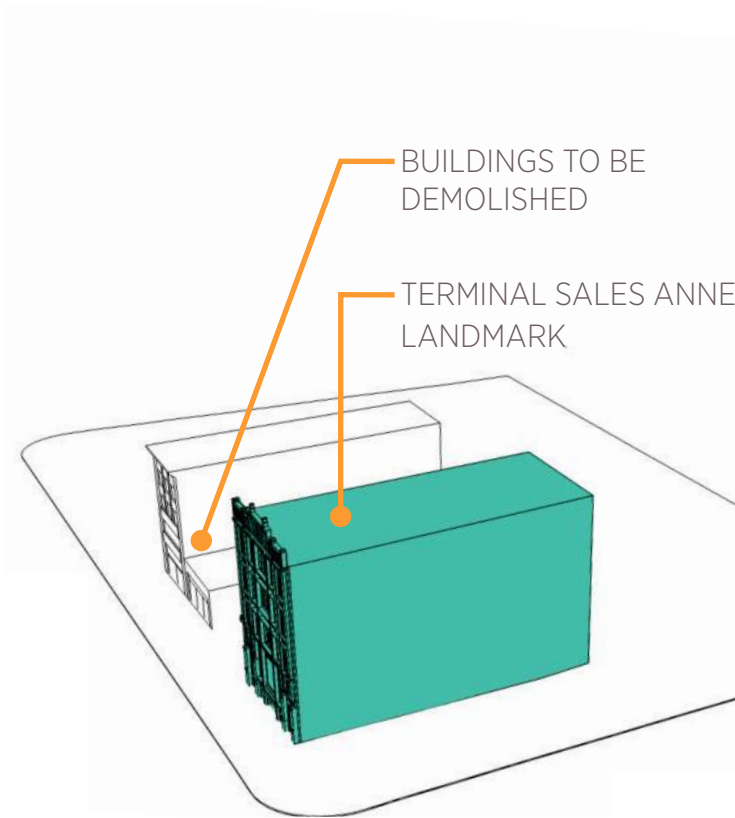


PROPOSED DESIGN
SECOND RECOMMENDATION MEETING

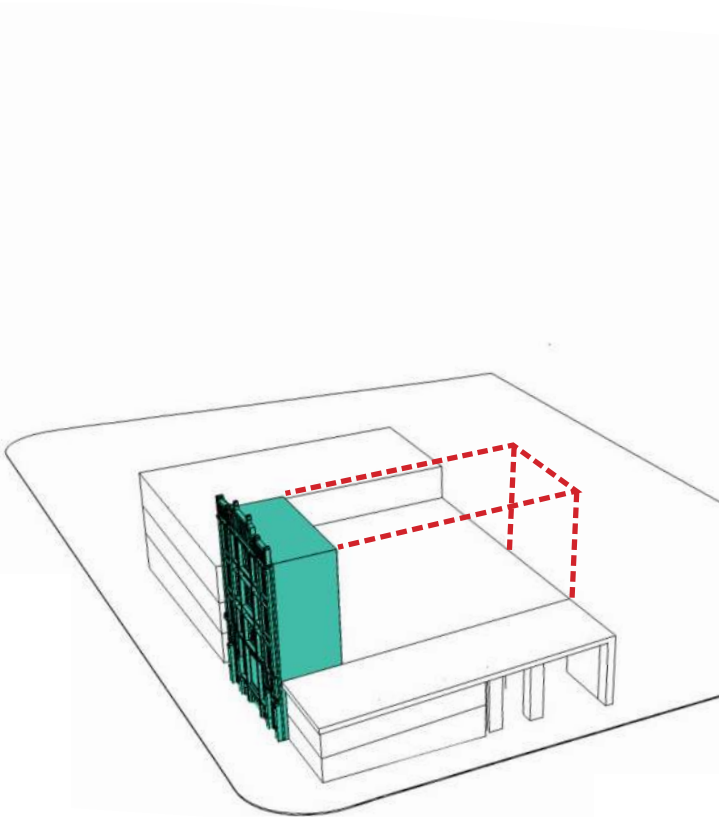
Response:

The express elevator has been relocated to be within the tower massing, rather than exterior-mounted.

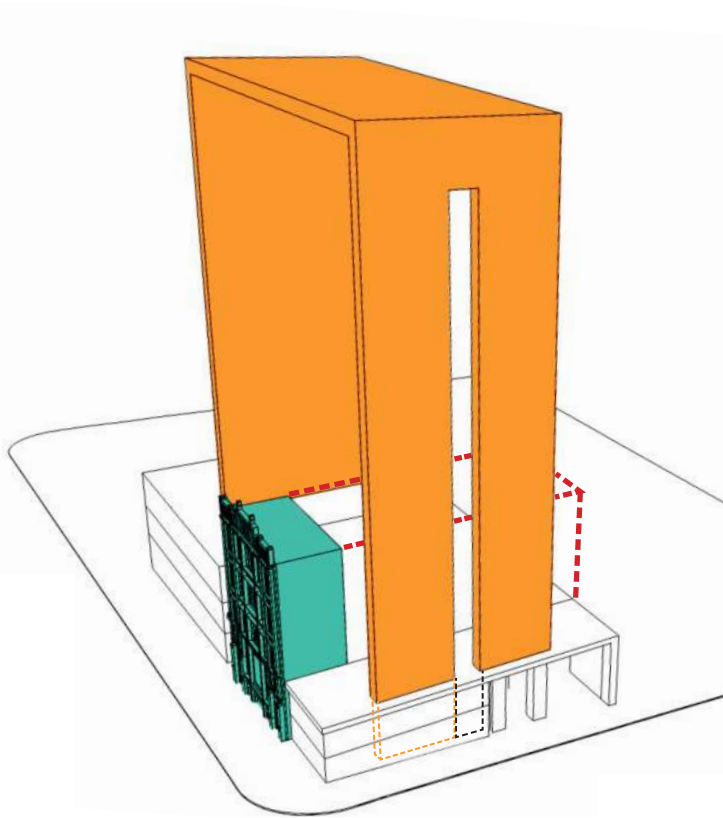
The west elevation has been simplified to be one material of window wall, coinciding with the treatment of the east facade.



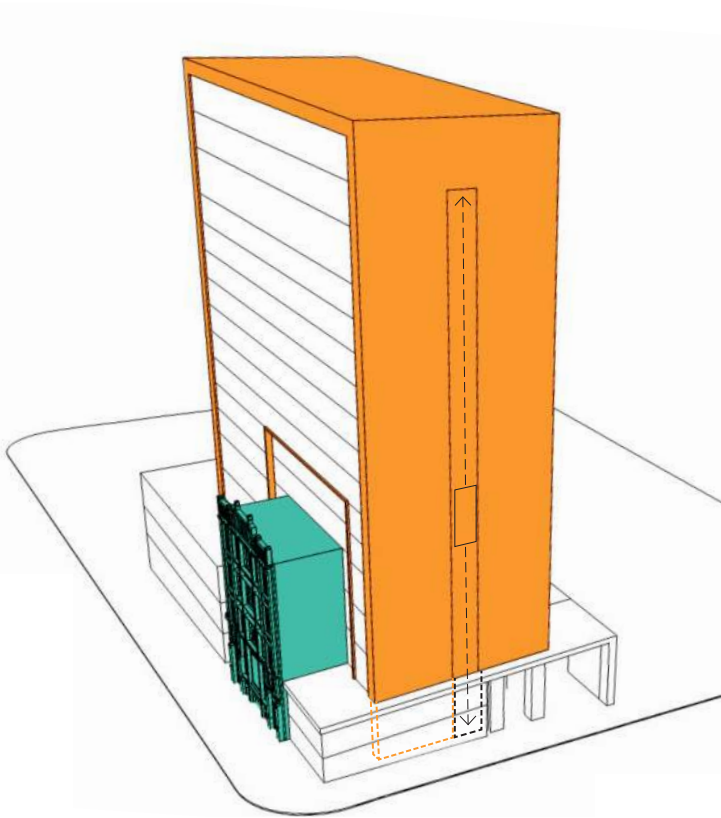
The Terminal Sales Annex landmark building was originally designed as an infill building, but has always stood above its direct neighbors and surrounding surface parking, giving it a sentinel-like presence on site.



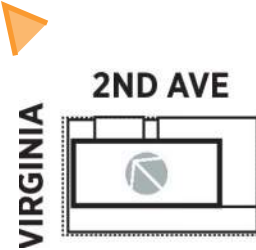
The rear portion of the TSA building is to be removed to allow for the new hotel tower. The podium remains lower in height, to respect the historical, stand-alone character of the TSA.



A metal panel frame wraps the tower, focusing attention on the landmark building. The frame also accentuates the thinness of the tower, and orientation of the guestrooms contained within-- which face views to the east and west.



Additionally, a gasket reveal inset into the tower massing further highlights the landmark. The Terminal Sales Annex building will remain a sentinel, in keeping with its historical character.



2. LANDMARK

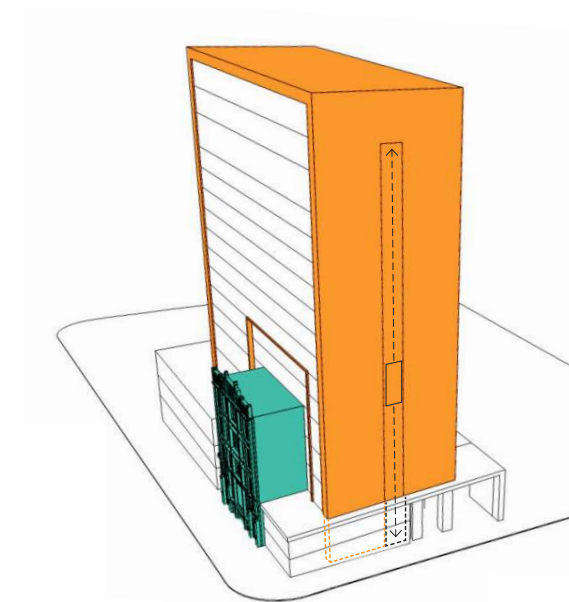


PREVIOUS DESIGN
INITIAL RECOMMENDATION MEETING

DRB Guidance:

The previous design left the north wall of the Terminal Sales Annex Building exposed, with a plaza at the street corner. There was some concern about the blank wall and plaza design, and whether there should be an entry at the corner.

Additionally, the board encouraged the creation of a special relationship at the intersections of the Landmark facade and the new construction.



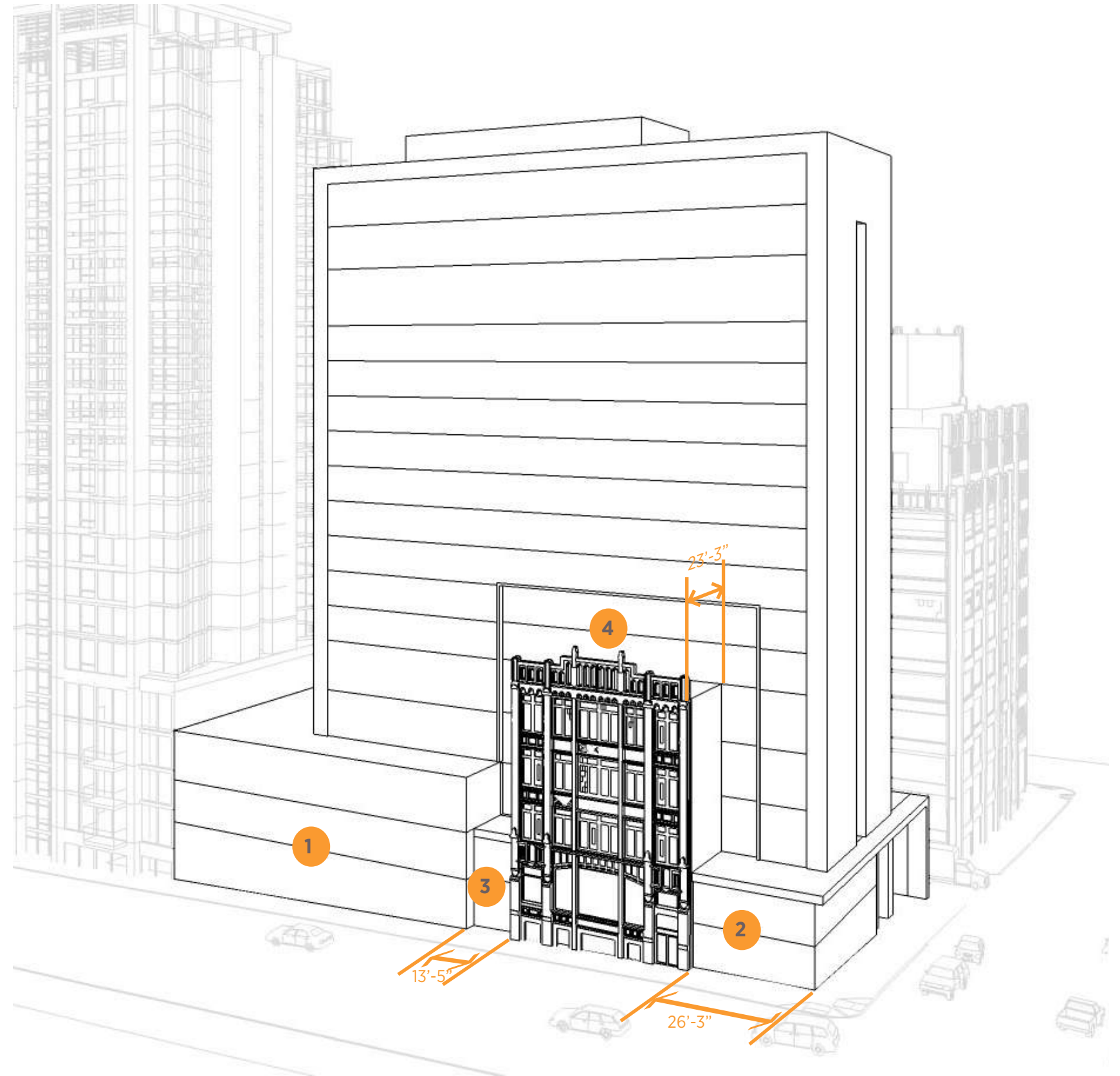
PROPOSED DESIGN
SECOND RECOMMENDATION MEETING

Response:

The retail podium has been pulled away from the landmark giving it breathing room, the corner plaza has been replaced with an interior entry lobby that embraces the landmark, and the elevator has been made interior improving the pedestrian experience along Virginia Street.

A reveal and frame at the tower highlight the landmark as a prominent feature on the site.

- 1 The podium proportions reinforce the massing of the Terminal Sales Annex Building.
- 2 An entry lobby at the corner follows the horizontal datum of the Terminal Sales Annex Building's cornice.
- 3 A continuation of the corner entry lobby, bisected by the Terminal Sales Annex Building, ties the Landmark and proposed buildings together.
- 4 A recessed "gasket" in the tower frames and highlights the Landmark, retaining its current character as a stand-alone sentinel on the site.



3. PODIUM

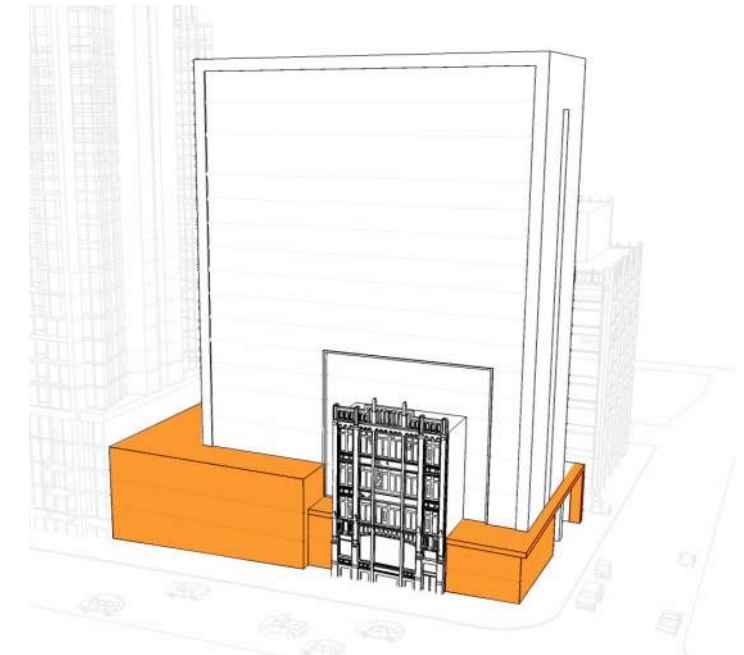


PREVIOUS DESIGN
INITIAL RECOMMENDATION MEETING

DRB Guidance:

The Board had concerns about a lack of street activation at the 2nd floor of the retail podium, and the location of the roof terrace at the rear of the building.

They asked to consider ways to increase street activation along 2nd Avenue, and that the podium should have an urban facade different from the facade at Virginia Street.



PROPOSED DESIGN
SECOND RECOMMENDATION MEETING

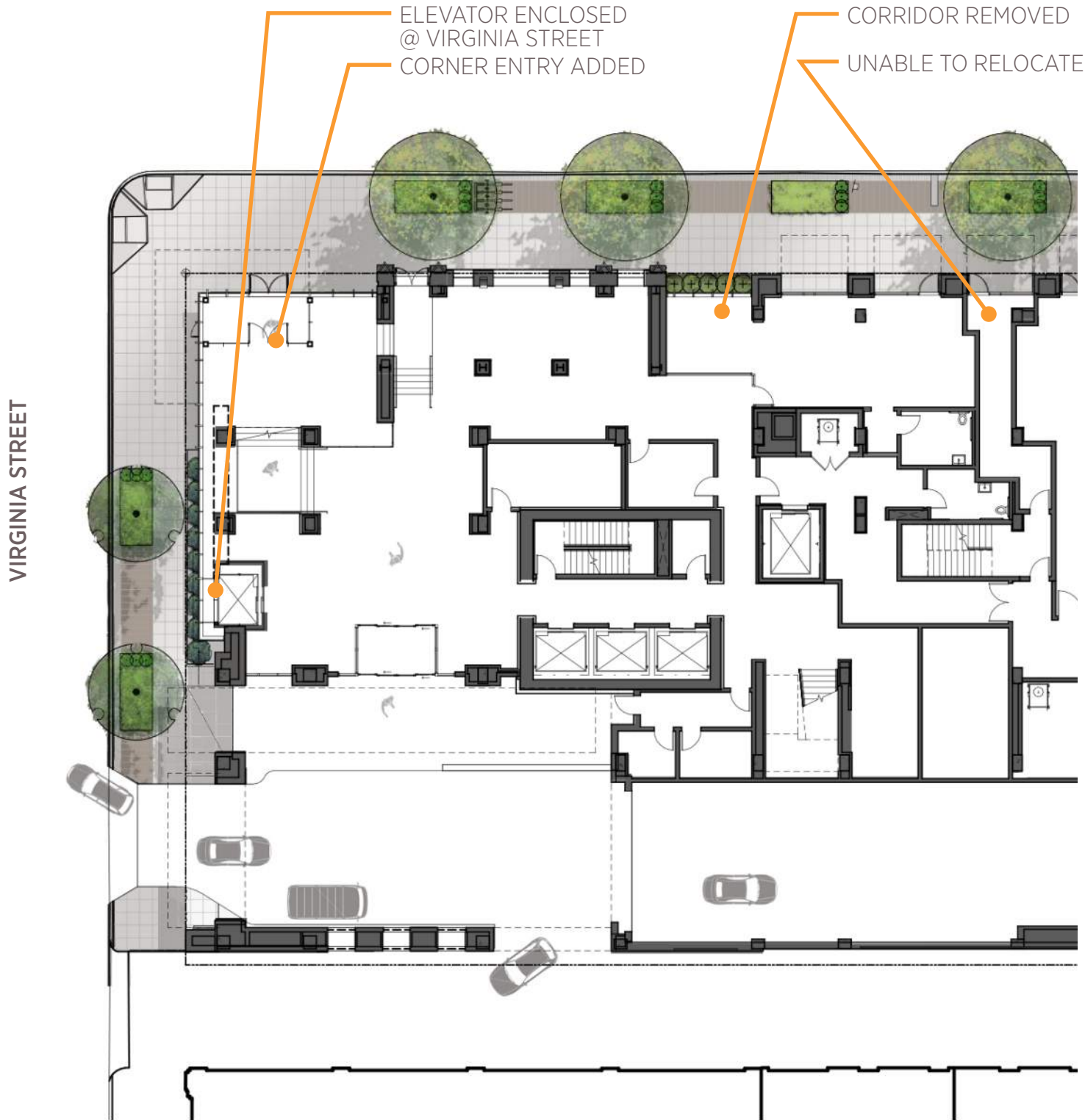
Response:

A third floor, containing guest rooms, has been added to the podium with windows that will activate the streetscape.

An entry lobby strengthens the building at the corner, and moving the elevator to the interior space improves the pedestrian experience along Virginia Street.



LEVEL 1 PLAN INITIAL RECOMMENDATION MEETING



LEVEL 1 PLAN SECOND RECOMMENDATION MEETING

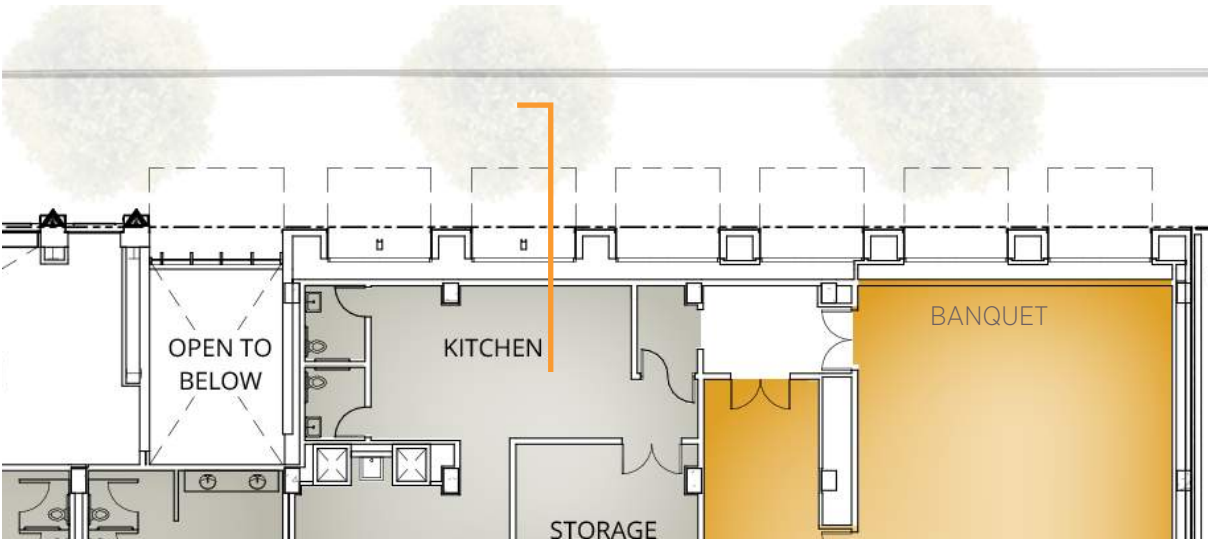
DRB Guidance:

The Board encouraged relocating the second floor kitchen uses away from 2nd Avenue.

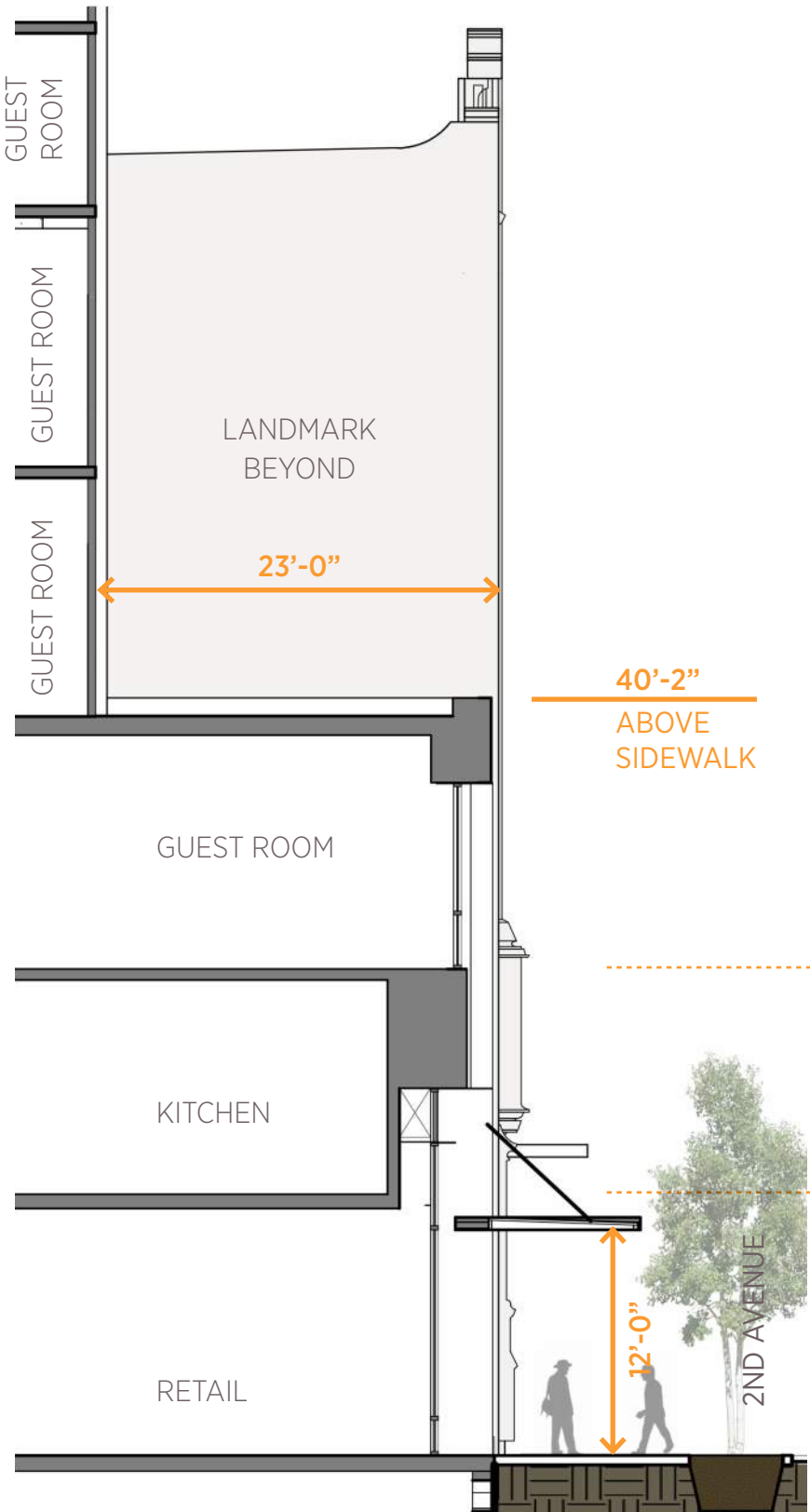
Response:

Several new locations for the kitchen were explored. The location of chutes, elevator and stair cores, and inability to provide proper security visuals from the front desk prevented the kitchen relocation.

To address the Board’s comments, the addition of a third floor of guest rooms increases activity along 2nd Avenue, and the composition of the podium masks the second floor kitchen uses from the sidewalk.



LEVEL 2
SECOND RECOMMENDATION MEETING



RETAIL AT 2ND AVENUE
SECOND RECOMMENDATION MEETING SECTION & ELEVATION



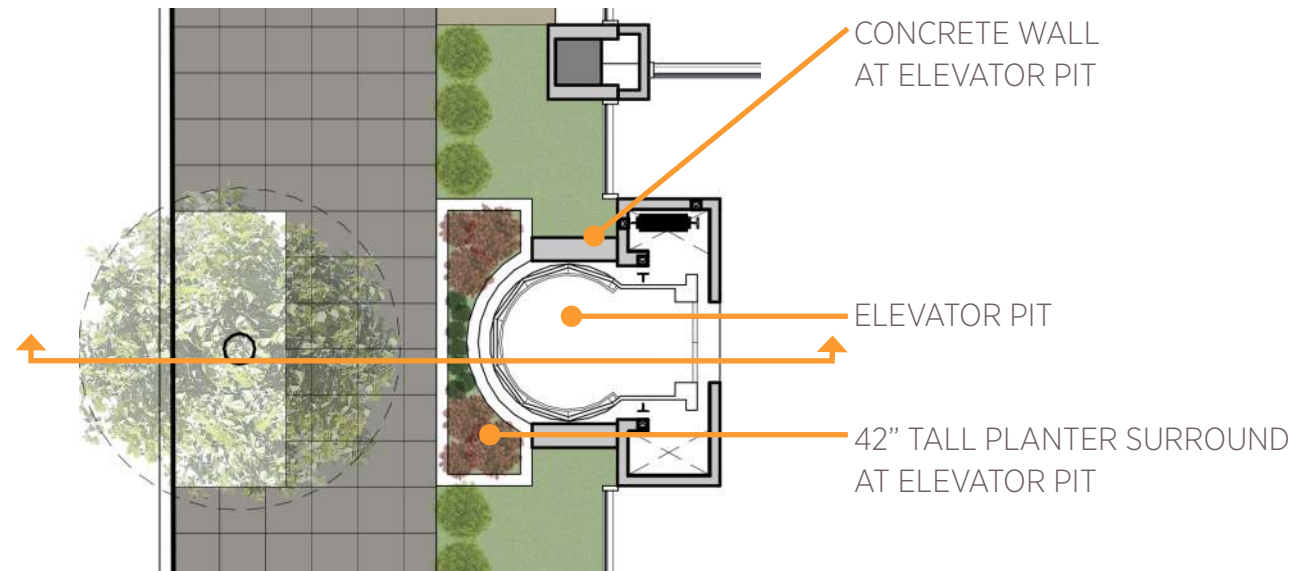




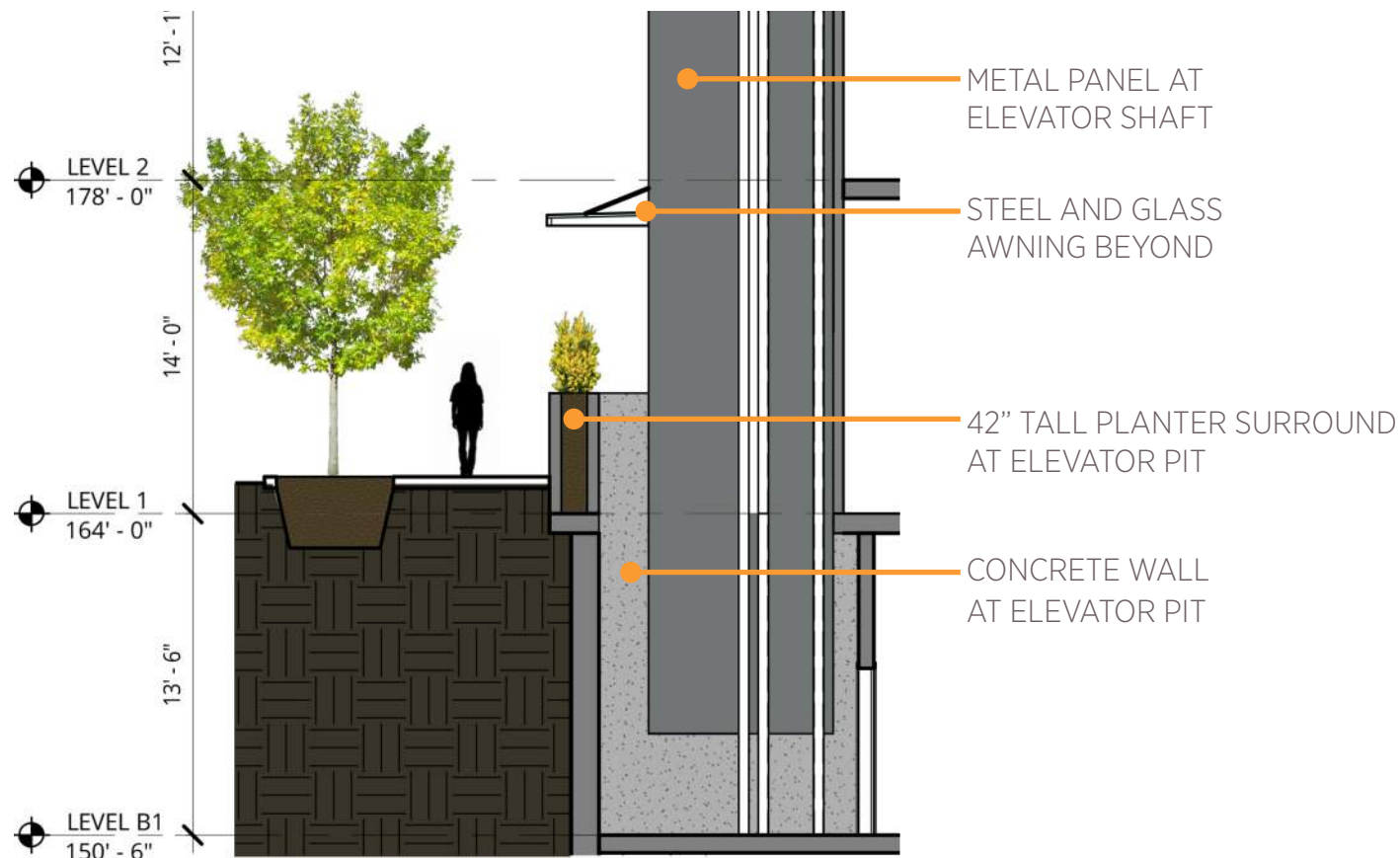
PERSPECTIVE NORTHEAST CORNER

A THREE-STORY RETAIL PODIUM AND TWO-STORY CORNER ENTRY AND "GASKET" AT THE SIDES OF THE TERMINAL SALES ANNEX RESPECT THE LANDMARK'S CHARACTER AS A SENTINEL ON THE SITE, PRESERVING THE CONDITIONS IN WHICH IT HAS STOOD THROUGHOUT HISTORY.

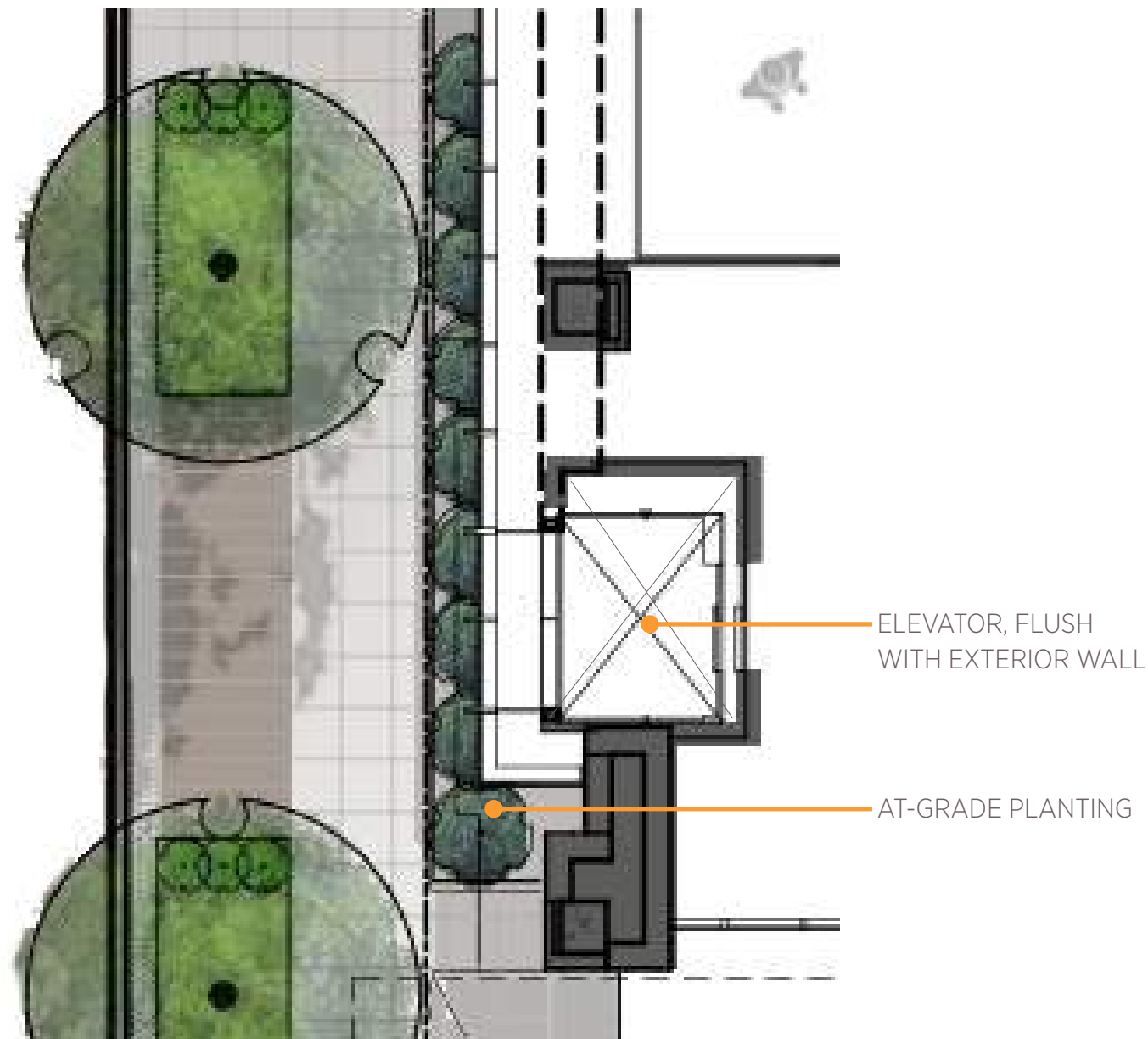




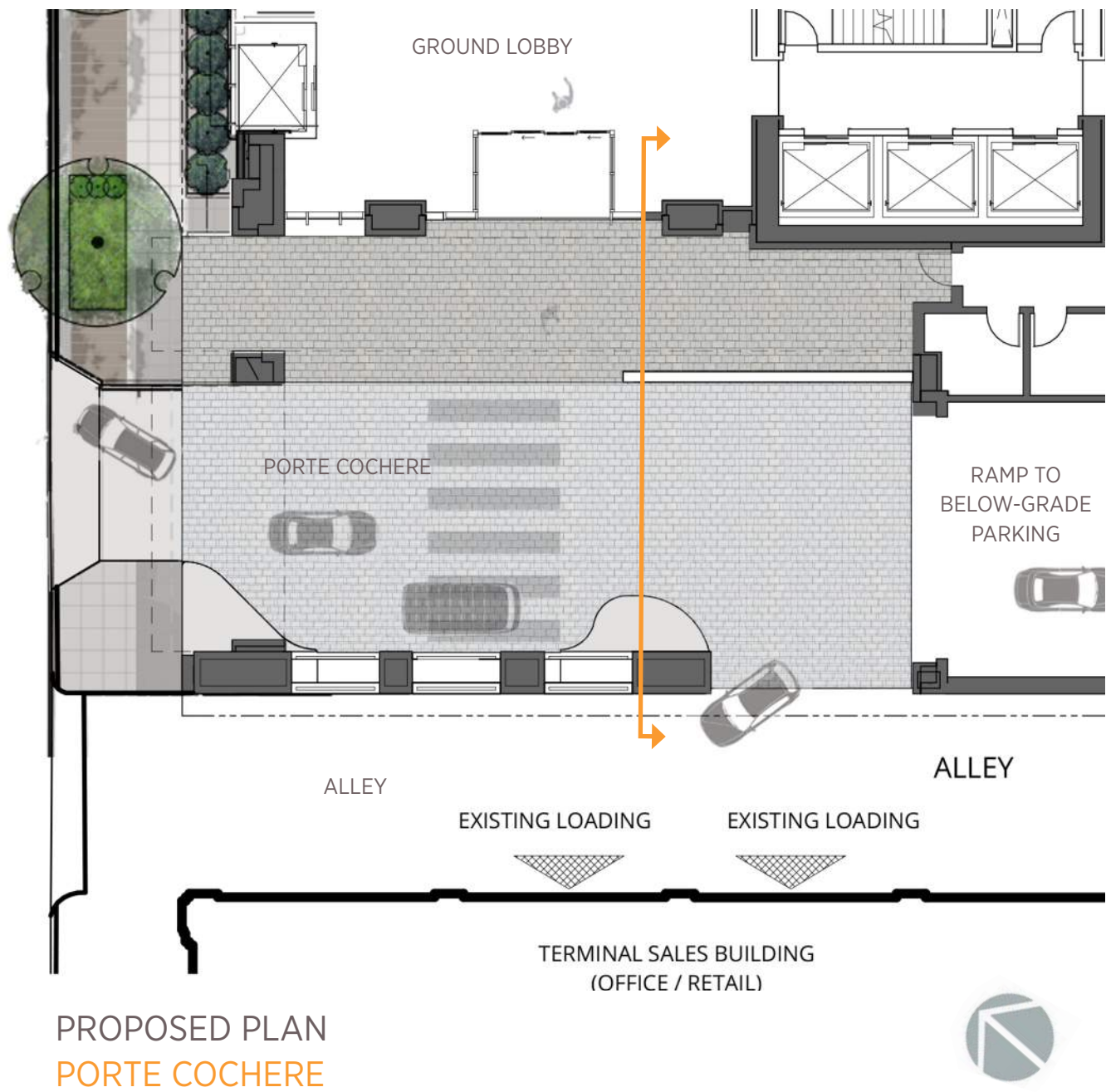
INITIAL RECOMMENDATION MEETING PLAN
ELEVATOR PIT AT VIRGINIA



INITIAL RECOMMENDATION MEETING SECTION
ELEVATOR PIT AT VIRGINIA



SECOND RECOMMENDATION MEETING PLAN
ENCLOSED ELEVATOR AT VIRGINIA

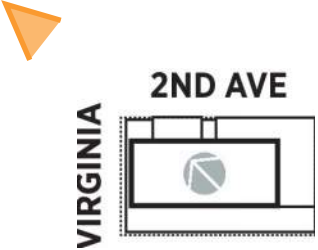
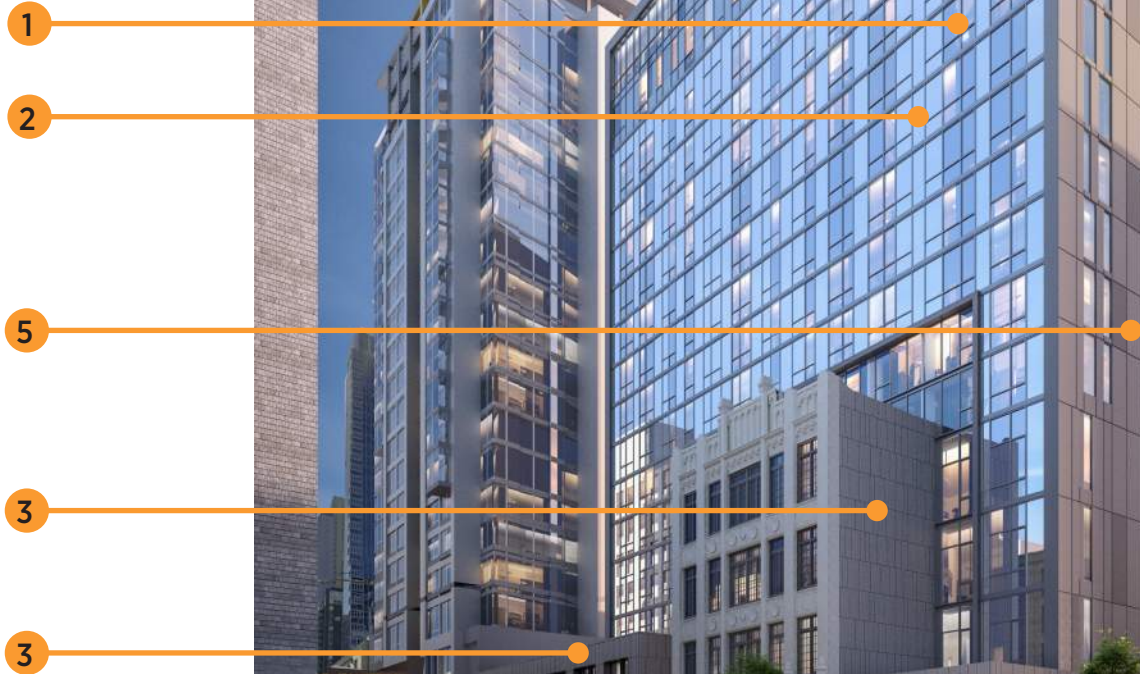
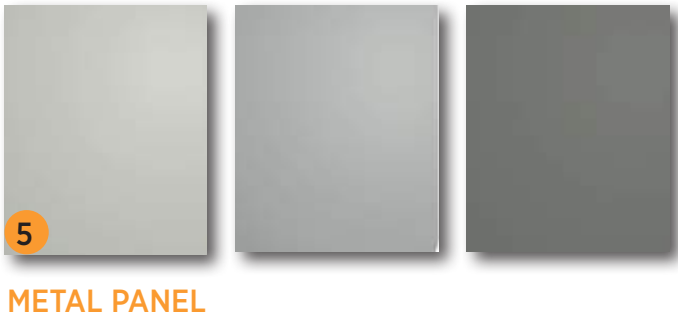
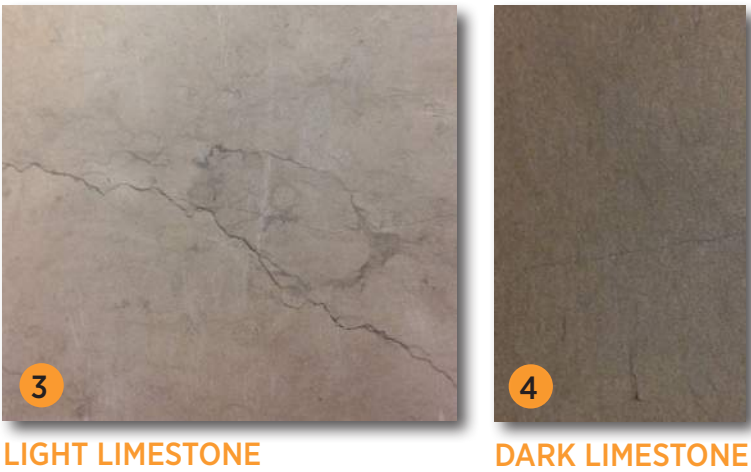




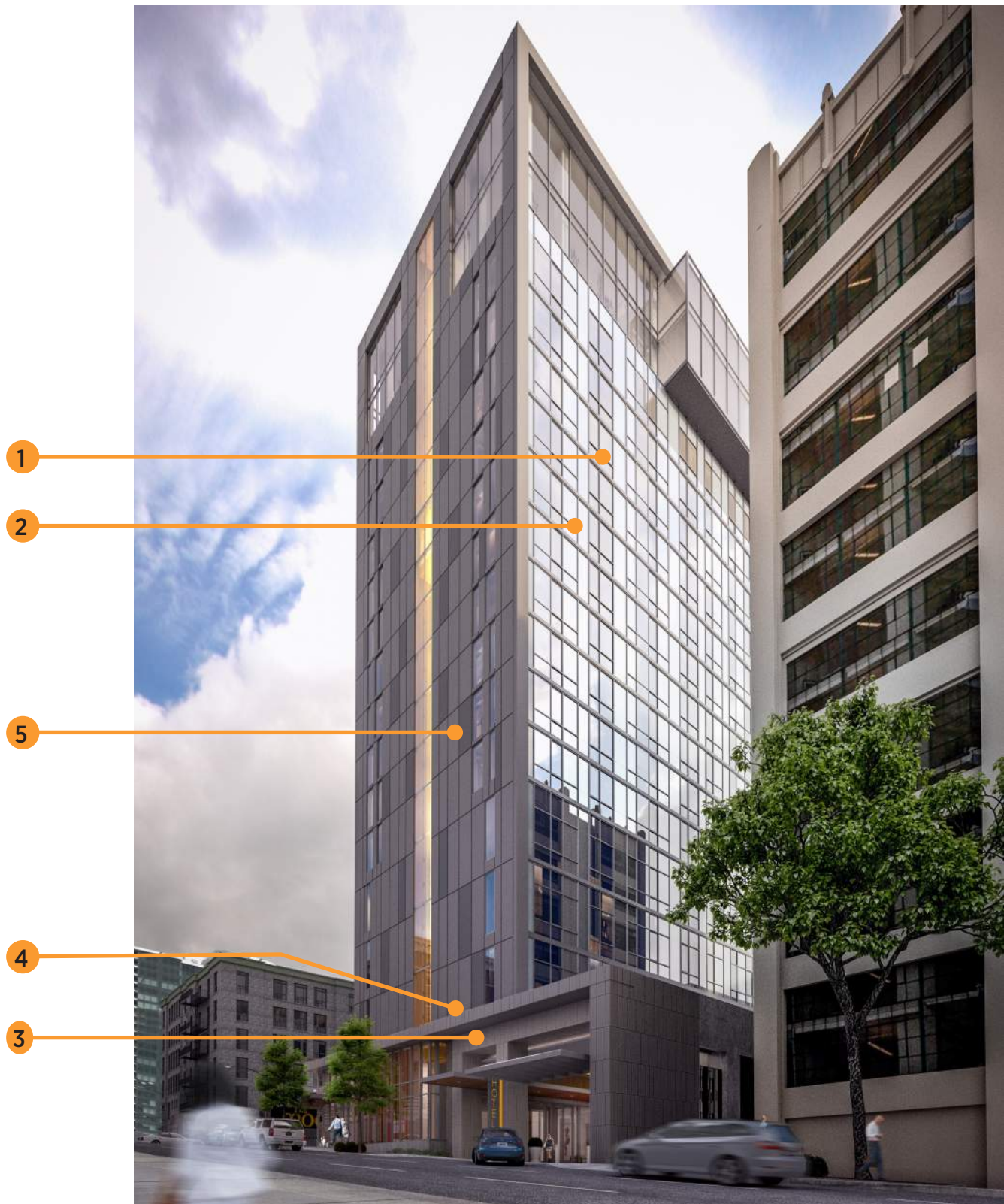
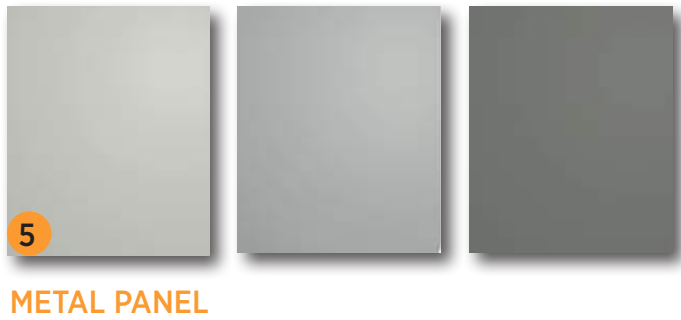
PERSPECTIVE
PORTE COCHERE AND
TWO-STOP ELEVATOR
AT VIRGINIA STREET



4. MATERIALS



EAST ELEVATION
(2ND AVENUE)



WEST ELEVATION
(ALLEY)



LANDSCAPE



TREES QUERCUS
FRAINETTO



QUERCUS X
WAREI



SHRUBS BUXUS SEMPERVIRENS



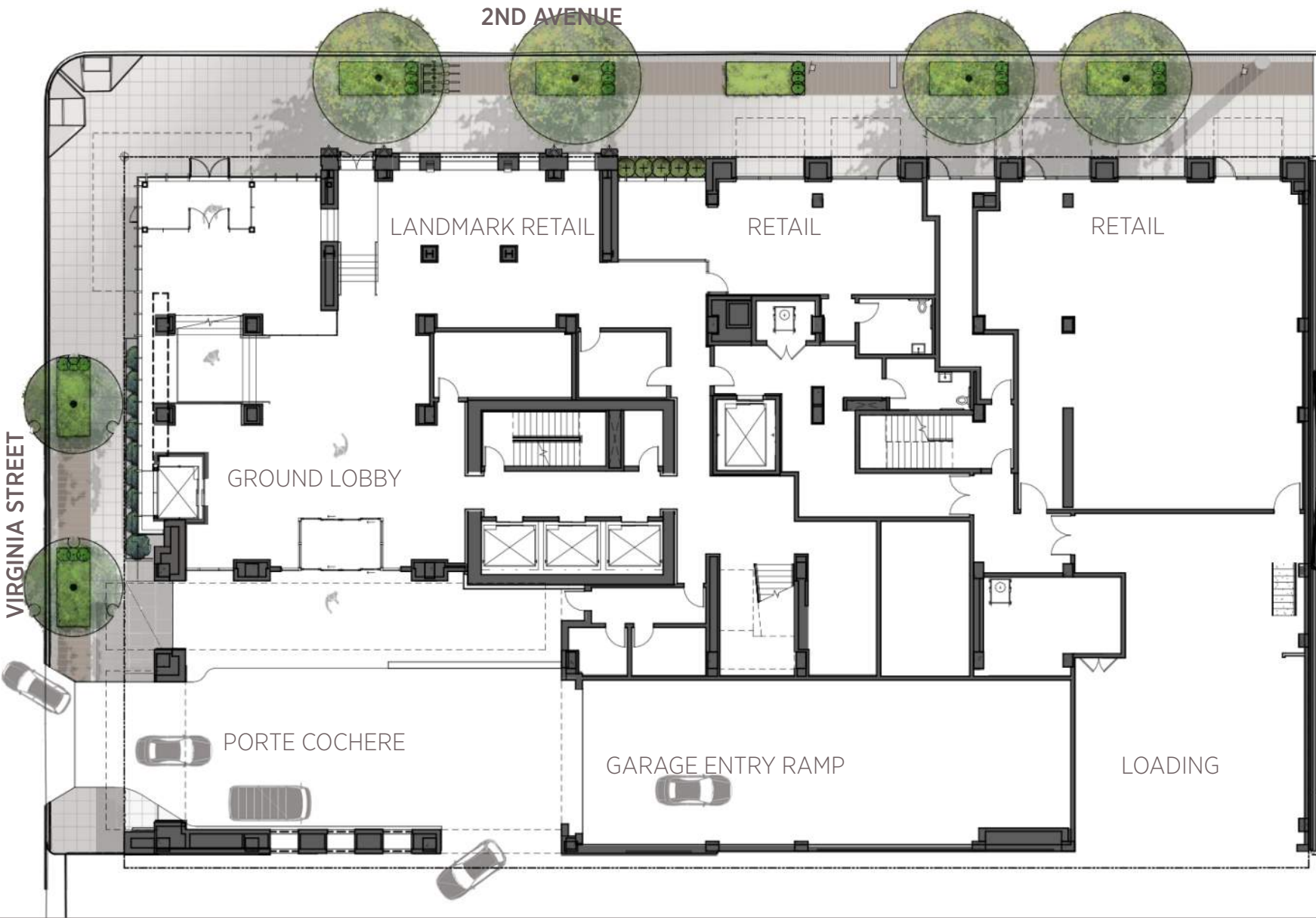
RHAMNUS ALTERNUS









SARCOCOCCA
CONFUSA



GROUND COVERS RUBUS PENTALOBUS



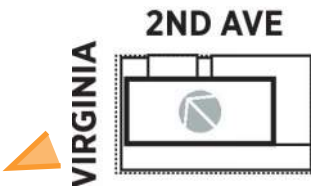
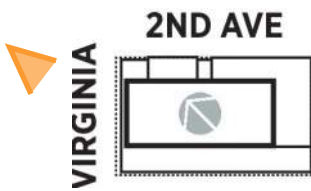
PLANT SCHEDULE GROUND LEVEL

TREES	CODE	BOTANICAL NAME / COMMON NAME	QTY
	QF	Quercus frainetto 'Forest Green' / Forest Green Oak	4
	QR	Quercus x warei 'Regal Prince' / Regal Prince Oak	2
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	QTY
	BS	Buxus sempervirens 'Suffruticosa' / True Dwarf Boxwood	21
	RB	Rhamnus alaternus 'Blueberry Muffin' / Blueberry Muffin Indian Hawthorn	9
	SC	Sarcococca confusa / Sweetbox	5
GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	QTY
	RR	Rubus pentalobus / Creeping Raspberry	364

PLANTING PLAN LEVEL 1



LIGHTING & SIGNAGE





1

WALL-MOUNTED STREET LIGHTING
ALONG SIDEWALKS & IN PORTE COCHERE



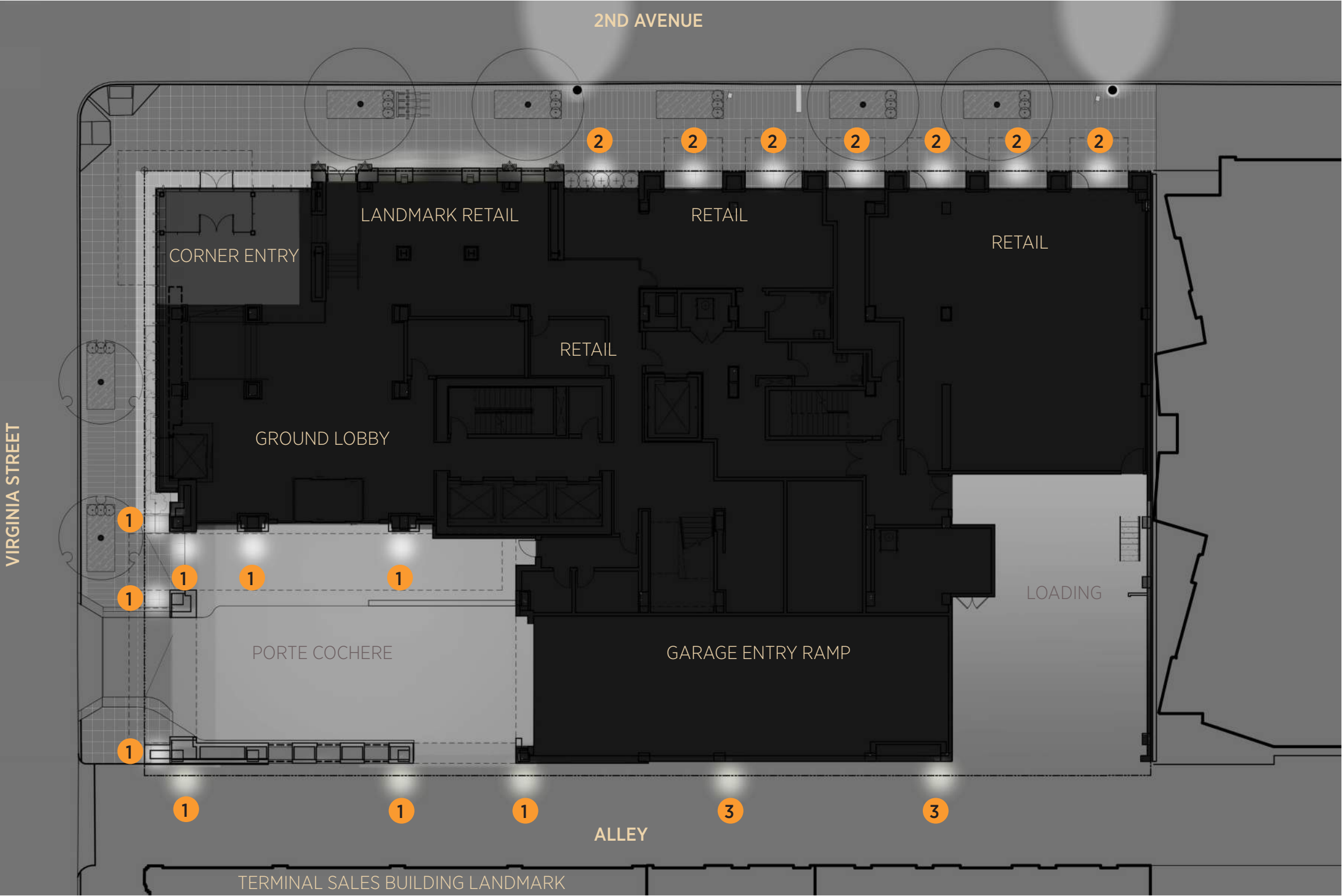
2

RECESSED DOWN LIGHTING
AT RETAIL ENTRIES & PORTE COCHERE



3

WALL-MOUNTED STREET LIGHTING
ALONG ALLEY



SITE LIGHTING SITE PLAN 

- 1



WALL-MOUNTED STREET LIGHTING
ALONG SIDEWALKS & IN PORTE COCHERE
- 2



RECESSED DOWN LIGHTING
AT RETAIL ENTRIES & PORTE COCHERE
- 3

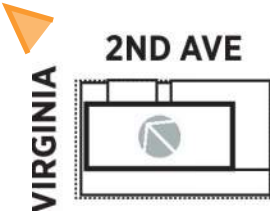


WALL-MOUNTED STREET LIGHTING
ALONG ALLEY



EVENING PERSPECTIVE
FROM NORTHEAST

THE ELEVATED LOBBY AND LOUNGE LEVELS PROVIDE AN ACTIVATED SKYLINE. PEDESTRIAN ORIENTED LIGHTING ENHANCE THE NEIGHBORHOOD'S 24-HOUR ACTIVITY.

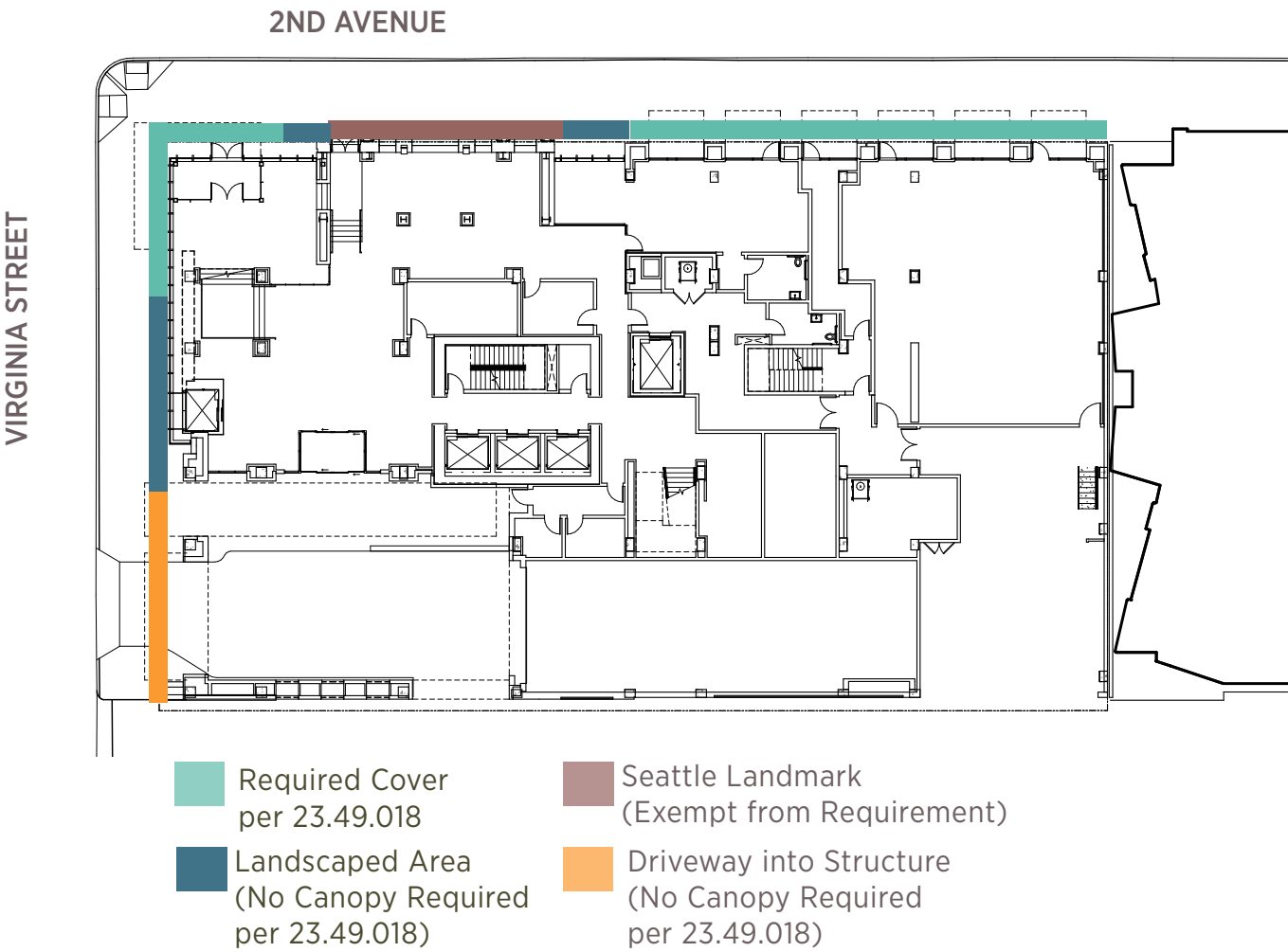


DEPARTURES

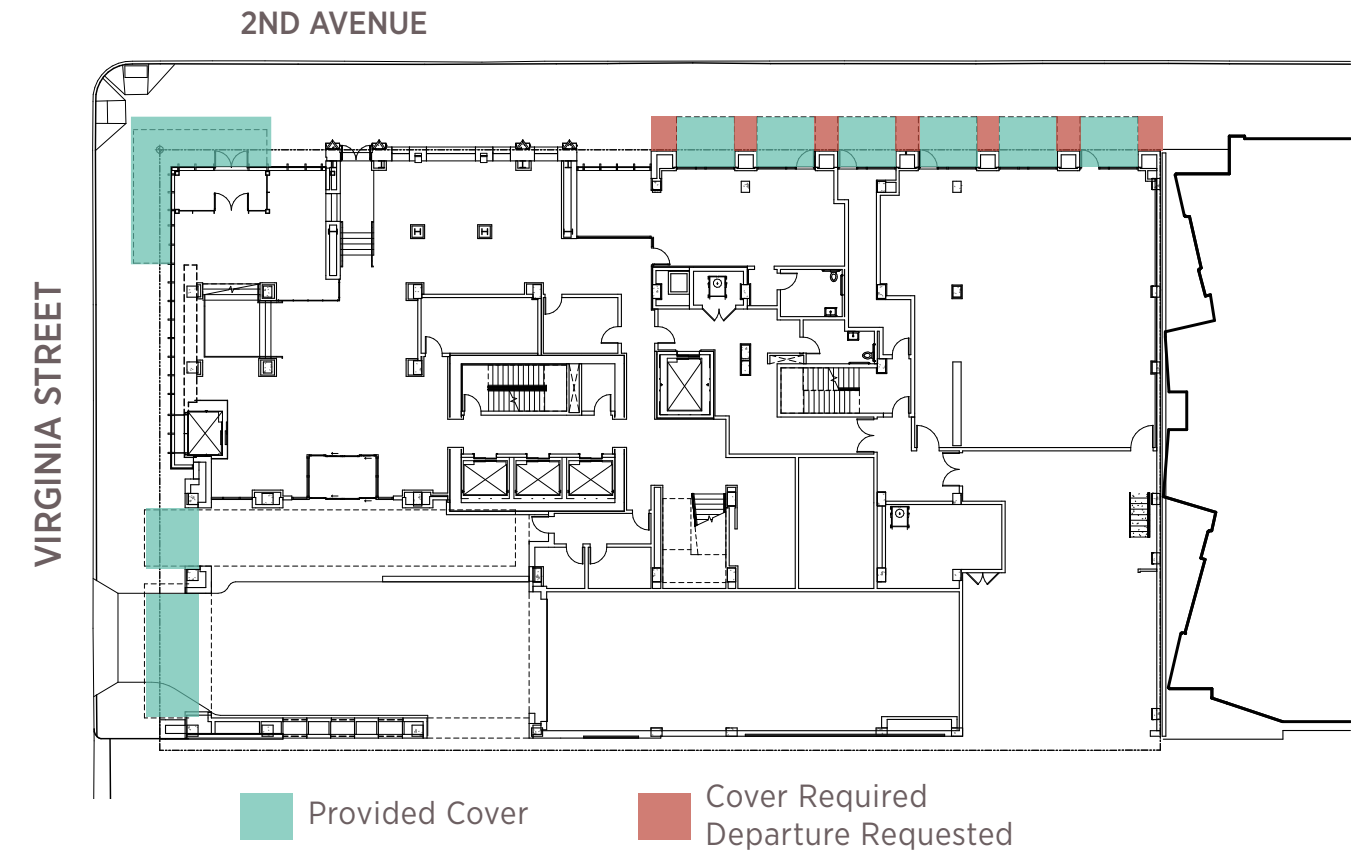
	CODE REQUIREMENT	REQUEST	HOW DEPARTURE MEETS DESIGN GUIDELINES
1	<p>SMC 23.49.018</p> <p>Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade:</p> <ul style="list-style-type: none">• located farther than 5-feet from the property line• abutting an open space amenity feature• separated from the street by a landscaped area at least 2-feet in width• driveways into structures or loading docks	<p>The Applicant proposes episodic canopy cover that corresponds with the rhythms established by the overall building massing and ground level uses</p>	<p>A more flexible arrangement of overhead canopy cover would allow a more well-proportioned building that works at many scales and creates a transition in bulk and scale. (B2, B4, C2) A canopy placement that responds to the neighborhood context and structural bays would more strongly respond to the neighborhood context and reinforce the urban form of the area. (B1, B3)</p>
2	<p>SMC 23.49.056B</p> <p>Along 2nd Avenue, facades between 15 and 35 feet above sidewalk grade shall be located within 2-feet of the street lot line, except as permitted below:</p> <ul style="list-style-type: none">• Maximum setback is 10-feet• Total facade area setback more than 2-feet shall not exceed 40% of the total facade area between the elevation of 15 and 35 feet• No setback deeper than 2-feet shall be wider than 20-feet• Facade shall return to within 2-feet of the street lot line between each setback area for a minimum 10-feet	<p>The Applicant proposes to setback facades greater than the permitted limits in order to highlight the Terminal Sales Building, which is a designated landmark.</p>	<p>The Terminal Sales Annex (Landmark) has long stood as an iconic element along 2nd Avenue. The proposed facade setbacks respect that history by providing space around the Landmark in order to maintain its presence in the neighborhood. (B1, A1, B3).</p>

REQUESTED DEPARTURE #1 OVERHEAD WEATHER PROTECTION

OVERHEAD COVER REQUIRED BY CODE



OVERHEAD COVER PROPOSED



SMC 23.49.018

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:

- located farther than 5-feet from the property line
- abutting an open space amenity feature
- separated from the street by a landscaped area at least 2-feet in width
- driveways into structures or loading docks

REQUEST

The Applicant proposes episodic canopy cover that corresponds with the rhythms established by the overall building massing and ground level uses

HOW DEPARTURE MEETS DESIGN GUIDELINES

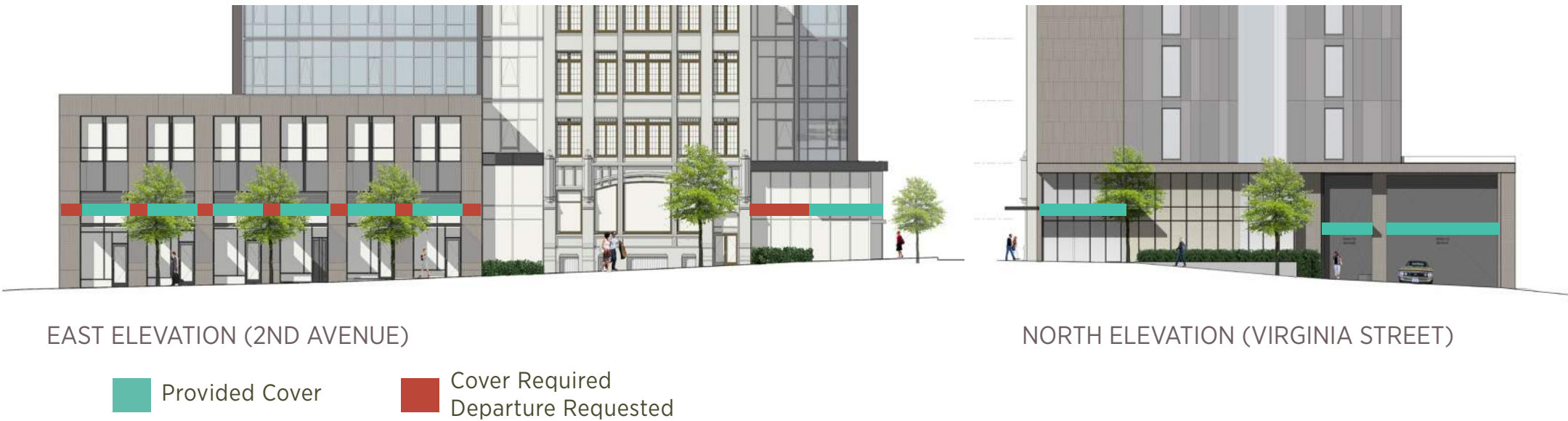
A more flexible arrangement of overhead canopy cover would allow a more well-proportioned building that works at many scales and creates a transition in bulk and scale. (B2, B4, C2) A canopy placement that responds to the neighborhood context and structural bays would more strongly respond to the neighborhood context and reinforce the urban form of the area. (B1, B3)

REQUESTED DEPARTURE #1 OVERHEAD WEATHER PROTECTION

OVERHEAD COVER REQUIRED BY CODE

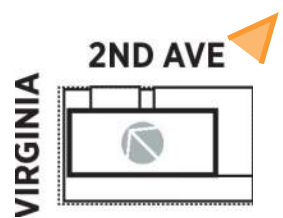
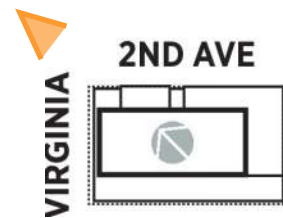


OVERHEAD COVER PROPOSED



Neighborhood Precedent for Episodic Overhead Protection to Emphasize Bay Rhythm

REQUESTED DEPARTURE #2 **FACADE SETBACK**



SMC 23.49.056B

Along 2nd Avenue, facades between 15 and 35 feet above sidewalk grade shall be located within 2-feet of the street lot line, except as permitted below:

- Maximum setback is 10-feet
- Total facade area setback more than 2-feet shall not exceed 40% of the total facade area between the elevation of 15 and 35 feet
- No setback deeper than 2-feet shall be wider than 20-feet
- Facade shall return to within 2-feet of the street lot line between each setback area for a minimum 10-feet

REQUEST

The Applicant proposes to setback facades greater than the permitted limits in order to highlight the Terminal Sales Building, which is a designated landmark.

HOW DEPARTURE MEETS DESIGN GUIDELINES

The Terminal Sales Annex (Landmark) has long stood as an iconic element along 2nd Avenue. The proposed facade setbacks respect that history by providing space around the Landmark in order to maintain its presence in the neighborhood. (**B1, A1, B3**).

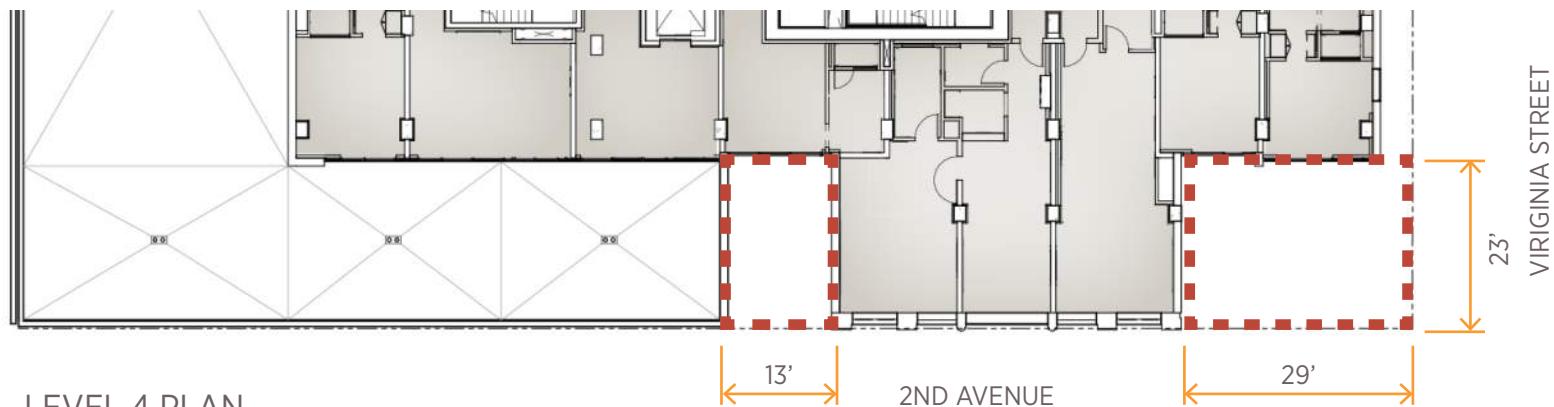
REQUESTED DEPARTURE #2 FACADE SETBACK



EAST ELEVATION (2ND AVENUE)



EAST ELEVATION (2ND AVENUE)



LEVEL 4 PLAN

23.49.056B
ALLOWABLE SETBACK AREA CALCULATION

FACADE AREA BETWEEN 15 AND 35-FT ABOVE SIDEWALK GRADE	2,698 SF
ALLOWABLE SETBACK FACADE AREA (40% of facade area between 15 and 35-ft above sidewalk grade)	1,079 SF
PROPOSED FACADE AREA IN DEPARTURE REQUEST	1,198 SF (44%)

LEGEND

	FACADE AREA BETWEEN 15 AND 35-FT ABOVE SIDEWALK GRADE
	PROPOSED FACADE AREA IN DEPARTURE REQUEST
	PROPOSED FACADE AREA IN DEPARTURE REQUEST

