



Art credit: "Keep Me" by Millo

# 2ND AND VIRGINIA



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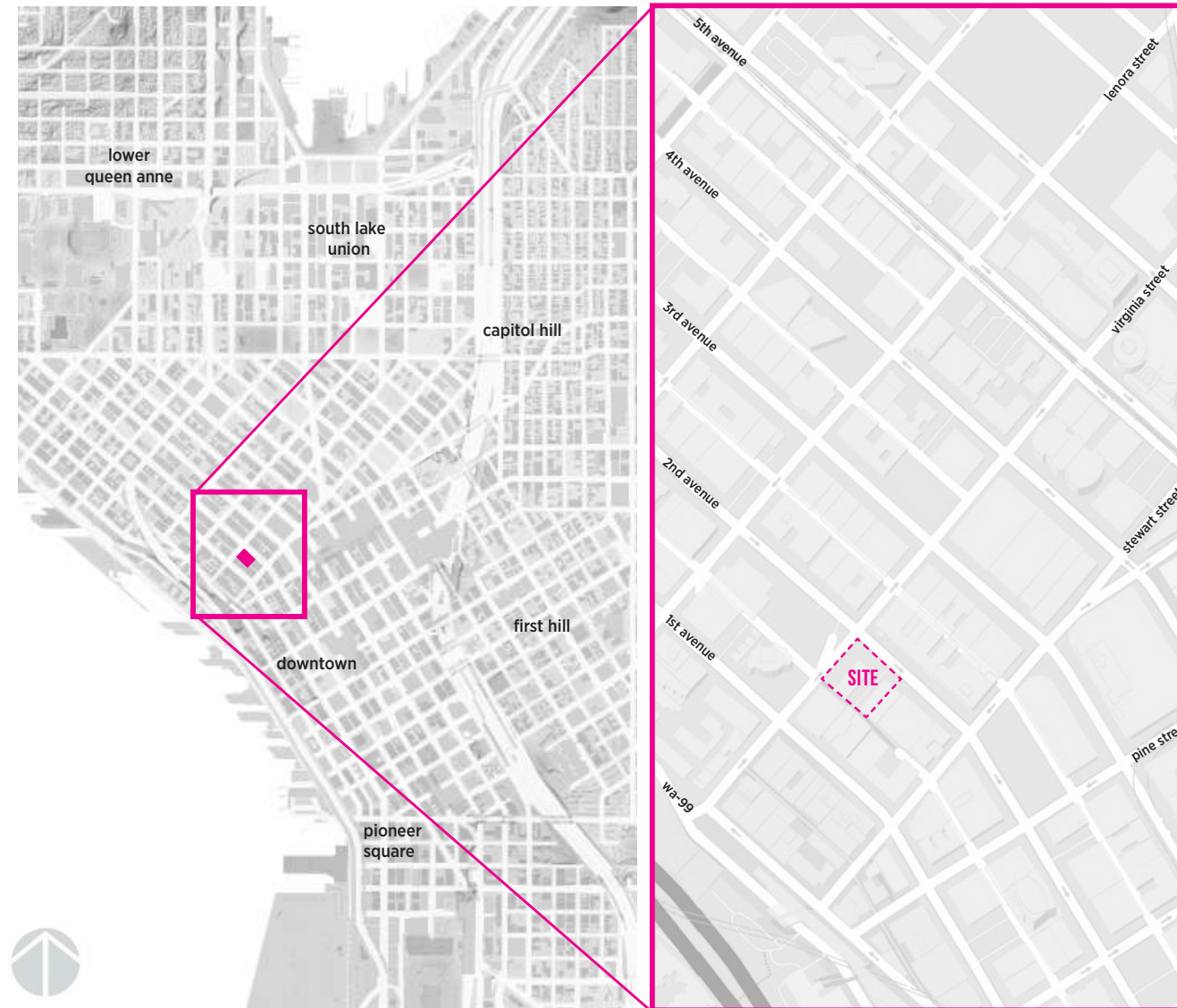
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# PROJECT INFORMATION

Proposal

A new mixed-use hotel, residential, and co-working building will be located at the corner of 2nd Avenue and Virginia Street in downtown Seattle. The building will be a vibrant addition to this key intersection and will take design cues from the existing landmark on site and the urban patterns of buildings and pedestrian experiences that make up the Belltown neighborhood.

- The proposed development consists of the following:
- One 42-story structure of approximately 487,100 sq. ft. above ground
  - 4 levels of co-work, and 6,700 sf of retail
  - 10 levels of hotel with 240 keys
  - 26 levels of residential with 200 condo units
  - Separate lobbies for hotel and residential uses
  - 5 levels of below-grade parking (approx. 175 stalls)
  - 2 loading spaces will be accessed through the Alley



# PROJECT INFORMATION

## Existing Survey

### Site Impressions:

**Address:** 1931 2nd Avenue, Seattle WA. 98101

**Parcel:** 1977200925-26, 1977200930, 1977200945-46

**Lot Area:** 19,440 sf

**Existing Buildings:** Three buildings currently exist on the lots; the Terminal Sales Annex Building, a 4-story office building, and a 1-story office building.

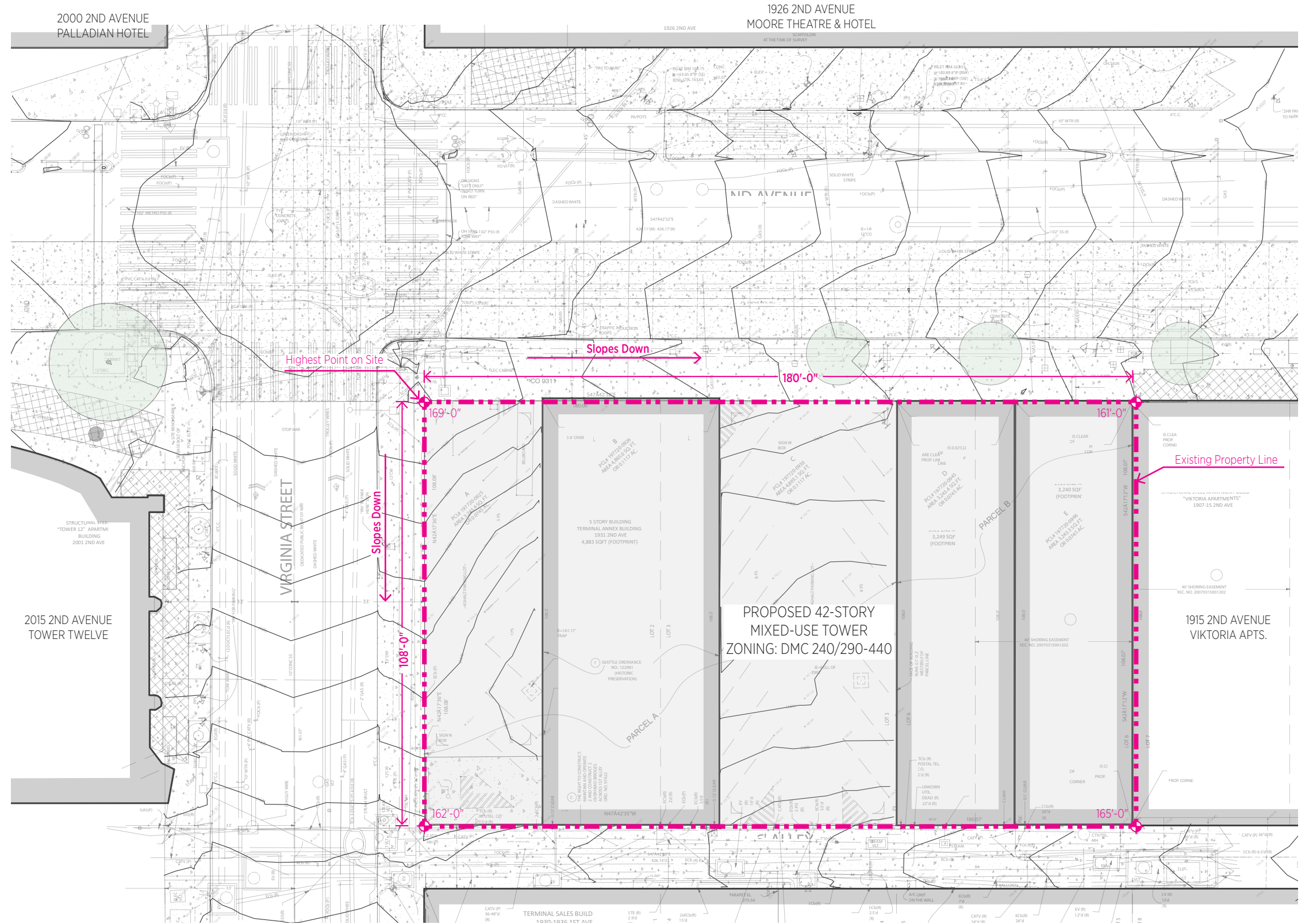
**Topography:** The site slopes from approximately +169' on the highest NE side at the corner of 2nd and Virginia to +155' on the lowest SW side in the corner (1' total slope). Average grade = 165'-0"

### Site Characteristics:

- Highest point in downtown
- Views to Puget Sound down Virginia Street and at elevation above Terminal Sales Building
- 2nd Avenue is a one-way street headed south.
- Virginia Street is a one-way street headed east.
- Intersection is home to 3 Landmarked Buildings: Terminal Sales Annex, Palladian Hotel, Moore Theatre & Hotel

### Street Classification:

2nd Avenue is a Principal Transit Street, Class I Pedestrian  
Virginia Street is Minor Arterial, Class II Pedestrian



PROJECT INFORMATION

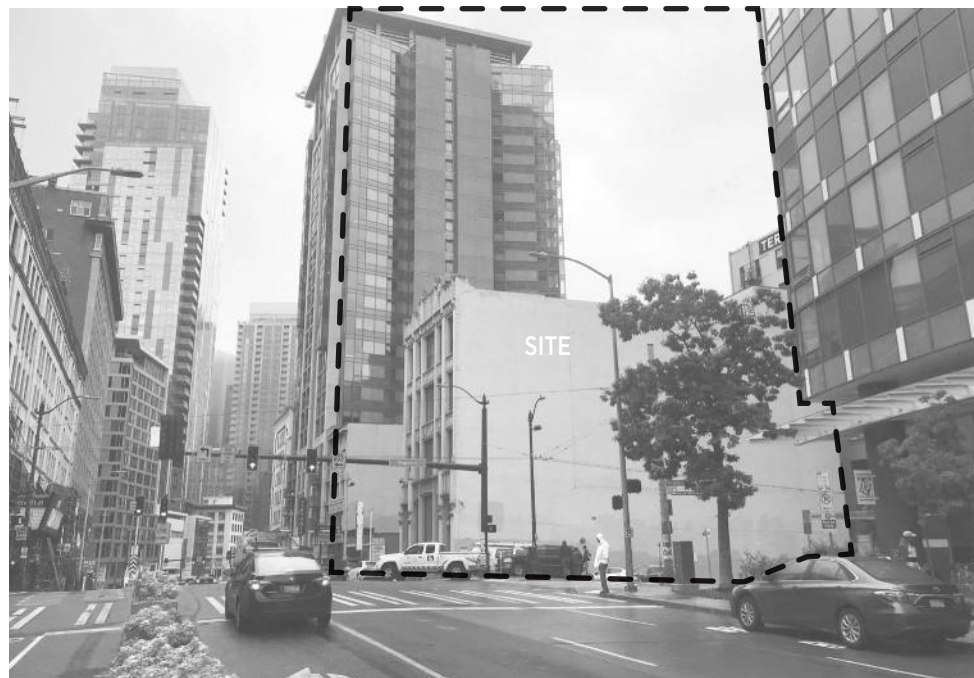
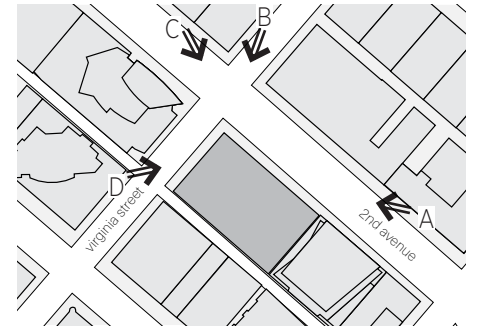
Street Photographs



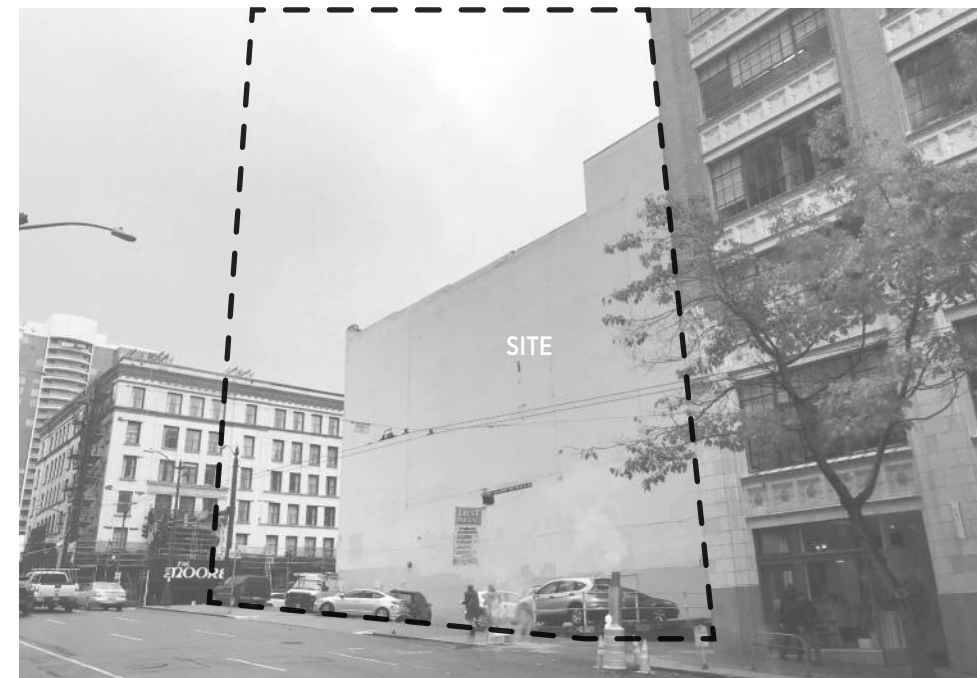
A. View towards West



B. View towards SouthWest



C. View towards SouthEast



D. View Towards West

## PROJECT INFORMATION

### Landmarks Preservation Board Recap

The Terminal Sales Annex building is located on the project site as a designated Seattle Landmark. The team has met with the Architectural Review Committee (ARC) on three separate occasions to review massing, integration of the landmark and overall scale.

#### ARC Meeting 1 - 06.29.2018

The ARC requested further study of the integration of the landmark building.

#### ARC Meeting 2 - 8.31.2018

The ARC recommended the preferred option move forward into Early Design Guidance.

The ARC was intrigued by the experiential integration of the landmark building, and requested further exploration of how to treat the return party walls.

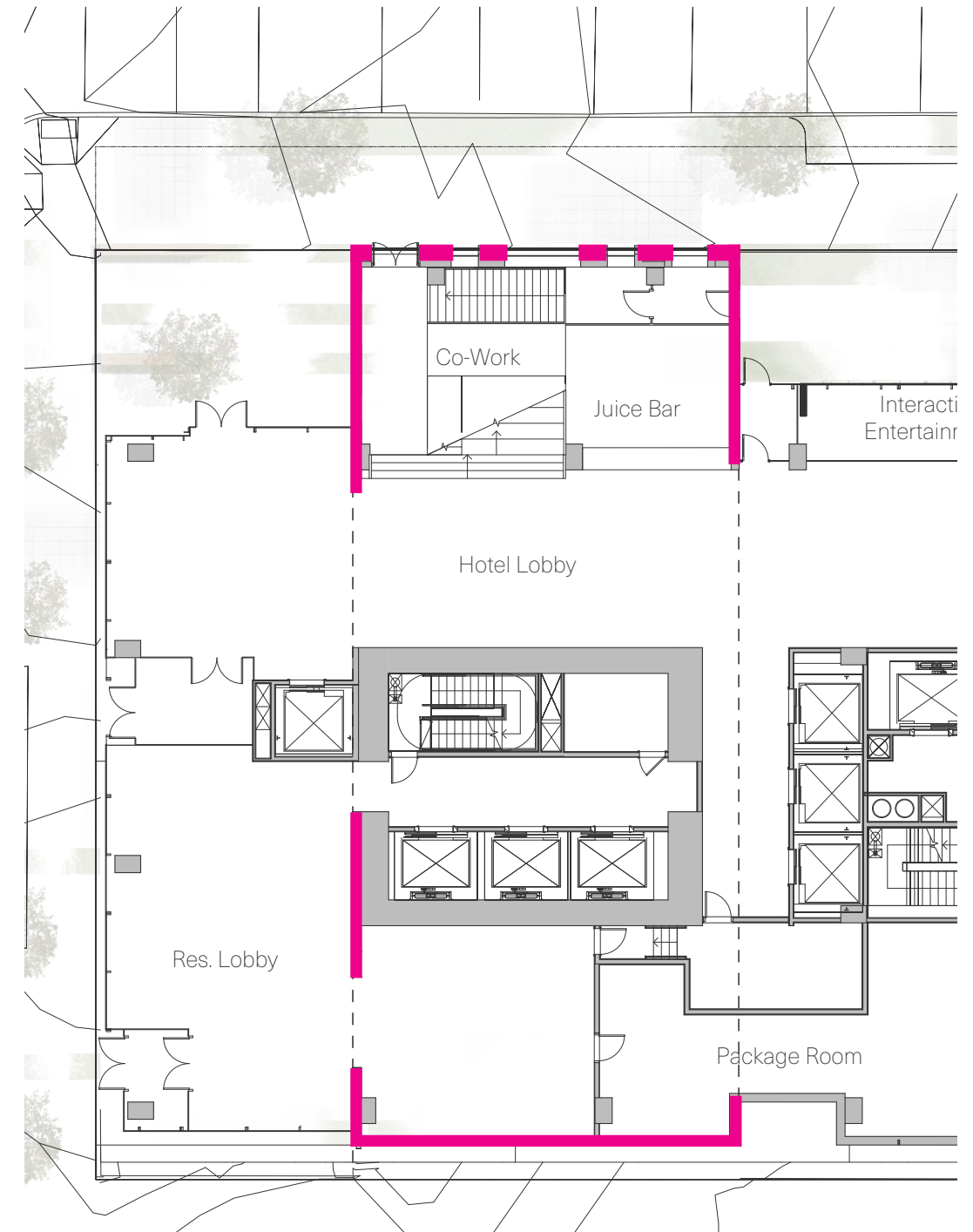
#### ARC Meeting 3 - 6.28.2019

The ARC found the presentation very responsive to the comments from ARC 2, and recommended the team move forward to a full board briefing.

- The ARC showed support for the art mural treatment of the party wall, suggesting the art could be toned down.
- Team should follow Interior Secretary of Standards and continue to develop the interior volume concept.
- There was some support to retain the existing alley facade.
- The ARC asked the team to bring more comparisons of setbacks and floor plates of the project on site with active Certificate of Approval/MUP.



Photograph of Current Conditions



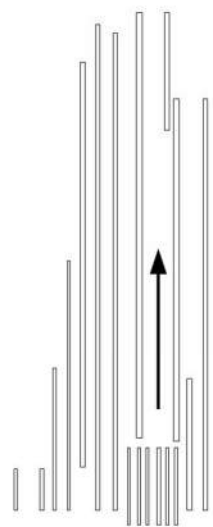
Walls Expressing Volume of Landmark through the Building



LANDMARK PRESERVATION BOARD PRIORITIES

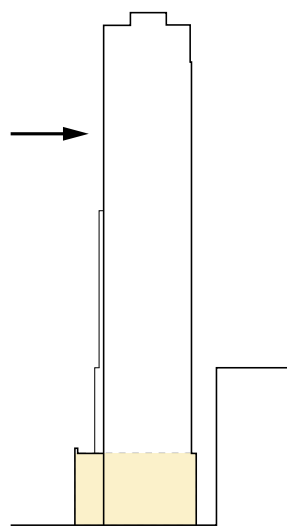
1 Tower Expression should draw inspiration from Landmark

There is opportunity to reference the existing massing and embrace what came before. This can be done by using the Terminal Sales Annex to set up the alignments of the tower above.



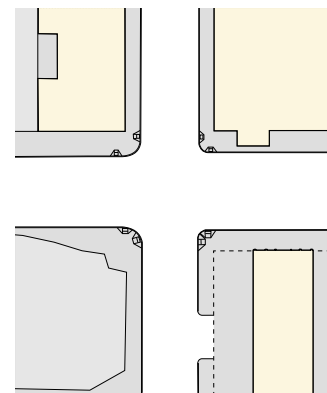
2 Set Tower Back from Landmark

Setting the tower back highlights the Landmark Building by giving it necessary breathing room. This allows the Landmark to maintain its presence in the neighborhood.



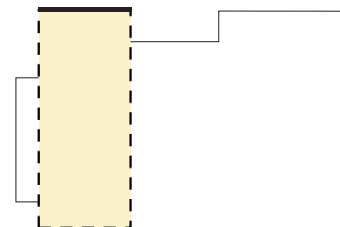
3 Landmark to Complete Corner of Landmark Structures

An open corner exposes the landmark to the corner which is defined by other existing landmarks, including Palladian Hotel and Moore Theater & Hotel.



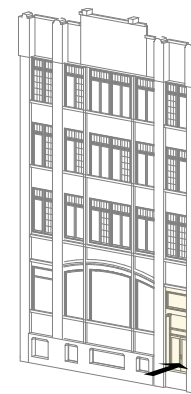
4 Express Volume of TSA through Building

The design should imply the sense of the building in the function of the space.



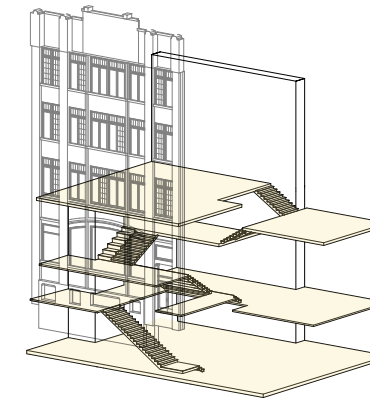
5 Retain Existing Entry Door of Landmark

The Landmark building should retain its existing entry.



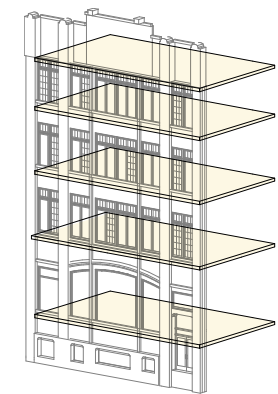
6 Create Active Uses within Landmark

There should be active uses filling the space within the Landmark.



7 Match Existing Levels of Landmark

Floors levels should remain the same behind the Landmark. These elevations are important at the windows.



## PROJECT INFORMATION

### Public Outreach

Since meeting with the Design Review Board at EDG 1, the design team has continued outreach efforts through meetings and phone calls with community groups and neighbors. The goal of these community meetings was to share development of the design with the area locals and provide an opportunity to collect their feedback. These groups include:

- Thompson Hotel
- Sequel Apartments
- Viktoria Apartments
- Moore Theatre & Hotel
- Tower 12
- Rise Up Belltown
- Belltown Community Council
- Belltown Neighborhood Association
- Terminal Sales Building
- Palladian Hotel

The design team has also incorporated public comments shared during the EDG 1 meeting and the site walk held on August 25, 2018 at the project site. The proposed design has responded to concerns for congestion in the alley and curb cuts, by removing a porte-cochere and increasing the setback along the alley property line at the lower levels.

The neighborhood members have been supportive of the restaurants and entertainment uses proposed on the ground level.

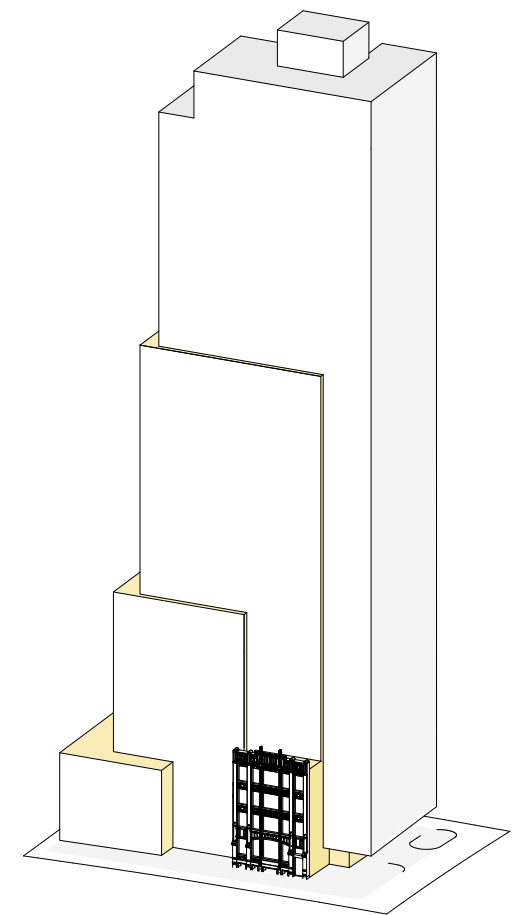
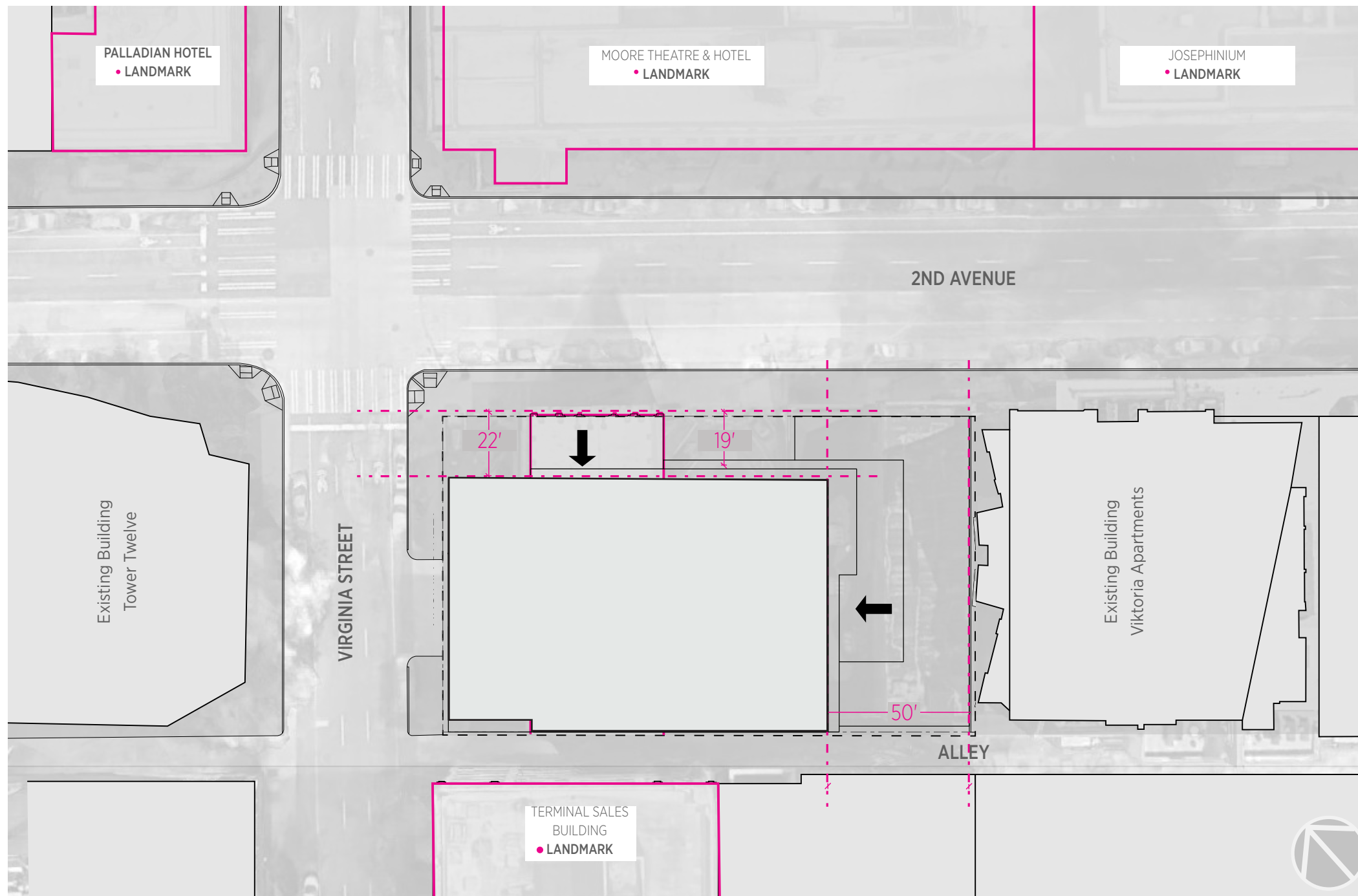


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# EDG #1 SUMMARY

Massing Option Overview

The preferred concept presented at EDG 1 steps the tower massing back to find a balance between the Landmark building while still maintaining a good setback from Viktoria Apartments. It allows the Landmark to hold the corner adjacent to Moore Theatre & Hotel and the Palladian Hotel. The tower placement is most in line with the priorities of the Landmark Preservation Board.



## EDG #1 SUMMARY

### Priorities & Board Recommendations

ITEM	BOARD GUIDANCE	RESPONSE
<b>1. Massing and Design Concept</b>	<p>The Board was supportive of the applicant's preferred massing alternative, Option C, as this option seemed to offer the most relief to the historic structure by setting back from the existing landmark building, the Terminal Sales Annex, on site and provided the strongest design concept (stepping massing) which created an interesting concept and means to breaking down the height, bulk, and scale of the proposed tower. Further the Board supported the location of the tower on site as the proposed tower siting provided setback from the Viktoria Tower to the south.</p>	<p><b>SUPPORTED BY EDG</b></p> <ul style="list-style-type: none"><li>• <b>The design team has incorporated the preferred design direction from the Board as the tower has evolved.</b></li></ul> <p><i>Thee following design guidelines will be better supported: A1 Respond to the Physical Environment, B3 Reinforce the Positive Urban Form &amp; Architectural Attributes of the Immediate Area.</i></p>
<b>2. Street-Level</b>		
a. 2nd Avenue	<p><b>3</b> Overall the Board was pleased with the elevation at street-level along 2nd Avenue including the small open areas to the north and south of the landmark. However, the Board echoed public comment regarding the desire for an active street-level and expressed concern related to activation of the setback area becoming inactive, dead space. At the next meeting the Board would like more information related to these setback areas including:</p> <ol style="list-style-type: none"><li>i. Study of good/bad examples of projects within Belltown that utilize larger setbacks/ entry courts.</li><li>ii. Illustration of how programming and design of the adjacent uses and spaces will support activated areas. The Board specifically noted that lobby uses are of concern and should be designed thoughtfully with activation in mind.</li><li>iii. Sections clarifying relationship to grade (along the entire street frontage).</li></ol>	<p><b>SUPPORTED BY EDG</b></p> <ul style="list-style-type: none"><li>• <b>The team has provided studies of examples of Belltown plazas/entry courts.</b></li><li>• <b>Active programming takes place along 2nd Avenue creating a seamless flow between the outside and inside.</b></li><li>• <b>The relationship of interior spaces to exterior grade has continued to be designed.</b></li></ul> <p><i>The following design guidelines will be better supported: C1 Promote Pedestrian Interaction, Belltown C1.III. Desired Public Realm Elements, D1 Provide Inviting &amp; Usable Open Space, D3.III: Street Furniture/ Furnishings along Specific Streets.</i></p>
b. Virginia Street	<p><b>4</b> The Board echoed some public comment as they were not supportive of locating vehicular access off of Virginia Street as this interrupted the pedestrian experience both in terms of activation and safety of downtown streets by increasing curb cuts. The Board further noted that they have seen recent projects integrate porte cocheres successfully at the alley and questioned why this was not feasible. Though the Board acknowledged the challenges of programming uses around the core structure, they did not believe the presented design served as an asset to the pedestrian realm and commented the design was seemed to create a car focused area. At the next meeting the Board would like to see the following:</p> <ol style="list-style-type: none"><li>i. Studies of alternative vehicular access location</li><li>ii. Activated street response</li><li>iii. Minimize curb cuts</li><li>iv. Update on review of traffic information by SDOT/ SDCI transportation planner.</li></ol>	<ul style="list-style-type: none"><li>• <b>The project team has removed the vehicular drop-off area along Virginia Street to create a more active and safe pedestrian environment.</b></li><li>• <b>The project sets back two additional feet beyond the required 2ft alley dedication for about 2/3 of the alley to mitigate concerns regarding a congested alley.</b></li></ul> <p><i>The following design guidelines will be better supported: C1 Promote Pedestrian Interaction, Belltown C1.III Desired Public Realm Elements, E1 Minimize Curb Cut Impacts, D6 Design for Personal Safety &amp; Security.</i></p>

Priorities & Board Recommendations

ITEM	EDG SUMMARY	RESPONSE
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**3. Tower Form and Terminus**

<p>a. Tower Form</p>	<p><b>1</b> The Board was supportive of the concept of the stepping tower form as shown along 2nd Avenue. However, the Board commented it was not clear how the stepping would be carried around to all facades of the tower. At the next meeting the Board would like to review the following:</p> <ul style="list-style-type: none"> <li>i. Diagram of how the design concept is carried to all facades.</li> <li>ii. Clarification on how the tower form meets the podium and landmark structure.</li> <li>iii. Additional images of each facade, including images from both the City and pedestrian view.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>The tower has been refined to carry the design concept to all facades.</b></li> <li>• <b>The overall tower width and average floor plate has been reduced.</b></li> <li>• <b>The facade treatment strengthens overall development of telescoping form.</b></li> </ul> <p><i>The following design guidelines will be better supported: A2 Enhance the Skyline, B2 Create a Transition in Bulk and Scale, B4 Design a Well-proportioned &amp; Unified Building, C2 Design Facades of Many Scales.</i></p>
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<p>b. Tower Terminus</p>	<p><b>2</b> The board was supportive of the direction of the tower terminus, however noted, it was unclear how the stepping concept resolved itself at the tower's top as the setbacks were inconsistent around the tower terminus form which seemed to conflict with the overall tower concept and cohesion. At the next meeting the Board requested:</p> <ul style="list-style-type: none"> <li>i. Refinement of the tower terminus, which supports a logical transition and termination of the tower's stepping concept. The Board further noted while the street-level would be marked by the landmark, the tower form and terminus should add to the City's skyline and be designed as such.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>A new telescoping tier has been added to culminate at the terminus.</b></li> <li>• <b>The tower facade is designed to be more reflective towards at the top, blending into the sky.</b></li> </ul> <p><i>The following design guidelines will be better supported: A2 Enhance the Skyline.</i></p>
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**4. Relationship to the Landmark Structure**

The Board was supportive of setbacks provided around the landmark structure. In addition, the board commented that the conceptual design images seemed successful in re-appropriating the language of the landmark into a new form and composition. The Board disagreed with public comment to mimic the historic language across the entire podium and noted the new structure should be distinctive and compliment the landmark rather than mimic the historic structure. The Board further noted special attention should be given to the design of the party wall and expressed a desire to see a design response that was not a blank wall.

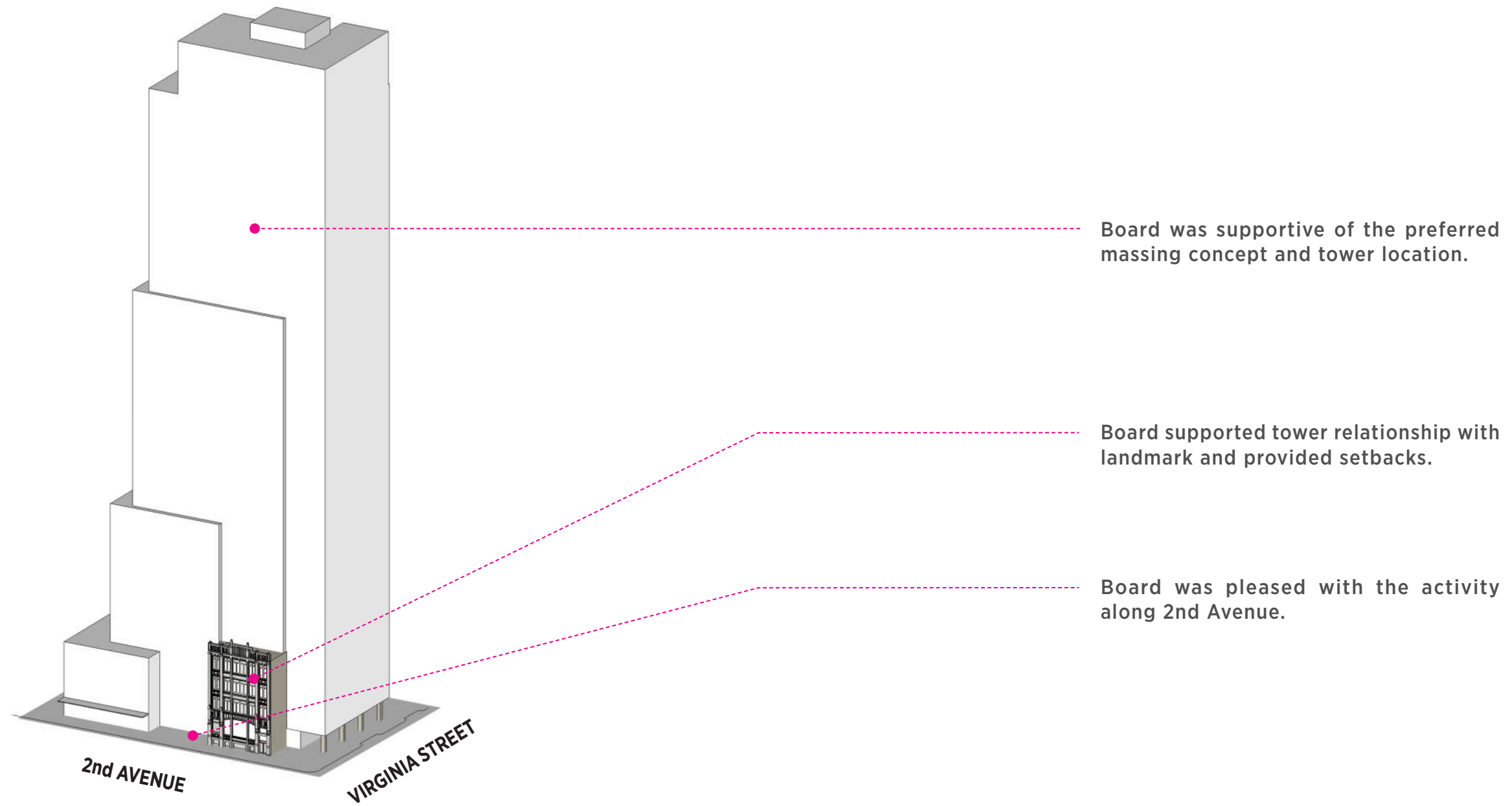
**SUPPORTED BY EDG**

- **The tower volume remains set back to highlight the landmark structure.**
- **Special design consideration has been given for the party wall and presented to the Architectural Review Committee as part of the landmarks preservation process.**

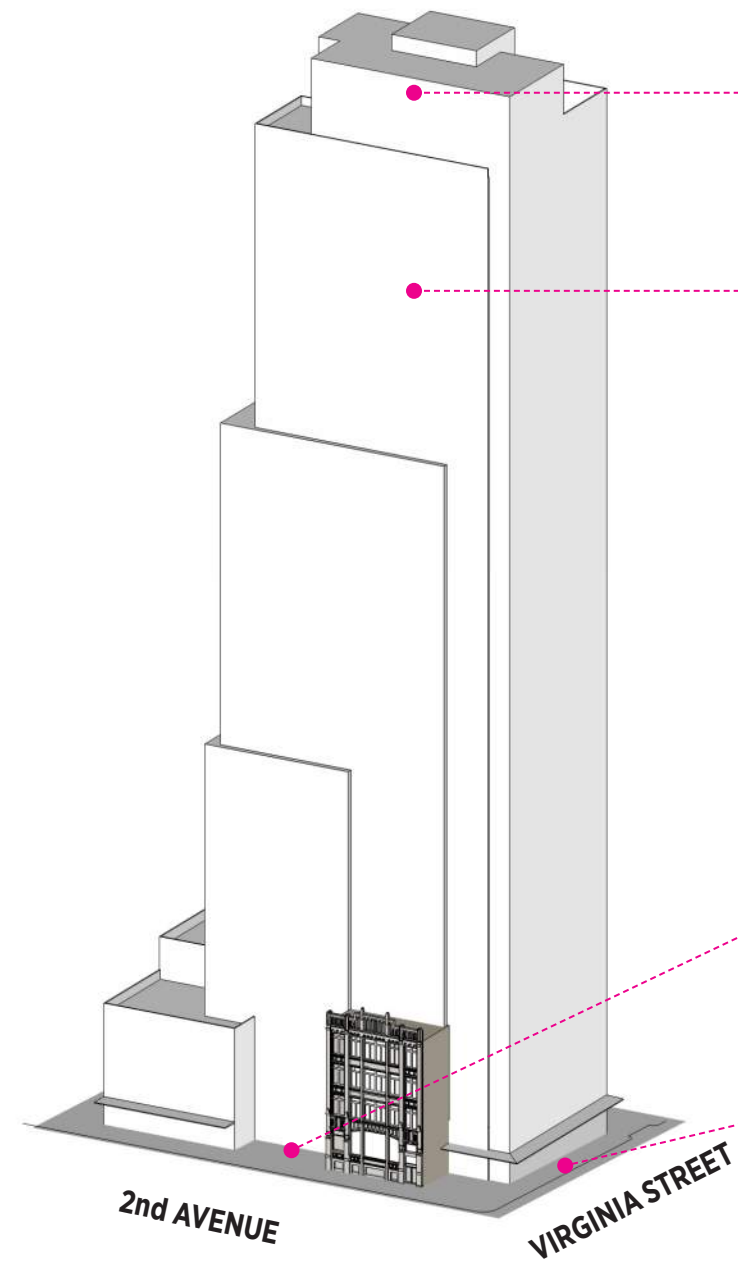
*The following design guidelines will be better supported: Belltown B1, B1.II. Historic Style, C3 Provide Active - Not Blank - Facades.*

**EDG #1 SUMMARY**

Supported by EDG







**2 Tower Terminus**  
Refine the tower terminus

**1 Tower Form**  
Show how the design concept is carried to all facades

**3 Street-Level 2nd Avenue**  
Show activation of the setback area  
Follow good examples of Belltown plazas

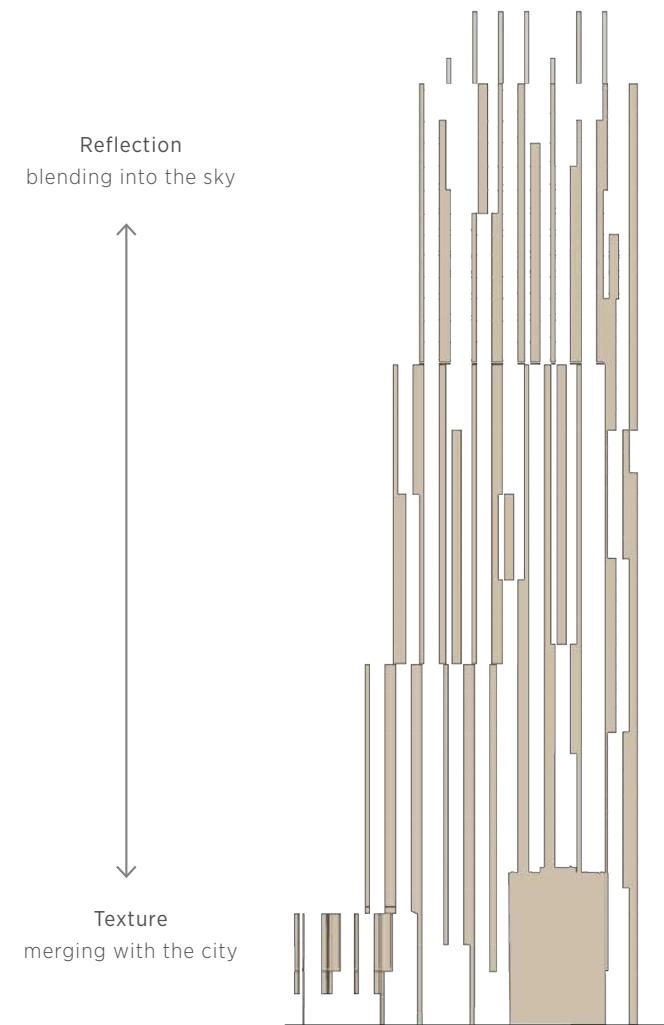
**4 Street-Level Virginia Street**  
Study alternative vehicular access location  
Provide activated street response  
Minimize curb cuts

# RESPONSE TO BOARD GUIDANCE

Concept



Starting down at the street level where the remains of Seattle's past exists in many historic buildings, the tower rises upward from the historic Terminal Sales Annex landmark in a series of graded steps into the skyline where it positions itself amongst the new towers that form the future of Seattle. Bebb & Gould's use of terracotta on the Terminal Sales Annex was innovative and new to the city. Each step holds this forward-thinking approach of the Terminal Sales Annex, to a more innovative skyline reflecting the change of the city.



## RESPONSE TO BOARD GUIDANCE

### 1 TOWER FORM

#### DRB RECOMMENDATION

The Board was supportive of the concept of the stepping tower form as shown along 2nd Avenue. However, the Board commented it was not clear how the stepping would be carried around to all facades of the tower. At the next meeting the Board would like to review the following:

- i. Diagram of how the design concept is carried to all facades.
- ii. Clarification on how the tower form meets the podium and landmark structure.
- iii. Additional images of each facade, including images from both the City and pedestrian view.

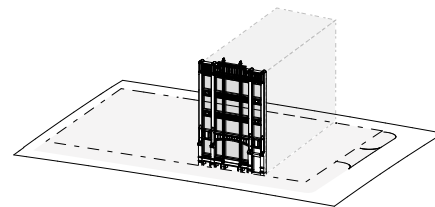
## RESPONSE

**The Terminal Sales Annex sets up the alignments for the telescoping massing, and provides inviting and usable open plazas to highlight the landmark at the ground level.**

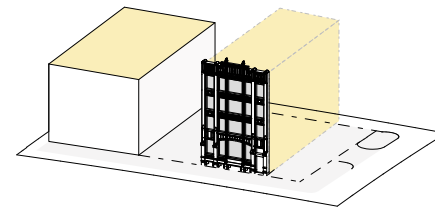
**In addition to reducing the tower width, the design team has increased the stepping on three sides of the building keeping the north facade as an unmodulated grounding element. Each tier of the telescoping forms wrap around from east facade to west facade, while the final and the tallest tier anchors the north facade, culminating in the tower terminus.**

**The following design guidelines will be better supported:**

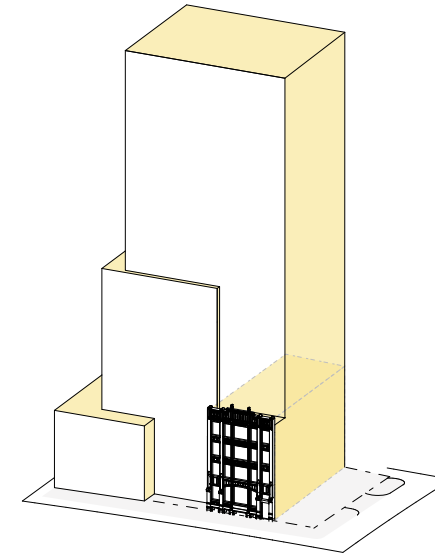
- **A2 Enhance the Skyline**
- **B2 Create a Transition in Bulk and Scale**
- **B4 Design a Well-proportioned & Unified Building**
- **C2 Design Facades of Many Scales**



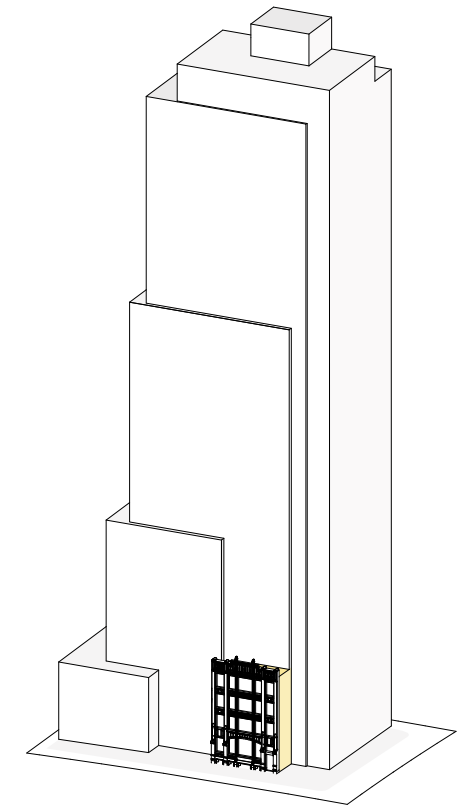
SITE



REINFORCE SCALE



HIGHLIGHT LANDMARK



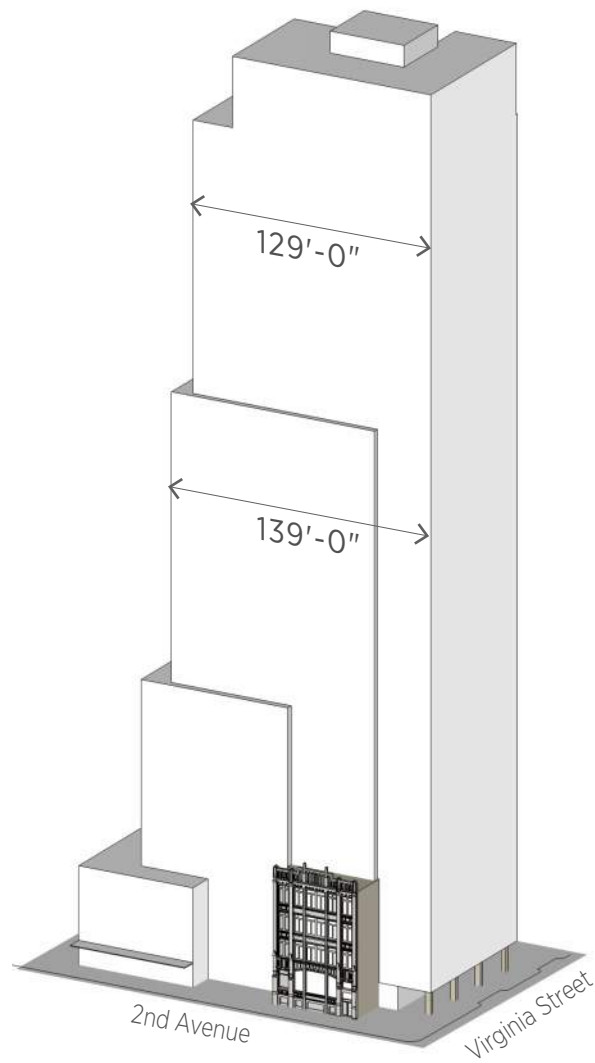
GRADATION FROM LANDMARK

CONCEPT DIAGRAM

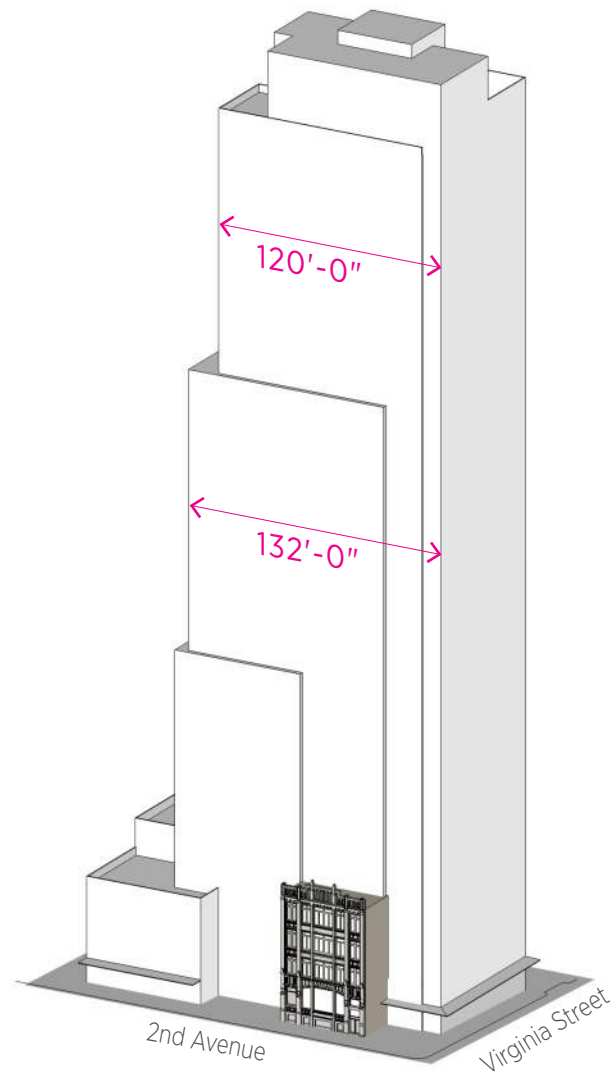
Tower Form **1**

- The overall tower width has been reduced.
- The average floor plate is well below the maximum average floor plate allowed.

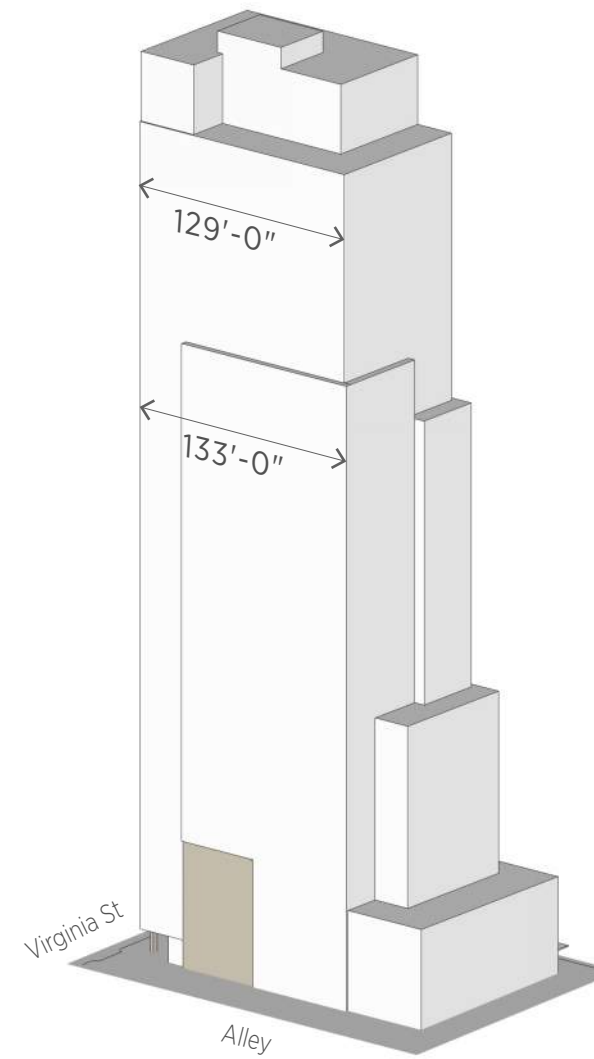
EDG #1



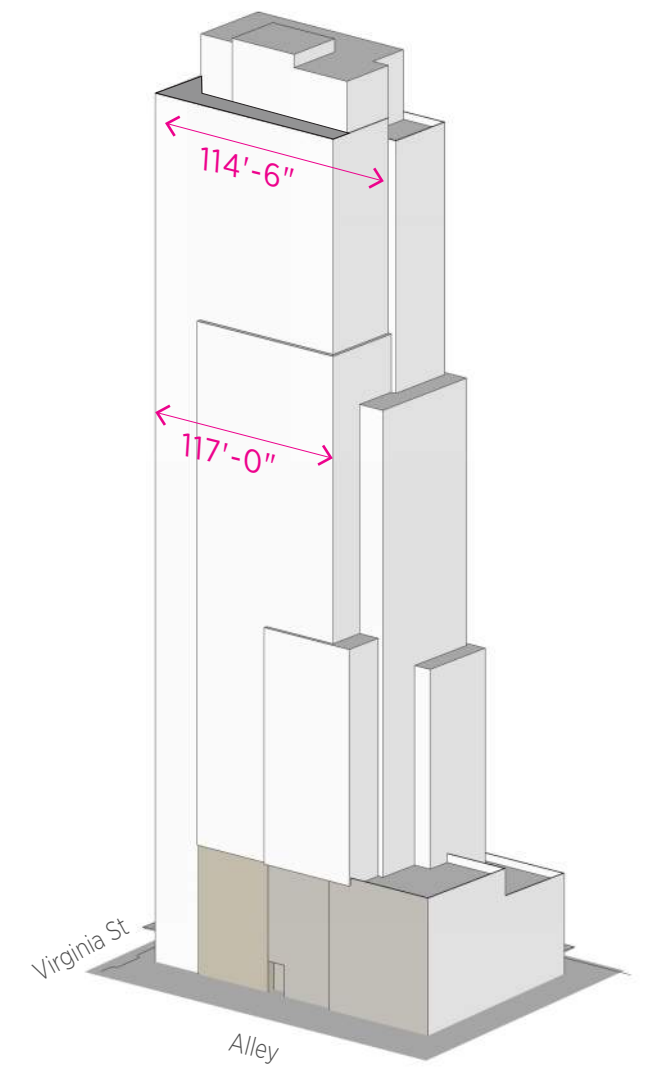
EDG #2



EDG #1



EDG #2



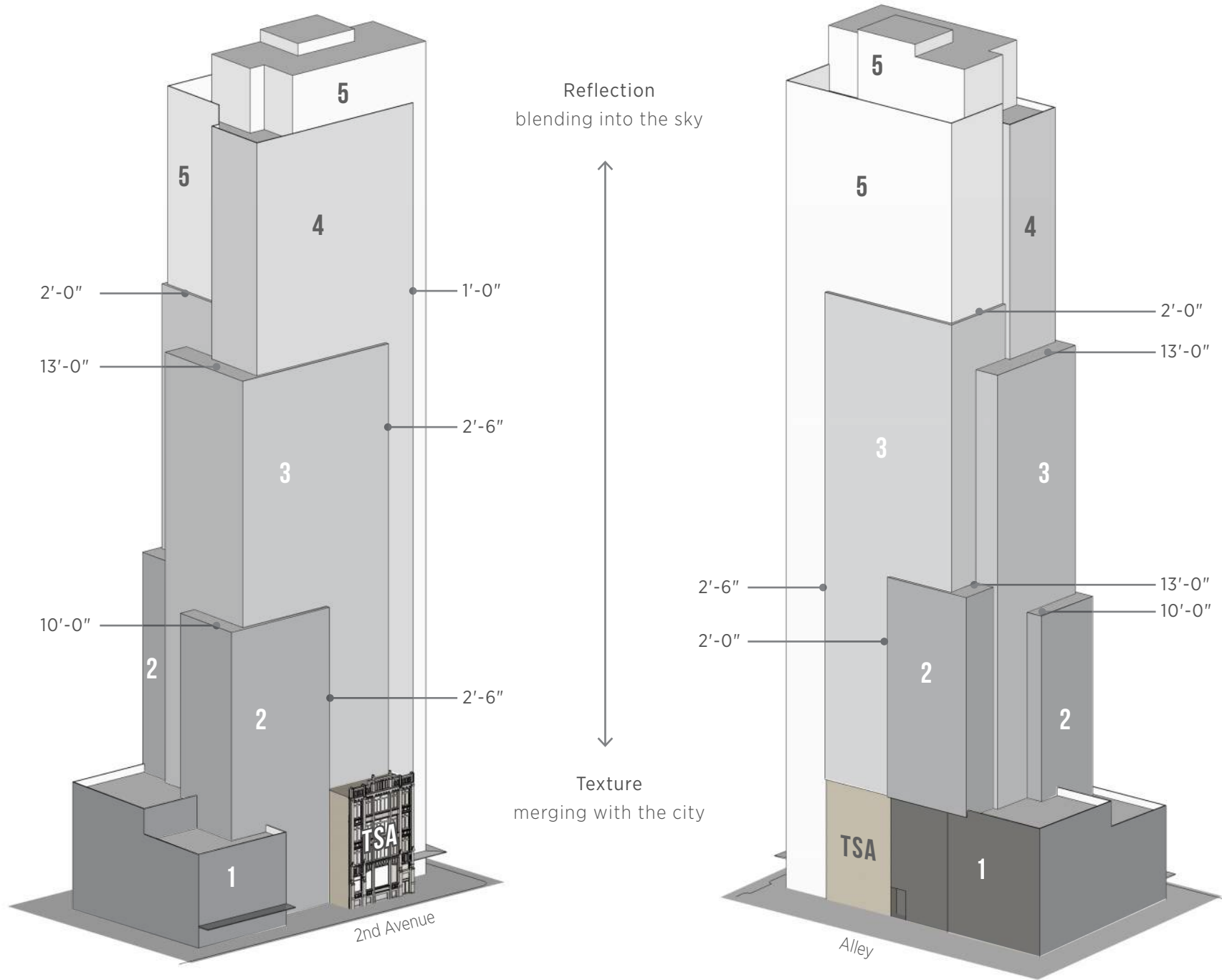
NE CORNER DIAGRAM

SW CORNER DIAGRAM

**RESPONSE TO BOARD GUIDANCE**

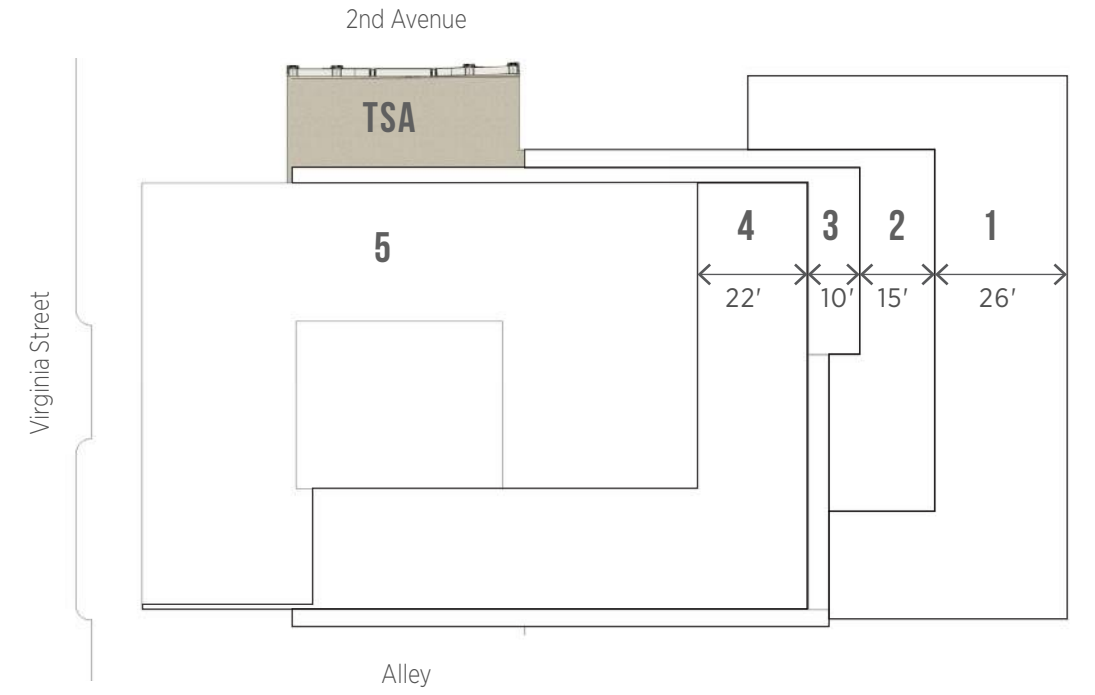
**1** Tower Form

The facade treatment will be composed in a way that strengthens the overall development of the telescoping form - more opaque and textured at the bottom of the tower to more reflective at the top, blending into the sky.

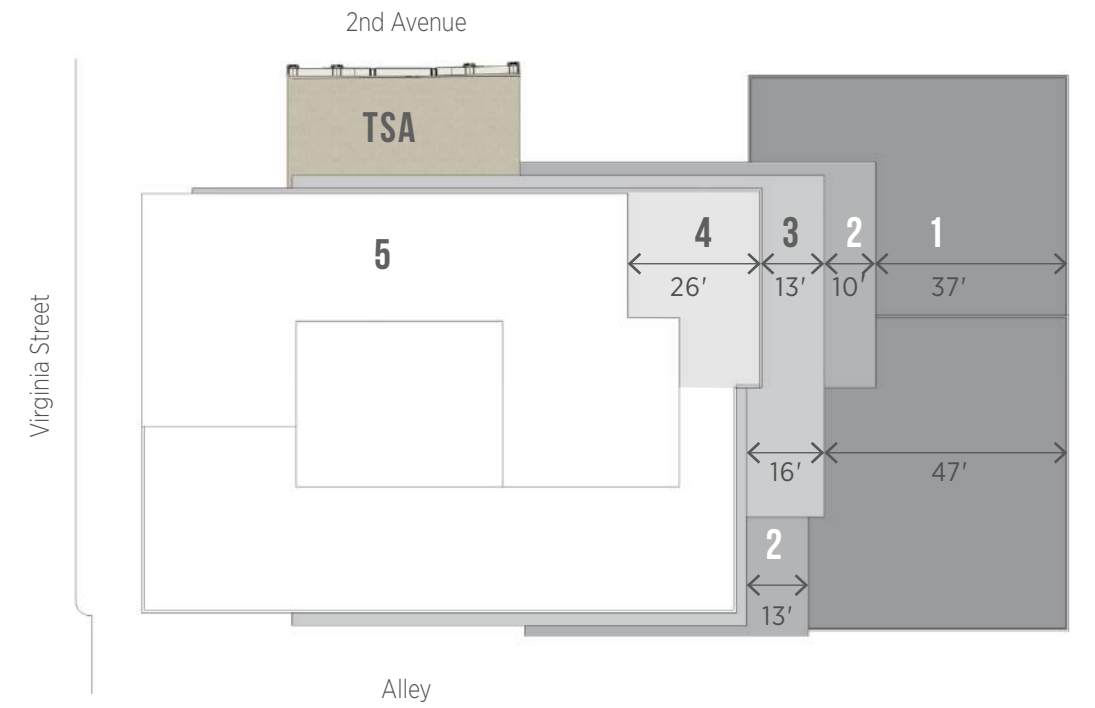


TOWER FORM DIAGRAM: SE CORNER

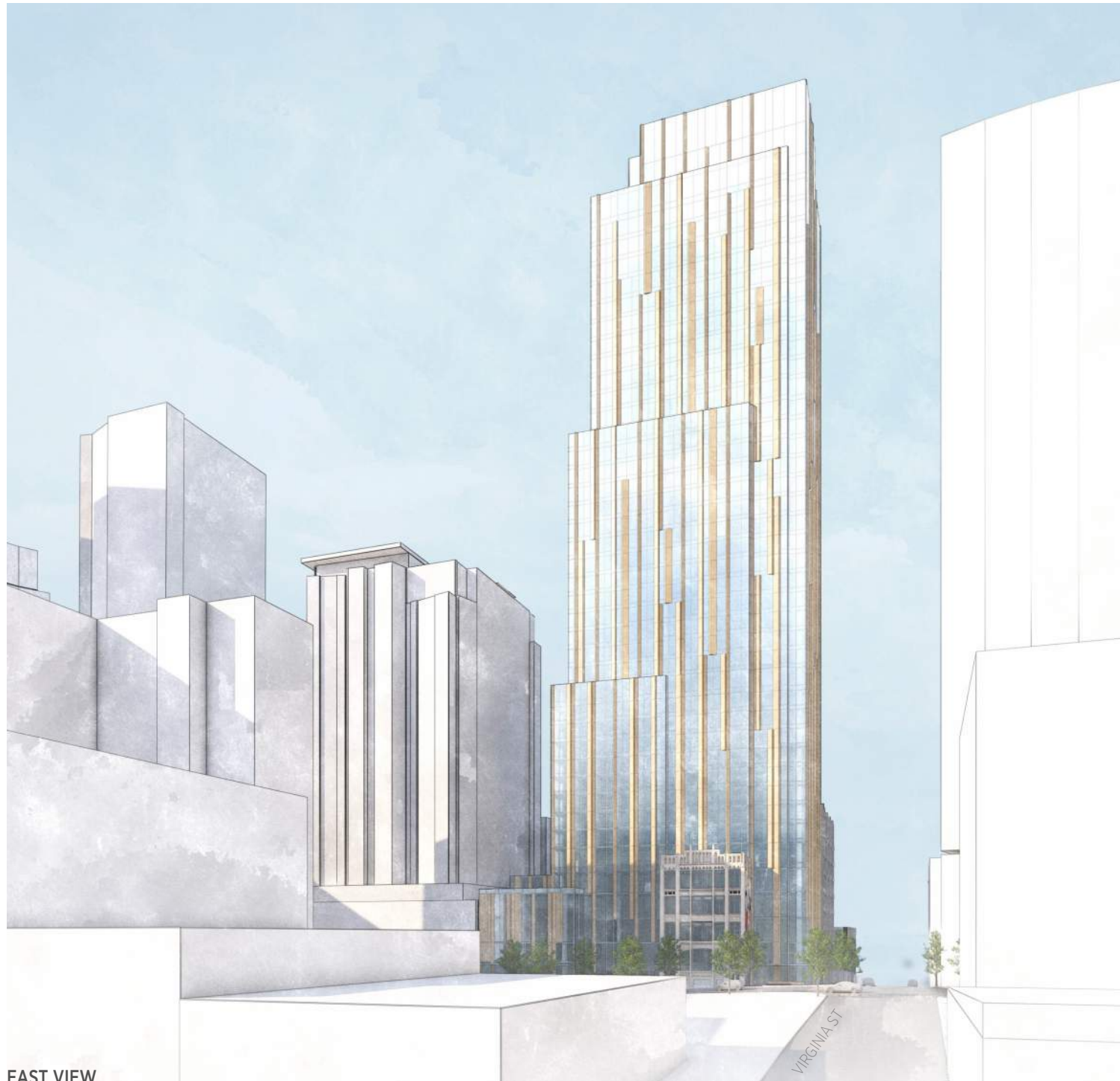
SW CORNER



EDG #1 TOWER FORM PLAN DIAGRAM



EDG #2 TOWER FORM PLAN DIAGRAM



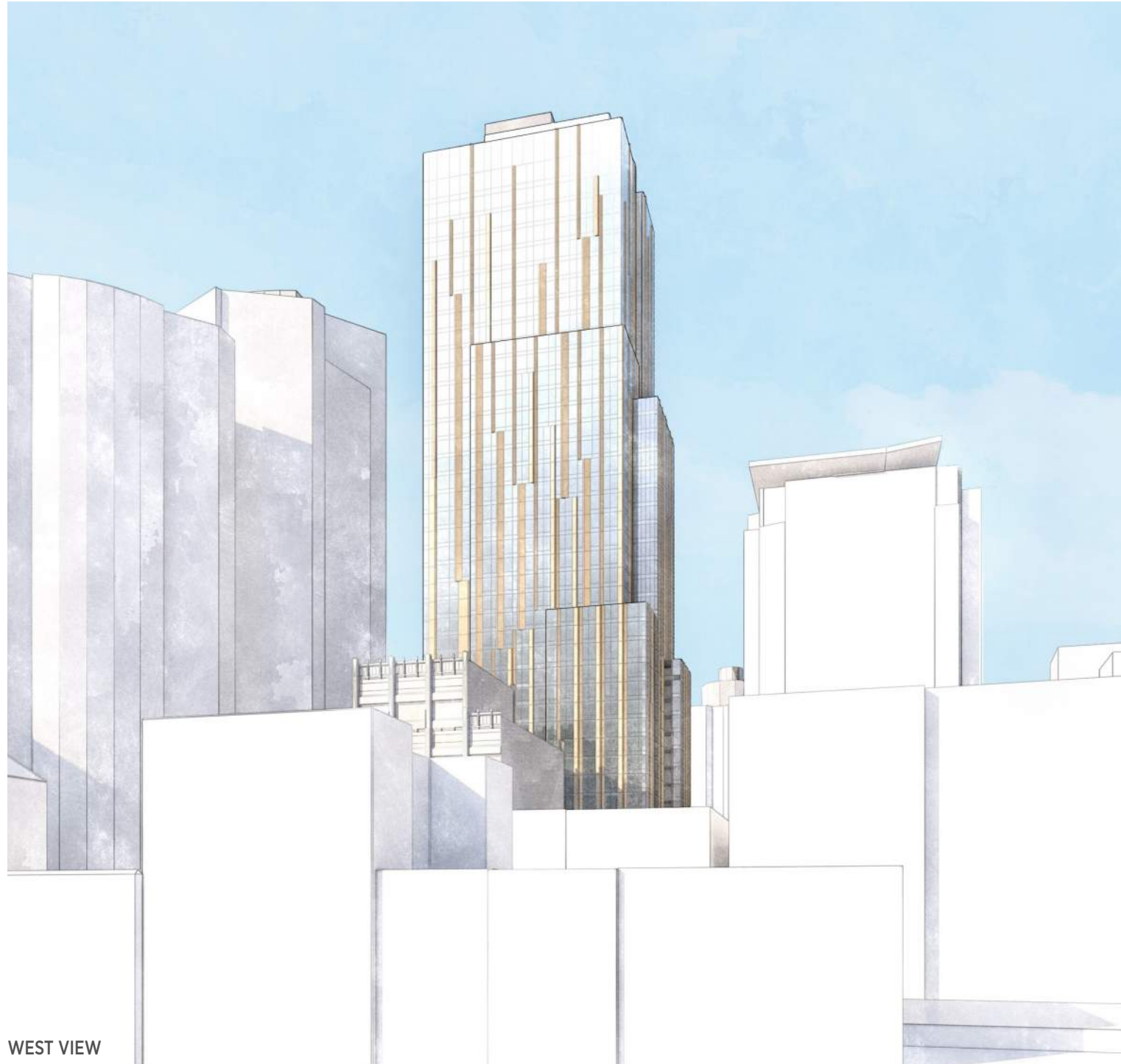
EAST VIEW



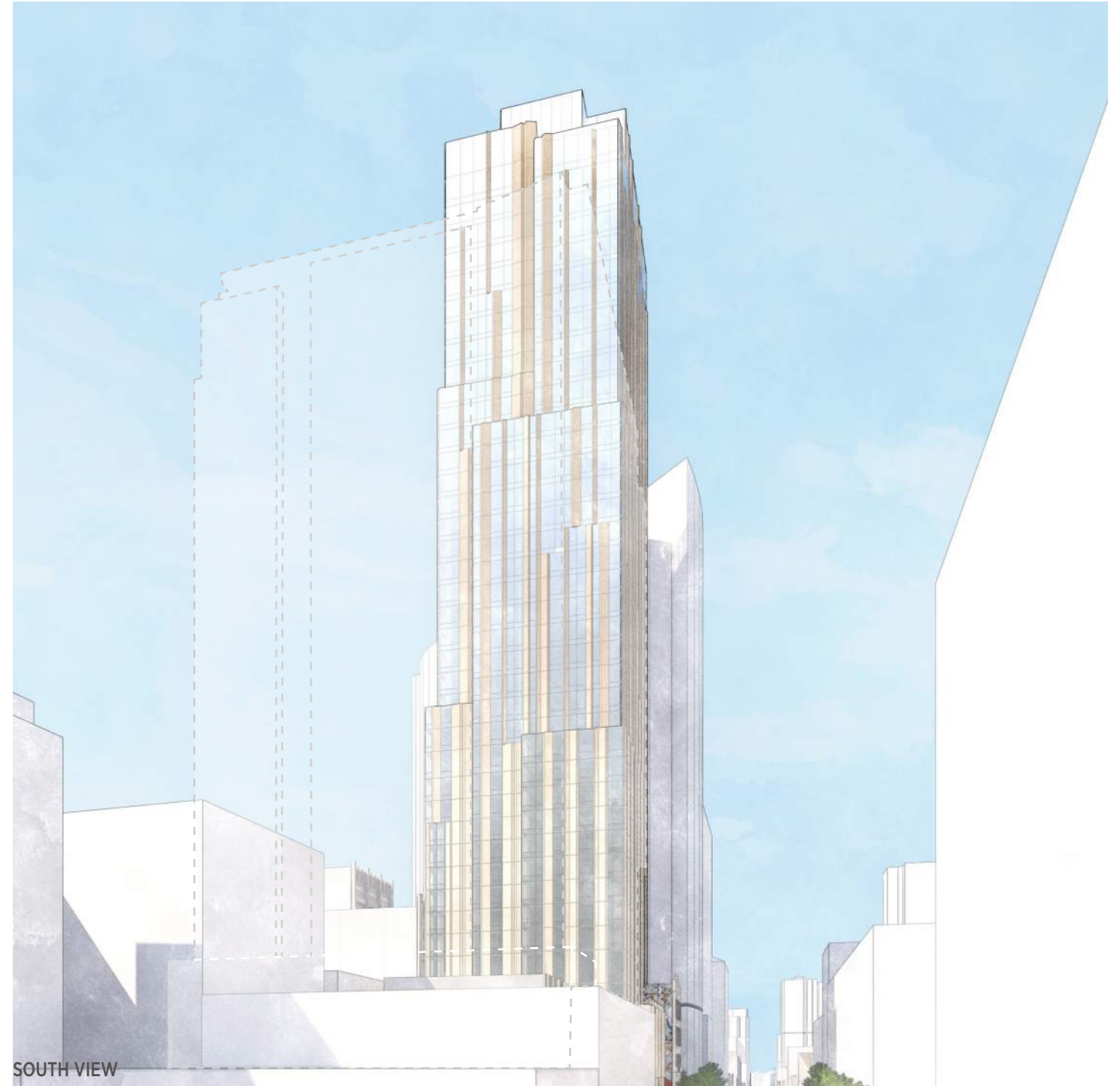
NORTH VIEW

RESPONSE TO BOARD GUIDANCE

1 Tower Form

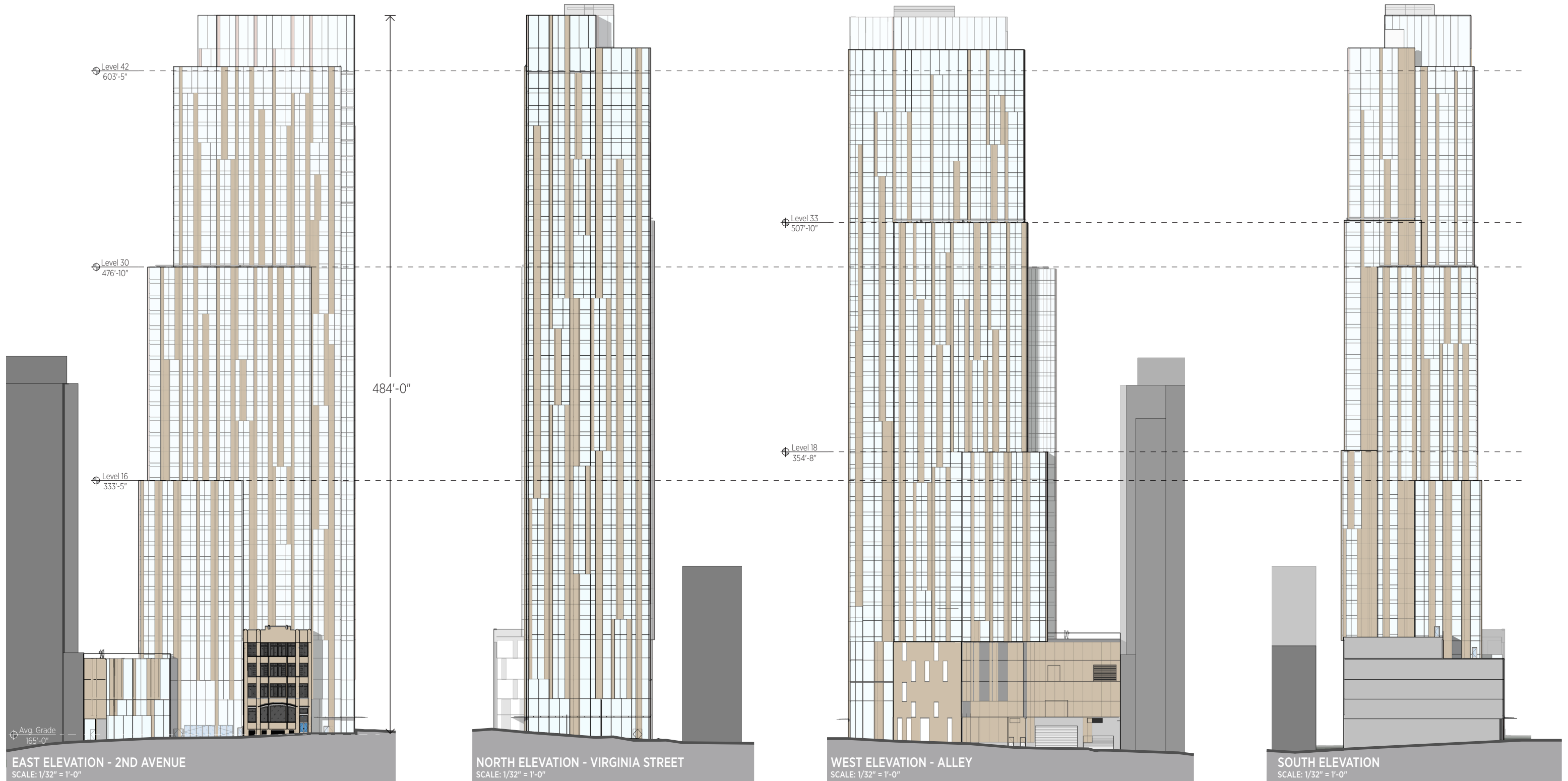


WEST VIEW



SOUTH VIEW





EAST ELEVATION - 2ND AVENUE  
SCALE: 1/32" = 1'-0"

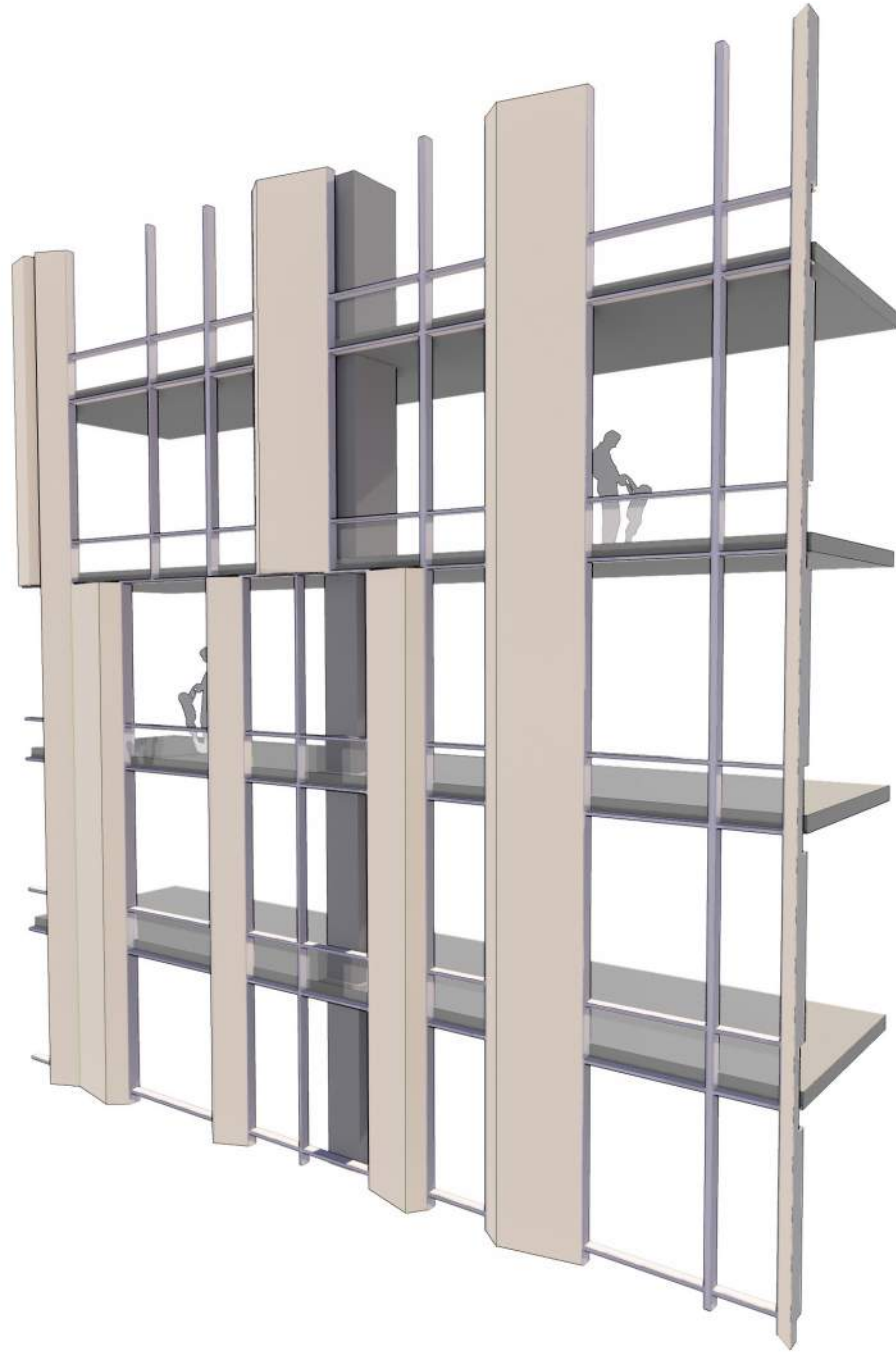
NORTH ELEVATION - VIRGINIA STREET  
SCALE: 1/32" = 1'-0"

WEST ELEVATION - ALLEY  
SCALE: 1/32" = 1'-0"

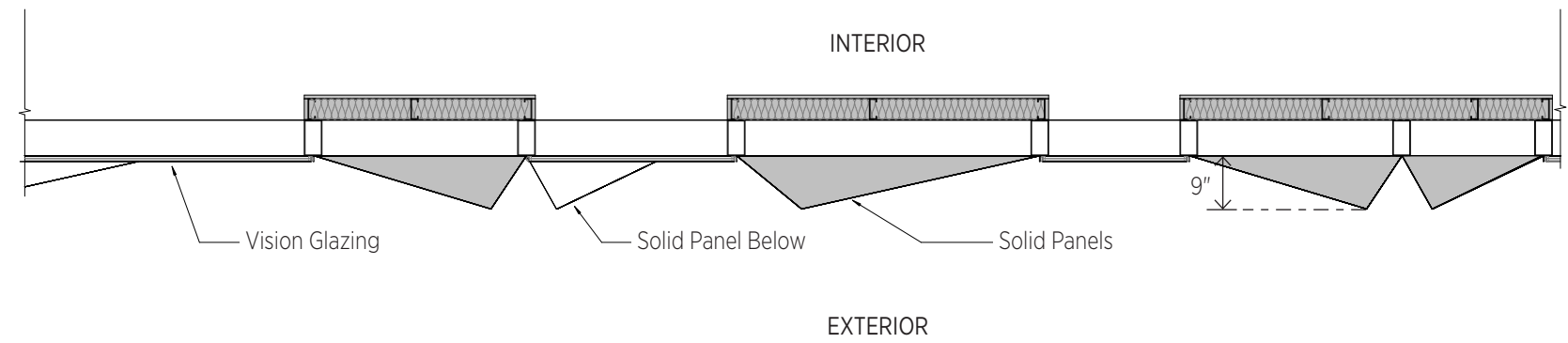
SOUTH ELEVATION  
SCALE: 1/32" = 1'-0"

RESPONSE TO BOARD GUIDANCE

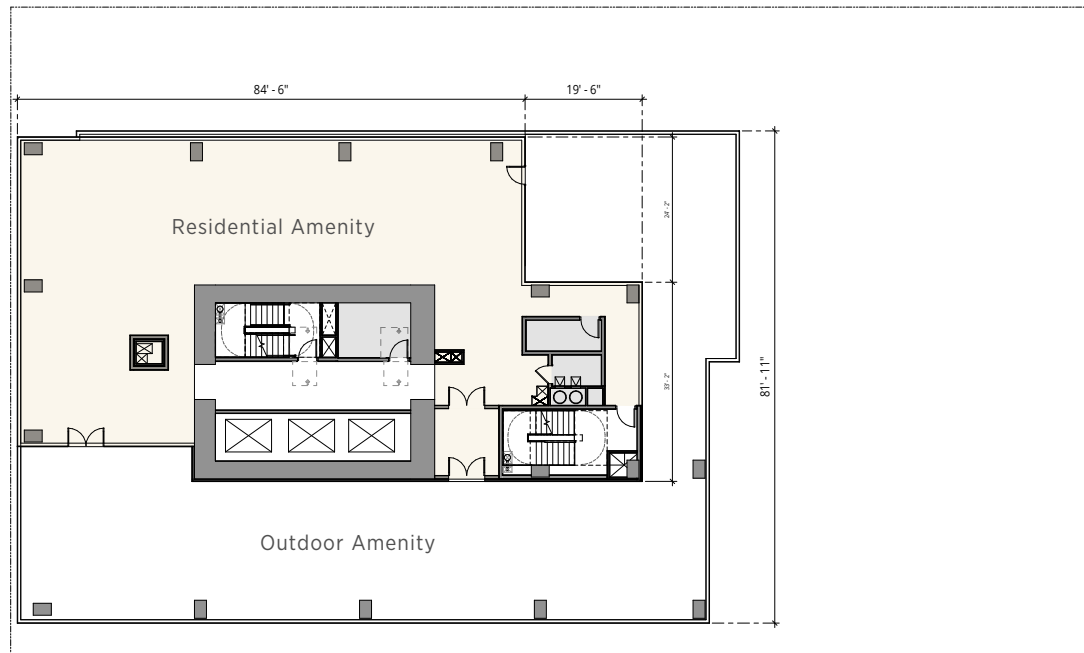
1 Tower Form




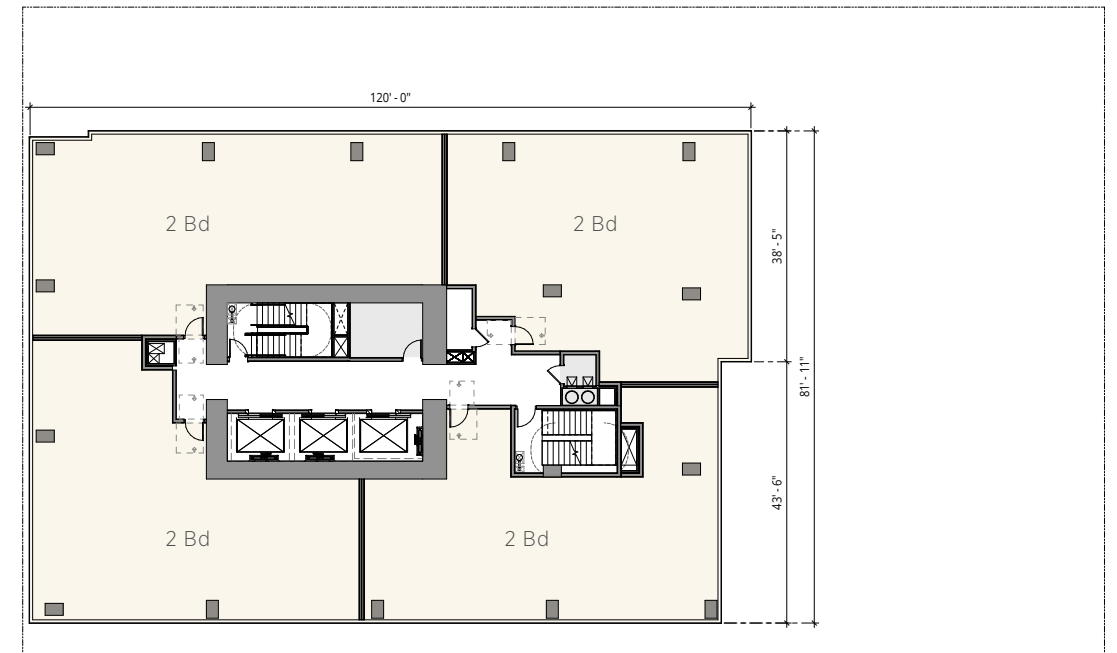
TYPICAL FACADE DIAGRAM: 3D




TYPICAL FACADE DIAGRAM: PLAN



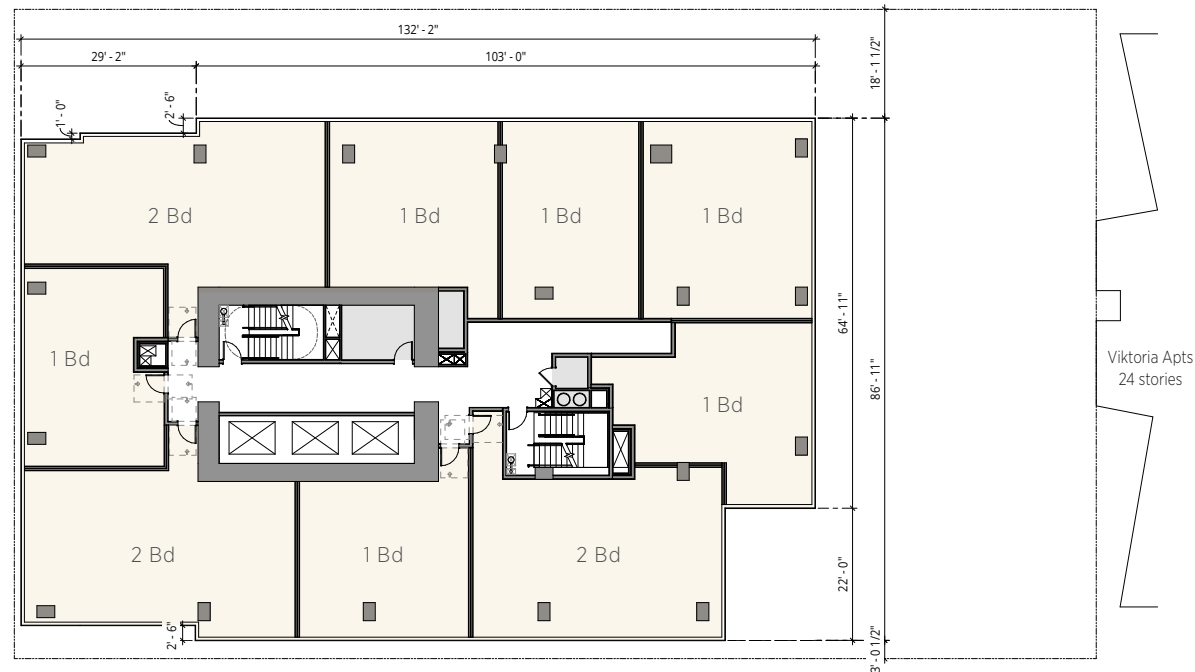
LEVEL 42 RESIDENTIAL AMENITY   
SCALE: 1/32" = 1'-0"



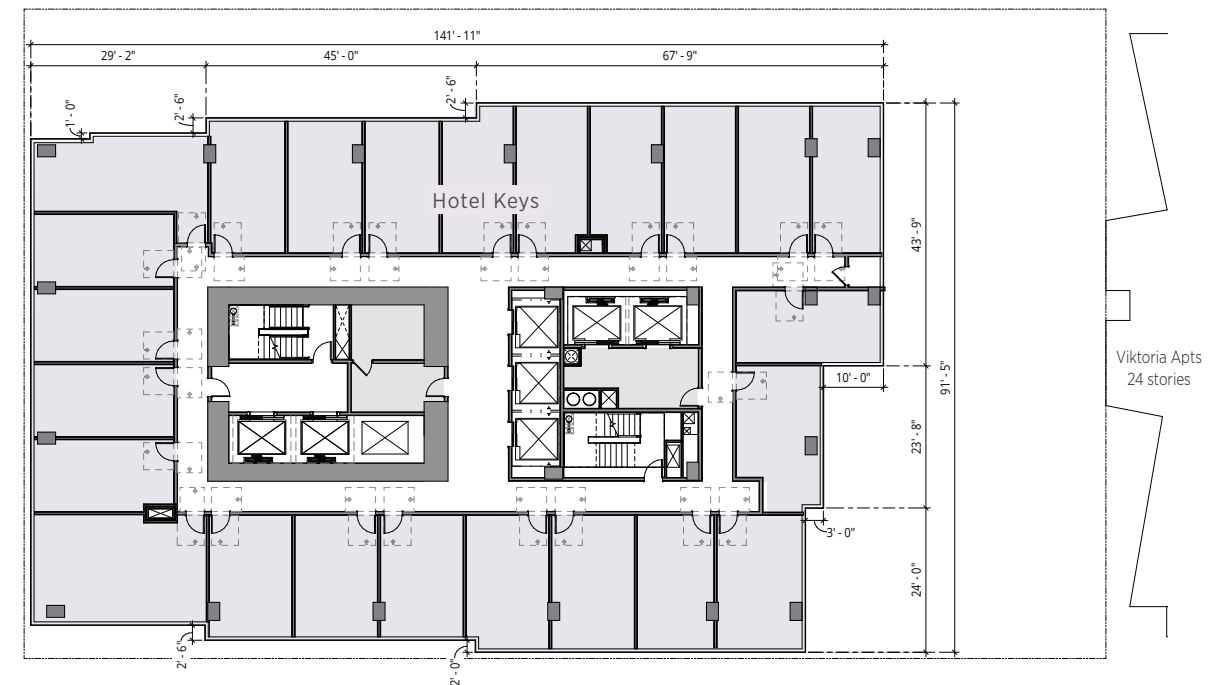
PENTHOUSE RESIDENTIAL LEVELS 38-41   
SCALE: 1/32" = 1'-0"

RESPONSE TO BOARD GUIDANCE

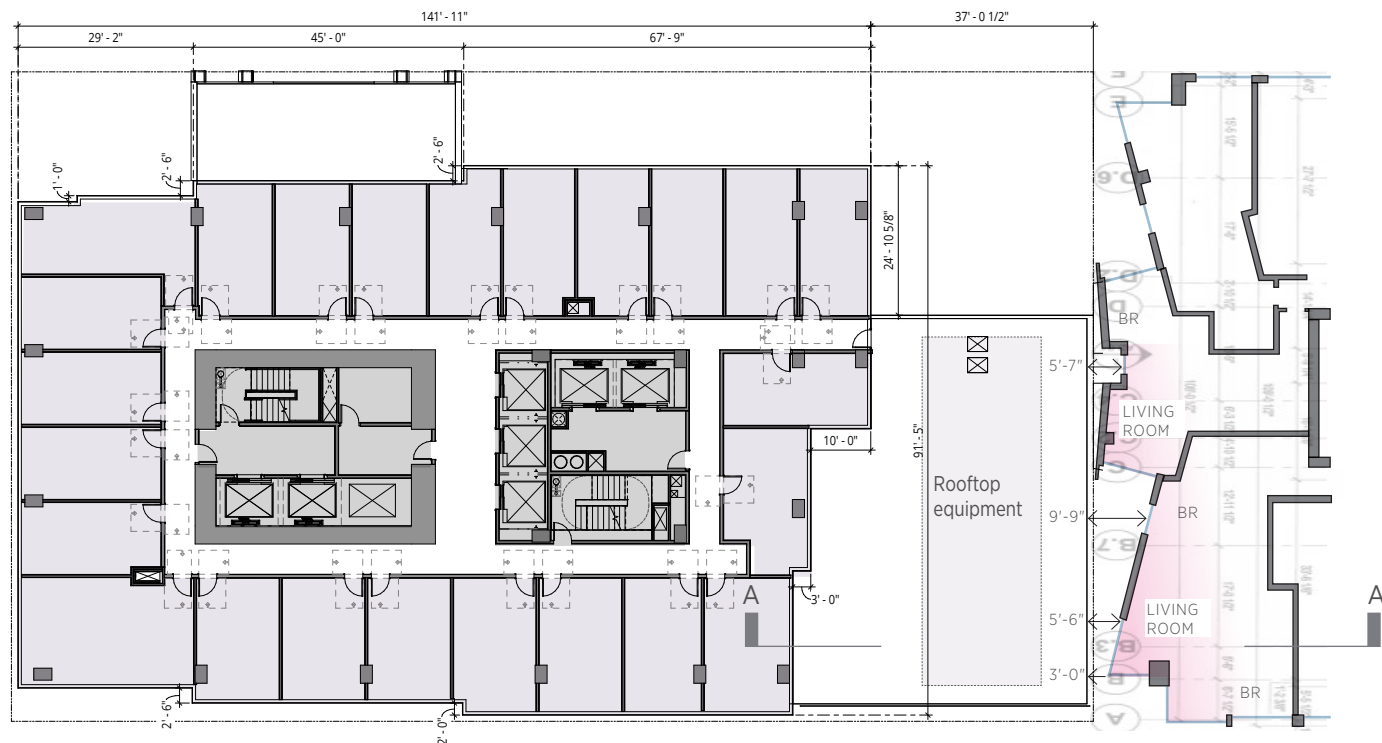
1 Tower Form



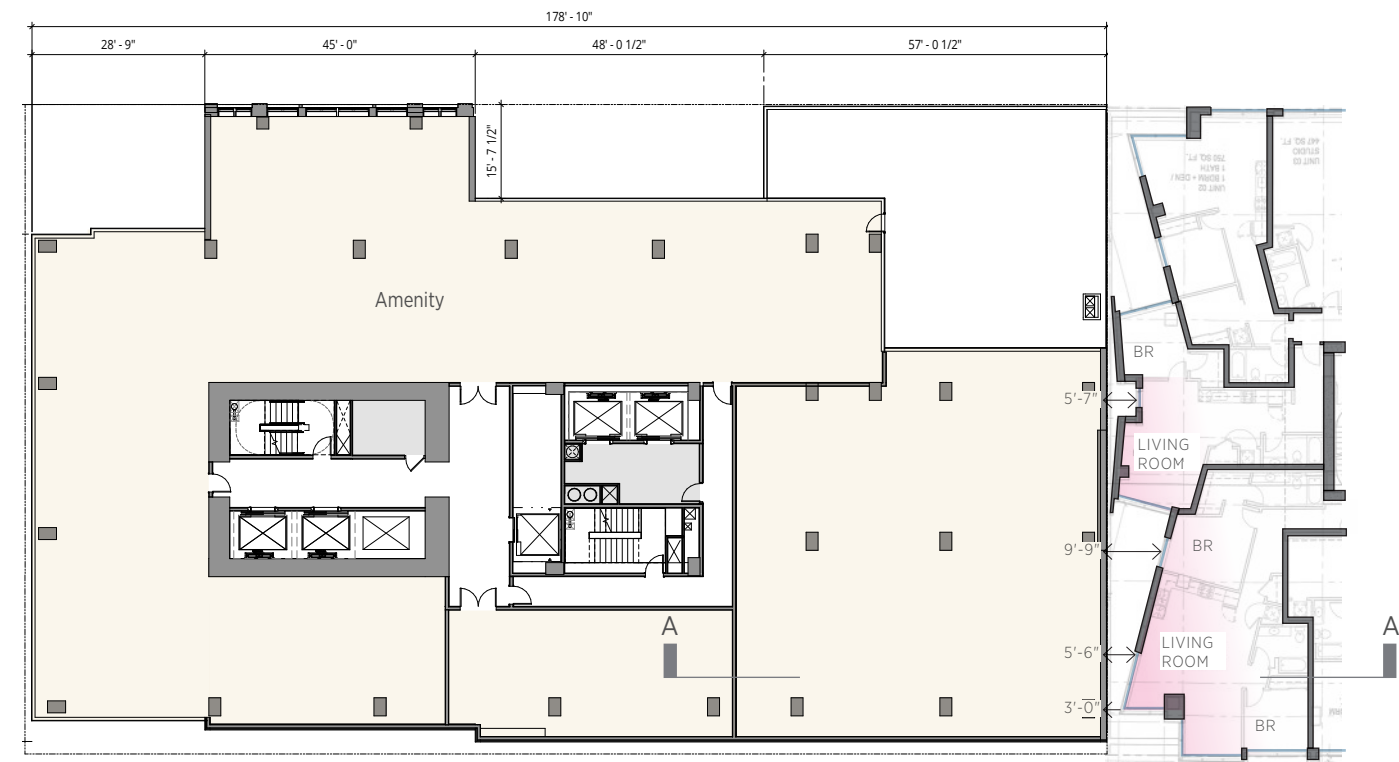
TYPICAL RESIDENTIAL LEVELS 18-29 ☯  
SCALE: 1/32" = 1'-0"



TYPICAL HOTEL KEYS LEVELS 7-15 ☯  
SCALE: 1/32" = 1'-0"



VIKTORIA LEVEL 8  
F.F.E: 230'-4"



VIKTORIA LEVEL 7  
F.F.E: 220'-8"

LEVEL 6 HOTEL KEYS  
SCALE: 1/32" = 1'-0"

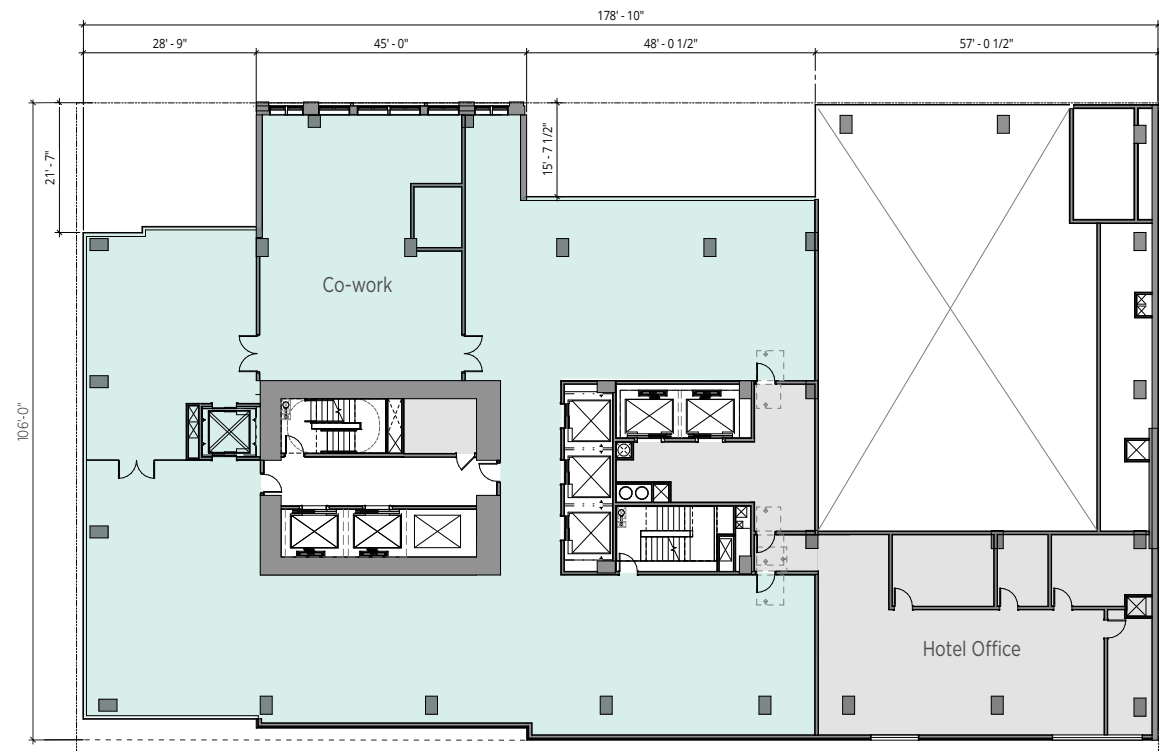



LEVEL 5 AMENITY  
SCALE: 1/32" = 1'-0"




RESPONSE TO BOARD GUIDANCE

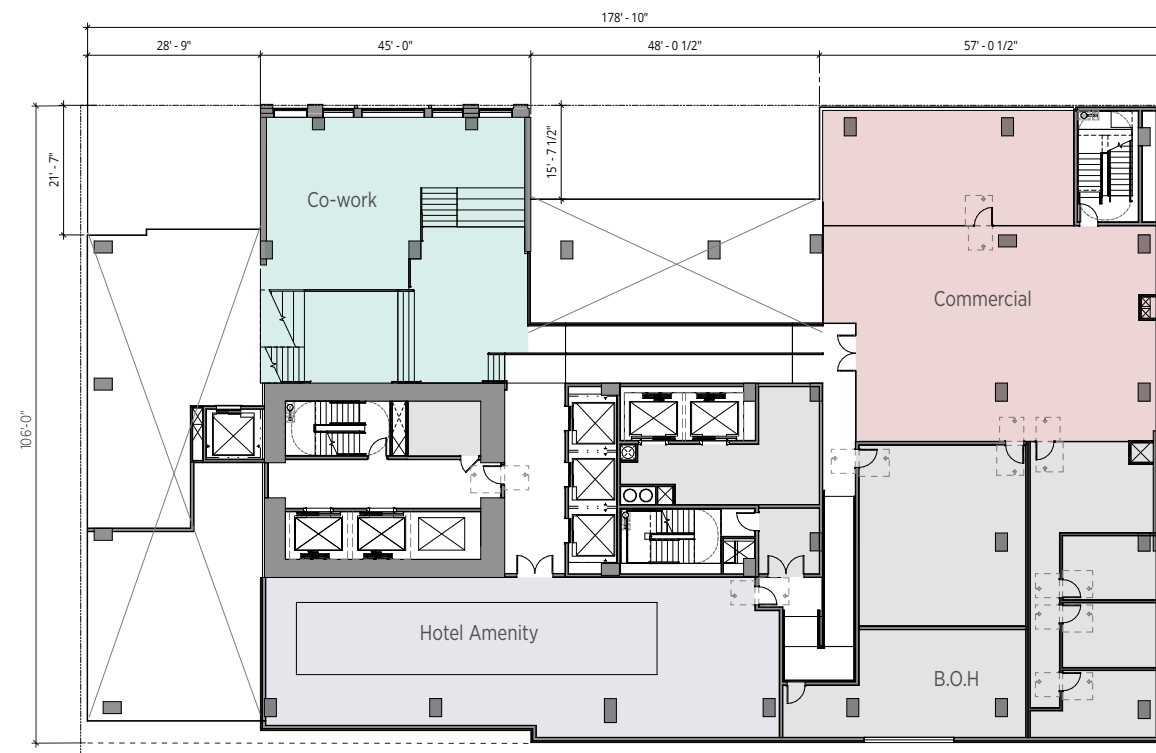
1 Tower Form




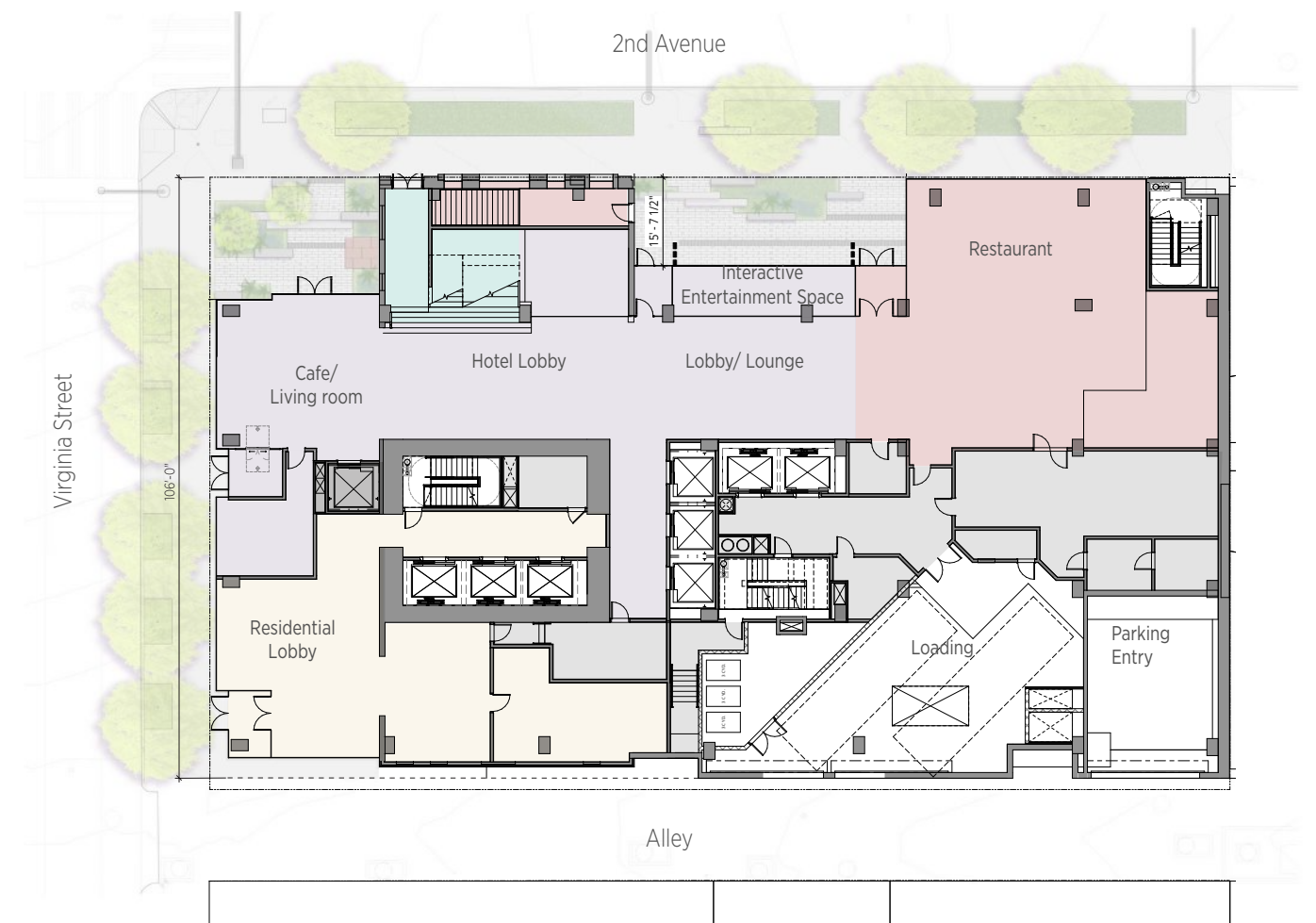
LEVEL 4 AMENITY  
SCALE: 1/32" = 1'-0" 




LEVEL 3 AMENITY  
SCALE: 1/32" = 1'-0" 



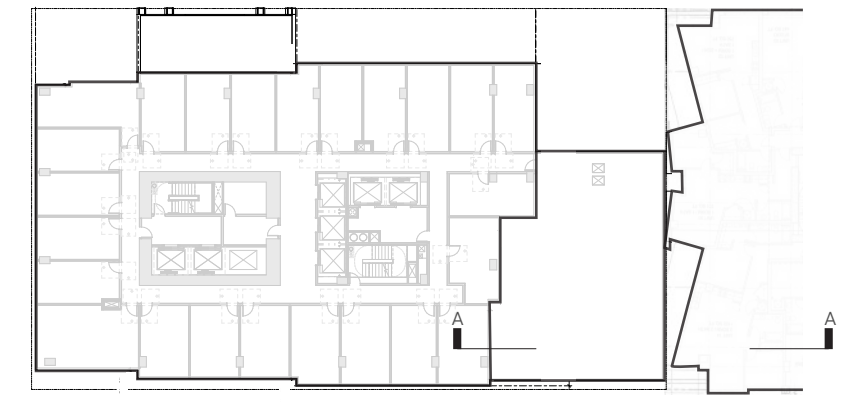
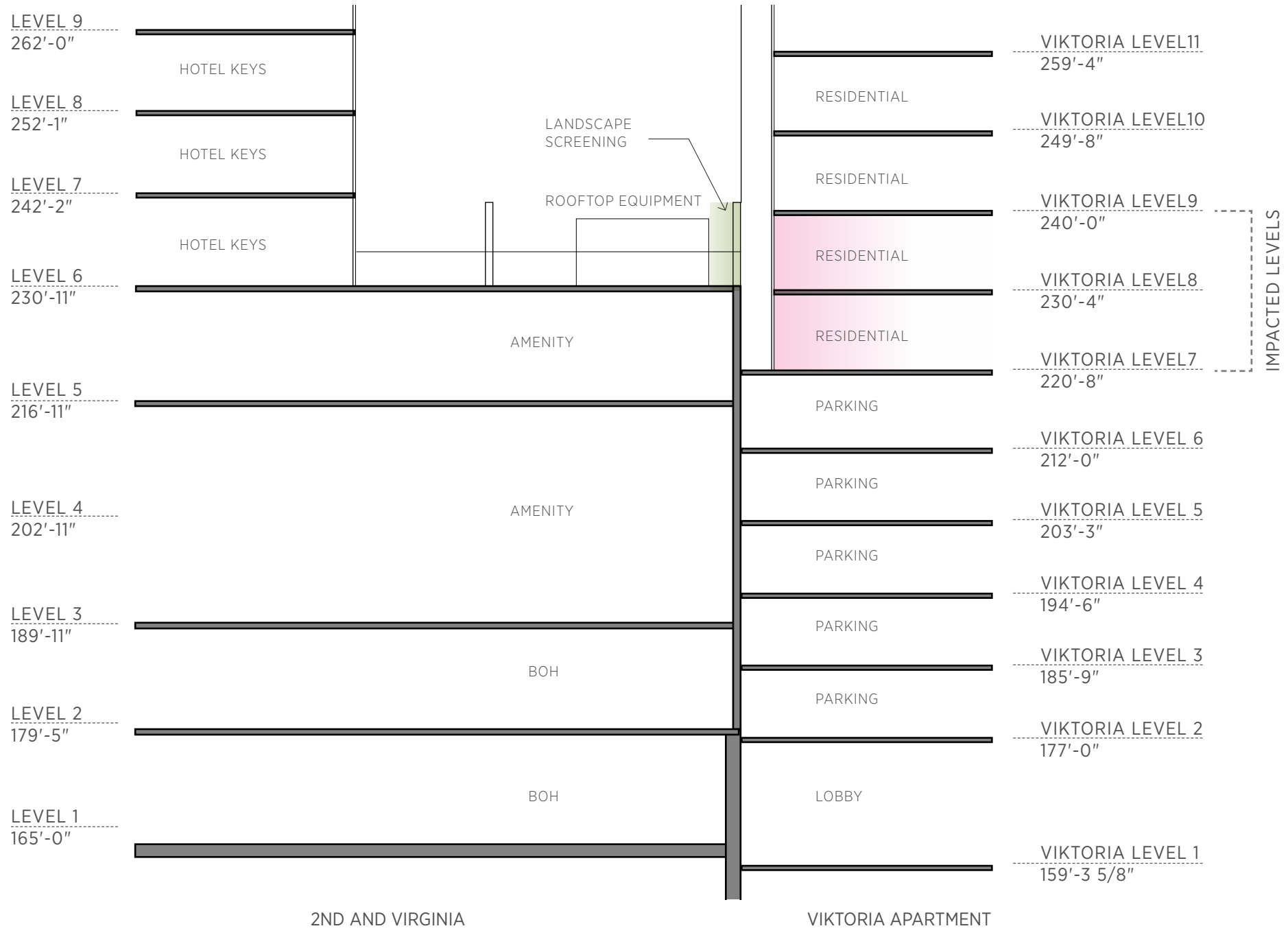
LEVEL 2 AMENITY  
SCALE: 1/32" = 1'-0" 



GROUND LEVEL  
SCALE: 1/32" = 1'-0" 

**RESPONSE TO BOARD GUIDANCE**

**1** Tower Form



KEY PLAN

SECTION A: 2V/ VIKTORIA APARTMENT





## RESPONSE TO BOARD GUIDANCE

### 2 TOWER TERMINUS

DRB RECOMMENDATION

#### SUPPORTED BY EDG

The board was supportive of the direction of the tower terminus, however noted, it was unclear how the stepping concept resolved itself at the tower's top as the setbacks were inconsistent around the tower terminus form which seemed to conflict with the overall tower concept and cohesion. At the next meeting the Board requested:

i. Refinement of the tower terminus, which supports a logical transition and termination of the tower's stepping concept. The Board further noted while the street-level would be marked by the landmark, the tower form and terminus should add to the City's skyline and be designed as such.

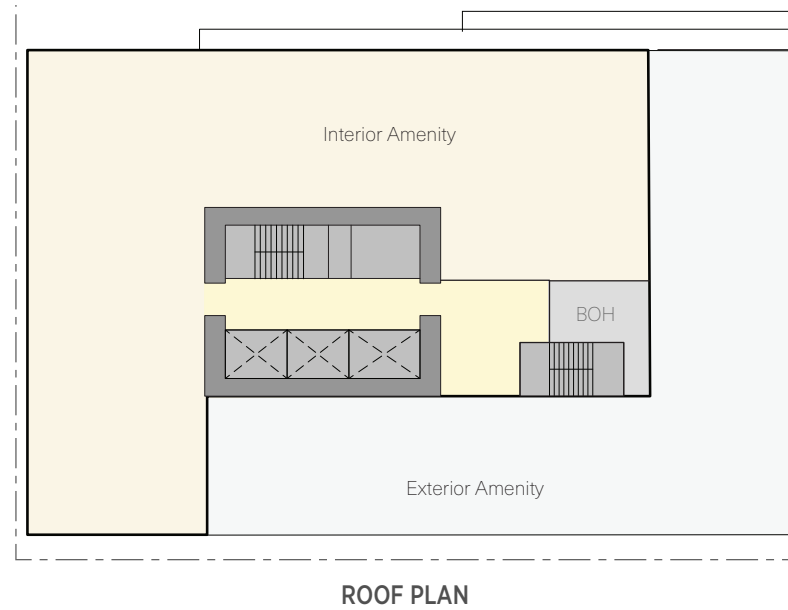
## RESPONSE

**The tower top is part of the final and tallest of the telescope massing. The telescoping forms align with Terminal Sales Annex building, reference notable works like Seattle Tower, and culminate at the terminus; extending the architectural logic from the foundation, through the body of the building, up to the last step. The tower facade is designed to be more reflective towards the roof, blending into the sky.**

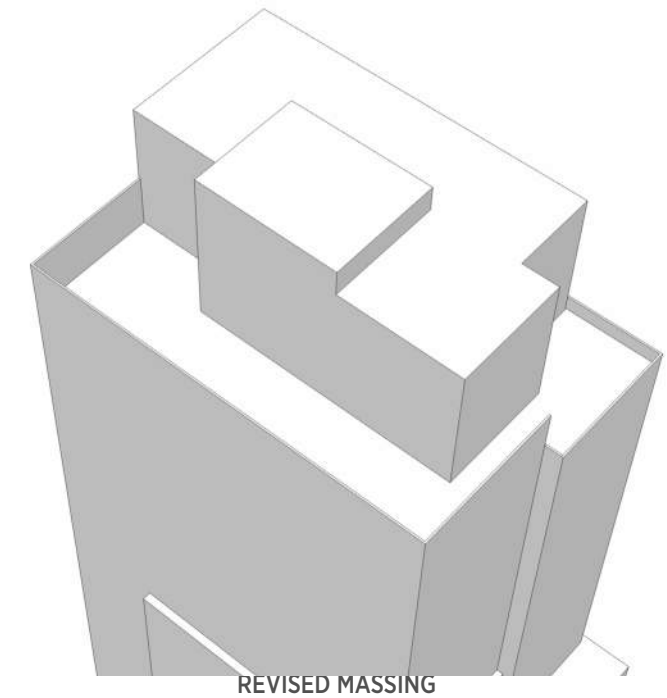
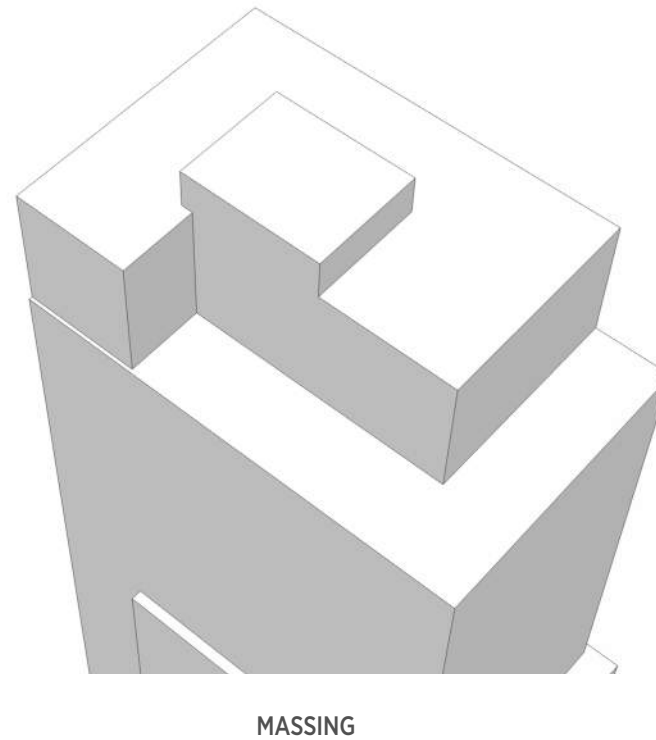
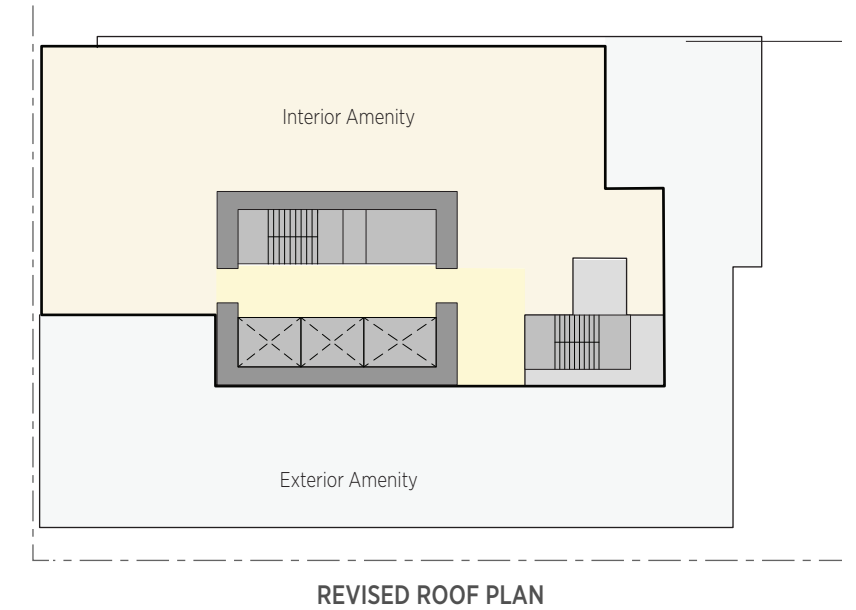
The following design guidelines will be better supported:

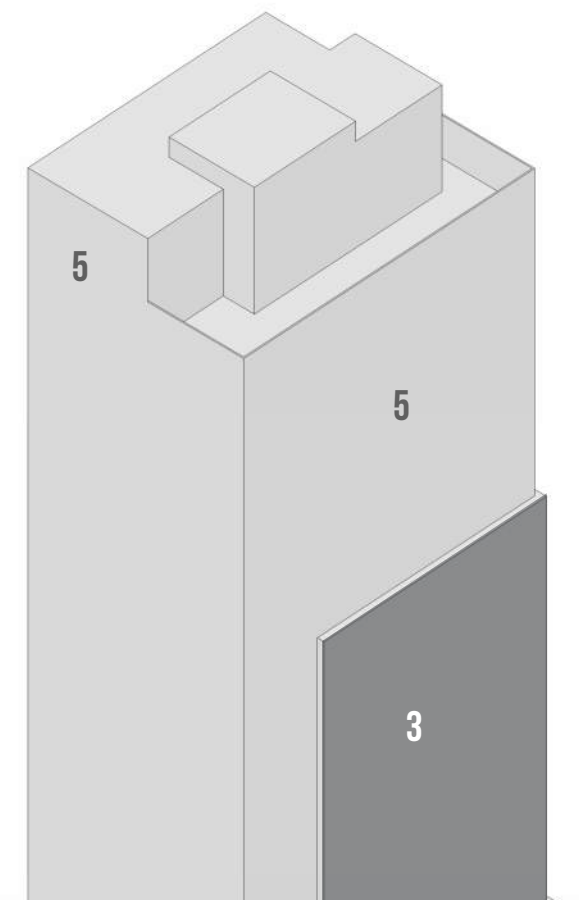
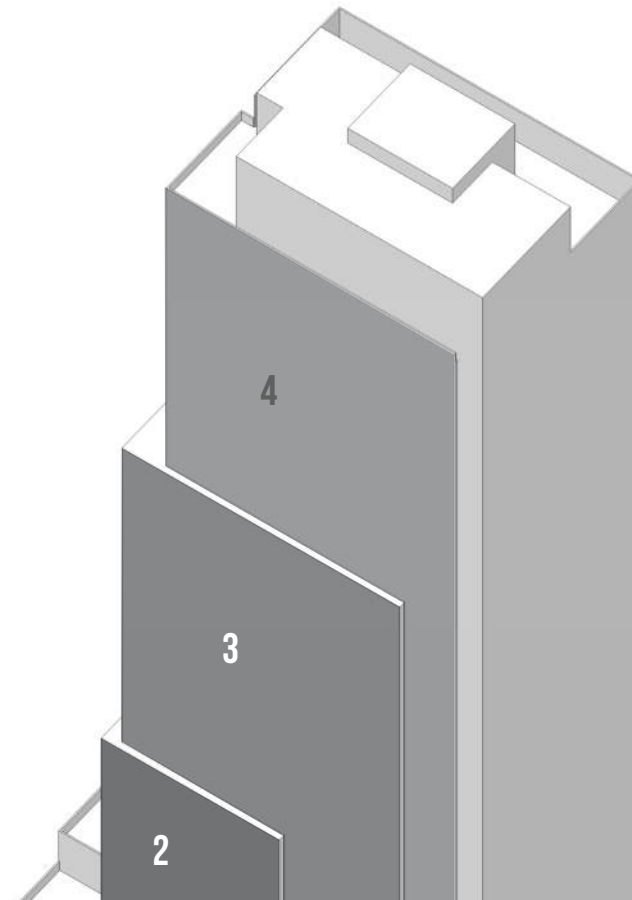
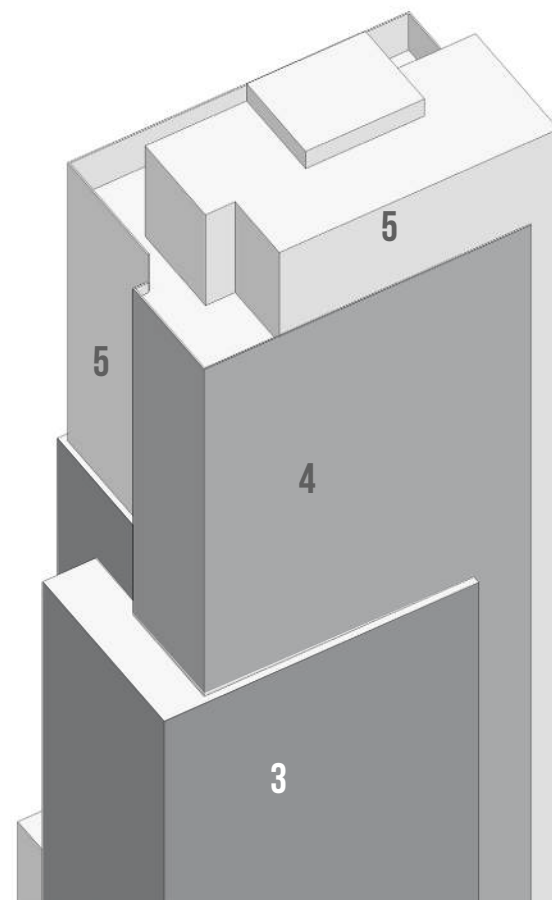
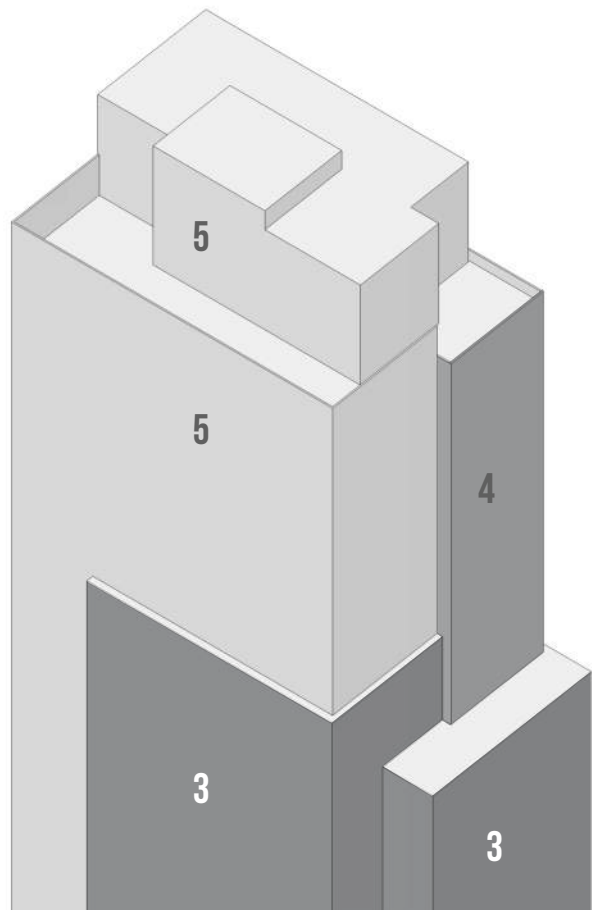
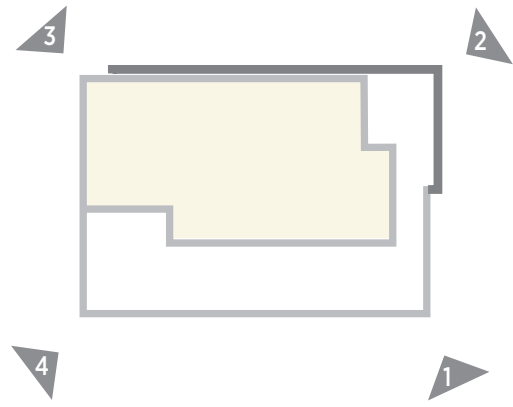
- A2 Enhance the Skyline

### EDG #1



### EDG #2





1. SW CORNER  
EDG #2 UPDATED CONCEPT : CODE COMPLIANT

2. SE CORNER

3. NE CORNER

4. NW CORNER

## 2 Tower Terminus



VIEW OF NE CORNER



VIEW OF SW CORNER

## RESPONSE TO BOARD GUIDANCE

### 3 STREET-LEVEL: 2ND AVENUE

DRB RECOMMENDATION

#### SUPPORTED BY EDG

Overall the Board was pleased with the elevation at street-level along 2nd Avenue including the small open areas to the north and south of the landmark. However, the Board echoed public comment regarding the desire for an active street-level and expressed concern related to activation of the setback area becoming inactive, dead space. At the next meeting the Board would like more information related to these setback areas including:

- i. Study of good/bad examples of projects within Belltown that utilize larger setbacks/ entry courts.
- ii. Illustration of how programming and design of the adjacent uses and spaces will support activated areas. The Board specifically noted that lobby uses are of concern and should be designed thoughtfully with activation in mind.
- iii. Sections clarifying relationship to grade (along the entire street frontage).

## RESPONSE

**The project provides active programs along 2nd Avenue's street level facade with multiple entry points and seamless flow between outside and inside. The two plazas on either side of the landmark building provide opportunities for active streetscape.**

**The project team has explored Belltown looking for good and bad examples of courtyards and mid-block plazas. The more successful examples all had human-scaled features such as planters, seating elements, artistic installations, etc. while encouraging flexibility in use.**

**The project proposes an interactive entertainment space in front of the mid-block plaza with opportunities of interior program spill outs. The landscape is designed specifically to encourage flexible use. The party wall treatment of the Terminal Sales Annex building will provide a special backdrop to both plazas, enriching pedestrian experience.**

**The following design guidelines will be better supported:**

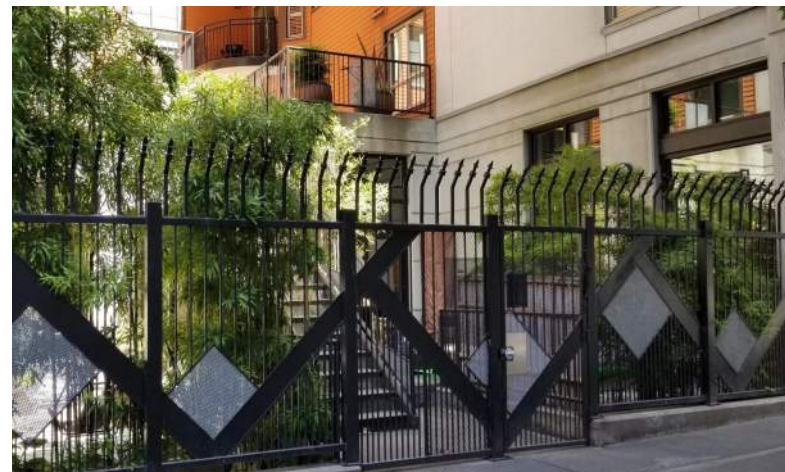
- **C1 Promote Pedestrian Interaction**
- **Belltown C1.III. Desired Public Realm Elements**
- **D1 Provide Inviting & Usable Open Space**
- **D3.III: Street Furniture/ Furnishings along Specific Streets**



Charlesgate Apartment. : Gated courtyard is not contributing to public



CONCORD CONDOS: Blocked off by oversized water features



2028 2ND AVE.: Gated courtyard is not contributing to public



BELL TOWER, 2215 First Ave. : Gated courtyard is not contributing to public



MODA APARTMENT : Area missing interesting features or activation



2505 2nd Ave : Area missing interesting features

## BAD EXAMPLES



KLEE Western & Cedar : Pleasant landscaping

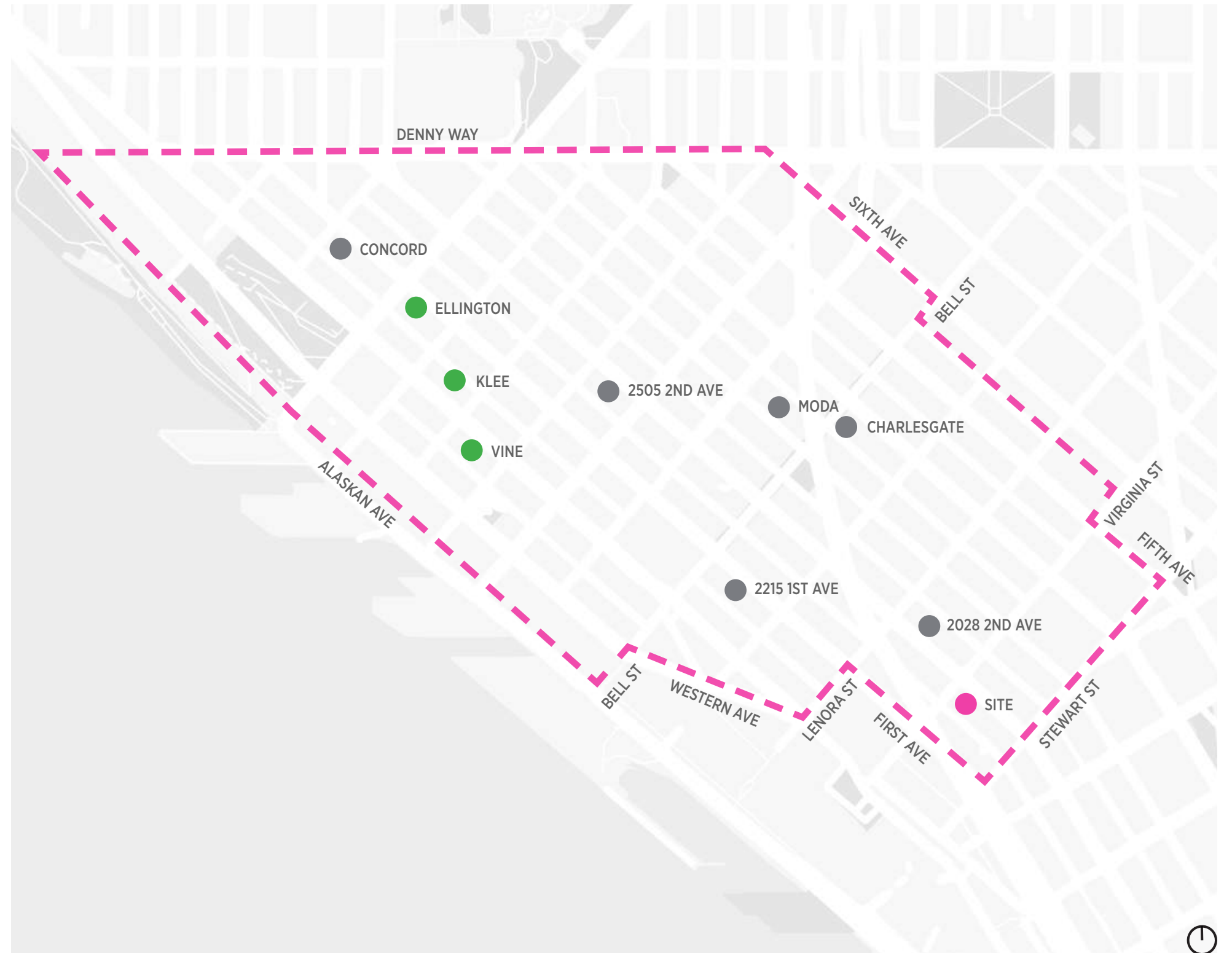


THE VINE: Pedestrian scale landscape





ELLINGTON CONDO: Attractive pavers, landscape features, and a clever artwork/ downspout

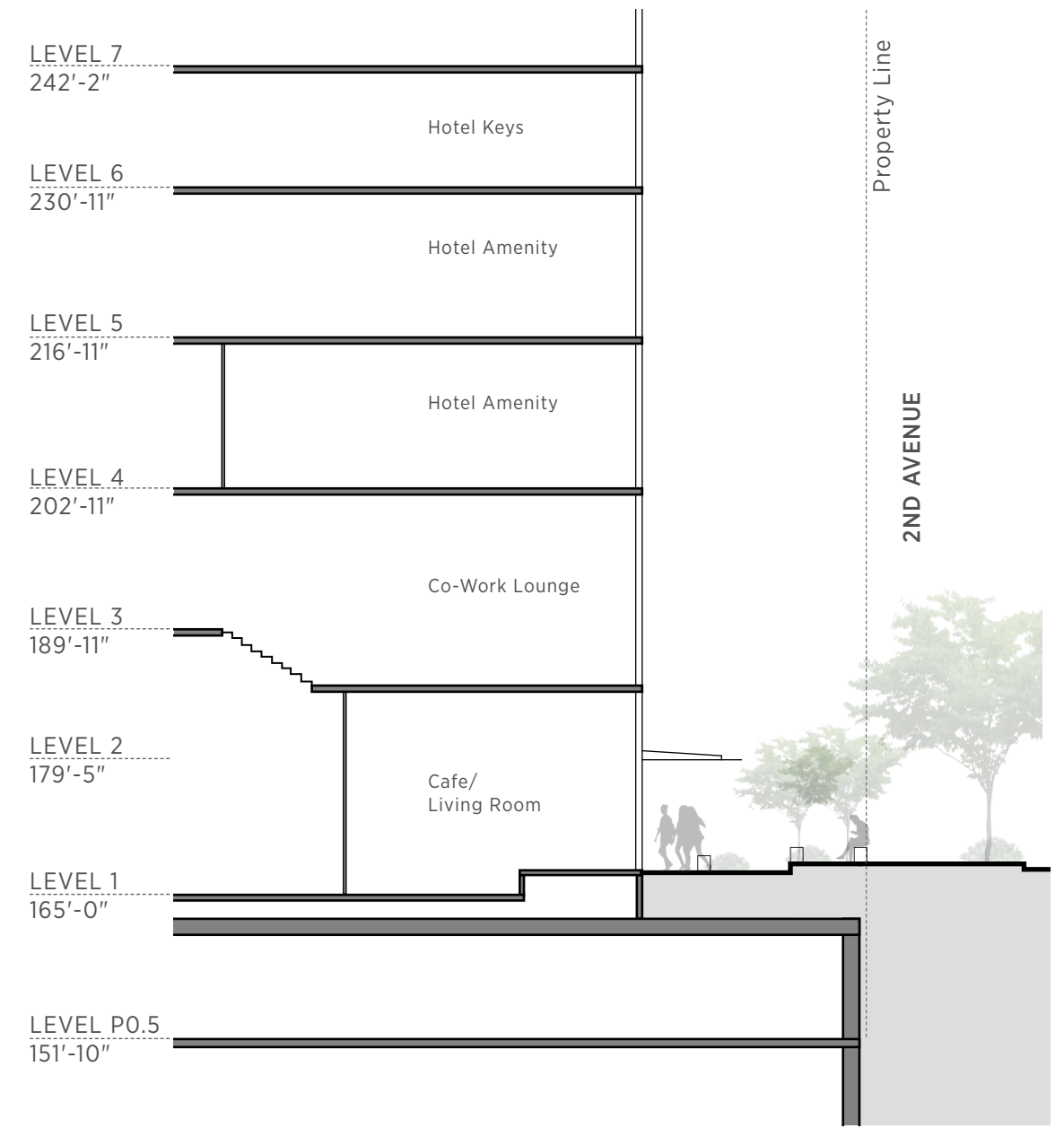
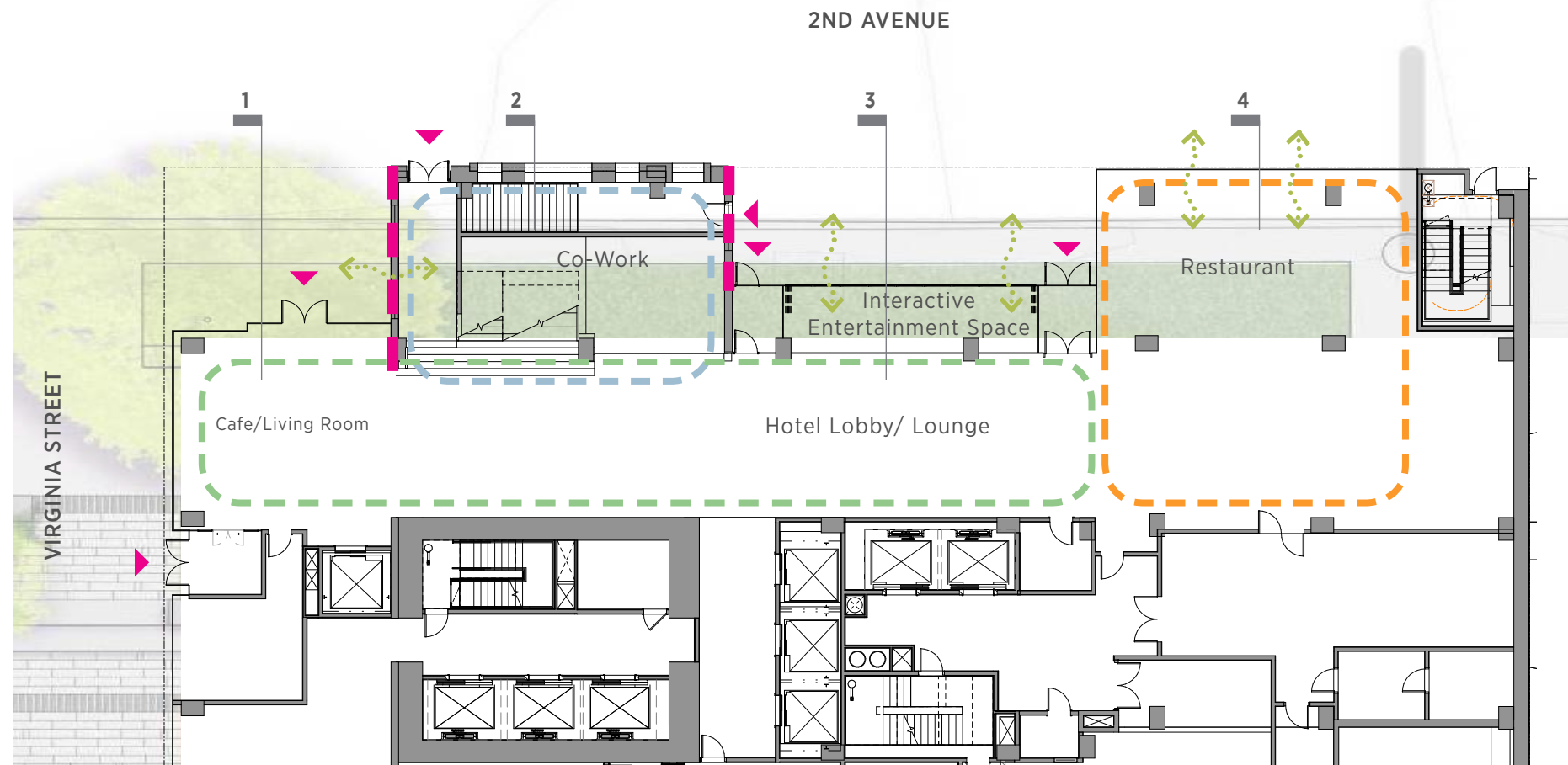
GOOD EXAMPLES



RESPONSE TO BOARD GUIDANCE

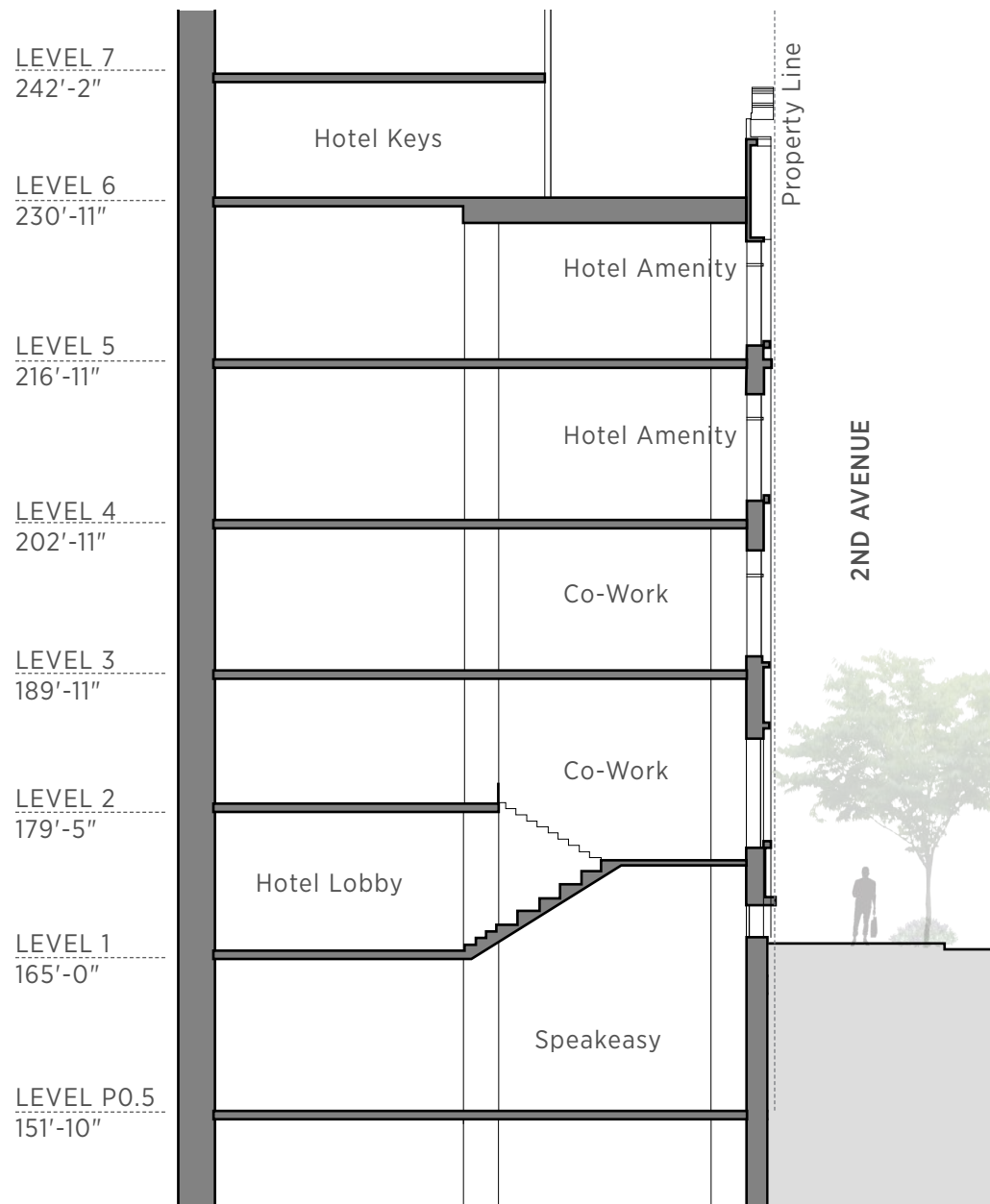
3 Street Level : 2nd Avenue

-  Pedestrian Entry
-  Physical Connection
-  Tsa Wall Treatment

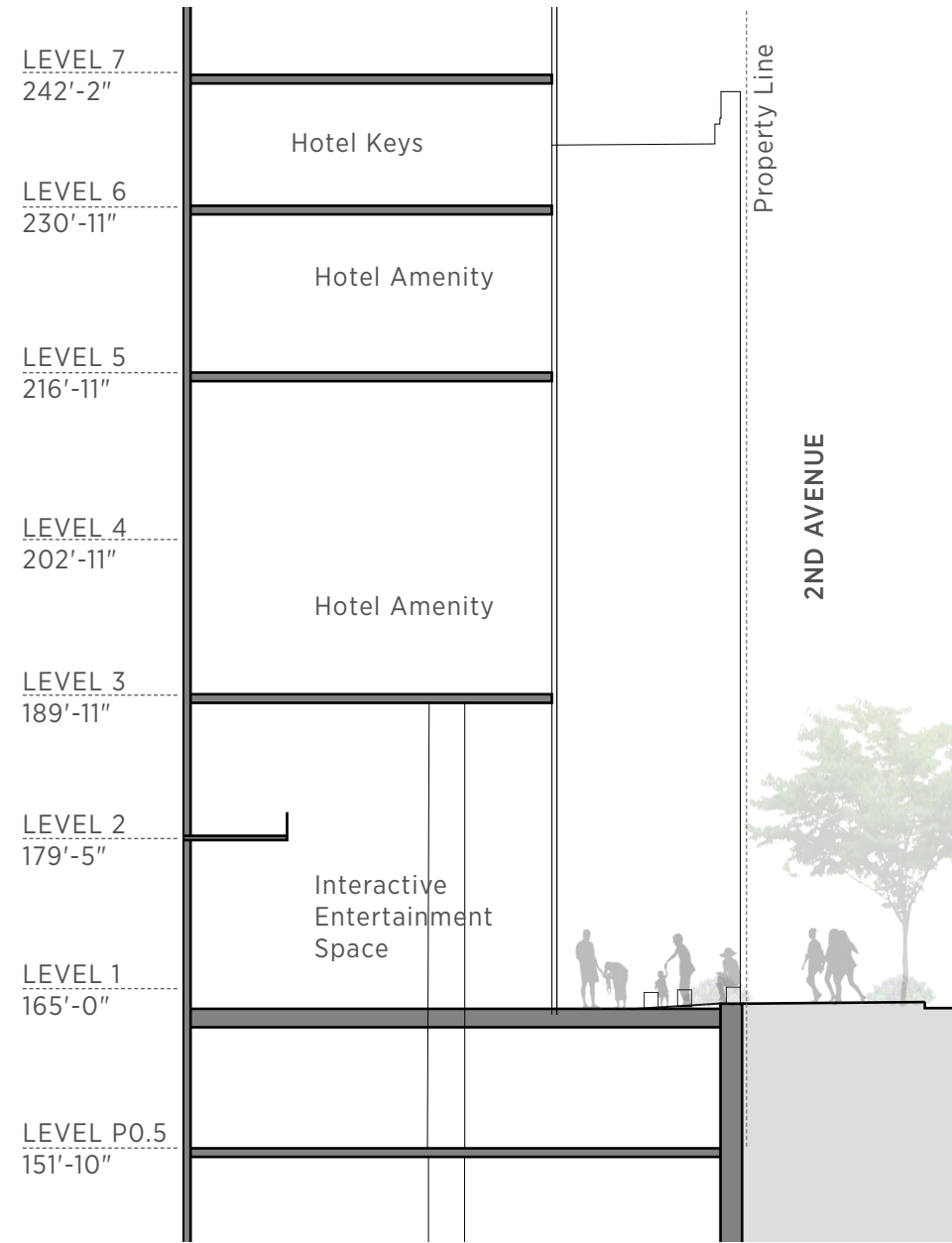


1. SECTION THROUGH THE ENTRY

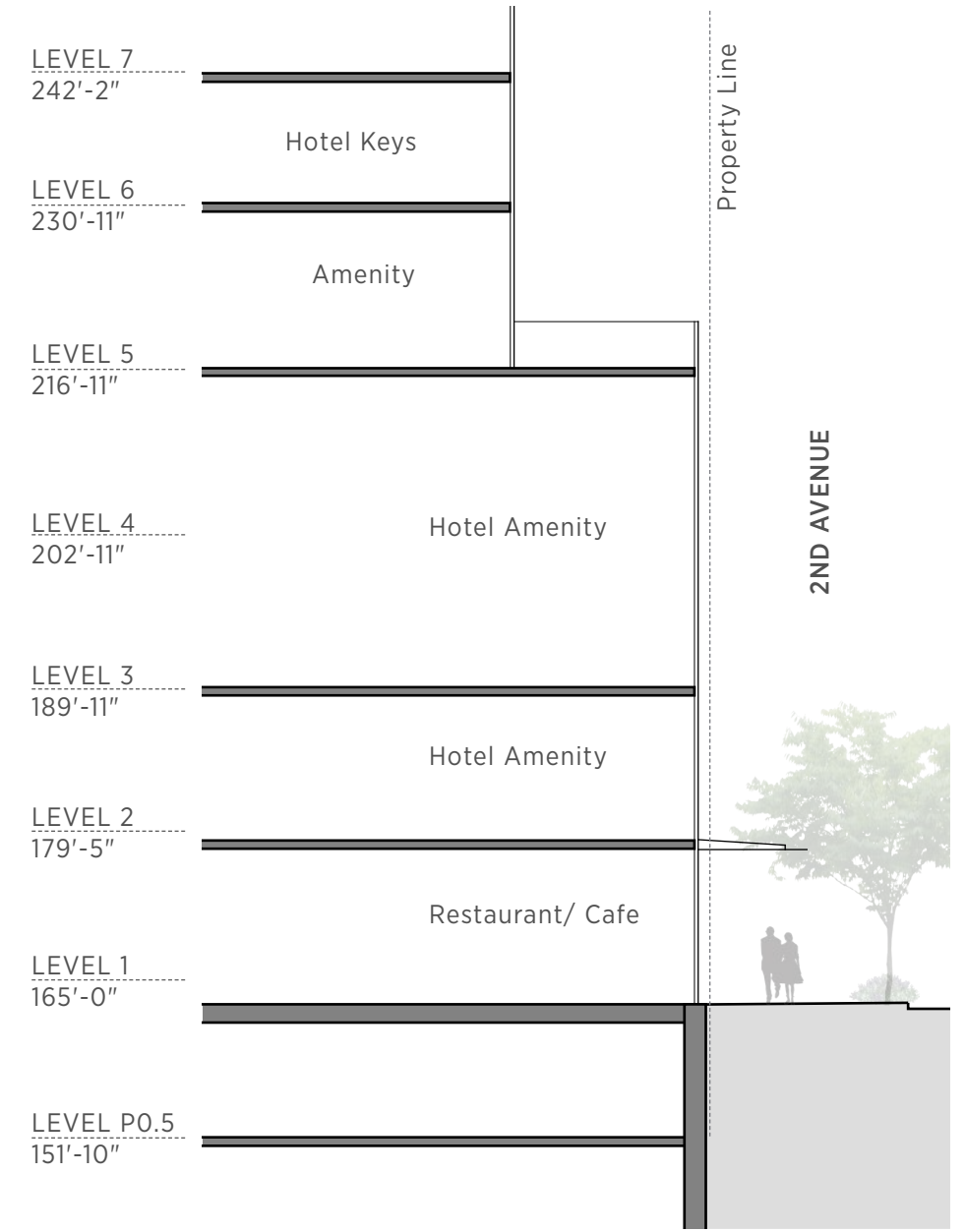




2. SECTION THROUGH TSA



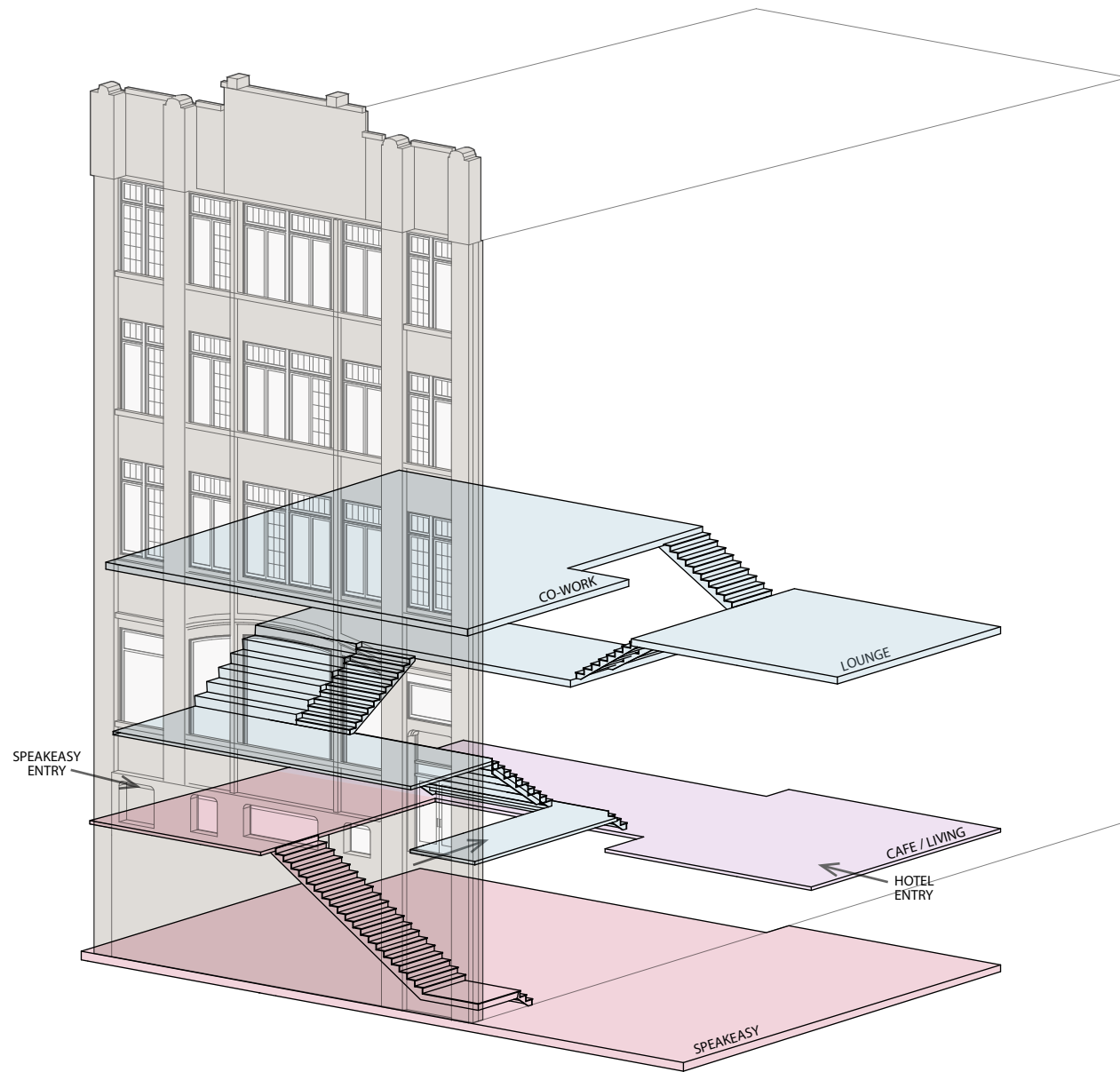
3. SECTION THROUGH MID-BLOCK CONNECTION



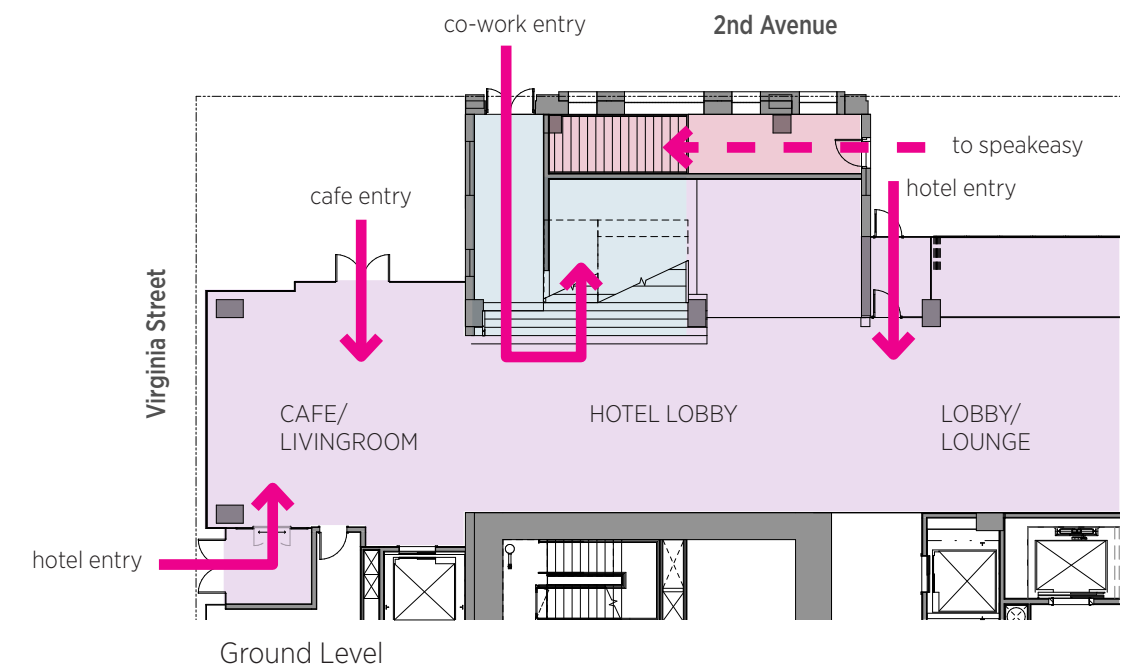
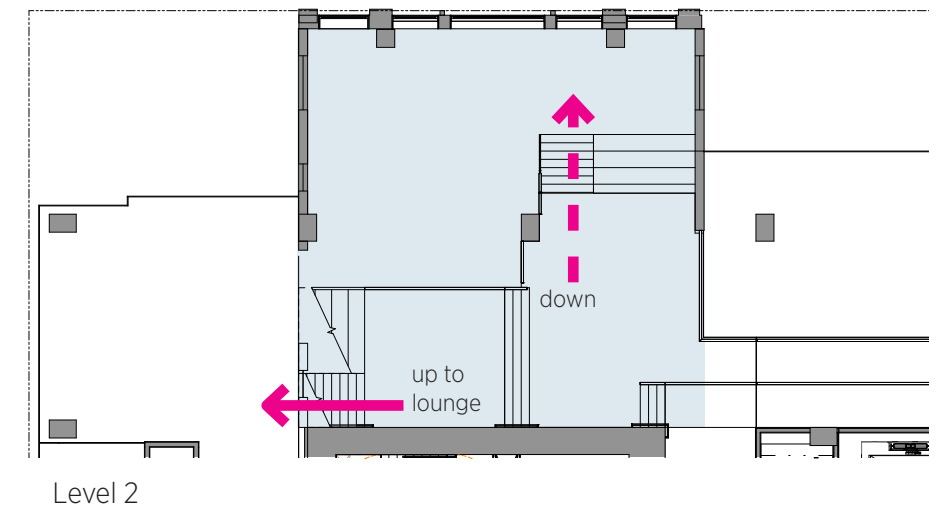
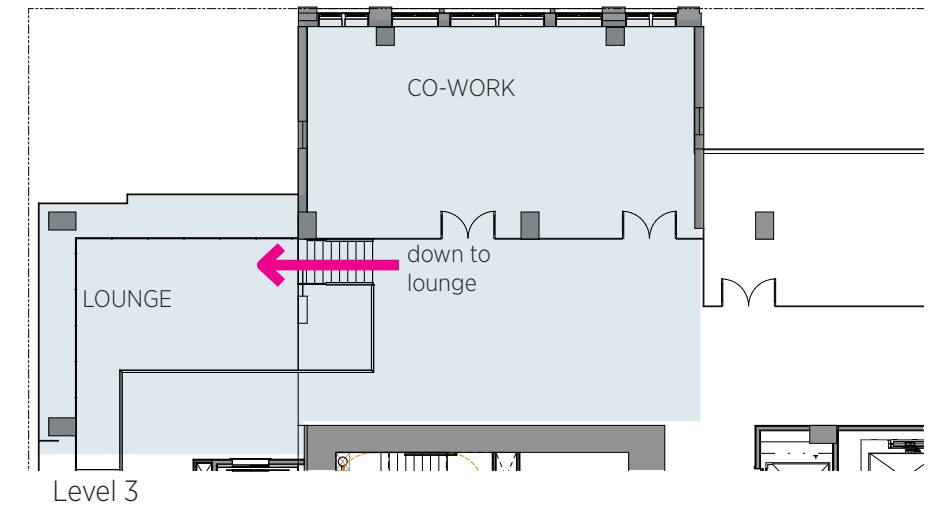
4. SECTION THROUGH RESTAURANT

RESPONSE TO BOARD GUIDANCE

3 Street Level : 2nd Avenue



TSA EXPERIENCE DIAGRAM





CHARLES SMITH WINERY - WALLA WALLA, WA



EATON HOTEL HK - HONG KONG



JAPAN HOUSE- SAO PAULO, BRAZIL (KUMA & ASSOCIATES)



KEXP HEADQUARTERS - SEATTLE, WA



BANGRAK MARKET- SEATTLE, WA

RESPONSE TO BOARD GUIDANCE

3 Street Level : 2nd Avenue



Art credit: "Keep Me" by Millo



Art credit: "Keep Me" by Millo

## RESPONSE TO BOARD GUIDANCE

### 4 STREET-LEVEL: VIRGINIA STREET

#### DRB RECOMMENDATION

The Board echoed some public comment as they were not supportive of locating vehicular access off of Virginia Street as this interrupted the pedestrian experience both in terms of activation and safety of downtown streets by increasing curb cuts. The Board further noted that they have seen recent projects integrate porte cocheres successfully at the alley and questioned why this was not feasible. Though the Board acknowledged the challenges of programming uses around the core structure, they did not believe the presented design served as an asset to the pedestrian realm and commented the design was seemed to create a car focused area. At the next meeting the Board would like to see the following:

- i. Studies of alternative vehicular access location
- ii. Activated street response
- iii. Minimize curb cuts
- iv. Update on review of traffic information by SDOT/ SDCI transportation planner.

## RESPONSE

Per the recommendation of the Design Review Board, the project team has removed the vehicular drop-off area along Virginia Street. Instead, the street-level facade is occupied by active uses such as Cafe/Living room at the NE corner, hotel main entry, as well as residential entry and lobby/ lounge. This will create more active and safe pedestrian environment along Virginia Street.

In order to mitigate concerns regarding congested alley, the project sets back two additional feet for about 2/3 of the alley facade beyond the required 2ft alley dedication, creating safer and more usable alley.

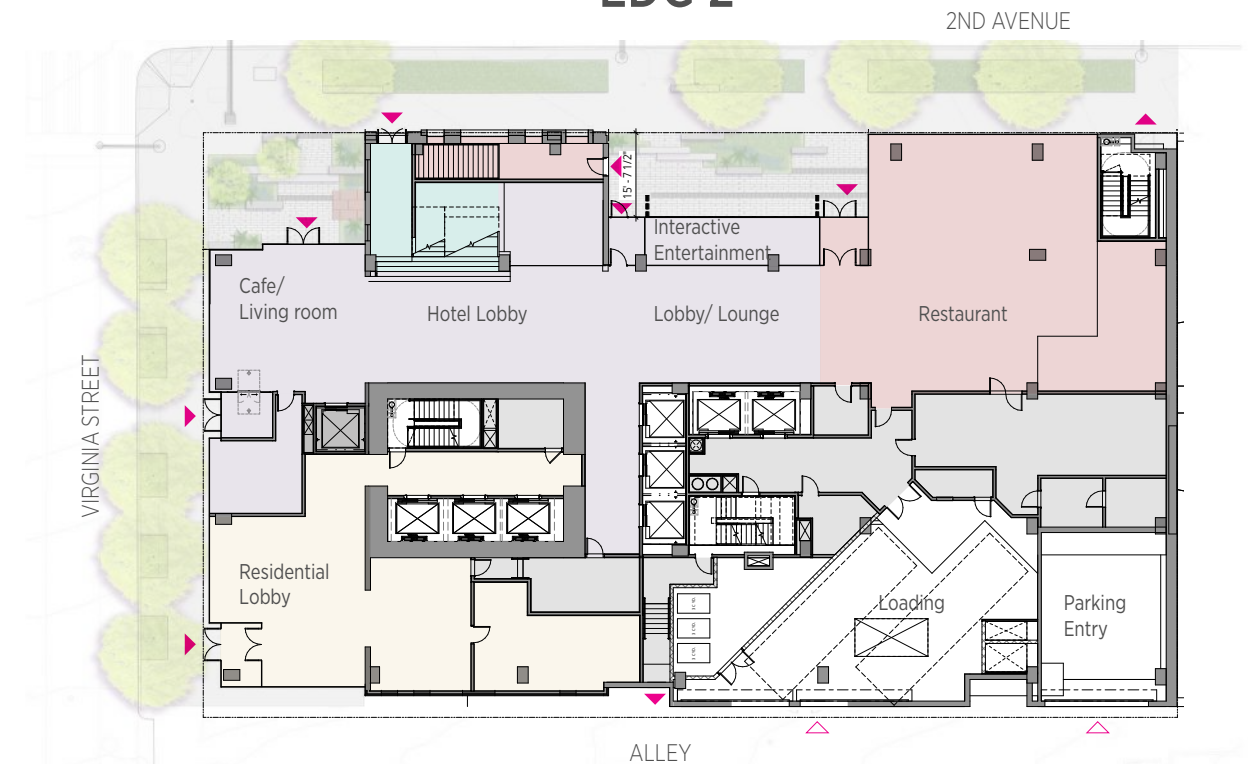
The following design guidelines will be better supported:

- C1 Promote Pedestrian Interaction
- Belltown C1.III. Desired Public Realm Elements
- E1 Minimize Curb Cut Impacts
- D6 Design for Personal Safety & Security

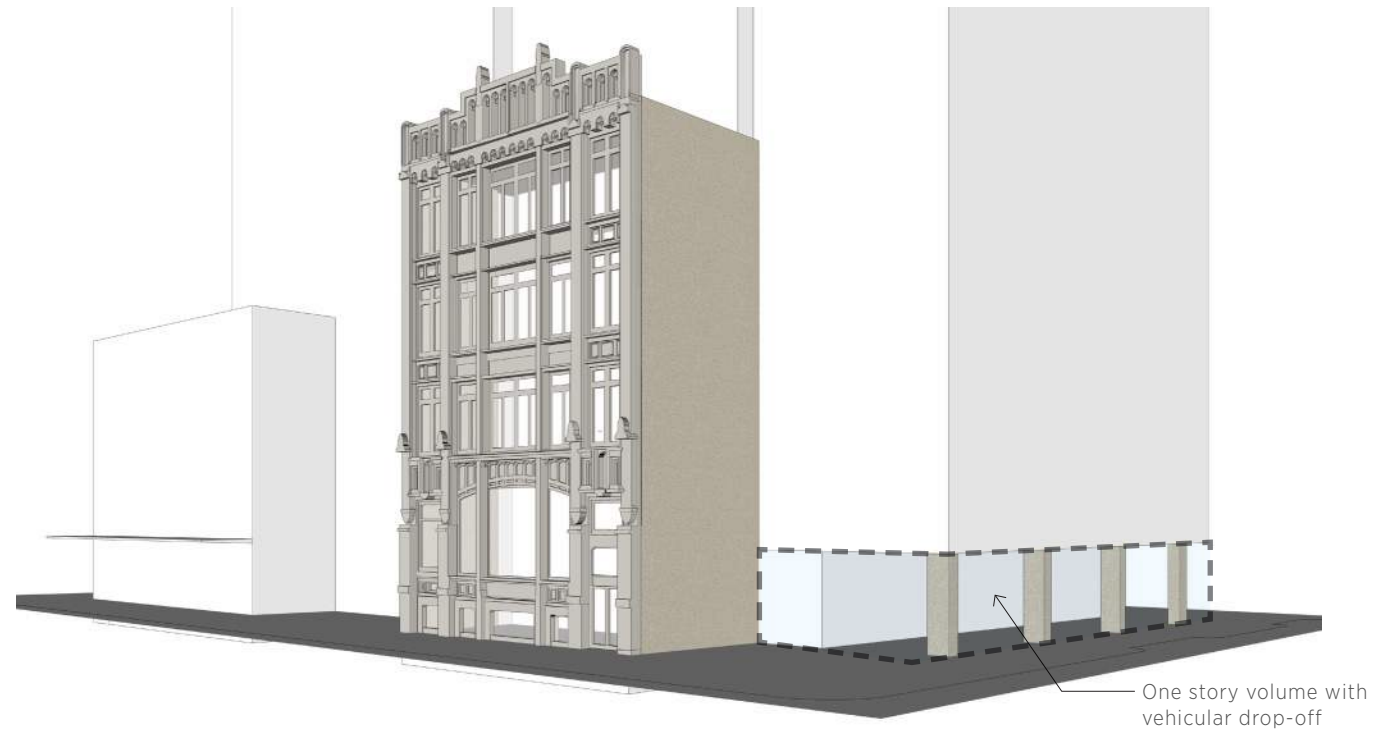
### EDG 1



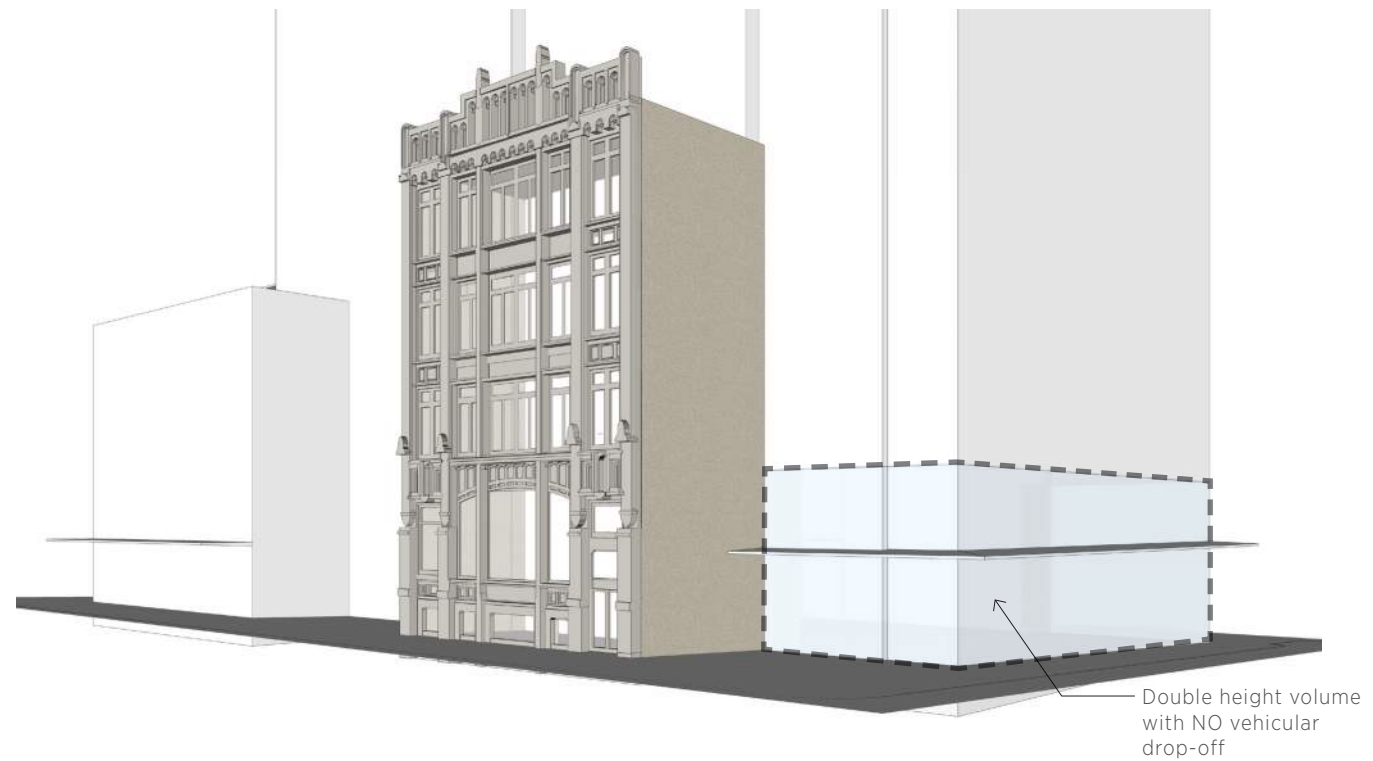
### EDG 2



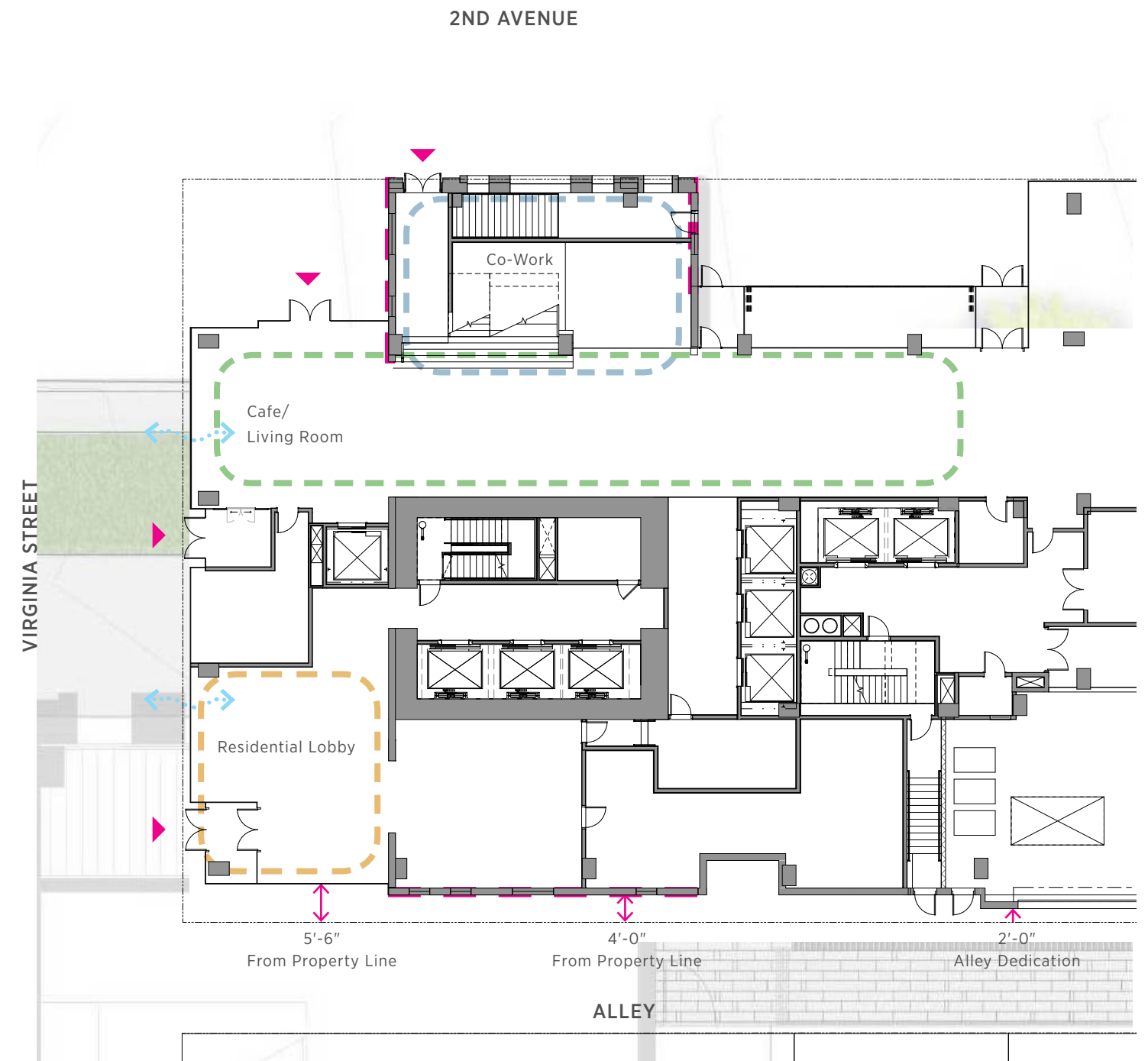
EDG 1



EDG 2



- ▶ PEDESTRIAN ENTRY
- ↔ VISUAL CONNECTION
- █ TSA WALL TREATMENT



RESPONSE TO BOARD GUIDANCE

4 Street Level : Virginia Street



Art credit: "Keep Me" by Millo





Art credit: "Keep Me" by Milla

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# LANDSCAPE

# LANDSCAPE

## Street Level Concept

Street level design is driven by fluid transitions between streetscape, plazas, and interior spaces.

### Right of Way

The ROW concept carries design moves including planting, seating and paving across the sidewalk creating continuity from plaza spaces into the public realm. The ROW concept acknowledges that there will be high demand for ride share services and access from curbside to main building entries and provides frequent pedestrian cut throughs.

Existing utilities and trees and requirements for sidewalk widths and planting strips set the framework for new tree locations and planter locations.

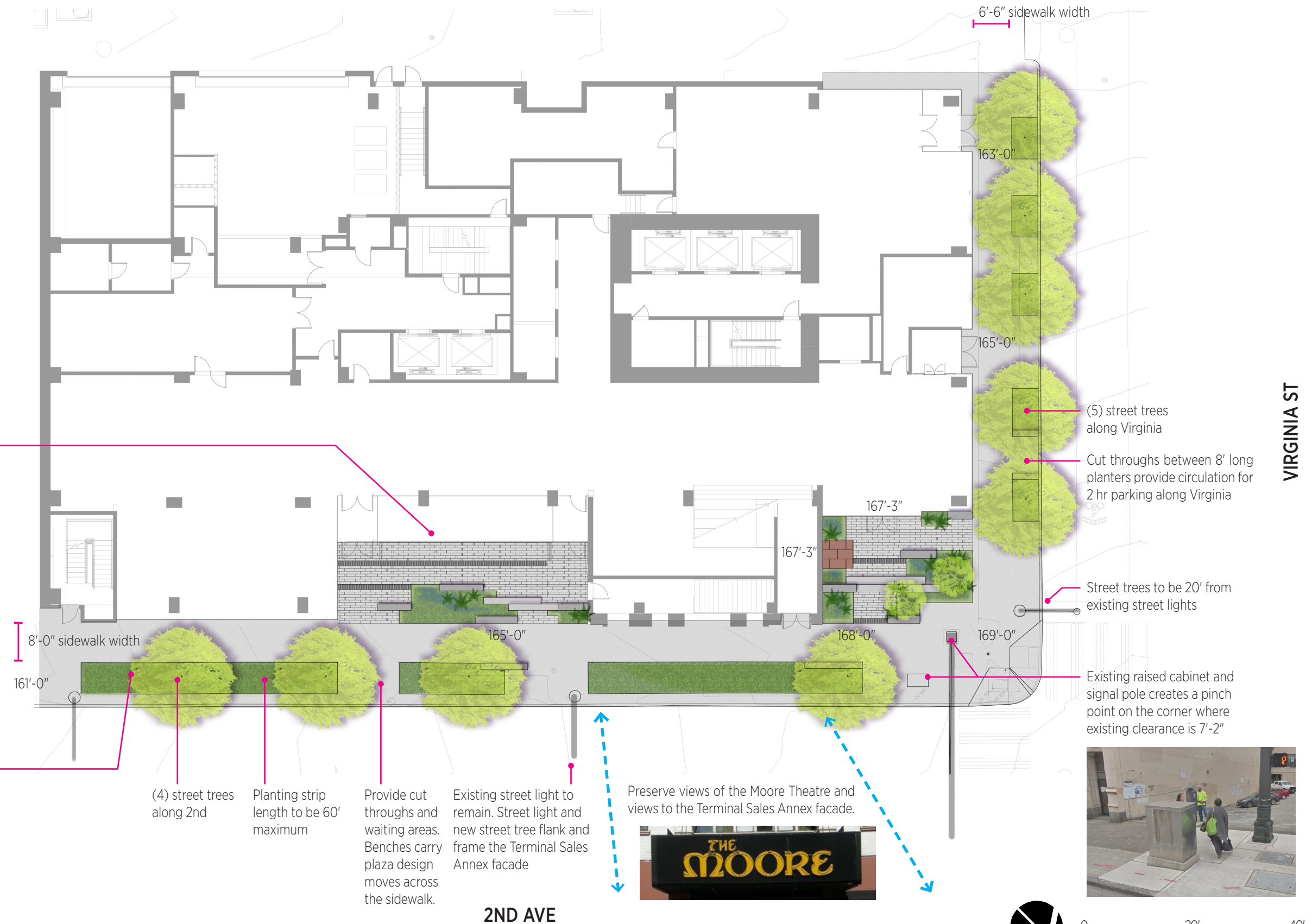
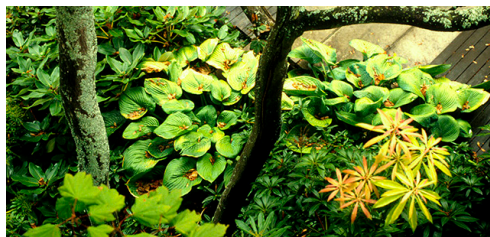
### 2nd Ave Plaza

Stepping seat benches carry material from NE corner and provide indoor/outdoor continuity.



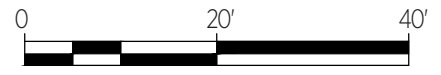
Pavement pattern to carry through from the NE corner plaza

Planting to be as lush and wild as possible, typical at street level



VIRGINIA ST

2ND AVE



NORTH

SCALE: 1" = 20'

Street Level Code Requirements

2nd Ave

SDCI

Map A: Not within the Denny Triangle, no landscape in ROW required  
 Map 1C: Sidewalk Widths: 15' wide  
 Map 1B: Principle Transit Street  
 Map 1F: Pedestrian Street Classifications: Class 1 Pedestrian Street. Street Trees required.

SDOT

*Seattle ROW Improvements Manual:*  
 Step out zones required adjacent to parking/loading/transit: 24" from face of curb.  
 Step out zones not required adjacent to travel lanes.  
 Planting area 8' minimum length, 60' maximum length  
 6'-8' of planting zone (includes step out zones) to be provided from face of curb  
 8'-10' pedestrian clear space required (no furniture, poles, signs, cafes)

*STD Plan 030:* Minimum tree clearances, CL of tree to CL of element:

- 30' to extension of cross street curb at intersection
- 20' to utility pole with or without existing light
- 5' to underground facility
- 7'-6" to driveway or alley
- 3'-6" to face of curb
- 2' to edge of sidewalk
- 5' to hydrant, water meter, CB, manhole, sewer, etc.

Virginia St

SDCI

Map A: Not within the Denny Triangle, no landscape in ROW required  
 Map 1C: Sidewalk Widths: 12' wide\* \*\*  
 Map 1B: Minor Arterial  
 Map 1F: Pedestrian Street Classifications: Class 2 Pedestrian Street. Street Trees required.

SDOT

*Seattle ROW Improvements Manual:*  
 Step out zones required adjacent to parking/loading/transit: 24" from face of curb.\*\*  
 Step out zones not required adjacent to travel lanes.  
 Planting area 8' minimum length, 60' maximum length.\*\*  
 6'-8' of planting zone (includes step out zones) to be provided from face of curb.\*  
 8'-10' pedestrian clear space required (no furniture, poles, signs, cafes).\*

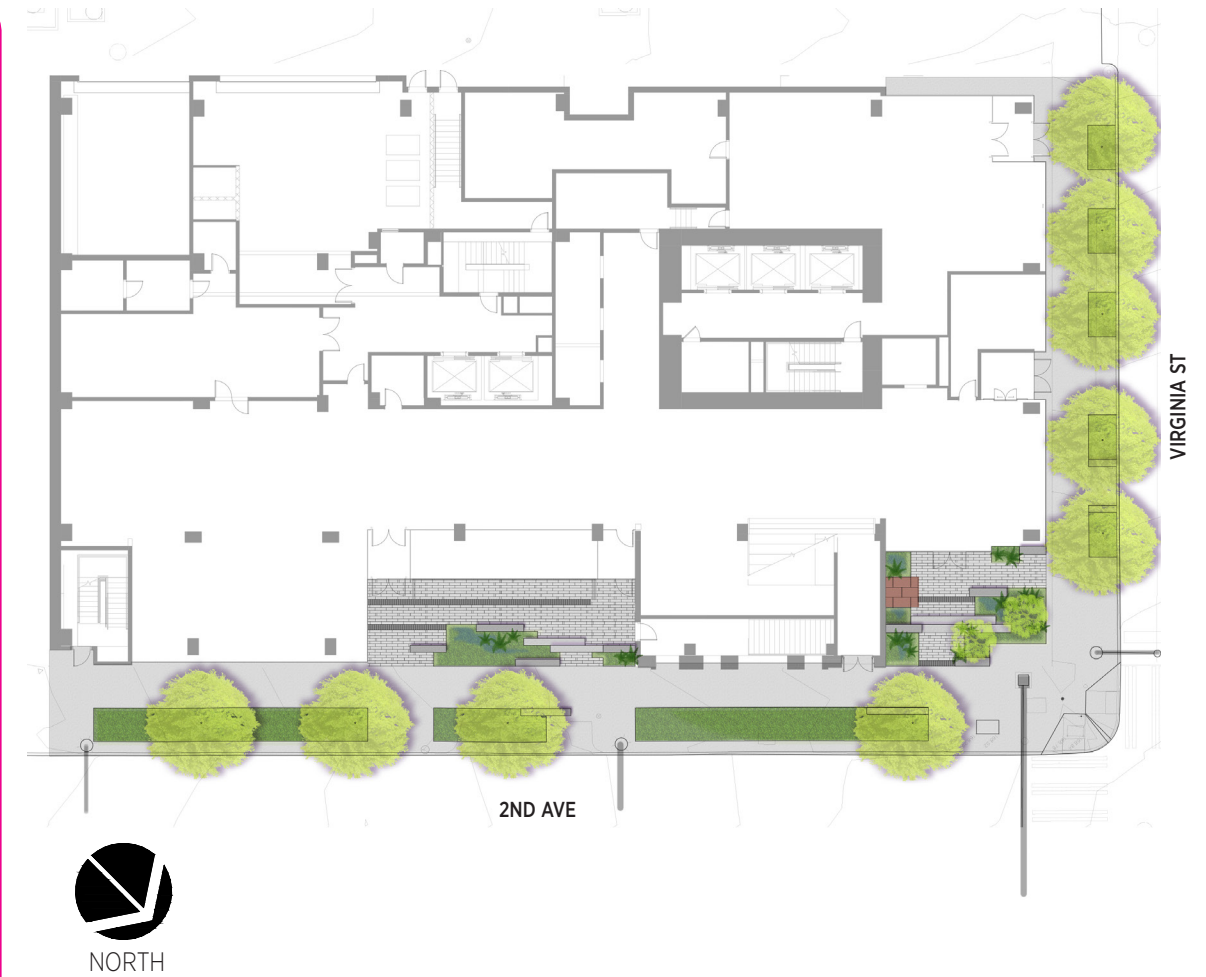
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- 30' to extension of cross street curb at intersection
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- 5' to underground facility
- 7'-6" to driveway or alley
- 3'-6" to face of curb
- 2' to edge of sidewalk
- 5' to hydrant, water meter, CB, manhole, sewer, etc.

Code Conflicts and Proposed Deviations

\* Within a 12' wide ROW it is not possible to provide a 6' planting zone and 8' pedestrian clear space (14' total). Proposed streetscape: 5' planting zone and 6'-6" pedestrian clear space.

\*\*Given the tight 12' ROW and required street trees, the proposed streetscape does not provide step out zones adjacent to the 2 hour parking on Virginia St. Instead, the minimum length planting zone (8') is utilized to provide pedestrian cut throughs.



**LANDSCAPE**

NE Plaza Concept

Virginia Street is activated with main hotel and residential entries, indoor/outdoor visual access, and an interesting, permeable corner gathering space.

The plaza creates visual interest from the sidewalk and from inside the building while providing a welcoming area to travel through or gather. Permeability to the streets and building edges is a primary driver of this space.

Paving pattern is a linear play off the 2x2 Seattle standard sidewalk grid, and flows from the building entries into the sidewalk grid and porte cochere. Paving, stone, and metal elements float over lush planting and bridge between interior and exterior spaces.



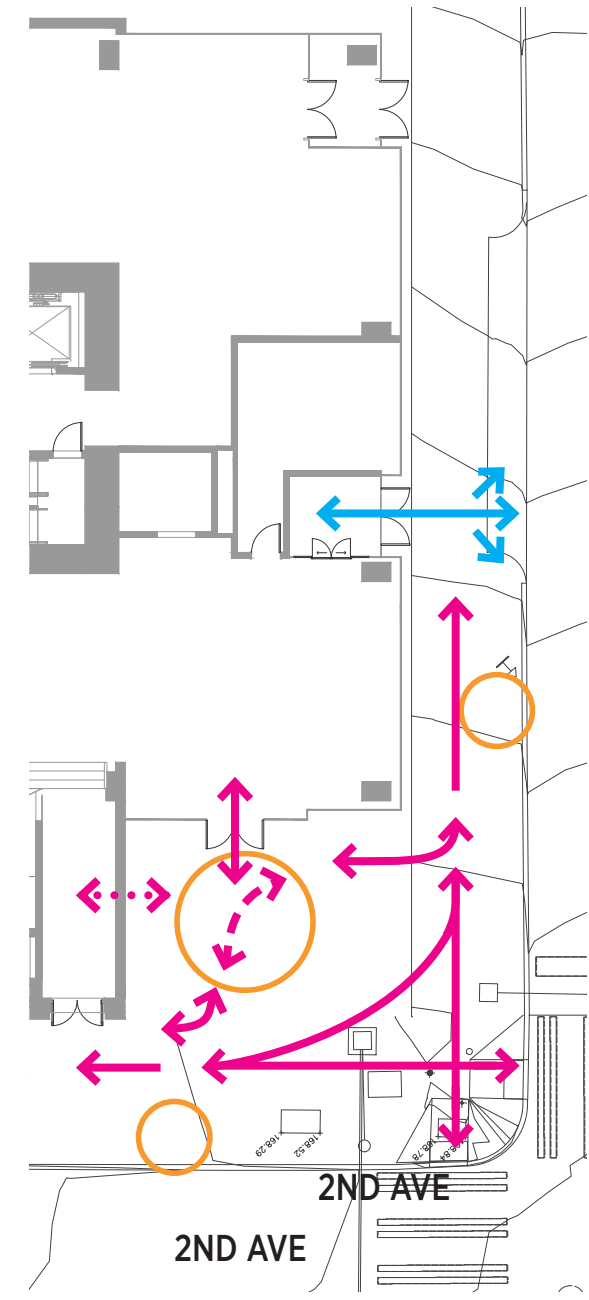
Character: PAVING RHYTHM, PLANTING



Character: INDOOR / OUTDOOR ROOM



Character: 'FLOATING' CHATTERED STONE STAIRS



VIRGINIA ST

**ELEMENTS IN THE SPACE MAY INCLUDE**

- benches of reclaimed timbers, concrete, or boulders •
- corten edging •
- bioretention areas •
- underlit glass elements •
- metal 'bridging' elements •



Tower Terrace Concept

5th, 6th, and 42nd Floors

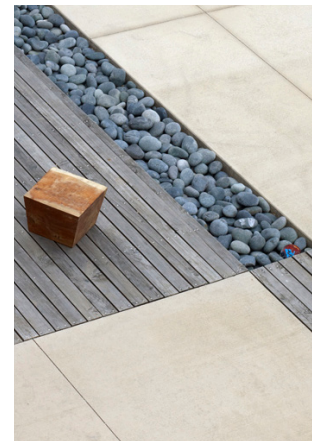
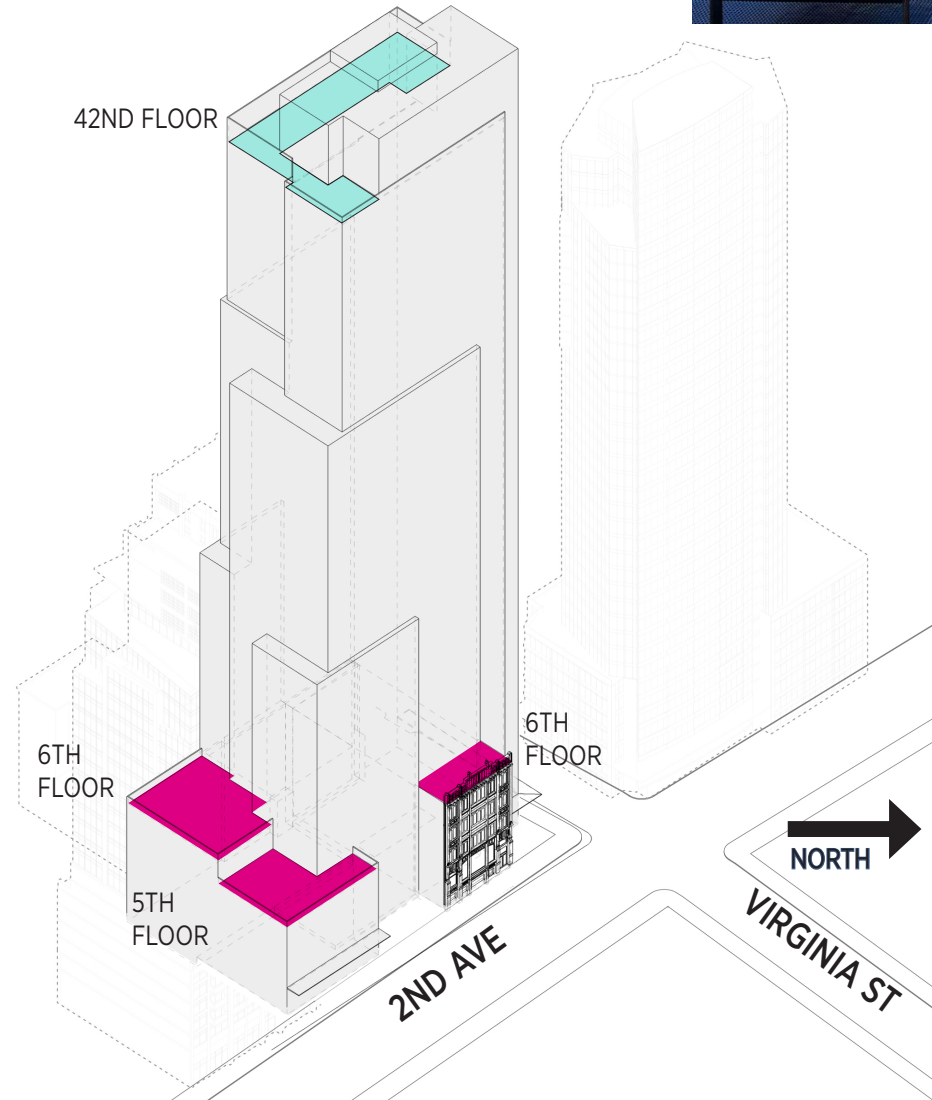
The tower carries various occupiable and visually accessible terraces. The concept for these spaces is flexible and modular, anchored with green edges and views of the City and Sound.

A family of design language will be used to create design continuity throughout the project.

Stormwater management will be integrated throughout.



**5th and 6th Floor Terraces**  
Residential and hotel room terraces provide outdoor respite for occupants while continuing the design language of the streetscape when viewed from above.



**42nd Floor Terrace**  
Tall wind screens will protect this amenity terrace. A difficult area for plants to thrive, this terrace will focus on hardscape moves accented with simple, rugged plant species and visual appeal from interior spaces while creating outdoor rooms for hosting different groups simultaneously.

Views to Puget Sound and Mount Rainier overlooking the historic Pike Place Market will be celebrated at this level.



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# DEPARTURES

# DEPARTURES

## Departure 1

### Street Facade, Landscaping, and Street Setback Requirements

#### SUPPORTED BY EDG

SMC 23.49.056

"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"

#### REQUEST:

A departure is requested to setback the facades surrounding the Terminal Sales Annex (TSA) greater than 10'. We are requesting 15' on the south and 20.5' on the north.

#### JUSTIFICATION:

South of the TSA: The #1 priority of the Landmarks Preservation Board (LPB) is to set back the new tower from the landmark structure. In conversations with the ARC over the years, a 15' setback is a reasonable starting point for tower setback from the Landmark. In this location, which supports our overall design concept, the tower form comes down the ground thus creating the 15' setback.

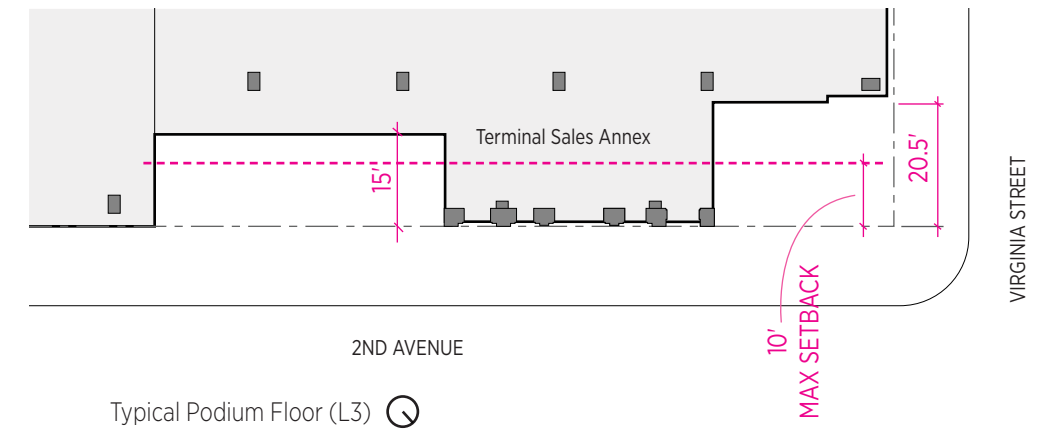
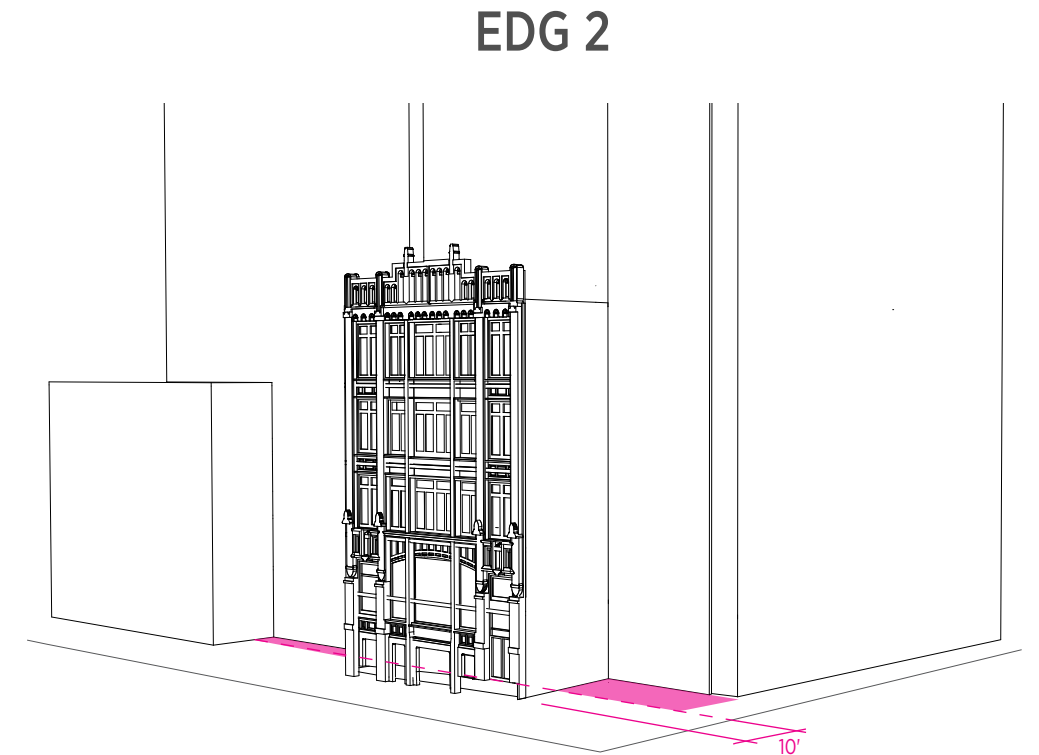
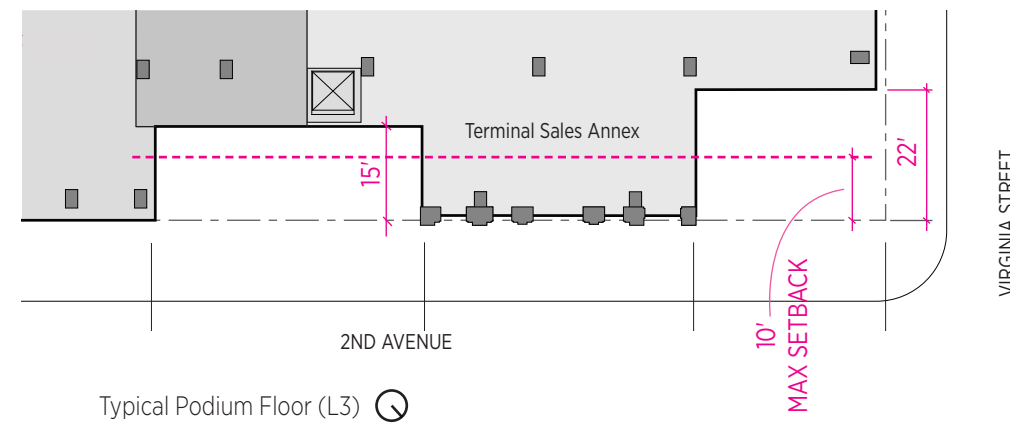
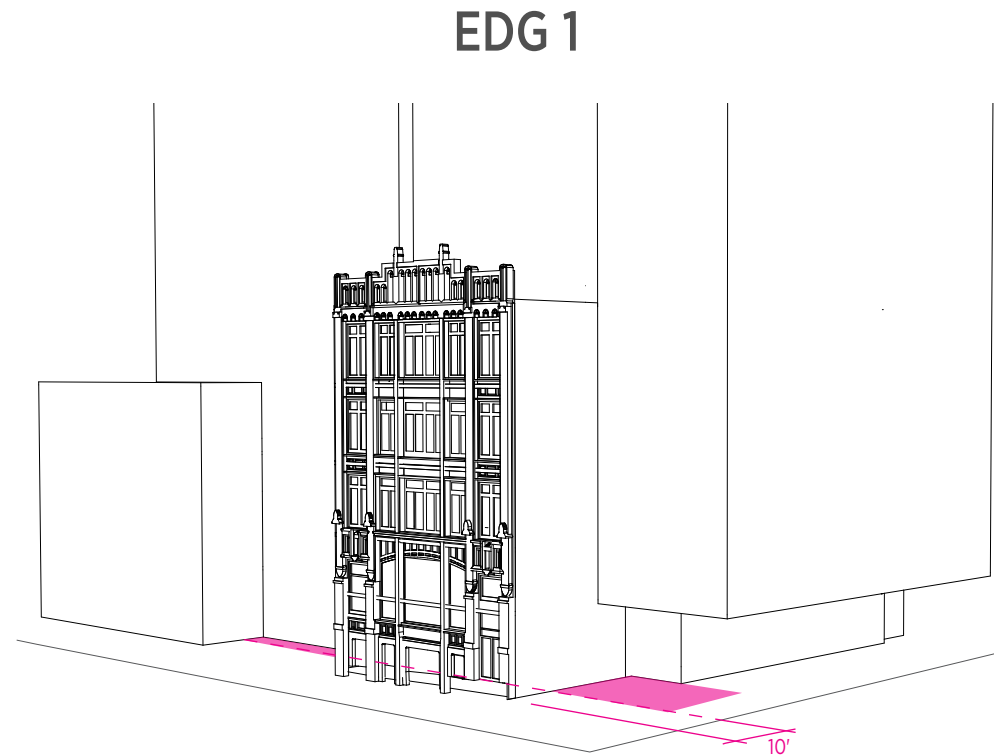
North of the TSA: As the tower begins to telescope and step back from the Landmark, the setback dimensions transition from 15' to 22' at the corner. This tower setback allows visibility to the Terminal Sales Annex and creates a grand open space to denote entry and respite for pedestrians.

#### RELEVANT DESIGN GUIDELINES:

- B-2** Create a Transition in Bulk and Scale
- B-3** Reinforce Positive Urban Form & Arch. Attributes
- D-1** Provide Inviting and Usable Open Space

#### LANDMARK PRESERVATION BOARD PRIORITIES:

1. Set tower back from Landmark
2. Express volume of Landmark through the building
4. Retain existing entry door of Landmark
6. Tower expression should draw inspiration from TSA
7. Landmark to complete corner



Departure 2

Street Facade, Landscaping, and Street Setback Requirements

SUPPORTED BY EDG

SMC 23.49.056

"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:

- No setback deeper than 2-feet shall be wider than 20-feet"

REQUEST:

A departure is requested to increase width of setback to relate to the TSA on the south, while opening the corner to Landmark on the North. We are requesting 43' on the south and 30' on the north.

JUSTIFICATION:

South of the TSA: The width of the setback on the south of TSA is directly related to the width of the TSA itself. The TSA is approximately 45' wide and the width of the setback is approximately 48'. This width also is directly related to the proportions of the tower's telescoping form concept.

North of the TSA: To create a corner open space and for the Landmark to 'front' the corner, a greater setback is required. This corner open area reveals the lower edge of the tower as it descends from above, hovering just above ground at the main entry.

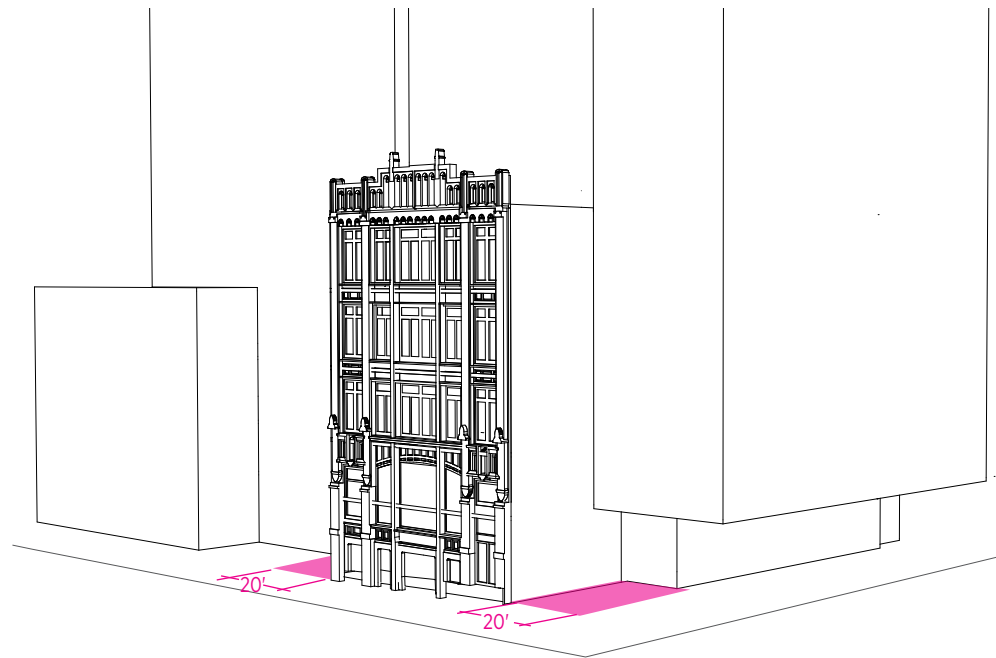
RELEVANT DESIGN GUIDELINES:

- A-1** Respond to the physical environment
- B-2** Create a transition in bulk and scale
- D-1** Provide inviting and usable open space

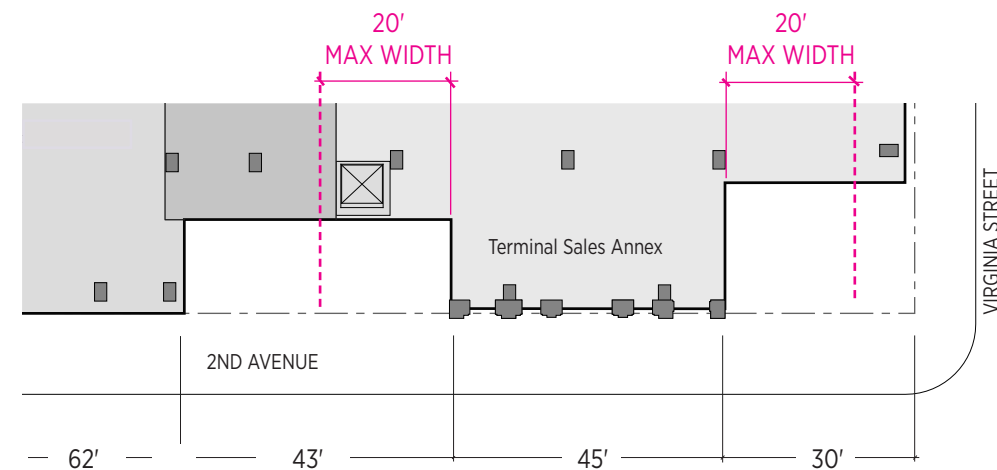
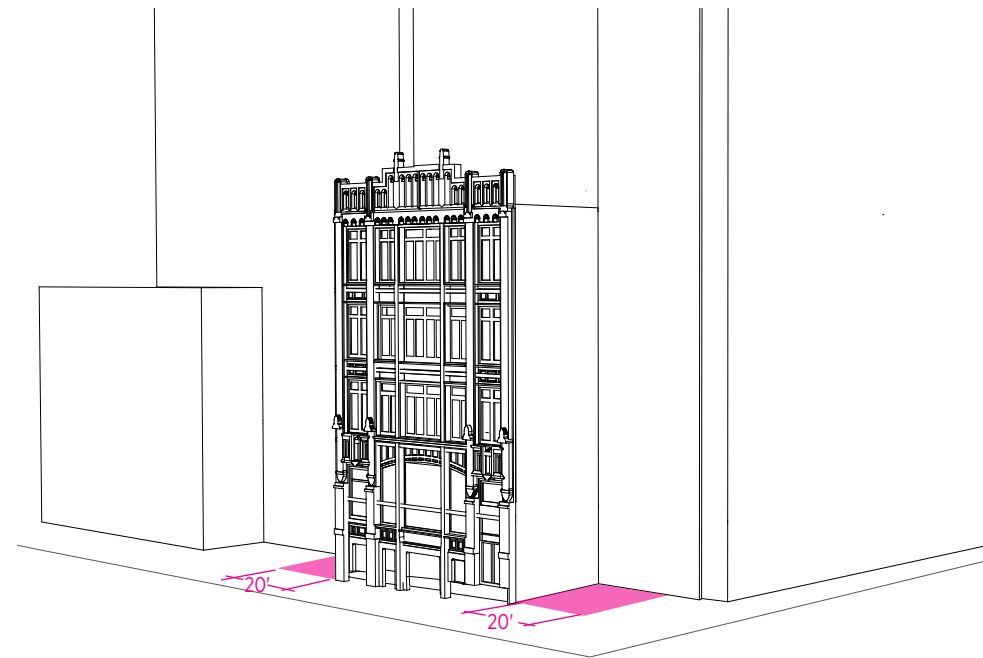
LANDMARK PRESERVATION BOARD PRIORITIES:

1. Set tower back from Landmark
2. Express volume of Landmark through the building
4. Retain existing entry door of Landmark
6. Tower expression should draw inspiration from TSA
7. Landmark to complete corner

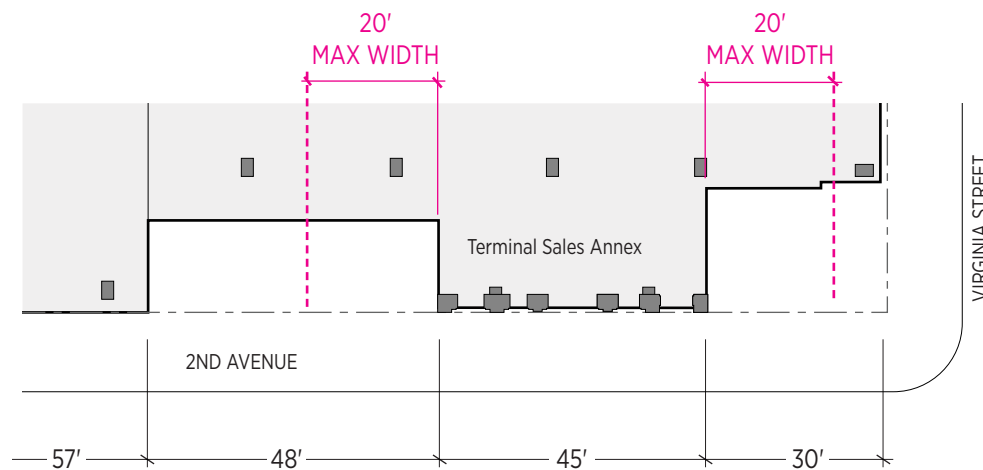
EDG 1



EDG 2



Typical Podium Floor (L3) ↻



Typical Podium Floor (L3) ↻

# DEPARTURES

## Departure 3

### Maximum Tower Width

SMC 23.49.058C.2

**"In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the lot measured on the Avenue, whichever is less"**

#### REQUEST:

A departure is requested to extend the residential portion of the tower by 12' at the widest section.

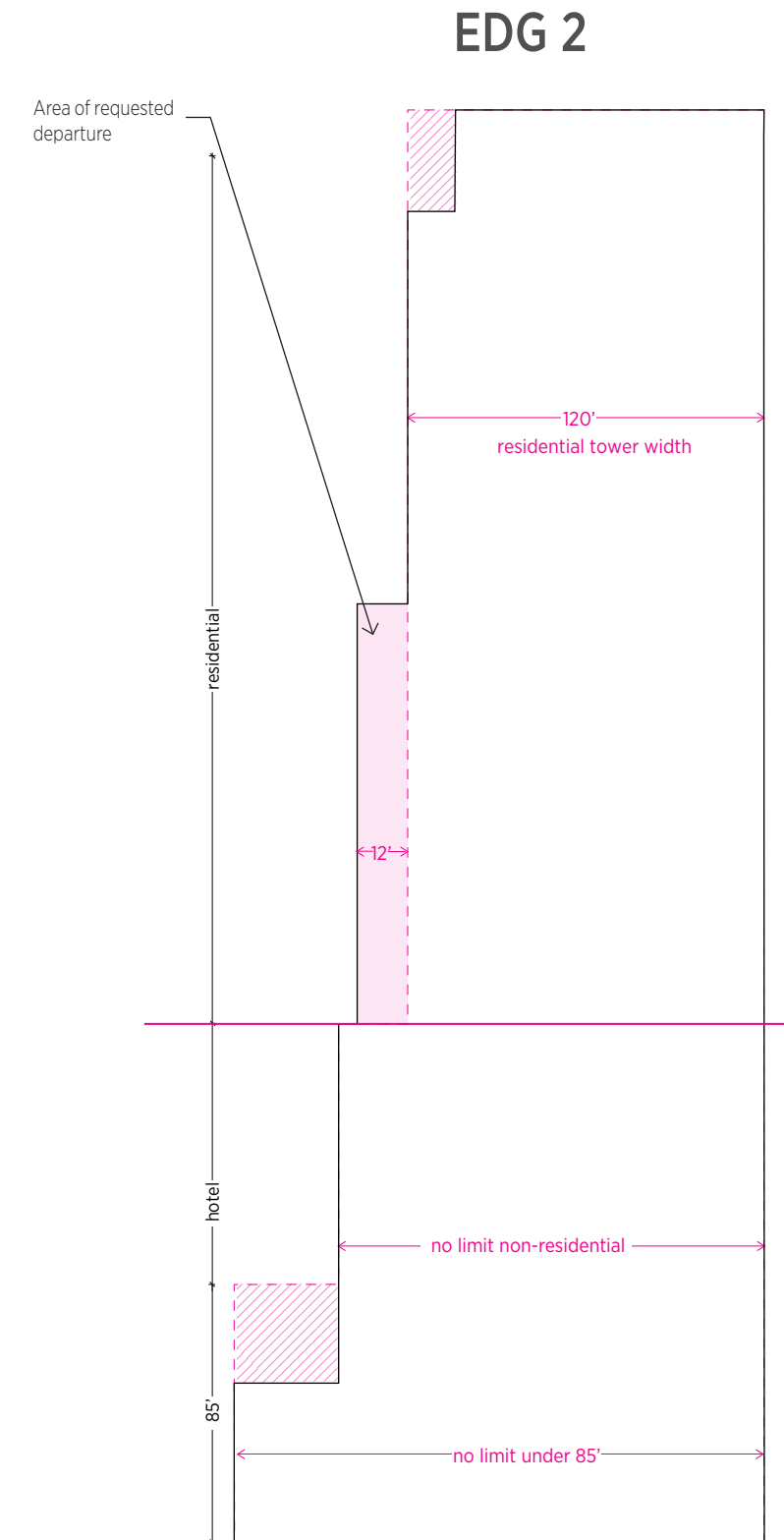
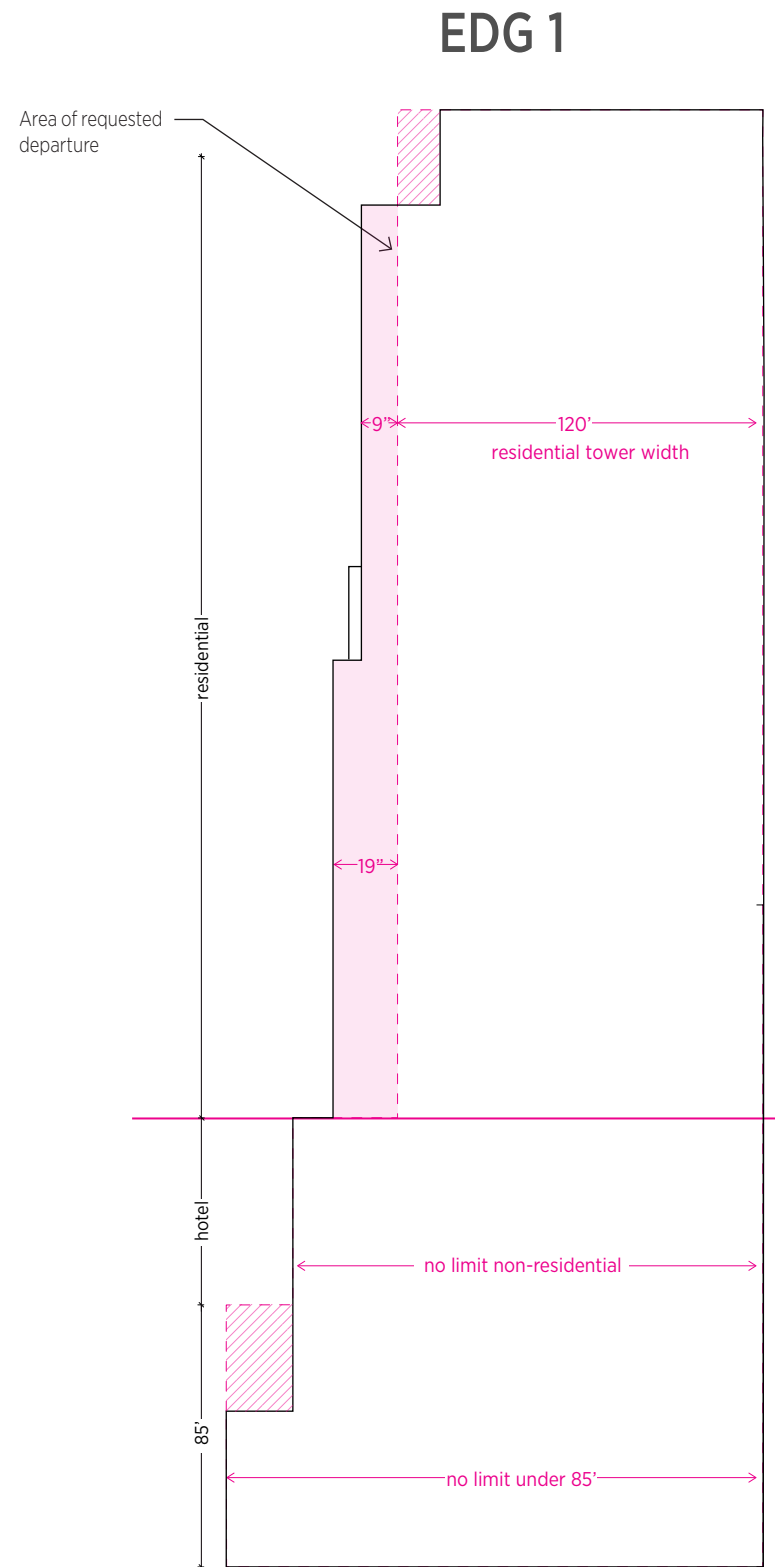
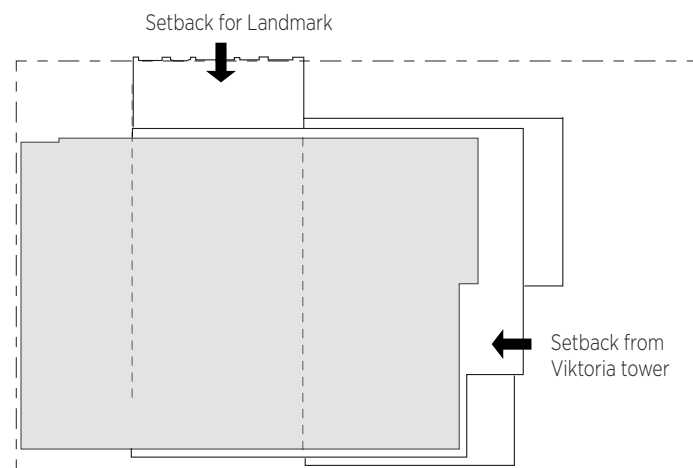
#### JUSTIFICATION:

The current maximum facade width is not ideal for the historic landmark on site. When the tower sets back from the landmark, it immediately creates a more rectangular tower which does not allow an average tower plate of 10,700sf without increasing the overall width. By setting the entire tower back from the landmark by 18', it essentially widens the tower to create an average residential footprint of 10,500sf.

At EDG 1, the project team had requested 19' of additional width at Levels 14-27, and additional 9' at Levels 28-41. At EDG 2, the project team has significantly reduced the tower width to better meet the tower width requirement. The project now meets the tower width requirement at the top portion of the tower, and a departure is only requested at the middle section of the tower. The Architectural Review Committee is supportive of this departure.

#### RELEVANT DESIGN GUIDELINES:

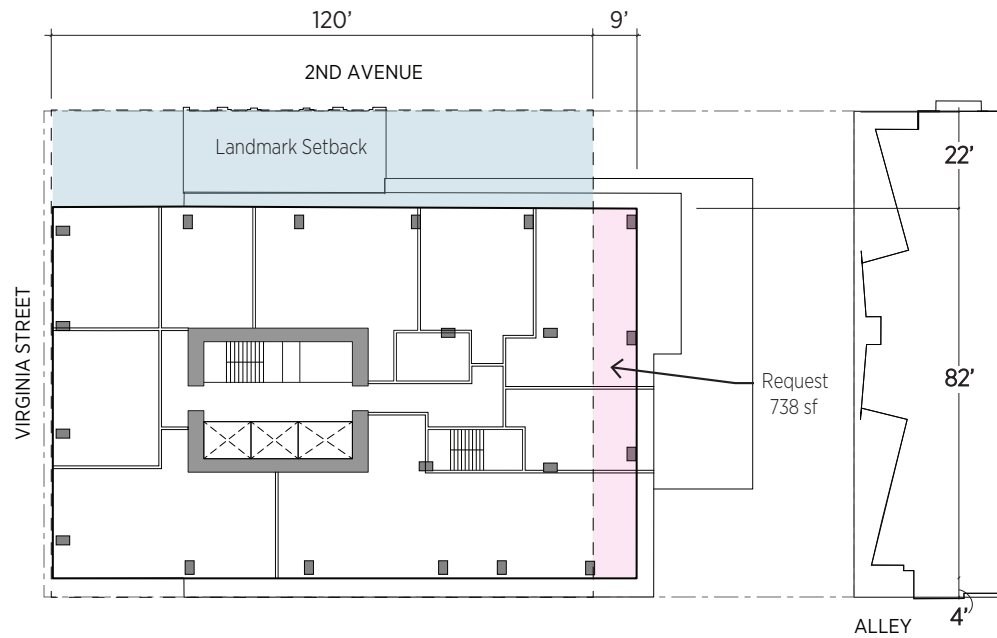
- B-1** Respond to the Neighborhood Context
- B-2** Create a Transition in Bulk and Scale
- B-3** Reinforce Positive Urban Form & Arch. Attributes



Departure 3

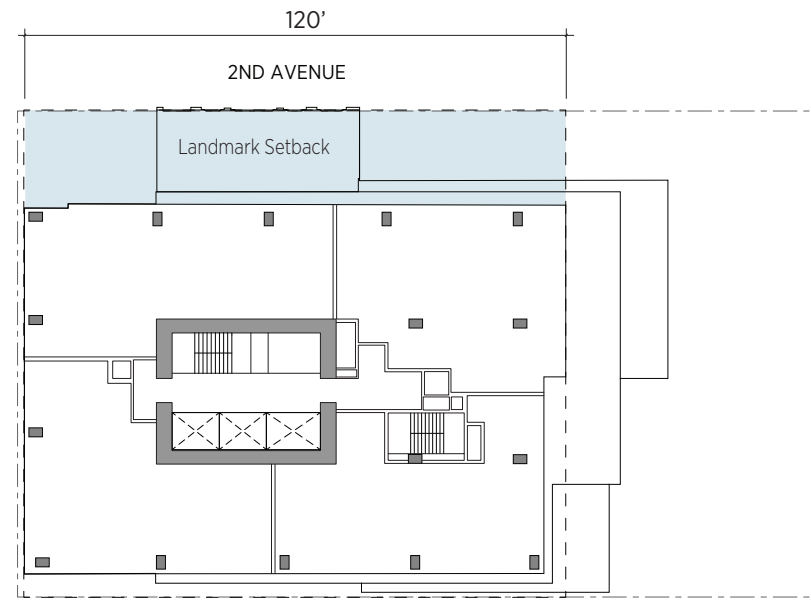
- The overall tower width has been reduced to 120'-0" at Level 30
- The total average floor plate is 10,500 sf, 200 sf under the maximum floor plate allowed.

EDG 1



Residential Floor Plan 30-41

EDG 2

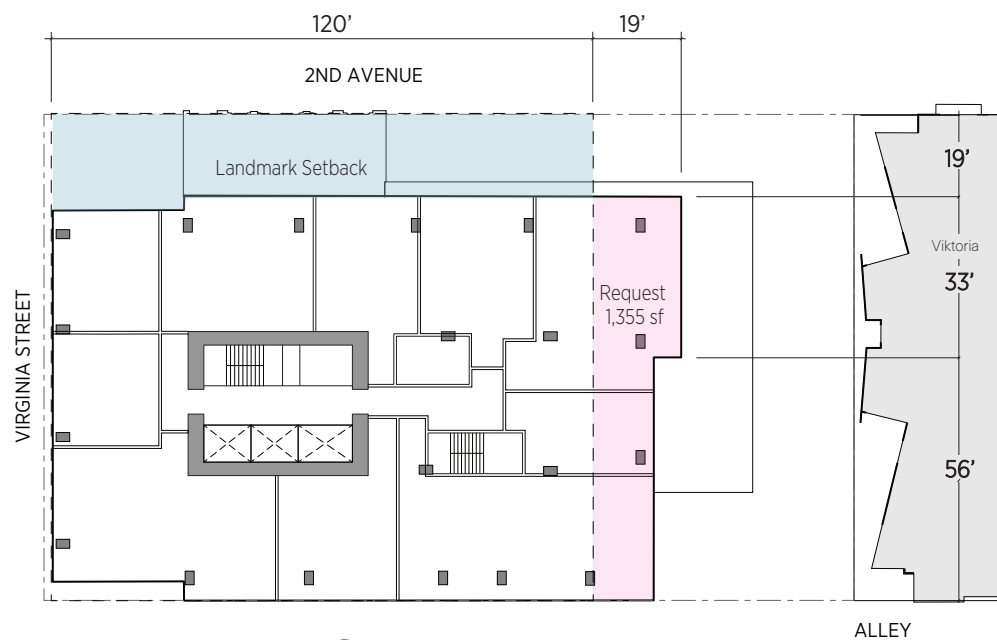


Residential Floor Plan 30-41

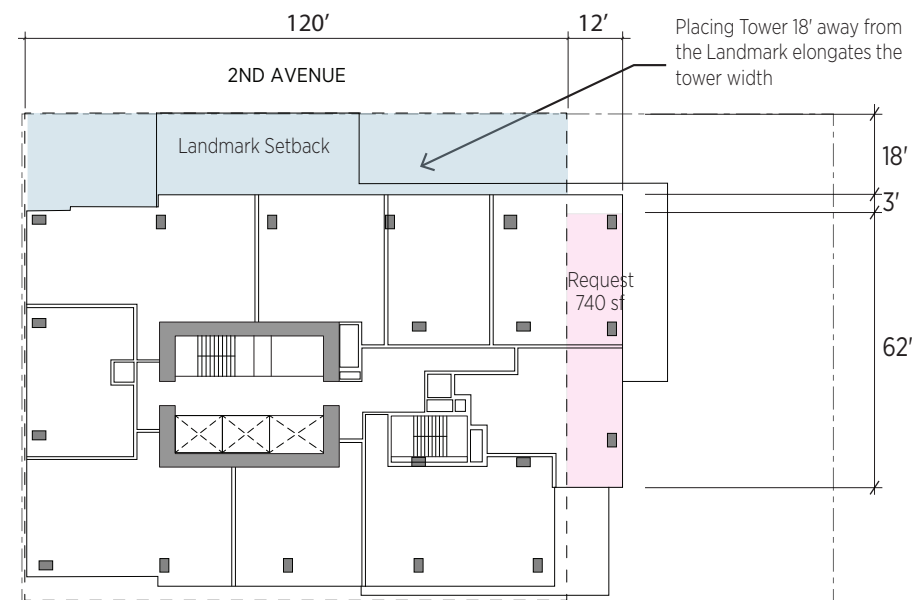
	EDG 1		EDG 2	
	floor	gross	floor	gross
L 31-41	738 sf	8,118 sf	-	-
L 30	1,025 sf	1,025 sf	-	-
L 28-29	1,025 sf	2,050 sf	-	-
L 16-27	1,355 sf	16,260 sf	740 sf	1,480 sf
L 15	1,355 sf	1,355 sf	740 sf	8,880 sf
		28,808 sf		10,360 sf

64%

Departure request decreased by 64%



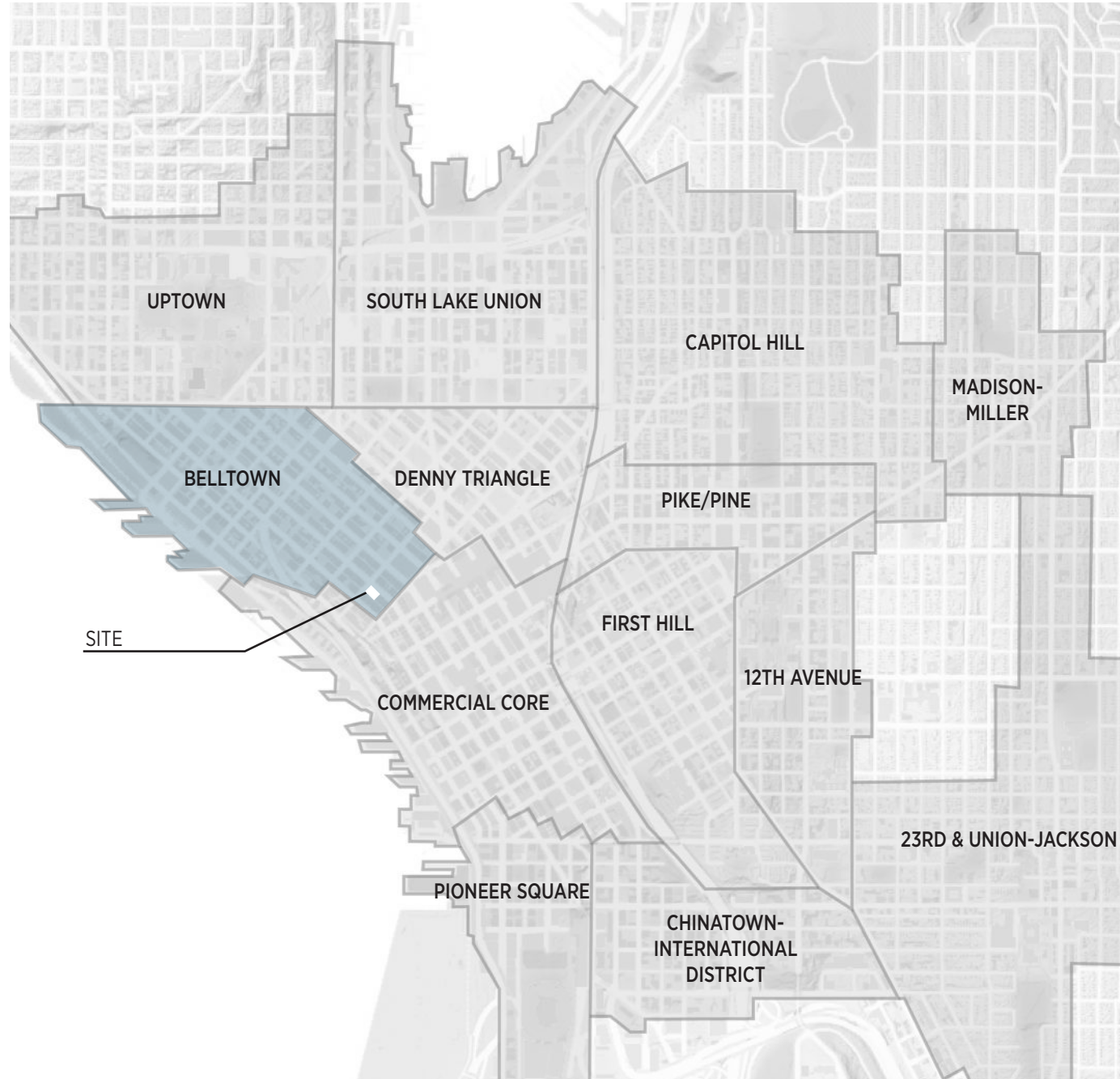
Residential Floor Plan 15-27



Residential Floor Plan 16-27

# APPENDIX

Zoning and Overlay Designations



Zoning Summary



## APPENDIX

# Zoning Summary

### EXISTING LOT INFORMATION

- Address: 1931 2nd Avenue, Seattle WA. 98101
- Parcel: 1977200925-26, 1977200930, 1977200945-46
- Lot Area: 19,440 sf
- Existing Buildings: Three buildings currently exist on the lots; the Terminal Sales Annex Building, a 4-story office building, and a 1-story office building.
- Street Classification: 2nd Avenue is a Principal Transit Street, Class I Pedestrian Street and requires property line facade and street-level uses. Virginia Street is Minor Arterial, Class II Pedestrian.
- Topography: The site slopes from approximately +169' on the highest NE side at the corner of 2nd and Virginia to +155' on the lowest SW side in the corner (1' total slope). Average grade = 165'-0"

### ZONE

- DMC 240-290/440 (Downtown Mixed Commercial)
- Overlay: BELLTOWN URBAN CENTER VILLAGE

### ALLOWED USES

- Include Retail, Hotel, Residential and Office
  - For Residential Use, Common recreation area equal to 5% of the total gross floor area in residential use is required for more than 20 dwelling units, 50% of which must be outdoors

### HEIGHT LIMIT

- Base Height = 240' for commercial uses
- Maximum Height = 440' if any of the following are met:
  - All portion of a structure above 240ft are residential only
  - At least 25 percent of the gross floor area of all structures on a lot is in residential use
  - Min 1.5 FAR dedicated to eating & drinking establishments &/or retail sales and service is provided
- Rooftop Features:
  - Parapets allowed to extend 4' above height limit.
  - Stair Penthouses, Common Rec Areas, Eating & Drinking Establishments, Mechanical Equipment & Mech Screening allowed to extend 15' above height limit.
  - Elevator Penthouses up to 25' above height limit.

### FLOOR PLATE

- Average plates limited to 10,700sf for tower up to 440ft. Maximum floor plate is 11,500 sf.
- Tower width not to exceed 120ft above 85ft along 2nd Avenue.
- Tower Modulation applies to facades within 15ft of the property line:
  - No limits to un-modulated building facade widths below 85ft.
  - From 85'-160', max un-modulated facade width = 155'.
  - From 161'-240', max un-modulated facade width = 125'.
  - From 241'-500', max un-modulated facade width = 100'.

### FAR

- Base FAR 5, Maximum FAR 8 (Maximum is achieved through payments for childcare, TDR, etc.).
- The following are not included in chargeable floor area, Street-level uses, Residential use, Floor area below grade
- 3.5% indoor gsf shall be deducted in computing chargeable gross floor area as an allowance for Mechanical Equipment.
  - Mechanical equipment located on the roof of a structure shall not be calculated as part of the total gross floor area of the structure.

### DMC STREET FACADE & SETBACKS

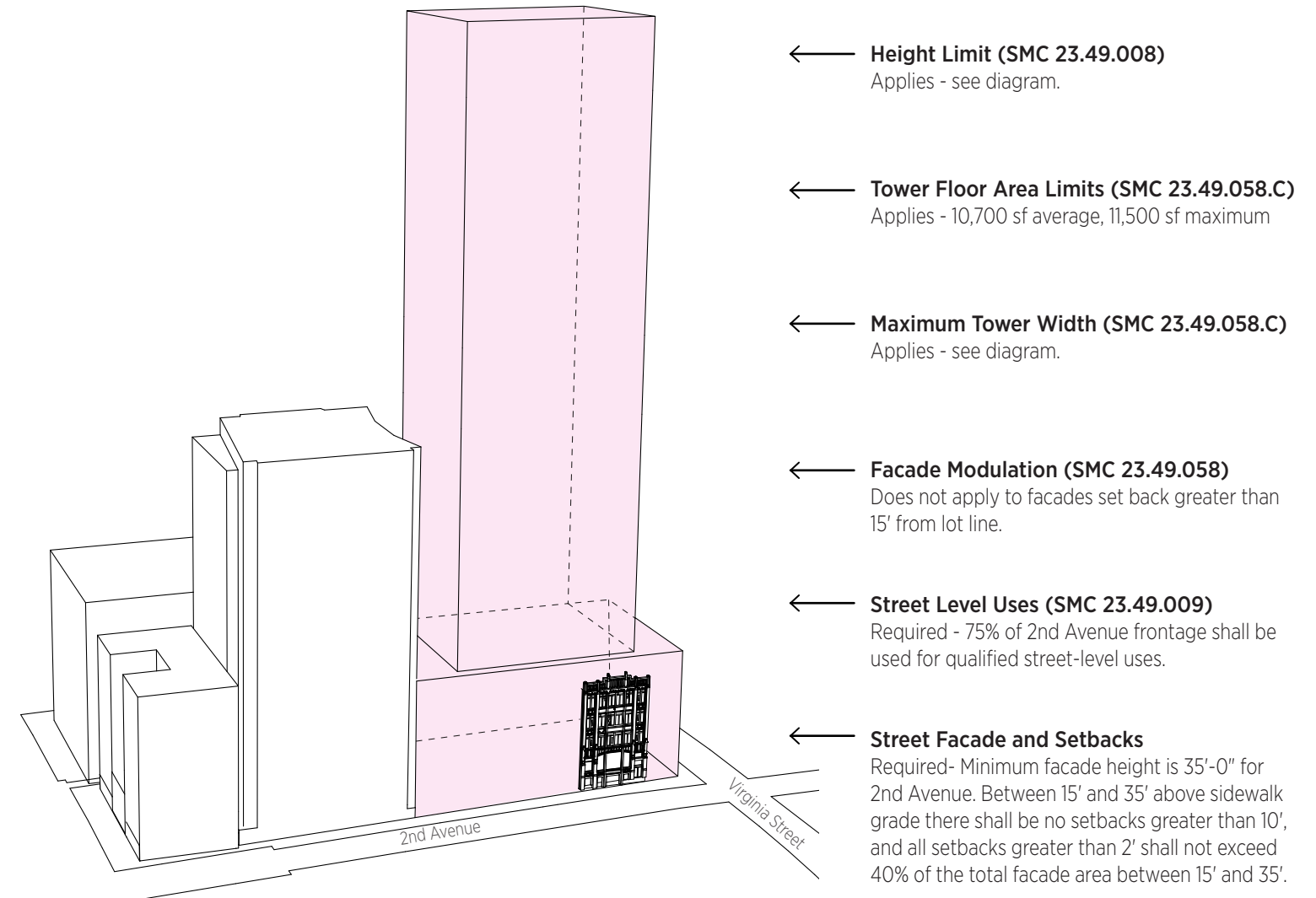
- Minimum facade height on Virginia Street = 25'
- Minimum facade height on 2nd Avenue = 35'
- No setback limits up to an elevation of 15' feet above sidewalk
- On 2nd Avenue, between 15' and 35' above sidewalk grade there shall be no setbacks except for the following:
  - The max setback shall be 10'
  - The total area of the portion of the facade between +15' - +35' at the street property line that is set back more than 2' shall not exceed 40% of the total facade area between +15' - +35'
  - No setback deeper than 2' shall be wider than 20'
  - The facade of the structure shall return to within 2' of the street property line between each setback for a min. of 10'

### STREET, SIDEWALK & GROUND LEVEL REQUIREMENTS

- One or more of the following uses qualify as required street-level uses, and are required at street level for at least 75% of the 2nd Avenue frontage (including): General sales and services; Retail sales, Eating and drinking establishments. Required uses shall be located within 10' of the lot-line.
- Continuous overhead weather protection (8' wide) shall be required for new development along the entire street frontage except along portions of facade that are located farther than 5' from property line
- On 2nd Avenue, min 60% of the street level facade shall be transparent (between 2' and 8'). Virginia Street = 30%
- Street trees are required on all streets. Trees shall be planted according to SDOT tree planting standards.
- Sidewalk Width: 2nd Avenue = 15'. Virginia St. = no requirements
- Alley width= 20' min right of way. A dedication equal to half the difference between the current alley right-of-way width and minimum right-of-way width shall be required (2').

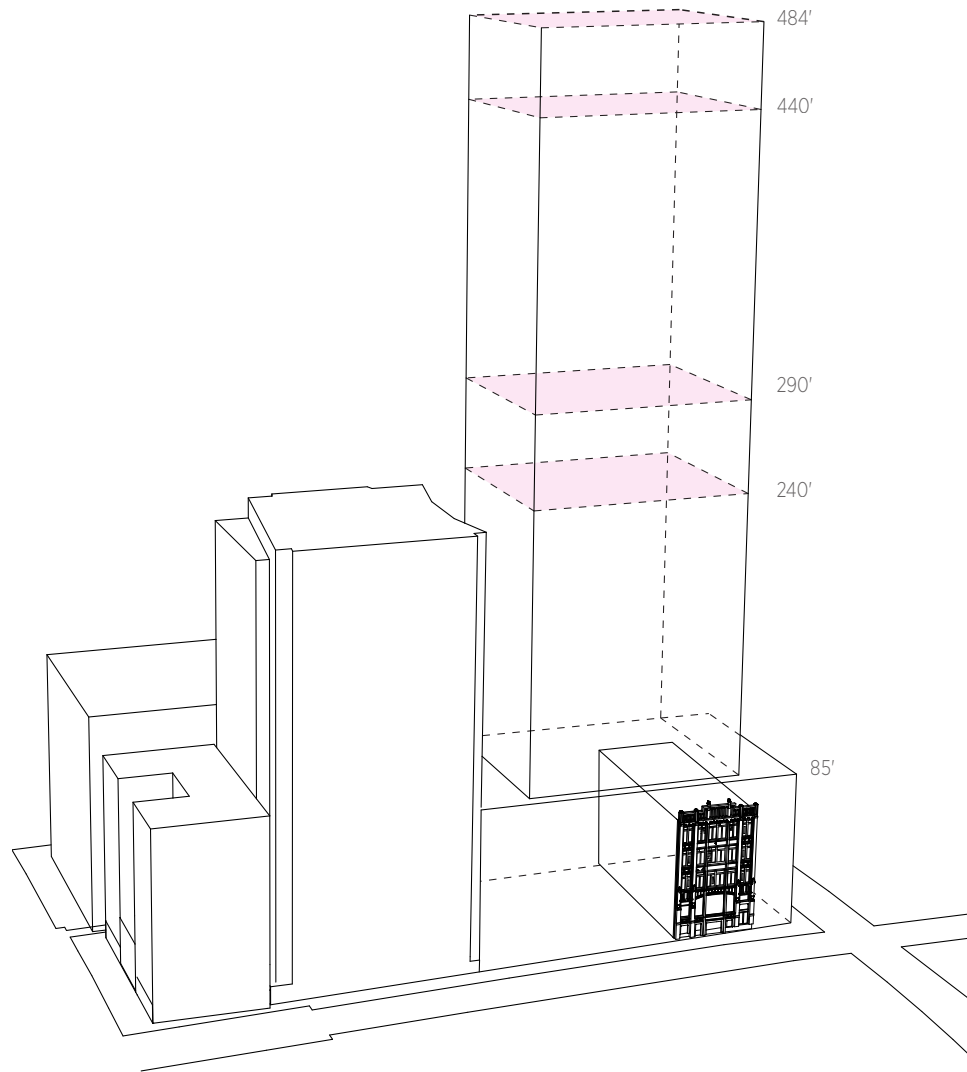
### PARKING & LOADING

- No parking, either long-term or short-term, is required for uses on lots in Downtown zones.
- Off-street loading: 3 loading berths req'd 10' wide, 14' clear vertical, length 35' (25' if approved by Planning Director)
- Bicycle parking is required as specified in subsection 23.54.015.K.



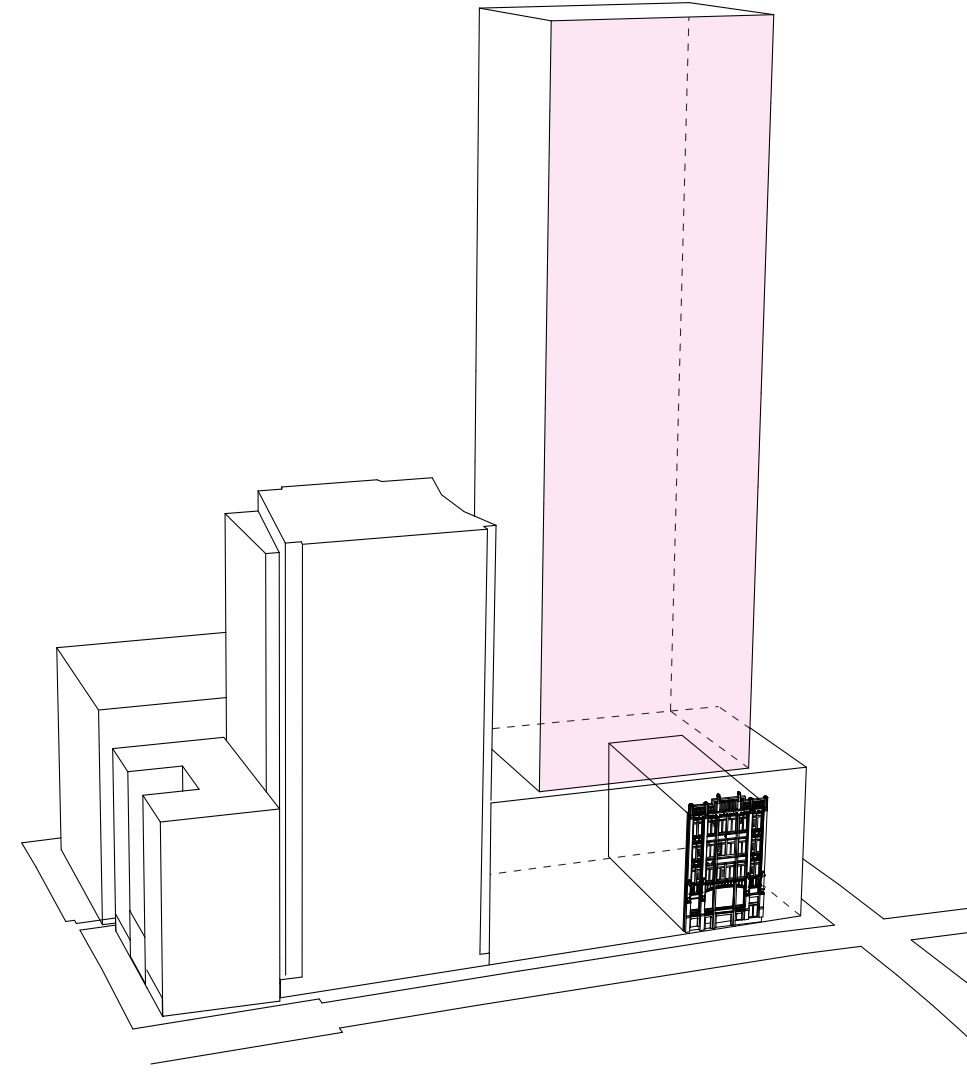


Zoning Summary



**SMC 23.49.008 - Structural Height**  
Zone: DMC 240-290/440

- 484' - 10% Height Allowance for common recreation area and mechanical - facades above 400' may not enclose an area greater than 9,000 sf
- 440' - Maximum residential height limit (HALA)
- 290' - Base height limit for portions in residential use
- 240' - Maximum non-residential height limit
- 85' - Maximum height for unlimited length of un-modulated facade within 15' of street lot line



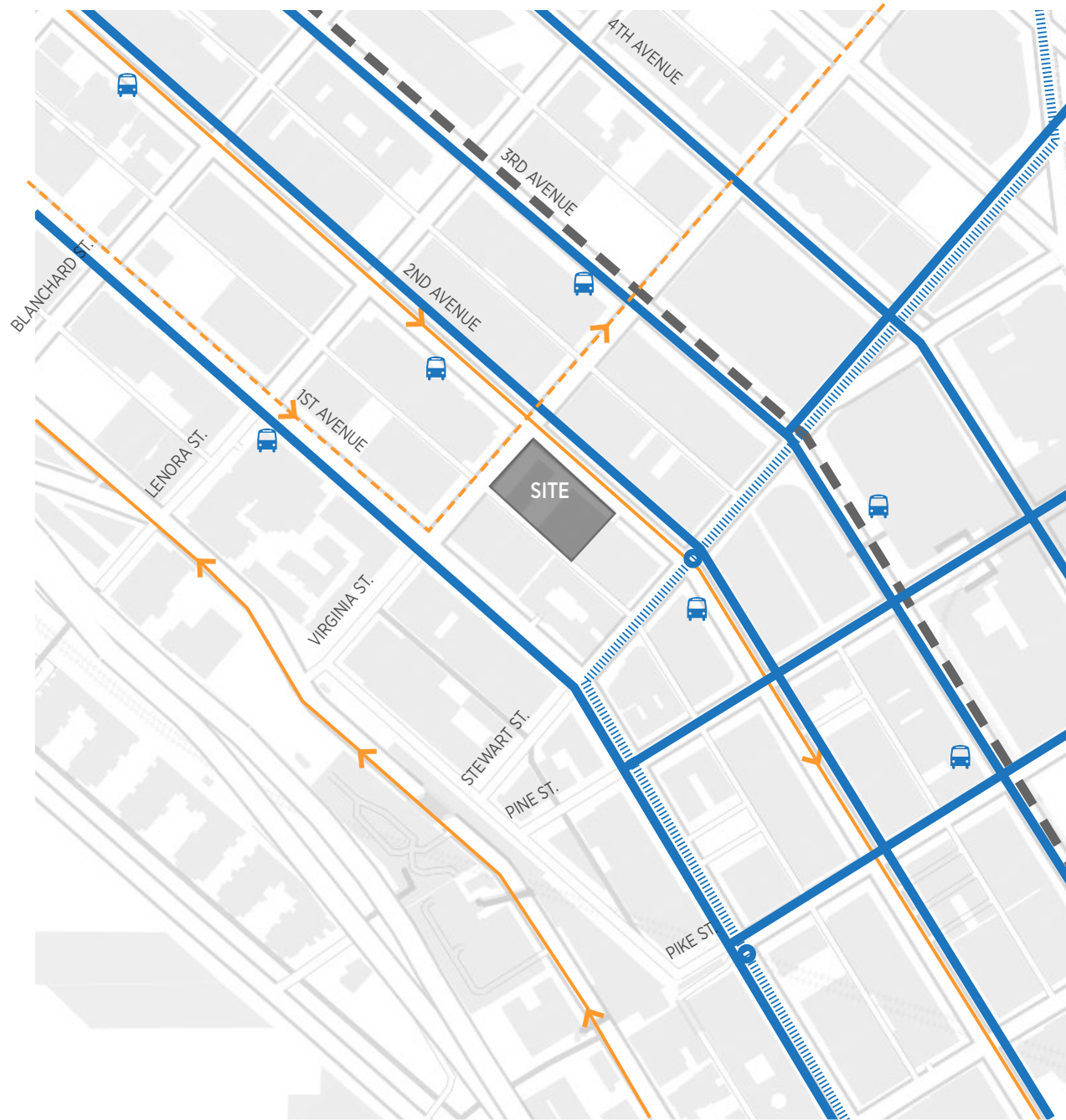
**SMC 23.49.058 - Maximum Tower Width**

In DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot, whichever is less.

APPENDIX

Street Characteristics

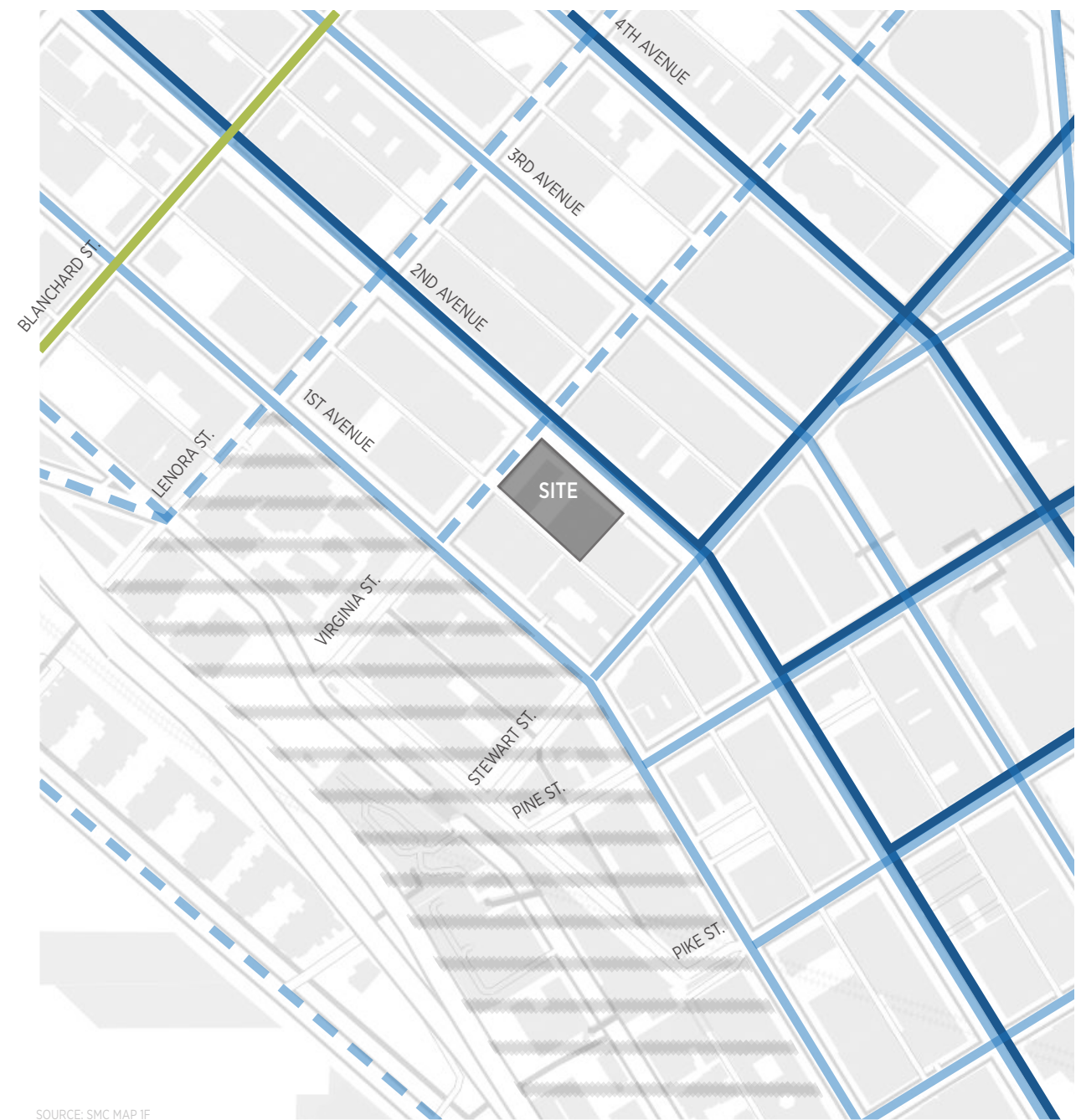
Public Transit



- Bike Lane
- Sharrow
- Bus Route
- Major Bus Stops
- Future Streetcar Station
- Future Streetcar Line
- Bus Rapid Transit



Pedestrian Street Classification



- SOURCE: SMC MAP 1F
- Class I Pedestrian
  - Class II Pedestrian
  - Neighborhood Green St.
  - Principal Arterial

Neighborhood Uses



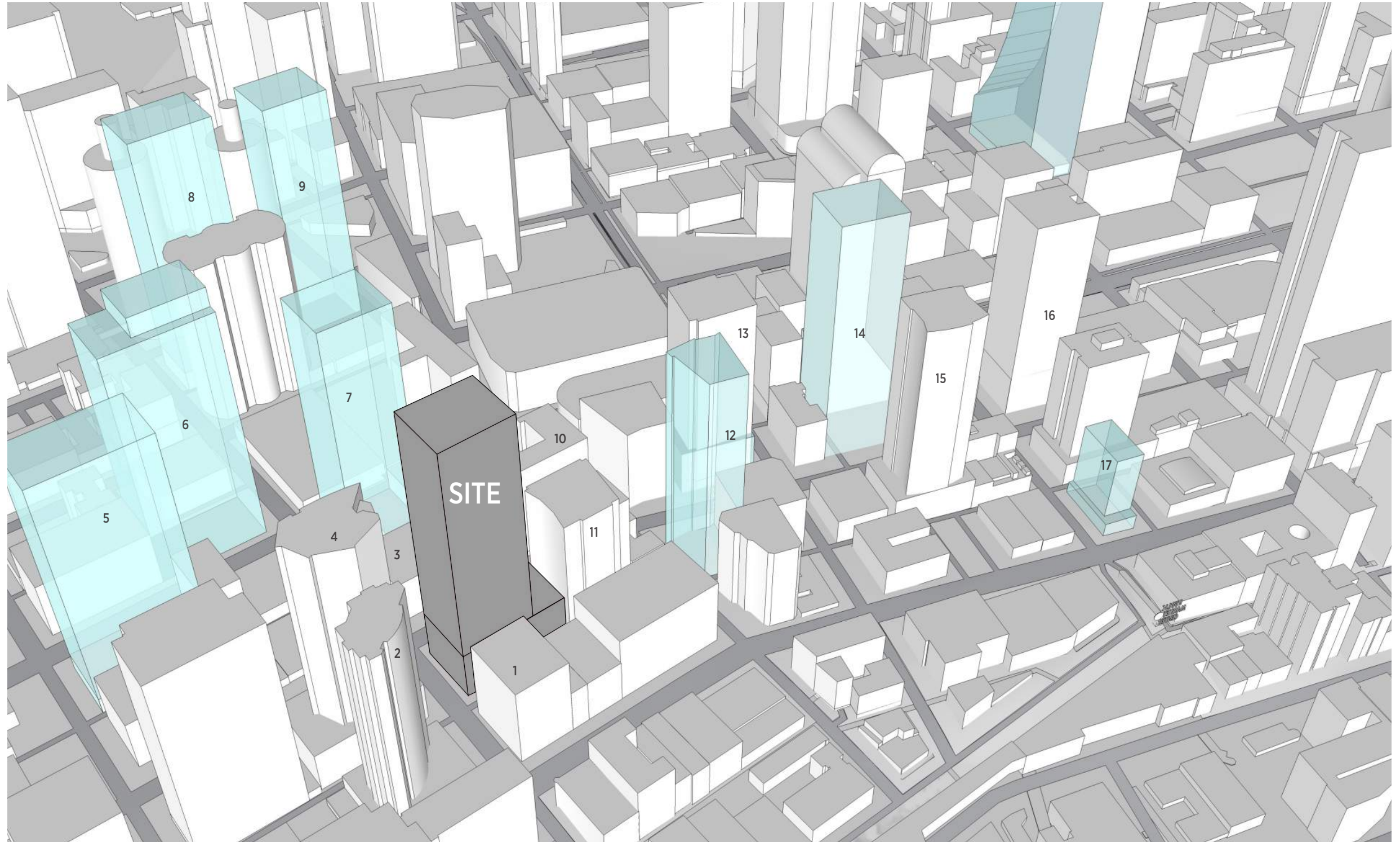
- Bar/Nightlife
- Restaurants
- Office
- Residential
- Retail
- Hotel

## APPENDIX

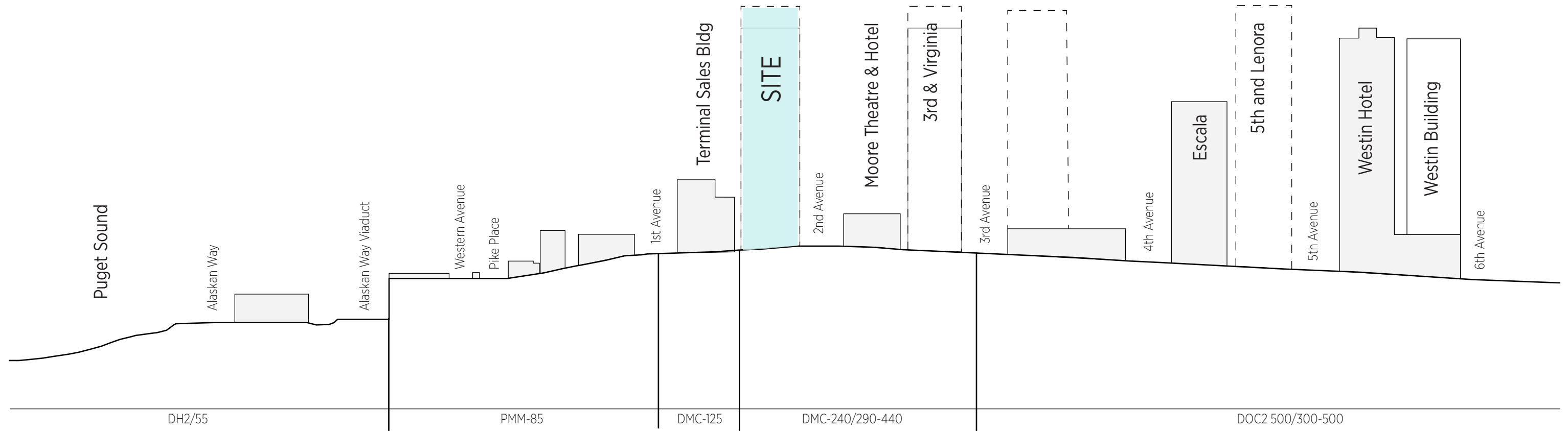
### Changing Fabric

#### Current and Existing Neighbors

1. Terminal Sales Building, Office (132 ft)
2. One Pacific Tower, Condominium (259 ft)
3. Moore Theatre & Hotel (73 ft)
4. Tower Twelve, Condominium (440 ft)
5. [MUP 3018686](#) 3rd and Lenora, Future Residential & Office (360 ft)
6. [MUP 3026416](#) 3rd and Virginia, 2000 3rd Avenue, Future Residential (484 ft)
7. [MUP 3023678](#) 1927 3rd Avenue, Future Residential (484 ft)
8. [MUP 3019699](#) 5th and Virginia, Future Hotel & Residential (525 ft)
9. [MUP 3018037](#) 1903 5th Avenue, Future Hotel & Residential (500 ft)
10. Josephinum, Residential (170 ft)
11. Viktoria Apartments, Residential (265 ft)
12. [MUP 3016702](#) 2nd and Stewart, Future Residential (400 ft)
13. [MUP 3014773](#) 2nd and Pine, Residential, (400 ft)
14. [MUP 3032531](#) 1516 2nd Avenue (484 ft)
15. 1521 2nd Avenue, Condominium (400 ft)
16. 2nd and Pike Residential (400 ft)
17. [MUP 3028428](#) 1st and Pike, Future Hotel (160 ft)



Changing Fabric



APPENDIX

Historic Landmarks



1. Palladian Hotel, 2000 2nd Ave. - Designated Landmark



2. Moore Theatre & Hotel, 1932 2nd Ave - Designated Landmark



3. Josephinum, 1902 2nd Ave - Designated Landmark



6. Terminal Sales Building, 1932 1st Ave - Designated Landmark



4. Haddon Hall, 1921 3rd Ave.



5. Doyle Building, 119 East Pine St. - Designated Landmark



7. Guiry Hotel 2104 1st Ave - Designated Landmark



8. Alaska Trade Building, 1917 1st Ave - Designated Landmark

Architectural & Siting Patterns



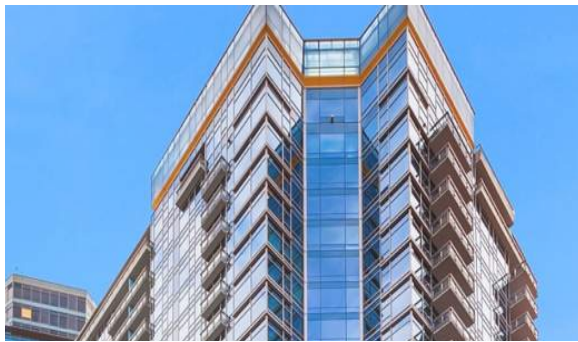
A. Viktoria Apartments, 1915 2nd Avenue (240 ft)



B. Tower Twelve, 2015 2nd Avenue (440')



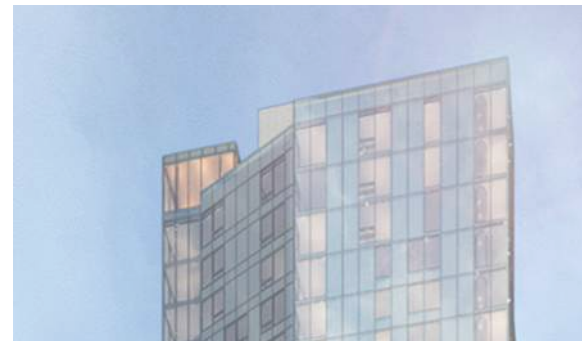
C. Second and Pine (440') MUP 3014773



D. 1521 Second Avenue (240')



E. 1521 Second Avenue (440')



F. Second and Stewart (400') MUP 3016702



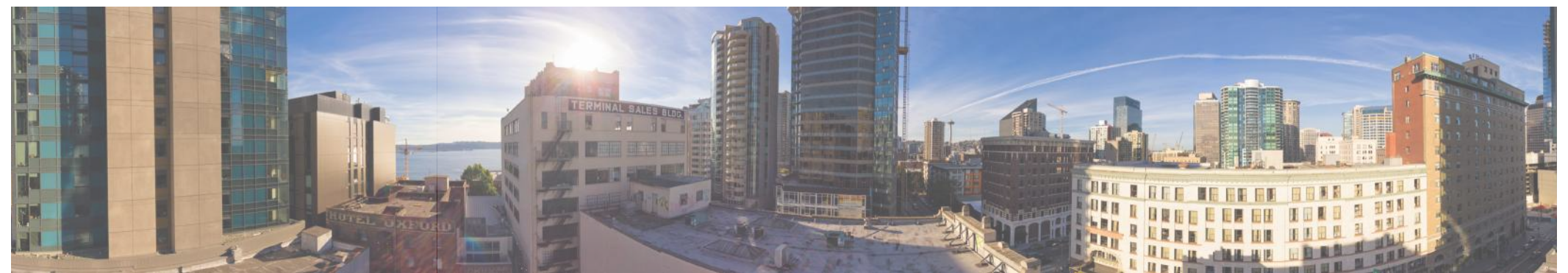
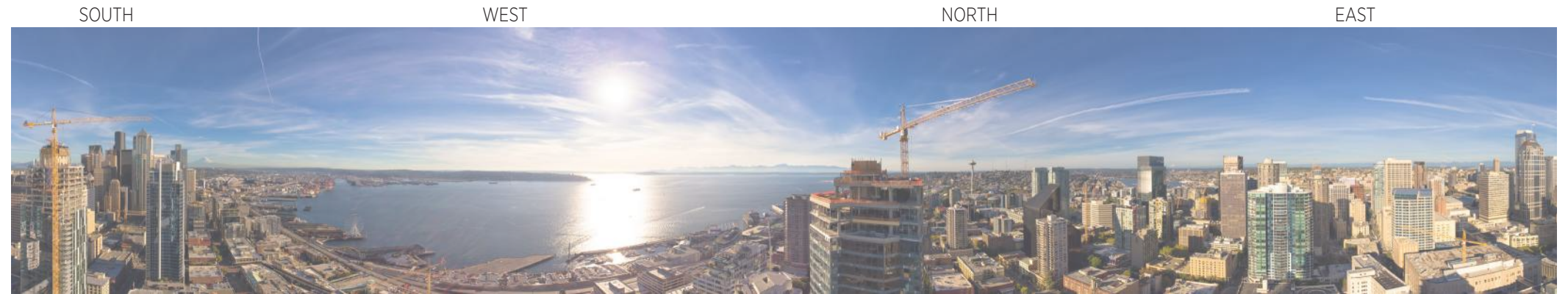
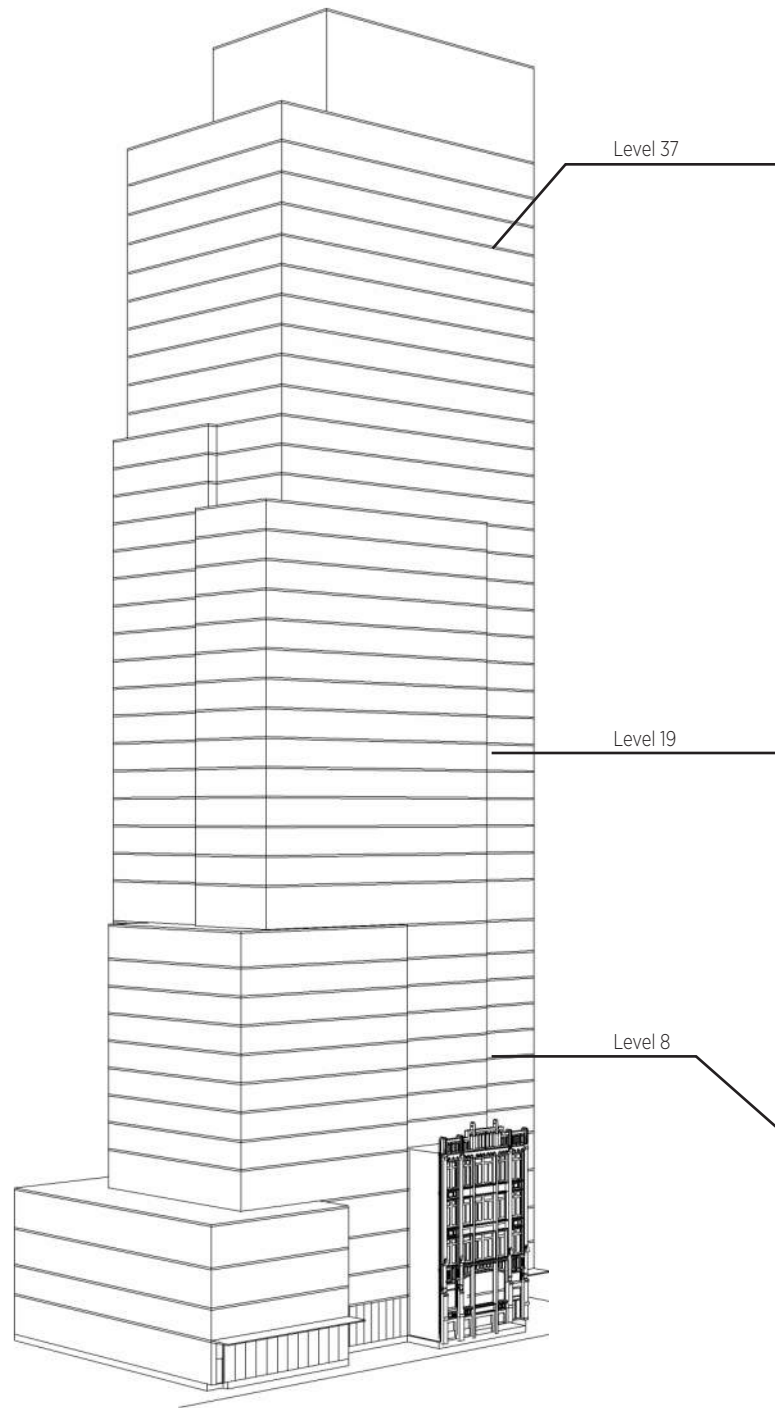
APPENDIX

Neighborhood Context



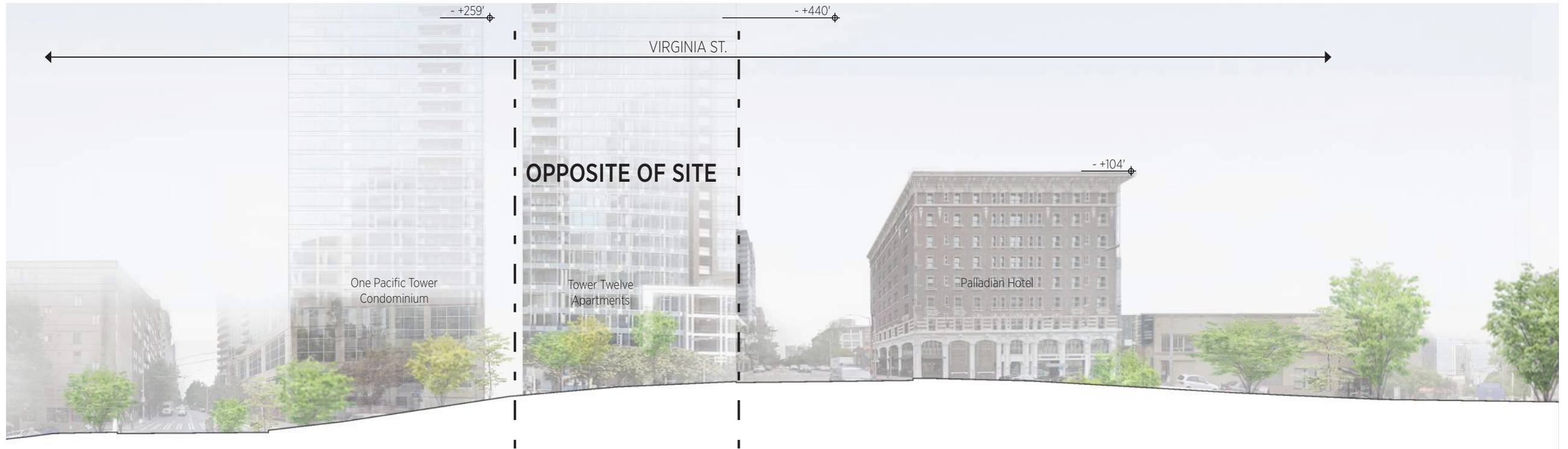
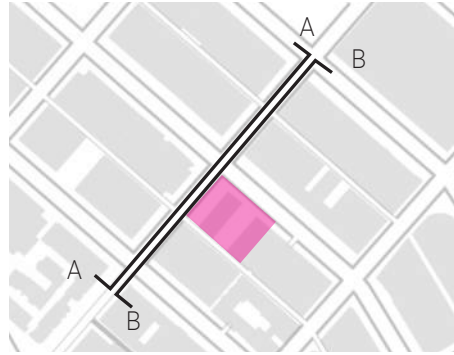


Views/Orientation



APPENDIX

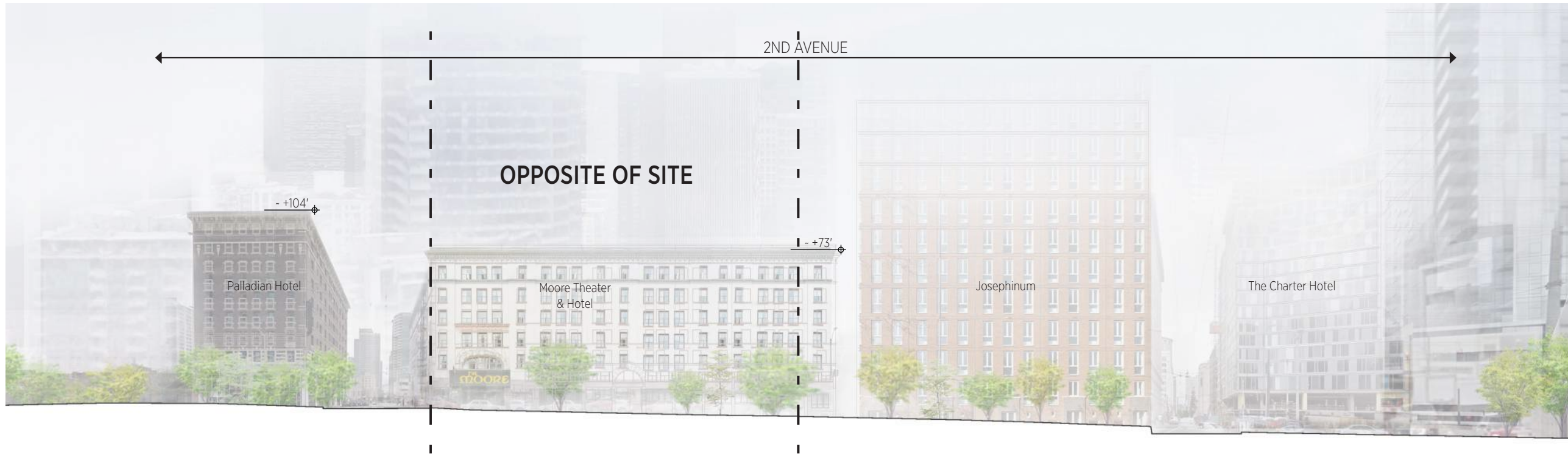
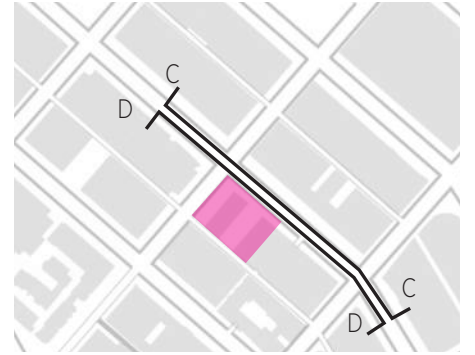
Streetscapes



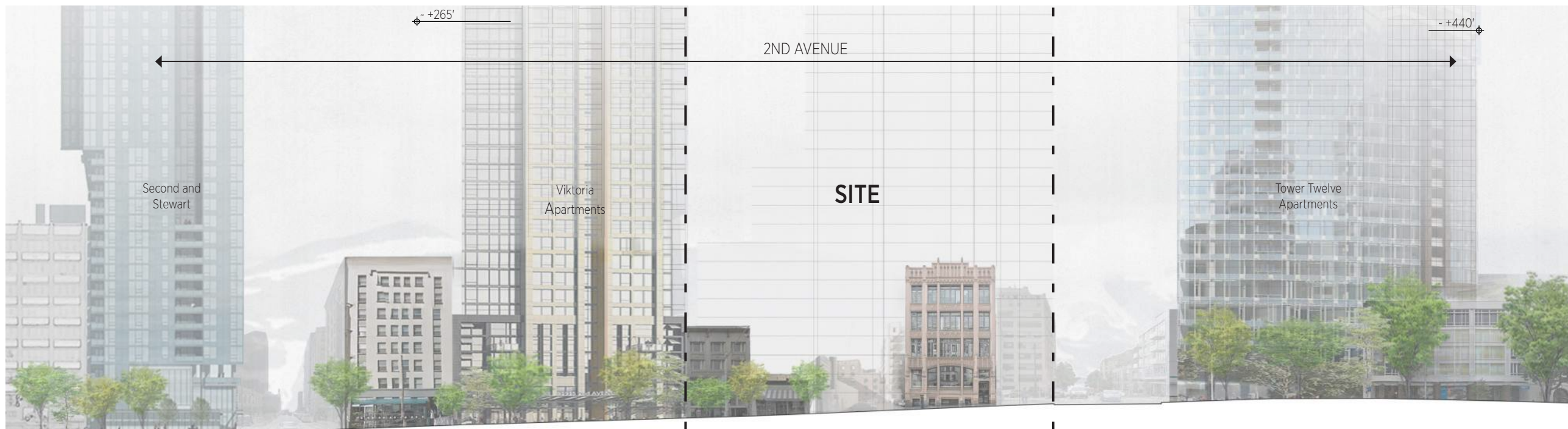
Section A-A, Virginia St., looking North



Section B-B, Virginia St., looking South



Section C-C, 2nd Ave., looking East



Section D-D, 2nd Ave., looking West



THANK YOU