

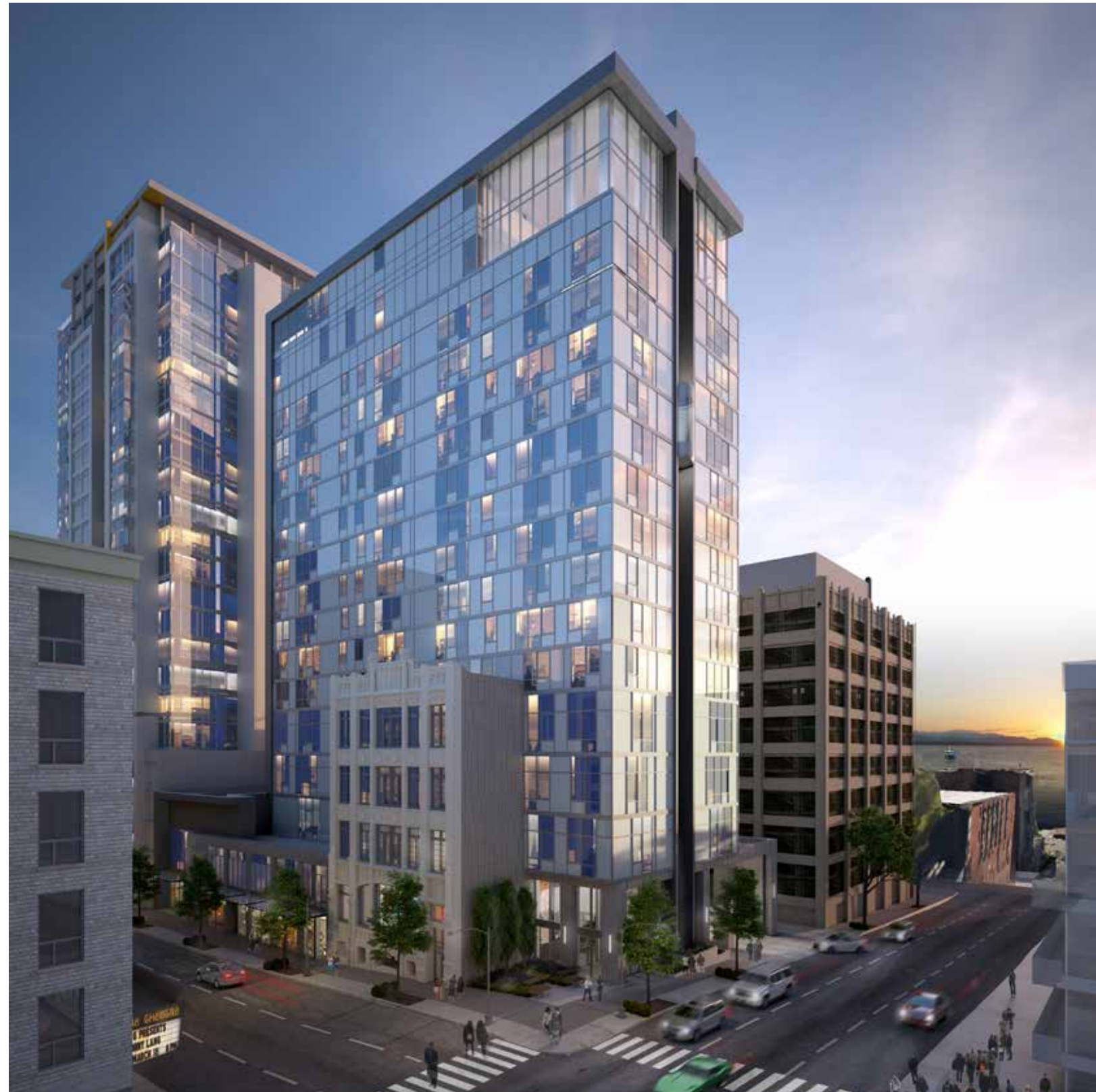
HOTEL CLARE

2ND & VIRGINIA

DESIGN REVIEW BOARD PACKET

Columbia West Properties, Inc.
Ankrom Moisan Architects, Inc.

03.03.2015
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 / DESIGN REVIEW BOARD MEETING

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PROJECT INFORMATION

PROJECT DESCRIPTION

Previously, a much larger project was proposed for this site. MUP#3007606 approved a 39-story, 400-foot tower. The current proposal is for a 17-story, 208-key hotel with retail space provided at the ground level along 2nd and Virginia. The tower of the new structure is set back from the existing landmarked structure as well as from the neighbors to the South (The Viktoria) and the West (Terminal Sales Building). A top floor lobby/bar/restaurant will be a featured amenity. A small open plaza at the corner of 2nd and Virginia highlights the direct access specialty elevator serving the ground floor and penthouse amenities.

PROJECT OBJECTIVES

OBJECTIVE #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.

OBJECTIVE #2: CREATE A UNIQUE DESTINATION

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

OBJECTIVE #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

OBJECTIVE #4: PROVIDE A CORNER PLAZA AT 2ND & VIRGINIA

The design features a corner plaza at the corner of 2nd & Virginia. In addition to providing urban green spaces, this plaza will help activate retail and enhance the pedestrian experience.

PROJECT DETAILS

208 hotel rooms

140,500 sq. ft. total gross square footage

4,609 sq. ft. ground floor retail

58 parking stalls **10** bike parking stalls

17 floors

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

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.

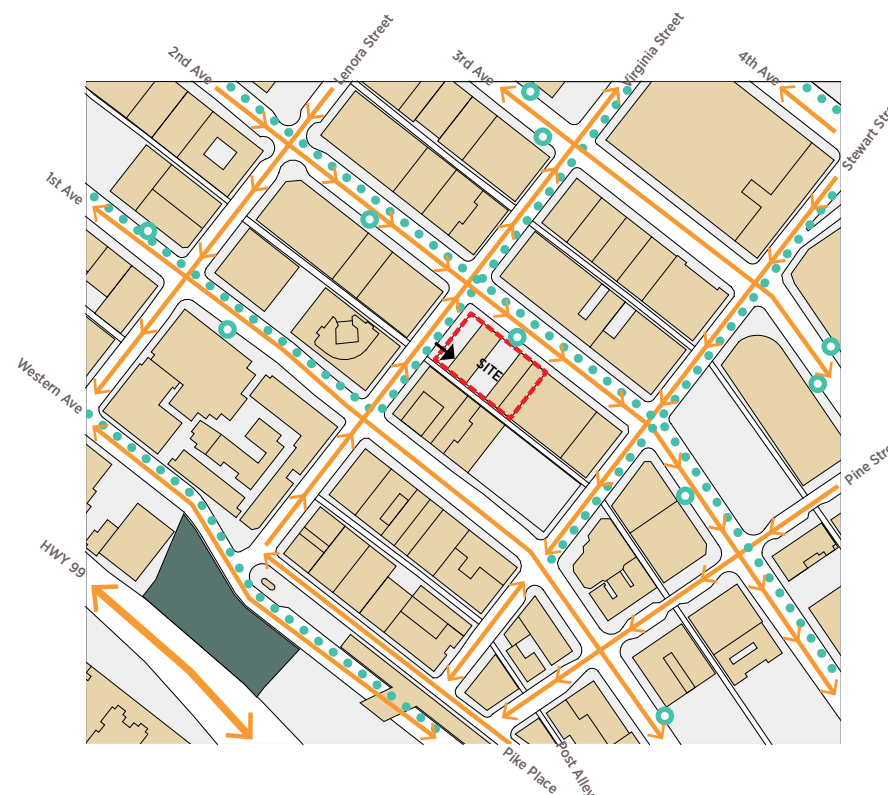
2nd Avenue and Virginia Street are both one-way streets.

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

SITE AREA

The site contains approximately 19,440 SF with approximately 180' of frontage on 2nd Avenue and 108' of frontage on Virginia Street. There is an alley running parallel to 2nd Avenue at the rear of the site.

TOPOGRAPHY

The site slopes along both frontages, with the alley elevation being about a half-level below 2nd Avenue. Vehicular access to the below-grade parking levels will be located at the northwest corner of the project at the lower elevation of Virginia Street.

TREE SURVEY

No street trees currently exist on the sidewalks fronting the site.

EXISTING BUILDINGS

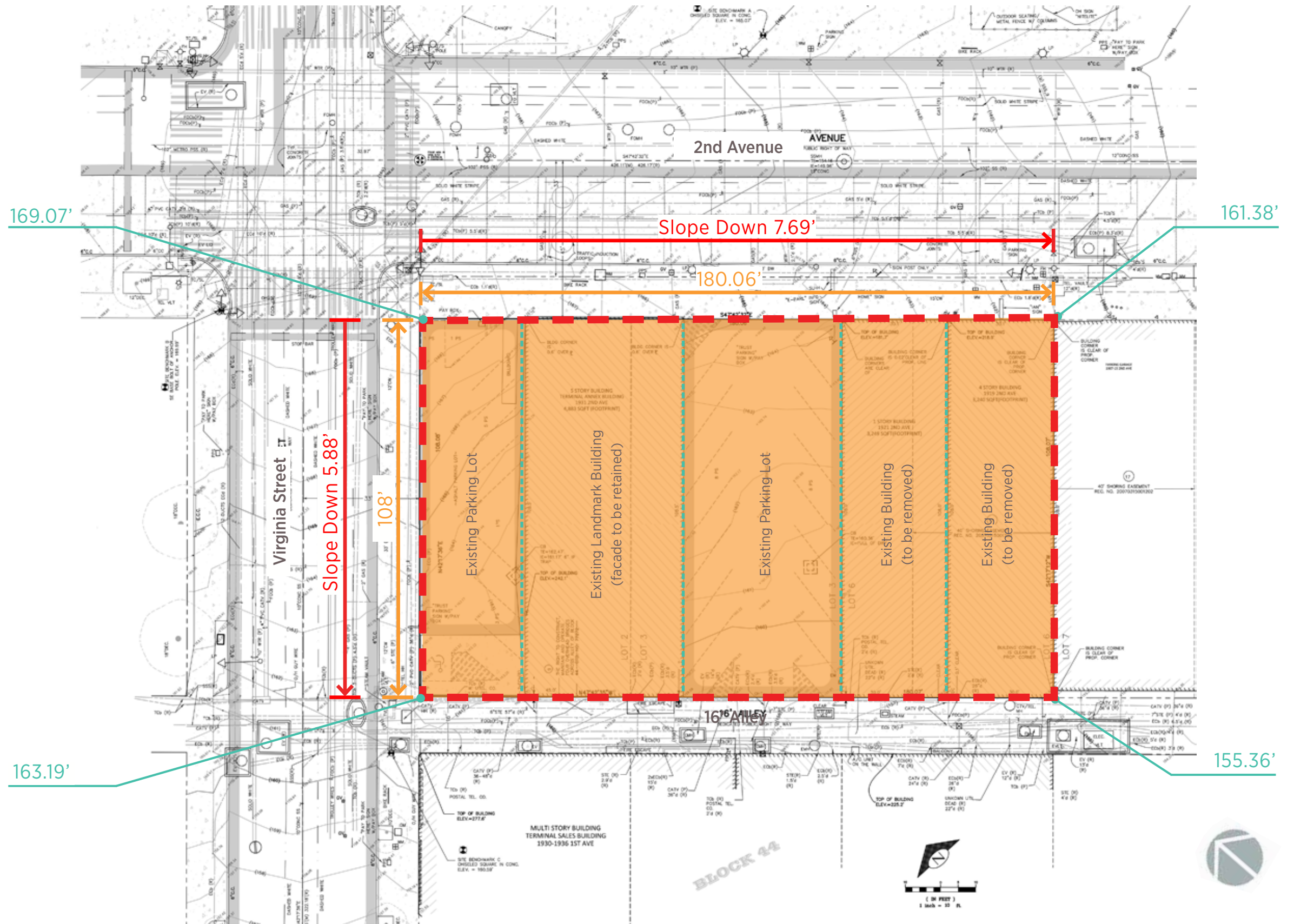
The Terminal Sales Annex building is a registered landmark. Its facade at 2nd Avenue will be preserved and incorporated into the project. The two buildings at the southern end of the site will be demolished.

BOUNDARIES

Virginia Street is a Class II pedestrian street.
 2nd Avenue is a Class I pedestrian street and requires street-level uses. It is also a major bus route.
 The alley is mainly a service alley, and will contain the porte cochere exit.

UTILITIES

All utilities adjacent to the site are below ground.



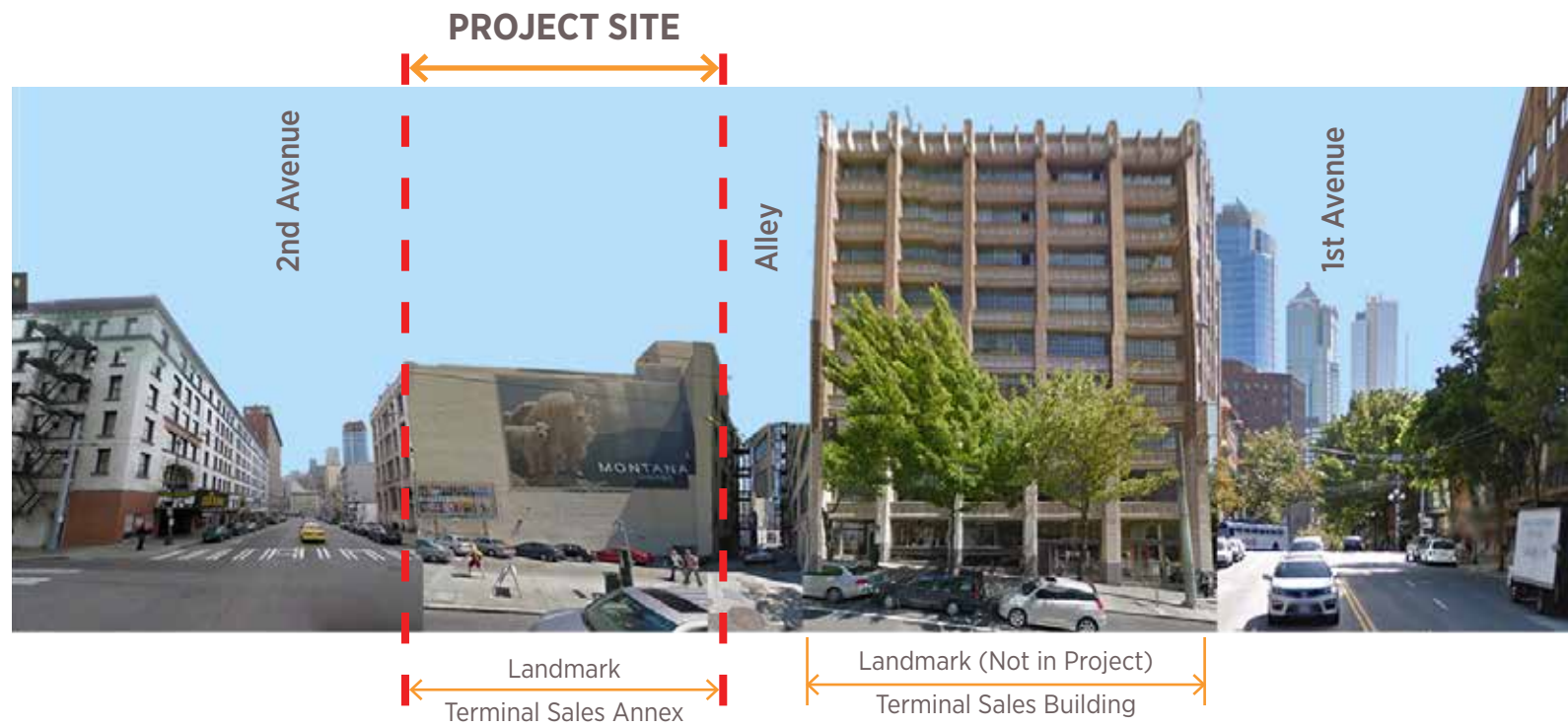


STREET ELEVATION 2ND AVENUE LOOKING WEST

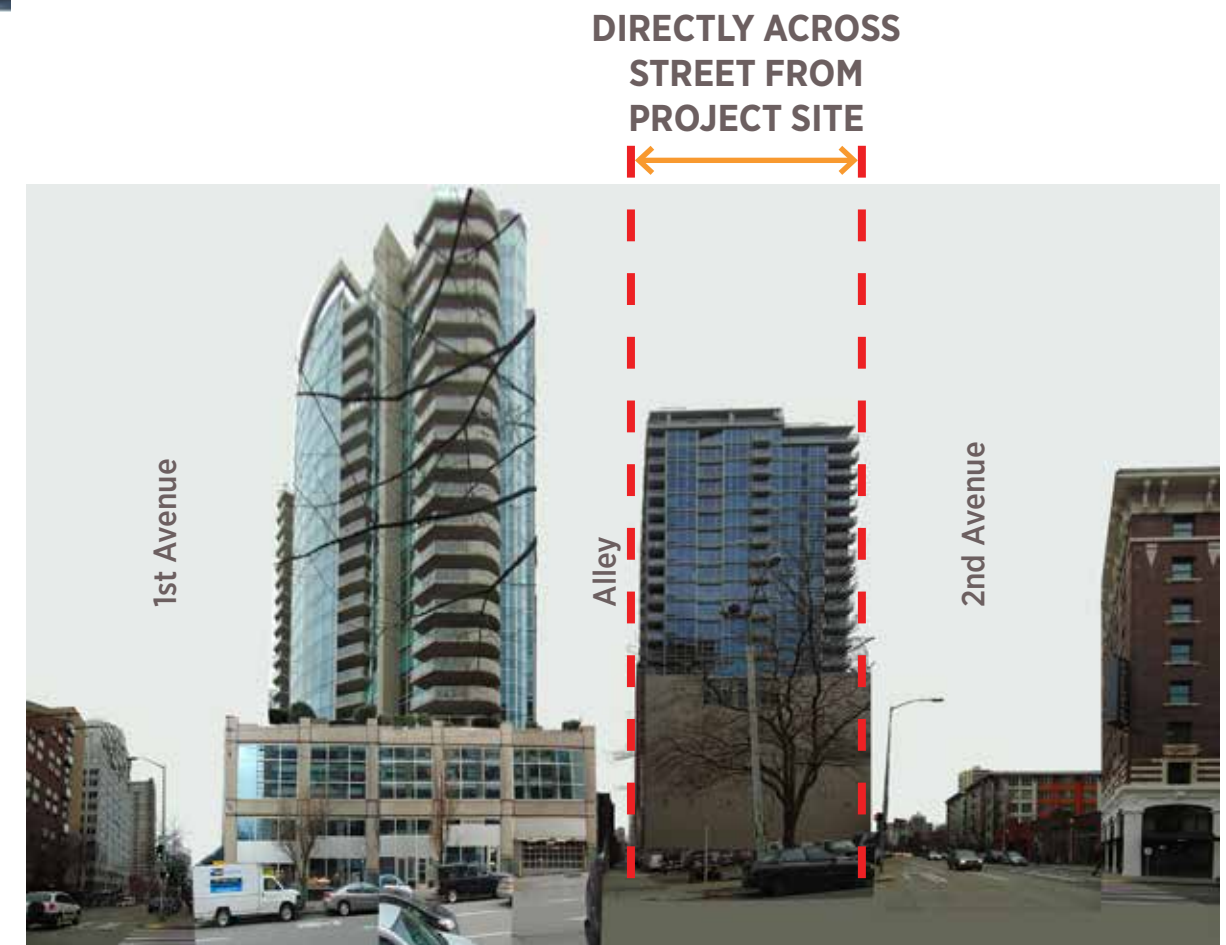
Terminal Sales Annex



STREET ELEVATION 2ND AVENUE LOOKING EAST



STREET ELEVATION VIRGINIA STREET LOOKING SOUTH



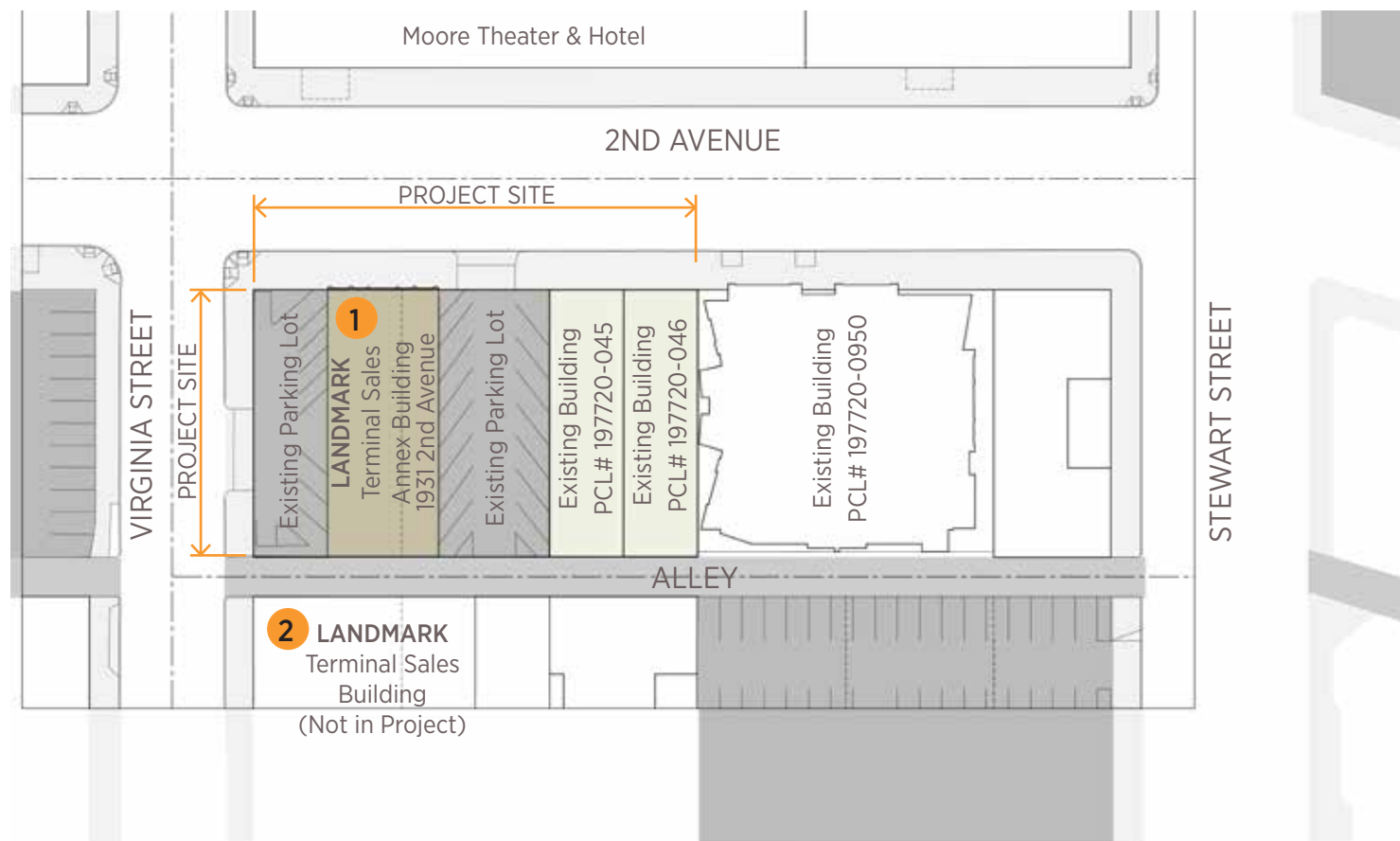
STREET ELEVATION VIRGINIA STREET LOOKING NORTH

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



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.

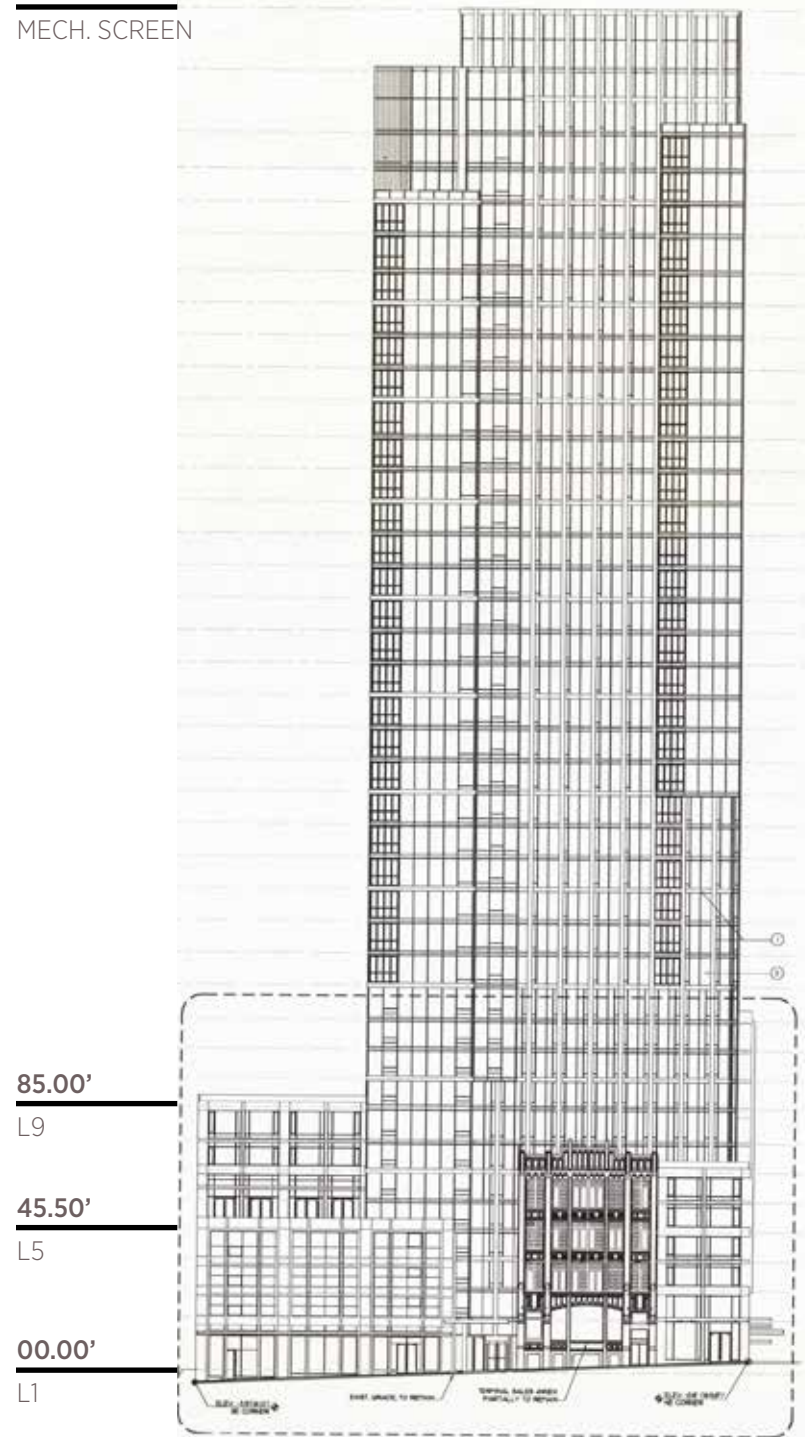
Originally designed as a sales and display center for distributors serving nearby retail stores such as the former Frederick & Nelson and the Bon Marche. In the 1940's the Terminal Sales building annexed the Puget Sound News Company in an expansion that linked both buildings with sky bridges. The buildings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

PREVIOUSLY APPROVED MUP

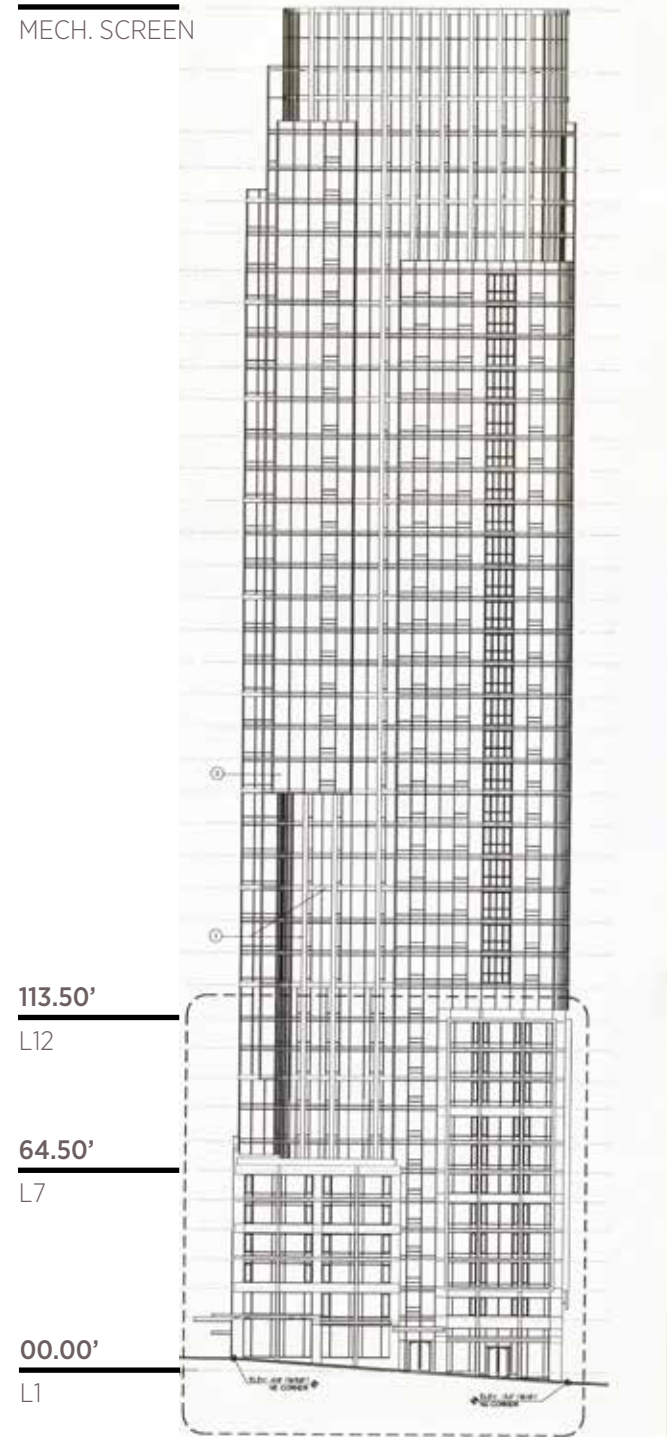
MUP # 3007606

440.00'
MECH. SCREEN



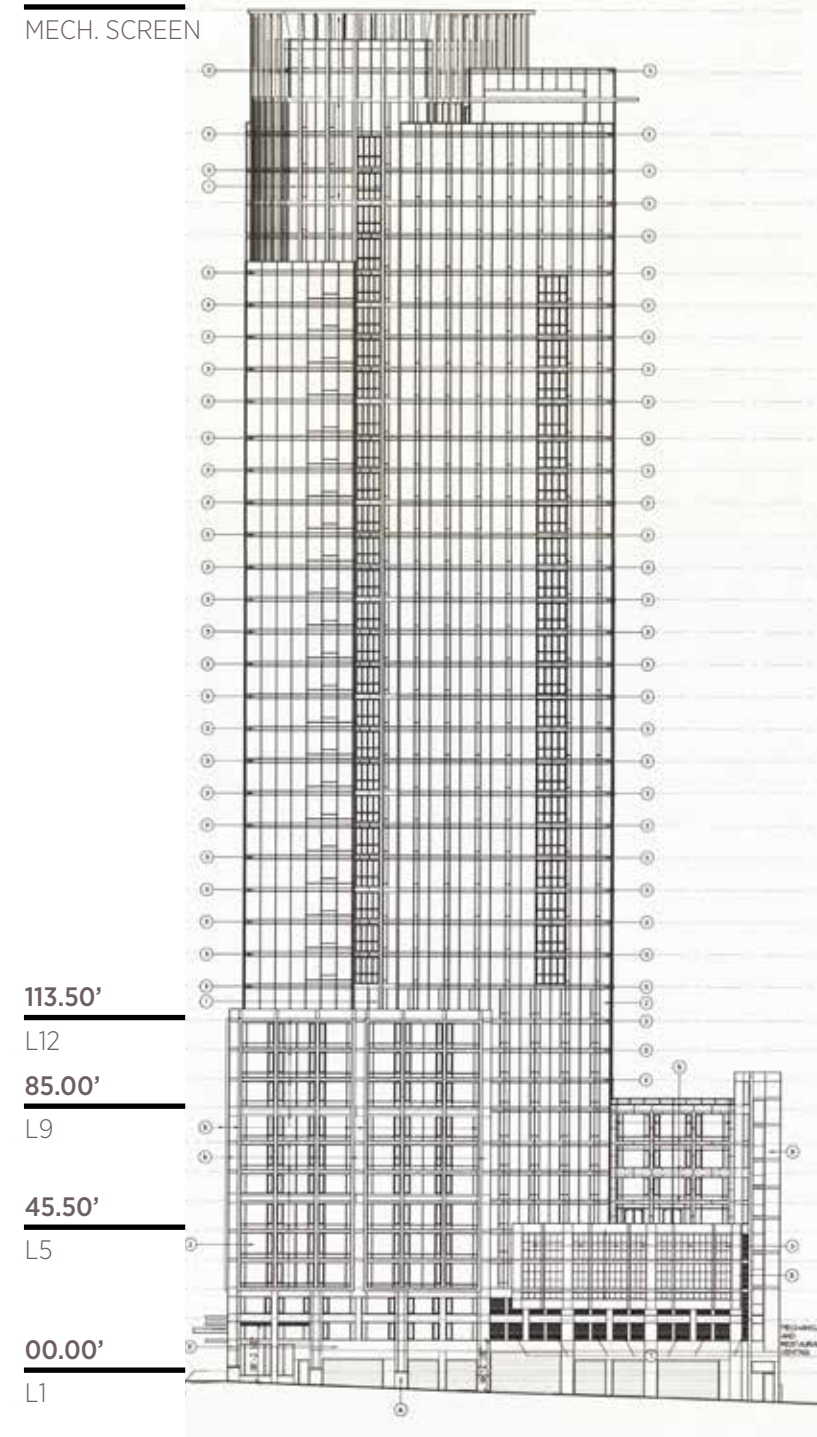
EAST ELEVATION
(2ND AVENUE)

440.00'
MECH. SCREEN



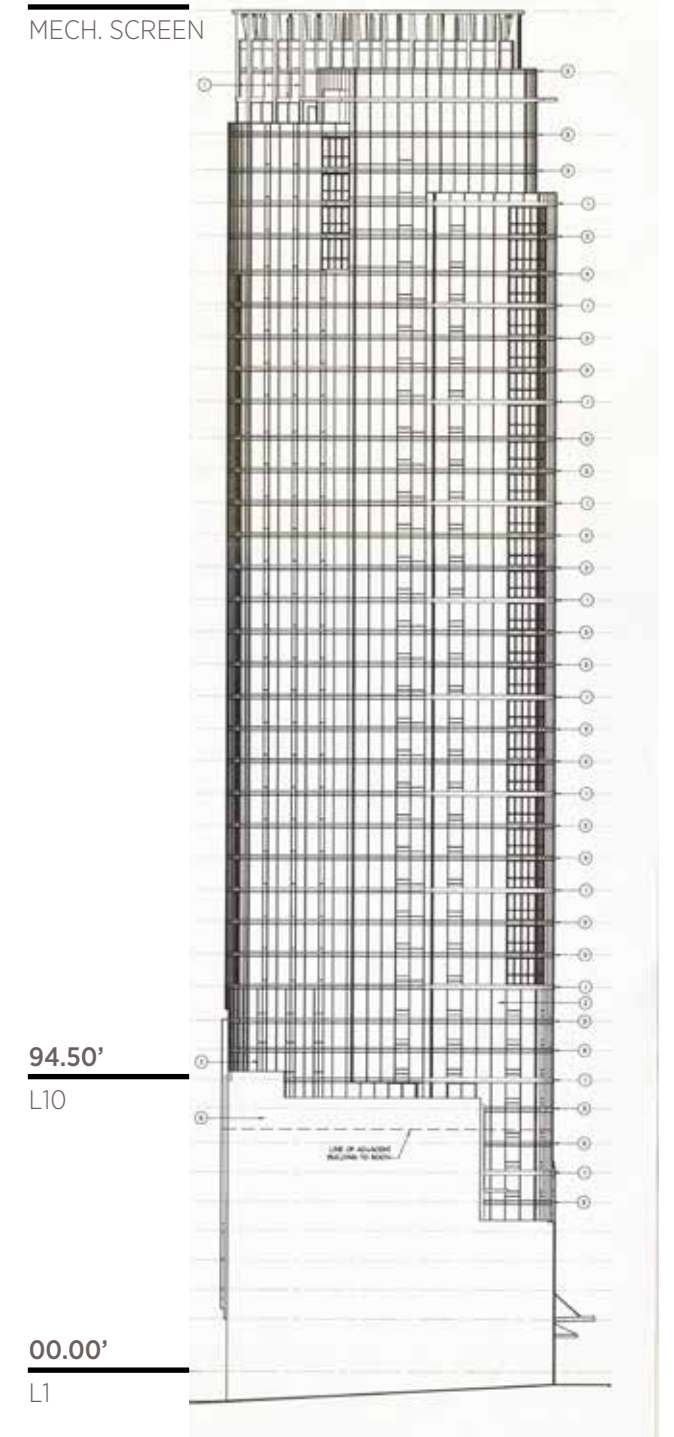
NORTH ELEVATION
(VIRGINIA STREET)

440.00'
MECH. SCREEN



WEST ELEVATION
(ALLEY)

440.00'
MECH. SCREEN



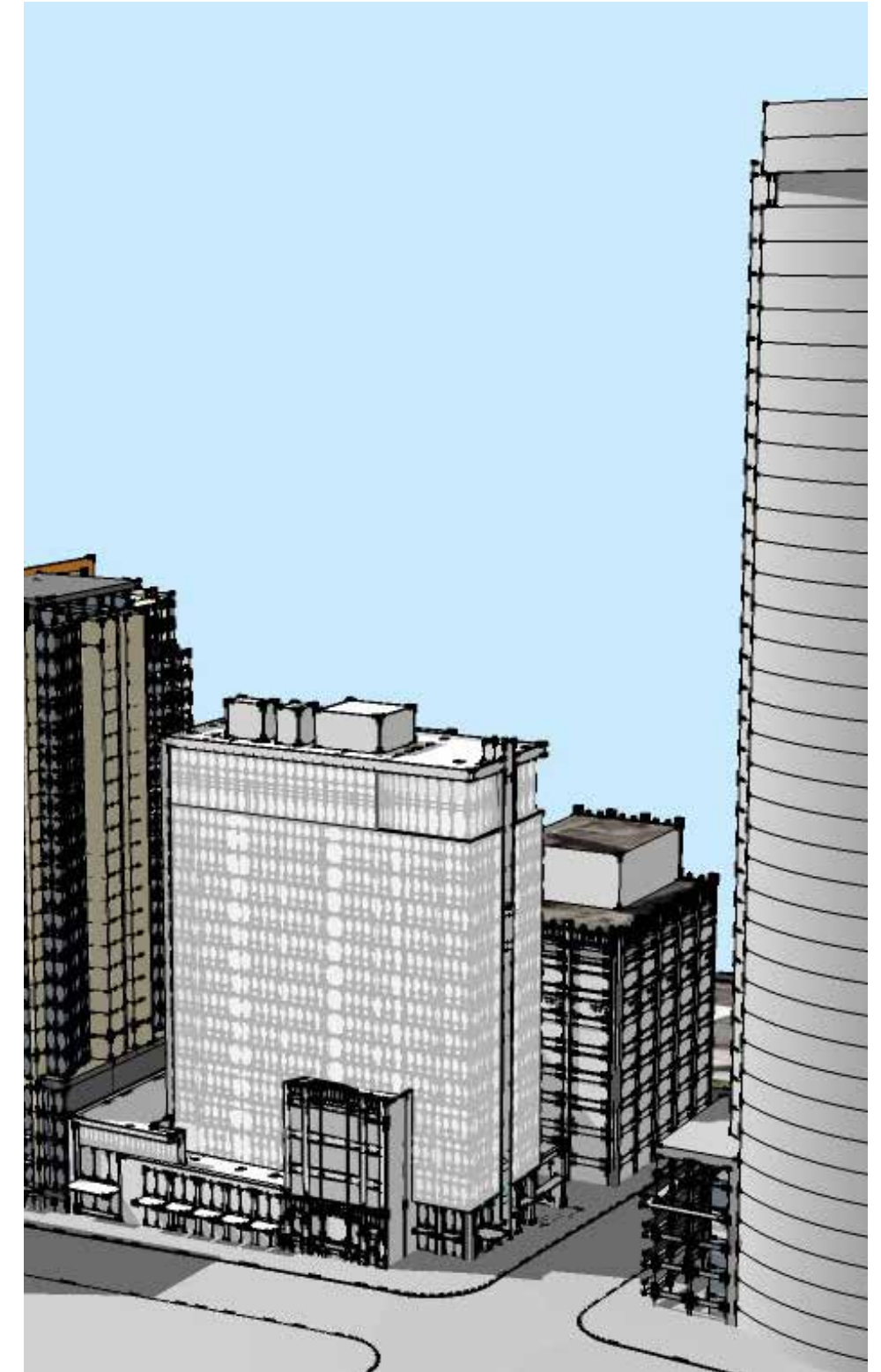
SOUTH ELEVATION



EXISTING SITE MASSING



PREVIOUSLY APPROVED MASSING - 400' Tower
MUP # 3007606 | 2008



PROPOSED MASSING - 212' Tower
2015



PREVIOUSLY APPROVED MASSING

Residential and Hotel Tower with Retail at Ground Level

GSF 556,751
 Chargeable FAR 120,194
 Stories 39
 Hotel Keys 154
 Residential Units 190
 Height 400' total height
 Parking 288 total stalls; including 61 stalls
 on 3 levels of above-grade parking

Tower setback from Landmark 13'
 Tower setback from Viktoria 55'-6"
 Tower setback from Terminal Sales Building 20'

PROPOSED MASSING

Hotel Tower with Retail at Ground Level

GSF 140,463
 Chargeable FAR 135,546
 Stories 17
 Hotel Keys 208
 Residential Units 0
 Height 208'-0"
 Parking 58 below-grade stalls

Tower setback from Landmark 23'-0"
 Tower setback from Viktoria 35'-9"
 Tower setback from Terminal Sales Building 43'-7" min.

PREVIOUS MUP DRB COMMENTS

LEGEND / THEMES

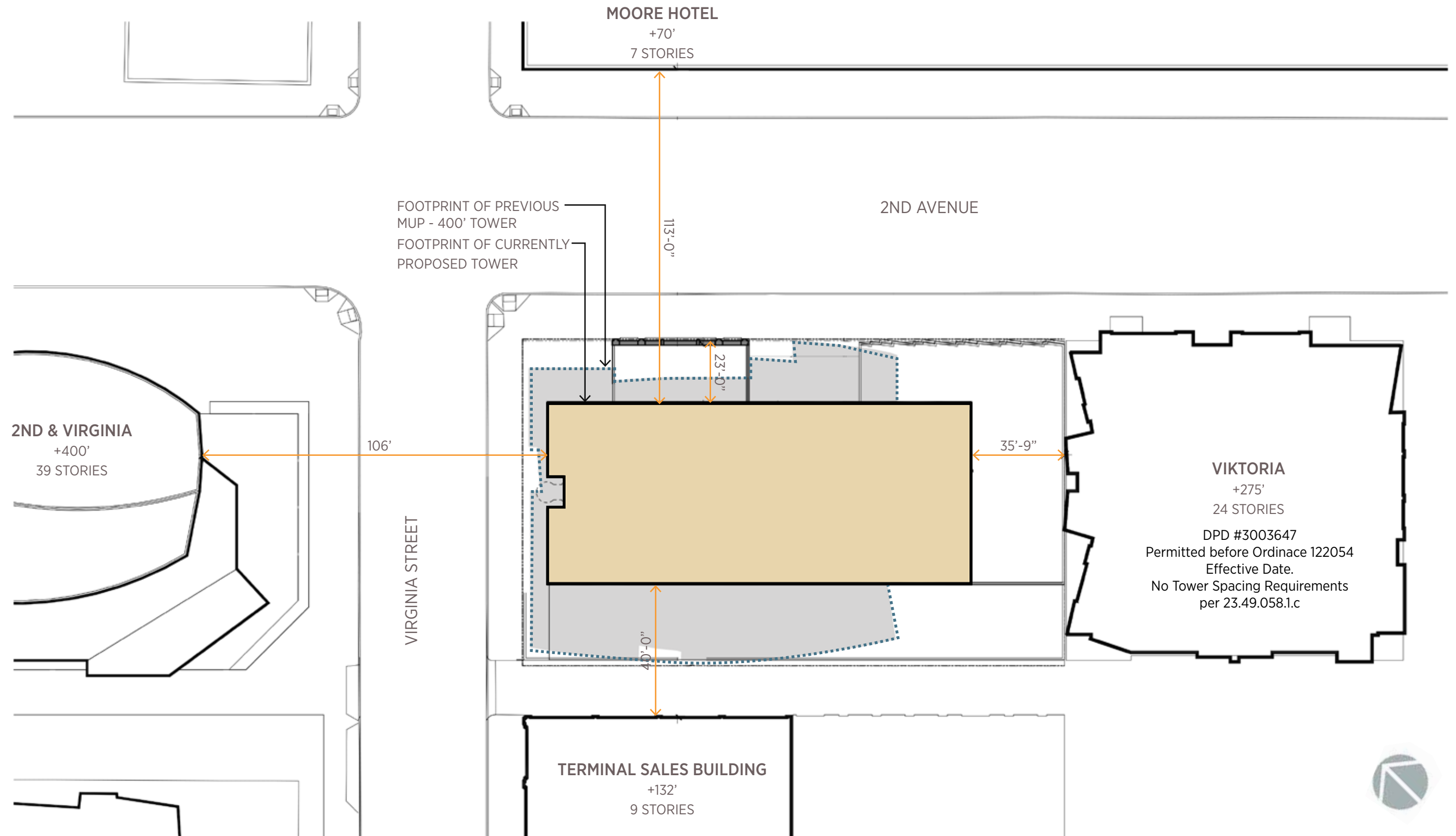
- Landmark
- Pedestrian Experience
- Alley Treatment
- Materials

Design Review Board Comments from Previous Review Meetings

EDG 10/09/2007 DRB 07/22/2008
 EDG 11/27/2007 DRB 09/09/2008

DESIGN GUIDELINE	BOARD RECOMMENDATION	DESIGN GUIDELINE	BOARD RECOMMENDATION	DESIGN GUIDELINE	BOARD RECOMMENDATION
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #4DB6AC; margin-right: 5px;"></div> <div> <p>A1 Respond to the Physical Environment</p> </div> </div>	<p>The Board reiterated that the effort to incorporate the TSA into the facade both programmatically and aesthetically was successfully achieved and allows the TSA to stand out as the prominent focal point of the development that manages to activate both the exterior and interior spaces.</p>	<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #DCE775; margin-right: 5px;"></div> <div> <p>B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area</p> </div> </div>	<p>The Board recognized the importance of this guideline and noted it will be a critical consideration for future reviews. The Board appreciated the incorporation of hotel uses in the landmark</p>	<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #FF9800; margin-right: 5px;"></div> <div> <p>D1 Provide Inviting and Usable Open Space</p> </div> </div>	<p>The Board expressed strong support for the pedestrian experience created at the base of the building.</p>
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #DCE775; margin-right: 5px;"></div> <div> <p>A2 Enhance the Skyline.</p> </div> </div>	<p>The Board agreed that setting the tower back along Virginia Street allows prominent views toward the water.</p>	<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #FF9800; margin-right: 5px;"></div> <div> <p>C1 Promote Pedestrian Interaction</p> </div> </div>	<p>The Board prefers stepped canopies to help reinforce the entries and uses. The Board approved a departure from overhead protection requirements at the Landmark facade.</p>	<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #FF9800; margin-right: 5px;"></div> <div> <p>D2 Enhance the Building with Landscaping</p> </div> </div>	<p>The Board noted the importance of the site's intersection between Downtown and Belltown. The preservation of the landmarked facade creates a distinctive sense of place of historical significance.</p>
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #DCE775; margin-right: 5px;"></div> <div> <p>B1 Respond to the Neighborhood Context</p> </div> </div>	<p>The Board stated it was important for the design to be informed by the landmark buildings across 2nd Avenue and the "severe streetscape" they create.</p>	<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #FF9800; margin-right: 5px;"></div> <div> <p>C5 Encourage Overhead Weather Protection</p> </div> </div>	<p>Consideration for pedestrian safety should be given in the alley lighting design. The Board encouraged the applicant to integrate the screening treatment of the above grade parking so that the scrim feature does not appear to float in front of the west facade and is better integrated into the elevation.</p>	<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #4DB6AC; margin-right: 5px;"></div> <div> <p>D3 Provide elements that define the place</p> </div> </div>	<p>The Board was pleased that service access is provided at the alley. The Board recommends in-building dumpster storage in order to leave the alley less constrained.</p>
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #DCE775; margin-right: 5px;"></div> <div> <p>B2 Create a Transition in Bulk and Scale</p> </div> </div>	<p>The Board discussed the shape of the proposed towers and would like to see how the building form would affect the pedestrian realm in terms of light and shadow impacts, as well as views down Second Avenue and Virginia.</p>	<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #A1887F; margin-right: 5px;"></div> <div> <p>C6 Develop the Alley Facade</p> </div> </div>	<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 30px; background-color: #A1887F; margin-right: 5px;"></div> <div> <p>E3 Minimize the Presence of Service Areas</p> </div> </div>		

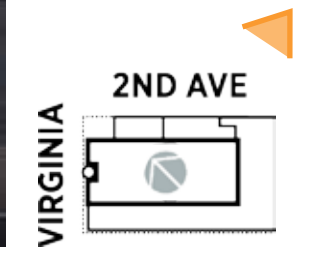
DESIGN / PROPOSAL





PERSPECTIVE
FROM SOUTHEAST

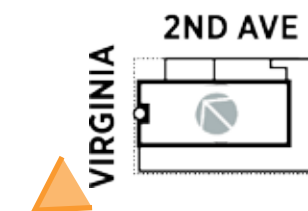
THE LOWERED RETAIL PODIUM AND TOWER SETBACK MAINTAIN THE TERMINAL SALES ANNEX'S PROMINENCE ON THE SITE.





PERSPECTIVE
FROM NORTHWEST

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



DESIGN GUIDELINES

BELLTOWN URBAN CENTER VILLAGE

The following are key design guidelines and how the project addresses them.



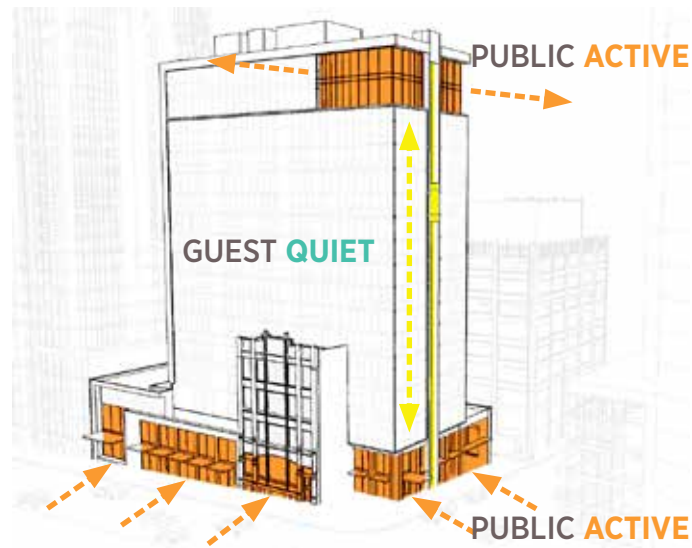
B1 Respond to the neighborhood context.
The building responds to the neighborhood with a stone-clad base, matching the materiality of the many landmark buildings in the area. It also provides a similar rhythm of retail bays along second avenue.



B2 Create a transition in bulk and scale.
A1 Respond to the physical environment.
Much of neighborhood is characterized by drastic changes from low-rise buildings to high-rise buildings. The project follows this format with low retail massing and the Terminal Sales Annex along second avenue, with the hotel tower in the background.



B3 Reinforce the positive urban form & architectural attributes of the immediate area.
The project reinforces the stepped massing and solid, stone retail streetfronts found throughout the neighborhood.



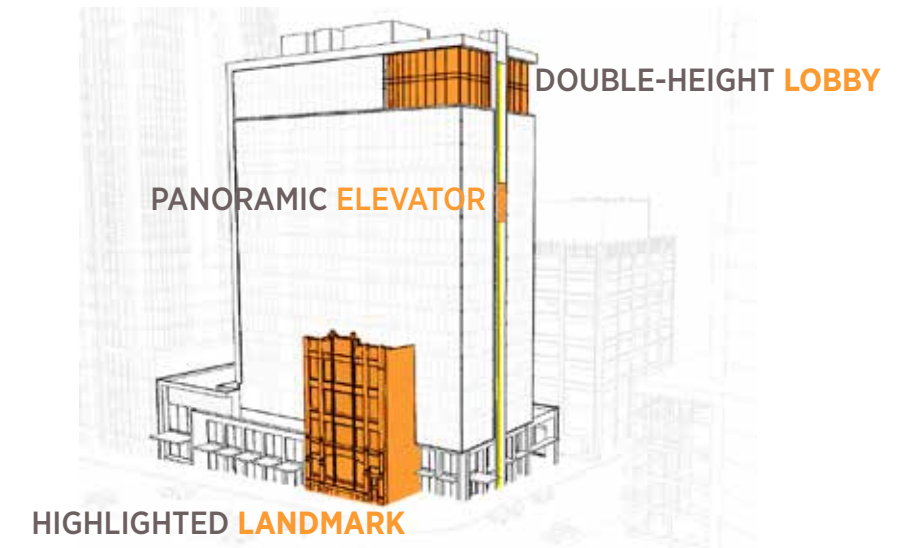
A2 Enhance the skyline.

The proposed design incorporates hotel lobby and amenity space at the upper floors. This element will be distinctive and visible from the street and will help orient pedestrians within the neighborhood.



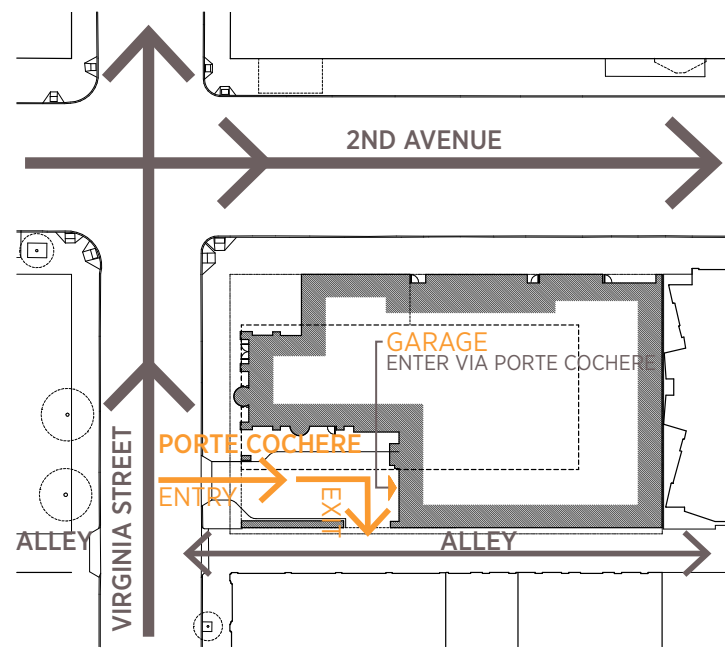
D2 Enhance the building with landscaping.

A landscaped plaza with sculpture will be located at the street intersection and open for public use. The second floor banquet space includes a landscaped outdoor terrace.



D3 Provide elements that define the place.

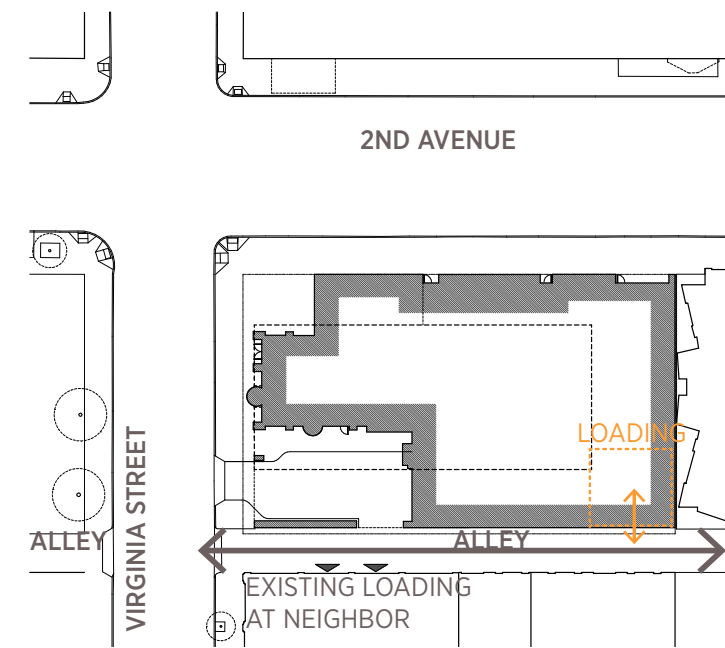
Highlighting the Terminal Sales Annex landmark, the visible top floor lobby and amenity space, and the panoramic elevator stand out and orient the building within the neighborhood.



E1 Minimize curb cut impacts.

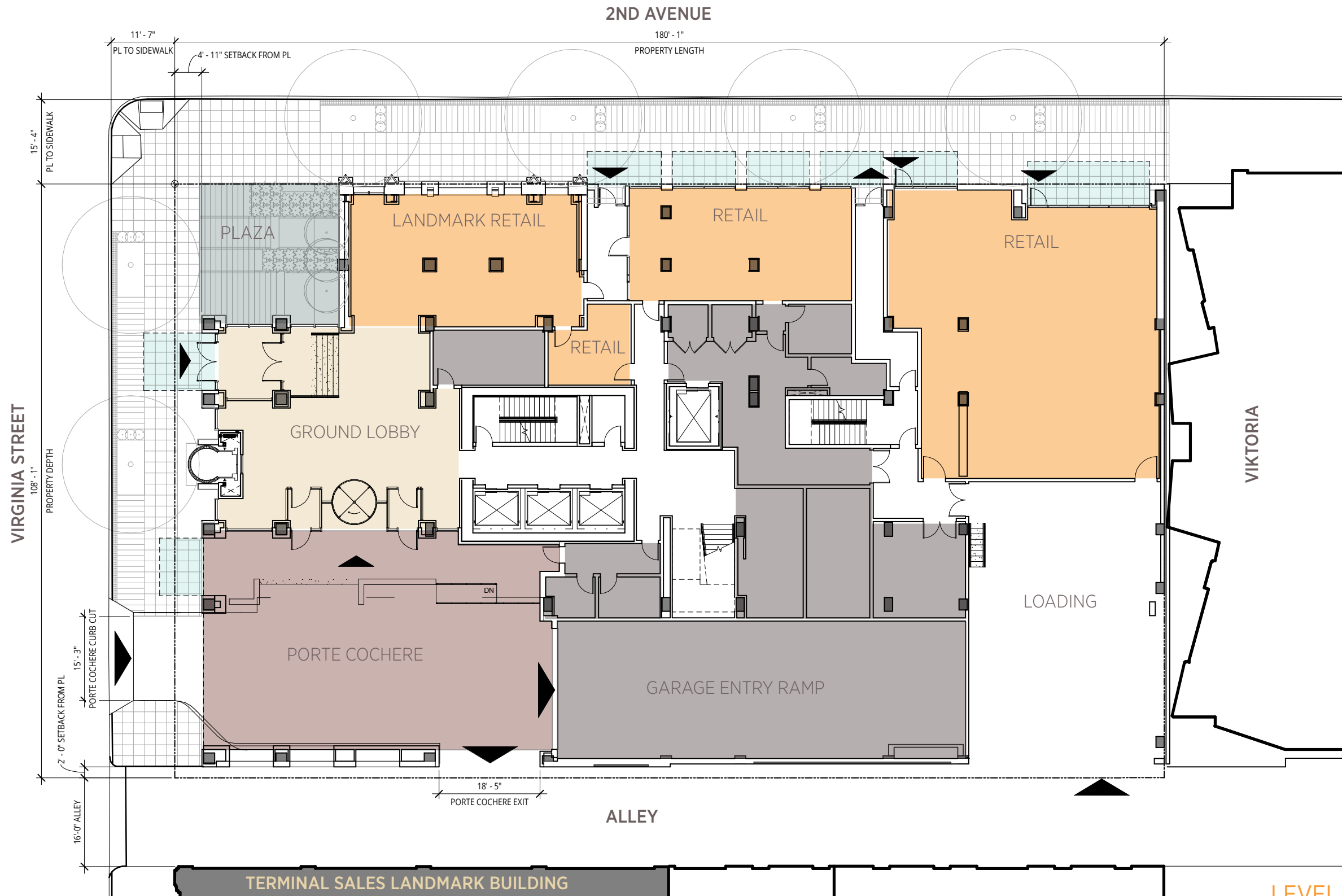
E2 Integrate parking facilities.

The proposed design includes only one curb cut. The entry to the porte cochere will be located next to the alley, minimizing the number of vehicle access points in the block. The porte cochere will exit onto the existing alley. Parking areas are to be located below grade, not visible from the street.

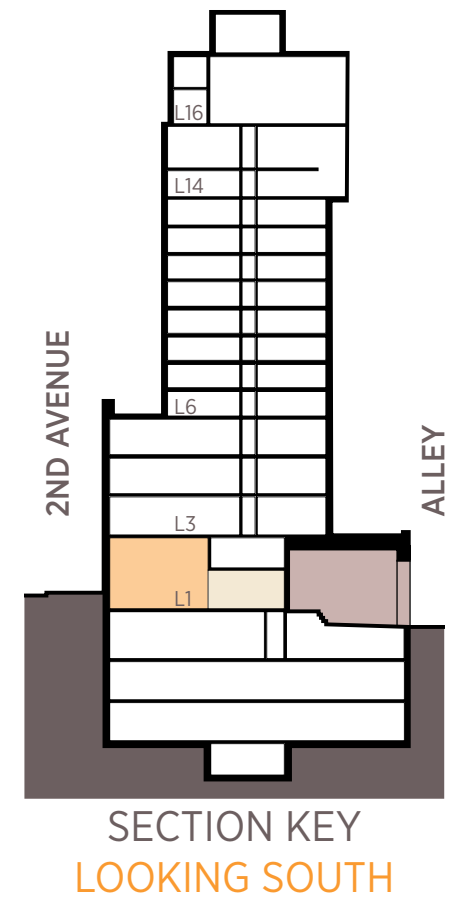


E3 Minimize the presence of service areas.

The building's service area will be located in the alley near the middle of the block.

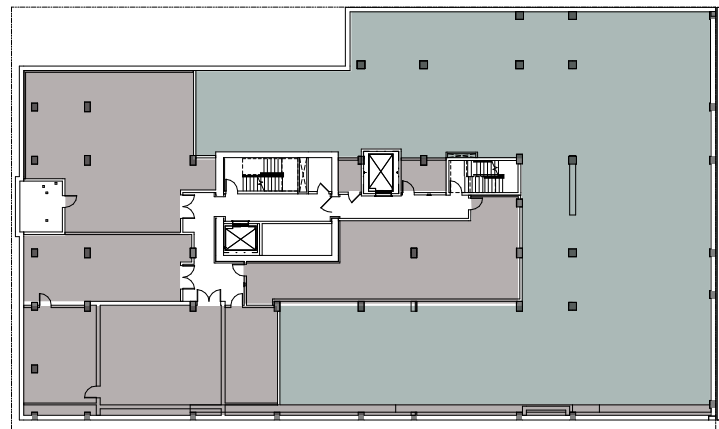


- LEGEND
- METAL & GLASS AWNINGS
 - PLAZA
 - RETAIL
 - GROUND LOBBY
 - PORTE COCHERE
 - BOH
 - VEHICLE ENTRANCE/EXIT
 - PEDESTRIAN ENTRANCE/EXIT

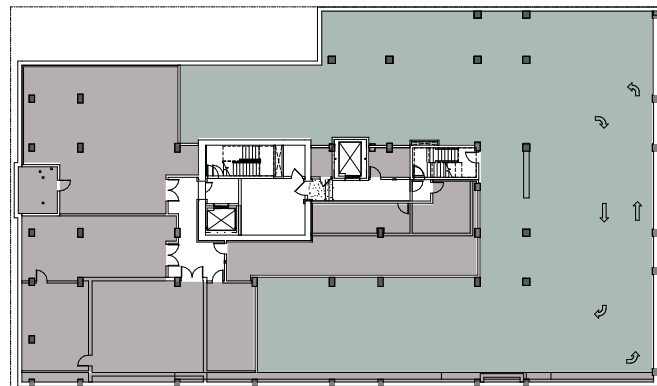


LEVEL 1

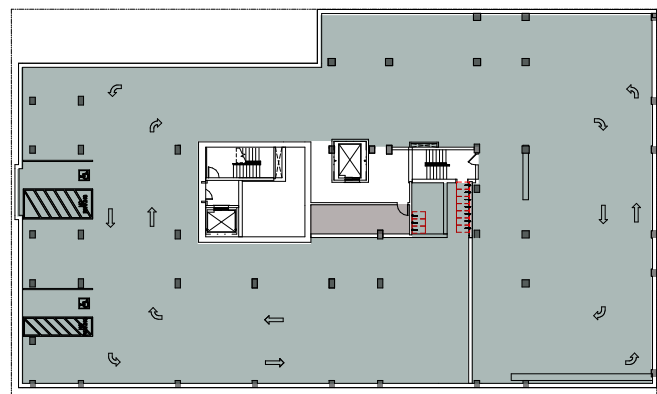
- LEGEND
- RETAIL
 - GROUND LOBBY
 - PORTE COCHERE
 - PARKING
 - BOH



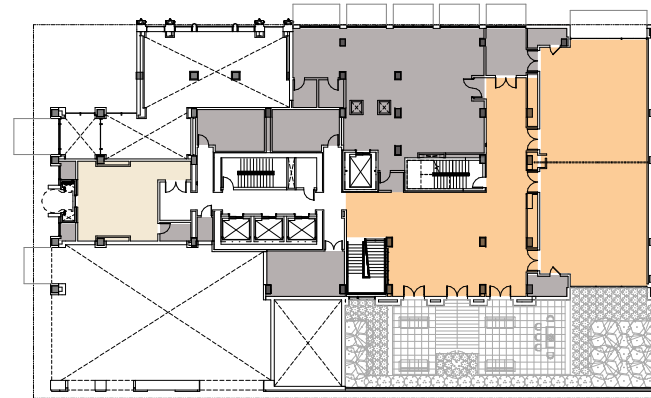
LEVEL B1



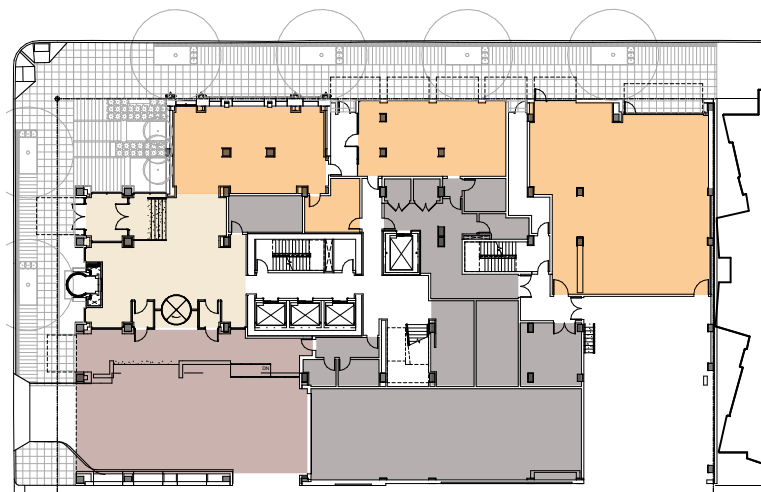
LEVEL P1



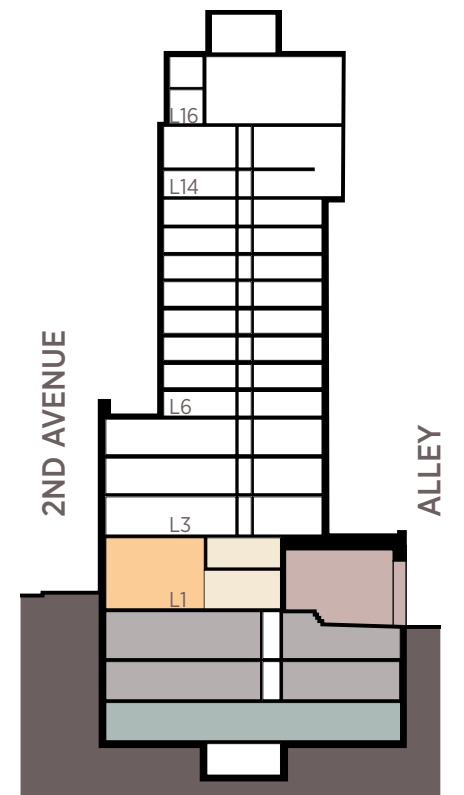
LEVEL P2



LEVEL 2

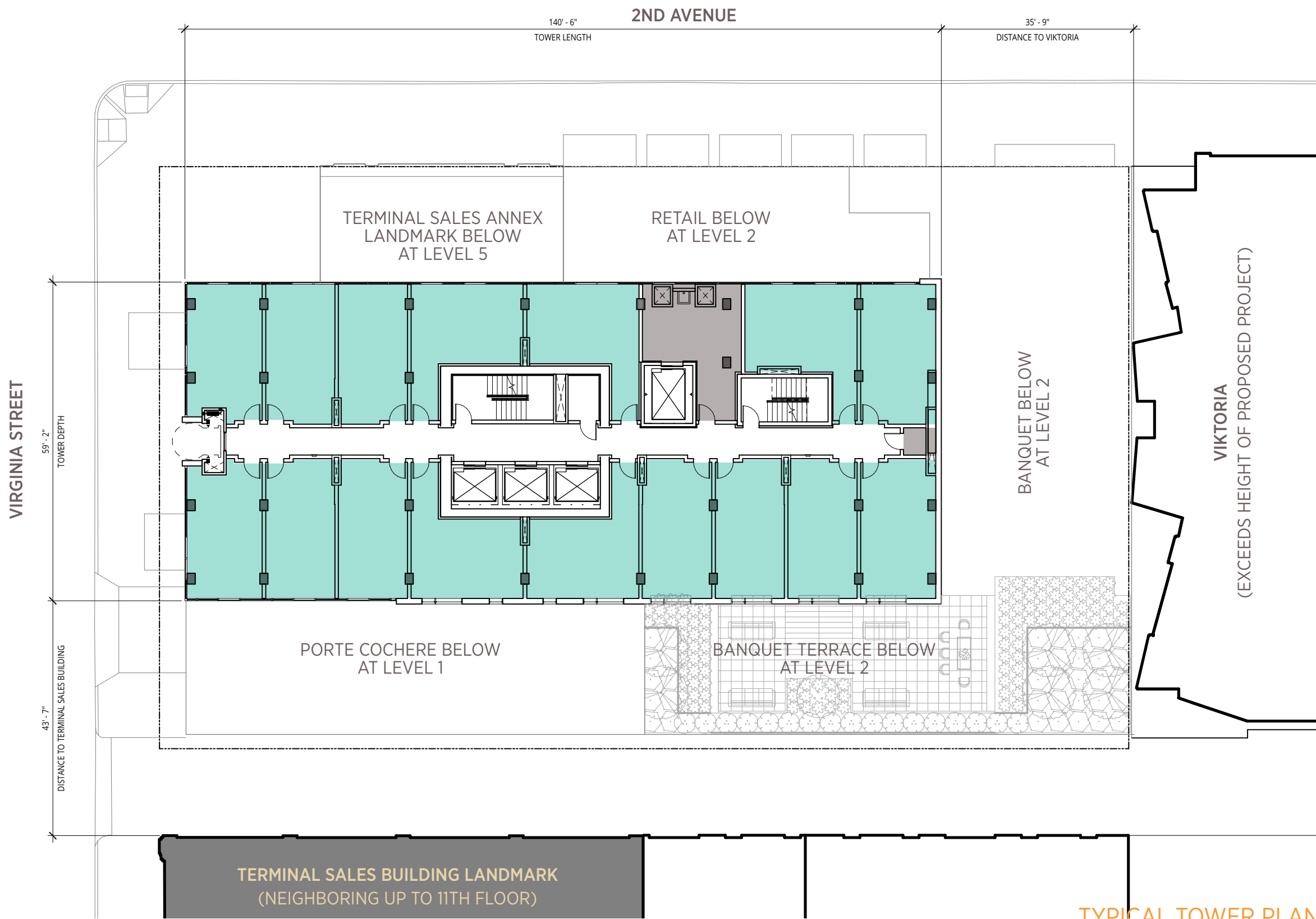


LEVEL 1



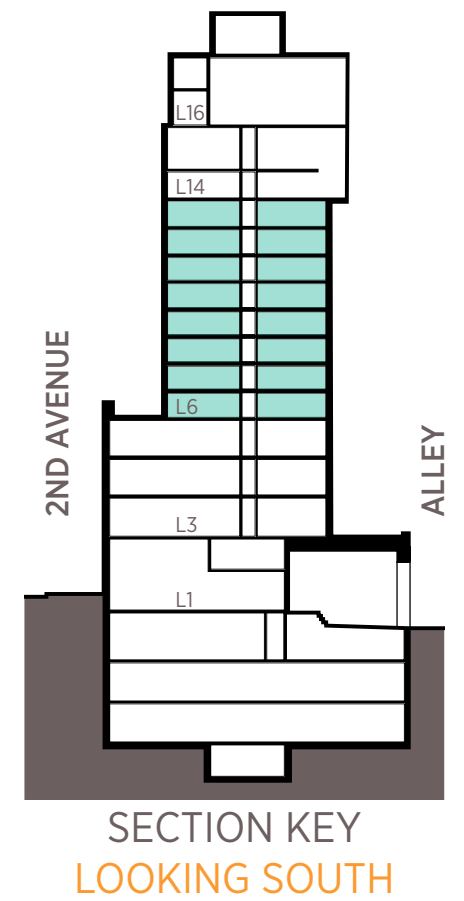
SECTION KEY
LOOKING SOUTH





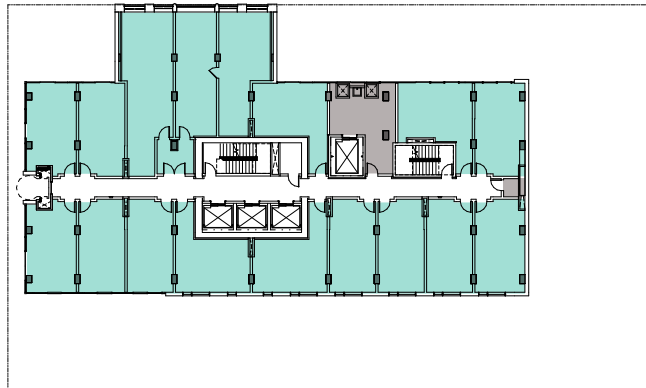
LEGEND

- HOTEL ROOM
- BOH

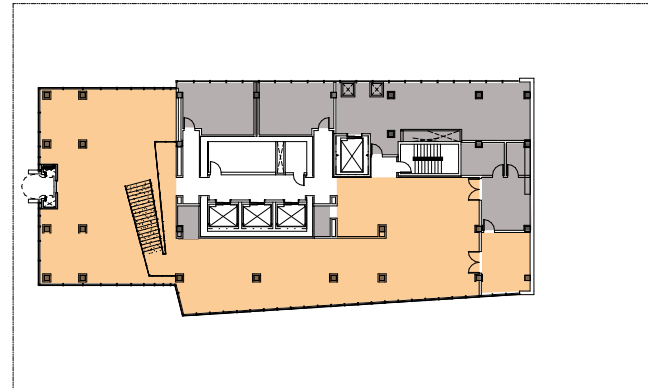


TYPICAL TOWER PLAN

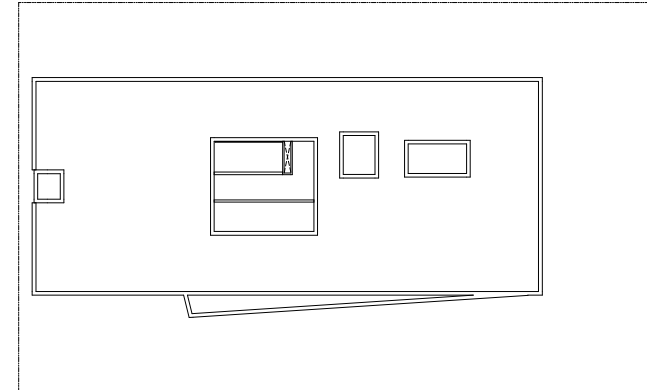
- LEGEND
- HOTEL ROOM
 - LOBBY/BAR/RESTAURANT
 - BOH



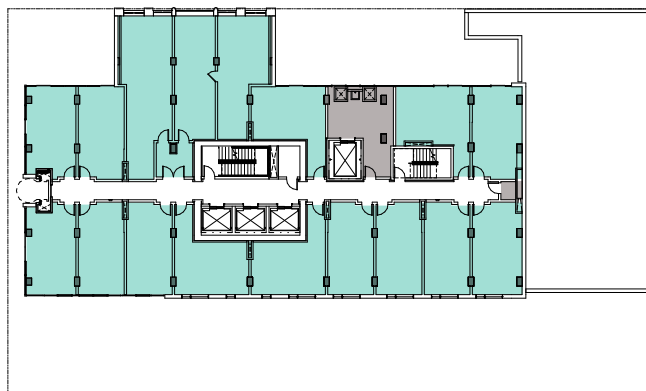
LEVEL 5



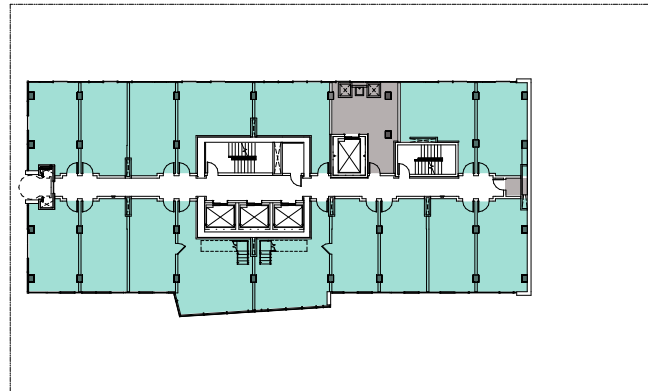
LEVEL 16-17



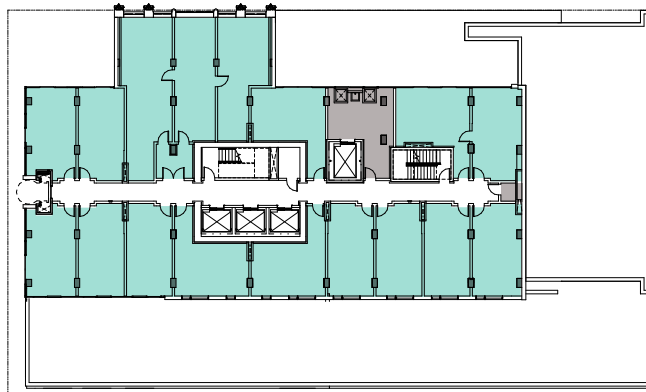
ROOF LEVEL



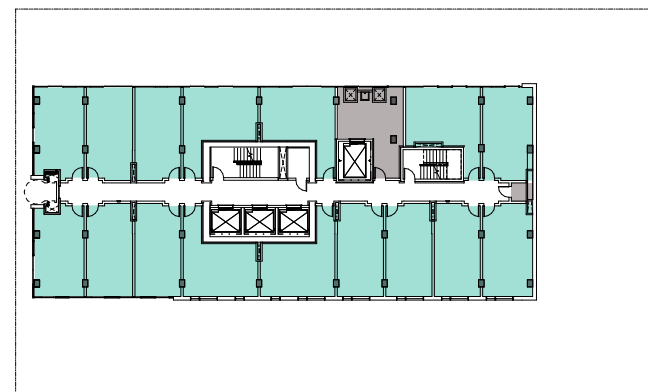
LEVEL 4



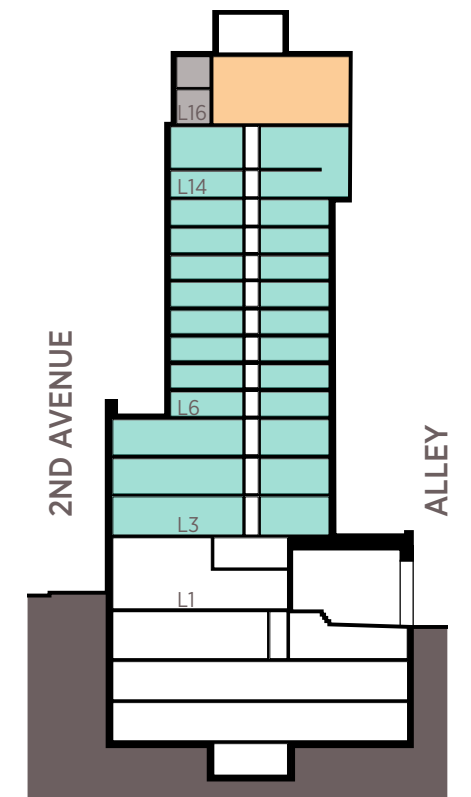
LEVEL 14-15



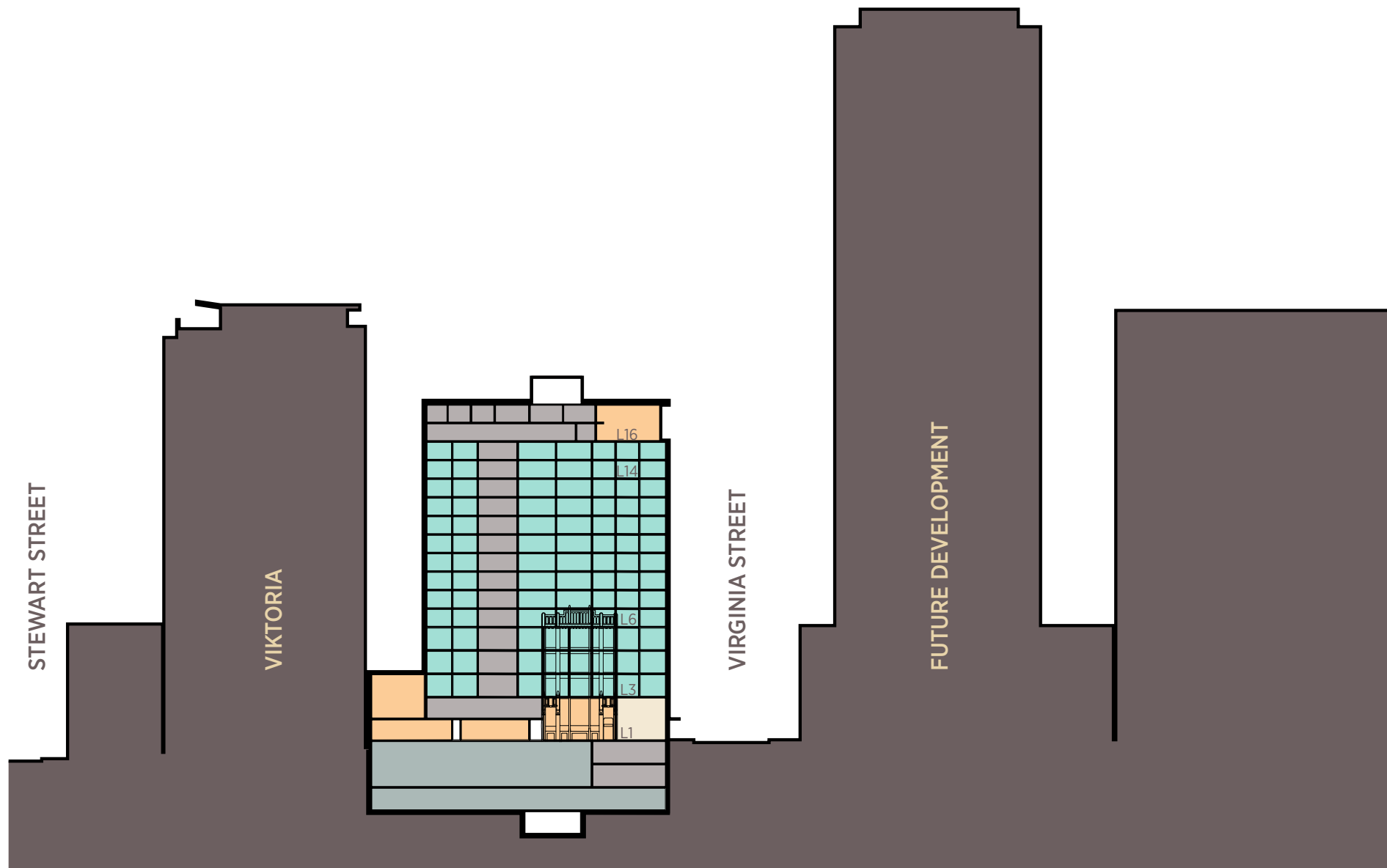
LEVEL 3



TYPICAL TOWER LEVEL



SECTION KEY
LOOKING SOUTH



1 SITE SECTION N-S LOOKING WEST



2 SITE SECTION E-W LOOKING SOUTH

HIGHLIGHT LANDMARK AS MAJOR SITE FEATURE

The Terminal Sales Annex has long stood alone on the site. The proposed design retains this existing characteristic.

Through the project's massing, the proposed design retains this existing characteristic by setting the new tower back from the TSA in order to highlight the landmarked structure.



HISTORIC CONDITIONS

The Terminal Sales Annex stands out as a sentinel along 2nd Avenue.



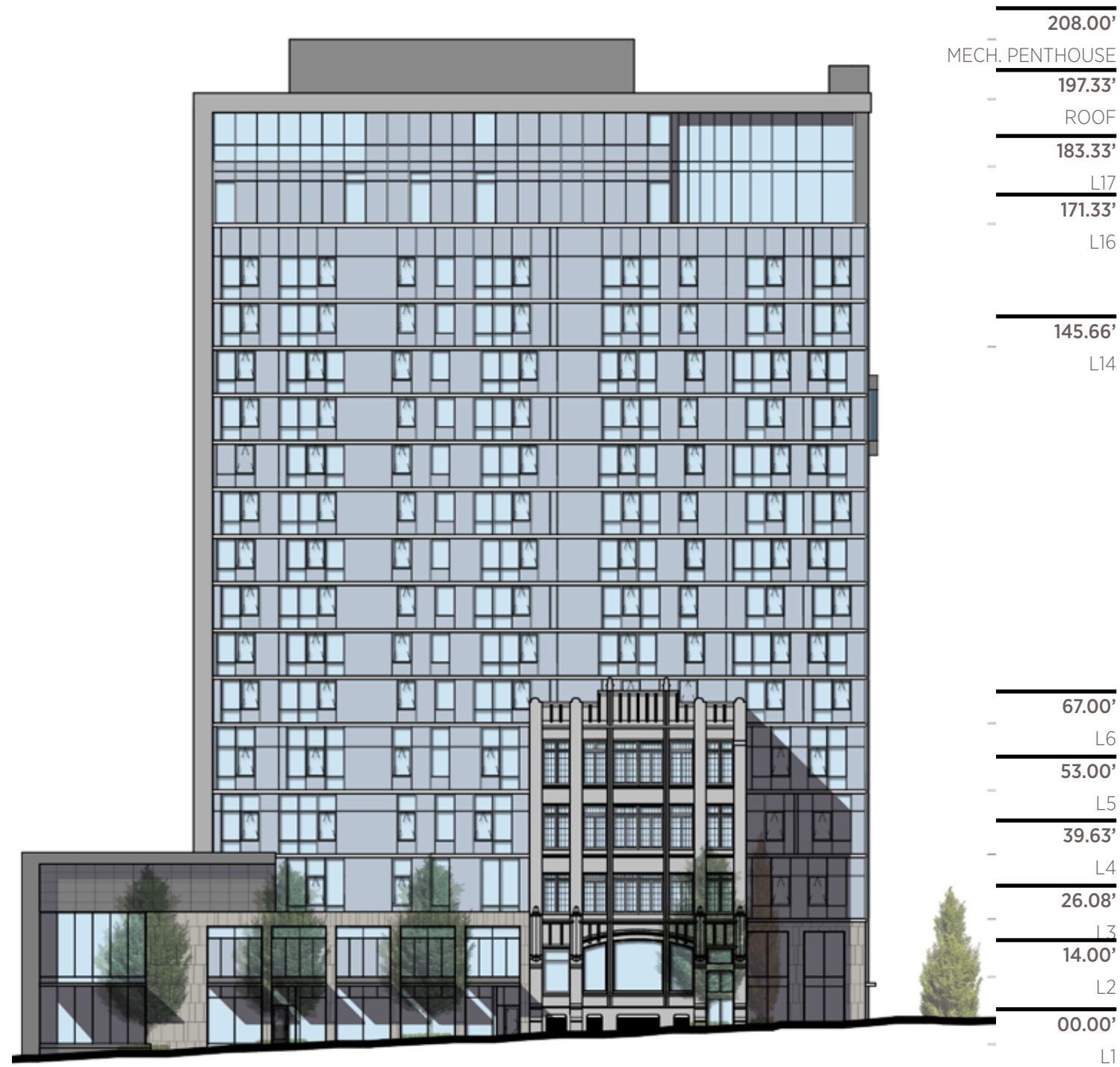
EXISTING CONDITIONS

The Terminal Sales Annex stands out between two surface parking lots.

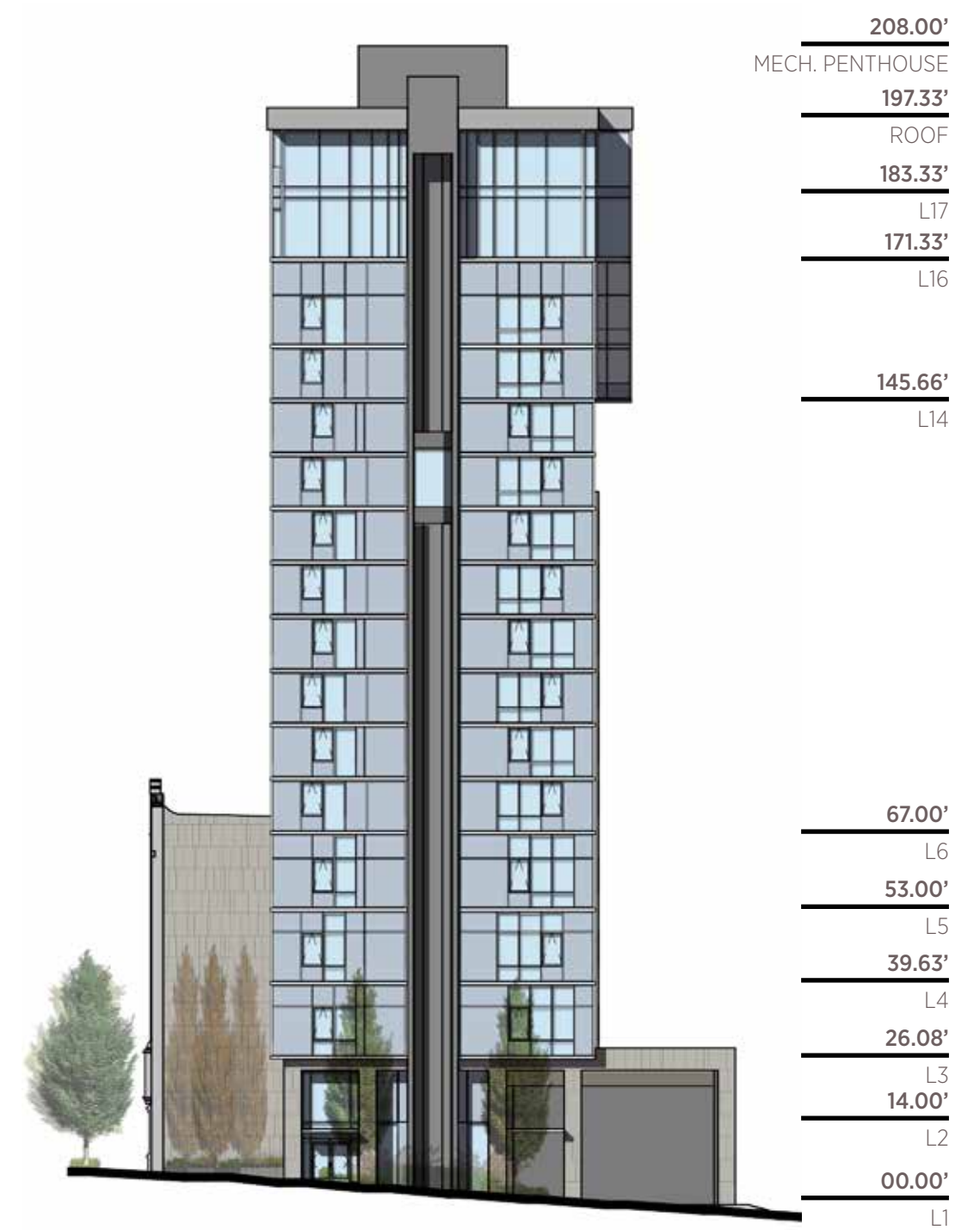


PROPOSED TREATMENT

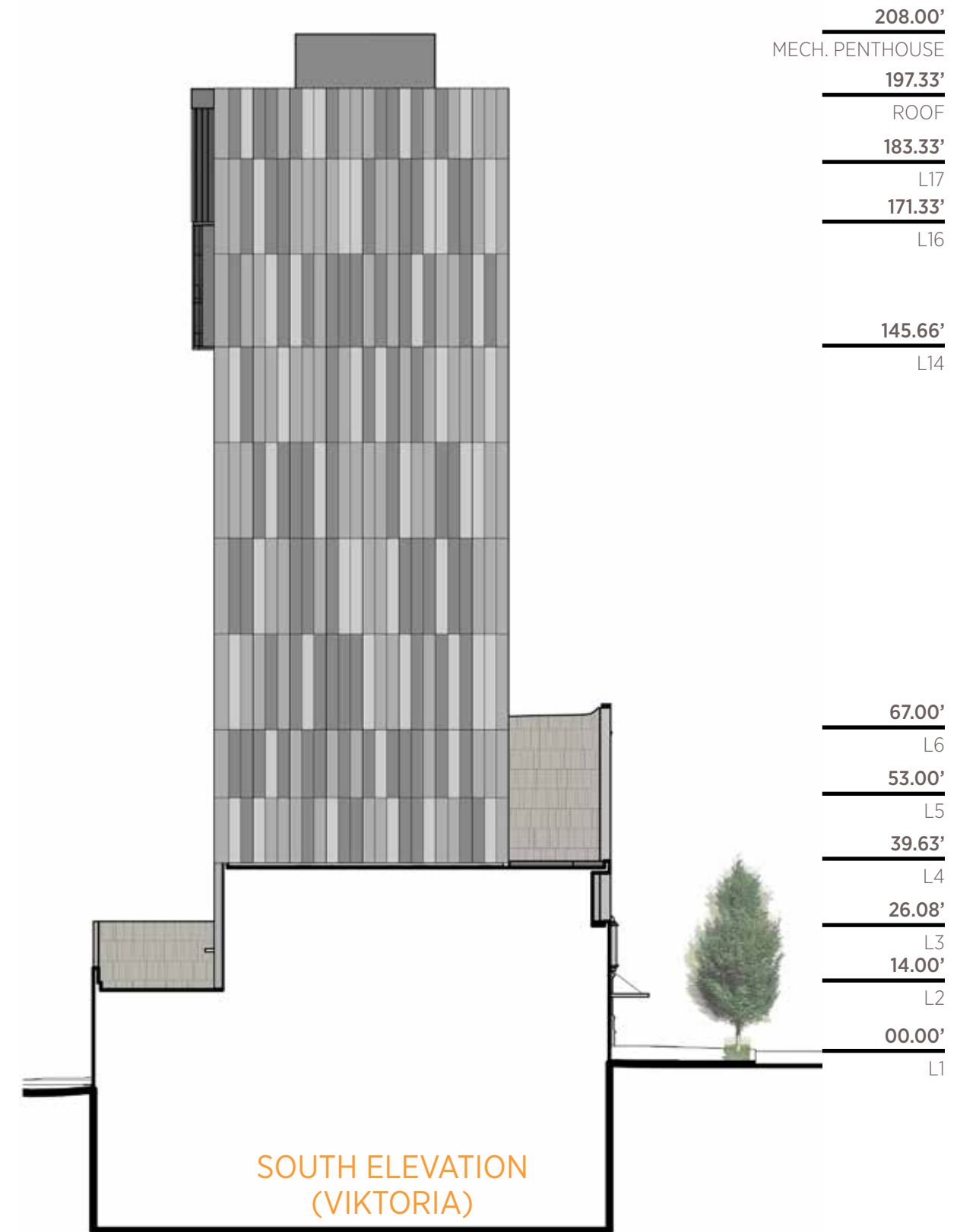
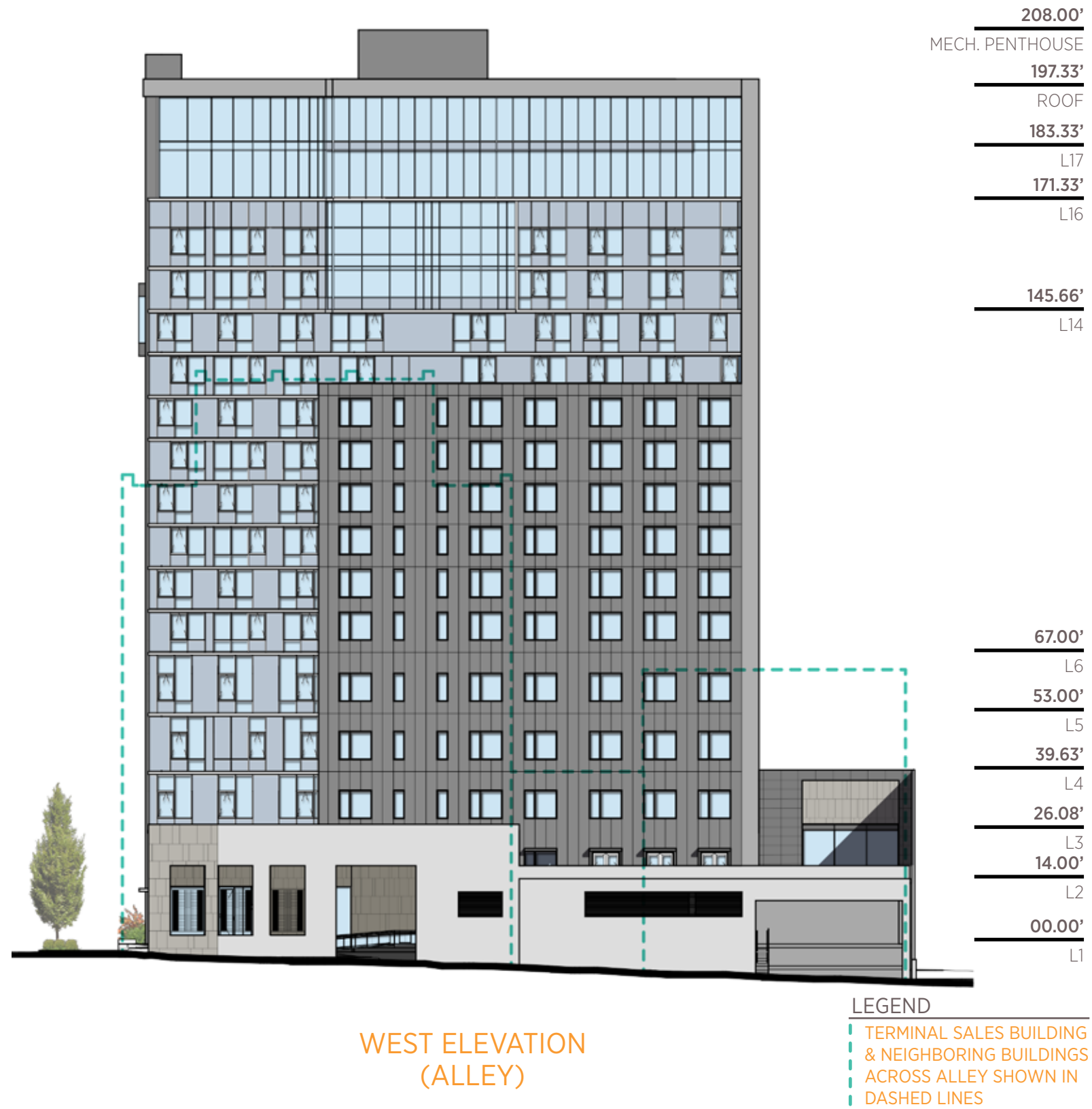
The Terminal Sales Annex will continue to be a prominent site feature.



EAST ELEVATION
(2ND AVENUE)



NORTH ELEVATION
(VIRGINIA STREET)



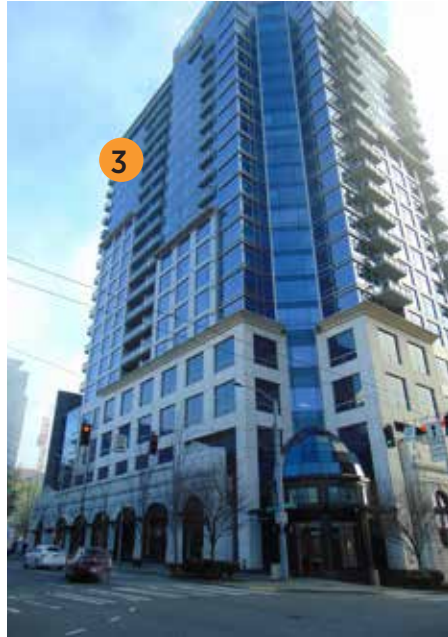
PROJECT THEMES

1. MATERIALS
2. PEDESTRIAN EXPERIENCE
3. ALLEY TREATMENT
4. LANDSCAPE

1. MATERIALS

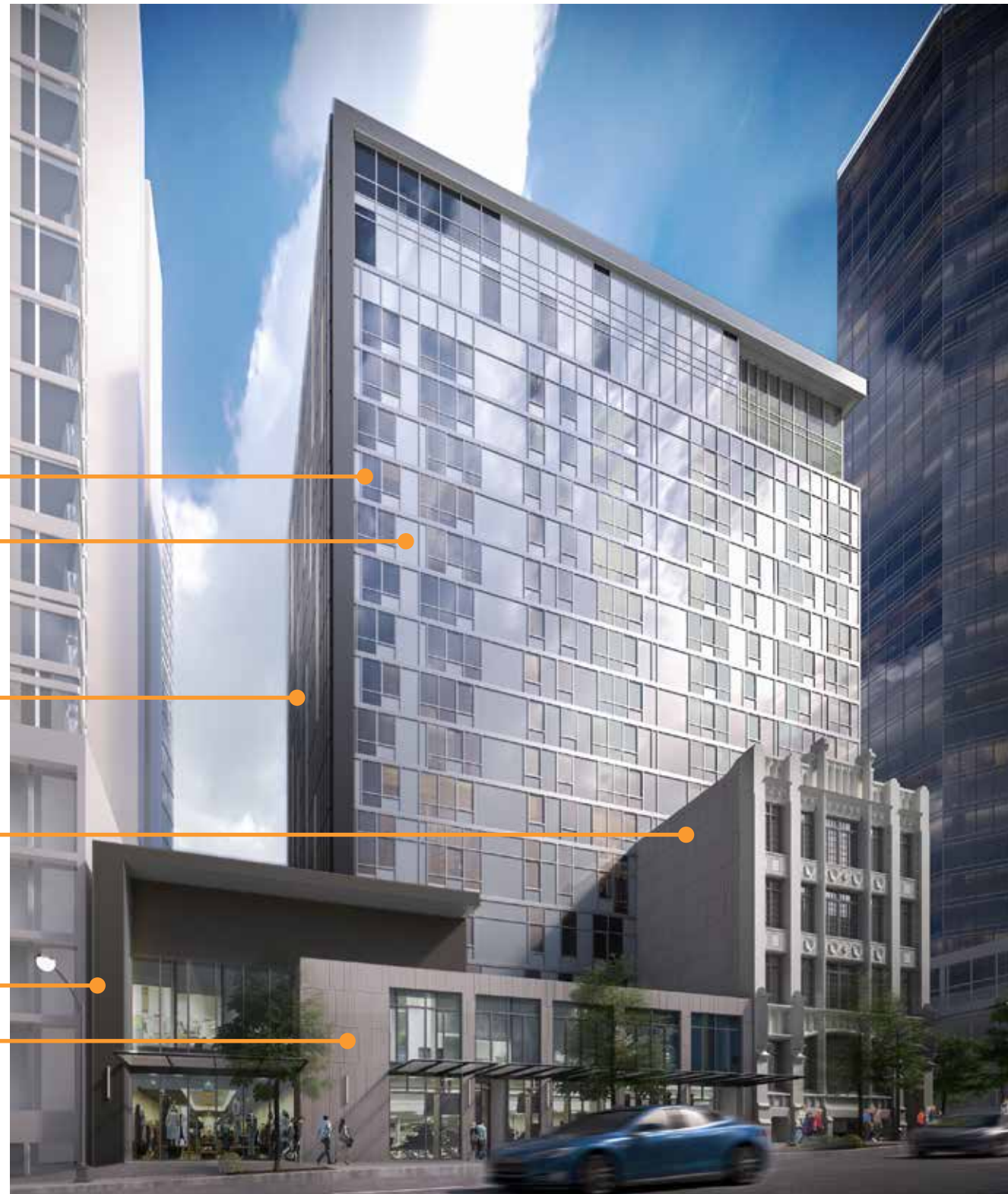
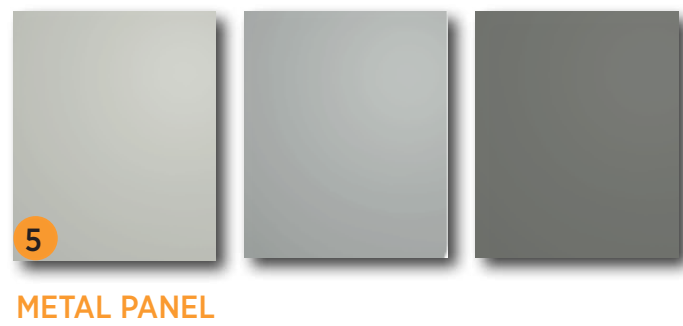
PRECEDENT IMAGES FROM THE NEIGHBORHOOD

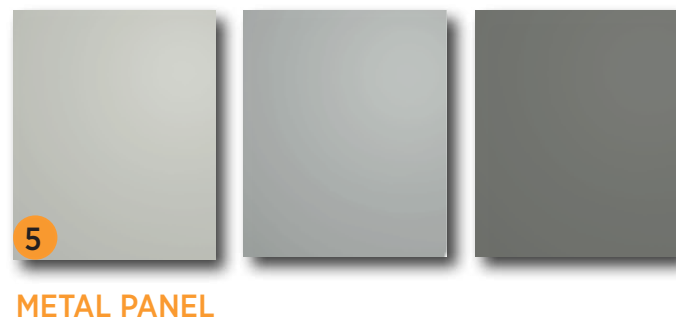
The surrounding neighborhood is dominated by stone and masonry. Many landmark buildings have stone facing, which newer buildings pay homage to.



NEIGHBORHOOD MATERIAL CUES

- 1** Durable Stone Cladding
Enhance the Urban Pedestrian Environment
- 2** Storefront Bays within Stone Clad Openings
- 3** Newer Glass Towers





KEY WEST ELEVATION (ALLEY)

2. PEDESTRIAN EXPERIENCE

PRECEDENT IMAGES FROM THE NEIGHBORHOOD

The neighborhood has dynamic transitions between low-rise and high-rise buildings. Retail bays are often thick in appearance accentuating the masonry material palette.



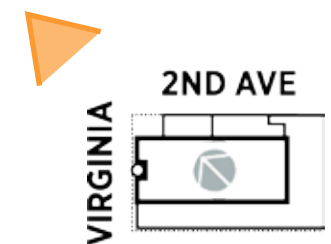
NEIGHBORHOOD CUES

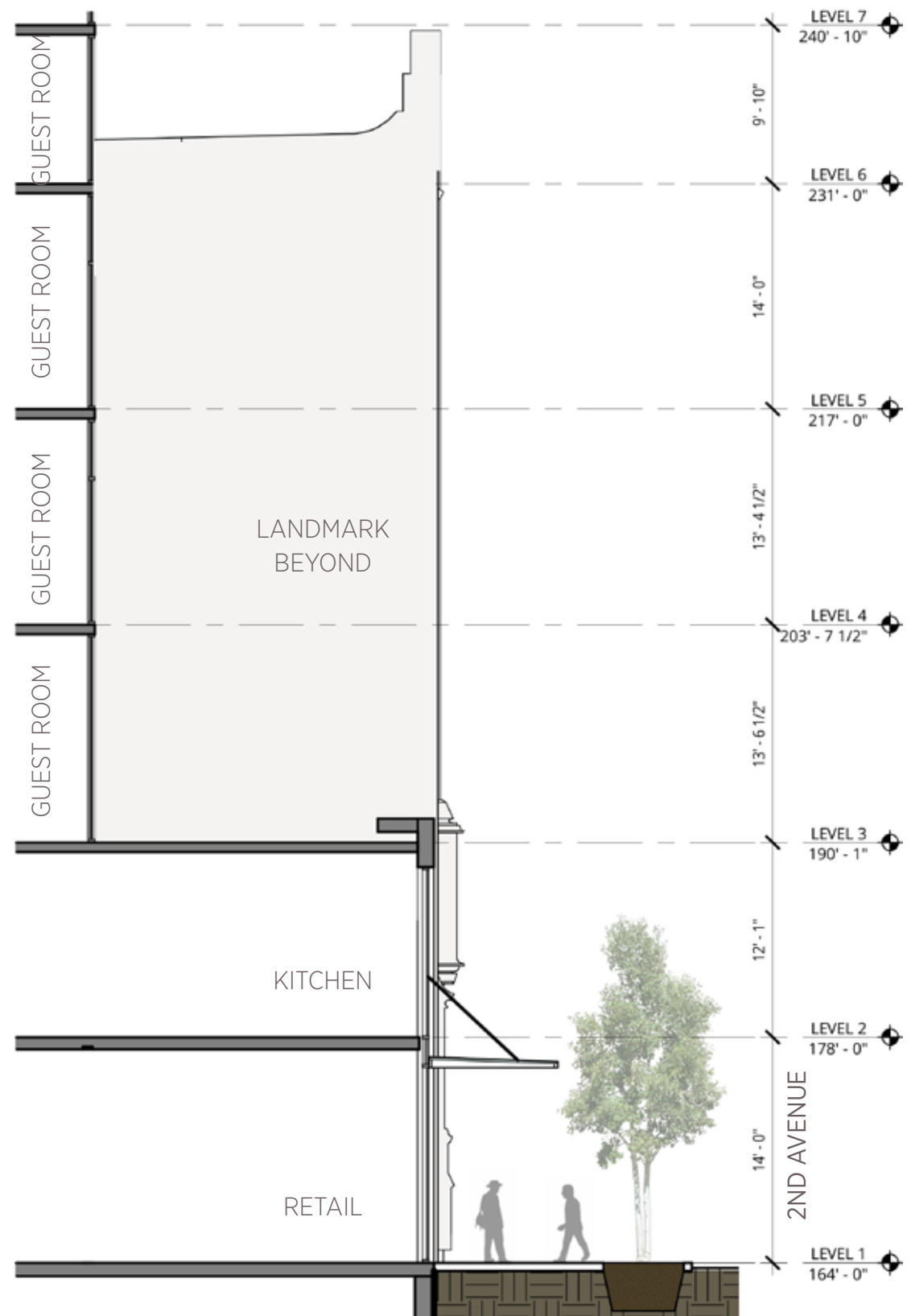
- 1 Overhead Weather Protection Define Retail Bays
- 2 Low-Scale Retail at Sidewalk Level
- 3 Mixed Building Facade Heights



PERSPECTIVE
NORTHEAST CORNER

A LOW RETAIL PODIUM MEETS THE HUMAN SCALE AND HIGHLIGHTS THE TERMINAL SALES ANNEX LANDMARK, WHILE THE CORNER PLAZA PROVIDES THE PUBLIC AND HOTEL GUESTS A PLACE FOR REPOSE.



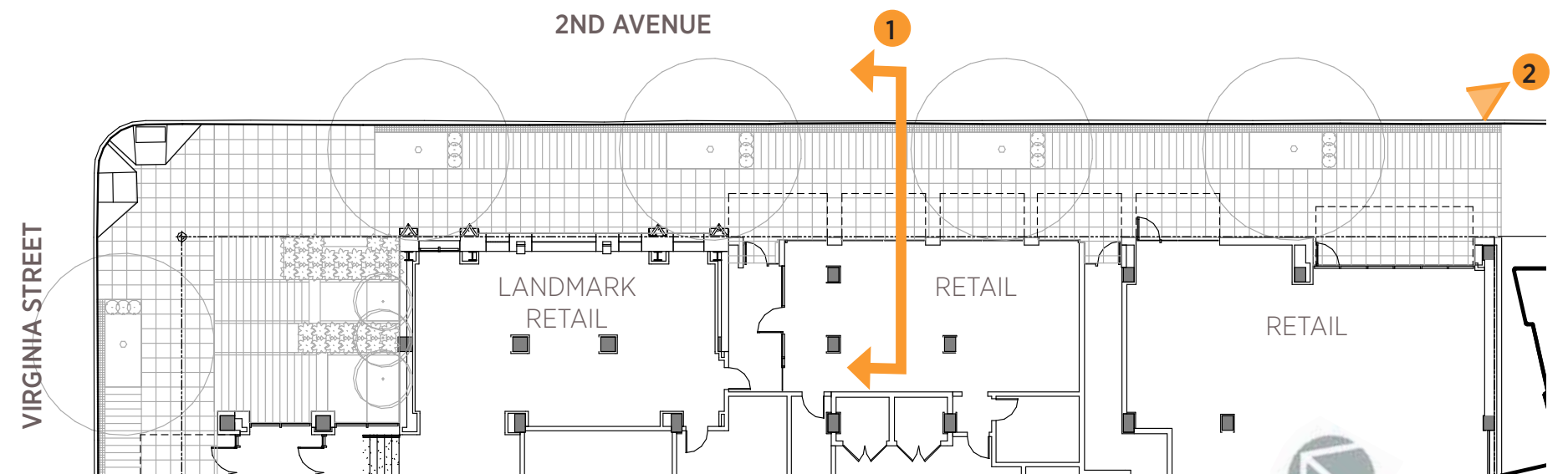


1 SECTION RETAIL AT 2ND AVENUE LOOKING NORTH

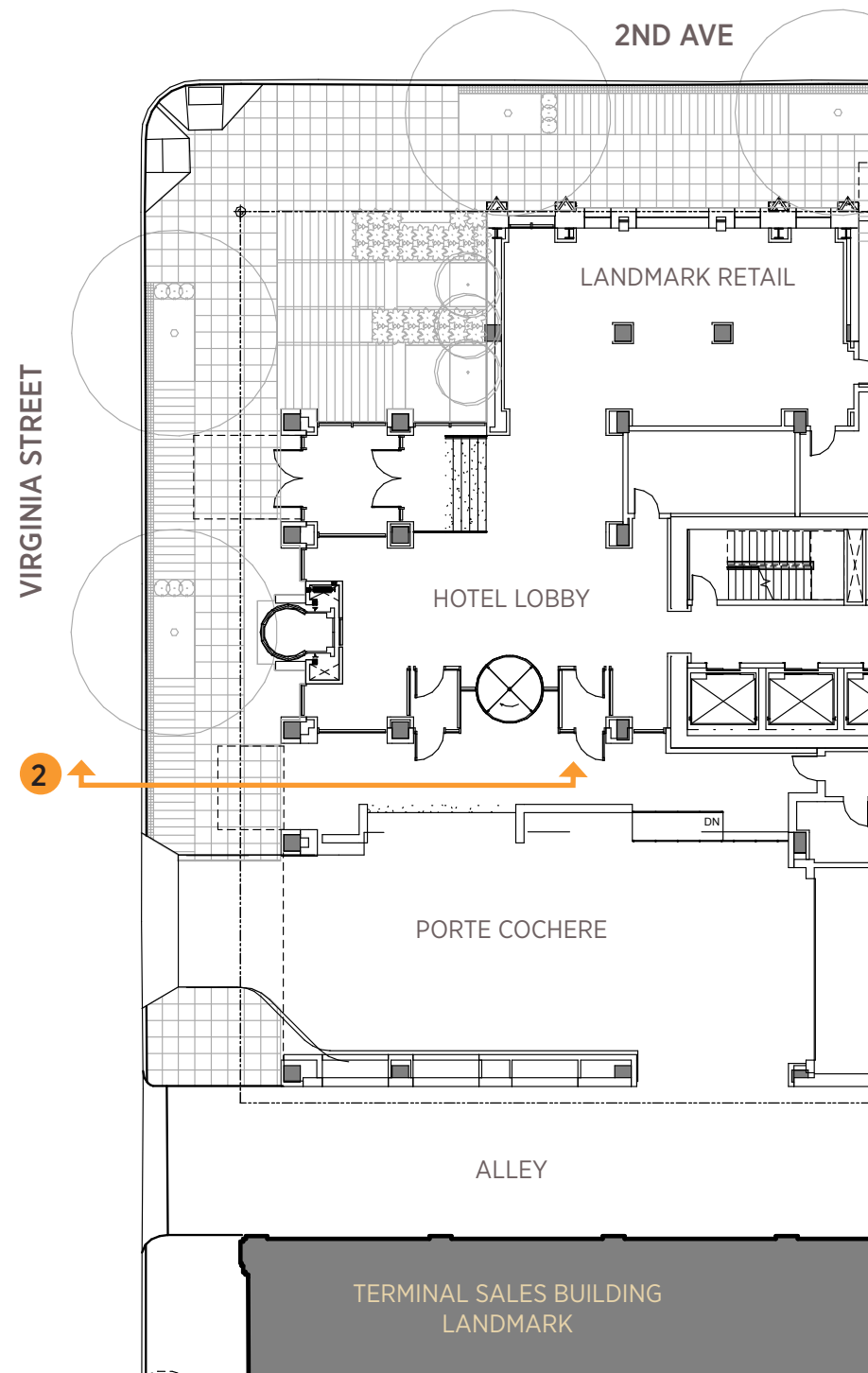


LOWER-SCALE MASSING, STEEL AND GLASS CANOPIES, AND REPEATED RETAIL BAYS MAINTAIN THE EXISTING NEIGHBORHOOD CHARACTER.

2 PERSPECTIVE RETAIL AT 2ND AVENUE LOOKING NORTH



ENLARGED PLAN STREET-LEVEL AT 2ND AVENUE



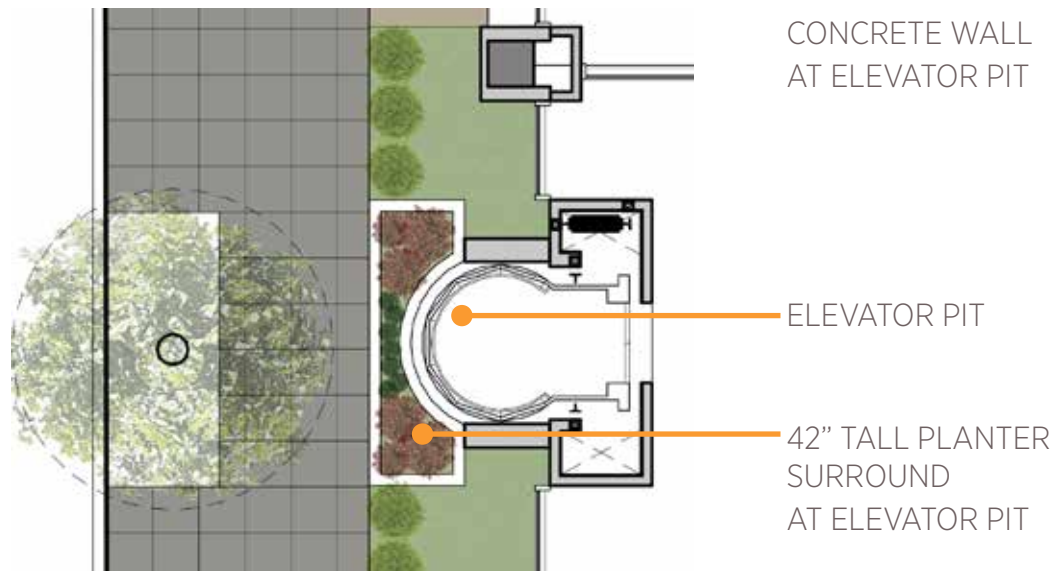
A GRAND HEIGHT, OPENNESS AND LIGHTING PRESENT THE PORTE COCHERE AS A WELCOMING HOTEL ENTRANCE.

1 PERSPECTIVE PORTE COCHERE AT VIRGINIA STREET AND ALLEY



2 SECTION PORTE COCHERE AT VIRGINIA STREET LOOKING EAST

ENLARGED PLAN STREET-LEVEL AT VIRGINIA STREET

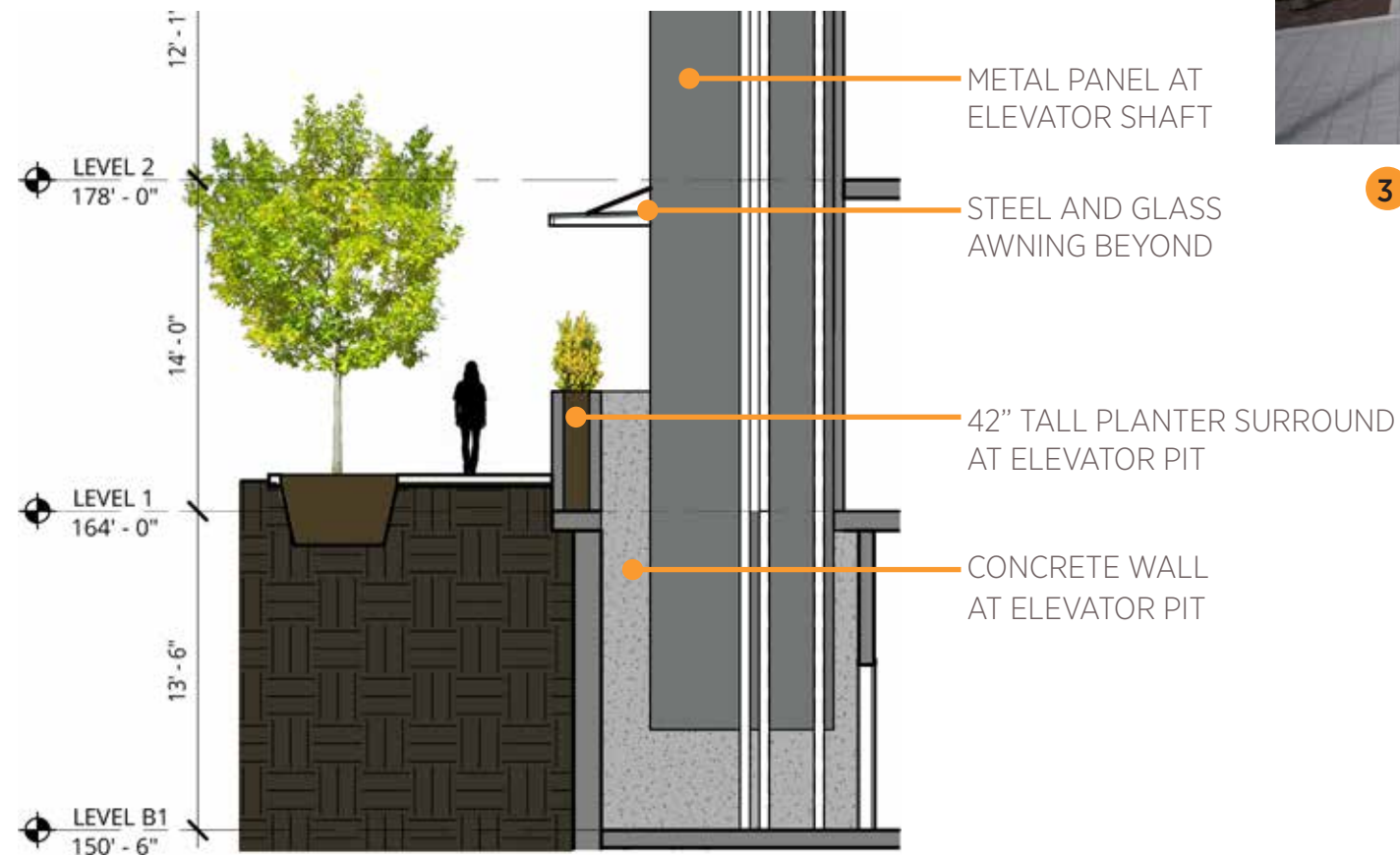


1 ENLARGED PLAN ELEVATOR PIT AT VIRGINIA

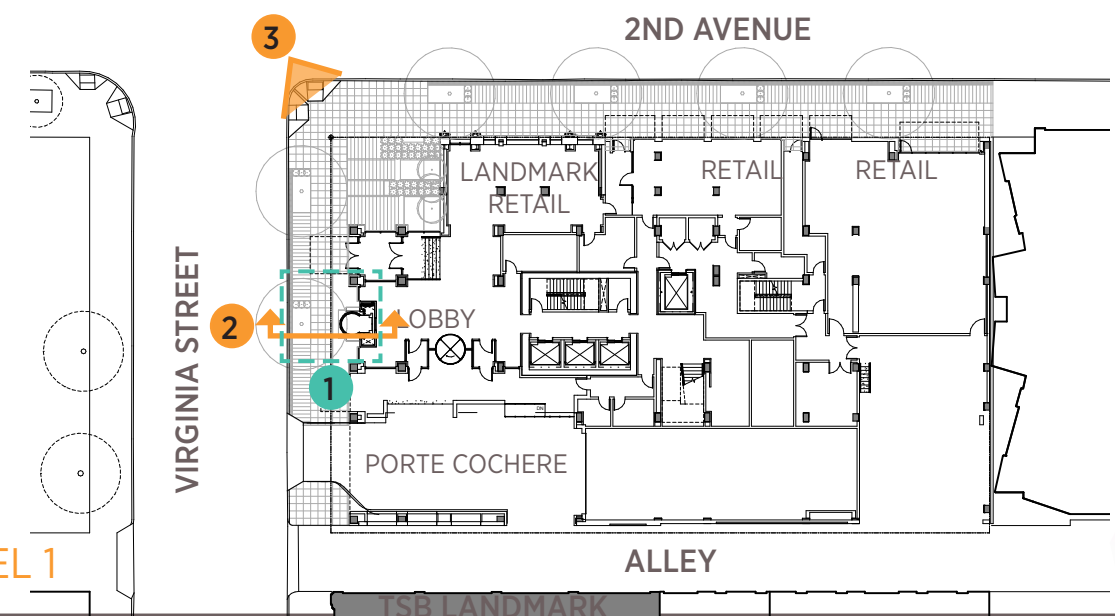


THE ELEVATOR PLANTER PROVIDES PEDESTRIAN PROTECTION AND VISUAL APPEAL THAT IS BALANCED WITH THE CORNER PLAZA.

3 PERSPECTIVE ELEVATOR PIT AT VIRGINIA STREET LOOKING WEST



2 STREET SECTION ELEVATOR PIT AT VIRGINIA



SITE PLAN KEY LEVEL 1

3. ALLEY TREATMENT

PRECEDENT IMAGES FROM THE NEIGHBORHOOD

The site's alley, including at neighboring blocks, is mostly utilitarian--used for vehicle and loading access, and utility meters. The lower levels are primarily blank, with interior spaces opening to the alley on the 2nd floor, or even higher.



GATED RESIDENTIAL EGRESS



TERMINAL SALES BUILDING - LOADING



TERMINAL SALES BUILDING - RETAIL @ CORNER



THE CRISTALLA



THE VIKTORIA - GARAGE, EGRESS, UTILITY METER



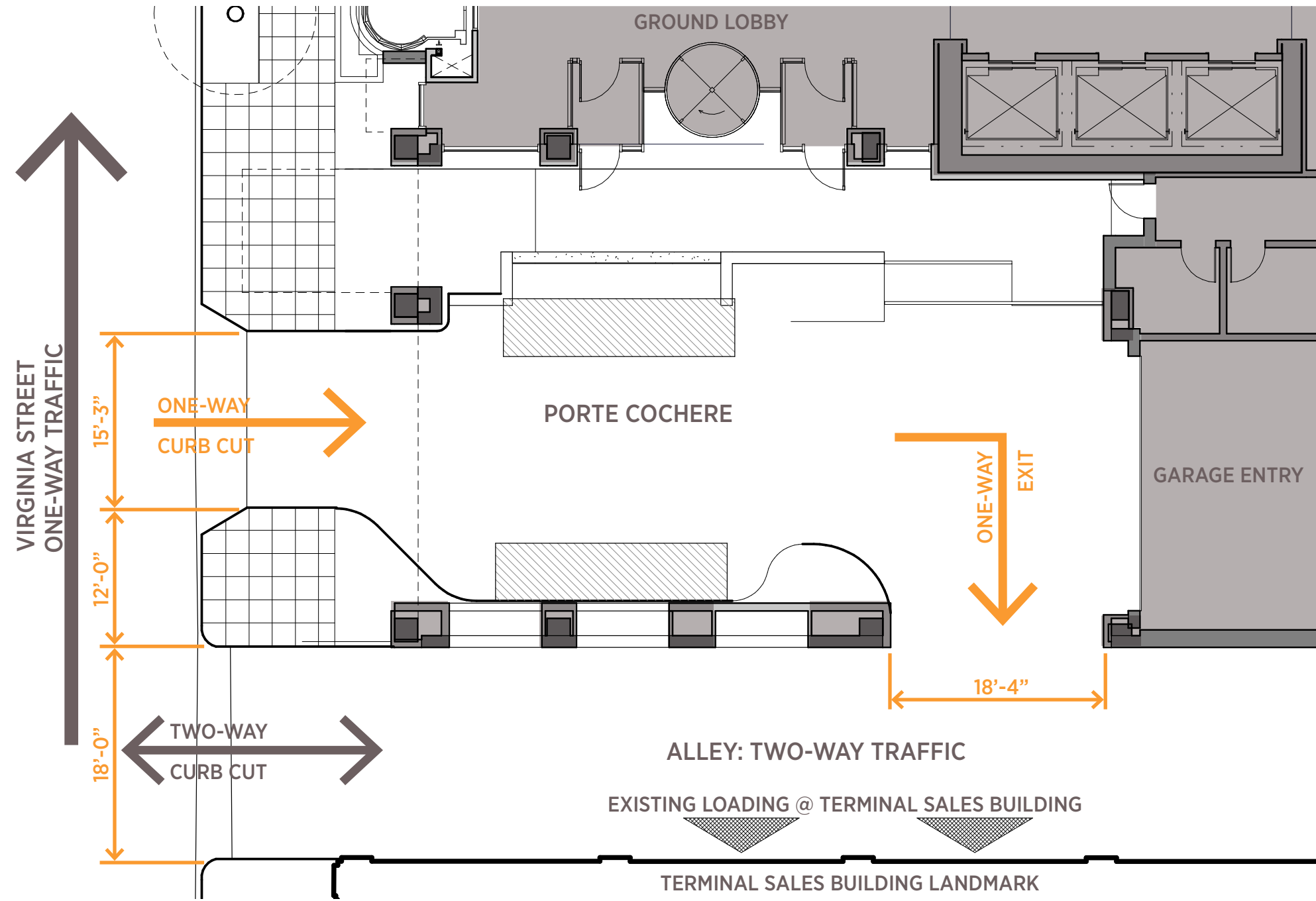
THE PLYMOUTH - UTILITY METER



VIEW EXITING PORTE COCHERE



VIEW EXITING ALLEY TO VIRGINIA STREET

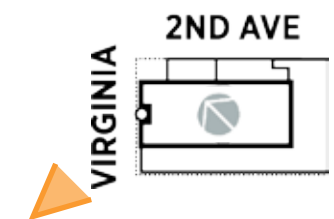


ENLARGED PLAN PORTE COCHERE / ALLEY INTERACTION



PERSPECTIVE
PORTE COCHERE AT
VIRGINIA STREET AND
ALLEY

THE PORTE COCHERE'S ONE-WAY CURB CUT, AND ITS CLOSE PROXIMITY TO THE ALLEY MINIMIZES PEDESTRIAN CONFLICTS THROUGHOUT THE SITE.

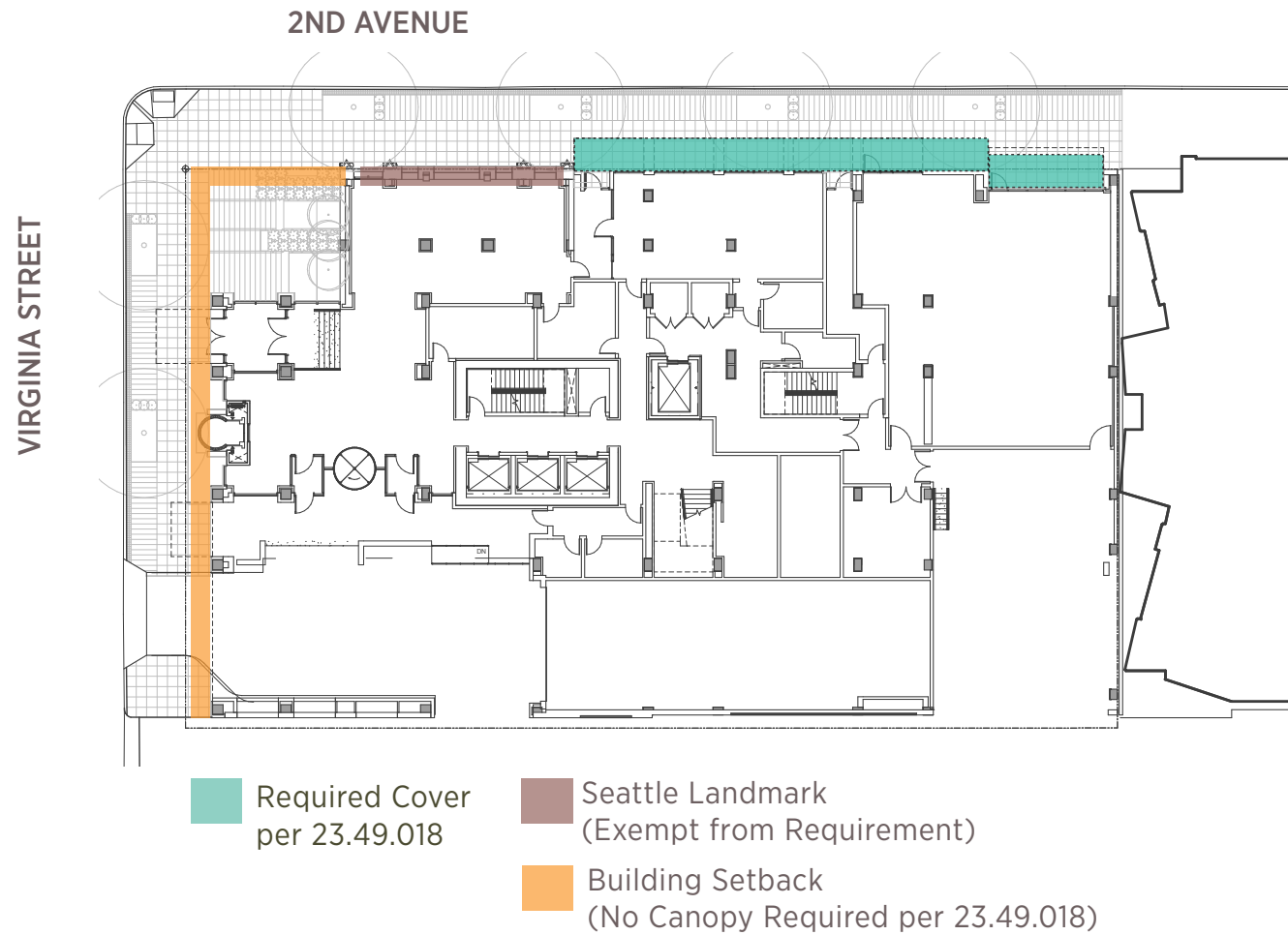


DEPARTURES

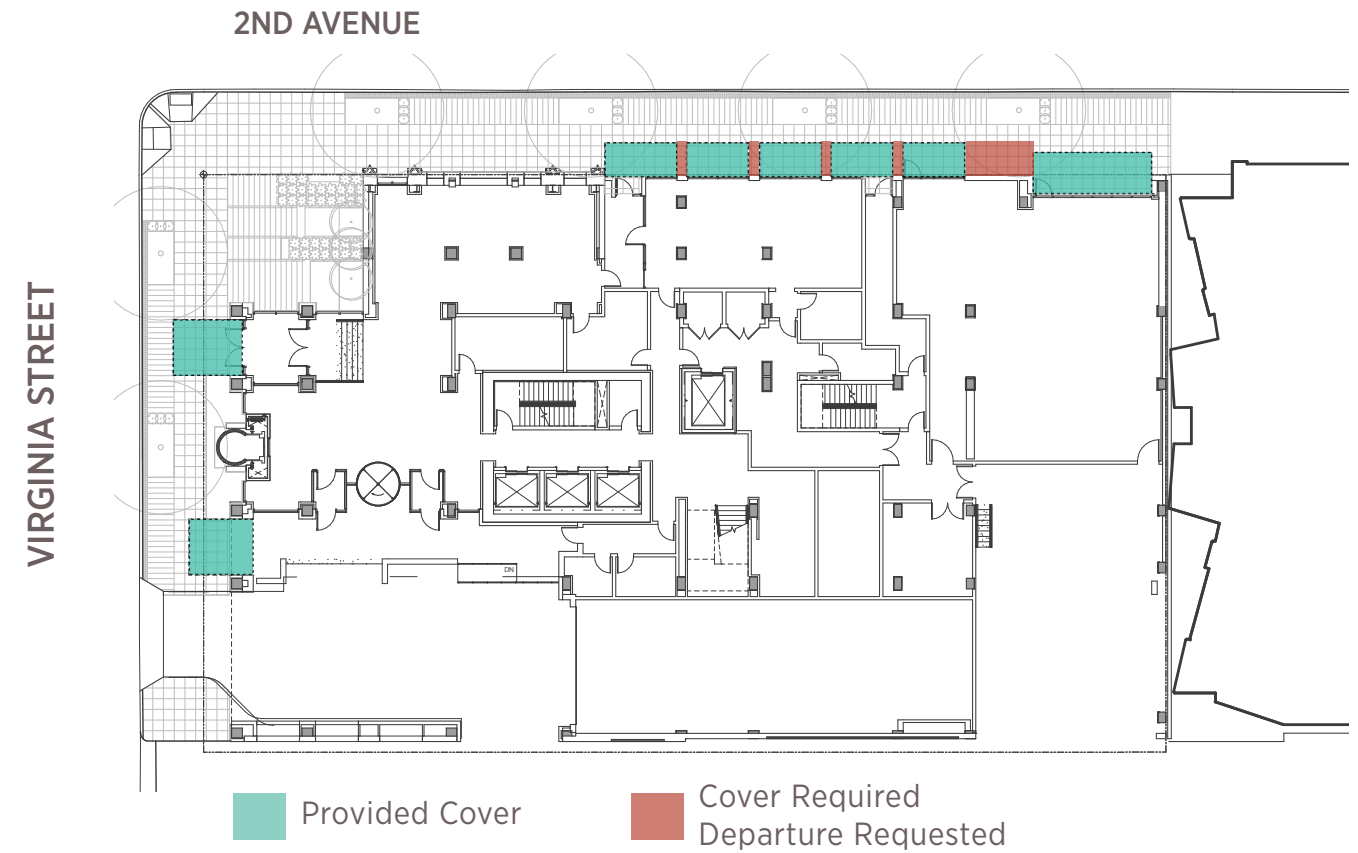
	CODE REQUIREMENT	REQUEST	HOW DEPARTURE MEETS DESIGN GUIDELINES
1	<p>SMC 23.49.018</p> <p>Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade:</p> <ul style="list-style-type: none"> • 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> <p>Enhanced landscaping is proposed in the setback area at the corner of 2nd Avenue and Virginia. This landscaped courtyard serves to highlight the Landmark while creating an amenity for the neighborhood. (D2, D3)</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

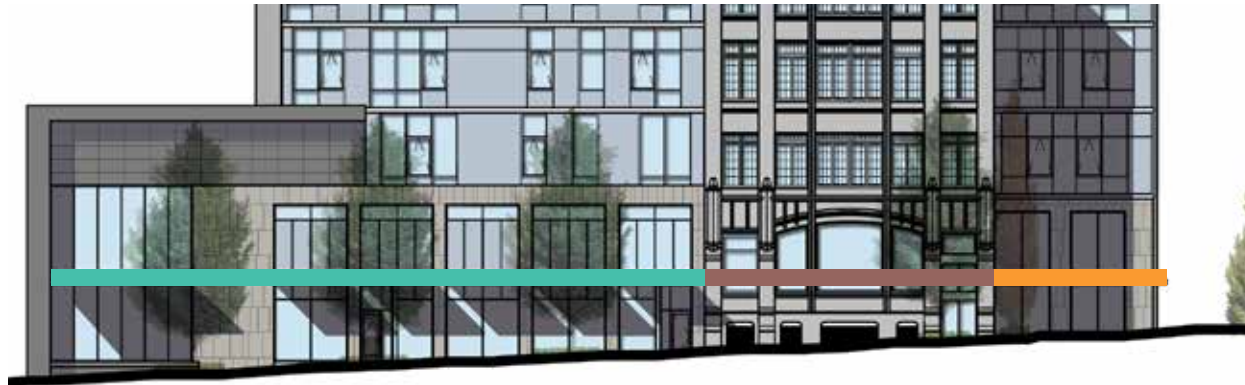
The Applicant proposes episodic canopy cover that corresponds with the rhythms established by the overall building massing and ground level uses

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



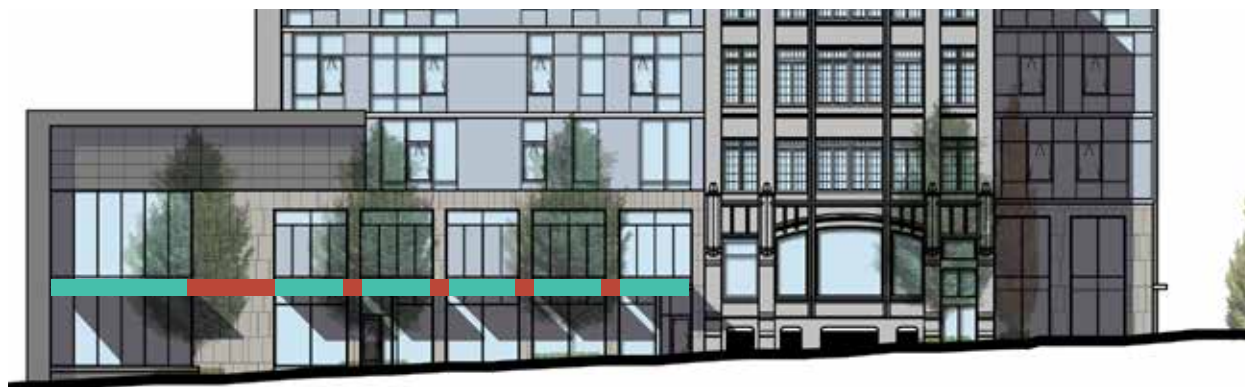
EAST ELEVATION (2ND AVENUE)

NORTH ELEVATION (VIRGINIA STREET)

- Required Cover per 23.49.018
- Seattle Landmark (Exempt from Requirement)
- Building Setback (No Canopy Required per 23.49.018)



OVERHEAD COVER PROPOSED



EAST ELEVATION (2ND AVENUE)

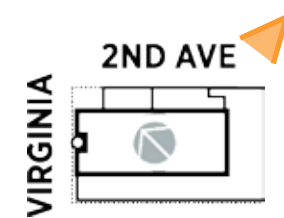
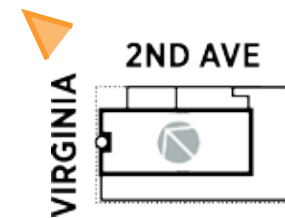
NORTH ELEVATION (VIRGINIA STREET)

- Provided Cover
- Cover Required Departure Requested



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-

REQUEST

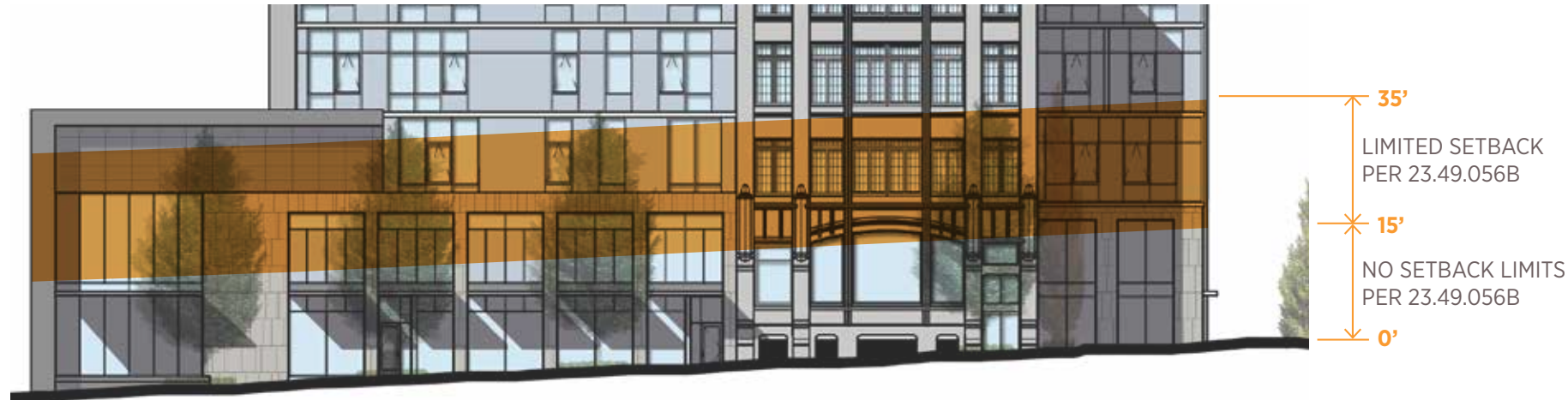
The Applicant proposes to setback facades greater than the permitted limits in order to highlight the Terminal Sales Building, which is a designated landmark.

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).**

Enhanced landscaping is proposed in the setback area at the corner of 2nd Avenue and Virginia. This landscaped courtyard serves to highlight the Landmark while creating an amenity for the neighborhood. **(D2, D3)**

REQUESTED DEPARTURE #2 **FACADE SETBACK**



EAST ELEVATION (2ND AVENUE)



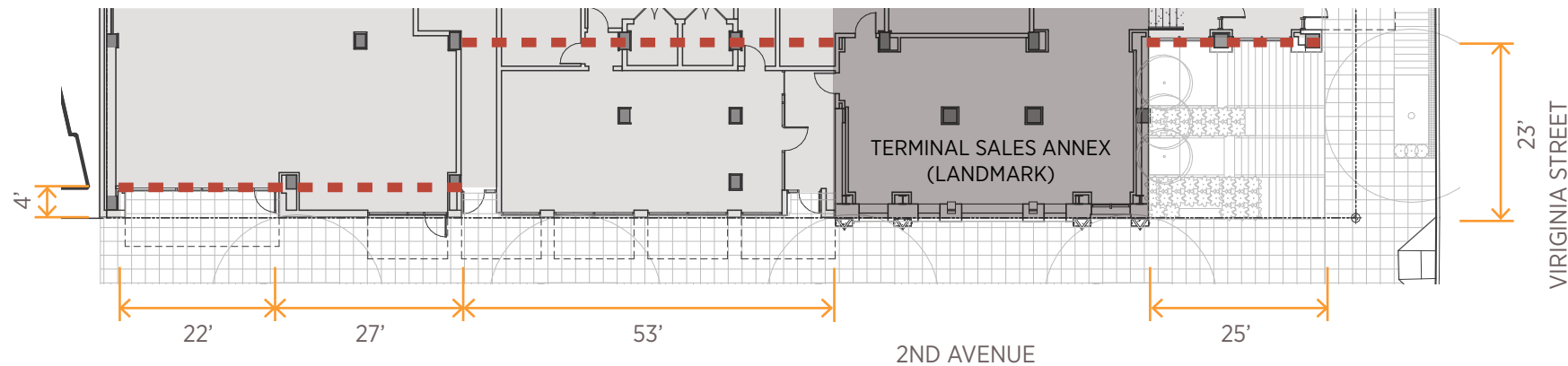
EAST ELEVATION (2ND AVENUE)

**23.49.056B
ALLOWABLE SETBACK AREA CALCULATION**

	FACADE AREA BETWEEN 15 AND 35-FT ABOVE SIDEWALK GRADE	3,515 SF
	ALLOWABLE SETBACK FACADE AREA (40% of facade area between 15 and 35-ft above sidewalk grade)	1,406 SF
	PROPOSED FACADE AREA IN DEPARTURE REQUEST	1,550 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



GROUND FLOOR PLAN

4. LANDSCAPE



TREES LIRIODENDRON TULIPIFERA



QUERCUS FRAINETTO



QUERCUS X WAREI



SHRUBS BUXUS SEMPERVIRENS



POLYSTICHUM MUNITUM



LEGEND

1 Plaza	6 Existing Light Pole
2 Bike Rack	7 Existing Parking Sign
3 Planting Area	8 Specialty Paving
4 Seating	9 Driveway
5 City Sidewalk	10 Drop-off

PLANT SCHEDULE GROUND LEVEL

TREES	CODE	BOTANICAL NAME / COMMON NAME	QTY
	LT	Liriodendron tulipifera 'Fastigiatum' / Columnar Tulip Tree	3
	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	18
	PM	Polystichum munitum / Western Sword Fern	37
GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	QTY
	CO	Carex ornithopoda 'Evergold' / Variegated Japanese Sedge	30
	OB	Ophiopogon japonicus 'Black' / Black Mondo Grass	39
	PA	Planting Area / TBD	126 sf
	RR	Rubus pentalobus / Creeping Raspberry	312

PLANTING PLAN LEVEL 1

GROUND COVERS



CAREX ORNITHOPODA



OPHIPOGON JAPONICUS



RUBUS PENTALOBUS



TREES ACER PALMATUM



SHRUBS FATSIA JAPONICA



LINDERA OBTUSILOBA



POLYSTICHUM MUNITUM



TAXUS BACCATA



LEGEND

- 1 Pedestal Pavers
- 2 Group Seating
- 3 Accent Pots
- 4 Movable Seating
- 5 Fire Table
- 6 Lower Planter
- 7 Raised Planter
- 8 Cor-ten Planter Wall
- 9 Seatwall
- 10 Screen Planting

PLANT SCHEDULE 2ND LEVEL

TREES	CODE	BOTANICAL NAME / COMMON NAME	QTY
	AP	Acer palmatum Species / Japanese Maple	6
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	QTY
	FJ	Fatsia japonica / Japanese Fatsia	17
	LO	Lindera obtusiloba / Japanese Spicebush	1
	PM	Polystichum munitum / Western Sword Fern	102
	TR	Taxus baccata 'Repandens' / Spreading English Yew	35

PLANTING PLAN LEVEL 2





LEGEND

- | | |
|----------------------|----------------------|
| 1 Specialty Paving | 6 Seating |
| 2 Bike Rack | 7 Accent Planting |
| 3 1' Walk-off Paving | 8 Small Accent Trees |
| 4 City Sidewalk | 9 Building Entrance |
| 5 Planting Area | |

PLANTING PLAN LEVEL 1 PLAZA



LIGHTING



SITE LIGHTING SITE PLAN





WALL-MOUNTED STREET LIGHTING
ALONG SIDEWALKS & IN PORTE COCHERE

1



RECESSED DOWN LIGHTING
AT RETAIL ENTRIES & PORTE COCHERE

2



WALL-MOUNTED STREET LIGHTING
ALONG ALLEY

3



EVENING PERSPECTIVE
FROM NORTHEAST

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

