





PROJECT INFORMATION

SITE ADDRESS:	112-130 5th Avenue North
SITE AREA:	27,120 SF
BUILDING GROSS SF: (PREFERRED)	205,973 SF
COMMERCIAL FAR: (PREFERRED)	189,840 SF
RETAIL: (PREFERRED)	5,708 SF
APPROX. PARKING COUNT: (BELOW GRADE)	88 - STALLS
ZONE:	SM-UP 160
MAX HEIGHT:	125'

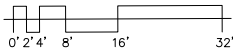

PROJECT GOALS

- Respond to the rich culture of spectacle and arts in Uptown.
- Explore protecting and celebrating an exceptional tree on site.
- Provide an open space with opportunities for public art.
- Enhance the pedestrian experience along 5th Avenue and John Street.
- Provide 189,840 SF of life science / office use.

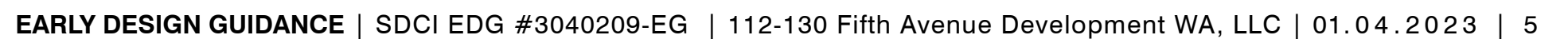




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112, 118, 124, 130 5TH AVENUE SEATTLE, WA 98104	<b>LEGAL DESCRIPTIONS FOR LOTS 9, 10, 11, AND 12</b> PARCEL NUMBER 1991200245: THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF KING, STATE OF WASHINGTON, AND IS DESCRIBED AS FOLLOWS:  LOT 9, BLOCK 59, D. T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON;  EXCEPT THE WEST 7 FEET THEREOF CONDEMNED IN KING COUNTY DISTRICT COURT CAUSE NO. 7541 FOR WIDENING OF 5TH AVENUE NORTH, AS PROVIDED BY ORDINANCE NO. 1224 OF THE CITY OF SEATTLE.  PARCEL NUMBER 1991200250: THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF KING, STATE OF WASHINGTON, AND IS DESCRIBED AS FOLLOWS:  LOT 10, BLOCK 59, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF; RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON;  EXCEPT THE WEST 7 FEET THEREOF CONDEMNED IN KING COUNTY DISTRICT COURT CAUSE NO. 7541 FOR STREET PURPOSES, AS PROVIDED BY ORDINANCE NO. 1224 OF THE CITY OF SEATTLE.	PARCEL NUMBER 1991200255 & 1991200260: PARCEL A: LOT 11, BLOCK 59, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON;  EXCEPT THE NORTH 6 INCHES THEREOF; AND  EXCEPT THE WEST 7 FEET THEREOF, HERETOFORE CONDEMNED IN KING COUNTY DISTRICT COURT CAUSE NO. 7541 FOR WIDENING OF FIFTH AVENUE NORTH, AS PROVIDED BY ORDINANCE NO. 1224 OF THE CITY OF SEATTLE; AND  EXCEPT CERTAIN RIGHTS CONDEMNED BY THE CITY OF SEATTLE FOR MONORAIL SYSTEM IN KING COUNTY SUPERIOR COURT CAUSE NO. 642136, AS PROVIDED BY ORDINANCE NO. 96059.  PARCEL B: LOT 12 AND THE NORTH 6 INCHES OF LOT 11, BLOCK 59, D.T. DENNY'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, IN KING COUNTY, WASHINGTON;  EXCEPT THE WEST 7 FEET THEREOF, HERETOFORE CONDEMNED IN KING COUNTY DISTRICT COURT CAUSE NO. 7541 FOR WIDENING OF FIFTH AVENUE NORTH, AS PROVIDED BY ORDINANCE NO. 1224 OF THE CITY OF SEATTLE; AND  EXCEPT CERTAIN RIGHTS CONDEMNED BY THE CITY OF SEATTLE FOR MONORAIL SYSTEM IN KING COUNTY SUPERIOR COURT CAUSE NO. 642136, AS PROVIDED BY ORDINANCE NO. 96059.
ASSESSOR'S PARCELS: 1991200245, 1991200250, 1991200255,1991200260		
OWNER: LINCOLN PROPERTY COMPANY		
<div>SITE PLAN</div> <div>SCALE: 1" = 10'-0"</div> <div></div> <div></div>		







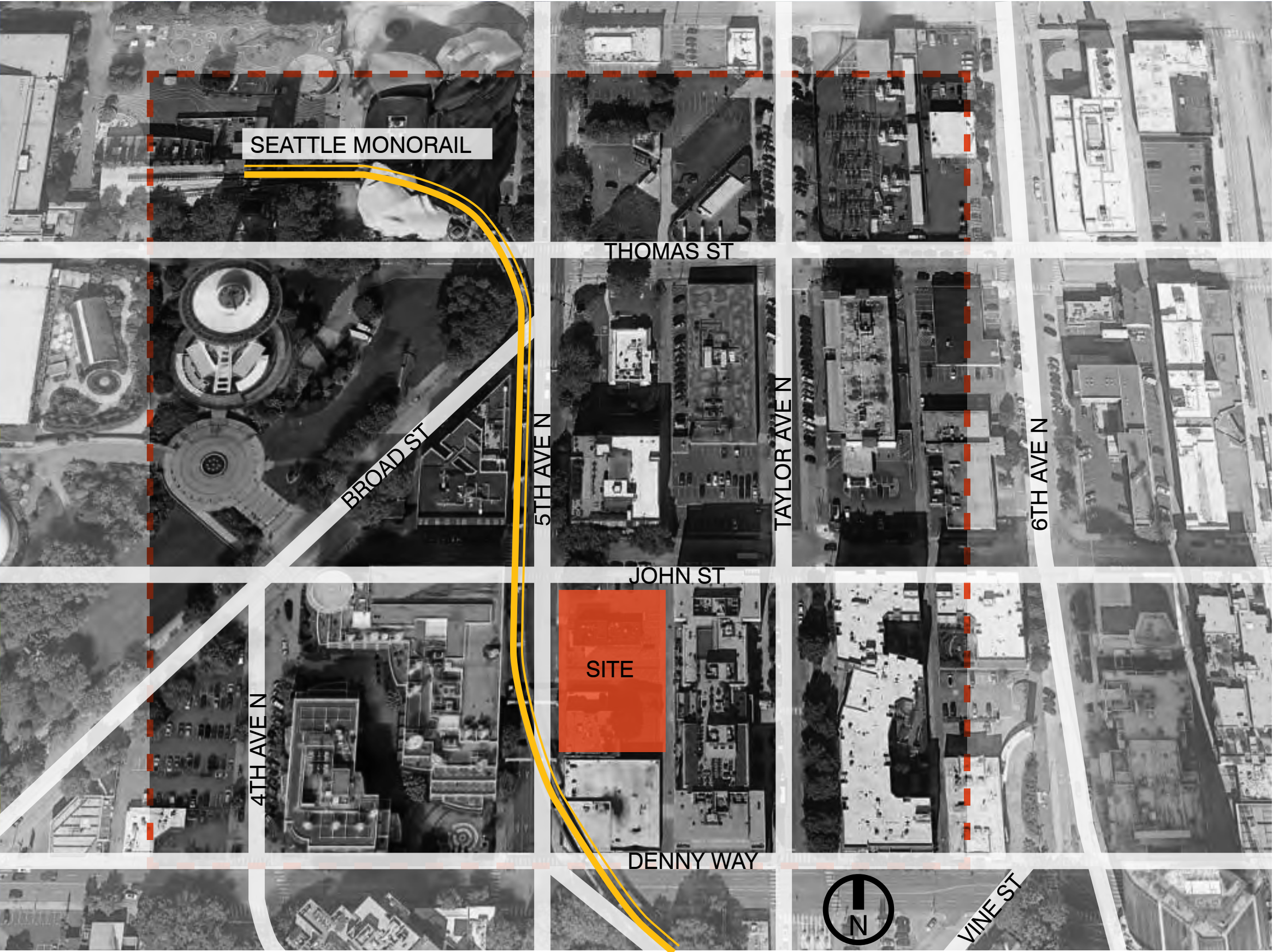
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ANALYSIS TAKEAWAYS

The is located near Seattle Center and directly adjacent to the monorail. This context will require the team to consider the rich history of the area, as well as visual prominence along the Monorail alignment.

Additionally, Denny Way acts as a boundary to the Uptown Urban Center, so while this site is not considered a major gateway, it will act as a site of arrival to the area and could support neighborhood wayfinding and identity opportunities.







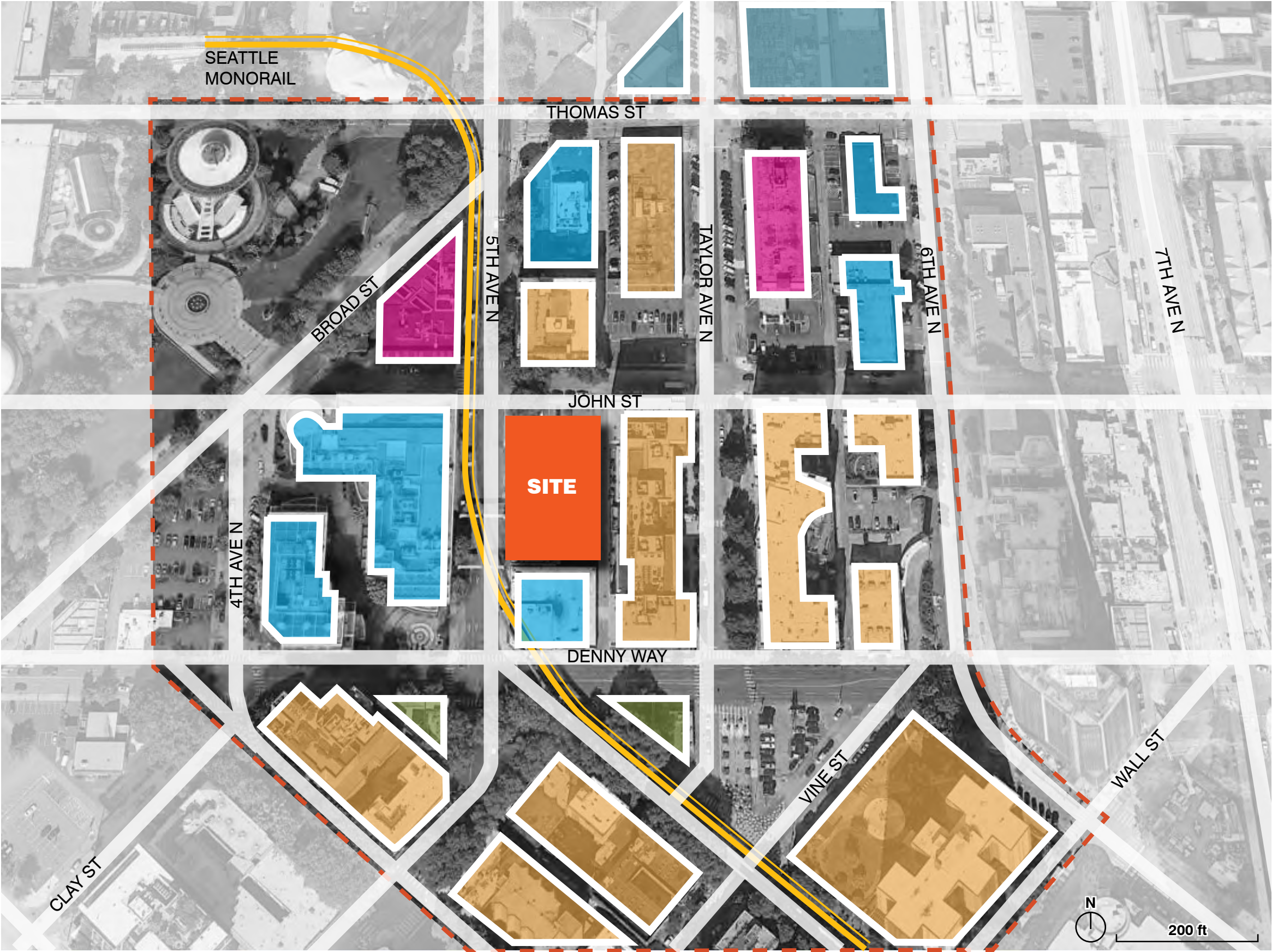


ANALYSIS TAKEAWAYS

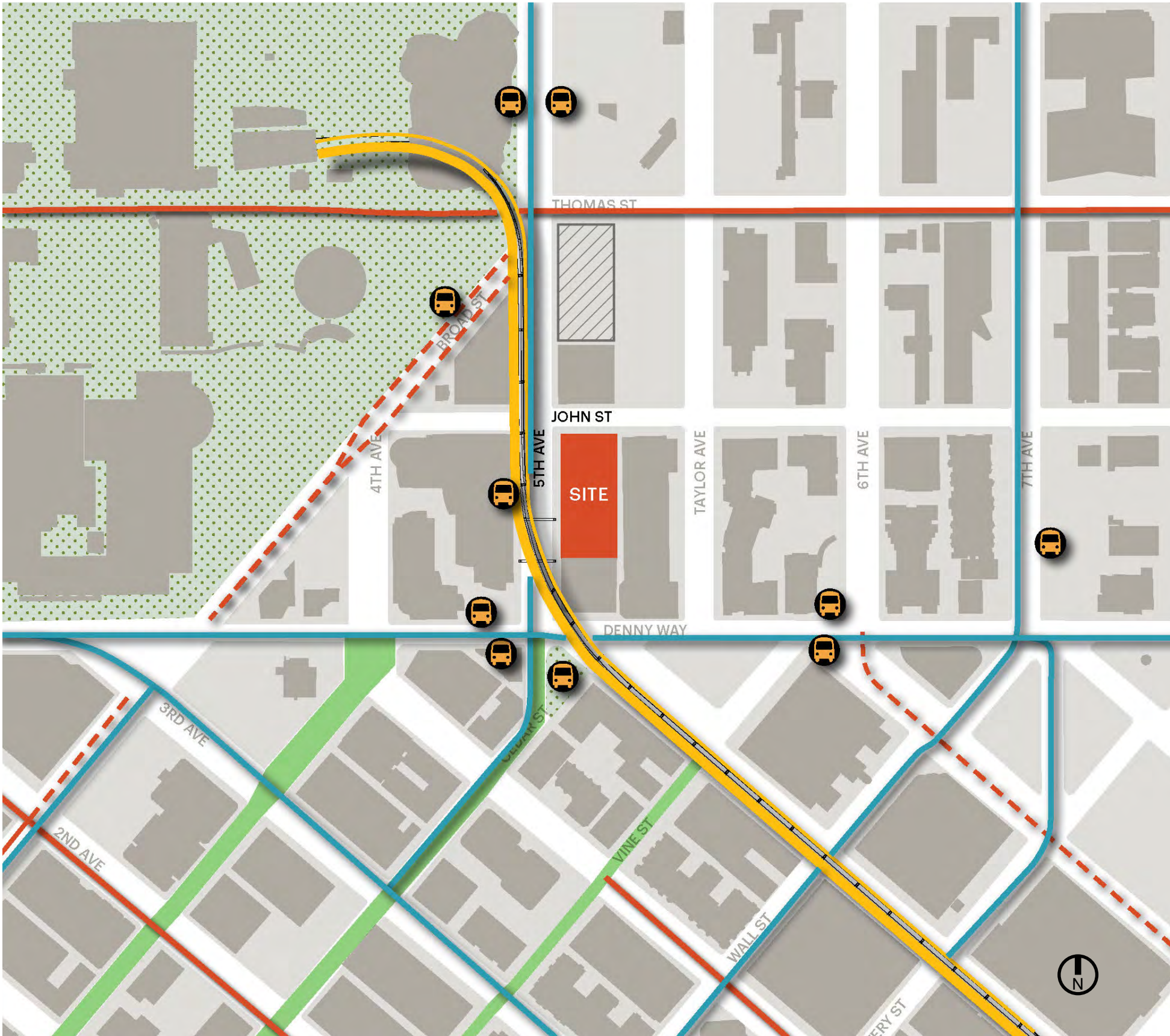
**ZONING:**  
Located on the southern edge of the SM-UP 160 zone, this project will act as a transition between the Uptown zoning and downtown, and will need to consider bulk and scale in relationship to its residential neighbors.

**LAND USE:**  
The land use map highlights the variety of uses adjacent to the site. As a commercial building, it will add to the body of commercial development that exist to the west and need consider how to provide amenities for its residential neighbors. to the south and east.

- Hotel
- Office
- Residential
- Retail & Residential
- Seattle City Light







ANALYSIS TAKEAWAYS

There are a number public transit stops within two blocks of the site, highlighting the need for an active and inviting pedestrian experience to and from these nodes.

- Rail Line
- Bus Line
- Main Bus Stop
- Dedicated Bike Lane
- Secondary Bike Lane
- Green Street



ANALYSIS TAKEAWAYS

**SITE AMENITIES:**  
This length of 5th Avenue is currently devoid of pedestrian amenities, creating a stretch of the street which feels unwelcoming to foot traffic.

The project has the opportunity to enhance 5th Avenue and activate the Class 1 Pedestrian Street with retail and other active frontages.

- Coffee
- Restaurant
- Retail
- Cultural
- Park





LANDMARKS



KEXP + GATHERING SPACE



VERA PROJECT



CLIMATE PLEDGE ARENA



PACIFIC SCIENCE CENTER



MOPOP



SEATTLE REPERTORY THEATER



MCCAW HALL / PNW BALLET / SEATTLE OPERA



MEMORIAL STADIUM



GATES FOUNDATION



SPACE NEEDLE



KOMO PLAZA



MONORAIL

PARKS



MYRTLE EDWARDS PARK



OLYMPIC SCULPTURE PARK



TILIKUM PARK



SEATTLE CENTER GROUNDS



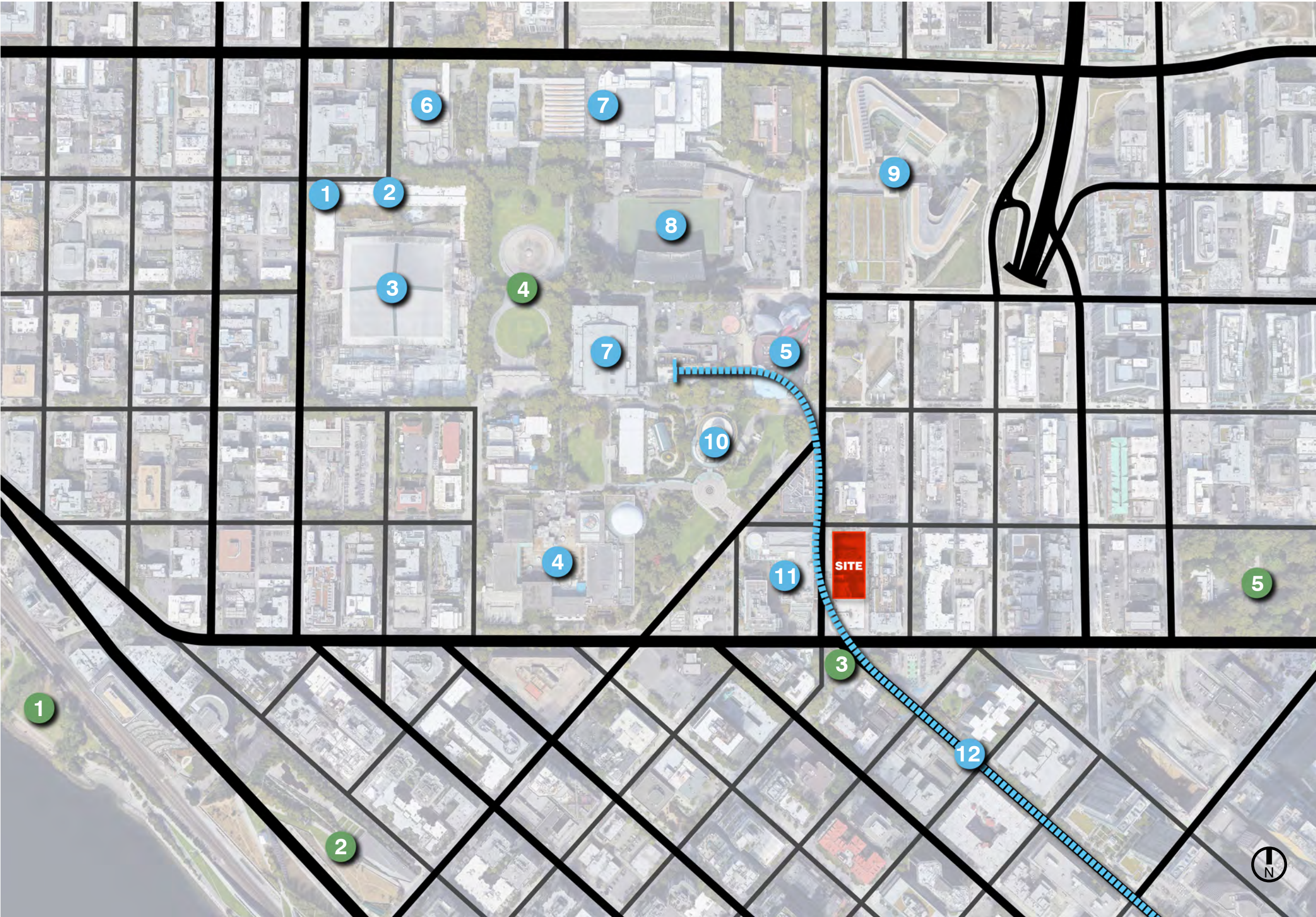
DENNY PARK



ANALYSIS TAKEAWAYS

**NODES + LANDMARKS:**  
Uptown is a diverse and active neighborhoods with a rich culture of arts, sport, history and recreation.

The primary nodes as identified show that this site has an opportunity to add to the visual spectacle of the neighborhood, provide additional pedestrian-scaled activation, and offer a visual stop for riders of the monorail.







1 222 5TH AVE N



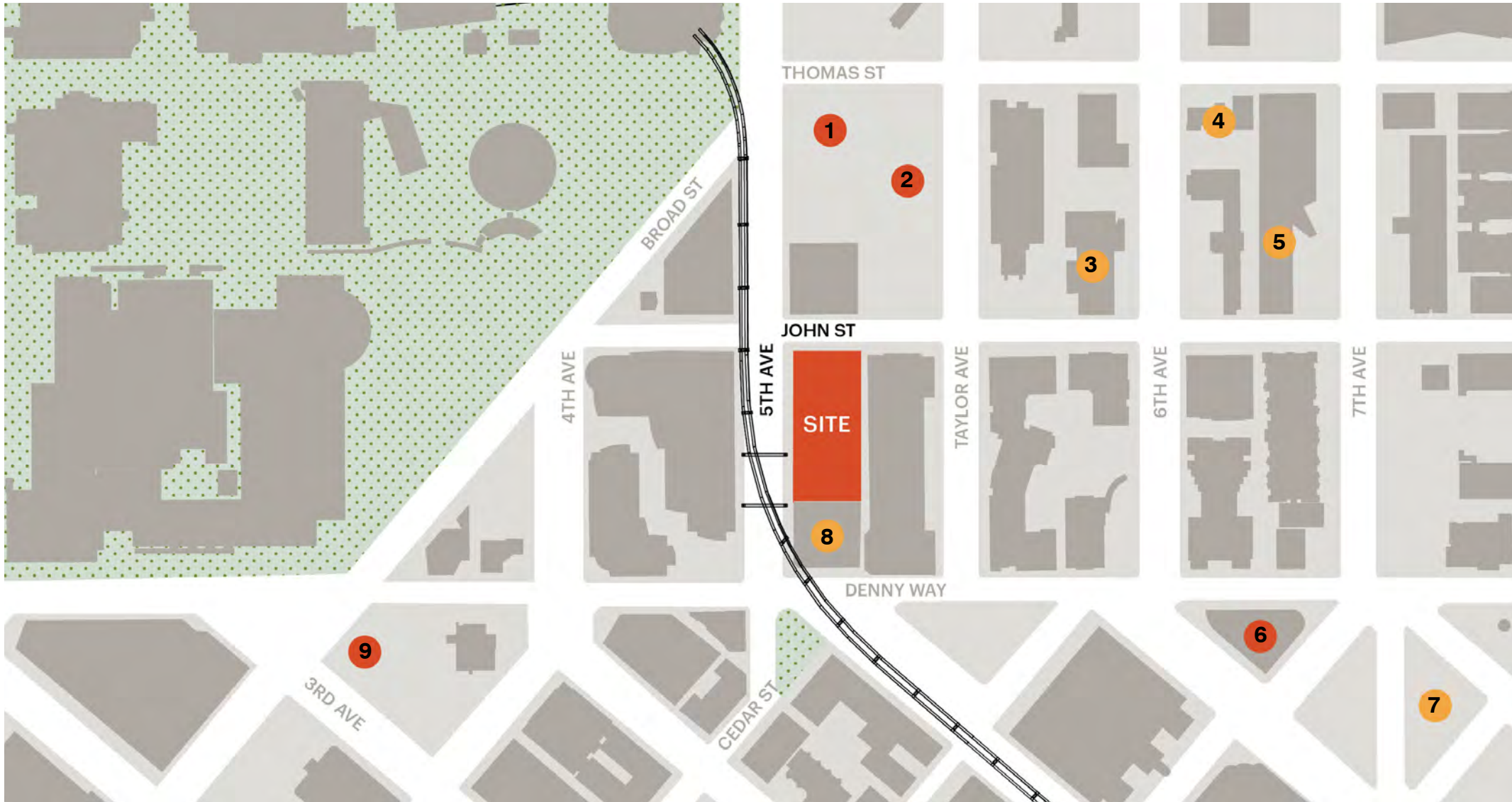
2 223 TAYLOR AVE N



3 205 6TH AVE N



4 605 THOMAS ST



- 1 222 5TH AVE N
- 2 223 TAYLOR AVE N
- 3 205 6TH AVE N
- 4 605 THOMAS ST
- 5 618 JOHN ST
- 6 600 WALL ST
- 7 616 BATTERY ST
- 8 508 DENNY WAY
- 9 307 BROAD ST

APPLIED  
APPROVED







5 618 JOHN ST



6 600 WALL ST



7 606 BATTERY ST



8 508 DENNY WAY



9 307 BROAD ST





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*Uptown is a vibrant and dynamic neighborhood. Uptown businesses, restaurants, shops, parks, arts and cultural activities remain open during construction of the New Arena at Seattle Center.*

UPTOWN LAND USE REVIEW COMMITTEE NOTES

This project was reviewed October 18<sup>th</sup>, 2022 by the Uptown Land Use Review Committee  
Project proposed: 120 ft Life Sciences Building  
Presenters: JP Harlow with Lincoln Properties and Kay Compton  
(kay@comptondesignoffice.com)  
Architects: HKS Architects

12.09.22

Here is what I wrote down at the meeting for your use:

Uptown considers this a secondary gateway location.

We appreciate the developer’s incorporation of the monorail’s proximity to influence their design with the rhythm of the arches that frame the site.

Patterns & color are important.

The exceptional tree at 5<sup>th</sup> & John and developers’ incorporation of open space around it at this intersection is a good move.

Please incorporate art precedents discussed to include inclusion of art as an integral part of the Uptown Arts District designation and proximity of the site to Seattle Center.

Developers lean to incorporate World’s Fair concept of “The Future” is acceptable.

Reminder of Uptown goals with art & architecture: connections to SLU are important on the pedestrian façade and sidewalk/ROW, we applaud some funky, eclectic forms.

The pedestrian experience along 5<sup>th</sup> is important, we like the concept of making the upper levels “fun”.

Landscaping is important to the pedestrian experience.

RESPONSE TO UPTOWN LURC MEETING NOTES

Secondary Gateway:

The project acknowledges this site as a secondary gateway to the Uptown Urban Center and as a significant point of arrival along 5th Avenue and John Street. The corner open space that wraps the length of John Street will add to the pedestrian arrival experience, while the dynamic massing forms at the upper level inspired by the unique character and iconic buildings of the neighborhood will provide for those arriving via Monorail or other vehicular means.

Use of Pattern and Color

The design team will continue to develop a facade approach which contributes to the identity and visual interest of the Uptown neighborhood.

Art Precedents

Identity and wayfinding is an important consideration for this stretch of 5th Avenue. The design team is exploring ways to integrate art into site features and support the goals of the neighborhood and UACC. Please see page 57 for are precedents and potential locations for art on the site.

Context of the World’s Fair

The project draws from the spirit of optimism present in the Space and Atomic Age, and at the Seattle Wolds Fair. The team drew from this wealth of forward thinking imagery which projected a world that would emerge through advances in science, technology, and changing cultural priorities.

The team is excited to explore how the attitude present at the time of these images can inspire new and creative thinking that is grounded in the festive, creative, and unique culture of the Uptown neighborhood.

East Connections to SLU:

To respond to the residential character east of our site toward South Lake Union, the open space that stretches along John Street will add to a series of corner open spaces which will act as breadcrumbs for pedestrians heading toward and leaving from the Uptown Urban Center.

5th Avenue Pedestrian Experience

The pedestrian experience along 5th Avenue is currently not activated and is lacking in identity and character other than as a vehicular street. The team has worked to locate retail, and primary entires along 5th avenue to enhance the pedestrian experience and provide opportunities to draw in unique tenants to diversify the ecosystem of use and users.

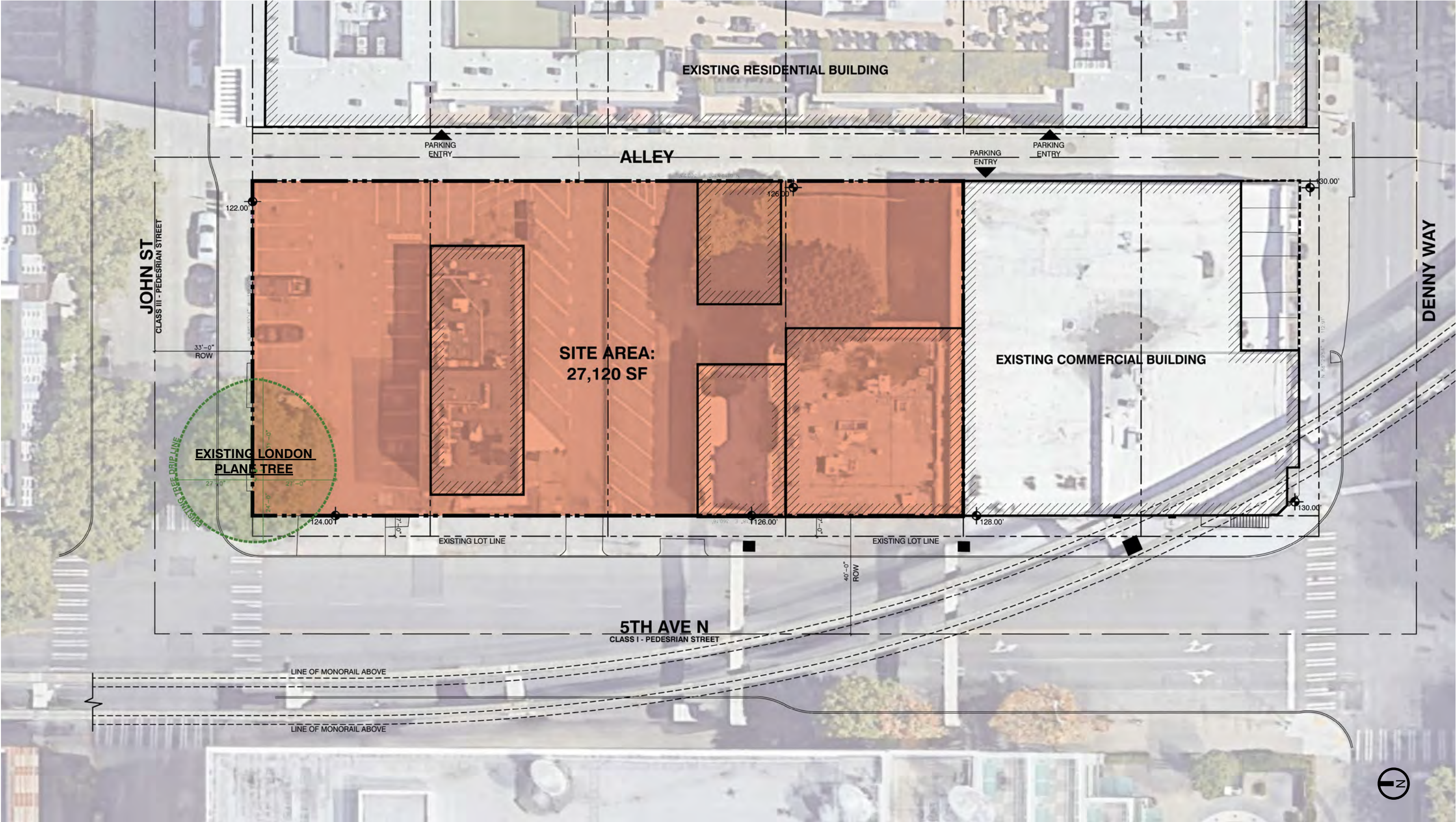
Upper Level Experience:

Since the last neighborhood meeting, the design team has added an additional zone of upper-level inflection to the north facade of the building. This reduces the perceived coverage over the plaza and further unifies the dynamic quality of the massing along street frontages.

Landscape Approach:

The plaza at 5th and John adds another open space breadcrumb to the John Street between Seattle Center, Denny Park and South Lake Union. With the preservation of the existing London Plane tree, the plaza not only gives the tree breathing room but also adds cover, retail spill out, seating and green relief, providing appropriate amenity at a building and neighborhood scale. Please see pages 53 and 57 for plaza and pedestrian oriented landscape development.

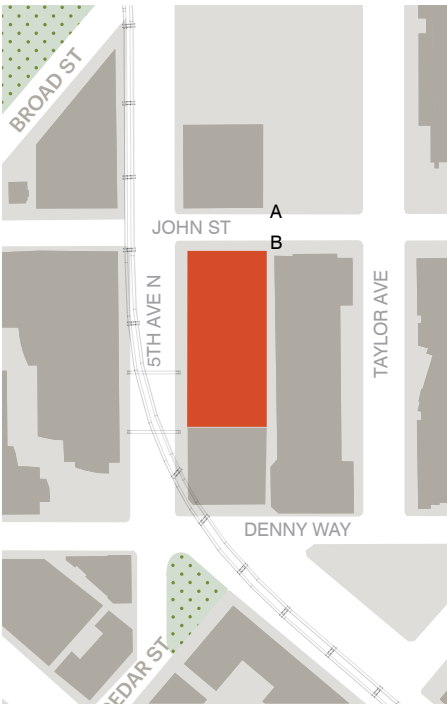




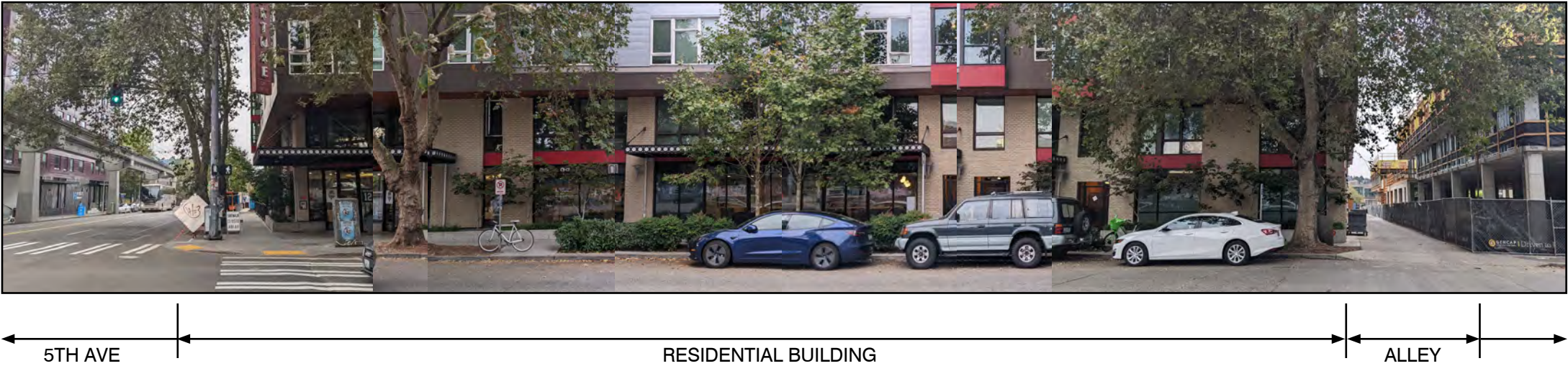




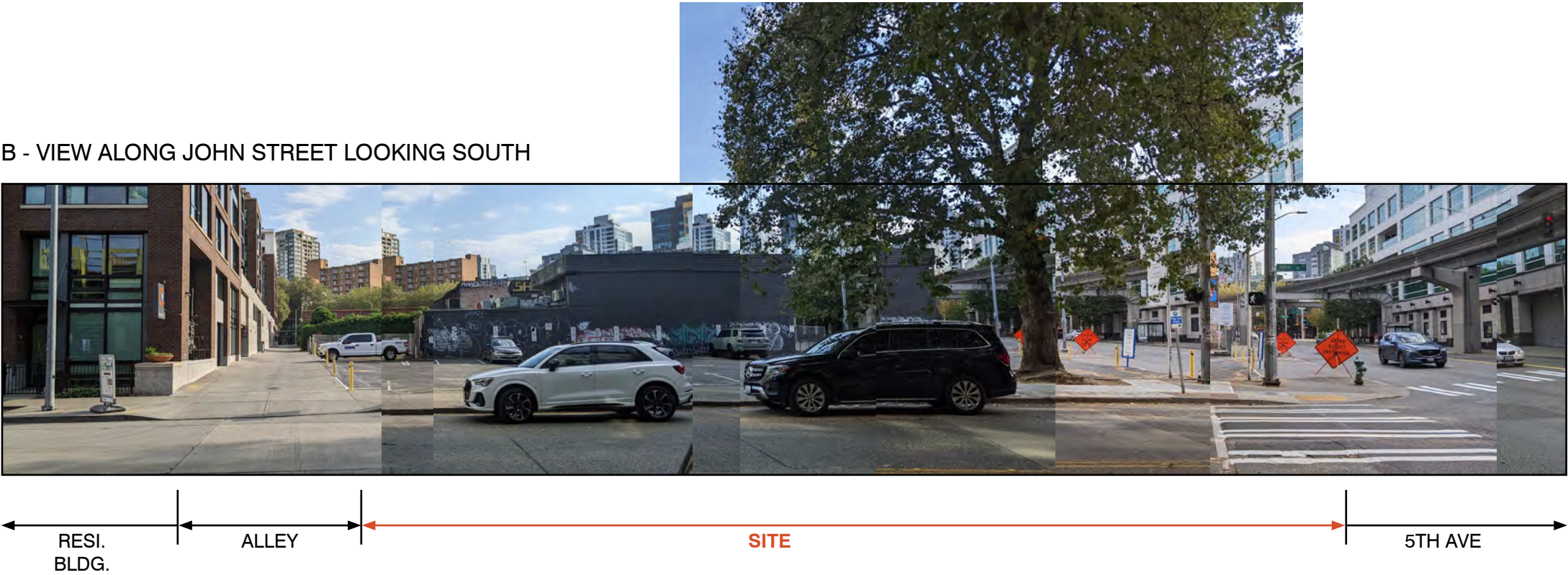




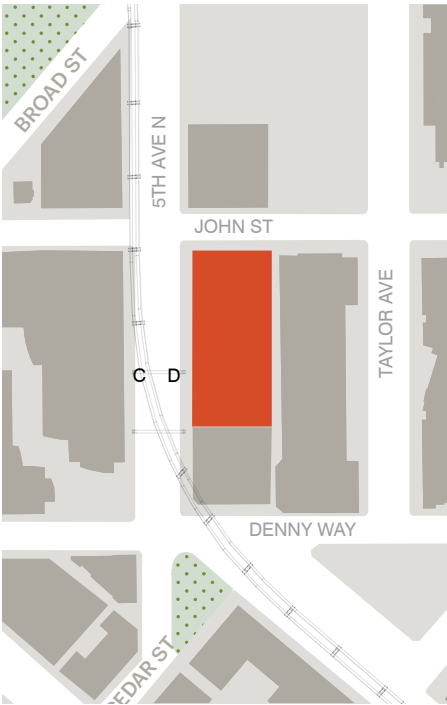
A - VIEW ALONG JOHN STREET LOOKING NORTH



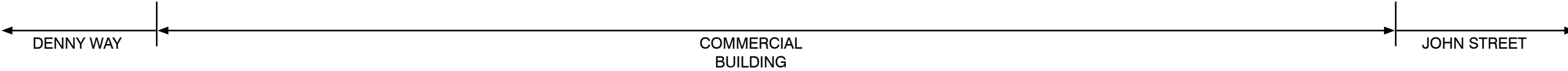
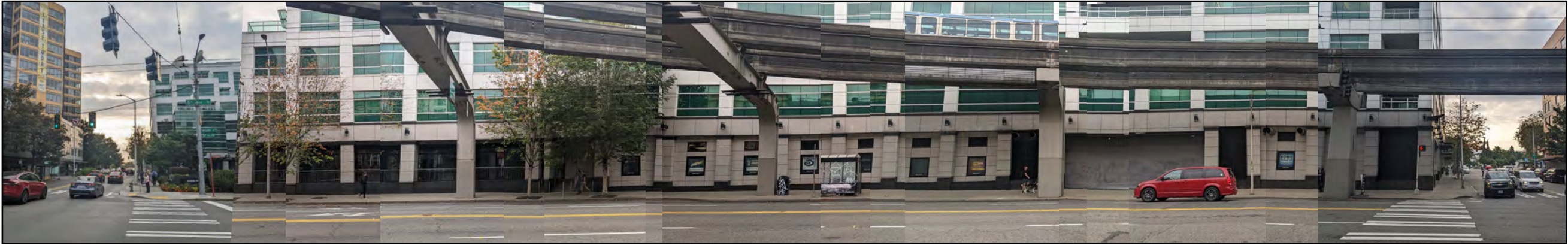
B - VIEW ALONG JOHN STREET LOOKING SOUTH







C - VIEW ALONG 5TH AVE N LOOKING WEST



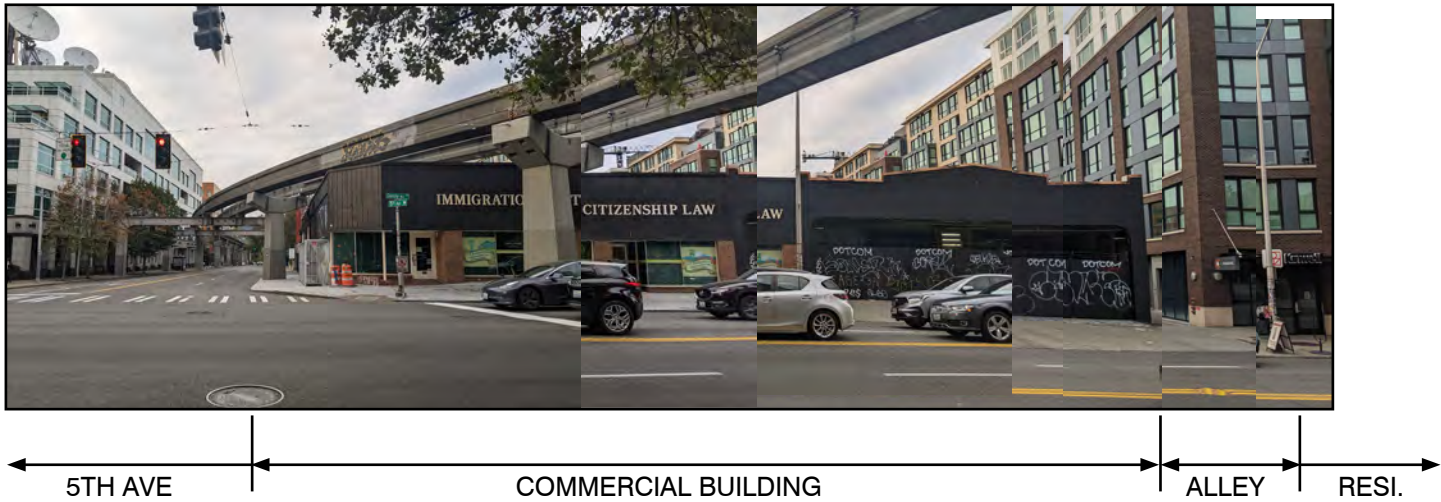
D - VIEW ALONG 5TH AVE N LOOKING EAST



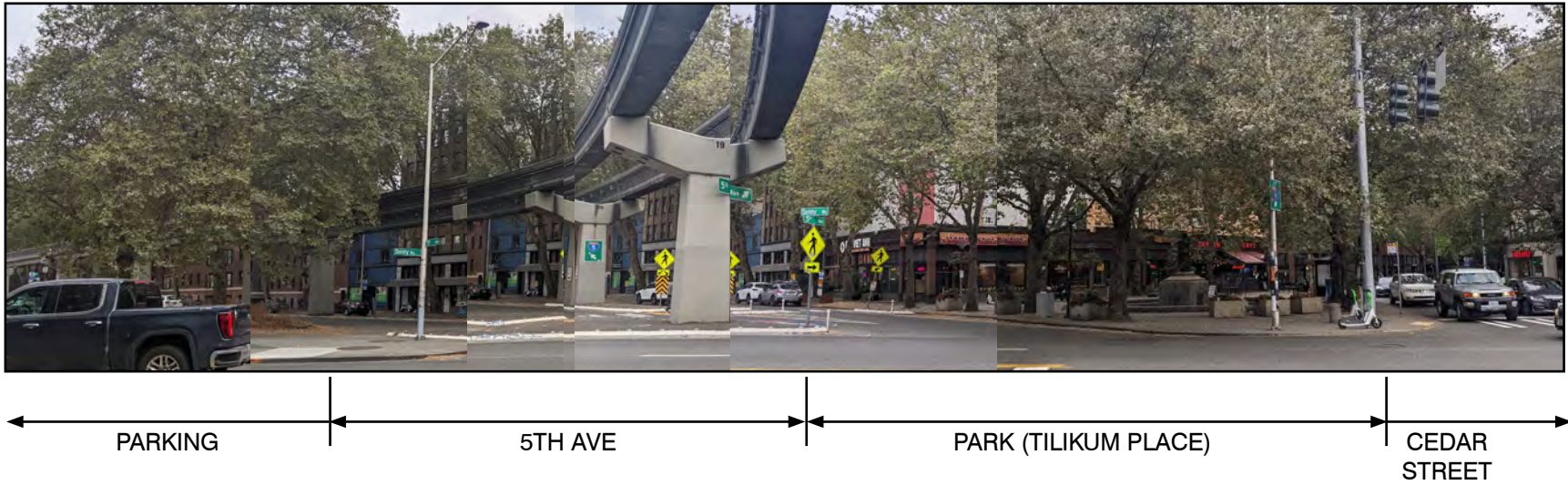




E - VIEW ALONG DENNY WAY LOOKING NORTH



F - VIEW ALONG DENNY WAY LOOKING SOUTH

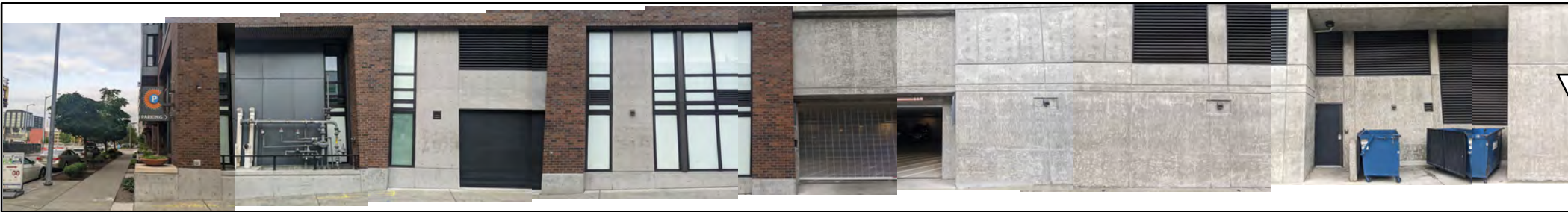




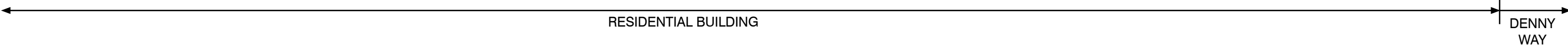
STREETSCAPE - ALLEY



G - VIEW ALONG ALLEY LOOKING EAST



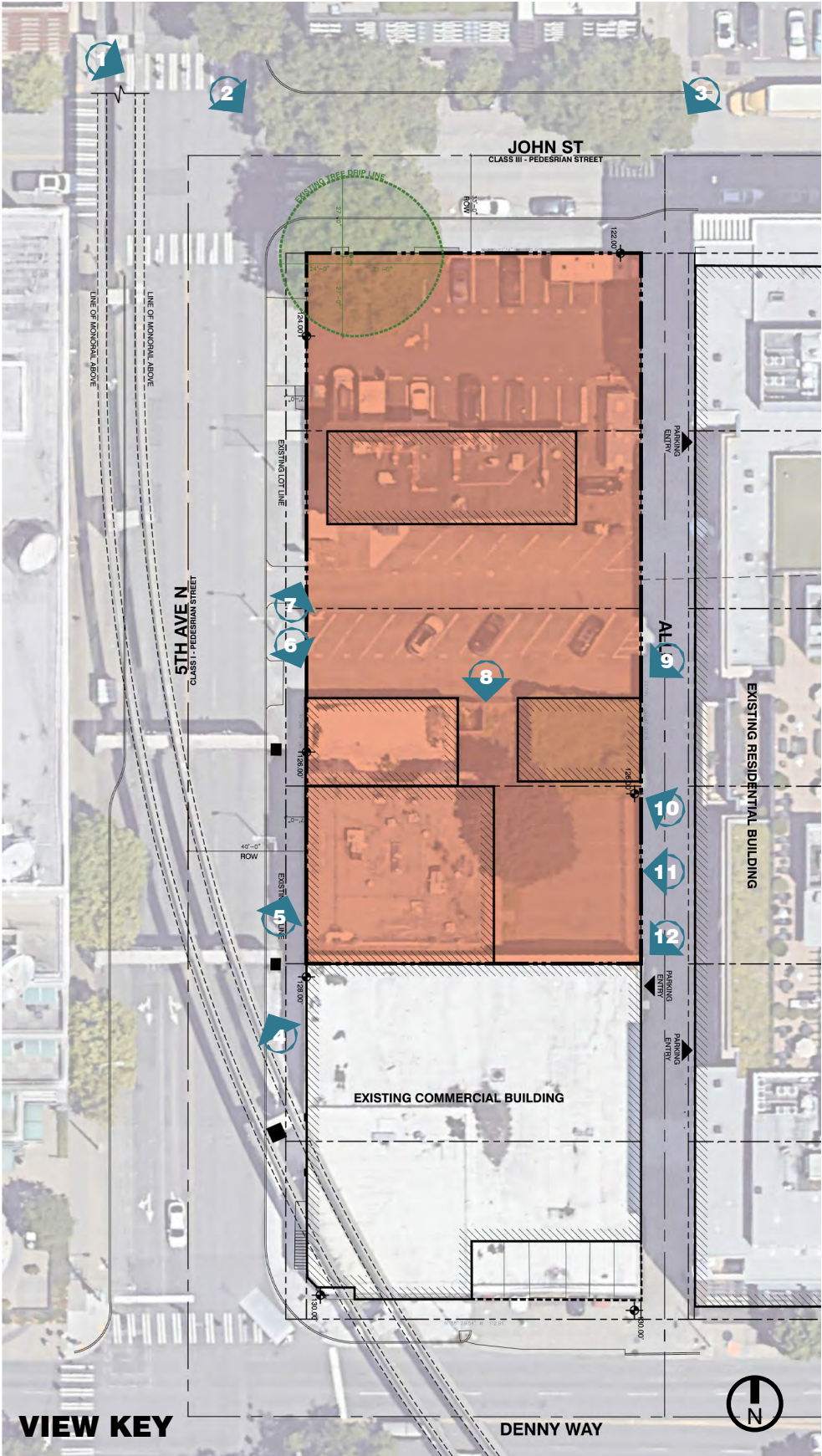
G - VIEW ALONG ALLEY LOOKING EAST (CONT.)



H - VIEW ALONG ALLEY LOOKING WEST











NW CORNER @ 5TH AND JOHN



EXISTING LONDON PLANE TREE



NE CORNER @ JOHN AND ALLEY



MONORAIL SUPPORTS @ 5TH AVENUE - LOOKING NORTH



VIEW NORTH ALONG 5TH



EXISTING COMMERCIAL BUILDINGS ALONG 5TH AVE



EXISTING COMMERCIAL BUILDING ALONG 5TH AVE



EXISTING LOADING + STORAGE MID-BLOCK



OVERGROWN STRUCTURE MID-BLOCK FROM ALLEY



ALLEY VIEW OF SPACE NEEDLE



BACK OF EXISTING COMMERCIAL BUILDING FROM ALLEY



EXISTING FAT CITY COMMERCIAL BUILDING FROM ALLEY



APPLICABLE DEVELOPMENT STANDARDS

**CODE**  
Seattle Municipal Code, Title 23.48, Seattle Mixed (SM)

**ZONING**  
SM-UP 160

**URBAN VILLAGE OVERLAY**  
Sub-chapter VI - Uptown Urban Center

**DESIGN GUIDELINES**  
Neighborhood Design Guidelines; Uptown  
Seattle 2035 - Comprehensive Plan; Citywide

**STREET DESIGNATIONS**  
5th Avenue N                      Principal Arterial  
John Street                      Neighborhood Access

**LOT AREA**  
27,120 SF

**RELEVANT PERMITTED USES**  
Life Science  
Commercial Office  
Residential  
Retail

**STREET LEVEL USES**  
Class I Pedestrian Street - 5th Avenue N

General sales and service uses; Eating and drinking establishments;  
Entertainment uses; Public libraries; Public parks; Arts facilities;  
Religious facilities; Light rail transit stations; Child care centers;  
Permanent supportive housing.

Class III Pedestrian Street - John Street

No Requirements

<b>FAR</b>	
Base	7.0
Max. (Granted through DRB )	7.5

FAR Maximum Area	203,400 SF
Proposed FAR Square Footage	193,145 SF

- FAR EXEMPTIONS**
- All underground Stories
  - Floor area contained in a landmark structure
  - Portions of a story that extend no more than 4FT above existing or finished grade
  - 3.5% mechanical equipment allowance
  - Bicycle commuter shower facilities required by subsection 23.54.015.K.8
  - Child care centers
  - Required street level uses per 23.48.720.C.4

- The project is exempting floor area at:
- First level (5th Ave) for retail use
  - Fourth level as common amenity area
  - Roof level common amenity area
  - 3.5% total gross area for mechanical equipment allowance

**EXTRA FLOOR AREA IN SM-UP 160 ZONE**

23.48.724  
Extra floor area may be gained above the base FAR specified for the zone in projects that provide open space amenities in accordance with Section 23.58A.040

This project aims to request this additional FAR in exchange for retaining an existing exceptional tree on the site and providing a neighborhood open space.

**MAXIMUM HEIGHT LIMIT (160 FT)**

Trigger height:	125 FT
Podium Height:	45 FT - 5th Ave N
	25 FT - John Street

For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted per, 23.48.025.C.5.

Project intends to develop to 125’

**MAXIMUM FACADE WIDTH (45 -125 FT)**

23.48.745 - Table A  
For stories above the podium height of 45 FT up to 125 FT facades are limited to a maximum facade width of 150 feet.

23.48.745.D.2  
The facade must be modulated at a minimum depth of 15 feet measured from the street lot line for a minimum length of 40 feet. If the required setback is provided, additional portions of the facade may be located within 15 feet of the street lot line.

The the project will be asking for a departure on facade modulation, asking to average the modulation across the facade length and height.



APPLICABLE DEVELOPMENT STANDARDS

SETBACKS

- **Podium**  
5th Avenue N: 70% of facade length is required to meet the build-to street lot line  
John Street: Facade may step back up to 12FT from the street lot line for 30% of the facade length  
-Any outdoor amenity area or open space is not considered part of the setback area
- **Tower**  
10'-0" setback from lot lines abutting a street above 45FT  
- Horizontal Projections permitted to extend 4' into required setbacks, see  
-Decks, balconies, eaves, and cornices

At the ground level, the project will retain an exceptional tree at the northwest corner of the site. Complimenting the tree, an open space will be located along the north side of the property which will wrap the corner of 5th Ave and John St. 70% of the facade length will meet the build-to lot line, while the areas pulled away from the lot line will emphasize main building entries and allow for potential spill-out space from interior uses.

For the upper levels, the project will be seeking a departure to allow the setback to be averaged and be reduced as the building rises floor by floor.

OPEN SPACE REQUIREMENTS FOR OFFICE USE

- **General** - 23.58A.040.C.5.b  
Open space shall consist of one continuous area with a minimum of 3,000 square feet and a minimum horizontal dimension of 10 feet  
  
A minimum of 35 percent of the open space shall be landscaped with grass, ground cover, bushes, and/or trees.  
  
Either permanent or movable seating in an amount equivalent to 1 lineal foot for every 200 square feet of open space shall be available for public use during hours of public access  
  
The open space shall be located and configured to maximize solar exposure to the space  
  
The open space shall have a minimum frontage of 30 feet at grade abutting a sidewalk, and be visible from sidewalks on at least one street  
  
Up to 20 percent of the open space may be covered by elements accessory to public use of the open space  
  
Seating or tables, or both, may be provided and reserved for customers of restaurants or other uses abutting the open space, but the area reserved for customer seating shall not exceed 15 percent of the open space area or 500 square feet, whichever is less

OPEN SPACE REQUIREMENT FOR OFFICE USES IN THE SM-UP ZONE

- \*CONFIRMATION NEEDED
- **Quantity of Open Space** - 23.48.750.A  
20 SF of open space /1,000 SF of gross floor area office use;  
Project Designed SF: ~200x20 = 4,000 SF
  - **General Standards** - 23.48.750.B  
The space has a minimum horizontal dimension of 20 feet  
  
The space is directly accessible to pedestrians, including persons with disabilities, from the street, or from an outdoor usable open space abutting the street  
  
The space is available for use during normal business hours  
  
Enclosed areas providing the connection between the structure’s primary pedestrian access to the street and elevator cores, such as lobby space, do not qualify as required open space

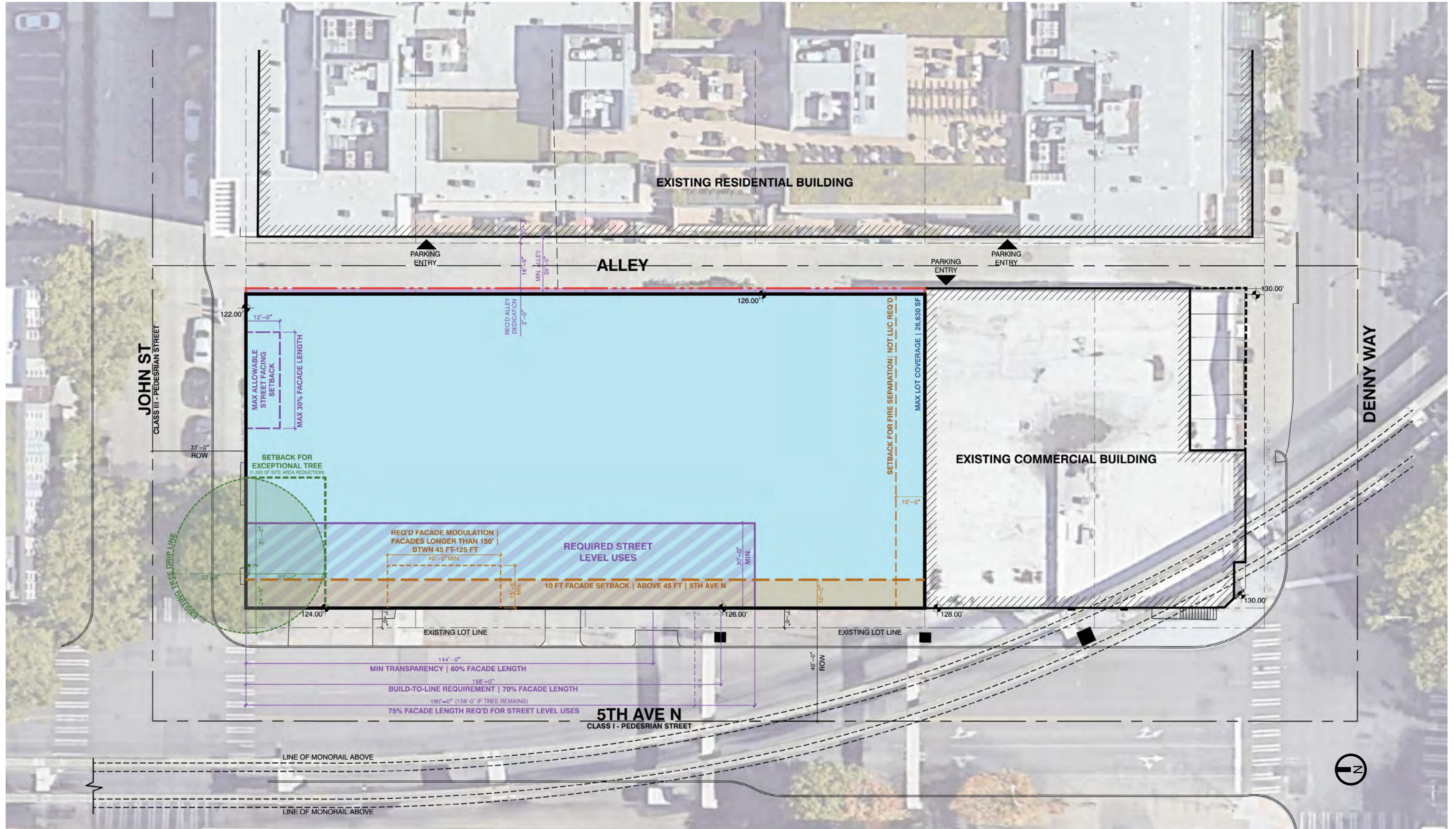
PARKING

- 23.48.780.B  
Max. parking limit for office uses within Uptown Urban Center  
  
1 parking space per every 1,000 square feet of GFA in office use  
  
Parking and loading access will be from an alley on the east side of the site. No parking is located at or above grade.

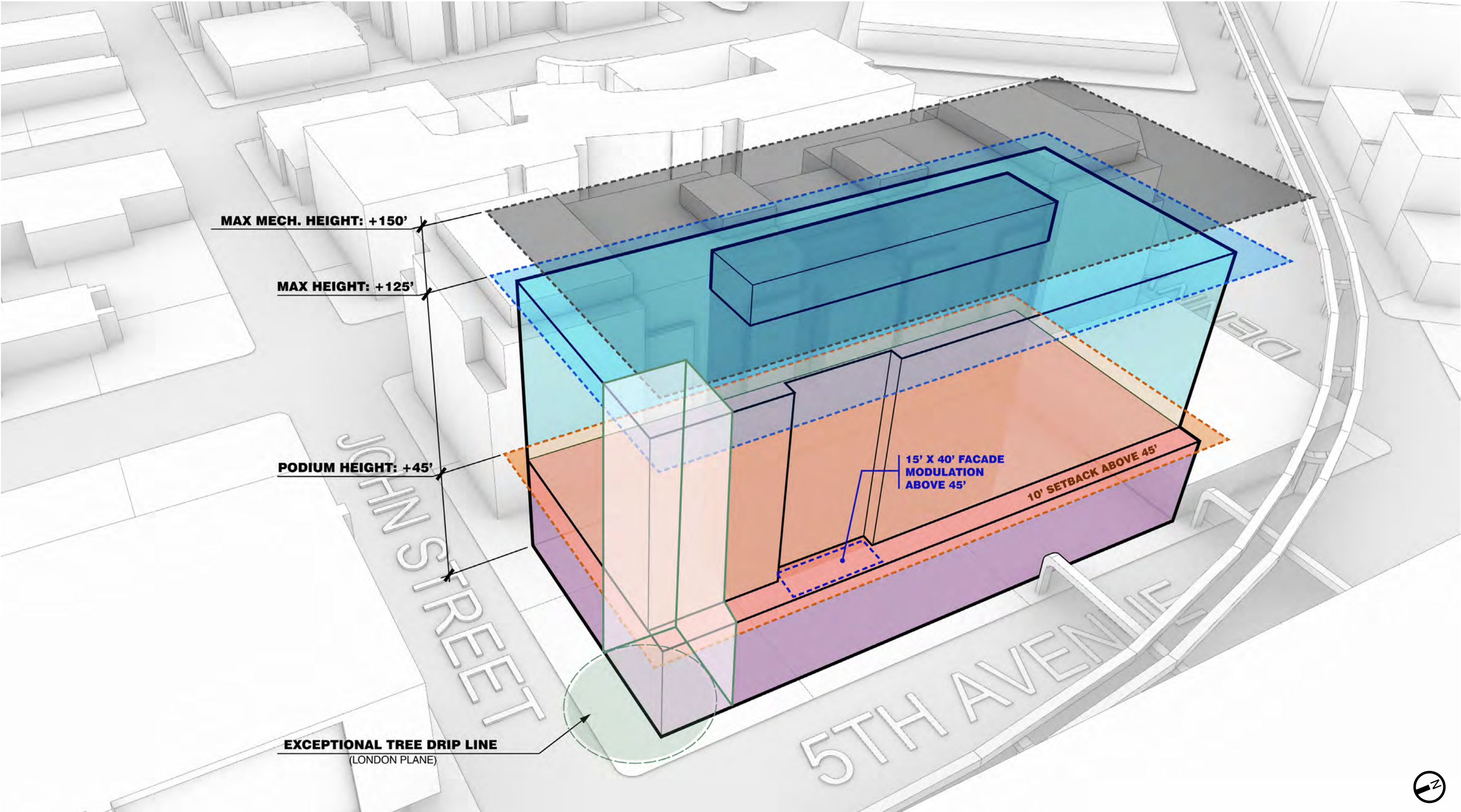
GREEN FACTOR

- 23.48.055
- Seattle Mixed Zone required minimum Green Factor score = 0.30
- Green Factor will be provided via landscaped areas at grade, private roof terraces at the fourth level, and potential landscaped roof terraces at the top of the building.











GUIDELINES

CS2. URBAN FORM AND FABRIC

2. Adjacent Sites

Buildings adjacent to the Seattle Center campus should be sited to create synergistic relationships and reinforce connections between the Seattle Center and the surrounding Uptown neighborhood.

3. Corner Sites

- a. Generally, buildings within Uptown should meet the corner and not be set back, except for Gateway locations (see Figure 1). Buildings, retail treatments, and open spaces should address the corner and promote activity.
- b. Generally, corner entrances are discouraged for retail uses. However, corner entrances may be appropriate to emphasize Gateways or locations with high pedestrian activity within the Heart of Uptown.
- c. Corner sites are often desirable locations for small publicly accessible plazas, art, and other special features.

RESPONSE

This project is located within close proximity to Seattle Center and is at the corner site of 5th Avenue N and John Street.

3a. Project will preserve an existing tree at the street corner and will incorporate it with a new open plaza to promote pedestrian activity and neighborhood identity.

3b. Retail will be located along 5th Avenue (Class-I Pedestrian Street), as well as open onto the corner plaza. This will promote activated frontages along 5th, and opportunities to pull pedestrians into and activate the plaza.

3c. Within the corner open space artwork opportunities are being explored to further activate the pedestrian realm and support Uptown’s Art District identity



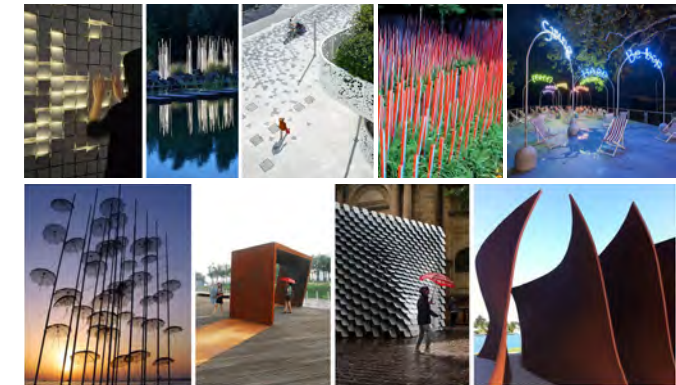
CS3. ARCHITECTURAL CONTEXT + CHARACTER

1. Placemaking

- a. Include design features that make the Arts and Cultural District visible to pedestrians such as interpretive panels, banners, plaques, building names, wayfinding, signage and art.

Design features in support of the Arts and Cultural district are being considered for the following locations on the project:

- 1. Artwork located in outdoor plaza accessible by pedestrians
- 2. The project is beginning conversations with Seattle Center to explore the viability of using the natural gateway created by the monorail support arches as a location for art, enhancing the sense of arrival and departure from Uptown along 5th Avenue.



PL1. CONNECTIVITY

1. Enhancing Open Spaces

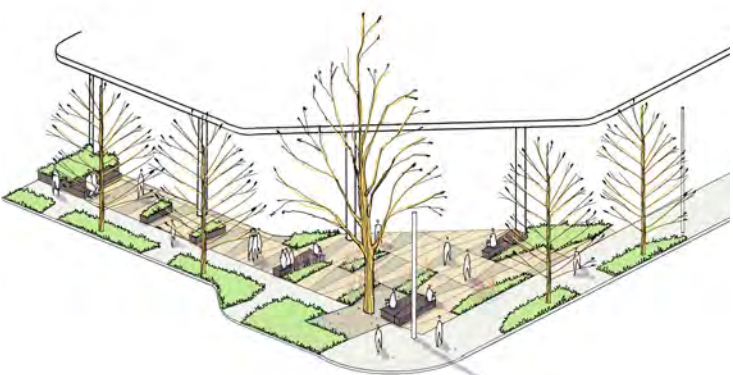
Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Where publicly accessible plazas abut private open space, use special paving materials, landscaping, and other elements to provide a clear definition between the public and private realms.

3. Pedestrian Volumes and Amenities

- c. All of Uptown should be considered a “walking district.” New development should strive to support outdoor uses, activities and seating that create an attractive and vibrant pedestrian environment. Consider widening narrow sidewalks though additional building setback at street level.

The outdoor plaza at 5th Ave N and John Street will contribute to the neighborhood by providing the following:

- 1. Plaza located at grade at prominent corner location to promote public pedestrian engagement.
- 2. Preservation of existing tree, landscape elements and outdoor seating provide public amenity for everyday use.
- 3. The existing pedestrian experience along this leg of 5th Avenue is lacking in spaces for engagement and quality materials, but not opportunity! This project seeks to remedy both problems by providing an 8-foot wide along 5th Avenue instead of the required 6-foot, as well as providing a public plaza with adjacent retail to add to the pedestrian experience.



PL3. STREET-LEVEL INTERACTION

1. Entries

- a. Design entries to be pedestrian-friendly. Consider how the position, scale, architectural detailing, and materials will create an entry that is clearly discernible to the pedestrian.
- c. The use of distinctive paving, detailing, materials and landscaping, and artistic designs with cultural references is strongly encouraged. Building addresses and names (if applicable) should be located at entrances, and tastefully crafted

4. Retail Edges

Smaller store-front shops are preferred along Class 1 and Class 2 Pedestrian Streets (see Figure 1) to accommodate smaller local retailers and provide affordable retail space options.

The building’s main entry will be at a prominent location on 5th Avenue N, a Class I Pedestrian Street.

- 1. At the main building entry, the facade gently peels back from the sidewalk as a gesture to what is happening on the upper levels of the project. As this face rounds the corner to the north, this movement leads the eye and the body around and into the public open space.
- 2. The main entry will be at a central location along the building facade.
- 3. The main entry is flanked on both sides by retail which activates 5th Avenue and the plaza. This spacing will ensure that the two ends of the project are engaged throughout the day as well as into the evening once the office closes for the night.





GUIDELINES

PL4. ACTIVE TRANSPORTATION

2. Planning Ahead for Cyclists

- a. Bike Facilities. Placement of long-term bicycle storage should consider cyclist safety and ease of access. Provide the required short-term bike racks near main building entrance to accommodate private and shared bicycles. Consider customizing the SDOT approved racks ("inverted U" or "staple" style) to reflect Uptown Arts and Cultural District branding such as colors, distinctive place-names, plaques, or other design elements.

RESPONSE

Long-Term and Short-Term bicycle storage will be provided in the project.

1. Long-Term bicycle storage - accessible from the alley through a dedicated bicycle storage room. On-site showering facilities are also planned for support of bicycle commuters.
2. Short-Term Bicycle Storage - bicycle racks will be provided in close proximity to the outdoor plaza to support visitors of the building and retail users.



DC2. ARCHITECTURAL CONCEPT

1. Architectural Context

Architecture that emphasizes human scale, streetscape rhythm, quality detailing and materials is more important than consistency with a particular period or style. Uptown’s evolving and dynamic architectural context embraces a range of historical styles, and modern innovative design that reflects the Uptown Arts and Cultural District.

The project responds in multiple scales to the uptown neighborhood. The site’s unique features provide a rich context for Architectural design.

1. Adjacency to the monorail guide-way
2. Prominent corner location (5th Ave and John Street)
3. Close proximity to Seattle Center within the Uptown neighborhood

The monorail to the west of the site establishes the scale of the pedestrian realm along the length of 5th Avenue. Referred to by the design team as the “Datum of Delight,” the zone of the pedestrian and the zone of the skyline have two different approaches that will be stitched together through material and detail articulation.

The pedestrian realm draws from the rhythm of the monorail supports, and provides inviting transparent facades to draw people into the building.

The upper levels reside in the space of the monorail’s dynamic movement, the awe of the Space Needle, and glimmer of MoPOP. The movement in the west facade is not intended to compete with, but compliment these Seattle icons and elicit a sophisticated, timeless, and funky vibe which Uptown identifies with.

The color and materials for the facades will be drawn from the futurists past present at the World’s Fair, and will extend this legacy into an ever evolving future.

5. Tall Buildings

Tall buildings require additional design guidance since they are highly visible above typical ‘fabric structures’ and impact the public visual realm with inherently larger façade surfaces, bulk and scale shifts.

Tall Building Design Guidelines apply to the entire structure whenever any portion of the structure exceeds 85 feet in height. In Uptown this includes the area south east of the Seattle Center where base heights up to 165 feet are allowed, or areas of Uptown where the base height is 85 feet, but incentives may allow taller buildings

- a. Response to Context: Integrate and transition to a surrounding fabric of differing heights; relate to existing visual datums, the street wall and parcel patterns. Respond to prominent nearby sites and/or sites with axial focus or distant visibility, such as waterfronts, public view corridors, street ends.
- C. Tall Form Design: Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting and/or carved yet coherent forms. Shape and orient tall floor plates based on context, nearby opportunities and design concepts, not simply to maximize internal efficiencies. Modulation should be up-sized to match the longer, taller view distances.

The building proposed will be 125FT in height and regarded as a tall building within the design guidelines.

This project is located within close proximity to the existing monorail guide-rails, the building design responds to this important datum by incorporating the concept of “datum of delight”. This concept organizes the building into two primary zones; the pedestrian realm and that of the skyline. Both active and activating, but in different ways.

-Upper Levels -

Horizontally the facade is broken up into three distinct zones. The first are the north facades which front on John and extend over the open space at the corner. This facade system is intended to be the base condition for the building. Here the monolithic read of the massing holds the corner and creates a springboard for the west facade. As the skin wraps around to the west facade it begins to dynamically modulate with the deepest zone of inflection located at the point where the monorail begins to turn toward the project. This relationship between the two is heightened by the regularity of the north facades. The south and east facades will maintain the same material quality, but play a supporting role to the other faces. These sides of the building will have less openings toward the potential project to the south and the residential building to the east. This will create a scale more in alignment with the residential building and provide additional privacy across the alley.

The diagonal corner created to preserve the exceptional tree also provides additional southwest light deeper into the block and opens up more hours of daylight to the residential building to the north.

- d. Intermediate Scales: To mediate the extra height/scale, add legible, multi-story intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from base to top.
- e. Shape & Design All Sides: Because tall forms are visible from many viewpoints/ distances, intentionally shape the form and design of all sides (even party walls), responding to differing site patterns and context relationships. Accordingly, not all sides may have the same forms or display identical cladding.
- f. Adjusted Base Scale: To mediate the form’s added height, design a 1-3 story base scale, and/or highly legible base demarcation to transition to the ground and mark the ‘street room’ proportion. Tall buildings require several scale readings, and the otherwise typical single-story ground floor appears squashed by the added mass above.
- g. Ground Floor Uses: Include identifiable primary entrances scaled to the tall form - and provide multiple entries. Include genuinely activating uses or grade-related residences to activate all streets.

-Podium Levels -

Below the datum of delight, the podium massing also undulates in an organic way. This time, the facade pulls in from the street at the main lobby, and remains recessed along the entire frontage of the open space. This response to the open space to the north is a counter point to the massing inflection in the upper levels, and creates a clear distinction between the upper and lower levels.

The primary building entry will be located within a double height proportioned base zone with clear address announcement. Retail entries and frontages will incorporate smaller pedestrian scaled details and more solid materials.





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GUIDELINES

DC4. EXTERIOR ELEMENTS + FINISHES

1. Building Materials

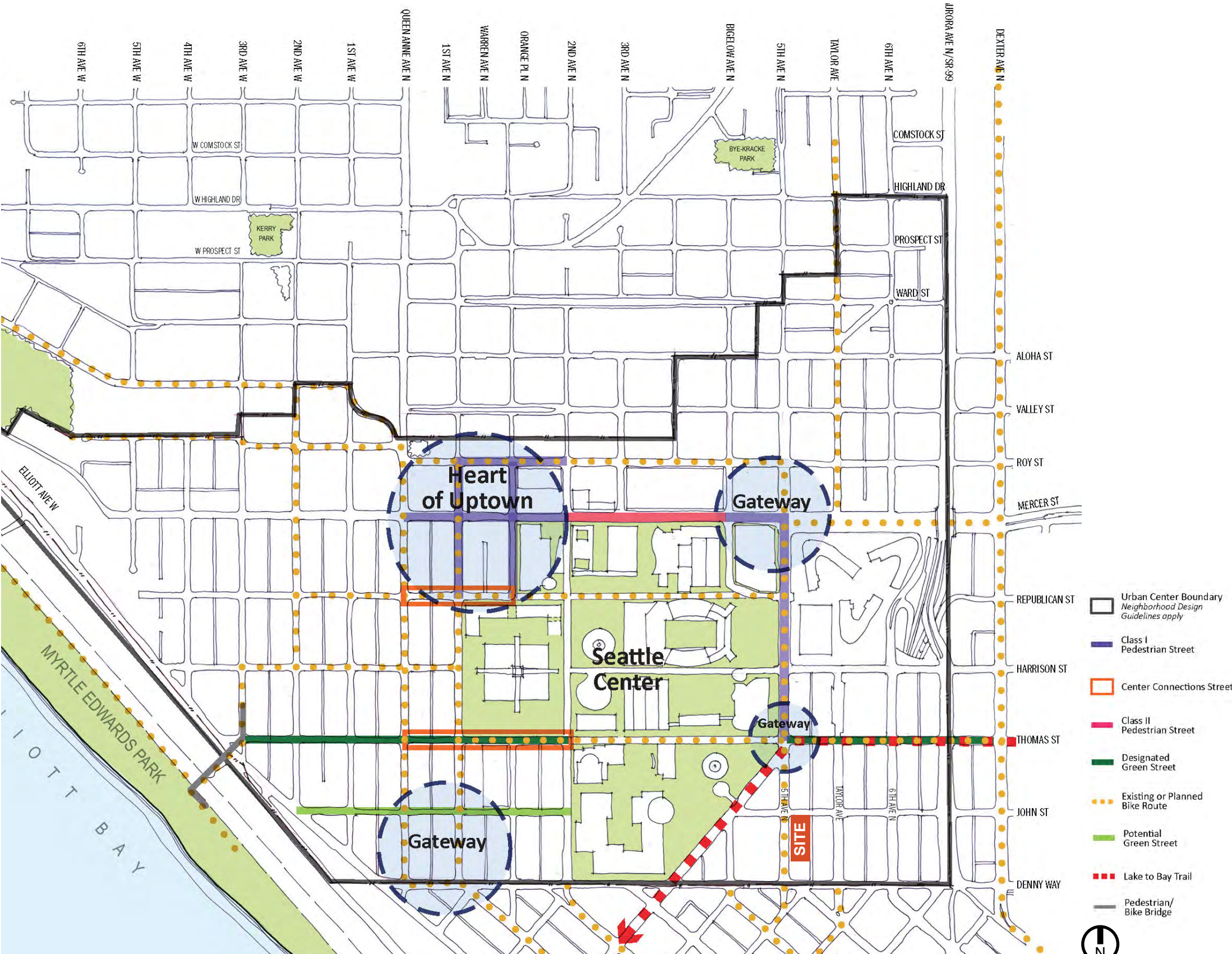
- a. Decorative exterior treatments using brick, tile, and/or other interesting more modern exterior finish materials are strongly preferred.
- b. Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Materials at the street level should be of the highest quality..
- c. Use materials, colors, and details to unify a building’s appearance; buildings and structures should be clad with compatible materials on all sides. Where buildings have side setbacks adjacent to other buildings, materials and design treatments should intentionally ‘wrap the corner’ of window and door openings, and at building corners, so cladding materials and treatments appear substantial, and not two-dimensional or paper thin.

RESPONSE

Final materials are still being refined, but the desire for all exterior materials is to provide a sophisticated contemporary take on the eclectic and delightful themes present in the architecture from the 62’ Worlds Fair. Facades with bold color varied scales of texture will be used to create a resilient and timeless finish.

The “datum of delight” we are using to organize the massing of the building, will also inform how materials are distributed across the facades. The upper levels will maintain a unified aesthetic that responds to the scale of the city, and provide an engaging visual stop for those traveling on the monorail. The lower levels will utilize materials which bring the experience down to the pedestrian scale and intimate quality.

The project is designed to wrap all corners with substantial amount of solid material to minimize the effect of “two-dimensional” surface application and to maintain an high quality integrated facade.









OPPORTUNITIES:

- Exceptional London Plane Tree**  
Large mature trees are unique in this area of the city and provide shade coverage, interest, and continuity of canopy with other large trees along John Street.
- Views + Access**  
The site is located with views to and from Seattle Center and is located along the monorail alignment, making the project a prominent addition to the neighborhood.
- Corner Site**  
While not considered a primary gateway into the Uptown Urban Center, corner sites provide the opportunity to create engaging spaces at the ground level that signal arrival, and upper massing moves that celebrate corner opportunities for views and visibility

- Optimistic Context of 1960's Futurism**  
The historical context of the World's Fair and its optimistic outlook on the future has provided the team inspiration since the beginning of the project.
- Monorail Alignment**  
The relationship of the site to the monorail makes this site a key visual stop along its alignment and can become a dynamic piece of Seattle Center's arrival and departure sequence.

CONSTRAINTS:

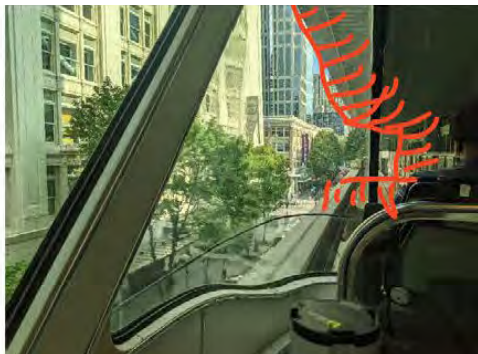
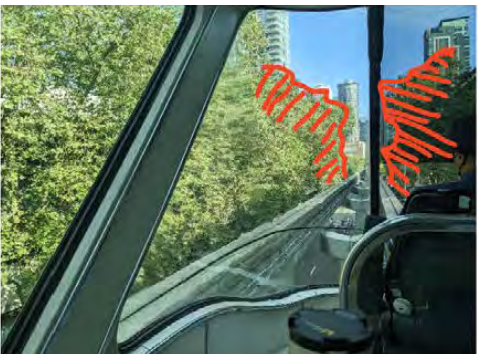
- Exceptional London Plane Tree**  
Large mature trees require consideration of drip line, root locations, and solar access. While they add additional layers of complexity to below-grade parking and above-grade massing, accommodating these elements is desired.
- Monorail Supports on 5th Avenue**  
The monorail supports along 5th Avenue require special consideration in how the street-level experience is composed. The team intends to align the rhythm of facade, entry, and landscape elements to work with and celebrate these structures. Additionally, these supports will influence the below grade design as they have special structural requirements.
- Current 5th Avenue Activation**  
5th Avenue is currently home to 4-lanes of vehicular traffic, the monorail structure, and back of house uses for Komo Plaza. Because of this, the pedestrian zone is nondescript and lacks identity.



SEATTLE CENTER | MoPOP



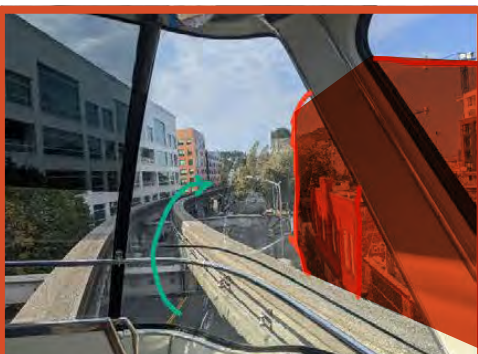
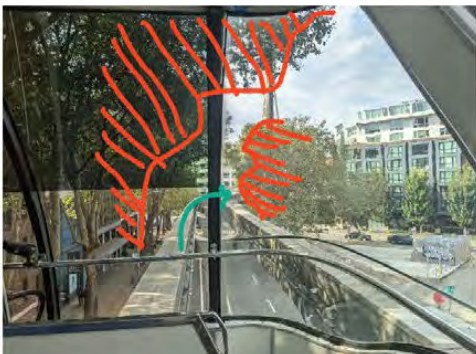
SITE



DOWNTOWN



DOWNTOWN



SITE



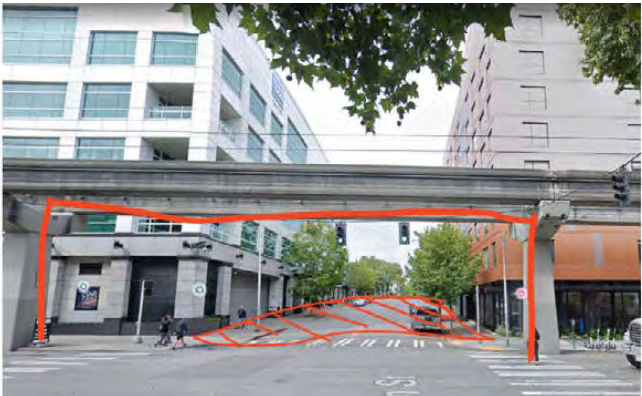
SEATTLE CENTER | MoPOP

FRAMING ALONG MONORAIL

The experience of the monorail is composed of moments of compression and release. This sequence of scale shifts and perspective changes is something the project has the opportunity to add to, enriching the experience of traveling along this historic conduit.



VIEW LOOKING SOUTH @ 5TH AVE



VIEW LOOKING WEST @ JOHN STREET



VIEW LOOKING NORTH @ 5TH AVE

FRAMING BY MONORAIL

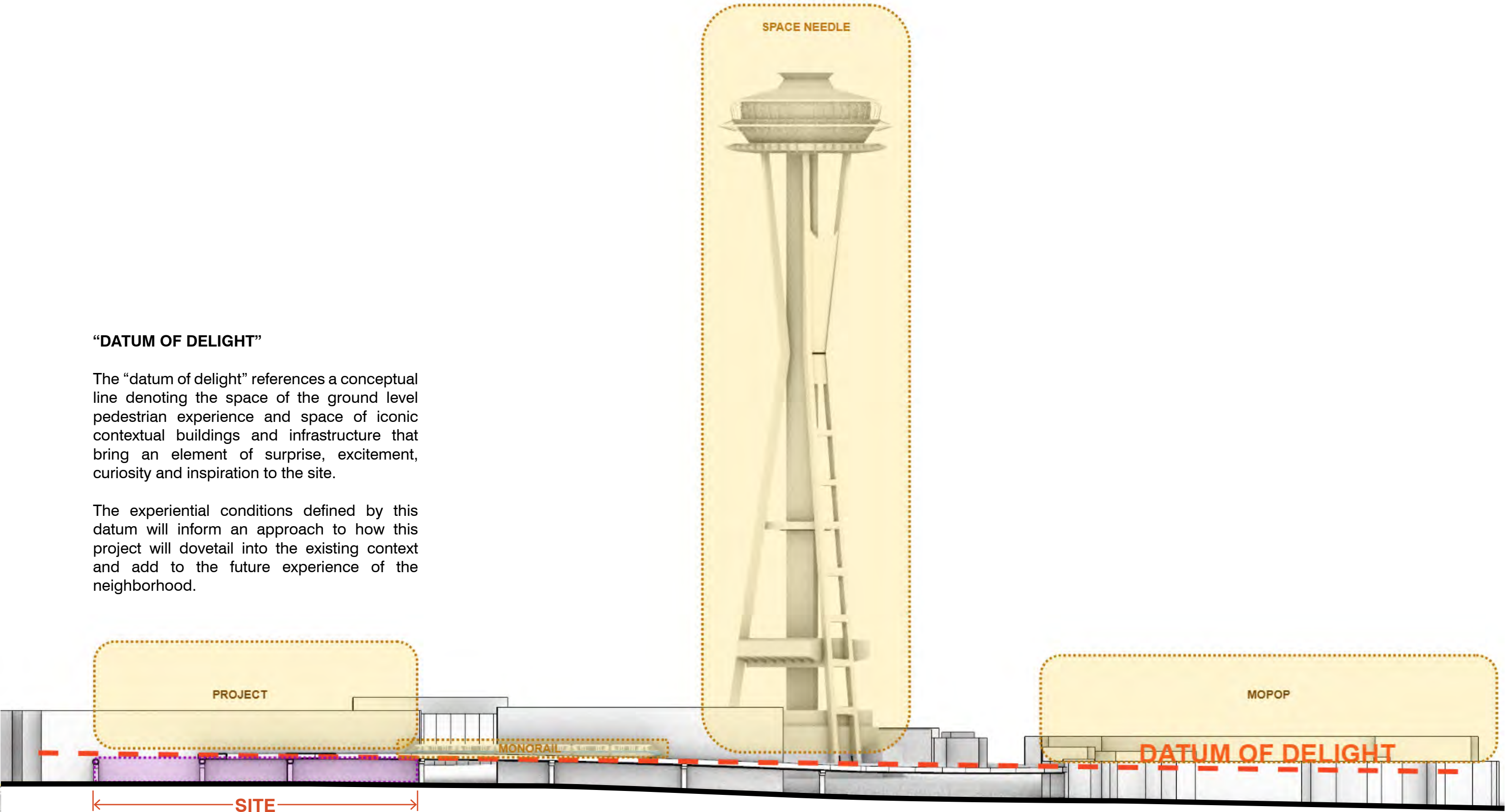
The monorail itself has a distinct framing quality on this site due to two factors. First are the steel arches which span 5th Avenue. These only exist in this location along the monorail and provide an opportunity to celebrate entry to Uptown. Second is the rail itself, which creates a threshold along John to Seattle Center. The project intends to use these structural urban elements to organize the site and massing components.



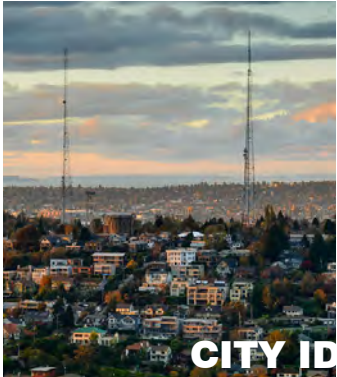
“DATUM OF DELIGHT”

The “datum of delight” references a conceptual line denoting the space of the ground level pedestrian experience and space of iconic contextual buildings and infrastructure that bring an element of surprise, excitement, curiosity and inspiration to the site.

The experiential conditions defined by this datum will inform an approach to how this project will dovetail into the existing context and add to the future experience of the neighborhood.







**UPPER-LEVEL EXPERIENCE**

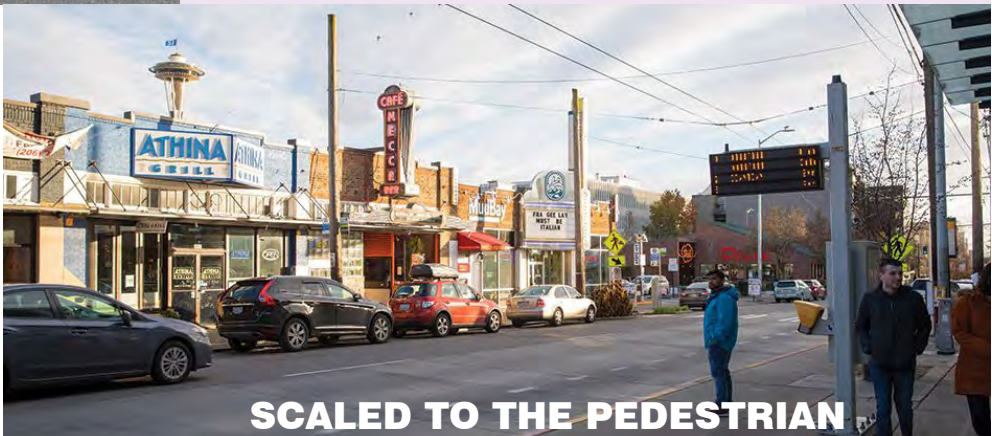
- Larger Scale
- Dynamic Elements
- Gateway / Processional Movement
- Color
- Passive Interaction
- Speed of Interaction - Fast



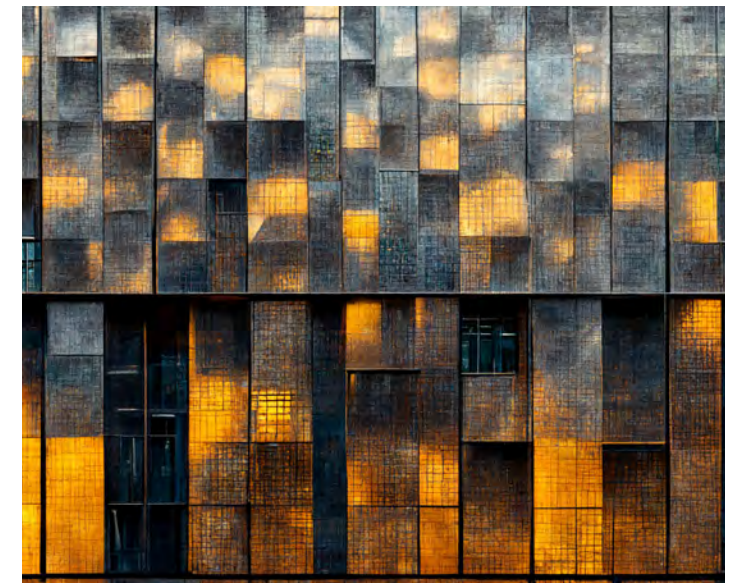
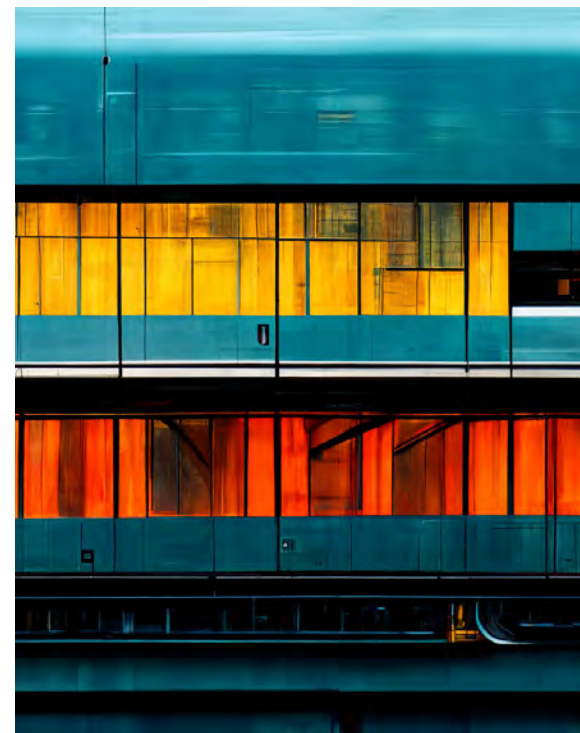
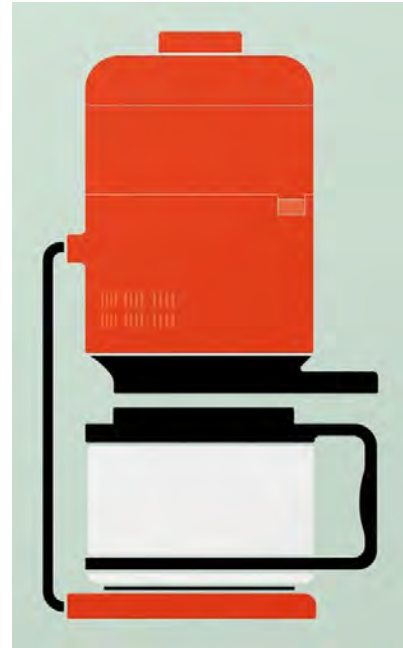
**DATUM OF DELIGHT**

**GROUND-LEVEL EXPERIENCE**

- Human Scaled Elements
- Accessible Open Space
- Transparency
- Active Frontages
- Direct Interaction
- Speed of Interaction - Slow







### INSPIRATION

- Project draws from the spirit of optimism present in the Space and Atomic Age, and at the Seattle Wolds Fair.
- Bold design which projects a world to emerge through advances in science, technology, and changing cultural priorities.
- Dynamic forms expressed in simple and elegant ways

### GOAL

- Inspire future development that is grounded in the festive, creative, and unique culture of the Uptown neighborhood.



MASSING CONCEPT 1 - SIMPLE VOLUMES

GROSS FLOOR AREA: 203,854 SF  
COMMERCIAL FAR: 189,081 SF  
RETAIL SF: 5,575 SF

- PROS-**
- Code compliant
  - Efficient floor plates and parking layout
  - 3000SF open space and through block to south
  - Setback from south property line increases clear glazing area
- CONS-**
- Exceptional tree is not retained
  - Monolithic massing
  - Greatest effect on solar access for sites to north
  - Open space may lose solar access if project is built to the south



MASSING CONCEPT 2 - SLIPPED BARS

GROSS FLOOR AREA: 204,149 SF  
COMMERCIAL FAR: 189,507 SF  
RETAIL SF: 4,528 SF

- PROS-**
- Exceptional tree is retained
  - Varied massing and facade modulation
  - 3000 SF open space activates corner
  - Increases solar access provided to north by opening corner
- CONS-**
- Departures Required
  - Less efficient floor plates and parking layout
  - Open space flanked by two perpendicular facades
  - Extruded massing components



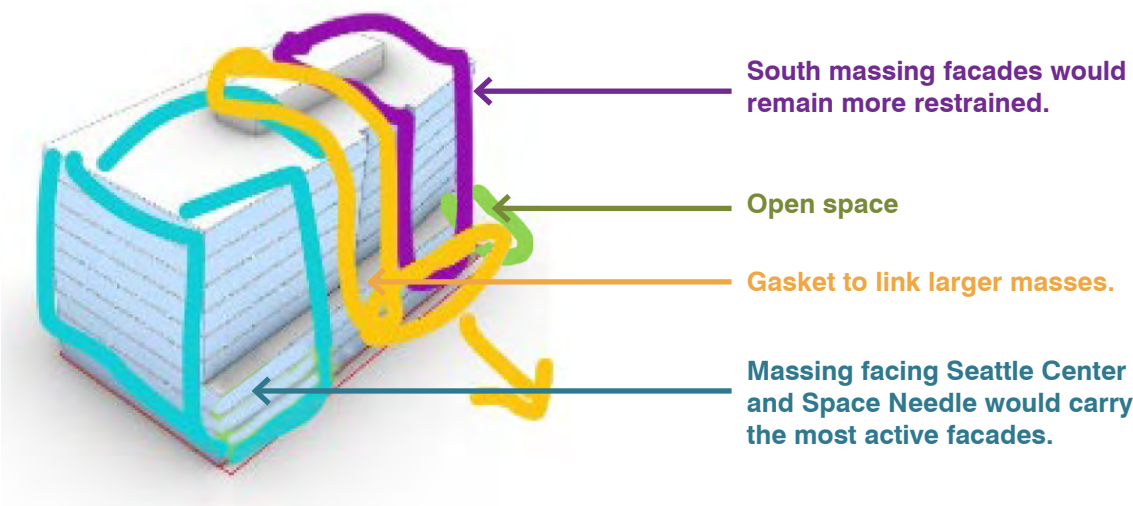
PREFERRED CONCEPT - INFLECTION

GROSS FLOOR AREA: 205,973 SF  
COMMERCIAL FAR: 189,840 SF  
RETAIL SF: 5,708 SF

- PROS-**
- Exceptional tree is retained
  - Continuous massing and facade modulation along John and 5th Ave provide interest along both main streets
  - 3000 SF open space activates corner and extends along John Street
  - Further increases to solar access provided to north by angling corner and stepping the facade of the in as they get closer to the ground.
- CONS-**
- Departures Required
  - Less efficient floor plates and parking layout







**MASSING CONCEPT 1 - STACKED VOLUMES**

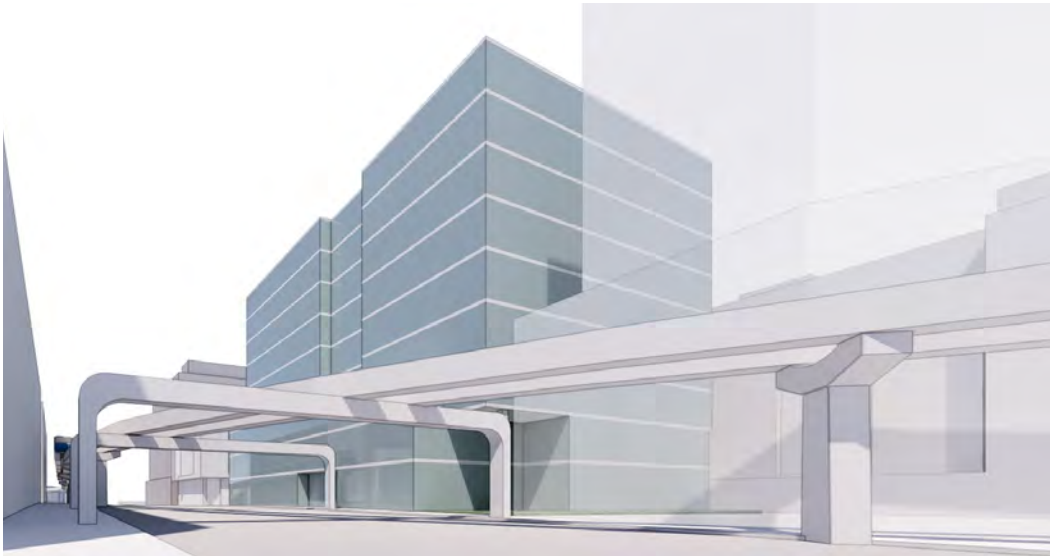
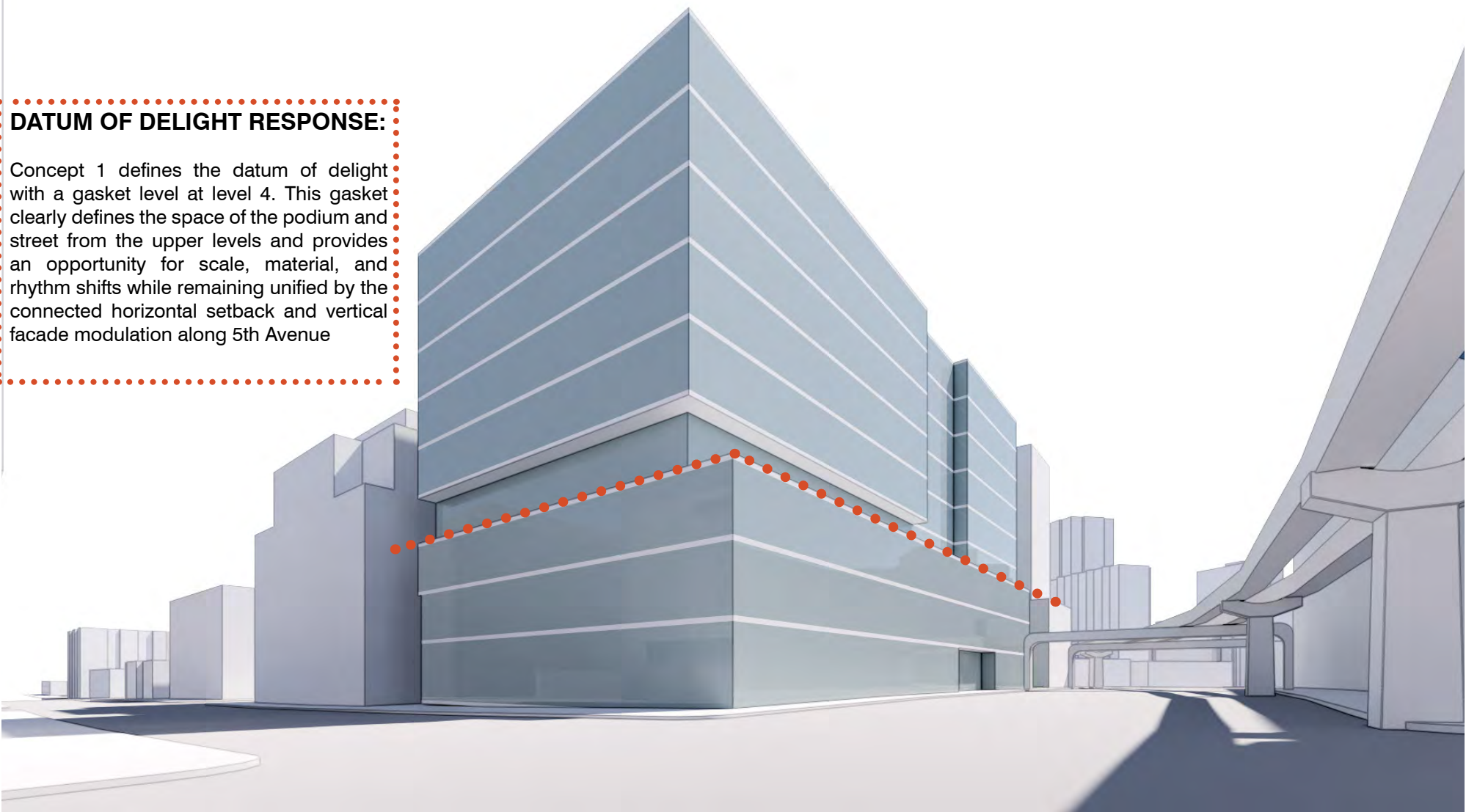
This concept is a fully code compliant option which uses restrained massing moves to respond to site conditions and land-use requirements.

This option does not retain the exceptional tree to the north, but provides a 3,000 SF open space and through-block connection from 5th Avenue to the alley. Two volumes make up the upper floors with a gasket separating them from the podium on the north side.

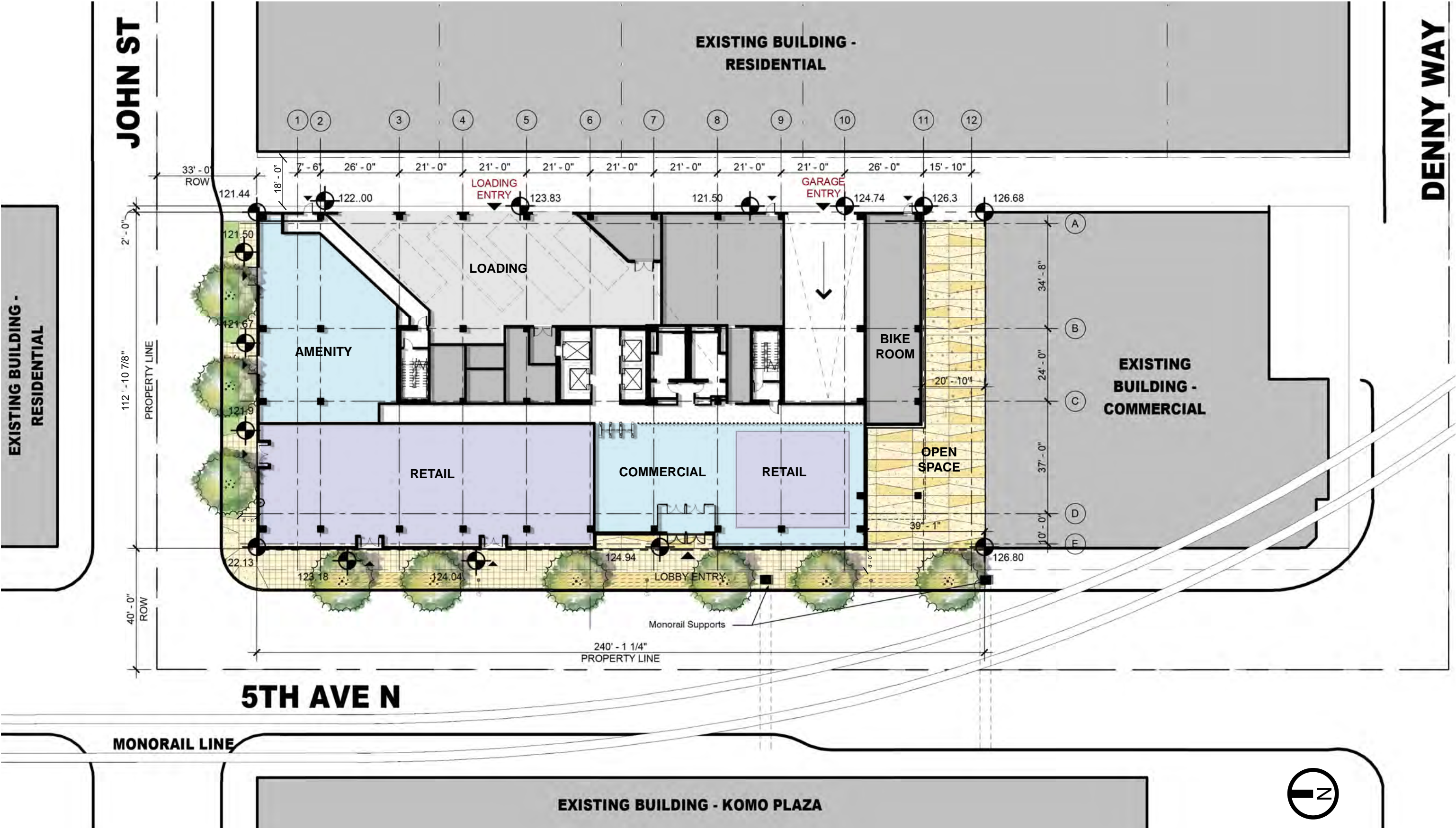
The north volume creates a prow toward Seattle Center and the Monorail, where the design team envisions more active and dynamic facades. The southern volume would have a more staid character acknowledging that there will likely be a building on the Fat City site to the south in the future. Between the two primary volumes is a gasket which extends vertically from the top of the building and wraps the northernmost volume to provide a differentiation in massing between the podium and upper levels.

**DATUM OF DELIGHT RESPONSE:**

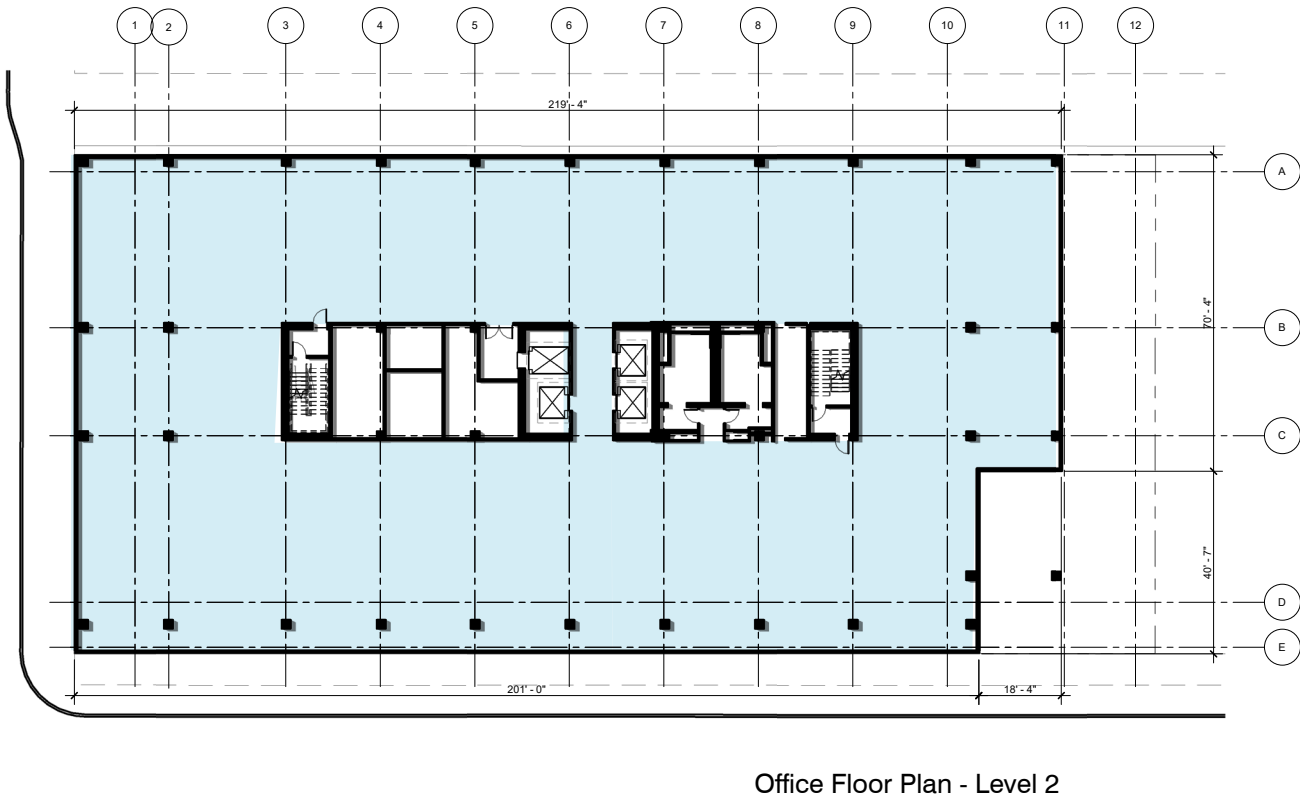
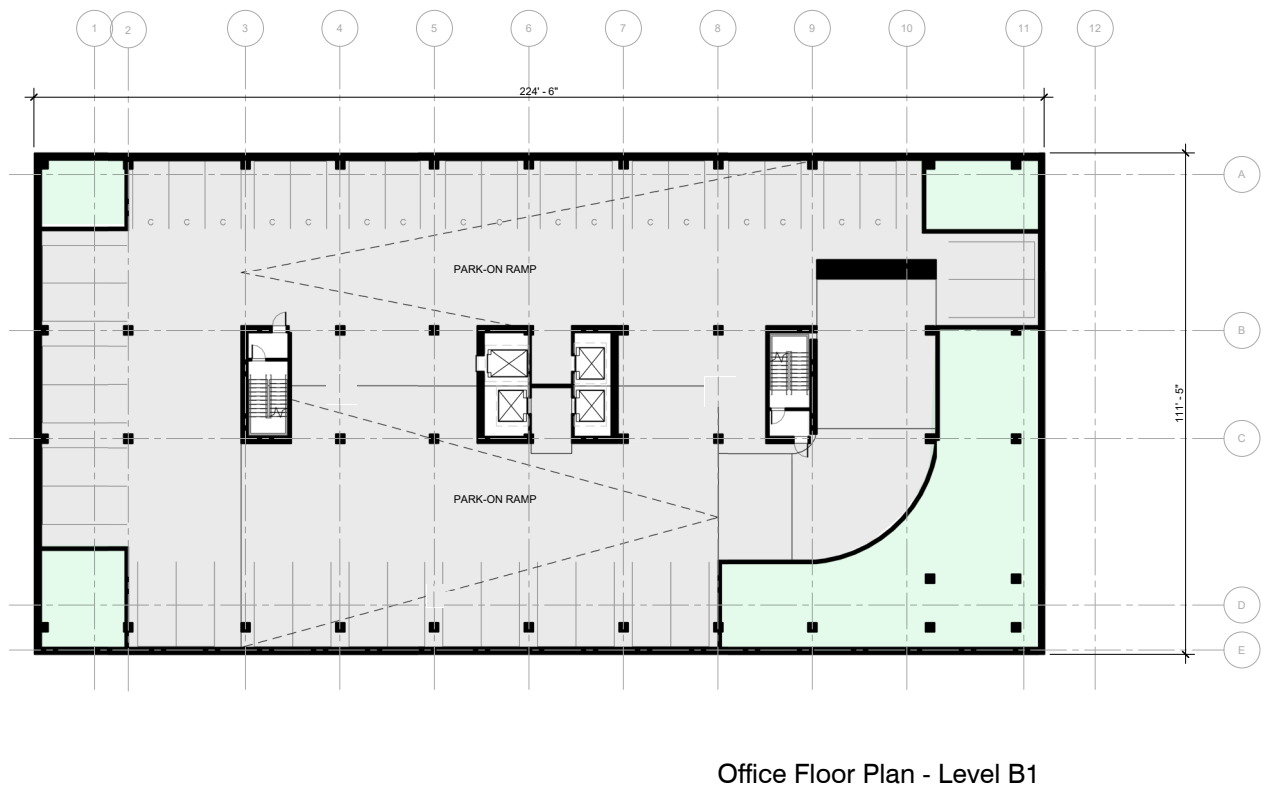
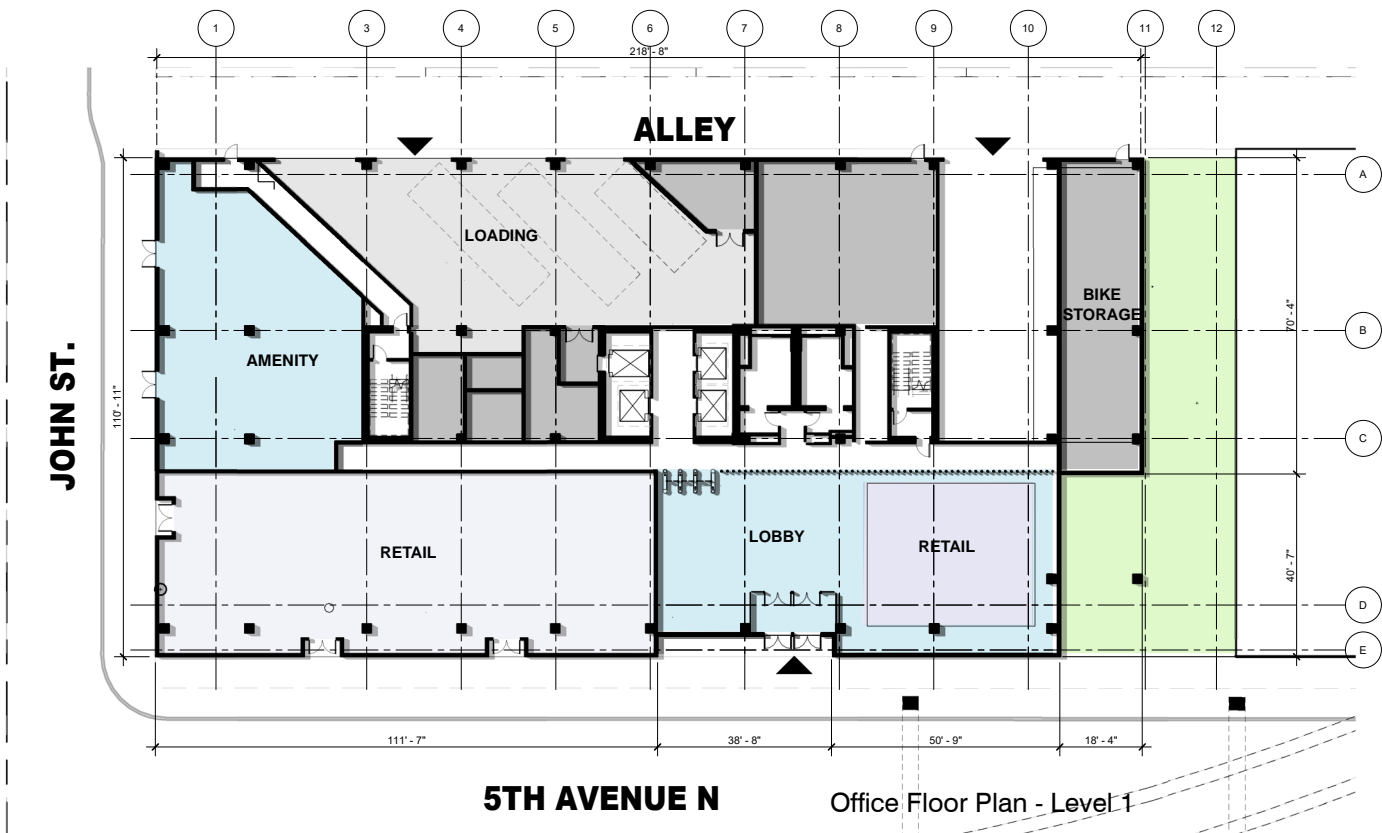
Concept 1 defines the datum of delight with a gasket level at level 4. This gasket clearly defines the space of the podium and street from the upper levels and provides an opportunity for scale, material, and rhythm shifts while remaining unified by the connected horizontal setback and vertical facade modulation along 5th Avenue









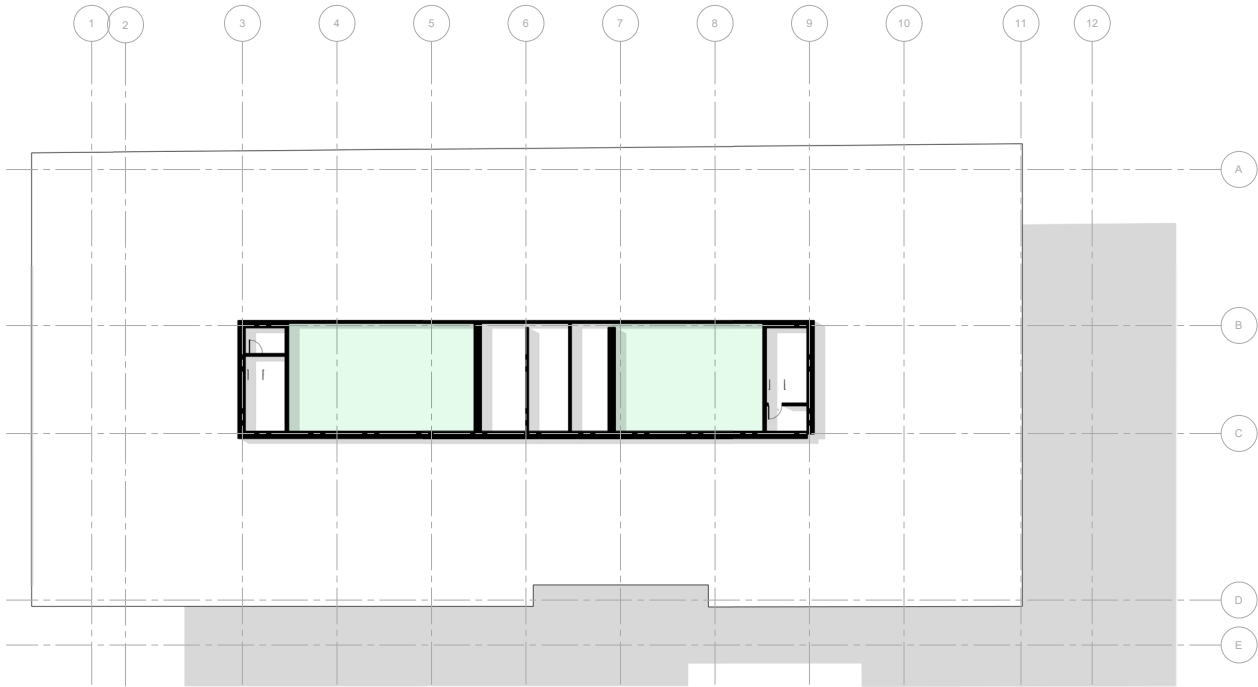


Parking Stall Count: 105-Stalls





Office Floor Plan - Level 5 (typ. of 5-9)

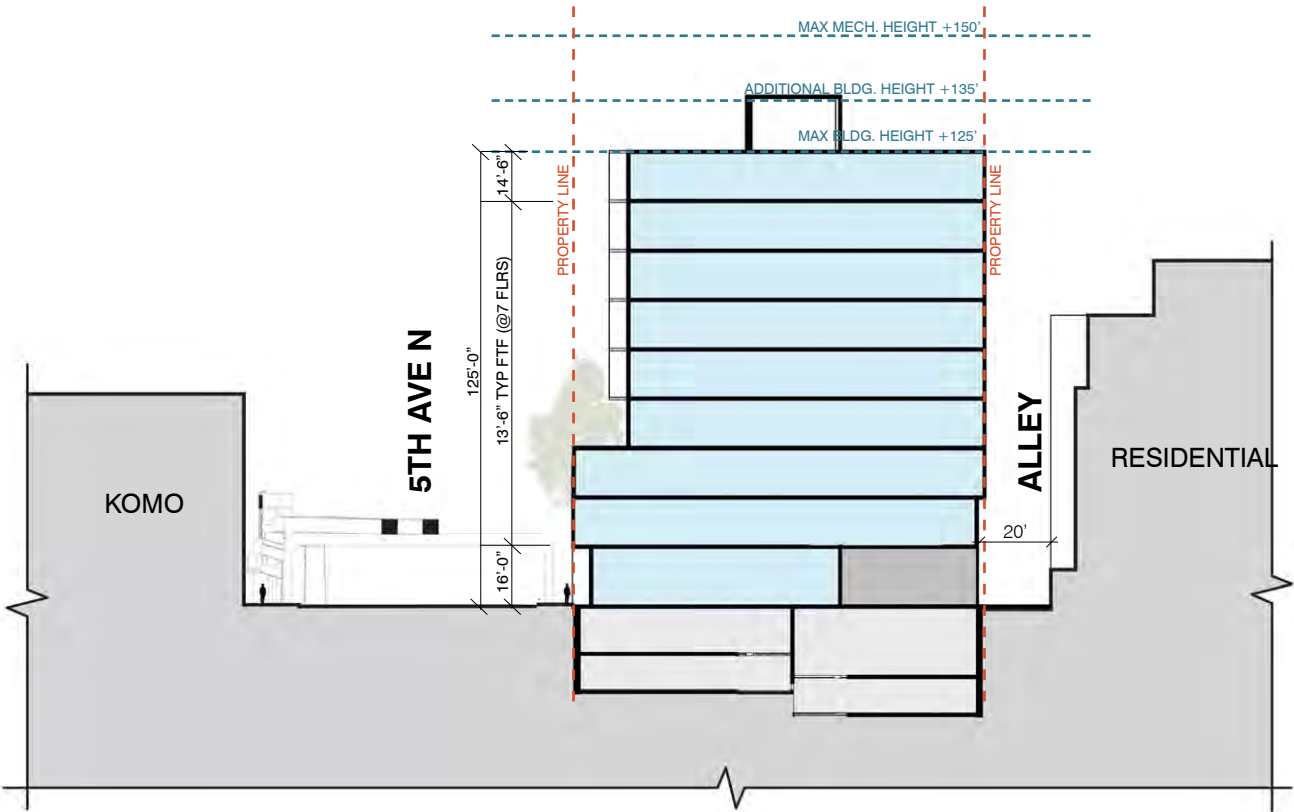
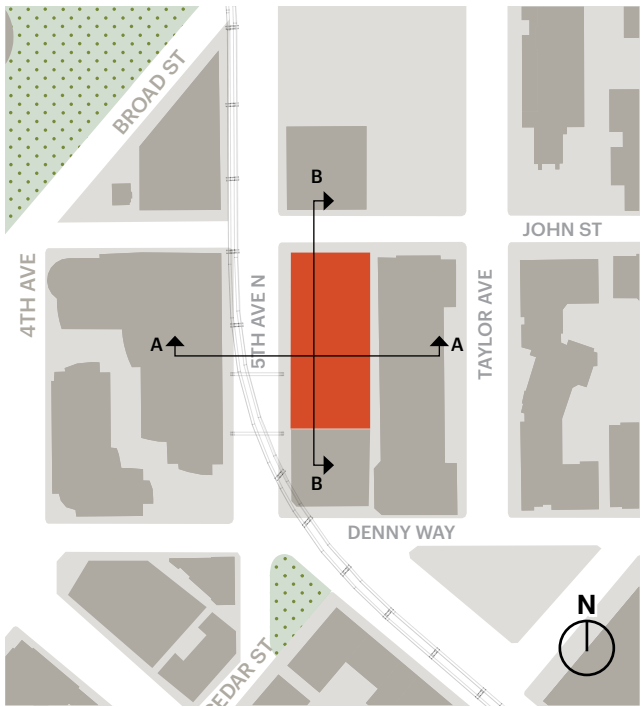


Office Floor Plan - Roof

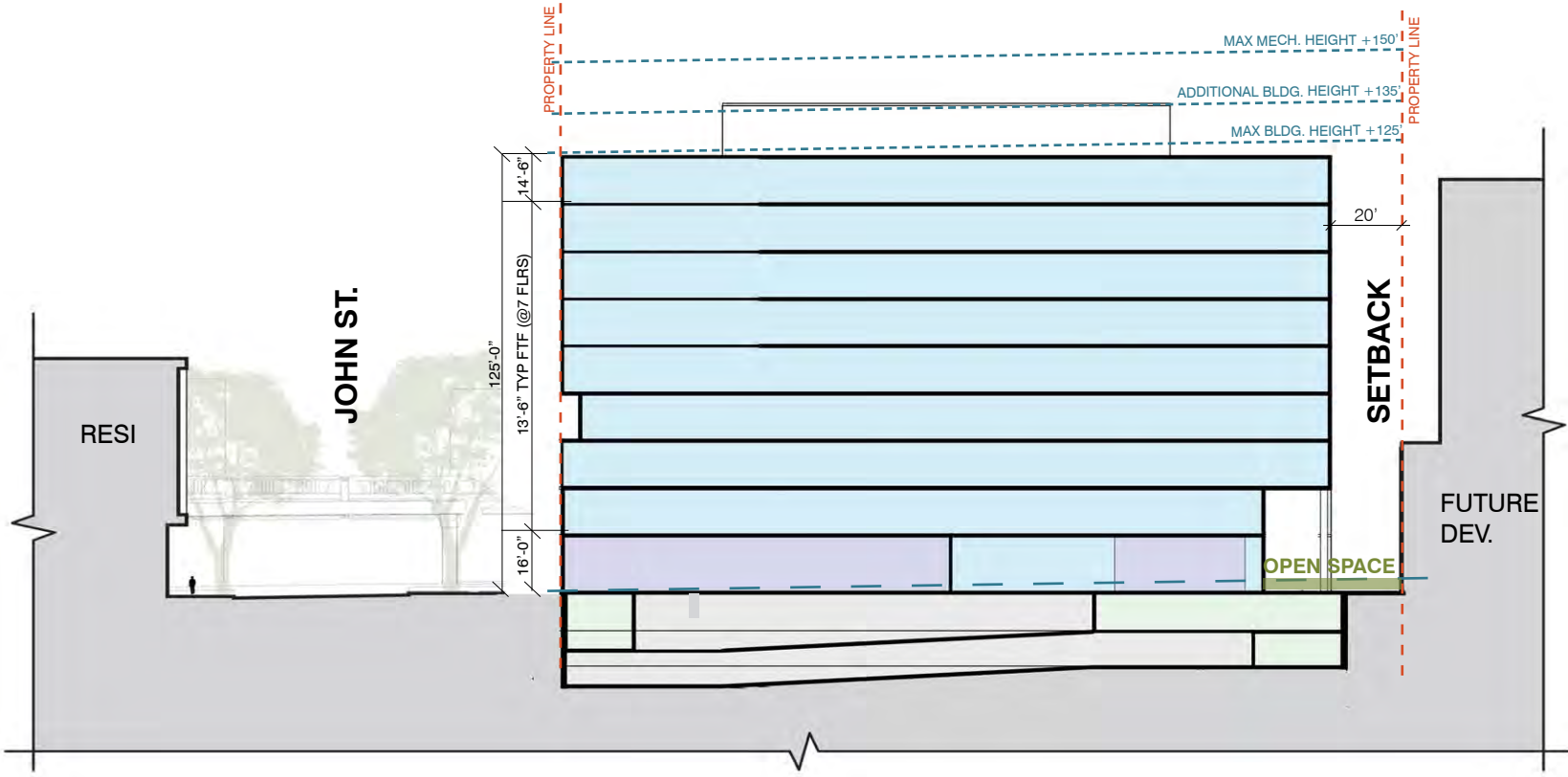


Office Floor Plan - Level 4



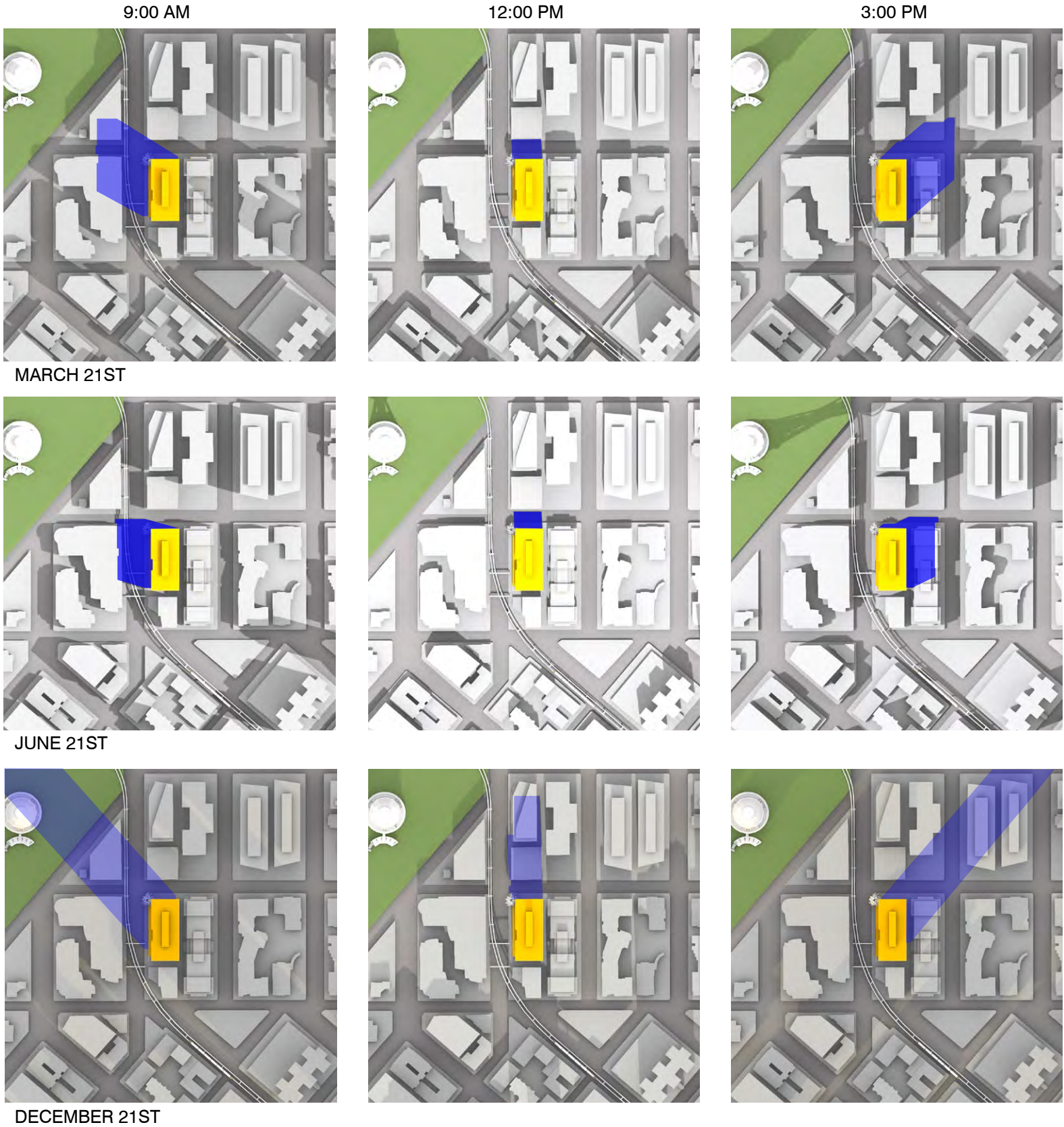


Section AA

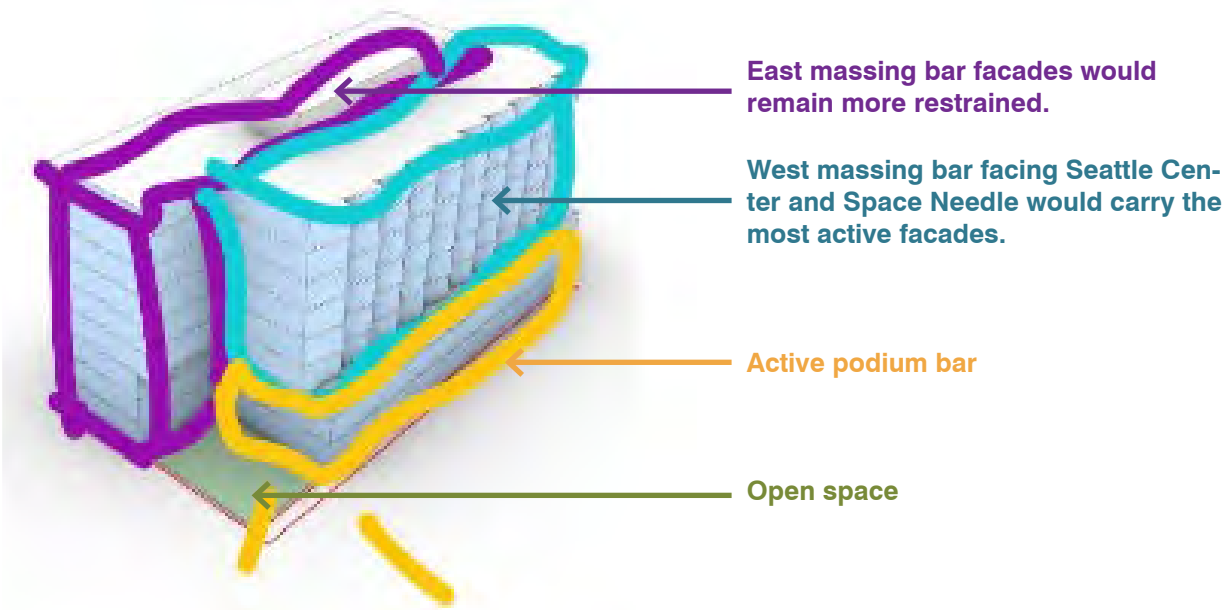


Section BB









**MASSING CONCEPT 2 - SLIPPED BARS**

Slipped Bars is composed of three massing volumes, retains the tree to the north, and moves the open space to the NW corner of the site to create a gracious and engaging pedestrian experience at the intersection of 5th Avenue and John Street.

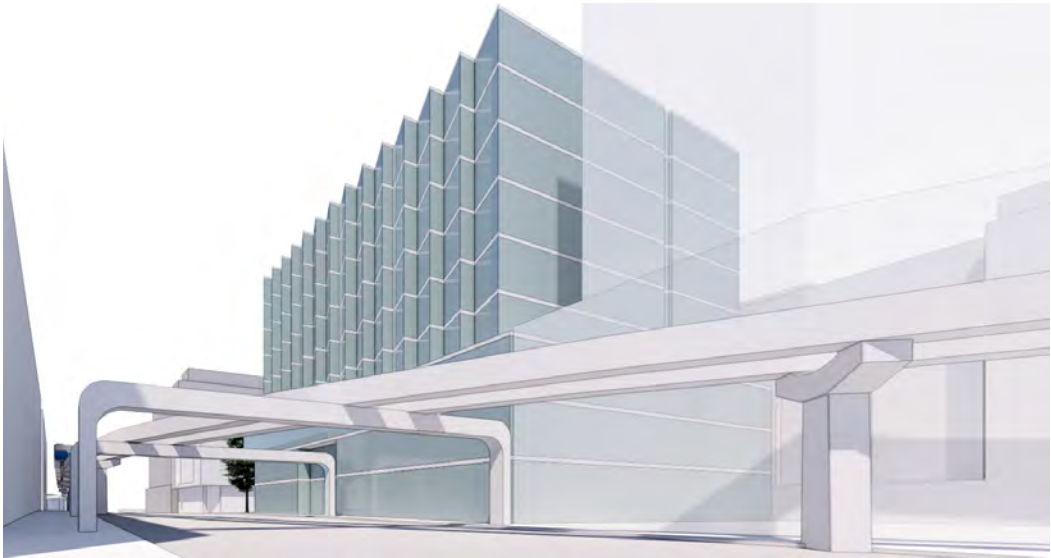
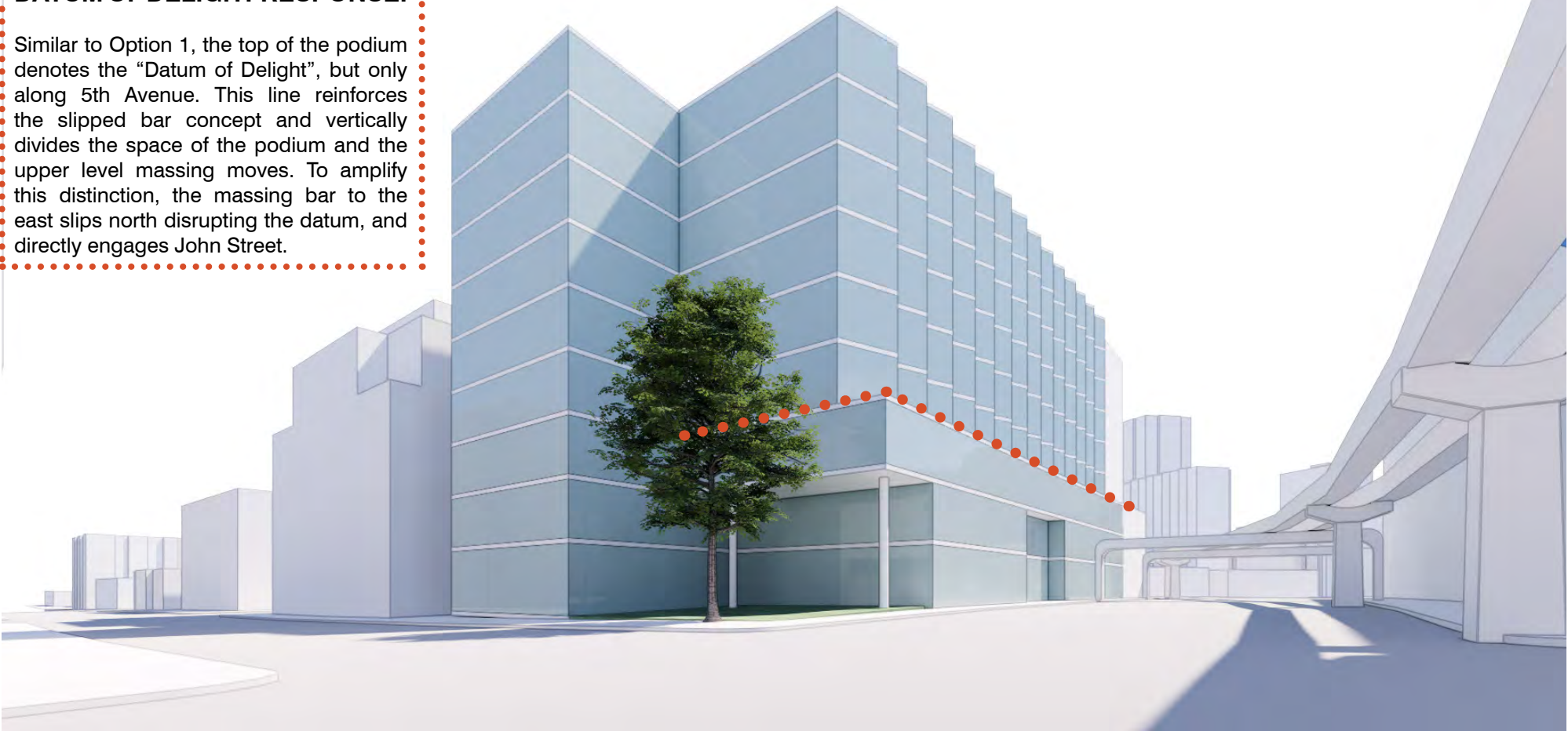
The podium holds the frontage along 5th and creates a bar of pedestrian scaled facades and active uses. To the east, a full height bar creates a vertical massing element connecting the podium to the upper levels. The upper floors facing the Monorail and Seattle Center on the west side of the site would modulate in a uniform, but dynamic way to provide a point of interest along the Monorail alignment.

This option requires departures in the following areas:

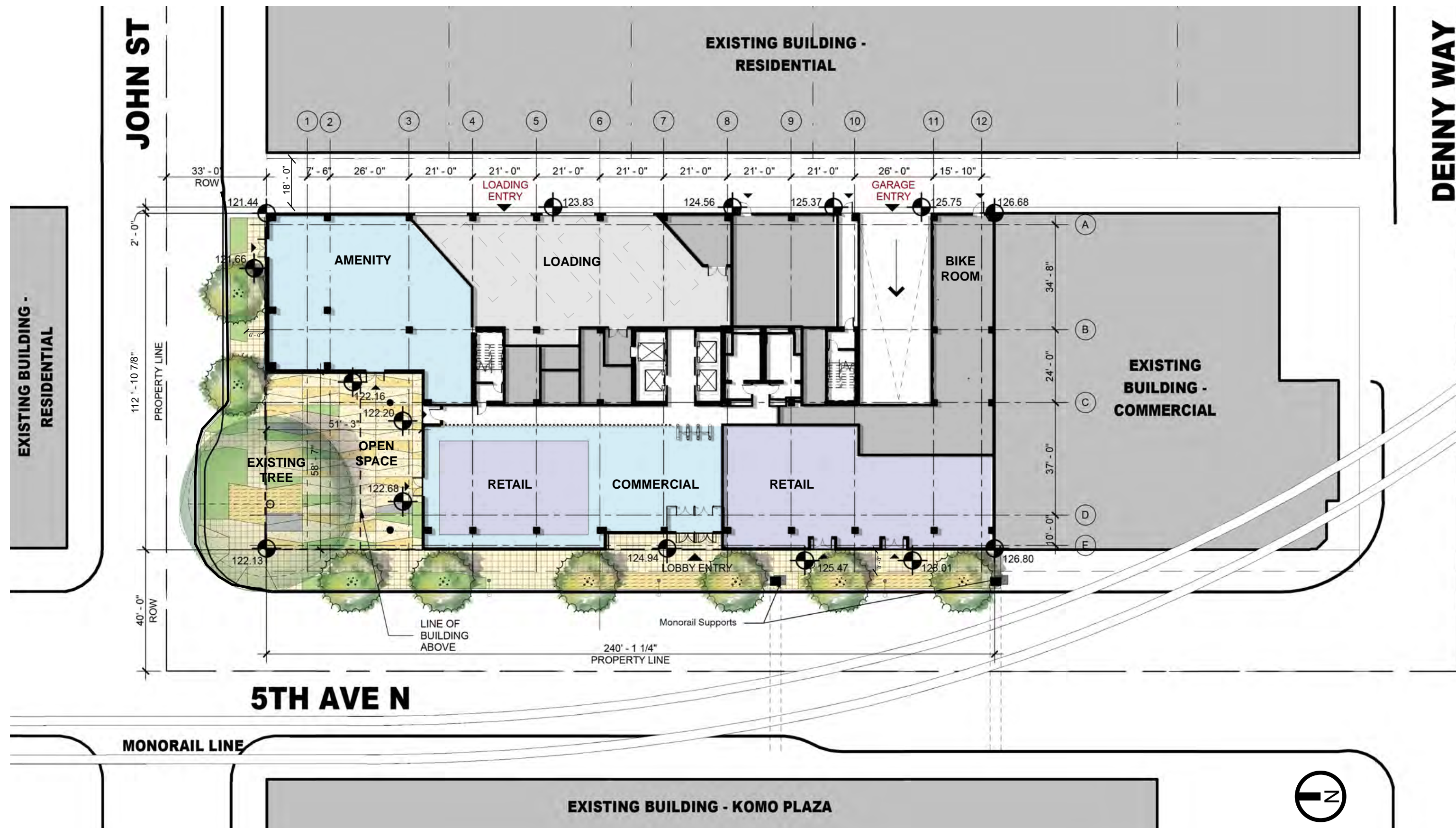
- Open Space Coverage
- Upper Level Setback
- Facade Modulation

**DATUM OF DELIGHT RESPONSE:**

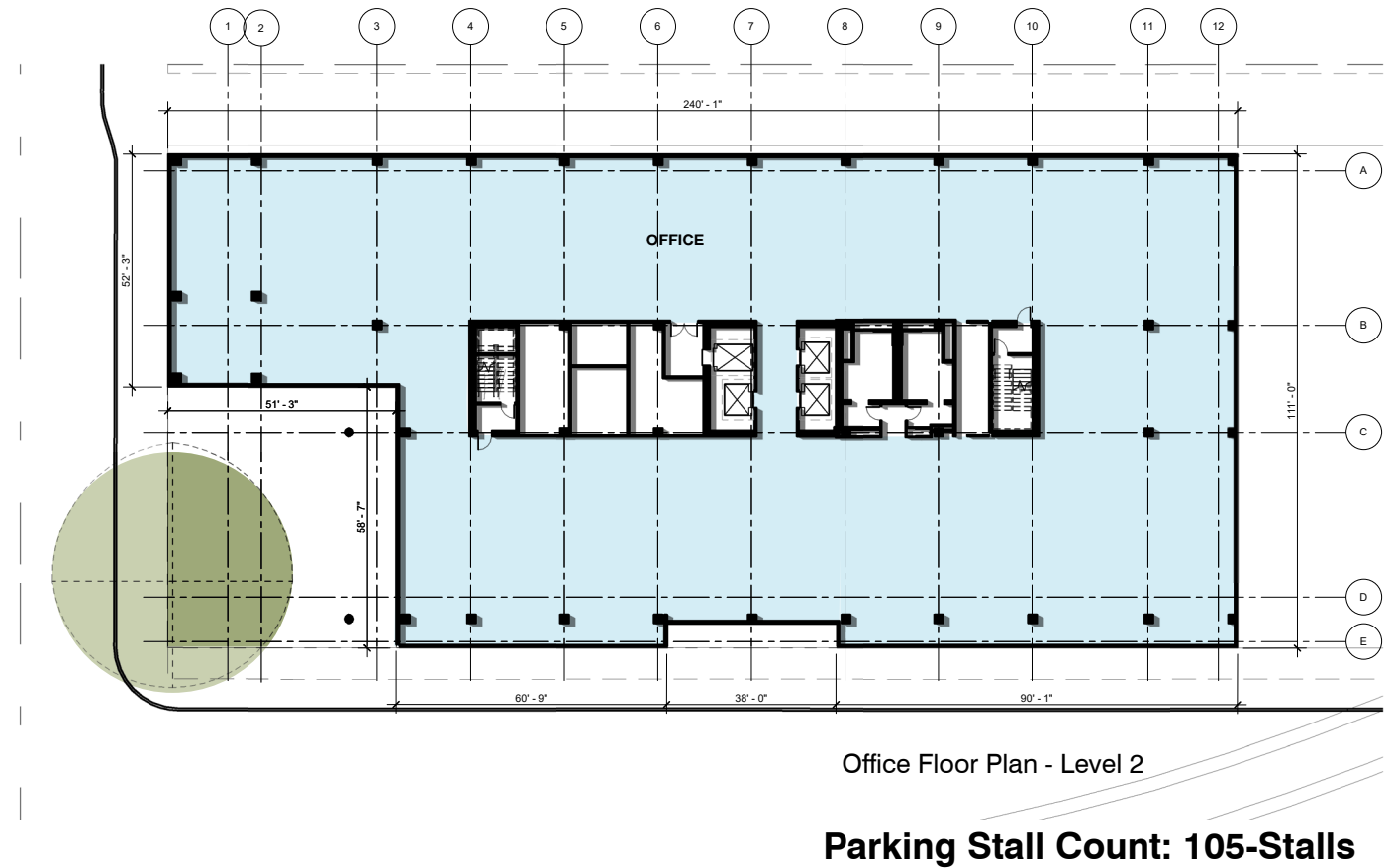
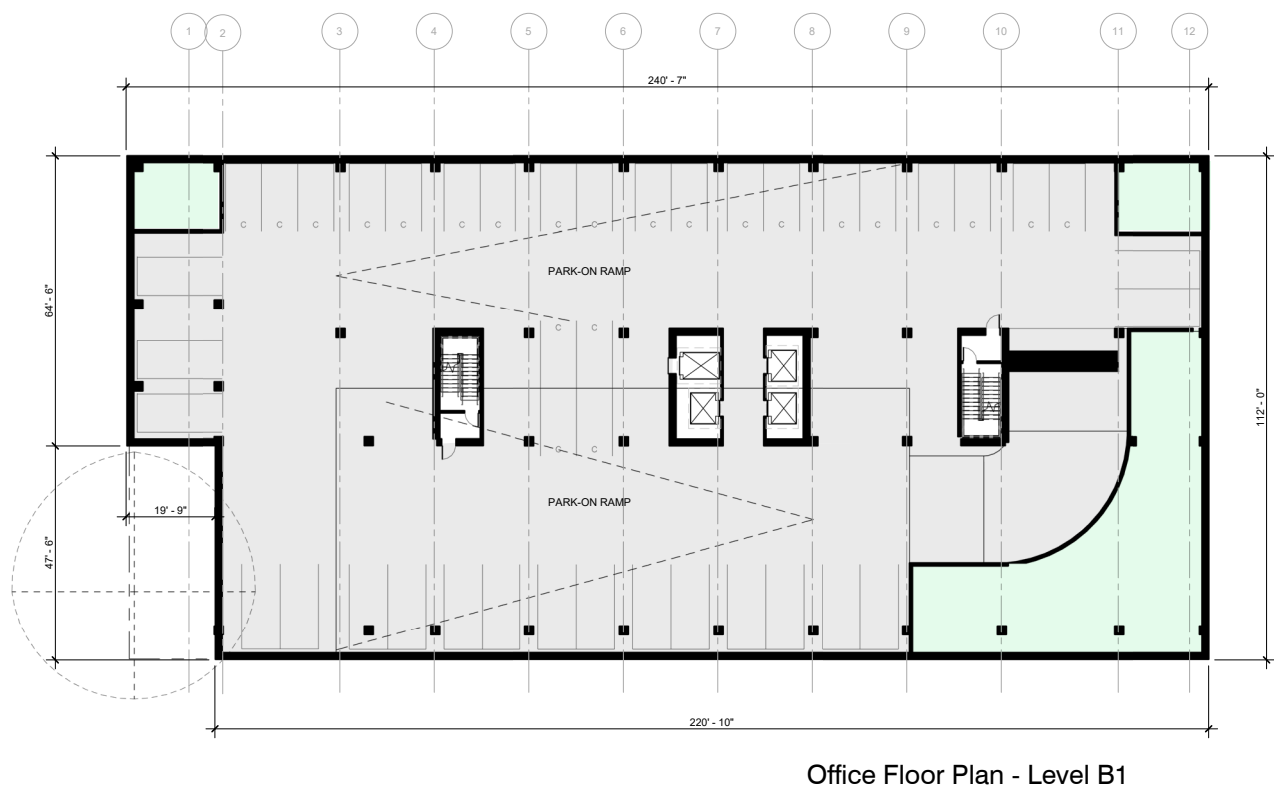
Similar to Option 1, the top of the podium denotes the "Datum of Delight", but only along 5th Avenue. This line reinforces the slipped bar concept and vertically divides the space of the podium and the upper level massing moves. To amplify this distinction, the massing bar to the east slips north disrupting the datum, and directly engages John Street.



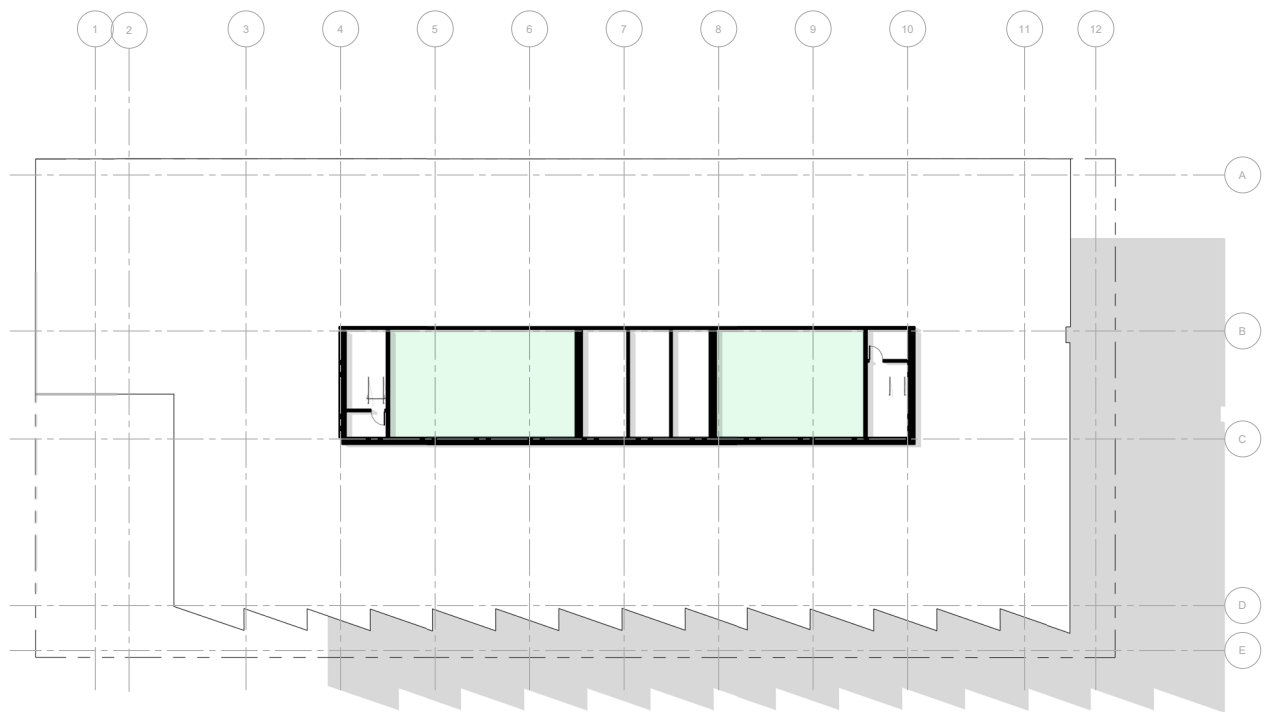




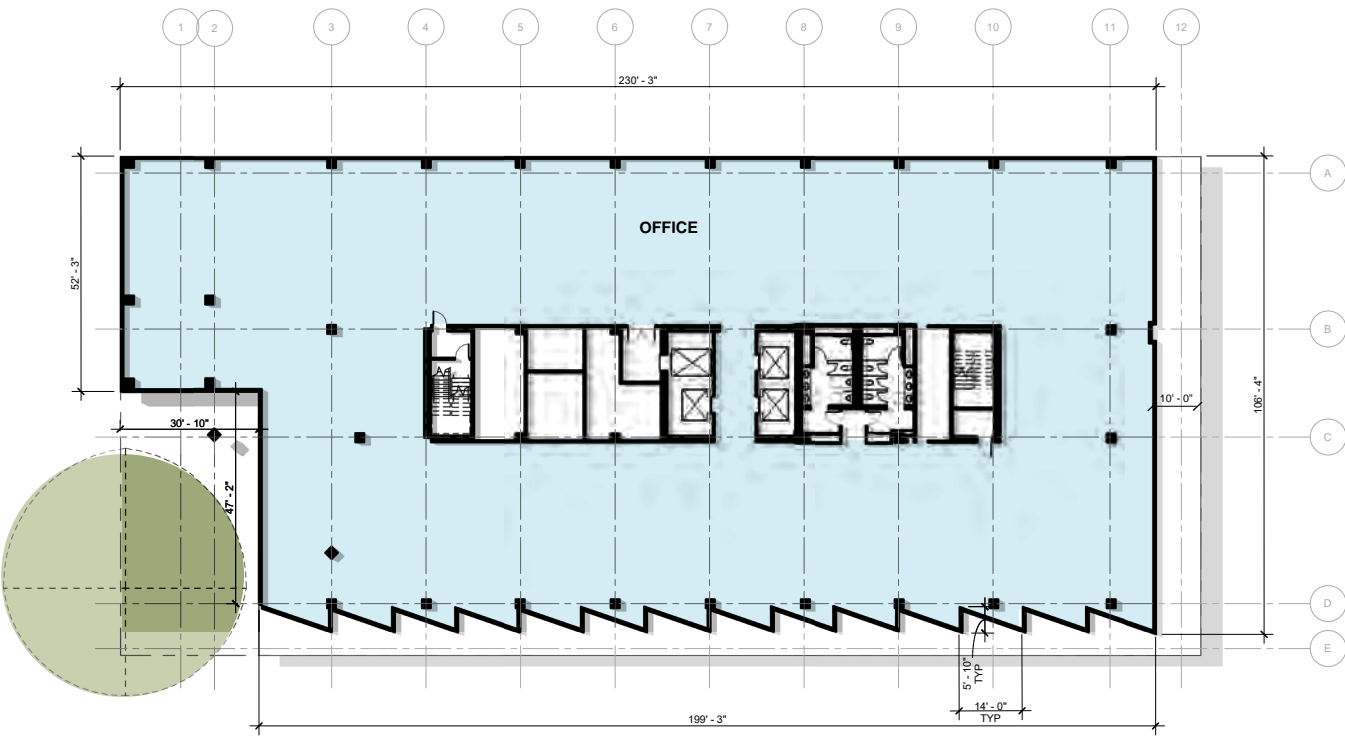






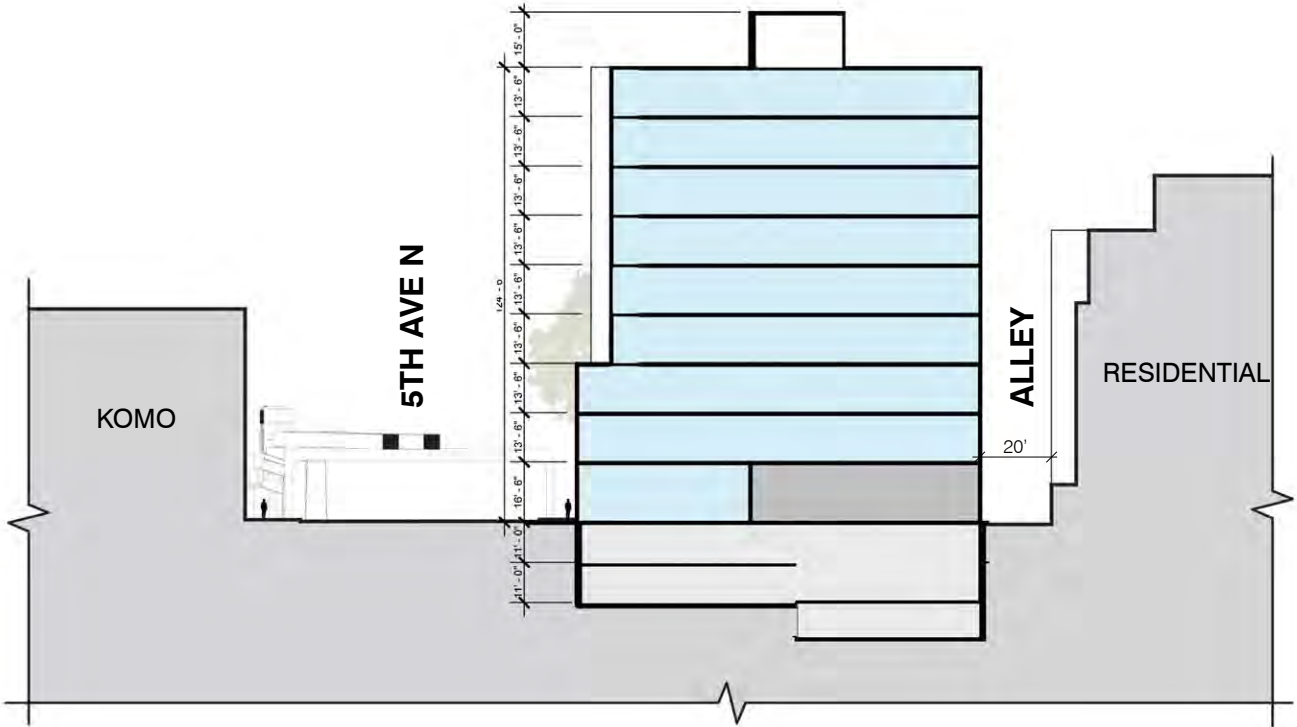
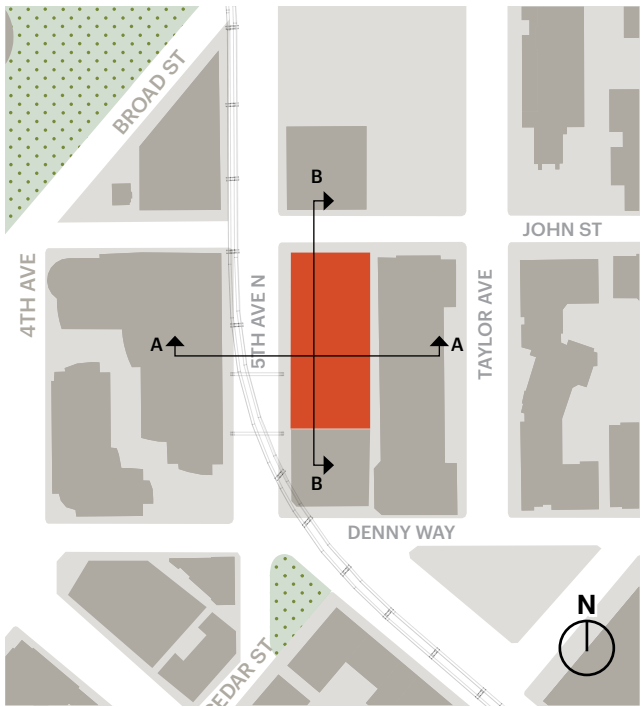


Office Floor Plan - Roof

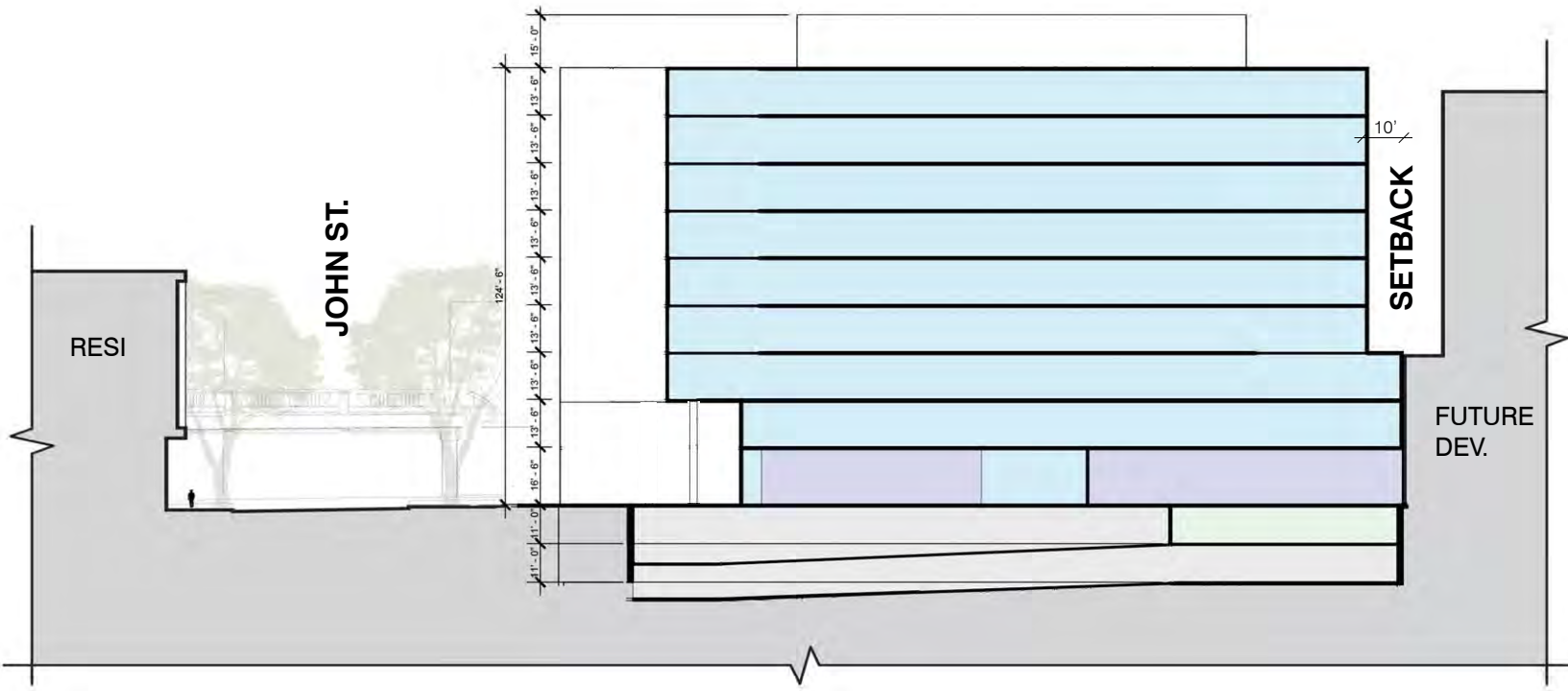


Office Floor Plan - Level 4 (typ. of 4-9)



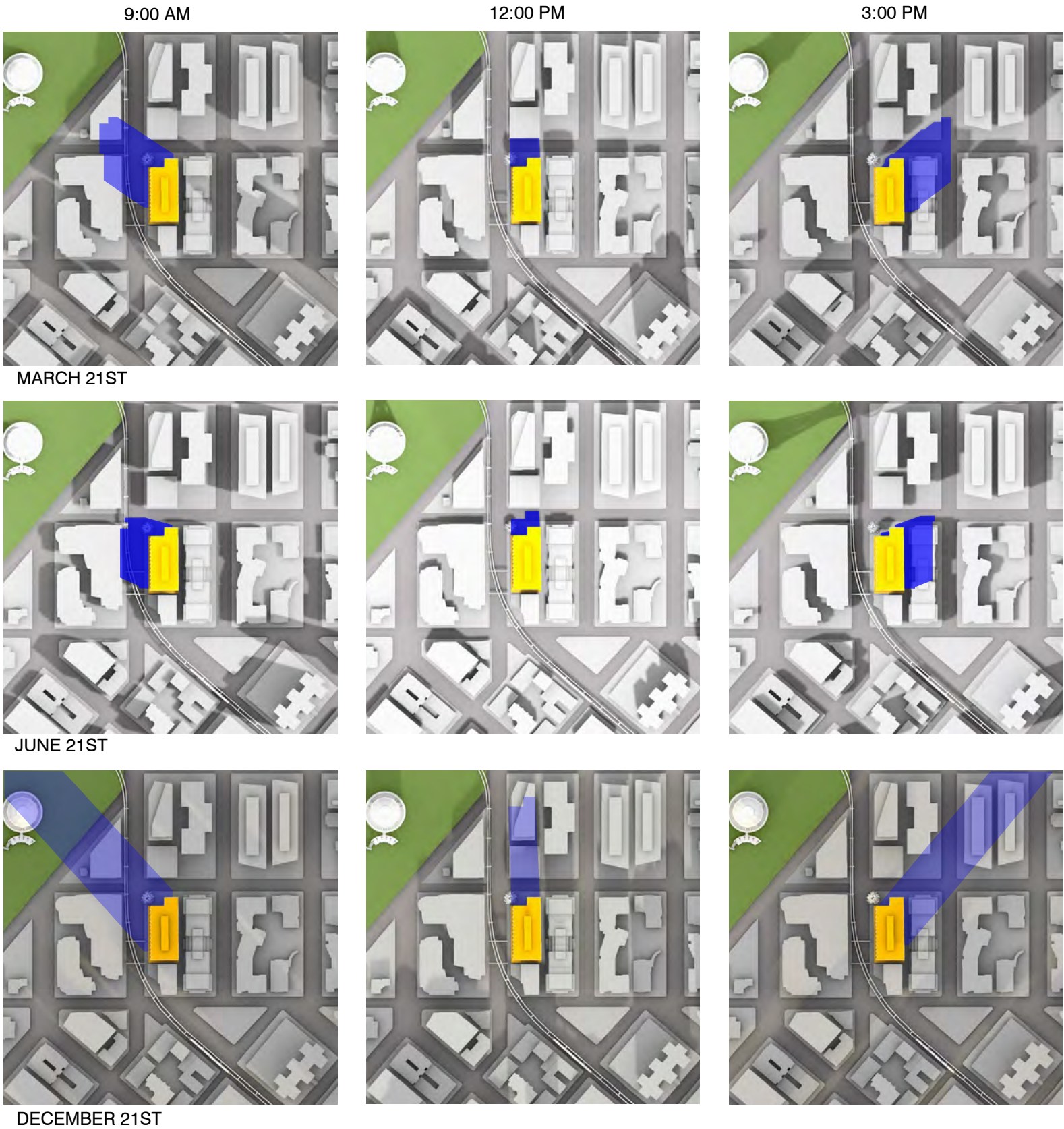


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PREFERRED CONCEPT - INFLECTION

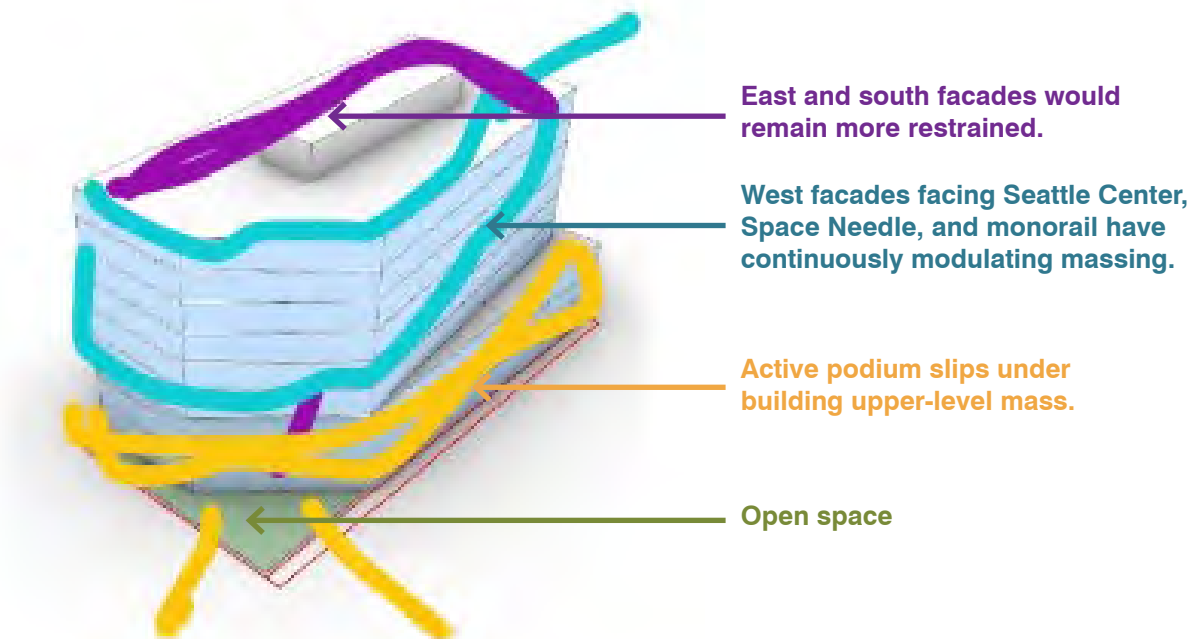
The “Inflection” concept retains the exceptional tree and wraps a 3,000 SF open space around the north side of the property. This allows the upper floors to overhang in a less imposing way over the site. The pedestrian scaled podium and upper floors are linked by a 3rd floor band that unifies the building massing and establishes the datum of delight.

On the upper levels, the north and west facades provide two zones of inflection, creating floors that are unified in their difference and allowing the mass of the building remain coherent while the modulation of the facades remain engaging. The south and east sides of the building will not retain the same massing movement, but the team envisions that the facade system and materials will continue around to these locations.

The podium pulls in at the lobby entry and open space to give those areas greater presence along the frontages of 5th Avenue and John Street.

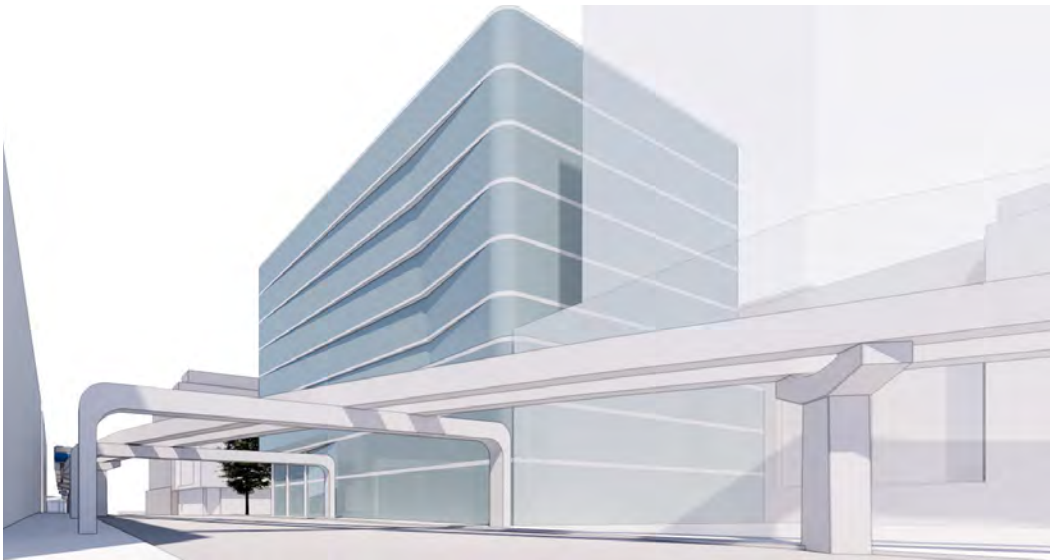
This option requires departures in the following areas:

- Open Space Coverage
- Upper Level Setback
- Facade Modulation

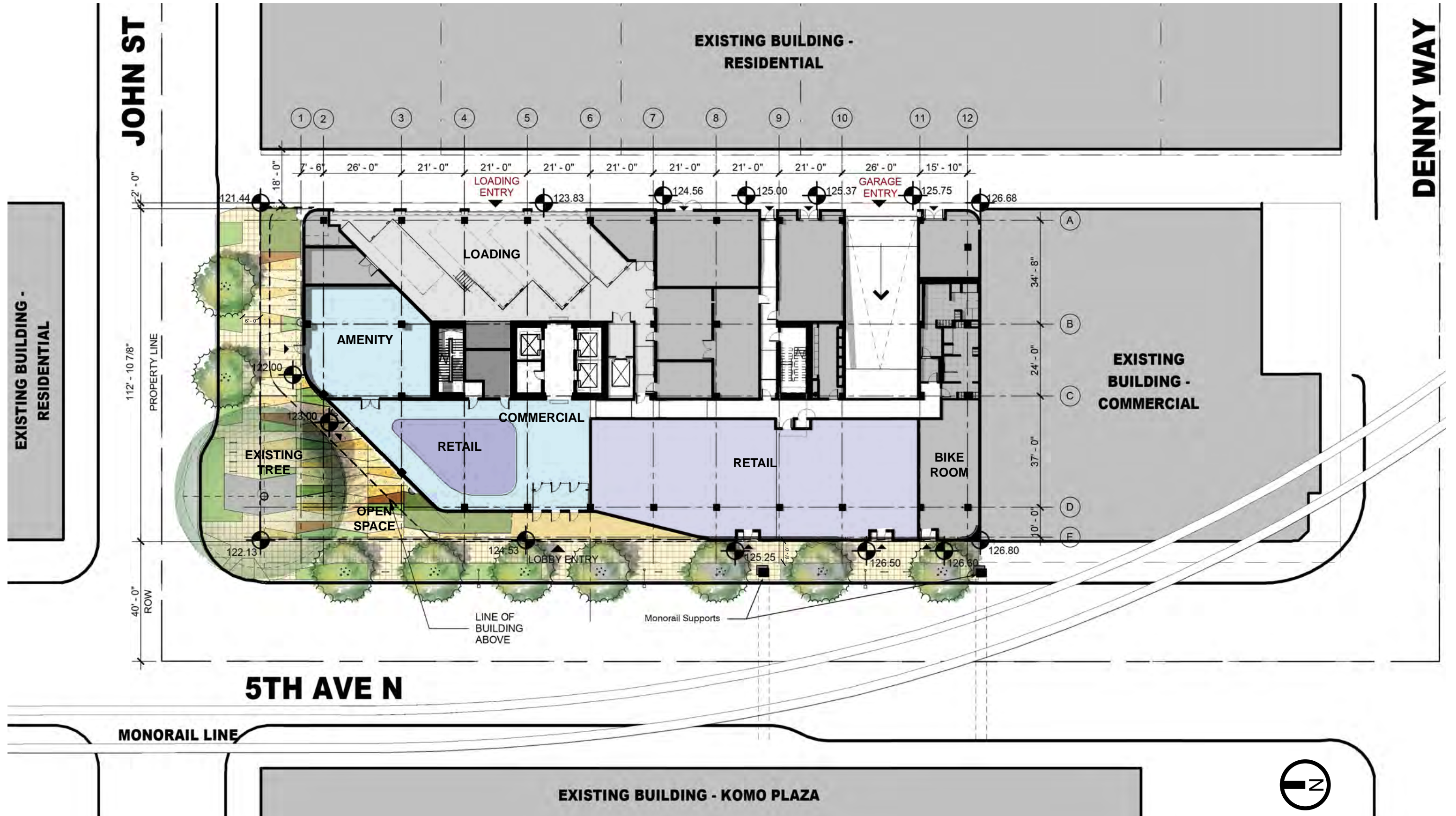


**DATUM OF DELIGHT RESPONSE:**

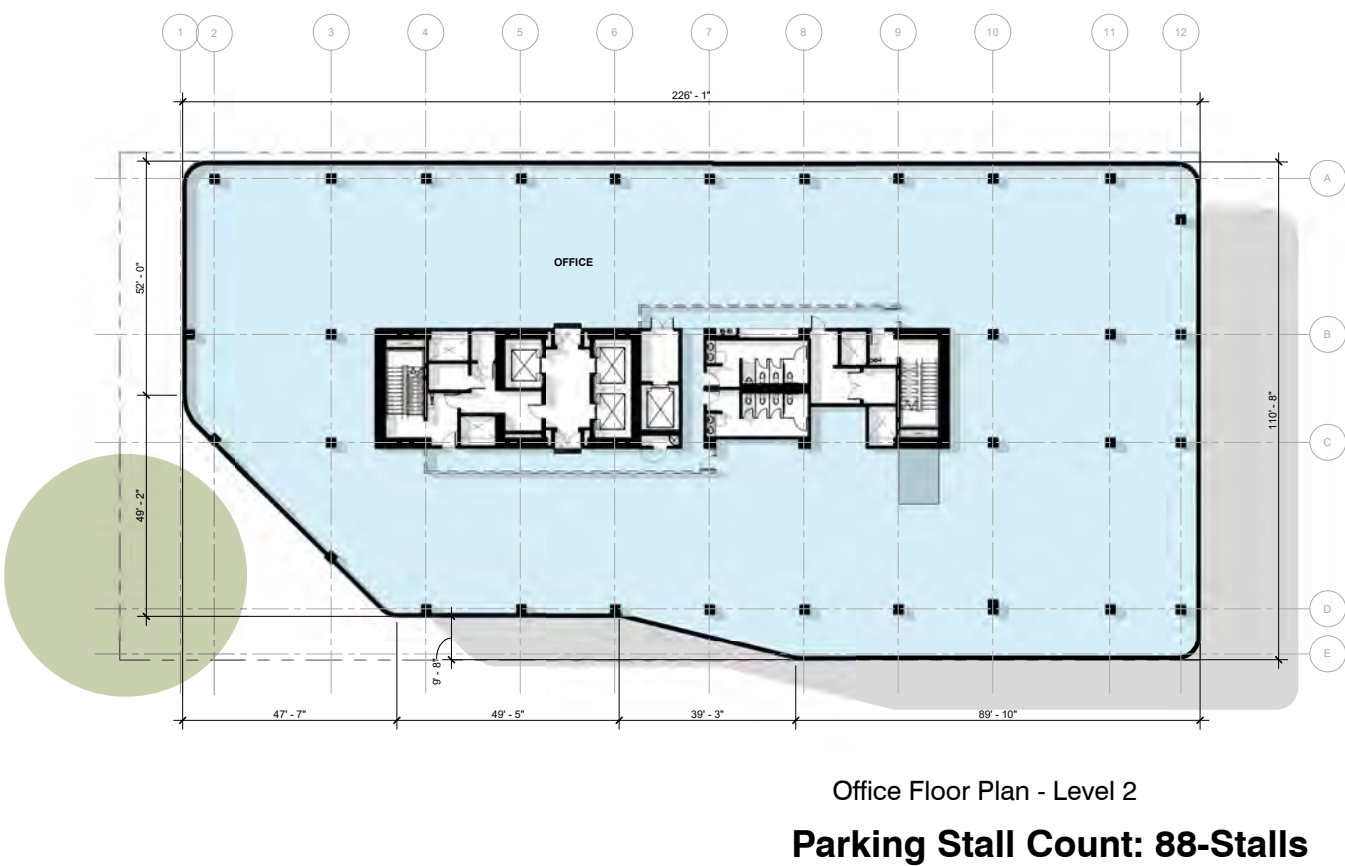
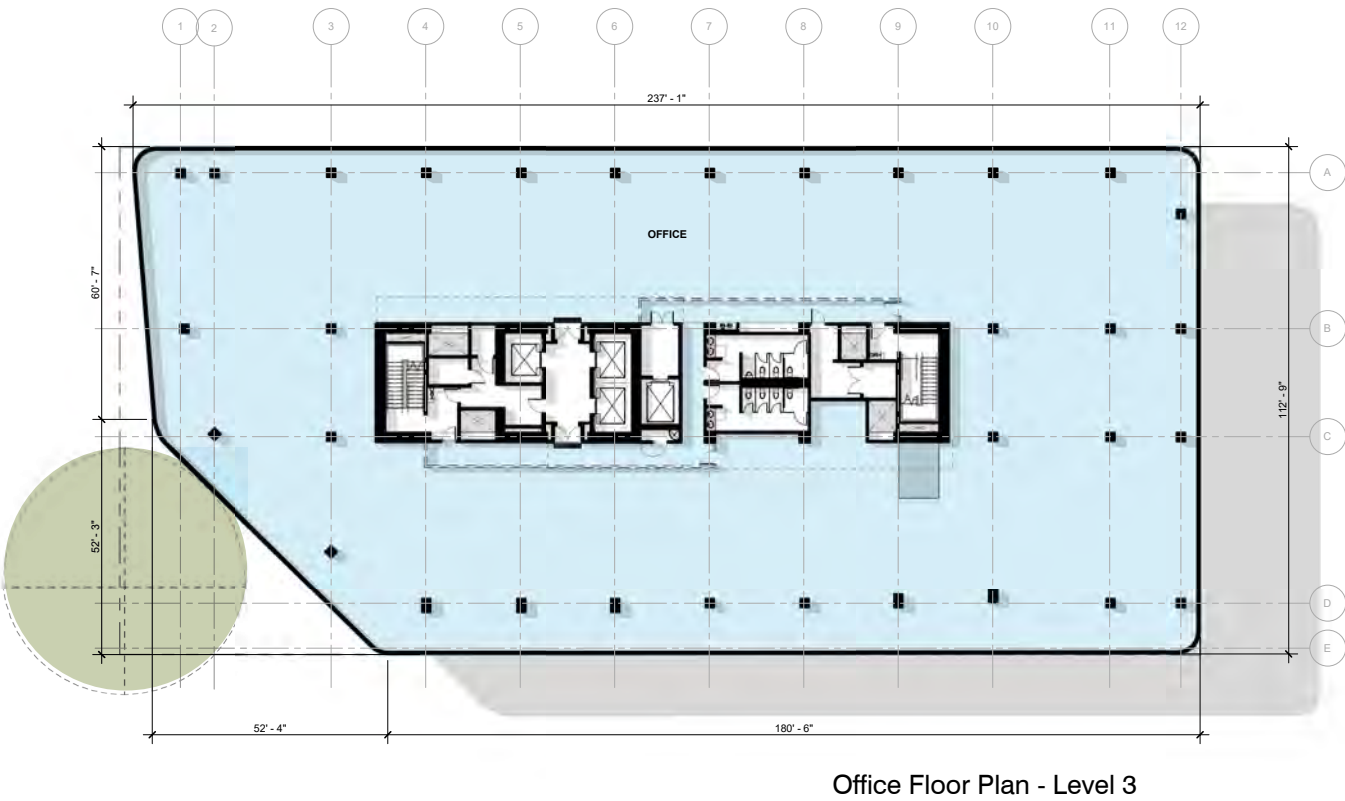
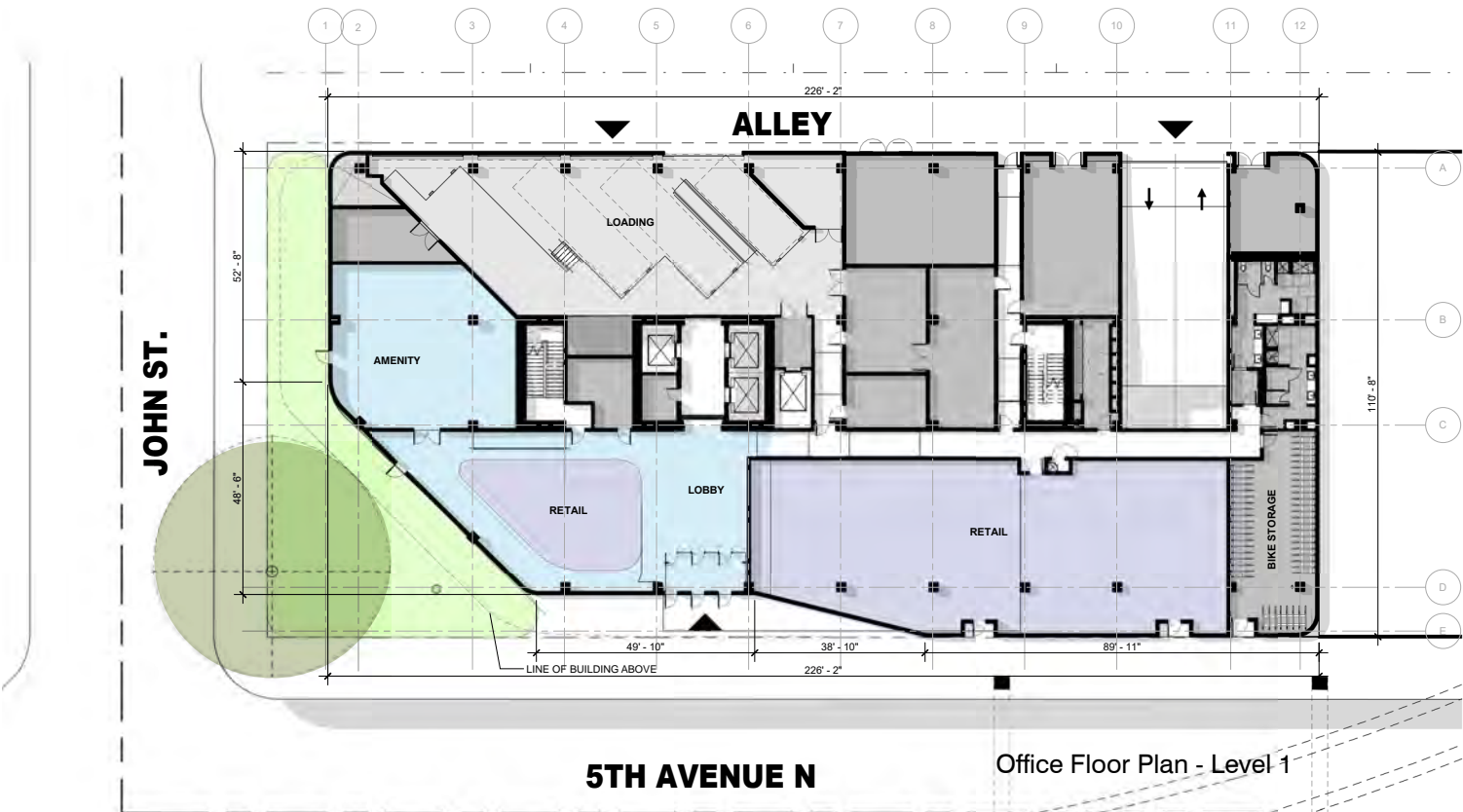
In the preferred option the datum of delight is expressed by the floor and ceiling lines of level 3. Below this the lower levels recess to provide additional depth at the plaza and main building entry, and above level three the upper level facades begin to modulate to reflect the importance of the north and west city-facing facades.



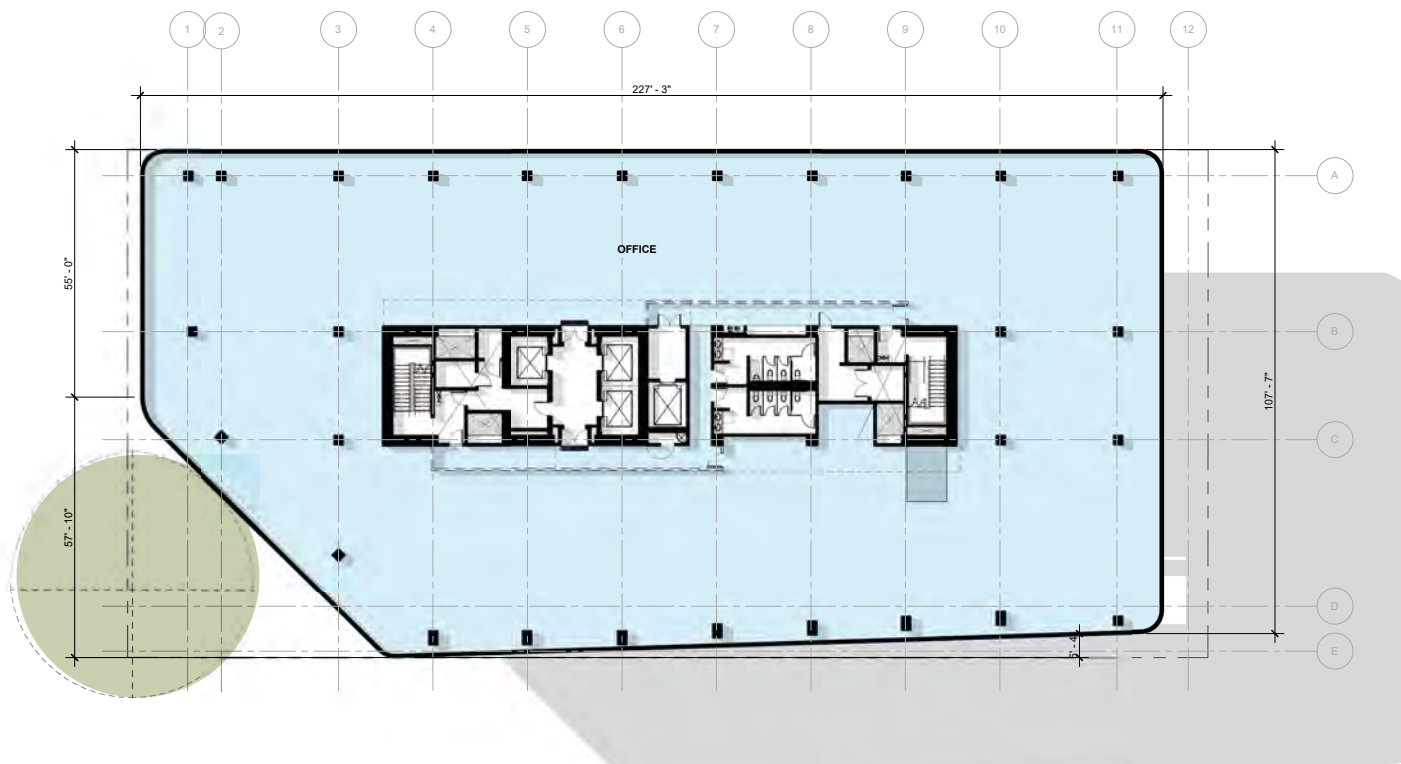




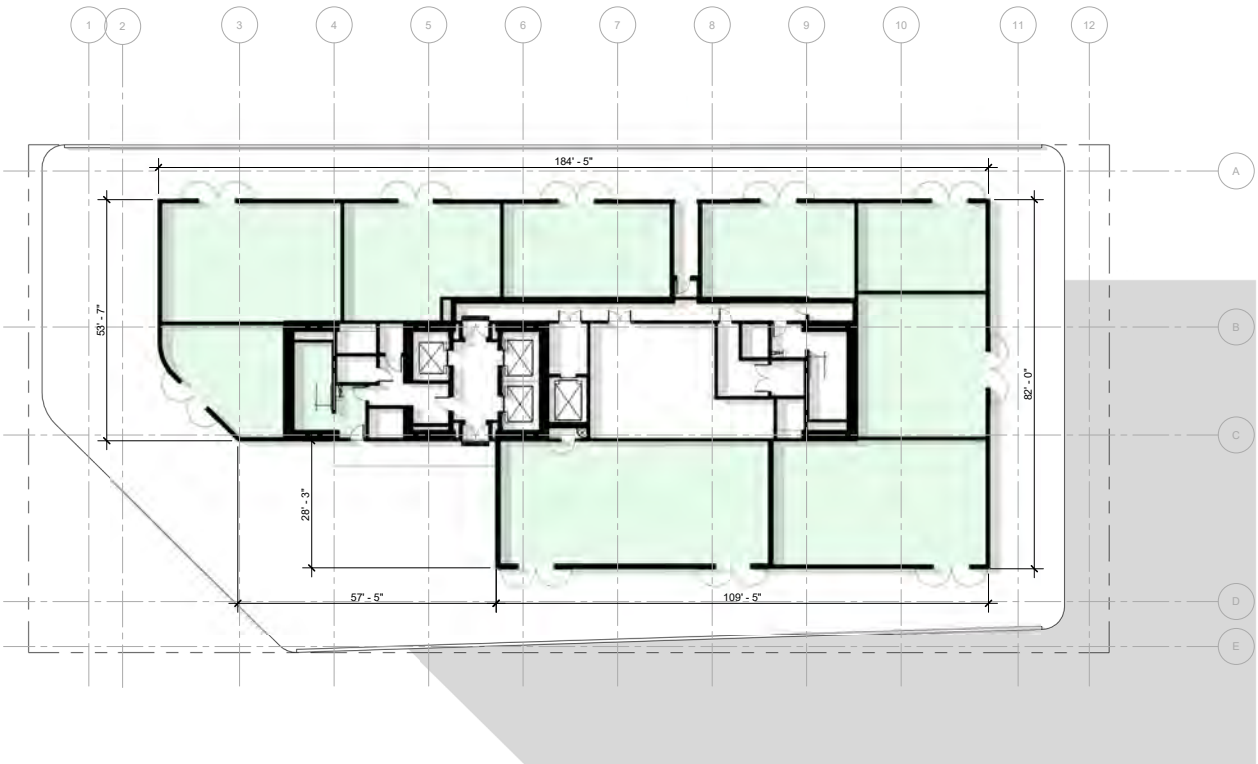




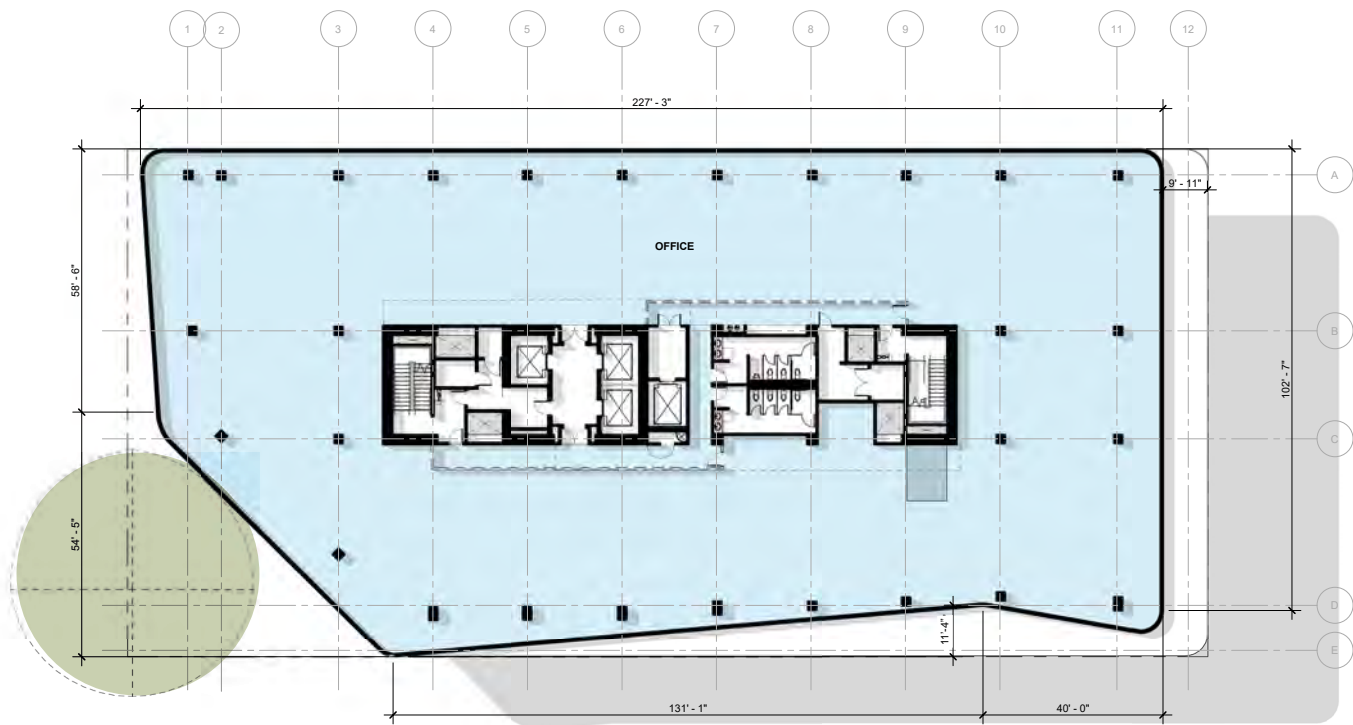




Office Floor Plan - Level 9



Office Floor Plan - Roof

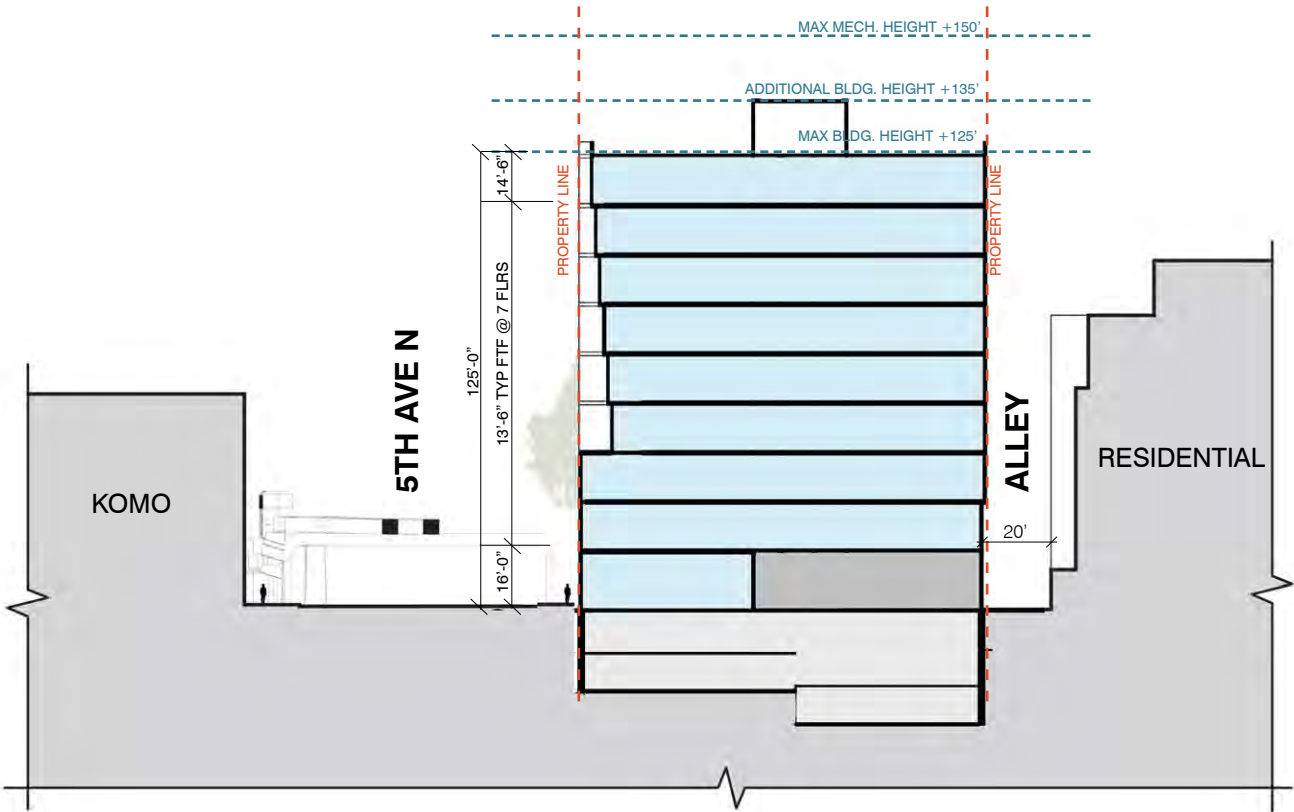
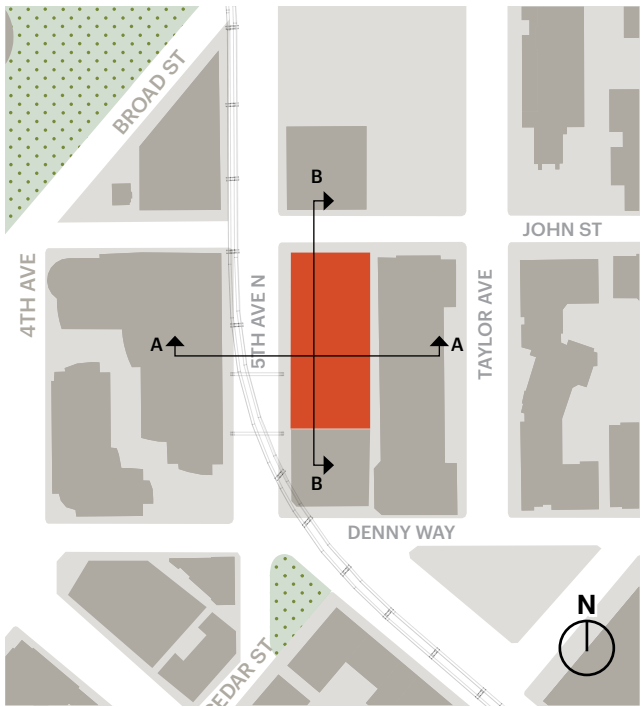


Office Floor Plan - Level 4 (similar to 5 - 8)

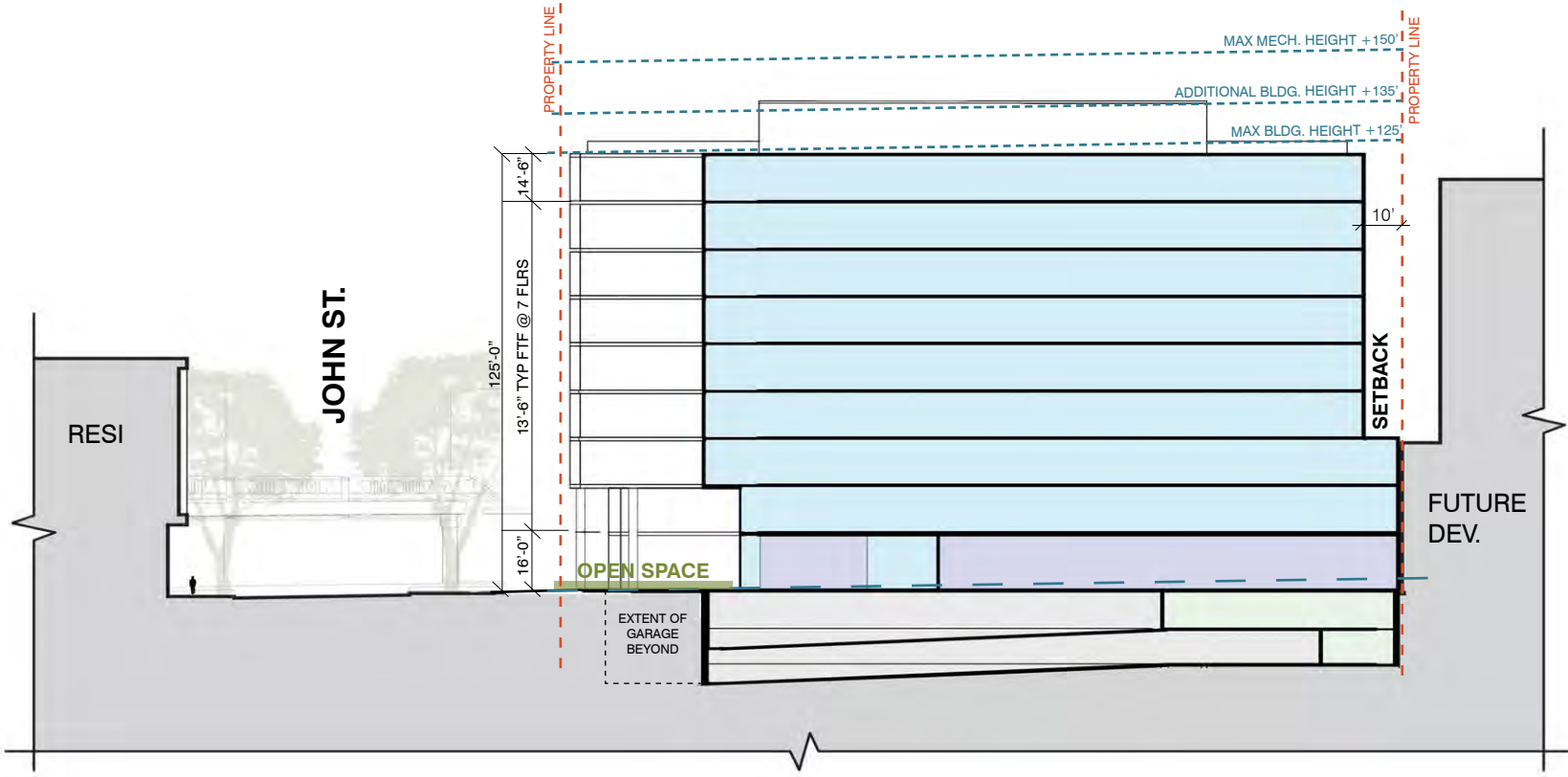


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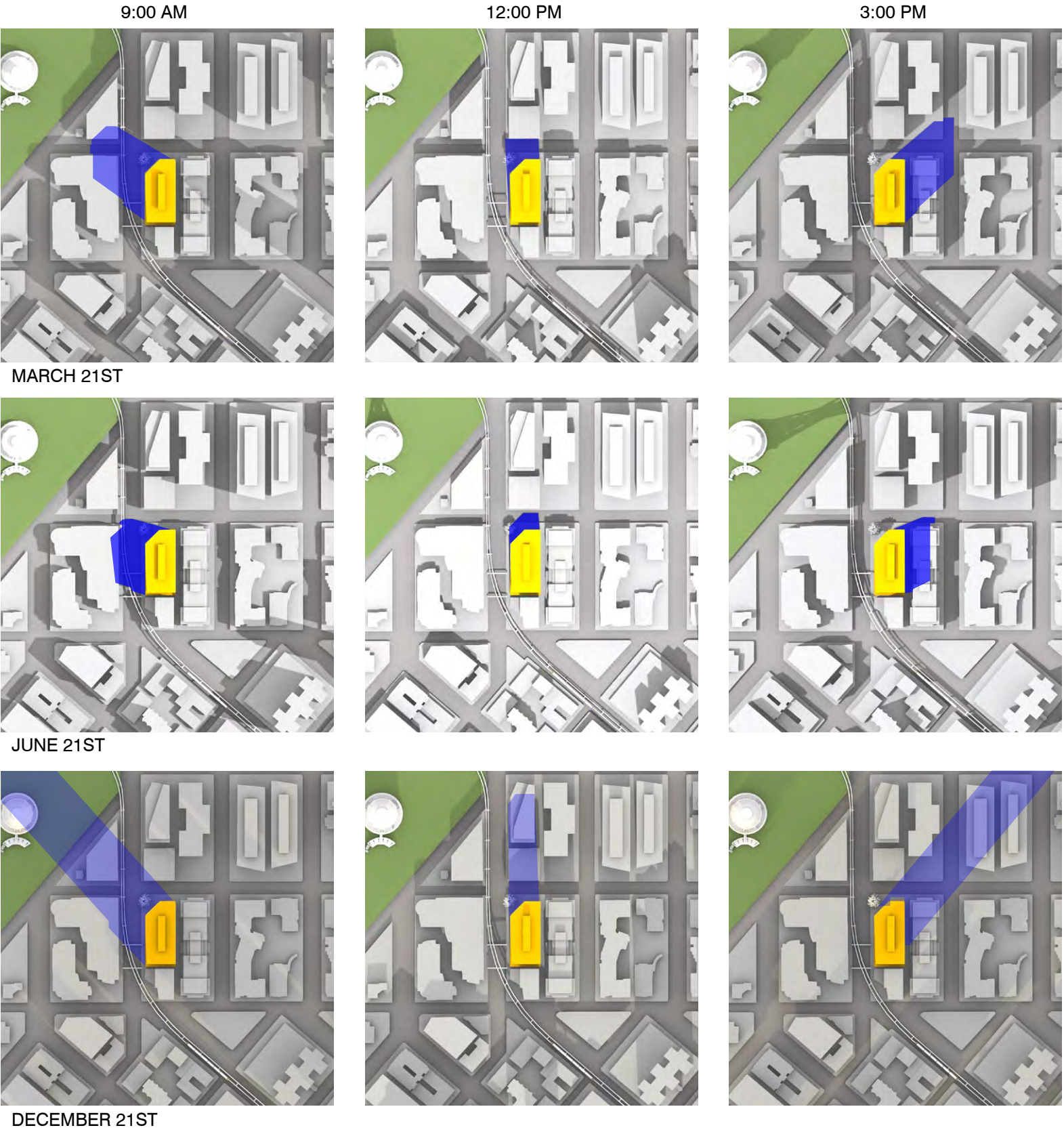


Section AA



Section BB





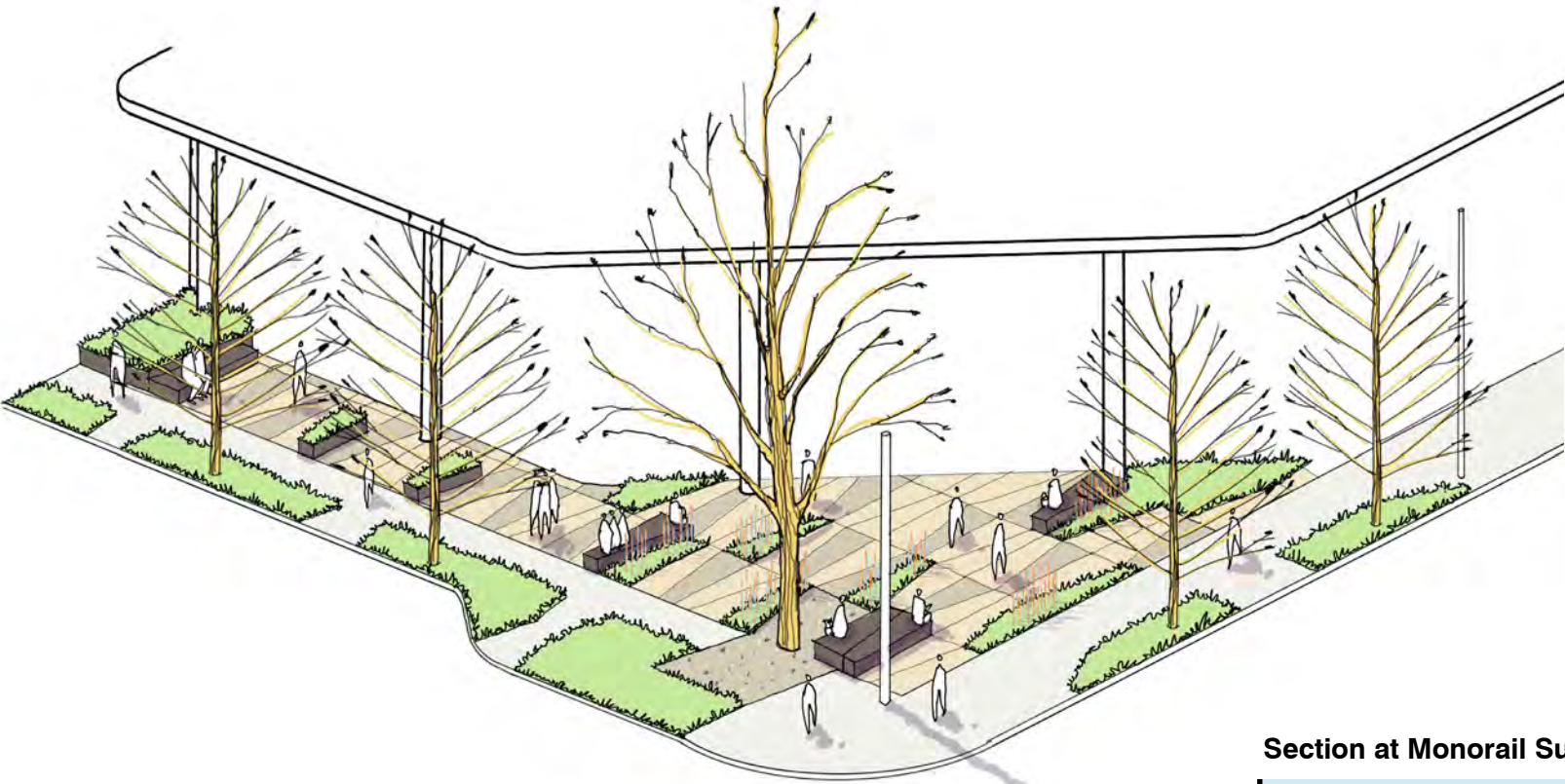


PREFERRED CONCEPT - SITE DESIGN

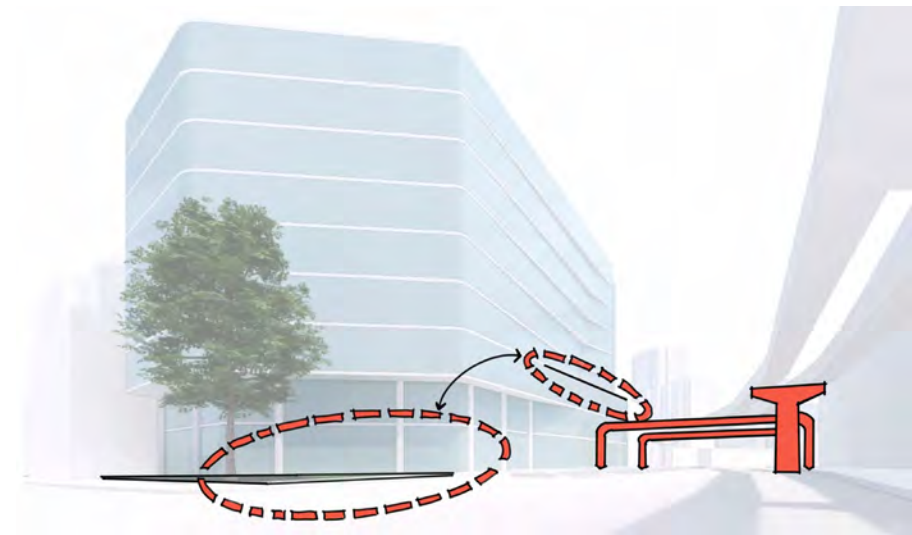


Plaza planters integrated into paving pattern

The plaza at 5th and John adds another open space breadcrumb to the John Street between Seattle Center, Denny Park and South Lake Union. With the preservation of the existing London Plane tree, the plaza not only gives the tree breathing room but also adds cover, retail spill out, seating and green relief, providing appropriate amenity at a building and neighborhood scale. A connected language between the at-grade landscape and the level 4 terrace that occupies the building mass inflection is being explored, endeavoring to make these small spaces feel larger through their connection. The opportunity of celebrating the unique monorail support structures as a neighborhood threshold along northbound Fifth Avenue is also being studied.



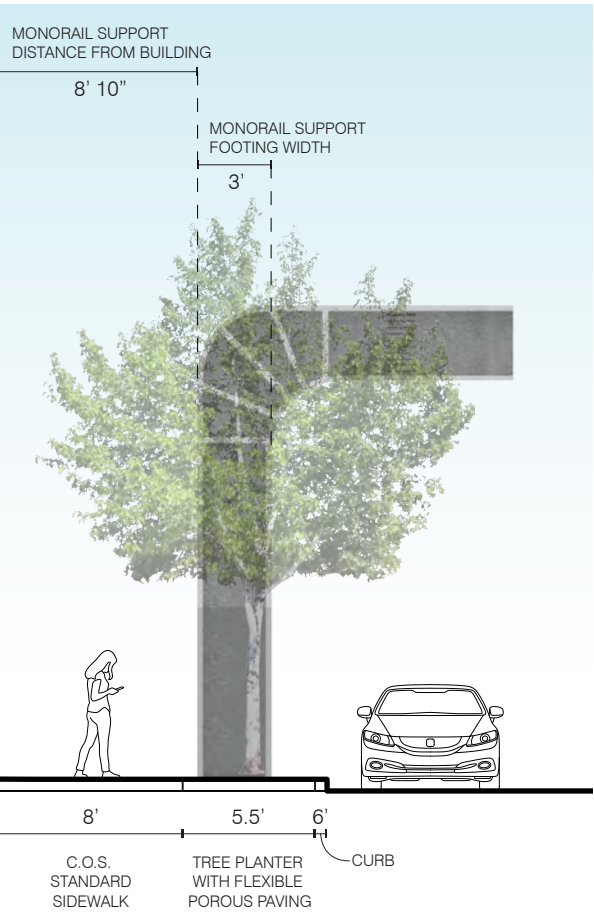
SITE OPPORTUNITIES FOR ART AT GRADE / UPPER TERRACE / MONORAIL SUPPORTS



Integration of artistic elements, such as sculptures, lighting, or murals



Section at Monorail Supports on 5th





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DATUM OF DELIGHT - 5TH AVENUE



DATUM OF DELIGHT - JOHN STREET

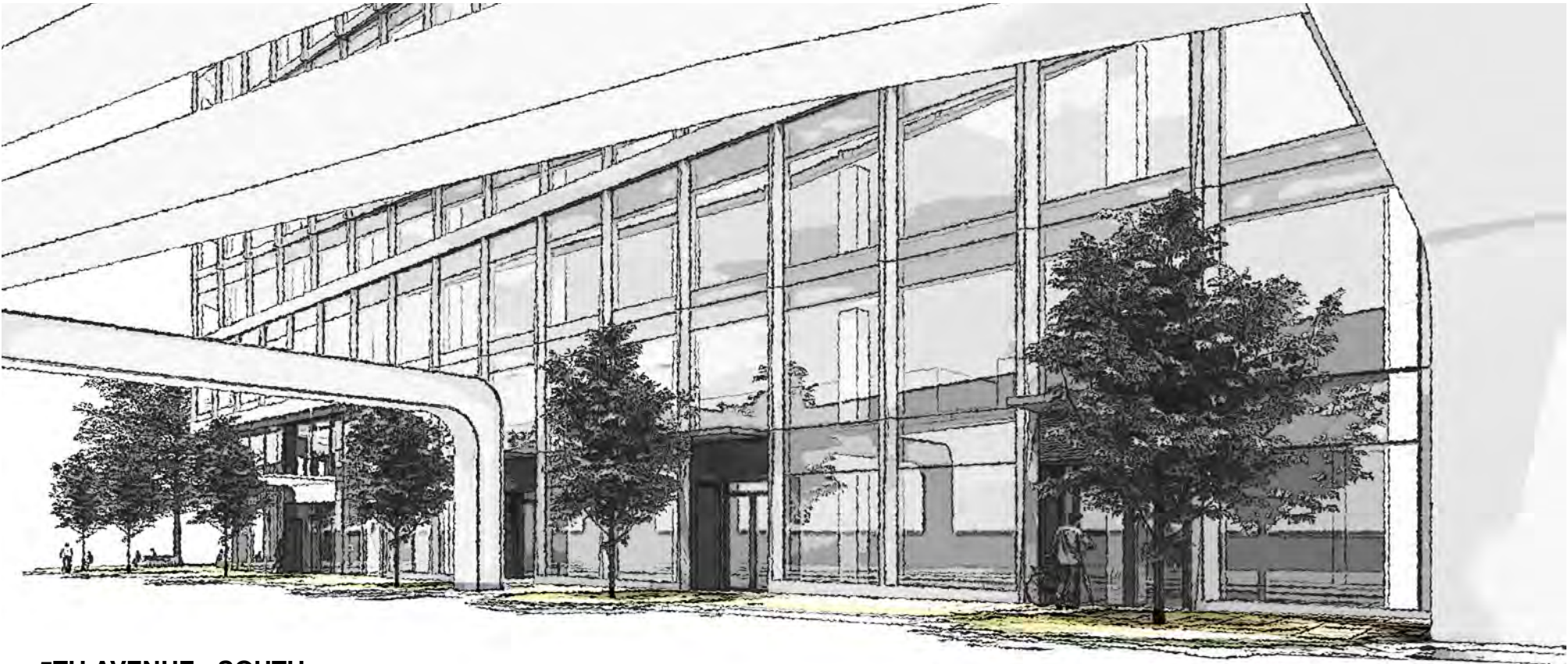
DATUM OF DELIGHT GROUND-LEVEL RESPONSE:

Looking back to the streetscape montages, there is a clearly defined relationship between the datum of the monorail and the pedestrian realm. In the following pages we will begin to describe how the development of the podium responds to this line and further enhances the scale and experience of 5th Avenue and John Street.





5TH AVENUE - NORTH



5TH AVENUE - SOUTH

GROUND-LEVEL EXPERIENCE

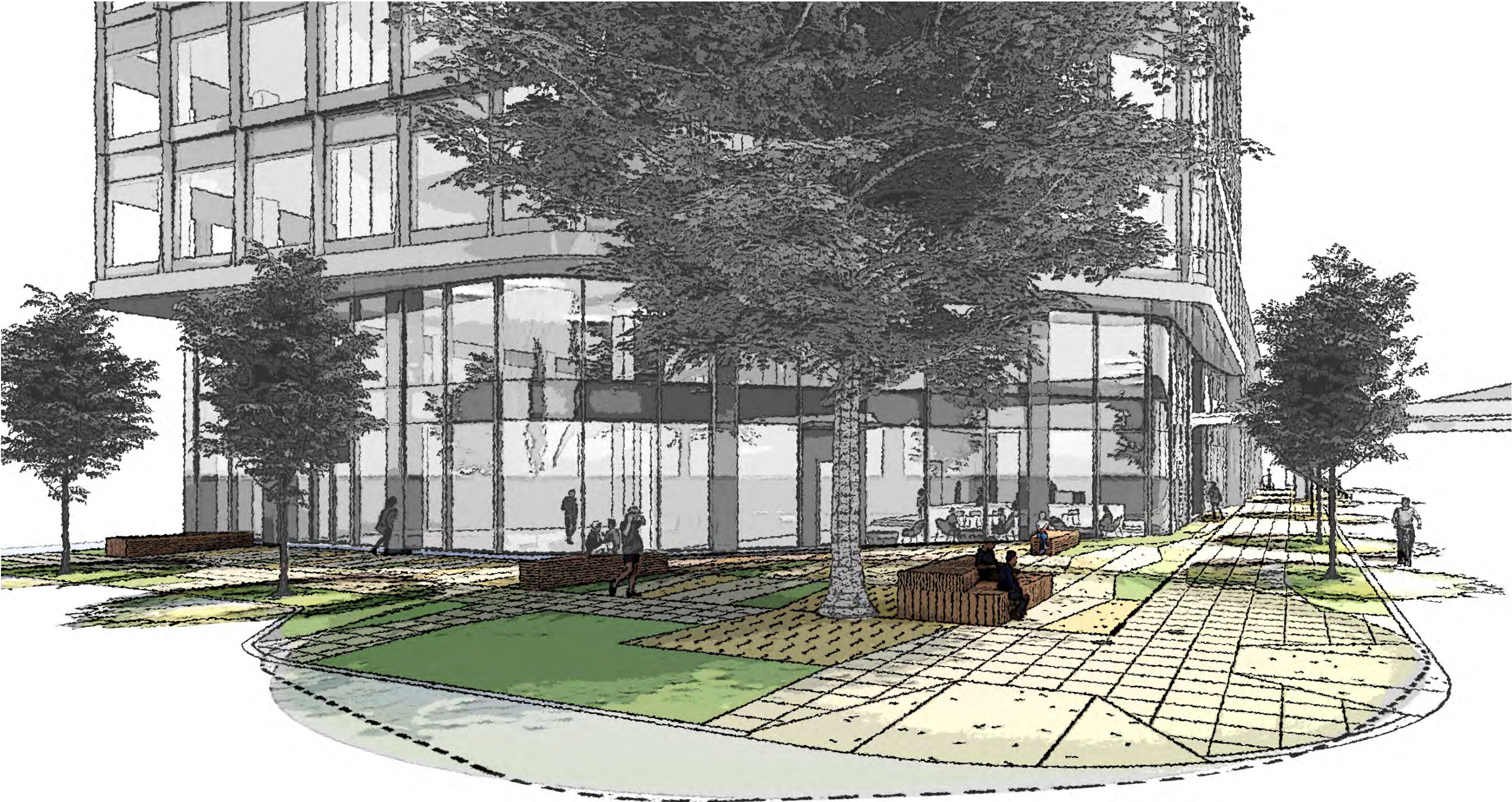
On both 5th Avenue and John Street, the pedestrian experience is governed by the presence of the monorail. Affectionately calling this urban feature the “Datum of Delight,” the arrival and departure of the monorail tram, the Space Needle reaching to the sky, and MoPOP glistening at the distance, all bring peek-a-boo views of truly special and inspiring pieces of Seattle’s culture above this line.

Below the datum, this stretch of 5th Avenue and John does not currently provide the same level of inspiration. This project is uniquely placed to amplify the “Datum of Delight” and create spaces at the ground level that provide pedestrian-scaled moments of pause and joy.

The retention of the exceptional tree and placement of the open space along the north side of the site have provided more opportunities for solar and view access. Additionally the line of the third floor creates a continuous thread in the massing to draw pedestrians around the site, and further support the scale of the pedestrian realm that began with the monorail.







CORNER PLAZA @ 5TH AVENUE + JOHN STREET



ROOFTOP TERRACE

The project acknowledges the importance of the roof top presence in relationship to the Space Needle observation deck. The team is actively exploring location, extent, and view opportunities both to and from the Space Needle.







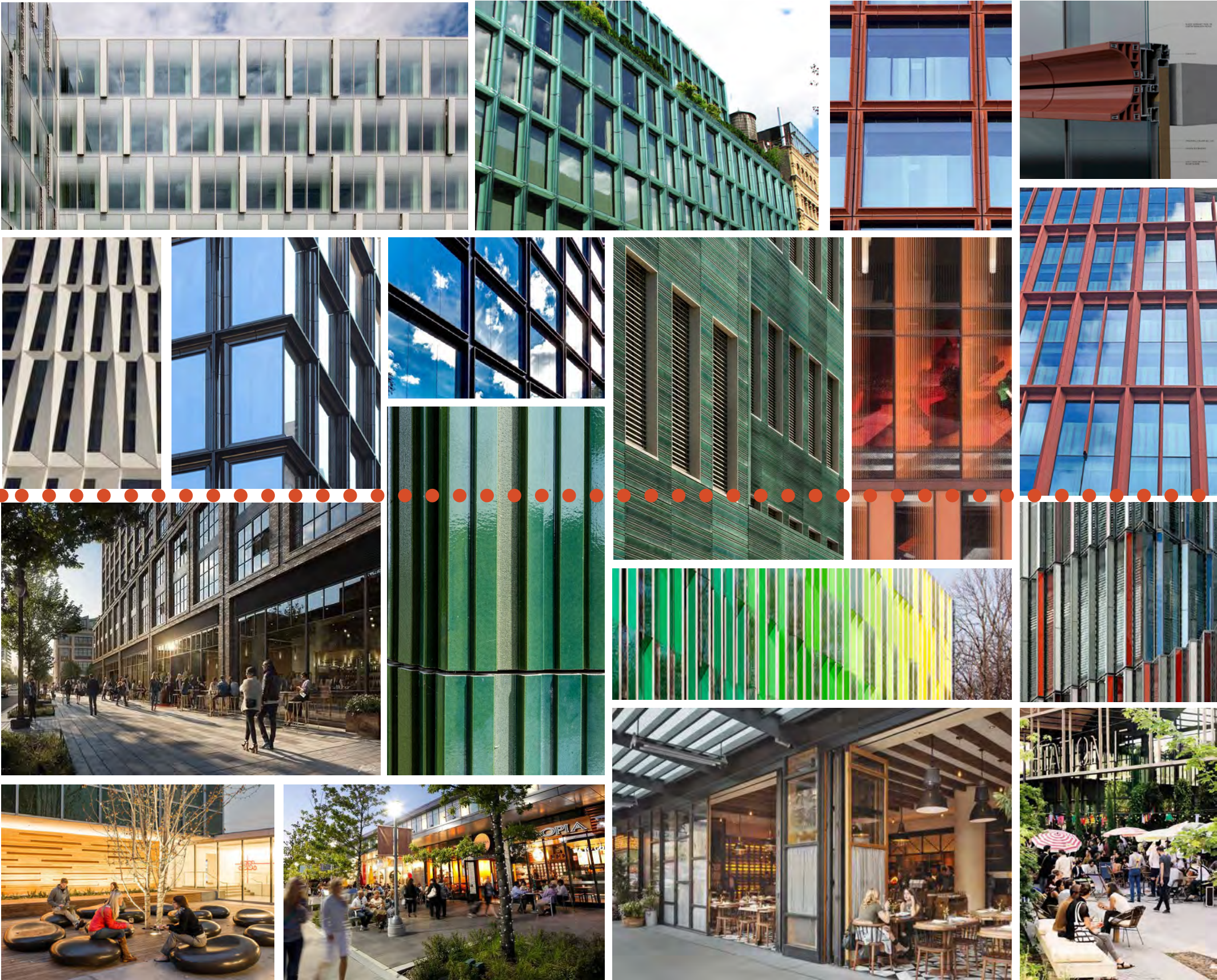




### DESIGN DEVELOPMENT GOALS

- Dynamic distribution of facade elements
- Frames to add depth to facade
- Explore how color could be deployed on the facade
- Active and appropriately scaled street frontage
- Incorporate art and lighting into the site and building design.





UPPER LEVEL EXPERIENCE

Along with the continuous facade modulation of the building, the team is exploring facade systems above the “Datum of Delight” that inspire, provide interest, and will add to the unique character of Uptown. The team sees the festive history and atmosphere of the Seattle Center and adjoining cultural venues as an opportunity to use color and texture to invigorate 5th Avenue and identify with the unique character of Uptown.

GROUND LEVEL EXPERIENCE

At the ground level, the scale of architectural elements will provide an engaging urban condition which not only draws in pedestrians, but also unique businesses which will add to the variety of streetscape experiences in Uptown. Quality materials, transparent and porous storefronts, and the adjacent open space are all opportunities to elevate this stretch of 5th Avenue to a welcoming and enticing place to be.







POTENTIAL DEPARTURES



DEPARTURE 1: OPEN SPACE COVERAGE

CODE LANGUAGE

REQUIRED USABLE OPEN SPACE IN THE SM-UP 65, SM-UP 85, AND SM-UP 160 ZONES (23.48.740.B)

23.48.740.B.1.d  
Up to a maximum of 20 percent of the required usable open space may be covered, if the open space abuts a street lot line and is open and accessible to pedestrians along the sidewalk;

Open Space: 3,000 SF

Allowable Coverage: 20%  
3000 x .2 = 600 SF

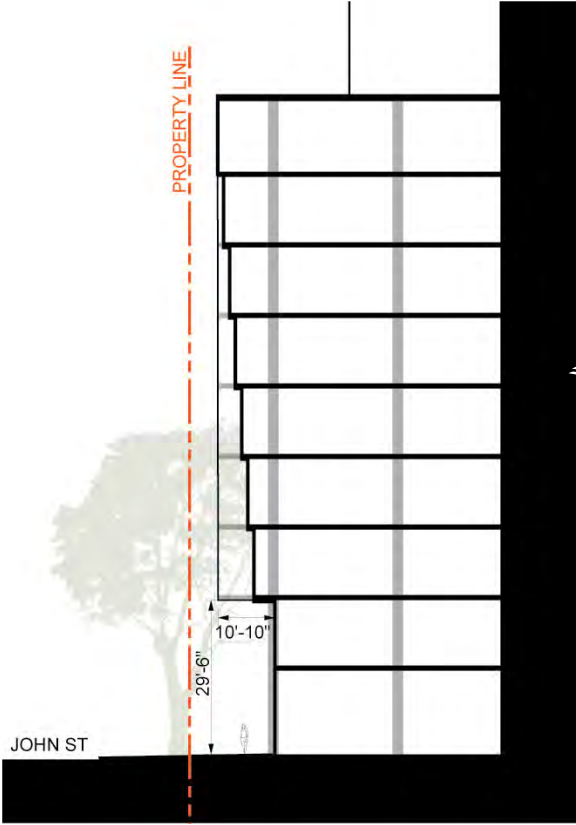
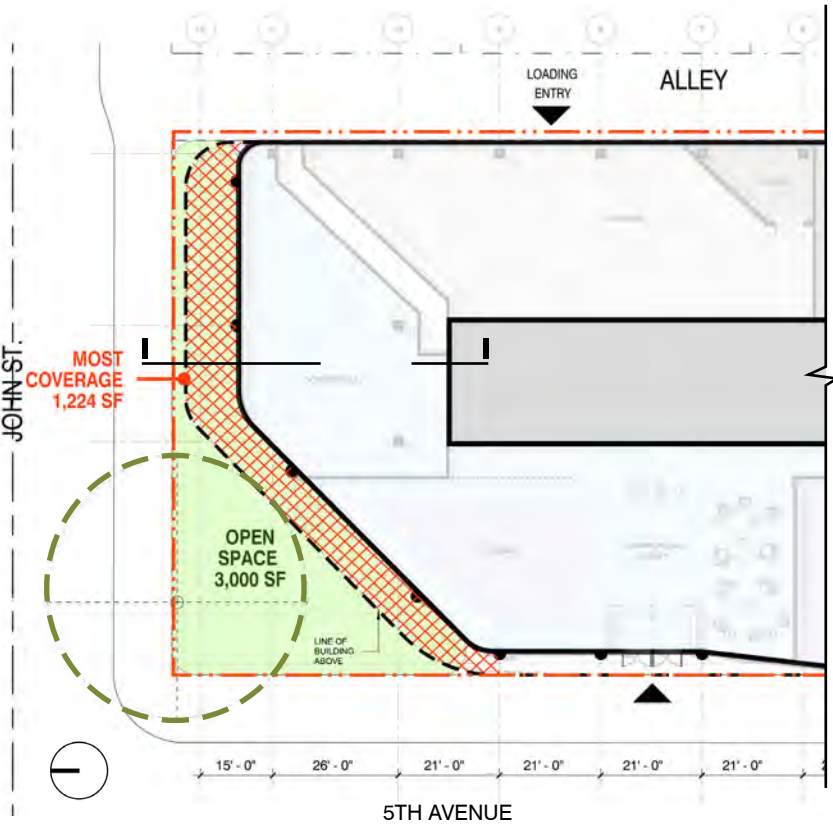
Preferred Concept  
Designed Coverage: 1,224 SF  
1,224 / 3000 = 40.8%

Concept 2  
Designed Coverage: 1,194 SF  
1,194 / 3000 = 39.8%

REQUEST

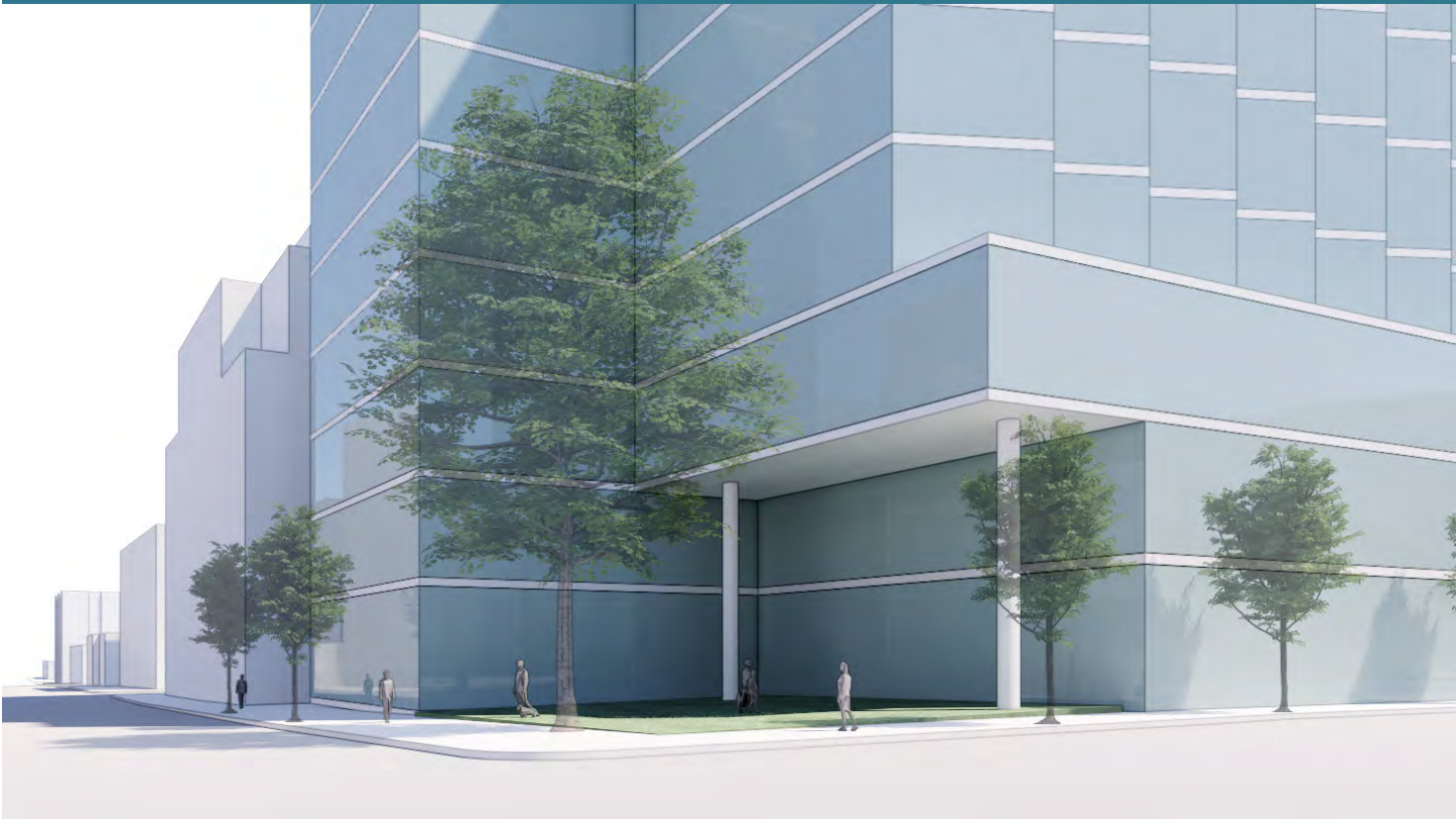
- To avoid a long blank facade along the south side of the building and provide well-lit working areas, the upper levels above the podium have been pulled north 10' from the south property line. This distance permits 40% clear glazing on these facades and allows the skin of the building to remain continuous around all four facades and provides a better day-one condition for the neighborhood. This aligns with requirements of DC4.1.b and c, as well as DC2.5.e. The result is a shift of the upper levels over the open space.
- In CS2.3 the design guidelines request for open spaces to address the corner and promote activity, and that they are desirable locations for art and special features. Retaining the exceptional tree on the site made locating the required open space on the north side of the property an optimal choice for both the project and in response to the design guidelines.
- Additionally, PL3.1 and DC2.1 request that the design of entries be pedestrian-friendly and scaled to create entries that are discernible to the pedestrian. Although 29'-6" high, the overhang lowers the scale of the pedestrian experience and provides a clearly expressed pedestrian zone which begins at the main lobby entry and continues around and through the open space. The continuity of this datum creates legibility of the project from afar and up close that the cantilever supports. At its deepest point, the top floor of the building overhangs the open space 10'-10" and provides twice as much coverage as the code allows. To offset the effect of this, level three up to level nine incrementally peel outward, increasing the amount of perceived sky from the ground level and gives additional breathing room to the exceptional tree.

PREFERRED CONCEPT - DEPARTURE REQUIRED

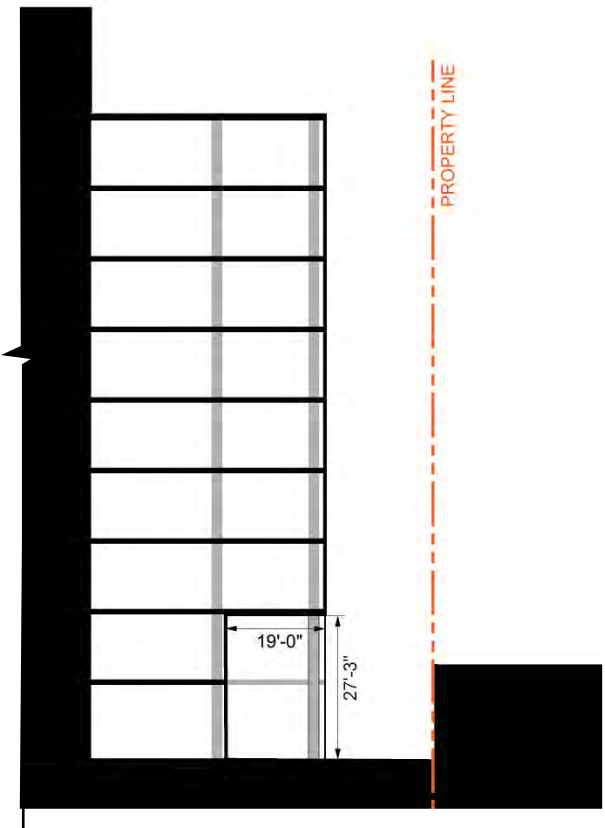
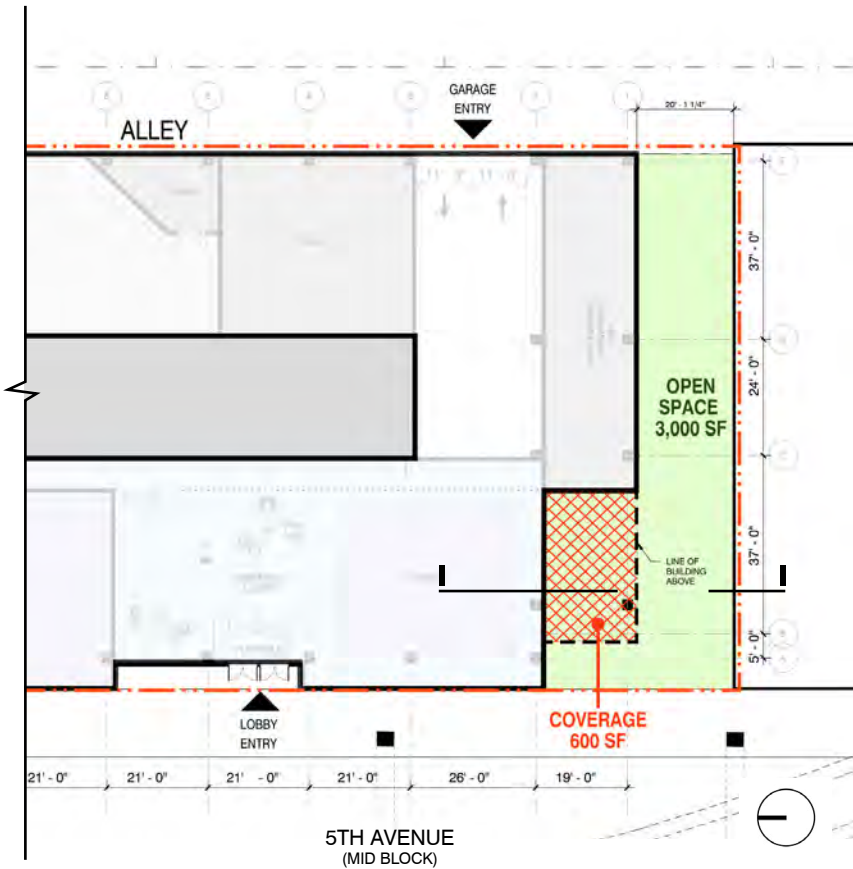
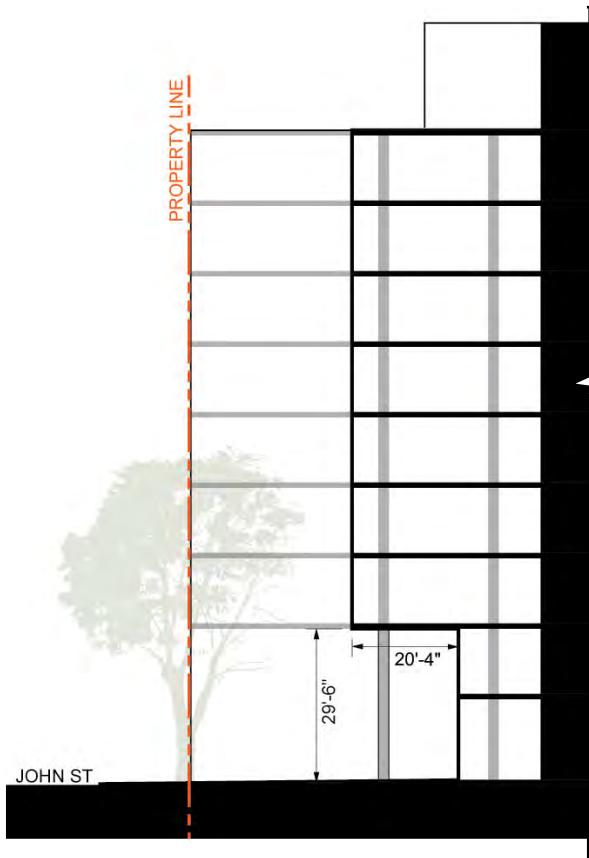
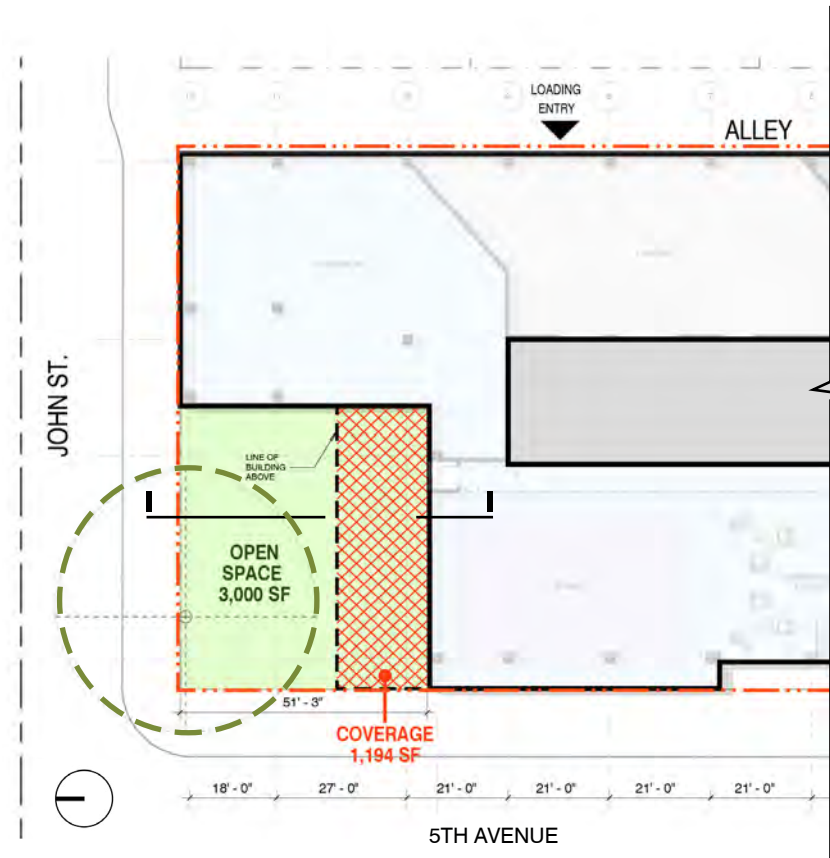




CONCEPT 2 - DEPARTURE REQUIRED



CONCEPT 1 - CODE COMPLIANT

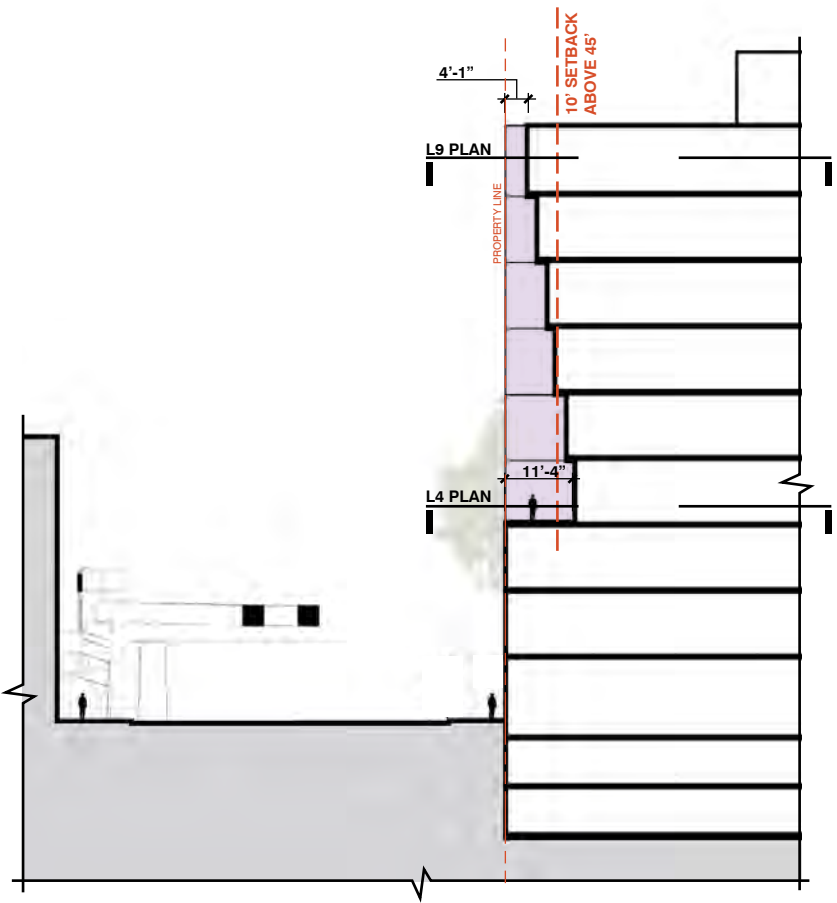
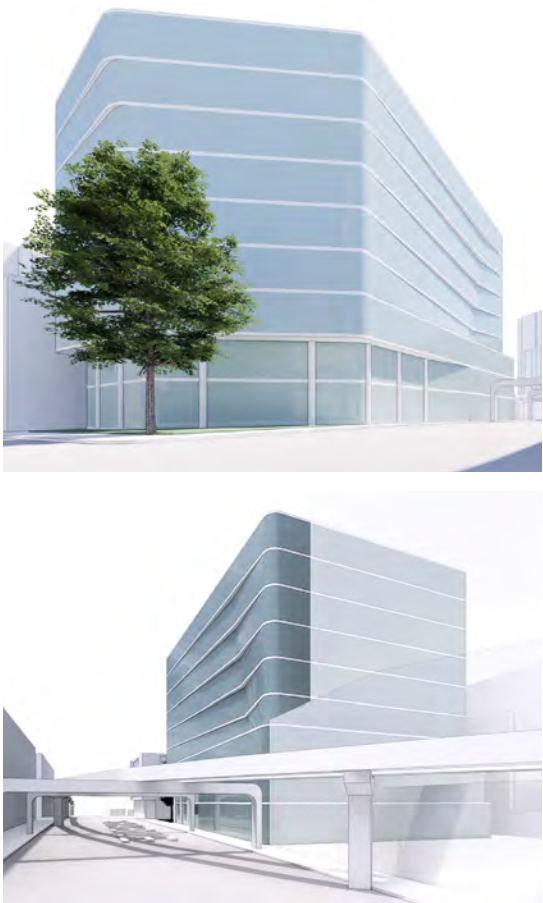




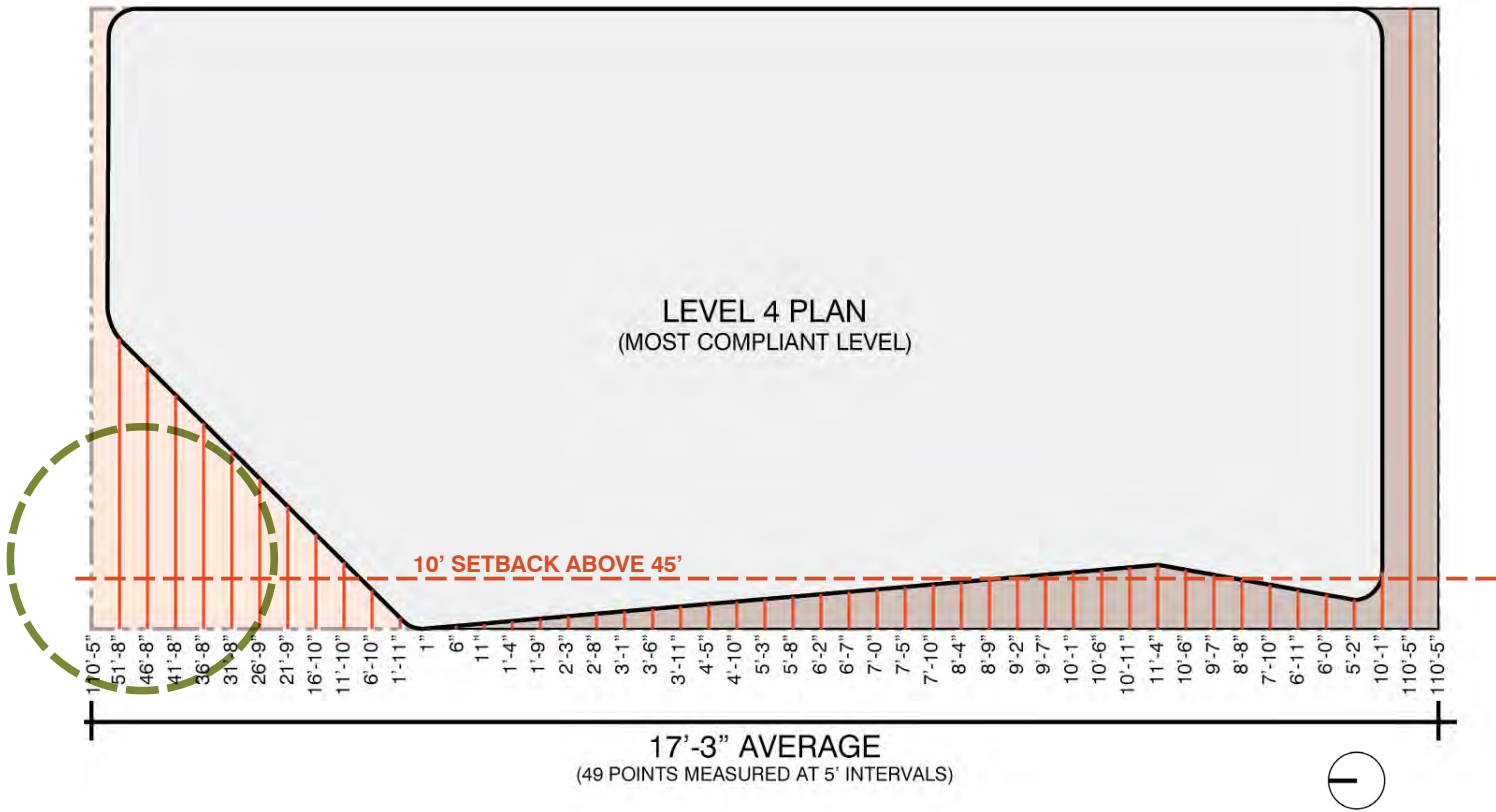
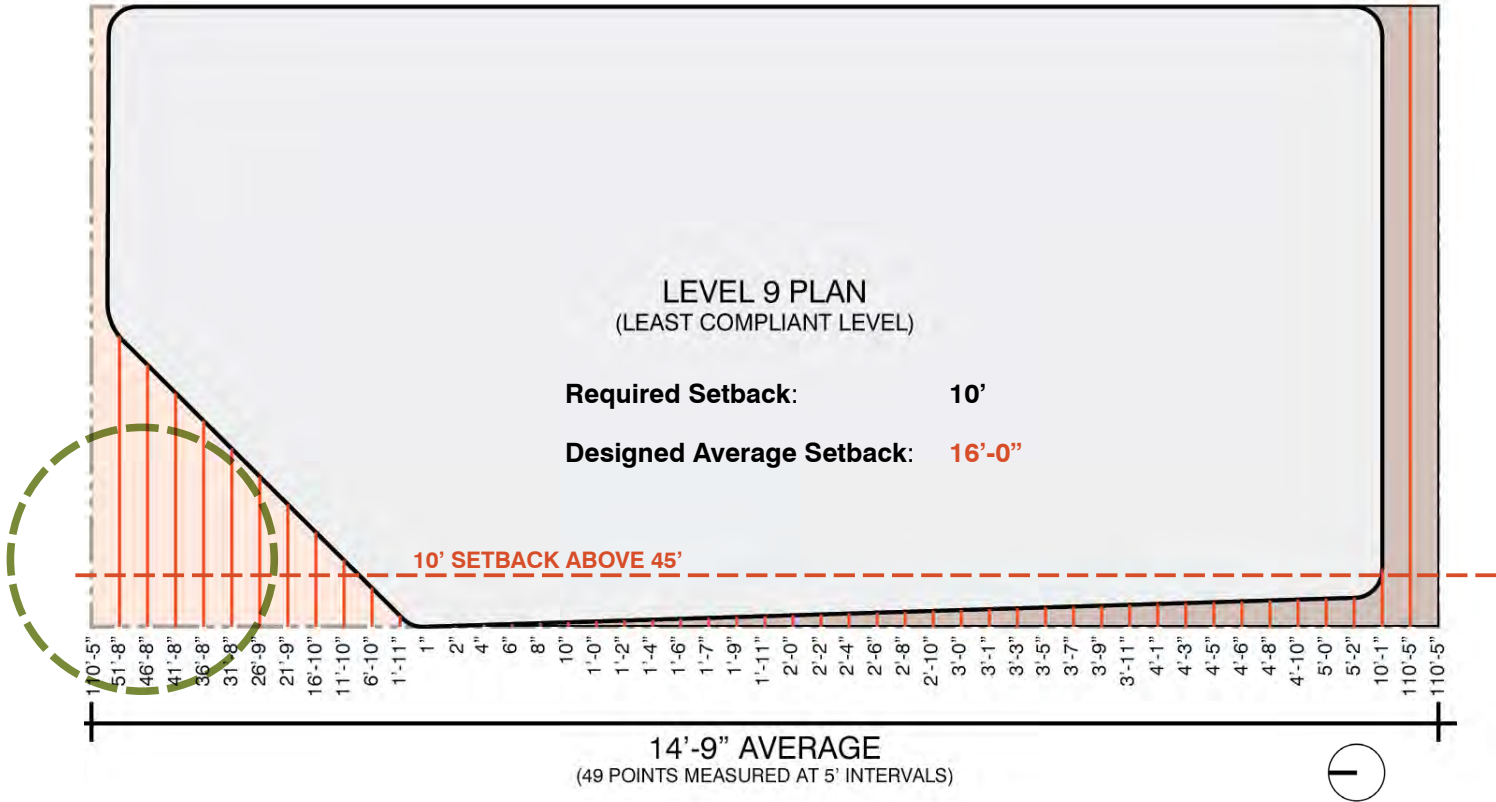
POTENTIAL DEPARTURE 2: UPPER LEVEL SETBACK

CODE LANGUAGE	REQUEST
<p><b>UPPER-LEVEL SETBACK REQUIREMENTS IN SM-UP ZONES (23.48.735)</b></p> <p><b>23.48.735.A</b> In all SM-UP zones, any portion of a structure greater than 45 feet in height or 65 feet in height must be set back from a lot line that abuts a designated street shown on Map A for 23.48.735. A setback of an average of 10 feet from the lot line is required for any portion of a structure exceeding the maximum height that is permitted without a setback.</p>	<ul style="list-style-type: none"><li>DC2.5.C asks to avoid big unmodulated boxy forms, and consider curved, angled, shifting, and/or carved yet coherent forms. It also asks that modulation should be up-sized to match longer, taller view distances. The massing of the project has setbacks above the podium ranging from 0' up to 110'. Acknowledging the code language allowing an average of 10-feet from the lot line, the project uses continually modulated and carved forms to create a setback average of 16-feet above 45-feet in the Preferred Concept. These forms create a unified, coherent, massing which responds to site constraints, increase solar access, and offers visual interest from the ground level and while riding the monorail. The modulated facades are also located along the streets with the longest view distances, ensuring that the movement in the building massing supports the prominence of its location.</li></ul>

PREFERRED CONCEPT - DEPARTURE REQUIRED



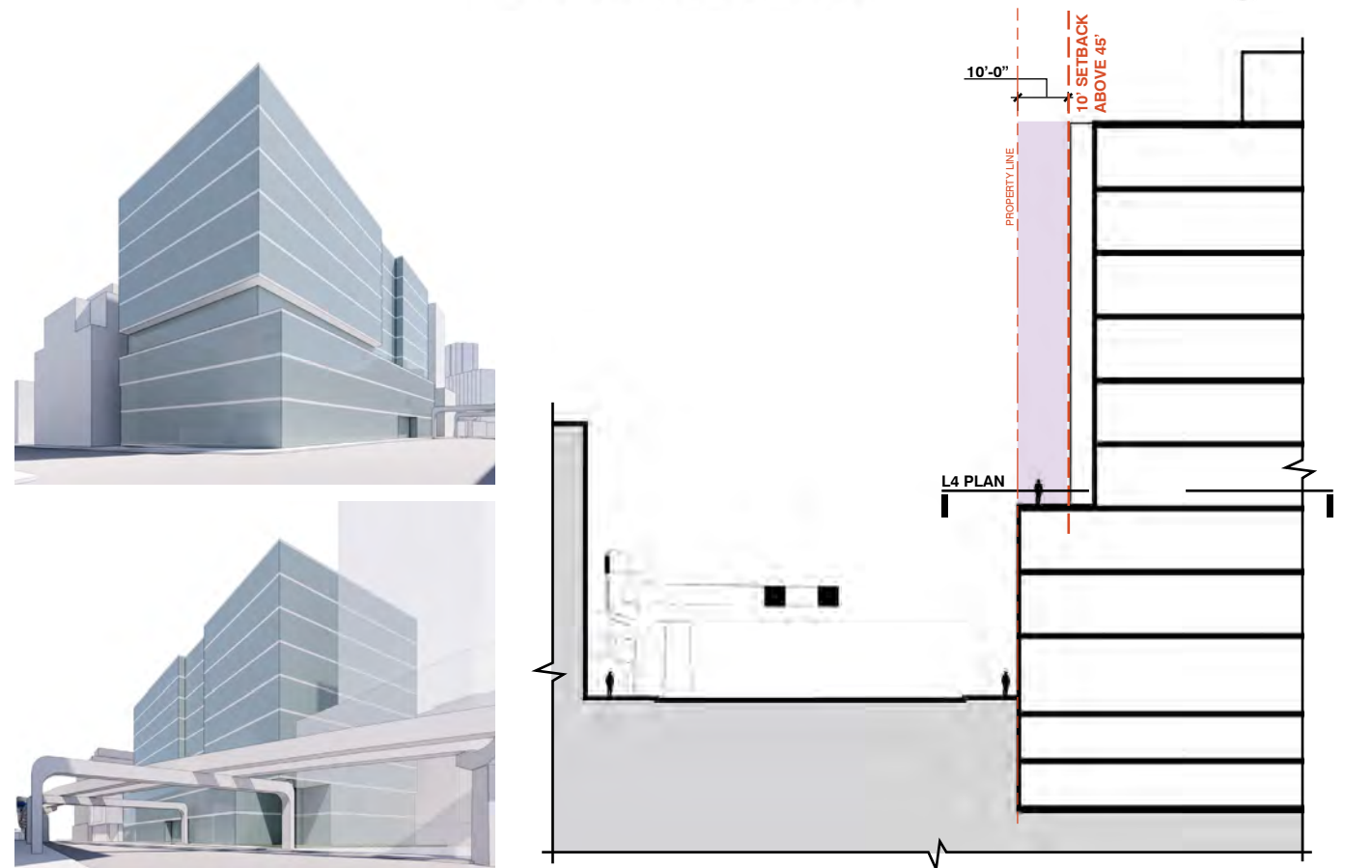
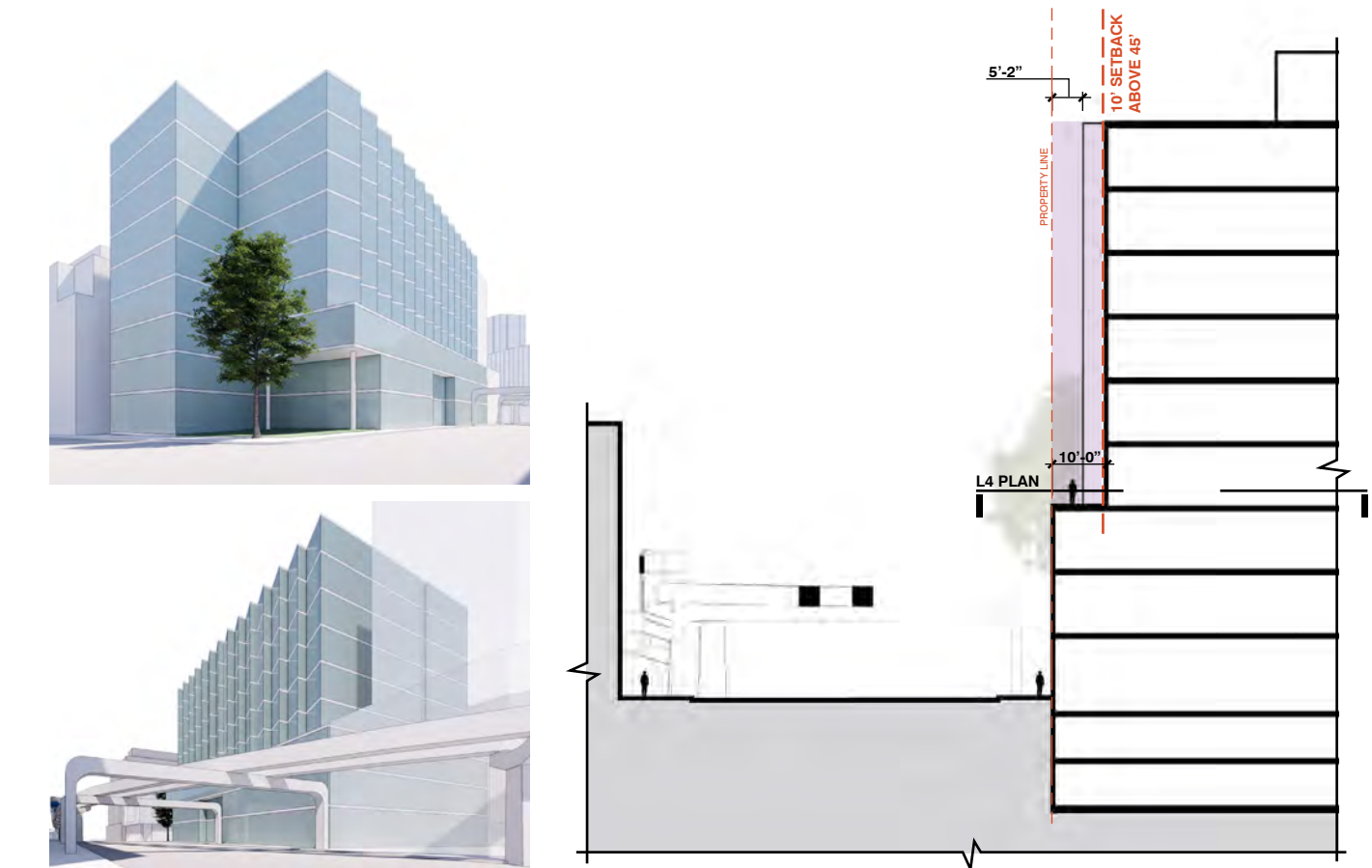
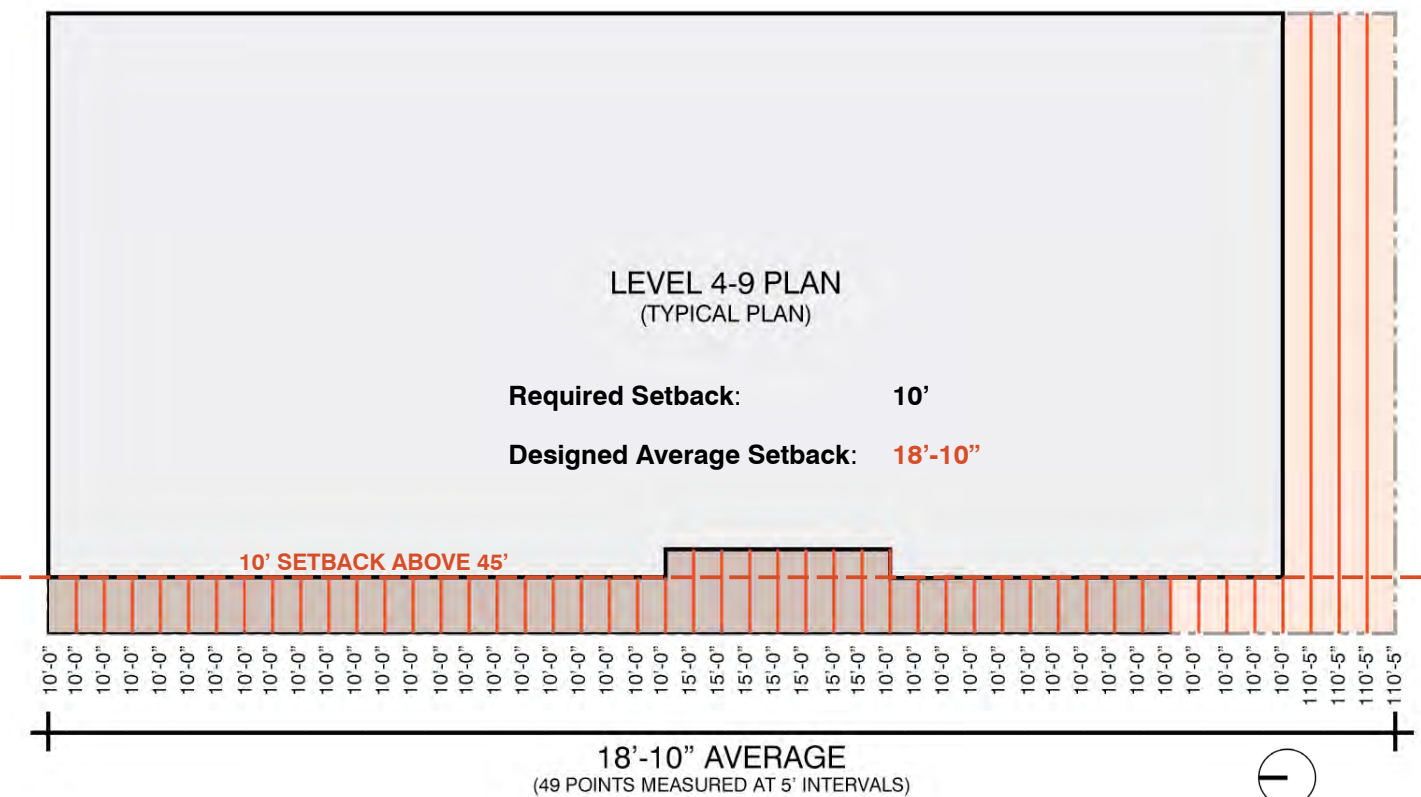
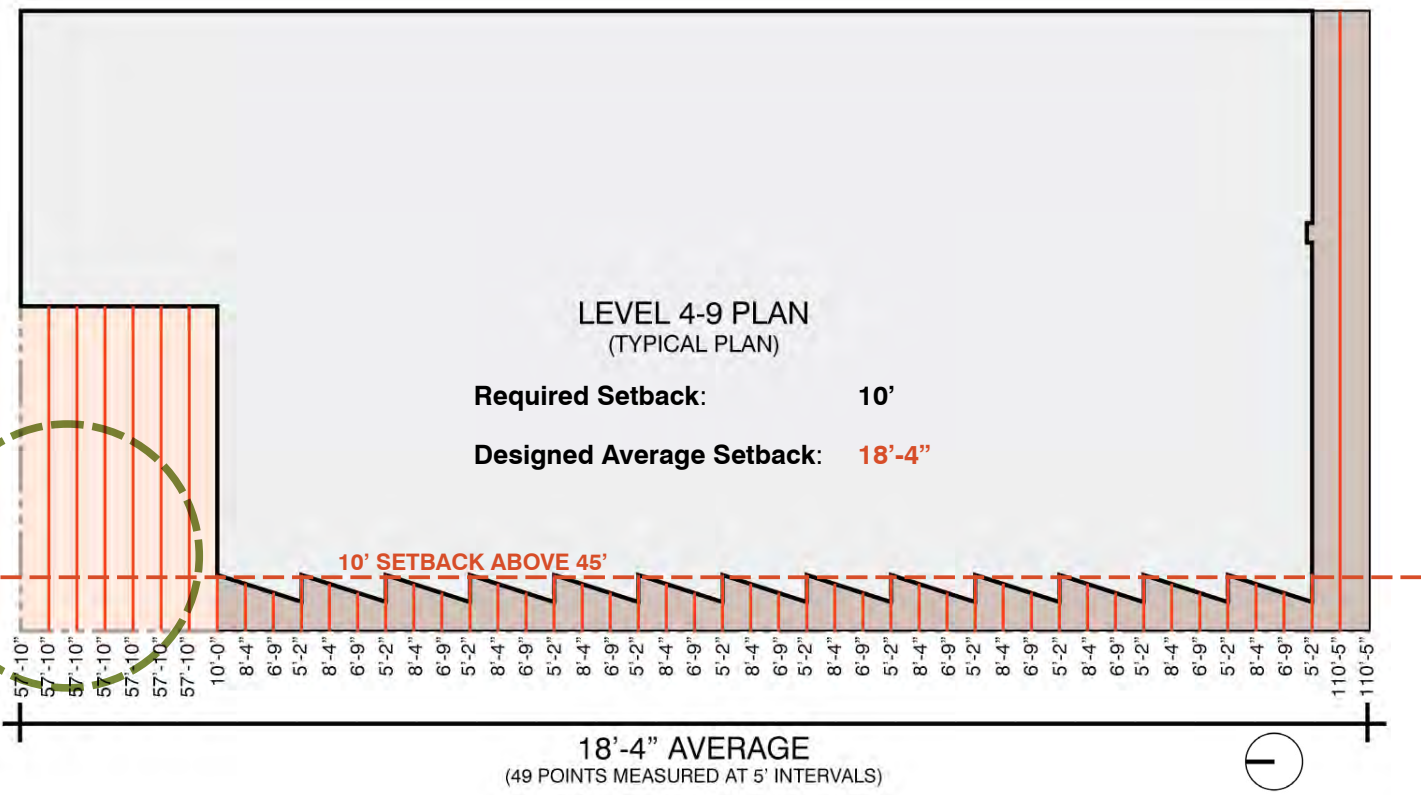
PREFERRED CONCEPT - DEPARTURE REQUIRED





CONCEPT 2 - DEPARTURE REQUIRED

CONCEPT 1 - CODE COMPLIANT





DEPARTURE 3: FACADE MODULATION

CODE LANGUAGE

MAXIMUM FACADE WIDTH (45 -125 FT)

**23.48.745 - Table A**  
For stories above the podium height of 45 FT up to 125 FT facades are limited to a **maximum facade width of 150 feet.**

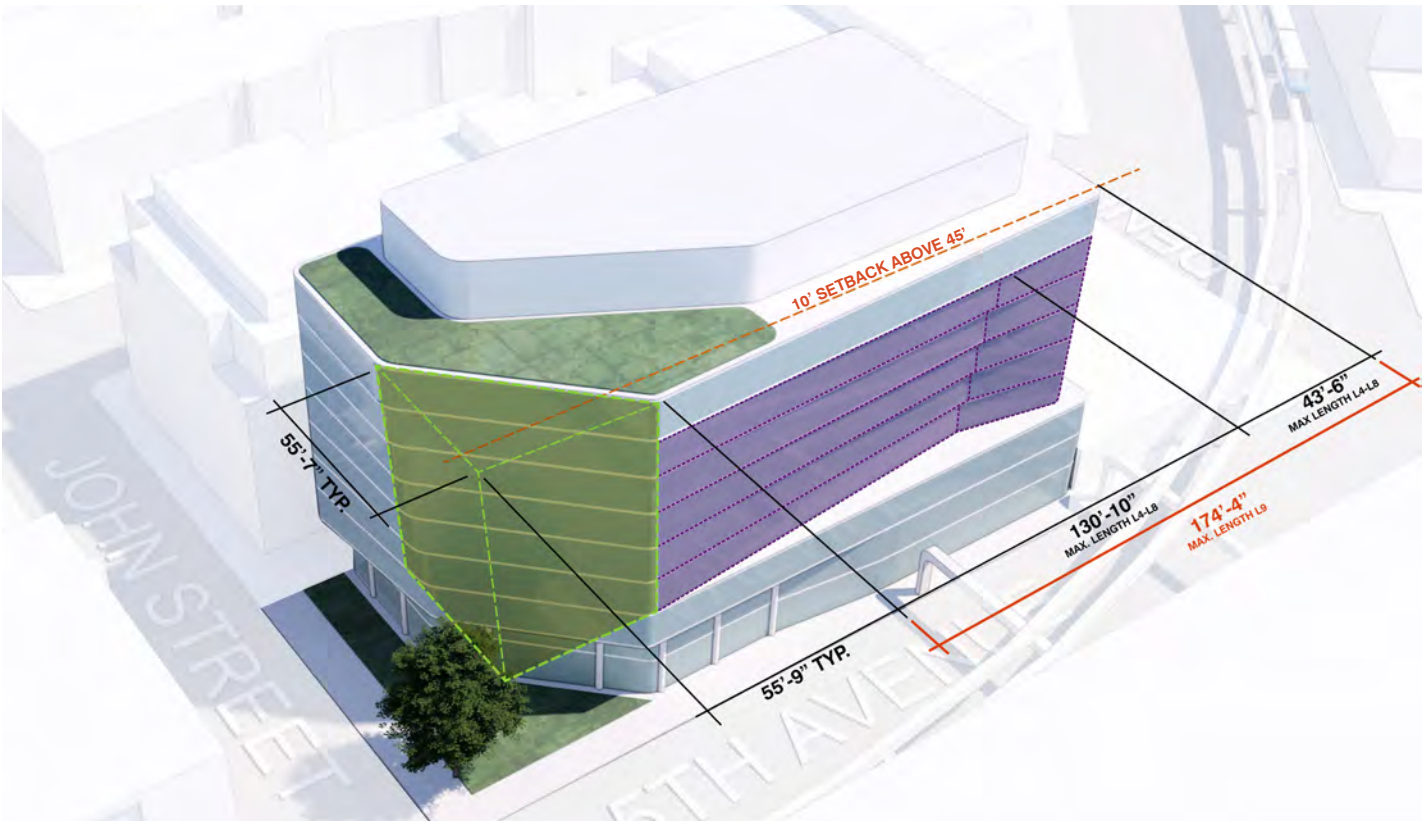
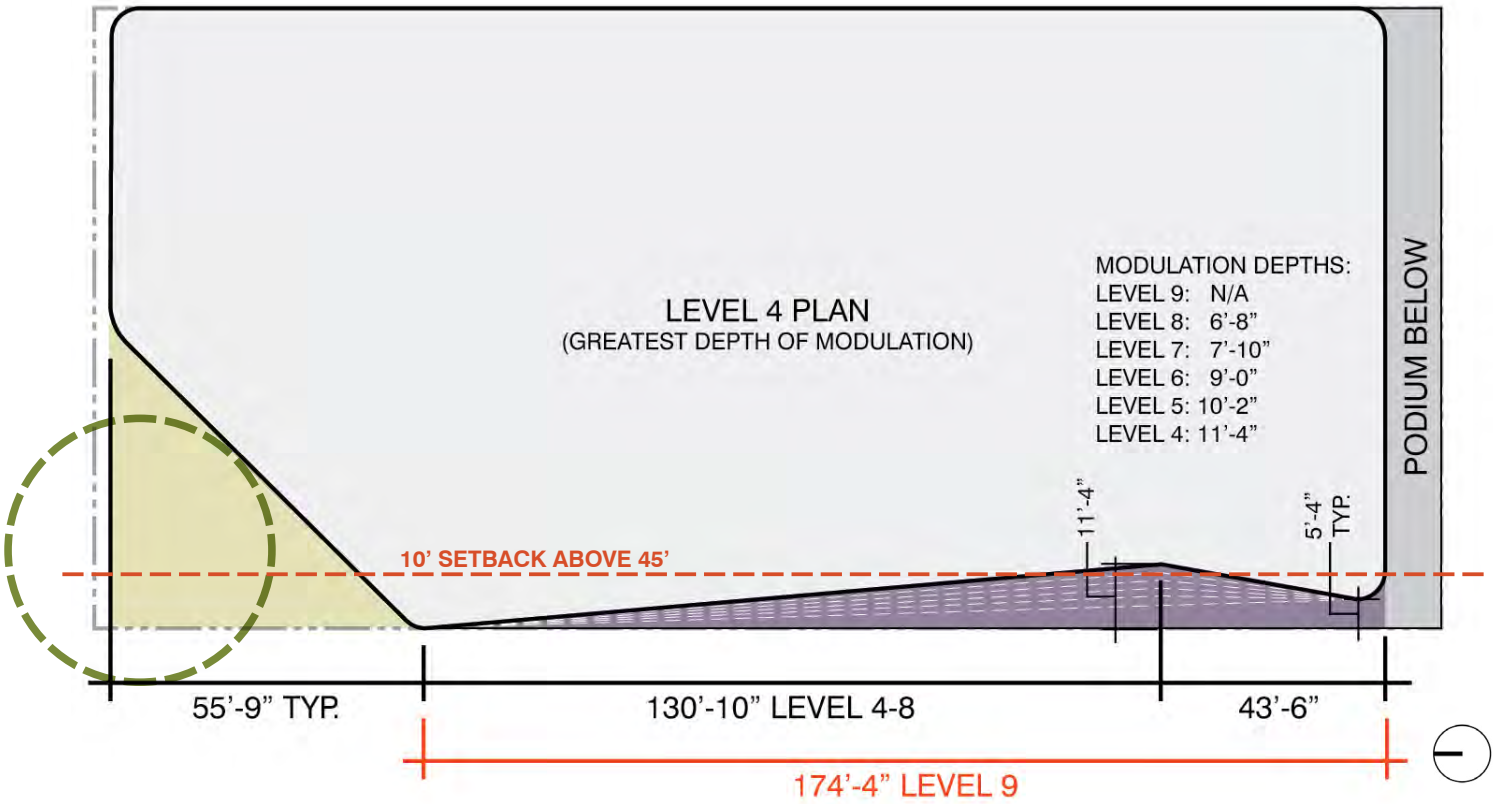
**23.48.745.D.2**  
The facade must be modulated at a minimum depth of 15 feet measured from the street lot line for a minimum length of 40 feet. If the required setback is provided, additional portions of the facade may be located within 15 feet of the street lot line.

- Code Req'd Modulation (15' x 40' Notch)
- 5th Avenue Designed Modulation (Continuous)
- Modulation for Tree (Accommodate Drip Line)

REQUEST

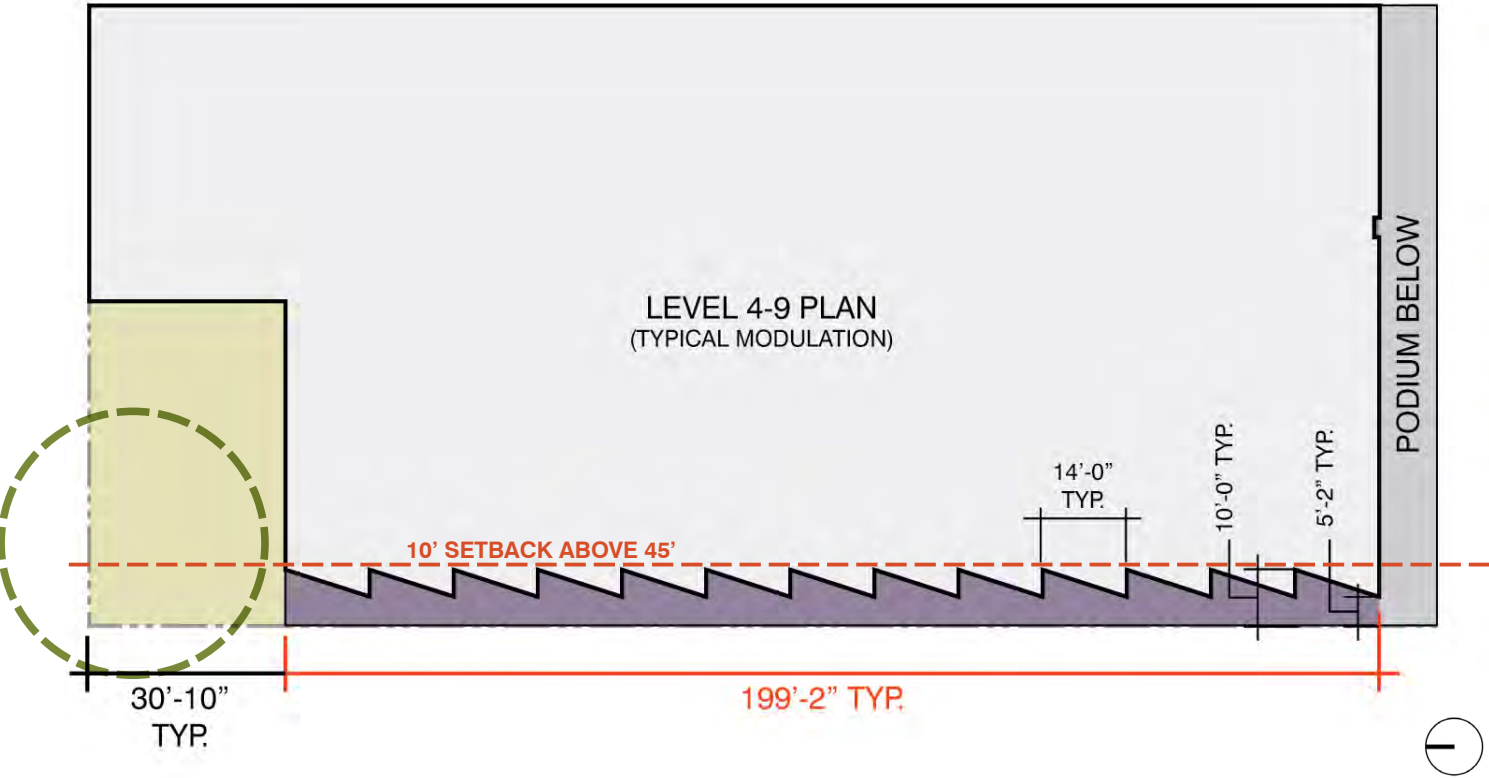
- Related to the other two departures, saving the exceptional tree resulted in a loss of development capacity. In order to recoup the FAR, while providing glazing on the south facade, the project is asking for a departure of the code standard 15'x40' step in the facade in lieu of a continuously carved approach as supported by design guideline DC2.5.c, and a reduction in its depth. Across the length of 5th Avenue, the volume of modulation is increased with the Preferred Concept and Concept 2.
- Additionally, DC2.5.d requests that the project mediates extra height through legible, multistory elements like floor groupings, gaskets, projections, and layering to avoid a single repeated extrusion from base to top. The concept of the "Datum of Delight" was formed around the contextual relationship of the site to the monorail alignment and the effect it has in creating clearly defined zones in the vertical axis. The ground level facade recesses to maintain the pedestrian scale, while the upper level modulation provides continuously folding forms which are unified, but not uniform in depth. This folding creates a continually modulated massing on all street frontages with only the top floor exceeding 150' in length along 5th Avenue. This top level facade was left intentionally straight to highlight top of the building, and augment the sense of movement happening in the levels below it.

PREFERRED CONCEPT - POTENTIAL DEPARTURE REQUIRED





CONCEPT 2 - POTENTIAL DEPARTURE REQUIRED



CONCEPT 1 - CODE COMPLIANT

