

100 2nd Ave N —

↓
TO
DOWNTOWN

Early Design Guidance —
Date: June 26

Address —
100 2nd Ave N
Seattle, WA 98109

Project Number —
SDCI 3041388-EG

Applicant Team —
Developer: Grousemont Associates
Architect : Mithun
Landscape Architect: Hewitt

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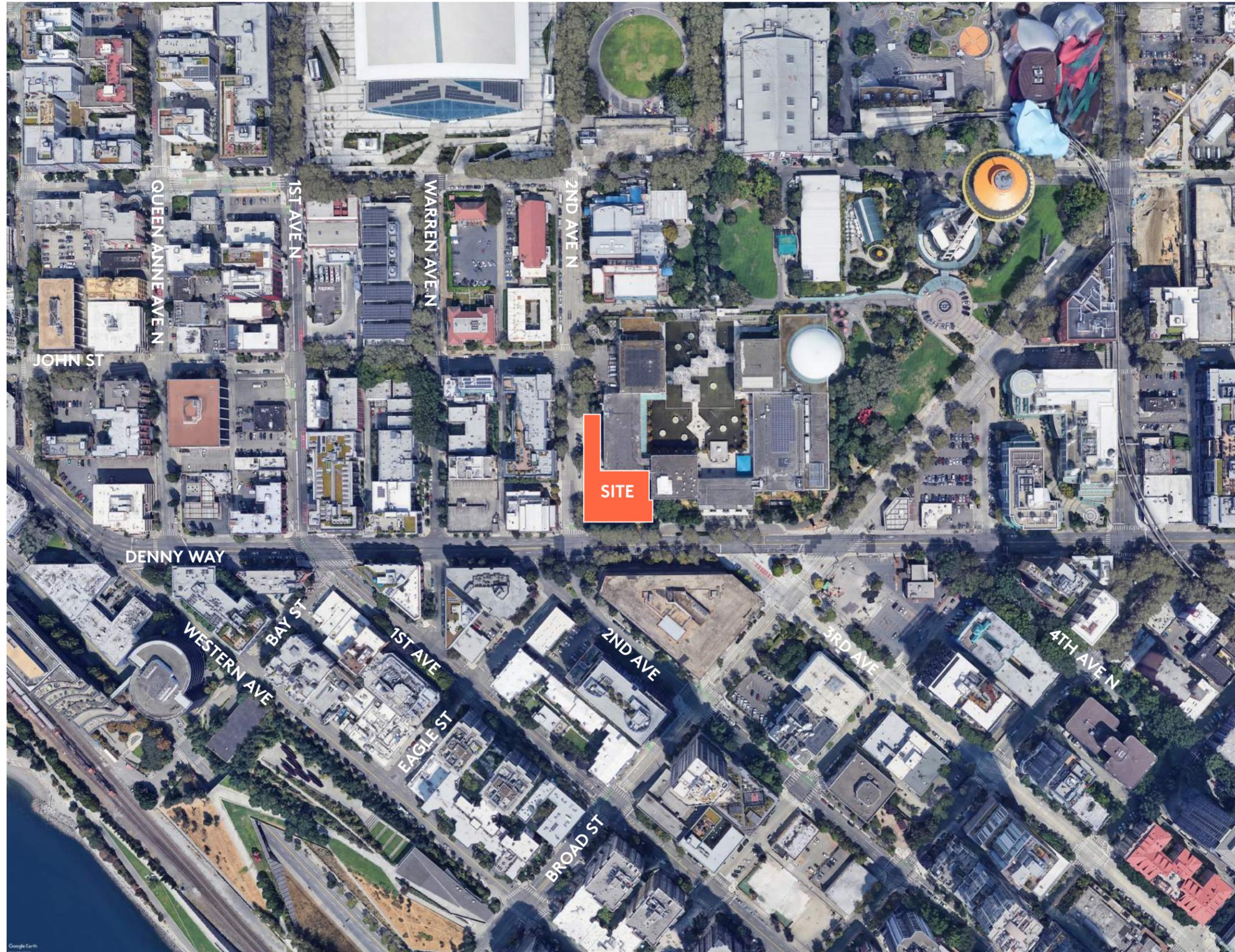
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This site is part of a vibrant cultural center with superior access to the waterfront, transit, and other neighborhood amenities.
Upscale urban living at the cultural heart of Seattle



PROJECT INFORMATION



Address:
100 2nd Ave N
Seattle, WA 98109

Developer:
Grousemont Associates

Architect / Interior Design:
Mithun

Number of Residential Units:
Approximately 151

Total Gross Floor Area
Approximately 154,900 sf

Above Grade Square Footage, Retail:
0 sf

Parking Stalls:
Approximately 90 Below Grade Parking Stalls

Project Description:
This new multi-family project is prominently located adjacent to the Pacific Science Center, on the edge of Belltown and Uptown, in the cultural heart of Seattle. The goal is to provide approximately 151 market rate rental units. The units are primarily 1 bedroom with some studios and 2 bedroom unit options. Our vision is to create a contemporary and highly attractive project that is inspired by the surrounding midcentury architecture, and blends with the adjacent residential and urban neighborhoods.



DEVELOPMENT OBJECTIVES

Employ programmatic strategies, transparency, and lighting design to **support eyes-on-the-street** and contribute to a safe, walkable neighborhood for residents, neighbors and visitors.

Create a **beautifully articulated pedestrian experience** with increased ground level setbacks and landscaping.

Use quality materials and thoughtful detailing to create a holistic design that heightens **visual interest** and honors the **neighborhood character**.

Replace the parking garage with a building that is **cultivated from the vision of Seattle's cultural district** and the Uptown Design Guidelines.

Activate this prominent corner with a multi-family housing project that **maintains the urban edge** and provides a **highly desirable and thoughtful design for urban living**.

COMMUNITY OUTREACH SUMMARY

Answers to the question: "what is most important to you about a new building on this property?"

- 55% relationship to the Neighborhood Character
- 45% Environmentally friendly features
- 36% Parking
- 27% Attractive Materials

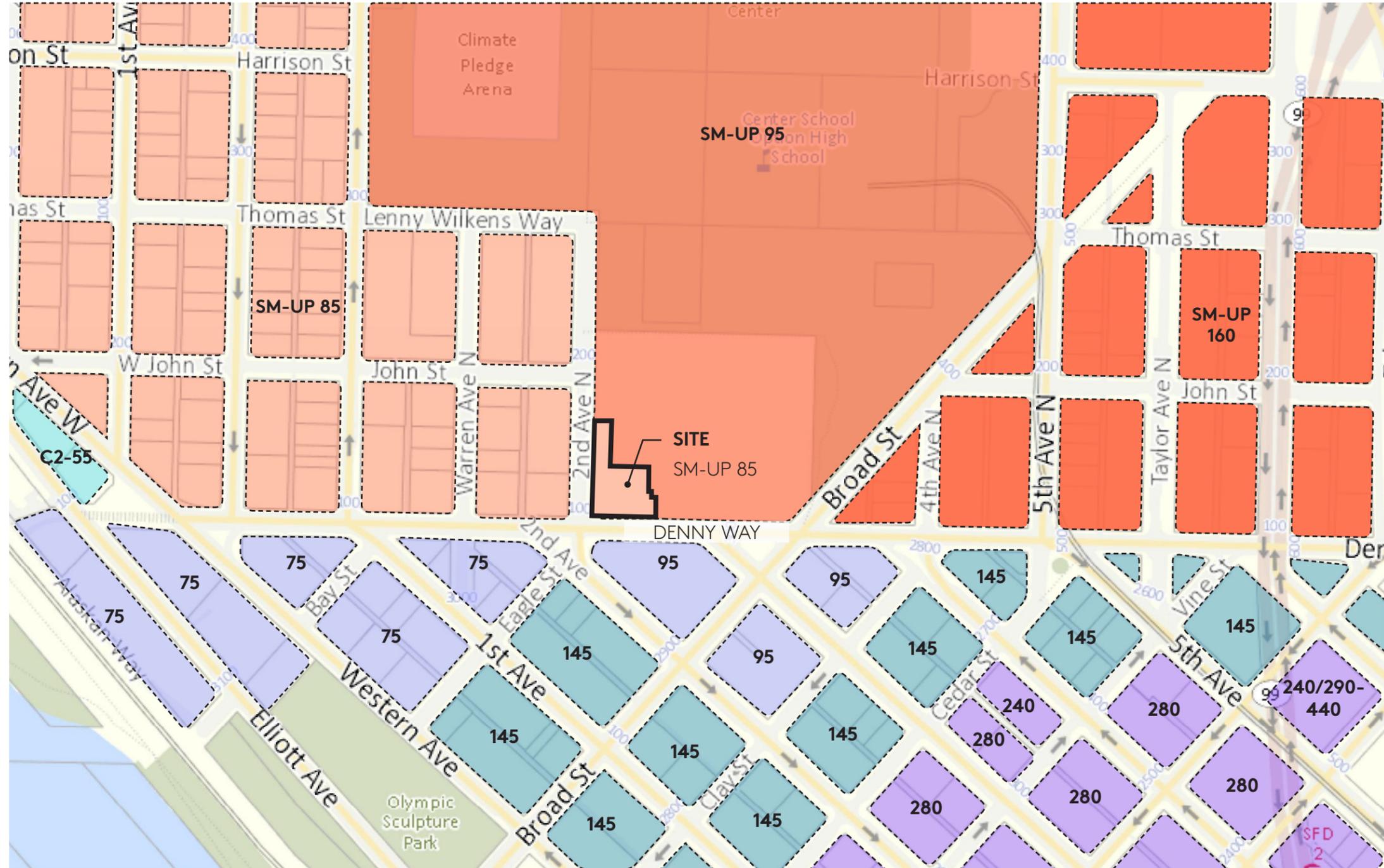
Answers to the question: "what is most important to you about the exterior space?"

- 55% landscaping
- 45% Lighting & safety



URBAN DESIGN ANALYSIS ZONING

ADDRESS: 100 2ND AVE N SEATTLE, WA 98109
SITE ZONE: SM-UP 85 (M)
ADJACENT ZONES: SOUTH: DMC-95
 NORTH & EAST: SM-UP 95 (M)



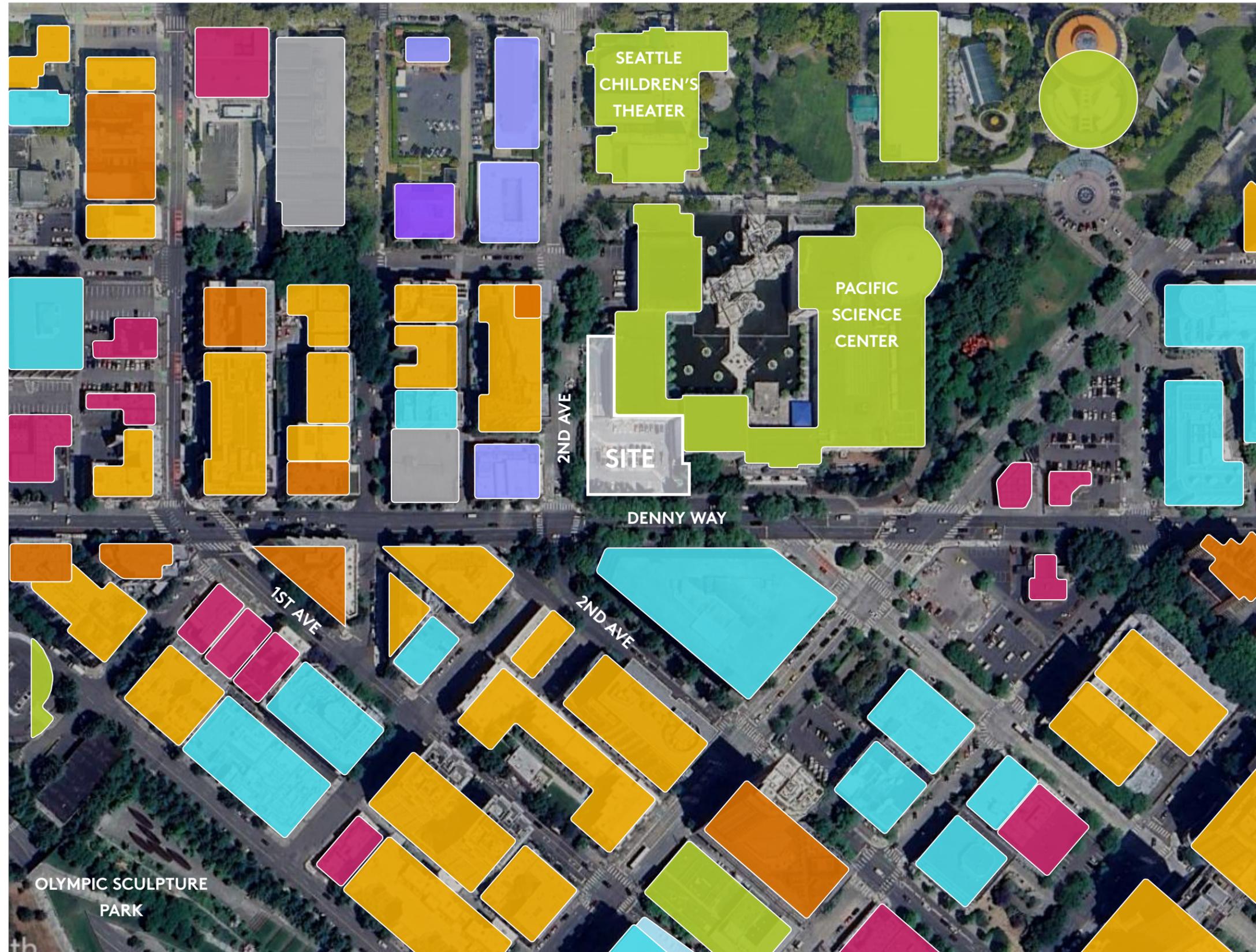
SITE

LEGEND

- SM-UP 85
- SM-UP 95
- SM-UP 160
- DMC
- C2
- DMR/R
- DMR/C



URBAN DESIGN ANALYSIS SURROUNDING USES



- MULTI-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL / MIXED USE
- RETAIL / COMMERCIAL
- OFFICE / MIXED USE
- CULTURAL
- EDUCATIONAL
- RELIGIOUS
- PARKING GARAGE



URBAN DESIGN ANALYSIS VICINITY MAP WITH ADJACENT STREET LEVEL USES

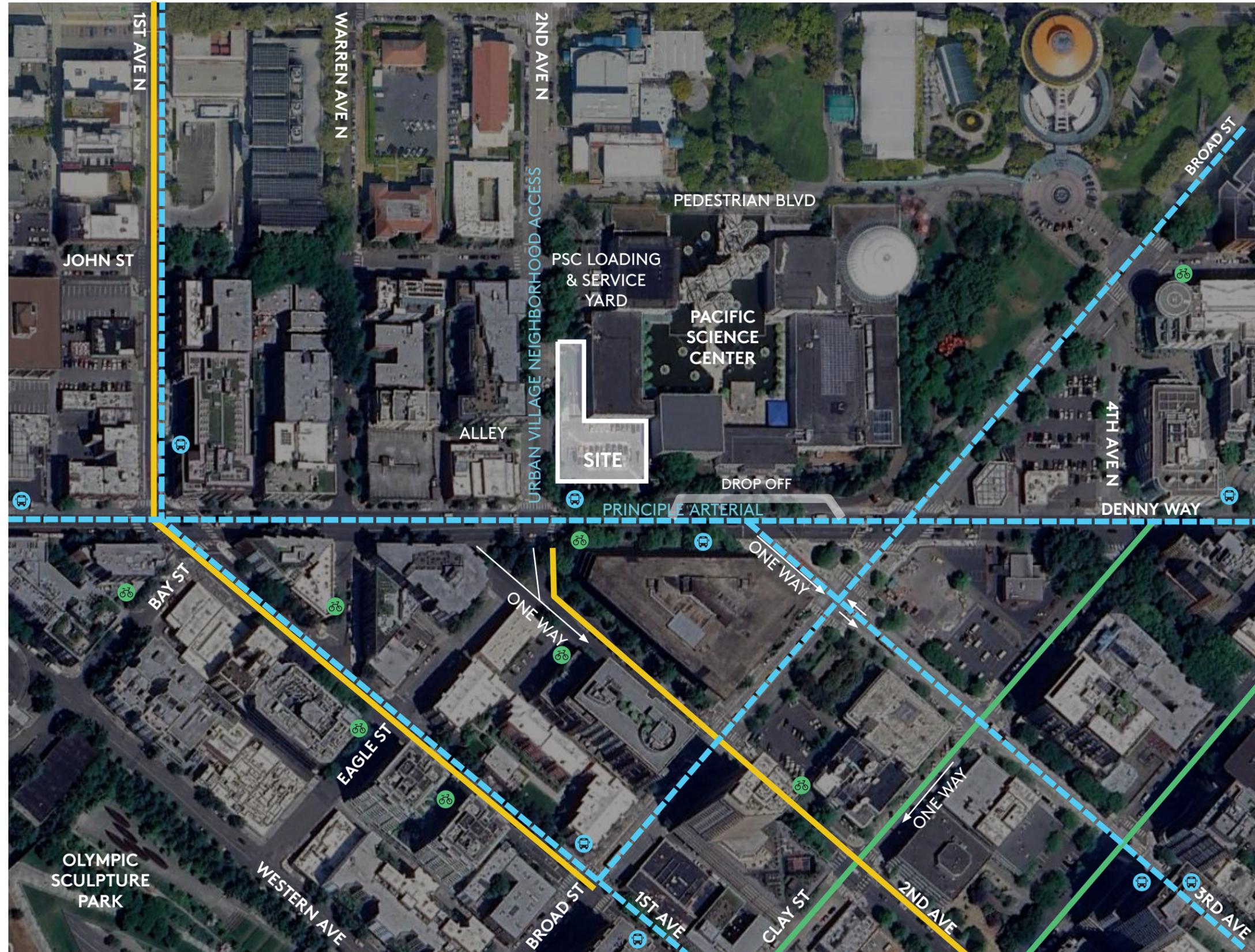


URBAN DESIGN ANALYSIS

- MULTI-FAMILY RESIDENTIAL / MIXED USE
- RETAIL / COMMERCIAL
- OFFICE / MIXED USE
- CULTURAL
- ⋯ LANDMARK FACADE
- EDUCATIONAL
- RELIGIOUS
- COMMUNITY
- PARKING GARAGE



URBAN DESIGN ANALYSIS EXISTING TRANSPORTATION, BIKE AND BUS ROUTES



NOTE:

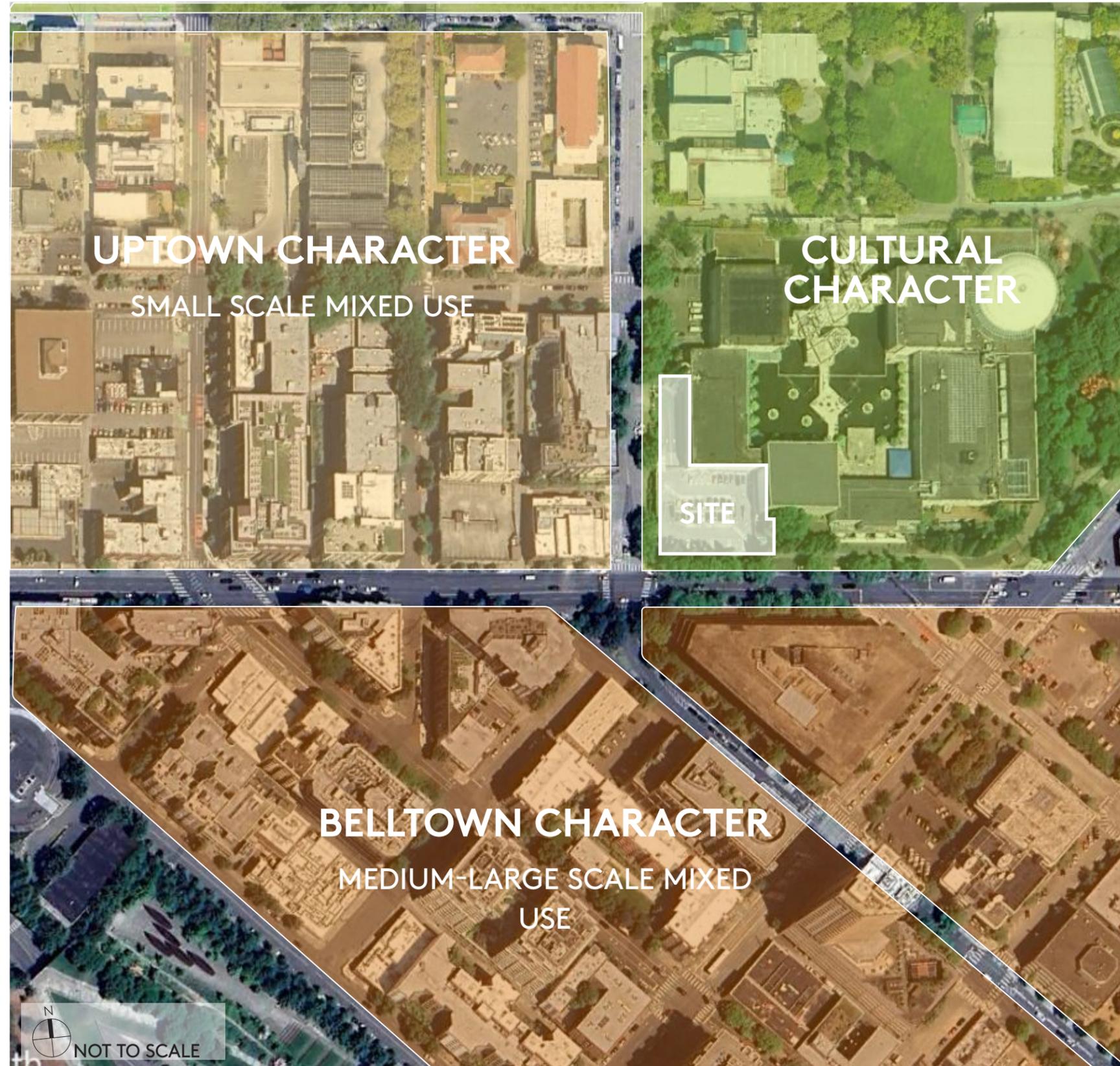
There is no minimum parking requirement for residential use.

LEGEND

- SITE
- - - BUS ROUTE
- - - BIKE RACK
- BUS STOP
- - - BIKE FRIENDLY ROAD
- PROTECTED BIKE LANES



URBAN DESIGN ANALYSIS TRANSITION IN USE/CHARACTER



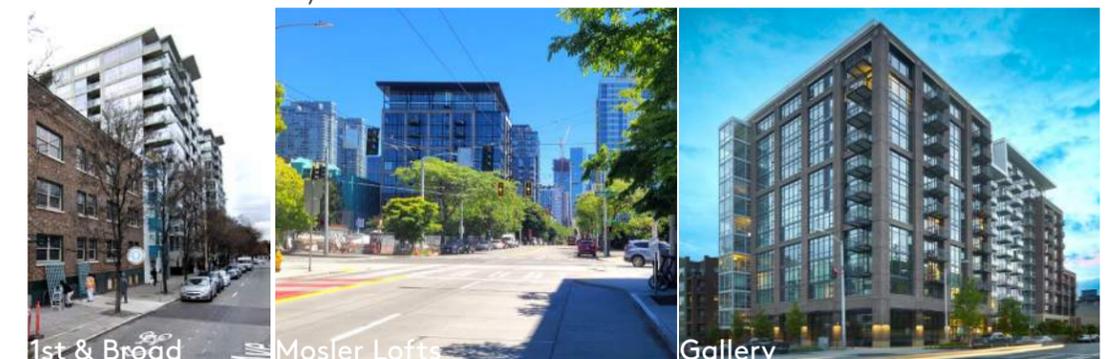
Cultural character This area is characterized by the large scale cultural architecture inspired by the mid-century architecture from the 1962 Seattle World's Fair. This area includes many historic and contemporary cultural buildings, extensive outdoor amenity spaces, and cultural amenities.



Uptown character, small scale mixed use residential neighborhood This area is characterized by an eclectic variety of residential, mixed use, and civic architecture. Primarily smaller scale at 3-6 stories. There are examples of a wide variety of cladding, many of the older buildings clad in brick and newer buildings clad in brick, metal and cementitious panel.



Belltown Character, Mid to High rise residential/mixed use. This area is characterized by the more recent highrise mixed use residential and office mixed use. These taller buildings, typically 5-24 stories, reach for views of the Puget Sound and the density of downtown.



URBAN DESIGN ANALYSIS AERIAL VIEWS OF SITE AND LOWER QUEEN ANNE NEIGHBORHOOD



AERIAL VIEW LOOKING NORTH EAST

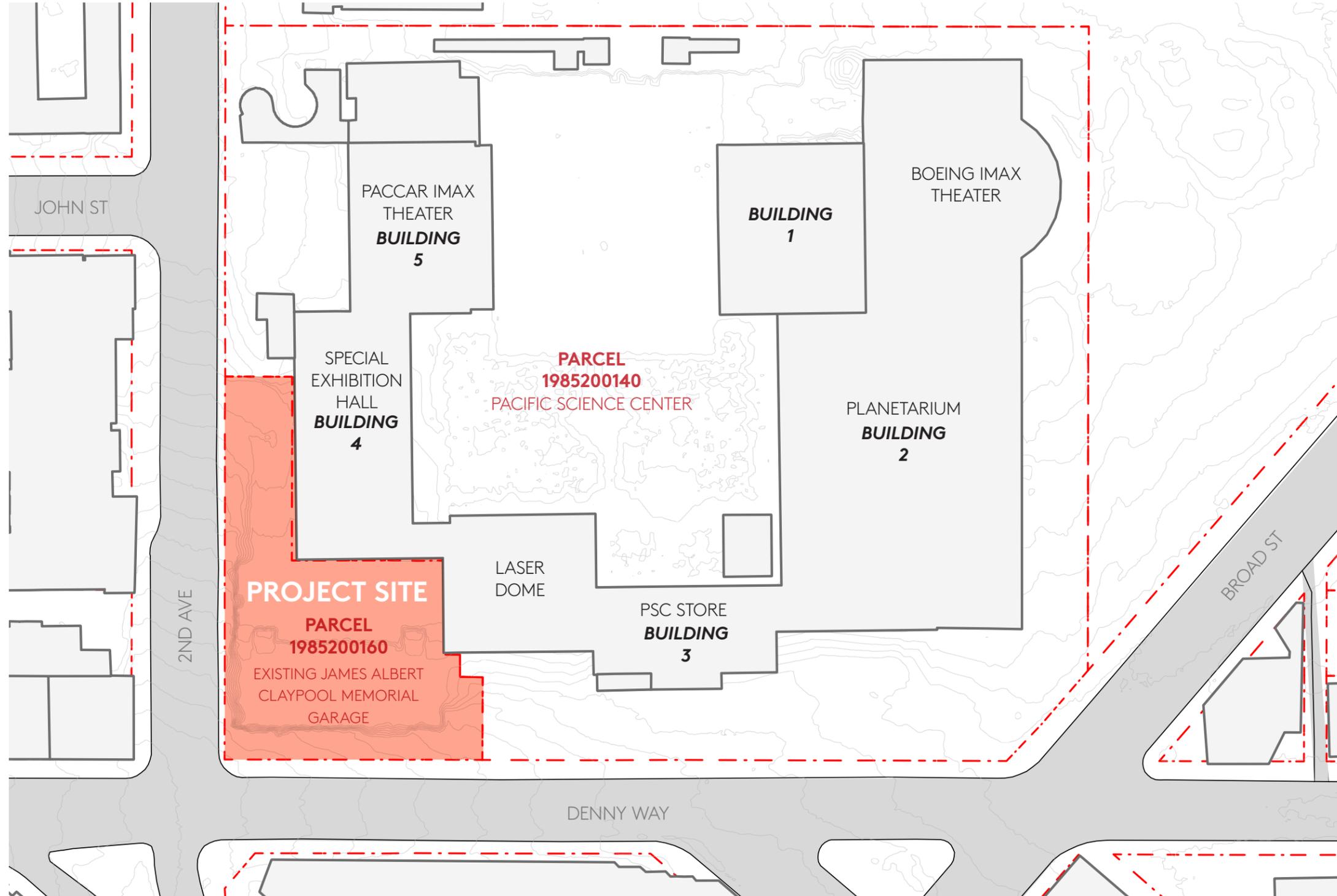


AERIAL VIEW LOOKING NORTH WEST



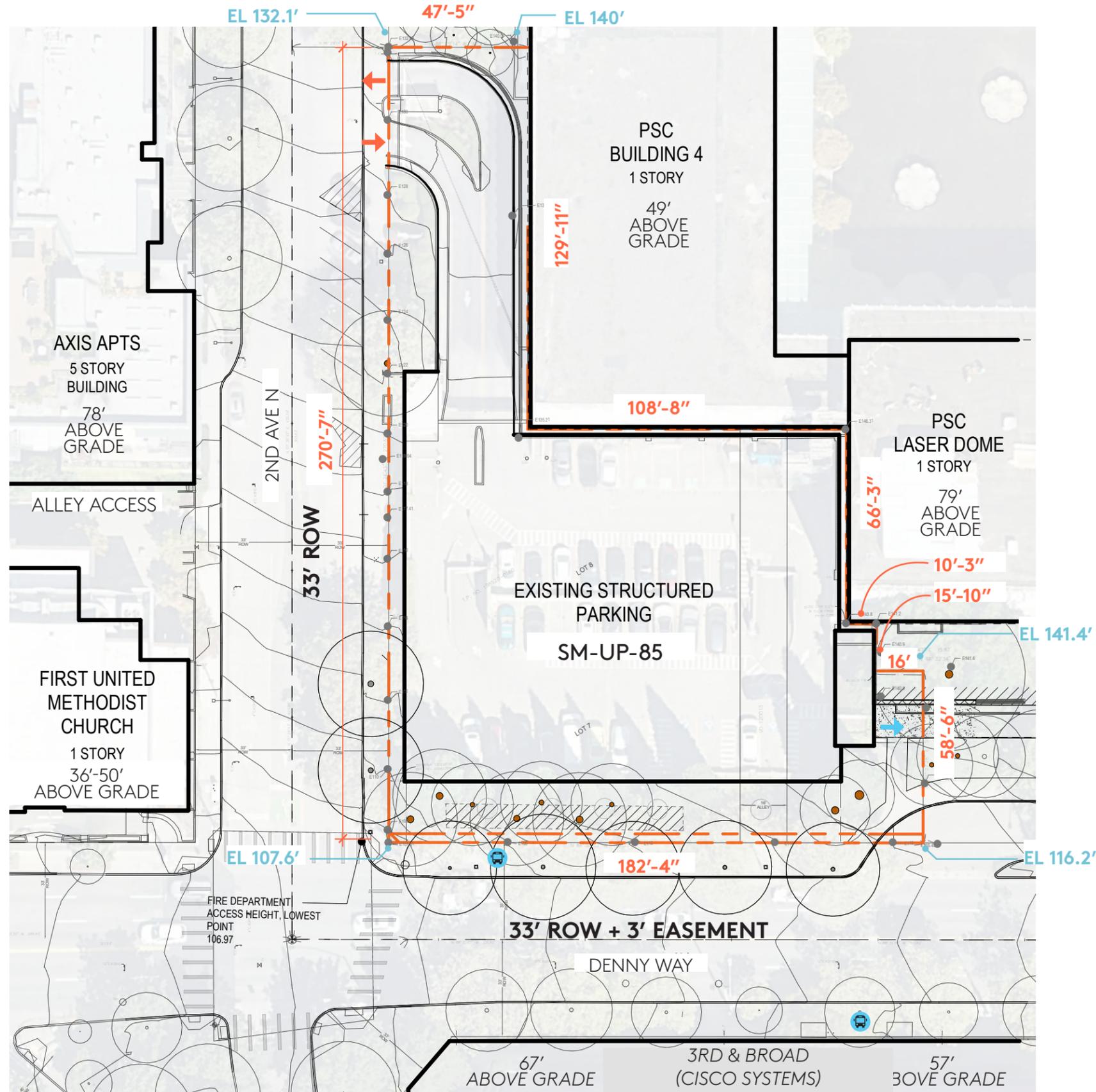
AERIAL VIEW LOOKING NORTH EAST

SITE ANALYSIS EXISTING SITE PLAN



NOT TO SCALE 

SITE ANALYSIS SITE SURVEY



LOCATION

The block that the site is located on is bounded on the West by 2nd Ave N and on the South by Denny Way. On the North and East the lot is bound by the Pacific Science Center.

PARCEL SIZE

29,838 SF (Parcel ID: 1985200160)

SITE ZONE

SM-UP 85 (M)

LEGAL DESCRIPTION

DENNYS D T 3RD ADD PCL B SEATTLE BLA #3007559 REC #20070625900011 & CORRECTED BY REC #20071016900014 & AFF OF CORRECTION REC #20071031001462 SD BLA BEING BLOCKS 39 & 48 & POR BLOCKS 40 & 47 OF SD ADD

EXISTING USES AND STRUCTURES

An existing above grade, 2 level, terraced parking garage with an approximately 17,977 SF floor plate, currently occupies the site.

TOPOGRAPHY

The site slopes down from the northwest corner to the southwest corner approximately 25ft over 270ft. The site also slopes from the east down to the southwest corner approximately 8ft over 181ft.

EXISTING TREES

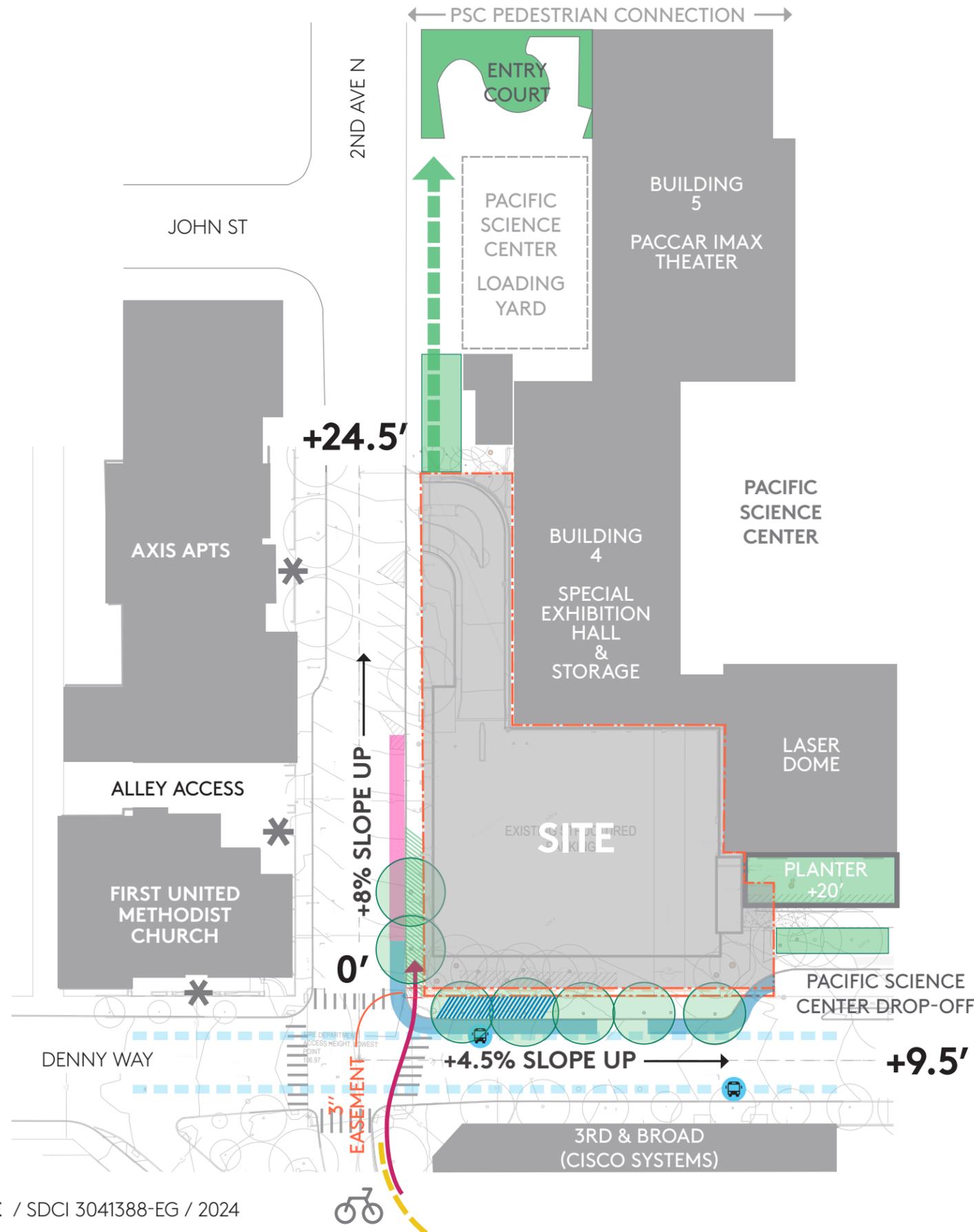
The site has multiple Tier 2 and Tier 3 trees.

LEGEND

- VEHICULAR ACCESS
- PEDESTRIAN ACCESS
- BUS STOP



SITE ANALYSIS CONSTRAINTS & OPPORTUNITIES



Significant site slope

Site shape challenges

- Limited vertical core locations
- Narrow site shape on the north
- Close proximity to the Pacific Science Center building

Limited vehicular access

- No alley on site
- Limited access from Denny Way
- Limited trash staging opportunities
- Limited garage entry opportunities

Building Entry

- Ideally on quiet street / 2nd ave
- Strong connection to public transportation and bike lane
- Relationship to Church Entry & Axis Entry
- Disassociate residential entry from bus stop

Reinforce pedestrian connections to Pacific Science Center

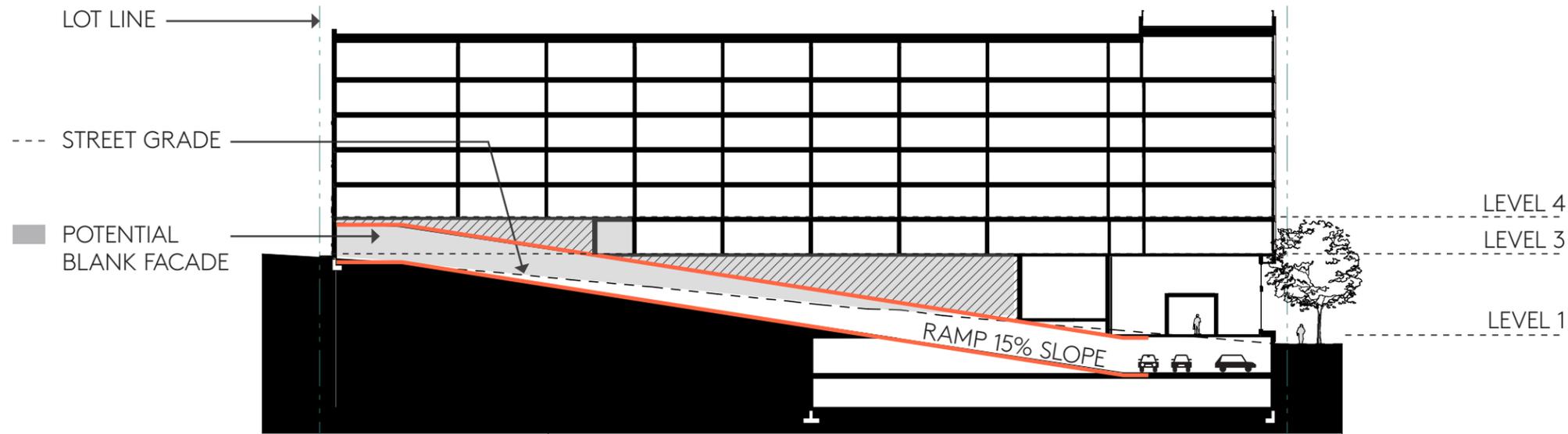
LEGEND

- TREES TO REMAIN
- PREFERRED VEHICULAR ACCESS ZONE
- ▨ PREFERRED PEDESTRIAN/BIKE ENTRY ZONE
- NO CURB CUTS PERMITTED
- ▨ EXISTING BUS STOP ZONE
- BUS ROUTE - ACTIVE / LOUD
- 🚌 BUS STOP
- ➡ BIKERS APPROACH
- 🚲 PROTECTED BIKE LANES
- * ADJACENT BUILDING ENTRY LOCATIONS
- - - PROPERTY LINE



SITE ANALYSIS SITE CONSTRAINTS & OPPORTUNITIES

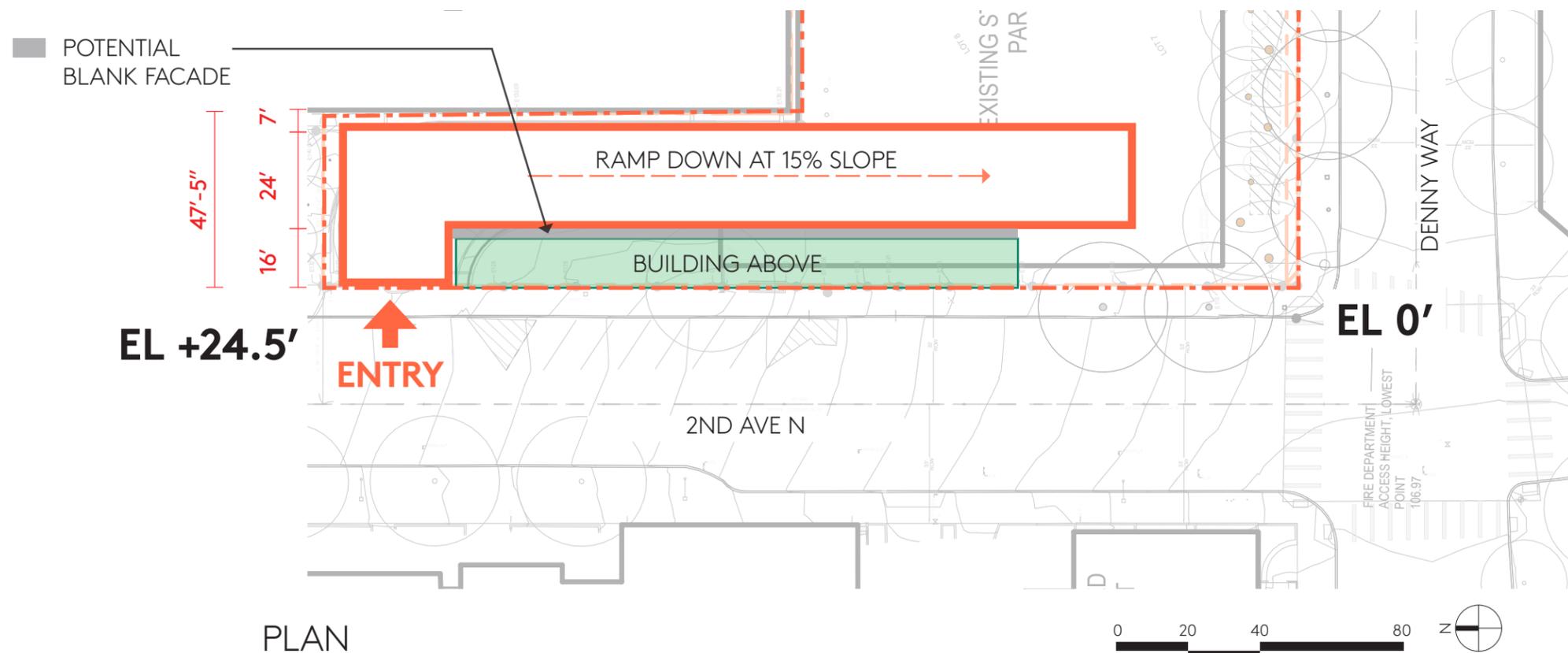
STUDY: PARKING ENTRY AT NORTH



SECTION AT 2ND AVE N

A variety of parking entry locations along 2nd avenue were analyzed

With significant slope on 2nd ave a garage ramp is difficult, as the ramp is parallel with the street slope. This creates a significant 'carve out' of site program and does not allow other uses at the street level - illustrated by the exhibits on this page.



PLAN

SITE ANALYSIS ARBORIST REPORT SUMMARY

Tree Assessment Site Plan
Grousemont Associates - 100 2nd Ave. N Development

100 2nd Ave. N
Seattle, Washington



Symbols: (Approximate location)

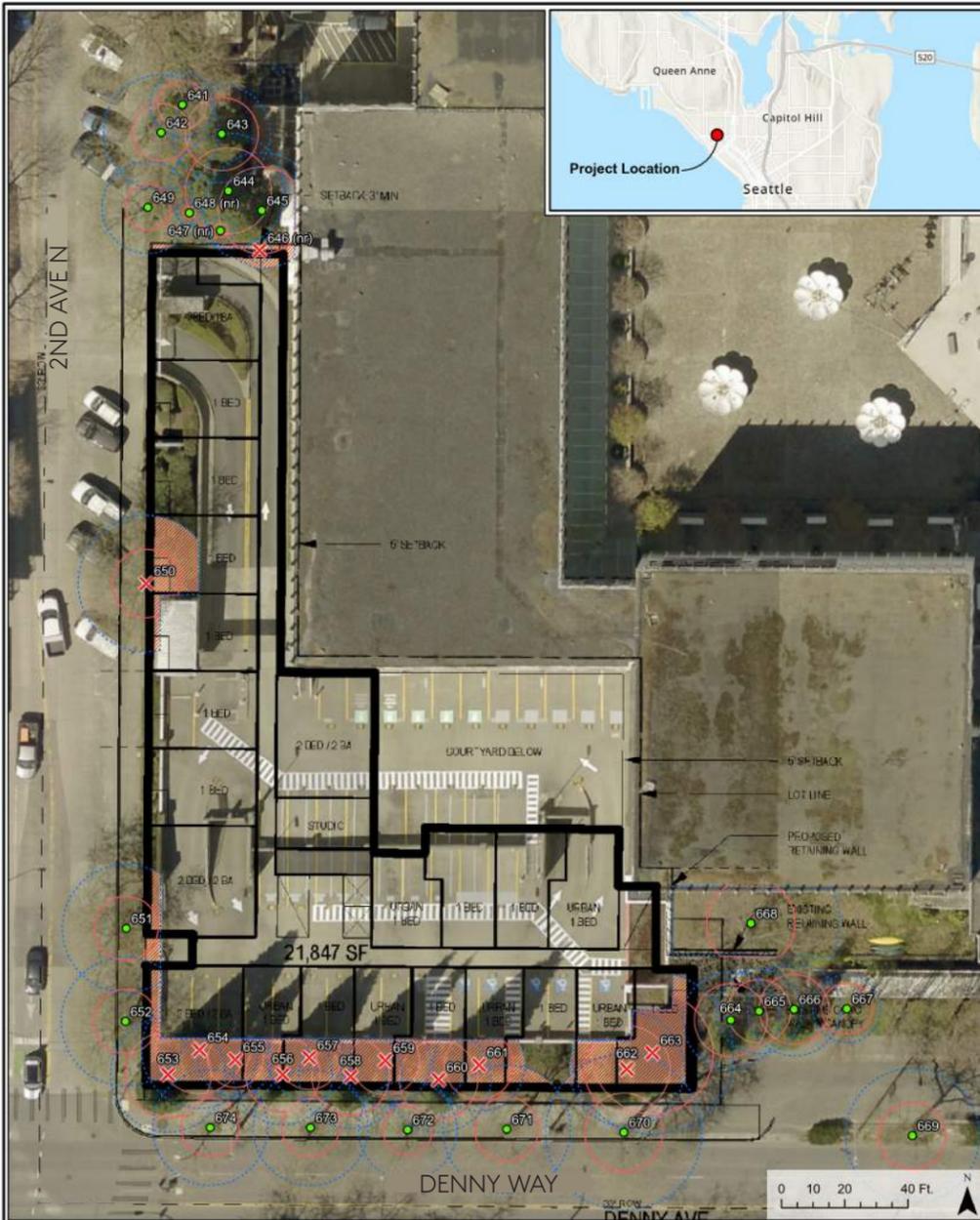
- Inventoried and assessed tree recommended for retention at this time with a need for further evaluation during plan development and finalization.
- ISA Level 1 Limited Visual Risk Assessment path

Base plan produced by Mithun and provided by Grousemont Associates, 2023. 2021 Aerial imagery and parcel data retrieved from King County GIS Portal.
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TA-01

Tree Assessment Site Plan - Impact Assessment
Grousemont Associates - 100 2nd Ave. N Development

100 2nd Ave. N
Seattle, Washington



Symbols: (Approximate location)

- Tree with preservation potential based on concept plan and anticipated impacts.
- ✗ Tree requiring removal based on concept plan and anticipated impacts.

Tree Preservation Zones (TPZ)*

- Area of expected impacts and root loss
- Calculated Tree Protection Zone (CTPZ)
- Critical Root Zone (CRZ)

*See the attached Tree Preservation Zone Explanation for details.

Base plan produced by Mithun and provided by Grousemont Associates, 2023. 2021 Aerial imagery and parcel data retrieved from King County GIS Portal.
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TA-02

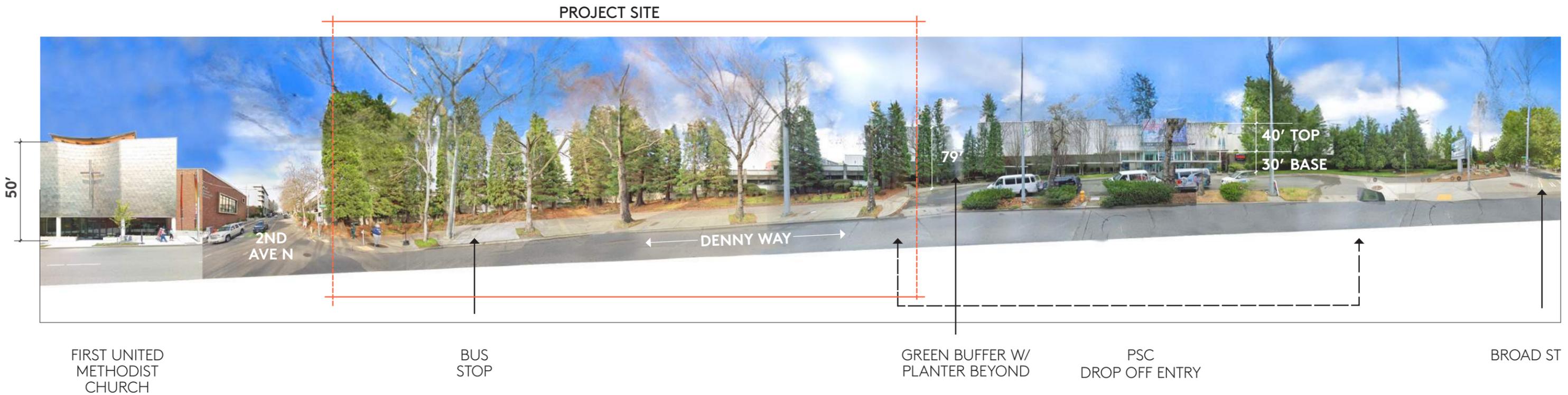
This site has a number of mature trees. Our design has made a big effort to retain the street trees and orchestrated our entries to miss these trees including our lobby entry, car entry and trash entry.

- (34) Trees were inventoried on the property and adjacent to the property.
- (13) of (34) Trees are on the project property.
- (8) of (34) Trees are in the ROW.
- (13) of (34) Trees are on the adjacent Pacific Science Center property.
- (31) of (34) Trees are of a regulated size and designation per 25.11 of the Seattle Municiple Code (Ord 126821 May 2023).
- Tier 2 trees: 10 of 31
- Tier 3 trees: 21 of 31

SITE ANALYSIS EXISTING PROJECT SITE STREETScape

DENNY WAY - EXISTING STREET ELEVATION LOOKING NORTH

- The surrounding cultural buildings incorporate simple large scale massing forms with highly repetitive intricate facade articulation and detailing.
- Massing is functional, interest heightened with quality materials, facade articulation and detailing.
- Massing and facade articulation emphasize a 'base & top'
- Massing modulation at the entry



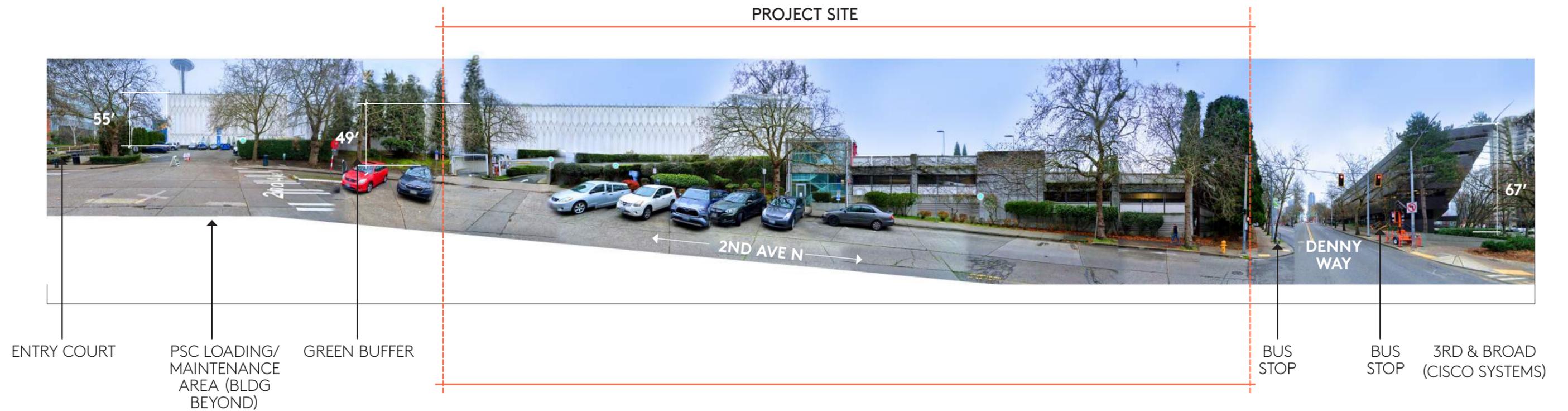
SITE ANALYSIS EXISTING PROJECT SITE STREETScape

2ND AVE N - EXISTING STREET ELEVATION LOOKING EAST

- The surrounding cultural buildings incorporate simple large scale massing forms with highly repetitive intricate facade articulation and detailing.
- Massing is functional, interest heightened with quality materials, facade articulation and detailing.
- Massing and facade articulation emphasize a 'base & top'



21 SITE ANALYSIS



SITE ANALYSIS ADJACENT SITE STREETSCAPES

2ND AVE N - EXISTING STREET ELEVATION LOOKING WEST

- The buildings adjacent to the site have a wide variety of program and uses culminating in an eclectic assortment of architectural expressions.

Axis Apartments:

- Massing incorporates recessed base with colonnade in the pedestrian zone.
- Terracing steps down 2nd avenue softening the transition between the base of the building with the sidewalk.
- Residential balconies provide eyes on the street and facade articulation at the upper levels.



FIRST UNITED
METHODIST
CHURCH

ALLEY
ACCESS

AXIS
APARTMENTS

SACRED HEART
OF JESUS PARISH

SITE ANALYSIS ADJACENT SITE STREETSCAPES

DENNY WAY - EXISTING STREET ELEVATION LOOKING SOUTH

- Adjacent office, monolithic massing
- Horizontal articulation
- Metal facade



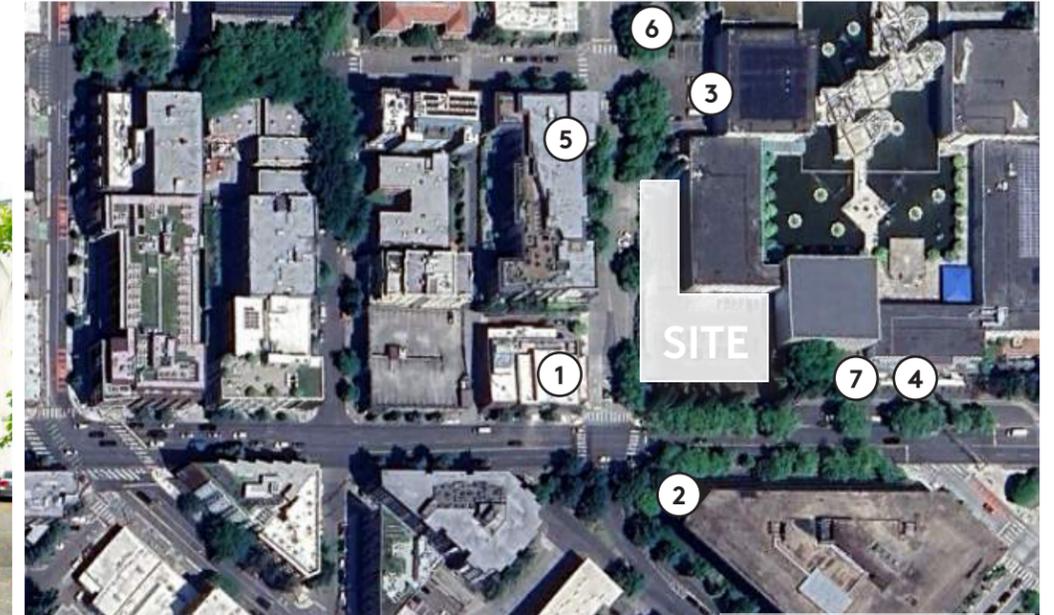
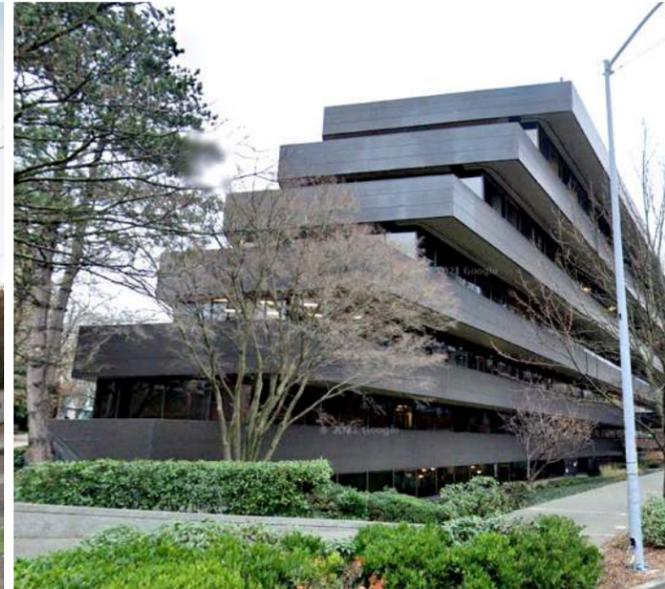
3RD & BROAD
(CISCO SYSTEMS)

BUS STOP

END OF 2ND AVE
PROTECTED BIKE LANE

SITE ANALYSIS IMMEDIATE SITE CONTEXT

The wide variety of program and uses in the immediate vicinity culminate in an eclectic assortment of architectural expressions.



① First United Methodist Church
Metal facade relating to Denny
Brick facade relating to 2nd Ave N
Colonade at base

② 3rd & Broad (Cisco Systems)
Horizontal facade articulation

③ Pacific Science Center
Simple form
Quality materials
Intricate facade articulation



④ Pacific Science Center (Denny Way)
Modulation at entry
Vertical facade articulation

⑤ Axis Apartments
Green buffer at street edge
Residential setback at base/stoops

⑥ Adjacent entry: Seattle Storm Champion Center
Entry courtyard with green buffer
Pedestrian path to Pacific Science Center

⑦ Adjacent PSC building entry drop-off
Green Buffer

Residential character

Understated urban residential fabric

Residential Industrial character, **simplicity** of urban form.

Engage the pedestrian edge, landscaped transition at base.

Transparency at the ground level to support **urban safety**.

Materiality: glass / brick / metal

Cultural neighborhood character

Architecture inspired by the 1962 World's Fair.

Embrace moments of **creativity and vibrant funk**.

Clean, simple forms. Massing articulation at entries.

Interest in **detail**, pattern & texture

Materiality: glass / concrete / metal



Mosler Lofts
Industrial expression
Materiality / Metal and glass



Center Street Apartments
Simple massing
Articulation at base



Minnie Flats
Celebration of corner
Verticality of facade articulation



Climate Pledge Arena
Expressive column articulation
Materiality / Concrete, glass and



Pacific Science Center
Expressive column articulation
Simple massing, vertical articulation
Materiality / Concrete

ZONING SUMMARY SEATTLE TITLE 23 LAND USE CODE

APPLICABLE CODE	SEATTLE MUNICIPAL CODE - TITLE 23 - LAND USE CODE
ADDRESS	204 DENNY WAY SEATTLE, WA 98109
PARCEL NUMBER	1985200160
ZONING / LAND USE CLASSIFICATION	SM-UP 85 (M) UPTOWN URBAN CENTER
SITE AREA	29,838 SF
SPECIAL REVIEW DISTRICT	NONE
PRESENT USE	PARKING STRUCTURE
40% STEEP SLOPE	YES

23.48.045 - AMENITY AREA FOR RESIDENTIAL USES

23.48.045.B - AN AREA EQUIVALENT TO FIVE PERCENT OF THE TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE SHALL BE PROVIDED AS AMENITY AREA

WILL BE COMPLIANT

23.48.045.C.2 - A MAXIMUM OF 50 PERCENT OF THE REQUIRED AMENITY AREA MAY BE ENCLOSED.

WILL BE COMPLIANT

23.48.085 PARKING AND LOADING LOCATION AND ACCESS, AND CURB CUTS

23.48.085.D - PARKING AND LOADING ACCESS. IF A LOT ABUTS MORE THAN ONE RIGHT-OF-WAY, THE LOCATION OF ACCESS FOR PARKING AND LOADING SHALL BE DETERMINED BY THE DIRECTOR

ACCESS TO BELOW GRADE GARAGE IS REQUESTED FROM 2ND AVE N

23.48.085.D.2 - LOT DOES NOT ABUTT AN APPROVED ALLEY, PARKING AND LOADING ACCESS MAY BE PERMITTED FROM THE STREET. IF THE LOT ABUTS MORE THAN ONE STREET, THE LOCATION OF ACCESS IS DETERMINED BY THE DIRECTOR, AS A TYPE I DECISION, AFTER CONSULTING WITH THE DIRECTOR OF TRANSPORTATION.

COMPLIANT: NO LOADING REQUIRED

A. AN UNDESIGNATED STREET; PREFERRED

23.48.085.E.1 - PERMITTED ACCESS SHALL BE LIMITED TO ONE TWO-WAY CURB CUT

DEPARTURE: REQUEST AN ADDITIONAL 10' W CURB CUT FOR TRASH PICK -UP

23.48.710 TRANSPORTATION MANAGEMENT PROGRAMS

23.48.710.B - AN APPLICANT WHO PROPOSES MULTIFAMILY DEVELOPMENT THAT IS EXPECTED TO GENERATE 50 OR MORE VEHICLE TRIPS IN ANY ONE P.M. HOUR OR DEMAND FOR 25 OR MORE VEHICLES PARKING ON THE STREET OVERNIGHT SHALL PREPARE AND IMPLEMENT A TMP.

23.48.720 FLOOR AREA RATIO (FAR) IN SM-UP ZONES

23.48.720.A - TABLE A

5.25 FAR TARGET

23.48.732 MAXIMUM STRUCTURE WIDTH AND DEPTH

23.48.732.A - THE MAXIMUM WIDTH AND DEPTH OF A STRUCTURE IS 250 FEET

DEPARTURE: PROJECT REQUESTS A 264' BUILDING LENGTH ON 2ND AVE N

23.48.740 STREET-LEVEL DEVELOPMENT STANDARDS

23.48.740.A - STREET-LEVEL FACADE REQUIREMENTS; SETBACKS FROM STREET LOT LINES. STREET-FACING FACADES OF A STRUCTURE SHALL BE BUILT TO THE LOT LINE

DEPARTURE: REQUEST STREET LEVEL SETBACKS ON 2ND AVE N AND DENNY WAY

23.54.015 REQUIRED PARKING AND MAXIMUM PARKING LIMITS

23.54.015 - REQUIRED PARKING - TABLE A - (NON-RESIDENTIAL)

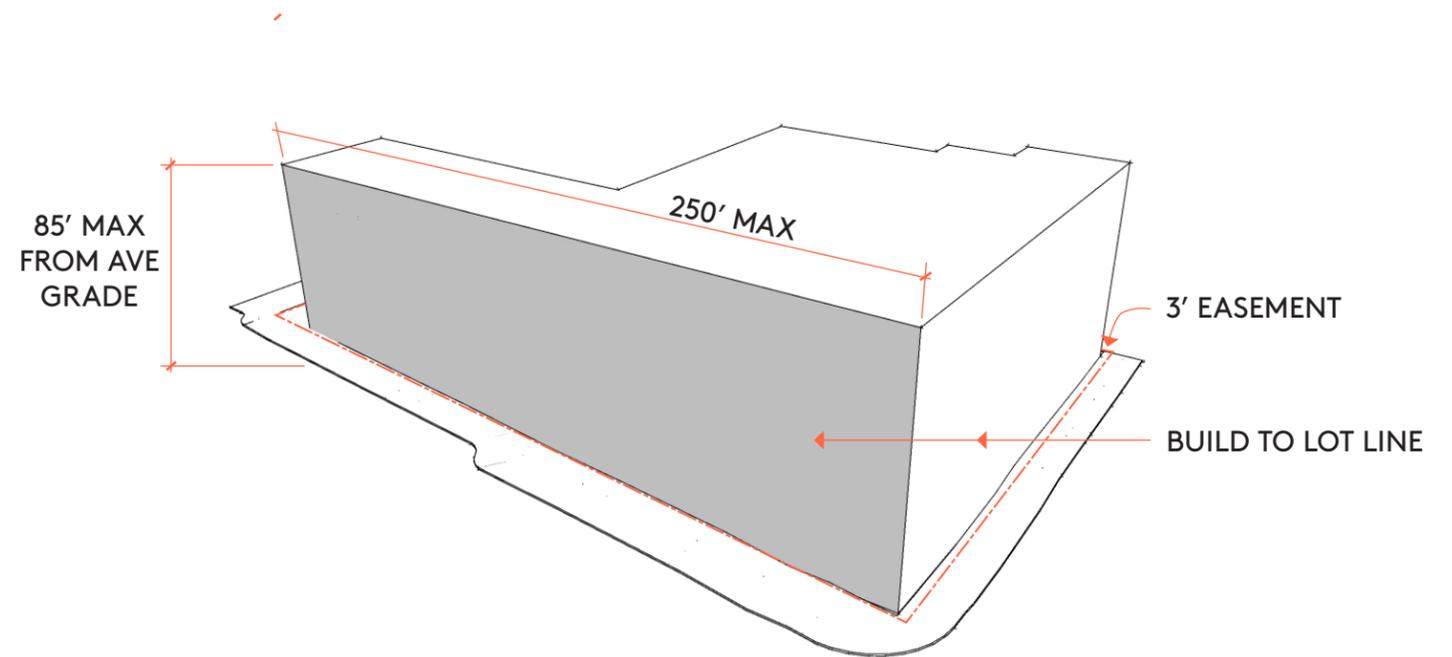
COMPLIANT: NO MINIMUM REQUIREMENT, APPROX. 96 RESIDENTIAL STALLS PROVIDED

NO MINIMUM REQUIREMENT IN FREQUENT TRANSIT SERVICE AREA

23.54.015 BICYCLE PARKING - TABLE D

COMPLIANT: LONG TERM 127 PROVIDED SHORT TERM 7 WILL BE PROVIDED

- LONG TERM 1 PER DWELLING UNIT FOR THE FIRST 50, 0.75 FOR THE REMAINING UNITS
- SHORT TERM 1 PER 20 DWELLING UNITS



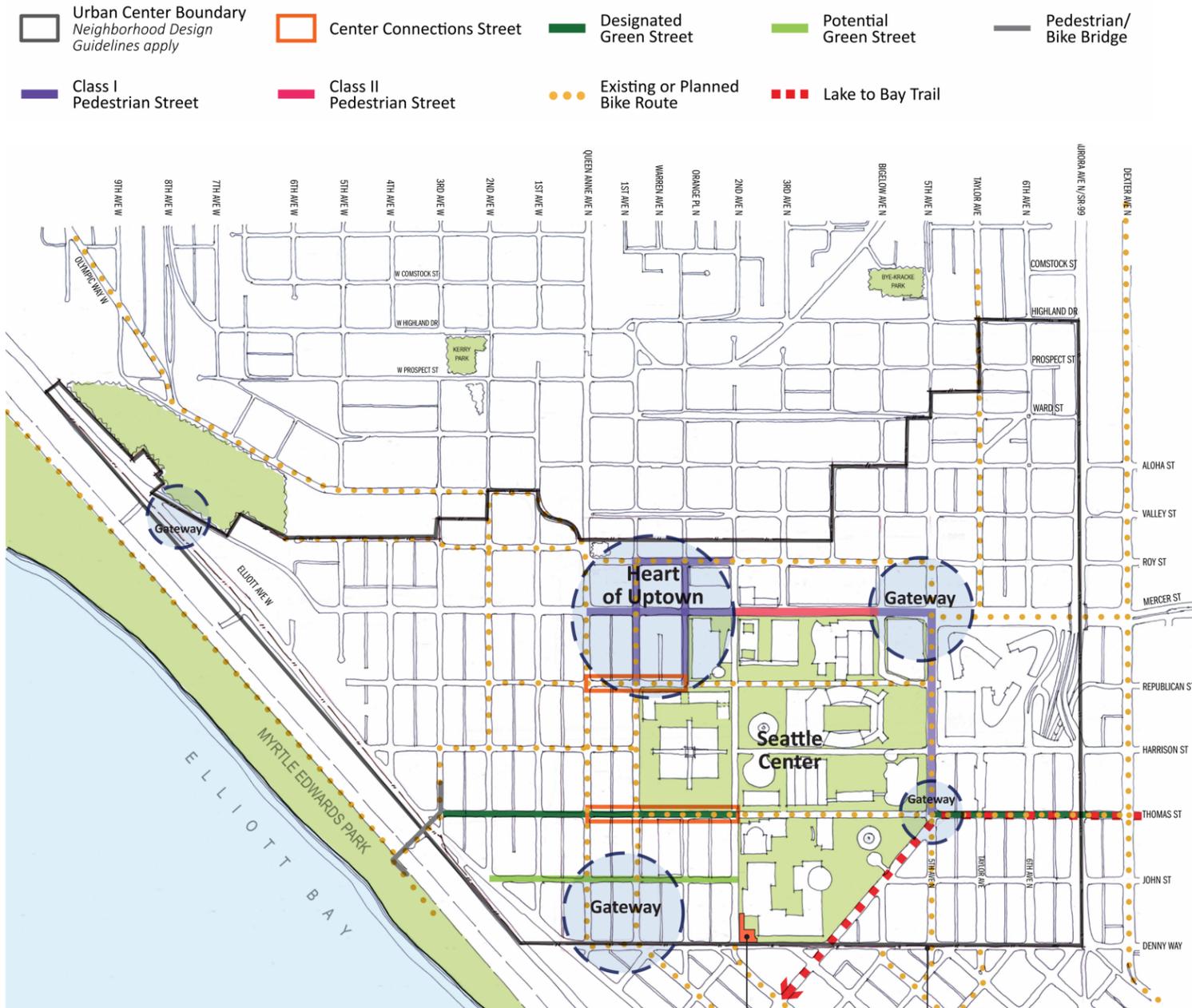
ZONING GRAPHIC

DESIGN GUIDELINES

THE SITE IS IN THE UPTOWN URBAN CENTER.

APPLICABLE DESIGN GUIDELINES:

- SEATTLE CITYWIDE DESIGN GUIDELINES
- UPTOWN NEIGHBORHOOD DESIGN GUIDELINES.



UPTOWN URBAN DESIGN FRAMEWORK MAP

SITE

UPTOWN URBAN CENTER BOUNDARY

Context and Site

CS1. Natural Systems and Site Features

- A. Energy Use
- B. Sunlight and Natural Ventilation
- C. *Topography*
- D. Plants and Habitat
- E. Water

CS2. Urban Pattern and Form

- A. Location in the City and Neighborhood
- B. Adjacent Sites, Streets, and Open Spaces
- C. Relationship to the Block
- D. Height, Bulk, and Scale
- Uptown: 1,2,3. Sense of Place, Adjacent Sites, Corner Sites*

CS3. Architectural Context and Character

- A. *Emphasizing Positive Neighborhood Attributes*
- B. *Local History and Culture*

Public Life

PL1. Connectivity

- A. Network of Open Spaces
- B. Walkways and Connections
- C. Outdoor Uses and Activities

PL2. Walkability

- A. Accessibility
- B. *Safety and Security*
- C. Weather Protection
- D. Wayfinding

PL3. Street-Level Interaction

- A. *Entries*
- B. *Residential Edges*
- C. Retail Edges

PL4. Active Transportation

- A. *Entry Locations and Relationships*
- B. *Planning Ahead for Bicyclists*
- C. *Planning Ahead for Transit*

Design Concept

DC1. Project Uses and Activities

- A. Arrangement of Interior Uses
- B. *Vehicular Access and Circulation*
- C. Parking and Service Uses

DC2. Architectural Concept

- A. *Massing*
- B. Architectural and Façade Composition
- C. *Secondary Architectural Features*
- D. Scale and Texture
- E. *Form and Function*

Uptown: Blank Walls and Retaining Walls

DC3. Open Space Concept

- A. Building-Open Space Relationship
- B. Open Spaces Uses and Activities
- C. Design

DC4. Materials

- A. Exterior Elements and Finishes
- B. Signage
- C. Lighting
- D. Trees, Landscape and Hardscape Materials

PROJECT FEATURED GUIDELINES

DESIGN GUIDELINES

LIST OF PRIORITY DESIGN GUIDELINES

CS1. Natural Systems and Site Features (Uptown)

Use natural systems and features of the site and its surroundings as a starting point for project design.

1. Topography

- e. Design ground-level treatments that create a safe, attractive transition between the building, site and the sidewalk such as terraces, stoops, rockeries, stairs, and landscaping, or other positive approaches used on adjacent properties. Create a transition between ground level interior and adjacent pedestrian areas and public sidewalks that achieves a balance of transparency for safety (eyes on the street) and screening for privacy.

D1 Design response: The project proposes to set back the building at the ground level along 2nd Ave N. Further project development will incorporate planters and terraces between 2nd ave at the ground level units as well as planters along Denny Way between the structural column bays. The recessed entry courtyard allows for terraces and seating and creates a blended transition from the sidewalk to the entry. A sidewalk adjustment is proposed to allow saving the existing street trees on 2nd Ave N.



Massing meets the corner with a transition space at grade.

CS2. Urban Pattern and Form (Uptown)

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

- 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.

D2 Design response: The proposed project quietly frames the PSC entry drop-off on Denny Way.

3. Corner Sites.

- a. Generally buildings within Uptown should meet the corner and not be setback, except for Gateway locations. Buildings, retail treatments, and open spaces should address the corner and promote activity

D3 Design response: The proposed massing engages the corner of Denny Way and 2nd Ave on the upper levels while providing relief at the pedestrian level for a front porch to the entry.



Massing meets the corner, Programmed for an active street edge

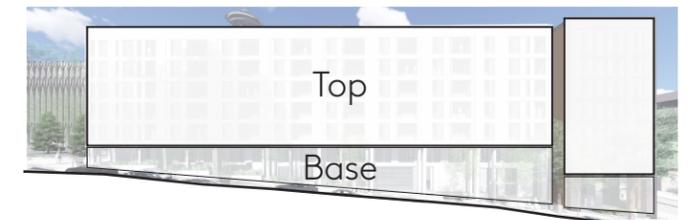
CS3. Architectural Context and Character (Seattle)

Contribute to the architectural character of the neighborhood.

A. Emphasizing Positive Neighborhood Attributes

- 1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

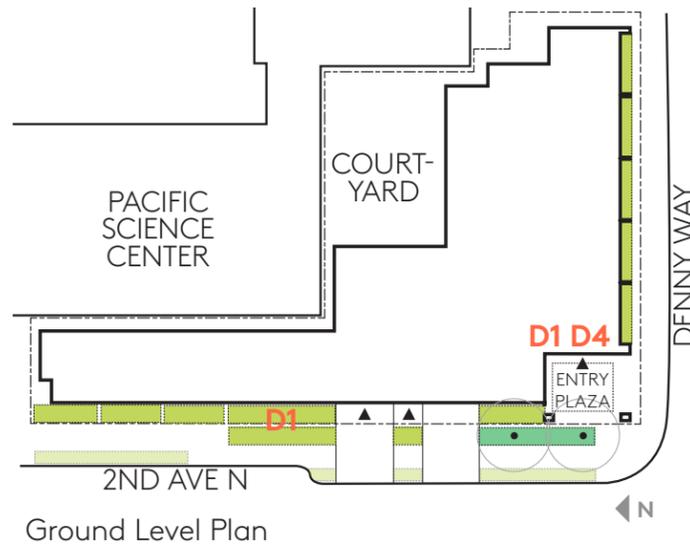
D4 Design response: Responding to adjacent cultural buildings the proposed design is comprised of appropriately scaled, simple massing. Base, top and pilotis with massing articulation at the entry.



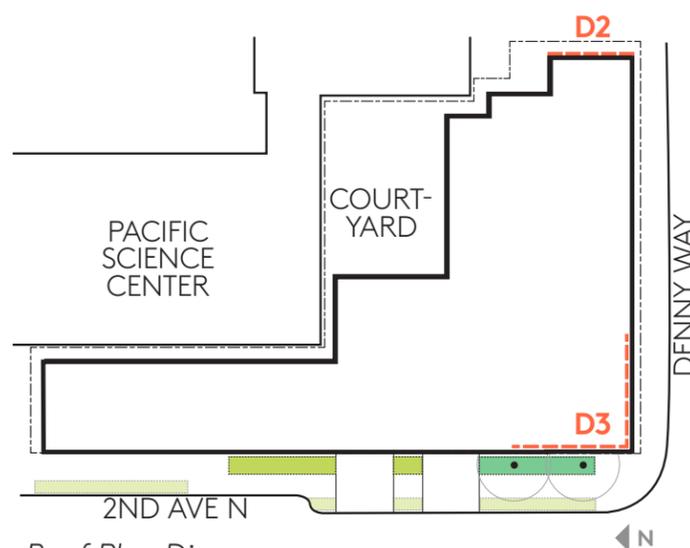
Compatible/contextual massing. 2nd Ave Elevation



Compatible/contextual massing. Existing PSC



Ground Level Plan

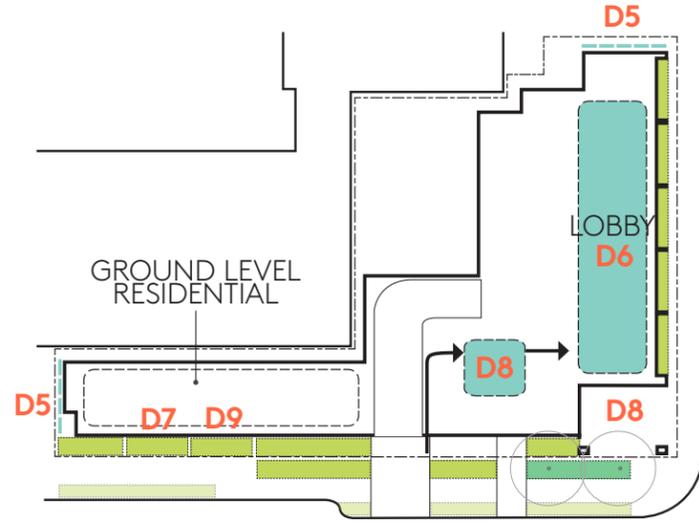


Roof Plan Diagram



DESIGN GUIDELINES

LIST OF PRIORITY DESIGN GUIDELINES



Ground Level Plan Diagram



CS3. Architectural Context and Character (Uptown)

B. Local History & Culture

1. Placemaking

- a. Make visual art an integral part of the design concept.

D5 Design response: The unique site offers opportunities to integrate artistic facade treatments on the north facade (facing the Childrens Museum) and the East facade (facing the PSC entry/drop off)



PL.3 Street Level Interaction (Uptown)

Encourage human interaction and activity at the street level with clear connections to building entries and edges.

2. Residential Edges on Pedestrian Streets

- a. Where residential buildings are located along the pedestrian oriented Class 1 or Class 2 Pedestrian Street (N/A) include facade lighting and visible lobbies or public facing retail spaces to enhance security of the adjacent sidewalk.

D6 Design response: While not a classified street, the Lobby is located adjacent to Denny Way to activate the street and provide 'eyes-on-the-street' to enhance pedestrian safety.



Denny Way Eyes-on-the-street

3. Ground Level Residential Edges

- c. Provide a physical threshold feature such as a hedge, retaining wall, rockery, stair, railing or a combination of such elements on private property the defines and bridges the boundary between public right-of-way and private yard or patio. Thresholds may screen but not block views to and from the street and should help define individual units. Retaining walls should generally not be taller than 4'. If additional height is required to accommodate grade conditions, then terraces can be employed.

D7 Design response: The ground level units at 2nd Ave N are set back to provide small patios buffered by landscape.



Residential decks & landscaping at ground Level on 2nd Ave N

PL.4 Active Transportation (Uptown)

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

2. Planning Ahead for Bicyclists

- 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 the main building entrance to accommodate private and shared bicycles. Consider customizing the SDOT approved racks to reflect Uptown Arts and Cultural District branding such as colors, distinctive place names, plaques, or other design elements.
- b. Bike Connections. Facilitate connections to major bicycle infrastructure including the 2nd Ave/Denny Way protected bike lane.

D8 Design response: Long term bicycle access is provided off of 2nd Ave N There are (2) keyed access doors to enhance safety and encourage use. A dedicated ramp, separated from vehicles, leads to a convenient back door entrance to the main lobby. The covered entry courtyard offers convenient and safe, short-term bike parking for visitors and staff.

Protected short-term bike parking at Lobby Entry
Termination of 2nd Ave N protected bike lane



Access to bicycle amenities

DC2 Blank Walls and Retaining Walls (Uptown)

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

2. Blank Walls and Retaining Walls

- b. Throughout Uptown any visible retaining walls should be constructed of materials that will provide substantial pattern and texture. Rockery, stone, stacked stone or stained concrete, or brick are preferred. Walls should be appropriately designed and scaled for the pedestrian environment. Landscaping or art in conjunction with retaining walls is strongly encouraged.

D9 Design response: The materials and details of the pedestrian level walls along 2nd Ave N will be thoughtfully developed in the next design phase, integrating art into the pedestrian experience on 2nd ave n.

DESIGN INSPIRATION



1962 architecture



Street engagement
Entry courtyard
Green buffer



Modernist expression



Art & culture



Stoops and landscaping

Living in the cultural heart of seattle

Architecture inspired by the 1962 World's Fair

Large scale massing, clean forms

Understated urban residential fabric

Residential Industrial character, **simplicity** of urban form.

Engage the pedestrian edge, landscaped transition at base.

Transparency at the ground level to support **urban safety**.

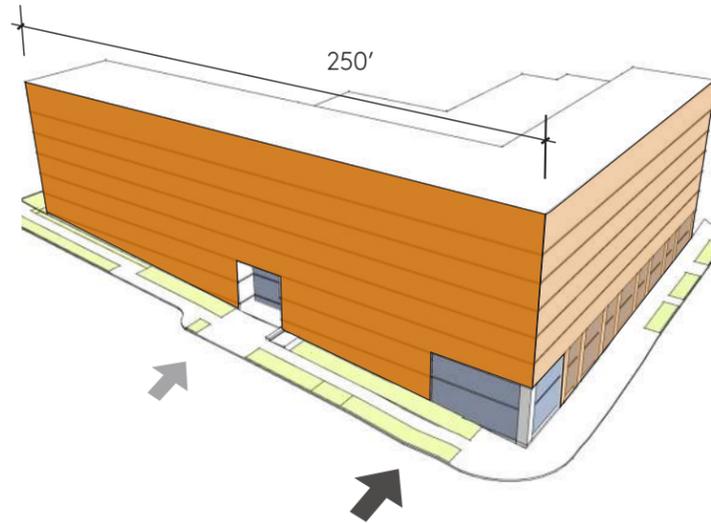
Interest in detail, pattern & texture

Embrace moments of **creativity and vibrant funk**

Materiality: glass / brick / metal / concrete

MASSING OPTIONS

- FACADE EXPRESSION**
- BELL TOWN MIXED USE
 - QUEEN ANNE RESIDENTIAL
 - ➔ RESIDENTIAL ENTRY
 - ➔ VEHICULAR ENTRY



'NESTED L'
OPTION 1 CODE COMPLIANT

PROS

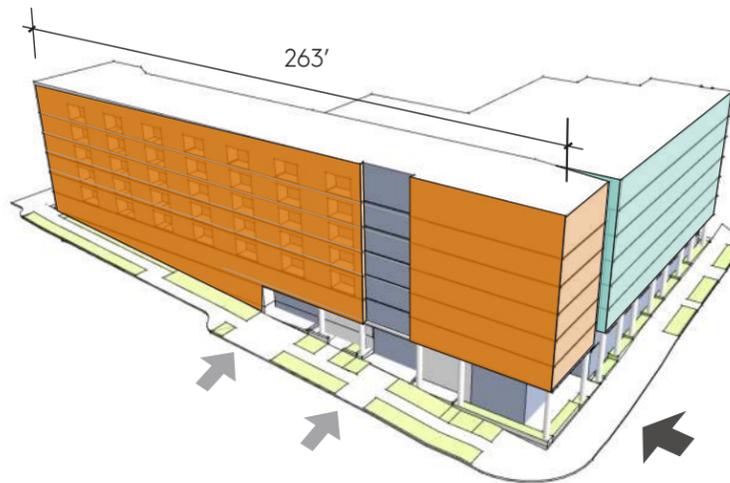
- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Only one curb cut on 2nd Ave N

CONS

- Minimal green buffer at grade.
- Minimal articulation at ground level to enhance the pedestrian experience
- Less units due to 250' facade length.
- Trash pick up impacts traffic flow at garage entry.
- Less desirable units at street level adjacent to sidewalk.
- Residential glazing adjacent to the sidewalk does not foster eyes-on-the-street

POTENTIAL DEPARTURES

- None



'2 BAR'
OPTION 2

PROS

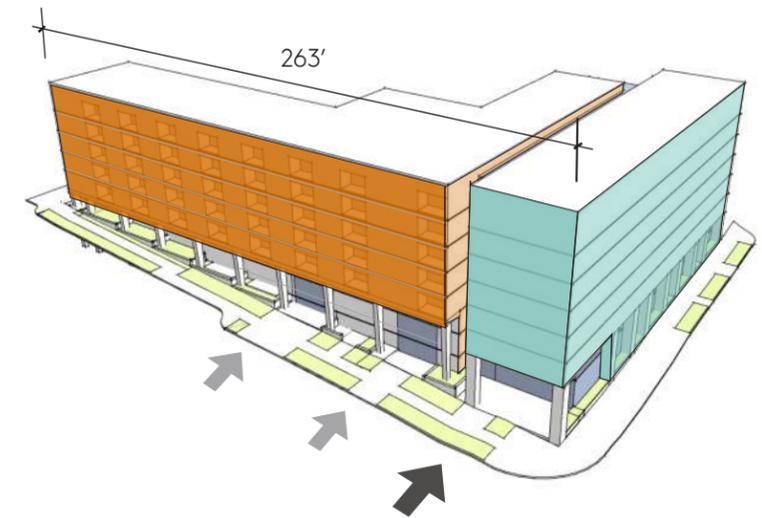
- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Units efficiently stack to the ground level
- Improved massing articulation at Denny
- The building entry is set back from the sidewalk creating a 'front porch'
- Improved trash staging and vehicular circulation

CONS

- Minimal landscape buffer at grade adjacent to residential units
- Residential glazing abutting the sidewalk does not foster eyes-on-the-street
- Residential building entry is adjacent to the bus stop

POTENTIAL DEPARTURES

- 264' building length
- setback at lobby entry & 2nd Ave N
- additional curb cut for trash pick up



'PILOTIS'
OPTION 3 PREFERRED

PROS

- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Increased building setbacks enhance building articulation and allow a green buffer on Denny improving the pedestrian experience.
- Green buffer at 2nd Ave adds to the unit livability and improves the pedestrian experience.
- Massing articulation on 2nd ave reduces the perceived length of the facade
- Eyes on the street increases neighborhood safety.
- Improved trash staging & vehicular circulation on 2nd Ave.
- Residential building entry shares 2nd Ave with the Axis Apt entry - fosters a sense of community
- 2 typologies of colonades at grade provides interest for the pedestrian and reinforces the Pilotis vocabulary.

CONS

- Requests multiple departures

POTENTIAL DEPARTURES

- 264' building length
- setback at lobby entry & 2nd Ave N
- additional curb cut for trash pick up

OPTION 1 (CODE COMPLIANT) 'NESTED L'



Shares similar roof form and height with Pacific Science Center

Frames and defines the Pacific Science Center drop off court.
Mural opportunity on East facade

Arcade: Ground level streetscape articulation at Denny way

Massing engages the corner

Unit Count:	Approx. 145 Units
Parking Stalls:	Approx. 96 Underground Stalls
Total GFA:	Approx. 156,550

Proposed massing has a single form engaging the corner. Six residential levels over a two story podium on Denny Way and 5 residential levels over a multi-level podium on 2nd Ave N. The massing is a simple clean form blending in with the adjacent cultural neighborhood. The residential entrance is located on Denny Way. Multiple flats and townhouses step up 2nd ave N. The parking garage entrance located on 2nd Ave N which also serves as the trash staging location and is adjacent to a dedicated bicycle ramp to the lobby.

PROS

- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Only one curb cut on 2nd Ave N

CONS

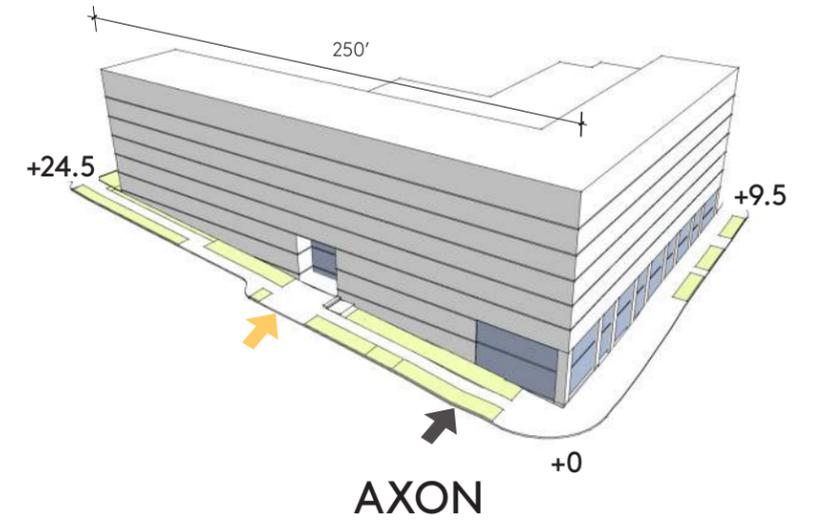
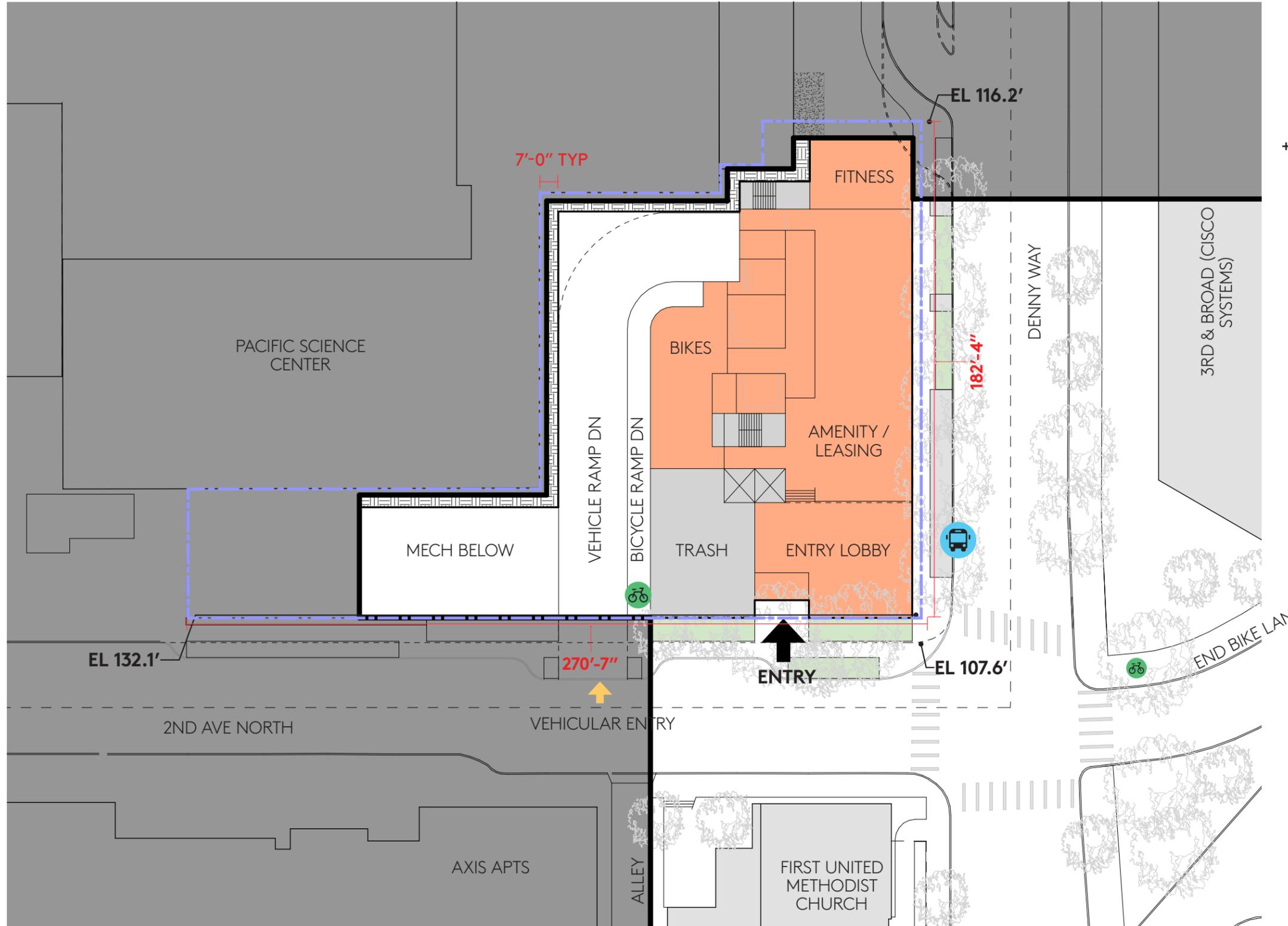
- Minimal green buffer at grade.
- Minimal articulation at ground level to enhance the pedestrian experience
- Less units due to 250' facade length.
- Trash pick up impacts traffic flow at garage entry.
- Less desirable units at street level adjacent to sidewalk.
- Residential glazing adjacent to the sidewalk does not foster eyes-on-the-street

POTENTIAL DEPARTURES

- None

OPTION 1 (CODE COMPLIANT) 'NESTED L'

SITE PLAN

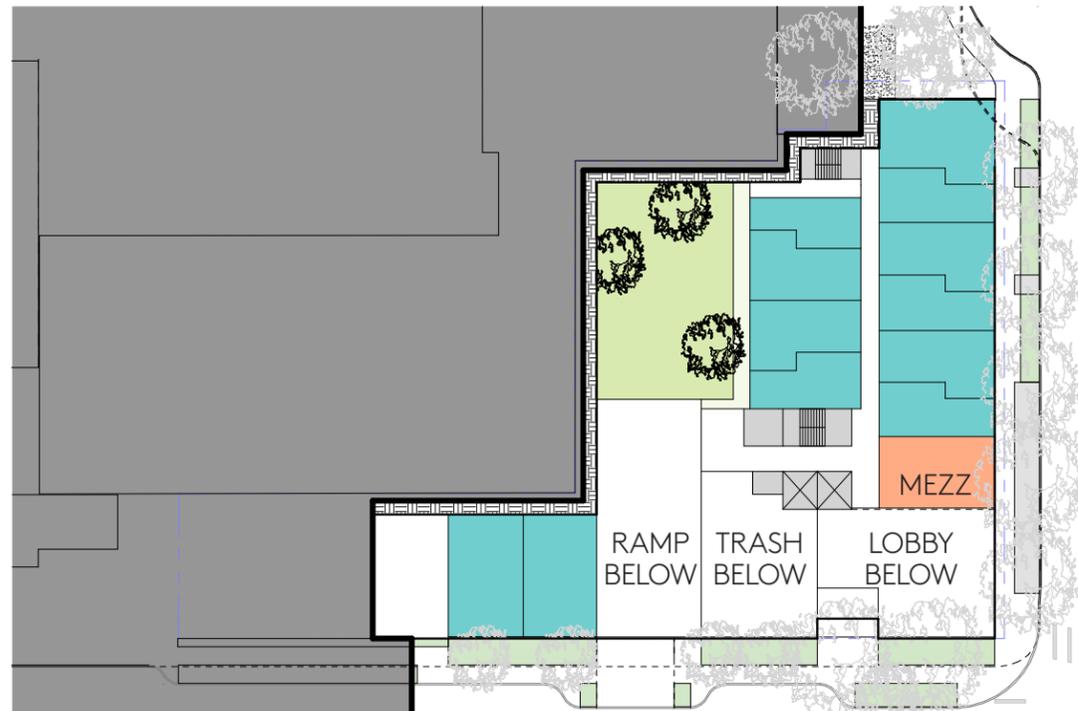


- LOT LINE
- AMENITY
- RESIDENTIAL UNITS
- OUTDOOR AMENITY/LANDSCAPE
- BUILDING SERVICE
- 🚲 BIKE ENTRY
- ➡ PARKING ENTRY
- ➡ PEDESTRIAN ENTRY
- 🚌 BUS STOP



OPTION 1 (CODE COMPLIANT) 'NESTED L'

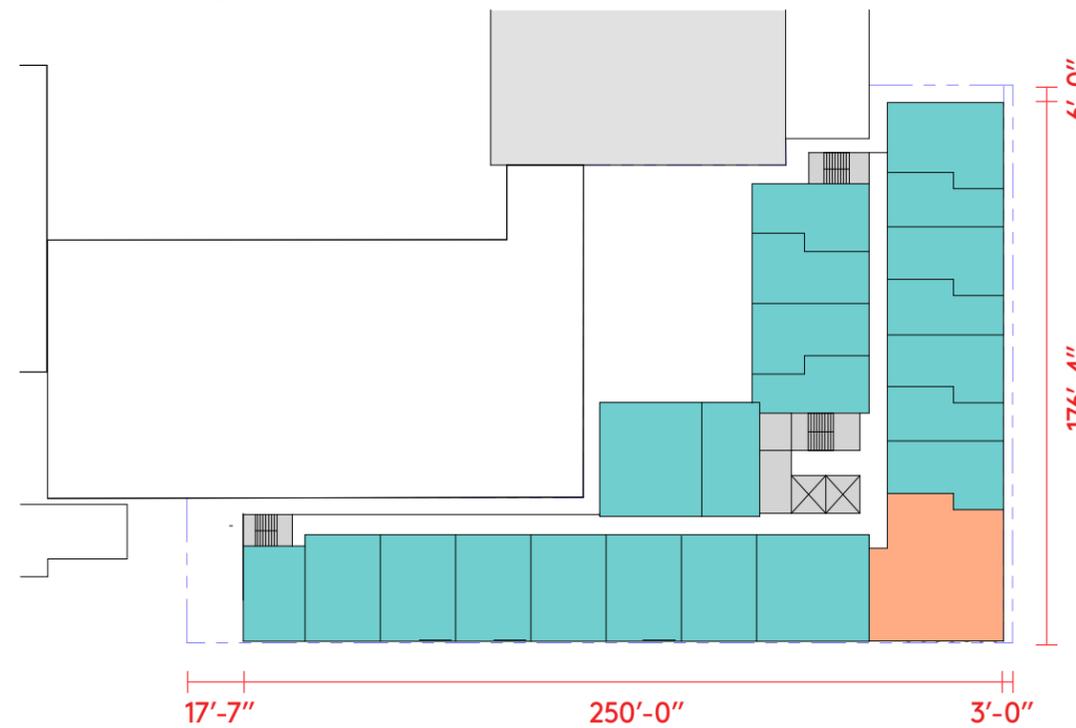
PLANS



LEVEL 2



LEVEL 3



LEVEL 4-7



LEVEL 8

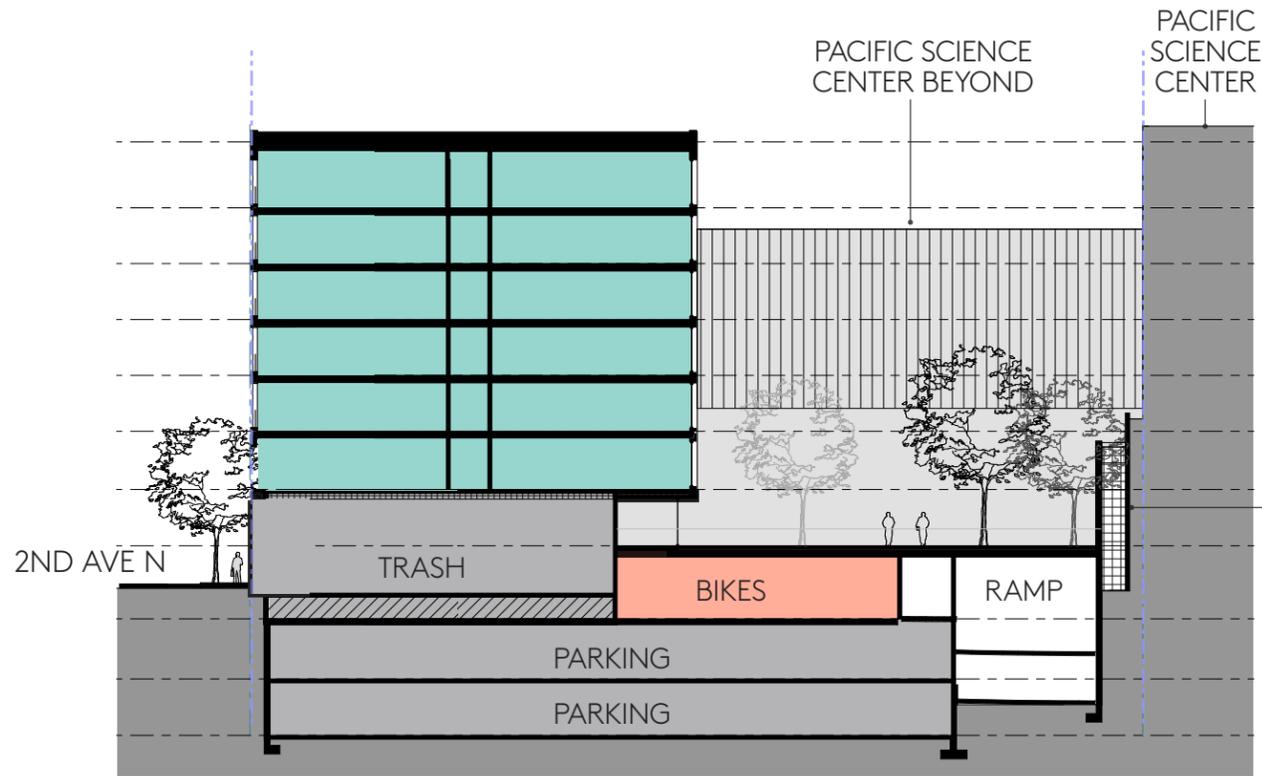


- LOT LINE
- AMENITY
- RESIDENTIAL UNITS
- OUTDOOR AMENITY/LANDSCAPE
- BUILDING SERVICE
- BIKE ENTRY
- PARKING ENTRY
- PEDESTRIAN ENTRY
- BUS STOP

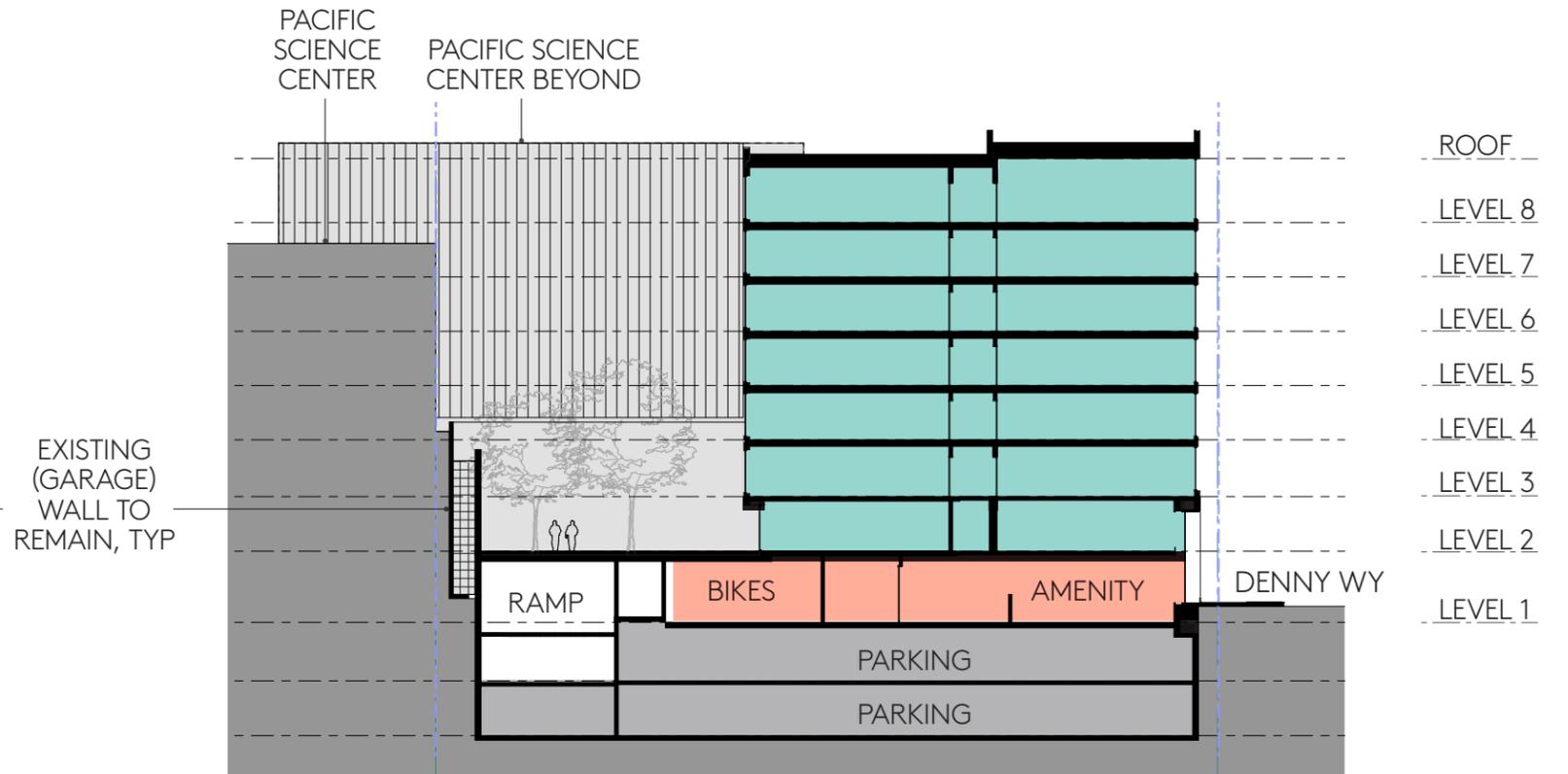


OPTION 1 (CODE COMPLIANT) 'NESTED L'

BUILDING SECTIONS



EAST / WEST BUILDING SECTION



NORTH / SOUTH BUILDING SECTION

LEGEND

- - - - LOT LINE
- AMENITY
- RESIDENTIAL UNITS
- BUILDING SERVICE



OPTION 1 (CODE COMPLIANT) 'NESTED L'

PERSPECTIVES



2ND AVE N / LOOKING SOUTH



DENNY WAY / LOOKING EAST



DENNY WAY / LOOKING NORTH EAST UP 2ND STREET



DENNY WAY / LOOKING WEST

OPTION 1 (CODE COMPLIANT) 'NESTED L'

SOLAR STUDY

NOT TO SCALE 

MARCH 21ST



9 AM

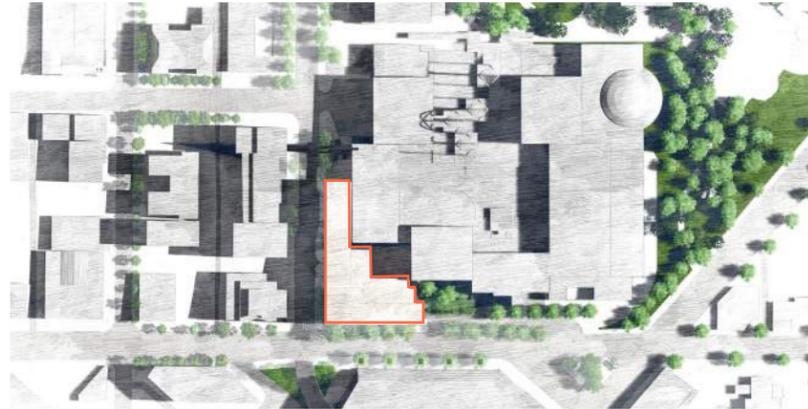


NOON

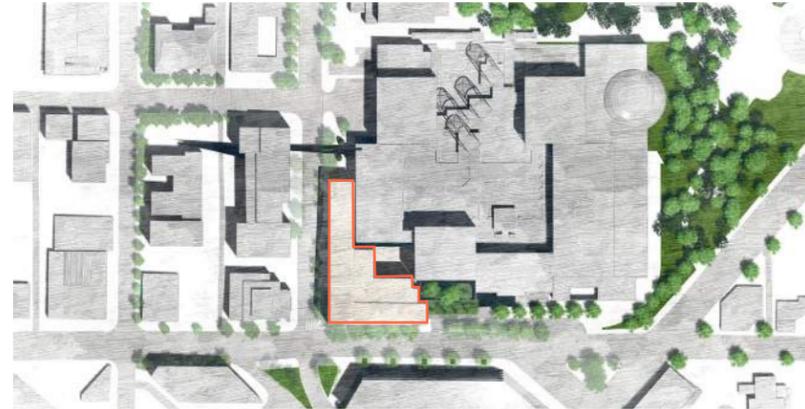


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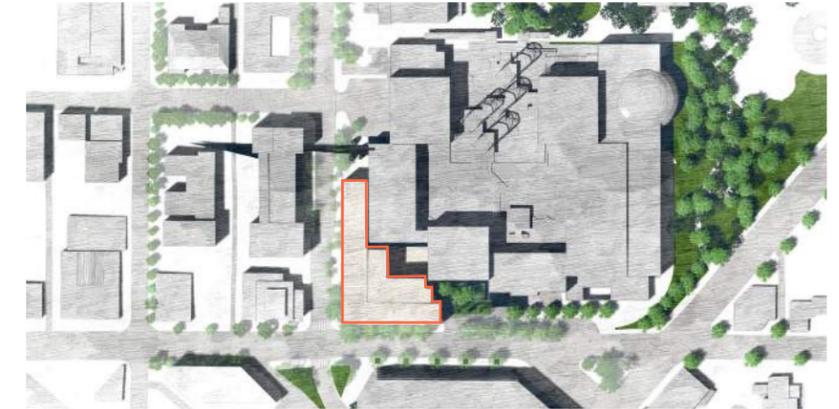
JUNE 21ST



9 AM



NOON



3 PM

DECEMBER 21ST



9 AM



NOON



3 PM

OPTION 2 '2 BAR'



Shares similar roof form and height with Pacific Science Center

Supports the existing architecture

Frames and defines the Pacific Science Center drop off court.

Mural opportunity on East facade

Massing steps up to 2nd Ave N

Articulated facade on 2nd Ave N

Massing modulates the corner

Arcade at Denny Way

Unit Count: Approx. 151 Units
 Parking Stalls: Approx. 90 Underground Stalls
 Total GFA: Approx. 150,900

Proposed massing has two forms. Six residential levels over a two story podium on Denny Way and 5 residential levels over a multi-level podium on 2nd Ave N. The massing is a simple clean form blending in with the adjacent cultural neighborhood. The residential entrance is accentuated in the massing and is located on 2nd Ave N. The entry steps down into the lobby and amenity space, which look out on to Denny Way. Multiple flats and townhouses step up 2nd ave N. The parking garage entrance and dedicated bike ramp are accessed off of 2nd ave N.

PROS

- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Units efficiently stack to the ground level
- Improved massing articulation at Denny
- The building entry is set back from the sidewalk creating a 'front porch'
- Improved trash staging and vehicular circulation

CONS

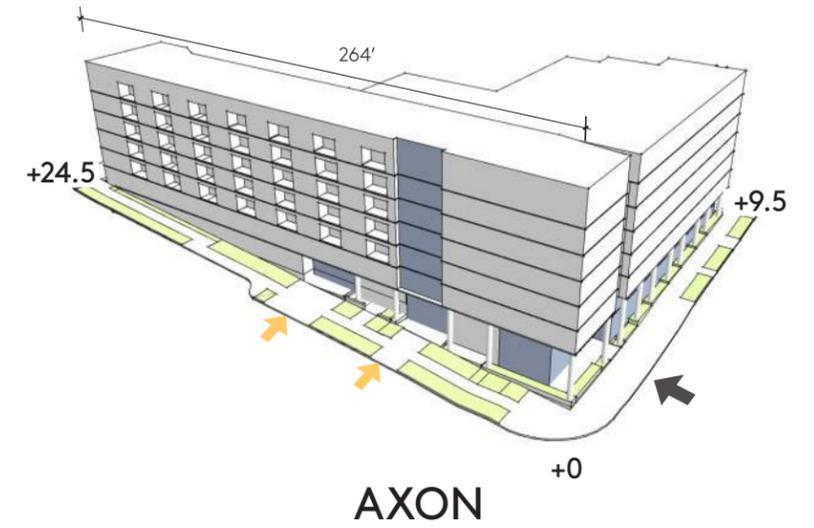
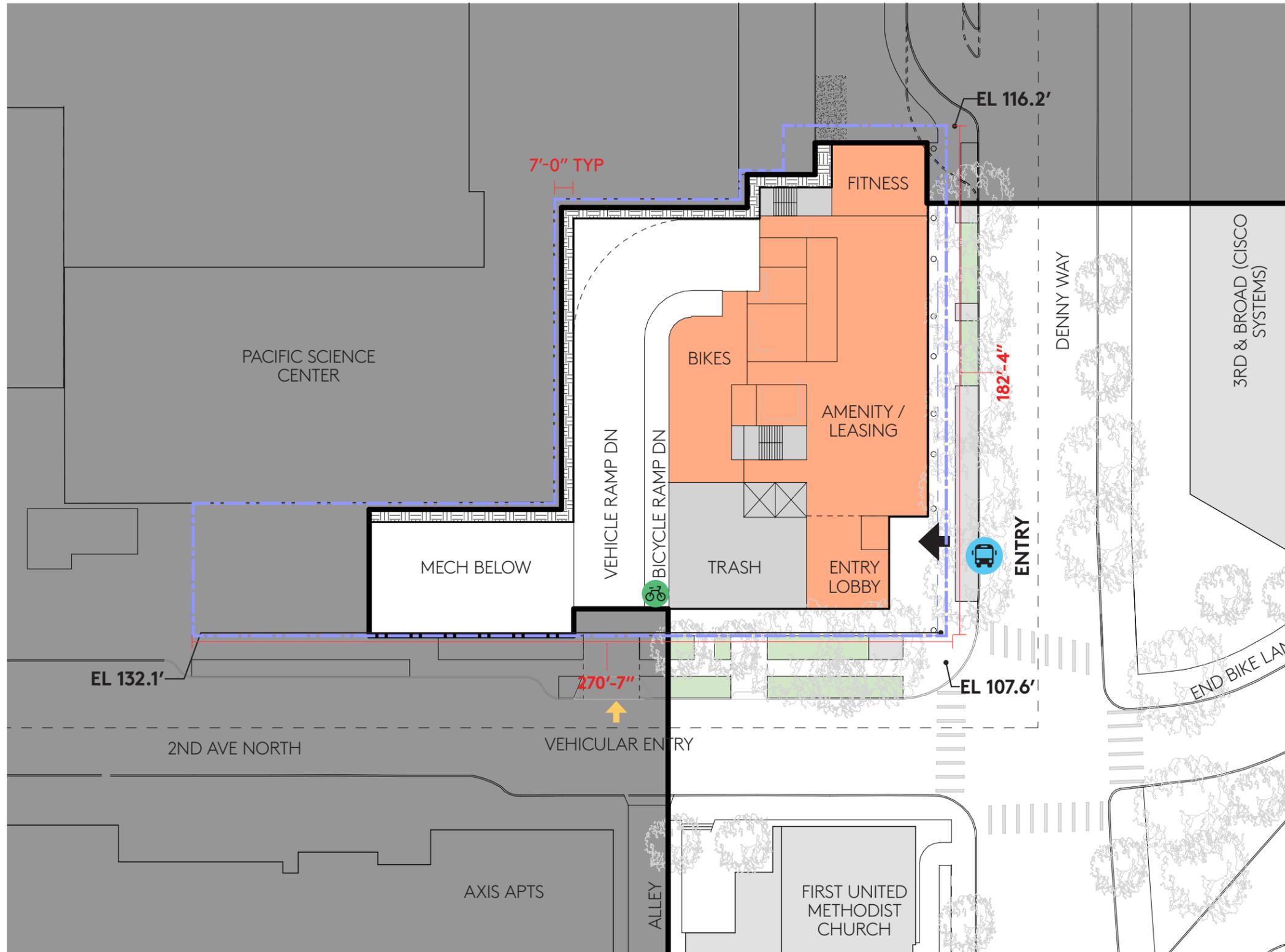
- Minimal landscape buffer at grade adjacent to residential units
- Residential glazing abutting the sidewalk does not foster eyes-on-the-street
- Residential building entry is adjacent to the bus stop

POTENTIAL DEPARTURES

- 264' building length
- setback at lobby entry & 2nd Ave N
- additional curb cut for trash pick up

OPTION 2 '2 BAR'

SITE PLAN

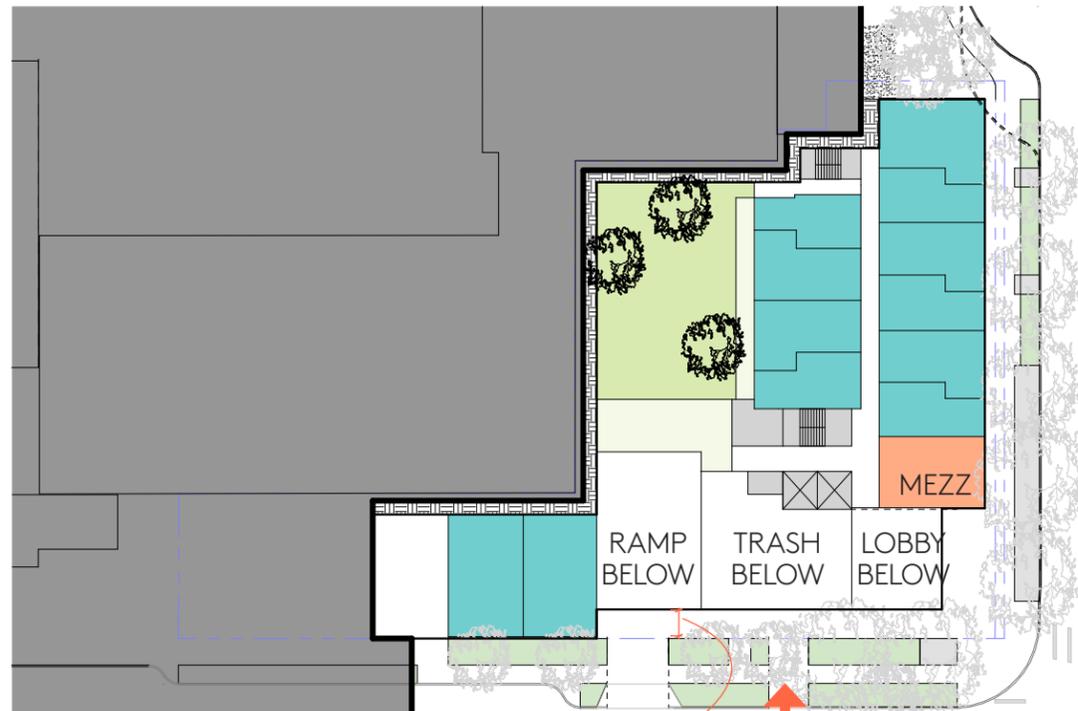


- LOT LINE
- AMENITY
- RESIDENTIAL UNITS
- OUTDOOR AMENITY/LANDSCAPE
- BUILDING SERVICE
- Ⓚ BIKE ENTRY
- ➔ PARKING ENTRY
- ➔ PEDESTRIAN ENTRY
- Ⓚ BUS STOP

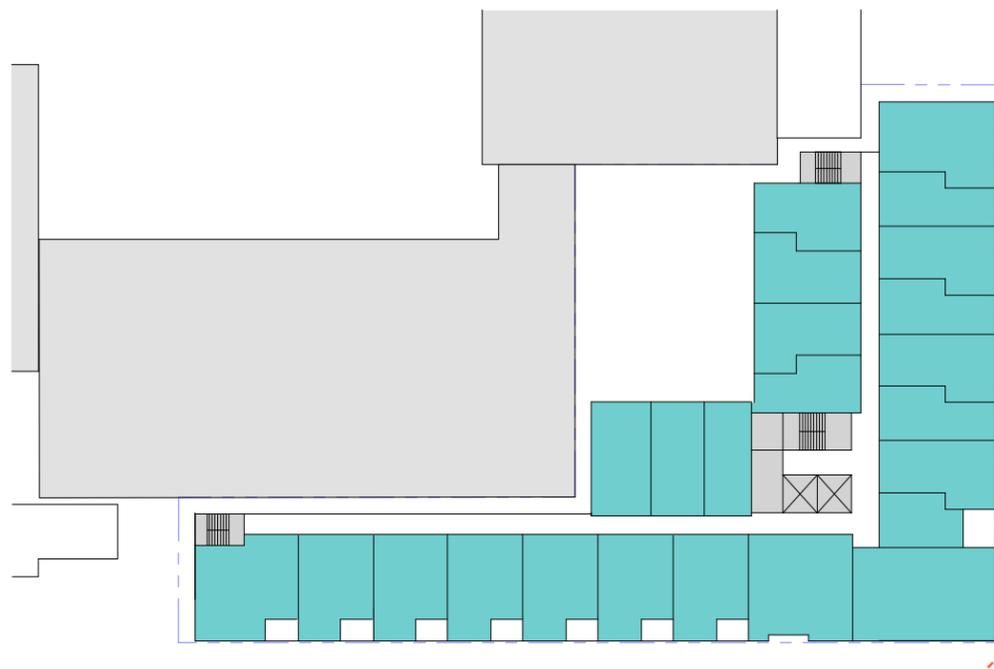


OPTION 2 '2 BAR'

PLANS



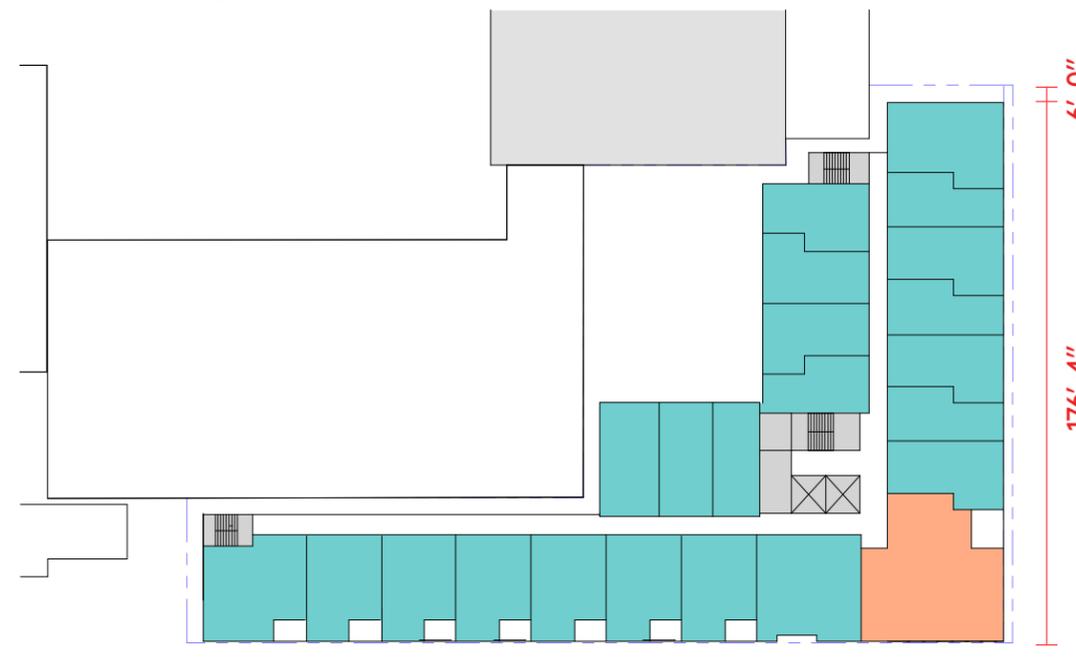
LEVEL 2



LEVEL 4-7



LEVEL 3



LEVEL 8

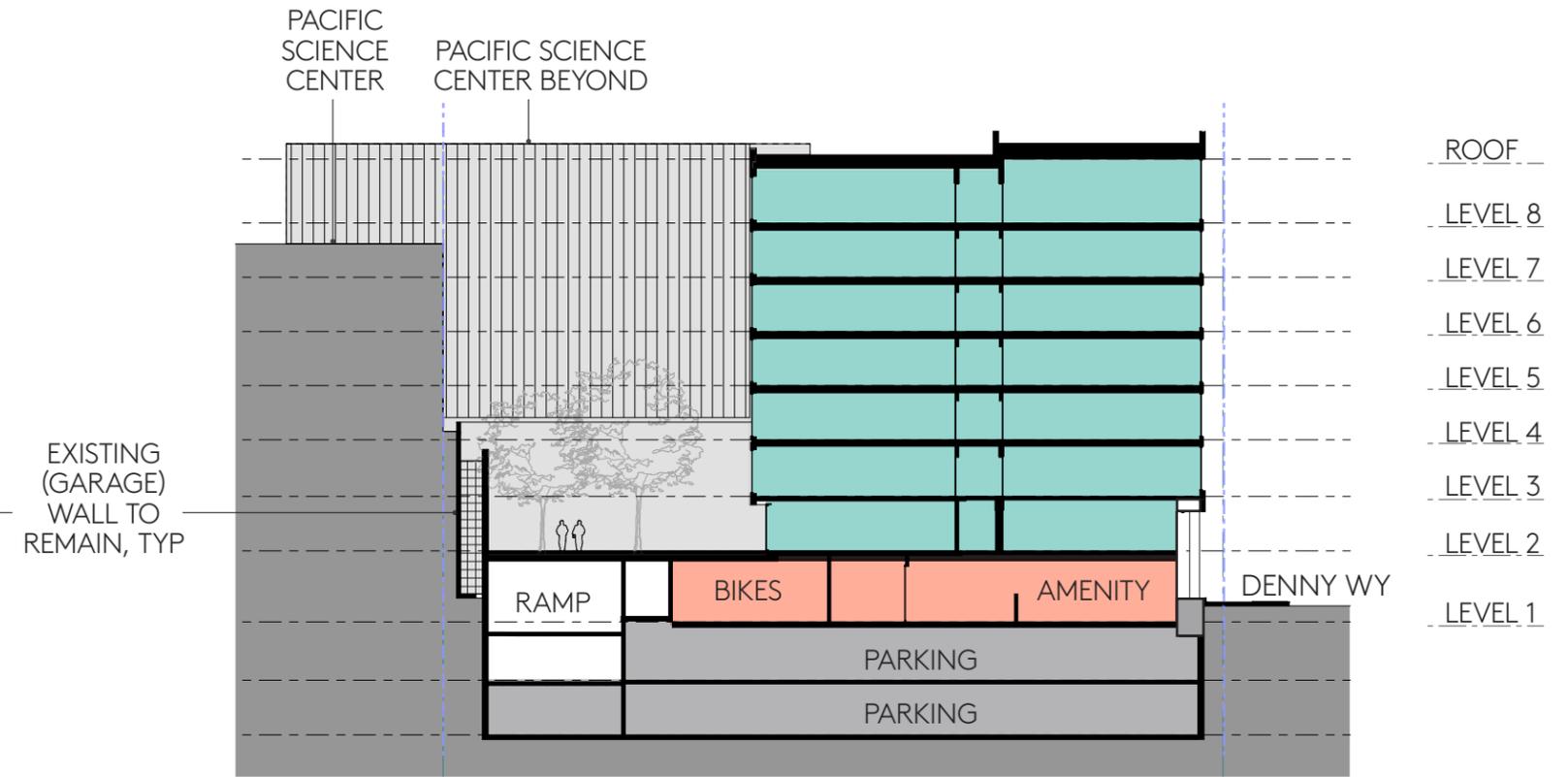
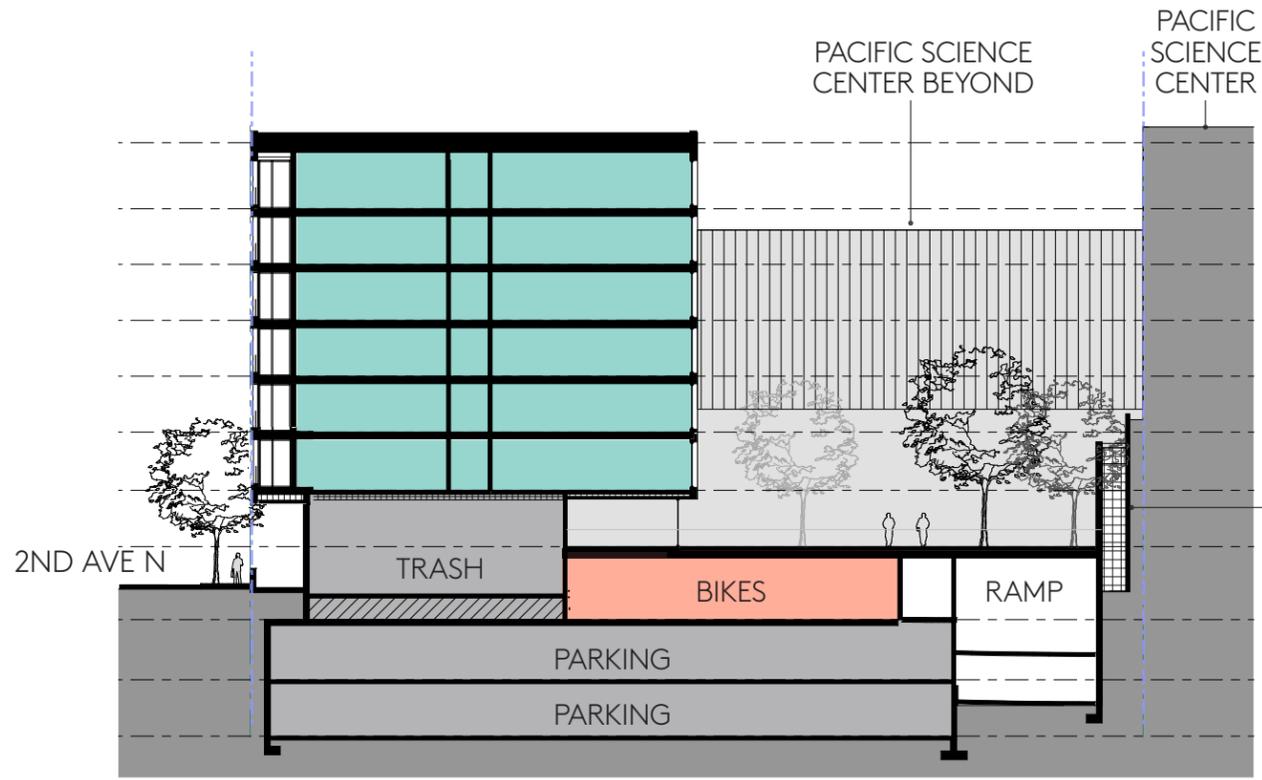
- D1 DEPARTURE 1 MAX LENGTH 250'
- D2 DEPARTURE 2 20' MAX CURB CUT
- D3 DEPARTURE 3 BUILD TO LOT LINE

- - - LOT LINE
- AMENITY
- RESIDENTIAL UNITS
- OUTDOOR AMENITY/LANDSCAPE
- BUILDING SERVICE
- BIKE ENTRY
- ▶ PARKING ENTRY
- ▶ PEDESTRIAN ENTRY
- BUS STOP



OPTION 2 '2 BAR'

BUILDING SECTIONS



EAST / WEST BUILDING SECTION

NORTH / SOUTH BUILDING SECTION

- LEGEND**
- LOT LINE
 - AMENITY
 - RESIDENTIAL UNITS
 - BUILDING SERVICE



OPTION 2 '2 BAR'

PERSPECTIVES



2ND AVE N / LOOKING SOUTH



DENNY WAY / LOOKING EAST



DENNY WAY / LOOKING NORTH EAST UP 2ND STREET



DENNY WAY / LOOKING WEST

OPTION 2 '2 BAR'

SOLAR STUDY

NOT TO SCALE 

MARCH 21ST



9 AM



NOON

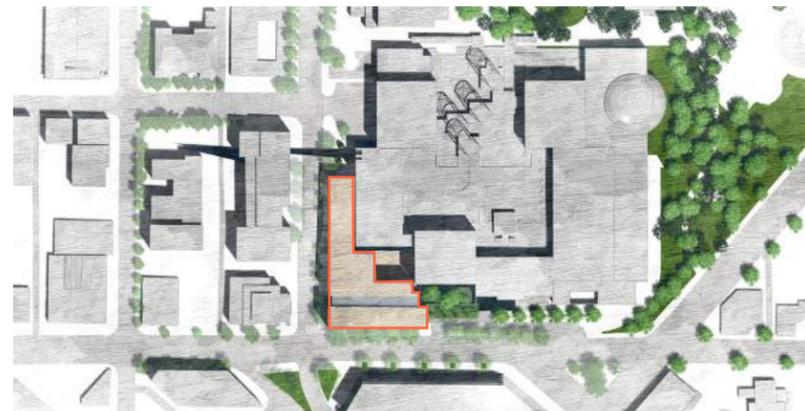


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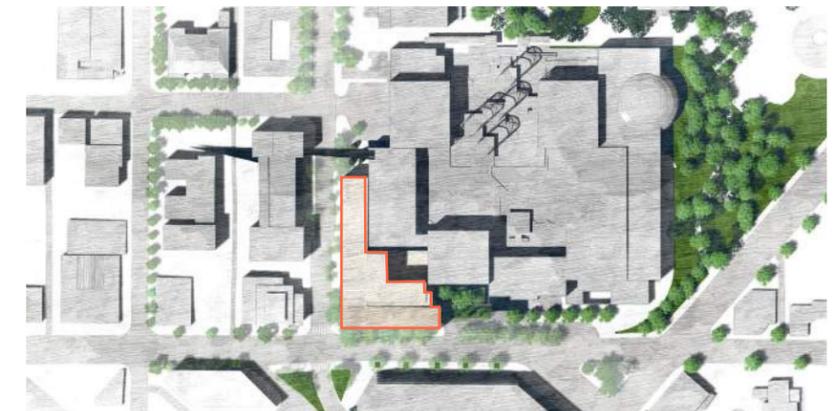
JUNE 21ST



9 AM



NOON



3 PM

DECEMBER 21ST



9 AM



NOON



3 PM

OPTION 3 (PREFERRED) 'PILOTIS'



- Articulated facade on 2nd Ave N
- Modulated base-top massing on 2nd Ave N
- Shares similar roof form and height with Pacific Science Center
- Supports the existing architecture
- Frames and defines the Pacific Science Center drop off court.
- Mural opportunity on East facade facing court
- Massing steps up to Denny Way
- Massing calmly defines the corner
- Arcade at Denny Way

Unit Count: Approx. 151 Units
 Parking Stalls: Approx. 90 Underground Stalls
 Total GFA: Approx. 150,900

The preferred massing has two forms. Six residential levels over a two story podium on Denny Way and 5 residential levels over a multi-level podium on 2nd Ave N. The massing is a simple clean form blending in with the adjacent cultural neighborhood. The spacious residential entrance creates a transition from the busy urban street to the private residential building and is accessed from 2nd Ave N. The generous lobby and amenity space is located along the length of Denny Way and separated with a narrow green buffer. Multiple flats and townhouses step up 2nd ave N with a 9' green buffer and patio space. The parking entrance, trash staging and dedicated bicycle ramp are accessed off of 2nd ave N.

PROS

- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Increased building setbacks enhance building articulation and allow a green buffer on Denny improving the pedestrian experience.
- Green buffer at 2nd Ave adds to the unit livability and improves the pedestrian experience.
- Massing articulation on 2nd ave reduces the perceived length of the facade
- Eyes on the street increases neighborhood safety.
- Improved trash staging & vehicular circulation on 2nd Ave.
- Residential building entry shares 2nd Ave with the Axis Apt entry - fosters a sense of community
- 2 typologies of colonades at grade provides interest for the pedestrian and reinforces the Pilotis vocabulary.

CONS

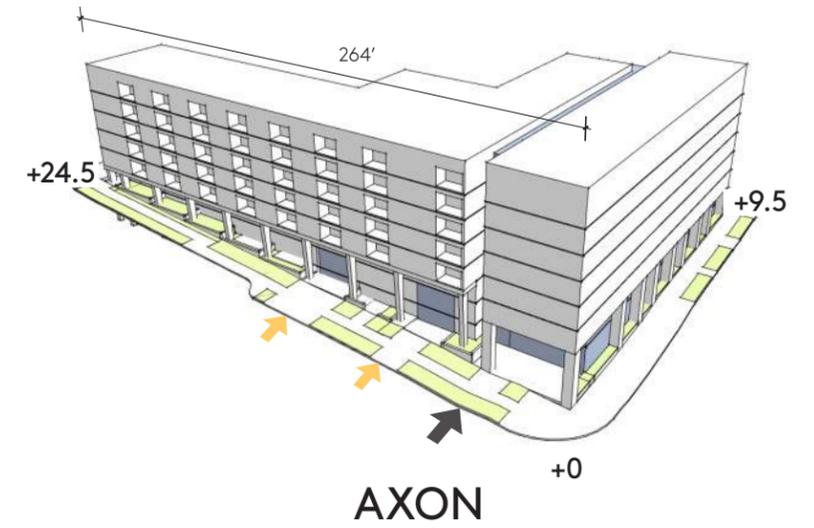
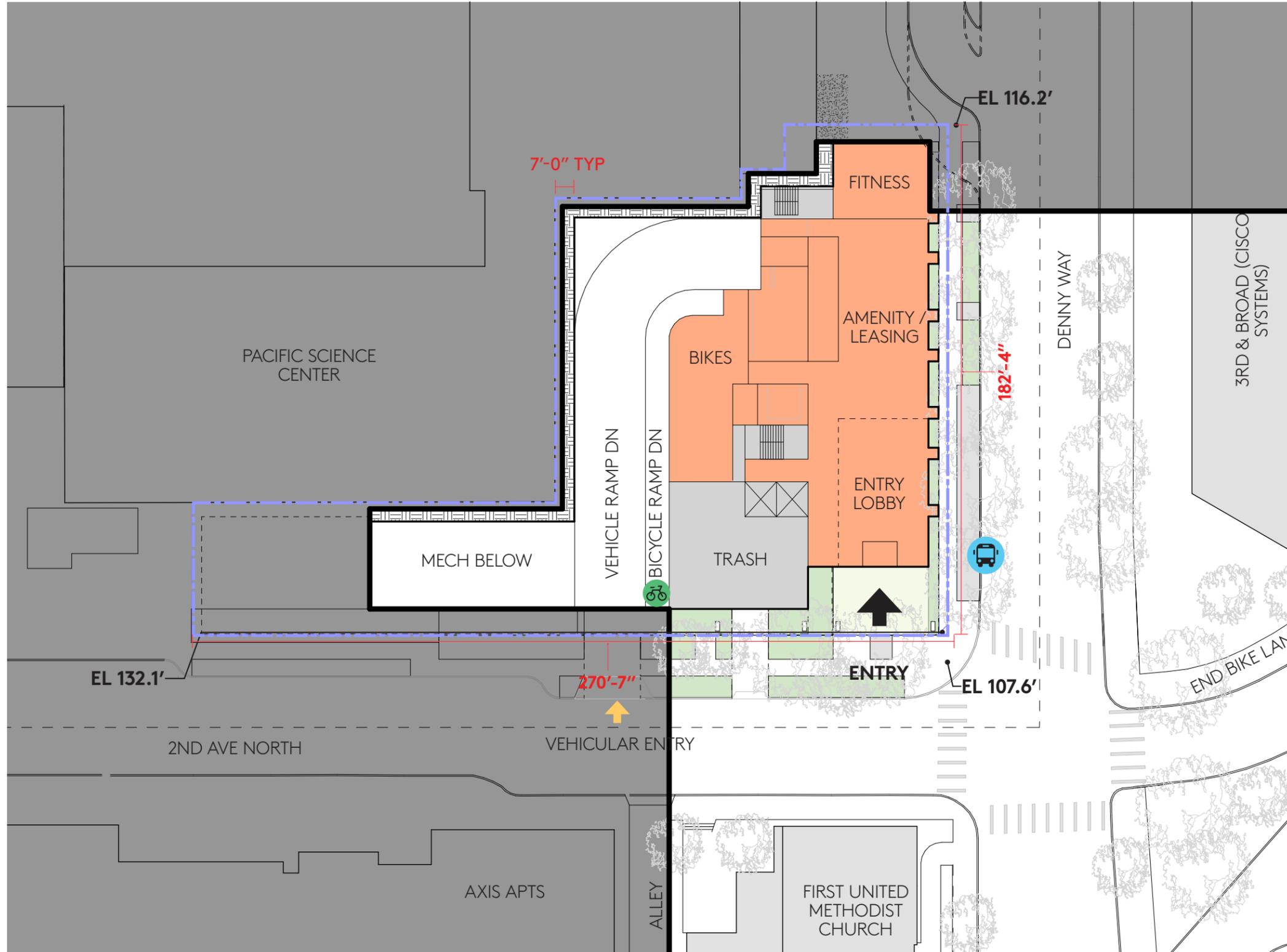
- Requests multiple departures

POTENTIAL DEPARTURES

- 264' building length
- setback at lobby entry & 2nd Ave N
- additional curb cut for trash pick up

OPTION 3 'PILOTIS'

SITE PLAN



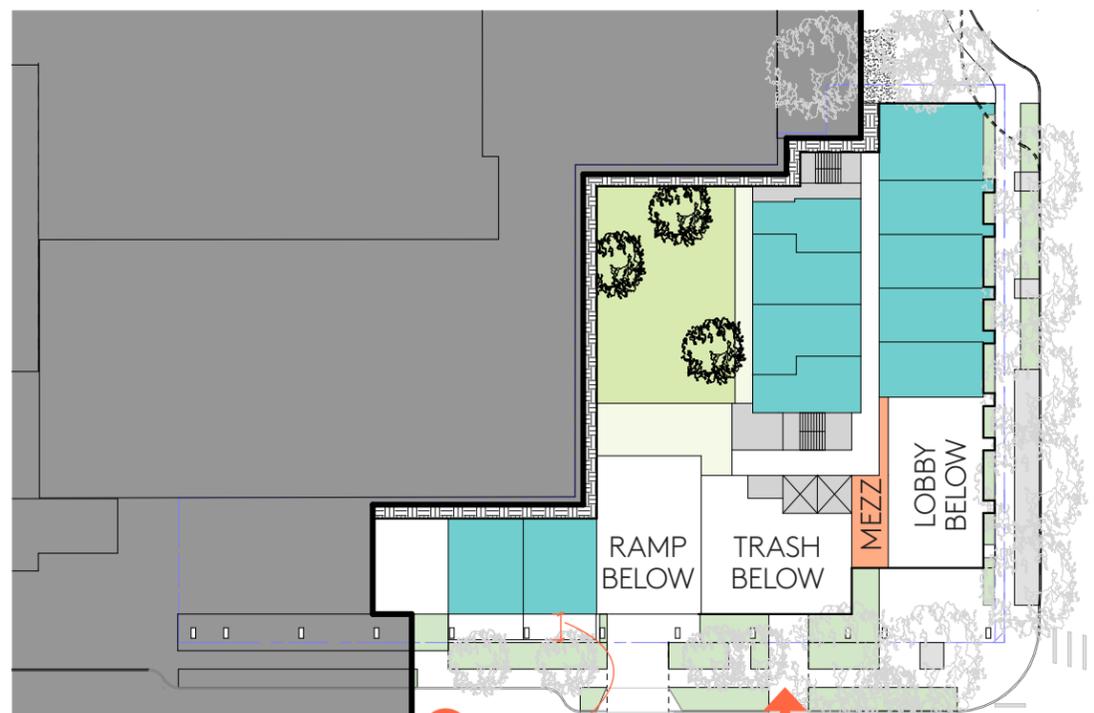
ARCHITECTURAL MASSING CONCEPTS

- LOT LINE
- AMENITY
- RESIDENTIAL UNITS
- OUTDOOR AMENITY/LANDSCAPE
- BUILDING SERVICE
- BIKE ENTRY
- PARKING ENTRY
- PEDESTRIAN ENTRY
- BUS STOP

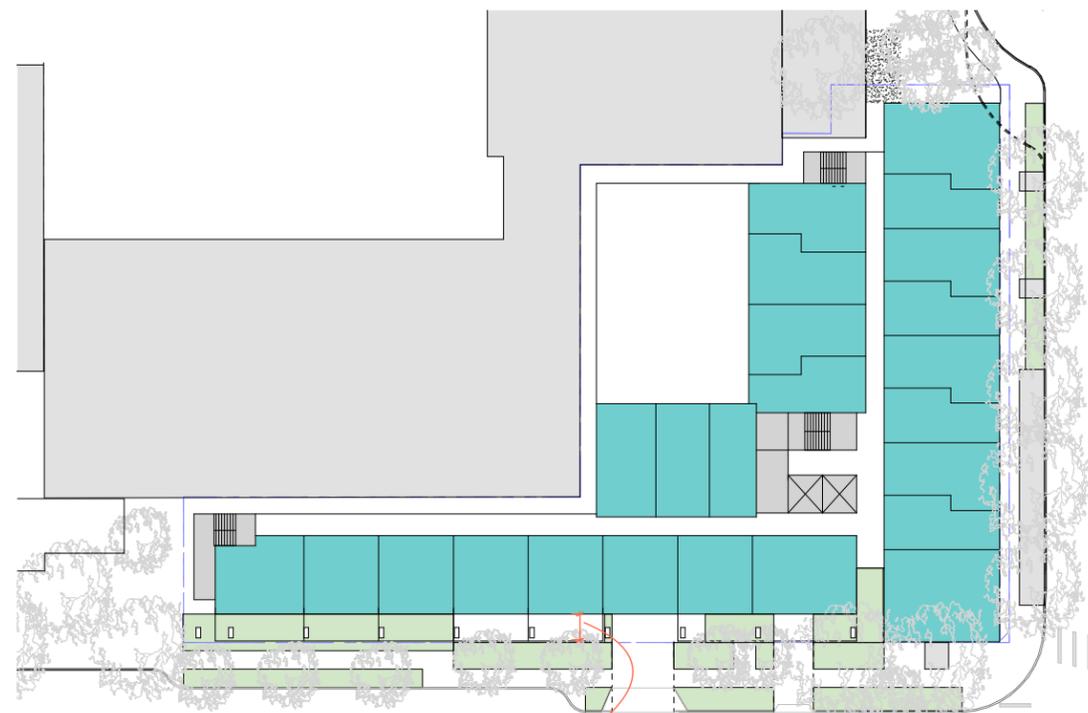


OPTION 3 (PREFERRED) 'PILOTIS'

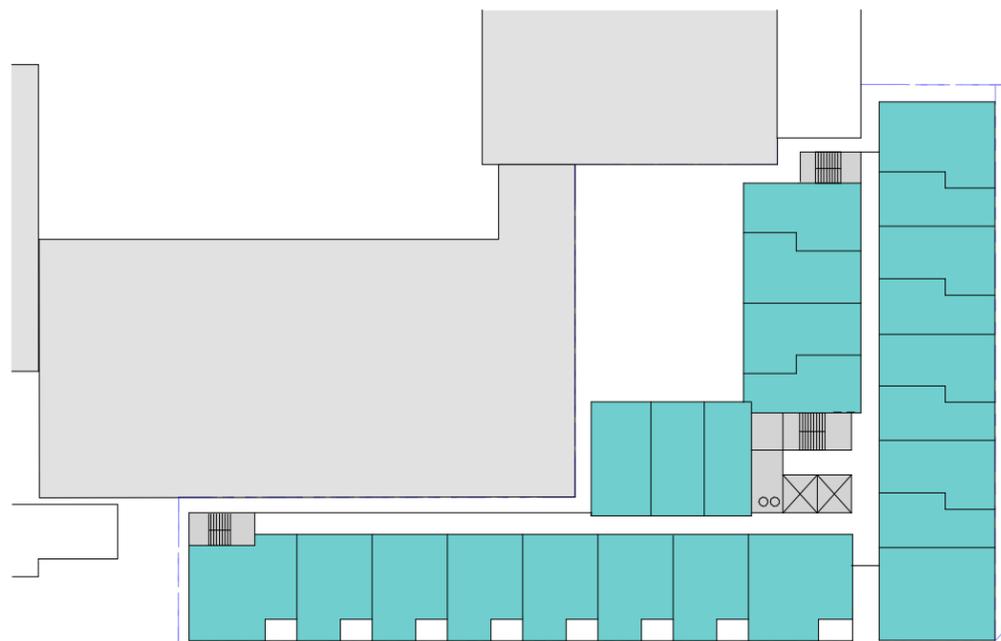
PLANS



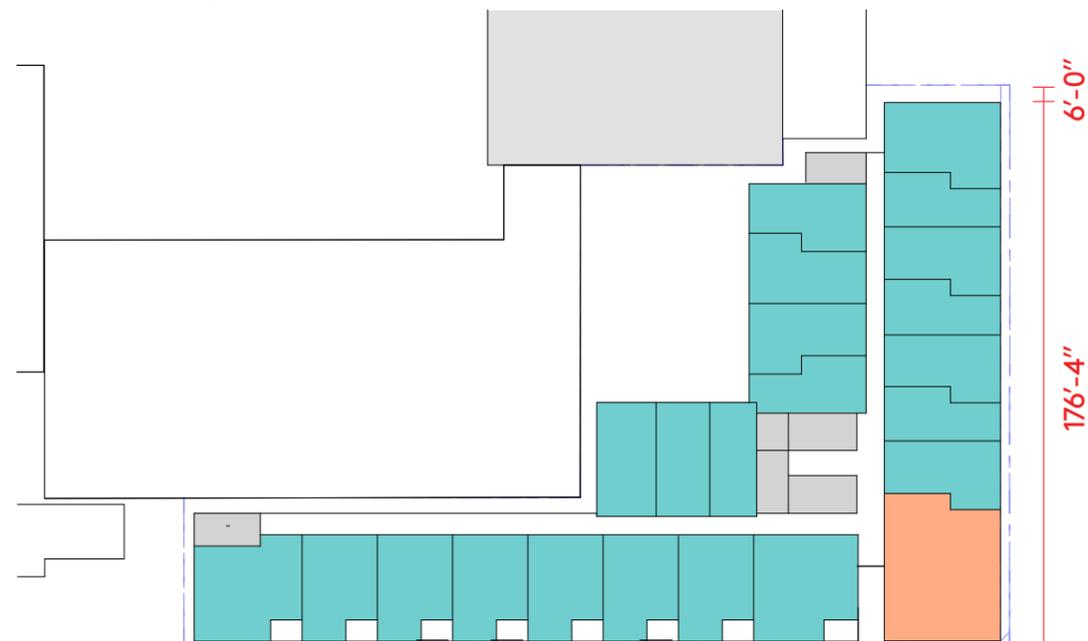
LEVEL 2



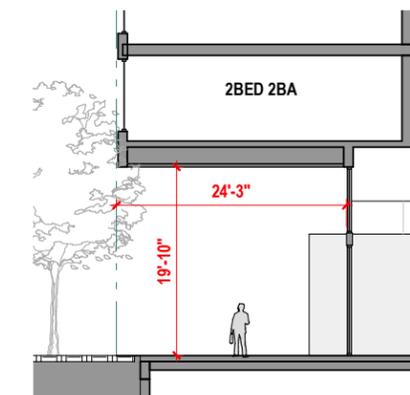
LEVEL 3



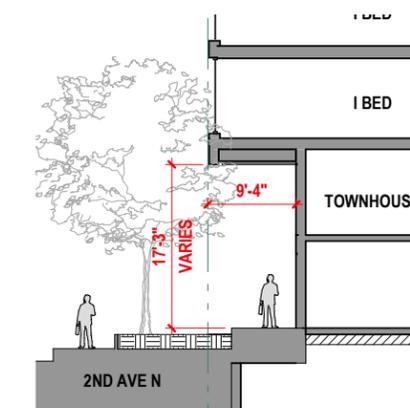
LEVEL 4-7



LEVEL 8



ENTRY COURT SECTION



2ND AVE N SECTION

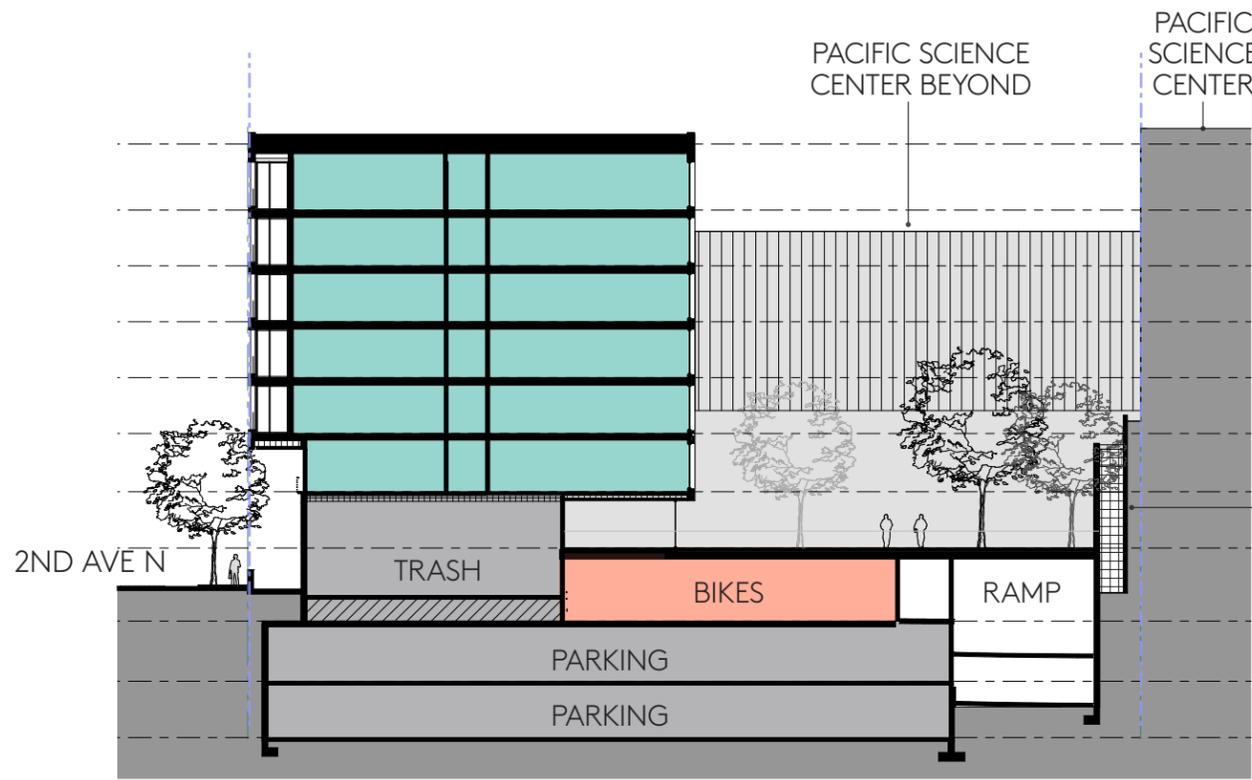
- D1 DEPARTURE 1 MAX LENGTH 250'
- D2 DEPARTURE 2 20' MAX CURB CUT
- D3 DEPARTURE 4 BUILD TO LOT LINE

- LOT LINE
- AMENITY
- RESIDENTIAL UNITS
- OUTDOOR AMENITY/LANDSCAPE
- BUILDING SERVICE
- 🚲 BIKE ENTRY
- ➡ PARKING ENTRY
- ➡ PEDESTRIAN ENTRY
- 🚌 BUS STOP

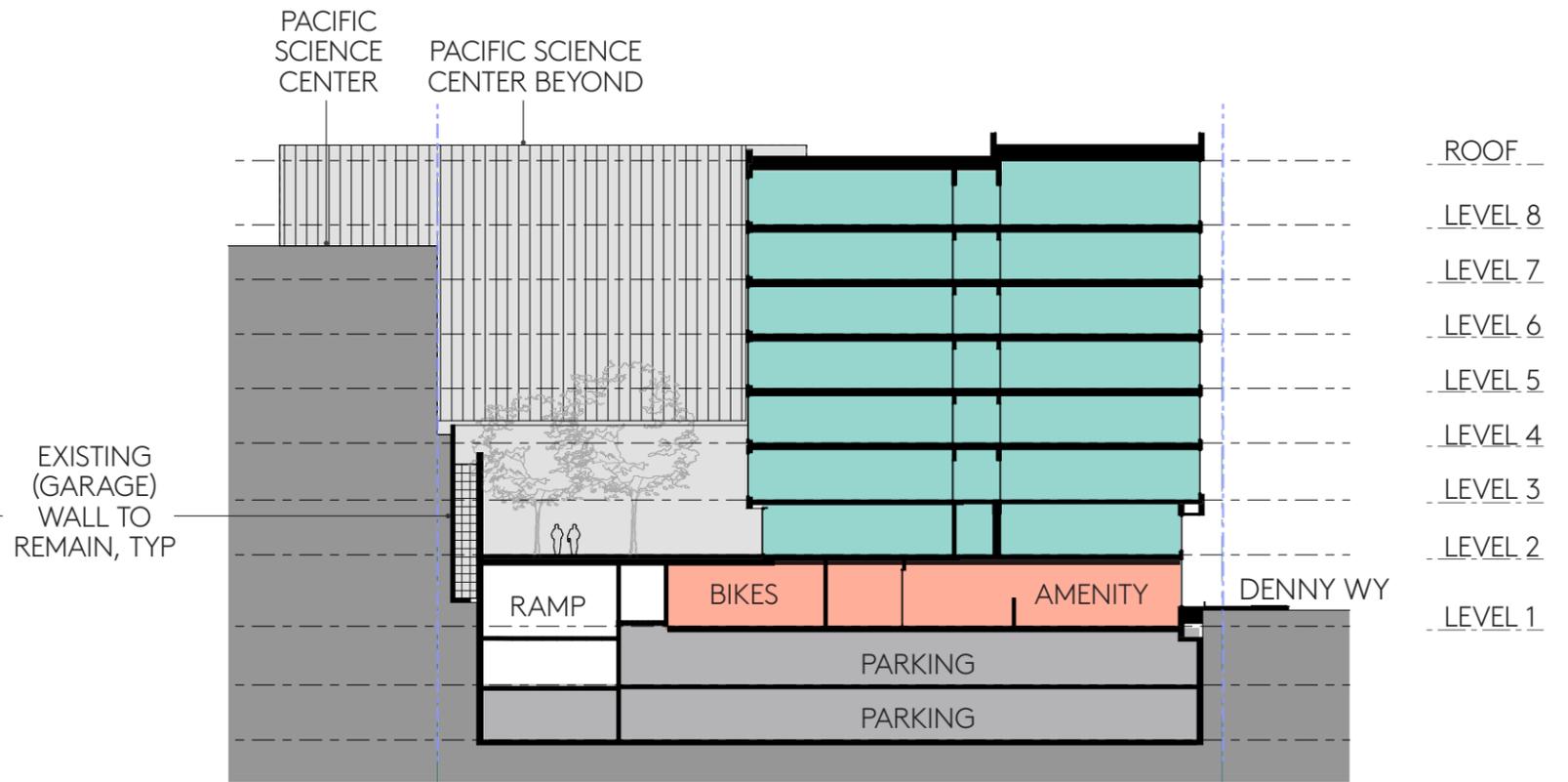


OPTION 3 (PREFERRED) 'PILOTIS'

BUILDING SECTIONS



EAST / WEST BUILDING SECTION



NORTH / SOUTH BUILDING SECTION

LEGEND

- - - - LOT LINE
- AMENITY
- RESIDENTIAL UNITS
- BUILDING SERVICE



OPTION 3 (PREFERRED) 'PILOTIS'

PERSPECTIVES



2ND AVE N / LOOKING SOUTH EAST



DENNY AVE / LOOKING NORTH EAST UP 2ND STREET



DENNY AVE / LOOKING NORTH EAST UP 2ND STREET



DENNY WAY / LOOKING NORTH WEST

OPTION 3 (PREFERRED) 'PILOTIS'

SOLAR STUDY

NOT TO SCALE 

MARCH 21ST



9 AM

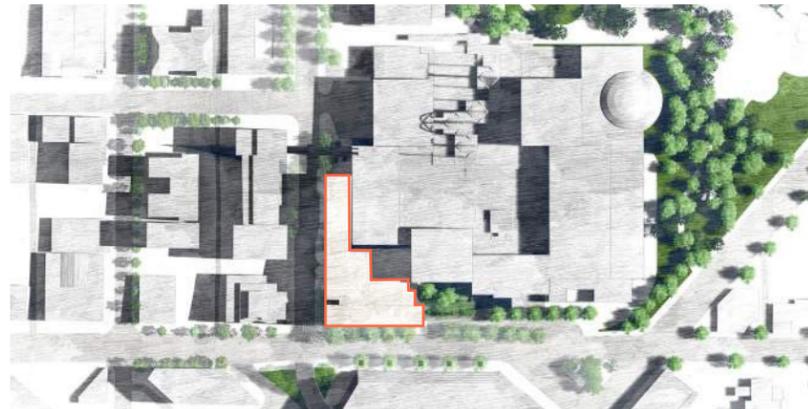


NOON

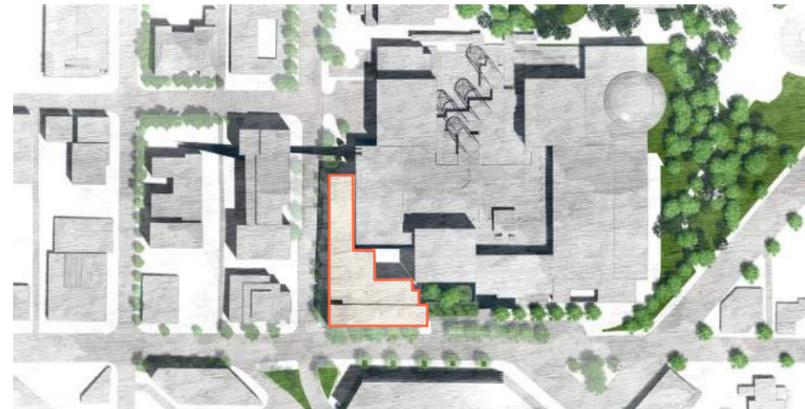


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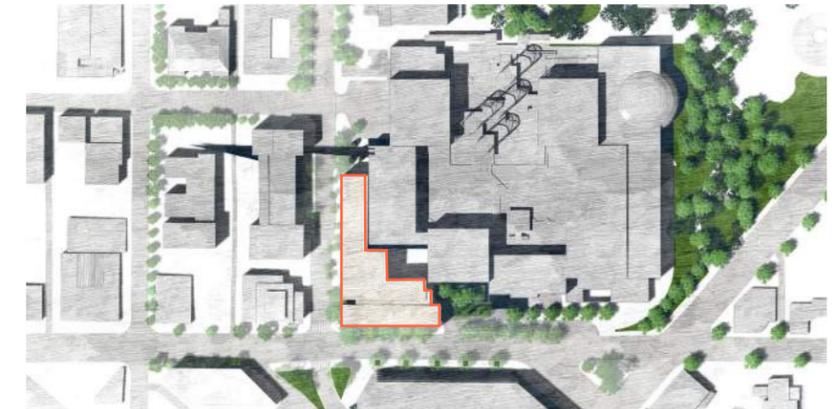
JUNE 21ST



9 AM



NOON



3 PM

DECEMBER 21ST



9 AM



NOON



3 PM

MASSING OPTIONS COMPARISON



OPTION 1 (CODE COMPLIANT) 'NESTED L'

Unit Count:	Approx. 145 Units
Parking Stalls:	Approx. 90 Underground Stalls
Total GFA:	Approx. 156,550

Proposed massing has a single form engaging the corner. Six residential levels over a two story podium on Denny Way and 5 residential levels over a multi-level podium on 2nd Ave N. The massing is a simple clean form blending in with the adjacent cultural neighborhood. The residential entrance is located on Denny Way. Multiple flats and townhouses step up 2nd ave N. The parking garage entrance located on 2nd Ave N which also serves as the trash staging location and is adjacent to a dedicated bicycle ramp to the lobby.

PROS

- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Only one curb cut on 2nd Ave N

CONS

- Minimal green buffer at grade.
- Minimal articulation at ground level to enhance the pedestrian experience
- Less units due to 250' facade length.
- Trash pick up impacts traffic flow at garage entry.
- Less desirable units at street level adjacent to sidewalk.
- Residential glazing adjacent to the sidewalk does not foster eyes-on-the-street

POTENTIAL DEPARTURES

- None



OPTION 2 '2 BAR'

Unit Count:	Approx. 151 Units
Parking Stalls:	Approx. 90 Underground Stalls
Total GFA:	Approx. 154,000

Proposed massing has two forms. Six residential levels over a two story podium on Denny Way and 5 residential levels over a multi-level podium on 2nd Ave N. The massing is a simple clean form blending in with the adjacent cultural neighborhood. The residential entrance is accentuated in the massing and is located on 2nd Ave N. The entry steps down into the lobby and amenity space, which look out on to Denny Way. Multiple flats and townhouses step up 2nd ave N. The parking garage entrance and dedicated bike ramp are accessed off of 2nd ave N.

PROS

- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Units efficiently stack to the ground level
- Improved massing articulation at Denny
- The building entry is set back from the sidewalk creating a 'front porch'
- Improved trash staging and vehicular circulation

CONS

- Minimal landscape buffer at grade adjacent to residential units
- Residential glazing abutting the sidewalk does not foster eyes-on-the-street
- Residential building entry is adjacent to the bus stop

POTENTIAL DEPARTURES

- 264' building length
- setback at lobby entry & 2nd Ave N
- additional curb cut for trash pick up



OPTION 3 (PREFERRED) 'PILOTIS'

Unit Count:	Approx. 151 Units
Parking Stalls:	Approx. 90 Underground Stalls
Total GFA:	Approx. 150,900

The preferred massing has two forms. Six residential levels over a two story podium on Denny Way and 5 residential levels over a multi-level podium on 2nd Ave N. The massing is a simple clean form blending in with the adjacent cultural neighborhood. The spacious residential entrance creates a transition from the busy urban street to the private residential building and is accessed from 2nd Ave N. The generous lobby and amenity space is located along the length of Denny Way and separated with a narrow green buffer. Multiple flats and townhouses step up 2nd ave N with a 9' green buffer and patio space. The parking entrance, trash staging and dedicated bicycle ramp are accessed off of 2nd ave N.

PROS

- Clean, modern massing and elevated materiality integrates well into the adjacent Pacific Science Center Campus
- Increased building setbacks enhance building articulation and allow a green buffer on Denny improving the pedestrian experience.
- Green buffer at 2nd Ave adds to the unit livability and improves the pedestrian experience.
- Massing articulation on 2nd ave reduces the perceived length of the facade
- Eyes on the street increases neighborhood safety.
- Improved trash staging & vehicular circulation on 2nd Ave.
- Residential building entry shares 2nd Ave with the Axis Apt entry - fosters a sense of community
- 2 typologies of colonades at grade provides interest for the pedestrian and reinforces the Pilotis vocabulary.

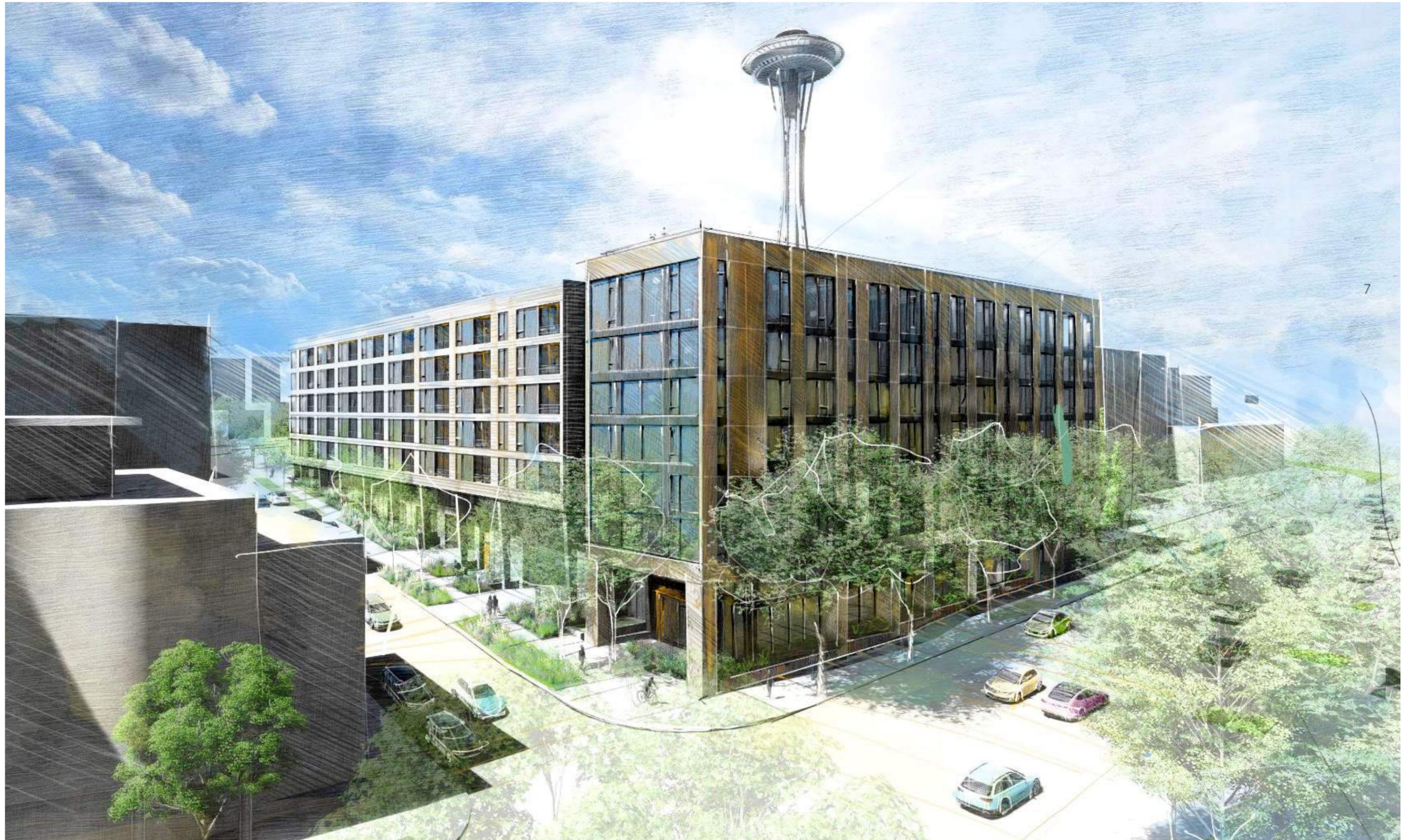
CONS

- Requests multiple departures

POTENTIAL DEPARTURES

- 264' building length
- setback at lobby entry & 2nd Ave N
- additional curb cut for trash pick up

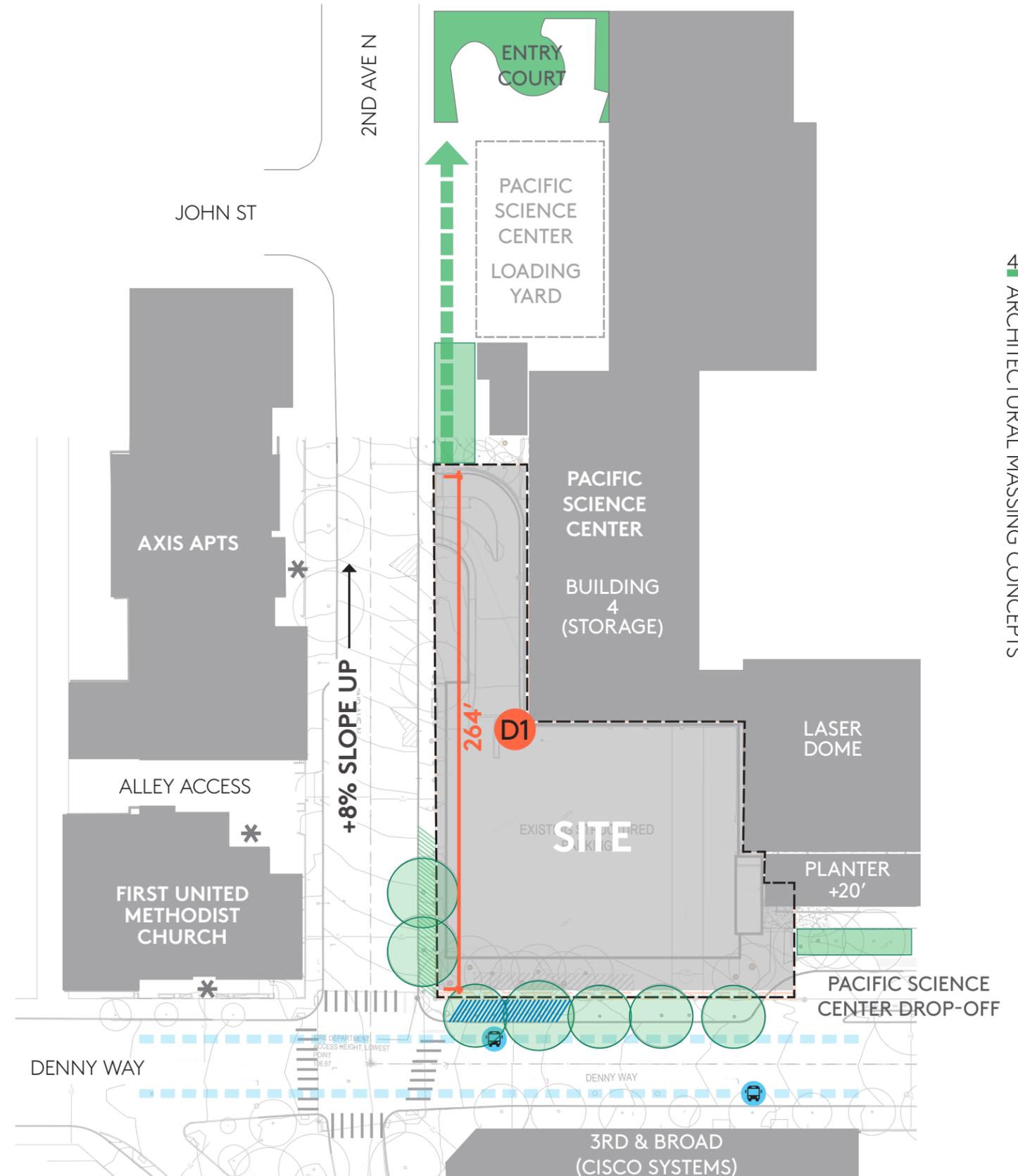
MATERIALS AND FACADE CONCEPT



DEPARTURE REQUESTS

DEPARTURE REQUEST # 1 OPTION 2, OPTION 3

SECTION	23.48.732 Maximum structure width and depth
DEVELOPMENT STANDARD	23.48.732.a - The maximum width and depth of a structure is 250 feet
DEPARTURE REQUEST	Project requests a 263' wide building
RATIONAL	<i>Enhances neighborhood safety with a more active, urban street edge, minimizing an unattended zone adjacent to the adjacent PSC loading dock.</i>
DESIGN GUIDELINE (SEATTLE CITY)	CS2 Urban Pattern and Form. Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area. CS2.B.3 Adjacent Sites, Streets, and Open Spaces. Character of open space. Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent site, streetscapes, trees, and vegetation, and open spaces for how they function as the walls and floor of the outdoor spaces through project siting and design.
RESPONSE	<i>The north edge of the site is adjacent to the loading and trash staging area for the Pacific Science Center. The intent is to activate the street edge and minimize the proportion of the back-of-house trash yard which is undesirable, disfunctional, and shaded.</i>
DESIGN GUIDELINE (UPTOWN)	PL1 Connectivity. Compliment and contribute to the network of open spaces around the site and the connections among them. PL1.3.c Pedestrian Volumes and Amenities. All of Uptown should be considered a "walking district". New development should strive to support outdoor uses, activities and seating that creates an attractive and vibrant pedestrian environment.
RESPONSE	<i>In this case with the adjacent loading and trash yard - supporting a vibrant and attractive (and safe) pedestrian environment - is continuing the building. This reduces the impact from the loading area while enhancing and activating the pedestrian walking realm with visible and attractive landscaping.</i>



DEPARTURE REQUESTS

DEPARTURE REQUEST # 2 OPTION 2, OPTION 3

SECTION	23.48.085 Parking and loading location and access, and curb cuts
DEVELOPMENT STANDARD	23.48.085e.1 - Permitted access should be limited to one two-way curb cut
DEPARTURE REQUEST	Project requests one 20' garage entry curb cut, and an additional 10' curb cut for trash service.
DESIGN GUIDELINE (SEATTLE CITY)	DC1 Project Uses and Activities. Optimize the arrangement of uses and activities on site DC1.1 Access Location and Design. Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non motorists wherever possible
RESPONSE	<i>The site does not have alley access. A dedicated curb cut for trash service, separate from the parking garage entry, would minimize vehicle, pedestrian, and bicycle congestion along 2nd Ave N. The two proposed curb cuts (rather than one wider curb cut) increases the safety for the pedestrian traveling at the sidewalk.</i>



DEPARTURE REQUESTS

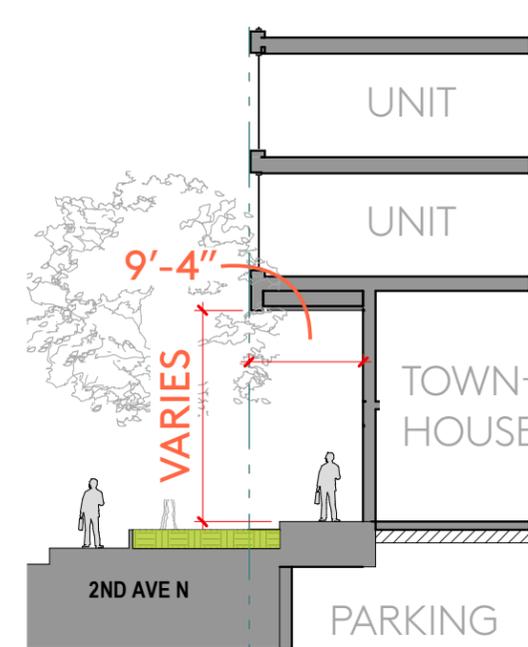
DEPARTURE REQUEST # 3 OPTION 2, OPTION 3

SECTION	23.48.740 Street level Development Standards
DEVELOPMENT STANDARD	23.48.740.a - Street-level facade requirements; setbacks from street lot lines. Street-facing facades of a structure shall be built to the lot line.
DEPARTURE REQUEST	Project requests street level setbacks on 2nd ave n, and the corner of Denny Way and 2nd Ave N.
DESIGN GUIDELINE (UPTOWN)	<p>DC2 Architectural Concept. Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.</p> <p>DC2.1. Architectural Context. Architecture that emphasizes the 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.</p>

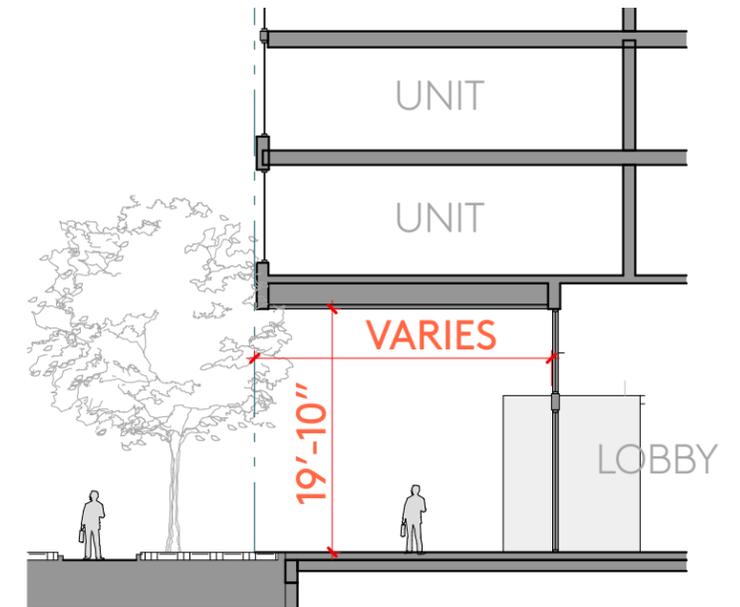
RESPONSE *The ground level setback allows space to incorporate human scaled elements. Rhythm of architectural columns, enhanced landscaping, patios, and balconies.*

DESIGN GUIDELINE (UPTOWN) DC2.5.f. Adjusted Base Scale: to mediate the forms 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 single story ground floor appears squashed by the added mass above.

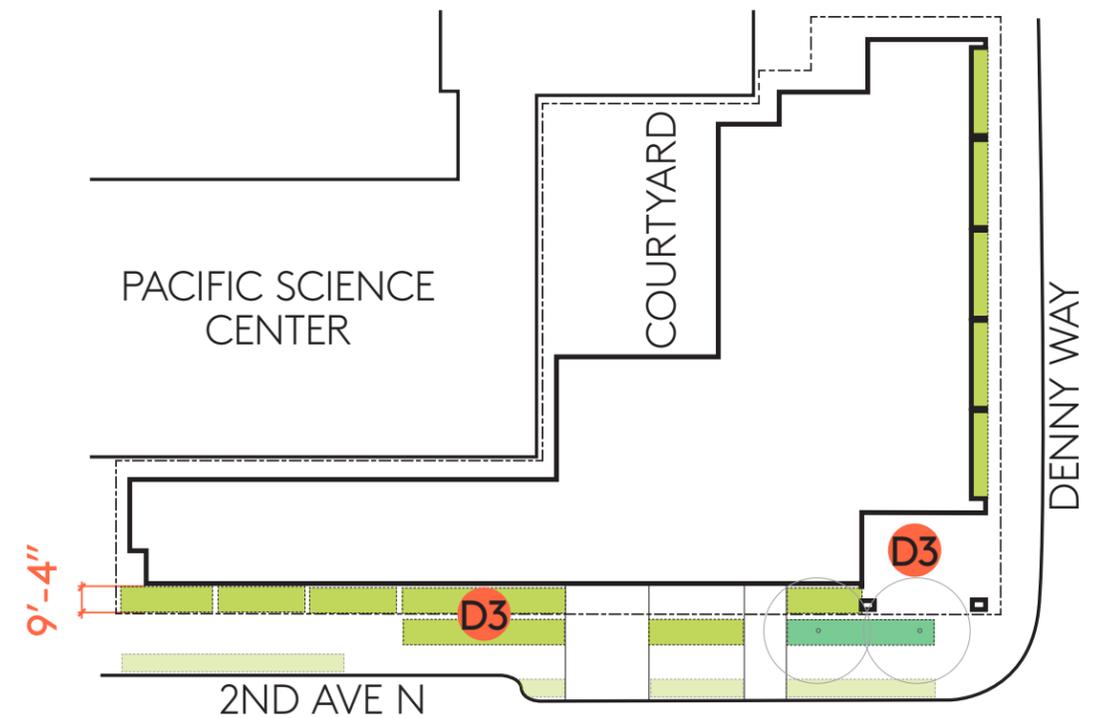
RESPONSE *A pedestrian level set back at grade creates a base-top expression minimizing the height and massing of the design. This is consistent with the adjacent architecture and provides an articulated pedestrian realm with enhanced landscaping and opportunities for design articulation at grade.*



2nd Ave N - Section **D3**



Building Entry - Section **D3**



Ground Level Plan Diagram