



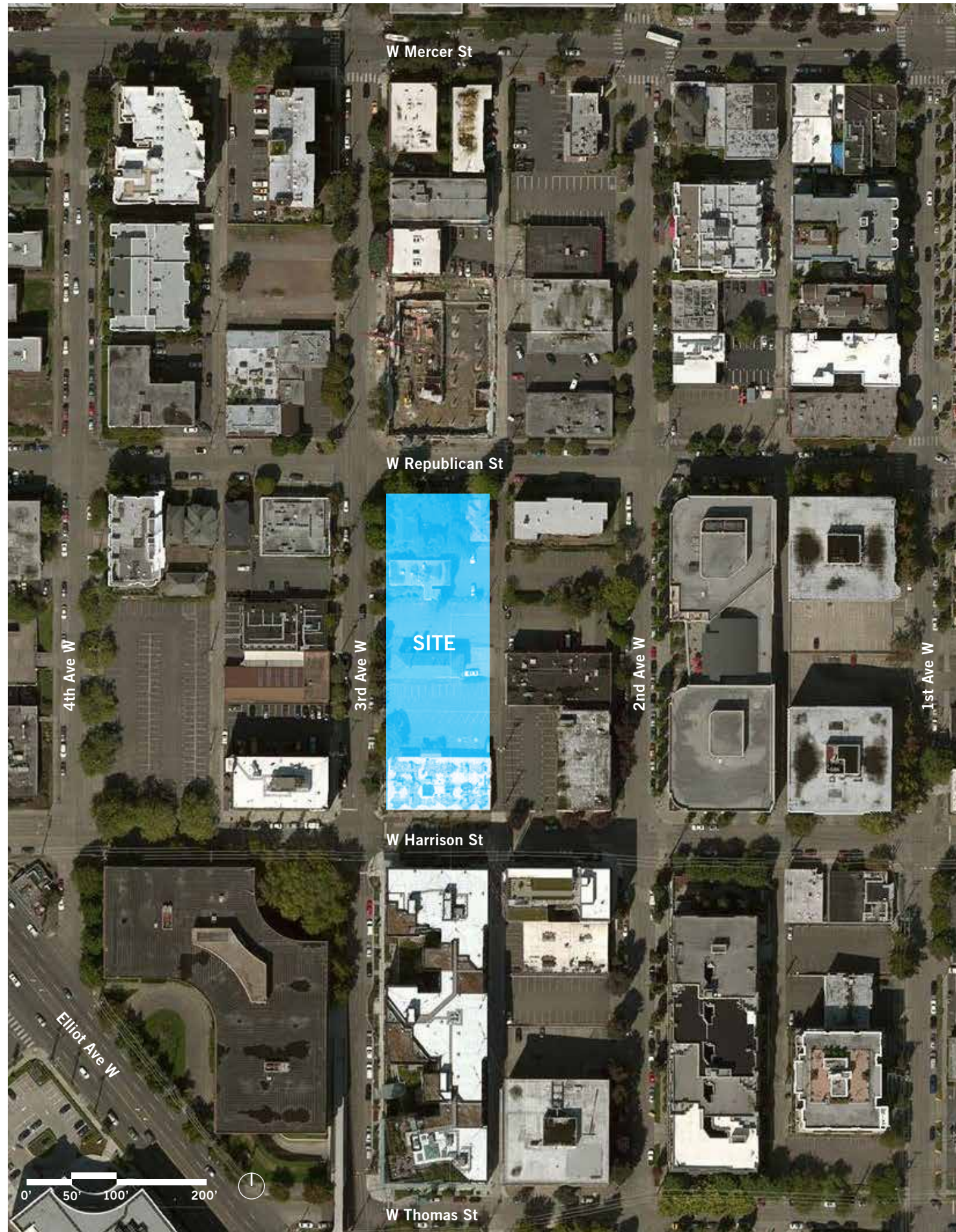
220 W Harrison

Project 3017467

Early Design Guidance

09.10.14





## CONTENTS

### 3.0 PROPOSAL

The proposed development is a 6-story (above grade), 183,600 SF office building with two levels of below grade parking with 180 stalls.

### 4.0 CONTEXT ANALYSIS

Context Aerial	1
Context Uses and Structures	2
Zoning + Topography	3
Community Nodes + Landmarks	4
Notable Architectural + Siting Patterns	6

### 5.0 EXISTING SITE CONDITIONS

Streetscape	8
Solar Analysis	10
Site Plan	14

### 6.0 SITE PLAN

15

### 7.0 ZONING DATA

16

### 8.0 DESIGN GUIDELINES

17

### 9.0 ALTERNATIVE ARCHITECTURAL CONCEPTS

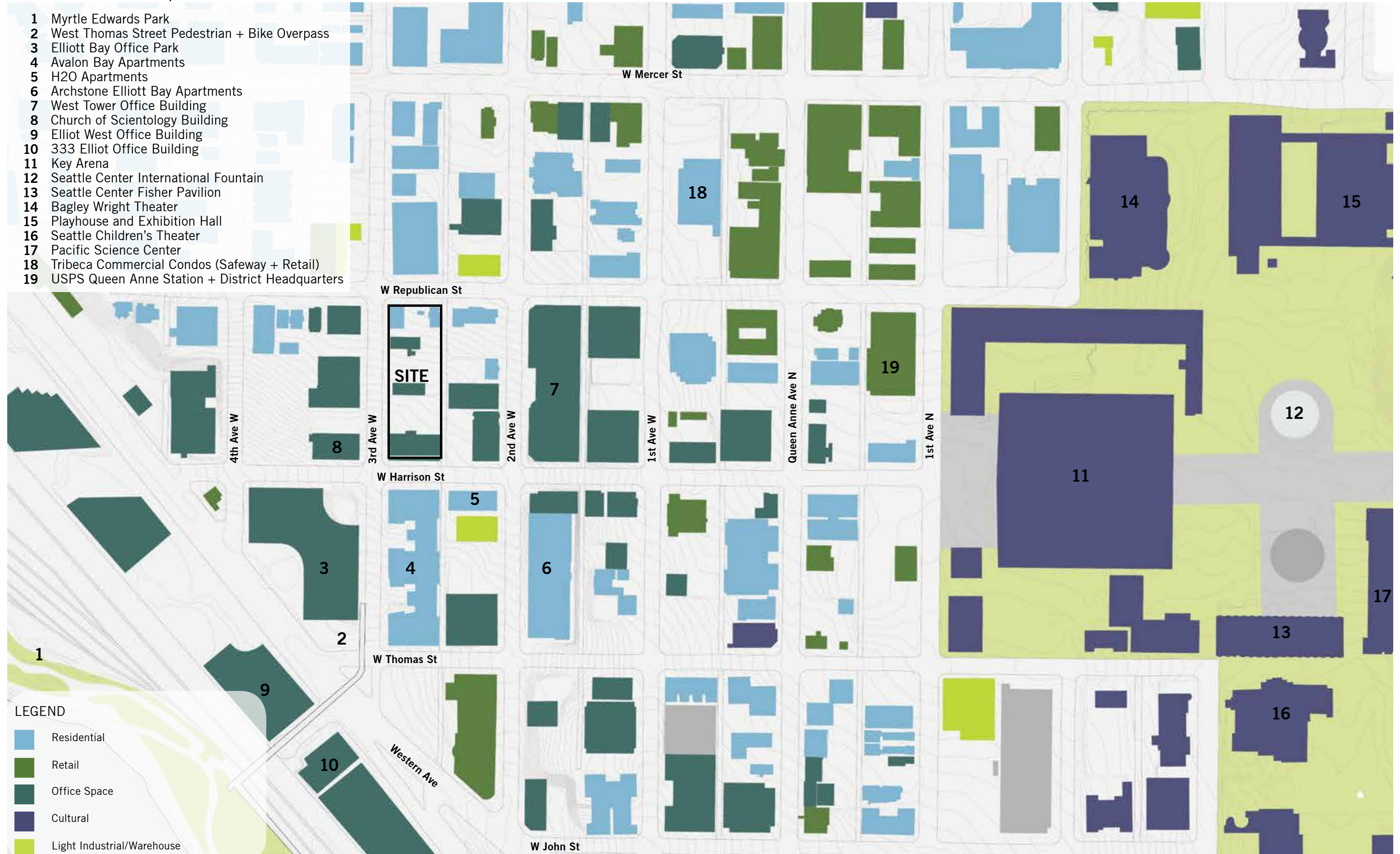
Concept 1: Step	20
Concept 2: Bridge	22
Concept 3: Link	24

### 10.0 DEVELOPMENT STANDARD DEPARTURES

None Requested

**VICINITY MAP: USES, STRUCTURES**

- 1 Myrtle Edwards Park
- 2 West Thomas Street Pedestrian + Bike Overpass
- 3 Elliott Bay Office Park
- 4 Avalon Bay Apartments
- 5 H2O Apartments
- 6 Archstone Elliott Bay Apartments
- 7 West Tower Office Building
- 8 Church of Scientology Building
- 9 Elliot West Office Building
- 10 333 Elliot Office Building
- 11 Key Arena
- 12 Seattle Center International Fountain
- 13 Seattle Center Fisher Pavilion
- 14 Bagley Wright Theater
- 15 Playhouse and Exhibition Hall
- 16 Seattle Children's Theater
- 17 Pacific Science Center
- 18 Tribeca Commercial Condos (Safeway + Retail)
- 19 USPS Queen Anne Station + District Headquarters

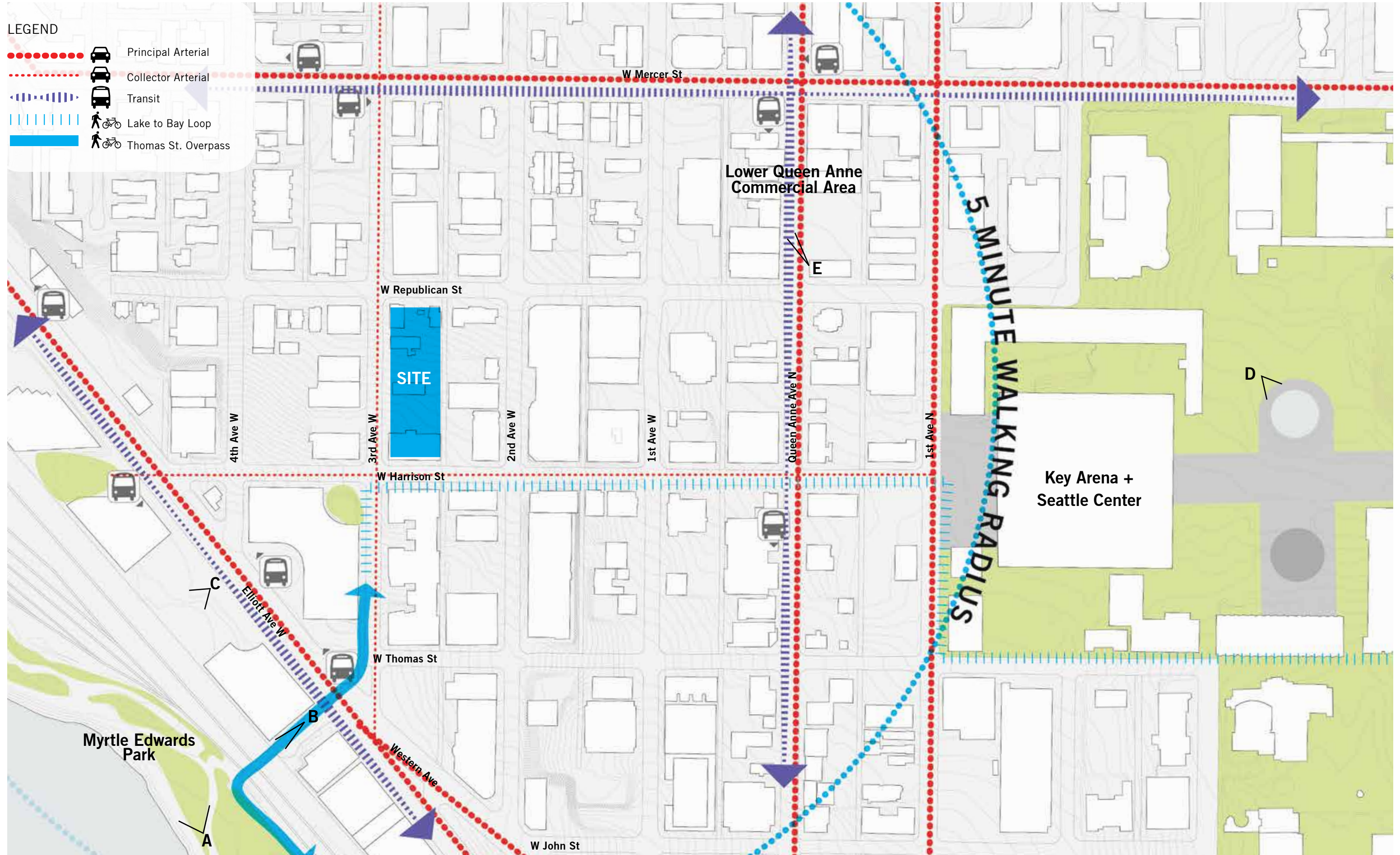


**LEGEND**

- Residential
- Retail
- Office Space
- Cultural
- Light Industrial/Warehouse



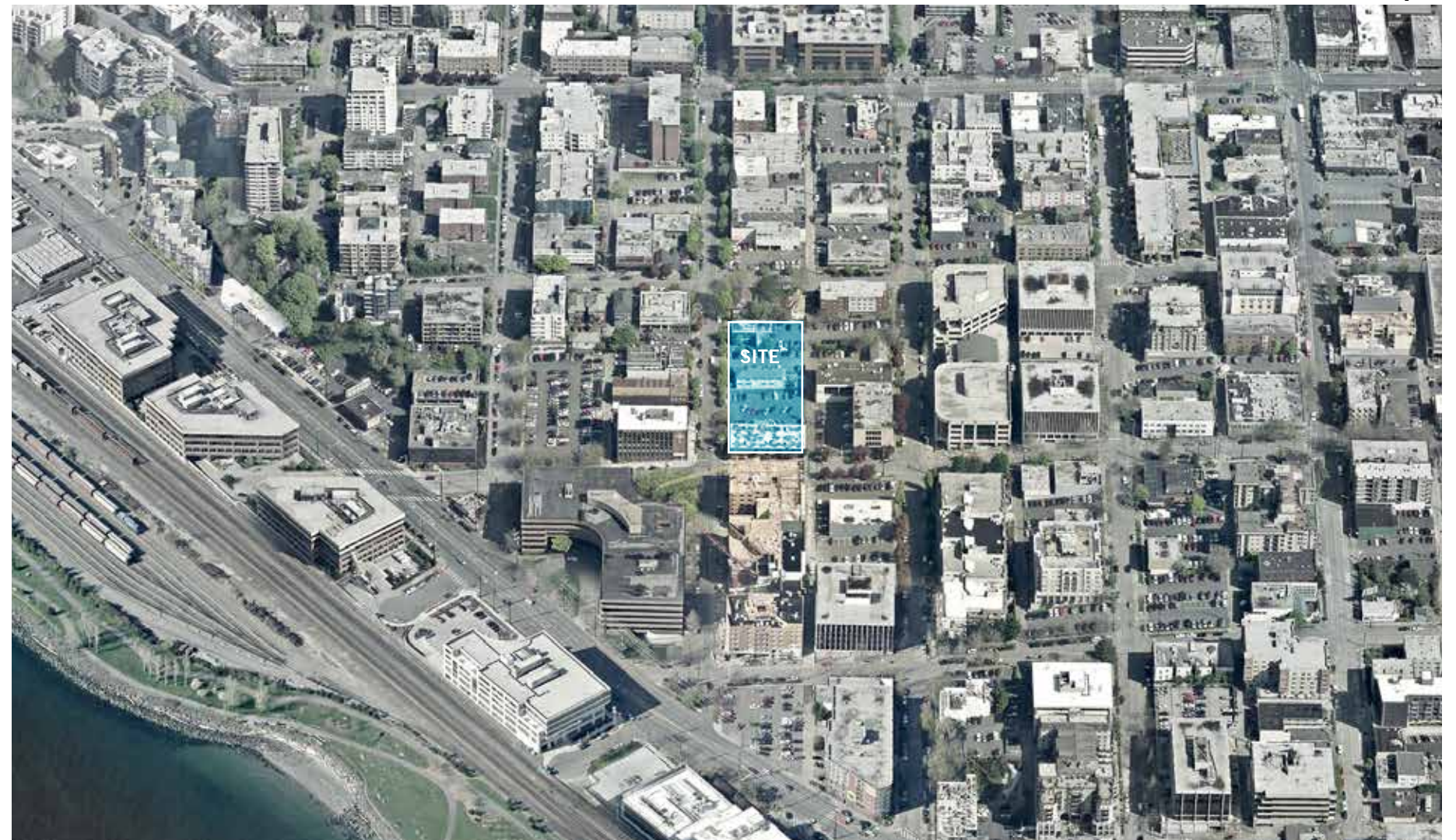
VICINITY MAP: COMMUNITY NODES AND LANDMARKS + NEIGHBORHOOD CHARACTER



The site is within close proximity to transit and adjacent to a pedestrian path linking Elliott Bay and Lake Union.

Additionally, the site is within walking distance of two major city landmarks: Myrtle Edwards Park along the water and Seattle Center.

The proposed building improves the pedestrian experience along 3rd Ave W and W Harrison St through transparency, creation of public space, and facade articulation.



Community Nodes and Landmarks: Imagery



A Myrtle Edwards Park + Elliott Bay

B Thomas St. Overpass

C Freight and commuter rail

D Key Arena + Seattle Center

E Lower Queen Anne Commercial Area

VICINITY MAP: NOTABLE ARCHITECTURAL AND SITING PATTERNS



Building scale and use vary in the Uptown Urban Center surrounding the site. The images to the right represent larger office buildings that characterize the neighborhood. As illustrated on the map, there are also smaller scale residential buildings.

The mix of scales suggests that the proposed building should acknowledge its context through dividing or shifting its volume to reduce its overall perceived scale.

Mid-block entries are common among larger buildings and serve to reduce scale and address changes in topography.



**NOTABLE ARCHITECTURAL AND SITING PATTERS**



**A** Site: Existing Office Building



**B** Church of Scientology Building



**C** Entry Court at Elliott Bay Office Park



**D** Avalon Bay Apartments (Harrison St)



**E** Avalon Bay Apartments Entry



**F** Office Building at 2nd Ave + Harrison St



**G** West Tower Office Building



**H** 100 W Harrison South



**I** 333 Elliott + Thomas St Overpass



**J** 333 Elliott



**K** Elliott West Bldgs 1,2



**L** Entry Court at Elliott Bay Office Park



**M** Elliott Bay Office Park + Thomas St. Overpass

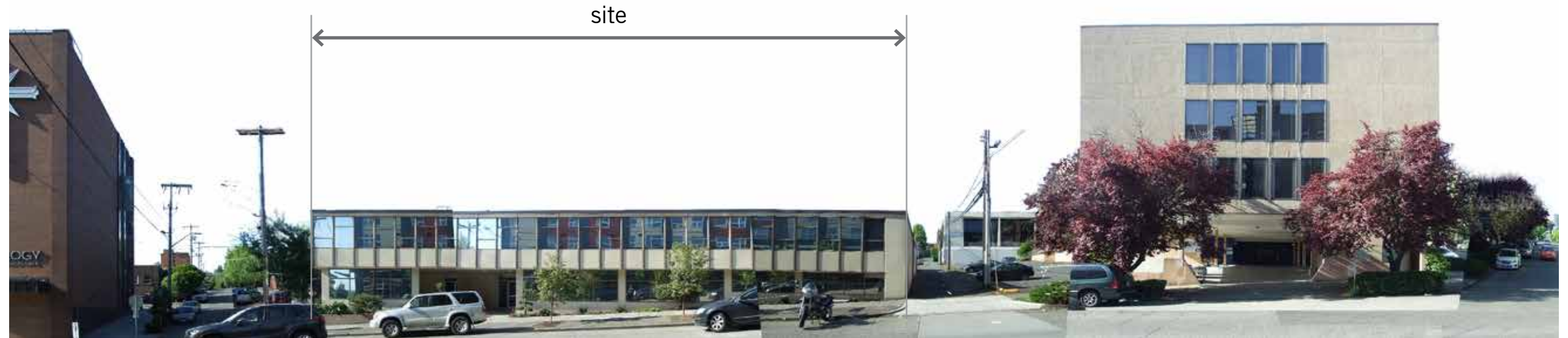
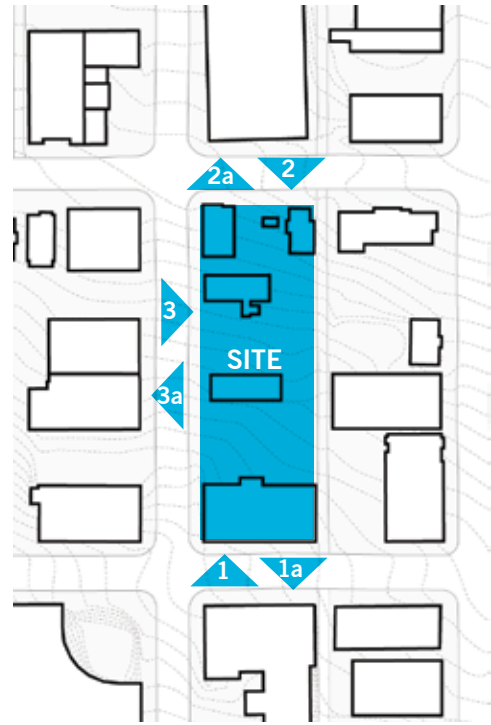


**N** Avalon Bay Apartments (Thomas St)



**O** Multi Family Duplex + West Republican Place

**STREETSCAPE**



**1** W Harrison St. South Elevation



**2** W Republican St. North Elevation



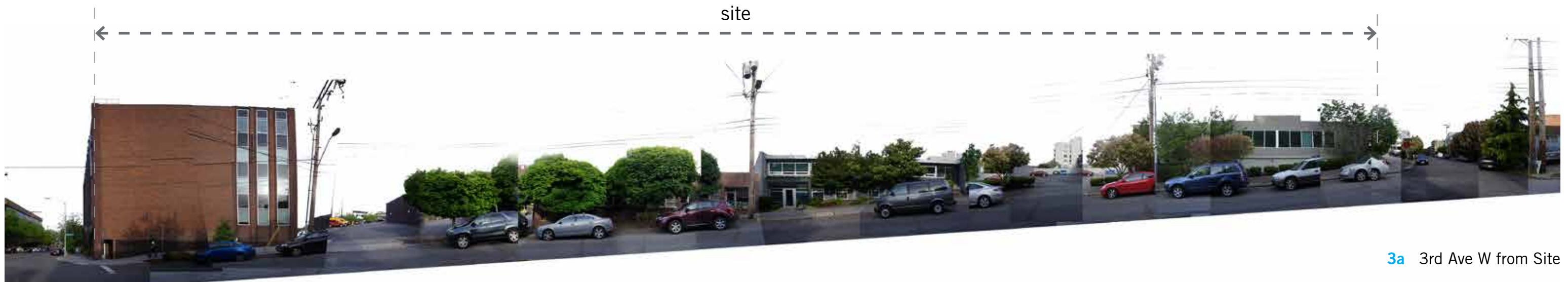
**3** 3rd Ave W West Elevation  
PERKINS+WILL



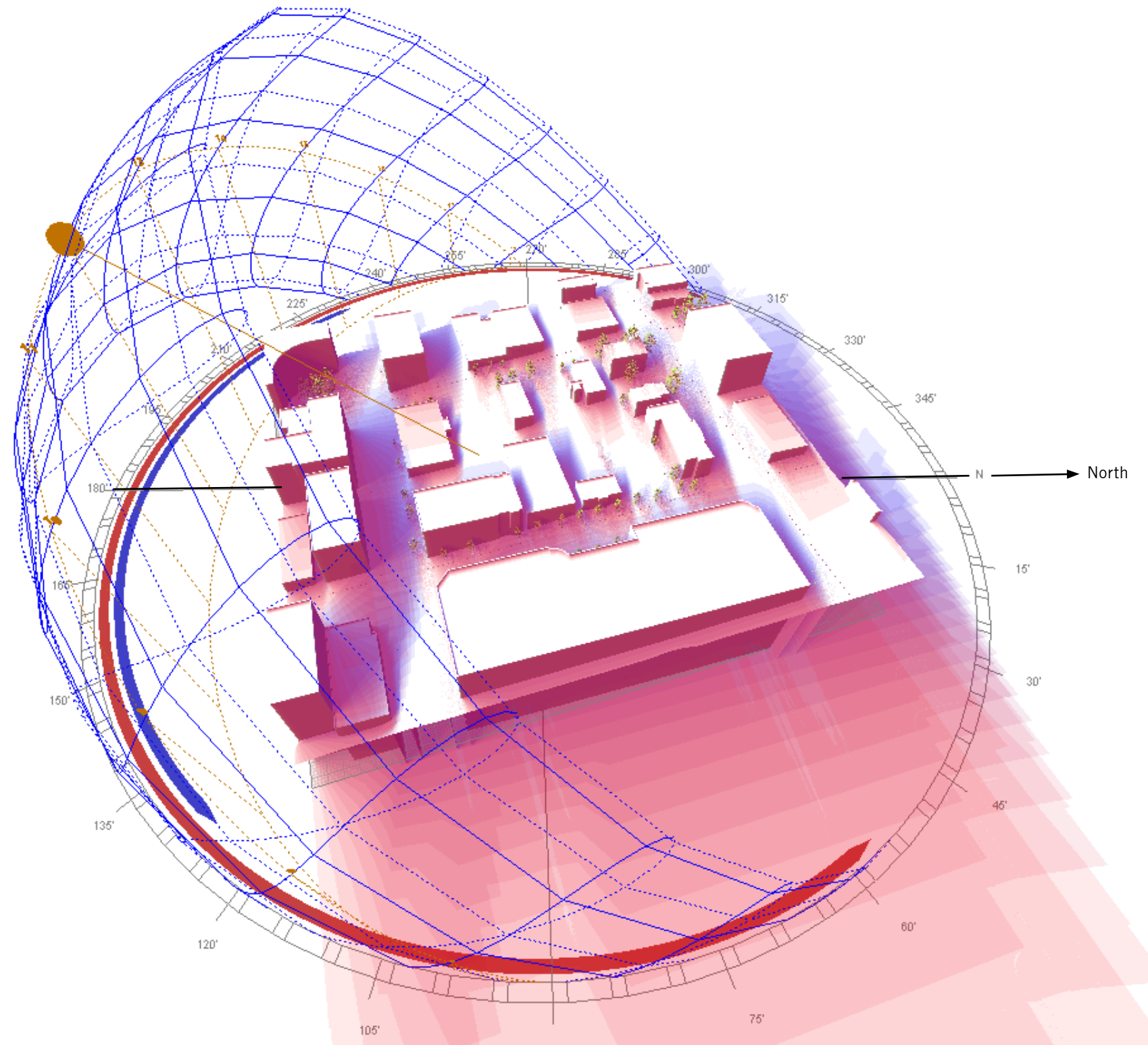
1a W Harrison St. from Site



2a W Republican St. from Site



3a 3rd Ave W from Site



A dimensionally accurate computer model of the site and surrounding neighborhood is used to analyze the effects of sun and shadow on the existing development and surrounding neighborhood. The sun rays and shadows cast are based on a physically accurate computer model of the sun path that is calibrated to the correct latitude and longitude and to the orientation of the site. Within this digital environment the project is evaluated.

10 AM



SUMMER SOLSTICE

12 PM



2 PM

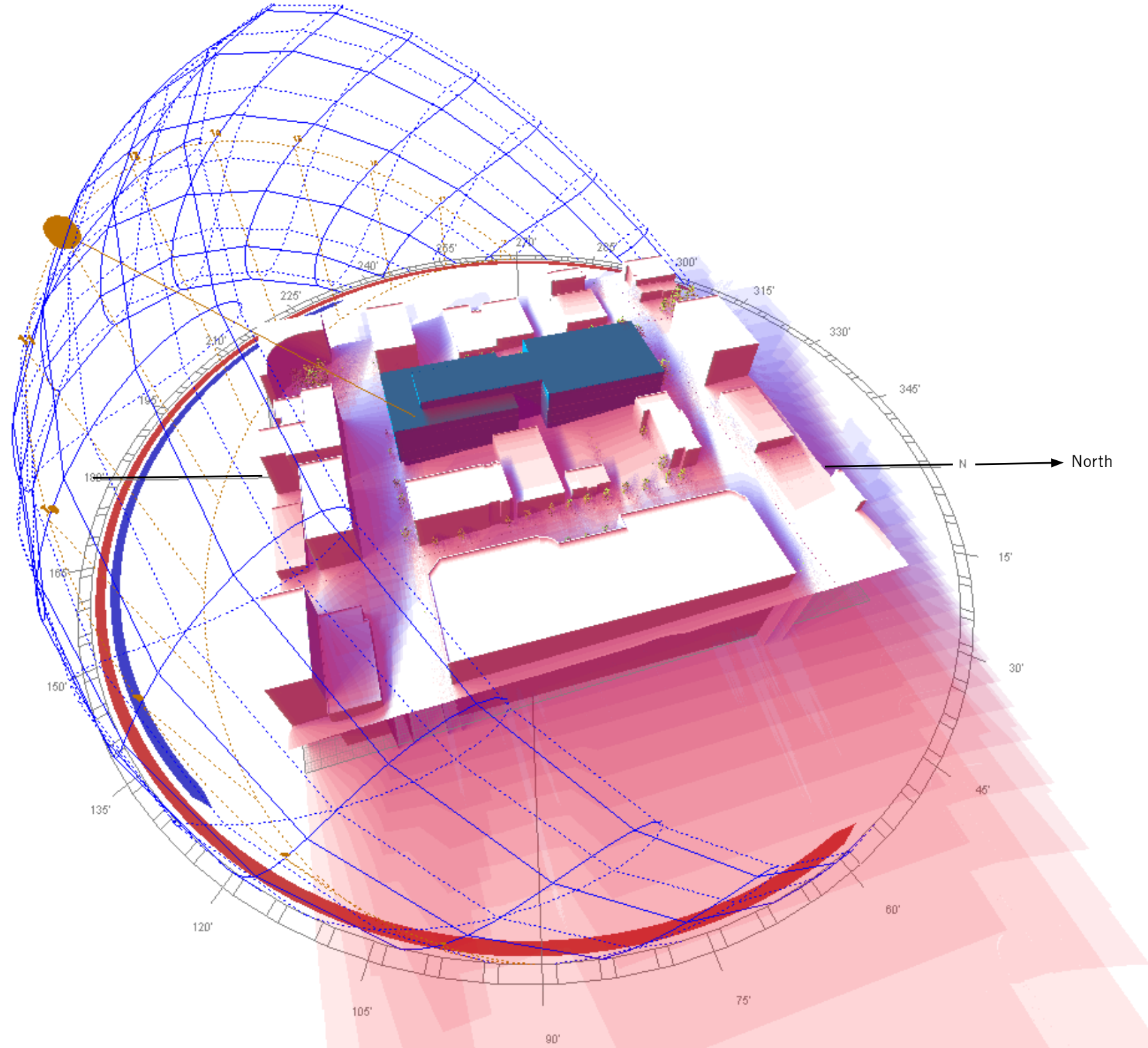


EQUINOX



WINTER SOLSTICE





A dimensionally accurate computer model of the site and surrounding neighborhood is used to analyze the effects of sun and shadow on the proposed development and surrounding neighborhood. The sun rays and shadows cast are based on a physically accurate computer model of the sun path that is calibrated to the correct latitude and longitude and to the orientation of the site. Within this digital environment the project is evaluated.

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EXISTING SITE PLAN: TOPOGRAPHY AND LOCATION OF STRUCTURES

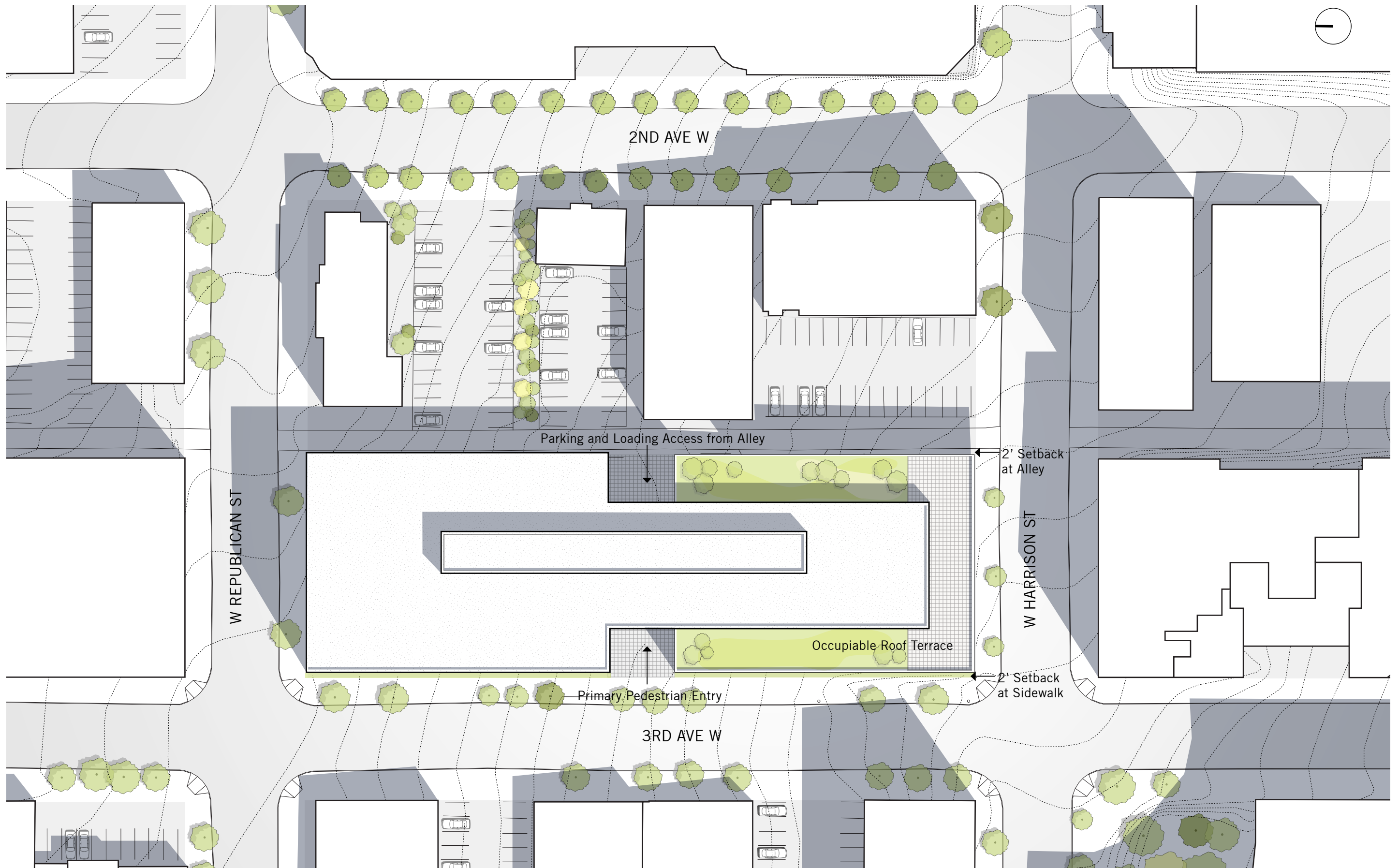
1"=50'





PROPOSED SITE PLAN (PREFERRED SCHEME): TOPOGRAPHY AND LOCATION OF STRUCTURES

1"=50'



# ZONING DATA

## Zoning Designation:

NC3-65

## Overlay District:

Uptown Urban Center

## SEATTLE MUNICIPAL CODE (SMC):

### TITLE 23 - LAND USE CODE

Subtitle III Land Use Regulations

Division 2 Authorized Uses and Development Standards

### Chapter 23.47A - Commercial

(Sections have been excerpted as applicable to proposed project)

## SMC 23.47A.012 STRUCTURE HEIGHT

65'

Methodology for determining structure height on a lot is further defined in SMC 23.86.006.A2.d :

"... The calculation of structure height in subsection 23.86.006.A.1 may be modified, at the discretion of the applicant, as follows to permit the structure to respond to the topography of the lot:

- a. Draw the smallest rectangle that encloses the principal structure.
- b. Divide one side of the rectangle, chosen by the applicant, into sections at least 15 feet in length using lines that are perpendicular to the chosen side of the rectangle.
- c. The sections delineated in subsection 23.86.006.A.2.b are considered to extend vertically from the ground to the sky.
- d. The maximum height for each section of the structure is measured from the average grade level for that section of the structure, which is calculated as the average elevation of existing lot grades at the midpoints of the two opposing exterior sides of the rectangle for each section of the structure. "

## SMC 23.47A.013 FLOOR AREA RATIO:

Maximum FAR for structures solely occupied by non-residential use is 4.25 per Table A. Minimum required FAR is 2 per Table C.

## SMC 23.47A.005 STREET-LEVEL USE REQUIREMENTS

Residential uses are limited at street level, but there are no other required street level uses per subsection 23.47A.005.D2 as W Harrison St, W Republican St, and 3rd Ave W are not considered principal pedestrian streets.

## SMC 23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS

A.2.b. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

A.2.c The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

A.3 Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

B.2.a Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.

## 23.47A.016 LANDSCAPING AND SCREENING STANDARDS

Per Table D for Section 23.47A.016, 3-foot-high screening is required along areas where garbage cans are located

A.2.b-c Landscaping that achieves a Green Factor score of .30 or greater, pursuant to Section 23.86.019, is

required for any lot with development, either a new structure or an addition to an existing structure, containing more than 4,000 new square feet of non-residential uses; or any parking lot containing more than 20 new parking spaces for automobiles.

## 23.47A.032 PARKING LOCATION AND ACCESS

A.1.a Access to parking shall be from the alley.

F. Access to a loading berth shall be from the alley.

B.1.b Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

## SMC 23.53 STREETS ALLEYS AND EASEMENTS

### SMC 23.53.030 ALLEY IMPROVEMENTS IN ALL ZONES

D.1. Per Table C, minimum alley width in NC3 zones is 20'.

## SMC 23.54 QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE

There are no minimum parking requirements in urban centers per Table A for SMC23.54.015

SMC 23.54.016 Parking access shall be from the abutting alley.

### 23.54.035 LOADING BERTH REQUIREMENTS AND SPACE STANDARDS

Per Table A for Section 23.54.035, 2 loading berths are required for low demand uses 60,001 SF-160,000 SF.

*The design team believes that the following guidelines are the priorities for this project:*

### **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.

#### **II. Streetscape Compatibility**

v. "...when retail and offices are located within the neighborhood, they should be designed to acknowledge and blend with the predominantly residential environment. Storefronts, office entries and signs should be understated and muted, while still presenting a street presence. Bright or loud colors and lights should be avoided in this park-like residential character."

### **III. Corner Lots**

i. Generally buildings within Uptown should meet the corner and be set back. Building designs...should address the corner and promote activity...

### **CS3 Architectural Context and Character**

Contribute to the architectural character of the neighborhood.

#### **I. Architectural Context**

The Uptown Park character area emphasizes the notion of historic continuity--the relationship of built structures over time. This relationship encourages diversity of styles within a coherent whole, reinforcing the key elements of noteworthy buildings.

#### **PL1 Connectivity**

Complement and contribute to the network of open spaces around the site and the connections among them.

#### **I. Streetscape Compatibility**

Throughout Uptown developments that respond outward to the public realm are

preferred.

iii. Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.

#### **PL2 Walkability**

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

#### **I. Entrances Visible from the Street**

Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged...Streets throughout Uptown should be sociable places that offer a sense of security...

#### **II. Pedestrian Open Spaces and Entrances**

i. Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

#### **DC1 Project Uses and Activities**

Optimize the arrangement of uses and activities on site.

#### **I. Parking and Vehicle Access**

ii. Preferred Alley Access: Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage

all parking for residential uses to be located below grade.

#### **II. Blank Walls**

i. Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls. Larger wall areas should include landscaped treatments at the wall or between the wall and public rights-of-way, but not in a manner that would create unsafe conditions...

#### **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.

#### **I. Architectural Context**

i. The Uptown Park...character district prefers an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community. .

#### **II. Architectural Concept and Consistency**

Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

#### **III. Human Scale**

i. Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

ii. Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park... area.

#### **DC3 Open Space Concept**

Integrate open space design with the design of the building so that each complements the other.

#### **I. Landscaping to Enhance the Building and/or Site**

...Especially within Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas...

#### **DC4 Exterior Elements and Finishes**

Use appropriate and high quality elements and finishes for the building and its open spaces.

#### **I. Architectural Context**

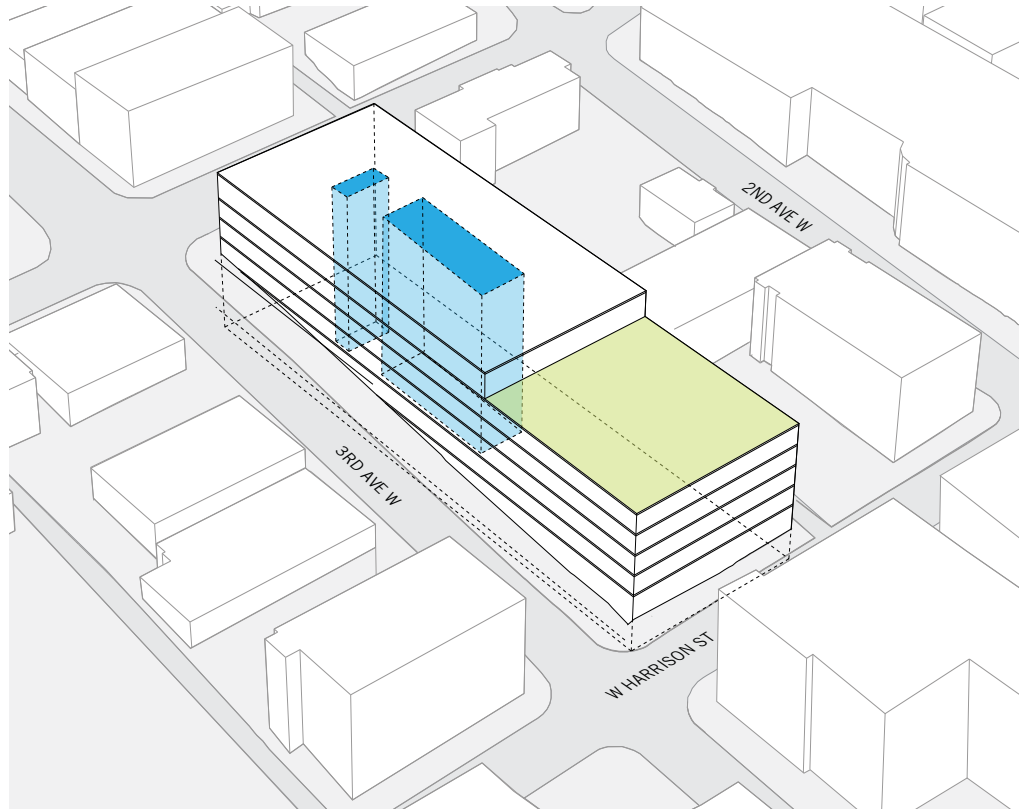
In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.

#### **I. Exterior Finish Materials**

ii. Throughout Uptown, decorative exterior treatments using brick, tile, and /or other interesting exterior finish materials are strongly preferred. Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Use materials, colors, and details to unify a building's appearance; building and structures should be built of compatible materials on all sides.



# Step



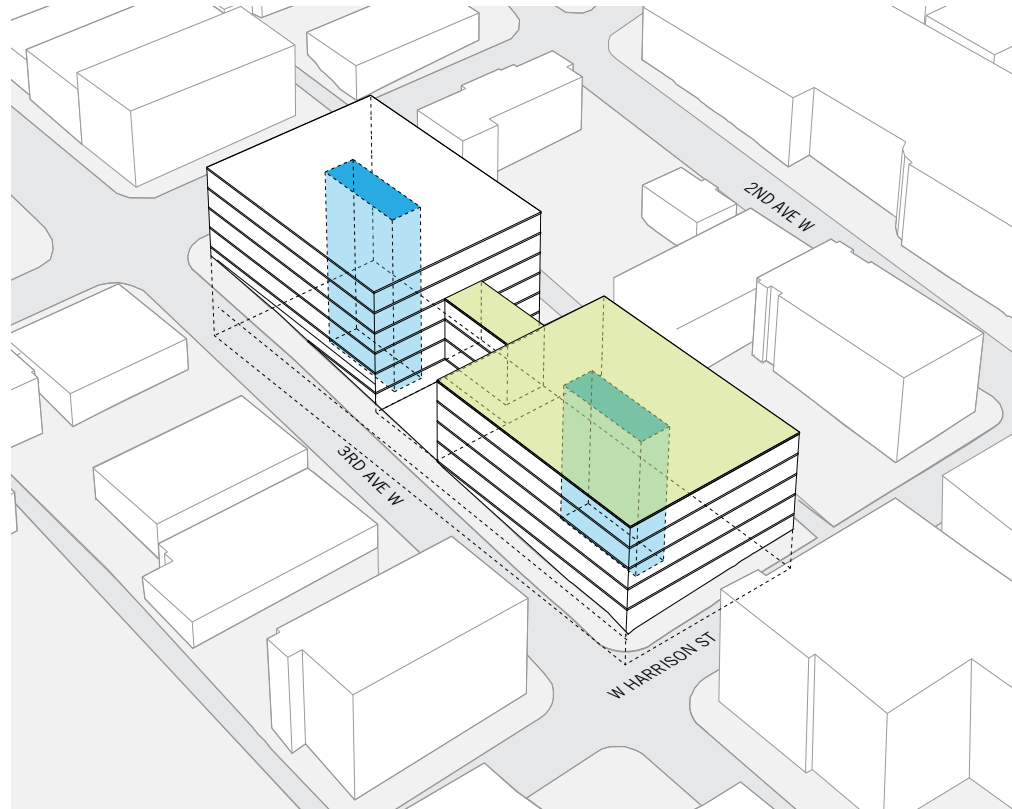
**CONS**

- Single mass enlarges overall scale
- Lacks distinctive pedestrian entry

**PROS**

- Cost effective envelope
- Compact core arrangement
- Stepping produces large amenity terrace for tenants
- Stepping reinforces topographical features

# Bridge



**CONS**

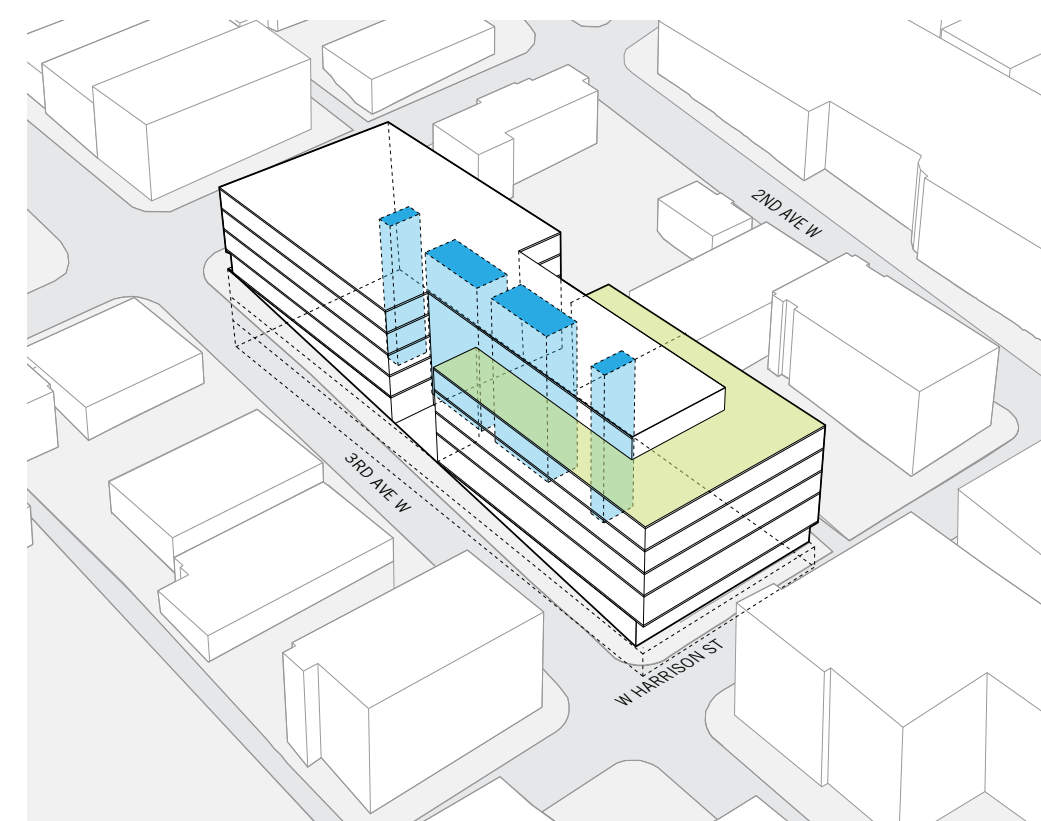
- Redundant core arrangement
- Public connection to alley is not desirable
- Additional envelope area increases development costs
- Building entries less visible from street

**PROS**

- Divided mass reduces perceived scale
- Additional surface area improves interior daylighting
- Stepping produces large amenity terrace for tenants
- Stepping reinforces topographical features
- Allows for flexible leasing scenarios
- Massing produces distinctive pedestrian entry and public space

# Link

*preferred*



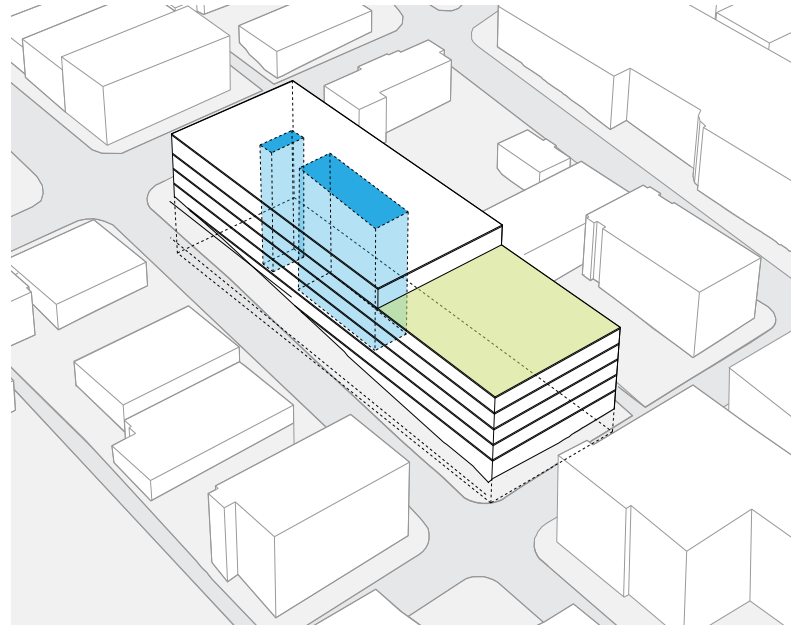
**CONS**

- Additional envelope area increases development costs

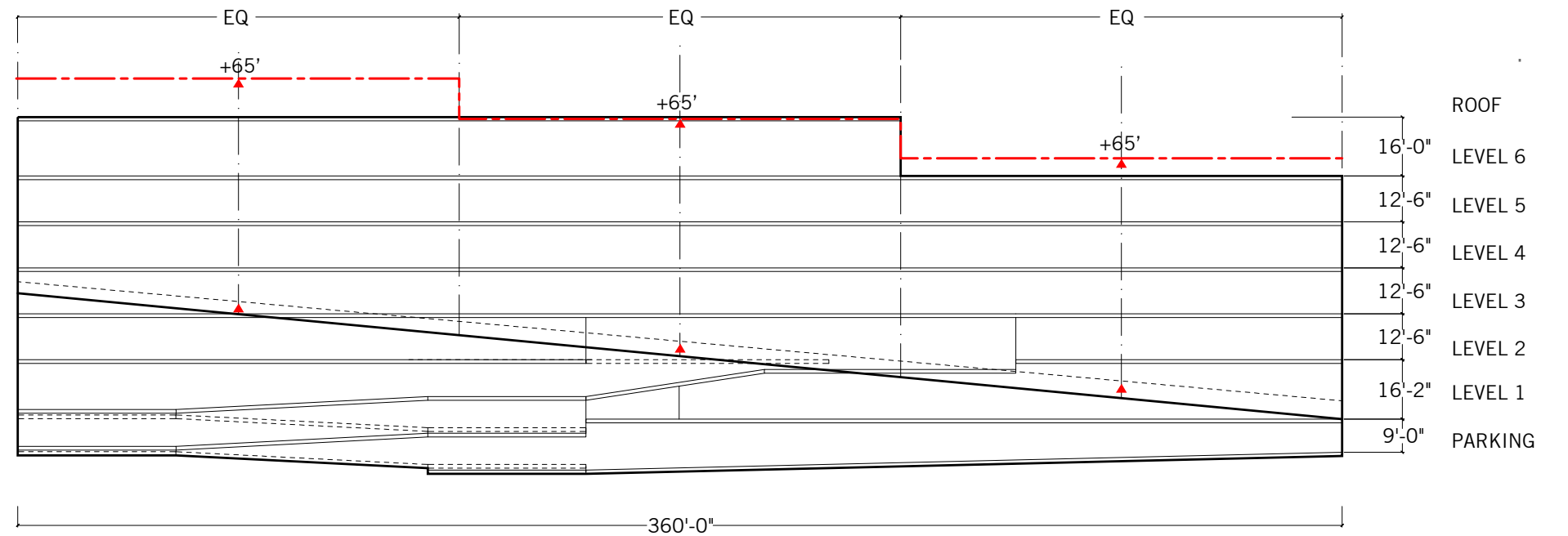
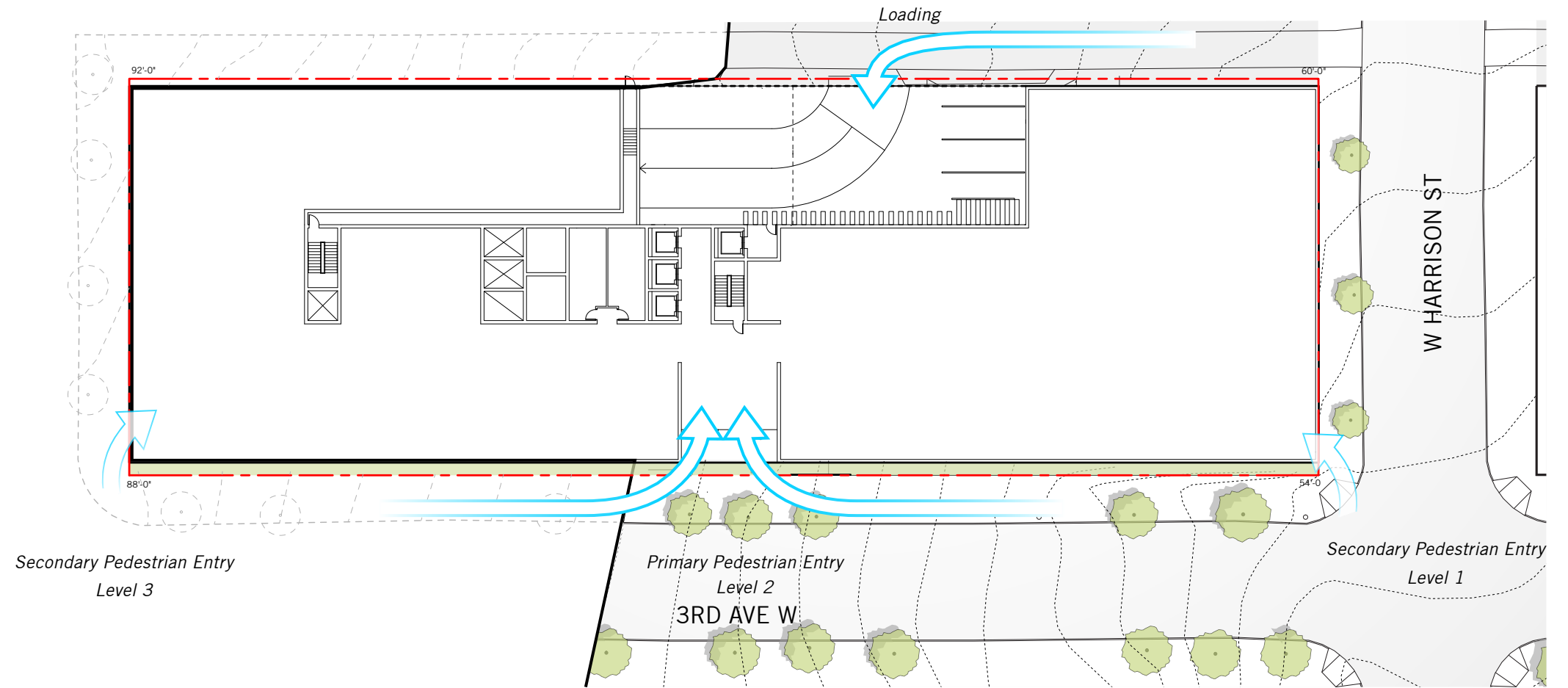
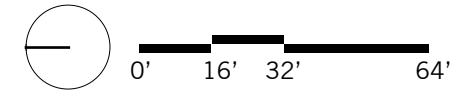
**PROS**

- Divided mass reduced perceived scale
- Additional surface area improves interior daylighting
- Stepping produces large amenity terrace for tenants
- Stepping reinforces topographical features
- Allows for flexible leasing scenarios
- Efficient core planning
- Massing produces indoor and outdoor amenity space
- Massing produces distinctive pedestrian entry and public space
- Narrower footprint allows for widening of sidewalk

# Step

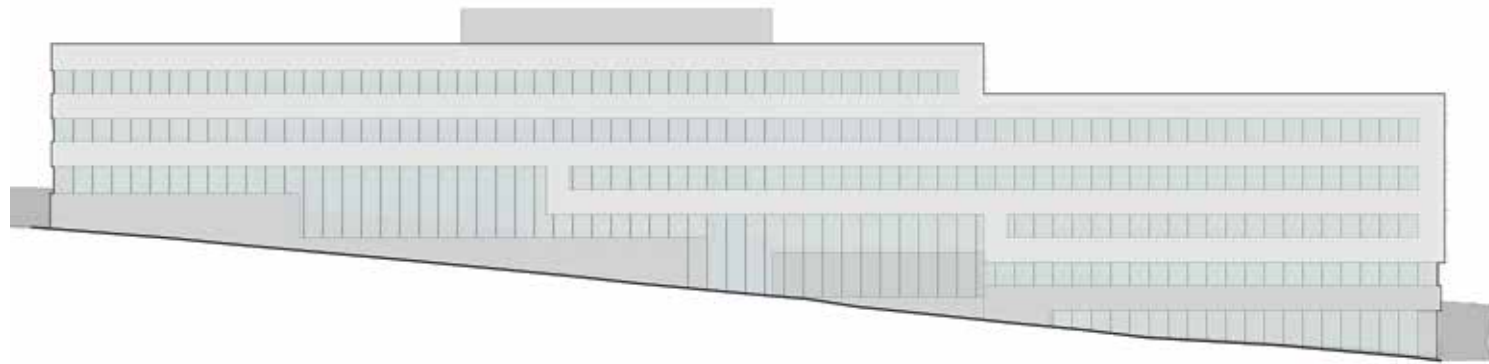


The form responds to a 34'+ grade change through stepping down a story at the southern third of the building. While the scheme does have a primary pedestrian entry mid-block on 3rd Ave W, it is not highly evident through the overall form. Rather, the building creates a continuous street wall that increases the urban character of the block. There is also the possibility to activate the Harrison and Republican street fronts through additional corner entries on levels 1 and 3.

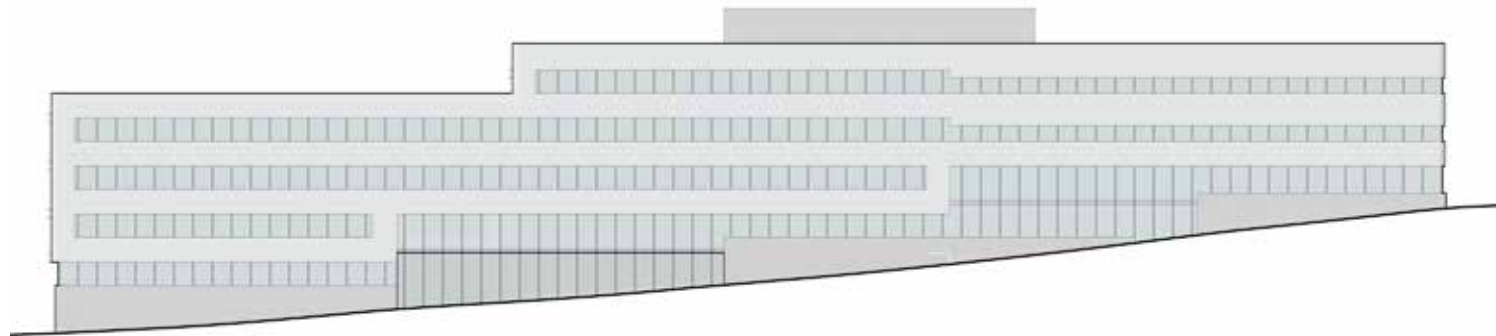


Elevations 1:50

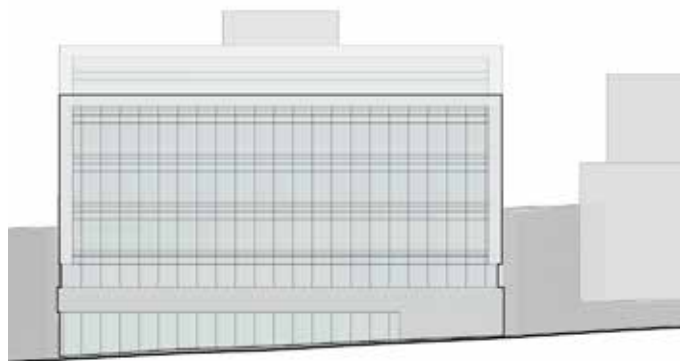
West Elevation (3rd Ave W)



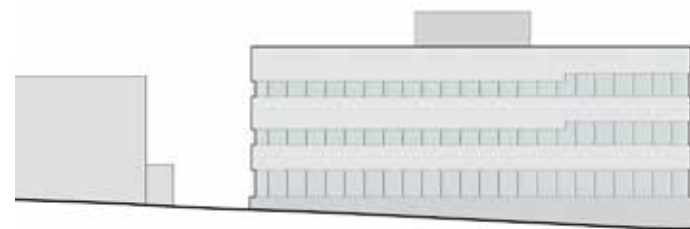
East Elevation (Alley)



South Elevation (W Harrison St)



North Elevation (W Republican St)



SW corner at 3rd Ave W + W Harrison St.



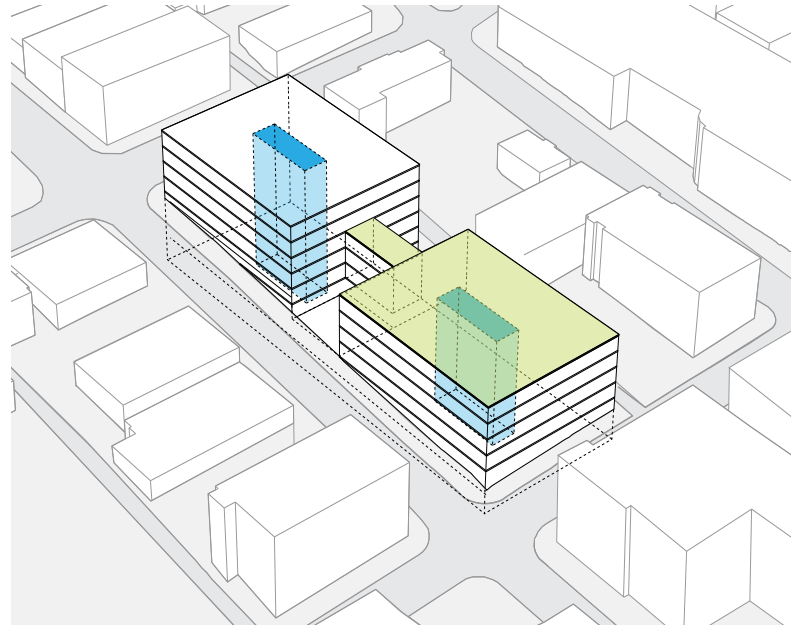
NW corner at 3rd Ave W + W Republican St.



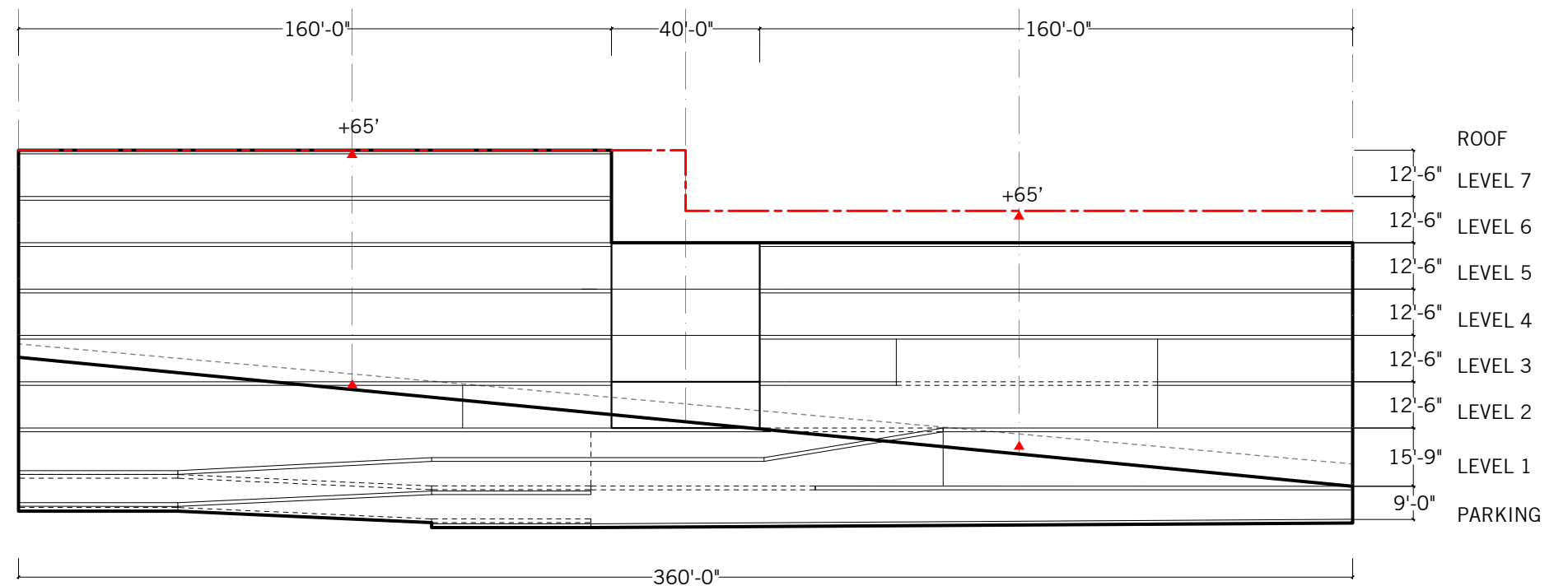
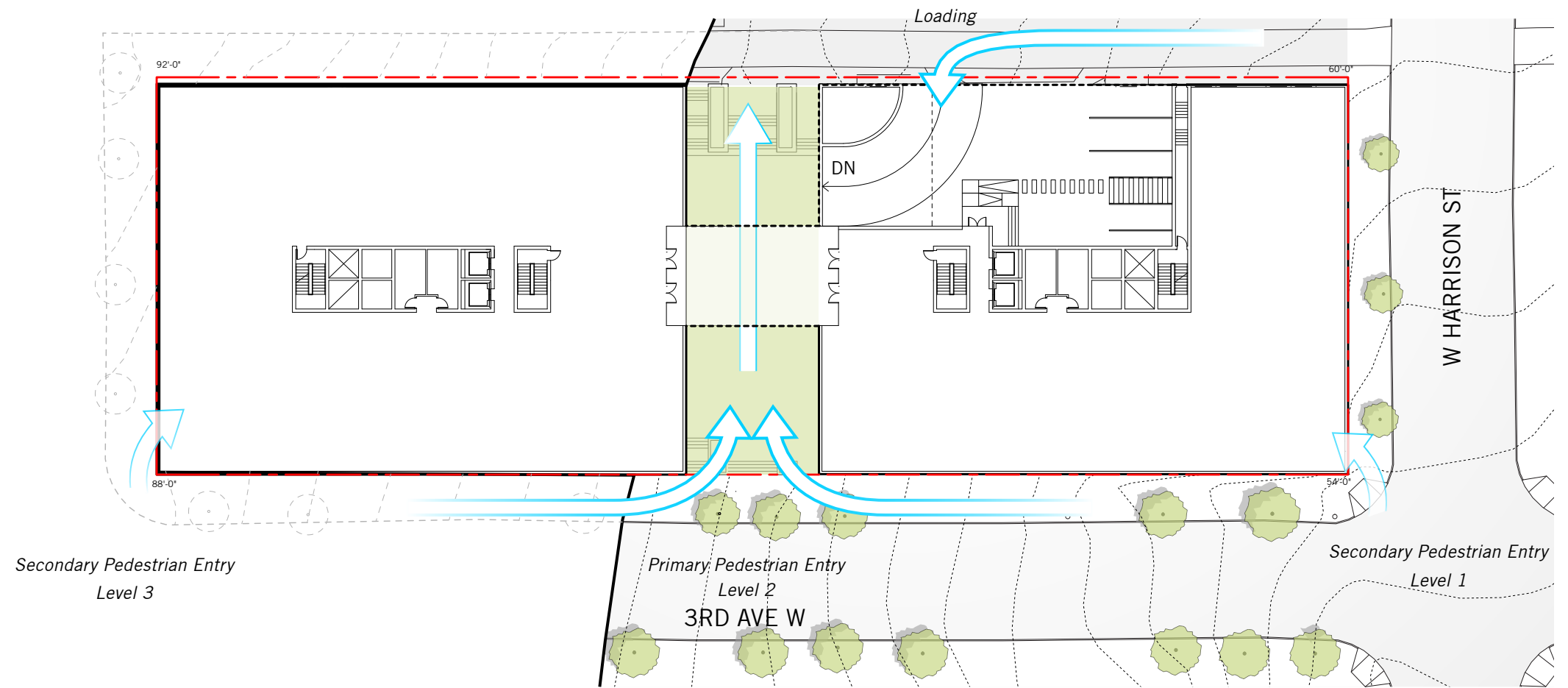
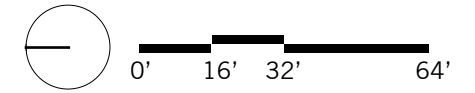
SE corner from W Harrison St.



# Bridge



Two masses are connected by a bridge that could serve tenants with meeting and conference space. The southern portion of the building is two stories shorter than the northern portion and the division of mass breaks down the scale of the building and creates a mid-block public passage from 3rd Ave W to the Alley. A potential disadvantage of the mid-block passage is that it obscures the perception of the primary entries from the street. Additionally, due to the character of the alley it may be undesirable to create a connection to it.



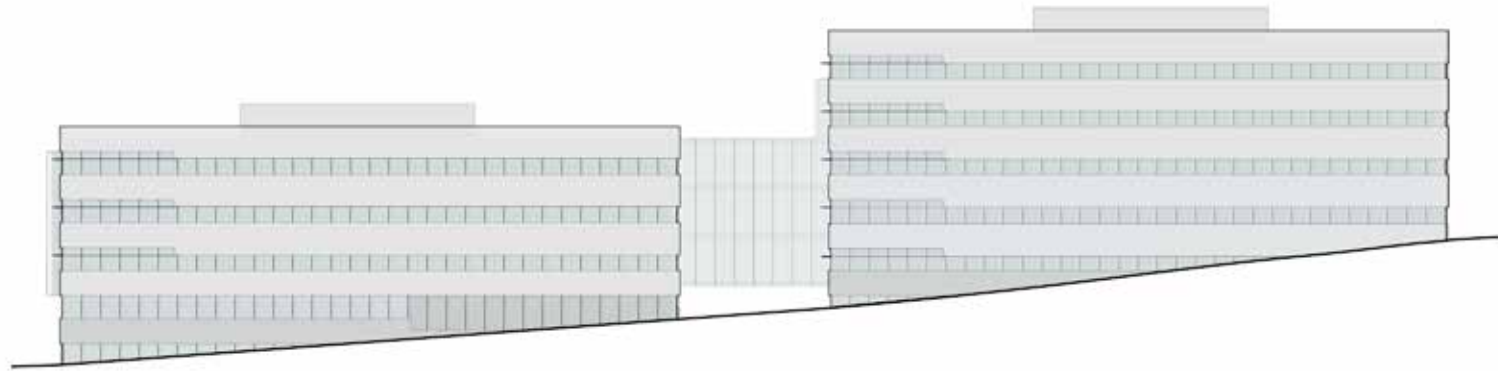


Elevations 1:50

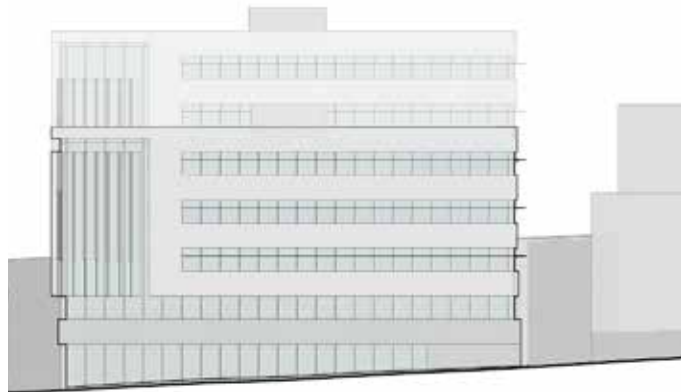
West Elevation (3rd Ave W)



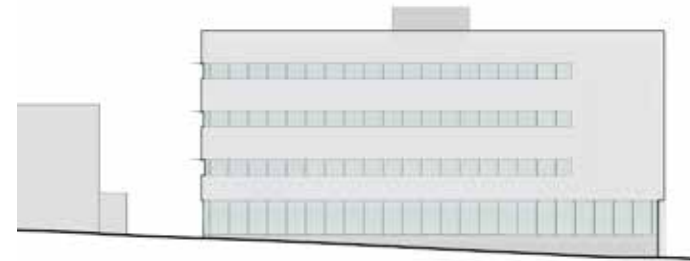
East Elevation (Alley)



South Elevation (W Harrison St)



North Elevation (W Republican St)



SW corner at 3rd Ave W + W Harrison St.



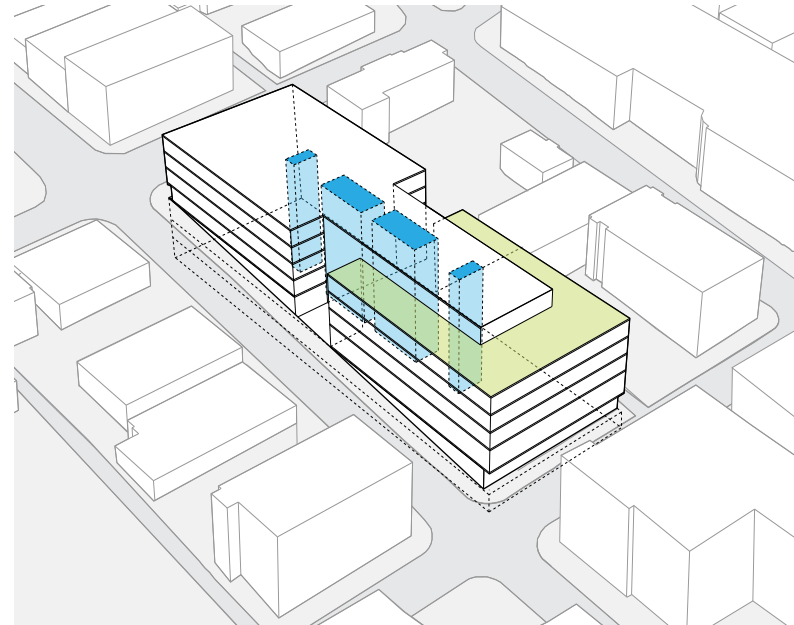
NW corner at 3rd Ave W + W Republican St.



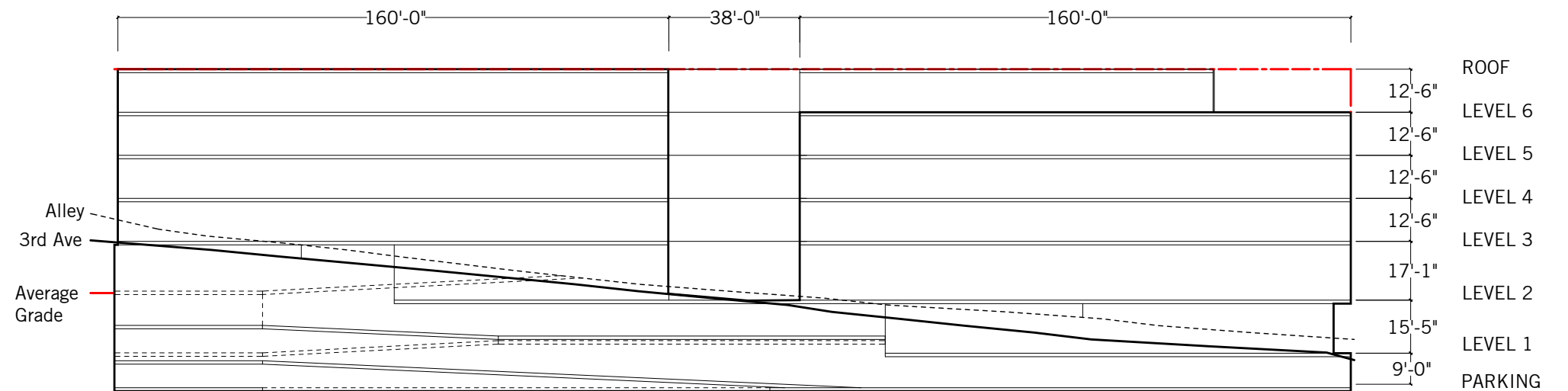
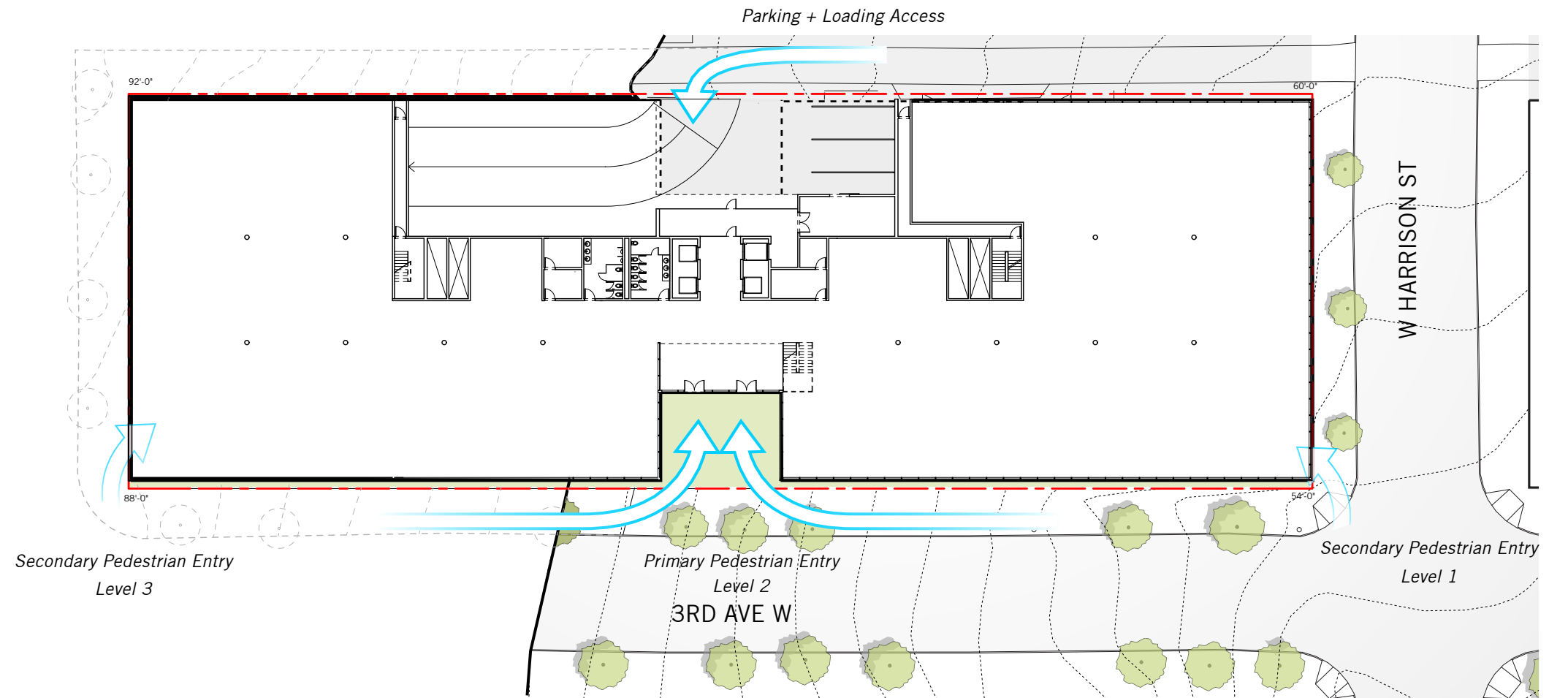
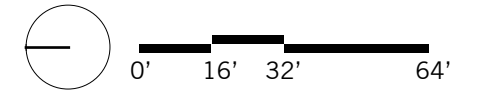
SE corner from W Harrison St.



# Link

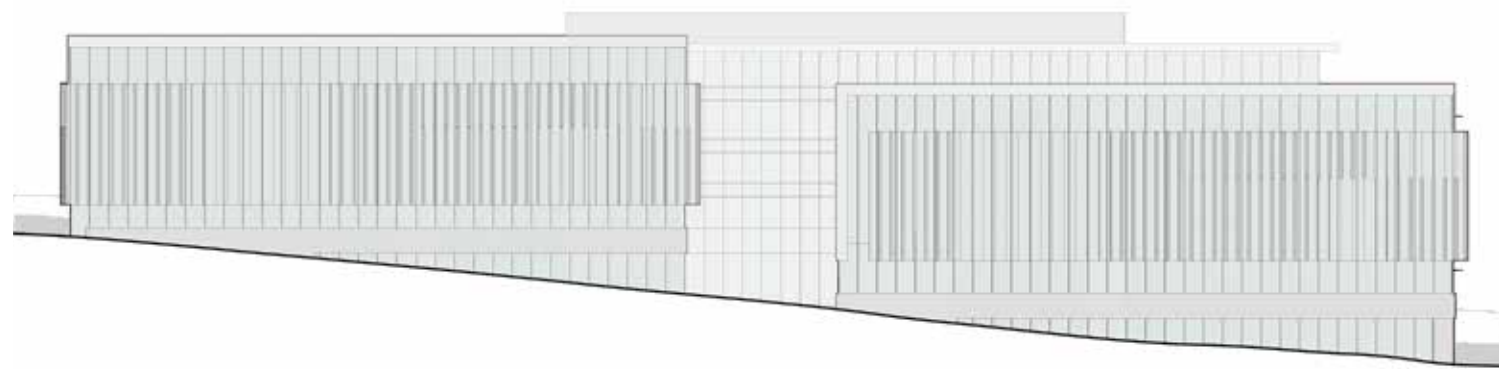


In the preferred "Link" scheme, two masses that step down the hill are connected by a core, circulation space, and atrium. A highly legible entry on third could be supported by additional corner entries that activate the Harrison and Republican frontages of the building. There is also the possibility of a planted area between the sidewalk and building along 3rd Ave West to enhance the pedestrian experience.

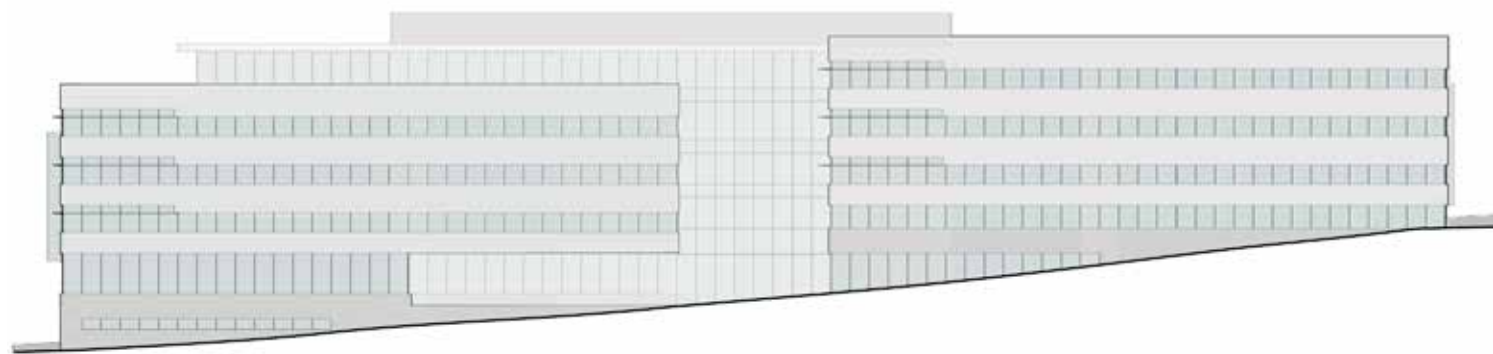


Elevations 1:50

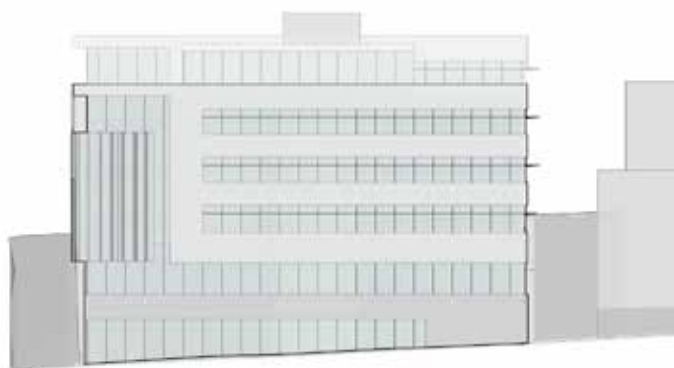
West Elevation (3rd Ave W)



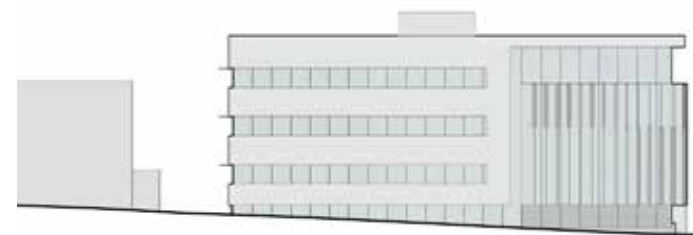
East Elevation (Alley)



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North Elevation (W Republican St)



SW corner at 3rd Ave W + W Harrison St.



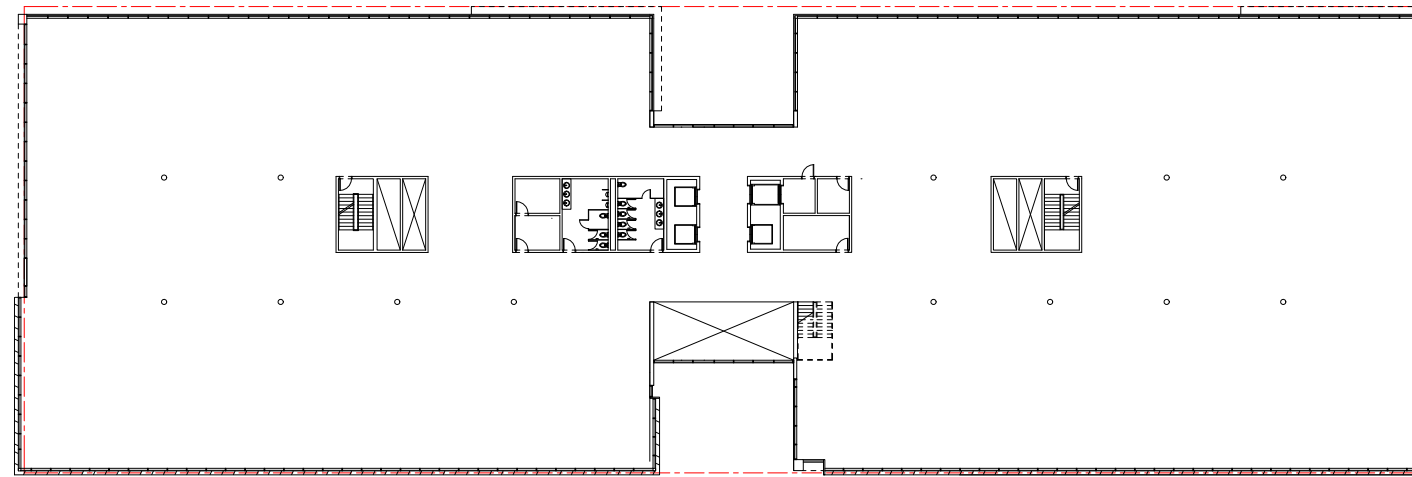
NW corner at 3rd Ave W + W Republican St.



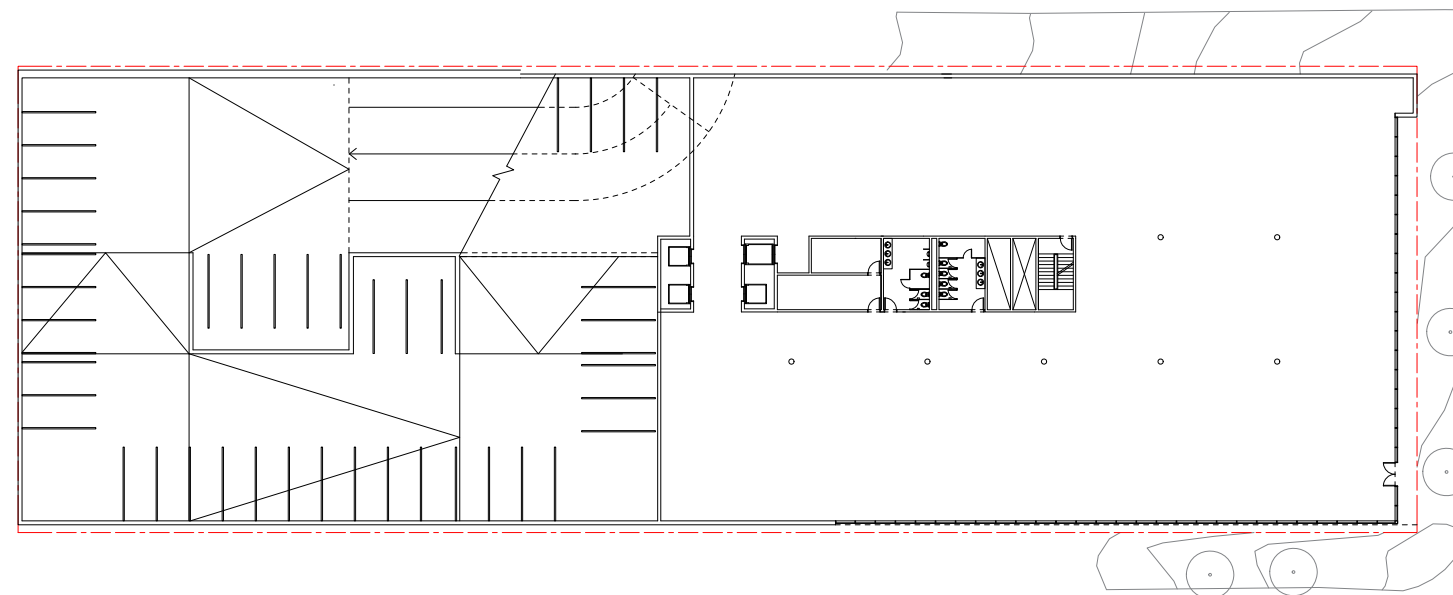
SE corner from W Harrison St.



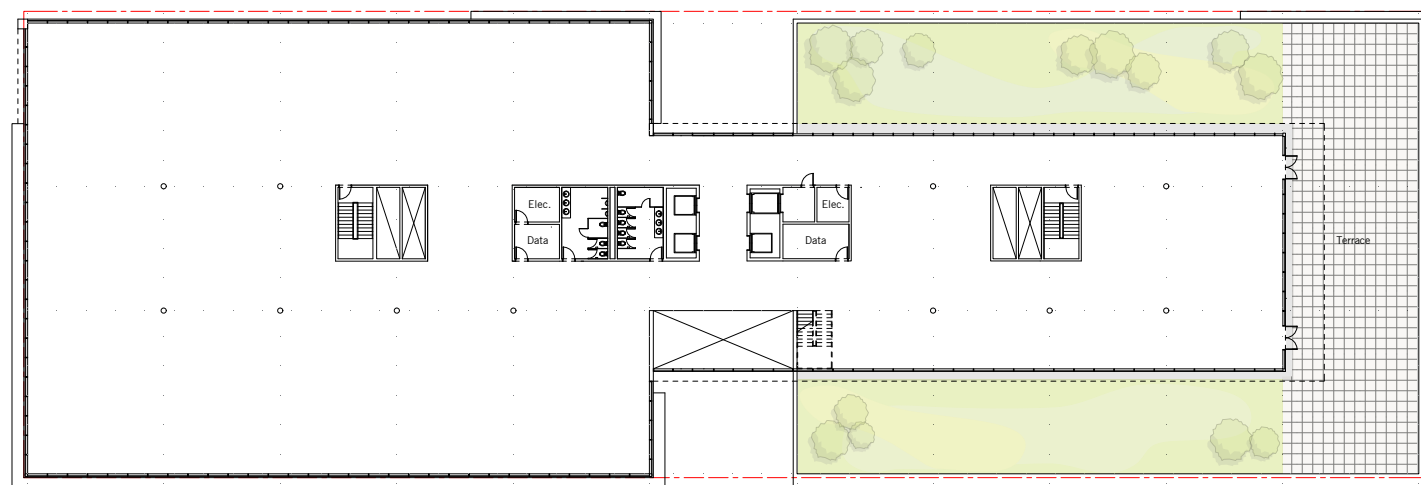
Levels 3,4,5: Typical



Level 1



Level 6: Terrace



3rd Ave W Mid-Block Entry



# Link

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*SW Corner from 3rd Ave W + Harrison St*



Linear windows and solar shades



Negotiating topography



Vertical sun shading and composition

