



The Maritime Building

911 Western Avenue, Seattle, Washington

Early Design Guidance Submittal

Project # 3022652 January 5, 2016

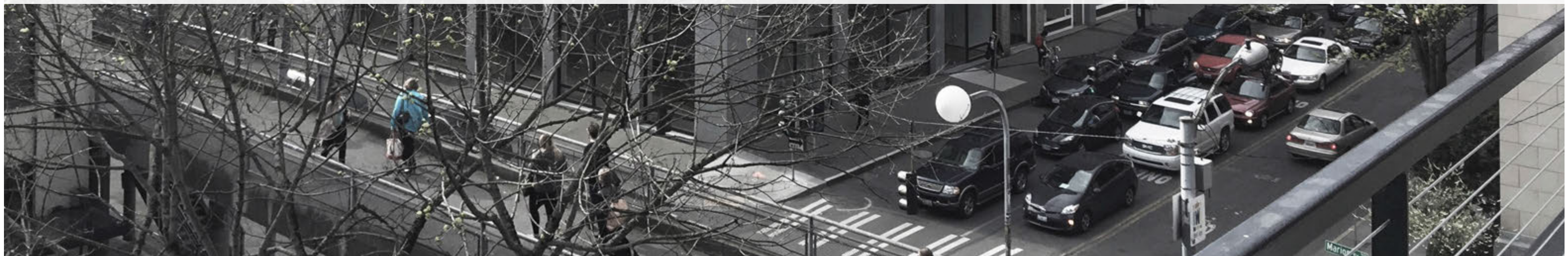


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The design team proposes to transform one of Seattle's most significant waterfront buildings into an iconic class A office building. Located along Alaskan Way, the New Maritime Building is positioned at the heart of Seattle's new re-imagined waterfront and will provide its tenants with spectacular views of the waterfront and the Olympic Mountains.

The mixed-use development in this proposal consists of:

Complete and substantial renovation of the existing Maritime Building – approximately 173,000 GSF existing office space.

Addition of two new office floors – approximately 45,000 GSF.

Addition of six residential apartment floors - approximately 122,000 GSF and approximately 114 residential units.

Addition of a rooftop residential amenity pavilion. Landscaped terraces on level 6 and the rooftop

Street level retail of approximately 20,000 GSF.

Total of 238,000 GSF of commercial space.

Total development is approximately 360,000 GSF.

Approximately 90 parking stalls located on the existing basement level.

2.0

DESIGN VISION

RE-IMAGINED WATERFRONT

A new era begins for the Seattle waterfront. It is being transformed into a vibrant public space from Pioneer Square to Belltown and the newly re-imagined Maritime Building is at its heart. The ultimate urban convergence, the Maritime Building's central address along Seattle's waterfront is walking distance to the city's most popular urban neighborhoods and landmarks.



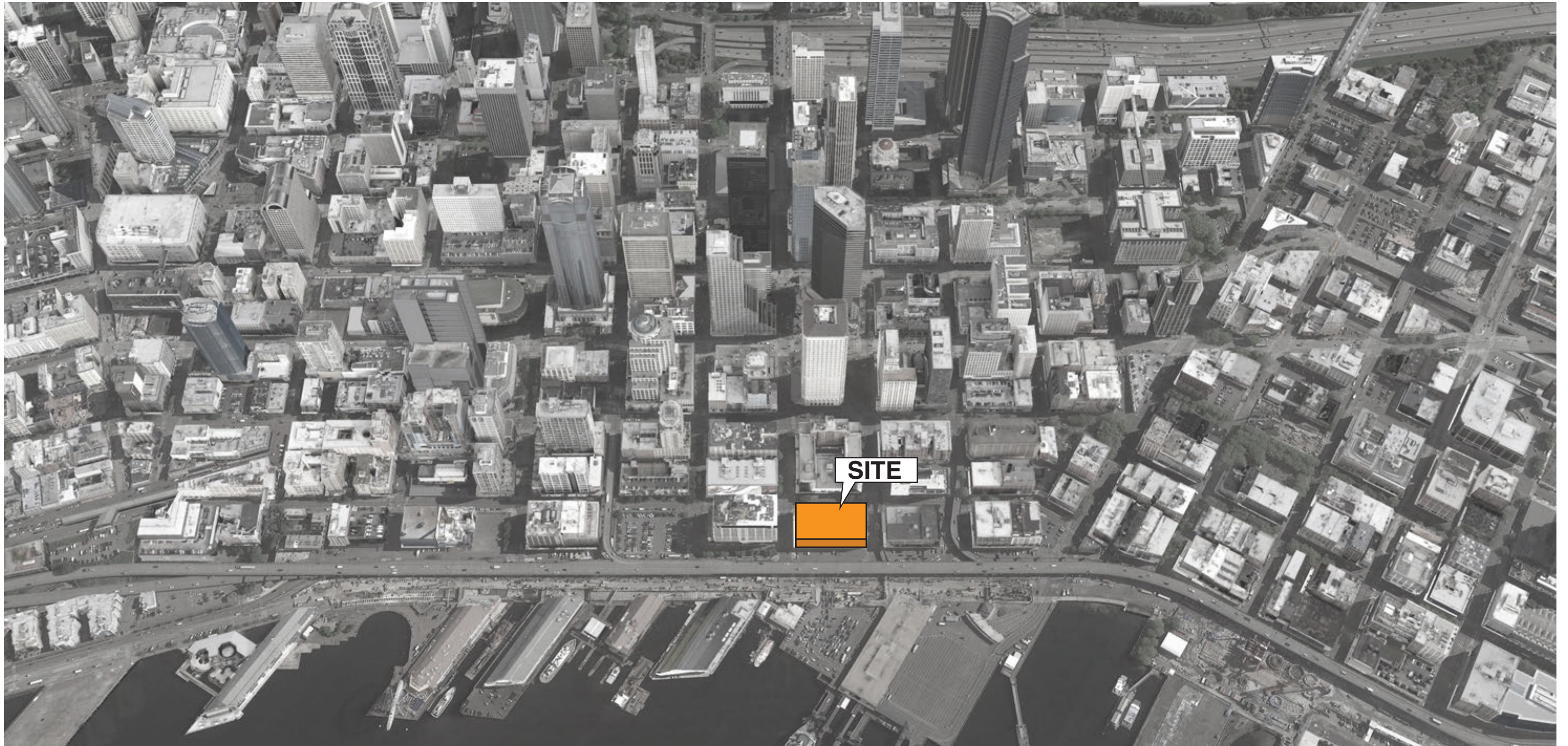


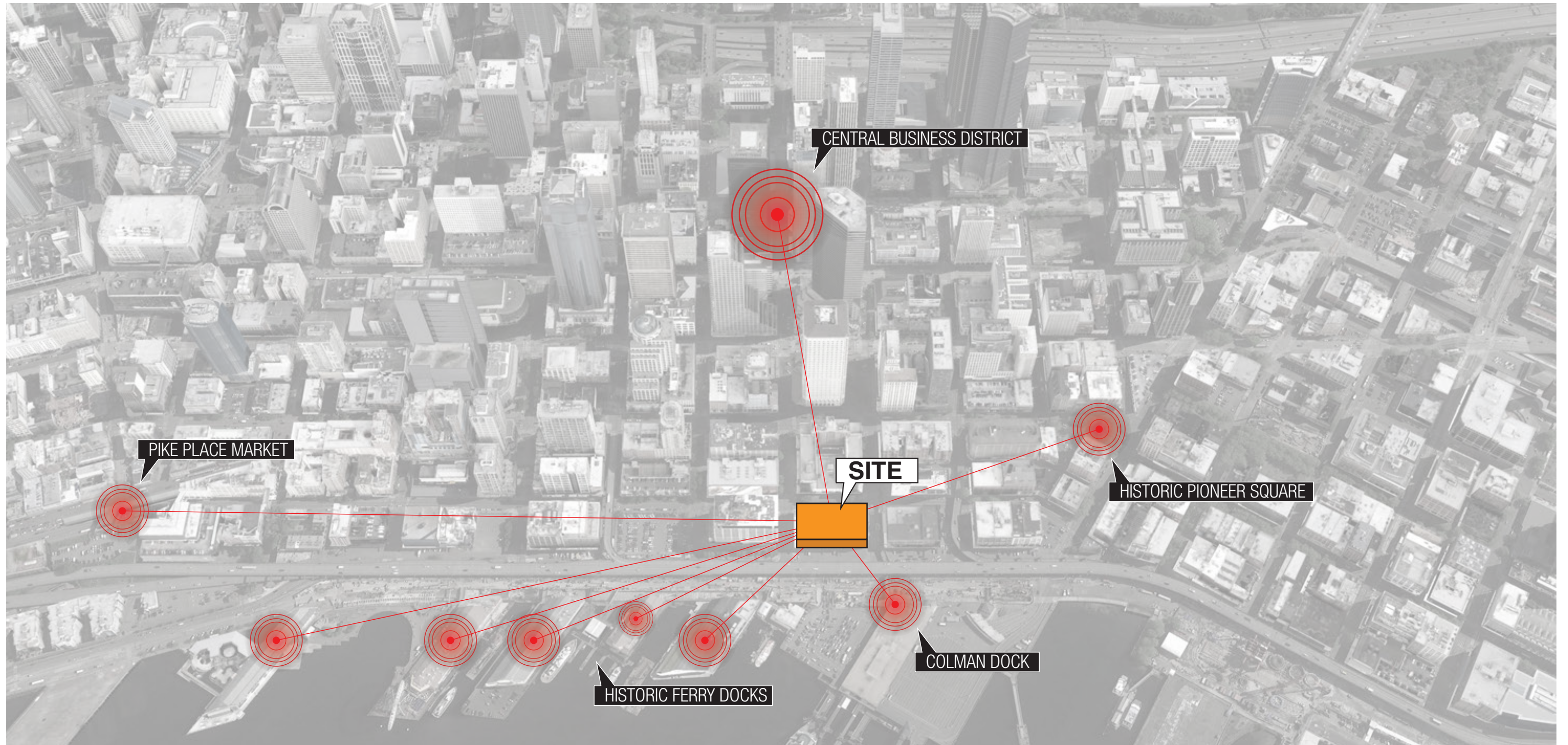
DESIGN VISION

Since 1910, the Maritime Building has played a role in the commercial district along Seattle's waterfront. Our design team's vision for the future of this simple heavy timber warehouse is to recreate the building's function along the waterfront and support the West Edge Neighborhood and Seattle's vision for its newly re-imagined public open space. To accomplish this goal, a complete and substantial renovation of the existing building is planned. Along with the addition of 6 floors of residential units and 2 floors of office space and amenities, the Maritime Building will be transformed into an active 24/7 mixed-use structure. Responding to the new waterfront, the modernized building will realign itself and become an outward facing development by relocating its original address from Western Avenue to the new Alaskan Way. A lobby for the commercial office space will be placed on Alaskan Way along with active food and beverage retail environments and outdoor dining overlooking the new waterfront. All sides of the building will be carefully designed to assure active uses along all street frontages. A new residential lobby and support retail will be located on the more intimate Western Ave.

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CONTEXT (URBAN DESIGN) ANALYSIS

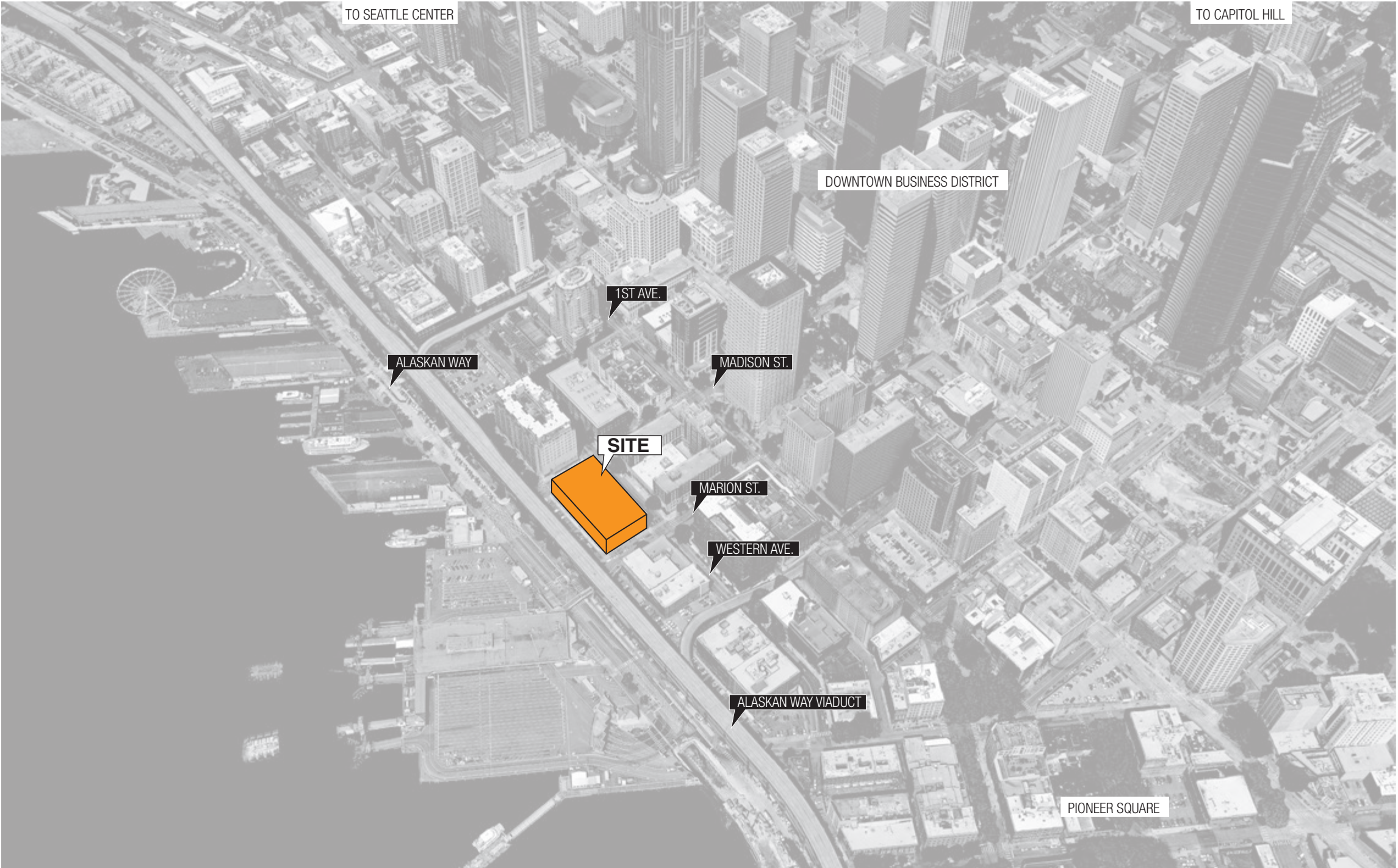




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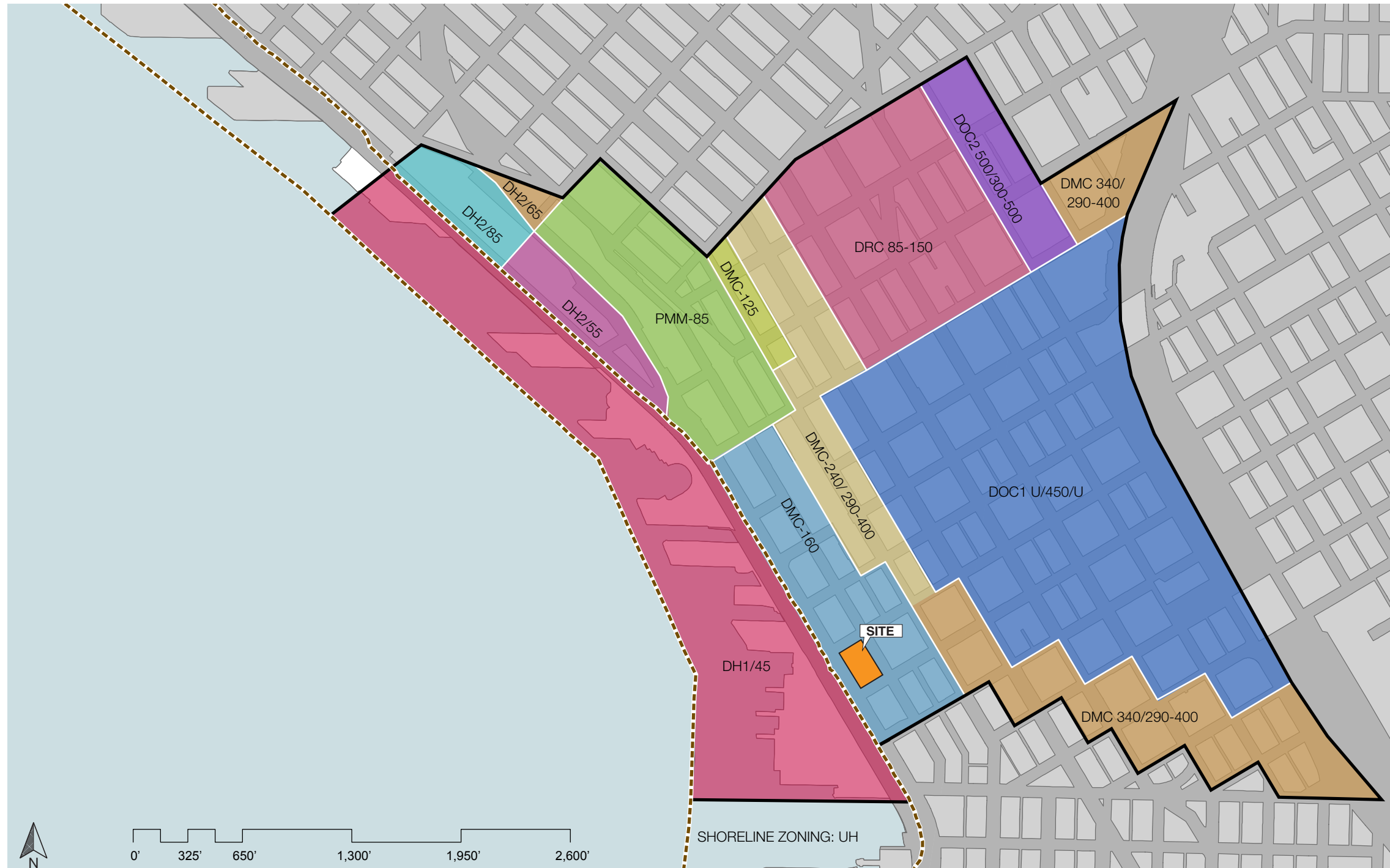
CONTEXT (URBAN DESIGN) ANALYSIS

ZOOMED IN SITE AERIAL VIEW



CONTEXT (URBAN DESIGN) ANALYSIS

The project is located in downtown Seattle's DMC-160 zone, along the new Waterfront Development currently under construction and across Alaskan Way from the Downtown Harborfront and Shoreline zoning.



CONTEXT (URBAN DESIGN) ANALYSIS

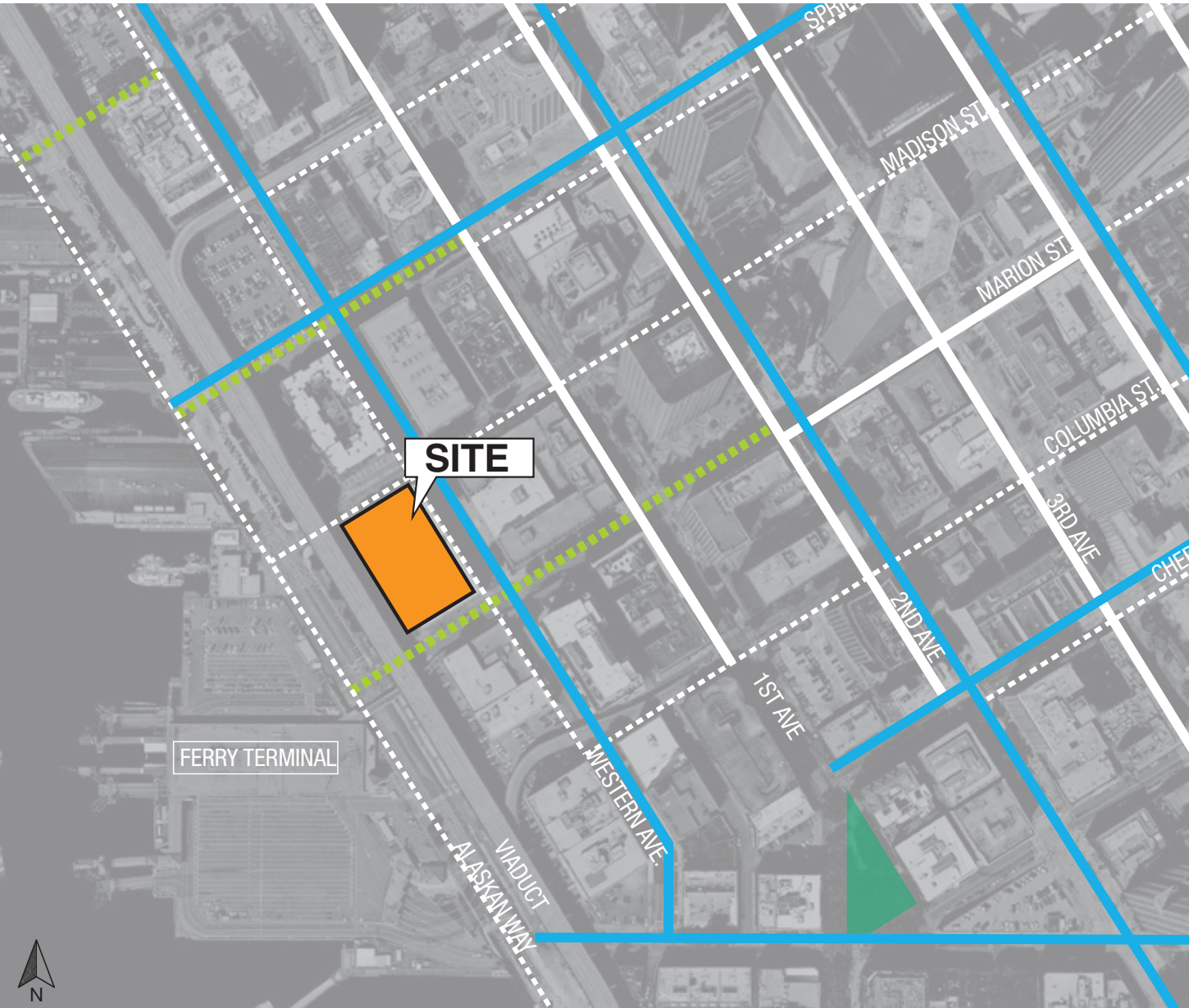
VEHICULAR TRAFFIC



Street Legend

- Principal Arterials
- Minor Arterials
- Collector Arterials
- Light Rail and Stop
- Metro Bus Line and Stop

PEDESTRIAN & BICYCLE TRAFFIC



Street Legend

- Open Space
- Bicycle Routes
- Pedestrian Class 1
- Pedestrian Class 2
- Green Street

CONTEXT (URBAN DESIGN) ANALYSIS

SURROUNDING USES

The project is located in the heart of Seattle's rapidly changing waterfront neighborhood and across the street from Elliott Bay. The Maritime Building is surrounded by various building uses, predominantly mixed-use structures with retail on the ground level and either residential or commercial space above. The Maritime Building is across the street from the Ferry Terminal at Colman Dock. There are no adjacent religious or utility buildings.



MAP KEY

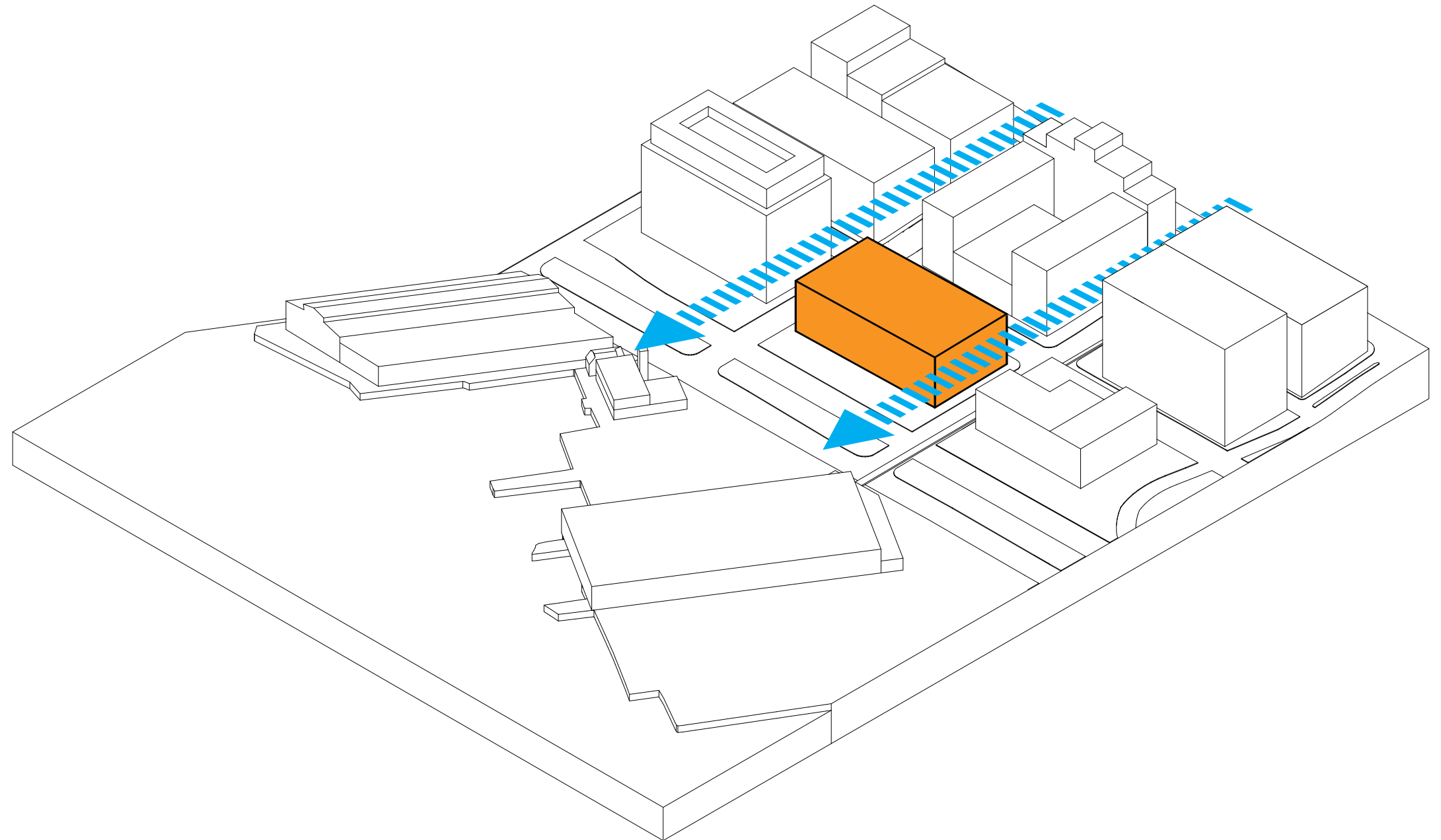
| | |
|-------------|--------|
| Residential | Yellow |
| Commercial | Red |
| Government | Cyan |
| Utility | Purple |
| Parking | Grey |
| Religious | Pink |
| Park | Green |

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CONTEXT (URBAN DESIGN) ANALYSIS

VIEW CORRIDORS

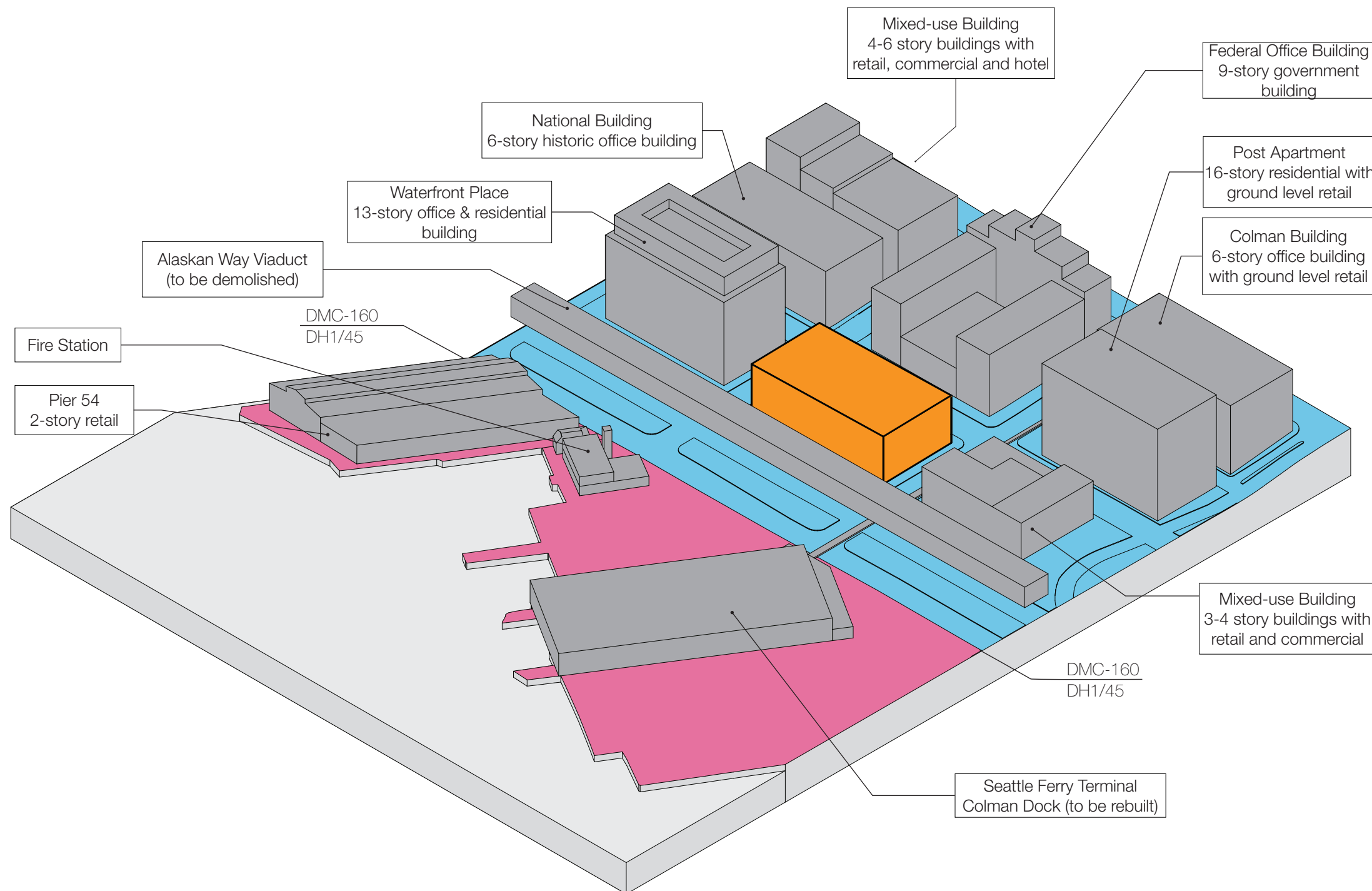
View corridors around the proposal site are required, opening pedestrian views toward the waterfront and Elliott Bay from the city. Both the north and south sides of the project required a 40 foot set back above 60 feet.



CONTEXT (URBAN DESIGN) ANALYSIS

9 BLOCK AXONOMETRIC: ZONING AND USES

This 9 block axonometric illustrates a combination of site zoning and detailed descriptions of adjacent building uses and heights.



Zoning Data Compliance Table
Downtown Mixed Commercial (DMC 160)

| Code Section | Subject | Requirements Summary | Proposal |
|-----------------------------------|---|---|---|
| SUBCHAPTER I – GENERAL PROVISIONS | | | |
| 23.49.002 | Scope of provisions. | N/A | |
| 23.49.006 | Scope of general standards. | N/A | |
| 23.49.008 | Structure height. | <ul style="list-style-type: none">160’Additional 5’ height is permitted subject to street-level use requirements per 23.49.008.e. | Structure height proposed is within the 160’ height limit. |
| 23.49.009 | Street-level use requirements. | <ul style="list-style-type: none">Per map 1G: Street Level Uses required on: Alaskan WayAlong Alaskan Way, a minimum of seventy-five (75) percent of street frontage at street-level requires street-level uses.A 16’ setback from Alaskan Way is provided per 23.49.056.B.1.d | <ul style="list-style-type: none">75% of Alaskan Way frontage will contain Street Level UsesThe existing building abuts the setback along Alaskan Way. |
| 23.049.010 | General requirements for residential uses. | <p>Common Recreation Area. Common recreation area is required for all new development with more than twenty (20) dwelling units. Required common recreation area shall meet the following standards:</p> <p>1. An area equivalent to five (5) percent of the total gross floor area in residential use, excluding any floor area in residential use gained in a project through a voluntary agreement for housing under SMC Section 23.49.015, shall be provided as common recreation area. In no instance shall the amount of required common recreation area exceed the area of the lot. The common recreation area shall be available to all residents and may be provided at or above ground level.</p> <p>2. A maximum of 50% of the common recreation area may be enclosed.</p> | 5% of the total gross floor area in residential use will be provided as common recreation area. |
| 23.49.011 | Floor area ratio. | <ul style="list-style-type: none">Base FAR = 5Maximum available FAR = 5 | Proposed FAR = 5 |
| 23.49.016 | Open space. | Office use over 85,000 SF must provide open space for workers at 20 SF per 1000 SF of office space. | Gross Office Floor Area Proposed = 177,700. Open Space required = 177,700 / 1,000 * 20 = 3,554 SF. |
| 23.49.018 | Overhead weather protection and lighting. | A. Continuous overhead weather protection shall be required for new development. | The development is an addition to an existing building. Overhead weather protection will be provided at building entrances and along Alaskan Way frontage. |
| 23.49.019 | Parking quantity, location and access requirements, and screening and landscaping of surface parking areas. | <p>No parking is required in this DMC zone.</p> <p>Maximum parking for nonresidential uses = 1 space per 1000 sf.</p> <p>Bicycle parking: 1 space per 5,000sf of office use. 0.5 spaces per hotel room. 1 space per each 5,000sf of retail use over 10,000sf. 1 space for every 2 dwelling units. After first 50 spaces are provided for a use, additional spaces are required at one half (½) the ratio shown in Table 23.49.019 A as.</p> <p>Bicycle commuter shower facilities: 1 shower per gender for every 250,000sf of office use.</p> <p>Off-street loading per requirements of 23.54.035.</p> <p>Access to parking: Location per Director’s decision</p> <p>Curb cut width and number per requirements of 23.54.030.</p> | <p>Maximum parking:</p> <ul style="list-style-type: none">Office square footage (nonresidential use) = 177,700sfRetail square footage (nonresidential use) = 23,696sfTotal area in nonresidential use = 201,396sfMaximum parking for nonresidential use = 201,396sf/1000 = 201 spaces.Proposed parking = approx. 84 spaces total. <p>Bicycle Parking: Office use = 177,700 / 5,000 = 36 spaces required. Retail use = 17,092 / 5,000 = 3 spaces required. Residential use = 114 units. First 50 spaces @ 1 per every 2 units = 100 units. 14 remaining units @ 1 space per every 4 units = 14/4 = 4 spaces. Total = 50 + 4 = 54 spaces required. Total spaces required = 36 + 3 + 54 = 93 spaces.</p> <p>Bicycle commuter shower facilities not required since office area is less than 250,000 sf.</p> |
| 23.49.022 | Minimum sidewalk width. | Minimum sidewalk widths per map 1C | Proposal complies with minimum sidewalk widths. |
| 23.49.024 | View corridor requirements | 40’ setback from street property lines required above 60’ elevation along Marion and Madison Streets. | Proposal complies with view corridor requirements. |
| 23.49.025 | Odor, noise, light/glare, and solid waste recyclable materials storage space standards | See code section for specific requirements. Solid waste and recyclable materials storage space per requirements of 23.54.040. | <ul style="list-style-type: none">Exterior and interior lighting will be shielded to minimize glare to adjacent uses.Venting of odors will be at least 10 feet above finished grade and directed away from residential uses within 50 feet of the vent.No major noise generator uses are proposed. |

| SUBCHAPTER II – Downtown Mixed Commercial | | | | | | | | | | | |
|---|---|--|--|------------|------------|-----|----------|------------|-----------|--------|---------|
| 23.49.056 | Downtown Mixed Commercial: Street facade, landscaping, and street setback requirements. | <p>Street Classification per map 1F:</p> <ul style="list-style-type: none">Marion – Green StreetMadison – Class IIWestern – Class IAlaskan – Class I <p>Per map 1H, Property Line Facades are required on:</p> <ul style="list-style-type: none">Western AvenueAlaskan Way <p>Minimum façade height:</p> <ul style="list-style-type: none">35 feet along Western Avenue and Alaskan Way (property line facades)25 feet along Marion (Green street)15 feet along Madison (Class II Pedestrian Street)Façade setback limits apply per 23.49.056.B.1 <p>General setback limits apply on streets not requiring property line facades per 23.49.056.B.2 (i.e. University Street).</p> <p>Façade Transparency: Minimum 60 percent transparency required on Class I pedestrian streets and designated green streets. Minimum 30 percent transparency required on Class II pedestrian streets.</p> <p>Blank façade limits:</p> <ul style="list-style-type: none">Green streets and Class I Pedestrian streets: 15 feet wide maximum; total width less than 40% of street frontage.Class II Pedestrian Streets: 30 feet wide maximum; total not to exceed 70% of street frontage. <p>Street trees are required on all streets that have a pedestrian classification and abut a lot.</p> | <p>Façade Height and Setbacks:</p> <ul style="list-style-type: none">Existing building is in compliance. <p>Façade Transparency:</p> <ul style="list-style-type: none">Proposal will meet façade transparency requirements. <p>Blank Facades:</p> <ul style="list-style-type: none">Proposal will meet blank façade requirements. <p>Street trees have been provided; see Landscape plans.</p> | | | | | | | | |
| 23.49.058 | Downtown Mixed Commercial: Upper-level development standards | <p>Façade modulation per Table 23.49.058A is required above a height of sixty (60) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line. No modulation is required for portions of a facade set back fifteen (15) feet or more from a street property line.</p> <p>Any portion of a facade exceeding the maximum length of facade prescribed on Table 23.49.058A shall be set back a minimum of fifteen (15) feet from the street property line for a minimum distance of sixty (60) feet before any other portion may be within fifteen (15) feet of the street property line.</p> | <p>Façade Modulation:</p> <ul style="list-style-type: none">Western Avenue: departure requested for façade length exceeding 125’ above 60’.Alaskan Way, Madison, Marion Streets: façade above 60’ is set back more than 15 feet from street property lines. | | | | | | | | |
| Chapter 23.54 - QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE | | | | | | | | | | | |
| 23.54.035 | Loading berth requirements and space standards. | See calculations in column on right. | <table><tr><td>Office Use</td><td>174,380 SF</td><td>LOW</td><td>3 spaces</td></tr><tr><td>Retail Use</td><td>17,092 SF</td><td>MEDIUM</td><td>1 space</td></tr></table> <p>Due to site constraints; loading is proposed from Madison Street.</p> | Office Use | 174,380 SF | LOW | 3 spaces | Retail Use | 17,092 SF | MEDIUM | 1 space |
| Office Use | 174,380 SF | LOW | 3 spaces | | | | | | | | |
| Retail Use | 17,092 SF | MEDIUM | 1 space | | | | | | | | |

LAND-USE CODE ANALYSIS

ILLUSTRATION OF ZONING ENVELOPE IN AXONOMETRIC

General Site Information

Overall lot: 35,940 SF
 Site dimensions: 240' x 150'
 Development Potential: FAR=5
 Zone: DMC-160
 Max Building Height: 160'

Max Zoning Envelope**Existing Building Information**

Total SF: 173,000 GSF (5 levels)
 Current use: Office, Retail
 Structure: Heavy timber

Façade Modulation

In DMC-160, a 125' façade modulation is required above a height of 60' above the sidewalk for any portion of a structure located within 15 feet of a street lot line. A minimum distance of 60' is required before any other portion may be within 15' of the street lot line.

Street Level Façade

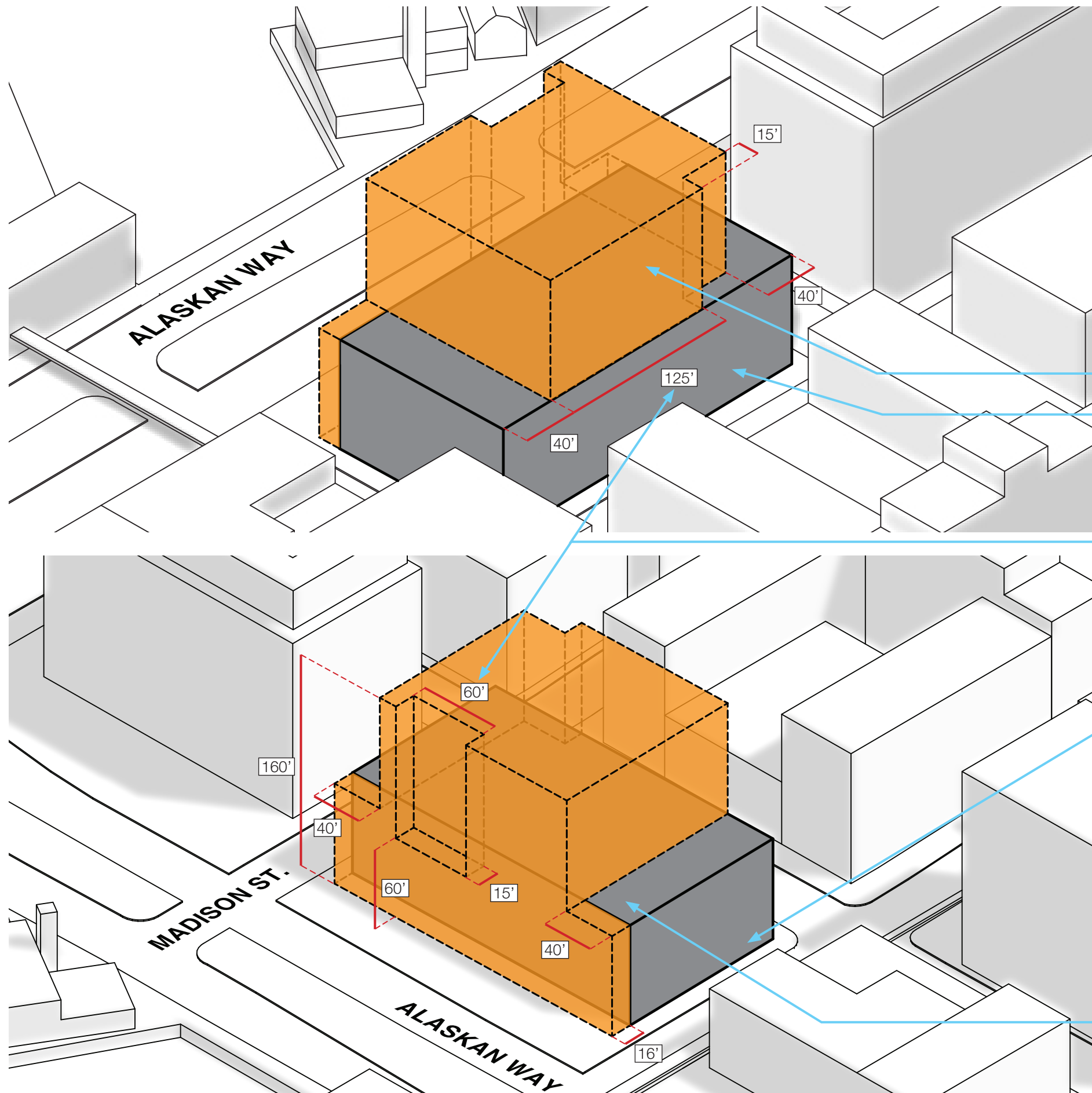
Class II ped in DMC: Madison
 Minimum 15' façade height required, 30% min street level façade transparency

Green street in DMC: Marion
 Minimum 15' façade height required, 60% min street level façade transparency

Setback about Alaskan Way in DMC-160
 A continuous setback of up to 15' from the lot line abutting Alaskan Way is allowed (the existing building is setback 16' from the lot line.)

View Corridors

40' set back is required for elevation above 60' for lots from Post Alley to Alaskan Way



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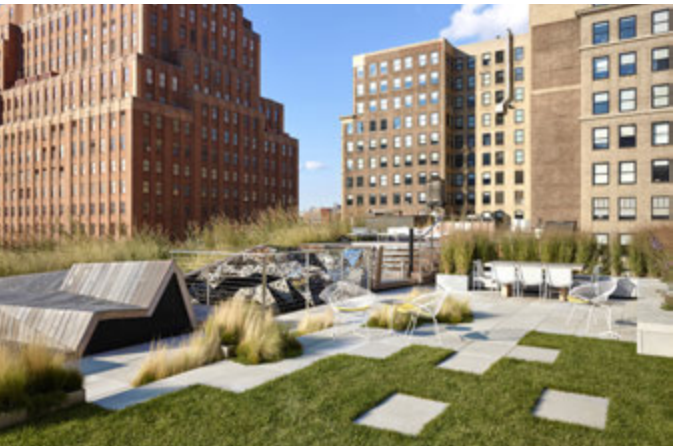
SUGGESTED DESIGN GUIDELINES

SUGGESTED GUIDELINE #1

A-1 Site Planning and Massing
Respond to the physical environment

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

- a site having dramatic topography or contrasting edge conditions;
- views from the site of noteworthy structures or natural features;
- views of the site from other parts of the city or region;
- proximity to a regional transportation corridor.



SUGGESTED GUIDELINE #2

A-2 Site Planning and Massing
Enhance the skyline

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile. A sculptured top can lend a distinctive identity to the building while helping to orient people as they approach and go places downtown. Reducing the area of the top floors reduces the appearance of the overall bulk.

- sculpt or profile the façades;
- specify and compose a palette of materials with distinctive texture, pattern, or color;
- provide or enhance a specific architectural rooftop element.



SUGGESTED GUIDELINE #3

B-1 Architectural Expression
Relate to the neighborhood context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

- a surrounding district of noteworthy character;
- an adjacent landmark or noteworthy building;
- elements of the pedestrian network nearby, (i.e. green street, hillclimb, mid-block crossing, through-block passageway);
- direct access to one or more components of the regional transportation system.



SUGGESTED GUIDELINE #4

B-4 Architectural Expression

Design a well-proportioned & unified building

Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

- setbacks, projections, and open space;
- façade modulation and articulation;
- windows and fenestration patterns;
- building base and top.

SUGGESTED GUIDELINE #5

C-1 Streetscape

Promote pedestrian interaction

Spaces for street level use should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

- reinforce existing retail concentrations;
- vary in size, width, and depth;
- enhance main pedestrian links between areas;
- establish new pedestrian activity where appropriate to meet area objectives.

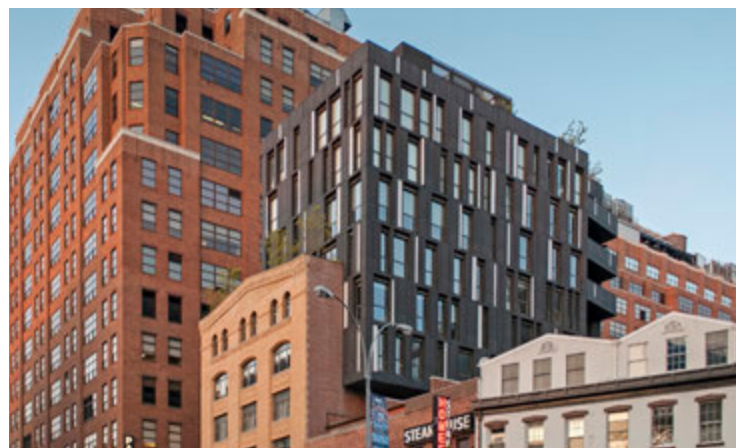
SUGGESTED GUIDELINE #6

D-1 Public Amenities

Provide inviting & usable open space

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

- all open space elements should enhance a pedestrian oriented urban environment;
- preferable open space locations are to the south and west of tower development
- open space should have visual and pedestrian access, retail spaces designed for uses that will comfortably “spill out”, and landscaping that enhances the space.



6.0

SITE ANALYSIS (EXISTING)

PROJECT SURVEY

Site area:

35,940 SF with approximately 240 feet of frontage on Western Avenue and Railroad Avenue S., and approximately 150 feet of frontage along Madison Street and Marion Street.

Topography:

The site is relatively flat along the Madison Street, Western Avenue, and Marion Street frontages. The grade drops towards the west to allow for the existing loading dock on the Alaska Way frontage.

Tree Survey:

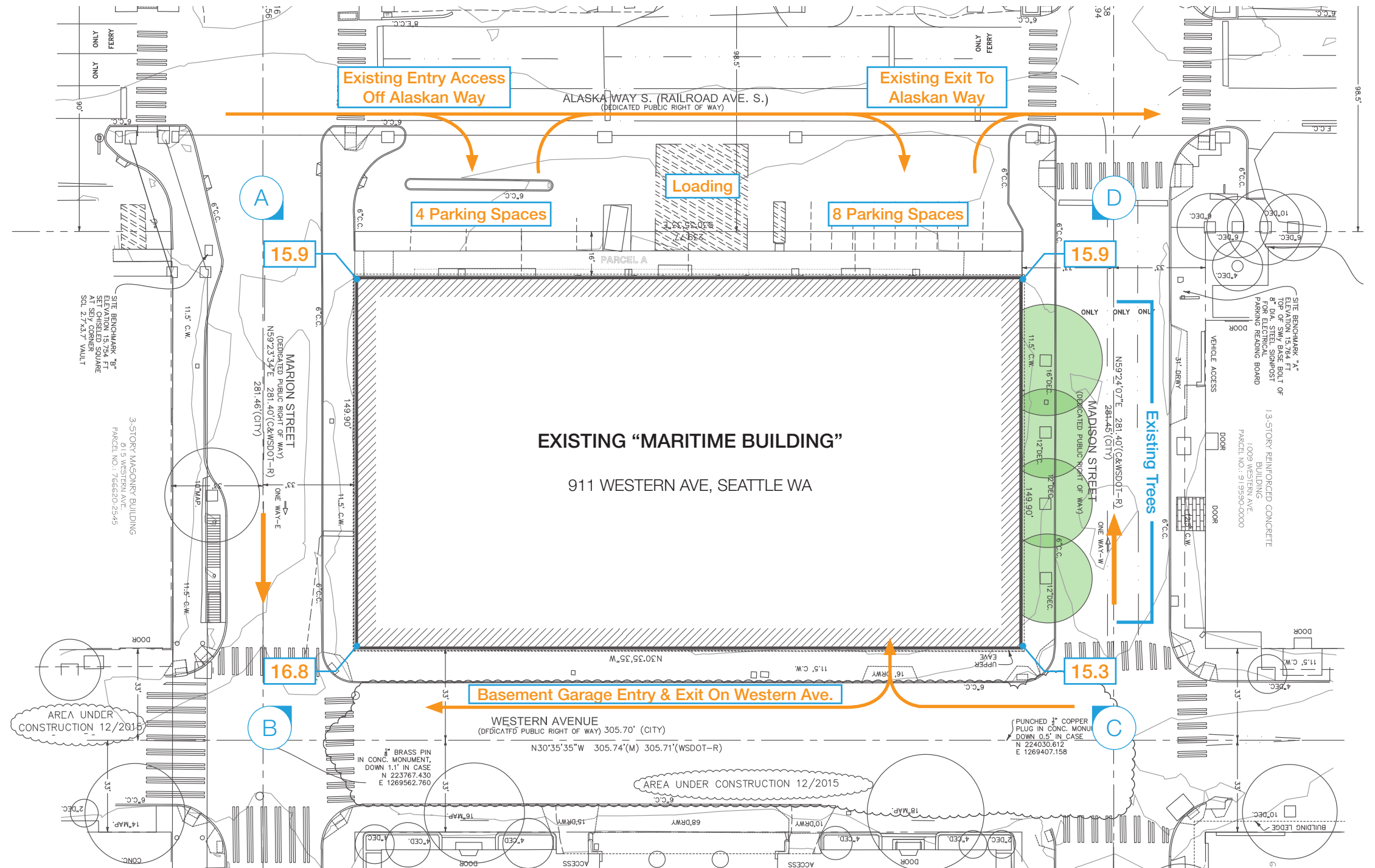
A tree survey was conducted by Greenforest Incorporated on November 9, 2015. Their assessment shows there are four existing Norway Maple trees within the sidewalk ROW along Madison Street. All four trees are healthy with no visible structural defects or health problems. The canopies of all the trees extend over Madison Street: 20 feet from the trunks to the north, and 8 feet to the south, nearly touching the building. Trunks range from 11" to 15". Tree heights range from 45' to 55'.

Existing Buildings:

The Maritime Building is a 5-story reinforced concrete exterior and heavy timber structure with a 1-story basement, constructed in 1910. The building extends to the property line on Madison Street, Western Avenue, and Marion Street sides. The building is set back 16 feet from the Railroad Avenue S. side. A building-length loading dock projects approximately 9 feet from the building face.

Existing Easements:

No easements noted on survey.



SITE /EXISTING BUILDING PHOTOS



A. Corner of Marion & Alaskan



B. Corner of Marion & Western



C. Corner of Madison & Western



D. Corner of Madison & Alaskan

6.0

SITE ANALYSIS (EXISTING)

A-A ELEVATION



VIEW OF WESTERN AVE. LOOKING EAST

MADISON ST.

MARION ST.

B-B ELEVATION



VIEW OF WESTERN AVE. LOOKING WEST

MARION ST.

MADISON ST.

1-1 SECTION



C-C ELEVATION



VIEW OF MADISON AVE. LOOKING NORTH

ALASKAN WAY

WESTERN AVE.

D-D ELEVATION

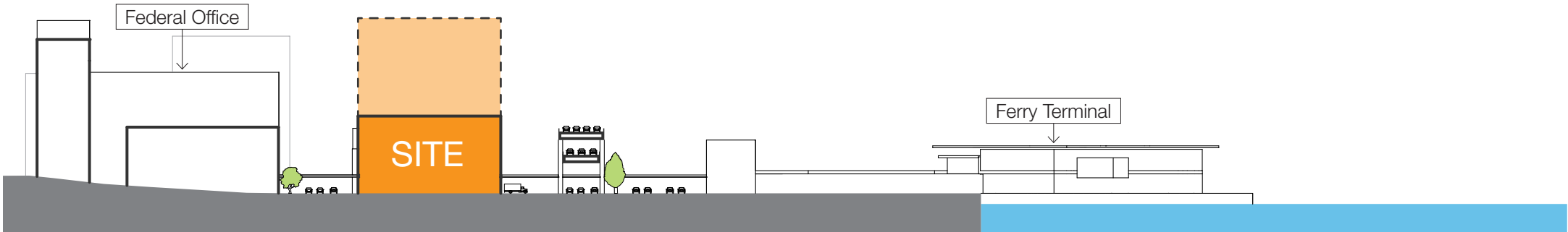


VIEW OF MADISON AVE. LOOKING SOUTH

WESTERN AVE.

ALASKAN WAY

2-2 SECTION



6.0

SITE ANALYSIS (EXISTING)

E-E ELEVATION



VIEW OF ALASKAN WAY LOOKING EAST

MADISON ST.

MARION ST.

F-F ELEVATION

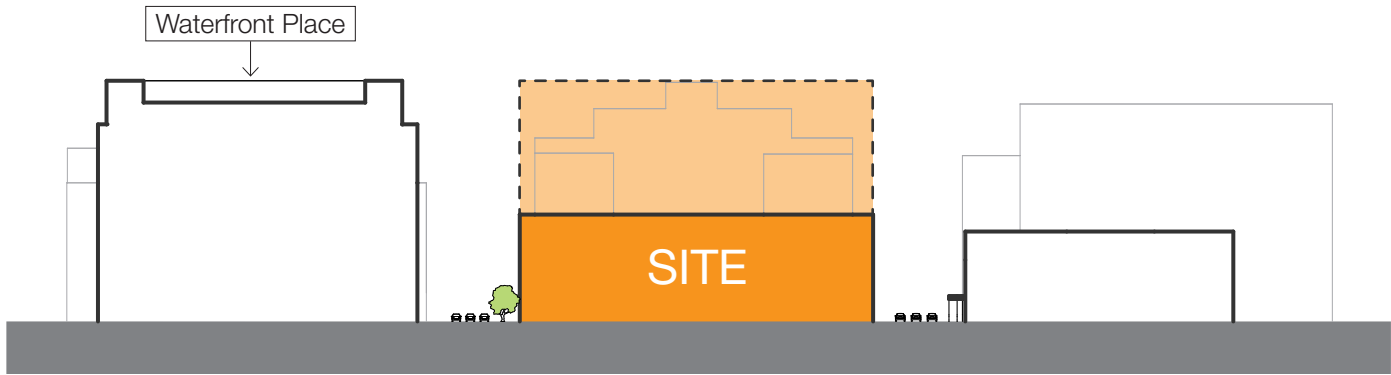


VIEW OF ALASKAN WAY LOOKING WEST

MARION ST.

MADISON ST.

3-3 SECTION



G-G ELEVATION



VIEW OF MARION AVE. LOOKING SOUTH

WESTERN AVE.

ALASKAN WAY

H-H ELEVATION

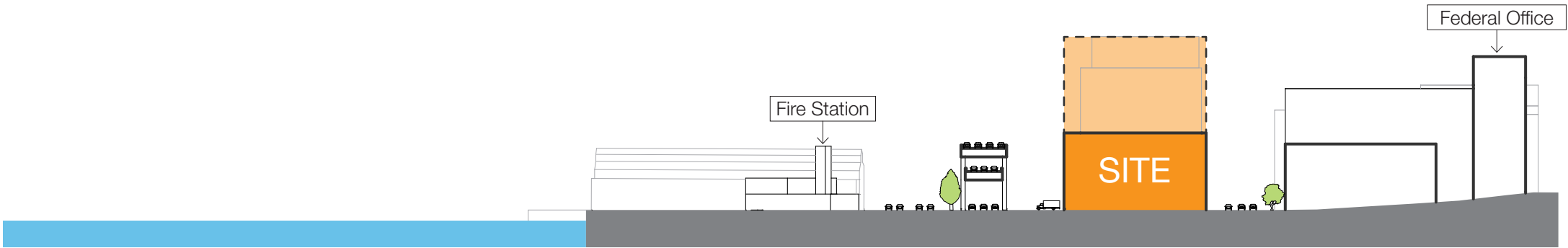


VIEW OF MARION AVE. LOOKING NORTH

ALASKAN WAY

WESTERN AVE.

4-4 SECTION

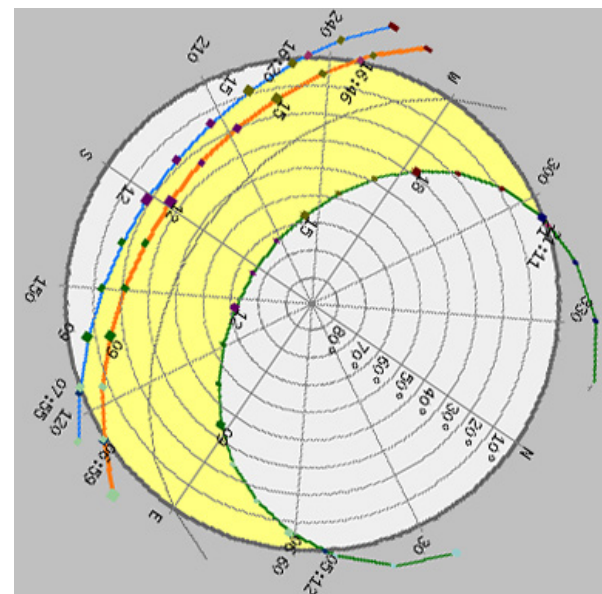
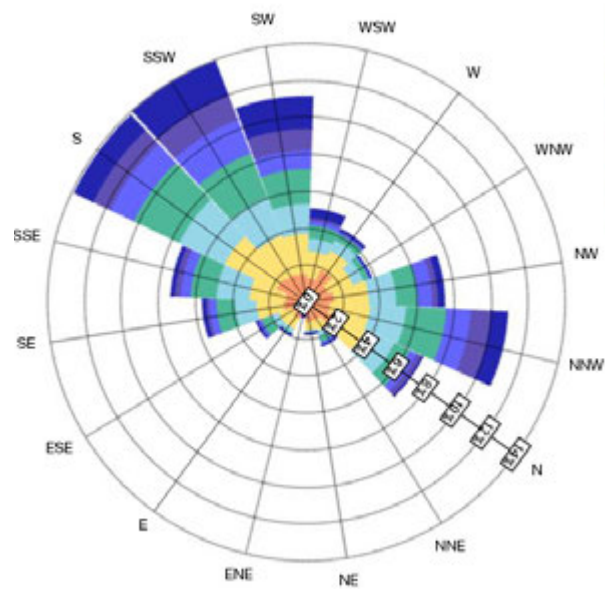


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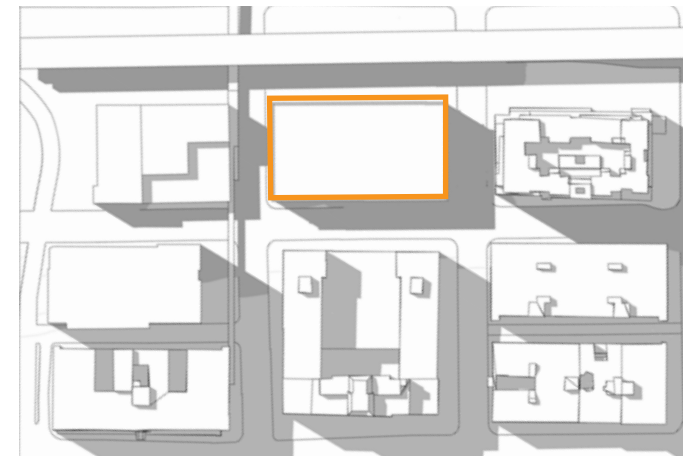
SITE ANALYSIS (EXISTING)

SITE SOLAR AND WIND ANALYSIS

The site is oriented in a northwest to southeast direction with the highest average amount of sun reaching the west side of the building throughout the work hours of a day.



Mar/Sep 21 _ 10 a.m.



Mar/Sep 21 _ 12 p.m.



Mar/Sep 21 _ 2 p.m.



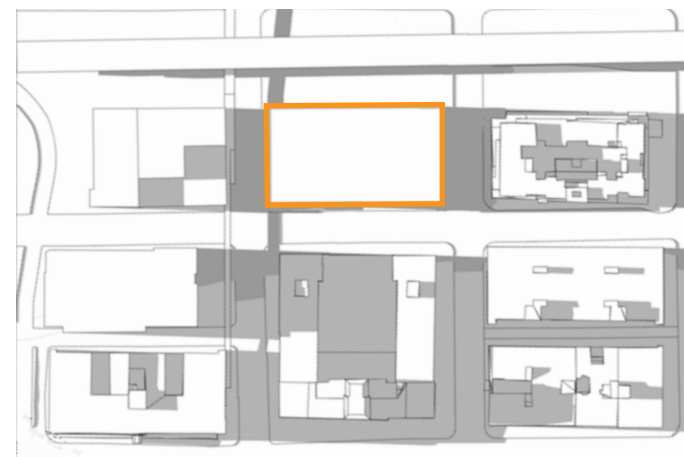
June 21 _ 10 a.m.



June 21 _ 12 p.m.



June 21 _ 2 p.m.



Dec 21 _ 10 a.m.



Dec 21 _ 12 p.m.



Dec 21 _ 2 p.m.

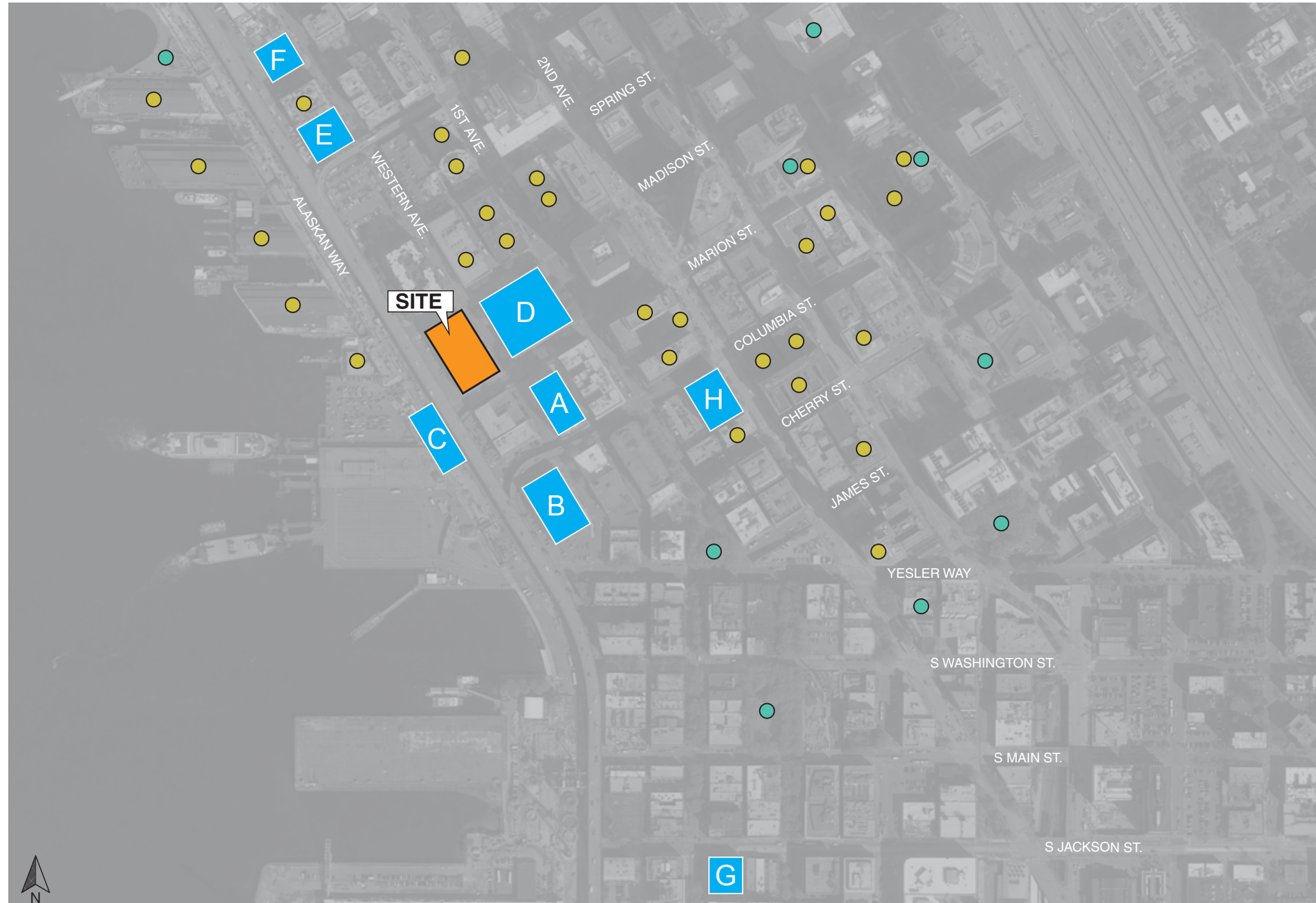
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DESIGN PARAMETERS

NOTABLE | COMMUNITY NODES | LANDMARKS

The neighborhood boasts the existence of many landmarked structures near the Maritime Building. There are several new and proposed residential projects in addition to the large scale infrastructure improvements as part of the SR99 Tunnel and waterfront Project including the redesign of Colman Dock.

Images of these buildings or future designs may be found on the following pages. These images show the scale and breadth of new development planned for this neighborhood.



MAP KEY

- Notable Architecture
- Landmarked Building
- Community Node

DESIGN PARAMETERS

NOTABLE ARCHITECTURE (EXISTING & PROPOSED)

Post Apartments **A**



16-story apartment building with ground level retail
Design Cues:
 Include different materiality and scale to the façades.

619 Western Building **B**



6-story historic warehouse and office building
Design Cues:
 Embrace the simplicity of the warehouse vernacular.

Seattle Ferry, Colman Dock **C**



Seattle Ferry Terminal, Colman Dock
Design Cues:
 Allow the building structure to inform the architectural expression.

Federal Office Building **D**



8-story historic federal office building and courthouse
Design Cues:
 Modulate the massing in response to the surrounding context and optimize the floor plates.

Olympic Cold Storage Warehouse **E**



7-story historic office building
Design Cues:
 Incorporate materials and forms composed to celebrate the sense of entry.

Cyrene Apartments **F**



17-story apartment building with ground level retail
Design Cues:
 Respect established horizontal datums.

111 South Jackson Street **G**



5-story office building built in 1959
Design Cues:
 Maximize transparency at storefront and all upper levels.

Millennium Tower **H**



14-story office with 6-story residential on top built in 2001
Design Cues:
 Create a distinct architectural expression for the residential and the office.

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DESIGN PARAMETERS

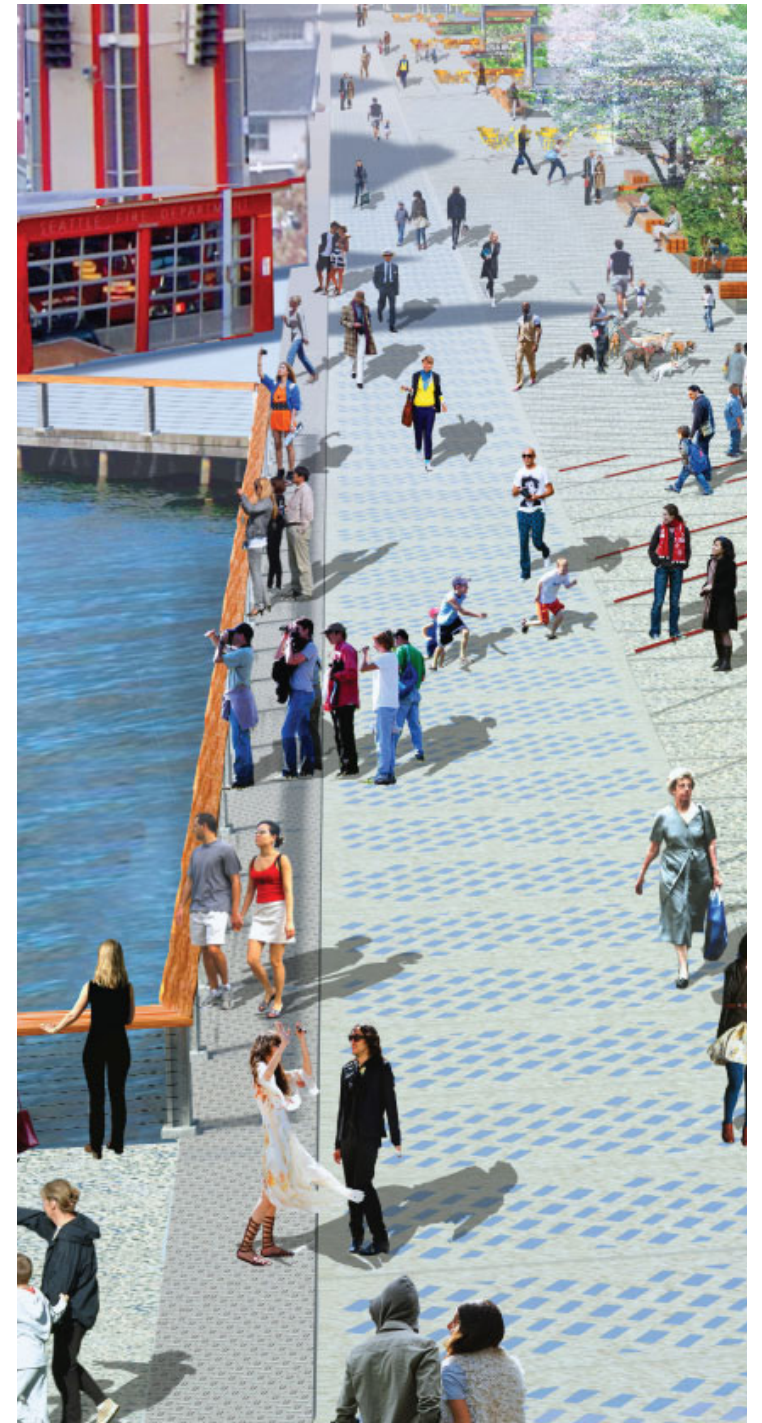
RE-IMAGINING THE DOWNTOWN WATERFRONT

The Maritime Building is located in close proximity to the Historic Piers along the waterfront and directly across Alaskan Way from the new Firehouse Slip.





New intersection of Alaskan Way and Madison Street



New Fire House Slip

7.0

DESIGN PARAMETERS

9 BLOCK AXONOMETRIC OF CONTEXT: DESIGN CUES

A. Federal Building

Respect the buildings symmetrical massing and respond to its west façade.

B. Waterfront Transformation

Support the new re-imagined waterfront by placing importance to the buildings west façade. Develop the west edge to promote community and vibrant retail storefronts and support increased pedestrian activity.

C. Views

Maximize unobstructed views to and from the building.

D. Horizontal Datums

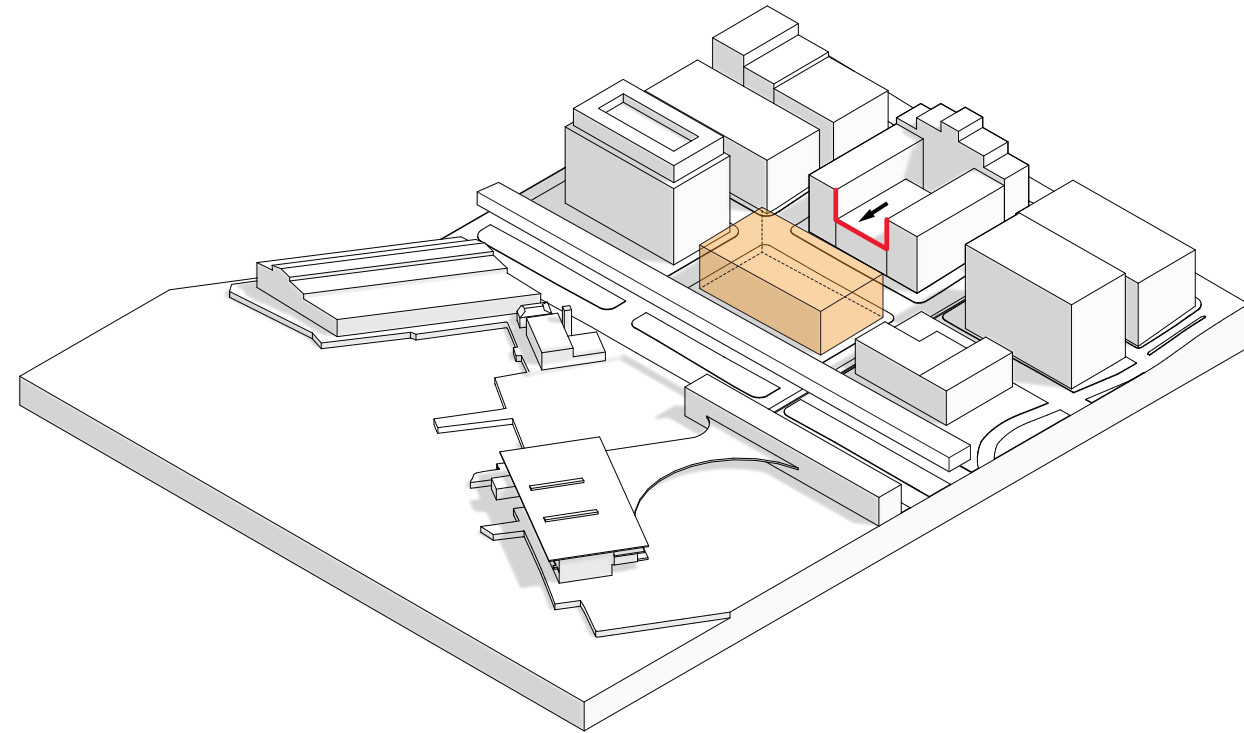
Respect established horizontal datums and building scale of surrounding structures.

E. Green Streets

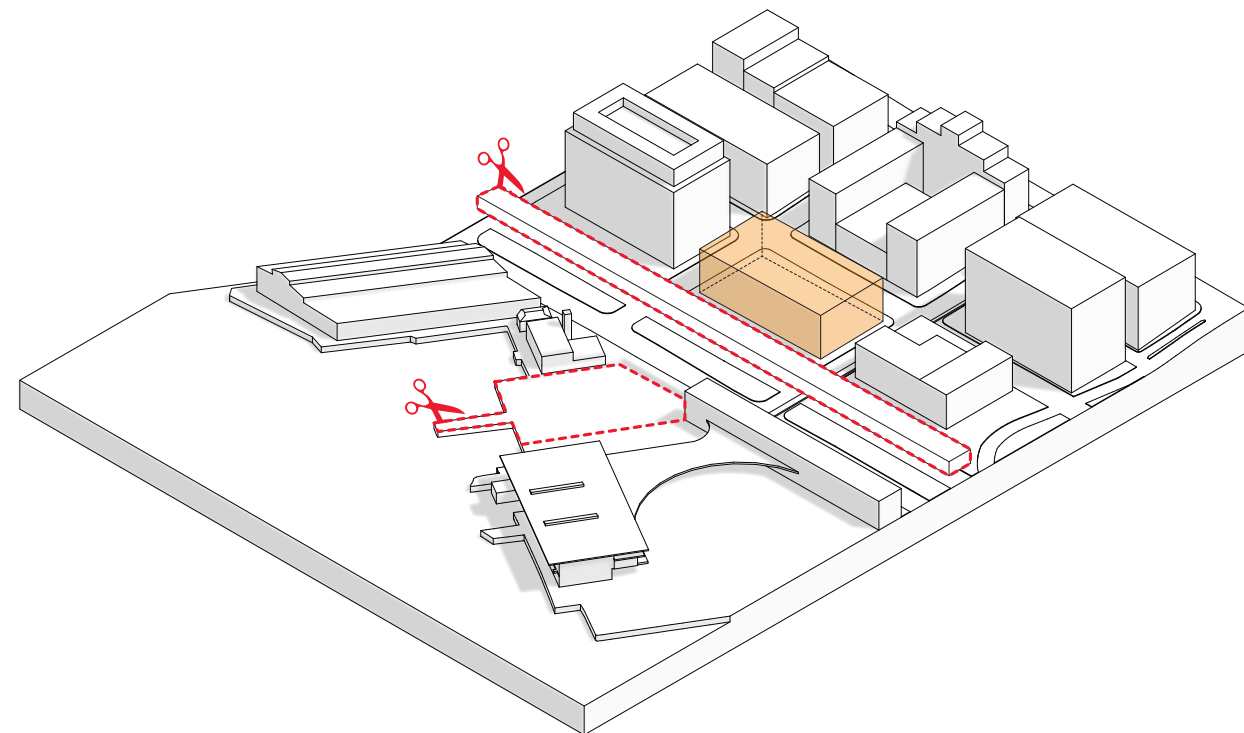
Enhance established pedestrian environment by providing ground level landscaping, street trees and transparency to retail spaces.

F. Ferry Traffic

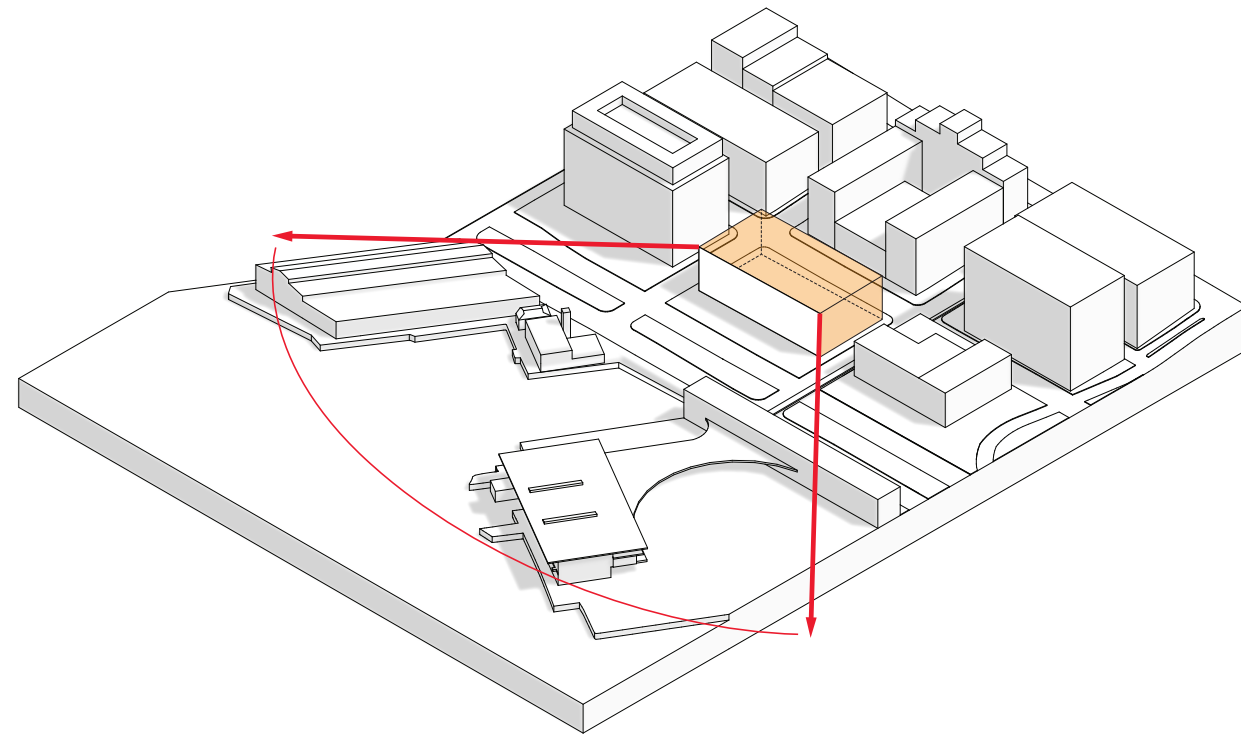
Provide vibrant spaces and retail variety in support of ferry pedestrian movement.



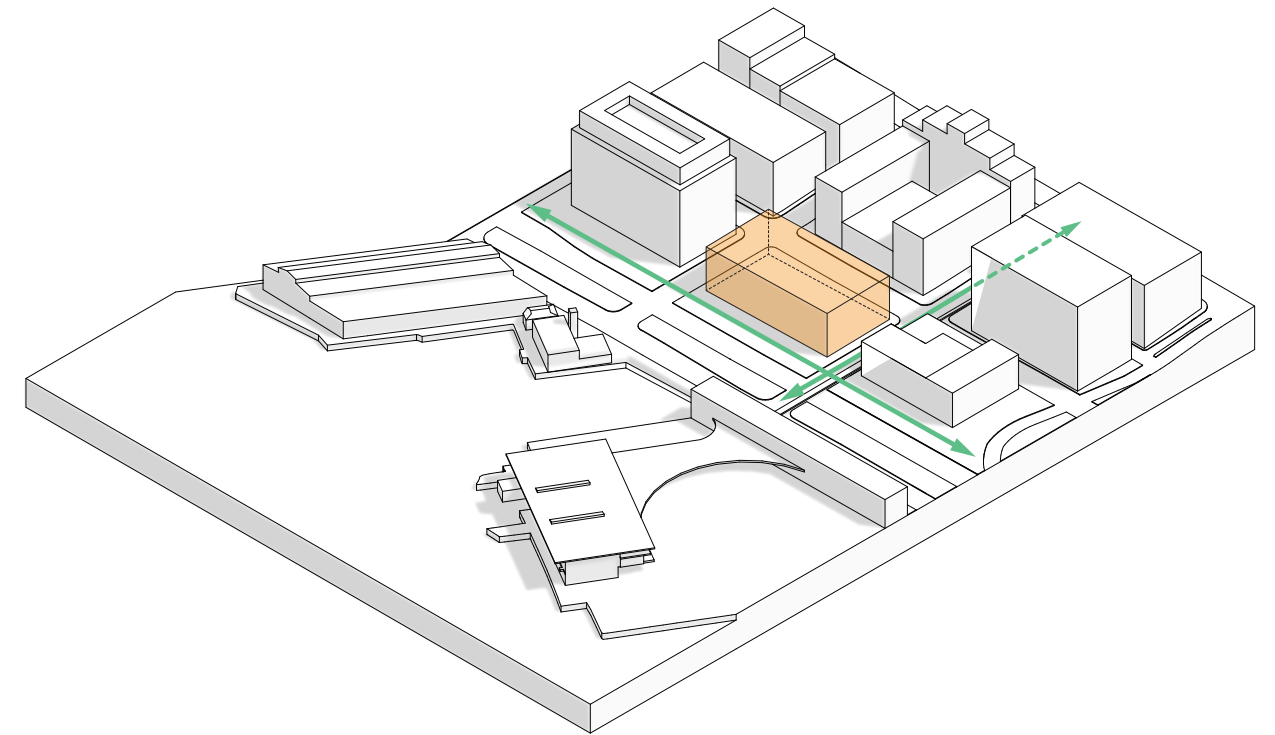
A. Federal Building



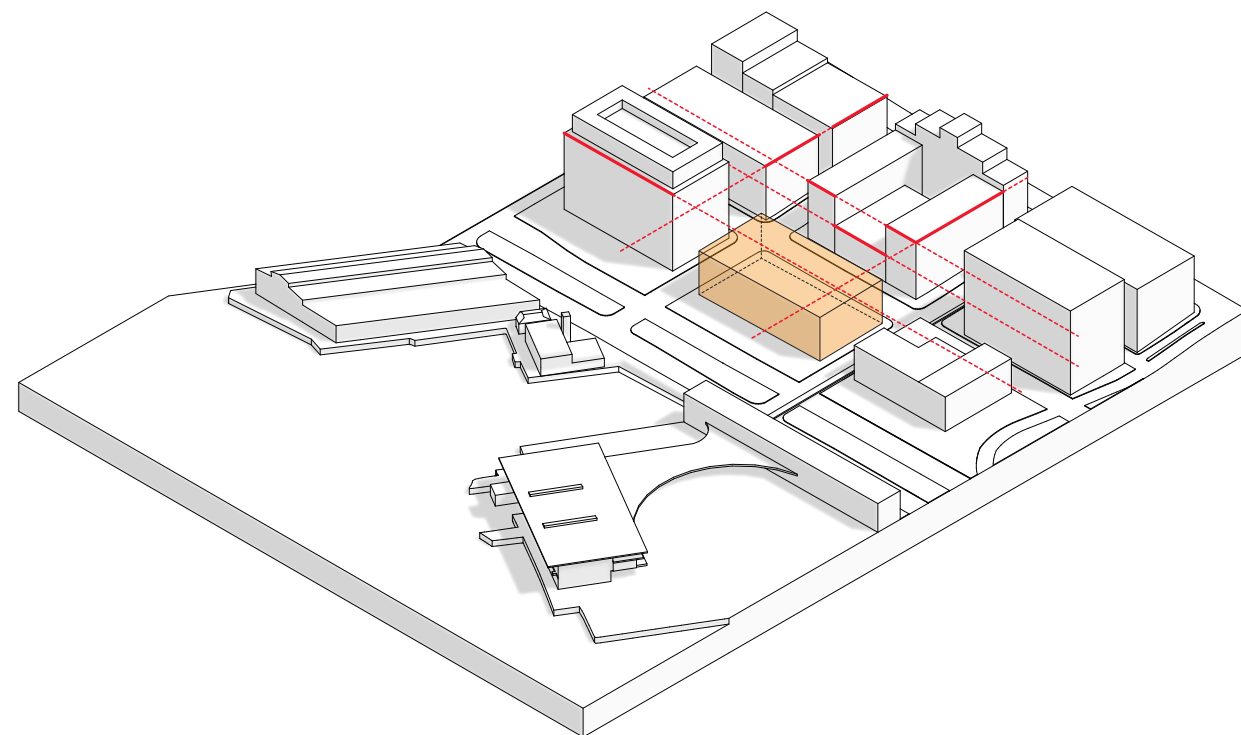
B. Waterfront Transformation (scissors icon structure removal)



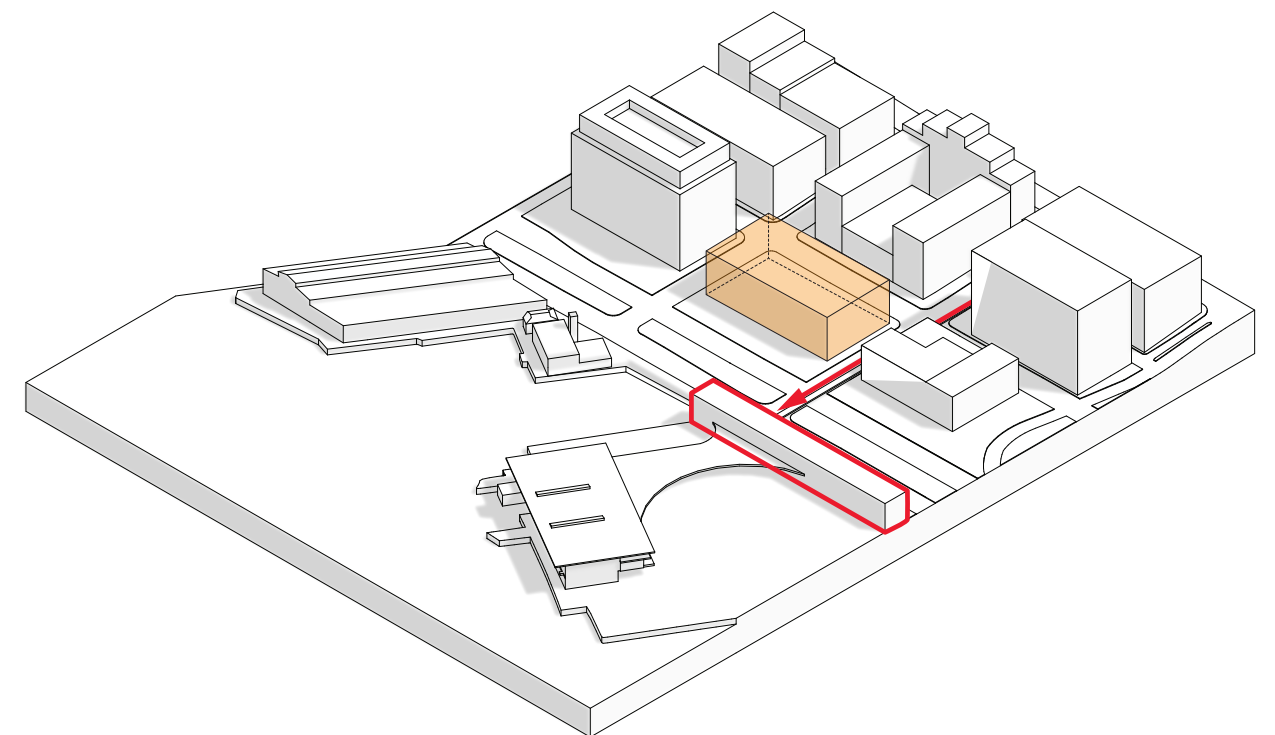
C. Views



E. Green Streets



D. Horizontal Datums



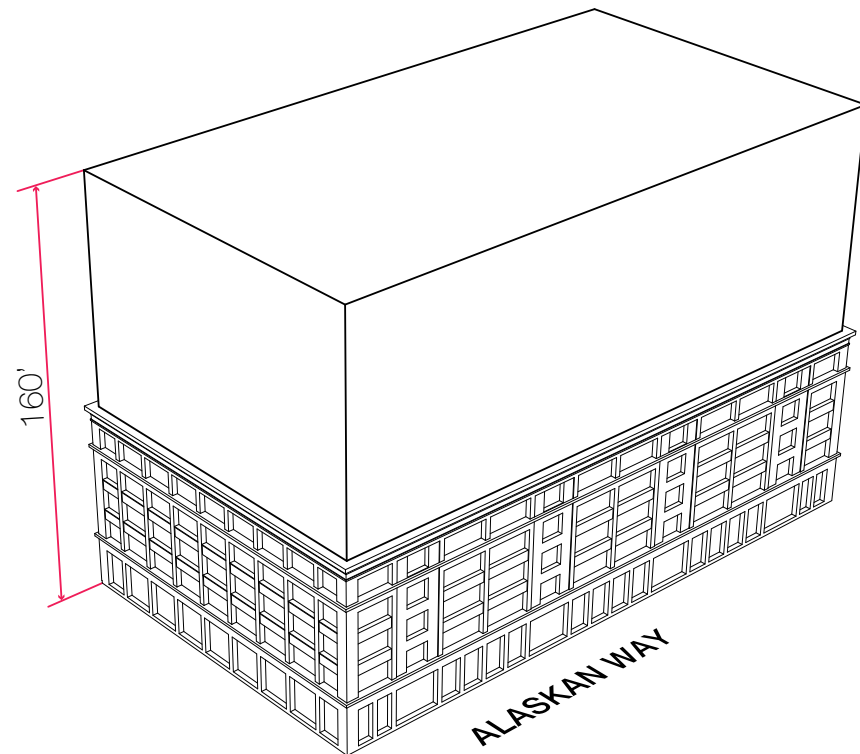
F. Ferry Traffic

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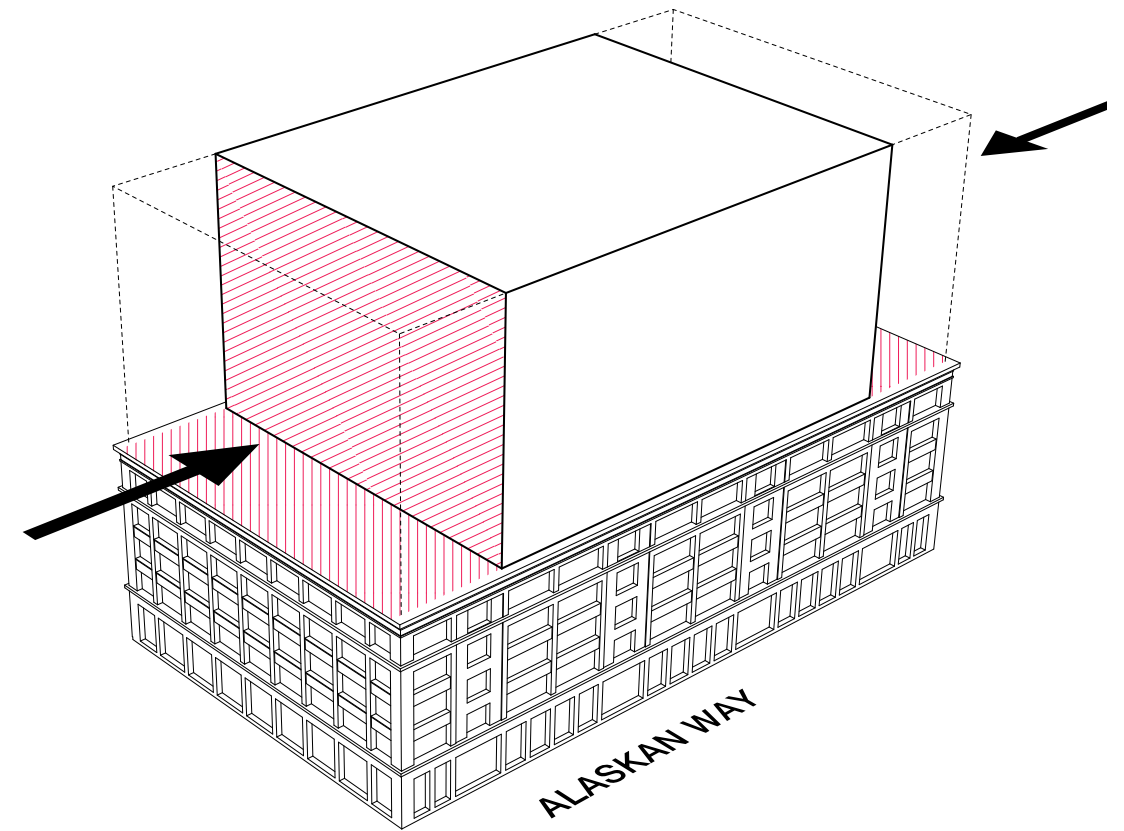
ARCHITECTURAL CONCEPTS

DESIGN MASSING DIAGRAMS

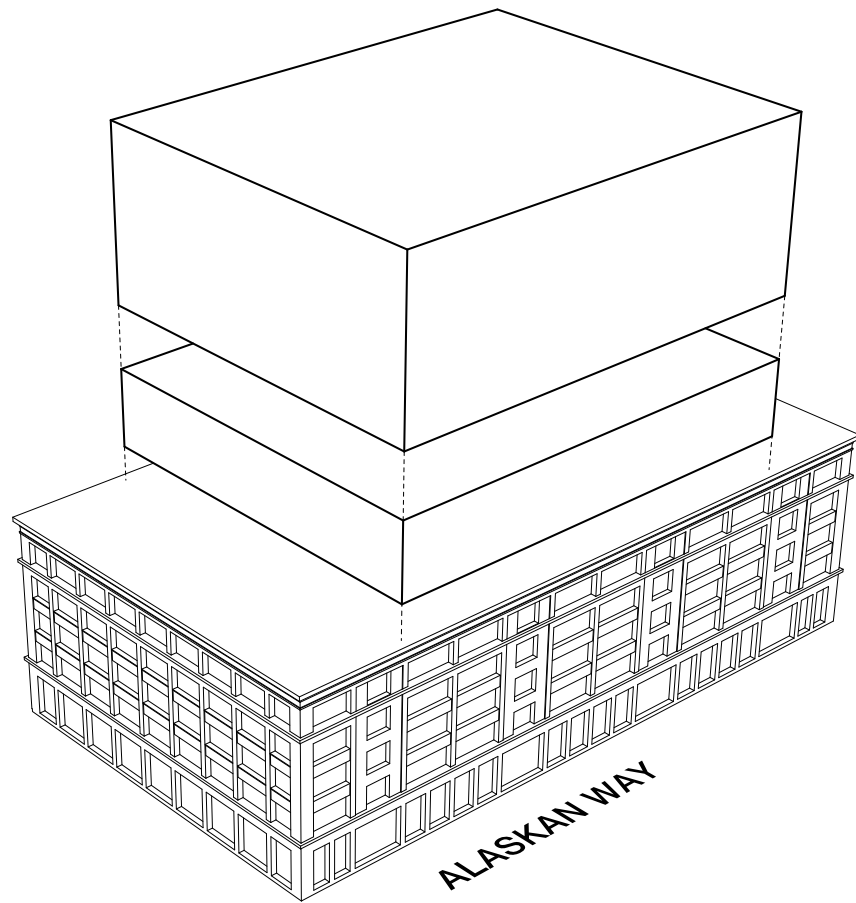
The new program added to the existing building adheres to Land-Use Code requirements for building massing, view corridors and upper level development standards while seeking to establish an image that distinguishes itself from the existing historic structure.



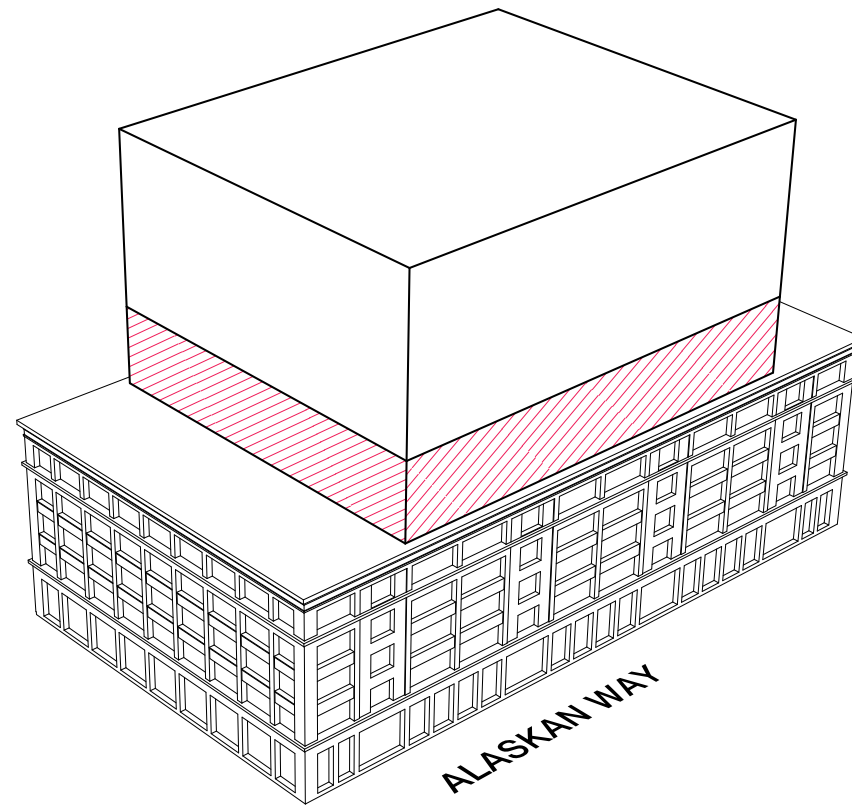
A. Full build-out potential prior to zoning regulations



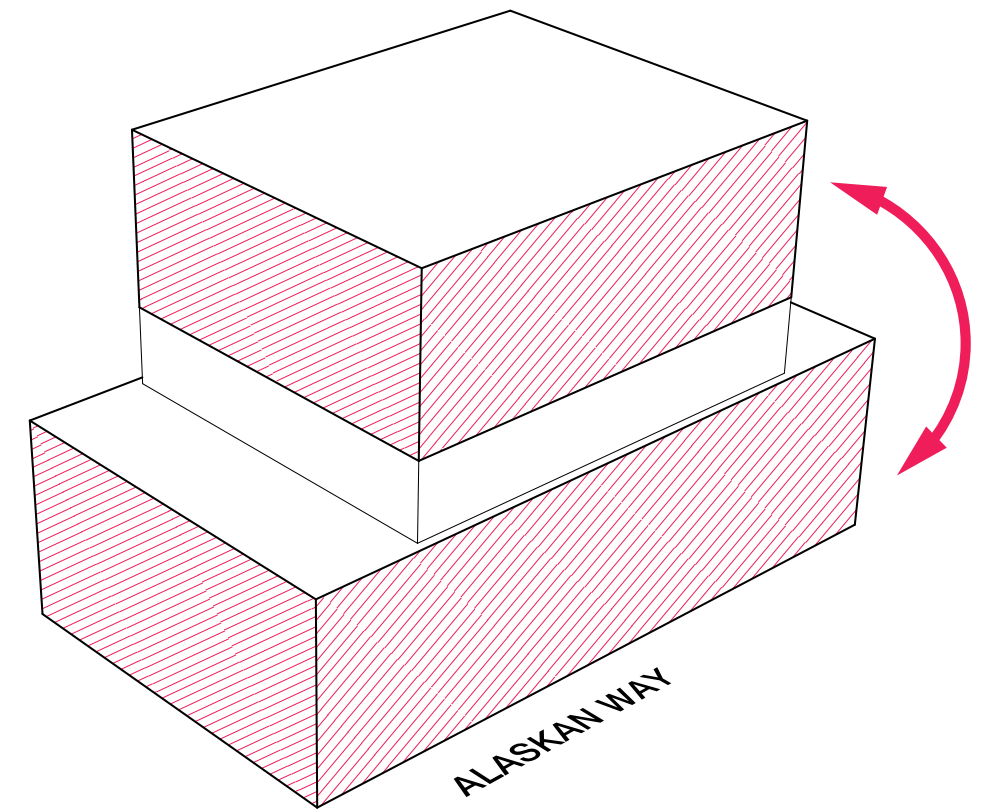
B. North and south 40' view corridor set back and maximize building height



C. Project is expressed as three parts: existing, new office, and residential



D. Maximize office floor plates to view corridor and inside face of existing wall



E. Relate expression of new residential to solidity of existing building while new office floors mediate between the two

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ARCHITECTURAL CONCEPTS

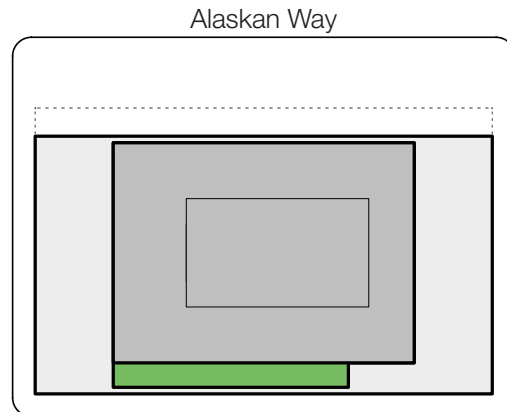
CONCEPT 1



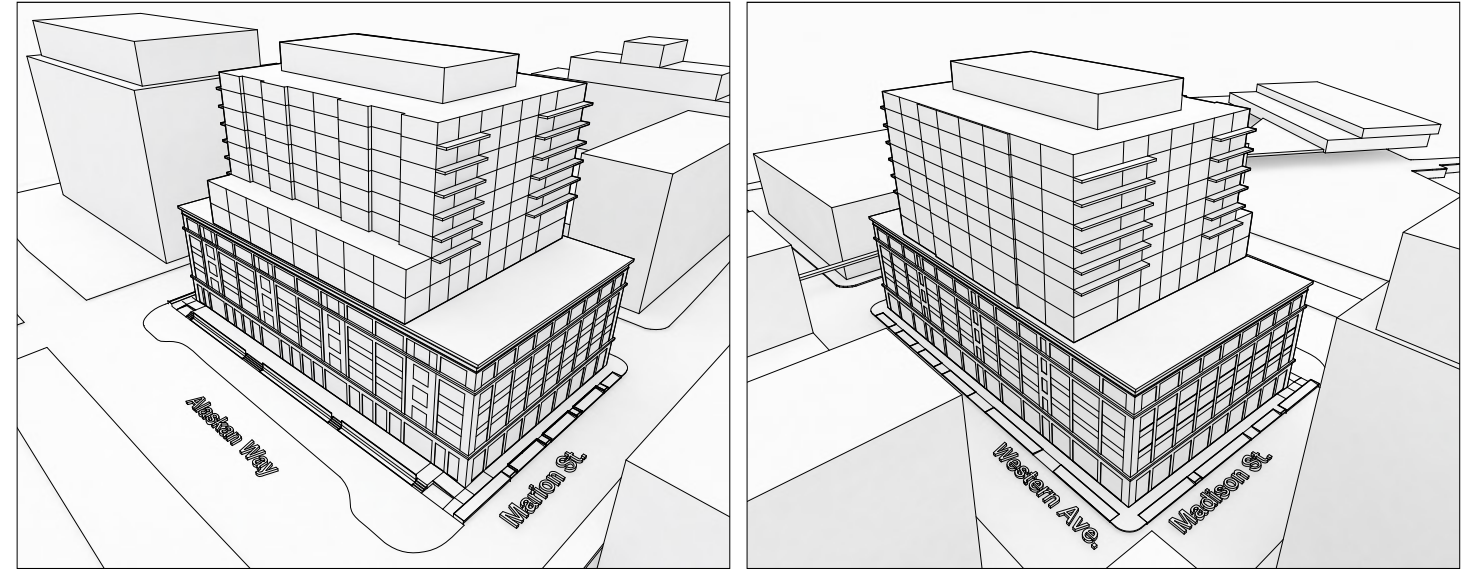
Summary

Concept 1 is a simple and elegant manifestation of the enclosed program. It positions the addition's mass to maximize its presence and height along Seattle's new waterfront while honoring its historic neighbor across Western Avenue. The architectural concept seeks to distinguish the modern new addition from the existing warehouse expression.

- Existing Maritime Building creates a base to the building
- North/south setbacks adhere to established view corridors
- Residential tower is shifted to the west to maximize presence along Alaskan Way
- Mass terraces back from the historic Federal Building on the east
- No departures from development standards required



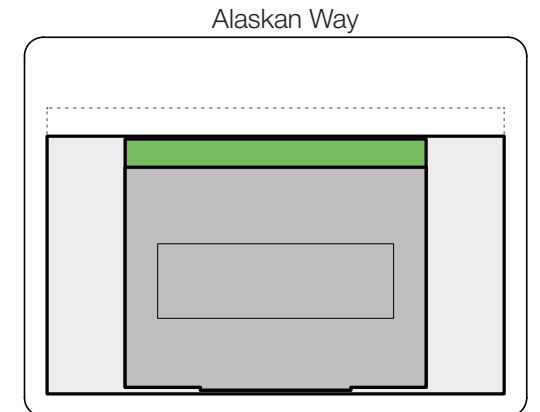
CONCEPT 2



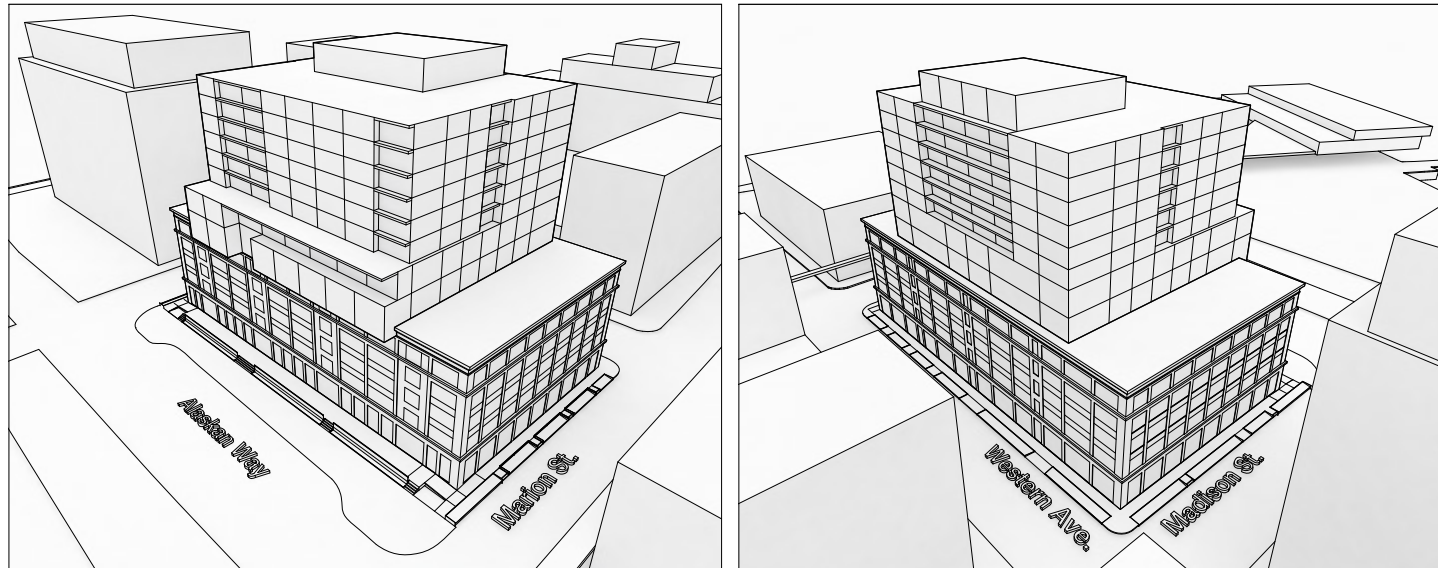
Summary

Concept 2 positions the addition's mass to acknowledge the city's natural topography by terracing the building back from the waterfront and toward the city. By shifting the mass of the residential tower to the east and back from the new office floors and existing Maritime Building below, this concept further distinguishes each programmatic function and creates outdoor terraces on the water side of the building.

- Existing Maritime Building creates a base to the building
- North/south setbacks adhere to established view corridors
- Residential tower is shifted to the east to create outdoor terraces along Alaskan Way
- Departures from development standards required (see Section 10)



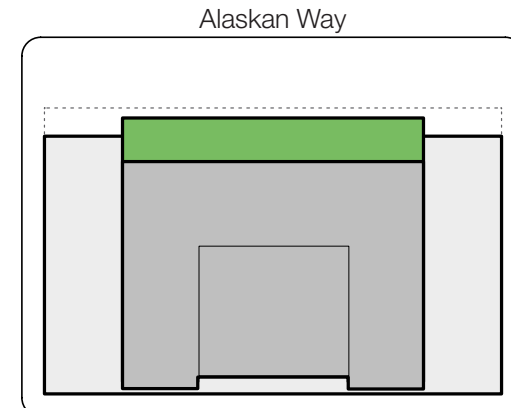
CONCEPT 3 | PREFERRED



Summary

The preferred Concept 3 seeks to maximize the building's presence on Seattle's new waterfront while respecting the city's natural topography by stepping the building mass back from the waterfront and toward the city. Cantilevering the new office floors beyond the existing west façade of the Maritime Building and shifting the new residential tower back from the existing building wall places all three masses in different planes, thereby providing a clear distinction for each component and establishing a dynamic building form along Alaskan Way. This creates significant outdoor urban lawns on the water side of the building.

- Existing Maritime Building creates a base to the building
- North/south setbacks adhere to established view corridors
- Cantilevered office floor plates distinguishes existing from new
- Departures from development standards required (see Section 10)



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ARCHITECTURAL CONCEPTS

OPEN SPACE COMPARISON

Comparing the three concepts' open space and balcony potential, each concept utilizes the "shoulders" of the existing building to the north and south as an open space and roof deck for the office tenants. These spaces will have occupiable decks toward the views to the west and native plants and shrubs in the non occupied areas. The spaces will provide breathtaking views of the new re-developed waterfront and Elliott Bay.

Concept 1 maintains a flush face towards the west and places the open deck space above the new office floors towards the city views. Concepts 2 and 3 create "urban lawns" towards the west and Elliott Bay. These spaces would be private lawns or patios for the first level residents on the west façade.

Balconies are added to Concepts 2 and 3. Concept 2 adds balconies to the north and south, keeping the east and west façades smooth. Concept 3 applies an asymmetrical approach to balcony placement on the east and west, while indenting symmetrical balconies on the north and south façades.

Roof decks for all concepts remain relatively consistent in size, but differ in position depending on the amenity space location. Concept 3 aligns the mechanical and amenity space to the east wall, opening up a greater outdoor space to the west than the other two concepts.

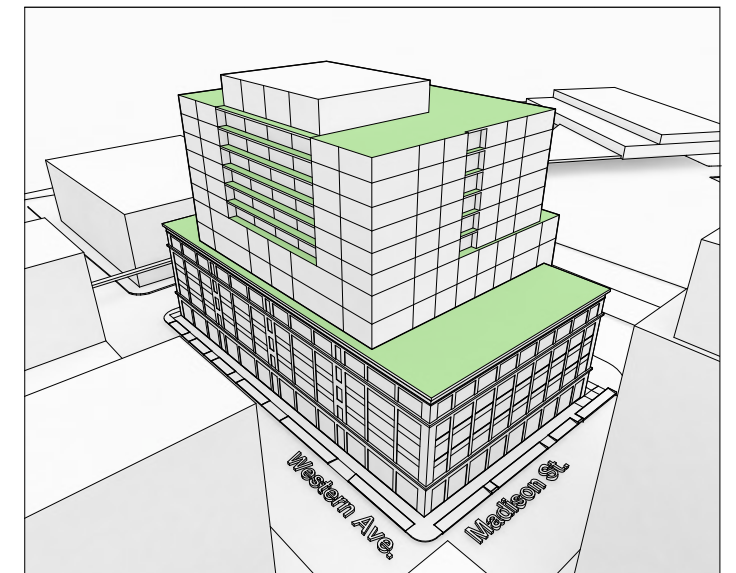
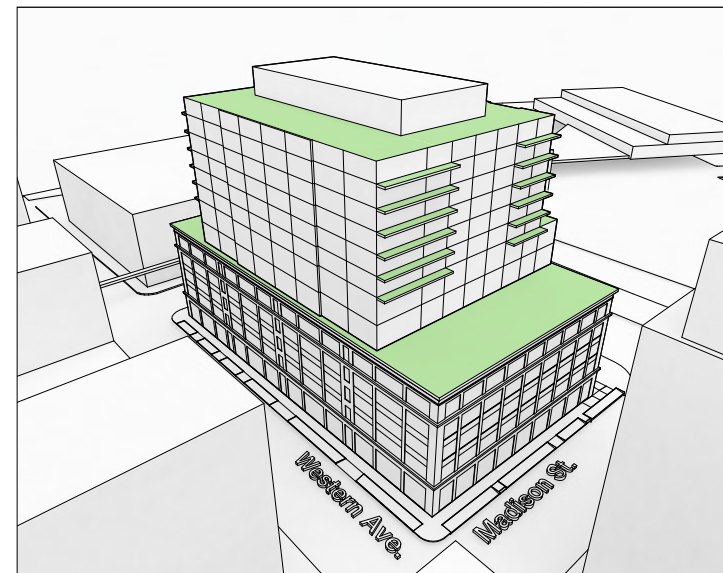
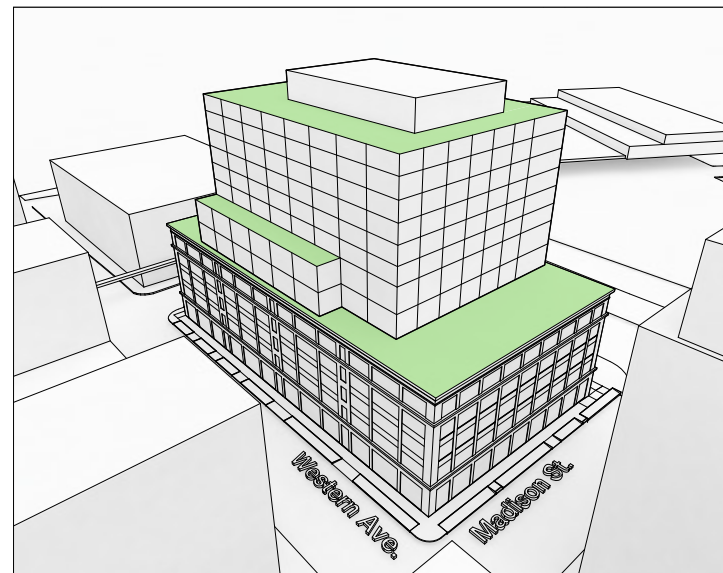
CONCEPT 1



CONCEPT 2



CONCEPT 3 | PREFERRED



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ARCHITECTURAL CONCEPTS

SUGGESTED GUIDELINE #1

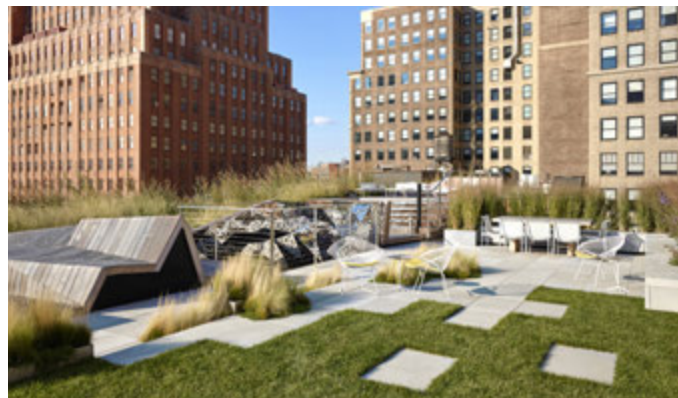
A-1 Site Planning and Massing
Respond to the physical environment

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

- a site having dramatic topography or contrasting edge conditions;
- views from the site of noteworthy structures or natural features;
- views of the site from other parts of the city or region;
- proximity to a regional transportation corridor.

RESPONSE

The building is massed to acknowledge the city's natural topography by stepping back from Elliott Bay toward the city, developing a series of outdoor terraces on the west side of the building overlooking the new waterfront.



SUGGESTED GUIDELINE #2

A-2 Site Planning and Massing
Enhance the skyline

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile. A sculptured top can lend a distinctive identity to the building while helping to orient people as they approach and go places downtown. Reducing the area of the top floors reduces the appearance of the overall bulk.

- sculpt or profile the façades;
- specify and compose a palette of materials with distinctive texture, pattern, or color;
- provide or enhance a specific architectural rooftop element.

RESPONSE

The juxtaposition of the new and existing structures will create an interesting focal point along Seattle's new waterfront skyline. Cantilevering the new office floors beyond the existing west façade of the Maritime Building and shifting the new residential tower back from the existing building wall places all three masses in different planes, thereby establishing a dynamic building form along Alaskan Way. The top of the building features a rooftop amenity space creating a memorable shape against the sky.



SUGGESTED GUIDELINE #3

B-1 Architectural Expression
Relate to the neighborhood context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

- a surrounding district of noteworthy character;
- an adjacent landmark or noteworthy building;
- elements of the pedestrian network nearby, (i.e. green street, hillclimb, mid-block crossing, through-block passageway);
- direct access to one or more components of the regional transportation system.

RESPONSE

The architectural expression of the new Maritime Building is conceived as transitional between the modern waterfront and the existing warehouse district. The existing 5-story building forms a significant base to the new development and maintains a coherent street wall. The new office floors are cantilevered to the west to maximize their presence along the new waterfront. On the north, south and east, the residential and office additions are set inside the parapets of the existing building to reinforce the cornice datum lines prominent in this district.



SUGGESTED GUIDELINE #4

B-4 Architectural Expression

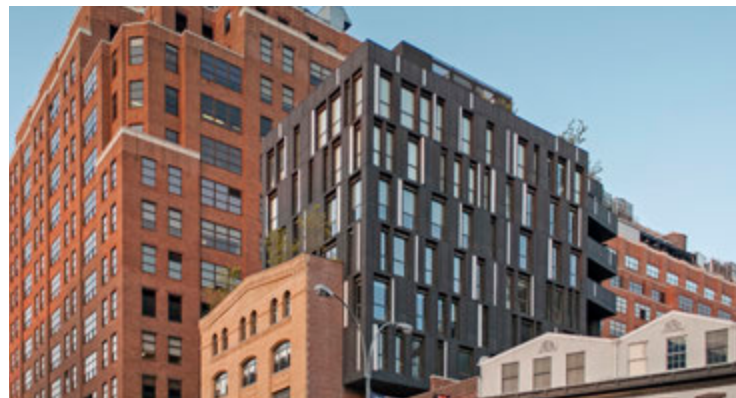
Design a well-proportioned & unified building

Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

- setbacks, projections, and open space;
- façade modulation and articulation;
- windows and fenestration patterns;
- building base and top.

RESPONSE

The mass of the new additions are set back 40' on the north and the south to adhere to established view corridors. Landscaped terraces on level 6 will provide open space for the office, and the roof amenity deck will provide open space for the residential. The terraces are conceived as an extension of the interior space with large operable doors connecting the two. The enclosure of the new addition will be an extension of the existing warehouse vernacular. The building will utilize high performance glazing and cladding materials complimentary with the existing warehouse.



SUGGESTED GUIDELINE #5

C-1 Streetscape

Promote pedestrian interaction

Spaces for street level use should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

- reinforce existing retail concentrations;
- vary in size, width, and depth;
- enhance main pedestrian links between areas;
- establish new pedestrian activity where appropriate to meet area objectives.

RESPONSE

The ground floor of the new Maritime Building is seen as a retail environment of various sized shops and uses, gathered along the east street façade. Food and beverage establishments utilizing a re-purposed elevated loading dock for exterior dining will be featured along Alaskan Way. A residential lobby on Western Avenue and the new office lobby facing the newly transformed Alaskan Way are also planned.



SUGGESTED GUIDELINE #6

D-1 Public Amenities

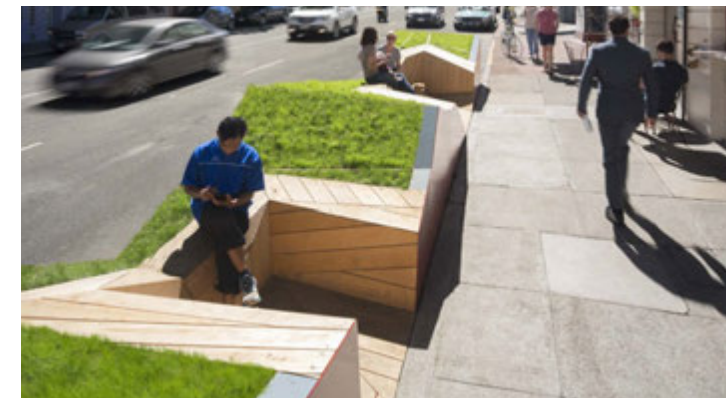
Provide inviting & usable open space

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

- all open space elements should enhance a pedestrian oriented urban environment;
- preferable open space locations are to the south and west of tower development
- open space should have visual and pedestrian access, retail spaces designed for uses that will comfortably “spill out”, and landscaping that enhances the space.

RESPONSE

The existing surface parking lot along the west side of the Maritime Building will be transformed into a landscaped terrace, separating the automobile traffic along Alaskan Way from the dining establishments. The terrace is seen as a usable open space and an extension of the waterfront development.



8.0

ARCHITECTURAL CONCEPTS

CONCEPT 1

PROS

- + Maximizes its presence on Seattle's new waterfront.
- + Sets residential tower back from historic Federal Building.
- + Meets development standards without need for departures.

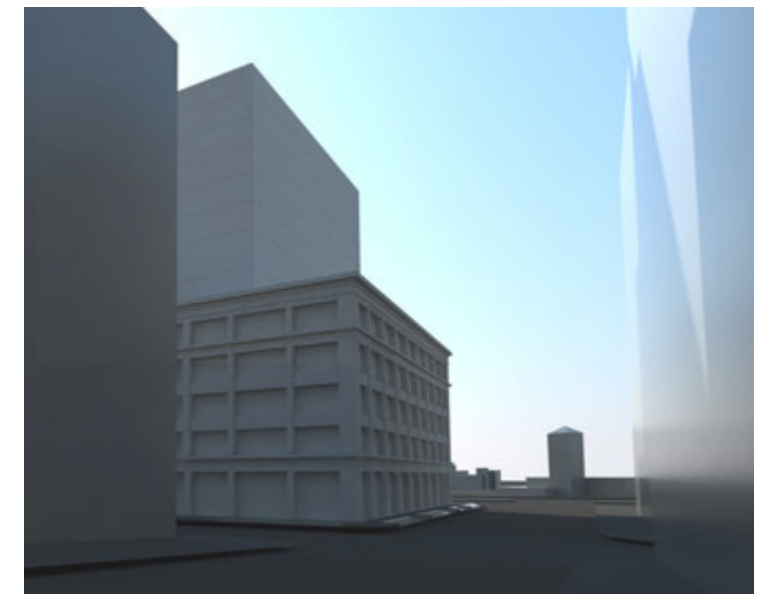
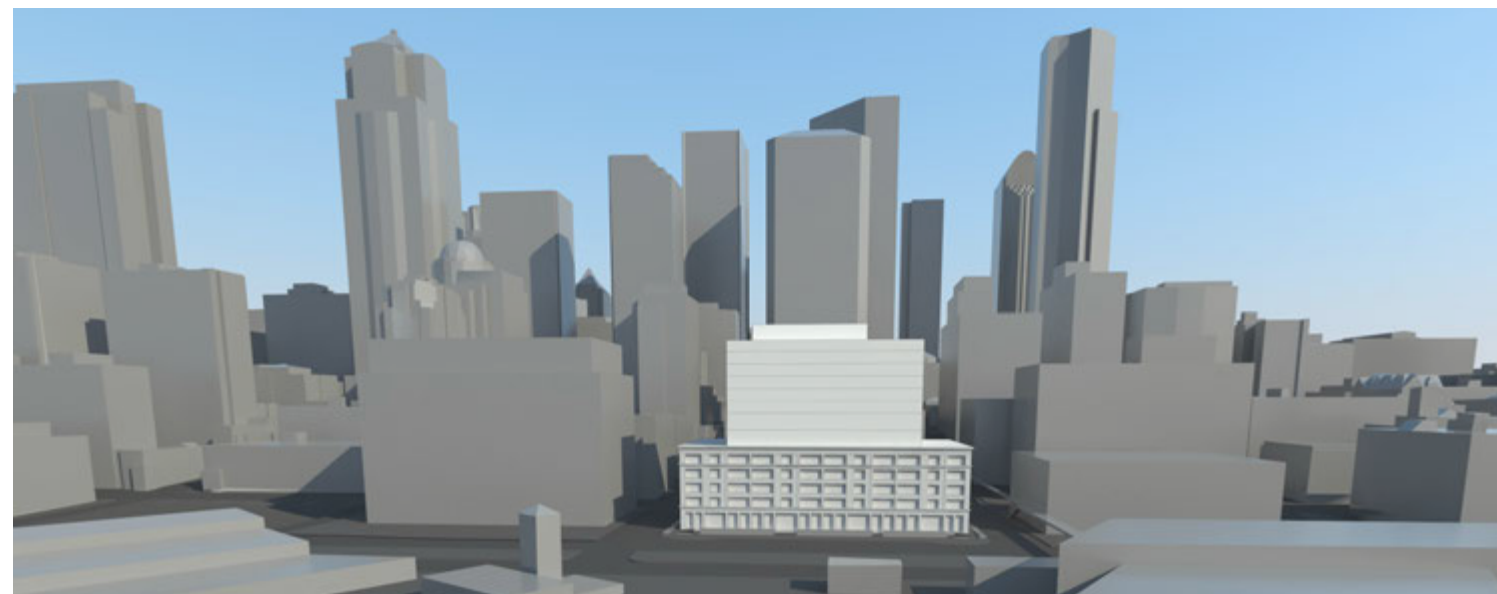
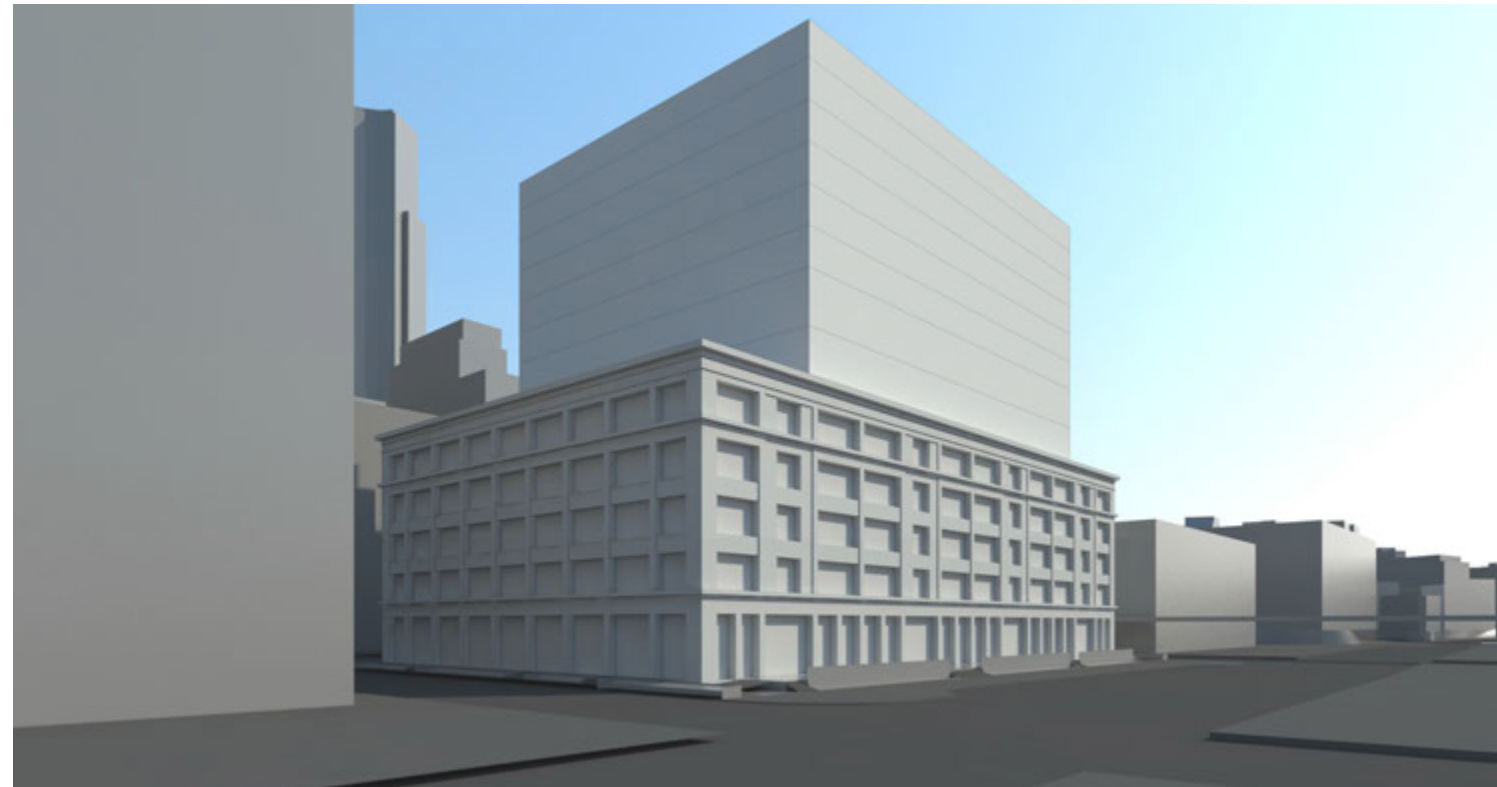
CONS

- Massing most 'bulky' of proposed options.
- Awkward transition between existing and new.
- Minimal distinction between new program components.

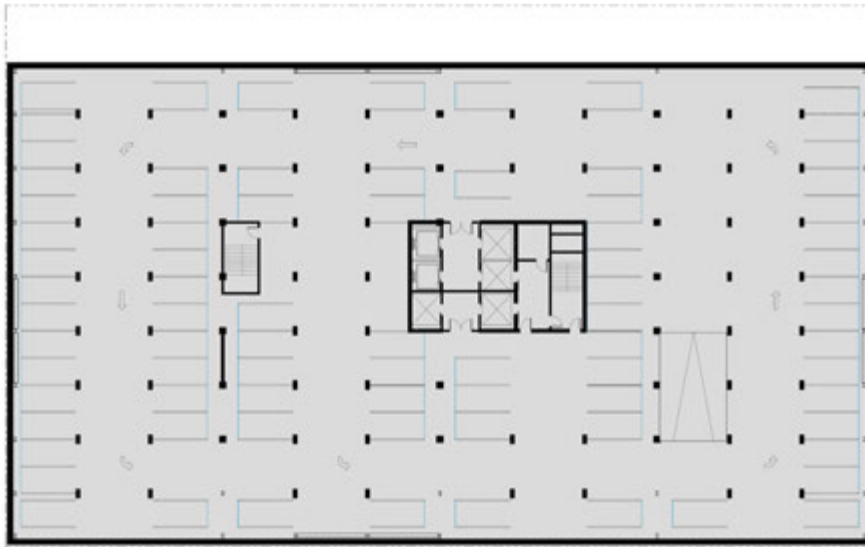
PROGRAM DIAGRAM



- ROOF AMENITY / MECH
- RESIDENTIAL
- OFFICE
- RETAIL



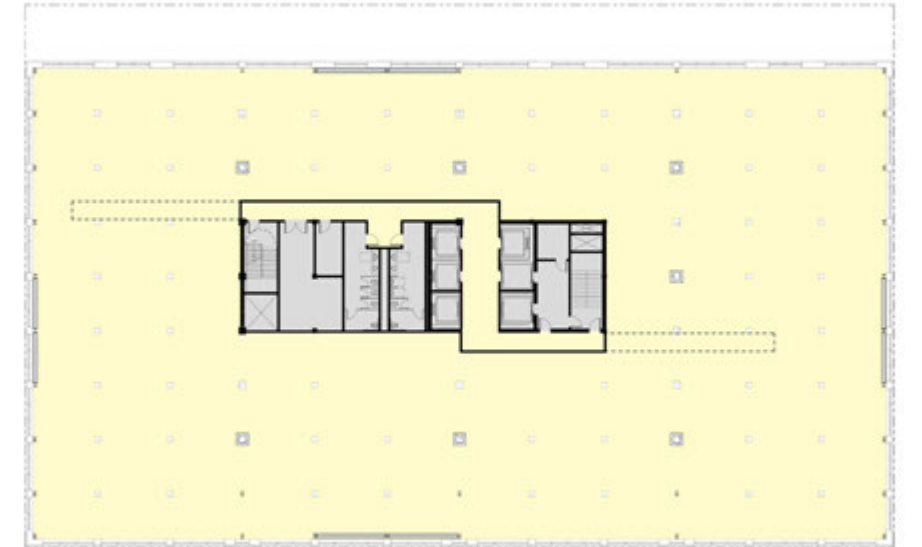
CONCEPT 1



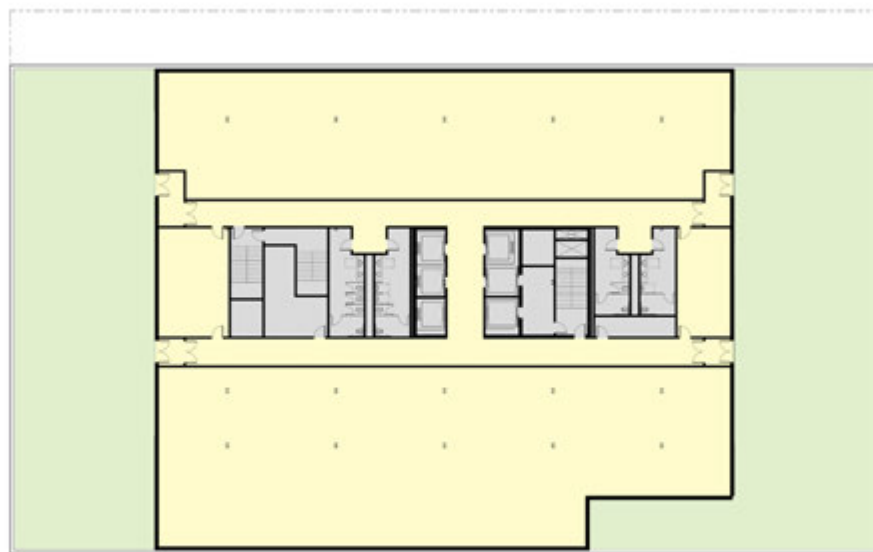
Basement Floor Plan



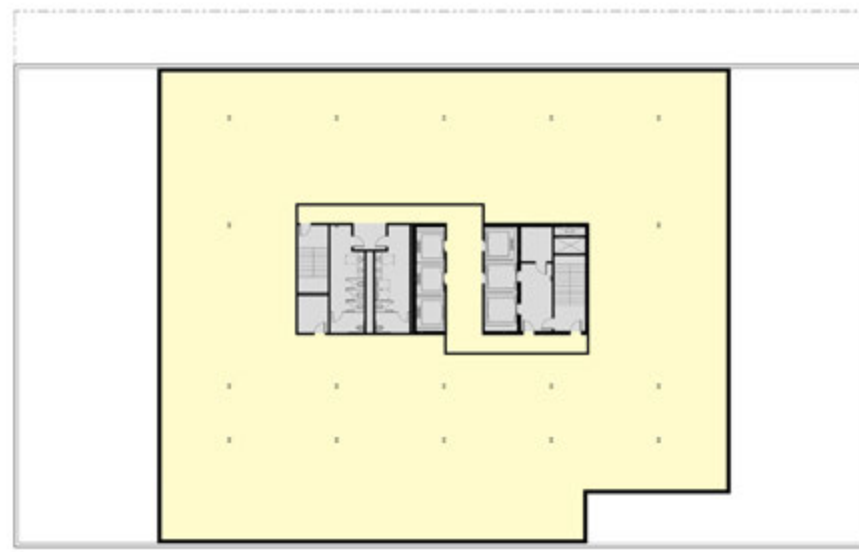
Ground Floor Plan



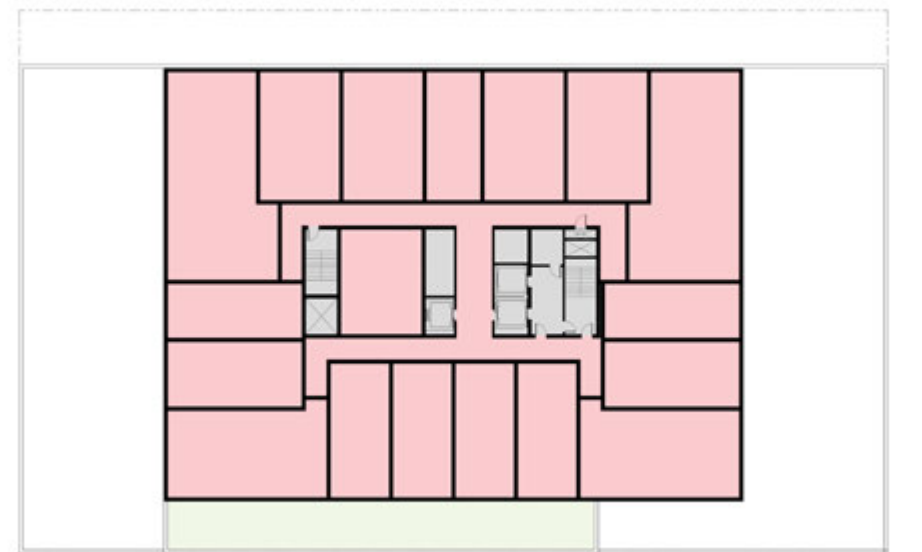
Typical Existing Office Floor



Sixth Floor Plan



Seventh Floor Plan



Typical Residential Floor

8.0

ARCHITECTURAL CONCEPTS

CONCEPT 2

PROS

- + Acknowledges the city's natural topography.
- + Provides clear distinction between new and existing.
- + Provides a visible outdoor terrace on the west façade.

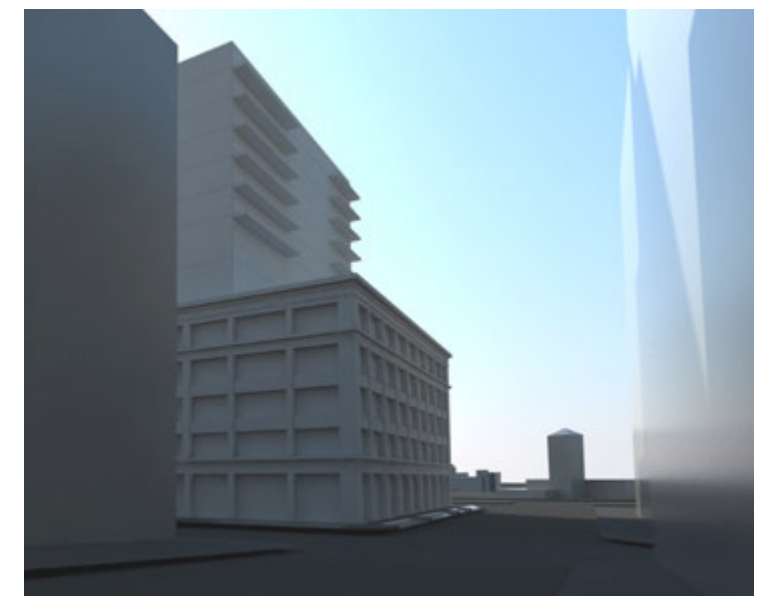
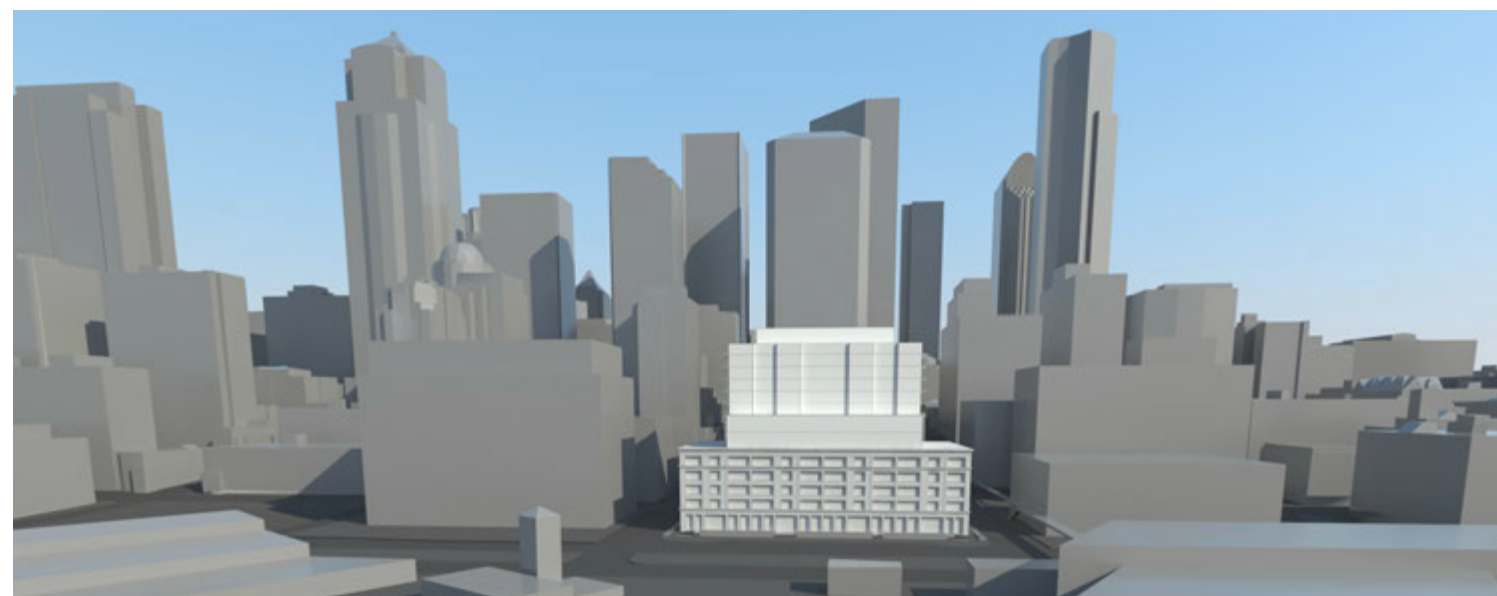
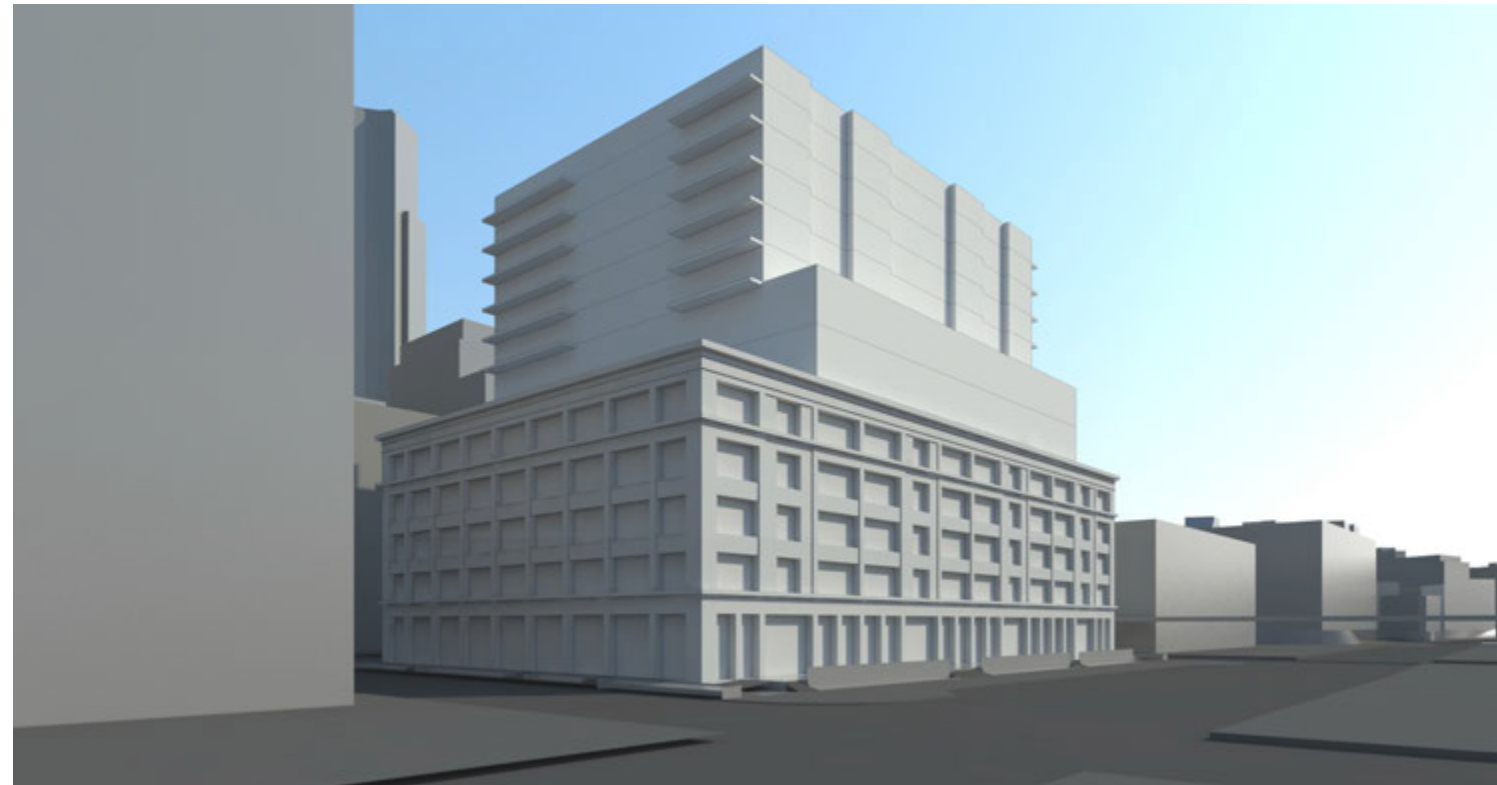
CONS

- Bulky massing.
- Minimal distinction between new program components.
- Requests departure from development standards.

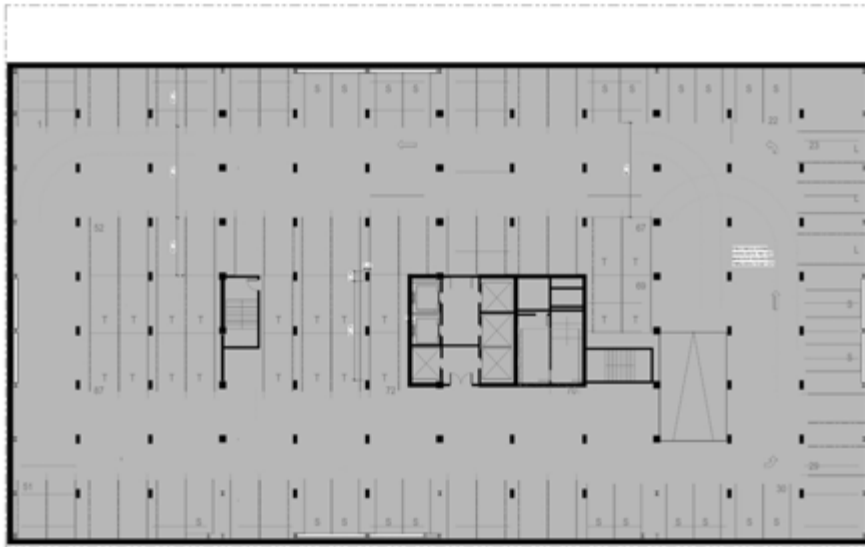
PROGRAM DIAGRAM



- ROOF AMENITY / MECH
- RESIDENTIAL
- OFFICE
- RETAIL



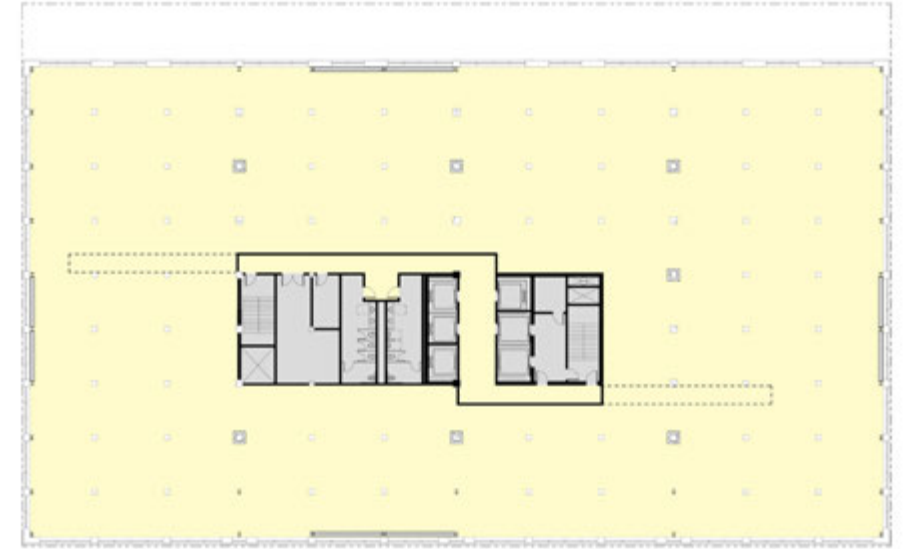
CONCEPT 2



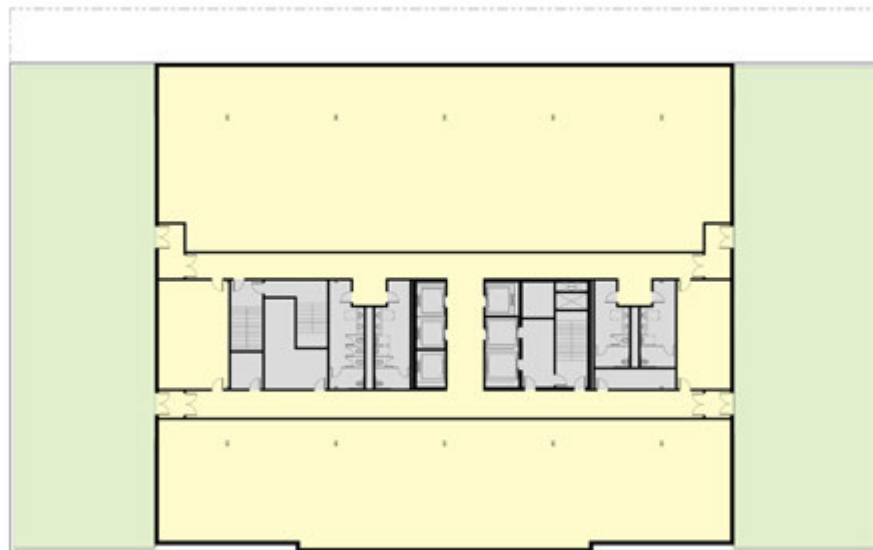
Basement Floor Plan



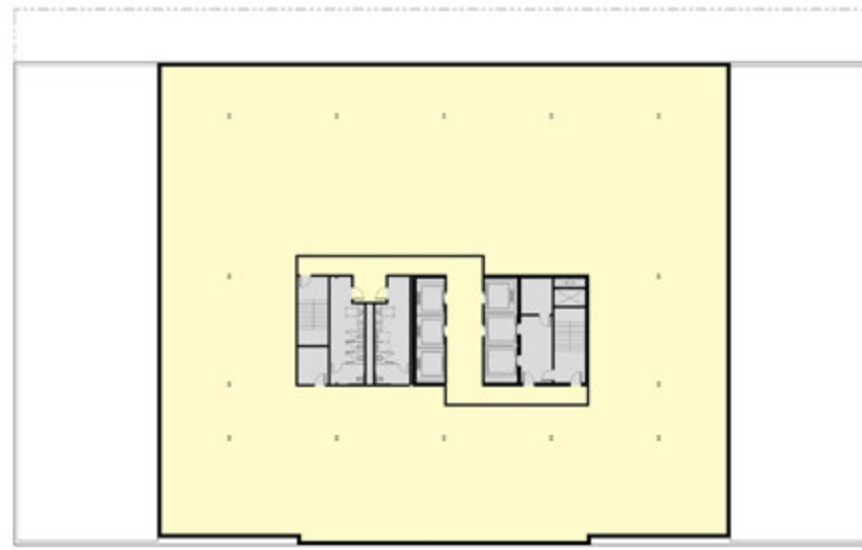
Ground Floor Plan



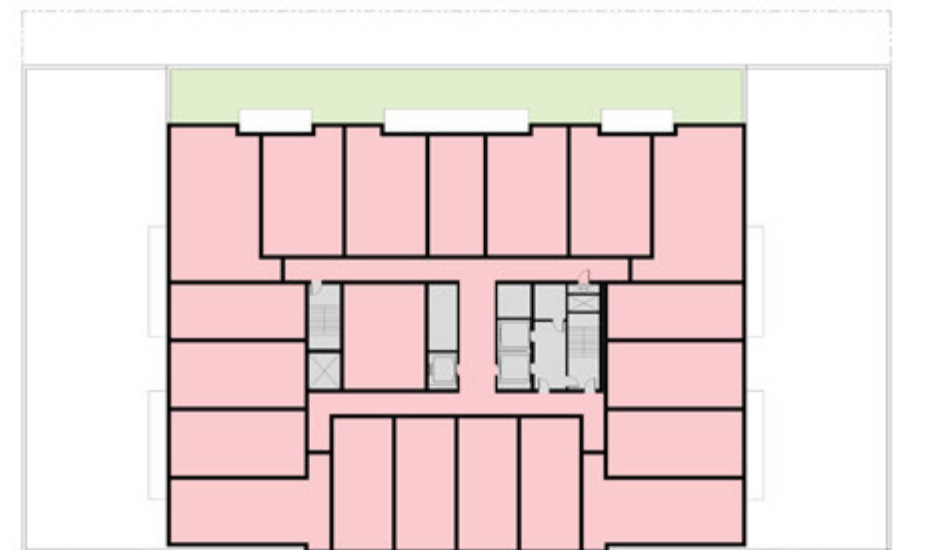
Typical Existing Office Floor



Sixth Floor Plan



Seventh Floor Plan



Typical Residential Floor

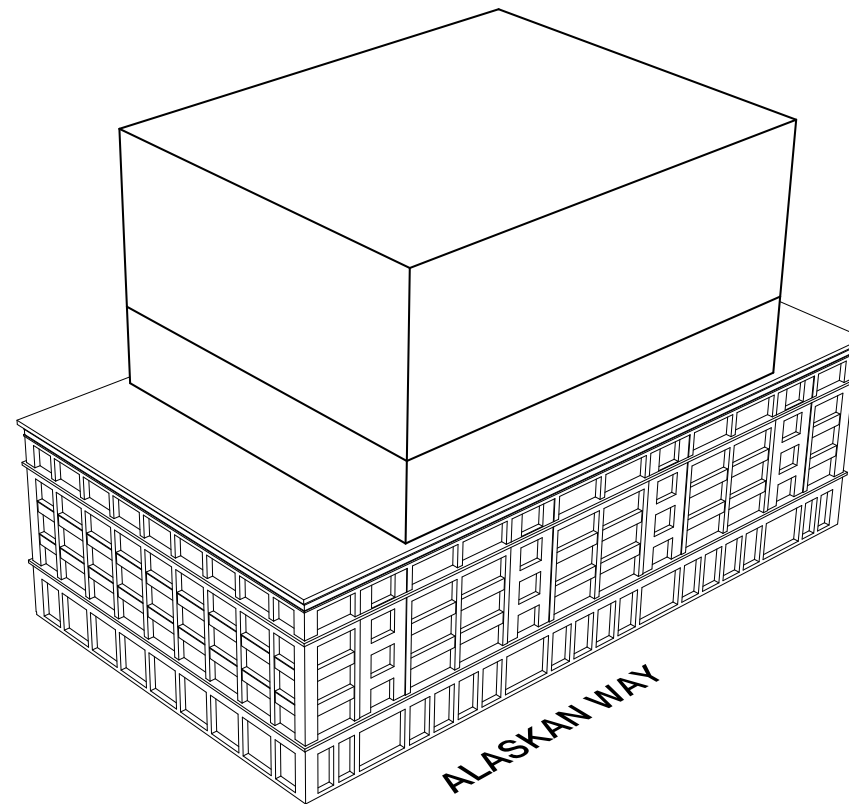
8.0

ARCHITECTURAL CONCEPTS

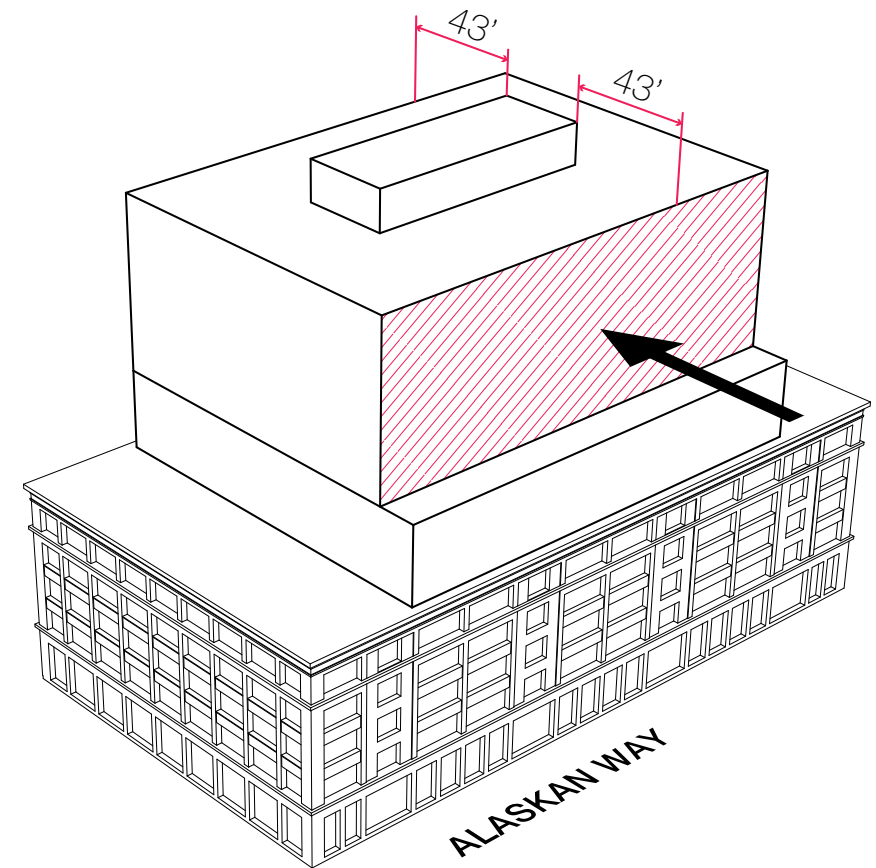
DESIGN MASSING DIAGRAMS

The addition's mass is manipulated to respond to the natural topography of the city and to create a dynamic form when viewed from the waterfront.

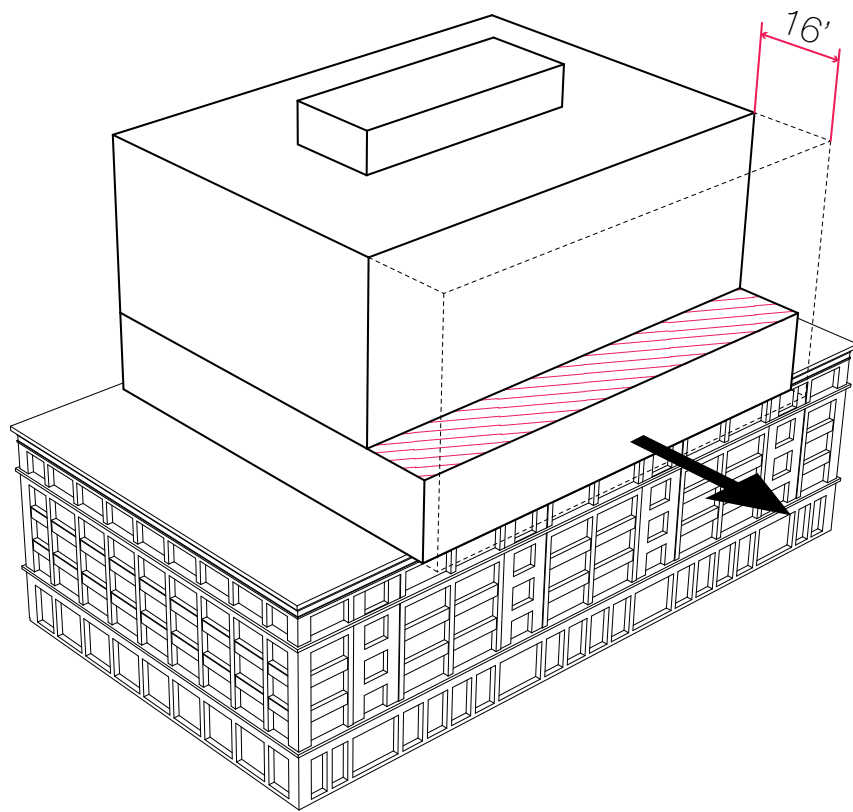
The architectural expression seeks to reinterpret the lines of the existing building and carry them up through the facades of the addition creating an expression that distinguishes the old from the new yet establishing a unified whole.



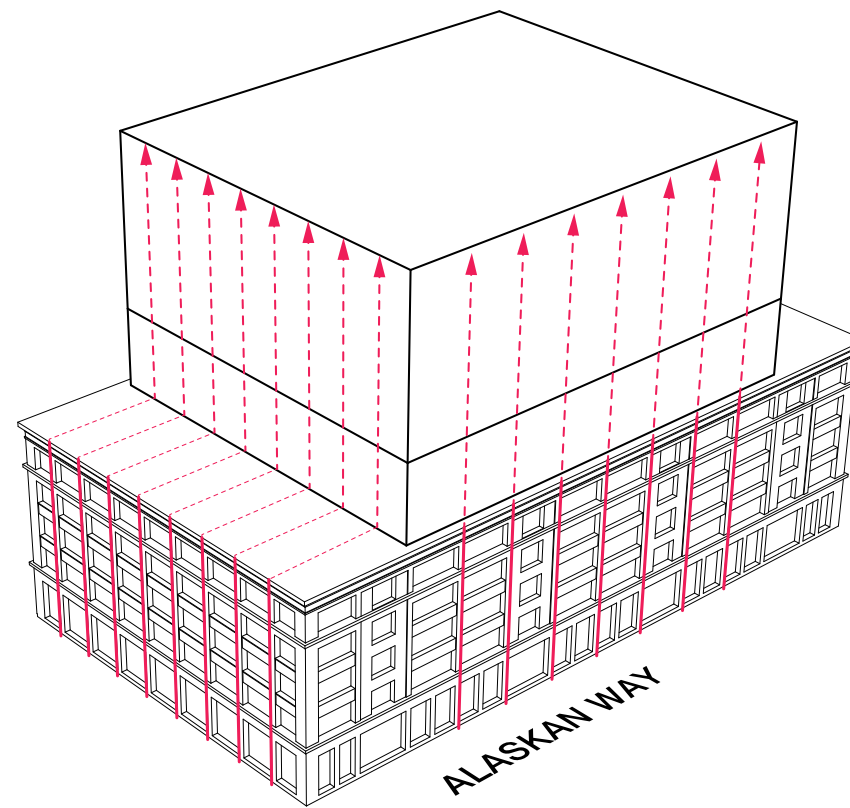
A. Max build-out per zoning code



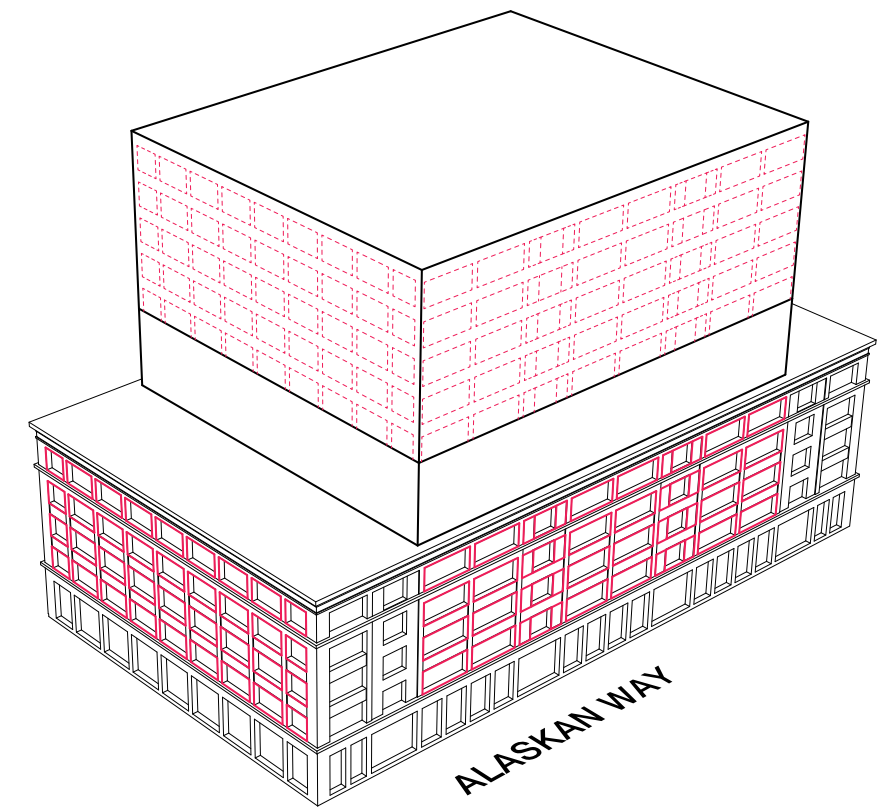
B. Push west façade back to desired residential bay depth for light and comfort



C. Cantilever office to create “urban yards” on first floor residential to step the building mass back from the waterfront and up to the city



D. Maintain existing building lines and bring them up and throughout all façades of the addition



E. Take cues and relate the existing window proportions with the new residential addition to create a unified whole

8.0

ARCHITECTURAL CONCEPTS

CONCEPT 3 | PREFERRED

PROS

- + Provides clear distinction between the new and the existing.
- + Provides dynamic urban lawns for the first floor units.
- + Provides residential mass that echoes the form of the historic Federal Building.

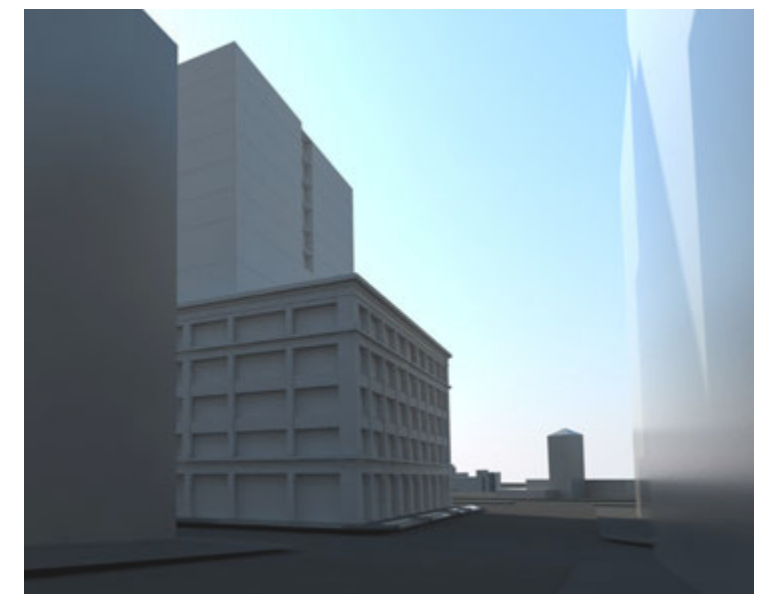
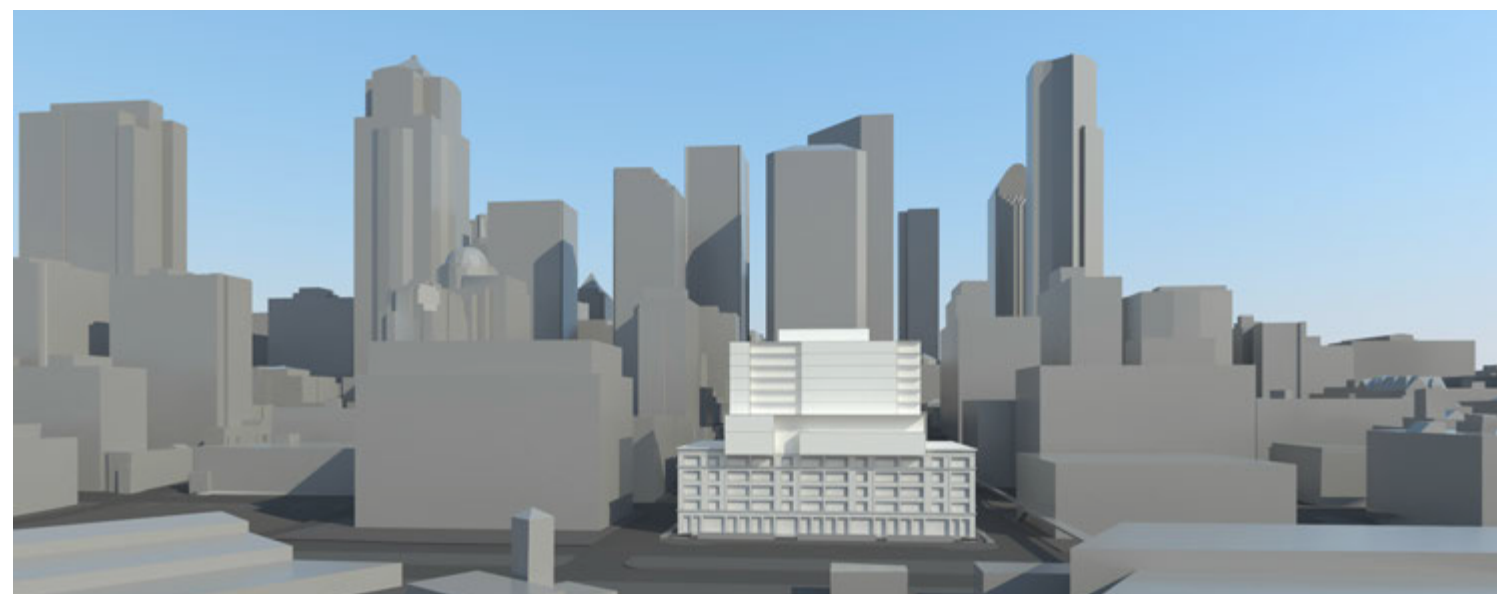
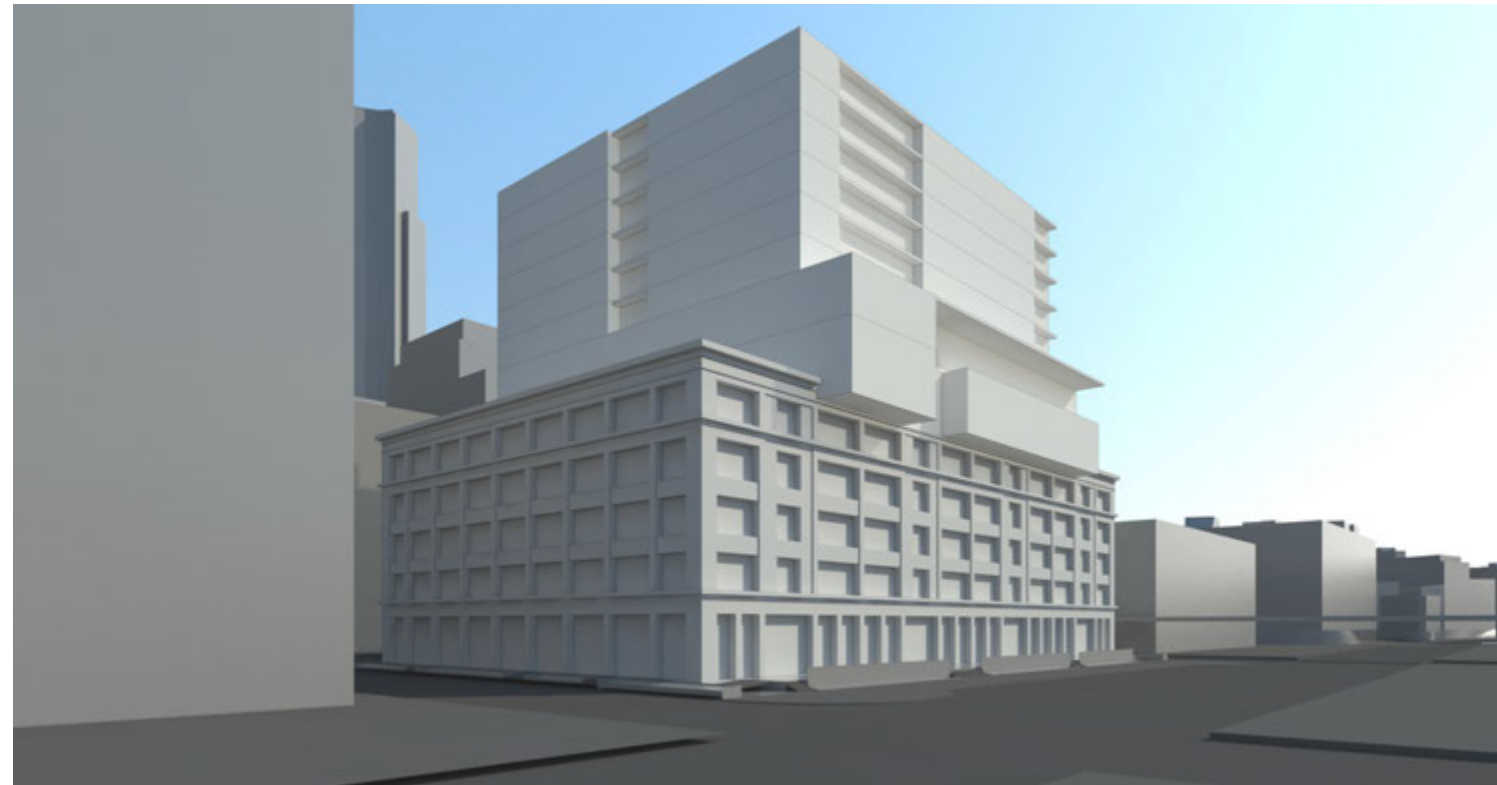
CONS

- Complicated structural systems.
- Places mass of addition closer to Western Avenue
- Requests departure from development standards

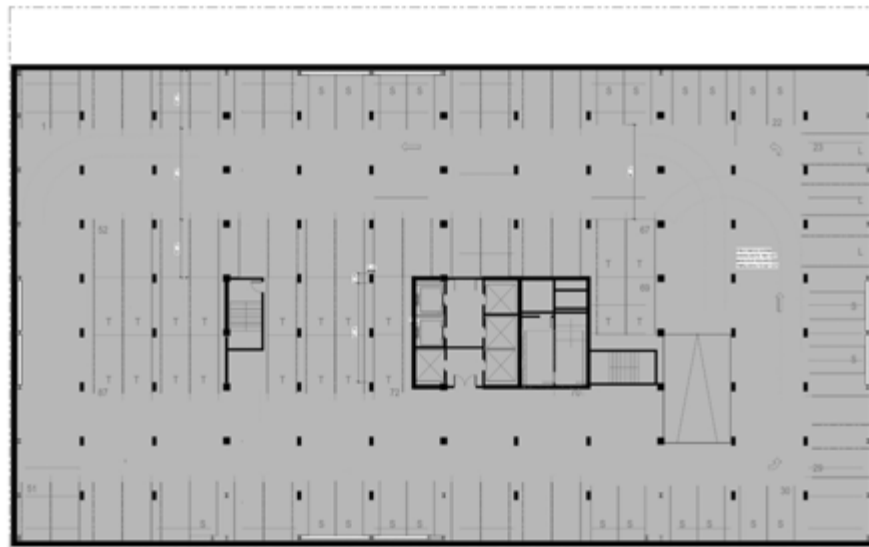
PROGRAM DIAGRAM



- ROOF AMENITY / MECH
- RESIDENTIAL
- OFFICE
- RETAIL



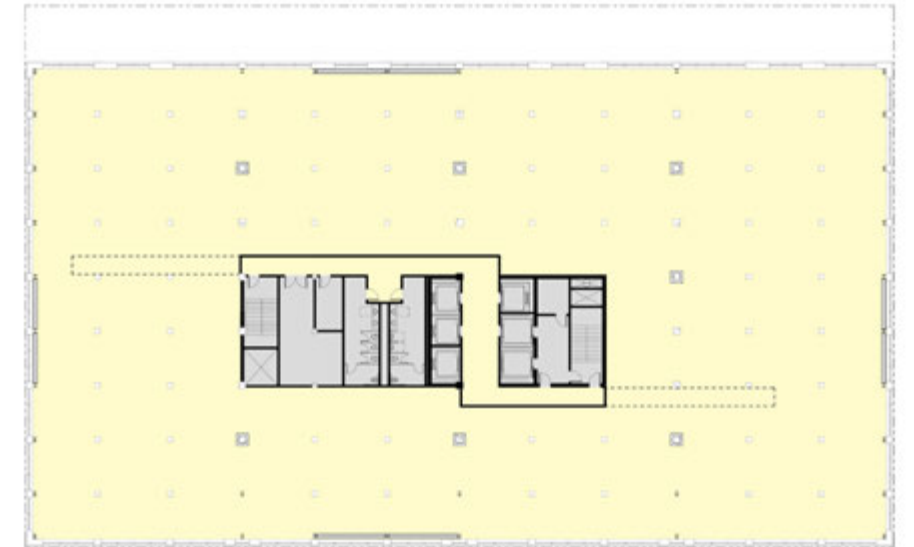
CONCEPT 3 | PREFERRED



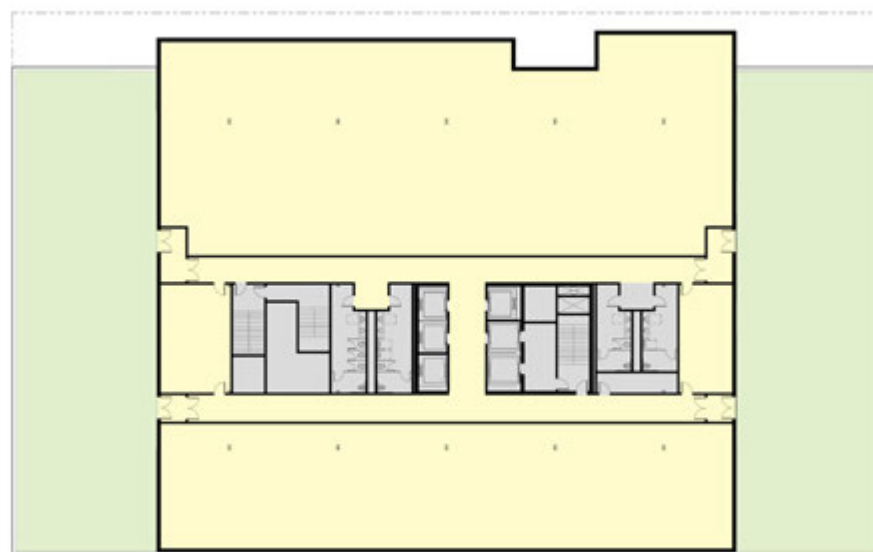
Basement Floor Plan



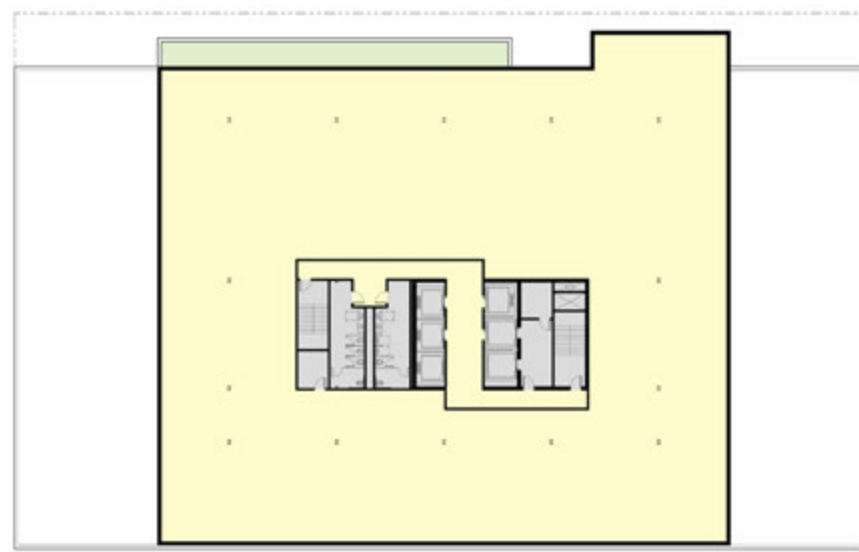
Ground Floor Plan



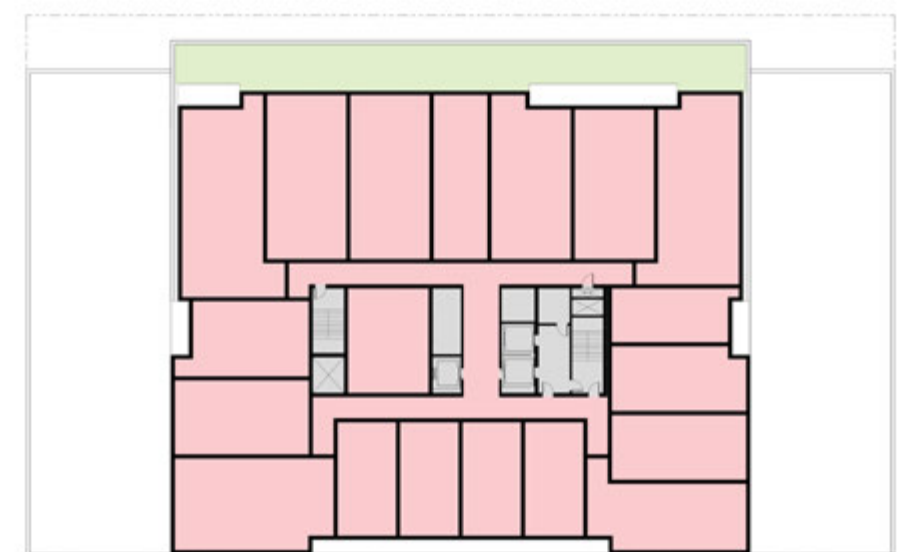
Typical Existing Office Floor



Sixth Floor Plan



Seventh Floor Plan



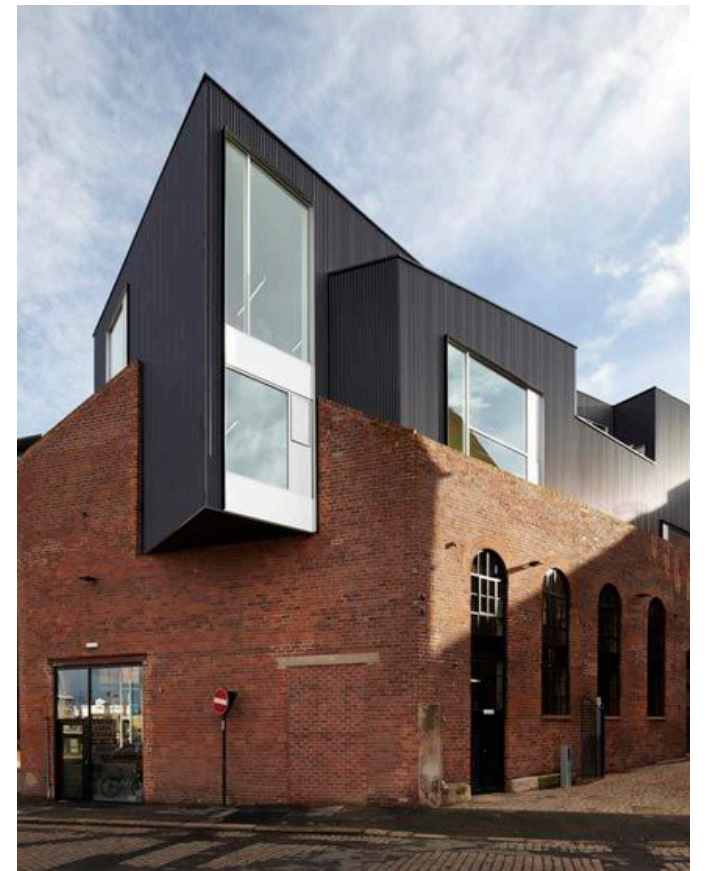
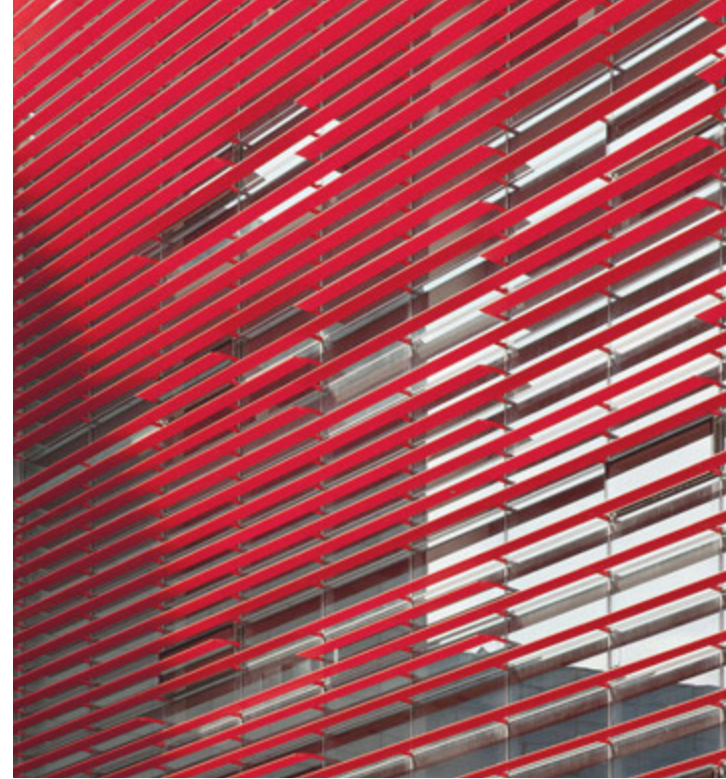
Typical Residential Floor

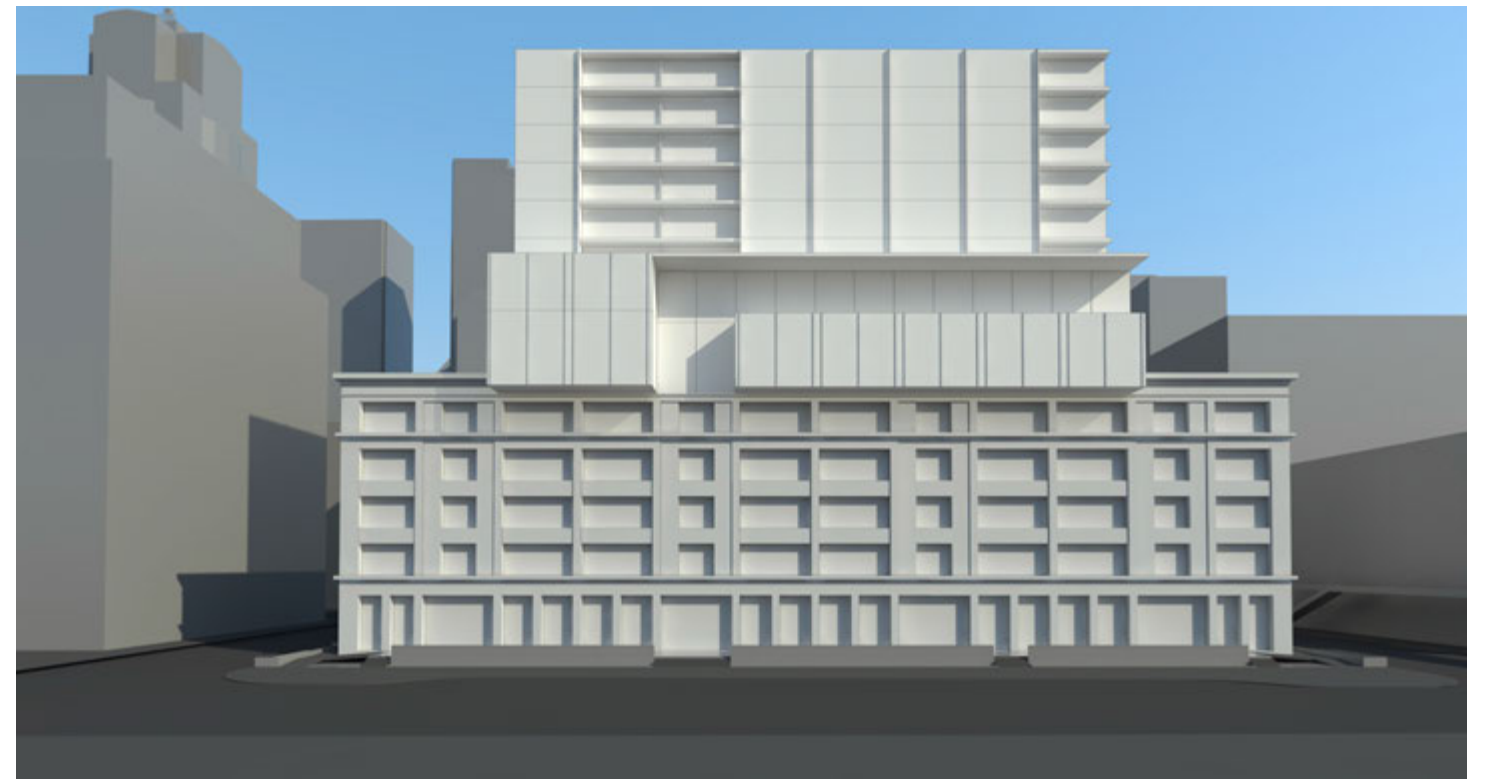
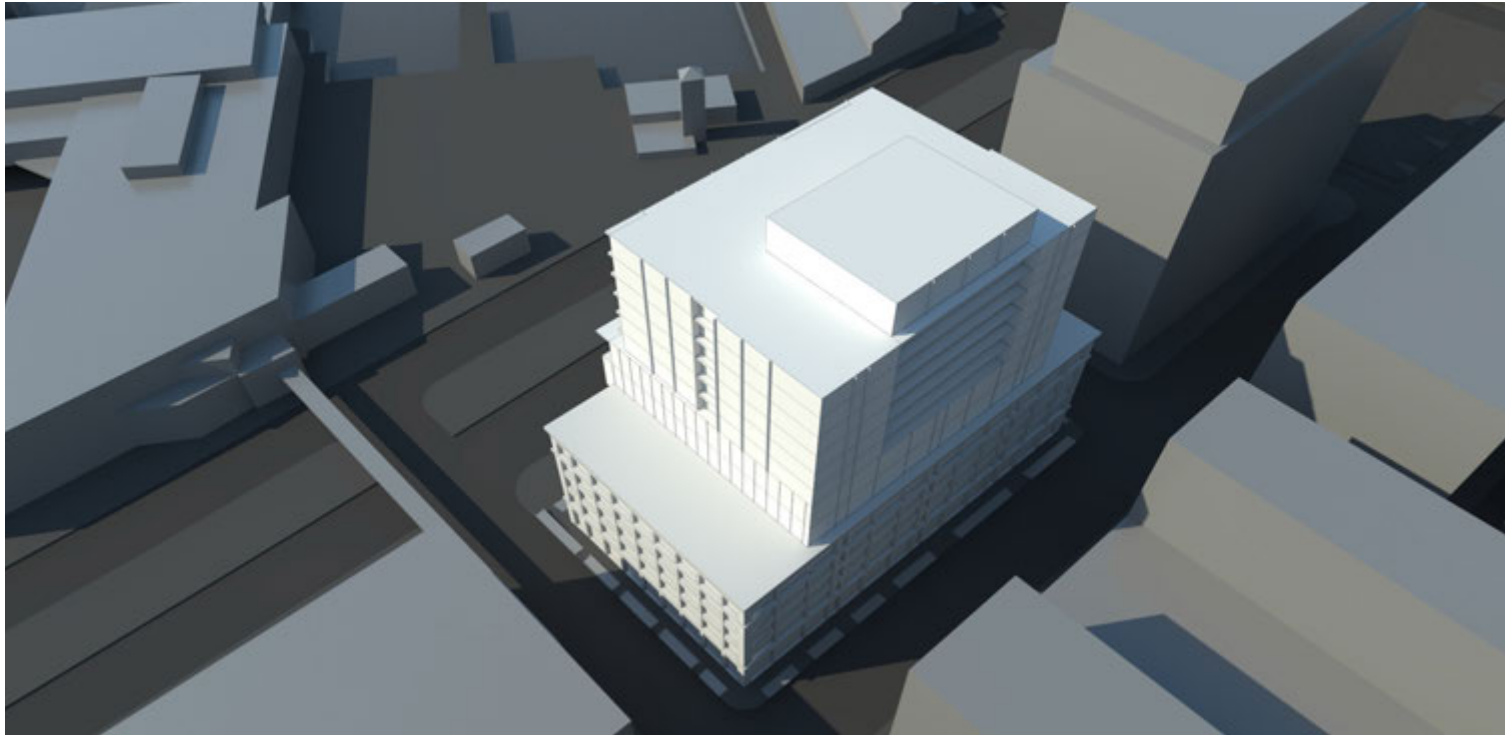
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9.0

PREFERRED CONCEPT DEVELOPMENT

CONCEPT PRECEDENTS AND ADDITIONAL VIEWS





9.0

PREFERRED CONCEPT DEVELOPMENT

COMPOSITE FLOOR PLAN

Separate lobbies and entrances are proposed for each of the building’s major functions to promote life and activity on all sides of the building.

The residential lobby / entrance is located on the quieter, more intimate Western Avenue.

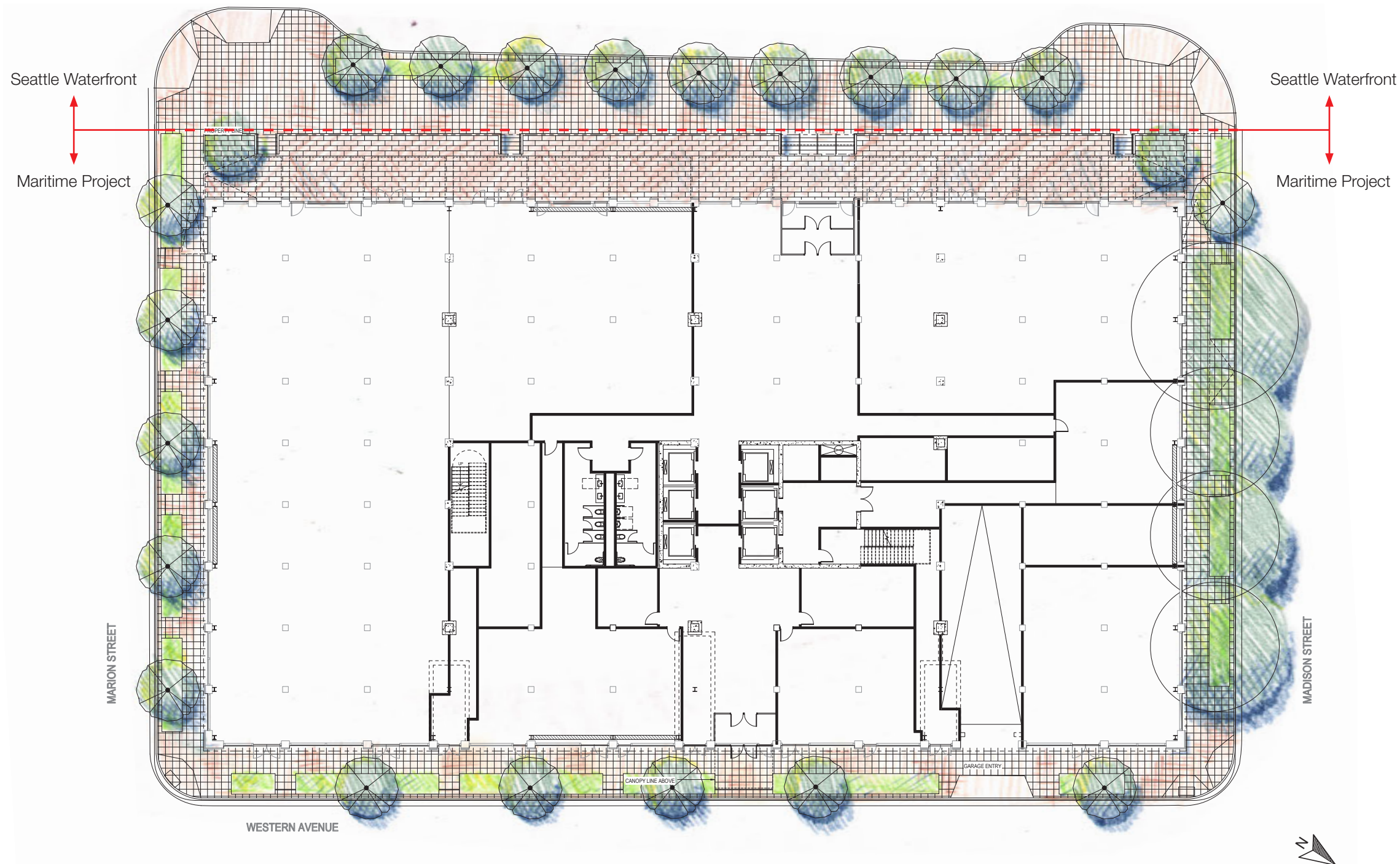
The commercial office building lobby / entrance is located on the automobile-oriented and newly transformed Alaskan Way.



PREFERRED CONCEPT DEVELOPMENT**COMPOSITE LANDSCAPE PLAN**

The Maritime building project will have new streetscape on all four surrounding streets that conforms to the character of the adjoining blocks. Marion Street, Western Avenue and Madison Street each have 12-foot-wide sidewalks which will receive new SDOT standard concrete pavement. The sidewalks will be regraded to comply with ADA standards. New shrub planting beds will be located in tree pits under the existing Norway Maple trees on Madison Street, and under the proposed trees on Western Avenue and Marion Streets. There will be a 12-inch-wide strip of concrete pavement along the existing curb for the convenience of passengers getting out of cars. Breaks in the planting strip will provide access to the sidewalk for passengers of parked cars or people being dropped off. A wider break in the planting strip on Madison Street will provide access from the proposed on-street loading space to the loading entrance. There will be a wider break in the planting strip at the residential entry on Western Avenue, framed by proposed street trees.

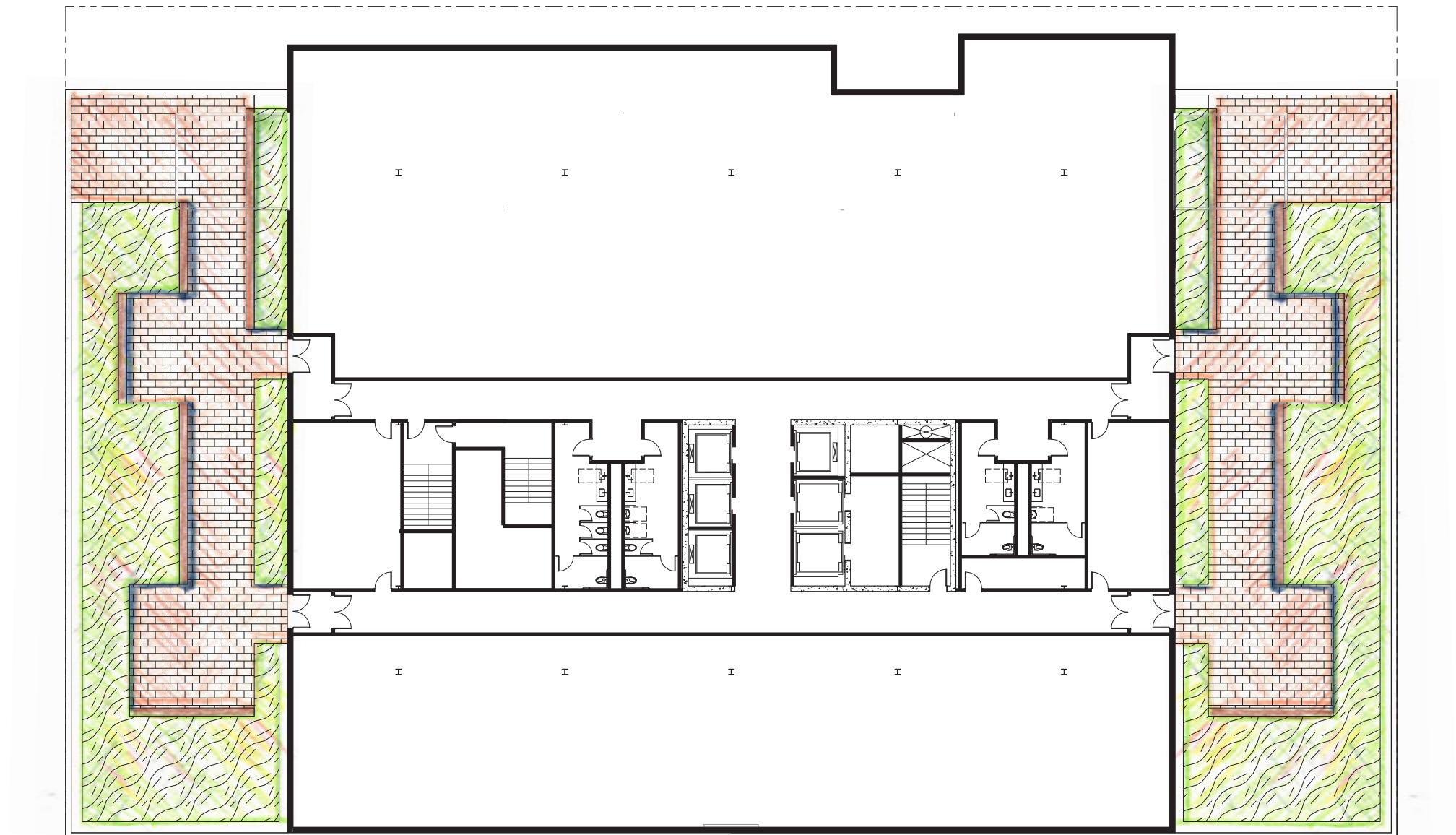
Street trees and shrub plantings will be held back from the underground parking entry on Western Avenue. On Alaskan Way the building will have a 13-foot-wide raised terrace with decorative paving for pedestrian circulation and the use of adjacent retail tenants. The new office entry will have a wide set of stairs, and ADA access is provided at the north and south ends of the raised terrace. Along the edge of the terrace will be a two-foot-high wall with a 32-inch-high rail along the front. The streetscape along Alaskan Way is part of the new Seattle Waterfront Project and is not part of the project. The projects will be coordinated.



9.0

PREFERRED CONCEPT DEVELOPMENT

LEVEL 6 CONCEPT PLAN



ROOF AMENITY DECK CONCEPT PLAN

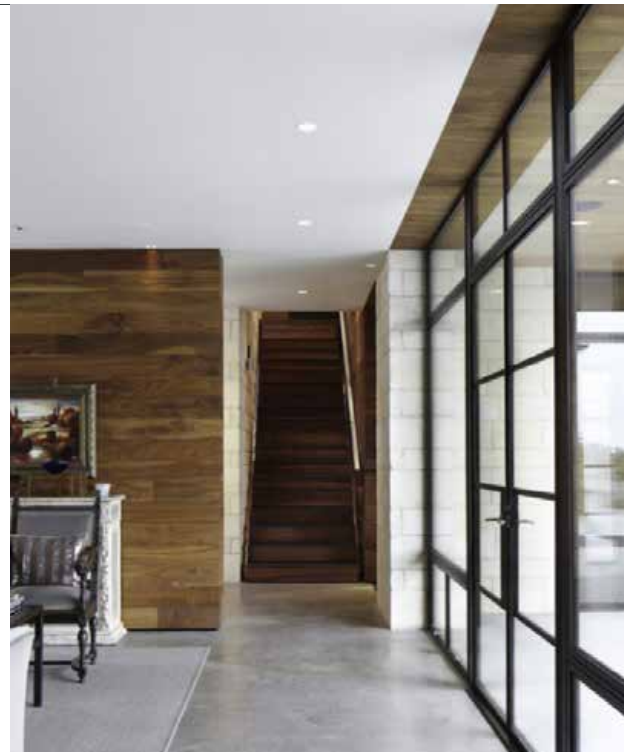


9.0

PREFERRED CONCEPT DEVELOPMENT

SIGNAGE CONCEPTS





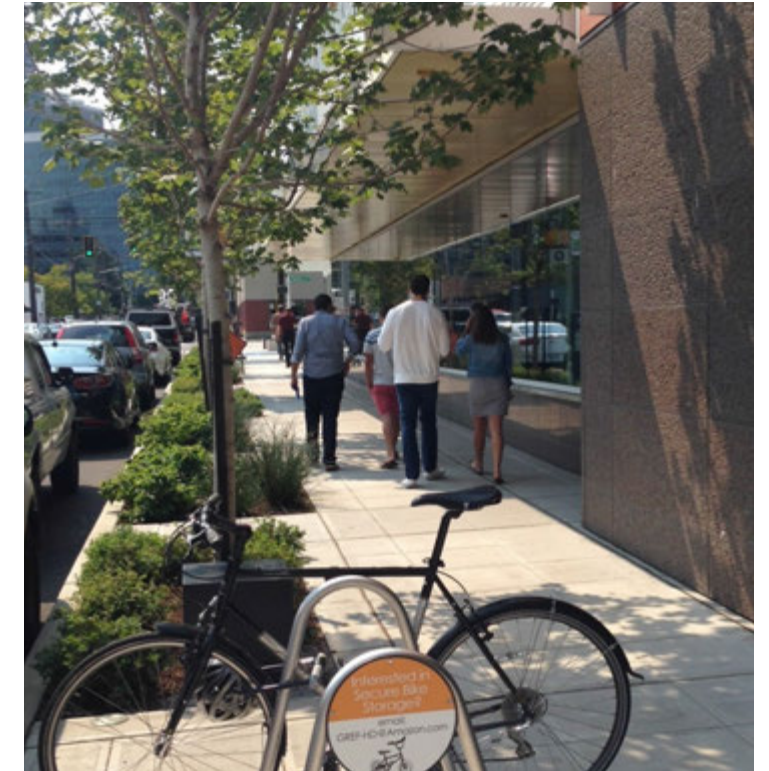
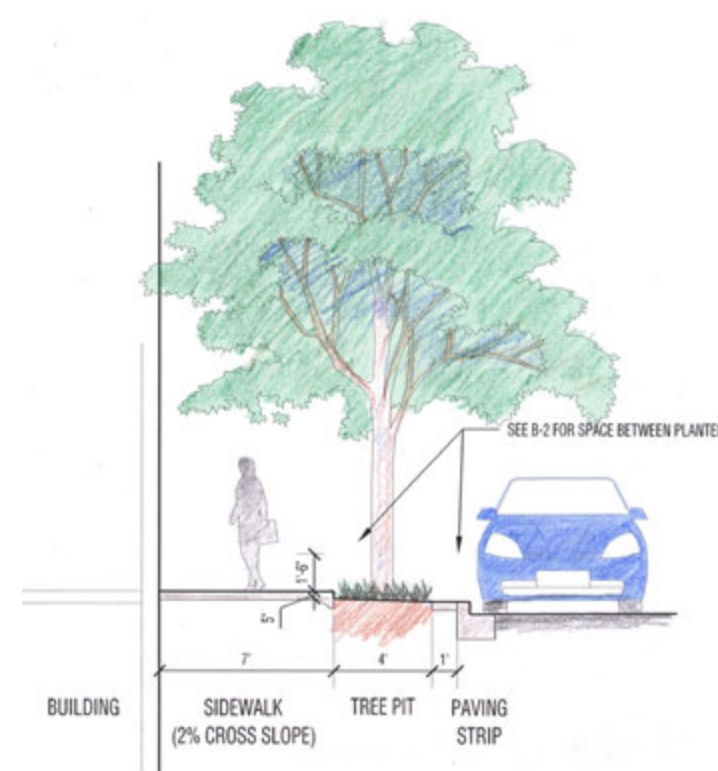
9.0

PREFERRED CONCEPT DEVELOPMENT

STREETSCAPE: WESTERN AVENUE - EXISTING



STREETSCAPE: WESTERN AVENUE - PROPOSED



PREFERRED CONCEPT DEVELOPMENT

PEDESTRIAN EXPERIENCE: WESTERN AVENUE

Highly visible, quality retail shops and redeveloped sidewalks will create an enhanced pedestrian environment.



9.0

PREFERRED CONCEPT DEVELOPMENT

STREETSCAPE: RESIDENTIAL ENTRY

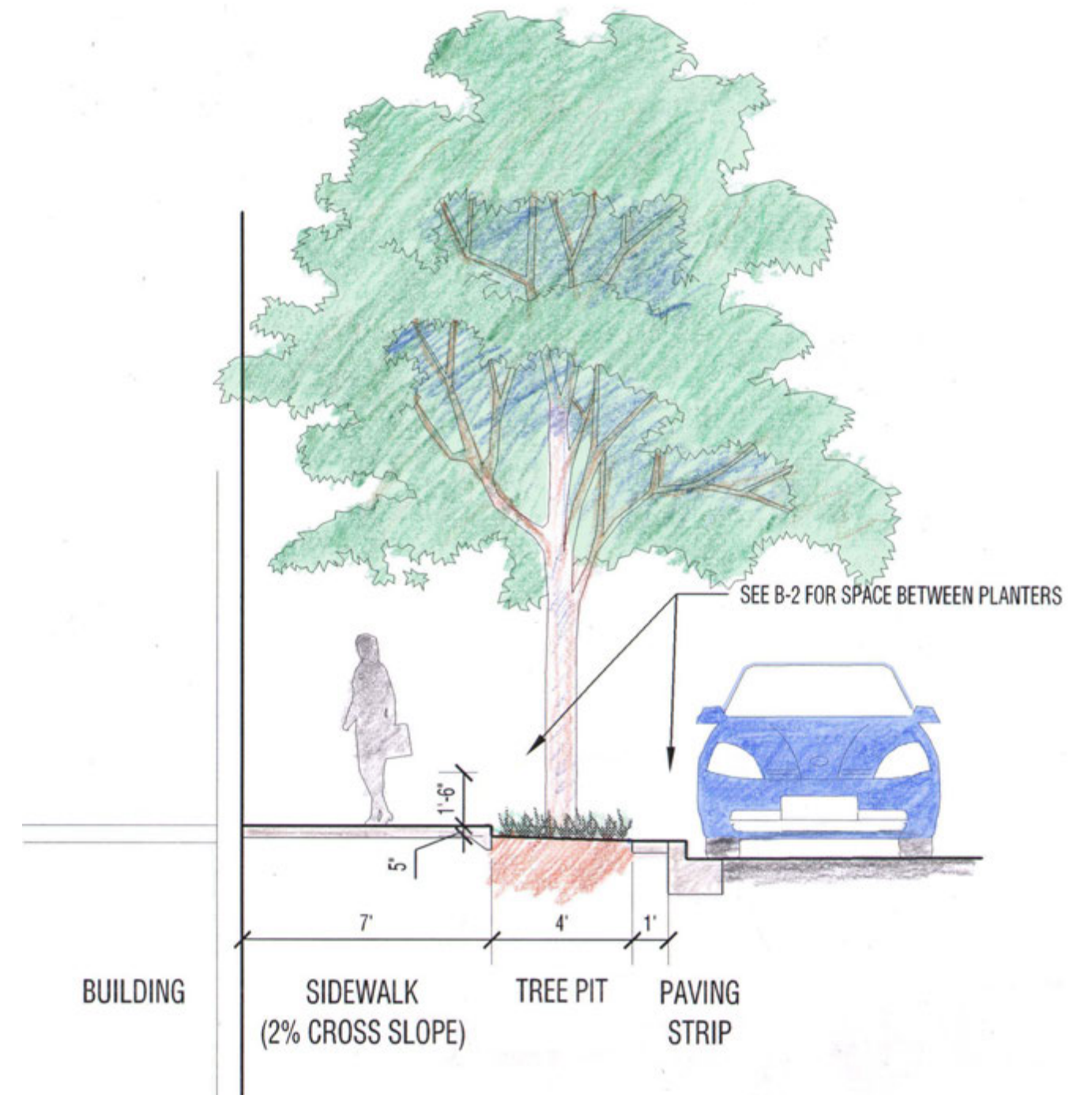
An active and transparent residential lobby is planned along Western Avenue to support the growing 24 hour lifestyle.



STREETSCAPE: MARION/MADISON - EXISTING



STREETSCAPE: MARION/MADISON - PROPOSED



9.0

PREFERRED CONCEPT DEVELOPMENT

STREETSCAPE: THE WATERFRONT - EXISTING



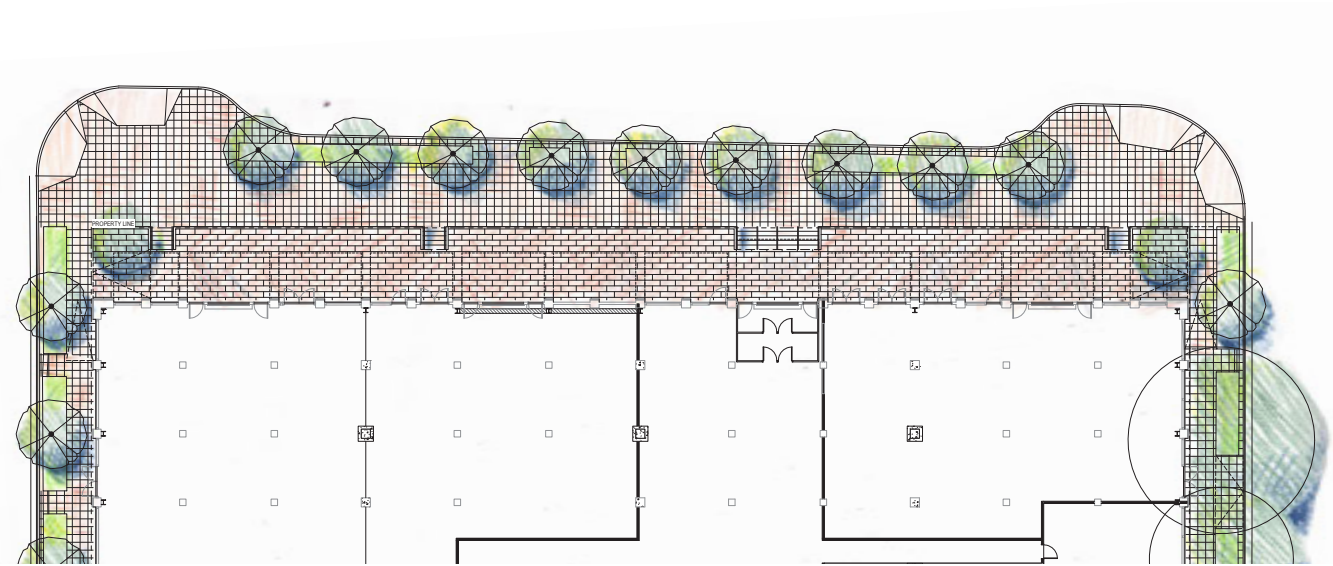
STREETSCAPE: THE WATERFRONT - PROPOSED



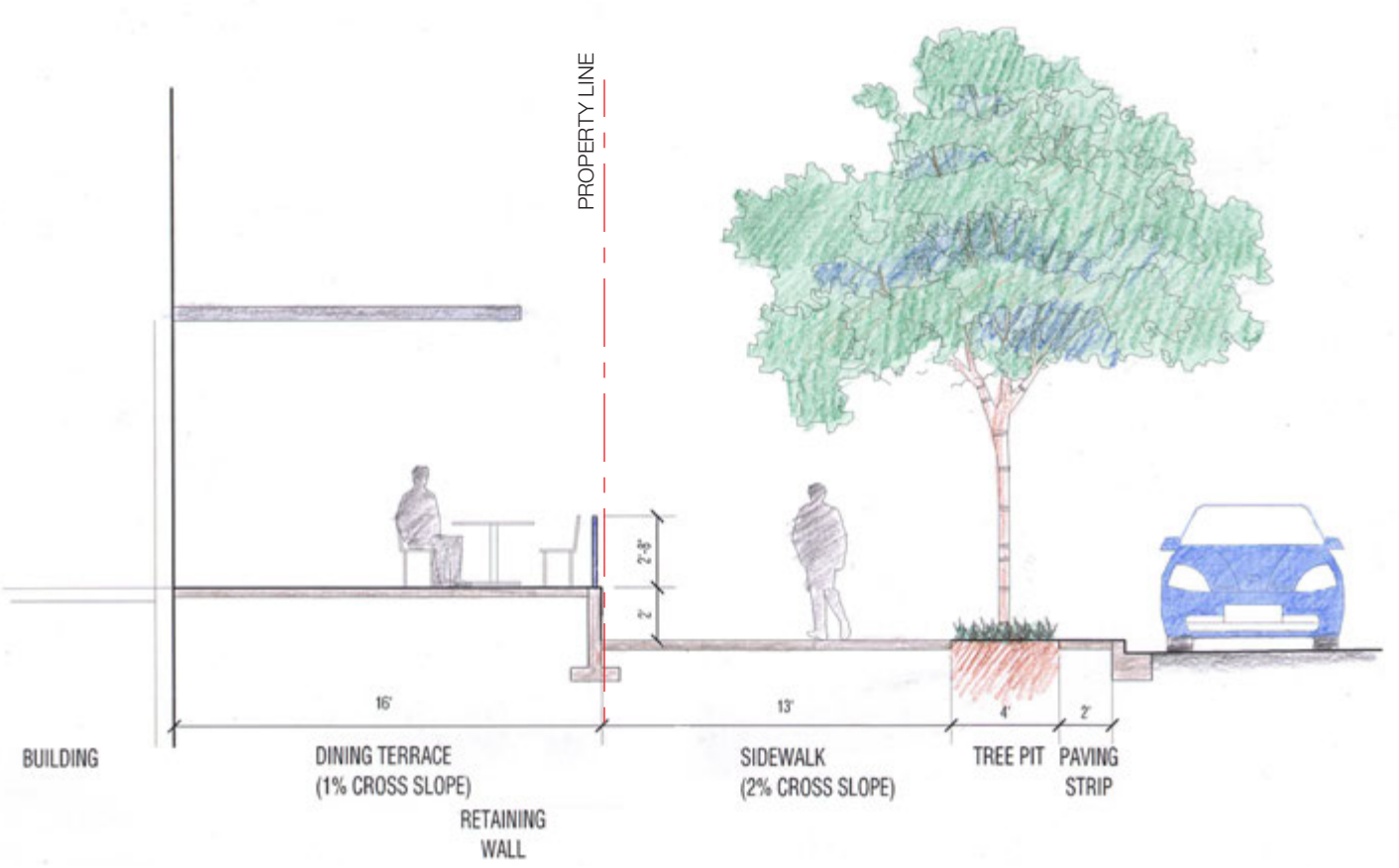
9.0

PREFERRED CONCEPT DEVELOPMENT

STREETSCAPE: ALASKAN WAY - PROPOSED



ALASKAN WAY - PROPOSED PLAN AND SECTION



PREFERRED CONCEPT DEVELOPMENT

STREETSCAPE: ALASKAN WAY - PROPOSED

Highly visible, quality retail shops and redeveloped sidewalks will create an enhanced pedestrian environment.

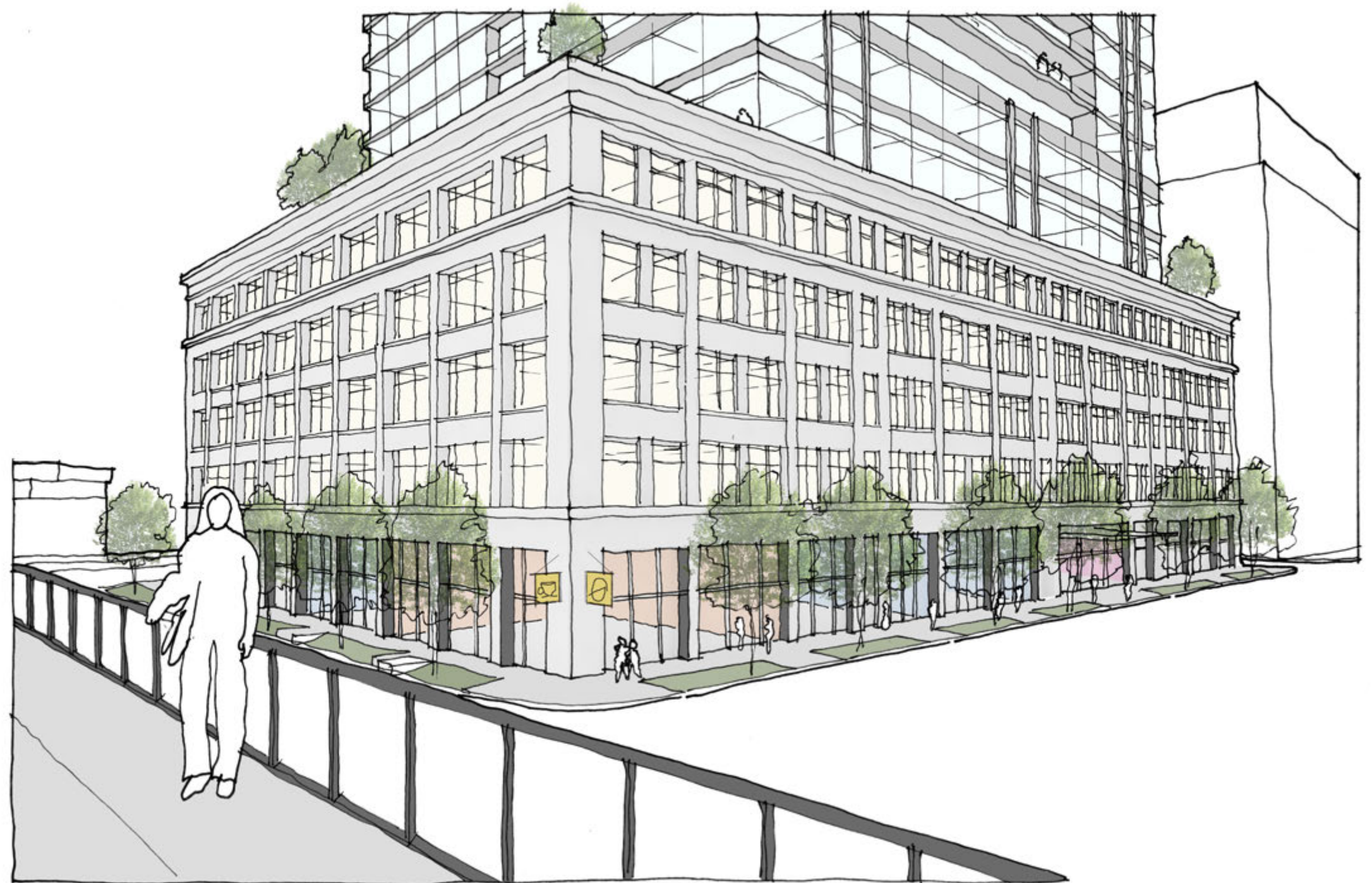


9.0

PREFERRED CONCEPT DEVELOPMENT

GROUND LEVEL STUDY - ALASKAN WAY

The architectural expression of the re-imagined maritime building seeks to maintain the existing building lines and carry them up through the facades of the addition to create an expression that distinguishes the old from the new yet establishes a unified whole.

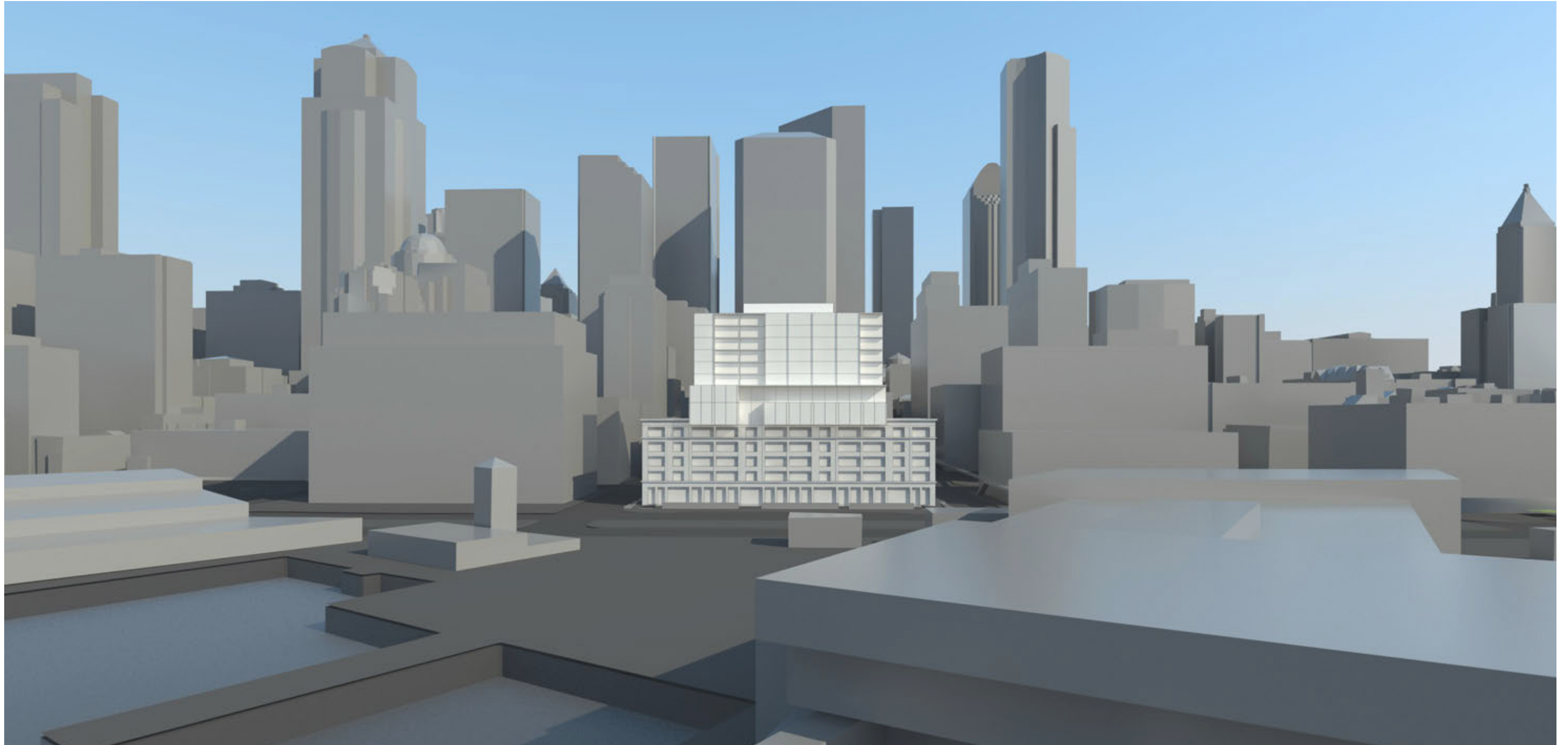




9.0

PREFERRED CONCEPT DEVELOPMENT

PROPOSED CONCEPT FROM WATERFRONT





10.0

DEPARTURES

CONCEPT 2
CODE SECTION 23.49.058

Subject
Downtown Mixed Commercial: Upper-level development standards

Requirements Summary
Façade modulation per Table 23.49.058A is required above a height of sixty (60) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line. No modulation is required for portions of a façade set back fifteen (15) feet or more from a street property line.

Any portion of a façade exceeding the maximum length of façade prescribed on Table 23.49.058A shall be set back a minimum of fifteen (15) feet from the street property line for a minimum distance of sixty (60) feet before any other portion may be within fifteen (15) feet of the street property line.

Departure Request
Departure #1 - Façade Modulation along Western Avenue
Proposed façade length: 160 feet
Maximum façade length: 125 feet
Departure request: 35 feet along Western Avenue.

Rationale
This concept takes cues from the proportional composition of the existing Maritime Building façade and responds to the massing of the Old Federal Building across the street with a positive figure / ground gesture in the massing along Western Avenue.

Design Guidelines Supported:
A-1.c
Site Planning and Massing; patterns of urban form.

A-2.a
Site Planning and Massing; sculpt or profile the facades.

B-1.b
Architectural Expression; respond to neighborhood context.

B-1.d
Architectural Expression; respond to neighboring buildings with effective massing compositions.

B-3
Architectural Expression; reinforce the positive urban form & architectural attributes of the immediate area.
B-4 Architectural Expression; design a well-proportioned and unified building.

CONCEPT 3 | PREFERRED
CODE SECTION 23.49.058

Subject
Downtown Mixed Commercial: Upper-level development standards

Requirements Summary
Façade modulation per Table 23.49.058A is required above a height of sixty (60) feet above the sidewalk for any portion of a structure located within fifteen (15) feet of a street property line. No modulation is required for portions of a façade set back fifteen (15) feet or more from a street property line.

Any portion of a façade exceeding the maximum length of façade prescribed on Table 23.49.058A shall be set back a minimum of fifteen (15) feet from the street property line for a minimum distance of sixty (60) feet before any other portion may be within fifteen (15) feet of the street property line.

Departure Request
Departure #1 - Façade Modulation along Western Avenue
Proposed façade length: 160 feet
Maximum façade length: 125 feet
Departure request: 35 feet along Western Avenue.

Rationale
The preferred option responds to the urban context along Alaskan Way, Marion Street and Madison Street through incorporation of view corridor requirements and by taking massing queues from the old Federal Building across the street. The resulting massing approach exceeds the maximum façade length along Western Avenue. This façade will receive significant architectural treatment to respond to the building program as well as the surrounding urban context.

- Design Guidelines Supported:**
- A-1.c
Site Planning and Massing; patterns of urban form.
 - A-2.a
Site Planning and Massing; sculpt or profile the facades.
 - B-1.b
Architectural Expression; respond to neighborhood context.
 - B-1.d
Architectural Expression; respond to neighboring buildings with effective massing compositions.
 - B-3
Architectural Expression; reinforce the positive urban form & architectural attributes of the immediate area.
 - B-4
Architectural Expression; design a well-proportioned and unified building.

DEPARTURE DIAGRAM FOR PREFERRED CONCEPT

