



EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3017467

Address: 220 W. Harrison Street

Applicant: Erik Mott, Perkins+Will Architects, for Martin Selig Real Estate

Date of Meeting: Wednesday, September 10, 2014

Board Members Present: Katherine Idziorek, Chair
Christine Harrington
Boyd Pickrell
Janet Stephenson

Board Members Absent: Mindy Black

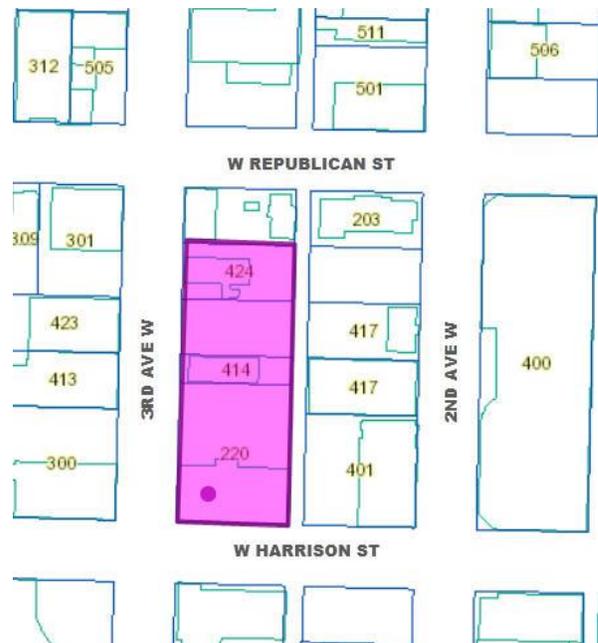
DPD Staff Present: Michael Dorcy

SITE & VICINITY

Site Zone: NC3-65

Nearby Zones: (North) NC3-40
(South) NC3-65
(East) NC3-65
(West) NC3-65

Lot Area: 43,200 SF



Current Development:

The site comprises the entire half block west of the alley and includes the northernmost lot that faces onto W. Republican Street, currently developed with two modest-sized residential structures. Two modest-sized offices occupy the mid portion of the block long with two surface parking lots. A two-story office structure, extending between 3rd Avenue W. and the alley to the east, covers the southern portion of the proposal site.

Surrounding Development and Neighborhood Character:

The site lies three and one half blocks due west of the Seattle Center in the Uptown area of Queen Anne hill. The immediate vicinity is a mixture of residential and commercial buildings, in a variety of sizes and scales and representing a variety of styles over the span of a century.

Access:

The east property line of the development site abuts a paved alley 16 feet in width which provides vehicular access to the site.

Environmentally Critical Areas:

There are no Environmentally Critical Areas on site which slopes approximately 39 feet from the northeast corner to the southwest corner.

PROJECT DESCRIPTION

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

The packet includes materials presented at the meeting, and is available online by entering the project number (3017467) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The site lies within the Uptown Urban Center and the applicants offered three architectural massing concepts for comment. The first was identified as the “Step” and showed a building whose envelope filled the site, but stepped down a story at about the two-thirds point of the building. A second option, the “Bridge,” showed two masses joined at the middle of the block with a narrow bridge element that allowed for niches both east and west, providing for mid-block entry and open space. The “Link” was the third and preferred option. As in the second option, the building was divided into roughly two masses, the overall mass pinched at the middle with the top floor of the northern mass narrowed to become a tongue that grasped and overrode the southern mass that was reduced in height by a story. (See the three distinct schemes comparatively displayed on p. 19 of the packet.)

PUBLIC COMMENT

Public comments delivered at the EDG meeting included the following remarks:

- The site was near the South Korean Consulate and there was an opportunity to make some linkage to that fact, perhaps through artwork or other gestures.
- W. Harrison Street as a direct connection to the Seattle Center and the “lake to bay” trail joining W. Thomas Street, with the pedestrian and bike overpass to the Elliott Bay just a block away provide additional opportunities for way-finding, lighting, and other gestures.
- It was pointed out that the site was historically significant as the location of an early Seattle brothel.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance:

Massing, Scale and Entries

- It was generally thought that the big gesture shown were good and on the right track; the smaller pieces needed more thought and expression; for instance, the Board discussed the midblock entry along 3rd Avenue W. and were generally agreed that, while it was the proper location for a main entry, the building needed further pedestrian permeability at its two corners.
- The corner at W. Harrison Street and 3rd Av. W, and the frontage along W. Harrison Street needed special attention; an entry could be an entry into that space only, which need not be in a building of this magnitude an office use.
- It was noted that this was the “park character” area of Uptown and this fact and the topography of the site should take on informing roles when attending to the building’s entries.
- Look into the way treatment of the massing of the building, especially breaking it down into different architectural expressions, could tame the “big building” feel, and make it lighter, happier and less monolithic; leave the monoliths to graze along Elliott Avenue W.

The Pedestrian Realm

- Look into opportunities for an exterior, urban room at the corner of 3rd Av. W. and W. Harrison St.
- Provide lush landscape, lighting along W. Harrison Street as much as possible.
- Create flexible spaces that could support future retail if not now.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

Uptown Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-II Streetscape Compatibility

CS2-II-ii. Uptown Park: Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area. New developments may elect to take inspiration from the Uptown Park District Landscaped Streets Element as endorsed by the Uptown Alliance, for the format of the streetscape. However, adherence to the landscaped streets element is voluntary.

CS2-III Corner Lots

CS2-III-i. Addressing the Corner: Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

Uptown Supplemental Guidance:

PL2-I Entrances Visible from the Street

PL2-I-i. Prominent Entrances: Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

PL2-I-ii. Street Life: Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Pedestrian-Friendly Entrances: 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.

PL2-II-iii. Pedestrian Experience: Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. v).

PL2-II-iv. Lighting: Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

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.

DC2-B Architectural and Facade Composition

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

Uptown Supplemental Guidance:

DC2-III Human Scale

DC2-III-i. Proportioned Design: 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.

DC2-III-ii. Reduce Visual Bulk: Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

DC2-III-iii. Weather Protection: The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting, less massive appearance.

DC2-III-iv. Integrated Exterior Features: Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged. Signs should be integrated into the overall design of the building. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged. lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

Uptown Supplemental Guidance:

D

DC4-III Commercial Signage

DC4-III-i. Preferred Signage: Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and

similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Early Design Guidance meeting there were no requests for departures from development standards.

RECOMMENDATIONS

The Board recommended (4-0) that the proposal proceed to design development and MUP application.

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