



McKay Block

EARLY DESIGN GUIDANCE
July 2nd, 2008



Vision and Objectives

LOCATION MAP



PROJECT SUMMARY

The project scope includes a full block redevelopment on the block in the South Lake Union neighborhood bounded by Mercer Street, Westlake Avenue North, Broad Street and 9th Avenue North. The project includes approximately 225,000 SF of commercial office space, ground floor retail, and below grade parking.

Also located on the block is a City of Seattle landmark consisting of two structures: the Ford McKay and Pacific McKay Buildings. As a direct result of the widening of Mercer Street as part of the Mercer Corridor Project, the historically significant portions of the two buildings are proposed for removal and reconstruction as part of the new redevelopment.

Mercer Corridor Acquisition

The Seattle Department of Transportation is targeting to commence construction of the Mercer Corridor Project improvements during the First Quarter 2009. The Mercer Corridor Project includes the widening of Mercer Street to provide more travel lanes, wider sidewalks, a landscaped median, and two-way traffic. The widening requires acquisition of an approximately 70-foot wide strip of property along the northern right-of-way of Mercer Street. The Ford McKay and Pacific McKay Buildings, which together make up a designated Seattle Landmark, are situated on the northwest corner of the intersection of Westlake Avenue North and Mercer Street, within this acquisition area. In order for the Mercer Corridor Project to proceed, the interior showroom of the Pacific McKay Building and the terra cotta clad facades of the Pacific and Ford McKay Buildings will be removed and reconstructed approximately 70 feet to the north of their current locations as part of the full block project.”

Development Goals

- Mitigate the adverse impact of the Mercer Corridor Project by preserving the historically significant portions of the Ford and Pacific McKay Buildings
- Contribute to the overall character of the neighborhood, and abide by the design principles set forth in the South Lake Union Guidelines and recommended by the Design Review Board
- Adhere to the South Lake Neighborhood Plan up-date and South Lake Union Friends and Neighbors Community Council’s (SLUFANCC) top priorities
- Provide pedestrian amenities that complement the proposed Mercer Corridor Project including enlivened retail space at street level
- Provide 225,000 SF of Class A commercial office work environment,
- Design parking to be located below grade within existing site parameters and with driveway curb cuts located only off Broad Street.
- Build a sustainable building that seeks LEED Gold certification

PHOTOS OF ON-SITE LANDMARKED BUILDINGS



Image is property of the *Museum of History and Industry*, Seattle
 Historical View of Pacific McKay from Mercer



Current View of Pacific McKay (left) and Ford McKay (right)



Existing Site

KEY MAP



Photo A View to South-west Corner



Photo B View to North-west Corner



Photo C View to North-east Corner



Photo D View to South-east Corner



Photo E View to South-east Corner

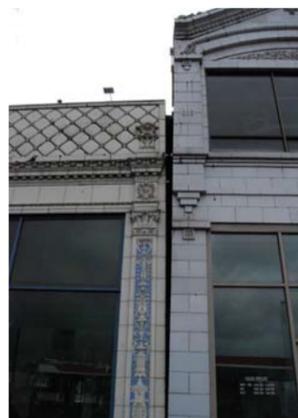


Photo F Gap b/w buildings



Photo G Interior



Photo H Interior



Photo I Interior



Neighborhood Context

KEY MAP

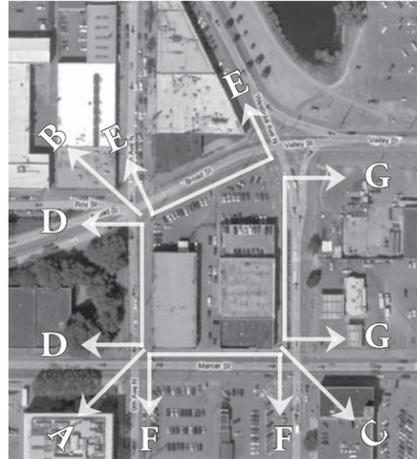


Photo A View to South-west Corner



Photo B View to North-west Corner



Photo C View to South-east Corner



Photo D View to West



Photo E View to North

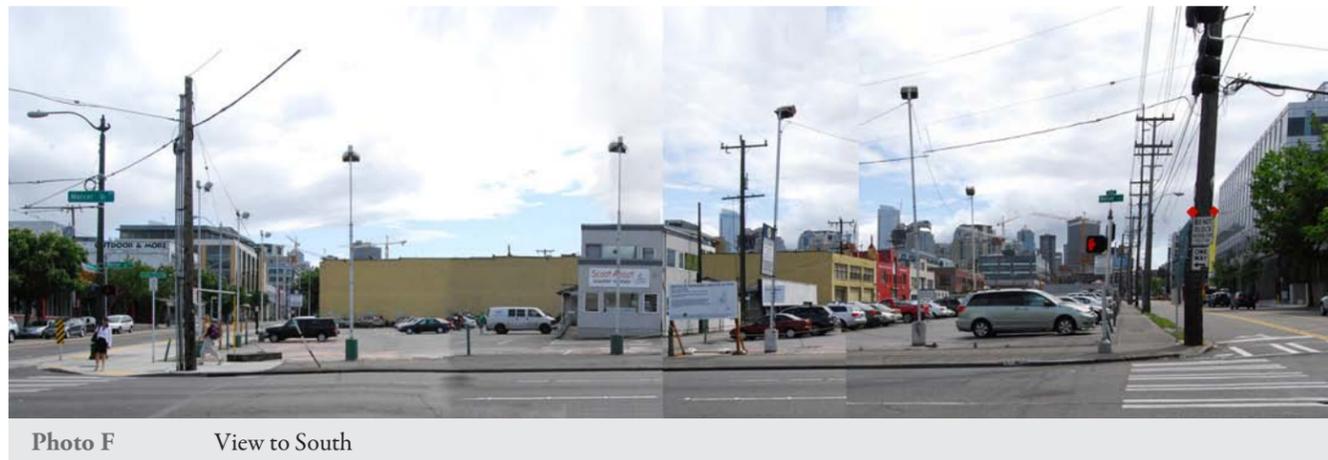


Photo F View to South

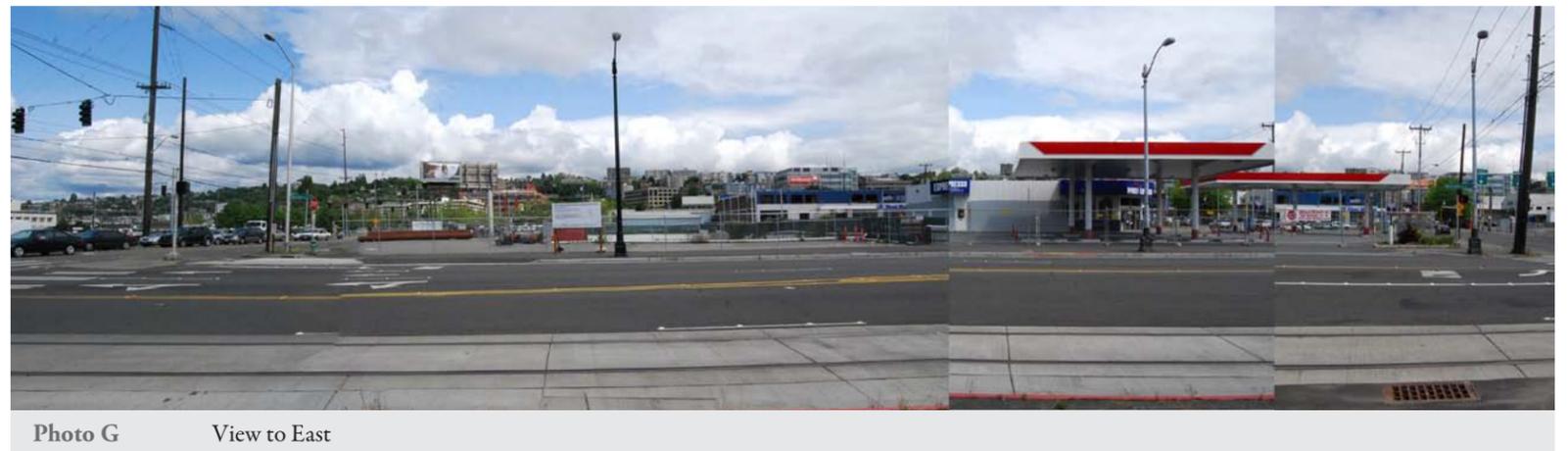
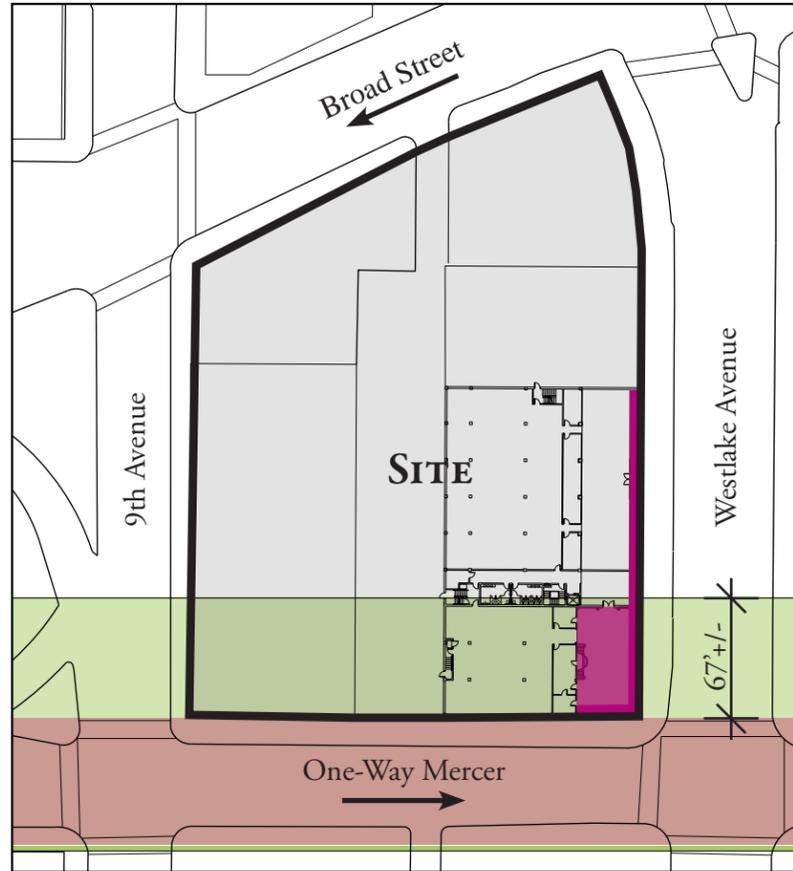


Photo G View to East



Mercer Corridor Project

EXISTING

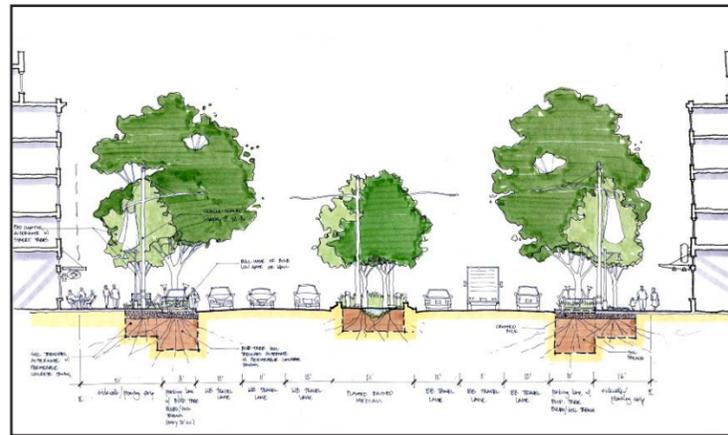


Existing Conditions

- 1-Way Traffic on Mercer
- Both Mercer and Broad Have Heavy Vehicular Traffic
- No Pedestrian Amenities



Existing Mercer



Proposed Mercer Section* A - A



Typical Mercer Streetscape*

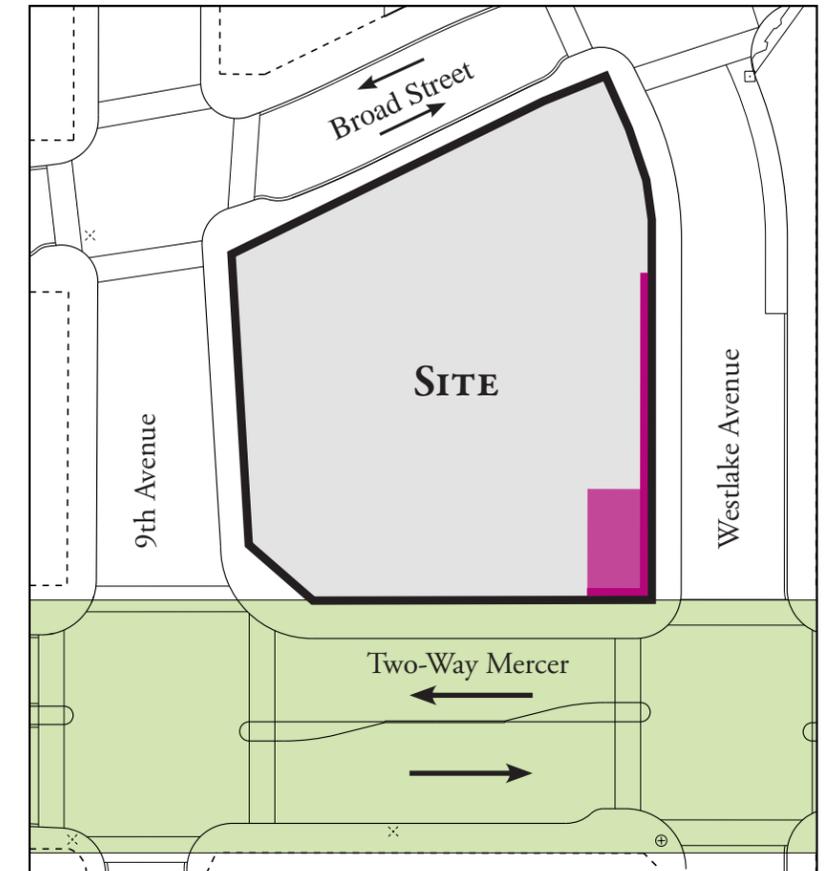


Concept Rendering of a Typical Mercer Intersection*

*Images by Seattle Department of Planning and Development

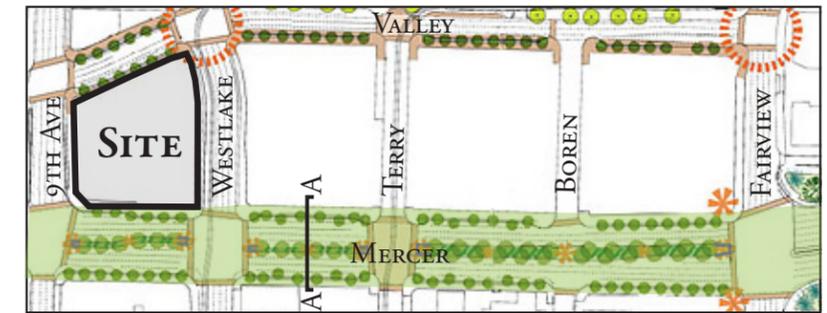
- Area of Proposed Mercer
- Area of Existing Mercer
- Area of Reconstructed Historical Elements

PROPOSED (AFTER MERCER IMPROVEMENTS)



Proposed Conditions

- 2 Way From 9th Ave to I5
- Heavy Vehicular Traffic Restricted to Mercer
- Pedestrian Amenities Include Street Trees, Planted Medians, Sidewalk Pavers, etc.

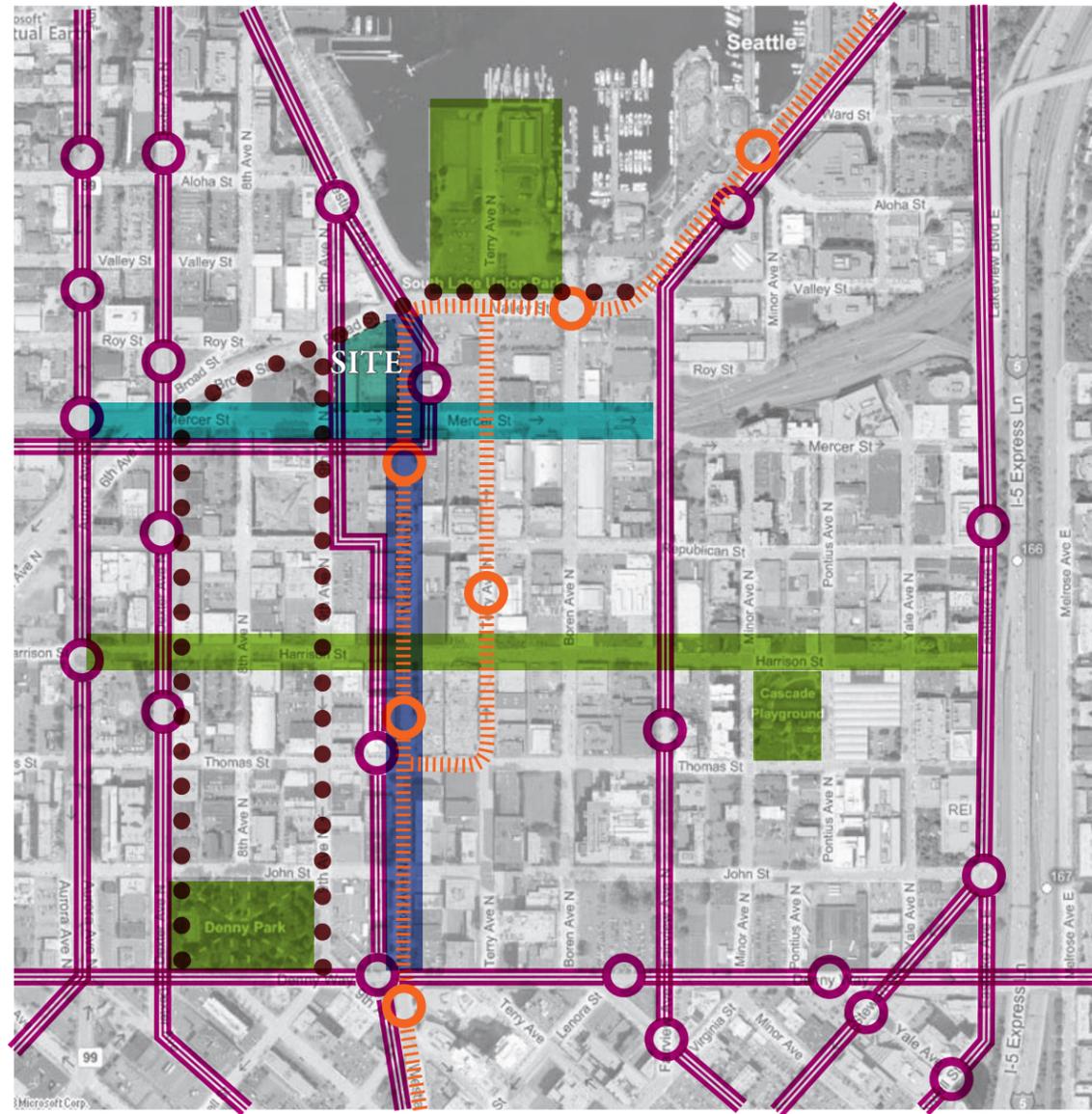


Proposed Mercer



Site Analysis

TRANSPORTATION



- Green Street & Park
- Pedestrian Street - Class I
- Pedestrian Street - Class II
- Metro Bus Line & Stop
- Street Car & Stop
- Bike Route

SOLAR DIAGRAM & VIEWS FROM SITE



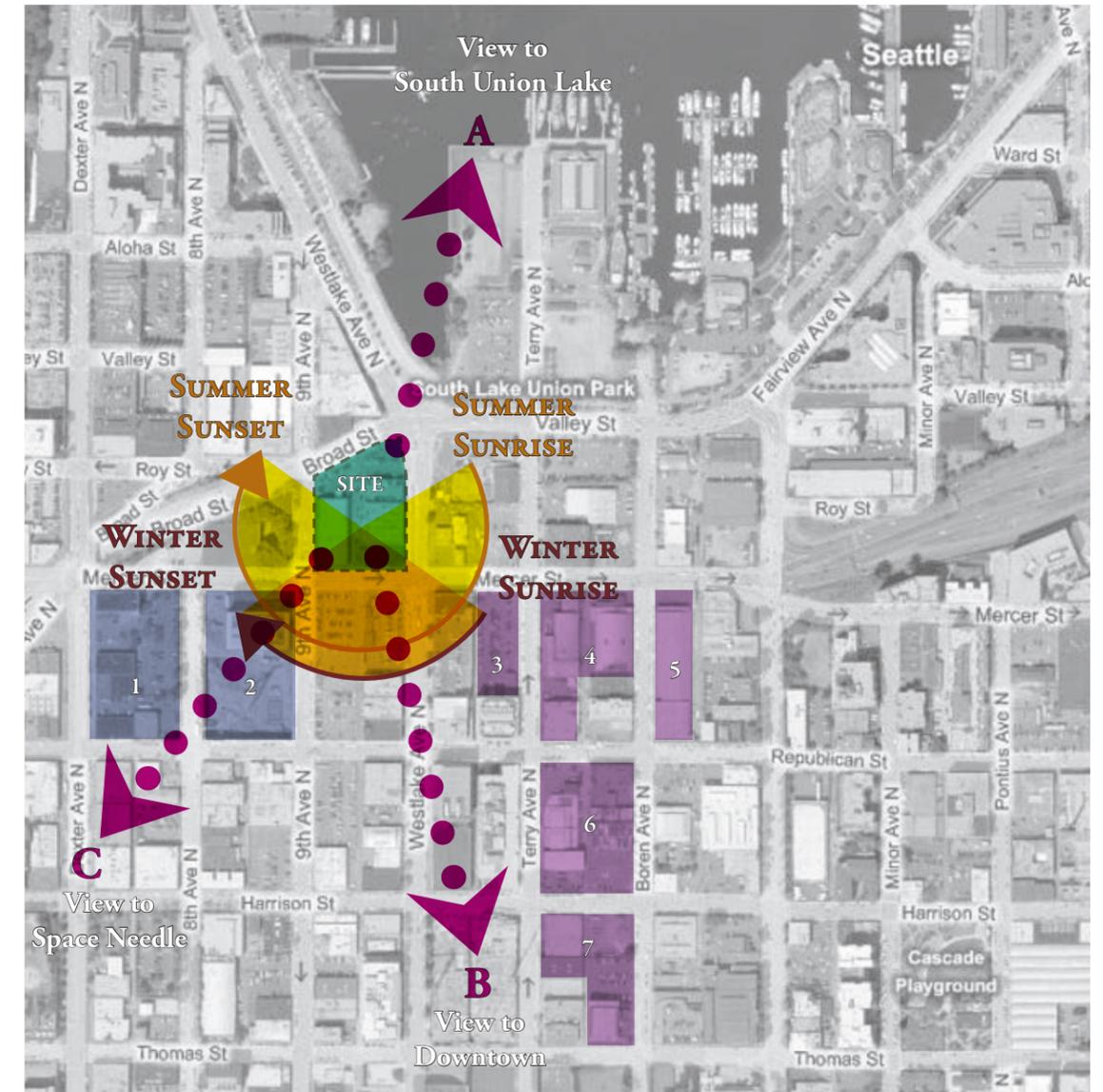
Photo A View to South Lake Union



Photo B View to Downtown



Photo C View to Space Needle



- Solar Orientations
- View from Site
- 1 UW Medicine Phase 3
- 2 UW Medicine
- 3 Amazon Phase 1B
- 4 Amazon Phase 3
- 5 Amazon Phase 2
- 6 Amazon Phase 1A
- 7 Amazon Phase 5



South Lake Union (SLU) DESIGN GUIDELINES

SUB AREA: WATERFRONT

A. SITE PLANNING

A-1 Respond to Site Characteristics

- Encourage provision of "OUTLOOKS AND OVERLOOKS" for the public to view the lake and cityscapes.
- Respond to "HEART LOCATIONS" along Westlake Avenue North. Serve as perceived center of commercial and social activity within neighborhood.

A-2 Streetscape Compatibility

- Provide pedestrian friendly streetscape amenities.
- Configure retail space so that it can spill-out onto the sidewalk.

A-4 Human Activity (SLU -specific supplemental guidance)

- Keep neighborhood connections open, and discourage closed campuses.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods.

B. HEIGHT, BULK AND SCALE

B-1 Height, Bulk and Scale Compatibility

- Address both pedestrian and auto experience.
- Use architectural materials to reduce building scale.

C. ARCHITECTURAL ELEMENTS AND MATERIALS

C-1 Architectural Context

- Reuse and preserve important buildings and landmarks where possible.
- Should be compatible with or complement architectural character and siting pattern of neighboring buildings.

C-2 Architectural Concept and Consistency

- design the "FIFTH ELEVATION" - the roofscape - in addition to the streetscape.

D. PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

- Convenient and attractive access to the building's entry should be provided.
- Providing parking below is preferred.
- Provide clear sight lines to enhance public safety.

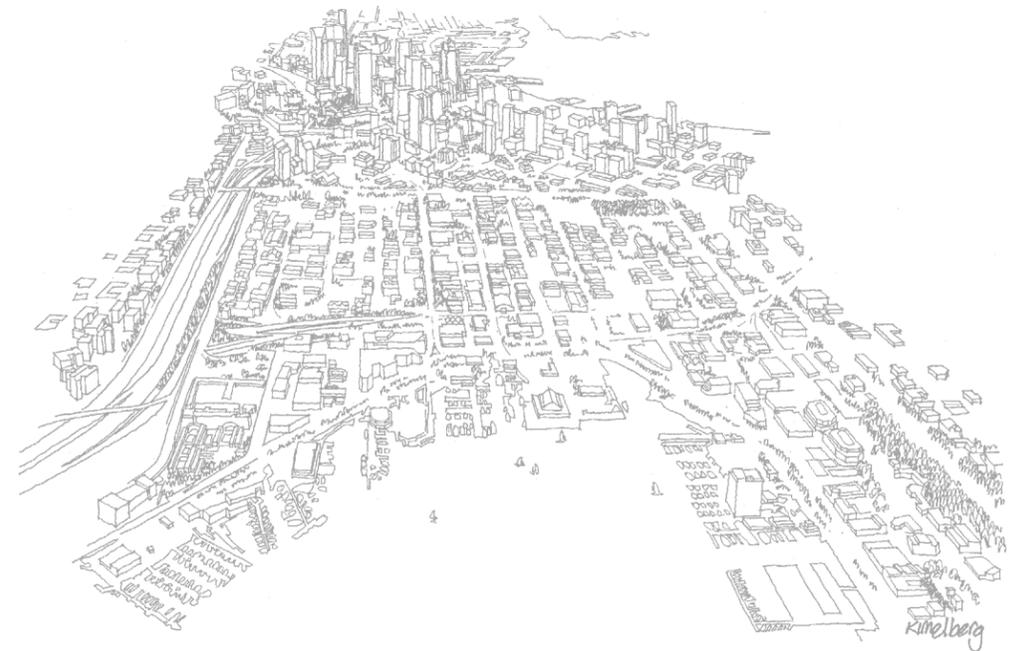
E. LANDSCAPING

E-1 Reinforce Existing Landscape Character of Neighborhood

- Support the creation of a hierarchy of passive and active open space within SLU.
- Encourage landscaping that meets LEED Criteria.
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.

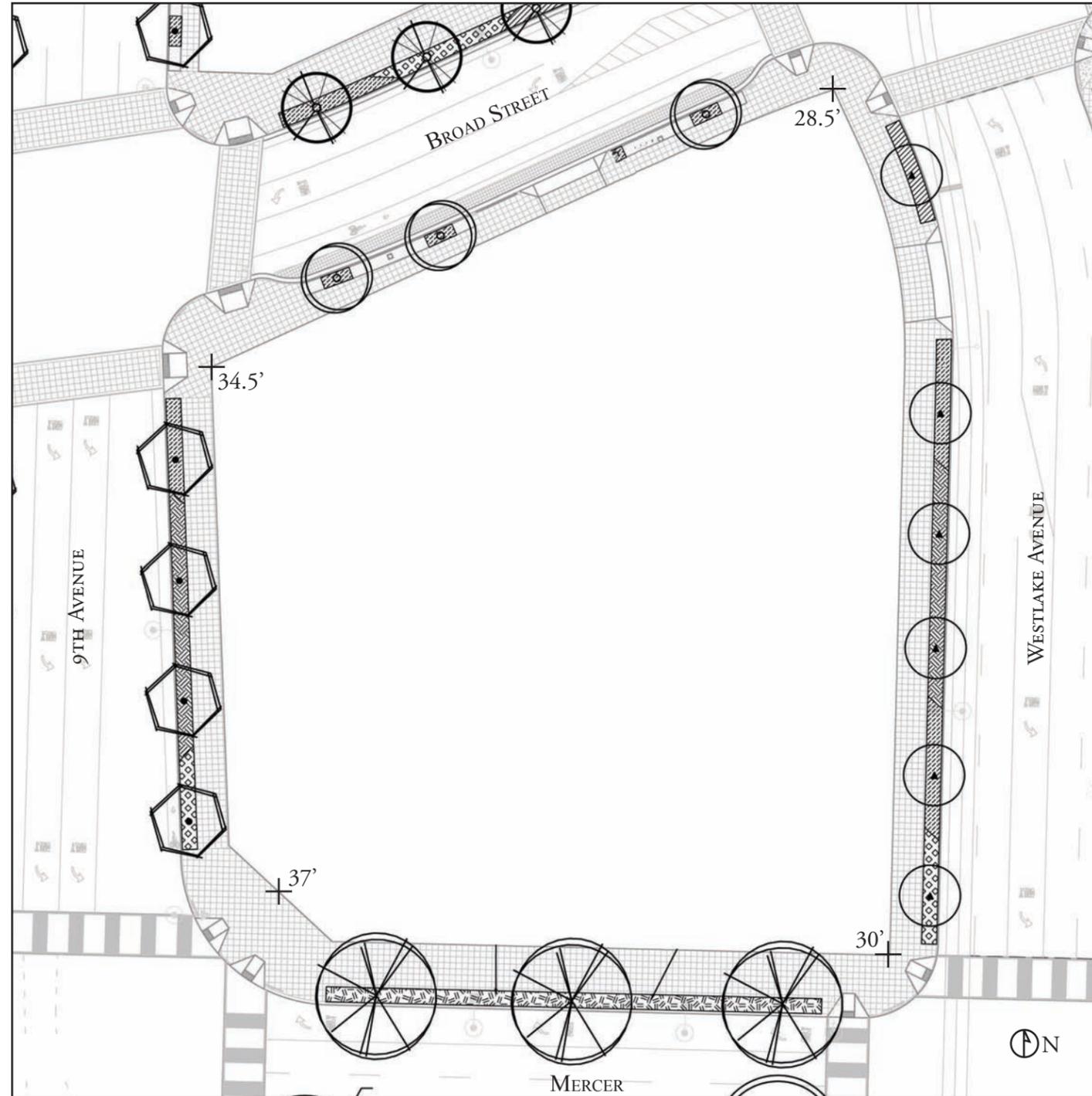
E-3 Landscape Design to Address Special Site Conditions

- Landscaping should be designed to take advantage of view to waterfront.



Project Site Map and Zoning Summary

SITE PLAN



Note: Sidewalk improvements designed by SDOT

ZONING SUMMARY

Zone: Seattle Mixed (SM) 65. Permitted Uses are Retail and Office

Height Limit

Since project is within South Lake Union Urban Center, the height limit can be increased to 85 feet subject to:

- Minimum two floors in structure to be 14 feet floor to floor
- Additional height used to accommodate mechanical equipment
- Additional height permits no more than 6 floors

General Façade Requirements

Minimum façade height along Westlake (Class 1 Street) shall be 45 feet. Minimum façade height along Mercer (Class 2 Street) shall be 25 feet. All facades along Westlake shall be built to street property line along a minimum of 70% of façade length

Façade Transparency Requirement

60% on Westlake and Mercer Streets
30% on 9th Avenue and Broad.

Blank Façade Limits

Along Westlake and Mercer, blank facades limited to 15 feet except for garage doors which may be wider than 15 feet. Total of all blank facades shall not exceed 40% of street façade.

Along Ninth and Broad, blank facades limited to 30 feet wide except for garage doors which may be wider than 30 feet. Total of all blank facades shall not exceed 70% of street façade

Street Level Uses

A minimum of 75% of Westlake must have approved street level uses

Parking in Structures

Along Westlake and Mercer, parking at street level is not permitted unless separated from street by other uses. On Ninth and Broad, up to 70% of street level can be parking that is screened from view at street level and enhanced by architectural detailing

Parking and Loading access

When the lot does not abut an improved alley, parking and loading access may be permitted from the street. Such access shall be limited to (1) two way curb cut or two (1) way curbcuts.

Relocating landmark structures

When a historic landmark structure is relocated, any non conformities with respect to development standards shall transfer with the relocated structure.

Required Parking

Eating and Drinking Establishments: 1 space per each 250 SF

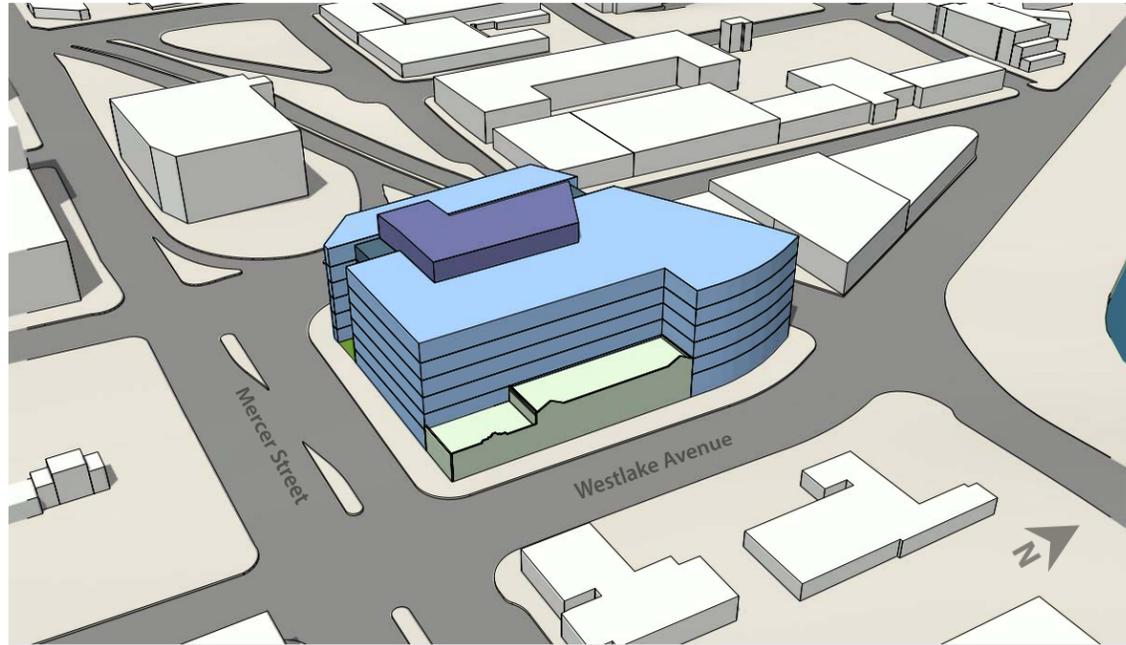
Office: 1 space per each 1,000 SF

Sales and Retail: 1 space per each 500 SF



Design Alternative 1

PERSPECTIVES



View 1 Looking South-east Corner



View 2 Looking North-east Corner



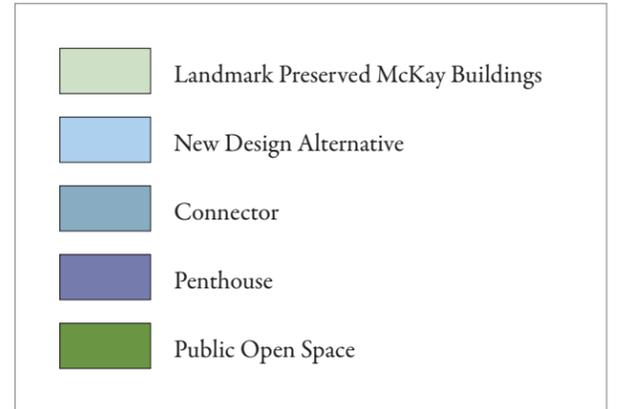
View 3 Looking South-west Corner



View 4 Looking North-west Corner

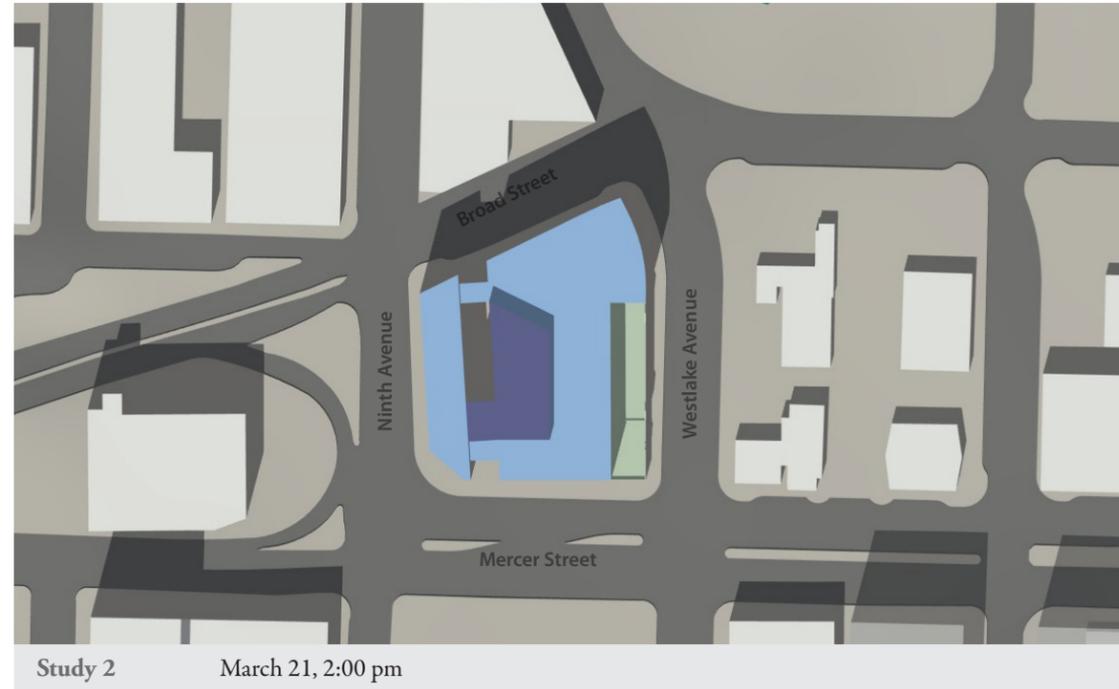
DESIGN ALTERNATIVE ONE

Anchored around an interior courtyard, this scheme takes full advantage of the zoning envelope and fills the entire block. The new buildings abuts the two relocated McKay buildings and forms a vertical backdrop.



Design Alternative 1

SOLAR STUDY



DESIGN ALTERNATIVE ONE

Advantages

- The plan is very efficient and accommodates a tenant seeking a large floor plate
- Interior courtyard provides open space for tenants

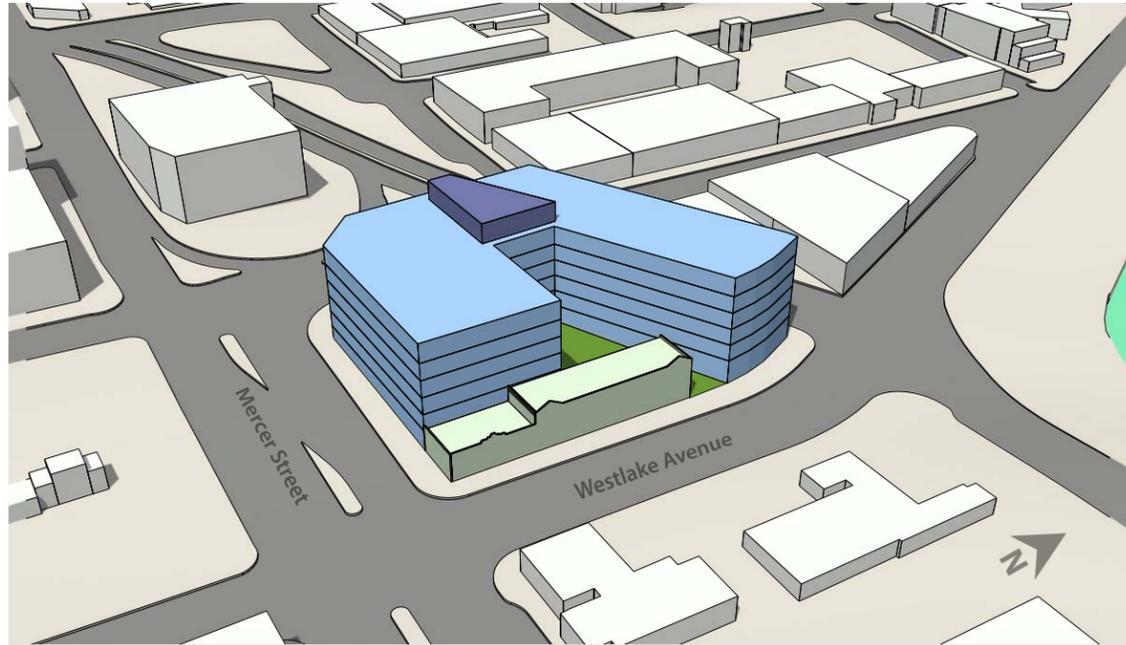
Disadvantages

- The massing is monolithic
- No public open space at street level
- Interior courtyard for tenants receives limited sunlight



Design Alternative 2

PERSPECTIVES



View 1 Looking South-east Corner



View 2 Looking North-east Corner



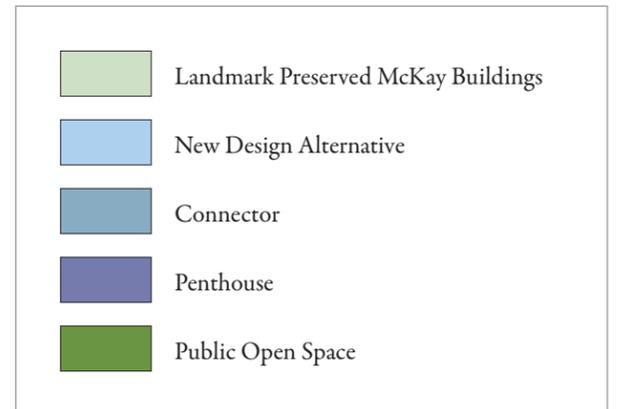
View 3 Looking South-west Corner



View 4 Looking North-west Corner

DESIGN ALTERNATIVE TWO

This scheme orients the project in an east west orientation around a central core and forms an open space at street level behind the relocated Ford McKay building.

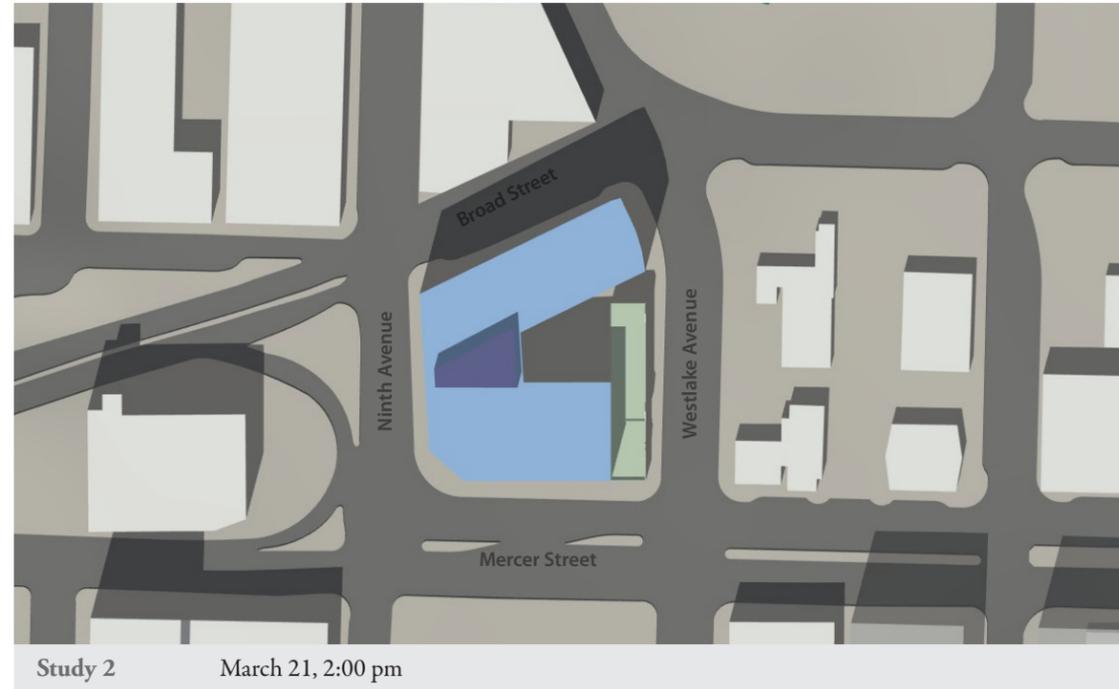


Design Alternative 2

SOLAR STUDY



Study 1 March 21, 11:00 am



Study 2 March 21, 2:00 pm



Study 3 June 21, 11:30 am



Study 4 June 21, 2:00 pm

DESIGN ALTERNATIVE TWO

Advantages

- Open space at street level is provided
- East West orientation of buildings responds to configuration of project site

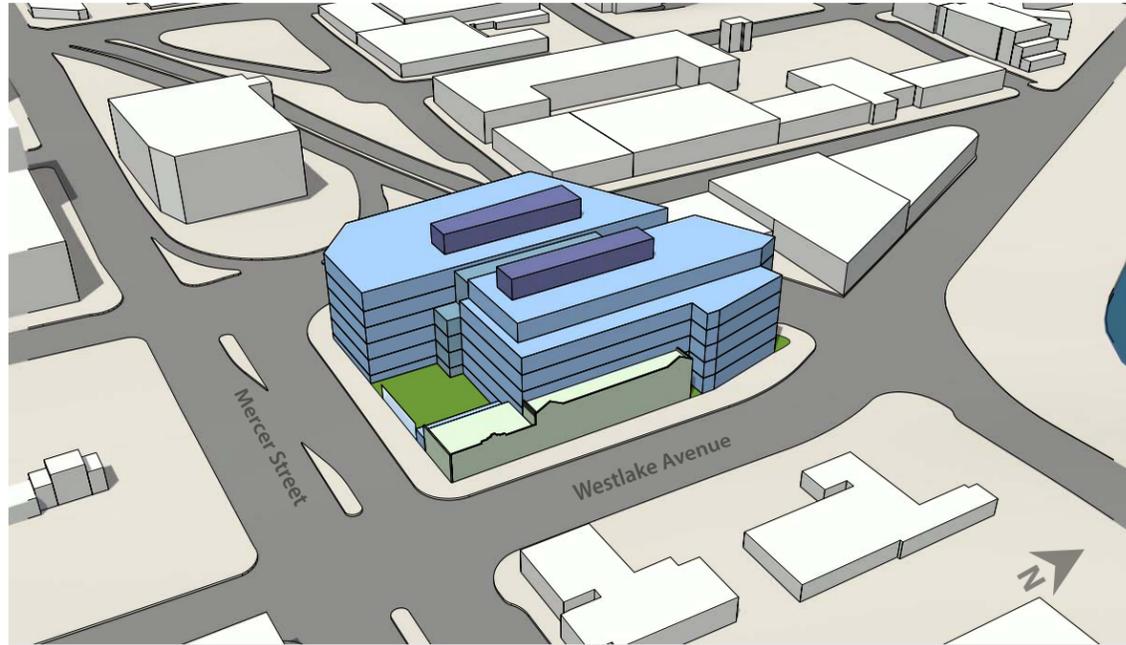
Disadvantages

- Two office buildings are in close proximity at north end(25 feet)
- No north south pedestrian through block connection provided



Design Alternative 3 (Preferred)

PERSPECTIVES



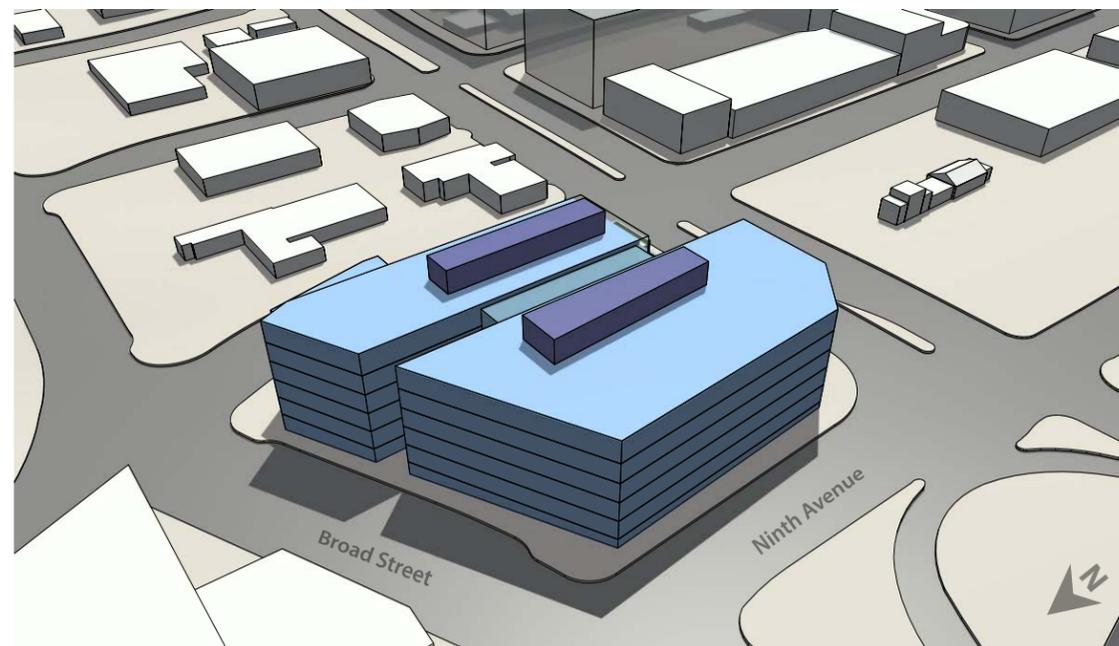
View 1 Looking South-east Corner



View 2 Looking North-east Corner



View 3 Looking South-west Corner



View 4 Looking North-west Corner

DESIGN ALTERNATIVE THREE (PREFERRED)

This scheme orients two connected buildings in a north south direction around a public open space directly behind the relocated Pacific McKay building. This open space takes the shape in plan of the historic garage that was attached to the showroom of Pacific McKay. The open space is also separated from Mercer Street via a new screen wall that recalls the former Pacific McKay garage façade.

On the east façade, the building steps down over the Ford McKay building and creates a small open space to the NE at street level that offers views of South Lake Union.

-  Landmark Preserved McKay Buildings
-  New Design Alternative
-  Connector
-  Penthouse
-  Public Open Space



Design Alternative 3 (Preferred)

SOLAR STUDY



DESIGN ALTERNATIVE THREE (PREFERRED)

Advantages

- Open space at street level off Mercer recalls former volume of attached garage and connects to the relocated interior of the Pacific McKay building. Open space also receives ample daylight with south orientation
- Massing over Ford McKay building helps to visually transition volume from two story historic element to 6 story new element
- Small open space also created at NE corner at street level to take advantage of view to South Lake Union
- Project enhances pedestrian environment by consolidating a single curb cut on the entire block for both loading and parking that recalls historic alley off Broad Street
- Office floor plates are efficient and have separate cores in each building that enable use by both single and multi floor tenants

Disadvantages

- Two office buildings are in close proximity at north end(25 feet)
- No north south pedestrian through block connection provided



Design Alternative 3 (Preferred)

STREET LEVEL PLAN



TYPICAL LEVEL PLAN

