

BLOCK 93 - EARLY DESIGN GUIDANCE

SOUTH LAKE UNION

BUILDING ADDRESSES:
515 WESTLAKE AVENUE NORTH
500 9th AVENUE NORTH

DPD MUP #3012560 & #3012563



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STATEMENT OF DEVELOPMENT OBJECTIVES

Design and build a six-story commercial office building with approximately 72,000 rentable square feet per floor at Levels 2-5 and approximately 51,000 rentable square feet per floor at Levels 1 and 6, for a total of 390,000 rentable square feet. Level 1 will be occupied by approximately 3.8% retail and levels 2-6 will be occupied by office, for a sum of approximately 375,000 rentable square feet of office space and 15,000 rentable square feet of retail. Three levels of below-grade parking will be provided with approximately 546 stalls.

The project goals are to:

- Establish a sense of place
- Create a street presence and provide unique retail vitality
- Respect and contribute to the character of the neighborhood
- Foster connection to transportation networks, including South Lake Union Streetcar, bicycle routes and pedestrian-oriented streets
- Create open space in a thoughtful manner
- Maximize building area on the site
- Build a sustainable project striving for LEED Gold
- Achieve efficient floor plates and overall high efficiency of project
- Locate parking below grade

PROJECT INFORMATION

ADDRESS:

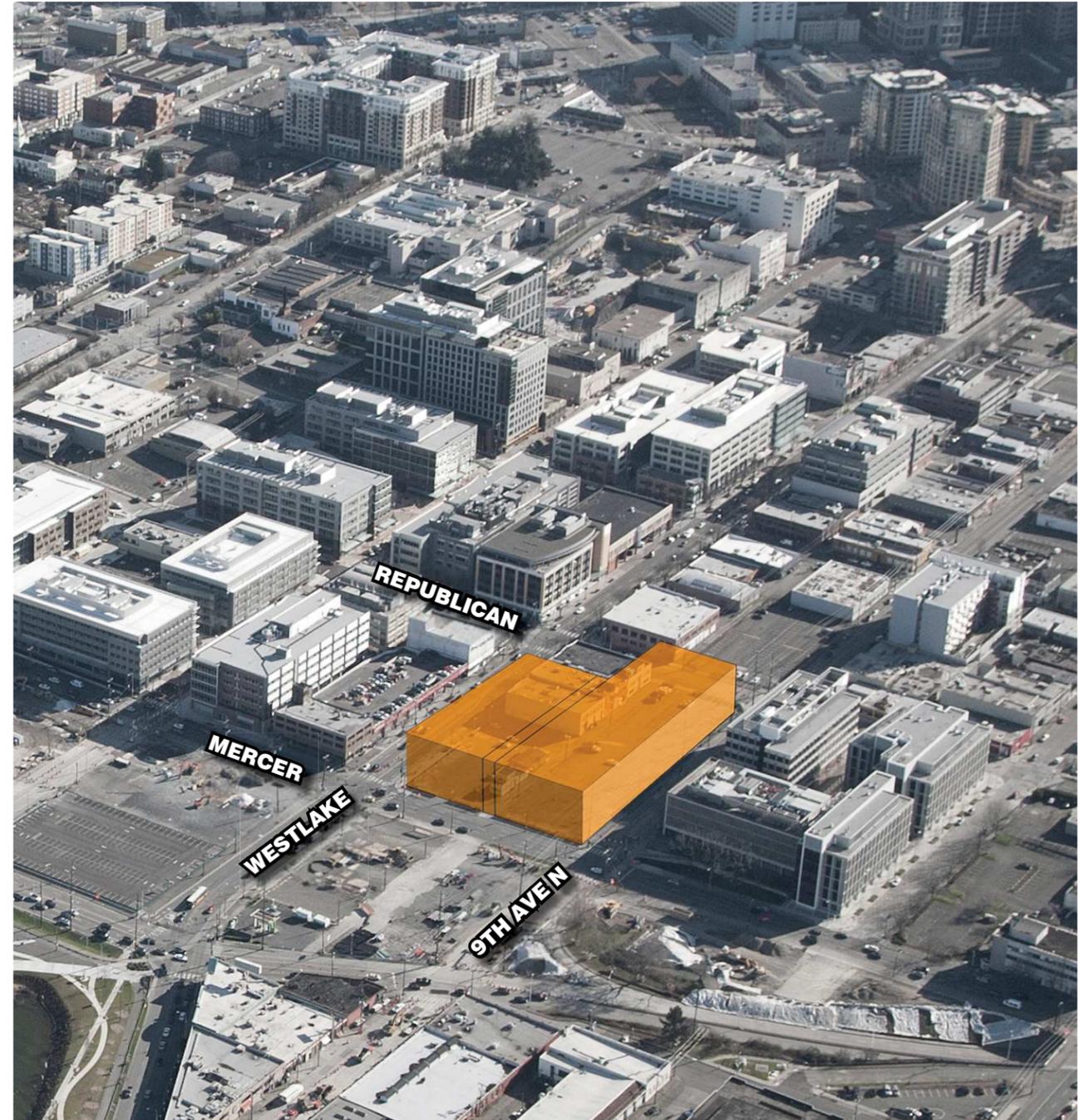
- 515 WESTLAKE AVENUE NORTH
- 500 9th AVENUE NORTH
- WESTLAKE NEIGHBORHOOD OF SOUTH LAKE UNION

SITE AREA:

- Project site area contains approximately 80,986 square feet or 1.8591 Acres
- Lots 8-14 (West Site) contains approximately 49,434 square feet or 1.1348 Acres
- Lots 1-5 (East Site) contains approximately 31,552 square feet or 0.7243 Acres

TAX ACCOUNT:

- 198320-0085-03 (LOT 5 & SOUTH HALF OF LOT 4)
- 198320-0075-05 (LOT 3 & NORTH HALF OF LOT 4)
- 198320-0065-07 (LOTS 8-14 & LOTS 1-2)



390,000 SF
RENTABLE SQUARE FOOTAGE

546
PARKING SPACES PROVIDED AT 1.4 RATIO



ZONING CODE REVIEW

ZONING:	65' Seattle Mixed (SM-65)
CODE:	Seattle Municipal Code, Title 23 Land Use Code
DESIGN GUIDELINES:	City of Seattle Design Guidelines; South Lake Union Design Guidelines
HEART LOCATION:	Westlake Avenue North is identified as a heart location
OVERLAYS:	Westlake Avenue North is Class 1 Pedestrian Street Mercer and Republican Streets are City Class 2 Pedestrian Streets
FLOOR AREA RATIO:	None required

23.48.004 PERMITTED USES:

- All uses are permitted outright, either as principal or accessory uses except those specifically prohibited by Section 23.48.006 or conditional uses by Section 23.48.008
- Proposed development plans to have approximately 3% retail space and 97% commercial office space, all within the allowed uses.

23.48.010 STRUCTURE HEIGHT:

- Maximum structure height is sixty-five (65) feet
- Height limits may be increased to eighty-five (85) feet when:
 - Minimum of two (2) floors with a floor-to-floor height of fourteen (14) feet.
 - Additional height to accommodate mechanical equipment
 - No more than six (6) floors
 - Rooftop features may extend above height limit

23.48.012 SETBACK REQUIREMENTS:

- None required

23.48.014 FAÇADE REQUIREMENTS

- A primary building entrance shall be required from the street or street-oriented courtyards and shall be no more than three (3) feet above or below the sidewalk grade.
- MINIMUM FACADE HEIGHT:
 - Class 1 Street (Westlake Avenue North) – forty-five (45) feet minimum
 - Class 2 Street (Mercer & Republican Streets) – twenty-five (25) feet minimum
 - All other streets (9th Avenue North) – fifteen (15) feet minimum
 - Façades on Class 1 Street shall be built to the street property line along a min of 70% of the façade length
- STREET LEVEL SETBACK:
 - Except on Class 1 Pedestrian Streets, structures may be set back up to 12 feet from the property lines.
 - Additional setbacks permitted up to thirty percent (30%) of the length of the set-back street wall, provided the additional setback is located a distance of twenty (20) feet or greater from the street corner.

23.48.018 TRANSPARENCY AND BLANK FAÇADE

- Transparency required: Class 1 and 2 Pedestrian Streets (Westlake Avenue N, Mercer and Republican Streets) - Sixty Percent (60%) minimum of the width of the street-level façade
- All other Streets (9th Avenue North)- Thirty Percent (30%) minimum of the width of the street-level façade

BLANK FAÇADE LIMITS

- Class 1 and 2 Pedestrian Streets:
 - Limited to segments fifteen (15) feet wide
 - May be increased to thirty (30) feet wide if Director determines that façade enhances the visual interest.
- All other Streets:
 - Limited to segments thirty (30) feet wide
 - May be increased to sixty (60) feet wide if Director determines that façade enhances the visual interest.

23.48.019 STREET-LEVEL USES: (Class 1 Pedestrian Streets - Westlake Avenue N)

- Required uses must include one or more of the following: General sales and services uses, Eating and drinking establishments, Entertainment uses, Public libraries, Public Parks
- Minimum seventy-five percent (75%) of each street frontage at street level
- Minimum floor-to-floor height of thirteen (13) feet extending at least thirty (30) feet in depth at street level
- Located within ten (10) feet of the street property line or abut to open space
- Pedestrian access required no more than three (3) feet above or below sidewalk grade

23.48.024 SCREENING AND LANDSCAPING STANDARDS

- Where required, three (3) foot high screening on street property lines
- Landscaping for Setback areas and berms
- Screening for Specific Uses
- Street Trees

23.48.032 REQUIRED PARKING AND LOADING

- Off-street parking spaces per Section 23.54.015 / Loading berths per Section 23.54.035
- Where access to loading berth is from the alley, and truck loading is parallel to the alley, a setback of twelve (12) feet is required for the loading berth, measured from the centerline of the alley
- Setback shall have sixteen (16) feet height clearance

23.48.034 PARKING AND LOADING LOCATION

- When a lot abuts more than one (1) right-of-way, the location of access for parking and loading shall be determined by the Director
- Access to parking and loading shall be from the alley when the lot abuts and alley
- Curbscut width and number of curbcuts shall satisfy the provisions of Section 23.54.030

23.53.030 ALLEY IMPROVEMENTS

- When existing alley is used for access to parking spaces, open storage, or loading berths and the alley does not meet the minimum width, a dedication equal to half the difference between the current alley right-of-way width and minimum right-of-way width is required
- Existing alley right-of-way width equals sixteen (16) feet
- Required alley right-of-way width equals twenty (20) feet; Proposed project will dedicate two (2) feet to alley

23.54.015 REQUIRED PARKING

- Eating and Drinking establishments – 1 space for each 250 square feet (Waiver up to a max of 5,000 sq ft)
- Offices – 1 space for each 1,000 square feet
- Sales and Services, general – 1 space for each 500 square feet
- Note that there a no minimum requirements for non-residential uses (other than institutions) in urban centers or the Station Area Overlay District (3)
- Bicycle parking shall be provided in a safe, accessible and convenient location

23.54.030 PARKING SPACE STANDARDS

- Small vehicles - Minimum thirty-five percent (35%); Maximum sixty-five percent (65%)
- Large vehicles – Minimum thirty-five percent (35%)

23.54.035 LOADING BERTHS

- Individual Buildings – 3 berths each building of 160-264 GSF area
- Combined site (378,000 GSF) – 4 loading berths
- Low-Medium Demand – 10 feet wide x 14 feet vertical clearance x 35 feet long (Possible to reduce to 25 feet long with Director's ruling)





QUEEN ANNE

UPTOWN

Seattle Center

Gates Fnd

BLK 93

SOUTH LAKE UNION

CAPITOL HILL

DENNY TRIANGLE

BELLTOWN

WATERFRONT

PIKE/PINE

RETAIL CORE

FIRST HILL



South Lake Union BLOCK 93

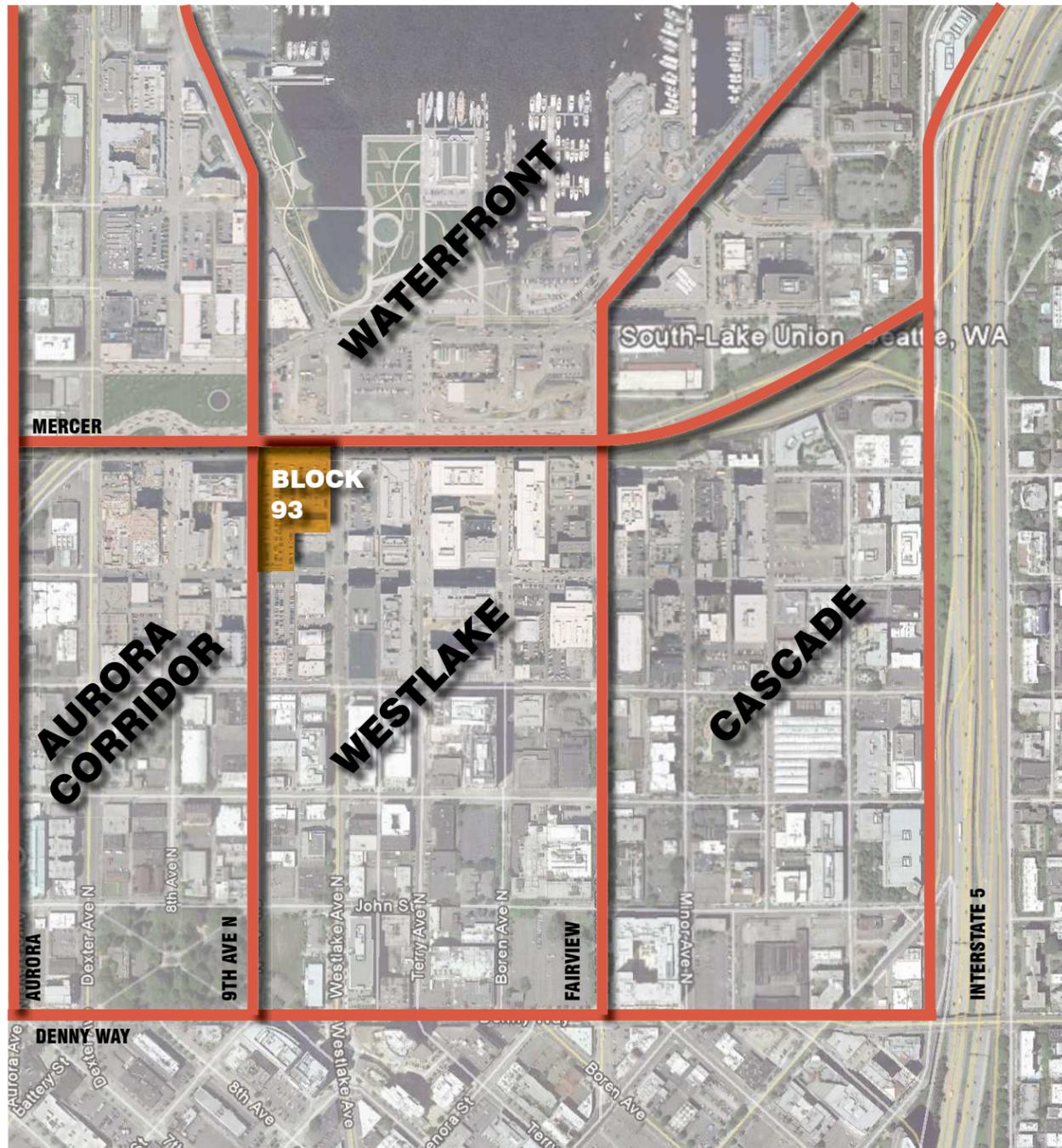
URBAN DESIGN ANALYSIS

4 VICINITY MAP

EARLY DESIGN GUIDANCE

ZGF
ZIMMER GROSSEL FRANK ARCHITECTS LLP



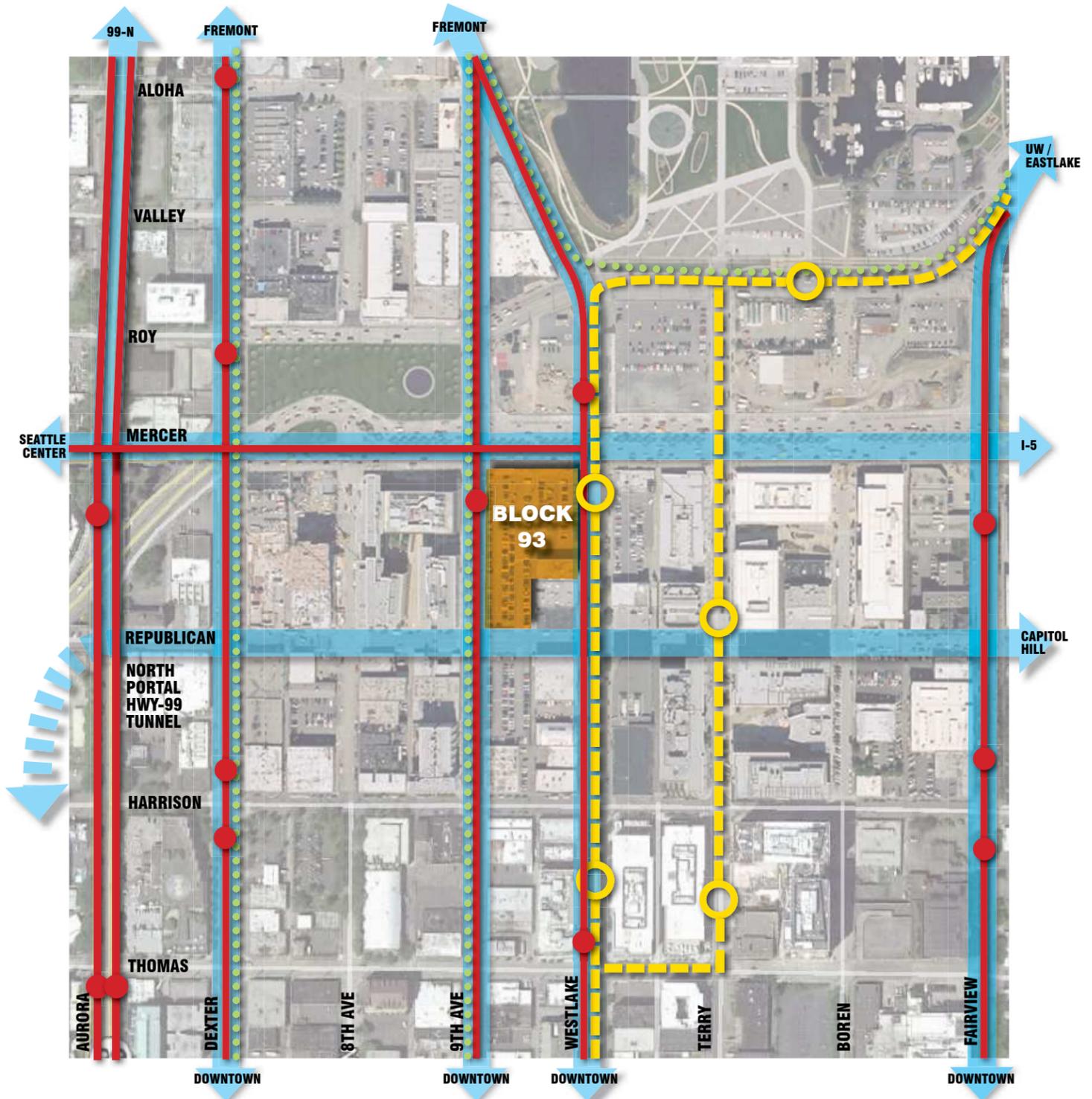


LOCATION OF BLOCK 93 WITHIN SOUTH LAKE UNION.
 Block 93 is located at the intersection of Mercer and Westlake in the northern portion of the Westlake Subarea of South Lake Union.



ZONING AND USE TYPES NEAR BLOCK 93
 Block 93 is zoned SM-65, Seattle Mixed 65 feet. It is bounded by commercial and light industrial buildings.



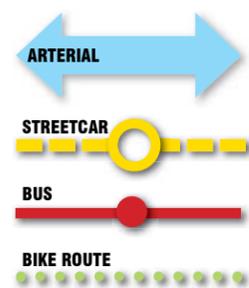


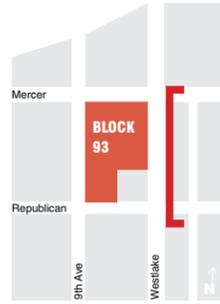
BLOCK 93 BOUNDING USES

Block 93 is located amidst low to mid rise commercial buildings. Several recent developments include the UW Medicine Block to the west and Amazon buildings to the east.

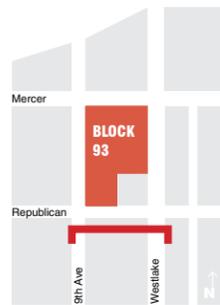
TRANSPORTATION ANALYSIS

Block 93 is located at the junction of several transit options. The corner of Westlake and Mercer features a streetcar stop. Buses and bicycle routes are also closely available.

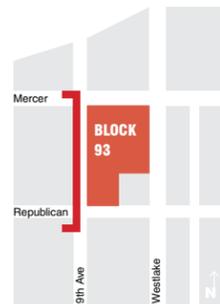




WESTLAKE
LOOKING EAST



REPUBLICAN
LOOKING SOUTH



9TH
LOOKING WEST



South Lake Union BLOCK 93



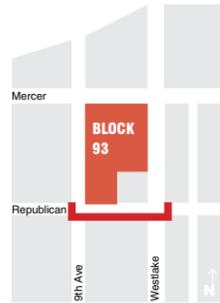
EARLY DESIGN GUIDANCE

URBAN DESIGN ANALYSIS

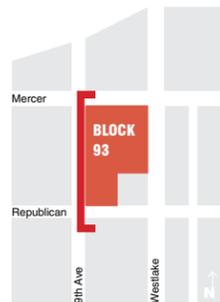
CONTEXT
PHOTOS



WESTLAKE LOOKING WEST



REPUBLICAN LOOKING NORTH

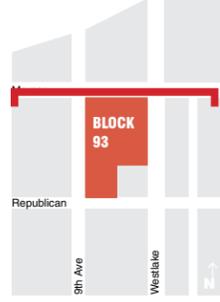


9TH LOOKING EAST





MERCER
LOOKING NORTH



MERCER
LOOKING SOUTH



South Lake Union BLOCK 93



EARLY DESIGN GUIDANCE

URBAN DESIGN ANALYSIS

CONTEXT PHOTOS



South Lake Union Design Guidelines

In keeping with the intent of the Citywide Guidelines and the individual South Lake Union Design Guidelines as well as the Project Development Objectives noted previously, we are providing the following listing of specific guidelines for discussion with the Design Review Board:

A. Site Planning

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

SLU-specific supplemental guidance

- Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision for public plazas and/or other public open spaces and changing the form or façade setbacks of the building to enhance opportunities for views.

Heart Locations

Several areas have been identified as “heart locations”. Heart locations serve as the perceived center of commercial and social activity within the neighborhood. Development at the heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building’s primary entry and facades should respond to the heart location. Special street treatments are likely to occur and buildings need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable special characteristics of the right-of-way.

SLU-specific supplemental guidance

The vision for the street-level uses in South Lake Union is a completed network of sidewalks that successfully accommodates pedestrians. Streetscape compatibility is a high priority in the neighborhood with redevelopment. Sidewalk related spaces should appear safe, welcoming and open to the general public.

- Provide pedestrian-friendly streetscape amenities such as tree grates, benches and lighting
- Encourage provision of spaces for street level uses that vary in size, width and depth. Encourage use of awnings and weather protection along street fronts to enhance the pedestrian environments.
- Where appropriate, configure retail space so that it can spill out onto the sidewalk.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

SLU-specific supplemental guidance

- Create graceful transitions at the streetscape level between the public and private uses
- Keep neighborhood connections open, and discourage closed campuses
- Design facades to encourage activity to spill out from business onto the sidewalk and vice-versa.
- Reinforce pedestrian connections both within the neighborhood and to pother adjacent neighborhoods.
- Design for a network of safe and well-lit connections to encourage human activity and link exiting high activity areas.



The east/west orientation of the building at the northern end of the block creates a cross block public space that significantly increases the potential for public realm to extend the opportunity for social and commercial activity, and visually and physically connect with the network of cross-block spaces within the immediate neighborhood.



The proposed scheme takes the notion of retail spilling out onto the sidewalk, and turns it around to suggest the sidewalk and pedestrian “streetscape” extends through the development. This new pedestrian realm will be activated through placement of building entrances, permeable retail frontage, and the potential for free-standing retail and/or food oriented carts supported by fixed and moveable tables and seating throughout.



See A-2 Streetscape Compatibility above.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

SLU-specific supplemental guidance

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- Consider using architectural features to reduce building scale such as landscaping, trellis, complimentary materials, detailing, and accent trim.

As noted previously, the proposed project rotates the northernmost building 90 degrees in order to address the “larger” scale vehicular environment of Mercer Street, and create the opportunity for a cross-block public space that connects Westlake Avenue N and 9th Avenue N. This space will integrate the retail and lobby entrances of the buildings in a manner that blurs the lines between the public and private realms – creating a visual expansion of the public realm. Importantly, this move also breaks the scale of the overall building mass and presents facades that are in scale with the existing development within the neighborhood, and acknowledges the smaller scale of the two existing buildings that will remain on the site.

The ground level treatment of the project is proposed to be set back at the first and second levels in order to create a visual and physical expansion of the public realm, create a visually permeable delineation of the spaces within, and direct pedestrians to enter the cross-block “exterior room”.



C. Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or compliment the architectural character and siting pattern of neighboring buildings.

SLU-specific supplemental guidance

Design the “fifth elevation” – the roofscape – in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.



It is anticipated that the proposed project will include accessible space for the use of the tenants that will incorporate living/green roofs, decks, partial trellis work, and other mechanisms to define accessible zones. The overall effect will conform to the intent of the “fifth elevation” as described in the SLU-specific supplemental guidance.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

SLU-specific supplemental guidance

- New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right-of-way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as pedestrian-oriented street lighting and/or street lighting.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

SLU-specific supplemental guidance

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are enhanced pedestrian and street lighting; well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street; police horse tie-up locations for routine patrols and larger event assistance.



As noted in B-1 above, considerable effort has been directed at creating an inviting, activated and accessible public realm within the cross-block connection between Westlake Avenue N and 9th Avenue N. It is anticipated that this new exterior room will include retail and other publicly accessible uses that are visually and physically permeable, blurring the line between the interior and exterior realm.

E. Landscaping

E-1 Reinforce existing landscape character of neighborhood

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

SLU-specific supplemental guidance

- Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.
- Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- Reference the City of Seattle Right Tree Book and the City Light Standards Manual for appropriate landscaping and lighting options for the area.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

SLU-specific supplemental guidance

- Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

SLU-specific supplemental guidance

Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.



Landscaping will help define the proposed cross-block connection and help define linked courtyard spaces, mediate the 9 foot grade differential between Westlake Avenue N and 9th Avenue N, and delineate spaces for both passive respite, and active engagement such as informal dining.



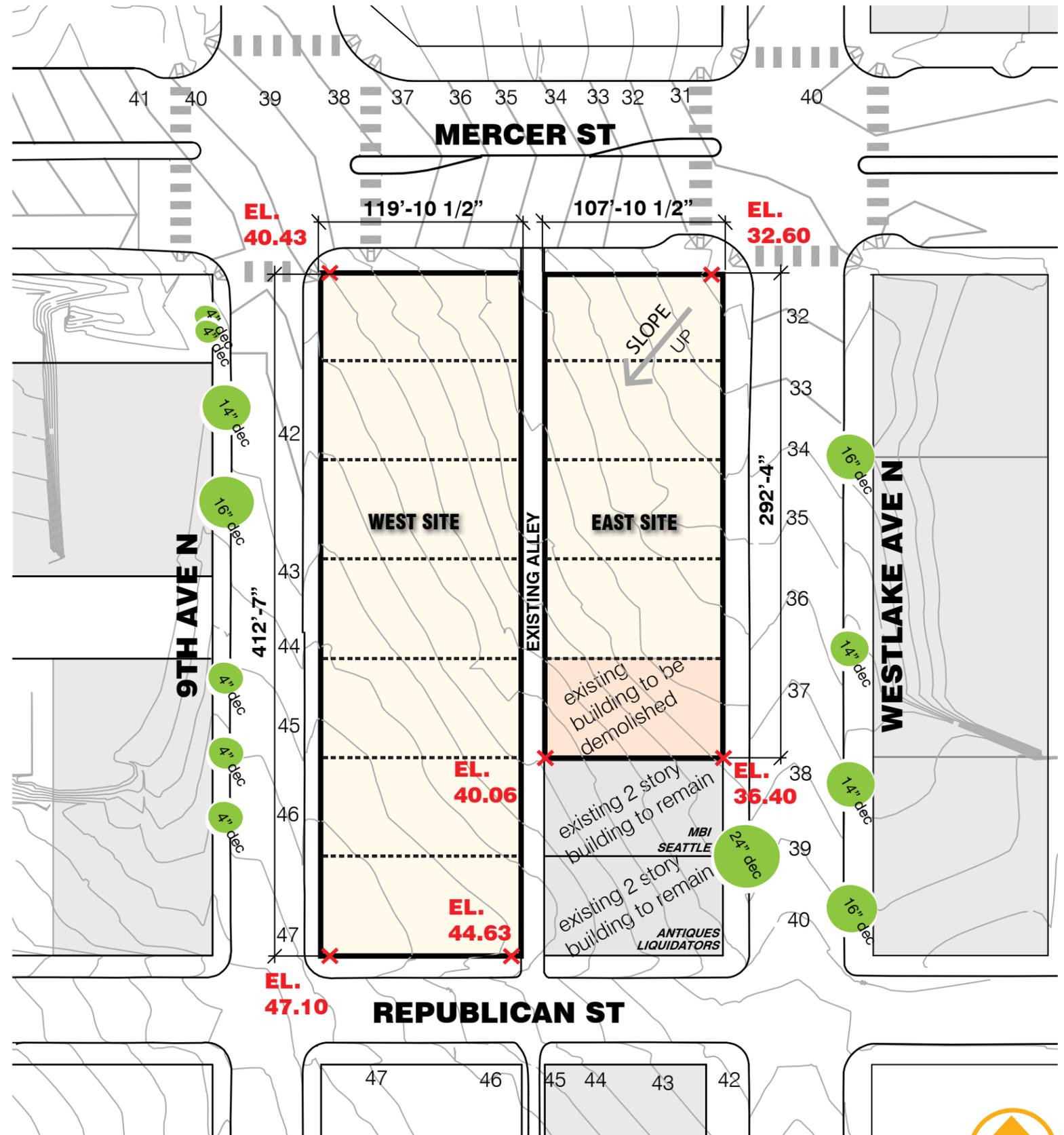
It is anticipated that art will be incorporated into the project within the cross-block connection in order to take full advantage of the vertical and horizontal space, or exterior room, and embrace the dynamic qualities that will be created by changing light, wind and weather. It is also anticipated that the art can serve as a "lantern" to signal the presence of the space as well as welcome the public to enter.

SITE ANALYSIS

Block 93 is currently being used as a parking lot and hosts a scooter rental facility. Two other buildings are currently in operation and will remain - MBI Seattle and Antique Liquidators. A third building, currently vacant, is scheduled for demolition.

There is an existing 16-foot alley traversing the block north to south. All new developments are required to provide a 2-foot easement from the existing property line to accommodate a clear alley width of 20 feet.

There are no trees on the site. The site slopes nearly fifteen feet across its length. Topography changes from a high point of 47' on the southwest corner to a low point of 32' at the northeast.



ACCESS

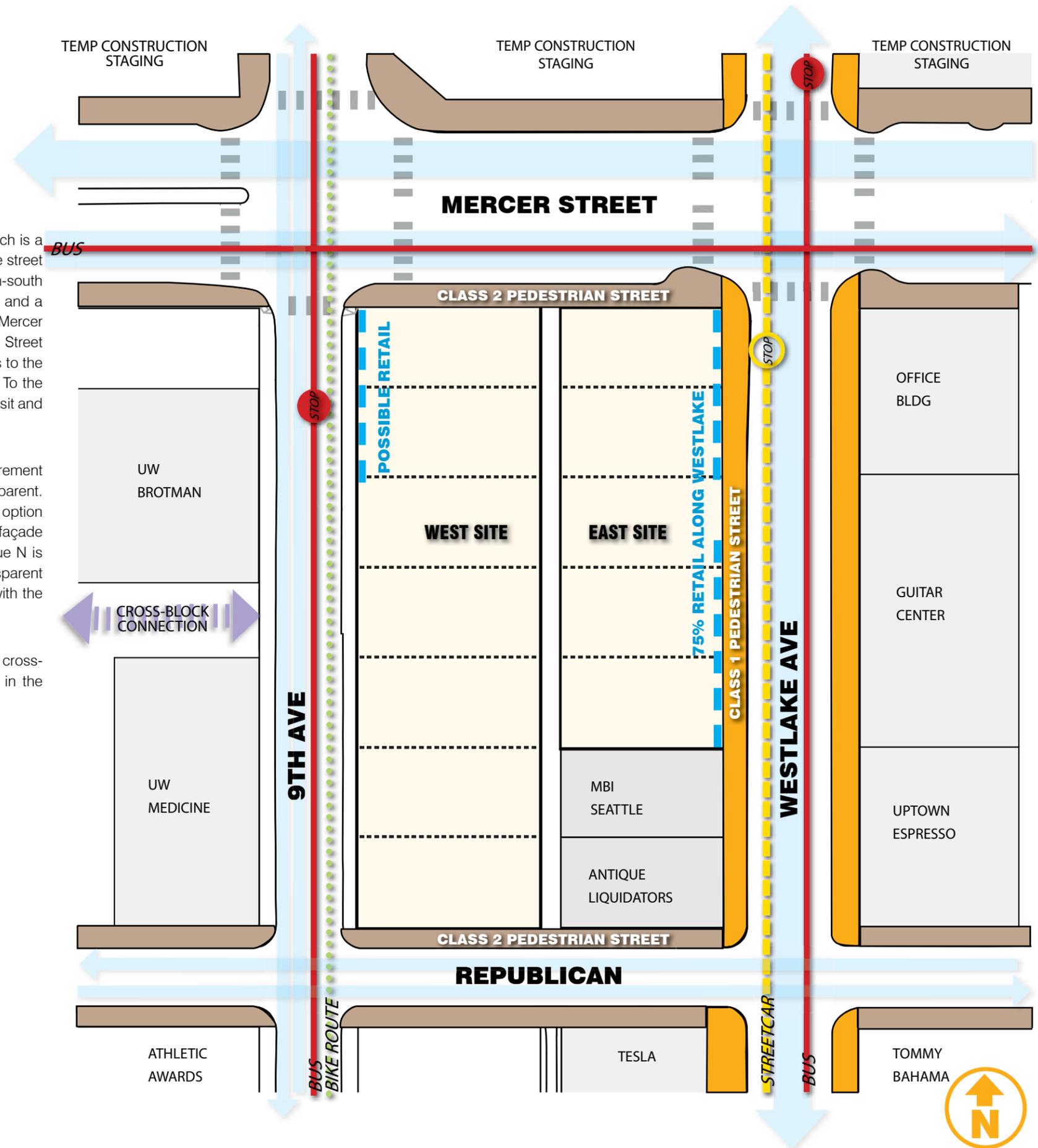
Block 93 is bounded by Westlake Avenue N to the east which is a Class 1 Pedestrian Street requiring a minimum of 75% of the street frontage to be retail. This avenue is two-way running north-south and includes transit with a bus stop north of Mercer Street and a streetcar stop on the northeast corner of the site. The new Mercer Street corridor to the north is a two-way Class 2 Pedestrian Street with a bus line that turns on Westlake. Republican Street is to the south and it is also a two-way Class 2 Pedestrian Street. To the west is 9th Avenue N which is a two-way street with both transit and a bike route.

Both Class 1 and Class 2 Pedestrian streets have a requirement that 60% of the width of the street level façade must be transparent. Blank facades are limited to 15 foot wide segments with an option to increase it to 30 feet if the Director determines that the façade enhances the visual interest. The façade facing 9th Avenue N is required to have a minimum of 30% of street level façade transparent and is limited to a 30 foot wide segment of blank façade with the option to increase it to 60 feet if approved by the Director.

In reviewing the new developments in the area, we noted the cross-block connections that are being introduced as depicted in the diagram below.



CROSS-BLOCK CONNECTORS



Urban Design Context:

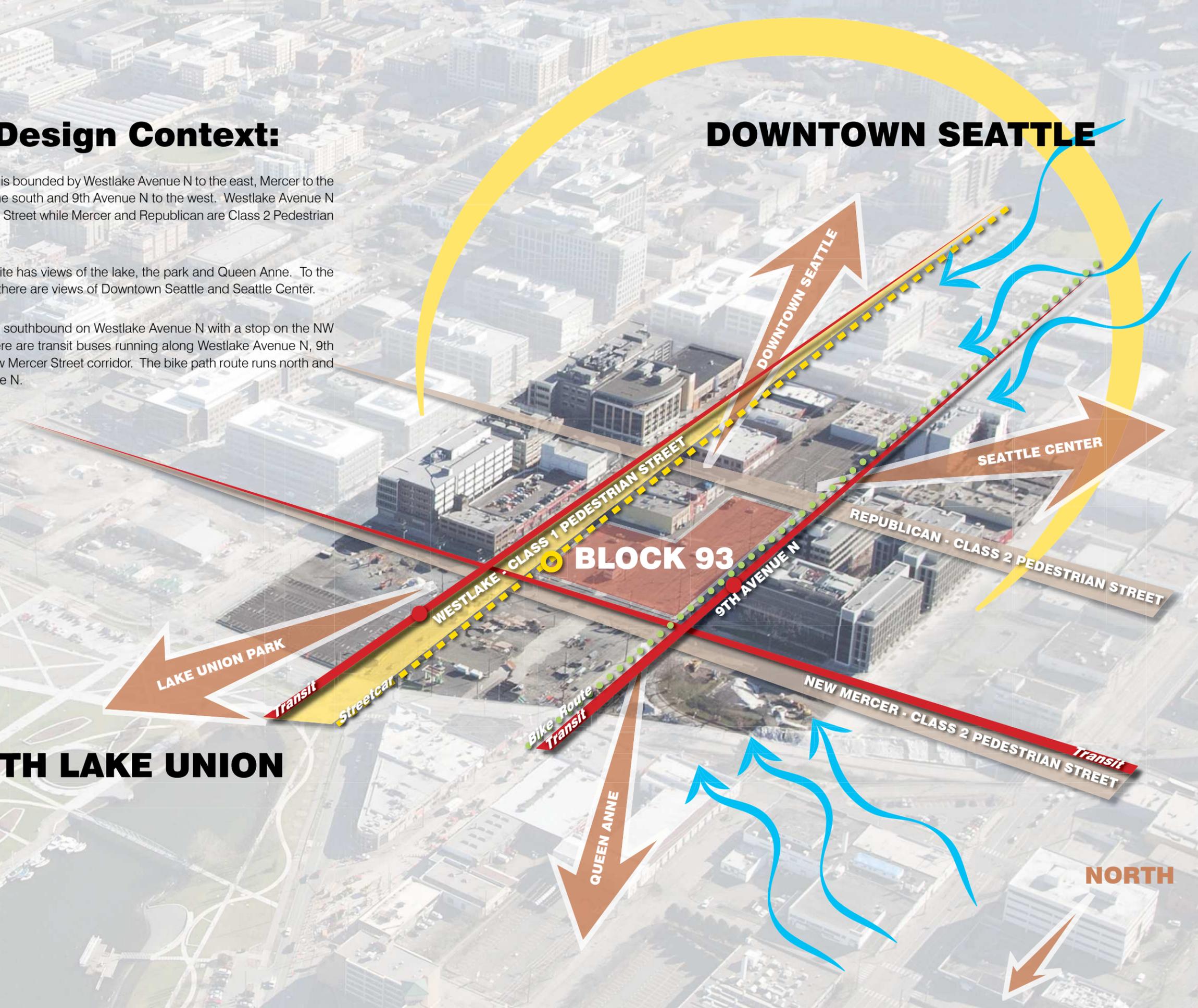
Block 93 development is bounded by Westlake Avenue N to the east, Mercer to the north, Republican to the south and 9th Avenue N to the west. Westlake Avenue N is a Class 1 Pedestrian Street while Mercer and Republican are Class 2 Pedestrian Streets.

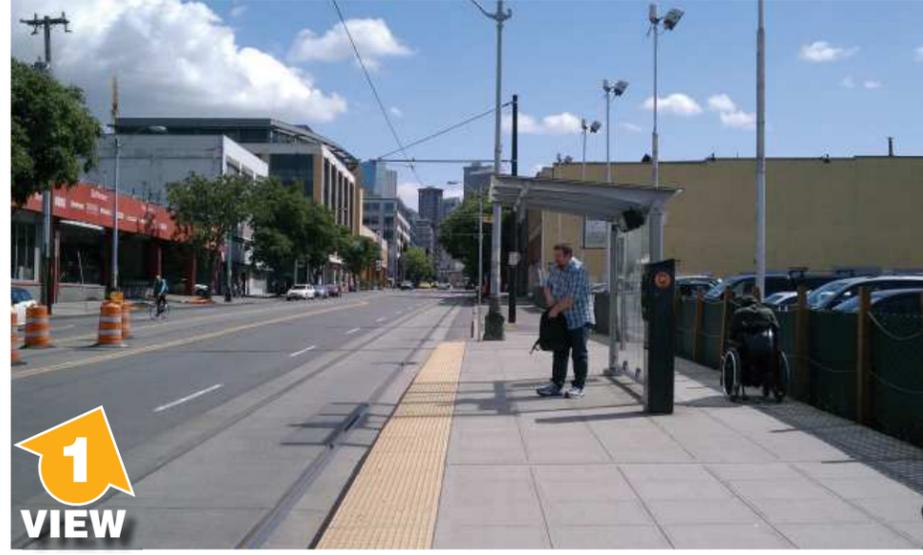
The north side of the site has views of the lake, the park and Queen Anne. To the south and southwest, there are views of Downtown Seattle and Seattle Center.

The Streetcar line runs southbound on Westlake Avenue N with a stop on the NW corner of the site. There are transit buses running along Westlake Avenue N, 9th Avenue N, and the New Mercer Street corridor. The bike path route runs north and south along 9th Avenue N.

SOUTH LAKE UNION

DOWNTOWN SEATTLE



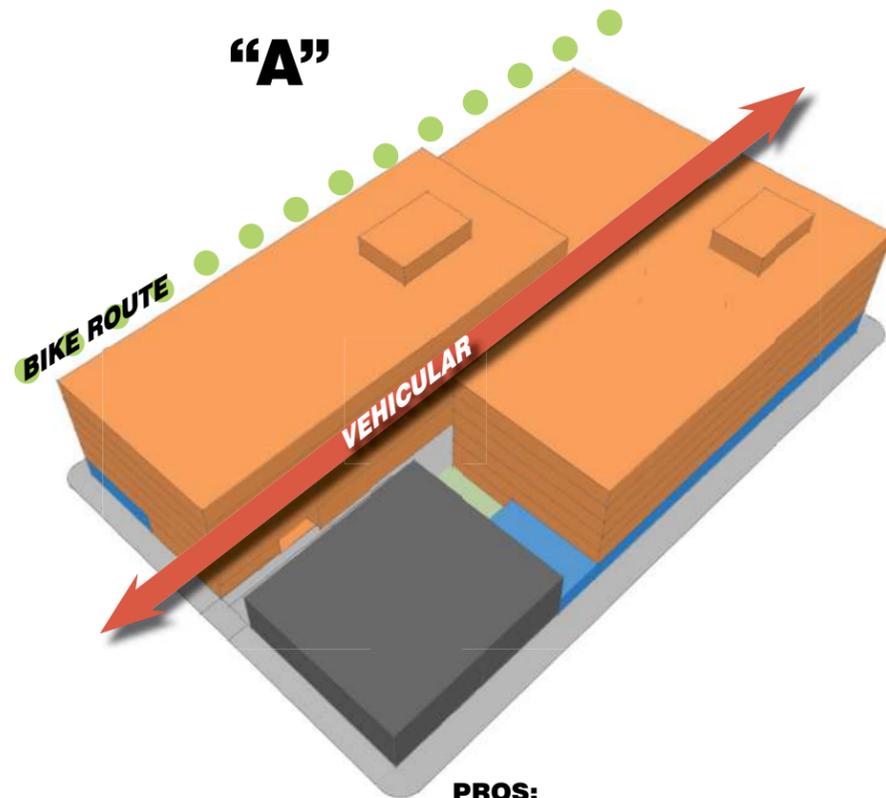


South Lake Union BLOCK 93

EARLY DESIGN GUIDANCE

SITE ANALYSIS

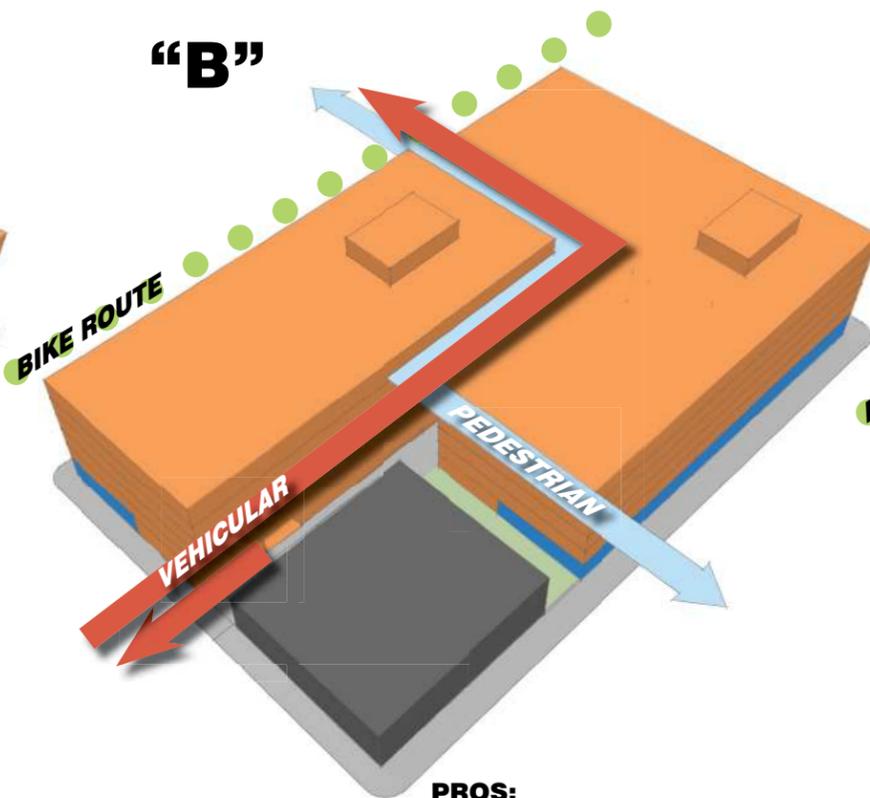
THREE FEASIBLE ALTERNATIVE ARCHITECTURAL CONCEPTS



“A”

PROS:
 Simplicity of form
 Building phasing opportunity
 Simpler entitlement process - Avoids alley vacation

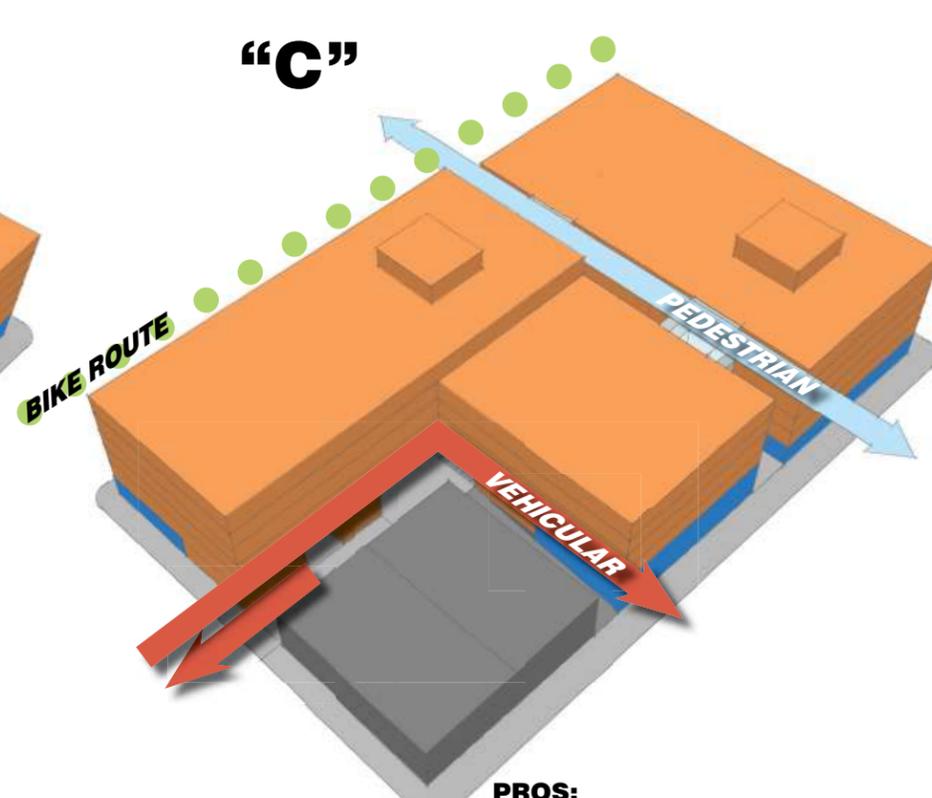
CONS:
 Access to and from Mercer required
 Elevations look onto service alley
 Disconnected floor plates
 Duplication of building infrastructure
 No thru-block connection
 Reduced public space opportunities



“B”

PROS:
 Public space opportunities
 Shared building services
 Connected floor plates
 Eliminates access to Mercer corridor

CONS:
 Alley vacation required
 Public space is shared with service alley
 No visual thru-block connection
 Building vehicular traffic in conflict with bike route
 L-shaped building is more difficult to lease
 Not able to phase construction



“C”

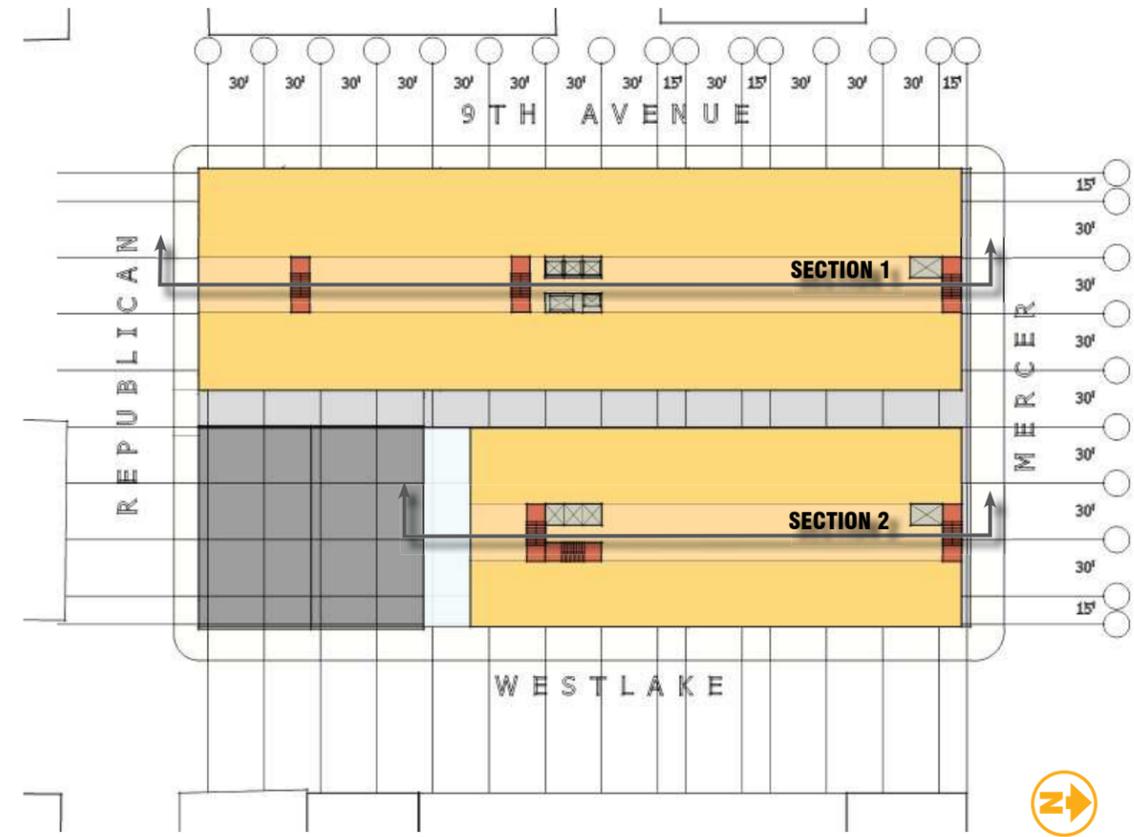
PROS:
 Public open space amenity
 Shared building services
 Connected floor plates
 Eliminates access to Mercer corridor
 Premium visual thru-block connection
 Optimized perimeter space

CONS:
 Alley vacation required
 L-shaped building is more difficult to lease
 Not able to phase construction
 Loading area less desirable for north retail areas

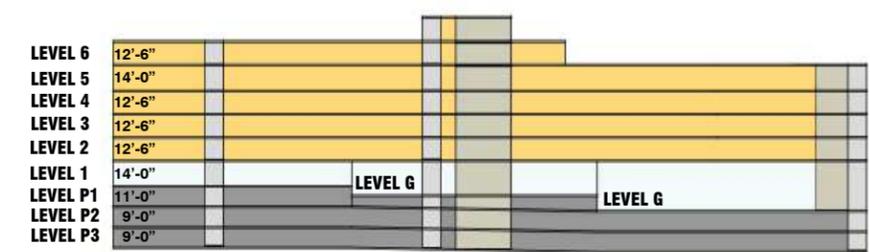


CONCEPT "A"

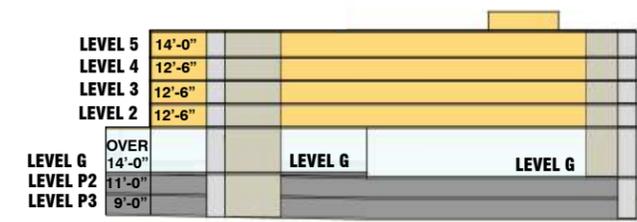
This concept explores the development of two separate buildings with an alley separation between them. It is appealing because it gives the opportunity to easily phase the project. It also has the simplest entitlement process because it does not require an alley vacation. Although we have the ability to introduce setbacks to enhance the street experience and public space amenities, it is impossible to create an exterior public cross-block connection between Westlake and 9th Avenue. The separate buildings require duplication of building infrastructure such as loading area and parking entrances. It also requires vehicular access to and from the new Mercer Street corridor.



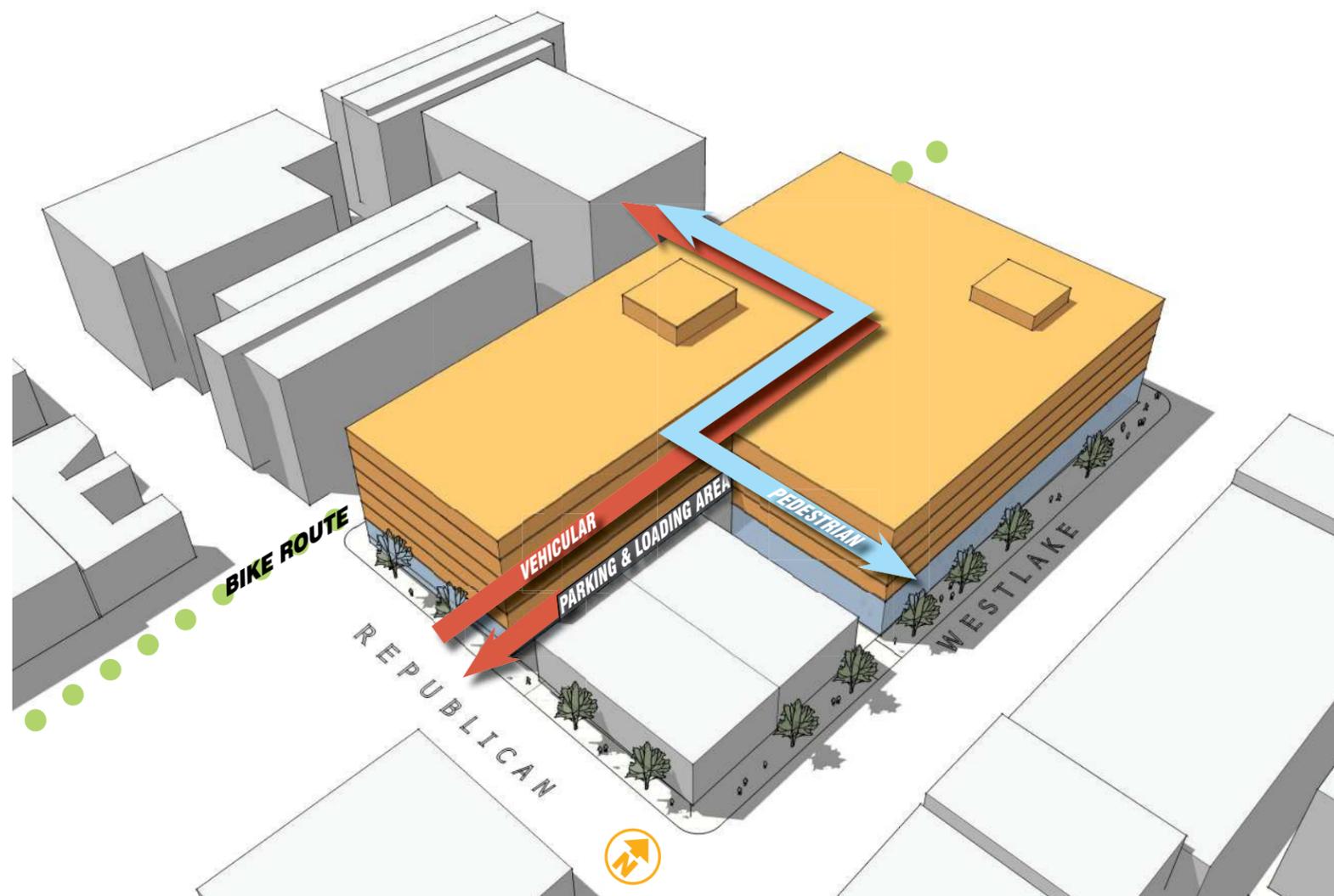
TYPICAL FLOOR PLAN



SECTION 1

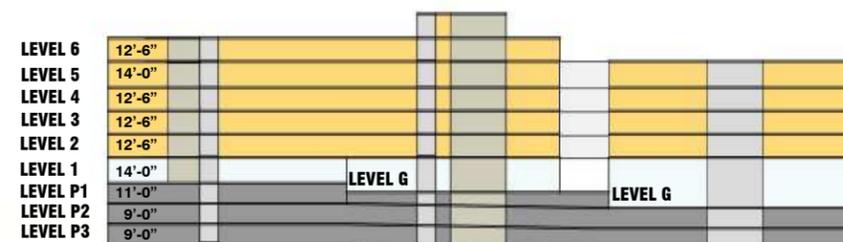
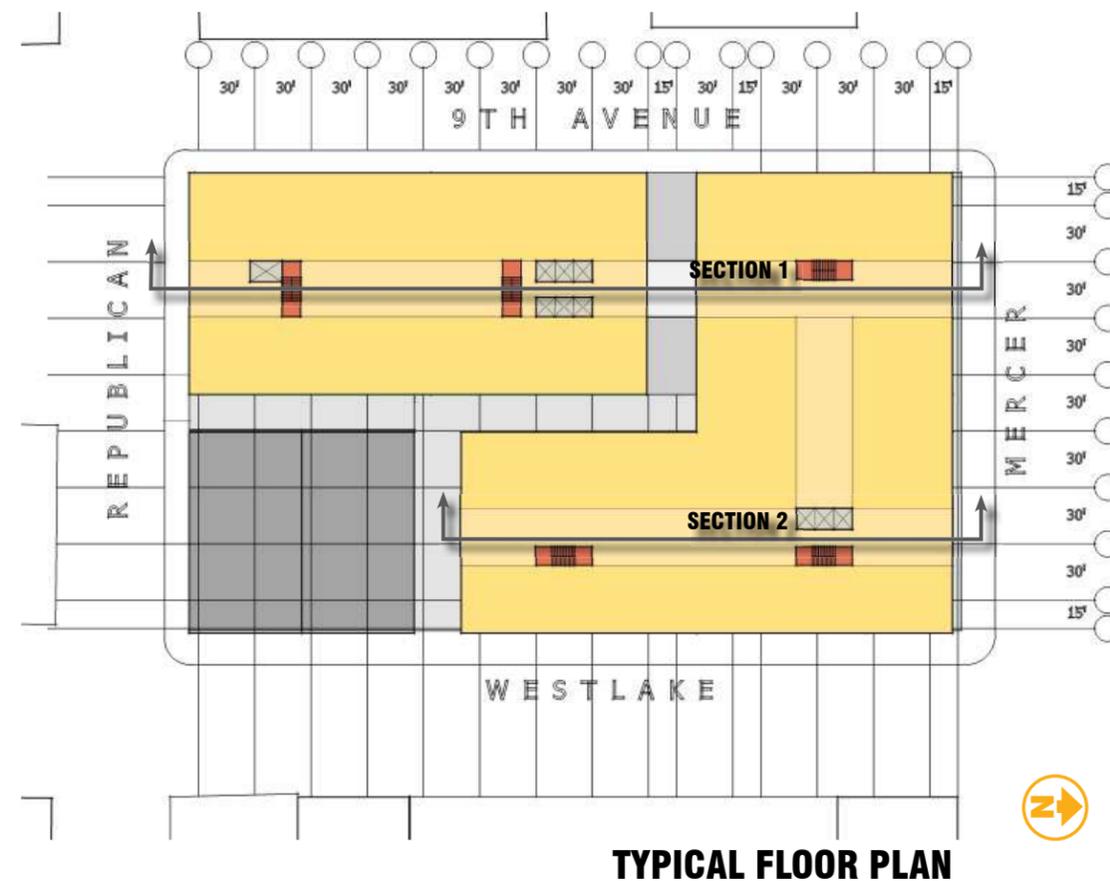


SECTION 2

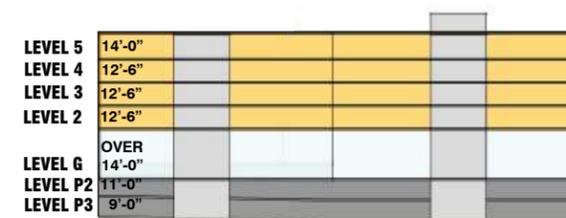


CONCEPT "B"

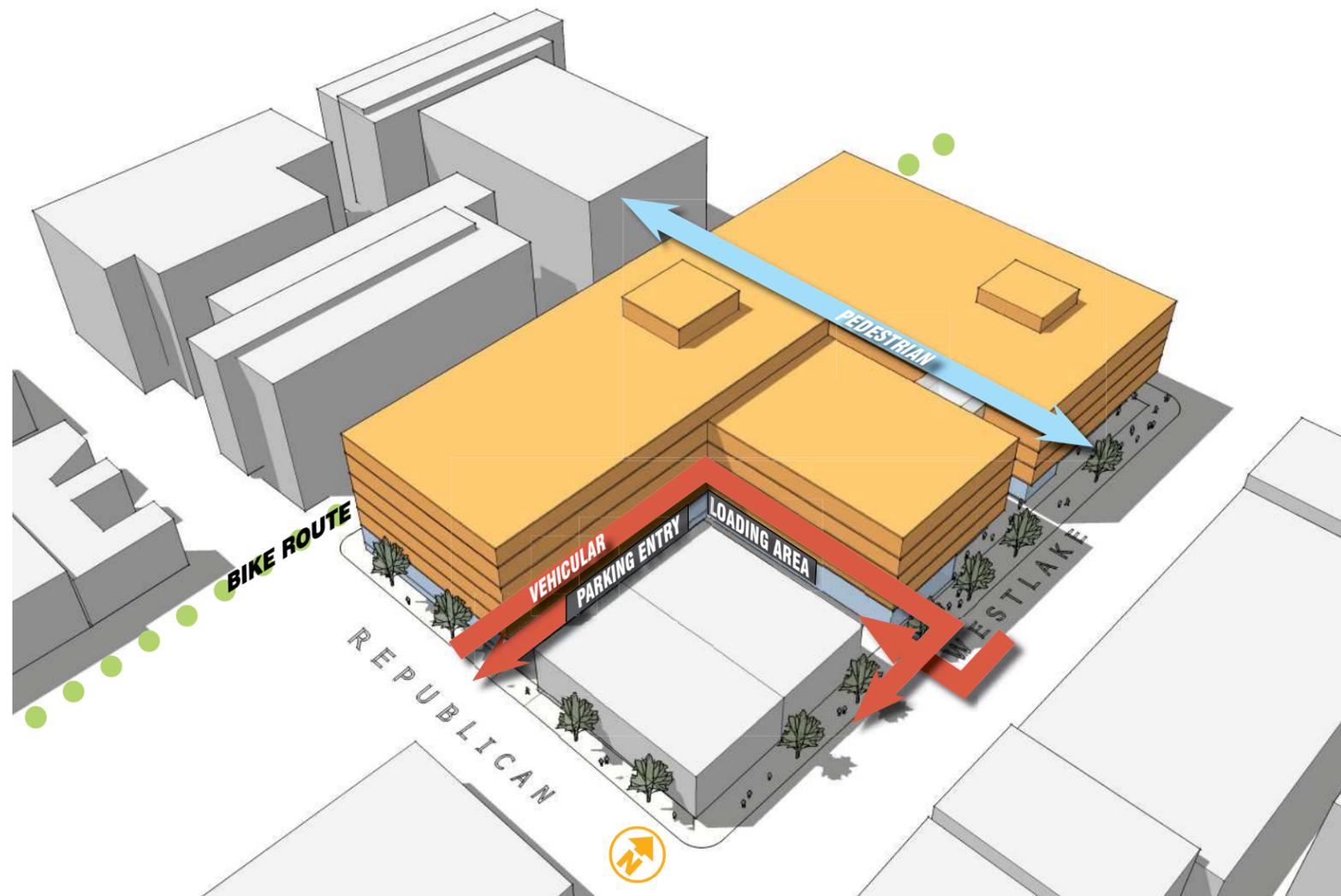
This concept explores development of two buildings with a connector at the higher levels. It is appealing because it creates better public space opportunities by creating a zig-zag exterior cross-block connection that is open to the public at all times. The pedestrian experience is not optimal because access needs to be shared with the service alley and there is no visual through-block connection creating places where people can hide. It eliminates the vehicular access to and from the new Mercer Street corridor but this requires a partial alley vacation which complicates the entitlement process. Building services, such as loading area and parking entrance, can be shared and co-located. With this option, we do not have the ability to phase the project.



SECTION 1

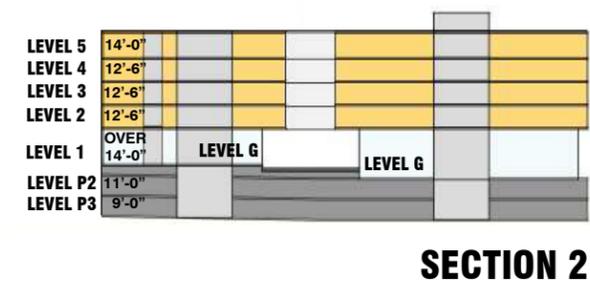
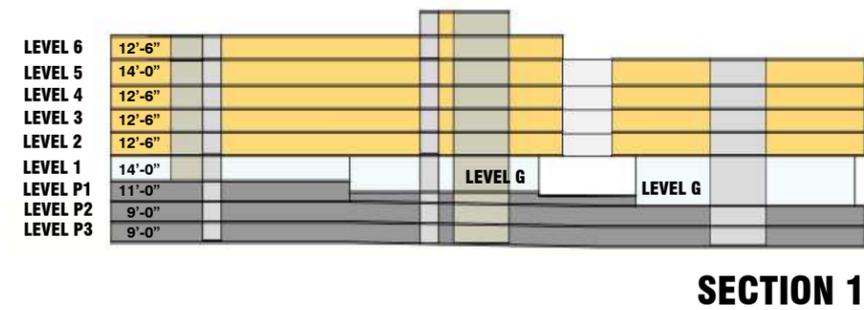
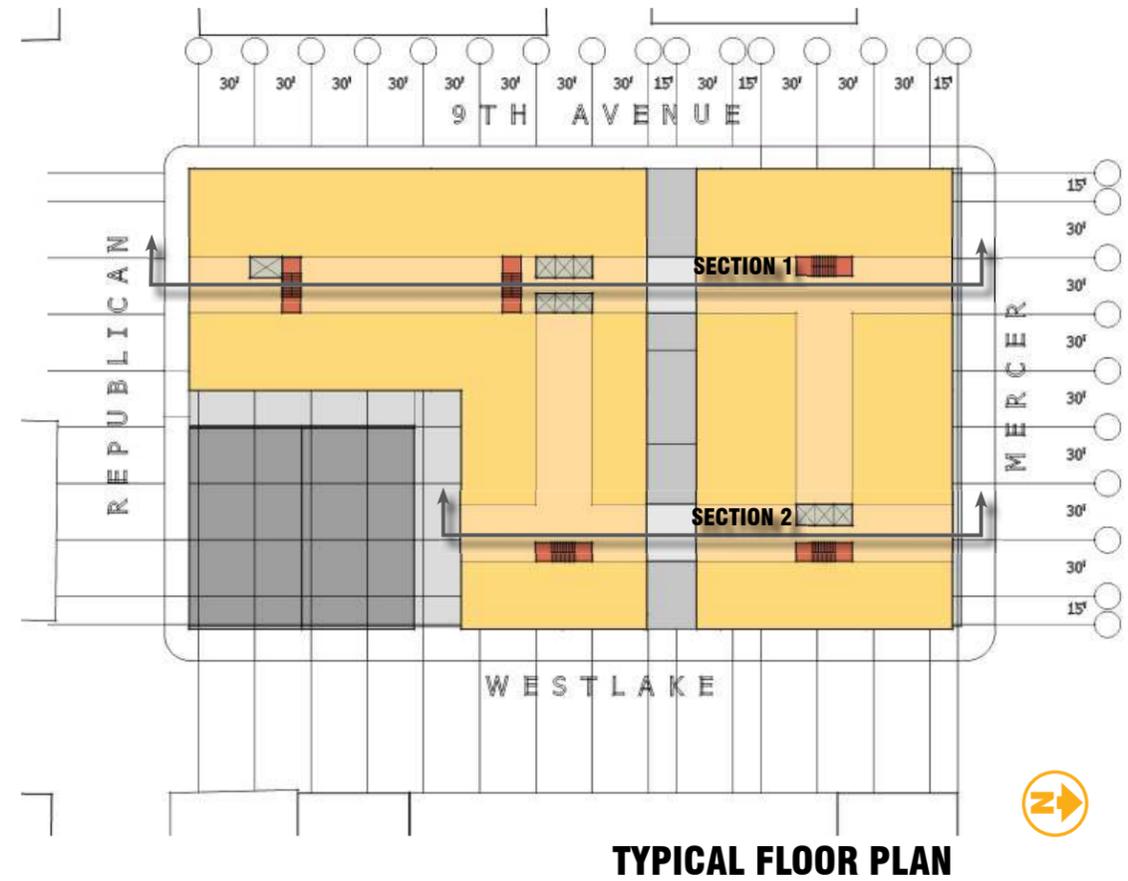


SECTION 2



CONCEPT "C"

This concept explores development of two buildings with connectors at the higher levels. It is appealing because it creates a public cross-block connection that is pedestrian friendly and visually accessible. Public space opportunities are enhanced by separating this space from all vehicular and service traffic. There is minimal building frontage to the alley and the service corridor. It eliminates the vehicular access to and from the new Mercer Street corridor but this requires a partial alley vacation which complicates the entitlement process. Building services, such as loading area and parking entrance, can be shared and co-located. With this option, we do not have the ability to phase the project.



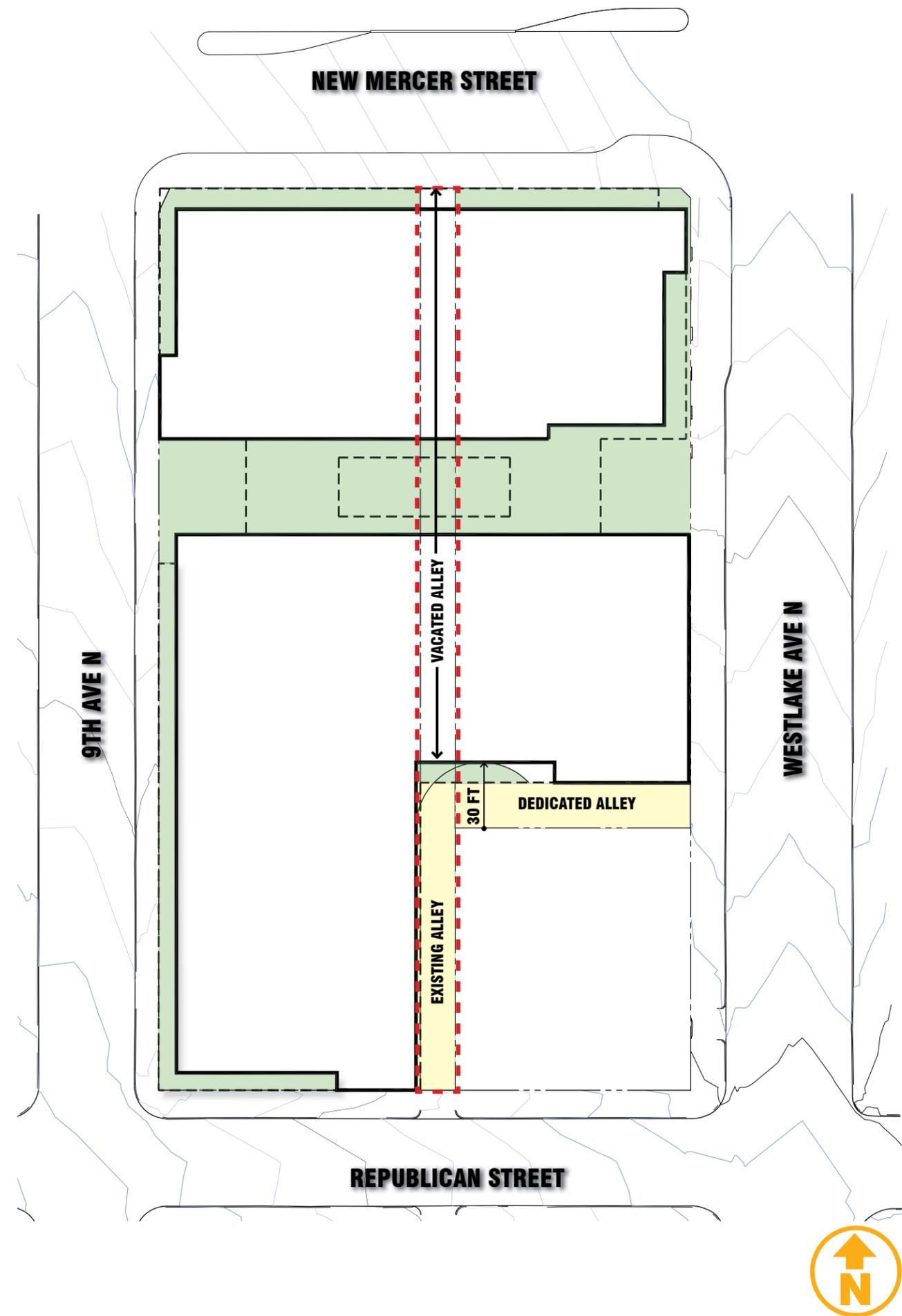
COMPARISON BUILDABLE GROSS FLOOR AREA WITH AND WITHOUT ALLEY VACATION

BASE CONDITION WITHOUT ALLEY VACATION

- 7,971 SF = AREA OF EXISTING ALLEY WITH 2-FOOT EASEMENT
- 455,000 SF = APPROX. MAXIMUM GROSS FLOOR AREA WITHOUT ALLEY VACATION

PROPOSED CONDITION WITH ALLEY VACATION

- 4,678 SF = AREA OF PROPOSED ALLEY WITH 2-FOOT EASEMENT AND DEDICATION
 - 20,000 SF = AREA OF PROPOSED PUBLIC REALM WITH ALLEY VACATION
 - 426,000 SF = PROPOSED MAXIMUM GROSS FLOOR AREA WITH ALLEY VACATION
- (29,000 SF) = CONTRIBUTION (REDUCTION) OF THE VACATED AREA TO THE PROPOSED DEVELOPMENT





WEST ELEVATION (9TH AVENUE N)



EAST ELEVATION (WESTLAKE AVENUE N)



**PERSPECTIVE: WESTLAKE AVENUE
CROSS-BLOCK PEDESTRIAN CONNECTION**



PERSPECTIVE SECTION: CROSS-BLOCK PEDESTRIAN AREA