





# Introduction: Project Background

## Site Context

- Location 515 Westlake Avenue N.  
500 9th Avenue N.
- SLU Street and Open Space Context The block is bounded by Westlake Avenue N., Mercer Street, 9th Avenue N. and Republican Street and is located one block south of Lake Union.

## Development Concept Alternatives

The proposed development includes a partial alley vacation and construction of a six-story building incorporating a mid-block pedestrian galleria and includes 377,000 SF of Office and 15,000 SF of Retail with 534 parking stalls located below grade.

## Alley Vacation Information

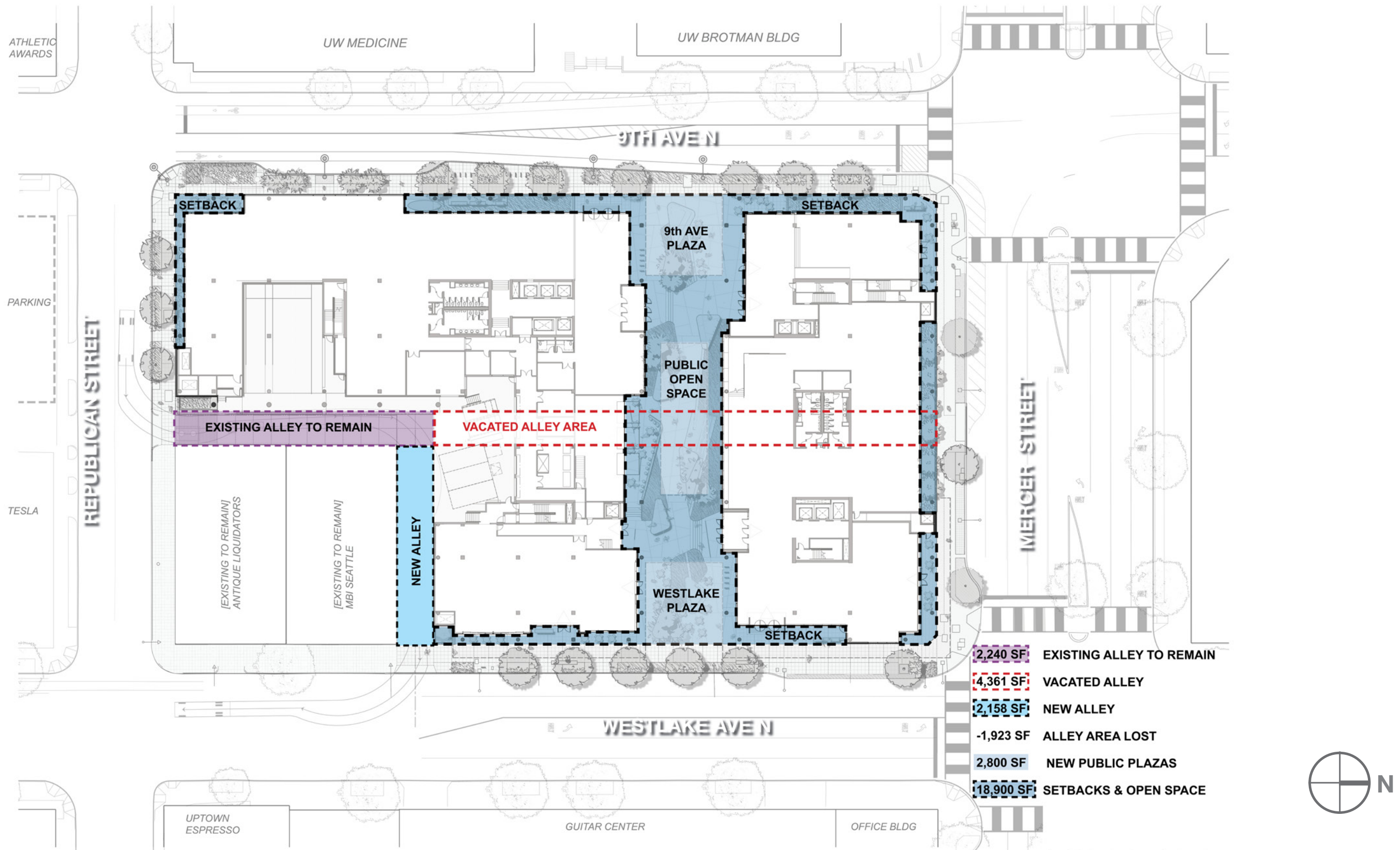
The proposed development would vacate approximately 4,361 SF of alley, relocate 2,158 SF of new alley (with a net loss of 1,923 SF). The proposal would add approximately 17,277 SF of net new open space with new public plazas, building setbacks and public open space.



Site Context

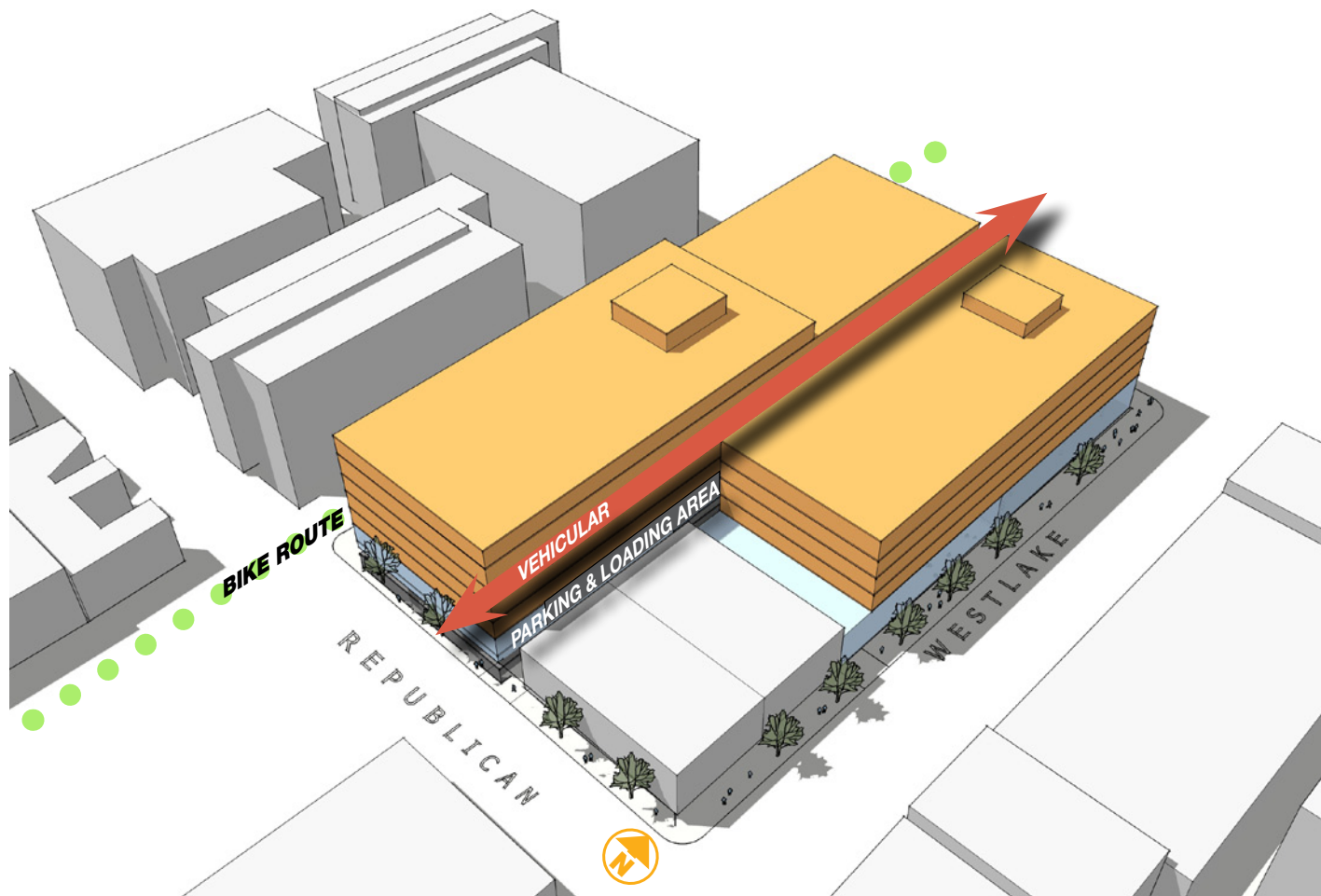




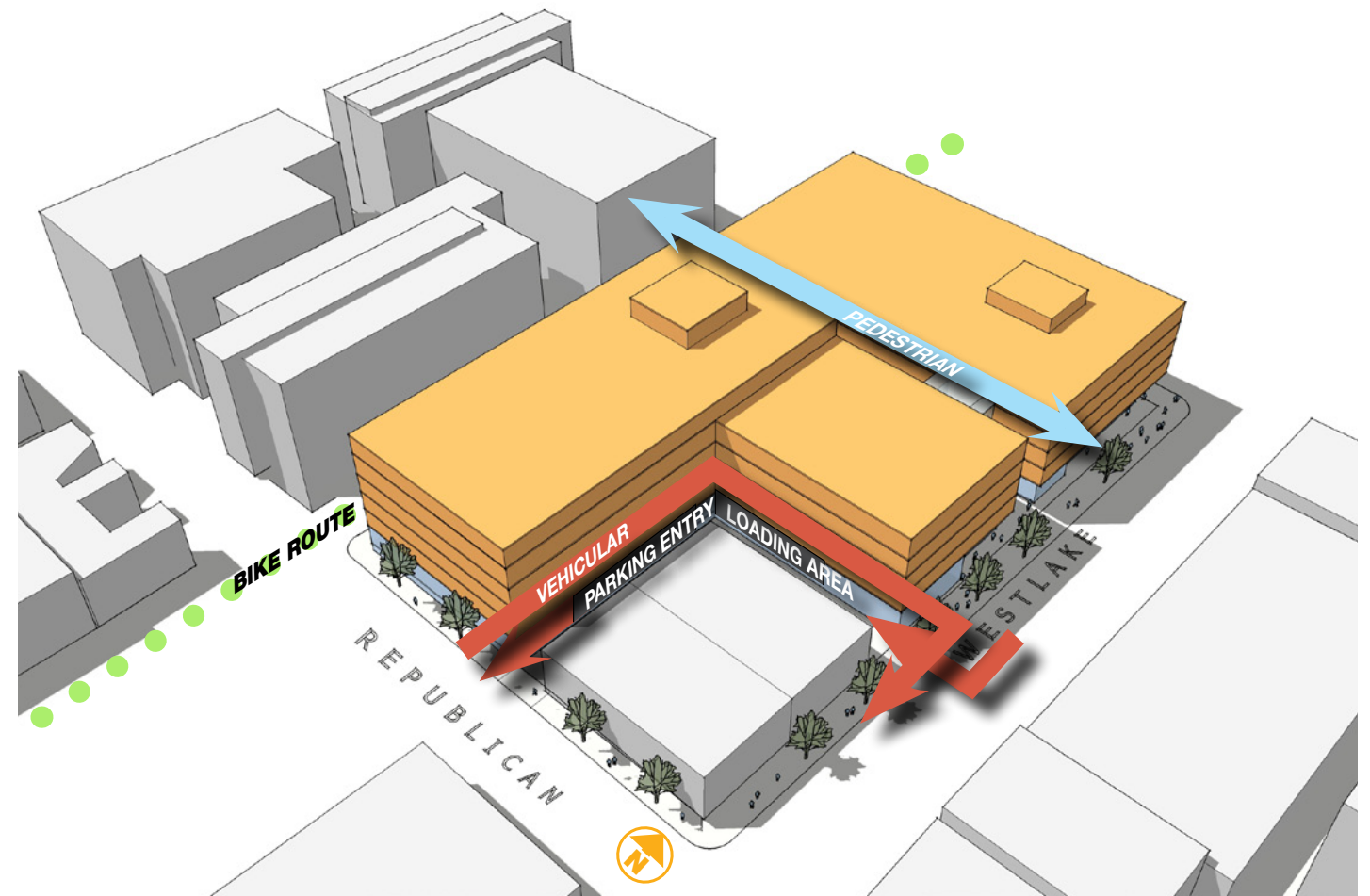




# Development Concept Alternatives



**Base Concept**  
with no Alley Vacation



**Proposed Concept**  
with Alley Vacation

- Alley connects at Westlake in Lieu of Mercer – improving traffic conditions at Mercer and eliminating curb cut.
- Building mass is significantly reduced at 9th Ave. N. and Westlake Ave. N.
- Mid-block pedestrian galleria creates public space, connects pedestrian / streetcar / neighborhood.
- Building links and parasol create protected outdoor space.



# EDG 6 June 2012

## Summary of Priorities & Board Recommendations

Show Mercer Street & Westlake improvements & crosswalks

### 1. Preferred massing option:

(Design Review Guidelines A-1, B-1, D-8)  
Alley Vacation option.

### 2. Alley exit at Westlake:

(Design Review Guidelines A-4, A-8, D-8)  
Design for safety; enhance Westlake streetscape activity.

### 3. 9th Ave N frontage:

(Design Review Guidelines A-4, B-1, C-3)  
Design to break down appearance of length and respond to human scale; enhance activity at street level.

### 4. Mid-block Connection:

(Design Review Guidelines A-2, A-4, C-1, D-1)  
Respond to UW site; provide lighting for safety, maximize natural light; balance retail for street activity and mid-block draw; erode corners; design for public appearance; minimize wind tunnel, maximize comfort.

### 5. North façade on Mercer St.:

(Design Review Guidelines A-3, A-4, B-1, C-3, D-1)  
Noted retail turning back on Mercer; Mercer should include a visible major pedestrian entry; encourage street front activation with street level design; break down appearance of length, create human scale.



# Introduction to Design Exhibits

The following design exhibits illustrate the design response to each of the elements noted in the EDG report, while providing a comprehensive presentation of the overall design. The design has evolved to include a number of changes and refinements in response to Early Design Guidance and Design Commission input and direction including:

- Improvement of sightlines and landscape at the alley connection to Westlake.
- Increased modulation, setbacks and transparency of street-level elements along 9th and Mercer, including street-level activation, building setbacks, landscaping and erosion of corners at mid-block entrances.
- The use of both horizontal and vertical modulation and articulation to create a suitable appearance of length and respond to human scale, at both the streetscape design scale and the overall building massing scale.
- The creation of a varied streetscape experience including new rain gardens and bike amenities along 9th Ave.
- The incorporation of detailed exterior design elements on the 9th Ave and Mercer street facades to add detail, scale, and richness, while improving energy performance
- The extension of additional retail space and entry points along Mercer Street, as well as prospective future retail opportunities along Republican and 9th Ave, with revised floor levels aligned with sidewalks, to maximize streetscape activity potential now and in the future.
- Lighting concepts for the mid-block connection, maximizing natural light and creating a safe and engaging environment at night.
- Design adjustments that increase the dimensions of open-ness, the perception of transparency, the continuity of landscape and paving, and the reduction of visual barriers, to create a very public sense of welcome to the mid-block crossing, a weather protected public-oriented open space.

Please note that this design presentation includes two options for the design of the upper part of the 9th Ave and Mercer St facades (ILLUSTRATED HEREIN). Option A is preferred by the Design Team, and we would like to present our case for its appropriateness; Option B decreases the length of the façade segment and provides more modulation, while reducing floor area, understanding that commenters have encouraged breaking down the perception of length. The Team is prepared to accept the recommendation of the Board with respect to the two options.



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## EDG 6 June 2012

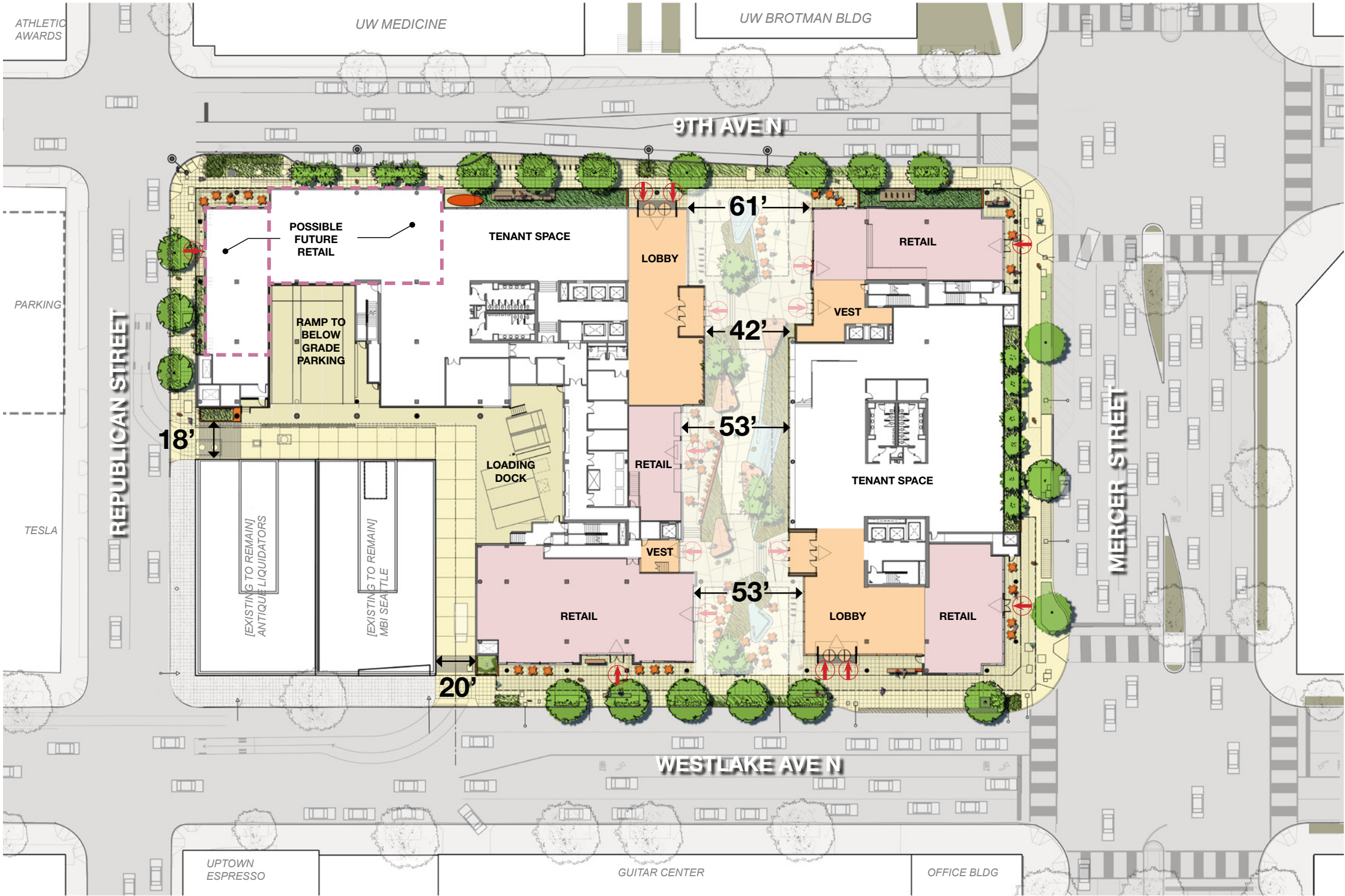
### Priorities & Board Recommendations

At the Recommendation meeting, the applicant should provide the following additional information:

Show **Mercer Street improvements** and crosswalks adjacent to this site which are planned for Westlake Ave N and Mercer Street. (C-1, D-1)

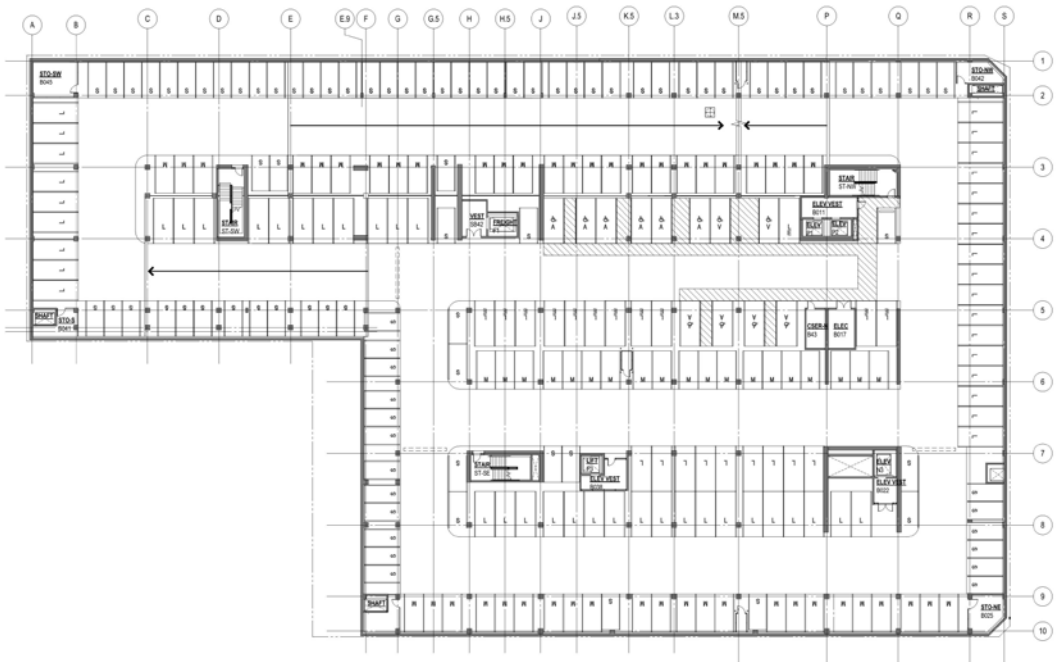


# Site Plan

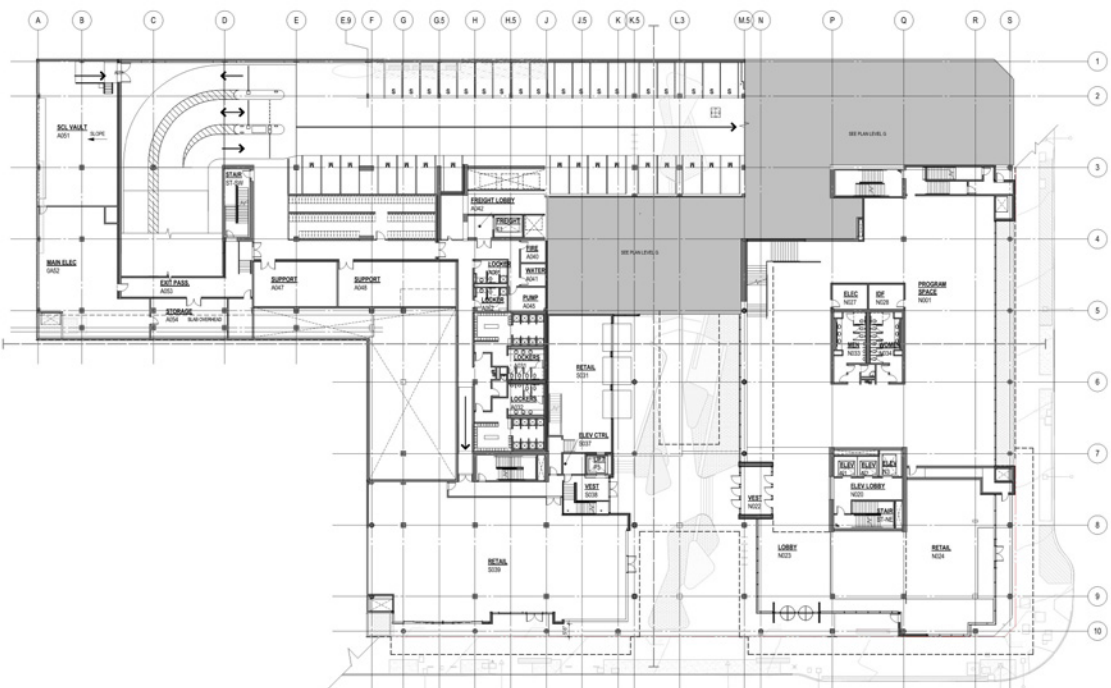




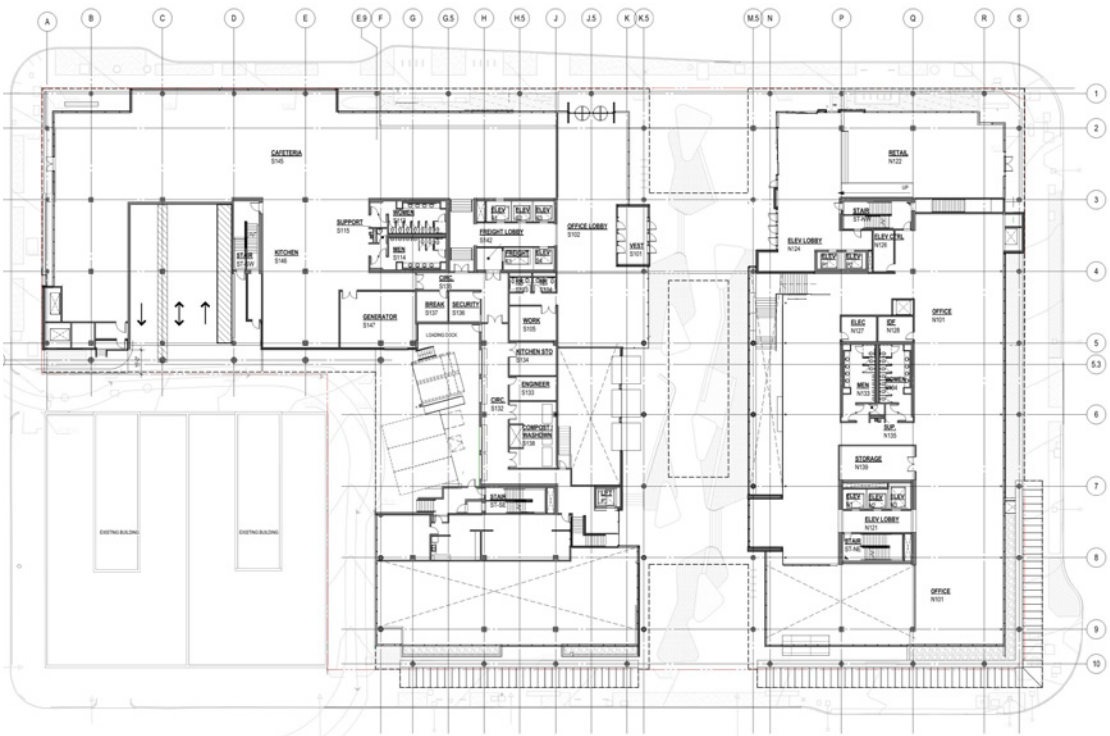
# Floor Plans



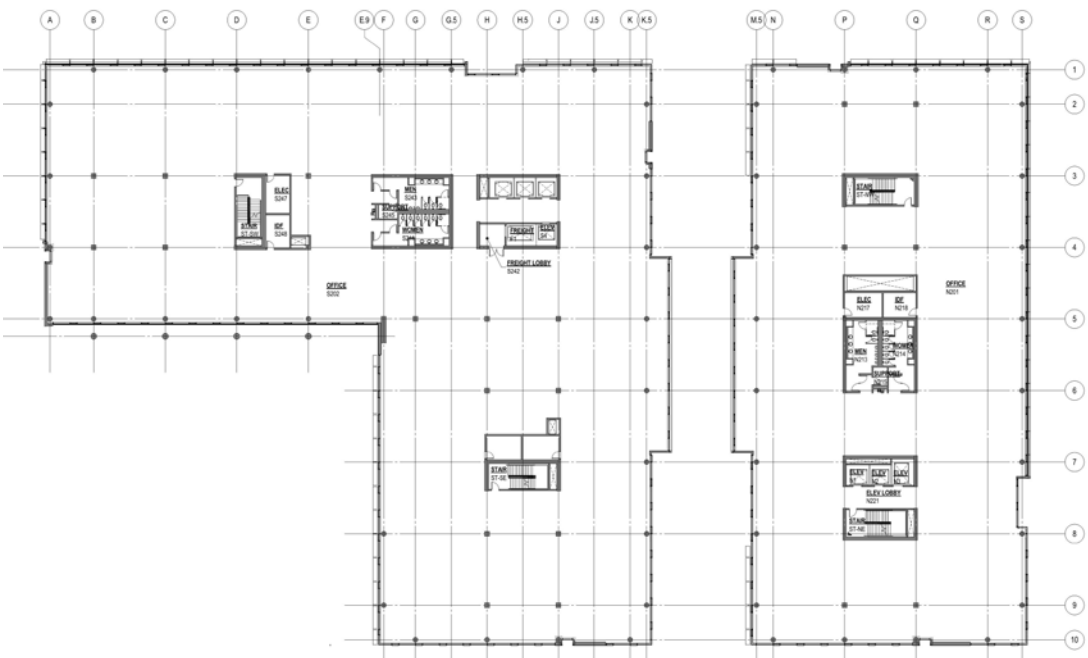
Level B Floor Plan (Typical Parking)



Level A / Ground Floor Plan



Level 1 Floor Plan

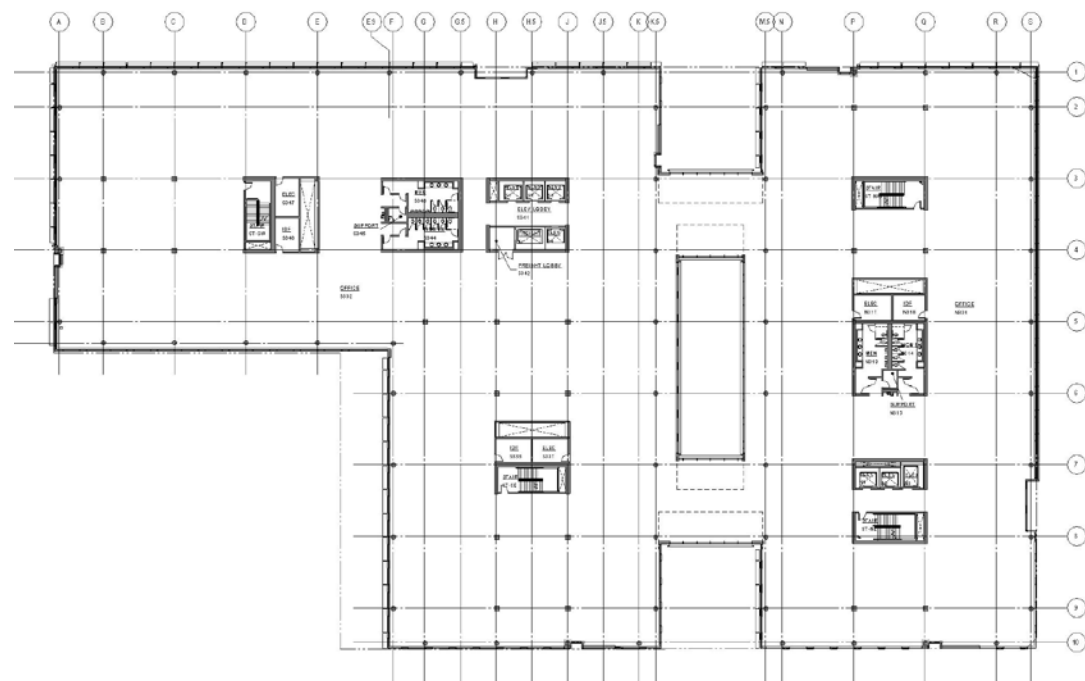


Level 2 Floor Plan

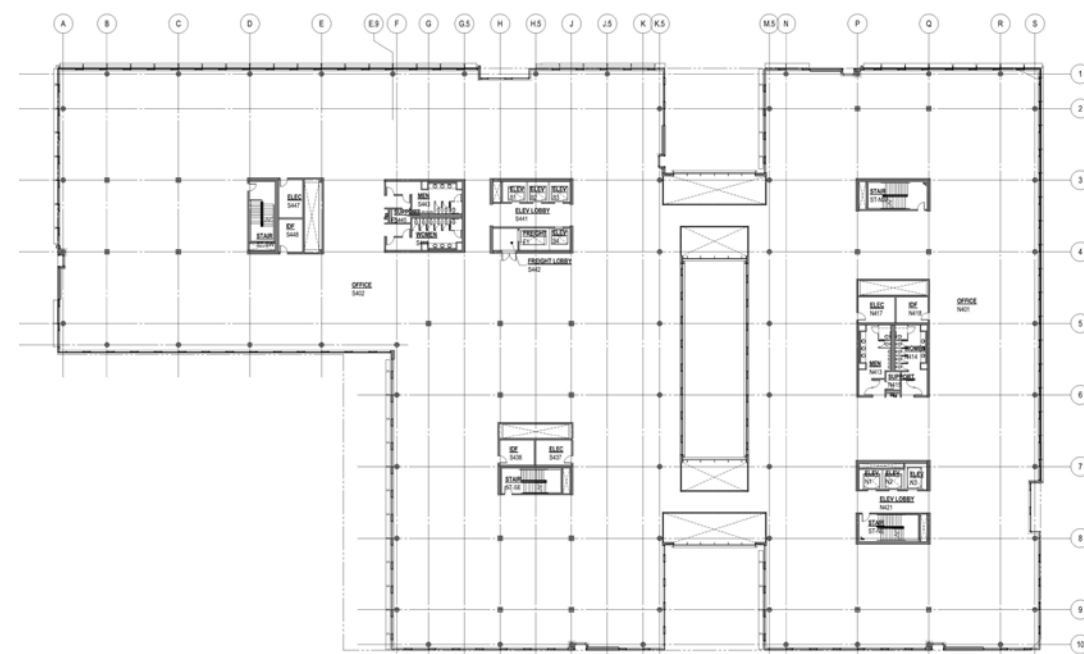




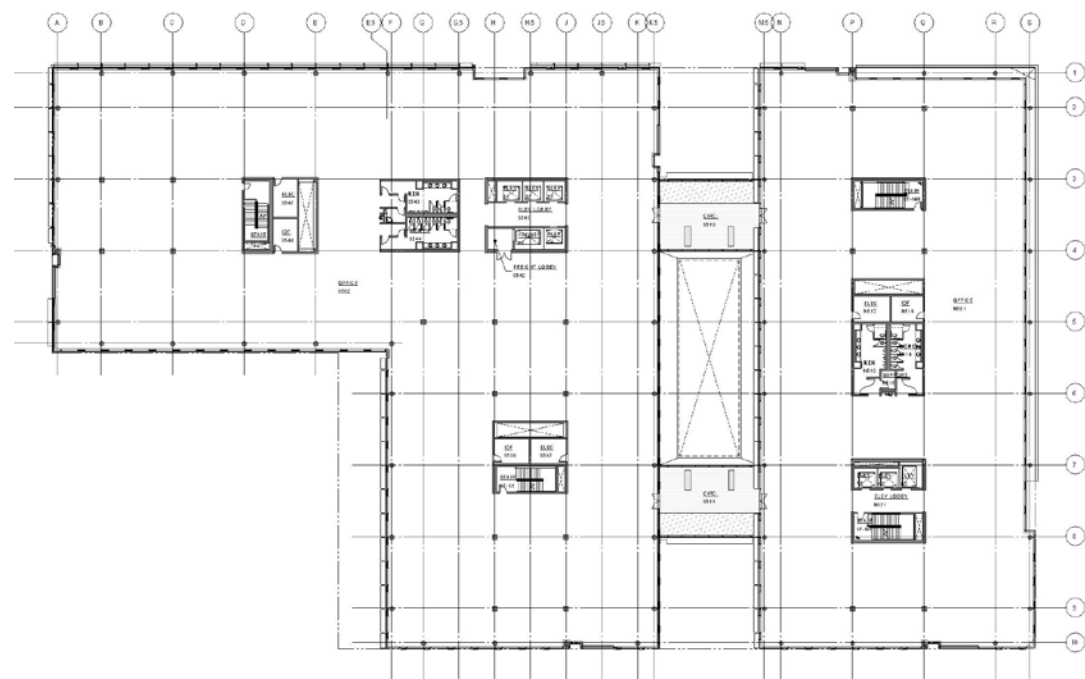
# Floor Plans



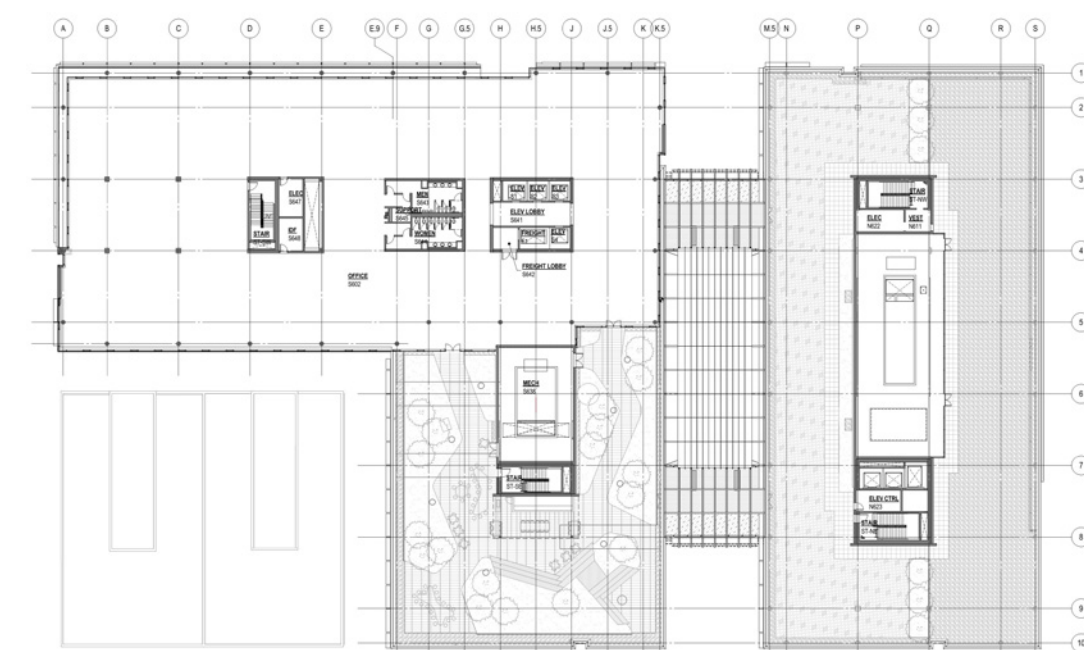
### Level 3 Floor Plan (Typical Office)



### Level 4 Floor Plan



## Level 5 Floor Plan



## Level 6 / Roof Plan



# 1

## Public Comments

- Support for the alley and the pedestrian connection to break down the scale of the building.
- Would like to see the two buildings have a different architectural character to break down the scale.

## EDG 6 June 2012

### Priorities & Board Recommendations

#### 1. Preferred massing option: (A-1, B-1, D-8)

- The Board noted that the analysis essentially includes only one option, since it's the one related to the proposed alley vacation. The other options don't relate to the proposed alley vacation configuration.
- Guidance: The Board was satisfied with the preferred massing option, but the alley exit to Westlake should be designed for pedestrian safety and activation of the Westlake Ave street frontage.

# 2

## Public Comments

- Westlake is an important street for the neighborhood and a curb cut/alley entry may be better on 9th Ave N due to lack of activity. Retail could be difficult on 9th Ave N, if that's considered.

## EDG 6 June 2012

### Priorities & Board Recommendations

#### 2. Alley exit at Westlake:

- At the Recommendation meeting, the applicant will need to demonstrate adequate vehicular exiting at alley exit to Westlake and create pedestrian safety (mirrors, paving changes, etc.) (A-4, A-8, D-8)
- The Westlake street frontage should be designed to maximize human activity, retail street frontage, and pedestrian safety (A-2, A-4)



# Westlake Avenue Streetscape

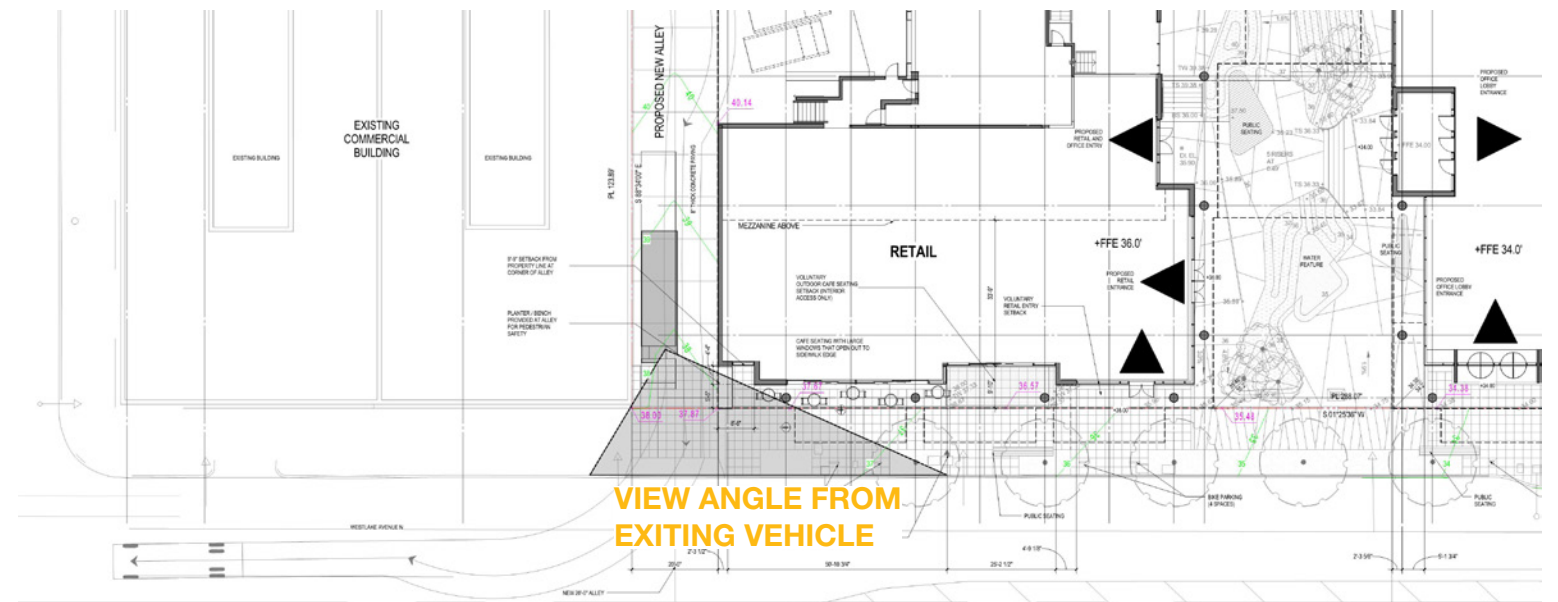
Westlake street frontage is activated by Retail and lobby uses. The alley connection has been designed to achieve clear sightlines while signaling the end of the pedestrian zone. A new integrated Streetcar waiting and ticket station will be incorporated.



# Westlake Avenue Alley Analysis



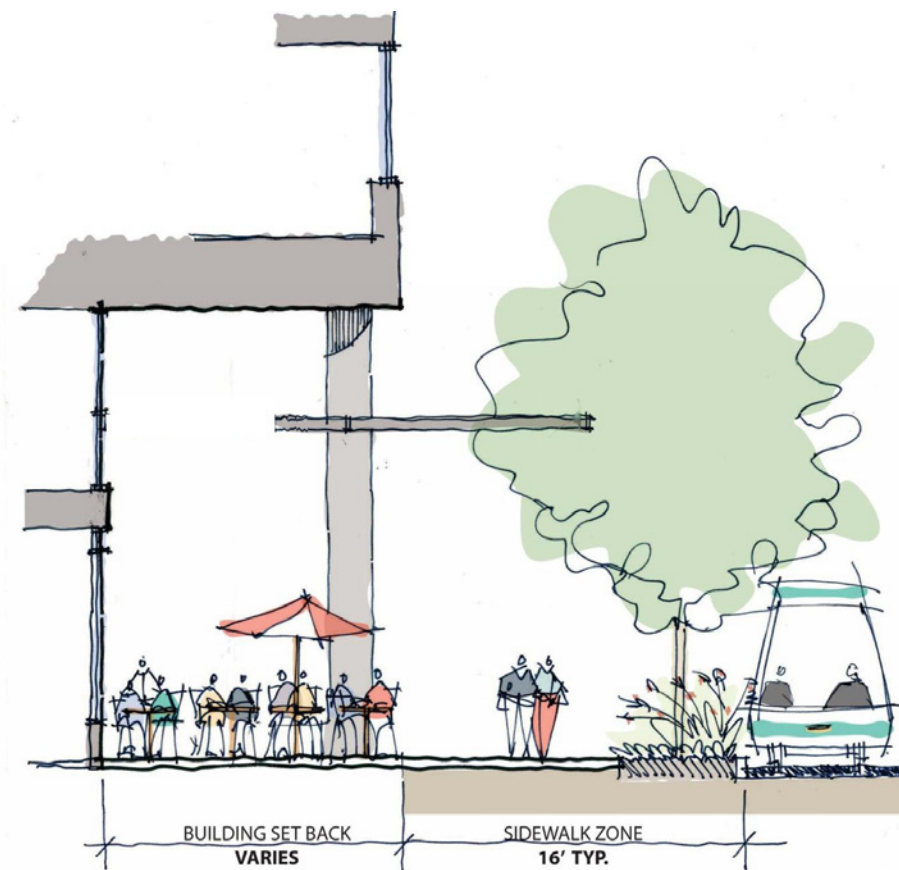
- The southern corner of the Retail frontage has been set back approximately 10 feet, extending the public realm at the sidewalk and opening view angles for vehicles exiting onto Westlake Ave. N.
- The alley is the minimum dimension allowed by SDOT and is intended to serve as an exit for the loading area and not as an exit for automobiles exiting the parking garage.





# Westlake Avenue Streetscape Streetcar Station

Signage, seating and ticket machine for the SLU Streetcar are incorporated into the design, to allow removal of the free-standing shelter and improve pedestrian flow along the sidewalk.





# Westlake Avenue Elevation



The following Design Review Guidelines established the priorities for our design response:

- A-2 Streetscape Compatibility:** reinforce the existing desirable spatial characteristics of the right-of-way.  
Sidewalk spaces should appear safe, welcoming and open to the general public.  
Provide pedestrian-friendly streetscape amenities such as tree grates, benches and lighting.  
Encourage provisions of spaces for street level uses that vary in size, width and depth and encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.  
Where appropriate configure retail space so that it can spill out onto the sidewalk (retaining 6 feet for pedestrian movement where the sidewalk is sufficiently wide).
- A-4 Human Activity:** New development should be sited and designed to encourage human activity on the street.  
Design facades to encourage activity to spill out from business onto the sidewalk and vice-versa.
- B-1 Height, Bulk and Scale Compatibility:** Address both pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer...and Westlake.
- D-8 Treatment of Alleys:** The design of alley entrances should enhance the pedestrian street front.

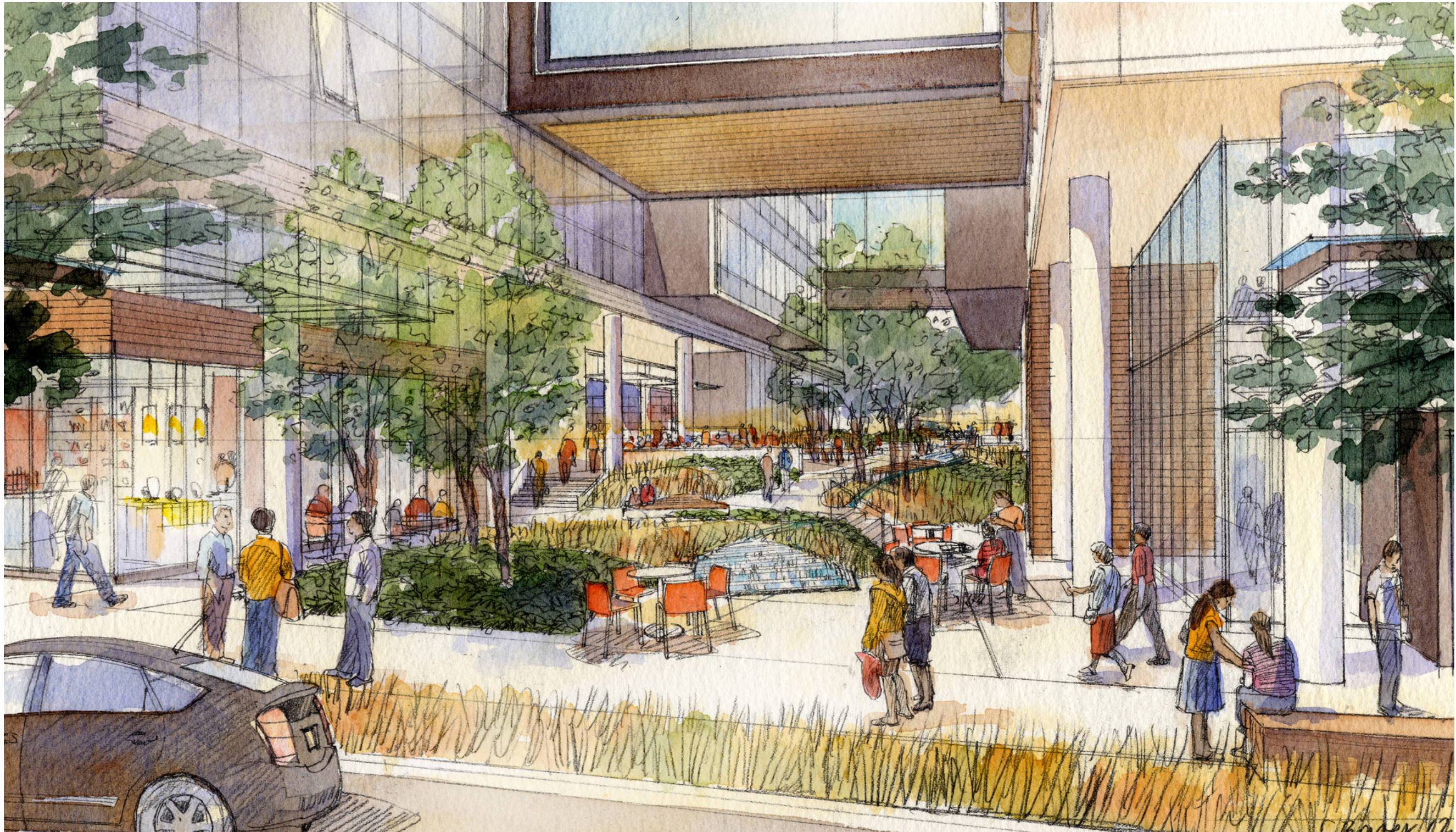


## Westlake Avenue Perspective





## Westlake Avenue Cross-Block





# 3

## EDG 6 June 2012

### Priorities & Board Recommendations

#### Public Comments

- The west façade should be visually broken up.
- Retail could be difficult on 9th Ave N, if that's considered.
- The building is blocky; the design should include shaping of the mass. Setting back the ground floor may help, as well as articulation, and shaping of the corners. Focus on the pedestrian perspective.

#### 3. 9th Ave N frontage:

- The design of this façade needs to include significant design moves to break down the appearance of the long façade and to respond to the human scale. (B-1, A-4, C-3)
- This street frontage should be designed to enhance human activity at the street level. The applicant needs to clearly demonstrate how the proposed street level building program on 9th Ave N will meet this guidance. (A-4)

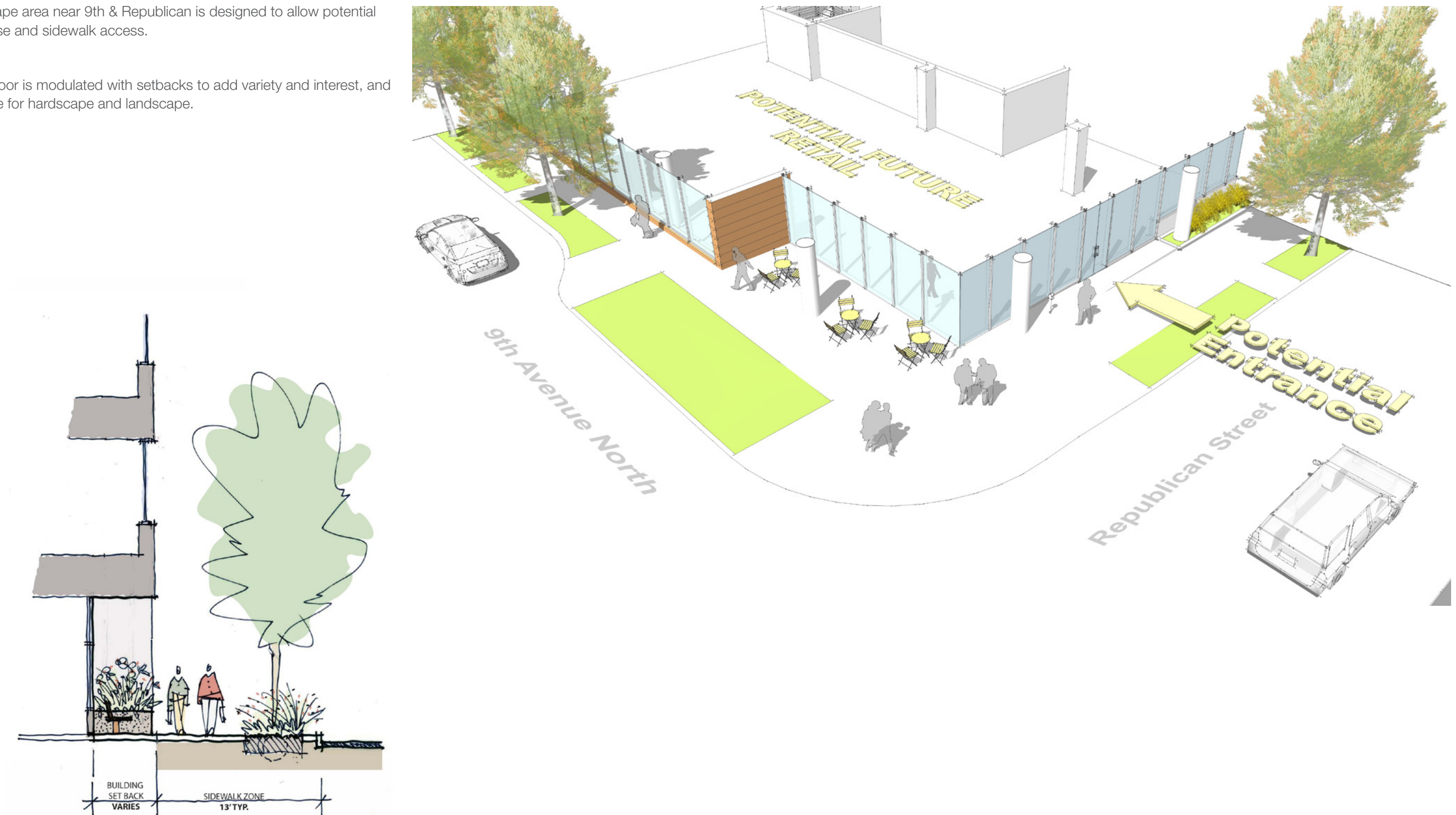
# 9th Avenue Streetscape





# Southwest Corner “storefront” approach

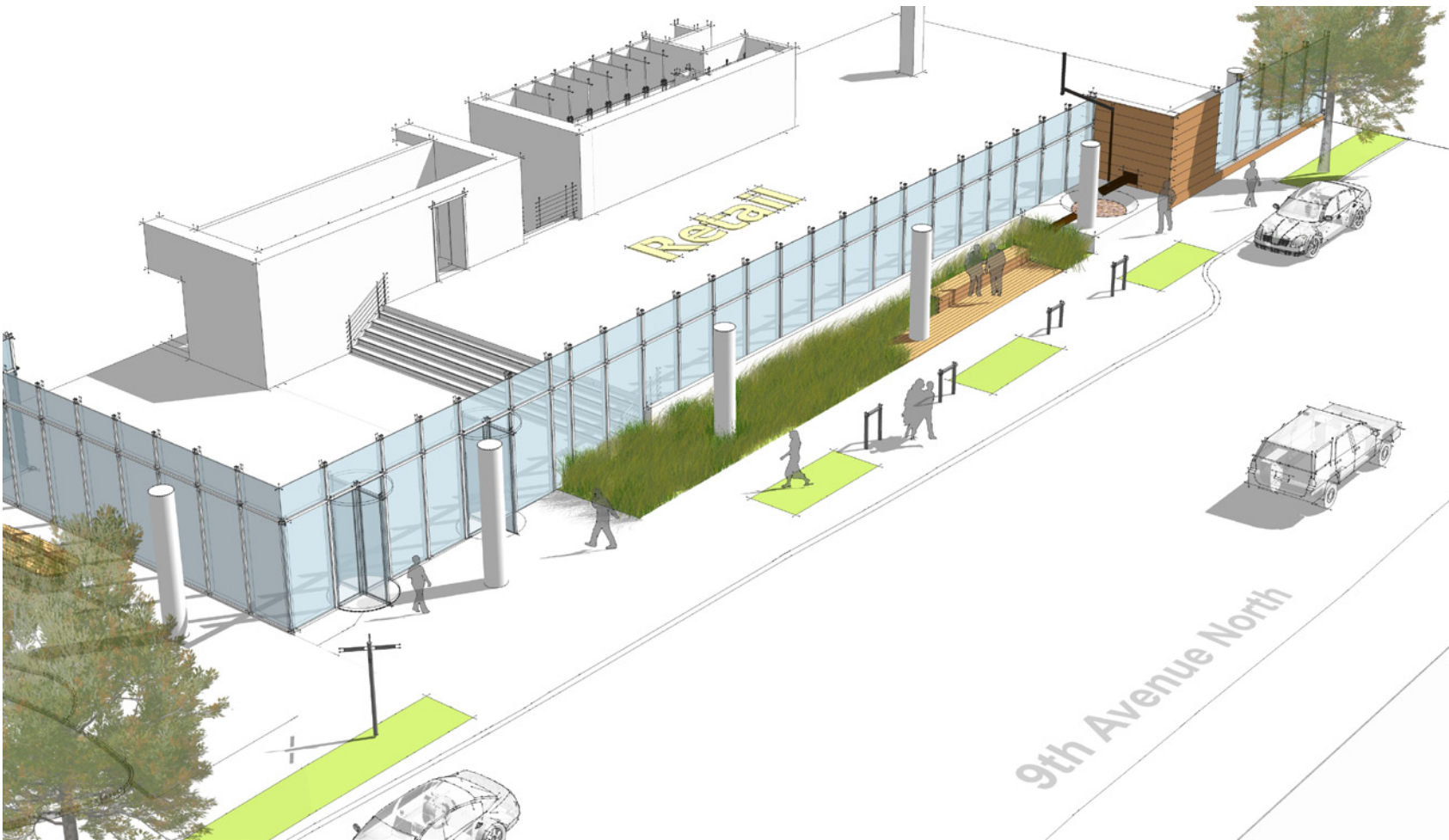
- The Streetscape area near 9th & Republican is designed to allow potential future retail use and sidewalk access.
- The ground floor is modulated with setbacks to add variety and interest, and provide space for hardscape and landscape.



# 9th Avenue Streetscape Rain Gardens

The lobby corner along 9th Ave is eroded and inflected toward the UW Medicine crossing. No street crosswalk is intended.

A rain garden collects roof runoff and provides a sustainable landscape with a wood deck & seating area along the sidewalk.





# 9th Avenue Streetscape Bike Amenities

The ground level setback near Mercer includes extended retail space and an area provided for a Bike Fix-it Station plus future BikeShare facility.



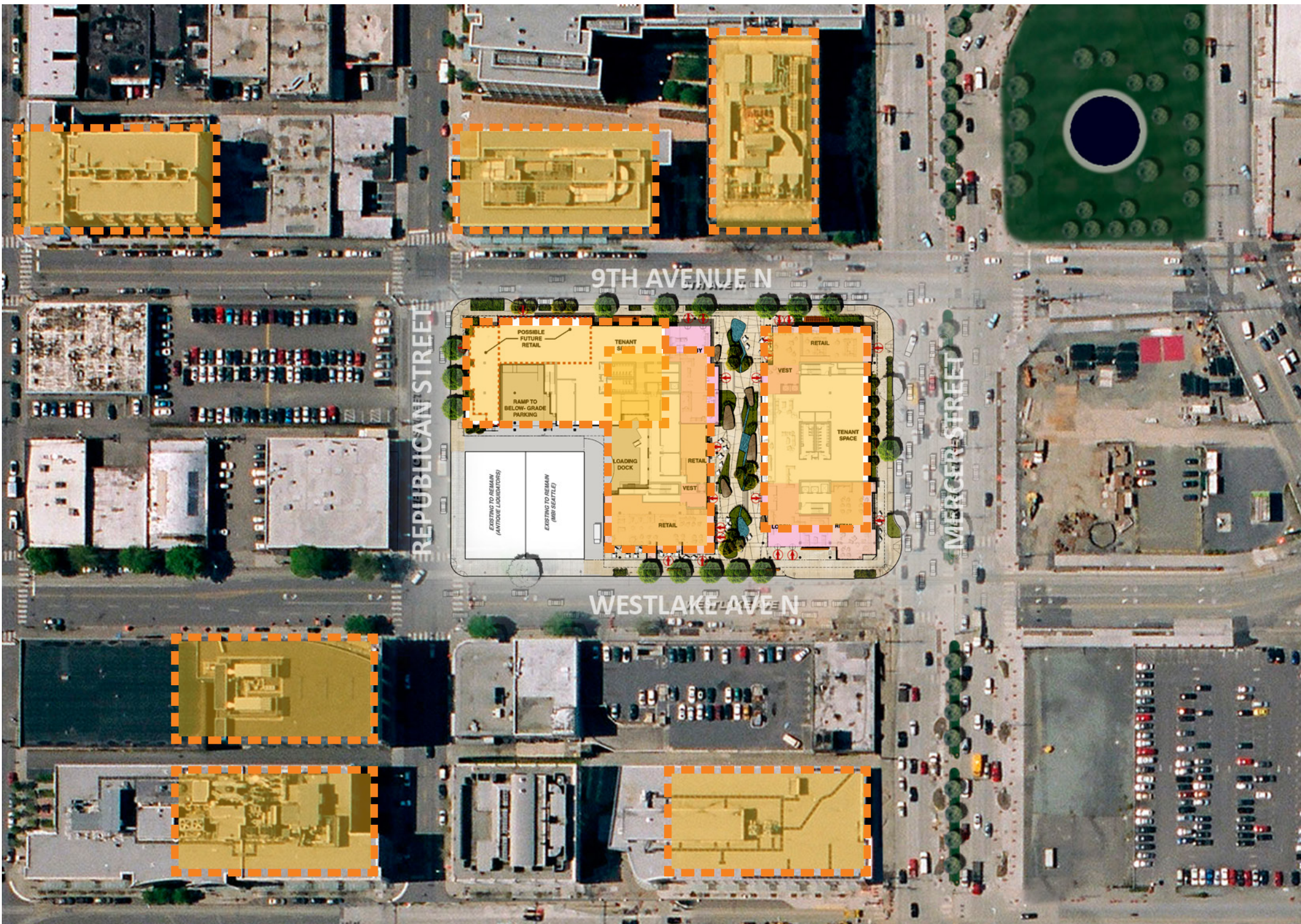


## Mid-block View 9th Avenue





# Site Context / Façade Length

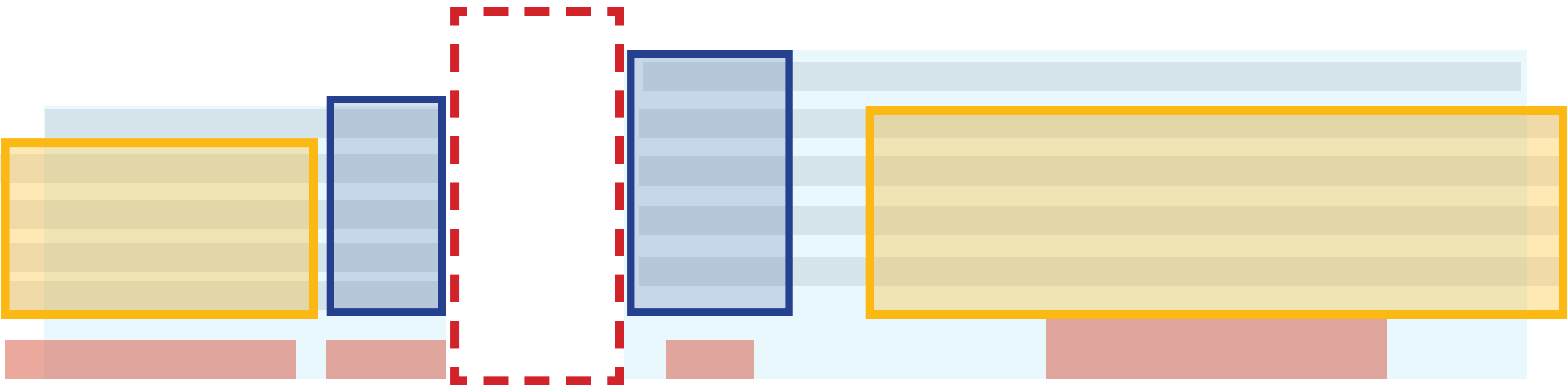




# Scale & Modulation

The exterior design is responsive to three main drivers:

- 1. Pedestrian experience, or streetscape vitality.
- 2. Attention to Human scale in detail and warm, inviting materials, especially near street level.
- 3. Appropriate scale and massing modulation, with respect to neighbors, block dimensions and SLU District.



**DESIGN APPROACH TO SCALE AND MODULATION: Formal Elements clearly articulated**

**First**, the 412’ length of the project is split by the new mid-block open space, creating a major articulation and reduction of scale. **Second**, the buildings are stepped along with the gently sloping site. **Third**, the buildings are articulated in two versions of cladding, providing variety and reduction in the perception of both mass and length, and allowing a focal emphasis to grow around the mid-block open space. **Fourth**, the buildings are articulated vertically as well as horizontally (as suggested in SLU guidelines), set back at the base and the top, to add detail and interest as well as variety to reduce “blockiness”. Ground floor setbacks

allow a range of hardscape and landscaped spaces to populate the edges and create interest along the street. **Fifth**, a family of “ground effects” made of wood, metal and extensive glass, provide warmth, detail and variety with great transparency. **Finally**, portions of the longer facades seen on 9th Ave and Mercer St are detailed with shading fins that add a great deal of detail and give a smaller secondary scale to building forms. This approach, we believe, achieves an integrated balance of pedestrian-scale vitality, reduction in scale of building elements and the perception of a varied but harmonious whole

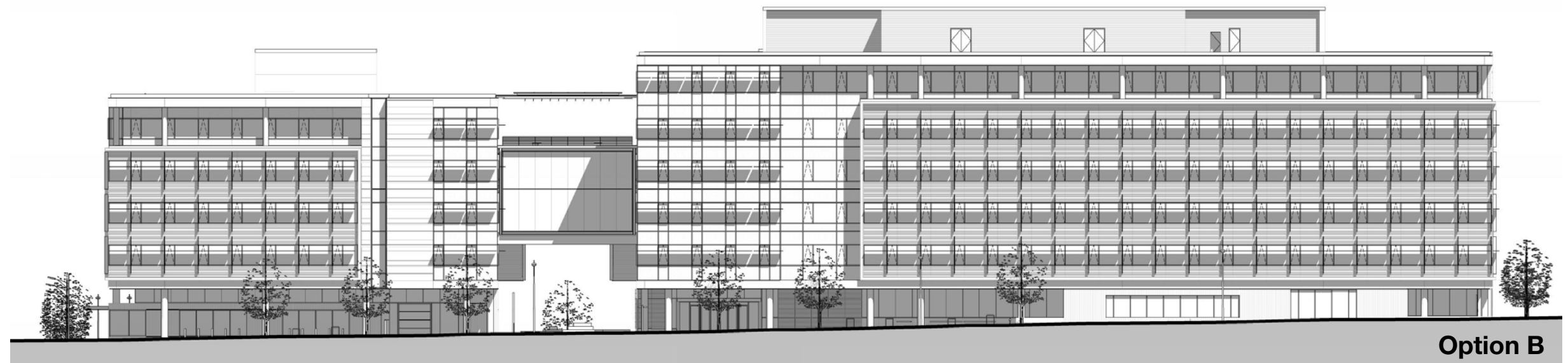
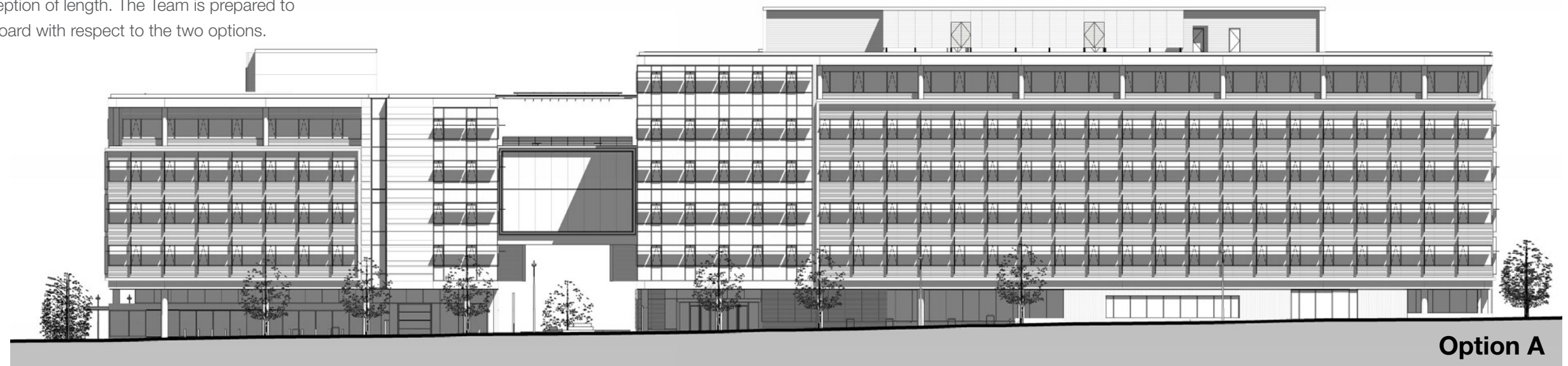


# 9th Ave Façade Options Elevations

We present two options for the design of the upper part of the 9th Ave and Mercer St facades.

**Option A** is preferred by the Design Team, and we would like to present our case for its appropriateness;

**Option B** decreases the length of the façade segment and provides more modulation, while reducing floor area, understanding that commenters have encouraged breaking down the perception of length. The Team is prepared to accept the recommendation of the Board with respect to the two options.





## 9th Ave Façade Options Elevations



**Option A**



**Option B**



# 9th Avenue Elevation



The following Design Review Guidelines established the priorities for our design response:

- **A-2 Streetscape Compatibility:** reinforce the existing desirable spatial characteristics of the right-of-way.

**Provide pedestrian-friendly streetscape amenities such as: tree grates, benches, lighting.**

Where appropriate, consider a reduction of the required amount of commercial and retail, space at the ground level, such as in transition zones between commercial and residential areas. **Place retail in areas that are conducive to the use and will be successful.**

- **A-4 Human Activity:** New development should be sited and designed to encourage human activity on the street.

**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 other adjacent neighborhoods.**

**Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.**

- **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 sensitive transition to near-by, less intensive zones.

**Address both the pedestrian and auto experience** through building placement, scale and details **with specific attention to regional transportation corridors** such as Mercer...and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

**Encourage stepping back an elevation at upper levels for developments taller than 55 feet to take advantage of views and increase sunlight at street level. Relate proportions of buildings to the width and scale of the street.**

**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; accent trim.

- **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.**
- **C-3 Human Scale:** The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.



## Republican Street Elevation





# Republican Street Perspective





# 4

**EDG 6 June 2012**

## Priorities & Board Recommendations

### Public Comments

- Support for the alley and the pedestrian connection to break down the scale of the building.

### 4. The mid-block crossing:

- The location and design should be designed to respond to the UW mid-block crossing to the west. (A-2, C-1, D-1)
- The Board would like to see a lighting plan at Recommendation stage, demonstrating the connection will be safe, well lit, and include maximum natural lighting with supplementary lighting strategies as needed. (D-1, D-7, D-10)
- Orientation of retail to the pedestrian connection is problematic; consider using the retail spaces to activate the street frontages and draw people into the midblock crossing. (A-2, A-4, D-1)
- The corners of the building adjacent to the west end of the crossing should be eroded to enhance the connection with the UW Medicine mid-block crossing to the west. Consider transparent corners in this location. (A-4, D-1)
- The crossing should be designed to clearly appear public and not a private courtyard. (A-4, D-1)
- Design the connection to minimize wind tunnel effects and maximize pedestrian comfort. (D-1)



# Mid-Block Connection



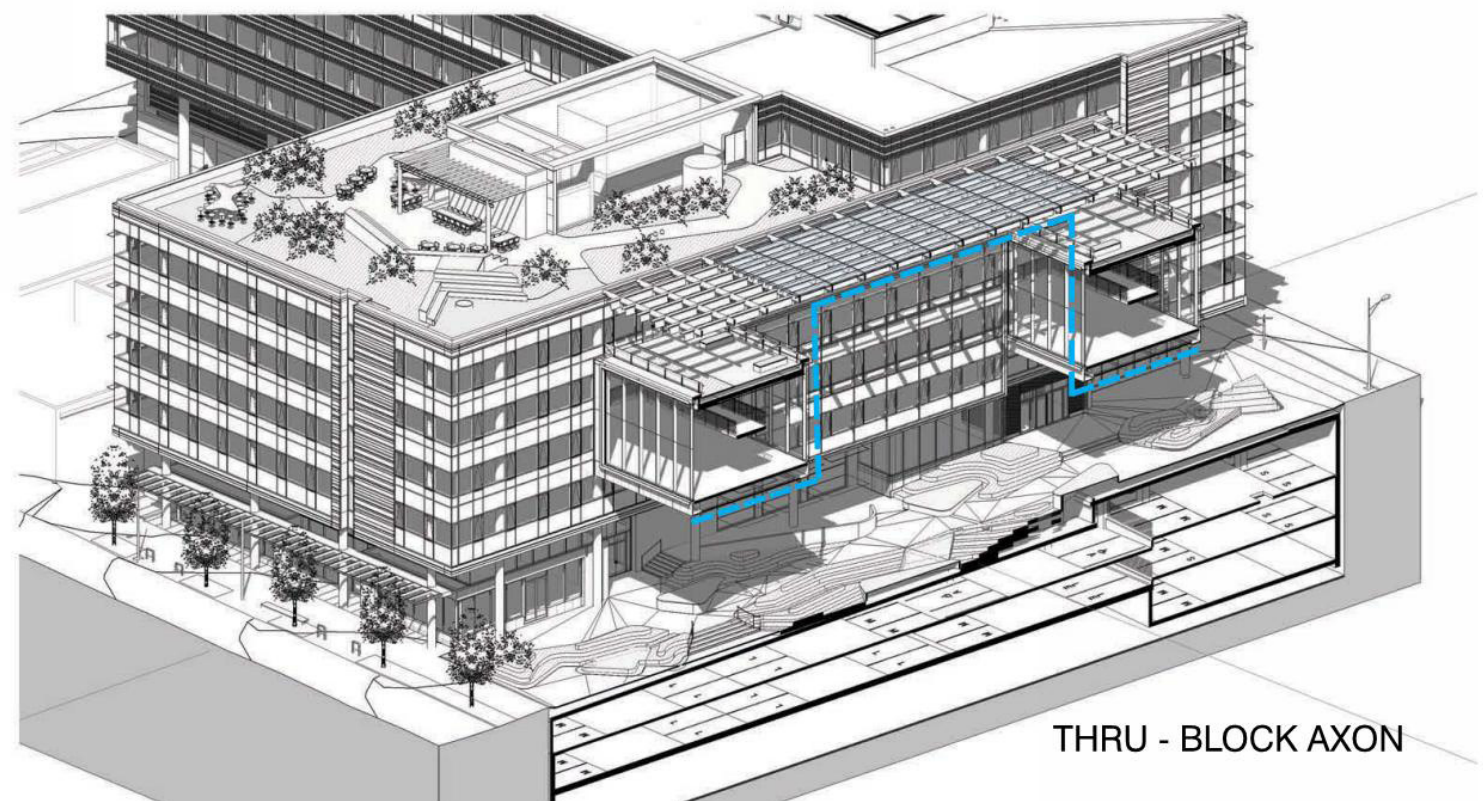
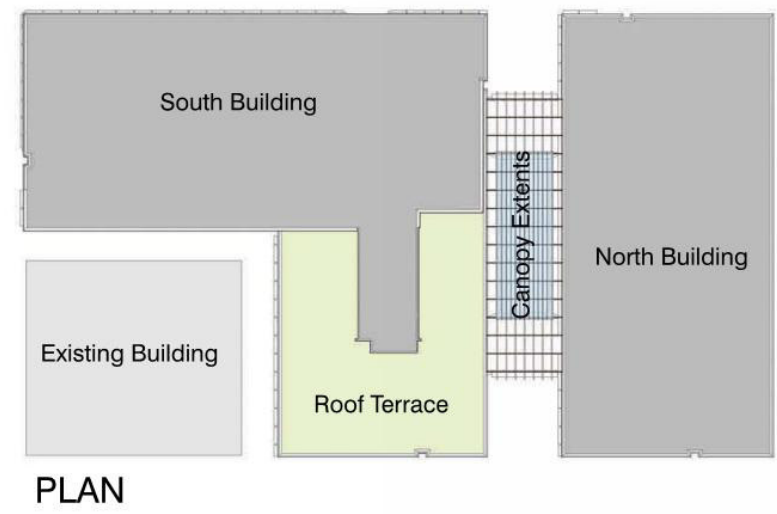
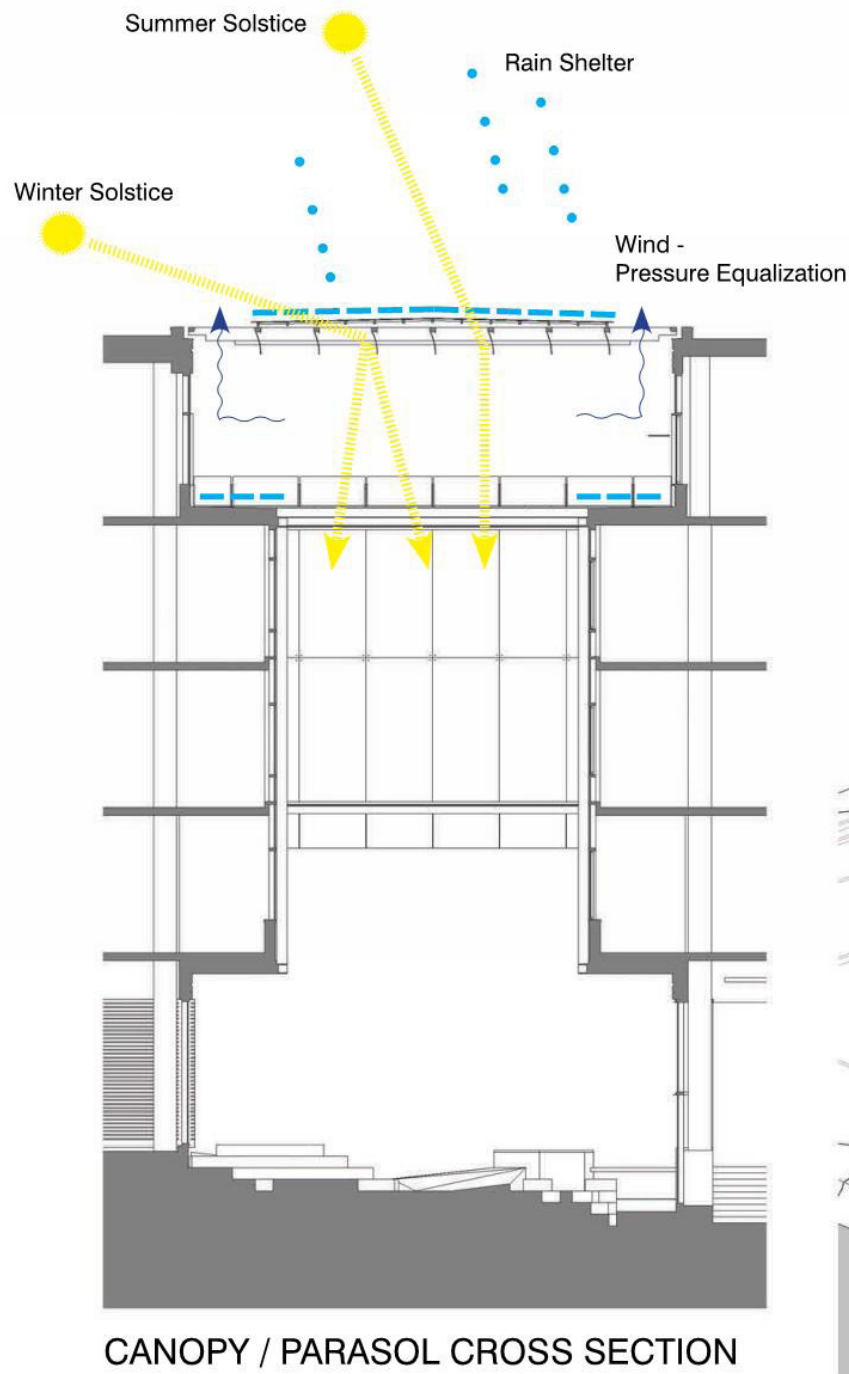


## Pedestrian Galleria





# Pedestrian Galleria

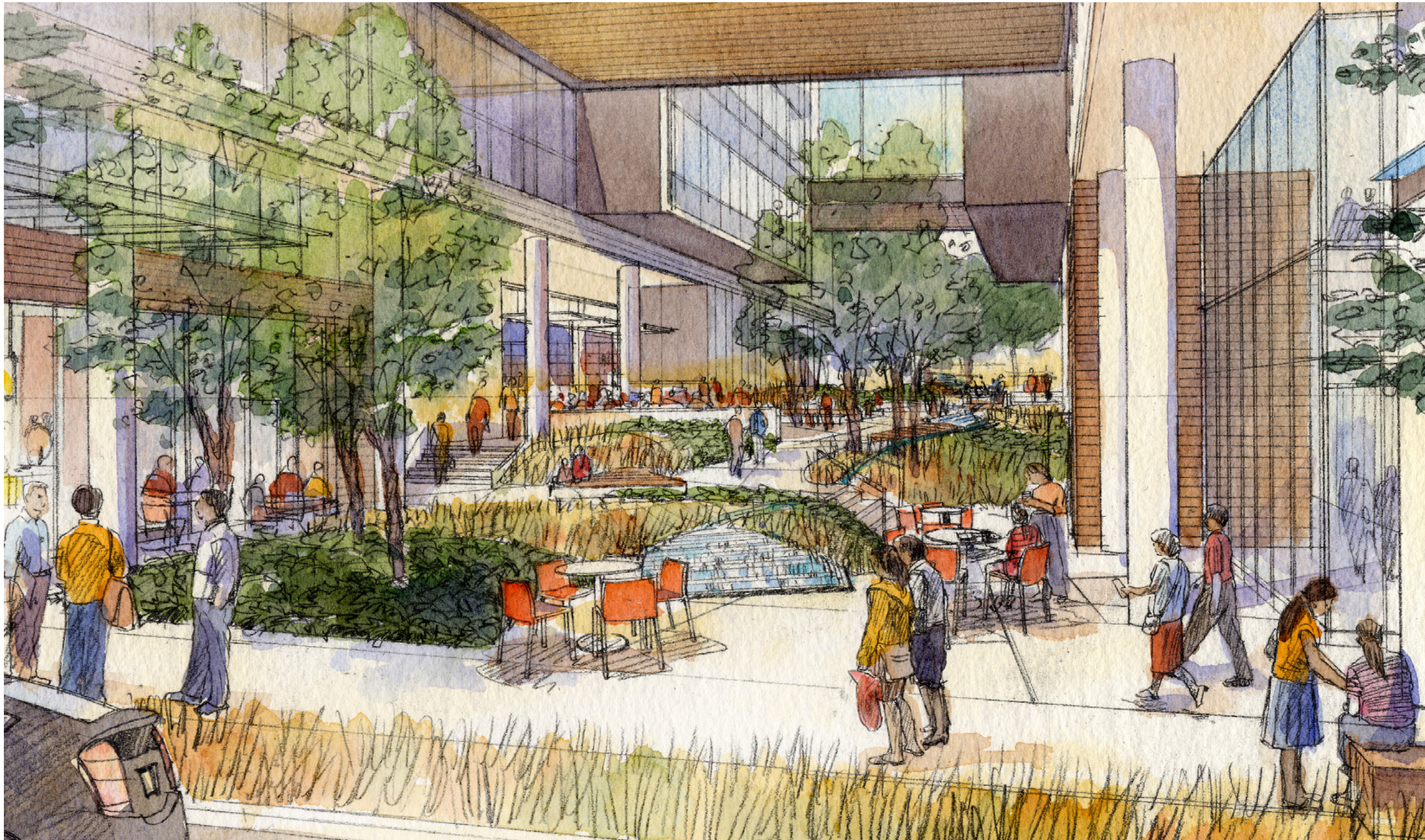






Pedestrian Galleria  
From Westlake Avenue N towards 9th Ave N











# 5

## EDG 6 June 2012

### Priorities & Board Recommendations

#### Public Comments

- The building is blocky; the design should include shaping of the mass. Setting back the ground floor may help, as well as articulation, and shaping of the corners. Focus on the pedestrian perspective.

#### 5. North façade on Mercer St.:

- The Board noted this façade appears potentially problematic, due to the retail entries fronting on the pedestrian connection and the building turning its back on Mercer St. (A-3, D-1)
- The Mercer St façade should include a visible major pedestrian entry. (A-3, D-1)
- The use at that façade of meeting rooms is also potentially problematic, since these spaces are often unoccupied. The applicant should demonstrate how the street level facades will encourage an activated street frontage on Mercer St. (A-4)
- The design of this façade needs to include significant design moves to break down the appearance of the long façade and to create human scale. (B-1, A-4, C-3)



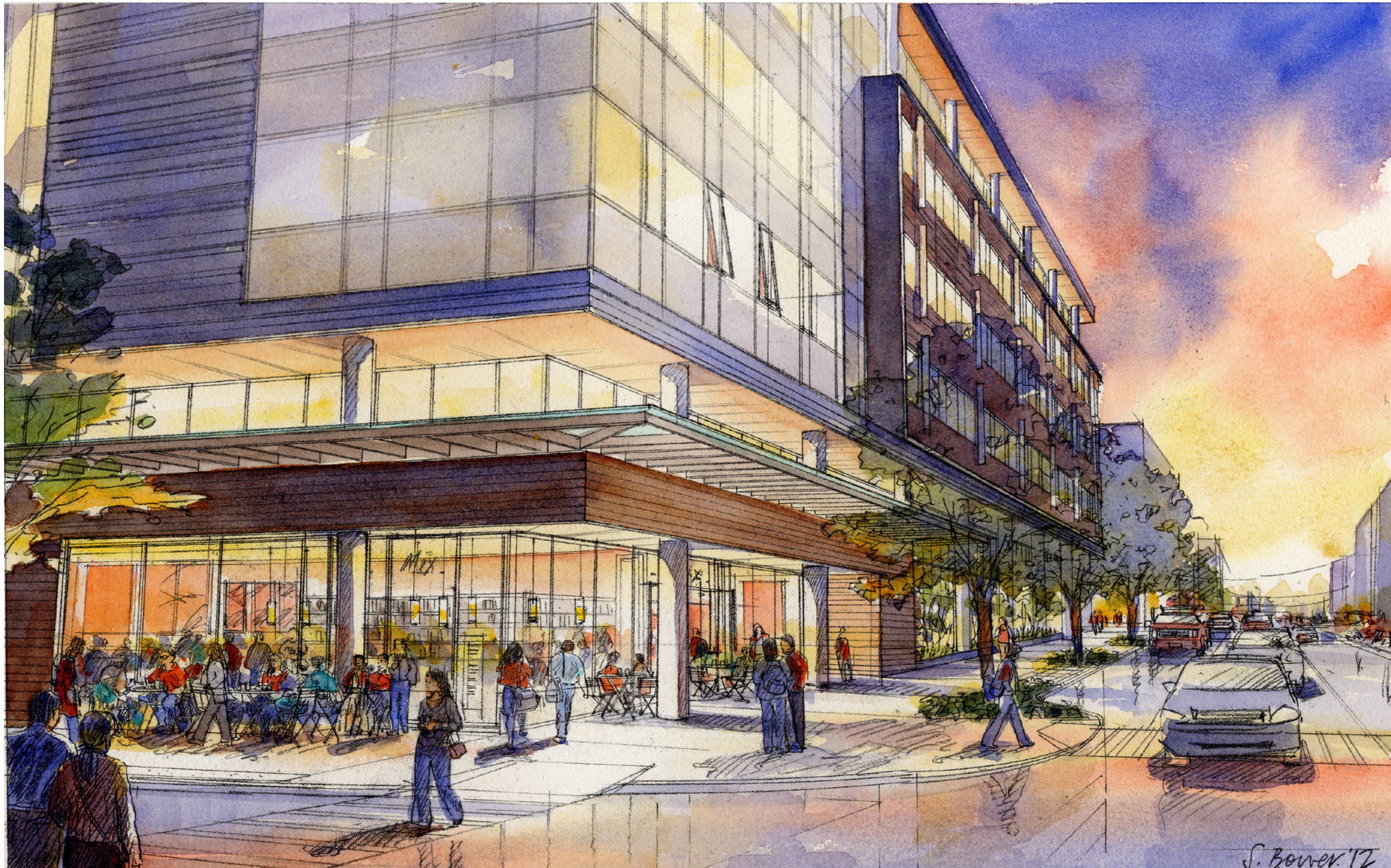
# Mercer Streetscape

Mercer Street is a major urban connector with a large-scale high traffic function (60,000 cars per day). To enhance pedestrian vitality, the project has added retail at the northeast and northwest corners and provided points of access at both retail spots. Due to the slope of the site, and the desire for building lobby entry on Westlake, the mid-block zone is set back to create a landscape design opportunity, providing scale and varied texture, in a block that is without the Mercer boulevard median landscaping.





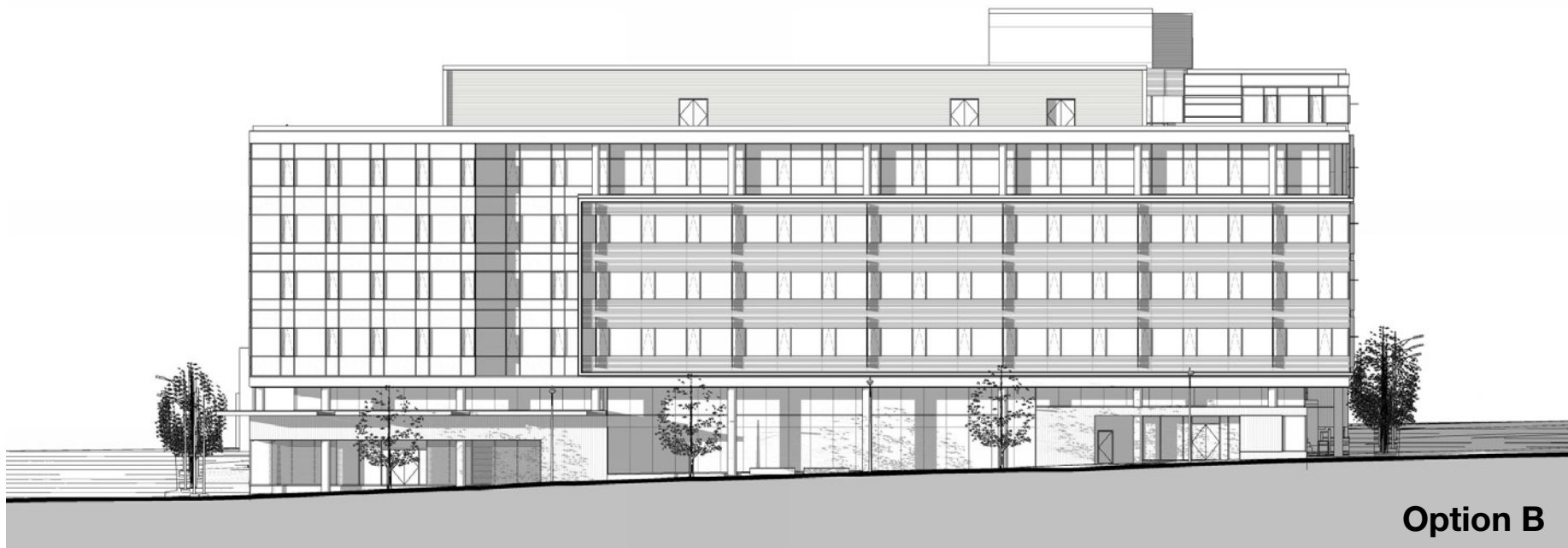
## Westlake Avenue & Mercer Perspective





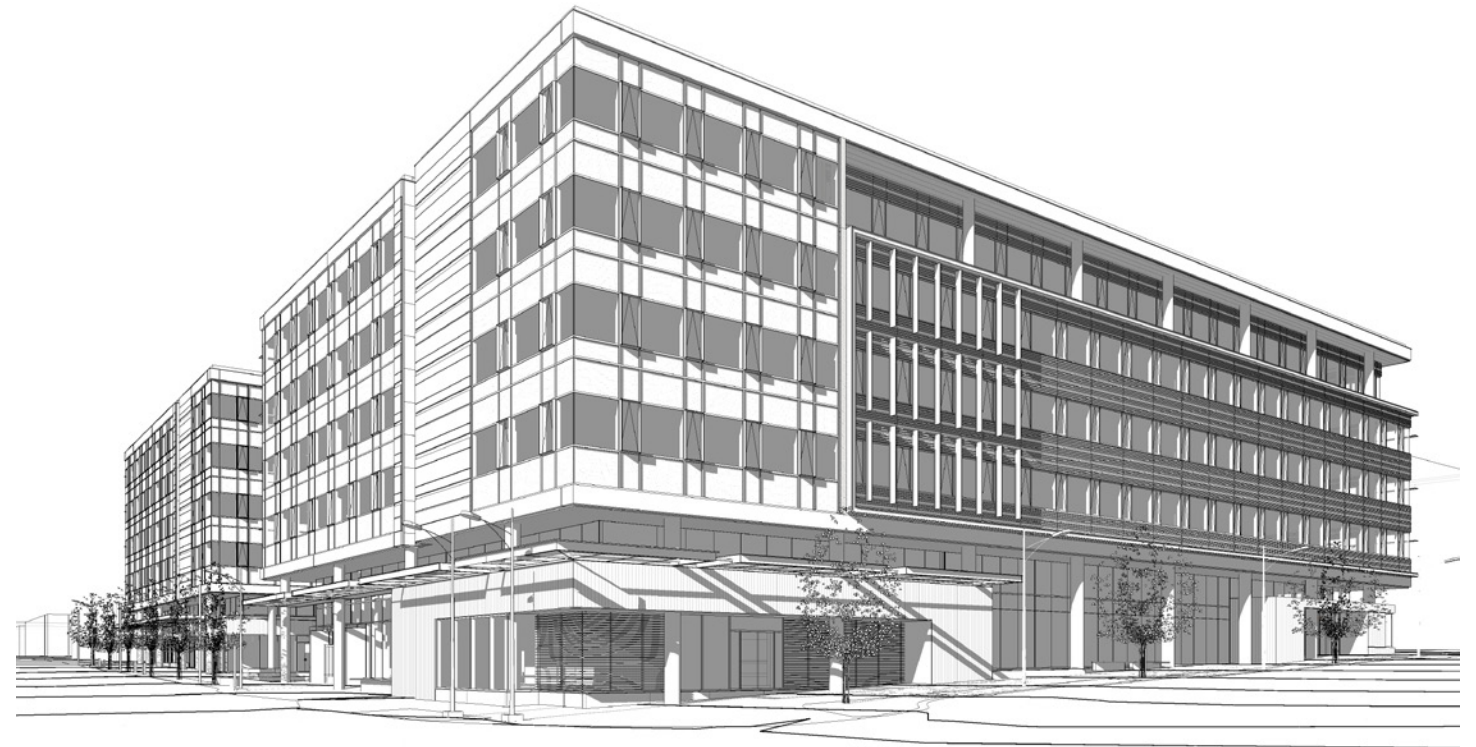
# Mercer St Façade Options Elevations

Option A is preferred by the Design Team, and we would like to present our case for its appropriateness; Option B decreases the length of the façade segment and provides more modulation, while reducing floor area, understanding that commenters have encouraged breaking down the perception of length. The Team is prepared to accept the recommendation of the Board with respect to the two options.





## Mercer St Façade Options Perspective View





# Mercer Street Elevation



The following **Design Review Guidelines** established the priorities for our design response:

- **A-2 Streetscape Compatibility:** reinforce the existing desirable spatial characteristics of the right-of-way.  
**Provide pedestrian-friendly streetscape amenities such as: tree grates, benches, lighting.**  
Where appropriate, consider a reduction of the required amount of commercial and retail, space at the ground level, such as in transition zones between commercial and residential areas. **Place retail in areas that are conducive to the use and will be successful.**
- **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 sensitive transition to near-by, less intensive zones.

**Address both the pedestrian and auto experience** through building placement, scale and details **with specific attention to regional transportation corridors** such as Mercer...and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

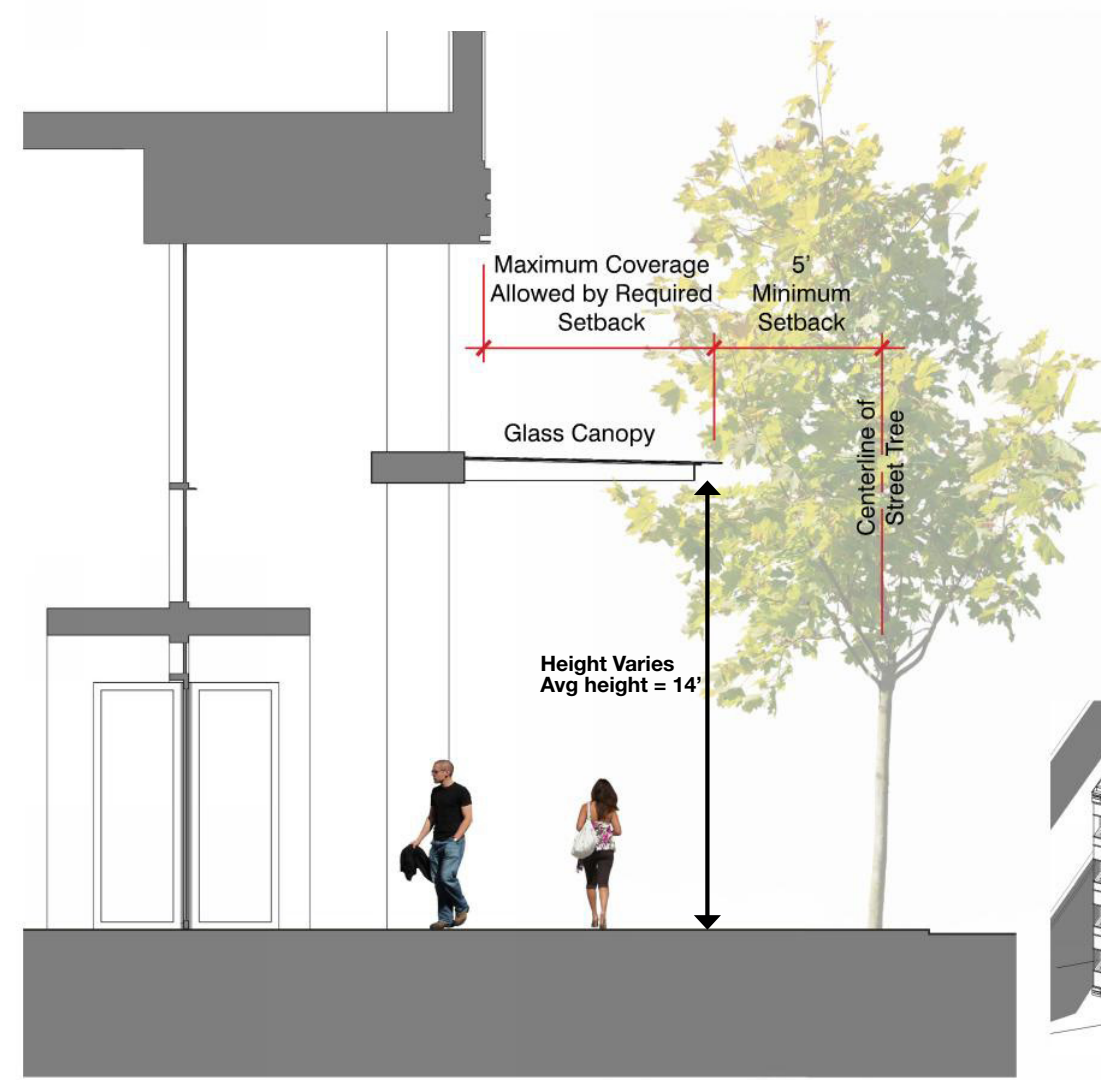
**Encourage stepping back an elevation at upper levels for developments taller than 55 feet to take advantage of views** and increase sunlight at street level.

**Relate proportions of buildings to the width and scale of the street. Articulate the building facades vertically or horizontally in intervals that relate to the existing structures** or existing pattern of development in the vicinity.

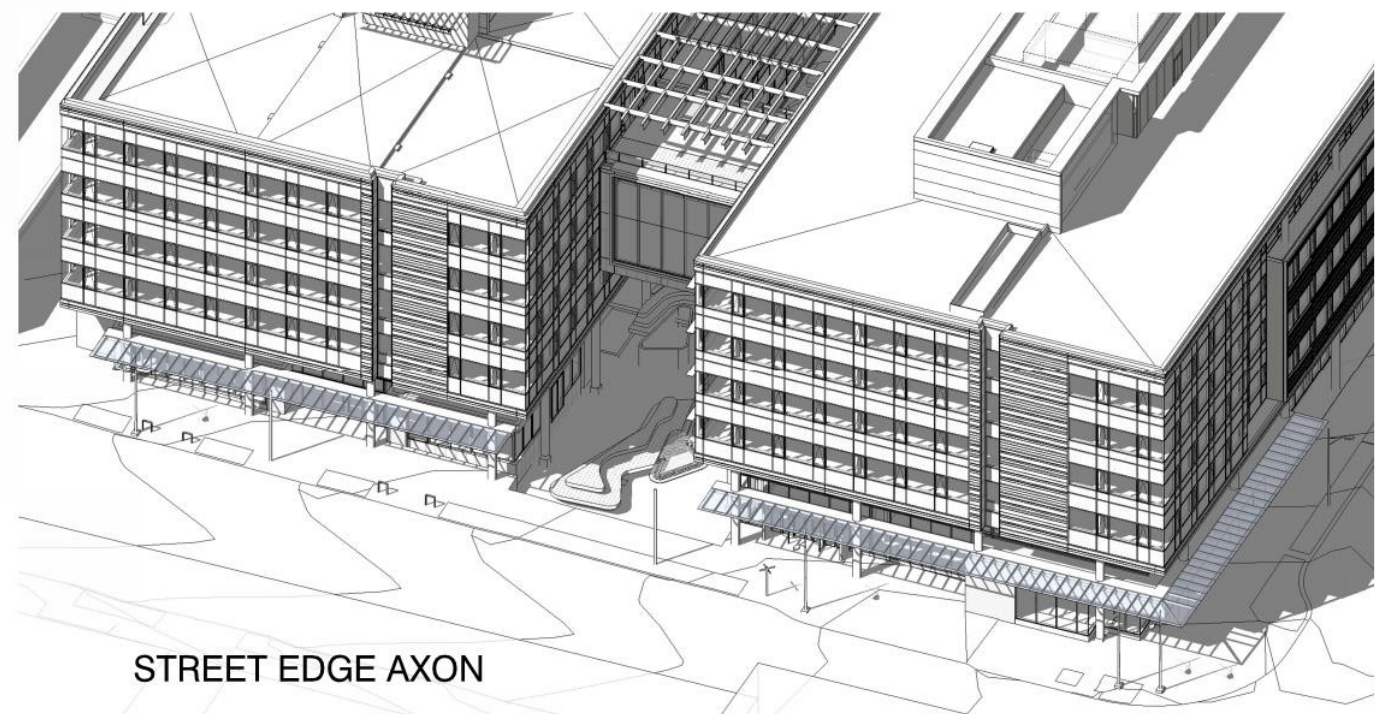
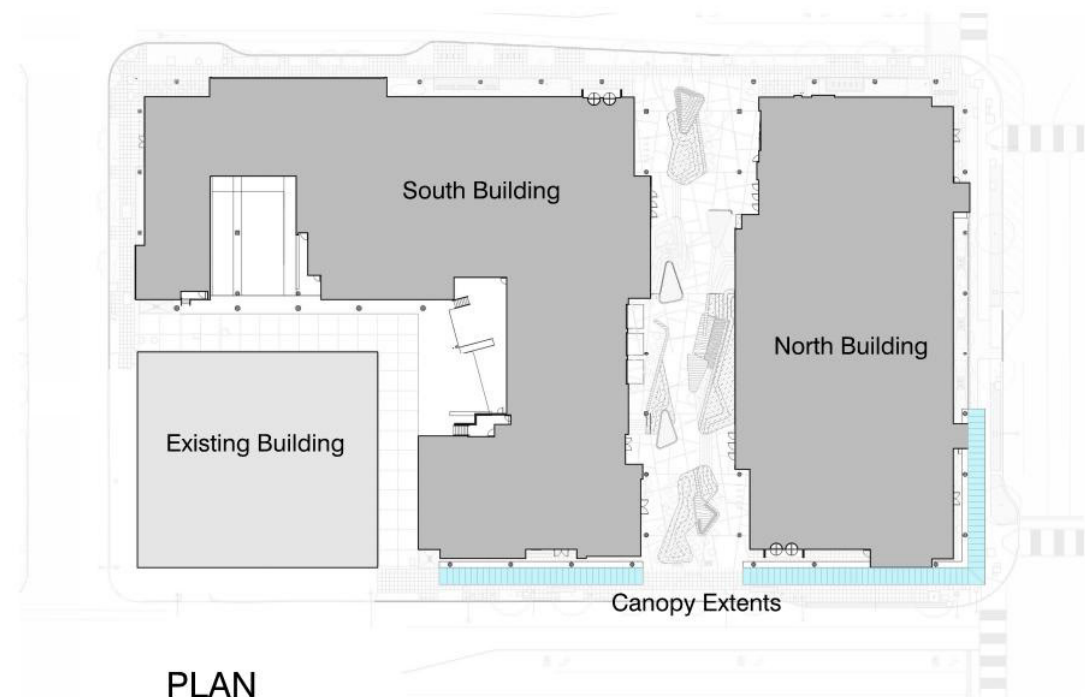
- Consider using architectural features to reduce building scale** such as: landscaping; trellis; complimentary materials; detailing; accent trim.
- **C-1 Architectural Context:** **New buildings** proposed for existing neighborhoods with a well-defined and desirable character **should be compatible with or compliment the architectural character and siting pattern of neighboring buildings.**
  - **C-3 Human Scale:** **The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.**



# Overhead Weather Protection



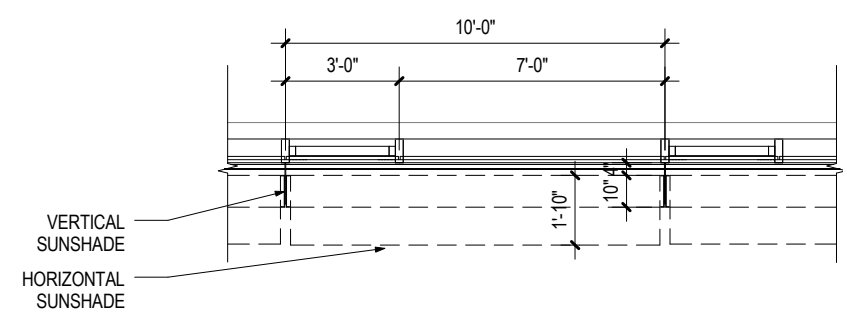
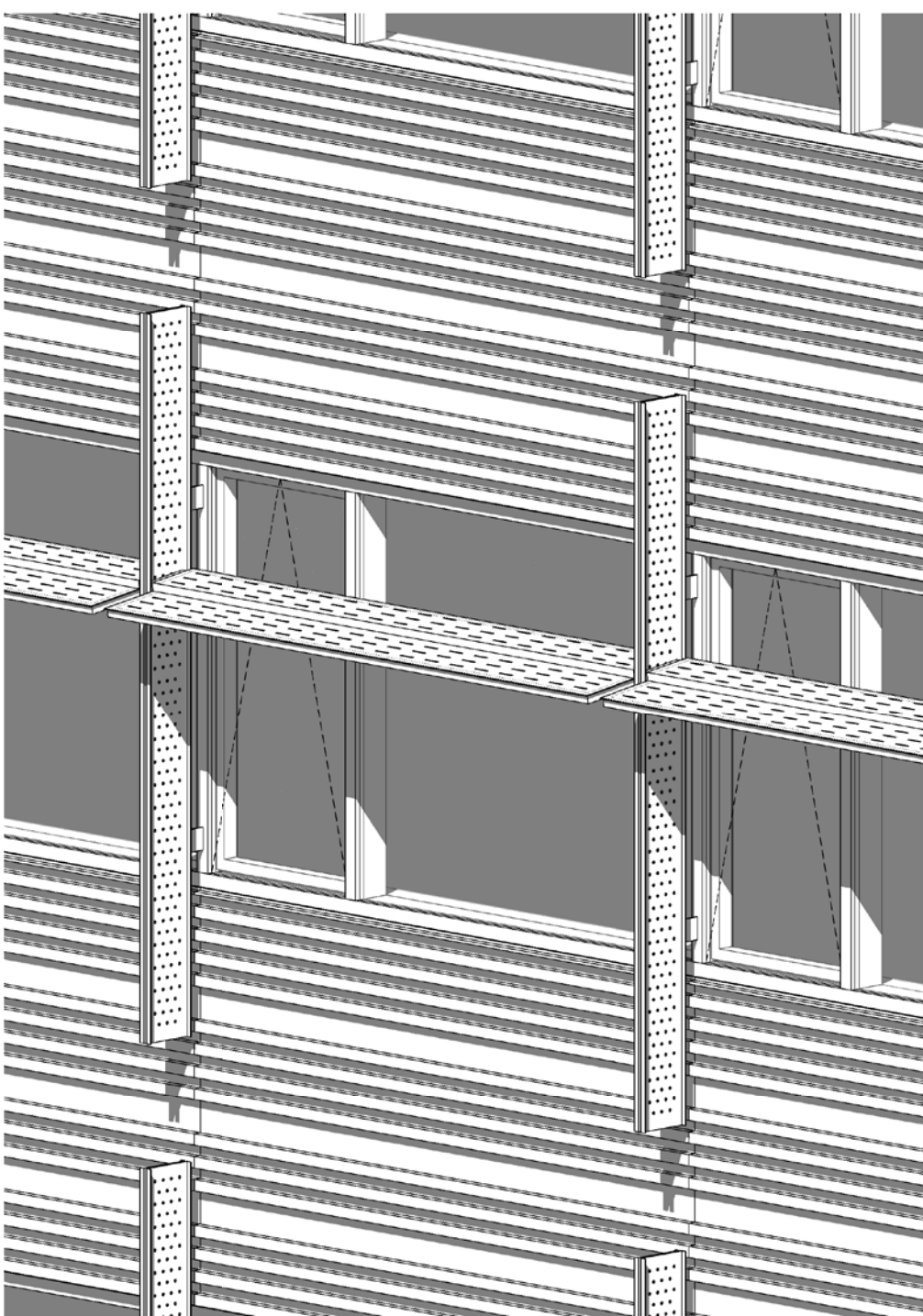
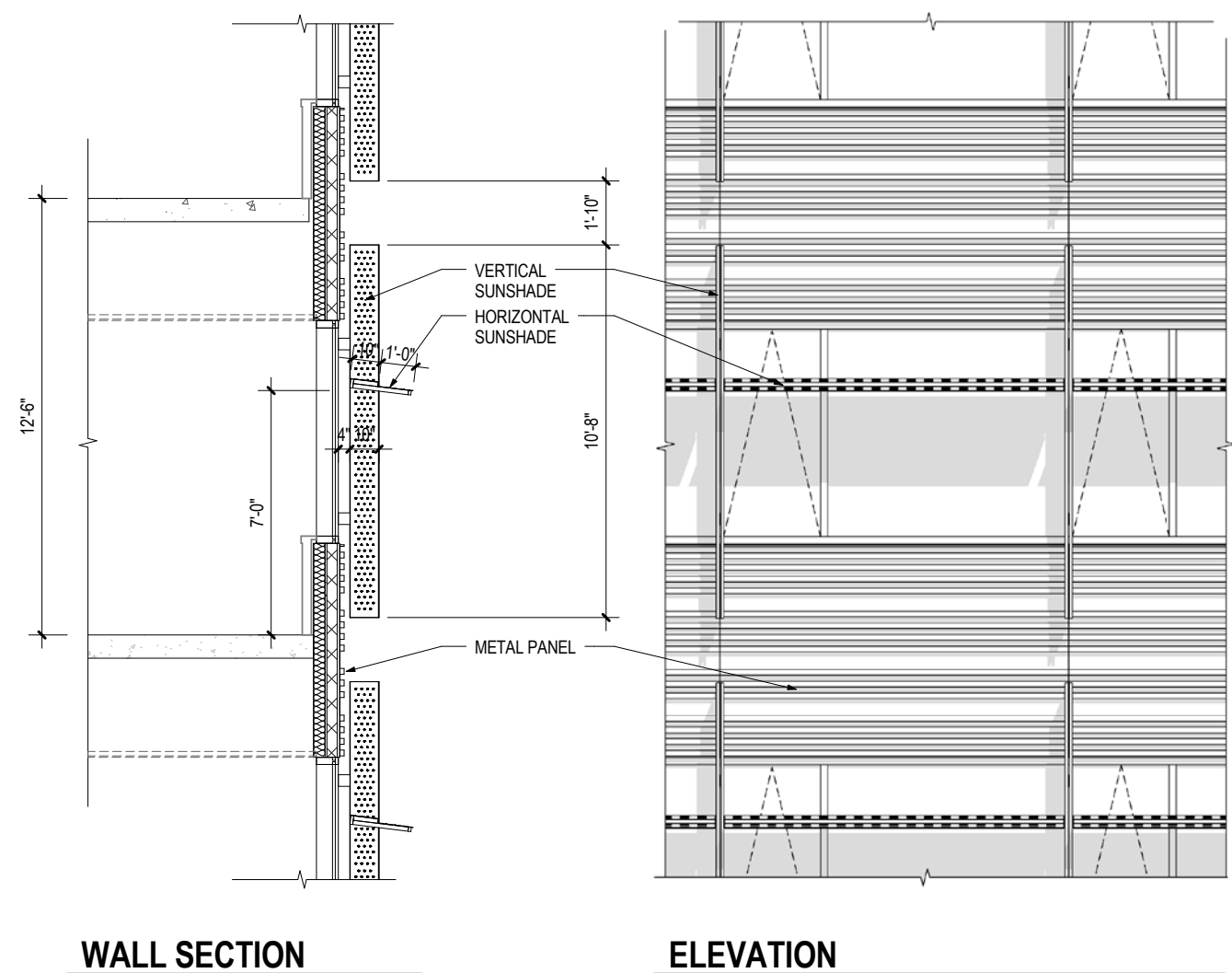
STREET CANOPY CROSS SECTION



STREET EDGE AXON

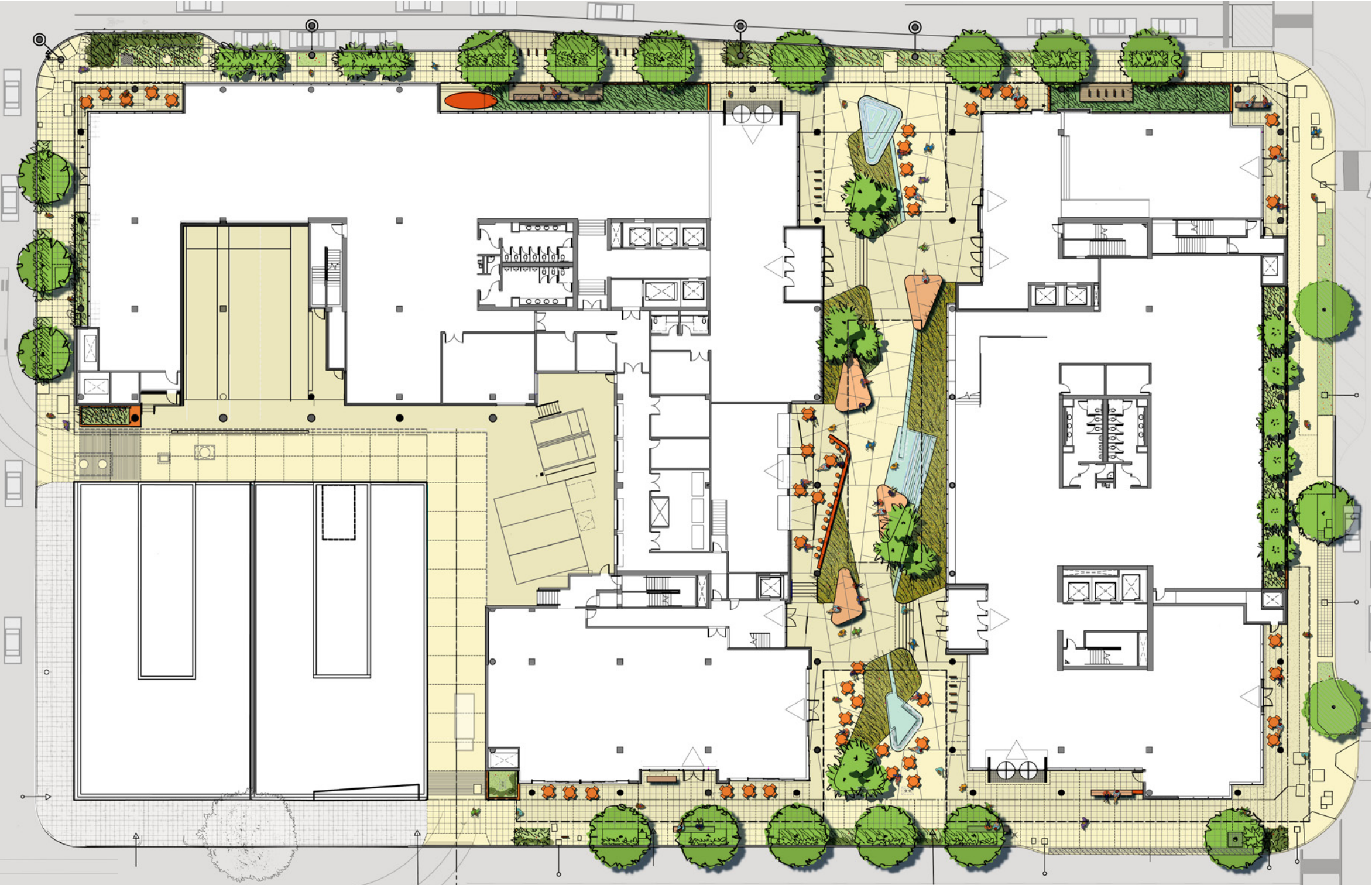


# Sun Shade Design



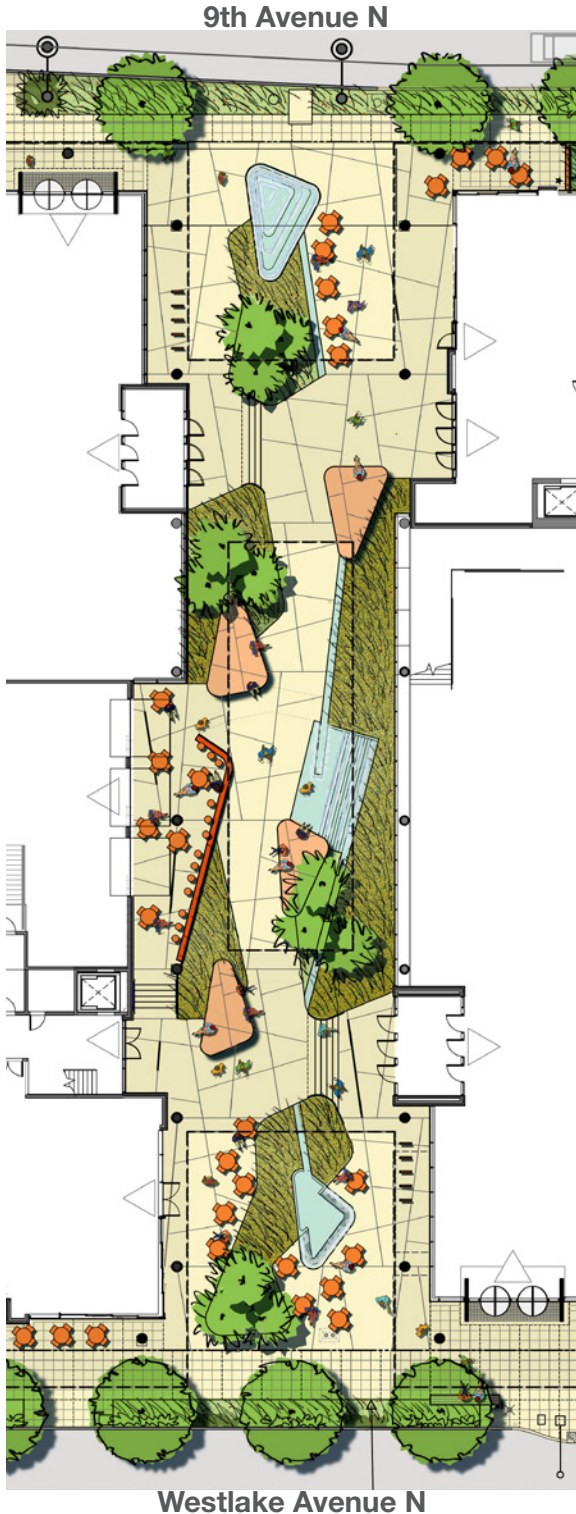
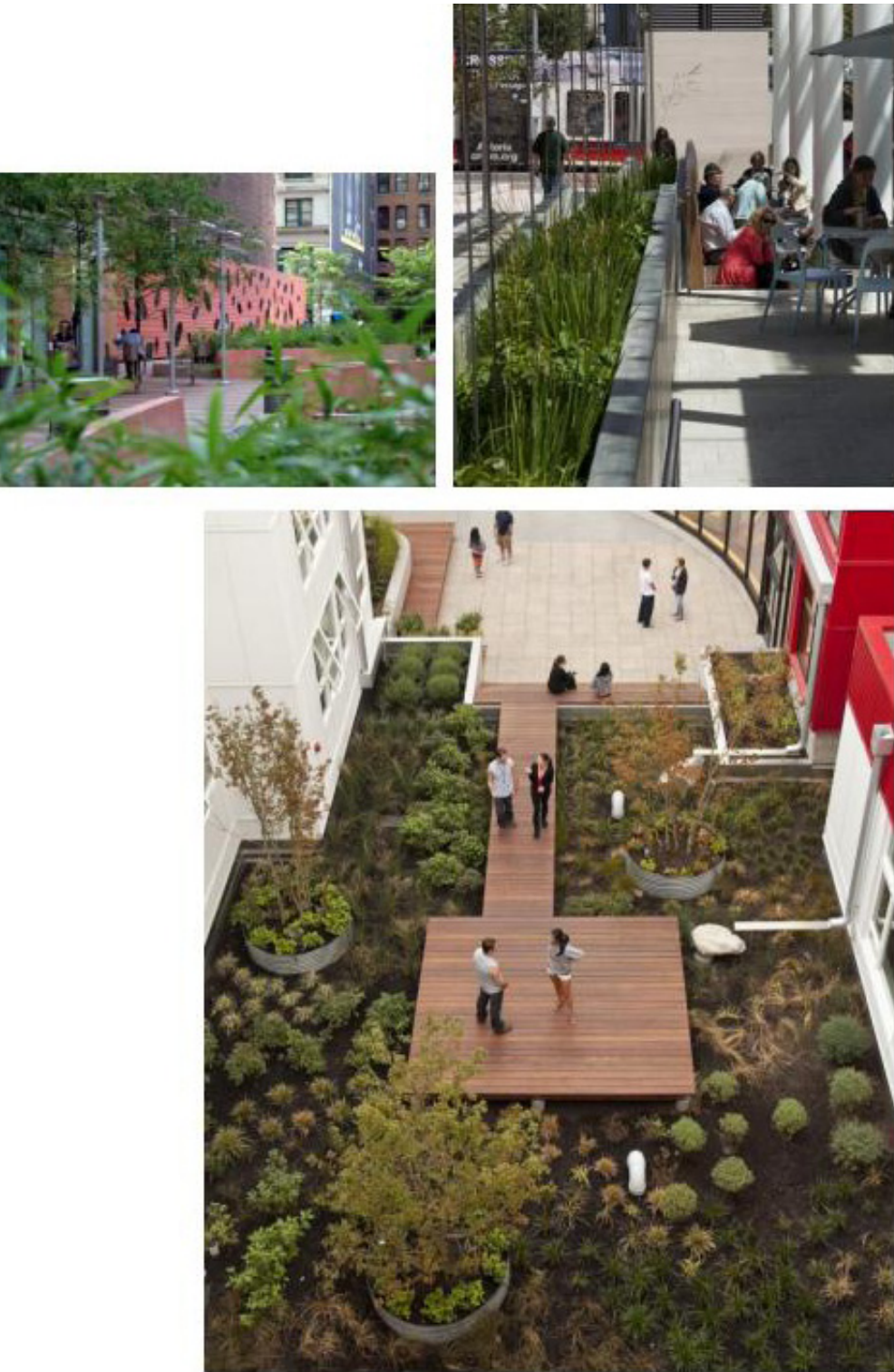


# Landscape Design Overview





# Landscape Concept

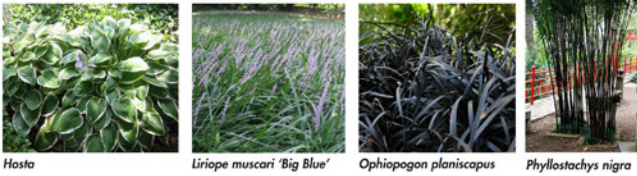




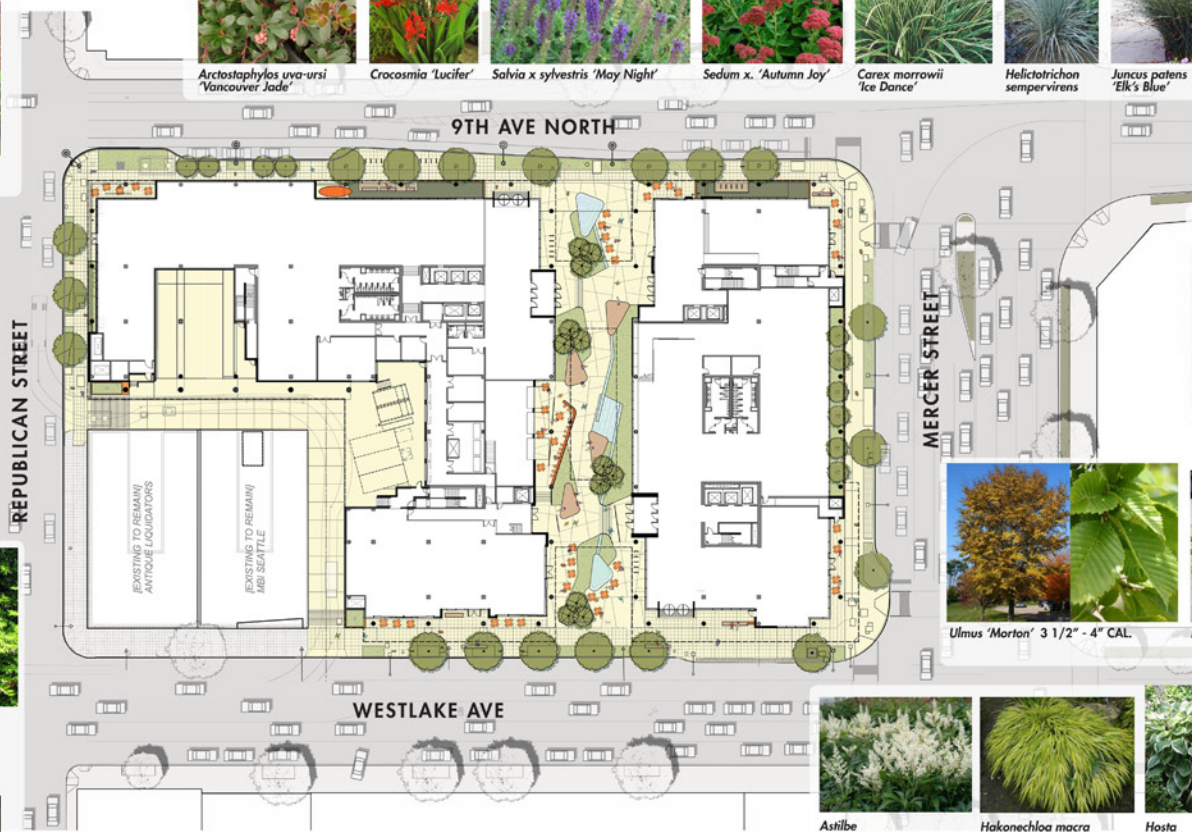
REPUBLICAN STREET



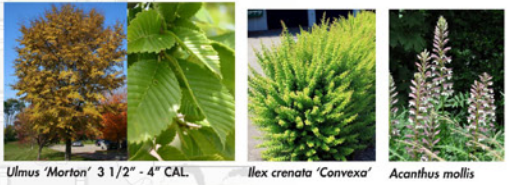
GALLERIA



9TH AVE NORTH



MERCER STREET

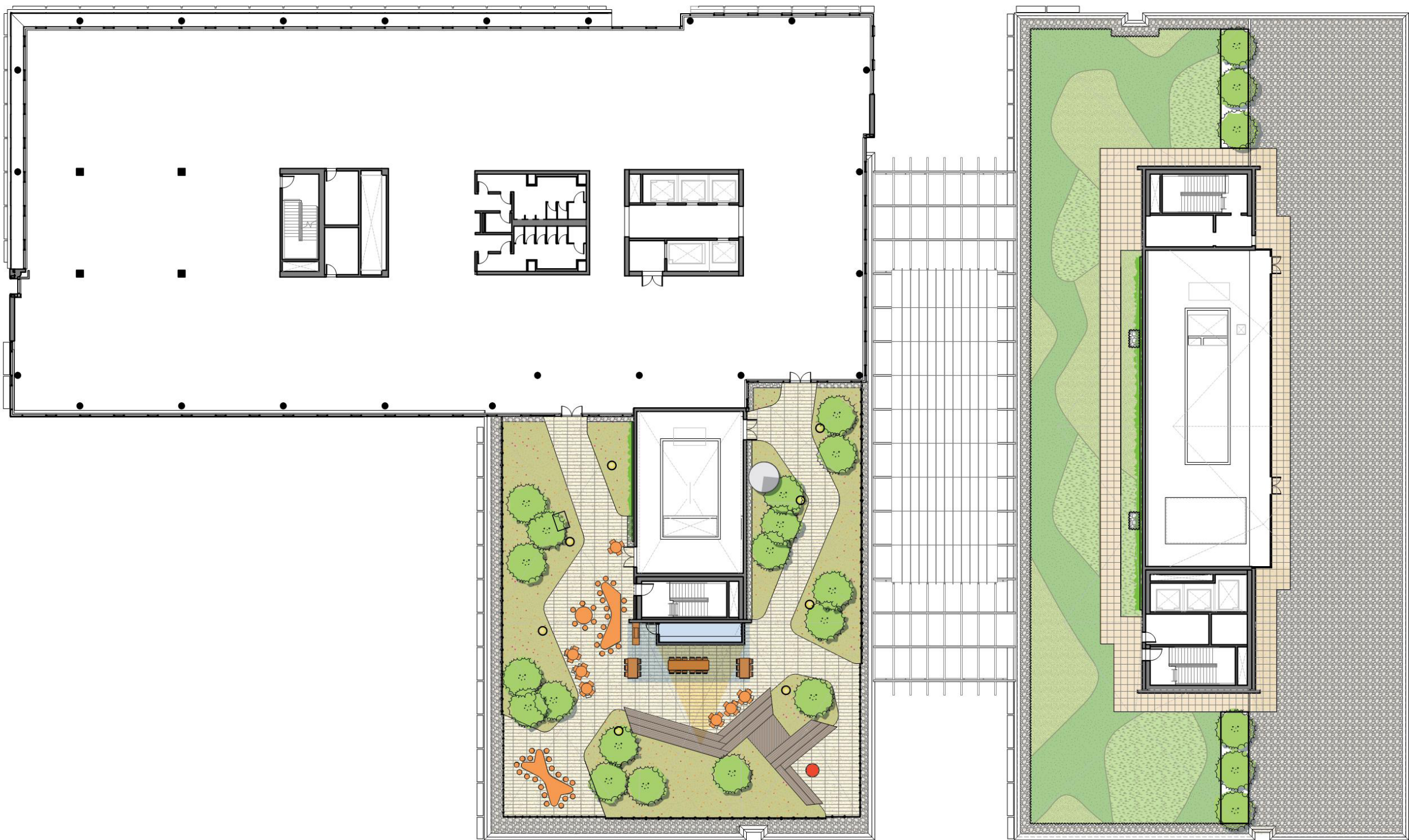


WESTLAKE AVE



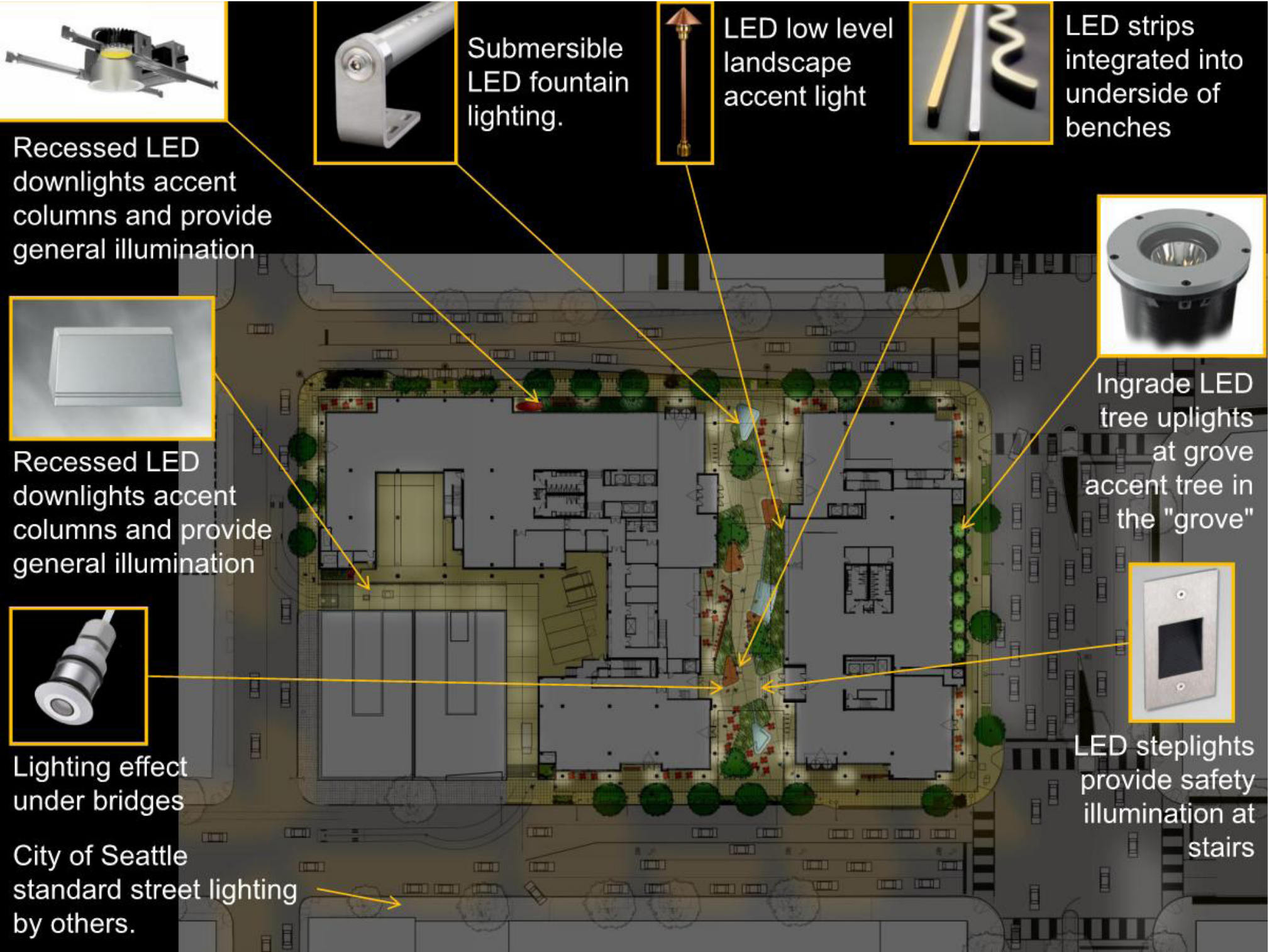


# Roof Plan





# Lighting Solutions







9th Avenue Plaza



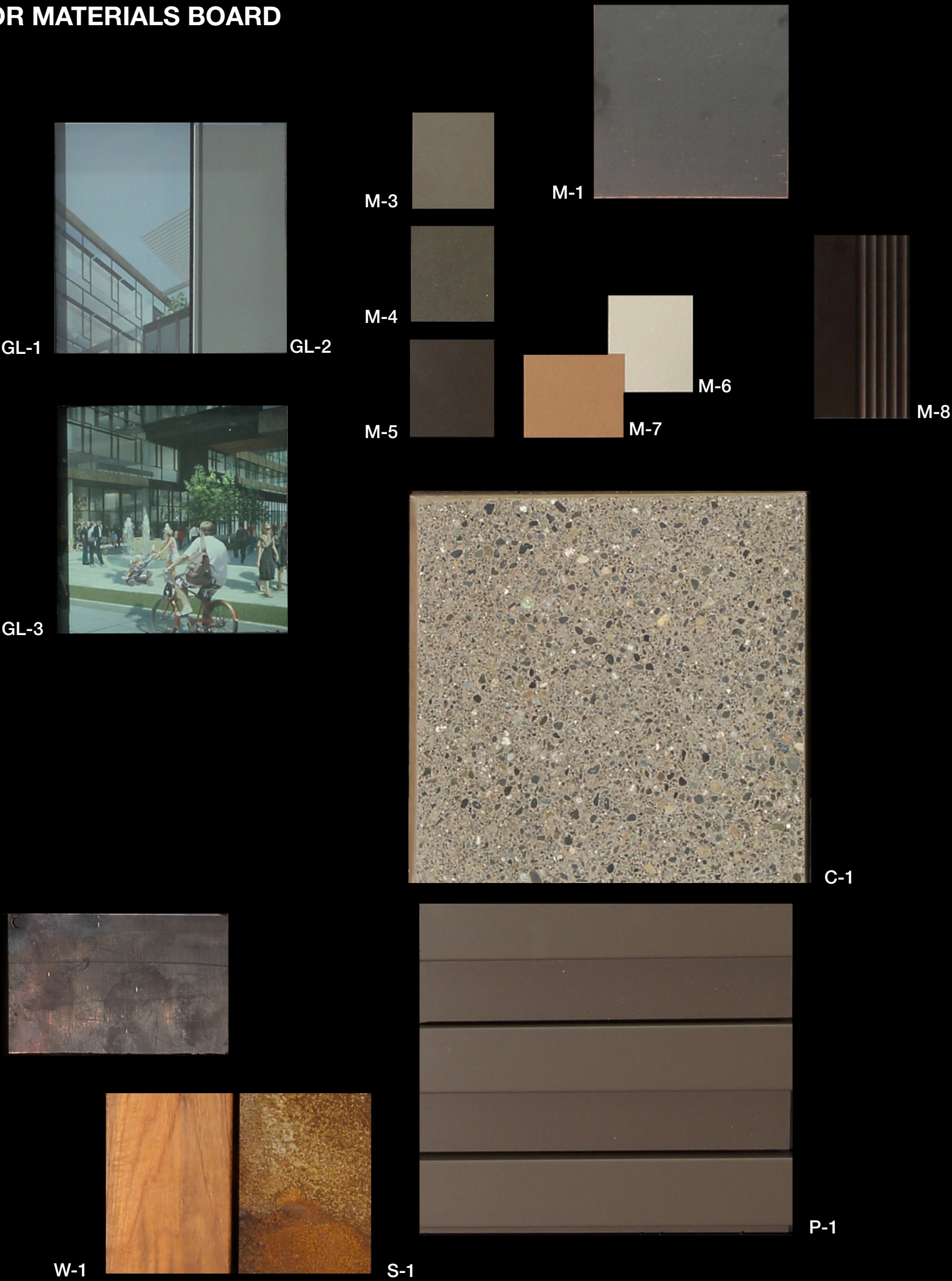
# Lighting Solutions



9th Avenue Plaza



EXTERIOR MATERIALS BOARD  
BLOCK 93



GLASS

GL-1: Office Curtainwall Glass [Level 2 & above]  
GL-2: Office Curtainwall Glass, backpainted spandrel  
GL-3: Retail & Lobby Curtainwall Glass [Level G & Level 1]

PROFILE

P-1: Corrugated metal panel profile [Curtainwall spandrel]

METAL

Material Options for P-1:  
M-1, M-2: Patinated Copper  
M-3, M-4, M-5: Metallic painted steel or aluminum

M-6, M-7: Metallic painted aluminum [Sun shades]  
M-8: Annodized Aluminum [Curtainwall Mullions]

CONCRETE

C-1: Precast Concrete, honed finish [Level 2 & above  
frame elements]

WOOD

W-1: Wood, Teak or Ipe [Level G wall cladding]

STEEL PLATE

S-1: Corten Steel Plate [Level G wall cladding]