

ALLEN INSTITUTE FOR BRAIN SCIENCE

PERKINS+WILL EARLY DESIGN GUIDANCE | 601 WESTLAKE AVE N | MUP 3014287 | 12.19.2012

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broad street

mercerc street

republican street

dexter ave n

8th ave n

9th ave n

westlake ave n

project
site



PROJECT BACKGROUND

PREVIOUSLY APPROVED MUP



A MUP for the site was issued in 2009 - departures to the following land use requirements were approved:

- Street level setbacks - SMC 23.48.014(D)(2)
- Facades on Class 1 pedestrian streets - SMC 23.48.014.C
- Vent location requirements - 23.50.042
- Street level use requirements - 23.48.019
- Structural building overhangs - 23.53.035.A.4.c

The approved design was intended to accommodate commercial office program; we are pursuing a major MUP revision, based on a design that takes into account the new use of the building as a first-class research facility.



DEVELOPMENT OBJECTIVES

Development Objectives

A major revision to MUP 3009234 is being proposed for a tenant with a specific research program, the Allen Institute for Brain Science. This project will be a valuable addition to the research community that is currently growing in South Lake Union. The basic program for the Allen Institute for Brain Science includes:

- 250,000 GSF of new above-grade research space
- Two and a half below-grade levels of parking, totaling 263 stalls
- 8,000 GSF of general sales and service space
- The reassembled Pacific McKay and Ford McKay landmarks



Guiding Principles

Establish a **sense of place** within the South Lake Union community

Create a street presence that **engages the pedestrian**

Respect the **neighborhood**

Focus on **sustainability**, with a target of LEED Gold

Thoughtfully accommodate **open space**

Respect and engage the site's existing **landmark structures**

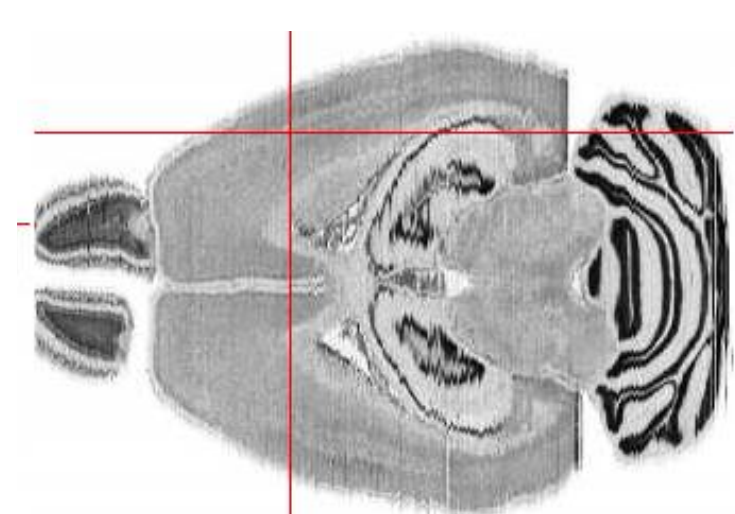
Grow the **Health Sciences Community** in South Lake Union



ALLEN INSTITUTE FOR BRAIN SCIENCE

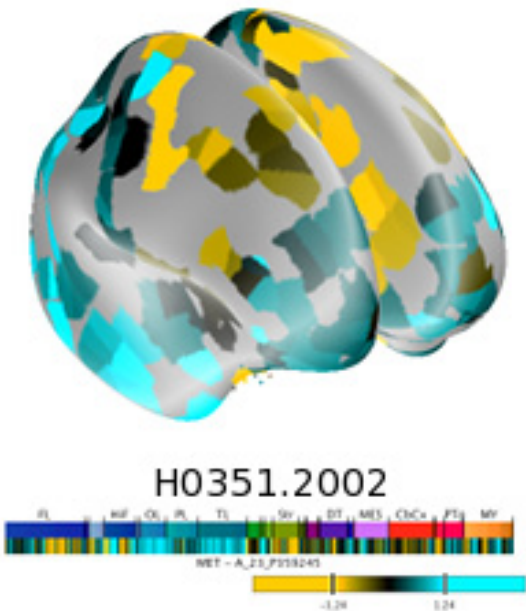
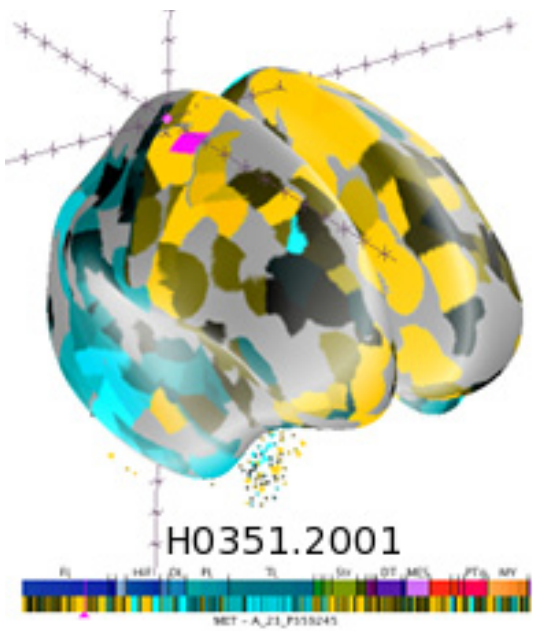
Mission

Our mission is to accelerate the understanding of how the human brain works in health and disease. Using a big science approach, we generate useful public resources, drive technological and analytical advances, and discover fundamental brain properties through integration of experiments modeling and theory.



Background

Launched in 2003 with a seed contribution from founder and philanthropist Paul G. Allen, the Allen Institute takes on large-scale initiatives designed to push brain research forward, enabling the global scientific community to more efficiently make discoveries that bring real-world utility.

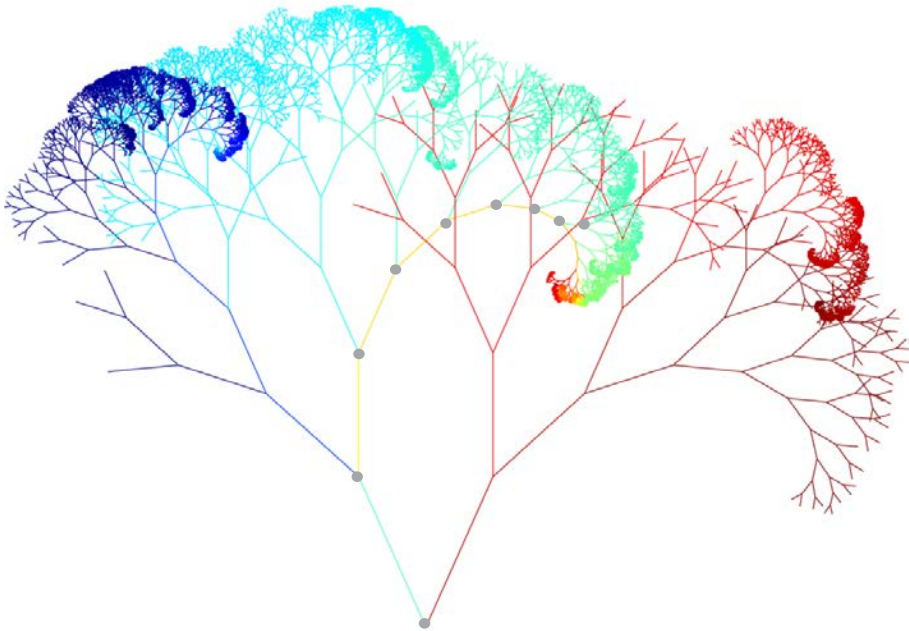


Core Capabilities

Our headquarters is a high-throughput facility—home to custom-designed robotic systems, automated digital imaging technologies, premier bench laboratory space and all the high-powered computing hardware and software necessary for processing petabytes of data.

Public Resources

Serving the scientific community is at the center of our mission to accelerate progress toward understanding the brain and neurological systems. Creating tools and data that advance the pursuits of thousands and thousands of scientists around the world is our contribution to revolutionary neuroscience. To this end, the Allen Institute's resources—each a groundbreaking creation—are free and publicly available online.



URBAN DESIGN ANALYSIS

VEHICLE AND PEDESTRIAN CIRCULATION



URBAN DESIGN ANALYSIS

MERCER CORRIDOR PROJECT

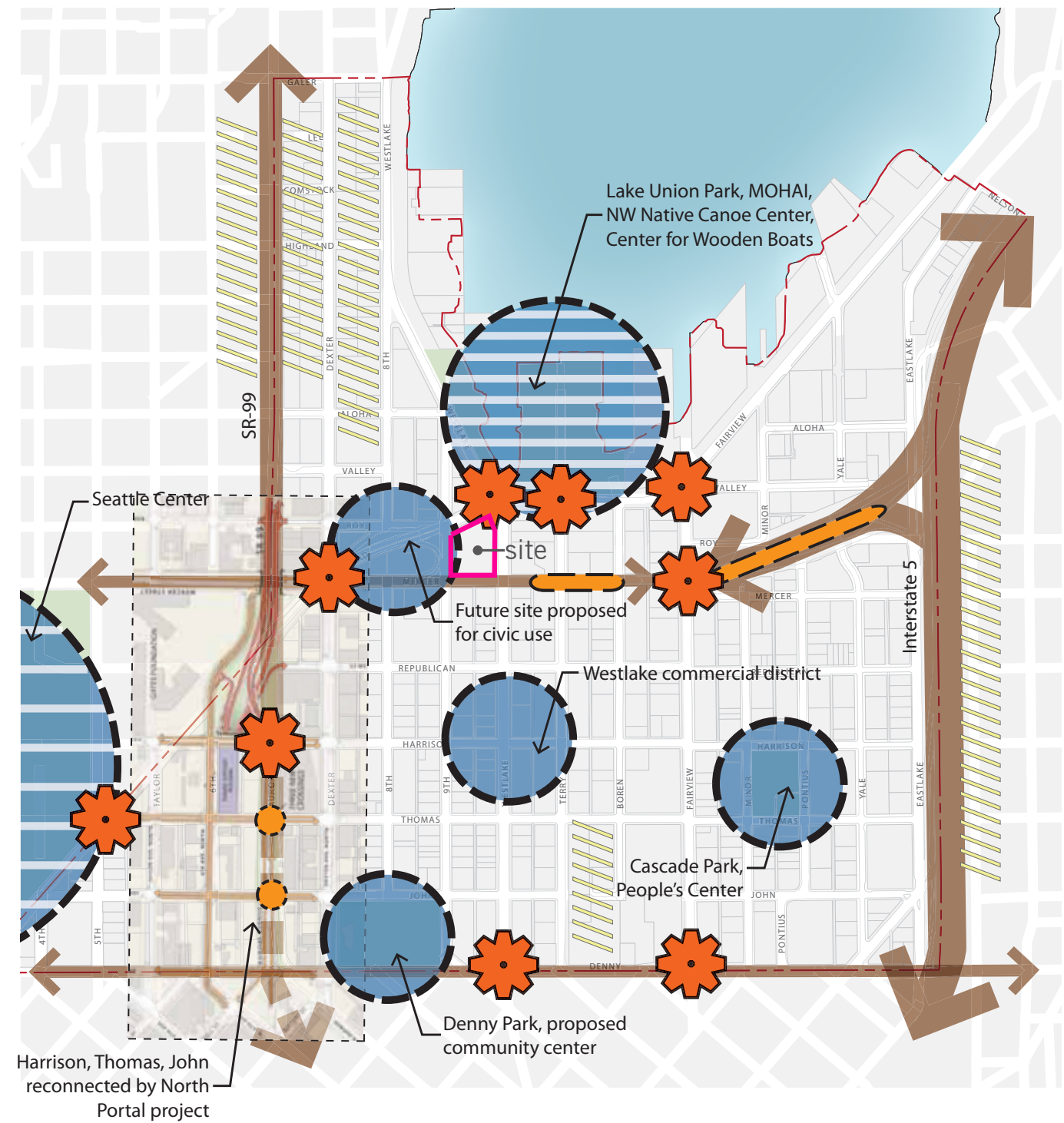


Stage 1	Stage 2	Stages 3	Stages 4
(fall 2010 to winter 2012)	(winter 2012 to fall 2012)	(fall 2012 to spring 2013)	(spring 2013 to summer 2013)
<ul style="list-style-type: none">Construct 9th Avenue North sewer replacement and roadway improvementsBegin constructing Broad Street connectionConstruct westbound Mercer Street lanes north of existing lanesBegin Roy Street improvements	<ul style="list-style-type: none">Reroute existing eastbound Mercer Street traffic to new lanes; construct improvements to eastbound lanesConstruct Westlake Avenue N improvementsBegin constructing Fairview Avenue North improvementsMercer Street open to two-way traffic at end of Stage 2	<ul style="list-style-type: none">Begin constructing Valley Street improvementsComplete construction of Fairview Avenue North improvementsComplete Roy Street improvementsComplete Broad Street connection	<ul style="list-style-type: none">Complete Westlake Avenue North improvementsComplete Valley and Broad Street improvements

URBAN DESIGN ANALYSIS

FROM THE SOUTH LAKE UNION URBAN DESIGN FRAMEWORK

GATEWAYS, HEARTS, AND EDGES



LEGEND

Neighborhood Heart

Regional Heart

Gateway

Processional gateway

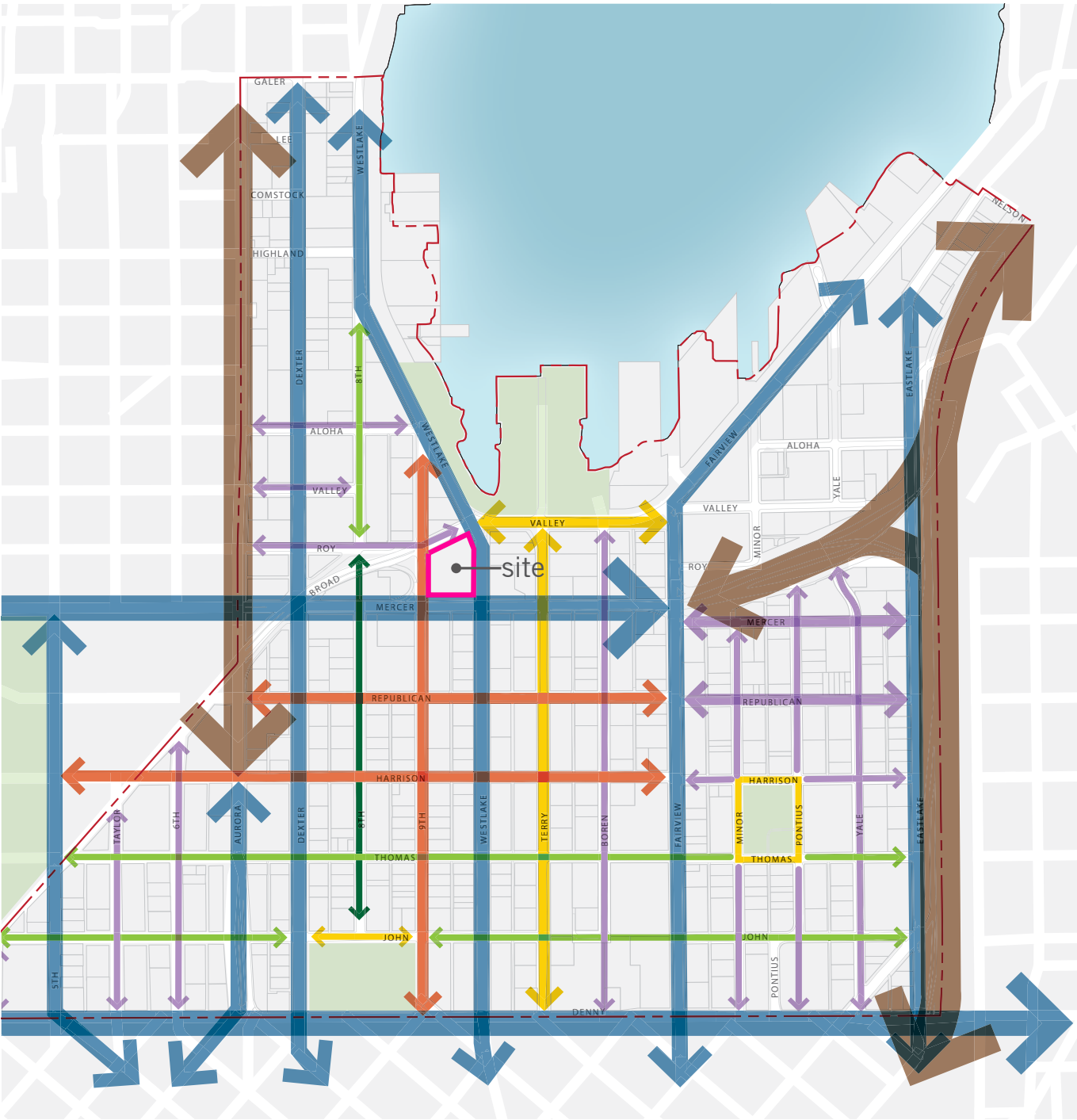
Infrastructure barrier

Challenging topography

URBAN DESIGN ANALYSIS

FROM THE SOUTH LAKE UNION URBAN DESIGN FRAMEWORK

STREET CHARACTER

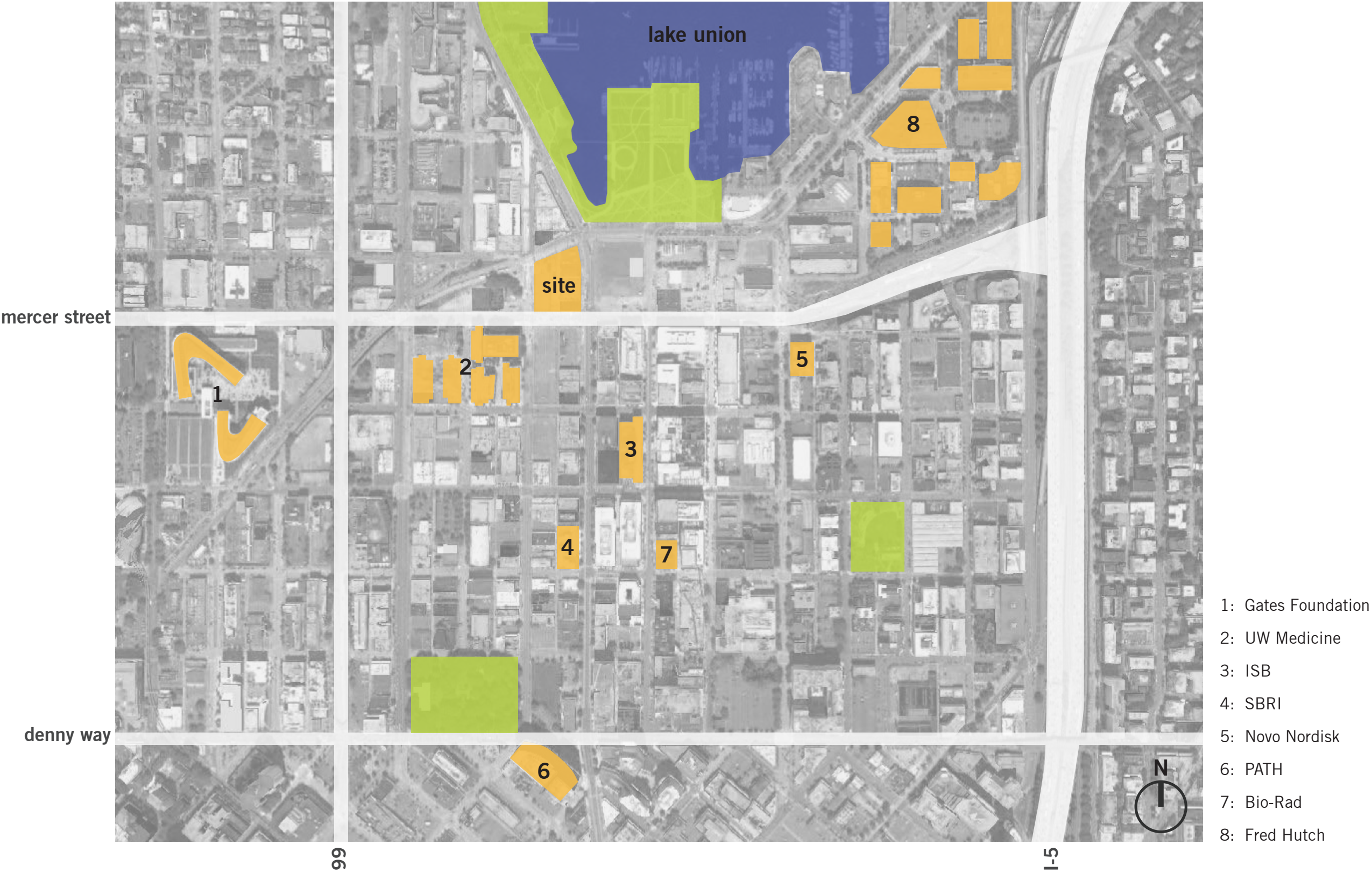


LEGEND

- | | |
|-----------------------------|---|
| Freeway | Neighborhood Street |
| Boulevard / Great Street | Green Street |
| Mixed Use Street | Woonerf |
| Festival Street (Mixed Use) | (Line weight represents traffic volume) |

URBAN DESIGN ANALYSIS

SOUTH LAKE UNION RESEARCH COMMUNITY



URBAN DESIGN ANALYSIS
SOUTH LAKE UNION RESEARCH COMMUNITY



1. Gates Foundation



2. UW Medicine Phase 2



2. UW Medicine Phase 2



2. UW Medicine Phase 3



3. ISB

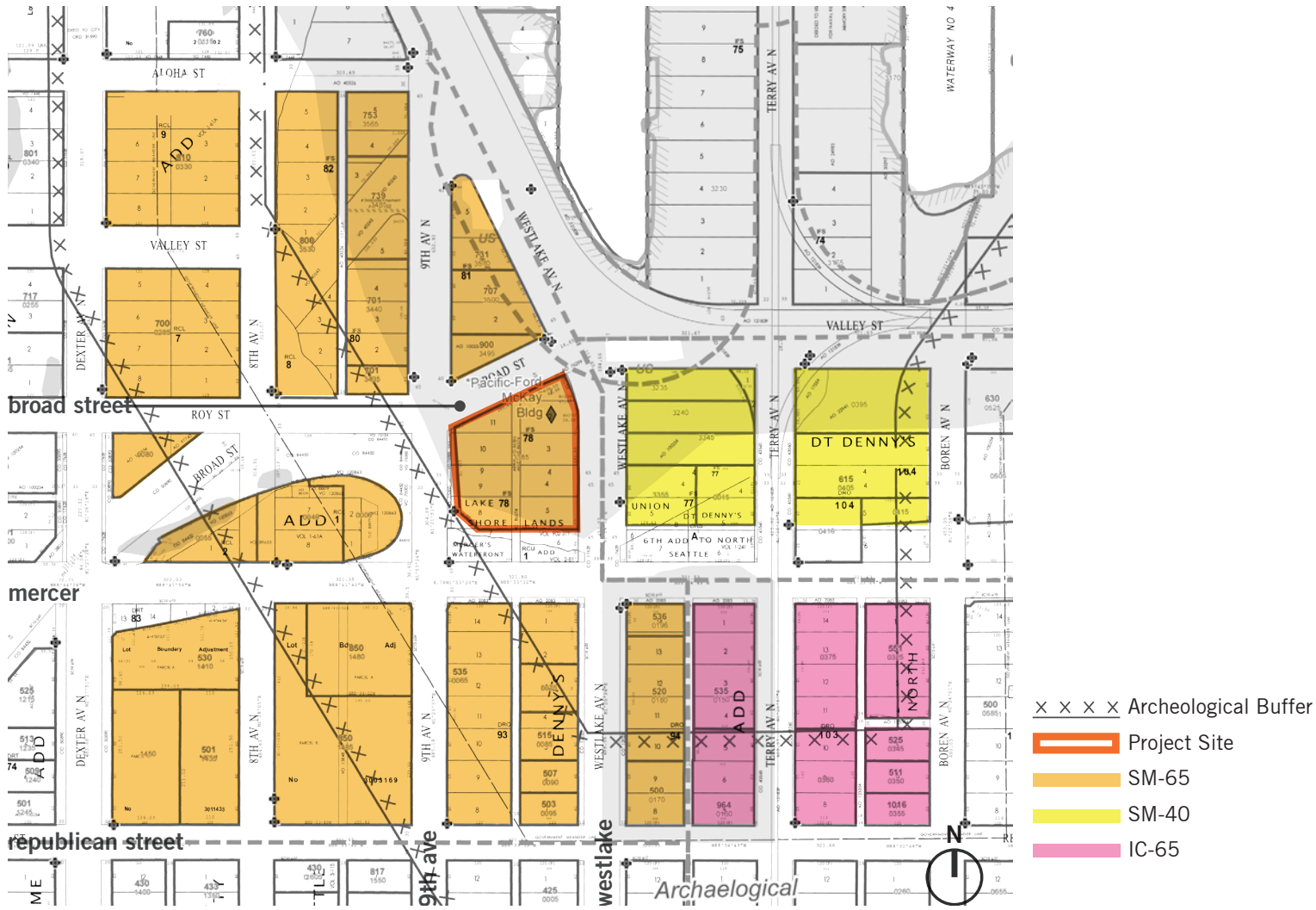


8. Fred Hutch

ZONING ANALYSIS

CURRENT AND PROPOSED ZONING

Current Zoning: (Project will apply for MUP under current SM-65 zoning)



Proposed Zoning: (Per 09/05/2012 Director's Report)



ZONING ANALYSIS

ZONING SUMMARY

Structure Height (23.48.010)

- Maximum structure height may be increased from 65 feet to 85 feet, provided that a minimum of two floors have a floor-to-floor height of 14 feet.
- Stair and elevator penthouses, mechanical equipment, and atriums may extend up to 15 feet above the maximum height limit.
- The combined total coverage of the roof by elements listed above may be 65% of the roof area, provided that mechanical equipment is screened and no rooftop features are located closer than 10 feet to the roof edge.

Setbacks (23.48.012)

- No upper level setbacks required.

Facade Req’s (23.48.014)

- All facades on Class 1 Pedestrian Streets (Westlake Avenue N) shall be built to the property line along a minimum of 70% of the facade length.
- Except on Class 1 Pedestrian Streets, structures may be set back up to 12 feet from the property line, provided that the setback area is landscaped according to 23.48.024. Additional setbacks shall be permitted for up to 30% of the length of the set-back street wall, provided that the additional setback is located 20 feet or greater from any street corner. **See departure request 1.**

Transparency (23.48.018)

Transparency shall be required as follows:

- Class 1 and 2 Pedestrian Streets (Westlake Ave N and Mercer Street): A minimum of 60% of the width of the street level facade must be transparent.
- All other streets: A minimum of 30% of the width of the street-level facade must be transparent. **See departure request 3.**

Blank Facade Limits for Westlake and Mercer:

- Blank facades shall be limited to segments 15 feet wide. Blank facade width may be increased to 30 feet if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest.
- Any blank segments of the facade shall be separated by transparent areas at least 2 feet wide.
- The total of all blank facade segments, including garage doors, shall not exceed 40% of the street facade of the structure on each street frontage.

Blank Facade Limits for all other streets:

- Blank facades shall be limited to segments 30 feet wide, except for garage doors which may be wider than 30 feet. Blank facade width may be increased to 60 feet if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. **See departure request 3.**

Street-Level Uses (23.48.019)

- One or more qualified street-level uses are required at Class 1 Pedestrian Streets (Westlake Avenue N).
- Qualified street-level uses include general sales and service; eating and drinking establishments; entertainment uses; public libraries; and public parks.
- A minimum of 75% of street frontage at Westlake Avenue N must be occupied by qualified street-level uses. **See departure request 2.**
- Space occupied by required street-level uses must have a min. floor-to-floor height of 13 feet and a min. depth of 30 feet.

Landscaping (23.48.024)

- Each setback area shall be planted. Ramps, pavers, sculptures, or fountains may cover a maximum of 30% of each required landscaped area.

Bicycle Parking (23.54.015)

- Long-term (office/lab): 1 per 2,000 SF for first 50 spaces, 1 per 4,000 SF for additional spaces.
- Short-term (office/lab): 1 per 40,000 SF

Vehicle Parking (23.54.020)

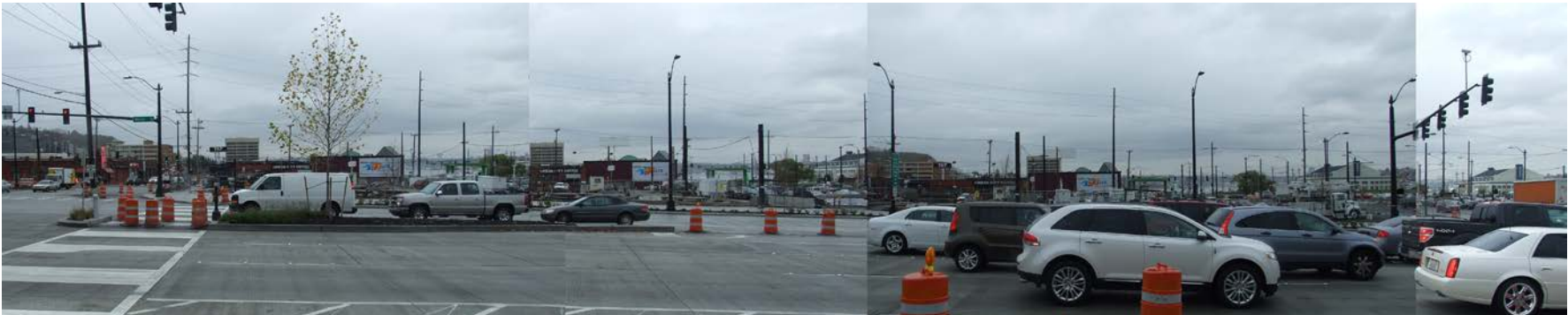
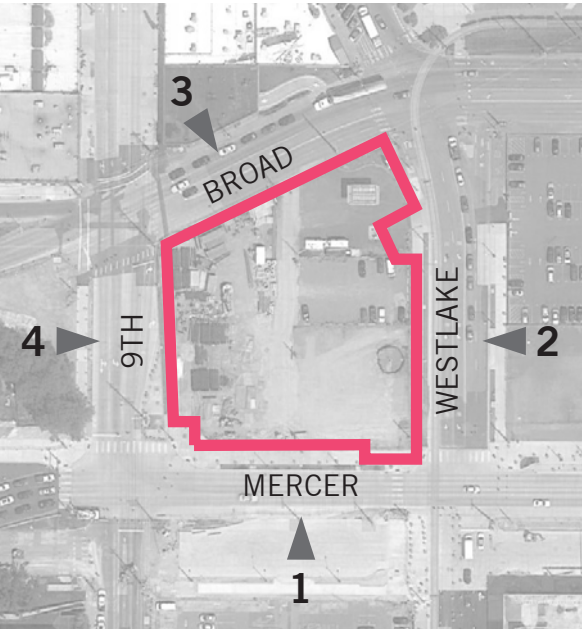
- No parking for motor vehicles required in urban centers.

Loading (23.54.035)

- Three loading berths required based on building use and gross floor area.
- Each loading berth shall be at least 10 feet wide with 14 feet of vertical clearance.

SITE ANALYSIS

SITE PHOTOS



Site Elevation 1 - Mercer Street (facing north)



Site Elevation 2 - Westlake Avenue N (facing west)



Site Elevation 3 - Broad Street (facing south)



Site Elevation 4 - 9th Avenue N (facing east)

SITE ANALYSIS

SITE PHOTOS



Adjacent Streetscape 1 - Mercer Street (facing south)



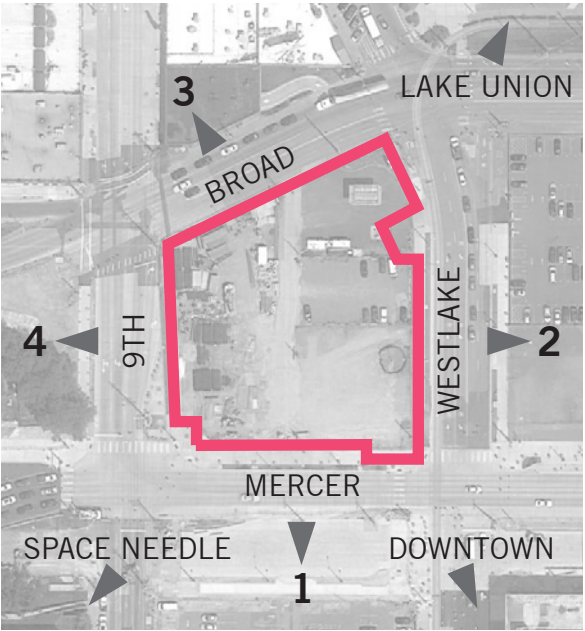
Adjacent Streetscape 2 - Westlake Avenue N (facing east)



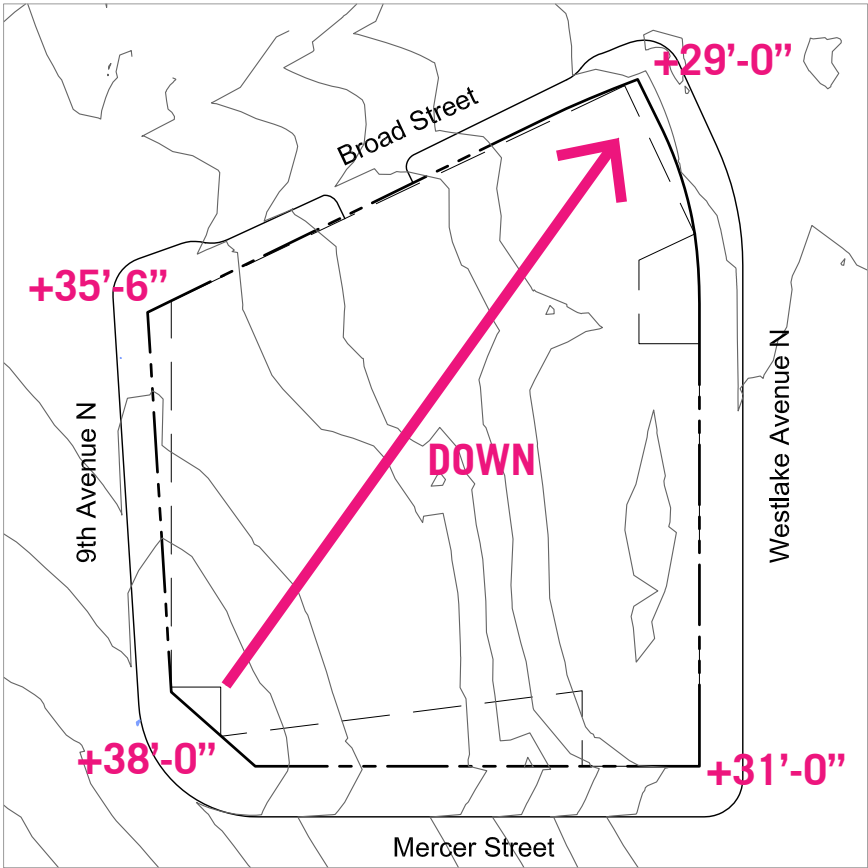
Adjacent Streetscape 3 - Broad Street (facing north)



Adjacent Streetscape 4 - 9th Avenue N (facing west)

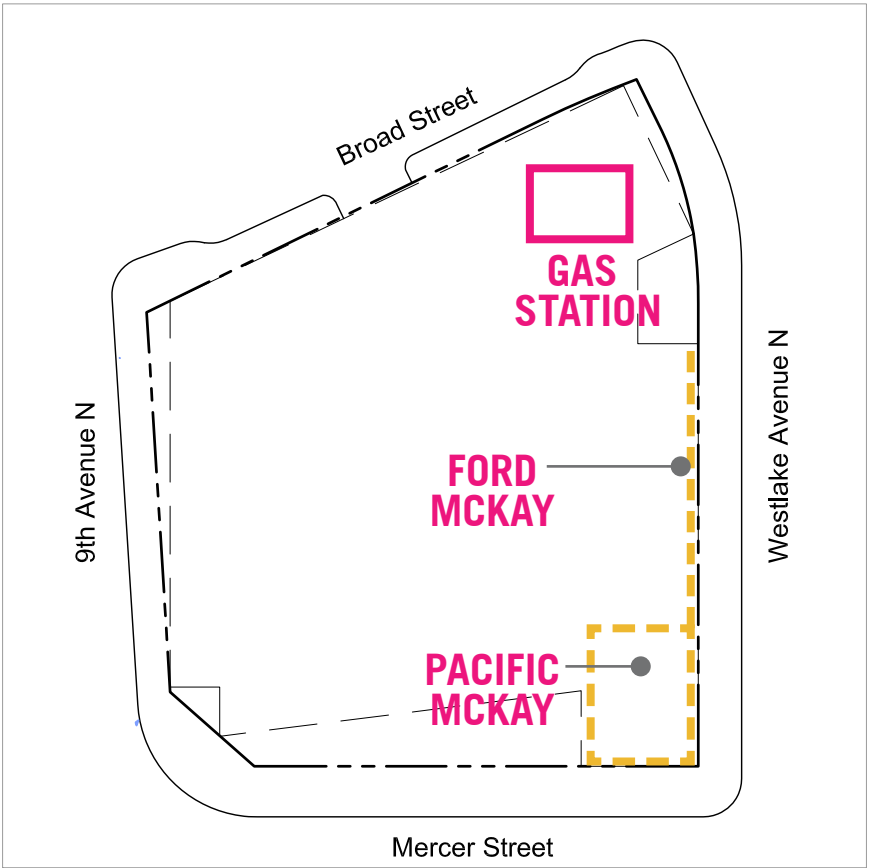


SITE ANALYSIS



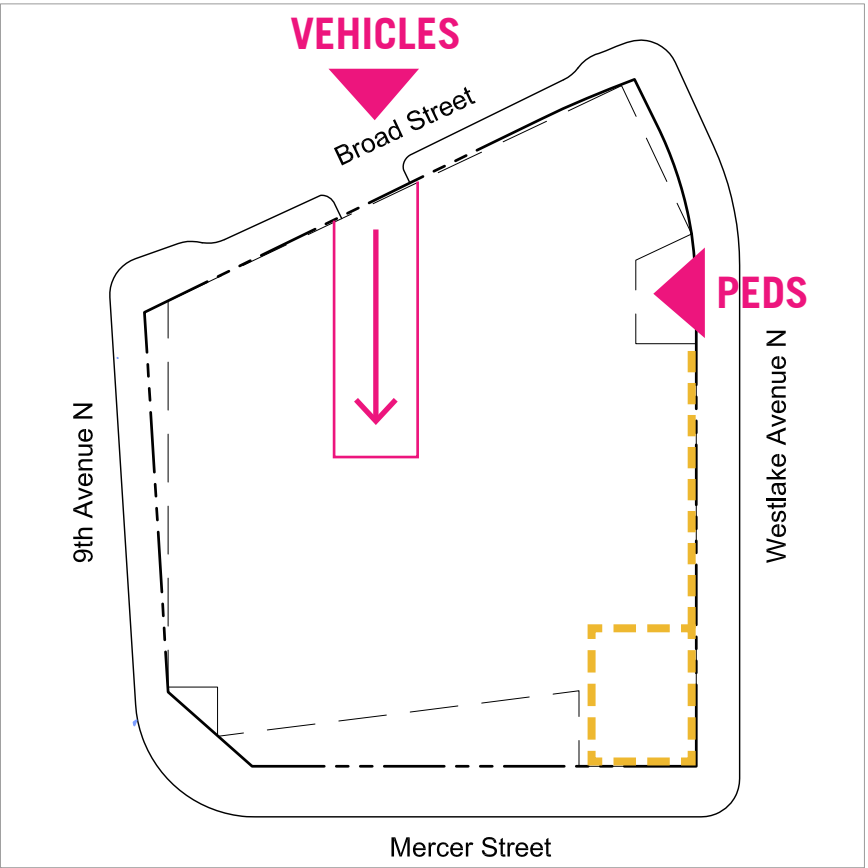
Topography

There is an elevation gain of approximately 9 feet from the northeast corner of the site to the southwest corner of the site. The site slope along Westlake Avenue N is gentle enough to accommodate a primary building entrance and multiple retail entrances at an elevation of +30'-6".



Existing Uses

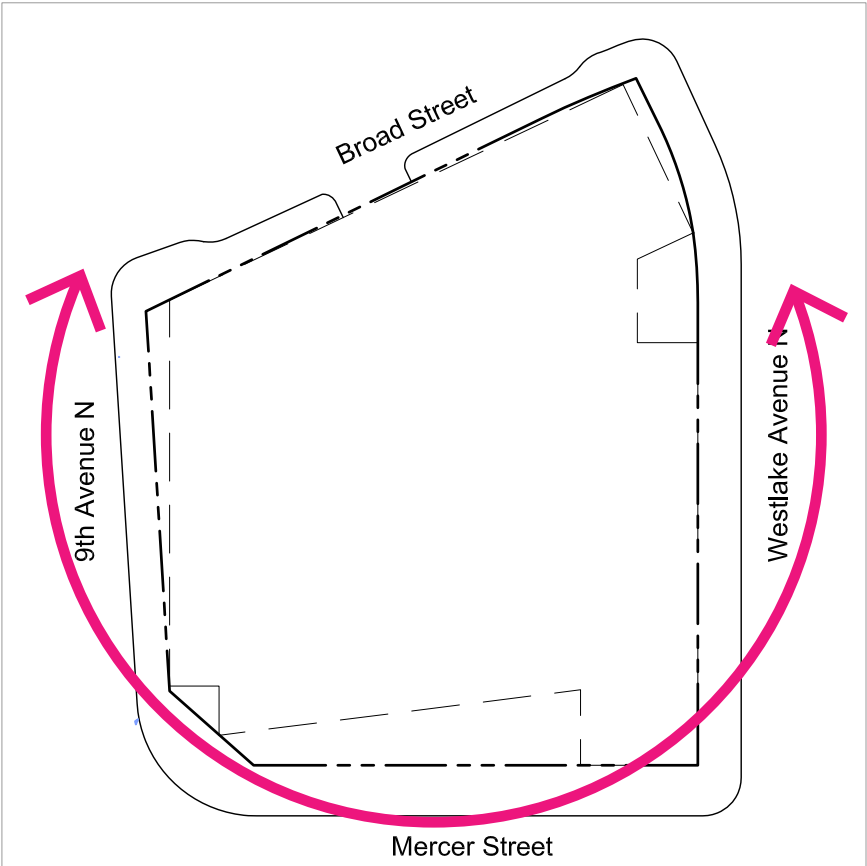
The site is currently vacant, with the exception of a small gas station at Westlake Avenue N and Broad Street. The Pacific McKay and Ford McKay landmark buildings have been disassembled and will be reconstructed on the site as part of the project.



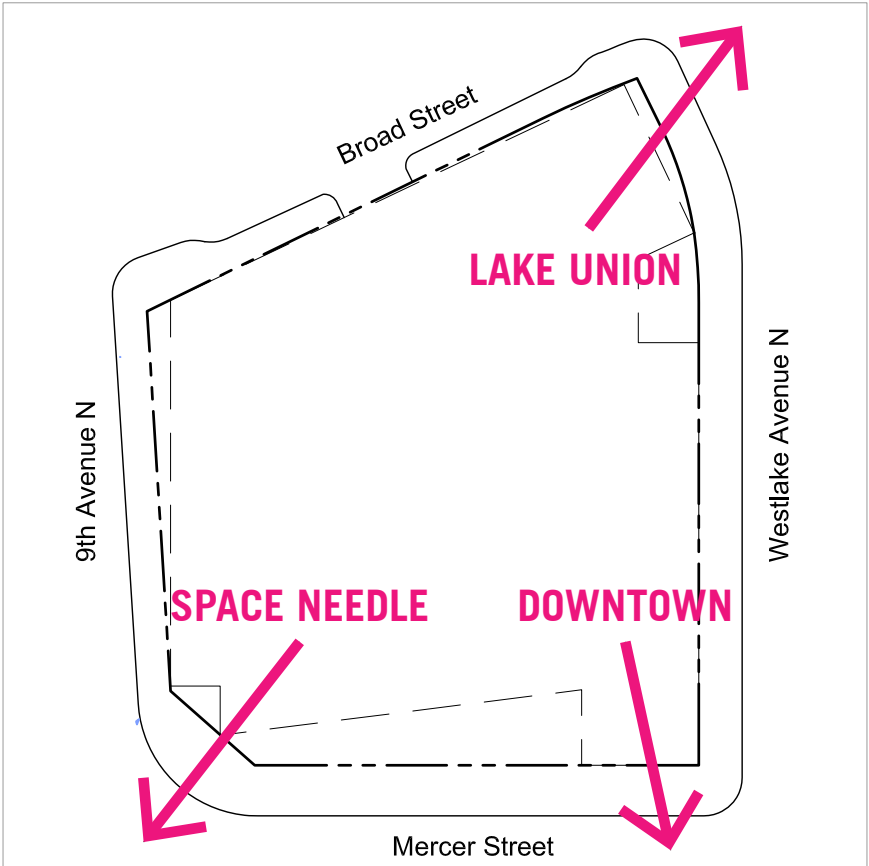
Site Access

Due to the busy nature of Mercer Street, the landmark structures along Westlake Avenue N, and the pedestrian-oriented nature of 9th Avenue N, all vehicles (both service and parking) will enter the below-grade garage off of Broad Street. At the bottom of the parking ramp, trucks will be directed to the loading dock area, and cars will enter the parking area.

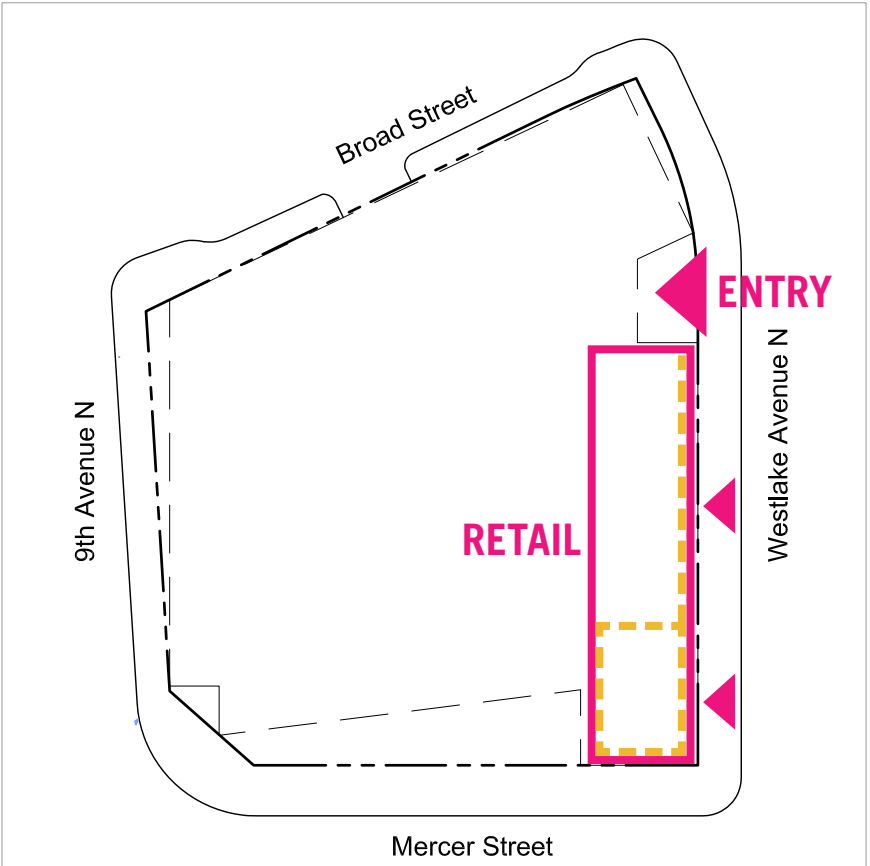
SITE ANALYSIS



Daylight
Site has full access to daylight throughout the year.



Views
Views toward Lake Union exist at the northeast corner of the site. Views toward downtown exist at the southeast edge of the site. Views toward the Space Needle exist at the southwest corner of the site.



Pedestrian Circulation
The presence of retail and transit along Westlake Avenue N will make this a primary pedestrian path of travel.

LANDMARK STRUCTURES

The Pacific McKay and Ford McKay landmark buildings have been deconstructed and are to be put back on the site as part of the project.



Extent of Pacific McKay exterior reconstruction (Interior to be reconstructed as well)



Extent of Ford McKay exterior reconstruction



LANDMARK STRUCTURES



Pacific McKay terracotta detail



Ford McKay terracotta detail



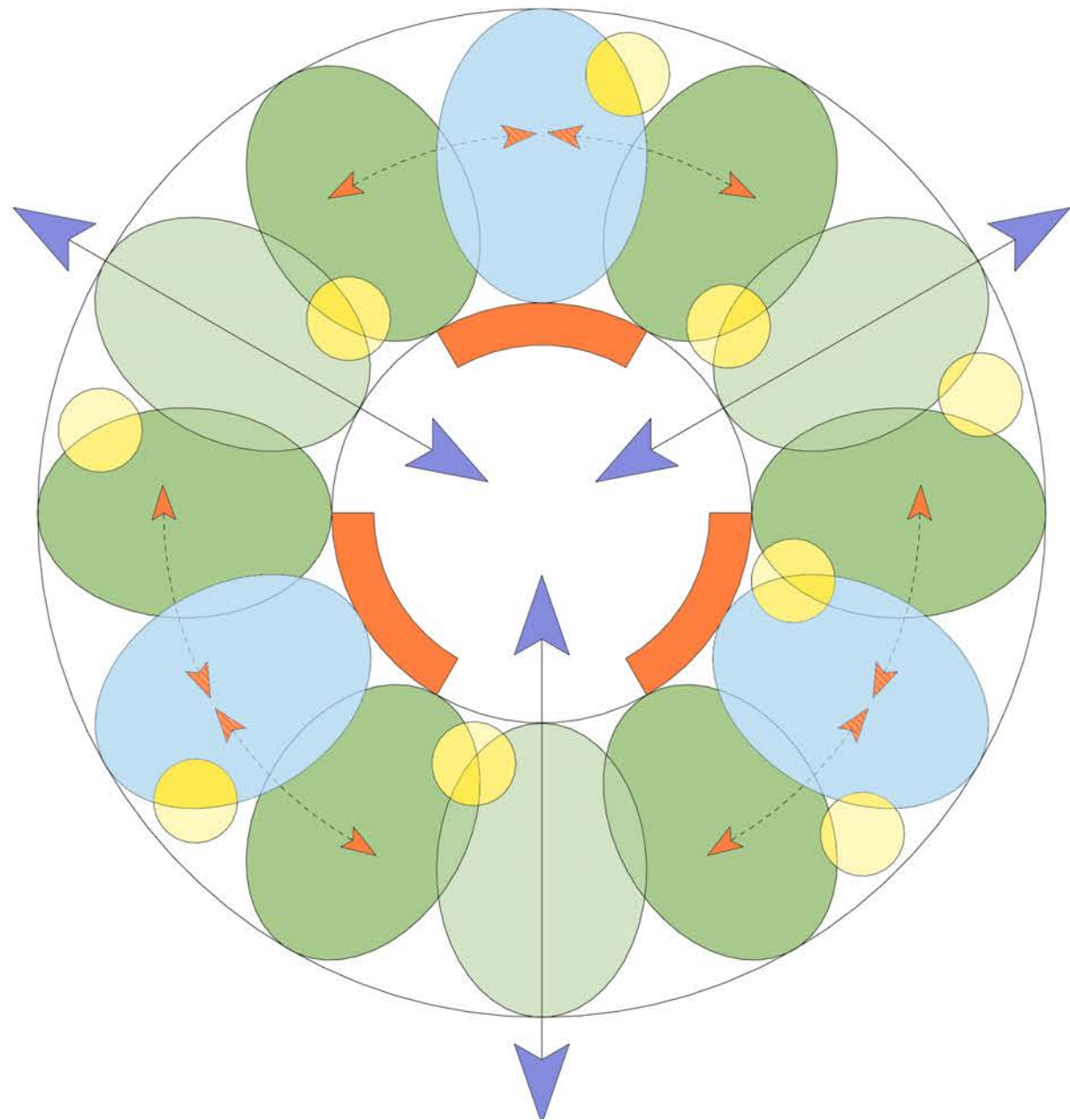
Pacific McKay interior



Pacific McKay interior

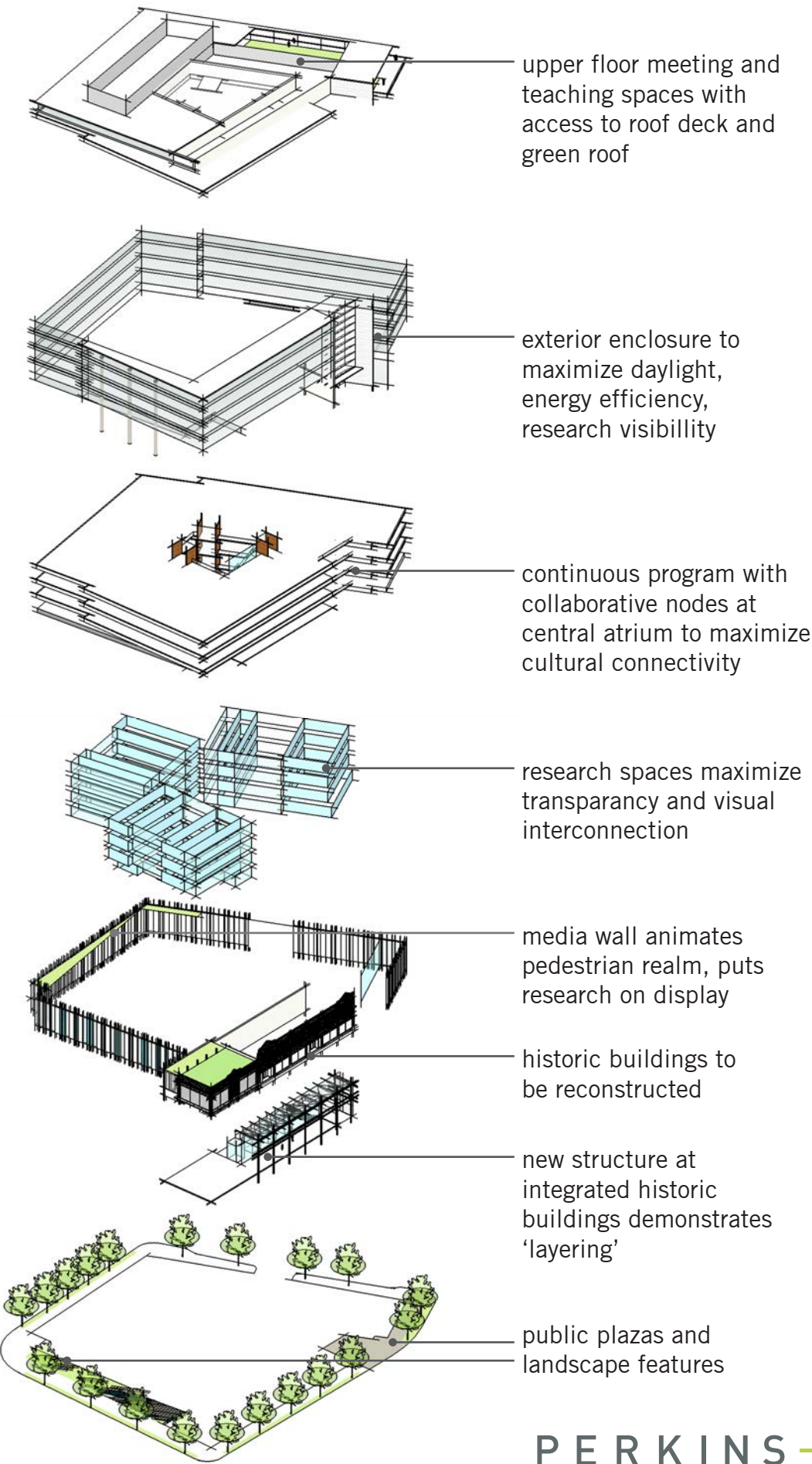
PROJECT CONCEPT

PLANNING AND STACKING



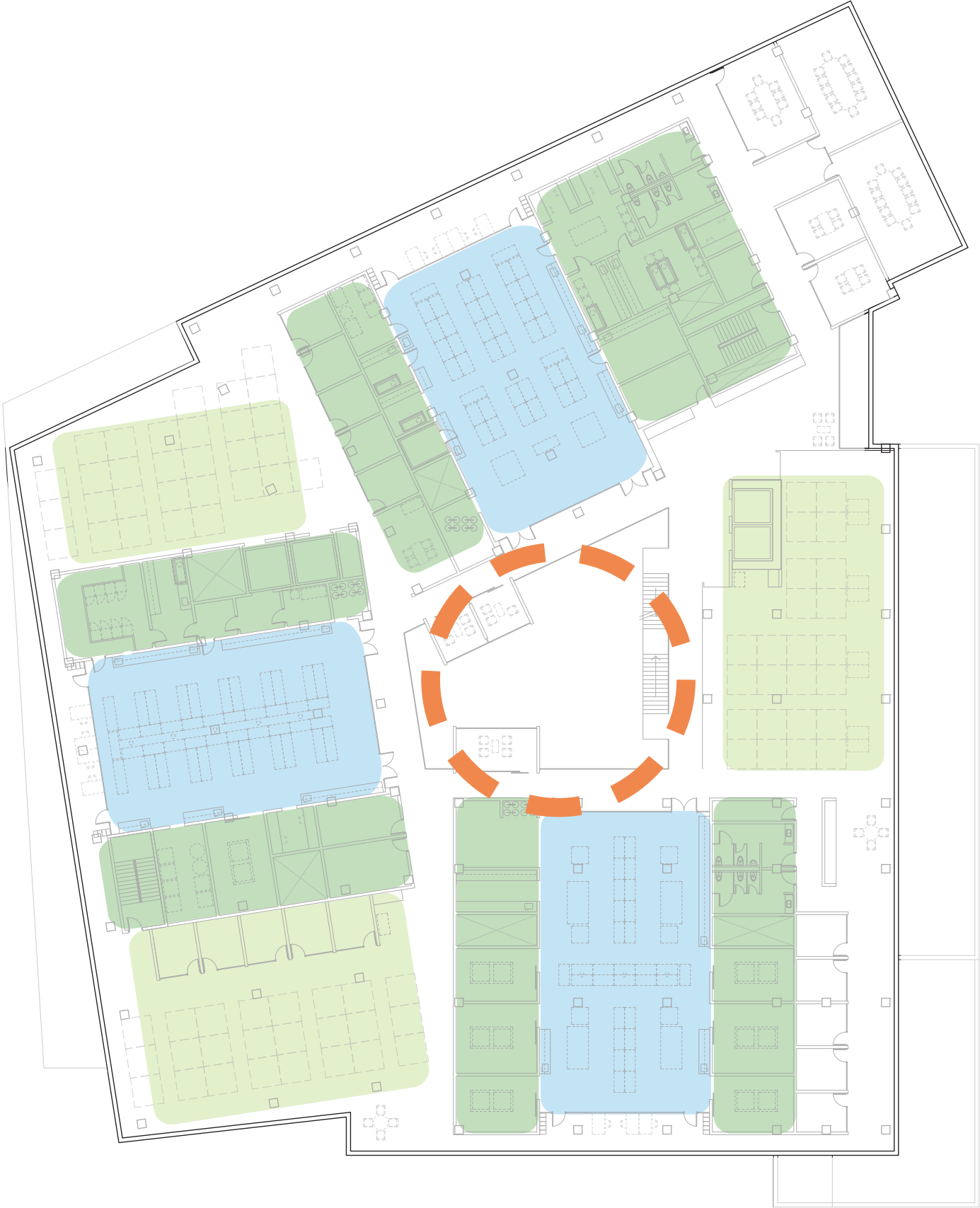
Planning Concept

Labs and offices are organized in a series of 'petals' grouped around a central atrium, maximizing opportunities for daylight, interaction, and collaboration.



PROJECT CONCEPT

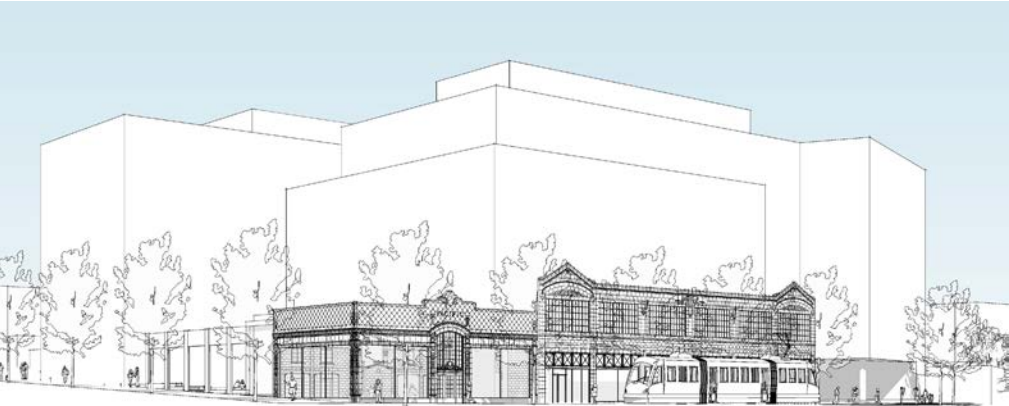
TYPICAL UPPER-LEVEL PLAN



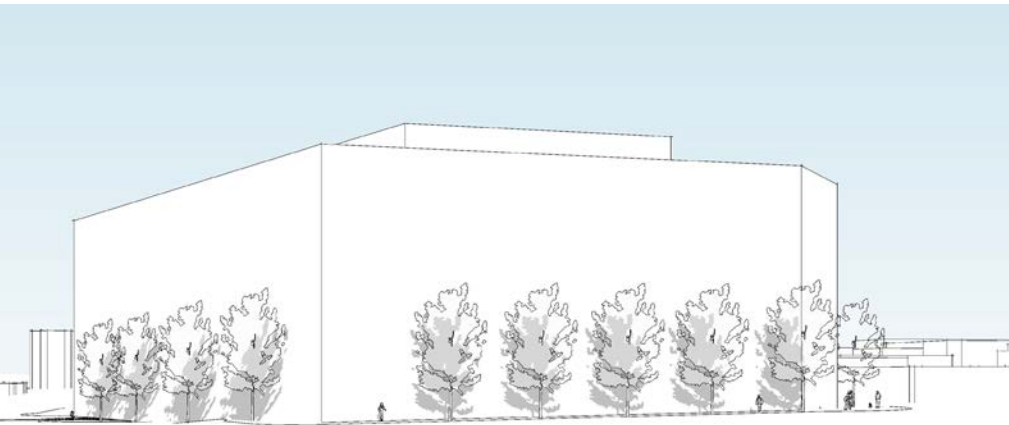
- Open labs
- Lab support
- Office
- Atrium

MASSING OPTIONS

MASSING OPTION 1



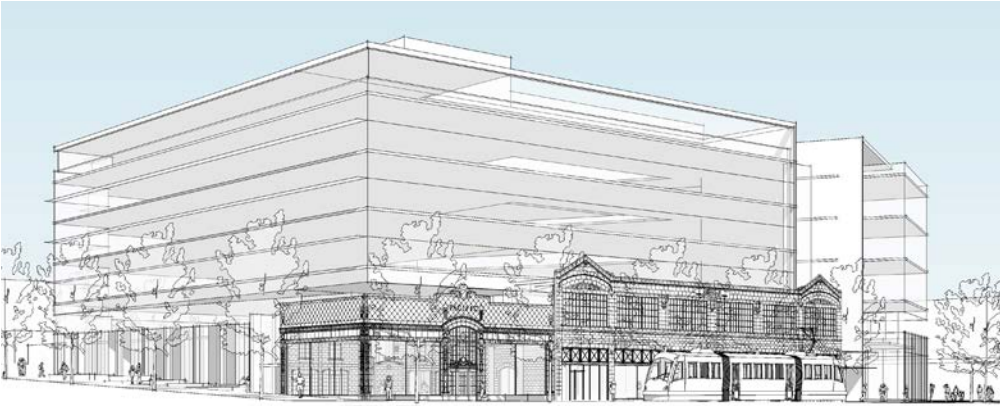
Mercer and Westlake



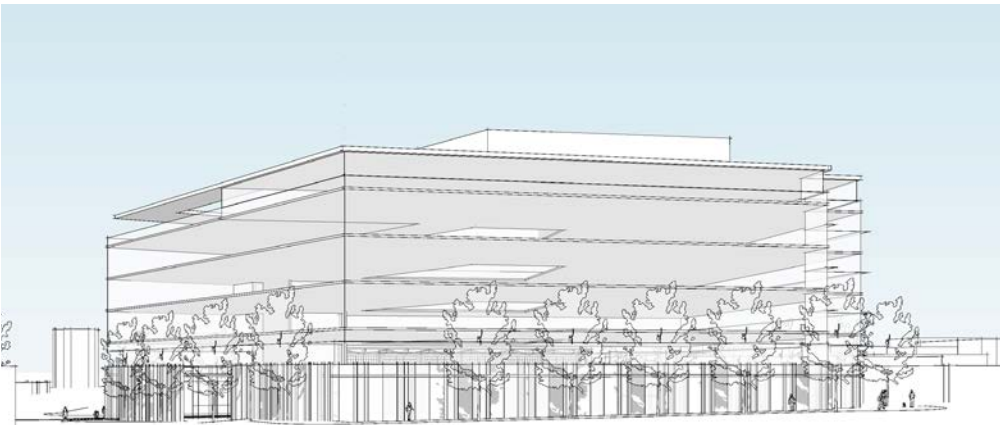
9th and Broad

- PROS:**
- engaging public open space
 - strong sense of entry
- CONS:**
- not suited for research use
 - appears bulky
 - lacks scale and modulation at west and northwest

MASSING OPTION 2



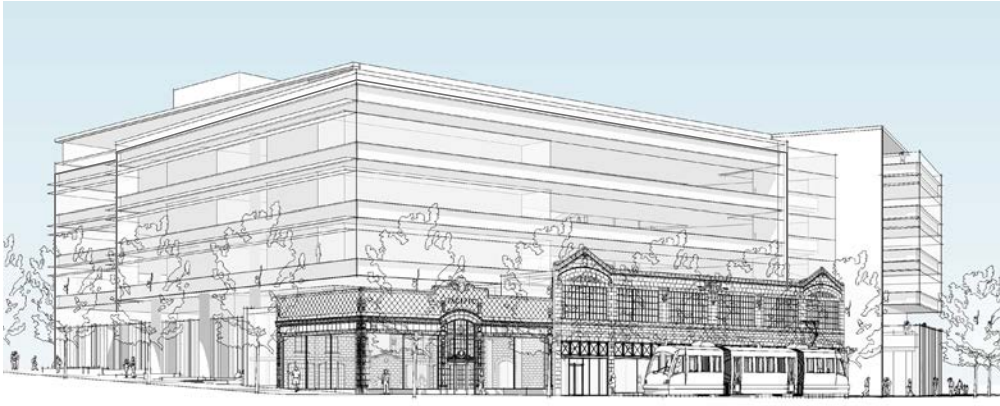
Mercer and Westlake



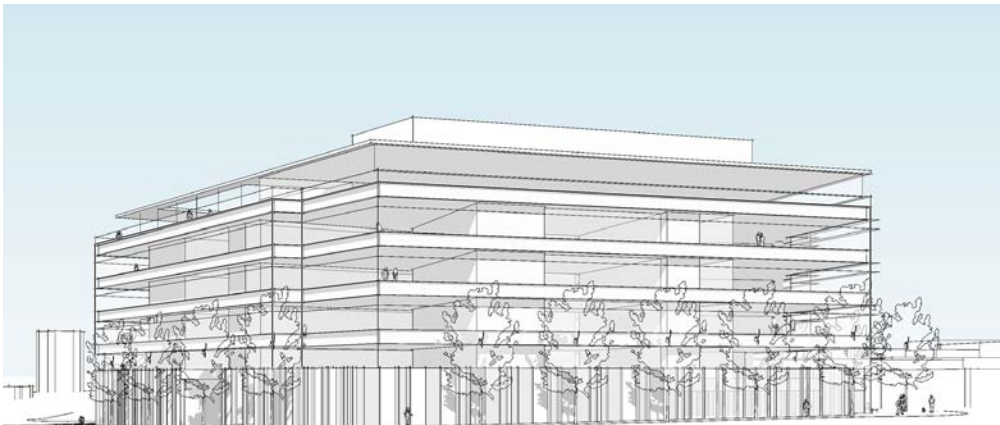
9th and Broad

- PROS:**
- engaging public open space
 - strong sense of entry
 - well suited for laboratory use
 - quiet backdrop to historic
 - scale is modulated, base, middle, top
- CONS:**
- lacks scale and modulation at west and northwest
 - awkward resolution of southwest corner
 - lacks secondary scale of articulation
 - lacks clear relationship of interior plan

MASSING OPTION 3



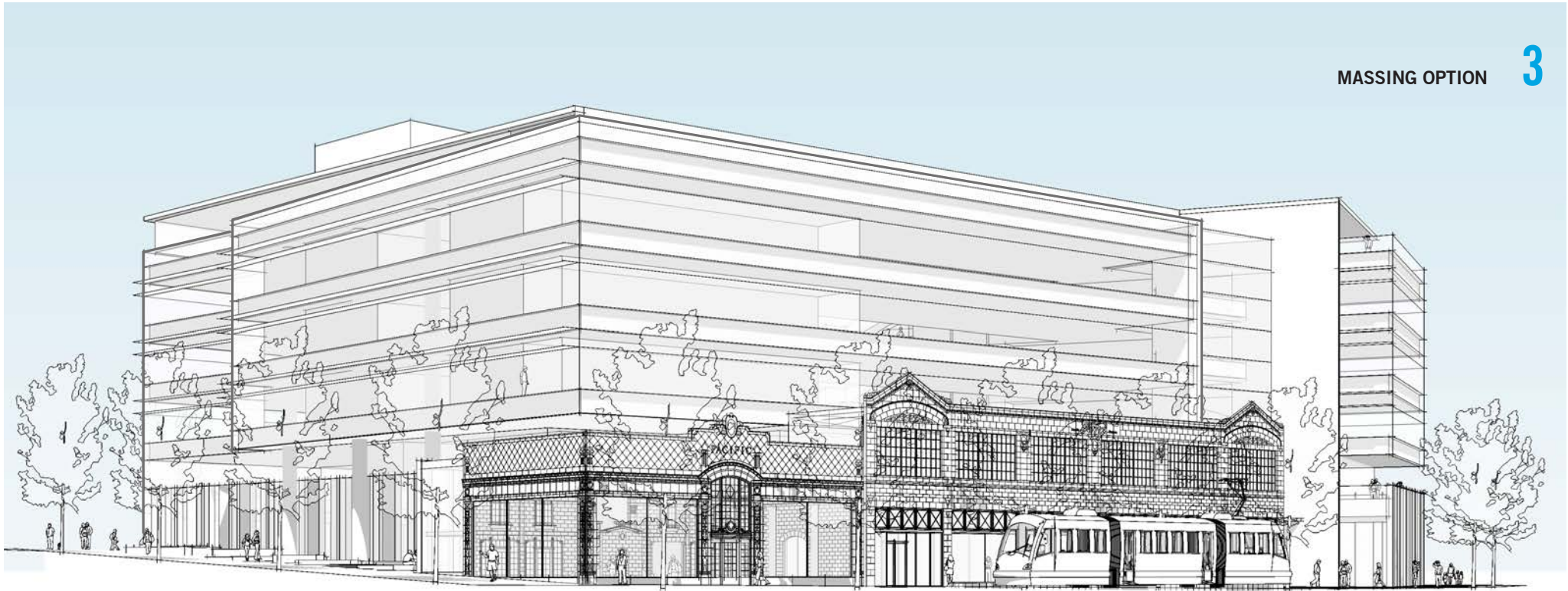
Mercer and Westlake



9th and Broad

- PROS:**
- engaging public open space
 - strong sense of entry
 - well suited for laboratory use
 - quiet backdrop to historic
 - scale is modulated, base, middle, top
 - dynamic expression of interior plan
 - continuous activated zone at street
 - resolves corner at southwest
 - provides street level scale all around

PREFERRED MASSING

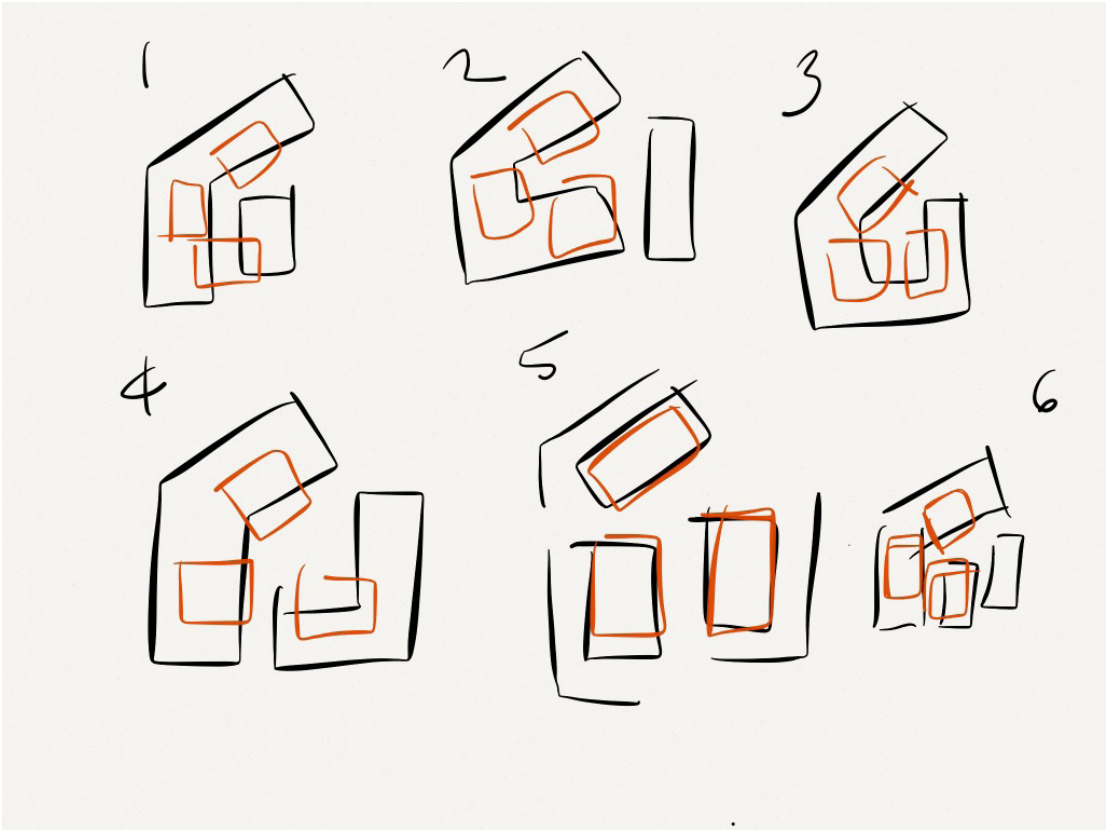


View of southeast corner (Mercer and Westlake)

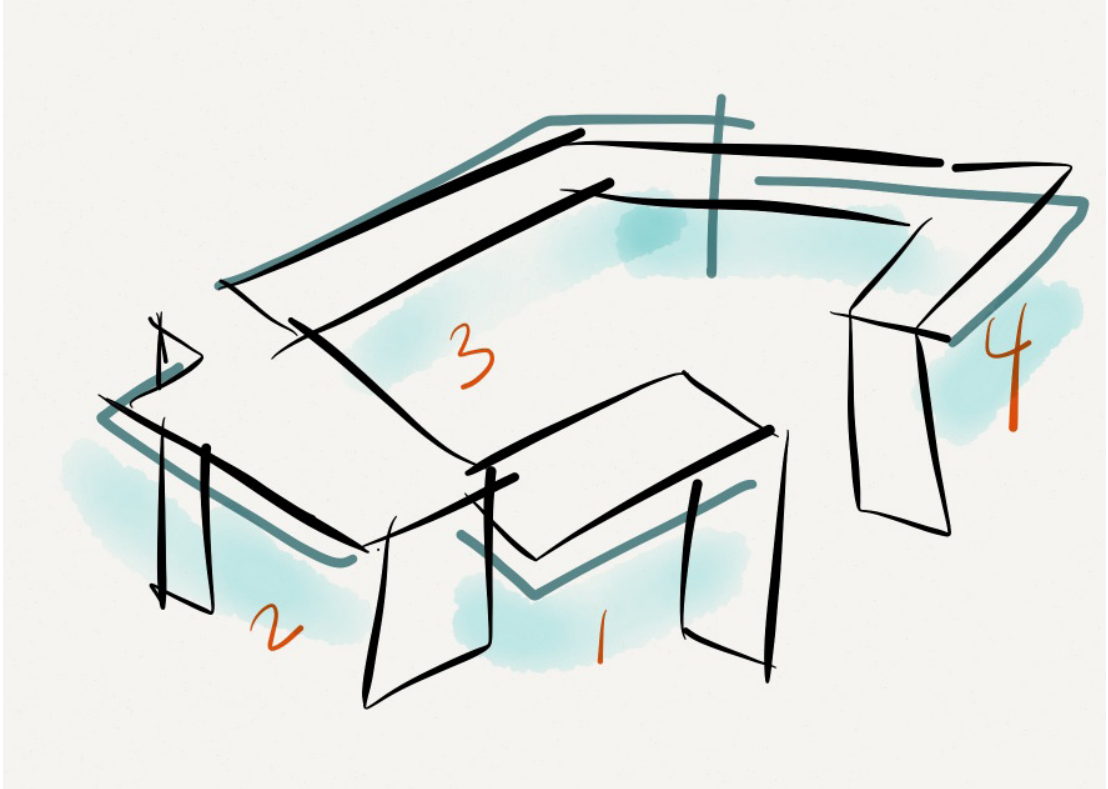


View of northwest corner (9th and Broad)

SOUTH LAKE UNION DESIGN GUIDELINES



studies to clarify the logic and relationship between inside/outside



Site Planning

- *A-1 Responding to Site Characteristics:* The siting of buildings should respond to specific site conditions and opportunities.
- *A-2 Streetscape Compatibility:* The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.
- *A-4 Human Activity:* Development should be sited and designed to encourage human activity on the street.
- *A-8 Parking and Vehicle Access:* Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.
- *A-10 Corner Lots:* Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Height, Bulk, and Scale

Transparency shall be required as follows:

- *B-1 Height, Bulk and Scale Compatibility:* Projects should be compatible with the scale of the 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.

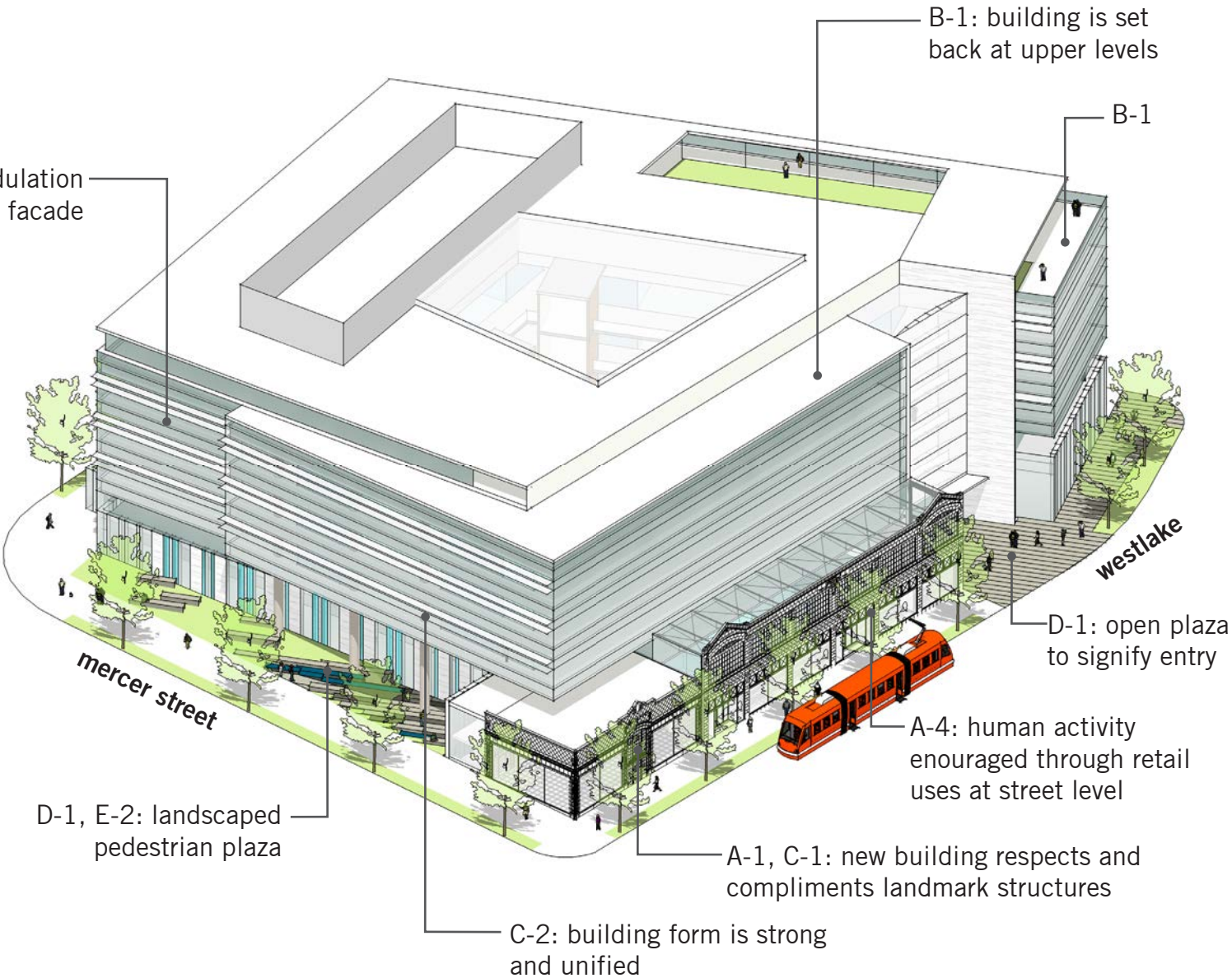
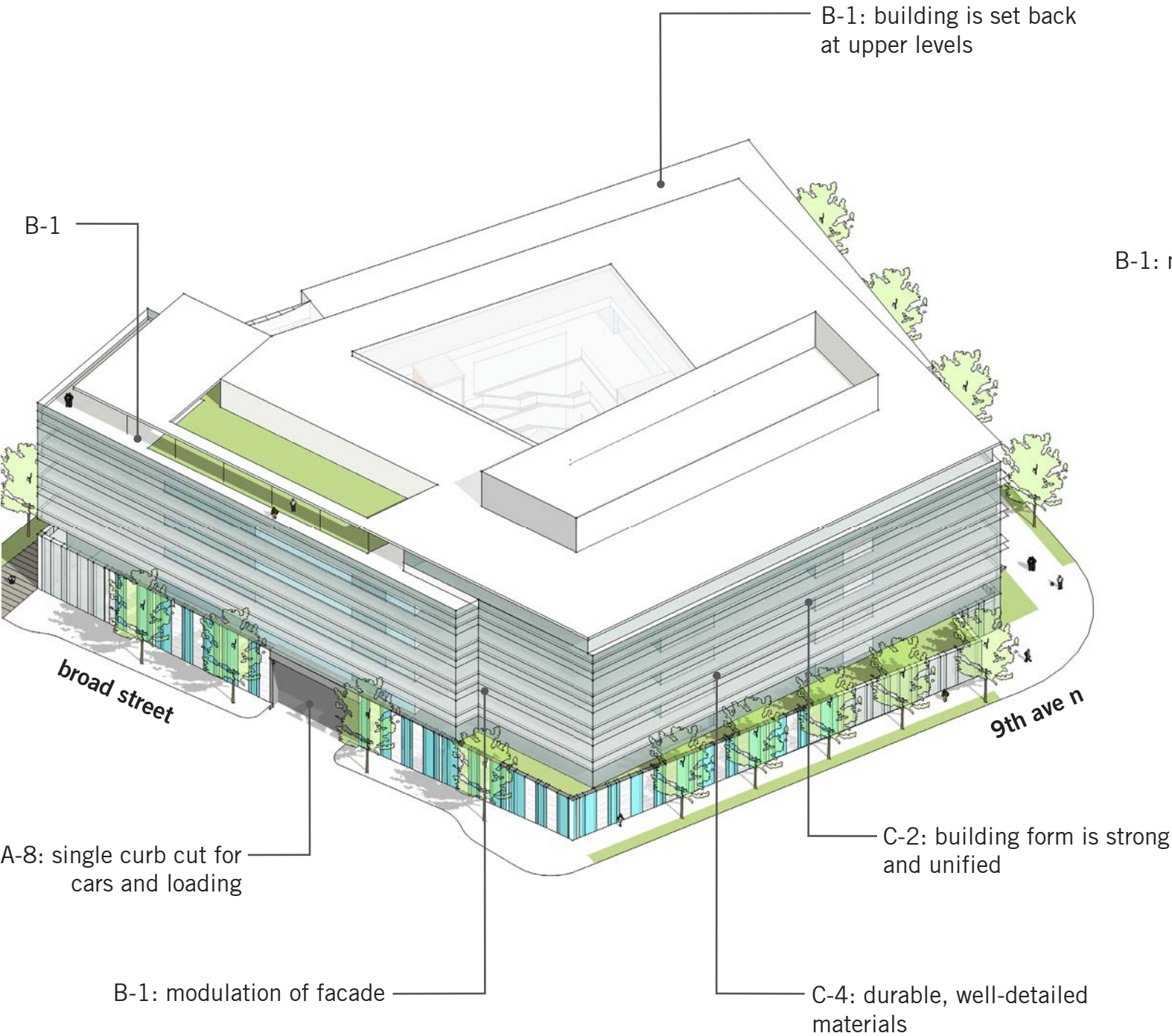
Architectural Elements/Materials

- *C-1 Architectural Context:* New buildings should be compatible with or complement the architectural character and siting of the neighboring buildings.
- *C-2 Architectural Concept and Consistency:* Building design elements, details and massing should create a well proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls.
- *C-4 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 high quality of detailing are encouraged.

Pedestrian / Landscaping

- *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.
- *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.

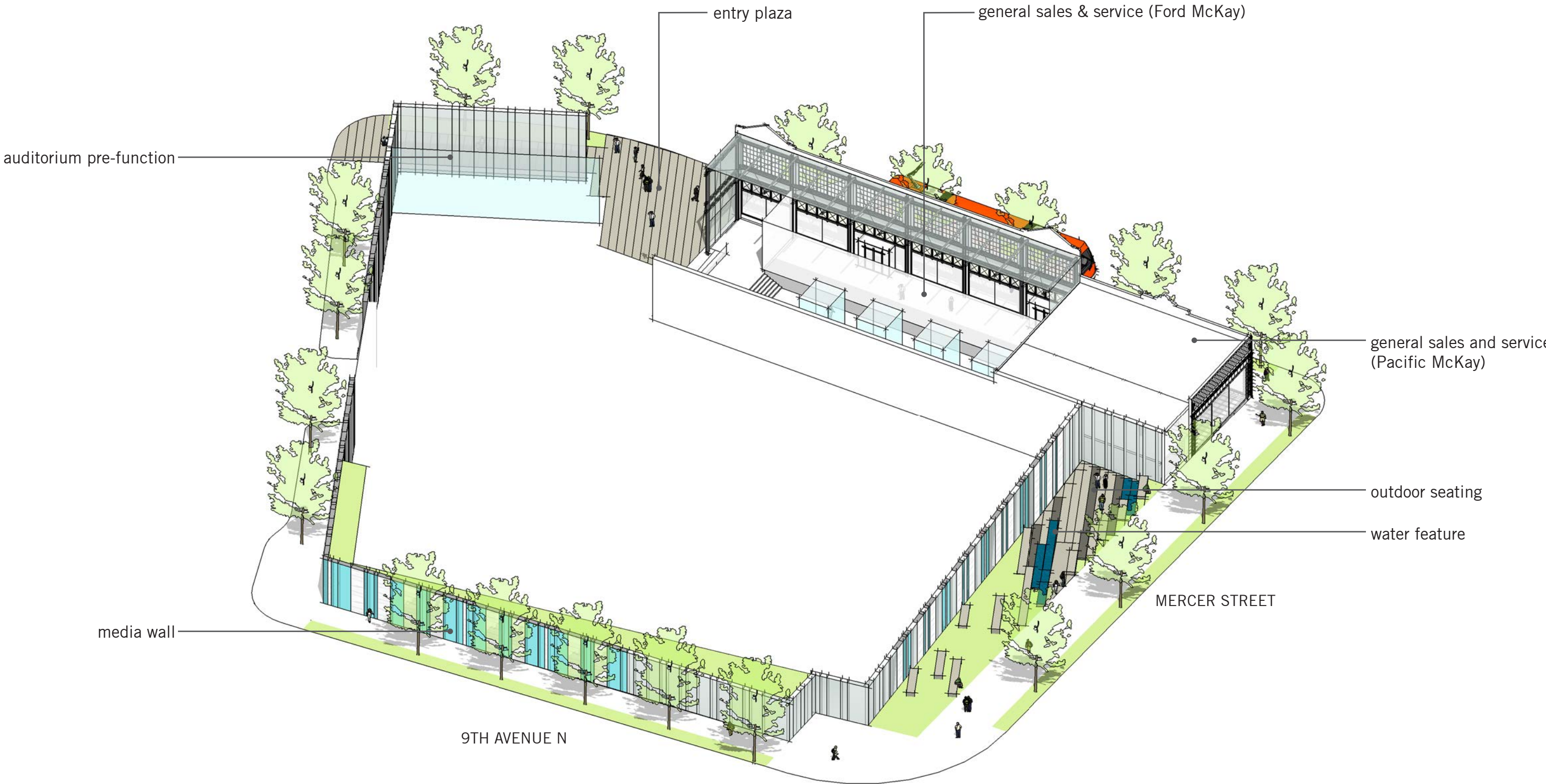
SOUTH LAKE UNION DESIGN GUIDELINES



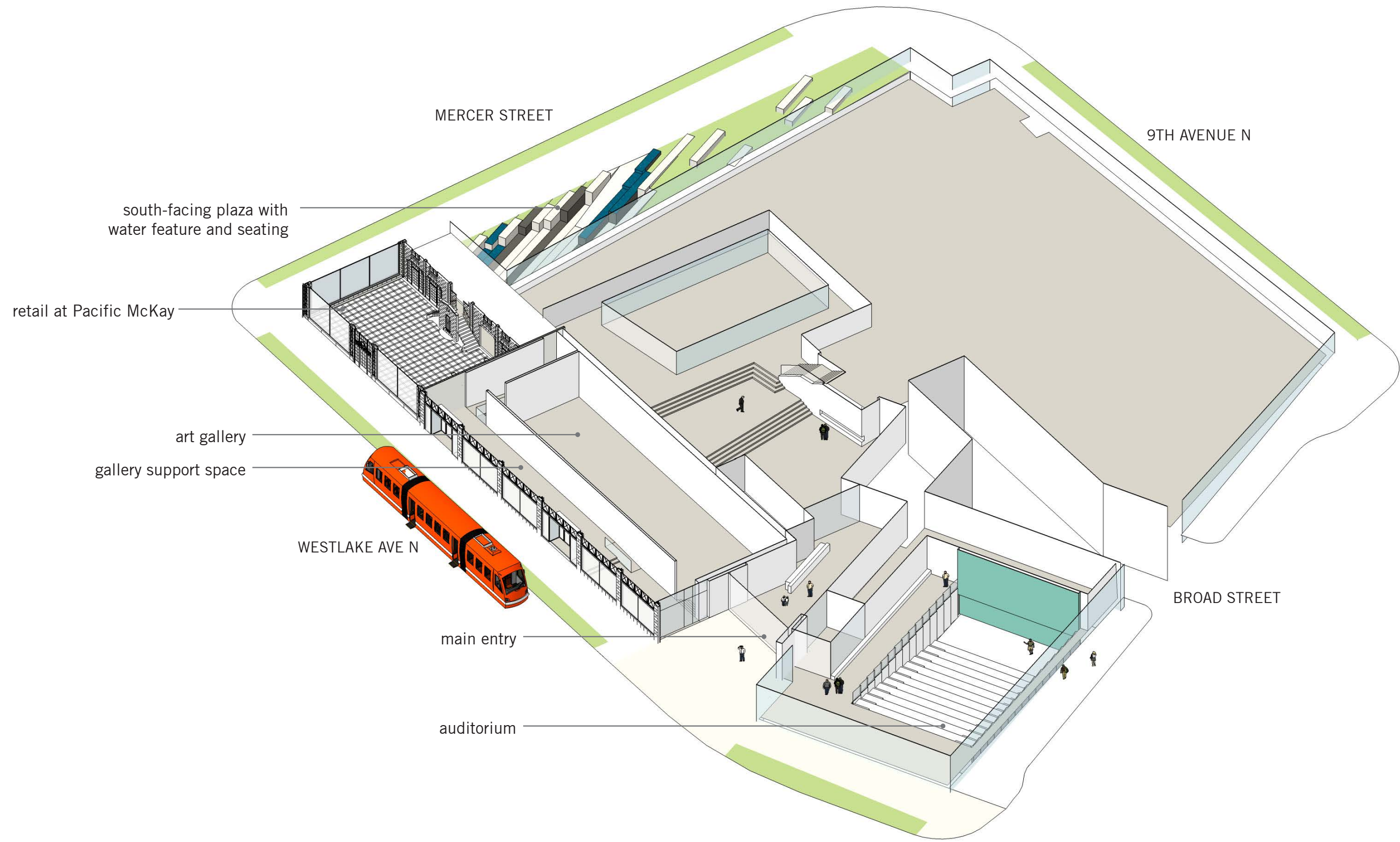
SITE PLAN



GROUND LEVEL PUBLIC REALM



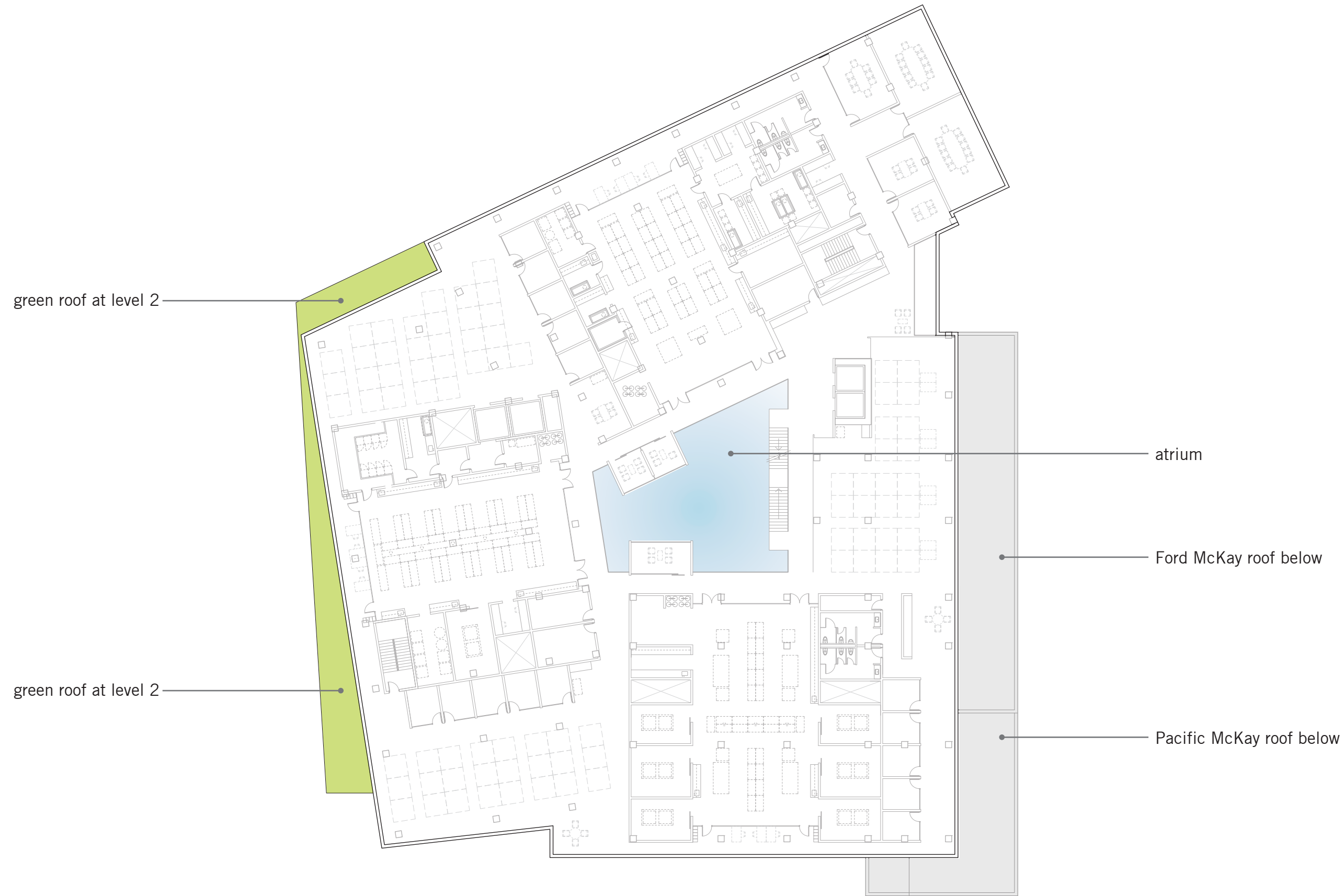
GROUND LEVEL PUBLIC REALM



LEVEL 1 PLAN



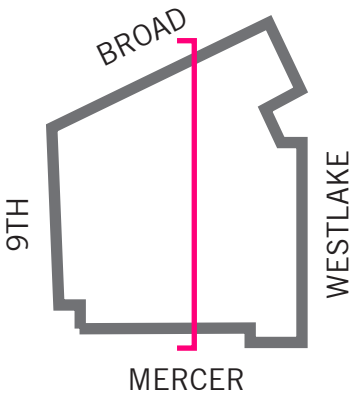
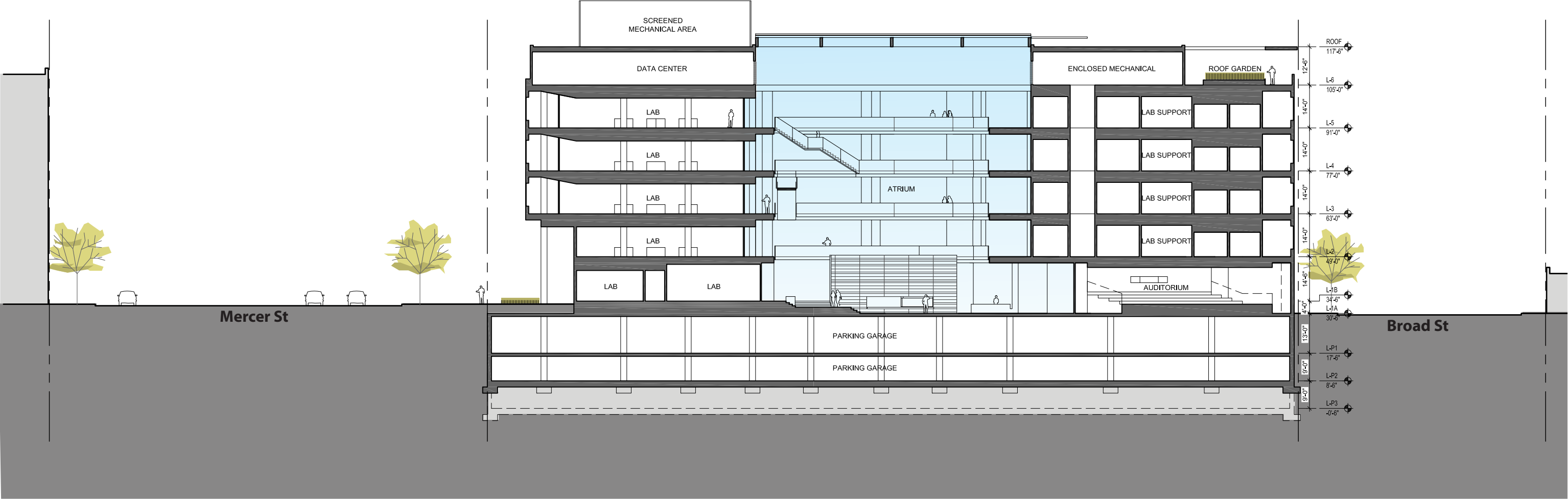
LEVEL 3 PLAN



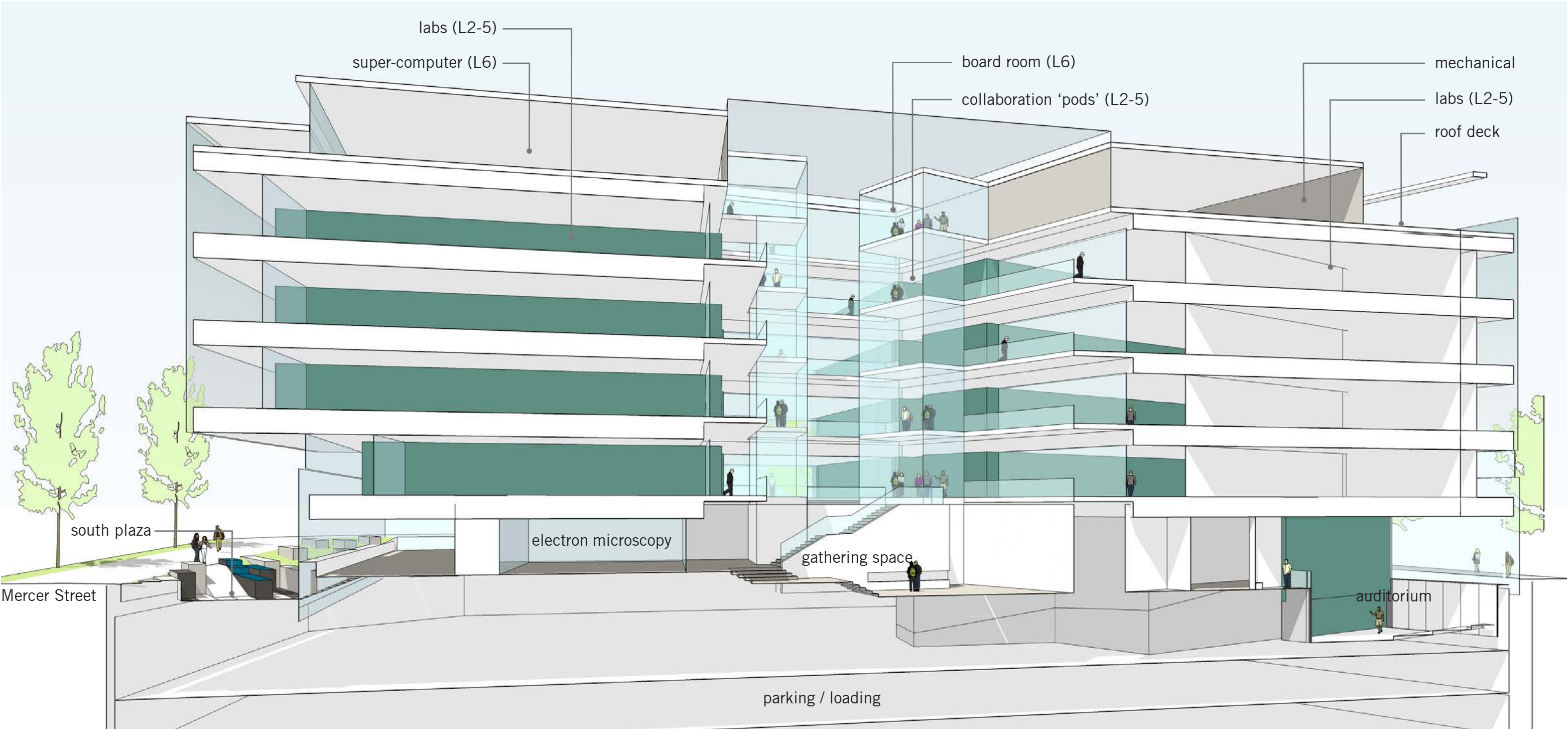
LEVEL 6 PLAN



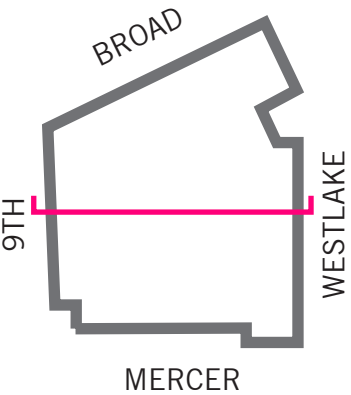
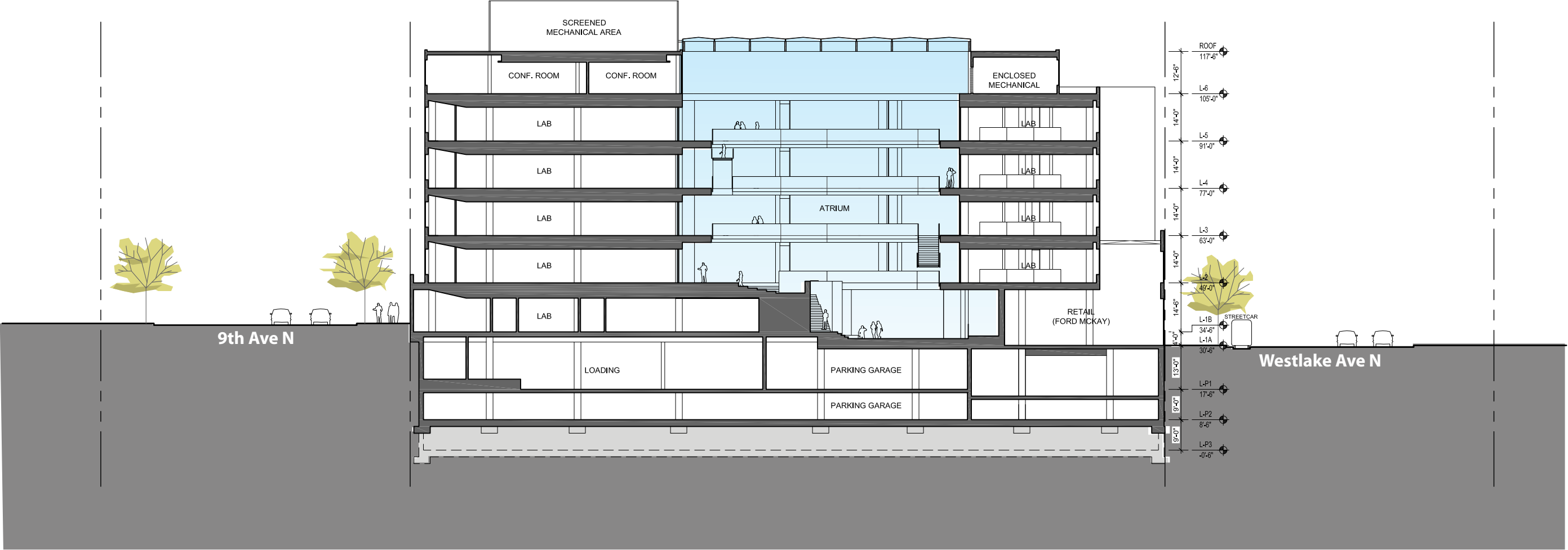
NORTH/SOUTH SECTION



NORTH/SOUTH SECTION

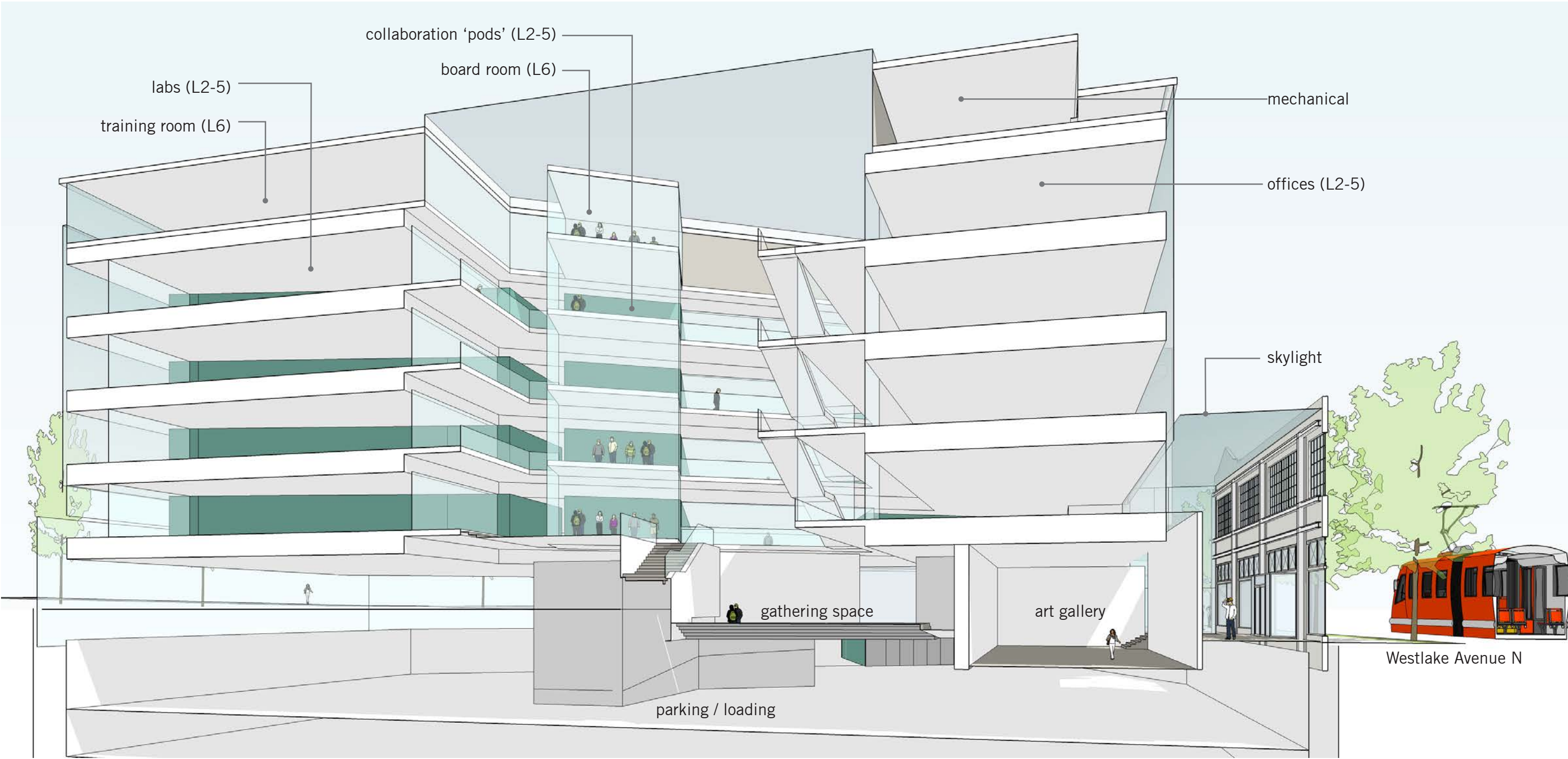


EAST/WEST SECTION



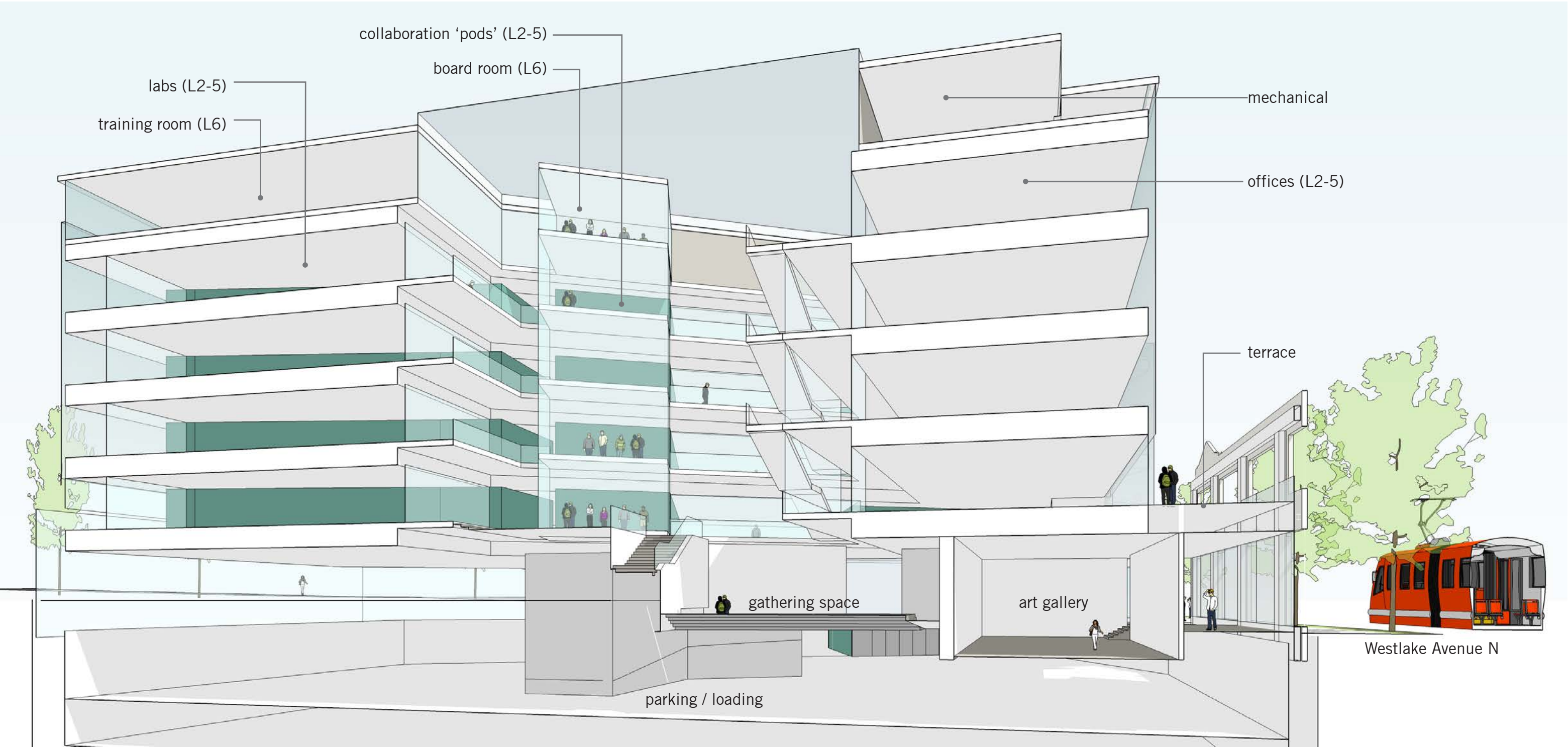
EAST/WEST SECTION

SKYLIGHT AT FORD MCKAY

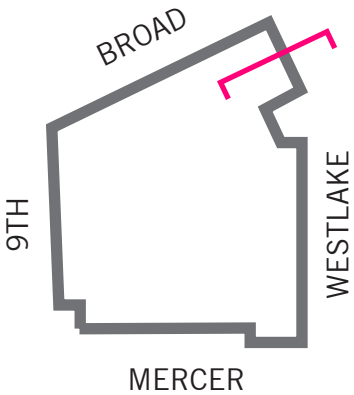
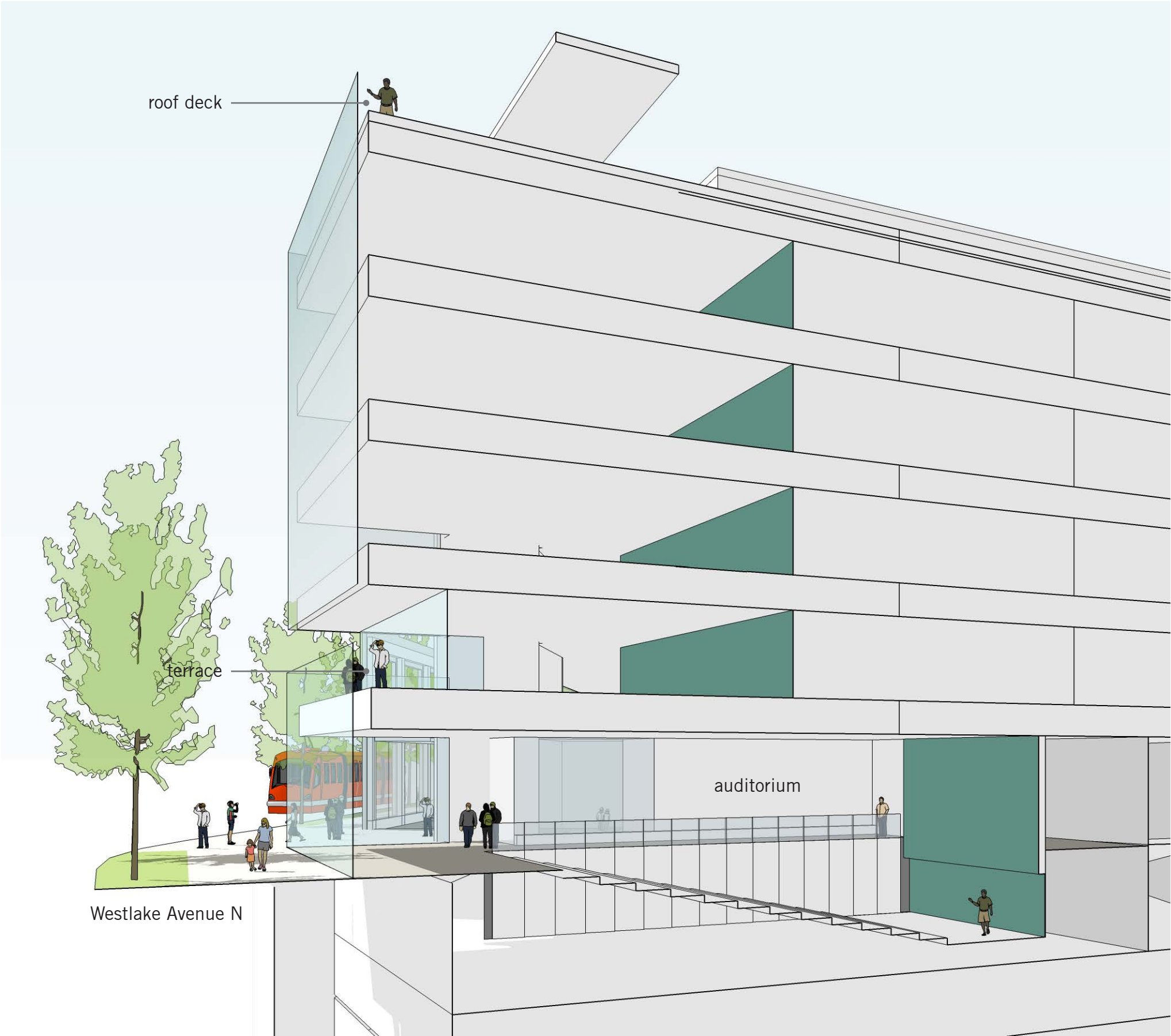


EAST/WEST SECTION

TERRACE AT FORD MCKAY



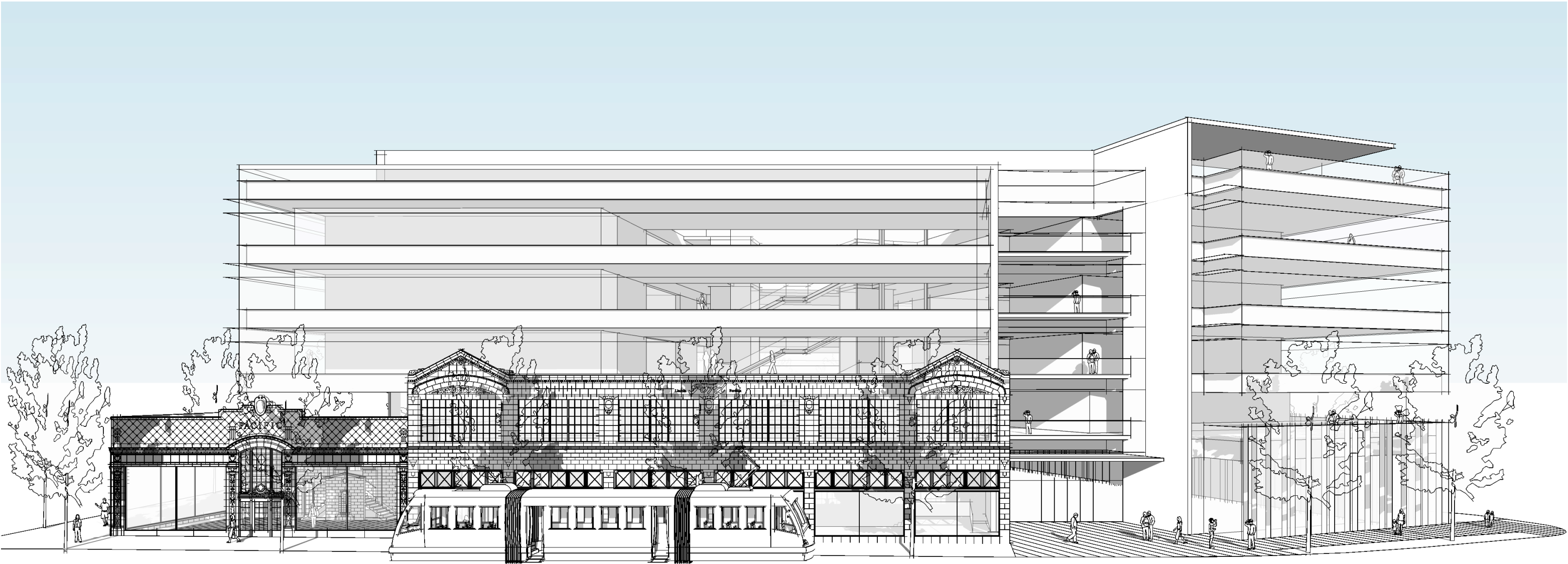
SECTION AT AUDITORIUM



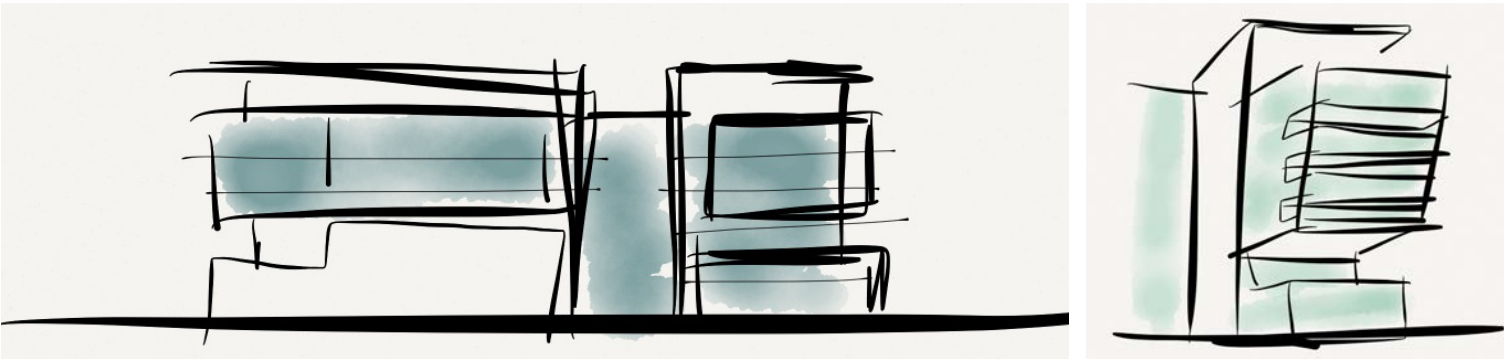
SOUTH ELEVATION - MERCER



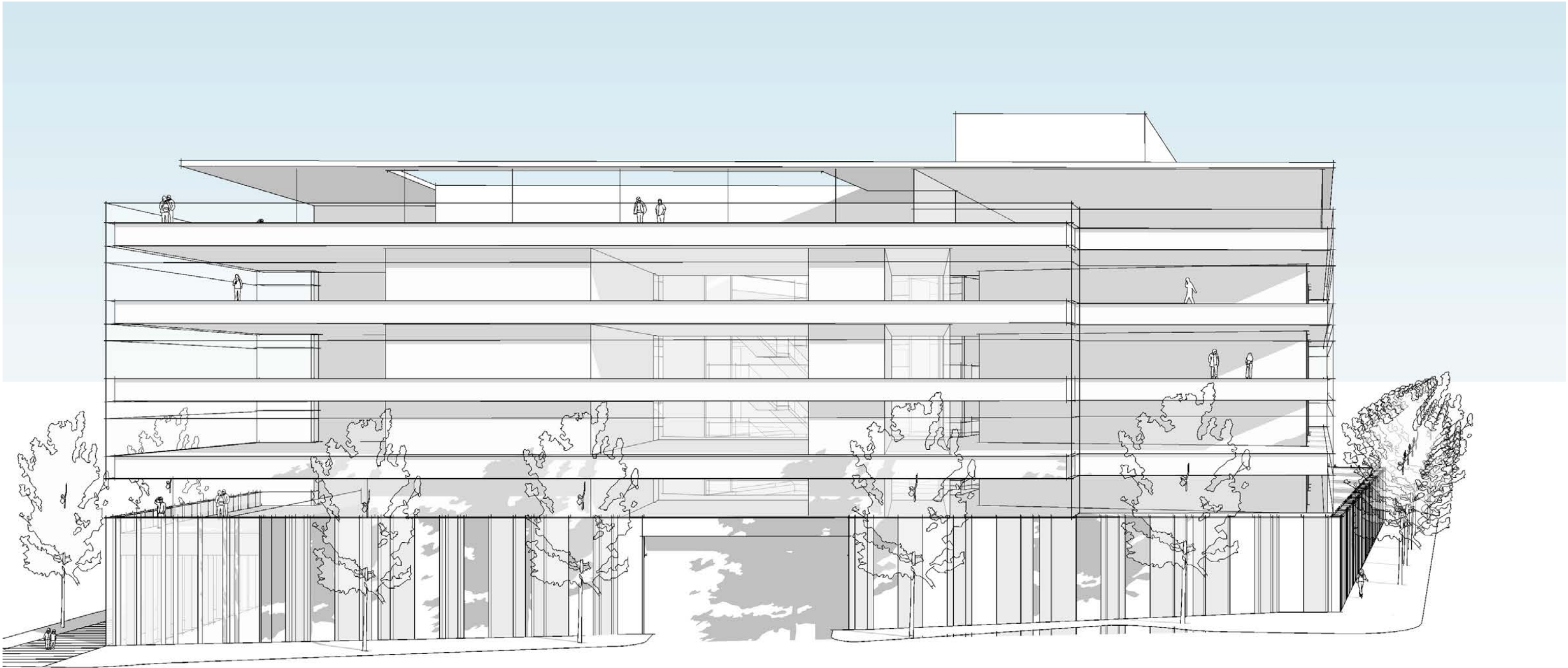
EAST ELEVATION - WESTLAKE



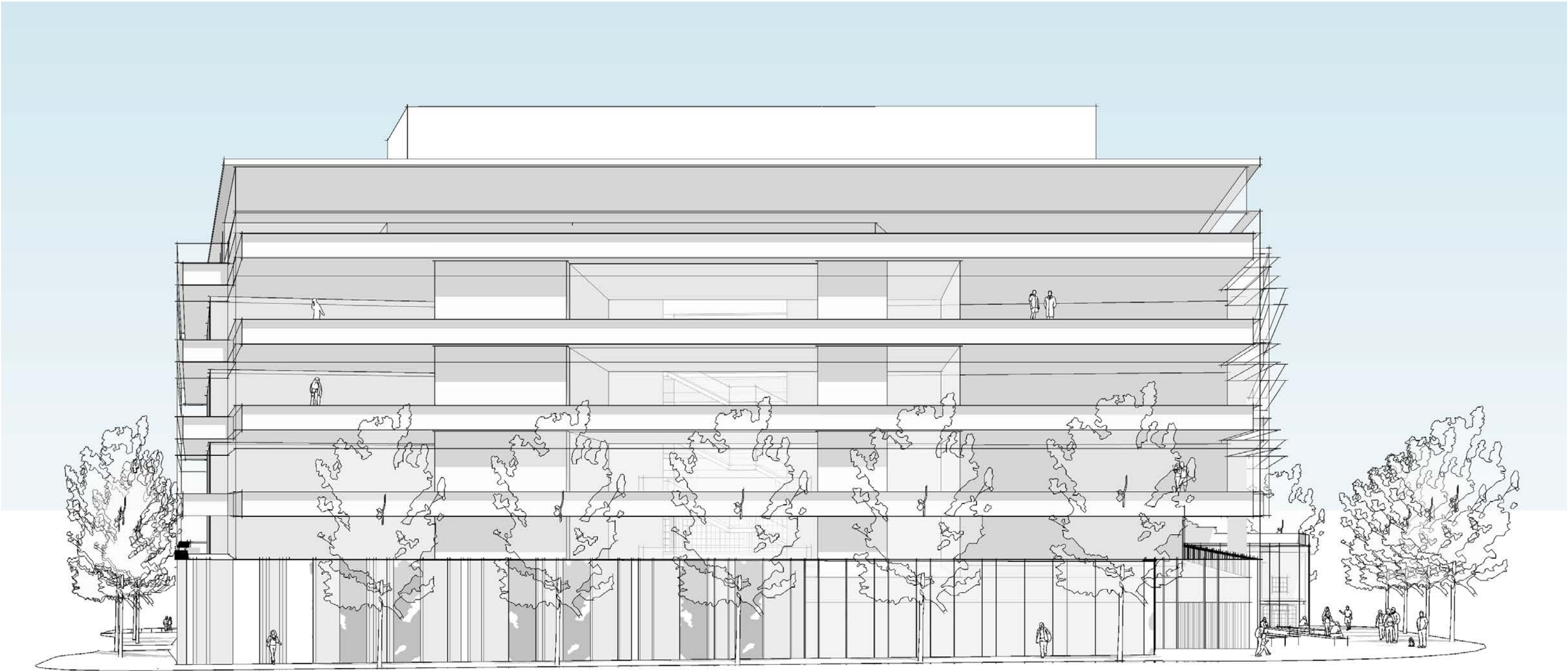
gestural studies to clarify elements significant to the expression of the building



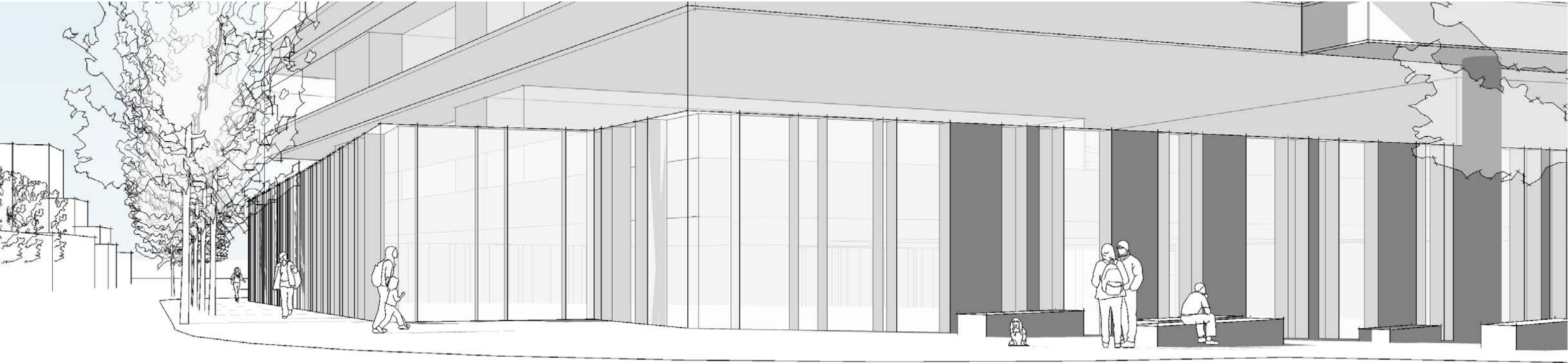
NORTHWEST ELEVATION - BROAD



WEST ELEVATION - 9TH



PEDESTRIAN EXPERIENCE



Mercer and 9th, looking north



Mercer and 9th, looking east

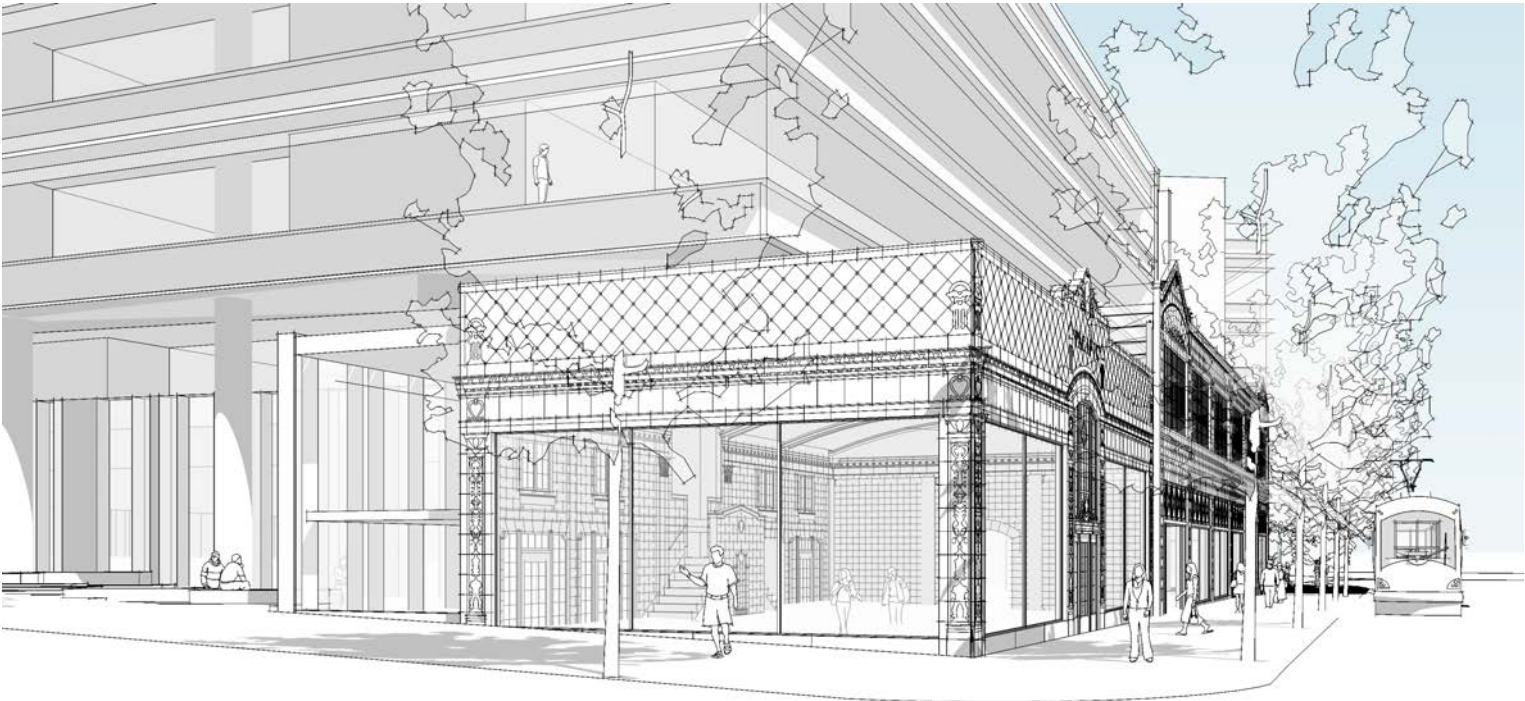
ALLEN INSTITUTE FOR BRAIN SCIENCE

EARLY DESIGN GUIDANCE | 601 WESTLAKE AVE N | MUP 3014287

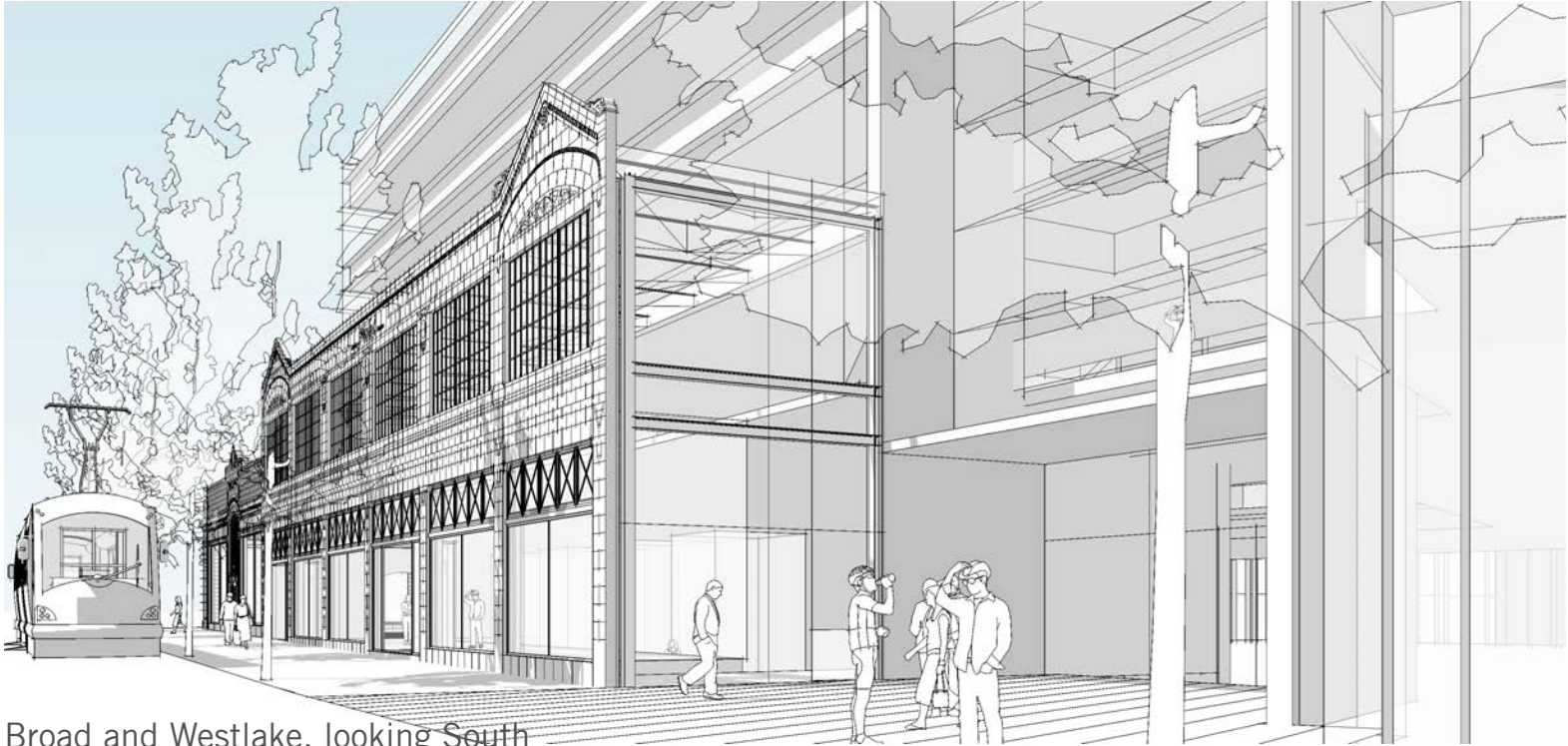
PERKINS+WILL

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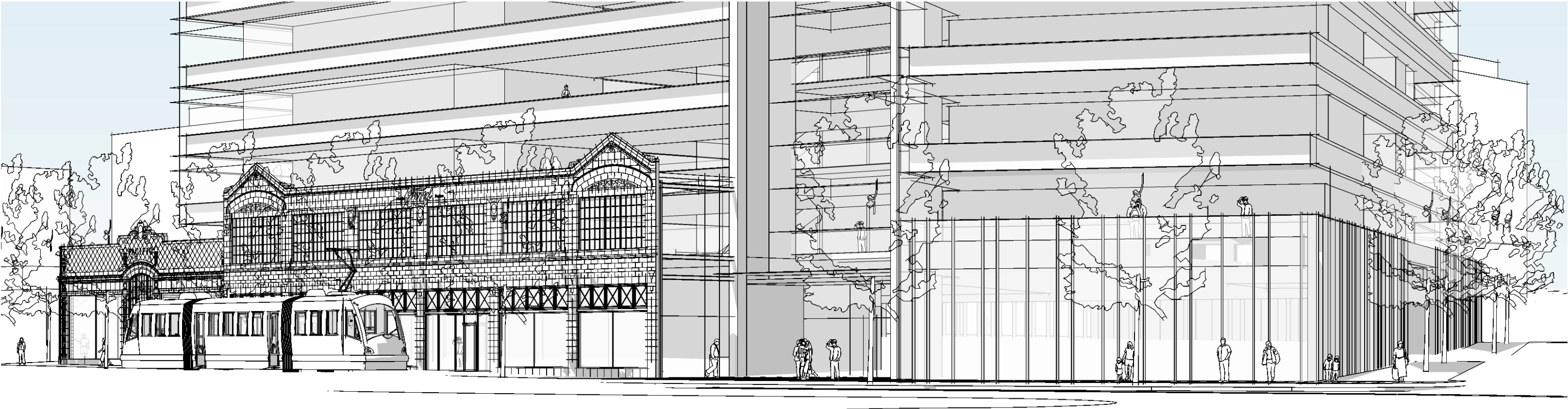
PEDESTRIAN EXPERIENCE



Mercer and Westlake, looking north



Broad and Westlake, looking South



Westlake Avenue N

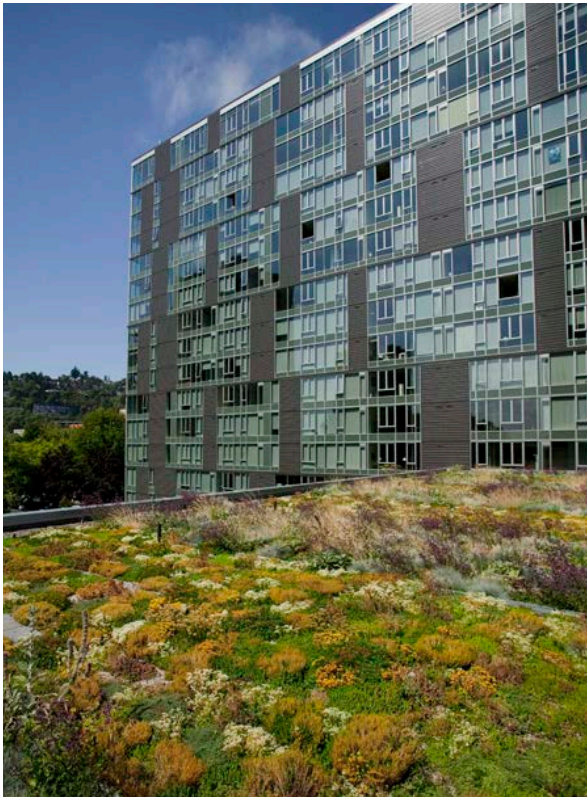
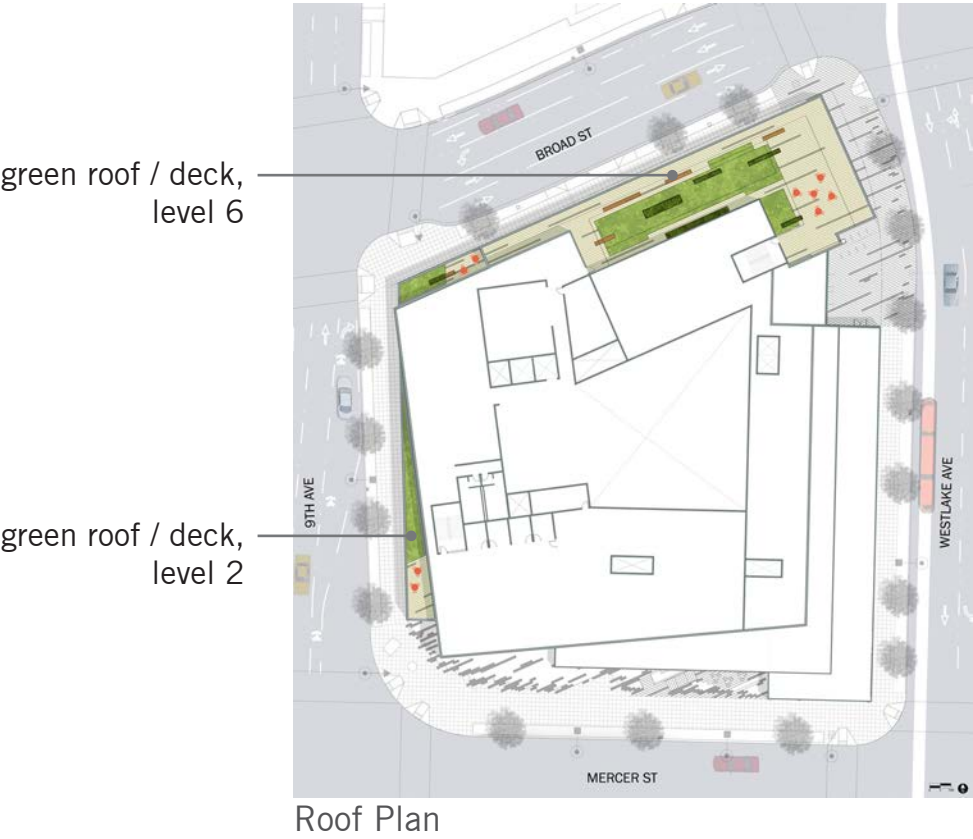
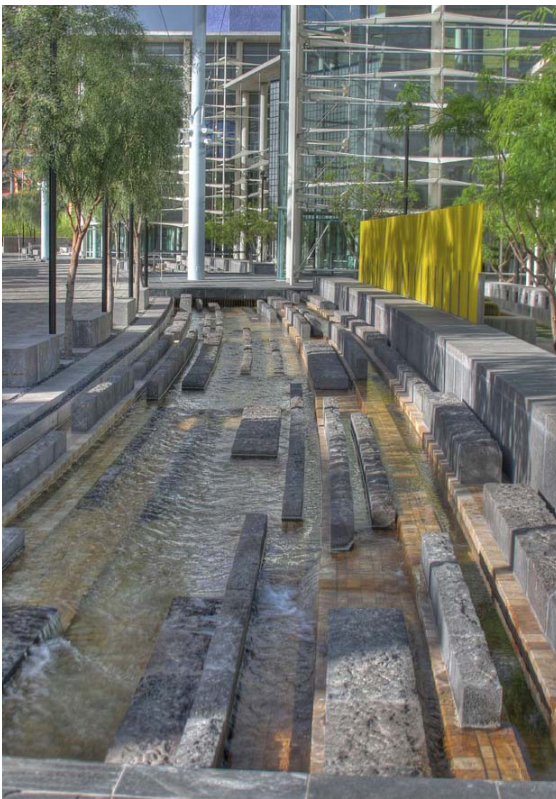
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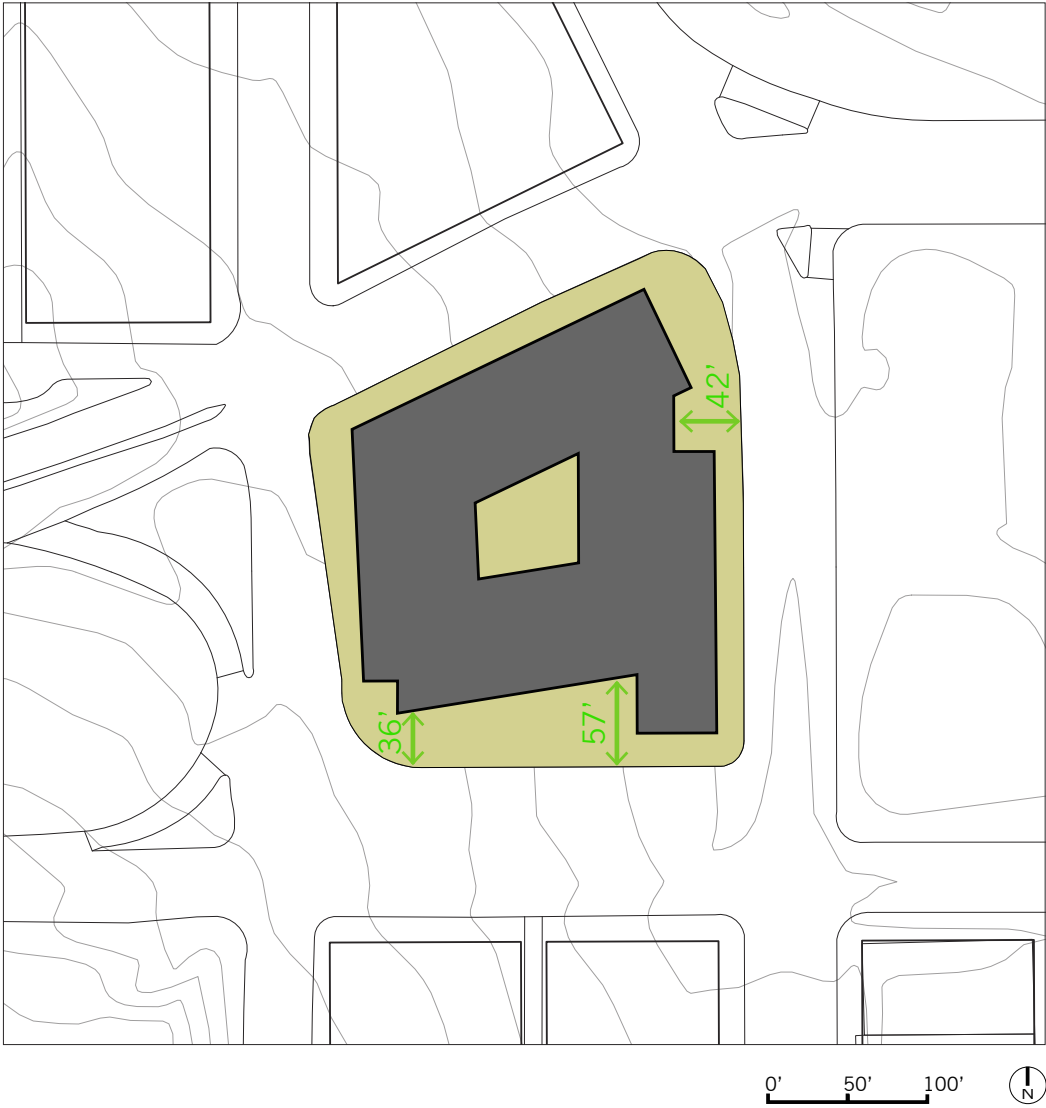
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LANDSCAPE CONCEPTS



OPEN SPACE SCALE



Allen Institute For Brain Science



Benaroya Hall / Seattle Art Museum



DESIGN DEPARTURES

Departure 1:

Development Standard:

Street Level Setbacks (23.48.014.D):
Structures may be set back up to 12 feet from the property line, provided that the setback area is landscaped according to 23.48.024. Additional setbacks shall be permitted for up to 30% of the length of the set-back street wall, provided that the additional setback is located 20 feet or greater from any street corner.

Departure Request: 63% of the structure at the south facade is set back more than 12 feet from the property line.

Departure Rationale: This opens up a generous south-facing courtyard along Mercer, which will be occupied by landscaping, seating, and a water feature. This setback also highlights the significance of the Pacific McKay building.
*This departure was requested and approved as part of the previous MUP application.

Departure 2:

Development Standard:

Street Level Use Requirements (23.48.019.B):
A minimum of 75% of street frontage at Westlake Avenue N must be occupied by qualified street-level uses.

Departure Request: Qualified “street level uses” are proposed only in the two historic buildings along Westlake, totaling 63% frontage.

Departure Rationale: The auditorium may be used for public events and lectures. Providing views into the auditorium from Westlake will encourage public interest and activate the entire Westlake frontage with a variety of pedestrian experiences.

Departure 3:

Development Standard:

Street Level Transparency (23.48.018):
A minimum of 30% of the width of the street-level facades at 9th Avenue N and Broad Street must be transparent. Blank facades shall be limited to segments 30 feet wide.

Departure Request: Due to environmental control needs and security concerns related to research uses at grade, facade transparency may be limited along 9th Avenue N and Broad Street. We are proposing approximately 27% transparency at Broad Street, with a blank facade that is 120 feet wide. We are proposing approximately 20% transparency at 9th Avenue N, with a blank facade that is 130 feet wide. Transparency will be provided as required along Westlake and Mercer (60%).

Departure Rationale: The street-level facades at 9th and Broad will be constructed of materials that are rich in texture and color. Portions of these facades may contain a media wall that will express the functions of the research taking place inside the building and allow for an interactive art experience. The addition of this art/media wall provides a variety of experiences for the pedestrian as they travel around the block (retail on Westlake, courtyard/plaza on Mercer, art on 9th and Broad).

Departure 4:

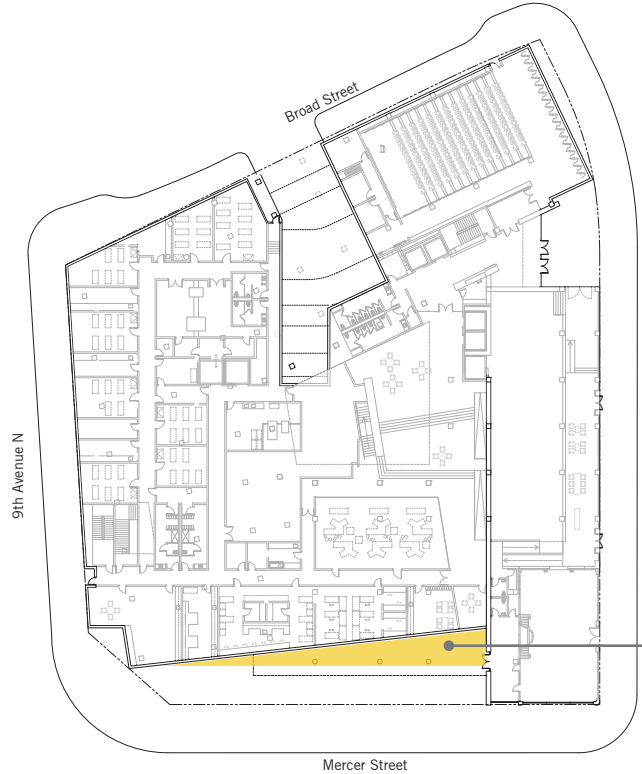
Development Standard:

Minimum Facade Height (23.48.014.B):
On Class 1 Pedestrian Streets (Westlake Avenue N) all facades shall have a minimum height of 45 feet. On Class 2 Pedestrian Streets (Mercer Street), all facades shall have a minimum height of 25 feet.

Departure Request: The landmark buildings along Westlake and Mercer do not meet this requirement, as the Pacific McKay building (which fronts Mercer and Westlake) is approximately 23 feet tall, and the Ford McKay building (which fronts Westlake) is approximately 33 feet tall. We request a departure from the minimum height requirement at these two facades.

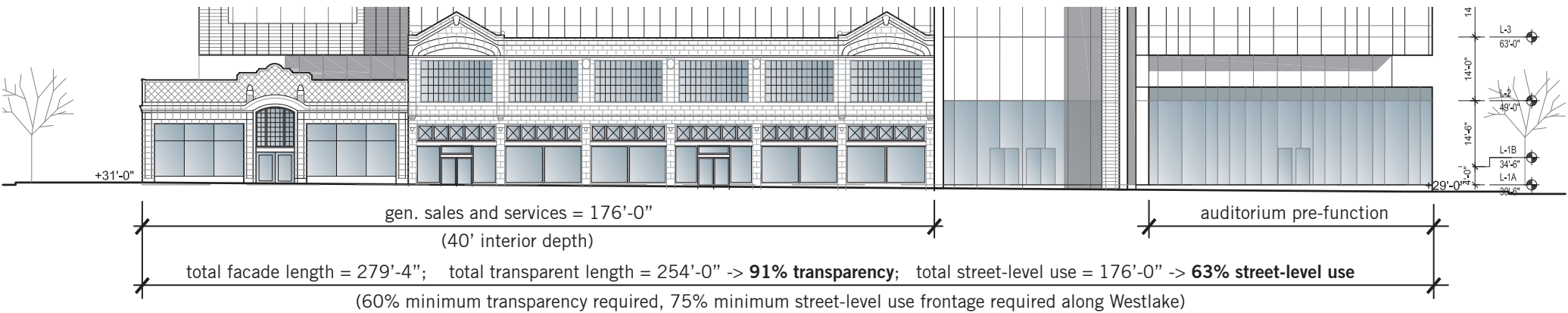
Departure Rationale: In order to restore the landmark buildings to their original state, they cannot be increased in height. The building above has been set back from the historic facades per landmarks board direction.

DESIGN DEPARTURES

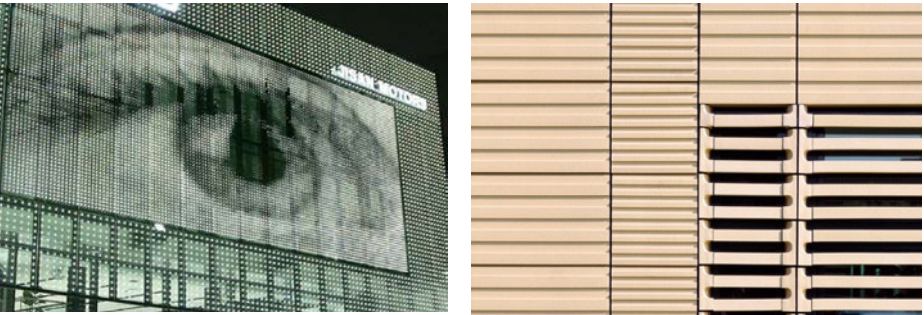


portion of facade set back > 12' from property line
(departure 1)

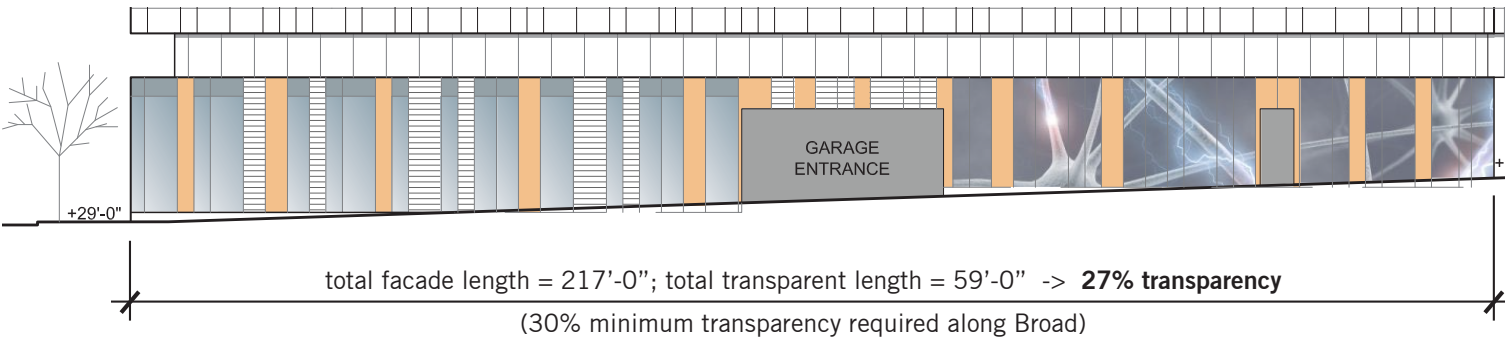
Level 1 Plan



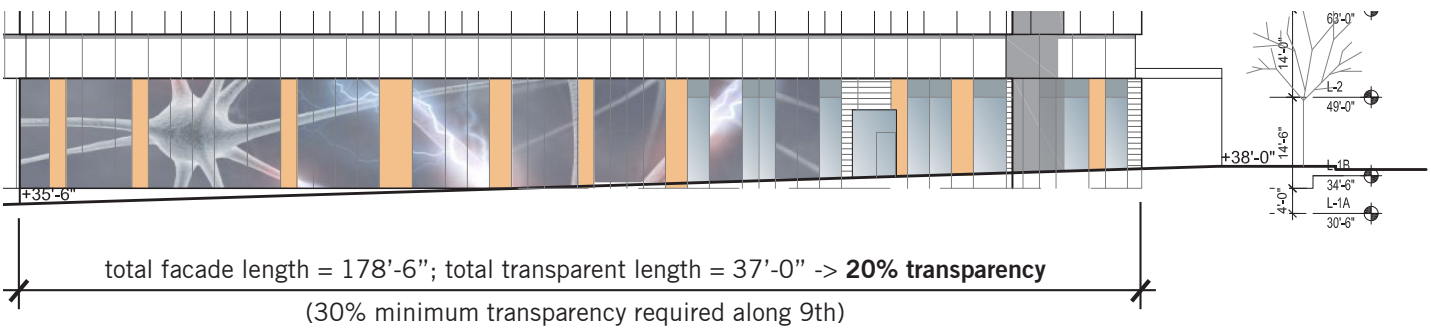
East Elevation Along Westlake Ave N **street-level uses (departure 2)**



- transparent vision glazing
- opaque colored spandrel glass
- glazed terracotta
- graphic "media wall"



North Elevation, Broad Street **facade transparency (departure 3)**



West Elevation, 9th Ave N **facade transparency (departure 3)**

GRAPHIC MEDIA WALL

Amazon Phase IV, interactive art display

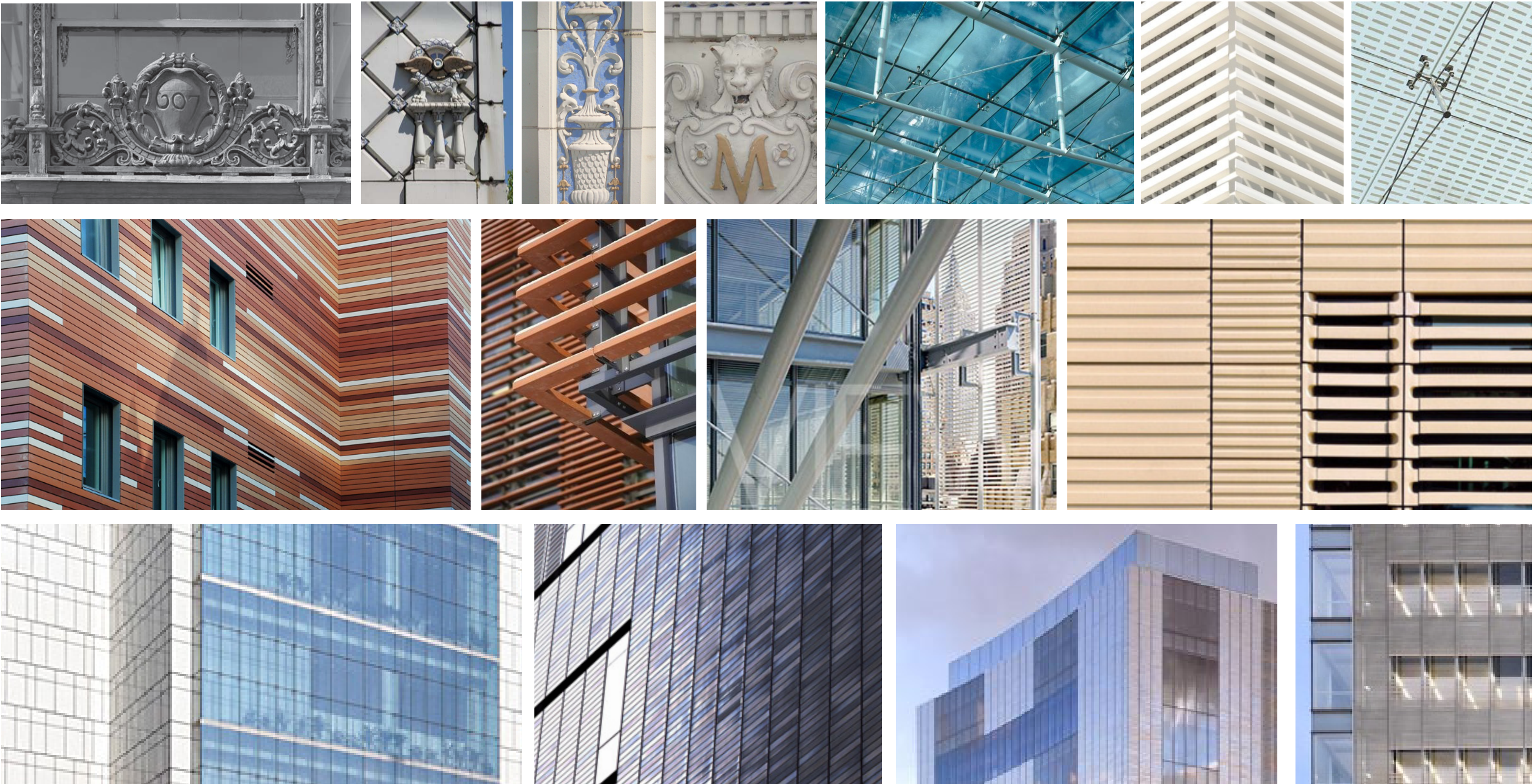


“powerglass” wall with lighting and graphic



Olympic Sculpture Park

MATERIALITY / HUMAN SCALE / TECHNICAL CRAFT



EARLY DESIGN GUIDANCE | 601 WESTLAKE AVE N | MUP 3014287



Contact Info:

Property Address:

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Seattle, WA 98109

MUP Project Number:

#3014287

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