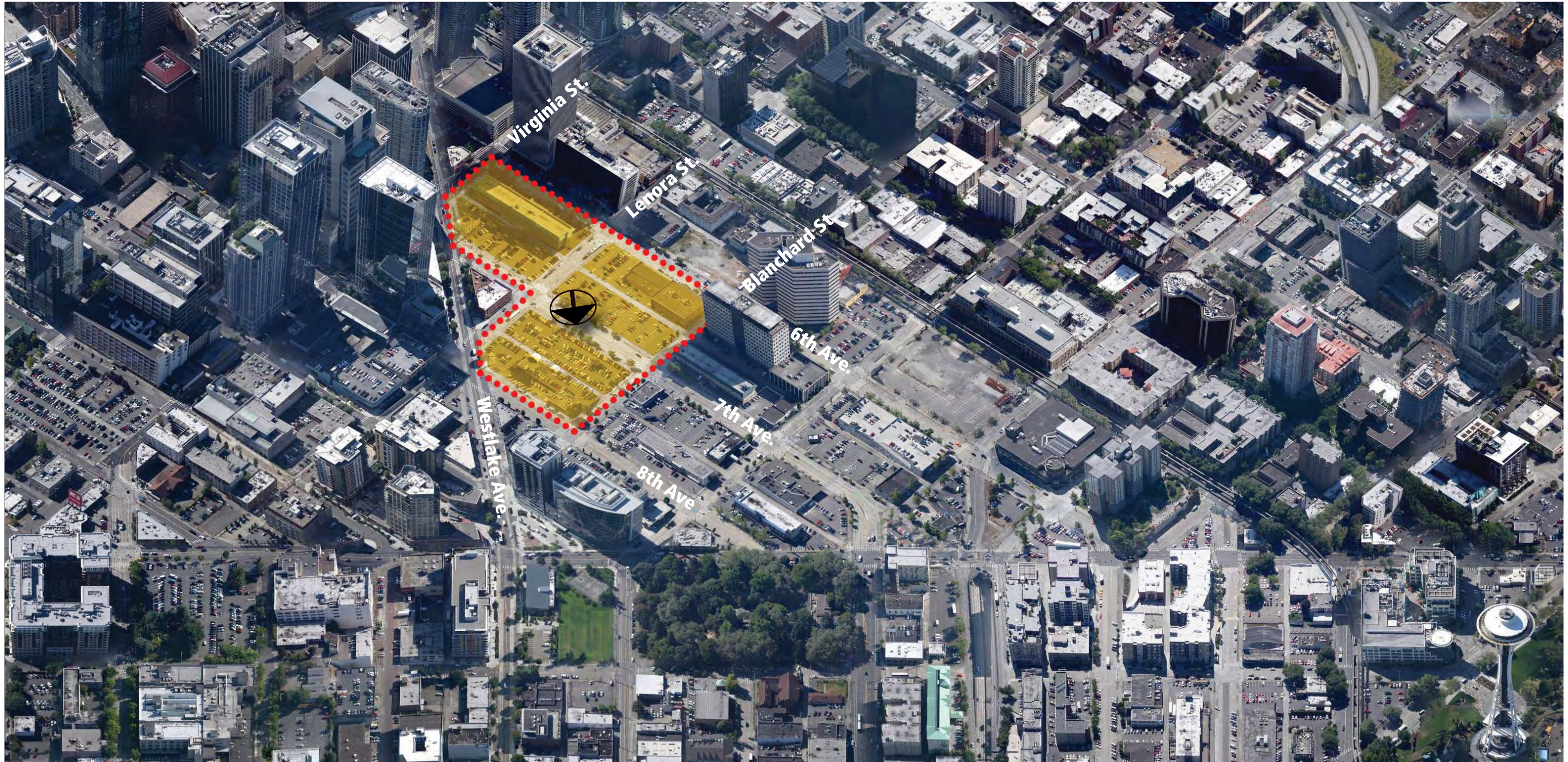


Aerial photograph





Zoning Map and Summary



Site Address:

Block 14: 2021 Seventh Avenue (#3013151)
 Block 19: 2101 Seventh Avenue (#3013154)
 Block 20: 2100 Seventh Avenue (#3013153)

Zone: DOC2 500 / 300-500

23.49.008

Structure Height Limit:

500 feet for non-residential use

23.49.009

Street Level Use:

The following is exempt from FAR:

- Street level uses, including retail
- Areas below grade
- Space for amenity public benefit features

Street level uses are not required, except along Westlake Avenue (Map 1G).

23.49.011

Floor Area Ratio (FAR):

| | |
|---------|----|
| Base | 5 |
| Maximum | 14 |

There is an allowance of 3 ½% of gross floor area for mechanical equipment after deducting exemptions.

23.49.019

Automobile and Bicycle Parking Requirements:

No parking is required in urban centers. Office use requires 1 off-street bike space per 5,000 SF. Retail use requires 1 off-street bike space per 5,000 SF, after the first 50 spaces use ½ the ratio above.

23.49.042

Uses: Retail and Office are permitted uses.

23.49.056

Minimum Façade Height:

- 35' on Westlake along property line
- 25' on Blanchard, Lenora, 6th, 7th and 8th along property line
- Westlake requires a property line facade.

Façade Transparency Requirements:

- Westlake and Blanchard require a minimum of 60% of each street level street-facing façade of non-residential buildings to be transparent.
- Lenora, 6th, 7th and 8th require a minimum of 30 percent of each street level street-facing facade be transparent.
- The transparency is to be between 2' and 8' above the sidewalk.

Blank Façade Limits:

- On Westlake and Blanchard, blank facades are limited to 15', except for garage doors, and the total width of all blank facades, including garage doors, may not exceed 40% of street facades.
- On 6th, 7th, 8th, Lenora and Virginia, blank facades are limited to 30', except for garage doors, and the total width of all blank facades, including garage doors, may not exceed 70%.

Street Classifications:

- Blanchard and Bell are green streets.
- Westlake is a Class 1 pedestrian street.
- Virginia, Lenora, Battery, 6th, 7th and 8th are all designated Class II pedestrian streets (Map 1H).

Landscaping:

Denny Triangle Urban Center requires landscaping at a minimum of 18" wide along entire street lot lines within 5' of curb. The only exceptions are for vehicle/pedestrian entry/egress and must be less than 50% of length of façade. If there is an open space provided 10' deep and greater than 300 SF, it must be landscaped.

23.49.058

Upper Level Setbacks:

A continuous upper-level setback of 15' must be provided on the street frontage abutting a green street, i.e. Blanchard Street, at a height of 45' (Table 23.49.058A).

Upper-Level Width Limit

On lots that exceed 200' in width and depth, the maximum façade width parallel to a North-South Avenue is 145' above 240' in height, and the tower must be separated by 80' from any other tower above 240' on the same lot (23.49.058C).

Façade Modulation:

Facades must be modulated above 85' or stepped back 15' for at least 60' width. The maximum length of un-modulated façades varies by height starting with no limit below 85', then:

- 155' max between 86' and 160'
- 125' max between 161' and 240', and;
- 100' between 241' and 500'

23.54.035

Loading Berth Requirements:

Office is a low demand use. For 920,000 to 1,060,000 GSF 9 berths are required. For 1,060,000 to 1,200,000 GSF 10 berths are required (Table A). For low and medium demand uses, loading berths are to be min 10' wide x 35' long, but can be reduced in length to 25' long with DPD Director approval.

23.54.040

Solid Waste & Recyclable Materials Storage:

For commercial uses of 200,001 SF or greater, minimum storage area located within property line must be a minimum of 500 SF and shall not be located between a street-facing facade of the structure and the street.

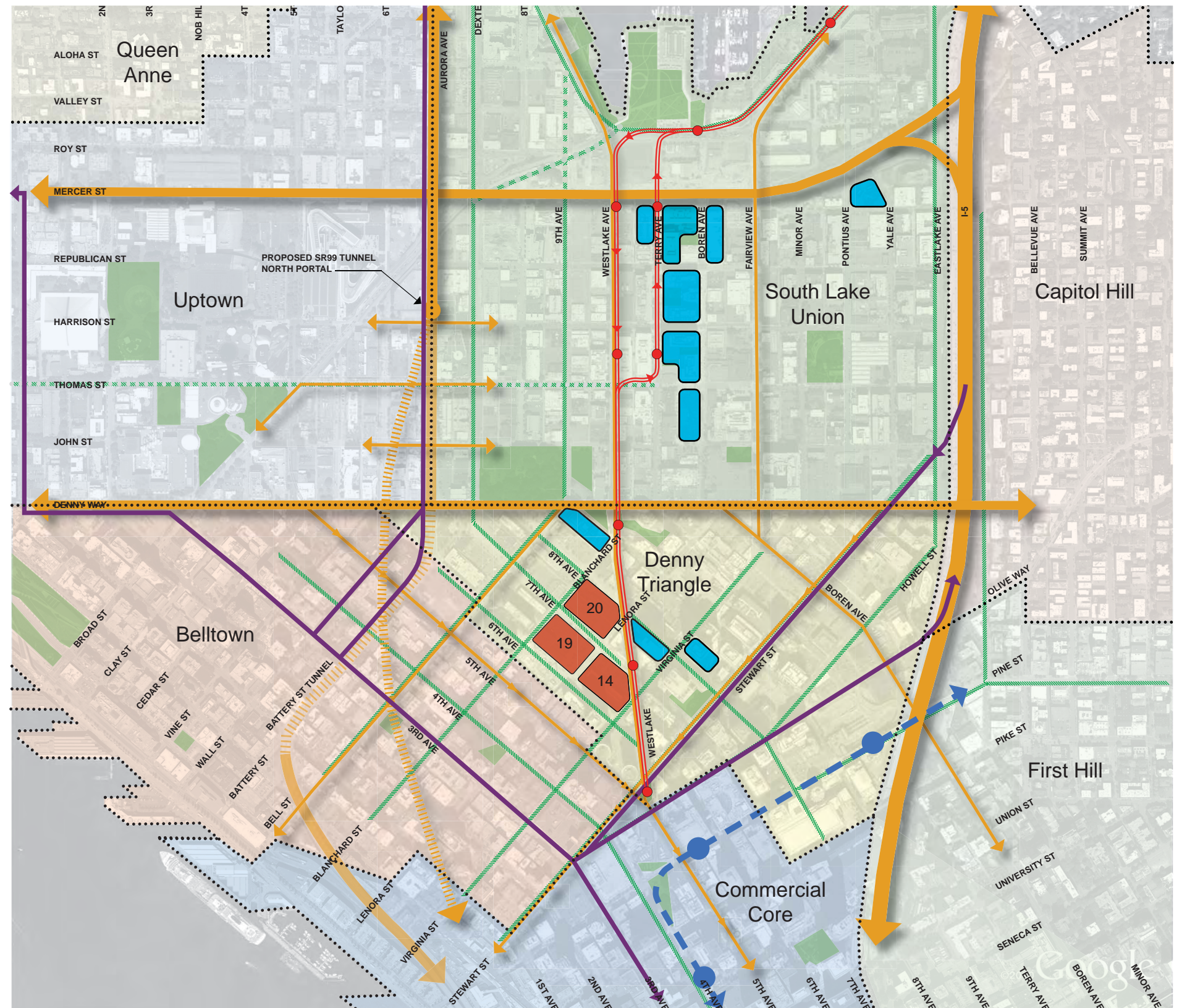
Vicinity map & Traffic flows

The development site is located within the Denny Triangle Urban Center. The three blocks are contained within a triangle bounded by Westlake Avenue to the east, 6th Avenue to the southwest and Blanchard Street to the northwest.

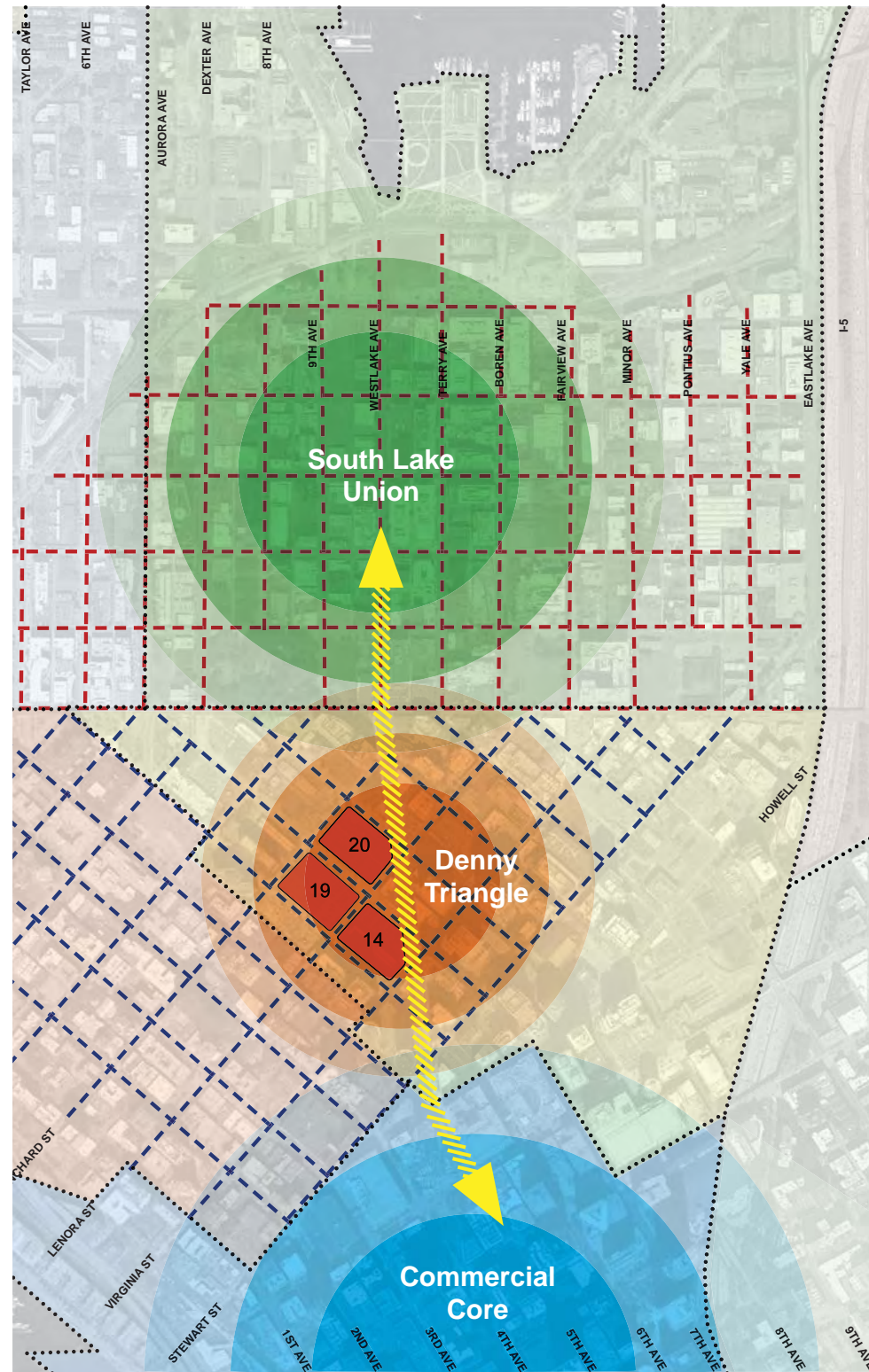
The site is convenient to public transportation including light rail, bus and streetcar, and easily accessed by autos, cyclists and pedestrians. The site is less than three city blocks from the Westlake Station of the downtown tunnel carrying metro bus and light rail traffic. The streetcar line runs along Westlake Avenue which borders two of the three blocks. The streetcar stops near the epicenter of the site at the intersection of Westlake and 7th Avenues. Regular bus service is provided along Virginia and Stewart Streets and 3rd and 5th Avenues. With dedicated bike lanes in both directions, 7th Avenue is a primary bike corridor in and out of downtown Seattle and bike traffic criss-crosses the neighborhood on multiple streets, including Blanchard and Virginia Streets as well as 6th Avenue. The site is also accessible to I-5 via Stewart and Olive Streets and to SR99 via 6th and 7th Avenues. When the new SR-99 project is constructed, northbound traffic on SR99 will be able to exit onto Republican Street. Access to North bound SR-99 will be from Aurora Avenue and South bound via Sixth Avenue.

Map Legend:

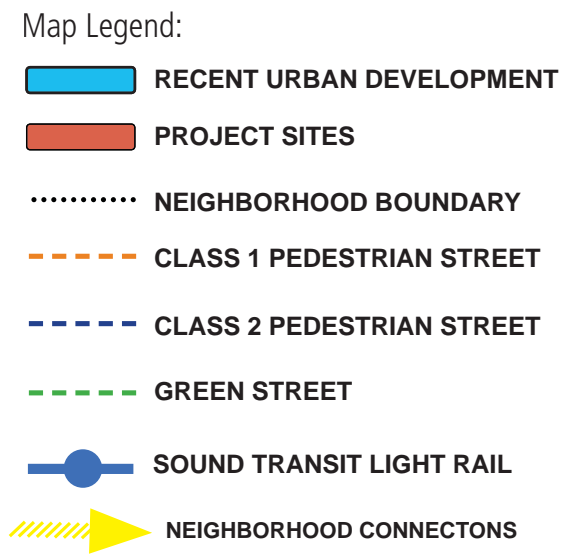
- RECENT URBAN DEVELOPMENT
- PROJECT SITES
- NEIGHBORHOOD BOUNDARY
- MAJOR BUS TRANSIT
- SOUND TRANSIT LIGHT RAIL
- STREET CAR
- BIKE FACILITIES
- PROPOSED BIKE FACILITIES
- ROAD NETWORK



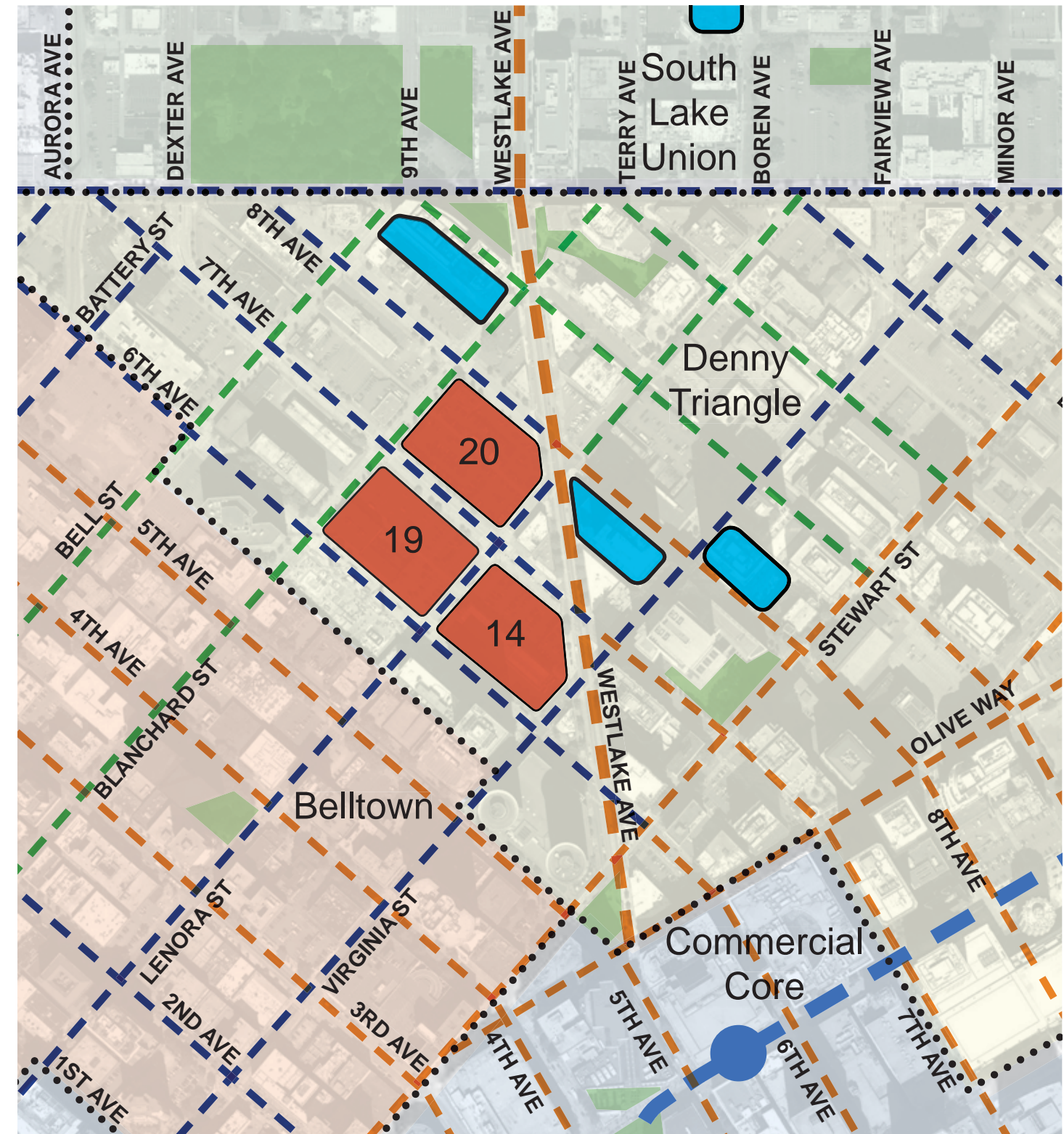
Vicinity map & Traffic flows (Detail)



Urban Connection



NOTE: 6th, 7th, 8th, Lenora & Virginia are also classified as Arterials according to the Seattle Traffic Code



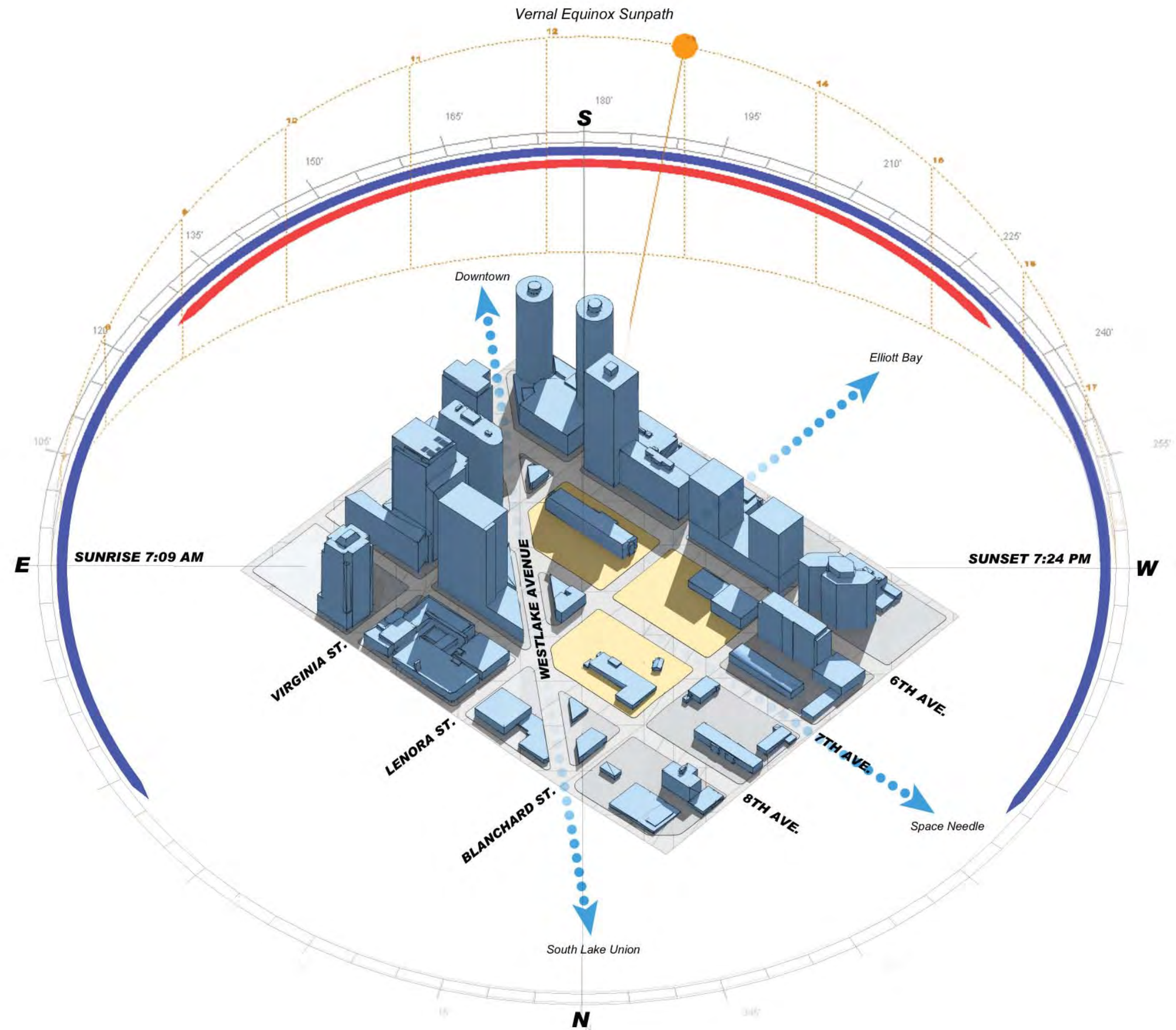
Street Classifications



Urban Design Analysis
Sixteen block axonometric diagram

Sun path:
All three blocks are oriented in general SE-NW direction, with the highest average amount of sun during the work hours coming from the Southwest.

Significant Views from site:
Significant Views include upper level partial views of Lake Union to the North, the Space Needle to the Northwest, Elliott Bay to the Southwest and the downtown CBD to the Southeast.



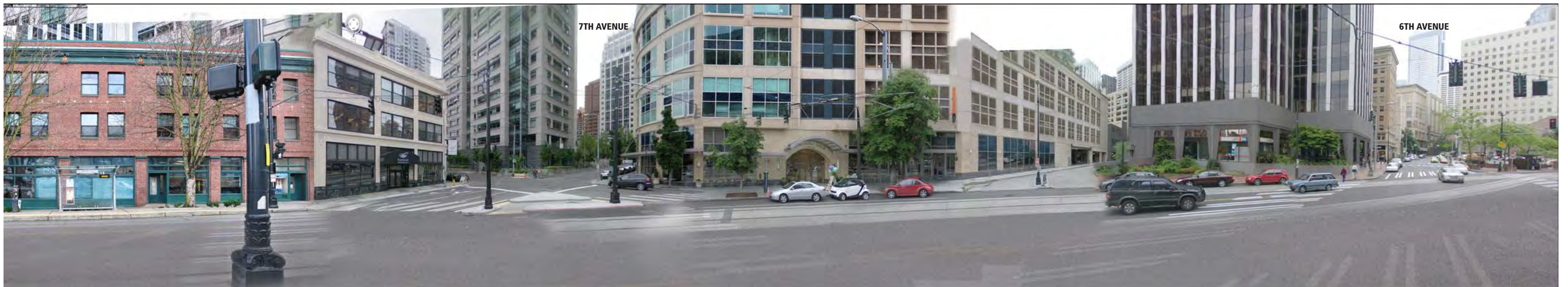
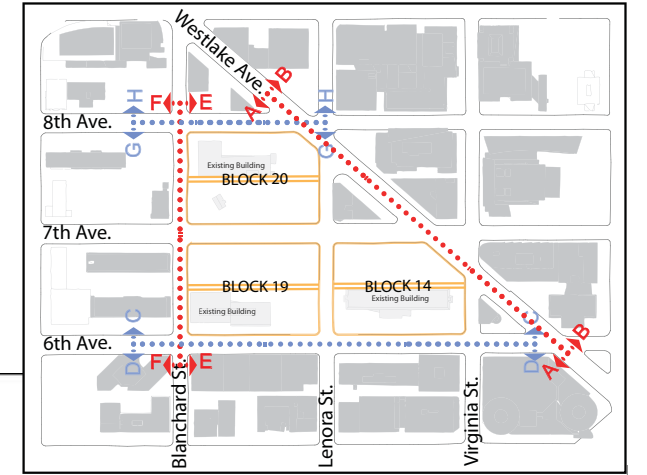
Photomontage of streetscape



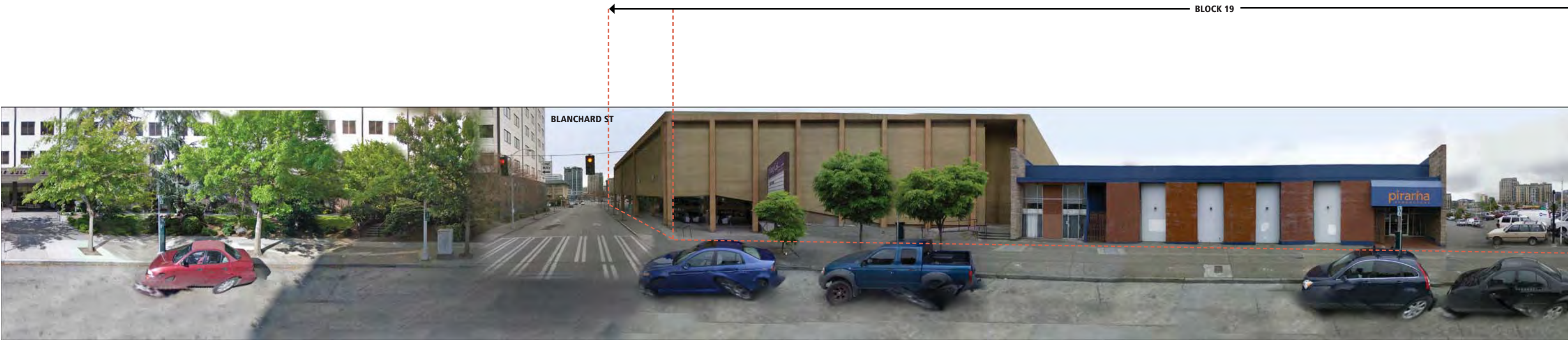
AA Westlake Avenue looking West into the site



BB Westlake Avenue looking East from the site



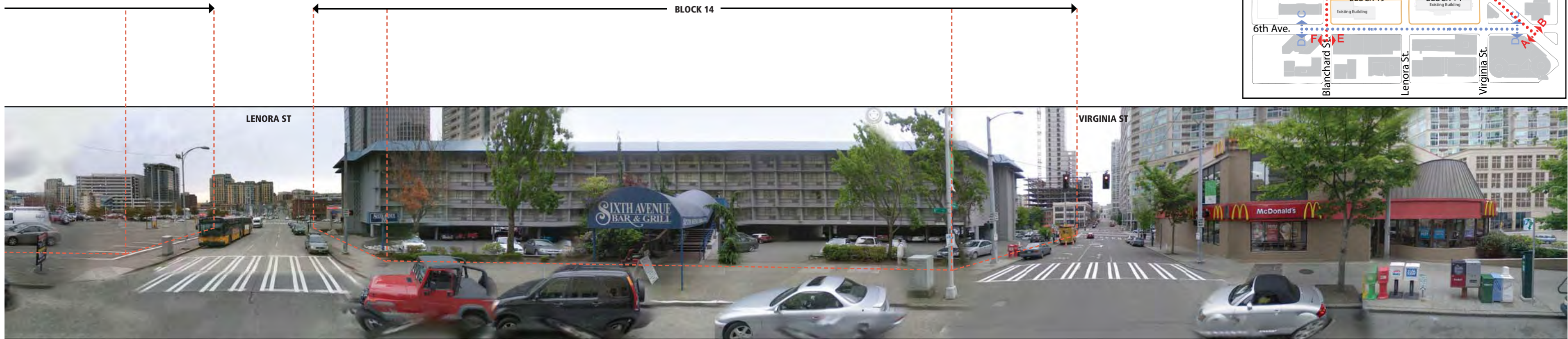
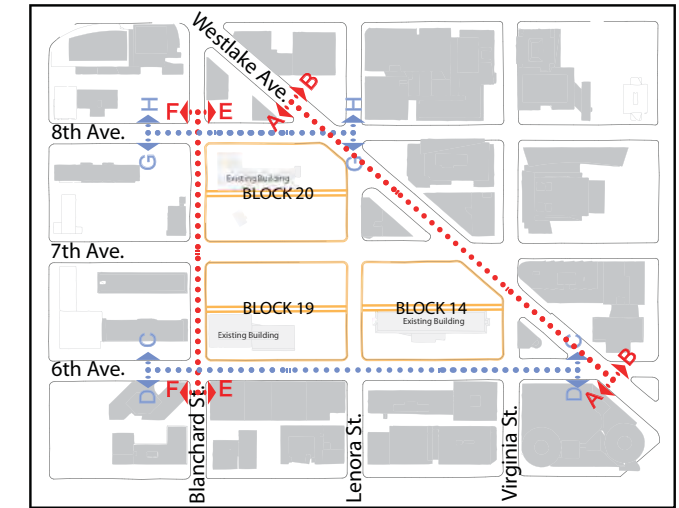
Photomontage of streetscape



CC 6th Avenue looking North into the site



DD 6th Avenue looking South from the site



Zoning, existing uses and structures, topography and tree survey

Site area:

The site consists of 3 city blocks, designated as Blocks 14, 19 and 20. Subtracting the areas of the existing alleys, the site area of each block is:

| | |
|----------|-----------|
| Block 14 | 72,634 SF |
| Block 19 | 77,760 SF |
| Block 20 | 76,748 SF |

Topography:

On each block, the site slopes from the west (nominally north-west) corner down to the east (nominally southeast) corner. High and low elevations, and change in grade for each block are:

| | High Elev. | Low Elev. | Grade Change |
|----------|------------|-----------|--------------|
| Block 14 | 107.0' | 92.6' | 14.6' |
| Block 19 | 111.0' | 94.6' | 16.6' |
| Block 20 | 97.6' | 80.6' | 17.0' |

Tree Survey:

No significant trees have been identified on the site, or within the sidewalk ROW.

Existing Buildings:

While the majority of the ground plane on each the 3 blocks is currently serving as a surface parking lot, there is one existing building on each block that will be demolished. The buildings to be demolished are the 4 story 6th Avenue Inn on Block 14, the King Kat Theater on Block 19 and the low-rise building occupied by Toyota of Seattle on Block 20.



Design Guidelines for Downtown

The following design guidelines from the Design Guidelines for Downtown Development Document are relevant to the design of this project.

A-1 Respond to the physical environment.

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

The architectural concept has developed in response to the unique shift in street grids found in the Denny Triangle, the view potential from and through the site, and the changes in grade across the three block site.

A-2 Enhance the skyline.

Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The upper portions of each of the tall buildings on the 3 block site will be designed to express an individual character, while being harmonious with each other and the existing skyline.

B-1 Respond to the neighborhood context.

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

The careful placement of buildings, public open spaces and street level uses will enhance the current state of the neighborhood.

B-2 Create a transition in bulk & scale.

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

The proposed concept involves building elements of several heights and scales. Taller buildings will either step down or present their narrower dimension at adjacent zones.

B-3 Reinforce the positive urban form & architectural attributes of the immediate area.

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

Buildings have been carefully placed to maximize separation between large structures - both on site and on adjacent blocks. Building base elements and street level uses will enhance the existing attributes of the neighborhood.

B-4 Design a well-proportioned & unified building.

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

The scope of this project includes several buildings and several publicly accessible open spaces. The design intent is to develop a solution that expresses a 'common thread' between elements but allows for variation, variety, and diversity in order to create an interesting and inviting urban environment. All architectural components will be designed to have pleasing proportions and composition.

C-1 Promote pedestrian interaction.

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

Several street level spaces and uses will be integral to the design. All will allow and encourage public pedestrian interaction.

C-2 Design facades of many scales.

Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

All of these facade design principles will be employed.

C-3 Provide active—not blank—facades.

Buildings should not have large blank walls facing the street, especially near sidewalks.

The design will not have large blank walls at street level.



Overhead weather protection

Design Guidelines for Downtown

The following design guidelines from the Design Guidelines for Downtown Development Document are relevant to the design of this project.

C-4 Reinforce building entries.

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

Each building will have a clear, visible entry.

C-5 Encourage overhead weather protection.

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Appropriate overhead weather protection will be provided along major pedestrian routes.

D-1 Provide inviting & usable open space.

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

A major driver of the design has been to provide a collection of meaningful, useful, and active public open spaces that are visually connected to the streets and have good access to daylight.

D-2 Enhance the building with landscaping.

Enhance the building and site with substantial landscaping — which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

Appropriate landscape elements will be integrated into all of the open spaces - both at grade and above grade.

D-3 Provide elements that define the place.

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

Unique, identifying elements will be incorporated into the building facades, open spaces, and sidewalks as the design develops.

D-6 Design for personal safety & security.

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

Design principles such as 'eyes on the street' and active open spaces - along with advanced security systems - will be included throughout the project.

E-1 Minimize curb cut impacts.

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

Careful placement of curb cuts to promote safety for pedestrians will be incorporated.

E-2 Integrate parking facilities.

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

All parking will be below grade.

E-3 Minimize the presence of service areas.

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

All loading, mechanical, and trash collection facilities will be internal to the blocks and removed from the streets.



Promote pedestrian interaction & provide inviting open spaces

Neighborhood Values

| USE | PUBLIC REALM | URBAN FORM | TRANSPORTATION |
|---|--|--|--|
| <p>Mixed-Use Combine commercial office, retail, social & public services, residential & public open space throughout the neighborhood (11, DEN-G2)</p> <p>Retail Require retail-height ceilings on ground floors (5)</p> <p>Encourage, but not require, retail at street level (C12)</p> <p>Commercial Office Encourage job development (A1)</p> | <p>Street Invest in tree plantings & sidewalk amenities (10) (NT1)</p> <p>Parks Develop pocket parks (5)(6)(15) Create a Denny Triangle neighborhood park (5)</p> <p>Green Streets Designate and support the development of green streets in the neighborhood (DEN-P12)</p> <p>Widen sidewalk, landscape & add “common thread” elements (6)(17)</p> <p>Alleys Simplify & create a means to expedite the alley vacation process (5)</p> <p>Open Space Encourage the creation of new open spaces (DEN-P9)</p> | <p>Identity Create a vibrant neighborhood with a distinct identity and a real “sense of place” (11)(13)</p> <p>Growth Meet growth targets for households and employment (11)</p> <p>Art Develop a Public Art program for placement in the Denny Triangle (LT2)</p> <p>Character A diverse, mixed-use character that provides a transit and pedestrian-friendly atmosphere (DEN-G3)</p> | <p>Pedestrian Support redevelopment of Westlake Boulevard as a boulevard (DEN-P11)</p> <p>Provide pedestrian improvements along 7th Ave. (20)(21)</p> <p>Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood (DEN-P17)</p> <p>Cycle Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood (DEN-P16)</p> <p>Transit Improve bus stops (18) Maintain & improve Denny Triangle transit service (19)</p> <p>Vehicular Traffic Develop traffic calming devices, i.e. special pavement, bike lanes, curb bulbs & signage along Blanchard and Bell (C16)</p> <p>Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintainng its arterial functions (DEN-P14)</p> |

Site Analysis

Zoning envelope, access opportunities and constraints

Allowable height:

500 feet

Upper-level setback:

A continuous upper-level setback of 15' must be provided on the street frontage abutting Blanchard Street, a designated green street, above a height of 45'.

Minimum alley width:

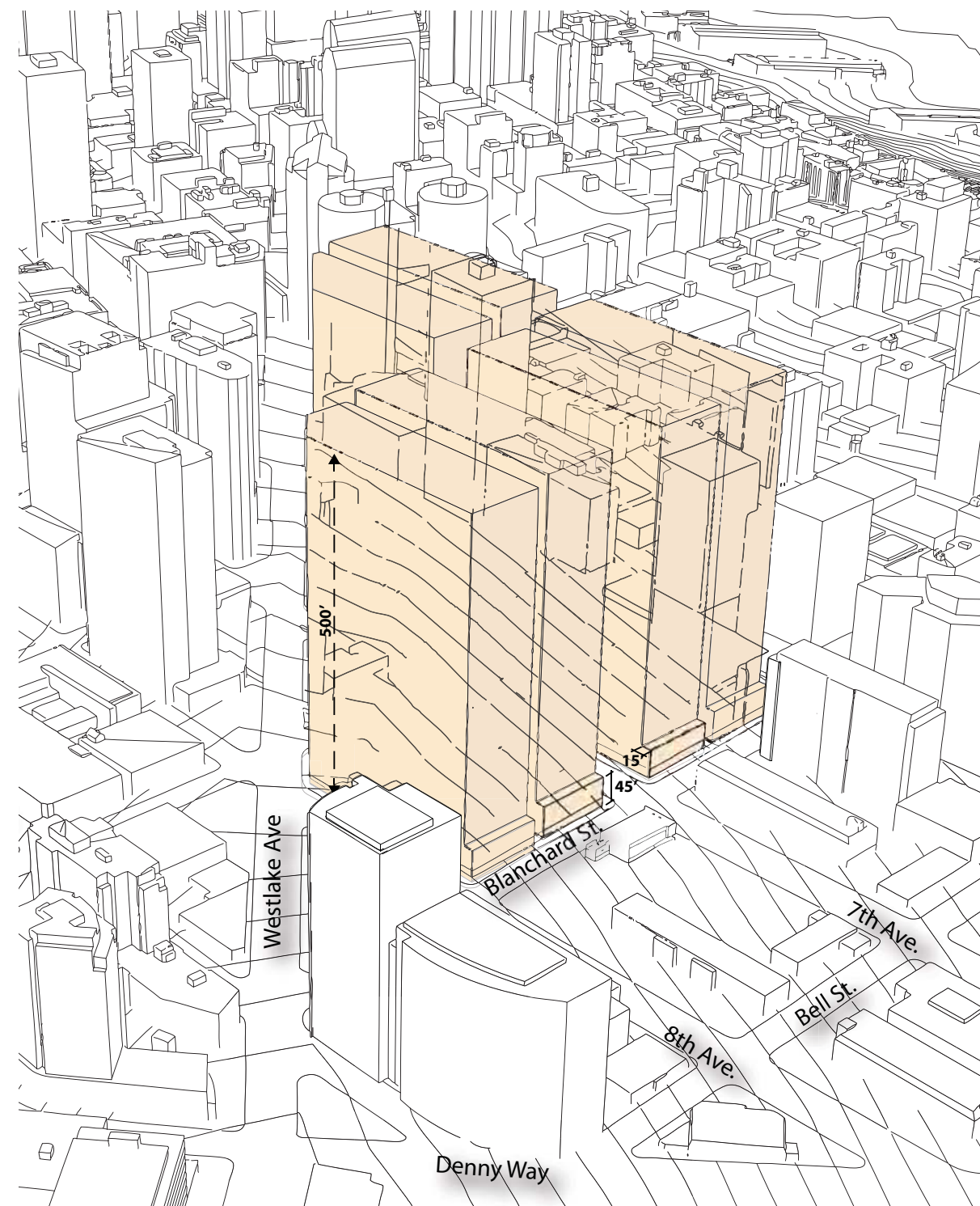
The minimum alley width is twenty (20) feet, which requires a 2 foot dedication. Underground and overhead portions of structures that would not interfere with the functioning of the alley may be allowed to project into the alley by the Director of the Department of Planning and Development after consulting with the Director of Transportation. However, the preferred Alternative anticipates a full alley vacation on each block.

Upper-level width limit

On lots that exceed 200' in width and depth (e.g. where an alley is vacated), the maximum façade width parallel to a North-South Avenue (i.e. 6th, 7th and 8th) is 145' above 240' in height, and the tower must be separated by 80' from any other tower above 240' on the same lot.

Access opportunities and constraints:

As noted in the Urban Design Analysis, the site is easily accessible by all modes of transportation. However, alley entrances for automobile and truck traffic to the site are subject to some constraints. For example, the alleys on Blocks 14 and 20 both terminate at the south end close to 6-way intersections on Westlake, and the alleys on Block 19 and 20 empty at the north end onto Blanchard, a designated green street. Since 6th, 7th and 8th Avenues are subject to relatively light traffic west of Westlake Avenue, these may offer alternate opportunities for driveways.

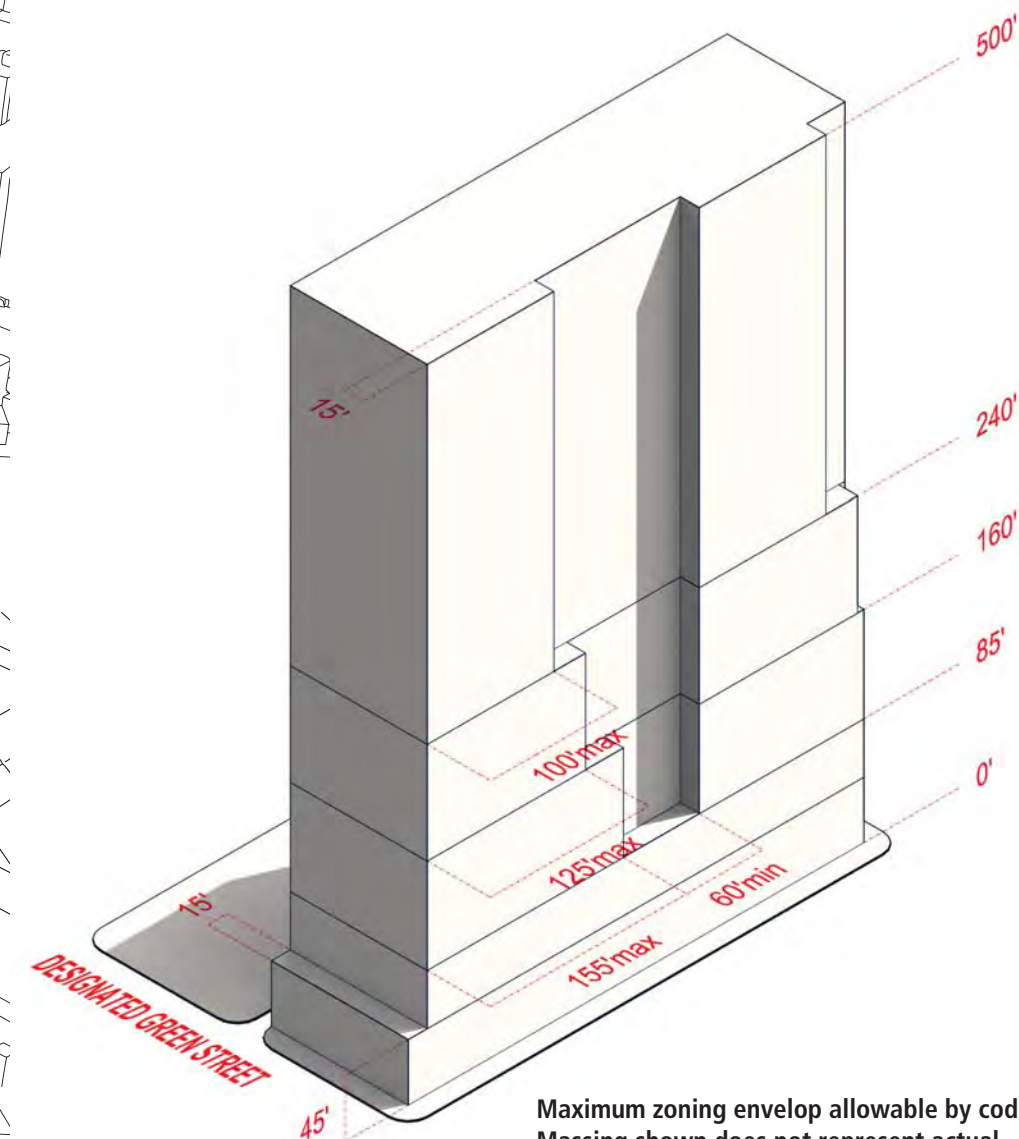


Maximum zoning envelop allowable by code. Massing shown does not represent actual building design.

Façade Modulation

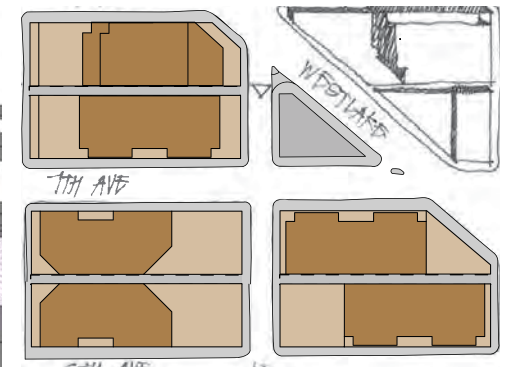
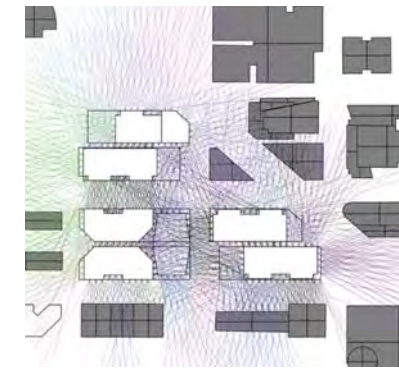
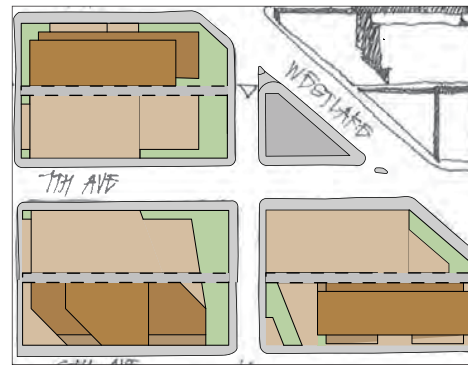
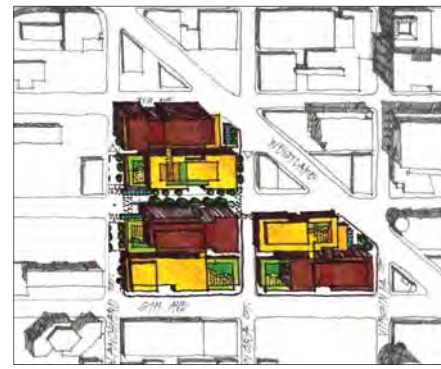
Facades must be modulated above 85' or stepped back 15' for at least 60' width. The maximum length of un-modulated façades vary by height starting with no limit below 85', then: 155' max between 86' and 160'; 125' max between 161' and 240', and; 100' between 241' and 500'.

When a lot in a DMC or DOC2 zone is located on a designated green street (such as Blanchard), a continuous upper-level setback of 15' must be provided on the street frontage abutting the green street at a height of 45'.

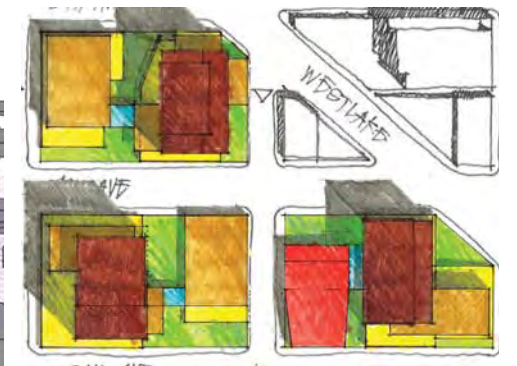
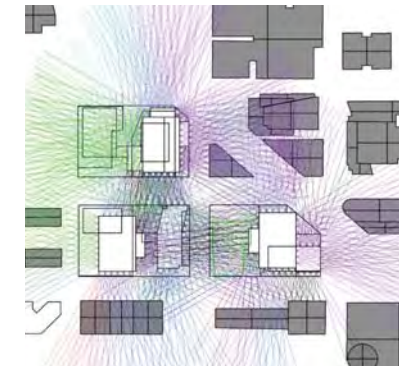
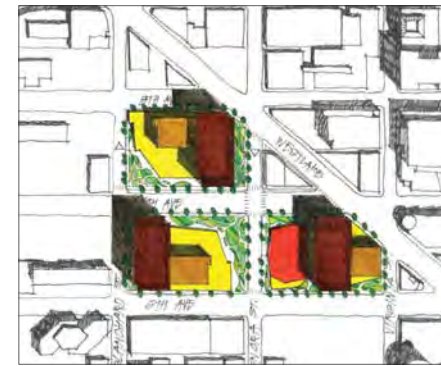
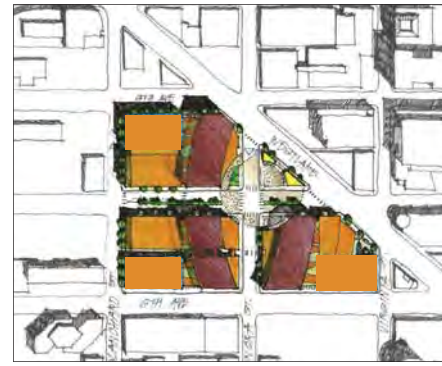
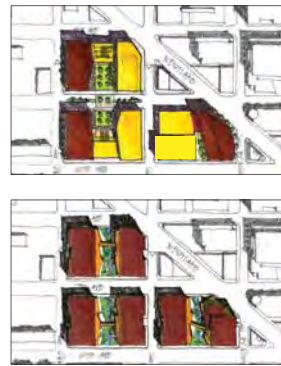


Maximum zoning envelop allowable by code. Massing shown does not represent actual building design.

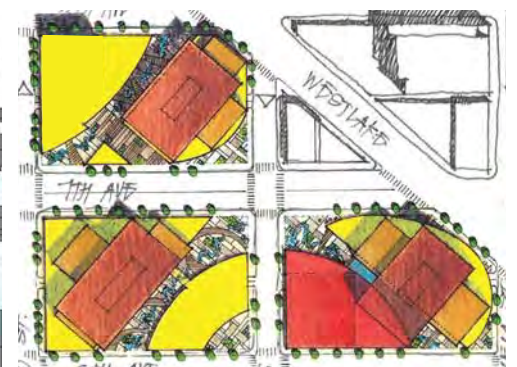
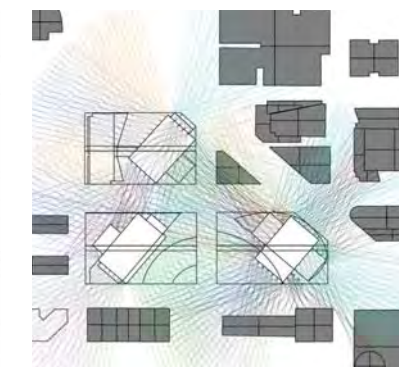
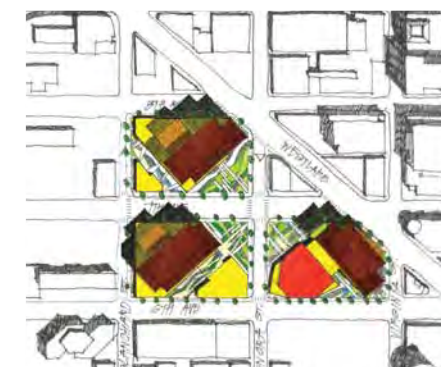
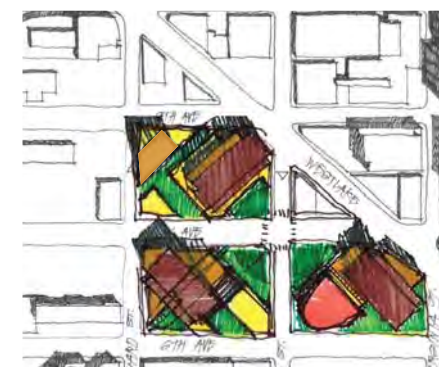
Master Plan Concepts
Design Evolution



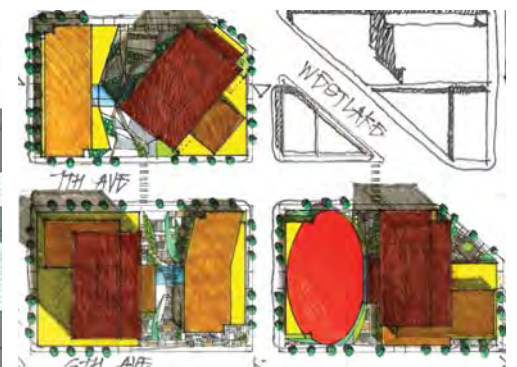
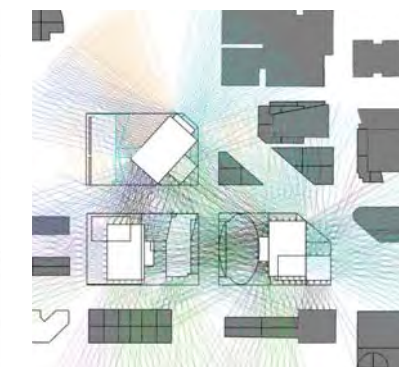
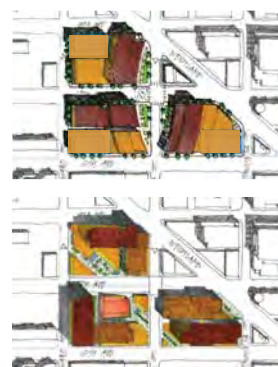
No Alley Vacation Studies



Street Orientation Studies



Westlake Orientation Studies



Hybrid Studies

Master Plan Concepts

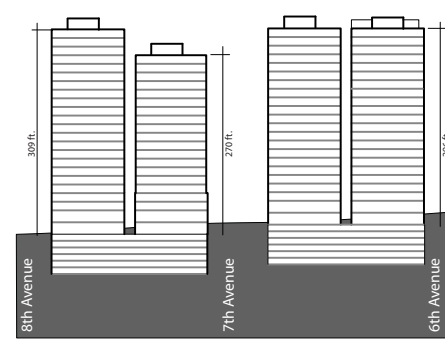
Alternative 1: No Alley Vacation Scheme

Pros:

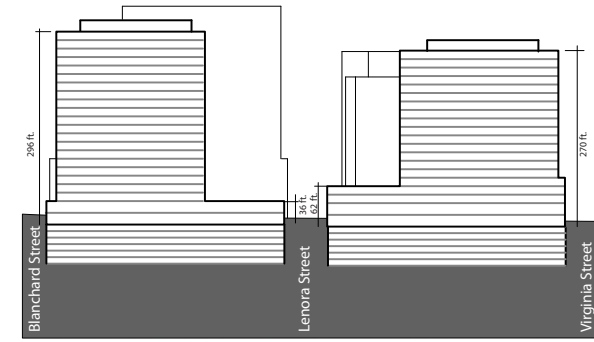
1. A fully code compliant scheme with no alley vacation is hypothetically the easiest to permit and fastest to develop.

Cons:

1. The long dimension of the office buildings are separated from their immediate neighbor by only the 20' width of the alley, resulting in office windows facing directly opposite each other.
2. The long, narrow buildings parallel to the Avenues effectively creates a wall that blocks views toward Elliot Bay
3. Because of the narrow width of the half-block sites, each office structure shares a similar floor plate size and configuration, resulting in 6 buildings of near identical scale and massing.
4. A meeting facility is not feasible due to longspan structural requirements under the office tower and narrow dimensions of the lot.
5. Buildings on the east half of the block are heavily shadowed by the buildings on the West half.



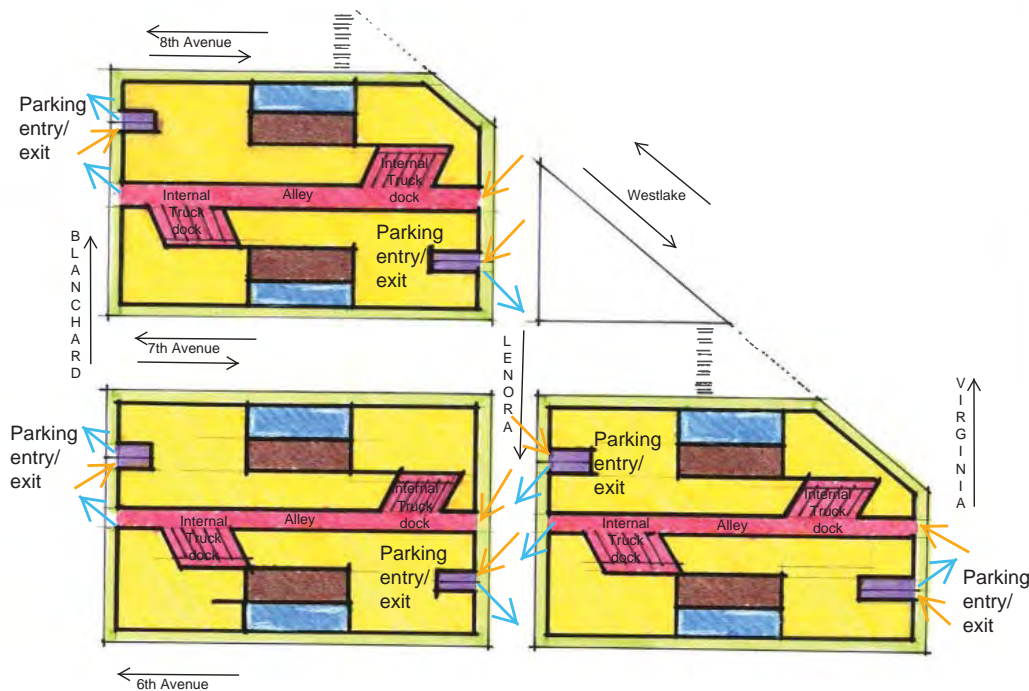
Street Section



Avenue Section



View Looking East



Preliminary Street Level Access Plan



Proposed building massing and orientation.

Master Plan Concepts
Massing Studies: No Alley Vacation



Master Plan Concepts Alternative 4: Preferred Scheme

Pros:

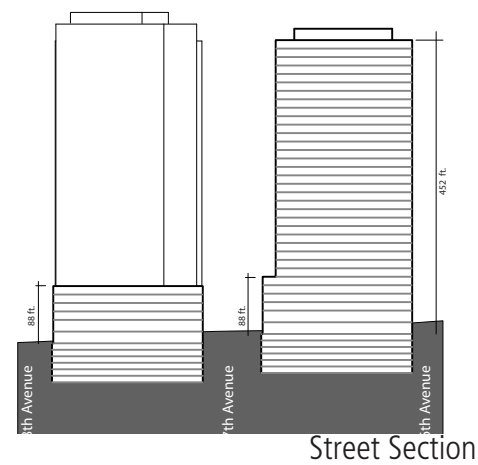
1. Longest facades of new buildings do not face those of their neighbors.
2. Improved views to Puget Sound and the Olympic Mountains through and from the site.
3. Single building, rather than two, on each block allows for more public open space.
4. Orientation and location of buildings provide optimal solar access at grade level open spaces.
5. Greatest variety in building form, floorplate configuration and dimension.
6. Above grade office levels are more efficient than half-block alternative.
7. A meeting facility is feasible.
8. Buildings are composed to form a large 'urban room' and 'sun pocket' at the center of the three blocks.

Cons:

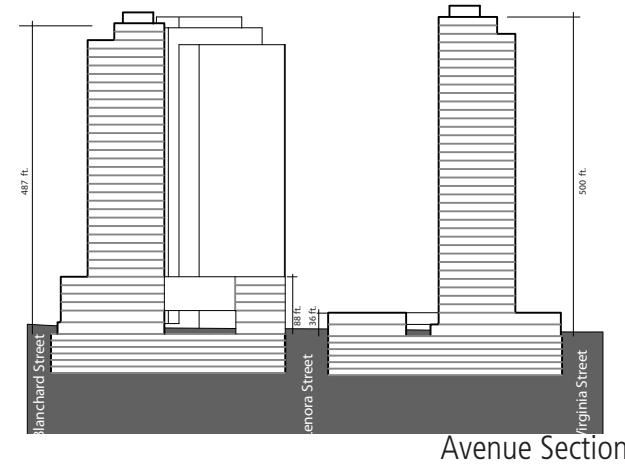
1. Alley vacations are required both above and below grade.
2. Below grade parking levels on Block 20 are less efficient than in Alternative 2.
3. Orienting the building on Block 20 to be perpendicular to Westlake requires a design departure.



Preliminary Street Level Access Plan



Street Section



Avenue Section



View Looking East



Proposed building massing and orientation.

Master Plan Concepts
Alternative 4: Preferred Scheme Skyline Studies



View from Elliot Bay



View from I-5



South Lake Union Park

South Lake Union Street Car

Existing Amazon Public Space

Cascade Park

Denny Park

Whole Foods/Pacific Plaza

"Rufus" Site

Belltown Dog Park

StreetCar Plaza

Westlake Plaza

SiteWorkshop Office

Steinbrueck Park

Pike's Place Market

Benaroya Hall

Seattle Art Museum

Harbor Steps

Wells Fargo Tower

City Hall

Pioneer Square Park

Occidental Park