



333 DEXTER AVE. N.

SEATTLE, WA
DPD#: 3019618

EARLY DESIGN GUIDANCE

MAY 06, 2015

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The Miller Hull Partnership, LLP
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Seattle, WA 98104





SITE

DEXTER AVE.

AURORA AVE.

HARRISON ST.

THOMAS ST.

DEVELOPMENT OBJECTIVES

PROPOSED PROJECT

Statement of Objectives:

Design and construct a commercial office building with two 12-story towers, ground floor retail space and five (5) levels of below-grade parking on the full block bounded by Harrison Street to the north, Dexter Avenue to the East, Thomas Street to the South and Aurora Avenue to the West. The project will include approximately 582,000 SF of office space, 15,000 SF of retail spaces and about 800 parking spaces below grade.

Project Goals:

- Respect the character and history of South Lake Union and contribute to the vitality of the neighborhood
- Elevate the streetscape experience and reflect the development goals of Thomas Street as a Green Street
- Enhance the new Processional Gateway along the Lake-To-Bay Trail
- Provide a friendly and comfortable environment for the future bus stop on Aurora
- Create a bicycle friendly building that takes advantage of the existing and future bicycling infrastructure, especially on Dexter Ave.
- Build a sustainable project that at minimum achieves LEED Gold certification
- Utilize the full development potential of the site.
- Develop a human-centric office building within the SLU neighborhood that differentiates itself through tactile and durable materials, architectural form and an engaging pedestrian experience

Lot Area:

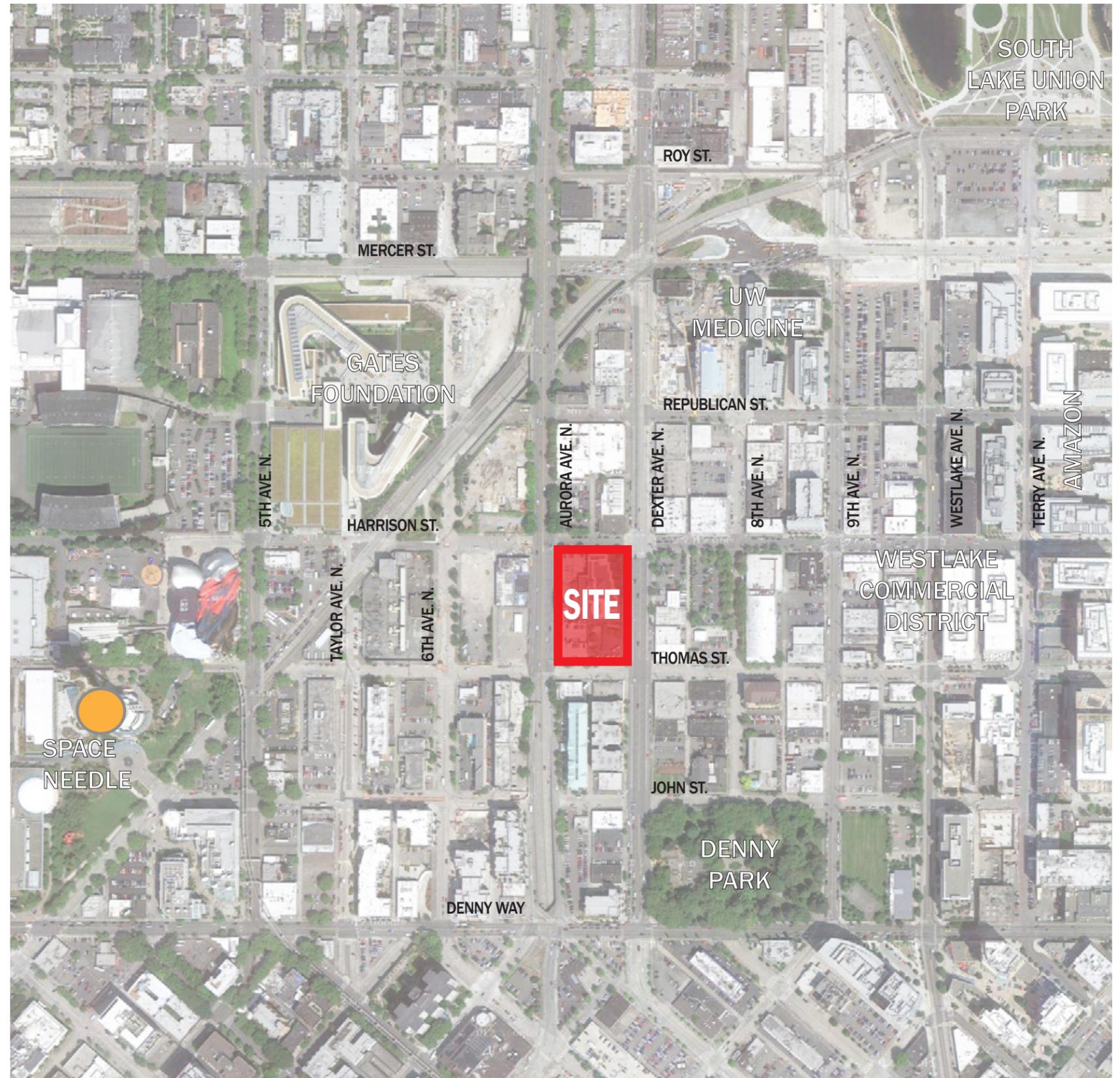
Total Site Area = 80,368 SQF

FAR and GSF:

FAR Base: 4.5 / FAR Max: 7

Parking:

Requesting 1.4 spaces for every 1,000SQF of GFA, pending Directors Decision

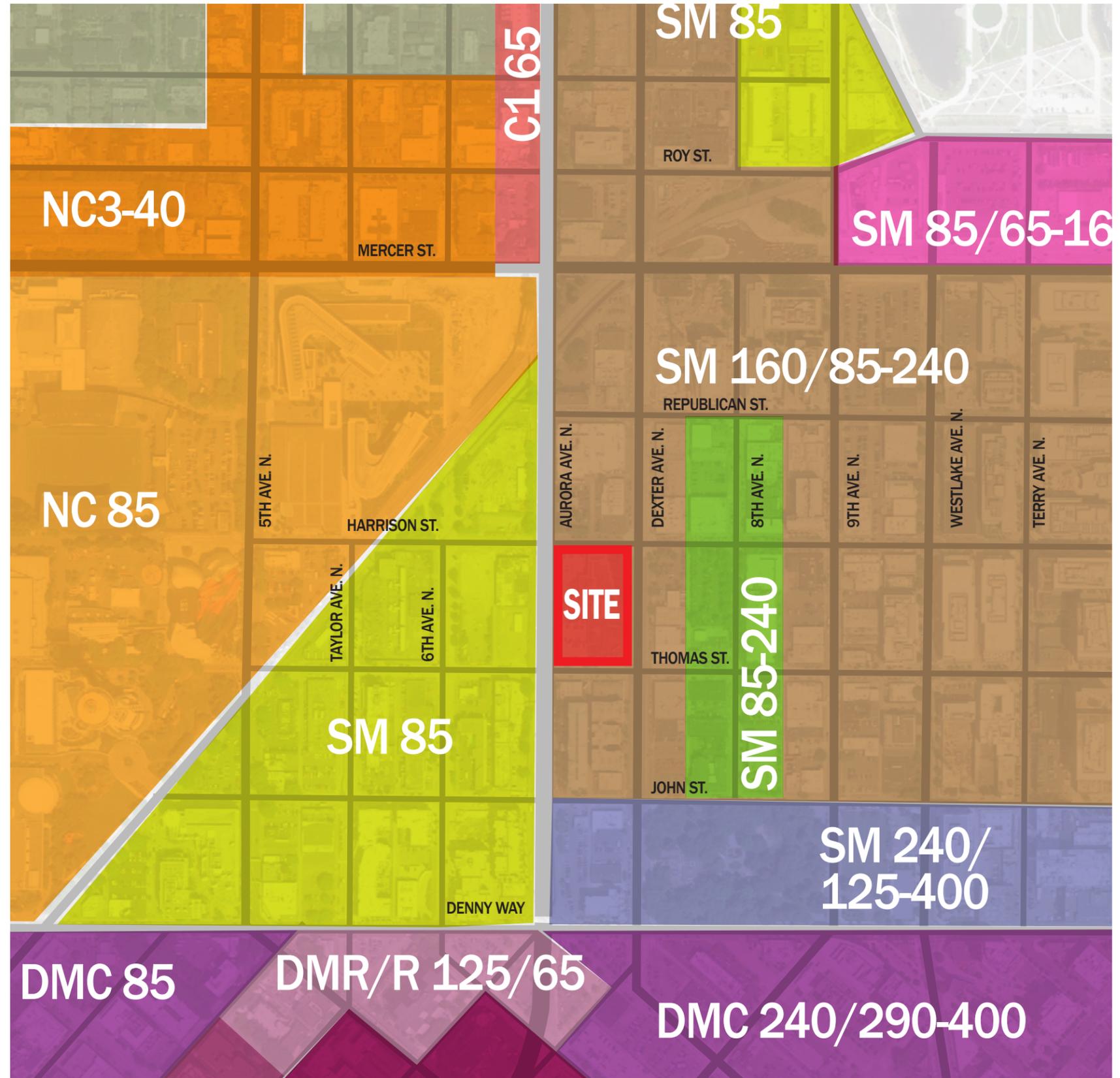
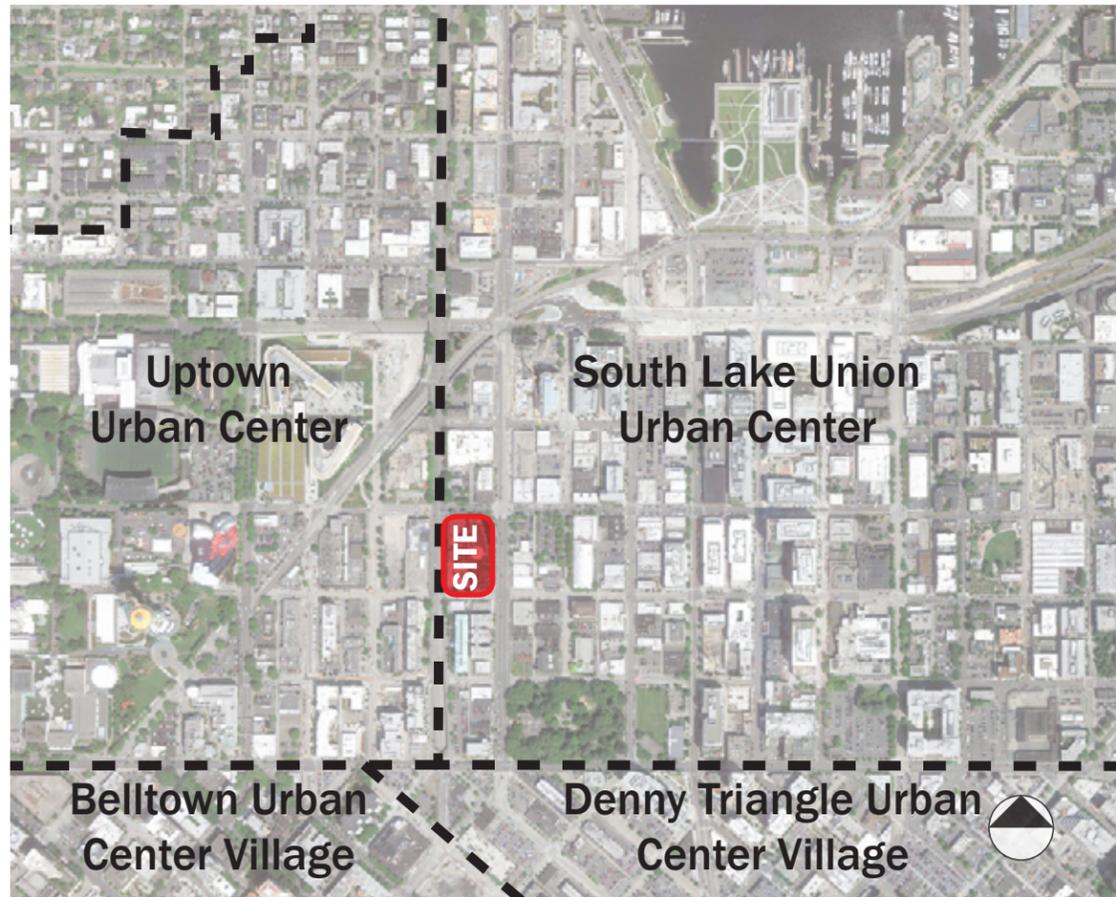


SITE CONTEXT & URBAN DESIGN ANALYSIS

ZONING MAPS

ZONING MAP

This site is located on the western edge of the SM 160/84-240 zone, along Aurora Ave. to the west. The zoning transitions to SM 85 on the west side of Aurora Ave. and SM 240/125-400 to the south of John St. Harrison St. and Dexter Ave. N. is a Class II Pedestrian; Thomas St. is a Green Street and Aurora Ave. N. is unclassified.



SITE CONTEXT & URBAN DESIGN ANALYSIS

ZONING ANALYSIS

CODE: Seattle Municipal Code, Title 23, Chapter 48, Mixed

ADDRESS: 333 Dexter Avenue

ZONING: Seattle Mixed SM-160/85-240

DESIGN GUIDELINES: City of Seattle Design Guidelines; SLU Design Guidelines

STREET DESIGNATIONS:

| | |
|---------------|---------------------------|
| Dexter Avenue | Class II Pedestrian |
| Harrison ST | Class II Pedestrian |
| Thomas ST | Neighborhood Green Street |

LOT AREA: 80,368 SF

PODIUM HEIGHT: 65 FEET

PERMITTED USES: Commercial and Residential and other unless prohibited by SMC 23.48.006

STREET LEVEL USES:

Facade along neighborhood green street shall have a minimum of 10 percent of the length of the street-level portion of that street-facing facade occupied by general sales and service uses, eating and drinking establishments, or entertainment uses, that shall meet the development standards for required street-level uses

FAR: Base FAR of 4.5 and a Max FAR of 7.

Uses exempt from maximum FAR limits:

- All gross floor area underground.
- Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access, to increase privacy for residential units in the first full story above grade.
- As an allowance for mechanical equipment, in any structure 65 feet in height or more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations. Calculation of the allowance includes the remaining gross floor area after all exempt space allowed in this subsection 23.48.009.D has been deducted. Mechanical equipment located on the roof of a structure, whether enclosed or not, is not included as part of the calculation of total gross floor area.
- All gross floor area for solar collectors and wind-driven power generators.
- In the South Lake Union Urban Center, street-level uses are exempt.

Developments containing any extra floor area shall meet the following requirements:

- LEED GOLD
- Transportation Management Program
- Energy Management plan

STRUCTURE HEIGHT: 160 feet for non-residential uses

ROOFTOP FEATURES:

- Open railings, planters, skylights, clerestories, greenhouses, parapets and firewalls may extend up to 4 feet above the maximum height limit with unlimited rooftop coverage.
- Solar collectors may extend up to 7 feet above the maximum height limit, with unlimited rooftop coverage.
- Rooftop features (solar collectors, stair penhouses, mechanical equipment, etc.) may extend up to 15 feet above

the maximum height limit

- For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted. If the elevator provides access to a rooftop designed to provide usable open space, elevator penthouses up to 35 feet above the height limit are permitted.
- Screening. Rooftop mechanical equipment and elevator penthouses shall be screened with fencing, wall enclosures, or other structures.

23.48.012 - UPPER-LEVEL SETBACK REQUIREMENTS

- Above 45 feet, maximum 15 feet from the property line along Harrison and Thomas St.

23.48.013 - UPPER-LEVEL DEVELOPMENT STANDARDS

Floor area limits and podium heights:

- Maximum gross floor area of 24,000 square feet per story
- Height limit of 65' for podiums
- Area limit for podiums: 75% of lot area = 80,586 SF x .75 = 60,440 SF

Facade modulation:

- Maximum length of un-modulated façade up to 150' up to a height of 125'; 120' above height of 125'.
- The maximum façade width is 120 feet along the general east/west axis of the site (perpendicular to the Avenues).

Limit on tower structures per block:

- Only one structure with nonresidential uses is permitted on a block, unless all of the following conditions apply:
 - a. The structure is on a lot with a minimum area of 60,000 square feet.
 - b. A minimum separation of 60 feet is provided between all portions of structures on the lot that exceed the limit on podium height
 - c. A minimum of 15 percent of the lot area is provided as landscaped open space at ground level.
 - d. A pedestrian connection meeting the development standards of subsection 23.48.014.F for through-block pedestrian connections for large lot developments is provided though the lot to connect the north-south avenues abutting the lot.
 - e. The application of the provisions in this subsection 23.48.013.F.5 shall not result in more than two structures on a block

Tower separation:

- A separation of 60 feet is required

23.48.014 - STREET-LEVEL DEVELOPMENT STANDARDS

General façade requirements

1. Each new structure facing a street is required to provide a primary building entrance for pedestrians from the street or a street-oriented courtyard that is no more than 3 feet above or below the sidewalk grade.
2. Minimum facade height on Harrison, Dexter and Thomas St. is 25 feet. On Aurora the minimum height for street-facing facades is 15 feet.
3. The street-facing façade of a structure may be set back up to 12 feet from the street lot line subject to the following (Exhibit B for 23.48.014):

SITE CONTEXT & URBAN DESIGN ANALYSIS

ZONING ANALYSIS

- 1) The setback area shall be landscaped
- 2) Additional setbacks are permitted for up to 30 percent of the length of portions of the street façade that are set back from the street lot line, provided that the additional setback is located 20 feet or more from any street corner; and
- 3) Any required outdoor amenity area, or other required open space, or usable open space is not considered part of the setback area and may extend beyond the limit on setbacks from the street lot line

Transparency and blank facade requirements.

1. Minimum of 60 percent of the street facing facade must be transparent along Dexter, Thomas and Harrison
Minimum of 30 percent of the street facing facade must be transparent along Aurora
2. Blank facades shall be limited to segments 15 feet wide, along Dexter, Thomas and Harrison
3. Blank facades are limited to segments 30 feet wide along Aurora.

Required usable open space

1. The minimum amount of required usable open space shall be equal to 15 percent
2. A minimum of 45 percent of the required usable open space shall be exterior space open to the sky and shall abut a street along at least one street frontage and provide both visual and physical access from the street to pedestrians, including persons with disabilities;
3. Up to a maximum of 20 percent of the required usable open space may be covered overhead to provide weather protected space and a widened sidewalk area
3. Up to a maximum of 35 percent of the required usable open space may be provided as enclosed space, such as a public atrium, a shopping atrium, wintergarden, or covered portion of a through-block pedestrian connection, if the enclosed open space meets all of the following requirements:
 - 1) Direct access is provided to pedestrians, including persons with disabilities, from the street, or from an outdoor, usable public open space abutting the street;
 - 2) The space is provided as one continuous area that is a minimum of 2,000 square feet in size. Space, such as lobby area, that is used solely to provide access between the structure's principal street entrance and elevators, does not qualify as required usable open space;
 - 3) The minimum floor-to-ceiling height is 15 feet;
 - 4) The space is accessible to the public during normal business hours; and

The required through-block pedestrian connection shall meet the following development standards:

1. A continuous pedestrian passageway shall extend across the development lot to both abutting avenues. The alignment of the pedestrian connection and the point at which it intersects each avenue shall be no closer than 100 feet to an east-west street abutting the block, and the connection at the avenues shall be accessible at grade level from the sidewalk.
2. The required pedestrian connection shall have an average width of 25 feet and a minimum width of 15 feet. Any segment of the pedestrian passage that is covered from side to side shall have a minimum width of 20 feet.
3. The pedestrian passage shall be open to the sky, except that up to 35 percent of the length of the passageway may be covered and enclosed, provided the minimum height of covered portions is 13 feet. Unenclosed area of the pedestrian connection may be counted as required open space; and

4. The Director may allow departures from the standards for through-block pedestrian connections as a Type I decision, if the applicant demonstrates that alternative treatments will better serve the development by enhancing pedestrian comfort and promoting greater use of the connection.

23.48.022 - OPEN SPACE REQUIREMENT FOR OFFICE USES:

Open space in the amount of 20 square feet for each 1,000 square feet of gross office floor area is required

23.48.024 - SCREENING AND LANDSCAPING STANDARDS

Landscaping that achieves a Green Factor score of .30 or greater

Street trees shall be provided in all planting strips. Existing street trees may count toward meeting the street tree requirement.

23.48.025 - DEMONSTRATION OF LEED RATING

This project needs to target LEED Gold to receive bonus FAR

23.48.026 - NOISE STANDARDS

All permitted uses are subject to the noise standards of Section 23.47A.018.

23.48.028 - ODOR STANDARDS

All permitted uses are subject to the odor standards of Section 23.47A.020.

23.48.030 - LIGHT AND GLARE STANDARDS

All permitted uses are subject to the light and glare standards of Section 23.47A.022.

23.48.032 - REQUIRED PARKING AND LOADING

1 space for every 1,000 square feet of commercial space

6 Loading berths per 23.54.035 at min. 35' length

23.48.034 - PARKING AND LOADING LOCATION, ACCESS AND CURBCUTS

Parking and loading access.

1. The location of access is determined by the Director, as a Type I decision, after consulting with the Director of Transportation.

Curb cut width and number

1. Permitted access shall be limited to one two-way curbcut. In the event the site is too small to permit one two-way curbcut, two one-way curbcuts shall be permitted.
2. Curbcut width and number of curbcuts shall satisfy the provisions of Section 23.54.030, except as modified in this Section 23.48.034

23.54.030 - PARKING SPACE STANDARDS

Curb cut number

- The Director may allow two one-way curb cuts to be substituted for one two-way curb cut, after determining, as a Type I decision, that there would not be a significant conflict with pedestrian traffic.
- The Director shall, as a Type I decision, determine the number and location of curb cuts in C1, C2 and SM zones.

SITE CONTEXT & URBAN DESIGN ANALYSIS

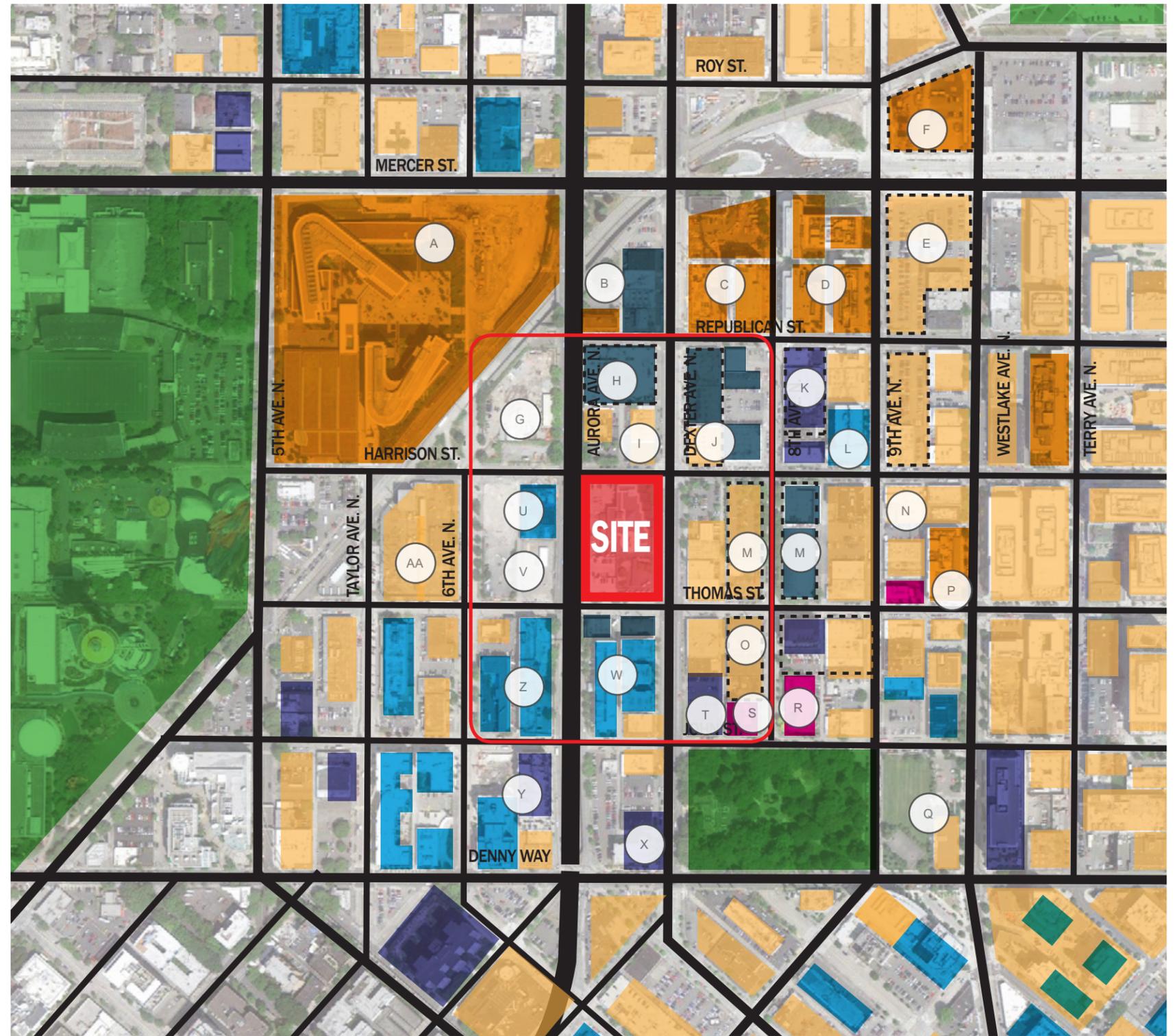
NEIGHBORHOOD DEVELOPMENT & USES

SURROUNDING USES

The project is located in South Lake Union near major institutional uses and technology-based companies and the Seattle Center. There are several new and proposed projects being built or planned for this neighborhood in addition to the large scale infrastructural improvements as part of the SR99 Tunnel Project. The following list summarizes the notable centers of industry, education, commerce, and research in the area, as well as critical green space and centers of worship.

Images of these buildings or future designs may be found on the opposite page. Please refer to these images to understand the scale and breath of new development planned for this neighborhood.

- A The Gates Foundation Campus
- B School of Visual Concepts
- C University of Washington Research Center, Phase 3
- D University of Washington Research Center, Phase 2
- E Block 44
- F Future Paul Allen Institute for Brain Science
- G Future SR 99 North Tunnel Portal
- H Future 435 Dexter Ave. (Former Hostess Factory Building)
- I 401 Dexter Ave.
- J Future 400 Dexter Ave. N. Development
- K 8th & Republican
- L Veer Lofts
- M Future 300 & 333 8th Ave Development
- N City Hardware (Future 901 Harrison St.) Development
- O Future 777 Thomas Development
- P Seattle Biomedical Research Lab
- Q SLU Discovery Center
- R Seattle Unity Church
- S Denny Park Lutheran Church
- T Compass On Dexter Building
- U Seattle Pacific Hotel
- V Future Tunnel Operations Facility
- W Holiday Inn
- X Borealis
- Y Quality Inn & Suites
- Z Hyatt Place
- AA Seattle City Light



SITE CONTEXT & URBAN DESIGN ANALYSIS

EXISTING AND FUTURE BUILDINGS

EXISTING BUILDINGS:



B) School of Visual Concepts



I) 401 Dexter Ave. N



Q) Denny Park Lutheran Church



N) City Hardware (Current Condition)



300 Dexter Ave. N.

NEWER BUILDINGS:



A) Gates Foundation Campus



C) UW Medicine



E) Block 44



W) Borealis

FUTURE BUILDINGS:



H) 435 Dexter Ave. N.



J) 400 Dexter Ave. N.



M) 300 & 333 8th Ave.



N) 901 Harrison St



O) 777 Thomas St.

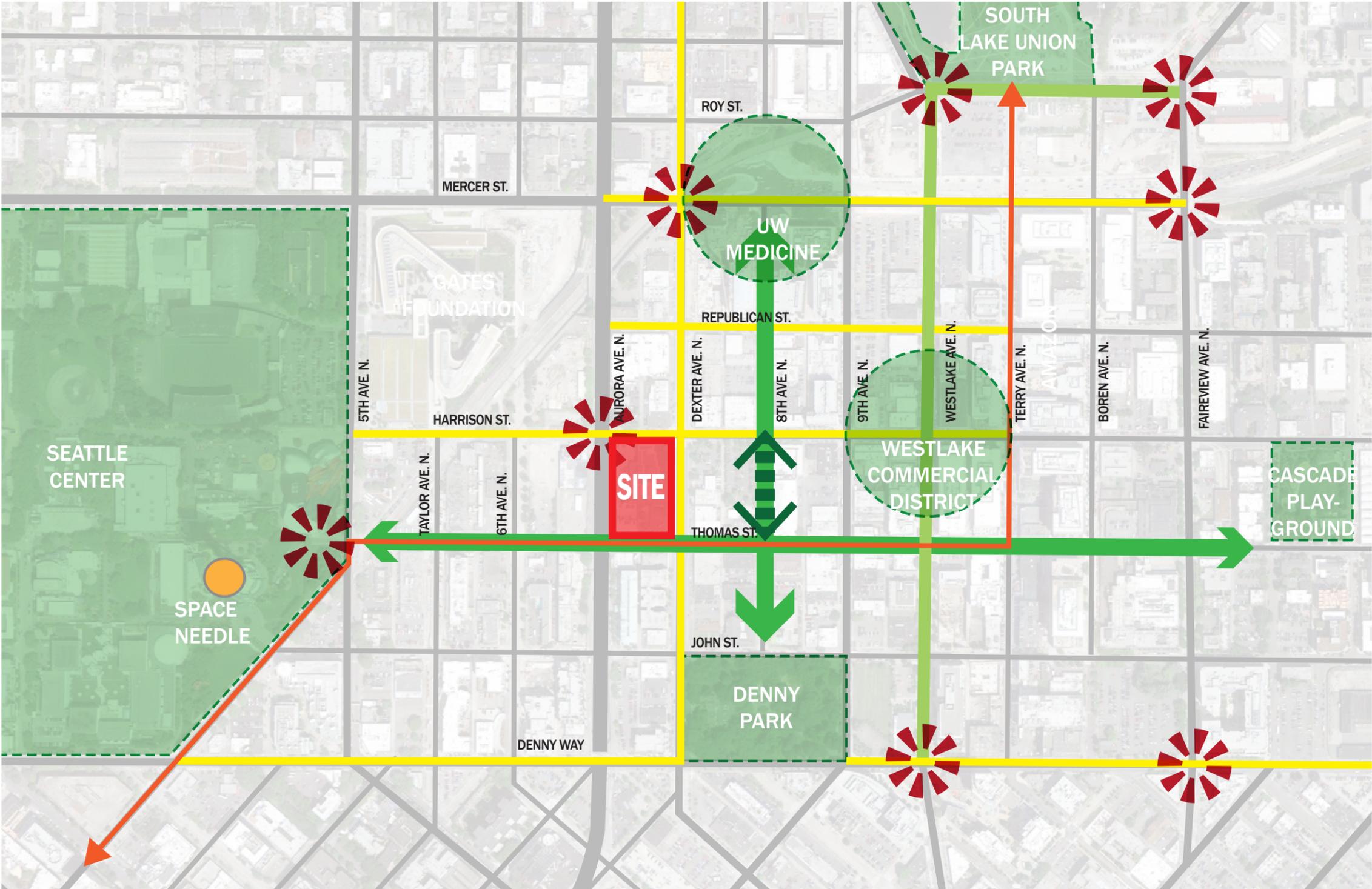
SITE CONTEXT & URBAN DESIGN ANALYSIS

PEDESTRIAN USES & MOVEMENT

ANALYSIS

In the current condition, Aurora Ave. N. and the SR99 Tunnel entrance create a significant east/west pedestrian barrier between the South Lake Union Urban Center and Seattle Center and the Puget Sound. However, when the SR99 Tunnel Project is completed, new alignments for both Harrison St. and Thomas St. will enhance the pedestrian connections across Aurora, interconnecting the Uptown/Seattle Center and South Lake Union neighborhoods.

Thomas St., envisioned as a Green Street, will be a primary pedestrian thoroughfare connecting Seattle Center with Capitol Hill through SLU. Thomas St. is also part of the Lake-To-Bay Trail. As such, a design is envisioned that adopts these benefits as a fundamental component of the landscape and site development as the design progresses.



-  Green Street
-  Class II Pedestrian Street
-  Pedestrian Woonerf
-  Lake-To-Bay Trail
-  Community "Hearts"/Open Space
-  SLU Urban Gateways



SITE CONTEXT & URBAN DESIGN ANALYSIS

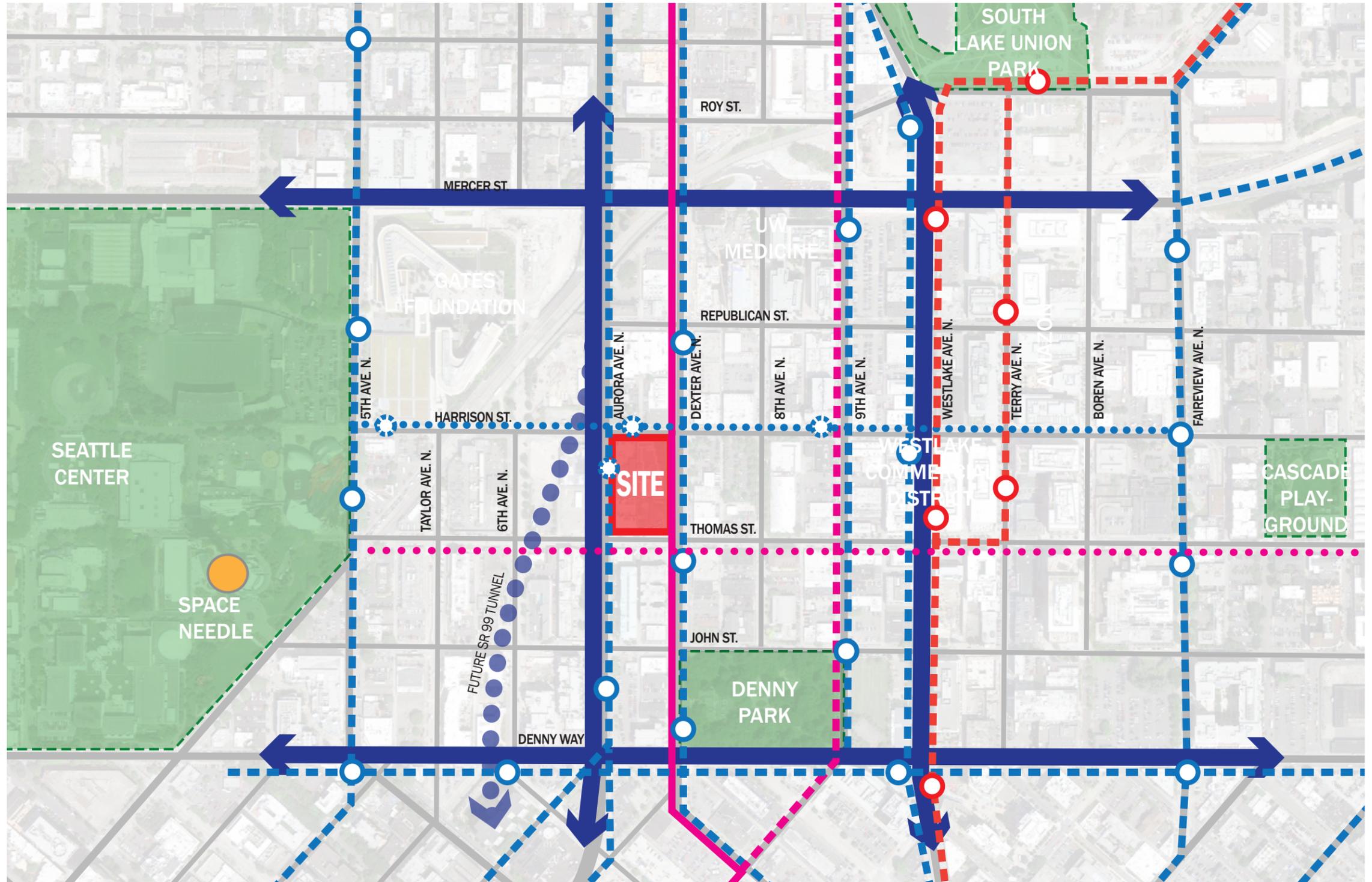
TRAFFIC, TRANSPORTATION & MOVEMENT

ANALYSIS

The traffic patterns around the project site will significantly change over the course of the next several years as the SR-99 Tunnel project and the North Portal are completed. Proposed signalized intersections at Aurora Ave will allow for east/west traffic to traverse Aurora, which is currently restricted.

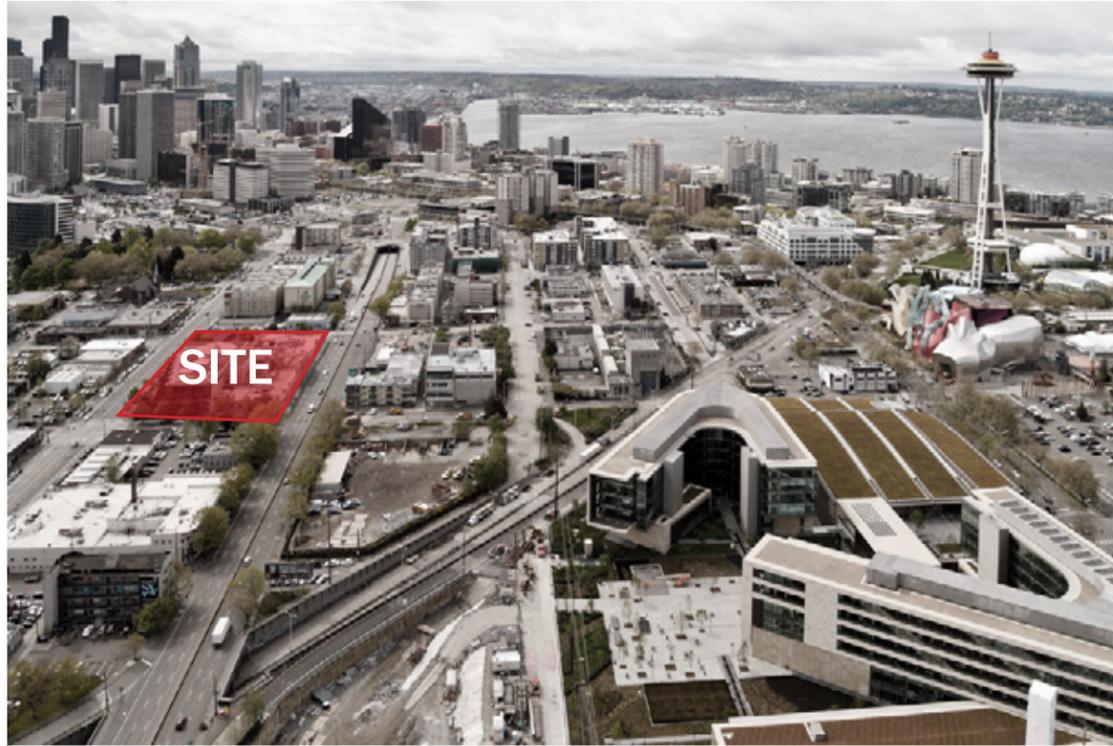
In addition to improved vehicular access, bicycle and bus routes will be maintained or improved. Dexter Ave. is currently a main north/south bicycle thoroughfare as well as an important bus route. In addition to a proposed east/west bus route along Harrison St, there is also a RapidRide bus line along Aurora Ave.

-  Major Vehicular Arterial
-  Future SR99 Tunnel
-  Existing Bus Line & Bus Stop
-  Proposed Bus Line & Stops
-  SLU Street Car
-  Protected Bicycle Lane
-  In-Street Bicycle Lane
-  Proposed In-Street Bicycle Lane



SITE CONTEXT & URBAN DESIGN ANALYSIS

SR-99 NORTH TUNNEL PORTAL IMPROVEMENTS



Current



Future



North Portal Coordination Map provided by SDOT

CONSTRUCTION SCHEDULE

- Mercer Corridor West Phase (SDOT) 2013-2015
- North Access (WSDOT) 2014-2015
- North Surface Streets (WSDOT) 2016-2017



SITE ANALYSIS

SITE ACCESS OPPORTUNITIES & CONSTRAINTS

SITE ACCESS OPPORTUNITIES

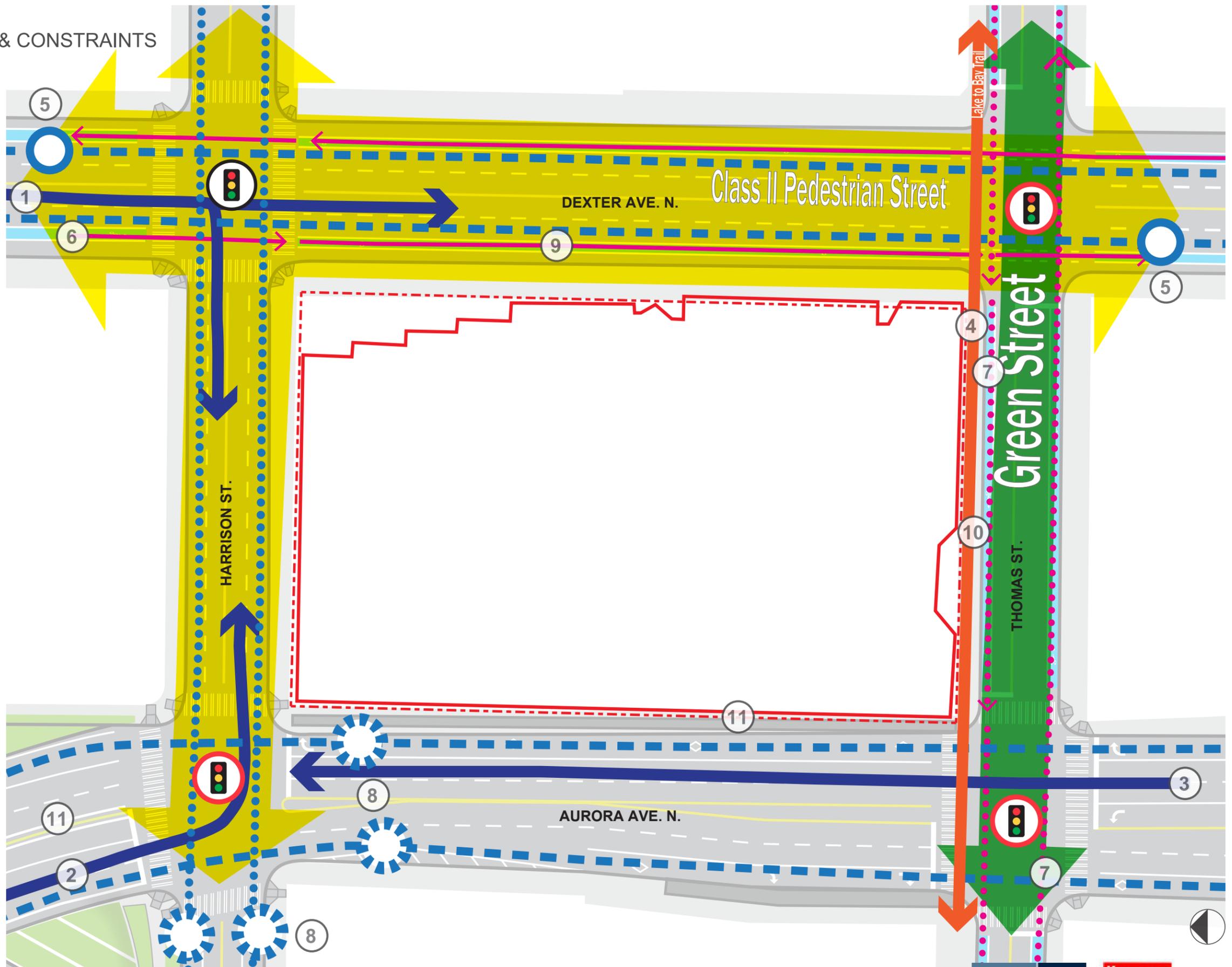
1. Vehicular access from northbound SR99 & Mercer St.
2. Future vehicular access from southbound SR99
3. Direct connectivity to downtown
4. An enhanced pedestrian experience along Thomas St. Green Street and Lake To Bay Trail
5. Utilize proximity to existing bus stops along Dexter and Aurora as well as street cars along Westlake, 3 blocks to the east.
6. Compliment the Protected Bicycle Lane along Dexter Ave.
7. Planned bike paths along Thomas St. as part of the Green Street improvements.
8. Planned bus stops along Aurora and Harrison

SITE ACCESS CONSTRAINTS

9. Existing dedicated bike lane along Dexter Ave could deter potential vehicular access
10. Green Street restrictions along Thomas prohibit vehicular access
11. The timeframe for the SR99 Tunnel completion will determine the present and future condition of the vehicular and pedestrian experience along Aurora Ave. and sites west of the site

LEGEND

- - - Site Boundary
- Existing Building Footprint
- Vehicular Access Route
- Existing Bus Routes and Stops
- ⊙ Proposed Bus Routes and Stops
- Protected Bicycle Lanes
- ⋯ Proposed In-Street Bicycle Lanes
- Ⓜ Existing Traffic Signals
- Ⓜ Planned Traffic Signals



SITE ANALYSIS
EXISTING CONDITIONS



A - SE CORNER OF SITE



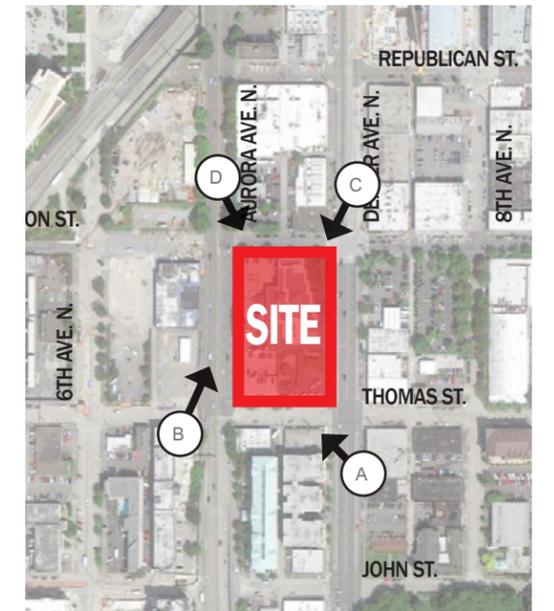
C - NE CORNER OF SITE



B - ALONG AURORA AVE. LOOKING NORTH



D - NW CORNER OF SITE



SITE ANALYSIS

EXISTING SITE PLAN

TOPOGRAPHY

The site slopes from a low point of +76.0' at the NE corner (intersection of Dexter Ave. and Harrison St.) to a high point of +92.0' at the SW corner (intersection of Aurora Ave. and Thomas St.). Along the Dexter and Aurora Ave, there is an elevation difference of approximately 10'.

TREE SURVEY

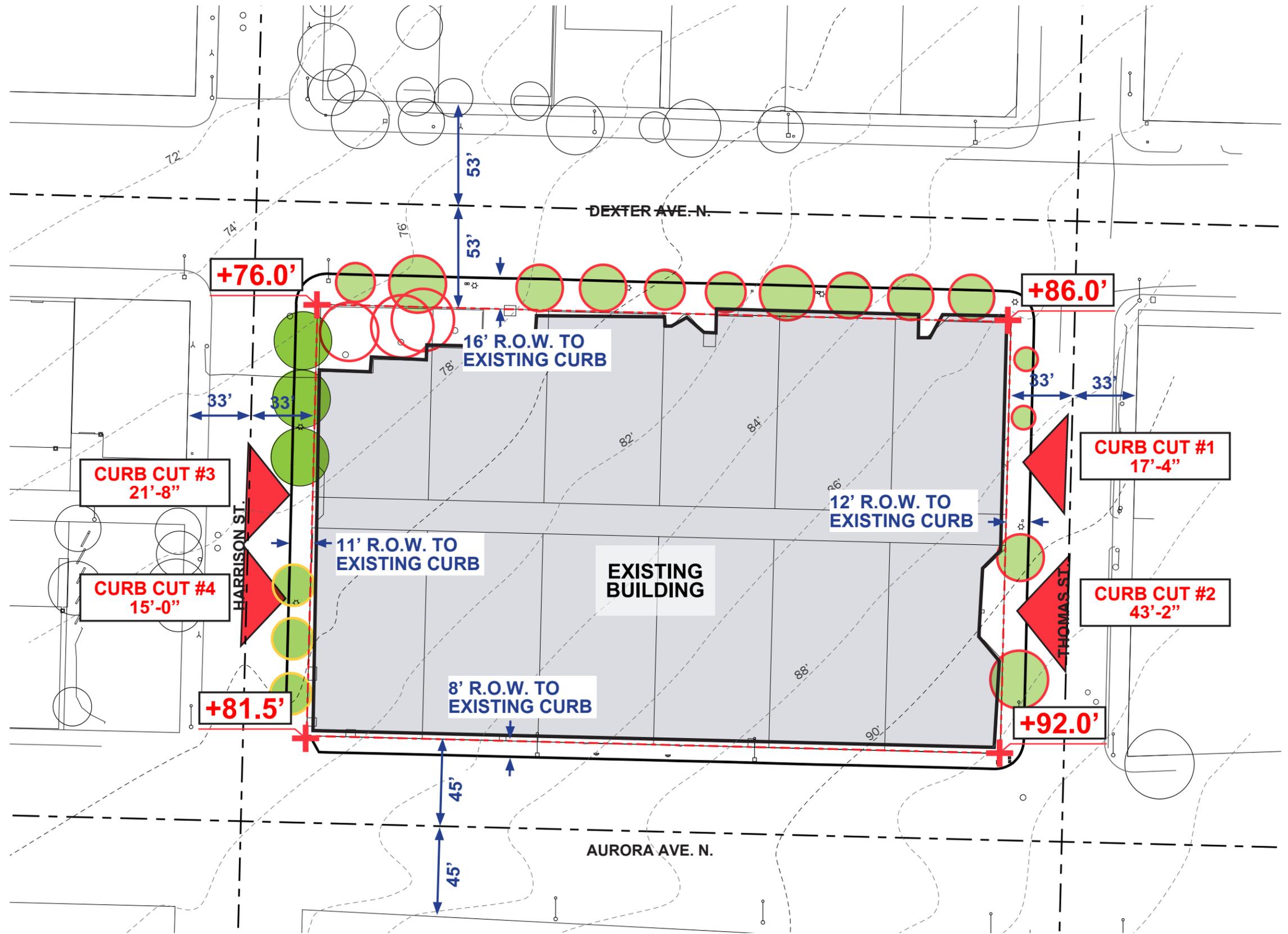
There are three (3) large street trees along Harrison Ave. near the NE corner which need to remain per the directive of Bill Ames of SDOT. Street trees along Dexter Ave. and Thomas Street need to be replaced. Recently planted street trees along Harrison maybe removed and replanted elsewhere.

EXISTING BUILDINGS AND SITE ELEMENTS

The site is currently occupied by the King5 Broadcasting building. There are four (4) curb cuts on the block. The site includes a vacated alley.

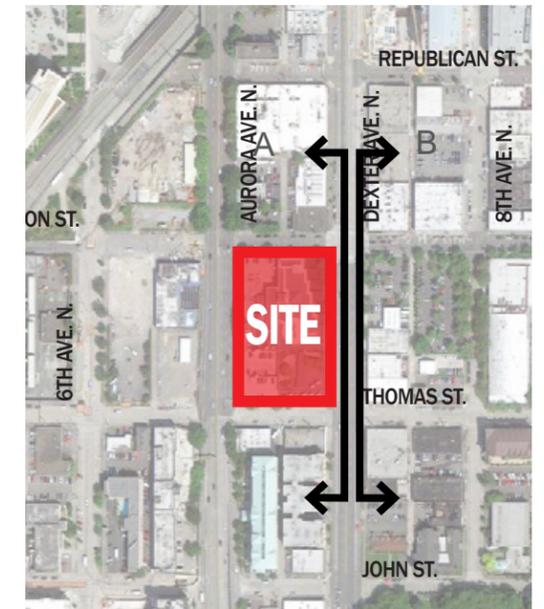
LEGEND

- Street Trees to Remain
- Street Trees To Be Replaced
- Street Trees That May be Replaced
- On-Site Trees To Be Removed
- ▲ Existing Curb-Cuts
- Property Line
- Extent of WSDOT Improvements



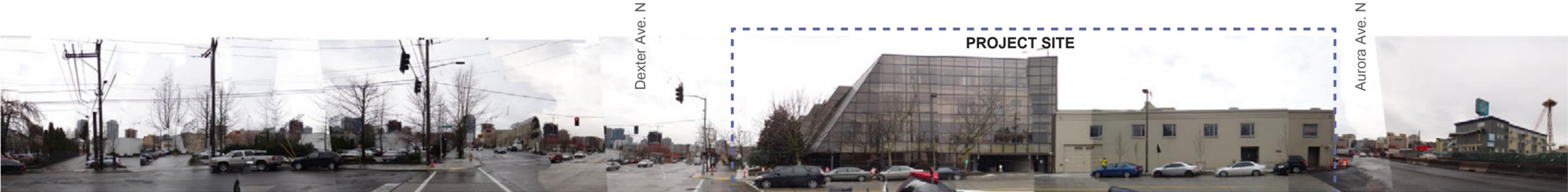
SITE ANALYSIS

STREETSCAPES - DEXTER AVENUE N



SITE ANALYSIS

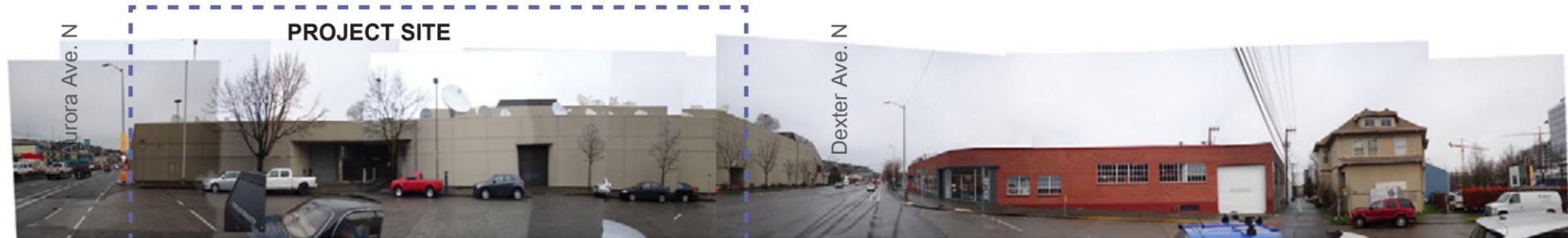
STREETSCAPES - HARRISON & THOMAS ST.



A - Looking South Along Harrison St.



B - Looking South Along Thomas St.



C - Looking North Along Thomas St.



D - Looking North Along Harrison St.



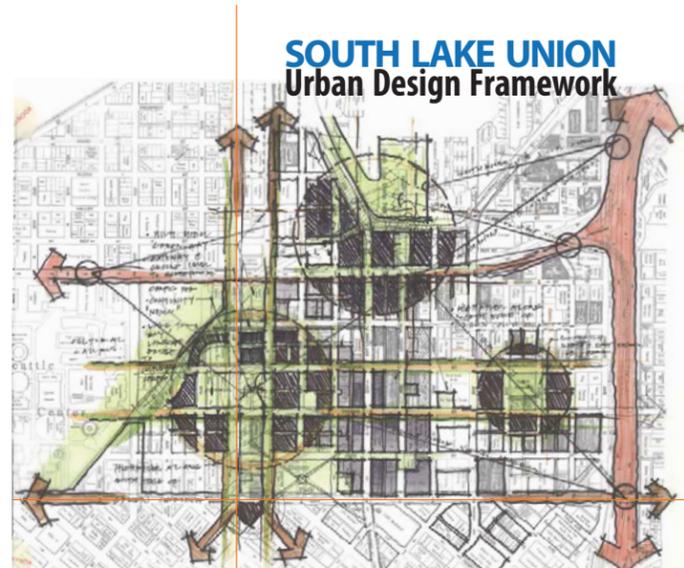
DESIGN GUIDELINES

PRIORITY GUIDELINES

SOUTH LAKE UNION DESIGN GUIDELINES ANALYSIS

The South Lake Union Rezone EIS states the following objectives which are applicable to this project:

- Use limited land resources more efficiently, pursue a development pattern that is economically sound, and maximize the efficiency of public investment in infrastructure and services.
- Ensure capacity for long-term growth consistent with the designation of South Lake Union as one of the City's six urban centers.
- Provide for a more diverse and attractive neighborhood character by providing a mix of housing types, uses, building types, and heights.
- Enhance the pedestrian quality at street level by providing amenities, taking into consideration light and air as well as public view corridors and providing for retail activity at key locations.



IN CONTEXT: GATEWAYS, HEARTS & EDGES

According to the SLU Urban Design Framework, gateways are the notable passages into and out of the neighborhood, hearts are the centers of community life, and edges are the boundaries that define SLU. The project site is located at the edge of the SLU neighborhood as well as at both a Key Gateway (Aurora and Harrison) and a Processional Gateway (Aurora and Thomas).

It is within this context that the key design guidelines on the following pages were selected as particularly pertinent in the development of this project.

SOUTH LAKE UNION Height and Density Alternatives



City of Seattle
2012

Prepared by:
City of Seattle
Department of Planning and Development



CONTEXT AND SITE

CS1. NATURAL SYSTEMS AND SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

SLU-Specific Guidance:

Responding to Site Characteristics

- Solar Orientation
- Storm water run-off
- Detention and Filtration systems
- Sustainable Landscaping
- Versatile building designed for its entire building life cycle.

Proposed Design Response:

The buildings are sited on the block in a way that maximizes light and air to both the tenant and the site's public open space. The proposed setback along Thomas Street will be landscaped to provide on-site rainwater detention and filtration and will provide an amenity to both the tenant and the public on the sunny side of the block.



CS1- NATURAL SYSTEMS & SITE FEATURES



CS1- NATURAL SYSTEMS & SITE FEATURES

DESIGN GUIDELINES

PRIORITY GUIDELINES

CONTEXT AND SITE

CS2. URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

SLU-specific supplemental guidance:

Responding to Site Characteristics

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

Height, Bulk and Scale

- Address both the pedestrian and auto experience through building placement, scale and details

Proposed Design Response:

The siting of the North and South Office towers respond to the urban form of the neighborhood by holding the urban edge along Harrison and Aurora and setting back along Thomas Street (a neighborhood green street) and Dexter Avenue, which are more pedestrian-focused. The building massing articulation will provide the option for occupiable terraces with views of the Space Needle and Lake Union.



CS2- URBAN PATTERN AND FORM



CS2- URBAN PATTERN AND FORM

PUBLIC LIFE

PL1. CONNECTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them.

SLU-specific supplemental guidance

Human Activity

- Keep neighborhood connections open, and discourage closed campuses.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

Proposed Design Response:

The proposed open space along Dexter Avenue and Thomas Street, a neighborhood green street, contributes to the network of open space along the Lake-to-Bay Trail, while the proposed through-block is designed to provide a welcoming and safe pedestrian connection to the future transit stop on Aurora Avenue.



PL1- CONNECTIVITY



DESIGN GUIDELINES

PRIORITY GUIDELINES

DESIGN CONCEPT

DC2. ARCHITECTURAL CONCEPT

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.

SLU-specific supplemental guidance:

Architectural Concept and Consistency

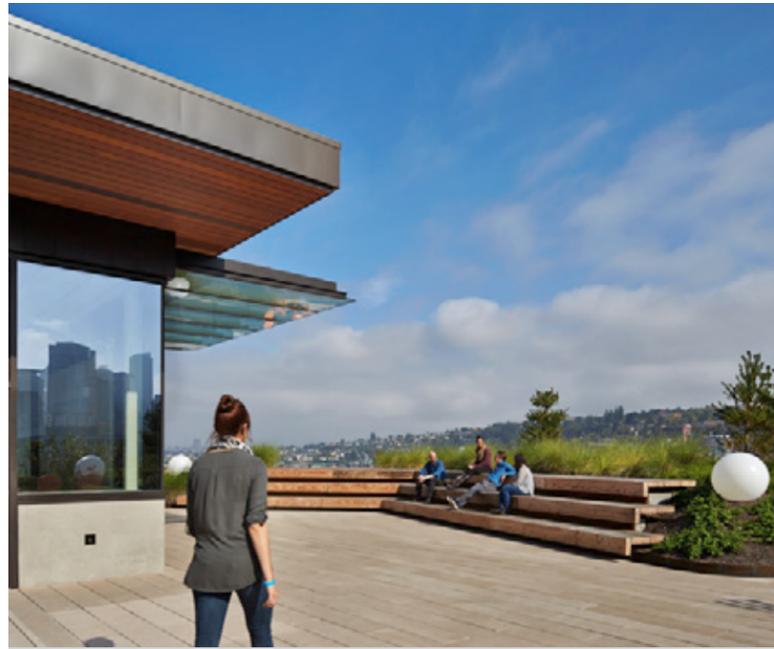
- Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood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

Proposed Design Response

The massing of the two proposed office towers is a physical reflection of the carefully-allocated open space throughout the block. The north tower is designed to hold the urban street edge of Harrison and Aurora, while the South building opens up to the South and East, providing maximum daylight and views to the building tenants, as well as a lush and enriched pedestrian experience along Thomas Street and Dexter Avenue. Potential occupiable landscaped roofs are being considered for portions of each building’s “fifth elevation.”



DC2- ARCHITECTURAL CONCEPT



DC3. OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

SLU-specific supplemental guidance:

Landscaping to Reinforce Design Continuity with Adjacent Sites

- Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.

Proposed Design Response

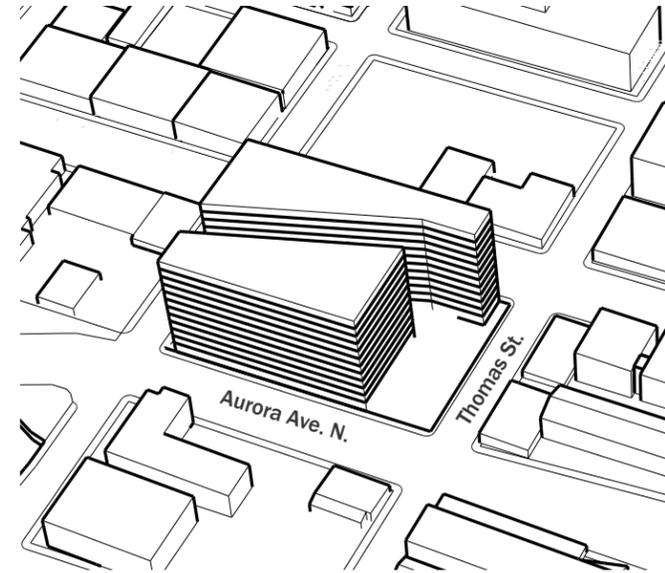
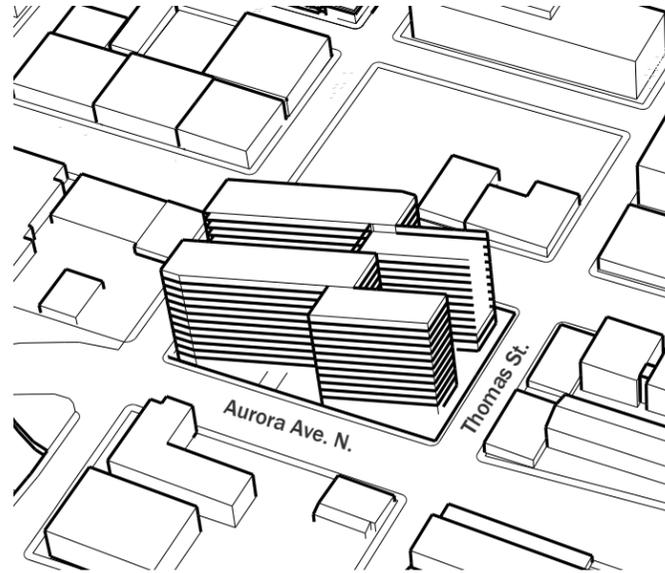
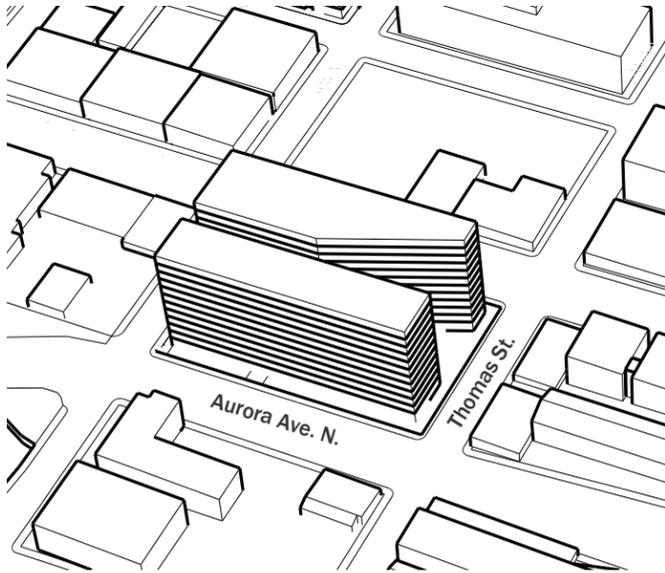
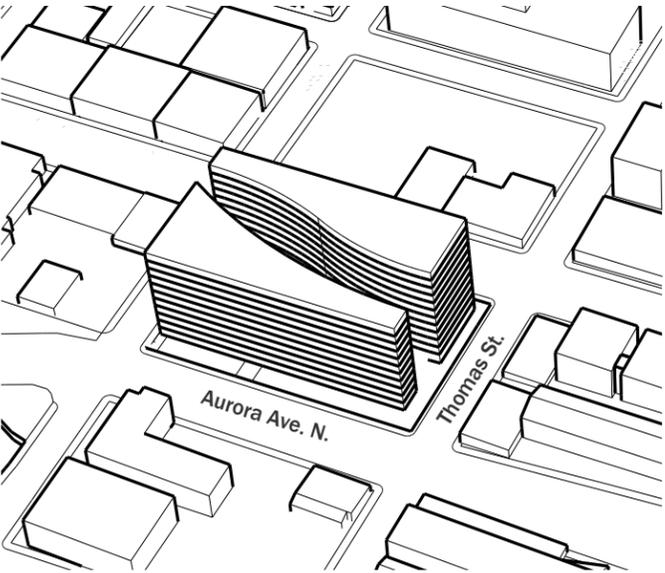
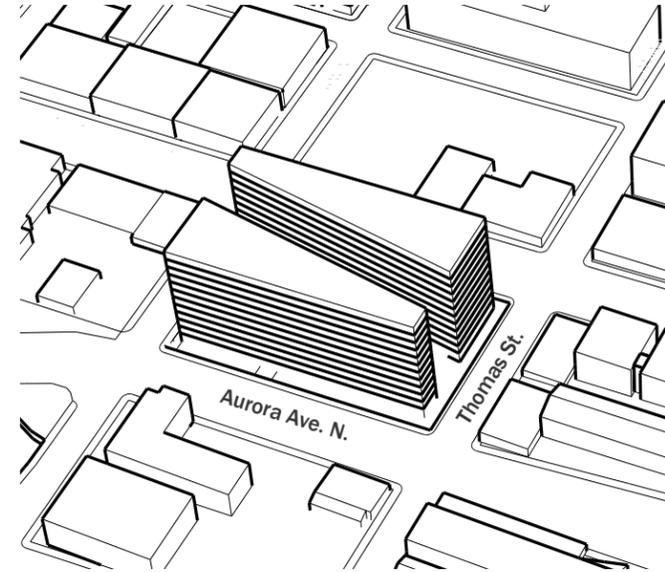
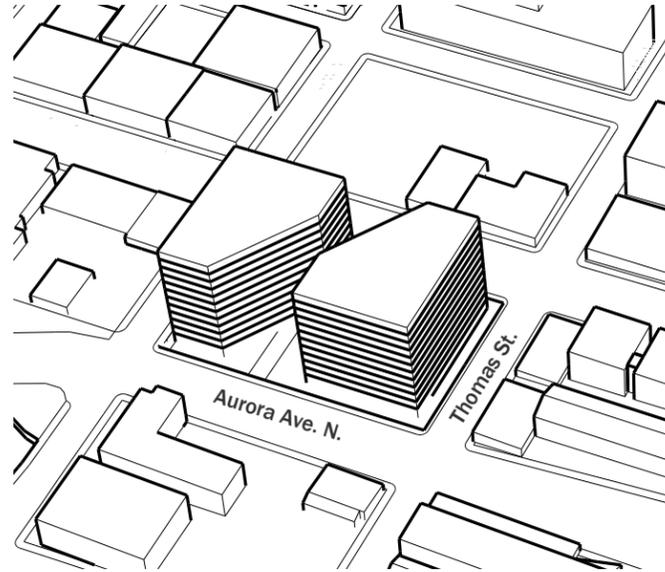
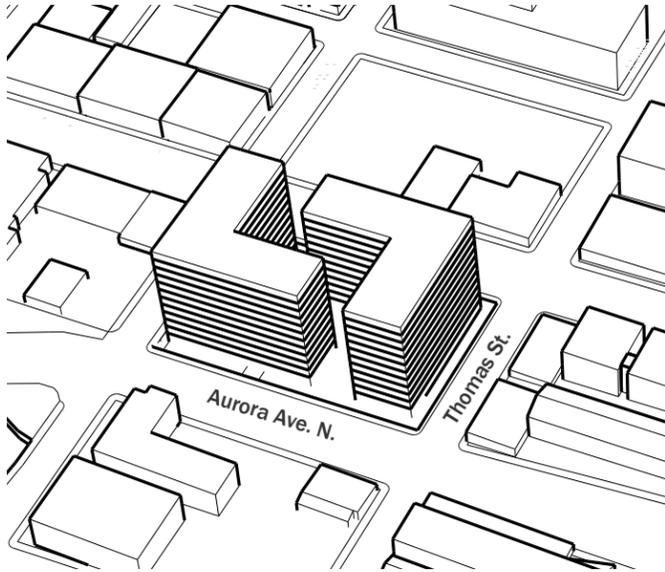
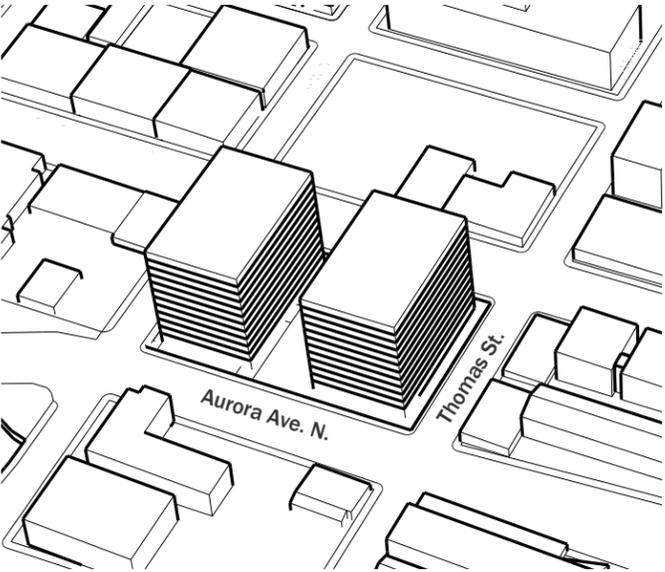
The open space allocation on this full city block has been thoughtfully allocated to enhance each street’s urban character and to promote an active and vibrant pedestrian experience throughout the block. A lush series of “raingardens” with native plants, along with integrated walkways and public seating, is proposed along Thomas Street (a neighborhood green street), while a more hardscaped plaza with a series of balcony overlooks is proposed along the Dexter Avenue retail frontage, allowing Retail to spill out and engage with the streetscape. A ground-level setback at the corner of Harrison and Aurora provides ample room for pedestrian circulation at the future transit stop while providing an urban setting at this highly-trafficked corner.



DC3- OPEN SPACE CONCEPT



MASSING OPTIONS
MASSING STUDIES CONSIDERED



MASSING OPTIONS

MASSING OPTION A

NORTH-SOUTH THROUGH-BLOCK SCHEME

In this configuration, the massing is oriented along a north/south axis, creating open space at the NE and SE corners and a central spine of open space between the towers. A cross-block connection also zig-zags through the site to connect Dexter Ave. with Aurora Ave.

Provides approximately 800 parking spaces (below grade), 15,000 SF of retail, 582,000 SF of office and 12,500 SF of open space (15% of site).

Pros:

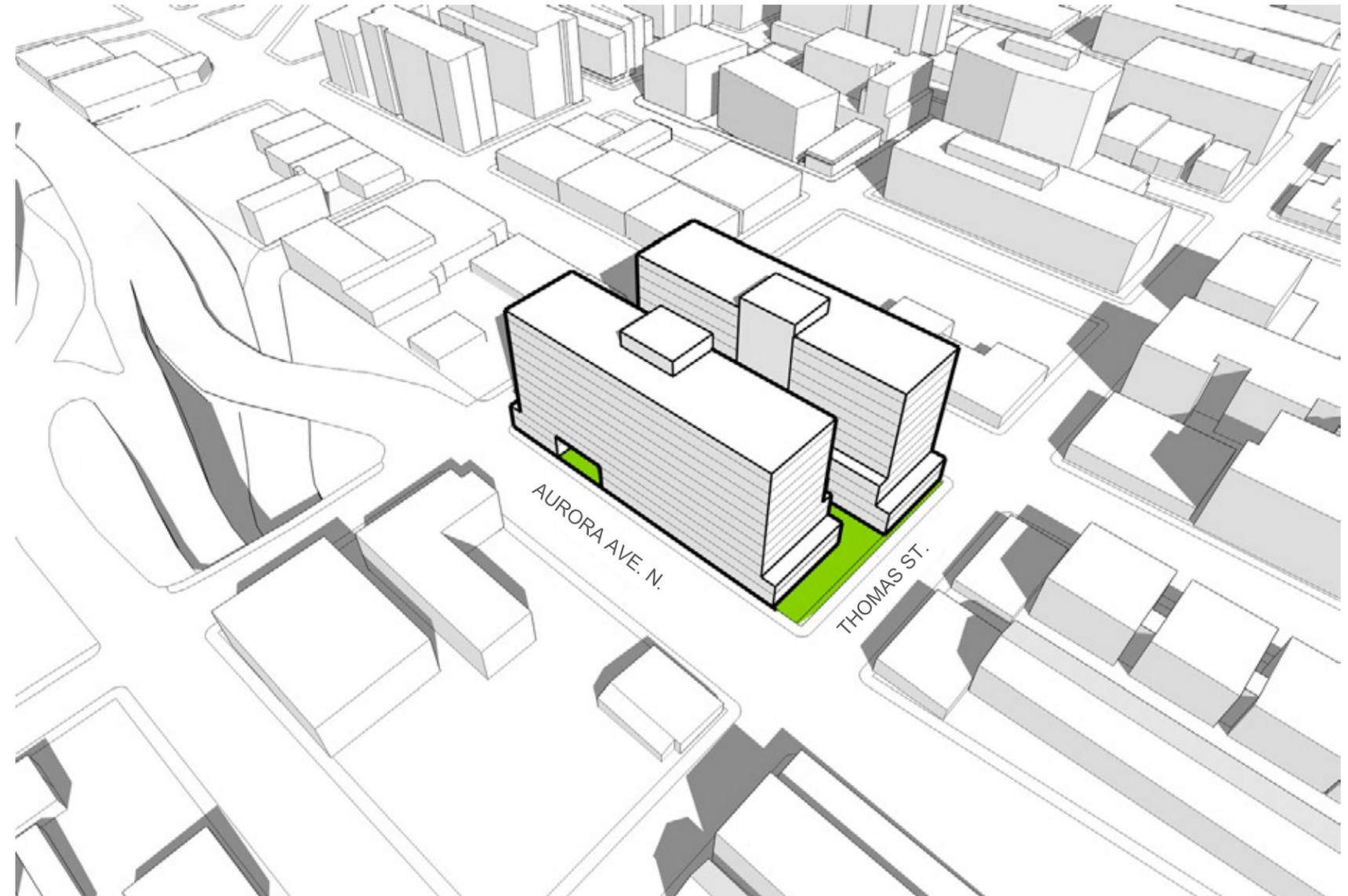
- Narrow floor plates create well daylit spaces
- Open space along Thomas contributes to vitality of Green Street
- Open space is oriented towards views of Space Needle, Puget Sound and Olympics
- More than one access point to the site distributes traffic to neighboring streets in a way that minimizes congestion

Cons:

- Shallow floor plate depth does not provide tenants with the flexibility and desired space plan
- Creates a superblock street frontage along Dexter and Aurora
- Through-block connection does not meet intent of the zoning code
- Loading and Parking is challenged by location of open space

Departures (Refer to section on Potential Departures)

- #2 - Number of loading berths
- #3 - Loading berth length
- #4 - Curb cut width and number



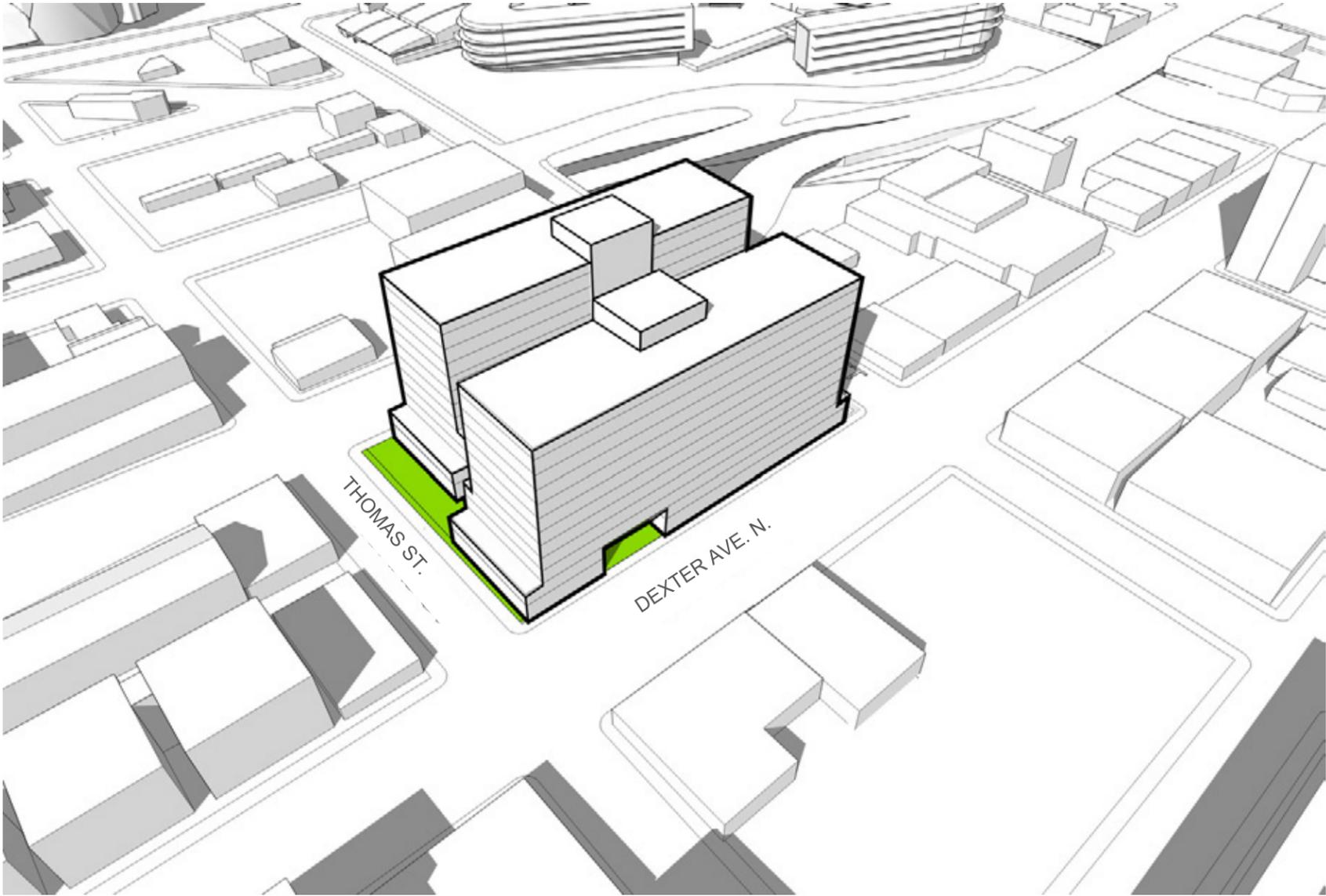
AERIAL VIEW FROM SW CORNER

MASSING OPTIONS

MASSING OPTION A



AERIAL SITE PLAN

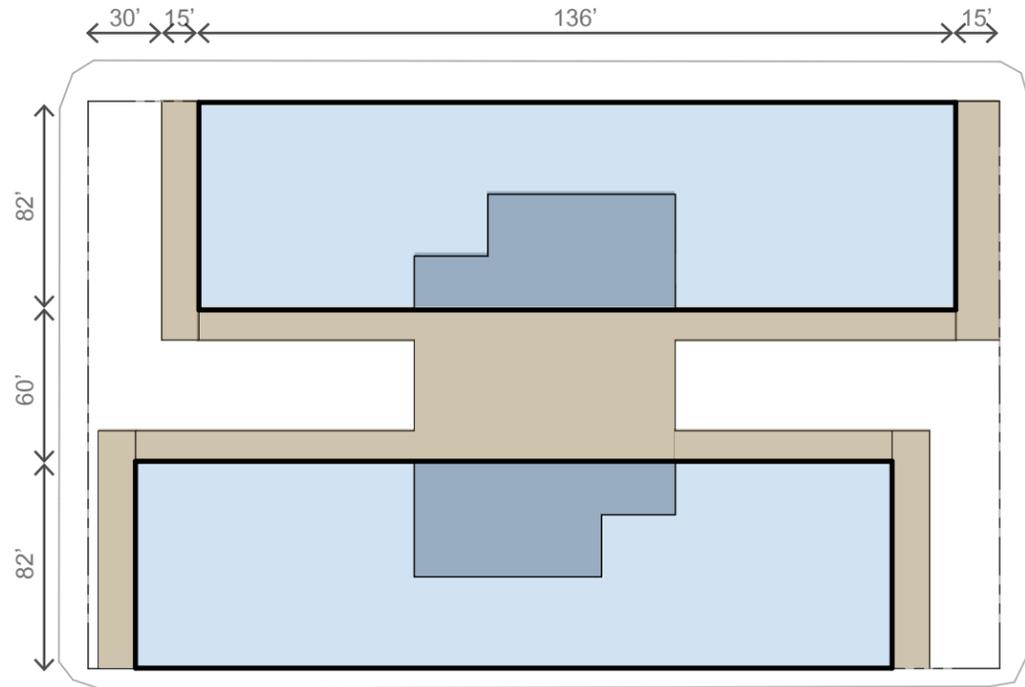


AERIAL VIEW FROM SE CORNER

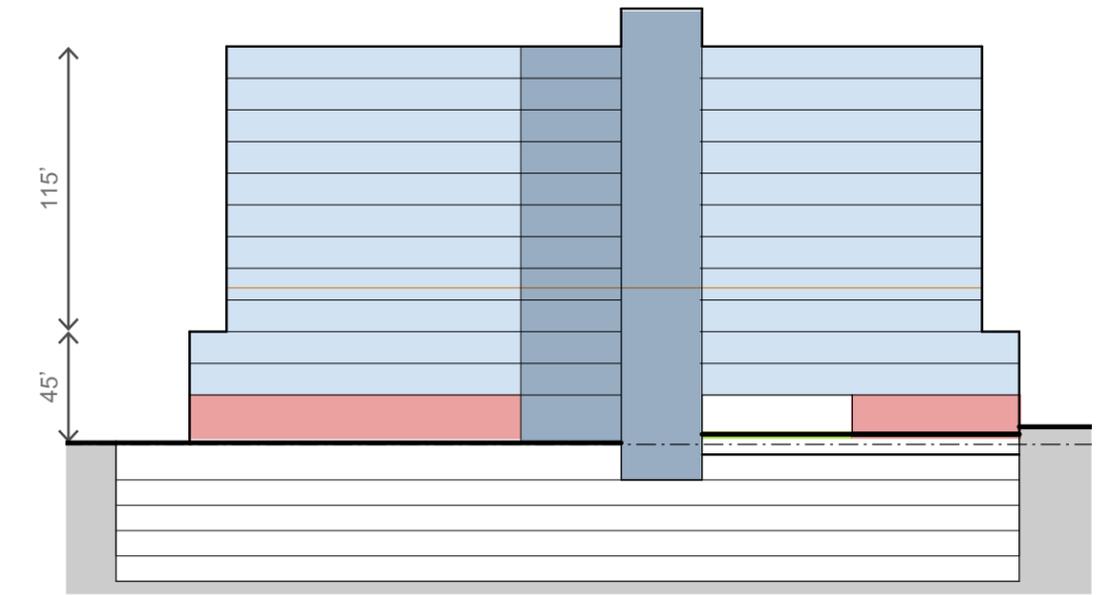


MASSING OPTIONS

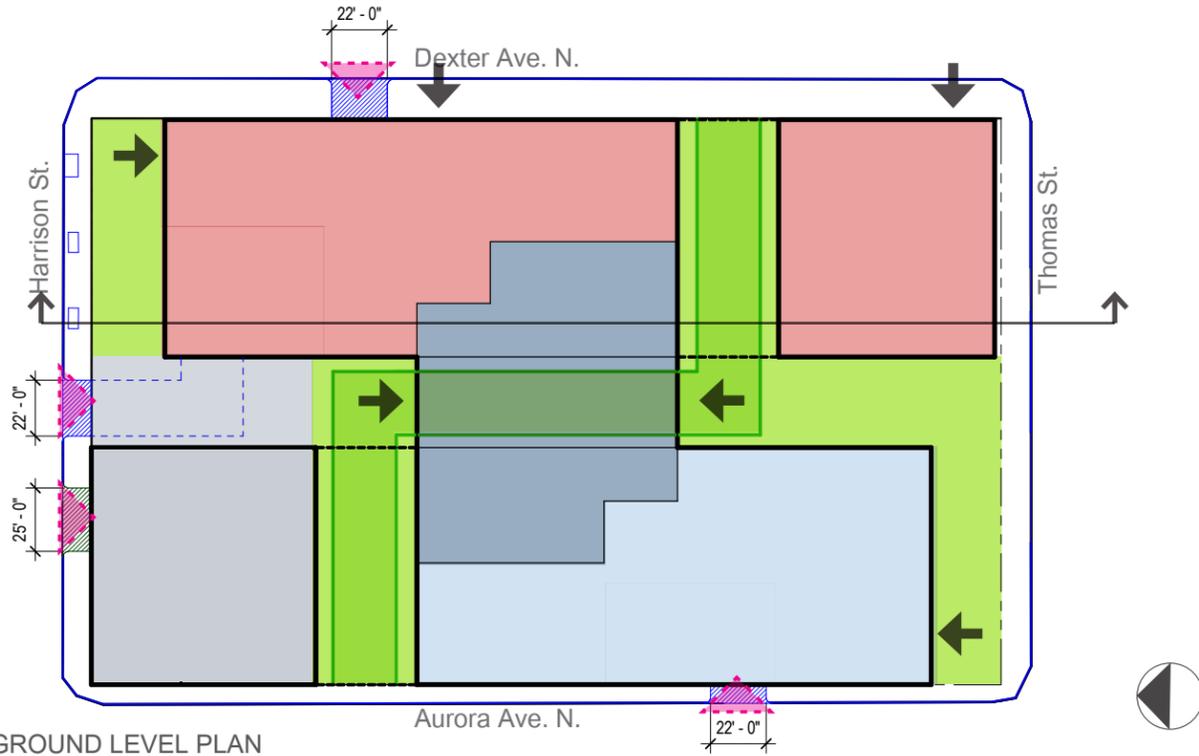
MASSING OPTION A



UPPER LEVEL PLAN



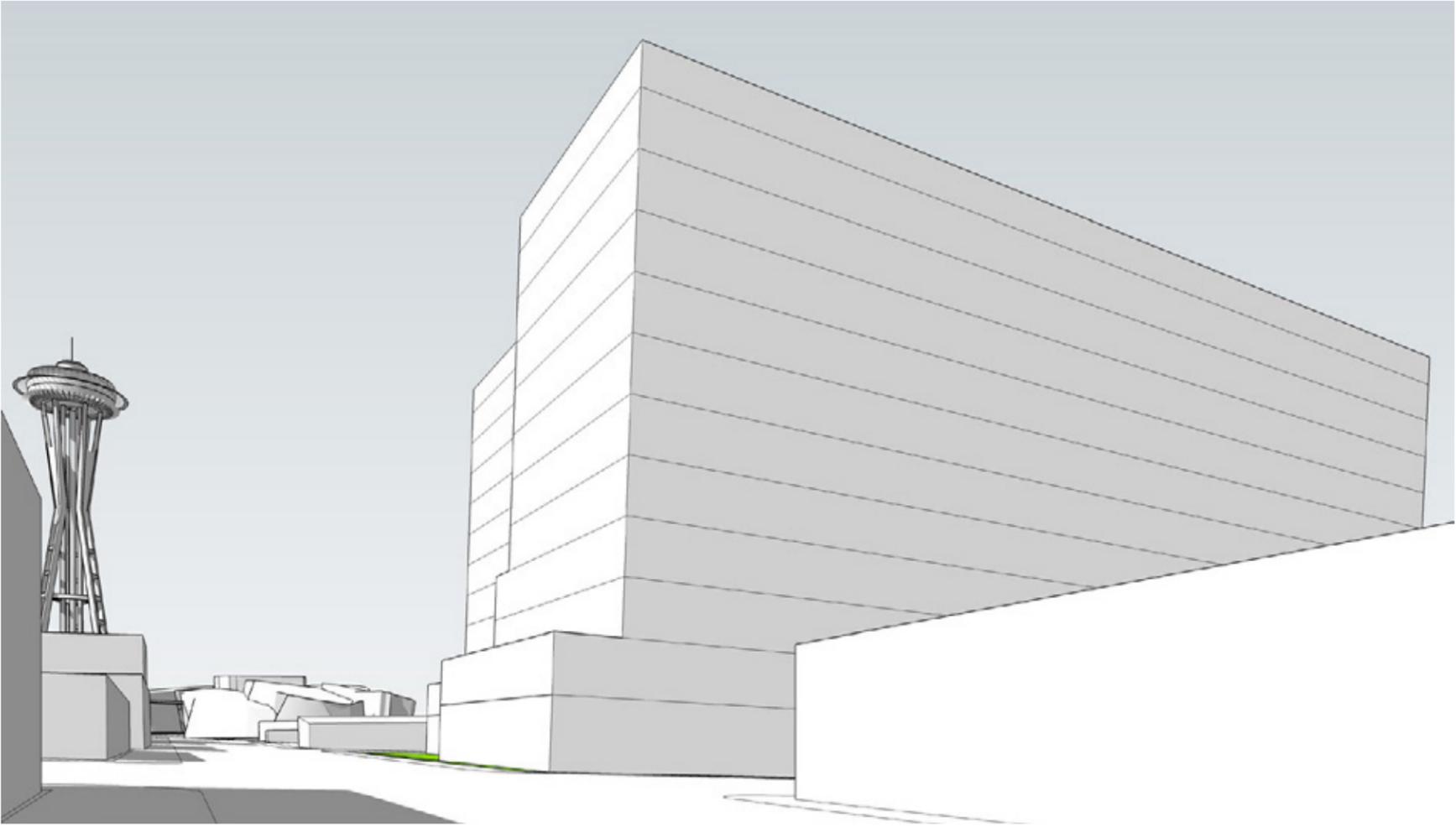
BUILDING SECTION



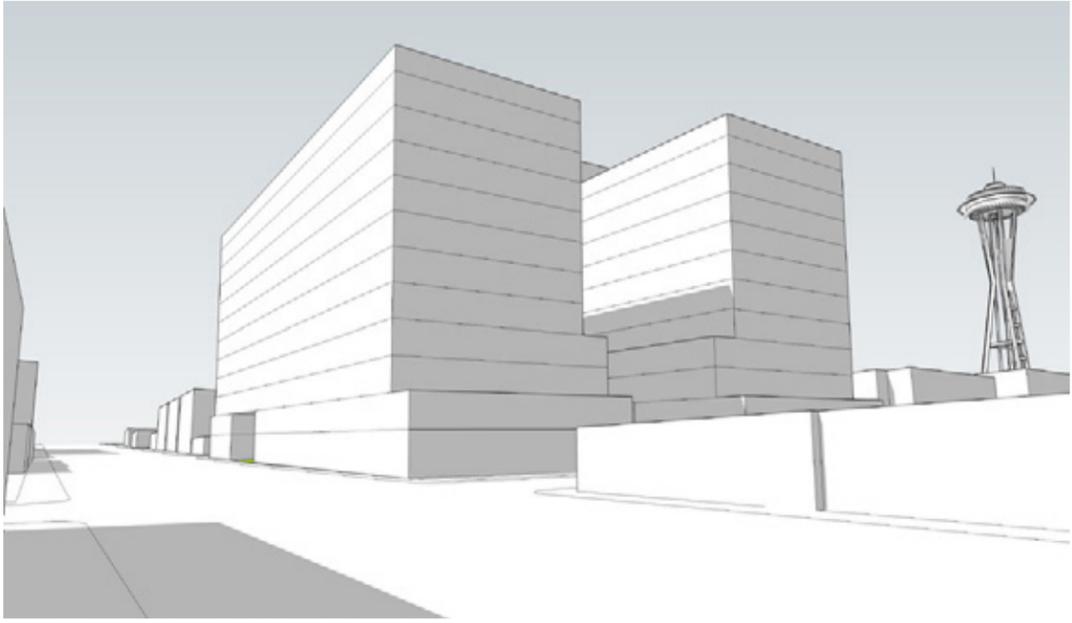
GROUND LEVEL PLAN

-  BUILDING ENTRY
-  OPEN SPACE
-  REQ. THROUGH-BLOCK
-  PODIUM ROOF BELOW
-  RETAIL
-  OFFICE
-  CORE/CIRCULATION
-  SERVICE/LOADING
-  POTENTIAL CURB CUT

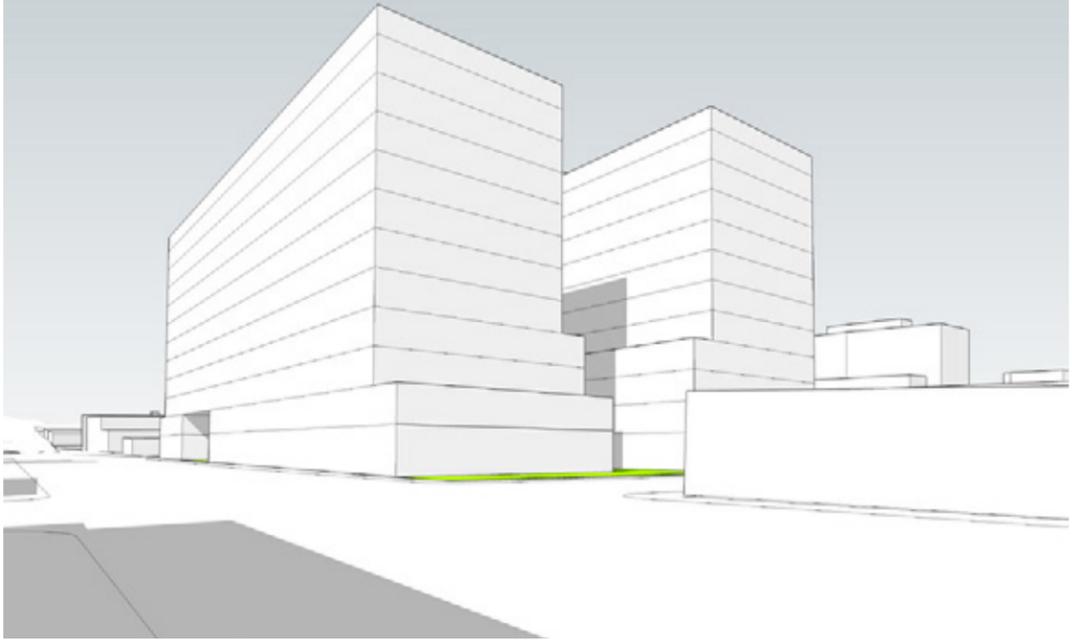
MASSING AND OPTIONS
STREET-LEVEL VIEWS OPTION A



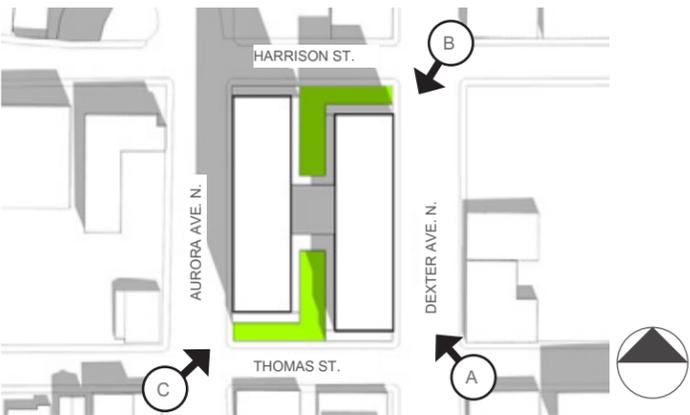
A - VIEW FROM SE CORNER



B - VIEW FROM NE CORNER



C - VIEW FROM AURORA LOOKING NE



MASSING OPTIONS

MASSING OPTION B

L-SHAPED THROUGH-BLOCK SCHEME

This massing configuration provides two distinct tower massing to create a large open plaza fronting Thomas Street and Aurora Ave. The towers are oriented to maximize afternoon daylight for the open space.

Provides approximately 800 parking spaces (below grade), 15,000 SF of retail, 582,000 SF of office and 21,000 SF of open space (26% of site).

Pros:

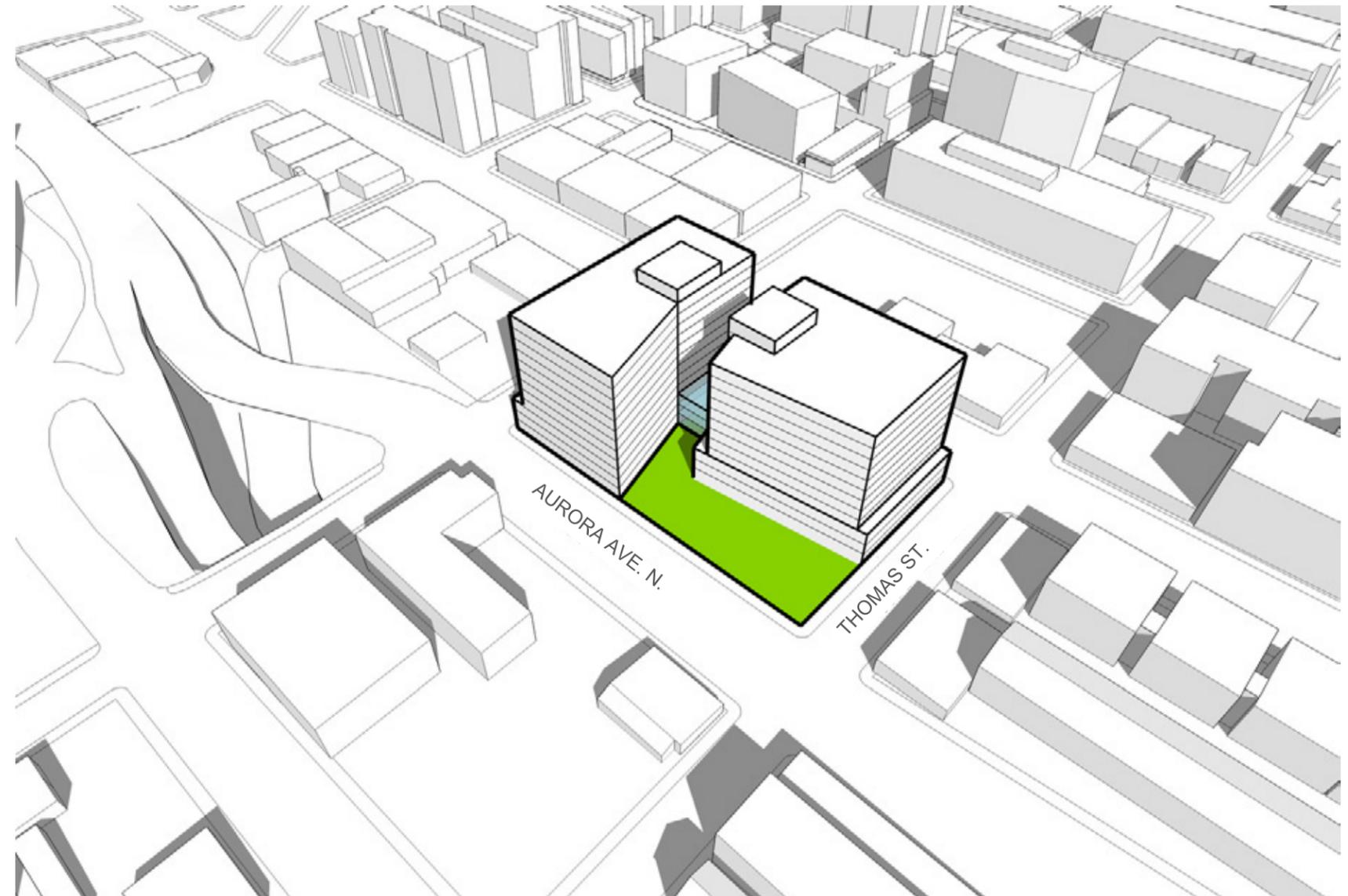
- Focuses open space to the west, allows for afternoon sun
- Open space along Thomas contributes to vitality of Green Street
- South Tower and open space is oriented towards views of Space Needle, Puget Sound and Olympics
- Floor plate depth allows for flexibility and desired space plan
- More than one access point to the site distributes traffic to neighboring streets in a way that minimizes congestion

Cons:

- Open space along Aurora is noisy and oriented towards traffic
- South building orientation is susceptible to western glare and heat gain
- Public open space not fronting a designated pedestrian street

Required Departures (Refer to section on Potential Departures)

- #2 - Number of loading berths
- #3 - Loading berth length
- #4 - Curb cut width and number



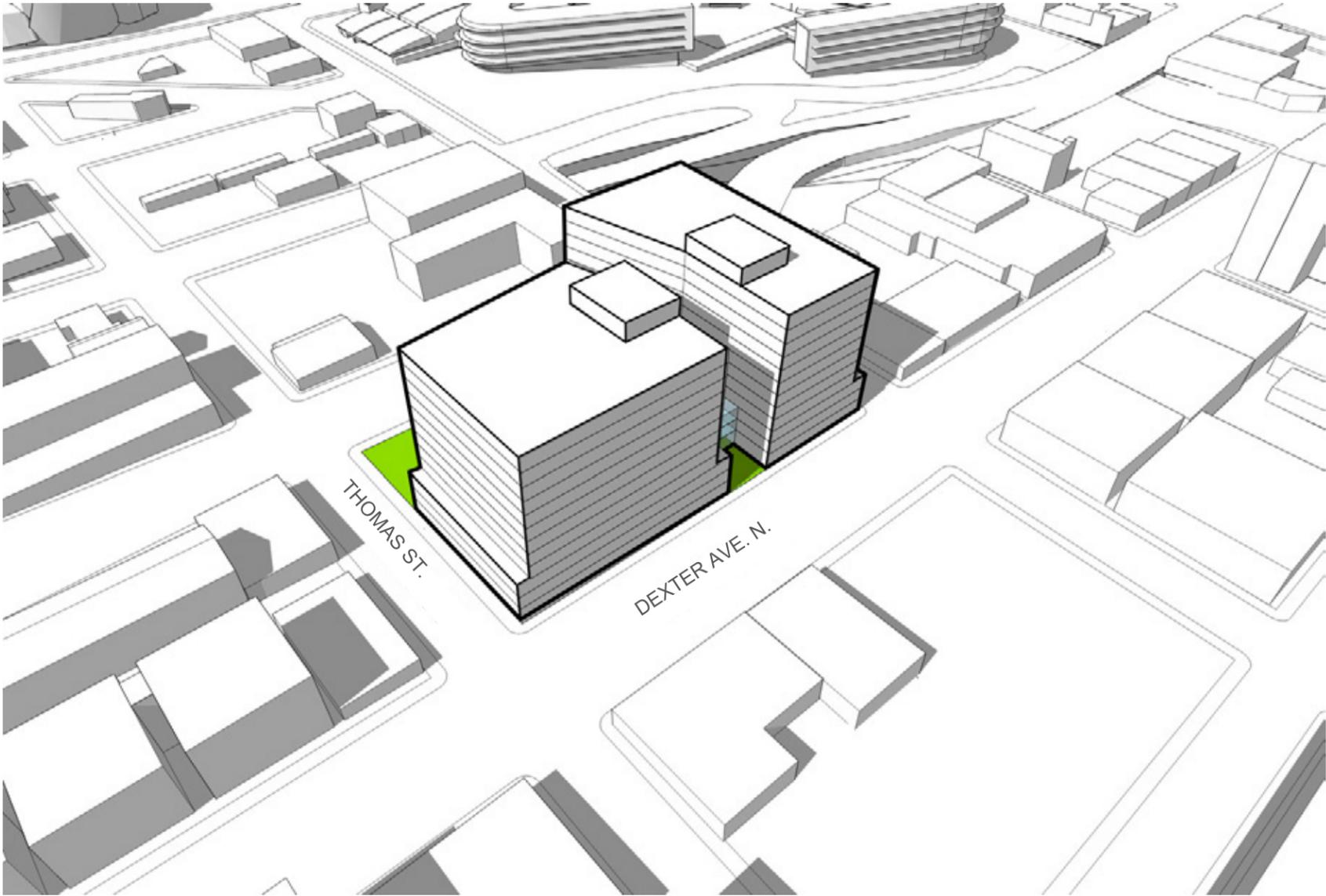
AERIAL VIEW FROM SW CORNER

MASSING OPTIONS

MASSING OPTION B



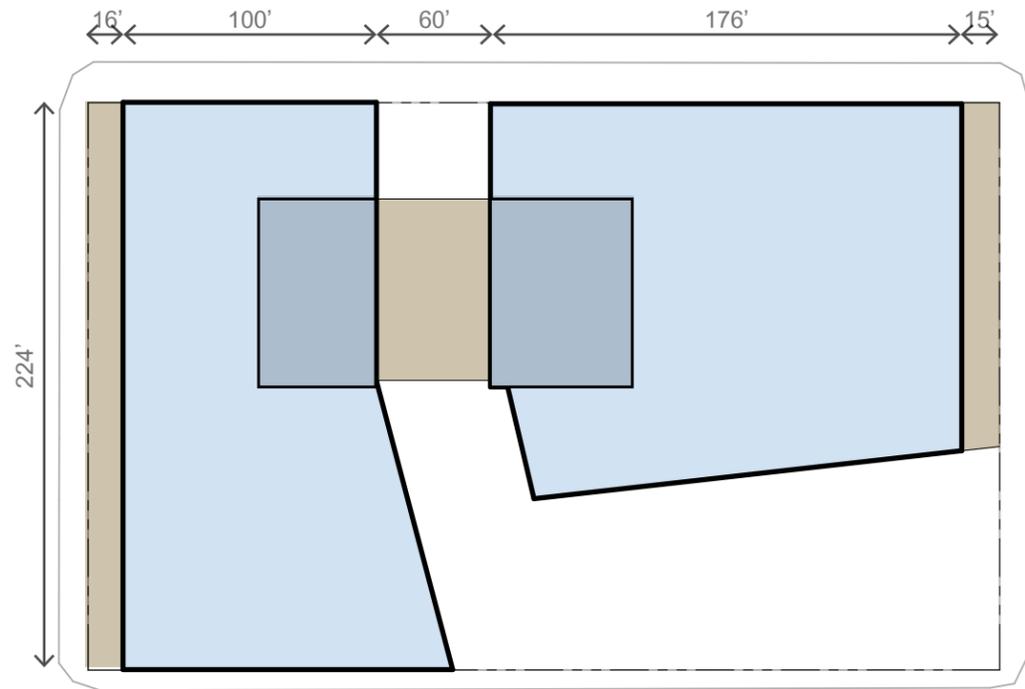
AERIAL SITE PLAN



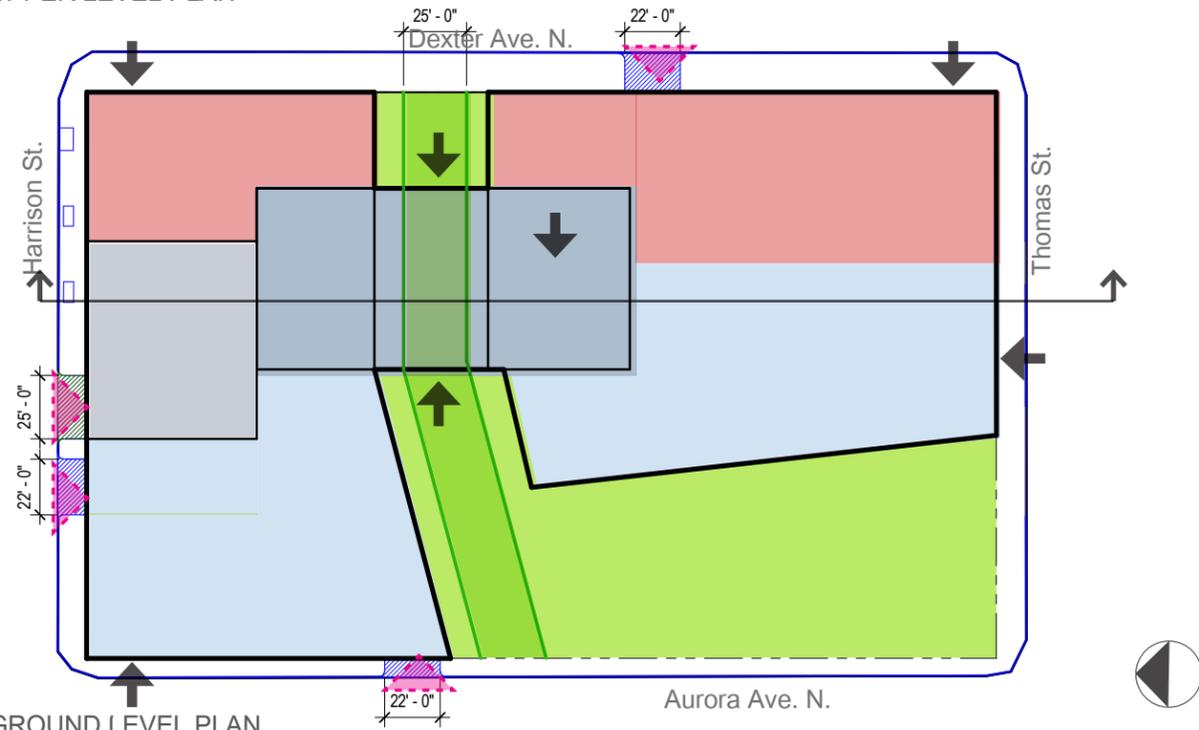
AERIAL VIEW FROM SE CORNER

MASSING OPTIONS

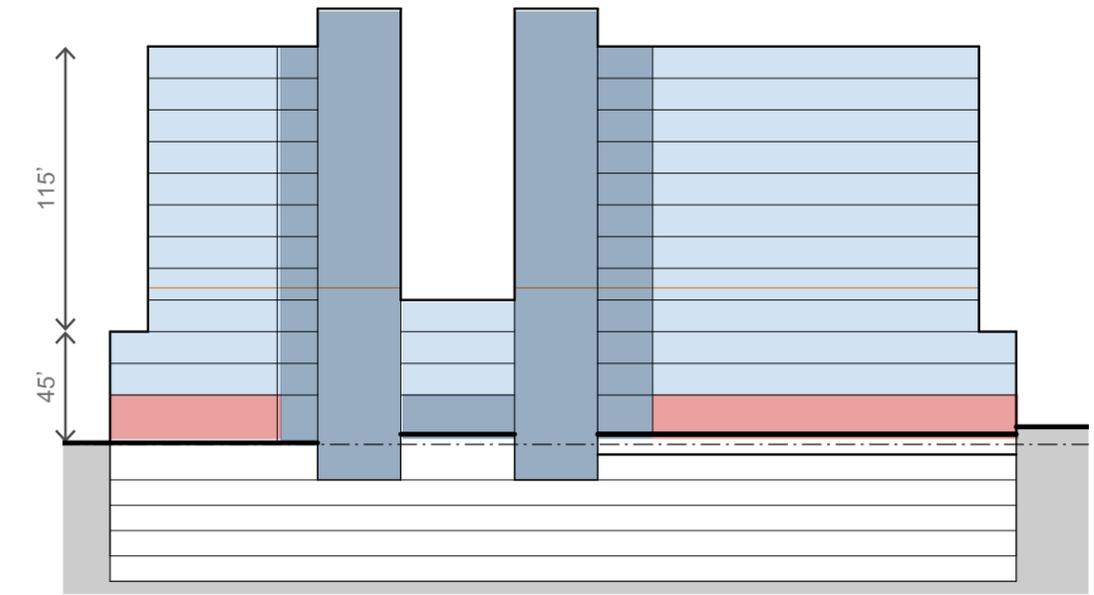
MASSING OPTION B



UPPER LEVEL PLAN



GROUND LEVEL PLAN

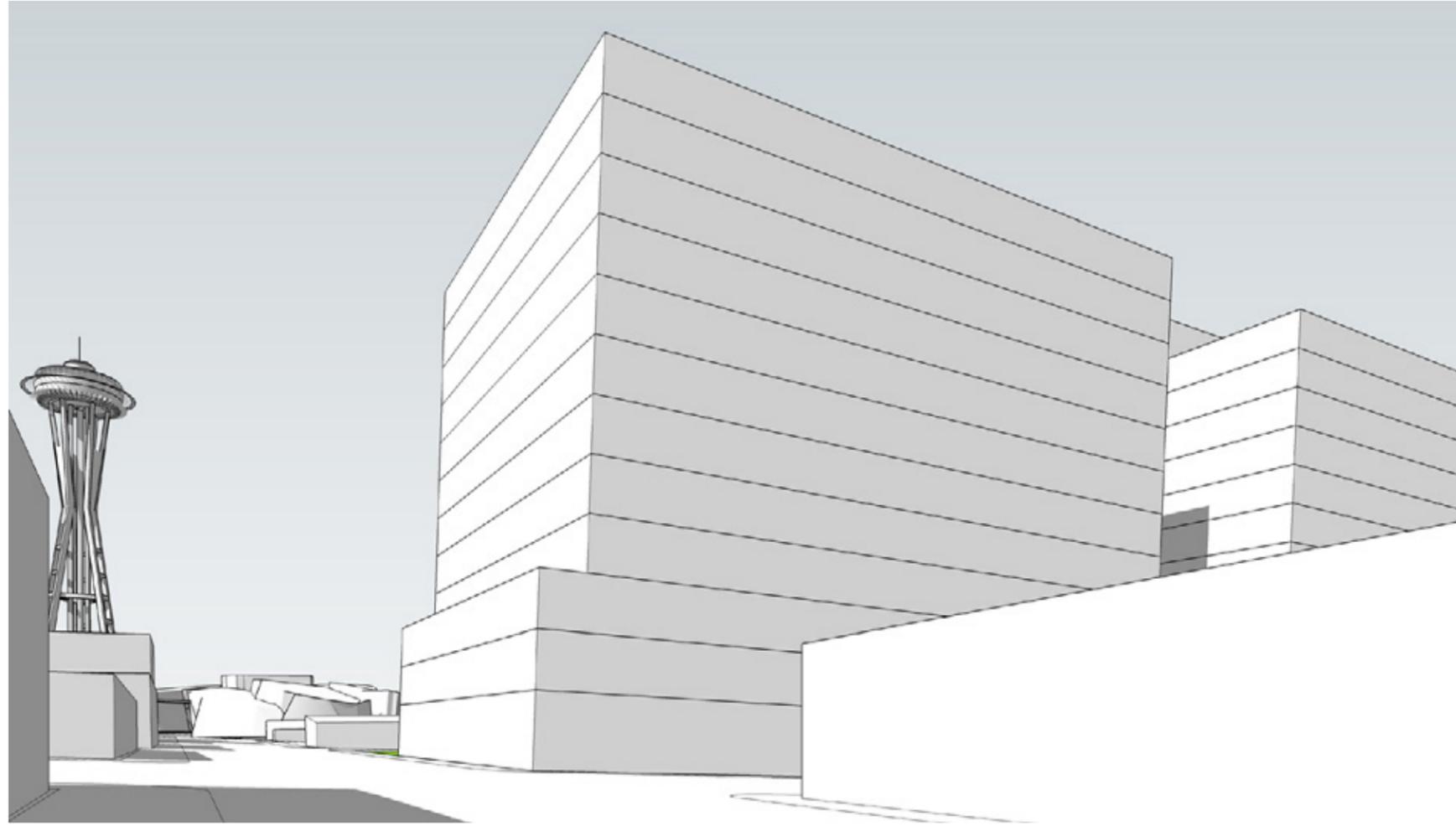


BUILDING SECTION

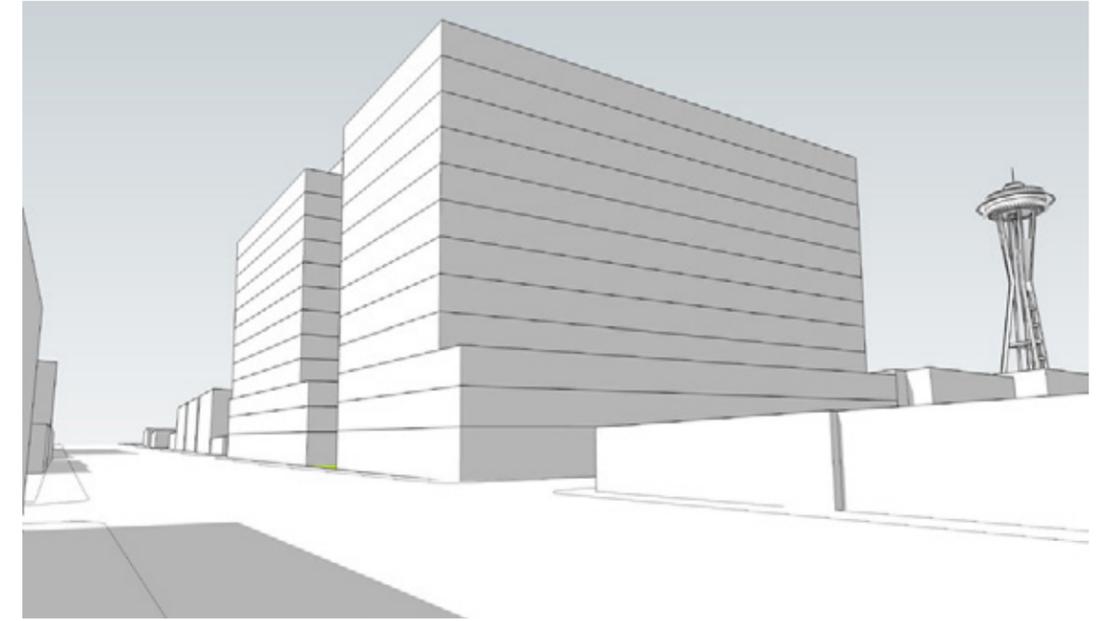
- ➔ BUILDING ENTRY
- OPEN SPACE
- REQ. THROUGH-BLOCK
- PODIUM ROOF BELOW
- RETAIL
- OFFICE
- CORE/CIRCULATION
- SERVICE/LOADING
- ▲ POTENTIAL CURB CUT

MASSING AND OPTIONS

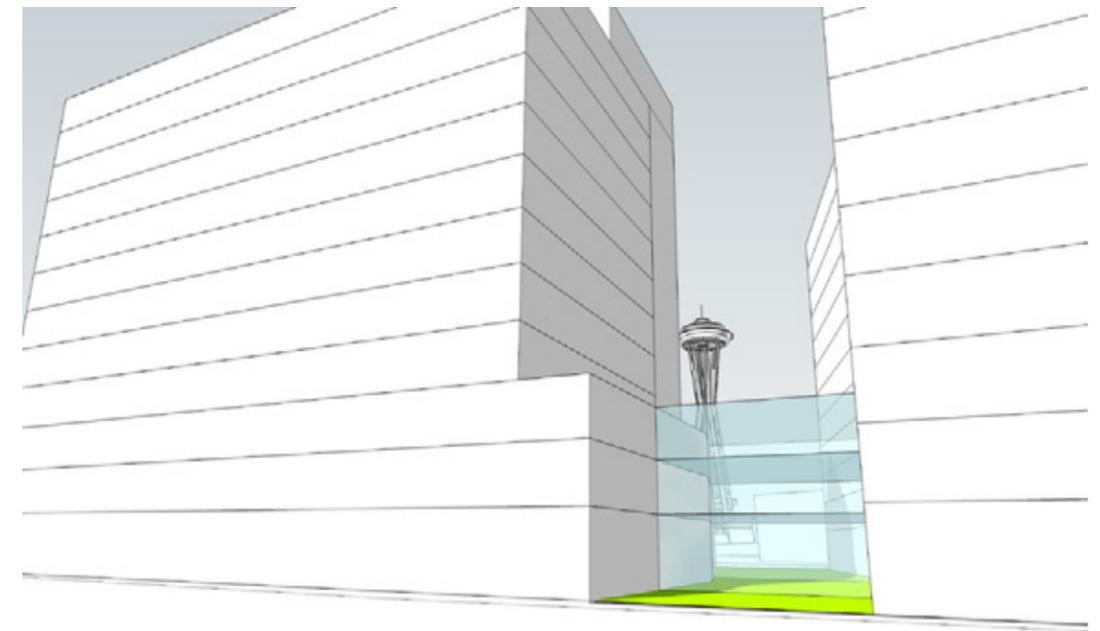
STREET-LEVEL VIEWS OPTION B



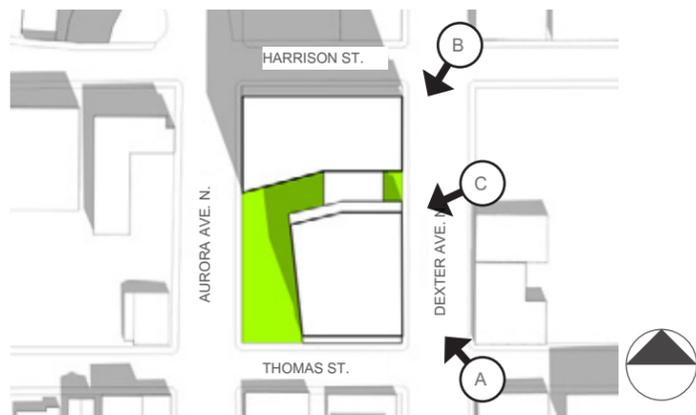
A - VIEW FROM SE CORNER



B - VIEW FROM NE CORNER



C - VIEW FROM DEXTER LOOKING WEST



MASSING OPTIONS

MASSING OPTION C

EAST-WEST TOWER SCHEME

This massing option pushes the two tower masses to the north and south ends of the site to create a through-block connection and open space that divides the block evenly. The open space in this configuration is focused along the through-block connection and creates plazas on both Aurora Ave. and Dexter Ave.

Provides approximately 800 parking spaces (below grade), 15,000 SF of retail, 582,000 SF of office and 18,000 SF of open space (22% of site).

Pros:

- Focuses open space along through-block
- Creates 'plazas' at both Dexter and Aurora for lobby entry
- Conventional Floor Plates
- Code compliant

Cons:

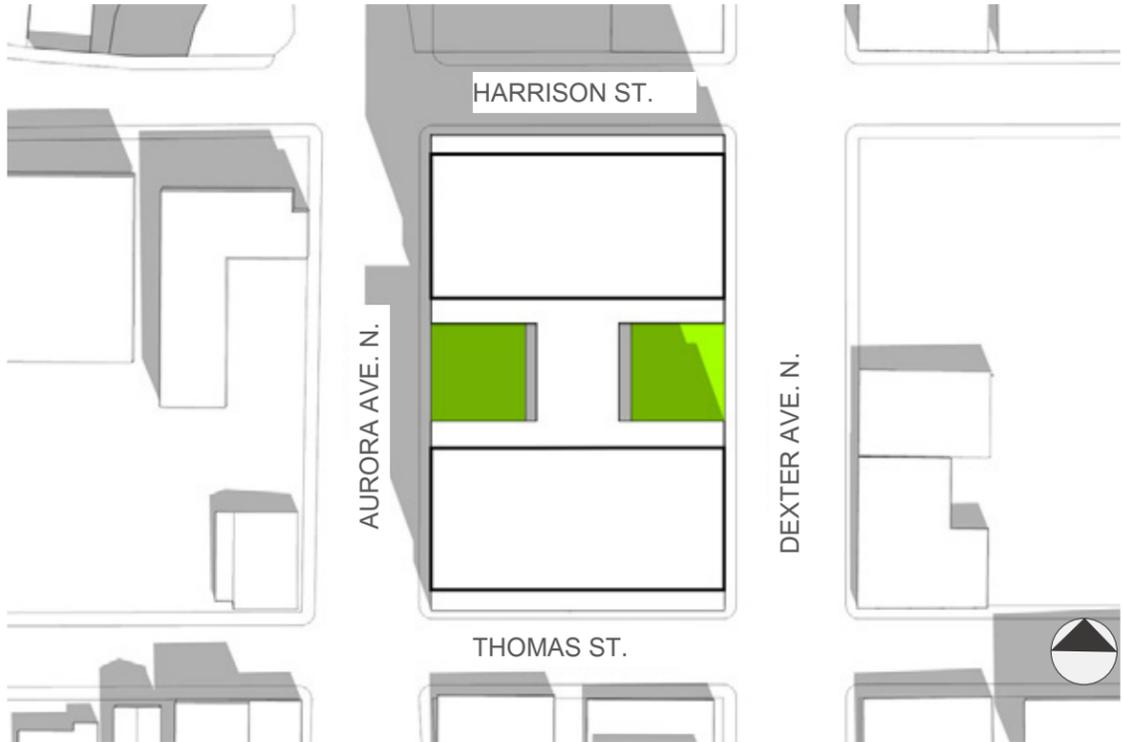
- Open space does not contribute to the vitality of Green Street.
- Open space is shaded most of the day
- Boxy undifferentiated massing
- Code compliant curb cut does not provide sufficient access to the site and creates potential traffic congestion at single access point.



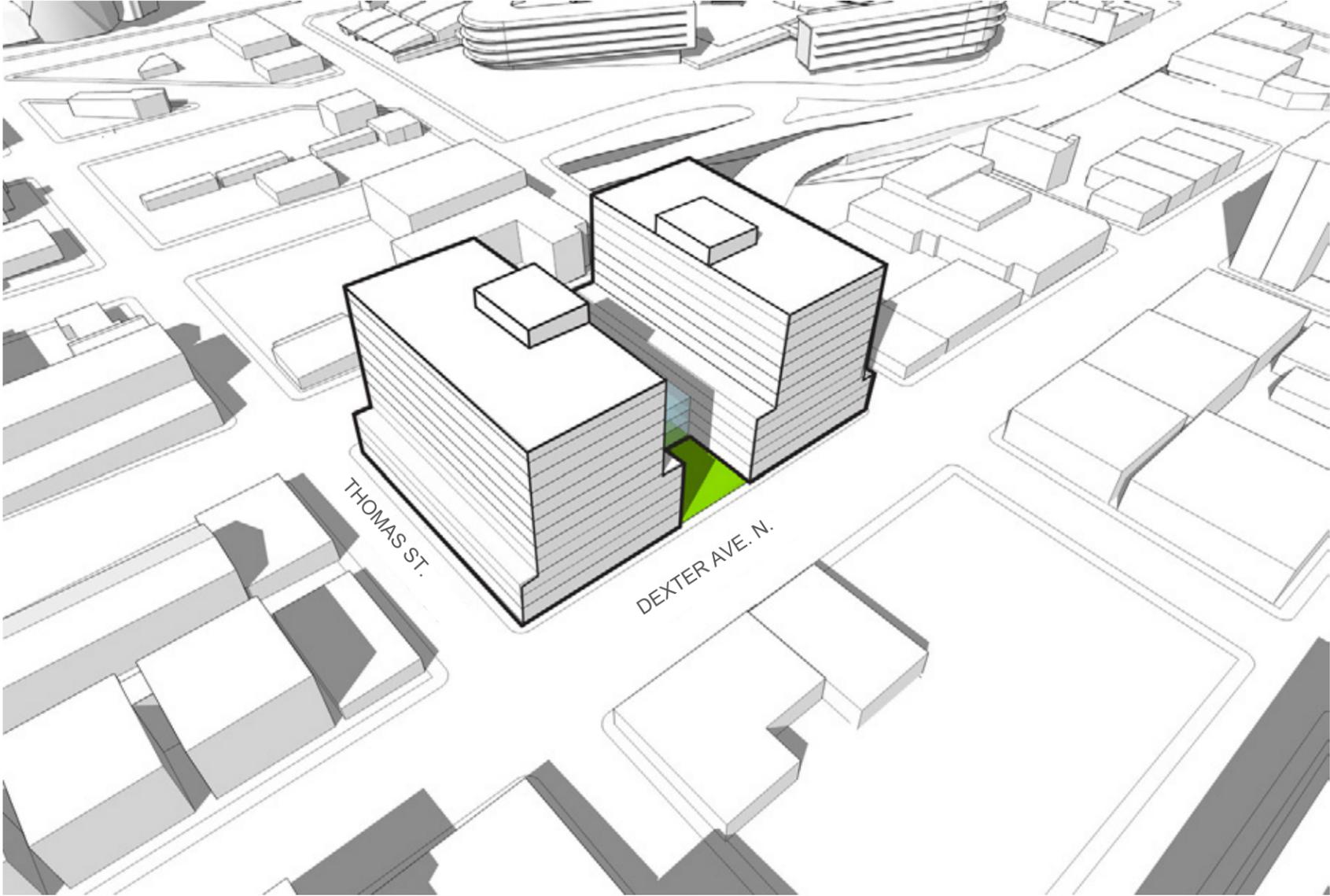
AERIAL VIEW FROM SW CORNER

MASSING OPTIONS

MASSING OPTION C



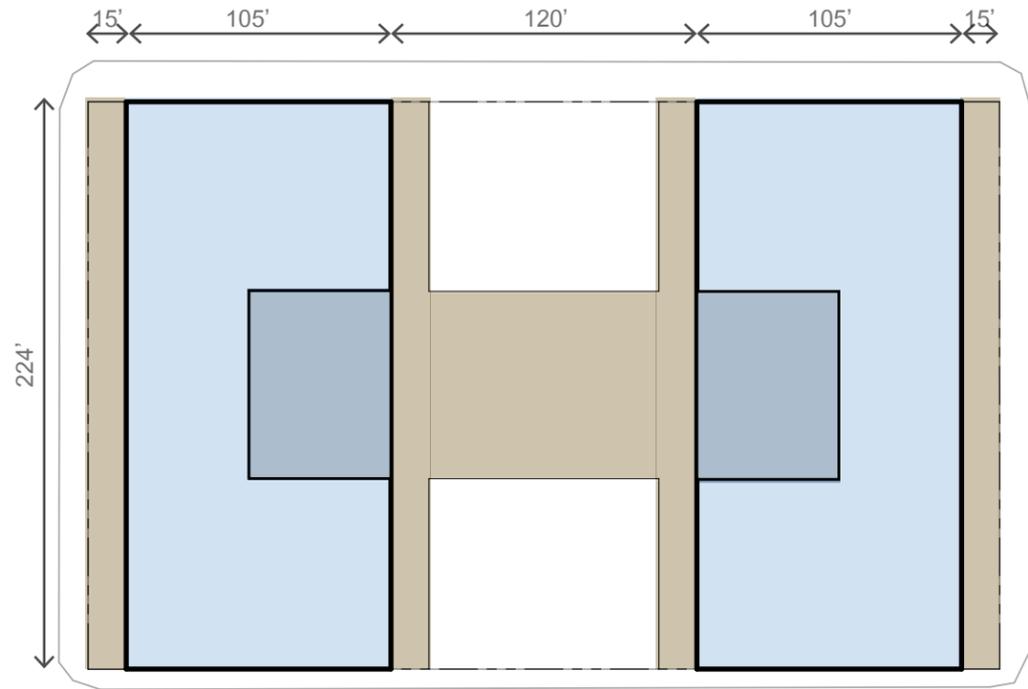
AERIAL SITE PLAN



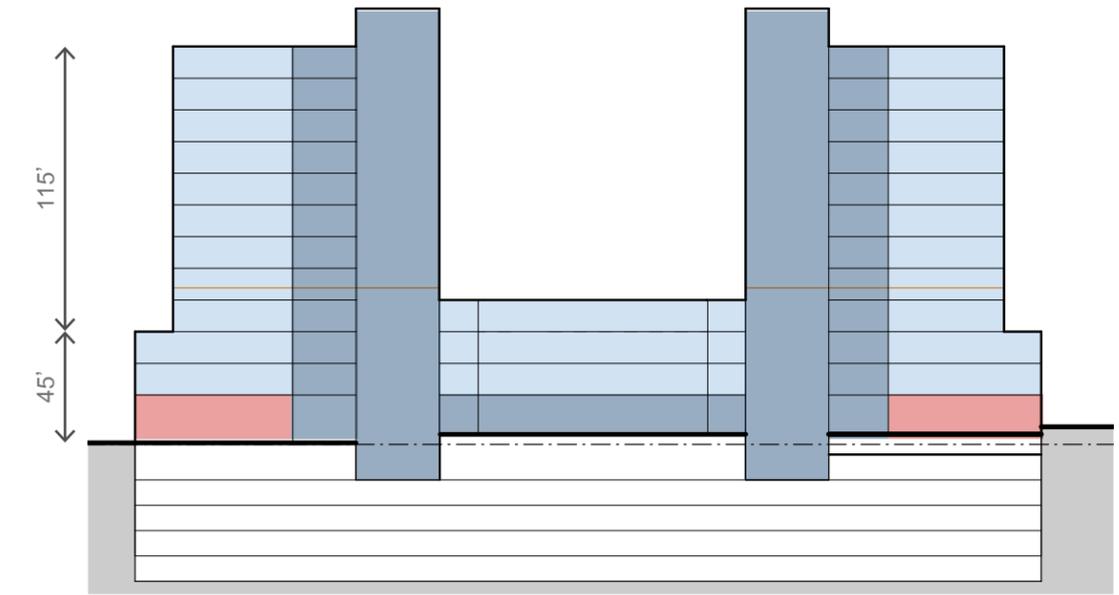
AERIAL VIEW FROM SE CORNER

MASSING OPTIONS

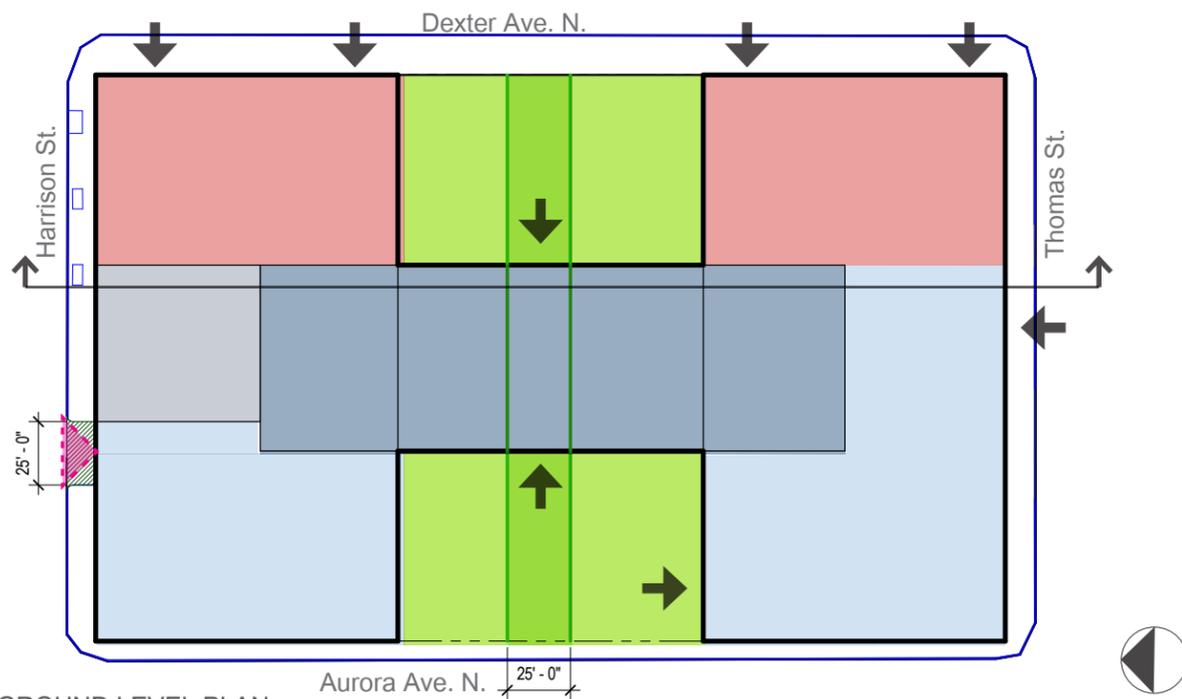
MASSING OPTION C



UPPER LEVEL PLAN



BUILDING SECTION

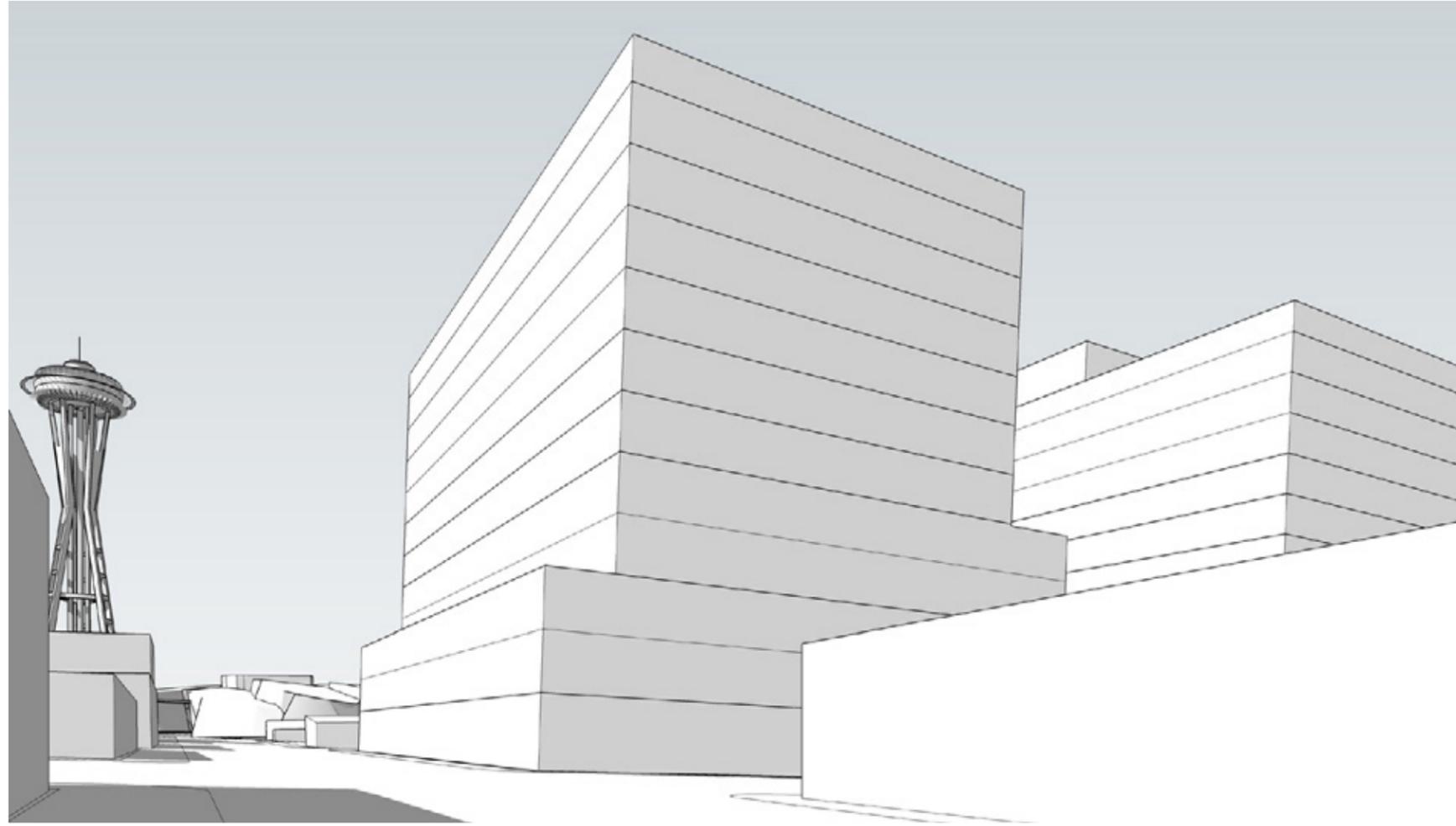


GROUND LEVEL PLAN

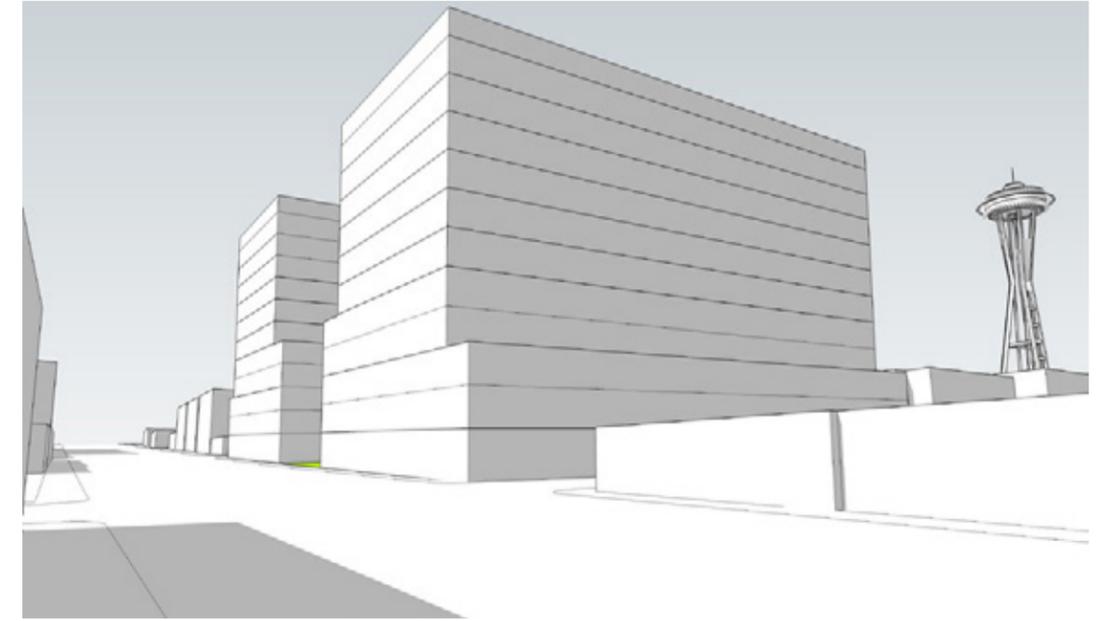
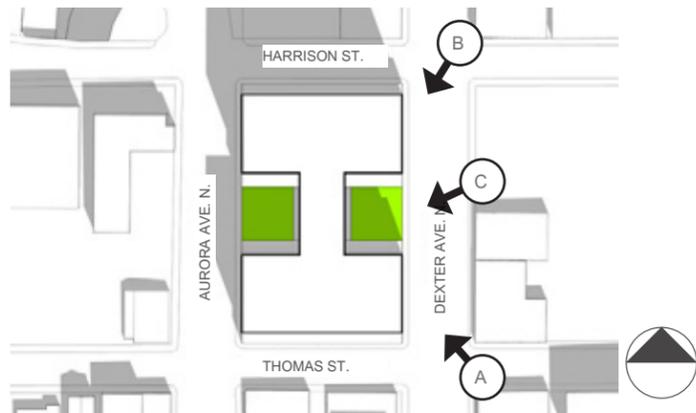
-  BUILDING ENTRY
-  OPEN SPACE
-  REQ. THROUGH-BLOCK
-  PODIUM ROOF BELOW
-  RETAIL
-  OFFICE
-  CORE/CIRCULATION
-  SERVICE/LOADING
-  POTENTIAL CURB CUT

MASSING AND OPTIONS

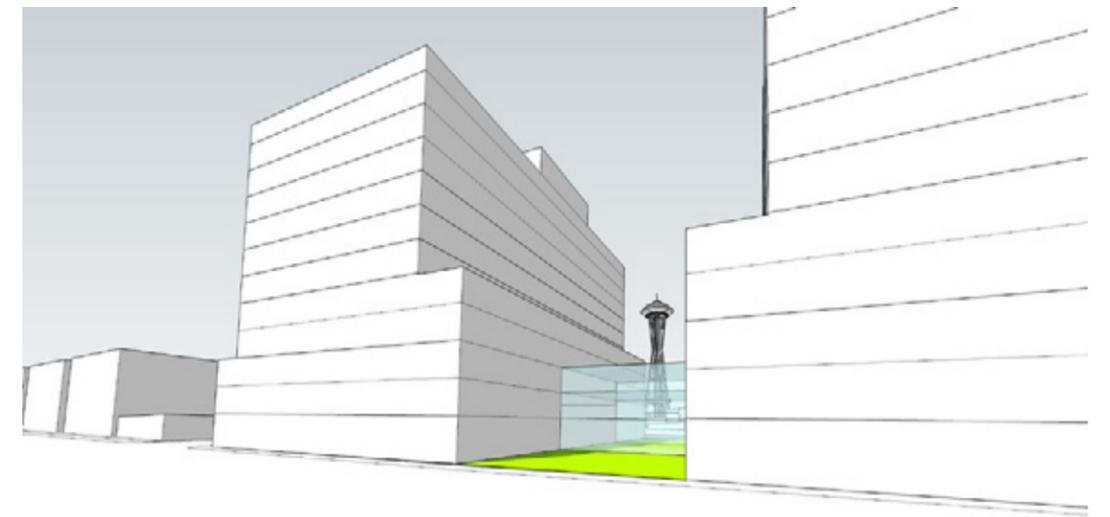
STREET-LEVEL VIEWS OPTION C



A - VIEW FROM SE CORNER

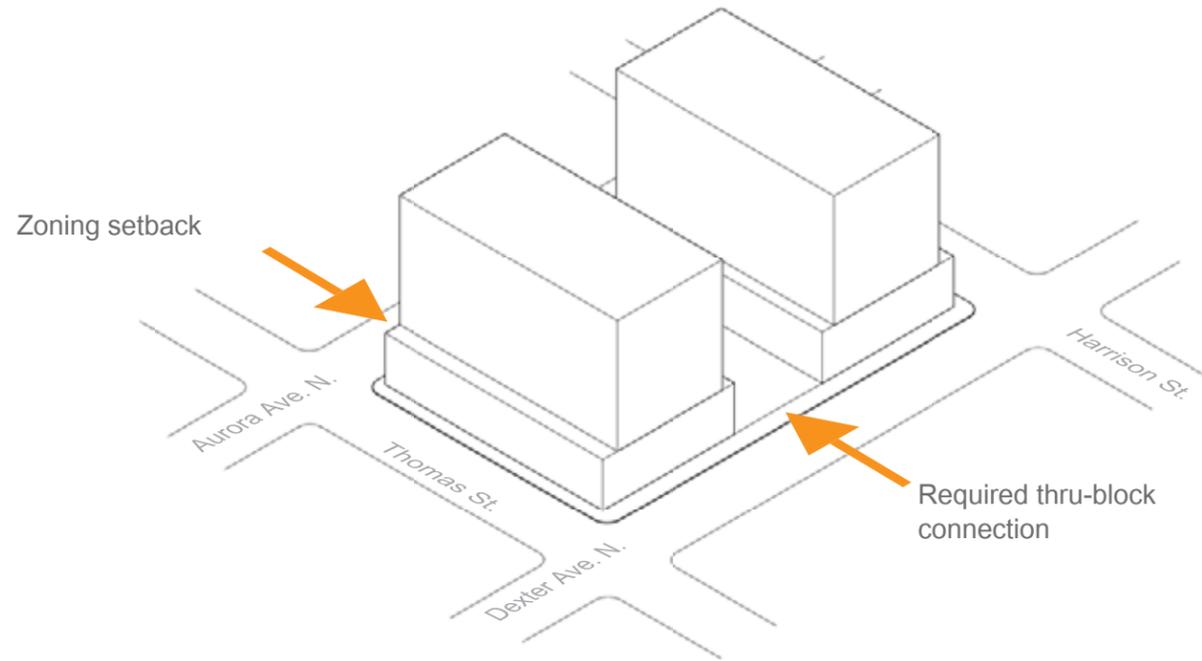


B - VIEW FROM NE CORNER

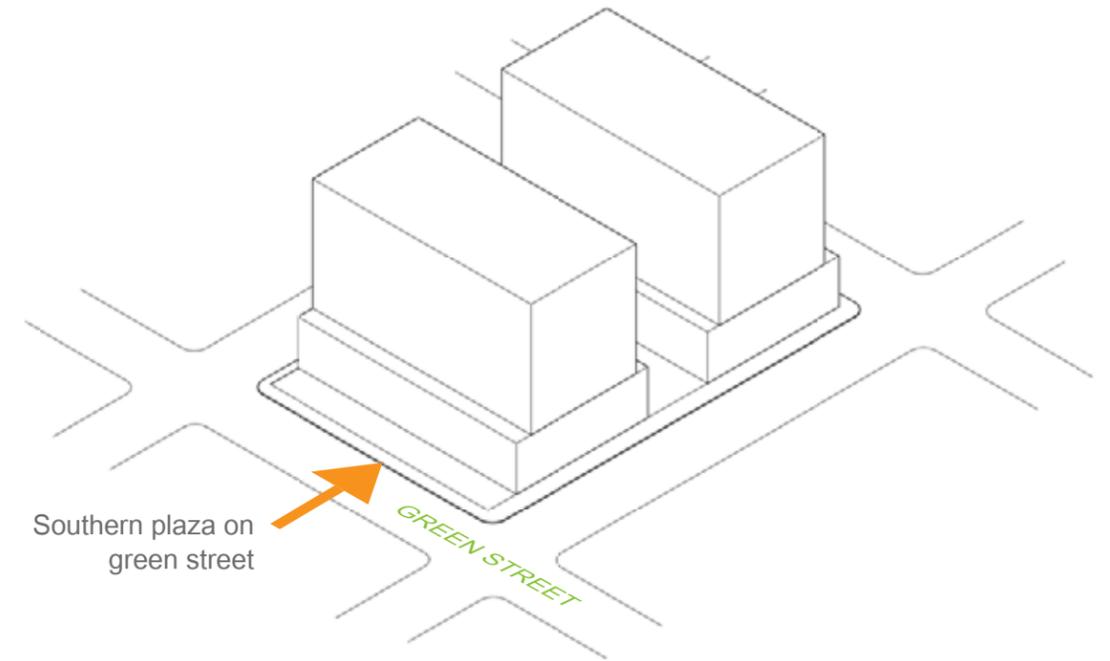


C - VIEW FROM DEXTER LOOKING WEST

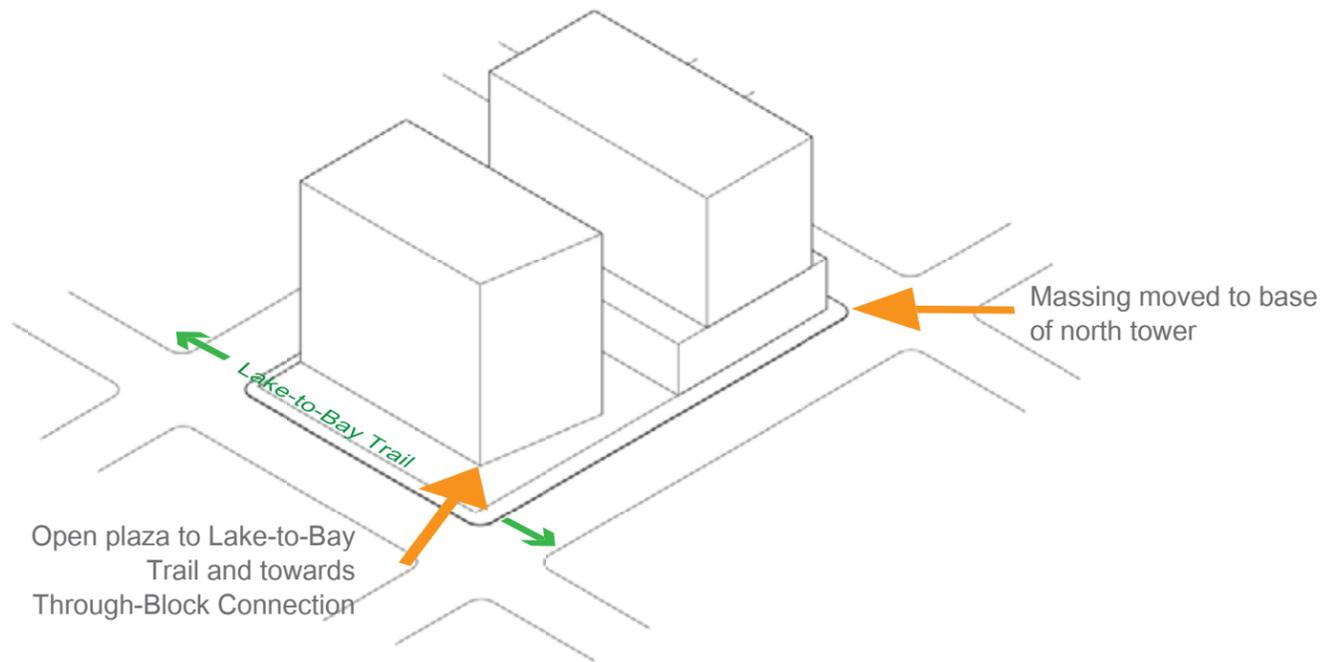
MASSING OPTIONS
MASSING CONCEPT DIAGRAM



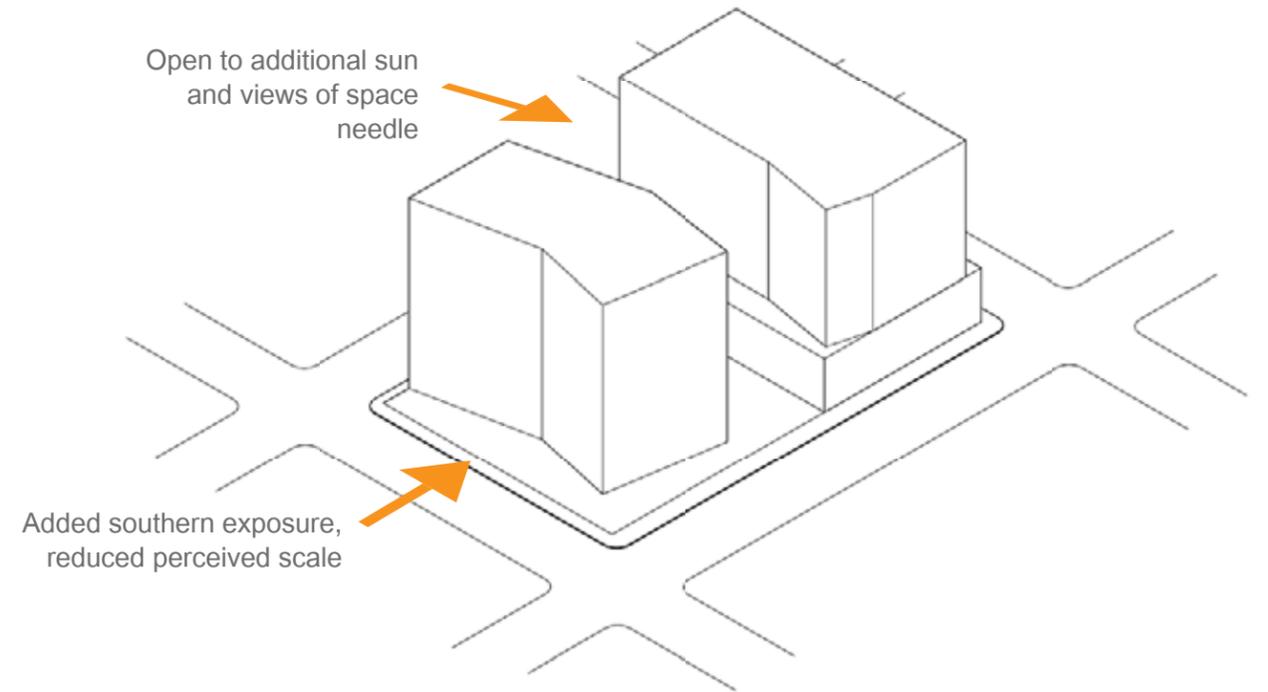
1 - OPTION-C MASSING



2 - EXPANDING OPEN SPACE ALONG THOMAS ST.



3 - OPENING UP THE CORNER ALONG DEXTER AVE.



4 - MASSAGING THE ENVELOPE FOR IMPROVED DAYLIGHTING AND SCALE

MASSING OPTIONS

MASSING OPTION D - PREFERRED

KINKED THROUGH-BLOCK SCHEME

This massing configuration is a variation of the East-West Tower Scheme that introduces additional inflections that allow the open space to engage Dexter Ave. and open up the through-block connection to more daylight. It also pushes the south tower north to open up the ground plane to Thomas St. and creates a more intimate through-block connection.

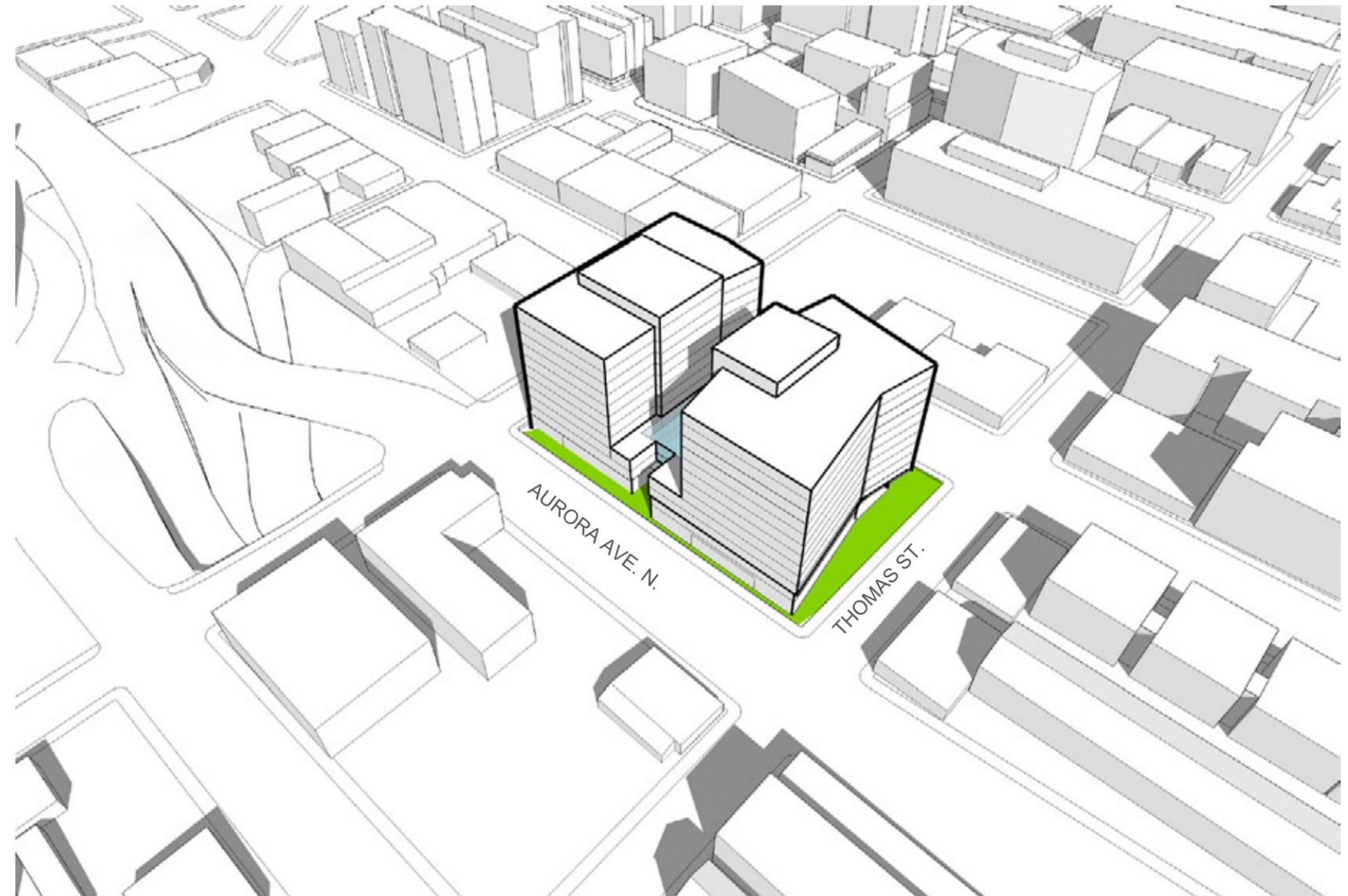
Provides approximately 800 parking spaces (below grade), 15,000 SF of retail, 582,000 SF of office and 18,000 SF of open space (22% of site).

Pros:

- Open Space is distributed throughout the site
- Open Space along Thomas contributes to vitality of Green Street and receives all-day sun
- Creates 'plazas' at both Dexter and Aurora for building entry
- Open Space at the corner of Thomas & Dexter creates an outdoor amenity along the Lake-To-Bay Trail for retail and public seating
- Public Amenity is fronting designated streets.
- Both North and South Buildings are oriented to maximize the potential for daylighting
- Building steps back along the Aurora street frontage to provide enough room for standard sidewalk and street trees. At the NW corner, the massing sets back further to provide comfortable space for the major metro transit stop.
- North and south towers' massing are differentiated, helping to break down the scale of the development on the block
- More than one access point to the site distributes traffic to neighboring streets in a way that minimizes congestion

Cons:

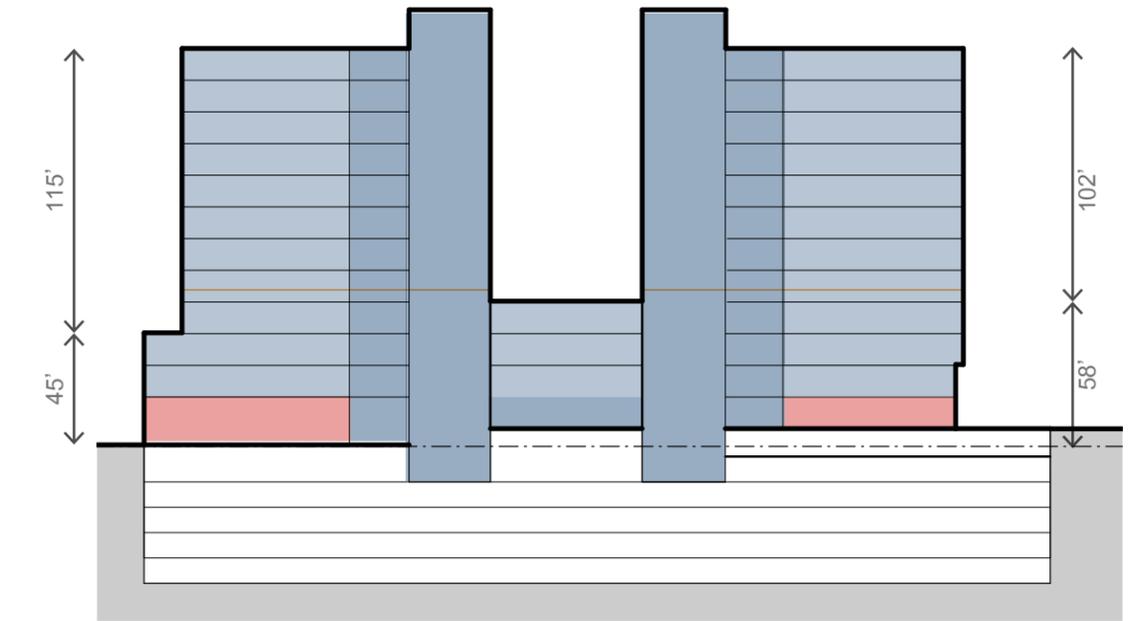
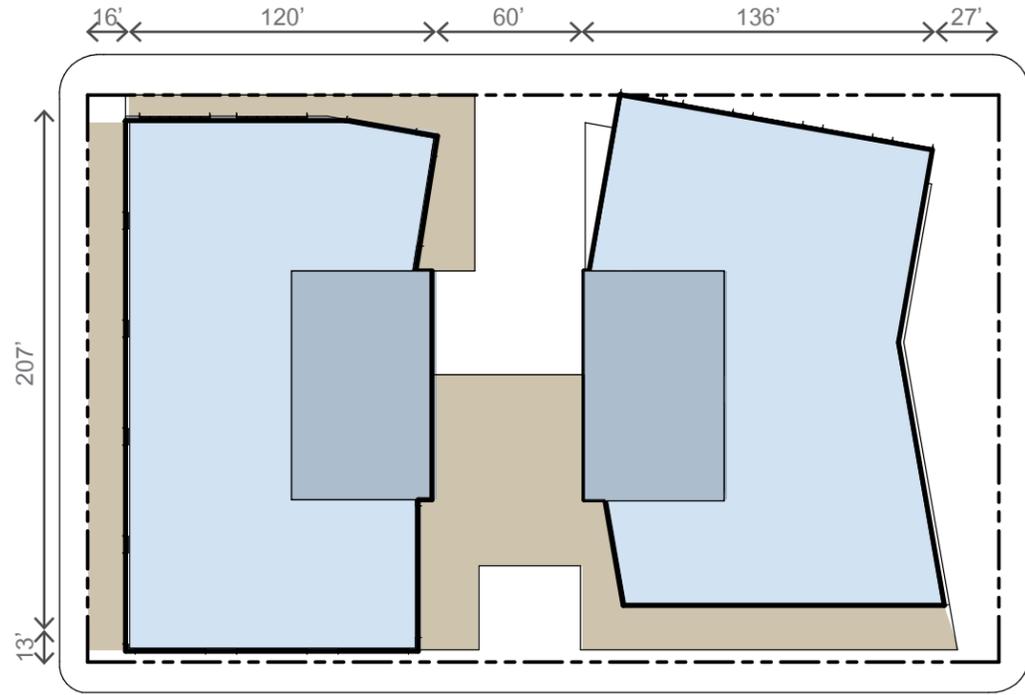
- Will require departures #1, #2, #3 & #4; Refer to section on Potential Departures



AERIAL VIEW FROM SW CORNER

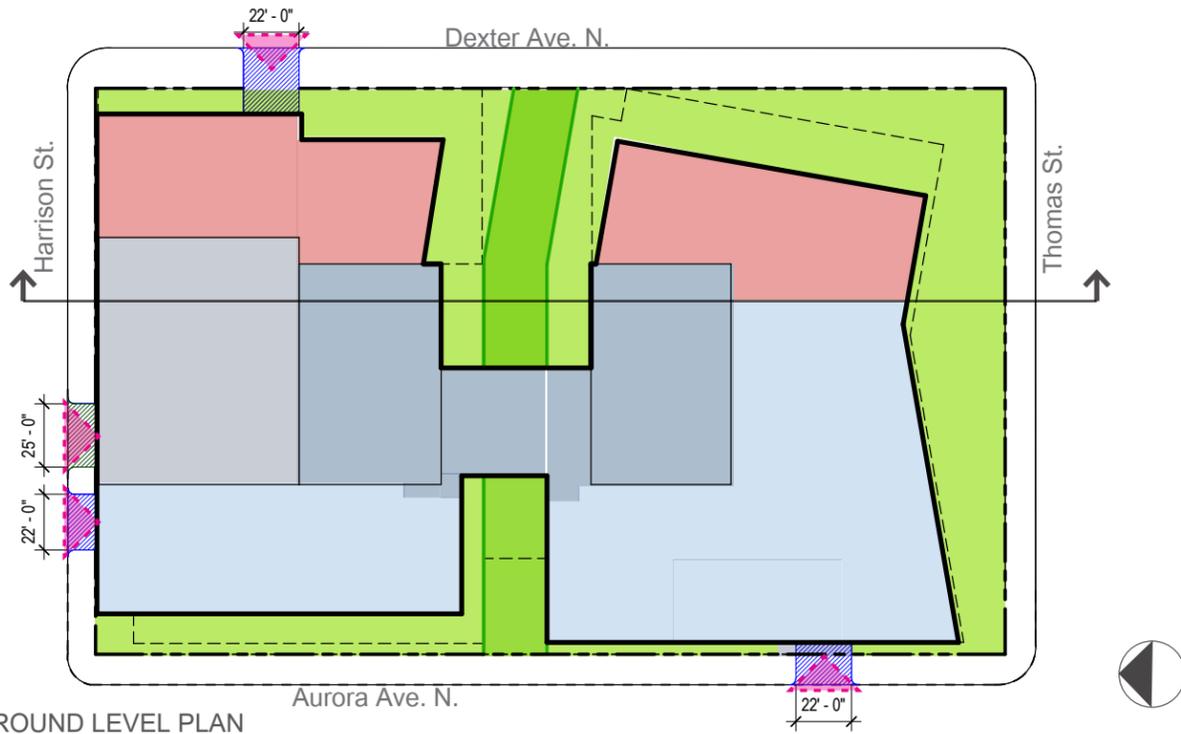
MASSING OPTIONS

MASSING OPTION D - PREFERRED



UPPER LEVEL PLAN

BUILDING SECTION



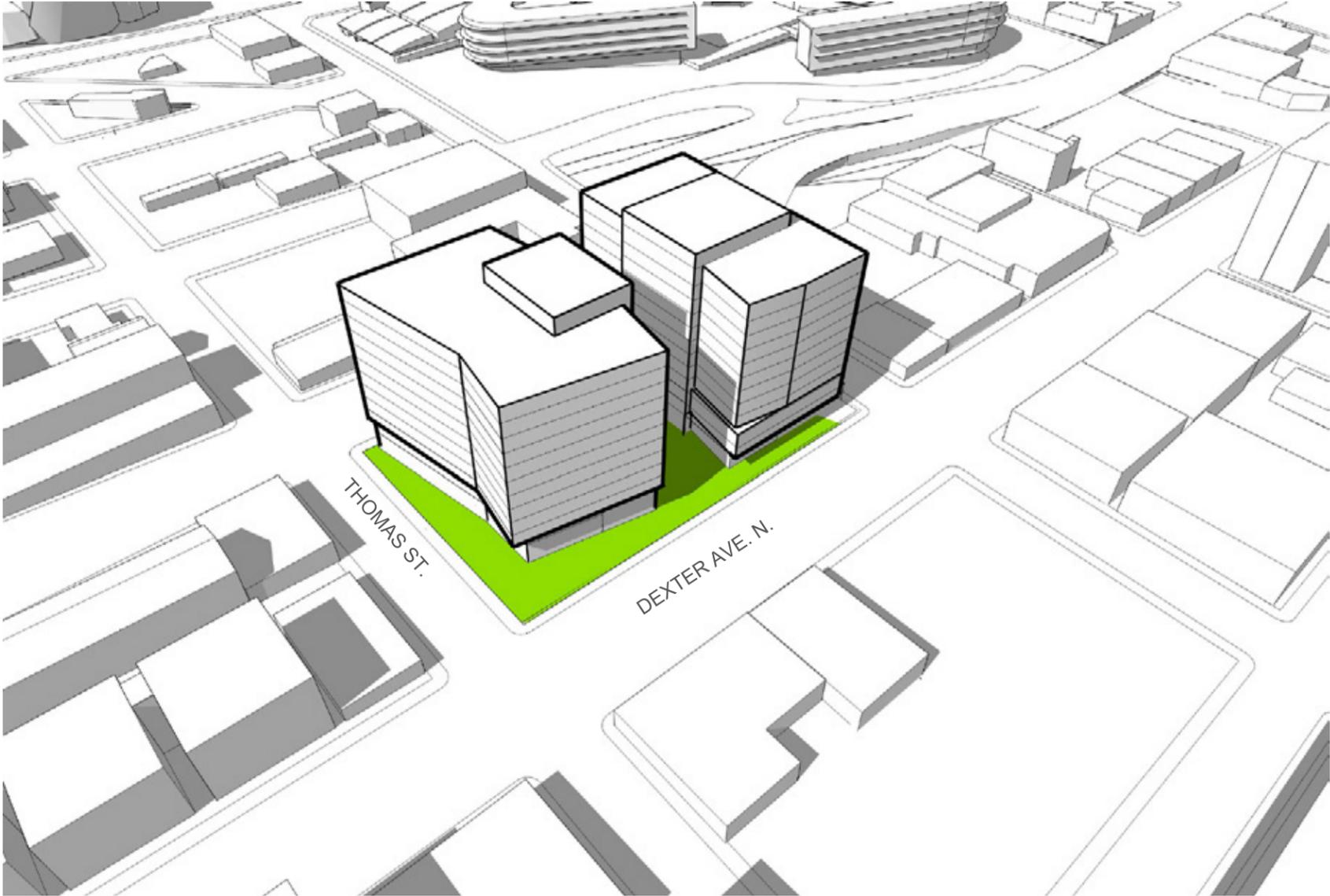
-  BUILDING ENTRY
-  OPEN SPACE
-  REQ. THROUGH-BLOCK
-  PODIUM ROOF BELOW
-  RETAIL
-  OFFICE
-  CORE/CIRCULATION
-  SERVICE/LOADING
-  POTENTIAL CURB CUT

MASSING OPTIONS

MASSING OPTION D - PREFERRED



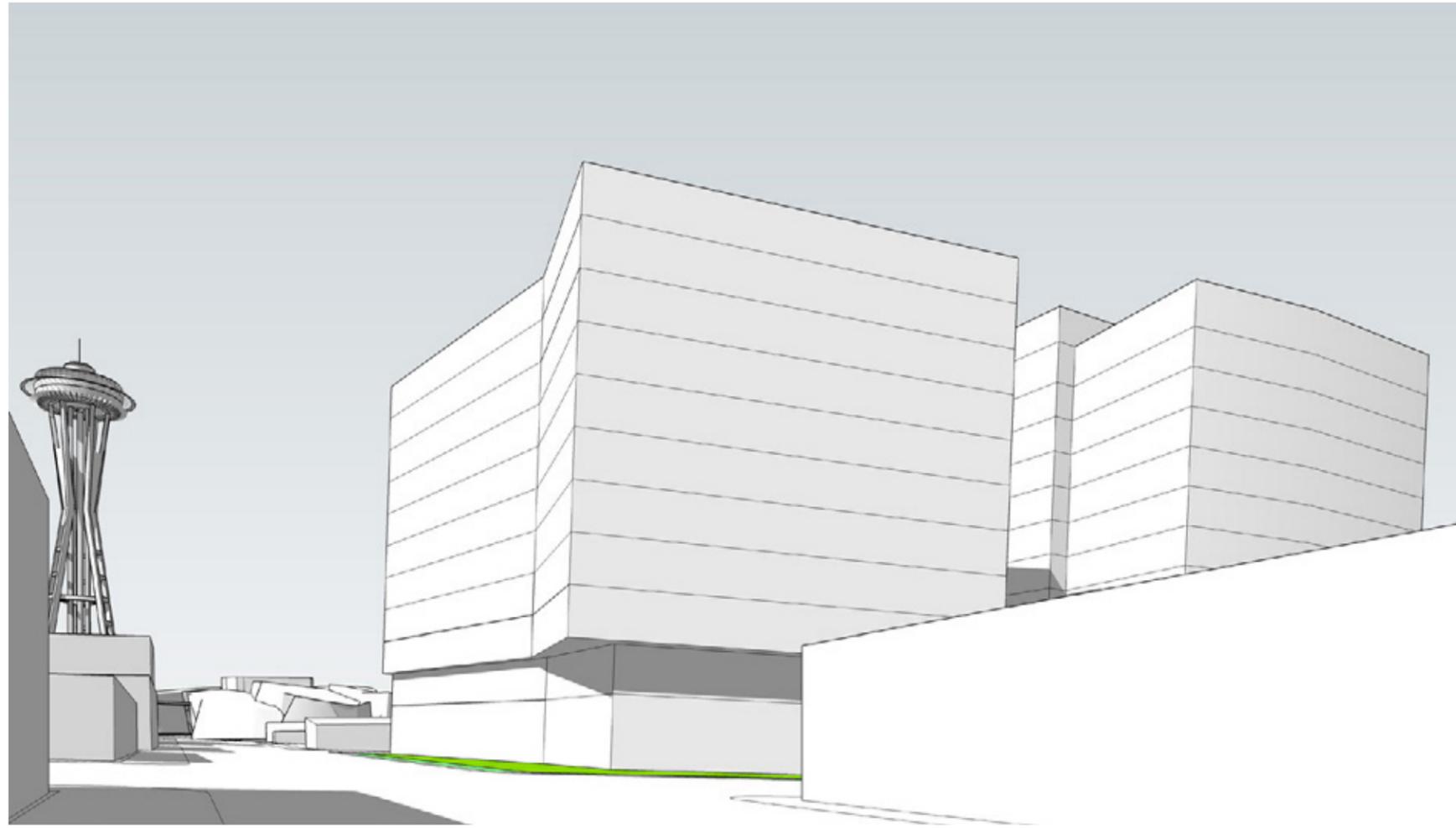
AERIAL SITE PLAN



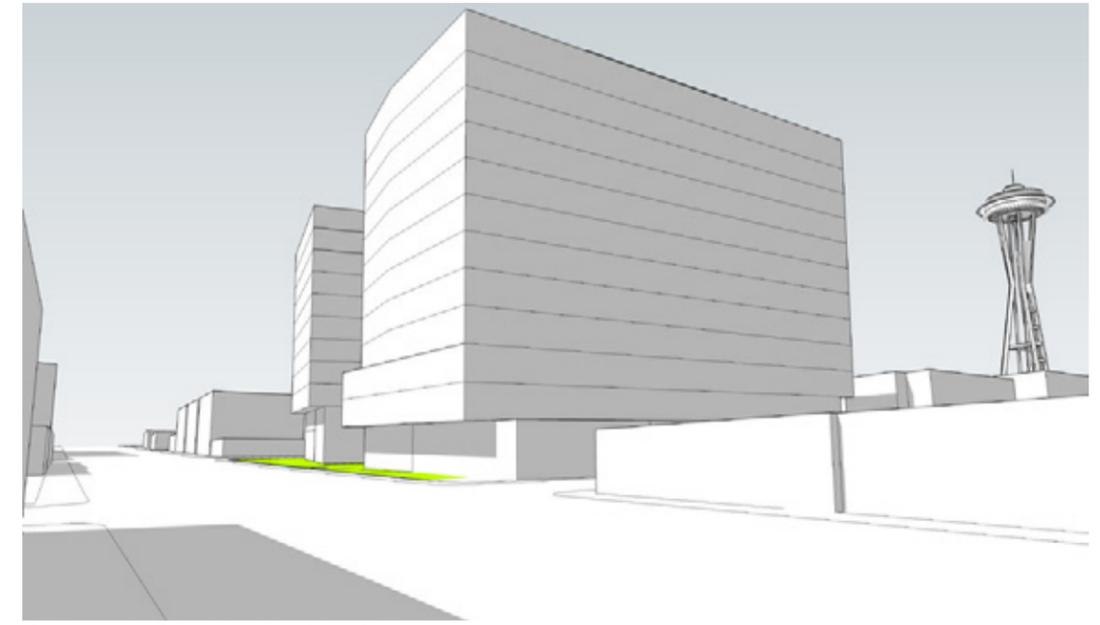
AERIAL VIEW FROM SE CORNER

MASSING AND OPTIONS

STREET-LEVEL VIEWS OPTION D - PREFERRED



A - VIEW FROM SE CORNER



B - VIEW FROM NE CORNER



C - VIEW FROM DEXTER LOOKING WEST



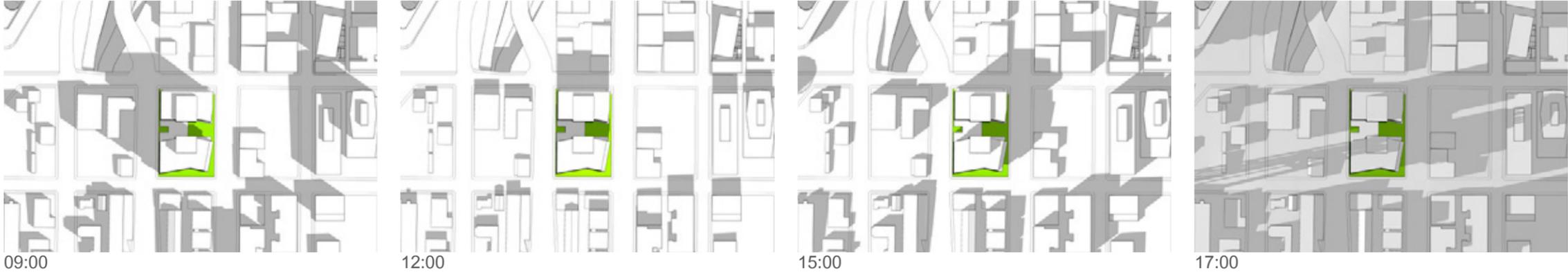
MASSING AND OPTIONS

SOLAR ANALYSIS OPTION D - PREFERRED

VERNAL EQUINOX - MARCH/SEPT. 21

SUNRISE: 7:11AM

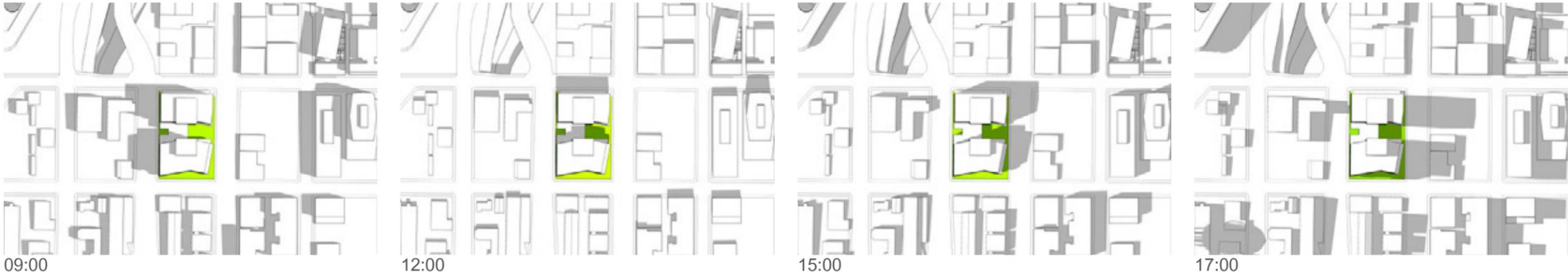
SUNSET: 7:23PM



SUMMER SOLSTICE - JUNE. 21

SUNRISE: 5:12AM

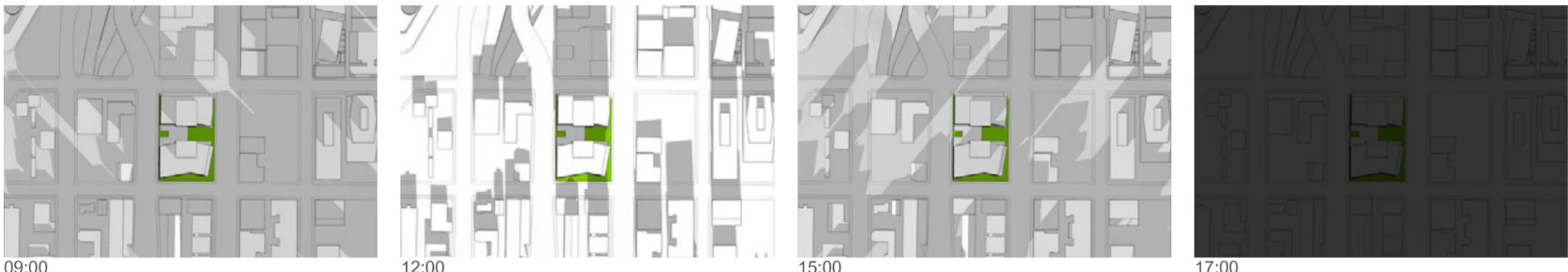
SUNSET: 9:11PM



WINTER SOLSTICE - JUNE. 21

SUNRISE: 7:55AM

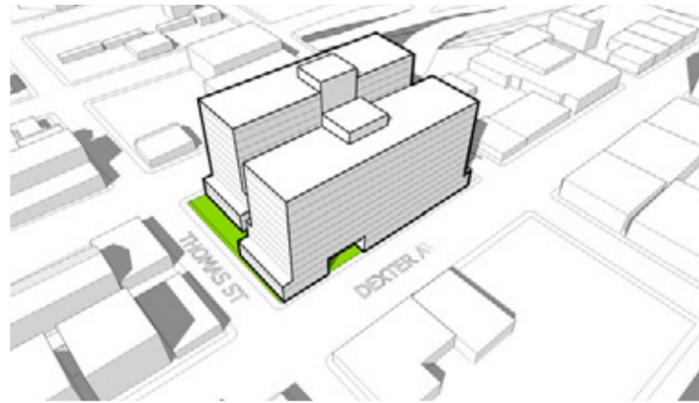
SUNSET: 4:20PM



MASSING AND OPTIONS

MASSING ALTERNATIVE SUMMARY

OPTION A



Pros:

- Narrow floor plates create well daylit spaces
- Open space along Thomas contributes to vitality of Green Street
- Open space is oriented towards views of Space Needle, Puget Sound and Olympics
- More than one access point to the site distributes traffic to neighboring streets in a way that minimizes congestion

Cons:

- Shallow floor plate depth does not provide tenants with the flexibility and desired space plan
- Creates a superblock street frontage along Dexter and Aurora
- Through-block connection does not meet intent of the zoning code
- Loading and Parking is challenged by location of open space
- Will require departures #2, #3 & #4; Refer to section on Potential Departures

OPTION B



Pros:

- Focuses open space to the west, allows for afternoon sun
- Open space along Thomas contributes to vitality of Green Street
- South Tower and open space is oriented towards views of Space Needle, Puget Sound and Olympics
- Floor plate depth allows for flexibility and desired space plan
- More than one access point to the site distributes traffic to neighboring streets in a way that minimizes congestion

Cons:

- Open space along Aurora is noisy and oriented towards traffic
- South building orientation is susceptible to western glare and heat gain
- Public open space not fronting a designated pedestrian street
- Will require departures #2, #3 & #4; Refer to section on Potential Departures

OPTION C



Pros:

- Focuses open space along through-block
- Creates 'plazas' at both Dexter and Aurora for lobby entry
- Conventional Floor Plates
- Code compliant

Cons:

- Open space does not contribute to the vitality of Green Street.
- Open space is shaded most of the day
- Boxy undifferentiated massing
- Code compliant curb cut does not provide sufficient access to the site and creates potential traffic congestion at single access point.

OPTION D - PREFERRED



Pros:

- Open Space is distributed throughout the site
- Open Space along Thomas contributes to vitality of Green Street and receives all-day sun
- Creates 'plazas' at both Dexter and Aurora for building entry
- Open Space at the corner of Thomas & Dexter creates an outdoor amenity along the Lake-To-Bay Trail for retail and public seating
- Public Amenity is fronting designated streets.
- Both North and South Buildings are oriented to maximize the potential for daylighting
- Building steps back along the Aurora street frontage to provide enough room for standard sidewalk and street trees. At the NW corner, the massing sets back further to provide comfortable space for the major metro transit stop.
- North and south towers' massing are differentiated, helping to break down the scale of the development on the block
- More than one access point to the site distributes traffic to neighboring streets in a way that minimizes congestion

Cons:

- Will require departures #1, #2, #3 & #4; Refer to section on Potential Departures

POTENTIAL DEPARTURES

MATRIX OF DEPARTURES

| | ZONING CODE REFERENCE | REQUIREMENT | DEPARTURE | RATIONALE |
|----|---|---|--|--|
| 1. | 23.48.014.A.1 General Façade Requirements | Primary pedestrian entrance: Each new structure facing a street is required to provide a primary building entrance for pedestrians from the street or a street-oriented courtyard that is no more than 3 feet above or below the sidewalk grade | The North Building' primary office tenant entrance is located off of a street-oriented courtyard facing Dexter Ave. approximately 5' to 6' above adjacent sidewalk grade. | In order to promote an active pedestrian zone at the Dexter Avenue through-block connection, the project proposes to locate both the North and South building Lobbies along Dexter Avenue, accessible via a Dexter Avenue courtyard at a shared elevation of Elev +85'. As the sidewalk slopes down towards Harrison (there is an approximate 10' change in elevation between Thomas St. and Harrison St.), the courtyard space in front of the North Bldg Lobby Entry will be accessible from the sidewalk via a series of ramps and stairs, creating opportunities for 'outlooks' and 'overlooks' in keeping with the SLU Design Guideline CS2 Urban Pattern and Form. Retail entries along Dexter remain at existing grade level and will not require a departure.. |
| 2. | 23.54.035.A.1 Loading Berth Requirements and Space Standards | Quantity of Loading Spaces: • The minimum number of off-street loading berths required for specific uses shall be set forth in Table A. (See Table A for Section 23.54.035.) • Low Demand 600,000 SF = 6 Required Loading Berths | Instead of 6 loading berths this project proposes 5 total berths. | Heffron Transportation, Inc. has run an in depth study of existing loading dock use within buildings of similar use in or near the downtown core, including The Seattle Municipal Tower, Russell Investments, and an Amazon.com building in South Lake Union, and by applying the average truck rate from this study to this project's proposed square footage, has determined that 5 loading berths will be sufficient for this project's loading demand. By decreasing the number of loading berths from 6 to 5, the project is able to maximize the retail area on the NE corner of the site, provide a ground level setback along Dexter that widens the public right of way and create a setback along Aurora Ave. for the transit stop. |
| 3. | 23.54.035.A.2 Loading Berth Requirements and Space Standards | Each loading berth for low and medium demand uses... shall be a minimum of thirty five feet in length. Exceptions to Loading Berth Length: Where the Director finds, after consulting with the property user, that site design and use of the property will not result in vehicles extending beyond the property line, loading berth lengths may be reduced to not less than the following: • Low- and Medium-demand Uses. Twenty-five (25) feet. | Instead of 6 loading berths at 35' in length, the project proposes 4 loading berths at 25' in length and one loading berth at 35' in length. | The above-mentioned loading dock analysis by Heffron Transportation, Inc. has determined that over 80% of the trucks predicted to visit this site will be less than 25 feet in length. Due to the Retail component of the project, one berth at 35 feet in length has been advised. By decreasing the length of (4) loading berths to 25 feet, the project is able to minimize the overall size of the loading dock and give more area to retail and to widening the public right of way on the corner of Dexter and Harrison. |
| 4. | 23.54.035.E Curb cut width and number | Permitted access shall be limited to one two-way curbcut. In the event the site is too small to permit one two-way curbcut, two one-way curbcuts shall be permitted. | This project proposes three curb cuts: two curb cuts for below-grade parking egress/ ingress and one curb cut for loading access. Pending a Director's decision on the location of the primary access point to the site, the second access point into below-grade parking is proposed to either be located on Harrison Street, Aurora Avenue or Dexter Avenue. | The current King5 building utilizes 4 curb cuts. Due to the nature of this full-block development, this project proposes 3 access points to the site in order to ensure successful accessibility for the building tenants and retail customers: one 22' two-way curb cut for primary parking entry and discharge, one 22' curb cut for secondary parking entry and discharge, and one 25' curb cut for loading dock access. By providing more than one parking entry and discharge, the project aims to distribute traffic to neighboring streets in a way that minimizes congestion and meets the intent of Seattle design guideline PL4 'Active Transportation' to 'provide safe and convenient access points for all modes of travel.' The location of the preferred parking access point to the site is currently under review by DPD and is pending a Director's decision. The second parking access location is dependent on several factors, including the preferred location for the primary access point and whether a potential curb cut on Aurora Avenue will be granted. |

POTENTIAL DEPARTURES

DEPARTURE RATIONALES

DEPARTURE #1

23.48.014.A.1 GENERAL FAÇADE REQUIREMENTS

Primary pedestrian entrance:

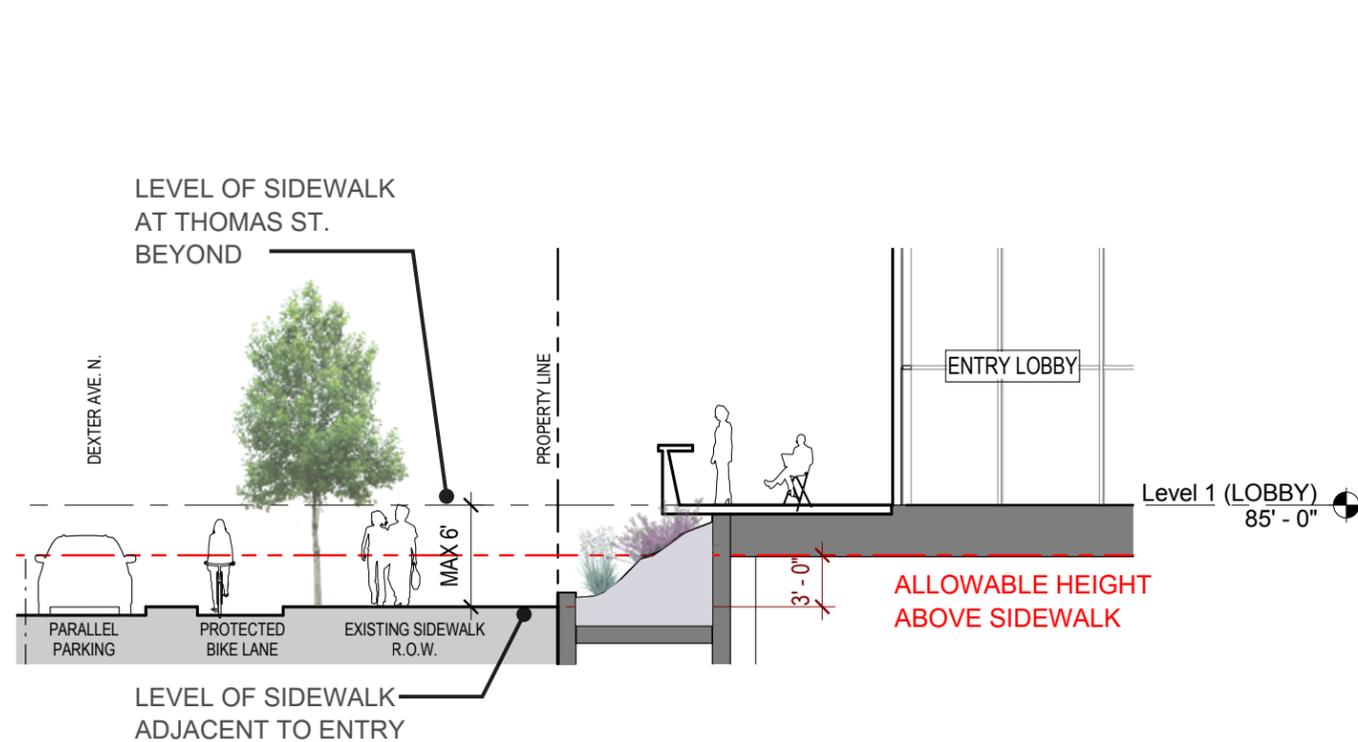
Each new structure facing a street is required to provide a primary building entrance for pedestrians from the street or a street-oriented courtyard that is no more than 3 feet above or below the sidewalk grade

Potential Departure

The North Building' primary office tenant entrance is located off of a street-oriented courtyard facing Dexter Ave. approximately 5' to 6' above adjacent sidewalk grade.

Rationale

In order to promote an active pedestrian zone at the Dexter Avenue through-block connection, the project proposes to locate both the North and South building Lobbies along Dexter Avenue, accessible via a Dexter Avenue courtyard at a shared elevation of Elev +85'. As the sidewalk slopes down towards Harrison (there is an approximate 10' change in elevation between Thomas St and Harrison St.), the courtyard space in front of the North Bldg Lobby Entry will be accessible from the sidewalk via a series of ramps and stairs, creating opportunities for 'outlooks' and 'overlooks' in keeping with the SLU Design Guideline CS2 Urban Pattern and Form. Retail entries along Dexter remain at existing grade level and will not require a departure.



DEPARTURE #2 & #3

23.54.035.A.1 Quantity of Loading Spaces:

- Low Demand 600,000 SF = 6 Required Loading Berths

23.54.035.A.2 Exceptions to Loading Berth Length.

Where the Director finds, after consulting with the property user, that site design and use of the property will not result in vehicles extending beyond the property line, loading berth lengths may be reduced to not less than the following:

- Low- and Medium-demand Uses. Twenty-five (25) feet.

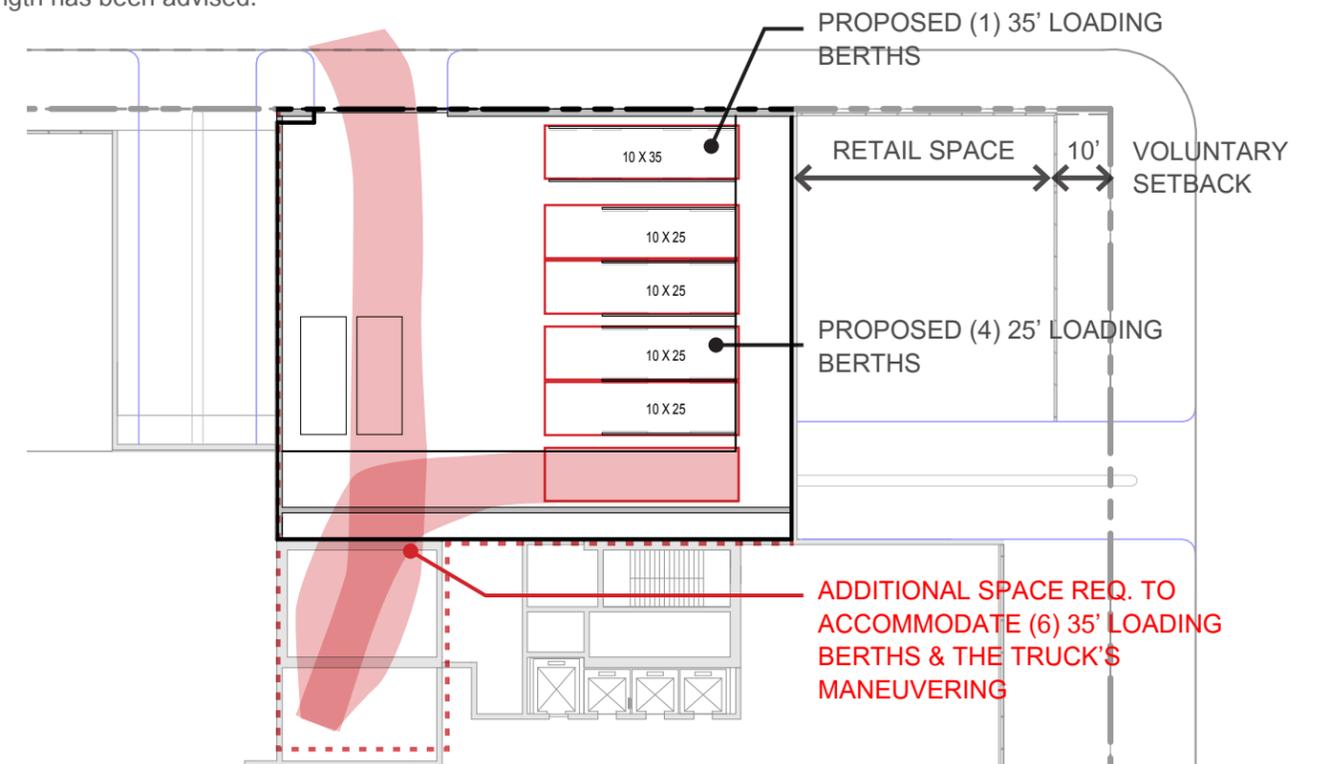
Potential Departure

Instead of (6) loading berths, provide (5) Loading berths.

Instead of (6) 35' loading berths, provide (4) 25' loading berths and (1) 35' loading berth.

Rationale

The loading dock analysis by Heffron Transportation, Inc. has determined that 5 loading berths will be sufficient for this project's loading demand. By decreasing the number of loading berths from 6 to 5, the project is able to maximize the retail area on the NE corner of the site, provide a ground level setback along Dexter that widens the public right of way and create a setback along Aurora Ave. for the transit stop. It has also determined that over 80% of the trucks predicted to visit this site will be less than 25 feet in length. Due to the Retail component of the project, one berth at 35 feet in length has been advised.



POTENTIAL DEPARTURES

DEPARTURE RATIONALES

DEPARTURE #4

23.54.035.E CURB CUT WIDTH AND NUMBER

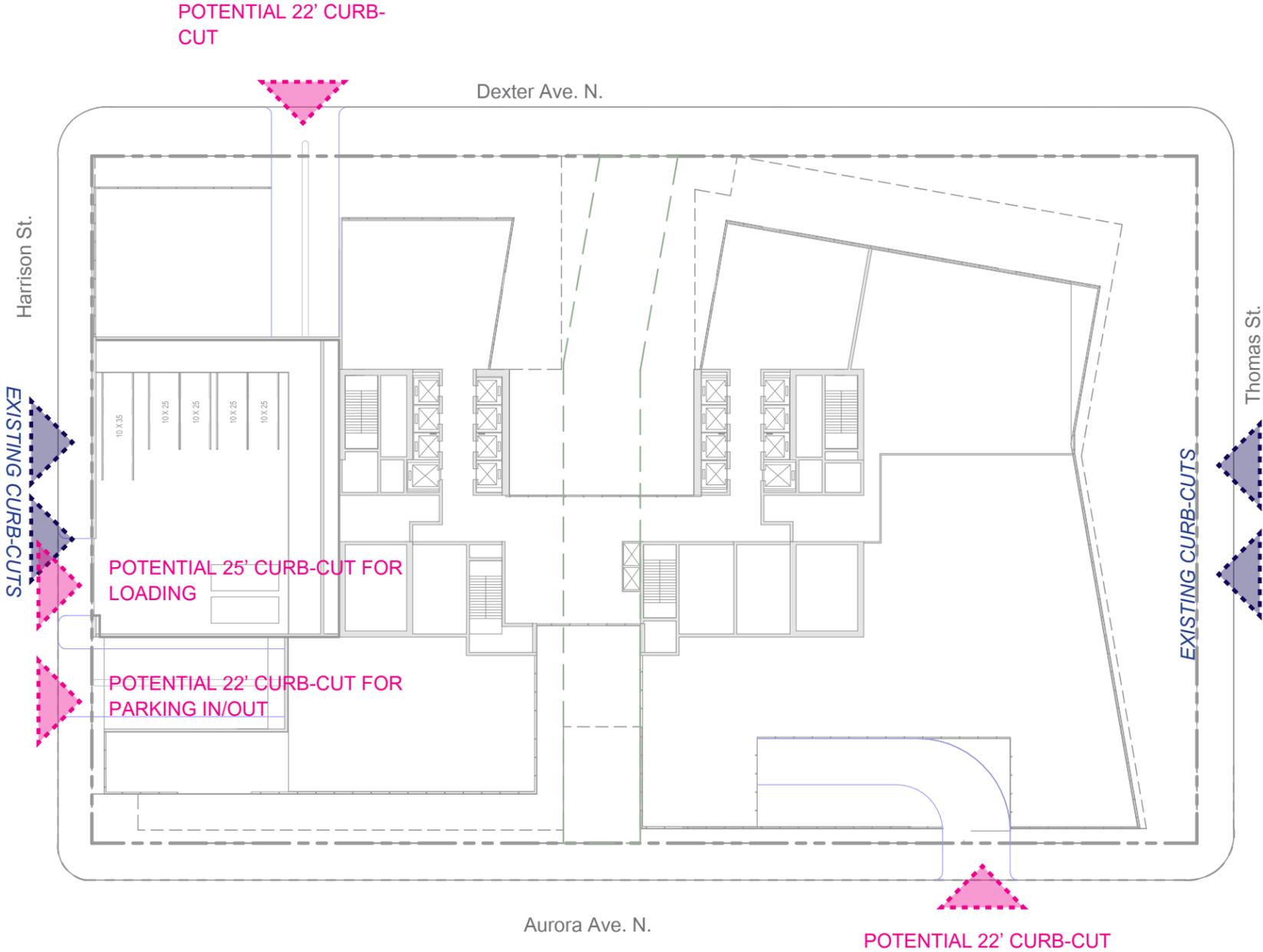
Permitted access shall be limited to one two-way curbcut. In the event the site is too small to permit one two-way curbcut, two one-way curbcuts shall be permitted.

Potential Departure

This project proposes three curb cuts: two curb cuts for below-grade parking egress/ ingress and one curb cut for loading access. Pending a Director's decision on the location of the primary access point to the site, the second access point into below-grade parking is proposed to either be located on Harrison Street, Aurora Avenue or Dexter Avenue.

Rationale

The current King5 building utilizes 4 curb cuts. Due to the nature of this full-block development, this project proposes 3 access points to the site in order to ensure successful accessibility for the building tenants and retail customers: one 22' two-way curb cut for primary parking entry and discharge, one 22' curb cut for secondary parking entry and discharge, and one 25' curb cut for loading dock access. By providing more than one parking entry and discharge, the project aims to distribute traffic to neighboring streets in a way that minimizes congestion and meets the intent of Seattle design guideline PL4 'Active Transportation' to 'provide safe and convenient access points for all modes of travel.' The location of the preferred parking access point to the site is currently under review by DPD and is pending a Director's decision. The second parking access location is dependent on several factors, including the preferred location for the primary access point and whether a potential curb cut on Aurora Avenue will be granted.

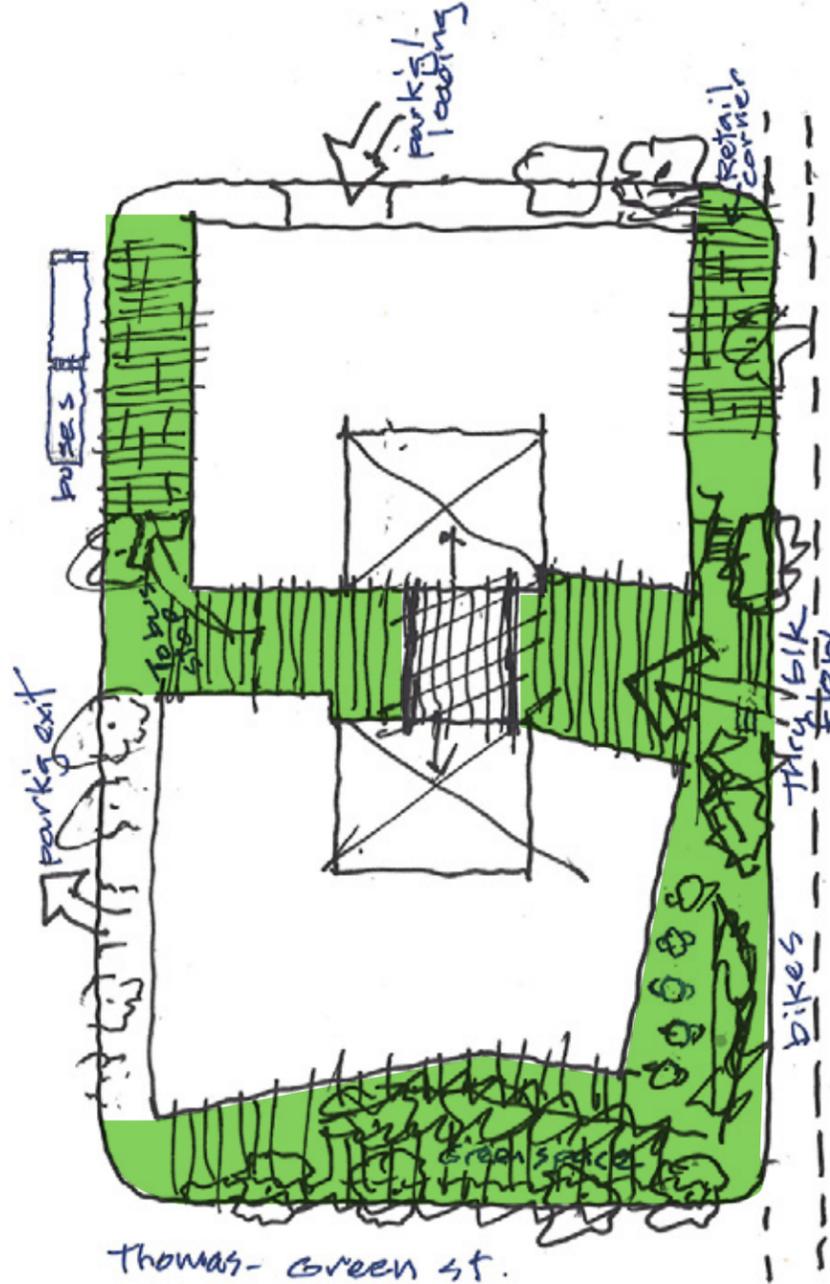


SITE DEVELOPMENT

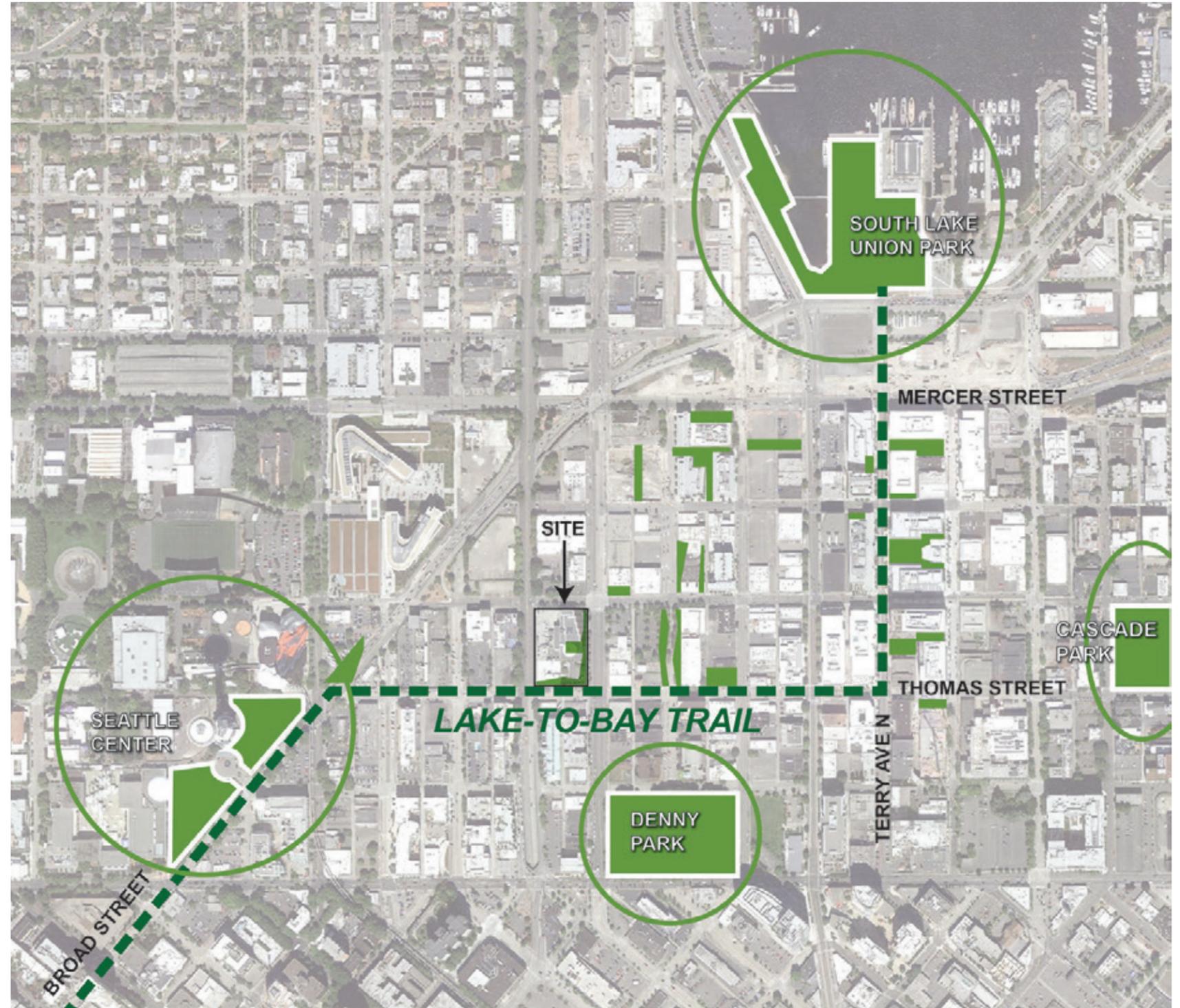
SITE DESIGN CONCEPT

KINKED THROUGH-BLOCK SCHEME

The allocation of open space for this project focuses attention toward the designated 'Green Street', strengthening the network of open spaces along the 'Lake-to-Bay Trail' while providing a more intimate through-block connection that allows pedestrians a partially protected path to the future Aurora bus stop through a public 'Galleria' space at the center of the block.



Site Concept Sketch

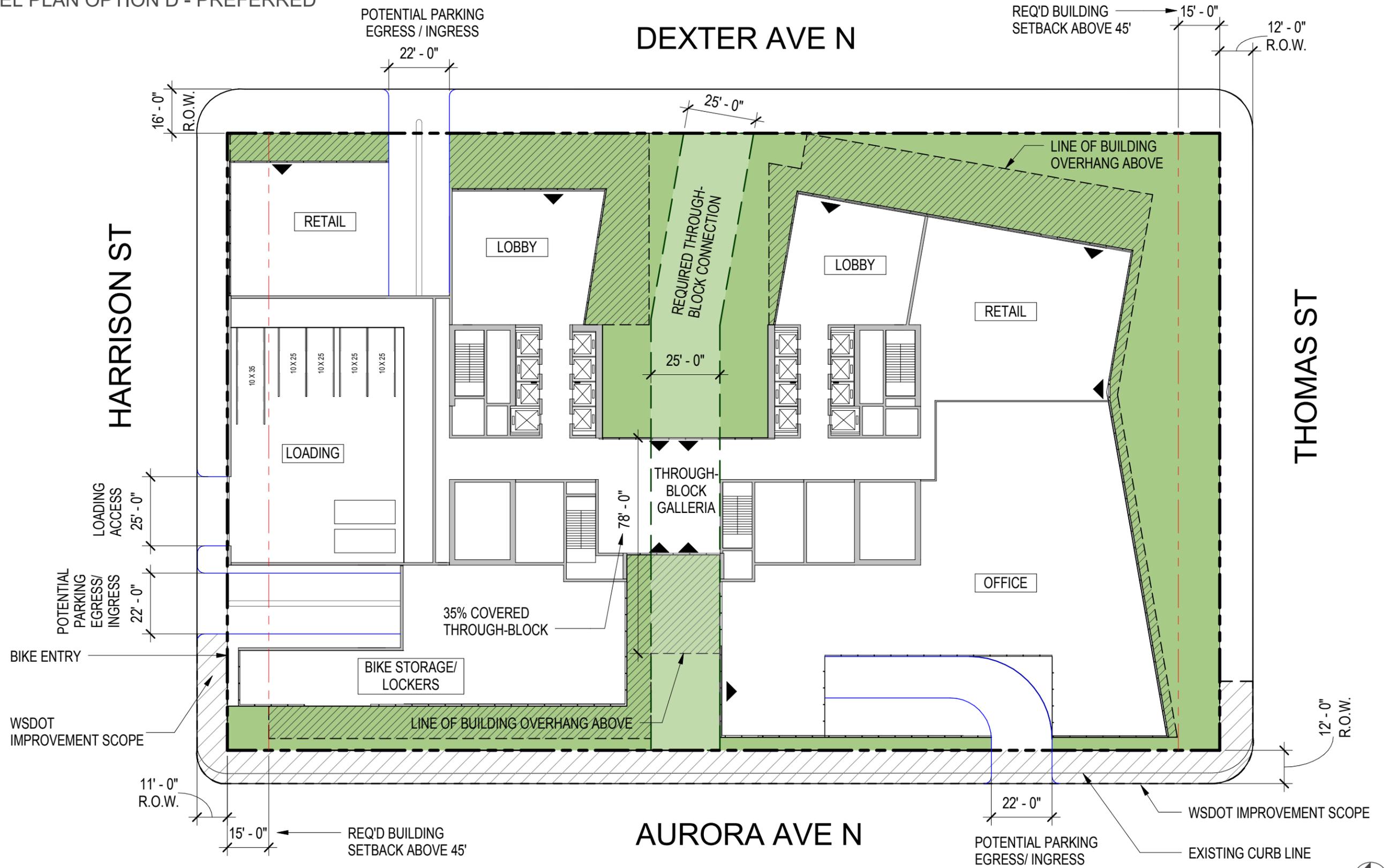


South Lake Union Open Space Network

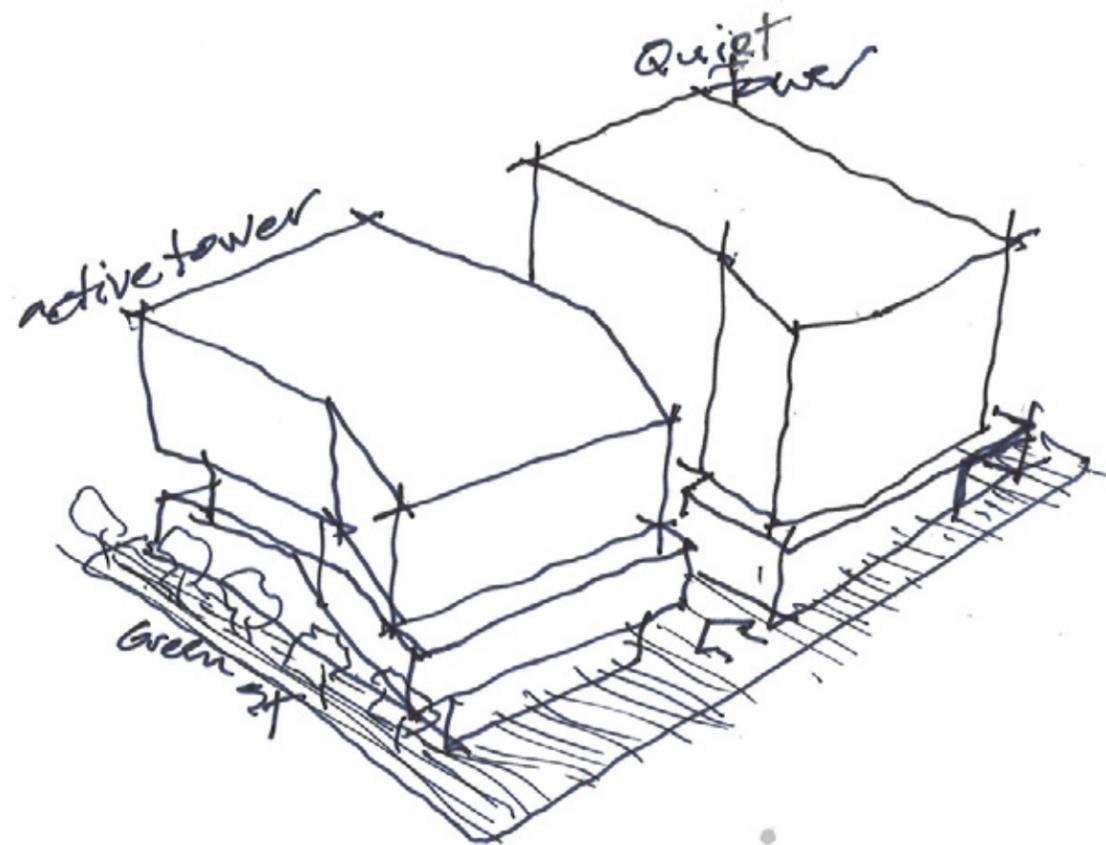


SITE DEVELOPMENT

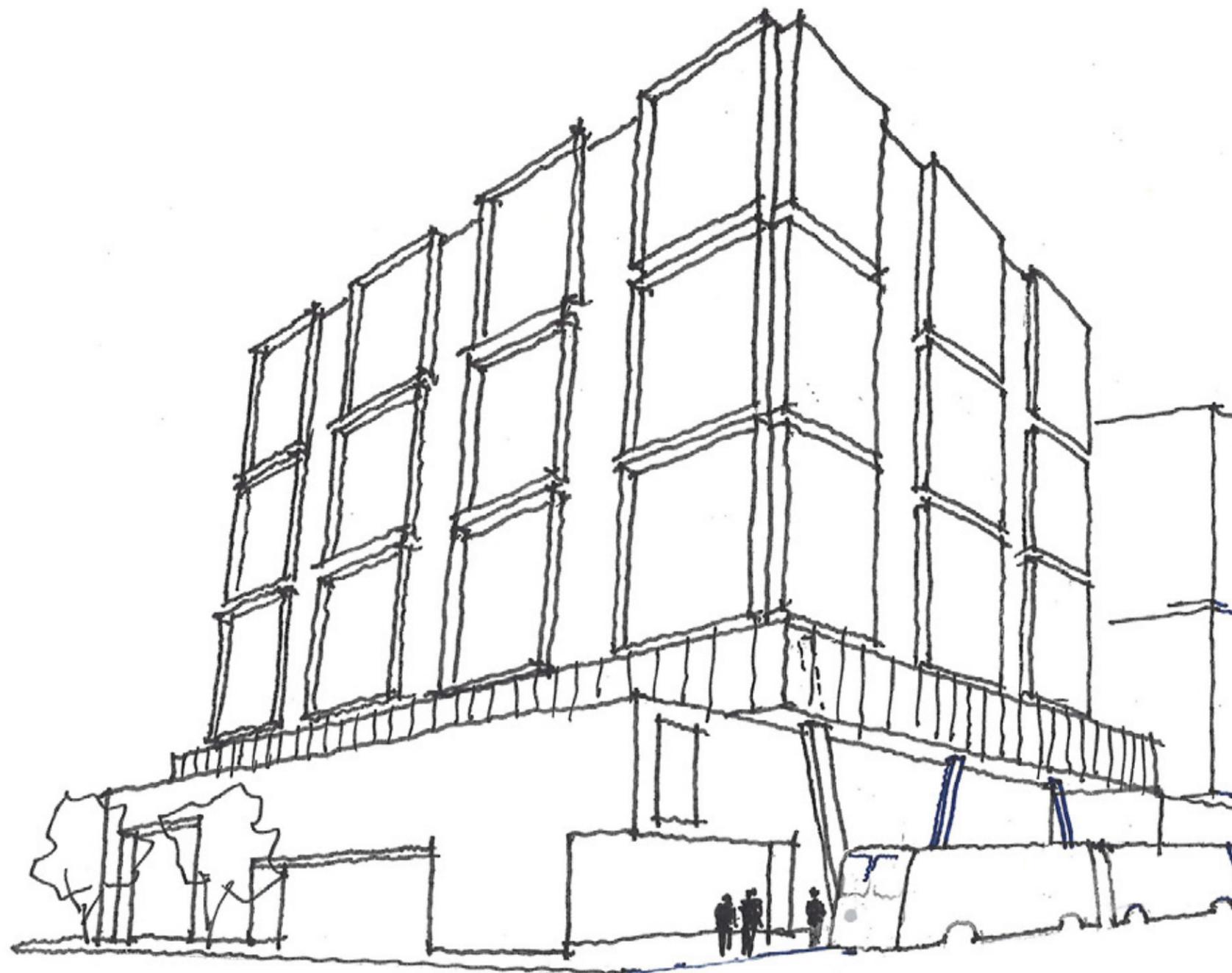
GROUND LEVEL PLAN OPTION D - PREFERRED



SITE DEVELOPMENT
CONCEPT SKETCHES



Building Massing Concept Sketch



Street Level View

SITE DEVELOPMENT LANDSCAPE PLAN

LEGEND

1. Primary Commercial Entry Plaza
2. Primary Retail Plaza
3. Pedestrian Through-Block Connection
4. Planned Bus Stop
5. Bus Stop Seating
6. Seating Plinths, Typical
7. Entry Stair/Ramp
8. Decking
9. Potential Parking Ingress/Egress
10. Through-Block Galleria
11. Bioretention Planter
12. Existing Trees to Remain, Typical of (3)



0 16 32 64

SITE DEVELOPMENT

LANDSCAPE CONCEPT

The project site is situated at the crossroads of dense flows of traffic, of cars, buses, bicycles and pedestrians. The site design and building massing have been formed to respond to these forces.

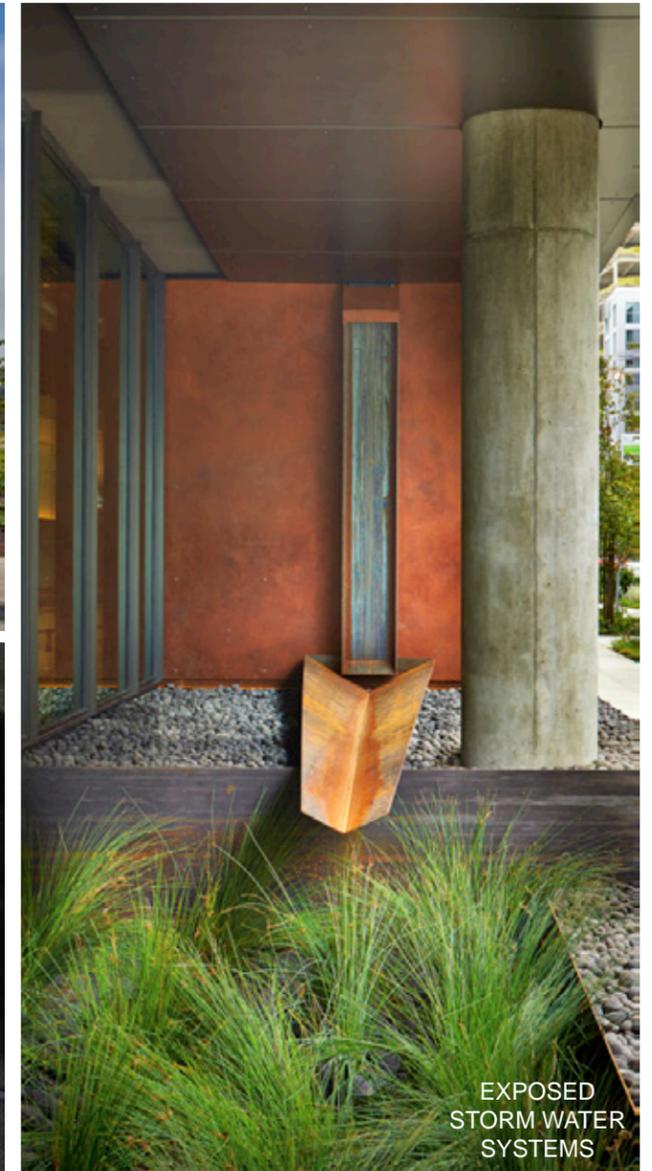
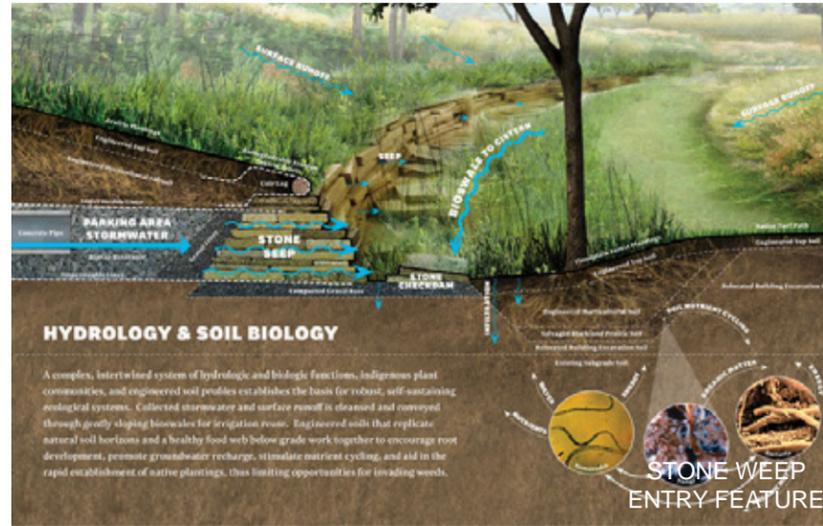
Pedestrian respite is provided in a series of interconnected rain gardens with bridges linking pockets of public space from the high point of the site, at the intersection of Thomas and Aurora, around the building to the midblock entry on Dexter. These outdoor rooms support the Thomas Street Green Street Plan and create a node along the future Lake-to-Bay Trail. The largest plaza space is at the southeast corner of the building and will be activated by retail storefront. This landscape will be rich with soft grasses and perennial flowers.

A lush, green midblock connects the main Dexter entries through the building to Aurora, where the shade garden court will provide refuge for those waiting for buses along Aurora. Planting and paving will blur the boundaries between indoors and out.

A second retail activated plaza is located at the NE corner of the project to build on the energy of the significant open space being provided by the 400 Dexter project diagonally across the street.

Harrison has much of its frontage dedicated to access to the building for both truck loading and car parking. (3) existing trees will be retained at the east end of the block, their planters expanded to provide for additional robust plantings and room to grow.

The design of the Aurora frontage acknowledges its role as a major bus stop, setting back the building to provide ample room for pedestrian circulation, loading and unloading of buses and adding street trees.



SITE DEVELOPMENT

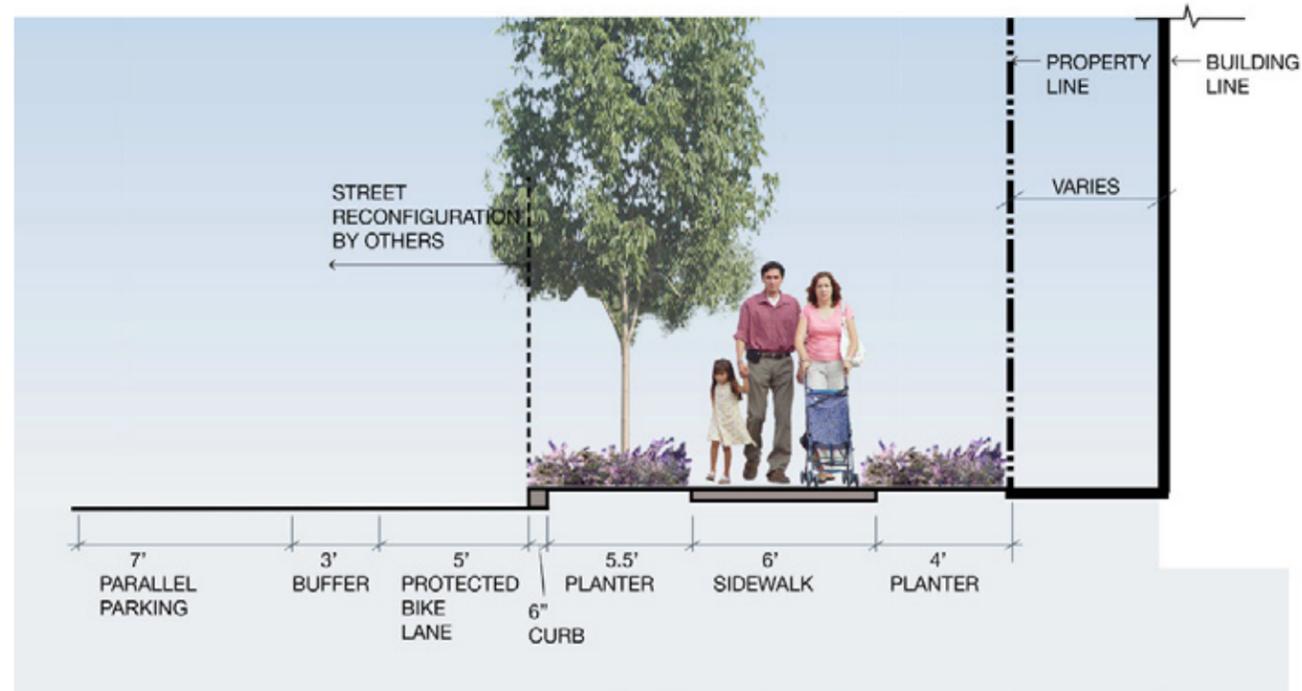
GROUND LEVEL CONCEPTS

DEXTER AVE. N. GROUND LEVEL CONCEPT

Dexter Avenue has the most varied conditions of the project street frontages. East of the curb is a consistent treatment of Protected Bike Lane, Buffer Zone and Parallel parking. This treatment is currently striped and any improvements are currently anticipated to be by others, likely as part of an SDOT/Metro improvement project.

West of the curb is room for a generous planter, wide sidewalk and a planter at the back of the sidewalk that blurs the property line by continuing into planters on the property and over structure. This frontage also has a secondary pedestrian circulation system on-site, allowing pedestrians to reach the mid block building entries from the corner of Thomas, entirely through a landscape experience on the property.

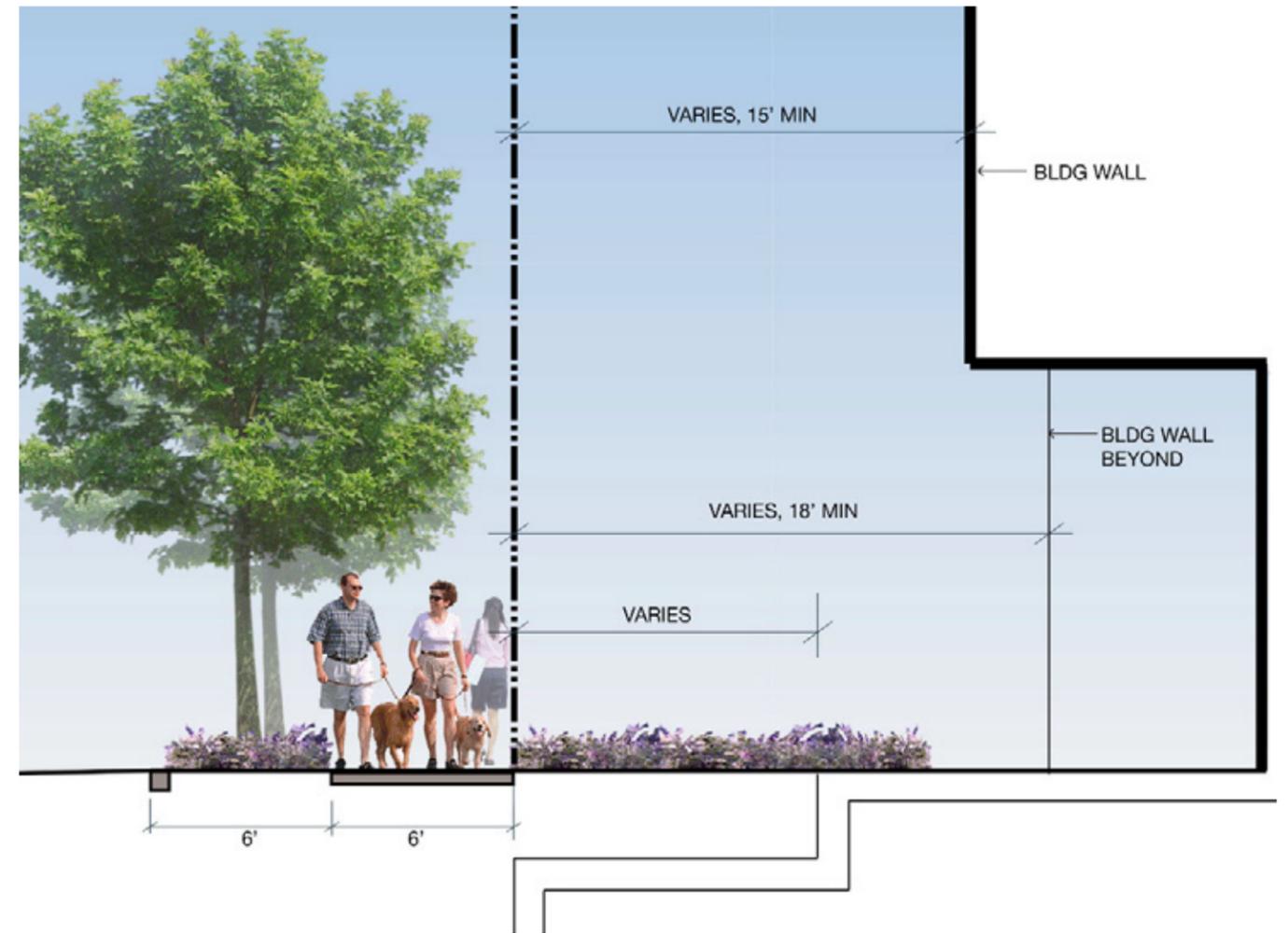
A central grand stair is provided to start the mid block connection and can be configured for a single tenant of multiple tenants



DEXTER AVE. N. STREET SECTION

THOMAS ST. GROUND LEVEL CONCEPT

Thomas Street is a city designated Green Street. The building is set back along this frontage to accommodate the intention of the green street and allow the public open space to take advantage of the southern exposure. The property line is again blurred with planters and paving treatments crossing the boundaries of the site and ROW, creating pedestrian rooms of varying scales, the largest of which is directly related to the planned retail at the SE building corner.



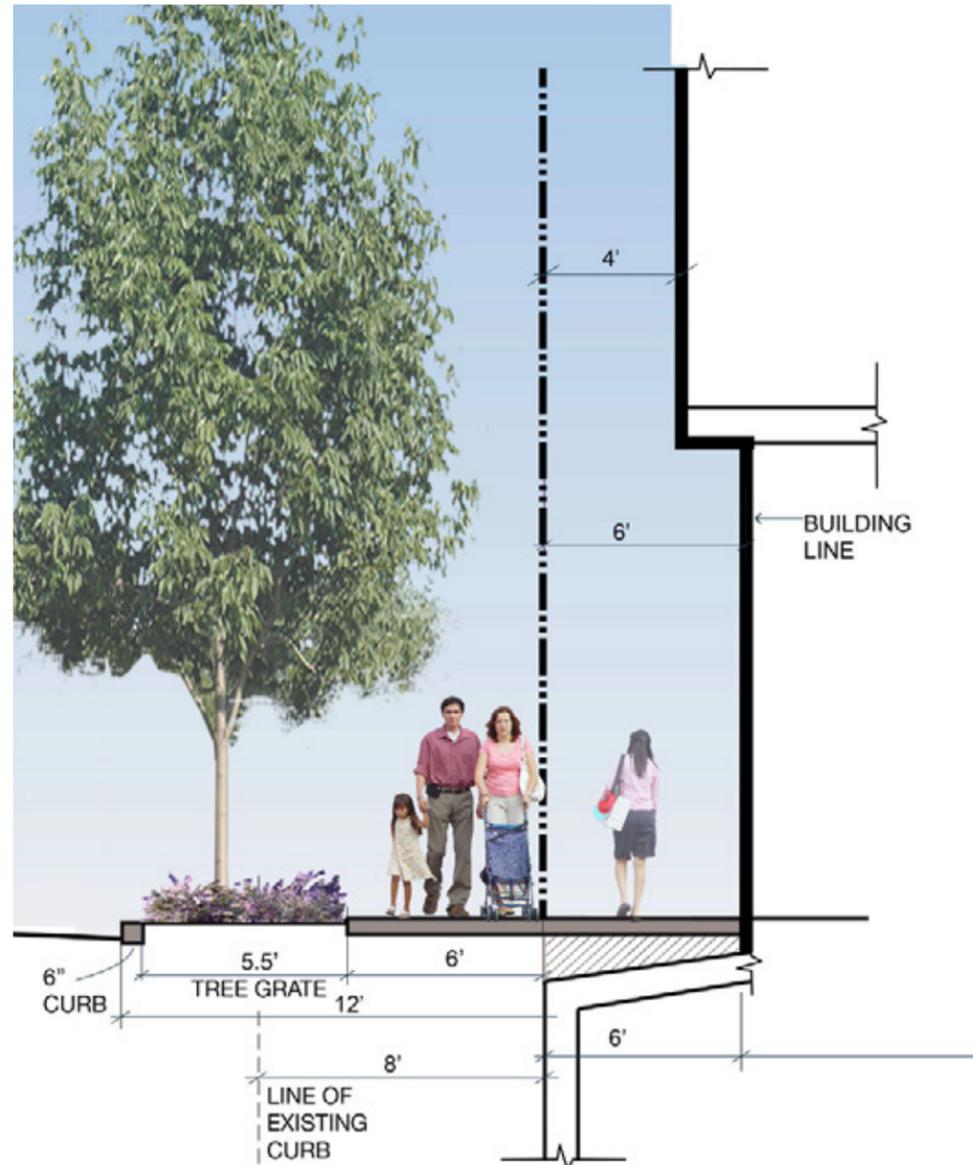
THOMAS ST. STREET SECTION

SITE DEVELOPMENT

GROUND LEVEL CONCEPTS

AURORA AVE. N. GROUND LEVEL CONCEPT AT SOUTH TOWER

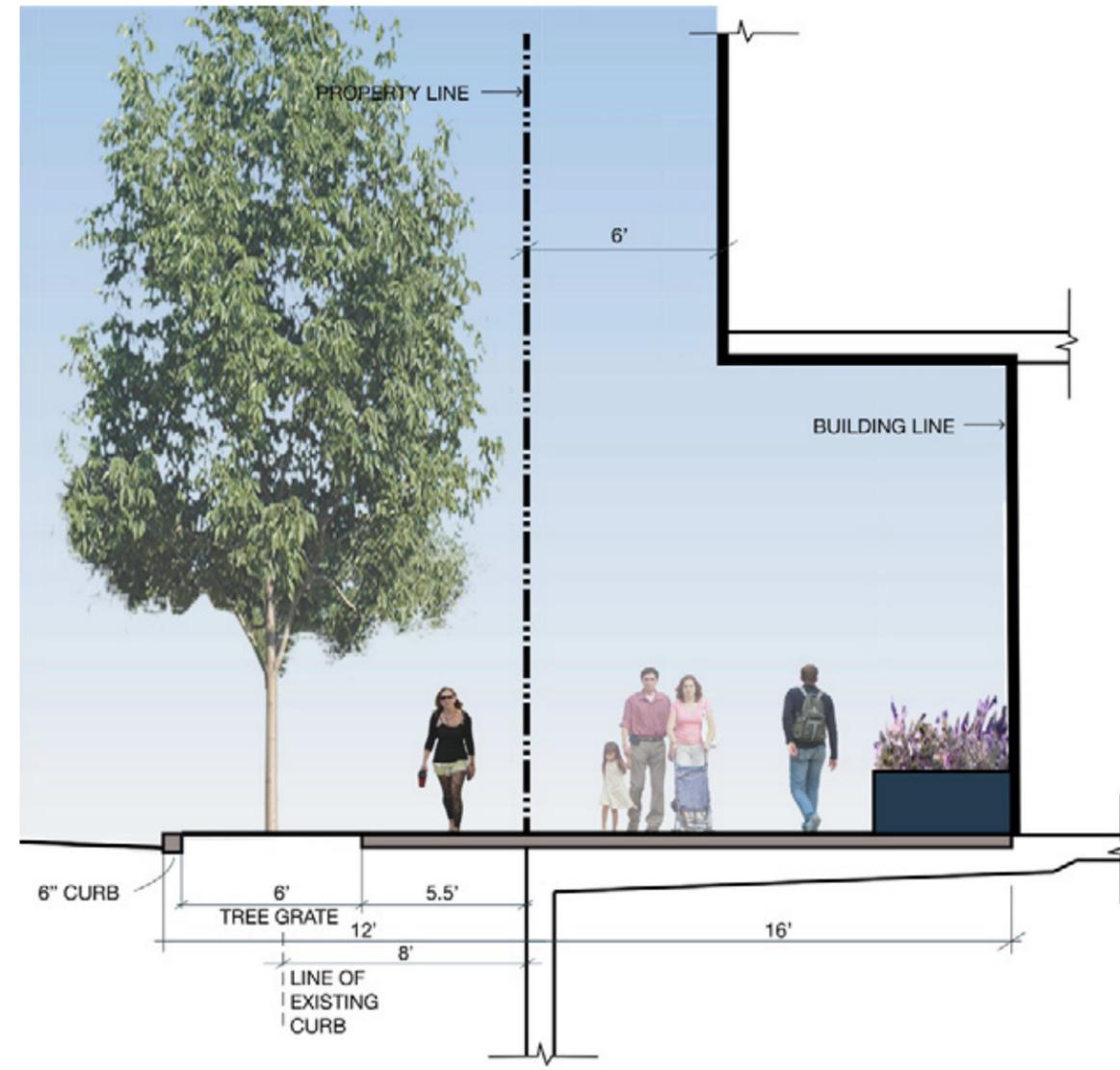
Aurora Avenue has two different conditions, correlated with the different tower frontages. The south tower frontage sets back allowing a more gracious 12' sidewalk dimension, buffered from busy Aurora Ave. by a 5.5' planter.



AURORA AVE. N. STREET SECTION AT SOUTH TOWER

AURORA AVE. N. GROUND LEVEL CONCEPT AT NORTH TOWER

The north Aurora Avenue frontage provides additional setback from property line at grade to create a gracious area for bus loading and unloading at the bus stop planned for this area. Under the building overhang there is room for waiting for the bus and some planting to provide a more intimate scale.

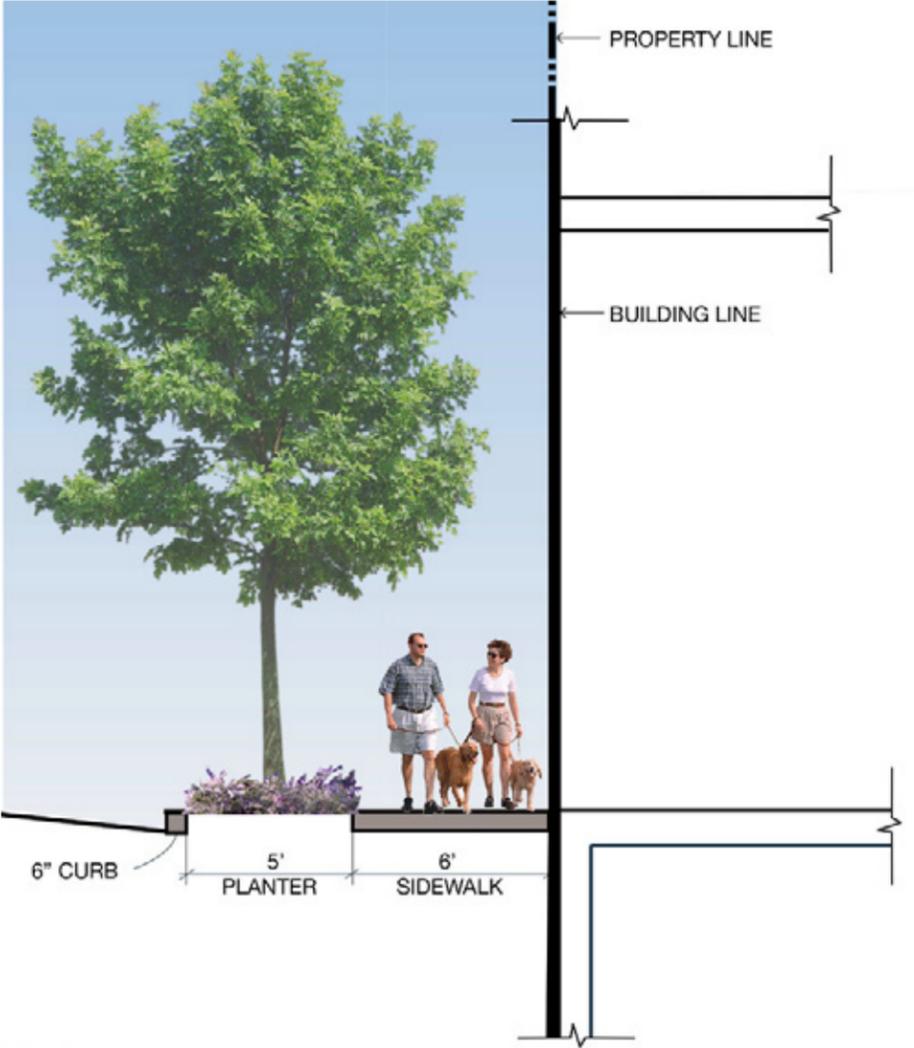


AURORA AVE. N. STREET SECTION AT NORTH TOWER

SITE DEVELOPMENT

GROUND LEVEL CONCEPTS

Harrison Street is a straight-forward street frontage that contains curb cuts for both the garage and the loading dock. The sidewalk and planter strip meet the typical SDOT minimum geometries. (3) existing trees have been requested to remain along the east end of this frontage by the SDOT arborist. Other existing trees on this frontage may be relocated by SDOT or can be relocated/replaced by the project.



HARRISON ST. STREET SECTION

333 DEXTER AVE. N.



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