333 DEXTER AVE. N.

SEATTLE, WA
DPD#: 3019618

EARLY DESIGN GUIDANCE #2
WEST DESIGN REVIEW BOARD

JULY 01, 2015

Prepared by:

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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 700 parking spaces below grade.

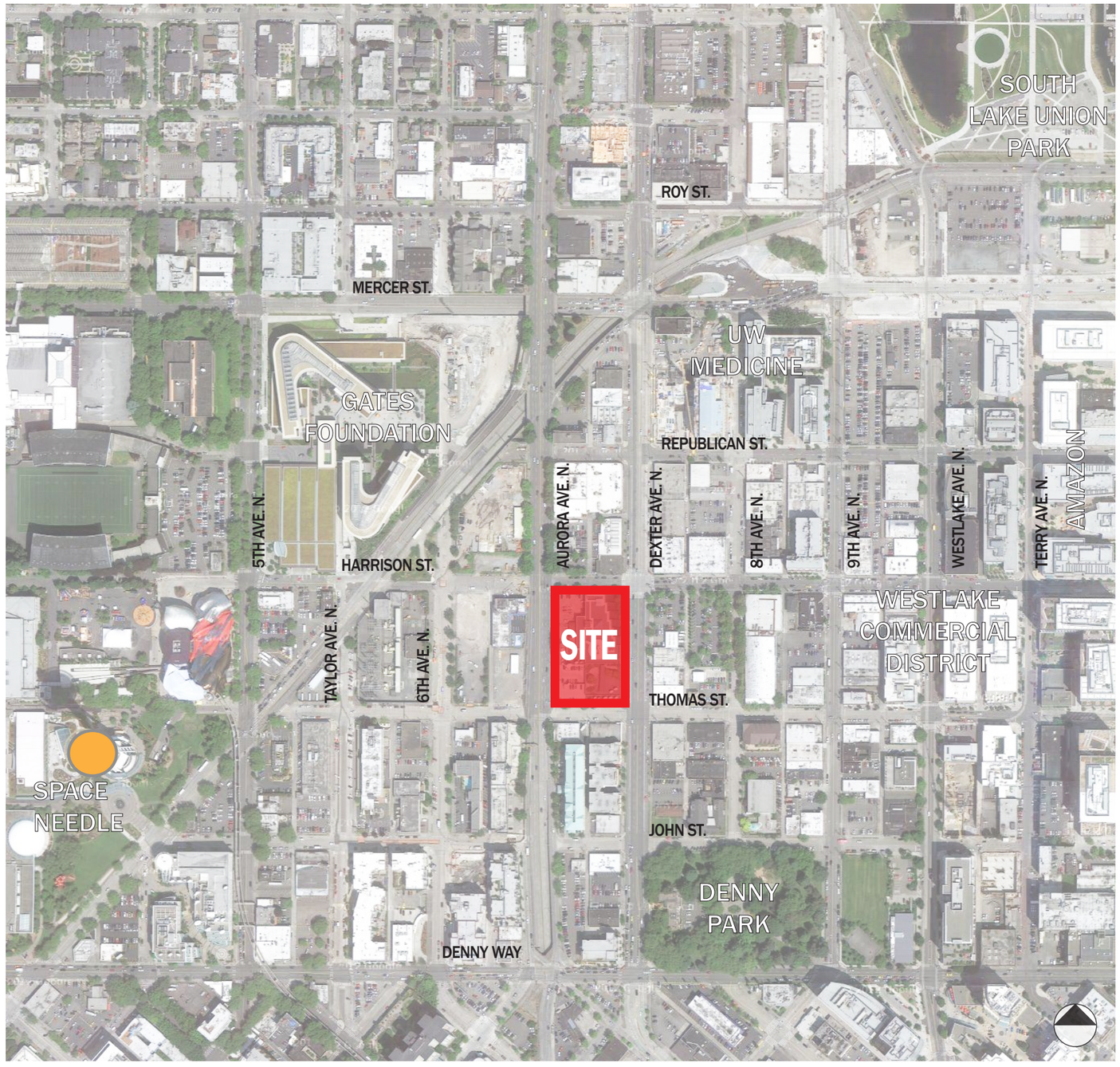
Project Goals:

- 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
- Use superior design to address loading/access challenges and opportunities associated with a full-block site

Lot Area:
Total Site Area = 80,368 SQF

FAR and GSF:
FAR Base: 4.5 / FAR Max: 7

Parking:
Requesting 1.2 spaces for every 1,000SQF of GFA, pending Directors Decision

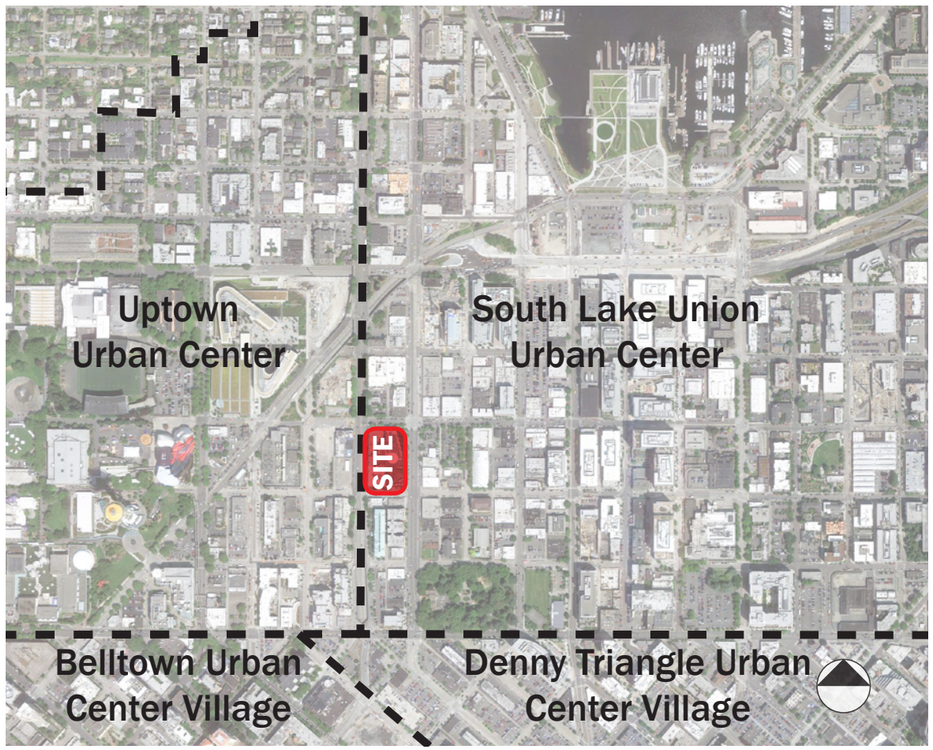


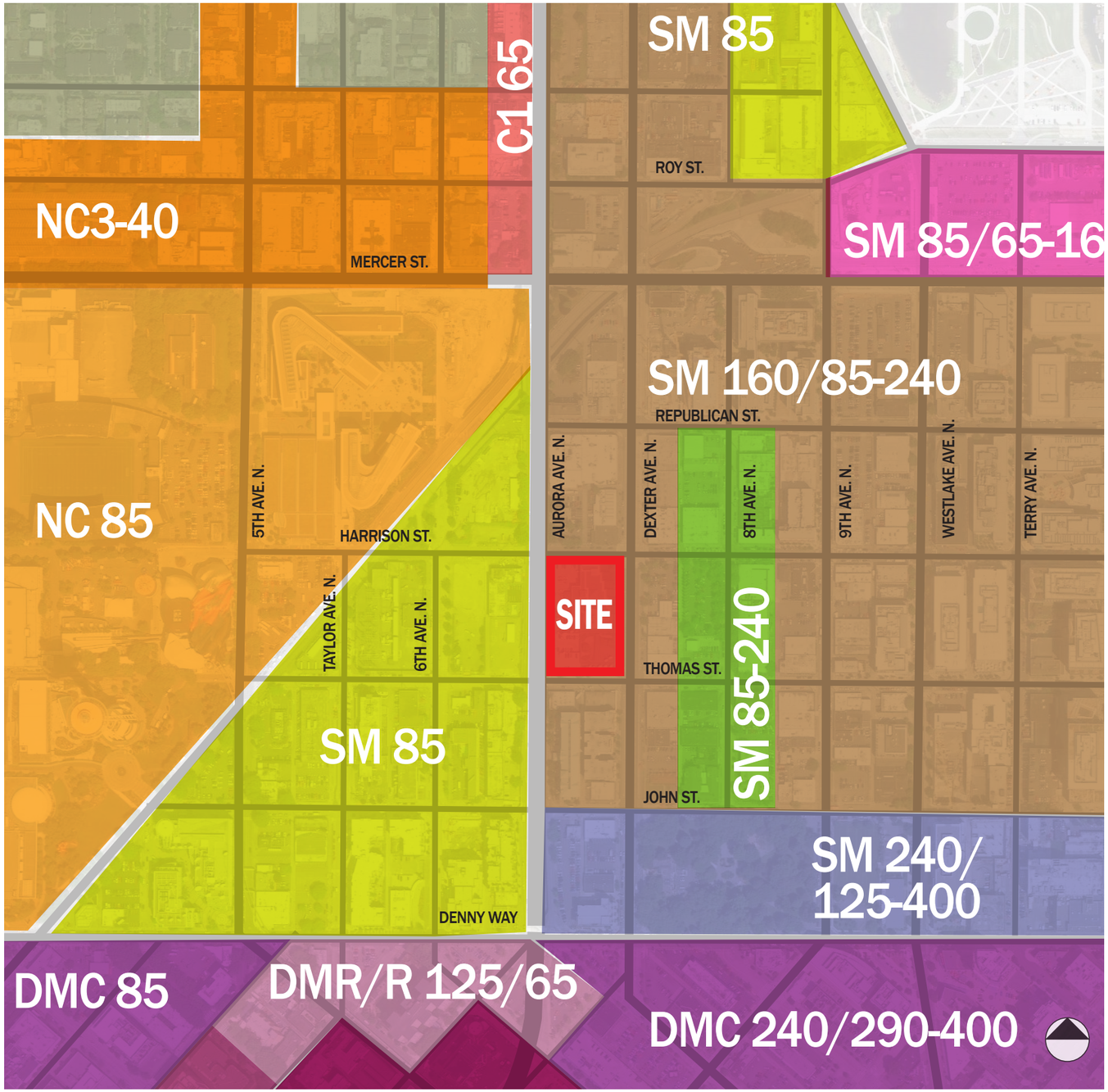
SITE CONTEXT & URBAN DESIGN ANALYSIS

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

The Project exceeds the minimum requirement.

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

The Project meets the requirement to build to the allowable maximum FAR of 7

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 penthouses, 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.

DEPARTURE: Required exit stairs to the roof on the North tower are located within 10' of roof edge. Combined area of rooftop features on the north tower will exceed 25% and are less than 65%.

23.48.012 - UPPER-LEVEL SETBACK REQUIREMENTS

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

Along Thomas street, the South tower and podium are entirely set back from the lot line a minimum distance of 15', therefore no further upper level setback is required.

Along Harrison Street an upper level setback meeting these requirements is provided.

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).

Where the building is less than 15' from the property line, the building width does not exceed 120', therefore prescriptive façade modulation is not required.

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

All requirements of this section are met.

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.

   The project provides a primary building entrance no more than 3 feet above the sidewalk grade.

   (Note this is an update from EDG-1. Previous request for a departure no longer required)

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):

   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

The project exceeds the 12’ maximum setback at Thomas Street and portions of Dexter Avenue, however these setbacks are providing required usable open space for the project and are landscaped accordingly.

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

Facades along Dexter and Thomas will exceed 60% transparency. Façade along Aurora will exceed 30% transparency.

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.

DEPARTURE: Requesting a 35’ wide blank facade along Harrison St. and departure to exceed the min. required percentage of transparency

Development standards for required street-level uses shall meet the following development standards:

- For structures with a street-facing façade located on a designated neighborhood green street the minimum street frontage of required street-level uses is 10 percent of that street-facing facade. The remaining street frontage at street-level may contain other permitted uses and/or pedestrian or vehicular entrances.

- The space occupied by required street-level uses shall have a minimum floor-to-floor height of 13 feet and extend at least 30 feet in depth at street-level from the street front facade.

- Required street-level uses shall be located within 10 feet of the street lot line, except that if required open space, abuts the applicable street lot line and separates the street-facing façade from the street, the required street-level use may abut the open space.

- Pedestrian access to required street-level uses shall be provided directly from the street, permitted outdoor common amenity area, or abutting required open space. Pedestrian entrances shall be located no more than 3 feet above or below sidewalk grade or at the same elevation as the abutting permitted outdoor common amenity area or required open space.

The Project exceeds the minimum requirement

Required usable open space

1. The minimum amount of required usable open space shall be equal to 15 percent

   80,368SF lot area x .15 = 12,055 SF required. 23,600 SF provided

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;

   12,055 SF required open space. x .45= 5,425 required. 16,650 SF provided

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

4. 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, winter-garden, 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 project DOES NOT rely on the ‘enclosed’ portion of the through block connection for any portion of the open space requirement, however it does meet all the criteria listed in item 4 above.

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-

SITE CONTEXT & URBAN DESIGN ANALYSIS

ZONING ANALYSIS

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.

   The project has and average width of 58 feet, a minimum of 41 feet and portions that are covered side to side are 24 feet across at the narrowest portion.

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

   The project proposes a public through block connection that is covered an enclosed for 35% of its length.

4. The Director may allow departures from the standards for though-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

580,000SF Office / 1000 x 20 = 11,600 SF required; 23,600 SF provided

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

DPD confirmed that this is a Type I decision; Type II departure is not required.

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

DEPARTURE: Curbcut Number: Project is providing a 22' wide curb cut on Aurora.

DEPARTURE: Curbcut Width: Project is providing a single 47' wide curb cut for garage ingress/egress and loading dock access at Harrison

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.

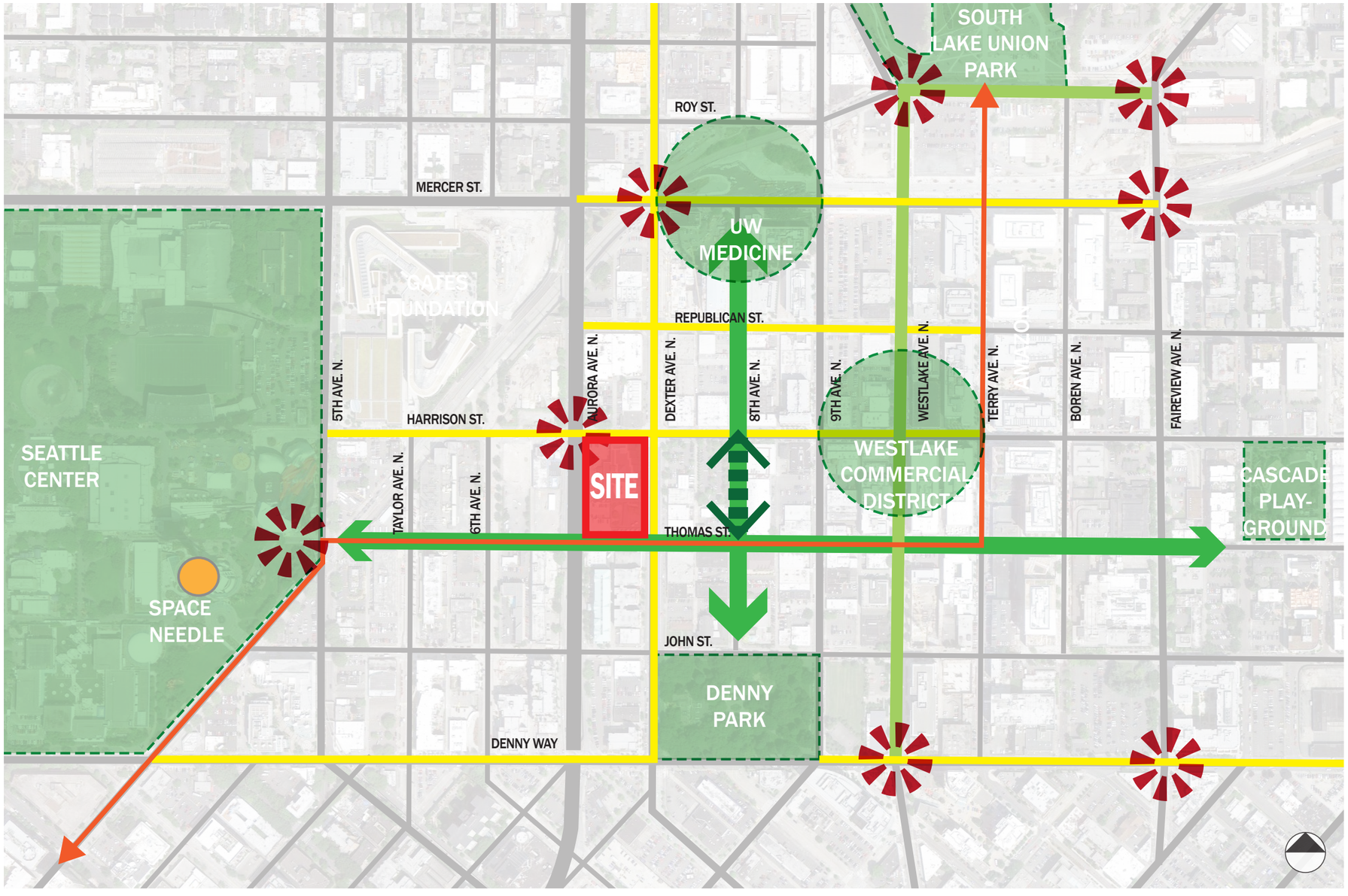
SITE CONTEXT & URBAN DESIGN ANALYSIS

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

GREEN STREET AND LAKE TO BAY TRAIL INTEGRATION

TEXT BELOW IS FROM THE THOMAS GREEN STREET CONCEPT PLAN DOCUMENT:

Grid Reconnection

A primary reason for the Thomas Green Street Concept Plan is the reconnection of the street grid that will occur between the South Lake Union and Uptown neighborhoods. Thomas St. is envisioned as an important new east / west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center.

The 2010 Uptown Triangle and South Lake Union Design Charrette recognized the potential of Thomas St. in the Uptown Triangle area to become an active street level retail corridor in support of Seattle Center, and nearby major employers.

Green Promenade

The green promenade would begin on Thomas St. at the 5th Ave. N. inter - section adjacent to Seattle Center and extend east through the Triangle and South Lake Union until Fairview Ave. The Green Promenade is a wide sidewalk, with abundant plantings, and large specimen trees, made possible by moving the curb line out substantially to accommodate a sidewalk zone up to 30' wide on the north side of the street. The green promenade can accommodate sidewalk cafes, and ample space for seating, plantings and other amenities.

Lake to Bay Integration

The goal of the project is to establish over time a readily identifiable, marked urban trail, configured primarily within city rights of way and parks that accommodates all forms of non-motorized transportation while recognizing freight mobility needs in the area. A substantial portion of the Lake to Bay loop in the east/west direction is located on Thomas St.

Abundant Landscaping and Targeted Green Storm water Infrastructure (GSI)

The Concept Plan calls for abundant landscaping of the green street, and GSI should be included in specific target locations. Most blocks can accommodate one or more bio-retention areas (rain gardens) in block-end landscaping beds that are recessed with inlets for storm water from the street.

Pedestrian Scale Lighting

Pedestrian scale lighting specifically for pedestrians on its own pole, in the range of 12' - 16' above sidewalk grade. Spacing between pedestrian scale lights should be in the 30' - 50' range and coordinated with tree spacing.

The Triangle

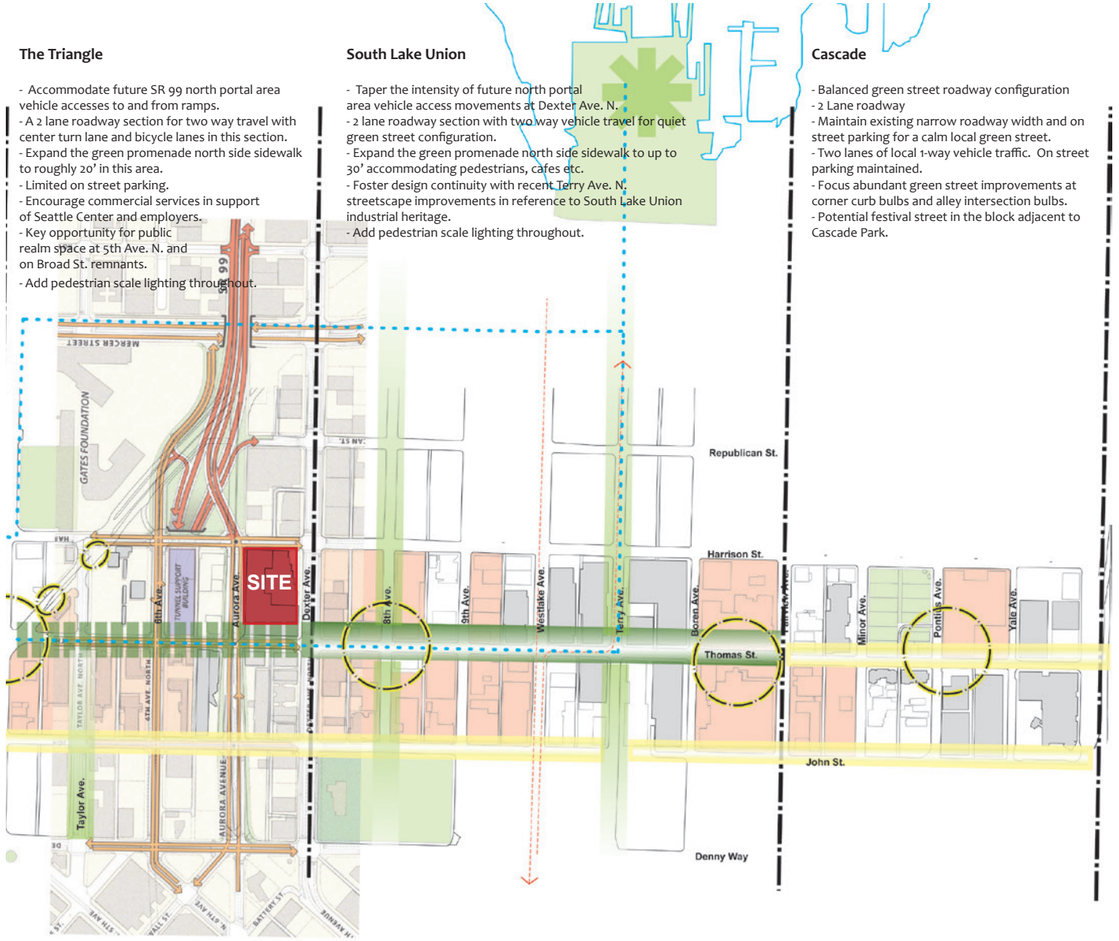
- Accommodate future SR 99 north portal area vehicle accesses to and from ramps.
- A 2 lane roadway section for two way travel with center turn lane and bicycle lanes in this section.
- Expand the green promenade north side sidewalk to roughly 20' in this area.
- Limited on street parking.
- Encourage commercial services in support of Seattle Center and employers.
- Key opportunity for public realm space at 5th Ave. N. and on Broad St. remnants.
- Add pedestrian scale lighting throughout.

South Lake Union

- Taper the intensity of future north portal area vehicle access movements at Dexter Ave. N.
- 2 lane roadway section with two way vehicle travel for quiet green street configuration.
- Expand the green promenade north side sidewalk to up to 30' accommodating pedestrians, cafes etc.
- Foster design continuity with recent Terry Ave. N. streetscape improvements in reference to South Lake Union industrial heritage.
- Add pedestrian scale lighting throughout.

Cascade

- Balanced green street roadway configuration
- 2 Lane roadway
- Maintain existing narrow roadway width and on street parking for a calm local green street.
- Two lanes of local 1-way vehicle traffic. On street parking maintained.
- Focus abundant green street improvements at corner curb bulbs and alley intersection bulbs.
- Potential festival street in the block adjacent to Cascade Park.



Plan From The Thomas Green Street Concept Plan Document

Street Hierarchy For All Modes of Transportation: John St., Thomas St., and Harrison St.

Thomas St. is one street within a network, and one of three streets that will reconnect across the grid upon completion of the SR 99 / Alaskan Way Via-duct replacement project. Concept planning for the Thomas Green Street must consider the roles of other roadways especially those of the other reconnecting streets. Significant discussion during the process focused on the future roles of John St. and Harrison St. to help define the preferred configuration and function of the Thomas Green Street. Some assumptions about the hierarchy of the three reconnecting streets for the purposes of the Concept Plan are summarized. Together and individually these streets must accommodate all modes of transportation from walking to biking, driv-ing and for transit.

John Street
The lowest volume street for vehicles of the three new east-west crossings and a neighborhood green street. Dedicated bicycle lanes may be included on this street. It provides local access with a residential focus. John St. does not connect continuously through due to a steep hill east of Terry Ave.

Thomas Street
A green street that balances a moderate volume of vehicle traffic. The Green Street Concept features a wide north side green promenade. Bicycles facili-ties are located on Thomas St.: on street within slow-moving vehicle travel lanes in some sections, and within dedicated bicycle lanes in other sections.

Harrison Street
The highest volume arterial roadway of the three new connections. Harrison St. may accommodate transit routes in the future. Dedicated bicycle lanes may be located on Harrison St. catering to experienced or commuter cyclists as consistent with the Seattle Bicycle Master Plan.

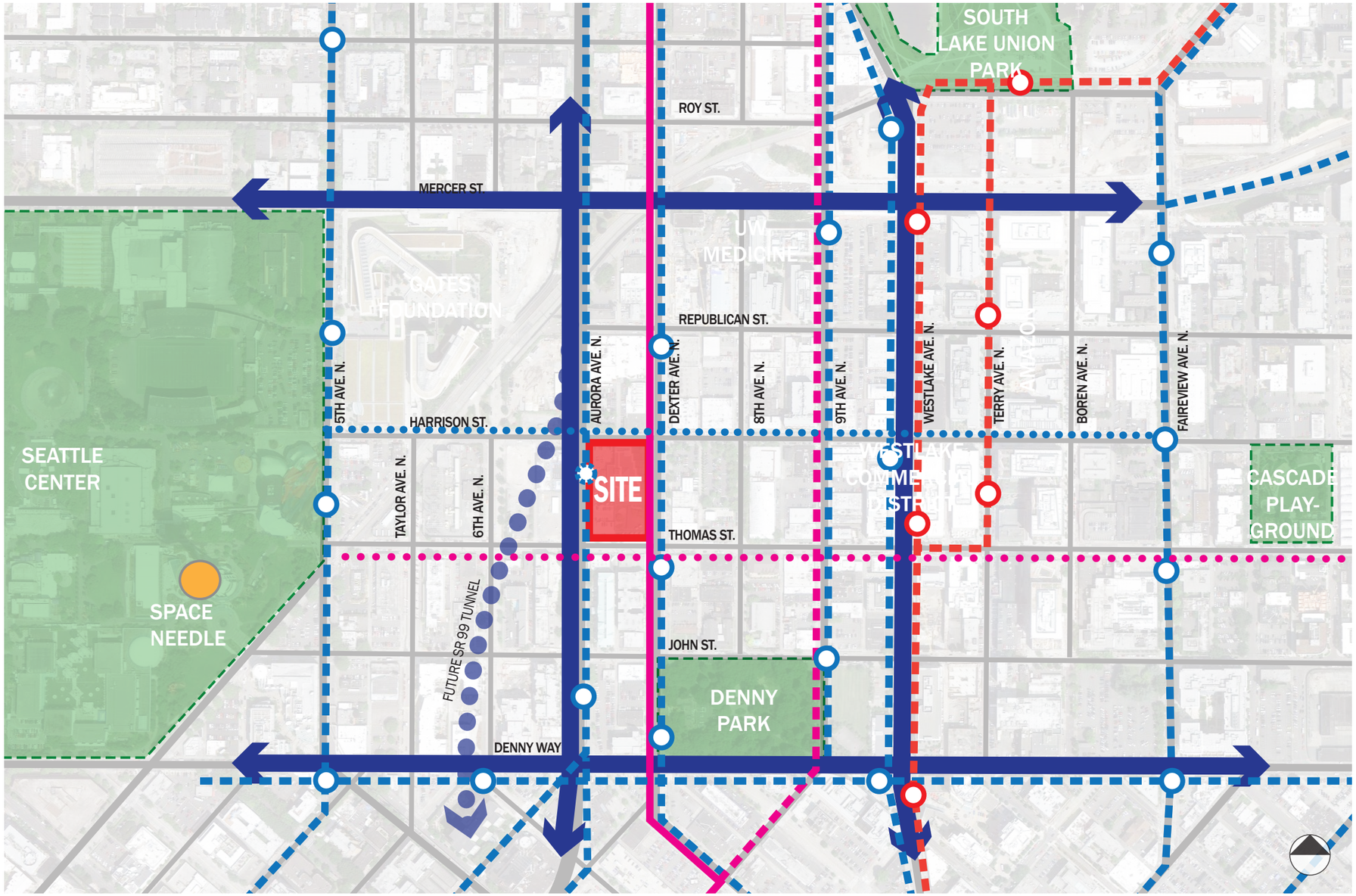
SITE CONTEXT & URBAN DESIGN ANALYSIS

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 & Stop
- SLU Street Car
- Protected Bicycle Lane
- In-Street Bicycle Lane
- Proposed In-Street Bicycle Lane

SITE CONTEXT & URBAN DESIGN ANALYSIS

SOUTH LAKE UNION MOBILITY PLAN

TEXT BELOW IS FROM THE SLU MOBILITY PLAN:

Traffic Transition at Dexter Ave.
An increased volume of vehicles is expected to use Thomas St. as a connector street. Traffic increases on Thomas St. through South Lake Union must be balanced with green street features on this street. In keeping with expected traffic management in the area, the Thomas Green Concept Plan anticipates an important transition away from the north portal vicinity at Dexter Ave. N. Here the roadway section is proposed to taper to provide an even wider green promenade on the north side of the street, and bicycle facilities are located within a slow vehicle traffic roadway instead of dedicated lanes near the SR99 portal.

Thomas St. Reconfiguration
In the South Lake Union area the concept plan calls for reconfiguration of the roadway by moving the north curb line and replacing on street parking in most locations. Proactive Thomas green street improvements can be made on a block by block basis to mesh with future SR 99 related improvements. The curb line on the south side of the street is proposed to stay in its current location. Moving the north curb line outward enables the proposed green promenade.

Model Development Precedent
Implemented Green Street Improvements: The block of Thomas St. between Westlake Ave. and Terry Ave. N. includes recent investment in green street improvements. Implemented features that can be emulated in future streetscape improvements on Thomas St. include use of textured brick pavers within the sidewalk, a specimen tree, and abundant landscaping and seating.

Green Promenade
The green promenade on Thomas St. would begin at the 5th Ave. N. intersection adjacent to Seattle Center and extend east through the Triangle and South Lake Union areas until Fairview Ave. The green promenade is a wide sidewalk with abundant plantings, and large distinctive trees, made possible by moving the curb line out substantially to accommodate a roughly 30' wide sidewalk zone on the north side of the street. The green promenade can accommodate sidewalk cafes, and other amenities.

The Uptown Triangle
The charrette recommended Thomas St. become a neighborhood commercial center within The Triangle, or a 'Fressgasse' where restaurants and services would be concentrated. The location of Thomas St. in relationship to Seattle Center as well as the new Bill and Melinda Gates Foundation headquarters positions it to be a provider of support commercial services.

T1: Thomas/Harrison Mobility Hub -- The SLU/Uptown Mobility Plan calls for two key locations for transporation modes to intersect within South Lake Union. One of these hubs is located on Aurora Ave. N between Thomas and Harrison St. This hub would be at the future Aurora Avenue RapidRide Station, where regional RapidRide service would meet local transit service. This node also connects with the Lake-to-Bay trail, the Thomas Street Green Street and new east-west bike routes.

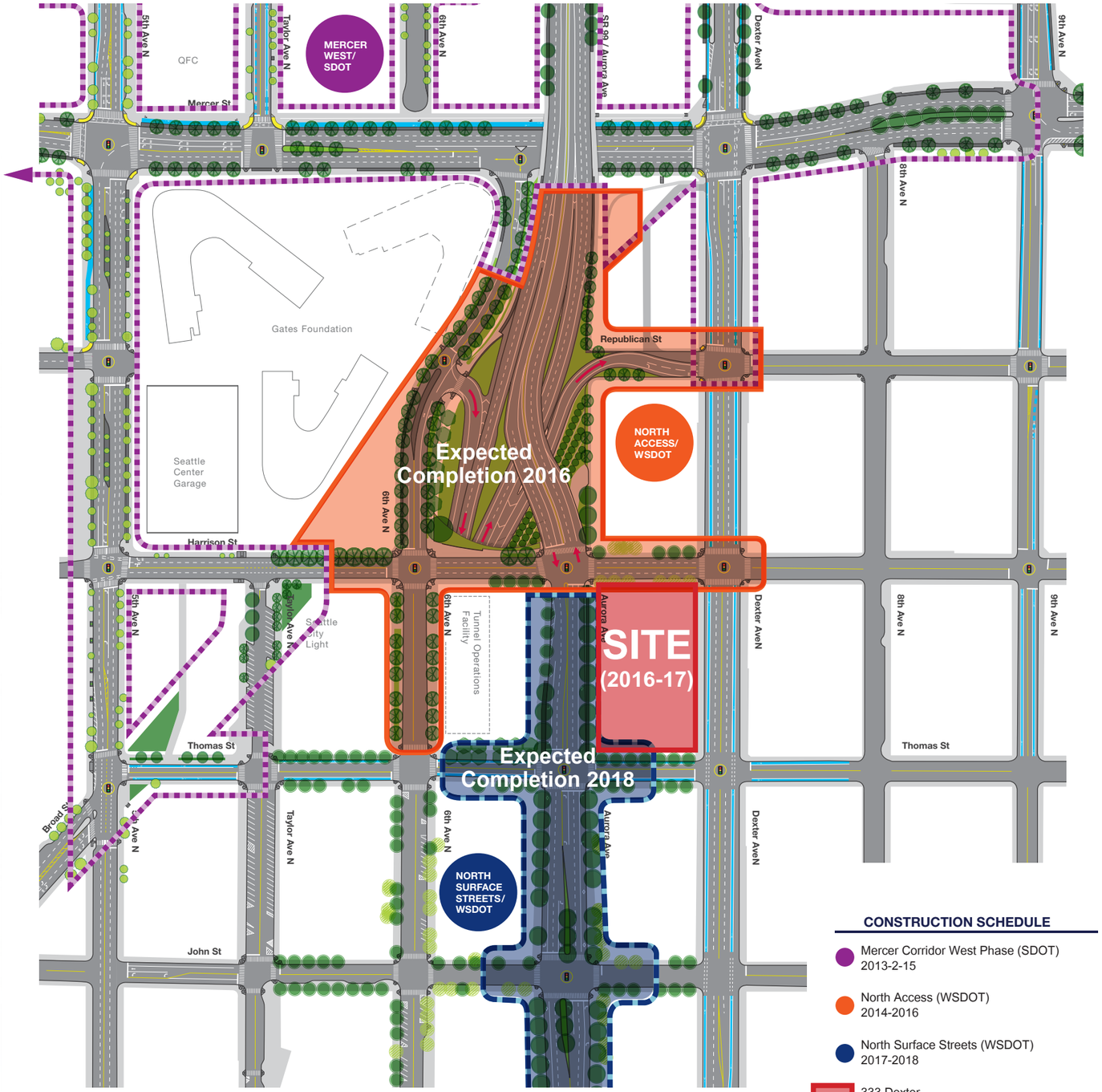
Proposed Site Plan Superimposed On SLU Mobility Diagram for Thomas/Harrison Mobility Hub

SITE CONTEXT & URBAN DESIGN ANALYSIS

SR-99 NORTH TUNNEL PORTAL IMPROVEMENTS

CURRENT

FUTURE



North Portal Coordination Map Provided By SDOT

SITE ANALYSIS

SITE ACCESS OPPORTUNITIES & CONSTRAINTS

Site Access Opportunities

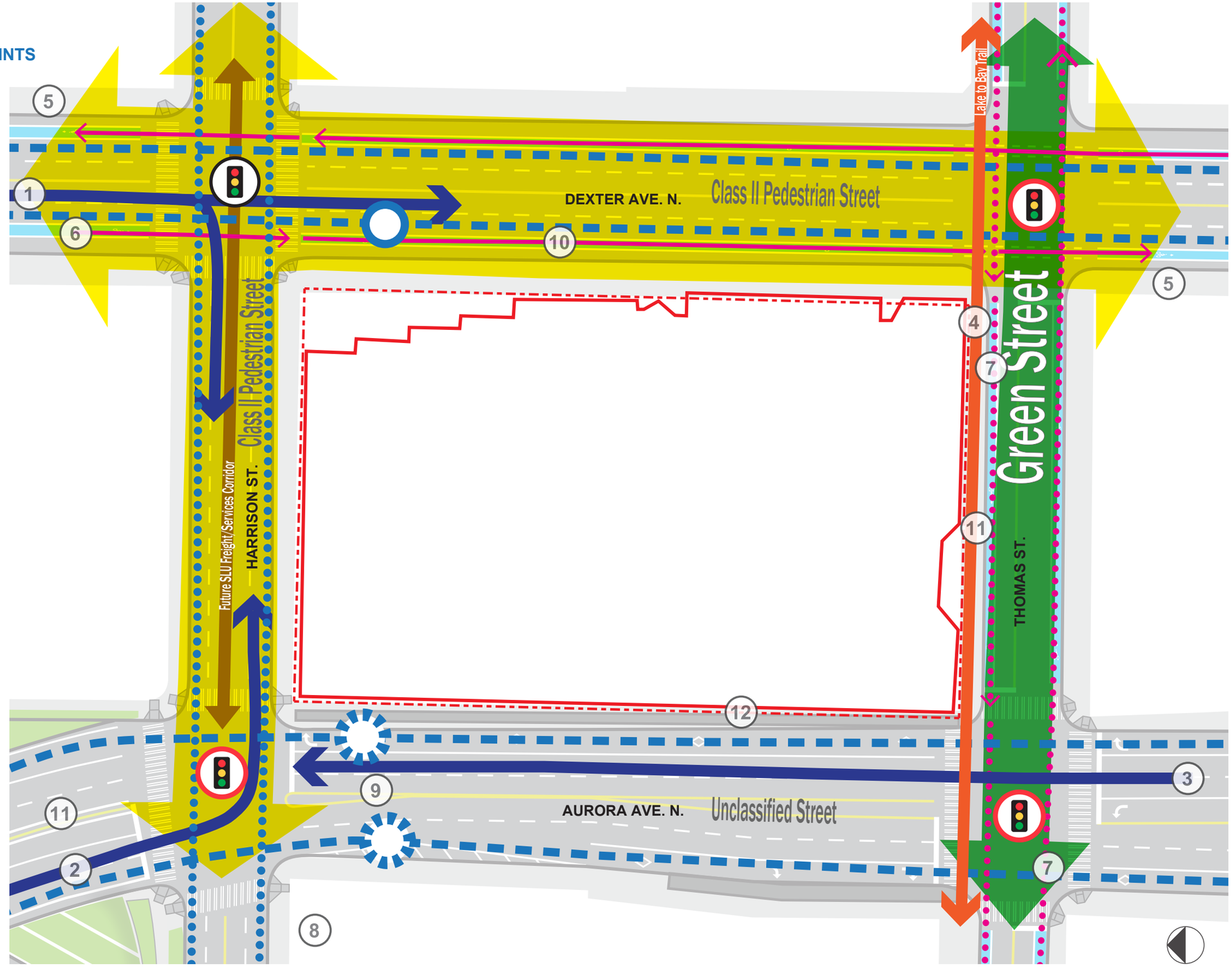
1. Vehicular access from northbound SR99 & Mercer St.
2. Future vehicular access from southbound SR99
3. Direct connectivity to downtown
4. An enhanced pedestrian experience along Thomas St. Green Street and Lake To Bay Trail
5. Utilize proximity to existing bus stops along Dexter and Aurora as well 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. Possible bus route along Harrison St.
9. Planned bus stops along Aurora

Site Access Constraints

10. Existing dedicated bike lane along Dexter deters potential vehicular access
11. Green Street restrictions along Thomas prohibit vehicular access
12. 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
- Lake-To-Bay Trail
- Future SLU Service/Freight Corridor
- Protected Bicycle Lanes
- Proposed In-Street Bicycle Lanes
- Existing Traffic Signals
- Planned Traffic Signals



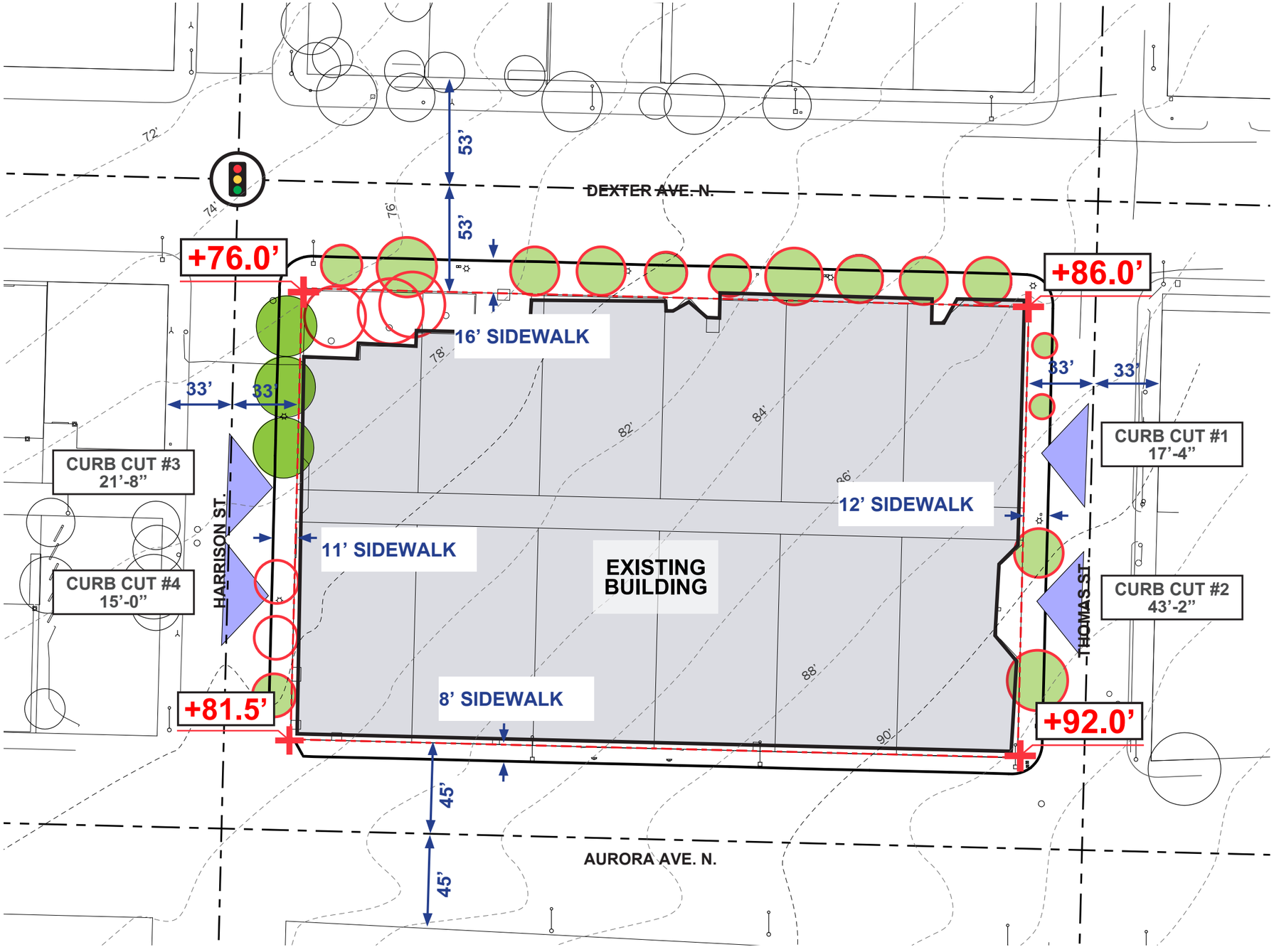
SITE ANALYSIS

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
- On-Site Trees To Be Removed
- Existing Curb-Cuts
- Property Line
- Extent of WSDOT Improvements

BUILDING MASSING FROM EDG-1

EDG-1 BOARD APPROVED MASSING

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.

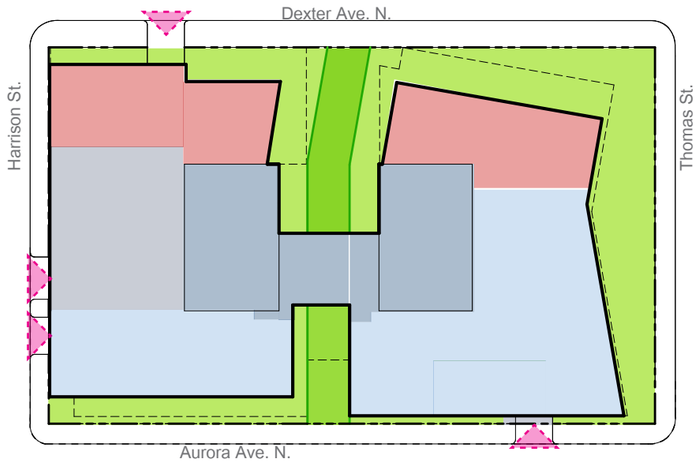
Provides approximately 700 parking spaces (below grade), 15,000 SF of retail, 582,000 SF of office and 23,600 SF of open space (29% of site).

Pros:

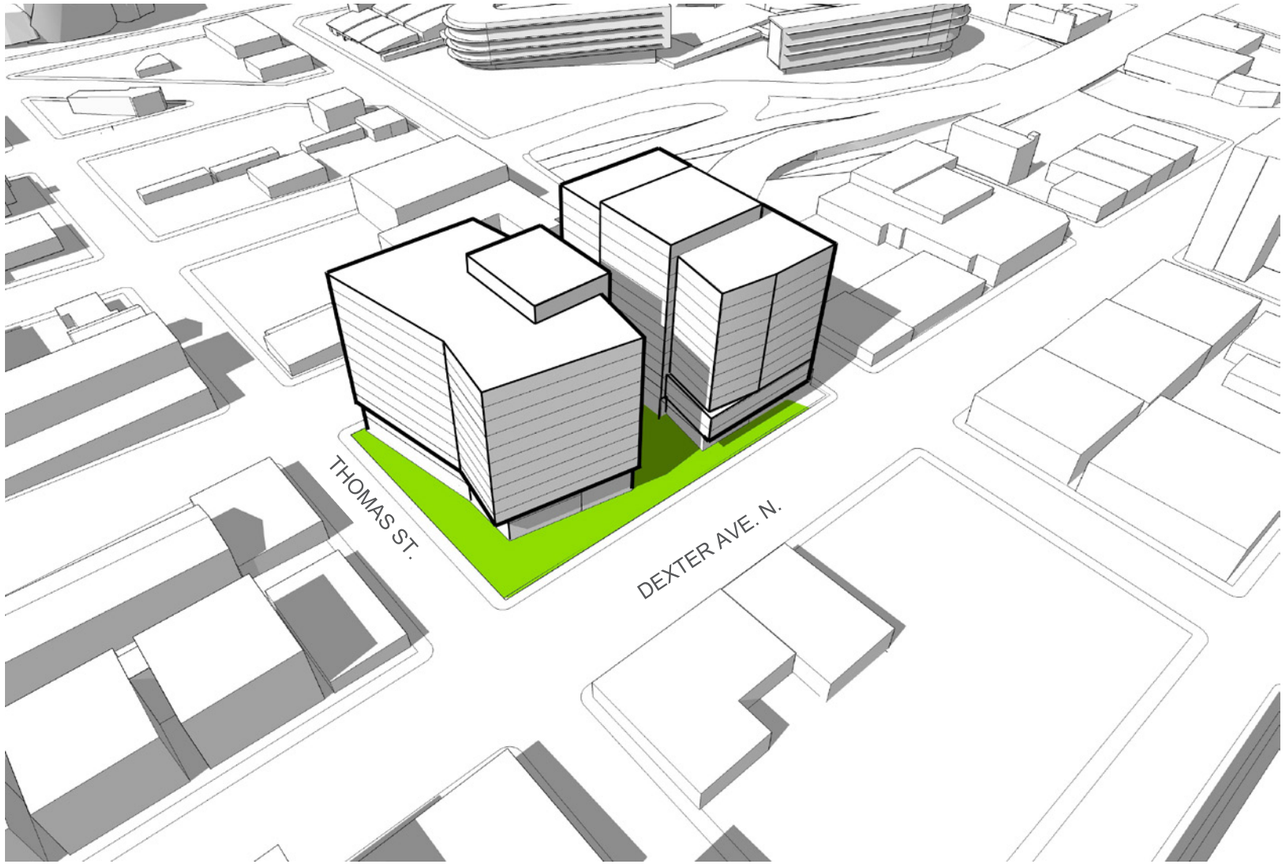
- Open Space is distributed throughout the site
- Open Space along Thomas contributes to vitality of Green Street and receives all-day sun
- Creates ‘plazas’ at both Dexter and Aurora for building entry
- Open Space at the corner of Thomas & Dexter creates an outdoor amenity along the Lake-To-Bay Trail 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:

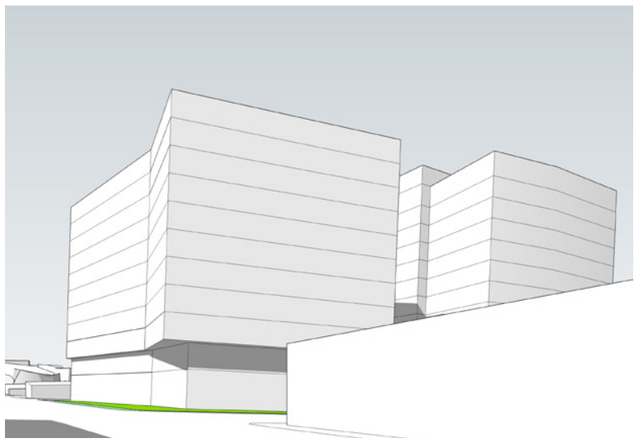
- Will require departures for curb cut width and number and for pedestrian entries exceeding 3’ above grade.

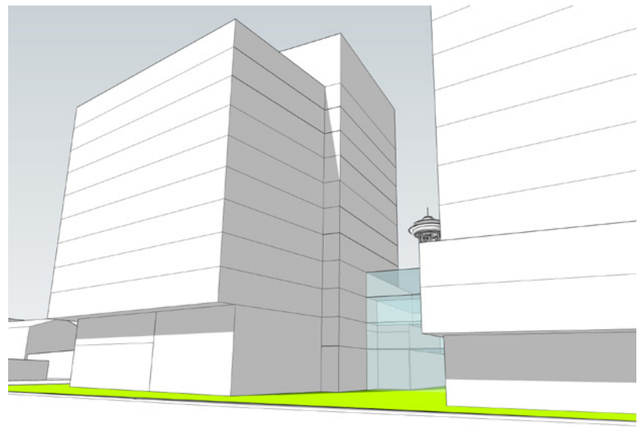


Ground Level Plan As Shown In EDG-1



Aerial View From SE Corner





INITIAL EARLY DESIGN GUIDANCE FROM EDG-I

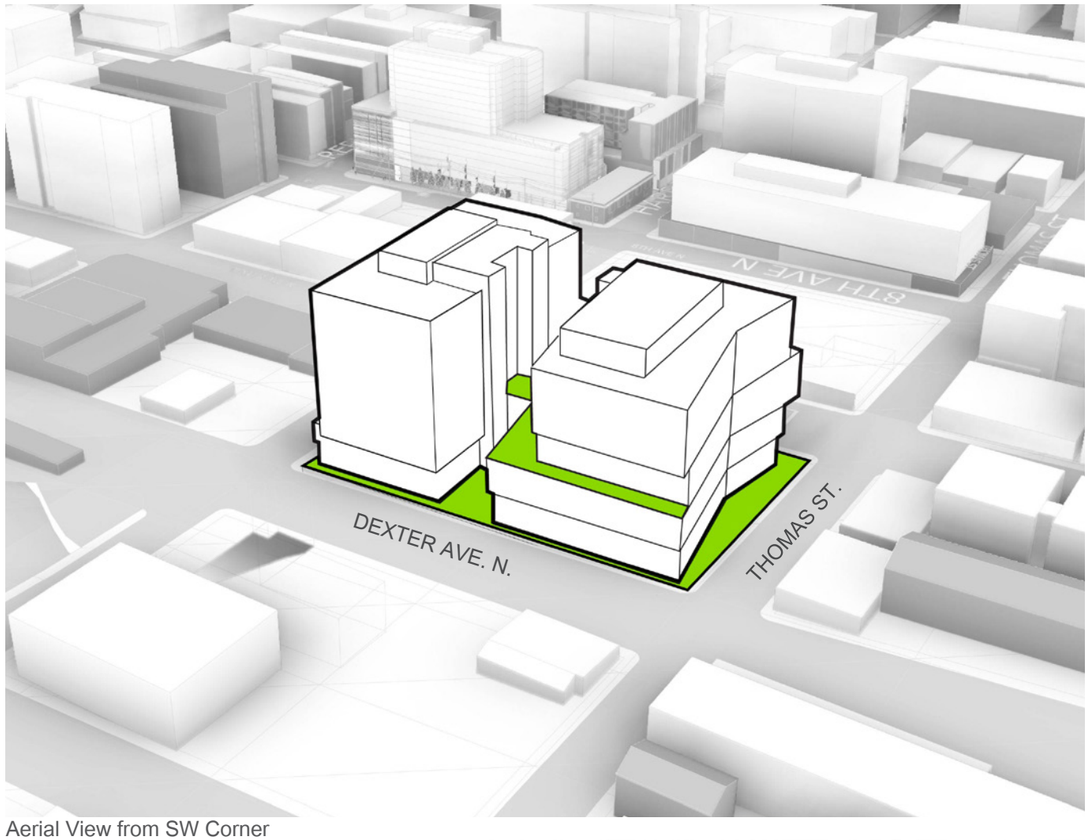
BOARD COMMENTS:		RESPONSE:
1) Massing: The Board supported the applicants preferred Option D with the two towers on the north and south portions of the site and the east/west through block connection, and encouraged better and increased open space. The Board encouraged the applicant to design a strong architectural statement that included an enhanced public realm and stated they would consider departures to achieve this design objective. (CS3.I.ii, CS3.II.i, DC2.A.2, DC2.D)		
A. Keep the massing orientation of Option D as it creates a gateway between South Lake Union and Seattle Center. (CS2.I.iii)	✓	• Option D massing maintained and developed further
B. The Board supported the splay dynamic shown in Option D. (DC2.D)	✓	• Splayed geometry maintained and enhanced.
C. The Board recommended developing the two different buildings so that each building has a distinct design character. (CS3.II.i)	✓	• Distinct building characters maintained. • Active façade that addresses the pedestrian experience on Thomas Street. • A quieter elegant façade that responds to the urban gateway to the northwest
D. The Board supported the podium design of Option D but did express concern about a possible wind tunnel effect due to the narrowness of the west courtyard. (DC2.D.1)	✓	• West courtyard enlarged by splaying building geometry. • Wind tunnel effect to be mitigated by building and landscaping.
E. The Board stated the through block connection looks like a building lobby and is not welcoming to the public and does not appear to meet the intent of the Land Use Code. Work with DPD to better understand the zoning requirements. Study the recent project off Mercer St. at 515 Westlake Ave N. as a good example of a through block connection. (PL1.B.1)	✓	• Reviewed code and confirmed with DPD's zoning reviewer that up to 35% of the required through-block may be covered and enclosed. • 515 Westlake project was studied for the purposes of grade and accessibility and the design team has responded by stepping the elevation of the slabs at retail zones along Dexter and Thomas to better connect to the adjacent sidewalk grade. • Additional retail has been added along Dexter, which will activate the through-block through spill-out seating and flexible furniture. • The covered portion of the through-block will have large, operable doors that will stay open during extended business hours but will have the ability to provide security during evening/late hours.
F. Consider shifting the service functions into the site and narrowing the through block connection area. (DC1.B.1, DC1.C.2, DC1.C.4)	✗	• The team studied shifting the service functions further into the site, which resulted in a compromised through-block connection and service frontage facing the Aurora Metro hub. • The consolidated curb cut of 47' on Harrison is needed to meet the security demands of tech tenants. They require separated secured access between Retail Servicing functions and General Garage Functions. • Team studied loading below grade and found the design to be cost prohibitive due to the less efficient parking plates and the additional required excavation into the water table. Reference Diagrams on page 38-39
2) OPEN SPACE: The Board was very supportive of having south facing open space along Thomas St. and expressed that south facing open space is 'gold' in Seattle. The Board expressed the design should not miss the opportunity to create a great open space in this location. (CS2.B.3, PL1.A.2, PL1.C.1, PL2.I.ii) *		
A. Activate the south open space with areas for public use instead of bioretention planters as proposed in the Initial EDG packet. (PL1.C.1)	✓	• Reduced the amount of bioretention ponds at south open space • Redesign provides larger open plaza with direct connection to retail spaces with outdoor uses and plaza landscape seating for the public.
B. Provide resting spaces for bikers and pedestrians along Thomas St. (PL1.B.3, PL2.I.ii)	✓	• A variety of resting places for the public has been provided along Thomas Street park plaza for both pedestrians and cyclists
C. Place the primary retail entry off the south facing public space. (PL2.I.iii)	✓	• Primary retail remains on South plaza. • Retail frontage has been expanded with the ability of uses to spill out onto plaza.
E. Harrison St. is considered both a gateway and pedestrian street. Provide better connection along and to the site from Harrison St. (CS2.I.iii, PL1.B.2	✓	• Additional 5' setback provided along Harrison St. to create a more pedestrian friendly environment in addition to the 8' setback at the corner of Aurora and Harrison. • Glazed retail store frontage extended along Harrison St.
F. Design the access to the site along the grade change on Dexter to be porous with a variety of design elements to encourage activity. Avoid blank walls along the sidewalk. (PL3.C.1)	✓	• Increased the amount of retail frontage along Dexter and adjusted building levels and grades to avoid blank walls along the sidewalk and allow for more direct on grade access • Reduced the amount of bioretention planters along Dexter and created larger open hardscape zones and paths to allow greater activation of the ground level retail
G. If possible avoid having retail space that is accessed above the sidewalk level. (PL3.C.1)	✓	• Retail floor level have been stepped to allow direct access from sidewalk level
H. Consider providing bike storage closer to the bike lanes on Thomas St, without detracting from the southeast corner. (PL4.B)	✗	• Location for the bike storage and 'lounge' will help activate the through-block as well as provide a colorful and activated frontage along the Metro stop at Aurora Ave. • Outdoor bike racks will be provided adjacent to Dexter and Thomas St retail spaces • Reference Aurora Ave. Streetscape diagrams on pages 30-31.
3) ACCESS and SERVICE USES: The Board noted that on this full block site without an alley the proposed locations of the service uses and access to parking and loading berths are occupying too much of the street facing facades, as if the internal organs of the development are on the outside. The Board was not supportive of the departure request for two additional curb cuts including one to access the loading berths (see departures at the end of the report). (DC1.B.1, DC1.C.2, DC1.C.4, DC2.B.2)**		
A. Avoid use of street-level facade area with parking ramps and loading functions. Orient access ramps to access parking into the site, not along the property lines. (DC1.B.1, DC1.C.2, DC1.C.4, DC2.B.2) B. Study the design of the Allen Institute at 601 Westlake Ave N, which has a shared loading/ parking entry and consider reversible lanes or other means to function with one curb cut to access parking and loading functions. (DC1.B.1)	✓	• Parking ramp along Aurora has been rotated 90 degrees to be perpendicular to property line. • The design team studied the Allen Institute project which was recommended by the DRB during EDG #1 and has revised the parking/loading entry to a similar combined curb cut with a pedestrian zone in between, minimizing the vehicular impact and amount of service frontage along Harrison. • The loading dock on Harrison has been set back 5 feet to allow for a landscape planting zone. • The entry door into the loading dock will be designed as a graphic operable art wall and will remain closed until truck arrival/departure. The portion of blank facade adjacent to the door will be designed in the same manner to enhance the pedestrian experience along Harrison.
E. Coordinate with Metro to understand where proposed bus stops are planned to be located. (CS2.I.iii, PL1.I.ii, PL4.C.1&2)	✓	• Team has met with Metro to confirm plans for Dexter Ave, 7th Ave. and Harrison St.
F. Work with community groups invested in the area and neighborhood. (CS2.I.iii, PL1.C.2)	✓	• Team has met several times with Lake to Bay stakeholders to understand goals for Thomas Street.

* Items I, & J are addressed in the responses for Comment 1.

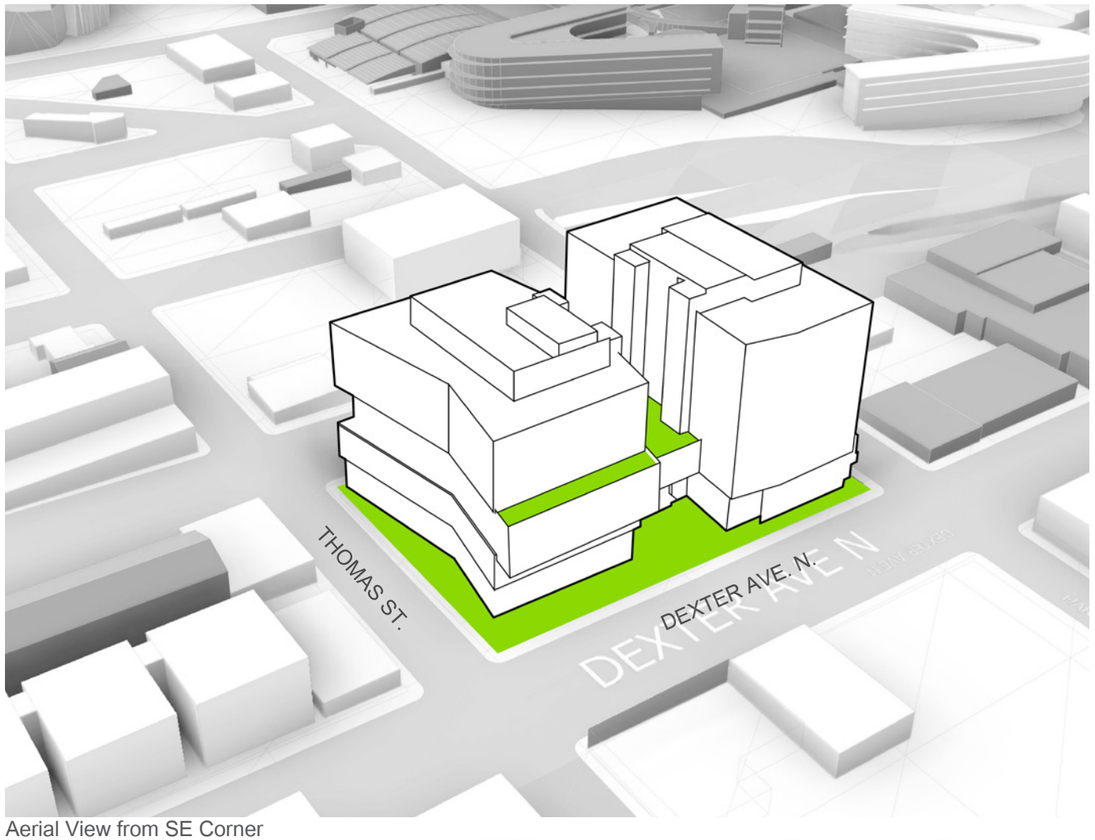
** Items C & D are addressed in the responses for Comment 1.

EDG-2 BUILDING MASSING

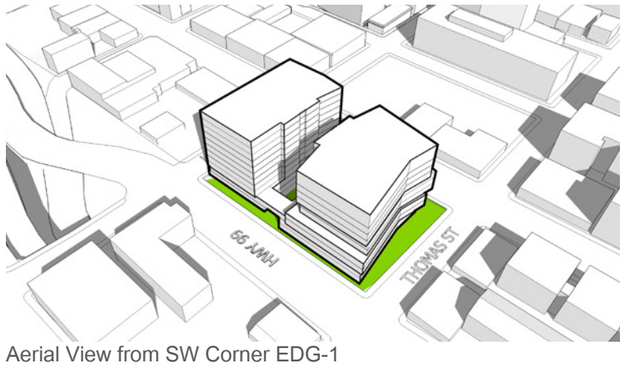
CURRENT BUILDING MASSING VS EDG-1 MASSING



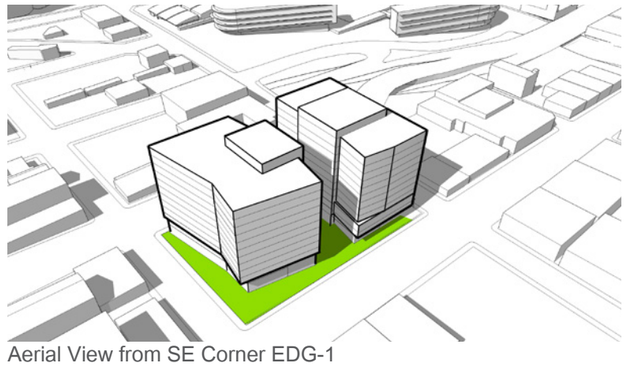
Aerial View from SW Corner



Aerial View from SE Corner



Aerial View from SW Corner EDG-1



Aerial View from SE Corner EDG-1

EDG-2 SITE DEVELOPMENT

LANDSCAPE PLAN

LEGEND

1. Commercial Entry Plaza
2. Retail Plaza
3. Pedestrian Through-Block Connection
4. Planned Bus Stop
5. Bus Stop Seating
6. Seating Plinths, Typical
7. Entry Stair/Ramp
8. Outdoor Seating

Site Plan As Shown In EDG-1

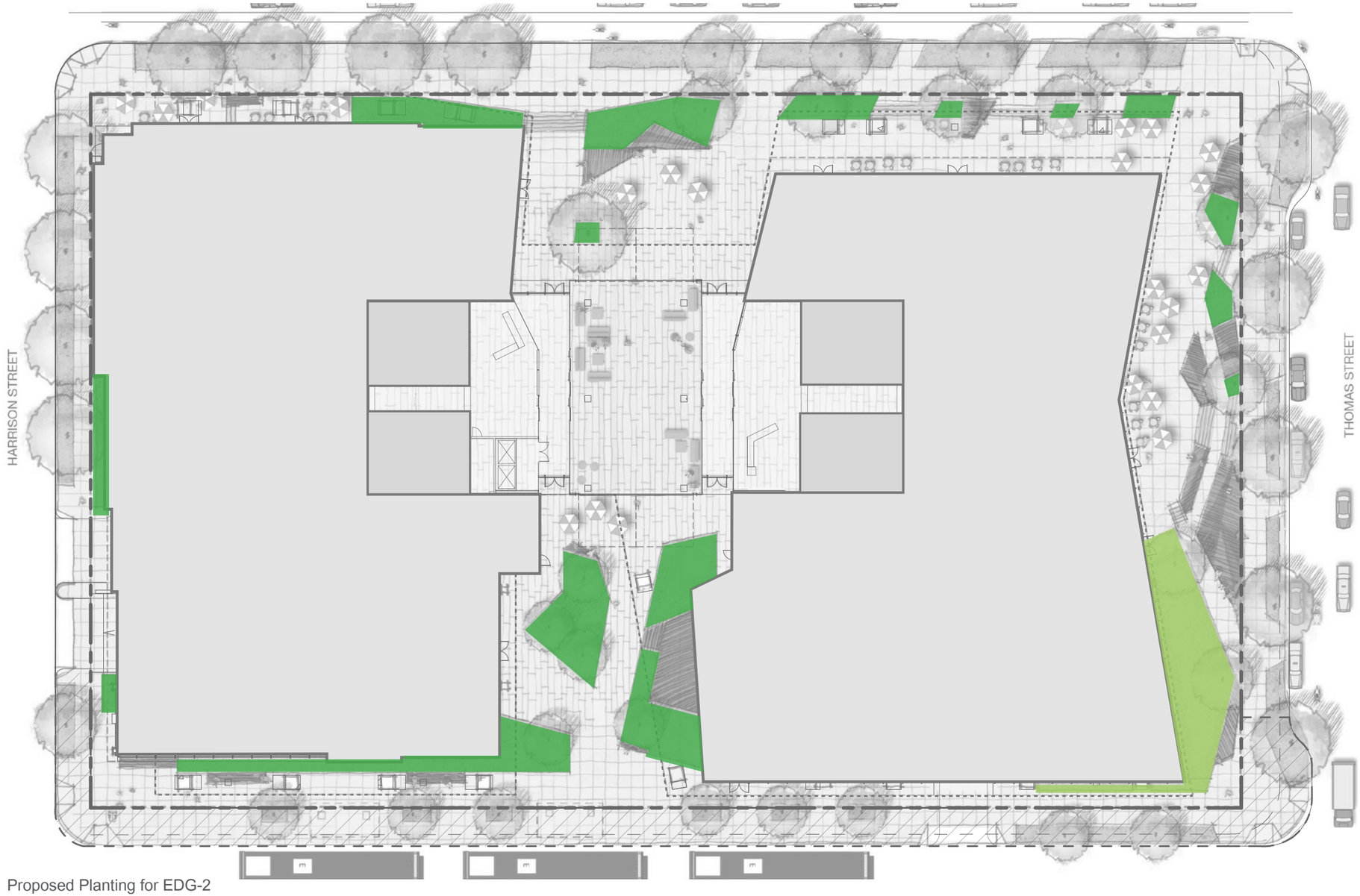
EDG-2 SITE DEVELOPMENT

PROPOSED ON-SITE PLANTING AND SOFTSCAPE

Proposed Planting at EDG-1

SOFTSCAPE PLANTING ZONES

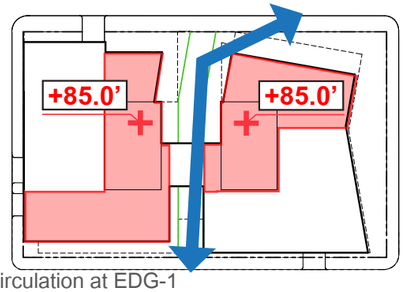
REQUIRED BIORETENTION PLANTERS



Proposed Planting for EDG-2

EDG-2 SITE DEVELOPMENT

PEDESTRIAN CIRCULATION ON PROJECT SITE



Circulation at EDG-1

PRIMARY ACCESSIBLE PEDESTRIAN ROUTE

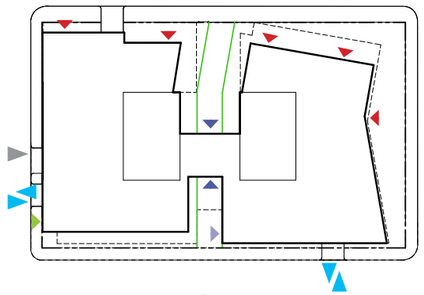
SECONDARY ACCESSIBLE PEDESTRIAN ROUTE

PEDESTRIAN PATHS

Proposed Circulation for EDG-2

EDG-2 SITE DEVELOPMENT

BUILDING ACCESS POINTS



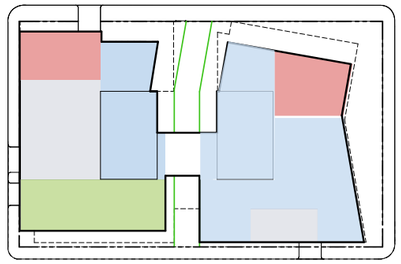
Access points At EDG-1

- BUILDING/LOBBY ENTRY
- OFFICE ENTRY
- RETAIL ENTRY
- BIKE ENTRY
- VEHICULAR ACCESS
- SERVICE ENTRY

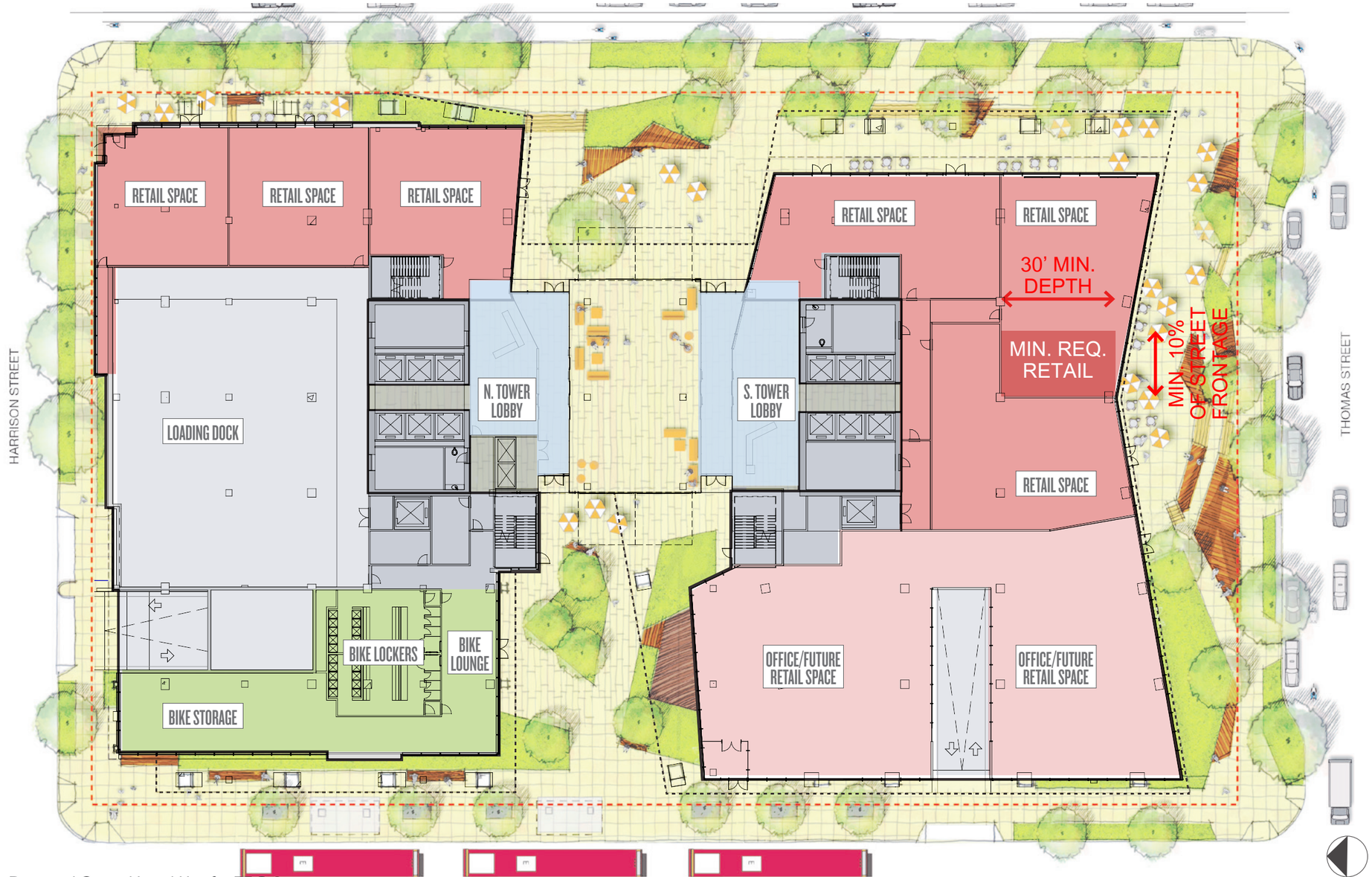
Proposed Access points For EDG-2

EDG-2 TOWER MASSING DEVELOPMENT

GROUND LEVEL PLAN



Proposed Use at EDG-1

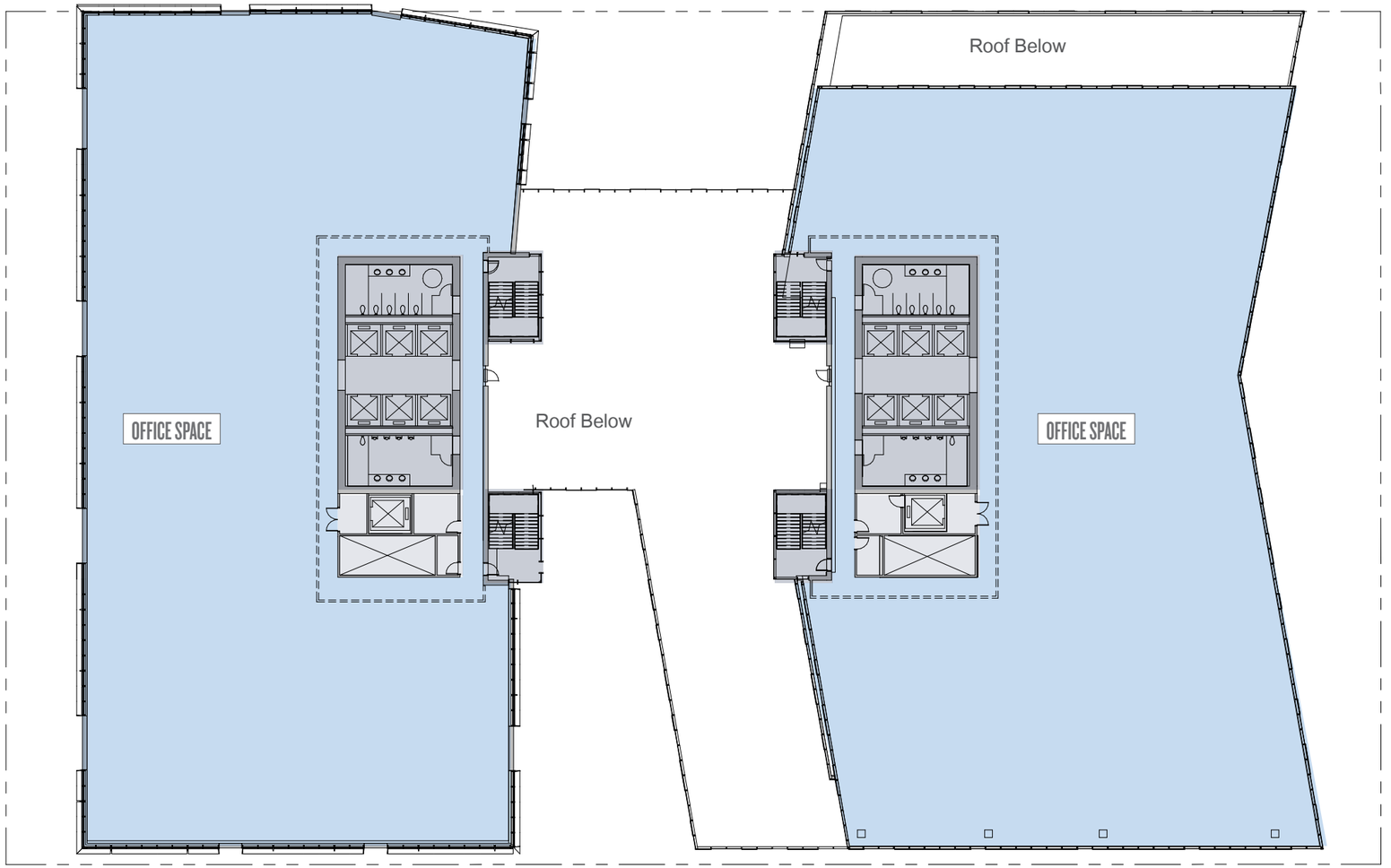


Proposed Ground Level Use for EDG-2

- BUILDING LOBBY
- RETAIL
- OFFICE/FUTURE RETAIL
- OFFICE
- BUILDING CORE
- SERVICE/MECHANICAL
- BIKE STORAGE/LOUNGE

EDG-2 TOWER MASSING DEVELOPMENT

TYPICAL OFFICE TOWER PLAN



OFFICE

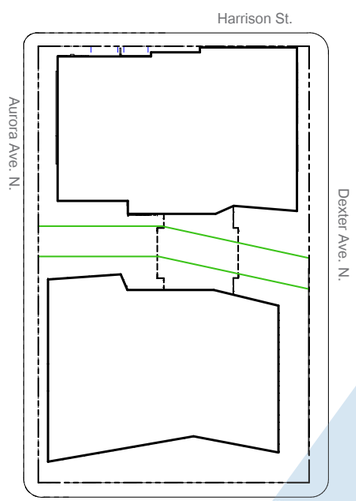
BUILDING CORE

SERVICE/MECHANICAL

EDG-2 TOWER ARTICULATION STUDY

DEXTER AVE. AND THOMAS ST.

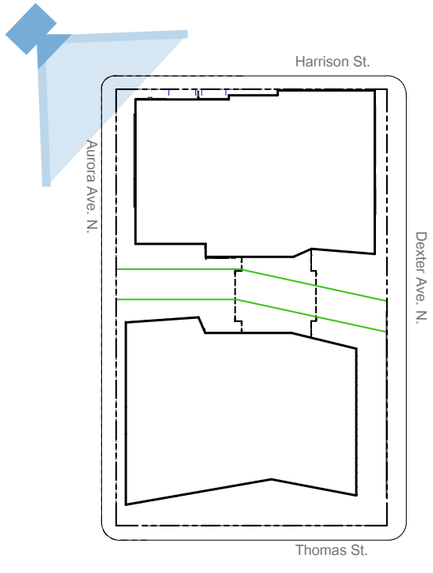
The board supported the concept of the two towers having distinct and strong architectural character. The South tower, as seen from Thomas St. maintains its dynamic form which deflects to create a vibrant south facing plaza and frames the view of the Space Needle, drawing pedestrians towards Seattle Center from South Lake Union.



EDG-2 TOWER ARTICULATION STUDY

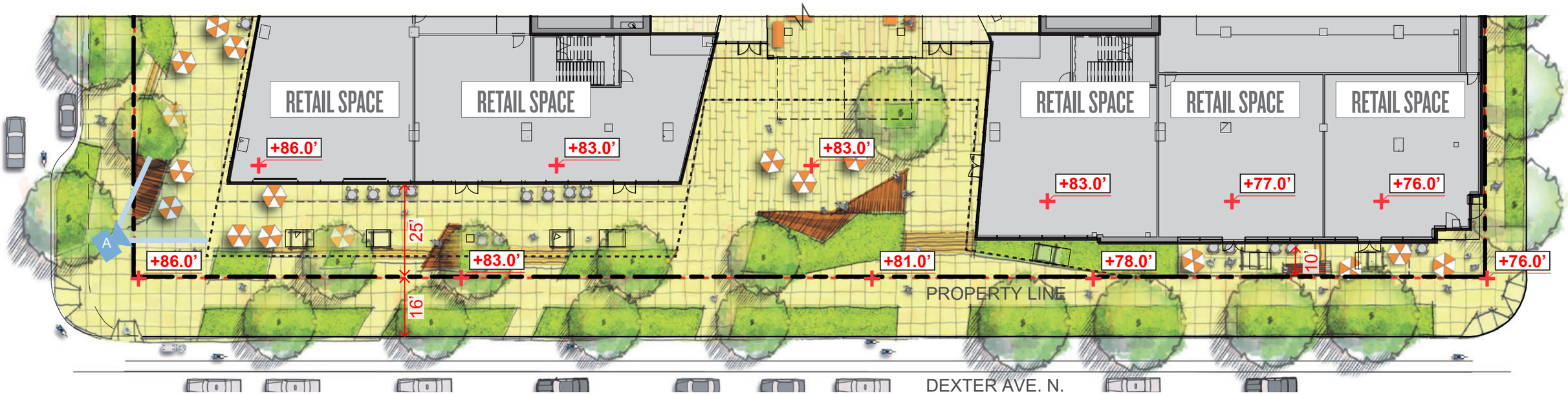
AURORA AVE. AND HARRISON ST.

The North Tower, is further developed as the “quiet” tower which holds the street corner and provides a robust architectural statement at this important intersection. The two towers in combination are articulated in a way that creates an identifiable presence from both a vehicular approach as well as a finely developed pedestrian scale at street level. By developing the different scales of the building in this way, the project creates a strong gateway to the South Lake Union neighborhood



EDG-2 STREETSCAPE DEVELOPMENT

DEXTER AVENUE STREETSCAPE



EDG-2 STREETSCAPE DEVELOPMENT

DEXTER AVENUE GROUND LEVEL CONCEPT

The Following Board Comments From EDG-1 Helped To Inform The Ground Plane Development For The Dexter Ave. Frontage:

2) Open Space:

a. Design the access to the site along the grade change on Dexter to be porous with a variety of design elements to encourage activity. Avoid blank walls along the sidewalk. (PL3.C.1)

b. If possible avoid having retail space that is accessed above the sidewalk level. (PL3.C.1)

Design Response:

The design team views Dexter as a future retail hub for the neighborhood and has designed the streetscape to be activated by a combination of retail, public seating and retail spill-out zones. Retail spaces along this street frontage have been stepped in elevation to allow for easy access from the public right-of-way and eliminate blank walls along the sidewalk.

A generous landscape buffer between the sidewalk and busy right-of-way provides a protected path for the pedestrian while a rhythm of planters, seating and pathways west of the sidewalk provide porosity into the site and the opportunity for outlooks and overlooks from the public through-block space.

The corner of Dexter and Thomas is designed to allow for generous open space for gathering and public seating, with the proposed retail providing operable zones within the façade to encourage spill-out and sidewalk activation. A publicly accessible path takes the pedestrian from this corner hub of retail through the mid-block connection and to the Aurora Avenue Metro hub.

A) View Looking Along Retail Spaces Facing Dexter Ave.

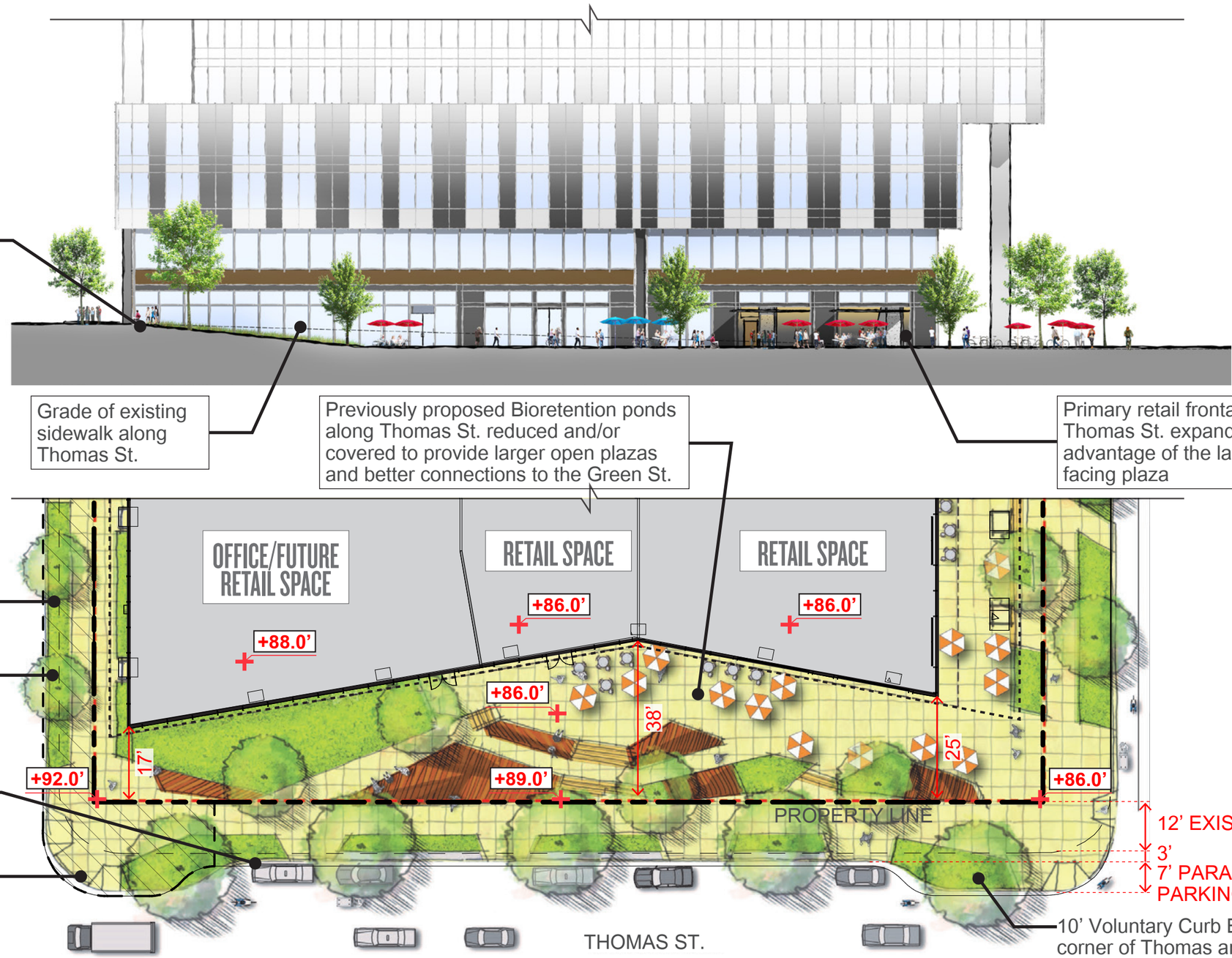
Retail floor levels re-configured to better correlate with existing sidewalk levels

Plaza spaces expanded to provide more public seating and allow for retail to spill out onto plaza.

Precedent Images for Look and Feel Along Dexter

EDG-2 STREETSCAPE DEVELOPMENT

THOMAS STREET STREETSCAPE



EDG-2 STREETSCAPE DEVELOPMENT

THOMAS STREET GROUND LEVEL CONCEPT

The Following Board Comments From EDG-1 - Helped To Inform The Ground Plane Development For The Thomas Street Frontage:

1) OPEN SPACE:

a. Activate the south open space with areas for public use instead of biorention planters as proposed in the Initial EDG packet. (PL1.C.1)
b. Provide resting spaces for bikers and pedestrians along Thomas St. (PL1.B.3, PL2.I.ii)
c. Place the primary retail entry off the south facing public space. (PL2.I.iii)
h. Consider providing bike storage closer to the bike lanes on Thomas St, without detracting from the southeast corner. (PL4.B)
f. Work with community groups invested in the area and neighborhood. (CS2.I.iii, PL1.C.2)

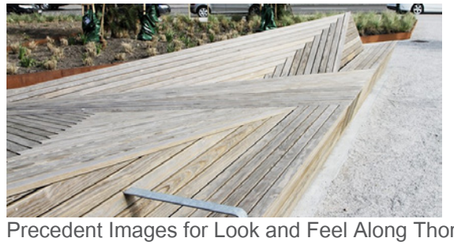
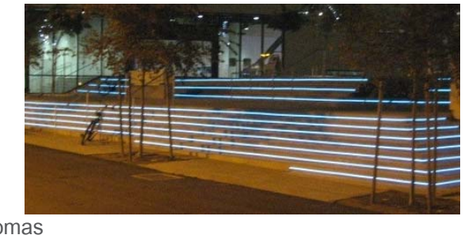
Design Response:

The design team agrees that Thomas represents a significant asset and opportunity for the project. It has studied the Thomas Street Green Street Plan and met several times with the Lake-to-Bay stakeholders to better understand the vision and goals for this designated Green Street. The design of the streetscape and building frontage has been developed to maximize the accessibility and use of the publicly accessible open space on this sunny side of the block. Public seating throughout the open space and streetscape provide moments for rest for both bikers and pedestrians, while ample hardscape allows for the flexibility of retail spill-out and public gathering.

A curb bulb out at the corner of Thomas and Dexter will match WSDOT improvements at Thomas and Aurora. Including a voluntary sidewalk widening of 3' that will assist in traffic calming along Thomas, it will also provide a 3-minute loading zone and short term street parking. This will help transportation benefits for retailer customers and drop off/pick up options for building occupants, meeting the vision and goals for both the Lake-to-Bay Trail and Thomas Street Green Street plans.

The team studied the recommendation for relocating the bike facilities along Thomas but felt that the opportunity for retail or office on this corner was a better fit to provide an active environment. Thomas St frontage has the potential to draw a variety of tenant types with its wide plaza and parklike landscape. The relationship of the bike facilities to the northwest corner of the site along Aurora is complimentary to the Transit Hub.

A) View Along Aurora. Ave.


Precedent Images for Look and Feel Along Thomas

EDG-2 STREETSCAPE DEVELOPMENT

AURORA AVENUE STREETSCAPE

EDG-2 STREETSCAPE DEVELOPMENT

AURORA AVENUE GROUND LEVEL CONCEPT

The Following Board Comments From EDG-1 Helped To Inform The Ground Plane Development For The Aurora Ave Frontage:

3) ACCESS and SERVICE USES:

a. Avoid use of street-level facade area with parking ramps and loading functions. Orient access ramps to access parking into the site, not along the property lines. (DC1.B.1, DC1.C.2, DC1.C.4, DC2.B.2)

d. Consider moving the bike storage closer to the bike lanes on Thomas St, without detracting from the southeast corner. (PL4.B)

e. Coordinate with Metro to understand where proposed bus stops are planned to be located. (CS2.I.iii, PL1.I.ii, PL4.C.1&2)

Design Response:

The amount of parking ramp frontage on Aurora has been minimized by revising the below-grade parking layout and orienting the ramp perpendicular to Aurora. Through coordination with Seattle Metro, the parking ramp has been carefully located to be outside of the predicted loading zone for Metro buses.

The team studied the recommendation for relocating the bike facilities along Thomas but felt that the opportunity for retail or office on this corner was a better fit to provide an active environment. Thomas St frontage has the potential to draw a variety of tenant types with its wide plaza and parklike landscape. The relationship of the bike facilities to the northwest corner of the site along Aurora is complimentary to the Transit Hub.

Through several meetings between the design team, SDOT, WSDOT and King County Metro, the design of the Aurora Avenue streetscape has been developed to account for the large volume of passengers that are planned to arrive and depart at the future Rapid Ride Transit Hub along Aurora Ave N. A 200’ long loading zone, containing (2) RapidRide shelters and other transit stop amenities, is set back 40’ from the crosswalk. Street trees are aligned with bus shelter supports, to allow for a clear passenger load/unload zone curbside.

The current sidewalk condition along Aurora does not meet city standards for sidewalk width and planting. In order to provide a pedestrian friendly, safe environment for Metro bus riders, the buildings are voluntarily set back from the property line a minimum at 8’ at Ground Level and 4’ at the towers above. In addition to beginning to coordinate for future RapidRide shelters, the building soffit overhead provides weather protection for Metro passengers while also lighting the streetscape.

A) View Along Aurora. Ave.

Building setback provides overhead weather protection and integrated bench seating for Metro stop

Bike storage, lockers and lounge to activate the street level along Aurora

Metro anticipates a large number of riders to utilize the transit stop on this block, which will help further activate the through-block.

EDG-2 STREETSCAPE DEVELOPMENT

HARRISON STREET STREETSCAPE

EDG-2 STREETSCAPE DEVELOPMENT

HARRISON STREET STREETSCAPE

The Following Board Comments From EDG-1 Helped To Inform The Ground Plane Development For The Harrison Street Frontage:

3) ACCESS and SERVICE USES:

a. Avoid use of street-level facade area with parking ramps and loading functions. Orient access ramps to access parking into the site, not along the property lines. (DC1.B.1, DC1.C.2, DC1.C.4, DC2.B.2)
b. Study the design of the Allen Institute at 601 Westlake Ave N, which has a shared loading/ parking entry and consider reversible lanes or other means to function with one curb cut to access parking and loading functions. (DC1.B.1)
c. Consider shifting the service functions into the site and narrowing the through block connection. (DC1.B.1, DC1.C.2, DC1.C.4)

Design Response:

Based on our analysis and in response to Board comments, the parking/loading entry has been revised to a similar combined curb cut with a pedestrian zone in between parking and loading access, thus minimizing the vehicular impact and amount of service frontage along Harrison. The location of the loading dock along Harrison allows for the most secure and accessible service entry to the block, while protecting and preserving the enhanced pedestrian streetscapes on Dexter and Thomas.

In order to mitigate the aesthetic impact of the necessary service frontage along Harrison, the team has focused on enhanced design of the loading dock door. The loading dock door will have graphic art, and it will remain closed except during times of delivery. A graphic art wall adjacent to the loading dock entry will provide the necessary service functions for the site while setting back from the sidewalk to allow for a lush planting strip. These design features will work to disguise the service functions and enhance the overall aesthetic of the Harrison frontage. The Northeast corner of the site is considered an important corner for retail as it relates to future retail development kitty-corner from this block. The retail frontage along Harrison has been maximized by adding a vibrant display window in front of the set-back loading dock zone. An active retail storefront holds the urban street edge, set back an additional foot, allowing for a SDOT standard sidewalk width and planting strip. Three large, established trees will remain in front of this retail zone to provide a canopy and sense of refuge for pedestrians. The organization of the streetscape elements do not preclude a future bus stop along Harrison near its intersection with Dexter.

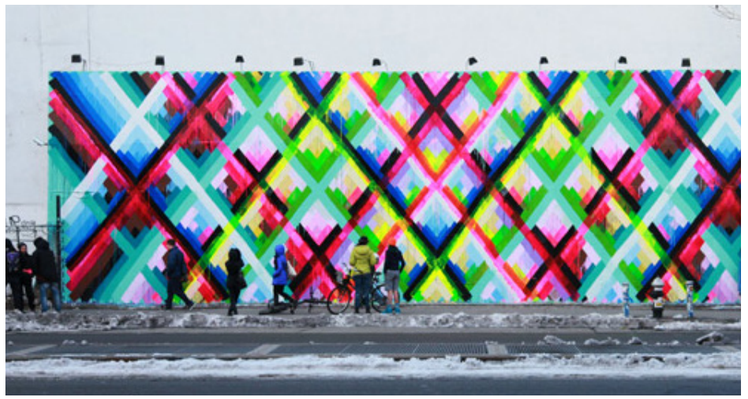
A full block site with no alley access presents design challenges and opportunities, and the design team has devoted considerable attention to options for locating service uses and access to parking and loading berths. The current design, which the Board supports, cannot place the principal access on Thomas, Dexter, or Aurora, so Harrison is the only remaining option. The design team thoroughly evaluated numerous loading dock options (see diagrams on page 41), including moving the loading area to the interior of the building. That option is not feasible due to the high water table and the associated costs, but also conflicts with the core that would effect the project's ability to address the desire for public open space along Thomas St. and a desireable through-block experience. Other full block sites, such as the Allen Institute, are distinguishable because they are a single user building on a smaller site with a much smaller occupancy without the demands of a market rate leaseable project. Furthermore, security demands of tech tenants prohibit retail to share parking access, leading to retail servicing to occur along the street.

A) View Along Harrison St.

Retail frontage expanded along Harrison St. to reduce the amount of loading frontage.

Additional setback at loading to allow for a landscaped planting zone

Loading and parking drives consolidated to reduce the curb-cut impact along Harrison St.



Examples of graphic art and facade integration

EDG-2 STREETSCAPE DEVELOPMENT

THROUGH-BLOCK

THROUGH BLOCK REQUIREMENTS:

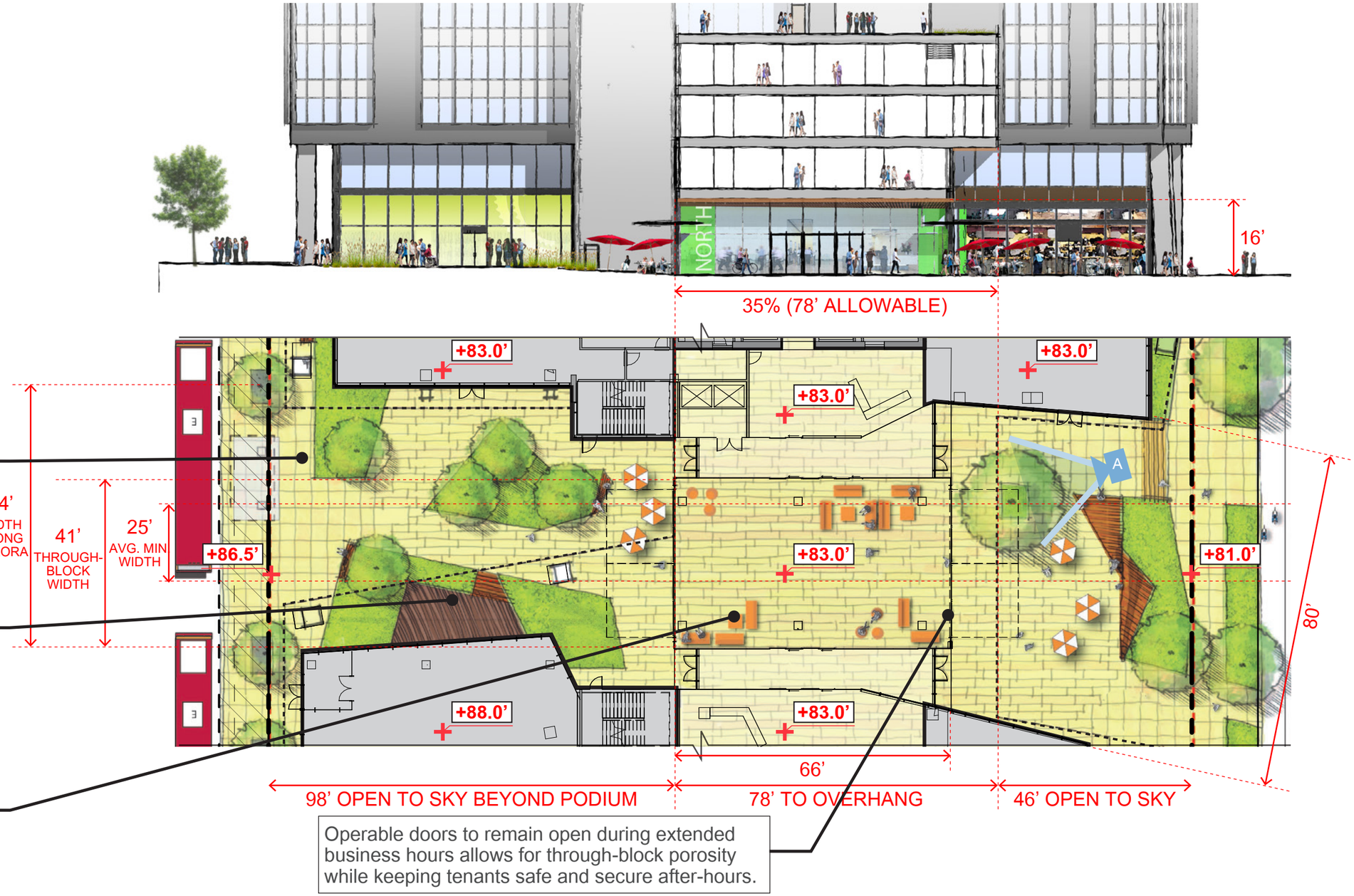
23.48.014.H.2.B - THE REQUIRED PEDESTRIAN CONNECTION SHALL HAVE AN AVERAGE WIDTH OF 25 FEET AND A MINIMUM WIDTH OF 15 FEET. ANY SEGMENT OF THE PEDESTRIAN PASSAGE THAT IS COVERED FROM SIDE TO SIDE SHALL HAVE A MINIMUM WIDTH OF 20 FEET.

*23.48.014.H.2.C - 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.*

Wider through-block provides greater opportunities for light and air into the space, as well as the ability to provide a lush landscape buffer to mitigate the wind tunnel affect.

The podium soffit overhead provides shelter from the elements while opening up towards the west to allow for ample daylight into the through-block space.

Through-block veranda provides partially covered and protected path for pedestrians traveling through the site and activates the mid-block through cross-traffic between buildings, creating an ‘outdoor living room’ approach to public seating and gathering.



Operable doors to remain open during extended business hours allows for through-block porosity while keeping tenants safe and secure after-hours.

EDG-2 STREETSCAPE DEVELOPMENT

THROUGH-BLOCK

Operable doors

Catenary lighting

Operable doors to remain open during extended business hours allowing for through-block porosity

Primary building entries to have a unique architectural expression to distinguish from the public through-block.

During extended business hours, the through-block veranda will provide sheltered gathering spaces with public seating and informal retail opportunities

Exterior paving to extend across the entire through-block to emphasize the continuous public realm.

A) View Looking West into Through-Block Pedestrian Connection

DEPARTURES FROM EDG-1

DEPARTURES FROM EDG-1 NO LONGER REQUIRED

ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES
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.	**NONE** (Departure previously requested at EDG-1)	The primary entrance location and grades have been adjusted so that this departure is no longer required.
23.54.035.A.1 **Loading Berth Requirements and Space Standards**	Quantity of Loading Spaces: Low Demand 600,000 SF = 6 Required Loading Berths	**TYPE 1 DECISION** (Departure previously requested at EDG-1)	• Reducing the number of loading berths will shorten the length of the loading doors and minimize their presence on the street façade. (CS2-B2) • A smaller loading dock provides a safer pedestrian experience at the sidewalk. (DC1-B1 & C4) • Reducing the number of loading berths will also assist in decreasing the length of blank facade at street level. (DC1-B2) At the EDG-1 meeting, the Board indicated their support for this departure
23.54.035.C.2 **Loading Berth Requirements and Space Standards**	Loading Berth Length: Each loading berth for low and medium demand uses...shall be a minimum of thirty five feet in length.	**TYPE 1 DECISION** (Departure previously requested at EDG-1)	• Providing shorter loading berths will reduce the overall size of the loading doors. (CS2-B2) • Smaller service vehicles are more maneuverable, creating a safer pedestrian condition. (DC1-B1 & C4) • The proposed loading berth configuration is more than adequate for the building's office/retail use. At the EDG-1 meeting, the Board indicated their support for this departure

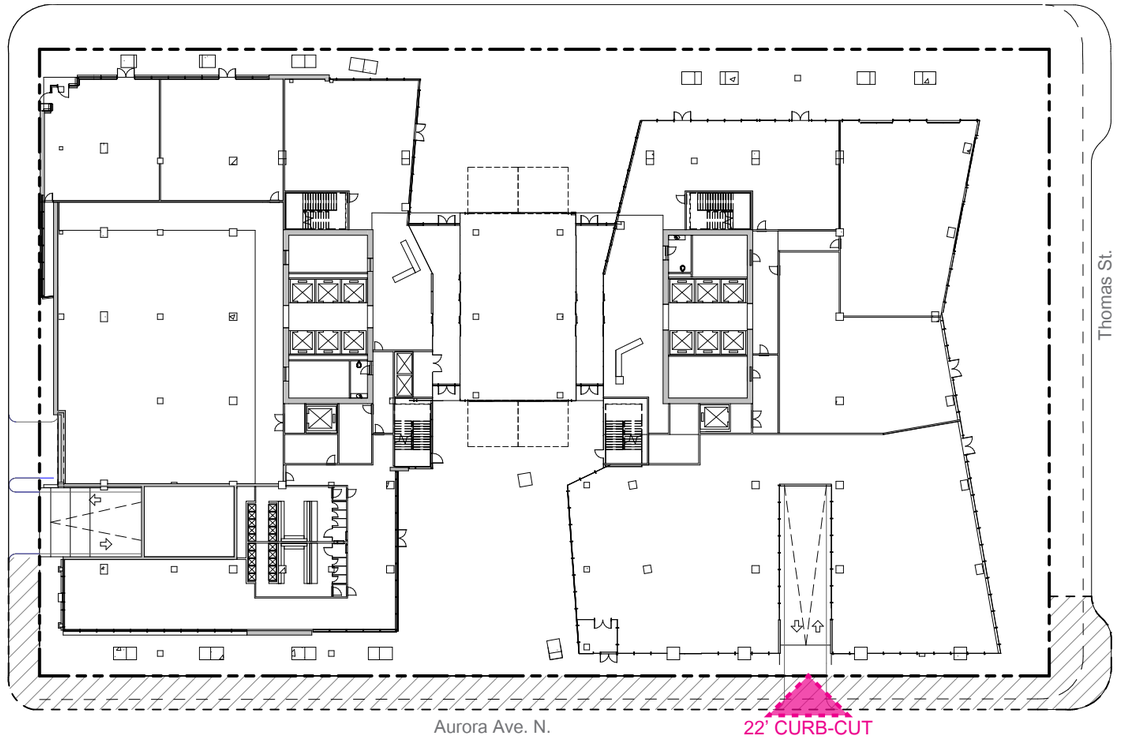
DEPARTURES FOR EDG-2

CURBCUT WIDTH AND NUMBER - RATIONALES

	ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES
1.	**"23.54.030.F Curb cut number "**	Permitted access shall be limited to one two-way curb cut.	Project includes one additional curb cut to the one allowable two-way curb cut for parking ingress/egress. A 47' wide curb cut for combined primary parking access and loading/garbage access; and second 22' wide curb cut for secondary parking ingress/egress. 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, or Aurora Avenue	• Providing more than one parking entry and discharge will distribute traffic to neighboring streets, minimizing traffic congestion on pedestrian and cyclist oriented streets. (PL1-A1) • The second curb cut will also reduce the number of times vehicles will have to cross dedicated bike paths and pedestrian cross-walks. Minimizing vehicle and non-motorist conflicts will increase overall safety for all modes of travel. (PL4-A1) • The design of the second curb cut has been oriented perpendicular to the property line in order to minimize impact on street level facades; driveway width has been reduced to the minimum. (PL3-C)
2.	**"23.54.030.F Curb cut width "**	For two way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined	Project increases the maximum curb cut width from 25' to 47' on Harrison to allow for combined primary parking access and loading and garbage access.	• Project combines parking and loading zone uses into a single curb cut on the least visually dominant façade with the lowest anticipated pedistrian use. (DC1-B1) • Project has worked to minimize the overall width as much as possible by reducing loading berth size reducing overall curb cut. (DC1-B1) • The design of the loading dock gate is to be integrated into the adjacent facade art wall to minimize its appearance given its limited use. (DC1-B2)

Allen Institute Precedent Study

47' CURB CUT FOR COMBINED LOADING & PARKING

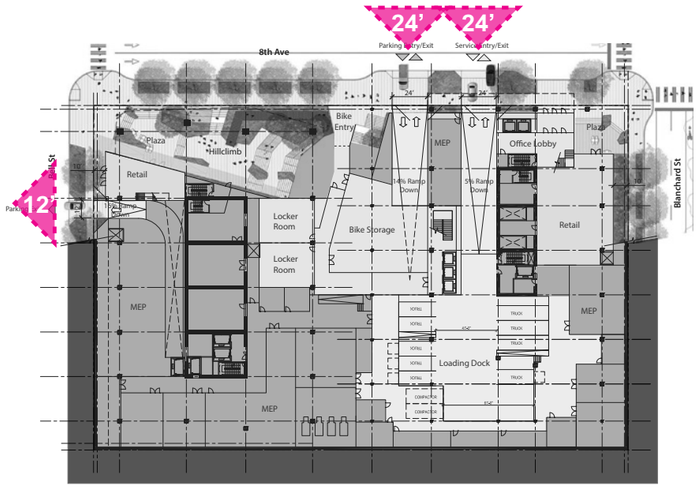


DEPARTURES FOR EDG-2

CURBCUT WIDTH AND NUMBER - FULL BLOCK PRECEDENTS

2200 7th Ave

- Full block development required (3) Curb Cuts; two for parking access and one for service and loading access
- Alley vacation in Downtown zoning
- Approximately the same GFA
- At-grade loading impact diminished due to grade change between 8th Ave. and 7th Ave.
- Downtown zoning allows for curb cuts on permitted street frontages

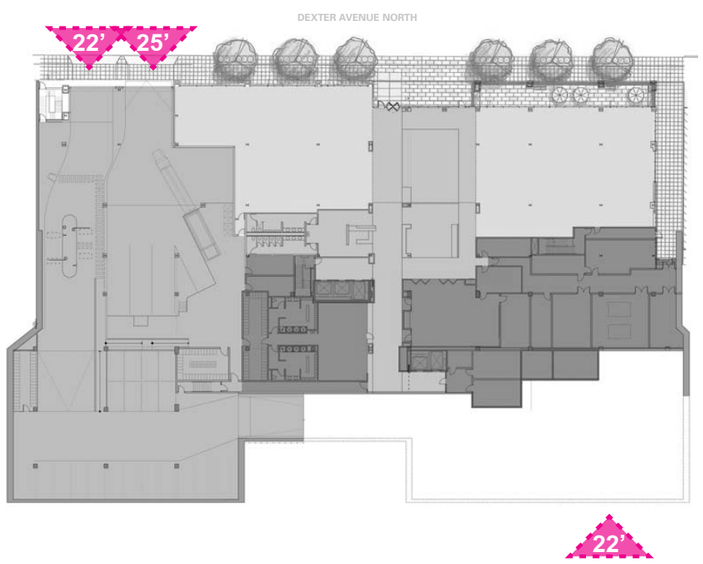


2100 7th Ave (Rufus 2.0)

- Full block development required (3) Curb cuts; two on 8th Ave. and one on Blanchard.
- Alley vacation in Downtown zoning
- Approximately twice the GFA of office and ground floor retail
- At-grade loading impact diminished due to grade change between 8th Ave. and 7th Ave.
- Downtown zoning allows for curb cuts on permitted street frontages

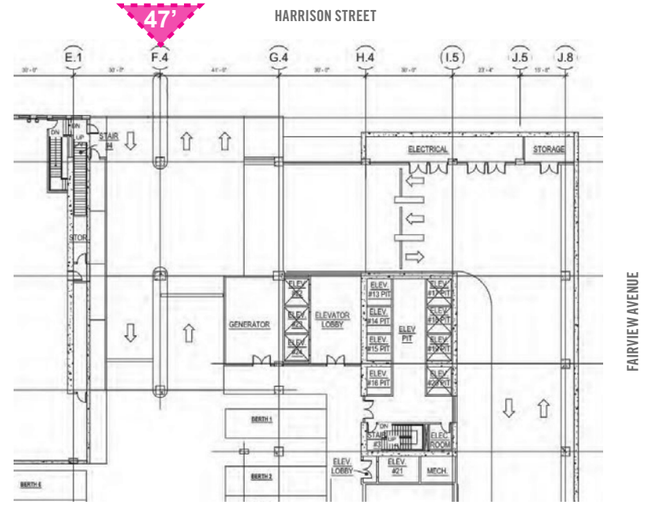
1101 Dexter Ave. (Dexter Station)

- Full block development utilizing (2) two-way curb cuts along Dexter; (one for vehicular traffic and one for loading) and (1) additional two-way curb cut along Aurora for vehicular traffic only
- SLU zoning with approximately half the GFA
- At-grade loading impact is reduced because of extreme grade change between Dexter and Aurora
- Bike storage access is shared with vehicular access



307 Fairview Ave. N. (Troy Laundry Block)

- Full block development with (1) oversize curb cut with a pedestrian strip
- SLU zoning with approximately the same GFA of spec. office
- Shared loading and parking prohibits street-level use along Harrison and Fairview and introduces blank facades.
- Shared loading and parking could cause traffic congestion along Harrison Ave.

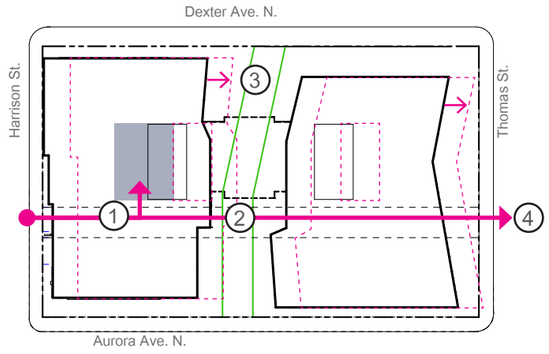


DEPARTURES FOR EDG-2

BOARD REQUESTED INVESTIGATIONS FOR SERVICE & LOADING LOCATIONS

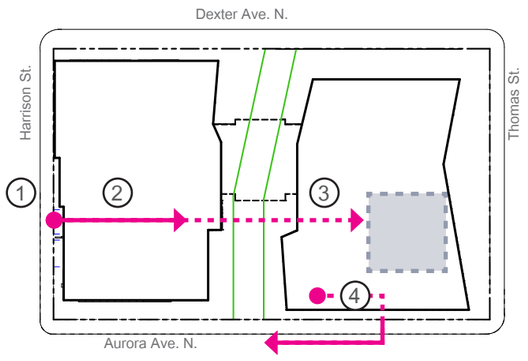
Mid-Block Loading Study

1) Inverses and internalizes back of house functions, but creates conflict between vehicular traffic and service vehicles maneuvering within the site
2) Reduces back-of-house impacts along Harrison at the expense of the pedestrian friendly through-block environment or;
3) To preserve through-block as currently configured, would require core and building to shift south, impacting open space along Thomas.
4) Mid-block service access would introduce a curb-cut along Thomas, impacting potential public open space amenities and the Green Street



Below-Grade Loading Study

1) Security demands of tech tenants prohibit retail to share loading, leading to retail servicing to occur along the street.
2) Ramp length increases due to higher clearances required for trash compactor impacting ground level program along Through-block.
3) The cost of deeper excavation due to higher clearance requirements and less efficient parking plates will require cost cutting measures on the architecture and public realm.
4) Vehicular ingress/egress onto Aurora impossible without reorienting ramp parallel to Aurora, reducing potential activated street frontage.

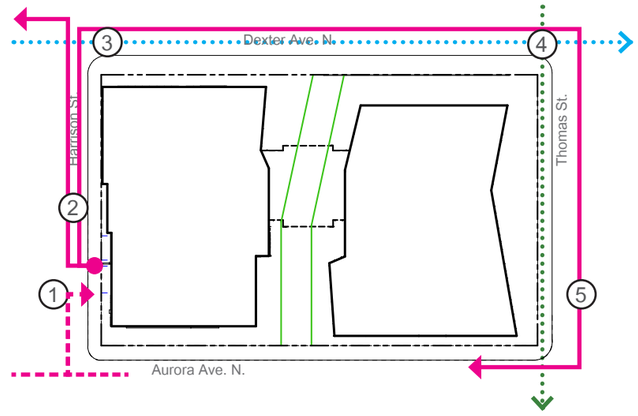


DEPARTURES FOR EDG-2

VEHICULAR INGRESS / EGRESS STUDIES

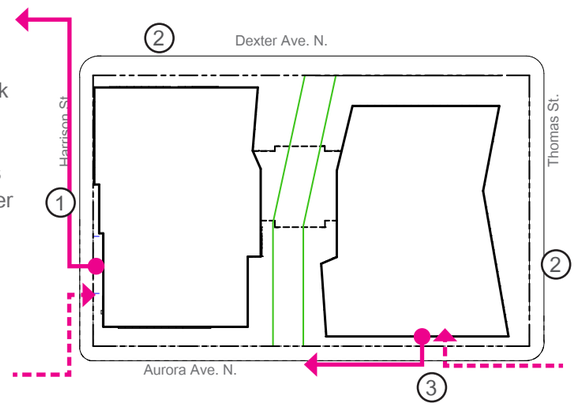
Single Curb Cut on Harrison St. Study

1) Single entry point concentrates traffic onto Harrison already backed up due to traffic from both Aurora and Dexter.
2) Single exit point for vehicles concentrates all traffic onto Harrison St. impacting the efficacy of the proposed bus line
3) All northbound SR99 traffic will need to loop around the block and cross the dedicated bicycle lane in order to turn onto Dexter.
4) All northbound SR99 traffic will need to loop around the block and cross the dedicated bicycle lane a second time to turn onto Thomas St.
5) Northbound SR99 traffic will increase traffic along Thomas St. and not meet the intent of the Green St. Plan and the Lake-To-Bay Trail to reduce vehicular through-traffic.



Two Curb Cuts Analysis

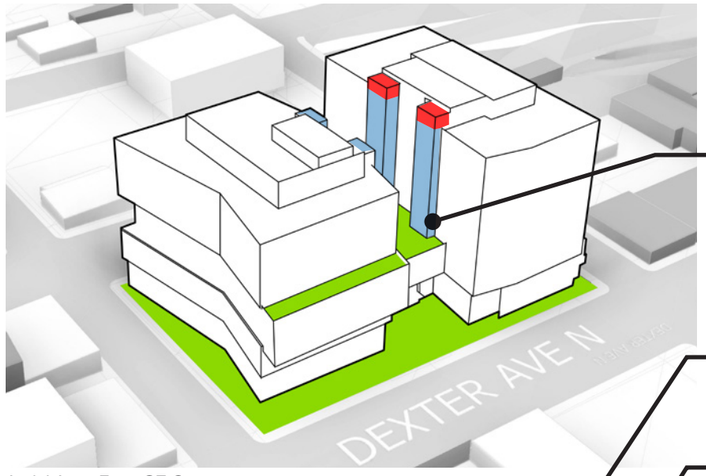
1) Splitting exit traffic reduces vehicular impact along Harrison
2) Not requiring vehicles to loop around the block reduces the vehicular impact on pedestrians and cyclists along Dexter and Thomas
3) Signalized intersection at Aurora and Thomas will allow vehicles to safely and efficiently enter and exit off of Aurora



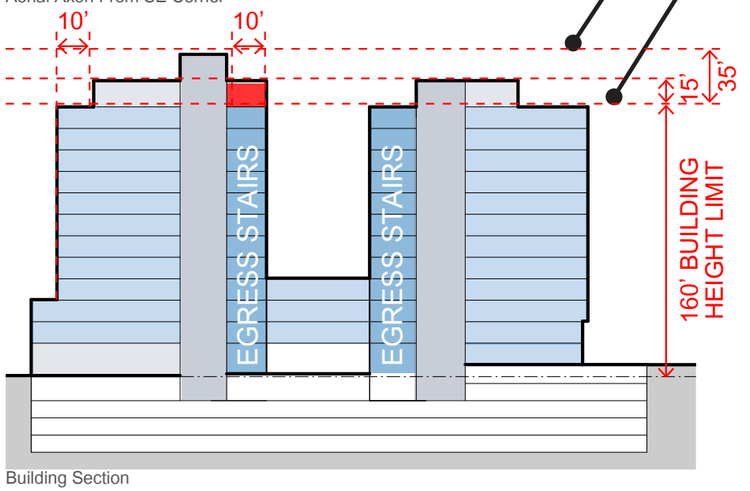
DEPARTURES FOR EDG-2

ROOFTOP FEATURE SETBACK RATIONALE

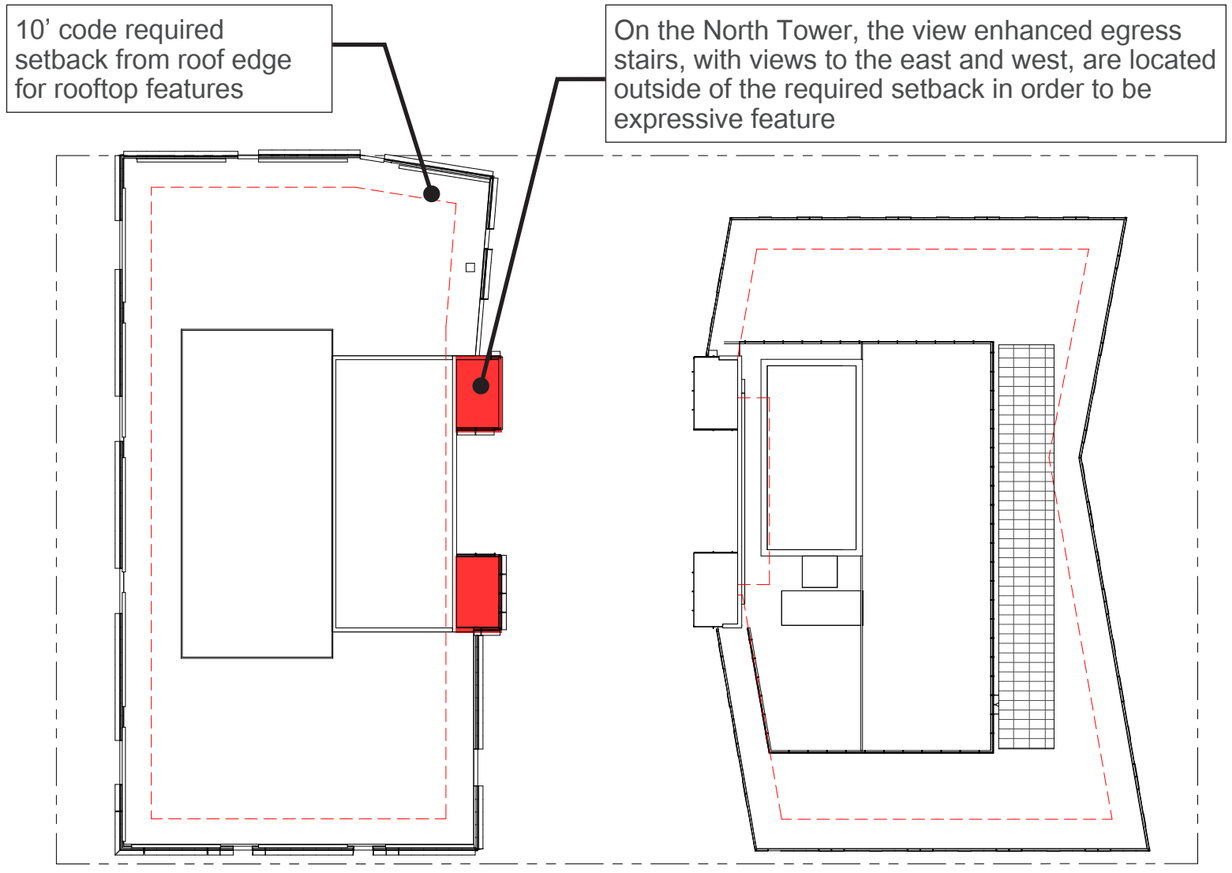
	ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES
3.	**23.54.035.E Rooftop Feature Setback**	Rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features may be up to 65 percent of the roof area, provided that all mechanical equipment is screened; and no rooftop features are located closer than 10 feet to the roof edge.	Project requests that two (2) view enhanced egress stairs on the North Tower be located within 10' of roof edge.	• The project proposes to use the egress stair towers as architectural features that are expressed on the exterior of the building and help activate both the through-block connection and the interior of the building. View enhanced stairs are designed to encourage occupants to use the stairs rather than the elevator, providing a healthy office experience. (CS2-A2) • The articulation of the stair towers on both towers will help provide additional massing depth to the buildings mass. (DC2-C1) • Views into stairs makes the building's function legible on the facade. (DC2-E1)



Aerial Axon From SE Corner



Building Section



Roof Plan

DEPARTURES FOR EDG-2

TRANSPARENCY/BLANK FACADE RATIONALE

4.

ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES
23.48.014.D Transparency & Blank Façade	**23.48.014.D.1** For Class 1 and Class 2 Pedestrian Streets and Neighborhood Green Streets, shown on Maps A and B for 23.48.014, a minimum of 60 percent of the street facing facade must be transparent	The facade facing Harrison St. provides 58% of transparency and does not meet the minimum 60% required transparency.	• The project has worked to activate street level uses along Dexter, Thomas, Aurora, as well as the through-block connection, thus pushing loading and service features to the Harrison St. façade. (PL3-C2) • The blank façade wall has been set back 5' from the property line, allowing for a landscaped planing zone to soften the pedestrian experience and enhance the blank wall. (DC4-D1) • The design of the street facade will incorporate graphic artwork that will also be integrated into the sliding loading dock gate, adding color and texture to activate the 'blank' facade. (DC2-B2e)
	23.48.014.D.2 Blank facades shall be limited to segments 15 feet wide. Blank facade width may be increased to 30 feet if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. The total of all blank facade segments, including garage doors, shall not exceed 40 percent of the street facade of the structure on each street frontage.	Blank wall adjacent to the loading dock door exceeds 15’ in width. Total blank wall segments including garage doors exceed 40% of façade length and will be activated by artwork elements and landscape plantings.	• The project provides voluntary additional setbacks from the property line of approximately 10’ at Dexter and 15’ at Aurora in order to provide wider pedestrian sidewalks. As a result, the overall facade length of Harrison decreases by 26’ resulting in a non-compliant 45% total blank facade. If the project were to build the Harrison St. facade to the property line, thus eliminating the wider sidewalks at Dexter and Aurora, our blank facade calculation would become code compliant at 40%. We believe providing the additional 10’ wider sidewalk at Dexter and 15’ wider sidewalk at Aurora is of greater benefit to the project at the expense of having 5% more blank facade along Harrison. (PL1-A1, PL1-A2, PL1-B1, PL1-C1)

Perspective Of Art Wall Along Harrison