333 DEXTER AVE. N.

SEATTLE, WA
DPD#: 3019618

DRB RECOMMENDATION MEETING
WEST DESIGN REVIEW BOARD

JANUARY 06, 2016

Prepared by:

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KILROY REALTY, L.P.,
A Delaware limited partnership
Project Manager for KR 333 Dexter, LLC

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DRB RECOMMENDATION MEETING

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01. SITE ANALYSIS

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DEVELOPMENT OBJECTIVES

PROPOSED PROJECT SUMMARY

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 RapidRide bus stop on Aurora Ave. (7th Ave.)
- 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

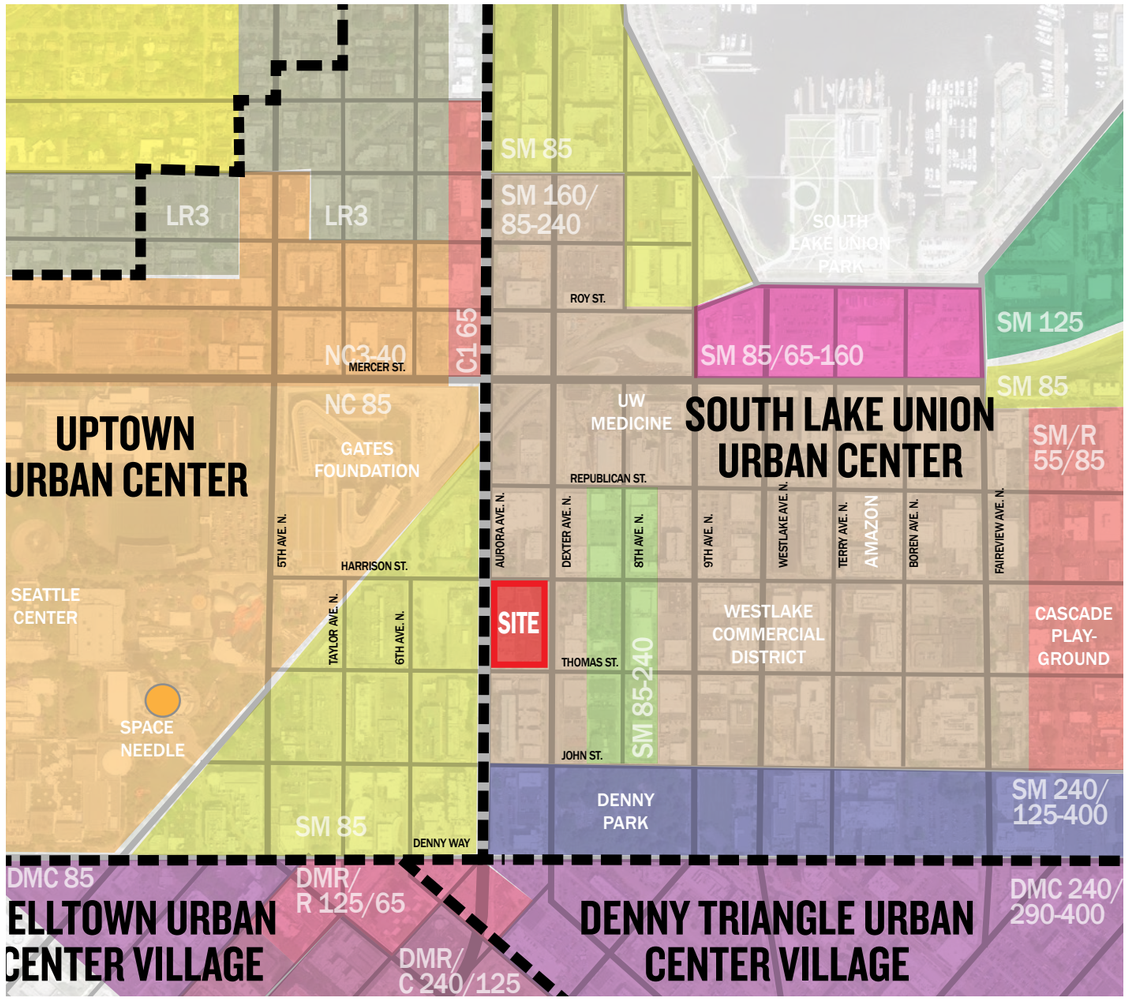
Lot Area:
Total Site Area = 80,368 SQF

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

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

SITE CONTEXT & URBAN DESIGN ANALYSIS

ZONING ANALYSIS



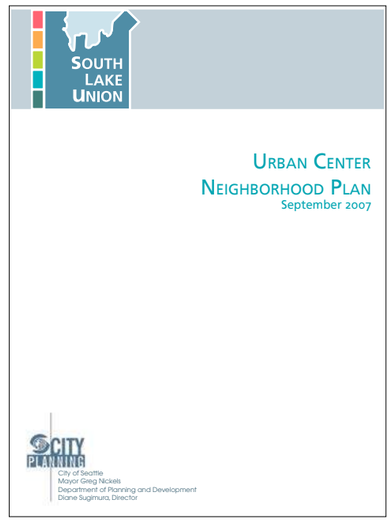
SITE CONTEXT & URBAN DESIGN ANALYSIS

COORDINATION WITH ONGOING SLU MASTER PLANS

The proposed design has been informed by the following neighborhood master plans:

- South Lake Union Mobility Plan
- Lake2Bay Trail Master Plan
- SLU Street Concept Plans
- SLU Urban Design Framework
- Thomas Green Street Plan
- SLU Urban Center Neighborhood Plan

Letters of support from the Seattle Neighborhood Greenways and the Lake2Bay organizations can be found in the Appendix.



SITE CONTEXT & URBAN DESIGN ANALYSIS

STREET SETBACK CONDITIONS

LEGEND

- Proposed Setback from Property Line
- Sites with Setbacks from Property Line
- Sites with No Setback from Property Line
- Surface Parking Lots

Typical 8’ sidewalk with 5’ planting zone (Queen Anne Ave. N)

Proposed 8’ sidewalk with 5’ planting zone and building setbacks along Harrison St.

SITE CONTEXT & URBAN DESIGN ANALYSIS

SR-99 NORTH TUNNEL PORTAL IMPROVEMENTS

In order to fully understand the future impacts of the North Tunnel Portal improvements around the site, the design team has had ongoing coordination efforts with WSDOT and SDOT. The resulting design takes into account the future condition as well as preparing for the interim condition when the building is occupied yet surface street improvements related to the North Tunnel Portal continue.

View of North Tunnel Portal Operations Building at Thomas St. & 6th Ave Intersection

View of North Tunnel Portal Operations Building at Thomas St. & Aurora Ave. Intersection

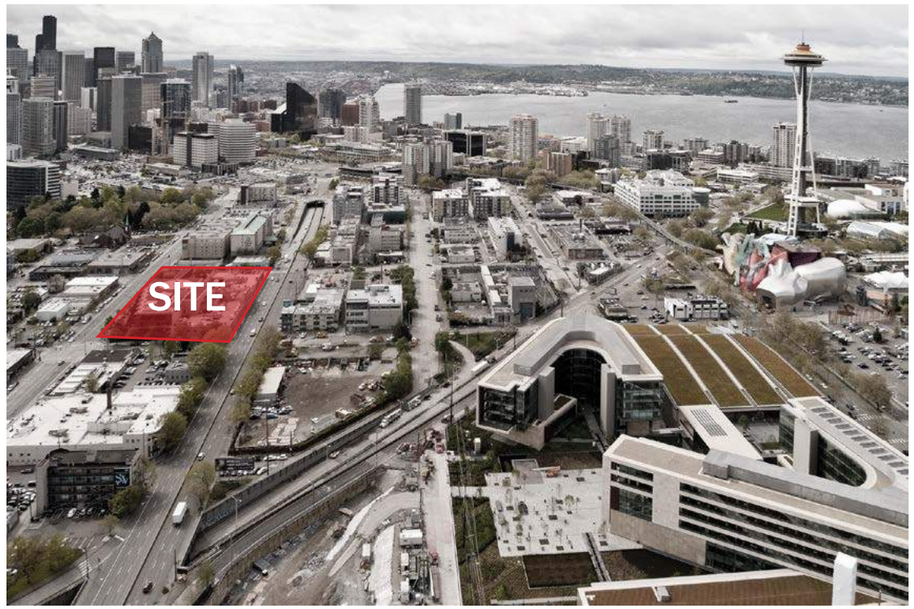
View of North Tunnel Portal Looking South along Aurora Ave.

View of North Tunnel Overpass over Mercer St. as Aurora becomes 7th Ave.

Renderings Courtesy of the WSDOT North Tunnel Portal Improvements Design Team

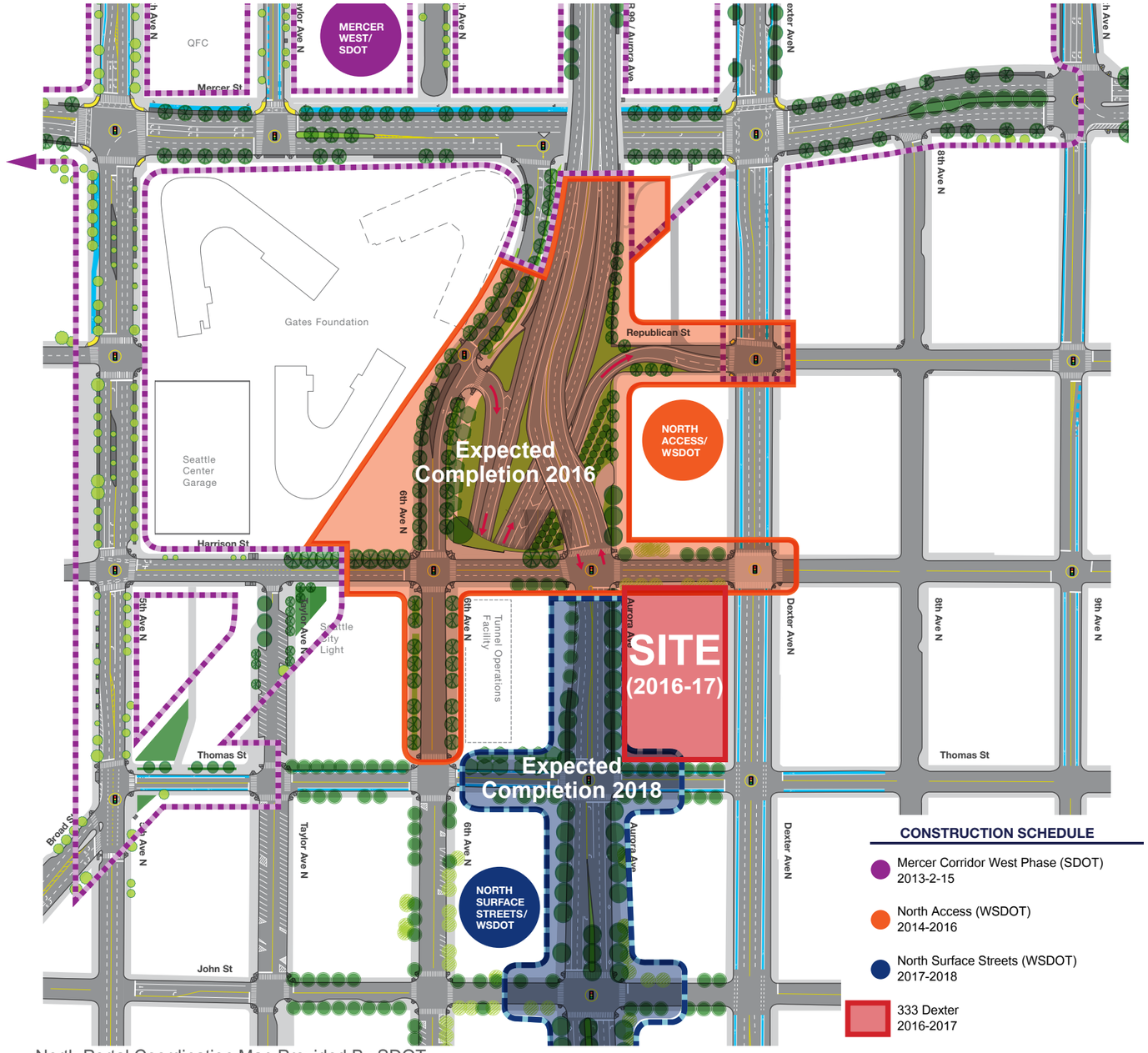
SITE CONTEXT & URBAN DESIGN ANALYSIS

SR-99 NORTH TUNNEL PORTAL IMPROVEMENTS



Current Condition

Future Condition



North Portal Coordination Map Provided By SDOT

MILLER HULL

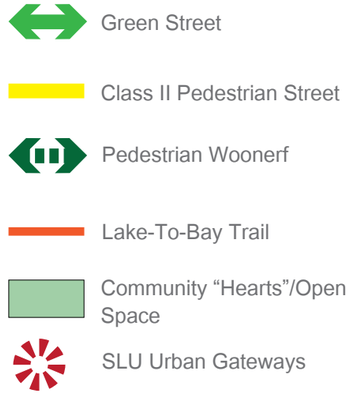
REALI CORPORATION

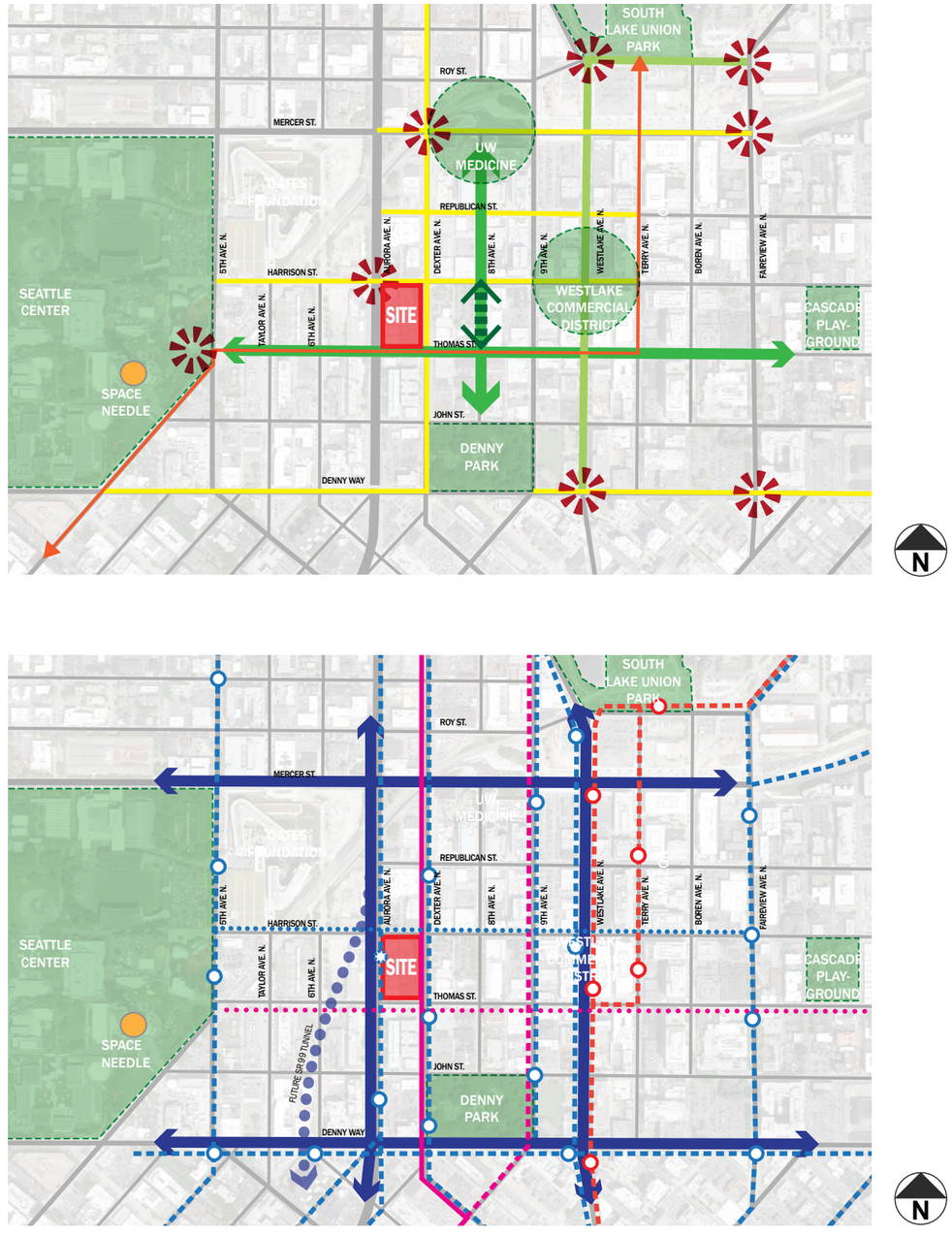
SITE CONTEXT & URBAN DESIGN ANALYSIS

SITE ACCESS

Pedestrian Uses and Movement
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.

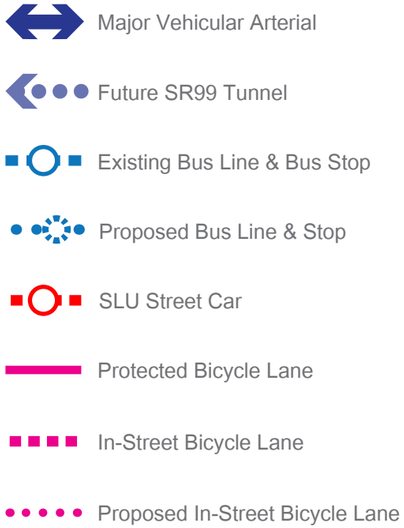
Thomas St., envisioned as a Green Street, will be a primary pedestrian thoroughfare connecting Seattle Center with Capitol Hill through SLU. Thomas St. is also part of the Lake-To-Bay Trail. As such, a design is envisioned that adopts these benefits as a fundamental component of the landscape and site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





Traffic, Transportation and Movement
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.



EXISTING SITE ANALYSIS

SITE ACCESS OPPORTUNITIES & CONSTRAINTS

Site Access Opportunities

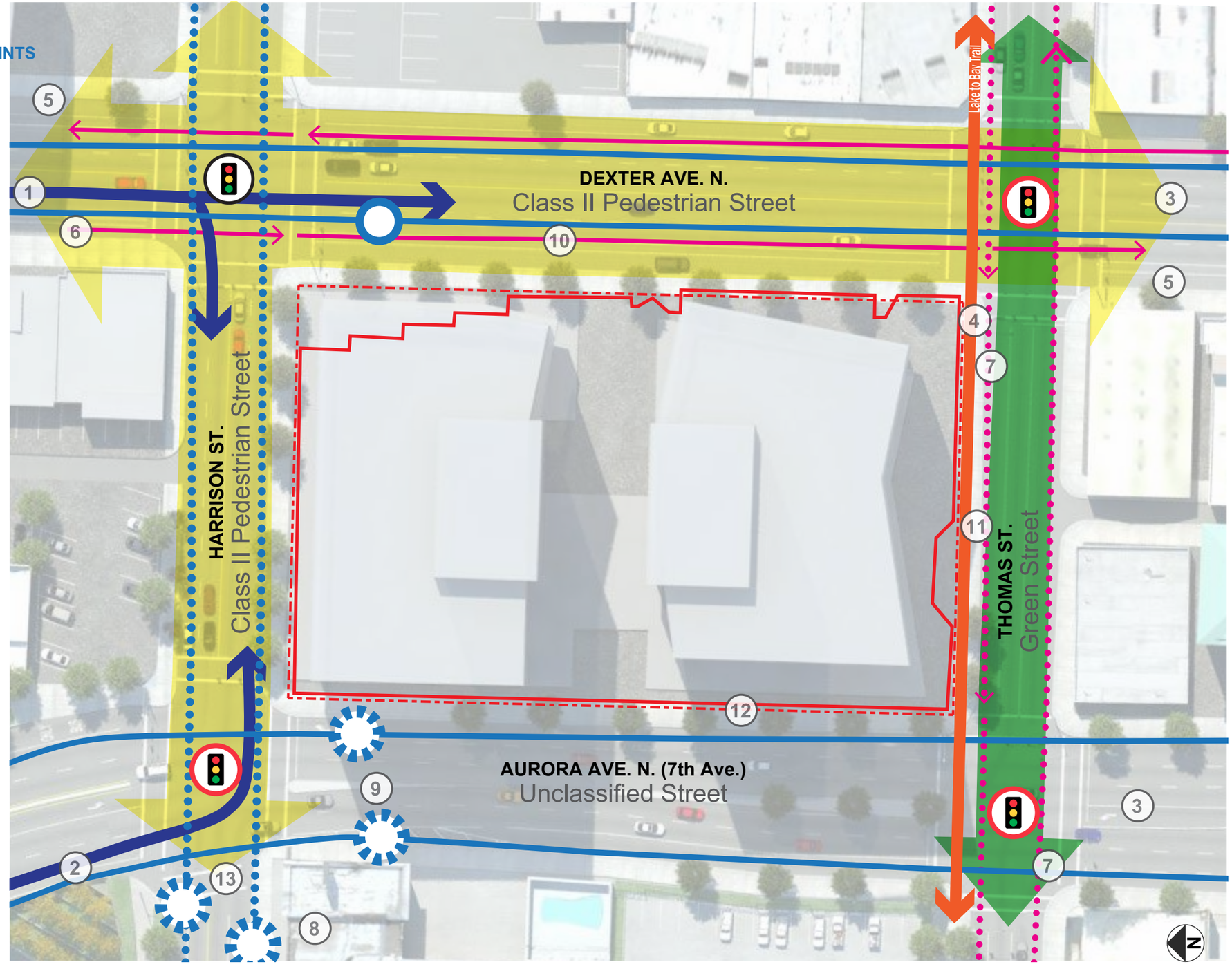
1. Vehicular access from northbound SR99 & Mercer St.
2. Future vehicular access from southbound SR99
3. Direct connectivity to downtown
4. An enhanced pedestrian experience along Thomas St. Green Street and Lake To Bay Trail
5. Utilize proximity to existing bus stops along Dexter and Aurora as well 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
13. Harrison St. is planned as the future SLU Freight Service Corridor

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

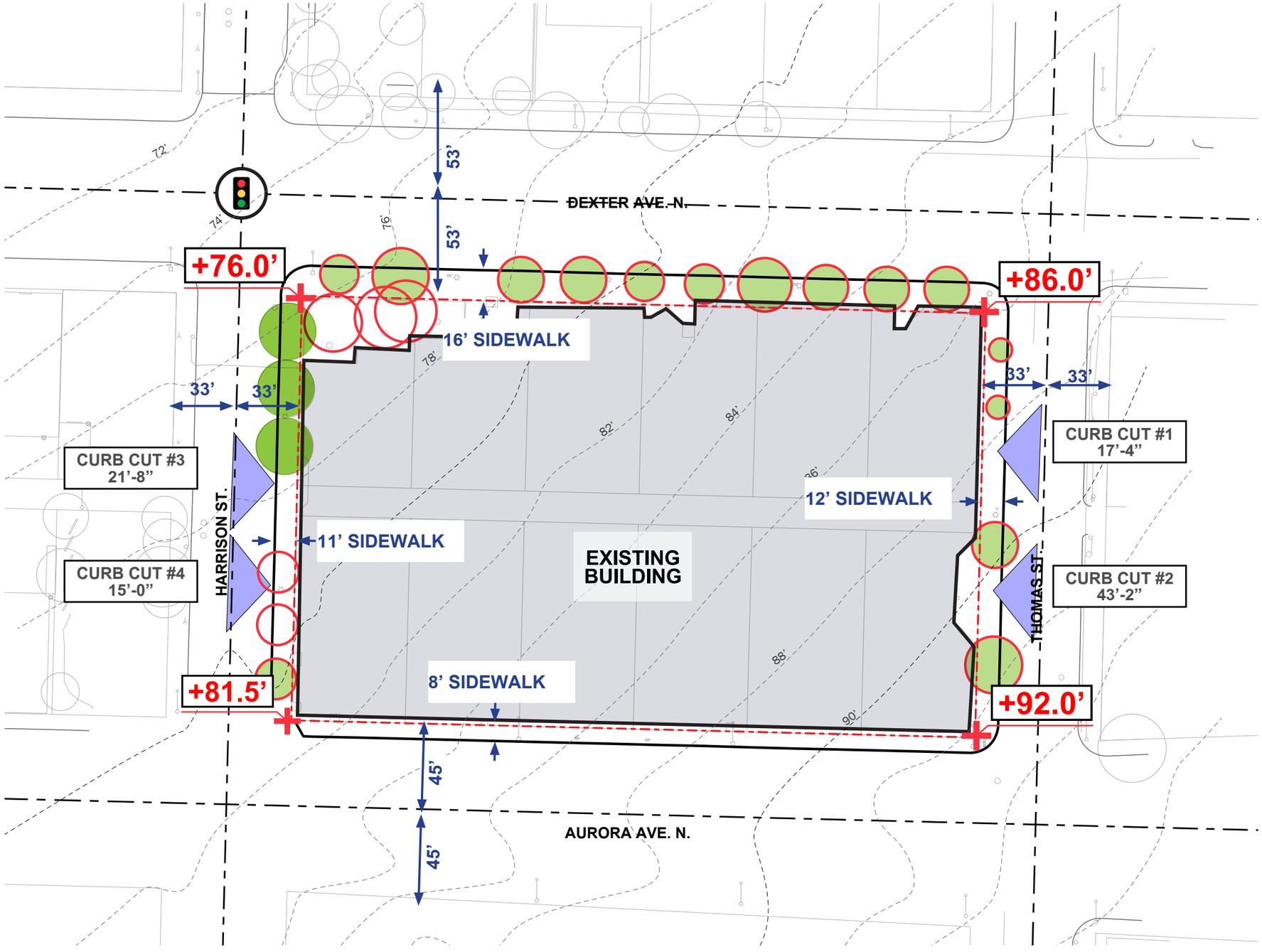


EXISTING SITE ANALYSIS

EXISTING SITE PLAN

Topography
There is an elevation difference of approximately 10’ across the site

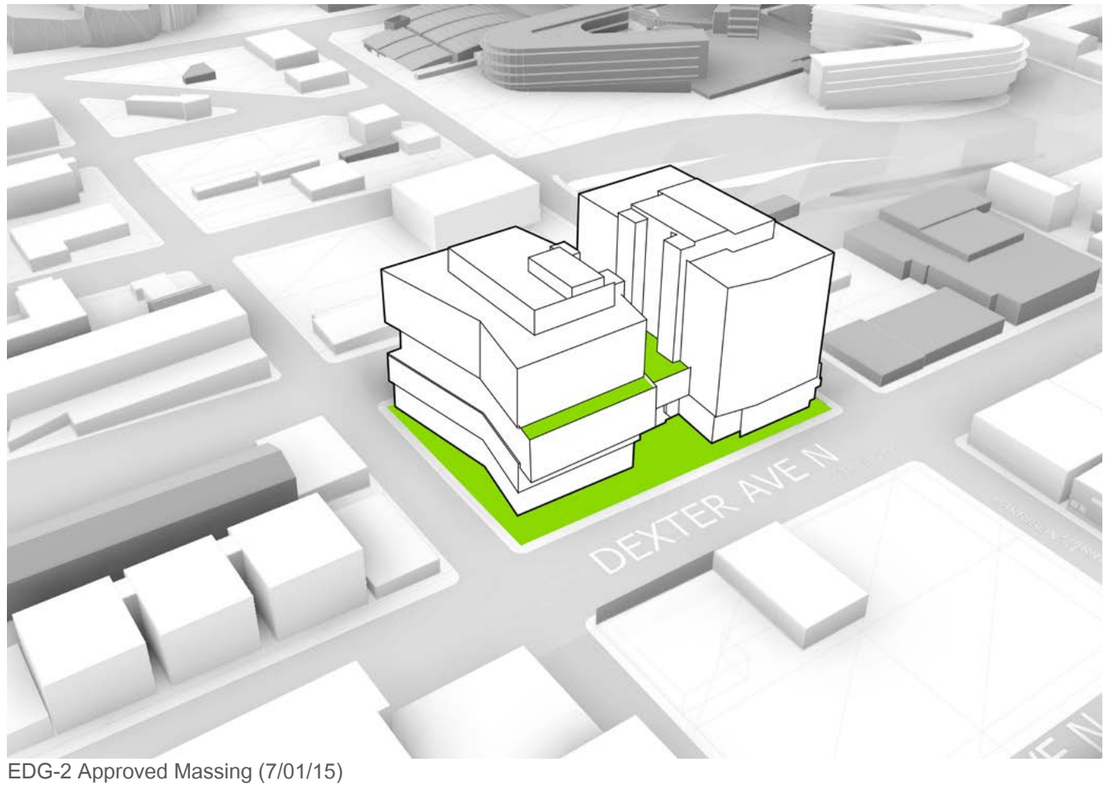
Existing Buildings and Site Elements
The site is currently occupied by the King5 Broadcasting building. There are four (4) curb cuts on the block. The site includes a vacated alley. There are three (3) large street trees along Harrison St. which need to remain per the directive of Bill Ames of SDOT



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

02. ADDRESSING EDG-2 COMMENTS



EDG-2 Approved Massing (7/01/15)

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BOARD COMMENTS FROM EDG-2

BOARD COMMENTS:			RESPONSE TO BOARD COMMENTS:
1) MASSING: The Board remarked that the architectural expression of the massing is successful. They observed that the towers have a common language yet are expressed in different ways. (DC2.A.1, DC2.B.1)			
A. The Board encouraged the expression of the structural elements in the design. (DC2.B.1)	✓	See Pages 31-32	• The expressed structural elements of the design have been maintained and further developed.
B. Continue the elements of similarity and differences of the two towers. (DC2.B.1)	✓		• The two towers have been developed to maintain their individual expression, while continuing themes of similarity such as expressed structural elements and materiality.
C. Supported the more formal language of the NW corner perspective and the finer grain design of the SE perspective. (DC2.B.1)	✓		• The language of the two towers has remained consistent with the Board-approved perspectives • The Northwest corner holds a 'quiet' and refined character while holding the strong, urban corner along Harrison and Aurora. • The Southeast corner is 'active' and addresses the pedestrian experience along Thomas.
2) STREET LEVEL DESIGN: The Board stated that the applicant responded very well to the Boards guidance in the public realm. They noted that the applicant has been generous in the treatment of the public realm along Dexter Ave N, Thomas St and Aurora Ave N. The Board supported the different design characters of the four streets and approved the design of open space along Thomas Street as presented. The following guidance was given for the three other streets: (CS2.B.2, PL1.A.2, DC3.C.2)			
DEXTER AVENUE N. COMMENTS:			RESPONSE TO DEXTER AVE. COMMENTS:
A. The Board supported the way the applicant resolved the grade differences with porosity, wrapping of the open space around to Thomas St and the design of the entry into the through block connection. (CS2.B.2, PL3.C.1, PL2.A.2, DC3.2)	✓	See Pages 20-21	• The porous nature of the site design has been maintained. The open space wraps from Thomas around to Dexter and provides a continuous pedestrian path within the site.
B. Continue to look at providing or accommodating a bike function on Dexter Ave N. (PL4.B.1&2)	✓		• The design has provided short term, surface bike parking along Dexter Avenue and accessible from the sidewalk, as well as a pump station near the through-block on Dexter in order to accommodate bikers along this busy bike route. The design has been reviewed and supported by the Seattle Neighborhood Greenways and the Cascade Bicycle Club. See Appendix page 84
C. Resolve the relationship of the retail space entries and the structural columns at the north tower. (PL3.C.1)	✓		• The retail entries on Dexter at the North tower have been developed to avoid any conflicts with structural columns.
HARRISON STREET COMMENTS:			RESPONSE TO HARRISON ST. COMMENTS:
D. The Board supported further study of moving the ground level at Harrison St south to provide a more generous public realm. (PL1.B.2, PL1.I.ii)	✓	See Pages 22-25	• The design has responded to the Board's comments by setting back the bike parking portion of Harrison Street 8'-0" from property line, the Art Wall in front of the loading dock 5'-2" from Property Line, and the Retail Storefront and Display window 2' from Property Line. The Harrison Street façade has been developed to respond to the varying site characteristics along the street and is thought of as the strong, urban face of the block. • Building setbacks at the Aurora (7th Avenue) and Dexter frontages shorten the overall mass of the building and provide open spaces at the corners to accommodate gathering of pedestrians and bikes at the NW corner and retail spill out space at the NE corner. • The sidewalk and ROW design exceeds all SDOT standards for sidewalk improvements.
E. Design obvious clues as to where pedestrian refuge space is located along the curb cut. (DC1.B.1)	✓		• The pedestrian refuge space will be treated with a different pavement texture and tone, clearly separating the pedestrian zone from the car zone. Lighting and signage will provide additional cues to alert pedestrians.
F. Design the "art wall' to be iconic (see departures at the end of the report). (DC2.B.2)	✓		• The 'art wall' is being developed as a community art installation. The team is working with local arts organizations to create a competition for the design, execution and installation of the art.
AURORA AVE. N. COMMENTS:			RESPONSE TO AURORA AVE. COMMENTS:
G. Supported the bike storage use near the Metro bus stop. (PL4.B.2, DC1.A.1)	✓	See Pages 26-27	• The bike storage location has remained at the NW corner of the site near the Metro bus stop. • Additional overflow bike parking has been located at P1 accessible by the parking ramp on Harrison Street or through an interconnecting stair within the Level 1 bike storage/lounge.
H. Consider continuous integration of building elements such as overhangs to accommodate people waiting for the bus. (PL4.C.1)	✓		• The ground floor of the North tower along the Aurora bus stop zone has been set back from the building overhead in order to provide an increased pedestrian realm as well as to provide overhead weather protection for people waiting for the bus. • Public seating has also been incorporated in the Landscape Plan within the setback zone.
I. Consider how the plaza landscaping west of the through block connection relates to the Metro Rapid Ride shelter. (PL4.C.2)	✓		• The landscape design at the West end of the through-block has been developed to provide a visual and acoustic buffer between the building lobby entries and the bus stop, while accommodating the active bus stop by providing bleacher seating and a place for gathering along a peaceful raingarden.
J. Supported the changed parking entry configuration. (DC1.B.1, DC1.C.4)	✓		• The Aurora parking entry has remained in the same configuration, however the building opening to the parking ramp has been developed to accommodate the sight triangle.
3) OPEN SPACE AND THROUGH BLOCK CONNECTION: The Board expressed that the design of the through block connection between the two towers was positive but had concerns that when the doors are closed the connection will not appear as a publically accessible space. (CS2.B.2, PL3.A.1, PL3.II.i)* (Reference Page 40-41 for additional design response)			
A. Strive to make the through block connection appear more as a public space. (CS2.B.2, PL3.A.1, PL3.II.i)	✓	See Pages 28-29	• The through-block design has evolved into a completely open and public space, with no doors or means of closing the space off in the winter. The covered portion of the through-block remains; as a way of providing weather protection to those traveling through the site as well as for marking the entry to the two building lobbies. A combination of lighting, materiality and signage will give the pedestrian obvious cues that the through-block is a public space. The through-block will remain open and public during all hours of the day.
D. Supported the asymmetrical plaza access into the through block connection space. (PL3.A.4, DC3.B.1)	✓		• The asymmetrical plaza access has been further developed to maintain an accessible path from the SE corner of the block to the through-block space from within the site, as well as from the sidewalk at both the Dexter and Aurora connections.
E. Consider a tightening of the through block connection and plaza to provide wider open space on Harrison St. (DC2.A.1)	✓		• The design has thoughtfully provided setbacks along Harrison Street without compromising the success of the through-block connection.
F. Consider how the plaza landscaping west of the through block connection relates to the Metro Rapid Ride shelter. (PL4.C.2)	✓		• The landscape design at the West end of the through-block has been developed to provide a visual and acoustic buffer between the building lobby entries and the bus stop, while accommodating the active bus stop by providing bleacher seating and a place for gathering along a peaceful raingarden.
G. Use lighting as a design tool to support the appearance public access. (PL3.A.4, DC4.C.1)	✓		• The lighting of the through-block connection has been developed in a way that provides visual cues to the pedestrian that the through-block is public and accessible.

* Items 3B, & 3C were in reference to enclosed through block and are no longer applicable per response to Comment 3-A

STREET LEVEL DESIGN

DESIGN RESPONSE TO DEXTER. AVE. STREETSCAPE

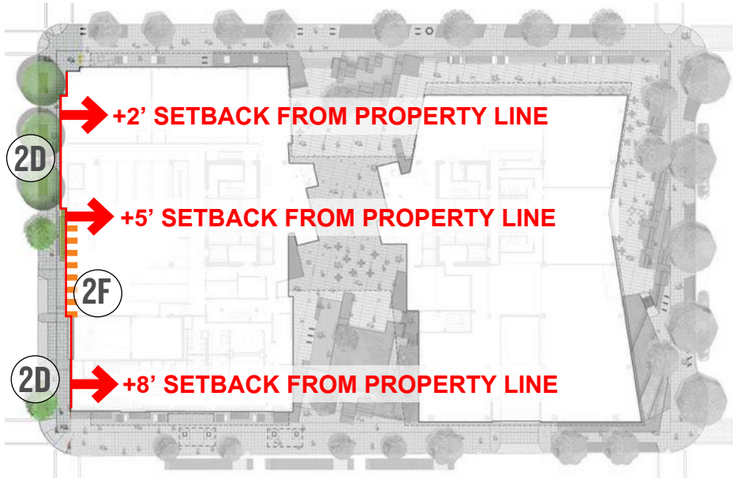
RESPONSE TO COMMENT 2B:
PROVIDED SHORT TERM BIKE PARKING, A PUMP STATION AND A BIKE RUNNEL INTEGRATED WITH THE STAIR INTO THE THROUGH BLOCK

RESPONSE TO COMMENT 2C:
RESOLVED RETAIL RELATIONSHIPS TO STRUCTURAL COLUMNS

DESIGN RESPONSE TO HARRISON. AVE. STREETSCAPE

RESPONSE TO COMMENT 2D:
INCREASED SETBACKS ALONG HARRISON ST. TO PROVIDE SIDEWALKS THAT MEET GREEN STREET REQUIREMENTS

RESPONSE TO COMMENT 2F:
LOCAL ARTS ORGANIZATIONS WILL HOLD A STUDENT COMPETITION FOR THE ART WALL INSTALLATION TO MINIMIZE BLANK FACADE ALONG HARRISON ST.



DESIGN RESPONSE TO AURORA. AVE. STREETSCAPE

RESPONSE TO COMMENT 2H:
LANDSCAPE DESIGN AT WEST END OF THROUGH BLOCK CONNECTION PROVIDES SEATING AND GATHERING SPACES FOR METRO RAPIDRIDE STOP

RESPONSE TO COMMENT 2I:
BUILDING DESIGN INTEGRATES BENCH SEATING AND LEAN RAILS UNDER THE OVERHANG

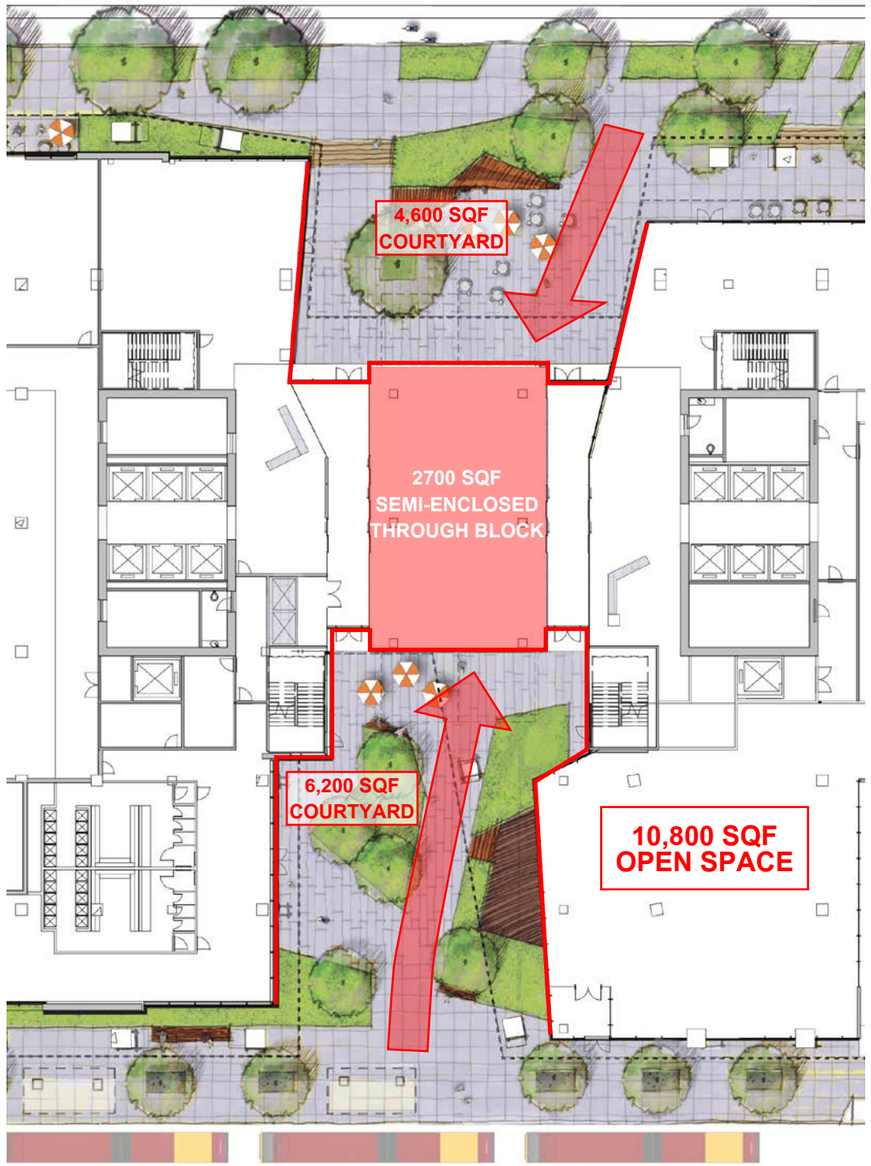
OPEN SPACE & THROUGH BLOCK CONNECTION

DESIGN RESPONSE TO COMMENTS

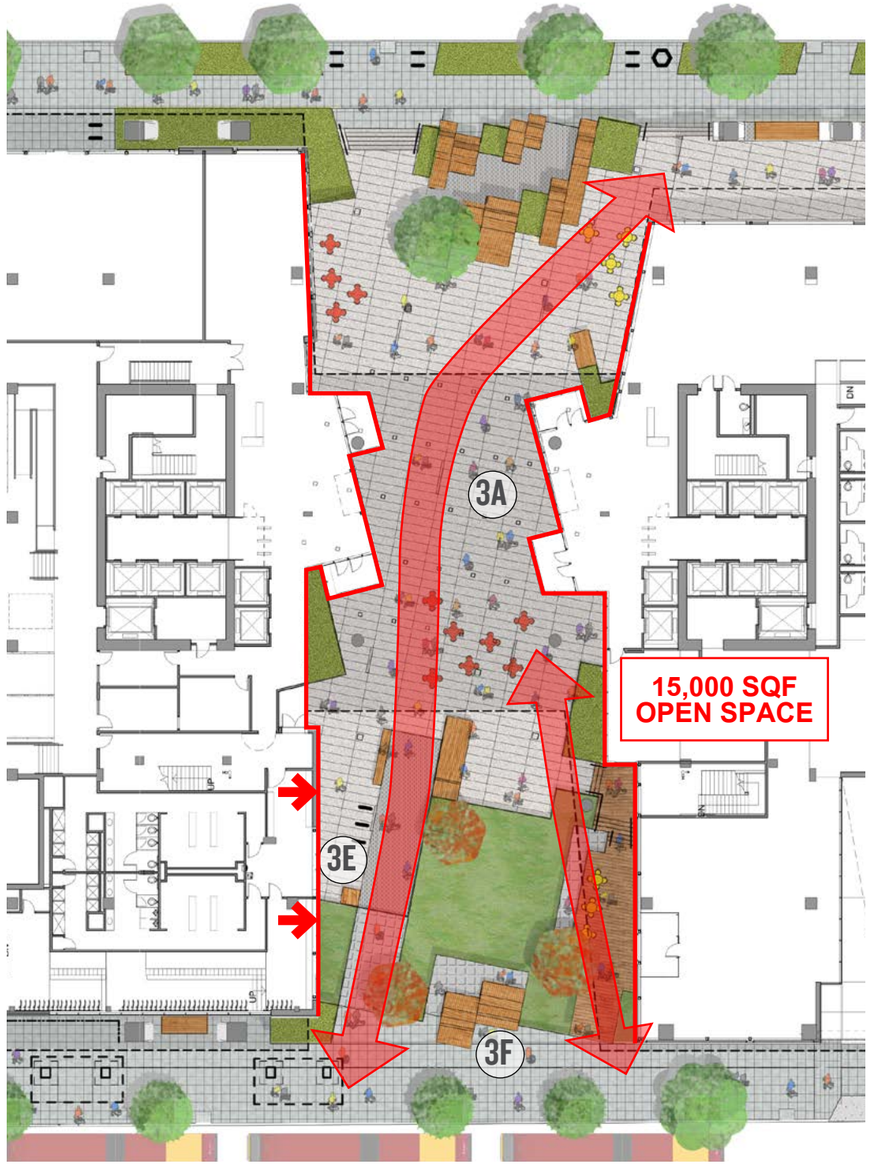
RESPONSE TO COMMENT 3A:
SEMI-ENCLOSED THROUGH BLOCK OPENED UP TO PUBLIC ACCESS 24/7 TO CREATE SEAMLESS PUBLIC REALM

RESPONSE TO COMMENT 3E:
IMPROVED THROUGH BLOCK EXPERIENCE WHILE SHIFTING THROUGH BLOCK SOUTH TO GIVE MORE SETBACK ALONG HARRISON.

RESPONSE TO COMMENT 3F:
LANDSCAPING ALONG AURORA REDUCED TO PROVIDE MORE OPEN SPACE INTO THROUGH BLOCK AND GIVE ADDITIONAL SEATING OPTIONS FOR RAPIDRIDE STOP



Proposed Through Block Connection for EDG-2 (7/01/15)



Proposed Through Block Connection for DRB (01/06/16)

View Along Dexter Ave.

STREET LEVEL DEVELOPMENT - DEXTER AVE.

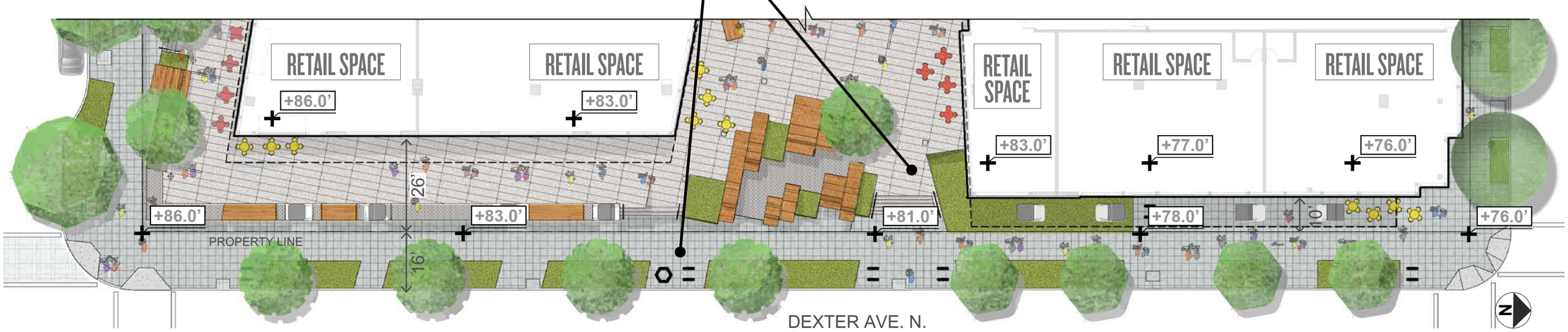
DEXTER AVE. STREETSCAPE

EDG2 COMMENT: ITEM 2.A — Maintained porosity of the site design

EDG2 COMMENT: ITEM 2.B — Providing a bike pump station and bike ramp up to open through-block

EDG2 COMMENT: ITEM 3.A — Through-Block connection opened up to provide continuous public realm

EDG2 COMMENT: ITEM 2.C — Resolved the relationship of the retail space entries and the structural columns at the north tower. (PL3.C.1)



View of the active retail edge along Harrison St. from Dexter Ave.

STREET LEVEL DEVELOPMENT - HARRISON ST.

HARRISON STREET STREETSCAPE

EDG2 COMMENT: ITEM 2.D — Setbacks along Dexter & Aurora shorten the building mass & allow for retail spill-out

EDG2 COMMENT: ITEM 2.F — Art Wall at Loading dock to be part of a design competition; see page 24-25 for more information

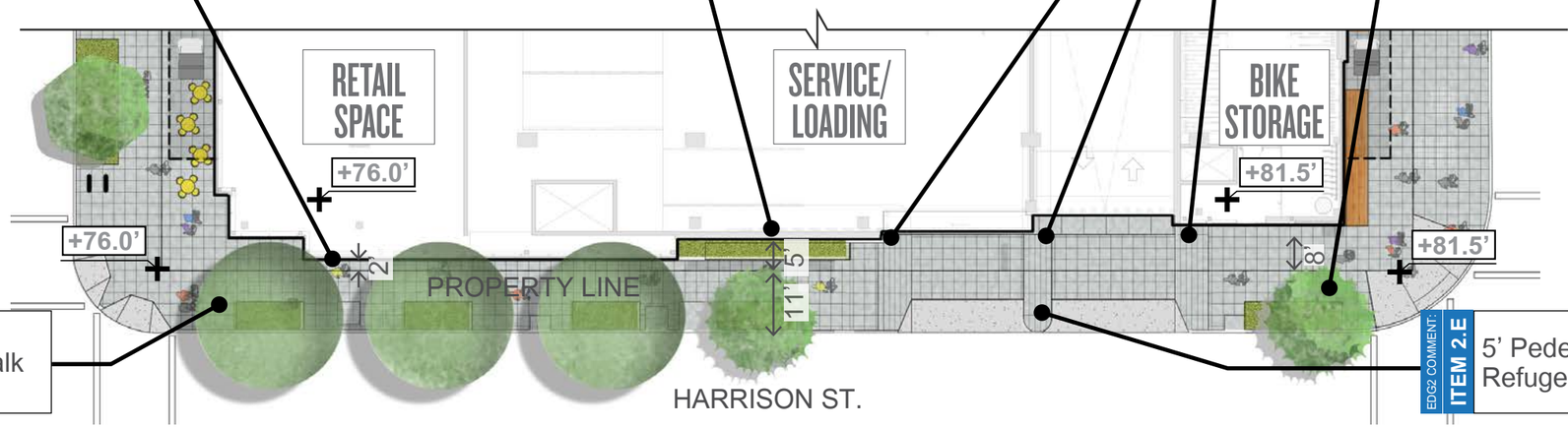
EDG2 COMMENT: ITEM 2.E — Signage & lighting give pedestrians visual cue of parking garage access

EDG2 COMMENT: ITEM 2.E — Sidewalk texture provides visual cues for pedestrians; see page 72 for more information

EDG2 COMMENT: ITEM 2.D — Increased storefront setback to 2’ at the retail storefront to help activate Harrison St.

EDG2 COMMENT: ITEM 2.D — 5’ setback allows for a 5’ planting zone, 8’ sidewalk and a 3’ landscape buffer at Art Wall

EDG2 COMMENT: ITEM 2.D — 8’ setback allows for improved open space experience that wrap the corner of the building



EDG2 COMMENT: ITEM 2.D — Sidewalk meets Green Street standards for sidewalk improvements

EDG2 COMMENT: ITEM 2.E — 5’ Pedestrian Refuge Zone

N

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HARRISON STREET ART WALL PROJECT

DRAFT MEMO REGARDING DESIGN COMPETITION BRIEF

“GRITTY CITYSCAPE // GATEWAY TO SEATTLE”
HARRISON STREET ART COMPETITION
PROGRAM OUTLINE & GUIDELINES

Overview

DPA Fine Art Consulting in partnership with Kilroy Realty Corporation (KRC) seeking visual artists in the metropolitan Seattle area to apply to the ***“Harrison Street Art Competition”*** 333 Dexter Ave N is the site of a new property redevelopment by Kilroy Realty Corp. (KRC). The project will feature two beautiful new office towers including retail and dining spaces, to be completed in 2018. We are looking for individual artists or a team to propose concepts for this exciting public art project!

Program Guidelines

The mural is defined as a painting, mosaic or bas relief that is applied directly to a wall and that is visible from the public right-of-way. The mural in question is located on a Harrison Street North facing exterior wall. The present size of the mural wall is approx. **20-22 feet HIGH x 47-50 feet WIDE**. Contestants are strongly encouraged to review attached visual renderings and develop original concept for contest based on contest theme.

1

Contest Theme

GRITTY CITYSCAPE // GATEWAY TO SEATTLE

A panel of jurors will review submissions based on the artist(s) translation of the contest theme “GRITTY CITYSCAPE // GATEWAY TO SEATTLE” a compelling cityscape that is both a gritty look at urban life and visual gateway to Seattle. Applicants are encouraged to ruminate on the topic and consider the best possible visual interpretation of this theme.

A jury of arts community leaders will review submissions based on following criteria: originality, overall impact, artistic merit and ability to execute. The ***“Harrison Street Art Competition”*** jury will be comprised of project team members including representatives from Kilroy Realty Corp (KRC), Architecture Firm (Miller Hull), DPA Fine Art Consulting, Seattle’s Office of Arts & Culture, KING County’s 4Culture, Cornish College of the Arts, Pratt Fine Art Center, and the Seattle Art Museum.

Judging Criteria

The ***“Harrison Street Art Competition”*** jury will score each of the qualified finalist Submissions according to the following judging criteria: Originality and Overall Impact of Concept (33.33% of overall grade), Artistic Merit (33.33% of overall grade), and Ability to Execute (33.33% of overall grade). Judges will report which finalist Submission receives the highest score to DPA Fine Art, in the event of a tie, the tying entries will be rescored until a winner is selected.

Prizes

1) Highly Visible Public Art Opportunity
2) Stipend of $15,000.00
3) Materials costs and equipment rentals provided by Kilroy Realty Corporation

Eligibility

Contest is open to all visual artists over 18 years old in the Seattle metropolitan area (includes King County, Snohomish County, and Pierce County).

How to Enter

Please email all submission materials to artcontest@dpafinart.com subject line: “YOUR NAME - Harrison Street Art Competition” on or before deadline. Only complete submissions will be accepted and total email submission size should not to exceed 10MB.

Submission Checklist:
- Color rendering of your proposed art concept in JPG format

2

- Brief narrative (no more than 500 words) explaining how your concept relates to the contest theme.
- 5 digital images* of recent work by artist (if artist team then submit 5 images per artist)
- A brief 1-page artist bio/CV highlighting relevant career accomplishments
- URL to artist website/online portfolio

*Submissions must be JPG format (sorry, no moving images.) We recommend the Submission image(s) be 300dpi.

Deadline to Apply

All ***"Harrison Street Art Competition"*** competition submission due **September 15, 2016**
Please email all submission materials to artcontest@dpafinart.com subject line: "YOUR NAME - Harrison Street Art Competition" on or before deadline.

********** INTERNAL INFORMATION **********

HARRISON STREET ART COMPETITION ~ WORKING JURY PANEL

A representative (or two) from the following organizations:
Kilroy Realty Corp (KRC)
Architecture Firm (Miller Hull)
DPA Fine Art Consulting (DPA)
Seattle's Office of Arts & Culture, Director ~ Randy Engstrom and/or Public Art Staff
KING County's 4Culure, Public Art Program Manager ~ Cath Brunner and/or Colleague
Cornish College of the Arts, Interim Chair, Visual Arts ~ Dawn Gavin and/or Instructor
Pratt Fine Art Center, Director ~ Steve Galatro and/or Instructor
Seattle Art Museum, Gallery Manager at Seattle Art Museum ~ Jody Bento
TBD Well-Known Seattle Visual Artist(s) (Buster Simpson, Dale Chihuly, etc.)
Nancy Guppy from Artzone would be great too, http://www.seattlechannel.org/artZone/

PROGRAM TIMELINE {either 2016 or 2017 could work}

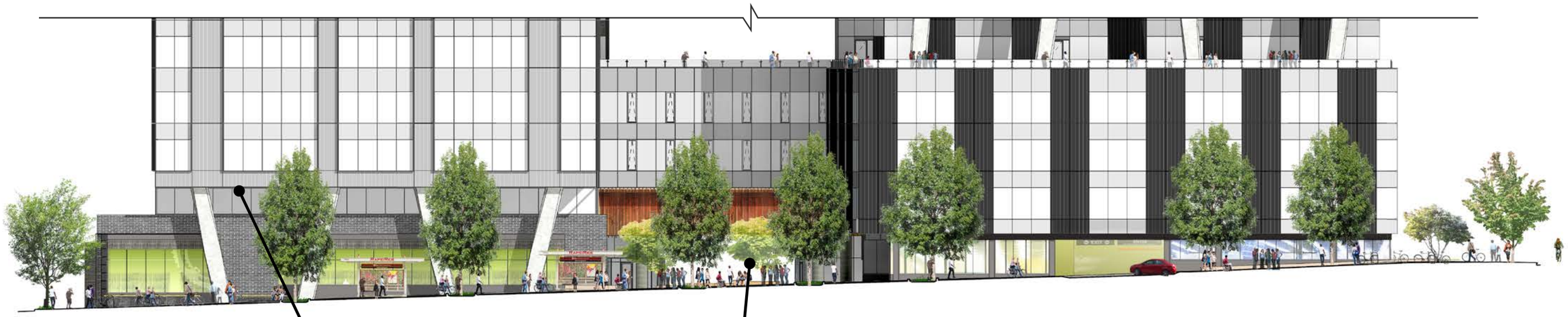
Roll out Contest	May – June 2016
Promote Contest:	May – September 2016
Contest Seminars/Q&A:	July – August 2016
Submissions Due:	**September 15, 2016**
DPA Review Submissions:	September – October 2016
Jury Scoring:	October – November 2016
Kilroy Apporval:	November – December 2016
Winner Announcement:	January 2017
DPA Contract Artist/Team:	January – February 2017
Execution TBD (Based on Construction Schedule)	July – August 2018

Image of Art Wall is depicted for reference purposes only and is not the final design.

RapidRide Bus stop and Bike Storage along Aurora Ave. (7th Ave.)

STREET LEVEL DEVELOPMENT - AURORA AVE.

AURORA AVENUE STREETSCAPE



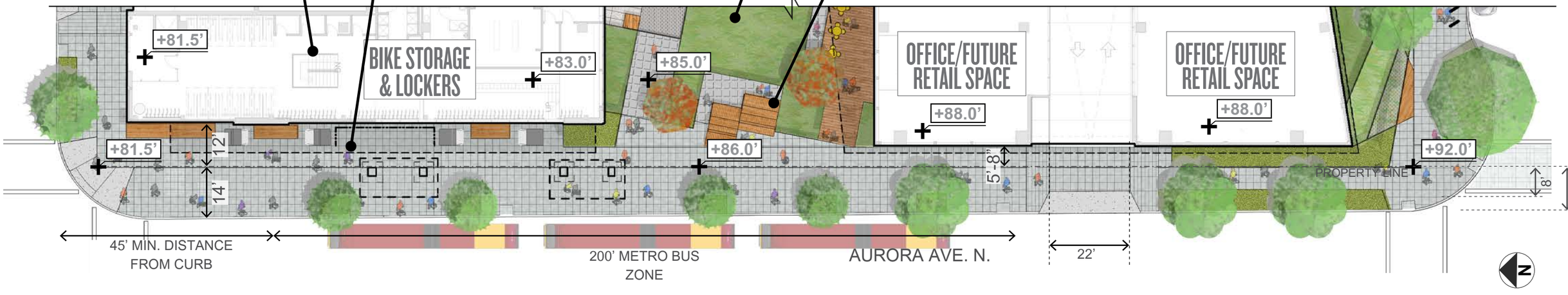
EDG2 COMMENT: ITEM 3.A — Through-block lobby removed and completely opened up to the public 24-7

EDG2 COMMENT: ITEM 2.I — Raingarden creates a backdrop for Metro bus stop & buffers building entry from street noise

DESIGN NOTE: Bike Storage for 286 bicycles (173 required)

EDG2 COMMENT: ITEM 2.H — Building overhang and (2) RapidRide shelters provide cover for people waiting for bus

EDG2 COMMENT: ITEM 3.F — Folded bench seating integrated with landscape



View from Aurora Ave. looking across landscaped through-block connection towards Dexter Ave.

THROUGH-BLOCK DEVELOPMENT

THROUGH-BLOCK PLAN & ELEVATION

EDG2 COMMENT: ITEM 3.A
Through-block re-designed to be completely open while still maintaining the ‘outdoor living room’ concept to allow for public gathering

EDG2 COMMENT: ITEM 3.A
Contiguous paving material/pattern, lighting strategy and signage reinforces through-block as open to public

EDG2 COMMENT: ITEM 3.D
12’ wide ramp provides access into through-block & accessible routes all along Dexter.

EDG2 COMMENT: ITEM 3.E
Through-Block width provides setbacks along Harrison St. without sacrificing the success of the Through-Block connection

EDG2 COMMENT: ITEM 3.F
Raingarden gives the building lobbies a visual & acoustic buffer, while offering places to sit for the RapidRide stop

EDG2 COMMENT: ITEM 2.H
Soffit overhead provides shelter from the elements while opening up towards the west to allow for ample daylight

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03. BUILDING DESIGN & MATERIALITY

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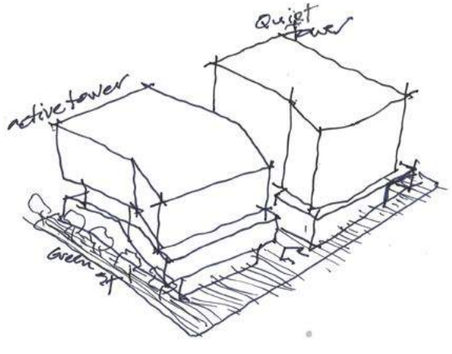
BUILDING DESIGN CONCEPT

DEXTER AVE. AND THOMAS ST.

SUPPORTED ARCHITECTURAL EXPRESSION OF THE MASSING

ENCOURAGED EXPRESSION OF STRUCTURAL ELEMENTS

SUPPORTED FINER GRAIN DESIGN OF SE CORNER



BUILDING DESIGN CONCEPT

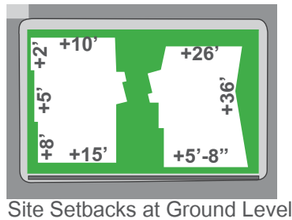
AURORA AVE. (7TH AVE.) AND HARRISON ST.

CONTINUED ELEMENTS OF SIMILARITY & DIFFERENCES BETWEEN TOWERS

SUPPORTED FORMAL LANGUAGE OF THE NW CORNER

BUILDING FLOOR PLANS

GROUND FLOOR PLAN



Site Setbacks at Ground Level

DEXTER AVE. N.

HARRISON ST.

THOMAS ST.

AURORA AVE. N.

+75.0' +77.0' +81.0' +83.0' +86.0'

+75.0' +77.0' +83.0'

RETAILSPACE RETAILSPACE RETAILSPACE

+83.0' +86.0'

RETAILSPACE RETAILSPACE

30' MIN. DEPTH

MIN. REQ. RETAIL

+89.0'

LOADING DOCK

TOWER LOBBY

TOWER LOBBY

+83.0' +83.0' +83.0'

RETAILSPACE

+86.0'

+83.0'

OFFICE/FUTURE RETAILSPACE

OFFICE/FUTURE RETAILSPACE

+87.5' +87.5'

BIKE STORAGE 286 TOTAL (173 REQ.)

+81.5' +81.5' +86.0' +92.0'

RETAIL

OFFICE/FUTURE RETAIL

BUILDING LOBBY

BUILDING CORE

SERVICE/MECHANICAL

BIKE STORAGE/LOUNGE

HARRISON ST. ART WALL

OFFICE TOWER ENTRY

RETAIL ENTRY

BIKE STORAGE ENTRY

VEHICULAR ENTRY

LOADING DOCK ENTRY

0' 8' 16' 32'

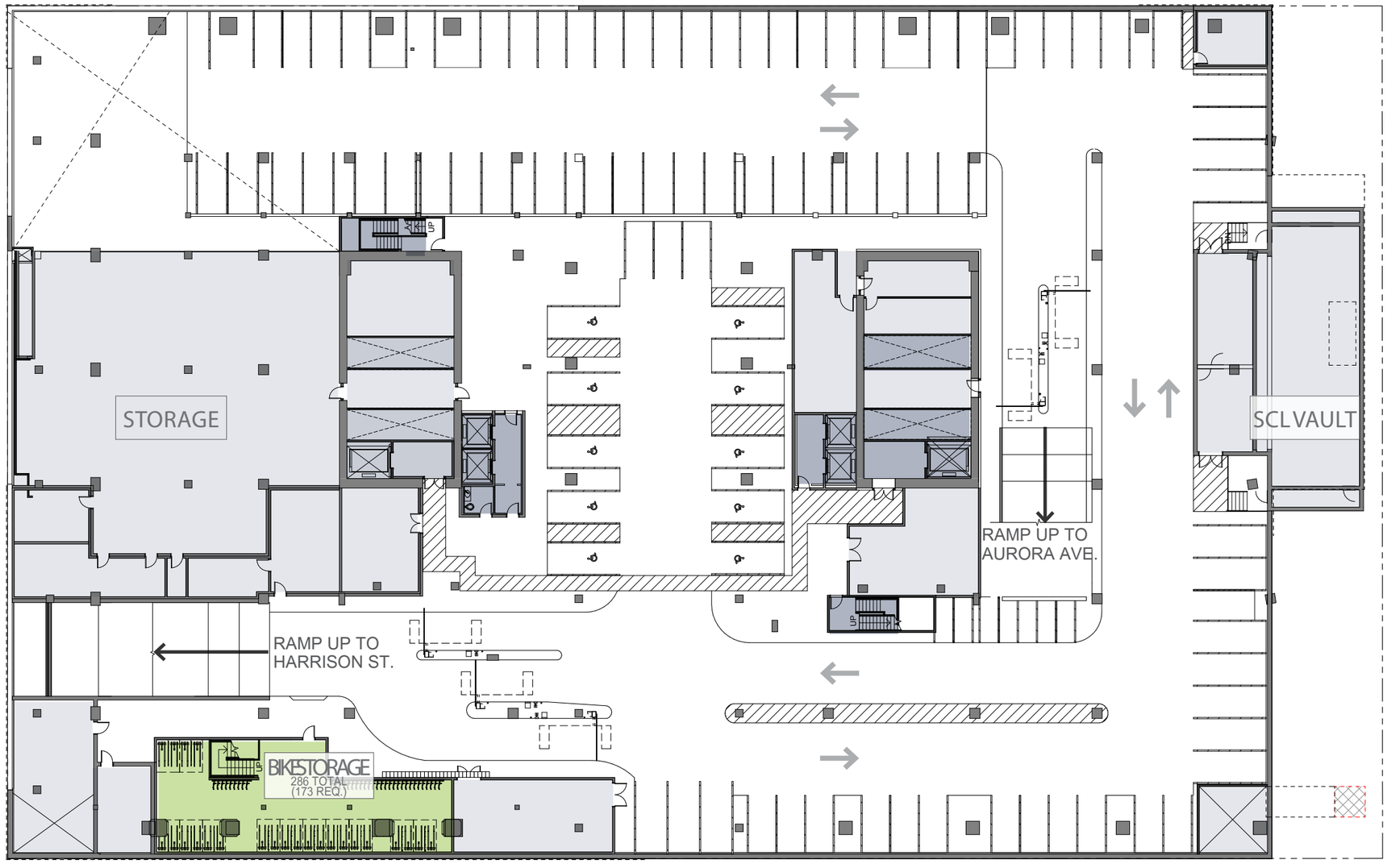
N

MILLER HULL

KILROY REALTY CORPORATION

BUILDING FLOOR PLANS

PARKING LEVEL P1



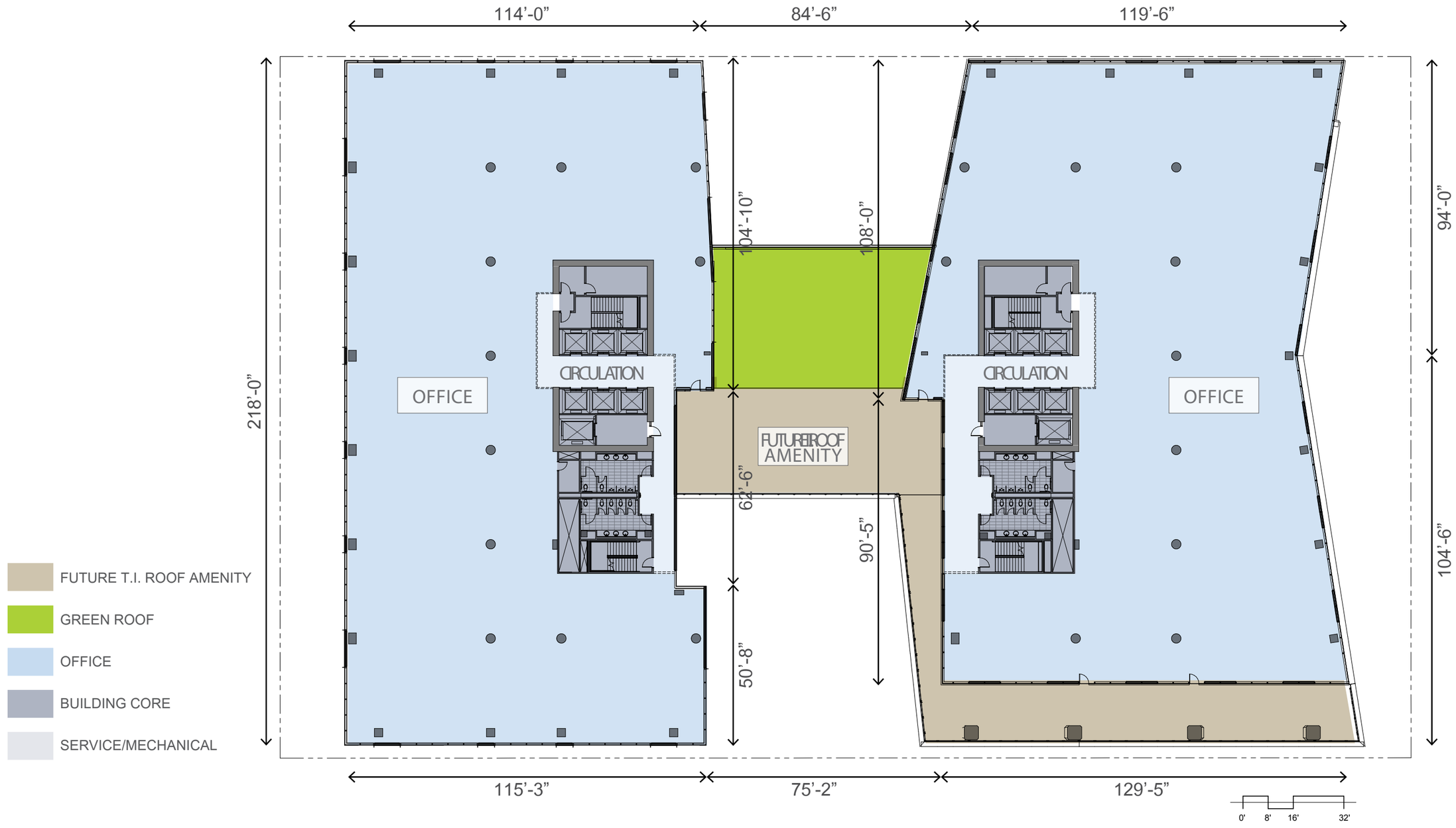
ADDITIONAL BIKE STORAGE

BUILDING CORE

SERVICE/MECHANICAL

BUILDING FLOOR PLANS

TOWER FLOOR PLAN LEVELS 5



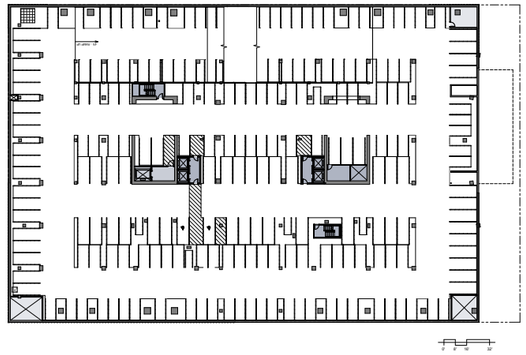
BUILDING FLOOR PLANS

ROOF LEVEL PLAN

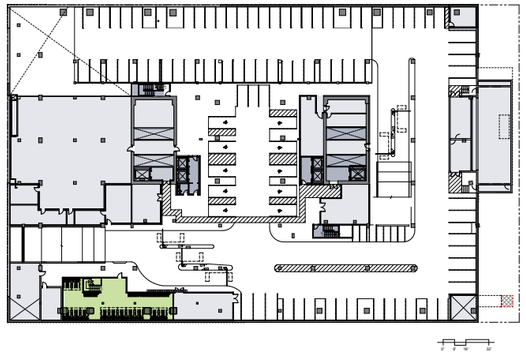
- FUTURE T.I. ROOF AMENITY
- FUTURE T.I. PLANTERS
- GREEN ROOF
- GREEN SCREEN
- BUILDING CORE
- SERVICE/MECHANICAL
- PHOTOVOLTAIC ARRAY

BUILDING FLOOR PLANS

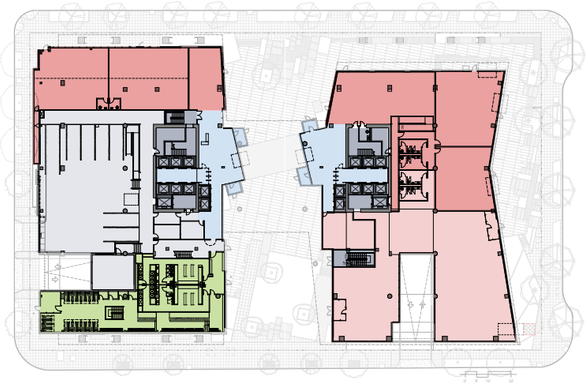
TYPICAL FLOORS PLANS



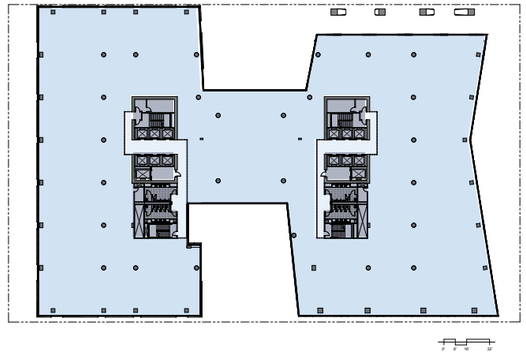
Parking Level P4-P2



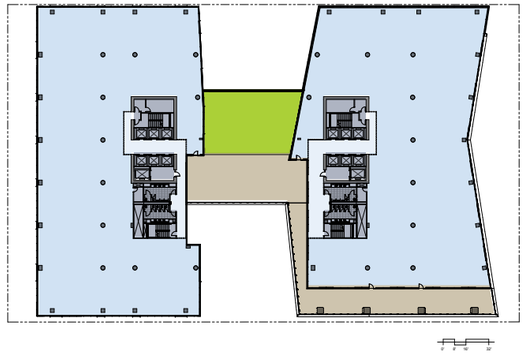
Parking Level P1



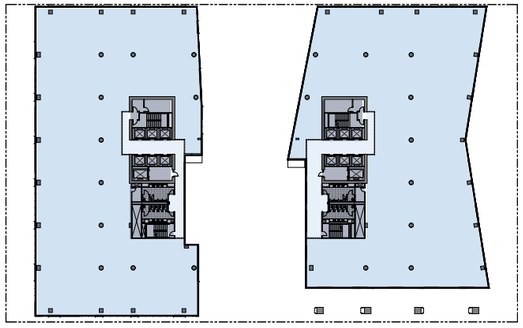
Ground Level



Level 2-4

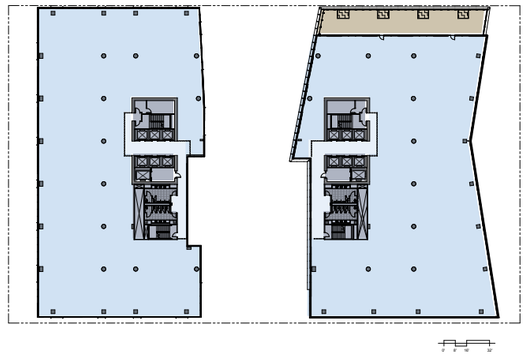


Level 5

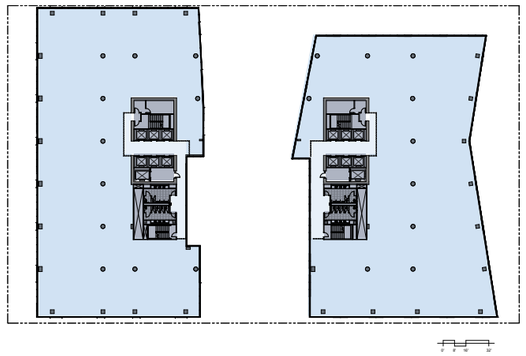


Level 6-7

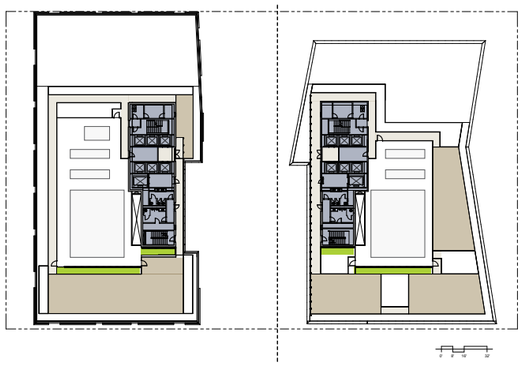
- RETAIL
- OFFICE/FUTURE RETAIL
- BIKE STORAGE
- BUILDING CORE
- SERVICE/MECHANICAL
- OFFICE
- GREEN ROOF
- FUTURE T.I. ROOF AMENITY



Level 8



Level 9-12

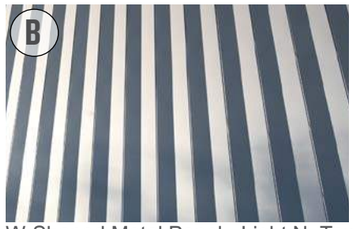


Roof Level Plan

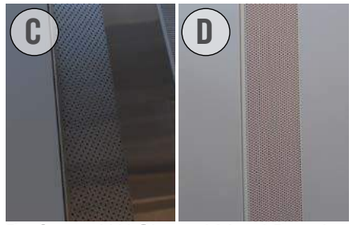
BUILDING ELEVATIONS

WEST ELEVATION (AURORA AVE.)

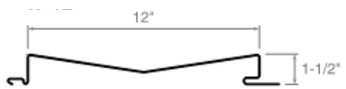
W-Shaped Metal Panel - Dark (S. Tower)



W-Shaped Metal Panel - Light N. Tower)



Perforated W-Shaped Metal Panels



W-Shaped Metal Panel Profile

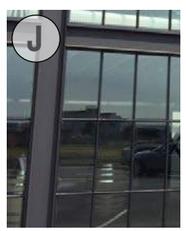
Insulated Glazing Unit and Spandrel

Curtain Wall Mullion

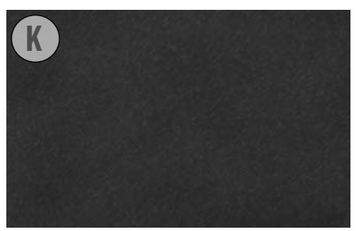
Cast-In-Place Concrete

Wood Siding/Soffits

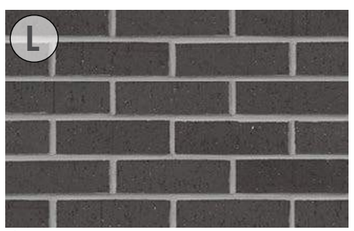
Bar Grating



Storefront Windows



Metal Plate Canopy & Siding



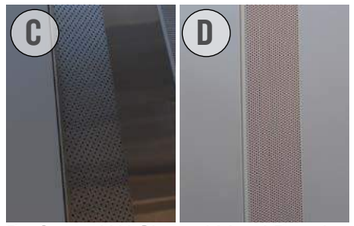
Brick

BUILDING ELEVATIONS

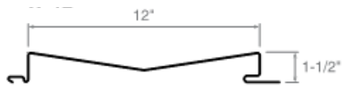
EAST ELEVATION (DEXTER AVE.)

W-Shaped Metal Panel - Dark (S. Tower)

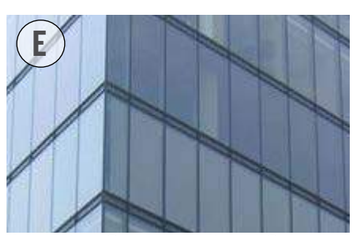
W-Shaped Metal Panel - Light N. Tower)



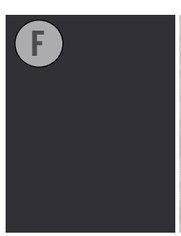
Perforated W-Shaped Metal Panels



W-Shaped Metal Panel Profile



Insulated Glazing Unit and Spandrel

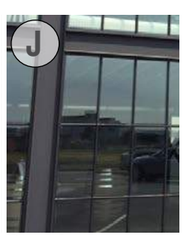


Curtain Wall Mullion

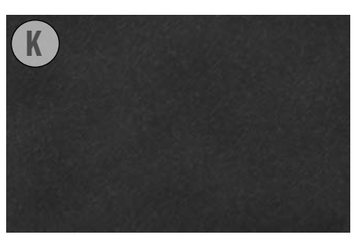
Cast-In-Place Concrete

Wood Siding/Soffits

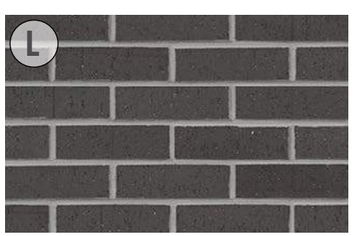
Bar Grating



Storefront Windows



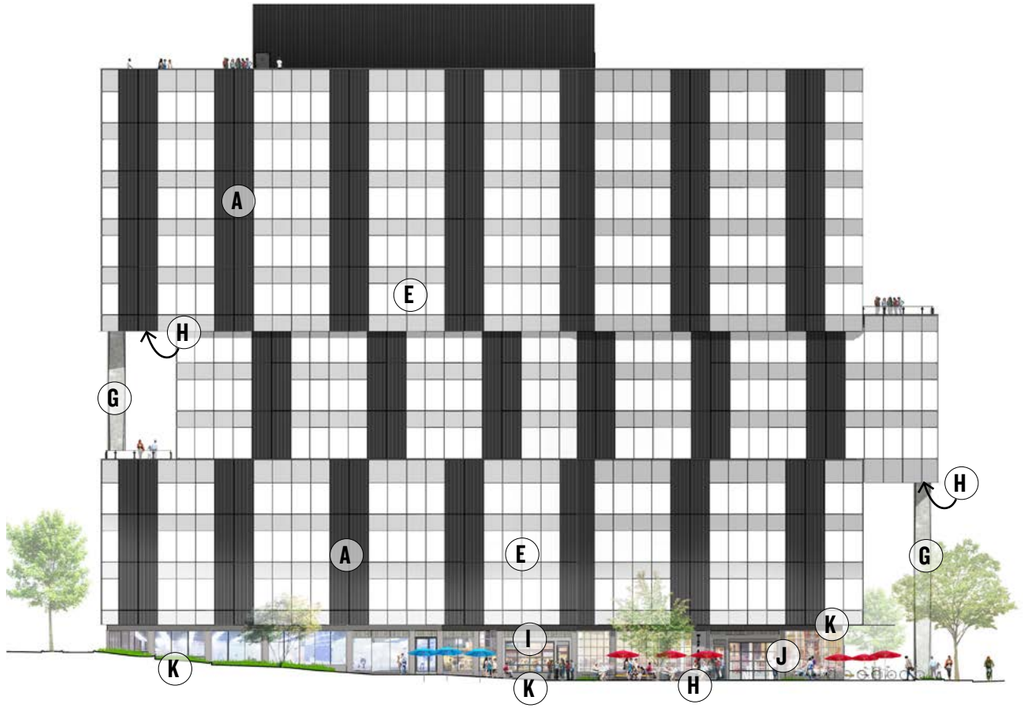
Metal Plate Canopy & Siding



Brick

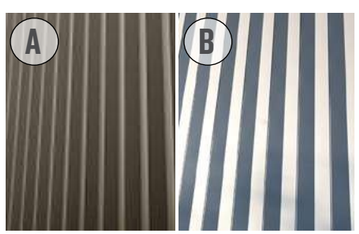
BUILDING ELEVATIONS

SOUTH ELEVATION (THOMAS ST.)



BUILDING ELEVATIONS

NORTH ELEVATION (HARRISON ST.)



W-Shaped Metal Panels

Insulated Glazing Unit and Spandrel

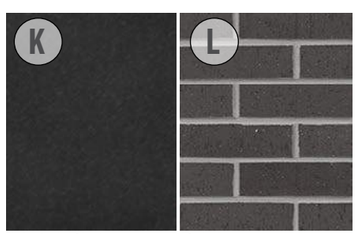
Curtain Wall Mullion

Cast-In-Place Concrete

Wood Siding/Soffits

Bar Grating

Storefront Windows

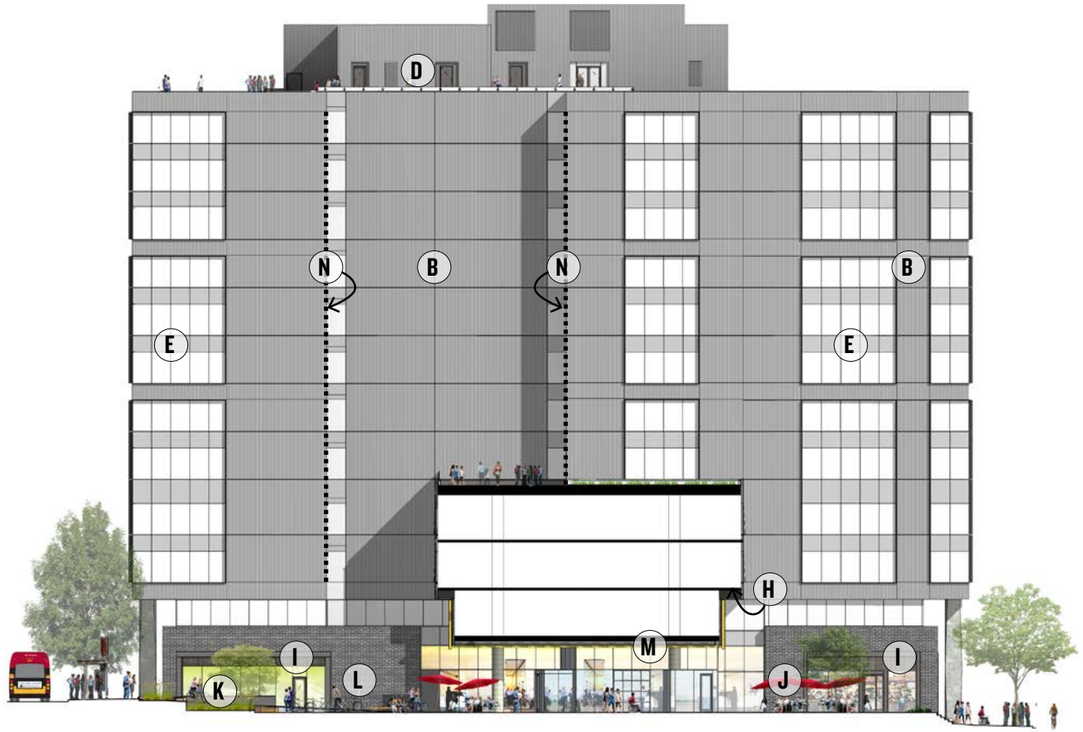


Metal Plate Canopy & Siding

Brick

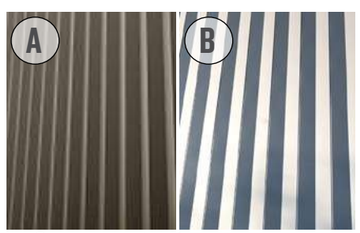
BUILDING ELEVATIONS

SOUTH ELEVATION OF NORTH TOWER

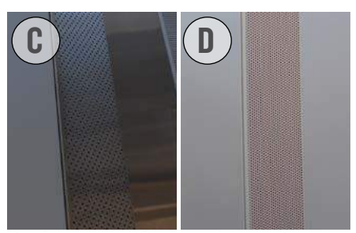


BUILDING ELEVATIONS

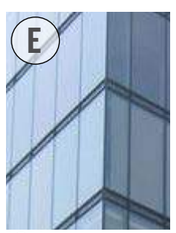
NORTH ELEVATION OF SOUTH TOWER



W-Shaped Metal Panels

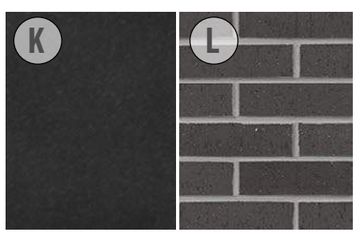


Perforated W-Shaped Metal Panels



IGU and Spandrel

Storefront Windows



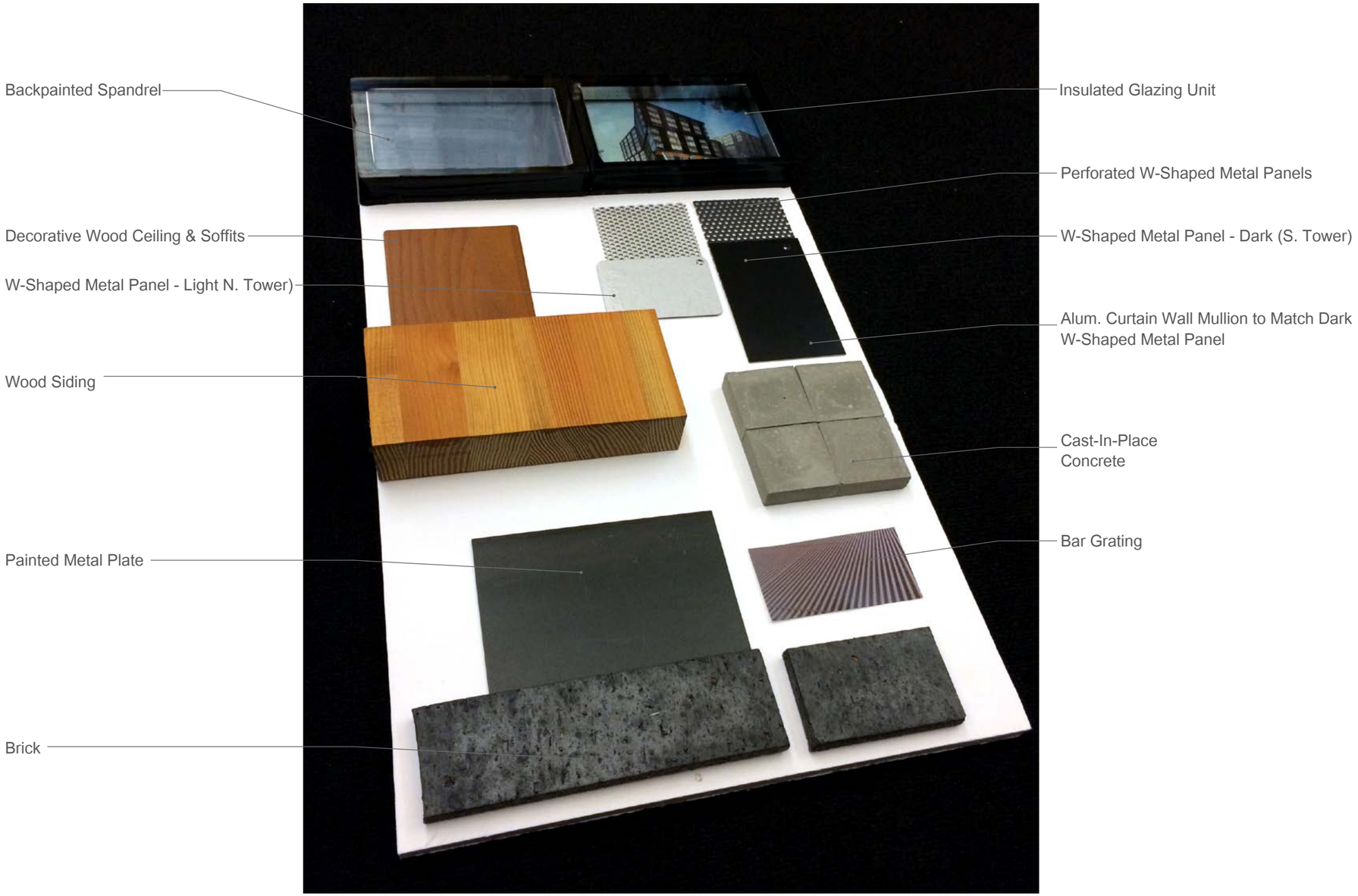
Metal Plate Canopy & Siding

Brick

Decorative Wood Ceiling/Screen

Painted Aluminium Louvers

MATERIALS BOARD



04. LANDSCAPE DESIGN

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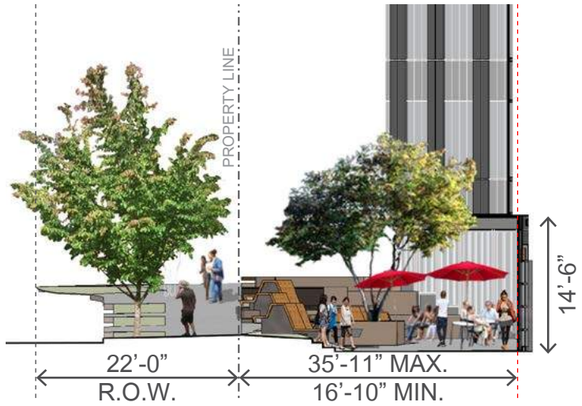
LANDSCAPE DESIGN

SITE PLAN

1. OPEN THROUGH-BLOCK PLAZA
2. RETAIL PLAZAS
3. FOLDED BENCH SEATING
4. BIORETENTION PONDS
5. RAPID RIDE BUS STOPS
6. BICYCLE AMENITIES

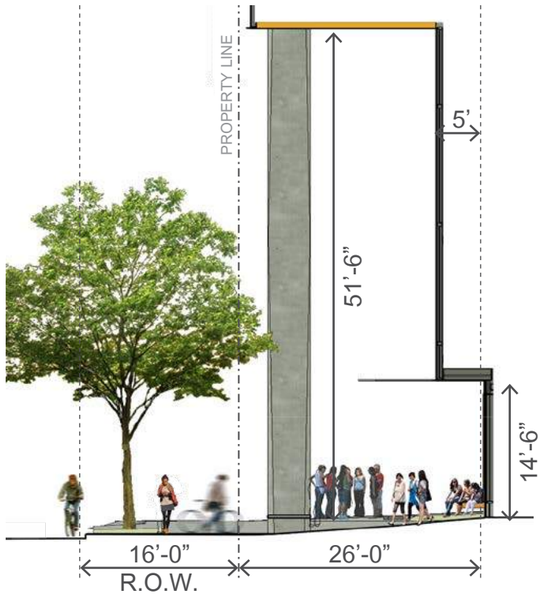
LANDSCAPE DESIGN

STREET SECTIONS



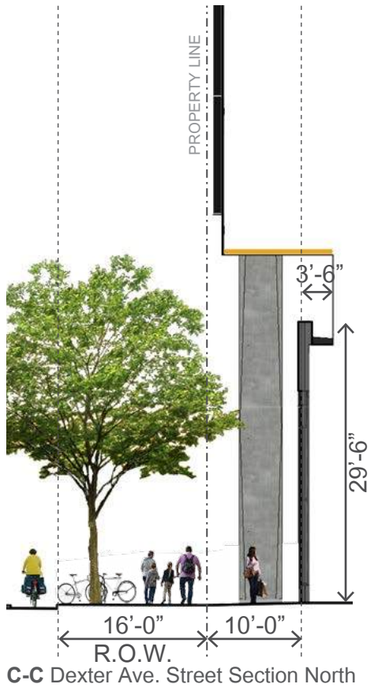
A-A Thomas St. Street Section

Thomas St. Street Elevation



B-B Dexter Ave. Street Section South

Dexter Ave. Street Elevation South

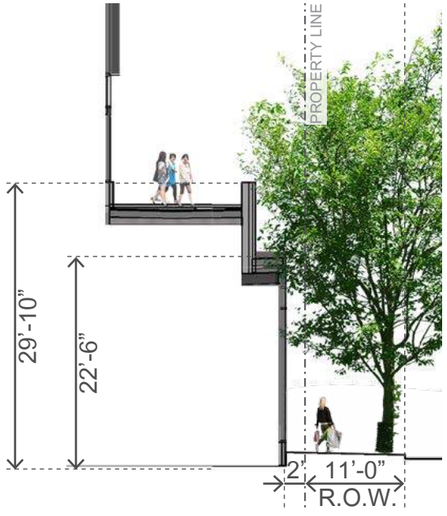


C-C Dexter Ave. Street Section North

Dexter Ave. Street Elevation North

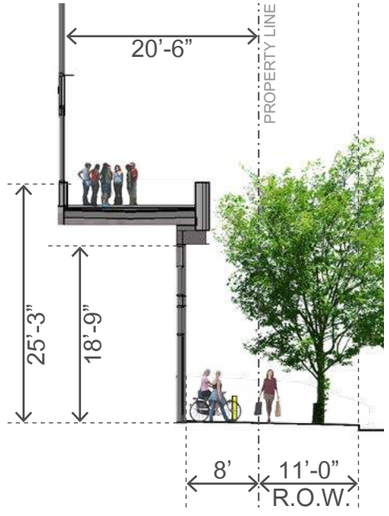
LANDSCAPE DESIGN

STREET SECTION



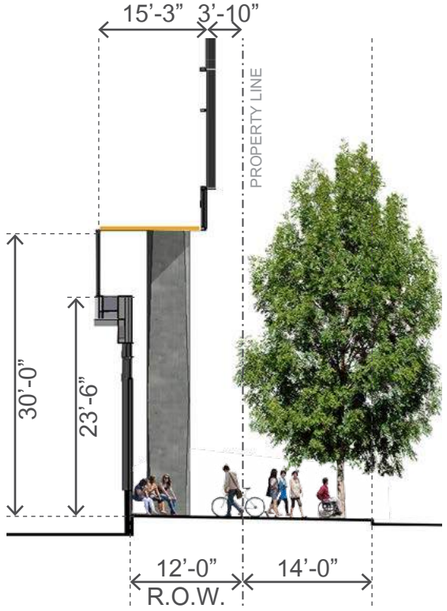
D-D Harrison St. Street Section East

Harrison St. Street Elevation East



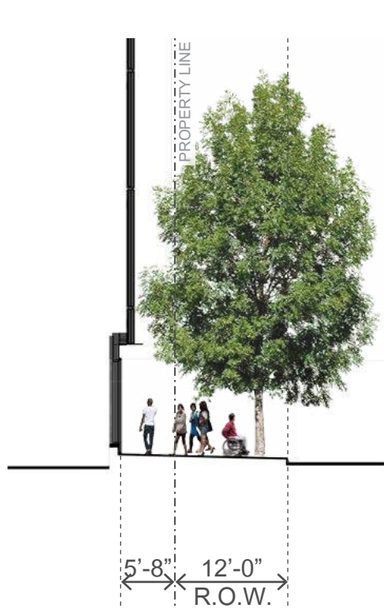
E-E Harrison St. Street Section West

Harrison St. Street Elevation West



F-F Aurora Ave. Street Section North

Aurora Ave. Street Elevation North



G-G Aurora Ave. Street Section South

Aurora Ave. Street Elevation South

LANDSCAPE MATERIALS

PAVING

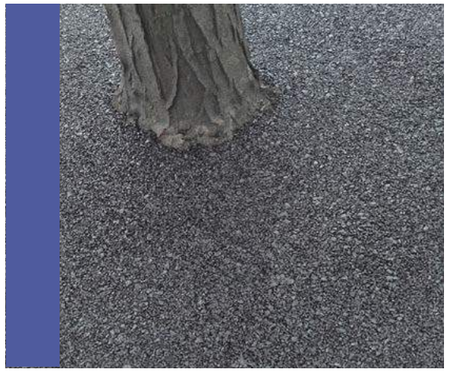
Sandblasted CIP Concrete Paving

Decking

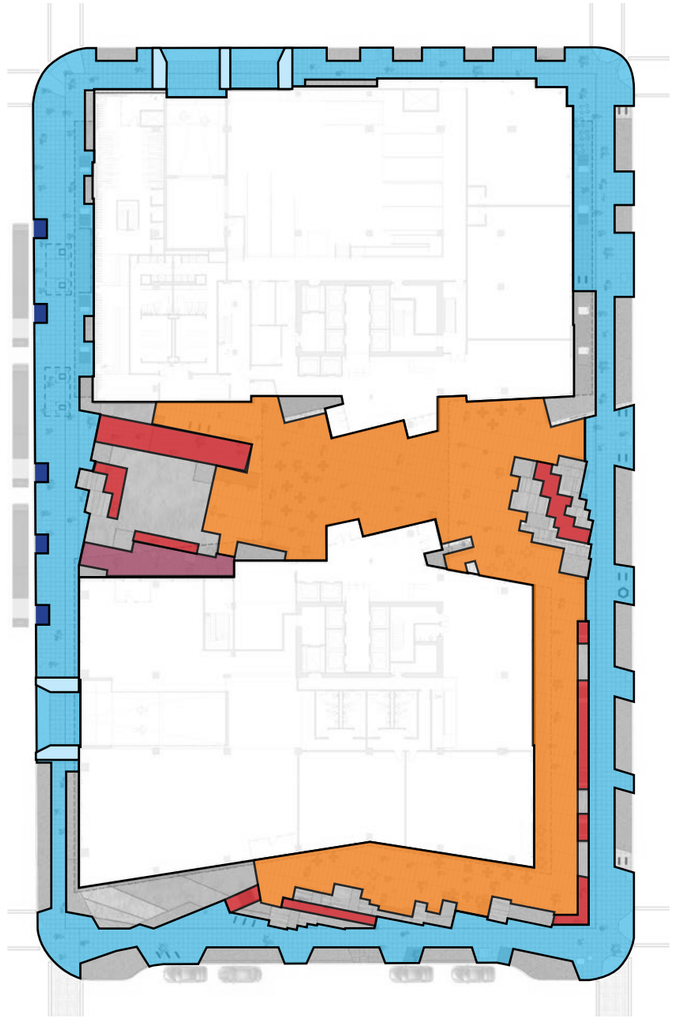
Metal Grating

CIP Concrete Sidewalk per City of Seattle Standards

CIP Concrete with Specialty Jointing at Driveway Entries



Flexipave Tree Planters



LANDSCAPE MATERIALS

SITE FURNISHINGS

Raised Planter Beds

Folded Deck Seating Plinths

Bicycle Pump Station

Lean Rail

Bicycle Rack

PLANTING DESIGN

STREET TREES

Quercus Coccinea

Quercus Frainetto

Ulmus ‘Morton Glossy’

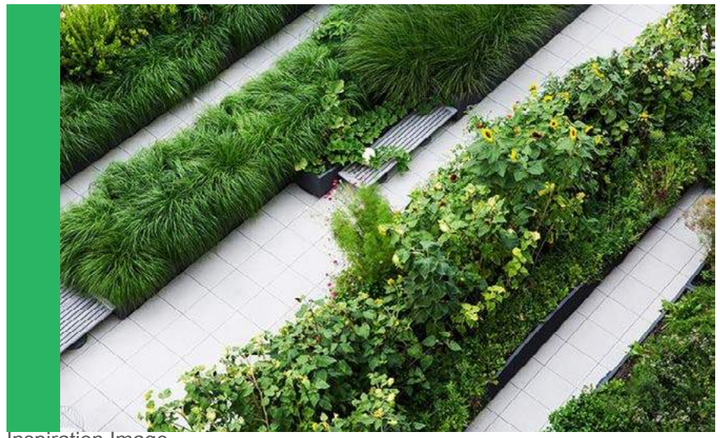
Acer Rubrum ‘Autumn Flame’

Fraxinus Pennsylvanica ‘Cimmzam’

Existing Trees To Remain

PLANTING DESIGN

ON SITE PLANTING PALETTE



Inspiration Image

Rhaphiolepis umbellata ‘Minor’
Dwarf Yeddo Hawthorn

Hydrangea quercifolia ‘Pee Wee’
Pee Wee Oakleaf Hydrangea

Calamagrostis ‘Karl Foerster’
Karl Foerster Reed Feather Grass

Muhlenbergia capillaris ‘Regal Mist’
Regal Mist Pink Muhly

Mahonia nervosa
Creeping Mahonia

Clethra alnifolia ‘Hummingbird’
Hummingbird Summersweet

Liriope spicata
Creeping Lilyturf

Anemone ‘Honorine Jobert’
Honorine Jober Anemone

Echinacea ‘Magnus’
Magnus Echinacea

Alizia julibrissin
Persian Silk Tree

PLANTING DESIGN

STREETSCAPE PLANTING PALETTE

Inspiration Image

Rhaphiolepis umbellata ‘Minor’
Dwarf Yeddo Hawthorn

Hydrangea quercifolia ‘Pee Wee’
Pee Wee Oakleaf Hydrangea

Calamagrostis ‘Karl Foerster’
Karl Foerster Reed Feather Grass

Muhlenbergia capillaris ‘Regal Mist’
Regal Mist Pink Muhly

Mahonia nervosa
Creeping Mahonia

Clethra alnifolia ‘Hummingbird’
Hummingbird Summersweet

Liriope spicata
Creeping Lilyturf

Anemone ‘Honorine Jobert’
Honorine Jober Anemone

Echinacea ‘Magnus’
Magnus Echinacea

PLANTING DESIGN

BIORETENTION PLANTING PALETTE

Inspiration Image

Acer palmatum ‘Viridis’
Viridis Japanese Maple

Cornus alba ‘Elegantissima’
Variegated Tartarian Dogwood

Carex obnupta
Slough Sedge

Juncus patens ‘Elk Blue’
Elk Blue California Gray Rush

Iris douglasiana
Douglas Iris

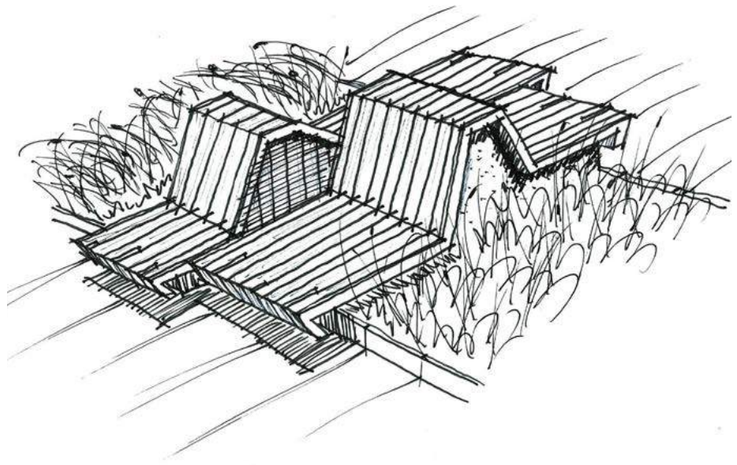
Camassia quamash
Common Camas

Ligularia ‘The Rocket’
The Rocket Ligularia

Osmunda regalis ‘Spectabilis’
Royal Fern

FOLDED SEATING DEVELOPMENT

DETAIL DEVELOPMENT



05. LIGHTING & SIGNAGE DESIGN

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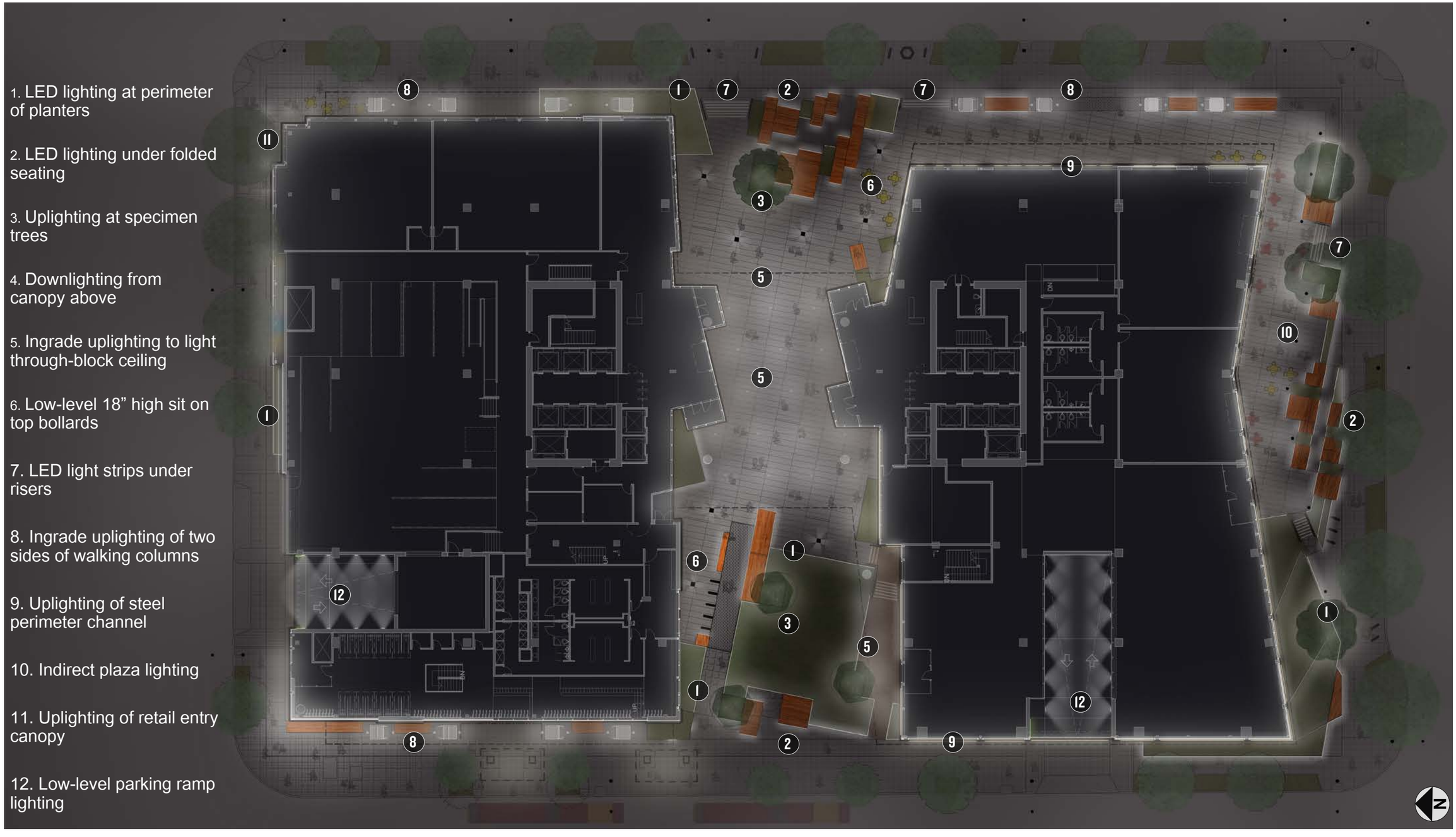
LIGHTING DESIGN

LIGHTING PLAN



LIGHTING DESIGN

SITE LIGHTING

Indirect plaza lighting

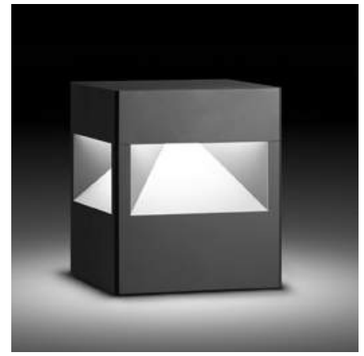
LED lighting under folded seating

Low-level parking ramp lighting

LED lighting at perimeter of planters

Low-level 18” high sit on top bollards

Uplighting at specimen trees



SIGNAGE

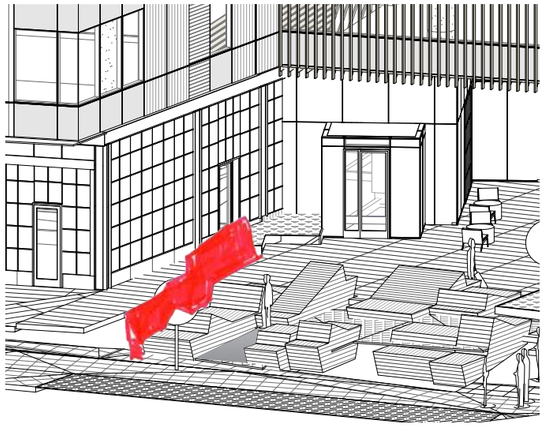
MULTIPLE BUSINESS CENTER

Site Identity
333 Dexter identity is incorporated into large freestanding sculptural elements located on both Dexter N. Ave. and Aurora N. Ave. at the mid-block crossing. These elements will be integrated into the design of the custom plaza seating and are intended for both vehicular and pedestrian visibility.

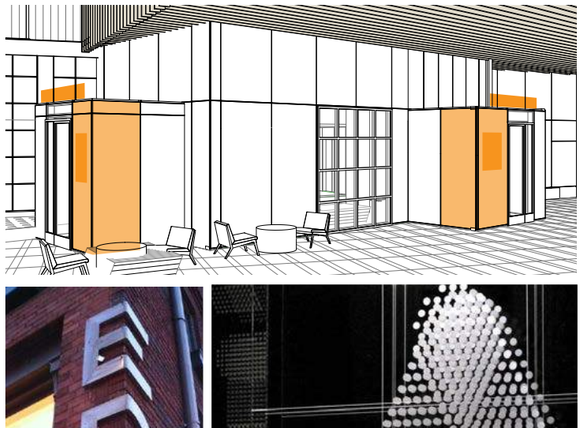
Tower Identity
The North and South tower identities are located at the mid-block crossing and will be integrated into the facade at the entry vestibules. The design will employ a graphic treatment to aid in wayfinding as well as distinguish each of the tower entrances.

Parking Identity
Vehicular parking at Harrison St. and Aurora N. Ave. will be identified with wall mounted dimensional letters above the entries. In addition, we are planning for wall graphics on the interior flanking walls at the garage entrances. Public bicycle parking at Aurora N. Ave. will be identified with post mounted signage.

SITE IDENTITY



TOWER IDENTITY



PARKING IDENTITY

SIGNAGE

RETAIL TENANT

The first column at the right identifies the sign types to be used for retail tenants. Different combination of these sign types will respond to storefront design, tenant preferences and visibility requirements.

The images in the other columns show a range of styles that together with the use of multiple sign types create a varied and dynamic streetscape that is responsive to the neighborhood's history and character.

Vehicular
A diversity of large scale overhead wall mounted signs that identify the business from the vehicular approach are encouraged.

Pedestrian
A diversity of projecting signs that identify businesses from the pedestrian approaches are encouraged.

Threshold
A diversity of window signs, a-frame signs and floor graphics that provide business character and contribute to the vitality of the streetscape are encouraged.

SIGN TYPES

TYPE A Projecting

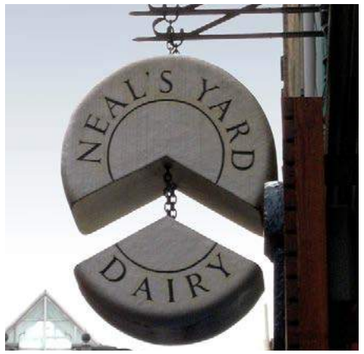
TYPE B Wall Mount Overhead

TYPE B Wall Mount / Window Graphics

Sign Furnishings

VEHICULAR

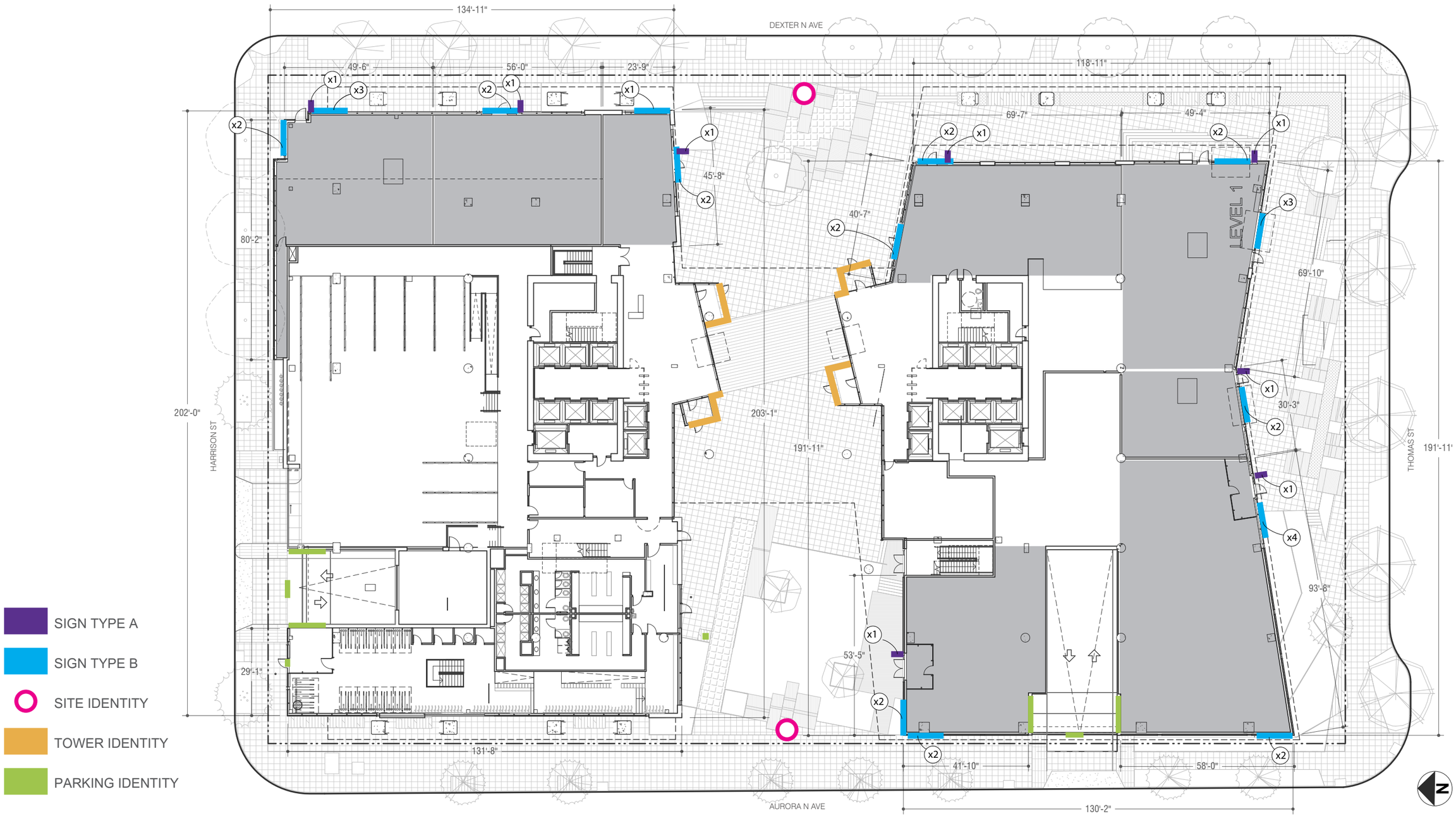
PEDESTRIAN



THRESHOLD

SIGNAGE

SIGN LOCATION PLAN



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06. DEPARTURES

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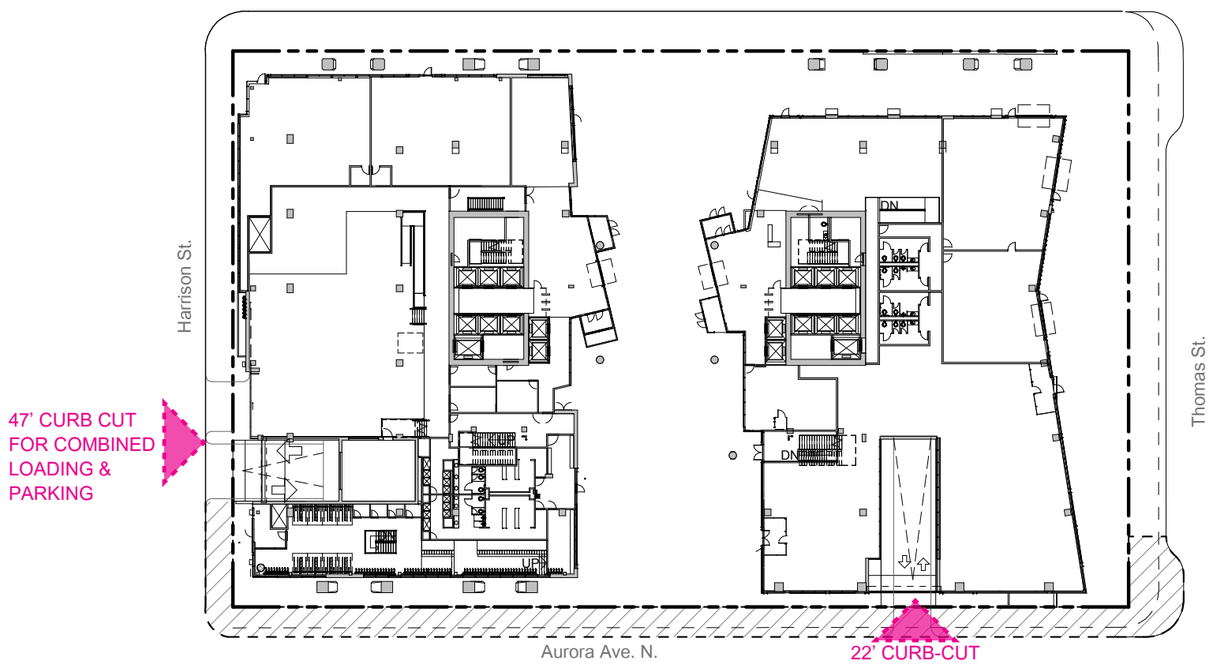
DEPARTURES SUMMARY

	ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	BOARD RESPONSE AT EDG-2
1.	**"23.48.034.E.1 Curb cut number "**	Permitted access shall be limited to one two-way curb cut.	Project includes more than one two-way curb cut: One curb cut along Harrison Street for both loading dock access and parking ingress/egress (includes a 5' pedestrian safe zone) and one 2-way curb cut on Aurora Avenue for parking ingress/egress. **Zoning Review has given initial approval of the primary curb cut location to occur on Harrison Street, with a departure for a secondary curbcut / access on Aurora.** **John Shaw (SDOT) has given initial approval of the secondary parking access curb cut.**	The board indicated early support for this departure on a 2-1 vote with one abstention
2.	**"23.54.030.F.2.b.2 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	The Harrison Street curb cut exceeds the maximum curb cut width of 30' for combined truck and auto access to 47' including a 5' pedestrian save zone.	The Board indicated early support for this departure if the curb cut is designed to be visually obvious and provide refuge space for pedestrians. The sight triangles flanking the truck/vehicles entries need to work.
3.	**23.48.010.H.7.b 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.	The elevator penthouse and building core envelope of both North & South tower are within 10' of the building perimeter, facing the through-block.	The Board indicated early support this departure
4.	**23.48.014.D.1a Façade Transparency**	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	Departure to reduce the required transparency of 60% to 49% along Harrison St.	The Board indicated preliminary support for this departure, dependent on the development of an iconic design for the proposed 'art wall'.
5.	**23.48.014.D.2.a Blank Façade**	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.	Departure to exceed max. allowable 15' blank facade to 36'-4" blank facade and to exceed max. allowable blank wall segments of 40% of façade length to 51% of facade length.	The Board indicated preliminary support for this departure, dependent on the development of an iconic design for the proposed 'art wall'.
6.	**23.48.013.D Facade Modulation**	For all structures with nonresidential uses exceeding 85 feet in height, facade modulation is required for the street-facing portions of a structure located within 15 feet of a street lot line and exceeding the podium height specified for the lot on Map A for 23.48.013. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.	The West facing portion of the South tower above 125' is 132'-7" in length and exceeds the max allowable 120' length of un-modulated façade within 15' of street lot line.	New Departure
7.	**"23.48.014.A.2 Minimum Facade Height"**	On Class 2 Pedestrian Streets and Neighborhood Green Streets, as shown on Maps A and B for 23.48.014, the minimum height for street-facing facades is 25 feet.	The ground floor of the South tower on the East facing façade has been set back from the tower above below the 25' minimum façade height.	New Departure
8.	**"23.48.014.A.2 Minimum Facade Height"**	On Class 2 Pedestrian Streets and Neighborhood Green Streets, as shown on Maps A and B for 23.48.014, the minimum height for street-facing facades is 25 feet.	The ground floor of the South tower on the South facing façade has been set back from the tower above below the 25' minimum façade height.	New Departure
9.	**"23.48.014.A.3.b.1 Landscaping in Setbacks"**	The setback area shall be landscaped according to the provisions of Section 23.48.024;	Departure to provide up to 12' setback on Harrison Street and Aurora Avenue with pavement to match sidewalk treatment (rather than landscaping) in order to increase 'public realm'.	New Departure

DEPARTURE #1 & #2: CURBCUT WIDTH & NUMBER

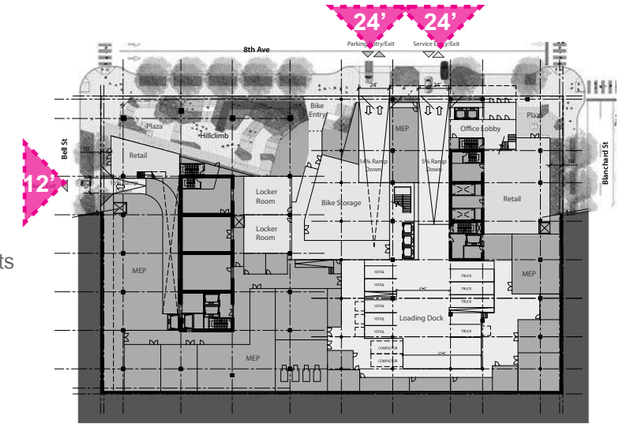
RATIONALES

	ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES	BOARD RESPONSE AT EDG-2
1.	**"23.48.034.E.1 Curb cut number "**	Permitted access shall be limited to one two-way curb cut.	Project includes more than one two-way curb cut: One curb cut along Harrison Street for both loading dock access and parking ingress/egress (includes a 5' pedestrian safe zone) and one 2-way curb cut on Aurora Avenue for parking ingress/egress. ***Zoning Review has given initial approval of the primary curb cut location to occur on Harrison Street, with a departure for a secondary curbcut / access on Aurora.**	Per Heffron Transportation: • Multiple parking entries will 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) ***John Shaw (SDOT) has given initial approval of the secondary parking access curb cut.**	The board indicated early support for this departure on a 2-1 vote with one abstention
2.	**"23.54.030.F.2.b.2 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	The Harrison Street curb cut exceeds the maximum curb cut width	• Project combines parking and loading zone uses into a single curb cut on the least visually dominant façade with the lowest anticipated pedestrian 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)	The Board indicated early support for this departure



Precedent Study: 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

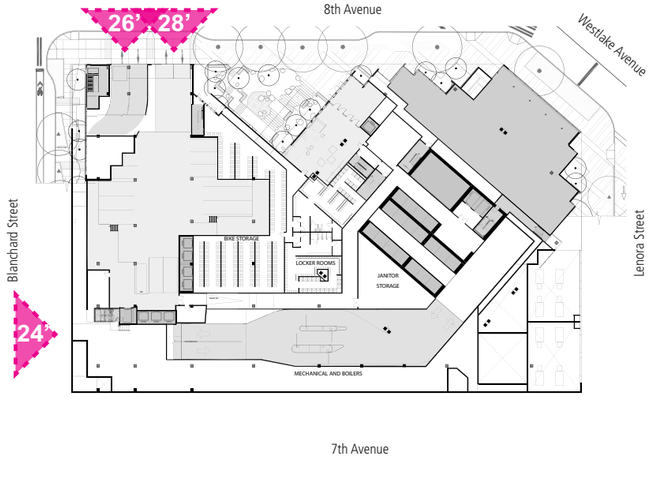


DEPARTURE #1 & #2: CURBCUT WIDTH & NUMBER

FULL BLOCK PRECEDENTS

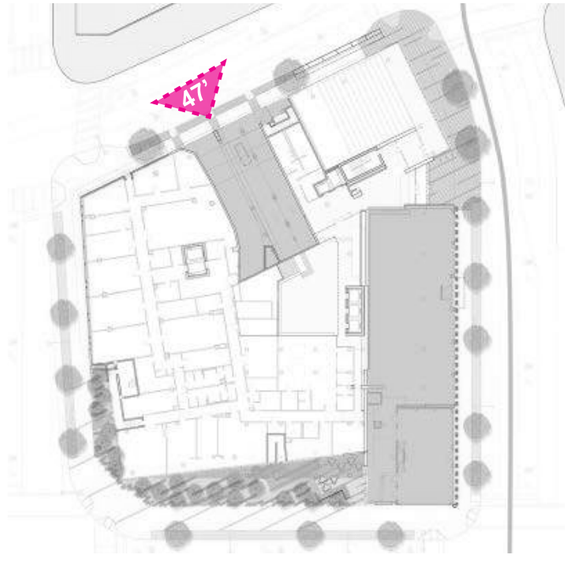
Precedent Study:
2100 7th Ave (Rufus 2.0)

- 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



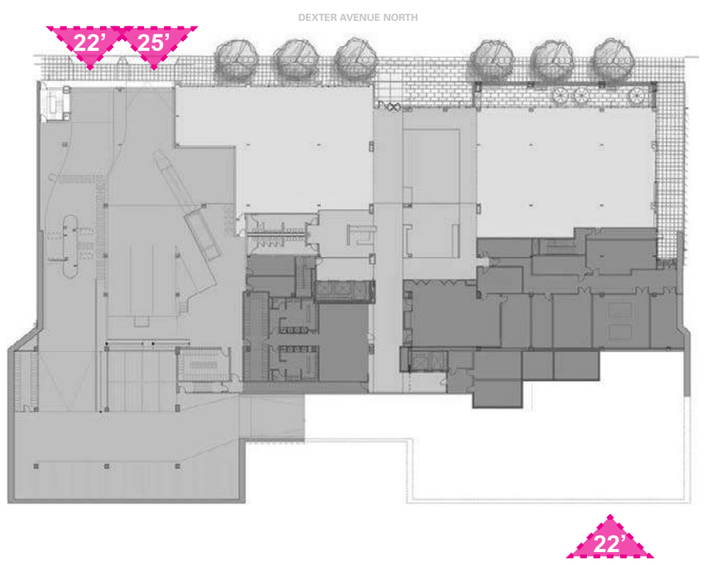
Precedent Study:
Allen Institute For Brain & Science

- Full block development with (1) oversize curb cut with a pedestrian strip
- SLU zoning with half the GFA
- Single point of loading and parking access could cause traffic congestion along Broad St.



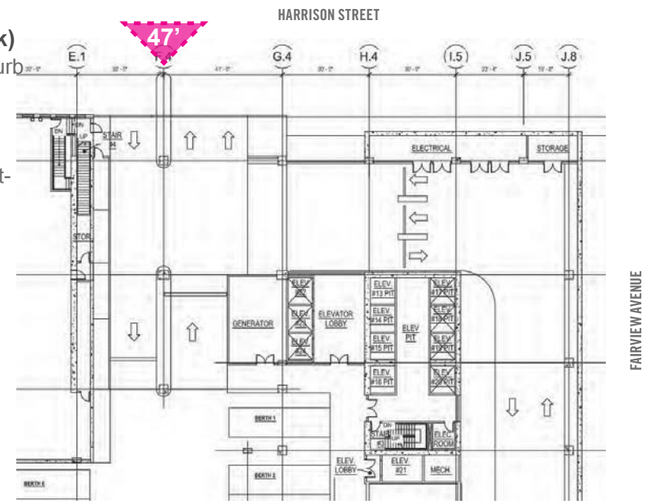
Precedent Study:
1101 Dexter Ave. (Dexter Station)

- 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



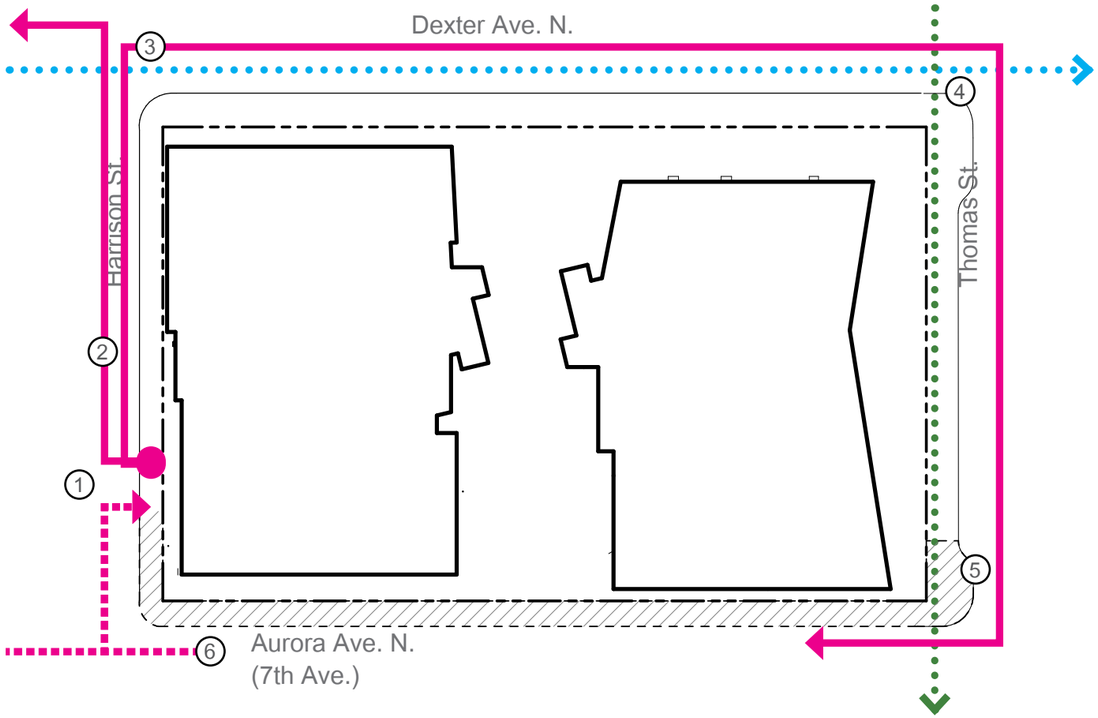
Precedent Study:
307 Fairview Ave. N. (Troy Laundry Block)

- 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.



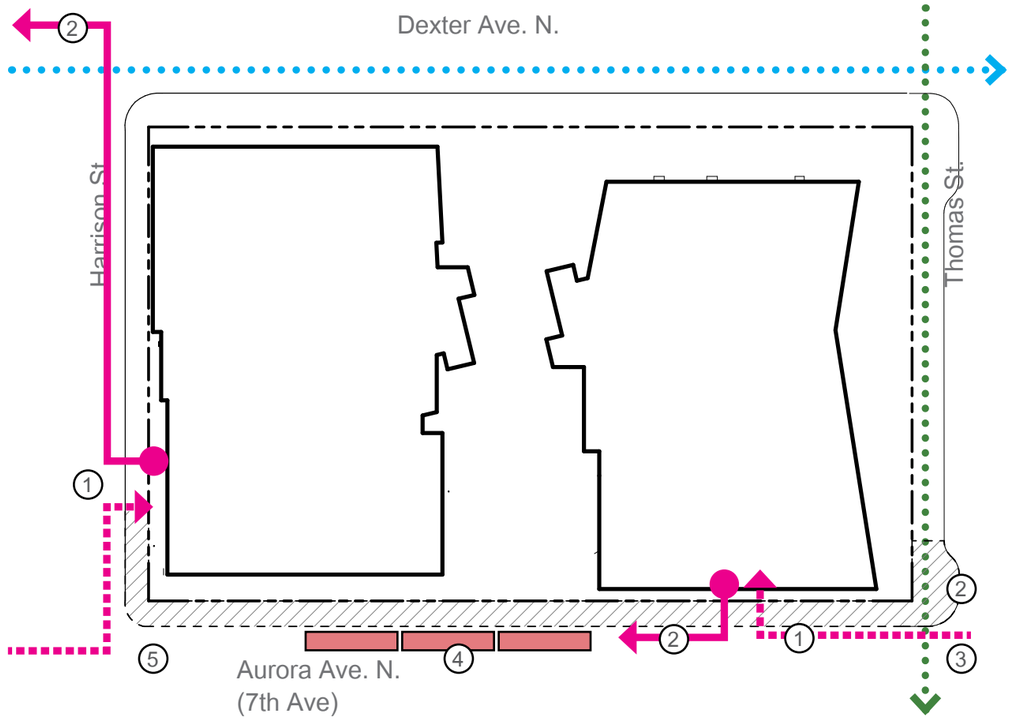
DEPARTURE #1 & #2: CURBCUT WIDTH & NUMBER

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.
6) Vehicles queuing to enter via single access point will impact buses along Aurora.



Two Curb Cut 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
4) Ample room for buses along Aurora
5) No impact to buses along Aurora from cars trying to enter garage along Harrison St.

VEHICULAR TRAFFIC (INBOUND)

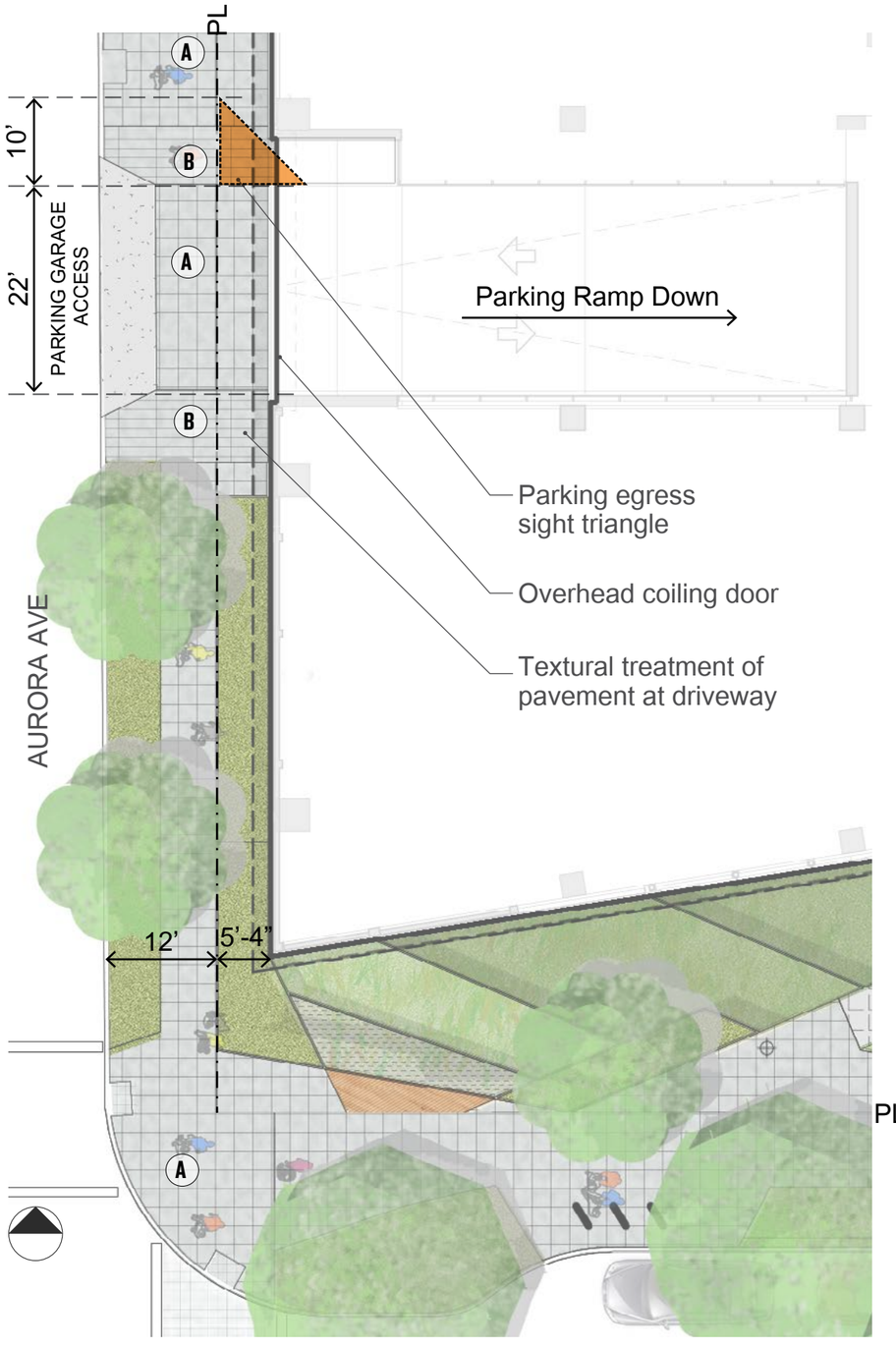
VEHICULAR TRAFFIC (OUTBOUND)

BICYCLE LANE

GREEN ST./PEDESTRIAN/BIKE

DEPARTURE #1 & #2: CURBCUT WIDTH & NUMBER

AURORA AVE. CURB CUT DESIGN

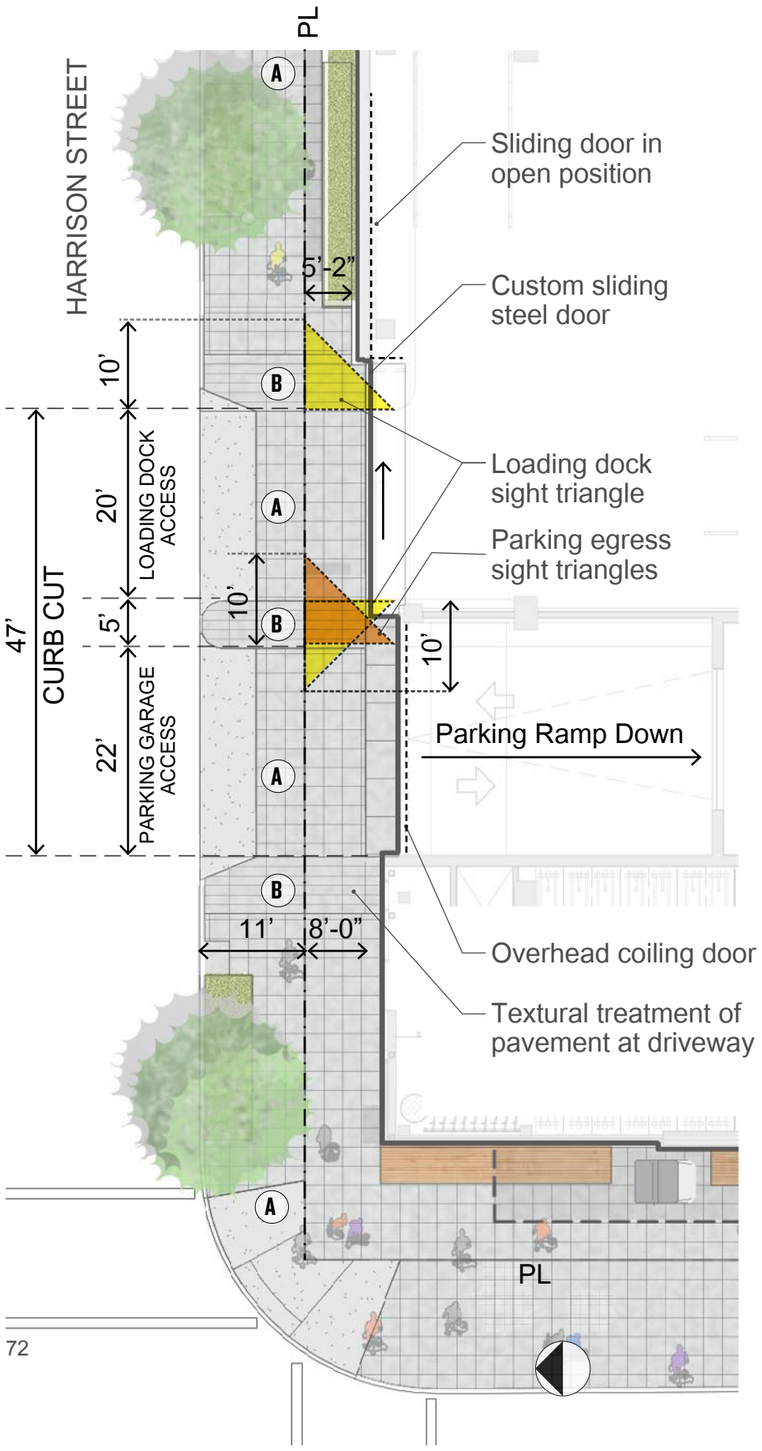


A. Standard Sidewalk

B. Textured Concrete for Pedestrian Area

DEPARTURE #1 & #2: CURBCUT WIDTH & NUMBER

HARRISON ST. CURB CUT DESIGN



A. Standard Sidewalk

B. Textured Concrete for Pedestrian Area

DEPARTURE #3: ROOFTOP FEATURES

ROOFTOP FEATURE SETBACK RATIONALE

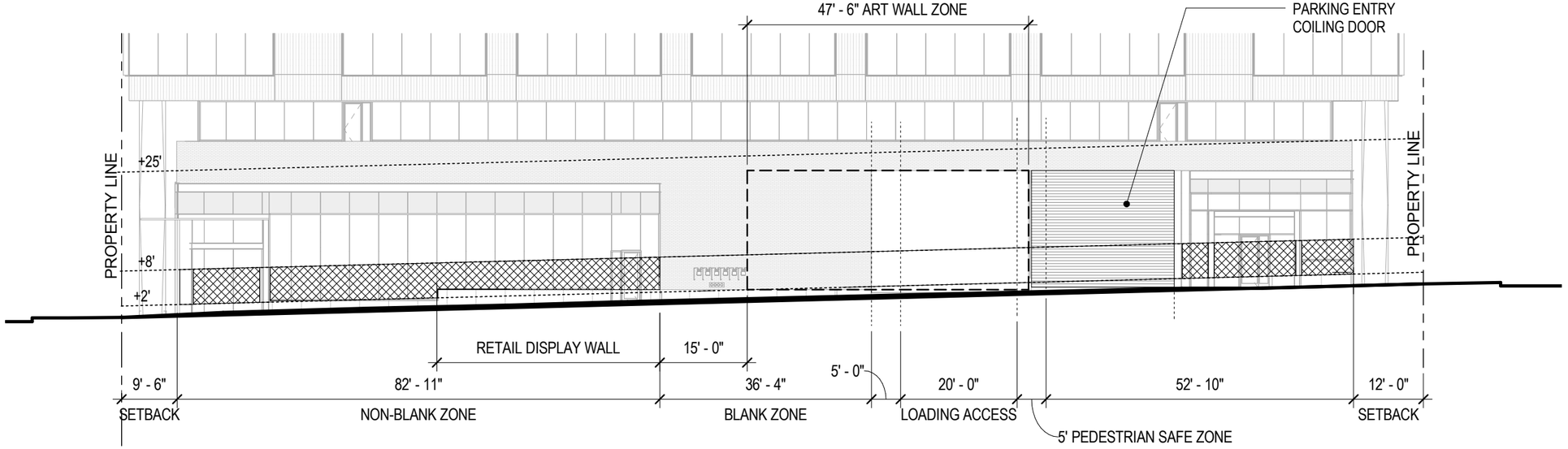
3.

ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES	BOARD RESPONSE AT EDG-2
23.48.010.H.7.b 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.	The elevator penthouse and building core envelope of both North & South tower are within 10’ of the building perimeter, facing the through-block.	• The through-block facades of both the North and South towers are modulated in a way that provides interest and breaks down the mass of the building, enhancing the scale and proportion of the mid-block expression and opening the mid-block beyond the 60’ minimum tower separation. This modulation results in the building core envelope at the roof level falling within 10’ of the edge of the building face.	The Board indicated early support for this departure

DEPARTURE #4 & #5: BUILDING TRANSPARENCY

TRANSPARENCY/BLANK FACADE RATIONALE

	ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES	BOARD RESPONSE AT EDG-2
4.	**23.48.014.D.1a Façade Transparency**	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	Departure to reduce the required transparency of 60% to 49% along Harrison St.	• 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 non-transparent wall has been set back 5’ from the property line, allowing for a landscaped planting zone to soften the pedestrian experience and enhance the blank wall. (DC4-D1) • The portion of blank facade fronting the loading dock exceeds the allowable 15’. 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) • The project provides voluntary additional setbacks from the property line of approximately 10’ at Dexter and 12’ at Aurora in order to provide wider pedestrian sidewalks. As a result, the overall facade length of Harrison decreases by 22’ resulting in a non-compliant 49% transparency. If the project were to build the Harrison St. facade to the property line, thus eliminating the wider sidewalks at Dexter and Aurora, the transparency calculation would become code compliant at 60% and the blank facade calculation would become a code compliant 40%. (PL1-A1, PL1-A2, PL1-B1, PL1-C1)	The Board indicated early support for this departure
5.	**23.48.014.D.2.a Blank Façade**	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.	Departure to exceed max. allowable 15’ blank facade to 36’ blank facade and to exceed max. allowable blank wall segments of 40% of façade length to 51% of facade length.		



MINIMUM HEIGHT FOR CLASS II PEDESTRIAN STREET FACING FACADE IS 25 FT

PERCENTAGE OF TRANSPARENT FACADE PROVIDED: **49%**
MINIMUM TRANSPARENCY REQUIRED: **60%**

ALLOWABLE BLANK FACADE PERCENTAGE: **40% ;** TOTAL BLANK FACADE PERCENTAGE: **51%**
ALLOWABLE BLANK FACADE LENGTH: **15' ;** LONGEST BLANK FACADE: **36' - 4"**

DEPARTURE #4 & #5: BUILDING TRANSPARENCY

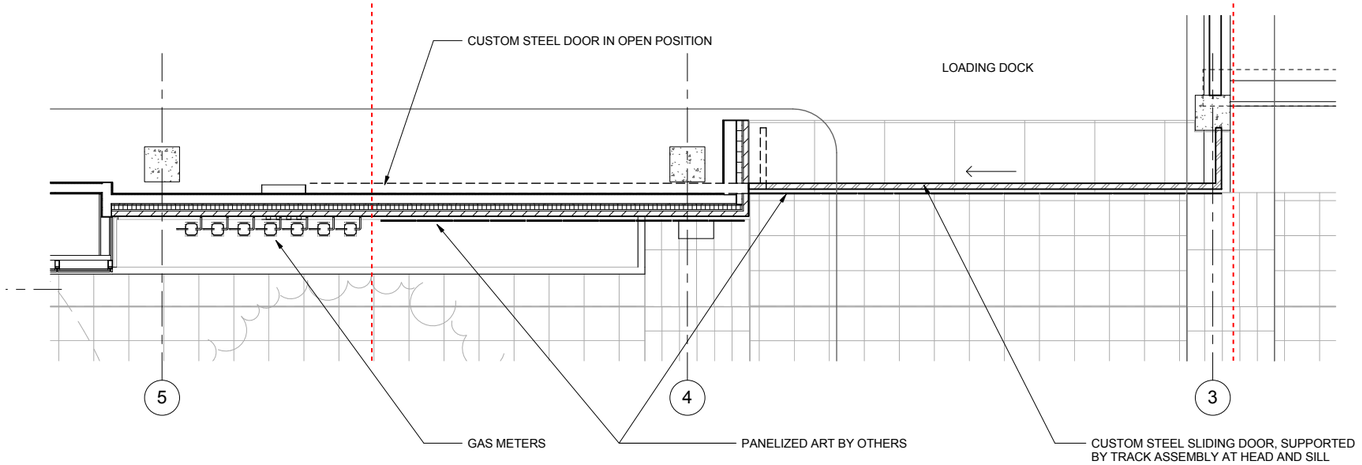
ART WALL DESIGN COMPETITION

Art Wall Design Competition Brief
The Harrison Street Art project will be comprised of a **47’-6” wide x 20’-6”** high composition supported off of a 2’ x 2’ panelized blind attachment system.
The loading dock door will be a steel ‘L’ shaped door, that will remain closed except during scheduled delivery times. Due to the operable nature of the door, the art will have a **2”** maximum relief from the face of door.

Service elements such as gas meters, hose bibbs, and a fuel station will be located in the vicinity. It is up to the discretion of the artist whether to incorporate these elements into the proposal. Art medium and composition is at the discretion of the artist.

Please see attached memo in Appendix for further information regarding the design competition for the Harrison Street Art Project.

Image of Art Wall is depicted for reference purposes only and is not the final design.

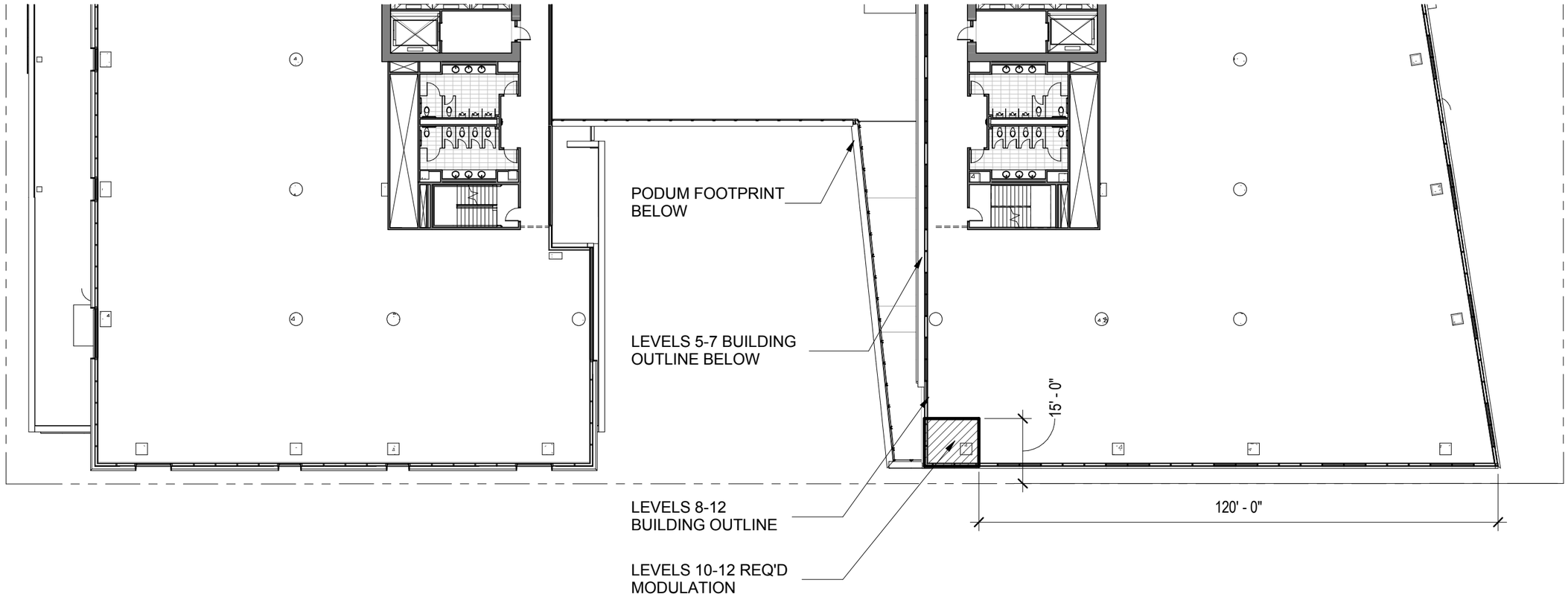


DEPARTURE #6: UPPER LEVEL DEVELOPMENT

FACADE MODULATION DEPARTURE RATIONALE

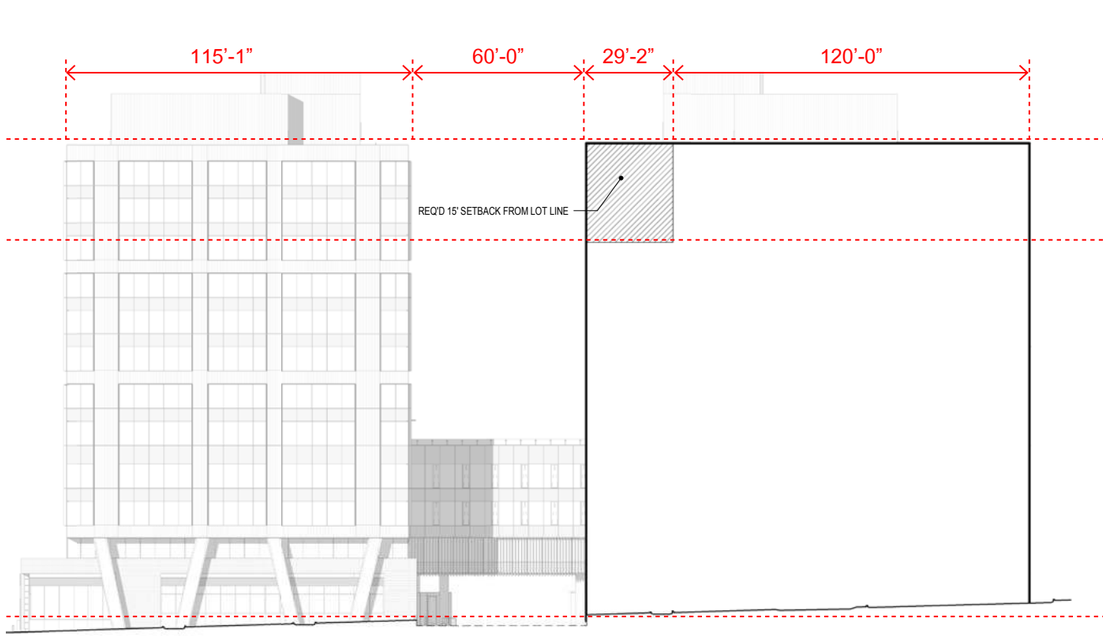
6.

ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES	BOARD RESPONSE AT EDG-2
23.48.013.D Facade Modulation	For all structures with nonresidential uses exceeding 85 feet in height, facade modulation is required for the street-facing portions of a structure located within 15 feet of a street lot line and exceeding the podium height specified for the lot on Map A for 23.48.013. No modulation is required for portions of a facade set back 15 feet or more from a street lot line.	The West facing portion of the South tower above 125' is 132'-7" in length and exceeds the max allowable 120' length of un-modulated façade within 15' of street lot line.	• The South tower is modulated both horizontally and vertically on all four sides, making a strong architectural statement and creating a strong identity for this gateway project. (CS2-A1). • The proposed modulation for the South building far exceeds the required amount of modulation in terms of setback volume, as well as provides a means of breaking down the scale of the building to avoid a monolithic presence along the pedestrian streets. (CS2-C3)	New Departure



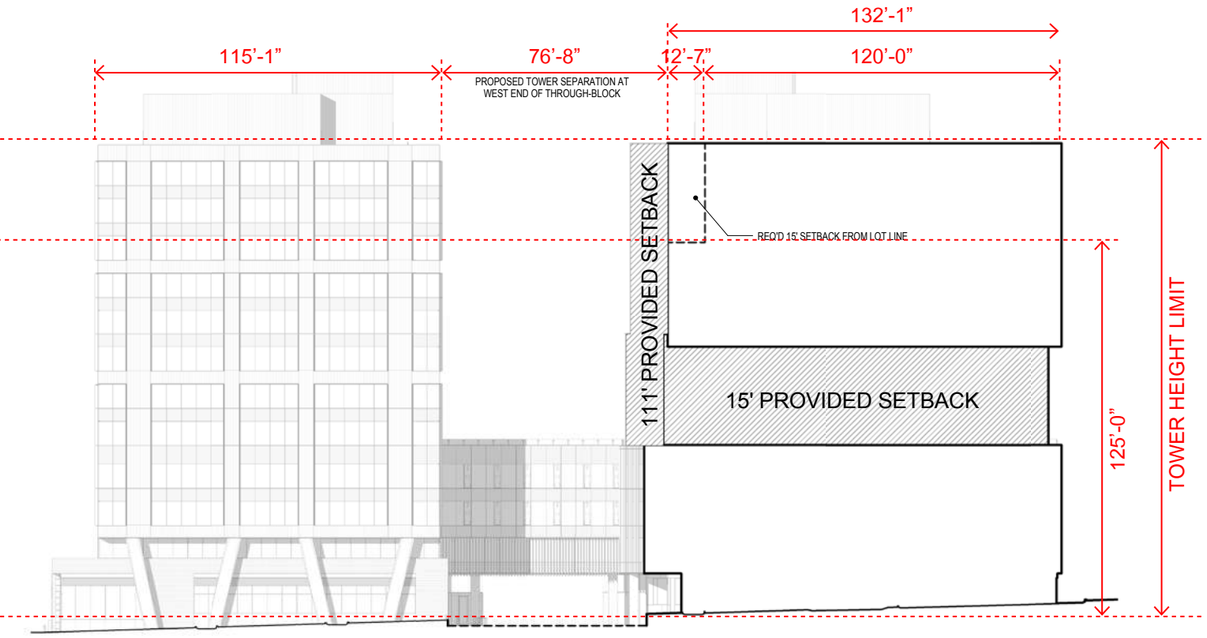
DEPARTURE #6: UPPER LEVEL DEVELOPMENT

FACADE MODULATION DEPARTURE RATIONALE



REQUIRED South Tower Aurora Facade Modulation

Required Modulation volume: 14,580 cubic feet



PROPOSED South Tower Aurora Facade Modulation

Provided Modulation Volume at 15’ setback: 64,275 cubic feet

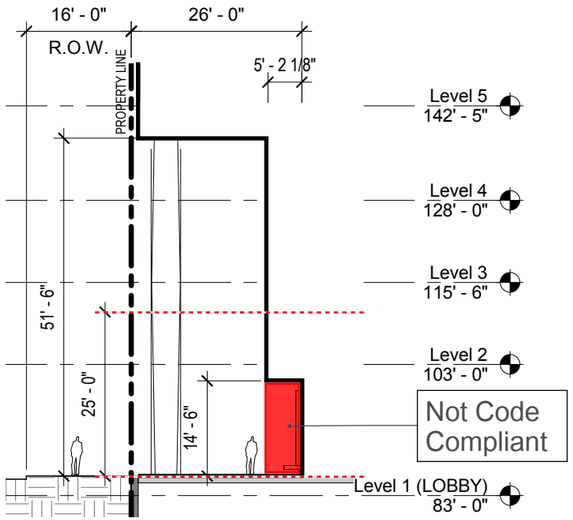
Provided Modulation Volume at 111’ setback: 141,382 cubic feet

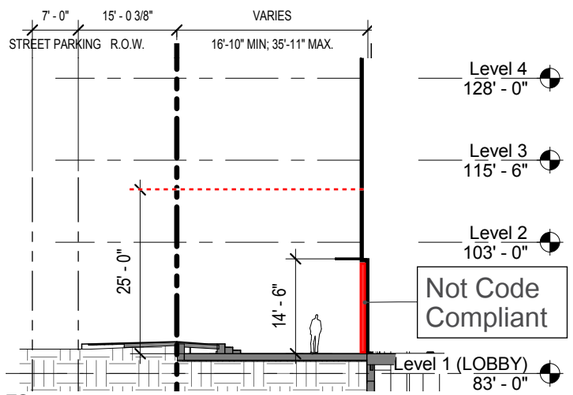
TOTAL MODULATION VOLUME PROVIDED: **205,657 cubic feet**

DEPARTURE #7 & 8: STREET LEVEL DEVELOPMENT

FACADE HEIGHT DEPARTURE RATIONALE

	ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES	BOARD RESPONSE AT EDG-2
7.	**"23.48.014.A.2 Minimum Facade Height"**	On Class 2 Pedestrian Streets and Neighborhood Green Streets, as shown on Maps A and B for 23.48.014, the minimum height for street-facing facades is 25 feet.	The ground floor of the South tower on the East facing façade has been set back from the tower above below the 25’ minimum façade height.	• The project has voluntarily provided a setback at the Ground Floor of the South tower on the East facade in order to provide a public plaza and connect the South open space along Thomas to the through-block connection, encouraging activity and linking high activity areas (PL1-I.iii). • This setback provides an accessible path within the block with weather protection from the building overhang above (PL2-I.i.) • The setback also breaks down the scale of the facade along this pedestrian path, while ~~encouraging retail spill out and helping to activate the public realm (PL3-II.ii).~~	New Departure
8.			The ground floor of the South tower on the South facing façade has been set back from the tower above below the 25’ minimum façade height.		





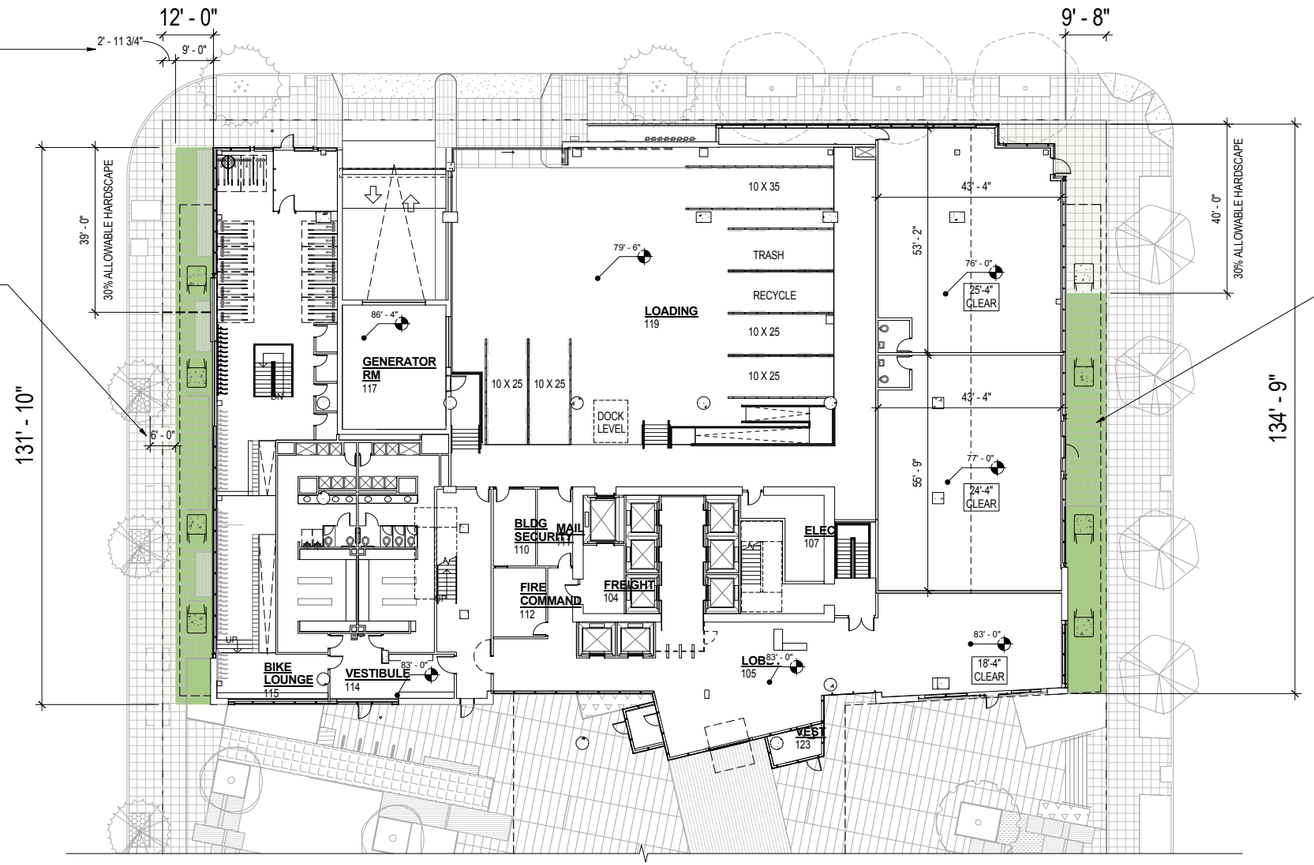
DEPARTURE #9: STREET LEVEL DEVELOPMENT

LANDSCAPE SETBACK DEPARTURE RATIONALE

	ZONING CODE REFERENCE	REQUIREMENT	DEPARTURE	RATIONALE BASED ON DESIGN GUIDELINES	BOARD RESPONSE AT EDG-2
9.	**"23.48.014.A.3.b.1 Landscaping in Setbacks"**	The setback area shall be landscaped according to the provisions of Section 23.48.024;	Departure to provide up to 12' setback on Harrison Street and Aurora Avenue with pavement to match sidewalk treatment (rather than landscaping) in order to increase 'public realm'.	Voluntary setbacks along Aurora Ave. and Dexter Ave accommodate bus waiting areas and retail spill-out spaces which support the following design guidelines: CS2-B-1, CS2-B-2, CS2-B-3, CS2-I-iii, CS2-I-iv, PL1-A-1, PL1-A-2, PL1-B-1, PL1-B-2, PL1-B-3, PL1-I-i, PL1-I-ii, PL2-A-1, PL2-I-i, PL2-I-iii, PL3-A-1, PL3-A-4, PL3-C-3, DC3-B-3.	New Departure

REQ'D DIMS IN ORDER TO MEET CODE

REQ'D LANDSCAPE AT SETBACK COULD MEET CITY REQUIRMENT OF 6' SIDEWAK AT INTERIM CONDITION, HOWEVER DOES NOT MEET DRB'S GUIDELINE OF PROVIDING WEATHER PROTECTION AT BUS STOP



REQ'D LANDSCAPE AT SETBACK DOES NOT ALLOW FOR RETAIL SPILL OUT ONTO DEXTER

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APPENDIX

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SEATTLE NEIGHBORHOOD GREENWAYS SUPPORT LETTER

Seattle Neighborhood Greenways
www.SeattleGreenways.org
Seattle Neighborhood Greenways *safe healthy streets for all*
200 2nd Ave South #100 Seattle WA 98104 (206)713-5869

December 18, 2015

West Design Review Board

Re: 333 Dexter

Seattle Neighborhood Greenways is a grassroots nonprofit that works to create a "well-used, linked network of safe, pleasant, and healthy streets in Seattle."

We're excited that such a progressive developer is working on this important site. We are thankful that the development team is being proactive in thinking about walking, biking, and transit access and in creating safe and enjoyable streetscapes. The site sits on a critical corner: Dexter Ave N is important to the city's north-south bike network, and Thomas St is critical for east-west network in South Lake Union for biking and walking. The following comments were created in collaboration with Cascade Bicycle Club.

- **We strongly support the installation of raised crosswalks on Thomas St. at both Aurora Ave N and Dexter Ave N** to calm traffic and maintain the Green Street and Neighborhood Greenway functionality that is intended for Thomas St**.** Raised crosswalks are proven to help increase driver awareness of pedestrians, slow speeds, and create a sense of place next adjacent to busy arterials. Being adjacent to Aurora Ave it is critical that Thomas St be protected from cut through highway access traffic to the extent feasible. As a future neighborhood greenway, **Thomas St should be preserved mainly for local vehicular access and prioritized for walking, biking, and enjoying local businesses. Daily traffic volume on Thomas Street should be kept to below 1,000 per day or 75 vehicles per hour as per recognized best practices.** We would likely support additional traffic calming measures such as textured pavement, partial diverters, turning restrictions, and other strategies.
- We support the creation of open space along Thomas Street, and think it is in keeping with Neighborhood Green Street plan, Lake 2 Bay Trail plan, and future neighborhood greenway designation.
- Primary vehicular and loading access off of Harrison (rather than Thomas St or Dexter Ave N) reduces conflicts on Thomas St. and Dexter for walking and biking traffic.
- We support a vehicular access solution that would reduce turning motions onto Dexter Ave N and Thomas St. This could potentially include a second vehicular curb cut off of Aurora Ave, and encourage the City to consider the impacts of this option.
- We support the placement of bike racks within right of way planting zone. In particular we encourage racks such as staple racks that are useable by a wide variety of bikes such as family bikes and cargo bikes. We also encourage providing rain protected short term bike parking if possible. Locating the short term bike parking along Dexter and Thomas St would make the most sense as bike access will be primarily from these two streets.
- We also encourage the use of awnings to provide weather protection for people walking.

Seattle Neighborhood Greenways
www.SeattleGreenways.org
Seattle Neighborhood Greenways *safe healthy streets for all*
200 2nd Ave South #100 Seattle WA 98104 (206)713-5869

- We support wide sidewalks and paths free of obstructions to accommodate people walking, using wheelchairs, and slowly biking to reduce conflicts.

Reference Map:

Future bicycle connections in the project vicinity (project marked with pink rectangle). Thomas St is the dark green line, and future protected bike lanes are marked in blue. For more information see http://www.seattlebikeblog.com/2015/10/07/sng-imagining-a-truly-bike-friendly-uptown-and-south-lake-union/

Thank you,

Cathy Tuttle
Executive Director
Seattle Neighborhood Greenways

For future correspondence please contact
Gordon Padelford
Neighborhood Support Coordinator
Seattle Neighborhood Greenways
gordon@seattlegreenways.org
206-963-8547

LAKE2BAY SUPPORT LETTER

Lake2Bay Coalition
Thatcher Bailey, Co-chair
Norma Miller, Co-chair

December 14, 2015

John B. Gillespie
Director, Construction Services
KILROY REALTY CORPORATION
601 108th Avenue NE, Suite 1560
Bellevue, WA 98004

Dear John:

The Lake2Bay team is excited to see the evolution of the 333 Dexter project by Kilroy and Miller Hull. Our team was invited to review the current plans because of the overlap of the planned Lake2Bay corridor, which runs along Thomas Street and the 333 Dexter development.

Lake2Bay has developed street concept guidelines for Thomas Street, which supplement the City's adopted "Thomas Green Street Concept Plan". These plans are currently being reviewed by SDOT and DPD, with the goal being adoption and incorporation in the ROW manual in early 2016. For the area of Thomas St. west of Dexter, the Lake2Bay guidelines maintain the basic street profile recommendations from the adopted Thomas Street Green Street master plan. Our emphasis has been on making sure that the Thomas Street ROW is active with people and seating, and rich with planting, seating areas, and surface materials.

The 333 Dexter project fulfills the Lake2Bay design intent in ways that are appropriate to its unique and challenging site. We support numerous aspects of the project, including:

- The materials and design of the building façade have a contemporary, industrial aesthetic that seems appropriate for Lake2Bay, which recommends retaining a sense of the industrial grit and funk, while respecting the legacy and history of South Lake Union.

- Vehicular access to the site is provided off of Harrison, which is absolutely key to maintaining Thomas St. as a pedestrian-oriented green street and part of the Lake2Bay trail. The Harrison Street façade will be enlivened by public artwork, and the streetscape seems appropriately scaled as planned.

- Additionally, both the Aurora curb cut for access and the Aurora entrance/exit help preserve Thomas as a green street by eliminating round-the-block traffic from Harrison trying to access 99N.

- 333 Dexter has located parallel parking in the most suitable location to support retail,

Lake2Bay Coalition
Thatcher Bailey, Co-chair
Norma Miller, Co-chair

given the street conditions on the other sides of the block. We do encourage the City Departments to review future parallel parking locations for all of Thomas Street comprehensively, in conjunction with the adopted Thomas Green Street Plan and Lake2Bay recommendations. In general, both plans aim to narrow Thomas Street in width, limit long stretches of parallel parking, and locate parking on only one side of Thomas Street or on the side streets. This will ensure generous pedestrian zones and less asphalt. It is important that parallel parking provided along Thomas Street be intermittent. For the area to the east of Dexter, parallel parking will be limited to the south side of the blocks per Lake2Bay recommendations and recent discussions with SDOT. This recommendation does not directly impact the 333 Dexter site but may be useful for context.

- The available ROW space along Thomas St. in this location is relatively limited at 22' wide (including parallel parking). The Kilroy-Miller Hull Team has achieved a great public amenity by setting the building back from the street, and integrating a plaza space with multiple points of access from Thomas. The most generous portion of the plaza is at grade with the street at the intersection of Dexter and Thomas. This is a strong move that will help make the sidewalk feel well connected to the new development.

- The Thomas St. plaza features custom seating that will allow people to sit and look out to the street, as well as in towards the plaza. The multi-directional orientation of the seating is particularly important, and will support Lake2Bay's goals of achieving an active and interesting sidewalk experience.

- These seating areas are incorporated into a planted area that also includes multiple stairs that lead down to the plaza. Multiple points of connection are important to making Thomas Street feel connected to the new development, so this is a strong design move.

- In other areas along Thomas Street, Lake2Bay is recommending that unit paving be extended from building entrances and plazas across the sidewalk to back of curb, similar to what was done on Terry Ave. N. This could be considered at 333 Dexter.

- Planting selections (including deciduous trees with fall color) are in keeping with the adopted Thomas Green Street Plan and Lake2Bay. We suggest that the design team use the same trees and plants in the plaza and public ROW to ensure a sense of continuity along the Lake2Bay trail.

- Lake2Bay strongly supports the curb bulb-outs on Thomas St, which will contribute to

LAKE2BAY SUPPORT LETTER

Lake2Bay Coalition
Thatcher Bailey, Co-chair
Norma Miller, Co-chair

safer pedestrian crossings. We would also support traffic calming measures such as tabled intersections at both Aurora and Dexter.

In short, we expect the 333 Dexter project to be a wonderful addition to the neighborhood, and we recommend DRB approval of the 333 Dexter plans.

Best Regards,

Thatcher Bailey
Lake2Bay Coalition

Lara Rose
Principal, Walker Macy
Lead Lake2Bay Consultant

ZONING ANALYSIS

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

ADDRESS: 333 Dexter Avenue N.

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 both towers are located within 10' of roof edge. Combined area of rooftop features on both towers will exceed 25% and are less than 65%.

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).

DEPARTURE: The west facing portion of the South Tower above 125' exceeds the max. allowable length of un-modulated facade

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.

ZONING ANALYSIS

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.

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.

   DEPARTURE: Requesting a departure for a street-facing facade that is less than 25' high along Dexter Ave. and Thomas St.

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.

   DEPARTURE: Requesting a departure to provide up to 12' setback on Harrison Street and Aurora Avenue with pavement to match sidewalk treatment (rather than landscaping).

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. 24,900 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. 15,700 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 'covered' portion of the through block connection for any portion of the open space requirement. In addition, it also meets 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-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 a through-block average width of 58 feet, a minimum of 41 feet and portions that are covered from side to side are 34 feet across at the narrowest portion.

ZONING ANALYSIS

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 and NOT enclosed for 34.3% of its length.

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; 24,900 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 will 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

The project is pursing a parking exception to increase the max. from 1.0 spaces per 1,000 SQF to 1.4 spaces per 1,000 SQF.

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 and a 47' wide curb cut along Harrison St.

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

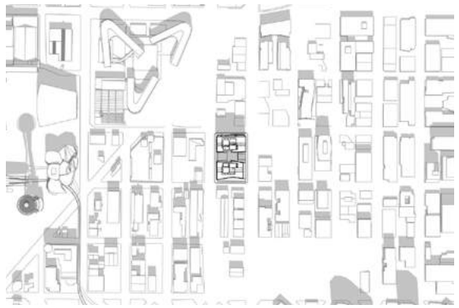
Curb cut number

- 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.

SOLAR ANALYSIS

VERNAL EQUINOX - MARCH/SEPT. 21
SUNRISE: 7:11AM
SUNSET: 7:23PM


08:00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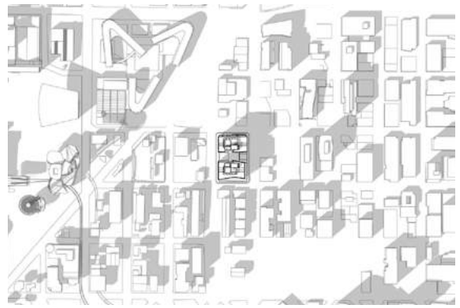
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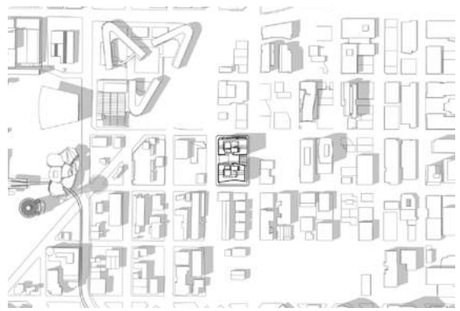
17:00

SUMMER SOLSTICE - JUNE. 21
SUNRISE: 5:12AM
SUNSET: 9:11PM


08:00


12:00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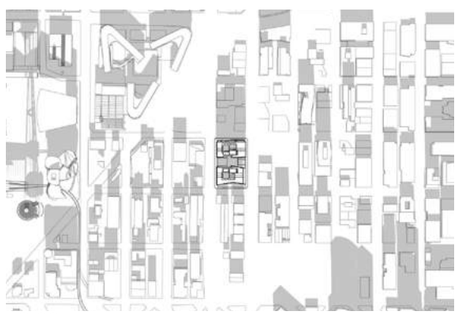
17:00

WINTER SOLSTICE - JUNE. 21
SUNRISE: 7:55AM
SUNSET: 4:20PM


09:00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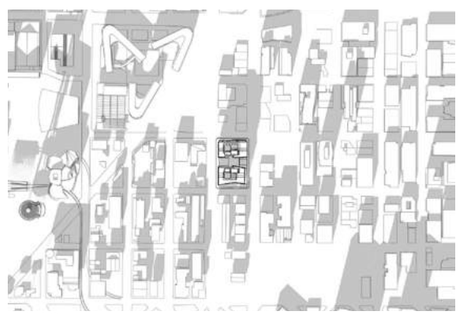
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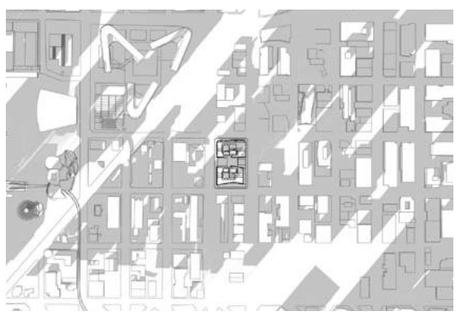
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