SERITAGE
GROWTH PROPERTIES

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Seritage Place
MASTER PLAN SUBMISSION

08.23.2018

REDMOND, WA

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I. INTRODUCTION

The Redmond Seritage Place project is designed to address the goals set out for the Overlake Village Neighborhood policies. The project is designed as a true mixed use development, with residential uses, office space, retail spaces including a market, restaurants, a hotel and open space for public use. The site is in the Overlake Village Zone 3, which promotes regional retail uses as part of a mixed-use development.

Redmond Zoning Narrative for OV3

Zone 3 encompasses a majority of the southwest quadrant of the Overlake Village, except for the land bordering 152nd Avenue NE. Regional retail is emphasized here as part of mixed-use developments. This land area has the highest visibility and is located along this zone's highest trafficked corridors.

The City's objectives for Overlake Village Zone 3 including the following:

1. Allow residents and visitors greater access to a major employment hub.
2. Share strong sense of community identity by adding more residents.
3. Provide a mix of retail commercial opportunities that meet a range of needs from daily goods and services, to niche and boutique retailers, to restaurants and entertainment.
4. To develop a system of plazas, parks and open spaces to provide residents, employees and visitors with opportunities to gather, recreate or enjoy the natural environment, abundant landscaping and community oriented programming.

THE SERITAGE PLACE AND OVERLAKE VILLAGE

The Seritage Place project is designed as a mixed-use district within the City of Redmond. The Comprehensive Plan establishes goals for the district that include high-quality, compact development, mid-rise, mixed use neighborhoods, a vibrant shopping district, and a network of open space, sidewalks, and trails. Overlake Village is divided into five zones (OV Zone 1 through OV Zone 5), each with a particular focus:

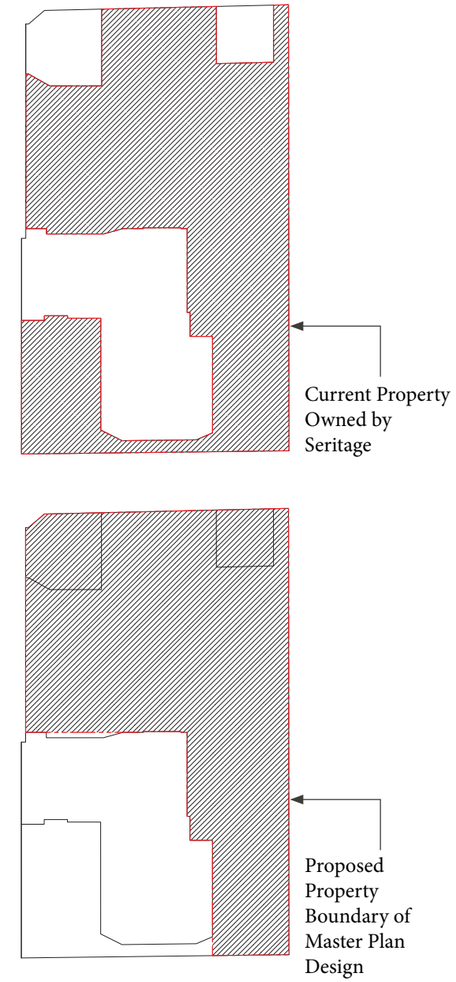
OV Zone 1
Emphasizes residential uses as part of mixed-use developments. OV Zone 1 makes up the core of the Overlake Village district.

OV Zone 2
Consists of two portions, and emphasizes commercial uses as part of mixed use developments. The land in these zones are adjacent to SR 520 and major arterials and so are less desirable for exclusively residential developments.

OV Zone 3
Emphasizes regional retail uses as part of mixed-use developments. This zone is adjacent to current commercial and retail uses, and has the highest visibility and highest trafficked corridors in the district.

OV Zone 4
Emphasizes the unique nature of the site, and encourages compact, mixed-use development with significant residential development, commercial and retail uses, and a major urban neighborhood park.

OV Zone 5
This zone is located north of SR 520, and emphasizes commercial uses due to nearby commercial campuses and highly trafficked arterials and highway interchange.



SITE CONTEXT

SITE AND LOCATION

The Seritage Place project is perfectly located to offer a rich mix of uses, while allowing for clear vistas through the site. The site is located within a block of the SR 520 freeway. The proposed landscaped area on the northwest corner of the site allows for a clear pedestrian connection to the new landscaped park over the storm water detention structure. The placement of the taller buildings on the north side of the site allows for long periods of sun light for the remaining proposed uses.

TOPOGRAPHY

The existing site is relatively flat. There is a seven foot grade change over 1200 linear feet from the south side of the site to the north.

LOCATION

The site is bound by NE 24th Street, 148th Avenue, NE 20th Street and future Da Vinci Avenue. The subject site consists of three parcels (Parcel B, C, and D). All participating parties agree that a boundary line adjustment is necessary to effectuate the land exchange while meeting all dimensional requirements specified for the OV3 zone. The ultimate legal descriptions of the parcels may change during the course of this application.

CIRCULATION AROUND THE SITE

The site is easily accessed at multiple entry points from the current and proposed roadway system.

PLANNING GOALS

REDMOND PLANNING GOALS AND OBJECTIVES FOR OVERLAKE VILLAGE ZONES

1. Implement the vision and policies for Overlake Village zones set forth in the Redmond Comprehensive Plan. 21.12.010 (A)

2. Encourage a broad mix of multifamily residential and commercial uses and amenities in order to achieve a vibrant, engaging environment and a true urban center. 21.12.010 (B)

3. Provide for pedestrian-friendly and activating commercial uses on the ground floor of development located along arterials, while allowing residential uses on the ground floor of development along local streets. 21.12.010 (C)

4. Include housing in all future development. 21.12.010 (D)

5. Provide improved connections for non-motorized and local vehicular travel, and mobility driven development. 21.12.010 (F)

6. Promote compact, walkable development forms that are conducive to transit use. 21.12.010 (E)

7. Encourage inclusion of retail, restaurants, professional offices, services, and entertainment uses to meet needs of residents and employees, enliven the area after working hours, and contribute to a sense of place. UC-4, LU-52, OV-5, OV-9, OV-42, OV-56, UC-6, UC-7, UC-9, UC-10, UC-22, UC-24 (Comprehensive Plan)

SERITAGE PLACE PROJECT PLANNING FEATURES

The project is designed to address the planning goals of Overlake Village as outlined in the Comprehensive Plan and zoning code. It is designed as a true mixed use project with residential units, restaurants, stores, a market, and plazas and parks.

Employment opportunities will be created through the available office space, retail stores, restaurants and the hotel.

The mix of uses will allow for extended hours of operation on the site, which will create a vibrant, yet casual destination for visitors.

Large areas of the site are being dedicated to public parks and open spaces.

Provide neighborhood streets, bike lanes, and urban pathways to enhance the non-motorized and motorized connectivity internally and externally throughout the site.

A compact walkable development is achieved by creating a rich pedestrian network which leads to public transit. Buildings are linked by the parks and the central hub. Open corners of the site attract people directly to the project, creating a destination for the Overlake Villages.

1. Varied Block Scale
The block and street layout create unique and varied urban spaces, not achievable with a 90 degree grid pattern. Encourages varied building heights and massing.

2. Linked Pedestrian Scales
Building edges and street frontages will be designed to encourage pedestrian friendly access around and within the site.

3. Active Street Frontages
Upper level setbacks and decks overlooking the central green living room space.

4. Mobility and Connection
Proposed neighborhood streets connect the site to the surrounding road network. Bike lanes and urban pathways are also introduced to enhance the non-motorized connectivity.

5. Open Space
A series of parks and open spaces are introduced throughout the site, creating a green, vibrant public hub for the site and City of Redmond.

6. Building Character
The character of the buildings will have a unifying feel, yet offer differences in materials, scale and access.

SERITAGE PLACE PROJECT PLANNING FEATURES

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Employment opportunities will be created through the available office space, retail stores, restaurants, and the hotel.

The mix of uses will allow for extended hours of operation on the site, which will create a vibrant, yet casual destination for visitors.

Large areas of the site are being dedicated to public parks and open spaces. The buildings are also situated to maximize the sun exposure.

Residential units are being included in the development to increase the number of housing choices and create a sense of community.

The combination of residential uses and business uses in the village will reduce impacts on the natural environment.

A storm water retention facility is already part of the planned development, which protects the water quality of surrounding natural water bodies.

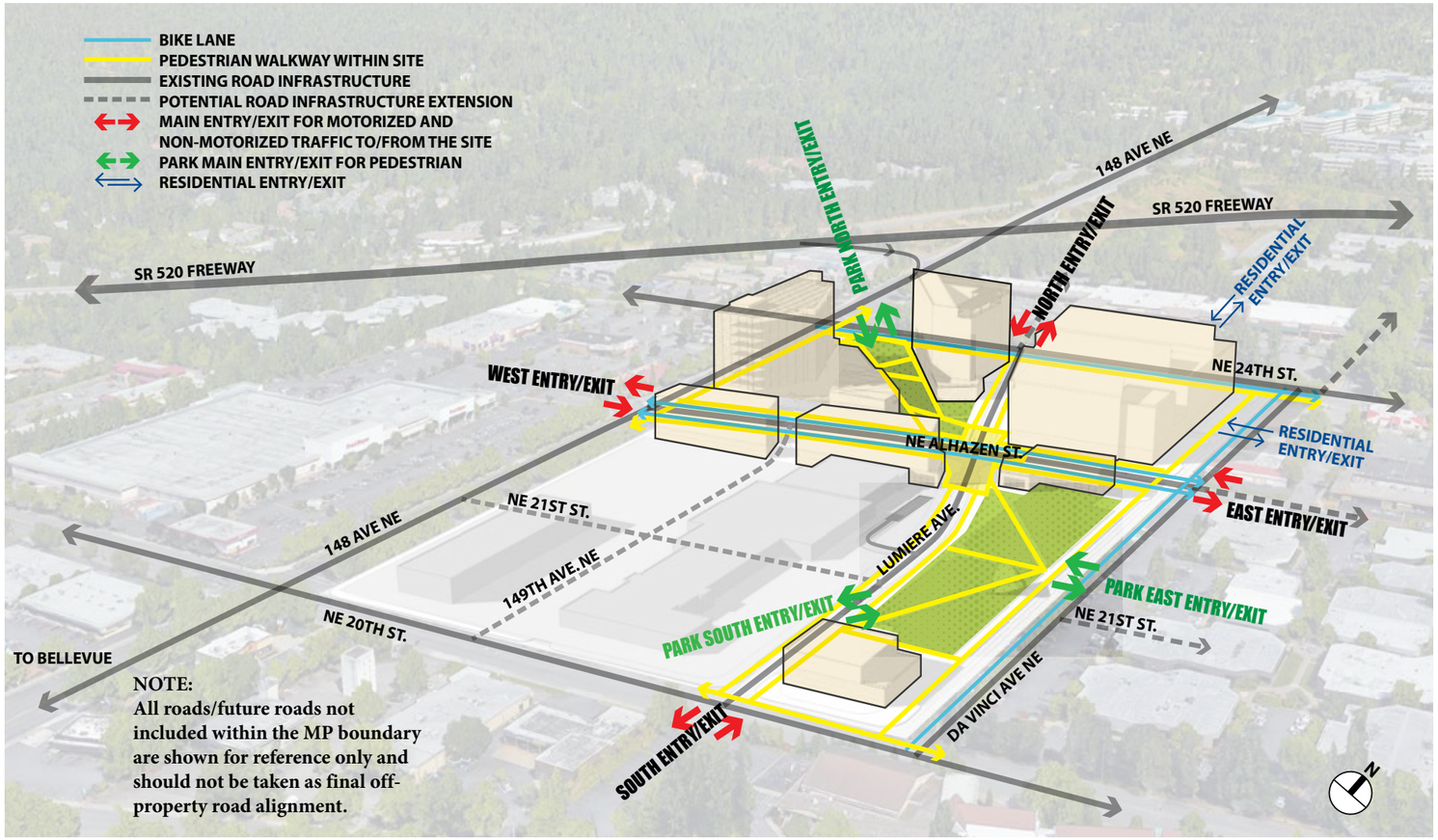
LAND USE AND DENSITY

The site lies in the southwest portion of the Overlake Urban Center, directly south of a large area of regional goods and services providers and west of the KCCLE Development site, a proposed mixed-use development with residential, retail and office uses. The Overlake Comprehensive Plan encourages significant retail, office and residential development at higher densities than currently existing at the project site and in the surrounding neighborhood. The Comprehensive Plan provides the opportunity to achieve higher densities through a system of bonuses that provide amenities for both the development and the surrounding neighborhood. Density required within the district will balance housing and commercial uses as well as create enough value in the land to fund major infrastructure and amenity improvements.

There are currently no public street connections between the principal east/west streets in Project site—NE 20th Street and NE 24th Street. Pedestrian, bicycle and vehicular connections across the site have the potential to link the surrounding neighborhood with the proposed Sound Transit Light Rail Station adjacent to SR 520. Creating these connections is essential to the integration of the district with these important neighbors.

OFFICE
RESIDENTIAL
PARK
HOTEL

N



NEIGHBORHOOD GATEWAY

The core idea for the master plan is to create an urban, mixed-use neighborhood. This neighborhood should be attractive to residents, visitors and employees alike. The entry points, public spaces and gateways will be designed to fit the character of the uses adjacent to the entry point while maintaining the identity of Overlake Village.

Residential
The residential entry points and buffer spaces will be scaled appropriately to allow for a warm, inviting experience. Currently the residential entries are designed into the residential block, and are separate from the proposed master plan roadways. The pedestrian entrances will be scaled appropriately and landscaped at a human scale.

North Entry/Exit
The entry at Lumiere Avenue and NE 24th Street is between the residential component of the project and the hotel. This entry point will convey a sense of identity associated with residential comfort and slower vehicular traffic.

West Entry/Exit
This entry should be a seamless connection that allows movement to and from Bellevue. It will have a clean identity as an entry point of the development, but will remain an inviting entry that has similar language as the streetscape along 148th Avenue.

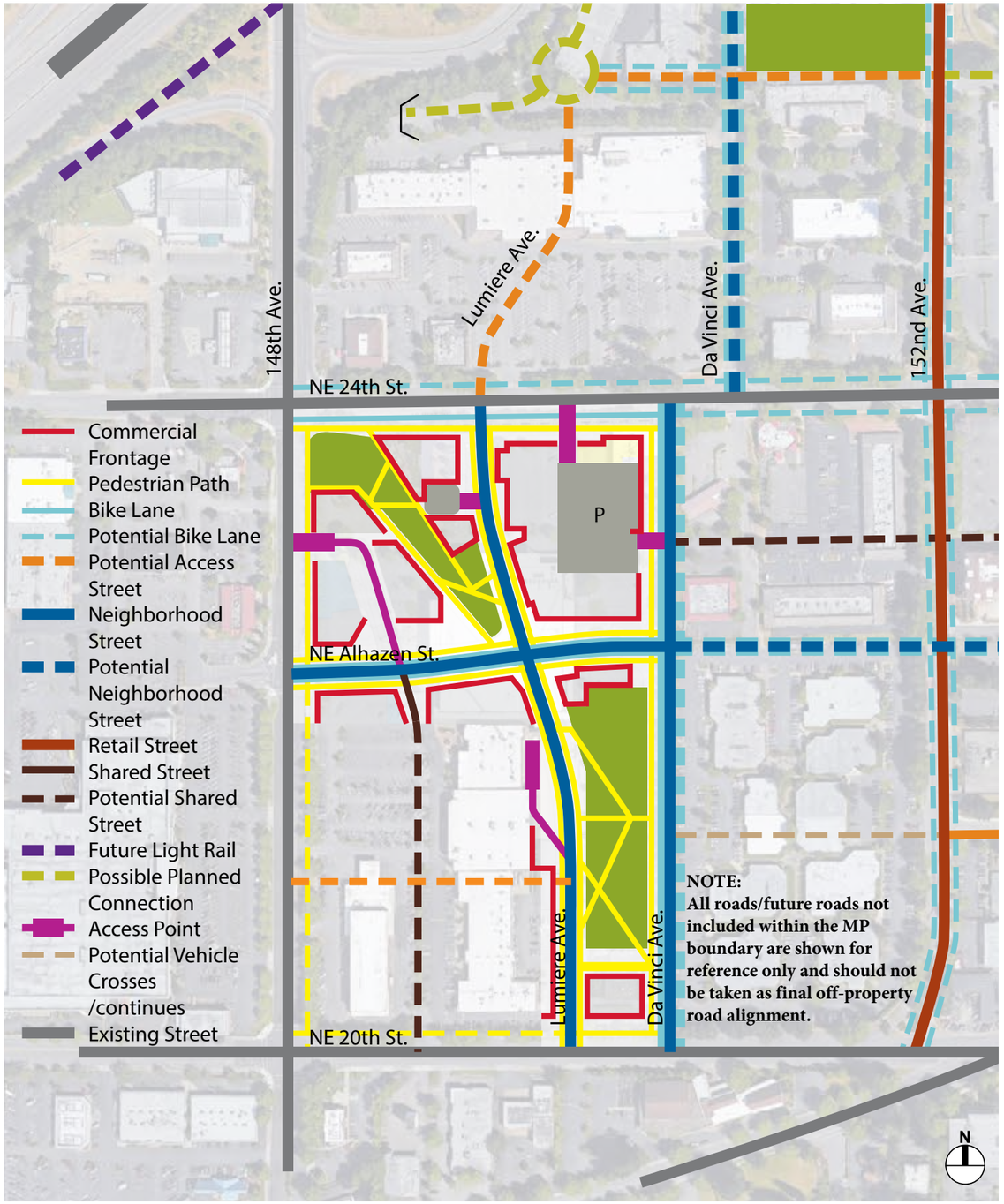
South Entry/Exit
The south gateway to the development will be the least traveled as most of the development is located towards the north side of the site.

East Entry/Exit
The east gateway provides connections to the neighboring development, and entry/exit point from/to Da Vinci Avenue NE. It will also be a gateway for cyclists and pedestrians as it offers bike lanes and urban pathways.

Park North Entry/Exit and East Entry/Exit
The corner of 148th Avenue NE & NE 24th Street serves as a main pedestrian entry point for the project. The diagonal axis of the park leads pedestrians into the campus from the busy street intersection.

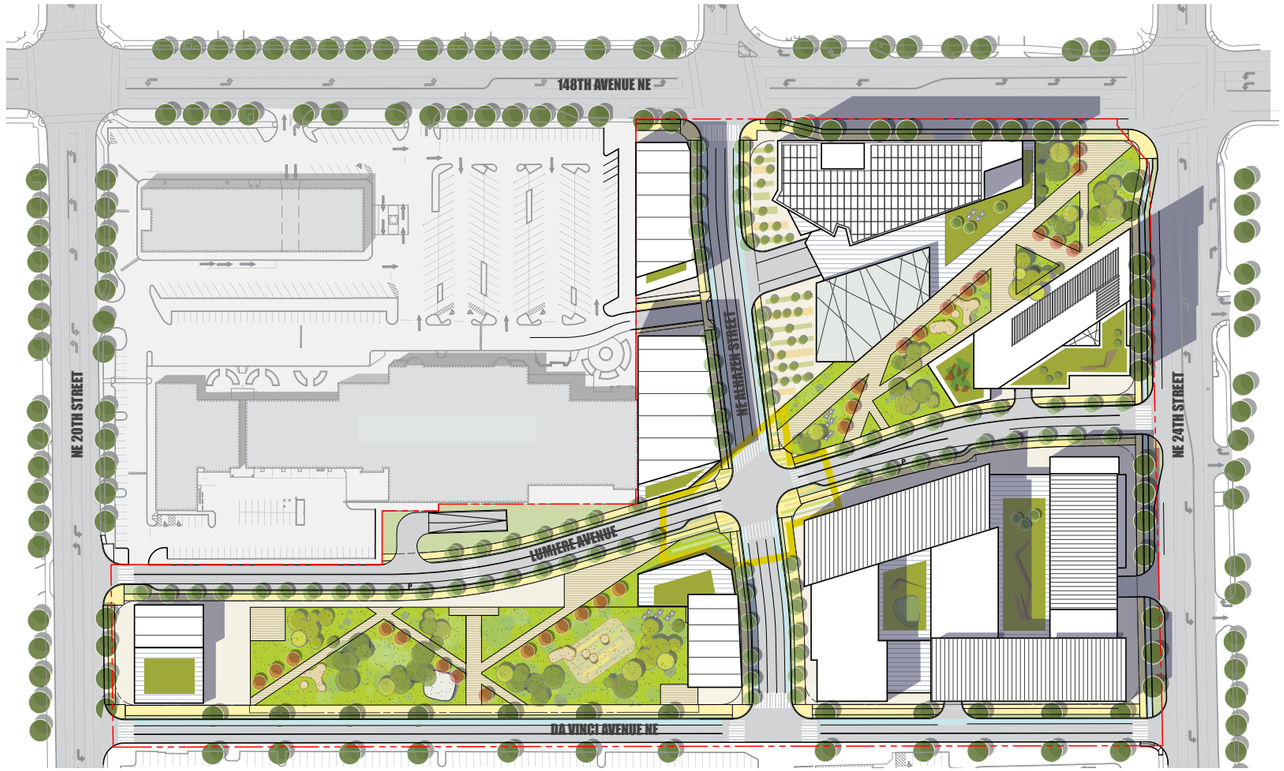
Plan Concept

South Overlake Draft Infrastructure Plan Integration Concepts



GROUND PLANE ACTIVATION

The dynamic block layout and urban edge encourages pedestrians to easily connect from one street frontage to the next.
Seritage Place is envisioned as an urban center for commerce, culture, leisure, and distinctive residential experiences. The dynamic block layout and urban edge encourages pedestrians to easily connect from one street frontage to the next. The new project will substantially enhance the pedestrian environment around the site and in the area. We are proposing pedestrian oriented uses, such as retail stores, a market and a mix of food related proprietors offering an assortment of artisanal options. Outdoor seating areas, open storefronts and covered areas will encourage people to extend their stay, and enjoy the outdoors for many months out of the year.



III. PUBLIC BENEFITS

PUBLIC BENEFITS

1. Significant street and right of way improvements consisting of new both north-south and east-west road connections through the site; bike paths; urban pathways; etc.

2. New parks and open space of more than two acres.

3. Total right of way and park dedication of 50% of the land area for public uses.

4. New infrastructure including sewer, water, storm drainage systems that serve the project and the public.

5. Public Parking: Dedication of 10% of the parking spaces within the project as public access and open to the public at all times.

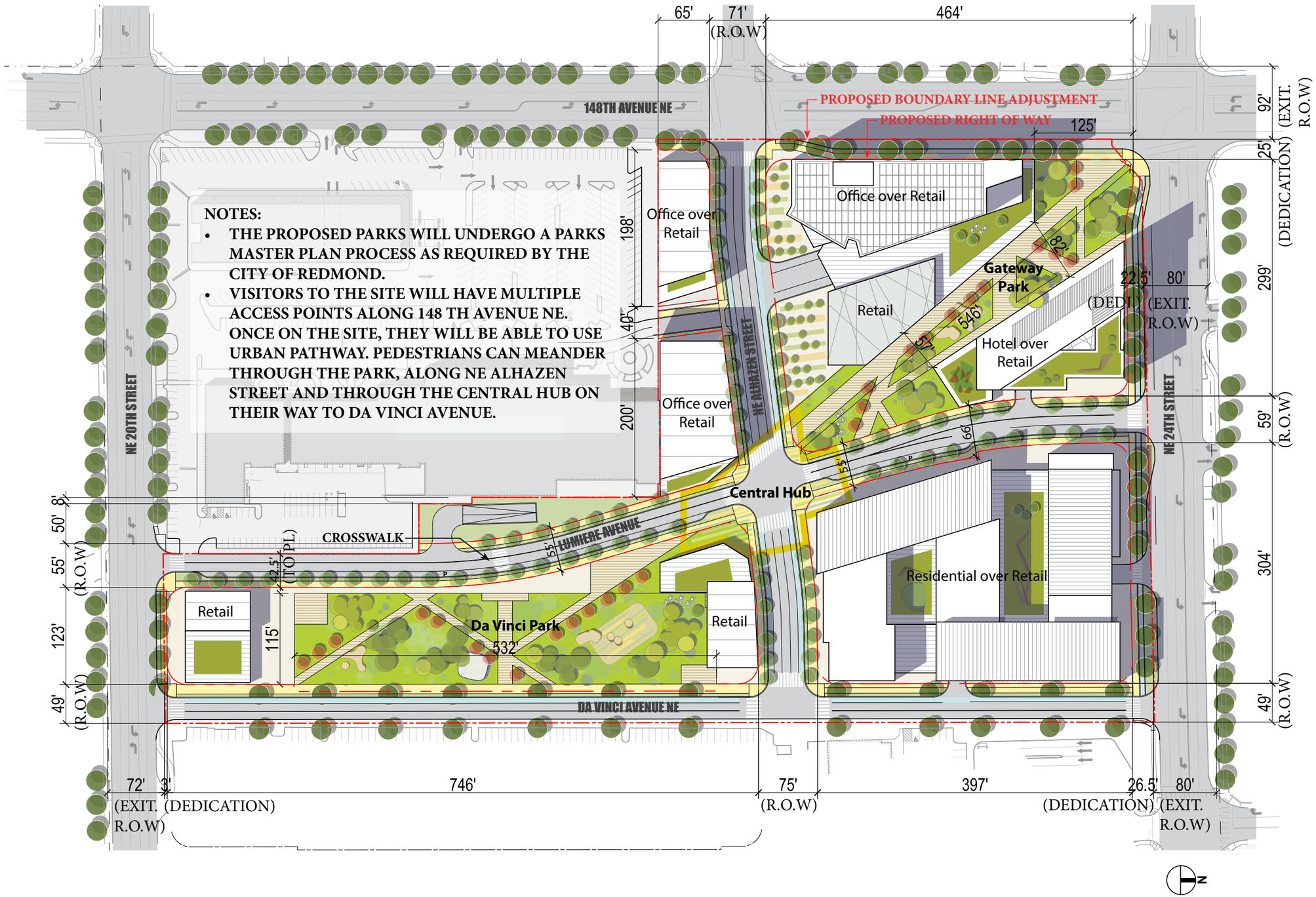
6. Affordable housing

7. Electric car chargers

8. Dynamic live/work/play environment: New construction of office, hotel, retail and multi-family residential to implement City plans.

IV. OPEN SPACE

OPEN SPACE SITE PLAN



Our main goal for this master plan is creating a development for people that enrich aspects of society and create a focus for the human experience. The experience and design process is locally inspired and informs the gathering places, opportunities for events and ultimately moments for people to share.

The site plan has been designed with the large public spaces located between the buildings in order to bring people together, promote circulation between uses and provide green spaces adjacent to as many tenants as possible. The taller buildings are also located on the North side of the site to allow for increased sun exposure for the public spaces.

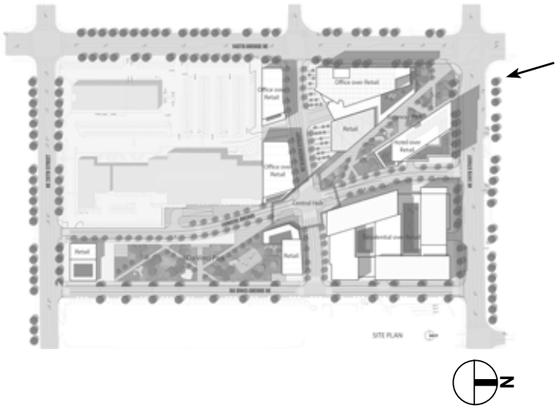
No buildings have been located at the corner of 148th Avenue NE and NE 24th Street, so a visual connection can be made into the property and allow for views to Da Vinci Park. The Northwest park is appropriately named Gateway park, as it serves as a gateway for the development.

We have strategically designed the vehicular ramp locations to be accessed away from the public park locations and the central intersection (The Central Hub). This helps move cars in an efficient way when entering the project and when departing. The idea of the central hub is to slow down through traffic and notify drivers they're coming into a pedestrian friendly zone.

The Residential building has been located away from the busiest intersection (148th Avenue NE and NE 24th Street), and as close as we can get to the future metro station and bus stops.

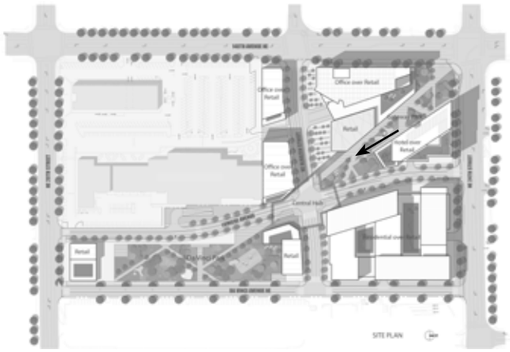
AERIAL RENDERING FROM THE NORTHWEST

This aerial view indicates the strong pedestrian linkages through the site, with the main artery extending from the Southeast corner (Da Vinci Park) to the Northwest corner at Gateway park. Large areas of the development have been dedicated for public space.



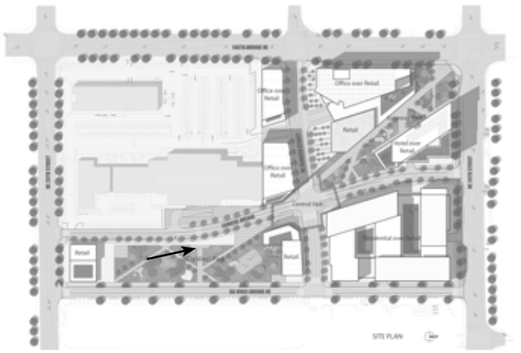
RENDERING LOOKING SOUTH TOWARDS THE CENTRAL HUB

This view is taken adjacent to the Boutique Hotel looking Southeast. The park spaces link the commercial spaces at the ground level. Most first floor spaces have commercial uses to activate the ground level, with restaurants located on the second floor to take advantage of park views and terraces.



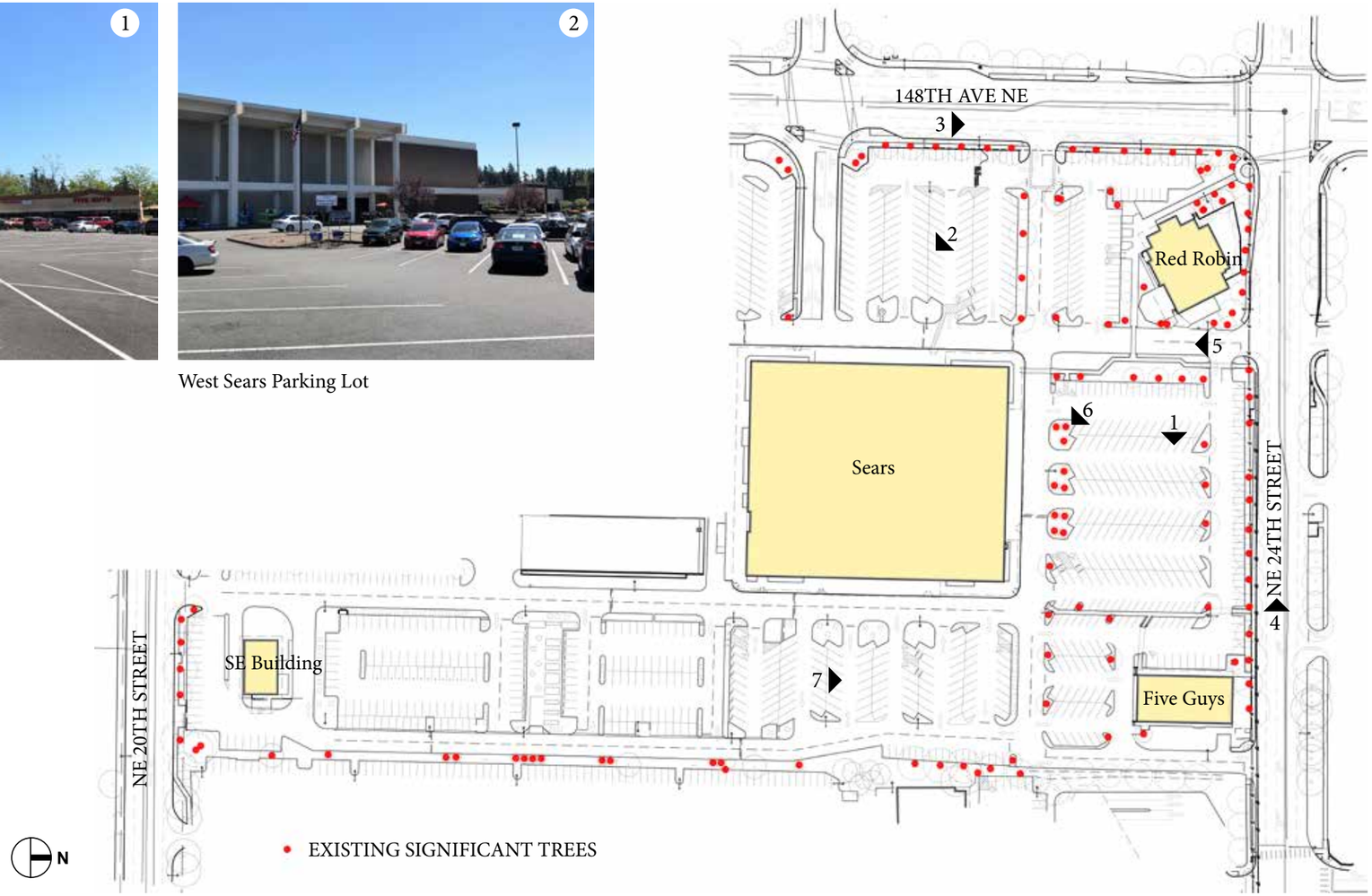
RENDERING LOOKING NORTH FROM DA VINCI PARK

This view is looking North from Da Vinci park towards the Boutique hotel centrally located in the image. All buildings are conceptual and are not meant to indicate the actual design at this stage. The rendering shows conceptual ideas of the ground floor activation, second floor terraces, the use of native plants for the landscaping and large open spaces for public use.



Northeast Retail Parking Lot

West Sears Parking Lot



EXISTING LANDSCAPE

The existing landscape on the site consists primarily of ornamental plant materials typical of a shopping center with substantial surface parking. There are no remaining native trees, trees of particular interest or any trees designated by code as Landmark Trees. There are a number of ornamental trees in parking islands that will be considered Significant Trees based on size. Building all new roadways, significant underground utilities and below-grade parking for much of the site precludes tree preservation of trees within parking islands. In order to design and develop an urban mixed-use village as anticipated in the Comprehensive Plan, it will not be feasible to meet the City of Redmond tree preservation requirement, nor would it result in creating focal points of appreciation or public benefit. The new development, through the Master Plan and Development Agreement processes, will mitigate for tree loss through the planting of additional trees and possibly off-site tree planting compensation.

148th Avenue NE

NE 24th Street

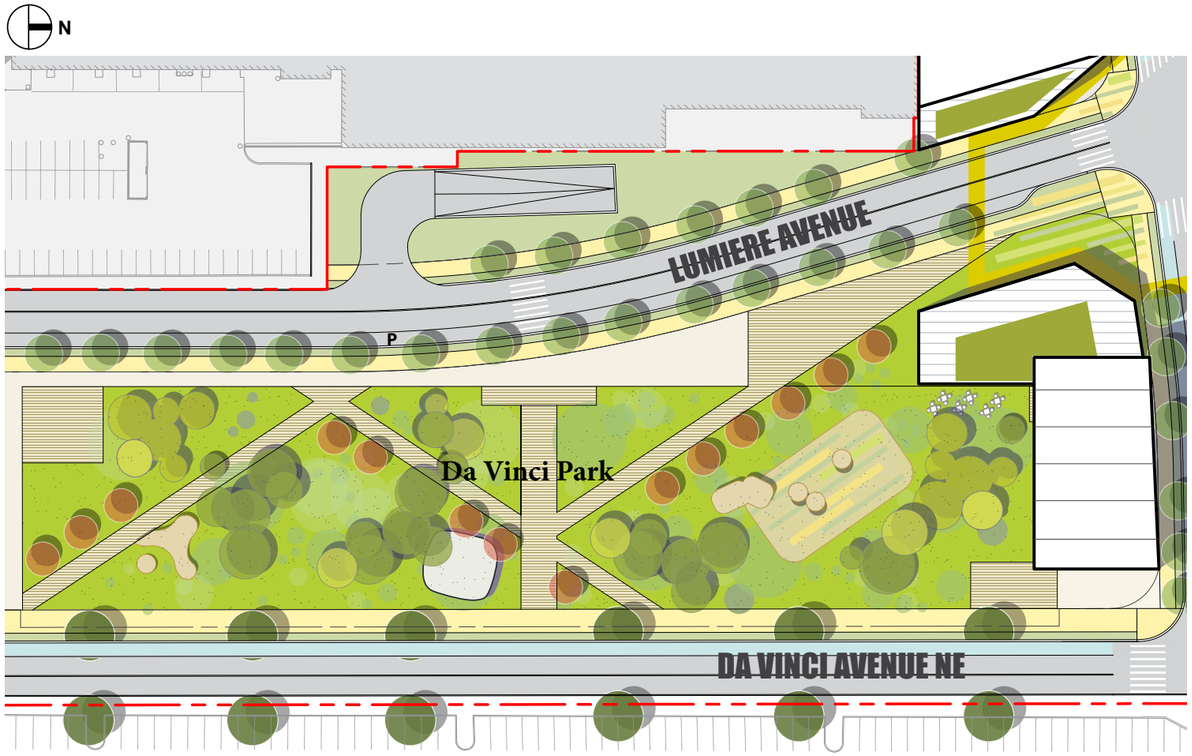
NE 24th Street Pedestrian Connection

North Sears Parking Lot

Detention Vault Parking

LANDSCAPE DESIGN

New planting improvements will be consistent with project sustainability goals and the urban context of the new development plans. Street trees will be planted with all new public roadways for shade, way-finding and to create pedestrian friendly corridors. Trees will be used throughout project open spaces with an emphasis on the pedestrian user providing shade relief, define spaces, enhance architecture, reduce heat island effects and provide visual interest. Large deciduous trees also reduce storm water runoff through the holding capacity of their leaves. Drought tolerant species will be utilized where appropriate to reduce irrigation water demands and ornamental grasses and perennials will be planted rather than seasonal color annual plantings. Evapotranspiration monitored control systems will further reduce irrigation water use. Rain Gardens, using water tolerant native and adapted plants, will be utilized to capture a portion of site storm water, reduce runoff and encourage site infiltration. Green vegetated roofs will be incorporated on some rooftops to aid in heat island reduction, slow storm water runoff and provide visual view relief from taller structures. Street and pedestrian scale lights will be integrated in the park design to create safe and inviting facilities.



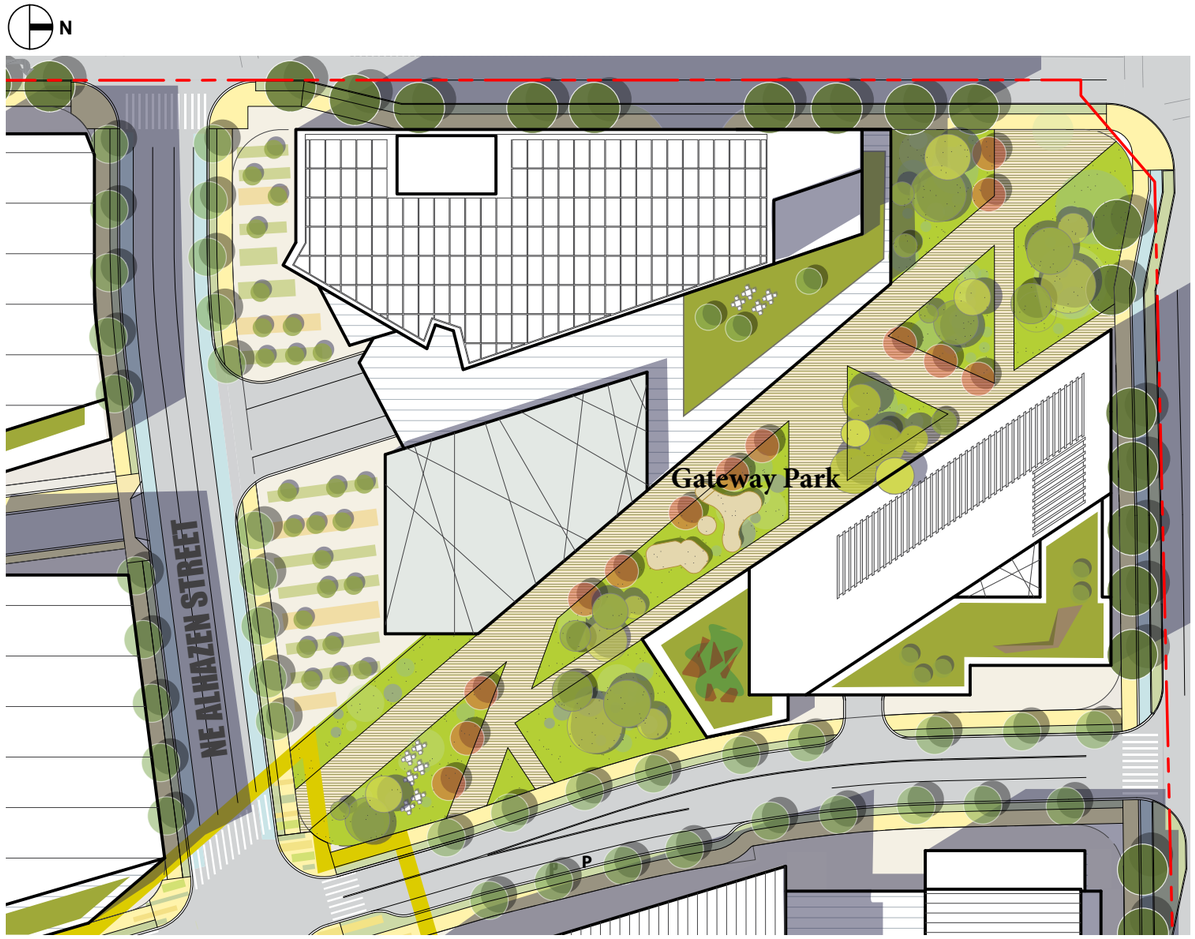
DA VINCI PARK

Located in the southeast portion of project, Da Vinci Park will be built over a massive underground detention vault storing and treating rain water runoff for a large part of the Overlake neighborhood. The current use of the site is surface parking. The park is the beginning of a linear series of open spaces traversing the site, interacting with the various uses and providing a strong public pedestrian linkage to current and future planned development in Overlake. Converting paved surfaces to green spaces also reduces storm water runoff and urban heat effects.

Da Vinci Park is envisioned as a multi-purpose recreation park as well as a broad and generous pedestrian linkage. Regular park uses would include strolling, dog play, sun bathing, children's play, athletic court play and urban picnicking. The park provides respite and recreation for project residents, office occupants, retail shoppers and the surrounding neighborhood. Providing a large area of less structured open space would allow for the public benefit of large gatherings for night time movies, farmer's market use, art festivals and music performance events. The park could also provide opportunities for public art. Street and pedestrian scale lights will be integrated in the park design to create safe and inviting facilities. Park will also include public WiFi. Kiosk could possibly offer travel information for transit, bike share, Uber and etc..

NOTES:

- **THE FINAL PARKS CONFIGURATION, DESIGN, AND PROGRAMMING WILL BE DETERMINED THROUGH A PARKS MASTER PLANNING PROCESS.**



GATEWAY PARK

Gateway Park is situated at one of the busiest vehicular intersections in Redmond, the corner of NE 24th Street and 148th Avenue NE. The location makes it a gateway to both the project and the overall Overlake neighborhood. The park is intended as both a strong visual clue and way-finding element introducing the project and public park linkage to the public. Intended as urban plaza, it is also a much needed pedestrian refuge from the multiple lanes of heavy vehicle use on both sides. The plaza pulls the pedestrian away from the busy and loud traffic into safe and pedestrian oriented open space with seating and shade relief, then encourages further exploration into Seritage Place. Keeping open site lines also allows vehicles passing by a way-finding opportunity to look into the project. Public art or gateway architectural elements could be used to further define the prominent corner. Street and pedestrian scale lighting will keep the space active into the evening while also providing the public a safe environment.

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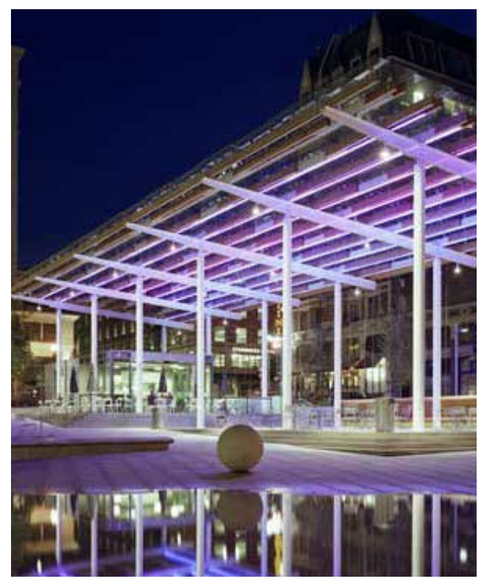
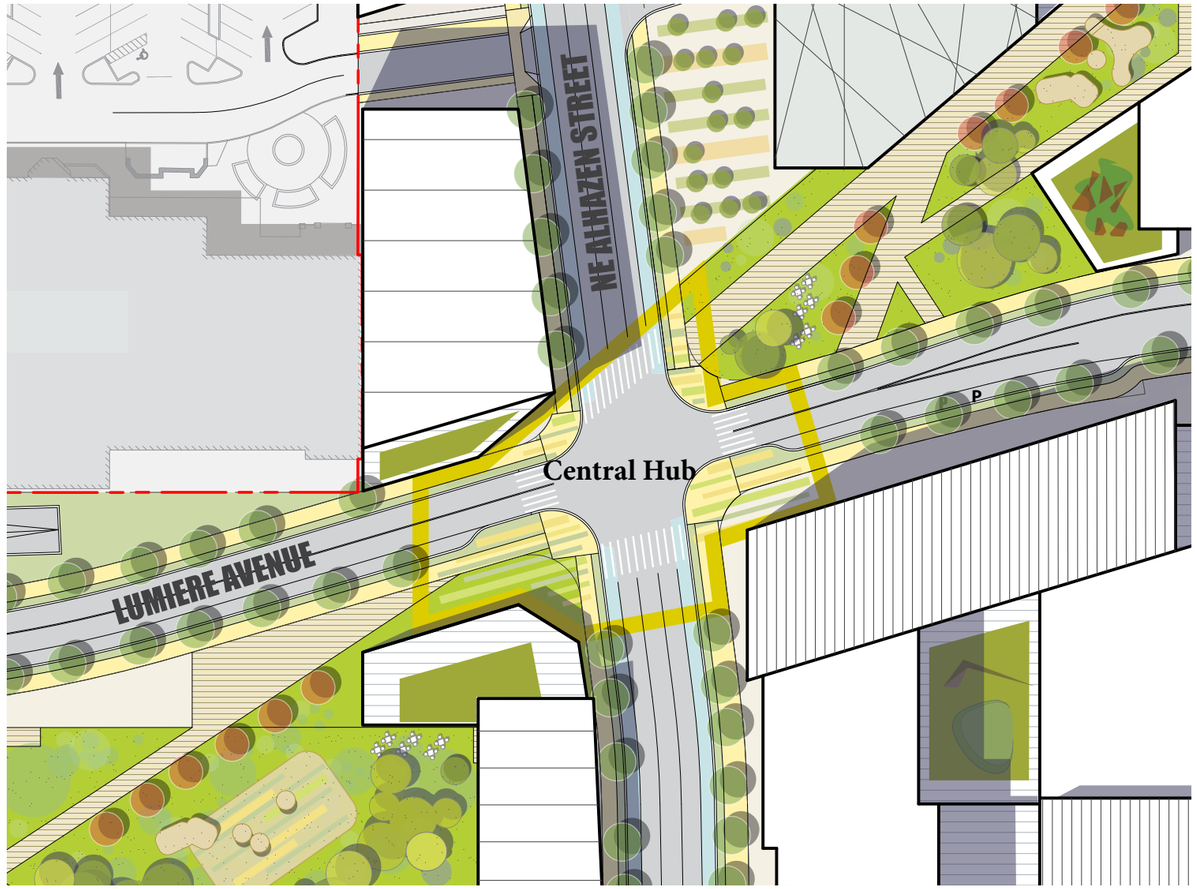
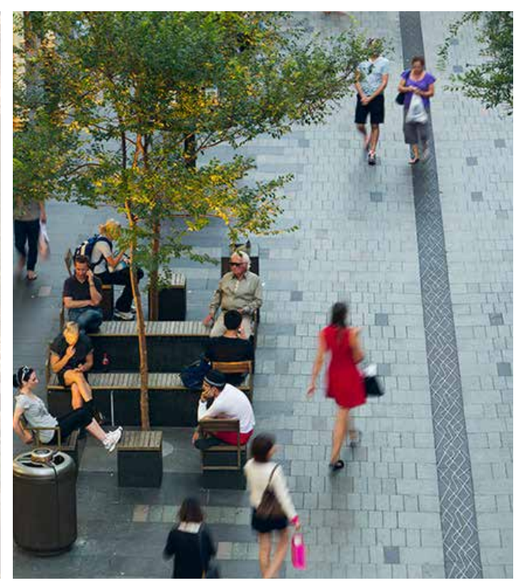


CENTRAL HUB

The Central Hub is a connective open space, centered in the middle of the site, at the intersection of NE Alhazen Street and Lumiere Avenue. It is a strong pedestrian linkage between Da Vinci Park and Gateway Park with enhanced paving to create a pedestrian friendly connection. The main purpose of the Hub is to link a variety of uses including hotel, retail, restaurant and office spaces. It is envisioned as an active, vibrant pedestrian space engaging users from early morning until well into evening hours serving all of these uses as well as drawing the public into the project. The Hub will be more urban in nature with enhanced hardscape surfaces to accommodate the volume of users and provide connectivity to adjacent uses. The edges between private and public will be blurred and not defined such that each overlap and engage. Pedestrian oriented lighting will keep the space active into the evening while also providing the public a safe environment. The area will also include public WiFi.



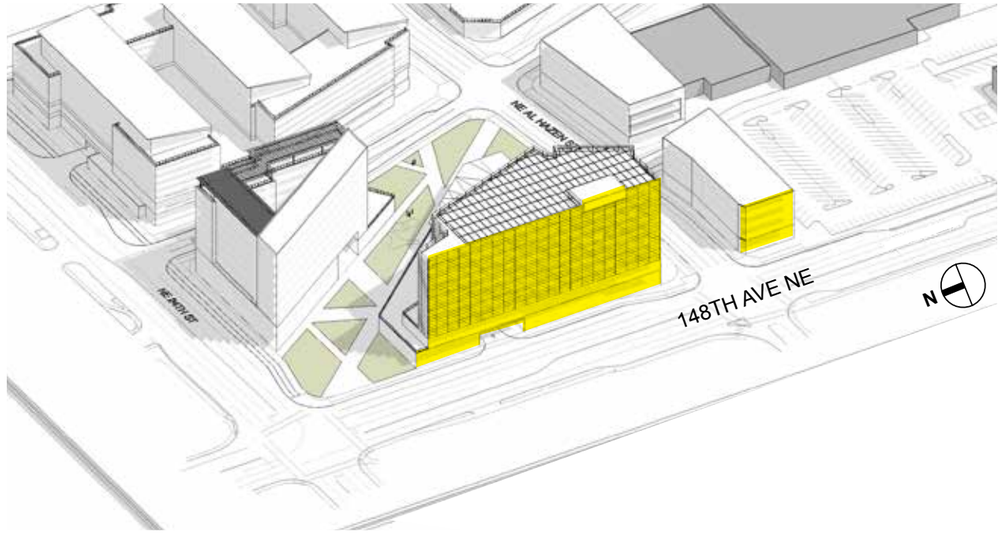


V. BUILDING CHARACTERISTICS

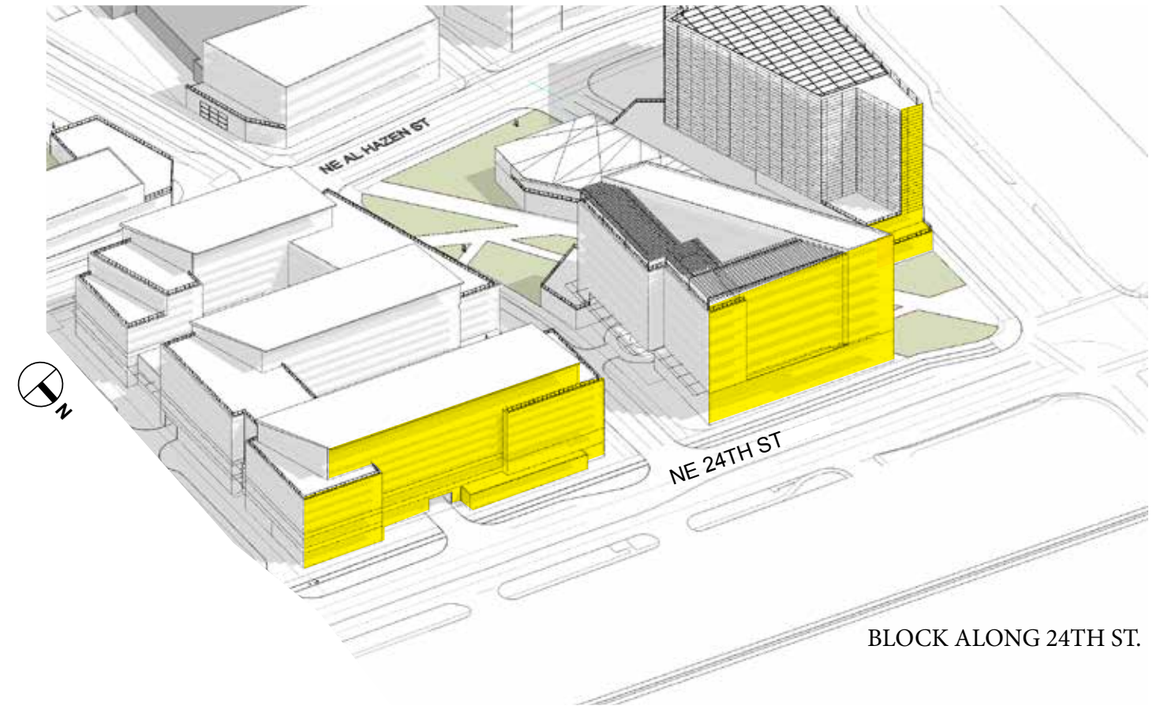
VARIED BLOCK FORM

NOTES:

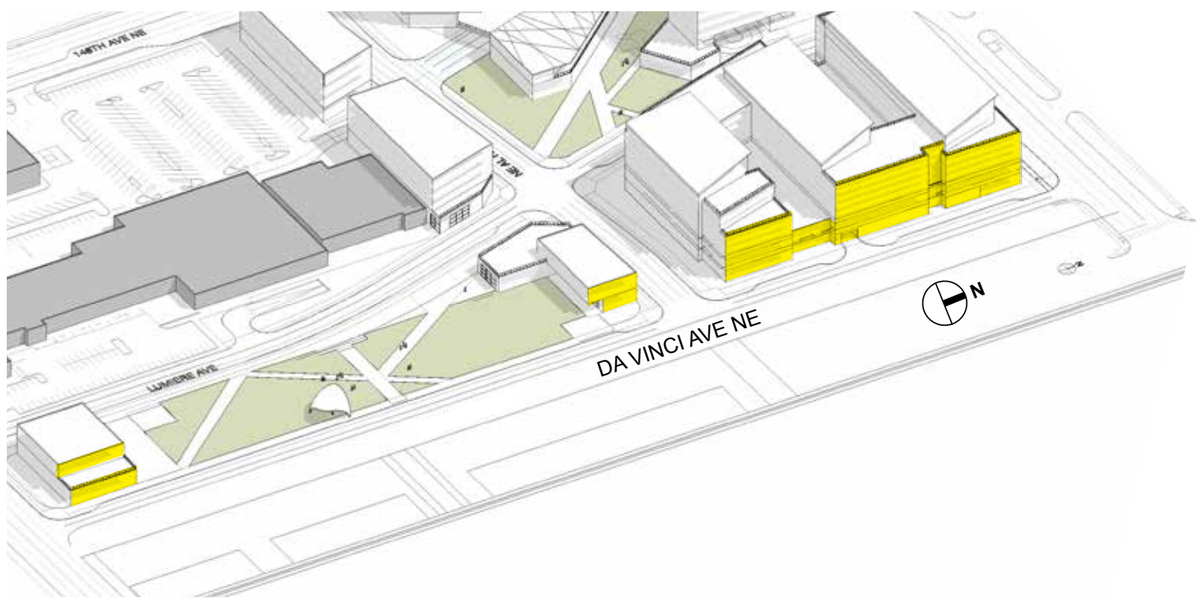
- **THIS IS DEMONSTRATING MASSING, AND IS NOT SHOWING PROPOSED DESIGN OF THE BUILDINGS.**
- **HIGHLIGHTED AREAS REPRESENT MAJOR FACADES ALONG PUBLIC ROADS.**



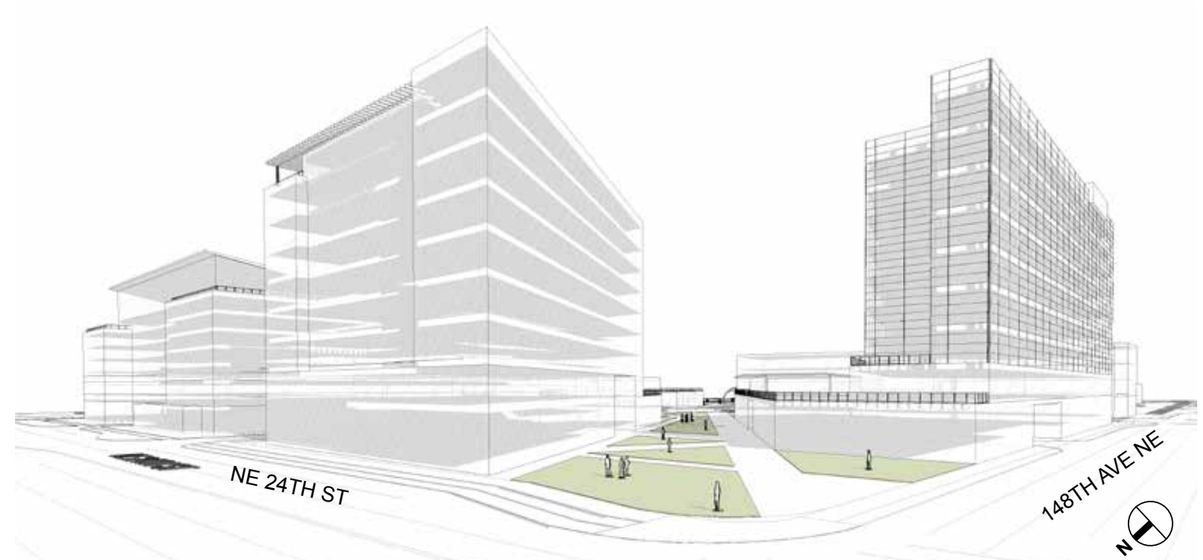
BLOCK ALONG 148TH AVE.



BLOCK ALONG 24TH ST.



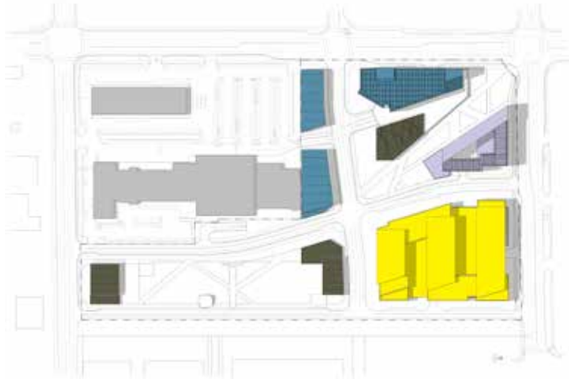
BLOCK ALONG DA VINCI



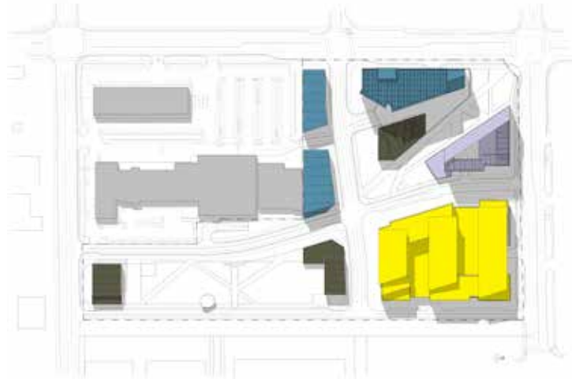
STREET VIEW AT 24TH ST. & 148TH AVE.

SHADOW STUDY

JUNE 21 - 9:00 AM



JUNE 21 - 12:00 PM



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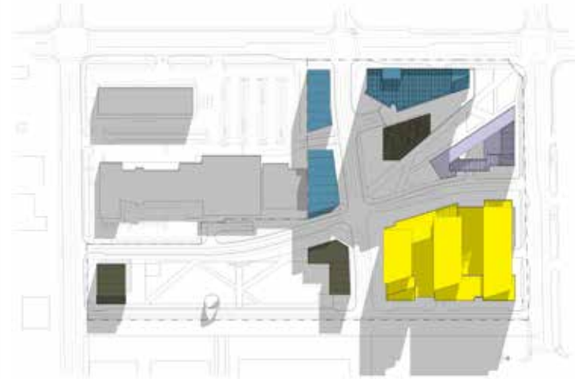
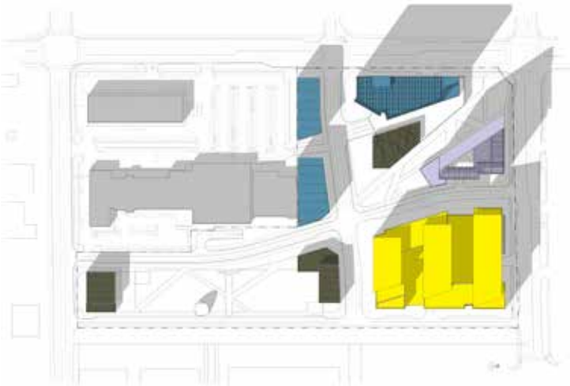
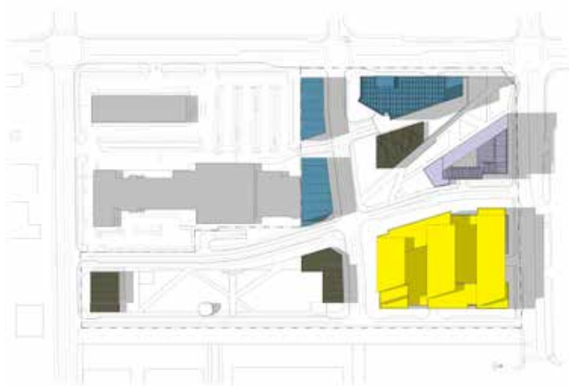


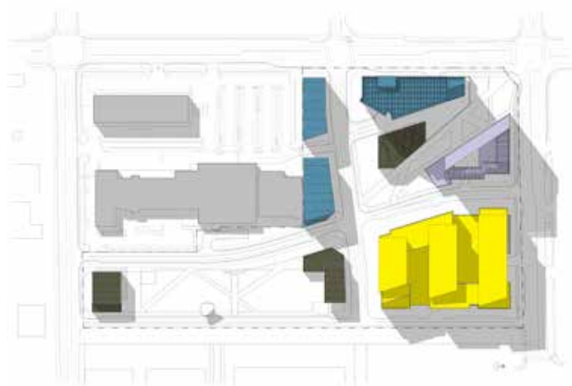
JUNE 21 - 6:00 PM



SEPTEMBER 21 - 9:00 AM



SEPTEMBER 21 - 12:00 PM

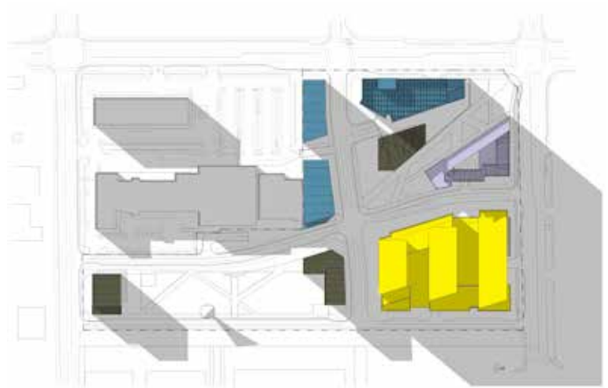


SEPTEMBER 21 - 3:00 PM

SEPTEMBER 21 - 6:00 PM

DECEMBER 21 - 9:00 AM

DECEMBER 21 - 12:00 PM



DECEMBER 21 - 3:00 PM

DECEMBER 21 - 6:00 PM

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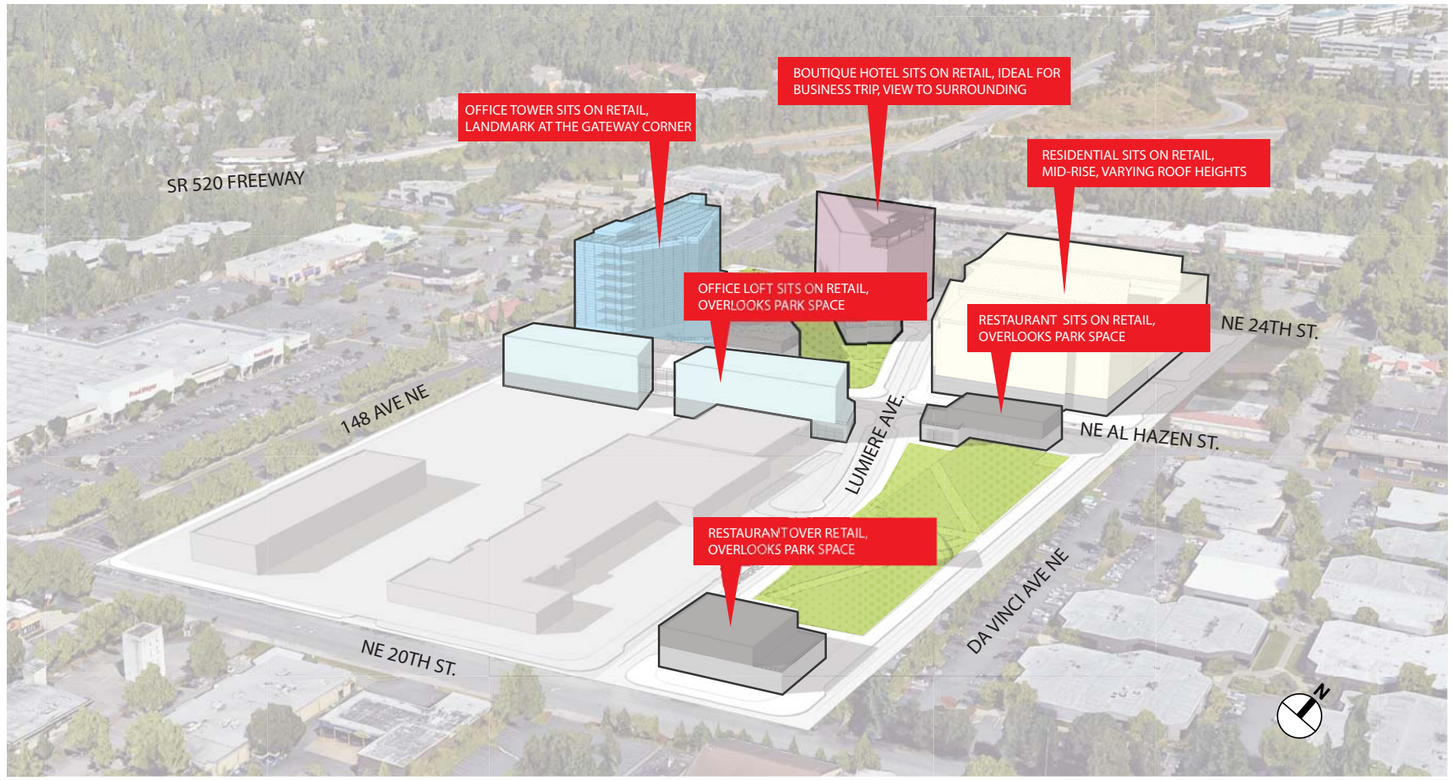


BUILDING CHARACTER

The building character of the development will have a unifying feel, yet offer differences in materials, scale and access. Consideration of the building design will be determined by the shape and material selections as well as the buildings' connective nature to the outdoor public spaces, rooftop terraces, dining decks, inviting entryways, and the surrounding city fabric.

The residential building will be developed as a mid-rise structure, to take advantage of light, air, views and access to decks.

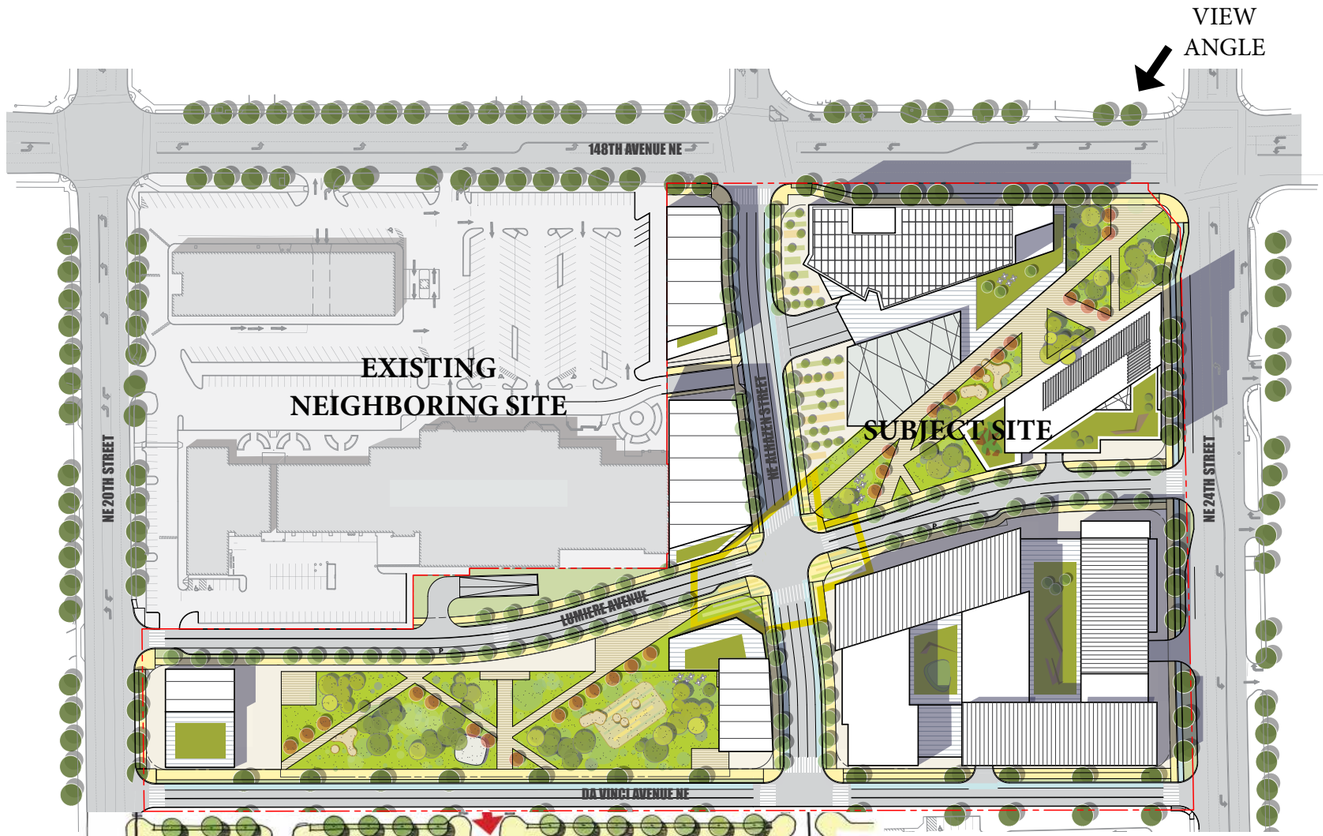
A small stylish hotel located in this new fashionable location will offer guests access to stores, restaurants and businesses. The upscale accommodations will also offer views to the surrounding natural environment, downtown Bellevue and newly designed parks.

The office building is currently designed as the tallest building on the site, with access to a raised terrace on the second level. The contemporary structure is envisioned to utilize large floor plates, provide views from each facade and courts and plazas at the ground level.

The linear buildings along NE Alhazen Street will be designed with transparent retail spaces along the pedestrian path, with loft type office spaces above. Light, air and flexibility of the spaces will offer tenants inspiring work environments within a vibrant pedestrian oriented location.

SITE PLAN WITH ADJACENT SITES

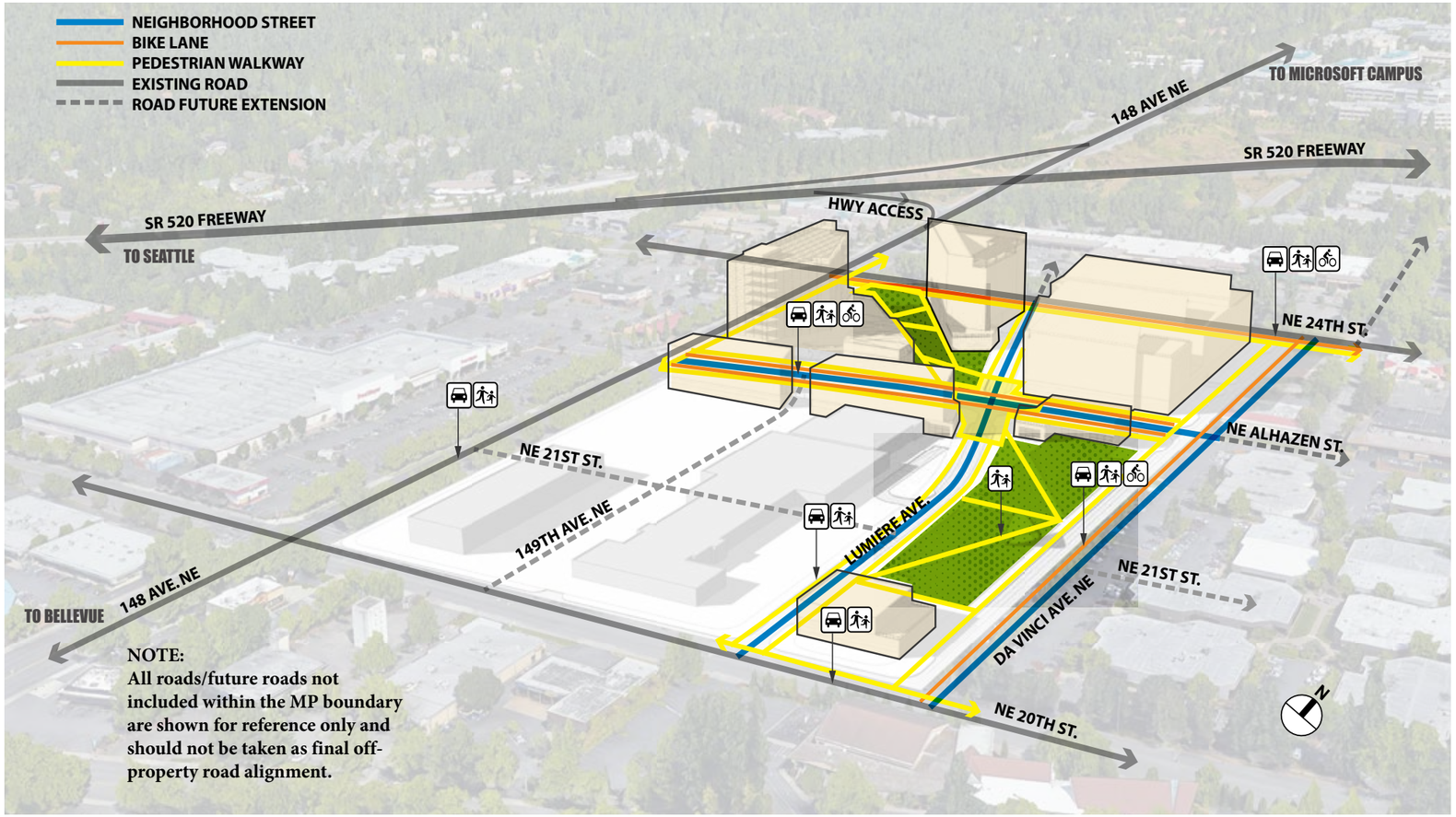
- NE Alhazen street directly connects the two developments
- The building footprints are similar in scale and massing
- The design proposal provides abundant green space compared to the adjacent KCCLE site
- Program uses for the combined developments include office, residential, retail and hotel.



COMBINED PLAN

NEIGHBORING MASTER PLAN

BIRDSEYE VIEW



VI. MOBILITY

MOBILITY AND CONNECTION

The proposed master plan results in a multi-modal circulation experience, giving pedestrians priority for access through and around the site. The design configuration of the intersection of NE Alhazen Street and Lumiere Avenue will be an important part of the site connectivity internally and externally. A paved plaza soften the lines between public space and intersection and will allow for greater connectivity across the parcels. The proposed street system will connect to the existing major streets on the perimeter of the site. Bicycle facilities are proposed on NE Alhazen St, Da Vinci Ave NE, and NE 24 St.

NE 24TH STREET (between 148th Avenue NE & Da Vinci Avenue NE):

- Vehicle: Existing east-west bound traffic, with street widening on south side and frontage improvements between Da Vinci Avenue and 148th Ave NE
- Bike: Cycle track (protected bikeway)
- Pedestrian: Future reconstructed sidewalk
- Transit: No existing bus routes on the 24th Street between 148th Avenue and 152nd Avenue

NE ALHAZEN STREET (between 148th Avenue NE & Da Vinci Avenue NE):

- Vehicle: Neighborhood Street
- Bike: Bike lanes on both sides of the street
- Pedestrian: Future urban pathway/sidewalks
- Transit: Future transit routes on this street TBD

NE 20TH STREET (between 148th Avenue NE & Da Vinci Avenue NE):

- Vehicle: Existing east-west bound traffic, with frontage improvements between Da Vinci Avenue and Lumiere Avenue
- Bike: No bike lanes along this section of the street
- Pedestrian: Reconstructed sidewalk between Da Vinci Avenue and Lumiere Avenue
- Transit: No existing bus routes on NE 20th Street between 148th Avenue NE and Bel-Red Road

DA VINCI AVENUE NE (between NE 24th Street & NE 20th Street):

- Vehicle: Neighborhood Street
- Bike: Bike lanes on both sides of the street when the ultimate section is built
- Pedestrian: Urban pathway when the ultimate section is built
- Transit: Future transit routes on this street TBD

LUMIERE AVENUE (between NE 24th Street & NE 20th Street):

- Vehicle: Neighborhood Street
- Bike: No bike lanes along this section of the street
- Pedestrian: New sidewalks
- Transit: Future transit routes on this street TBD

148TH AVENUE NE (between NE 24th Street & NE 20th Street):

- Vehicle: Existing north-south bound traffic, with street widening on east side and improvements along project frontage
- Bike: No bike lanes along this section of the street
- Pedestrian: Reconstructed sidewalk
- Transit: Existing Route 221 has two stops on 148th between 20th and 24th

MOBILITY/VEHICLES

Future Vehicle Road Network

NOTE:
All roads/future roads not included within the MP boundary are shown for reference only and should not be taken as final off-property road alignment.

The proposed Seritage Overlake Plaza Master Plan will introduce three neighborhood streets, including NE Alhazen Street, Lumiere Avenue and Da Vinci Avenue, and a part of shared street 149th Avenue NE.

NE Alhazen Street: 3-lane roadway between 148th Avenue and Da Vinci Avenue, providing important east-west connection throughout the site, and potentially connecting to the neighboring development to the east.

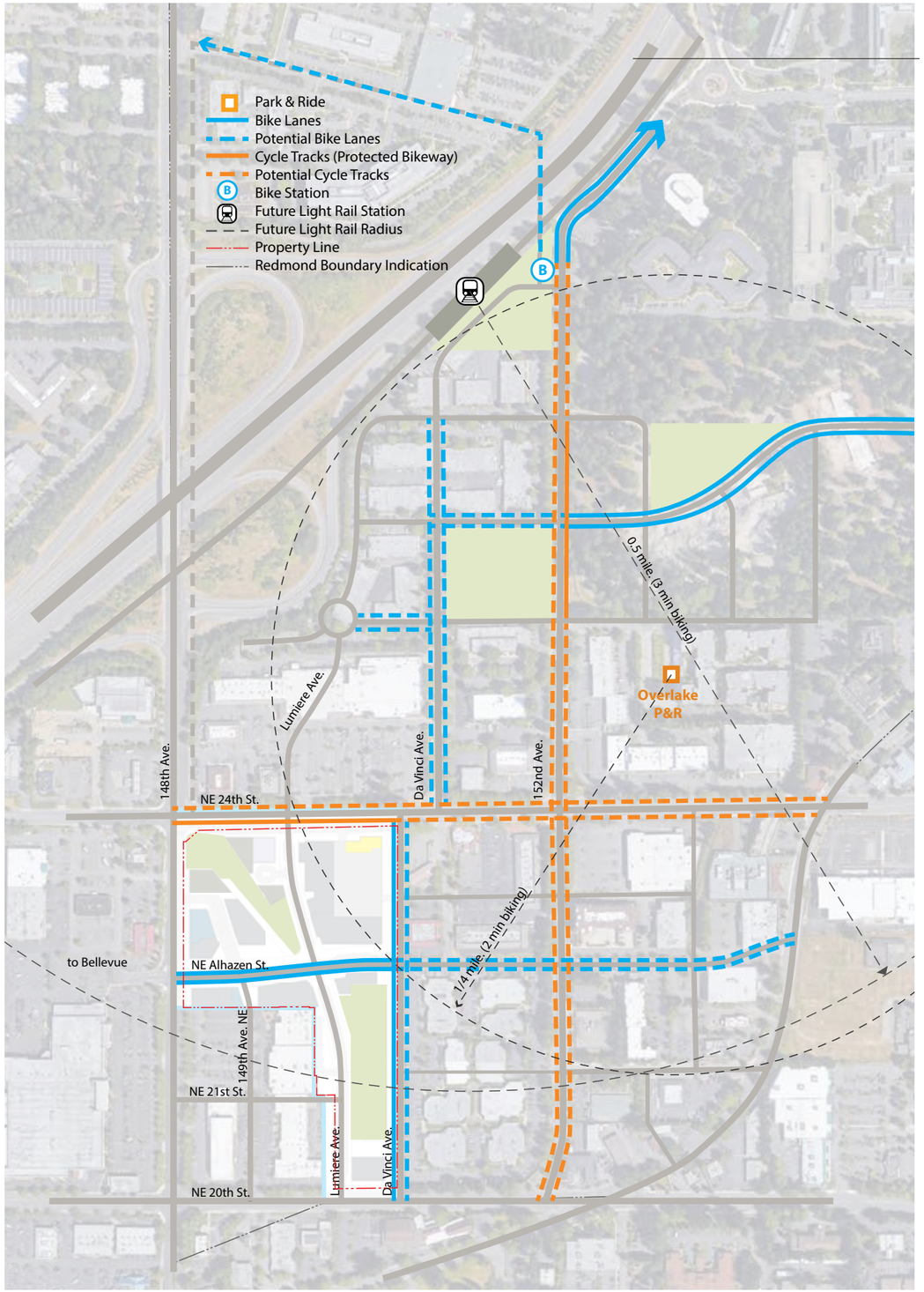
Lumiere Avenue: 2-lane roadway from NE 20th Street to NE Alhazen Street, and taper from a 2-lane to 3-lane roadway approaching NE 24th Street. It provides important north-south connections throughout the site, and potentially link to the external road network.

Da Vinci Avenue: Interim half-street 2 lane, 2-way roadway from NE 24th Street to NE 20th Street. It provides important north-south connections throughout the site, and potentially link to the external road network.

149th Avenue: Construct shared street connecting the neighboring property to NE Alhazen Street east of 148th Avenue.

MOBILITY/BIKES

Future Bicycle Network



The proposed Seritage Overlake Plaza Master Plan will include the construction of new pedestrian and bicycle facilities that will be part of a larger multi-modal network planned by the City. Connections to existing and future transit will be enhanced with these pedestrian and bicycle improvements.

Bike paths are proposed along NE Alhazen Street, connecting 148th Avenue to Da Vinci Avenue, and has the potential to further connect to the bike lanes outside the site.

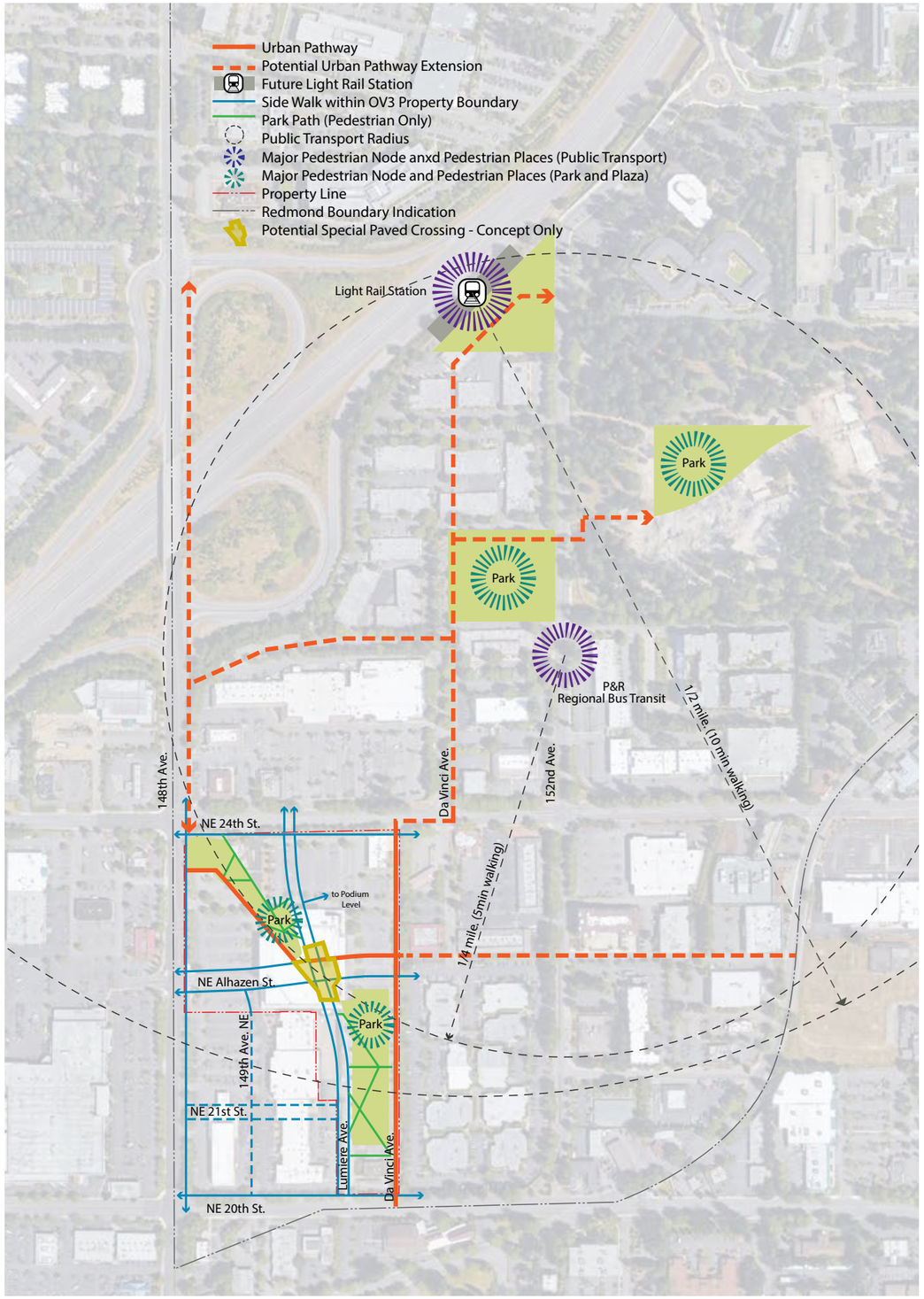
A cycle track is proposed along NE 24th Street, and have the potential to further extend outside the site.

Both bike paths and cycle track enhance the connectivities of the cycling network in the city of Redmond, and help cyclist to easily enter/exit the project to/from the surrounding neighborhoods and transit stops.

NOTE:
All roads/future roads not included within the MP boundary are shown for reference only and should not be taken as final off-property road alignment.

MOBILITY/PEDESTRIAN

Future Pedestrian Facilities



The proposed Seritage Overlake Plaza Master Plan will include the construction of new pedestrian and bicycle facilities that will be part of a larger multi-modal network planned by the City. Connections to existing and future transit will be enhanced with these pedestrian and bicycle improvements.

The project introduces two urban pathways. One is along Da Vinci Avenue, connecting NE 20th Street to NE 24th Street. The other is along NE Alhazen Street from Da Vinci Avenue to the Central Hub, and then meanders through the Gateway Park. Both will connect to the urban pathway system outside the site in a wider context.

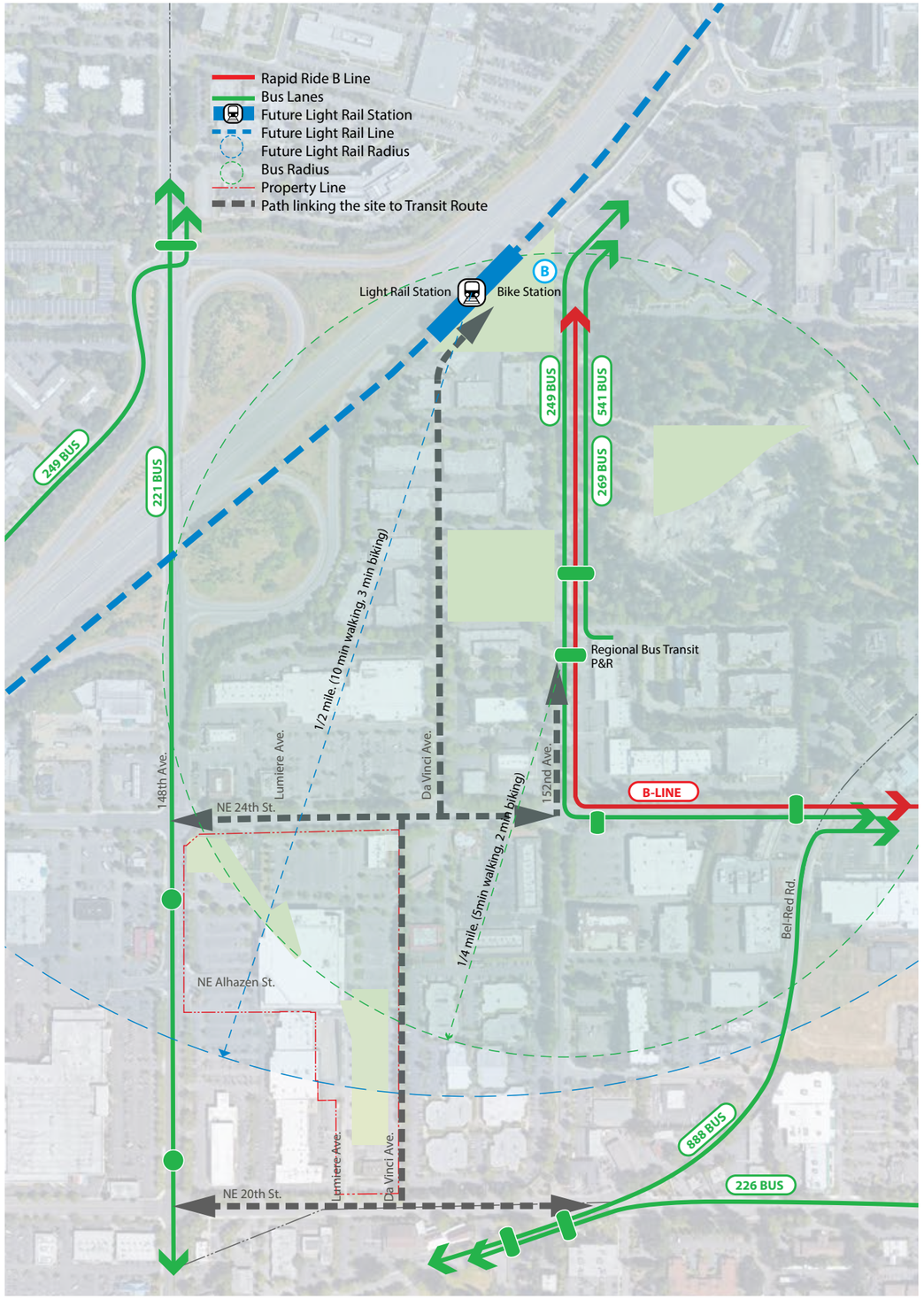
The project also provides walkways along the proposed three neighborhood streets, including NE Alhazen Street, Da Vinci Avenue and Lumiere Avenue.

Pedestrian paths will be introduced to the parks once the parks are designed.

NOTE:
All roads/future roads not included within the MP boundary are shown for reference only and should not be taken as final off-property road alignment.

MOBILITY/TRANSIT

Existing/Future Transit Service



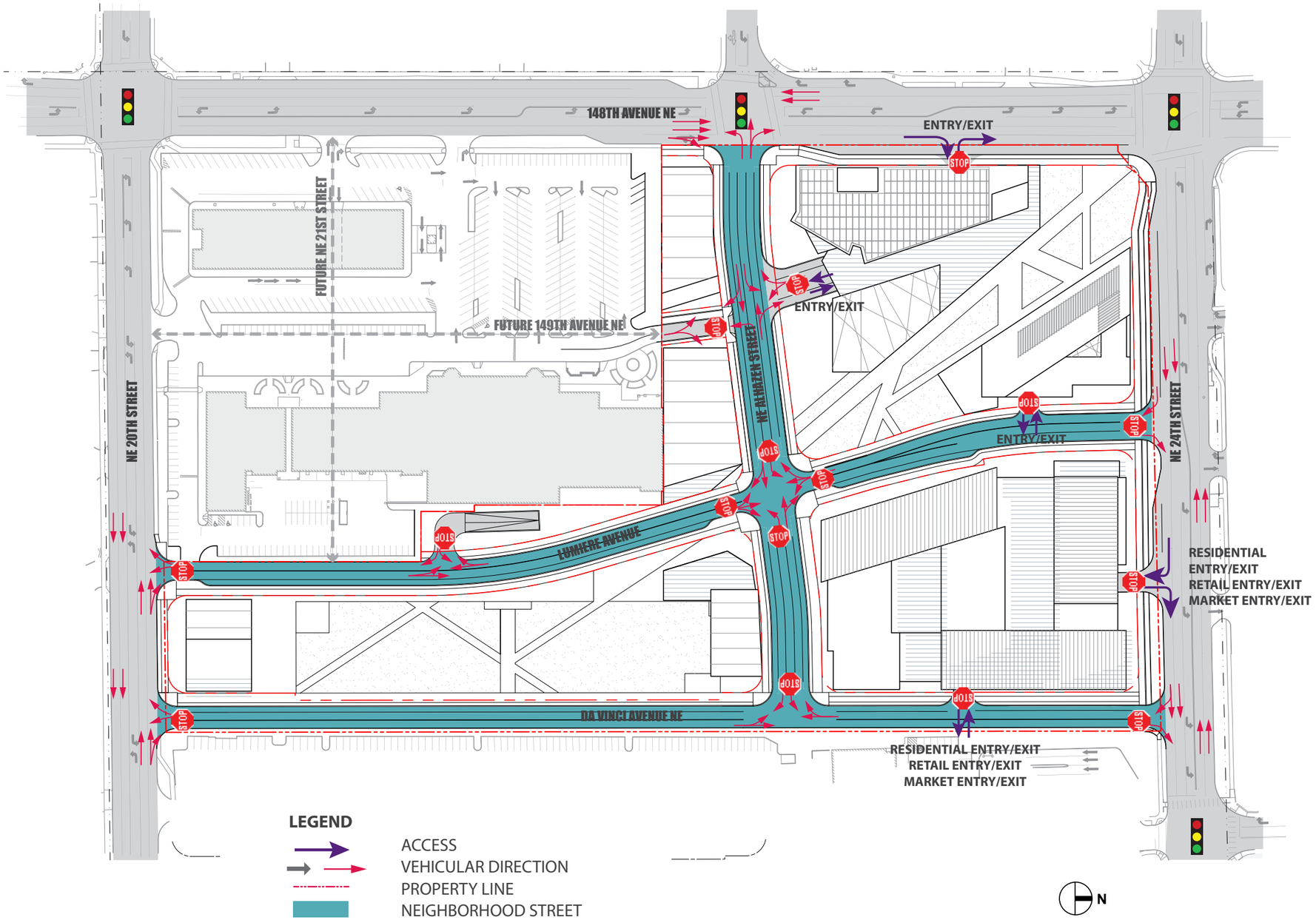
King County Metro provides public transportation services in the immediate vicinity of the proposed project. Eight bus routes are currently located on 148th Ave NE, 152nd Ave NE, NE 24th Street, NE 20th Street, and Bel-Red Road (Routes 221, 226, 249, 269, 541, 888, and Rapid Ride B-Line).

The nearest transit stops in the project vicinity are located on 148th Ave NE (south of NE 24th Street) and on NE 24th Street (east of 152nd Street). In addition, the Overlake Park and Ride is located approximately 0.25 mile northeast of the site.

NOTE:
All roads/future roads not included within the MP boundary are shown for reference only and should not be taken as final off-property road alignment.

Existing bus routes in the project vicinity are shown. Future bus routes to be determined.

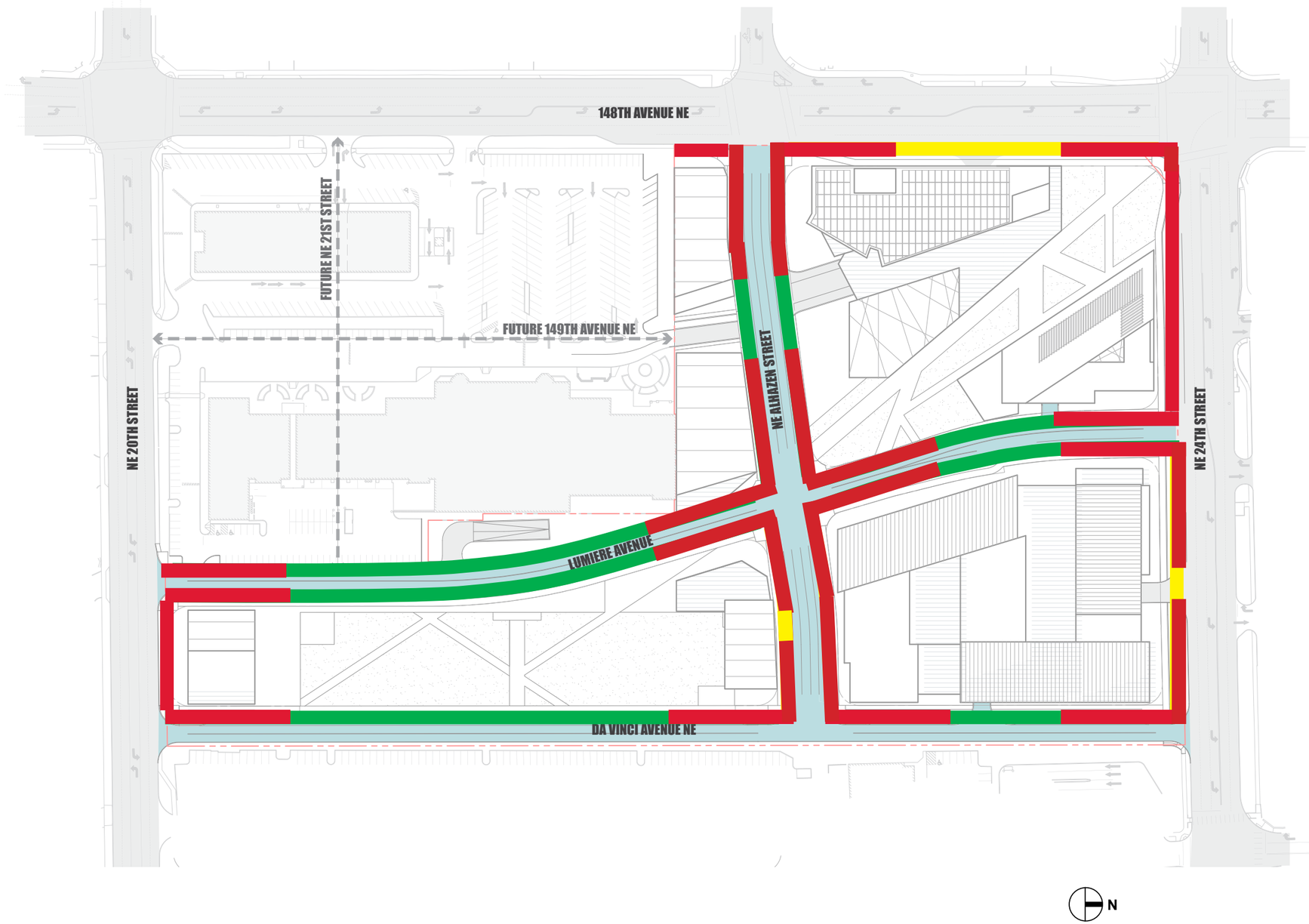
VEHICULAR ACCESS AND CONTROL TYPE



NOTES:

- **INTERIM ROAD SECTIONS TO BE BUILT ACCORDING TO PHASING PLANS.**

VEHICULAR SITE ACCESS



NOTES:
1. Access location/function subject to review and approval by City of Redmond and must meet City standards or obtain approval of a deviation.

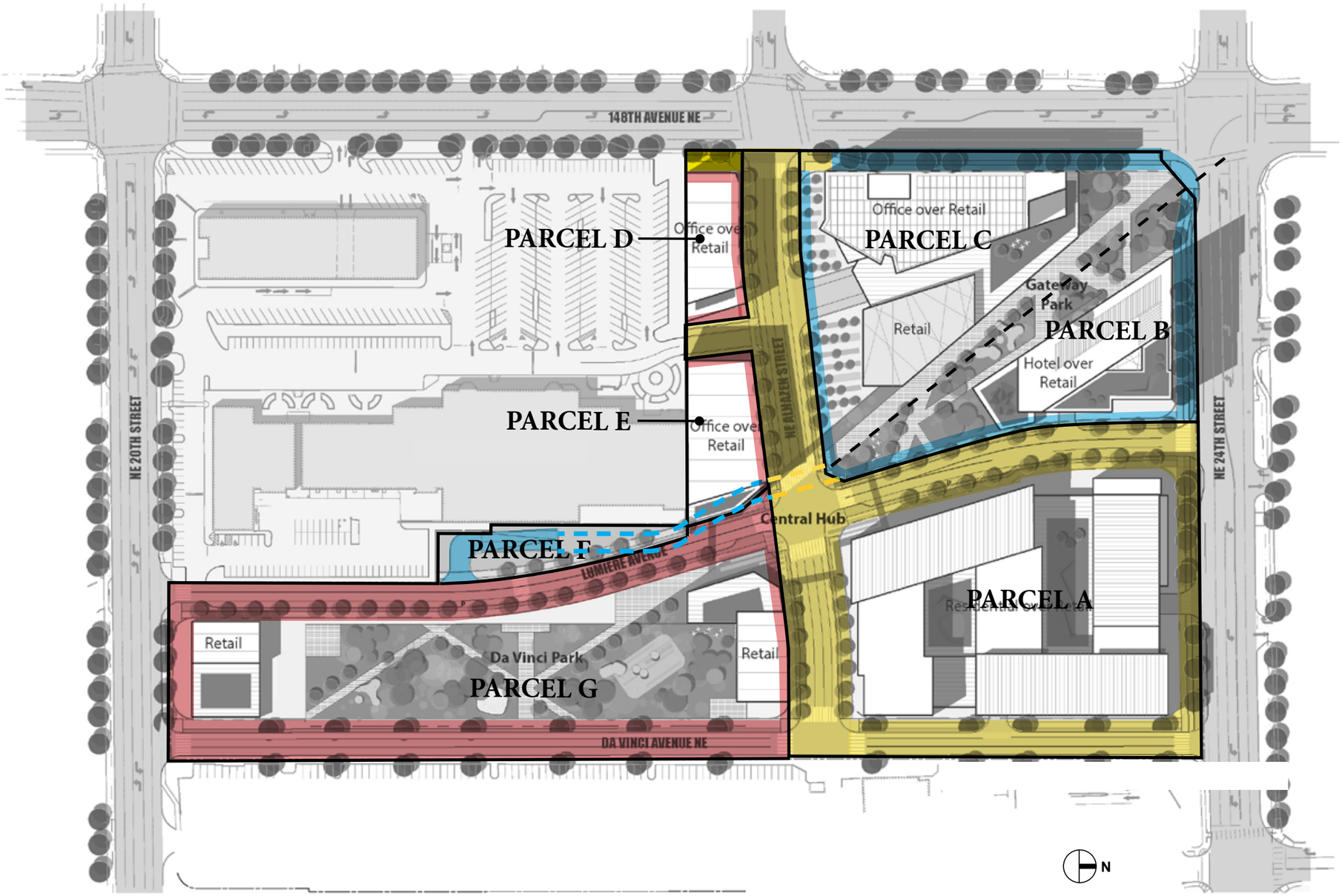
2. All driveways (limited access or full access) shall not be located within 150 feet of the nearest side of curb of the intersection or from any other such driveway unless approved by the city through a deviation.

No Access
-South side of NE 24th from 148th to Lumiere
-North side of NE 20th from Lumiere to Da Vinci
-East side of 148th from Seritage south property line to Alhazen
-North side of Alhazen from Lumiere to Da Vinci

Limited Access
(Right-in, Right-out)
-East side of 148th from Alhazen to 24th
-South side of 24th from Lumiere to Seritage east property line
-South side of Alhazen from Lumiere to Da Vinci

Full Access
(All movements allowed subject to City review/ approval)
-Both sides of Lumiere from 20th to 24th
-Both sides of Alhazen from 148th to Lumiere
-West side of Da Vinci from 20th to 24th

PHASING OF INFRASTRUCTURE



NOTES:

- PHASE 1 OF THE ROAD INFRASTRUCTURE IS OUTLINED IN YELLOW.
- PHASE 2 OF THE ROAD INFRASTRUCTURE IS OUTLINED IN BLUE.
- PHASE 3 OF THE ROAD INFRASTRUCTURE IS OUTLINED IN RED.
- SEE PHASING DIAGRAMS FOR ROAD AND INFRASTRUCTURE IMPROVEMENTS.
- THE POTENTIAL TUNNEL IS CONCEPTUAL, AND SUBJECT TO FURTHER DISCUSSION WITH THE CITY OF REDMOND.

LEGEND

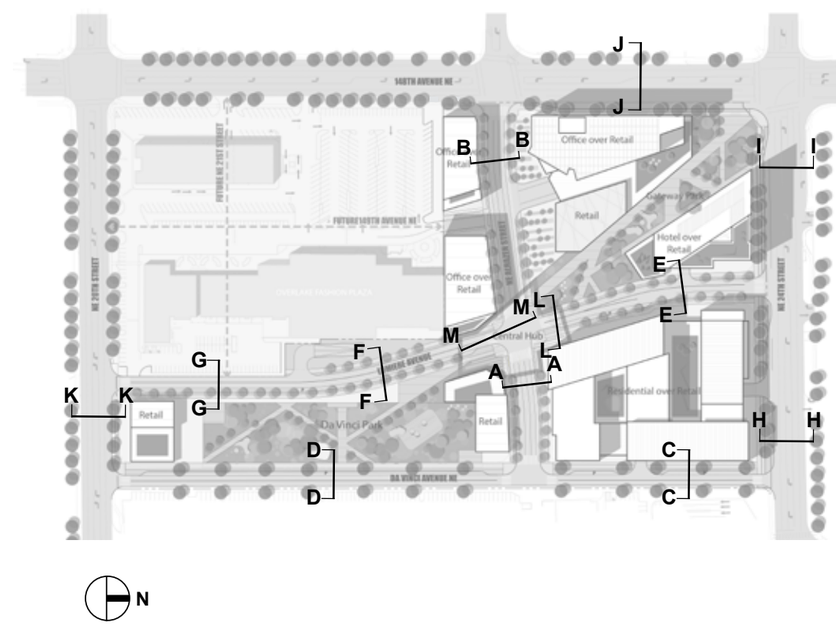
- PHASE 1 ROAD
- PHASE 1 POTENTIAL TUNNEL
- PHASE 2 ROAD
- PHASE 2 POTENTIAL TUNNEL
- PHASE 3 ROAD

ROAD SECTION - LIST OF SECTIONS INCLUDED

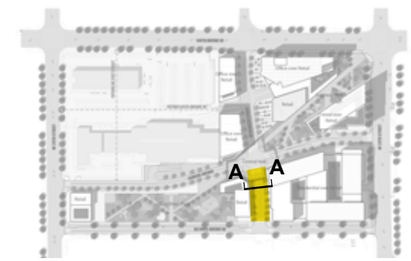
Seritage Proposed Road Sections vs. COR DRAFT Standards

List of Sections Included

Street	Segment	Interim Section Applicable Phase(s)	Ultimate Section Applicable Phase(s)	Section Label
NE Alhazen St	Da Vinci to Lumiere	Phase 1	Phases 1 and 3	A-A
	Lumiere to 148th	Phase 1	Phases 1, 2, and 3	B-B
Da Vinci Ave	24th to Alhazen	Phase 1	Phase 1 and East Side (East side portion TBD)	C-C
	Alhazen to 20th	Phase 3	Phase 3 and KCCLE (KCCLE portion TBD)	D-D
Lumiere Ave	24th to Just North of Alhazen	Phase 1	Phases 1 and 2	E-E
	Just North of Alhazen	Phase 1	Phases 1 and 2	L-L
	Alhazen to *Neighbor* P/L	No interim section	Phase 3	F-F
	Neighbor P/L to 20th	Phase 3	Phase 3 and *Neighbor* (*Neighbor* portion TBD)	G-G
NE 24th St	Phase 1 Frontage to meet City standards (OVS Infrastructure DRAFT Study)			H-H
	Phase 2 Frontage to meet City standards (OVS Infrastructure DRAFT Study)			I-I
148th Ave NE	Phase 2 Frontage to meet City standards (RZC Map 12.2 & Table 21.12.150A)			J-J
NE 20th St	Phase 3 Frontage to meet City standards (RZC Map 12.2 & Table 21.12.150A)			K-K
Tunnel	Phase 2 - See preliminary tunnel section			M-M



ROAD SECTION - NE ALHAZEN STREET



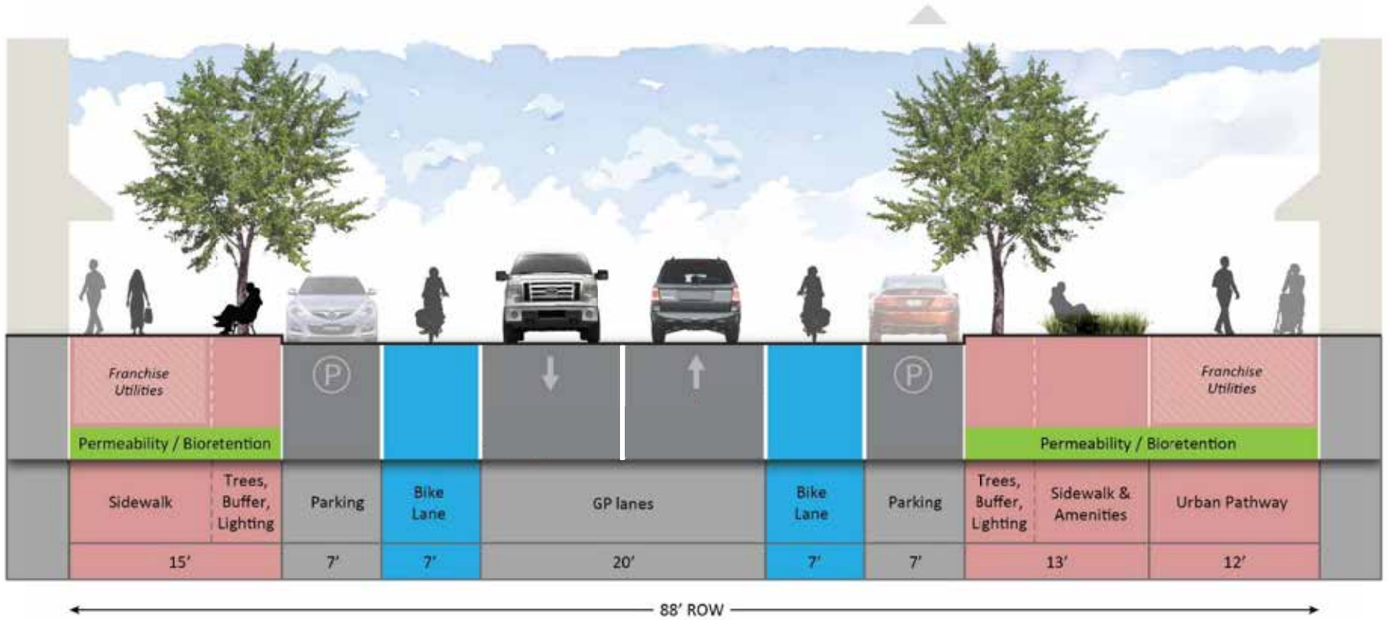
Street NE Alhazen St
Classification Neighborhood Street
Segment Da Vinci to Lumiere (Section A-A)
Timing/Phase Phase 1, **Interim Section**

Starting from the South Side

COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	3' buffer + 5' asphalt	-2', asphalt	See justification for the Ultimate Section. The proposed 3' buffer and 5' asphalt path on the south side is justified for Phase 1 because it is most efficient to construct the ultimate sidewalk on the south side with Phase 3. A 5' asphalt path provides a minimum acceptable facility that satisfies pedestrian connectivity.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	7' bike lane	0	
20' GP lanes	31' GP lanes	+11'	
7' bike lane	7' bike lane	0	
7' parking	no parking	-7'	
5' TBL	5' TBL	0	
8' Sidewalk	no Sidewalk	-8'	
12' Urban Path	12' Urban Path	0	
88' ROW	75' ROW	-13'	

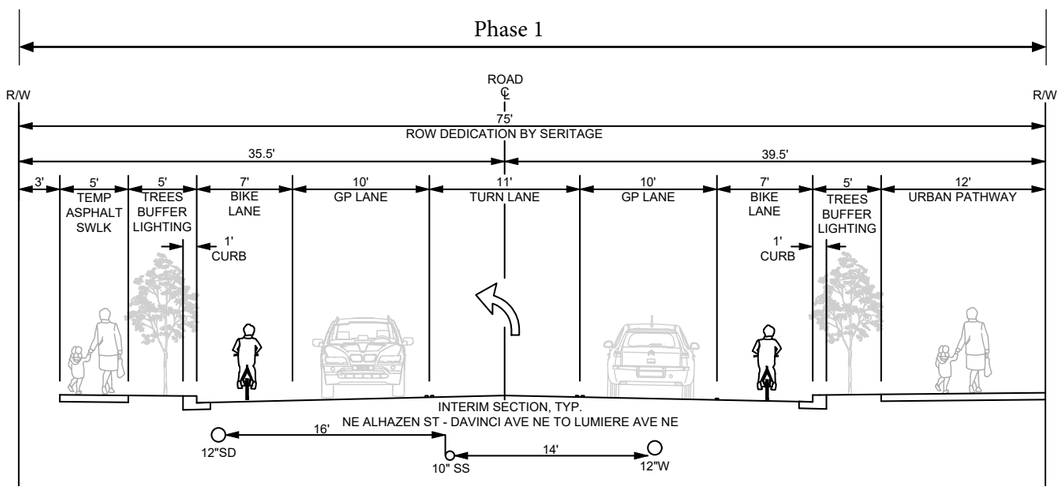
Notes:
TBL = Trees, Buffer, and Lighting zone. Dimension includes a 1' wide curb

Neighborhood Street Standard Section



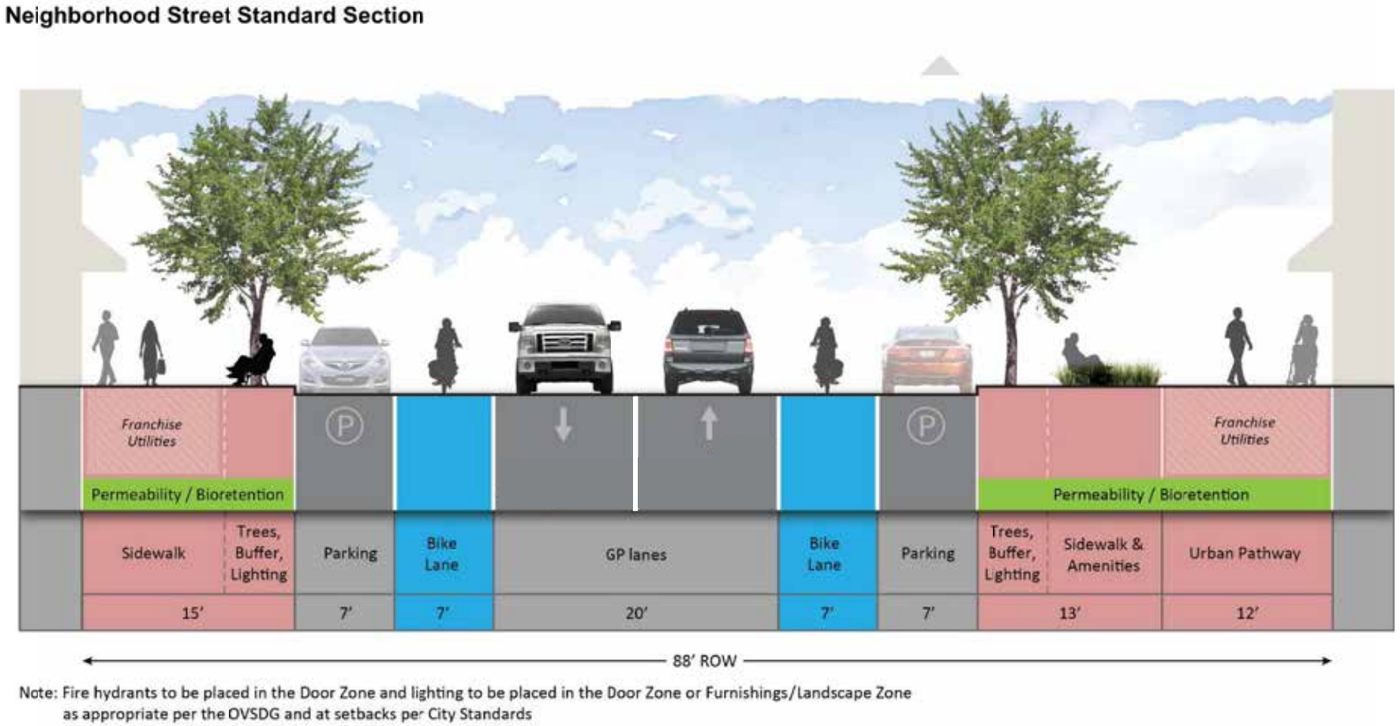
Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET

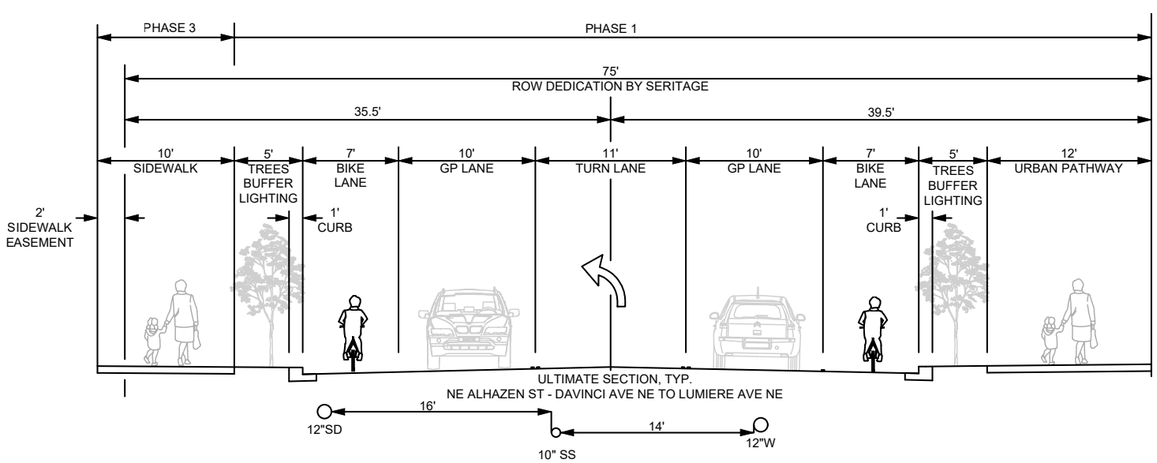


NE ALHAZEN STREET INTERIM SECTION A-A
BETWEEN DA VINCI AVENUE AND LUMIERE AVENUE

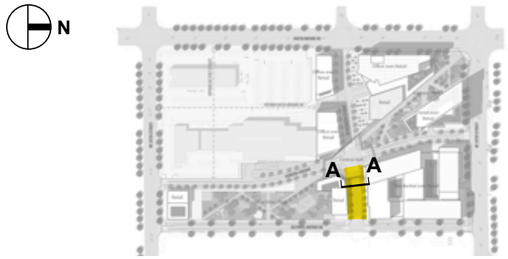
ROAD SECTION - NE ALHAZEN STREET



CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



NE ALHAZEN STREET ULTIMATE SECTION A-A
BETWEEN DA VINCI AVENUE AND LUMIERE AVENUE



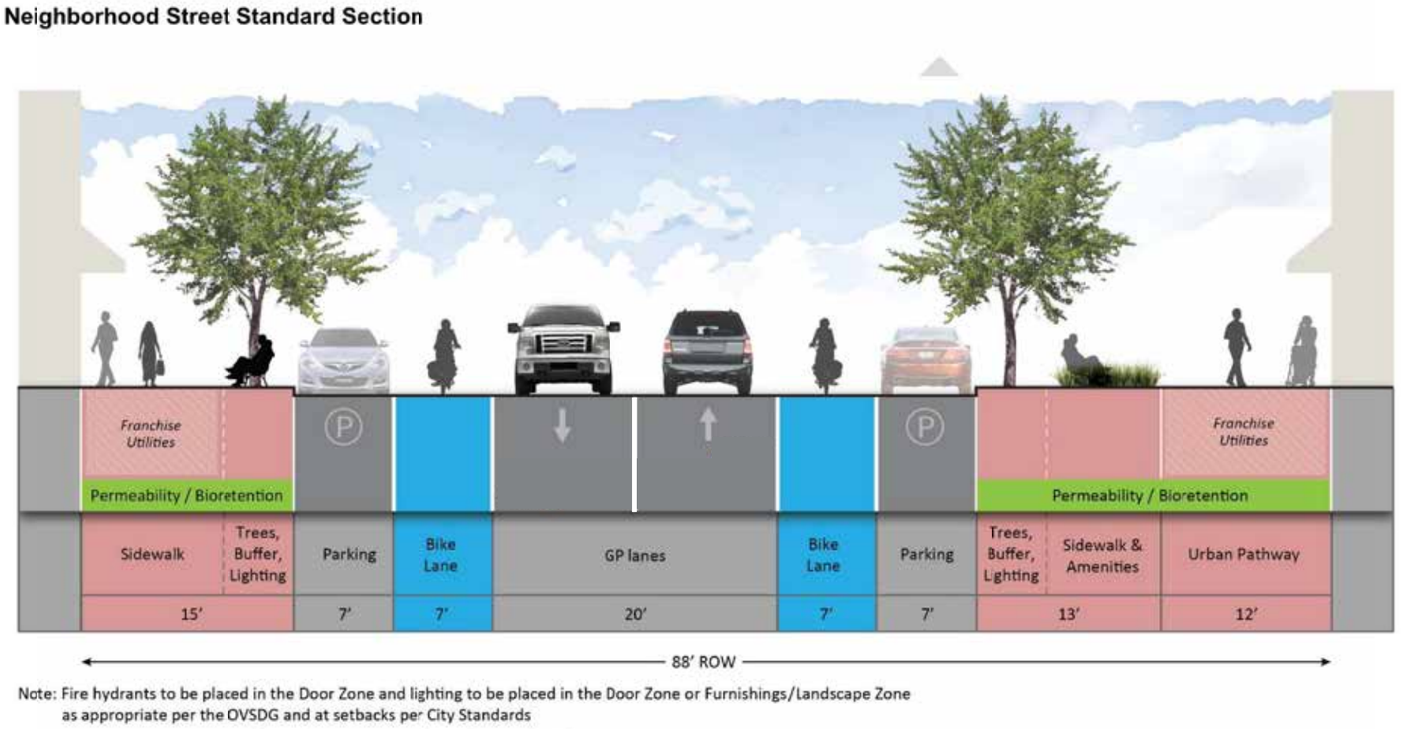
Street NE Alhazen St
Classification Neighborhood Street
Segment Da Vinci to Lumiere (Section A-A)
Timing/Phase Phases 1 and 3, **Ultimate Section**

Starting from the South Side

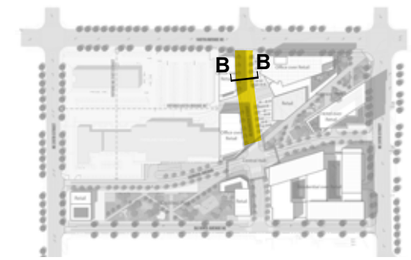
COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	10' (2' in Easement)	0	All parking will be accommodated in below grade parking structures which reduces the need for street parking on both sides. The need for an 11' center turn lane is based on the recommendations of the traffic operations analysis. If the urban path and sidewalk are placed side by side, it will create a 20' paved area along the Parcel A project edge, creating a larger boulevard feel instead of an intimate pedestrian environment. Reducing the amount of paved area has multiple benefits to the project. It reduces the dominance of vehicular traffic, creates a more intimate space for pedestrians, reduces the overall cost of the development which helps housing to be more affordable and reduces the "heat island" effect. This reduction of the sidewalk/urban pathway redundancy makes a lot of sense, especially because separated bike lanes will be provided 5' from the Urban Pathway, allowing for shared or separated modes of travel. As noted in the City's Neighborhood Street Typical Block Plan, the City does not contemplate both an Urban Pathway and a sidewalk on the same side of the street. Accordingly, the removal of the sidewalk aligns with the City's vision for a neighborhood street in Overlake.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	7' bike lane	0	
20' GP lanes	31' GP lanes	+11'	
7' bike lane	7' bike lane	0	
7' parking	no parking	-7'	
5' TBL	5' TBL	0	
8' Sidewalk	no Sidewalk	-8'	
12' Urban Path	12' Urban Path	0	
88' ROW	75' ROW +2' easement	-11'	

Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

ROAD SECTION - NE ALHAZEN STREET



CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET

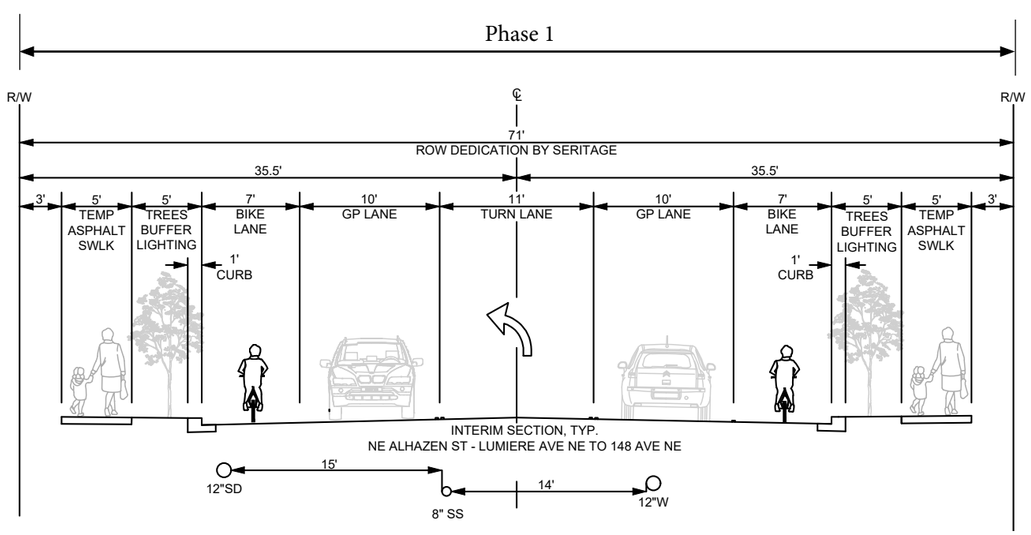


Street NE Alhazen St
Classification Neighborhood Street
Segment Lumiere to 148th Ave NE (Section B-B)
Timing/Phase Phase 1, **Interim Section**

Starting from the South Side

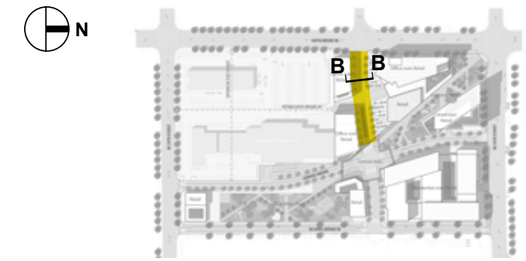
COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	3' buffer + 5' asphalt	-2', asphalt	See justification for the Ultimate Section. The proposed 3' buffer and 5' asphalt path on the north and south sides is justified for Phase 1 because it is most efficient to construct the ultimate sidewalk on these segments with Phase 2 (north side) and Phase 3 (south side). Additionally, the meandering urban path cannot be constructed until Gateway Park is constructed with Phase 2. A 5' asphalt path provides a minimum acceptable facility that satisfies pedestrian connectivity.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	7' bike lane	0	
20' GP lanes	31' GP lanes	+11'	
7' bike lane	7' bike lane	0	
7' parking	no parking	-7'	
5' TBL	5' TBL	0	
8' Sidewalk	3' buffer + 5' asphalt	asphalt	
12' Urban Path	No Urban Path	-12'	
88' ROW	71' ROW	-17'	

Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb



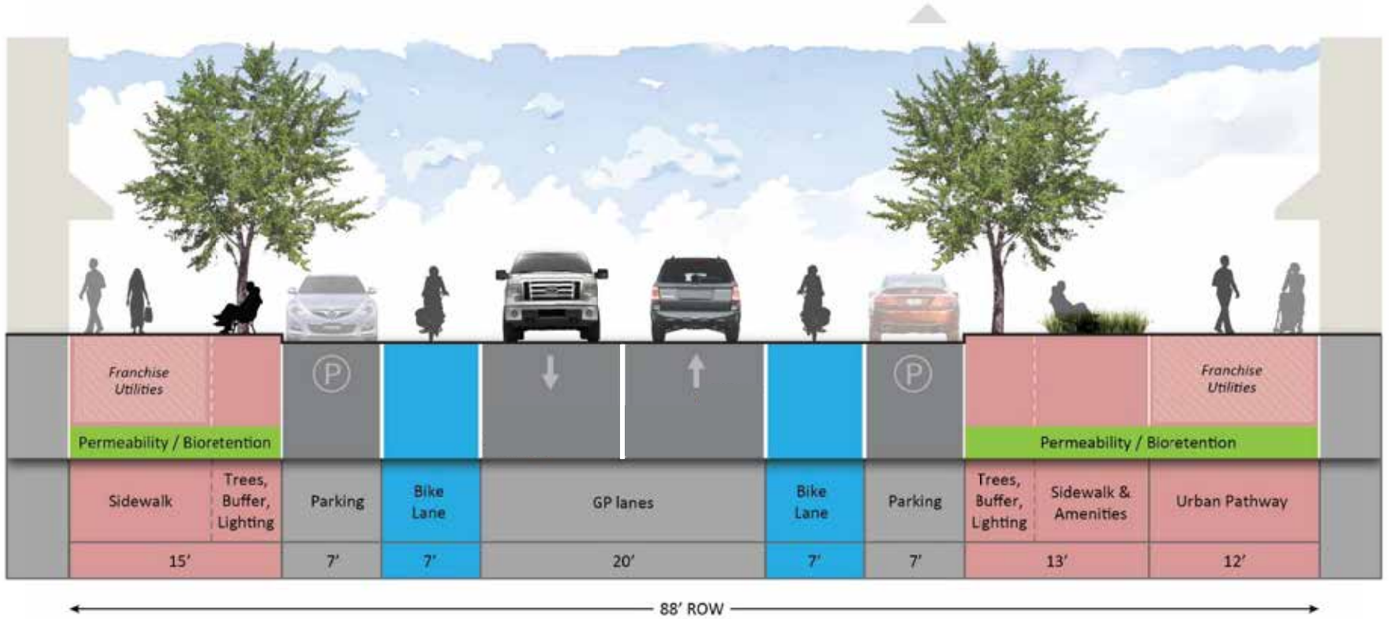
NE ALHAZEN STREET INTERIM SECTION B-B
BETWEEN LUMIERE AVENUE AND 148TH AVENUE

ROAD SECTION - NE ALHAZEN STREET



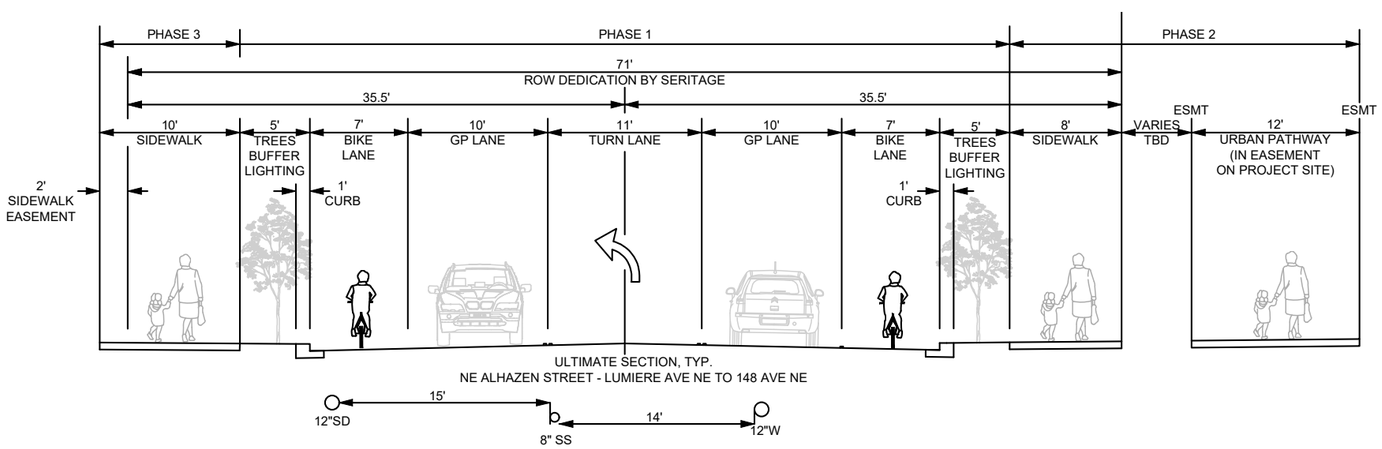
Street NE Alhazen St
Classification Neighborhood Street
Segment Lumiere to 148th Ave NE (Section B-B)
Timing/Phase Phases 1, 2, and 3, **Ultimate Section**

Neighborhood Street Standard Section



Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



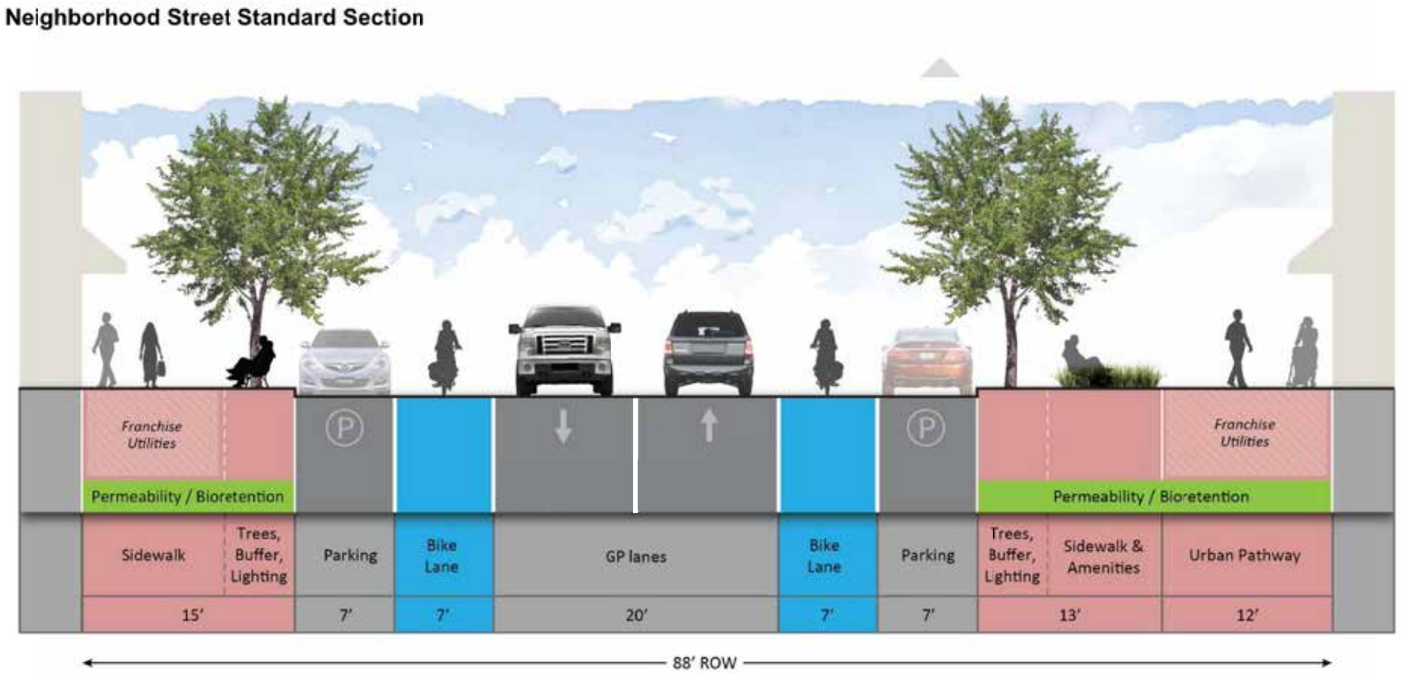
NE ALHAZEN STREET ULTIMATE SECTION B-B BETWEEN LUMIERE AVENUE AND 148TH AVENUE

Starting from the South Side

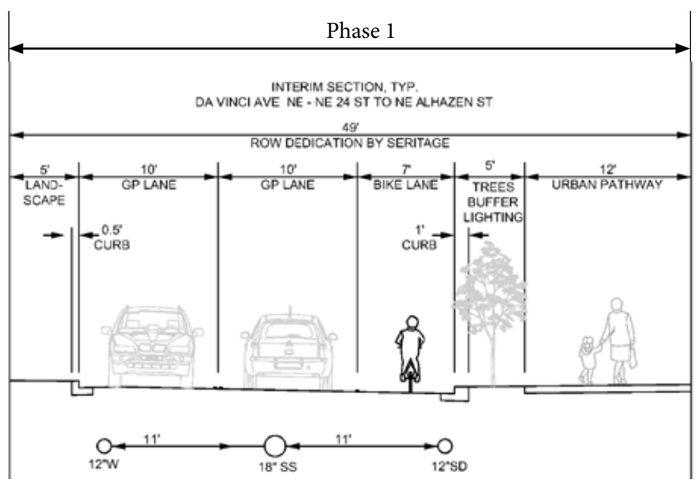
COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	10' (2' in Easement)	0	All parking will be accommodated in below grade parking structures which reduces the need for street parking. The need for an 11' center turn lane is based on the recommendations of the traffic operations analysis. If the urban path and sidewalk are placed side by side, it will create a 20' paved area along the Parcel C project edge, creating a larger boulevard feel instead of an intimate pedestrian environment. Pedestrian connectivity will still be maintained via an urban path that meanders through the site to 148th Ave NE through Gateway park. This reduction of the sidewalk/urban pathway redundancy makes a lot of sense, especially because separated bike lanes will be provided 5' from the Urban Pathway, allowing for shared or separated modes of travel. As noted in the City's Neighborhood Street Typical Block Plan, the City does not contemplate both an Urban Pathway and a sidewalk on the same side of the street.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	7' bike lane	0	
20' GP lanes	31' GP lanes	+11'	
7' bike lane	7' bike lane	0	
7' parking	no parking	-7'	
5' TBL	5' TBL	0	
8' Sidewalk	8' Sidewalk	0	
12' Urban Path	12' Urban Path	Easement-Path meanders	
88' ROW	71' ROW +2' easement	-15'	

Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

ROAD SECTION - DA VINCI AVENUE NE



CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



DA VINCI AVENUE NE INTERIM SECTION C-C PHASE 1
BETWEEN NE 24TH STREET TO NE ALHAZEN STREET

Street Da Vinci Avenue***
Classification Neighborhood Street
Segment NE 24th to Alhazen St (Section C-C)
Timing/Phase Phase 1, **Interim Section** (*Ultimate Section to be built when East Side Develops*)

Starting from the West Side

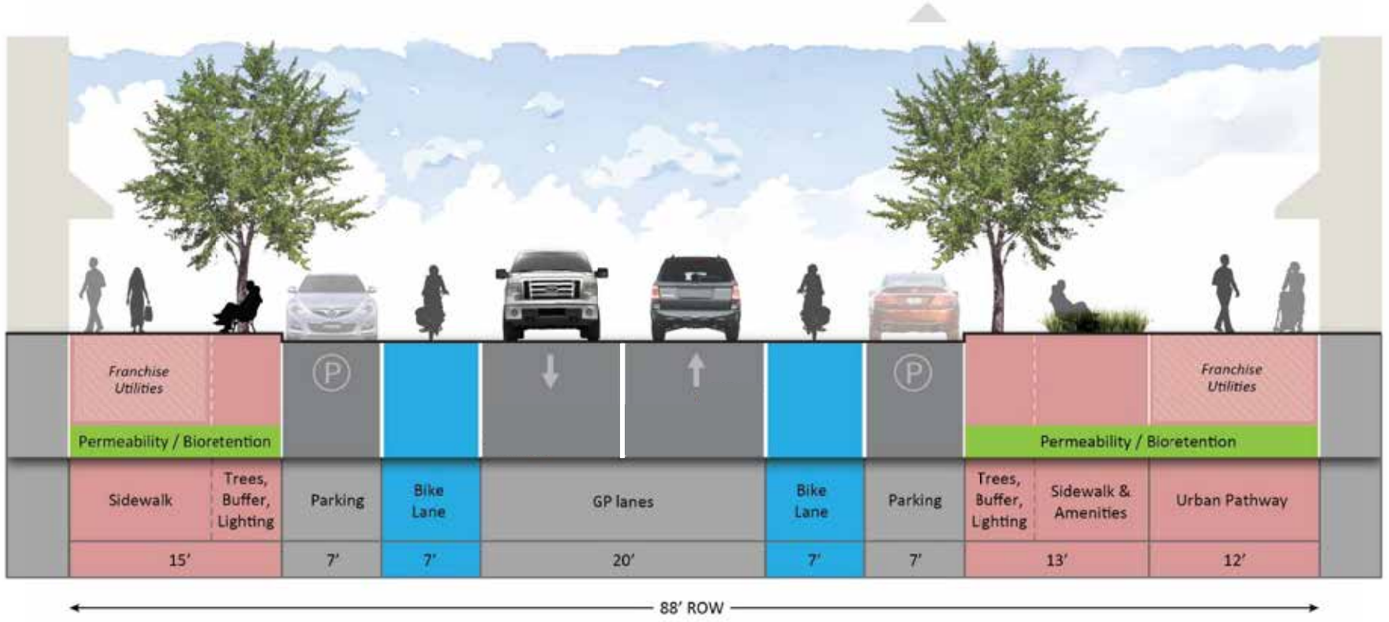
COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
12' Urban Path	12' Urban Path	0	City has requested a bike lane instead of a parking lane on this interim section to be constructed by Seritage. If an urban path and sidewalk are placed side by side, it will create a 20' paved area along the Parcel A project edge, creating a larger boulevard feel instead of an intimate pedestrian environment. Reducing the amount of paved area has multiple benefits to the project. It reduces the dominance of vehicular traffic, creates a more intimate space for pedestrians, reduces the overall cost of the development which helps housing to be more affordable and reduces the "heat island" effect. This reduction of the sidewalk/urban pathway redundancy makes a lot of sense, especially because separated bike lanes will be provided 5' from the Urban Pathway, allowing for shared or separated modes of travel. As noted in the City's Neighborhood Street Typical Block Plan, the City does not contemplate both an Urban Pathway and a sidewalk on the same side of the street. Accordingly, the removal of the sidewalk aligns with the City's vision for a neighborhood street in Overlake. Items marked NA cannot be defined at this time. *The Ultimate Section will be constructed when property east of Seritage redevelops.*
8' sidewalk	No sidewalk	-8'	
5' TBL	5' TBL	0	
7' parking	No parking	-7'	
7' bike lane	7' bike lane	0	
20' GP lanes	20' GP lanes + 5' buffer	5' landscape buffer	
7' bike lane	East Side to Construct	NA	
7' parking	East Side to Construct	NA	
5' TBL	East Side to Construct	NA	
10' Sidewalk	East Side to Construct	NA	
88' ROW	49' by Seritage, Remainder by Others	NA	

Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

***Note: Ultimate alignment of Da Vinci north of Alhazen St to be determined by City of Redmond. An interim roadway will be constructed within a 49 ft ROW along the east property line between Alhazen and 24th, with the understanding that the City or others may ultimately build Da Vinci in an alternate alignment east of this location.

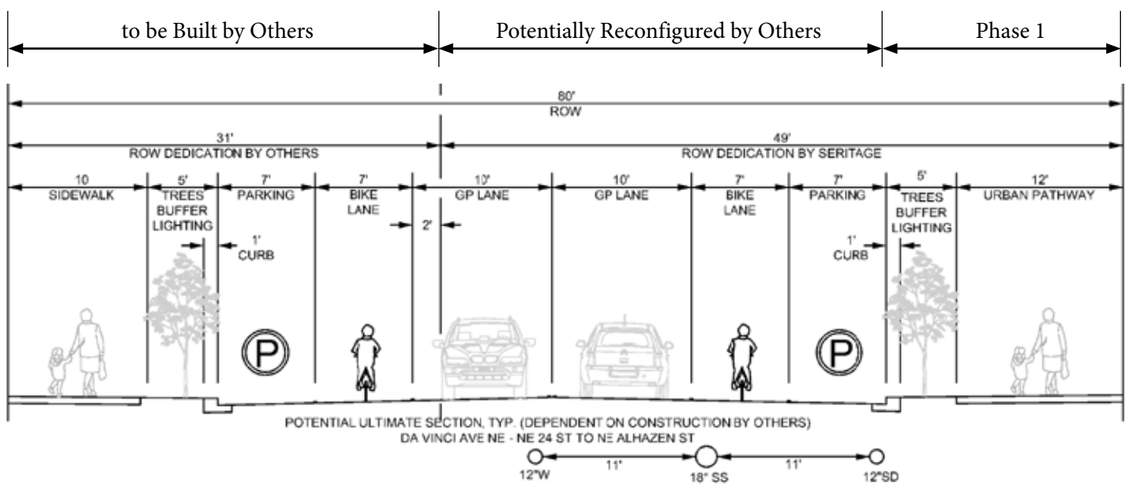
ROAD SECTION - DA VINCI AVENUE NE

Neighborhood Street Standard Section



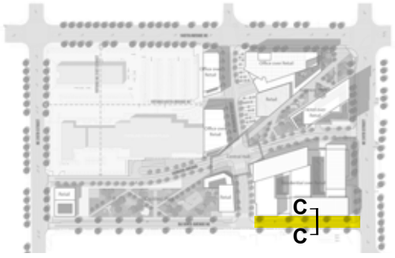
Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



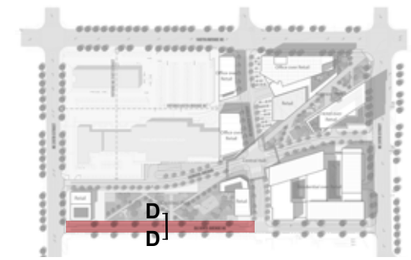
DA VINCI AVENUE NE POTENTIAL ULTIMATE SECTION C-C BETWEEN NE 24TH STREET TO NE ALHAZEN STREET

Street	Da Vinci Avenue***
Classification	Neighborhood Street
Segment	NE 24th to Alhazen St
Timing/Phase	Potential Ultimate Section, to be built when the east side develops



***Note: Ultimate alignment of Da Vinci north of Alhazen St to be determined by City of Redmond. An interim roadway will be constructed within a 49 ft ROW along the east property line between Alhazen and 24th, with the understanding that the City or others may ultimately build Da Vinci in an alternate alignment east of this location.

ROAD SECTION - DA VINCI AVENUE NE



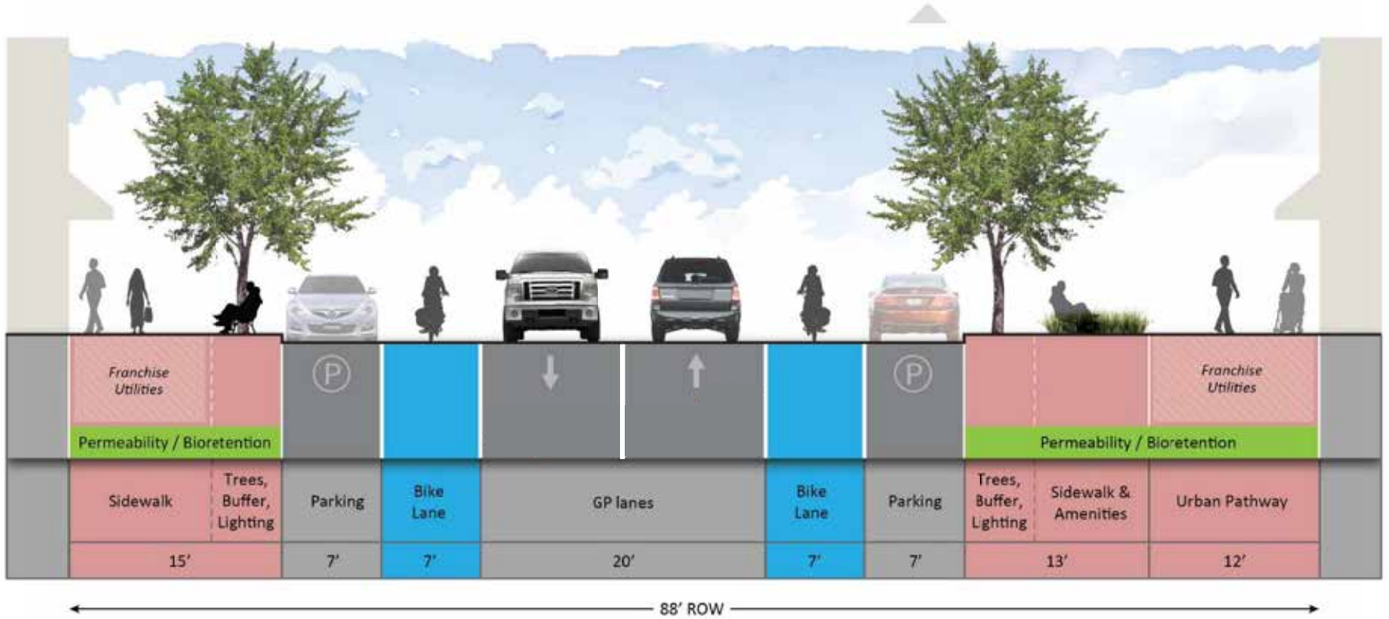
Street Da Vinci Avenue
Classification Neighborhood Street
Segment NE Alhazen St to NE 20th St (Section D-D)
Timing/Phase Phase 3, **Interim Section** (*Ultimate Section to be built when KCCLE Develops*)

Starting from the West Side

COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
12' Urban Path	12' Urban Path	0	City has requested a bike lane instead of a parking lane on this interim section to be constructed by Seritage. If an urban path and sidewalk are placed side by side, the ROW section will include a 20' paved area along the park edge, creating a larger boulevard feel and removing needed space for the park and programming to meet mandated level of service requirements. This reduction of the sidewalk/urban pathway redundancy makes a lot of sense, especially because separated bike lanes will be provided 5' from the Urban Pathway, allowing for shared or separated modes of travel. As noted in the City's Neighborhood Street Typical Block Plan, the City does not contemplate both an Urban Pathway and a sidewalk on the same side of the street. Accordingly, the removal of the sidewalk aligns with the City's vision for a neighborhood street in Overlake. Items marked NA cannot be defined at this time. *The Ultimate Section will be constructed when the KCCLE property redevelops.*
8' sidewalk	No sidewalk	-8'	
5' TBL	5' TBL	0	
7' parking	No parking	-7'	
7' bike lane	7' bike lane	0	
20' GP lanes	20' GP lanes + 5' buffer	5' landscape buffer	
7' bike lane	KCCLE to Construct	NA	
7' parking	KCCLE to Construct	NA	
5' TBL	KCCLE to Construct	NA	
10' Sidewalk	KCCLE to Construct	NA	
88' ROW	49' by Seritage, Remainder by Others	NA	

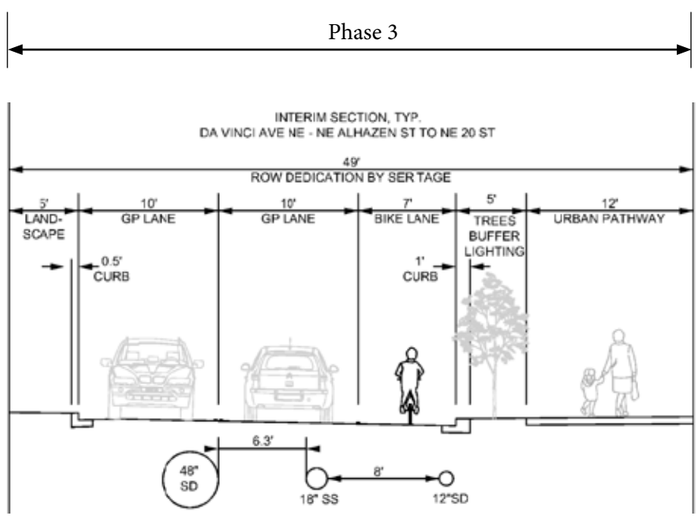
Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

Neighborhood Street Standard Section



Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

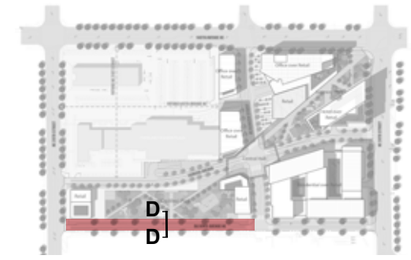
CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



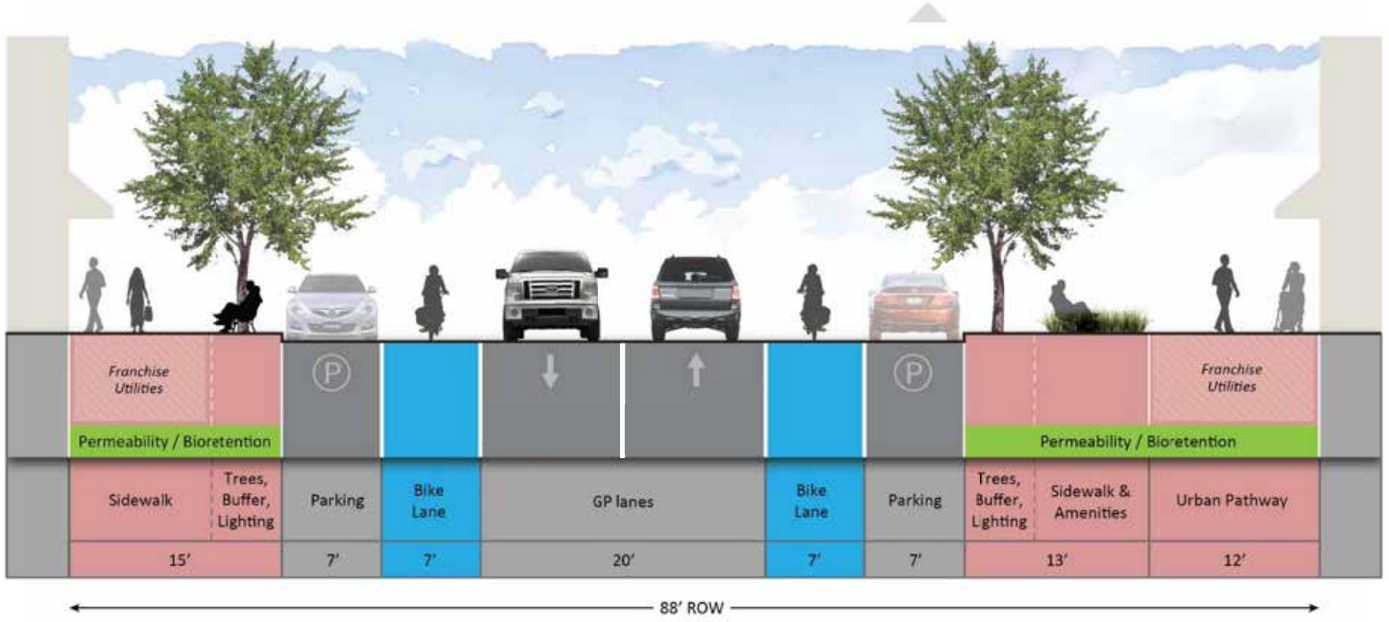
DA VINCI AVENUE NE INTERIM SECTION D-D PHASE 3 BETWEEN NE ALHAZEN STREET AND NE 20TH STREET

ROAD SECTION - DA VINCI AVENUE NE

Street	Da Vinci Avenue
Classification	Neighborhood Street
Segment	NE Alhazen St to NE 20th St
Timing/Phase	Potential Ultimate Section, to be built when KCCLE develops

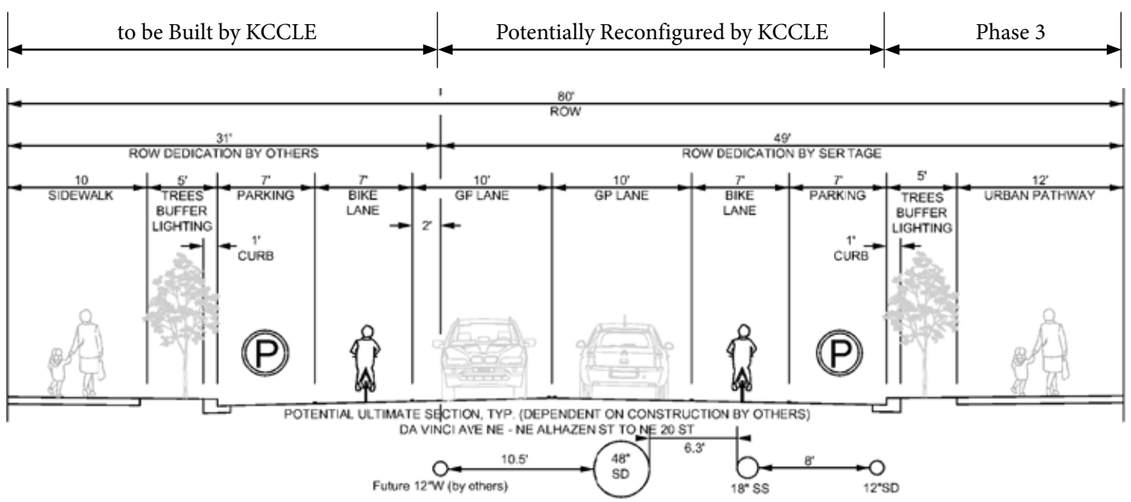


Neighborhood Street Standard Section



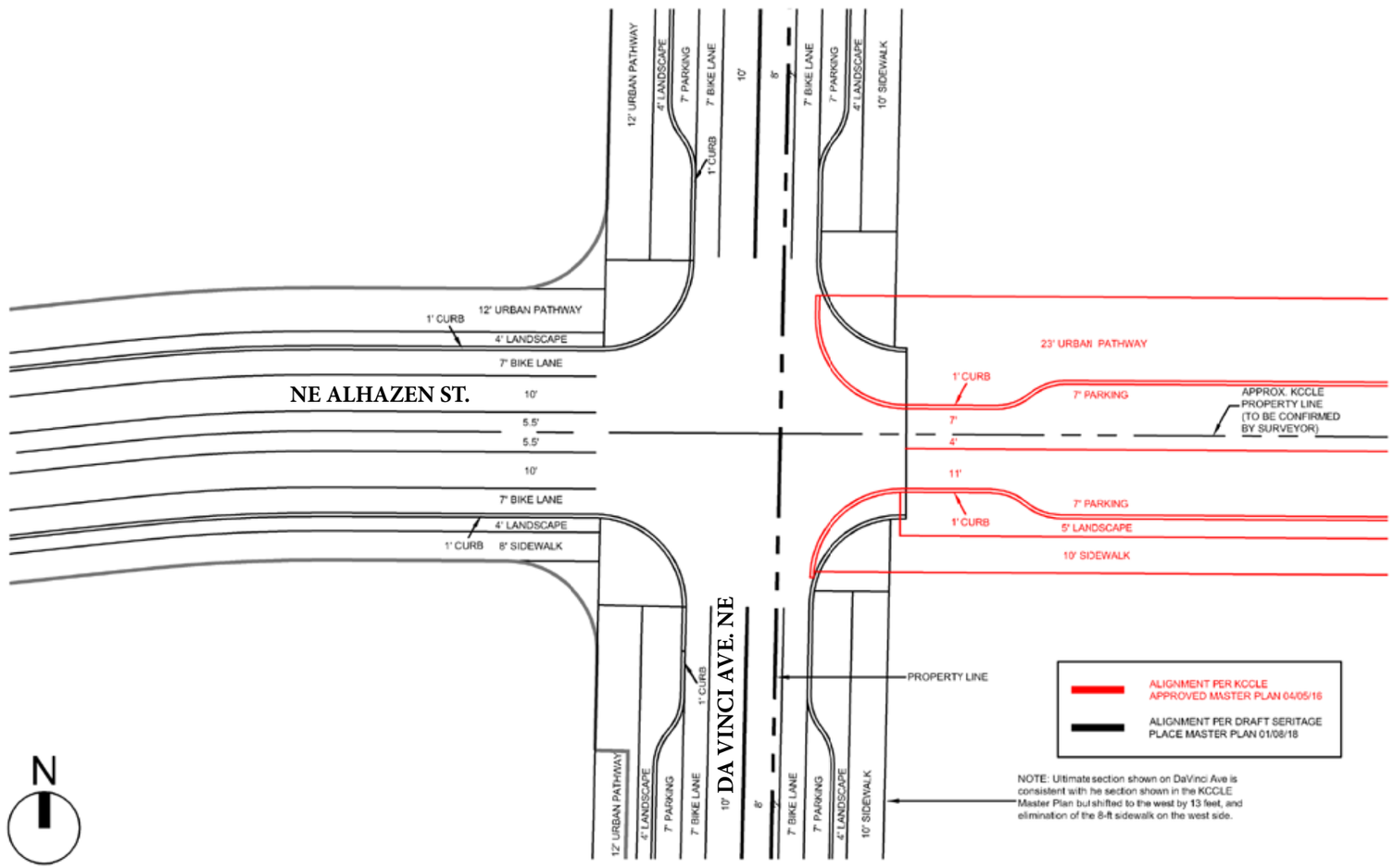
Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



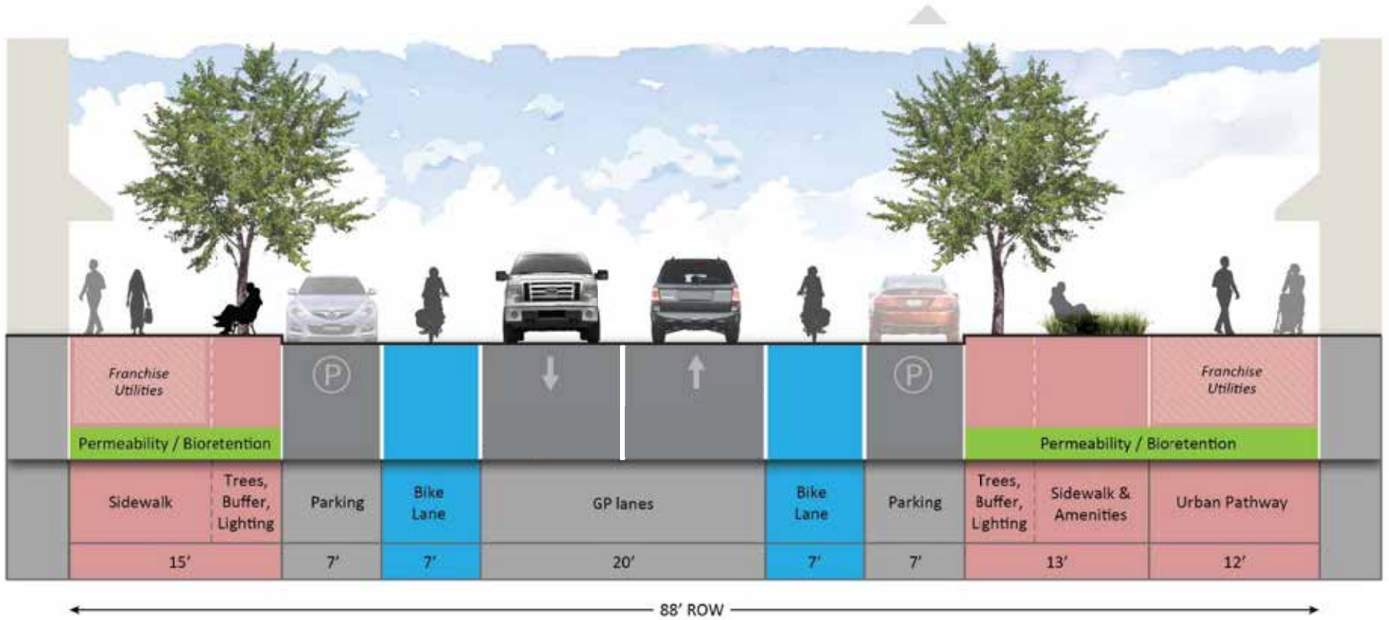
DA VINCI AVENUE NE POTENTIAL ULTIMATE SECTION D-D
BETWEEN NE ALHAZEN STREET AND NE 20TH STREET

ROAD PLAN VIEW - ALHAZEN/DA VINCI ALIGNMENT WITH POTENTIAL ULTIMATE SECTIONS



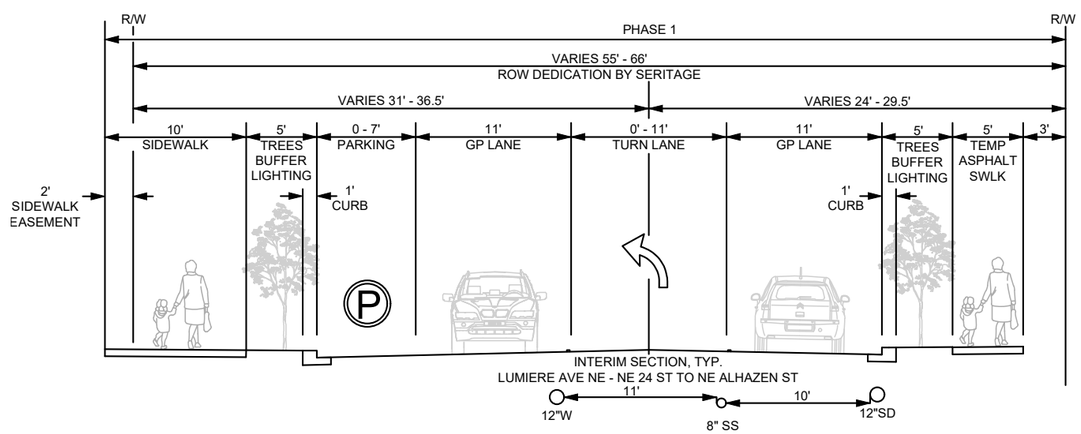
ROAD SECTION - LUMIERE AVENUE NE

Neighborhood Street Standard Section



Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



LUMIERE AVENUE NE INTERIM SECTION E-E
NE 24 ST TO JUST NORTH OF NE ALHAZEN ST

Street Lumiere Ave
Classification Neighborhood Street
Segment NE 24th St to Just North of NE Alhazen St (Section E-E)
Timing/Phase Phase 1, **Interim Section**

Starting from the West Side

COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	3' buffer + 5' asphalt	-2', asphalt	See justification for the Ultimate Section. The proposed 3' buffer and 5' asphalt path on the west side is justified for Phase 1 because it is most efficient to construct the ultimate sidewalk on the west side with Phase 2. A 5' asphalt path provides a minimum acceptable facility that satisfies pedestrian connectivity.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	no bike lane	-7'	
20' GP lanes	22-33' GP lanes	2', 13'	
7' bike lane	no bike lane	-7'	
7' parking	7' parking	0	
5' TBL	5' TBL	0	
8' Sidewalk	10' (2' in easement)	2'	
12' Urban Path	no Urban Path	-12'	
88' ROW	55'-66' ROW +2' easement	-31' to -20'	

Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

ROAD SECTION - LUMIERE AVENUE NE

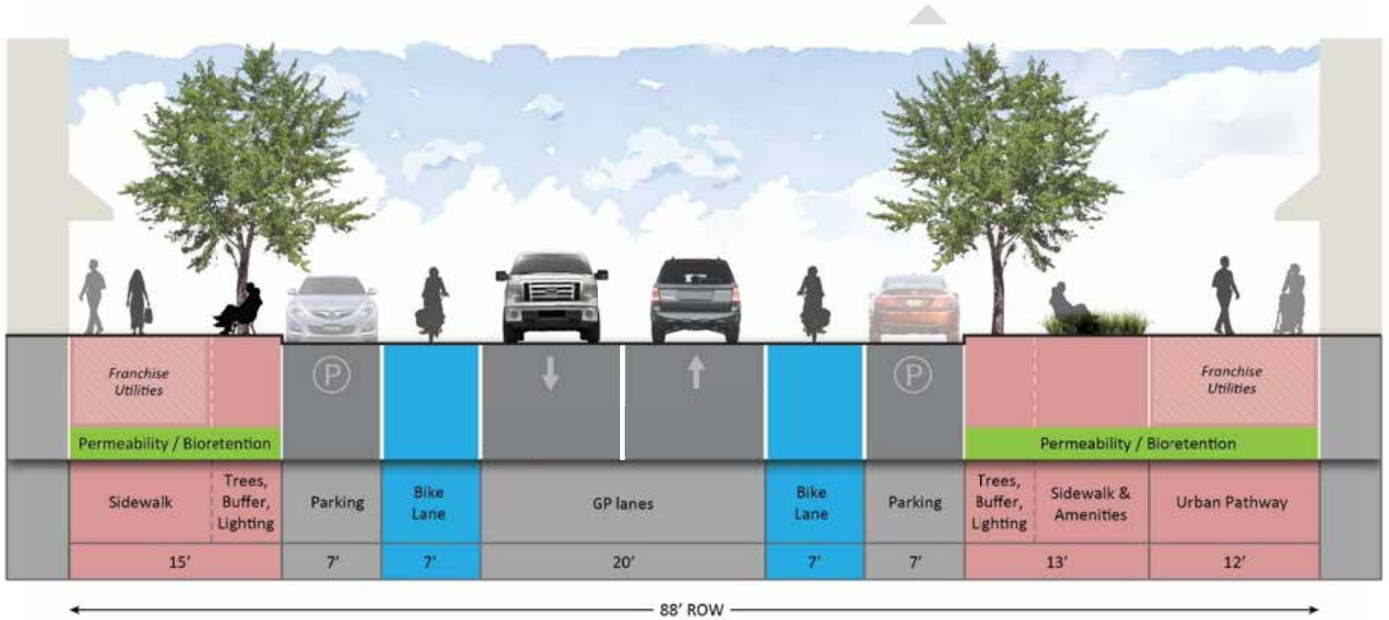
Street Lumiere Ave
Classification Neighborhood Street
Segment NE 24th St to Just North of NE Alhazen St (Section E-E)
Timing/Phase Phases 1 and 2, **Ultimate Section**

Starting from the West Side

COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	10' (2' in easement)	0	All parking will be accommodated in below grade parking structures which reduces the need for street parking on both sides. No bike lanes and no urban path are proposed on Lumiere – bike lanes and urban path are provided on Da Vinci, a parallel route. The need for an 11' center turn lane on north half of this segment is based on the City's desire to reserve space for a potential 3-lane road at NE 24th Street. 11' GP lanes are warranted where no bike lanes exist. A 10' sidewalk is provided where no urban pathway exists.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	no bike lane	-7'	
20' GP lanes	22-33' GP lanes	2', 13'	
7' bike lane	no bike lane	-7'	
7' parking	7' parking	0	
5' TBL	5' TBL	0	
8' Sidewalk	10' (2' in easement)	2'	
12' Urban Path	no Urban Path	-12'	
88' ROW	55'-66' ROW +2' easements both sides	-29' to -18'	

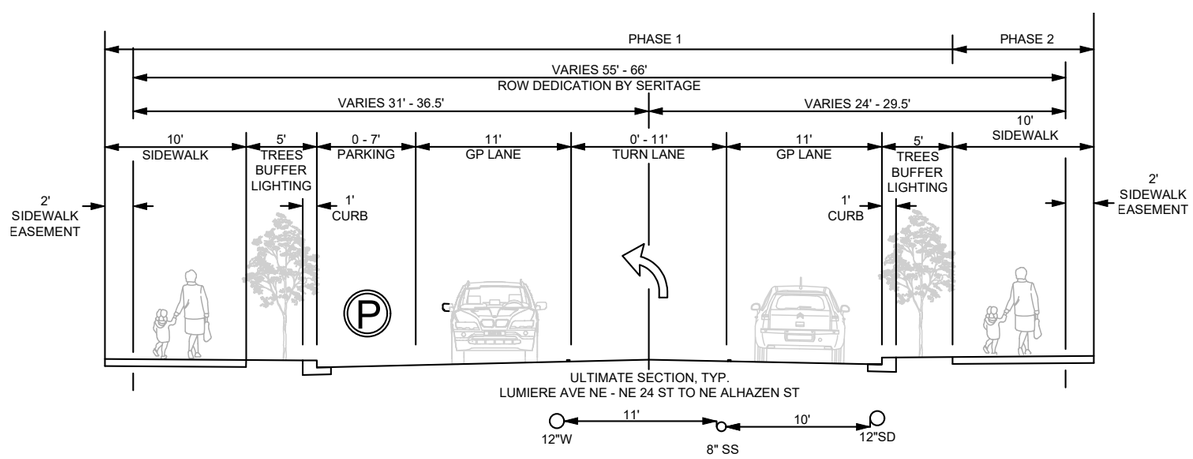
Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

Neighborhood Street Standard Section



Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



LUMIERE AVENUE NE ULTIMATE SECTION E-E
NE 24 ST TO JUST NORTH OF NE ALHAZEN ST

ROAD SECTION - LUMIERE AVENUE NE

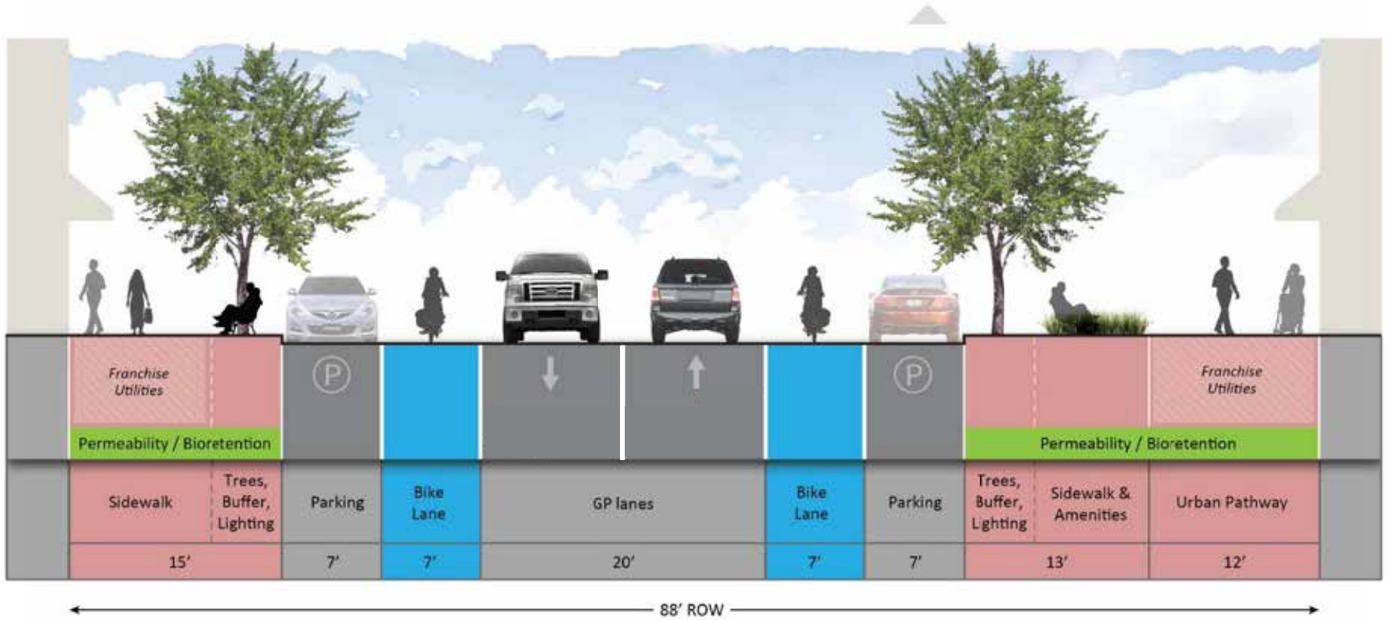
Street Lumiere Ave
Classification Neighborhood Street
Segment Just North of NE Alhazen St (Section L-L)
Timing/Phase Phase 1, **Interim Section**

Starting from the West Side

COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	3' buffer + 5' asphalt	-2', asphalt	See justification for the Ultimate Section. The proposed 3' buffer and 5' asphalt path on the west side is justified for Phase 1 because it is most efficient to construct the ultimate sidewalk on the west side with Phase 2. A 5' asphalt path provides a minimum acceptable facility that satisfies pedestrian connectivity.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	no bike lane	-7'	
20' GP lanes	22' GP lanes	2'	
7' bike lane	no bike lane	-7'	
7' parking	7' parking	0	
5' TBL	5' TBL	0	
8' Sidewalk	10' (2' in easement)	2'	
12' Urban Path	no Urban Path	-12'	
88' ROW	55' ROW +2' easement	-31'	

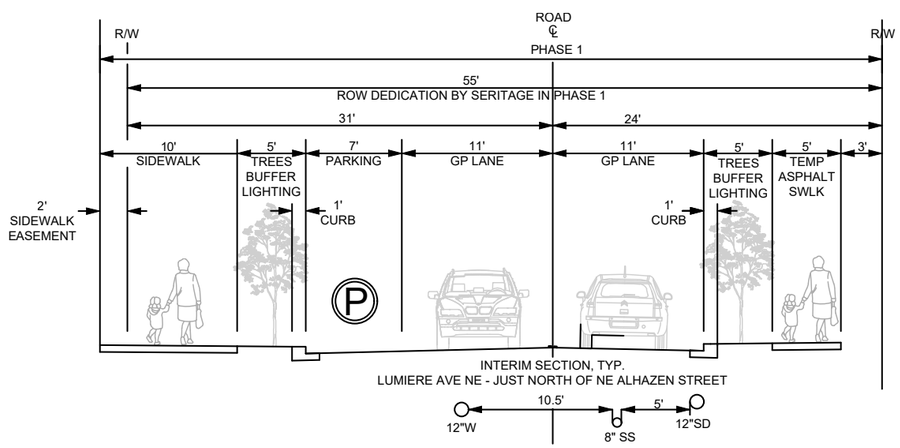
Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

Neighborhood Street Standard Section



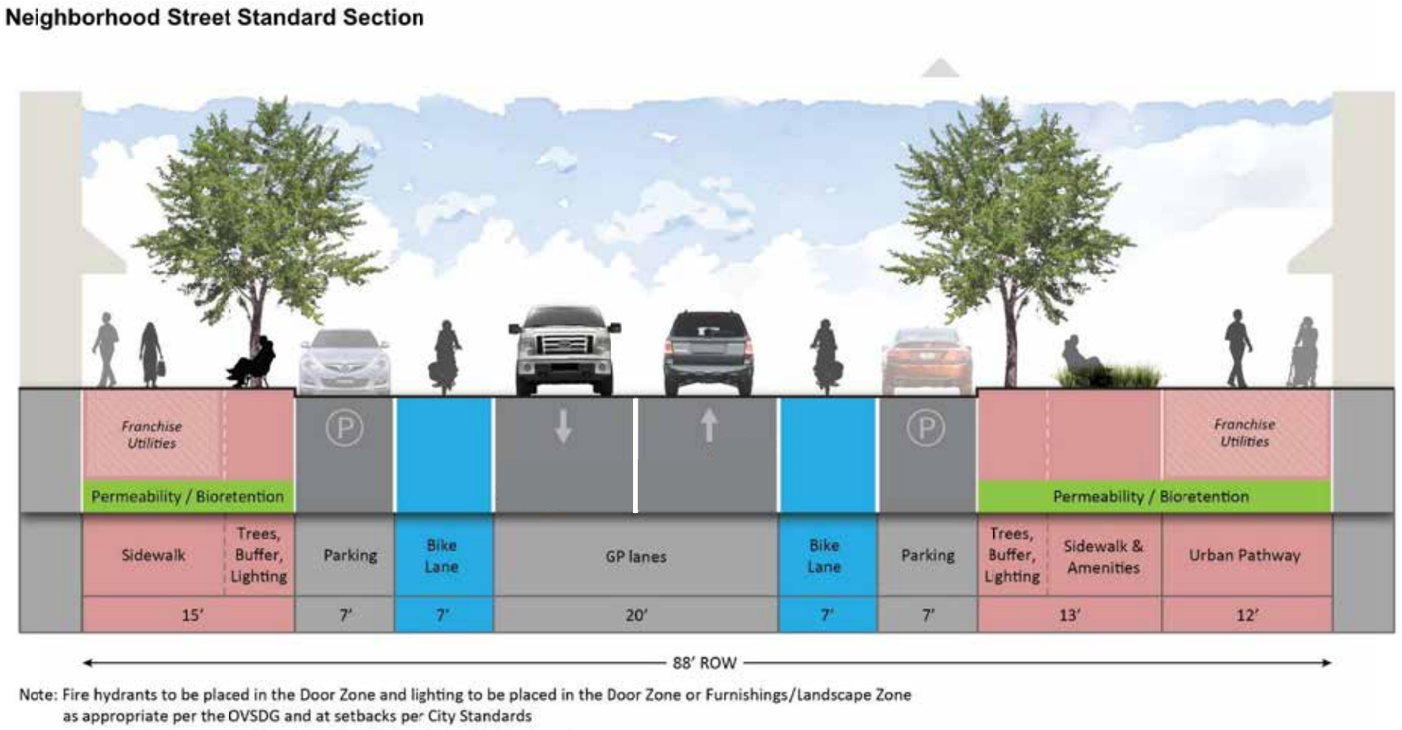
Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET

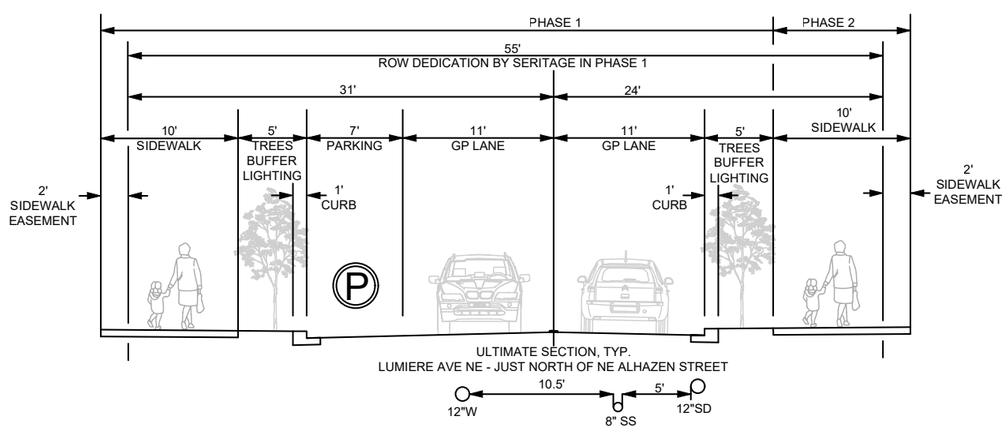


LUMIERE AVENUE NE INTERIM SECTION L-L
JUST NORTH OF NE ALHAZEN ST

ROAD SECTION - LUMIERE AVENUE NE



CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



LUMIERE AVENUE NE ULTIMATE SECTION L-L
JUST NORTH OF NE ALHAZEN ST

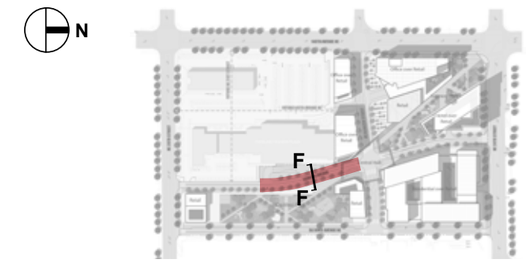
Street Lumiere Ave
Classification Neighborhood Street
Segment Just North of NE Alhazen St (Section L-L)
Timing/Phase Phases 1 and 2, **Ultimate Section**

Starting from the West Side

COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	10' (2' in easement)	0	All parking will be accommodated in below grade parking structures which reduces the need for street parking on both sides. No bike lanes and no urban path are proposed on Lumiere – bike lanes and urban path are provided on Da Vinci, a parallel route. 11' GP lanes are warranted where no bike lanes exist. A 10' sidewalk is provided where no urban pathway exists.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	no bike lane	-7'	
20' GP lanes	22' GP lanes	2'	
7' bike lane	no bike lane	-7'	
7' parking	7' parking	0	
5' TBL	5' TBL	0	
8' Sidewalk	10' (2' in easement)	2'	
12' Urban Path	no Urban Path	-12'	
88' ROW	55' ROW +2' easements both sides	-29'	

Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

ROAD SECTION - LUMIERE AVENUE NE



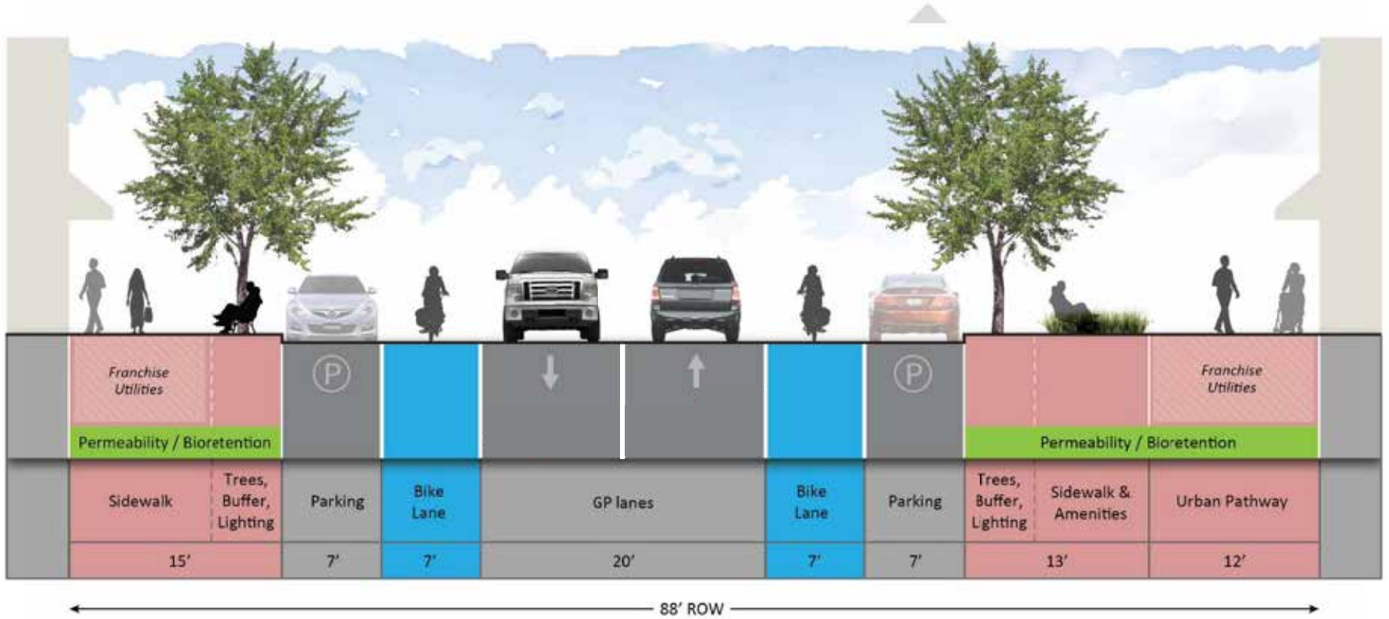
Street Lumiere Ave
Classification Neighborhood Street
Segment NE Alhazen St to *Neighbor* Property Line (Section F-F)
Timing/Phase Phase 3, **Ultimate Section**

Starting from the West Side

COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	10' (2' in easement)	0	All parking will be accommodated in below grade parking structures which reduces the need for street parking on both sides. No bike lanes and no urban path are proposed on Lumiere – bike lanes and urban path are provided on Da Vinci, a parallel route. 11' GP lanes are warranted where no bike lanes exist. An 8' sidewalk rather than a 10' sidewalk on the east side is provided to maximize park space.
5' TBL	5' TBL	0	
7' parking	no parking	-7'	
7' bike lane	no bike lane	-7'	
20' GP lanes	22' GP lanes	2'	
7' bike lane	no bike lane	-7'	
7' parking	7' parking	0	
5' TBL	5' TBL	0	
8' Sidewalk	8' Sidewalk	0	
12' Urban Path	no Urban Path	-12'	
88' ROW	55' ROW +2' easement	-31'	

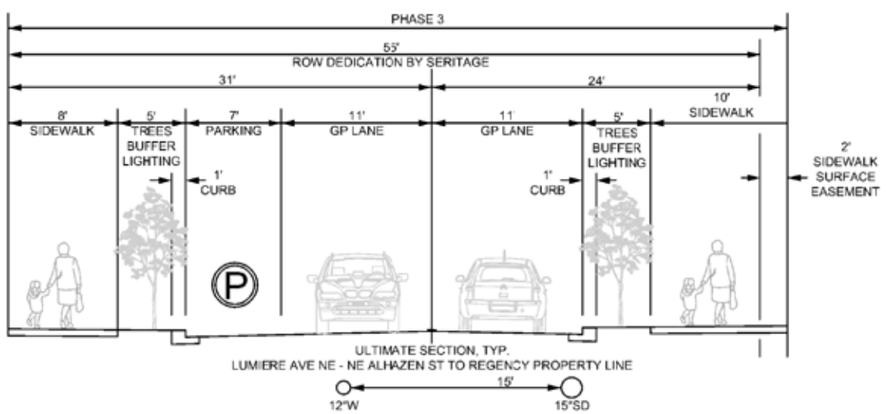
Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

Neighborhood Street Standard Section



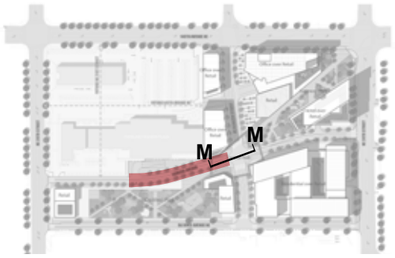
Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

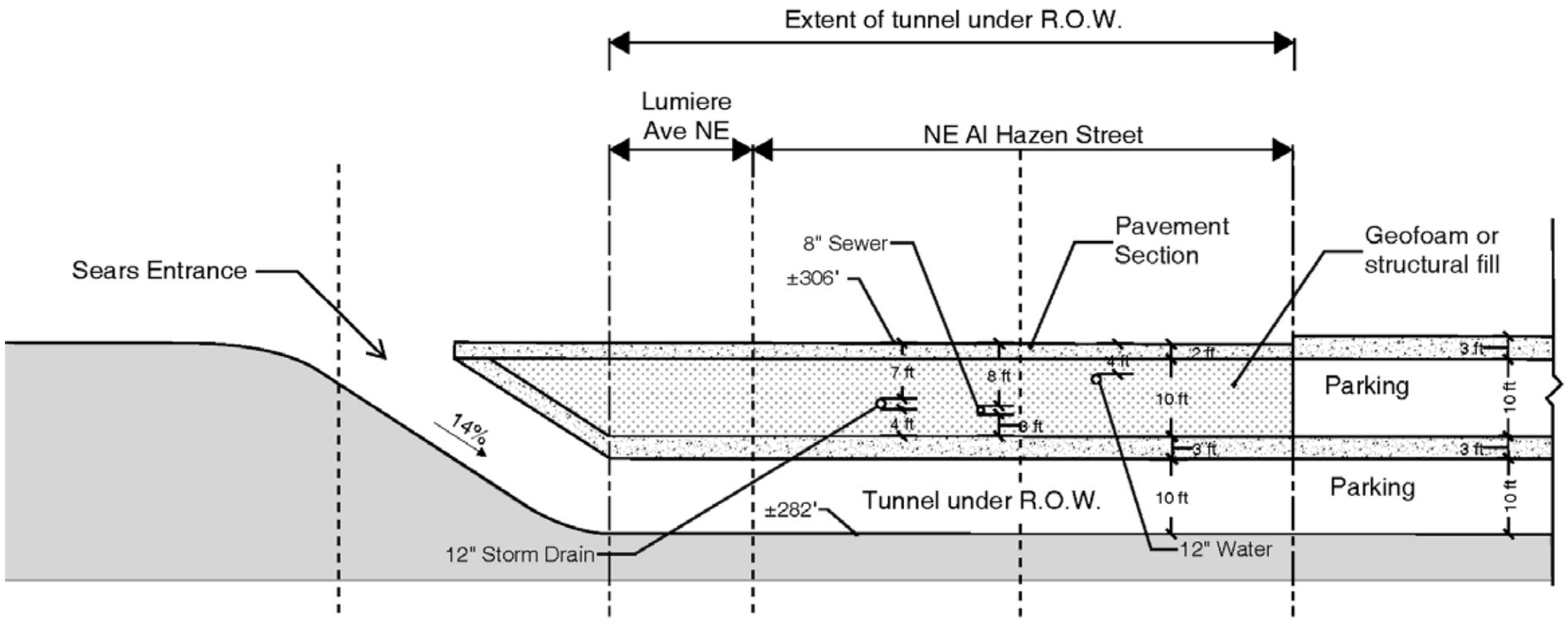
CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



LUMIERE AVENUE NE ULTIMATE SECTION F-F
BETWEEN NE ALHAZEN STREET AND NEIGHBORING PROPERTY

CONCEPTUAL TUNNEL SECTION



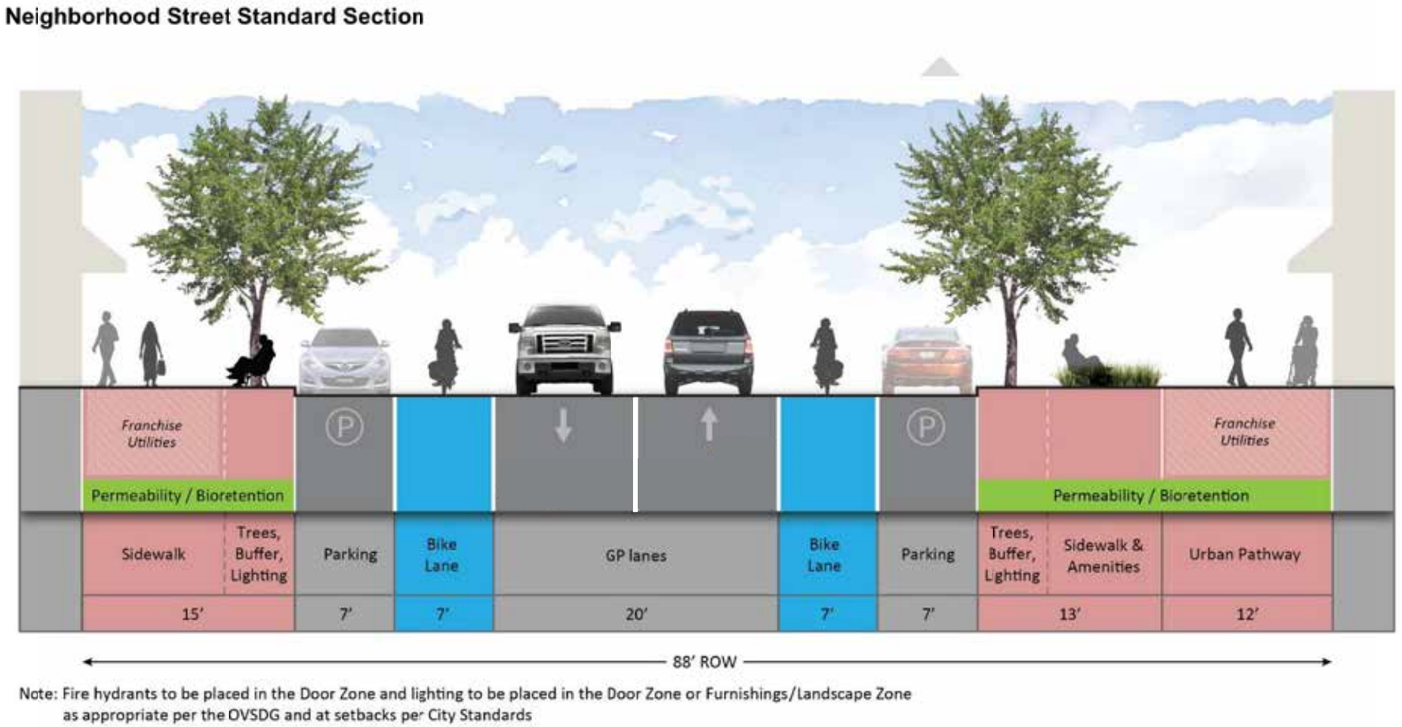


SECTION M-M

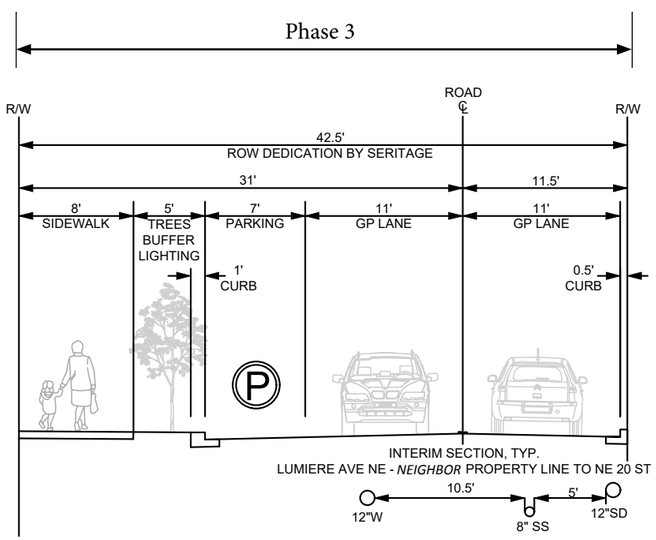
NOTE:

The alignment and design of the tunnel is conceptual and has not been approved by the City. Tunnel design will be reviewed at site plan entitlement.

ROAD SECTION - LUMIERE AVENUE NE



CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



LUMIERE AVENUE NE INTERIM SECTION G-G

PARTIAL AREA BETWEEN NE ALHAZEN STREET AND NE 20TH

Street Lumiere Ave

Classification Neighborhood Street

Segment NeighborProperty Line to NE 20th Street (Section G-G)

Timing/Phase Phase 3, **Interim Section** (*Ultimate Section built when the Neighbor Develops)*

Starting from the West Side

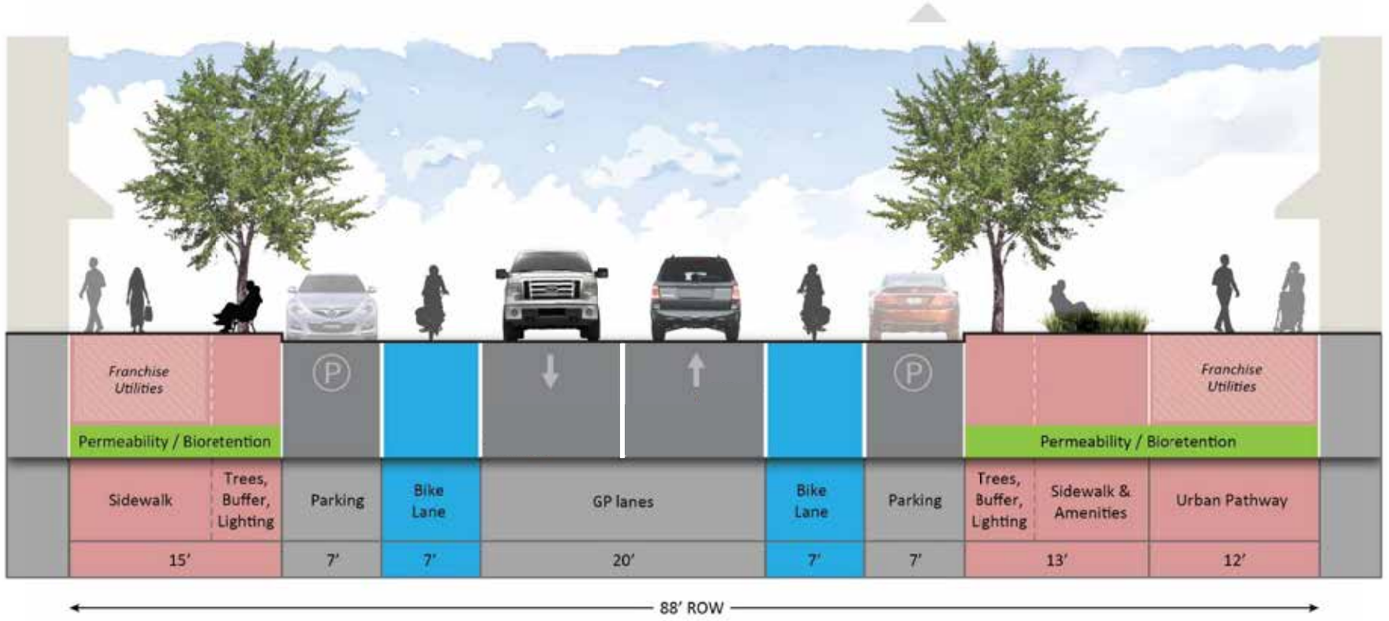
COR DRAFT Standard	Seritage Proposal	Change	Justification for Change from City DRAFT Standard
10' sidewalk	Neighbor to Construct	NA	No bike lanes and no urban path are proposed on Lumiere – bike lanes and urban path are provided on Da Vinci, a parallel route. 11' GP lanes are warranted where no bike lanes exist. An 8' sidewalk rather than a 10' sidewalk on the east side is provided to maximize park space. Items marked NA cannot be defined at this time. The *Ultimate Section will be constructed when the neighbor redevelops.*
5' TBL	Neighbor to Construct	NA	
7' parking	Neighbor Decision	NA	
7' bike lane	no bike lane	-7'	
20' GP lanes	22' GP lanes	2'	
7' bike lane	no bike lane	-7'	
7' parking	7' parking	0	
5' TBL	5' TBL	0	
8' Sidewalk	8' Sidewalk	0	
12' Urban Path	no Urban Path	-12'	
88' ROW	42.5' by Seritage, Remainder by Others	NA	

Notes:
TBL = Trees, Buffer, Lighting. Dimension includes 1' wide curb

ROAD SECTION - LUMIERE AVENUE NE

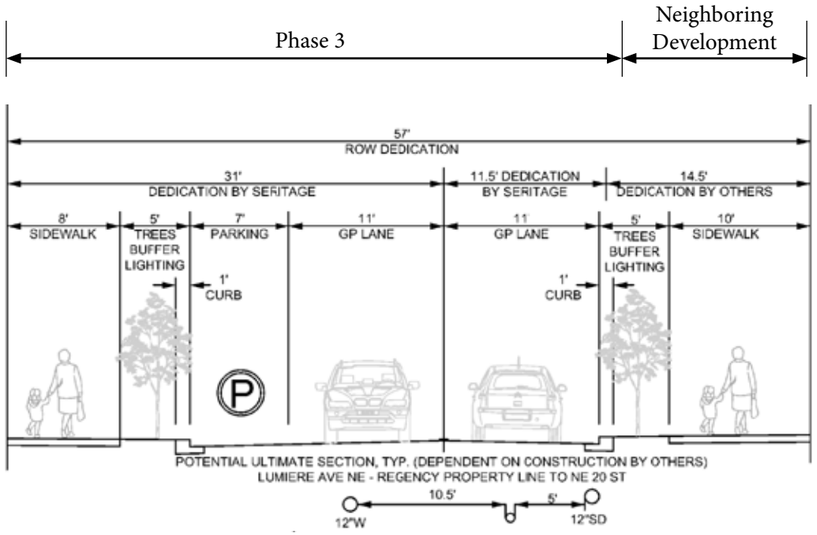
Street	Lumiere Avenue
Classification	Neighborhood Street
Segment	Neighbor Property Line to NE 20th St
Timing/Phase	Ultimate Section to be built when the neighboring property develops

Neighborhood Street Standard Section



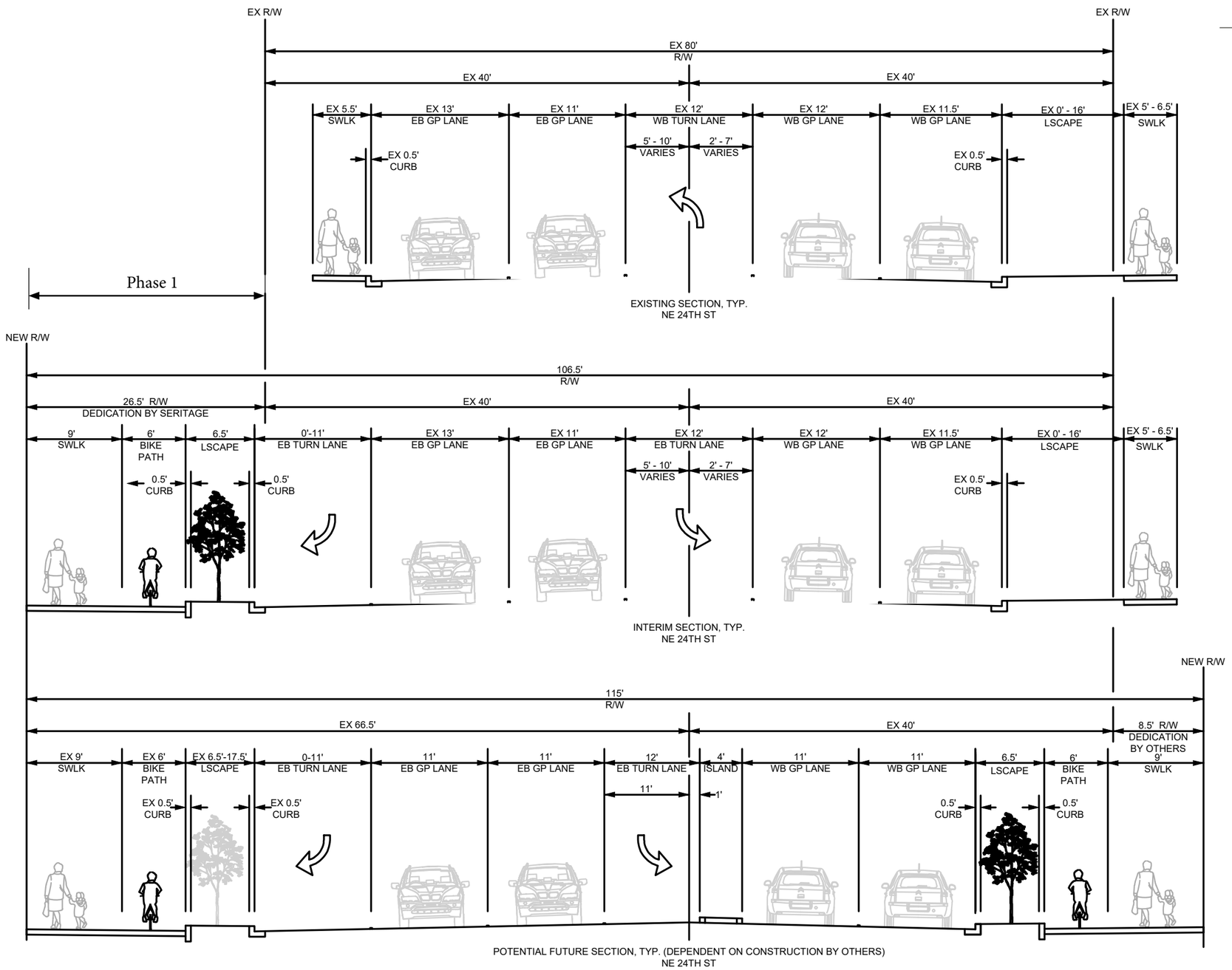
Note: Fire hydrants to be placed in the Door Zone and lighting to be placed in the Door Zone or Furnishings/Landscape Zone as appropriate per the OVSDG and at setbacks per City Standards

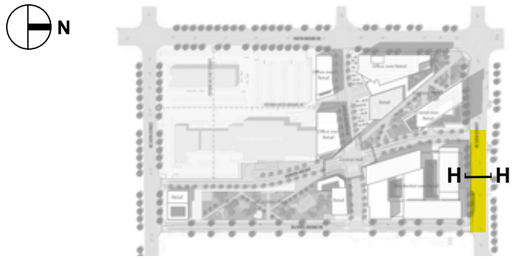
CITY OF REDMOND DRAFT STANDARD FOR NEIGHBORHOOD STREET



LUMIERE AVENUE NE POTENTIAL ULTIMATE SECTION G-G
PARTIAL AREA BETWEEN NE ALHAZEN AND NE 20TH STREET

ROAD SECTION - NE 24TH STREET



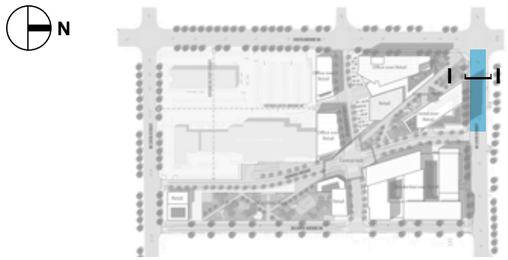


Street	NE 24th Street
Classification	Existing Street
Segment	Da Vinci Ave. NE to Lumiere Ave.
Timing/Phase	Phase 1, Partial Improvements

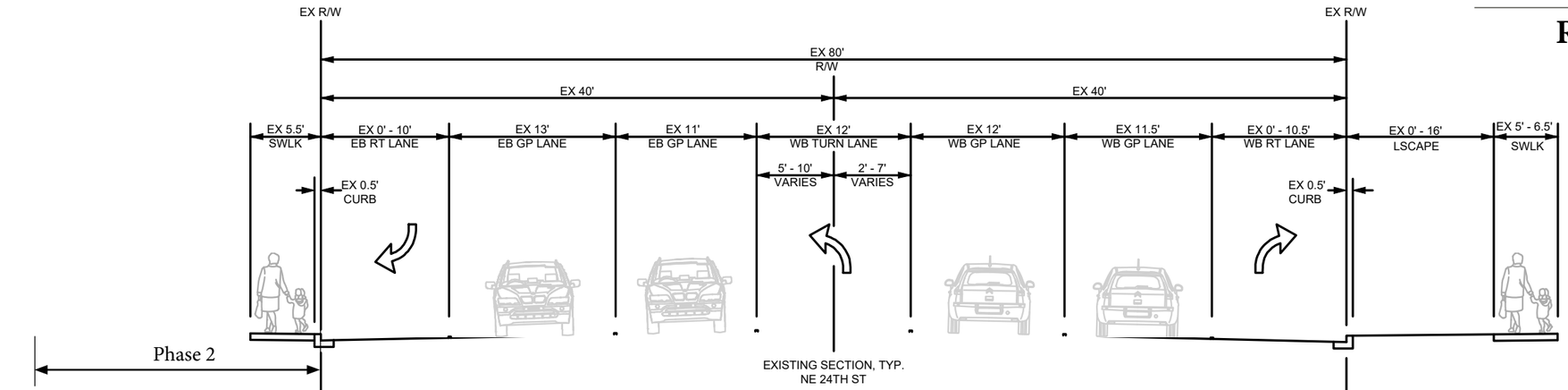
NE 24TH STREET - SECTION H-H

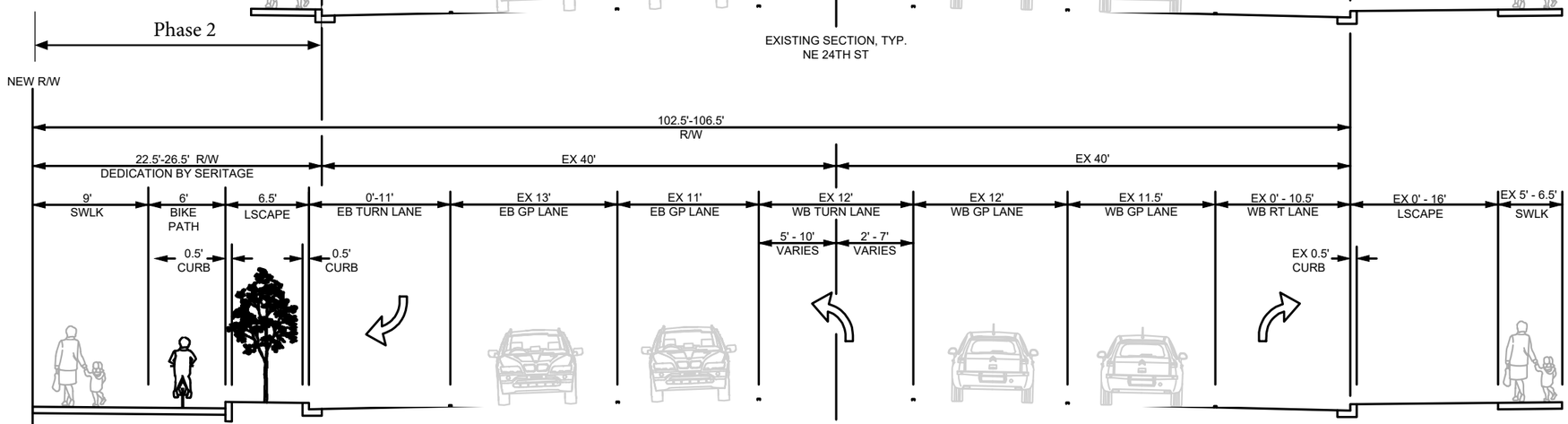
DA VINCI AVENUE NE TO LUMIERE AVENUE NE

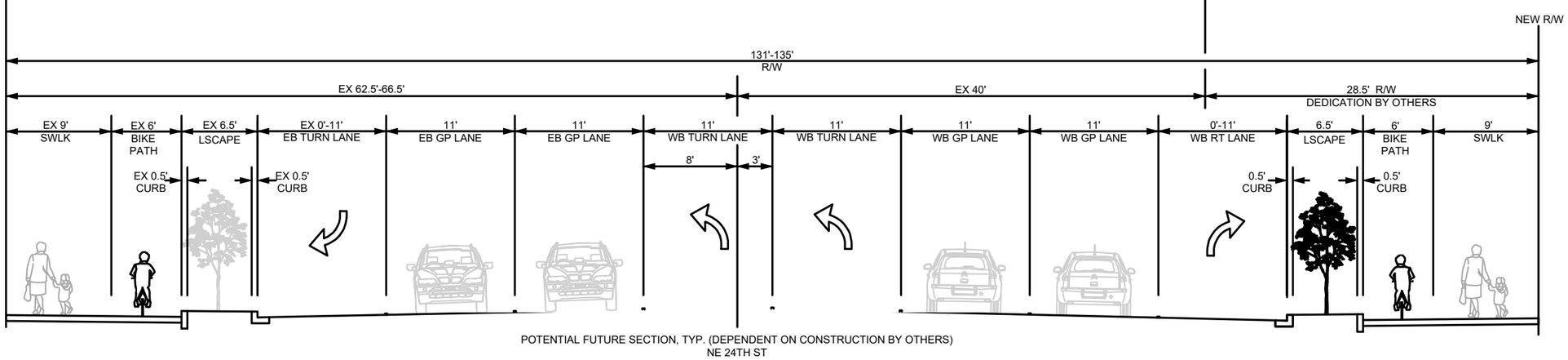
ROAD SECTION - NE 24TH STREET



Street	NE 24th Street
Classification	Existing Street
Segment	Lumiere Ave. to 148th Ave. NE
Timing/Phase	Phase 2, Partial Improvements



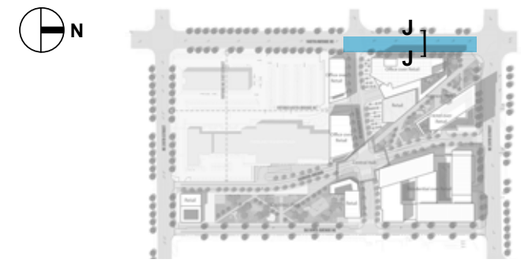


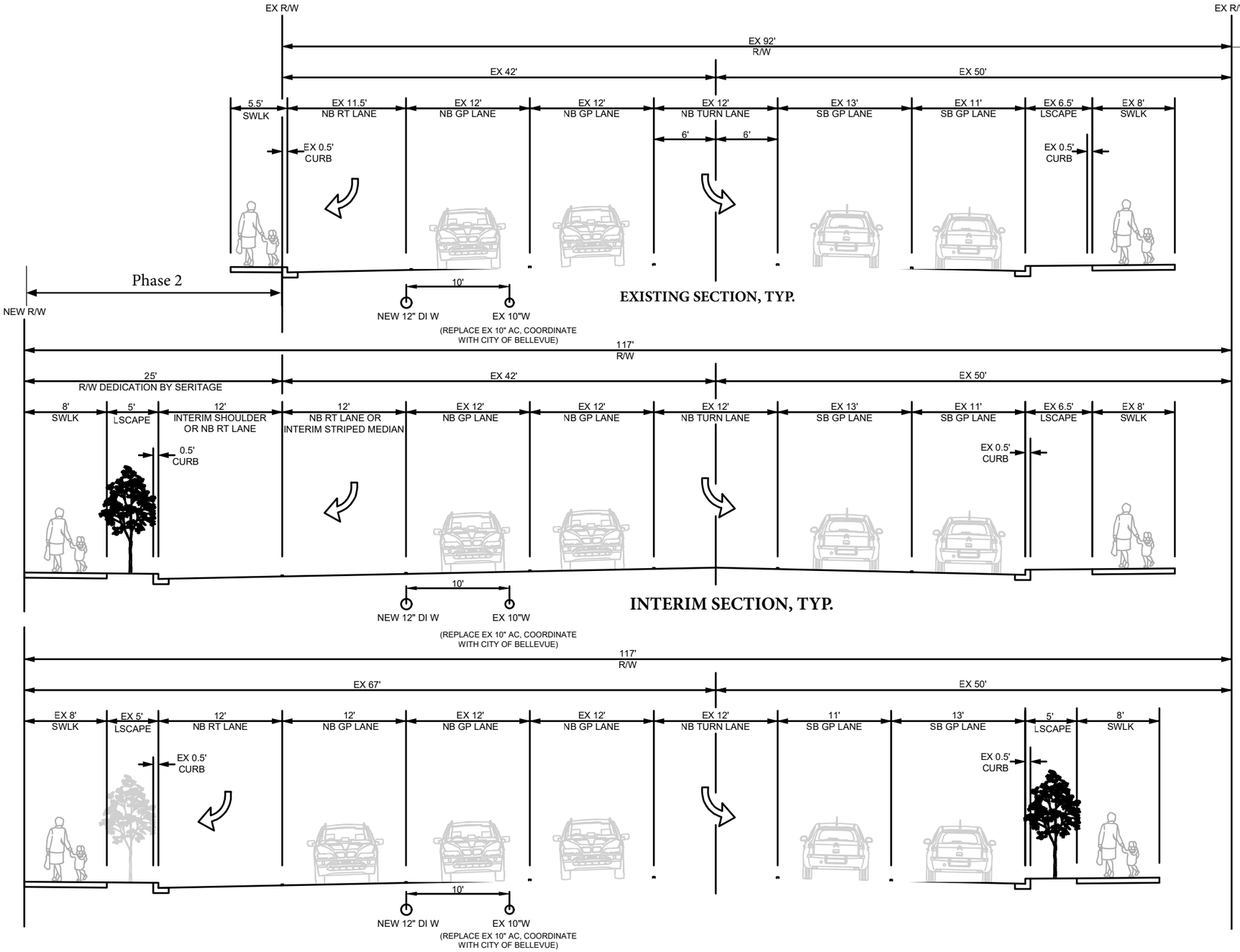


NE 24TH STREET - SECTION I-I

LUMIERE AVENUE NE TO 148 AVENUE NE

ROAD SECTION - 148TH AVENUE NE





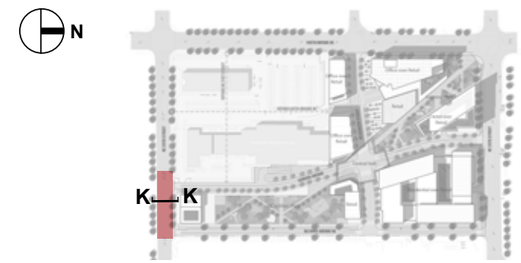
POTENTIAL FUTURE SECTION, TYP. (DEPENDENT ON CONSTRUCTION BY OTHERS)

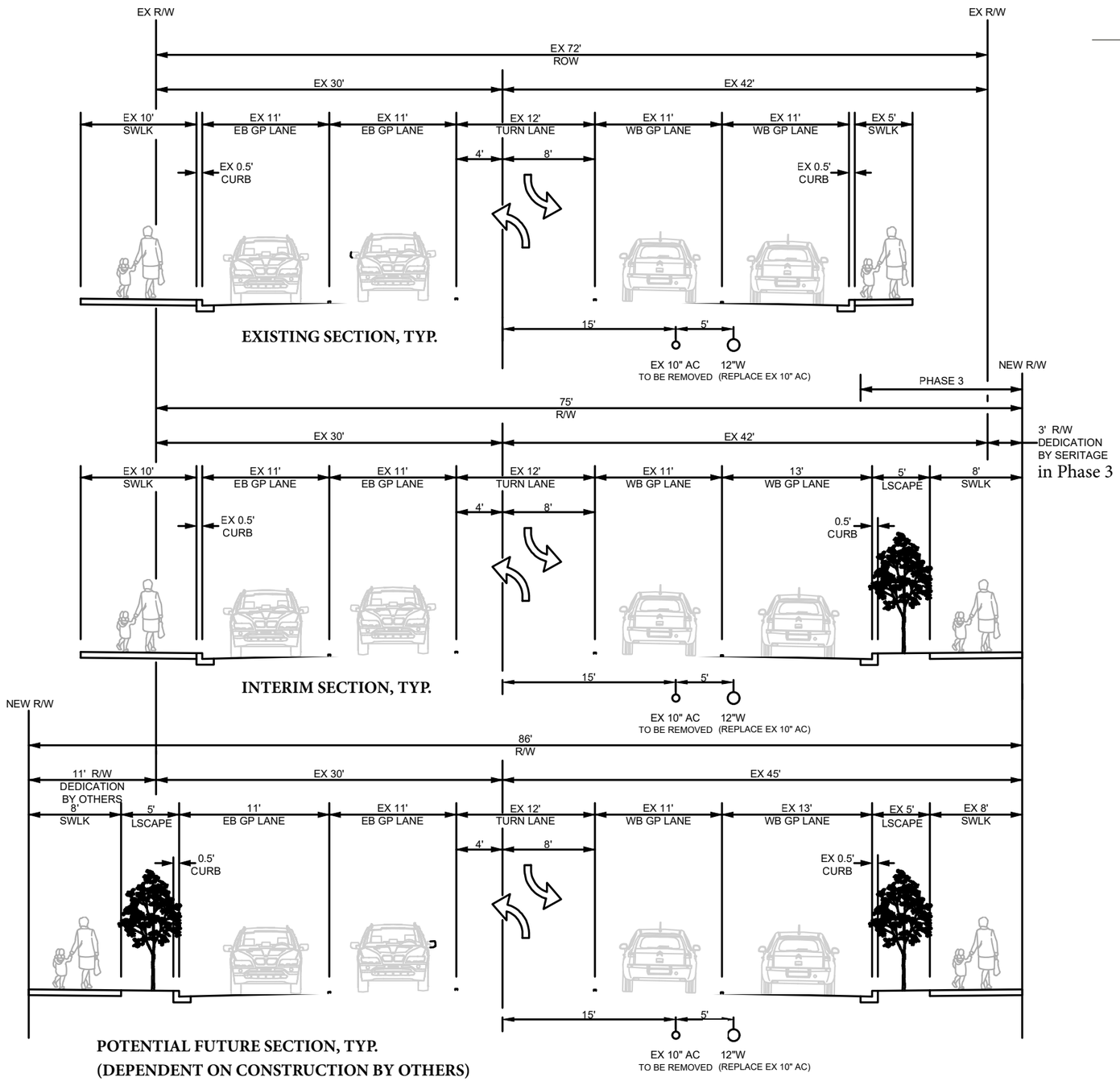
148TH AVENUE NE - SECTION J-J

NE ALHAZEN STREET TO NE 24TH STREET

Street	148th Avenue NE
Classification	Existing Street
Segment	NE 24th St. to NE Alhazen St
Timing/Phase	Phase 2, Partial Improvements

ROAD SECTION - NE 20TH STREET





Street	NE 20th Street
Classification	Existing Street
Segment	Da Vinci Ave. NE to Lumiere Ave.
Timing/Phase	Phase 3, Partial Improvements

NE 20TH STREET- SECTION K-K

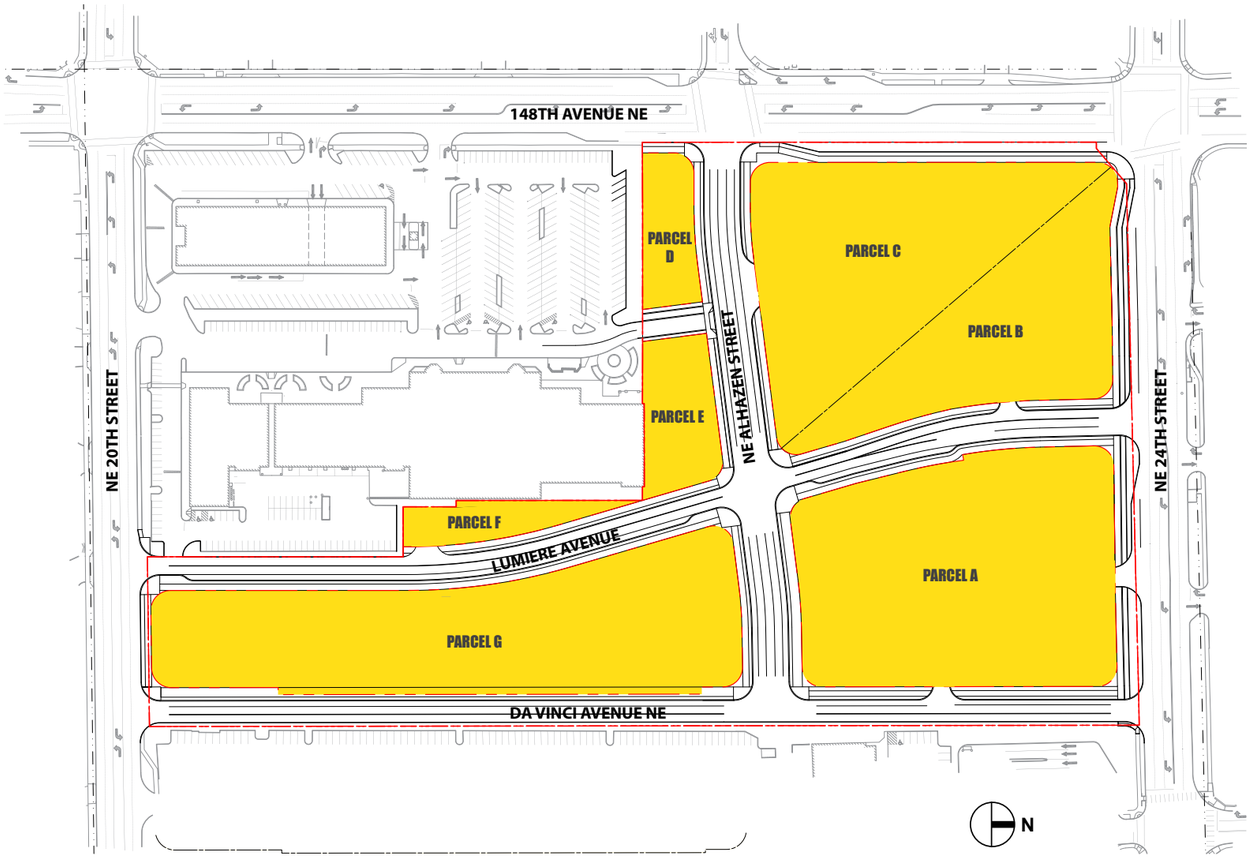
DA VINCI AVENUE NE TO LUMIERE AVENUE NE

VII. MASSING & USE

BLOCK PROGRAM

NOTES:

- **PLAN WILL COMPLY WITH THE AFFORDABLE HOUSING REQUIREMENTS OF RZC 21.20 AFFORDABLE HOUSING, AND WILL BE CONSTRUCTED WITH THE RESIDENTIAL COMPONENT.**



PROPOSED TOTAL FLOOR AREAS

Retail:	100,100 square feet
Market:	23,000 square feet
Restaurant:	62,700 square feet
Residential:	approximately 476,865 square feet
Hotel:	approximately 121,565 square feet
Office:	266,800 square feet

RESIDENTIAL AND HOTEL UNITS

Residential:	500 dwelling units
Affordable units:	10% of units
Hotel:	210 rooms

TOTAL SITE AREA: 607,827 square feet

REDUCED SITE AREA: 406,817 square feet
(not including roads or right-of-way setbacks)

TOTAL OPEN SPACE: 106,200 square feet
(not including open space in Parcel A)

TOTAL DEVELOPABLE AREA: 300,617 square feet
(not including roads, right-of-way, Da Vinci Park and Gateway Park)

PROJECT AREA BREAKDOWN
All parcels are within the Overlake Village Zone 3

PARCEL A

Uses:	Retail:	25,000 square feet
	Market:	23,000 square feet
	Restaurant:	10,000 square feet
	Residential:	500 DU

PARCEL B

Uses:	Hotel:	210 rooms
	Restaurant:	11,600 square feet

PARCEL C

Uses:	Office:	184,300 square feet
	Retail:	25,300 square feet
	Restaurant:	27,500 square feet

PARCEL D

Uses:	Office:	32,093 square feet
	Retail:	13,070 square feet

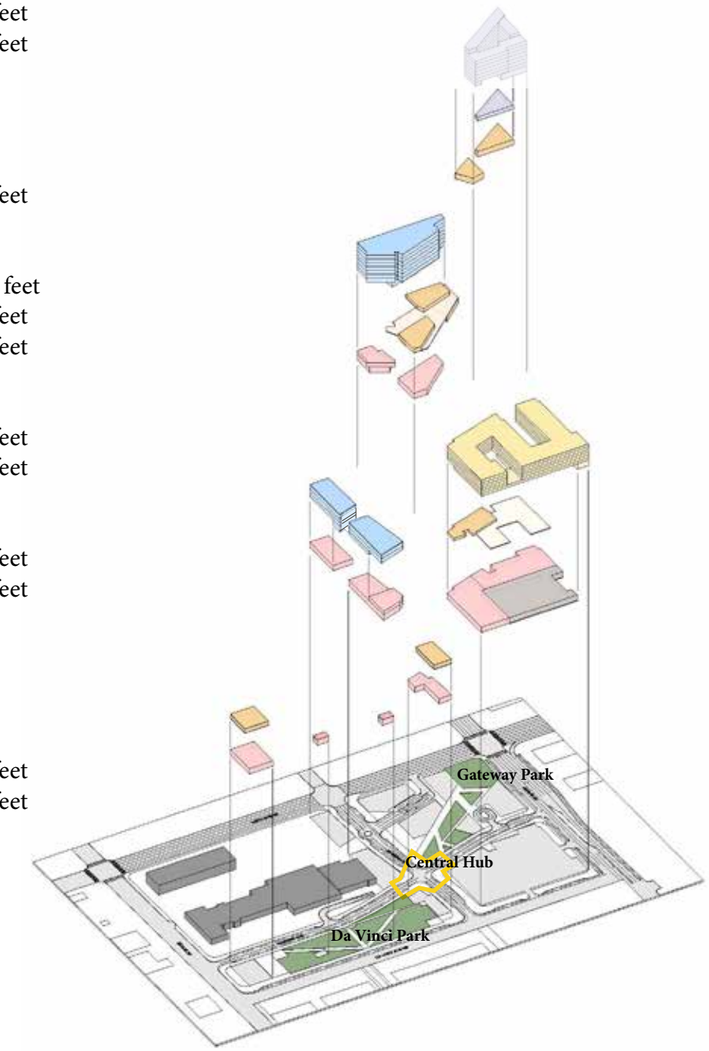
PARCEL E

Uses:	Office:	50,407 square feet
	Retail:	18,730 square feet

PARCEL F
Uses: Parking Ramp

PARCEL G

Uses:	Retail:	18,000 square feet
	Restaurant:	13,600 square feet



OPEN SPACE BREAKDOWN

Park Area:
Da Vinci Park: 60,000 SF (1.3 Acres)
Gateway Plaza: 46,200 SF (1.1 Acres)

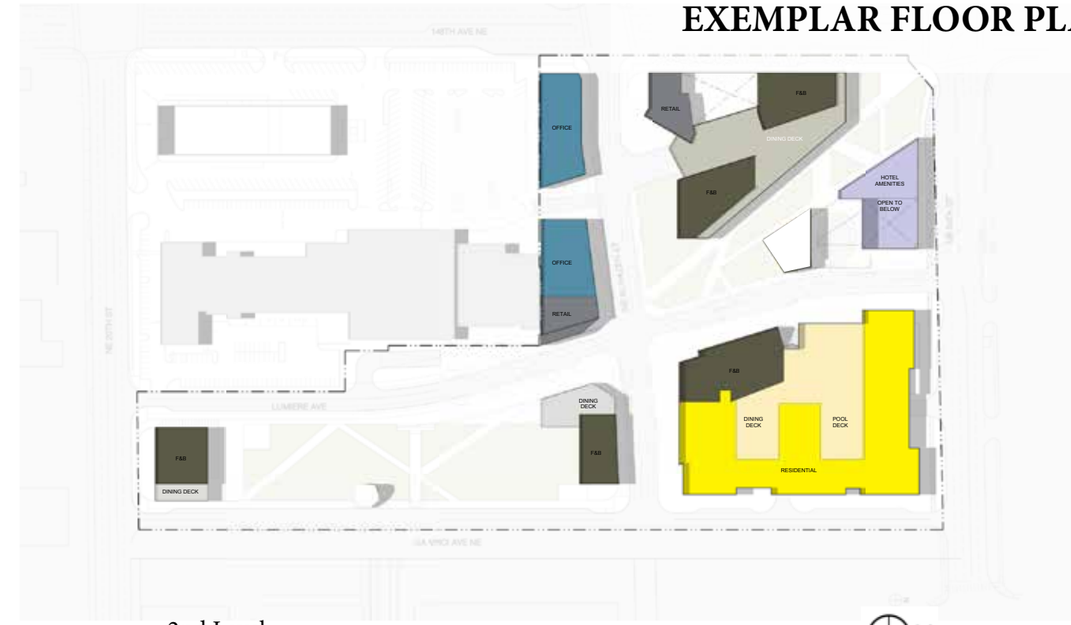
Parcel A: Residential amenities area will comply with the code requirements.

Right-of-Way Dedication: 201,010 SF.

Note: Design to be determined during Site Plan Entitlement Process.

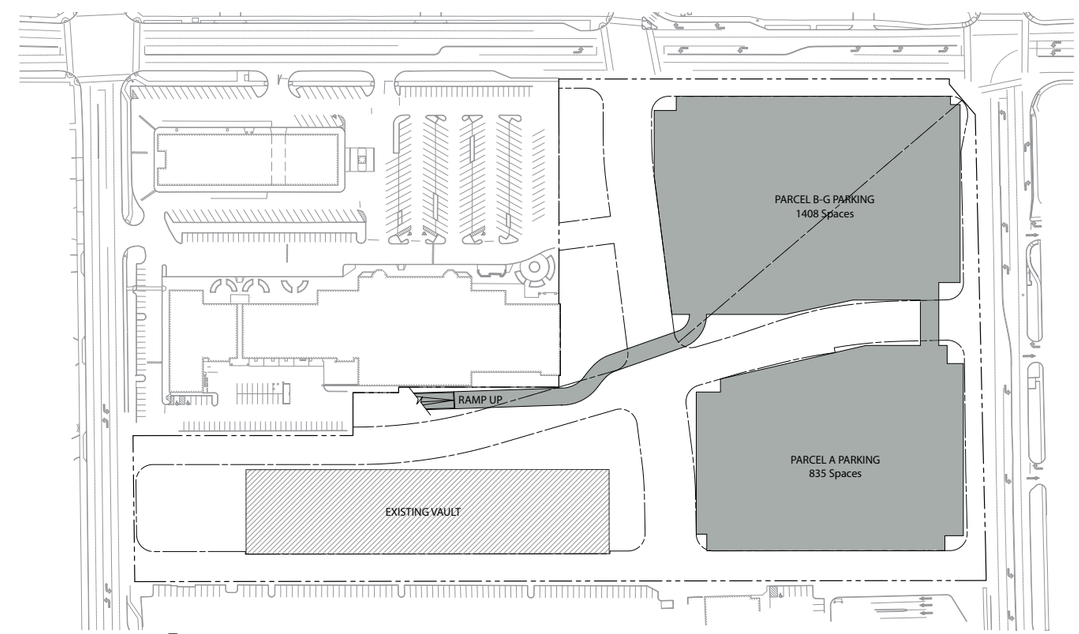
EXEMPLAR FLOOR PLAN

Ground Floor



2nd Level

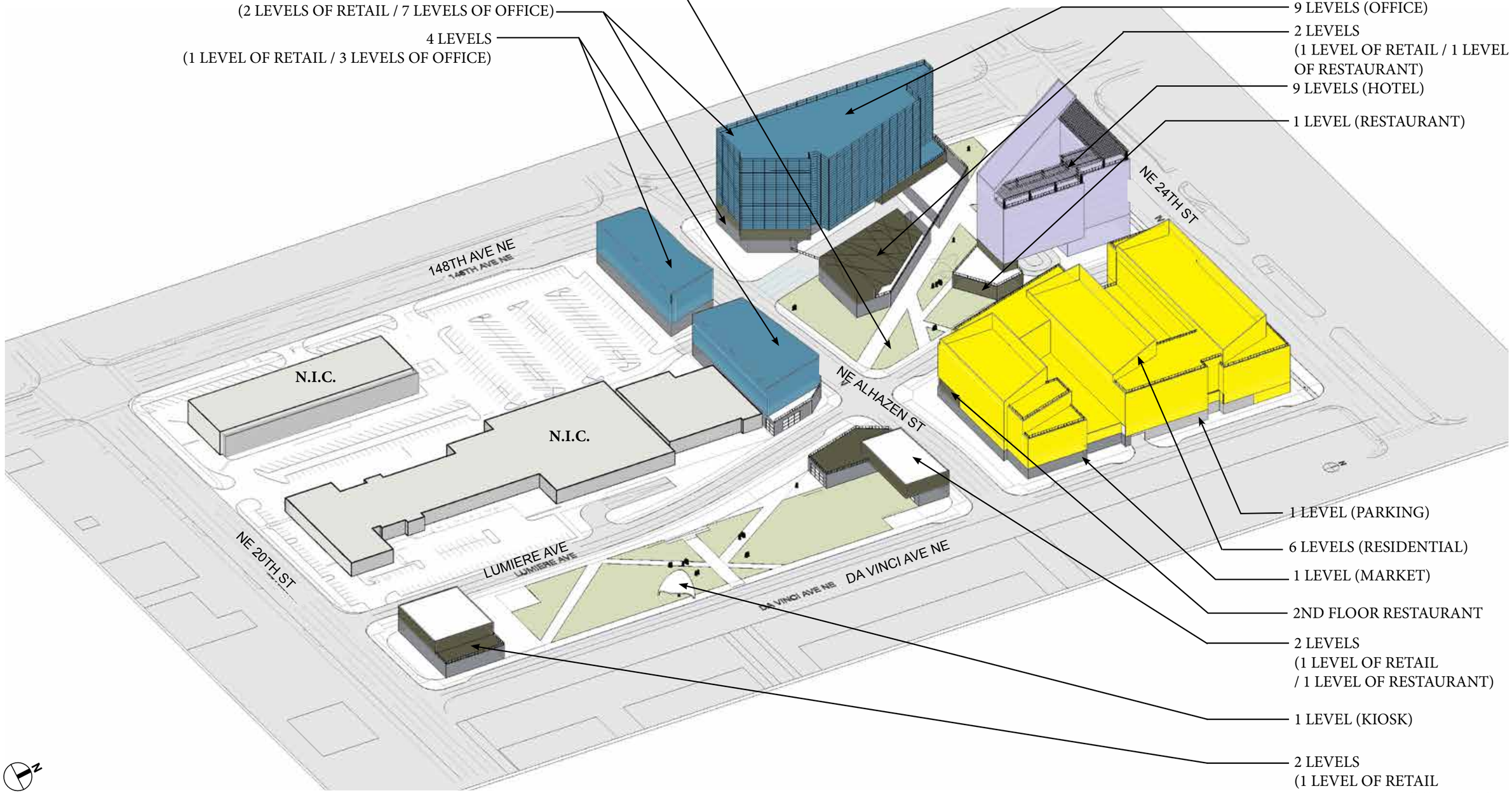
3rd Level



Basement

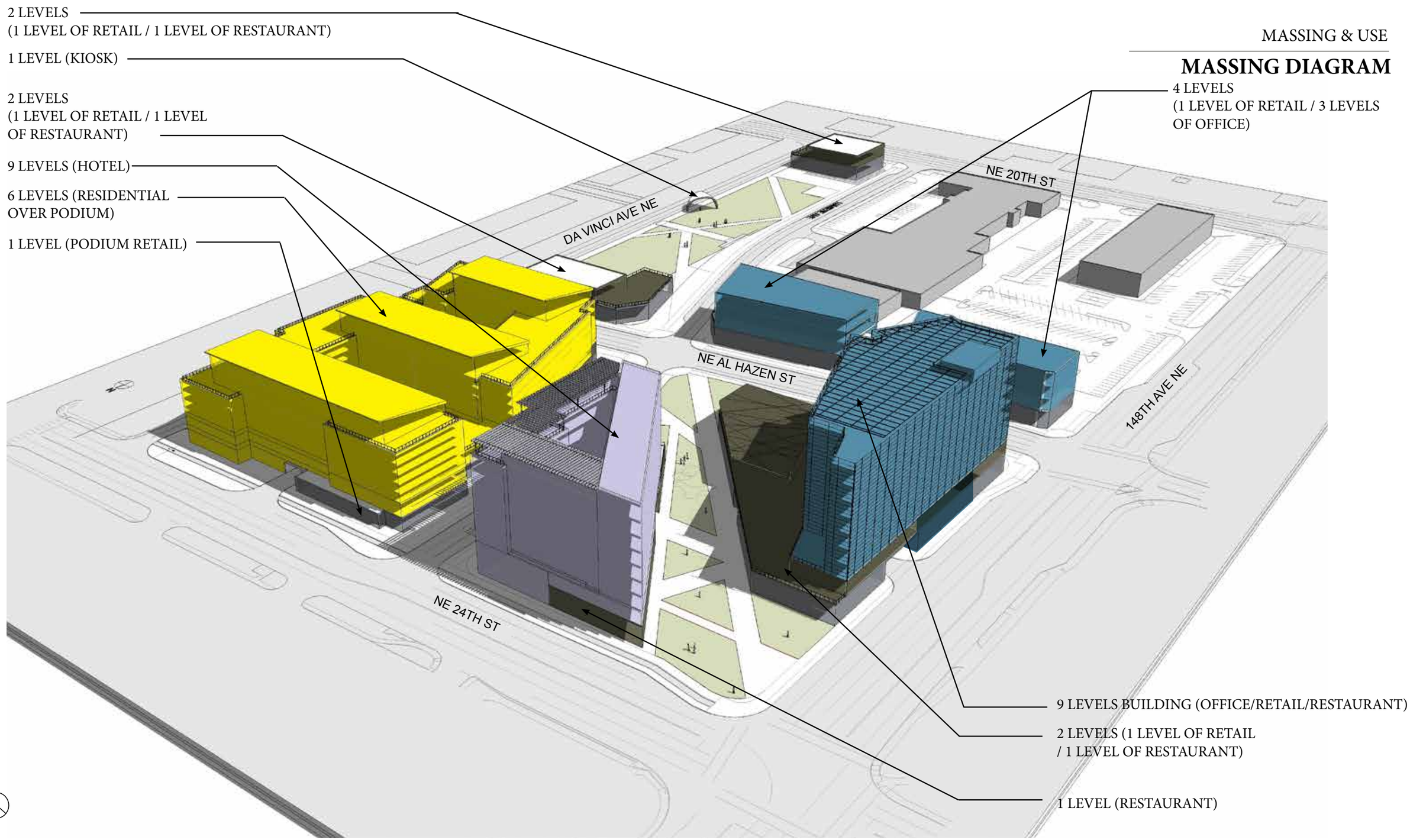
F+B | RETAIL | PARKING | HOTEL | RESIDENTIAL | OFFICE | LANDSCAPE

MASSING DIAGRAM



Note: Design to be determined during Site Plan Entitlement Process.

MASSING DIAGRAM



Note: Design to be determined during Site Plan Entitlement Process.

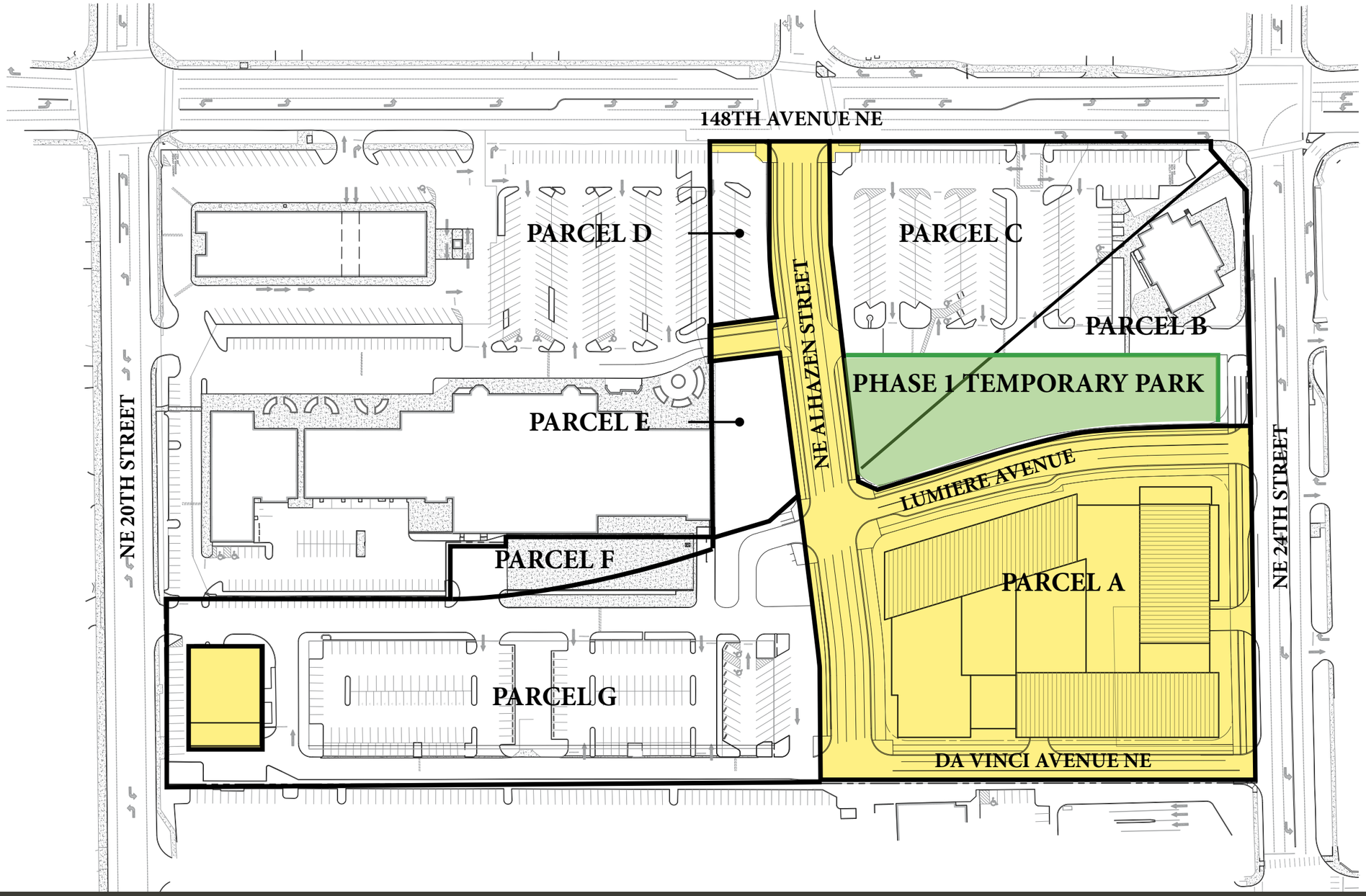
F+B | RETAIL | PARKING | HOTEL | RESIDENTIAL | OFFICE | LANDSCAPE

PHASE 1

Phase 1 Off-Site Mitigation

148th Ave NE/NE Alhazen Street

The City of Bellevue and City of Redmond have a planned improvement at this intersection that includes an additional northbound through lane. As mitigation, Seritage will widen 148th Ave NE to accommodate the additional northbound through lane by converting the northbound right-turn lane to a shared through-right lane and eliminating the island south of Alhazen and the curb bulb north of Alhazen, including relocation of signal poles and intersection channelization at both corners.



Development of Parcel A and South End of Parcel G

At the time of development, the following infrastructure and public amenities will be delivered:

Roadways

- Interim half-Street configuration including frontage improvements of Da Vinci Avenue NE between NE Alhazen Street and NE 24th Street
- Frontage improvements on NE 24th Street, between Lumiere Avenue and Da Vinci Avenue NE
- Full street improvements and frontage improvements on Lumiere Avenue between NE Alhazen Street and NE 24th Street
- Full street improvements and partial frontage improvements on NE Alhazen Street between Da Vinci Avenue NE and 148th Avenue NE
- Possible tunnel connection from Parcel F to Parcel B & C.
- Construction of northeast corner of 148th/Alhazen to ultimate configuration
- Full frontage improvements to 148th Avenue adjacent to Parcel D.
- Construction of southeast corner of 148th/Alhazen to ultimate configuration

Utilities

- Utilities indicated in the concept plans and under Phase 1 constructed roads, along with the regional sewer down to NE 20th

Public Amenities

- Temporary park is being proposed west of Lumiere Avenue on Parcels B & C.

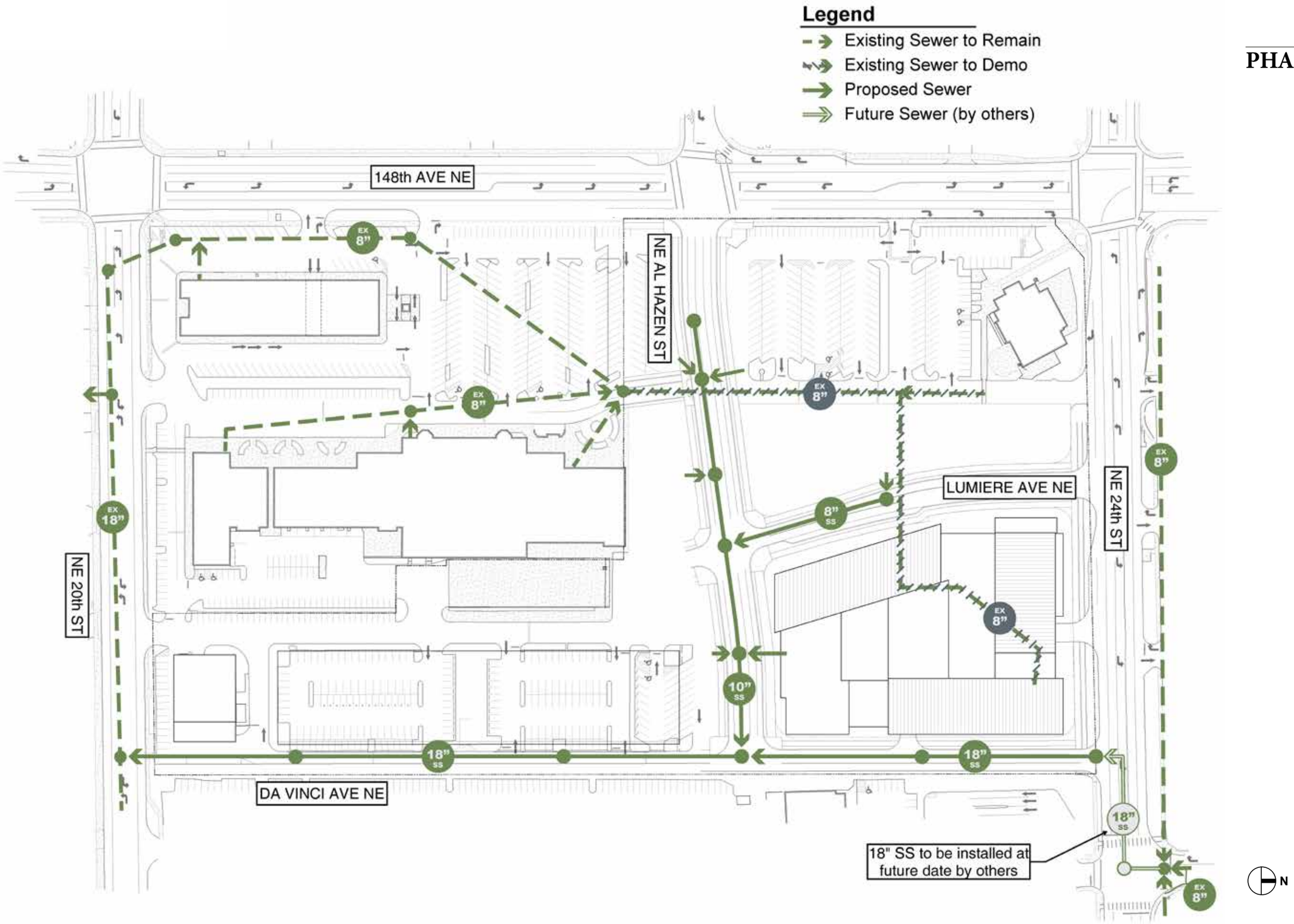
LEGEND

PHASE I

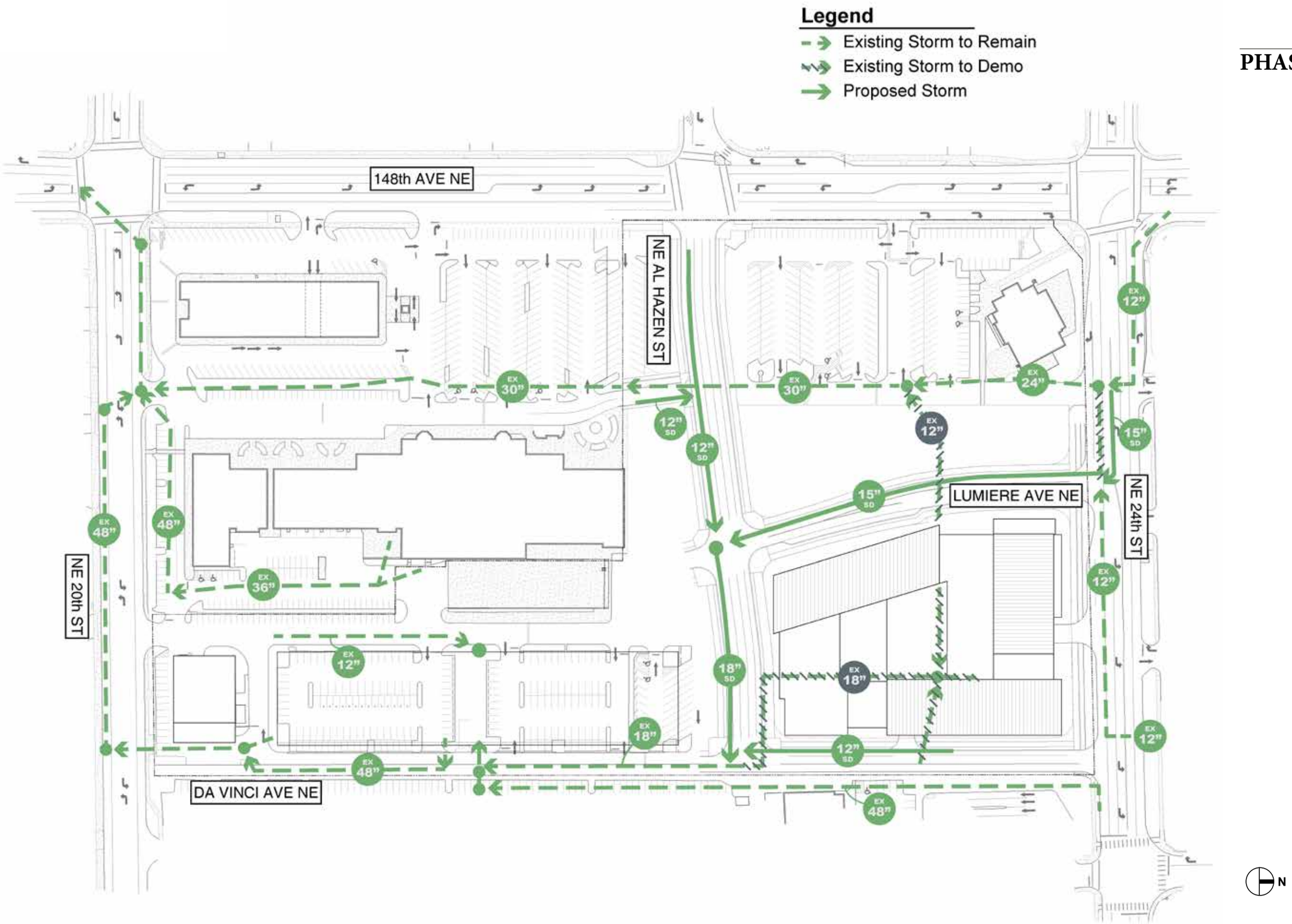
TEMPORARY PARK

N

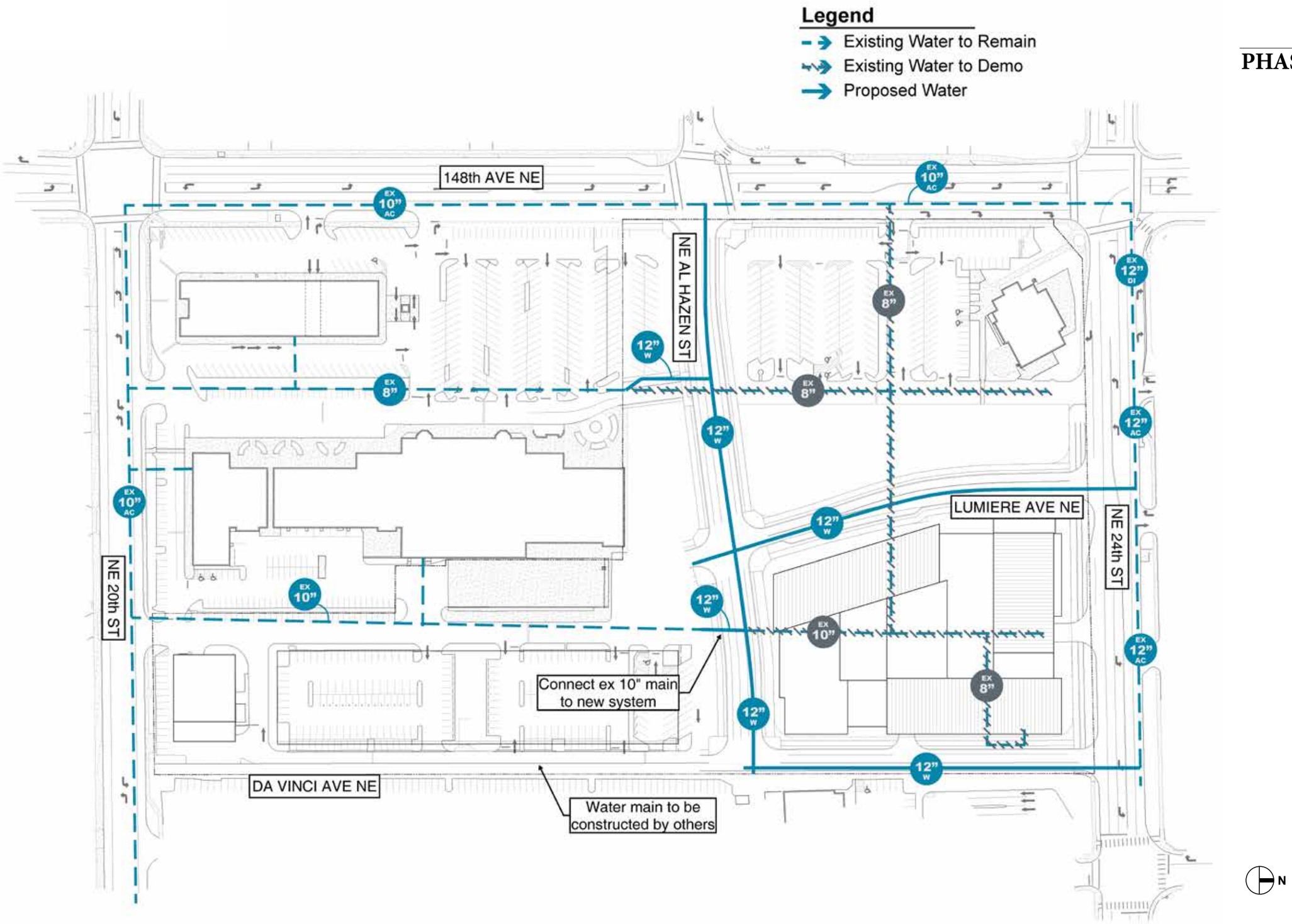
PHASE 1 - SEWER UTILITY



PHASE 1 - STORM UTILITY



PHASE 1 - WATER UTILITY



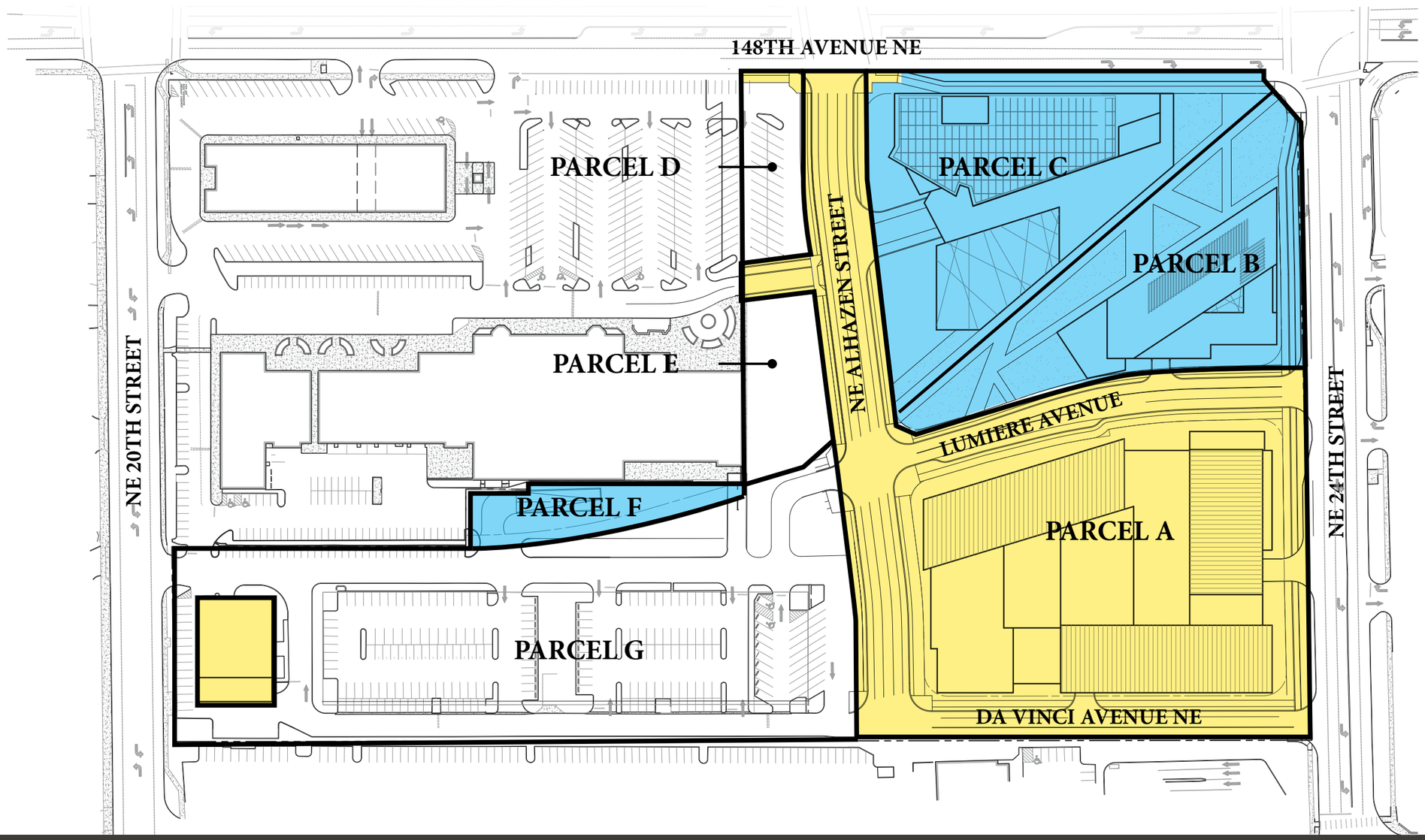
PHASE 2

Phase 2 Off-Site Mitigation

148th Ave NE/NE 24th Street.
The City of Bellevue and City of Redmond have planned improvements at this intersection including an additional northbound through lane and eastbound/westbound dual left turn lanes. Seritage will dedicate right-of-way and set the ultimate curbs on 148th and NE 24th Street to accommodate these future improvements in Phase 2.

148th Ave NE/NE 20th Street (pending trip threshold below)
The City of Bellevue and City of Redmond have planned improvements at this intersection including an additional northbound through lane and eastbound/westbound dual left turn lanes. The KCCLE DA includes mitigation at this intersection. As outlined in greater detail in the Development Agreement, Seritage will construct or commit to construct a northbound right turn lane (1) after Phase 1 development and (2) when the cumulative total net new trip generation reaches three hundred and thirty five (335) net new AM peak hour trips (unless the improvement has been constructed or KCCLE has committed to construct the improvement), provided there is sufficient right of way to construct the improvement.

Lumiere Ave NE/NE 24th Street (if not already completed by a prior Phase)
For any development beyond Phase 1, Seritage will conduct observations and an analysis to determine if the southbound left-turn lane queue storage on 148th Ave NE at NE Alhazen Street will be exceeded. If the queue exceeds storage and if desired by the City, Seritage will stripe an interim westbound left turn lane on NE 24th Street at Lumiere Avenue while maintaining eastbound left turns to the Safeway property at the traffic signal at 151st Avenue NE. If needed, this improvement at Lumiere/24th will alleviate southbound left-turn queuing at 148th/Alhazen.



Development of Parcels B, C, or F

At the time of development on any parcels of B, C, or F, the following infrastructure and public amenities will be delivered:

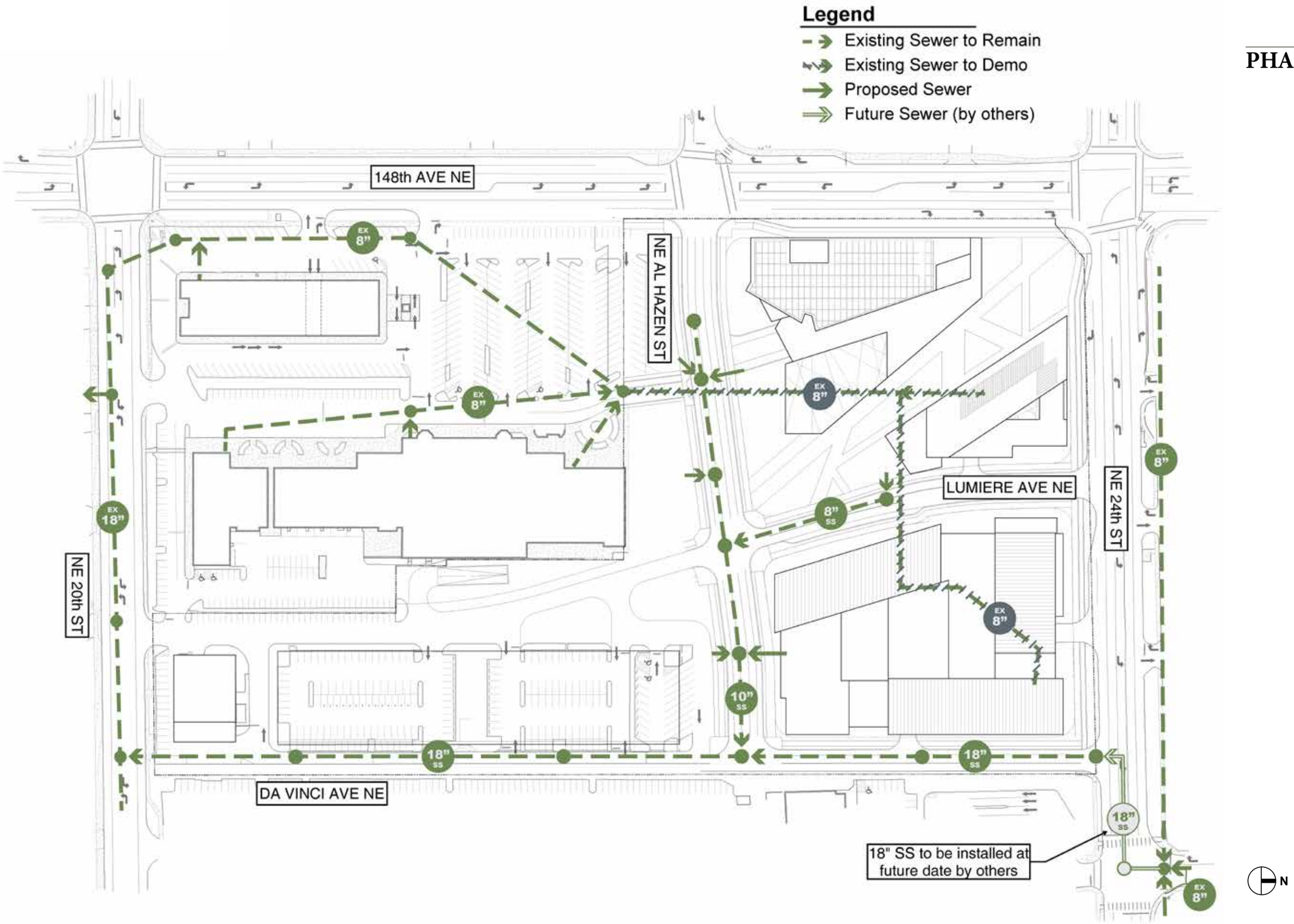
Project Uses
- Excavation of Parcel B and C will occur for the construction of the subterranean parking.
- The proposed ramp on Parcel F will be constructed to connect to the subterranean parking on Parcels B & C.
- The development of the above grade structures and spaces on Parcels B & C will occur in an order of necessity that has not been determined at this point in time.

Roadways
- Full frontage improvements to NE 24 Street, between Lumiere Avenue and 148th Avenue NE.
- Full frontage improvements to 148th Avenue NE between NE Alhazen Street and NE 24th Street.
- Full frontage improvements on the west side of NE Lumiere between NE 24th Street and NE Alhazen Street.
- Full frontage improvements on the north side of NE Alhazen Street between 148th Avenue NE and Lumiere Avenue
- Temporary sidewalk along Parcel F

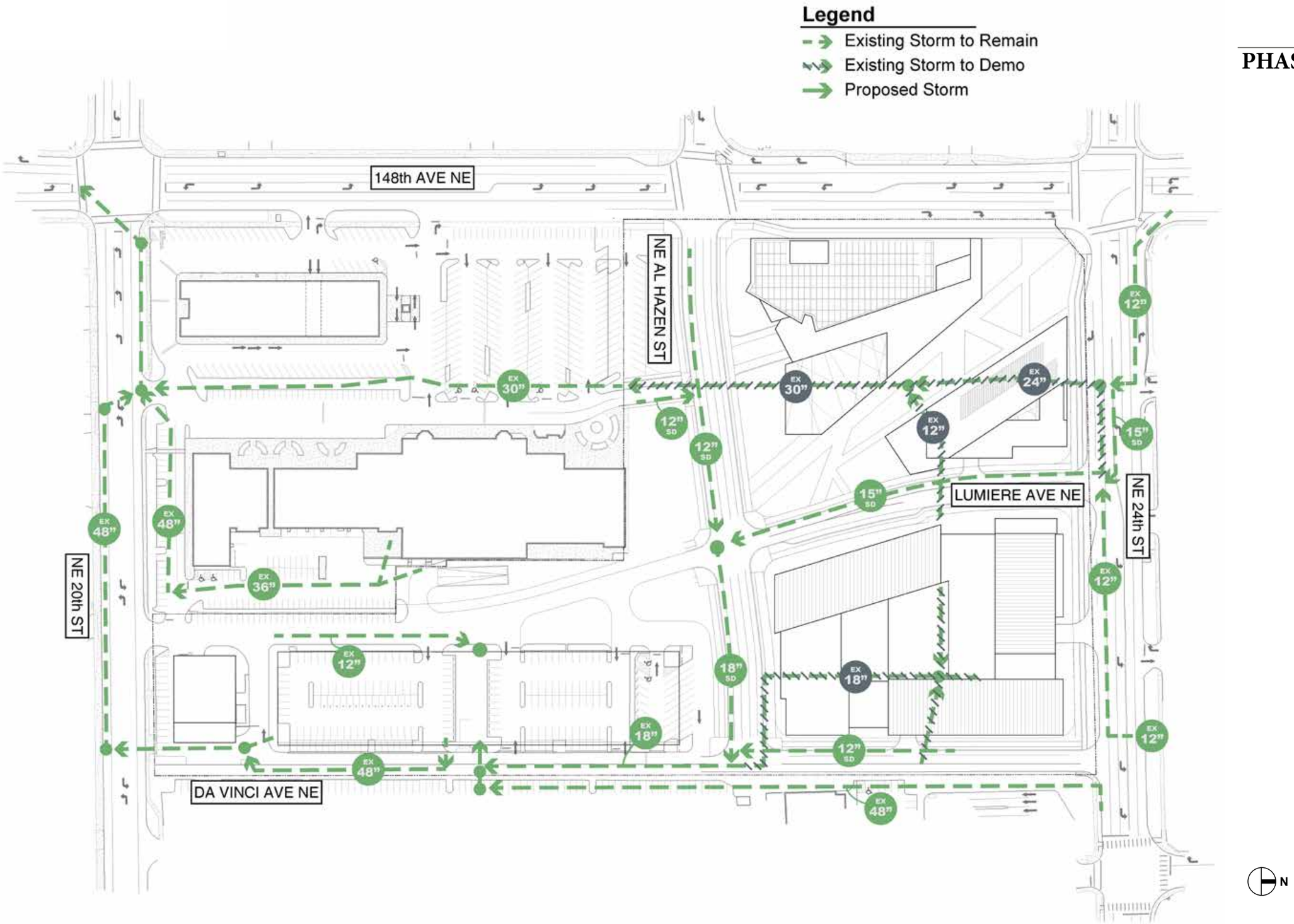
Utilities
- Demolition of existing utilities and construction of proposed utilities will occur, based on the needs of the Parcel B or Parcel C development.

Public Amenities
- Gateway Park will be developed.

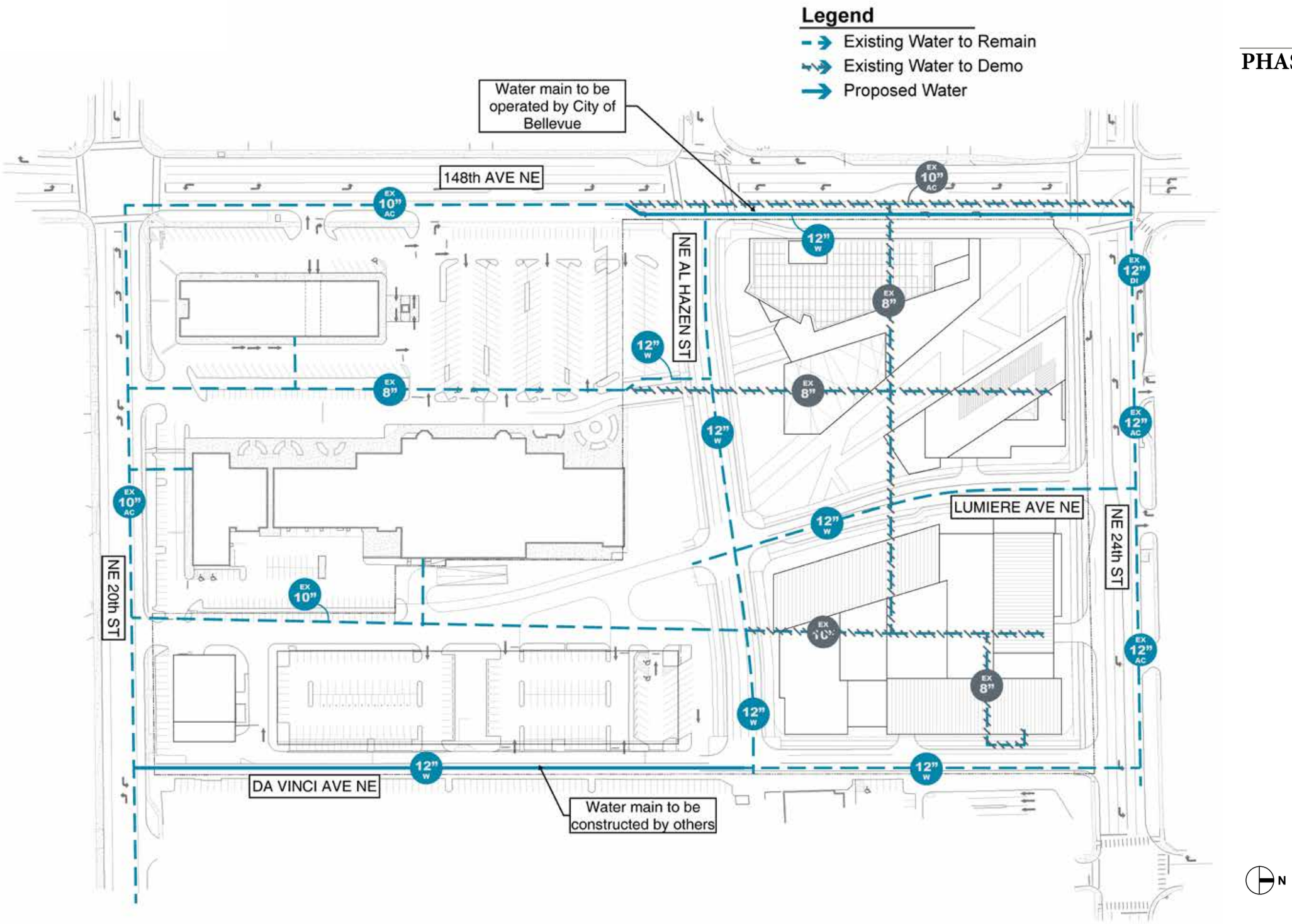
PHASE 2 - SEWER UTILITY



PHASE 2 - STORM UTILITY



PHASE 2 - WATER UTILITY

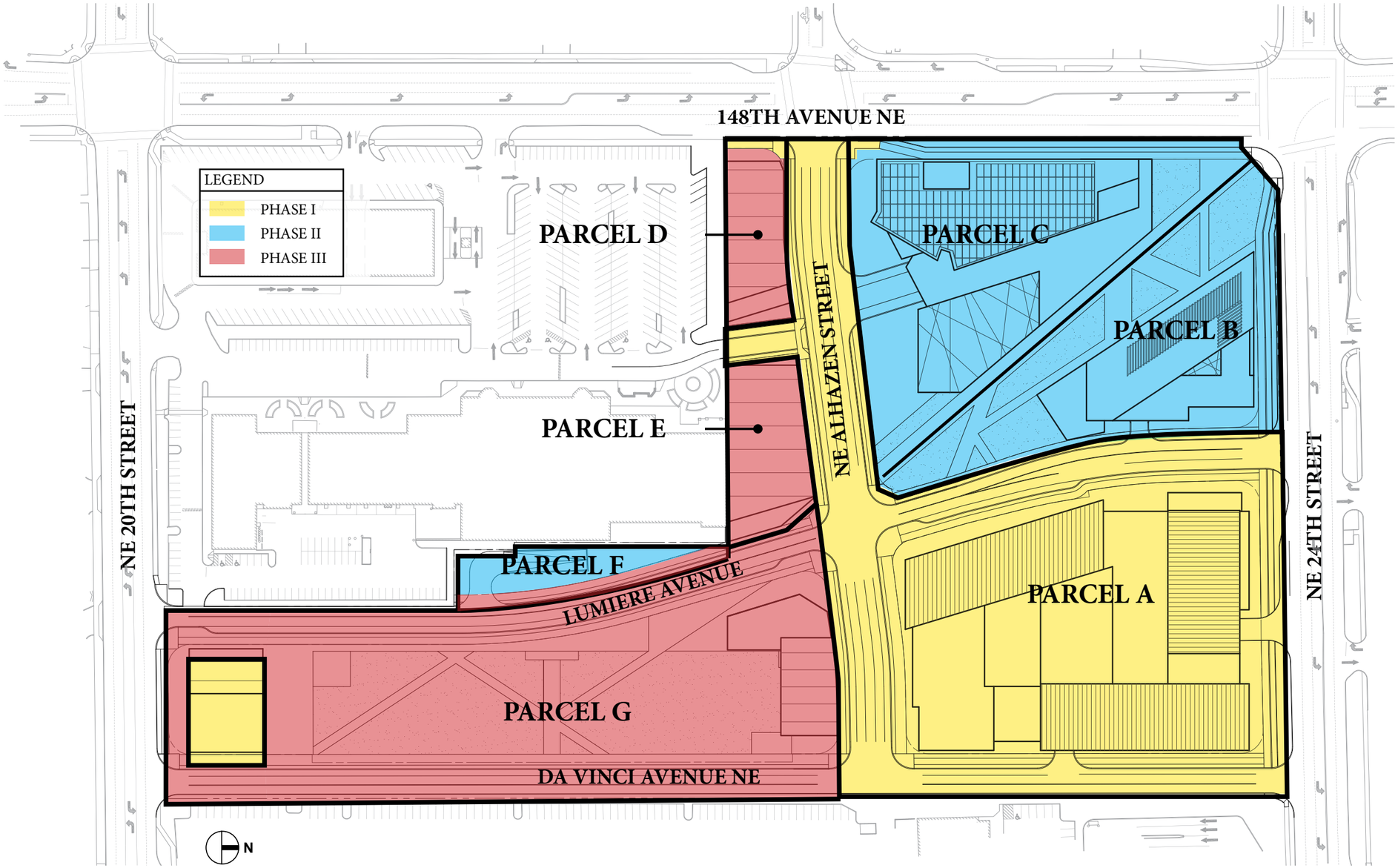


PHASE 3

Phase 3 Off-Site Mitigation

148th Ave NE/NE 20th Street (pending trip threshold below)
The City of Bellevue and City of Redmond have planned improvements at this intersection including an additional northbound through lane and eastbound/westbound dual left turn lanes. The KCCLE DA includes mitigation at this intersection. As outlined in greater detail in the Development Agreement, Seritage will construct or commit to construct a northbound right turn lane (1) after Phase 1 development and (2) when the cumulative total net new trip generation reaches three hundred and thirty five (335) net new AM peak hour trips (unless the improvement has been constructed or KCCLE has committed to construct the improvement), provided there is sufficient right of way to construct the improvement.

Lumiere Ave NE/NE 24th Street (if not already completed by a prior Phase)
For any development beyond Phase 1, Seritage will conduct observations and an analysis to determine if the southbound left-turn lane queue storage on 148th Ave NE at NE Alhazen Street will be exceeded. If the queue exceeds storage and if desired by the City, Seritage will stripe an interim westbound left turn lane on NE 24th Street at Lumiere Avenue while maintaining eastbound left turns to the Safeway property at the traffic signal at 151st Avenue NE. If needed, this improvement at Lumiere/24th will alleviate southbound left-turn queuing at 148th/Alhazen.



Development of Parcels D, E, or G
At the time of development on any parcels of D, E or G, the following infrastructure and public amenities will be delivered:

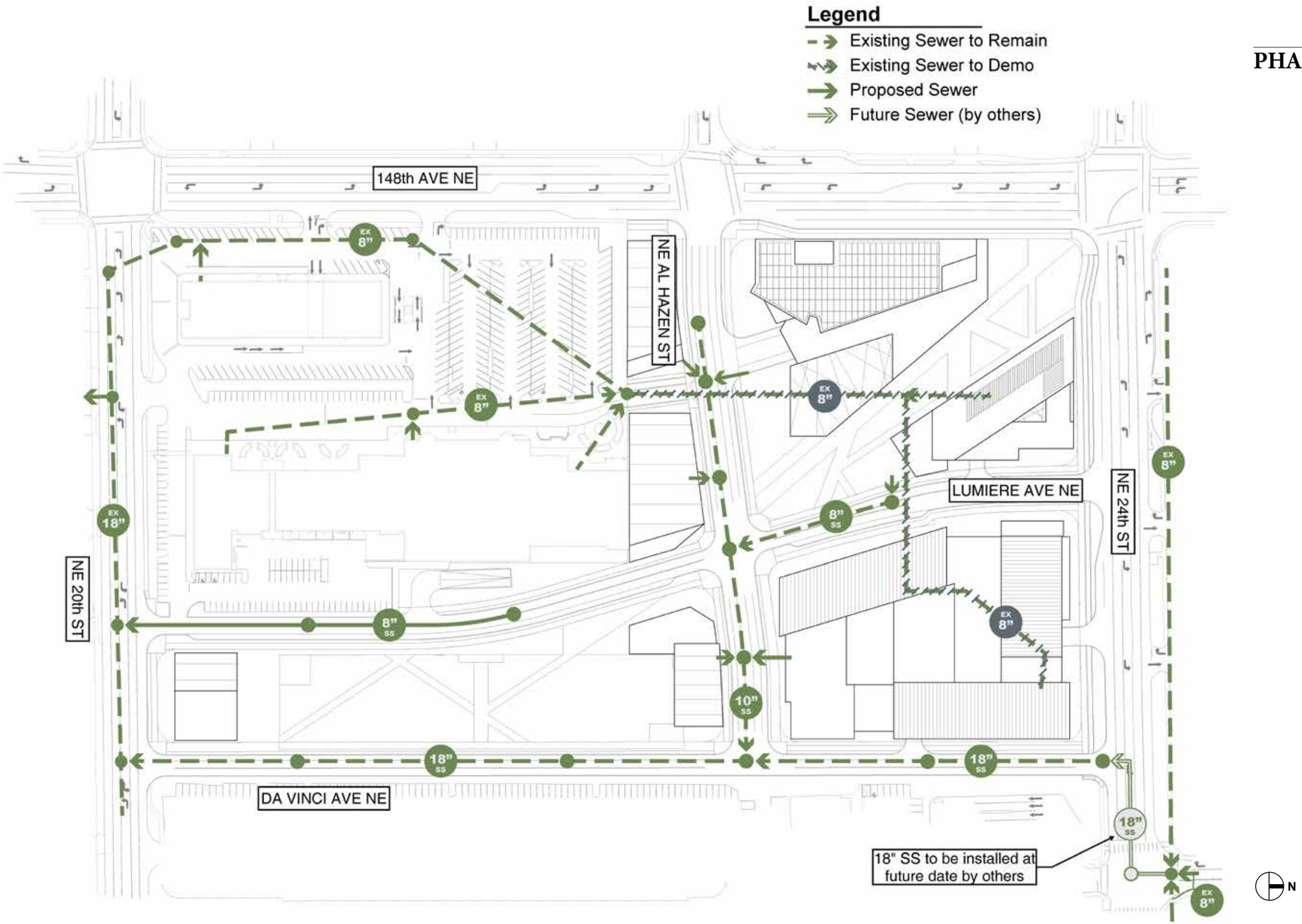
Project Uses
- All proposed building types and public spaces will be designed and constructed on Parcels D, E and G after following the appropriate procedures required by the City of Redmond.

Roadways
- Interim half-Street configuration of Da Vinci Avenue between NE 20th Street and NE Alhazen will be completed.
- Full street improvements and frontage improvements on Lumiere Avenue will be completed from NE Alhazen Street to NE 20th Street.
- Full frontage improvements on the south side of NE Alhazen Street between 148th Avenue NE and Da Vinci Avenue.
- Full frontage improvements on Da Vinci Avenue between NE 20th Street and NE Alhazen Street.
- Full frontage improvements on NE 20th Street between Lumiere Avenue NE and Da Vinci Avenue NE

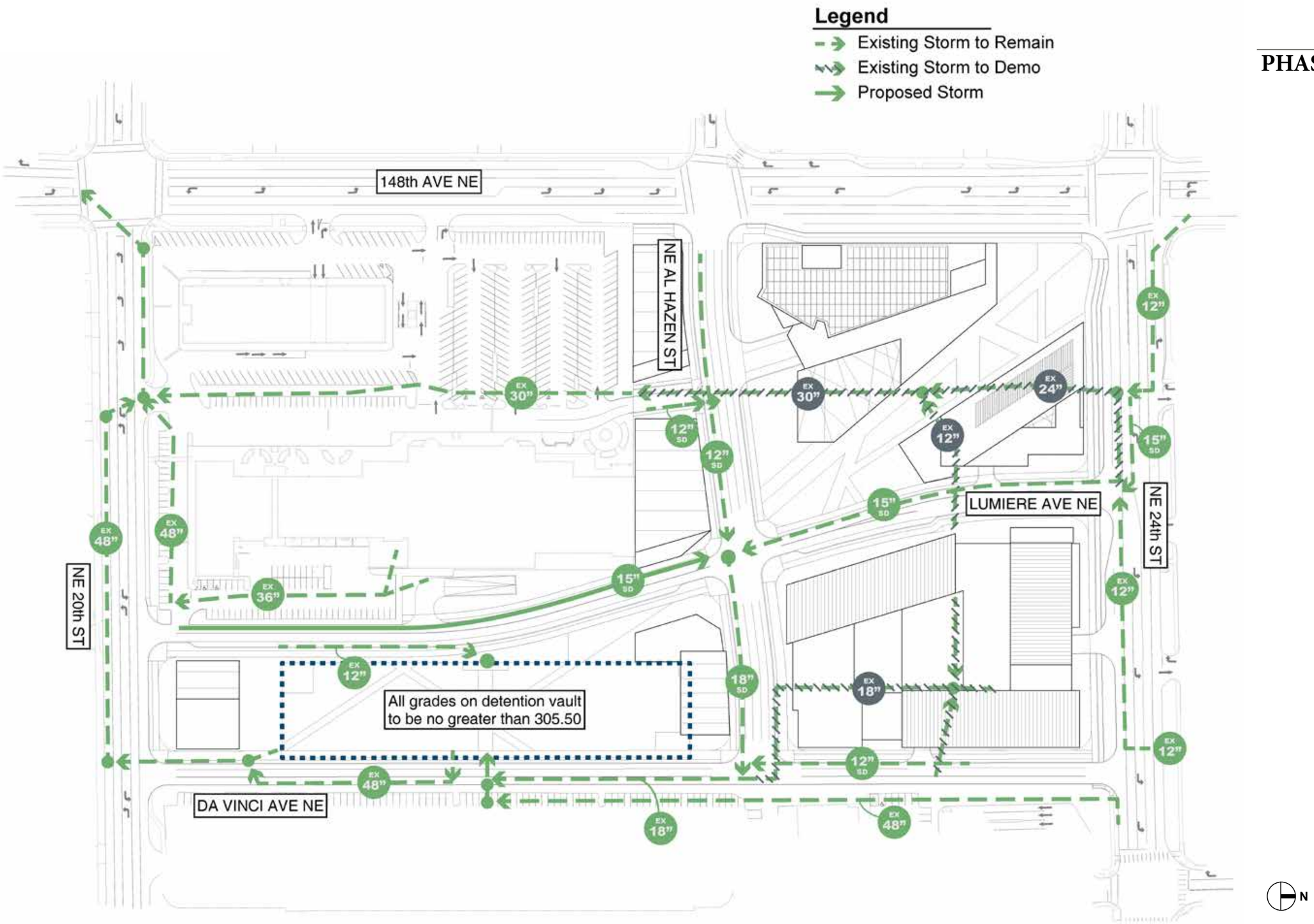
Utilities
- Proposed utility modifications will occur at the time of the roadway work for Lumiere Avenue.

Public Amenities
- Da Vinci park is being built out at the time the nearest parcels within Phase 3 are developed (Parcels D or E) due to the fact that the adjacent roadway (Lumiere Ave) and associated utility work are being done within this phase as well. Not only does it make sense to build the park when the adjacent improvements are being done from a constructability standpoint, but this also allows for the parking that currently exists in this area to be utilized by shoppers and the public in the interim.

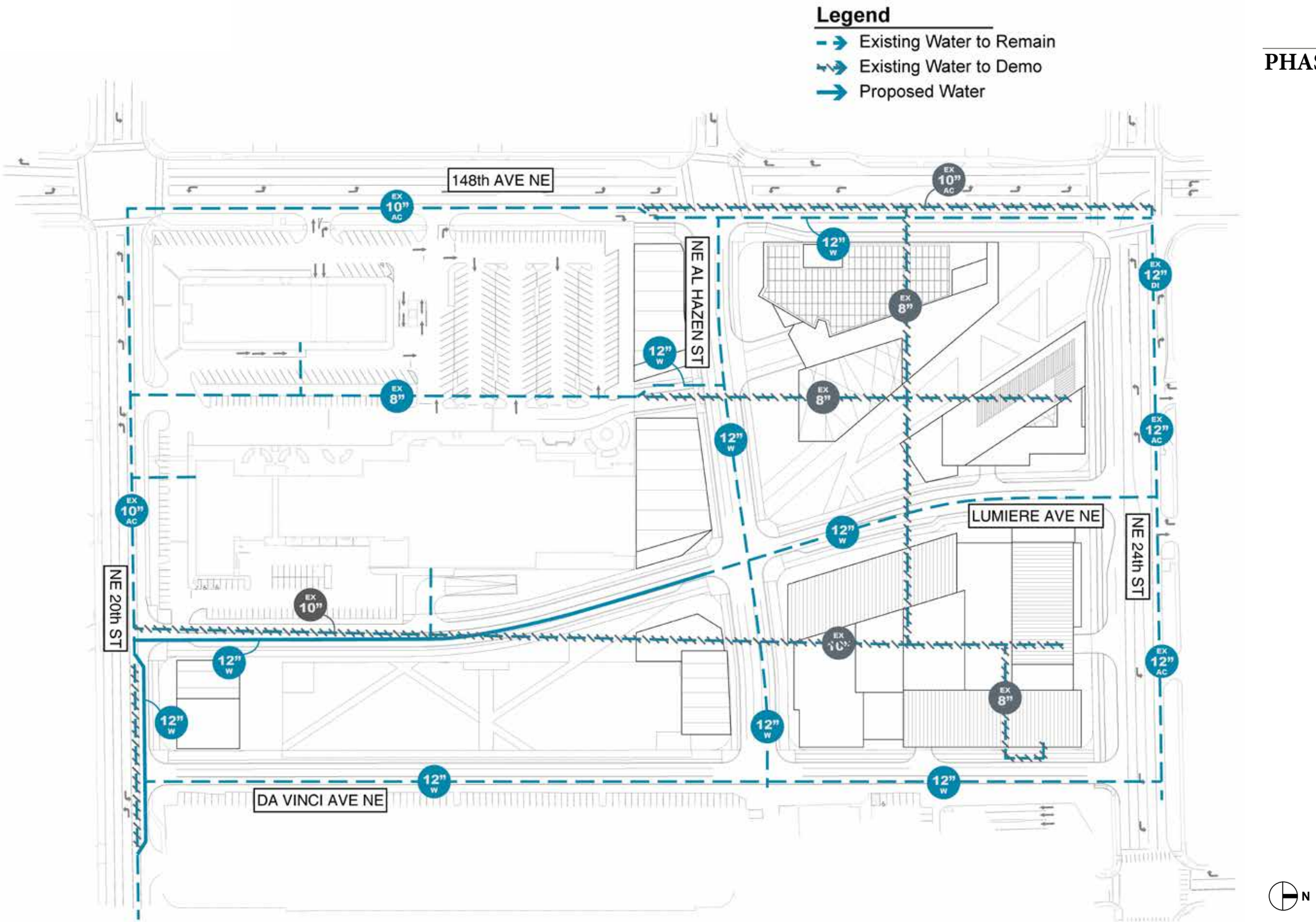
PHASE 3 - SEWER UTILITY



PHASE 3 - STORM UTILITY



PHASE 3 - WATER UTILITY



Site = 607,827 SF

RZC 21. 12. 060 Site Requirements – Overlake Village Zone 3

REQUIREMENT	COMPLIANCE
MAXIMUM LOT COVERAGE 85%,(per RZC 21.12.060B) (on basis of the entire approved master plan, rather than on a site-by-site basis)	Proposed Lot Coverage exceeds the required by 2.5%.
MINIMUM LANDSCAPE AREA 15% (as defined in RZC 21.12.060 B and per specific requirements in RZC 21.12.130)	Proposed Landscape Area exceeds the requirement by 2.4%
BASE MAXIMUM BUILDING HEIGHT without bonuses (per RZC 21.12.060B)	Refer to Bonus Calculation Chart for Maximum Building Heights.
BASE MAXIMUM FLOOR AREA RATIO without bonuses (per RZC 21.12.060B)	Refer to Bonus Calculation Chart for Floor Area Ratios.
COMMERCIAL FLOOR AREA	See Page 12 of the Addendum to the Final Supplemental Environmental Impact Statement. "The project is within the range of actions and impacts that were evaluated in that SEIS."
BUILDING SETBACKS AND BUILD-TO LINES (RZC 21.12.150A)	No setbacks required for proposed development.
MINIMUM RESIDENTIAL FLOOR AREA (per RZC 21.12.060B) Provide residential uses as a minimum of 25% of the gross floor area of proposed uses.	The residential floor area is approximately 45% of the total gross floor area.
RESIDENTIAL OPEN SPACE (per RZC 21.12.120) 6.25% of gross residential floor area. Can include common space, private balconies, rooftop decks. Does not include parks or other bonus features.	The proposed residential open space will meet the 6.25% of the gross floor area. The residential building hasn't been designed at this stage and requires additional approval following the appropriate procedures required by the City of Redmond.
TREE PROTECTION AND REPLACEMENT (per RZC 21.72)	Master Plan will comply with city's code 21.72.080. Significant trees will be replaced at the required ratio as specified in the Arborist report. The site contains no landmark trees.
PARKING (per RZC 21.40)	Proposed parking will meet the city's requirements of the following, based on the final building areas, dwelling units and hotel room keys. Retail: 2.5 spaces / 1,000 square feet Commercial: 2.5 spaces / 1,000 square feet Restaurant: 9 spaces / 1,000 square feet Residential: 1.25 spaces / dwelling unit Hotel: 1 space / room key Office: 2 spaces / 1,000 square feet

COMPLIANCE WITH REDMOND ZONING CODE (RZC)

The vision for the Overlake Village Zone 3 (OV3) Master Plan aligns with the vision set forth in the City of Redmond Comprehensive Plan, which describes Overlake Village as "a neighborhood with a sense of place and activity that makes it attractive for living." Although RZC 21.76.070 (P)(5)(c)(ii) states that "architectural design, exact building shapes and locations, and other detailed information required in a site plan shall not be required [for the master plan]", the hypothetical scenario included in the Master Plan demonstrates that the various site requirements and incentive elements addressed by the RZC can be achieved. The submittal documents demonstrate compliance with applicable sections of the RZC.

BONUS CALCULATION

MAXIMUM BUILDING HEIGHT USING INCENTIVE PROGRAM

	Residential	General Sales and Services	Communications and Information	Hotel/Conf Commercial	Phase Implemented	Parcel Implemented
Base Height	5	4	4	4		
Master Plan	1	1	1	1	All Phases	All Parcels
Plaza Improvement		1	1	1	TBD after Phase 1	Parcels Except Parcel A
Subterranean Parking	1	1	1	1	All Phases	Parcels A, B, and C
Plaza Dedication		1	1	1	TBD after Phase 1	TBD after Phase 1
Green Building or TDR		1	1	1	All Phases	All Phases

Max Heights per RZC 21.12.060 (B)	9	9	9	9
Heights Proposed by Master Plan	6 (To be constructed over 1 or 2 story podium)	9 (There are 2 stand-alone building, the rest are within larger buildings on the site.)	9	9

NOTE: *While several incentive items will be provided as part of this project, not all uses require the additional height or floor area and are not noted in the table

MAXIMUM FAR USING INCENTIVE PROGRAM

	Residential	General Sales and Services	Communications and Information	Hotel/Conf Commercial	Phase Implemented	Parcel Implemented
Base FAR	2.5	0.36	0.36	1.2		
Subterranean Parking			0.15		Phase 1 and subsequent phases	Parcels A, B, and C
Plaza Improvement					TBD after Phase 1	Parcels Except Parcel A
Plaza Dedication					TBD after Phase 1	TBD after Phase 1
Green Building or TDR					All Phases	All Phases

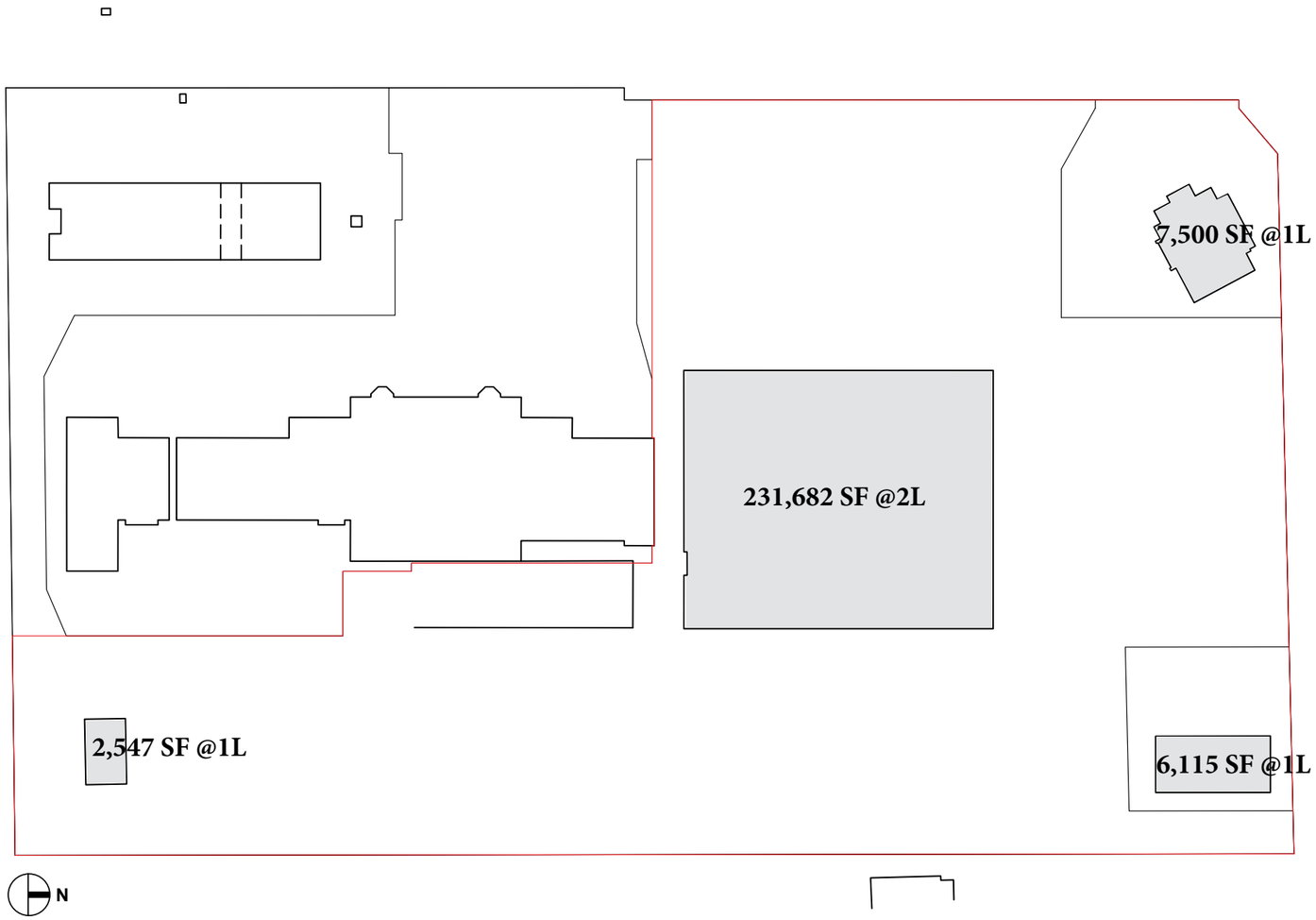
Maximum FAR allowed with bonuses	2.5	0.36	0.51	1.2
Max FAR per RZC 21.12.060 (B)	4	0.55	0.55	1.35

FAR Proposed by Master Plan	Residential	Restaurant/Retail/ Market (General Sales and Services)	Technology Office	Hotel
	0.78	0.29	0.43	0.2

NOTES:

- BONUS AND INCENTIVE CALCULATIONS ARE IN A PRELIMINARY STAGE.
- ALL INDIVIDUAL BUILDINGS ARE REQUIRED TO COMPLY WITH THE OVERALL PLAN.
- F.A.R. IS CALCULATED BASED ON THE ENTIRE DEVELOPMENT SITE (607,827 SF)
- ONLY THOSE INCENTIVES SERITAGE INTENDS TO UTILIZE FOR A PARTICULAR USE ARE LISTED. THE CHART DOES NOT SHOW ALL THE INCENTIVES FOR WHICH SERITAGE QUALIFIES.

EXISTING SITE FOR REFERENCE



CURRENT FLOOR AREA:
Sears Retail Building: 231,682 SF @2L
Building NW Corner: 7,500 SF @1L
Building NE Corner: 6,115 SF @1L
Building SE Corner: 2,547 SF @1L

TOTAL EXISTING GFA: 247,844 SF
SITE AREA: 607,827 SF (INCL. ROW)
FAR EXISTING: 0.41

IX. SUSTAINABILITY

POTENTIAL STRATEGIES

Using sustainable building strategies results in reduced capital costs of equipment and enclosure, as well as long term operation and maintenance expenditures over the lifespan of the project. This energy conscious approach reflects the sustainable concepts embodied in the design.

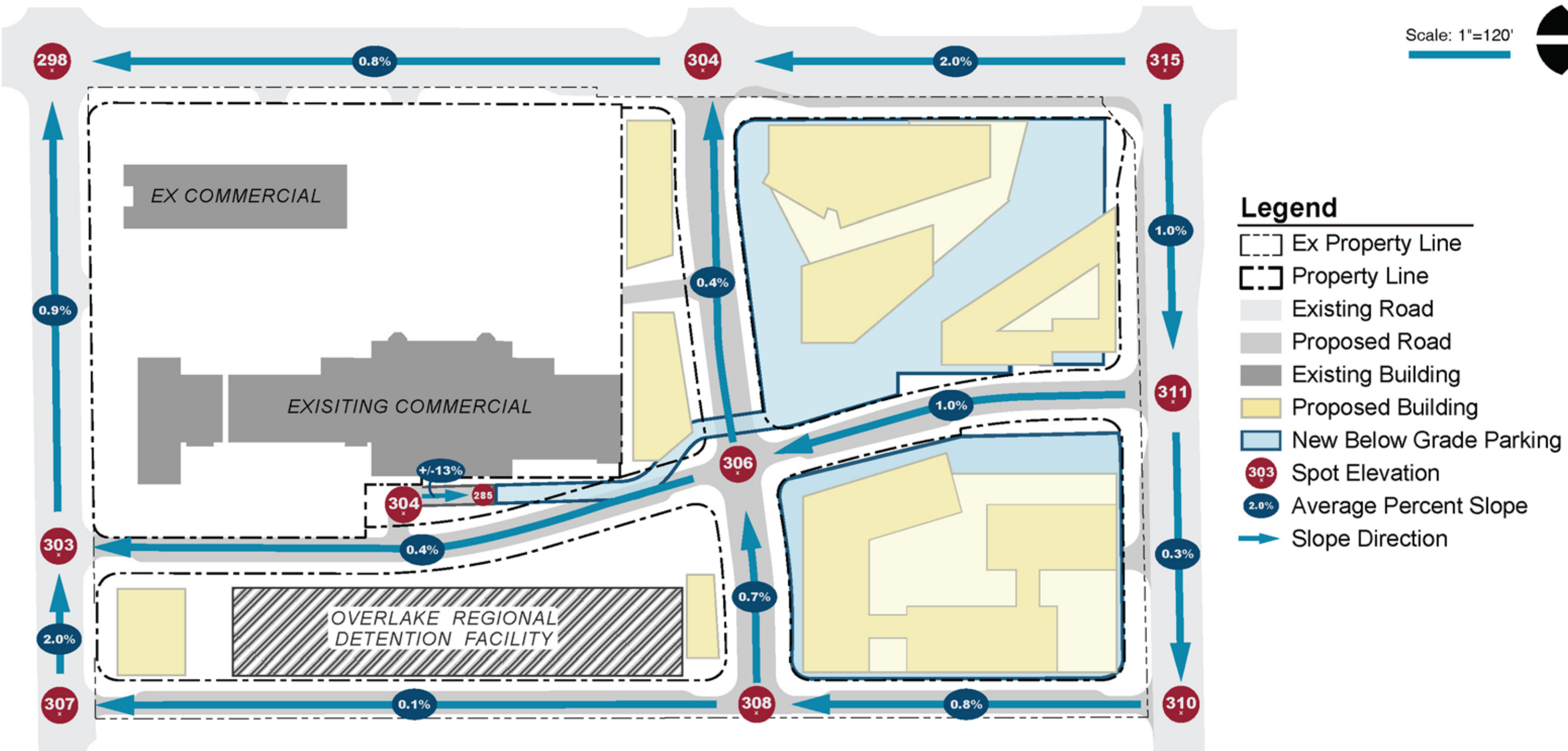
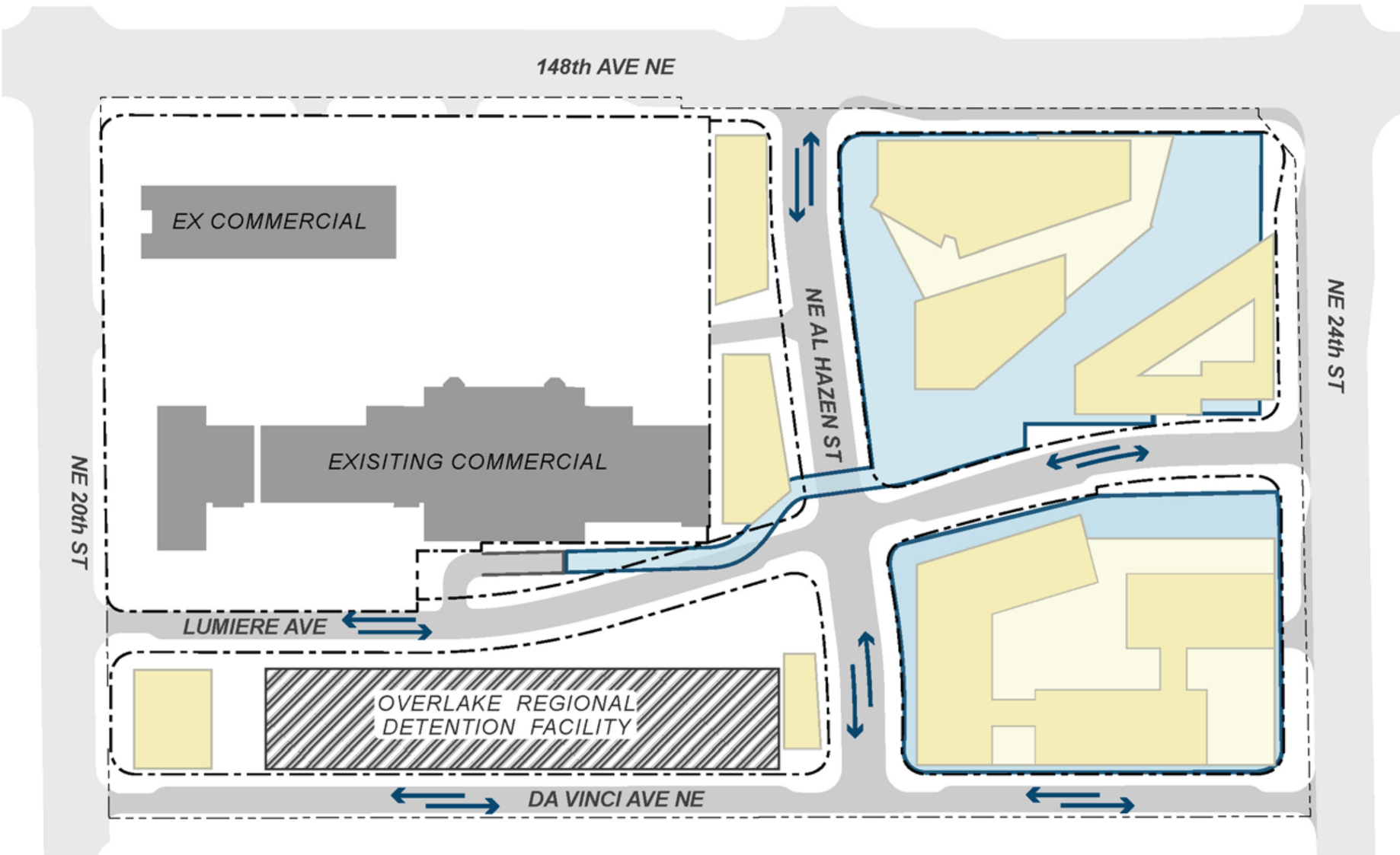
Through direct connections to the surrounding urban fabric and an interactive relationship with the natural environment, the creation of more vibrant pedestrian retail experiences, office spaces, and apartments is realized.

The project differentiates itself from its competitors by fulfilling the great demand for a sustainable development.

Some concepts that help achieve this goal, include:

- Connecting to mass transit
- Using regional and renewable materials
- The use of efficient lighting
- Materials and products that meet or exceed Volatile Organic Compound limits
- Employing materials with recycled content
- Using receptacles for recyclable materials
- Designing with high performance building envelopes
- Using day lighting strategies for the reduction of electricity
- The use of roof gardens to reduce the heat island effect
- The pursuit of certification for sustainable buildings using an independent third party sustainability rating to the extent feasible that includes LEED Certification or appropriate equivalent rating program

CONCEPTUAL GRADING PLAN



CONCEPTUAL FIRE ACCESS PLAN