



1115 Dexter Ave N

EARLY DESIGN GUIDANCE

WEST BOARD DESIGN REVIEW BOARD MEETING ON 07/12/2017

DPD #3028130



WEBER THOMPSON

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PROJECT INTRODUCTION

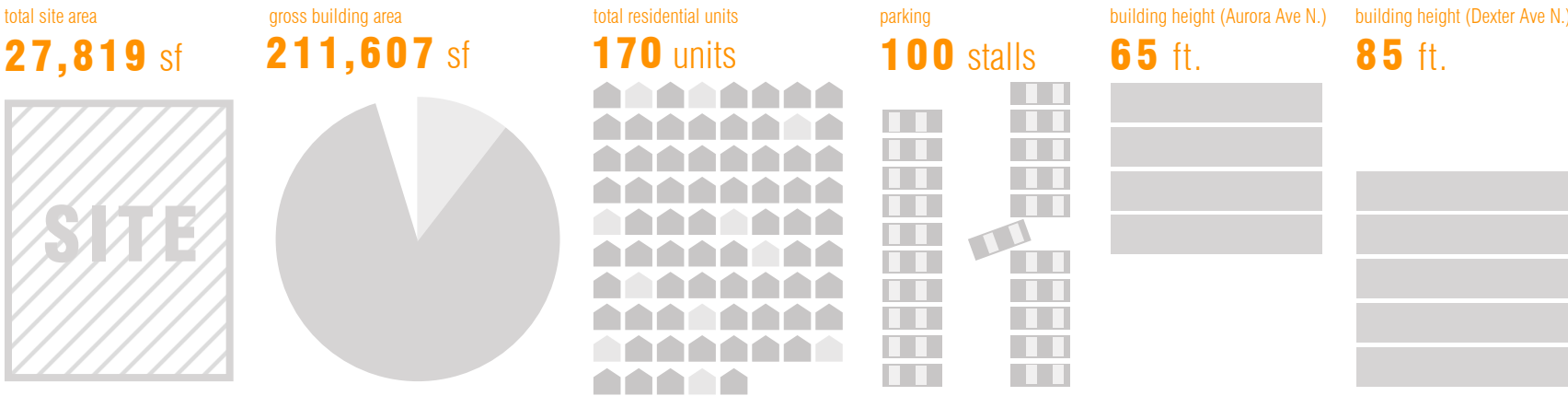
PROJECT DESCRIPTION

The proposed project is a 170-unit apartment building located at the corner of Dexter Avenue North and Highland Drive, within the designated South Lake Union Urban Center. The project site is a through-block development, fronting Aurora on the west, Highland Drive to the north and Dexter Avenue to the east.

The 65 foot grade difference between Dexter and Aurora results in a two-step massing response within the SM-85 Zoning. The eastern building mass will be seven stories above Dexter and the western building mass will be six stories above Aurora. The proposed construction is Type III over Type I construction.

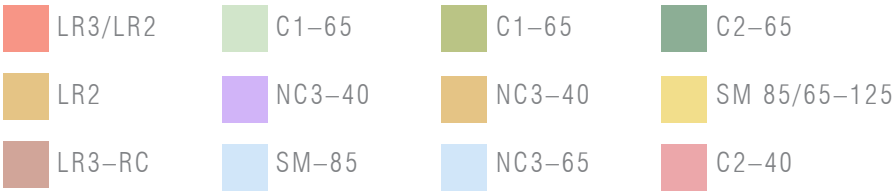
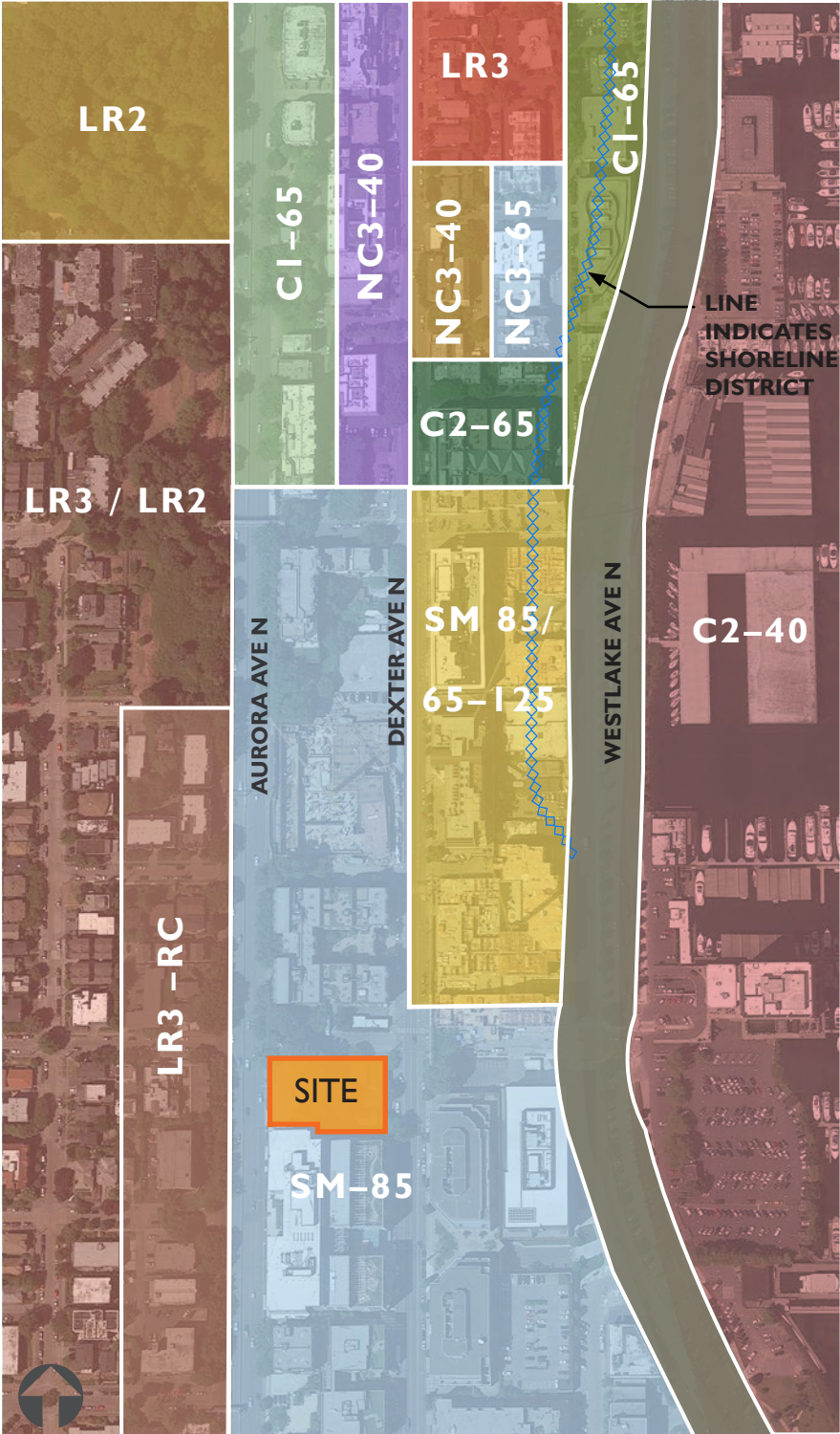
Vehicular and bicycle parking will occupy much of the below-grade area and above grade floor plates will be residential use. A club room, roof deck, exercise facilities, and bicycle storage add to the sense of community of residents. The project will include 100 parking stalls provided for the use of the building's residents.

There are no departure requests anticipated for the project as proposed.



REGIONAL VIEW

ZONING MAP AND SYNOPSIS



KING COUNTY PARCEL #'S	2249500450, 2249500425, 2249500430, 2249500443, 2249500444
ZONING CLASSIFICATION	SM-85
SITE AREA	27,819 SF PER PARCEL DATA (SURVEY INDICATES 28,386 SF - FAR CALCULATIONS BASED UPON 27,819 SF)
PERMITTED USES (23.48.005)	OFFICE, HOTEL, RETAIL, RESIDENTIAL, ETC.
REQUIRED STREET LEVEL USES (23.48.005.D)	FOR LOTS ABUTTING CLASS 1 PEDESTRIAN STREETS SHOWN IN MAP A FOR 23.48.240, SALES/EATING/DRINKING/ENTERTAINMENT/LIBRARY/ PARK SPACE IS REQUIRED = N/A
FAR (TABLE A FOR 23.48.020)	BASE - 4.5, MAXIMUM - 6 (RESIDENTIAL USES ARE NOT SUBJECT TO THE BASE FAR LIMIT IN THE SM-85 ZONE)
EXTRA FLOOR AREA (23.48.021.C)	IF THE MAXIMUM HEIGHT LIMIT FOR NON-RESIDENTIAL USE IS 85' OR LOWER, THE APPLICANT SHALL USE BONUS RESIDENTIAL FLOOR AREA FOR AFFORDABLE HOUSING PURSUANT TO 23.58A.014 TO ACHIEVE ALL EXTRA RESIDENTIAL FLOOR AREA ON THE LOT. DEVELOPMENT CONTAINING EXTRA FLOOR AREA SHALL: EARN LEED SILVER RATING PROVIDE A TMP FOR NON-RESIDENTIAL DEVELOPMENT
STRUCTURE HEIGHT (23.48.025)	85' FOR ALL PERMITTED USES
HEIGHT MEASUREMENT (23.86.006.E.3)	IN THE SOUTH LAKE UNION URBAN CENTER, MAXIMUM HEIGHT SHALL BE MEASURED AS FOLLOWS: WHEN THE SLOPE OF THE MAJOR STREET LOT LINE IS LESS THAN OR EQUAL TO 7.5 PERCENT, THE ELEVATION OF MAXIMUM HEIGHT SHALL BE DETERMINED BY ADDING THE MAXIMUM PERMITTED HEIGHT TO THE EXISTING GRADE ELEVATION AT THE MIDPOINT OF THE MAJOR STREET LOT LINE. ON A THROUGH-LOT, THE ELEVATION OF MAXIMUM HEIGHT SHALL APPLY ONLY TO THE HALF OF THE LOT NEAREST THE MAJOR STREET LOT LINE. ON THE OTHER HALF OF A THROUGH-LOT, THE ELEVATION OF MAXIMUM HEIGHT SHALL BE DETERMINED BY THE ABOVE METHOD USING THE STREET LOT LINE OPPOSITE AND PARALLEL TO THE MAJOR STREET LOT LINE AS DEPICTED IN EXHIBIT B FOR 23.86.006.
ROOFTOP FEATURES (23.48.025.C.4, 23.48.025.C.5)	STAIR PENTHOUSES, SOLAR COLLECTORS, MECHANICAL EQUIPMENT, CAN EXCEED THE HEIGHT LIMIT BY 15' ELEVATOR PENTHOUSES FOR STRUCTURES GREATER THAN 85' IN HEIGHT CAN EXCEED HEIGHT LIMIT BY 25' ALL FEATURES CAN BE COMBINED AND COVER 65% OF ROOF AREA AS LONG AS ALL MECH. EQUIPMENT IS SCREENED, AND ALL FEATURES ARE 10' FROM ROOF EDGE
STREET LEVEL DEVELOPMENT STANDARDS (23.48.040)	EACH NEW STRUCTURE FACING A CLASS 1 OR 2 PEDESTRIAN STREET IS REQUIRED TO PROVIDE A PRIMARY BUILDING ENTRANCE FOR PEDESTRIANS FROM THE STREET OR A STREET-ORIENTED COURTYARD THAT IS NO MORE THAN 3 FEET ABOVE OR BELOW THE SIDEWALK GRADE. ON CLASS 2 PEDESTRIAN STREETS, THE MINIMUM HEIGHT FOR A STREET FACING FACADE IS 25 FEET. 60% OF THE STREET FACING FACADE MUST BE TRANSPARENT
AMENITY AREA FOR RESIDENTIAL USES (23.48.045)	AMENITY AREA IS REQUIRED FOR DEVELOPMENT WITH MORE THAN 20 DWELLING UNITS 5% OF TOTAL GROSS AREA REQUIRED AS AMENITY AREA. 50% OF AREA MAY BE ENCLOSED. UP TO 50% OF THE AMENITY AREA REQUIREMENT MAY BE MET BY CONTRIBUTING TO THE DEVELOPMENT OF THE ABUTTING NEIGHBORHOOD GREEN STREET (8TH AVE N).
LANDSCAPING REQUIREMENTS (23.48.055.A.2)	GREEN FACTOR SCORE OF .30 OR GREATER IS REQUIRED
SCREENING REQUIREMENTS (23.48.055.C.3)	ON CLASS 2 PEDESTRIAN STREETS, PARKING IS NOT PERMITTED AT STREET LEVEL UNLESS SEPARATED FROM THE STREET BY OTHER USES
PARKING AND LOADING ACCESS (23.48.085.D.1)	ACCESS TO PARKING AND LOADING SHALL BE FROM AN UN DESIGNATED STREET (HIGHLAND DR)

PARKING AT STREET LEVEL WITHIN STRUCTURES (23.48.085.B.2)

DUE TO PHYSICAL SITE CONDITIONS SUCH AS TOPOGRAPHIC OR GEOLOGIC CONDITIONS, PARKING IS PERMITTED IN STORIES THAT ARE PARTIALLY BELOW STREET LEVEL AND PARTIALLY ABOVE STREET LEVEL WITHOUT BEING SEPARATED FROM THE STREET BY OTHER USES, IF:

- A. THE STREET FRONT PORTION OF THE PARKING THAT IS AT OR ABOVE STREET LEVEL DOES NOT ABUT A CLASS 1 PEDESTRIAN STREET REQUIRING STREET-LEVEL USES; AND
- B. THE STREET FRONT PORTION OF THE PARKING THAT IS AT OR ABOVE STREET LEVEL, EXCLUDING GARAGE AND LOADING DOORS AND PERMITTED ACCESS TO PARKING, IS SCREENED FROM VIEW AT THE STREET LEVEL; AND
- C. THE STREET-FACING FACADE IS ENHANCED BY ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING, STOOPS, AND PORCHES PROVIDING ACCESS TO RESIDENTIAL USES, OR SIMILAR VISUAL INTEREST FEATURES.

CONTEXT: NEIGHBORHOOD CIRCULATION

Several north/south-running arterials connect the South Lake Union area with the neighborhoods to the north and to the downtown core, while the east/west-moving traffic is mainly pedestrian, via a collection of smaller paths, hill climbs and footbridges.

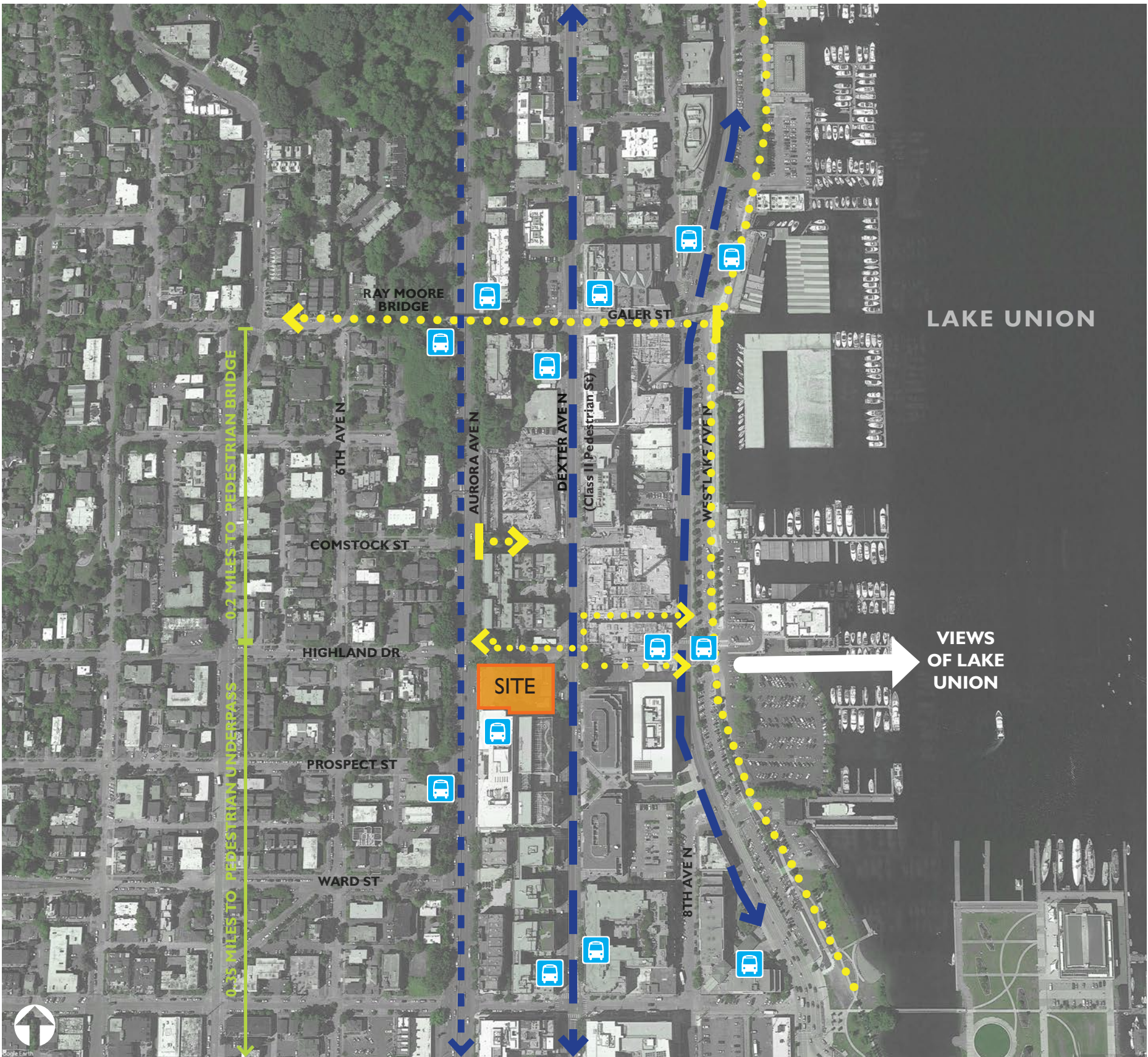
The three north/south-running arterials are Aurora Ave N, Dexter Ave N, and Westlake Ave N. Aurora Ave N carries the heaviest and highest-speed vehicular traffic and is served by several express-bus routes. Very few access points are found off of Aurora Ave N due to the high speed of traffic, divided median, and limited of pedestrian crossings. Pedestrian paths across Aurora Ave N are limited to Ray Moore Bridge 0.2 miles to the north and at the underpass at Mercer St 0.35 miles to the south.

The vehicular traffic on Dexter Ave N and Westlake Ave N is also substantial, but slower. Both streets are served by several local bus routes. Dexter Ave N includes a designated bike lane, taking much of the bike commuter traffic from downtown to the north end neighborhoods. The Westlake Cycle Track is a 1.2-mile protected bike lane that runs from the Fremont Bridge to South Lake Union.

The east/west-running traffic in the vicinity is mainly pedestrian. People use the hill climbs and side streets to move from the transit options on Aurora Ave N down the hill to residences, offices, and South Lake Union Park.

LEGEND


- ← - - - - - → Bicycle / Vehicular / Transit corridor (Faster traffic road)
- ← - - - - - → Bicycle / Vehicular / Transit corridor (Slower traffic road)
- Yellow dotted line with arrow Pedestrian Hillclimb / Footbridge / Pedestrian St.
- Green line with arrow Distance to Pedestrian Access Across Aurora Ave N.
- Bus icon Bus Stop



CONTEXT: NEIGHBORHOOD BUILDING ENTRIES

Building entries in the neighborhood are primarily located off of Dexter Ave N and Westlake Ave N, while loading zones, and garage entries are most often located off side streets. Very few building access points are located on Aurora Ave N, due to the high speed of the vehicular traffic and lower pedestrian activity.

LEGEND

-  Pedestrian Building Access
-  Vehicular Access



CONTEXT: NEIGHBORHOOD BUILDINGS

NEIGHBORHOOD CHARACTER

The project is sited in the South Lake Union Urban Center, an area with industrial roots that has seen a significant amount of growth in the past decade. The neighborhood is comprised of a wide mix of building uses. Most new development falls into either residential or commercial office uses, with a growing number of retail shops, restaurants and cafes coming in along Dexter.

The character of this area is significantly shaped by the topography, which steeply slopes down to Lake Union. Several arterials run through the area in the direction of the topography, connecting downtown with the residential neighborhoods to the north and creating movement through the neighborhood in the north/south direction.

Conversely, travel in the east/west direction is significantly slowed by the steeply sloping topography. East/west streets often dead-end to vehicles and several provide hill climbs for pedestrians to access the transit options on Aurora. These hill climbs shape the character of the neighborhood by providing pockets of greenspace in the urban fabric and offering protected views down of the lake.

While the South Lake Union Urban Center lies adjacent to the single family residences on the lower east side of Queen Anne Hill, the fast-moving traffic on Aurora limits the connection between these two areas.



CONTEXT: NEIGHBORHOOD BUILDINGS

RESIDENTIAL USE



OFFICE USE



RESIDENTIAL USE



MIXED-USE



MIXED-USE



RESIDENTIAL USE



MIXED-USE



MIXED-USE



OFFICE USE



OFFICE USE



MIXED-USE



OFFICE USE



MIXED-USE



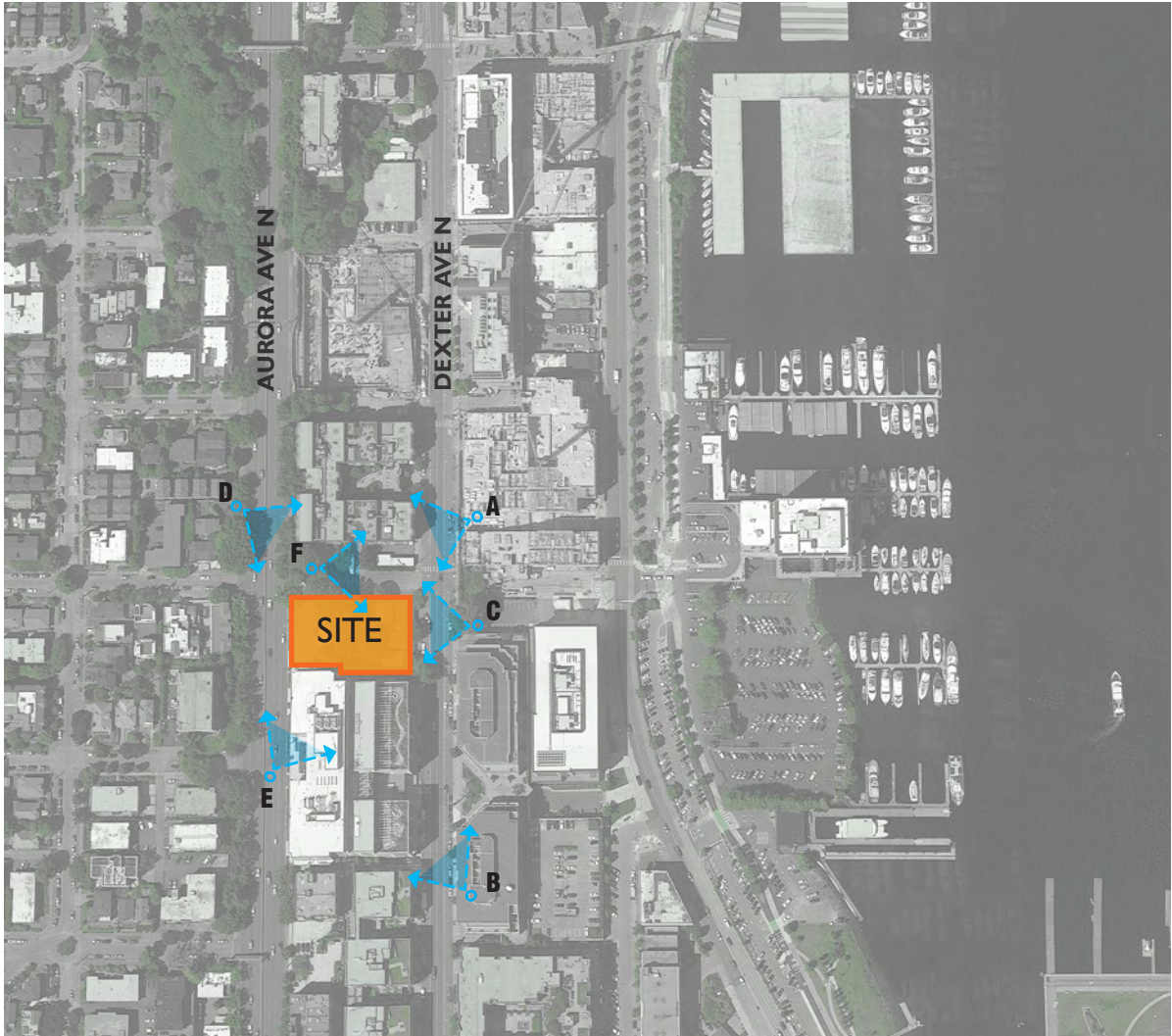
OFFICE AND RETAIL USE



MIXED-USE



CONTEXT: ADJACENT SITES



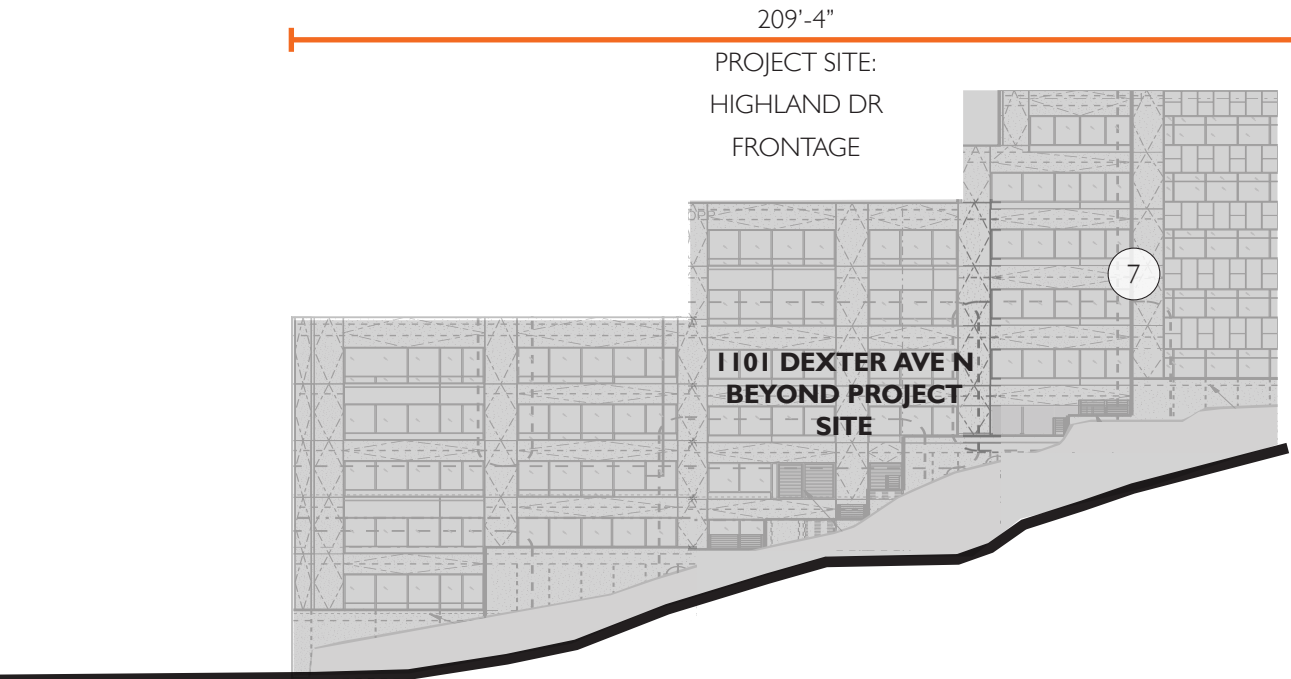
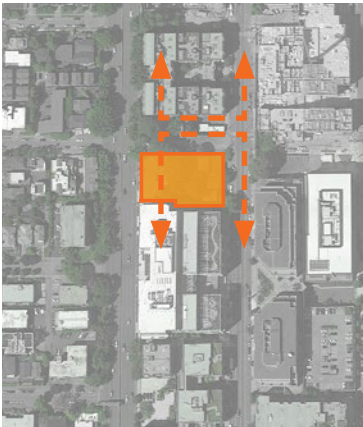
CONTEXT: STREET ELEVATIONS



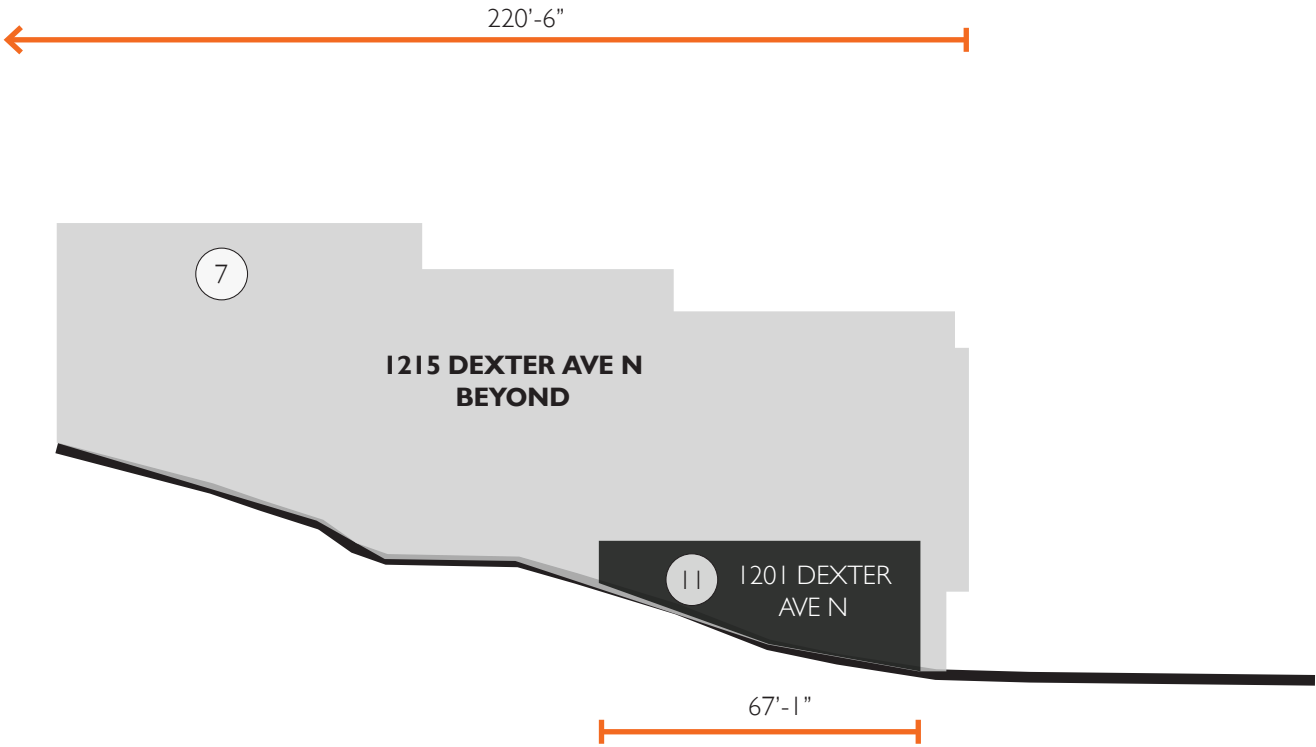
HIGHLAND FACING SOUTH



HIGHLAND FACING NORTH

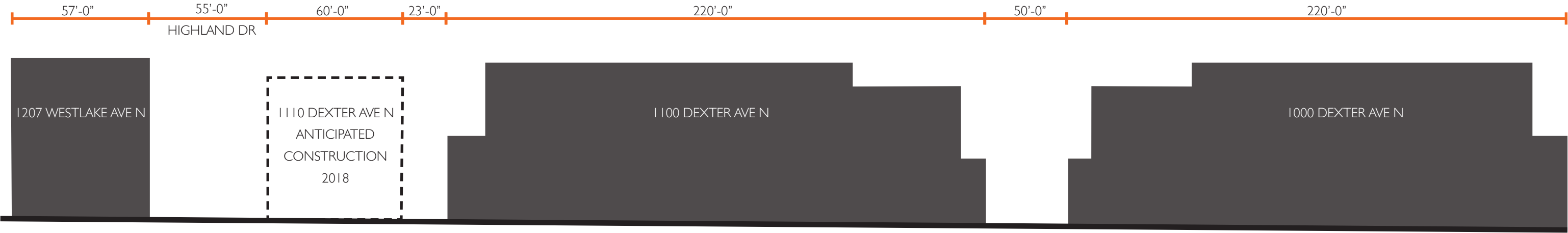


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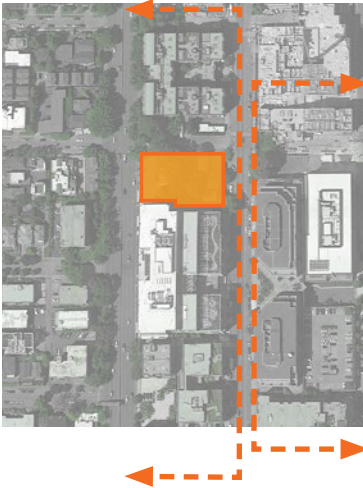
CONTEXT: STREET ELEVATIONS

DEXTER AVE N FACING EAST



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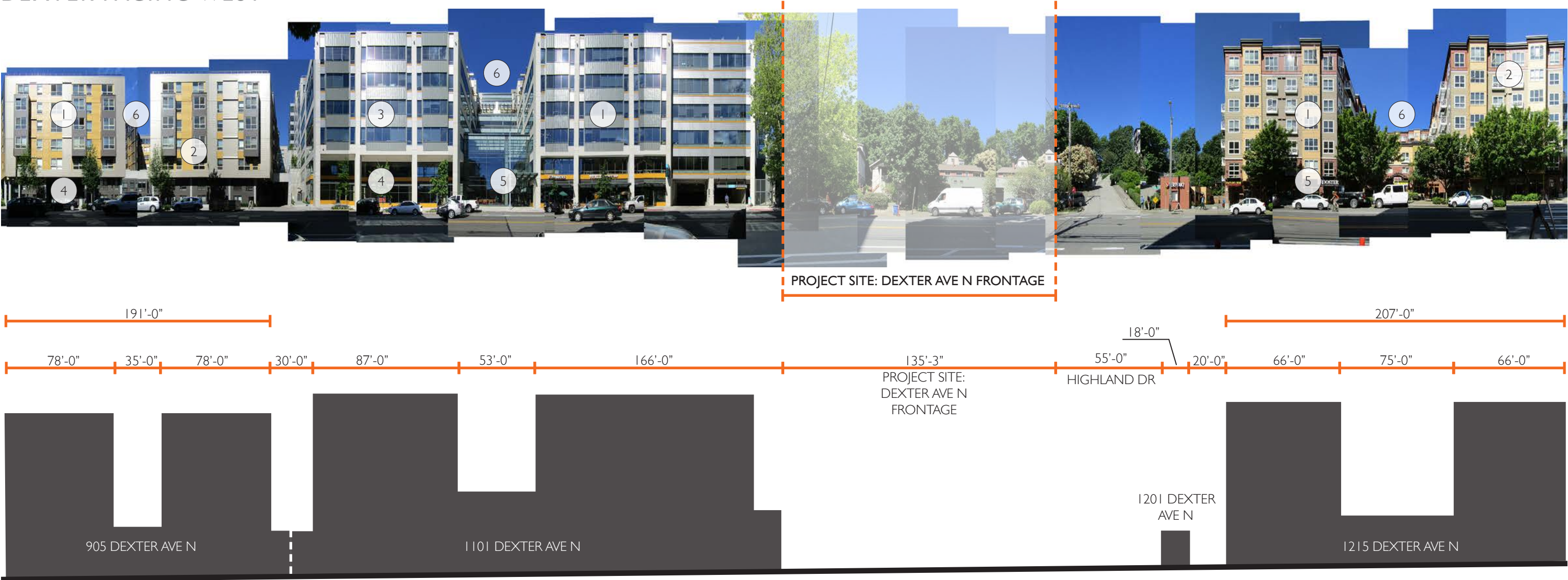
STREET ELEVATIONS STUDY KEY



- | | |
|-------------------------------------|-------------------------------|
| 1. 5-7 STORIES STREET FRONTAGE | 7. STEPPING/ TERRACED VOLUMES |
| 2. PUNCHED OPENINGS | 8. MONOLITHIC |
| 3. RIBBON WINDOWS | 9. INCREASED SETBACKS |
| 4. 2-STORY BASE EXPRESSION | 10. INCREASED VEGETATION |
| 5. TRANSPARENCY AT PEDESTRIAN LEVEL | 11. LOW RISE |
| 6. MID-BLOCK COURTYARD | |

CONTEXT: STREET ELEVATIONS

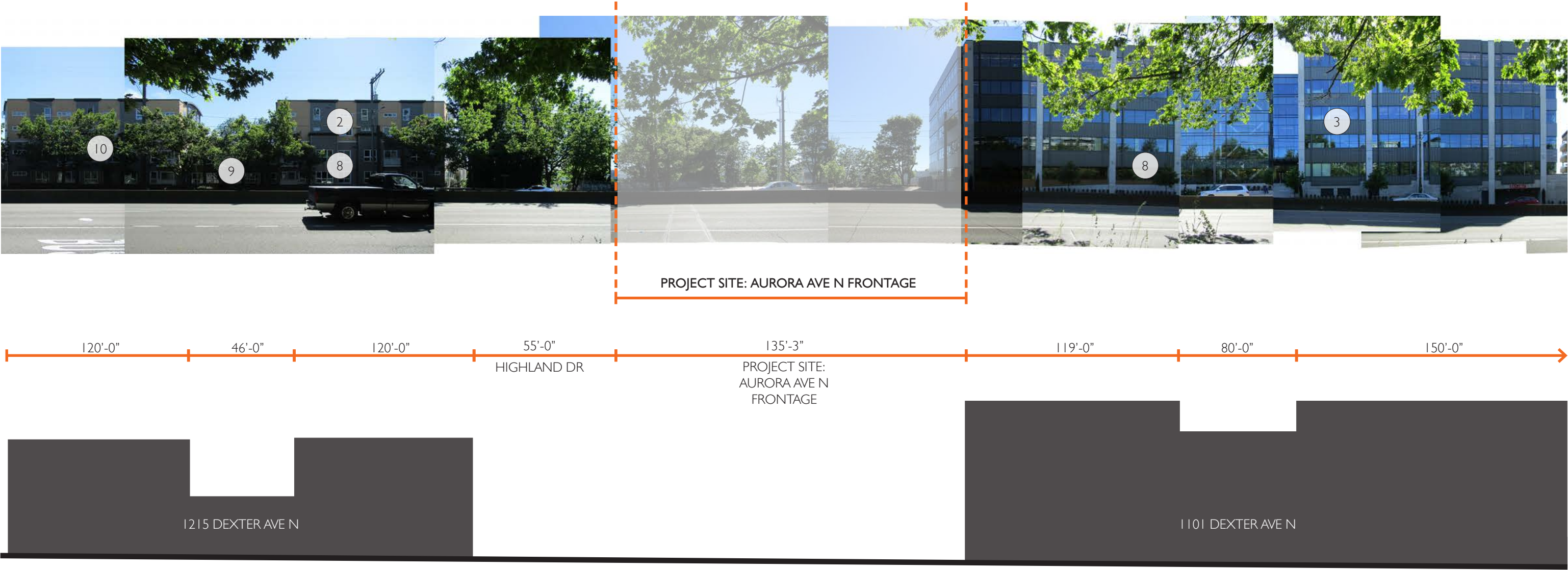
DEXTER FACING WEST



NOT TO SCALE

CONTEXT: STREET ELEVATIONS

AURORA FACING EAST



NOT TO SCALE

STREET ELEVATIONS STUDY KEY



- | | | | |
|----|----------------------------------|-----|----------------------------|
| 1. | 5-7 STORIES STREET FRONTAGE | 7. | STEPPING/ TERRACED VOLUMES |
| 2. | PUNCHED OPENINGS | 8. | MONOLITHIC |
| 3. | RIBBON WINDOWS | 9. | INCREASED SETBACKS |
| 4. | 2-STORY BASE EXPRESSION | 10. | INCREASED VEGETATION |
| 5. | TRANSPARENCY AT PEDESTRIAN LEVEL | 11. | LOW RISE |
| 6. | MID-BLOCK COURTYARD | | |

CONTEXT: STREET ELEVATIONS

AURORA FACING WEST

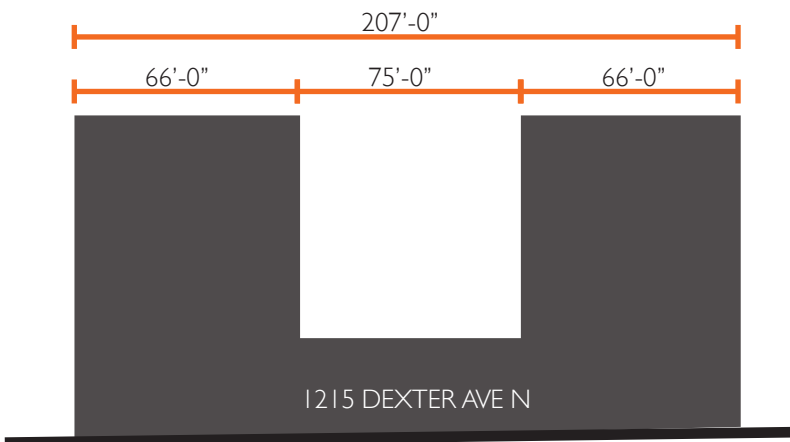


NOT TO SCALE

CONTEXT: ANALYSIS SUMMARY

DEXTER AVE N:

- MORE MAIN BUILDING ENTRIES THAN AURORA AVE N OR SIDE STREETS
- MID-SPEED VEHICULAR TRAFFIC AND HEAVY BICYCLE TRAFFIC PERCEIVE MORE CLEARLY LARGER BUILDING ELEMENTS AT THESE SPEEDS
- LARGE BUILDING SITES WITH MID-BLOCK COURTYARDS
- STRONG 2-STORY EXPRESSIONS AT STREET LEVEL
- STREET LEVEL PEDESTRIAN EXPERIENCE WITH MORE SOLID BUILDING MASSES ABOVE
- LARGE FACADE PLANES AT PROPERTY LINE CREATE A STRONG URBAN EDGE



DEXTER: SUCCESSFUL MID-BLOCK COURTYARDS 50’-75’ IN WIDTH



DEXTER: STRONG 2-STORY EXPRESSION

AURORA AVE N:

- ALTERNATE ENTRIES, MAINLY BUILDING EGRESS
- HIGH SPEED VEHICULAR TRAFFIC PERCEIVE MORE CLEARLY LARGER BUILDING ELEMENTS AT THESE SPEEDS
- FEWER PEDESTRIANS
- INCREASED BUILDING SETBACKS AND LANDSCAPE TO BUFFER FROM VEHICULAR TRAFFIC
- FEWER CHANGES IN MASS AND MATERIAL FROM PEDESTRIAN LEVEL TO THE REST OF THE BUILDING
- LESS ARTICULATED FACADES CREATE A STRONG URBAN EDGE



AURORA: FEWER CHANGES IN MASS



AURORA: INCREASED SETBACK/ VEGETATION

CONTEXT: ANALYSIS SUMMARY

HIGHLAND DRIVE / SIDE STREETS:

- MAJOR PEDESTRIAN CORRIDOR, FUTURE HILL CLIMB WILL CONNECT AURORA ALL THE WAY TO WESTLAKE
- STEEPLY SLOPED
- DRIVEWAY FOR GARAGE ENTRIES
- STEPPED BUILDING FACADES TO RESPOND WITH GRADE CHANGE
- SOLID WALL PRECEDENTS FEEL OUT OF SCALE AND OVERWHELMING
- WALLS WITH A PHYSICAL BREAK FEEL MORE INVITING AND RESPOND TO THE SCALE OF THE SIDE STREET



CORNER OF COMSTOCK ST & DEXTER
SOLID WALL SIDE STREET PRECEDENTS



CORNER OF LEE ST & DEXTER



CORNER OF GALER ST & DEXTER
PHYSICAL BREAK IN WALL SIDE STREET PRECEDENTS



CORNER OF COMSTOCK ST & DEXTER

HILL CLIMBS

- OVERGROWN VEGETATION DOESN'T ALLOW FOR 'EYES ON THE STREET'
- THE EXISTING HIGHLAND HILL CLIMB IS ONE OF THE NICEST ALONG AURORA



PRECEDENT: COMSTOCK AND GALER ST HILL CLIMBS



EXISTING HIGHLAND DR HILL CLIMB

SITE ANALYSIS: EXISTING SITE CONDITIONS

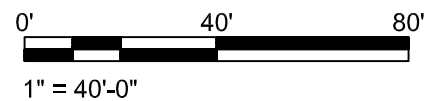
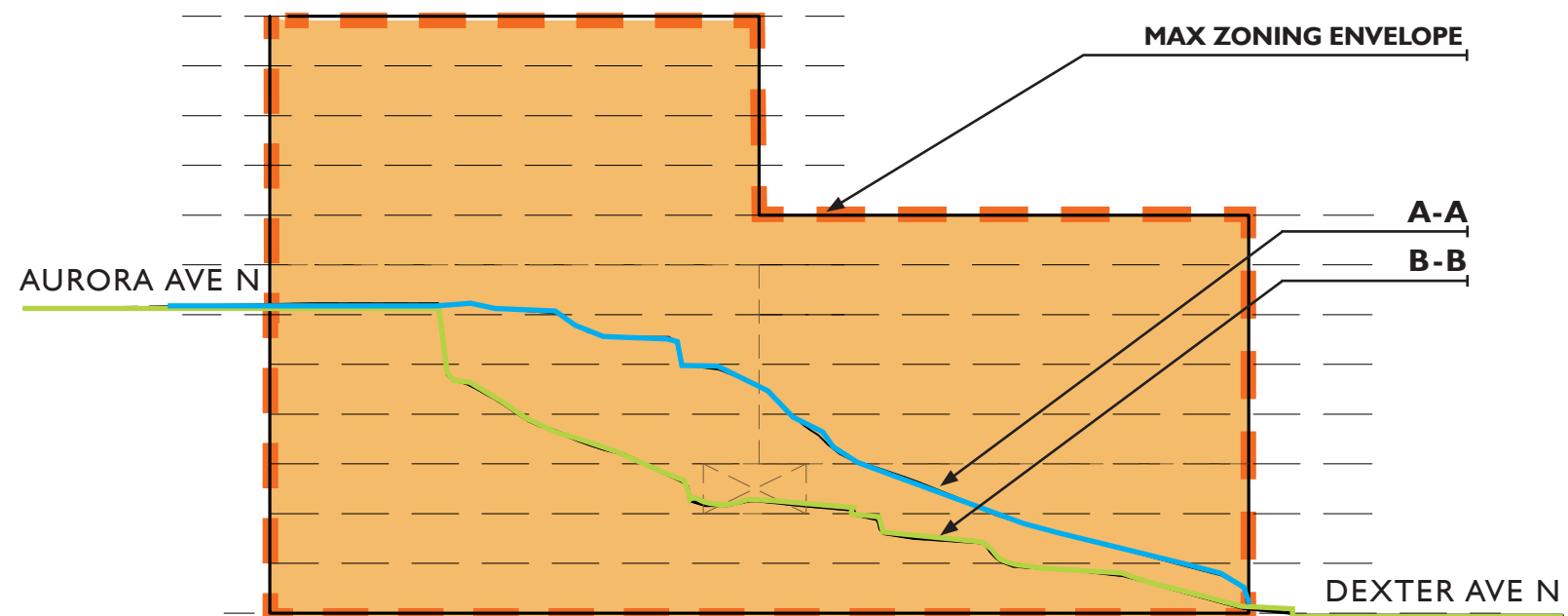
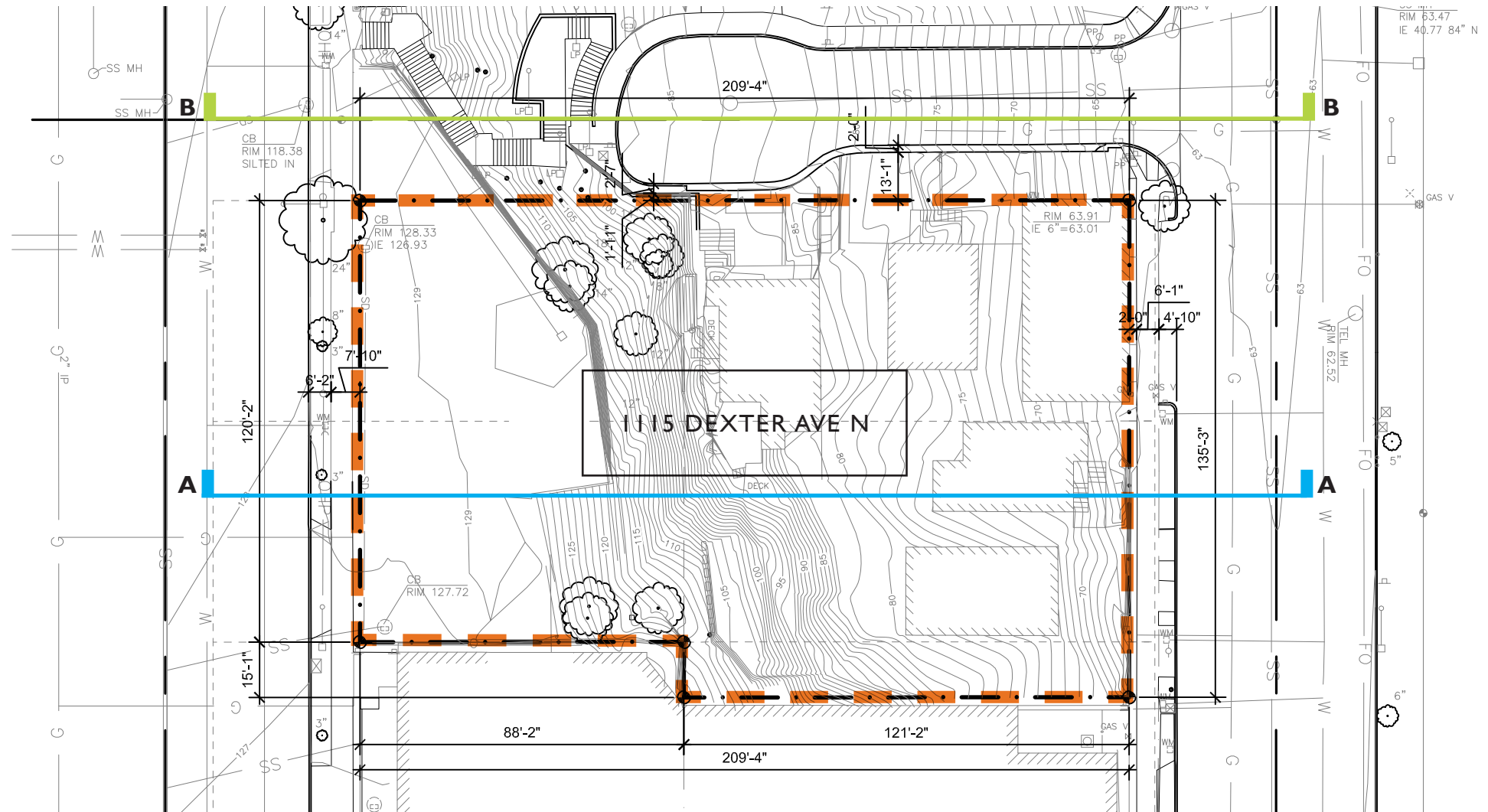
INTRODUCTION

The project is located on a through-block site between Dexter Avenue North and Aurora Avenue North, at the intersection of Dexter and Highland Drive. Highland drive dead-ends into an established pedestrian hill climb.

The site slopes steeply down from Aurora. There is roughly 65' elevation difference between Dexter and Aurora.

Five single-family structures sit on the site. Four are currently used as rental houses and the one at the corner of Dexter and Highland is rented as commercial office.

The existing site is heavily vegetated, but there are no exceptional trees. See appendix for additional tree information.



SITE ANALYSIS: EXISTING SITE CONDITIONS



VIEW A – VIEW FROM HIGHLAND DR AND DEXTER AVE N

RELATIONSHIP OF SITE TO DEXTER

The project site is located at the southwest corner of Dexter Avenue North and Highland Drive. Dexter hosts substantial mid-speed vehicular and bicycle traffic, connecting commuters from the downtown commercial core to the neighborhoods on the north end.

The northeast corner of the site is especially prominent to southbound Dexter traffic. The width of Highland Drive, combined with the low-profile of the restaurant building across the street on Highland make it such that the corner of the site can be seen at a distance.



SITE ANALYSIS: EXISTING SITE CONDITIONS

RELATIONSHIP OF SITE TO AURORA

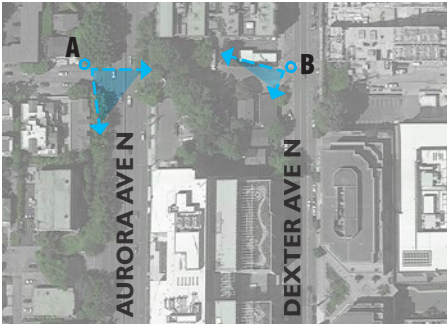
The west edge of the site parallels Aurora Ave N. Characterized by six lanes of high speed vehicular traffic, a divided median and few opportunities for pedestrian crossing, Aurora Ave N forms the western edge of the South Lake Union neighborhood.

While Highland Dr does not go through to Aurora, because the hill climb is a protected right-of-way, the northwest corner of the project site is highly visible to southbound Aurora Ave N traffic.

An existing parking platform currently exists on the site at the Aurora Ave N grade level. It sits on piers and cantilevers out over the steeply sloping site. The platform straddles the property line to the north and extends into the Highland Dr right-of-way by approximately 20 feet.



VIEW A – VIEW FROM HIGHLAND DR AND AURORA AVE N



SITE ANALYSIS: EXISTING SITE CONDITIONS



VIEW B – VIEW FROM HIGHLAND DR

RELATIONSHIP OF SITE TO HIGHLAND

The north edge of the site fronts Highland Dr, a road that dead-ends at an established pedestrian hill climb up to Aurora Ave N. In stark contrast with the fast-moving vehicular and bicycle traffic in the north-south direction along Dexter Ave N and Aurora Ave N, the pace of travel in the east-west direction is considerably slower.

The Highland hill climb is one of the more established ones in this area, connecting pedestrians from Dexter Ave N with the express transit options along Aurora Ave N. On the other side of Dexter Ave N, a new stair is proposed that will create a continuous pedestrian connection from Aurora Ave N down to Westlake Ave N and Lake Union.

SITE ANALYSIS: MASSING CONSIDERATIONS

SETBACKS

There are three primary site setbacks that affect the massing of the building.

On the west side of the site, overhead power lines run parallel to Aurora Ave N. These power lines require a setback which shifts the west portion of the building to the east.







At the corner of Highland Dr and Dexter Ave N, power lines run eastward across Dexter Ave N. These power lines require a setback which shifts the west portion of the building to the south.

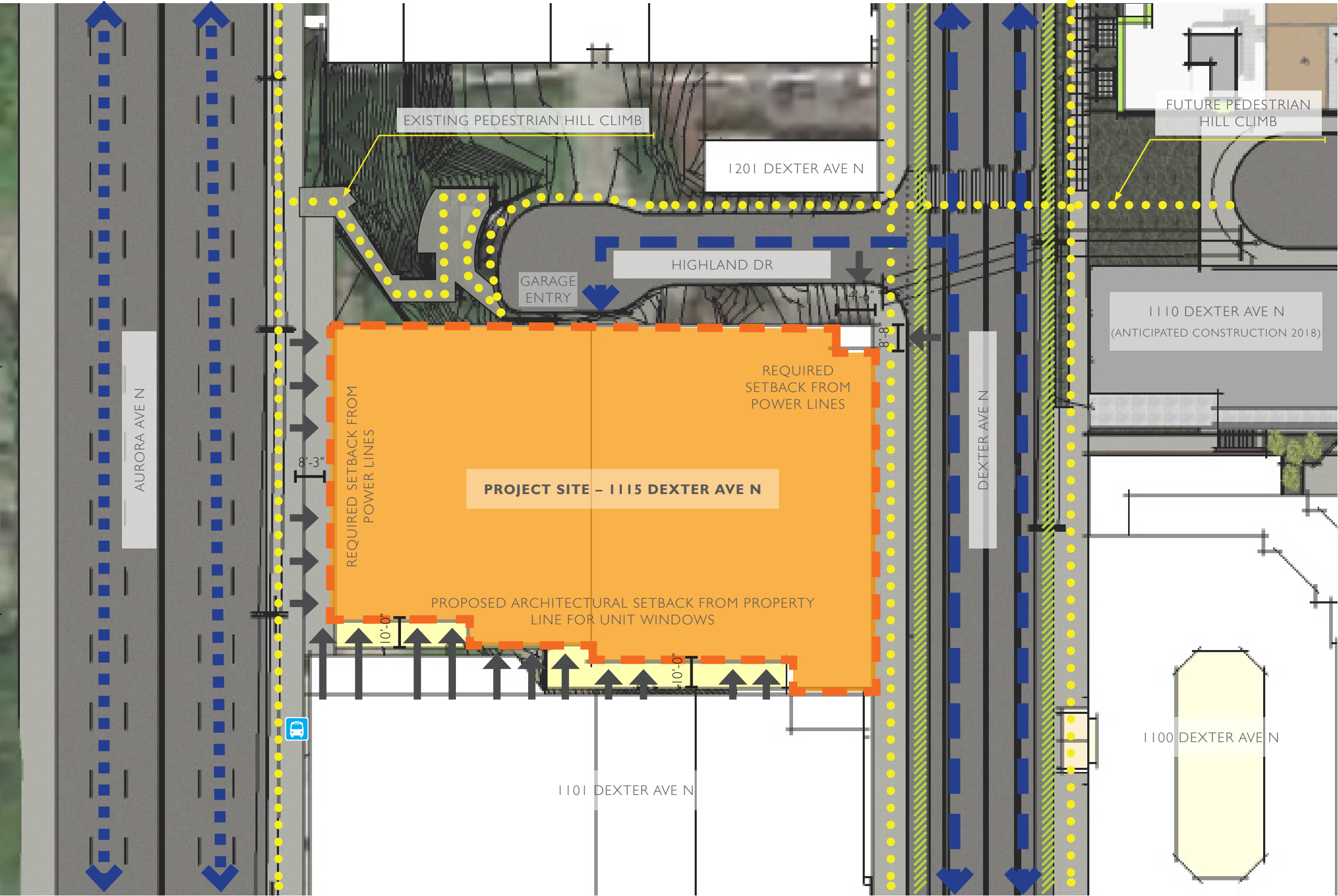
On the south side of the site, the massing will set back from the property line adjacent to 1101 Dexter Ave N to provide opportunity for glazing along that facade and provide space for light and air between the two buildings.

BUILDING EDGES

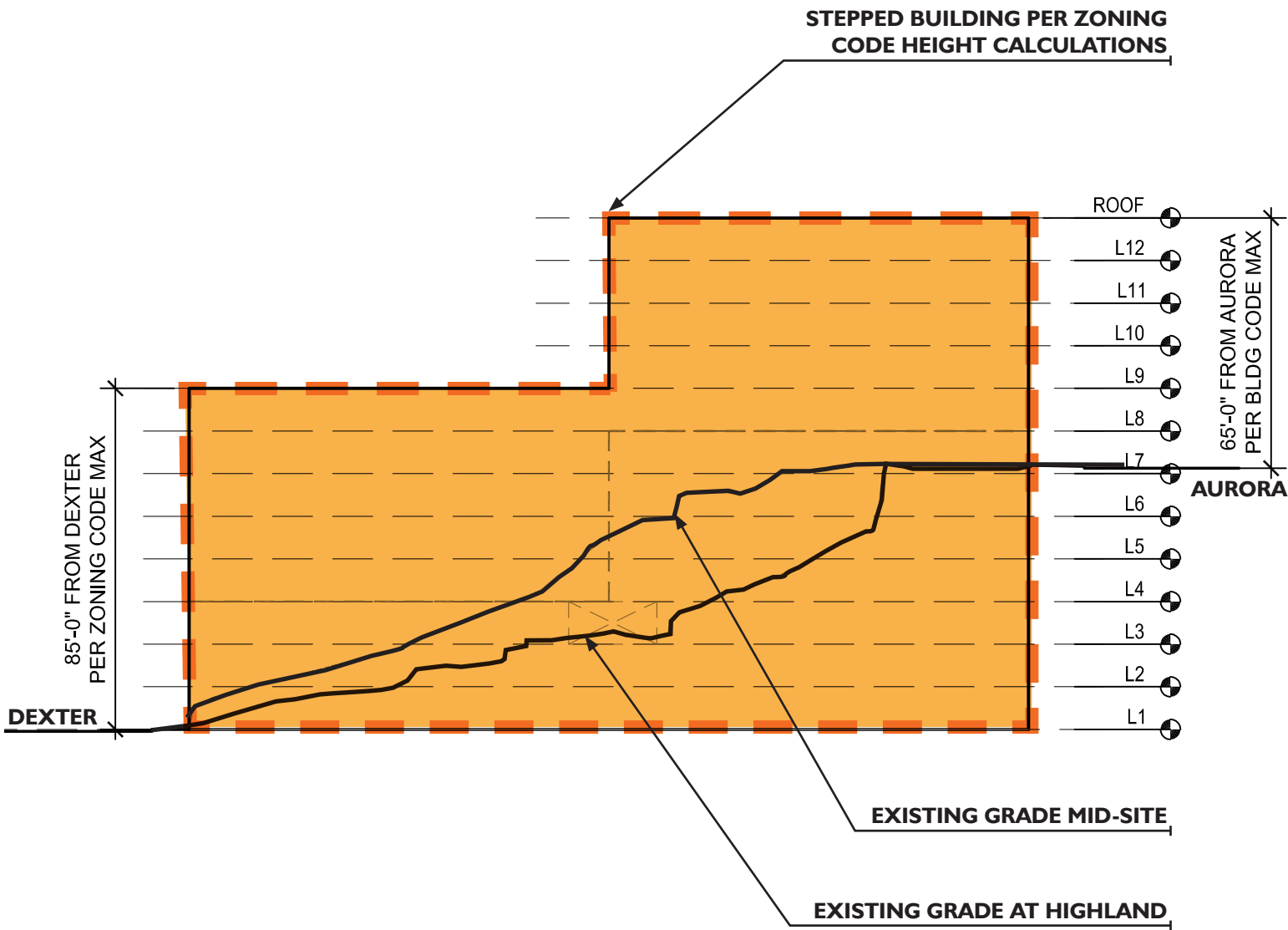
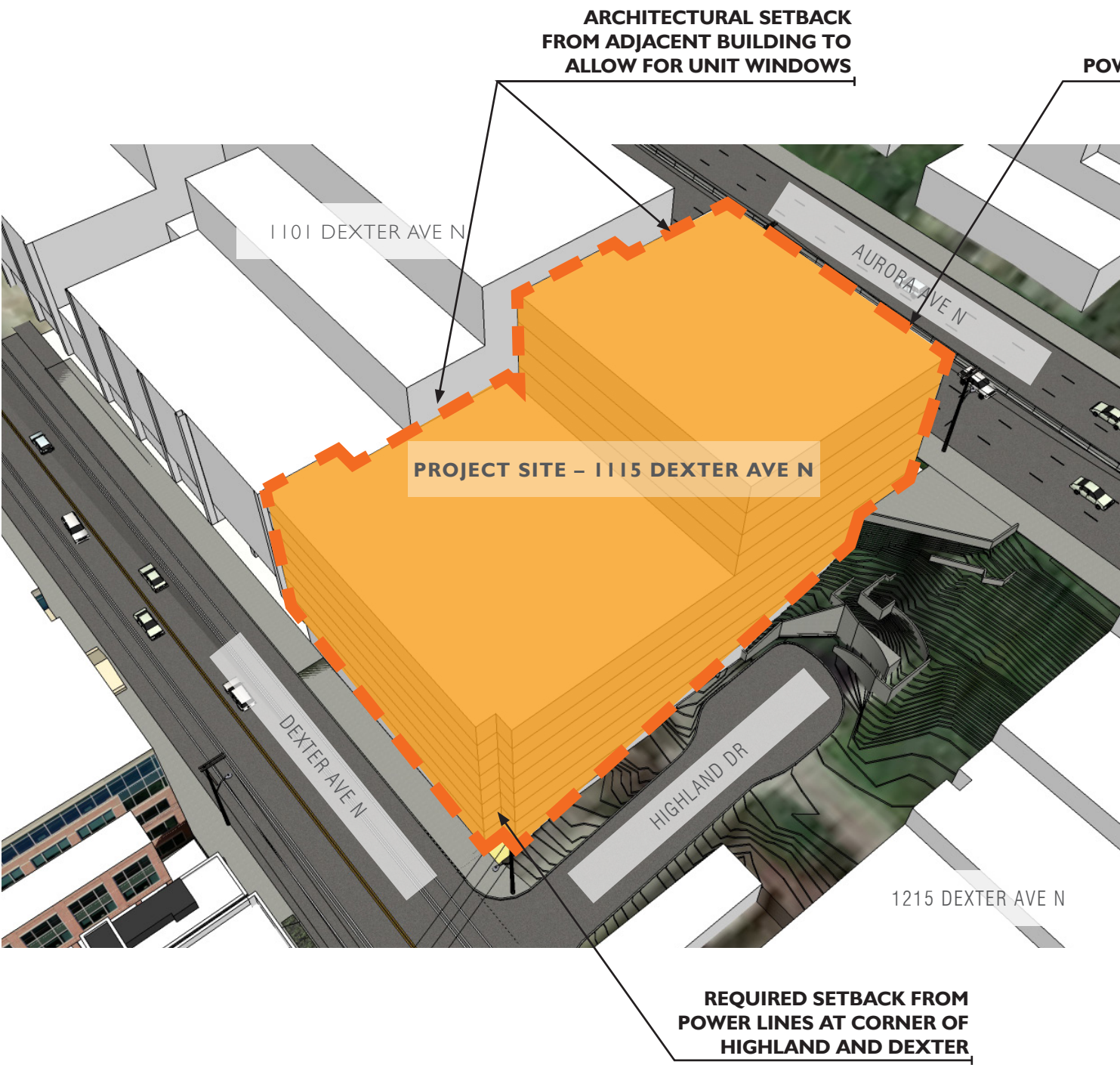
The differing character and traffic speeds of the three adjacent streets also inform the massing response.

Fast-moving traffic in the north-south direction can support larger-scale massing moves with less articulation along Dexter Ave N and Aurora Ave N. Slower, primarily foot traffic in the EW direction encourages a smaller-scale massing strategy with more articulation along Highland.

-  1115 Dexter Ave N Site
-  Vehicular traffic (fast)
-  Vehicular traffic (slow)
-  Pedestrian circulation
-  Major Bike Routes
-  Public Transit Stop



SITE ANALYSIS: MASSING CONSIDERATIONS



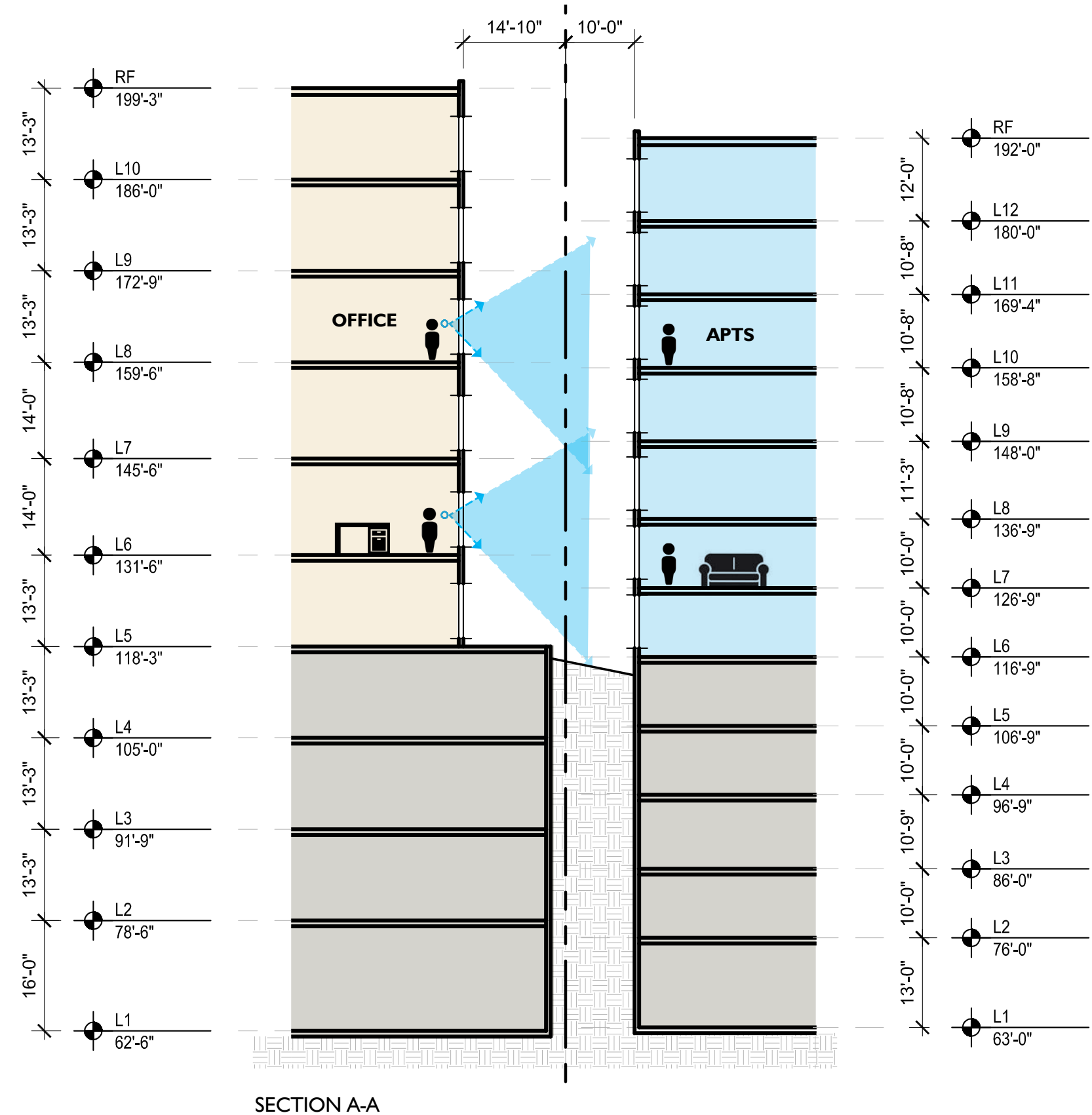
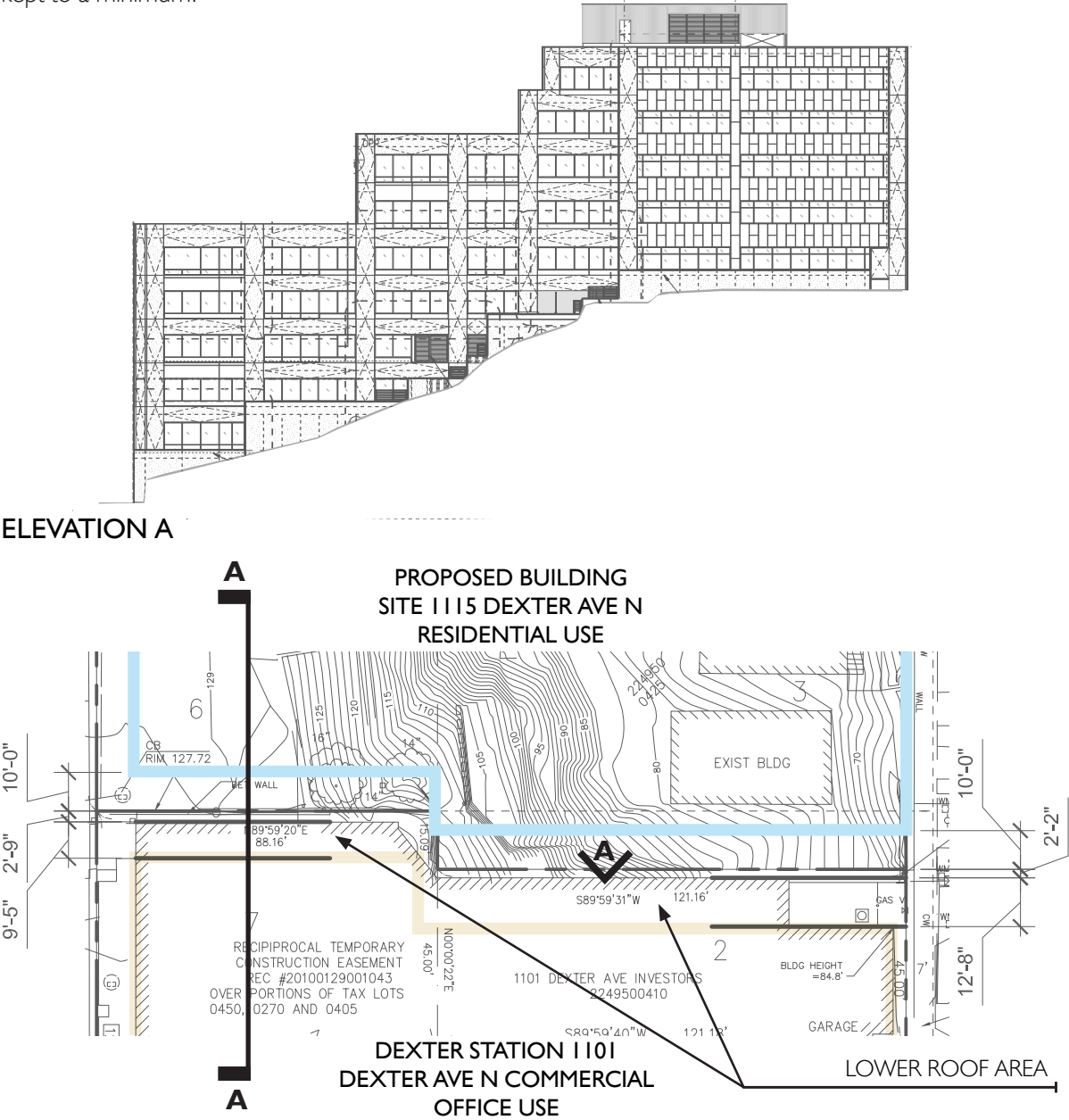
CONTEXT: SIGHTLINE STUDY

SIGHTLINE STUDY

The proposed project shares its south property line with the Dexter Station Building (1101 Dexter Ave N), a commercial office building.

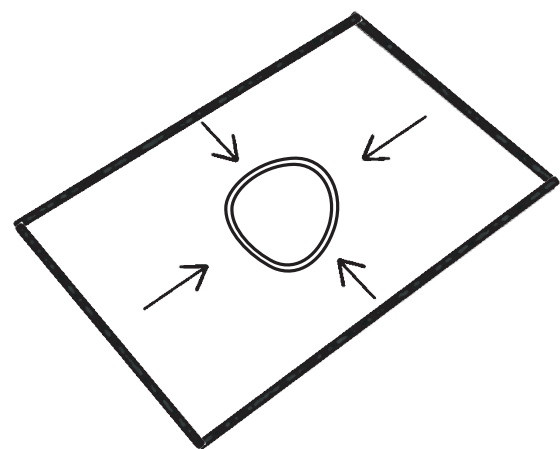
Dexter Station is set back 14'-10 from the property line, and has a substantial number of windows on its north elevation. The proposed project would set back 10', allowing for a total of 24'-10" of space to provide light and air between the two buildings.

However, as seen in the sight line study below, even with a slight stagger between the commercial and residential floor plates, there is high visibility between the two buildings. These findings indicate that the number of units/windows on the south façade should be kept to a minimum.

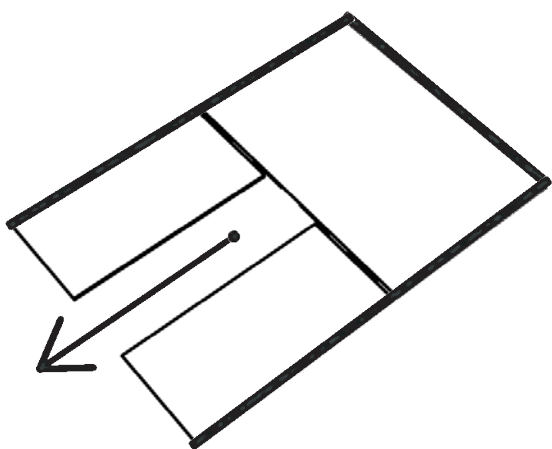


MASSING SCHEMES: OVERVIEW

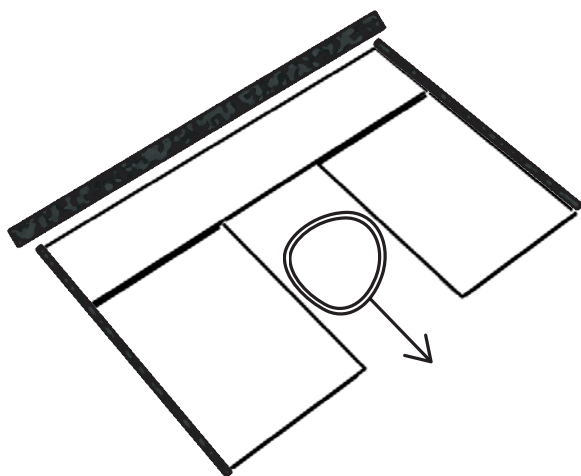
MASSING OPTION 1
ENCLOSED COURTYARD



MASSING OPTION 2
OPEN TO THE EAST



MASSING OPTION 3
OPEN TO THE NORTH



- Code-compliant – No departures

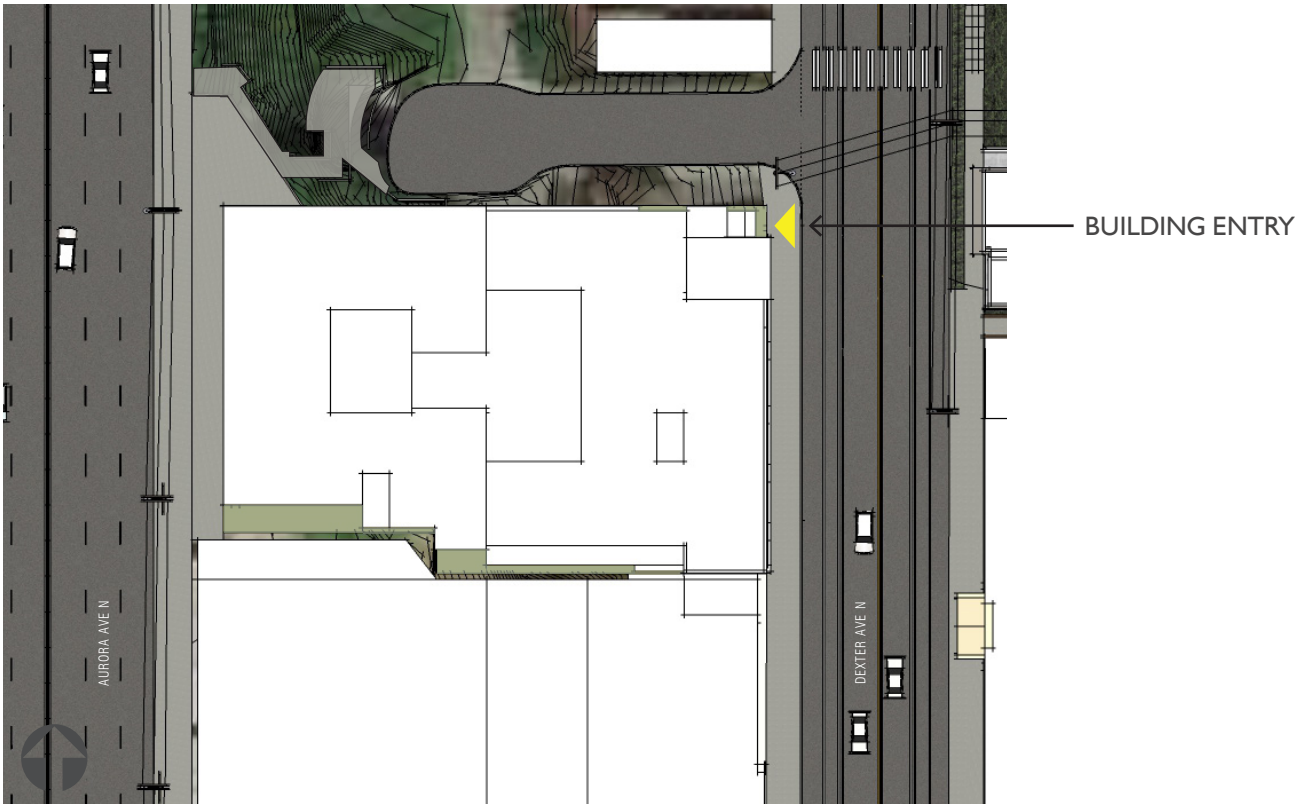
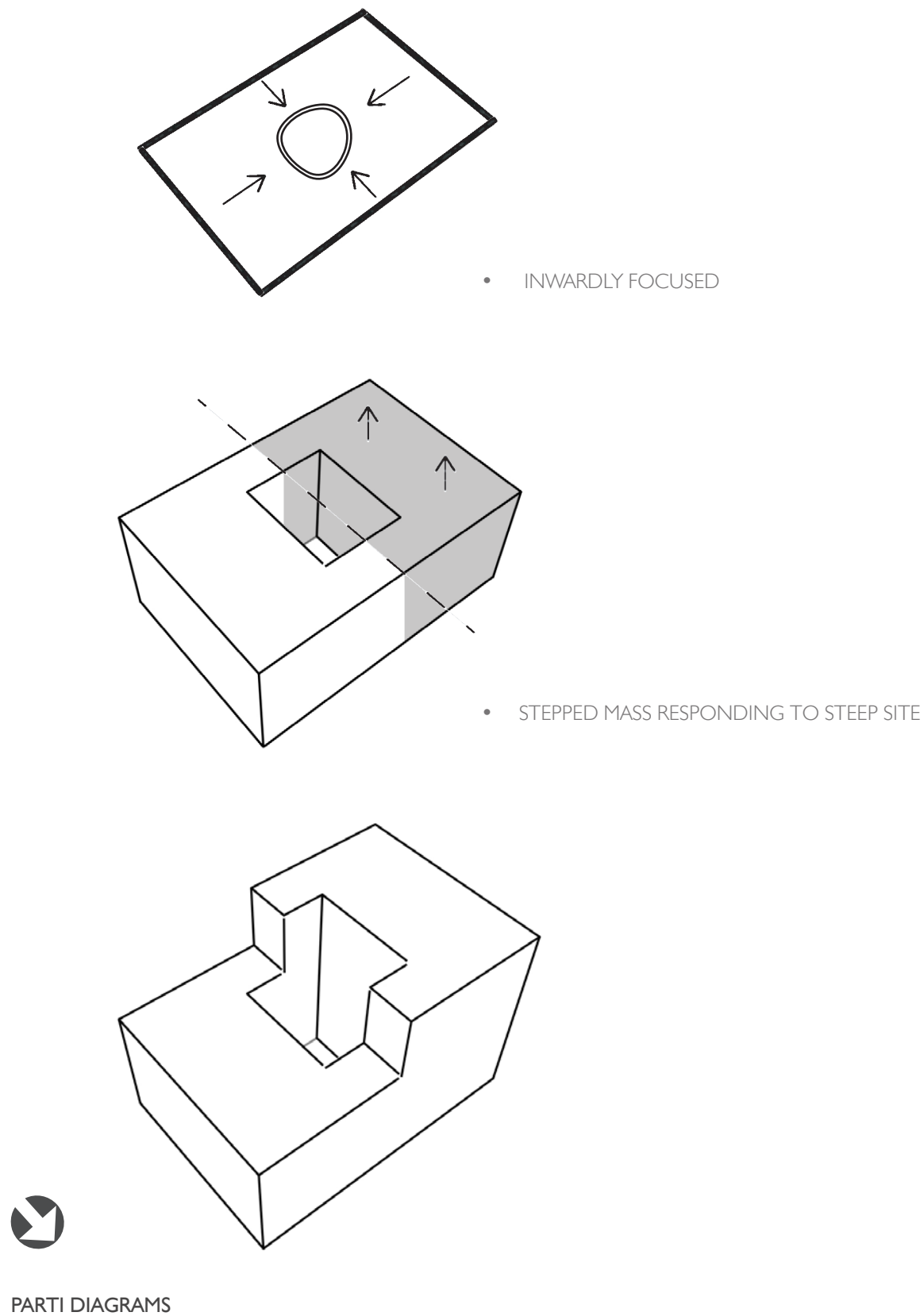


- Code-compliant – No departures

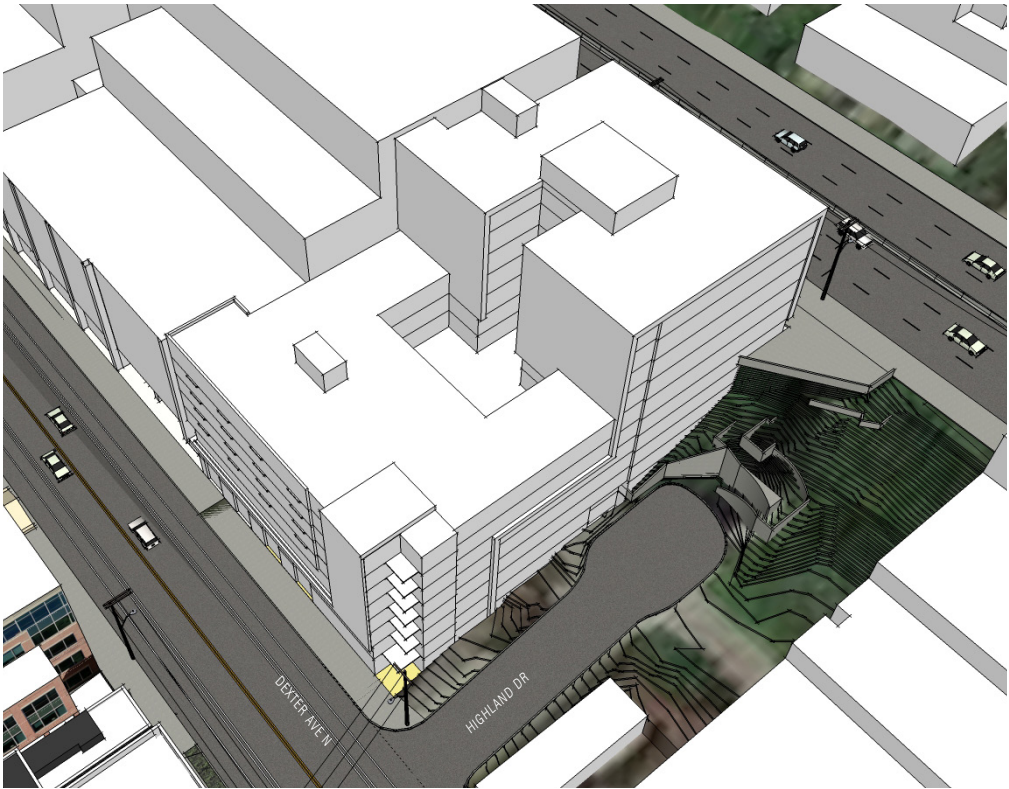


- Code-compliant – No departures

MASSING SCHEMES: OPTION I – ENCLOSED COURTYARD

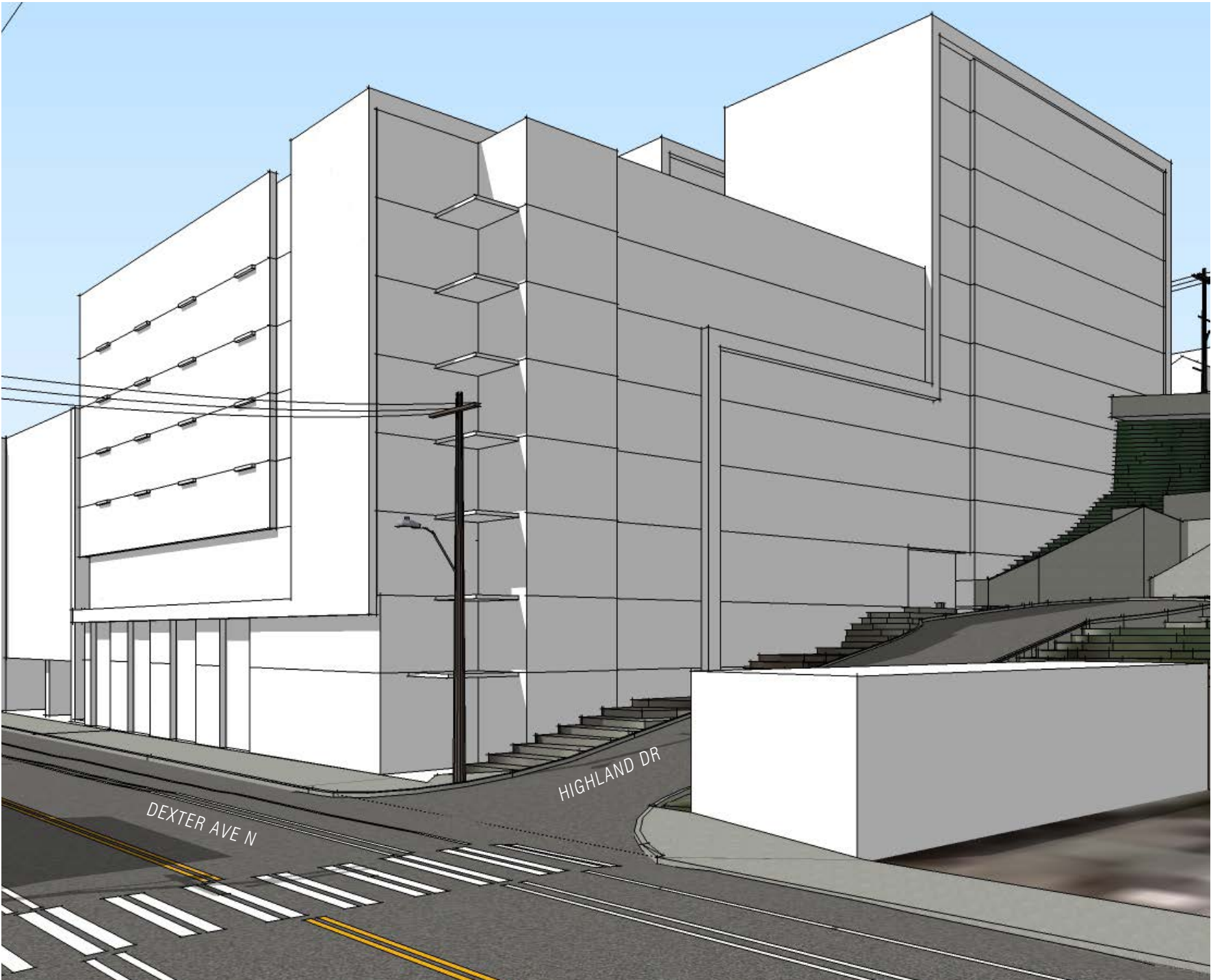


AERIAL PLAN



AERIAL FROM NORTHEAST

MASSING SCHEMES: OPTION I – ENCLOSED COURTYARD



VIEW OF NORTHEAST CORNER ALONG DEXTER AVE N



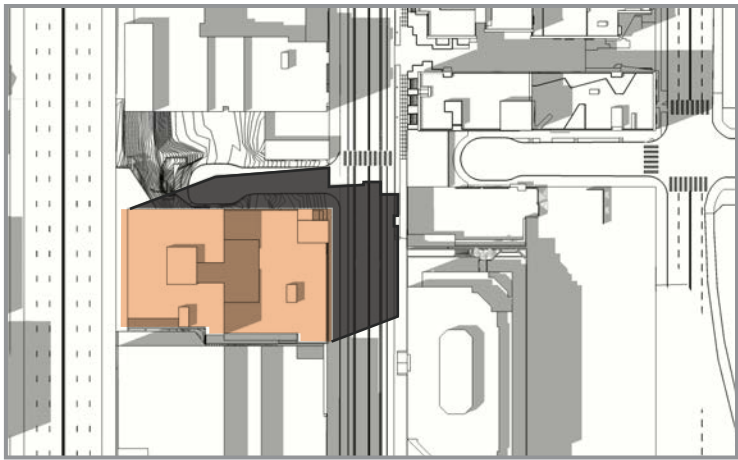
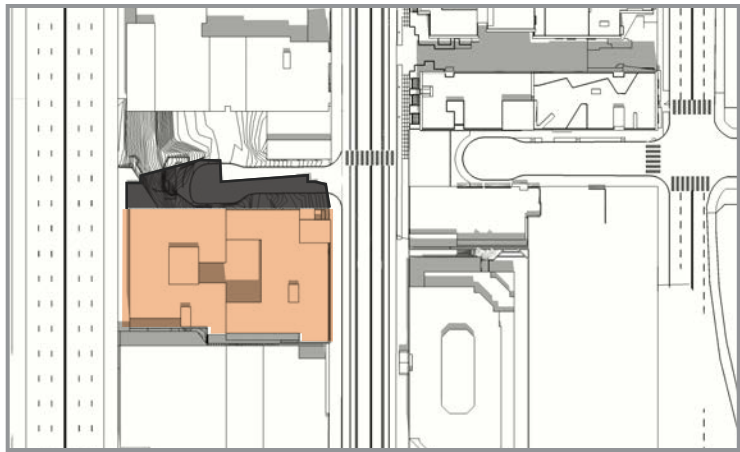
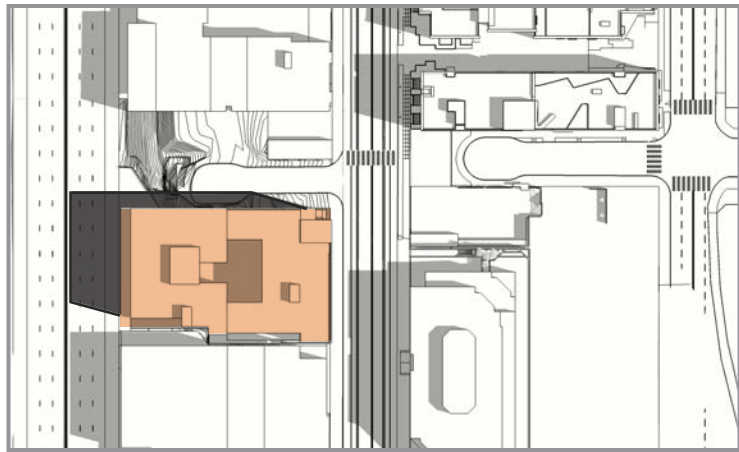
LOOKING NORTHWEST FROM DEXTER AVE N



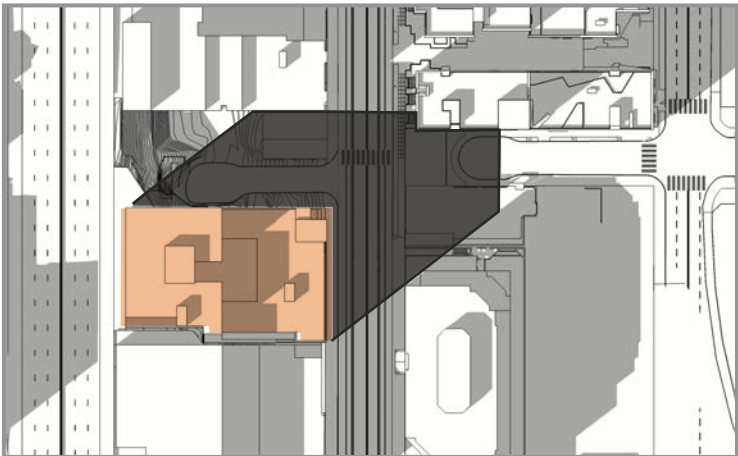
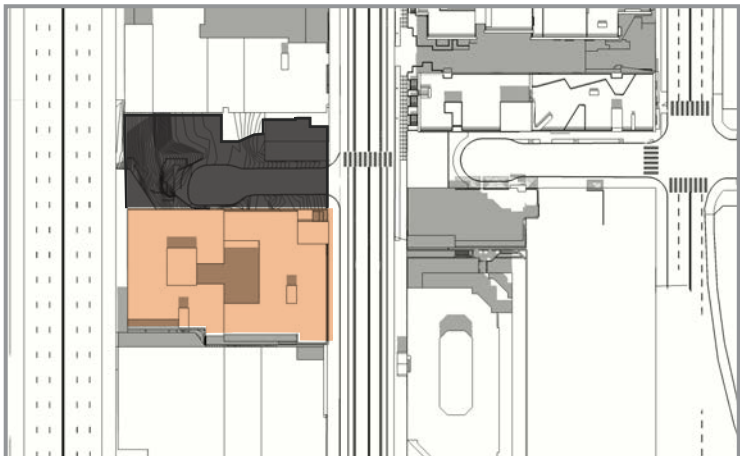
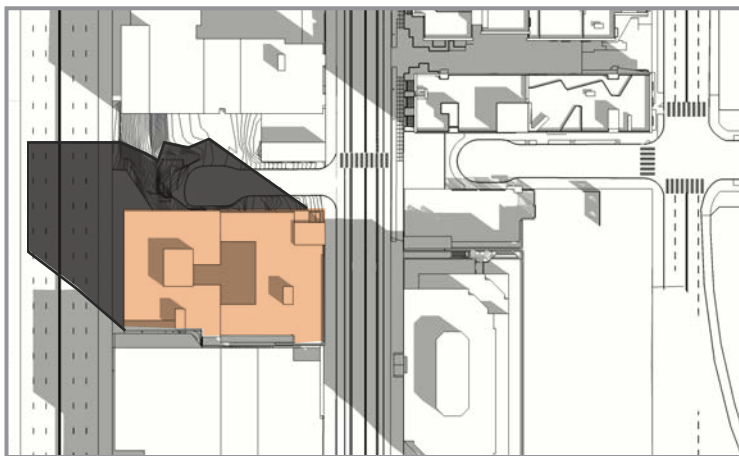
VIEW FROM AURORA SOUTHBOUND SIDEWALK

MASSING SCHEMES: OPTION I – SUN SHADOW STUDIES

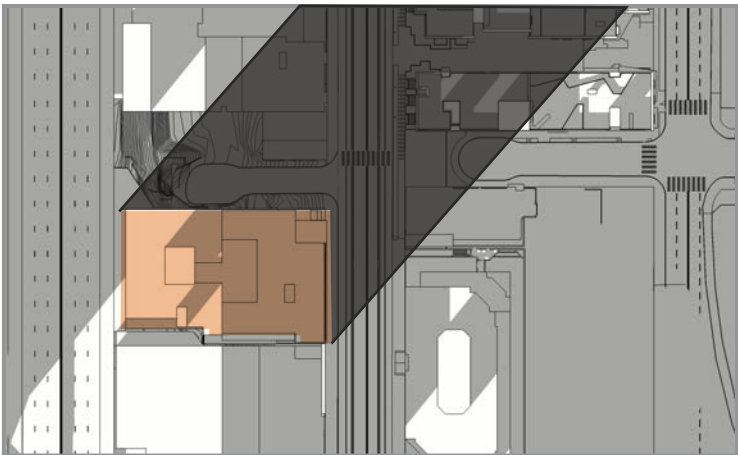
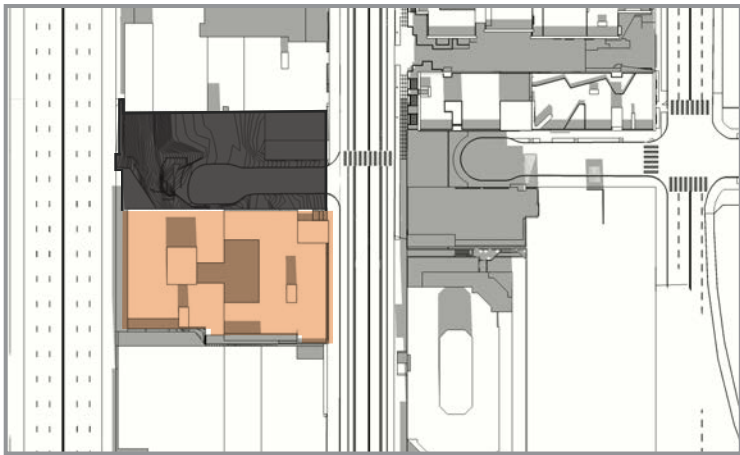
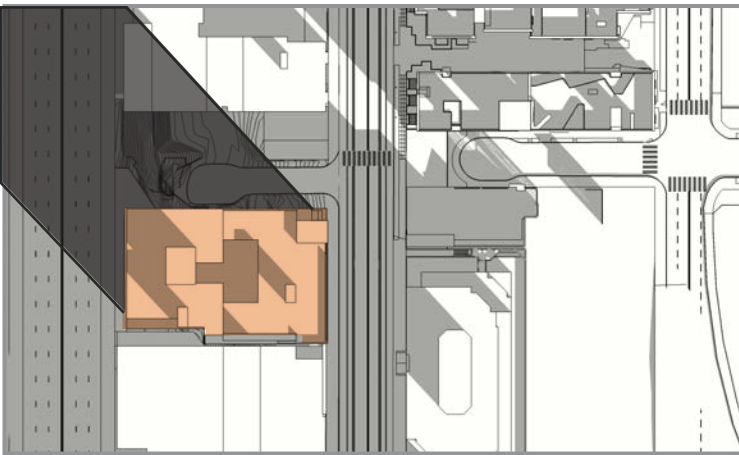
SUMMER SOLSTICE



FALL/SPRING EQUINOX



WINTER SOLSTICE



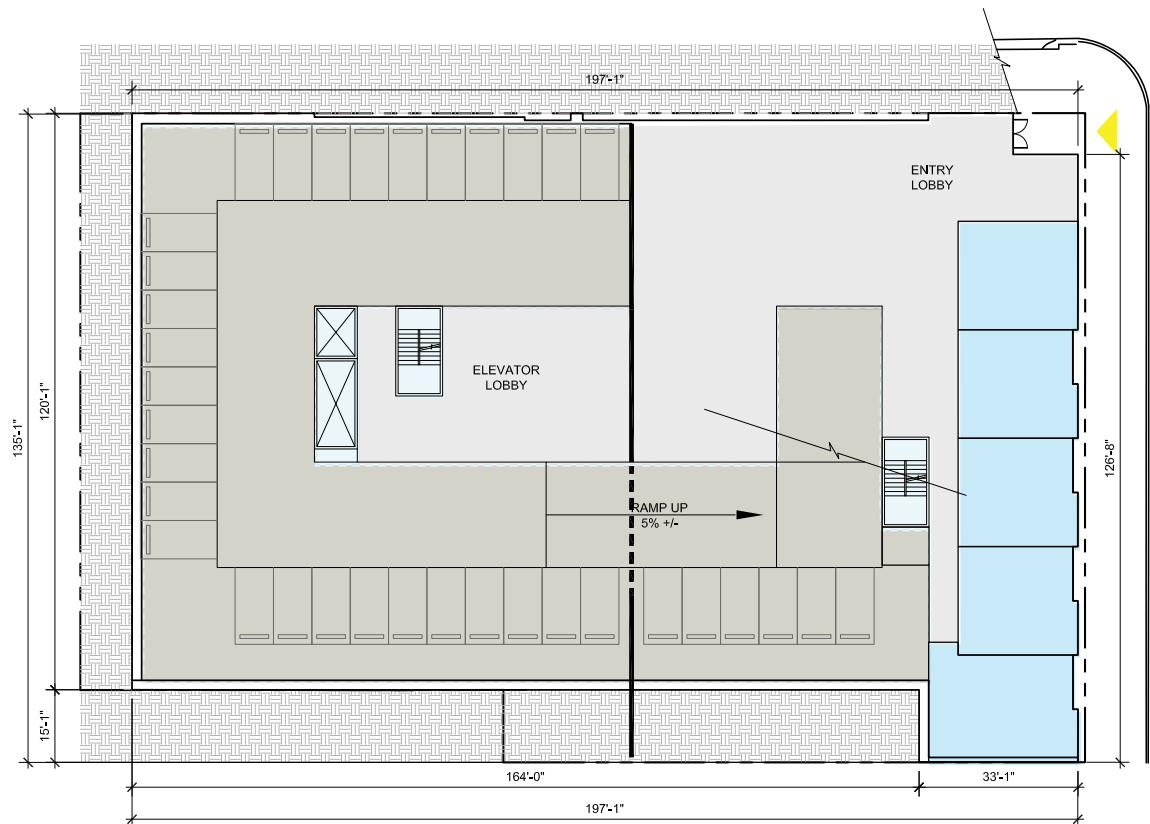
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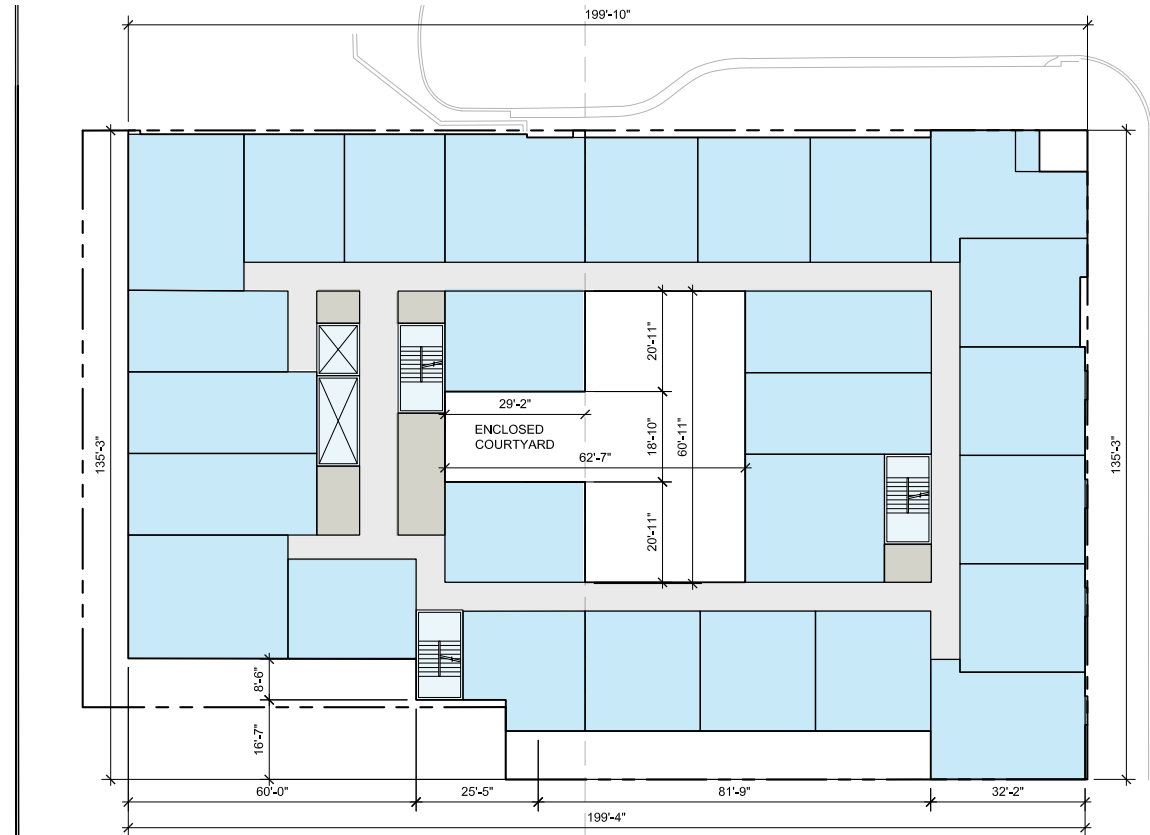
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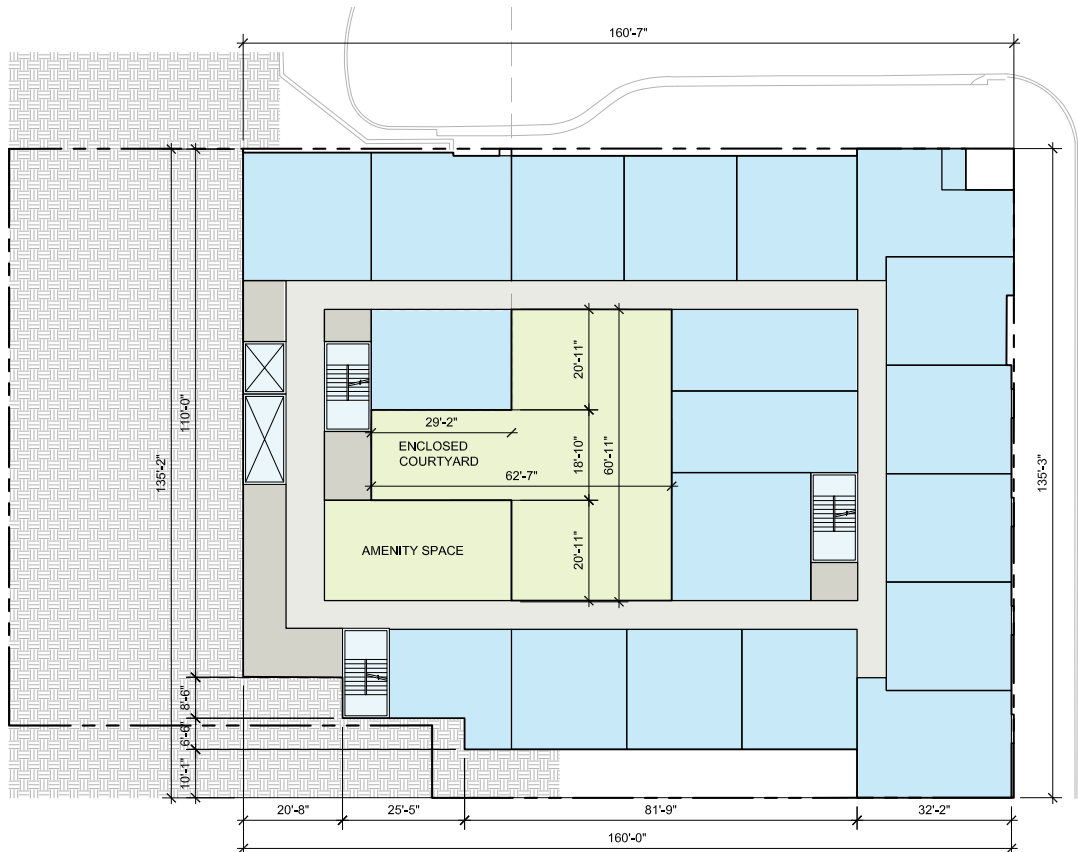
MASSING SCHEMES: OPTION I – ENCLOSED COURTYARD



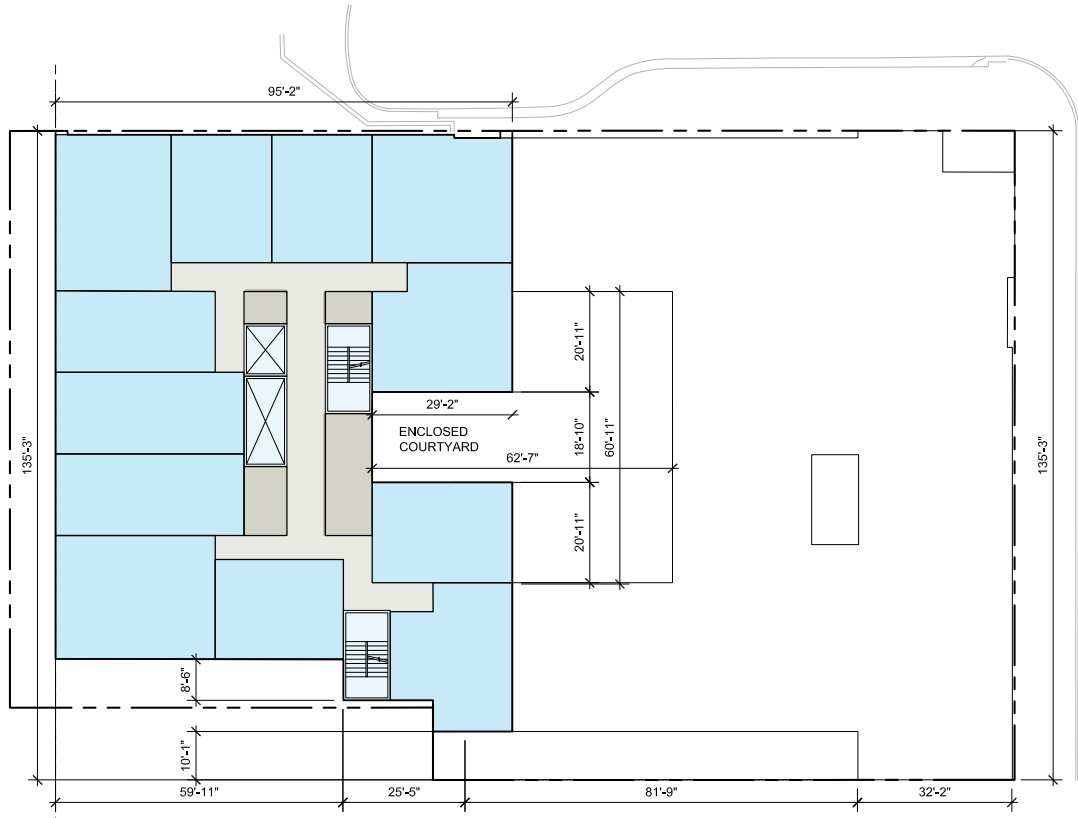
LEVEL 1 PLAN (LEVEL 2-3 SIM) - LOBBY AT DEXTER AND HIGHLAND



LEVEL 7-8 PLAN - BUILDING MEETS GRADE AT AURORA ON LEVEL 7



LEVEL 4 PLAN (LEVEL 5-6 SIM)



LEVEL 9-12 PLAN

- KEY
- Residential
 - Common Space
 - Mechanical / BOH / Parking
 - Vertical Transportation
 - Common Amenity



MASSING SCHEMES: OPTION 1 APPROACH

DESIGN INSPIRATION

LARGE VOLUMES. VARYING PLANES. INWARDLY FOCUSED.

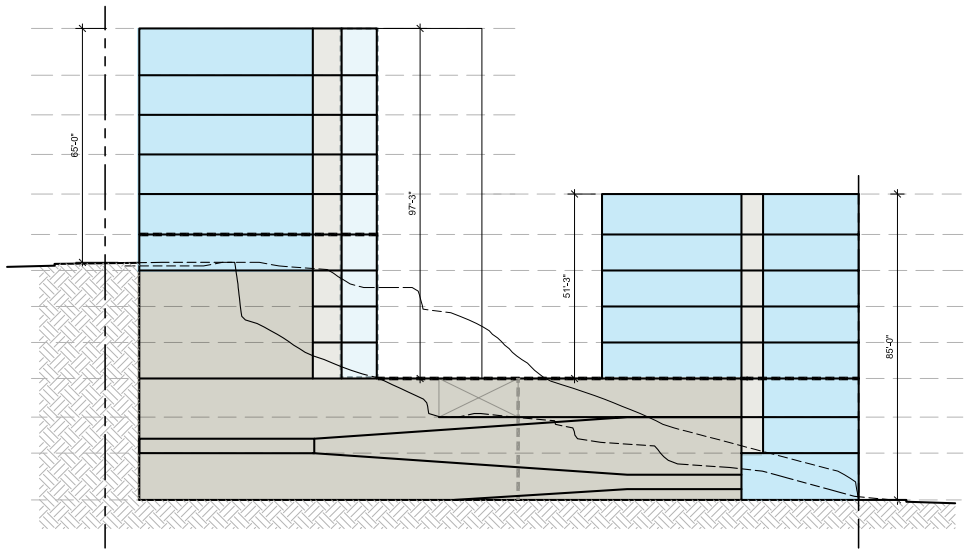
- 1. COMPOSITION OF LARGE VOLUMES BROKEN BY SMALLER ELEMENTS. PUNCHED WINDOW OPENINGS LIVE WITHIN THE LARGER VOLUMES.
- 2. INWARDLY FOCUSED BUILDING. AN ENCLOSED COURTYARD CREATES A PRIVATE EXPERIENCE FOR THOSE WHO OCCUPY IT.
- 3. CONTRASTING MATERIAL FOR HIGH-IMPACT. CHANGES IN MATERIAL OCCUR AT BROKEN VOLUMES. VOLUMES BROKEN BY VARYING PLANES OR SMALLER ELEMENTS.



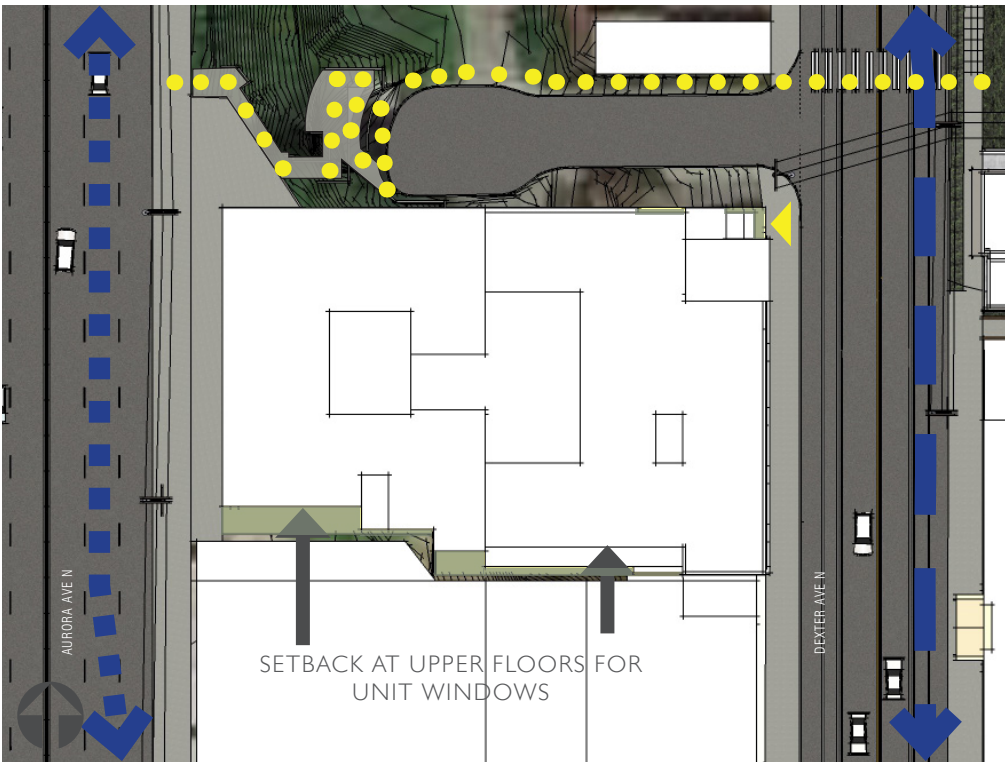
MASSING SCHEMES: OPTION I APPROACH

SUMMARY

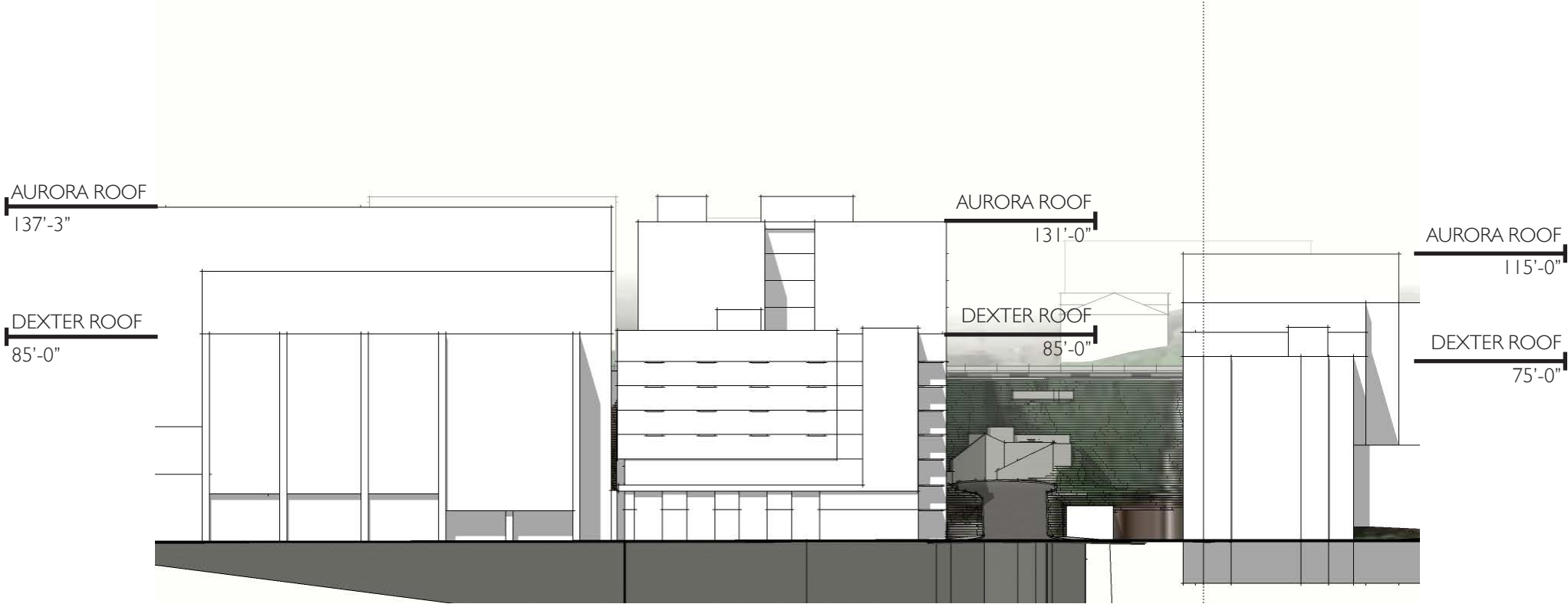
- WITH AN INWARDLY FACING SCHEME, ALL THE FACADES BECOME MORE MONOLITHIC WHICH OVERWHELMS HIGHLAND.
- THERE IS A STRONG 2-STORY EXPRESSION AND A DYNAMIC CORNER WITH FACADE ELEMENTS TO DRAW THE EYE UP HIGHLAND, BUT IT FAILS TO ALLEVIATE BULK
- MONOLITHIC FACADE ON HIGHLAND KEEPS THE PEDESTRIAN THOROUGHFARE IN SHADE
- MAIN BUILDING ENTRY IS LOCATED PROMINENTLY ON THE CORNER, BUT THE CENTRALLY LOCATED CORE HINDERS PARKING GARAGE LAYOUT AND INCREASES EXCAVATION
- THE BUILDING IS SETBACK FROM THE COMMERCIAL OFFICE BUILDING TO THE SOUTH, BUT THE CONSEQUENCE OF A CIRCULAR DESIGN IS UNITS RING AROUND THE OUTSIDE WHICH PLACES UNITS ON THE SOUTH SIDE OF THE BUILDING ABUTTING THE COMMERCIAL BUILDING.



BUILDING SECTION

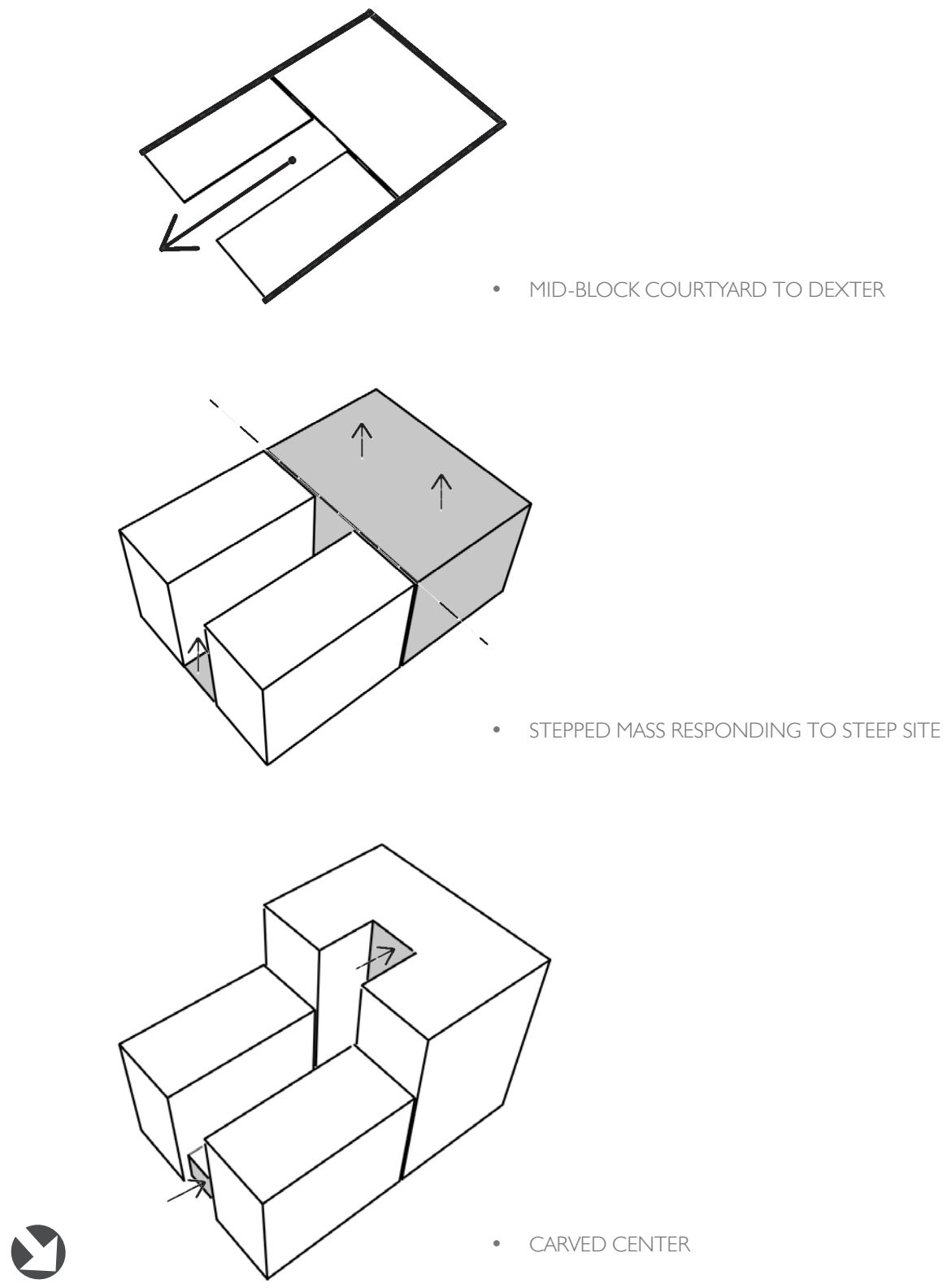


PLAN DIAGRAM

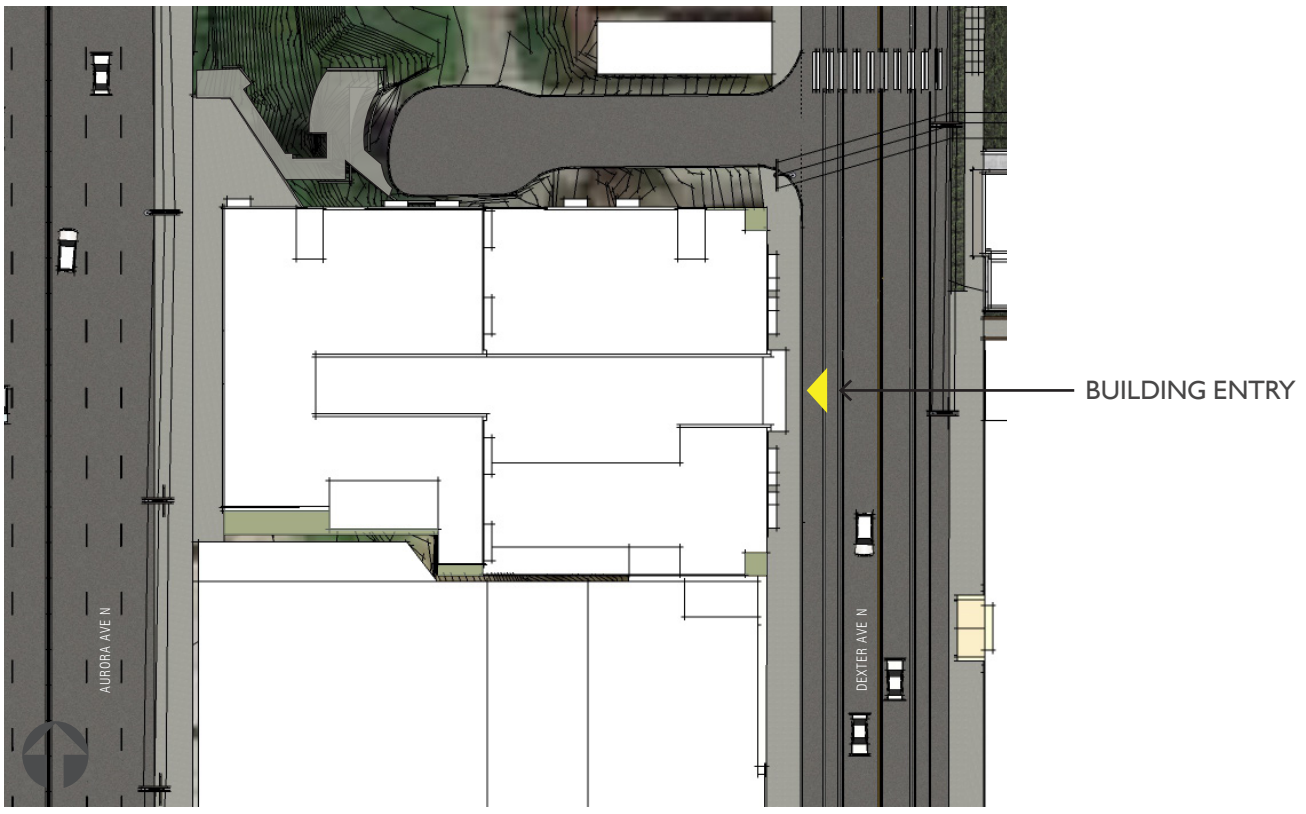


BUILDING ELEVATION

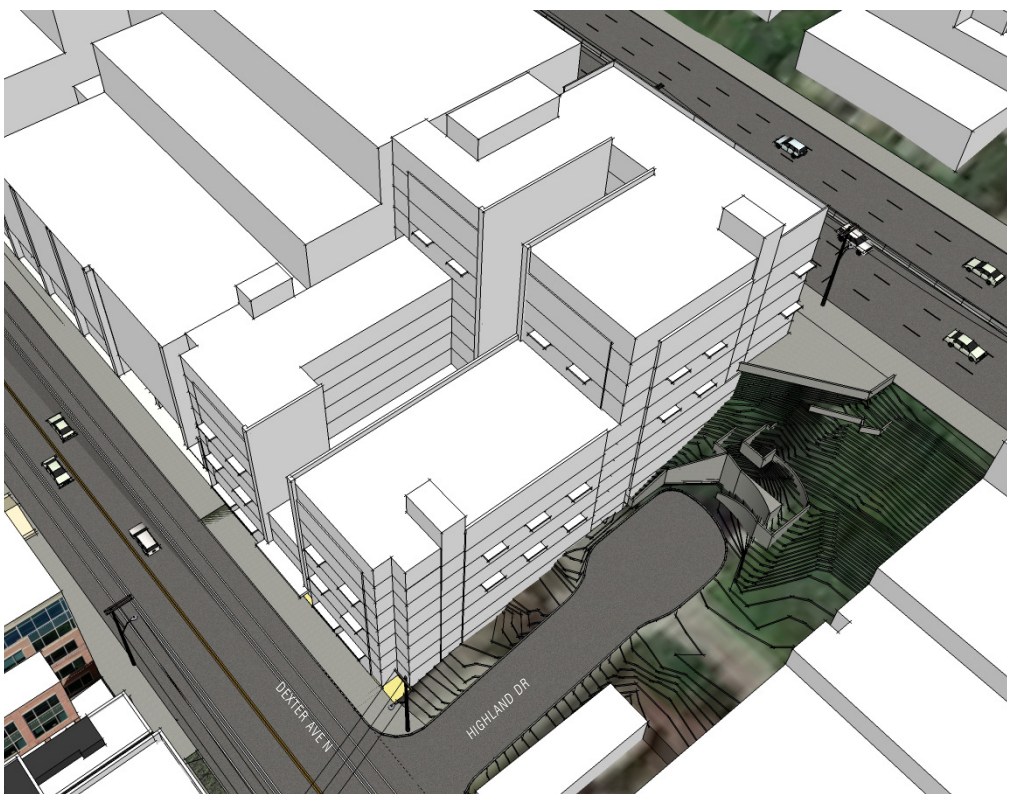
MASSING SCHEMES: OPTION 2 – OPEN TO THE EAST



PARTI DIAGRAMS



AERIAL PLAN



AERIAL FROM NORTHEAST

MASSING SCHEMES: OPTION 2 – OPEN TO THE EAST



VIEW OF NORTHEAST CORNER ALONG DEXTER AVE N



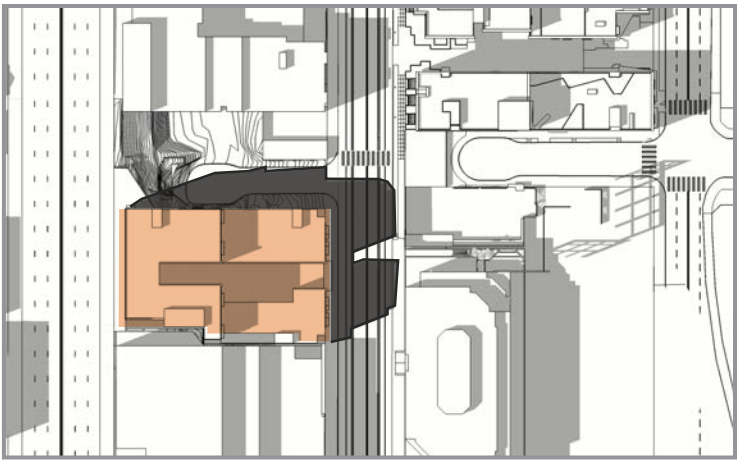
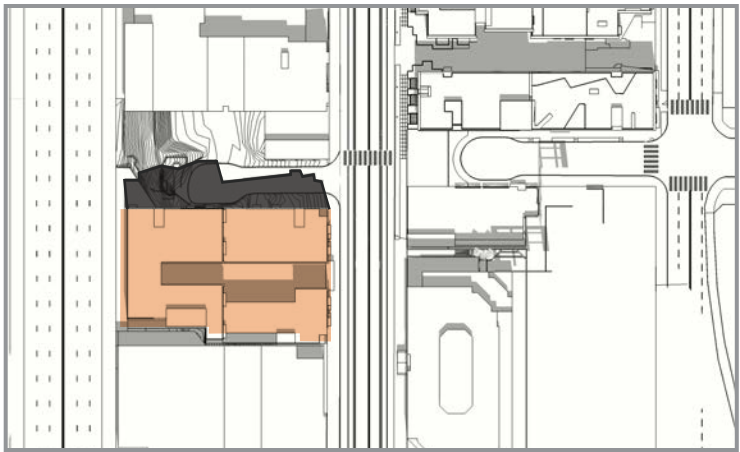
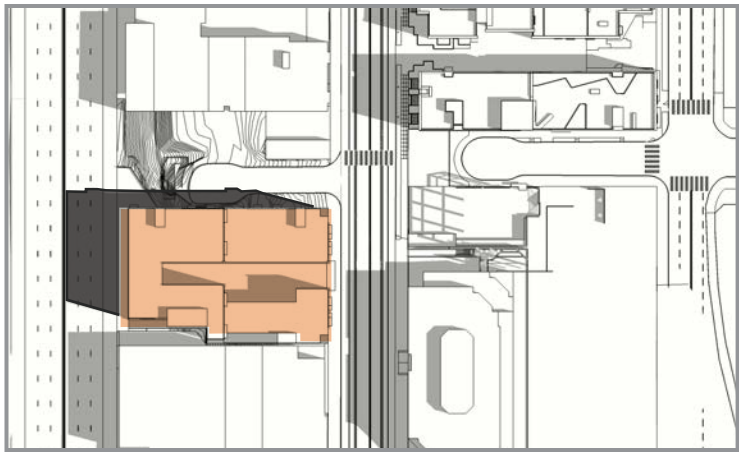
LOOKING NORTHWEST FROM DEXTER AVE N



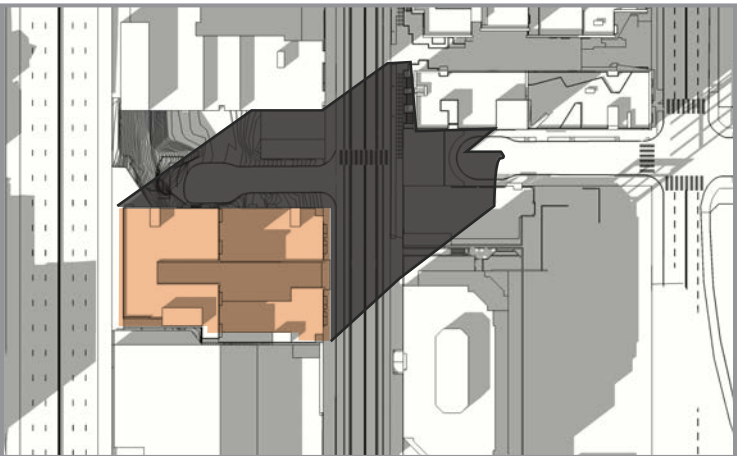
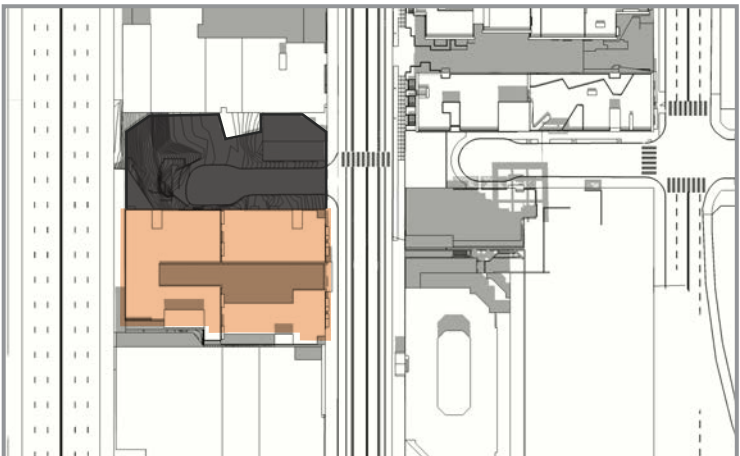
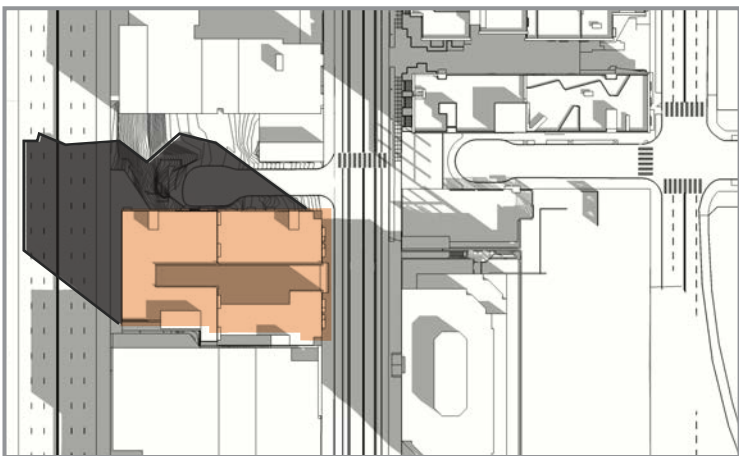
VIEW FROM AURORA SOUTHBOUND SIDEWALK

MASSING SCHEMES: OPTION 2 – SUN SHADOW STUDIES

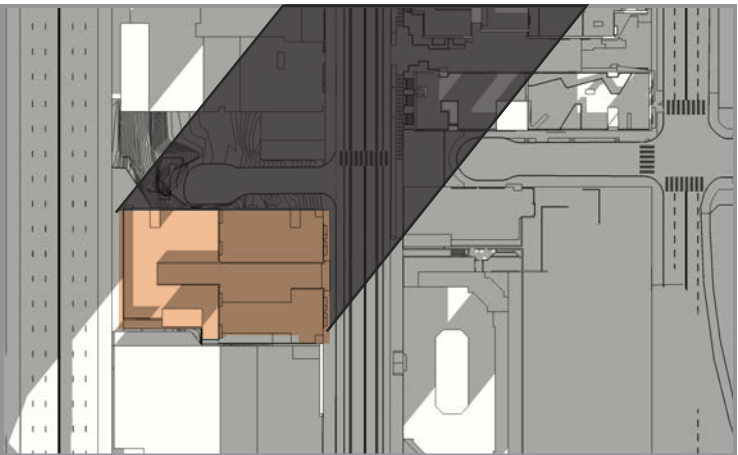
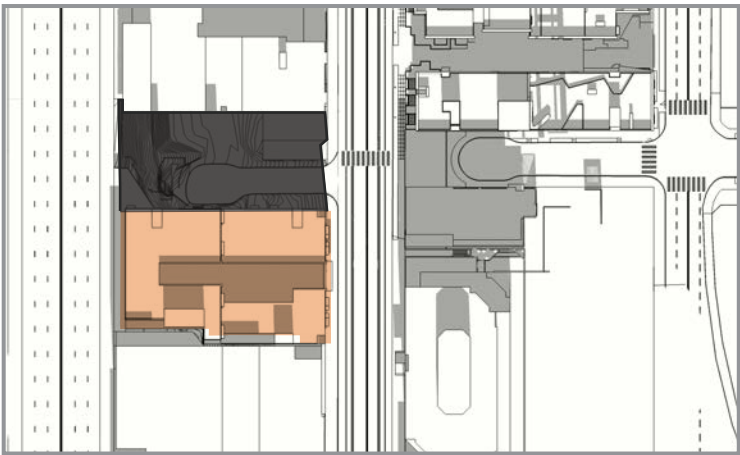
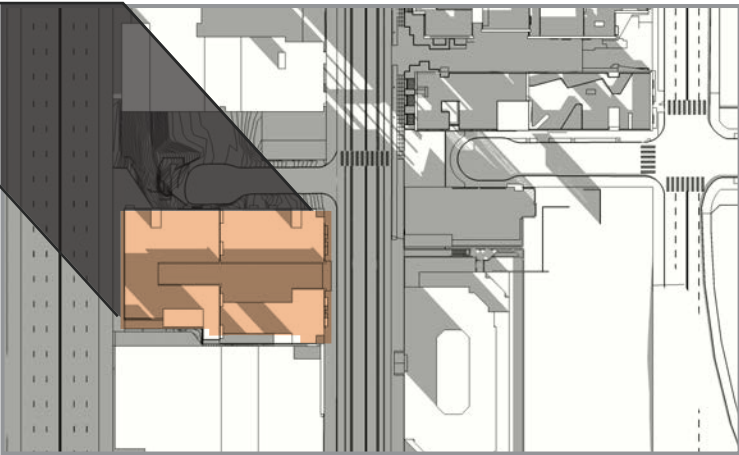
SUMMER SOLSTICE



FALL/SPRING EQUINOX



WINTER SOLSTICE



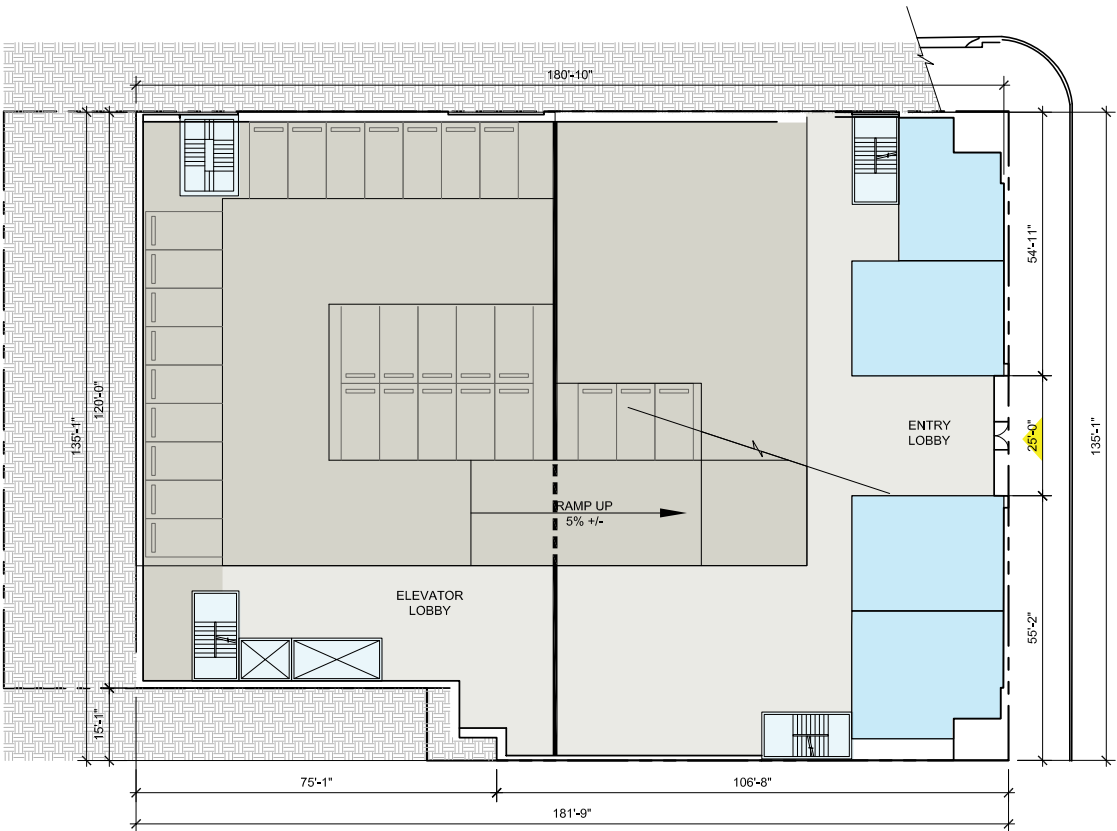
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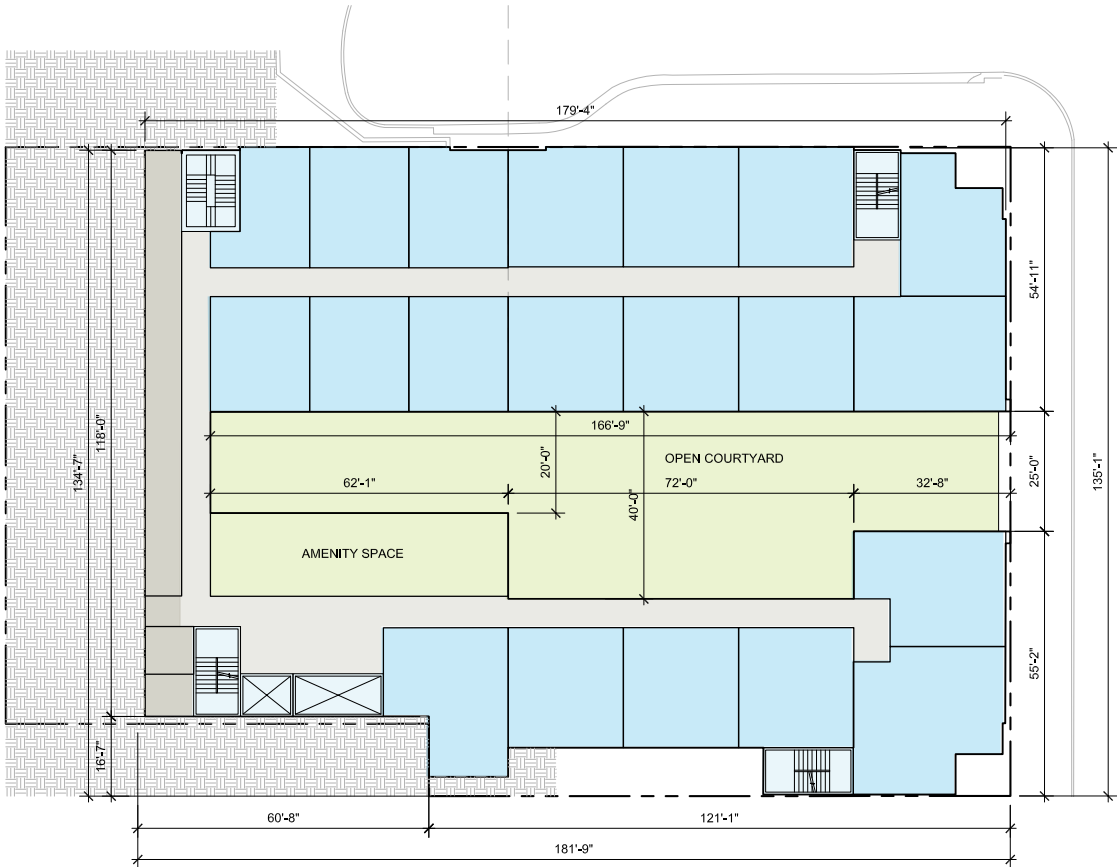
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MASSING SCHEMES: OPTION 2 – OPEN TO THE EAST

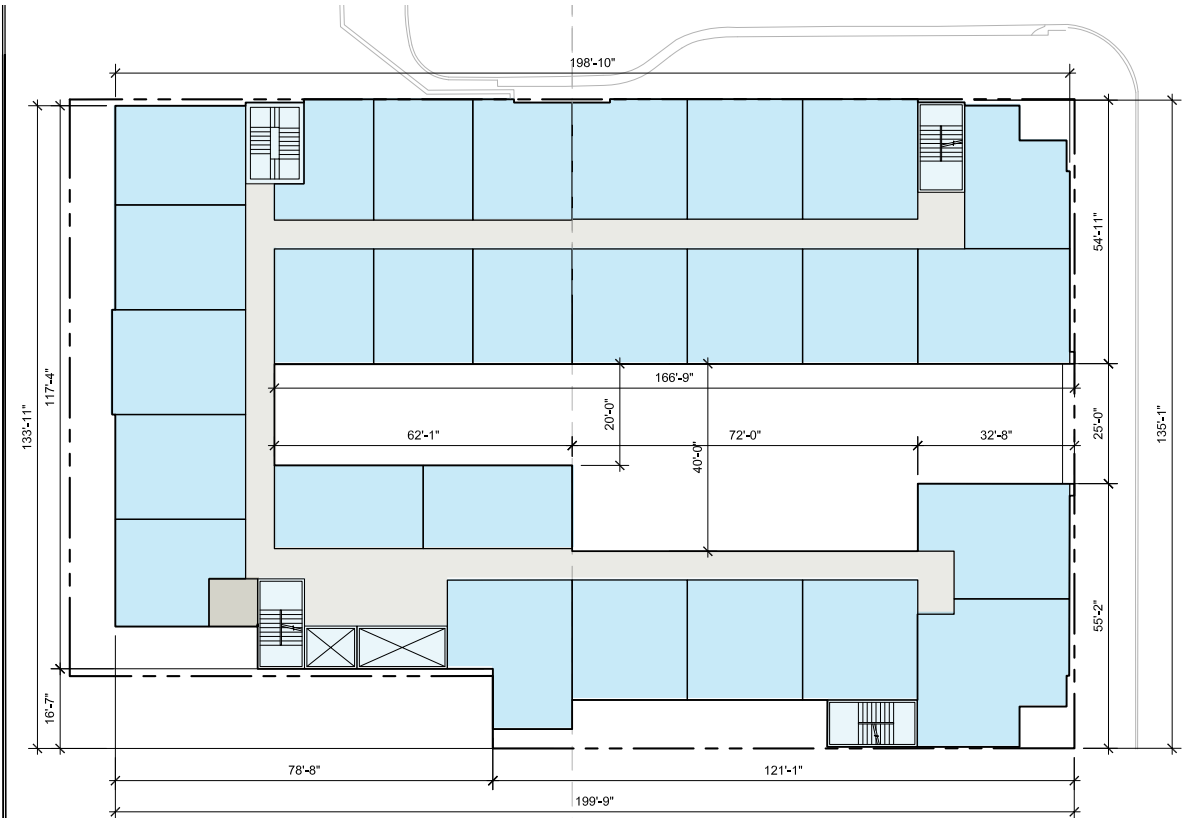


LEVEL 1 PLAN (LEVEL 2-3 SIM) - LOBBY CENTERED IN BUILDING ON DEXTER

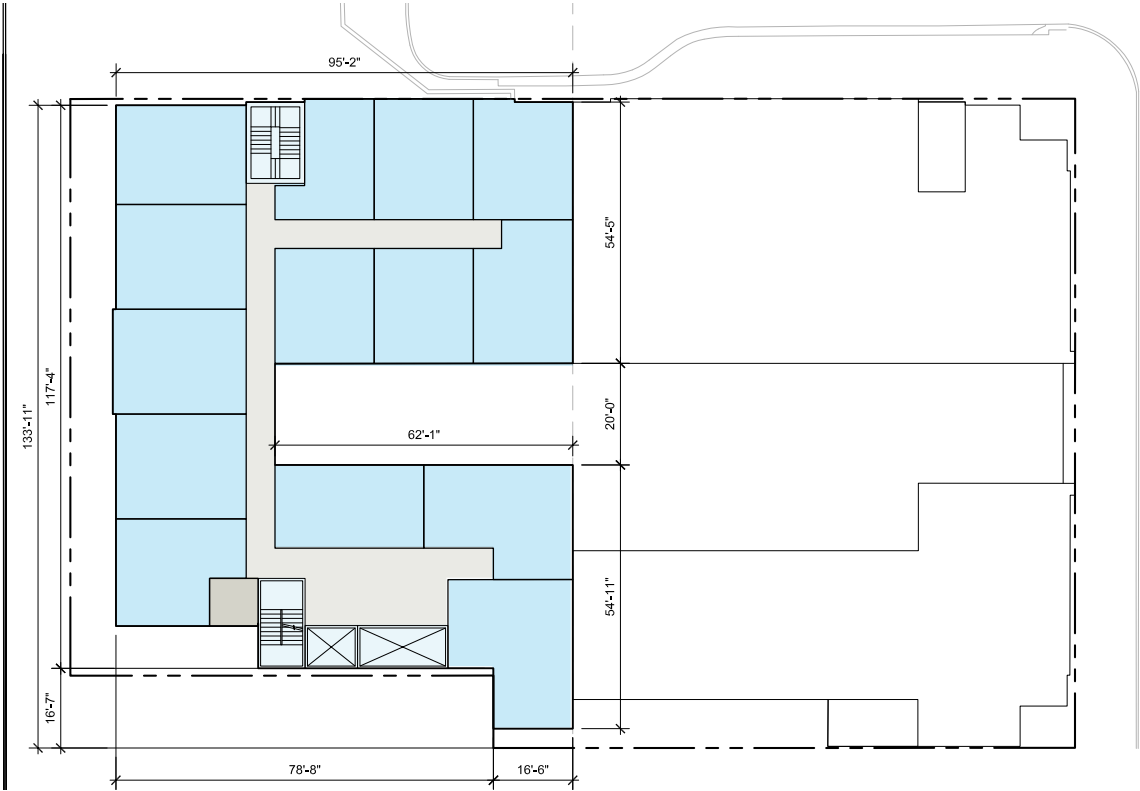


LEVEL 4 PLAN (LEVEL 5-6 SIM)

- KEY
- Residential
 - Common Space
 - Mechanical / BOH / Parking
 - Vertical Transportation
 - Common Amenity



LEVEL 7-8 PLAN - BUILDING MEETS GRADE AT AURORA ON LEVEL 7



LEVEL 9-12 PLAN



MASSING SCHEMES: OPTION 2 APPROACH

DESIGN INSPIRATION

SYMMETRY. PROMINENT ENTRY. FRAMES. STRONG VERTICALS.

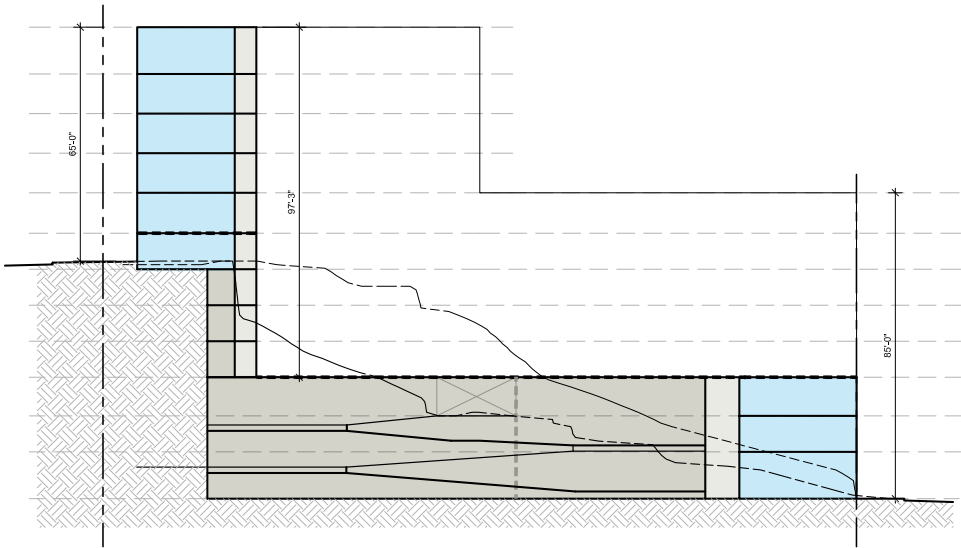
- 1. GRIDS OR FRAMES MAKE UP A UNIFORM PATTERN AROUND THE BUILDING. THE GRIDS CREATE A DEFINED LOCATION FOR WINDOW OPENINGS.
- 2. CARVED PORTION CREATES A CENTRALIZED ENTRY
- 3. USE OF SYMMETRY FOR STRONG BALANCED DESIGN AND STRONG VERTICALS



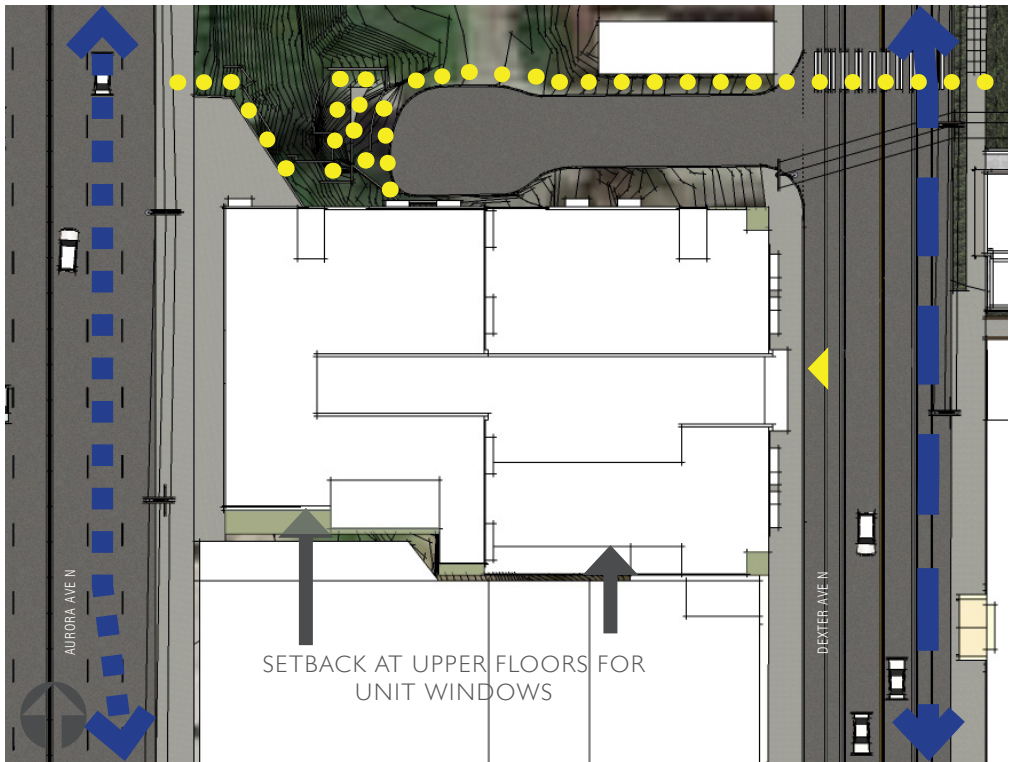
MASSING SCHEMES: OPTION 2 APPROACH

SUMMARY

- THIS SCHEME PROPOSED A MID-BLOCK COURTYARD ON DEXTER, CONTINUING DEXTER STREET WALL RHYTHM OF MID-BLOCK COURTYARDS. THE PROPOSED BUILDING SITE IS NOT AS WIDE AS ADJACENT SITES CREATING A VERY NARROW COURTYARD AND RESULTING IN A SPACE THAT IS NOT AS SUCCESSFUL.
- THE MASS IS LARGELY BROKEN DOWN ON DEXTER. SIMILAR TO SCHEME 1, THE BULK ON THE NORTH SHADES AND OVERWHELMS THE PEDESTRIAN EXPERIENCE ON HIGHLAND. THE BENEFIT OF THE MASSING BREAK IS TO DEXTER WHICH WE NOTED TO BE A LESS CRITICAL EDGE TO BE SENSITIVE TO.
- CORRESPONDING WITH THE SYMMETRY OF THE DESIGN, THE ENTRY IS LOCATED IN THE CENTER OF THE SITE ON DEXTER.
- THE PROPOSED BUILDING IS SETBACK FROM THE COMMERCIAL BUILDING TO THE SOUTH, BUT THE SCHEME STILL PLACES MANY UNITS AGAINST THE SOUTH FACADE.



BUILDING SECTION

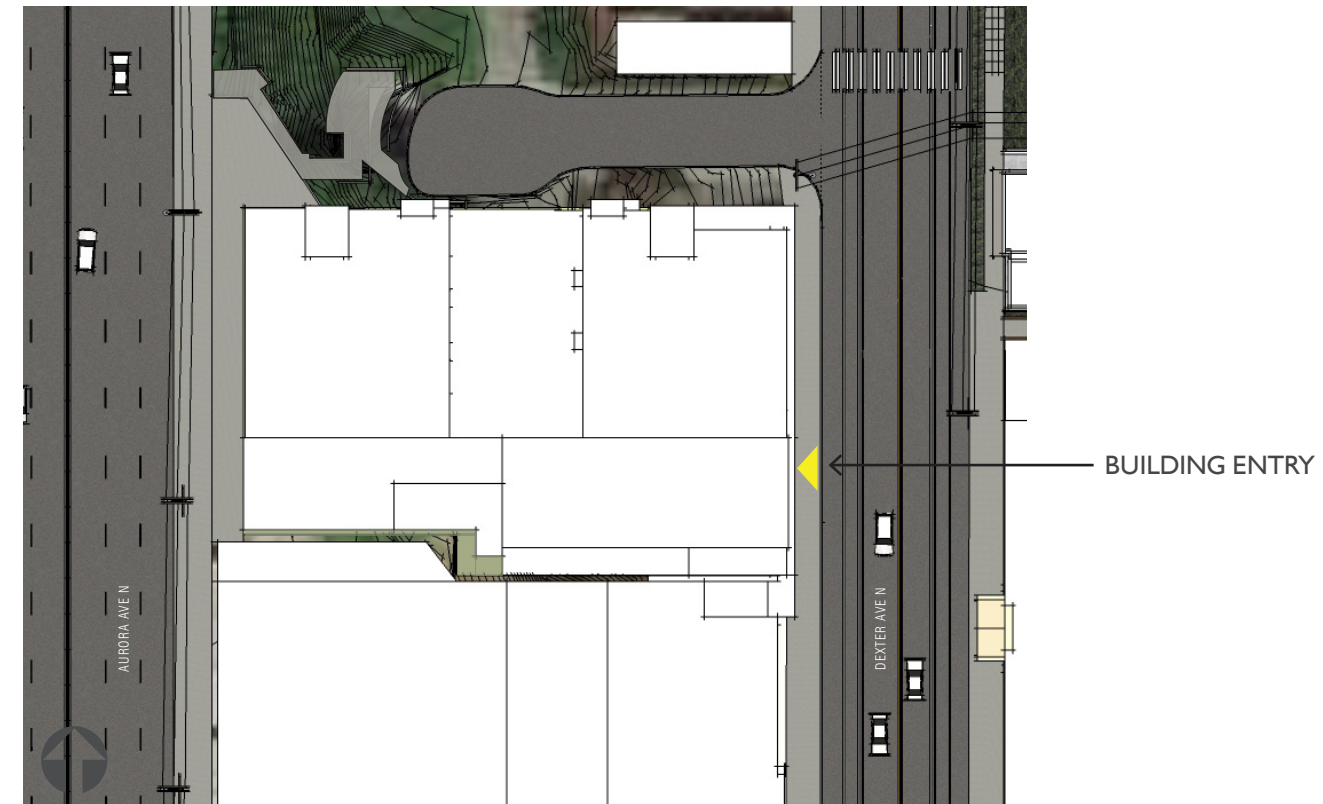
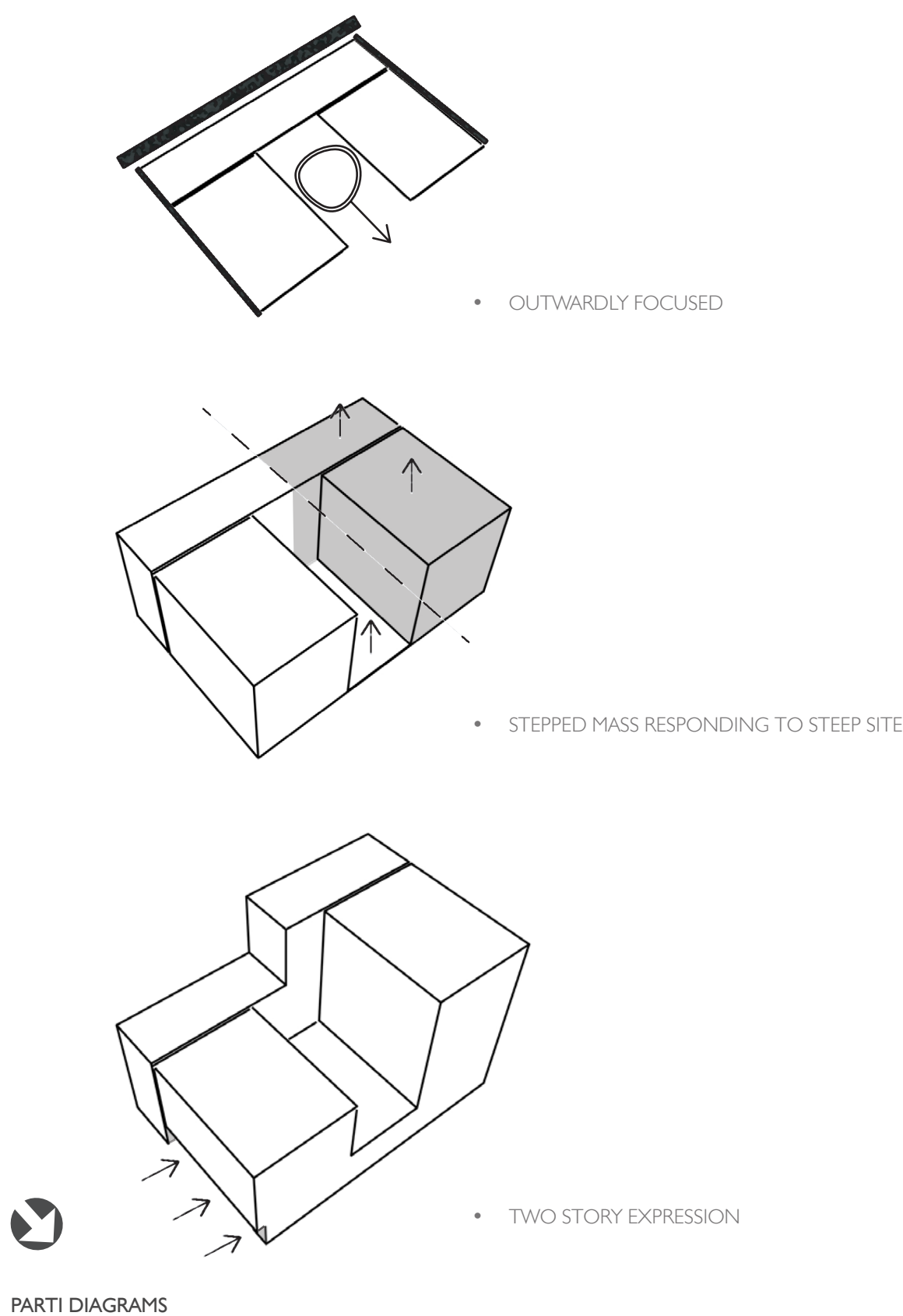


PLAN DIAGRAM



BUILDING ELEVATION

MASSING SCHEME: OPTION 3 – OPEN TO THE NORTH (PREFERRED SCHEME)



AERIAL PLAN



AERIAL FROM NORTHEAST

MASSING SCHEME: OPTION 3 – OPEN TO THE NORTH (PREFERRED SCHEME)



VIEW OF NORTHEAST CORNER ALONG DEXTER AVE N



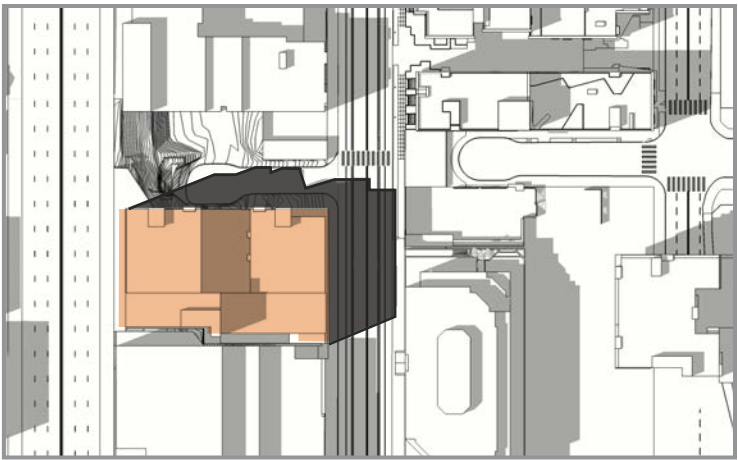
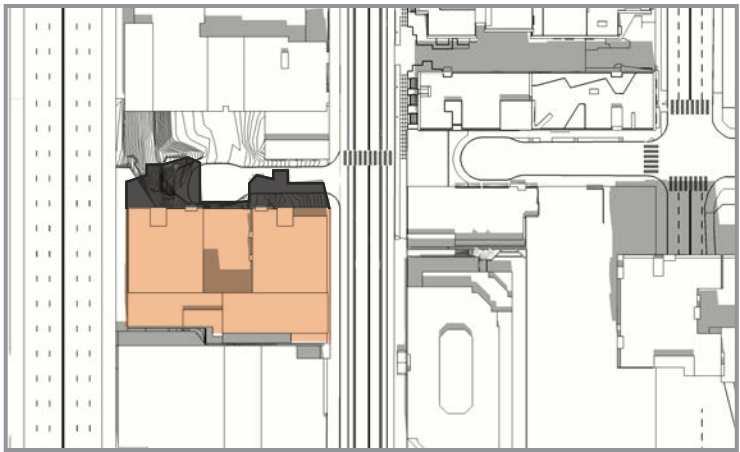
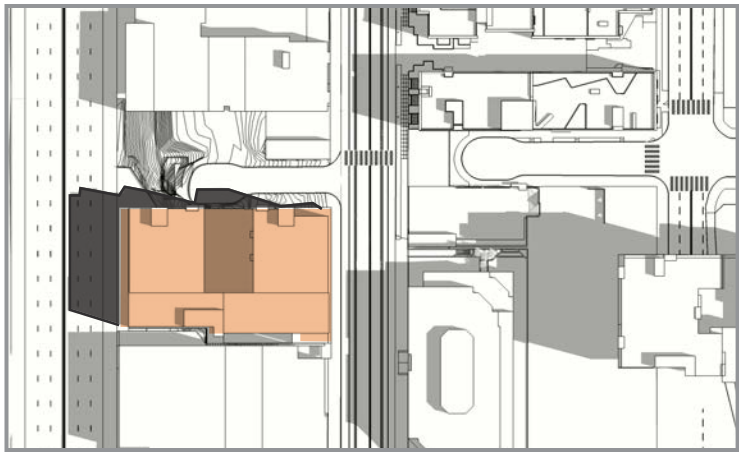
LOOKING NORTHWEST FROM DEXTER AVE N



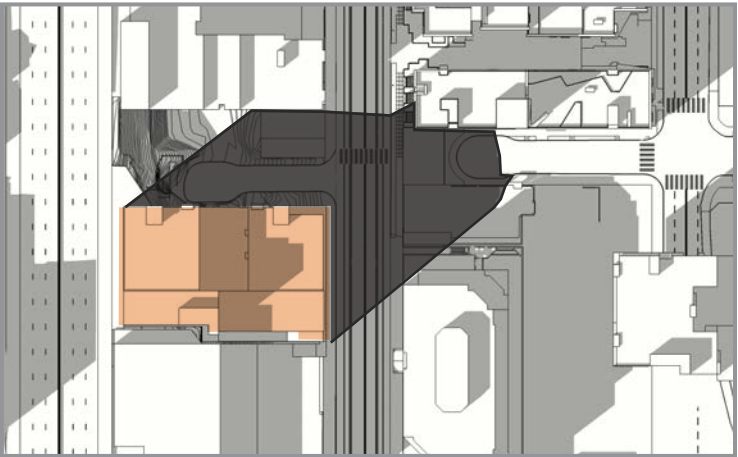
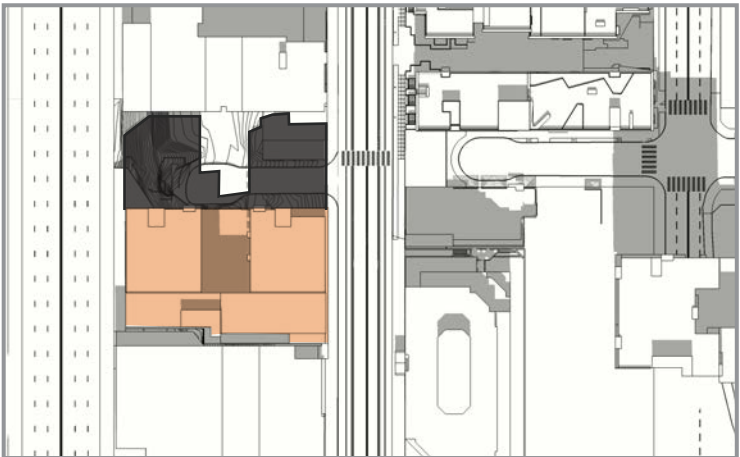
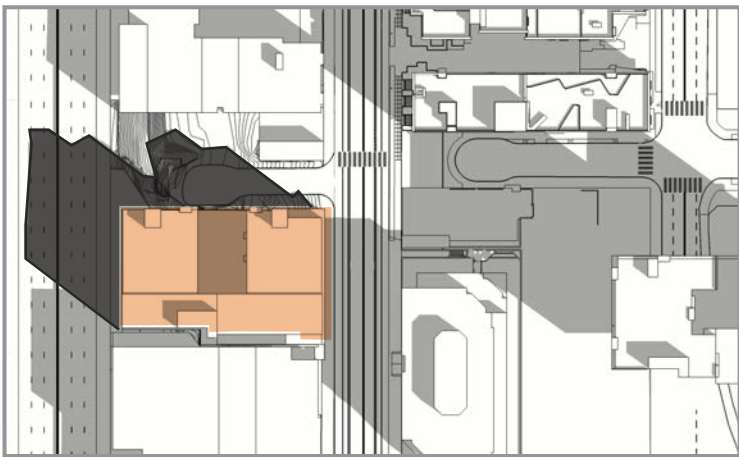
VIEW FROM AURORA SOUTHBOUND SIDEWALK

MASSING SCHEMES: OPTION 3 – SUN SHADOW STUDIES

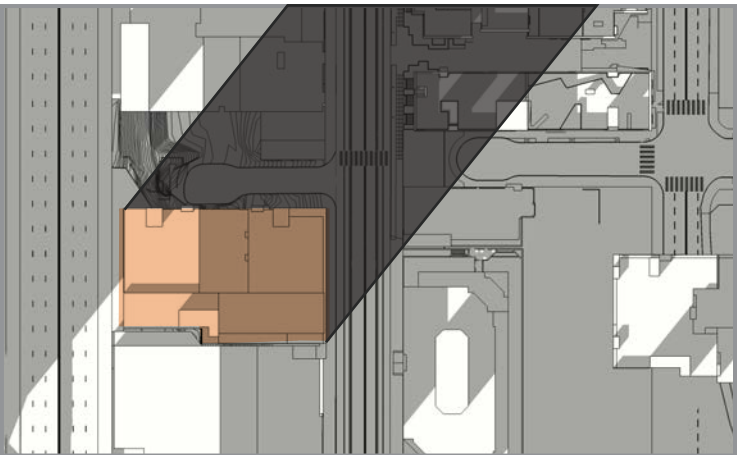
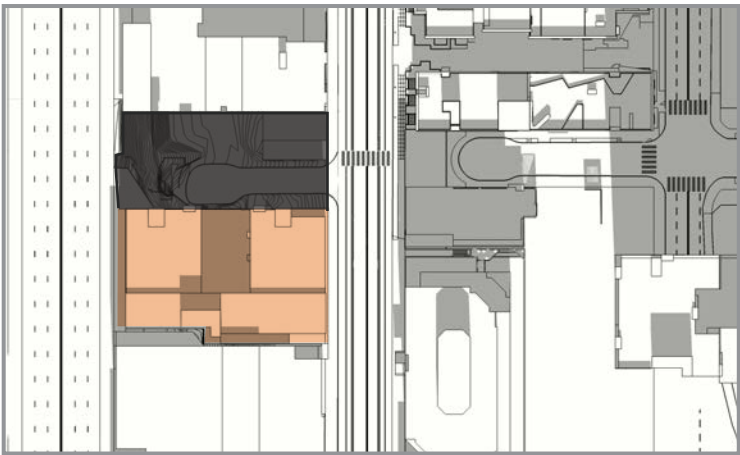
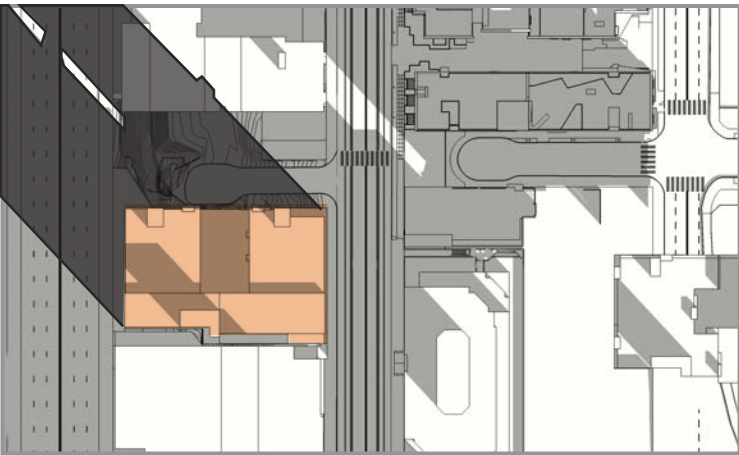
SUMMER SOLSTICE



FALL/SPRING EQUINOX



WINTER SOLSTICE



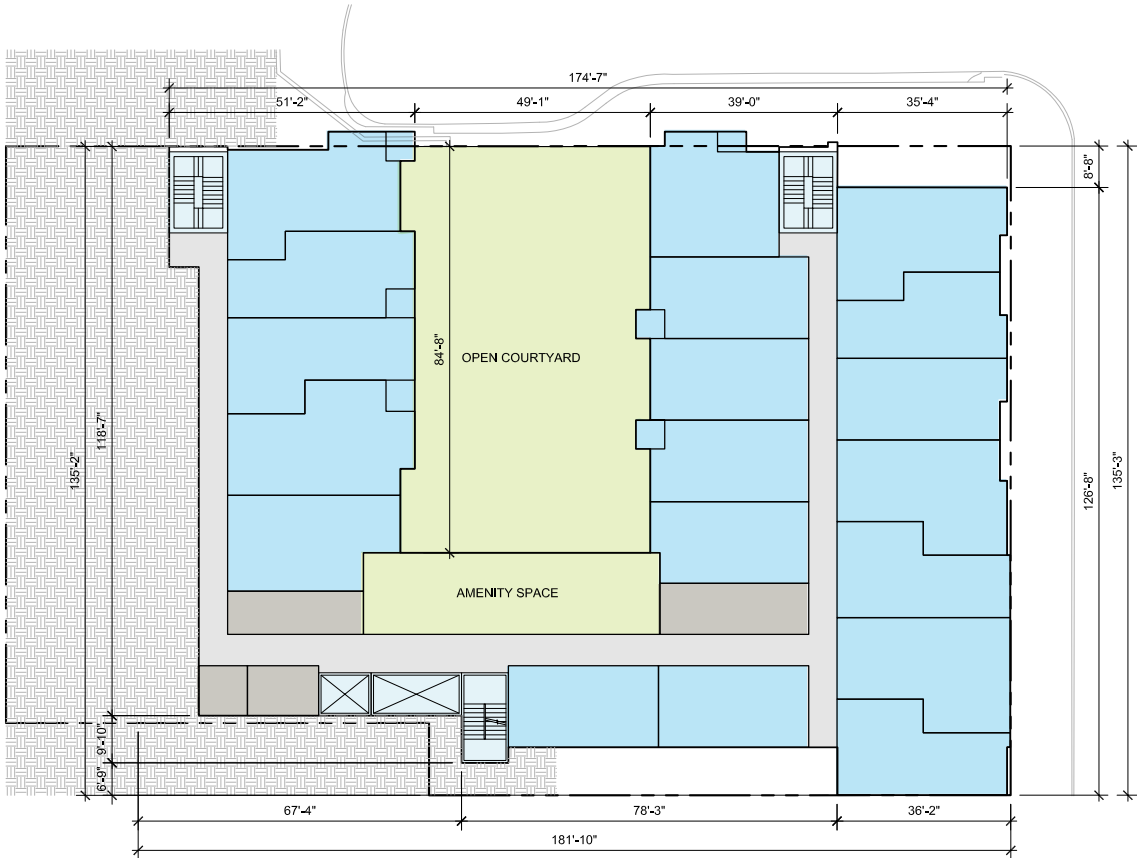
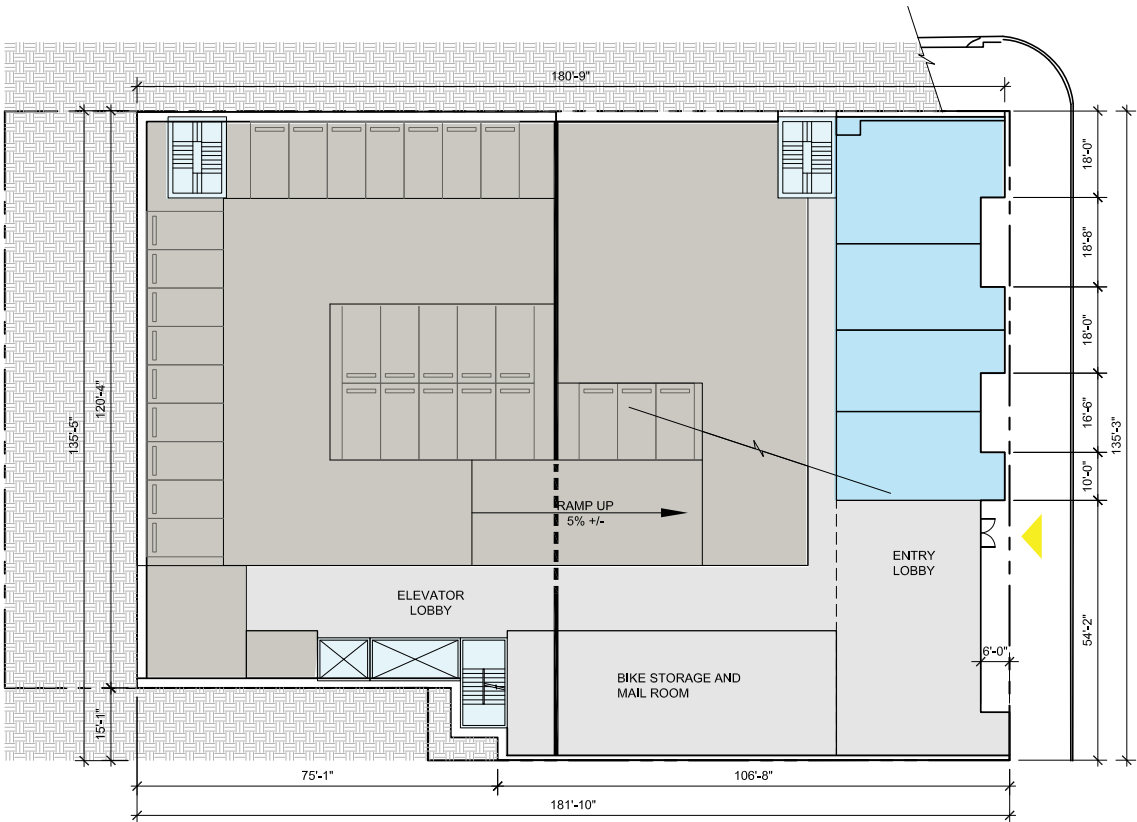
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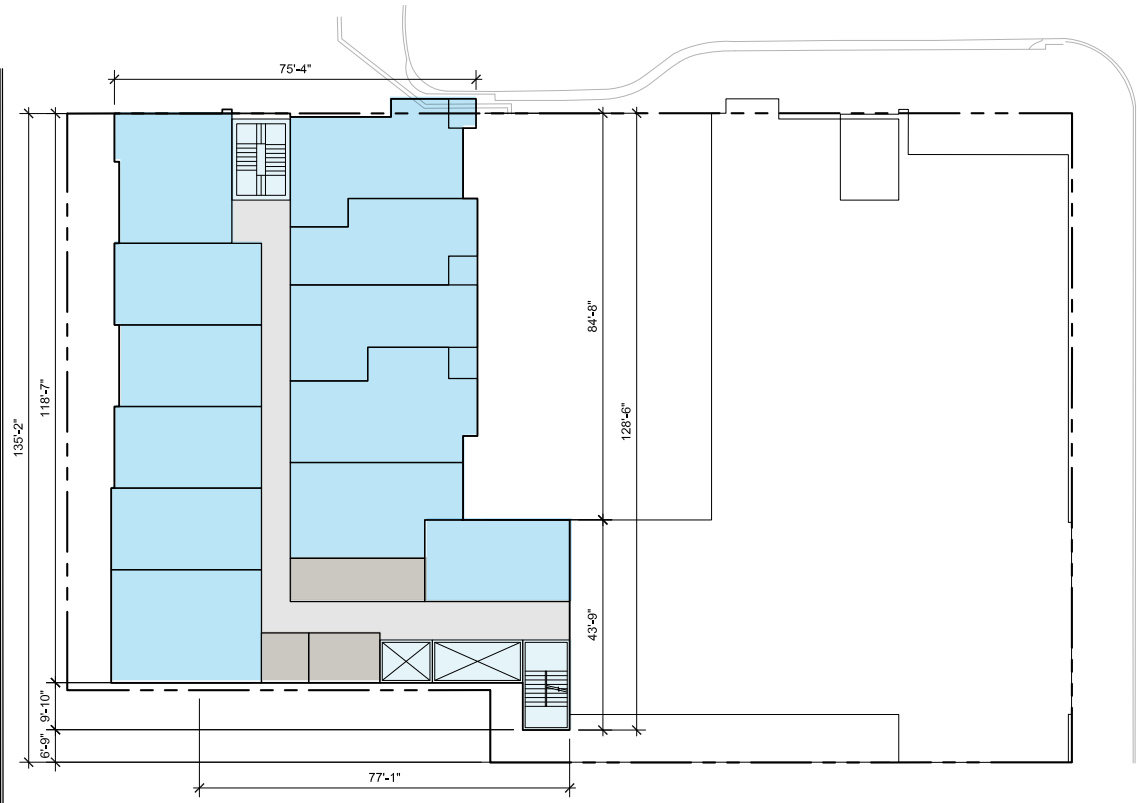
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MASSING SCHEME: OPTION 3 – OPEN TO THE NORTH (PREFERRED SCHEME)



- KEY**
- Residential
 - Common Space
 - Mechanical / BOH / Parking
 - Vertical Transportation
 - Common Amenity

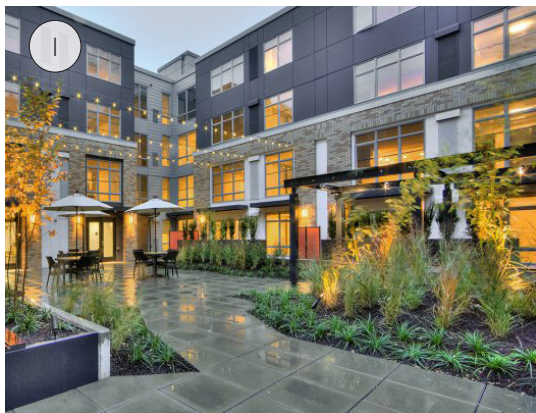


MASSING SCHEMES: OPTION 3 APPROACH (PREFERRED SCHEME)

DESIGN INSPIRATION

ASYMMETRICAL COMPOSITION. VERTICAL RECESSED VOIDS. DECONSTRUCTED FACADE.

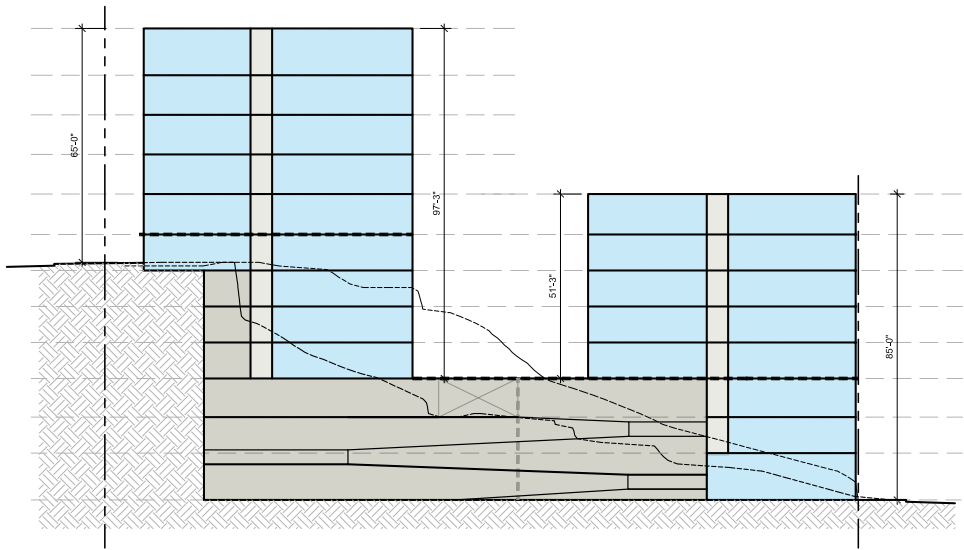
- 1. LARGE OPEN COURTYARD GIVES A GENEROUS SPACE FOR PLACE MAKING.
- 2. STRONG 2-STORY EXPRESSION. STREET LEVEL PEDESTRIAN EXPERIENCE WITH CHANGE IN MASSING ABOVE. MASS ABOVE HAS STRONG VERTICAL RECESSED VOIDS.
- 3. BALANCED ASYMMETRICAL COMPOSITION WITH DECONSTRUCTED FACADE APPEARANCE. INDIVIDUAL ELEMENTS ADD TO THE WHOLE OF THE BUILDING. BALCONIES ARE USED AS A PLAYFUL ELEMENT.



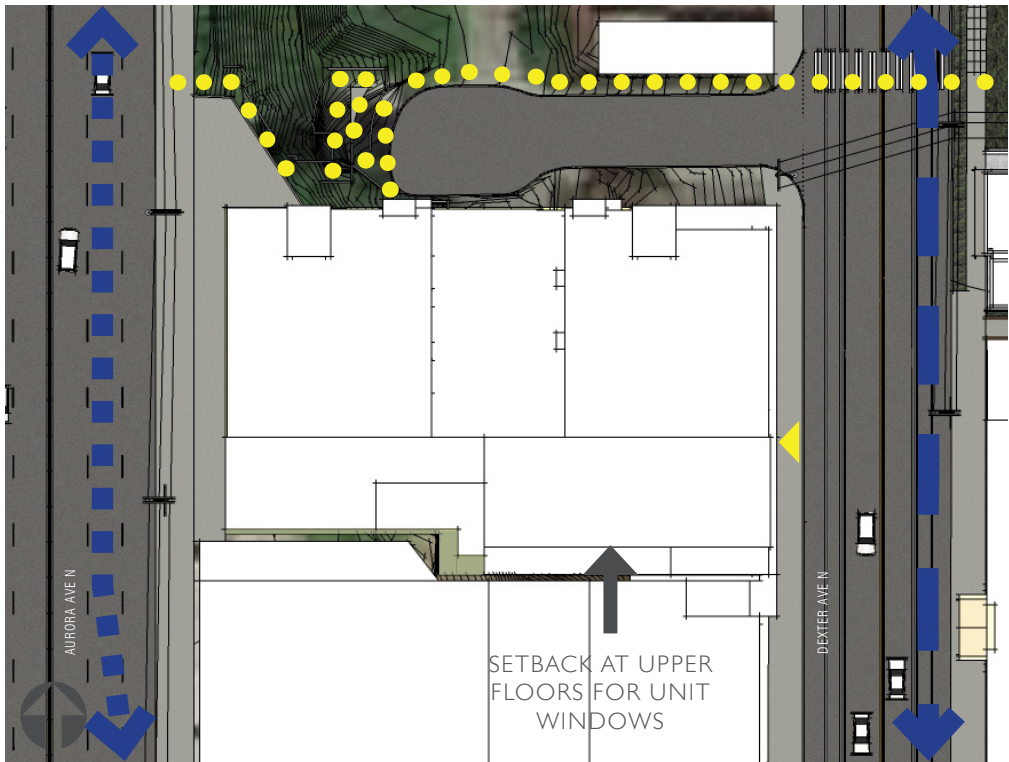
MASSING SCHEMES: OPTION 3 APPROACH (PREFERRED SCHEME)

SUMMARY

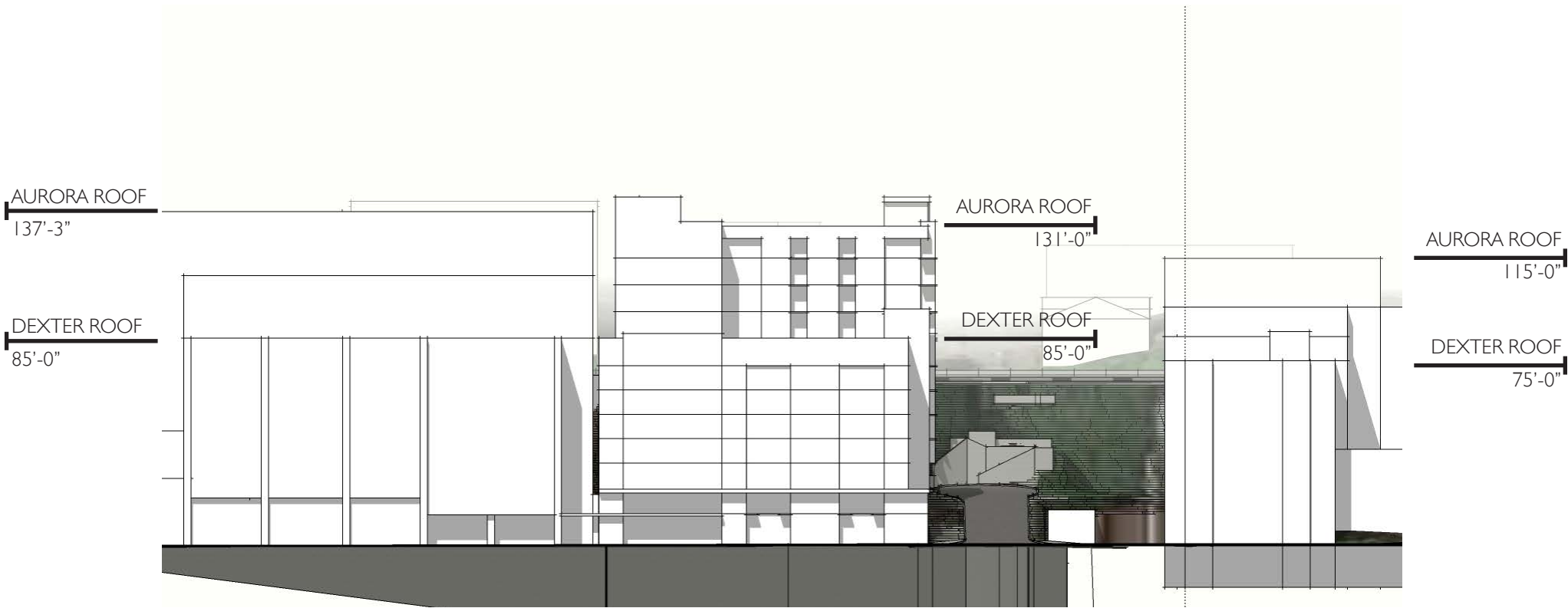
- THIS SCHEME MOVES THE OPEN COURTYARD TO THE NORTH SIDE CREATING A PHYSICAL BREAK IN THE FACADE TO THE NORTH WHICH IMPACTS THE PEDESTRIAN/ SCALE SENSITIVE HIGHLAND. IT ALSO ALLOWS HIGHLAND TO STAY LIT MORE OFTEN.
- VERTICAL CIRCULATION IS MOVED TO THE SOUTH SIDE OF THE BUILDING, SIGNIFICANTLY REDUCING UNITS ALONG THE SOUTH FACADE. IT ALSO INCREASES UNITS TO THE COURTYARD AND NORTH, ACTIVATING THESE FACADES.
- THE BUILDING ENTRY IS LOCATED NEAR THE SOUTHEAST CORNER OF THE SITE. MOVING THE ENTRY SEQUENCE AND CIRCULATION SPINE TO THE SOUTH ALLOWS THE REST OF THE BUILDING TO FACE OUTWARD IN OTHER DIRECTIONS.
- THE PHYSICAL BREAK AND CIRCULATION TO THE SOUTH GIVE THREE DISTINCT ELEMENTS TO ARTICULATE.
- THE BUILDING EDGES ALONG AURORA AND DEXTER HAVE LARGER SCALE URBAN RESPONSES APPROPRIATE TO THE STREET CHARACTER AND TRAFFIC PATTERNS.



BUILDING SECTION



PLAN DIAGRAM



BUILDING ELEVATION

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MASSING SCHEMES: OPTION COMPARISON



OPTION 1 ENCLOSED COURTYARD

PROS

- MASSING ACTIVATES CORNER OF DEXTER AND HIGHLAND

CONS

- MASSING HAS NO PHYSICAL RELIEF ON HIGHLAND OR DEXTER
- ENTRY AT DEXTER AND HIGHLAND MOVES BUILDING CORE LOCATION TO PREVENT A VERY LONG WALK; THIS NEGATIVELY IMPACTS THE GARAGE, REQUIRES MORE EXCAVATION AND PUSHES MORE UNITS TO THE SOUTH SIDE OF THE BUILDING
- ENTRY AT DEXTER AND HIGHLAND CORNER DOES NOT ALLOW FOR FUTURE CORNER RETAIL
- MANY UNITS ARE LOCATED ADJACENT TO COMMERCIAL BUILDING TO THE SOUTH



OPTION 2 OPEN TO THE EAST

PROS

- MASSING VISUALLY BROKEN UP ON HIGHLAND
- RELATES TO ADJACENT BUILDING MASSES/ARTICULATION
- PROMINENT CENTER RESIDENTIAL ENTRY

CONS

- UNIFORM, LESS UNIQUE GROUND LEVEL
- CENTER ENTRY CREATES LESS DIRECT ROUTE TO BUILDING CORE
- COURTYARD LONG AND NARROW, NOT SUCCESSFUL AND LESS DESIRABLE TO USE
- LACKS PRIVACY FOR TENANTS WHO FACE COURTYARD
- MANY UNITS ARE LOCATED ADJACENT TO COMMERCIAL BUILDING TO THE SOUTH



OPTION 3 OPEN TO THE NORTH (PREFERRED SCHEME)

PROS

- MASSING PHYSICALLY BROKEN ON HIGHLAND
- MASSING IS BROKEN DOWN INTO DISTINCT ELEMENTS WITH OPPORTUNITIES TO ADD UNIQUE CHARACTER TO EACH
- POTENTIAL RETAIL CORNER
- ALLOWS FOR SUNLIGHT ONTO HIGHLAND
- MAJORITY OF UNITS RECEIVE VIEW TO THE EAST OR LAKE VIEWS
- VERY FEW UNITS ARE LOCATED ADJACENT TO THE COMMERCIAL BUILDING TO THE SOUTH

CONS

-

LANDSCAPE DESIGN – STREETSCAPE PLAN



I. CONCEPT SECTION AT AURORA

LANDSCAPE DESIGN – STREETSCAPE INSPIRATION



PROVIDE LANDSCAPE –
LUSH PLANT PALETTE TO ENHANCE THE STREETSCAPE AND RESIDENTIAL EDGE

- A MIX OF GRASSES, FLOWERING PERENNIALS AND EVERGREEN GROUNDCOVERS REINFORCES THE RESIDENTIAL BUILDING USE AND CONTINUES THE ORNAMENTAL PLANTING CHARACTER THAT HAS BEEN ESTABLISHED ALONG DEXTER AVENUE.



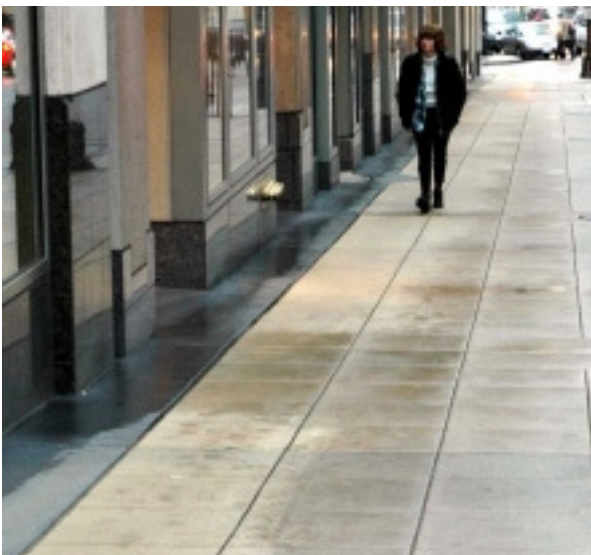
ESTABLISH CONNECTIVITY –
ACTIVATE THE URBAN STREETSCAPE ALONG DEXTER AVENUE AND HIGHLAND DRIVE

- THE CONTINUED 8’ WIDE SIDEWALK REPLACES THE FINAL “MISSING TOOTH” OF SIDEWALK ALONG THIS BUSTLING SECTION OF DEXTER AVENUE.
- A NEW SIDEWALK ALONG THE SOUTH EDGE OF HIGHLAND DRIVE COMPLETES THE CUL-DE-SAC AND CONNECTION TO THE PUBLIC HILL CLIMB.



CONTRIBUTE CHARACTER –
MATERIAL CHOICES TO RESPOND AND CONTRIBUTE TO THE EXISTING NEIGHBORHOOD FABRIC

- A DARK CONCRETE BAND DISTINGUISHES THE PROPERTY AT THE NORTH AND EAST RIGHT OF WAYS TO REINFORCE THE ARCHITECTURAL DESIGN AND CONNECT TO THE PEDESTRIAN EXPERIENCE.
- GREEN JOINTED PAVEMENT ADDS A UNIQUE DETAIL TO THE PROJECT AND CREATES A THRESHOLD INTO PRIVATE UNIT ENTRIES.
- STORMWATER PLANTERS ALONG THE AURORA AVENUE PROPERTY LINE PROVIDES A GENEROUS BUFFER BETWEEN PEDESTRIANS AND UNITS THAT LOOK OUT ONTO THE HIGHWAY.

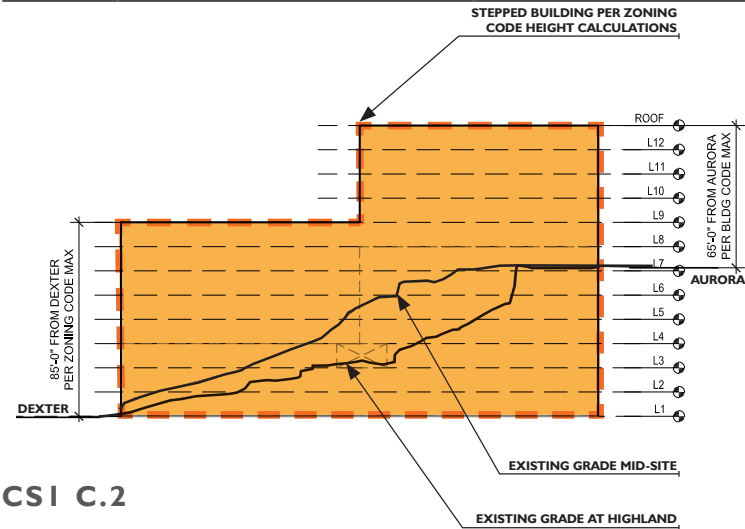


PRIORITY DESIGN GUIDELINES

SEATTLE GUIDELINES AND SOUTH LAKE UNION NEIGHBORHOOD DESIGN GUIDELINES

The following guidelines have been identified by the applicant as highest priority guidelines for the project to address given the context and existing site conditions. The project strives to respond to these guidelines.

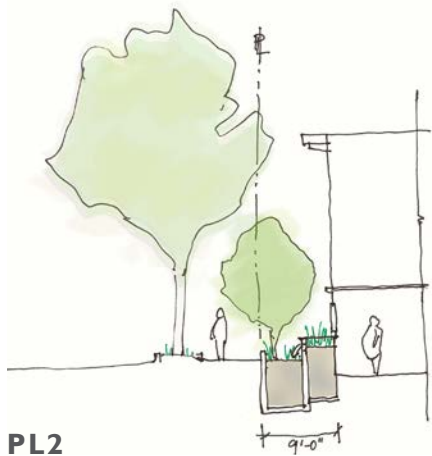
	TITLE	DESCRIPTION	RESPONSE
CSI C.2	NATURAL SYSTEM AND SITE FEATURES. TOPOGRAPHY: ELEVATION CHANGES	Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillside to accommodate significant changes in elevation.	The proposed building is located on a site with a steep slope, to respond to the slope the building will step.
CS2 C.1	URBAN PATTERN AND FORM. RELATIONSHIP TO THE BLOCK: CORNER SITES	Corner sites can serve as gateways or focal points; both from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.	The corner of Highland and Dexter will be a strong design element. Due to setbacks required for power poles located at the corner, in the massing schemes there is an opportunity to carve out the corner providing physical and/or visible relief OR provide a strong edge at the base and relief above.
CS3 SLU I-i + ii + DC2 A.2	ARCHITECTURAL CONTEXT AND CHARACTER: HEIGHT, BULK AND SCALE REDUCING PERCEIVED MASS/ FACADE COMPOSITION	<p>Neighborhood Priority: Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.</p> <p>Consider using architectural features to reduce building scale such as:</p> <ul style="list-style-type: none">a. landscapingb. trellisc. complementary materialsd. detailinge. accent trim <p>Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentation in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.</p>	Through the use of bays, differing facade treatments and/or larger volumes, the building will be of a scale to complement the existing buildings. At grade level the building will respond to reducing scale with canopies, stepping back in section and/or indentations in plan.
PL1 SLU I-iii	CONNECTIVITY: HUMAN ACTIVITY	Neighborhood Priority: Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.	The building is adjacent to the Highland Dr hill climb that accesses bus routes on Aurora Ave N. The design will celebrate the hill climb and add light to the path, encouraging human activity and safety.
PL2 SLU I	WALKABILITY: STREETSCAPE COMPATIBILITY	Neighborhood Priority: The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. sidewalk-related spaces should appear safe, welcoming and open to the general public.	Entry to the building will be prominent with weather protection. Lighting will be provided for an inviting safe experience along with landscape and sidewalk to match existing improvements.



CS2 C.1



PL1: EXISTING HILL CLIMB



PL2

PRIORITY DESIGN GUIDELINES

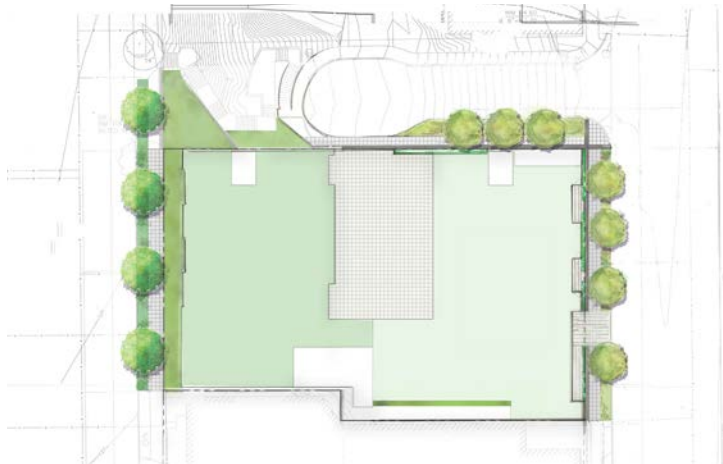
SEATTLE GUIDELINES AND SOUTH LAKE UNION NEIGHBORHOOD DESIGN GUIDELINES

The following guidelines have been identified by the applicant as highest priority guidelines for the project to address given the context and existing site conditions. The project strives to respond to these guidelines.

TITLE	DESCRIPTION	RESPONSE
PL3 III <i>STREET-LEVEL INTERACTION: TRANSITION BETWEEN RESIDENCE AND STREET</i>	<i>Consider designing the entries of residential building to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior assisted housing.</i>	Units at the sidewalk level have been setback to provide a recessed entry and patio space. This allows for a sense of identity for the tenants.
DC1 C.1 + SLU I <i>PROJECT USES AND ACTIVITIES: PARKING AND SERVICE USES</i>	Below grade parking: locate parking below grade wherever possible. Where surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portion of the site.	Due to the steep slope of the site, a portion of the parking will be below grade with the remainder of the parking setback behind programmed building elements. The entry to the garage will be off of Highland Dr at an existing bulb.
SLU I <i>DESIGN OF PARKING LOTS NEAR SIDEWALKS</i>	Neighborhood Priority: providing parking below grade is preferred	
DC2 SLU I <i>ARCHITECTURAL CONCEPT AND CONSISTENCY</i>	Neighborhood Priority: Design the “fifth elevation” - the roofscape - in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.	The roof-top adjacent to Aurora will be a landscaped, occupiable amenity space for residents, providing views to South Lake Union. The roof-top closest to Dexter, although not occupiable, will be landscaped as well, as it will be highly visible from the occupied roof-top.
DC2 B.1 + DC4 A.1 <i>FACADE COMPOSITION</i>	<i>Design all building facades - including alleys and visible roofs - considering composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and building materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley facade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing facade around the alley corner of the building.</i>	With three facades of the building prominently visible and two corner conditions, the design will be mindful of how materials and facade elements wrap corners. Materials on the building will be a quality to enhance the design. The appropriate type and durability of materials will be used on different locations of the building.
DC4 A.1 <i>BUILDING MATERIALS</i>	<i>Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.</i>	
DC3 B.4 <i>OPEN SPACE CONCEPT: OPEN SPACE USES AND ACTIVITIES</i>	<i>Multifamily Open Space: Design common and private open space in multifamily project for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children’s play (covered and uncovered)</i>	Common and private open spaces will be provided for the use of the residents, including a roof-top deck and a courtyard.



PL3 III



DC2 SLU I



DC2 B.1

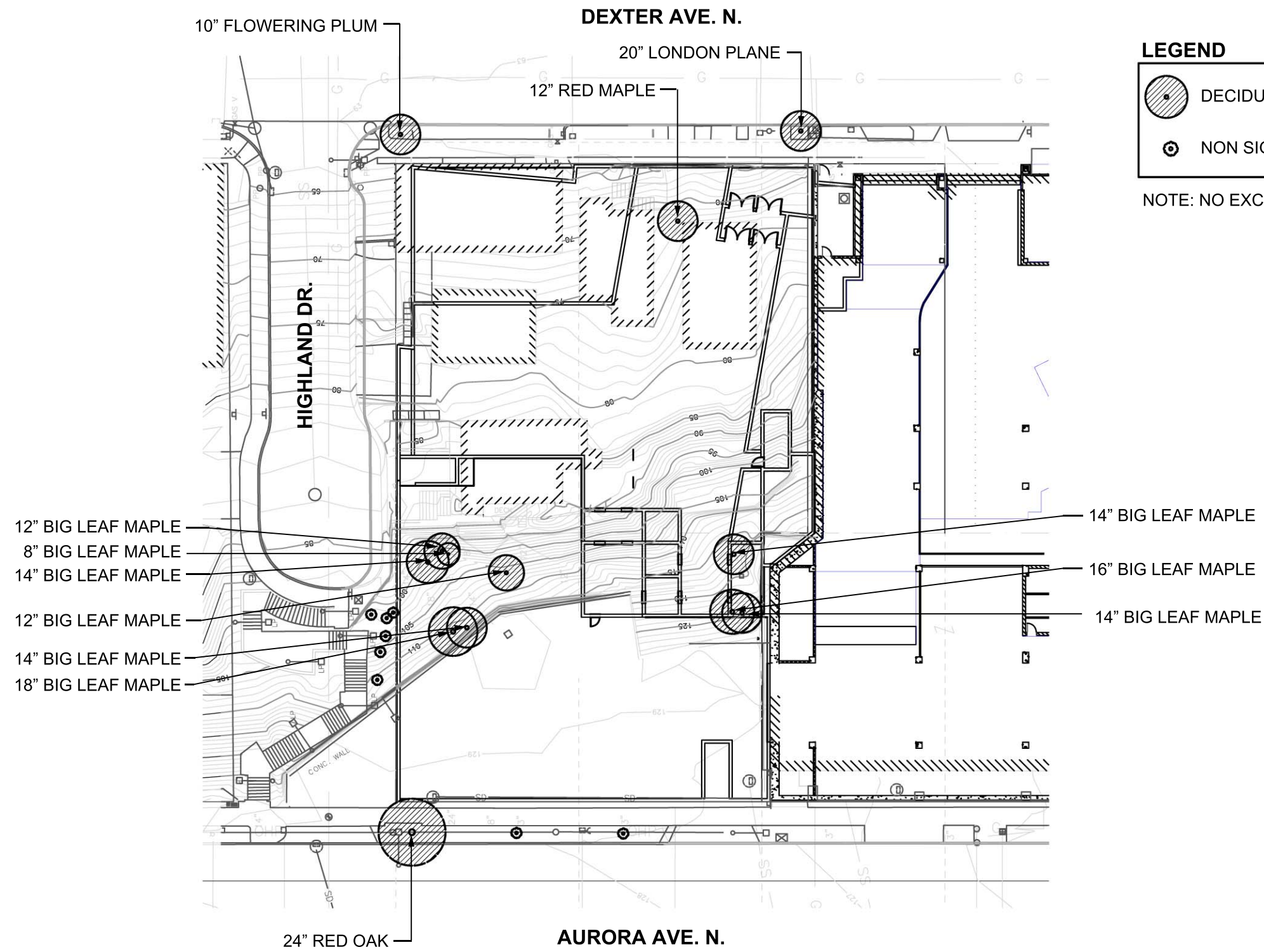


DC3 B.4

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APPENDIX

SITE ANALYSIS: TREE SURVEY



THANK YOU