



Half-Block
Alternative

801
Dexter
Avenue
North

Early Design Guidance

CollinsWoerman
September 21, 2011

**Land Use Permit
Project: 3012342**

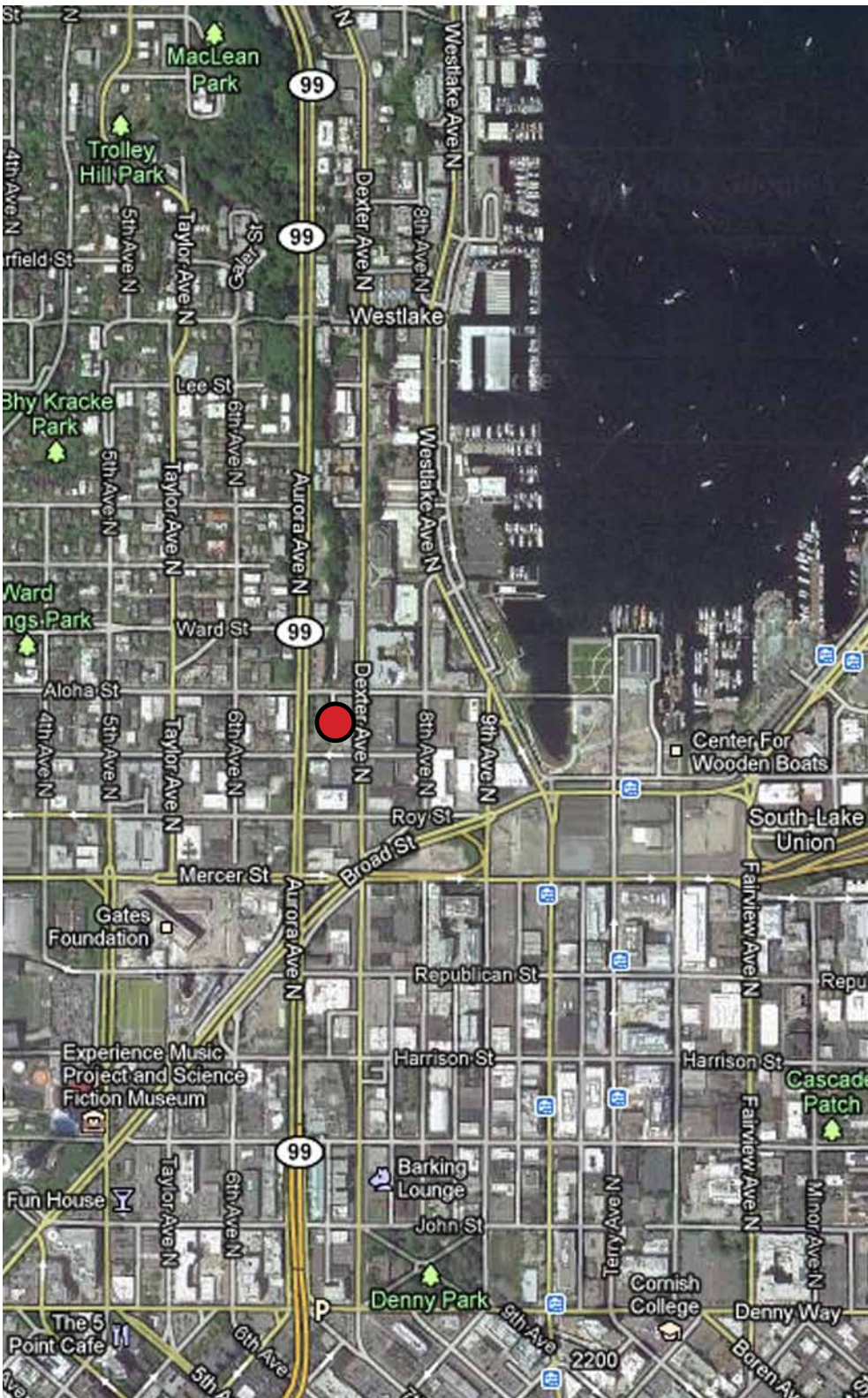
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Development Objectives and Design Guidelines



Development Objectives

The intent of the proposed project is to build a mixed-use structure that optimizes use of the site under zoning and land use regulations, create viable retail and commercial uses along Dexter Avenue N appropriate to current and future conditions, and build residential units that take advantage of the site's transportation connections and views to Lake Union, downtown Seattle, and Capitol Hill.

Residential units

The objective of the development is to build approximately 170 units of housing, in a mix that includes live-work units, studios, one-bedroom, and two-bedroom units.

Retail uses

The Dexter Avenue N facade will provide opportunities for retail uses, live-work units, and the primary entrance to the residential portion of the building. The intent is to create space that could accommodate two retail spaces, each approximately 1,500 SF, and four live-work units, each approximately 750 SF. These live-work units could be converted to retail if and when that becomes appropriate.

Parking

The objective is to provide approximately 0.8 structured parking space per residential unit, and approximately 9 structured parking spaces to support the potential retail uses. Additional parking spaces will be shared with adjacent building users.

No parking uses or driveways will face onto Dexter Avenue N. Parking garage entries are proposed on Aloha Street and Valley Street. On-street parking exists on the three streets that front the site, and is generally available throughout the neighborhood.

Development Objective Summary

6-Story Building	approximately 65' tall
Residential Units	approximately 170
Retail space (potential)	approximately 3,000 SF (2 retail spaces)
Live-work units	approximately 3,000 SF (4 live-work units)
Parking	approximately 150 structured spaces

High-Priority Design Guidelines

- A2. Reinforce existing streetscape characteristics.
 - SLU specific: Provide diverse street-level uses and pedestrian enhancements
 - SLU specific: Provide appropriate quantities of street-level retail and commercial uses
- B1. Provide sensitive transition to nearby, less-intensive zones
 - SLU specific: Encourage stepping buildings back above 55' or modulating or separating facades
- C1. Complement positive existing character and/or respond to nearby historic structures
 - SLU specific: Respond to the working class, maritime, commercial, and industrial character of the Waterfront and Westlake areas
- D7. Consider personal safety
 - SLU specific: Enhance public safety and foster 18-hour public activity

Retail and live-work units along Dexter vary in size and provide pedestrian-oriented uses and visual interest.

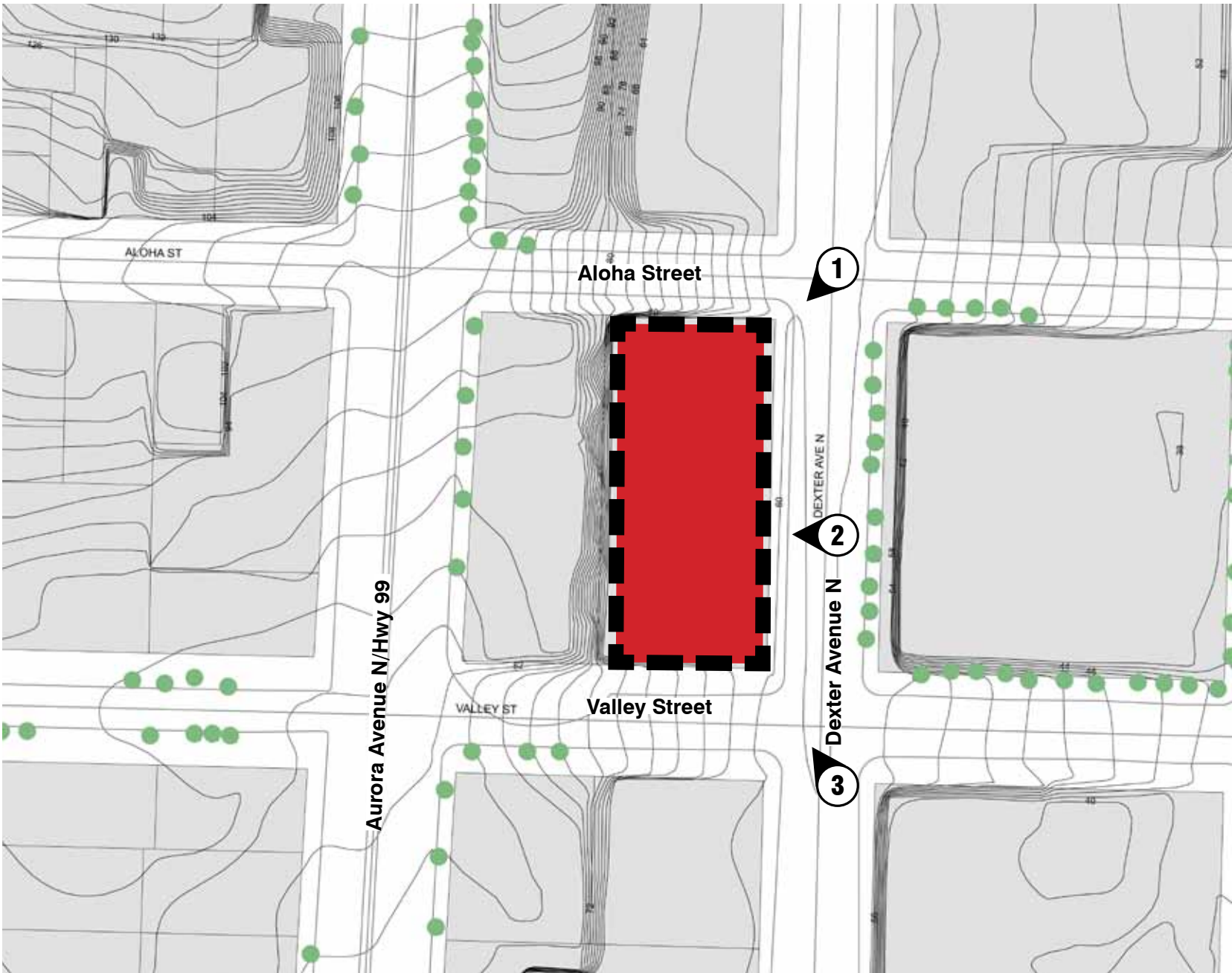
Live-work units on the ground floor could convert to retail as neighborhood develops.

Dexter Avenue N facade can be modulated or stepped back.

High-quality materials, finishes, building patterns, and facade rhythm can be selected that complement the existing industrial character of the neighborhood.

Street-level live-work units on Dexter Avenue N and residential units that face all streets provide activity and eyes on the street

Site Analysis - Existing Site Information



The existing building is a 2-story warehouse and office building with approximately 83 parking spaces on the roof. The ground floor of the building is composed of predominantly blank walls with service entrances and utility access doors on Dexter Avenue N. The current building entry is on Aloha Street.

The existing building is fairly typical for the older building stock in the area, but the area has been steadily developing over the last decade. Newer buildings in the area are typically multi-story, mixed-use buildings and low- to mid-rise office buildings.



Site Analysis - Zoning and Code Analysis



Zoning Code Summary

Zoning designation- Seattle Mixed – SM-65	
MUP/Design Review required for more than 20 units.....	CAM 238
SEPA checklist required for more than 30 units in an Urban Center.....	CAM 208
Maximum Height – 65'	
No FAR limit in SM-65 zone.....	23.48.016
Upper Level Setbacks.....	23.48.012
Not required on Dexter Ave, Valley St or Aloha St	
General Facade Requirements.....	23.48.014
A primary entrance is required from the street or street-oriented courtyard no more than 3' above or below sidewalk grade	
Minimum facade height	
Dexter is a Class 2 Pedestrian Street per map B - All facades on Dexter shall have minimum height of 25'	
All other facades shall have minimum height of 15'	
Street-level setback	
Structures may be set back up to 12' from property line. Setbacks must be landscaped.	
Additional setback allowed for up to 30% of length of facade (no requirement for maximum depth of additional setback), provided setback area is located 20' or more from any street corner	
Transparency and Blank Facade Requirements.....	23.48.018
On Class 2 Pedestrian Streets, minimum 60% of width of street-level facade must be transparent (between 2' and 8' above sidewalk grade). On other street facades with slope of more than 7.5%, 22% of street-level facade must be transparent.	
Blank Facades – Class 2 Pedestrian Streets	
Maximum 15' in width, except at garage doors (where maximum is driveway width plus 5').	
Blank facades must be separated by transparent area min 2' wide.	
Blank Facades – other streets	
Maximum 30' in width, except at garage doors (where maximum is driveway width plus 5'). Blank facades must be separated by transparent area min 2'. Blank facade limits do not apply to residential portions of structure.	
Street-Level Uses.....	23.48.019
No requirements except at Class 1 Pedestrian Streets	
Screening and Landscaping.....	23.48.024
At Class 2 Pedestrian Streets, parking is not permitted at street level unless separated from the street by other uses.	
Garage doors need not be separated. Facades of separating uses must follow transparency standards.	
On other streets, parking shall be permitted at street level where at least 30% of the frontage for parking (excluding garage doors) is separated by other uses. All other parking shall be screened from view at street level, and facade shall be enhanced by detailing, landscaping, etc.	
Street trees shall be provided in all planting strips. Where street trees are not feasible, either a 5' landscaped setback or other planting in planting strip must be provided.	
No Green Factor requirement in SM zone	
Required Parking and Loading.....	23.48.032 and 23.54.015
General sales and services	1/500 SF
Multi-family	No requirement in SM zone within an Urban Center
Parking and Loading Location.....	23.48.034
This section supersedes curb cut standards in 24.54.030	
Dexter and Valley are classified as arterial streets. Aloha is not classified as an arterial. If a lot abuts more than one right of way, location of access for parking and loading shall be determined by the Director, depending on the classification of the rights-of way. If the lot does not abut an improved alley, parking and loading access may be permitted from the street. Such access shall be limited to one two-way curb cut, or two one-way curb cuts.	

Site Analysis - Opportunities and Constraints



Access Opportunities

Vehicular Access

- The site is located on Dexter Avenue N, which provides good local access north to Fremont and south to downtown Seattle.
- The site is one-half block from Aurora Avenue N, which provides easy connections to north Seattle and beyond. Access to southbound to Aurora Avenue/Highway 99 is currently difficult, but will be significantly improved by the Highway 99 tunnel portal and Mercer Corridor redesign. Mercer East construction is due to be completed in 2013, and the tunnel portal in 2015.
- Freeway access is via Mercer Street. Mercer Corridor redesign will result in significant improvements to access.

Bicycle Access

- Dexter Avenue N is a major north-south bicycle route, and connects the site with regional bicycle infrastructure. A pedestrian/bike path along Lake Union provides a nearby recreational facility, as well as a connection to the Burke-Gilman Trail. Mercer Corridor construction will provide improved east-west bicycle connections.

Transit Access

- Frequent bus service is available on Dexter Avenue N and Aurora Avenue N, including RapidRide Line E along Aurora Avenue N (scheduled to open in 2013.)
- Seattle Streetcar stops (both northbound and southbound) are approximately 1/3 mile from the site.

Pedestrian Access

- Dexter Avenue N is a Class 2 Pedestrian street, and as properties have redeveloped along this street many pedestrian amenities have been added. Sidewalks connect the site to Lake Union and to nearby transit.

Access Constraints

- **Highway 99** is a divided highway with relatively few crossings for and access points for vehicles, bicycles and pedestrians. Tunnel portal construction will not improve these connections north of the site.
- **Broad Street Underpass** limits access south of the site - Dexter Avenue N and Aurora Avenue N are the only current crossings. These connections will improve with Mercer Corridor improvements.
- The division of arterials in the area disrupts the street grid, and very high traffic volumes, especially on Aurora Avenue N and Mercer Street, complicate local access for all users.

Urban Design Analysis - Views and Uses



Views

The site currently enjoys broad views to Lake Union, downtown Seattle, and Capitol Hill. Redevelopment of surrounding properties will limit these direct views, but the significant grade changes in the area and the surrounding street grid will preserve dynamic and filtered views from the site.

Surrounding Uses

The area surrounding the site has been predominantly low-rise commercial and light industrial buildings, although this area, like South Lake Union as a whole, is seeing a significant shift to mid-rise mixed use buildings. North of the site, most properties along Dexter Avenue N are multifamily or commercial uses, with hotel, recreational, and commercial uses along Lake Union. South of the site, low-rise commercial and light industrial buildings and surface parking lots are prevalent.

- ① Neptune Apartments
- ② Alterra Condos
- ③ 901 Dexter Ave N (under construction)
- ④ Esterline Korry Electronics
- ⑤ 717 Dexter Ave N (permitted)
- ⑥ 1000 Dexter
- ⑦ 701 Dexter
- ⑧ Kenmore Air Harbor
- ⑨ Buca Di Beppo Restaurant
- ⑩ Jillian's
- ⑪ Outback Steakhouse
- ⑫ Courtyard Marriott Lake Union
- ⑬ Lake Union Park

Urban Design Analysis - Streetscapes



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Aloha Street, North side



②

Dexter Ave N



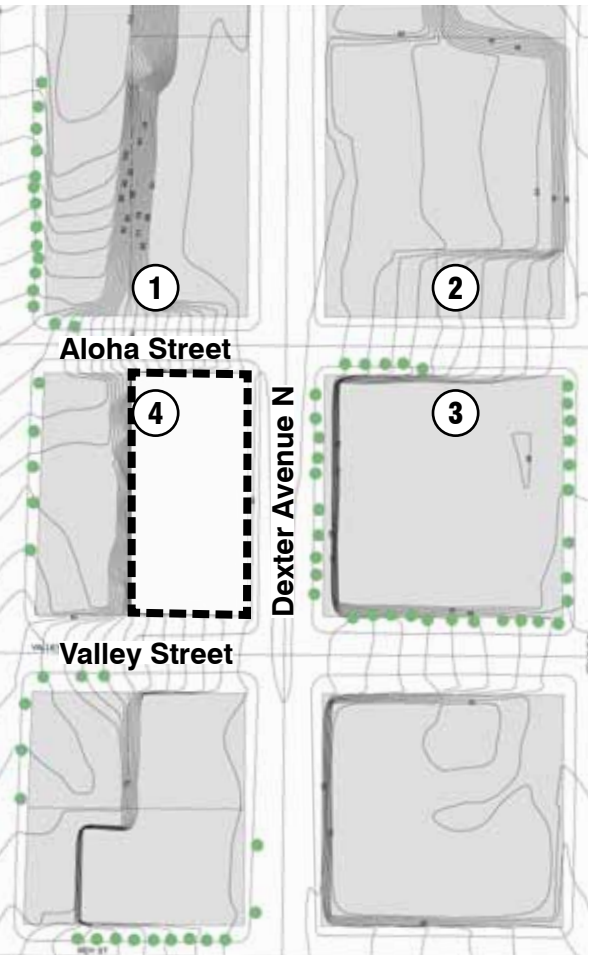
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Aloha Street, South side



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Dexter Ave N



Urban Design Analysis - Streetscapes



①

Valley Street, North side



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Dexter Ave N



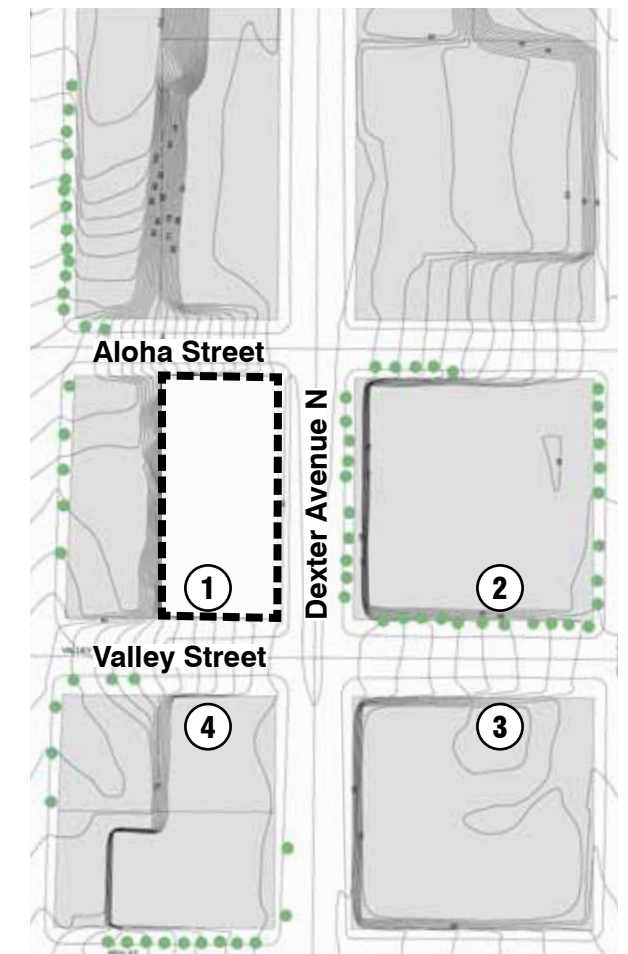
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Valley Street, South side

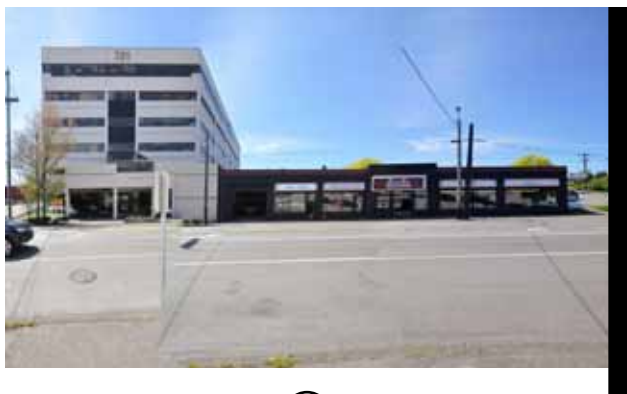


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Dexter Ave N

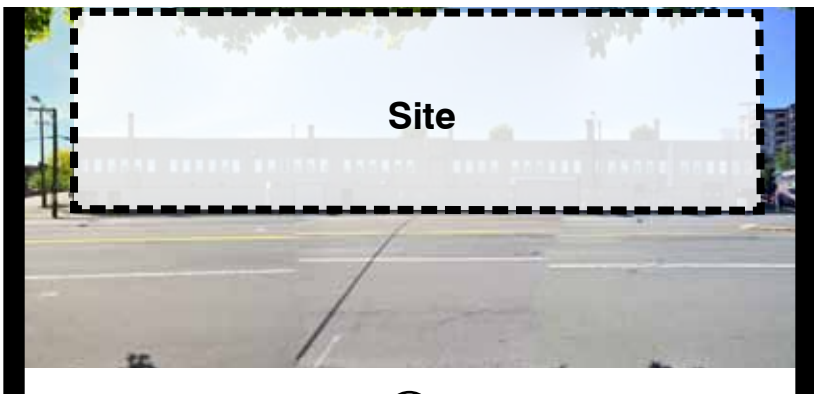


Urban Design Analysis - Streetscapes



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Valley Street



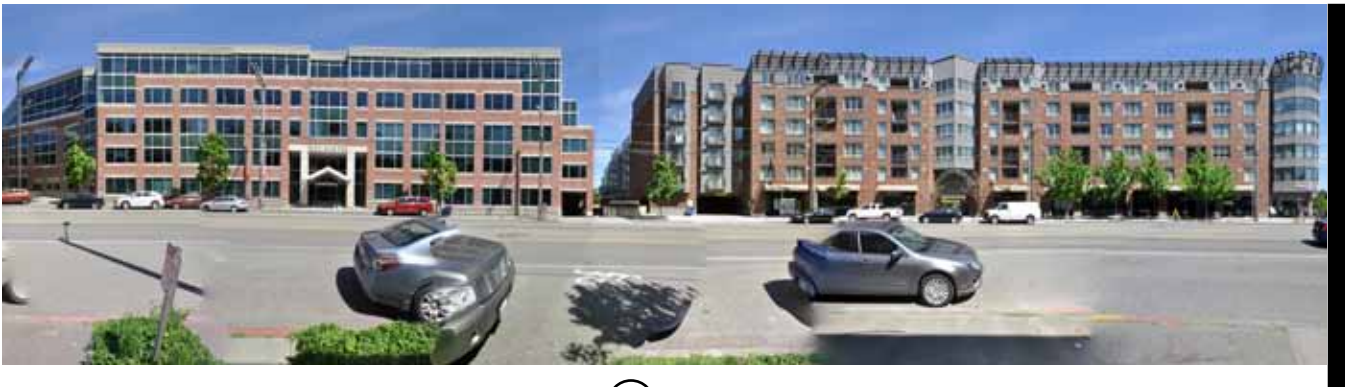
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Aloha Street



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Dexter Avenue N, West side



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Dexter Avenue N, East side



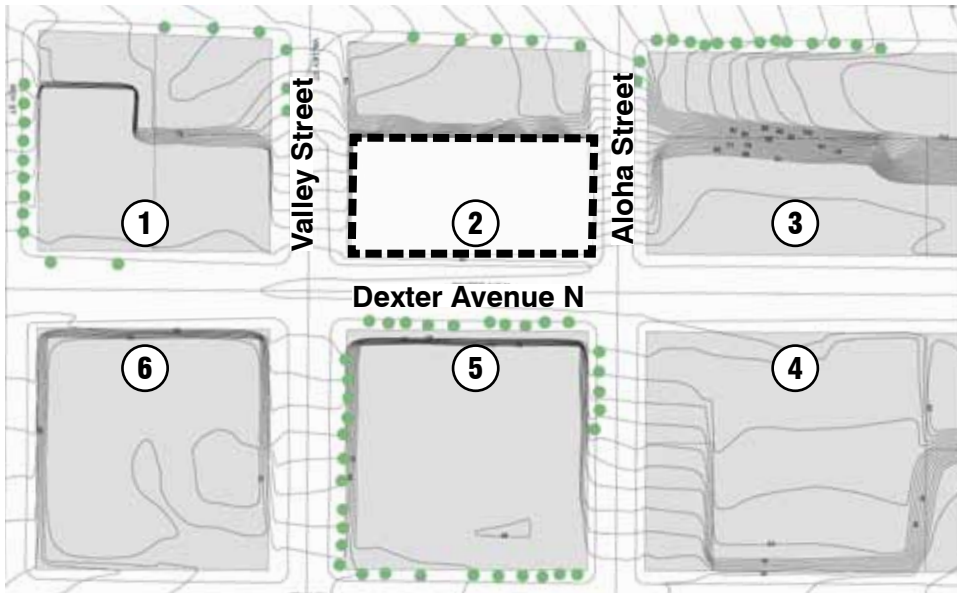
⑤

Aloha Street



⑥

Valley Street



Urban Design Analysis - Design Cues



- Site

- ① View of Space Needle across Aurora Avenue
The site enjoys partial views of many significant landmarks.

- ② Pepsi sign along Aurora Avenue
Prevalence of supergraphics along Aurora Avenue suggest bold design elements visible from the highway.

- ③ Alley 24
Ground level facade materials and expressive materials and awnings create vibrant facade.

- ④ Dexter Lake Union
Materials and colors break down large building masses - upper level colors and setbacks reduce apparent mass.

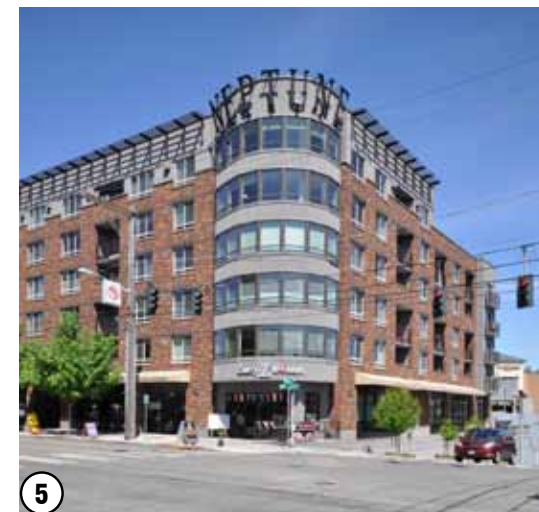
- ⑤ Neptune Apartments
Supergraphics and structural elements complement more traditional residential construction.

- ⑥ 901 Dexter Avenue N
Building mass broken down through materials, upper level setbacks, and differentiation of ground level facade

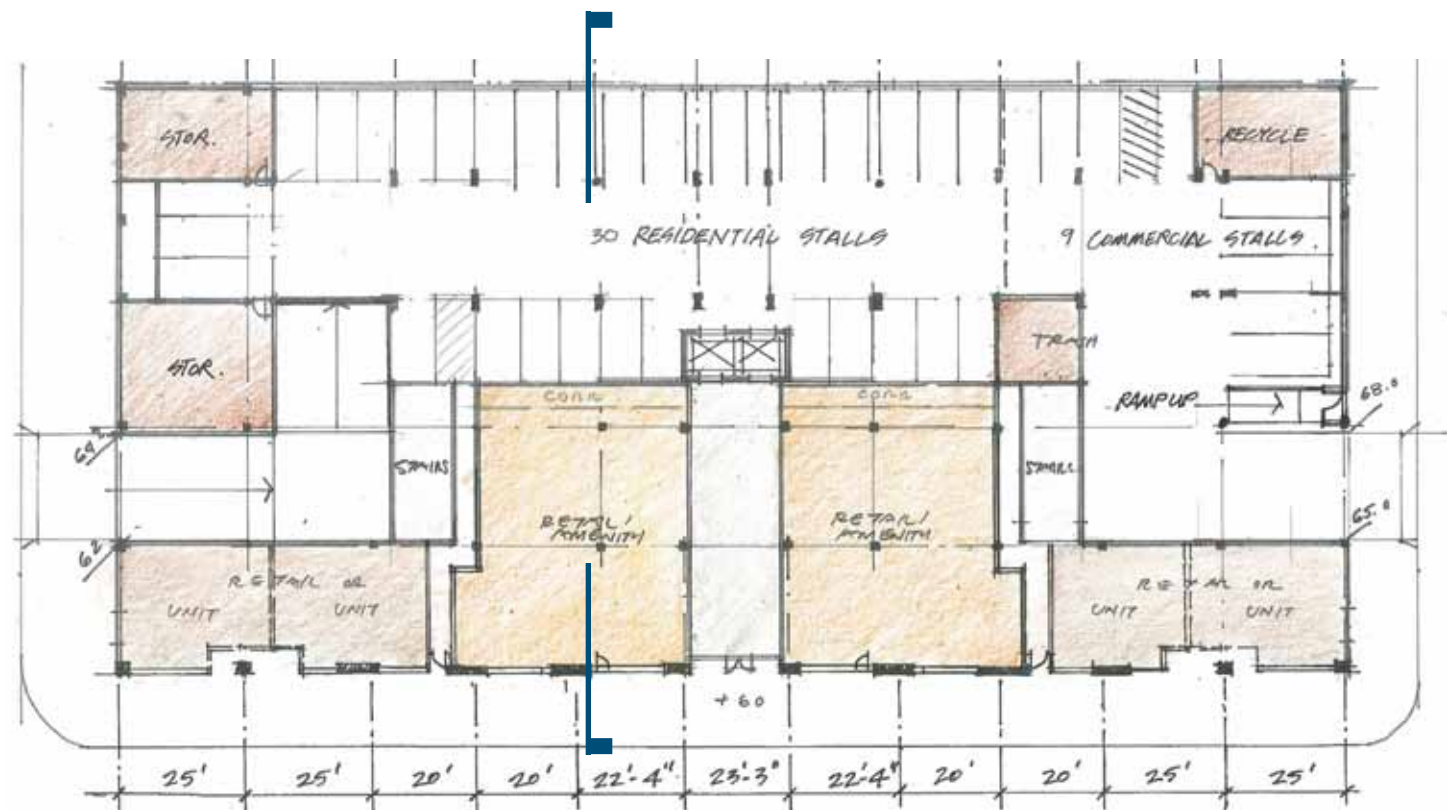
- ⑦ Lake Union Tower
Topographic change provides opportunity to wrap grade-level parking with street-level retail.

- ⑧ Taylor 28
Corner articulation, material use, and varied modulation reduce apparent mass of the building.

- ⑨ Veer Lofts
Structural materials and inexpensive construction elements are celebrated as part of the building aesthetic.



Massing Alternative 1 - Preferred



Ground Floor Plan (One similar parking level below)



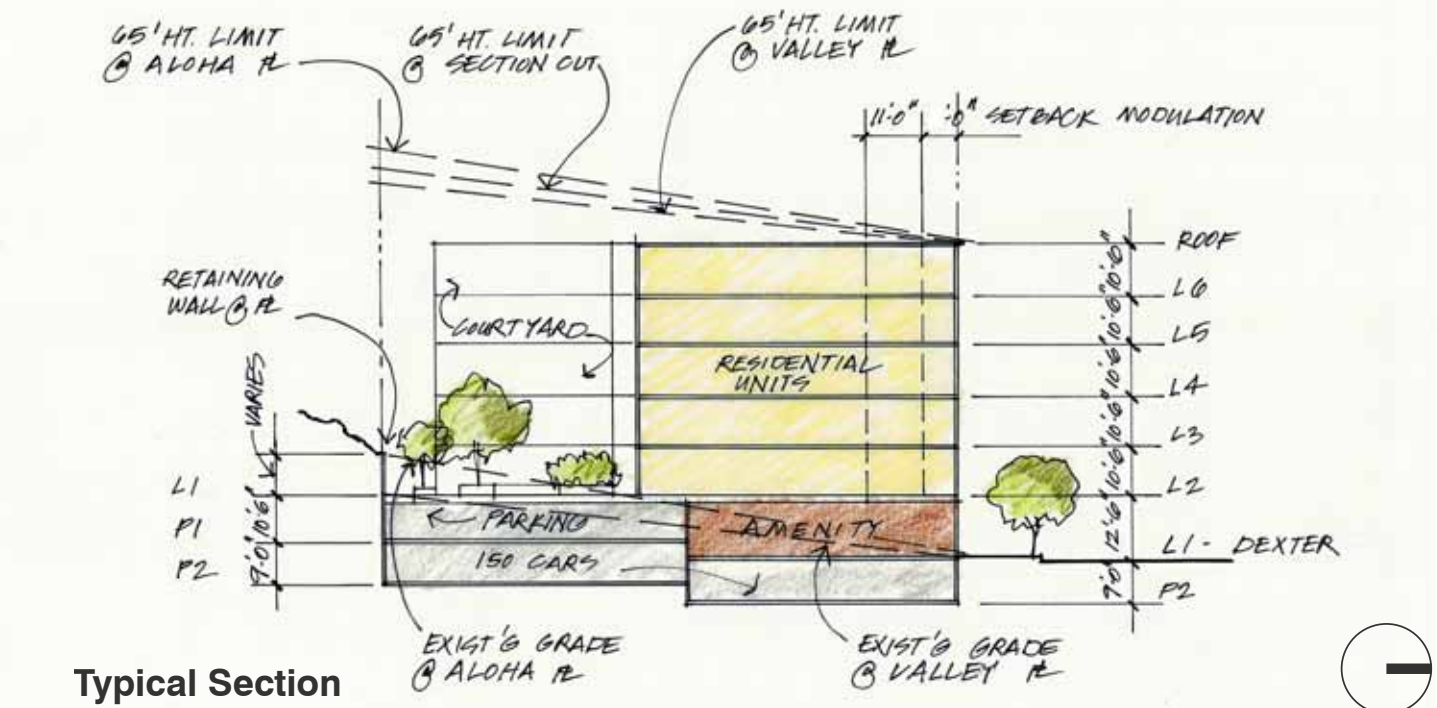
Terrace Level Plan (Five total similar levels)

Description of Alternative 1

This alternative is configured as a typical double loaded interior corridor building in a C shape configuration. Its design endeavors to maximize the amount of courtyard space at the interior of the block to provide a large exterior open space for units not facing the street. In order to accomplish this the street facades of the building have been extended to the property lines with modulation along Dexter Avenue North accomplished with a recessed notch at mid-block to break the building mass into two major elements when viewed from the Aloha and Valley Street intersections. Live-work units and retail or amenity space at street level along Dexter Avenue N will provide pedestrian interest in small increments and create an interesting visual scale at street level.

Design Departures

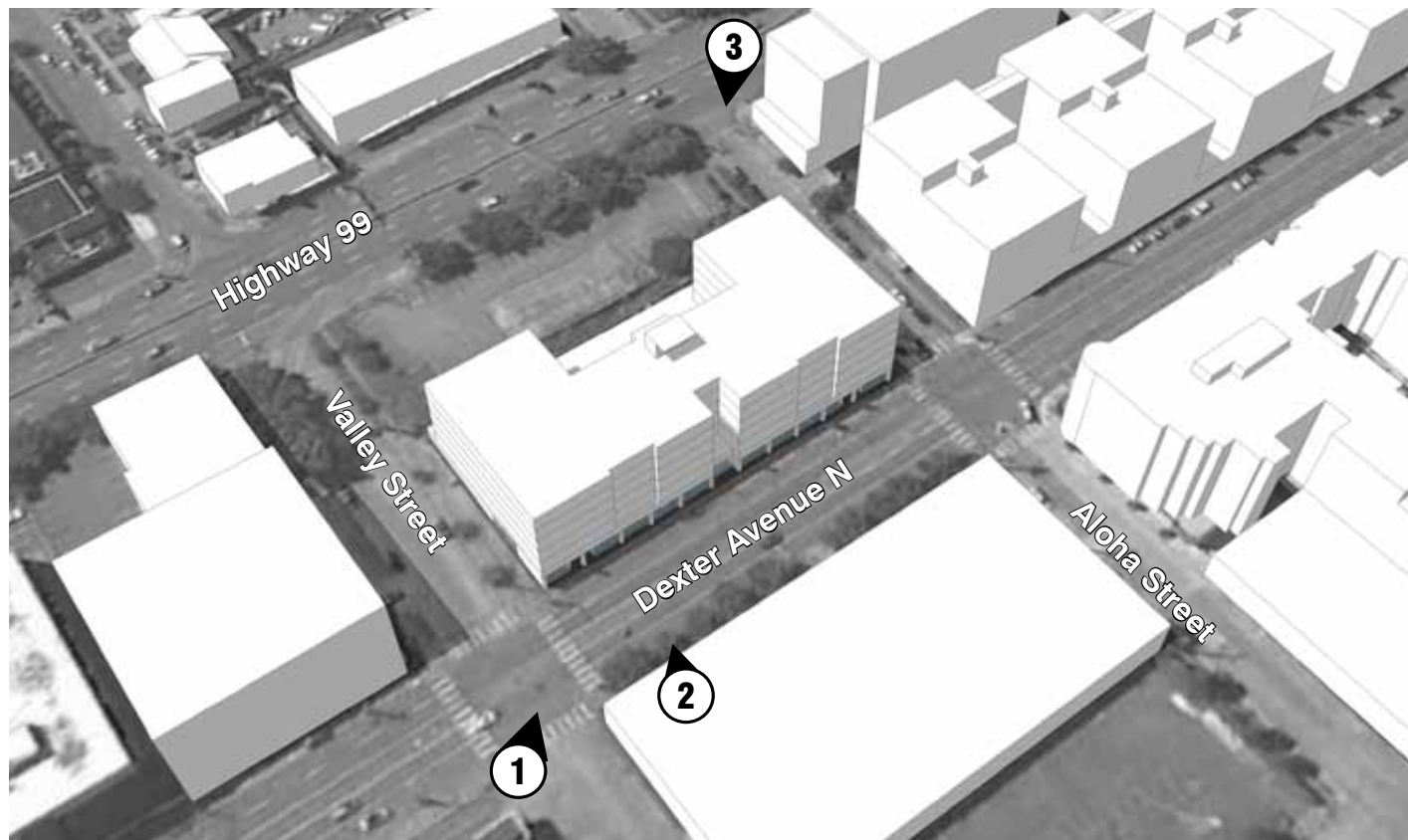
1. Allow 2 two-way curb cuts for parking access (one at Valley Street and one at Aloha Street) versus the single two-way curb cut allowed by code for this site.
2. Allow minimum facade height at limited locations to be a minimum of 17' versus a minimum of 25' as required by code for this site.



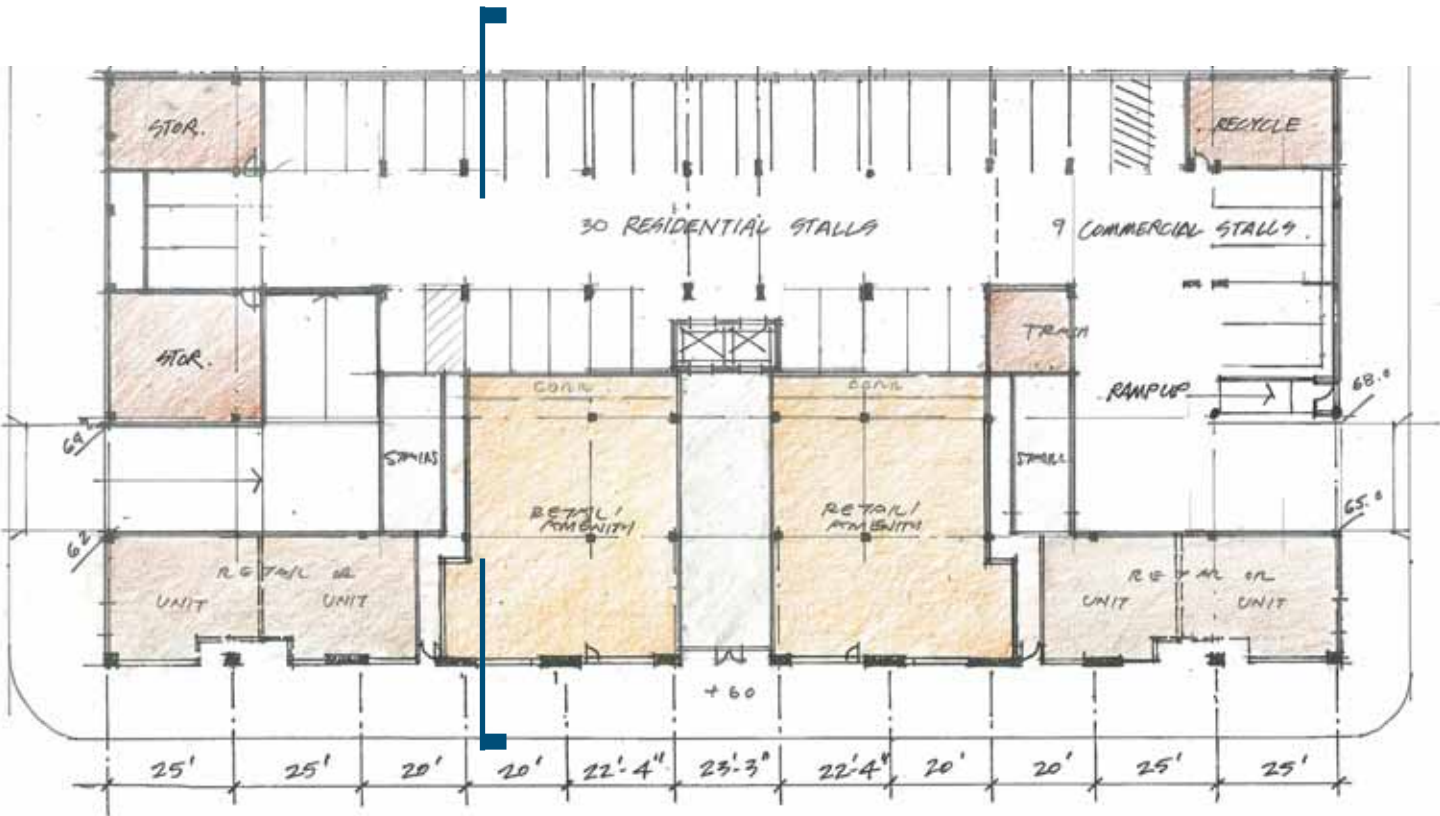
Typical Section



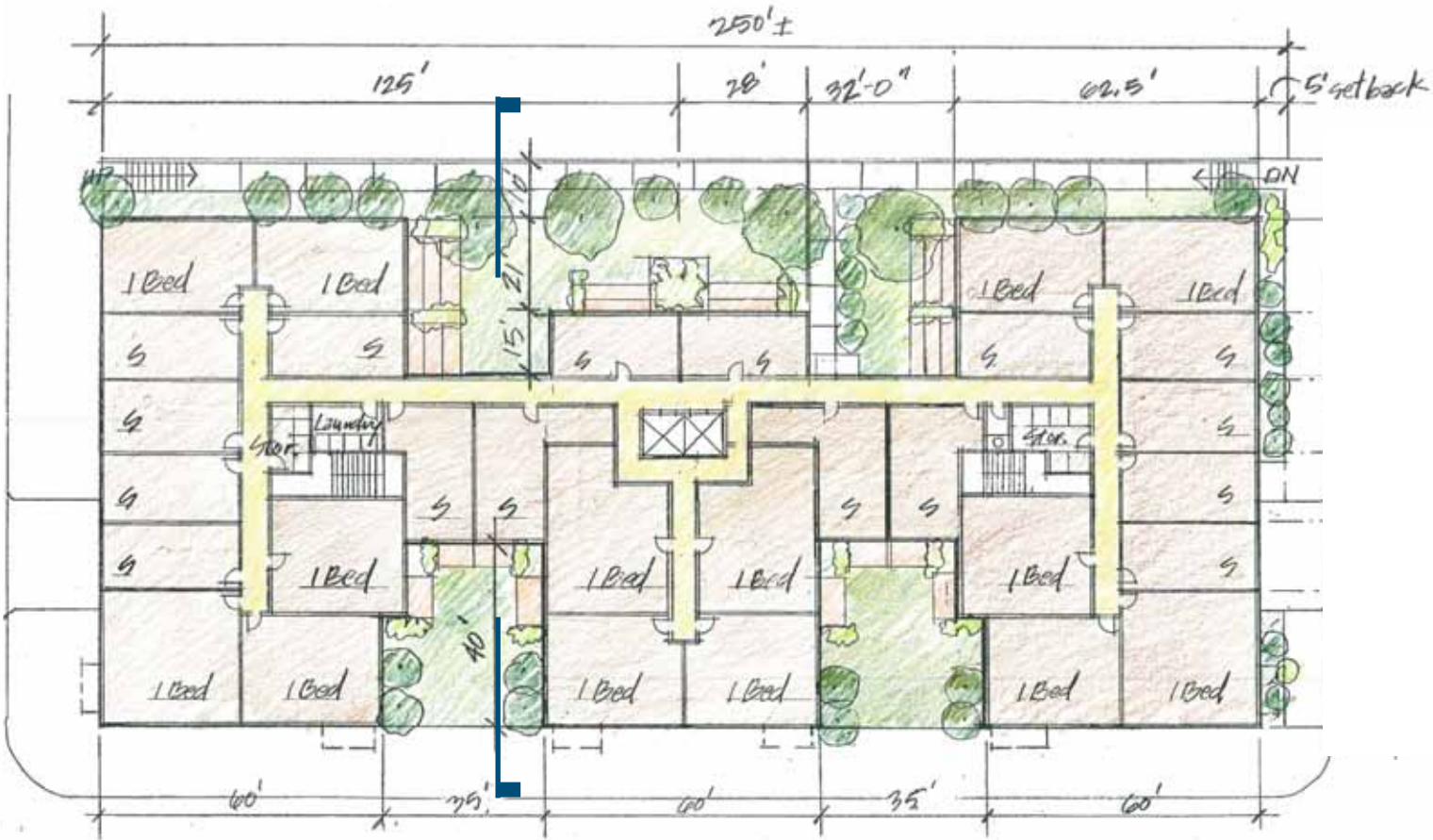
Massing Alternative 1 - Preferred



Massing Alternative 2



Ground Floor Plan (One similar parking level below)



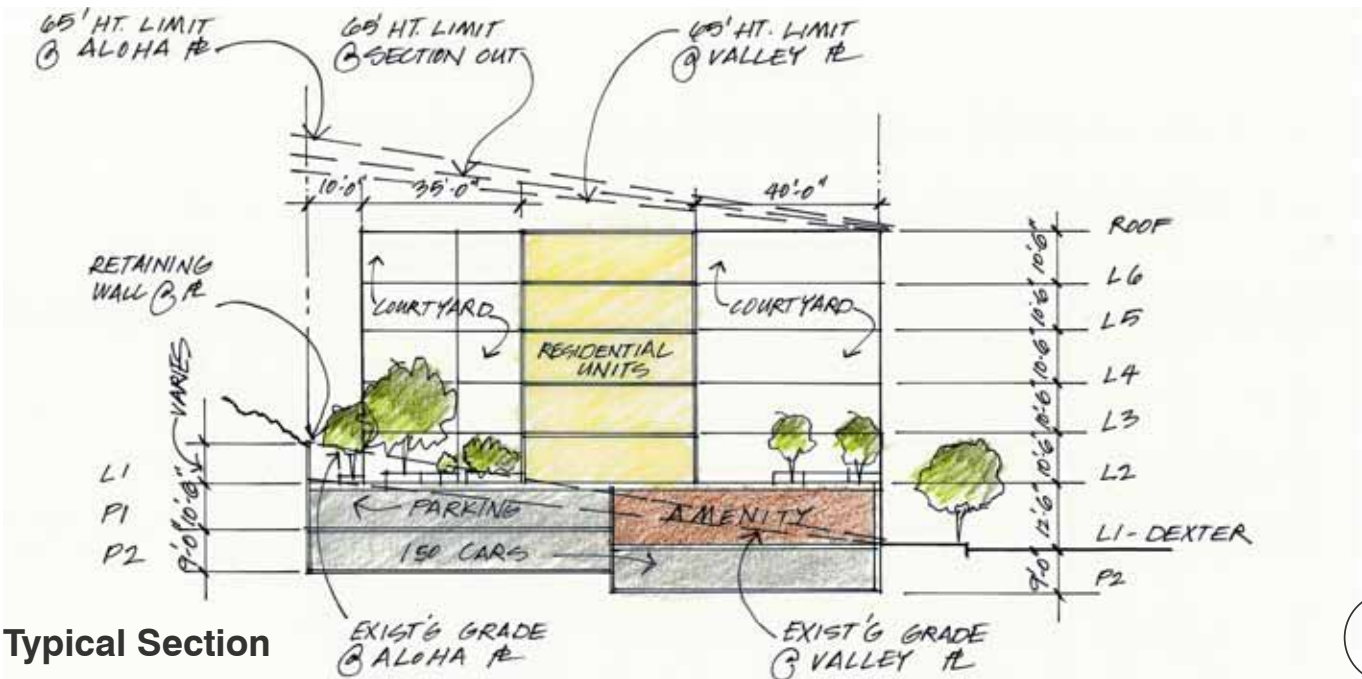
Terrace Level Plan (Five total similar levels)

Description of Alternative 2

This alternative is configured as a typical double loaded interior corridor building in an E shape configuration with the open ends of the E facing Dexter Avenue. It provides a large amount of building modulation along Dexter Ave. N. by breaking the building mass into three major elements. This articulation provides two elevated courtyards along Dexter Ave. N. and one courtyard at the interior of the block. Facade modulation at street level at Dexter Ave. N. is limited with the major building entry centered along that facade. Live-work units and retail or amenity space at street level along Dexter Avenue N will provide pedestrian interest in small increments and create an interesting visual scale at street level.

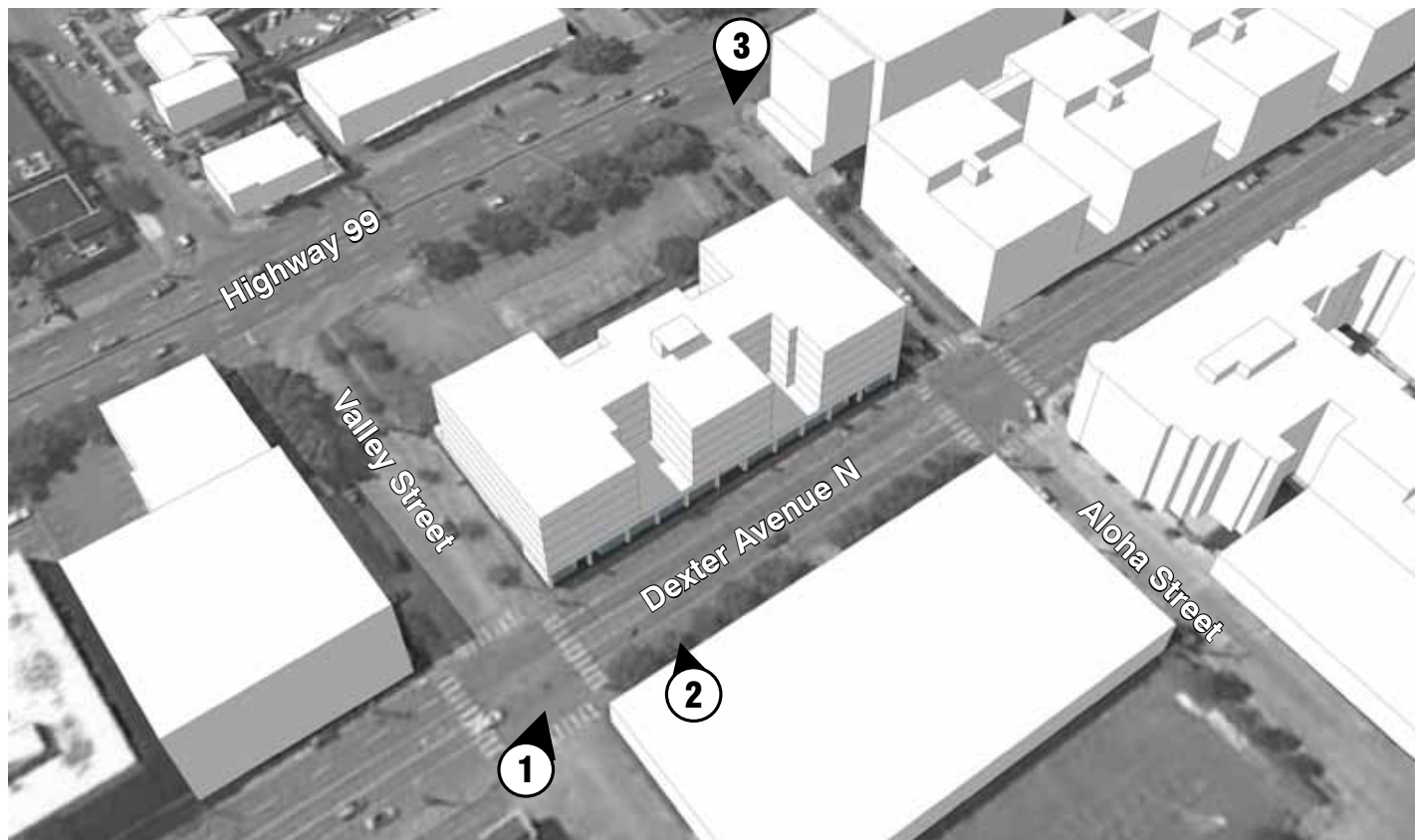
Design Departures

1. Allow 2 two-way curb cuts for parking access (one at Valley Street and one at Aloha Street) versus the single two-way curb cut allowed by code for this site.
2. Allow minimum facade height at limited locations to be a minimum of 17' versus a minimum of 25' as required by code for this site.



Typical Section

Massing Alternative 2



1 View from corner of Dexter Avenue North and Valley Street

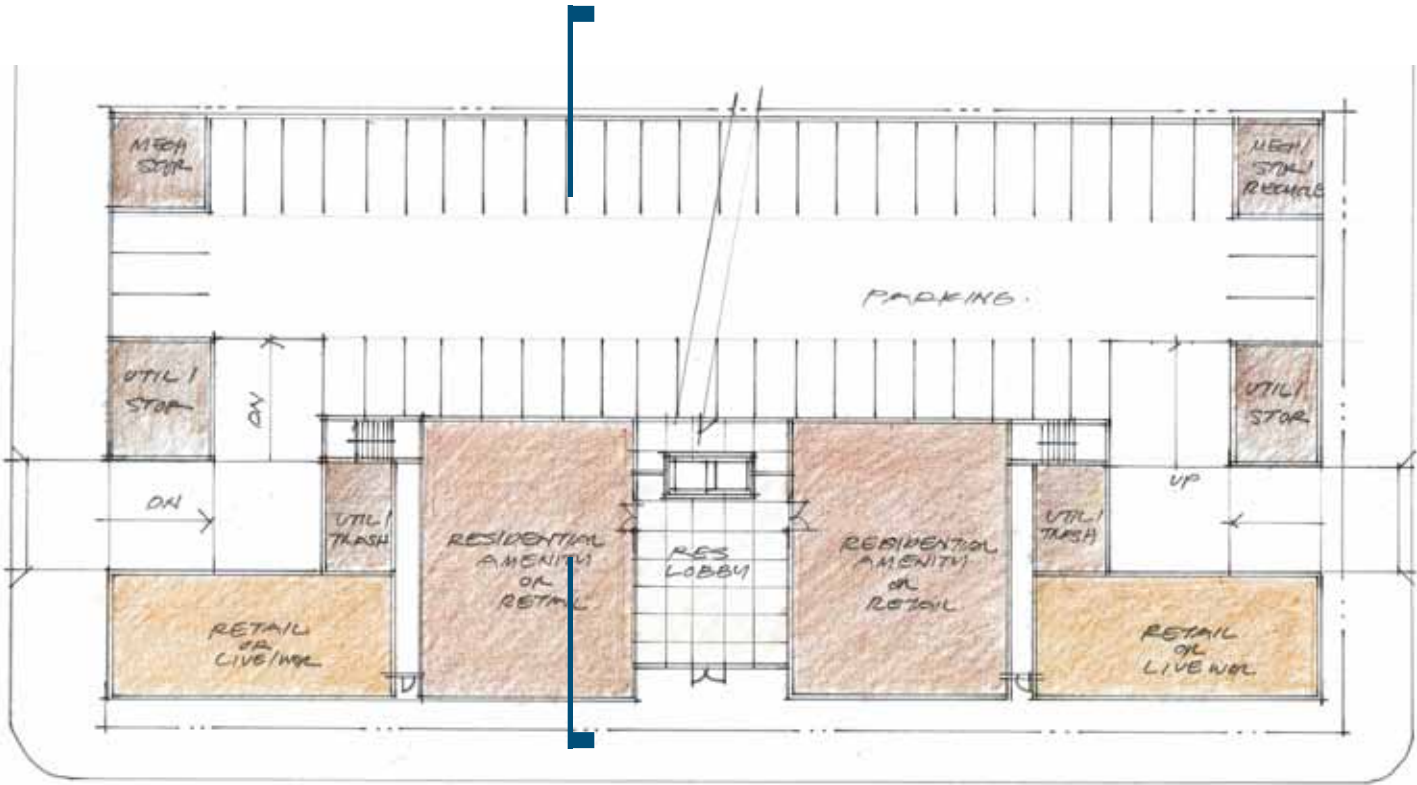


2 View from across Dexter Avenue North

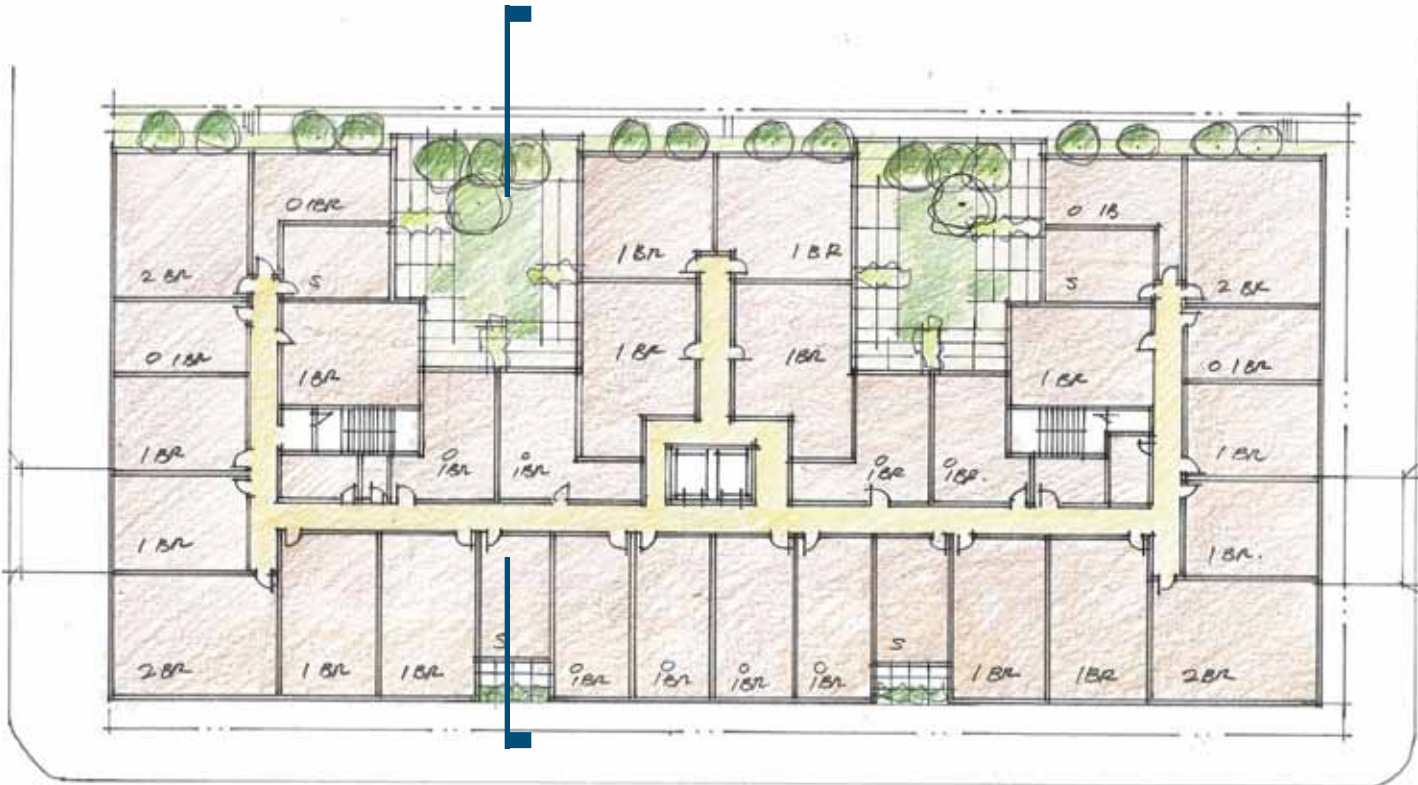


3 View from corner of Highway 99 and Aloha Street

Massing Alternative 3



Ground Floor Plan (One similar parking level below)



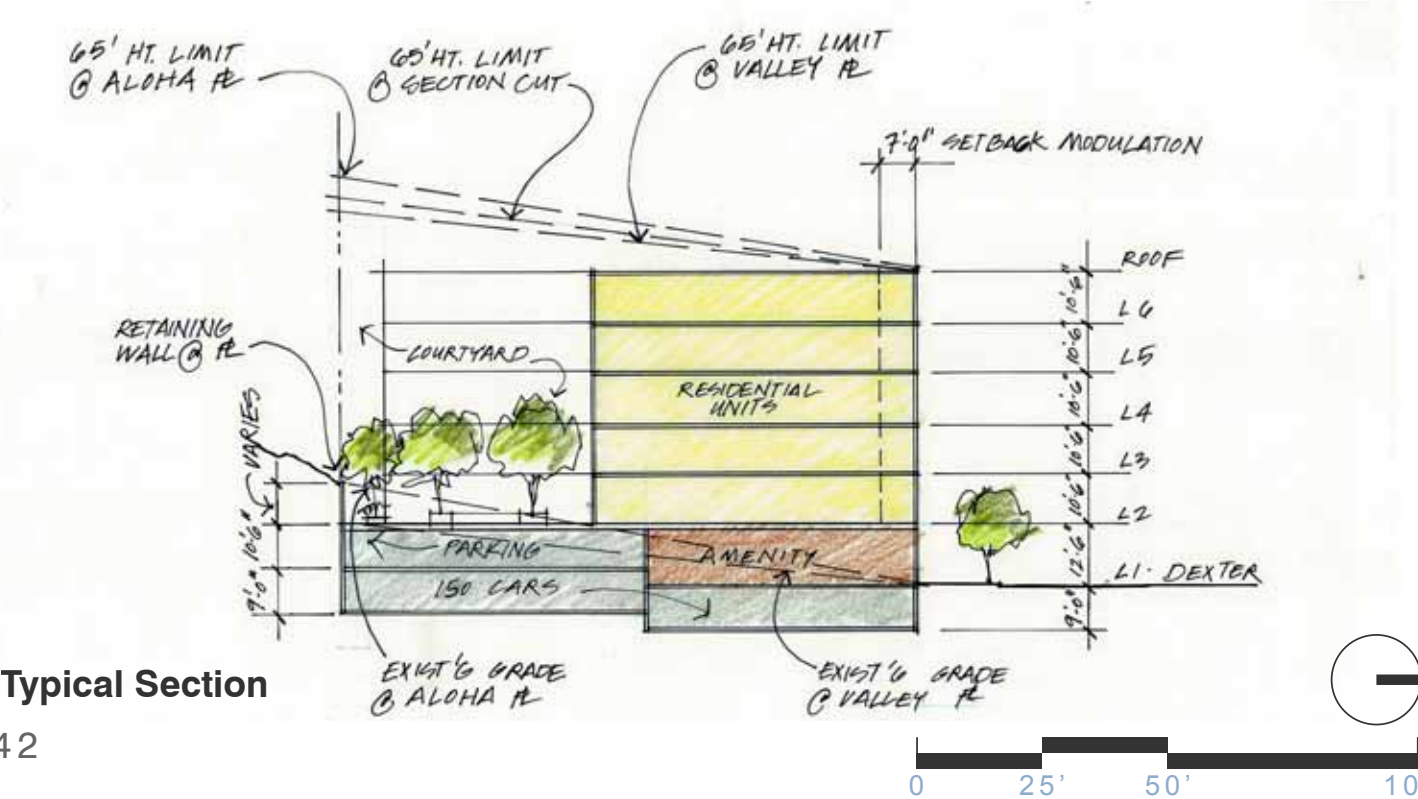
Terrace Level Plan (Five total similar levels)

Description of Alternative 3

This alternative is configured as a typical double loaded interior corridor building in an E shape configuration with the open ends of the E facing towards the west to the interior property line. It provides building modulation along Dexter Avenue N in the form of two notches facing the street, breaking the facade into three blocks. This articulation provides two smaller private elevated courtyards along Dexter Avenue N and two courtyards at the interior of the block. Live-work units and retail or amenity space at street level along Dexter Avenue N will provide pedestrian interest in small increments and create an interesting visual scale at street level.

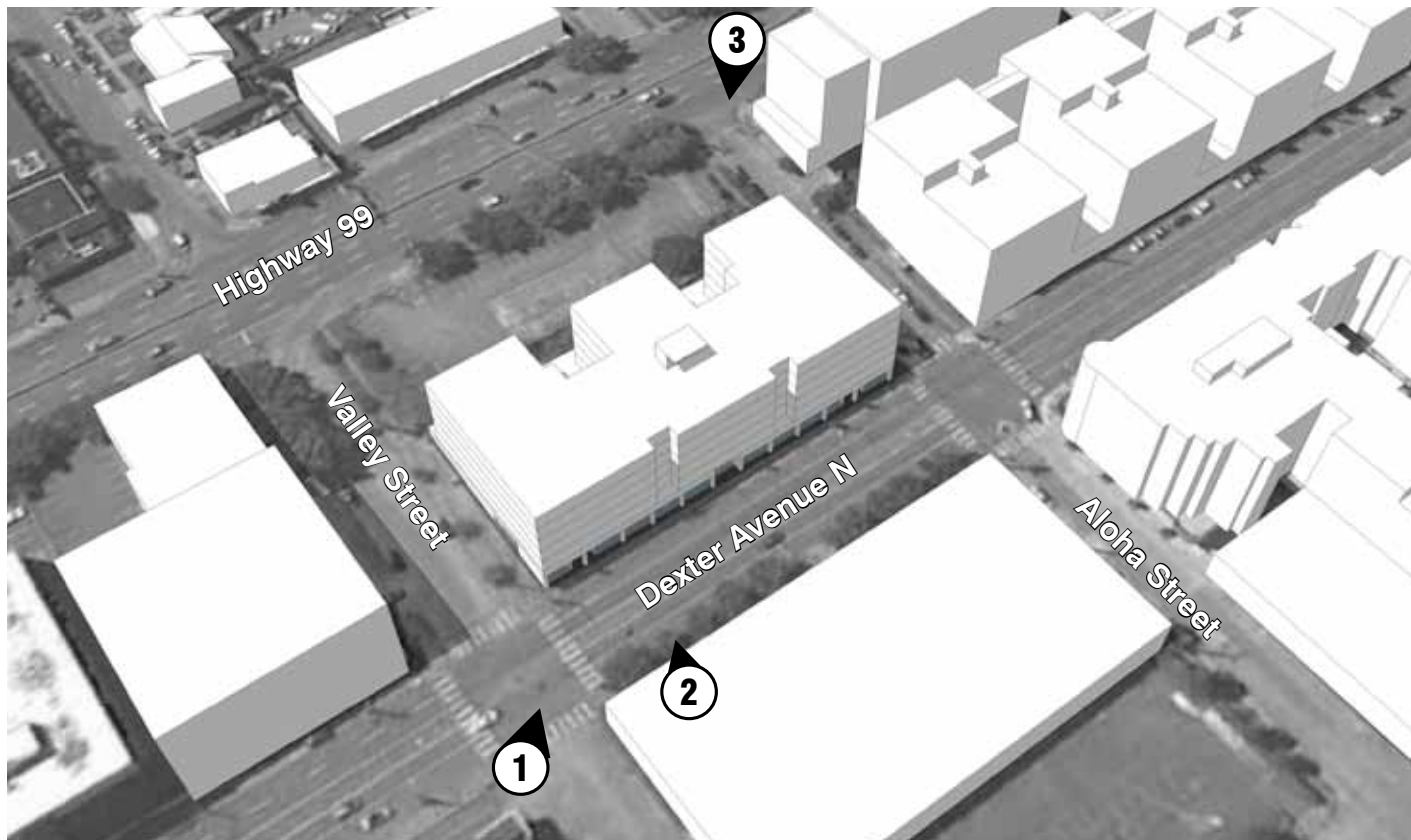
Design Departures

1. Allow 2 two-way curb cuts for parking access (one at Valley Street and one at Aloha Street) versus the single two-way curb cut allowed by code for this site.
2. Allow minimum facade height at limited locations to be a minimum of 17' versus a minimum of 25' as required by code for this site.



Typical Section

Massing Alternative 3



1 View from corner of Dexter Avenue North and Valley Street



2 View from across Dexter Avenue North



3 View from corner of Highway 99 and Aloha Street

Massing Alternatives - Pros and Cons



ALTERNATIVE 1 - Preferred

Pros:

1. Maximizes exterior courtyard area at the interior of the block.
2. Maximizes view potential for large number of units along Dexter Avenue N and Valley and Aloha Streets.
3. Provides large number of eyes on the street for neighborhood security by pulling units close to street property lines.
4. Efficient floor plan minimizes corridors and less desirable space at reentrant corners.
5. Street level uses are sized to provide human scale visual interest.

Cons:

1. Less major modulation along Dexter Avenue N.
2. Courtyard views are inward facing.



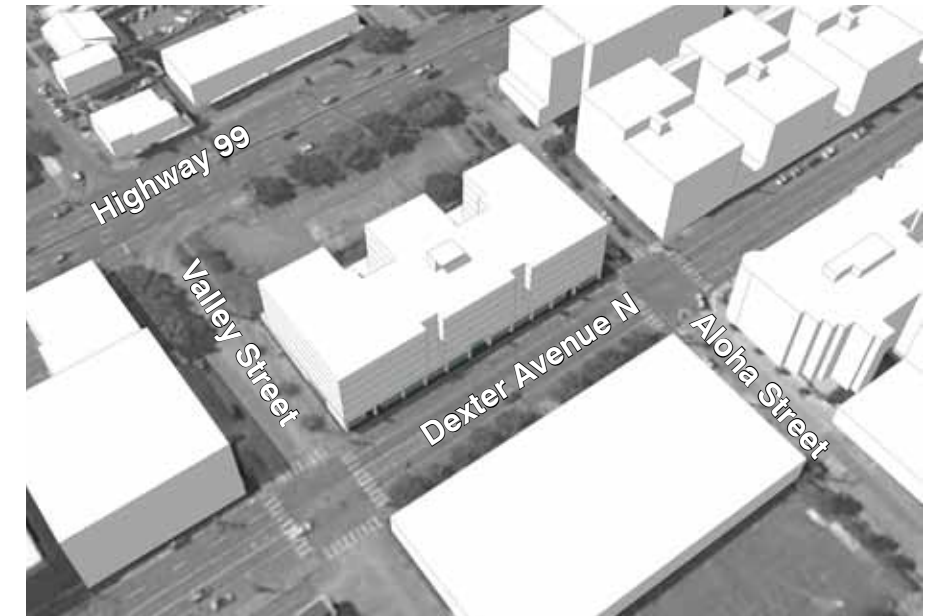
ALTERNATIVE 2

Pros:

1. Maximizes building modulation along Dexter Ave. N by breaking facade into three major elements.
2. East facing courtyards will receive more morning light.
3. Street level uses are sized to provide human scale and visual interest.

Cons:

1. Narrow courtyards limit view potential and privacy for a large number of units.
2. Building layout creates more corridors and more reentrant corners making unit planning more challenging.



ALTERNATIVE 3

Pros:

1. Maximizes view potential for large number of units along Dexter Avenue N and Valley and Aloha Streets.
2. Provides large number of eyes on the street for neighborhood security by pulling units close to street property lines.
3. Street level uses are sized to provide human scale visual interest.

Cons:

1. Less major modulation along Dexter Avenue N.
2. Courtyards are smaller, with limited views.