



HOLLAND RESIDENTIAL



801 DEXTER

Early Design Guidance

DPD MUP PROJECT NO. 3012351

NOVEMBER 2, 2011

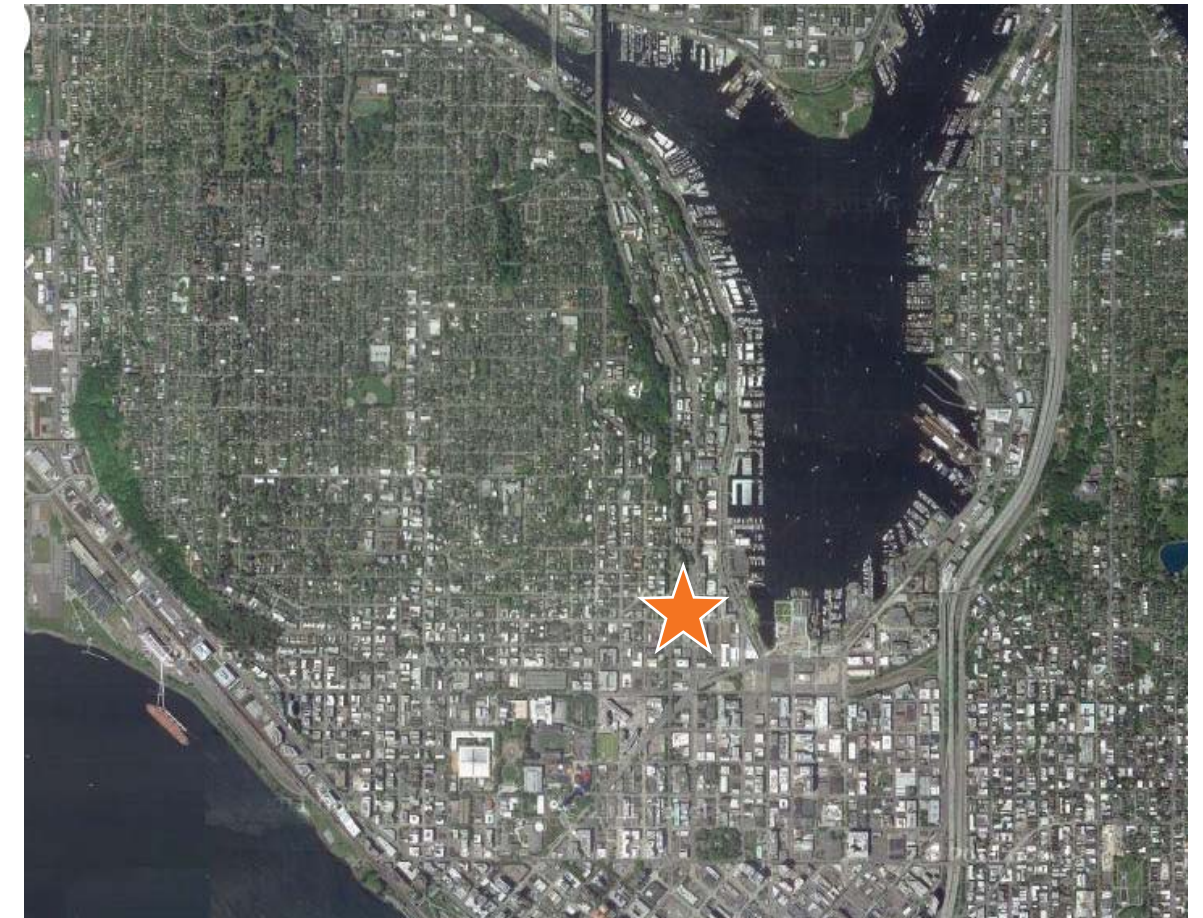
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DEVELOPMENT OBJECTIVES

Construction Types:	Five (5) Type V 1-hour wood frame floors over Type I concrete construction at-grade and sub-grade
Residential Uses:	Approx. 300 residential market rate apartments; a mix of studio, 1 and 2 bedroom units
Commercial Uses:	Approx. 3000 sf commercial for use as restaurant/ café or retail, plus grade related live-work spaces
Uses distributed by floor:	<p>Basement: Parking 2 – 2 ½ floors – Approx. .7 stalls/unit</p> <p>Level 1-2 (Dexter Street Level): Commercial / Live-Work Units</p> <p>Level 3-7 (Aurora Street Level): Residential Levels</p> <p>Level 8 (Roof): Roof Deck & Garden</p>



PROJECT INFORMATION

The site is an entire 53,456 SF block bounded by Aurora Ave to the west, Dexter Ave to the east, Aloha to the north and Valley to the south. Frontages on Aurora and Dexter are 250', 211' on Aloha and 218' on Valley. On the eastern half of the site is an existing concrete punch window two story building. The west half of the site adjacent to Aurora is a parking lot. The site is zoned SM-65 and is within the South Lake Union Urban Village.

Two blocks from Lake Union, the site is part of the important ring of development surrounding Lake Union. Topographically the site slopes diagonally from NW to SE and drops 34' from corner to corner. The site is at the toe of the East slope of Queen Anne Hill and is well positioned for views to the lake as well as being visible from the lake, I-5 and surrounding hillsides.

Aloha Street provides the best connection from the site, east to the South Lake Union Neighborhood. For this reason, the corner of Dexter and Aloha is seen as the primary retail corner for the project. Vehicular access to the site will be on the Aloha and Valley side streets while the main residential lobby will be addressed on Dexter. Transit connections are frequent along Dexter and bike/pedestrian paths around Lake Union are easily accessible from Aloha. Proximity to the Aurora corridor will provide direct access northbound.

There is new residential development under construction/and or proposed to the north and south of the site as well as the Neptune and similarly scaled nearby office developments forming a coherent street wall along the Dexter corridor. While historically the street wall along Dexter has been sporadically defined, these new projects will set the stage for a new urban character in this neighborhood. Much of the existing building stock is relatively low density, warehouse / loft / industrial types of building. Several auto sales and service businesses are located near the site along Dexter to the south of the site. Though pedestrians and any feeling of urban density and vitality have been limited in the neighborhood, the area will develop due to its proximity to downtown Seattle, the South Lake Union employment center and the amenities of Lake Union.



LAND USE CODE ANALYSIS

DPD (MUP) PROJECT NUMBER: 3012351

PROJECT DESCRIPTION

5 Story residential levels of Type VA construction over 2 story residential and a basement of Type IA construction. Type IA building consists of grade related mixed use commercial/ residential and 1-1/2 – 2 story below grade parking garage. Building to be fully sprinklered. All existing construction and on-site landscaping to be demolished.

KING COUNTY ASSESSOR 'S PARCEL NUMBER:

2249000340, 2249000370

LEGAL DESCRIPTION:

2249000340 - EDEN ADD LOTS 1 THRU 4 TGW POR VAC ALOHA ST ADJ LESS POR FOR DEXTER AVE. 2249000370 - EDEN ADD & VAC ALOHA ST & LESS ST

LOT AREA: 211.00' X 250.00' X 218.00' X 250.00' = 53,456 SF

EXISTING ZONING DESIGNATION: SM-65'

PEDESTRIAN STREET

Dexter Avenue is a Class II Pedestrian Street

URBAN CONTEXT

Site is located in the Dexter Subsection of the South Lake Union Urban Center. Adjacent properties are zoned SM-65'.

APPLICABLE DPD DESIGN GUIDELINES

Guidelines for Multifamily and Commercial Buildings 1993, 1998 (amended 2007)
South Lake Union Urban Center Neighborhood Plan (09/2007)

PERMITTED USES (23.48.004)

Mixed-use, residential, live-work, office, commercial

PROPOSED USE

Mixed use containing residential apartments (R2) and commercial space (M) with accessory parking (S2)

STREET LEVEL USES (23.48.019)

- Class II pedestrian streets (Dexter Ave): Commercial uses required along 75% of street. Remaining 25% may be occupied by residential or vehicular entrances. Required street level uses shall have at least 13' floor to floor height, min 30' depth, and be located min 10' from property line. Pedestrian entrances located max 3' above or below sidewalk grade.



GENERAL FAÇADE REQUIREMENTS (23.48.014)

- Primary building entrance required from street or street oriented courtyard no more than 3' above or below sidewalk grade.
- Class II pedestrian streets (Dexter Ave) minimum 25' façade height. Other streets min 15' façade height.
- Maximum 12' setback from property line provided the setback area is landscaped.
- Additional setback permitted up to max 30% of façade if located min 20' from street corner.

TRANSPARENCY (23.48.018 A)

- Class II pedestrian streets (Dexter Ave): min 60% of the street facade shall be transparent. All other streets: min 30% of the street facade shall be transparent.

BLANK FACADES (23.48.018 B)

- Class II pedestrian streets (Dexter Ave): Blank segments shall not exceed 15' in length, except for garage doors which are limited to driveway width plus 5'. Blank segments may be increased to 30' with special permission provided adequate landscaping and/or architectural features. Blank segments shall be separated by min 2' transparent segments. Total of all blank facades shall not exceed 40%.
- All other streets: Blank segments shall not exceed 30' in length, except for garage doors which are limited to driveway width plus 5'. Blank segments may be increased to 60' with special permission provided adequate landscaping and/or architectural features. Blank segments shall be separated by min 2' transparent segments. Total of all blank facades shall not exceed 70% or 78% is street sloped exceeds 7.5%.

BUILDING HEIGHT LIMITS (23.48.010F)

- 65'-0" Required to top highest main flat roof plane, slope bonus does not apply.
- 65'-0" + 4'-0" For parapets, open railings, planters, skylights, clerestories, greenhouses
- 65'-0" + 15'-0" For stair/elevator penthouses, solar collectors, and screened mechanical equipment (provided features do not exceed 20% of roof area, or 25% with stair/elevator penthouses, and are setback 10' from the roof edge)

FLOOR AREA RATIO (23.48.016)

There is no FAR limit in the SM-65 zone.

RESIDENTIAL AMENITY AREAS (23.48.020)

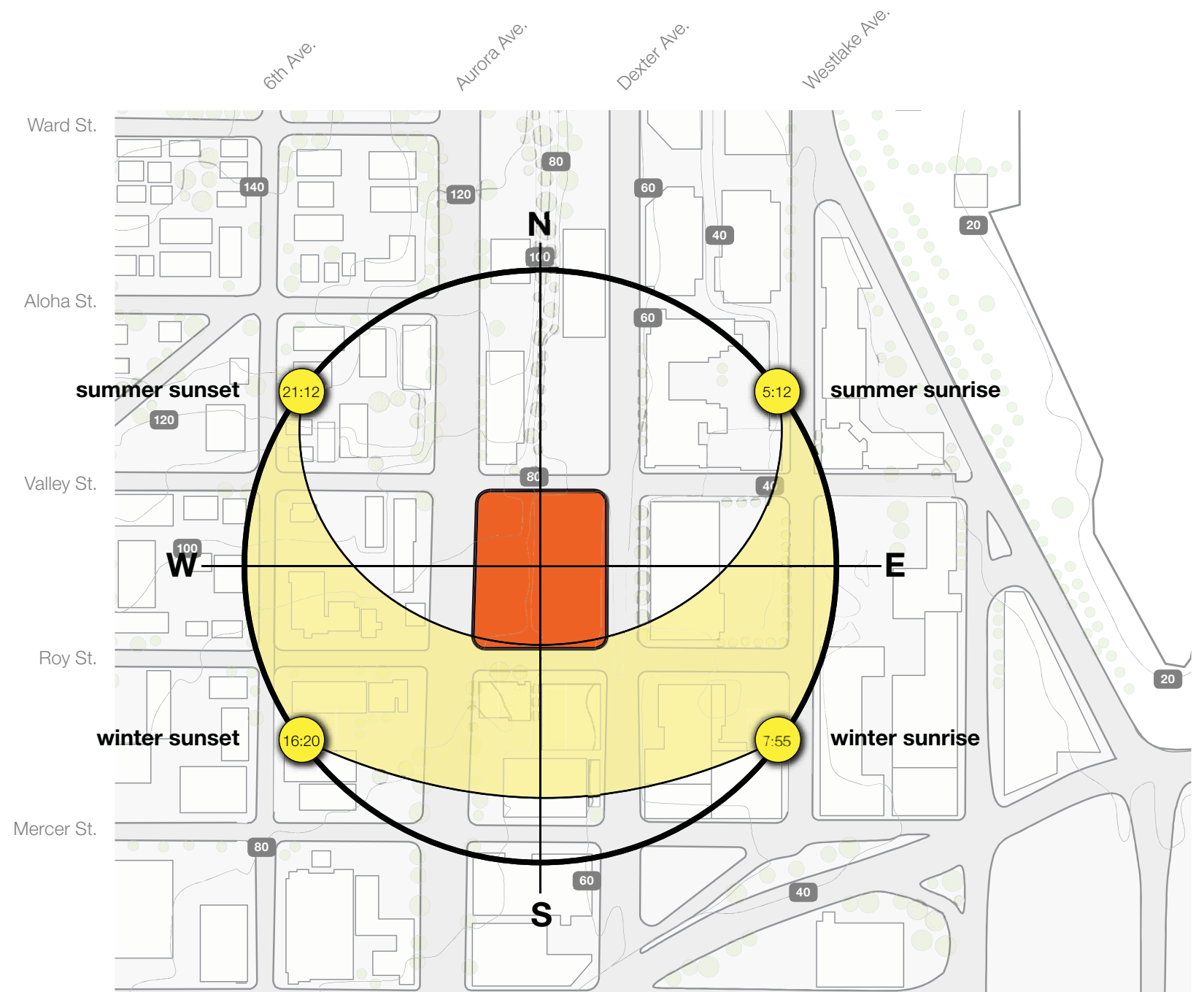
5% of total residential gross square footage is required as amenity space. Must be accessible to all residents at or above grade level. A max 50% of amenity area may be enclosed (atrium, greenhouse, solarium). All amenity areas min 15' horizontal dimension and be min 225 SF.

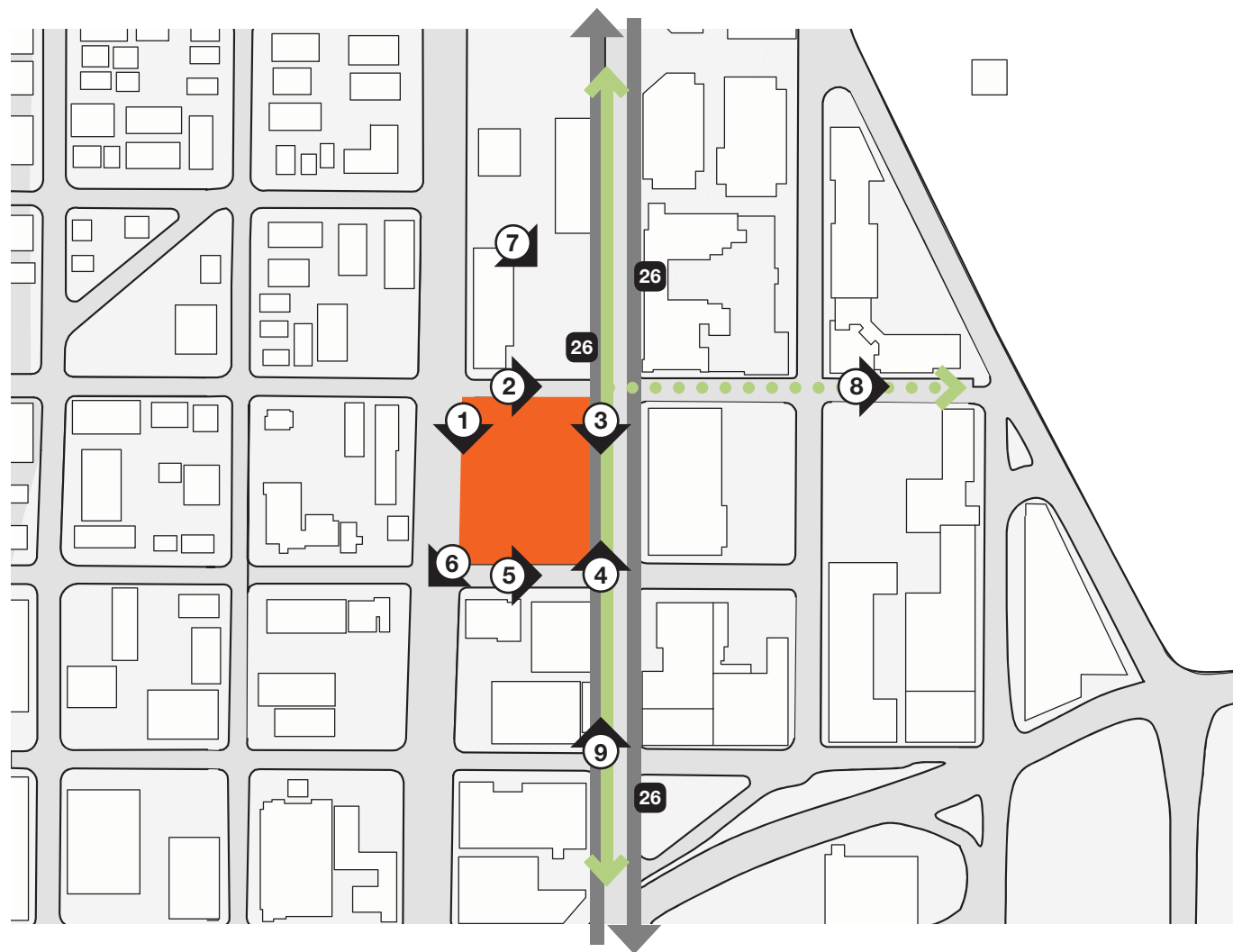
LOADING BERTH REQUIREMENTS (23.54.035 B.2)

Medium demand @ less than 10,000 sf falls below Table A threshold = request on site loading space to be waived and provided on street.






VEHICLE PARKING CALCULATIONS (23.54.015)

- Live/Work Units less than 1500 SF = No requirement
- Non Residential uses within an Urban Center = No requirement
- Multifamily Residential uses within an Urban Center = No requirement





LEGEND



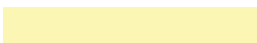


-  Primary Pedestrian Route
-  Secondary Pedestrian Route
-  Bike Lanes
-  Vehicle
-  Bus Stop





CONTEXT ANALYSIS

- 1. Alterra Condominiums
- 2. Neptune Apartments
- 3. Courtyard Marriott Hotel
- 9. South Lake Union Park
- 7. 901 Dexter
- 8. 717 Dexter
- 10. Queen Anne Community School
- 11. Young Child Academy

	Commercial
	Mixed Use
	Under Construction
	Institutional
	Multi-Family





View north from Aloha St.



Site view from Aloha St.





View West from Aurora



View East from Dexter



Site from Dexter



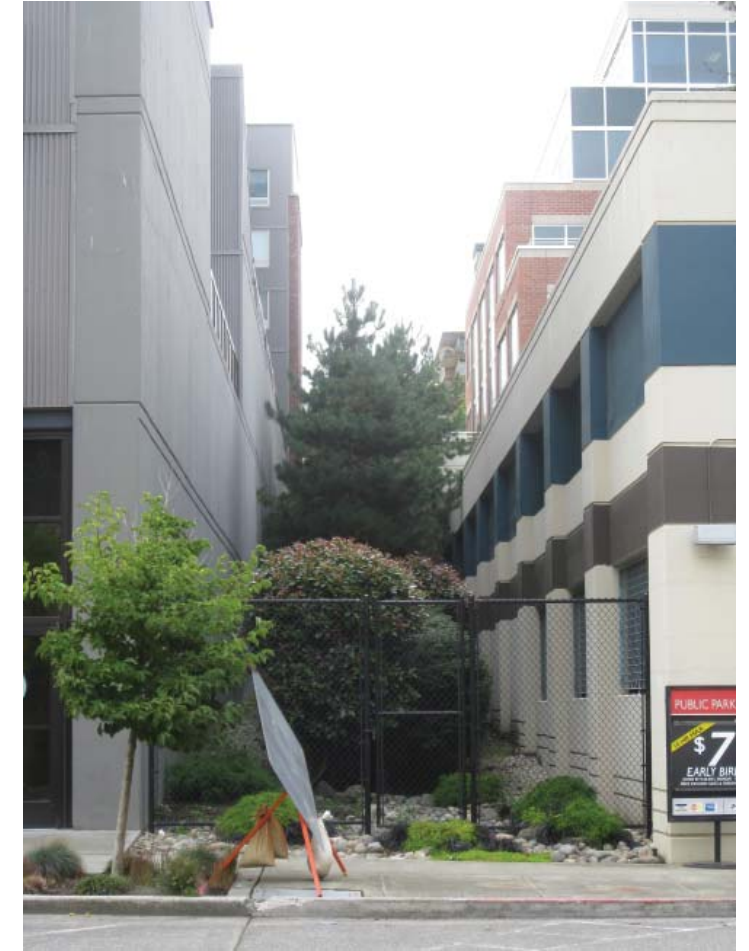


View South from Valley St.



Site from Valley St.







View from Northwest



View from Northeast

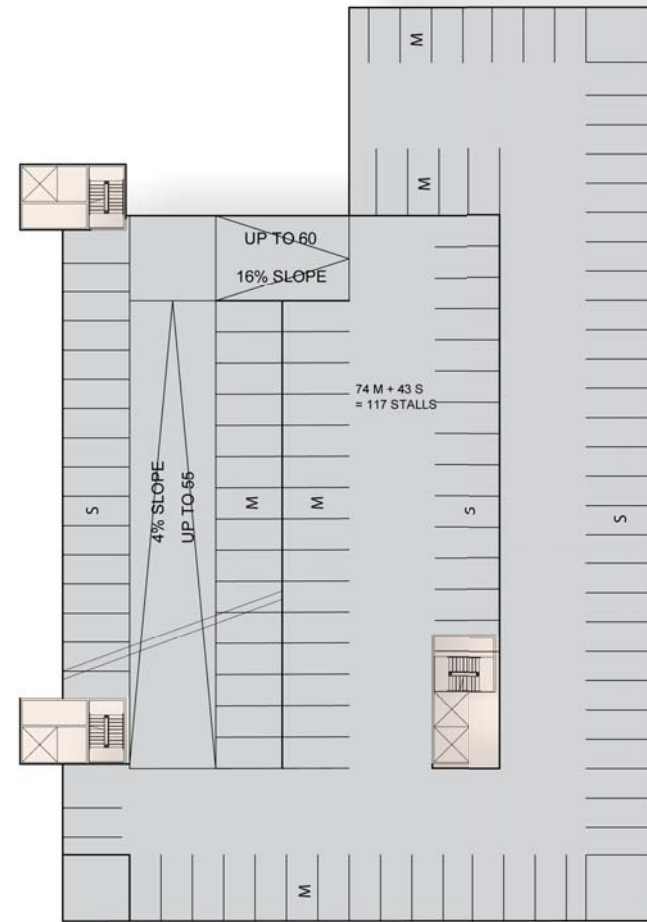


View from Southeast

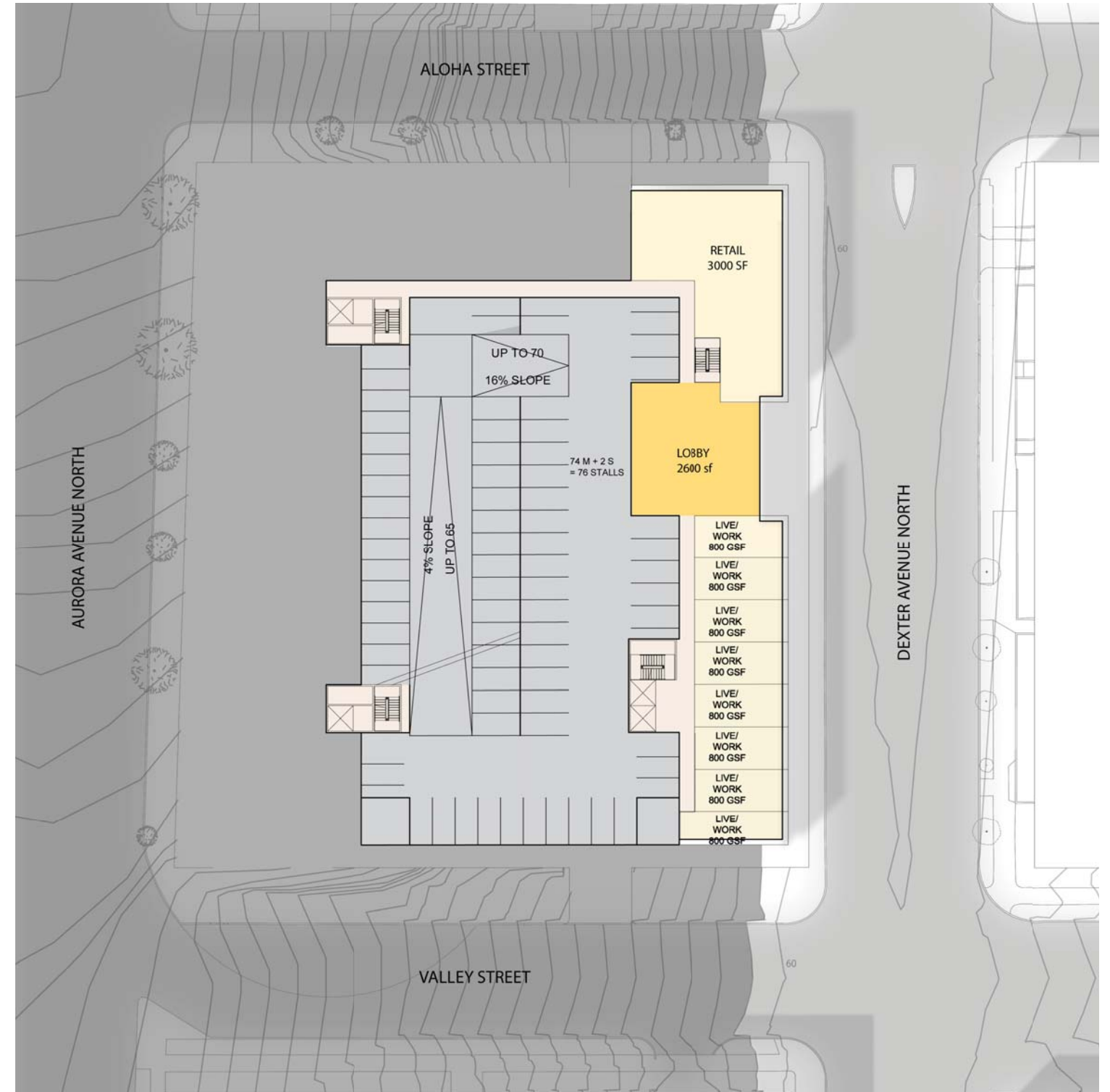


View from Southwest



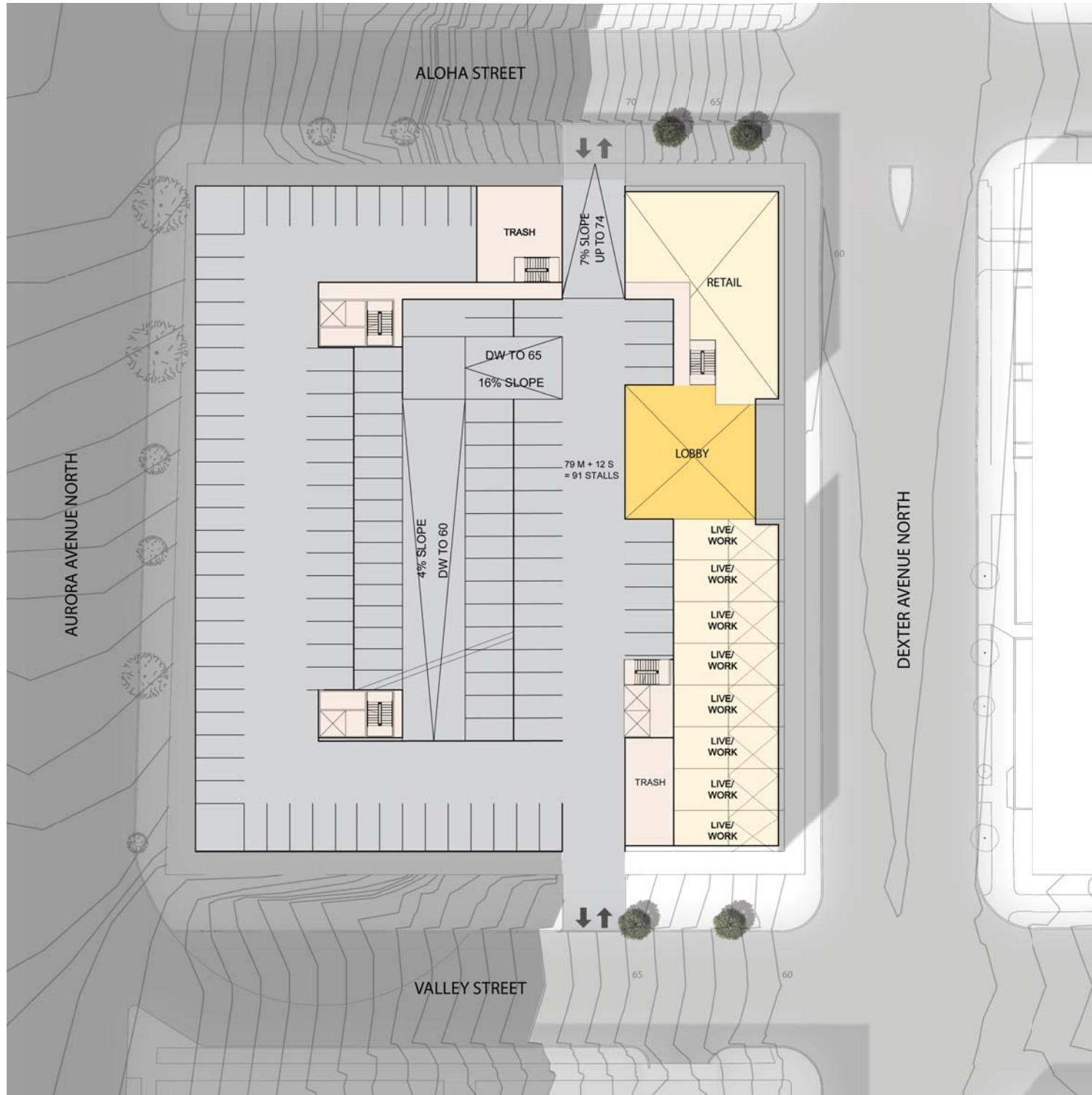


LOWER PARKING LEVEL



GROUND LEVEL



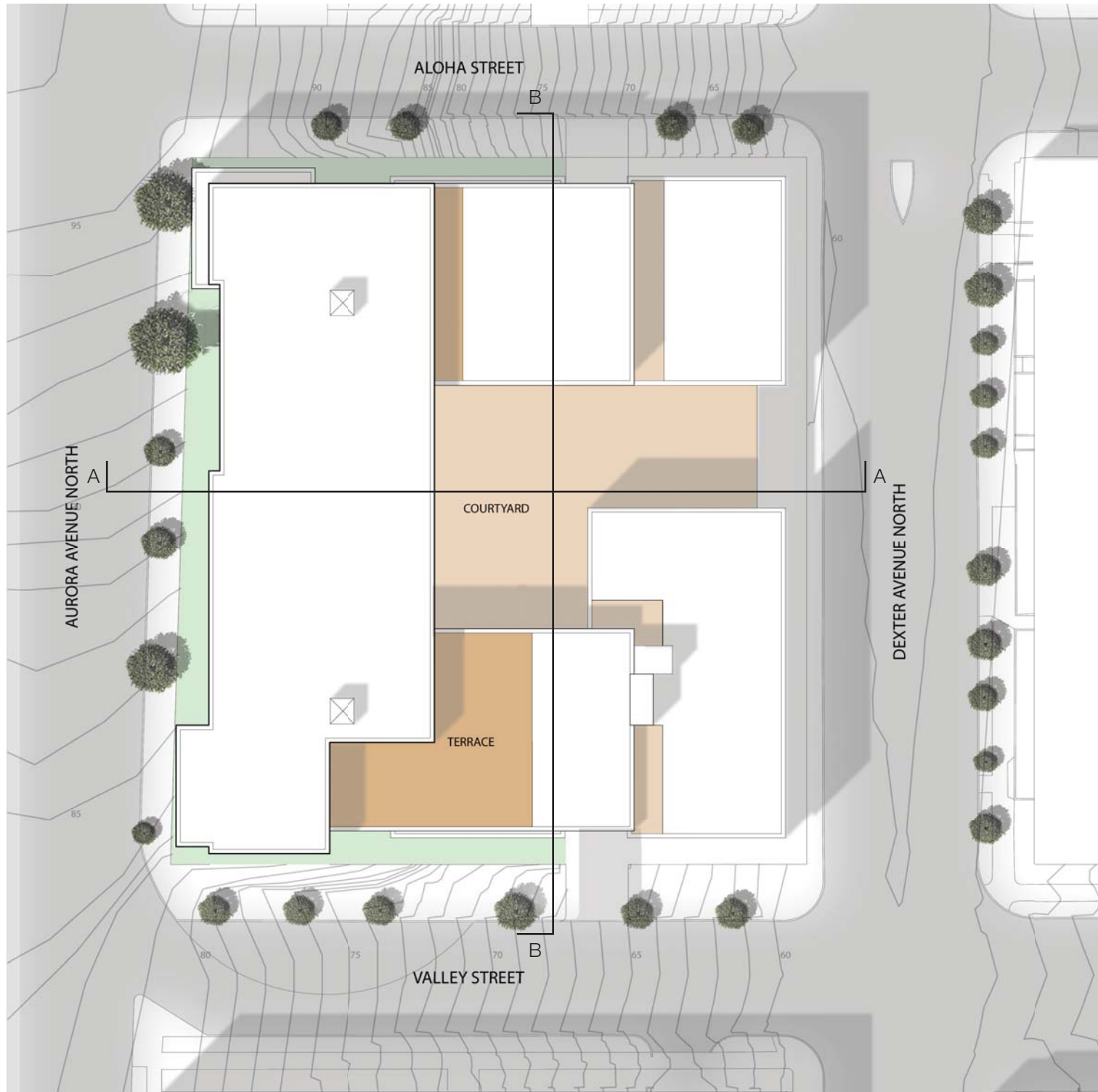


LEVEL 2

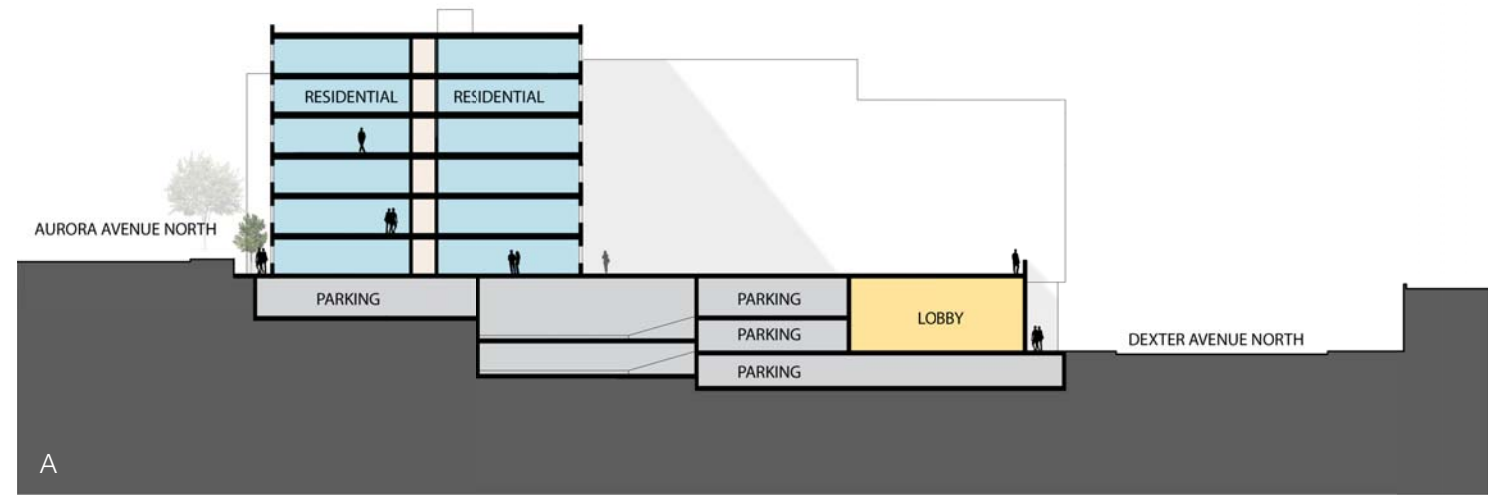


LEVEL 3

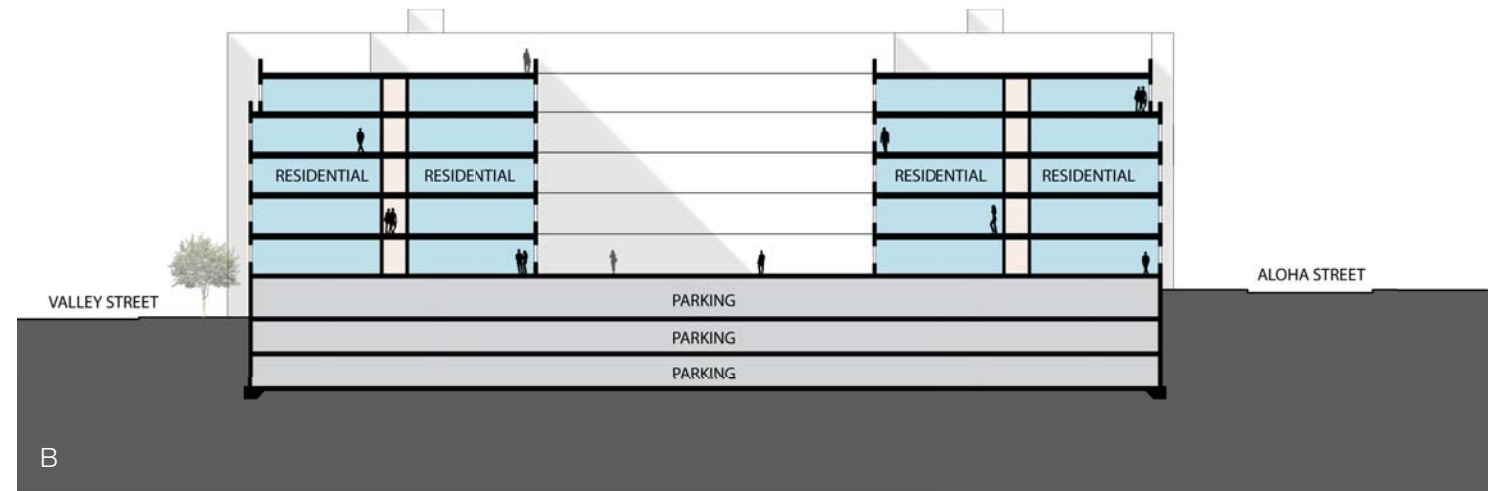




ROOF PLAN



SECTION



WINTER SOLSTICE



3:30 PM



12:00 PM



8:30 AM

SUMMER SOLSTICE



7:00 PM



12:00 PM



5:00 AM



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The project will add residential critical mass to a rapidly developing urban neighborhood and help create urban vitality in the South Lake Union Urban Center. Residents living here will have access to downtown Seattle and especially access to South Lake Union Park via Aloha Street. Retail will be focused at the corner of Aloha and Dexter with primary building entry and live/work units making up the rest of the Dexter street frontage. The façade at Dexter responds to the urban industrial /warehouse environment in a modern interpretation by utilizing simple elegant massing for the units atop a robust, strong, yet humanly-scaled, base.

The overall massing concept employs a central courtyard to provide light, air and views for interior units while units along the steep side streets of Aloha and Valley will step up along hillsides and be pulled away from the property line to

allow landscaping and privacy for lower floor units especially. At Aurora the building will hold the corners but be recessed for the property line to allow space for adequate landscaping and to allow more light into the lower levels.

The roofscape “fifth elevation” of the building will present opportunities for the roof deck amenity for all residents as it presents excellent view opportunities for Lake and City views. The building facades are conceived as modern, well proportioned, simple expressions of residential uses that are consistent with the simple robust warehouse/industrial buildings found in the South Lake Union District.





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DESIGN GUIDELINES

A-1 RESPONDING TO SITE CHARACTERISTICS

The significant 37' slope from northwest to southeast creates a substantial design opportunity on the site. By terracing the building floors, we are able to respond to this existing grade while accommodating the building height, commercial use access requirements and reducing the appearance of sub-grade parking. Maximizing transparency at the commercial areas combined with building setbacks at entries will enhance the pedestrian zone along Dexter Ave N.

A-2 STREETScape COMPATIBILITY

Dexter Avenue N is the principal pedestrian street and is in need of substantial pedestrian improvements. Existing spatial characteristics of the ROW consist of; sporadic street trees in square planters along Dexter and planting strips along side streets, 7'-9' sidewalks defined by the commercial edge of buildings, few canopies for weather protection, bus stops, bike lanes, and two lanes of travel each direction with some center turn lanes. Pedestrians have a signaled crossing at Aloha Street as well as a striped cross walk at Valley Street. The proposal will incorporate a strong commercial edge, recessed building entries, sidewalk benches, bike racks, street trees, and a sustainable response to landscape and hardscape.

A-4 HUMAN ACTIVITY

Street furniture as well as recessed areas at grade, allowing for the extension of commercial areas in to the pedestrian zone as indoor/outdoor retail or café lined spaces, will animate the façade and create a lively pedestrian experience.

A-6 TRANSITION BETWEEN RESIDENCE AND STREET

Live/work units located at grade along the east façade will serve as transitional use and scale opportunities. Increased setbacks to allow for landscape areas will also aid in transitioning from the street to residences.

B-1 HEIGHT, BULK AND SCALE COMPATIBILITY

The building massing will respond to the SM65 zone and scale of adjacent mixed-use commercial buildings. The upper 4 floors of residential will provide a strong horizontal expression floating atop the robust vertically proportioned "industrial" base. The frontage along Dexter Ave N will be bisected at the upper levels by a 40' wide opening into the central courtyard.



C-1 ARCHITECTURAL CONTEXT

New SM-65 zone buildings have addressed the streetscape with a strong street edge defining the public pedestrian edge from the private realm of the structure. Setbacks at grade are provided only at building entries or at major massing modulation points. Their façade massing expresses a vertical continuity which utilizes at grade transparency to define the building base.

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

The building concept responds to the urban industrial waterfront environment by utilizing simple elegant massing for the units atop a robust strong yet humanly scaled base. The overall massing concept employs a central courtyard to provide light, air and views for interior units.

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

The primary building entry will be set back from the side walk to create a lively, useable, pedestrian-oriented open space.

D-7 PERSONAL SAFETY AND SECURITY

Canopies and building mounted lighting above the commercial level will provide shelter and security to the pedestrian open-space.

E-1 REINFORCE EXISTING LANDSCAPE CHARACTER OF NEIGHBORHOOD

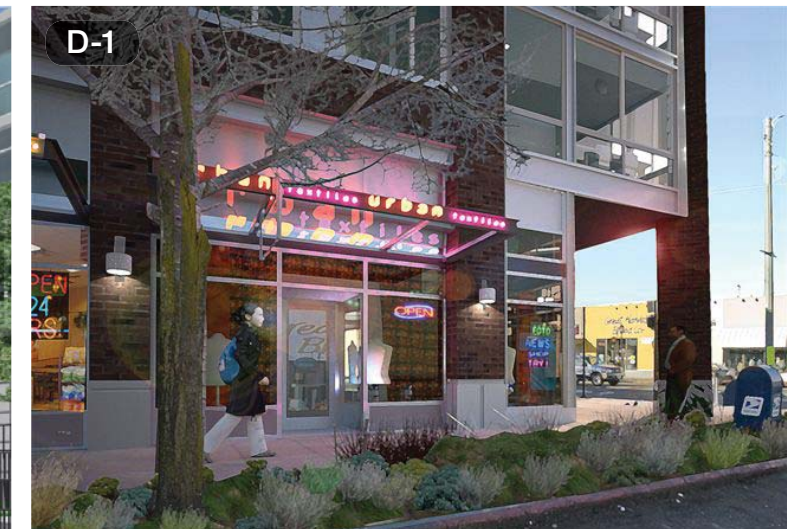
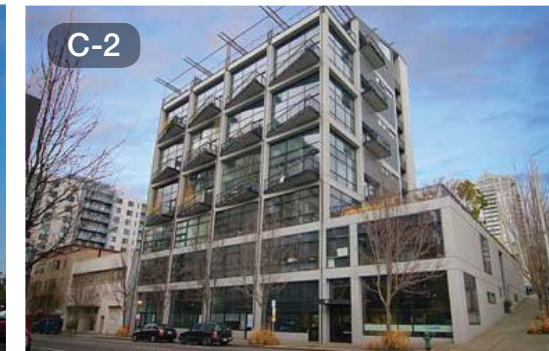
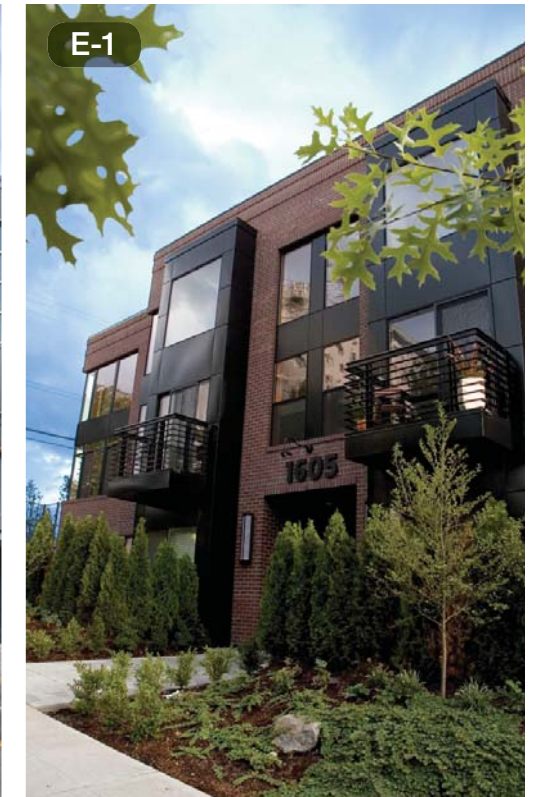
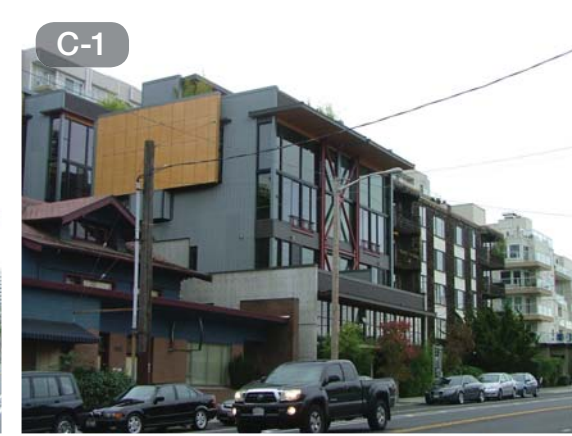
The neighborhood lacks any significant landscape character. This project will aim to enhance what is existing (street trees, planting strips) as well as adding significant landscaping to the site.

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

Planters, screen walls and site furnishing will be incorporated to respond to views to surrounding areas, grade changes along the site perimeter, and to provide a buffer to adjacent commercial uses.

E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

There will be an additional setback of the building along Aurora Ave N to allow for preservation of existing significant trees and new landscape areas to mitigate the noise and pollution from the street.



RESPONSE TO EDG RECOMMENDATIONS

1. AURORA AVE N.

- a. **Articulate Aurora façade to increase visual interest. Consider impact of noise and air quality on units.** Applicant intends to recess façade an average of 10' from property line and use planting to buffer the lower units that are most impacted. All glazing along Aurora will be of a high STC rating for acoustical relief. Units at corners will orient north and or south to minimize direct exposure to Aurora.
- b. **Consider Access off Aurora onto Aloha as major neighborhood entry point.** Building corner will step down to mitigate massing at the NW corner. Design of corner will emphasize this special condition.

2. DEXTER AVE. N.

- a. **Provide additional public space and transparency at corner of Aloha and Dexter.** Applicant will recess two story base along Dexter an additional 3'-0" and will use clear glazing at retail corner. By providing more space for potential retail/dining and commercial uses to spill out on the sidewalk the applicant hopes to emphasize human activity at this important corner.
- b. **Consider widened sidewalks or setback facades including landscaping as pedestrian amenity.** Applicant proposes pulling façade back an additional 10' to create a landscaped entry court at residential entry lobby along Dexter.
- c. **Use elements that consider human scale at ground level.** Planter walls, landscaping, canopies, lighting and signage will all be incorporated at ground level around the project.
- d. **Provide transition zone at live/work units.** . The live/work units will be recessed an additional 3'-0" from the property line as well as having glazing recessed from the adjacent concrete pilasters to create a well modulated series of bays along Dexter.
- e. **Provide additional building modulation and façade articulation.** Along Dexter there will be a 40' wide opening in the upper level residential street wall at the central courtyard visible from the street below. The upper four stories of residential will "float" above the two story live/work retail base and be simple, elegant and horizontally proportioned to contrast to the more vertically articulated side street elevations.
- f. **Consider vertical articulation of building base to top relationship.** The upper four floors of residential will provide a strong horizontal expression floating atop the robust vertically proportioned "industrial" base.

3. VALLEY AND ALOHA STREETS

- a. **Ok with parking entries (align with adjacent parking entries).** Entries to the parking garage will be at the +70 level from both streets. Valley Street access will be level while a ramp will blend up to the higher grade at Aloha. Having access and egress at the same level will help promote clarity of circulation, loading and parking access for the project. Because of the steep grade at both side streets and logic of parking garage ingress/egress curb cut location options are limited.
- b. **Breakup the perceived length of the building with modulation and façade articulation.** A series of well proportioned street wall building segments will step down the hillside and be separated by recessed vertical bays that will accommodate garage entry/exits as well as allow the segments to adapt to the steep slopes of the side streets.
- c. **Consider building modulation related to steps in the roof line.** A series of vertical recesses from grade to roofline will break the facades in logical increments allowing the building to step down the hillside and add visual interest. The building façade articulation at the side streets is related to roof height changes as the building steps down the hill.
- d. **Relate facades to elements of buildings across the street from the site.** New projects are proposed and/or under construction across both side streets and will provide part of the new urban context. Massing, proportional and material strategies will provide potential opportunities to provide consistency when appropriate.

4. BUILDING MASSING

- a. **Single Courtyard preferred to create more desirable residential environment.** Applicant will proceed with a single, well-proportioned courtyard opening onto Dexter to mark location of main residential lobby.
- b. **Consider Stepping of roof line and setbacks at upper levels to create visual interest.** Due to native grade at both Valley and especially Aloha the building will step down the hill in a well-proportioned, thoughtfully modulated composition. Following the sloped height envelope will create the opportunity to gracefully step the upper levels of the project and create a distinctive silhouette for the roofline.
- c. **Consider relationship of building base to top to create more appealing building proportions.** The building's upper floor will set back and contrast with the lower floors in color to help differentiate the base and top.

DEPARTURE REQUEST

1. **Minimum Façade Height (23.48.014-B.2):** The minimum façade height along a Class II Pedestrian Street is 25'. The project will request a departure along Dexter Ave. N. allowing the recessed area at the lobby to be approximately 23' high.

2. **Parking and Loading Access - Curb Cuts (23.48.034-C.3-5):** The location of access for parking and loading shall be determined by the Director when a lot abuts more than one right-of-way. A maximum of one 2-way curb cut is allowed when the lot does not abut an alley. The project will request a departure to allow two 2-way curb cuts; one curb cut on Aloha to the north and one curb cut on Valley to the south.

