

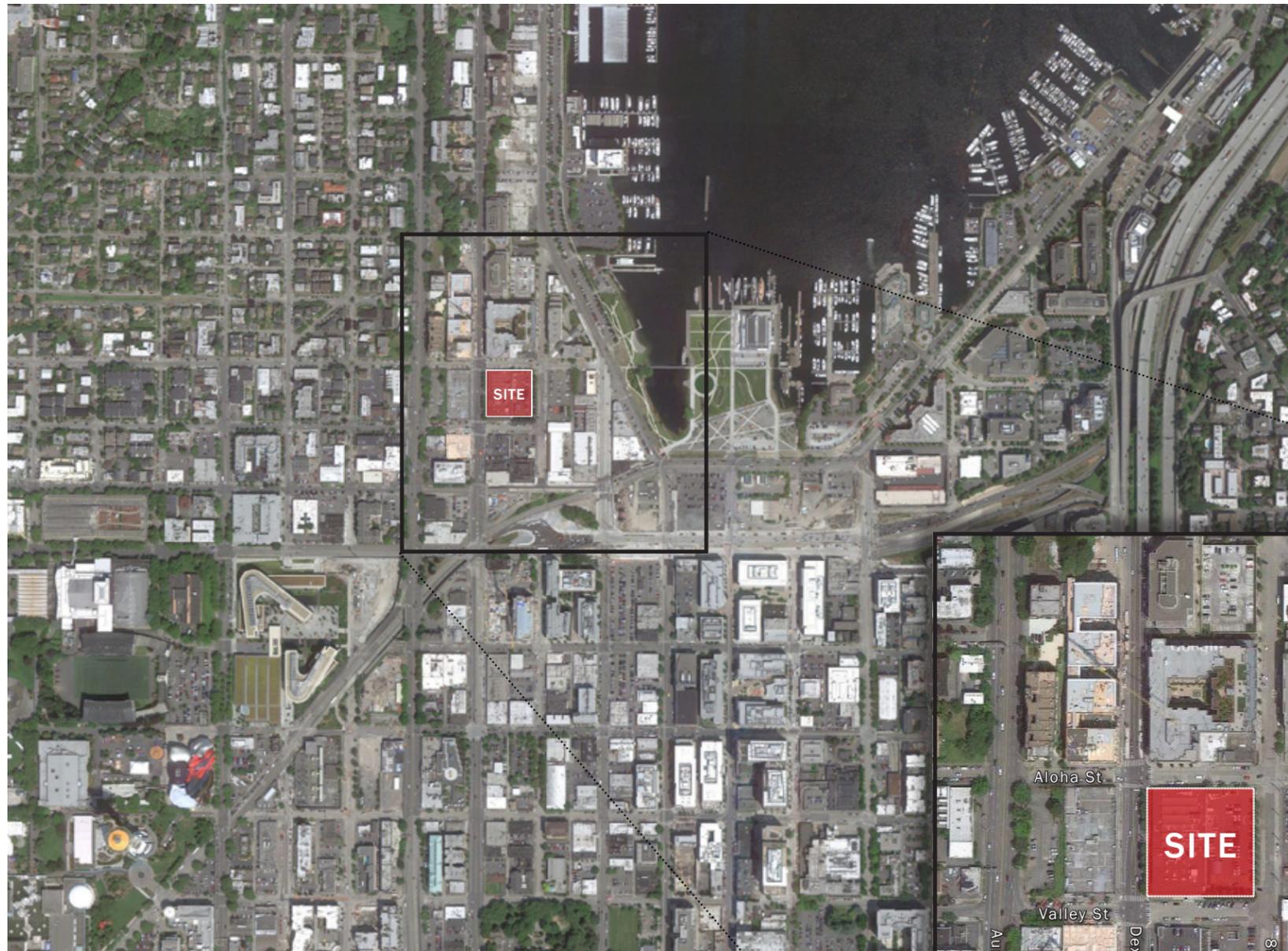
EARLY DESIGN GUIDANCE MEETING

SEPTEMBER 11, 2013

810 DEXTER
DPD PROJECT #3015507

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Contact:
Brian Runberg, AIA
Runberg Architecture Group
1 Yesler Way - Suite 200
Seattle, WA 98104



Contact:
Marty Goodman
Holland Development
1000 Dexter Avenue North, Suite 201
Seattle, WA 98109

PROPOSAL ATTACHMENT A

CITY OF SEATTLE | APPLICATION FOR EARLY DESIGN GUIDANCE

PART I: CONTACT INFO

1. Property Address: 810 Dexter Avenue North
Seattle, Washington 98109

2. Project number: 3015507 Land Use

Additional related project number(s): 6367752, 6367753 Construction

4. Owner/Lessee Name Holland Development

5. Contact Person* Name Jodi Patterson-O'Hare
Firm Permit Consultants NW
Mailing Address 26456 Marine View Dr So,
City State Zip Des Moines, WA 98198
Phone (425) 681-4718
E-mail address jodi@permitcnw.com

6. Applicant's Name Thomas Parsons, Holland Development
Relationship to Project Developer

7. Design Professional's Name Brian Runberg, AIA
Runberg Architecture Group
Address 1 Yesler Way- Suite 200
Phone (206) 956-1970
E-mail address brianr@runberg.com

8. Applicant's Signature _____ Date _____

*Only the contact person will receive notice of the meeting. The contact person is responsible for informing other pertinent parties.

PART II: SITE AND DEVELOPMENT INFO

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site is located in the South Lake Union Hub Urban Village, approximately one block west of South Lake Union Park, and one block east of Aurora Avenue. The site measures approximately 250' x 249' with a total area of 62,311 square feet. It is bounded by Aloha Street to the north, 8th Ave N. to the east, Valley St. to the south and Dexter Ave N. to the west. The site slopes moderately from Dexter Ave N. to 8th Ave N. +/- 18 feet (7%). The west half of the site is occupied by a three story concrete structure, with the lower levels occupied by Elliot Bay Auto Brokers, and the upper levels vacant. The parking lot on the east half of the site is used as auto storage.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The zoning is SM 160/85-240 (Seattle Mixed). It is located within the South Lake Union Hub Urban Village, which is an Urban Center. Dexter Ave N. is a Class 2 Pedestrian street. South Lake Union published Neighborhood Design Guidelines in May 2005, which were reformatted in February 2011 to reflect the new format, organization and numbering system of the Seattle Design Guidelines (expected to be adopted by the City Council in 2013).

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

The site is surrounded by SM 160/85-240 on the south and west, and SM-85 to the north and east. The neighborhood slopes steeply east of Aurora Ave N., then transitions to a moderate slope east of Dexter Ave N. before flattening out along Westlake Ave N. Existing surrounding uses include market-rate housing, commercial office space, empty lots, and some small retail. Community landmarks include South Lake Union Park to the west, Museum of History and Industry, the Center for Wooden Boats, and the Puget Sound Power and Light Co. Utilities Building adjacent to the site. The University of Washington School of Medicine is three blocks south of the site. The Gates Foundation and Seattle Center are within walking distance from the site. The site is well served by Dexter Ave N. with buses and bike lanes connecting downtown to north Seattle.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The applicant is considering the following development scheme:

7-story mixed-use development consisting of approximately 378 residential units, 3,600 sf of ground floor commercial use and parking for 262 vehicles below grade.

Departures: No departures anticipated at this time.

PROJECT VISION



PROJECT DATA

PROPERTY ADDRESS:
810 DEXTER AVENUE NORTH
SEATTLE, WA 98109

MULTIFAMILY PROJECT WITH:
- APPROXIMATELY 378 RESIDENTIAL UNITS.

- APPROXIMATELY 12,343 SQUARE FEET OF ACTIVE RESIDENTIAL AMENITY

- APPROXIMATELY 262 STRUCTURED PARKING STALLS

- 5 FLOORS OF TYPE-IIIA CONSTRUCTION (RESIDENTIAL UNITS AND AMENITIES)
OVER 2 FLOORS OF TYPE-IA CONSTRUCTION (LOBBY/ TENANT AMENITIES AND
UNITS) AND 2 FLOORS OF BELOW GRADE TYPE-IA CONSTRUCTION (PARKING)



CONTEXT ANALYSIS

SLU URBAN CENTER

SOUTH LAKE UNION Height and Density Alternatives



Prepared by:
City of Seattle
Department of Planning and Development

The South Lake Union Rezone EIS states the following objectives which are applicable to this project:

- Use limited land resources more efficiently, pursue a development pattern that is economically sound, and maximize the efficiency of public investment in infrastructure and services.
- Ensure capacity for long-term growth consistent with the designation of South Lake Union as one of the City's six urban centers.
- Provide for a more diverse and attractive neighborhood character by providing a mix of housing types, uses, building types, and heights.
- Promote a land use pattern that provides for a balanced mix of residential and employment opportunities.
- Enhance the pedestrian quality at street level by providing amenities, taking into consideration light and air as well as public view corridors and providing for retail activity at key locations.

The proposal seeks to provide a mixed-use building on the site that will provide the highest and best use, providing much desired residential units and ground-floor commercial space.

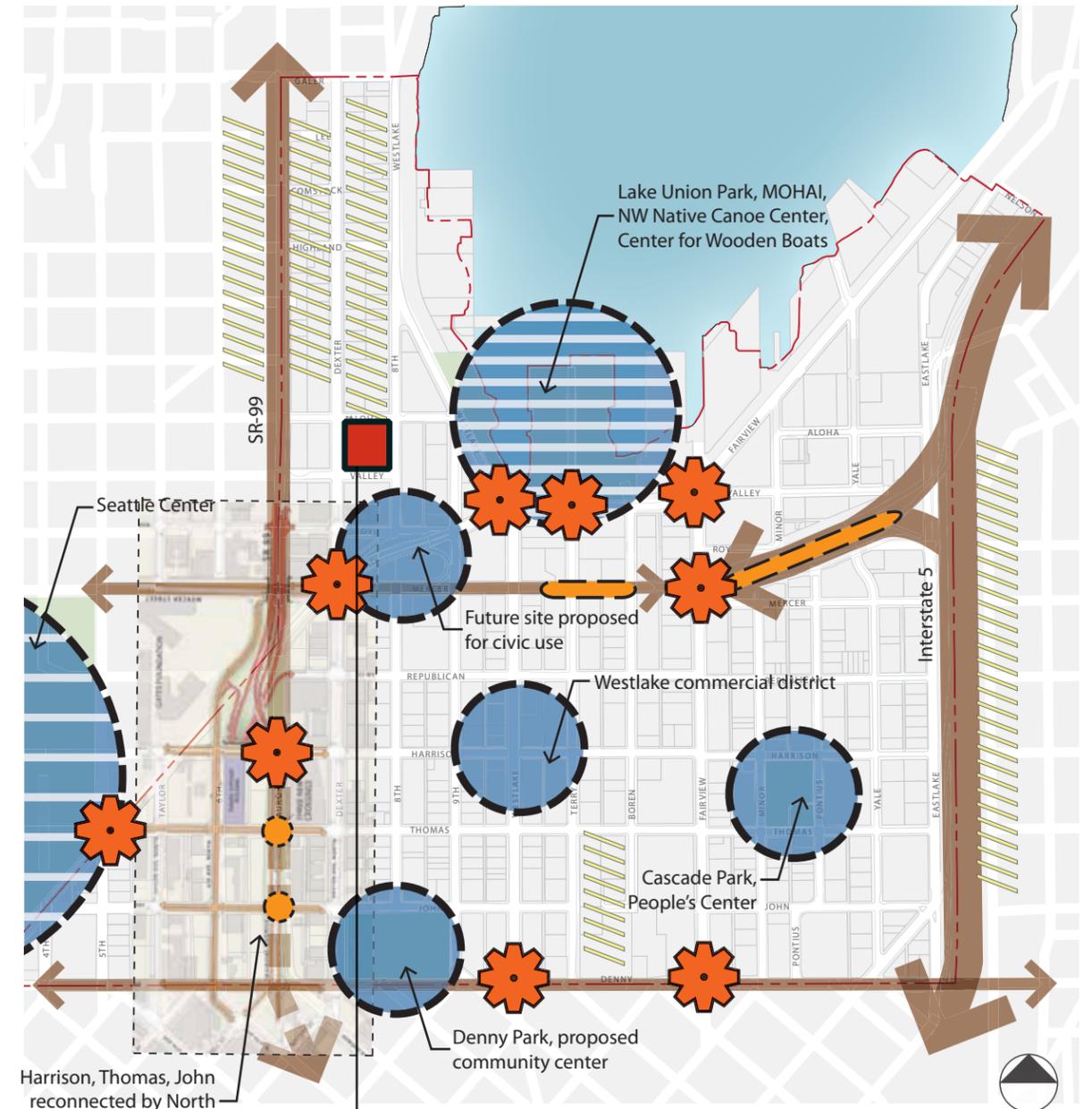
SOUTH LAKE UNION Urban Design Framework



IN CONTEXT: GATEWAYS, HEARTS & EDGES

According to the SLU Urban Design Framework, gateways are the notable passages into and out of the neighborhood, hearts are the centers of community life, and edges are the boundaries that define SLU.

GATEWAYS, HEARTS, AND EDGES



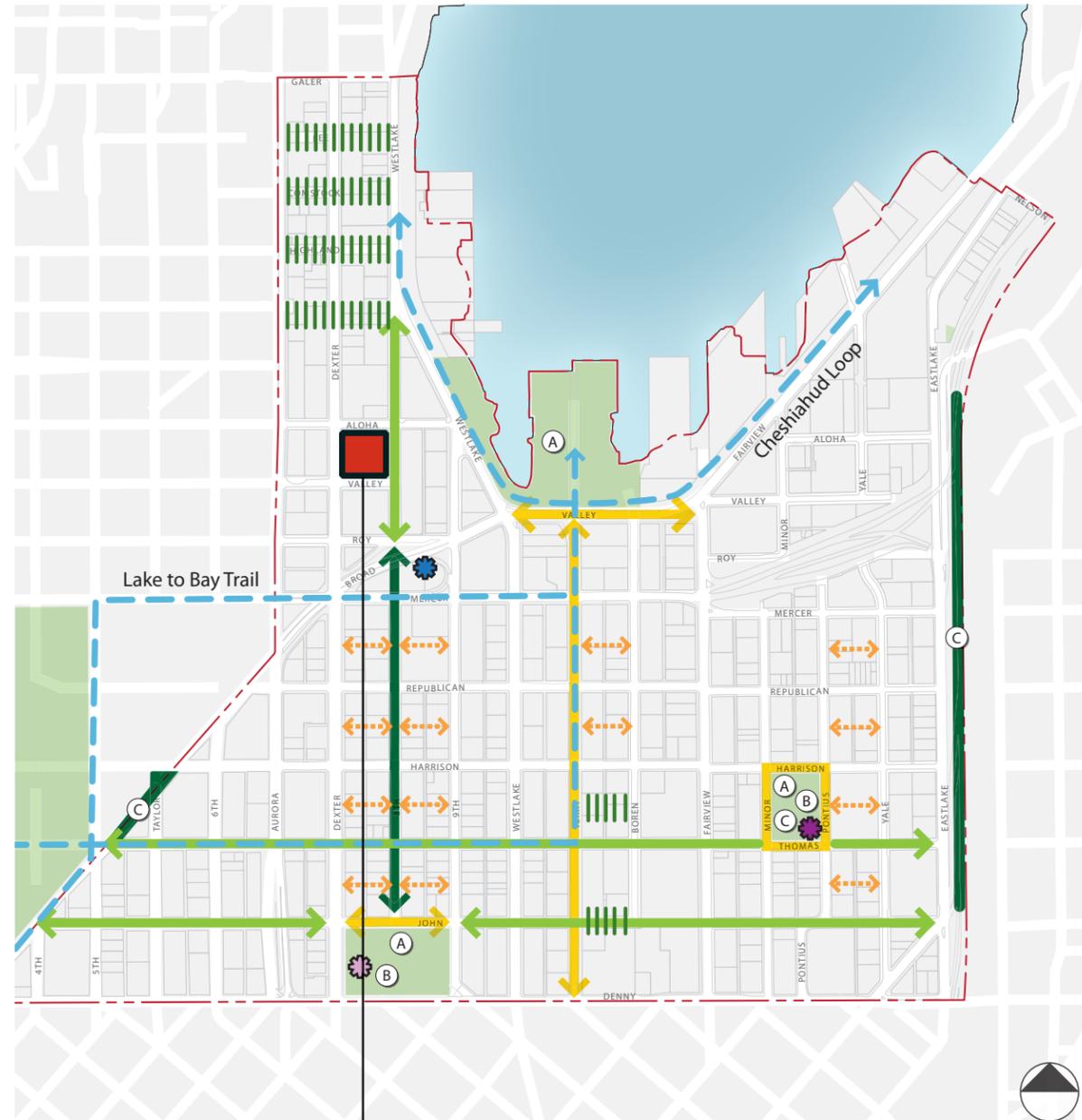
SITE

Our site is located adjacent to several "heart" locations and gateways identified by the South Lake Union Urban Design Framework

LEGEND

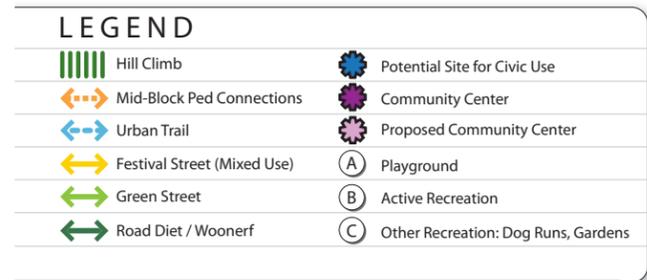
- Neighborhood Heart
- Regional Heart
- Gateway
- Processional gateway
- Infrastructure barrier
- //// Challenging topography

PUBLIC SPACE NETWORK

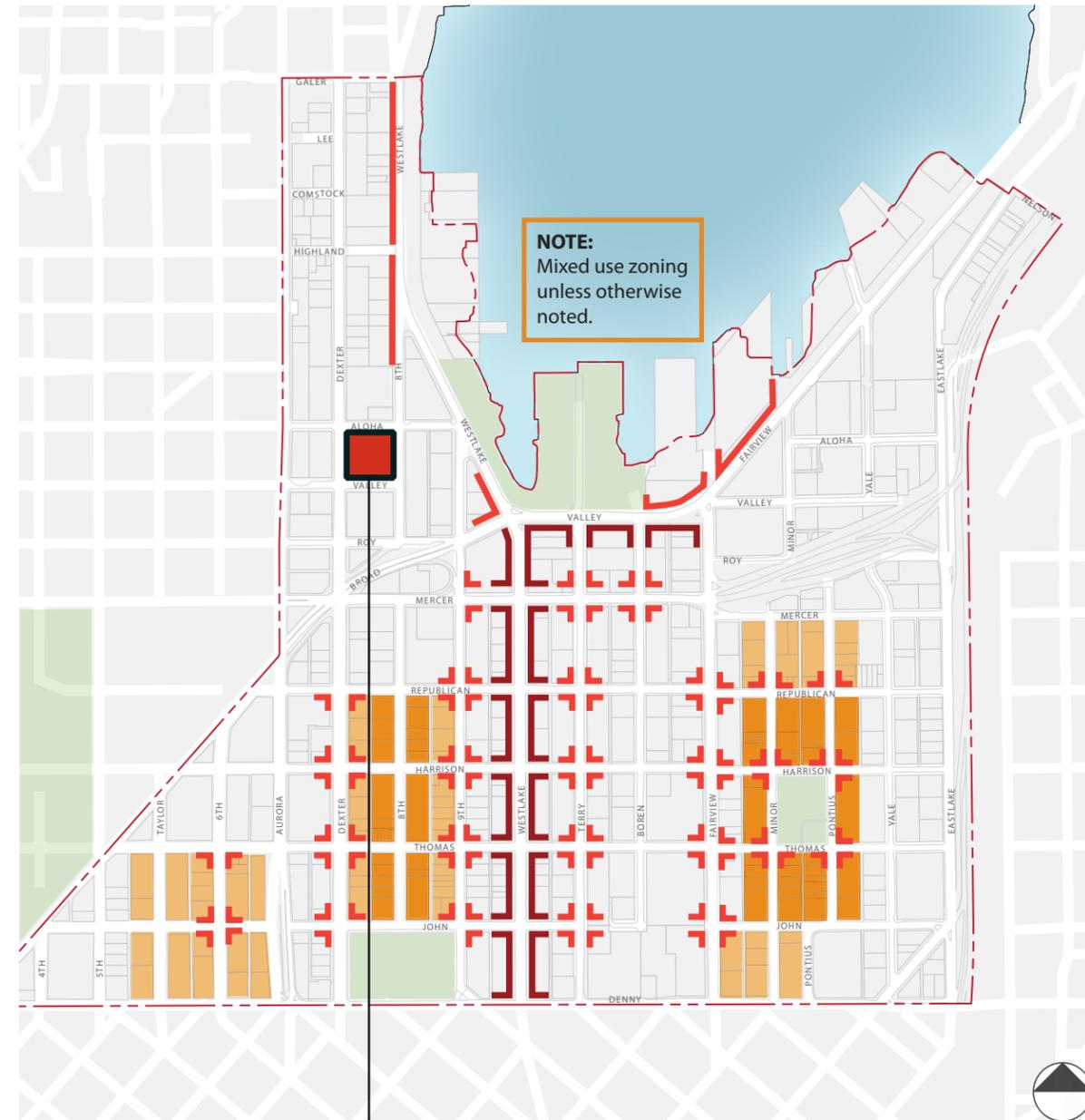


SITE

Our site is located along 8th Avenue, which has been identified as a future green street with a focus on pedestrian oriented residential development. The intention is to have a street facing facade comprised of residential entries in the form of stoops or landscaped setback areas.

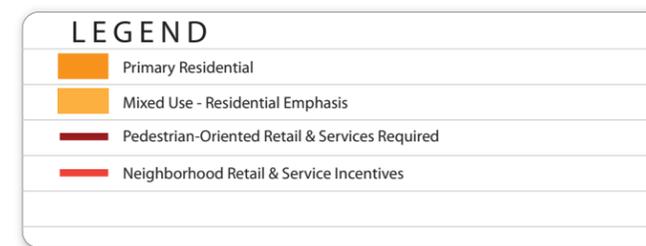


RESIDENTIAL AND RETAIL FOCUS AREAS



SITE

Our site is located along Dexter Avenue N, which is developing as a pedestrian-oriented retail street, though it is not designated as such, and the intention is to maintain and continue that development.



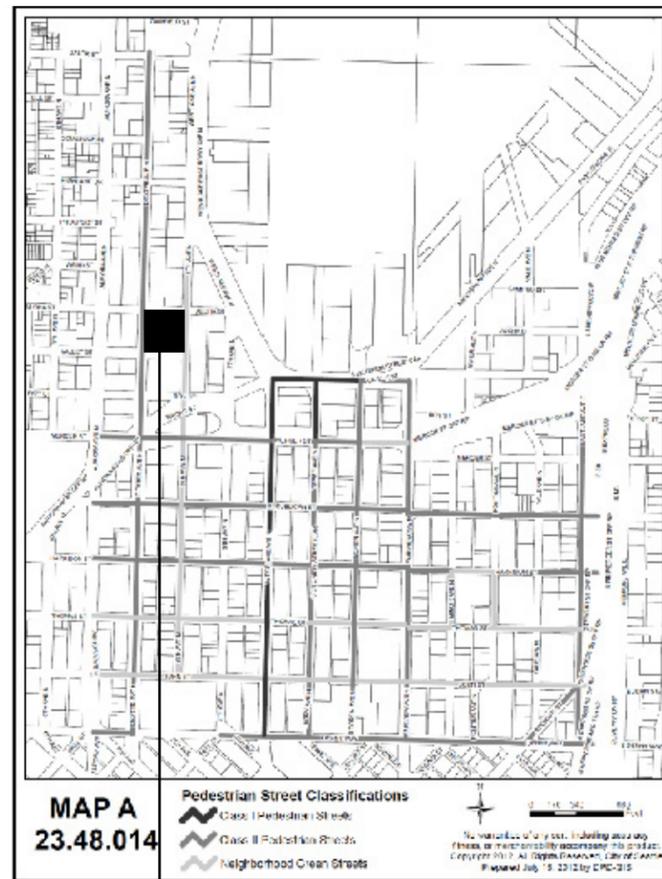
CONTEXT ANALYSIS

PEDESTRIAN USES & STREET CHARACTER

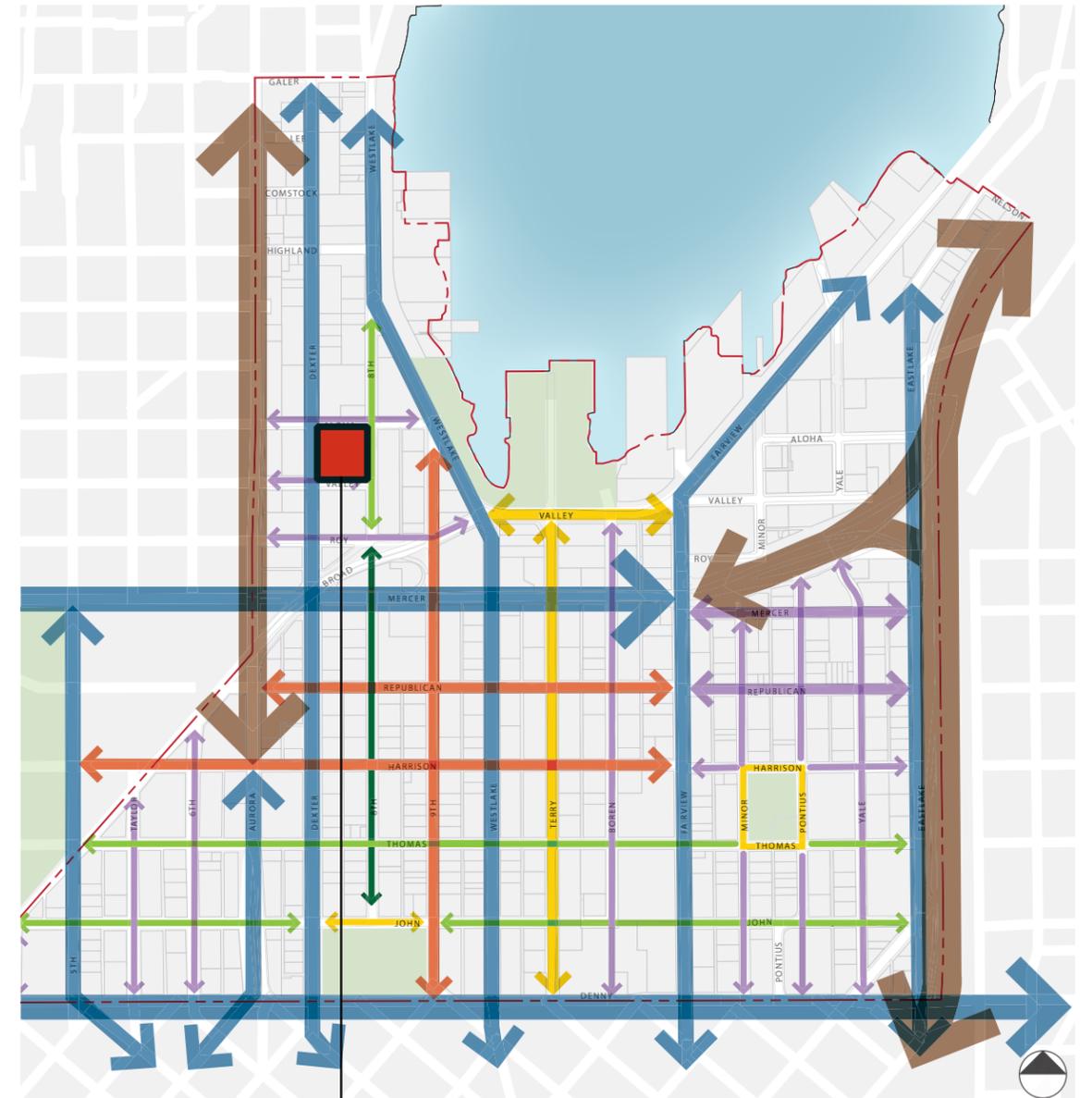
ANALYSIS

The site is located along Dexter Avenue North, a street designated as a Class 2 Pedestrian Street as well as a Boulevard/Great Street by the South Lake Union Urban Design Framework. This street has a high intensity of all modes of transportation, commercial activity and is of a grander scale. Pedestrian safety and providing human scale spaces are a priority to the project.

The 8th Avenue North Neighborhood Green Street adjacent to the site is meant to be a low-intensity street that gives priority to bicycles and pedestrians over automobiles. We agree with the potential for the development of this pedestrian friendly, green street corridor to benefit the proposed residential building. The team will consider future adoption of these principals in the building design.



STREET CHARACTER



SITE

Our site is bordered by a boulevard/great street on Dexter Ave N, a green street on 8th Avenue N and neighborhood streets along Aloha Street and Valley Street, as identified by the South Lake Union Urban Design Framework

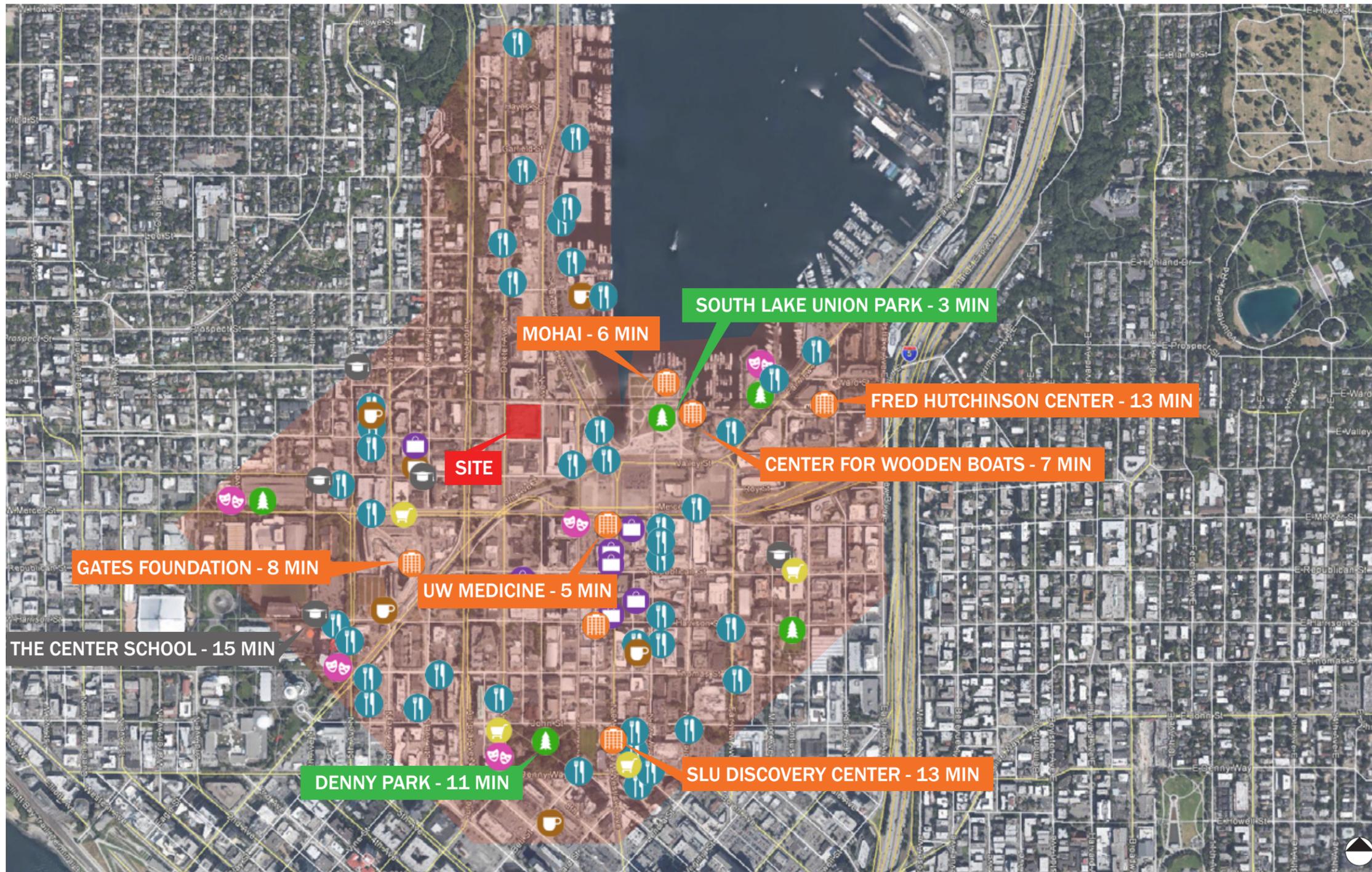
LEGEND

Freeway	Neighborhood Street
Boulevard / Great Street	Green Street
Mixed Use Street	Woonerf
Festival Street (Mixed Use)	(Line weight represents traffic volume)

CONTEXT ANALYSIS WALKABILITY

OVERALL WALKSCORE = 91
according to Walkscore.com 2013

15 MINUTE WALK AREA



-  RESTAURANT
-  PARK
-  CAFE
-  SCHOOL
-  RETAIL
-  GROCERY STORE
-  ENTERTAINMENT
-  INSTITUTION/EDUCATIONAL

*Information from WalkScore 2013

CONTEXT ANALYSIS

CONNECTION TO THE CITY



The site is located less than a mile from the Seattle Central Business District; only a 7-minute bike ride and 13-minute bus ride away. This connection to the city center influences how transportation, movement and traffic are addressed on the site for vehicles, but more importantly for bicyclists and pedestrians. The site connects to the city center primarily by means of Dexter Avenue North, 8th Avenue North and Westlake Avenue North, which will continue to have improved access as the Mercer Corridor Project is completed.

The views from the site toward the city will also be taken advantage of and emphasized in the project.

CONTEXT ANALYSIS

CONNECTION TO LAKE UNION

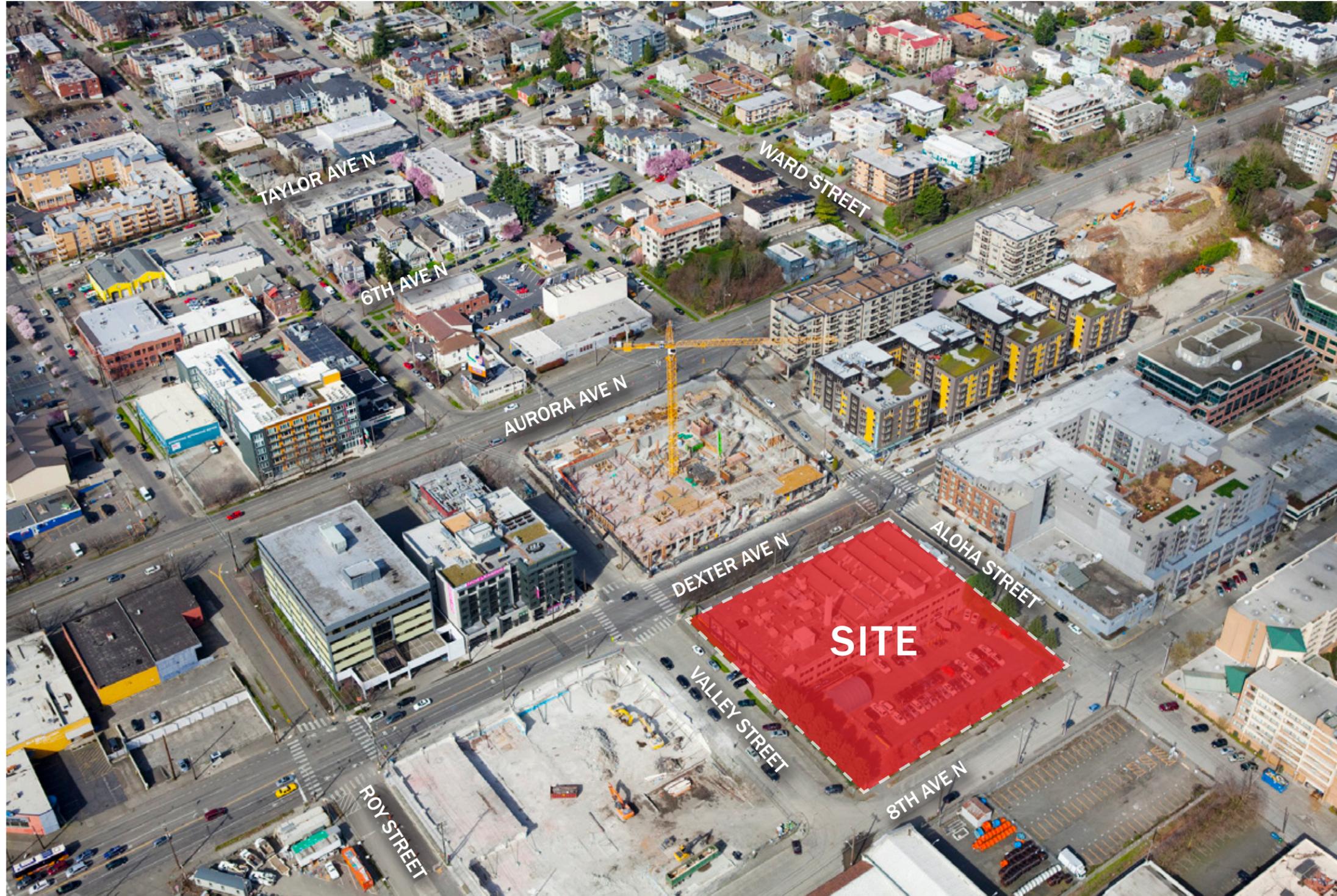


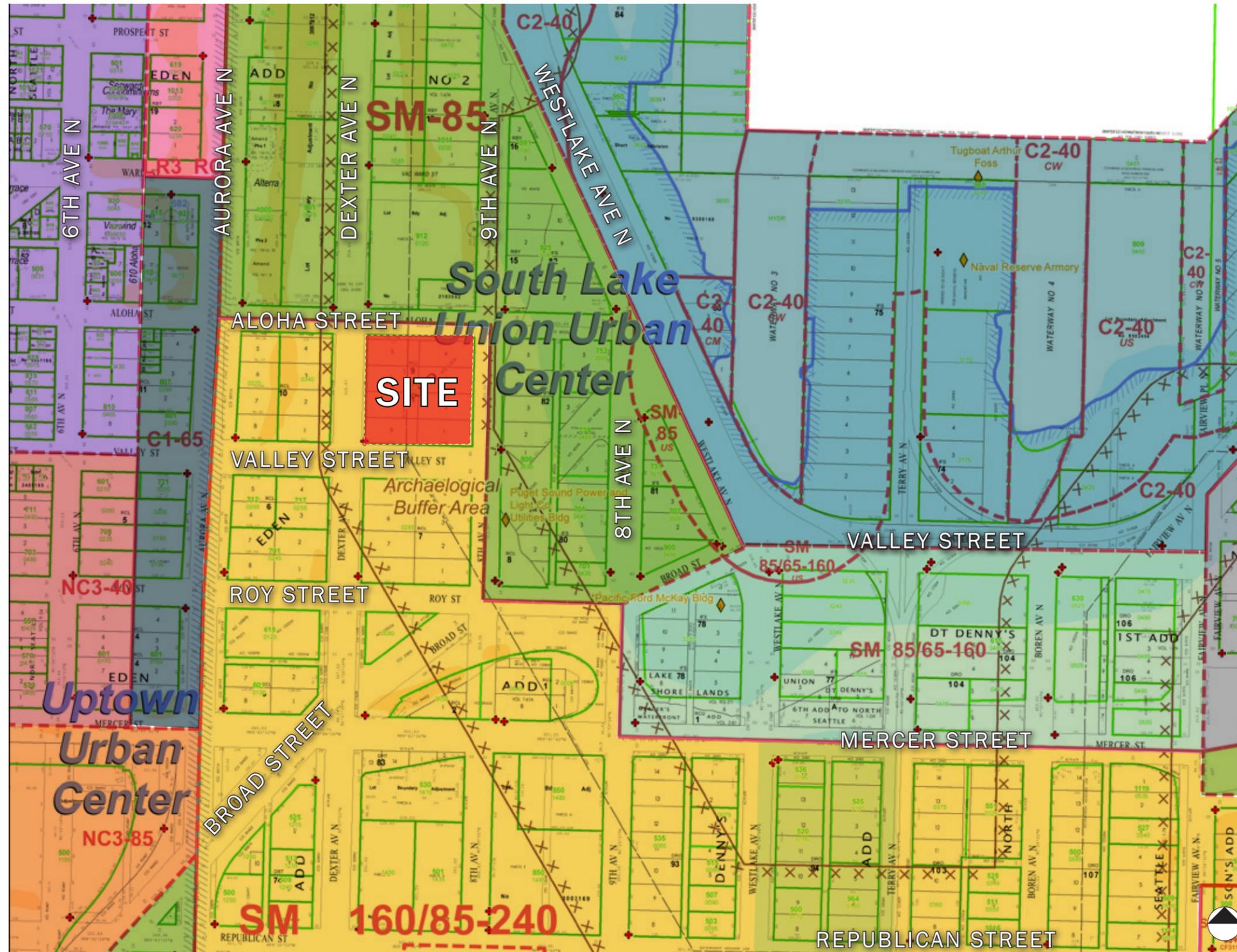
The site is located just one block away from Lake Union. The lake has become a hub for outdoor activity, gathering, recreation, and transportation both on land and water. South Lake Union park additionally offers educational opportunities such as the Center for Wooden Boats and the Museum of History and Industry. Providing a connection to these amenities is a crucial part of the project.

The South Lake Union Trail and the proposed Lake to Bay Loop are two pedestrian and bicycle-friendly routes that are accessed within a few blocks of the site and provide a safe means of transportation to other parts of the city.

The views from the site toward Lake Union will also be taken advantage of and emphasized in the project.

CONTEXT ANALYSIS
AERIAL VIEW OF SITE





- SM-85
- SM 85/65-160
- SM 160/85-240
- NC3-85
- NC3-40
- LR3-RC
- LR3
- C2-40
- C1-65
- SM-125

CONTEXT ANALYSIS

NEIGHBORHOOD DEVELOPMENT & USES



- Recreation / Open Space
- Multifamily / Mixed-Use Residential
- Commercial / Retail / Office
- Civic / Religious
- Hotel / Motel
- Industrial / Warehouse / Storage
- Institution / Education
- Single Family Residential
- Future Development

CONTEXT ANALYSIS

NEIGHBORHOOD DEVELOPMENT & USES



A. Paul Allen Institute for Brain Science



B. Union Apartments



C. Bill and Melinda Gates Foundation



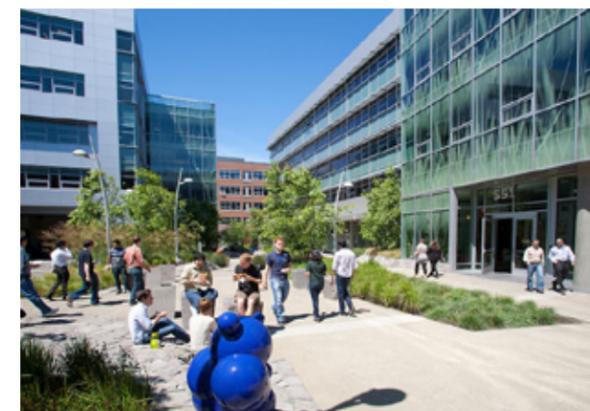
D. Courtyard Marriott Hotel



E. South Lake Union Park



G. True North Apartments (Under Construction)



H. Amazon Campus



I. UW Medicine

F. Museum of History and Industry



J. Center for Wooden Boats



K Puget Sound Power and Light Co. Utilities Building (Seattle Landmark)



L. Hue Apartments



M. Kenmore Air

CONTEXT ANALYSIS

HISTORY



Mid-1800's ○ The coal and lumber industries dominate business in South Lake Union



○ Lake Union becomes one of the top wooden boat building areas in the world.



1950's ○ Zoning changes in favor of commercial development



1990 ○ Auto-oriented commercial and light industrial use comprise most of the industry in SLU



2005 ○ UW commits to tripling the biomed research in SLU. Joins Fred Hutchinson Cancer Research Center, ZymoGenetics, Seattle Cancer Alliance and the Seattle Biomedical Research Institute

CAUSE

CURE



Mid 1900's ○ Neighborhoods mostly composed of middle and working class families from Greece, Scandanavia, Russia, and the Balkans



1950's ○ Zoning changes in favor of commercial development. Numerous single-family homes are demolished to make way for mills, coal wharfs, laundries, construction material suppliers and auto dealerships



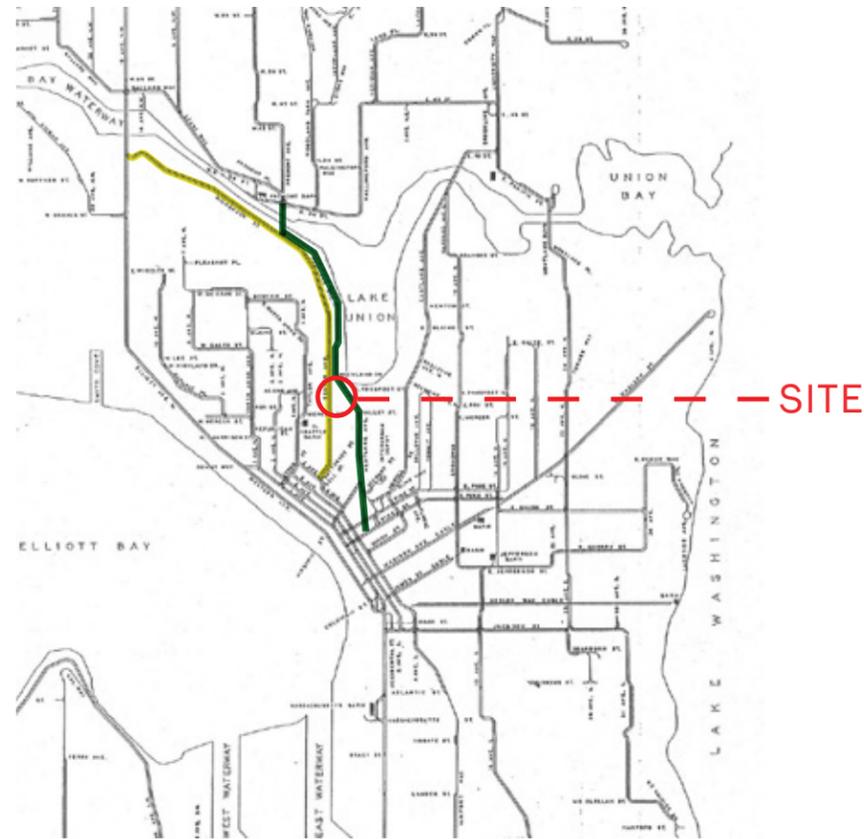
1991 ○ Fred Bassetti, Architect, and John Hinterberger, Seattle Times, propose the "Seattle Commons" which envisions the area as a civic center surrounded by condos, restaurants, and high-tech industry/research facilities



present ○ SLU is a dense, mixed-use urban center. It has become an employment center for the city, and almost 2,300 units of housing were developed between 1990 and July 2012*

PRIVATE

PUBLIC



MAP OF 1933 STREETCAR LINES



MAP OF PROPOSED STREETCAR SYSTEM



Late 1800's ○ Seattle Coal and Transportation Co. builds the first railroad. Streetcar installed connecting Pike Street to SLU and Ballard on Westlake Ave N.

1917 ○ The ship canal locks are constructed which connect Lake Union to the Puget Sound and Lake Washington

1941 ○ Seattle Streetcar lines are replaced with bus lines

1960's ○ I-5 is completed, Mercer St. becomes an arterial for highway access, and SLU is cut-off from Seattle.

1990's - present ○ SLU "Neighborhood Plan" includes importance of addressing the barrier of Mercer St. and developing a waterfront park to increase green space. Shift in interest towards public transportation, bicycles, and pedestrians. New streetcar line is proposed that will roughly follow the path of the first, one portion opens in 2007.

CONNECTED

ISOLATED

RE-CONNECTING

CONTEXT ANALYSIS
STREETSCAPES - ALOHA STREET

A. PROJECT SITE



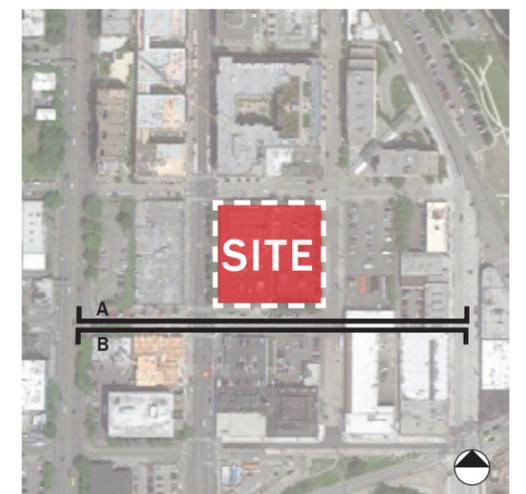
B. OPPOSITE PROJECT SITE



CONTEXT ANALYSIS
STREETSCAPES - VALLEY STREET



B. OPPOSITE PROJECT SITE



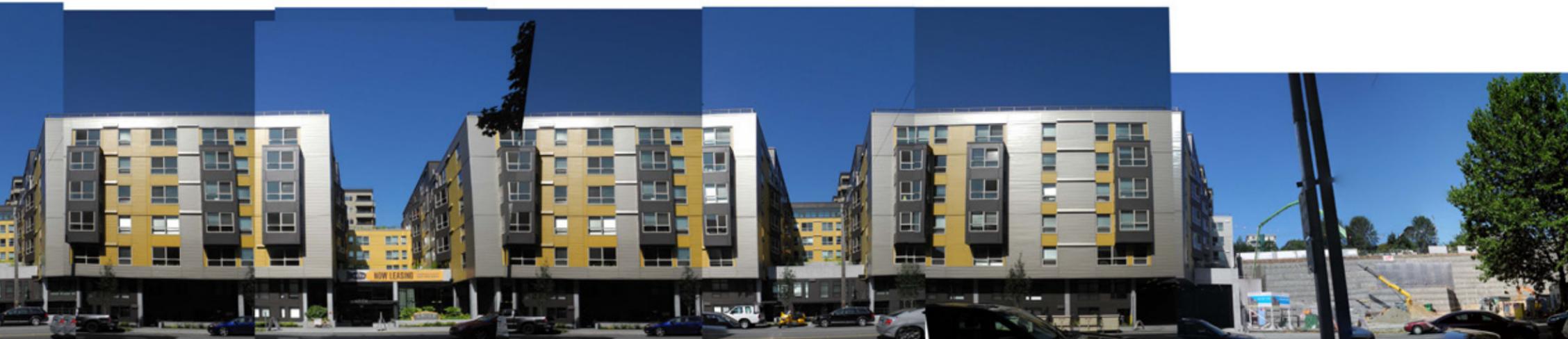
CONTEXT ANALYSIS
STREETSCAPES - DEXTER AVENUE N



B. OPPOSITE PROJECT SITE



A. PROJECT SITE



CONTEXT ANALYSIS
STREETSCAPES - 8TH AVENUE N

A. PROJECT SITE



B. OPPO



CONTEXT ANALYSIS
STREETSCAPES - 8TH AVENUE N

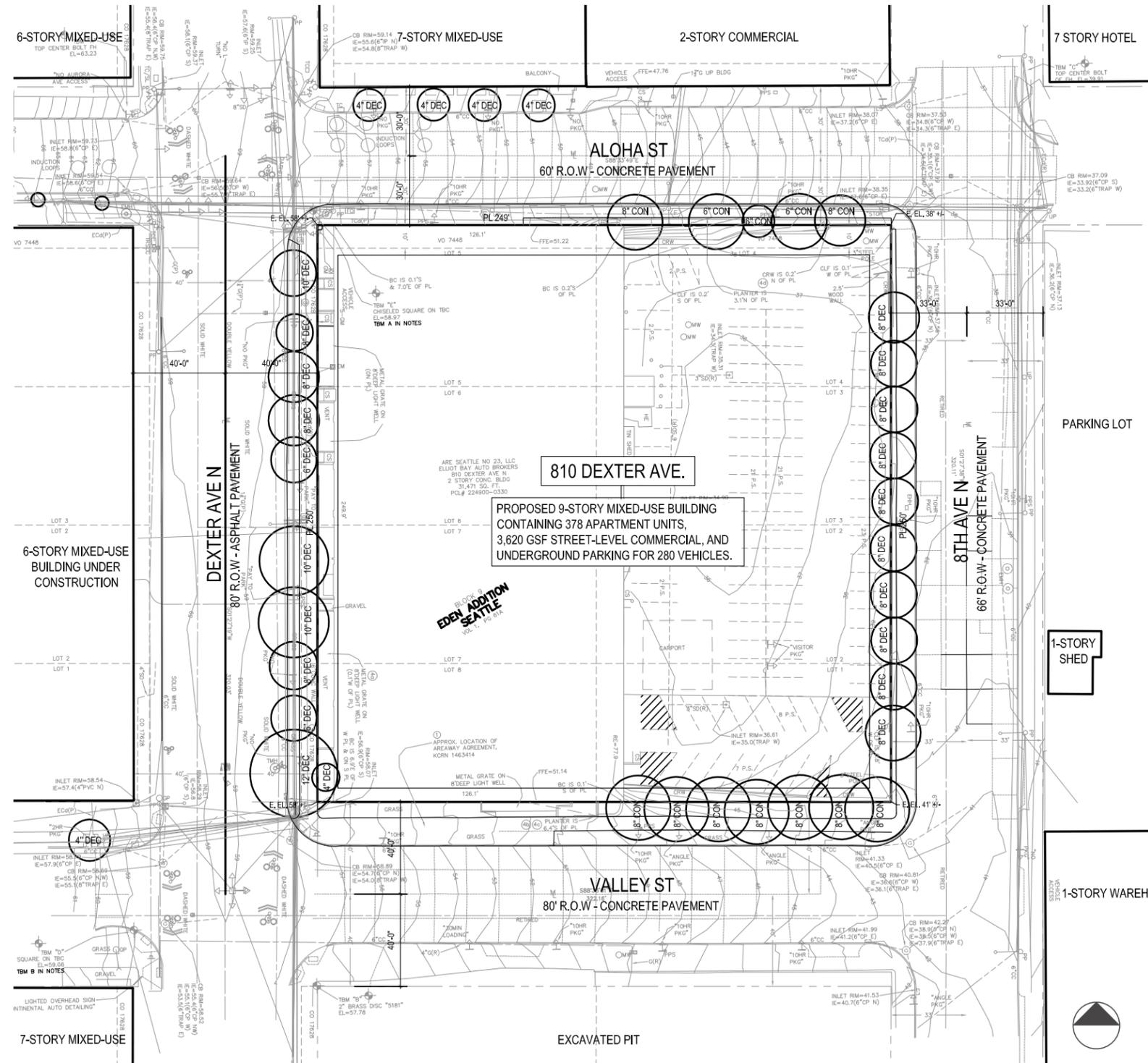


PROJECT SITE



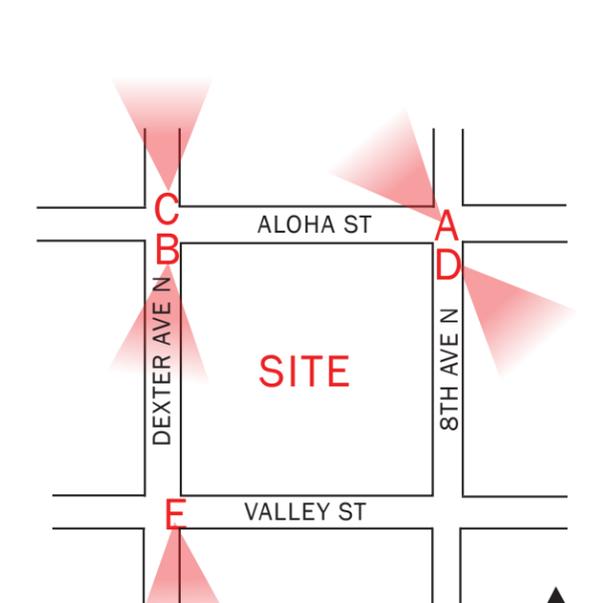
EXISTING SITE CONDITIONS

TREE SURVEY

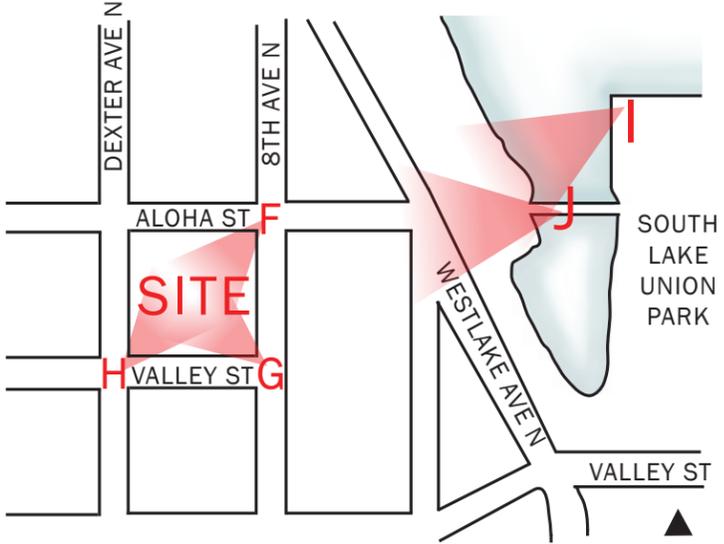
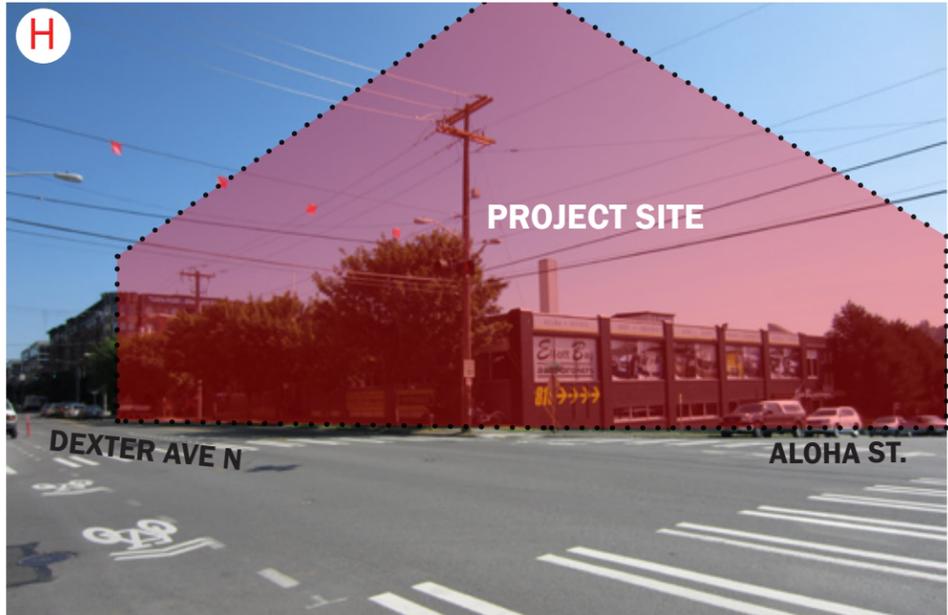
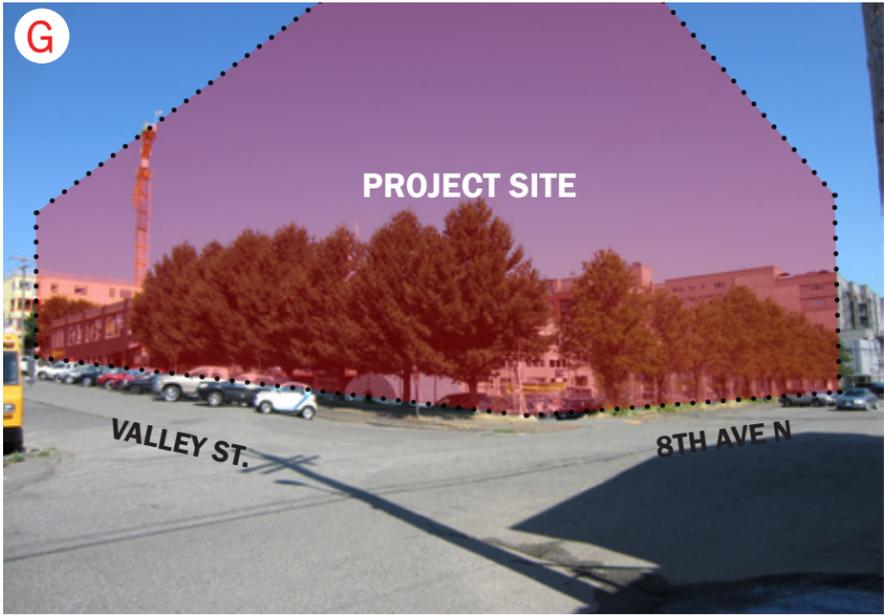


EXISTING SITE CONDITIONS

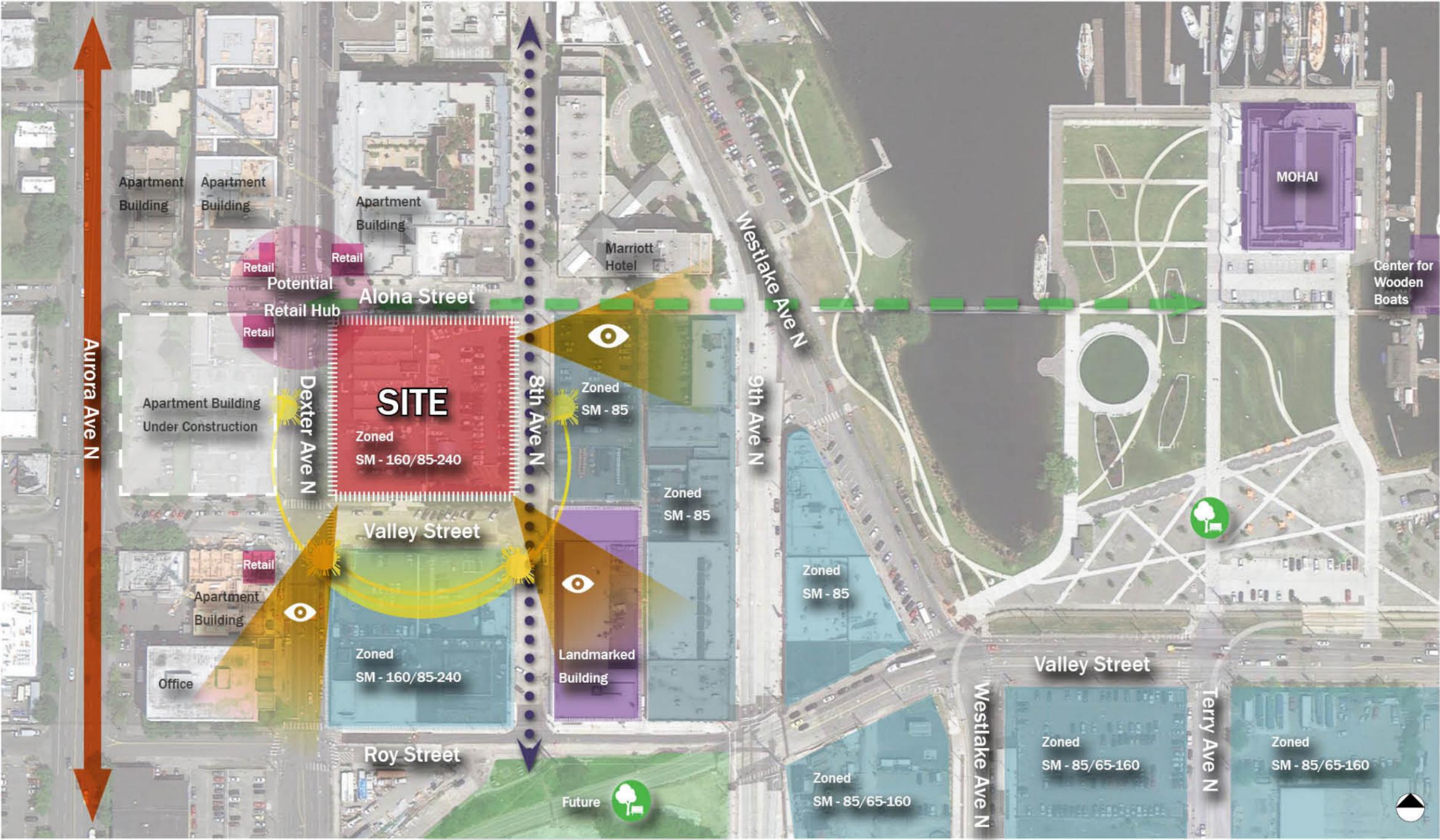
ADJACENT PROPERTY PHOTOS



EXISTING SITE CONDITIONS
SITE PHOTOS

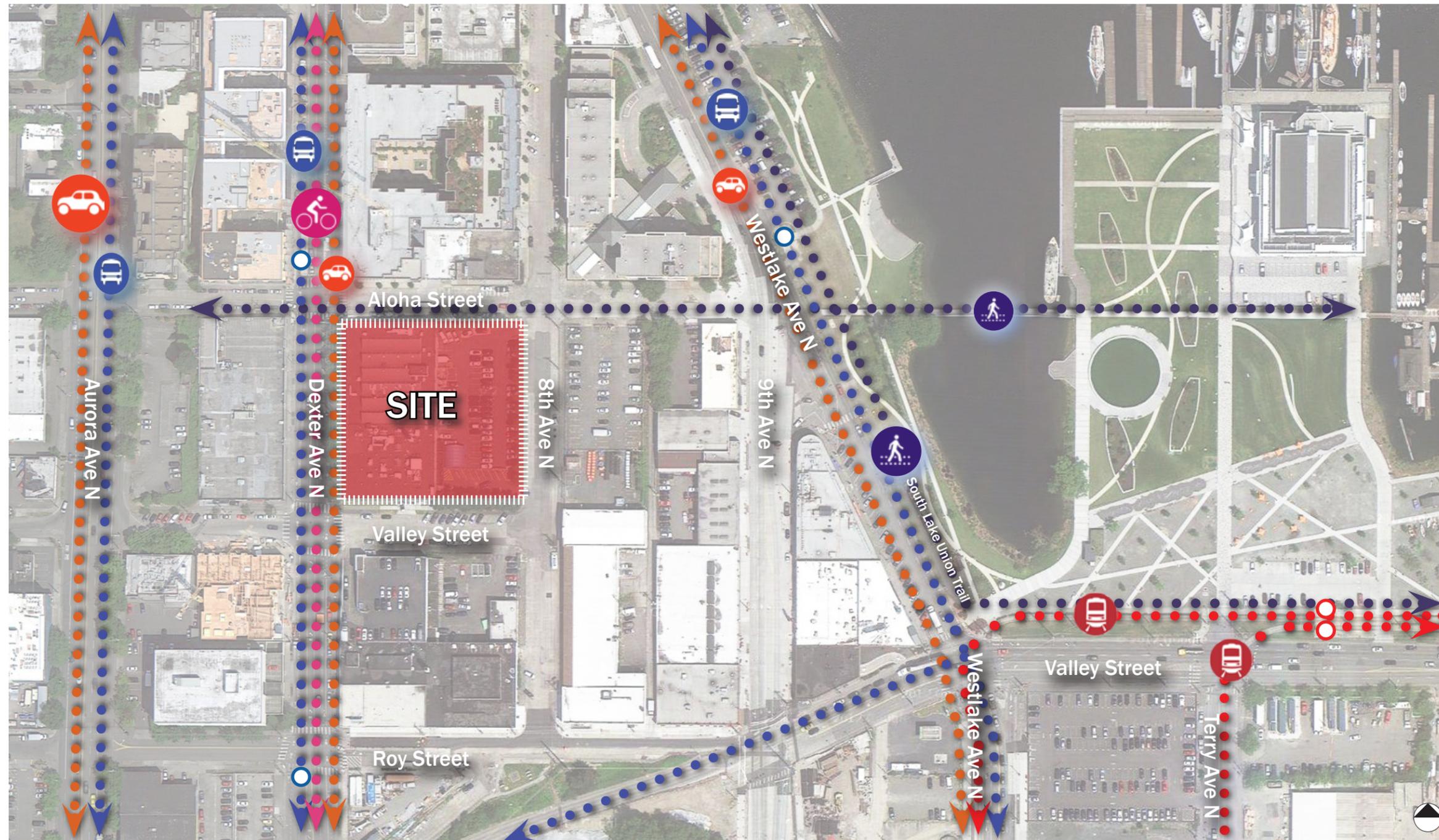


EXISTING SITE CONDITIONS CONSTRAINTS AND OPPORTUNITIES



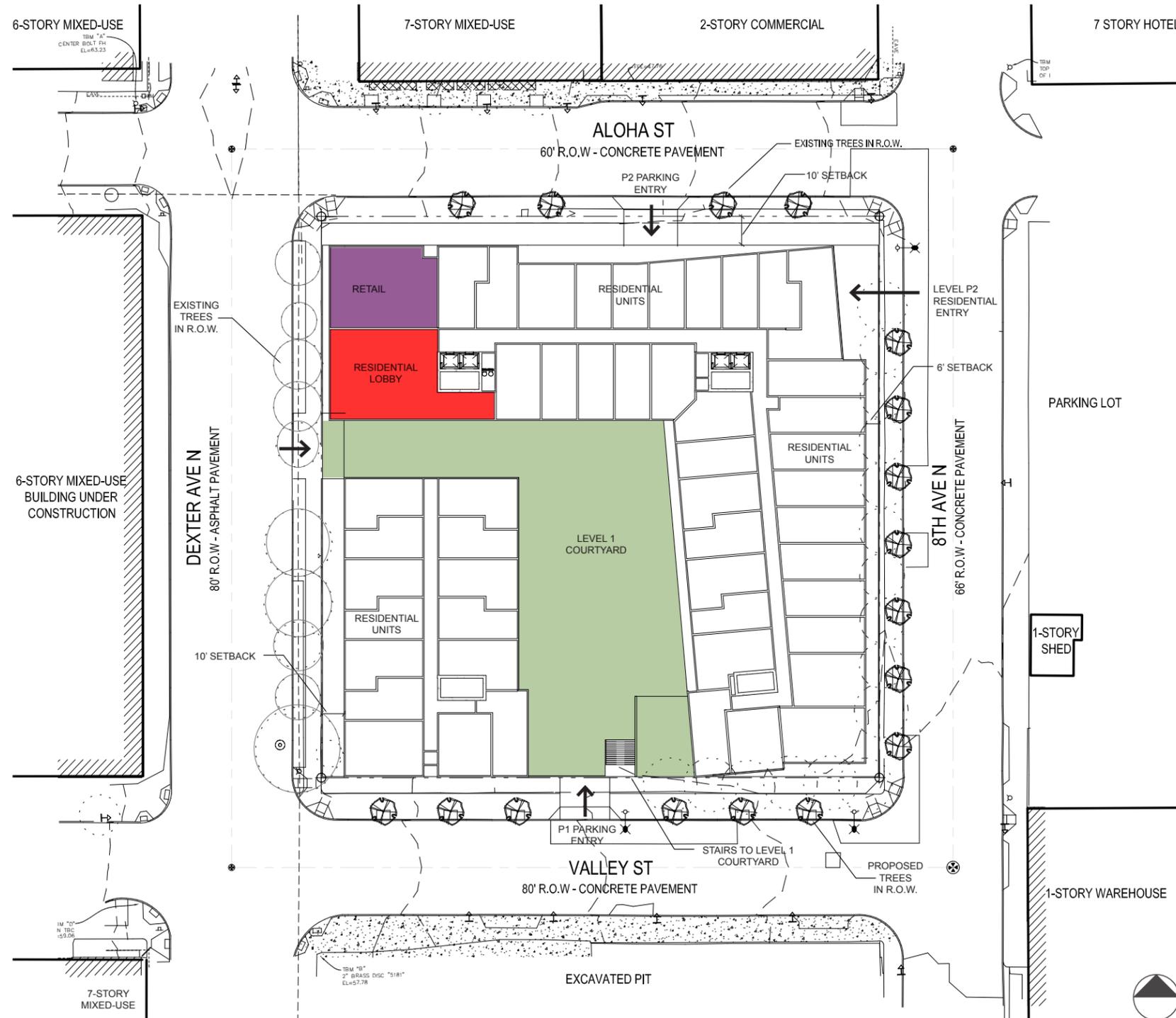
-  Strong Axial Link
(Pedestrian connection to SLU Park)
-  Potential Pedestrian Route/Environment
-  Park
-  View
-  Barrier
(Pedestrian and Vehicular)
-  Summer Sun - 21 June 2014:
Sunrise 5:11 AM, Sunset 9:11 PM
-  Winter Sun - 21 December 2013:
Sunrise 7:55 AM, Sunset 4:20 PM

EXISTING SITE CONDITIONS TRAFFIC AND TRANSPORTATION



-  Main Vehicular Route
-  Bus Route
-  Bicycle Route
-  Pedestrian Route
-  Streetcar Line
-  Stop

SITE PLAN



We have identified certain Citywide Design Guidelines and South Lake Union-specific guidelines (as applicable) of highest priority for this project. We also seek to uphold the guiding principles and recommendations of the South Lake Urban Design Framework.

A. SITE PLANNING

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

SLU-specific supplemental guidance

Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. For example, solar orientation, storm-water systems, sustainable landscaping, etc.

Urban Design Framework: Gateways and Hearts

Gateways are transition locations that mark entry or departure points to SLU. They provide a physical marker for the community to notice they are entering a special place. SLU Design Guidelines suggest: “Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage.”

The intersection of Westlake Avenue North and 9th Street (just southeast of the site) has been identified as a gateway.

Heart locations are the centers of commercial and social activity within the neighborhood. They provide anchors for the community and give form to the neighborhood. Development in these locations should enhance their central character through appropriate uses and architecture. South Lake Union Park (just east of the site) has been identified as one of SLU’s hearts.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable special characteristics of the right-of-way.

SLU-specific supplemental guidance

- The vision for the street-level uses in South Lake Union is a completed network of sidewalks that successfully accommodates pedestrians. Streetscape compatibility is a high priority in the neighborhood with redevelopment. Sidewalk related spaces should appear safe, welcoming and open to the general public.
- Provide pedestrian-friendly streetscape amenities such as tree grates, benches and lighting
- Encourage provision of spaces for street level uses that vary in size, width and depth.
- Encourage use of awnings/weather protection along street fronts to enhance pedestrian environments.
- Where appropriate, configure retail space so that it can spill out onto the sidewalk.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

SLU-specific supplemental guidance

- Create graceful transitions at the streetscape level between the public and private uses.
- Keep neighborhood connections open, and discourage closed campuses.
- Design facades to encourage activity to spill out from business onto the sidewalk and vice-versa.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.
- Design for a network of safe and well-lit connections to encourage human activity and link exiting high activity areas.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

SLU-specific supplemental guidance

Consider designing the entries of residential buildings 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.



A-1 Public Plazas



A-4 Human Activity



A-6 Transition Between Residence and Street

DESIGN GUIDELINES

CITY OF SEATTLE & NEIGHBORHOOD GUIDELINES



C-2 Architectural Concept and Consistency

B. HEIGHT, BULK & SCALE

B-1 Height, Bulk & Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

SLU-specific supplemental guidance

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.
- Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures
- Relate proportions of buildings to the width and scale of the street.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; and accent trim.

Urban Design Framework: Views

South Lake Union already has several SEPA-protected public viewpoints and landmarks, including two SEPA-designated scenic route view corridors to the lake, one on Westlake and one on Fairview.

- Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns; open bay doors; sloped roofs.
- Respond to the unique, grass roots, sustainable character of the Cascade neighborhood.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls.

SLU-specific supplemental guidance

- 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.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 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.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.



D-1 Pedestrian Environment

C. ARCHITECTURAL ELEMENTS & MATERIALS

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

SLU-specific supplemental guidance

- Support the existing fine-grained character of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Expose historic signs and vintage advertising on buildings where possible.
- Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.



D-1 Pedestrian Environment

D. PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided to ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

SLU-specific supplemental guidance

- New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: - curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; and street furniture.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks.

D-6 Screening of Dumpsters, Utilities and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

SLU-specific supplemental guidance

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are enhanced pedestrian and street lighting; well-designed public spaces that are defensively designed with clear sightlines and opportunities for eyes on the street; and police horse tie-up locations for routine patrols and larger event assistance.

D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian streetfront.

D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of the building. Blankwall should be avoided.

D-12 Residential Entries and Transitions

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting streetfront for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

E. LANDSCAPING

E-1 Reinforce Existing Landscape Character of Neighborhood

SLU-specific supplemental guidance

- Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.
- Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.
- Water features are encouraged including natural marsh-like installations.
- Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

SLU-specific supplemental guidance

- Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.



E-1 Reinforce Existing Landscape Character



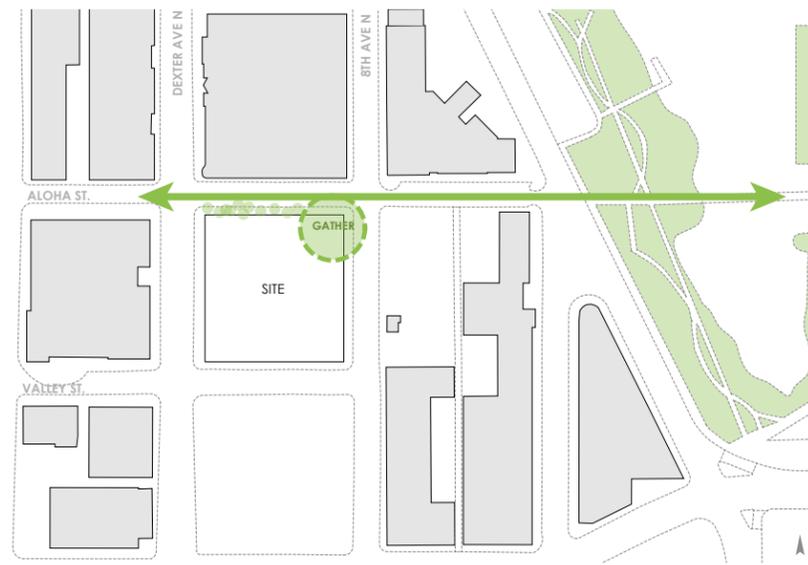
E-2 Landscaping to Enhance the Building/Site



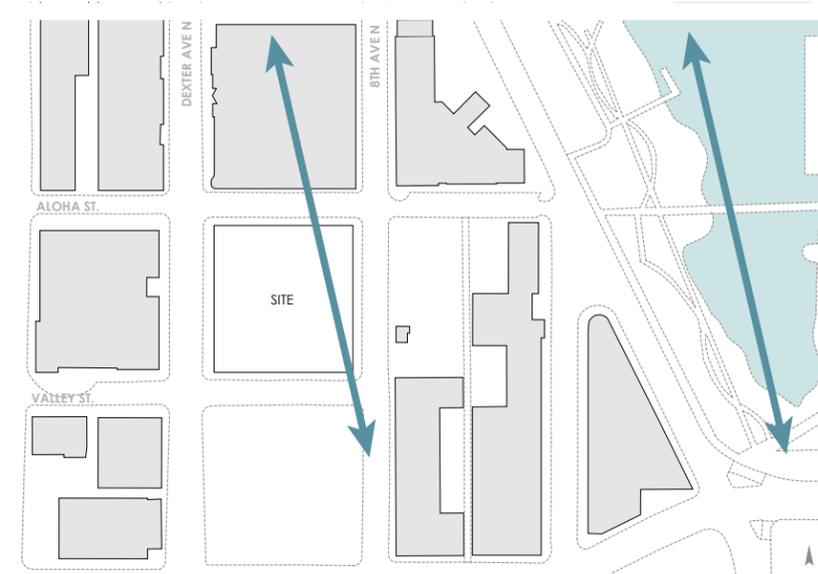
E-2 Landscaping to Enhance the Building/Site

ARCHITECTURAL CONCEPT DIAGRAMS

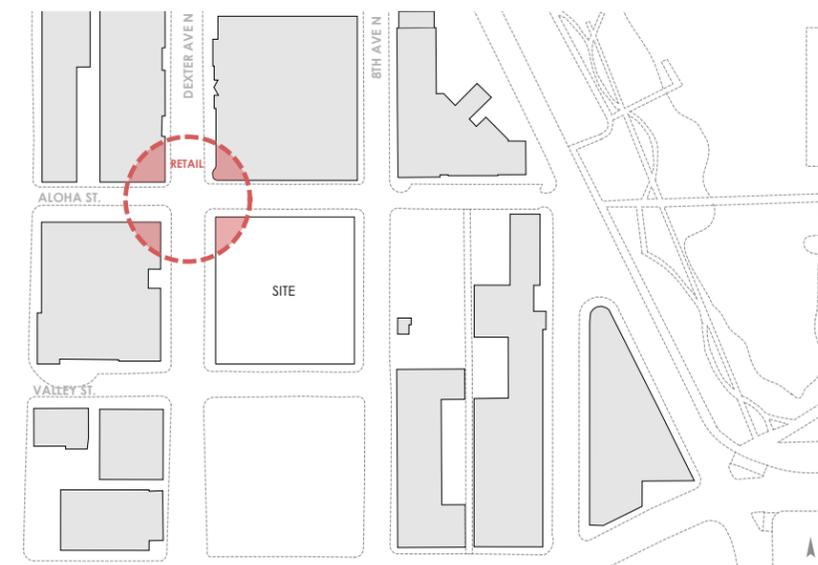
The context analysis influenced the identification of these seven objectives, which are driving the overall massing and design of the project.



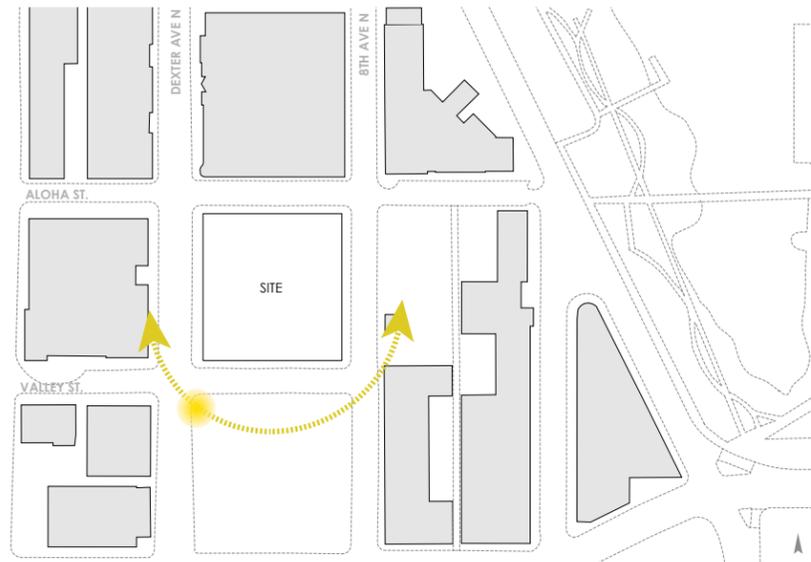
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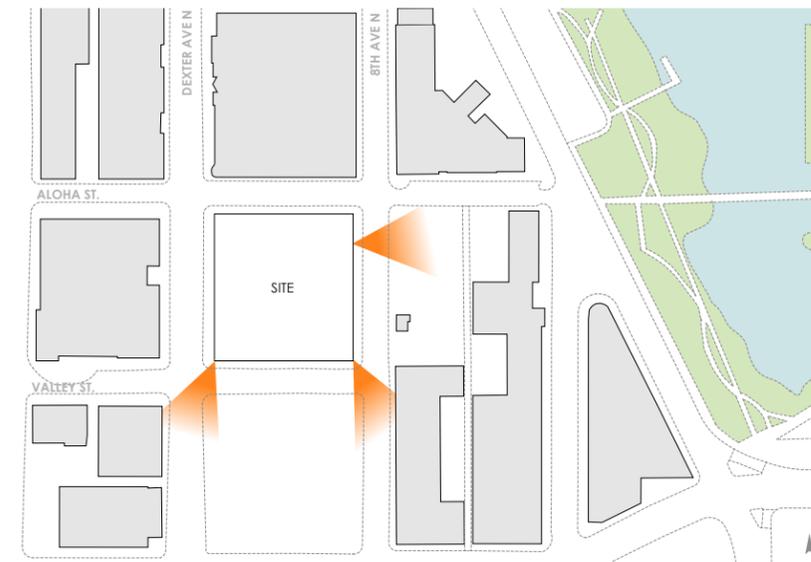
2 RELATIONSHIP TO THE LAKE



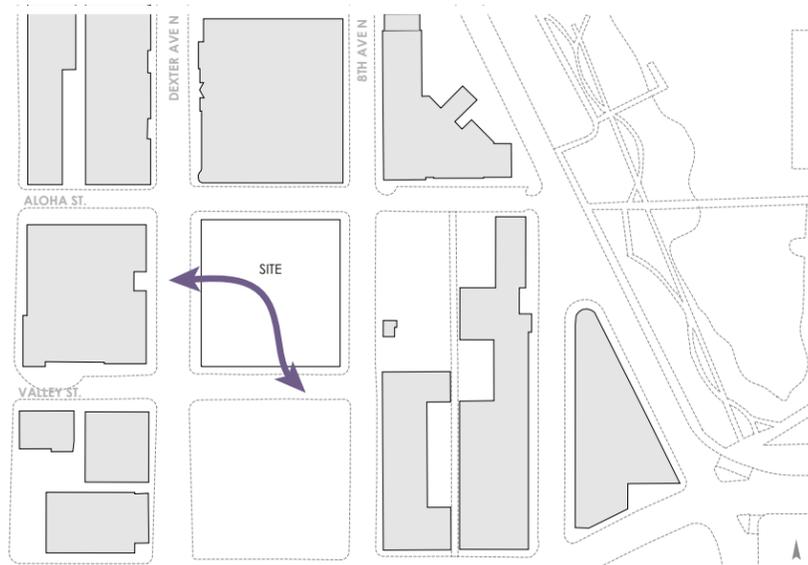
3 RETAIL CORNER



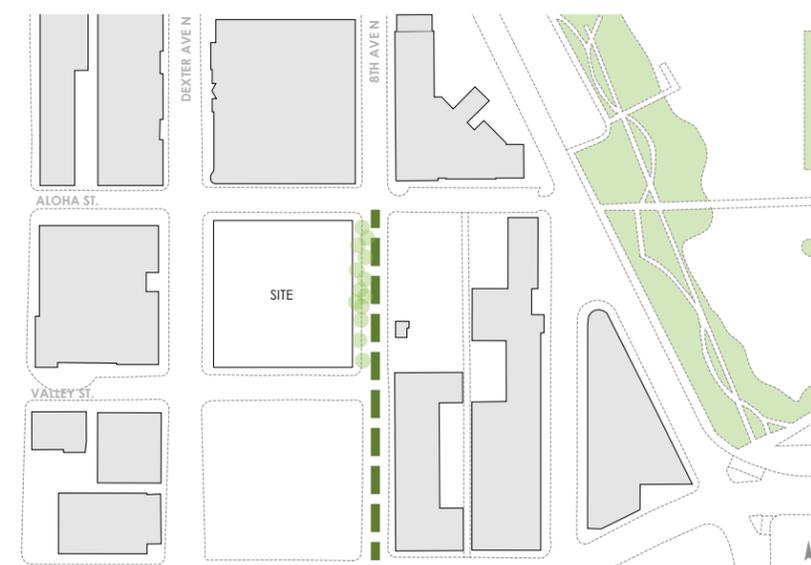
4 SOLAR ACCESS TO
COURTYARD



6 LAKE / CITY VIEWS



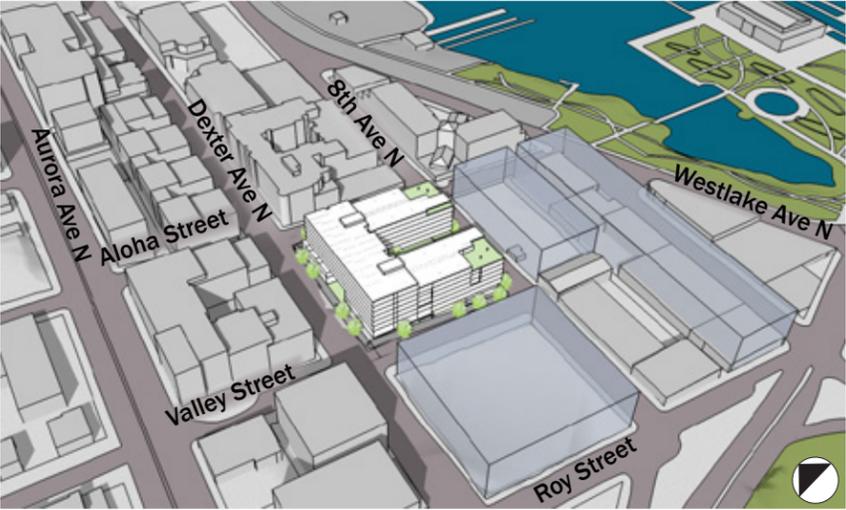
5 THROUGH-BLOCK
CONNECTION



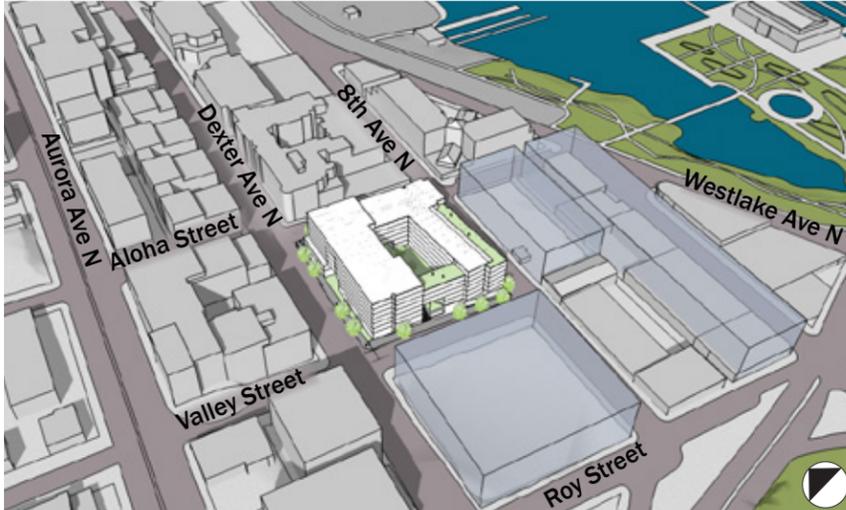
7 PEDESTRIAN CORRIDOR

ARCHITECTURAL CONCEPT MASSING ALTERNATIVES

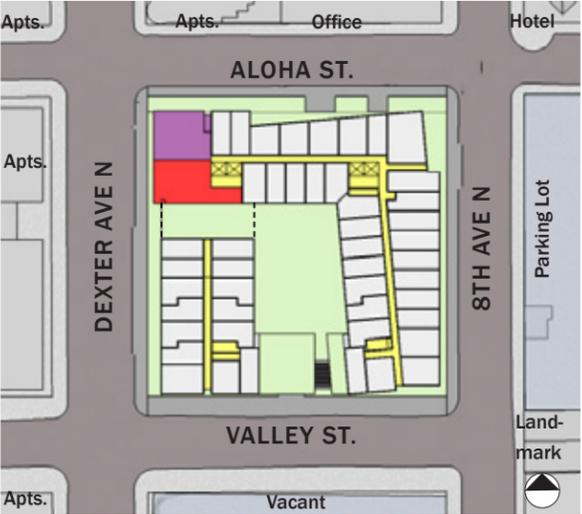
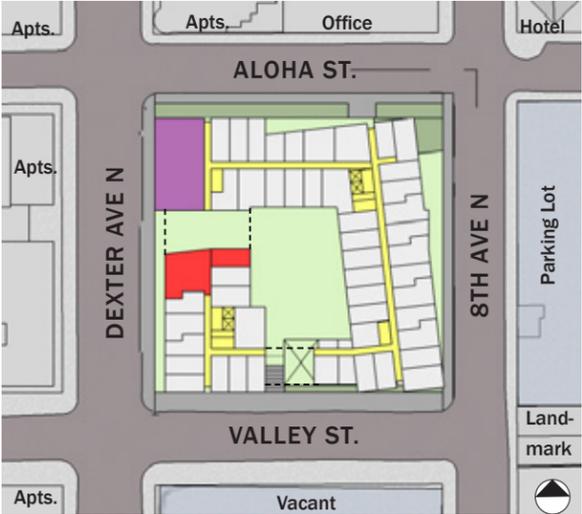
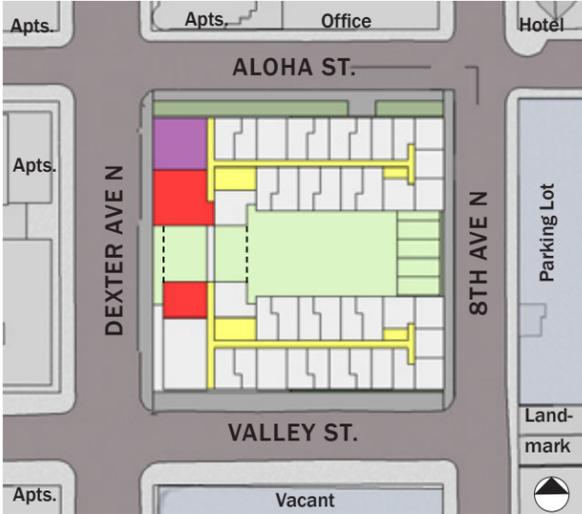
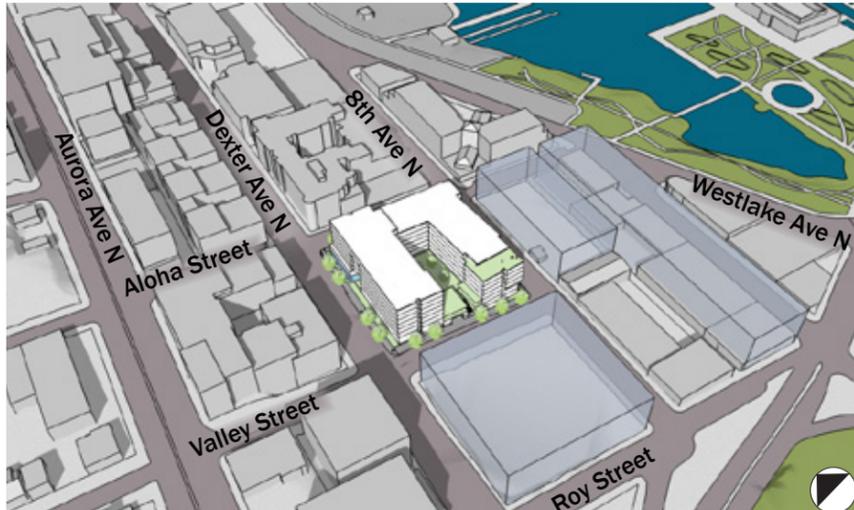
OPTION A



OPTION B



OPTION C - PREFERRED



OPTION A

Pros:

- Two lake-facing roof decks with views (Guidelines A-1, C-2)
- Potential live-work units along 8th Avenue N, Aloha Street and Valley Street (Guidelines A-4, A-6, D-12)
- Retail use on the corner of Aloha Street and Dexter Avenue N (Guidelines A-2, A-4, D-11)
- 13' foot setback along Aloha Street to enhance pedestrian connection to South Lake Union Park (Guidelines A-2, E-2)

Cons:

- East-facing courtyard is in shadow much of the day
- Continuous 7-story building massing along Aloha Street and Valley Street
- Building mass does not respond as well to lake and city views

Concept Response:

- 3 RETAIL CORNER
- 5 THROUGH-BLOCK CONNECTION
- 6 LAKE / CITY VIEWS

OPTION B

Pros:

- Two separate roof decks with city and lake views (Guidelines A-1, C-2)
- Main entry from Dexter Avenue N to courtyard with connection to Valley Street (Guideline A-3)
- Retail use on the corner of Aloha Street and Dexter Avenue N (Guidelines A-2, A-4, D-11)
- Potential live-work units along 8th Avenue N, Aloha Street and Valley Street (Guidelines A-4, A-6, D-12)
- Reduced massing along Valley Street and Aloha Street (Guideline B-1)
- 13' foot setback along Aloha Street to enhance pedestrian connection to South Lake Union Park (Guidelines A-2, E-2)
- Building massing steps and gestures toward Lake Union (Guidelines B-1, C-2)

Cons:

- Building mass on four sides of the site
- Does not fully capitalize on solar opportunities with courtyard closed-in along Valley Street

Concept Response:

- 2 RELATIONSHIP TO THE LAKE
- 3 RETAIL CORNER
- 6 LAKE / CITY VIEWS
- 7 PEDESTRIAN CORRIDOR

OPTION C - PREFERRED

Pros:

- Wide and generous courtyard with multiple access (Guidelines A-4, D-1, E-1)
- Roof deck with city and lake views (Guidelines A-1, C-2)
- Main entry from Dexter Avenue N to courtyard with connection to Valley Street (Guideline A-3)
- Retail use on the corner of Aloha Street and Dexter Avenue N (Guidelines A-2, A-4, D-11)
- Potential live-work units along 8th Avenue N, Aloha Street and Valley Street (Guidelines A-4, A-6, D-12)
- Reduced massing along Valley Street and Aloha Street (Guideline B-1)
- 13' foot setback along Aloha Street to enhance pedestrian connection to South Lake Union Park (Guidelines A-2, E-2)
- Building massing steps and gestures toward Lake Union (Guidelines B-1, C-2)
- Solar exposure in the courtyard is best of the three options
- Through-block connection is West-South

Cons:

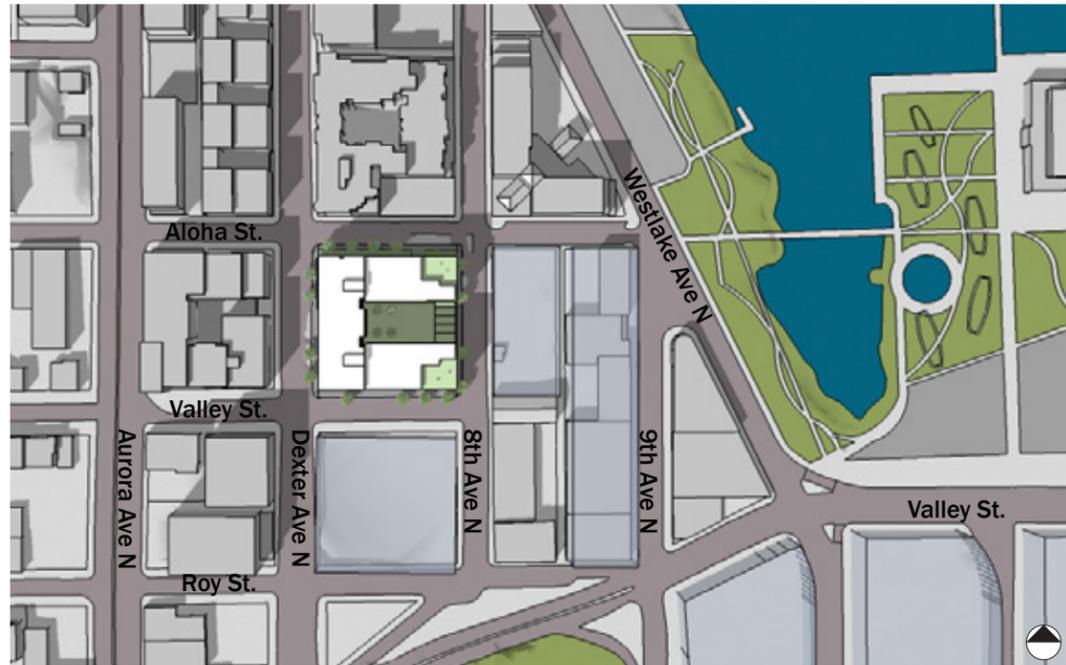
- Additional setbacks and south-facing courtyard reduce development potential

Concept Response:

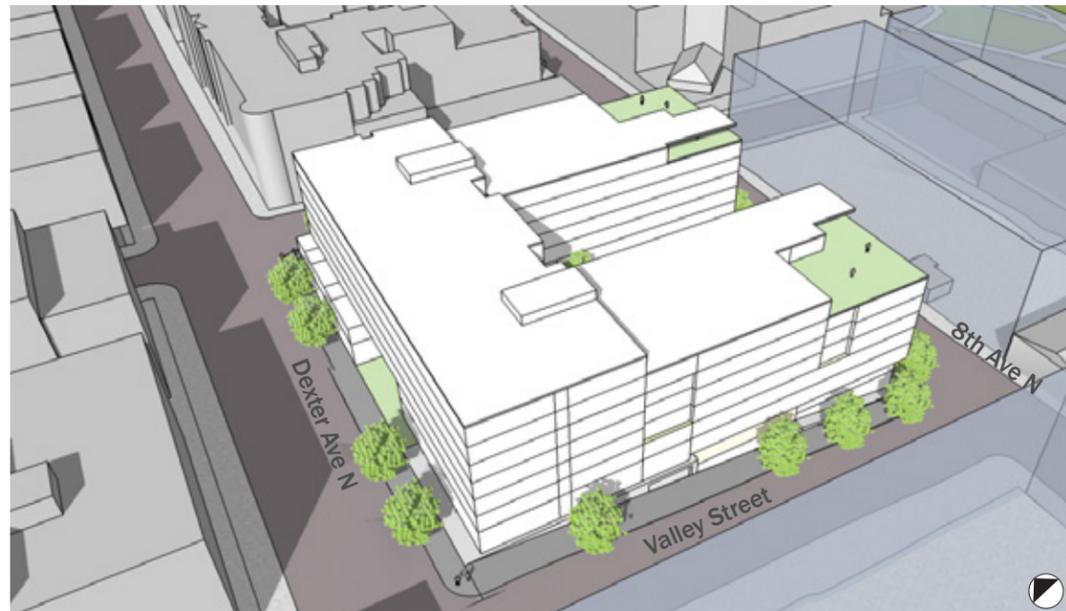
- 1 LINK TO THE PARK
- 2 RELATIONSHIP TO THE LAKE
- 3 RETAIL CORNER
- 4 SOLAR ACCESS TO COURTYARD
- 5 THROUGH-BLOCK CONNECTION
- 6 LAKE / CITY VIEWS
- 7 PEDESTRIAN CORRIDOR

ARCHITECTURAL CONCEPT

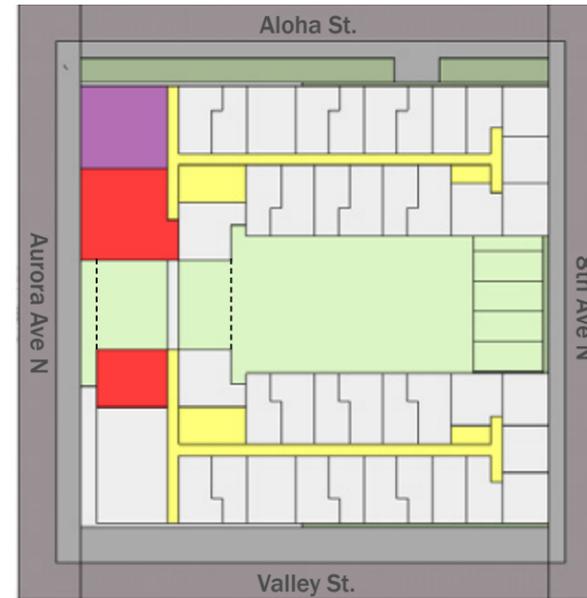
OPTION A



AERIAL PLAN



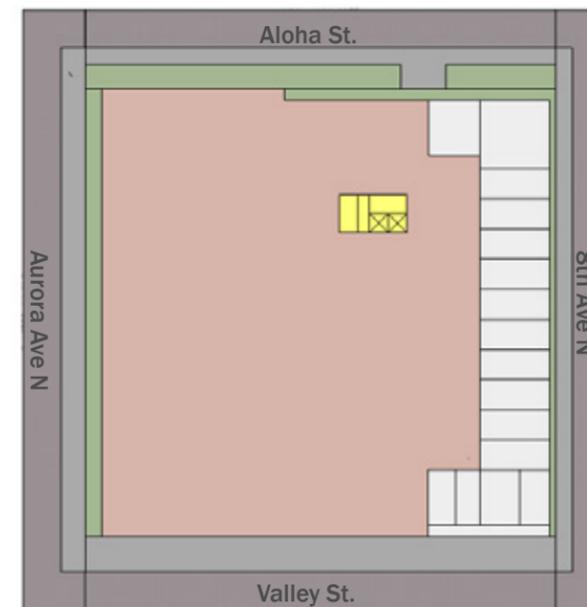
AERIAL VIEW TOWARDS THE NORTHEAST



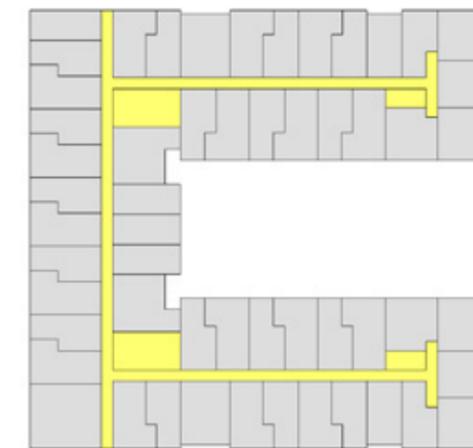
LEVEL 1



ROOF LEVEL



LEVEL P1



LEVEL 3-5

- | | | |
|-------------|---------------|-------------|
| Circulation | Commercial | Residential |
| Amenities | Outdoor Space | Parking |



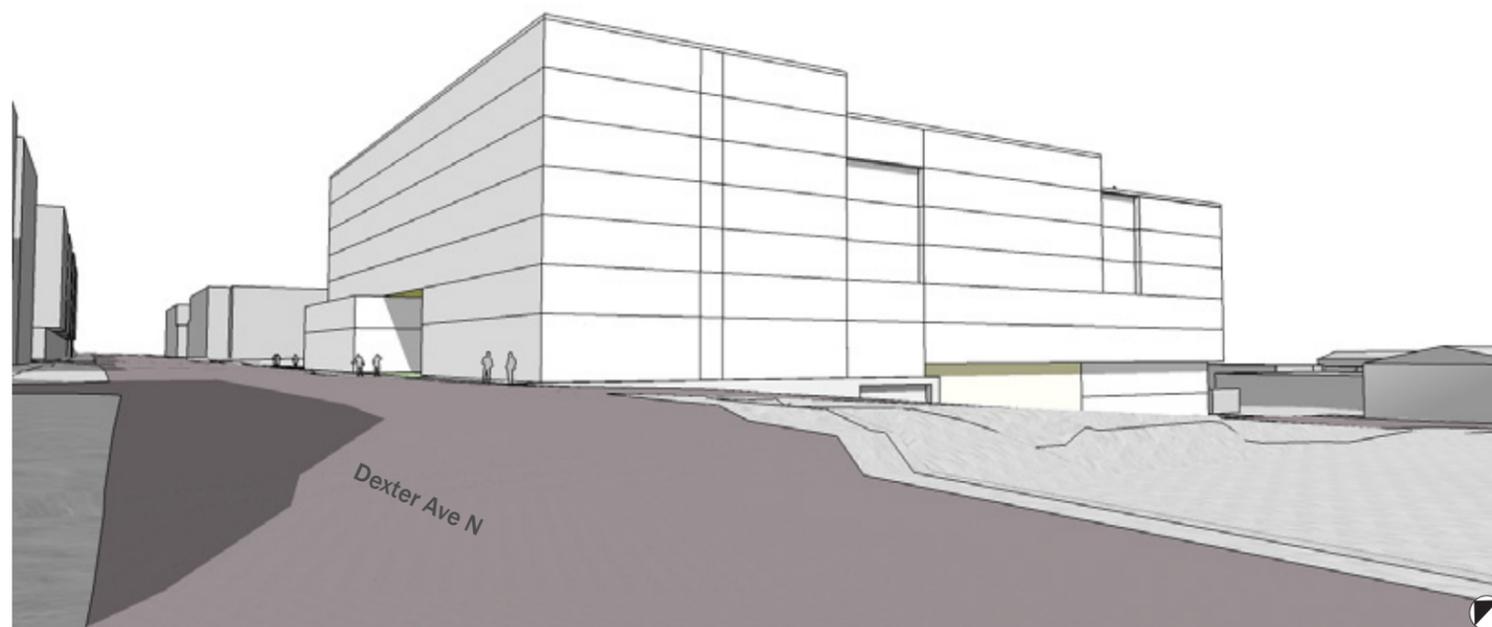
ARCHITECTURAL CONCEPT
OPTION A



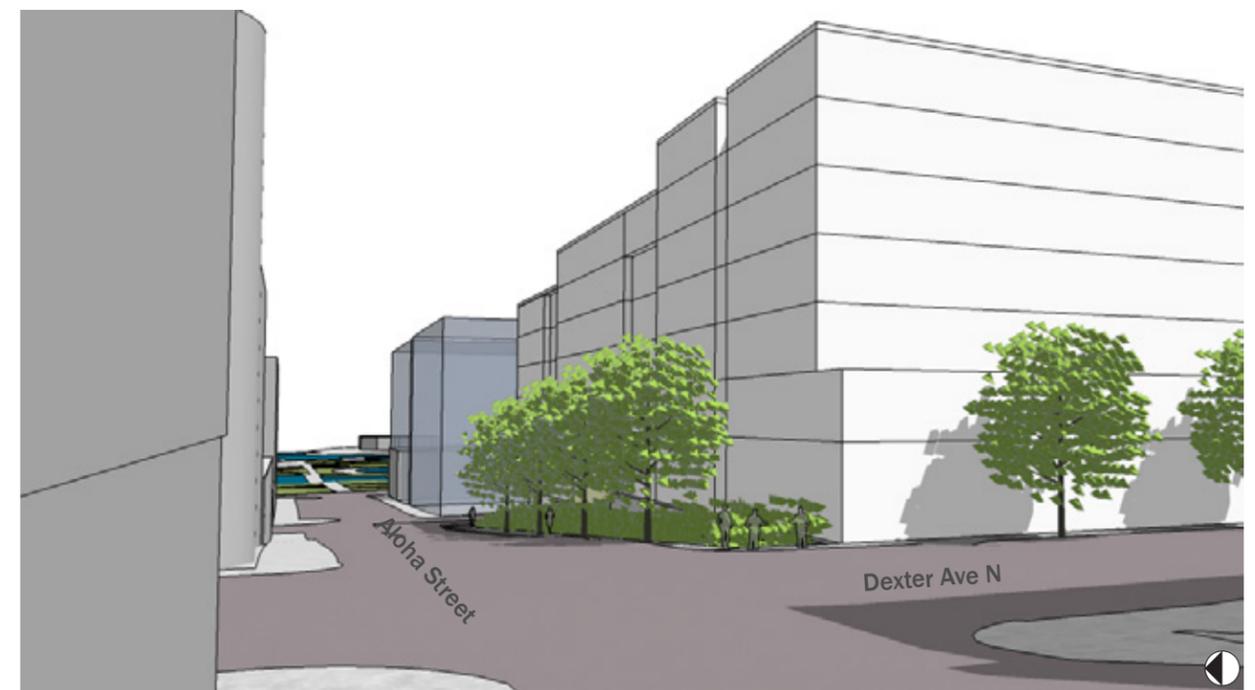
VIEW TOWARDS THE SOUTH ALONG 8TH AVENUE N



AERIAL VIEW LOOKING SOUTHWEST



STREET LEVEL PERSPECTIVE LOOKING NORTH ON DEXTER AVENUE N



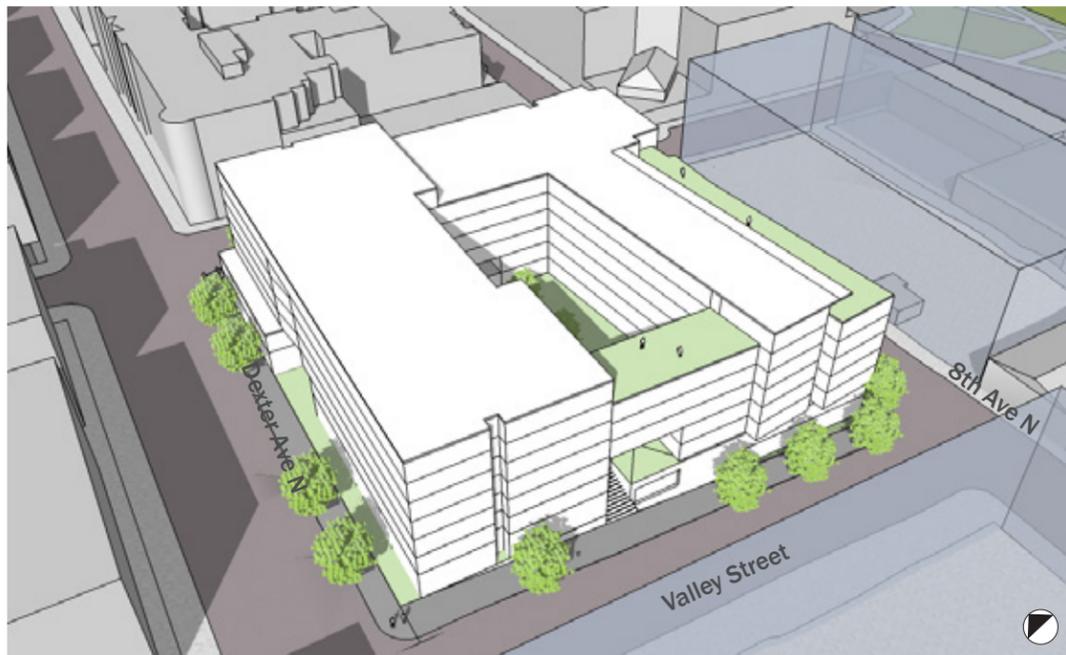
STREET-LEVEL PERSPECTIVE LOOKING EAST ON ALOHA STREET TOWARD LAKE UNION

ARCHITECTURAL CONCEPT

OPTION B



AERIAL PLAN



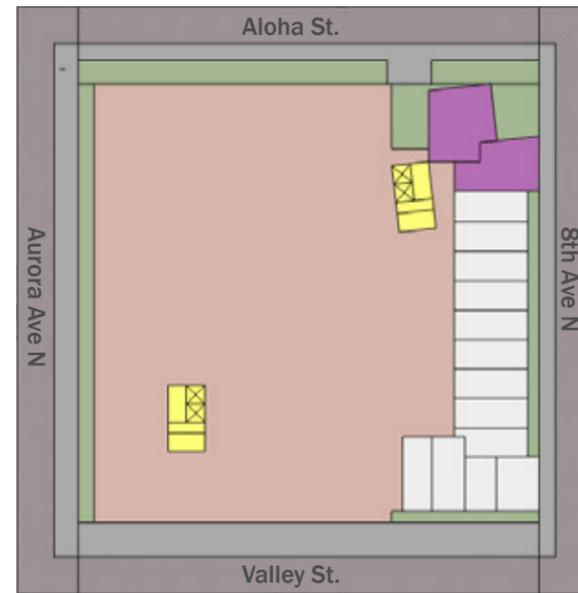
AERIAL VIEW TOWARDS THE NORTHEAST



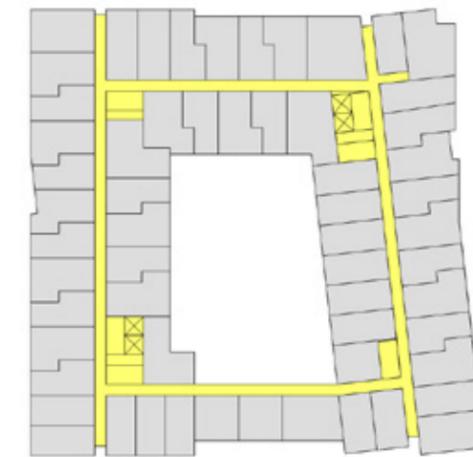
LEVEL 1



ROOF LEVEL



LEVEL P1



LEVEL 3-5

- | | | |
|---|---|---|
|  Circulation |  Commercial |  Residential |
|  Amenities |  Outdoor Space |  Parking |



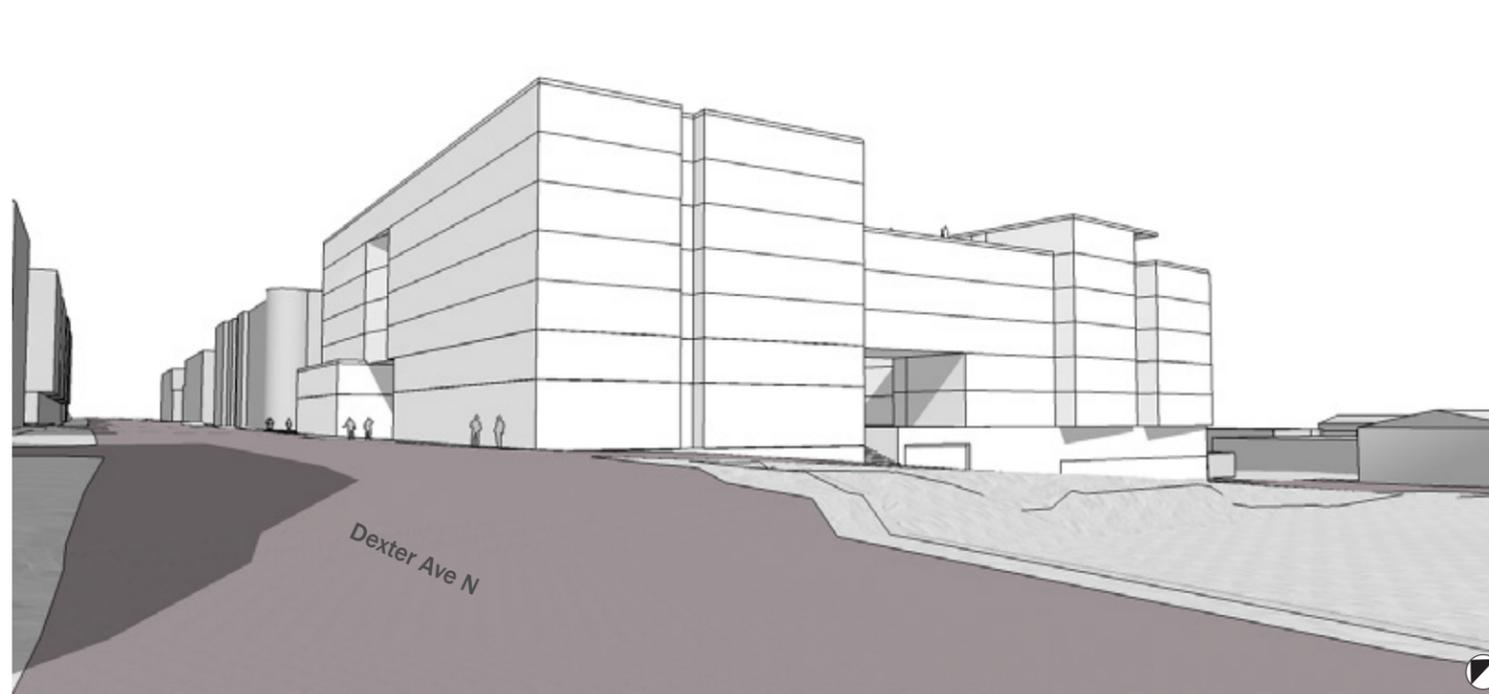
ARCHITECTURAL CONCEPT
OPTION B



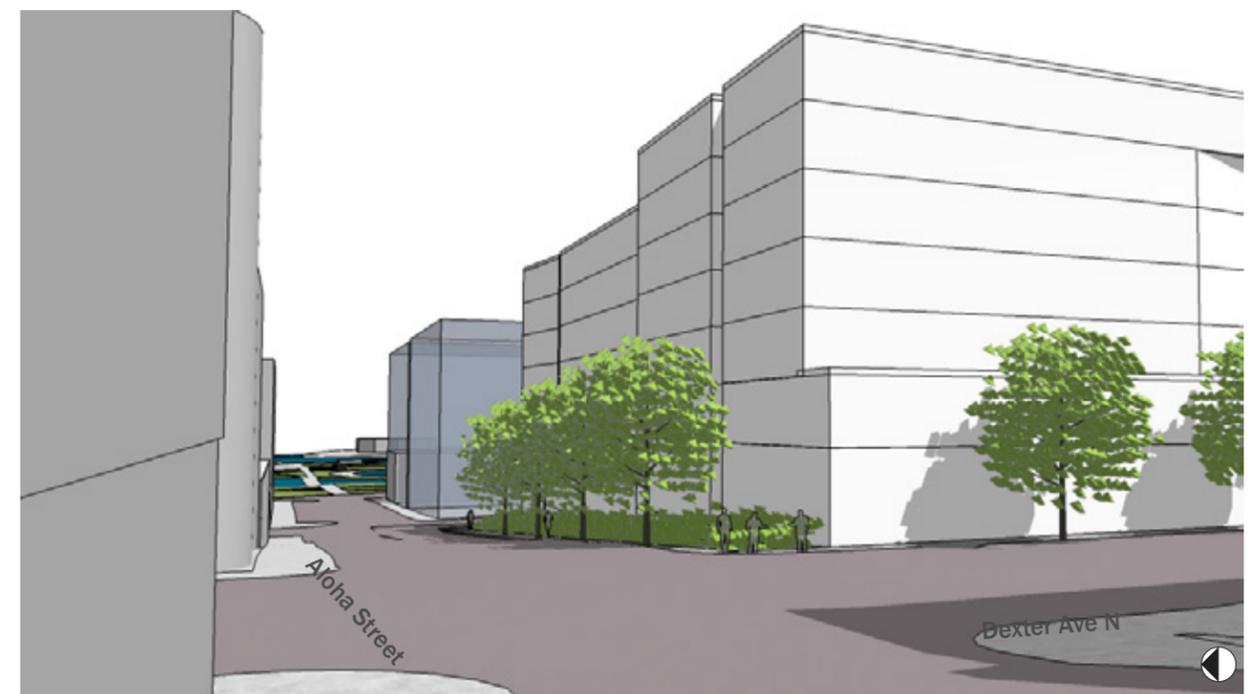
VIEW TOWARDS THE SOUTH ALONG 8TH AVENUE N



AERIAL VIEW LOOKING SOUTHWEST



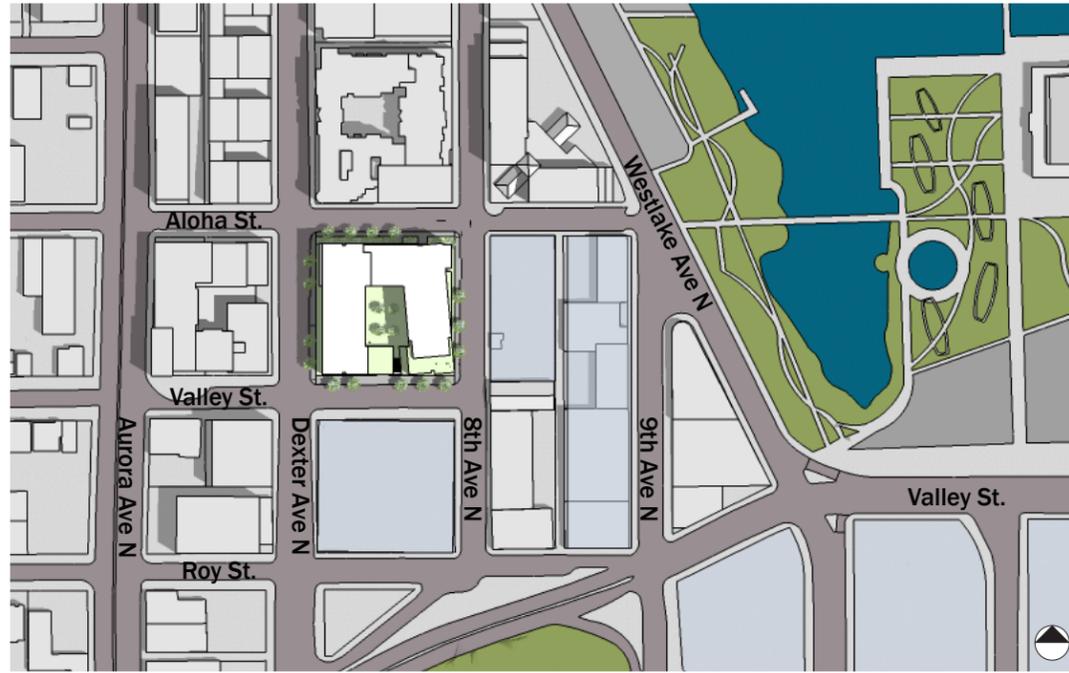
STREET LEVEL PERSPECTIVE LOOKING NORTH ON DEXTER AVENUE N



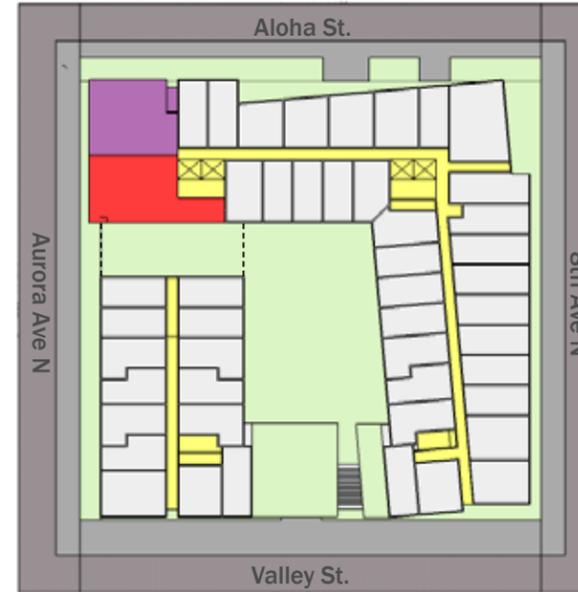
STREET-LEVEL PERSPECTIVE LOOKING EAST ON ALOHA STREET TOWARD LAKE UNION

ARCHITECTURAL CONCEPT

OPTION C - PREFERRED



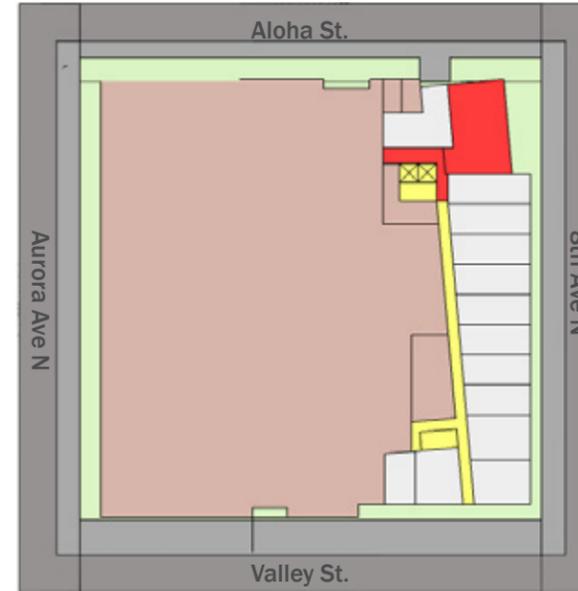
AERIAL PLAN



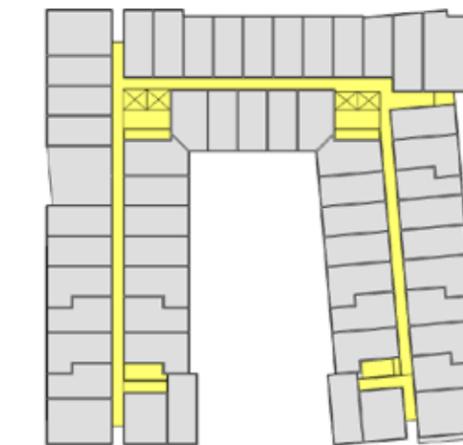
LEVEL 1



ROOF LEVEL



LEVEL P1



LEVEL 3-5



AERIAL VIEW TOWARDS THE NORTHEAST

- Circulation
- Commercial
- Residential
- Amenities
- Outdoor Space
- Parking



ARCHITECTURAL CONCEPT
OPTION C - PREFERRED



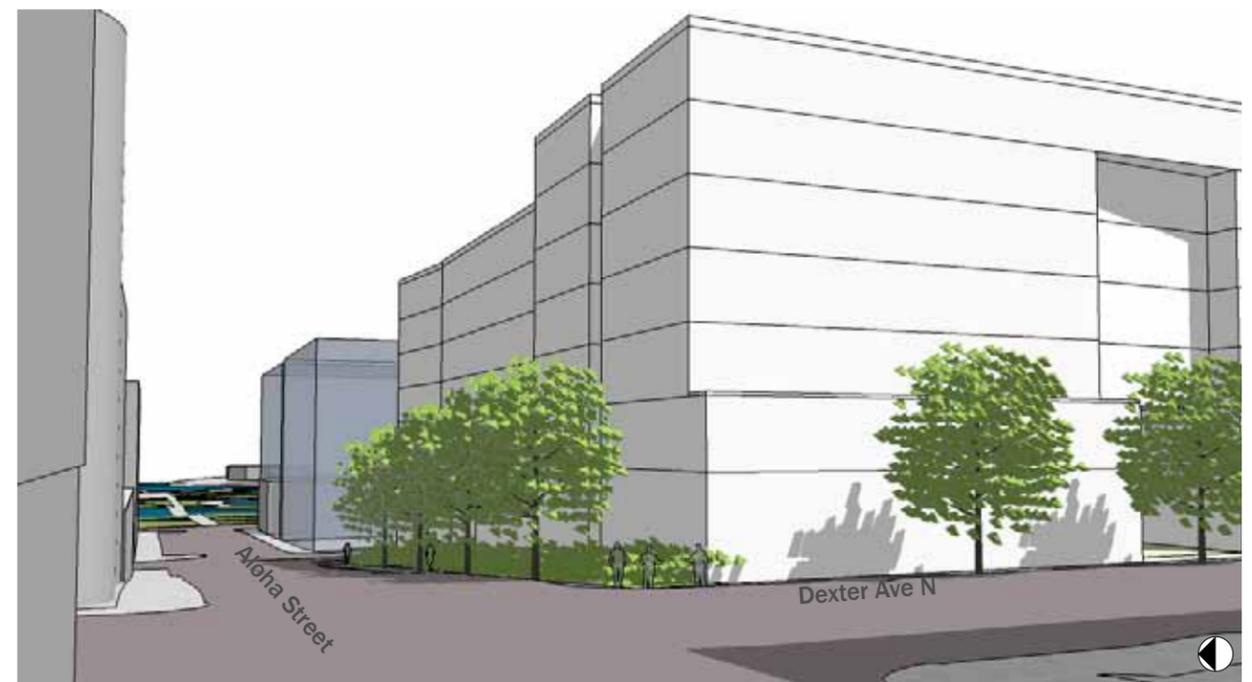
VIEW TOWARDS THE SOUTH ALONG 8TH AVENUE N



AERIAL VIEW LOOKING SOUTHWEST



STREET LEVEL PERSPECTIVE LOOKING NORTH ON DEXTER AVENUE N



STREET-LEVEL PERSPECTIVE LOOKING EAST ON ALOHA STREET TOWARD LAKE UNION

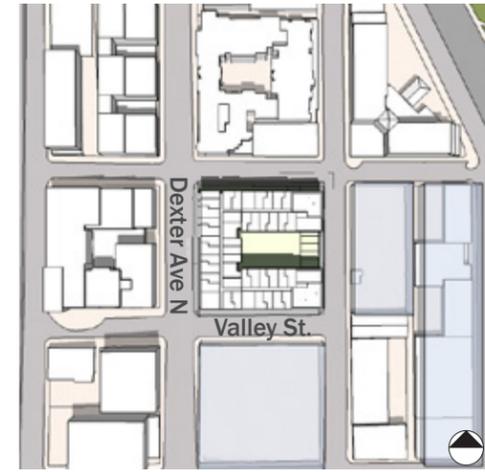
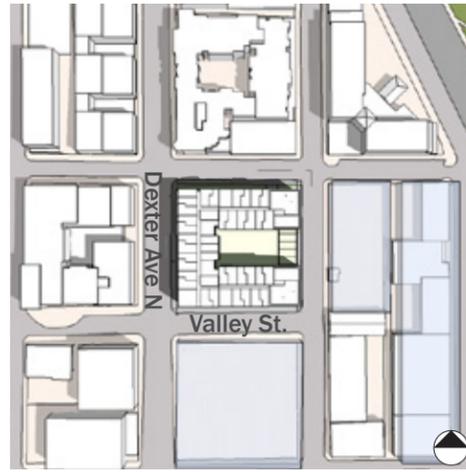
SUN STUDIES
SUMMER SOLSTICE

10 AM

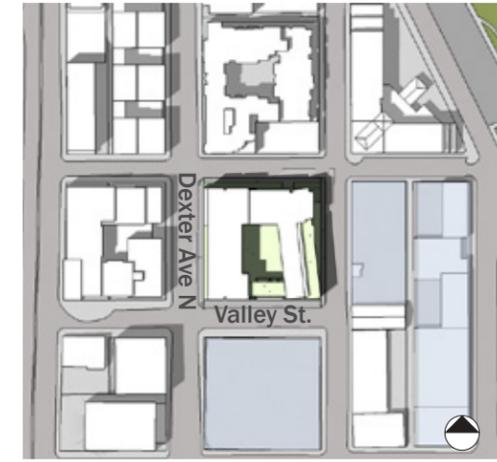
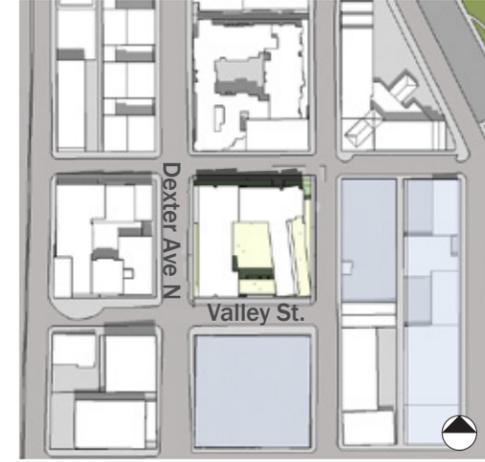
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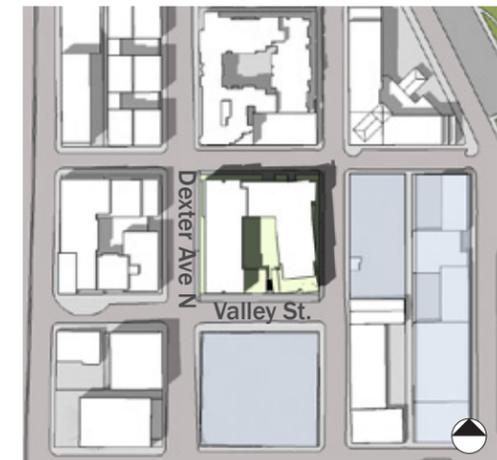
OPTION A



OPTION B



OPTION C -
PREFERRED



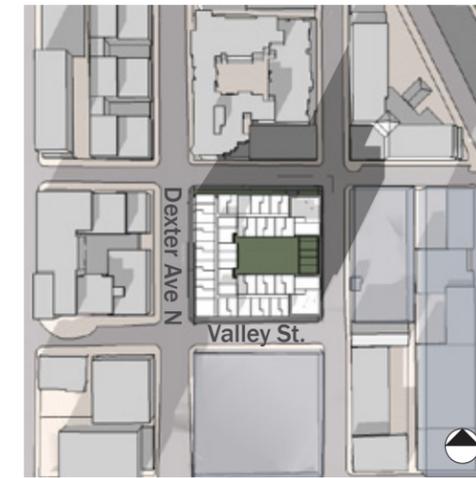
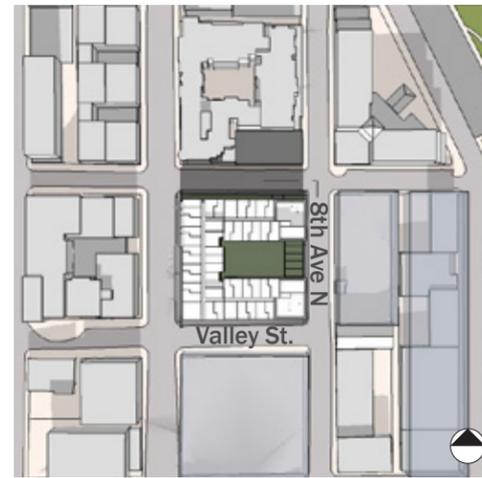
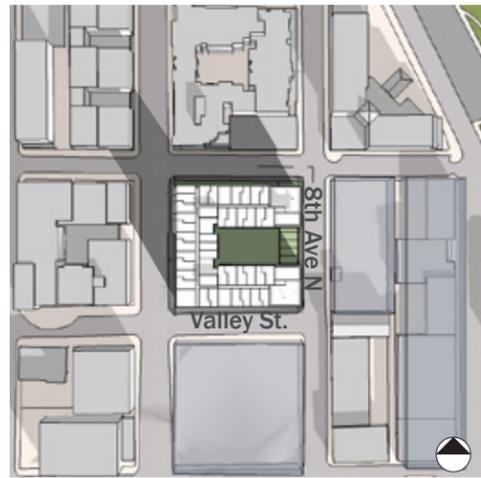
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WINTER SOLSTICE

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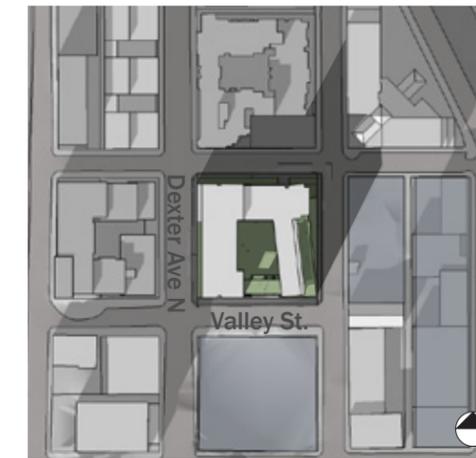
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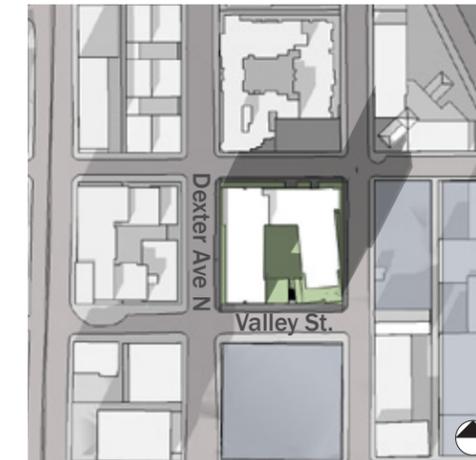
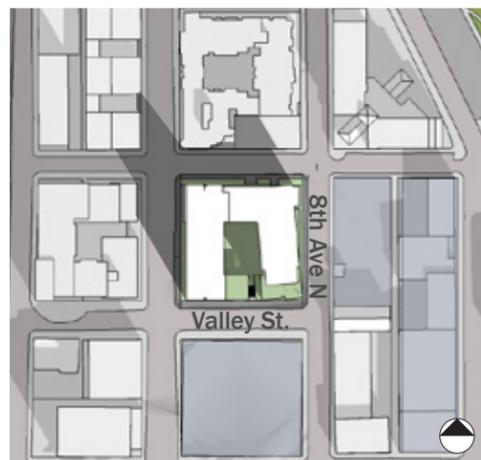
OPTION A



OPTION B



OPTION C -
PREFERRED



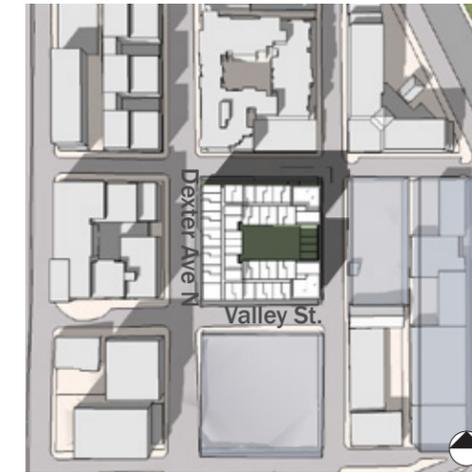
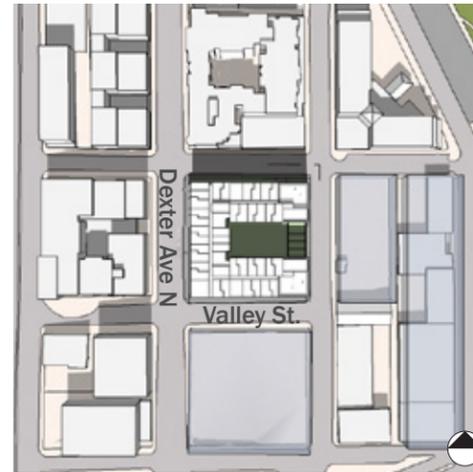
SUN STUDIES
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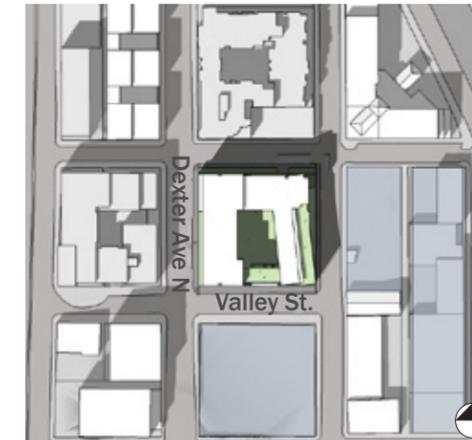
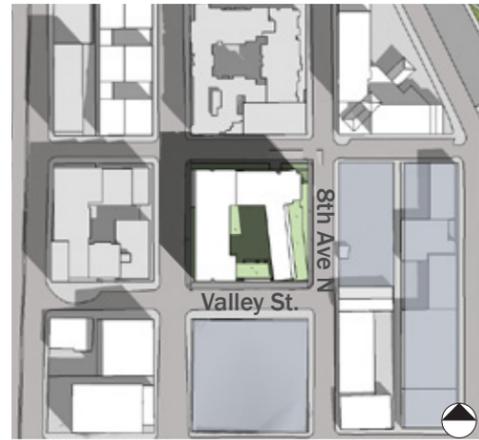
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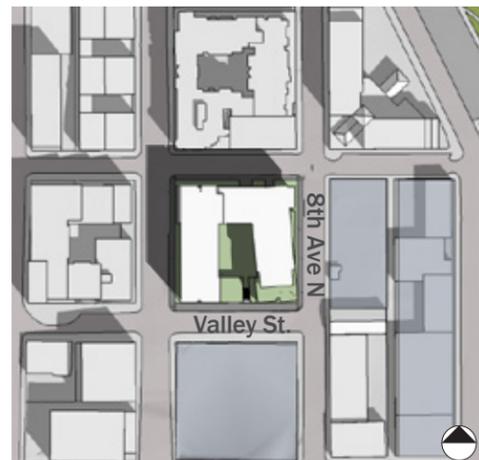
OPTION A



OPTION B



OPTION C -
PREFERRED



**NO DEPARTURES
ANTICIPATED AT THIS
TIME**