



DESIGN REVIEW RECOMMENDATION

FEBRUARY 5, 2014

810 DEXTER
DPD PROJECT #3015507



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

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PROJECT VISION



PROJECT DATA

PROPERTY ADDRESS:
810 DEXTER AVENUE NORTH
SEATTLE, WA 98109

MULTIFAMILY PROJECT WITH:

- APPROXIMATELY 362 RESIDENTIAL UNITS.
 - APPROXIMATELY 2,504 SQUARE FEET OF RETAIL
 - APPROXIMATELY 12,343 SQUARE FEET OF ACTIVE RESIDENTIAL AMENITY
 - APPROXIMATELY 252 STRUCTURED BELOW-GRADE 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)

VICINITY MAP



SITE CONTEXT & URBAN DESIGN 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 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.

ZONING DATA

2.1 ZONING: SMC 23.34.128
SM 160/85-240 (SEATTLE MIXED)
ZONING OVERLAY: SOUTH LAKE UNION URBAN CENTER

2.2 POTENTIAL USE: SMC 23.48.004
RESIDENTIAL
LIVE-WORK UNITS
GENERAL SALES/SVC
RESTAURANTS
MEDICAL SERVICES
OFFICES

2.3 FLOOR AREA RATIO: SMC 23.48.009
LOT AREA: 62,325 SF
ALLOWED FAR: 6.00
ALLOWABLE FLOOR AREA: 373,950 SF

SEE SHEET T0.5 AND SHEET T0.6 FOR FLOOR AREA CALCULATIONS

NOTES:
PER 23.48.009.B.2 AND TABLE B THE MAXIMUM FAR FOR STRUCTURES THAT DO NOT EXCEED THE BASE RESIDENTIAL HEIGHT LIMIT (85' FOR THIS PROJECT) AND INCLUDE ANY RESIDENTIAL USE IS (6) SIX.
PER 23.48.009.D THE FOLLOWING FLOOR AREAS ARE EXEMPT FROM FAR LIMITS FOR THIS PROJECT: ALL GROSS FLOOR AREA UNDERGROUND; PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4' ABOVE EXISTING OR FINISHED GRADE; MECHANICAL ALLOWANCE OF 3.5% OF THE TOTAL CHARGEABLE GROSS FLOOR AREA; STREET-LEVEL USES MEETING THE STANDARDS OF 23.48.014E.

2.4 STRUCTURE HEIGHT: SMC 23.48.010.A

HEIGHT LIMIT FOR PORTIONS OF A STRUCTURE THAT CONTAIN NONRESIDENTIAL AND LIVE-WORK USES: **160'**
BASE HEIGHT LIMIT FOR STRUCTURES IN A RESIDENTIAL USE (APPLIES TO THIS PROJECT): **85'**
MAXIMUM RESIDENTIAL HEIGHT LIMIT **240"**

SMC 23.48.010.H (ROOFTOP FEATURES)

FEATURES ALLOWED ABOVE THE HEIGHT LIMIT PER 23.48.010.H.2: OPEN RAILINGS, PLANTERS, SKYLIGHTS, CLERESTORIES, GREENHOUSES, PARAPETS AND FIREWALLS: **4' EXTENSION**
FEATURES ALLOWED ABOVE THE HEIGHT LIMIT PER 23.48.010.H.4 (LIMITED TO 25% OF THE ROOF AREA): SOLAR COLLECTORS; STAIR PENTHOUSES; MECHANICAL EQUIPMENT; ATRIUMS; GREENHOUSES AND SOLARIUMS: **15' EXTENSION**
FEATURES ALLOWED ABOVE THE HEIGHT LIMIT PER 23.48.010.H.5: GREENHOUSES THAT ARE DEDICATED TO FOOD PRODUCTION, AS LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES GAINING ADDITIONAL HEIGHT LISTED IN THIS SUBSECTION 23.48.010.H DOES NOT EXCEED 50% OF THE ROOF AREA: **15' EXTENSION**

SMC 23.86.006.A.2

"HEIGHT OF THE STRUCTURE" IS THE DIFFERENCE BETWEEN THE HIGHEST POINT OF THE STRUCTURE NOT EXCEPTED FROM THE APPLICABLE HEIGHT LIMITS AND THE AVERAGE GRADE LEVEL. SEE T0.2 FOR AVERAGE GRADE LEVEL ANALYSIS AS PERMITTED TO ALLOW THE STRUCTURE TO RESPOND TO THE TOPOGRAPHY OF THE LOT.

2.5 UPPER-LEVEL DEVELOPMENT STANDARDS: SMC 23.48.013

THIS PROJECT IS NOT REGULATED BY THIS SECTION SINCE THE PROPOSED HEIGHT DOES NOT EXCEED THE BASE RESIDENTIAL HEIGHT LIMIT.

2.7 STREET-LEVEL DEVELOPMENT STANDARDS: SMC 23.48.014

A.1 A PRIMARY BUILDING ENTRANCE SHALL BE REQUIRED FROM THE STREET +/- 3' FROM SIDEALK GRADE AT EACH STREET FRONTAGE.
A2.B MINIMUM FACADE HEIGHT 25' ON CLASS 2 PEDESTRIAN STREETS (DEXTER AVE. N) AND NEIGHBORHOOD GREEN STREETS (8TH AVE. N) **DEPARTURE REQUIRED**
A3.B STREET LEVEL SETBACK:
1. MAY HAVE SETBACK 12' MAX. FROM PROPERTY LINE **DEPARTURE REQUIRED**
2. ADDITIONAL SETBACKS FOR 30% OF THE SETBACK AREA LOCATED 20' MIN. FROM STREET CORNER.
E1 PERMITTED ACCESS SHALL BE LIMITED TO ONE TWO-WAY CURBCUT. IN THE EVENT THE SITE IS TOO SMALL TO PERMIT ON TWO-WAY CURBCUT, TWO ONE-WAY CURB CUTS SHALL BE PERMITTED. **DEPARTURE REQUIRED**
E3 REQUIRED STREET-LEVEL USES SHALL BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE, EXCEPT IF REQUIRED AMENITY AREA OR OTHER REQUIRED OPEN SPACE SEPARATES THE FACADE FROM THE STREET. **DEPARTURE REQUIRED**

SMC 23.48.024.3.A

PARKING IN STRUCTURES MUST BE SEPARATED FROM STREET BY OTHER USES ALONG CLASS 2 PEDESTRIAN STREETS.

SMC 23.48.014.D TRANSPARENCY AND BLANK FACADES

D.1 TRANSPARENCY: NO TRANSPARENCY REQUIREMENT AT RESIDENTIAL USE.
A. CLASS 2 PEDESTRIAN STREETS MINIMUM 60% OF FACADE WIDTH MUST BE TRANSPARENT
B. OTHER STREETS: MINIMUM 30% OF FACADE WIDTH MUST BE TRANSPARENT
D.2 BLANK FACADES:
A. CLASS 2 PEDESTRIAN STREETS (DEXTER AVE N.) AND NEIGHBORHOOD GREEN STREETS (8TH AVE N.) - MAXIMUM 15' WIDE (EXCEPT GARAGE DOORS), TOTAL < 40%
B. OTHER STREETS (ALOHA ST., VALLEY ST.) - MAXIMUM 30' WIDE (EXCEPT GARAGE DOORS), TOTAL < 70%. BLANK FACADES ON THESE STREETS MAY BE INCREASED TO 60' IF THE DIRECTOR DETERMINES THAT THE FACADE IS ENHANCED BY ARCHITECTURAL DETAILING, ARTWORK OR LANDSCAPE.

2.8 RESIDENTIAL AMENITY AREA: SMC 23.48.020

REQUIRED: 5% GROSS BLDG. IN RESIDENTIAL USE, SEE T0.2 FOR COMPLIANCE.
NO MORE THAN 50% SHALL BE ENCLOSED

2.9 LANDSCAPING STANDARDS: SMC 23.48.024

REQUIRED: GREEN FACTOR SCORE OF .30 OR GREATER
REQUIRED: STREET TREES PER SDOT

2.10 REQUIRED PARKING: SMC 23.84A.048

IN COMMERCIAL ZONES IN URBAN CENTERS, NO PARKING IS REQUIRED, EXCEPT FOR FLEET VEHICLES

SMC 23.84A.048

SM ZONE IS A COMMERCIAL ZONE, ACCORDING TO DEFINITIONS.

SMC 23.84A.048

NO LOADING BERTH IS REQUIRED.

ACCESS: SMC 23.54.035

1. WHEN LOT ABUTS AN IMPROVED ALLEY, ACCESS SHALL BE FROM ALLEY
2. WHEN LOT FRONTS ALLEY AND EAST/WEST STREET, PARKING MAY BE FROM EAST/WEST STREET
3. IF LOT DOES NOT ABUT AN IMPROVED ALLEY.
4. DIRECTOR SHALL DETERMINE WHETHER LOCATION OF PARKING/LOADING WILL EXPEDITE MOVEMENT OF VEHICLES
5. CURBCUT WIDTH AND NUMBER OF CURBCUTS SHALL BE PER 23.54.030.

PARKING RESIDENTIAL		
ACCESSIBLE STALL SMALL		3
LARGE PARKING STALL		19
MEDIUM PARKING STALL		79
MEDIUM PARKING STALL TANDEM		1
SMALL PARKING STALL		131
SMALL PARKING STALL TANDEM		18
VAN ACCESSIBLE STALL		1
Grand total		252

PARKING TOTAL		
RESIDENTIAL		252
Grand total		252

BICYCLE PARKING: SMC TABLE 23.54.015E
LONG TERM RESIDENTIAL 1 SPACE PER 4 UNITS = 362 UNITS / 4 = 90 LONG TERM BICYCLE PARKING SPACES PROVIDED (SEE A1.0, A1.1)
SHORT TERM RESIDENTIAL NONE REQUIRED

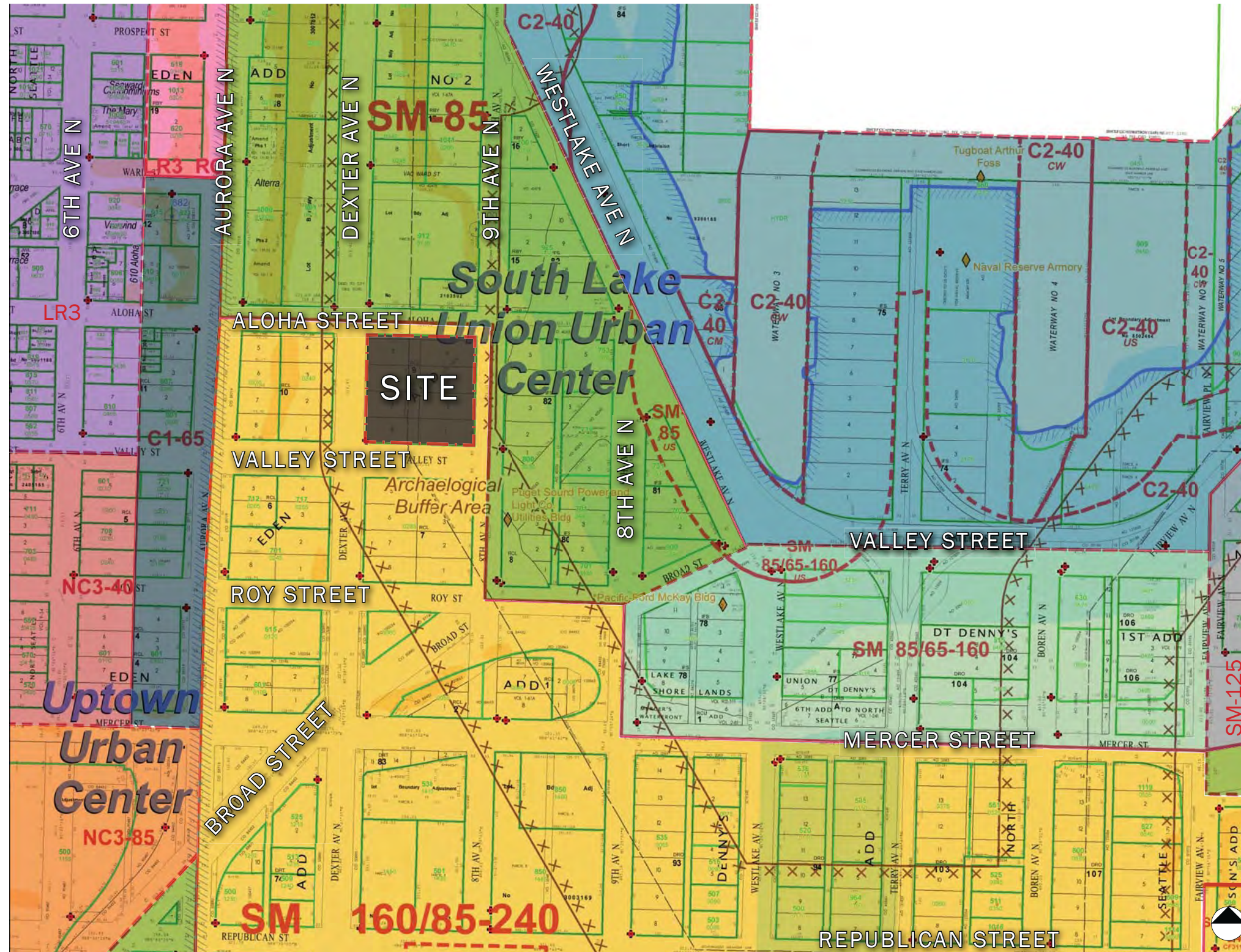
NO LONG TERM OR SHORT TERM COMMERCIAL PARKING PROVIDED PER SMC 23.54.015 TABLE A ITEM I - NO MINIMUM NON-RESIDENTIAL PARKING REQUIREMENT IN URBAN CENTERS.

2.11 SOLID WASTE: SMC 23.54.040

MIXED-USE DEVELOPMENTS: AREA FOR RES. DEV. PLUS 50% AREA FOR NONRES DEV.
FOR MORE THAN 9 DWELLING UNITS, THE MIN. HORIZONTAL DIMENSION IS 12'
FOR >100 UNITS, THE AREA MAY BE REDUCED 15% IF NO HOR. DIMENSION LESS THAN 20'

SITE CONTEXT & URBAN DESIGN ANALYSIS

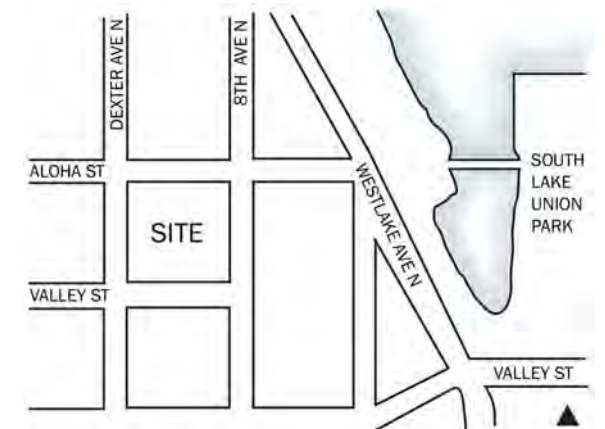
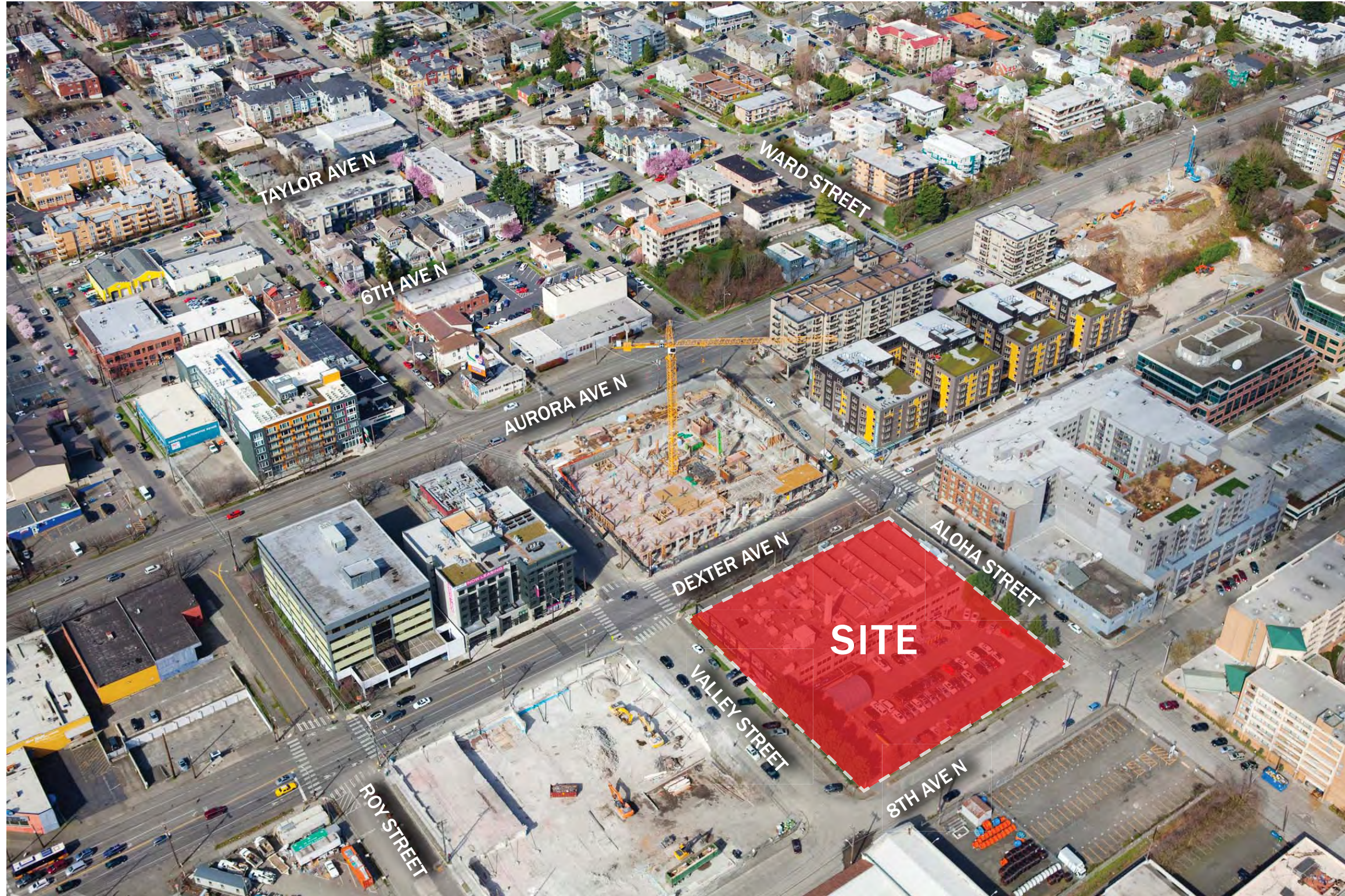
ZONING



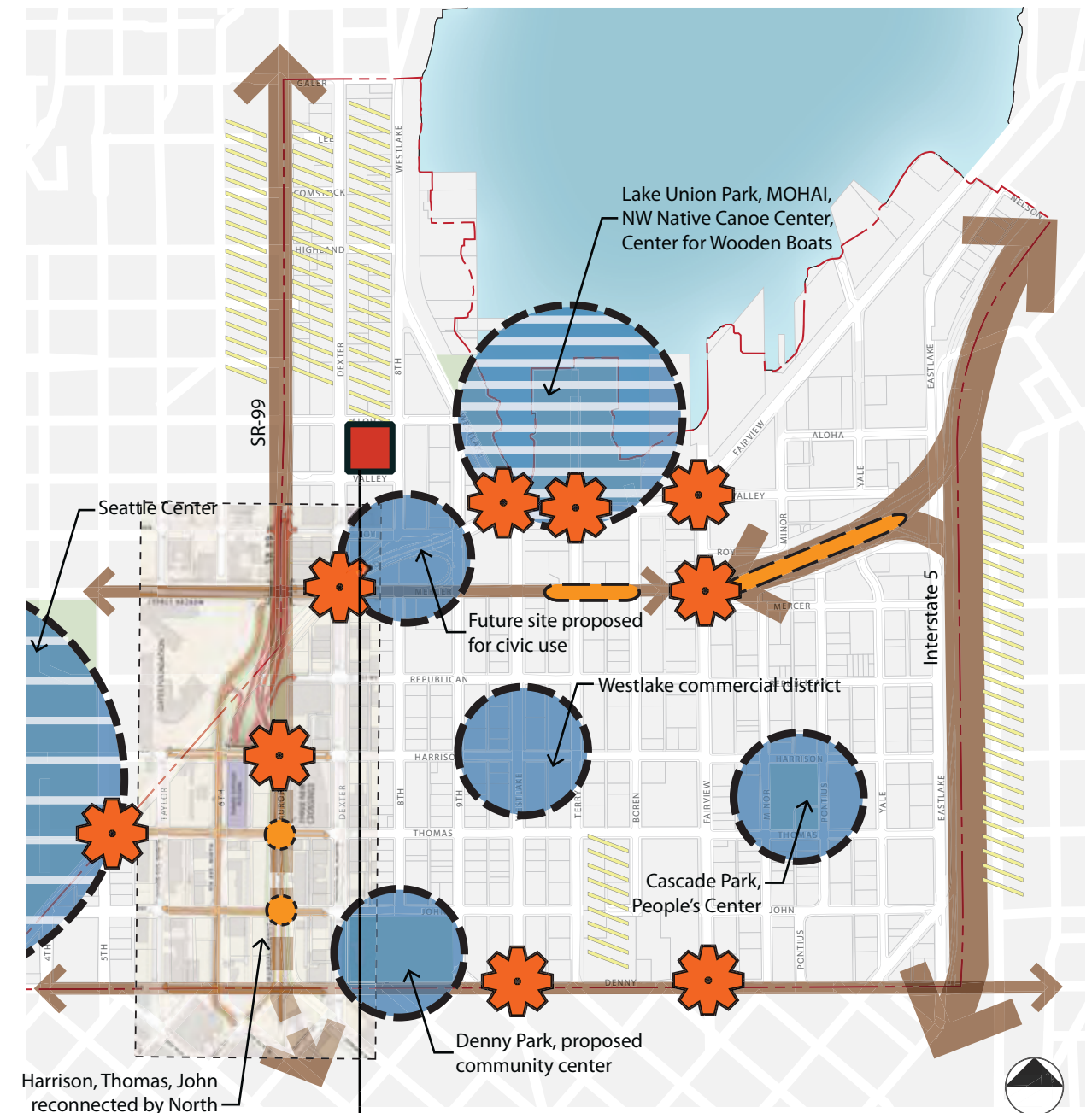
- SM-85
- SM 85/65-160
- SM 160/85-240
- NC3-85
- NC3-40
- LR3-RC
- LR3
- C2-40
- C1-65
- SM-125

SITE CONTEXT & URBAN DESIGN ANALYSIS

AERIAL VIEW OF SITE



GATEWAYS, HEARTS, AND EDGES



SITE

The 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

SOUTH LAKE UNION Height and Density Alternatives



- 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.



Prepared by:
City of Seattle
Department of Planning and Development

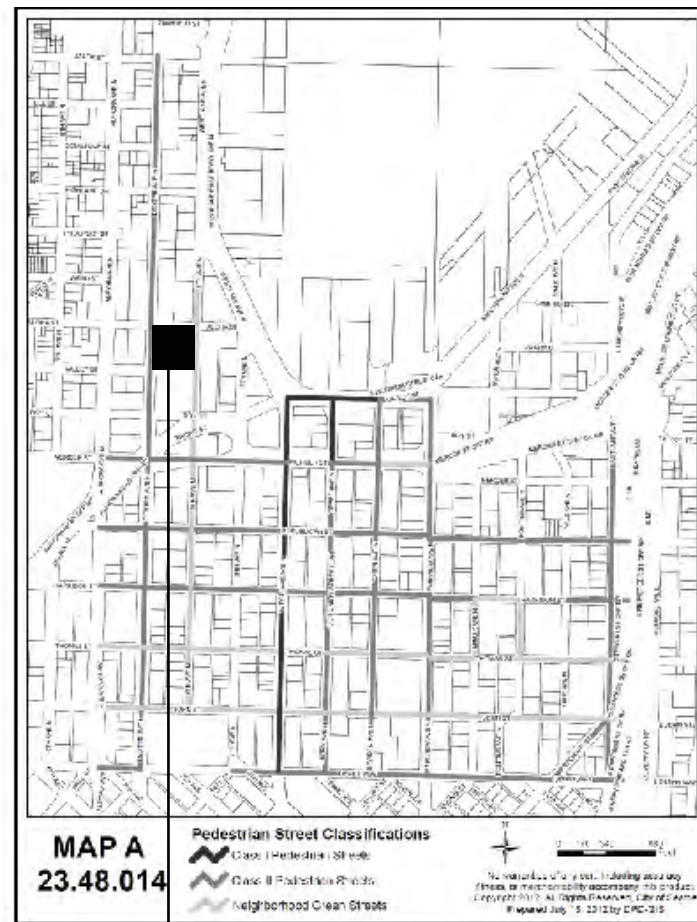
SITE CONTEXT & URBAN DESIGN ANALYSIS

PEDESTRIAN USES & STREET CHARACTER

ANALYSIS

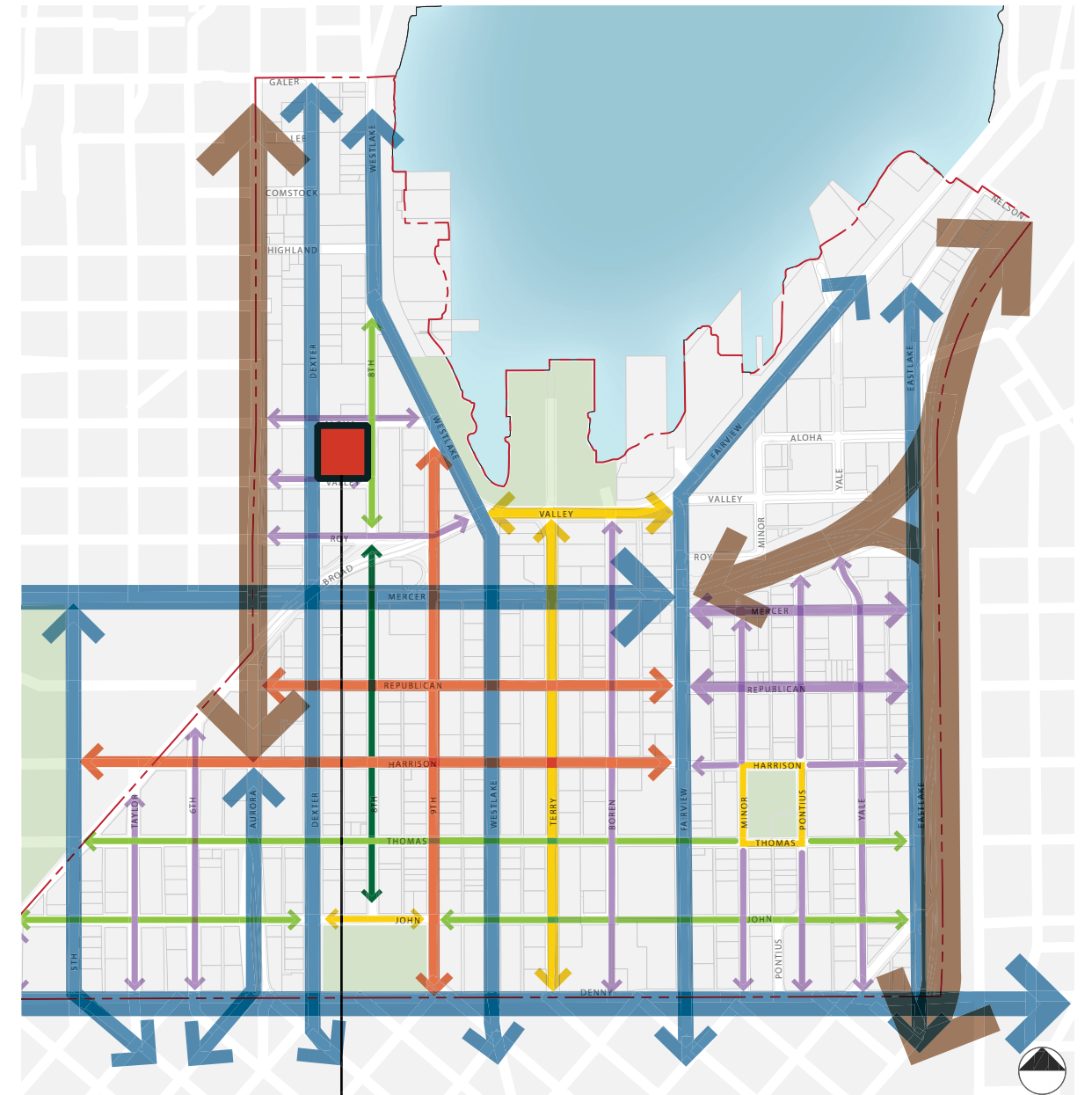
The site is located along Dexter Avenue North, a street designated as a Class 2 Pedestrian Street as well as a Boulevard/Great Street by the South Lake Union Urban Design Framework. This street has a high intensity of all modes of transportation, commercial activity and is of a grander scale. Pedestrian 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. This pedestrian-friendly green street corridor will benefit the proposed residential building. This proposal adopts these principals in the building design.



SITE

STREET CHARACTER



SITE

The 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)

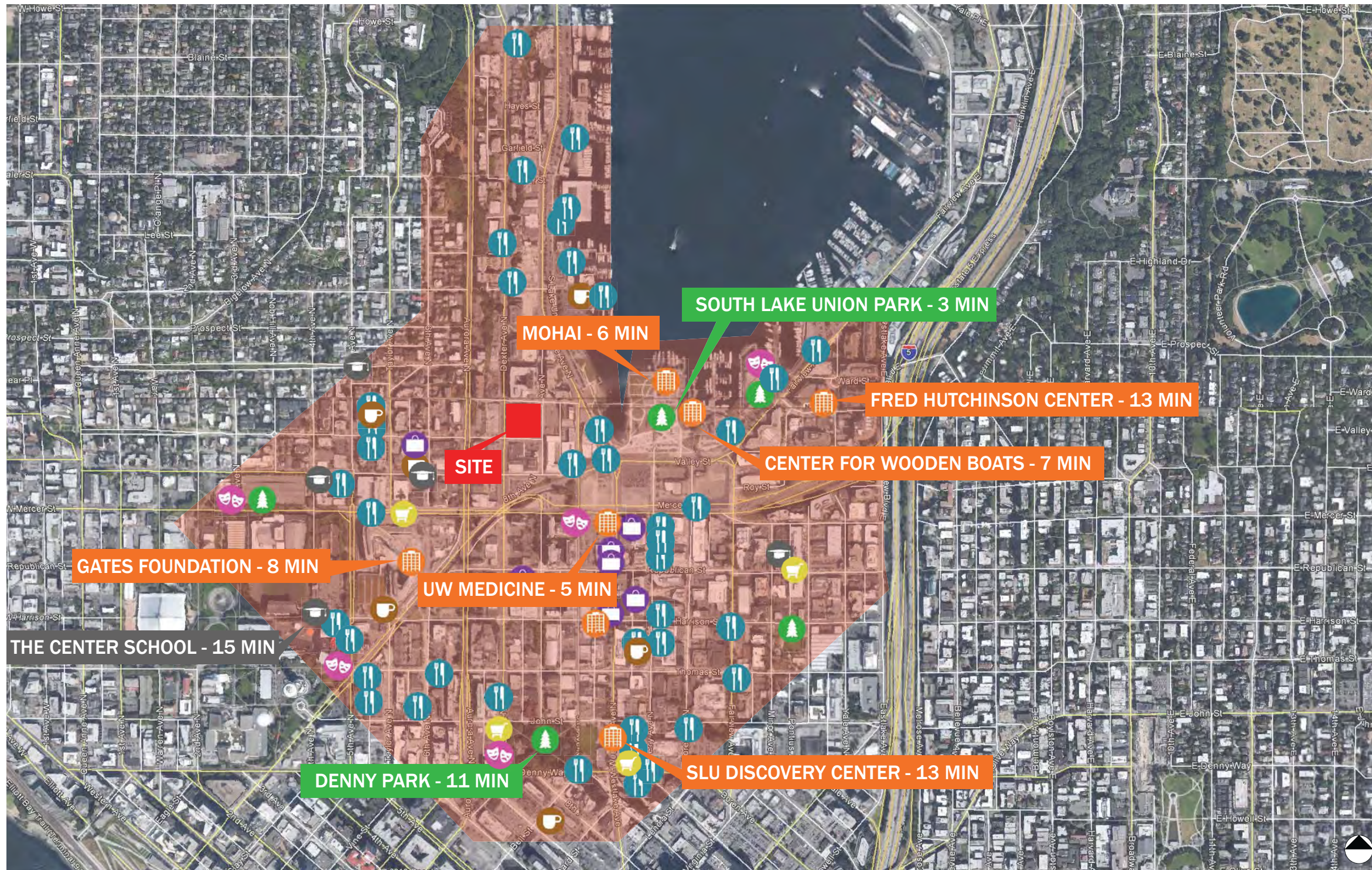
SITE CONTEXT & URBAN DESIGN ANALYSIS

WALKABILITY

OVERALL WALKSCORE = 91
according to Walkscore.com 2013

15 MINUTE WALK AREA

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



GATES FOUNDATION - 8 MIN

UW MEDICINE - 5 MIN

MOHAI - 6 MIN

SOUTH LAKE UNION PARK - 3 MIN

FRED HUTCHINSON CENTER - 13 MIN

CENTER FOR WOODEN BOATS - 7 MIN

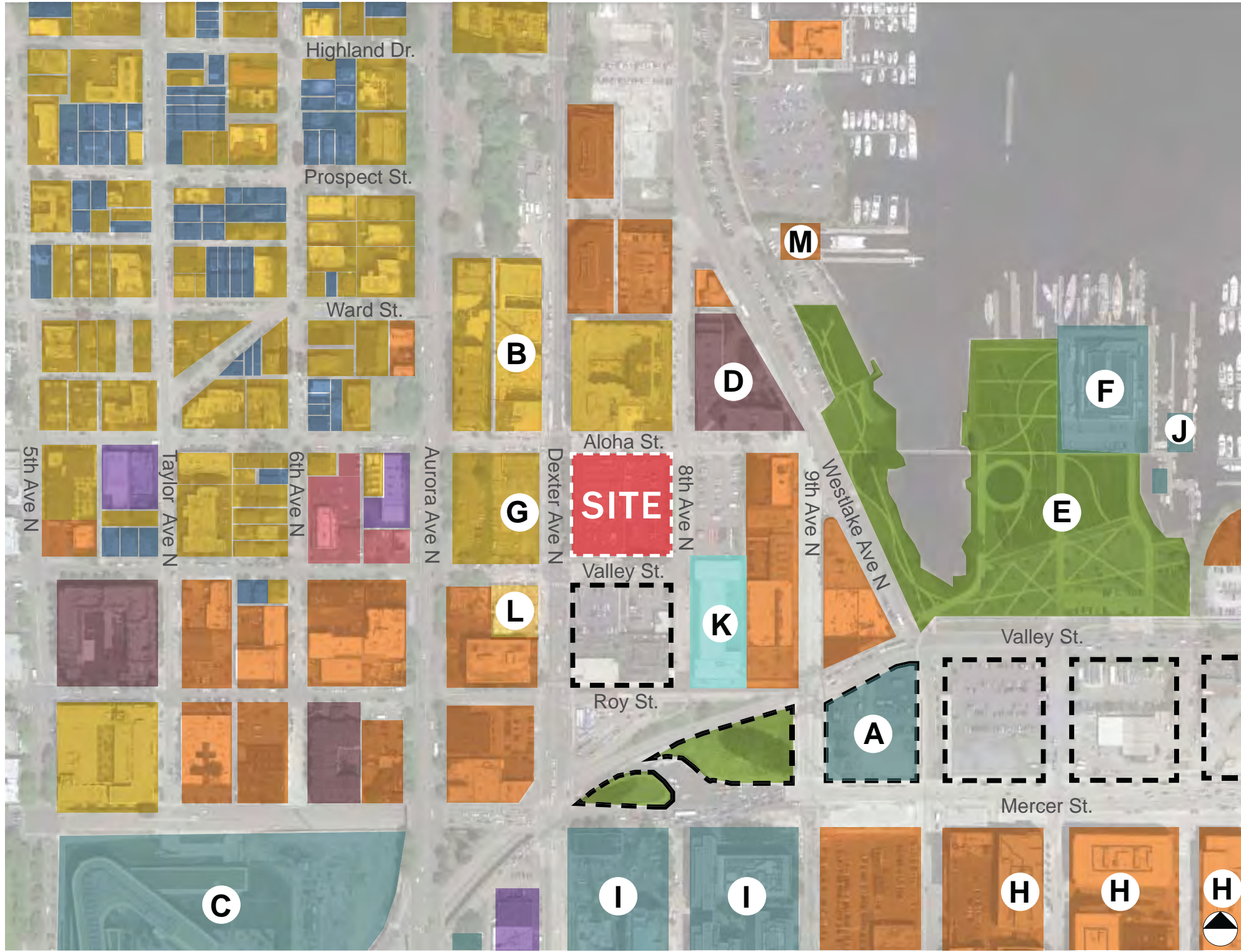
DENNY PARK - 11 MIN

SLU DISCOVERY CENTER - 13 MIN

SITE

*Information from WalkScore 2013

CONTEXT ANALYSIS
NEIGHBORHOOD DEVELOPMENT & USES



- Historic Landmark
- 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

F. Museum of History and Industry



G. True North Apartments (Under Construction)



H. Amazon Campus



I. UW Medicine



J. Center for Wooden Boats



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

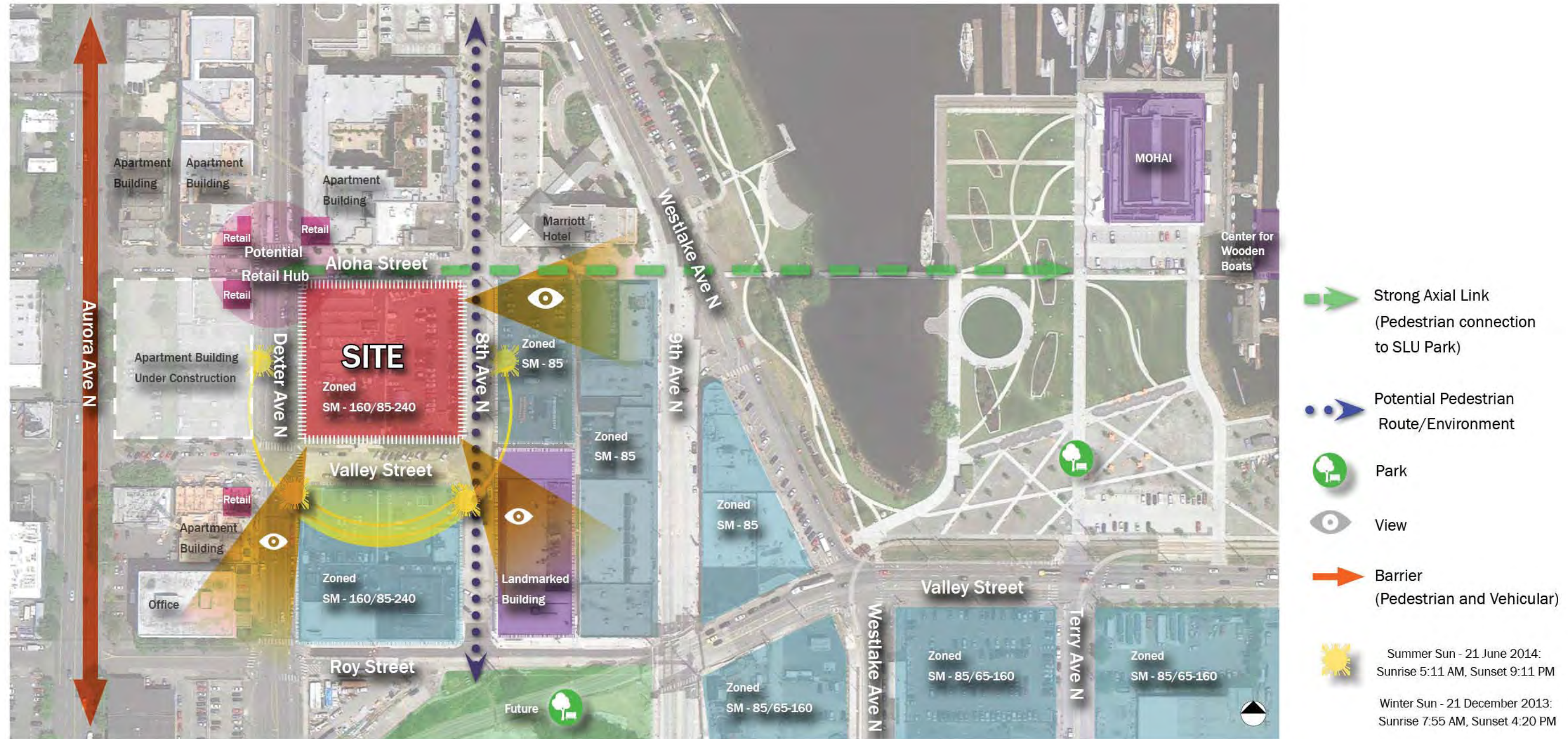









L. Hue Apartments



M. Kenmore Air







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

CONTEXT ANALYSIS

STREETSCAPES - DEXTER AVENUE N

A. PROJECT SITE



B. OPPOSITE PROJECT SITE



A. PROJECT SITE



B. OPPOSITE PROJECT SITE



CONTEXT ANALYSIS

STREETSCAPES - 8TH AVENUE N

A. PROJECT SITE



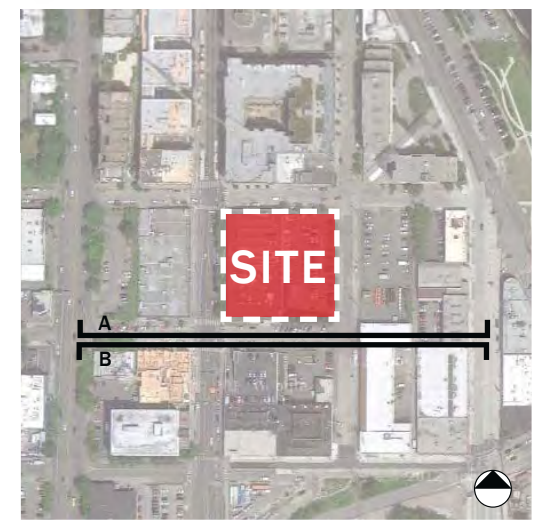
B. OPPOSITE PROJECT SITE



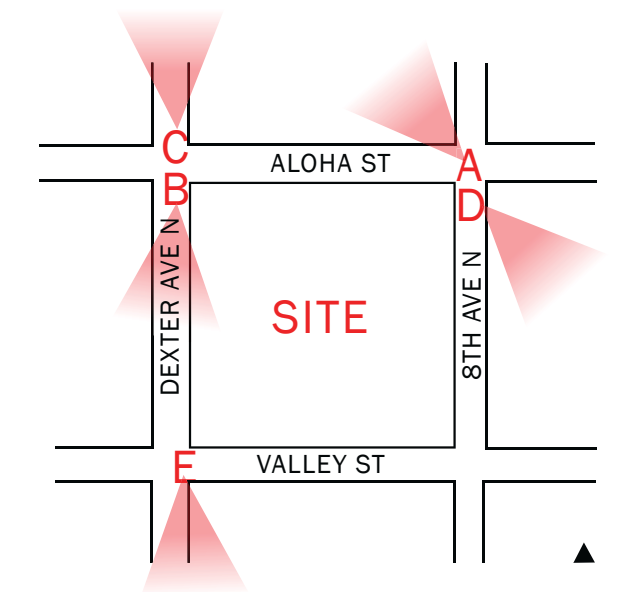
A. PROJECT SITE



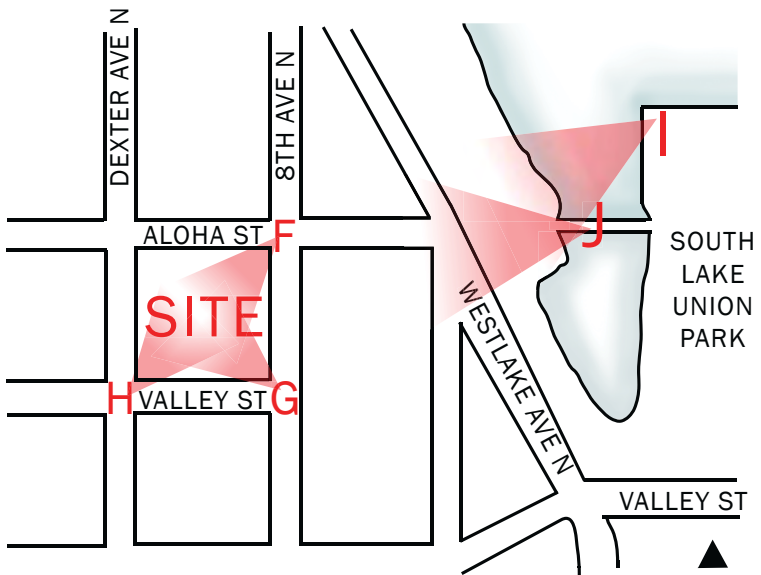
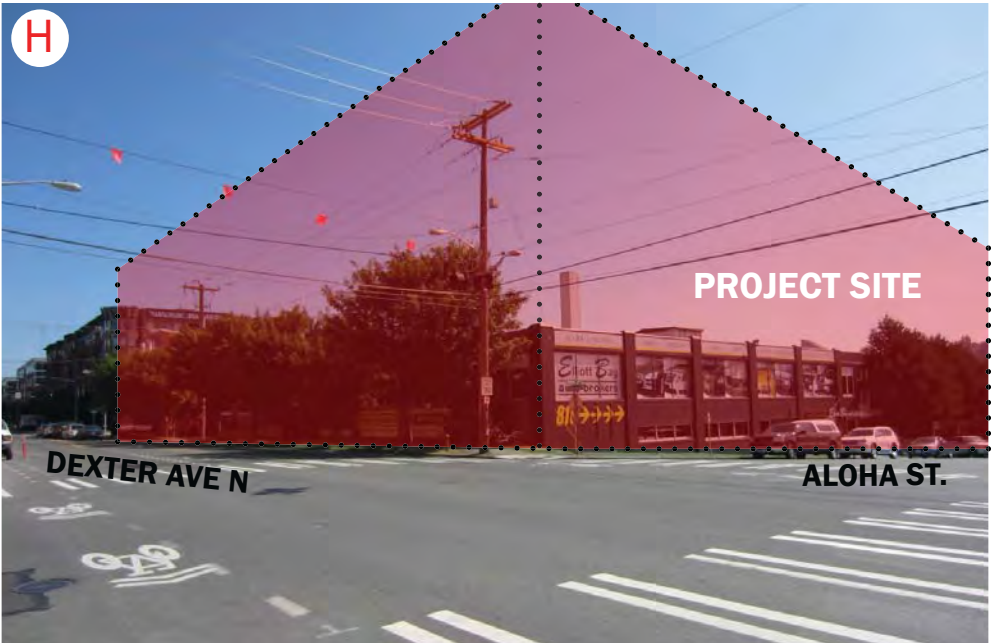
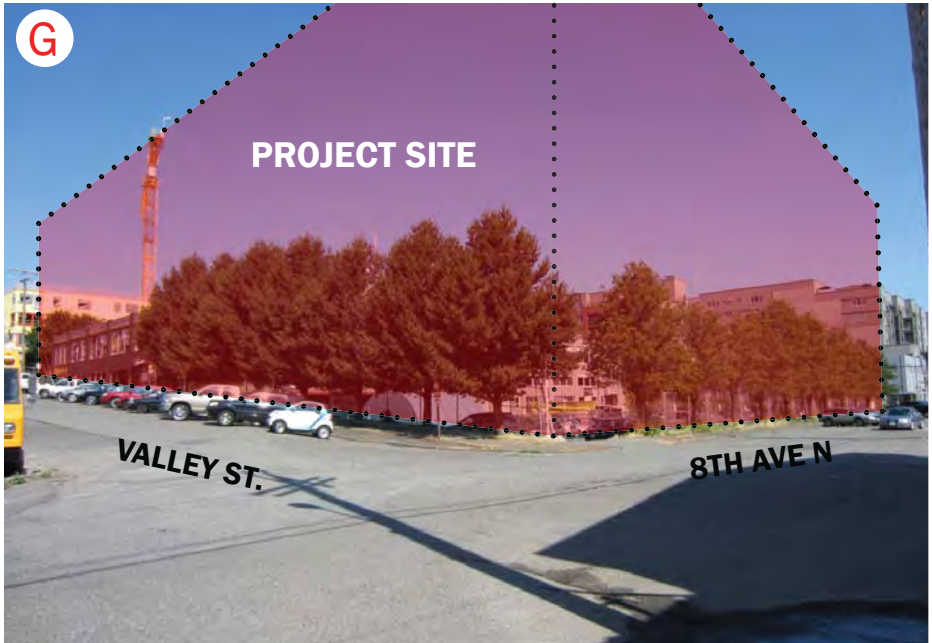
B. OPPOSITE PROJECT SITE



EXISTING SITE CONDITIONS
ADJACENT PROPERTY PHOTOS

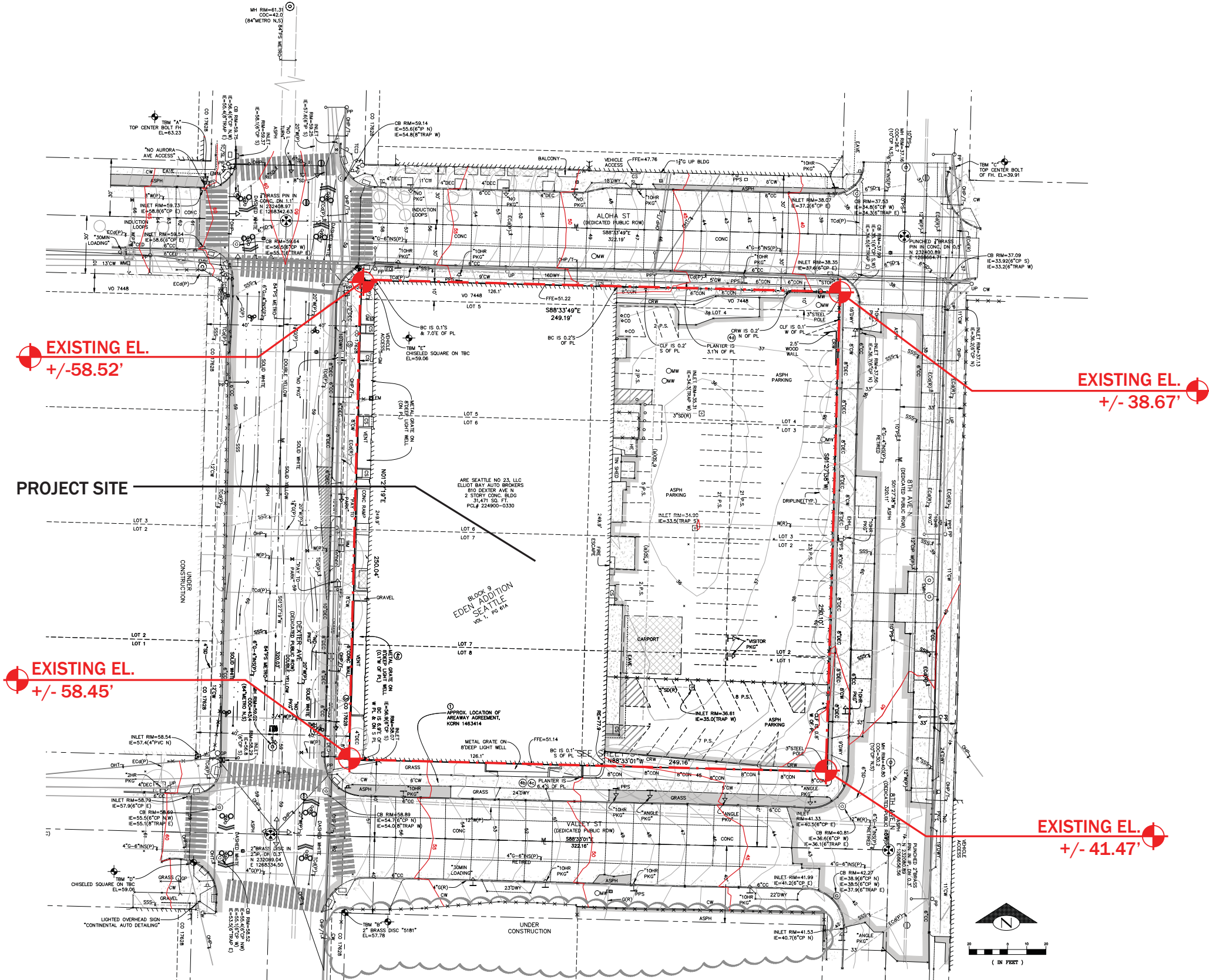


EXISTING SITE CONDITIONS
SITE PHOTOS



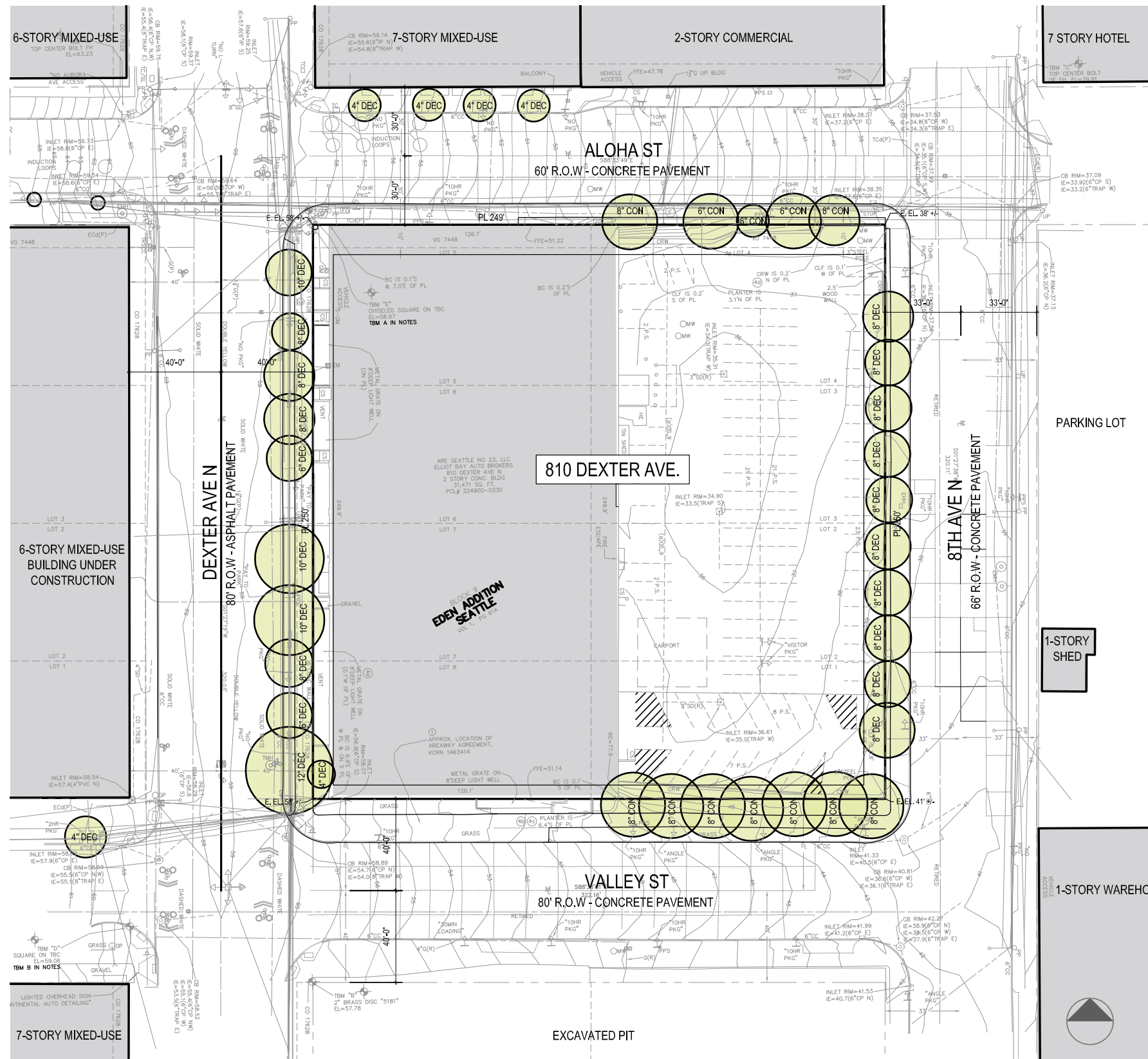
EXISTING SITE CONDITIONS

EXISTING SITE SURVEY



EXISTING SITE CONDITIONS

TREE SURVEY



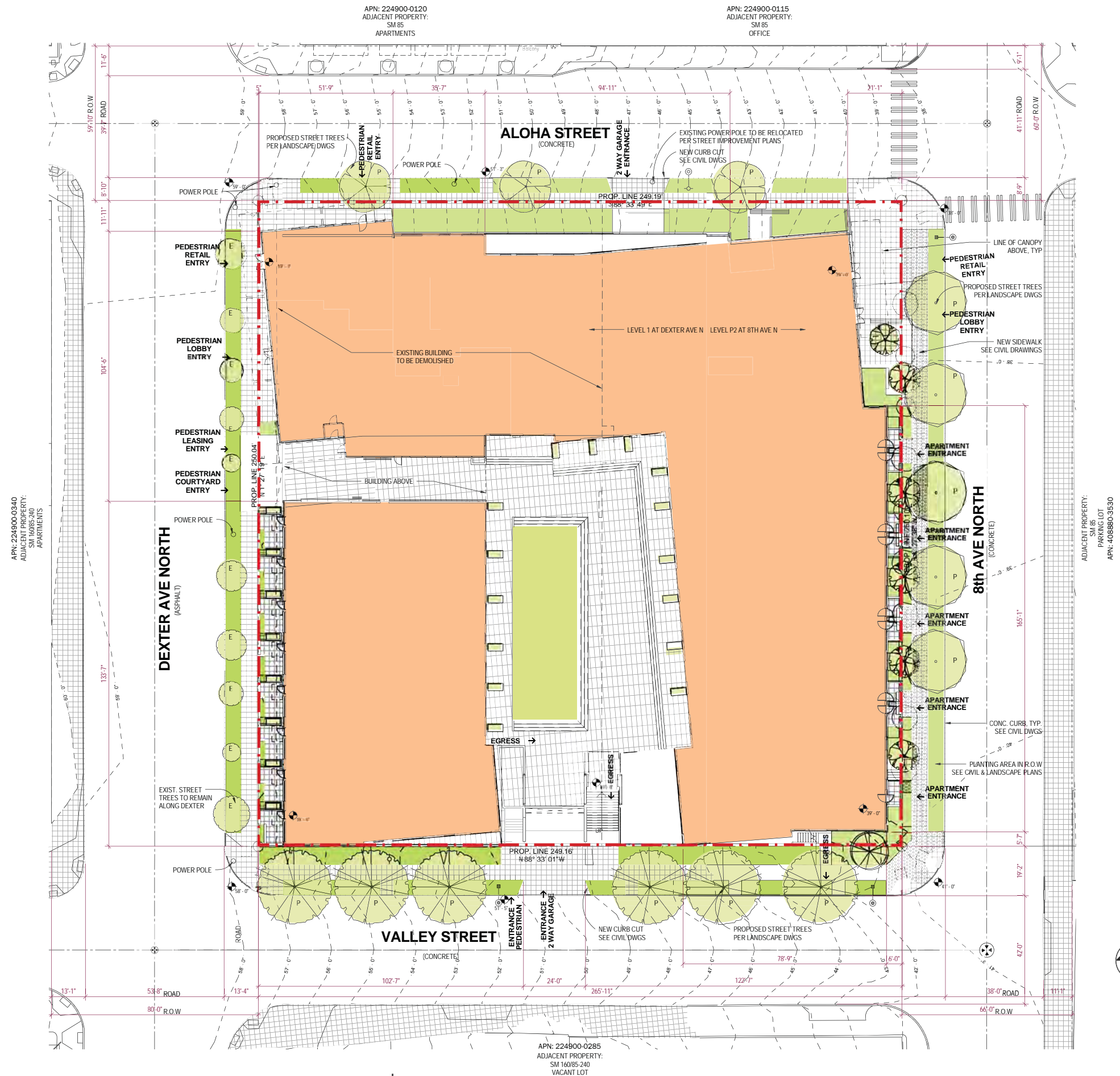
SITE PLAN

810 DEXTER AVENUE NORTH

APN: 224900-0330

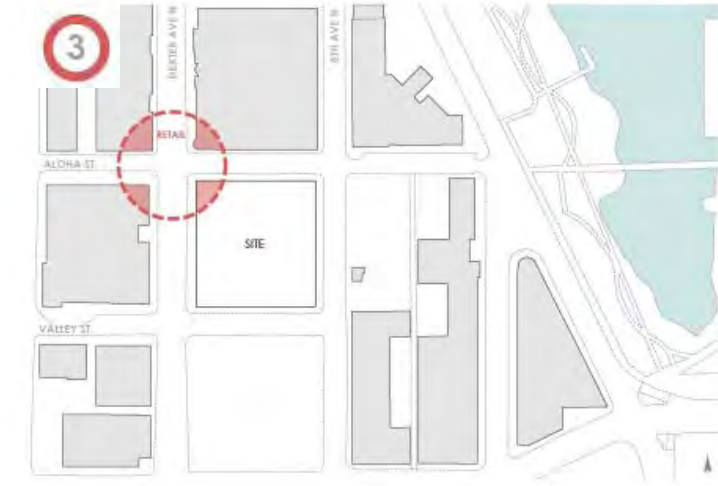
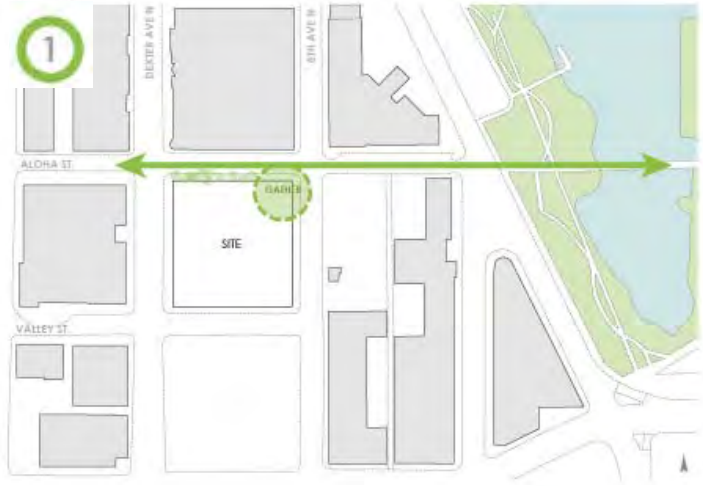
LEGAL DESCRIPTION:

ALL OF BLOCK 9, EDEN ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE(S) 61A, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 7 FEET OF LOTS 5, 6, 7 AND 8 CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 61981 FOR WIDENING OF DEXTER AVENUE, AS PROVIDED BY ORDINANCE NUMBER 17628 OF THE CITY OF SEATTLE; TOGETHER WITH VACATED PORTION OF ALOHA STREET ADJOINING, VACATED BY ORDINANCE NUMBER 7448 OF THE CITY OF SEATTLE.

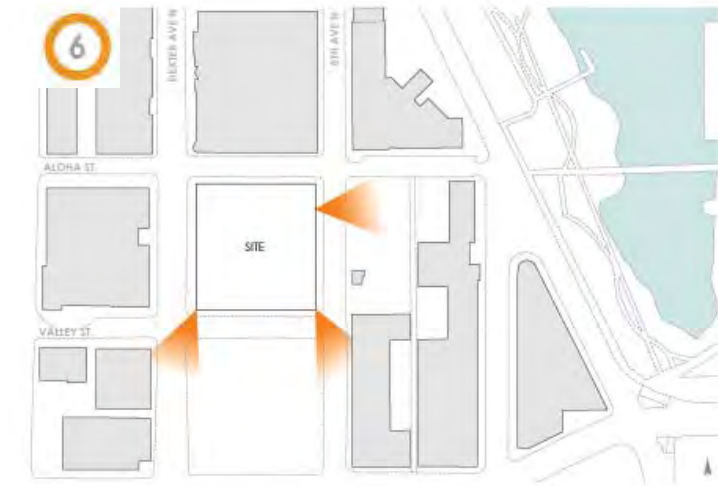
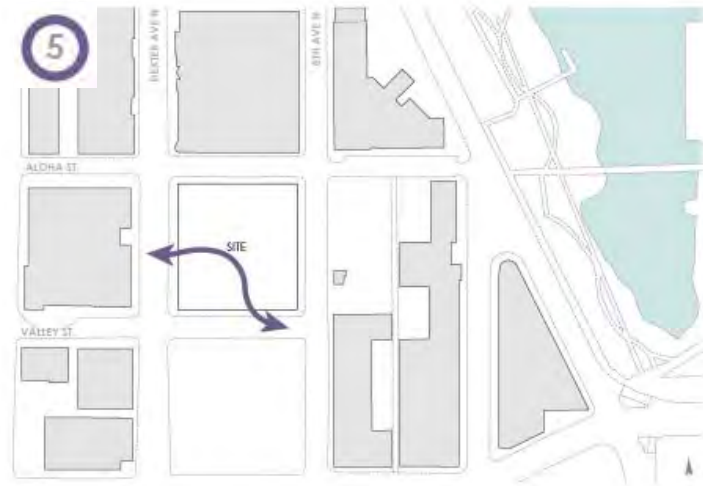
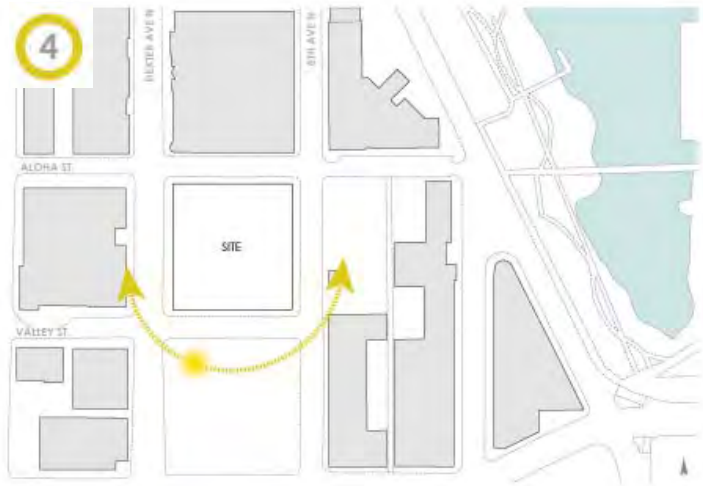


SUMMARY OF EARLY DESIGN GUIDANCE

SITE CONCEPT



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

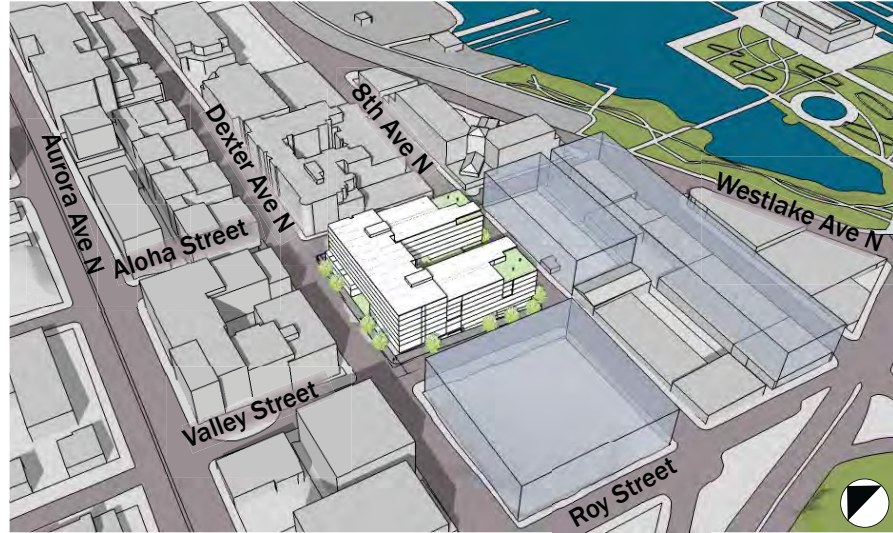


The context analysis influenced the identification of these seven objectives, which are driving the overall massing and design of the project.

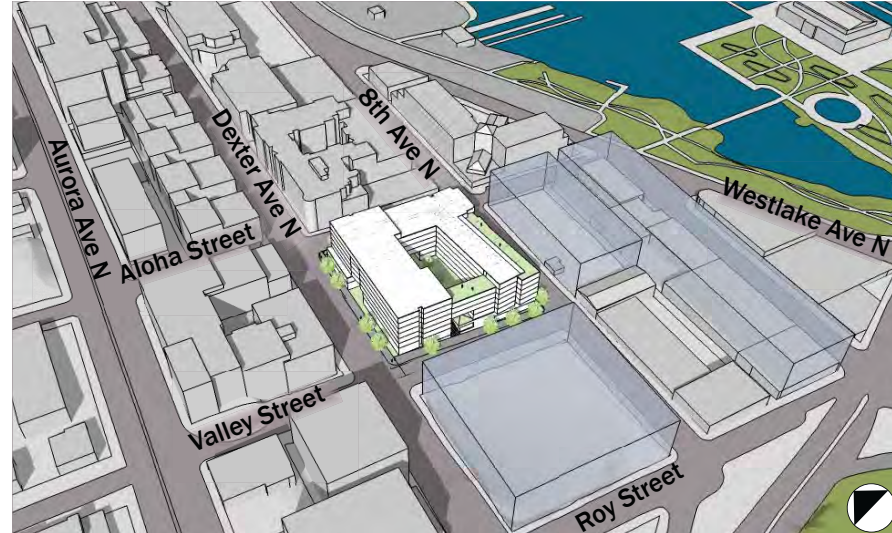
SUMMARY OF EDG - ARCHITECTURAL CONCEPT

EDG MASSING ALTERNATIVES

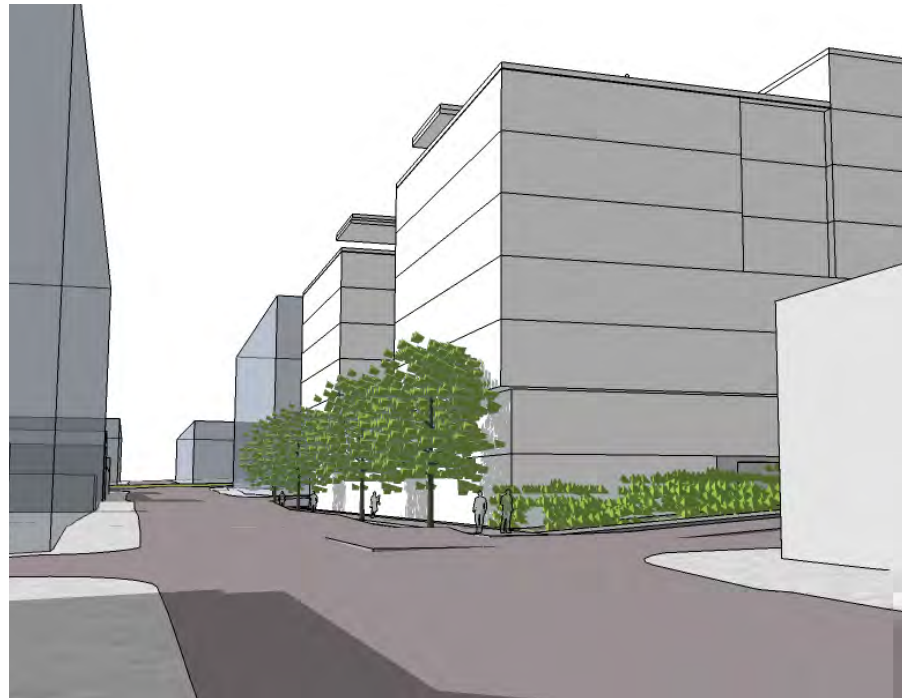
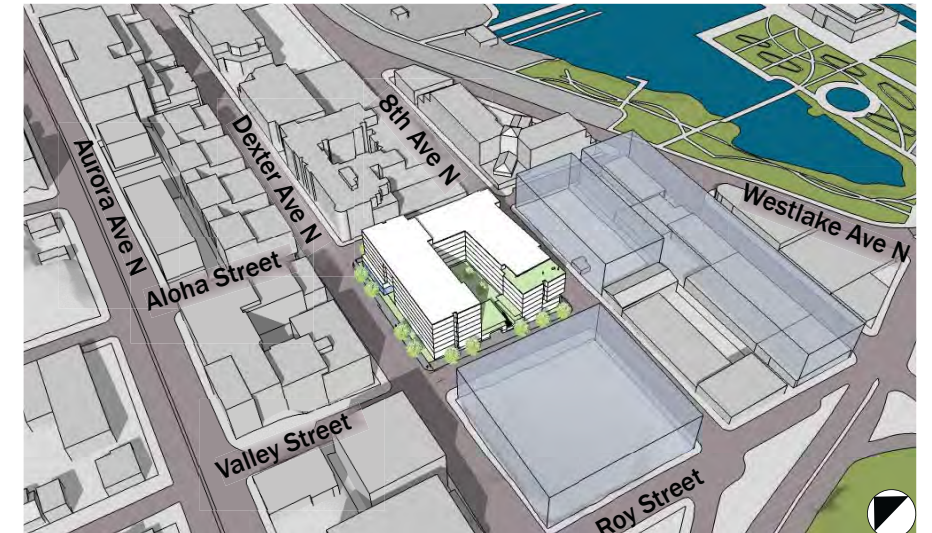
OPTION A



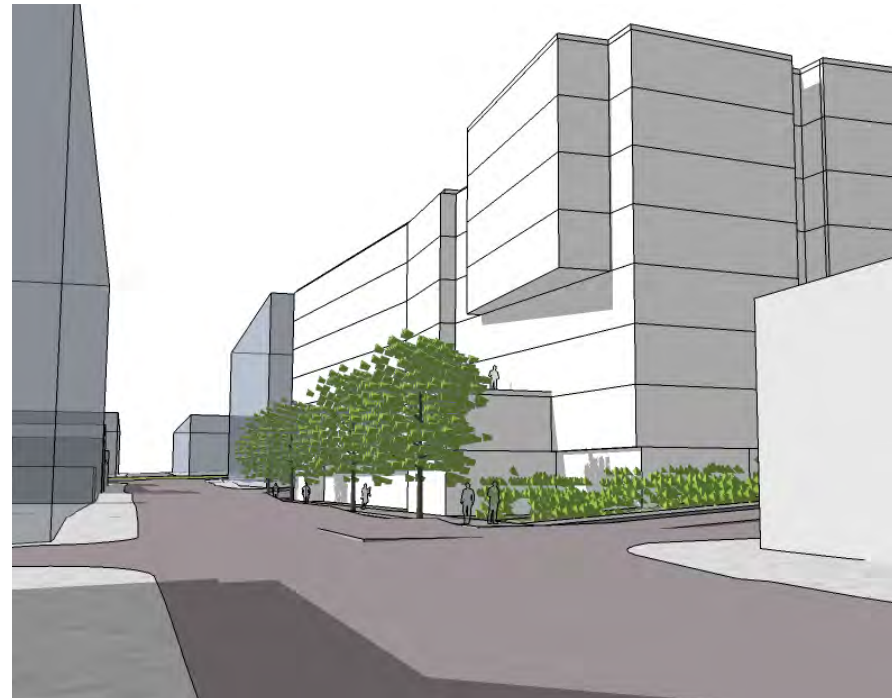
OPTION B



OPTION C - PREFERRED



VIEW TOWARDS THE SOUTH ALONG 8TH AVENUE N



VIEW TOWARDS THE SOUTH ALONG 8TH AVENUE N

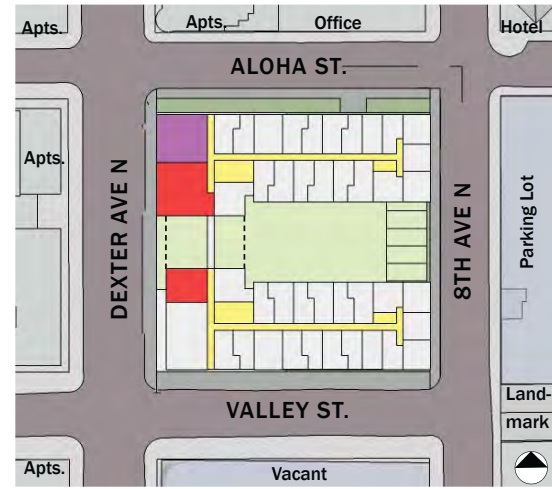


VIEW TOWARDS THE SOUTH ALONG 8TH AVENUE N

SUMMARY OF EDG - ARCHITECTURAL CONCEPT

SITE PLAN & EQUINOX SUN STUDY

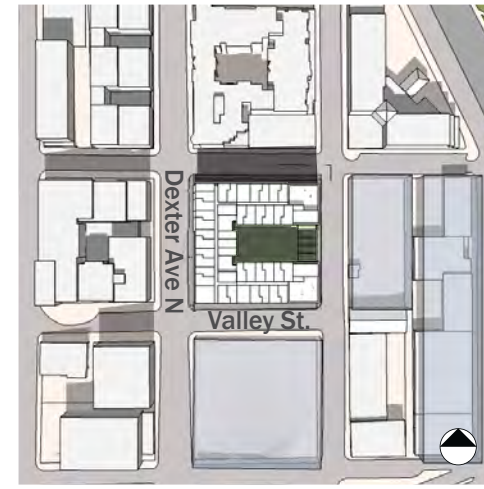
OPTION A



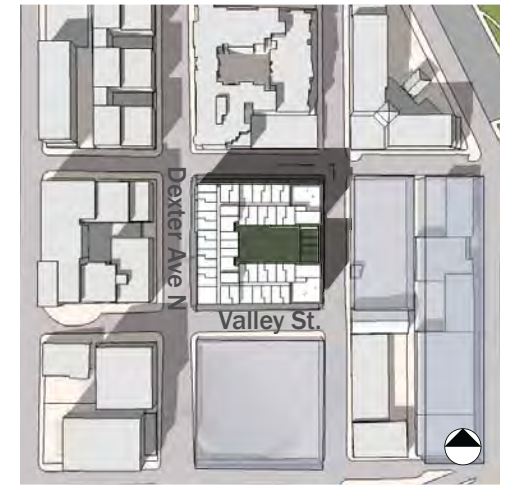
10 AM



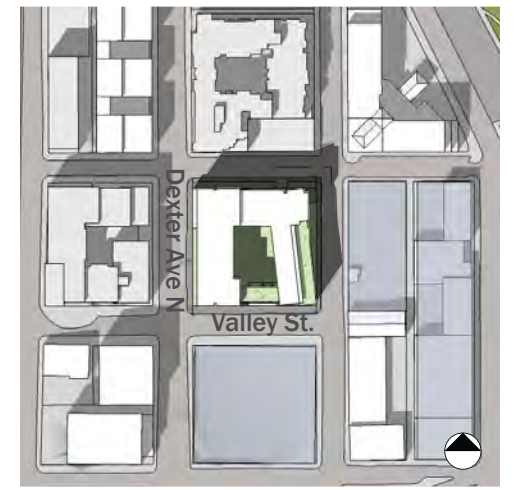
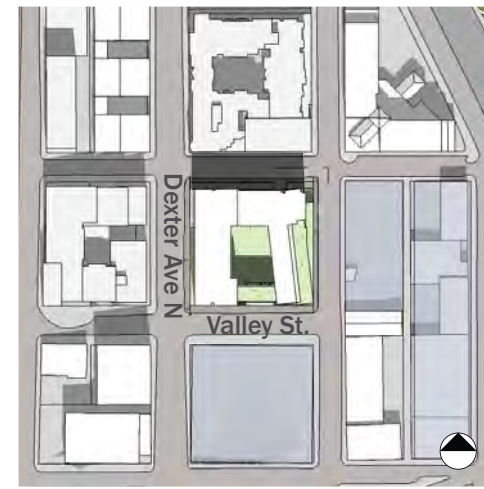
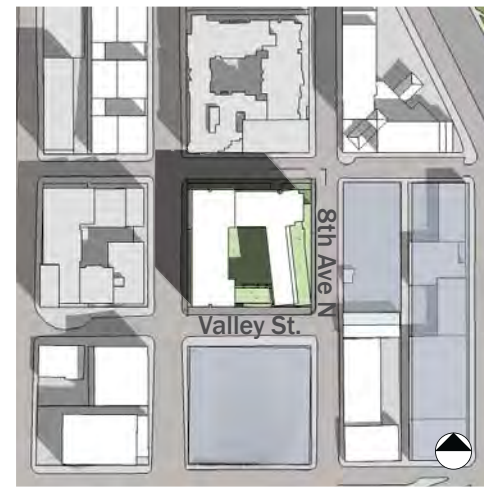
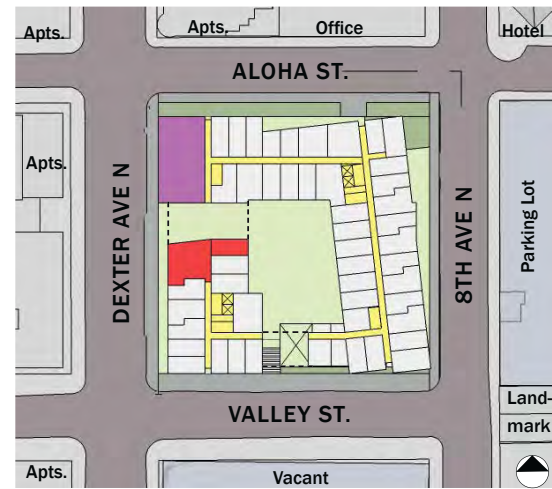
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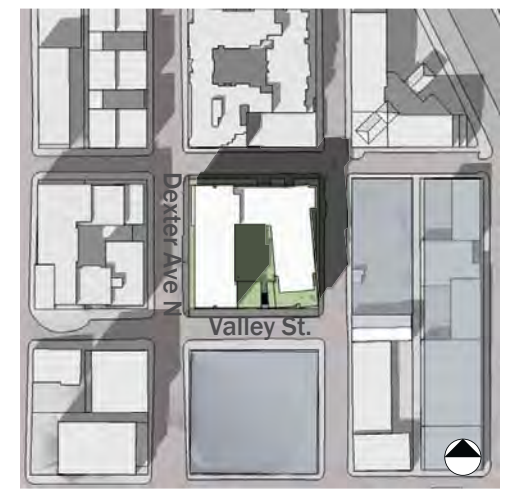
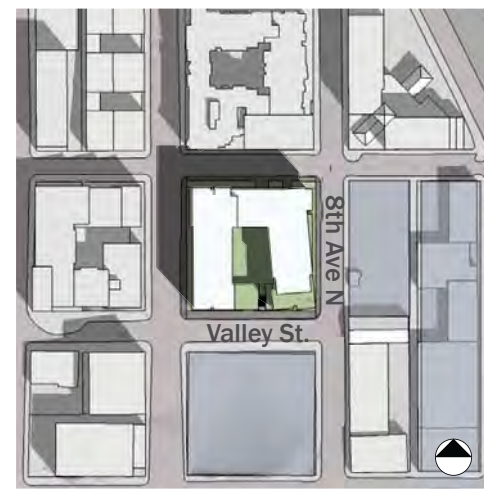
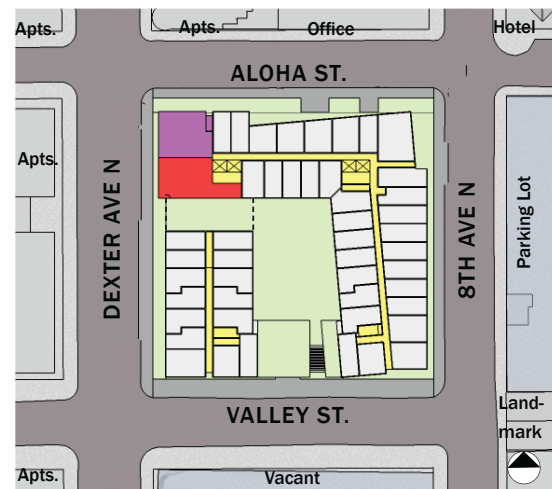
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OPTION B



OPTION C -
PREFERRED



SUMMARY OF EARLY DESIGN GUIDANCE

CITY OF SEATTLE & WEST DRB

Attachment "B"
Application for Design Review
810 Dexter Avenue N
DPD #3015507
January 22, 2014

SUMMARY OF KEY ISSUES DISCUSSED AT EDG MEETING

1. Architectural Concept. The Board noted that a strong architectural concept with careful scalar moves will be especially important at this site, given that the site occupies an entire City block. The Board noted that a strongly expressed legible and cohesive architectural concept has the potential to provide a better scalar response than a design with many small articulations.

2. Corners. The corners of the site should be designed to respond to the context of each street frontage and should enhance the architectural concept.

3. 8th Ave N. The 8th Ave N street frontage should be designed to complement the residential enclave designation of 8th Avenue, located south of Mercer Street.

4. Dexter Ave N. Street Level. The Board directed the applicant to provide additional active uses at Dexter Ave N., beyond the one small commercial space shown at the northwest corner.

5. Mid-Block Connection. The mid-block connection configuration, orientation, and conceptual architectural response to the west 'portal' were supported by the Board.

6. Parking, Loading, and Solid Waste. The Board supported the proposed parking garage entry locations on Aloha Street and Valley Street. The Board directed the applicant to design the parking garage to accommodate loading inside the building, and provide adequate areas for solid waste storage. One of the parking garage entries should be designed to include adequate areas for solid waste staging on collection days. The Board noted this is particularly important at this site because of the size of the development and lack of an alley.

1. Please describe the proposal in detail, including types of uses; size of structure(s) location of structure(s), amount, location and access to parking; special treatment of any particular physical site features (vegetation, watercourses, slopes, e.g., etc.)

The project is located at 810 Dexter Avenue North; the proposal is to construct a seven-story mixed-use building. It includes 1,900 square feet of ground floor commercial space at the corner of Dexter Avenue. N and Aloha Street. Other street-level uses will consist of ground related residential, a leasing office and tenant related amenity spaces. There are two levels of below grade parking accessed off of Aloha Street. and Valley Street. with approximately 252 parking stalls. The project includes five to six levels of apartments above the ground level uses. The total building area is approximately 390,000 square feet.

The project is a full city block bounded by Dexter Avenue N to the west (a Class II Pedestrian Street), Aloha Street to the north, 8th Avenue. N to the east (a Neighborhood Green Street) and Valley Street. to the south. There is an existing two story concrete building on the western half of the site and a surface parking lot covering the eastern half.

The proposed project includes landscaped setbacks along the majority of all frontages and a large south facing courtyard. Street trees and planting strips are included in this proposal.

2. Please indicate any development standards for which the proponent seeks modification, including specific rationale.

The departures required for the design are detailed on pages 74-75. We will also be submitting a memo to the Zoning reviewer requesting a Type I decision for the specific design of the through-block pedestrian connection as described SMC 23.48.014.H. The proposed design for this connection (from Dexter Avenue N through the courtyard to Valley Street) was discussed in detail at the EDG meeting and supported by the Board members present. This same design has been carried forward and further developed.

3. Please provide a description of how the proposed design responds to each of the design guidelines priorities by the Design Review Board.

SUMMARY OF EARLY DESIGN GUIDANCE

CITY OF SEATTLE & WEST DRB

A. SITE PLANNING

A-1 RESPONDING TO SITE CHARACTERISTICS

GOAL

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.

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.
- Minimize shadow impacts to Cascade Park.
- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design*(LEED) manual which provides additional information. Examples include:
 - Solar orientation
 - Storm water run-off, detention and filtration systems
 - Sustainable landscaping
 - Versatile building design for entire building life cycle

EDG Board Comments

1. The Board noted that proposed residential use, rain gardens, and stoops should be designed to be consistent with the context of the 8th Ave N. residential enclave street plan, located to the south of Mercer Street. (A-1, A-2, A-3, A-4, A-6, A-7, D12,E-3)
2. In order to provide adequate depth for the stoops and landscaping, a 10’ setback should be provided on 8th Ave N, rather than the proposed 6’ setback. (A-1, A-2, A-6, A-7, E-3)
3. The Board appreciates the building setback along the Aloha St frontage in recognition of view corridor to Lake Union.

APPLICANT’S RESPONSE

- The project has voluntarily adopted the proposed “Green Street” recommendation for the right of way setback along 8th Ave N. by providing an approximate 22’-8” setback from the curb to the building facade.
- The character of the apartments along 8th Ave will respond to the “residential enclave” street plan by incorporating ground level patios, residential lighting, and landscaping.
- Drought tolerant landscaping is used throughout the project, creating a pedestrian friendly environment along Dexter Ave N., Aloha Street, 8Th Ave N. and Valley street.
- A two story glazed retail space and a two story glazed residential amenity space opens to the corner of 8th and Aloha, activating the corner with pedestrians and creating a visual link to South Lake Union Park.
- The parking access from Aloha Street and Valley Street is supported by the Board. Solid waste storage is provided inside the building and a solid waste staging area for trash pickup is recessed within the building east of the garage access. This will require one additional one-way curbcut on Aloha Street. Trash will not be stored curbside.
- The proposal includes a significant setback along the Aloha Street frontage to reinforce the view corridor to the lake.

A-2 STREETScape COMPATIBILITY

GOAL

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

GUIDANCE

- The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.
- Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.
- Encourage provision of spaces for street level uses that vary in size, width, and depth.
- Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

EDG Board Comments

1. The 8th Ave N street frontage should be designed to complement the residential enclave designation of 8th Avenue, located south of Mercer Street. (A-2, A-6, A-7, E-3)
2. The stoops on 8th Ave N should be elevated to enhance the residential character and privacy for street level residents. (A-2, A-6, A-7, D-12, E-3)
3. Lighting on 8th Ave N should be designed to maximize safety and security, as well as enhance the residential character of the street. (A-7)

4. The landscaping on 8th Ave N. should be designed to be consistent with the 8th Ave N. plan located south of Mercer Street. (E-3)
5. Dexter Ave N. Street Level. The Board directed the applicant to provide additional active uses at Dexter Ave N., beyond the one small commercial space shown at the northwest corner. (A-2, A-4, D-11, D-12).
6. The Board observed that a potential solution could include designing the street level residential units for flexible use in the future as live-work or commercial spaces, since the stoops are already level with the sidewalk, and Dexter Ave N. presents the context of smaller businesses at street level.
7. The design of any street level residential spaces on Dexter Ave N. should provide the depth, height, glazing and overhead weather protection that might be seen with live-work or commercial uses, as well as the treatment for residential privacy that will provide transparent and active street frontages. (A-2, A-4, C-4, D-11, D12)

SUMMARY OF EARLY DESIGN GUIDANCE

CITY OF SEATTLE & WEST DRB

A-2 STREETScape COMPATIBILITY (CONTINUED)

APPLICANT'S RESPONSE

- The building massing, uses, and facade articulation are designed to respond to the context of each street frontage.
- The Dexter Avenue N massing and facade characteristics respond to the scale and overall massing of the commercial and residential context along Dexter Ave N. Ground level units are setback 10 feet from the property line and include street level entries, landscaping, illuminated overhead canopies, and large glazed openings for the southern half of the block. The commercial space and residential leasing space is fully glazed with aluminum storefront glazing at the northern end of the block, relating to the "retail hub" at Dexter Ave and Aloha Street. An alternating facade pattern with offset openings is the predominant characteristic along the Dexter Ave N, creating variety and visual interest for the primary mass. A six story recess separates the ground related commercial and residential uses and creates a dramatic visual element at the entry to the courtyard through-block connection. This opening is highlighted for the first two stories with an illuminated panel system which will provide safety and security during the evening and a visual marker throughout the day.
- The Aloha Street elevation is setback 10 feet from the street, allowing for a pedestrian friendly environment and view corridor to the lake between Dexter Ave N. and 8th Ave N. The alternating facade characteristic of Dexter Ave. N wraps the corner to intersect a regular facade pattern. The resulting dramatic overlaps and cantilevers relate to the spaces below, particularly

at the corner of 8th Ave N and Aloha Street. A "retail court" is located at the corner of Dexter, and a sheltered plaza is located at the corner of Aloha Street, creating space for pedestrians to gather.

- The 8th Ave N. elevation logically terminates the alternating facade pattern with a dramatic cantilever over the Aloha corner plaza. A retail space, residential fitness room and residential lobby opens onto this plaza. The plaza directly links to South Lake Union Park one block to the east. The southern portion of the 8th Ave elevation is articulated with ground level units in a three story masonry component in recognition of the historical context to the south on 8th Ave. Canopies, landscaping, landscape lighting, and residential entry lighting will be included along this frontage to enhance the green street and residential quality of the block.
- The Valley Street elevation links the primary facade treatments of Dexter Ave and 8th Ave together. Using approximately half of the block to create a south facing courtyard, the facade treatments connect and overlap at the east and west "towers", creating visual interest and integrating the different facades of the building. The eastern portion of the building is angled to allow additional light into the courtyard and respond to its relationship to the lake. The entrance to the courtyard is a smaller version of the entrance sequence from Dexter Ave N., with an illuminated panel system and wood soffit above.

A-3 ENTRANCES VISIBLE FROM STREET

GOAL

Entries should be clearly identifiable and visible from the street.

EDG Board Comments

1. *The Board discussed the conceptual design of the building above the west portal. This area should be modulated and treated to be consistent with the architectural concept. The Board noted that this may include more significant modulation to respond to the entry portal, and possible modulation of the cornice line. (A-3, C2, C-4)*

APPLICANT'S RESPONSE

- The primary residential entrance on Dexter Avenue N is marked by a dramatic 6 story high recess in the building. The ground level connects through the courtyard to Valley Street as part of the mid-block connection. The recess uses the contrasting facade treatment of 8th Avenue N to create a visual marker and to integrate the different building elevations.
- The primary entrance from 8th Avenue N is marked by a dramatic cantilever over the sports lobby and associated plaza. Again, the treatment of the facades are linked together but inverted, providing integration and continuity to the building facades.

SUMMARY OF EARLY DESIGN GUIDANCE

CITY OF SEATTLE & WEST DRB

A-4 HUMAN ACTIVITY

GOAL

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

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. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- 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 existing high activity areas.

EDG Board Comments

1. The mid-block connection configuration, orientation, and conceptual architectural response to the west 'portal' were supported by the Board. (A1,A-2, A-4, A-7, D-1)
2. The Board supported the orientation of the mid-block connection with a large opening to the south to maximize sun exposure to the courtyard and connection. The Board noted that this orientation doesn't reflect the typical east-west mid block connections, but it provides better solar access and provides a usable pedestrian connection from

Dexter Ave N to the southeast corner of the site, with destinations to the southeast of the site. The Board also noted that this block isn't as long as the blocks south of Mercer Street, so a break directly across the block is not as critical as it might be in areas to the south. (A-1, A-2, A-4, A-7, D-1)

3. The Board noted that the courtyard and mid-block connection include several residences at grade. Given the nature of the proposed program and the quieter residential context of the area, it will be appropriate to include a plan for closing the mid-block connection in the evenings. The applicant should demonstrate the design of any gates, fences, and plan for closure at the Recommendation meeting. (A-6, A-7, C-2, C-4, D-7)

APPLICANT'S RESPONSE

- The transitions between private and public space are gracefully designed with the integration of landscaping, lighting and open space at the street levels. A clear distinction between private and public space is achieved through landscaping and paving patterns.
- The retail space at the corner of Dexter and Aloha is designed for the pedestrian scale and encourages activity to spill out onto Dexter and a dedicated plaza along Aloha. The facade treatment at the retail spaces is primarily transparent to further encourage pedestrian interaction.
- The proposal includes a mid block connection from Dexter Ave N. through the landscaped courtyard to Valley Street. This orientation provides better solar access as well as an activated pedestrian connection to southeast in deference to the anticipated uses in the landmarked building to the south on 8th Ave. This design matches the original proposal supported by the Board.

A-6 TRANSITION BETWEEN RESIDENCE AND STREET

GOAL

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.

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.

EDG Board Comments

1. The Board expressed desire to increase the residential setback on ground related residential to 10' or elevate residential stoops at 8th Ave North

A-7 RESIDENTIAL OPEN SPACE

GOAL

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

EDG Board Comments

1. The board strongly supported a design that included a south facing courtyard which would provide better daylighting and solar access for the residents as well as a more inviting, usable open space.
2. Lighting on 8th Ave N should be designed to maximize safety and security, as well as enhance the residential character of the street. (A-7)

APPLICANT'S RESPONSE

- Due to the residential program at the courtyard adjacent to the mid-block connection, the Board supported a plan for closing the mid-block connection in the evenings. A plan for this will be submitted at the Design Recommendation Meeting for review by the Board, along with details of any gates or fences.
- In response to the Board's desire to increase the setback along 8th Ave N, the design now has 9'-8" setback from the sidewalk at the residential units, and a 21' average setback from the sidewalk at the corner of 8th Ave and Aloha.
- The design of these spaces includes a clear transition from public to semi-public to private through the use of paving, planting and landscape features.
- The character of the apartments along 8th Ave will respond to the "residential enclave" street plan by incorporating ground level patios, residential lighting, and landscaping.

APPLICANT'S RESPONSE

- Usable, attractive and well integrated space is designed on each street frontage. Generous setbacks of 9'-8" or more from the back of sidewalk to the building facade occur at Dexter Ave N., Aloha Street, and 8th Ave N. A variety of private patios and public plazas are linked together with the right of way and will help to create vibrant and attractive open spaces throughout the project.
- The mid-block connection from Valley Street to Dexter Ave N. will be open during the day, providing even further integration between public and private spaces.
- The massing is organized around a large south facing courtyard to maximize solar access and create a vibrant usable space.

SUMMARY OF EARLY DESIGN GUIDANCE

CITY OF SEATTLE & WEST DRB

A-10 CORNER LOTS

GOAL

Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

EDG Board Comments

1. The corners of the site should be designed to respond to the context of each street frontage and should enhance the architectural concept. (A-2, A-10, C-2)
2. The Board supported the proposed active plaza and highly glazed corner residential entry at the northeast corner of the site (Aloha and 8th). The Board noted that the prominent design of this building entry will be important, given the large site size. (A-3, A-4, A-10, C-2, D-1)
3. The Board noted that massing Option C appears to offer the best design response to the site, but the northeast corner in massing Option B appears to relate better to the corner. (A-10, B-1, C-2)
4. The Board supported the proposed retail at the northwest corner. (A-2, A-4, A-10)
5. The Board noted that the applicant has carefully considered potential treatment for the northwest and northeast corners. The southwest and southeast corners of the site should also be designed in response to the Guidelines and to enhance the proposed architectural concept. (A-10, C-2)

APPLICANT'S RESPONSE

- The corners of the building have been designed as part of the overall architectural concept, and create a variety of conditions as each corner addresses the context of the respective street.
- The corner of Dexter Ave N and Aloha is designed to facilitate an active plaza, relating to the retail hub at this intersection and visually connecting to South Lake Union Park to the East.
- An active plaza connected to the retail and residential amenity is designed at the corner of 8th Ave N and Aloha. The plaza is enhanced with a dramatic cantilever above. South Lake Union Park is a short one block walk East from this plaza.

B. HEIGHT, BULK, AND SCALE

B-1 HEIGHT, BULK, AND SCALE COMPATIBILITY

GOAL

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 near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

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; accent trim.

EDG Board Comments

1. Since the project is a full city block, it needs to have a strong overall concept to drive design; The Dexter Ave. N massing should relate to the large ROW of Dexter
2. The nearby context is not developed or established enough to warrant a specific architectural response. Rather, this is an opportunity to be creative and use a bold concept to drive the form and set the tone for future development in the area

APPLICANT'S RESPONSE

- See C-2 Architectural Concept and Consistency for architectural concept response.
- The proportion and massing of the various components relate to the scale and characteristic of the street, solar orientation, pedestrian activity, and vehicular access.
- The building facade modulates and steps at each facade in concert with the response to the overall architectural concept. As noted by the Board, the neighborhood lacks a strong, cohesive architectural context, and encourages a strong architectural concept supported by the careful articulation of massing.

C. ARCHITECTURAL ELEMENTS & MATERIALS

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

GOAL

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.

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.

EDG Board Comments

1. The Board noted that a strong architectural concept with careful scalar moves will be especially important at this site, given that the site occupies an entire City block. The Board noted that a strongly expressed legible and cohesive architectural concept has the potential to provide a better scalar response than a design with many small articulations. (B-1, C-2, C-3, C-4)
2. The Board noted support for the design intent of a two-story podium on 8th Ave N, the preliminary massing on Aloha Street, and the overall angular massing of the proposal. (B-1, C-2, C-3)
3. The roofline should be modulated/articulated consistent with the architectural concept. The Board observed that the design could possibly incorporate strategies used in nearby development, but that a strong architectural concept is more important than a contextual response for this site. (C-2)

4. The Board stressed that high quality durable materials are expected on Dexter Ave N. (C-4)
5. The design should include careful treatment of any blank walls resulting from the sloped site conditions. (C-2, C-3, C-4, D-2)

APPLICANT'S RESPONSE

- A cohesive and legible architectural concept has been developed to create visual interest and continuity for the site. The building forms are generated from specific site responses identified in the Early Design Guidance package, and supported by the Board. These forms have been delineated with contrasting facade treatments to create a variety of visual interest while still maintaining consistency around the site.
- The massing and concept responds differently to each street frontage, taking advantage of the different characteristics that surround the site.
- Dexter Ave. N uses highly durable materials such as brick and aluminum storefront along the pedestrian levels of the facade.
- The roofline responds to the individual forms as they carry around the site. This is necessary to maintain architectural consistency and concept clarity.

C-3 HUMAN SCALE

GOAL

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

EDG Board Comments

1. The board stated that the Proportions are appropriate and stand to be further refined

APPLICANT'S RESPONSE

- Architectural elements that create a human scale are integrated into the design at each street frontage. These elements include:
 - Overhead weather protection with integrated lighted
 - Blade signage
 - Residential lighting
 - Commercial lighting
 - Material texture and quality and ground levels
 - Railings
 - Balconies
 - Private patios

C-4 EXTERIOR FINISH MATERIALS

GOAL

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.

EDG Board Comments

1. The board stated that materiality should be of a higher quality at the Dexter façade because of the significance and size of the Dexter Ave. N ROW

APPLICANT'S RESPONSE

- A materials board with proposed colors and perspective renderings of the proposal will be presented at the DRB meeting. Consideration of color and materiality are important to the overall concept of the design.
- Blade signs and building signage will be integrated with the building design.

SUMMARY OF EARLY DESIGN GUIDANCE

CITY OF SEATTLE & WEST DRB

D. PEDESTRIAN ENVIRONMENT

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

GOAL

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.

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; street furniture.

EDG Board Comments

1. The Board supported the proposed active plaza and highly glazed corner residential entry at the northeast corner of the site (Aloha and 8th). The Board noted that the prominent design of this building entry will be important, given the large site size. (A-3, A-4, A-10, C-2, D-1)

D-2 BLANK WALLS

GOAL

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

EDG Board Comments

1. The design should include careful treatment of any blank walls resulting from the sloped site conditions. (C-2, C-3, C-4, D-2)

APPLICANT'S RESPONSE

- The building entries are a part of the overall architectural concept. They are designed to provide protection from the weather, are well illuminated and highly visible from the street.
- Multiple features are incorporated throughout the design to enhance the pedestrian environment.
 - 8th Ave N & Aloha amenity and retail terrace
 - Dexter Ave N & Aloha commercial terrace
 - Approximately 9' setback or greater along most of Dexter Ave.
 - Approximately 10 foot setback or greater along Aloha Street
 - Approximately 9' or greater setback along 8th Ave N, incorporating Green Street recommendations for landscaping.
 - Mid-block connection from Dexter Ave N to Valley Street

APPLICANT'S RESPONSE

- Blank walls have been minimized on all streets and are only located where necessary for the function of the building. Where blank walls do occur, they are addressed and articulated with treatments relating to the specific street character.

D-6 SCREENING OF DUMPSTERS, UTILITIES, AND SERVICE AREAS

GOAL

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

EDG Board Comments

1. The board supported the proposed parking garage entry location on Aloha St. The Board directed the applicant to design the parking garage to accommodate loading inside the building, and provide adequate areas for solid waste storage. The parking garage entry should be designed to include adequate areas for solid waste staging on collection days. The Board noted this is particularly important at this site because of the size of the development and lack of an alley. (A-1, A-2, D-6)

APPLICANT'S RESPONSE

- Adequate areas for solid waste collection and storage are provided inside the building with permanent, screened street-side waste staging on collection days.
- Utility meters, mechanical units and service areas will be located away from the street fronts wherever feasible and screened with landscaping or screening compatible with the architectural concept.

D-7 PERSONAL SAFETY AND SECURITY

GOAL

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

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 sight lines and opportunities for eyes on the street; police horse tie-up locations for routine patrols and larger event assistance.

APPLICANT'S RESPONSE

- All entrances to the building are well illuminated and visible from the street and sidewalk. Landscaping is designed to not impede visibility from the building residents or the public.

D-11 COMMERCIAL TRANSPARENCY

GOAL

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

EDG Board Comments

1. The design of any street level residential spaces on Dexter Ave N. should provide the depth, height, glazing and overhead weather protection that might be seen with live-work or commercial uses, as well as the treatment for residential privacy that will provide transparent and active street frontages. (A-2, A-4, C-4, D-11, D12)

APPLICANT'S RESPONSE

- The commercial space at the north end of the site along Dexter is designed with transparent commercial storefront and associated overhead weather protection. Where blank walls occur along the slope of Aloha or Valley, enhanced architectural detailing such as green screens or openings into the garage are included in the design.
- The residential spaces along Dexter Ave N. have been designed with large glazed openings and overhead weather protection compatible with live-work units. The graceful integration of private and public space along Dexter will help to create active street frontages for residents as well as potential future commercial tenants.

D-12 RESIDENTIAL ENTRIES AND TRANSITIONS

GOAL

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 street front 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.

EDG Board Comments

1. The stoops on 8th Ave N should be elevated to enhance the residential character and privacy for street level residents. (A-2, A-6, A-7, D-12, E-3)

APPLICANT'S RESPONSE

- For the residential units with ground level entries along Dexter Avenue N and 8th Avenue N a combination of patios, landscaping, lighting, and overhead weather protection will provide security and privacy for residents. These same components, in addition to the variety of building façade treatments, will create a visually interesting street front for pedestrians.

E. LANDSCAPING

E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

GOAL

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

GUIDANCE

- Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

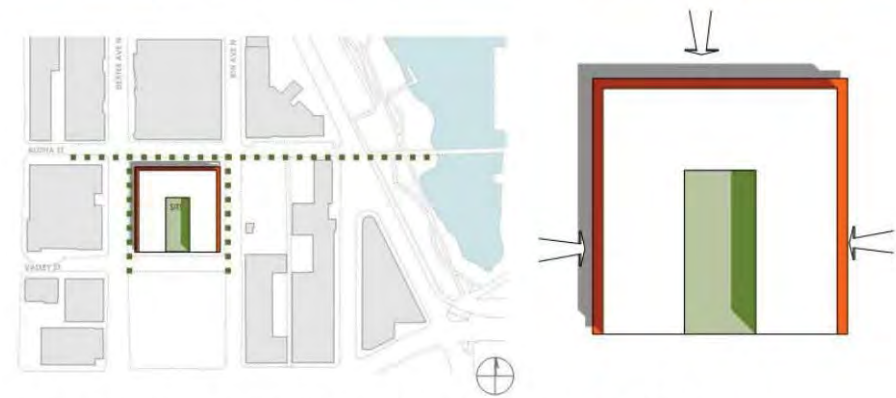
EDG Board Comments

1. The landscaping on 8th Ave N. should be designed to be consistent with the 8th Ave N. plan located south of Mercer Street. (E-3)

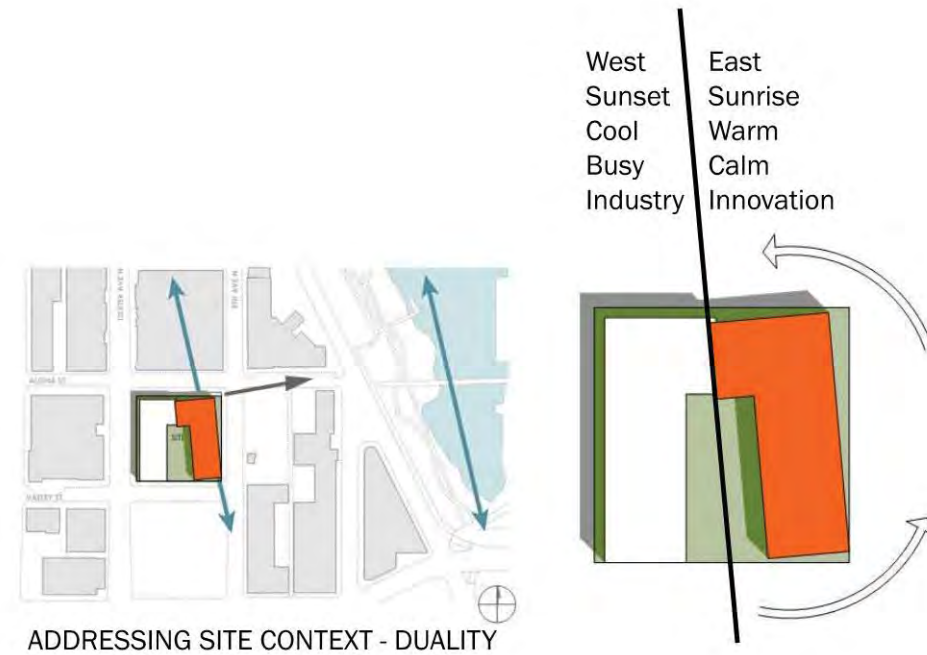
APPLICANT'S RESPONSE

- Landscaping has been designed to enhance and protect the views from the site to the waterfront and downtown Seattle.
- Drought tolerant landscaping is used throughout the project, creating a pedestrian friendly environment along Dexter Avenue N., Aloha Street, 8th Avenue N. and Valley Street.

ARCHITECTURAL CONCEPT



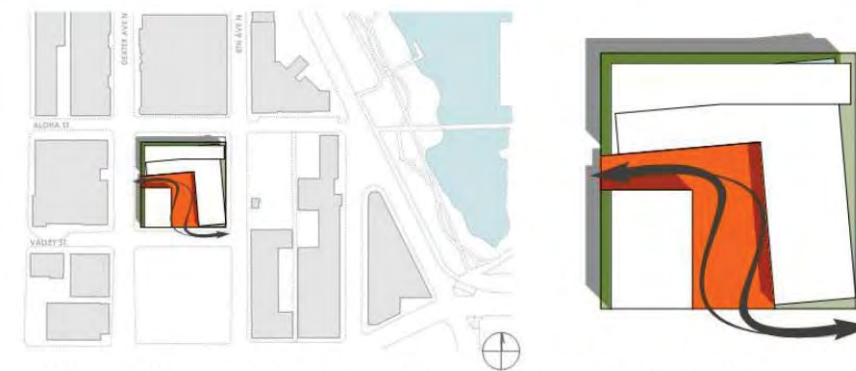
ADDRESSING SITE CONSTRAINTS - STREET CONDITIONS



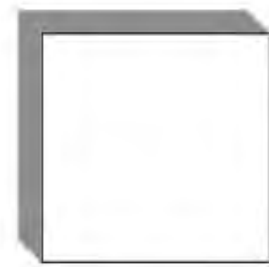
ADDRESSING SITE CONTEXT - DUALITY



ADDRESSING SITE CONTEXT - CONTINUUM



ADDRESSING SITE CONSTRAINTS - PUBLIC/PRIVATE SPACE



SITE



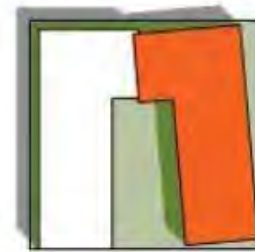
PROGRAM



SUN



SETBACK



VIEW



PUSH



SLIP



PERMEATE

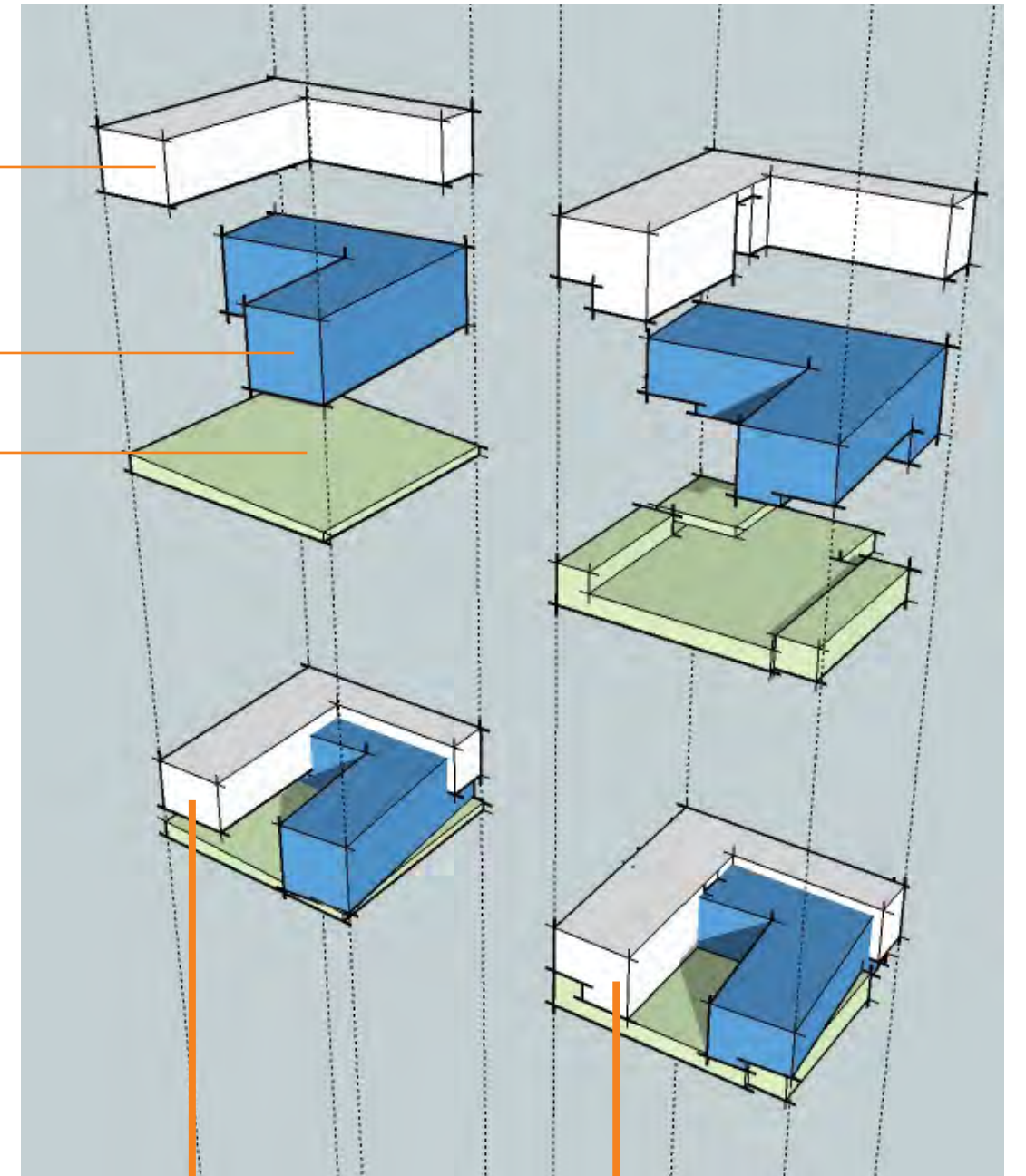


GROUND

DEXTER ORIENTED

LAKE UNION ORIENTED

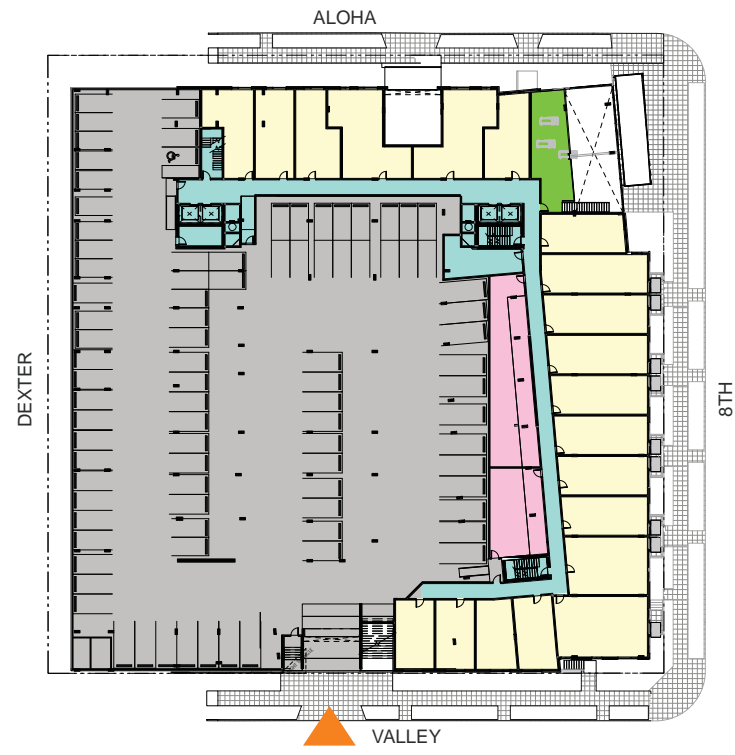
SITE CONTEXT



INITIAL CONCEPT

DEVELOPED CONCEPT

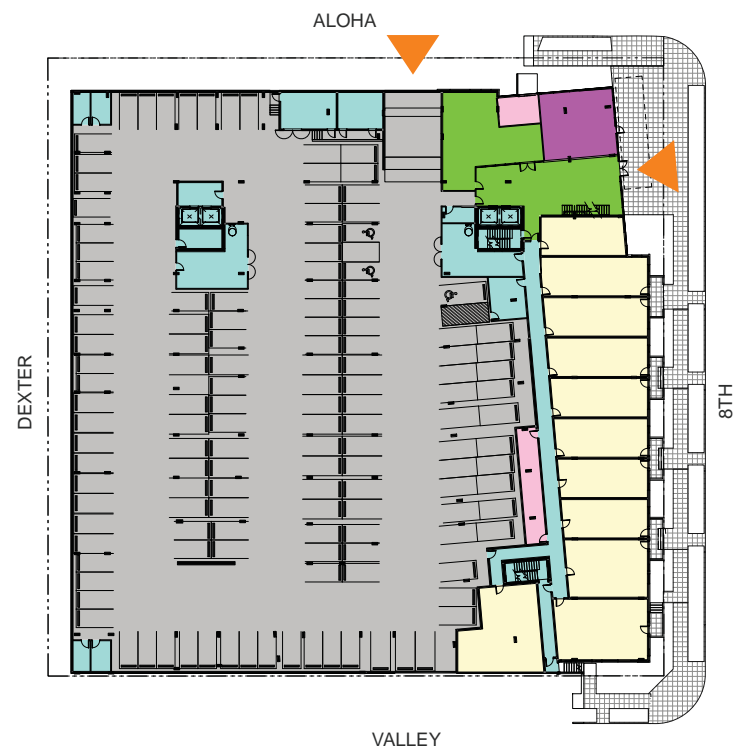
FLOOR PLANS



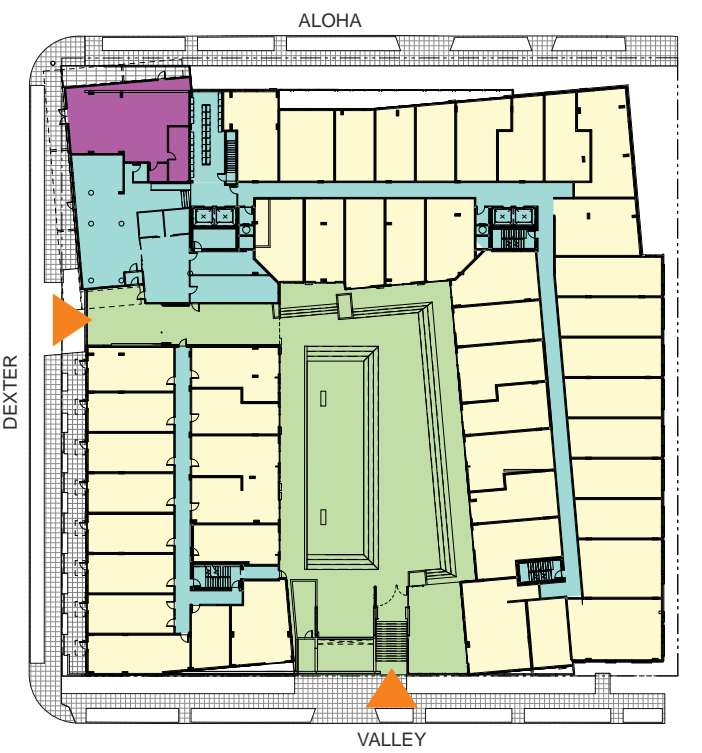
LEVEL P1



LEVEL 2



LEVEL P2



LEVEL 1

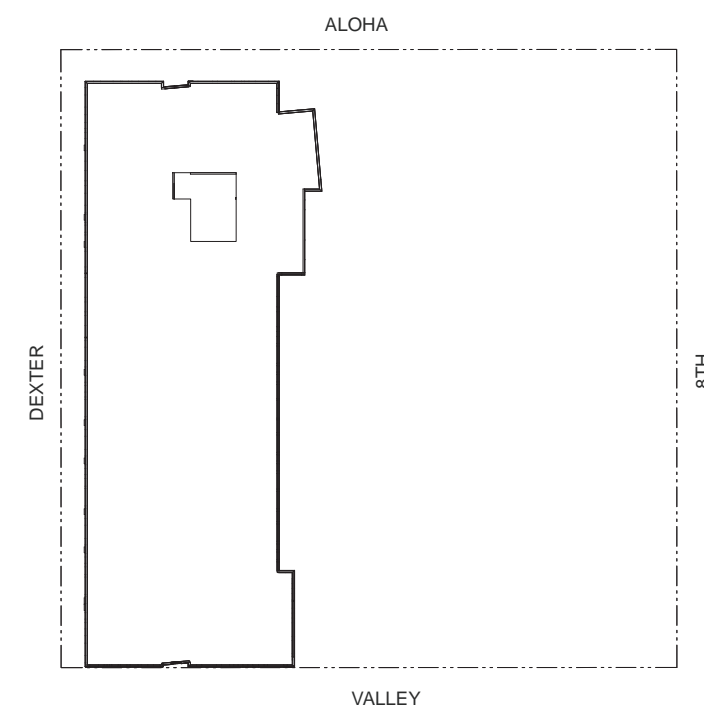
- RESIDENTIAL
- RETAIL
- CIRCULATION
- PARKING
- MECHANICAL & STORAGE
- INDOOR AMENITY
- OUTDOOR AMENITY
- PRIMARY ENTRANCE



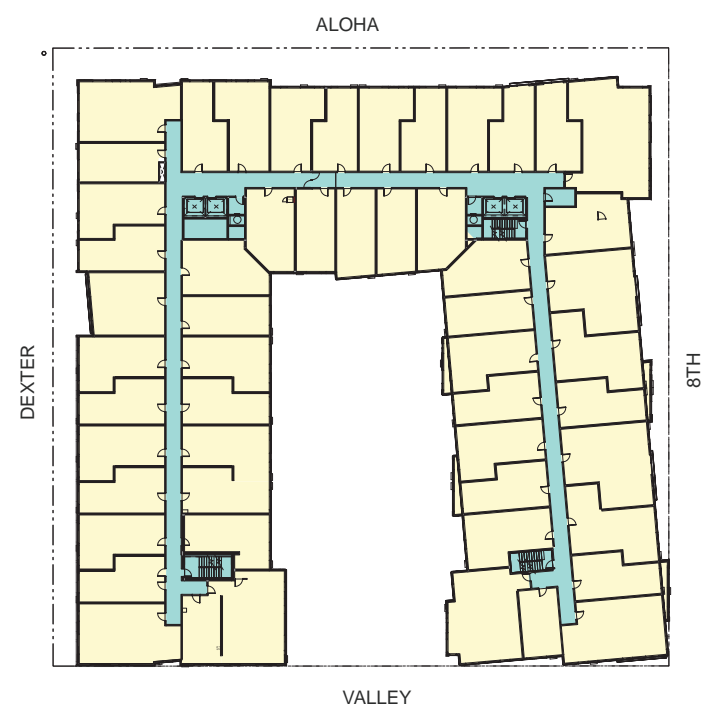
FLOOR PLANS



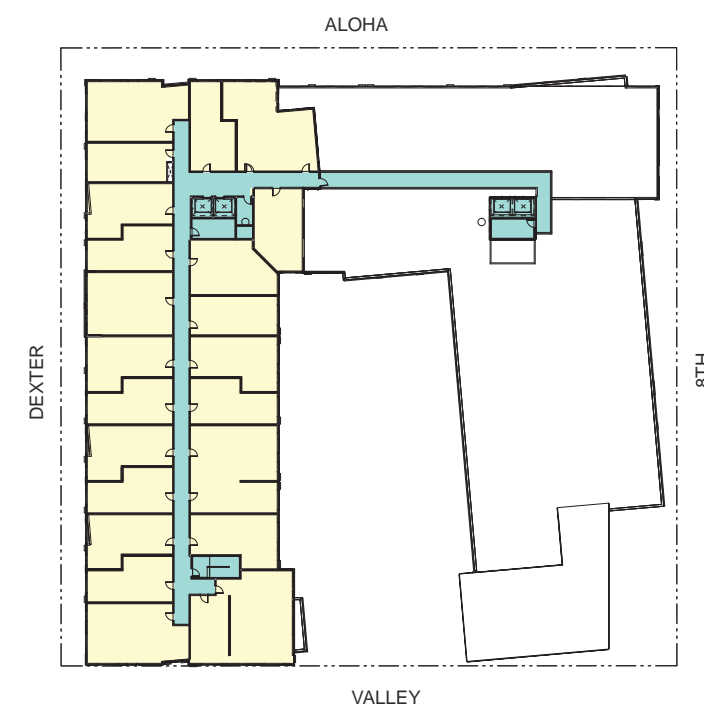
LEVEL 6



ROOF LEVEL

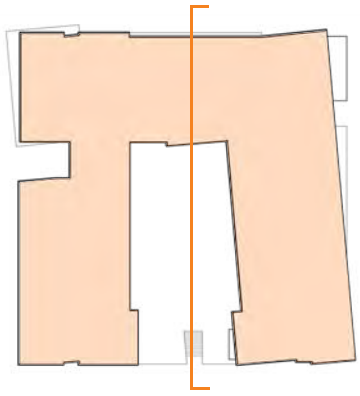
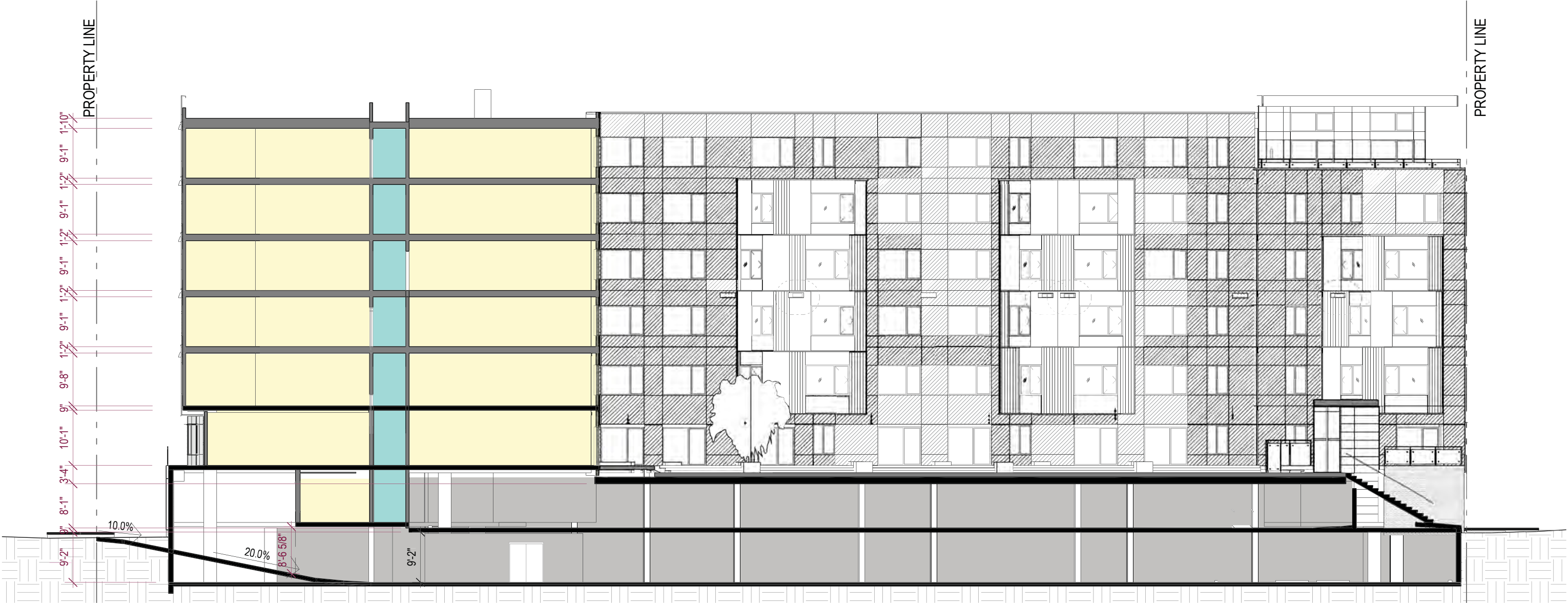


LEVELS 3-5



LEVEL 7

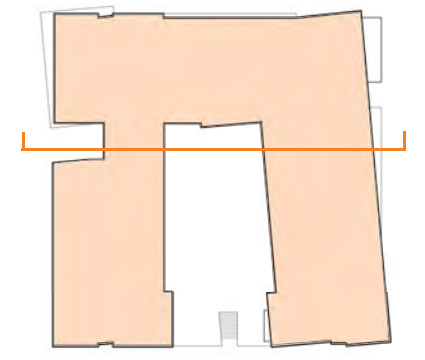
BUILDING SECTION
NORTH - SOUTH



- RESIDENTIAL
- CIRCULATION
- PARKING



BUILDING SECTION
EAST - WEST



WEST ELEVATION
DEXTER AVENUE N

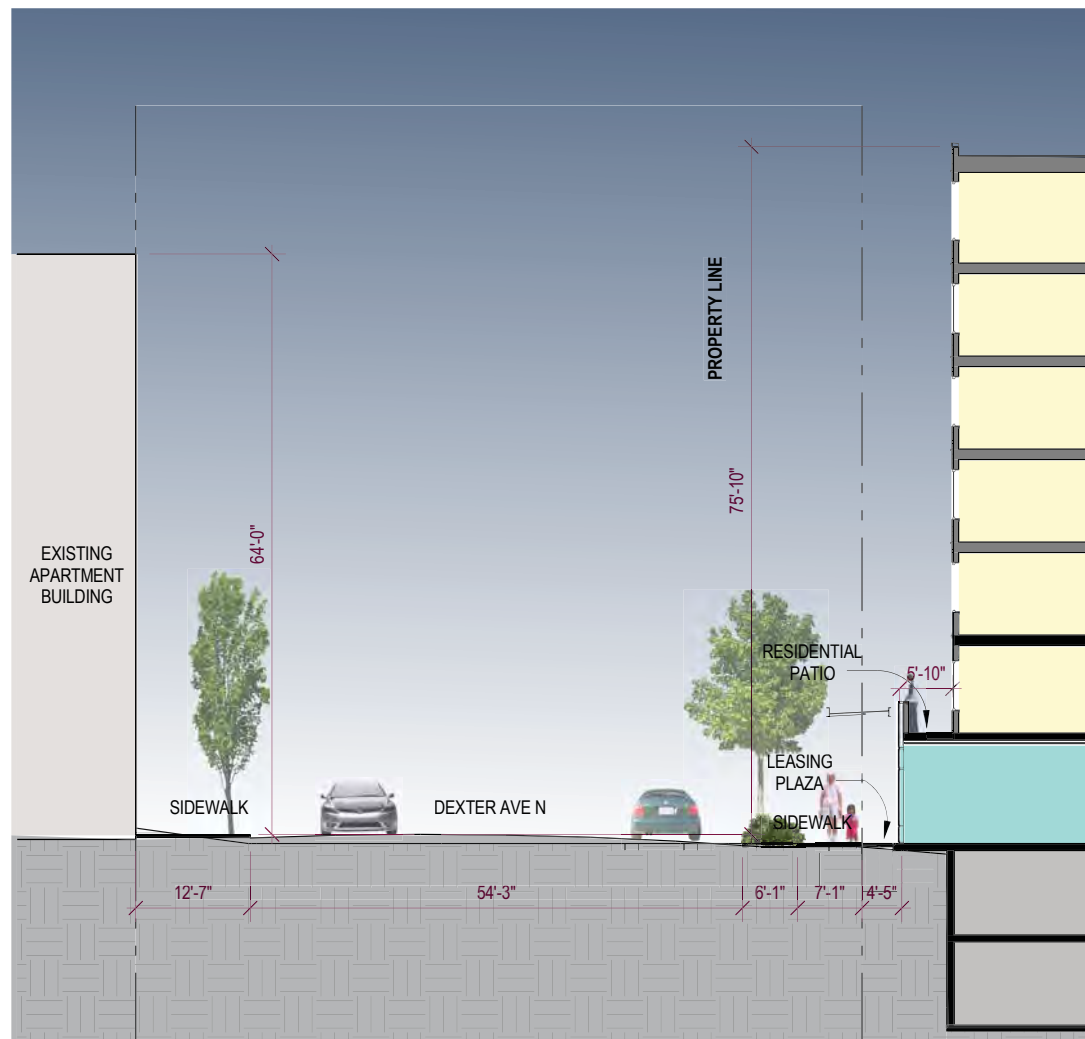
STREET SECTION 1

STREET SECTION 2

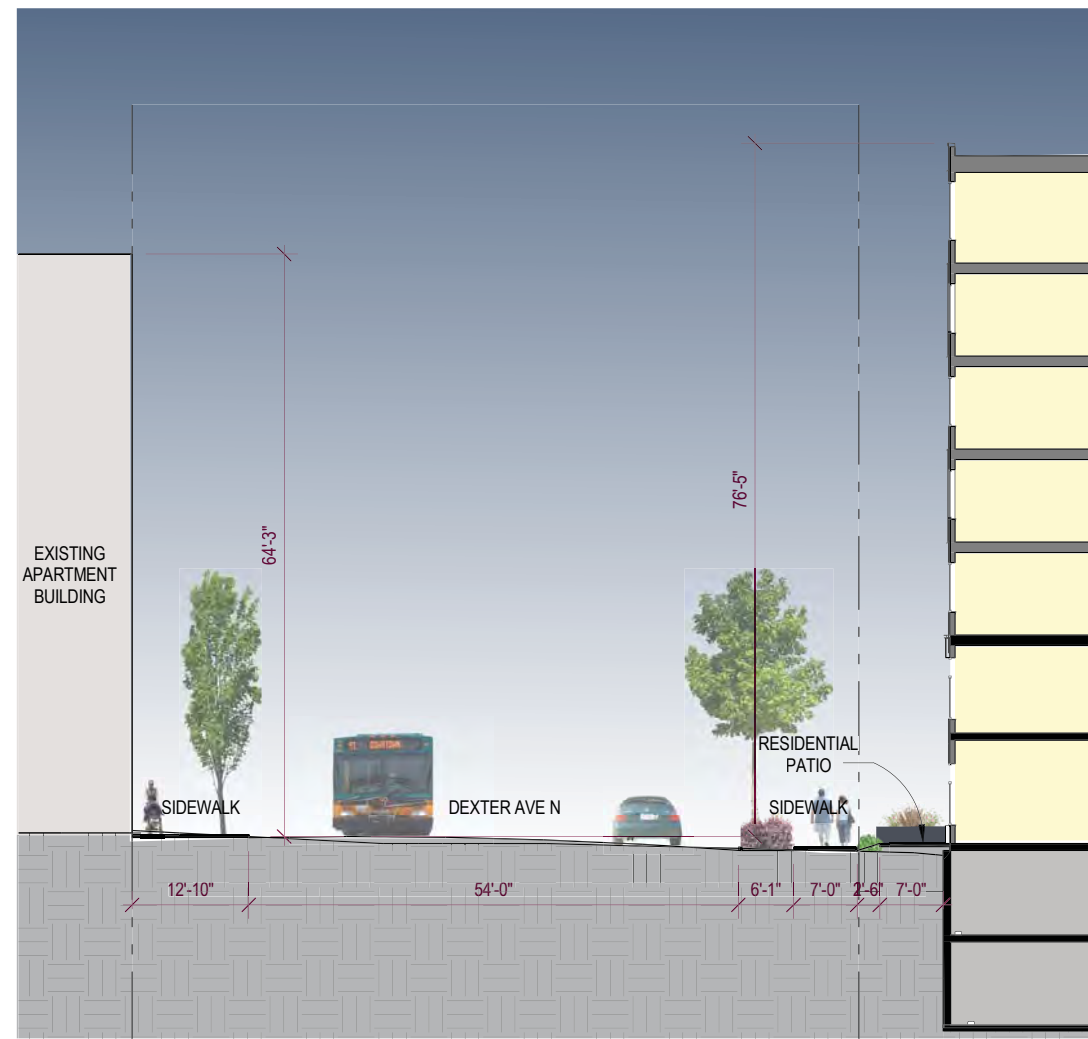


WEST ELEVATION

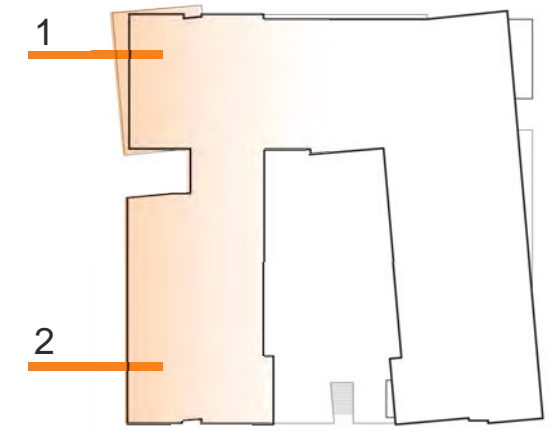
WEST STREET SECTIONS
DEXTER AVENUE N



STREET SECTION 1



STREET SECTION 2



- RESIDENTIAL
- LOBBY & LEASING
- PARKING

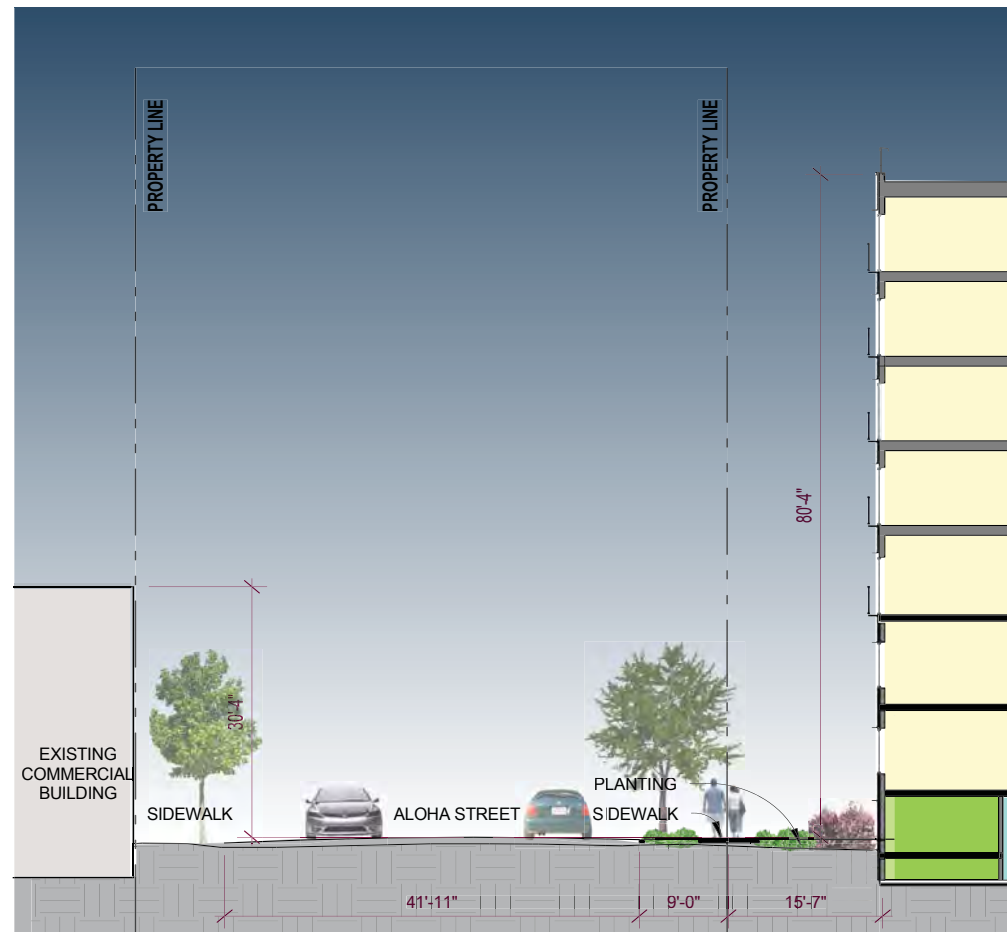
NORTH ELEVATION
ALOHA STREET

STREET SECTION 3

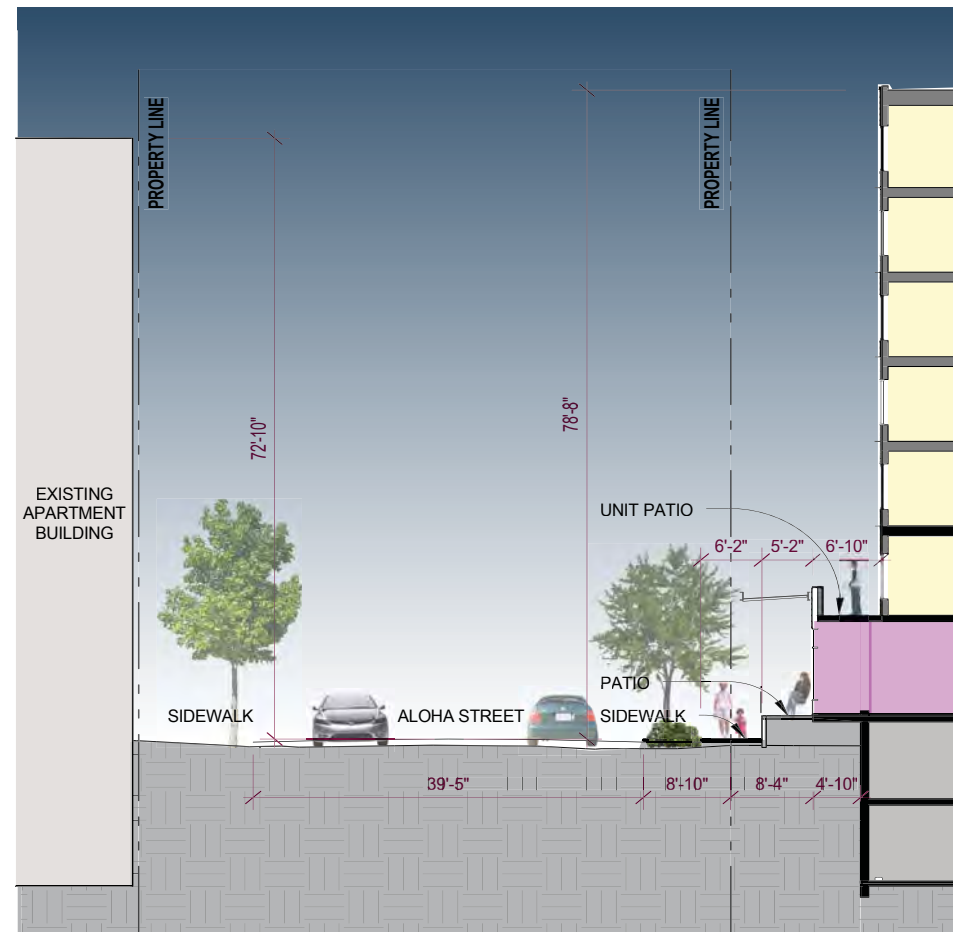
STREET SECTION 4



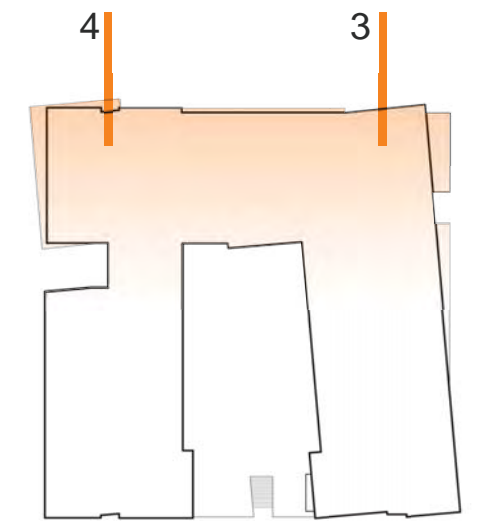
NORTH STREET SECTION
ALOHA STREET



STREET SECTION 3



STREET SECTION 4



- RESIDENTIAL
- RETAIL
- PARKING
- MECH. & STORAGE

EAST ELEVATION
8TH AVENUE N

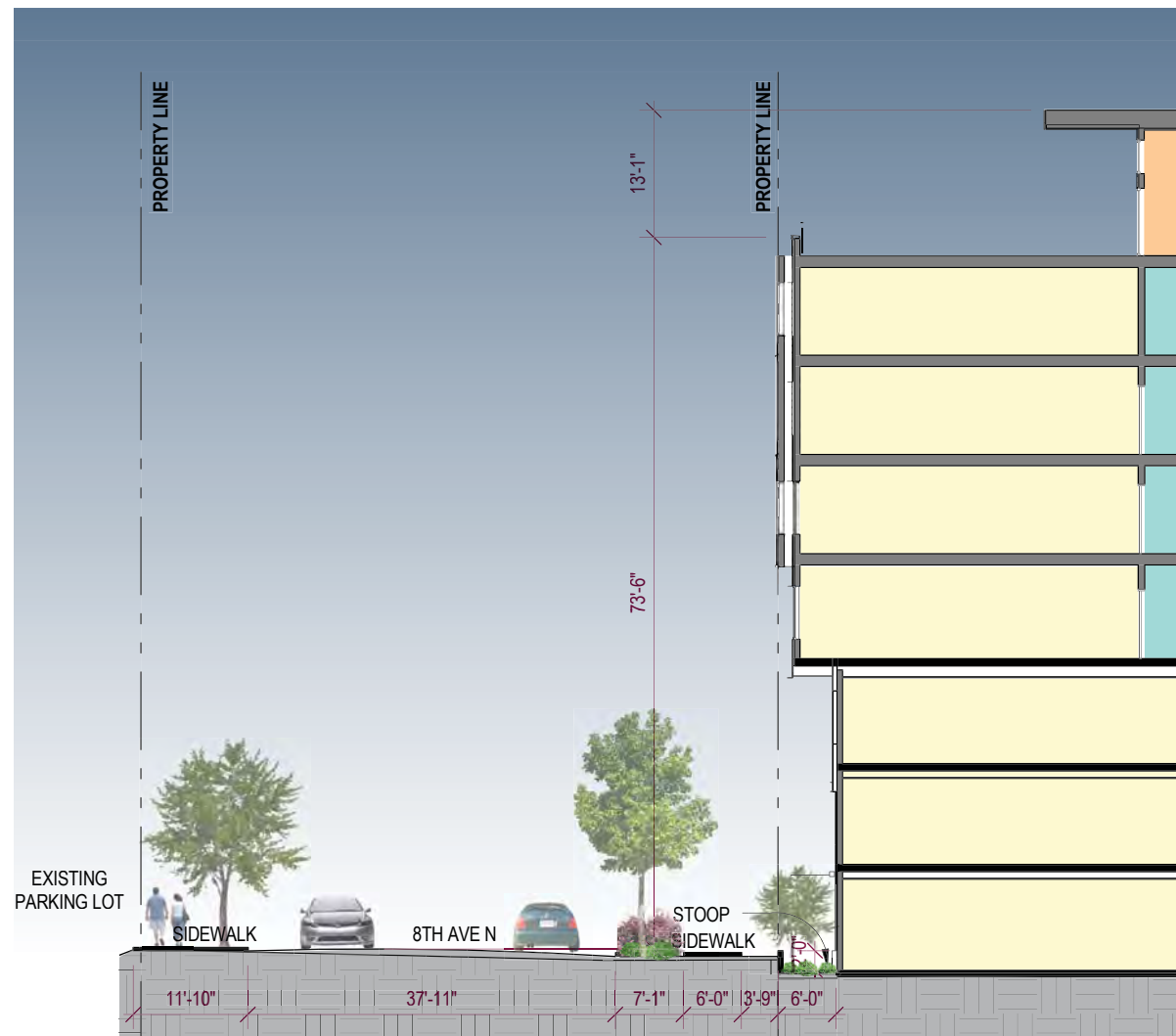
STREET SECTION 5

STREET SECTION 6

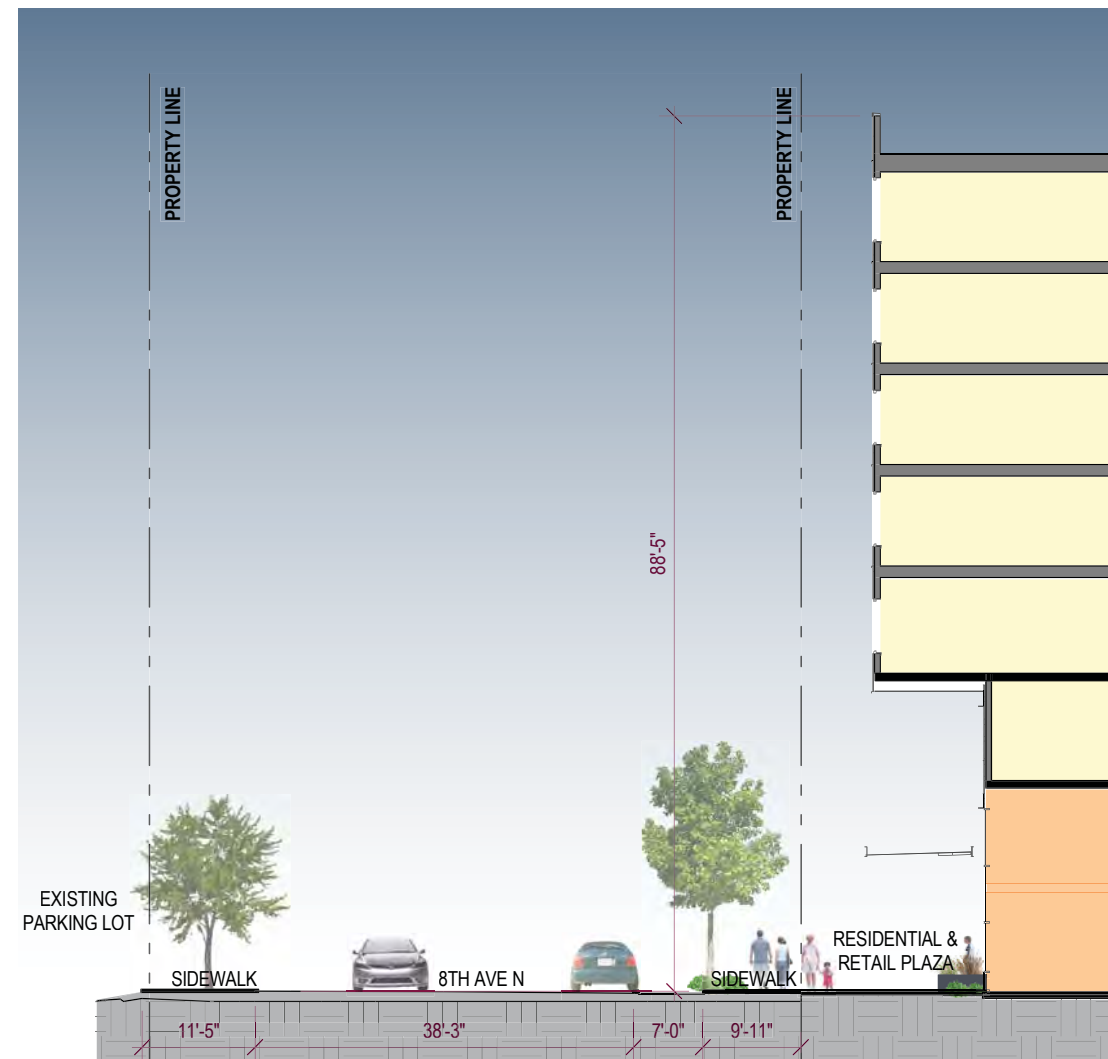


EAST ELEVATION

EAST STREET SECTIONS 8TH AVENUE N



STREET SECTION 5



STREET SECTION 6



- RESIDENTIAL
- CIRCULATION
- MECH. & STORAGE
- INDOOR AMENITY

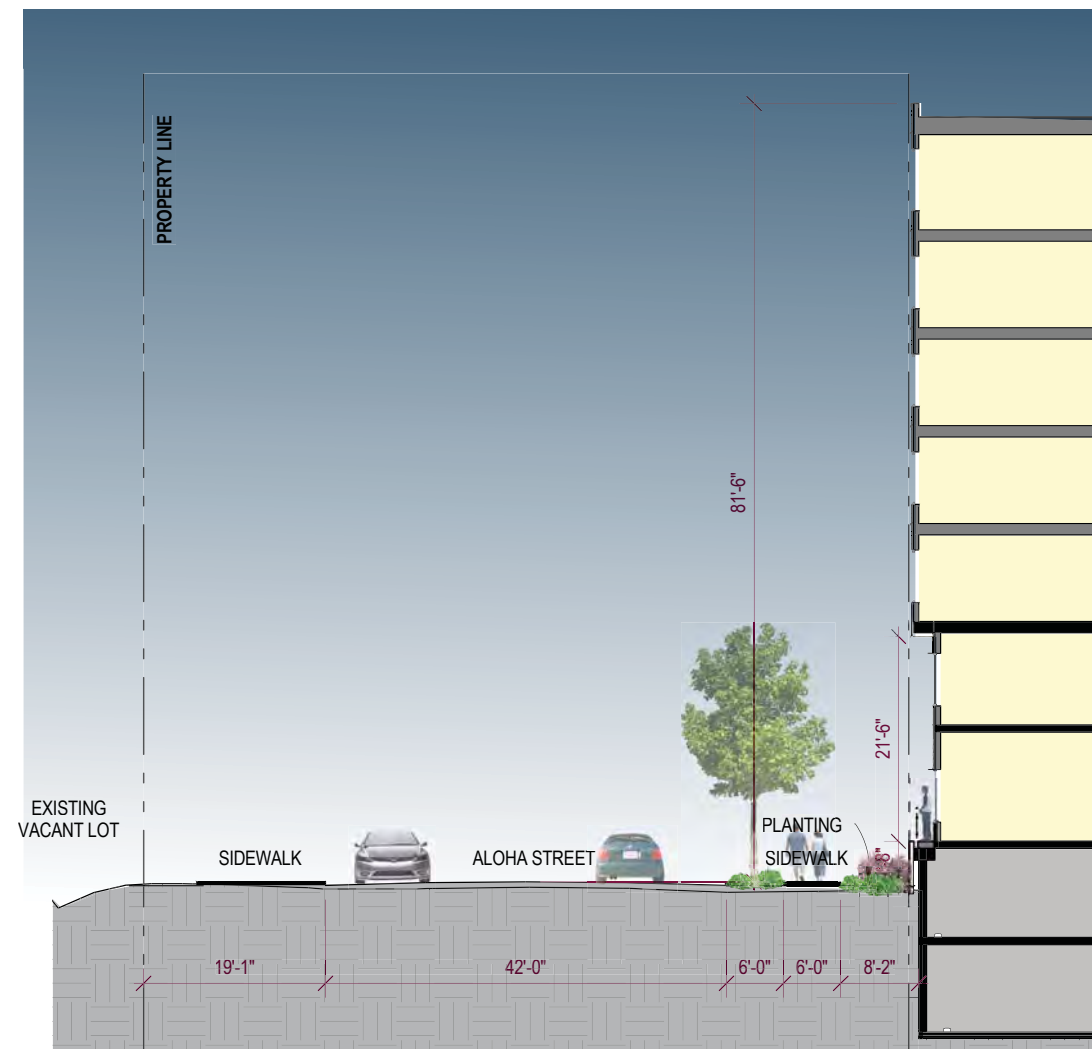
SOUTH ELEVATION VALLEY STREET

STREET SECTION 7

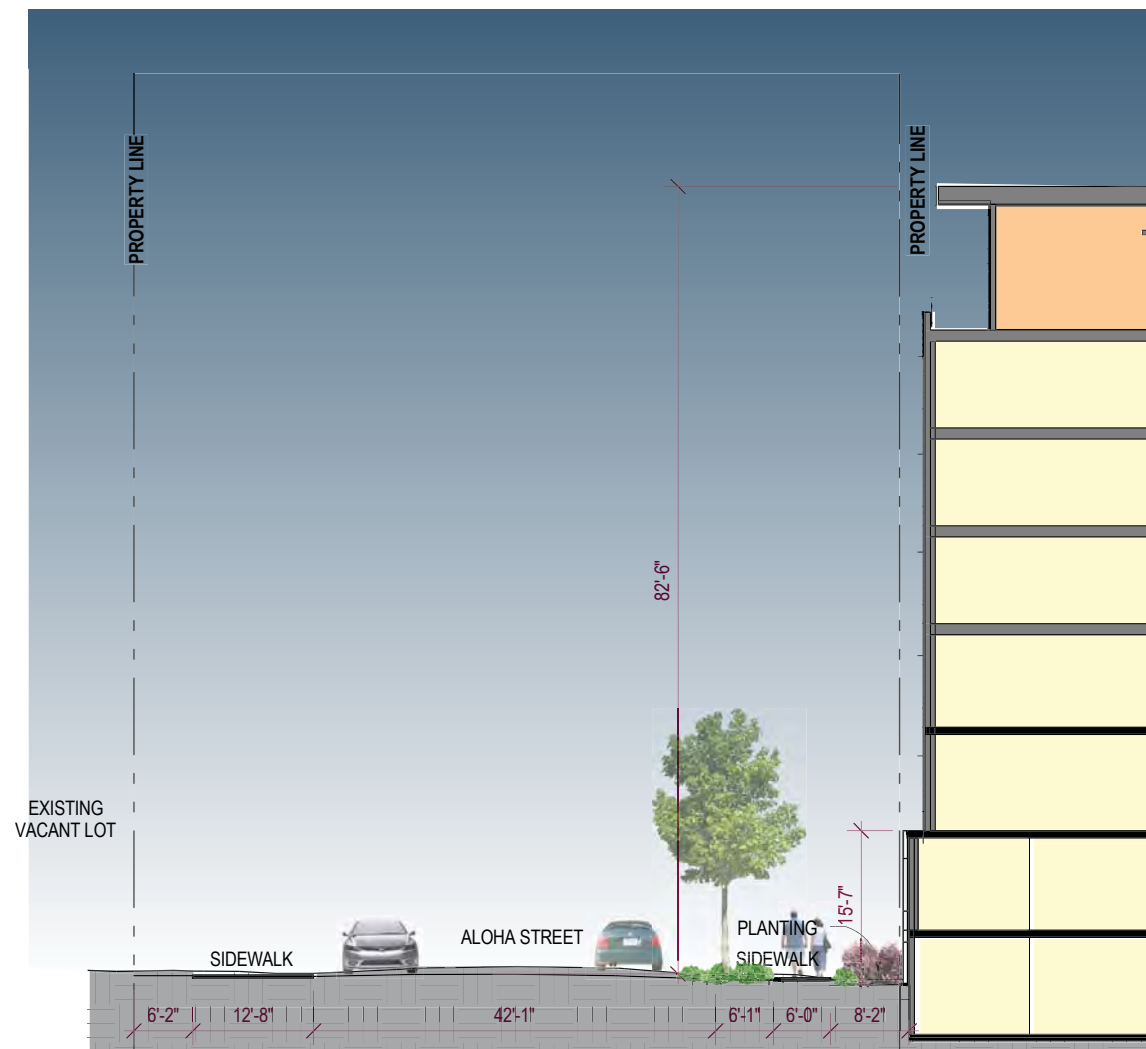
STREET SECTION 8



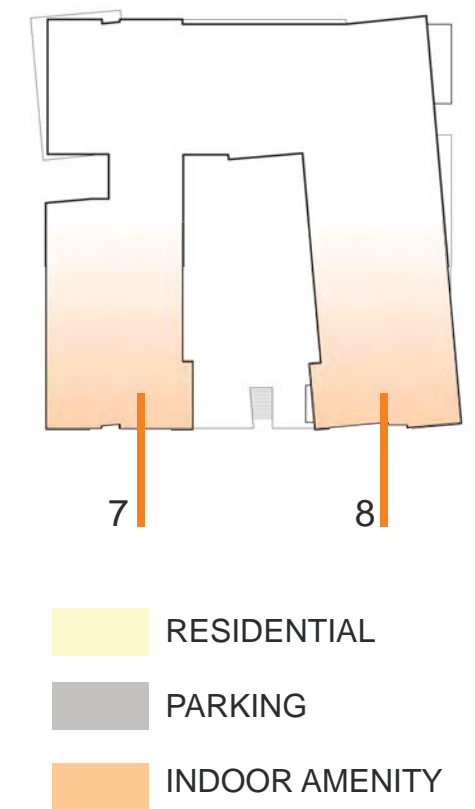
SOUTH STREET SECTIONS VALLEY STREET



STREET SECTION 7



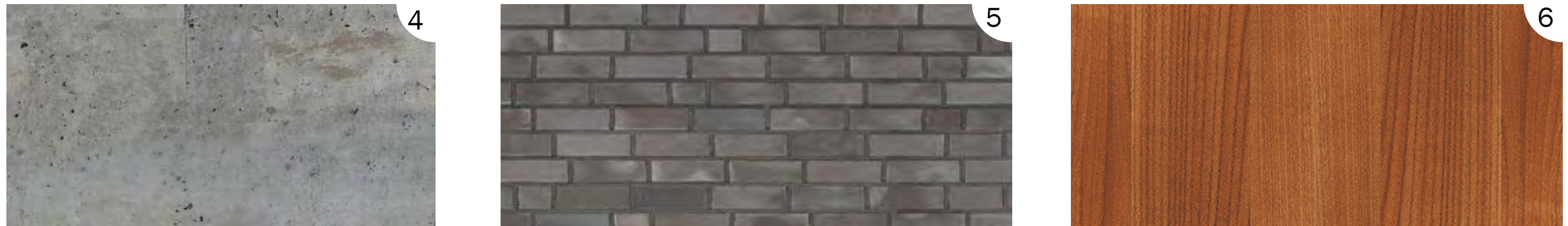
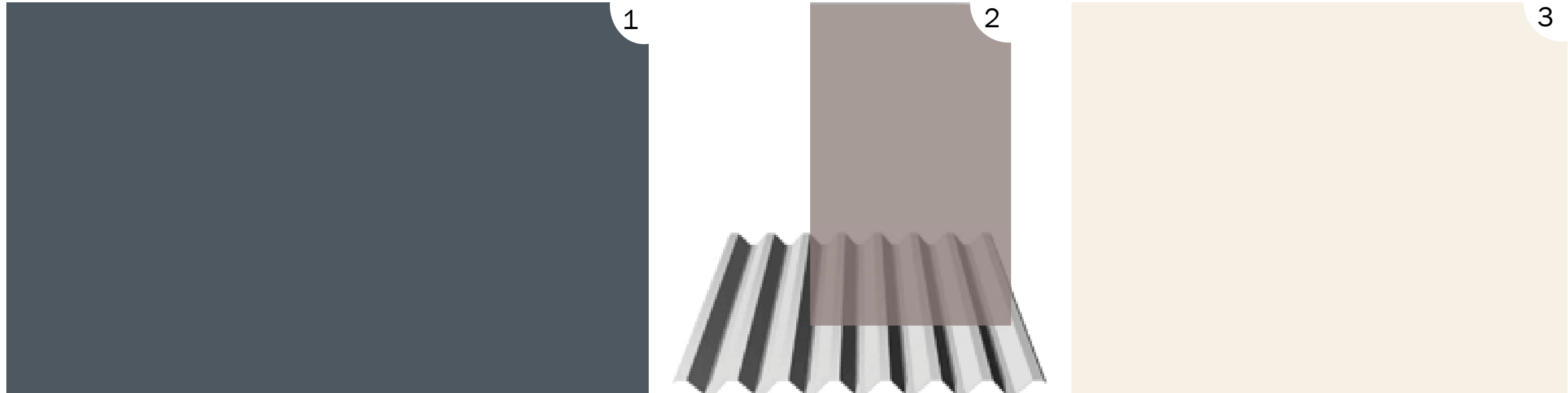
STREET SECTION 8



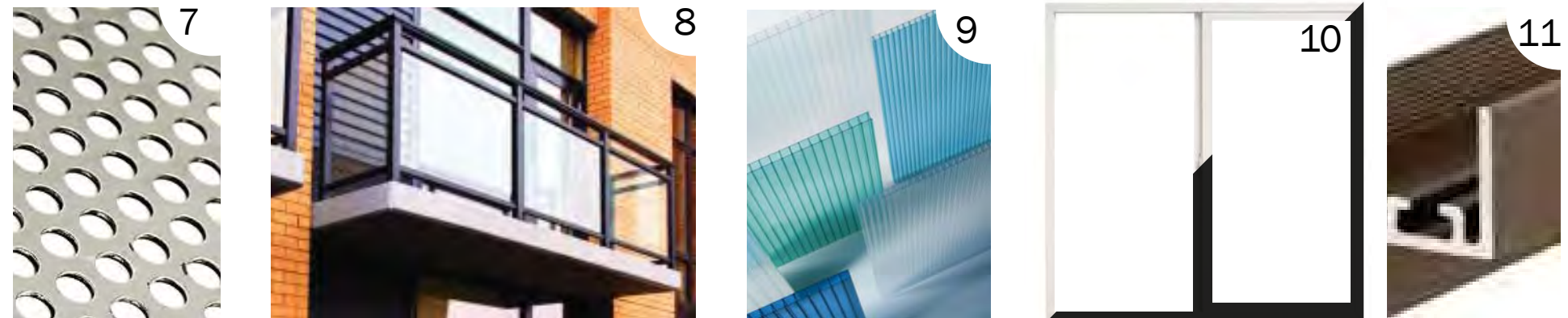
- RESIDENTIAL
- PARKING
- INDOOR AMENITY

MATERIAL AND COLOR PALETTE

BUILDING FACADE



- 1) DARK PAINTED FIBER CEMENT
- 2) MINI V-BEAM METAL PANEL IN COOL METALLIC CHAMPAGNE
- 3) LIGHT PAINTED FIBER CEMENT
- 4) ARCHITECTURAL CONCRETE
- 5) DARK BRICK WITH DARK GROUT
- 6) INTEGRATED COLOR WOOD ACCENT PANEL
- 7) PERFORATED METAL GATE
- 8) GLASS RAIL
- 9) BACKLIT POLYCARBONATE PANEL
- 10) WHITE/BLACK VINYL WINDOWS
- 11) BRONZE ANODIZED STOREFRONT



MATERIAL AND COLOR PALETTE
BUILDING FACADE



WEST ELEVATION -
MATERIAL PALETTE

OVERALL VIEW

DEXTER AVENUE N - SOUTHWEST VIEW

A-1, B-1, C-2

THE BUILDING MASSING AND ARTICULATION RESPONDS TO THE CITY GRID (DEXTER AVE. N FACADE) AND THE PROXIMITY OF THE SITE TO THE LAKE (FIVE DEGREE ANGLED PORTION (8TH AVE. N FACADE)). THESE TWO PRIMARY ELEMENTS ARE ORGANIZED AROUND A SOUTH-FACING COURTYARD.



VIEW FROM DEXTER & VALLEY

A-2, A-4, C-2, C-3, C-4, D-11

THE MATERIALITY, POROSITY AND SCALE OF THE BASE ESTABLISHES A STRONG PEDESTRIAN SCALED DESIGN; ENCOURAGING HUMAN ACTIVITY.



MID-BLOCK VIEW TO PORTAL

A-3

A BUILDING-SCALED PORTAL SERVES AS THE PRIMARY RESIDENTIAL ENTRY AND PROVIDES COURTYARD ACCESS FOR THE MID-BLOCK CONNECTION.



RESIDENTIAL CONDITION AT PORTAL

A-4, C-3

HUMAN SCALE IS ESTABLISHED THROUGH MATERIALITY AND ARCHITECTURAL ELEMENTS. GROUND LEVEL RESIDENTIAL HAS LANDSCAPE SETBACKS TO PROVIDE PRIVACY, THE ENTRIES ARE AT GRADE TO ALLOW FOR FUTURE CONVERSION TO RETAIL.

RENDERED VIEWS

ALTERNATE ROOFLINE STUDY

THE BOARD ASKED FOR THE ROOFLINE TO BE STUDIED BY INCORPORATING STRATEGIES IN NEARBY DEVELOPMENT WITH RESPECT TO MODULATION/ARTICULATION. MUCH OF THE NEARBY DEVELOPMENT BREAKS THE MASS OF THE BUILDINGS DOWN SIMILARLY TO WHAT HAS BEEN SHOWN ON THIS PAGE. THIS STRATEGY WEAKENS THE OVERALL MASSING BY BREAKING THE BUILDING INTO TWO PARTS, RATHER THAN A UNIFIED MASS WITH SUBTRACTIVE ELEMENTS. THE BREAK IN THE ROOFLINE WEAKENS THE UNIQUENESS OF THE RECESSES AND CHARACTER OF THE STREET FRONTAGE ALONG DEXTER.



MID BLOCK VIEW FROM DEXTER



VIEW FROM DEXTER & ALOHA



VIEW FROM DEXTER & VALLEY

RENDERED VIEWS PREFERRED ROOFLINE STUDY

THE BOARD NOTED THAT A STRONGLY EXPRESSED LEGIBLE AND COHESIVE ARCHITECTURAL RESPONSE HAS THE POTENTIAL TO PROVIDE A BETTER SCALAR RESPONSE THAN A DESIGN WITH MANY SMALL ARTICULATIONS. THE CONTINUOUS ROOFLINE CREATES A BACKBONE FOR THE SCALAR ELEMENTS ALONG DEXTER AVENUE NORTH. THIS IS NECESSARY TO MAINTAIN ARCHITECTURAL CONSISTENCY AND CONCEPTUAL CLARITY FOR THE OVERALL BUILDING. THE CONTINUOUS ROOFLINE AT THE TOP LEVEL RESPONDS TO THE UNIQUE CHARACTERISTICS OF THE SITE AND CREATES A STRONG MASS FOR WHICH TO CARVE OUT RECESSES AND JUXTAPOSE DIFFERENT ELEMENTS THROUGHOUT THE PROJECT.



VIEW FROM DEXTER & ALOHA



VIEW FROM DEXTER & VALLEY



MID BLOCK VIEW FROM DEXTER

OVERALL VIEW

ALOHA STREET - NORTHWEST VIEW

C-2, C-4

THIS FACADE RESPONDS TO THE SCALE AND GRANDEUR OF THE DEXTER AVE. N. THE INTERPLAY OF MATERIALS AND OFFSET WINDOWS AT THE UPPER LEVELS STRENGTHENS THE SIMPLE FORM.



VIEW TO BUILDING AT DEXTER & ALOHA

A-2

THE NORTHWEST CORNER RETAIL USE AND FLEXIBILITY OF GROUND RELATED RESIDENTIAL AT THE SOUTH PORTION OF THIS FACADE REINFORCE THE DESIRED SPATIAL CHARACTERISTICS OF THE DEXTER AVE FRONTAGE.

C-4

HIGH QUALITY INTEGRAL COLOR FINISH MATERIALS ARE PROVIDED AT THE STREET REALM.

RENDERED VIEWS
DEXTER AVENUE N & ALOHA STREET



RETAIL HUB AT DEXTER & ALOHA

A-2, A-4, A-10, C-2, C-3, D-11

THE TRANSPARENT COMMERCIAL SPACE AT DEXTER AND ALOHA STRENGTHENS THE CO-LOCATION OF RETAIL AT THIS CORNER. HUMAN SCALE IS ACHIEVED THROUGH DISCRETE MASSING AND ARCHITECTURAL ELEMENTS.

RENDERED VIEWS
ALOHA STREET



A-1

THE BUILDING SETBACK ON ALOHA ST. ENHANCES THE VIEW CORRIDOR TO THE LAKE; THE RETAIL PATIO AT THE CORNER HAS A PATIO WITH A VIEW TO THE LAKE.

VIEW DOWN ALOHA TO LAKE UNION

RENDERED VIEWS ALOHA STREET



A-1

THE SETBACK ALONG ALOHA ST.
SUPPORTS THE VIEW CORRIDOR TO
LAKE UNION

D-6

THE SOLID WASTE IS HOUSED WITHIN
THE BUILDING, IN ADDITION A STAGING
AREA IS PROVIDED HERE TO KEEP THE
TRASH BINS OFF THE STREET.

MID-BLOCK VIEW TO RETAIL, TRASH STAGING, FITNESS, AND PARKING GARAGE ENTRANCE

OVERALL VIEW

8TH AVENUE N - NORTHEAST VIEW



VIEW TO BUILDING AT 8TH & ALOHA

A-1, A-2

THE PROPOSED DESIGN IS RESPONSIVE TO THE 8TH AVE. N RESIDENTIAL ENCLAVE STREET PLAN. THE THREE STORY BRICK BASE REINFORCES THE NEIGHBORHOOD GREEN STREET AND RESPONDS TO THE HISTORICAL CONTEXT.

A-10

A PLAZA WITH RETAIL AND A PRIMARY RESIDENTIAL ENTRY AT THIS CORNER WILL ENCOURAGE PEDESTRIAN ACTIVITY, STRENGTHENING THE SITES CONNECTION TO THE LAKE.

A-1, A-2, A-3, A-4, B-1, C-3, D-1

THE THREE STORY BRICK MASSING ALONG THE 8TH AVE. N NEIGHBORHOOD GREEN STREET IS PROUD OF THE MAIN BUILDING FACADE AND SETBACK FROM THE SIDEWALK CREATING A STRONG RELATIONSHIP TO THE HISTORICAL CONTEXT TO THE SOUTH. THE LANDSCAPED SETBACK PROVIDES A TRANSITIONAL SPACE FOR THE RESIDENTS. HUMAN ACTIVITY AND SCALE IS ENHANCED WITH THE USE OF MATERIALS AND ARCHITECTURAL ELEMENTS.



VIEW DOWN 8TH AVENUE N FROM THE SPORTS & RETAIL PLAZA

RENDERED VIEWS

8TH AVENUE N



EXPO APARTMENTS - GRADE LEVEL RESIDENTIAL UNITS



LYRIC APARTMENTS - GRADE LEVEL RESIDENTIAL UNITS

APPLICANT'S RESPONSE PER A-6 TRANSITION BETWEEN RESIDENCE & STREET:

- In response to the Board's desire to increase the setback along 8th Ave N, the design now has 9'-8" setback from the sidewalk at the residential units, and a 21' average setback from the sidewalk at the corner of 8th Ave and Aloha.
- The design of these spaces includes a clear transition from public to semi-public to private through the use of paving, planting and landscape features.

RENDERED VIEWS 8TH AVENUE N

A-1, A-2

A 10' LANDSCAPED SETBACK WITH CONCRETE SEAT WALLS PROVIDES A TRANSITION FROM THE PUBLIC SIDEWALK TO THE PRIVATE ENTRIES.



RESIDENTIAL UNITS AT 8TH AVENUE N GREEN STREET



PEDESTRIAN CONDITION AT 8TH AVE N

OVERALL VIEW

VALLEY STREET - SOUTHEAST VIEW

A-7

ROOF DECK WITH VIEW OF CITY AND LAKE PROVIDES RESIDENTIAL OPEN SPACE



A-10, B-1, C-2

UPPER LEVEL PORTION OF THE BUILDING IS DEVELOPED WITH FACADE ON FIVE DEGREE OFFSET IN REFERENCE TO THE BUILDING'S PROXIMITY TO THE LAKE. THIS PORTION OF THE BUILDING HAS A UNIQUE EXPRESSION AND BALCONY ELEMENTS. THE SOUTHEAST CORNER IS EXPRESSED WITH THE CANTILEVERED ELEMENT OVER THE BASE.

VIEW TO BUILDING AT 8TH & VALLEY

A-1, A-2, A-6, C-4

CLEARLY DEFINED BASE WITH GROUND RELATED RESIDENTIAL SUPPORTS THE NEIGHBORHOOD GREEN STREET DESIGN



VIEW DOWN VALLEY TOWARD SEATTLE LANDMARK

A-2

THE VALLEY STREET FACADE INCLUDES SETBACKS AND LANDSCAPING ALONG THE FRONTAGE, ENHANCING THE PEDESTRIAN EXPERIENCE.



MID-BLOCK VIEW OF PUBLIC COURTYARD

A-1, A-4, A-7

THE SOUTH FACING COURTYARD PROVIDES RESIDENTIAL OPEN SPACE AND SOLAR ORIENTATION FOR THE UNITS. THE MID-BLOCK CONNECTION IS COMPLETED WITH AN ENTRY PORTAL SIMILAR IN DESIGN TO THE DEXTER AVE. N FACADE.

RENDERED VIEWS

MID-BLOCK CONNECTION COURTYARD



A-1, A-4, A-7

THE COURTYARD WILL BE ACTIVATED WITH THE MID-BLOCK CONNECTION, IT STARTS AT THE DEXTER AVE. PORTAL AND ENDS ON VALLEY STREET, THIS WILL CONNECT THE DEVELOPING CO-LOCATION OF RETAIL AT THE DEXTER ALOHA INTERSECTION AND THE HISTORICAL BUILDING TO THE SOUTHEAST OF THE SITE. THE CENTRAL PORTION OF THE COURTYARD IS FOR ACTIVE USE WHILE THE EDGES WILL HAVE PATIOS ASSOCIATED WITH THE ADJACENT UNITS.

VIEW TO THE SOUTH IN MID-BLOCK CONNECTION COURTYARD

A-3

A GLOWING PANELIZED SIGNAGE ELEMENT WILL
CREATE STRONG VISUAL MARKER FOR THE MID-BLOCK
CONNECTION, LEASING SPACE, AND RESIDENT ENTRY.



PUBLIC AND RESIDENTIAL COURTYARD

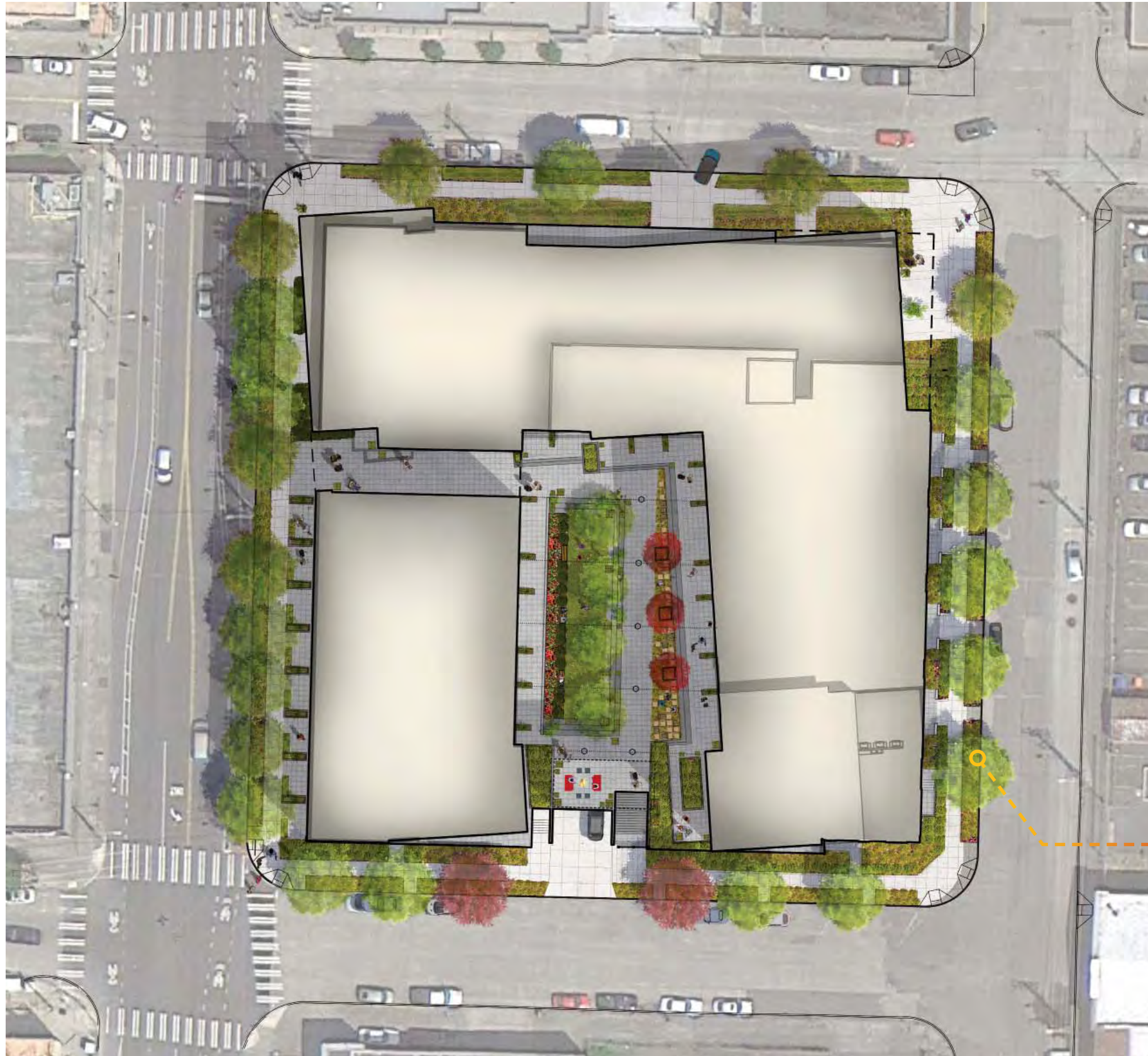
RENDERED VIEWS

NIGHT VIEW FROM DEXTER & ALOHA





LANDSCAPE - HARDSCAPE PLAN
GROUND PLANE



E-3

THE LANDSCAPING HAS BEEN DESIGNED TO ENHANCE AND PROTECT THE VIEWS FROM THE SITE TO THE WATERFRONT AND DOWNTOWN SEATTLE.

DROUGHT TOLERANT LANDSCAPING IS USED THROUGHOUT THE PROJECT, CREATING A PEDESTRIAN FRIENDLY ENVIRONMENT ALONG DEXTER AVENUE N., ALOHA STREET, 8TH AVENUE N. AND VALLEY STREET.

LANDSCAPE - HARDSCAPE PLAN

ROOF DECKS AND AMENITIES



1 BENCH SEATING



2 LIT BOLLARDS



3 TEXTURAL PLANTINGS



4 OUTDOOR LIVING FURNITURE



5 LOUNGE CHAIRS



6 MODERN PLANTERS / PATIO SPACE DELINEATION



7 PEDESTAL PAVERS - GRAY / CHARCOAL



KEY PLAN

LIGHTING & SIGNAGE CONCEPT PLAN



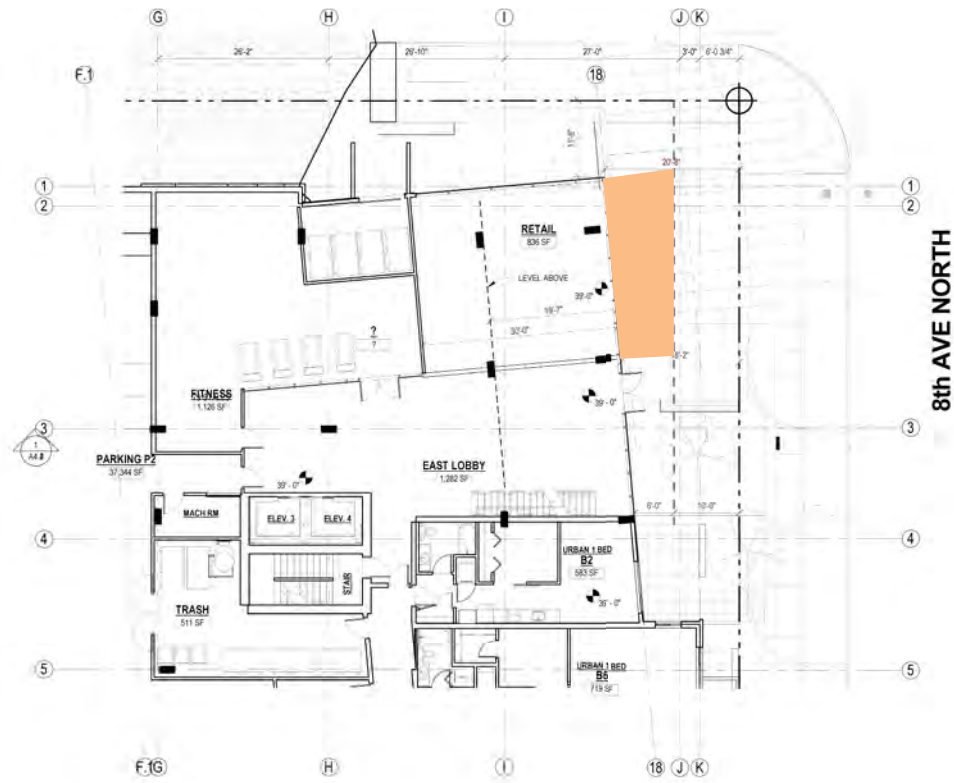
- 1) LIGHTING AND SIGNAGE ELEMENT AT DEXTER PORTAL ENTRY
- 2) VERTICAL LIGHTING ELEMENT IN BRICK
- 3) RESIDENTIAL LIGHTING ELEMENT
- 4) STEP LIGHT
- 5) TREE UPLIGHT
- 6) BENCH LIGHT
- 7) SUSPENDED CATENARY LIGHTING
- 8) LED CANOPY UPLIGHT
- 9) PARKING GARAGE ENTRY SIGNAGE
- 10) RETAIL SIGNAGE



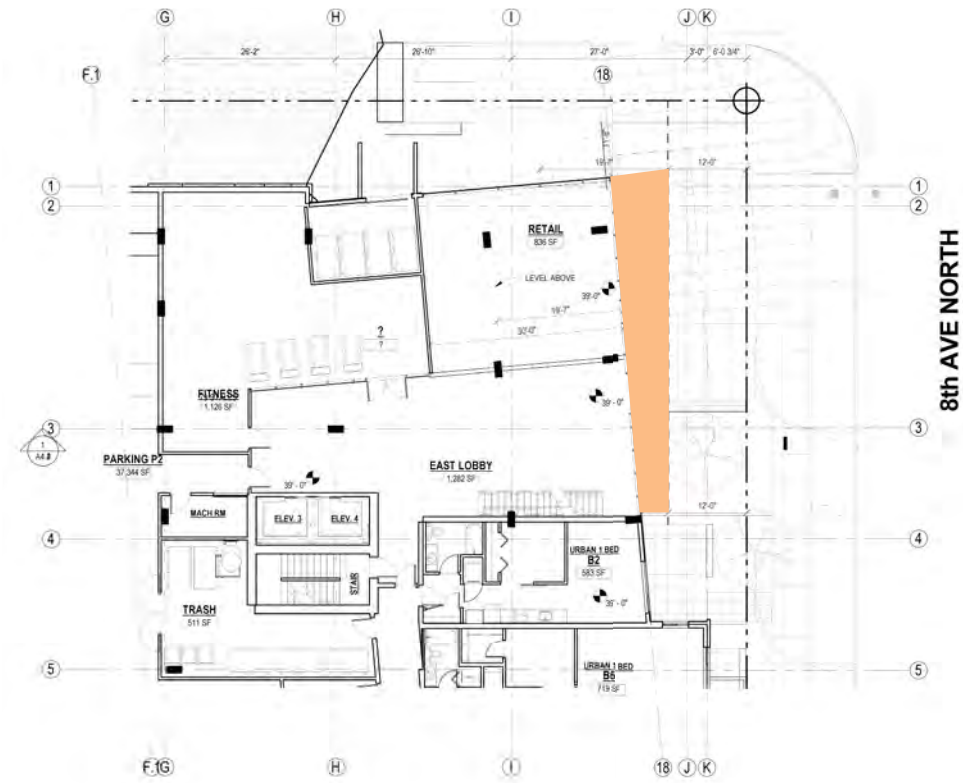
LIGHTING & SIGNAGE CONCEPT PLAN



DEPARTURES



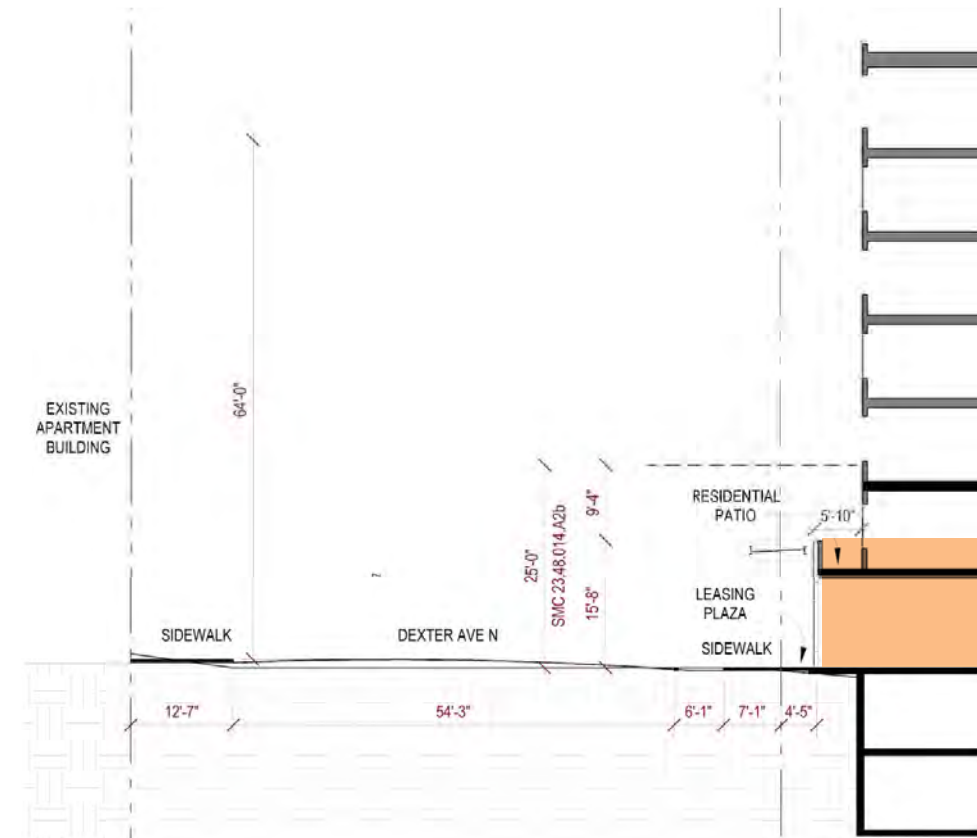
DEPARTURE REQUEST 1 - RETAIL SETBACK



DEPARTURE REQUEST 2 - PERMITTED SETBACK LEVEL

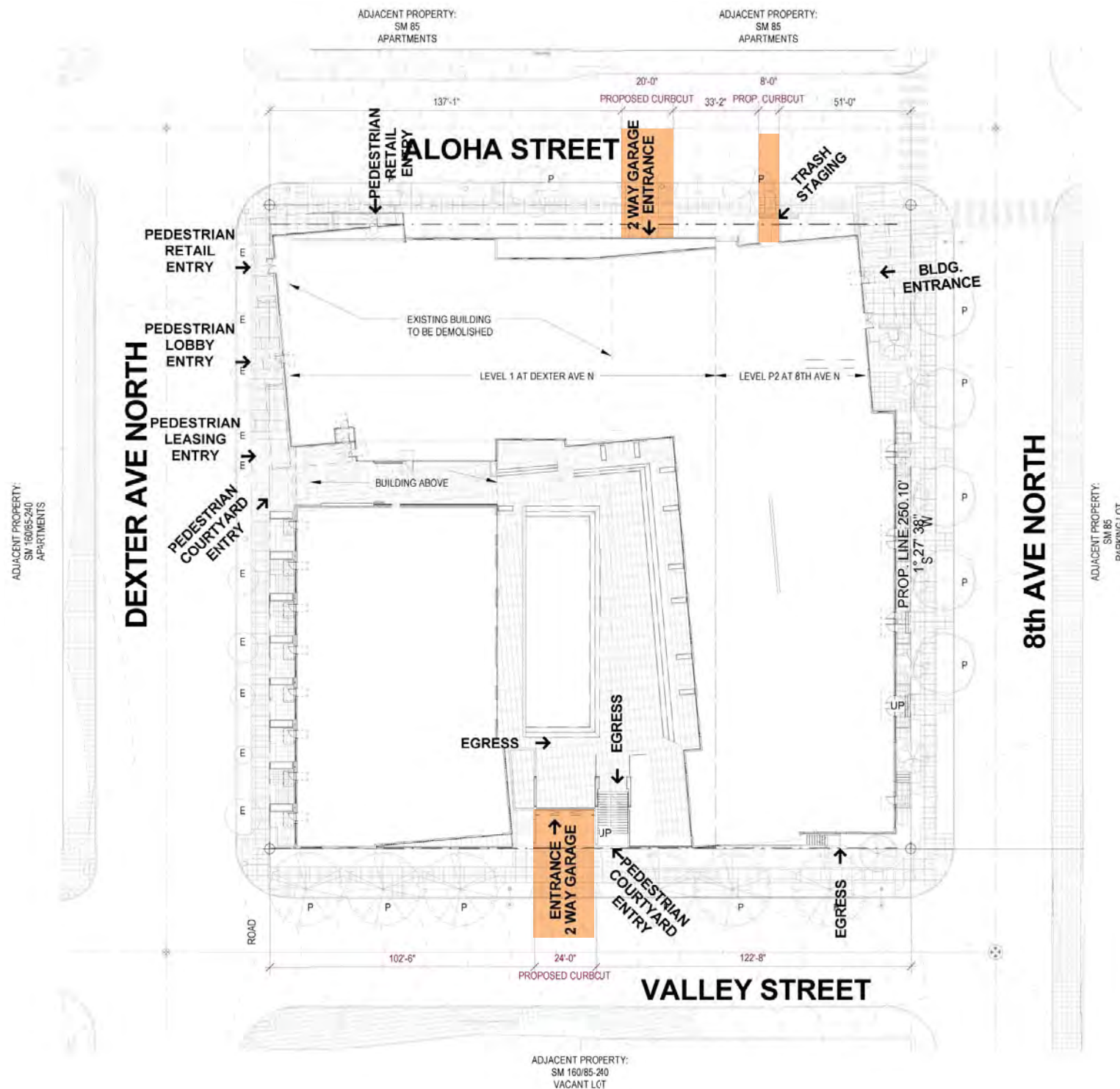


DEPARTURE REQUEST 4 - FACADE HEIGHT ELEVATION



DEPARTURE REQUEST 4 - FACADE HEIGHT SECTION

DEPARTURE REQUEST			
#	DEVELOPMENT STANDARD REQUIREMENT	REQUEST/PROPOSAL	JUSTIFICATION
1	STREET LEVEL DEVELOPMENT STANDARDS (RETAIL SETBACK) SMC 23.48.014.E3 Required street-level uses shall be located within 10 feet of the street lot line, except if required amenity area or other required open space separates the façade from the street.	The proposed retail frontage is angled with a setback of 18'-2" - 20'8"	•This site has a unique proximity to the South Lake Union Park; pedestrians on Aloha St. or 8th Ave N have direct access to the park which is just one block to the east. •The proposed design includes a retail use and primary building entry/lobby at this corner. The design includes a pedestrian plaza associated with these spaces orientated to the street. Although the plaza is not being counted toward required amenity area, and open space is not required by code, the policy behind the open space exception to the setback limit applies equally to this circumstance.
2	STREET LEVEL DEVELOPMENT STANDARDS (PERMITTED SETBACKS) SMC 23.48.014.A3.b The street-facing facade of a structure may be set back up to 12 feet from the street lot line.	The building complies at all facades except the northeast corner facing 8th Ave. N, the building facade at this location is set on an angle to the street and is setback from 16 - 20'-6".	•See departure 1 above for justifications related to the site location and its proximity to the lake and desirability of accommodating an open space plaza at this location. •The increased setback will also enhance the character of the 8th Ave. N Neighborhood Green Street by providing more building relief and landscaping.
3	STREET LEVEL DEVELOPMENT STANDARDS (NUMBER OF CURB CUTS) SMC 23.48.034.E1 Permitted access shall be limited to one two-way curbcut. In the event the site is too small to permit one two-way curbcut, two one-way curbcuts shall be permitted.	The proposed design includes three curb cuts, (1) two-way and (1) one-way on Aloha St. and (1) two-way on Valley St.	•The design and configuration of vehicle access to the site has been carefully coordinated with SDOT. •The size of the site (full city block), the topography (sloping approximately 20' from west to east) and the lack of an alley limit options for vehicle access. •By allowing two parking entrances the efficiency of the garage will be greatly increased and the impact of traffic on surrounding streets will be reduced through dispersion of vehicles to Valley Street and Aloha Street. •The 3rd small curb cut allows trash staging and eliminates the need to temporarily store dumpsters on the street on trash pick-up days by allowing access to the trash staging area within the building.
4	STREET LEVEL DEVELOPMENT STANDARDS (FACADE HEIGHT) SMC 23.48.014A2b On Class 2 Pedestrian Streets and Neighborhood Green Streets, as shown on Map A for 23.48.014, the minimum height for street-facing facades is 25 feet.	The proposed retail facade height is 15'-6" for approximately 80'-85' of facade length at Dexter and Aloha	•The retail corner was purposely designed to address the pedestrian scale while maintaining the primary facade.



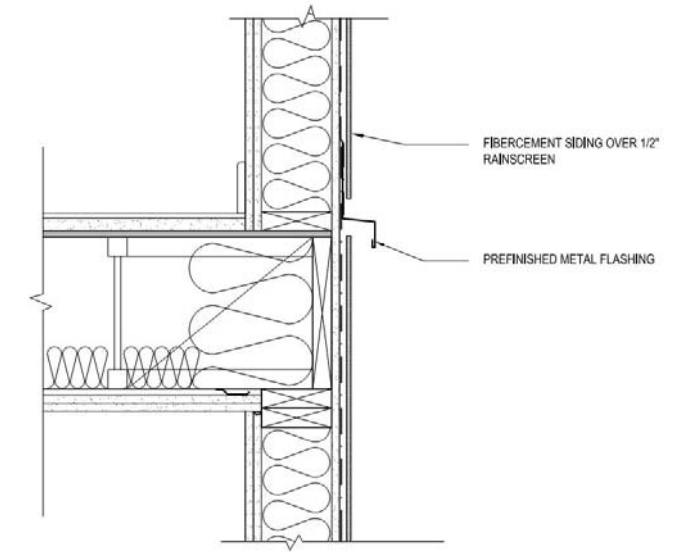
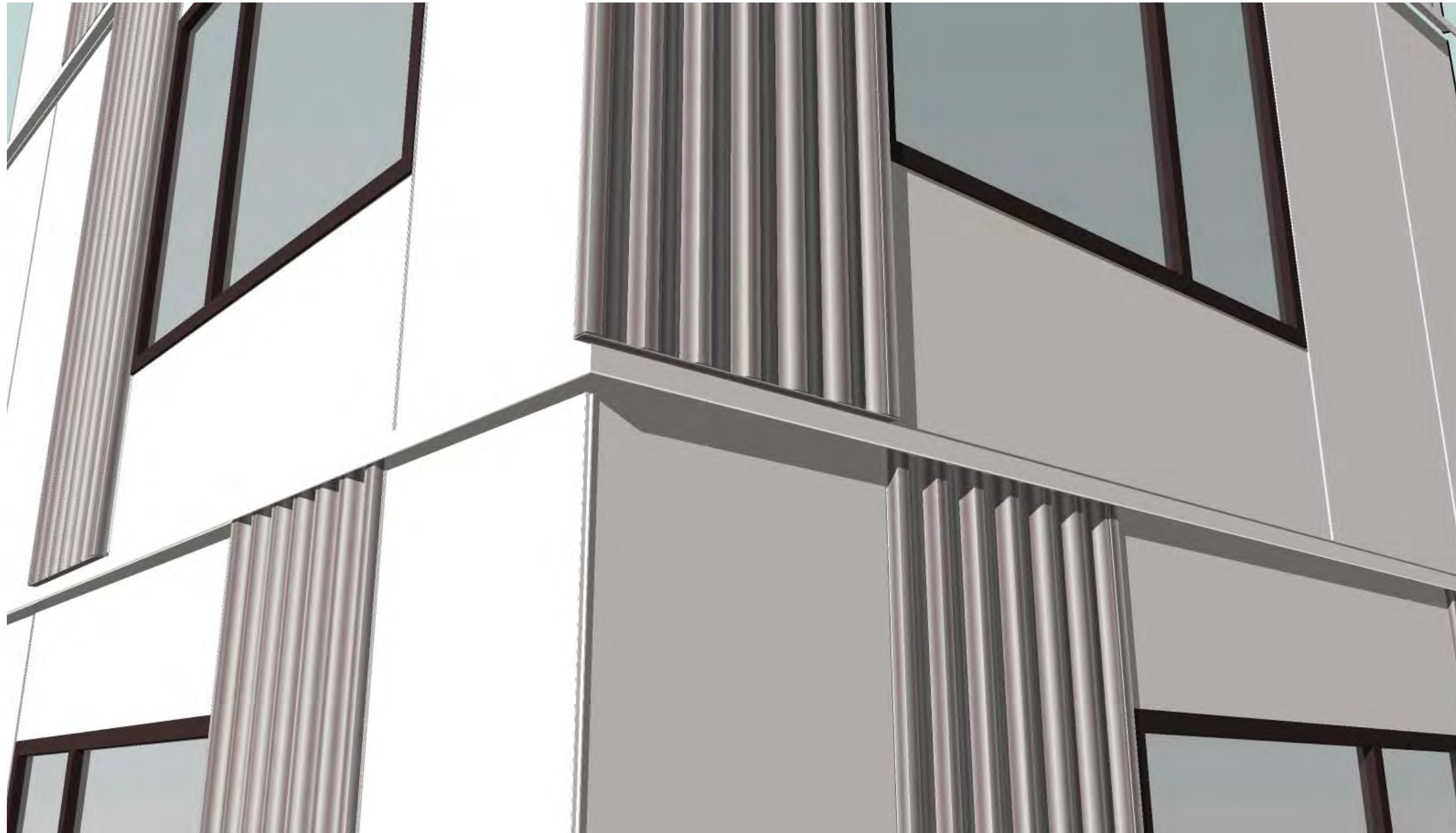
DEPARTURE REQUEST 3 - CURB CUTS

APPENDIX: DRB PRESENTATION

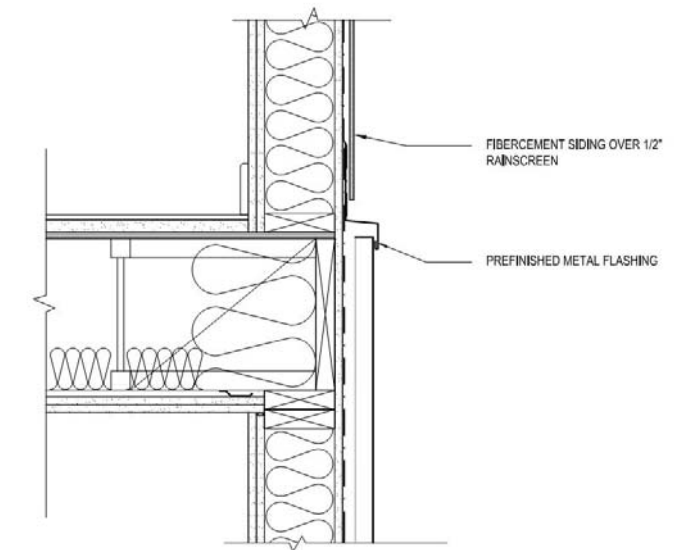
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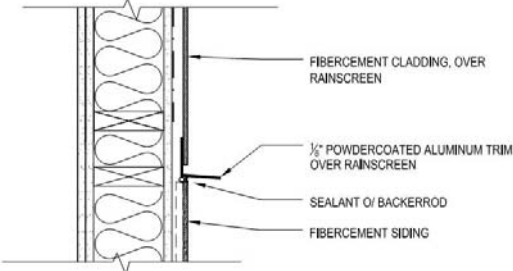
SIDING DETAILS



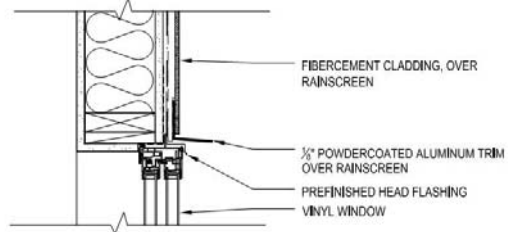
3 Fibercement to Fibercement



4 Fibercement to Metal



11 Horizontal Trim



12 Horizontal Trim at Wdw Head

DEXTER AVE UNITS



RESIDENTIAL USE



OPPORTUNITY FOR FUTURE RETAIL



OPEN DURING BUSINESS HOURS



CLOSED DURING NIGHT HOURS WITH OPERABLE DOOR

ROOF DECK PLAN



