



# EARLY DESIGN GUIDANCE MEETING - WEST DRB

19 FEBRUARY 2014

1511 DEXTER WORKFORCE HOUSING

DPD PROJECT #3015682

1511 DEXTER AVENUE NORTH  
SEATTLE, WA 98109

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



Contact:  
Becky Bicknell  
1511 Dexter Ltd Partnership  
1651 Bellevue Ave  
Seattle, WA 98122

**CITY OF SEATTLE | APPLICATION FOR EARLY DESIGN GUIDANCE**

**PART I: CONTACT INFO**

1. Property Address: 1511 Dexter Ave N

2. Project number: #3015682

Additional related project number(s): none

4. Owner/Lessee Name 1511 Dexter Limited Partnership

5. Contact Person\* Name Becky Bicknell  
 Firm 1511 Dexter Ltd Partnership  
 Mailing Address 1651 Bellevue Ave  
 City State Zip Seattle, WA 98122  
 Phone  
 E-mail address

6. Applicant's Name Brian Runberg, AIA  
 Relationship to Project Architect

7. Design Professional's Name Brian Runberg, AIA  
 Runberg Architecture Group  
 Address One Yesler Way- Suite 200  
 Phone (206) 956-1970  
 Email address brianr@runberg.com.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 immediately adjacent to the South Lake Union Urban Center on the east slope of Queen Anne hill. The site is on the west side of Dexter Avenue North at the intersection of Galer St. The site is 'L' shaped and measures approximately 108' x 150' on the longest sides. It is bounded by Dexter Avenue N to the East, Galer Street to the South, an alley and large condominium building on the West and an office building to the north. Much of the site is a flat parking lot at grade with Dexter Ave. and portions are on a raised sloped area adjacent to the alley approximately 30 feet above. There are several retaining walls on site that will be demolished and replaced by the building itself.

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

The site zoning is NC3-40. It is located outside any neighborhood or station overlay, although it is immediately across the street from the South Lake Union Neighborhood. The site has an ECA of 40% steep slope due to previous regrading and retaining walls. Galer Street is a dead end street except for the alley but is also a significant pedestrian connection across Aurora Avenue N. (SR 99) to Queen Anne neighborhood and down to Lake Union via hillclimb stairs and pedestrian bridges. As the site is outside of any specific neighborhood overlay, the City of Seattle Design Guidelines regulate.

The project currently plans to pursue a contract rezone of the site to NC3-65. This would allow a building mass similar to its immediate neighbors on all sides. Several neighboring buildings/zones are significantly higher. The massing allowed by this rezone would help reinforce the street edge along Dexter Avenue.

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

The site is in a small extension of NC3-40 zoning surrounded by taller zones on 3 sides. To the west, uphill side is C1-65 occupied by a large 7 story condominium building, Citiscape. To the south across Galer Street is SM-85 occupied by Nautica Condominium building, 2-6 stories, that has a medium sized retail tenant at the corner of Galer and Dexter. To the SE across Dexter is SM85 /65-125 with a site that has a planned high rise project and is currently surface parking. Across Dexter Ave to the east is C2-65 and the West Lake Union Center, 5-stories on Dexter Ave side. The site to the north is NC3-40 and is occupied by a 4-story office building that is situated on a small rise in the grades making the building seem taller from the street. Community landmarks include Lake Union and the Swedish Cultural Center. Galer Street serves as a major pedestrian connection between Queen Anne neighborhood and transportation nodes at Aurora Avenue, Dexter Avenue, and Western Avenue as well as access to Lake Union and running/biking paths making the site highly accessible from public transportation. The site currently offers views to Lake Union, Capitol hill, Downtown and Mount Rainier. The neighborhood is well-served by buses and bike lanes.

**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:  
 A multifamily residential building for affordable housing with 5 stories plus 1 level of below grade structured parking including approximately 60 - 70 residential units and approximately 25 parking stalls. There will be approx. 2 live/work units along Dexter providing approx. 1400 sf of commercial space.

The project's goals center around providing affordable workforce housing in an easily accessible location to work. Currently the project is estimating 50 units at 30-50% AMI (Area Median Income) and 15 units at 60% AMI.

Potential Departures: (two total)  
 1) Project is currently providing more than the maximum (20%) residential uses along pedestrian designated streets.

2) Depth of proposed non-residential uses provided does not meet 30 ft. average depth.



Bellwether Housing is a nonprofit corporation whose mission is to develop affordable rental housing to working individuals and their families in Seattle. Bellwether has a long tenure as a developer and operator – we were founded in 1980 (known then as Seattle Housing Resources Group) and we currently own 29 buildings totaling over 1,850 apartments. Throughout the course of our development and property management history, we have always desired to be good neighbors and create open lines of communication with adjacent property owners and community groups. We serve a range of household incomes, ranging from 30% to 80% of Seattle’s Area Median Income.

Bellwether’s mission is consistent with long-standing City of Seattle policy to encourage the development and operation of affordable housing in central neighborhoods or along transit lines, as adopted in the City’s Comprehensive Plan and many other City policies. As apartment rents continue to escalate in the post-recession economy, more of our children, friends and neighbors are unable to afford a place to live in neighborhoods that have good access to jobs, services, schools and other amenities. There is a greater need for affordable housing today than at any time in our recent history.

**PROJECT VISION**



**PROJECT DATA**

PROPERTY ADDRESS: 1511 DEXTER AVE. N

MULTIFAMILY PROJECT WITH:

- APPROXIMATELY 60-70 RESIDENTIAL UNITS OF WORKFORCE HOUSING.
- APPROXIMATELY 1,500 SQUARE FEET OF ACTIVE RESIDENTIAL AMENITY ON ROOF DECK
- APPROXIMATELY 25 STRUCTURED PARKING STALLS
- 5 FLOORS OF TYPE-VA CONSTRUCTION (RESIDENTIAL UNITS AND AMENITIES) OVER 1 FLOOR OF TYPE-IA CONSTRUCTION (LOBBY/ TENANT AMENITIES, UNITS AND PARKING)

**ORGANIZATION GOAL: AFFORDABLE WORKFORCE HOUSING**

**THE TRIPLE BOTTOM LINE**

- Social: As families and individuals are able to afford rent, their stresses are reduced, their children succeed in school, and they can save for the future. The result: vibrant, diverse communities.
- Economic: Employers experience less absence and turnover when working people live near jobs and transit. Businesses thrive when people have more discretionary income.
- Environmental: People who live near jobs, transit, and services drive less. The outcome: improved air quality.

**2013 HOUSING DATA**

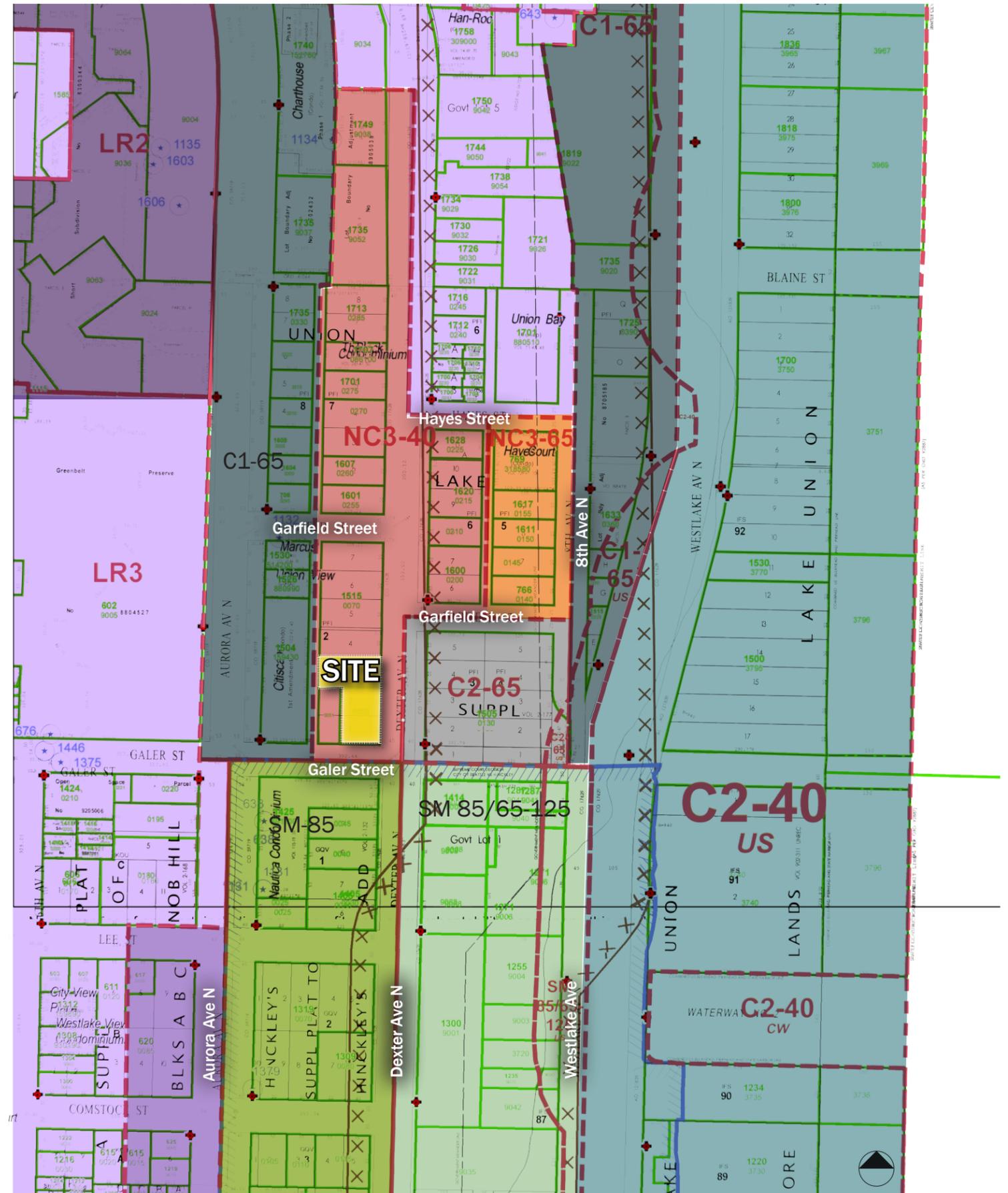
- Tri-county unit prices are 14.4% higher than 2012, 39.1% higher than 2011 and a whopping 53.5% higher than 2010.
- Regional rental rates increased 6.6% so far this year, 5% when excluding new developments.
- Year-over-year rental rates increased in King County by 7.5%.
- The average apartment unit in downtown Seattle is \$1,741, a 5.5% increase over last year.
- Tri-county vacancy rates remain at historical lows, 3.8% in King County  
- from 2013 Puget sound Multifamily rent and job growth study by Colliers International

# SITE CONTEXT & URBAN DESIGN ANALYSIS

## ZONING MAP

The project site is currently zoned NC3-40 and is seeking to rezone to NC3-65

-  SM-85
-  SM 85/65-125
-  NC3-65
-  NC3-40
-  LR2
-  LR3
-  LR3 RC
-  C2-40
-  C1-65
-  C2-65

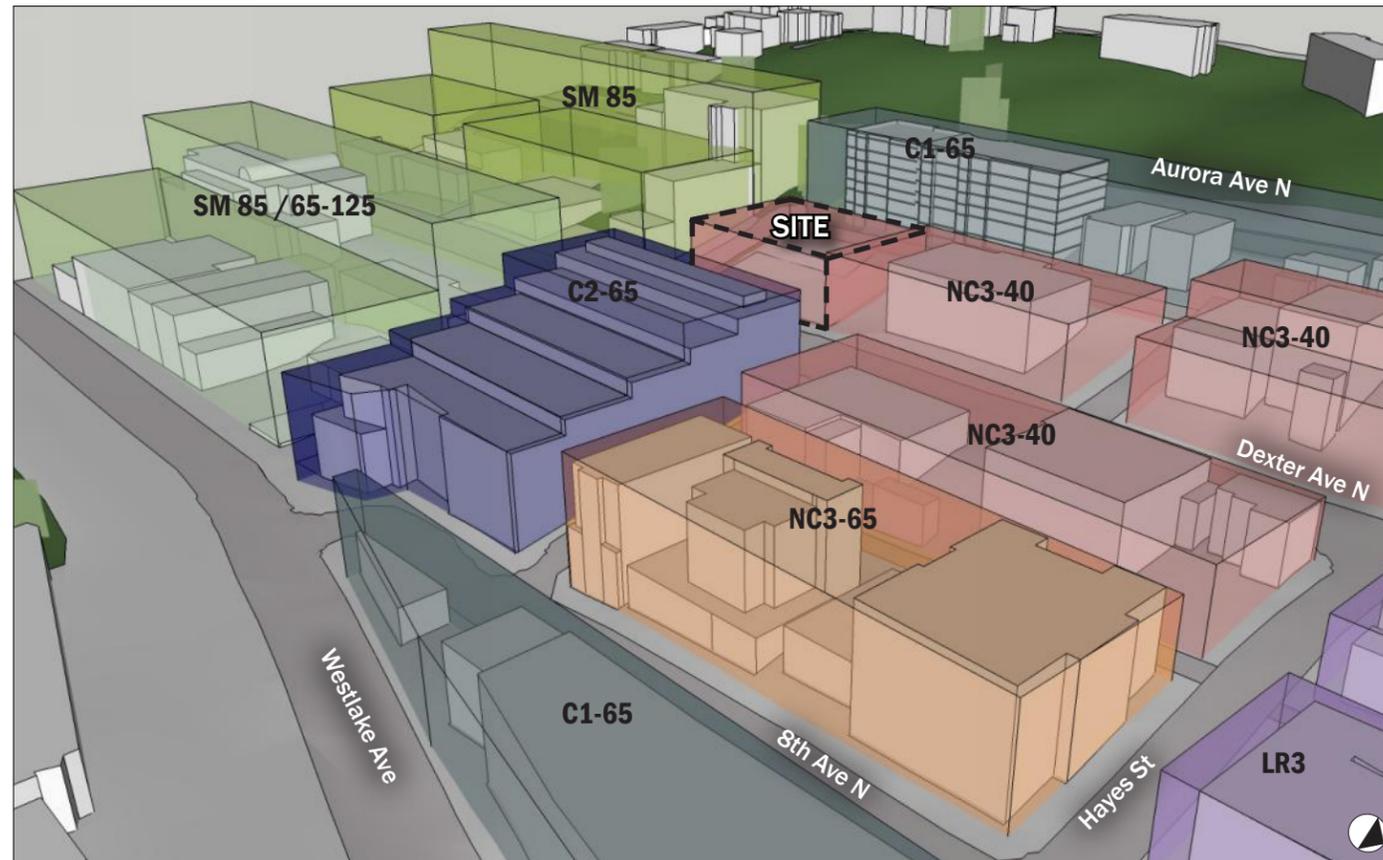


# SITE CONTEXT & URBAN DESIGN ANALYSIS

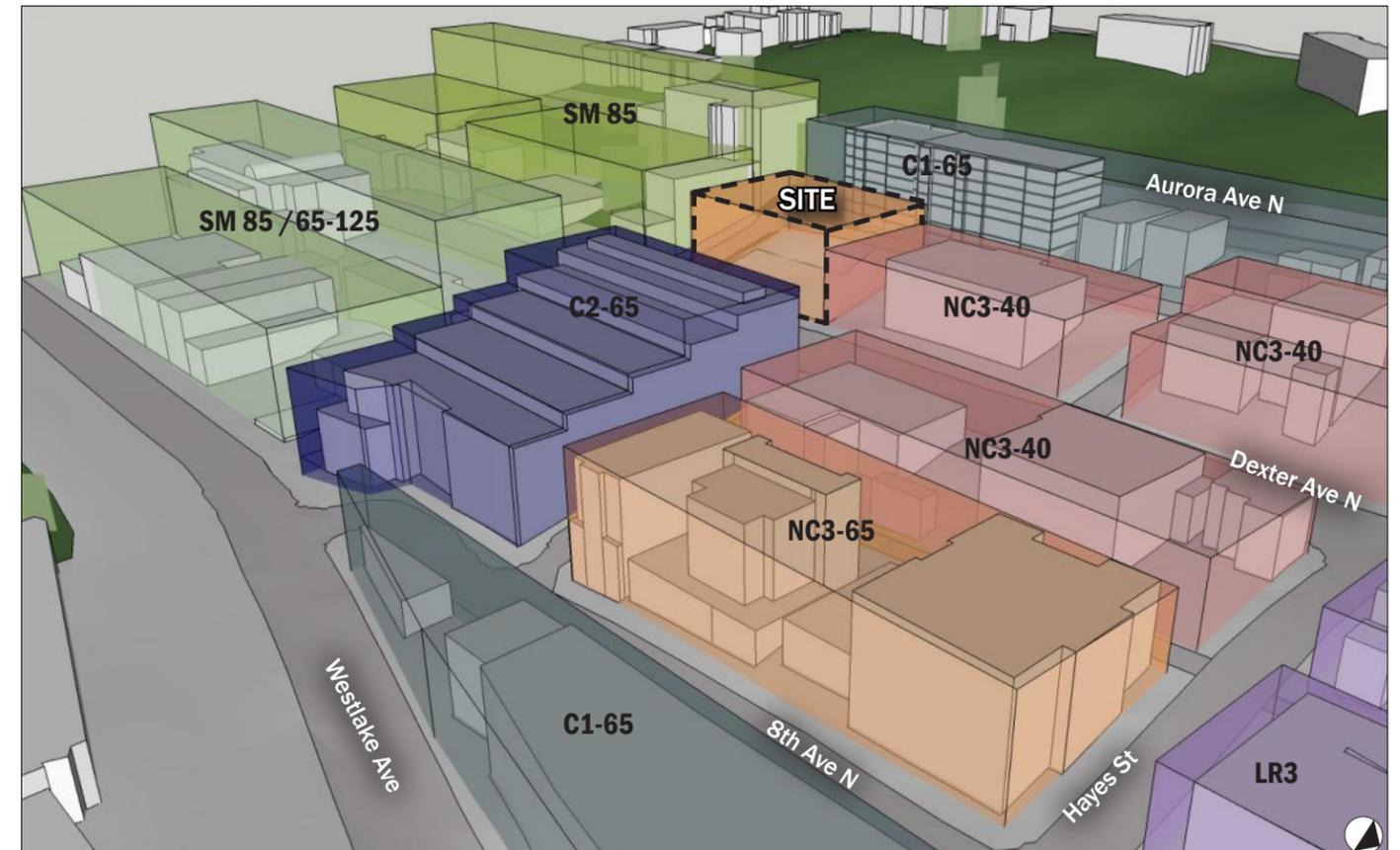
## EXISTING & PROPOSED ZONING

Project includes a contract rezone application to City Council to rezone this site from NC3-40 to NC3-65, with the primary purpose to achieve 25 ft. for 1 additional floor of affordable housing and the ability to provide required parking on site. The added height relates to adjacent zoning and existing structures by creating more of a transition from much higher 85' height to the south to the 40' heights to the north and matches the 65' height of buildings to the east and west.

Existing Zoning: NC3-40



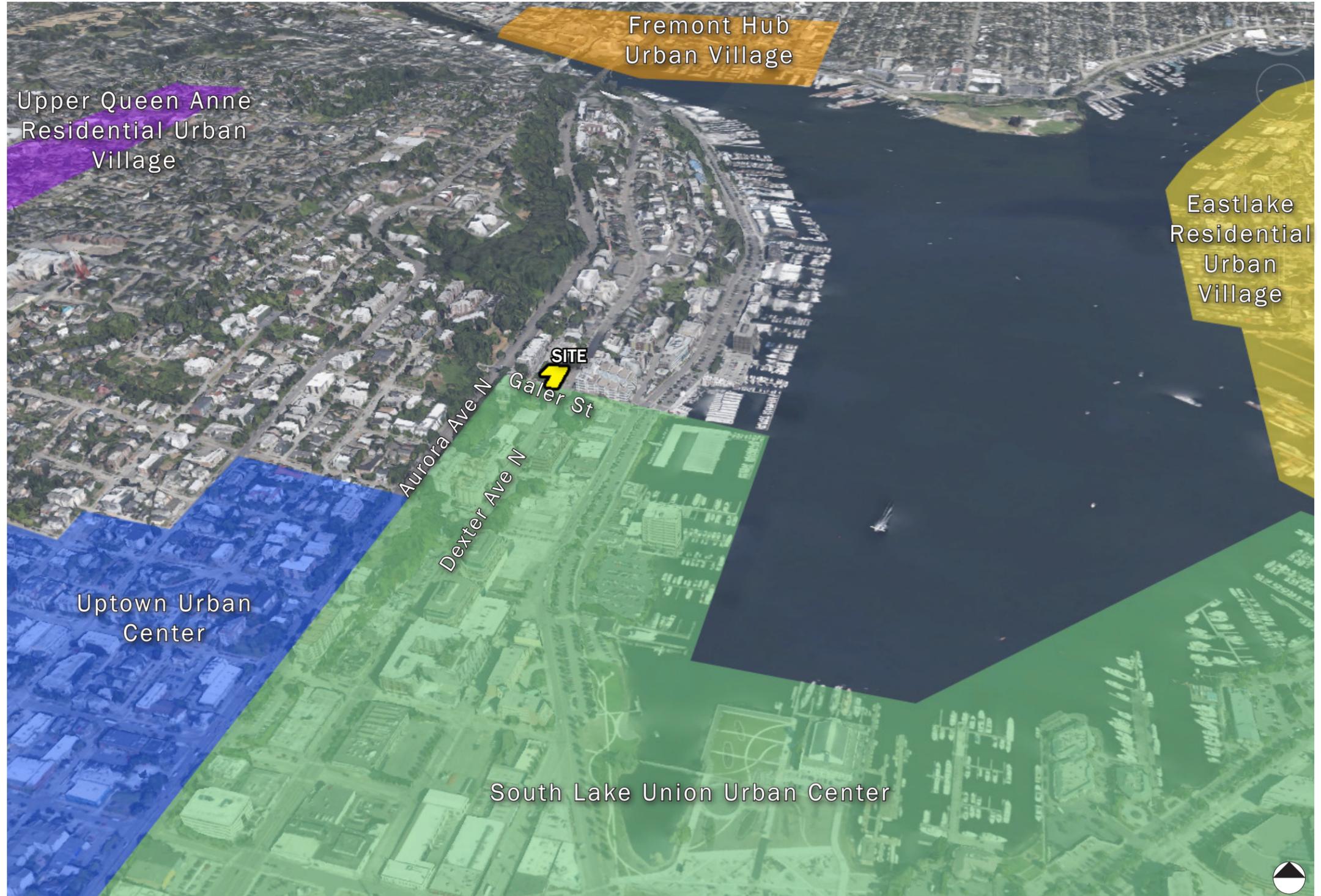
Proposed Zoning: NC3-65



# SITE CONTEXT & URBAN DESIGN ANALYSIS

## RESIDENTIAL URBAN VILLAGES

The project site is not located in an Seattle Urban Center or Urban Village. However, the project site is located immediately north of the north border of the South Lake Union Urban Center.



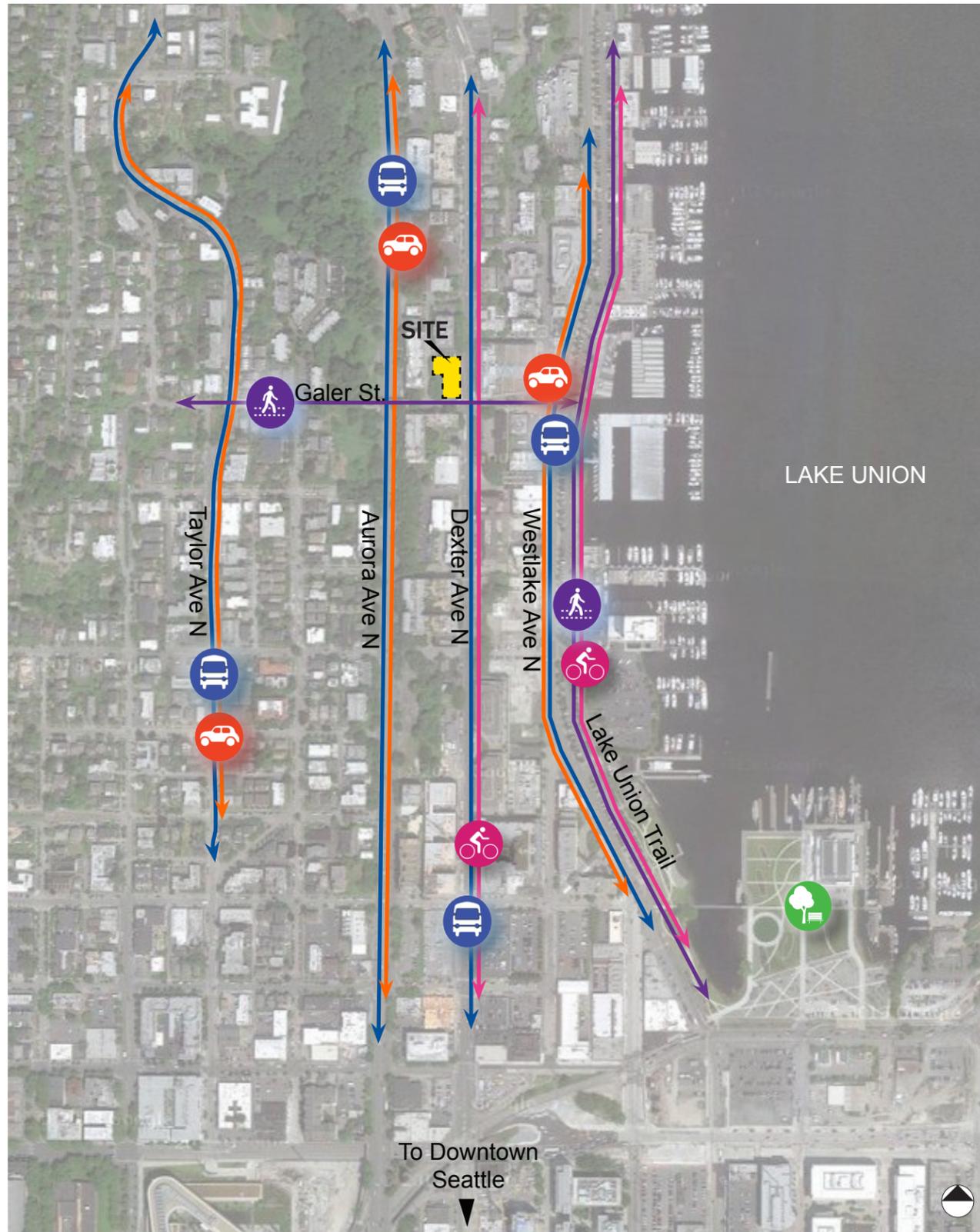
# SITE CONTEXT & URBAN DESIGN ANALYSIS

## TRAFFIC & WALKABILITY

The project is located in an area of the city where North-South movement is accessible and convenient, offering pedestrian and bike paths, vehicle and public transportation routes south to Downtown Seattle and North to Fremont and beyond. East-West movement is much more difficult. Galer street is effectively a dead end for vehicle traffic but its pedestrian overpasses provide the only way to cross Aurora Avenue in the East-West directions for an approximately mile-long stretch, and provide a safe and easy way to cross Dexter Avenue and particularly Westlake Avenue.

The site is located along Dexter Avenue North, a street that encourages pedestrian and bicycle transportation, and is open to vehicle traffic, including metro public transportation.

The Lake Union Trail, a pedestrian and bicycle only trail around Lake Union is only a block away from the site. The trail connects people to public open space, nature, recreation space, public art, and other amenities, and provides a means of getting around Lake Union conveniently.



Pedestrian connection via Galer St.



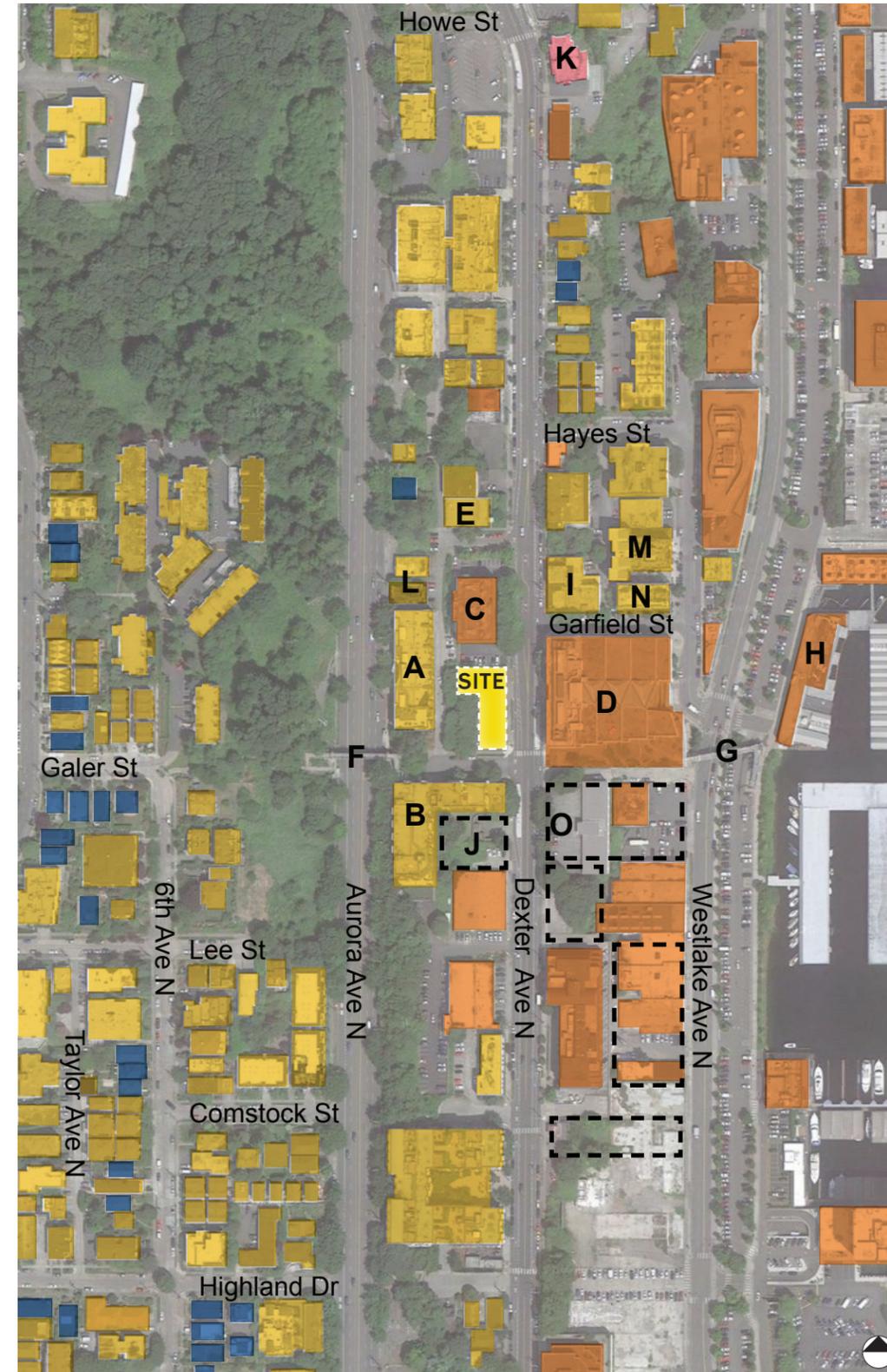
Bike lane on Dexter Ave.

-  Main Vehicular Route
-  Bus Route
-  Bicycle Route
-  Main Pedestrian Route
-  Park

# 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. Citiscape Condominiums  
(photo from [www.chartercon.com](http://www.chartercon.com))



B. Nautica Condominium



C. 1515 Dexter Ave North



D. West Lake Union Center



E. Riley Athletics



F. Ray Moore Bridge  
(Galer and Aurora Ave N)



G. West Lake Union Center Pedestrian Bridge



H. Marina Mart



I. 1600 Dexter Building



J. Metro Sewer Pump Station



K. Swedish Cultural Center



L. Marcus Condominium and Union View Condominium



M. 1611 On Lake Union

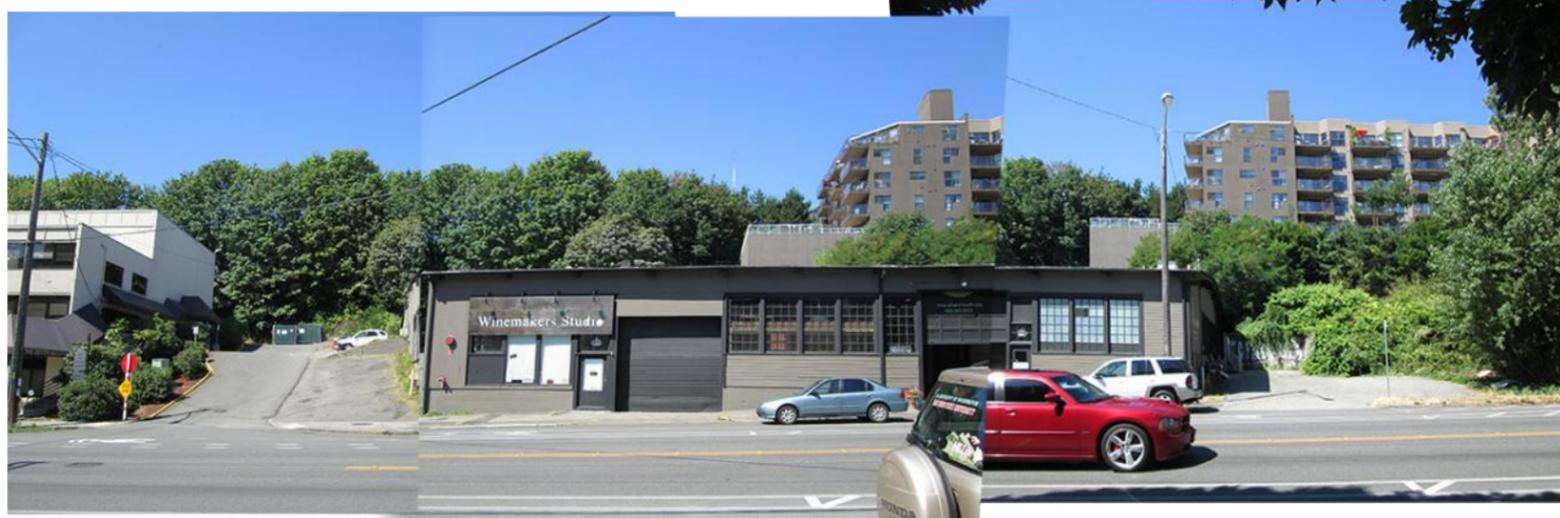


N. Lake Union Tower



O. Parking lot to SE - Future Development

**CONTEXT ANALYSIS**  
**STREETSCAPES - DEXTER AVE N**



**B. OPPOSITE PROJECT SITE**



A. PROJECT SITE



**CONTEXT ANALYSIS**  
**STREETSCAPES - ALLEY**



**B. OPPOSITE PROJECT SITE**



Galer walkway  
(see p. 28/29)

A. PROJECT SITE



CONTEXT ANALYSIS  
STREETSCAPES - GALER ST

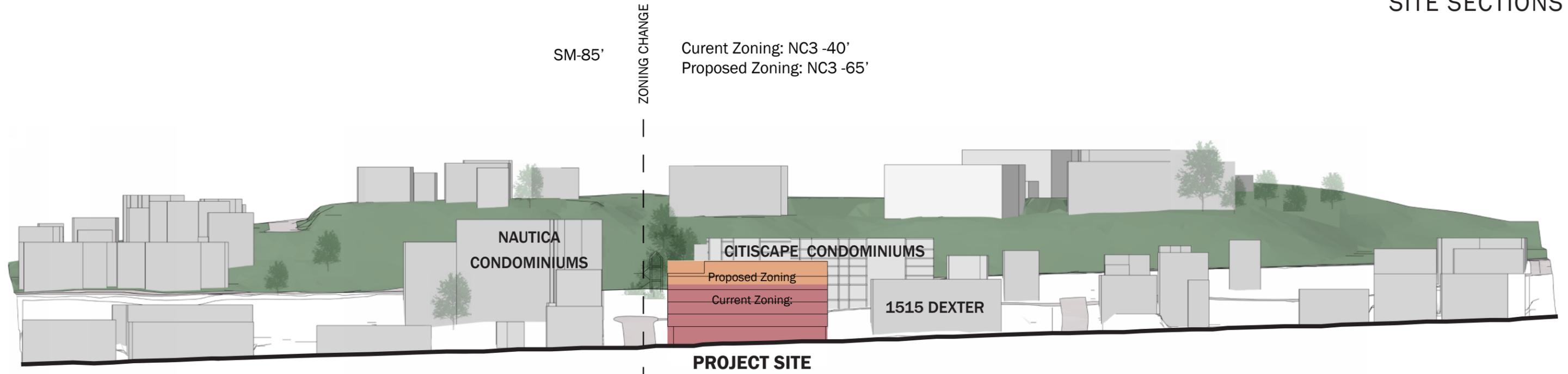
**A. PROJECT SITE**  
(JOGS TO ALLEY)



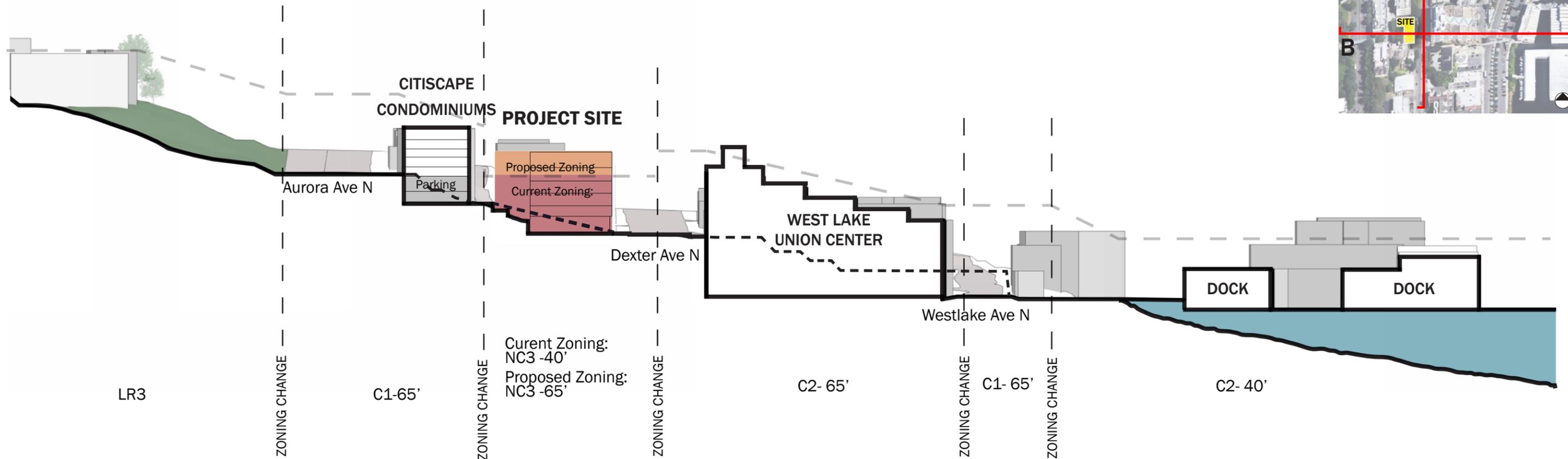
**B. OPPOSITE PROJECT SITE**



# CONTEXT ANALYSIS SITE SECTIONS



**A - CUT NORTH-SOUTH THROUGH DEXTER AVE N**

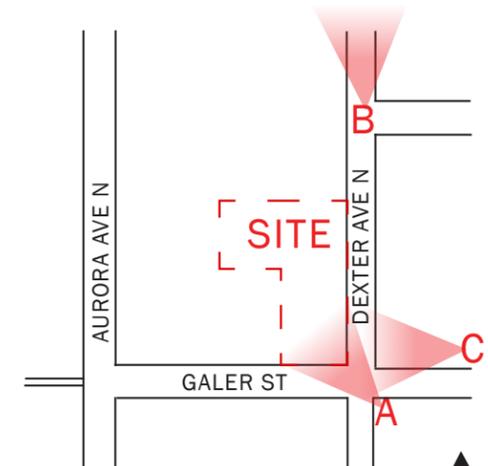
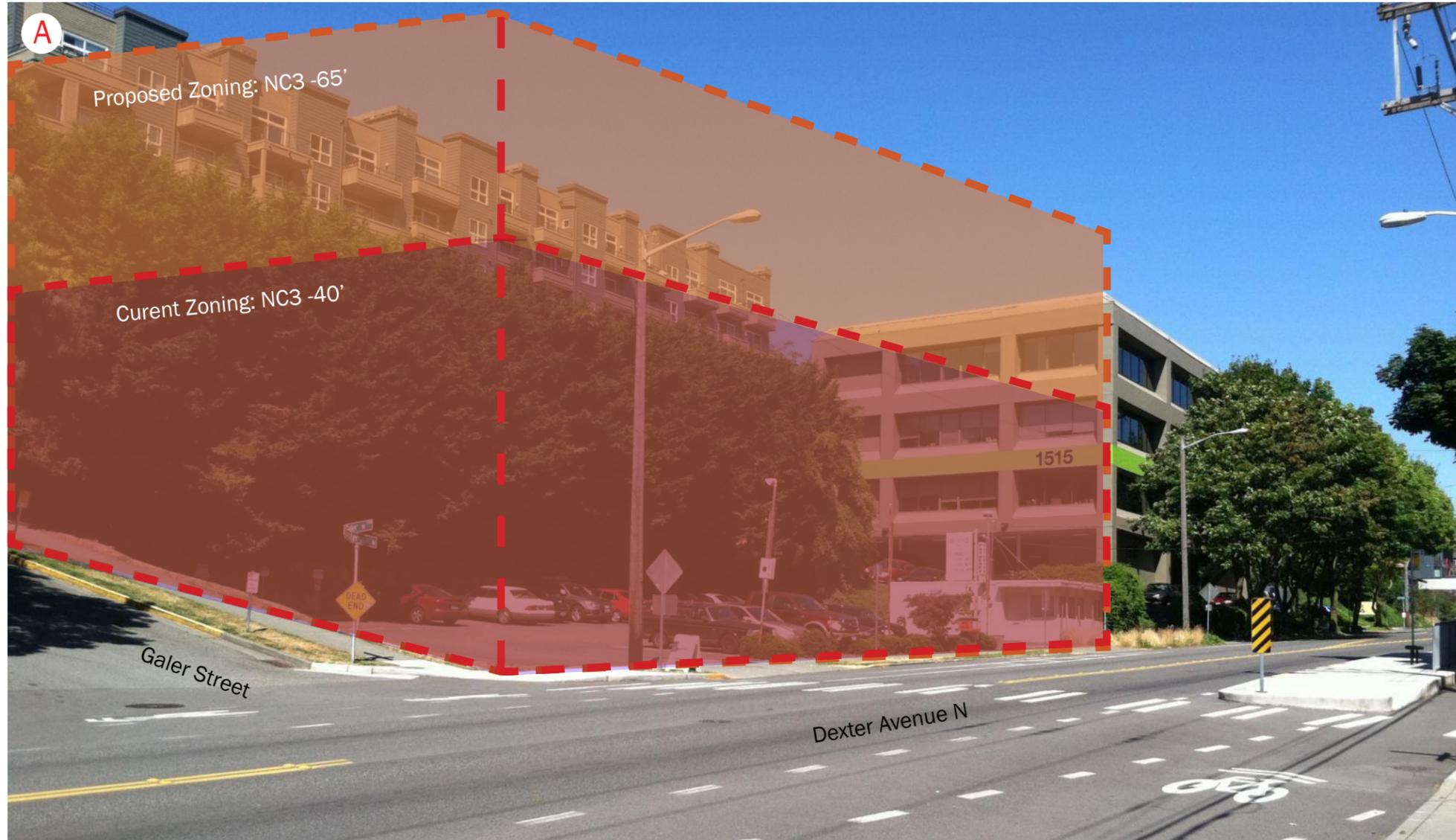


**B - CUT EAST-WEST THROUGH SITE**

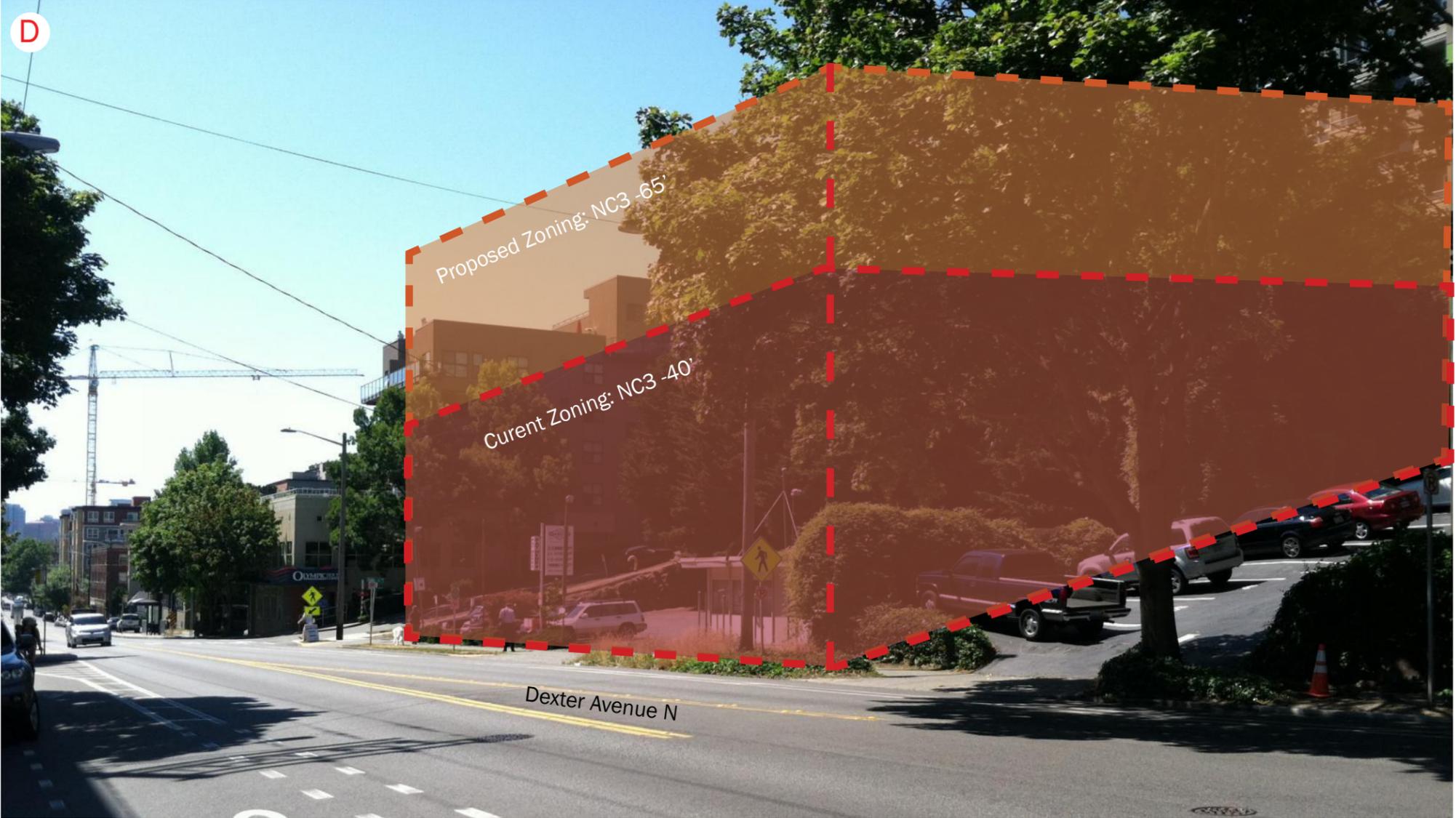


# EXISTING SITE CONDITIONS

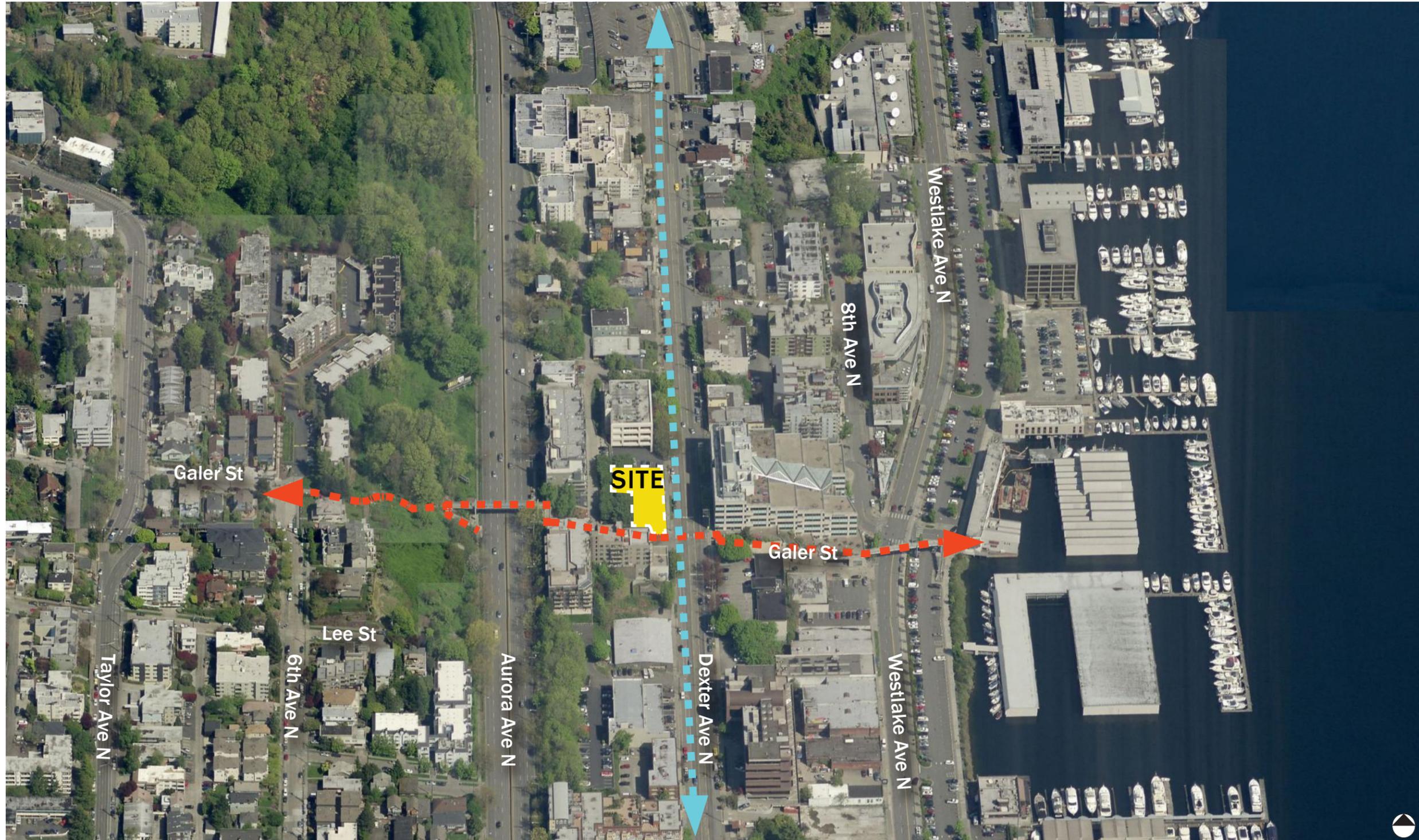
## SITE PHOTOS



EXISTING SITE CONDITIONS  
SITE PHOTOS



EXISTING SITE CONDITIONS  
AERIAL VIEW OF SITE

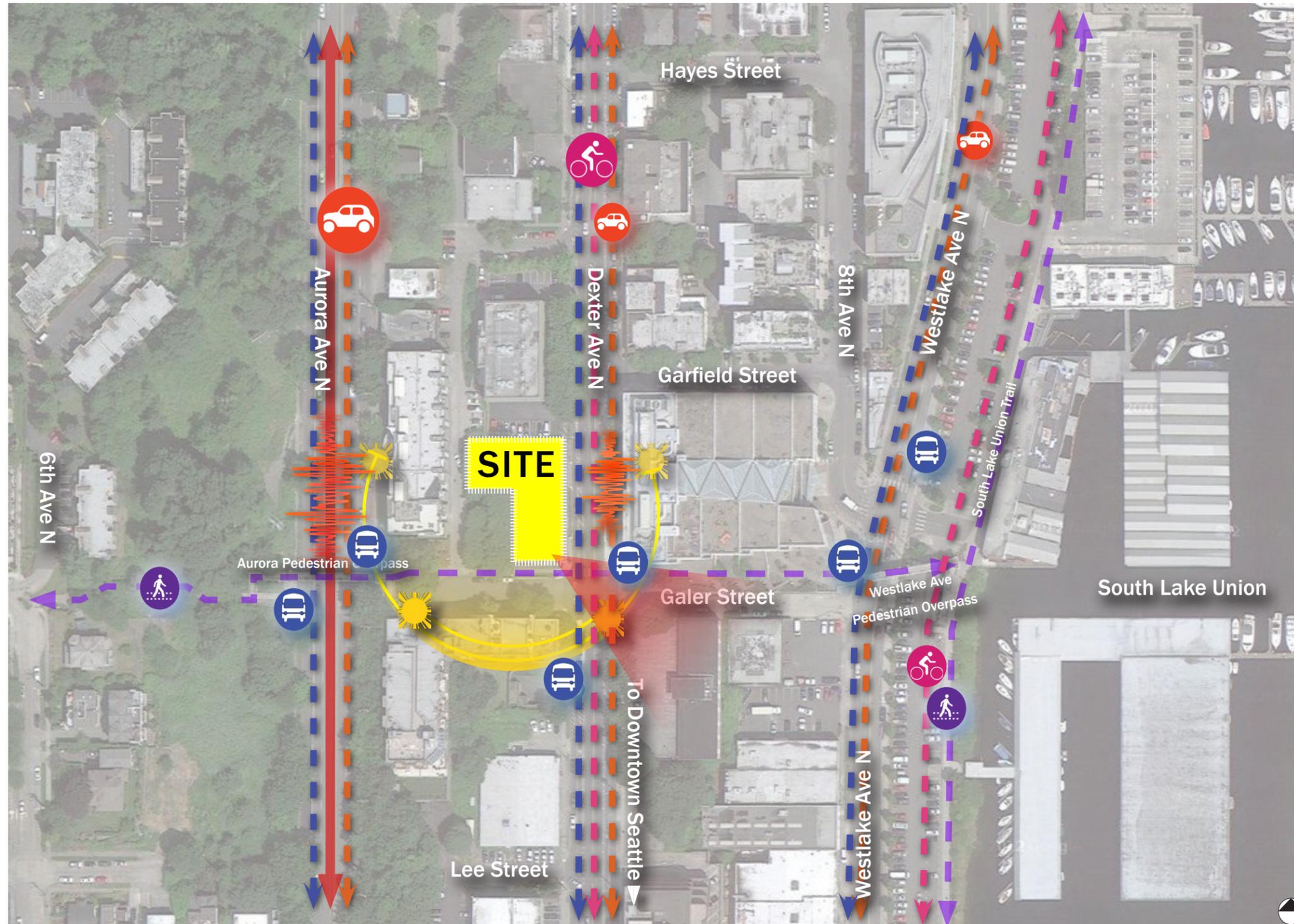


# EXISTING SITE CONDITIONS CONSTRAINTS AND OPPORTUNITIES

## CONSTRAINTS

Grade Change

Noise from Aurora Ave and Dexter Ave



## OPPORTUNITIES

Territorial and city views

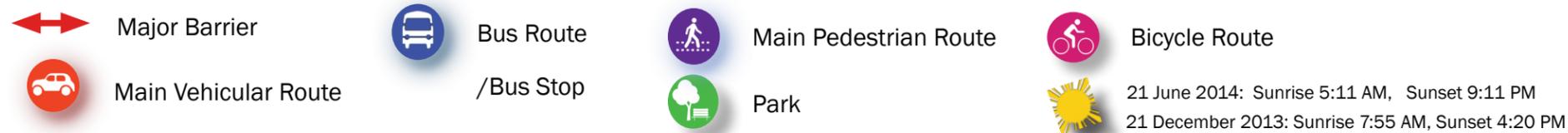
Close proximity to Dexter Ave N, a bike and pedestrian-oriented street

Fast transit routes to Downtown Seattle

Close proximity to the Lake Union Trail which connects to South Lake Union Park and beyond

Adjacent to Galer Street pedestrian connection, which crosses Aurora Ave and links to the Lake Union Trail and Interbay Trail

Access to aquatic and other outdoor activities.



# DESIGN GUIDELINES

## CITY OF SEATTLE DESIGN GUIDELINES



A-3 Entrances Visible from the Street & A-10 Corner Lots



B-1 Height, Bulk & Scale Compatibility



D-1 Pedestrian Open Spaces

We have identified certain Citywide Design Guidelines of highest priority for this project.

### 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.

#### A-2 Streetscape Compatibility

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

#### 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.

#### 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.

#### A-10 Corner Lots

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

### 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.

### 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.

#### 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.

#### 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. 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.

#### 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.

***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***

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

***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.

***E-3 Landscape Design to Address Special Site Conditions***

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.



E-2 LANDSCAPING



E-3 Landscape Design

# EXISTING SITE CONDITIONS

## TREE SURVEY



11415 NE 128<sup>th</sup> St Suite 110 Kirkland WA 98034 • (425)820-3420 • FAX (425)820-3437  
www.americanforestmanagement.com

August 12<sup>th</sup>, 2013

Ms. Becky Bicknell  
Bellwether Housing  
1651 Bellevue AVE  
Seattle, WA 98122

Dear Ms. Bicknell:

At your request, I have completed an assessment of significant trees at 1511 – Dexter Avenue North in Seattle. The study area is comprised of an older parking lot and office building. The subject trees are situated along the west side of the property above a large rock retaining wall. Several neighboring trees on the small vacant lot to the west have branches that encroach upon the subject property. These were planted on or very near the property line.

The subject trees are solely comprised of Leyland cypress trees. These are very fast-growing, short-lived trees. Although the subject trees meet the criteria for a tree grove, I would not consider them exceptional trees which would require special protections.

It is assumed the property line trees will need to be removed and replaced to allow the necessary space to develop the property. The small vacant neighboring parcel can ultimately be enhanced by the planting of more important tree species which will live longer, be more stable and not conflict with neighboring uses.

### Findings

The subject trees are comprised of two semi-mature planted rows of Leyland cypress. All appear to have been planted at the same time. Based on size, the subject trees are estimated at 14 to 18 years of age. There is no understory vegetation below the trees. See photos at the back of the report.

The row planted above the retaining wall was planted at a closer spacing than the trees planted on the far west perimeter. These are spaced roughly 10' apart. There are seven trees (#101 > #107) on the subject property and 10 neighboring trees (#201 > #210) whose branches encroach upon the subject property. See the attached copy of the site survey. A Tree Summary Table is also attached which details size and drip-lines. The numbers on the summary table correspond with the tree numbers on the attached plan. Trees can be identified in the field by a numbered aluminum tag attached to the lower trunk.

For a Forester Every Day is Earth Day

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1511 Dexter AVE N Arborist Report

Trees planted at the top of the retaining wall are situated on or very near the west property line. These are located roughly four to six feet from the back edge of the rock wall. The drip-lines of these trees extend well into the existing parking lot. Drip-lines have been delineated on the attached survey.

Trees #101 and #102 were recently topped. The tops of these trees were likely interfering with views from the adjacent apartment building to the west. The subject trees appear healthy and of good vigor. Foliage is of normal color and density.

There are no significant street trees on either Galer Street or Dexter Avenue North.

### Discussion

Leyland cypress is a hybrid between Nootka cypress, *Chamaecyparis nootkatensis* and Monterey cypress, *Cupressus macrocarpa*. The species was developed primarily for planting as a dense screen. It is extremely fast-growing.

Several of the subject trees are comprised of more than one trunk, which is a characteristic growth pattern of the species. The DBH (diameter at breast height, 4 1/2' above ground) of multiple trunk trees was determined by the square root method per Director's Rule 16-2008.

The subject trees are considered significant but not exceptional. Per Director's Rule 16-2008, an 'Exceptional' tree is defined as a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource, and/or it is a designated heritage tree and/or is rare or exceptional by virtue of its size, species, condition, cultural/historic importance or age.

The Director's Rule also defines a tree grove exceptional if that grove contains eight or more trees 12" DBH or greater that form a continuous canopy. Under the Rule, all of the subject trees are considered 'Exceptional'; however, as an arborist, it is difficult to use Leyland cypress and exceptional in the same sentence. The main problems with Leyland cypress are that they are short-lived and their root systems cannot support or keep up with top growth. Commonly when the trees mature and reach heights of 60' or more, they tend to blow over in strong wind events. Root systems fail because they are not substantial enough to support the large mass.

### Potential Tree Retention

The feasibility of preserving the subject trees is low and really not warranted given the species involved. Because of the limited space, it is assumed the rock retaining wall will be removed and reconstructed at the property line. This will compromise the subject neighboring property line trees which will ultimately have to be removed and replaced. The removal of the property line trees will not have adverse impacts on the remaining three cypress trees on the adjacent parcel. Tree #201 is situated roughly five feet off of the property line. A cut in grade at the property line may compromise its health and structural stability. Removal is recommended if the cut in grade is closer than 10' of the trunk face.

The screening that the property line trees are affording can be easily replaced. Large evergreens 12' in height can be planted to mitigate their removal. The replacement with Leyland cypress trees is not recommended given the reasoning above. A cultivar of our

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1511 Dexter AVE N Arborist Report

native western red cedar, Excelsa red cedar is recommended at a planted spacing of 10' to 12'. These grow denser and shorter than our native red cedar which will ultimately have less conflict with views in the long-term and be more stable. Approximate replacement tree locations have been plotted on the plan. A mitigation ratio of 1:1 is appropriate.

### Summary

The subject trees are of no special significance. These were planted as a screen. There are no native tree species or native vegetation on the property or on the adjoining small vacant parcel. The screen can be easily replaced, ultimately enhancing the small adjacent parcel with trees that provide better functional and aesthetic attributes.

*There is no warranty suggested for any of the trees subject to this report. Weather, latent tree conditions, and future man-caused activities could cause physiologic changes and deteriorating tree condition. Over time, deteriorating tree conditions may appear and there may be conditions, which are not now visible which, could cause tree failure. This report or the verbal comments made at the site in no way warrant the structural stability or long term condition of any tree, but represent my opinion based on the observations made.*

*Nearly all trees in any condition standing within reach of improvements or human use areas represent hazards that could lead to damage or injury.*

Please call if I can be of further assistance or if you have any questions.

Sincerely,

Bob Layton  
ISA Certified Arborist #PN-2714A  
Certified Tree Risk Assessor #233

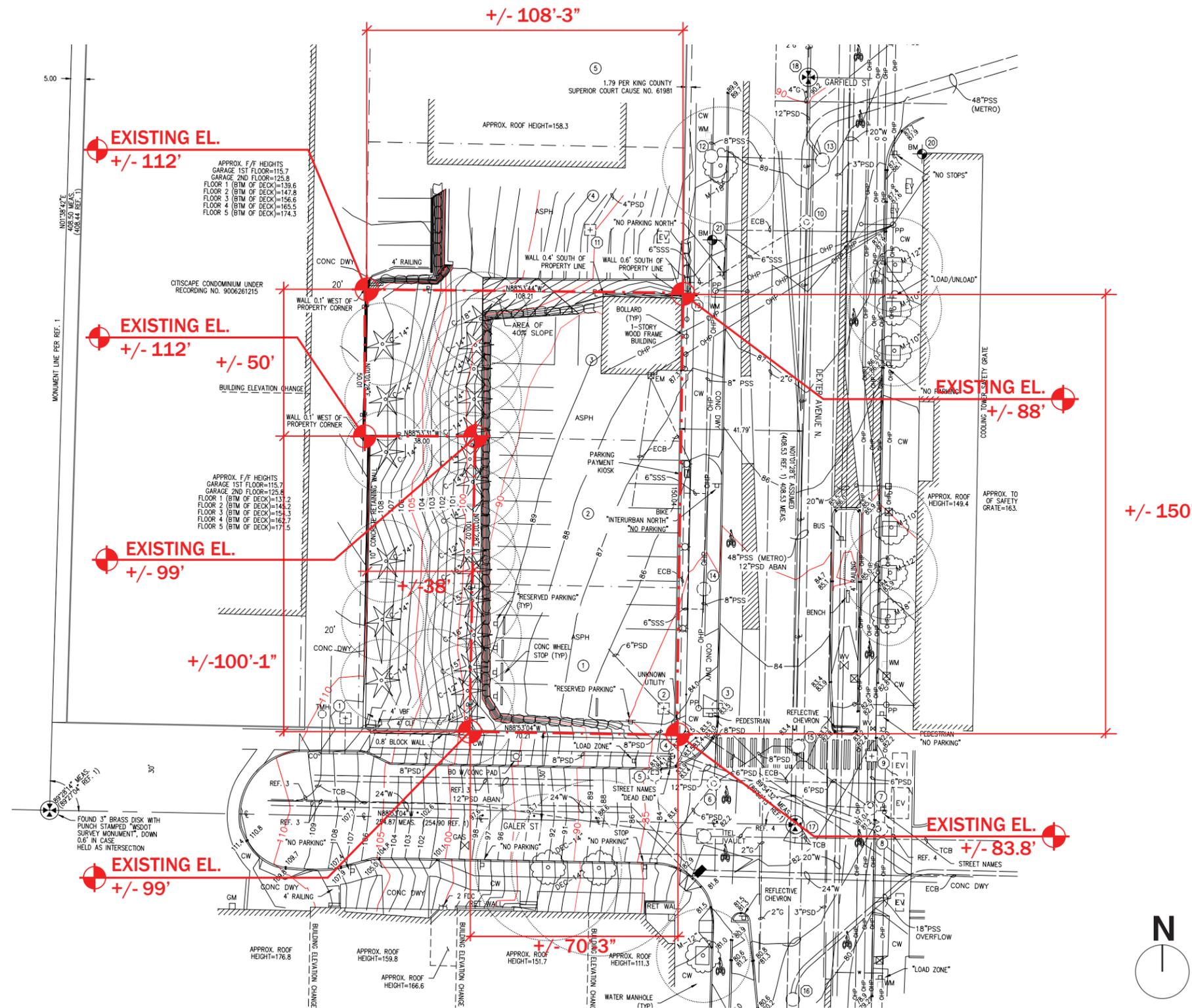
AMERICAN FOREST MANAGEMENT, INC.

AMERICAN FOREST MANAGEMENT, INC.



# EXISTING SITE CONDITIONS

## EXISTING SITE SURVEY



**PARCEL NUMBER:**  
8807900050, 8807900055

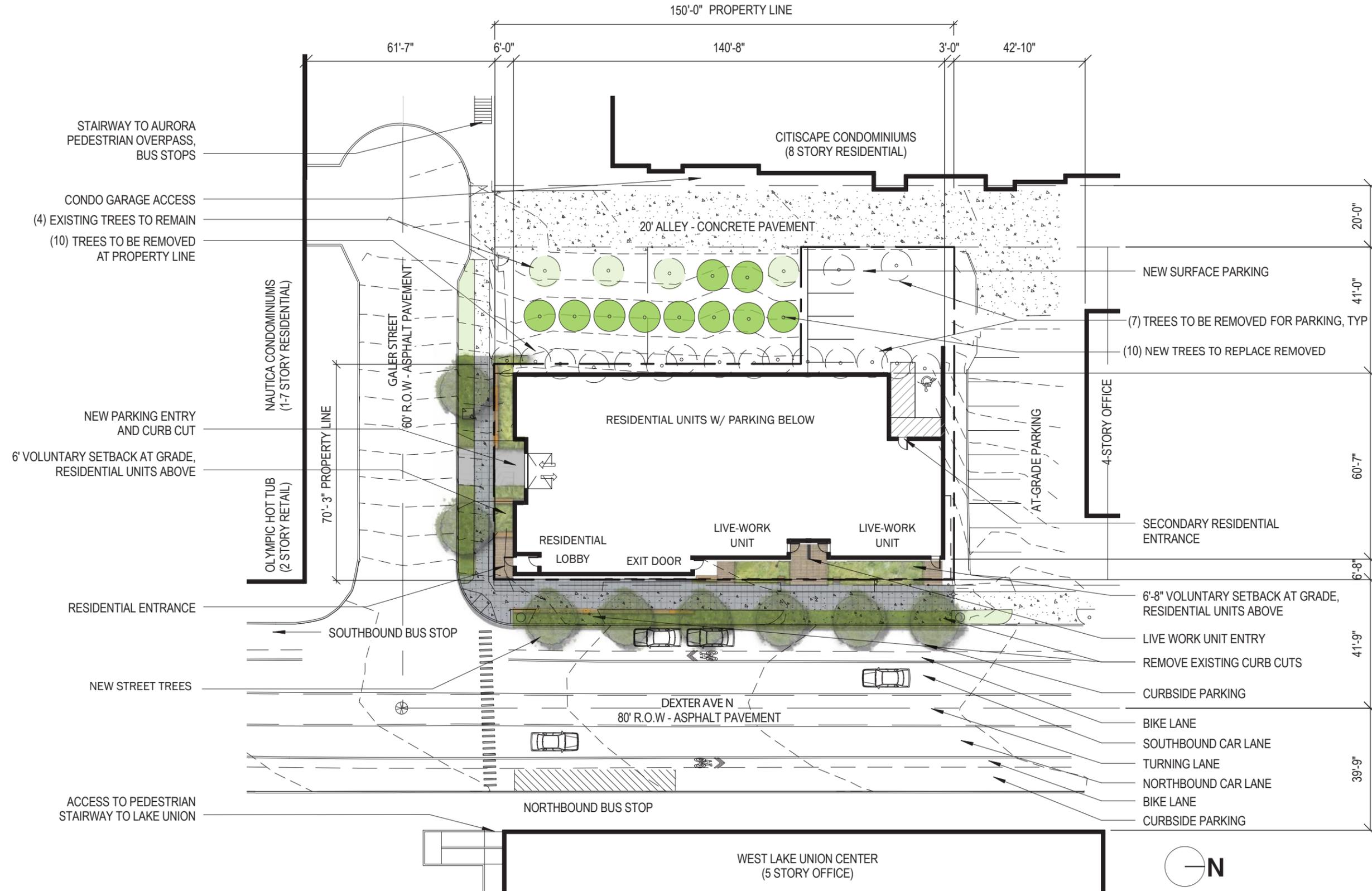
**LEGAL DESCRIPTION:**  
THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF KING, CITY OF SEATTLE, STATE OF WASHINGTON, AND IS DESCRIBED AS FOLLOWS:

LOTS 1, 2 AND 3, BLOCK 2, UNION LAKE ADDITION SUPPLEMENTAL TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 177, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 61981 FOR DEXTER AVENUE, AS PROVIDED BY THE CITY OF SEATTLE ORDINANCE NUMBER 17628;

AND EXCEPT THE WEST 38 FEET OF AFOREMENTIONED LOTS 1 AND 2.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



\*FOR REST OF LANDSCAPE INFORMATION  
SEE PLAN ON PAGE 38



# HISTORIC CONTEXT

## HOUSING THE WORKFORCE

Mill on Lake Union circa 1910



Cascade neighborhood homes with Queen Anne Hill in the background in 1902



Factories, automobile dealerships, commercial laundries as well as light and heavy industry created a large number of jobs in the area and many workers decided to live near where they worked.

Fred Hutchinson Cancer Research Center



Biomedical and technology companies began moving to the area, creating a huge number of jobs in the area.

Union Apartments at 901 Dexter Ave N



By the mid-2000s more multi-family residential space began to be built. From 1990 to 2012, SLU added more than 3,000 new residents, with much of the growth occurring in the past decade\*.



1900's

The area became a predominantly middle-class neighborhood of modest houses and the poorer families moved their houseboats between mills, canneries and shipyards along the western and eastern Lake Union shorelines.



Houseboat community on Lake Union in 1938

1950's

During the 1950's numerous single-family homes were torn down as land use shifted away from residential toward commercial.



Photo of project site with heating oil company office

1980's

2000's

PRESENT



Photo of Seattle Houseboat circa 1960

Goal: to maintain affordable worker housing within easy reach of employment.

## PAST:

For many years the area was well connected to downtown Seattle and the rest of the city.



Westlake trestle and pedestrian promenade along Lake Union, circa 1895



Seattle Streetcars circa 1940

## PRESENT AND FUTURE:

The area is beginning to reconnect to the rest of the city with the renovation of Mercer Street, new bike and pedestrian streets and the new streetcar and lightrail plan.



The elimination of streetcars in favor of buses, the construction of Interstate 5 and the use of Mercer Street as an access road effectively cut-off the area from the rest of the city.



Construction of I-5 in the 1960's

Information Sources: historylink.com (<http://www.historylink.org/cybertour/pdf/luwalkingtour.pdf>).

Image Sources: A, F, H - historylink.org B - pauldorpat.com C - Seattle Municipal Archives D - Supplied by previous owner E - MOHAI - Seattle PI G - MOHAI Archives

\* "Public & Private Investments in South Lake Union" July 2012, City of Seattle Office of Economic Development.



Map of Major Bike and Pedestrian Routes

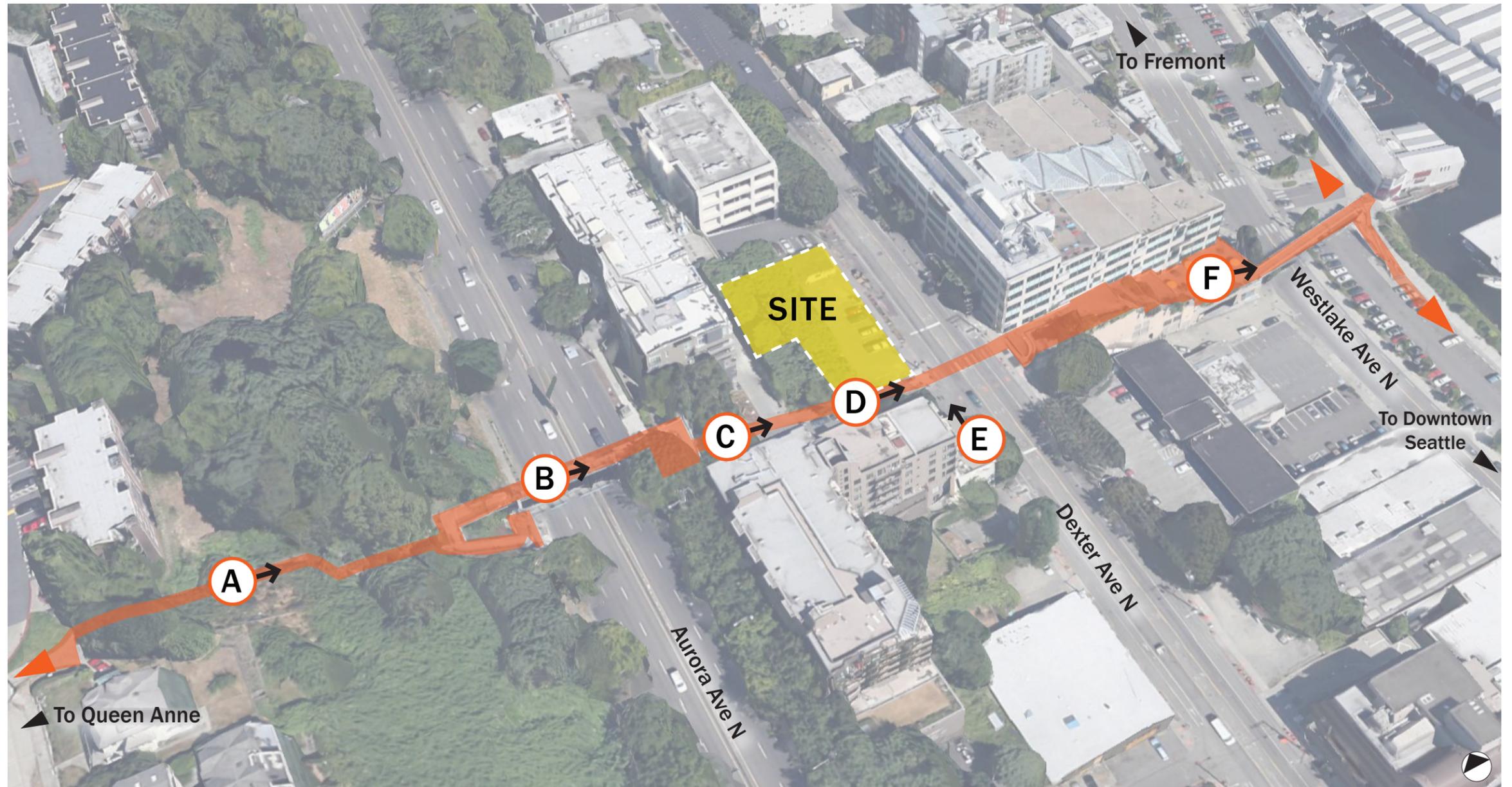


Map of Proposed Streetcar System

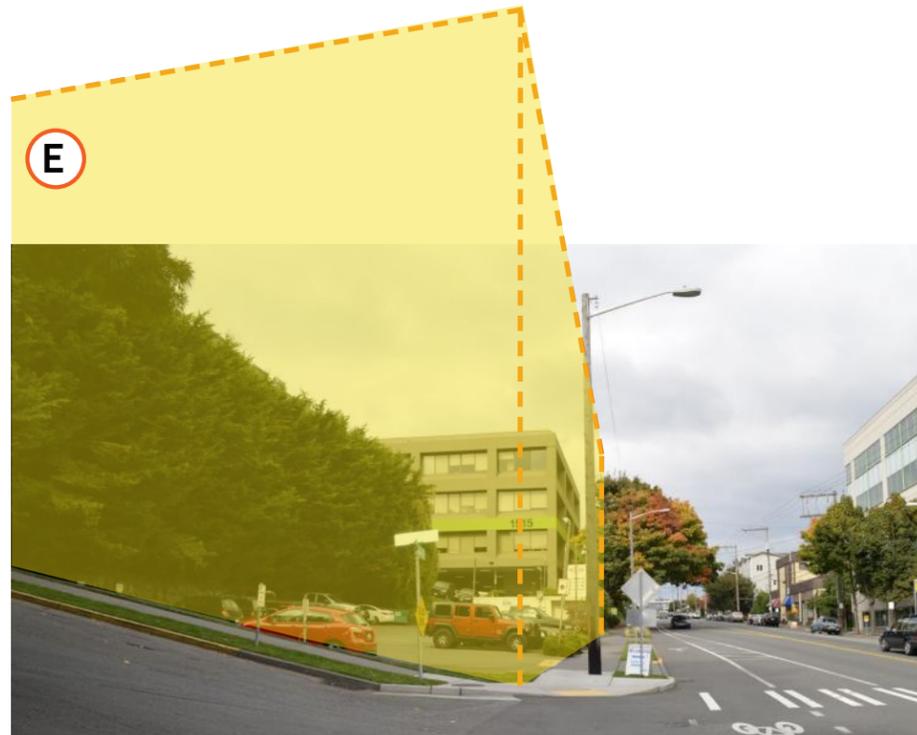
# ARCHITECTURAL CONCEPT

## GALER STREET CONNECTION

The Galer Street Pedestrian Connection provides a means for people to safely cross Aurora Avenue and Western Avenue, both East-West circulation barriers. It connects the Queen Anne neighborhood to Dexter Avenue, Westlake Avenue and Lake Union. Opportunities are present to enhance wayfinding, resting places and connections to mass transportation, outdoor activities, site and historic context.



# ARCHITECTURAL CONCEPT GALER STREET CONNECTION



# ARCHITECTURAL CONCEPT

## GALER STREET CONNECTION - WAYFINDING AND EDUCATION

The site has excellent potential to provide wayfinding and infographics. These wayfinding devices can connect people back to the site's physical and historic context while also providing people a place to stop along streets and sidewalks that accommodate pedestrians, bicyclists, vehicles and public transportation.



Environmental Signage concerning swales at Stackhouse Apartments



Bike parking which incorporates a bike path map in South Lake Union



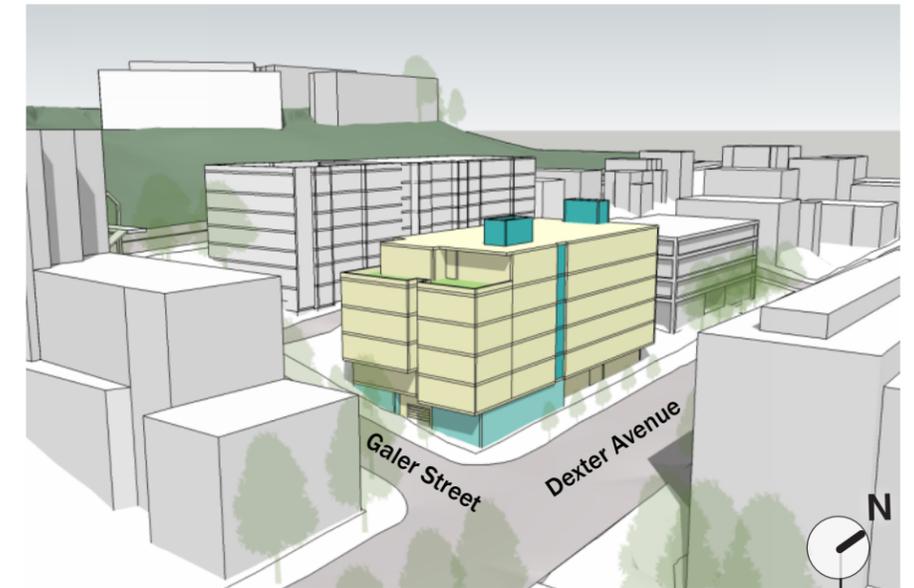
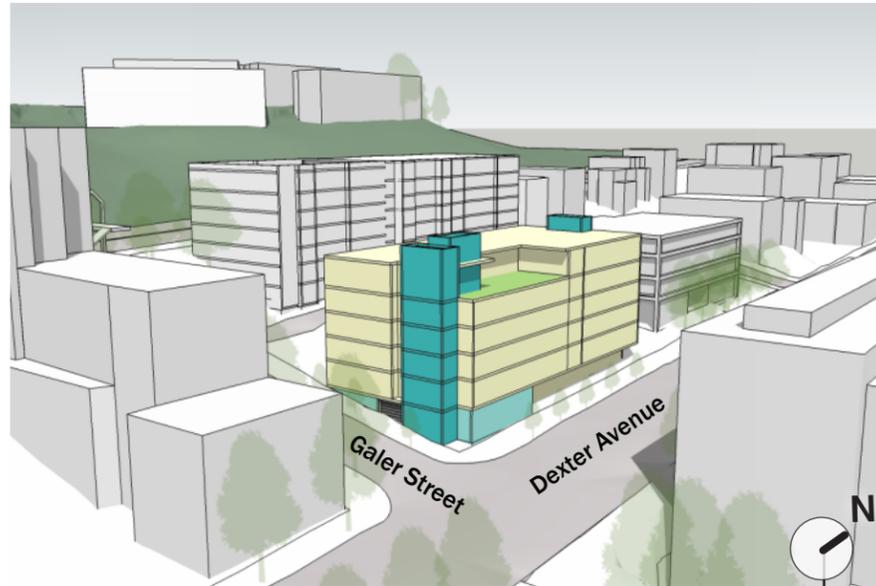
Signs in Pioneer Square explain the history of the immediate site



- ⊘ Opportunities for Wayfinding / Signage
- ⊘ Opportunities for Stopping / Resting

# MASSING ALTERNATIVES

ALL OPTIONS ASSUME CONTRACT REZONE TO NC3-65



## OPTION A

- FAR = 4.24 (max allowable FAR = 4.75)
- 55,343 gsf total
- 64 units+ 3 L/W & 25 parking spaces

### Pros:

- Lobby & main building entry is located at the corner.
- Common roof deck opens to limited views of Lake Union.
- Common roof deck has good solar orientation.
- Level 1 live work units are set back to create more generous pedestrian experience.

### Cons:

- Lobby does not “hold” the corner.
- Placing the vertical circulation at the south facade almost on the corner limits views to downtown and Lake Union from units and roof deck. Also limits solar benefits to units.

## OPTION B - CODE COMPLIANT

- FAR = 4.07 (max allowable FAR = 4.75)
- 53,187 gsf total
- 55 units + 4 L/W & 22 parking spaces

### Pros:

- Common roof deck opens to views of Lake Union and downtown.
- Common roof deck has excellent solar orientation.
- Units located at southeast corner maximizes the solar orientation and view opportunities.

### Cons:

- There are no setbacks along either right of way resulting in lack of defensible space and less generous pedestrian experience.
- Lobby location at the northeast corner of the project is not the best urban response and does not support Seattle Design Guidelines.

## OPTION C - PREFERRED

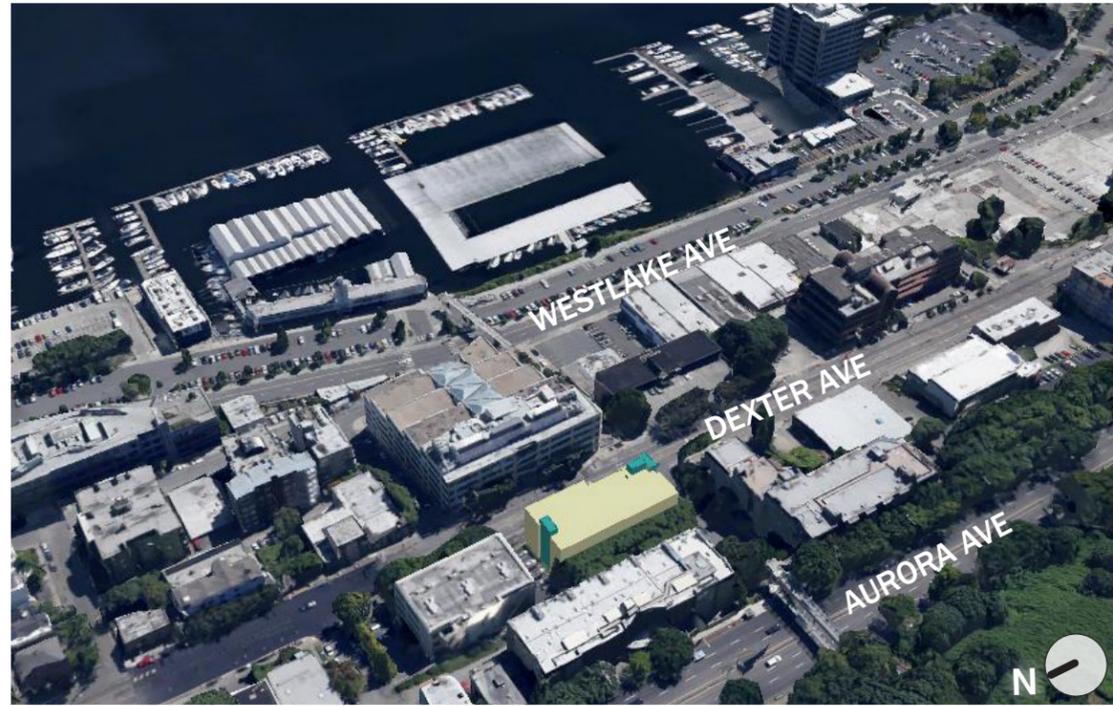
- FAR = 4.28 (max allowable FAR = 4.75)
- 55,777 gsf total
- 65 units + 2 L/W & 25 parking spaces

### Pros:

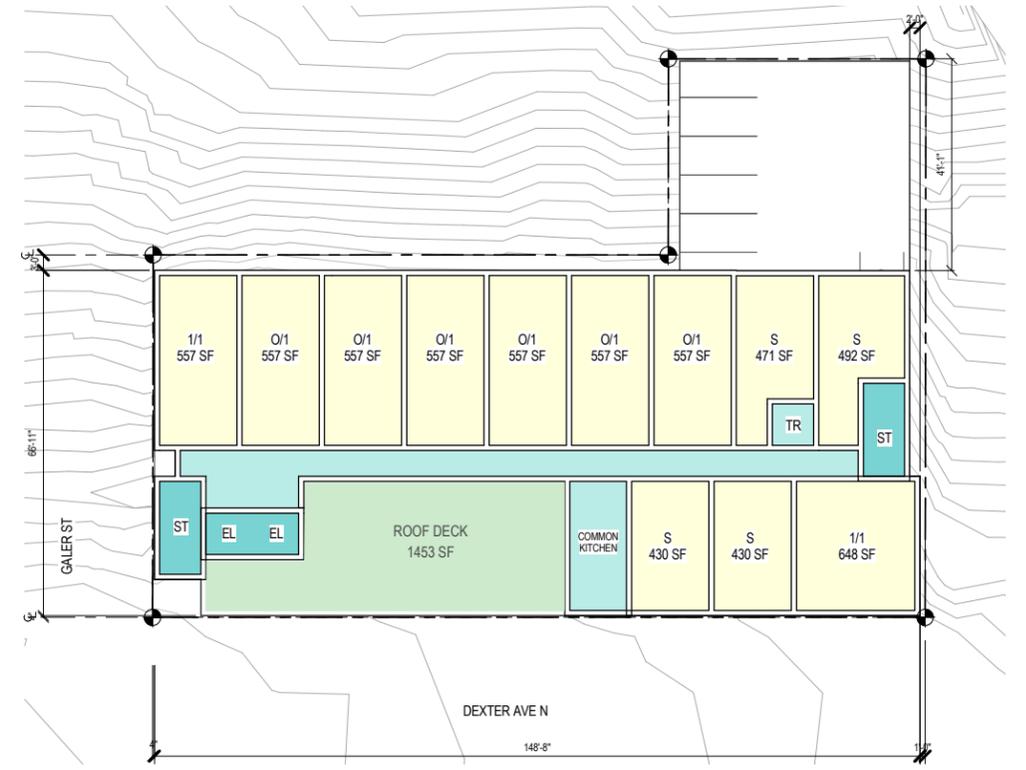
- Lobby & main building entry is located at the corner.
- Common roof deck opens to views of Lake Union and downtown.
- Common roof deck has excellent solar orientation.
- Level 1 live work units are set back to create more generous pedestrian experience.
- Building sets back 6 feet along Galer Street, providing opportunities for improved R.O.W. design and enhanced pedestrian experience.
- Maximizes number of affordable housing units on the site.
- Building masses begin to be broken up in a logical way

# MASSING OPTION A

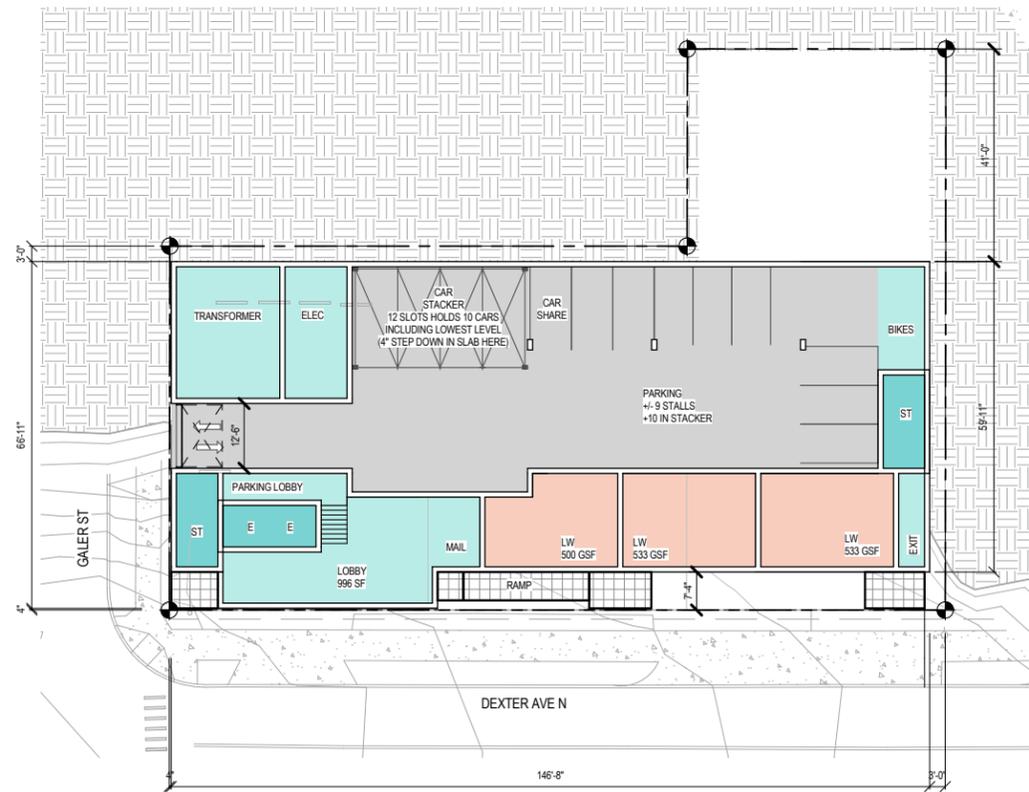
NC3-65



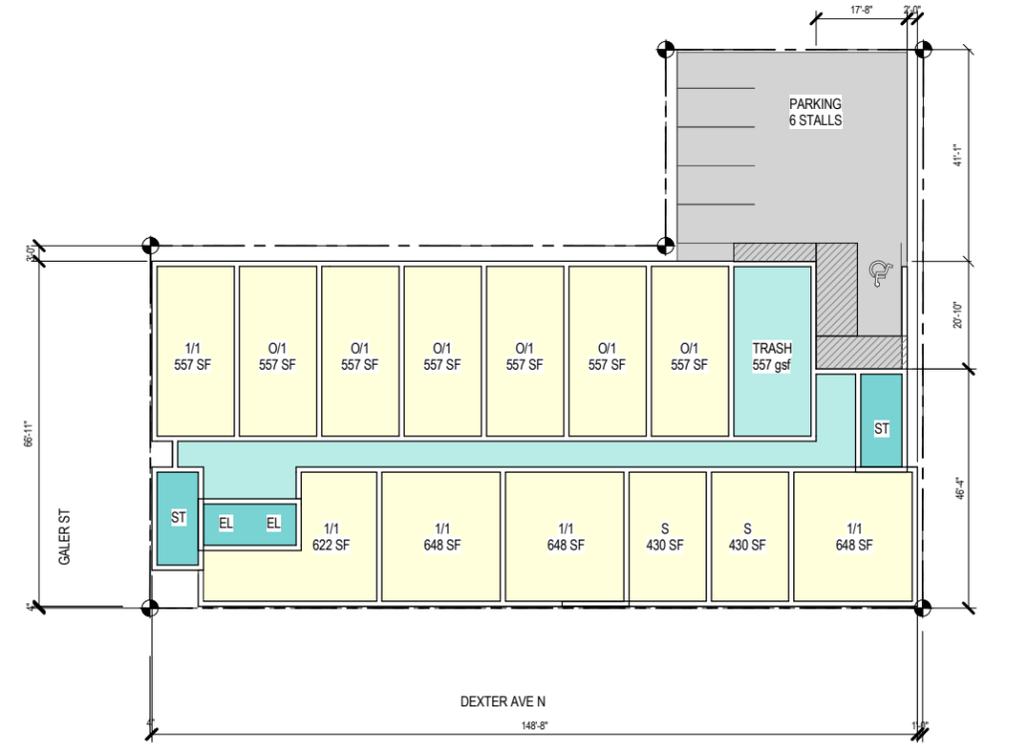
Aerial View Looking Northwest



Level 6

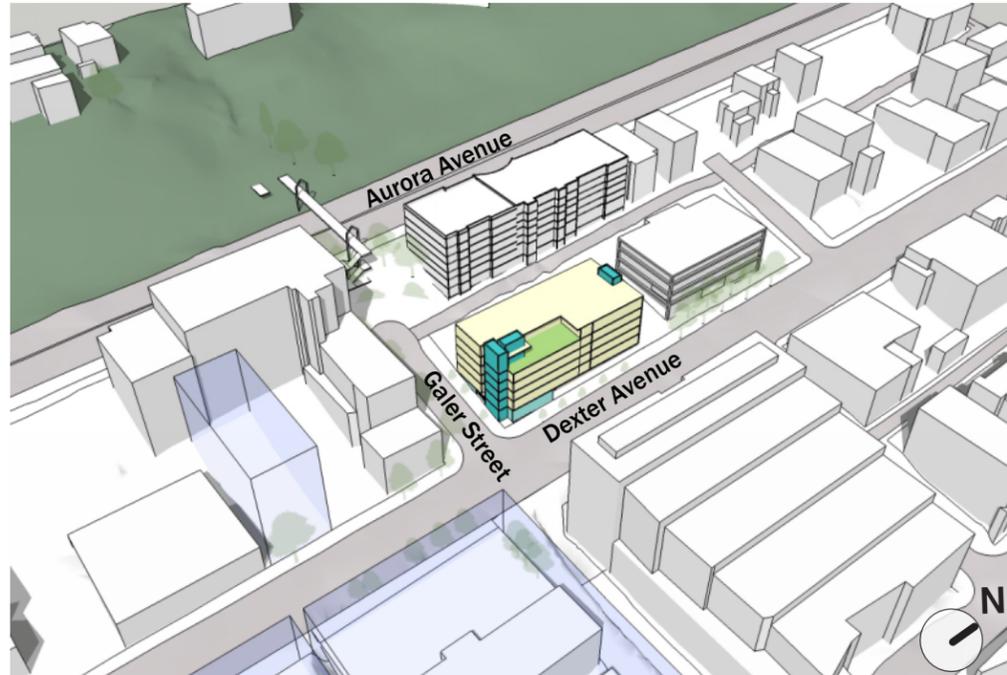


Level 1

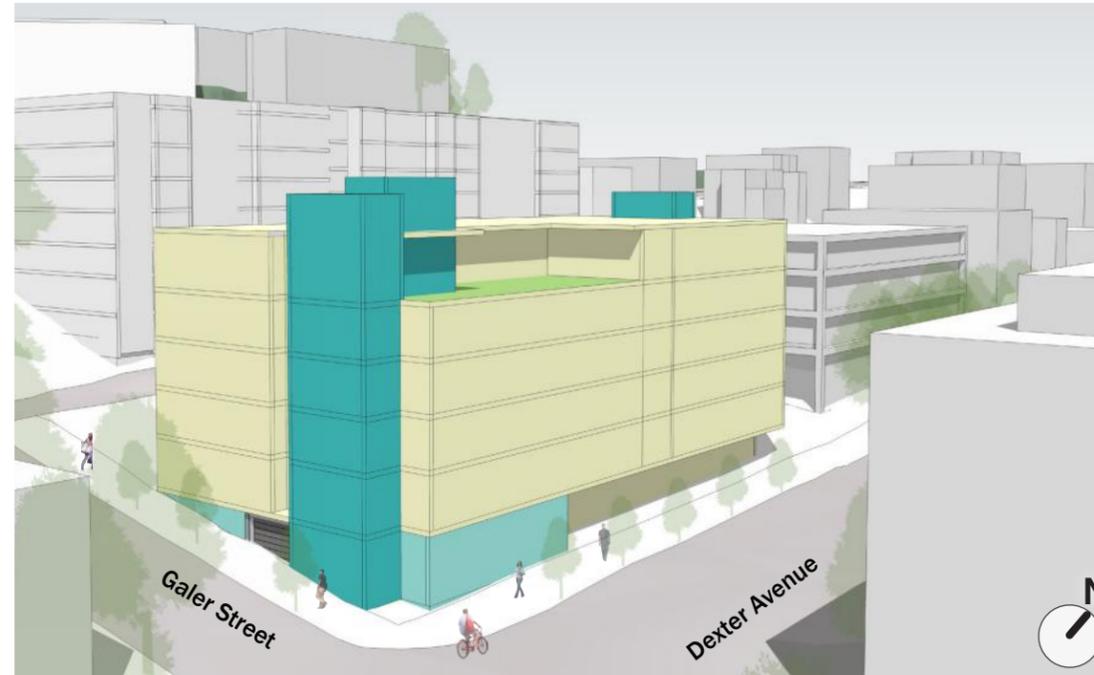


Level 2-5

- Parking
- Residential
- Lobby/Circulation/Amenity
- Live-Work
- Exterior Amenity



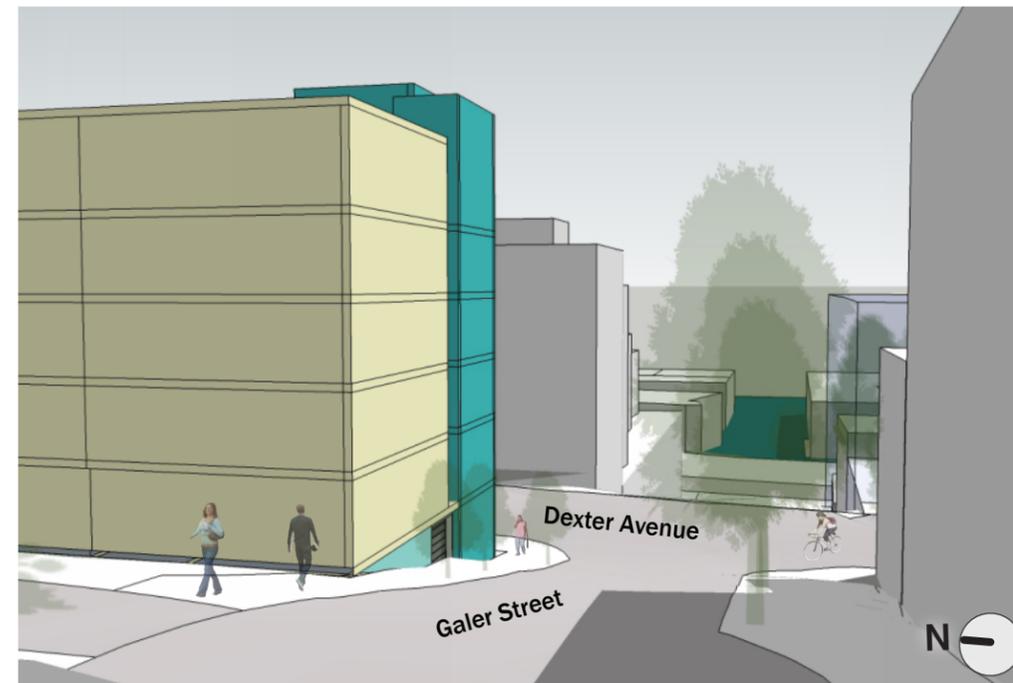
Aerial View Looking Northwest



Pedestrian View: Dexter Avenue Looking Northwest



Pedestrian View: Dexter Avenue Looking Southwest



Pedestrian View: Galer Street Looking East

# MASSING OPTION B

NC3-65

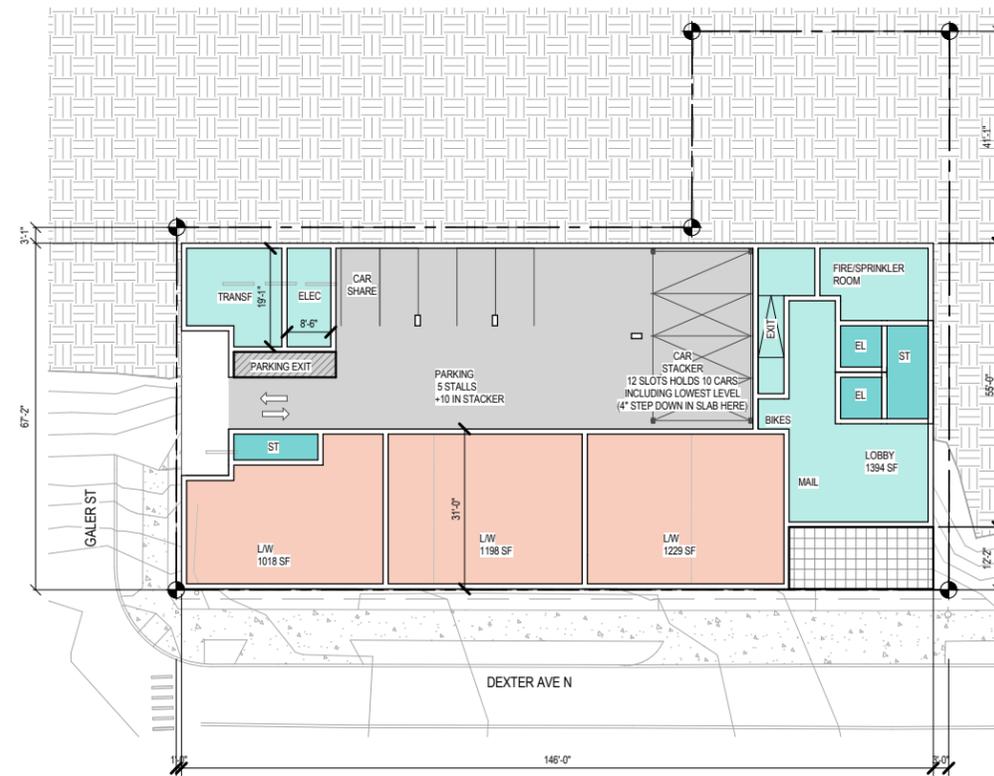
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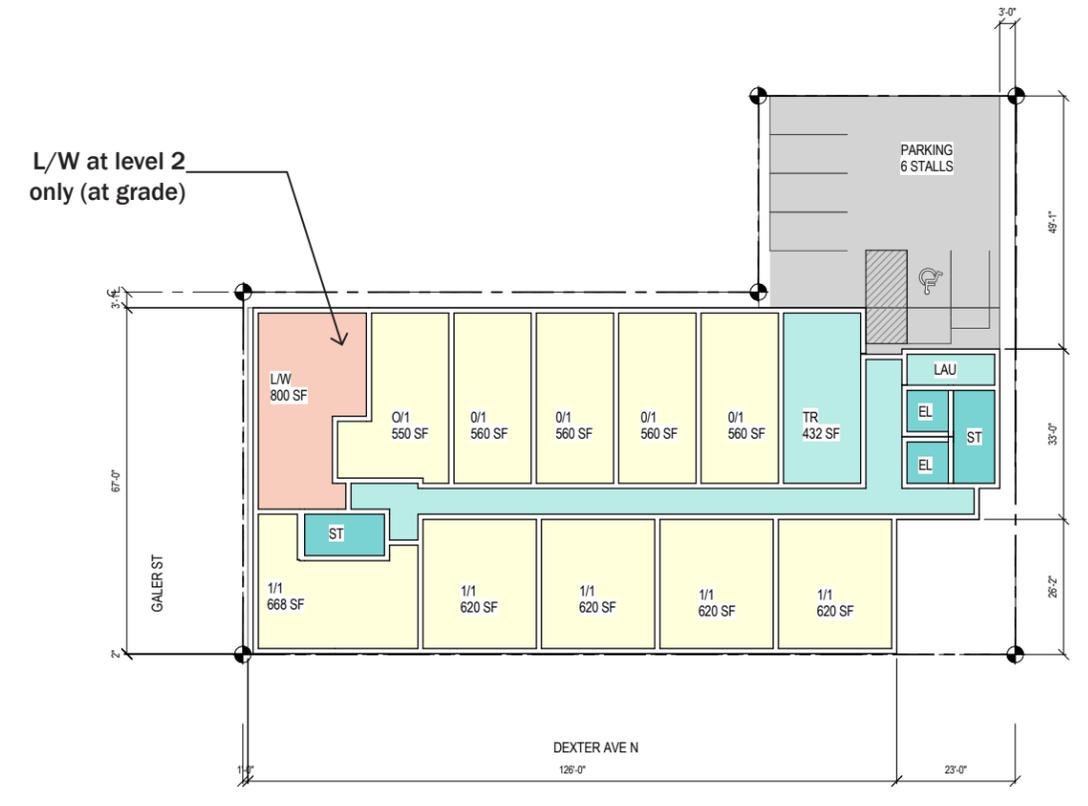
Aerial View Looking Northwest



Level 6



Level 1



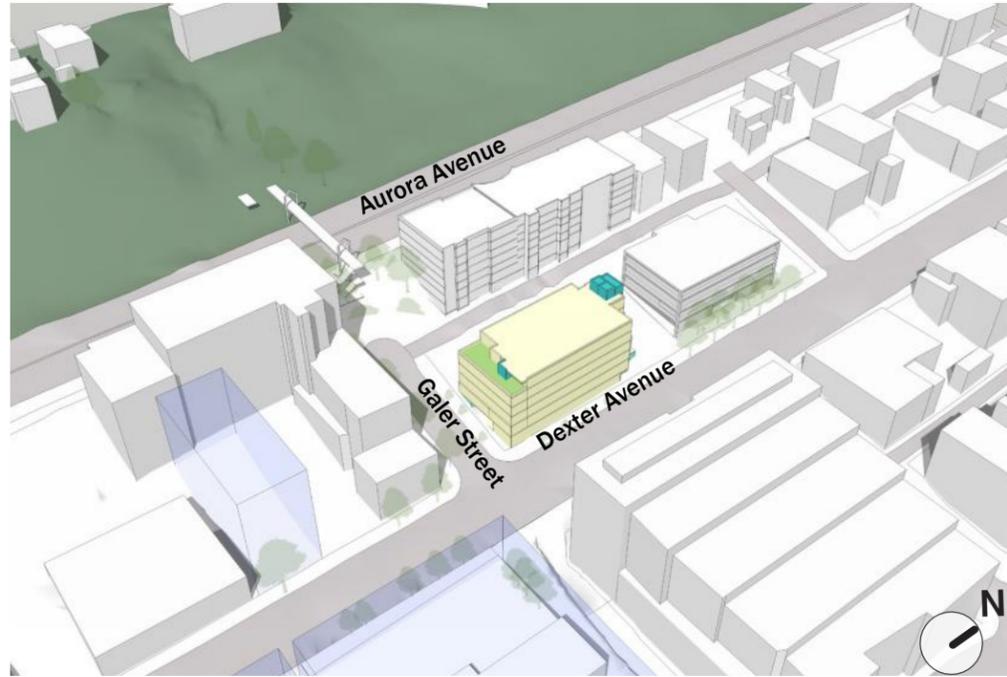
Level 2-5

- Parking
- Residential
- Lobby/Circulation/Amenity
- Live-Work
- Exterior Amenity

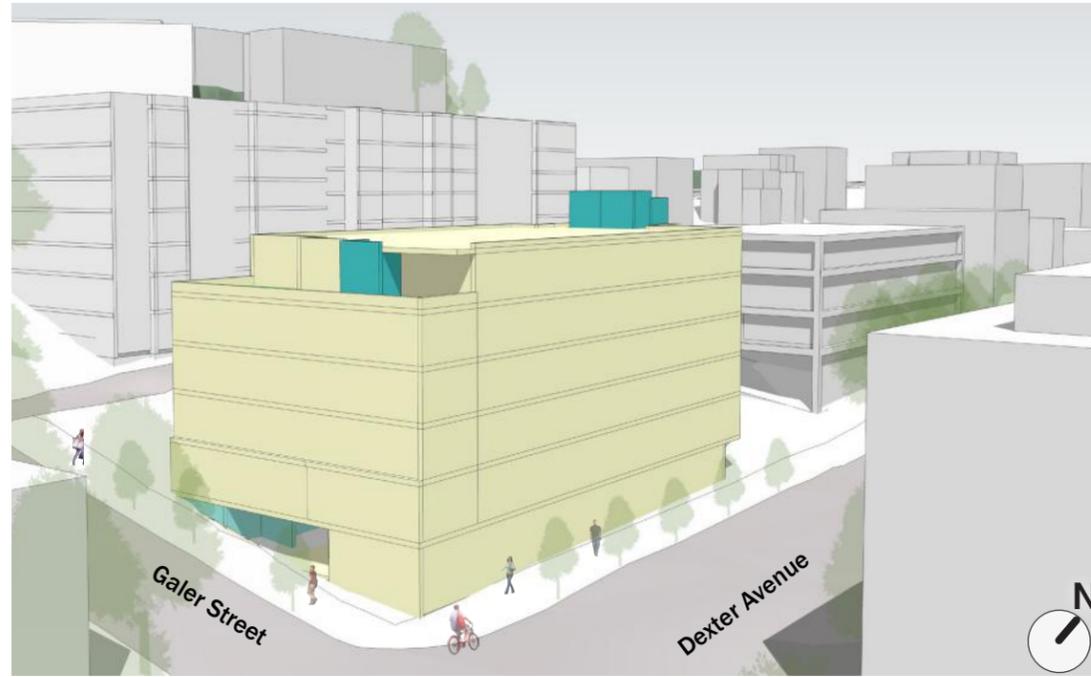
# MASSING OPTION B

NC3-65

Code Compliant - No Departures



Aerial View Looking Northwest



Pedestrian View: Dexter Avenue Looking Northwest



Pedestrian View: Dexter Avenue Looking Southwest



Pedestrian View: Galer Street Looking East

# MASSING OPTION C | PREFERRED

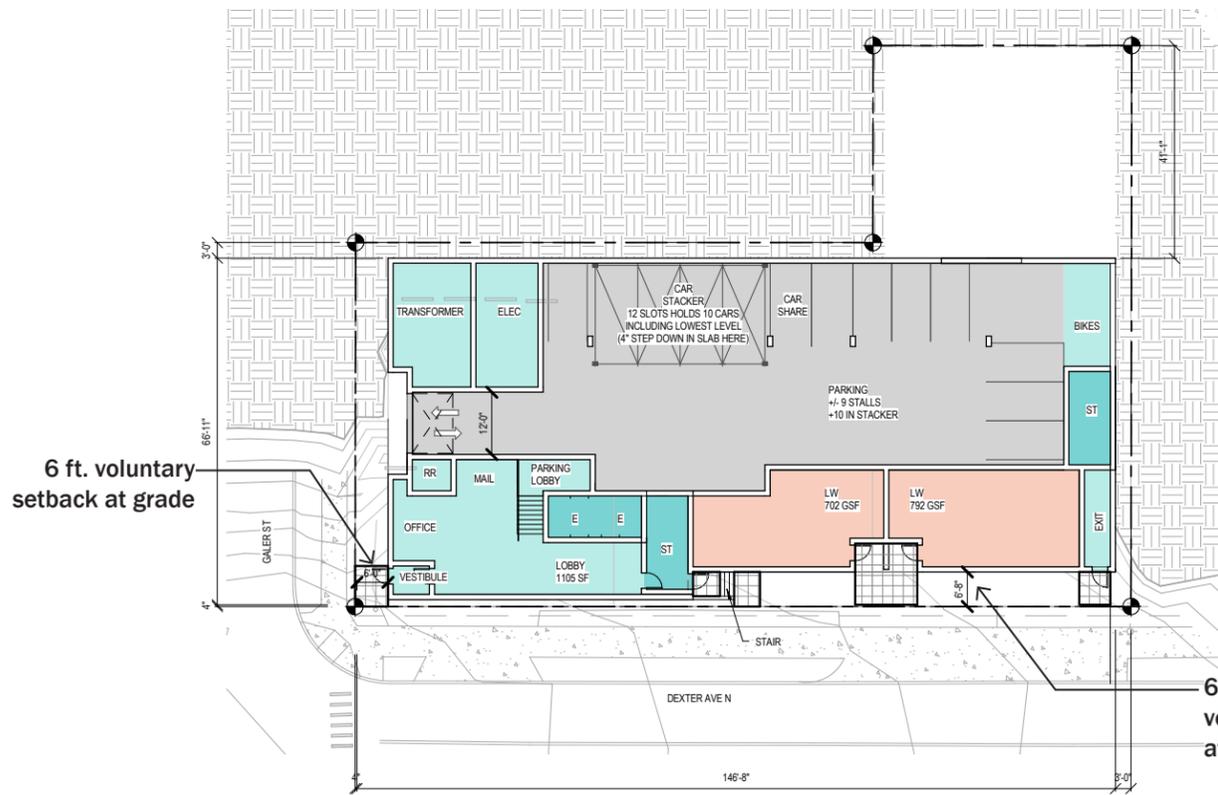
NC3-65



Aerial View Looking Northwest



Level 6



Level 1

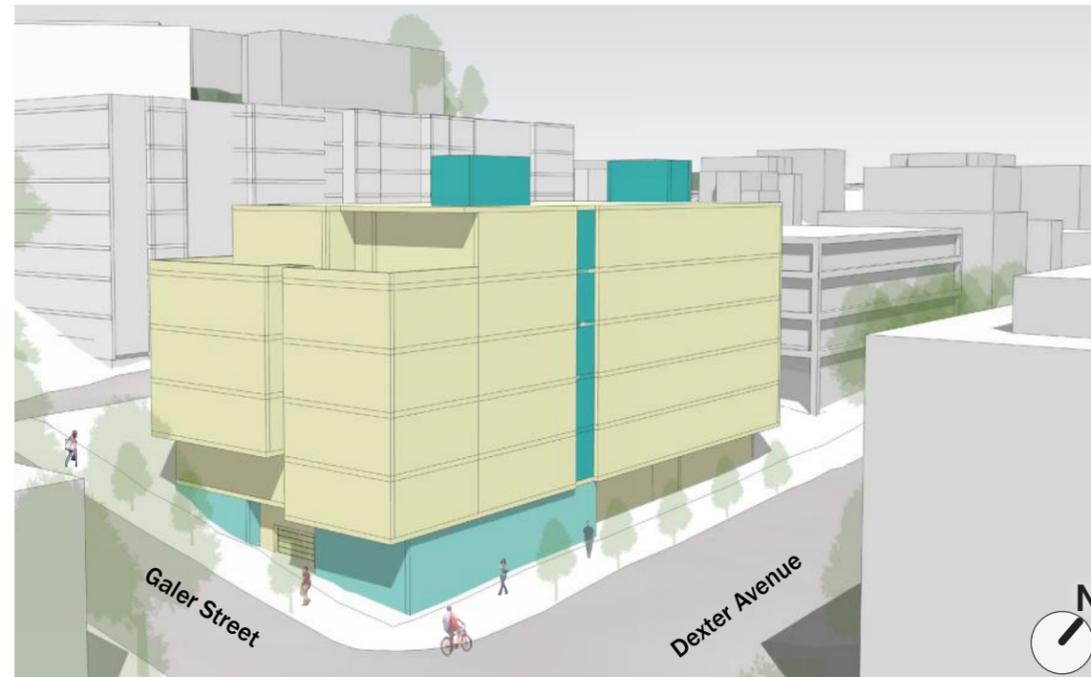


Level 2-5

- Parking
- Residential
- Lobby/Circulation/Amenity
- Live-Work
- Exterior Amenity



Aerial View Looking Northwest



Pedestrian View: Dexter Avenue Looking Northwest



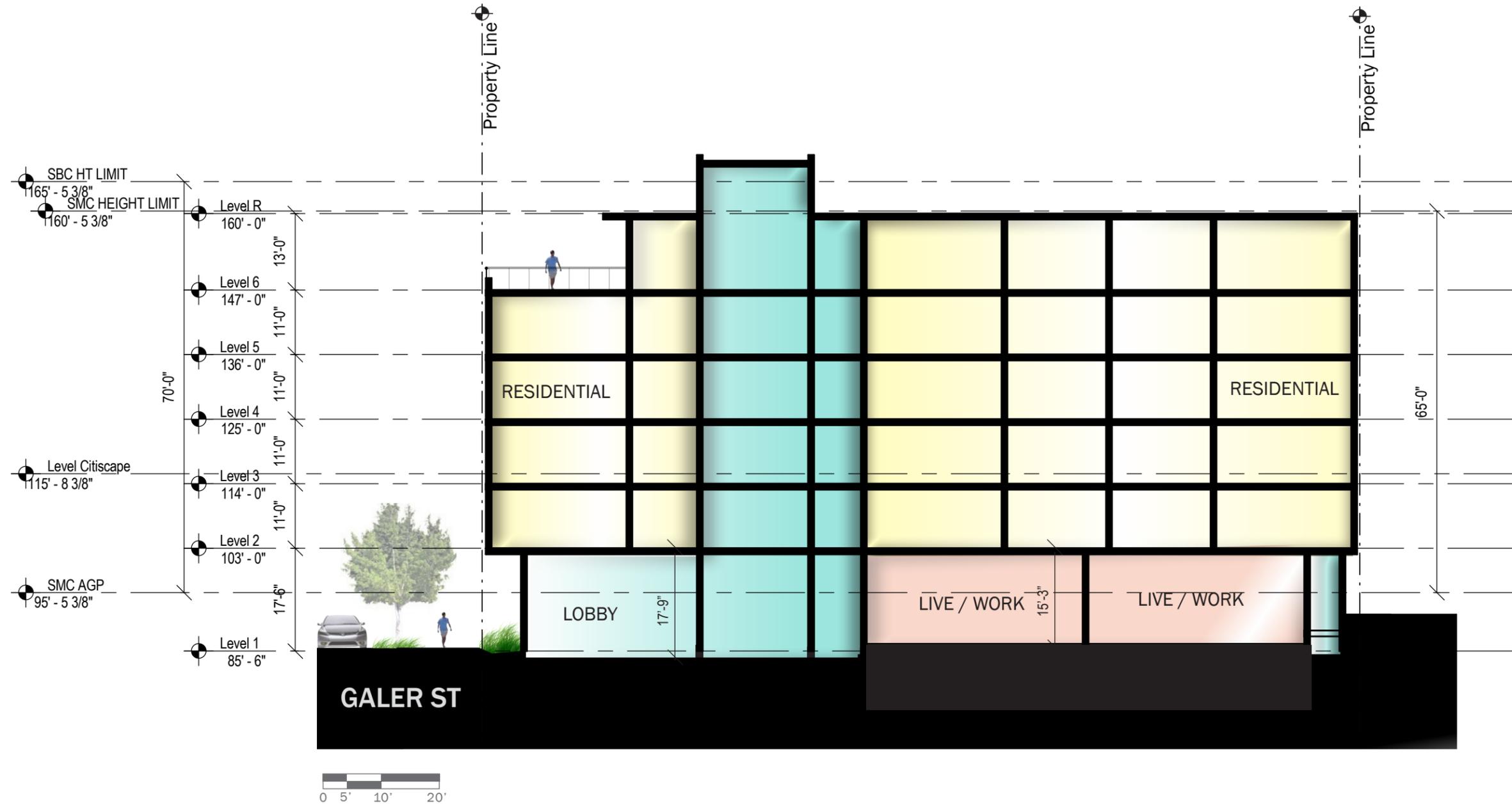
Pedestrian View: Dexter Avenue Looking Southwest



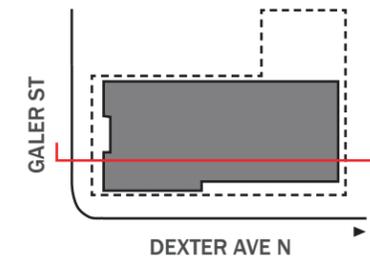
Pedestrian View: Galer Street Looking East

# MASSING OPTION C BUILDING SECTION | PREFERRED

NC3-65



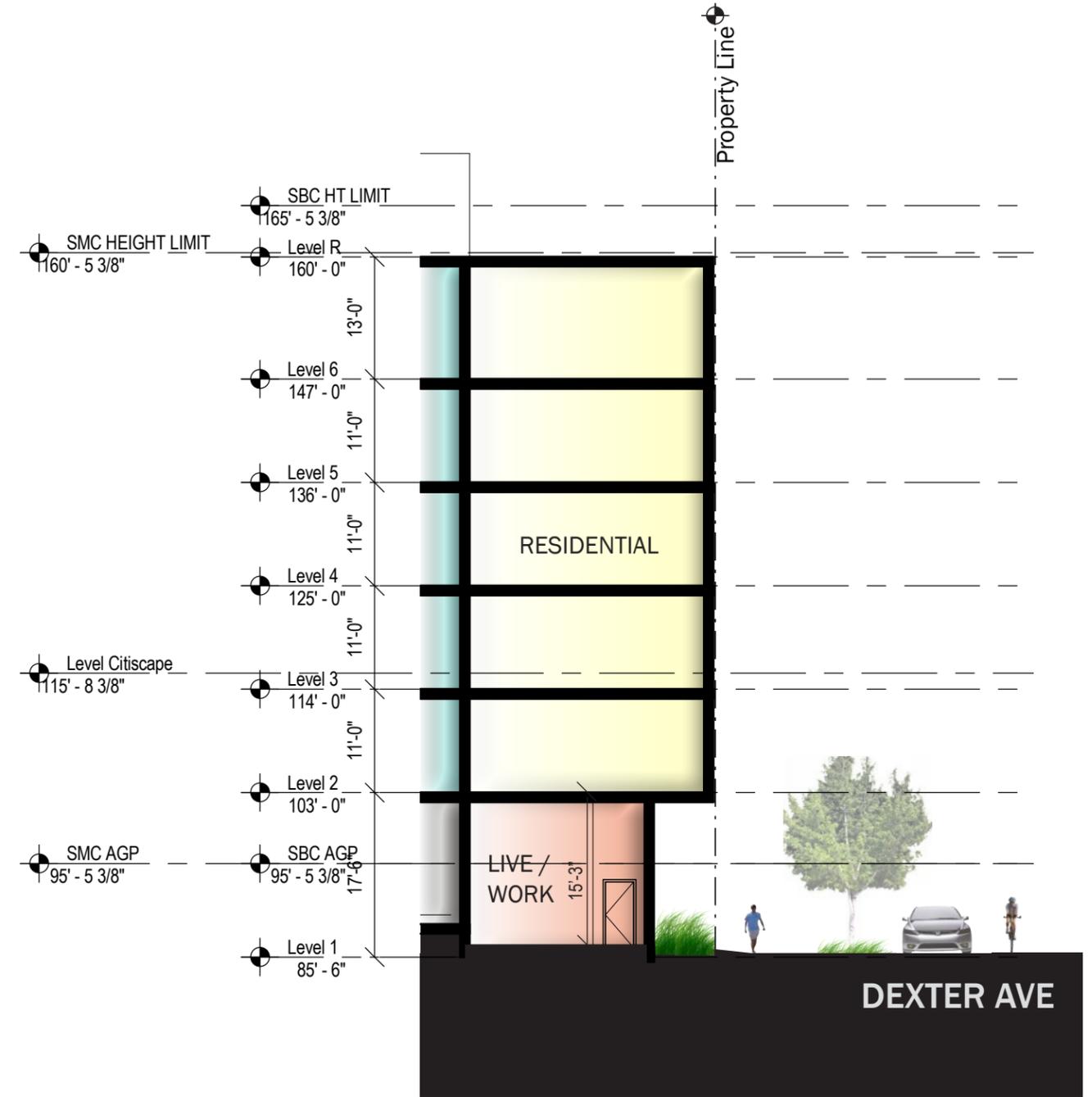
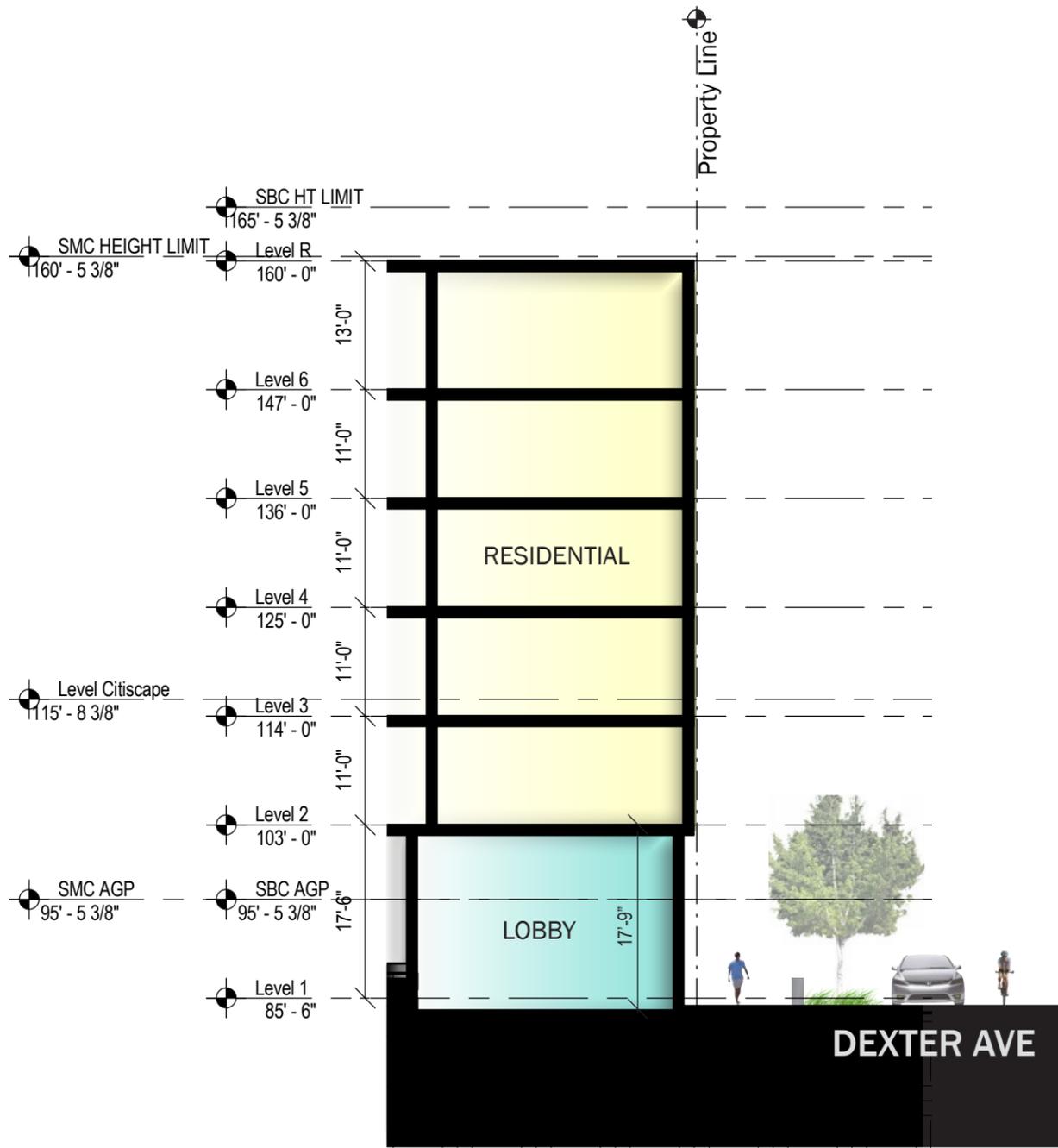
- Parking
- Residential
- Lobby/Circulation/Amenity
- Live-Work



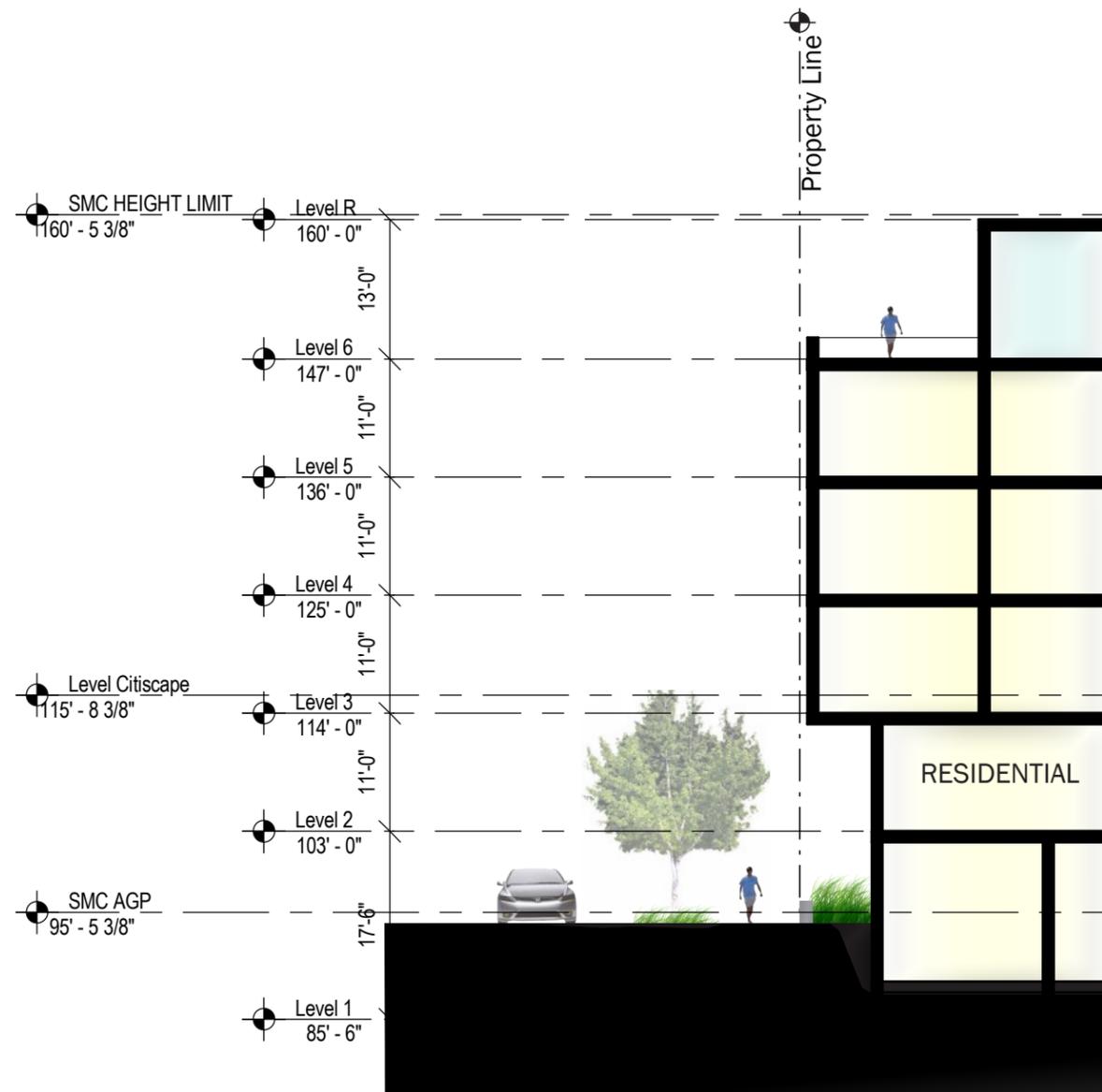


# MASSING OPTION C STREET SECTIONS | PREFERRED

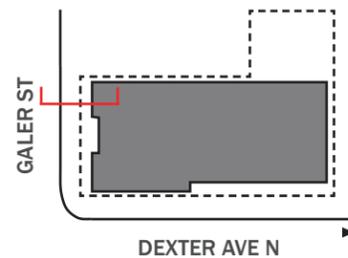
NC3-65



- Parking
- Residential
- Lobby/Circulation/Amenity
- Live-Work



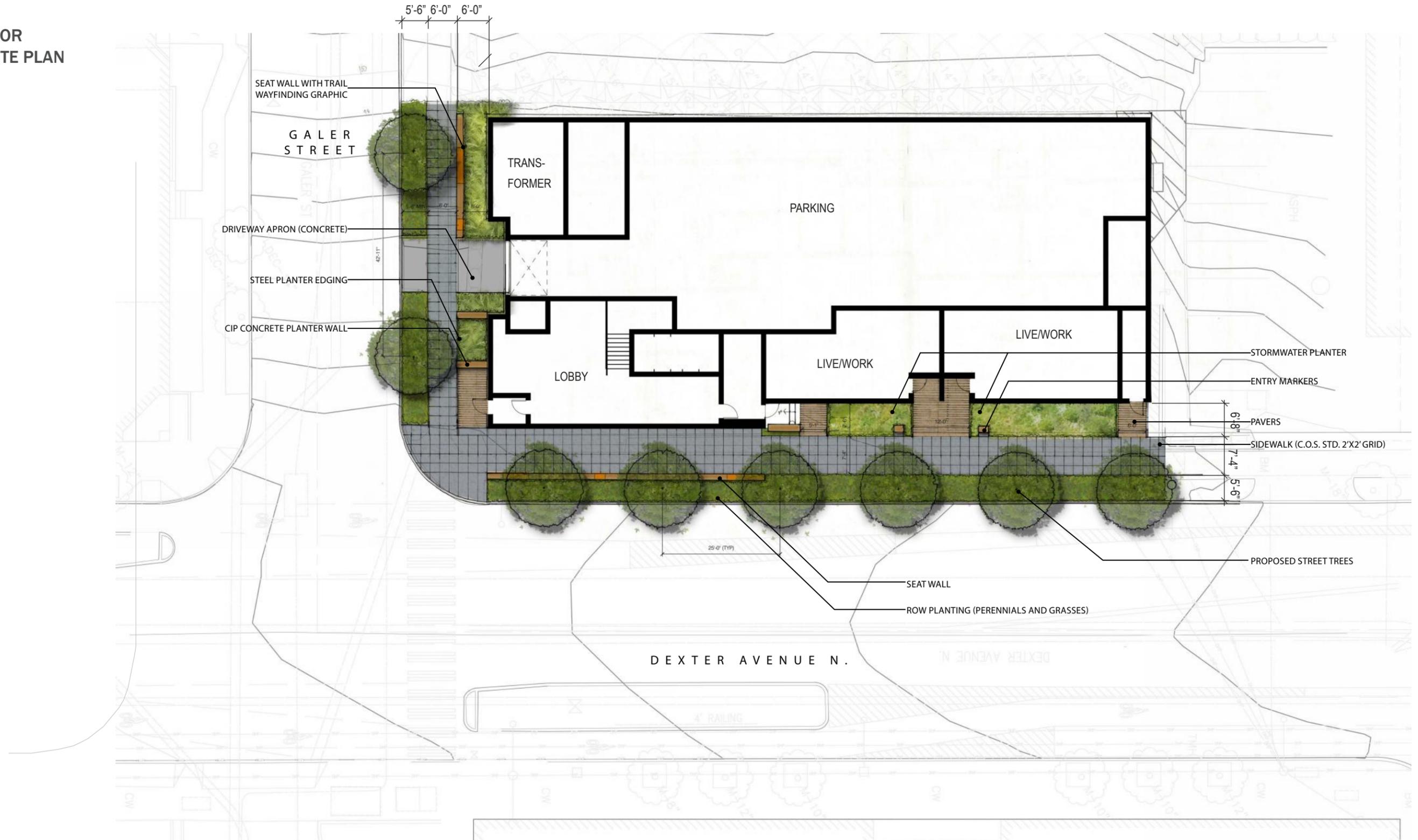
- Parking
- Residential
- Lobby/Circulation/Amenity
- Live-Work



# CONCEPTUAL LANDSCAPE PLAN

## PREFERRED MASSING

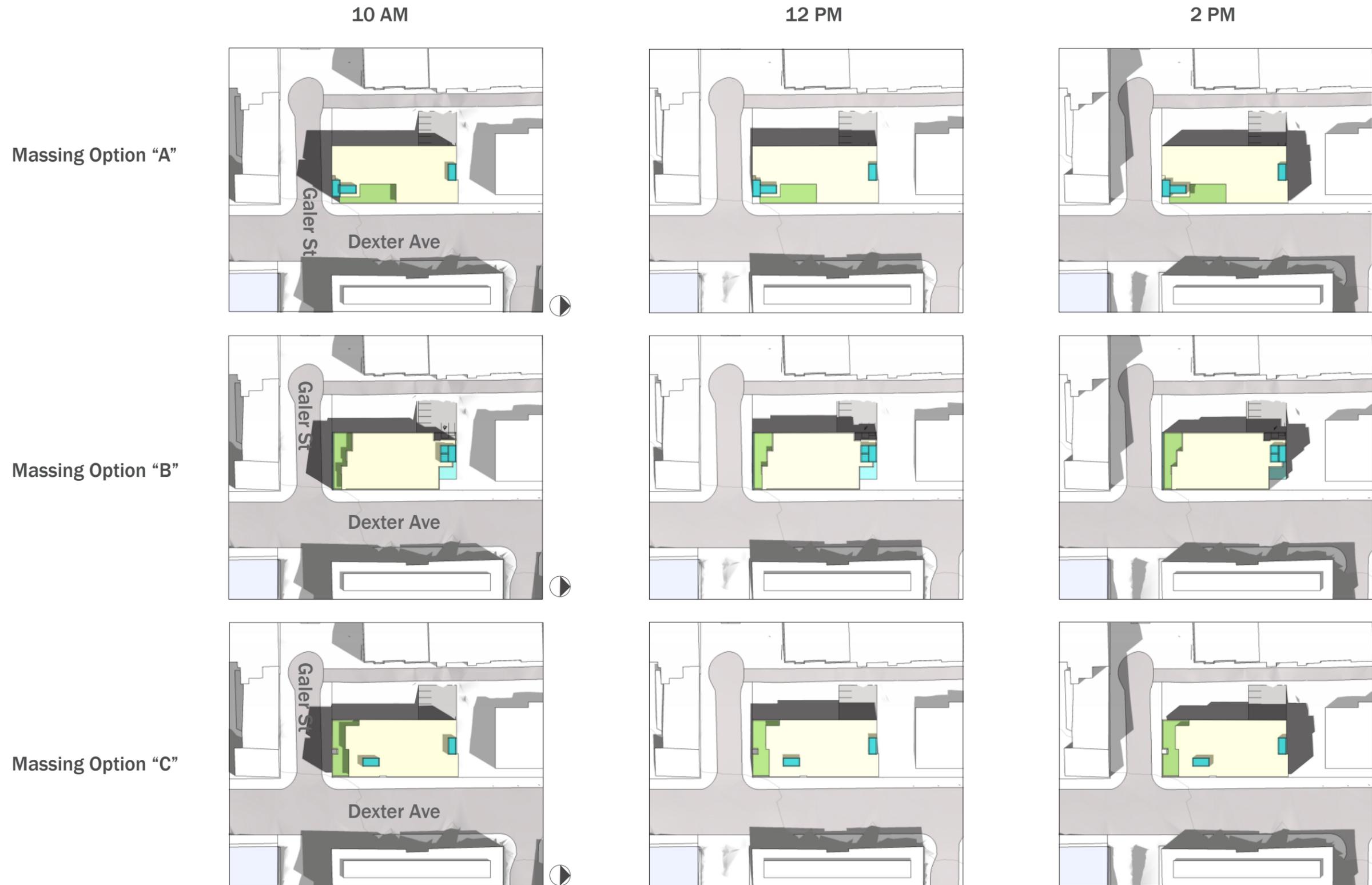
SEE PAGE 25 FOR  
ADDITIONAL SITE PLAN  
INFORMATION



# LANDSCAPE INSPIRATION IMAGES



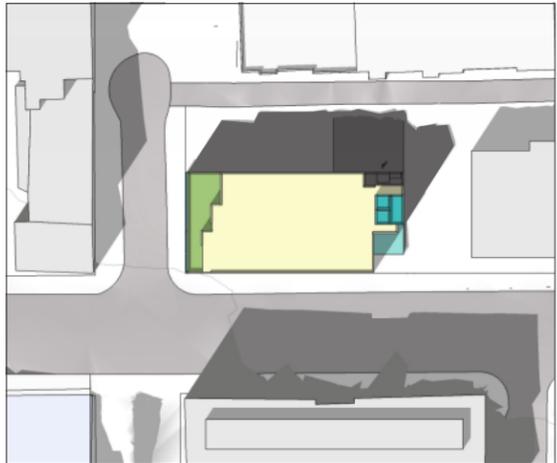
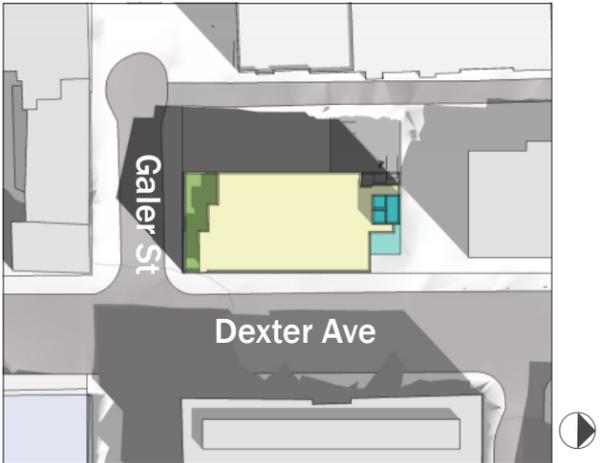
# SHADOW STUDIES | SUMMER SOLSTICE



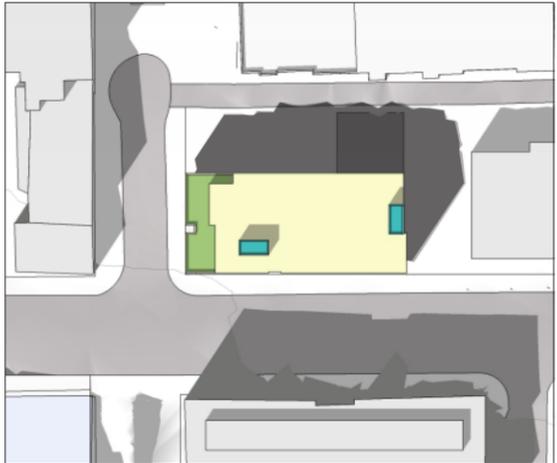
Massing Option "A"



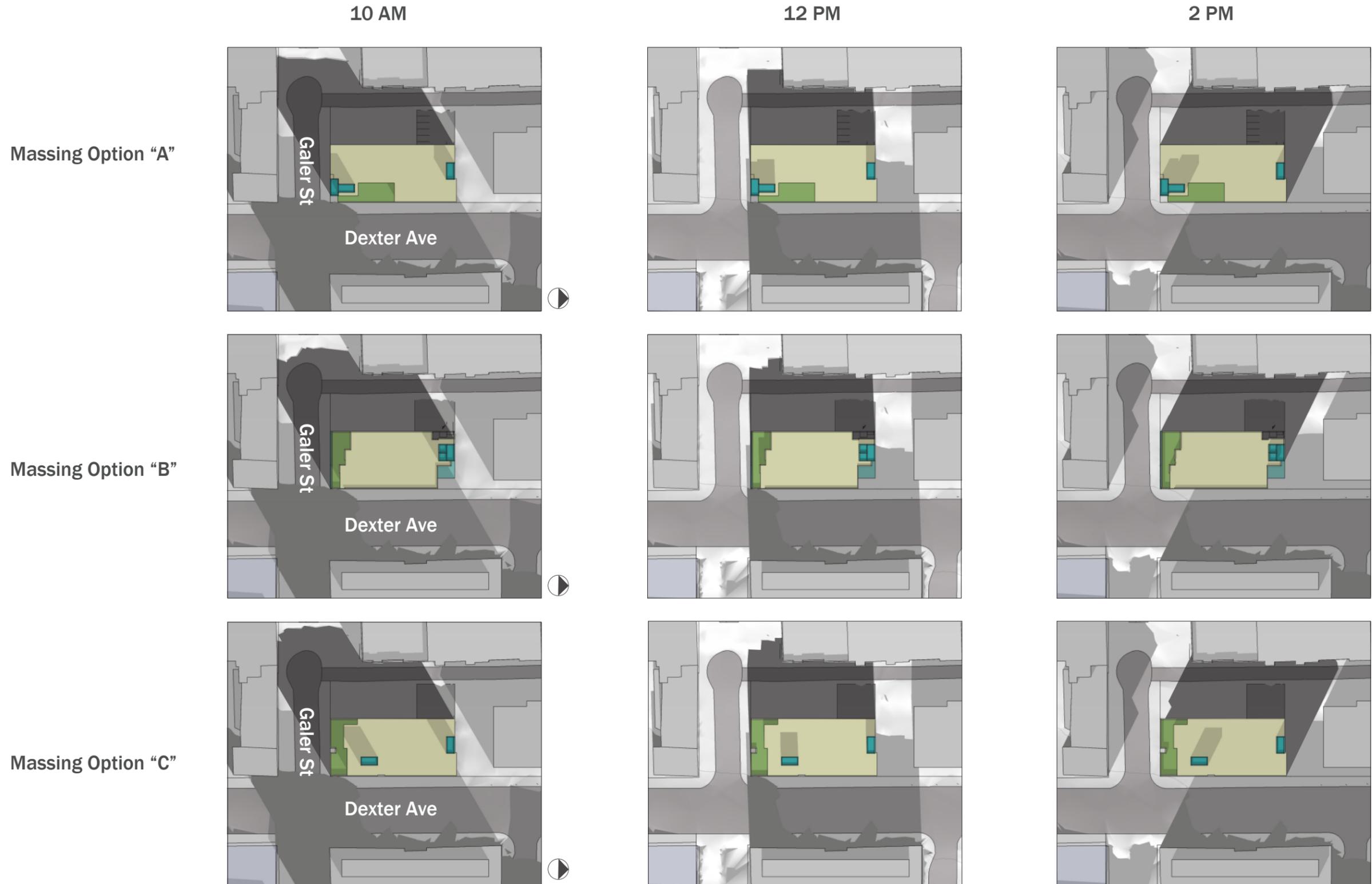
Massing Option "B"



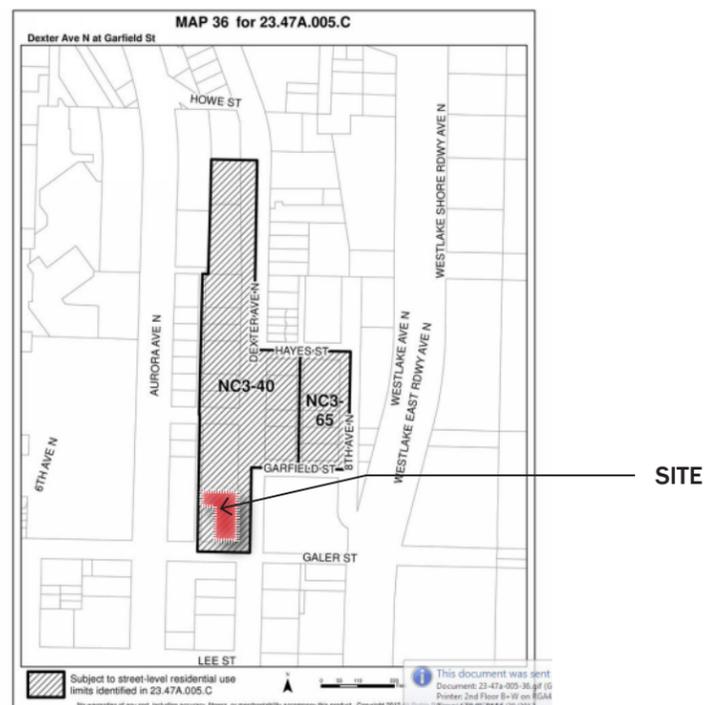
Massing Option "C"



# SHADOW STUDIES | WINTER SOLSTICE

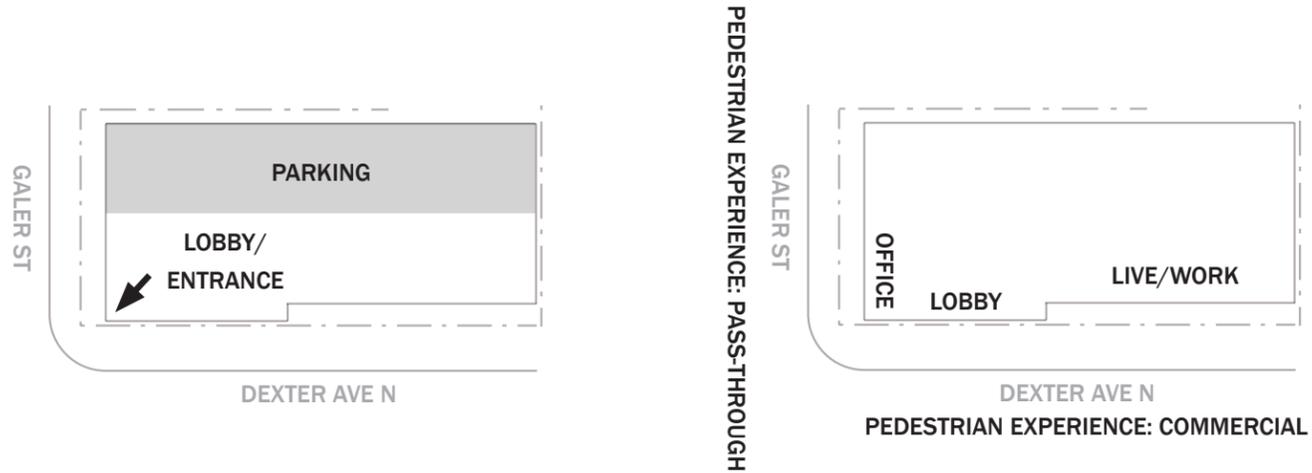


	STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION
#1	SMC 23.47A.005.C.1.g: Residential uses at street level	<p>1. In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations:</p> <p>g. In areas shown on Maps 1 through 60 in Map Book A at the end of this Chapter.</p>	To allow higher percentage of residential uses at Dexter Ave frontage and Galer Street frontage. Based on the Preferred Option, the maximum allowable residential use (20%) at Dexter Ave. is 28ft. in length, the project proposes 64ft 6in. (including required exit stair facades) = 47%. The maximum allowable residential use at Galer St. is 11ft10in, the project proposes 59ft. = 100%.	<p>The site has an small footprint on an extremely sloped site. The location of parking within the building and buried in the hill has been chosen to minimize its exposure to streets forcing the lobby and live work commercial spaces to the street front. When the building entrance and lobby (residential use) is located at the corner it occupies 47% of the Dexter Avenue facade and 100% of Galer street facade is considered residential.</p> <p>Locating the lobby / building entrance at the corner is preferred in accordance with City Design Guidelines. It accents the corner and anchors it. It will help the connection to the Galer Street foot traffic. It helps reinforce the identity of the building and wayfinding in general.</p>
#2	SMC 23.47A.008.B.3: Nonresidential street - level requirements	<p>3. Height and depth provisions for new structures or new additions to existing structures. Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. If the combination of the requirements of Sections 23.47A.005 or 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to nonresidential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be nonresidential.</p> <p>b. Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.</p>	The project proposes a 20ft-8 inches of depth for all commercial spaces along street-level street faces.	In order to provide the minimum parking required on site, due to the limited depth of the footprint, and in order to place parking below grade the only depth left at the street facing side is 27'-4". The project proposes giving 6'-8" of that space over to exterior space leaving an actual interior depth of 20'-8" feet. The sidewalk setback we feel provides for a more generous sidewalk experience as this are has heavy vehicular, bike and bus traffic. It also creates an "in-between" zone of semi-private, semi-public space that allows the live work units to function both as commercial and as residential.



# DEPARTURES

## DEPARTURE 1



Concept diagrams

### STANDARD

SMC 23.47A.005.C.1.g: Residential uses at street level

### REQUIREMENT

1. In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations:

g. In areas shown on Maps 1 through 60 in Map Book A at the end of this Chapter.

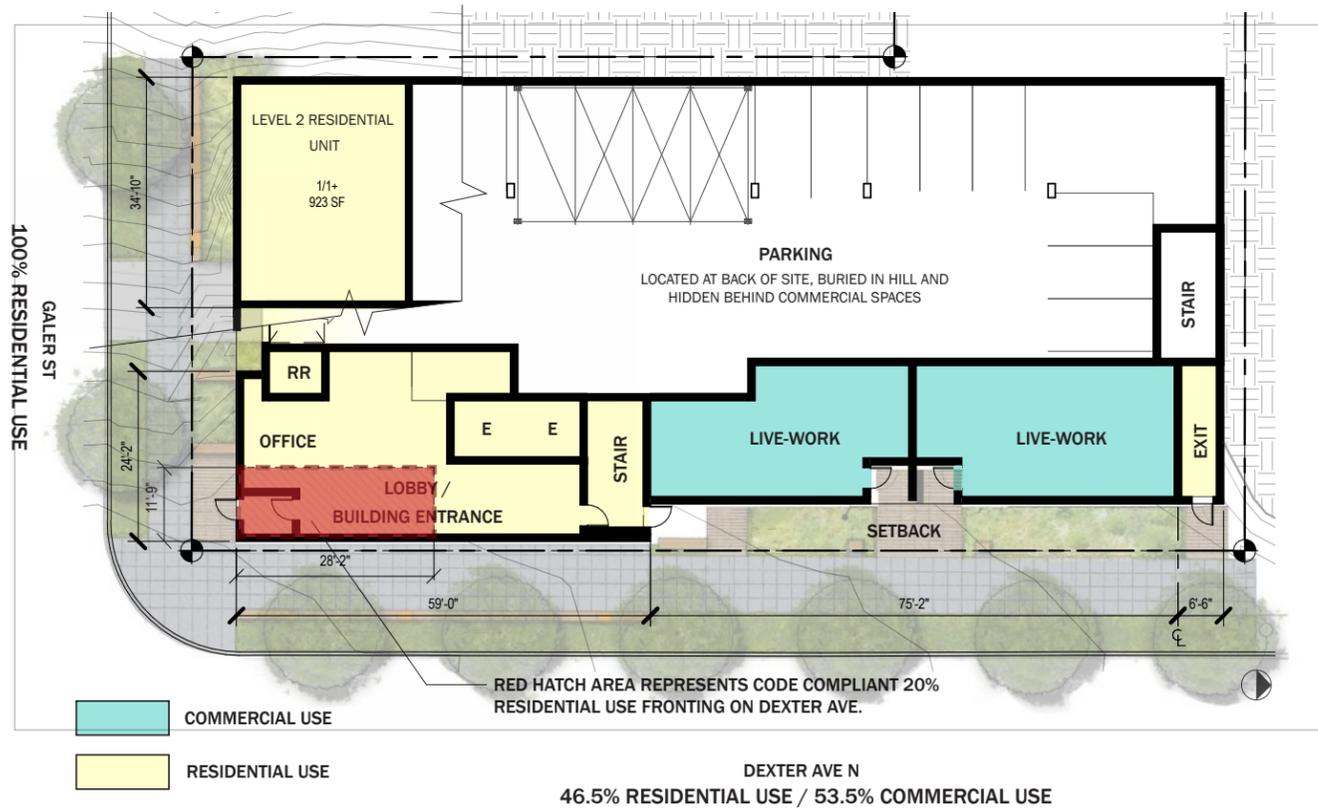
### REQUEST

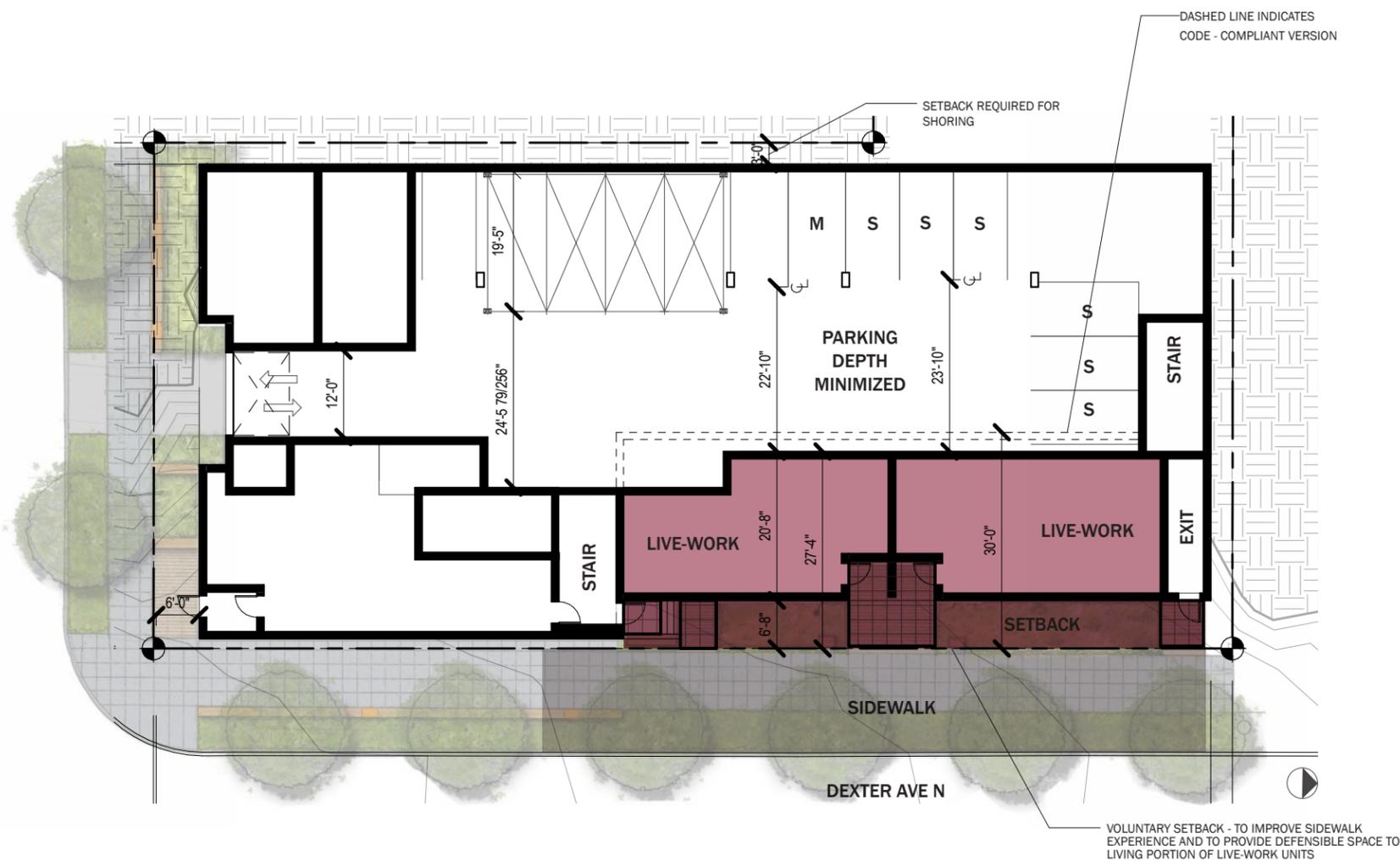
To allow higher percentage of residential uses at Dexter Ave frontage and Galer Street frontage. Based on the Preferred Option, the maximum allowable residential use (20%) at Dexter Ave. is 28ft. in length, the project proposes 64ft 6in. (including required exit stair facades) = 47%. The maximum allowable residential use at Galer St. is 11ft10in, the project proposes 59ft. = 100%.

### APPLICANT'S JUSTIFICATION

The site has an small footprint on an extremely sloped site. The location of parking within the building and buried in the hill has been chosen to minimize its exposure to streets forcing the lobby and live work commercial spaces to the street front. When the building entrance and lobby (residential use) is located at the corner it occupies 47% of the Dexter Avenue facade and 100% of Galer street facade is considered residential.

Locating the lobby / building entrance at the corner is preferred in accordance with City Design Guidelines. It accents the corner and anchors it. It will help the connection to the Galer Street foot traffic. It helps reinforce the identity of the building and wayfinding in general.





## STANDARD

SMC 23.47A.008.B.3: Nonresidential street - level requirements

## REQUIREMENT

3. Height and depth provisions for new structures or new additions to existing structures. Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. If the combination of the requirements of Sections 23.47A.005 or 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to nonresidential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be nonresidential.

## REQUEST

The project proposes a 20ft-8 inches of depth for all commercial spaces along street-level street faces.

## APPLICANT'S JUSTIFICATION

In order to provide the minimum parking required on site, due to the limited depth of the footprint, and in order to place parking below grade the only depth left at the street facing side is 27'-4". The project proposes giving 6'-8" of that space over to exterior space leaving an actual interior depth of 20'-8" feet. The sidewalk setback we feel provides for a more generous sidewalk experience as this area has heavy vehicular, bike and bus traffic. It also creates an "in-