



HOLLAND RESIDENTIAL

WESTLAKE STEPS

1207 Westlake Ave N

EARLY DESIGN GUIDANCE MEETING

DPD PROJECT NUMBER 3016543

06.4.2014 | 14-001



WEBER THOMPSON

DEVELOPMENT OBJECTIVES

RESIDENTIAL OBJECTIVES – SOUTH BUILDING

| | |
|---------------------------|---|
| RESIDENTIAL USES | Approx. 293 residential market rate apartments; a mix of Open 1, 1 bedroom and 2 bedroom units |
| USE DISTRIBUTION BY FLOOR | <p>BASEMENT Parking*</p> <p>LEVEL 1 Residential Lobby/Amenity/Residential Units/Parking*</p> <p>LEVEL 2-3 Residential Units/Parking</p> <p>LEVEL 4-6 Residential Units</p> <p>*Parking will be utilized by both buildings</p> |
| DEVELOPMENT GOALS | <ul style="list-style-type: none"> – 65' Height – 293 Apartments – 203 Below & Above Grade parking stalls |
| CONSTRUCTION TYPES | One level of (Type I) Concrete frame made of noncombustible materials. Five levels of Type 5 wood frame construction. |

RESIDENTIAL OBJECTIVES – NORTH BUILDING

| | |
|---------------------------|---|
| RESIDENTIAL USES | Approx. 118 residential market rate apartments; a mix of Open 1, 1 bedroom and 2 bedroom units |
| USE DISTRIBUTION BY FLOOR | <p>Level 1 Residential Lobby/Amenity/Residential Units/Parking</p> <p>Level 2-6 Residential Units</p> |
| DEVELOPMENT GOALS | <ul style="list-style-type: none"> – 65' Height – 118 Residential Units |
| CONSTRUCTION TYPES | One level of (Type I) Concrete frame made of noncombustible materials. Five levels of Type 5 wood frame construction. |

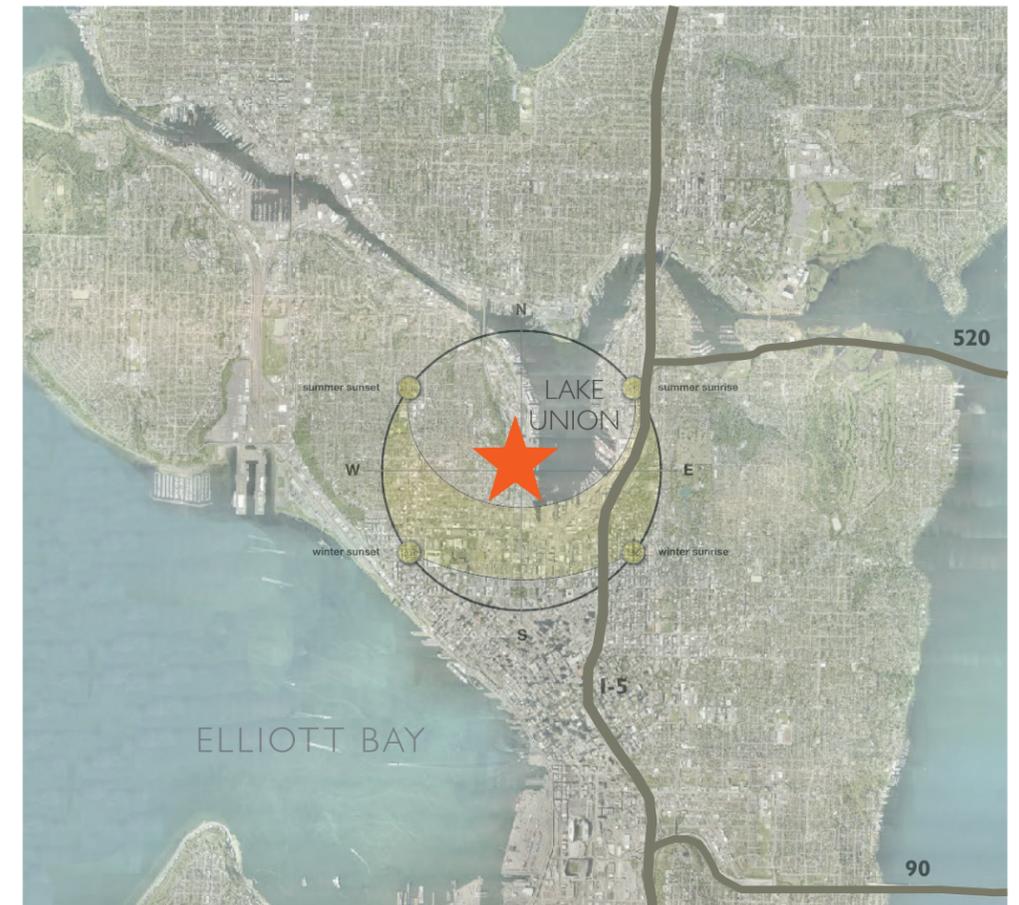
OVERALL PROJECT TOTALS

| | |
|-------------------|--------------------------|
| RESIDENTIAL UNITS | 413 Residential Units |
| RETAIL SPACE | 1,400 sf of Retail space |
| PARKING SPACES | 270 Parking Stalls |



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REGIONAL VIEW



HOLLAND RESIDENTIAL

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DEVELOPMENT OBJECTIVES

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VICINITY MAP



NEIGHBORHOOD CHARACTER

SOUTH LAKE UNION / DEXTER DISTRICT

The project is sited near the northernmost boundary of the South Lake Union Urban Core, an area marked by a large amount of growth. The neighborhood is comprised of a wide mix of building uses, with most new development falling into either residential or commercial office uses. Westlake Ave N and Dexter Ave N are major thoroughfares for vehicles, bicycles, and pedestrians and are primary connections to Fremont and Wallingford to the north. Existing at a few points around the area are pedestrian bridges and hill climbs that help to navigate the steep topography. Because of such unique topography, many sites in the area can take advantage of views of Lake Union to the east and Downtown to the south.

LEGEND

- Bicycle / Vehicular corridor
- Pedestrian hillclimb / Footbridge / Pedestrian street
- Park
- Transit
- SLU Streetcar



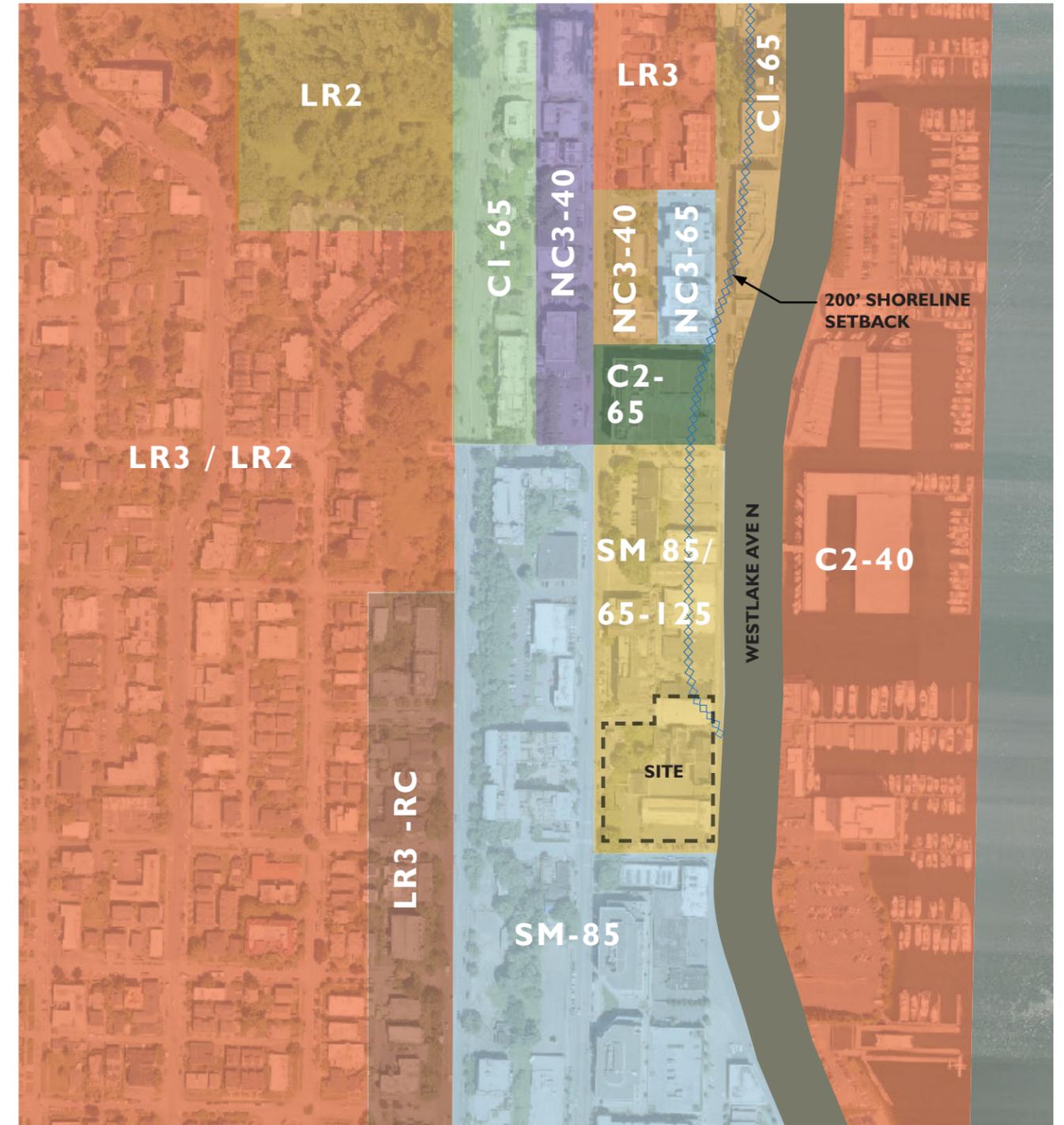
SITE CHARACTERISTICS



ARCHITECTURAL PRESENCE

The site has a very high degree of visibility and architectural presence when viewed from the east, and lends itself towards a 'high profile' design with significant presence and an individual identity. Its location at the northern edge of the South Lake Union Urban Center will mark this project as a visual anchor element that addresses the high volume of vehicular, bicycle, maritime, and pedestrian traffic.

ZONING SYNOPSIS



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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SITE & CONTEXT ANALYSIS

WEBER THOMPSON



ZONING SYNOPSIS

| | |
|--|---|
| KING COUNTY PARCEL # | 0053000025, 3025049035, 3025049042 |
| ZONING CLASSIFICATION (MAP 1A) | SM 85/65-125 |
| SITE AREA | 340' x 249' = 84, 660 SF |
| STREET CLASSIFICATION | WESTLAKE: MAJOR ARTERIAL STREET / NO PEDESTRIAN CLASSIFICATION DEXTER AVENUE: MAJOR ARTERIAL / CLASS II PEDESTRIAN HIGHLAND DRIVE: NO CLASSIFICATION |
| PERMITTED USES (23.48.004) | OFFICE, HOTEL, RETAIL, RESIDENTIAL, ETC. |
| FAR (23.48.009) | 4.5 BASE FAR FOR RESIDENTIAL THAT DO NOT EXCEED THE HEIGHT LIMIT |
| MAX ALLOWABLE AREA (SITE AREA X FAR) | 84, 660 SF x 4.5 FAR = 380,970 SF AREA IN RESIDENTIAL TOWER ABOVE PODIUM HEIGHT IS EXEMPT |
| STRUCTURE HEIGHT (23.48.010) | 85' – NON RESIDENTIAL 65' – BASE RESIDENTIAL 125' – MAX. RESIDENTIAL |
| STRUCTURE HEIGHT MEASUREMENT (23.86.006.E.3.a) | WHEN THE SLOPE OF THE MAJOR STREET LOT LINE IS LESS THAN OR EQUAL TO 7.5% THE ELEVATION OF MAXIMUM HEIGHT SHALL BE DETERMINED BY ADDING THE MAXIMUM PERMITTED HEIGHT TO THE EXISTING GRADE ELEVATION AT THE MIDPOINT OF THE MAJOR STREET LOT LINE. FOR A THROUGH LOT, THE ELEVATION OF MAXIMUM HEIGHT SHALL ONLY APPLY TO HALF OF THE LOT – THE OTHER HALF IS MEASURED IN THE SAME METHOD. |
| SHORELINE HEIGHT LIMIT* (23.60.632) | MAXIMUM HEIGHT IN THE URBAN STABLE ENVIRONMENT SHALL BE 65', AS MEASURED BY METHOD DESCRIBED IN 23.60.952. HEIGHT OF STRUCTURES SHALL BE DETERMINED BY MEASURING FROM THE AVERAGE GRADE OF THE LOT IMMEDIATELY PRIOR TO PROPOSED DEVELOPMENT TO THE HIGHEST POINT OF THE STRUCTURE. *PROPOSAL WILL AVOID DEVELOPMENT WITHIN SHORELINE ZONE FOR STRUCTURES OVER 65', MAXIMUM FLOOR PLATE SIZE = 12,500 SF |
| UPPER LEVEL STANDARDS FOR RESIDENTIAL (23.48.013) | N/A IF BASE HEIGHT OF 65' NOT EXCEEDED ADJACENT TO DEXTER: PODIUM HEIGHT = 85' |
| PODIUM HEIGHTS (23.48.013, MAP A) | ADJACENT TO WESTLAKE: PODIUM HEIGHT = 65' PODIUM FLOOR SIZE IS RESTRICTED TO 75% LOT AREA |
| AREA LIMIT FOR PODIUMS (23.48.013.B.4.b) | N/A IF BASE HEIGHT OF 65' NOT EXCEEDED |

| | |
|---|---|
| FACADE MODULATION (23.48.013.D) | MODULATION REQUIRED ABOVE THE PODIUM – UNMODULATED FACADE MAXIMUM LENGTH = 105' ALONG DEXTER AVE AND WESTLAKE AVE N NO MODULATION REQUIRED IF UPPER LEVELS SETBACK 15' OR GREATER N/A IF BASE HEIGHT OF 65' NOT EXCEEDED |
| THROUGH BLOCK PEDESTRIAN CONNECTION FOR LARGE BLOCK DEVELOPMENTS (23.48.014.H) | ON LOTS GREATER THAN 60,000 SF, A THROUGH BLOCK PEDESTRIAN CONNECTION IS REQUIRED CONNECTING THE NORTH-SOUTH AVENUES. PATHWAY MUST AVERAGE 25' IN WIDTH (MINIMUM DIMENSION OF 15'). PRIMARY PEDESTRIAN ENTRANCE IS NO MORE THAN 3' ABOVE OR BELOW SIDEWALK |
| STREET LEVEL DEVELOPMENT STANDARDS (23.48.014.A) | MINIMUM FACADE HEIGHT FOR CLASS II PEDESTRIAN STREETS IS 25 FEET EXCEPT ON CLASS I PEDESTRIAN STREETS, THE STREET FACING FACADE OF A STRUCTURE MAY BE SET BACK UP TO 12 FEET FROM THE STREET LOT LINE FOR CLASS II PEDESTRIAN STREETS, A MINIMUM OF 60% OF THE STREET FACING FACADE MUST BE TRANSPARENT |
| STREET LEVEL DEVELOPMENT STANDARDS (23.48.014.D) | BLANK FACADES SHALL BE LIMITED TO SEGMENTS 15' WIDE. ANY BLANK SEGMENTS OF THE FACADE SHALL BE SEPARATED BY TRANSPARENT AREAS AT LEAST 2' WIDE. THE TOTAL OF ALL BLANK FACADES SHALL NOT EXCEED 40% OF THE STREET FACADE ON EACH STREET FRONTAGE. |
| OPEN SPACE REQUIREMENT (23.48.014.G) | N/A IF BASE F.A.R. OF 4.5 IS NOT EXCEEDED |
| AMENITY AREA REQUIREMENT (23.48.020) | 5% OF TOTAL GROSS FLOOR AREA |
| OPEN SPACE REQUIREMENT FOR NON-RESIDENTIAL USES (23.48.022.A.4) | N/A FOR RESIDENTIAL PROJECT NEW DEVELOPMENT SEEKING MAXIMUM FAR IS REQUIRED TO MEET LEED RATING |
| LEED REQUIREMENT (23.48.025) | N/A IF BASE F.A.R. IS NOT EXCEEDED |
| REQUIRED PARKING (23.48.032 & 23.54.015) | NO PARKING REQUIRED DUE TO LOCATION IN URBAN CENTER. PARKING MAXIMUM APPLIES TO NONRESIDENTIAL USES – N/A TO RESIDENTIAL PROJECTS |
| PARKING AND LOADING ACCESS (23.48.034D.2) | PARKING AND ACCESS MAY BE PERMITTED FROM THE STREET IF THE LOT DOES NOT ABUT AN IMPROVED ALLEY. |



NEIGHBORING CONTEXT

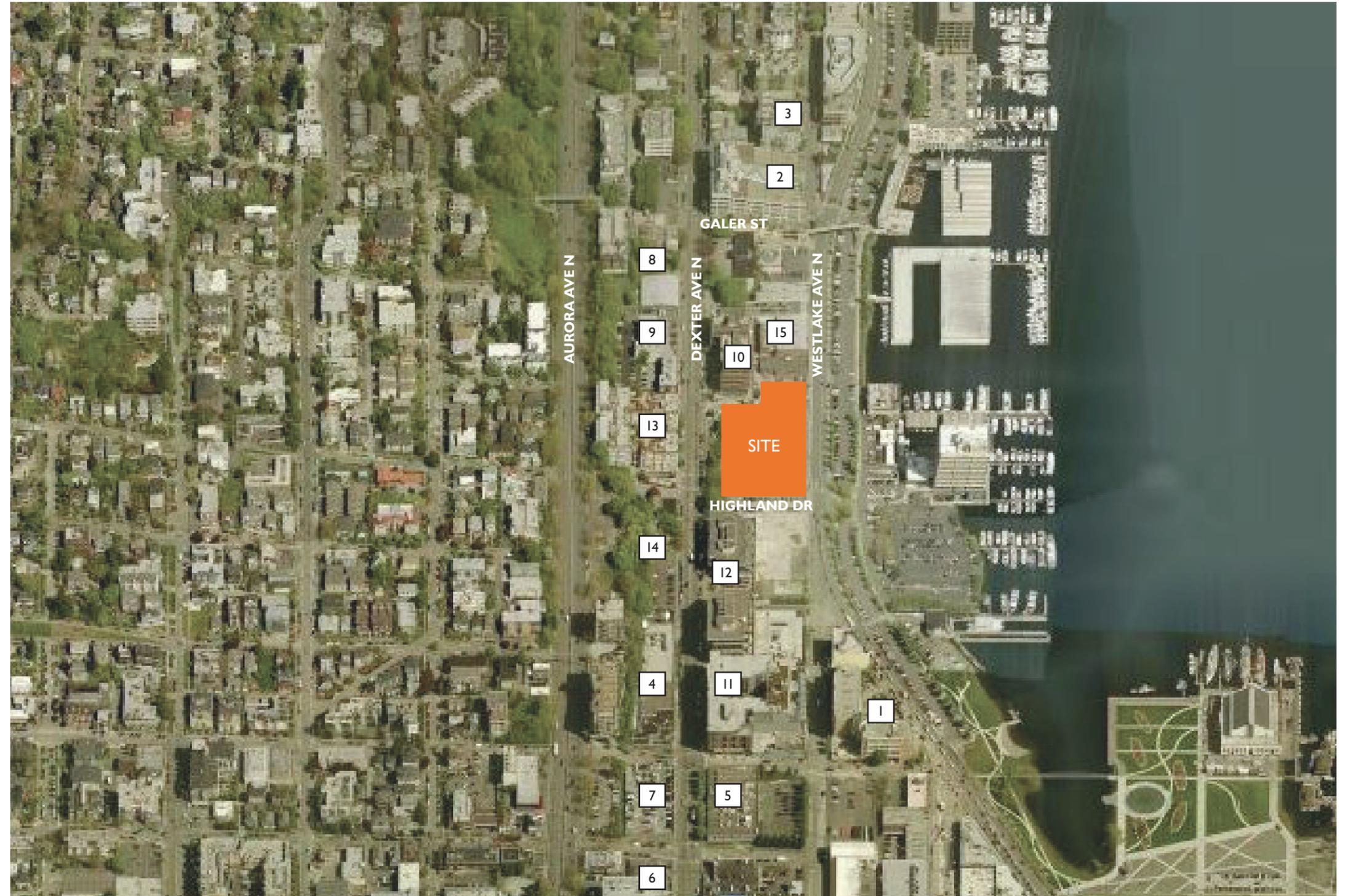
SITE CONTEXT

1. Courtyard by Marriot – Hotel
2. Westlake Union Center – Commercial / Office
3. Lake Union Tower – Residential
4. Union SLU – Residential
5. 810 Dexter Ave N (Under City Review) – Residential
6. Hue (717 Dexter Ave N) – Residential
7. True North (801 Dexter) – Residential
8. 1415 Dexter Ave N (Anticipated) – Residential
9. 1319 (1333 Dexter Ave N) – Commercial and Residential
10. The Casey Building – Office
11. The Neptune – Residential
12. 1000 (1100 Dexter Ave N) – Office
13. Dexter (1215 Dexter Ave N) – Residential
14. 1101 Dexter Station – Office
15. National Sign (1255 Westlake Ave N) – Commercial

NEIGHBORHOOD CHARACTER

SOUTH LAKE UNION / DEXTER DISTRICT

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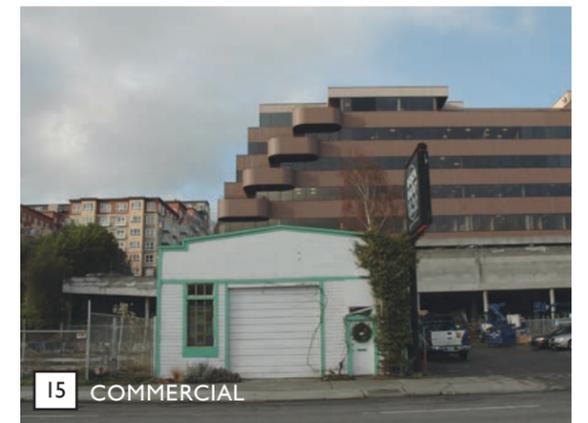
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SITE & CONTEXT ANALYSIS

WEBER THOMPSON

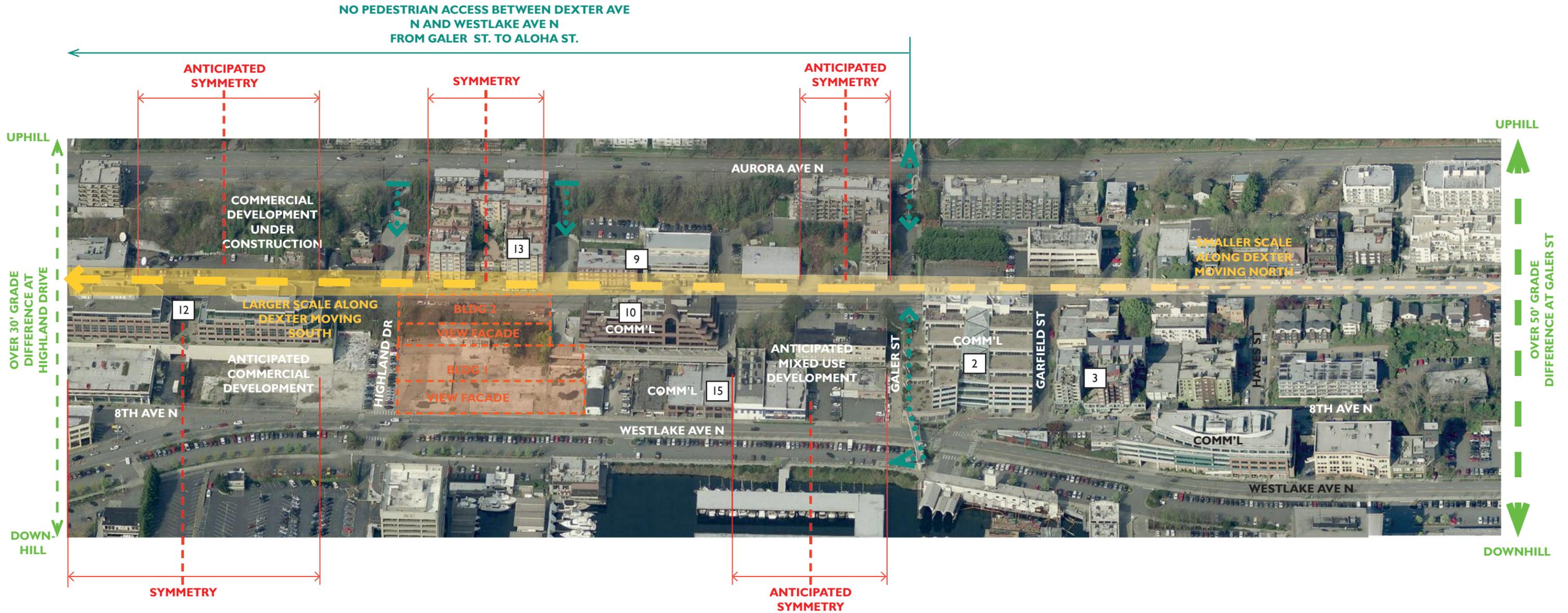


NEIGHBORING CONTEXT PHOTOS

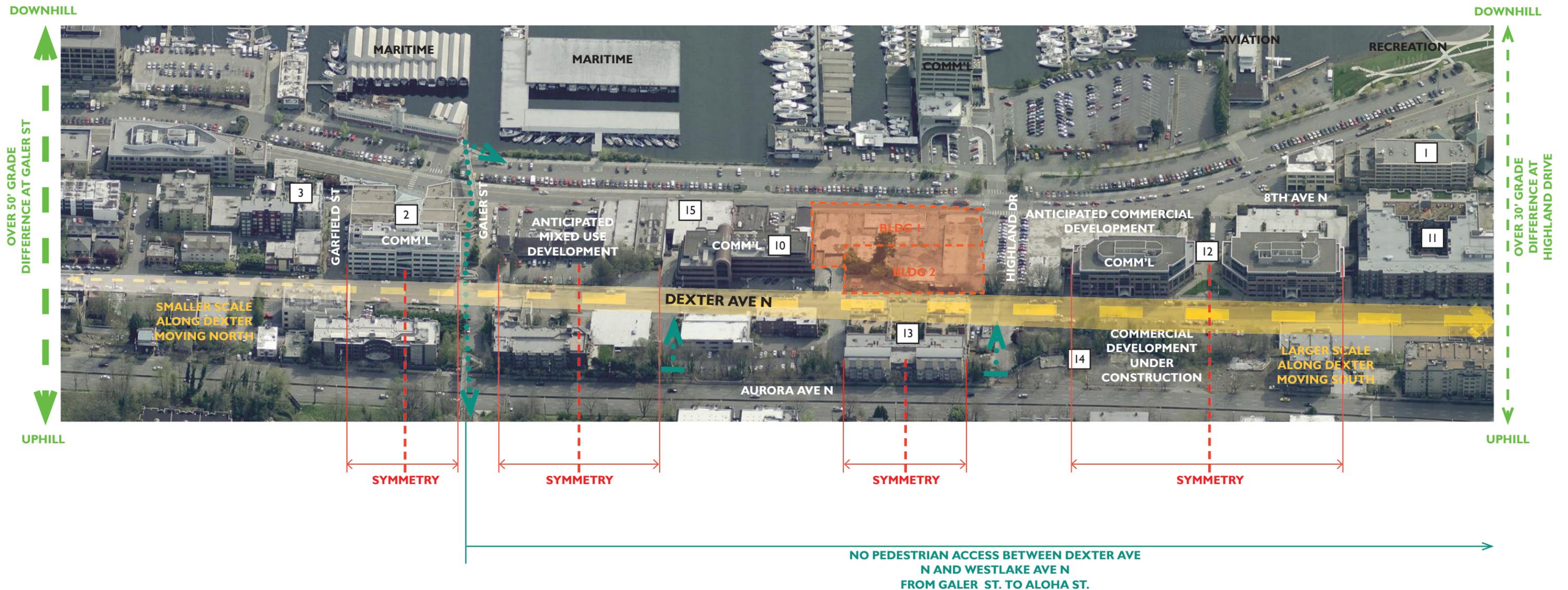


Within the immediate neighborhood, three things are readily apparent. 1. Many street facades rely on boxes with vertical elements (bays or grouped windows) to articulate masses. 2. There is a prevalent sense of symmetry within individual projects. 3. Many buildings have Singular, uninterrupted rooflines. These characteristics reinforce a visual repetition and urban canyon effect.

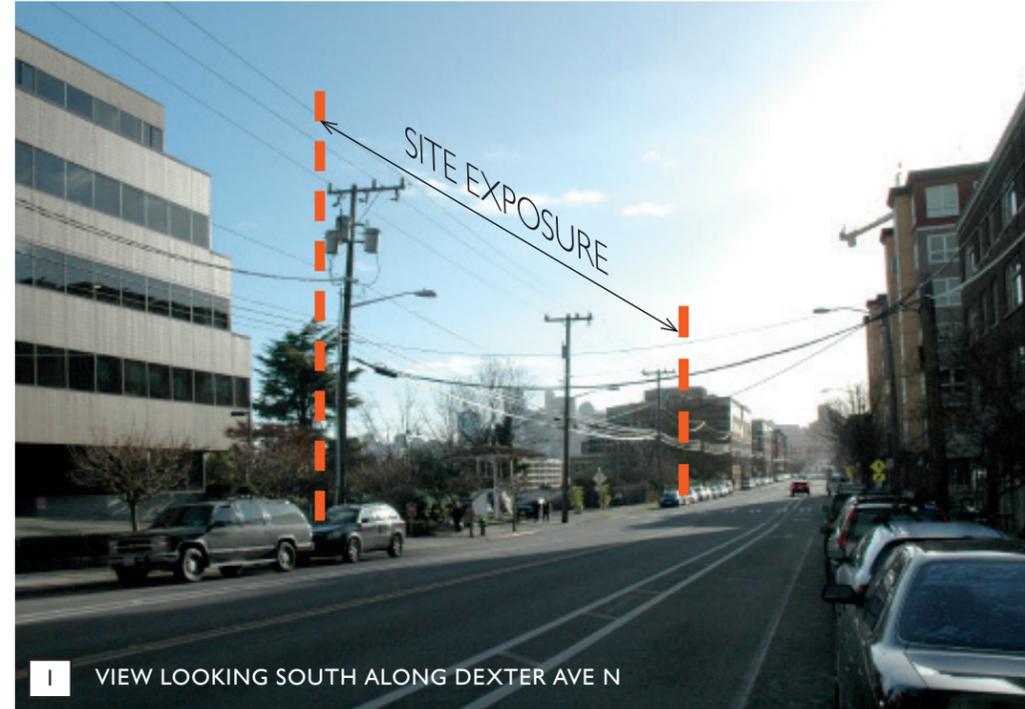
CONTEXT ANALYSIS



CONTEXT ANALYSIS



CONTEXT PHOTOS



1 VIEW LOOKING SOUTH ALONG DEXTER AVE N



2 VIEW LOOKING NORTH ALONG DEXTER AVE N



3 VIEW LOOKING SOUTH ALONG WESTLAKE AVE N



4 VIEW LOOKING NORTH ALONG WESTLAKE AVE N



SITE EXPOSURE



VIEW OF STREETScape ALONG WESTLAKE AVE N

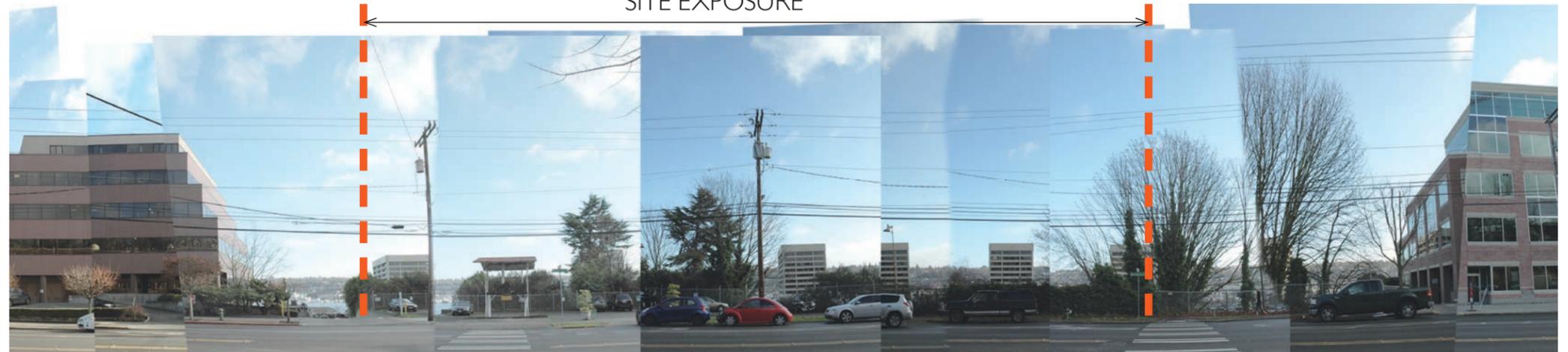
NOTES ON STREET CHARACTER – WESTLAKE AVE N

- No existing street trees along Westlake Ave N
- Very low slope between North to South Property Lines
- Low pedestrian traffic along Westlake Ave N sidewalk
- High amount of vehicular traffic along Westlake
- Transit (Bus) access at corner of Highland Drive and Westlake Ave N

NOTES ON STREET CHARACTER – DEXTER AVE N

- No through-access Highland Drive
- Higher pedestrian traffic at Dexter Ave N
- No street trees at Dexter Ave N
- Overhead power lines could impact building setback

SITE EXPOSURE



VIEW OF STREETScape ALONG DEXTER AVE N



HIGHLAND STREET



VIEW LOOKING NORTHWEST AT HIGHLAND DR



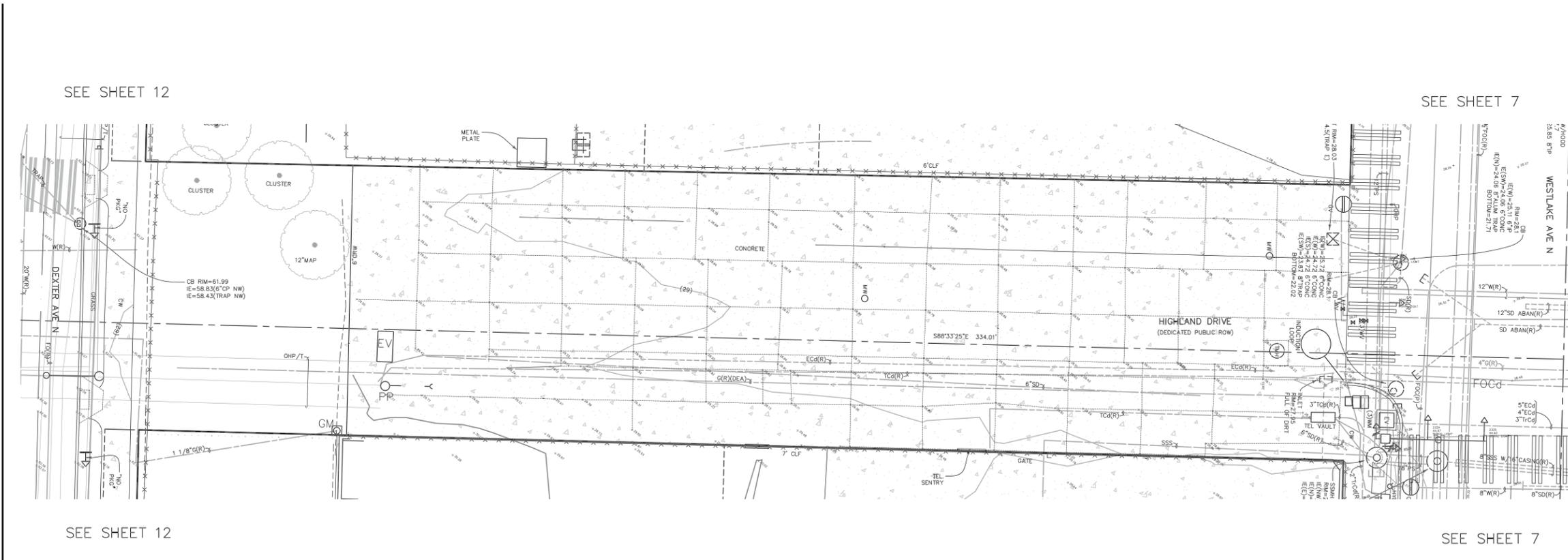
VIEW LOOKING EAST FROM HILLCLIMB AT HIGHLAND DR



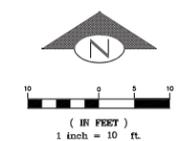
VIEW LOOKING EAST AT HIGHLAND DRIVE CROSSWALK CROSSING DEXTER AVE N



VIEW LOOKING NORTHWEST FROM WESTLAKE AVE N

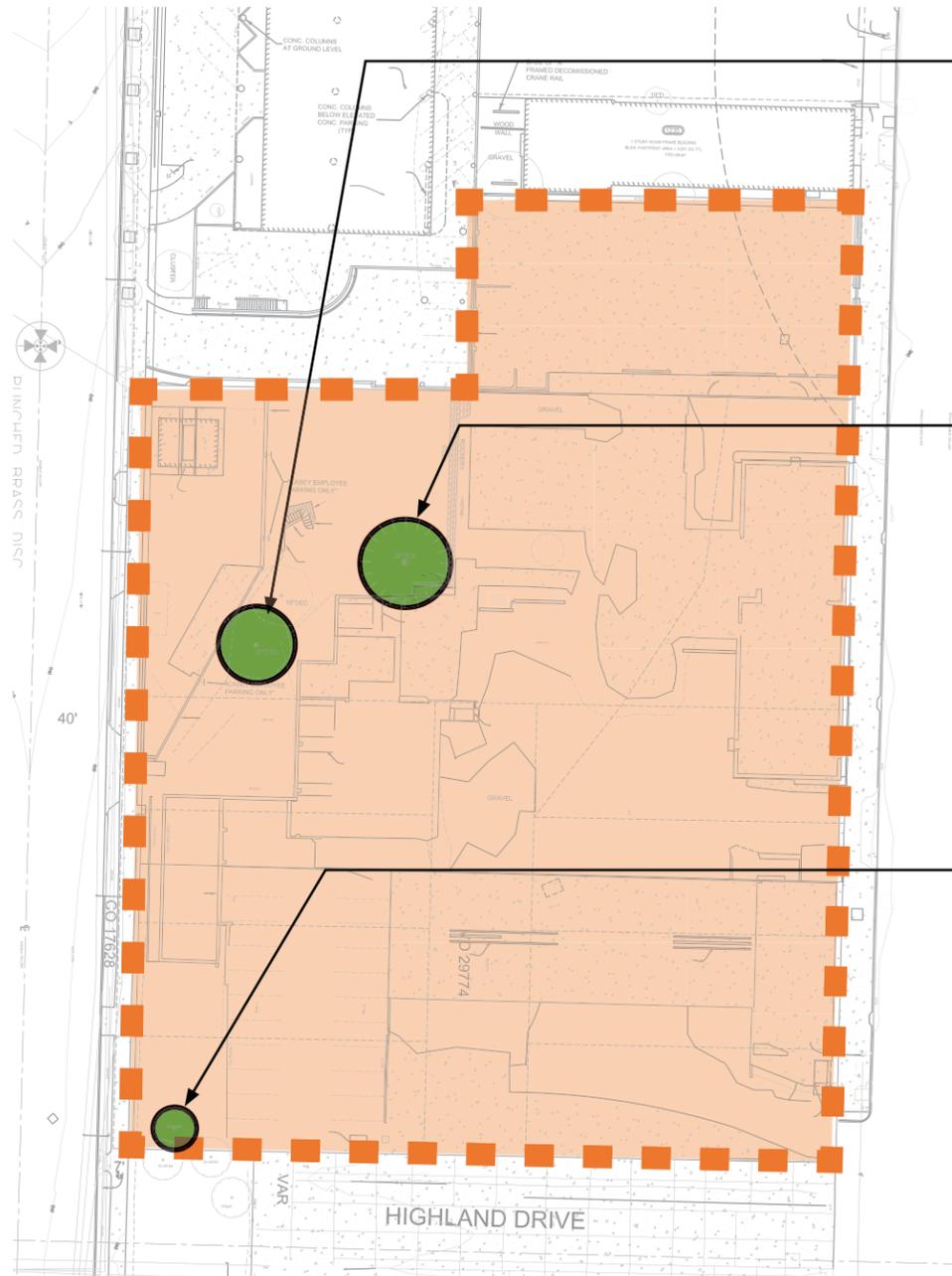


Highland Drive has an exceptionally low slope from Westlake Ave N and is not a through street. This street will serve as the primary access to the new commercial project to the South, and is being redeveloped to have a bulb/turnaround at the Western terminus. Utilizing Highland Drive one point of vehicular and service access (in addition to a second entry utilizing the existing curb cut and ramp at the Casey Building on Dexter Ave N) will free the Avenues from additional interruptions, increasing the safety for vehicles, bicyclists, and pedestrians



TREE STUDY

SITE PLAN/SURVEY



TREE 96 (WITHIN PROPERTY BOUNDARY)
BIG LEAF MAPLE, ACER MACROPHYLLUM
TREE 96 – TRUNK CALIPER = 38.5

LOW PRESERVATION VALUE, FAIR VIGOR, POOR STRUCTURE

TREE 86 (WITHIN PROPERTY BOUNDARY)
DEODAR CEDAR, CEDRUS DEODARA
TREE 86 – TRUNK CALIPER = 38.5" DIA.

LOW PRESERVATION VALUE, FAIR VIGOR, POOR - FAIR STRUCTURE

TREE 92 (WITHIN PROPERTY BOUNDARY)
BIG LEAF MAPLE, ACER MACROPHYLLUM
TREE 92 – CALIPER OF THREE TRUNKS COMBINED = 31.7" DIA.

LOW PRESERVATION VALUE, POOR VIGOR, FAIR STRUCTURE

TREE REMOVAL

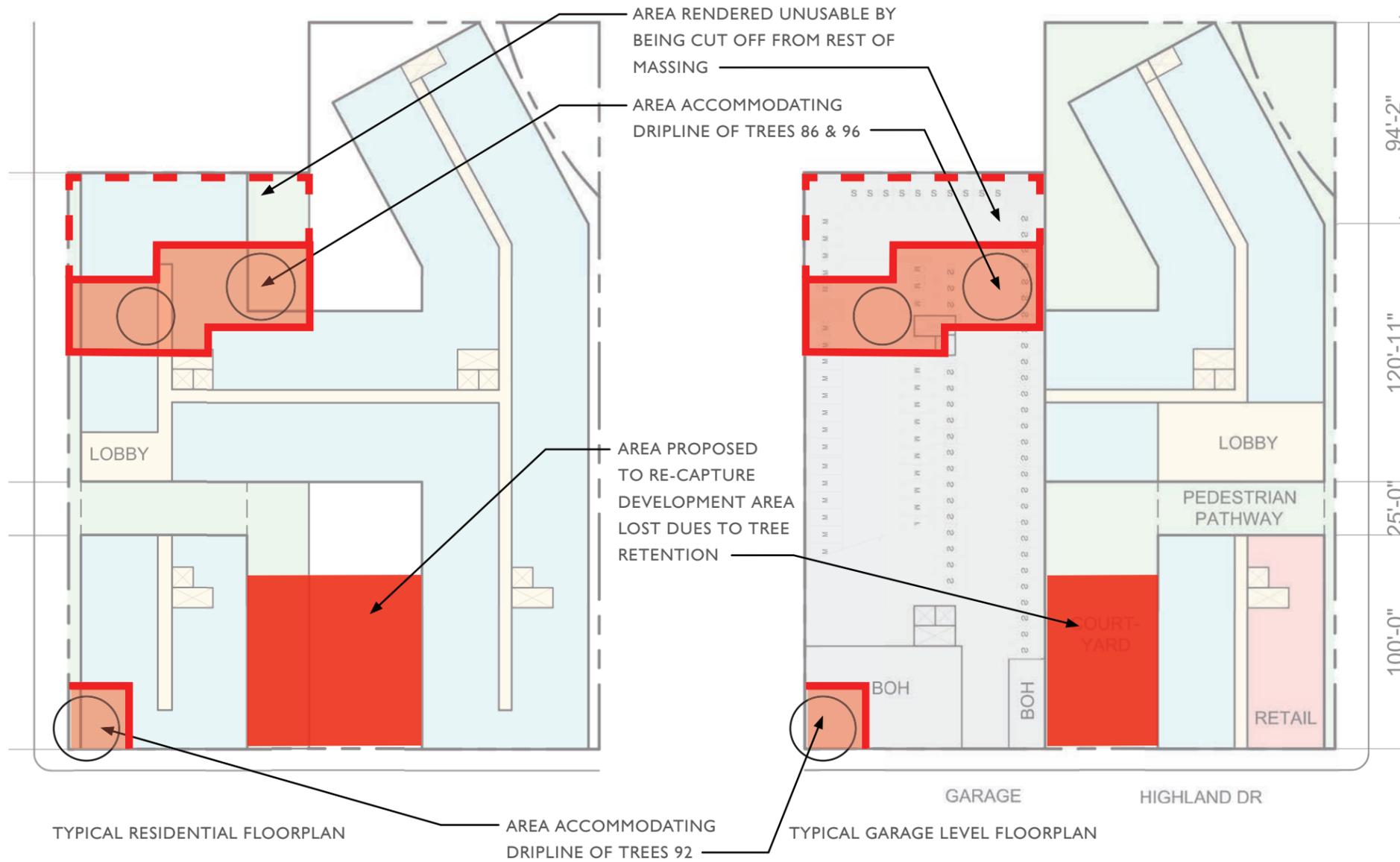
DOCUMENT CITED – WESTLAKE STEPS TREE ASSESSMENT (VERSION 3.0) DATED OCTOBER 31, 2013

Three trees (depicted at left) meet the criteria for Exceptional Trees. The arborist's survey determined that none of the trees on the site are categorized as anything higher than "low" quality. As noted by the survey, "These trees are growing on unmaintained land that is dominated by invasive species."

When overlaying the existing Exceptional Trees upon the proposed site plan (see page 14), it is clear that trying to retain the Exceptional Trees would severely impact the development potential of the site.

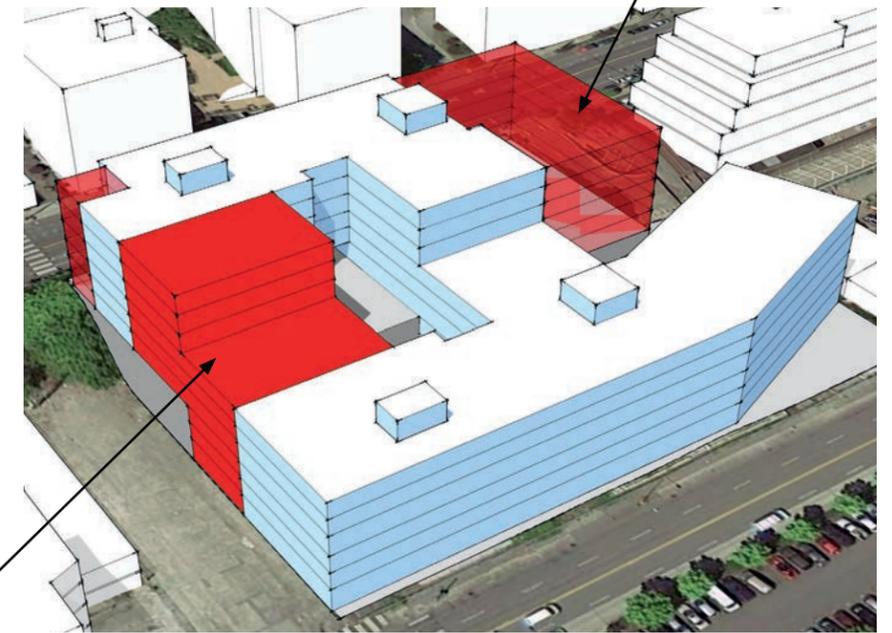
In lieu of retaining the existing trees, the project proposes replacing the amount of trees with large caliper trees on site. This is encouraged in the South Lake Union Supplemental Guidance DC-3.

MASSING OPTION WITH TREE RETENTION



AERIAL VIEW FROM THE NORTHEAST

DEVELOPMENT AREA LOST THROUGH TREE RETENTION



AERIAL VIEW FROM THE SOUTHEAST

AREA PROPOSED TO RE-CAPTURE DEVELOPMENT AREA LOST DUES TO TREE RETENTION

DEVELOPMENT LOSS DUE TO TREE RETENTION

GROSS ABOVE GROUND SQUARE FOOTAGE = LOSS OF 57,474 SF (6 LEVELS @ 9,579 SF/LEVEL)

UNITS – LOSS OF 42 UNITS (7 UNITS PER FLOOR)

GROSS BELOW GROUND SQUARE FOOTAGE = LOSS OF 11,445 SF (3 LEVELS @ 3,815 SF/LEVEL)

OTHER CONSEQUENCES = ELIMINATION OF CIRCULAR GARAGE RAMP AND EFFICIENT GARAGE LAYOUT

NO CODE DEPARTURE WOULD BE SUFFICIENT TO ALLOW RETENTION OF THESE THREE TREES (TREES 86, 92, AND 96)

MASSING OPTIONS

MASSING OPTION I

ONE RESIDENTIAL BUILDING

PROS

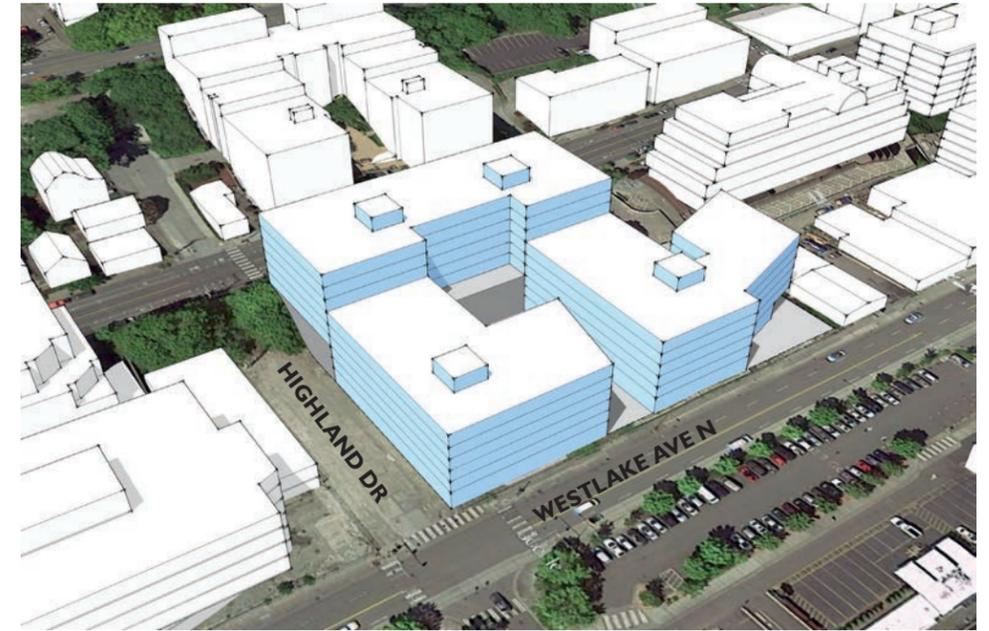
- Approaches maximum development potential for the site.
- Appearance of two buildings along Westlake Ave N minimizes building facade widths
- Prescriptive pedestrian pathway – no departure required
- Single building configuration is easier to manage post-construction

CONS

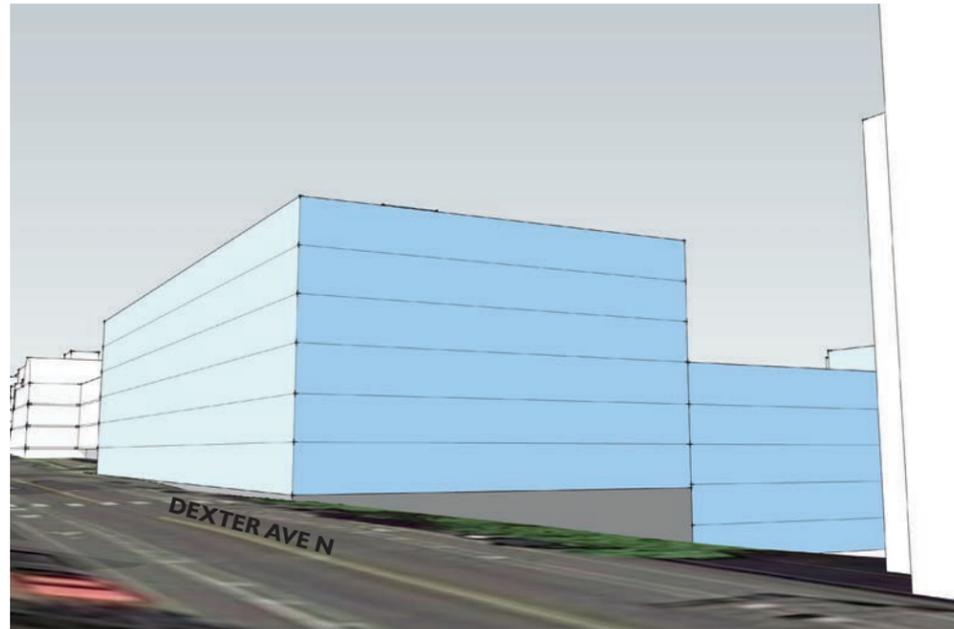
- Broad building faces along Dexter Ave N is monolithic, increasing perception of bulk and 'urban canyon' effect.
- Complicated path of travel for pedestrian pathway
- Pedestrian pathway is partially covered
- Extra articulation required to break up the bulk and scale of street facing facade at Dexter Ave N.



AERIAL VIEW FROM THE NORTHEAST



AERIAL VIEW FROM THE SOUTHEAST



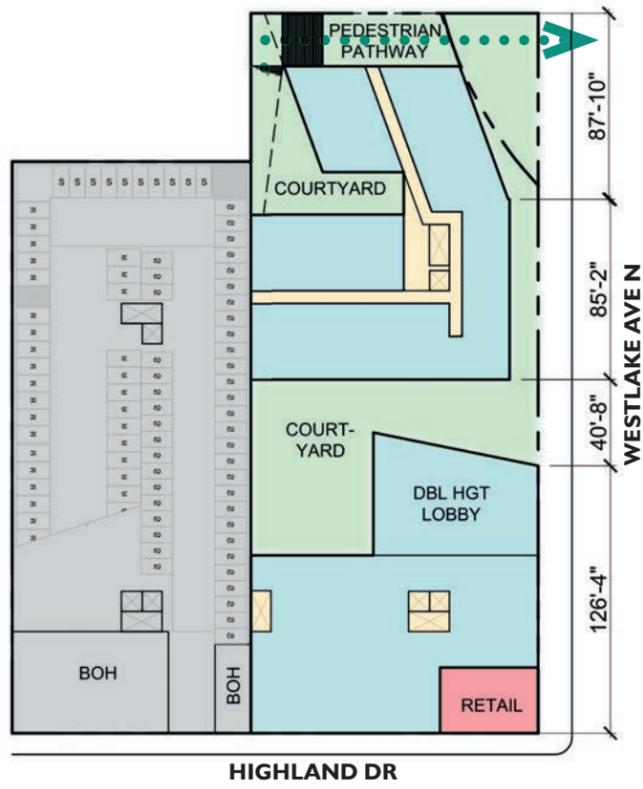
STREET VIEW LOOKING NORTH ON DEXTER AVE



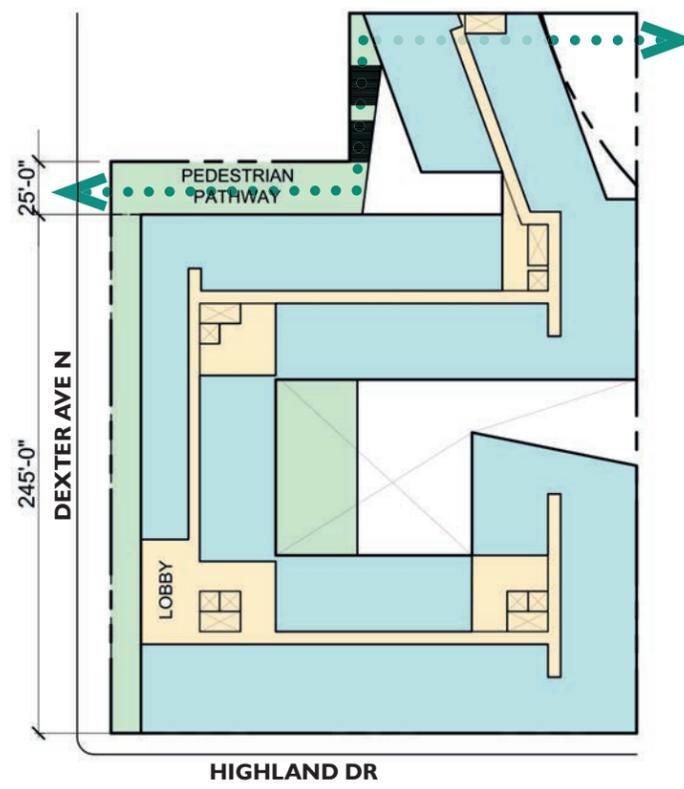
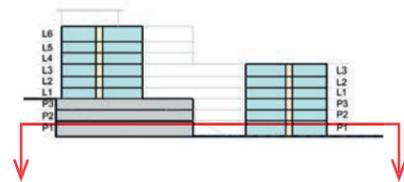
STREET VIEW LOOKING NORTHWEST ON WESTLAKE AVE N

MASSING OPTION I

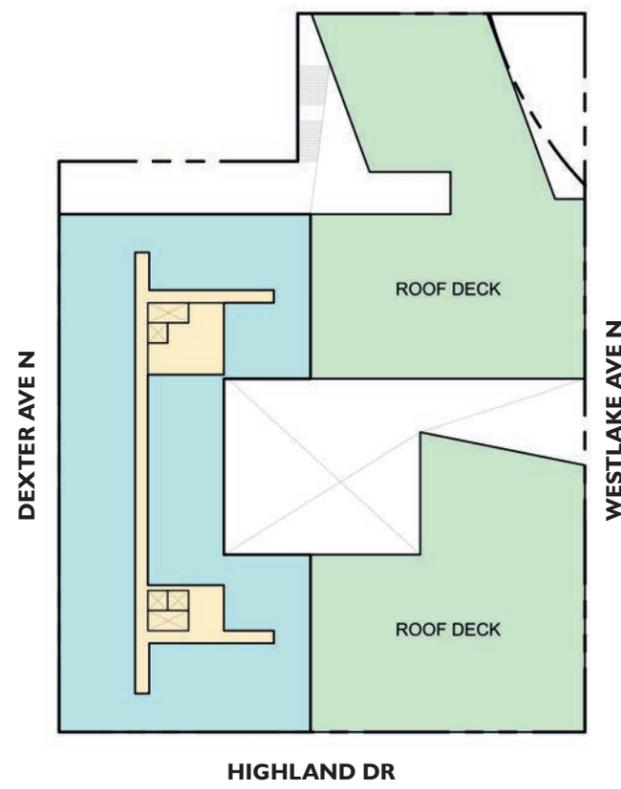
SHADOW STUDY AT EQUINOX



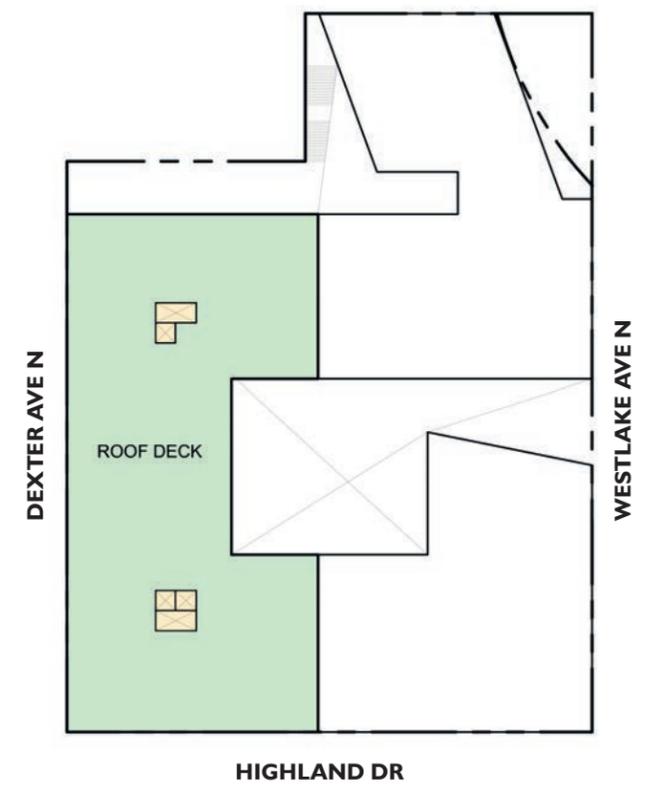
PLAN AT WESTLAKE AVE N - LOWER LEVEL



PLAN AT DEXTER AVE N - MIDDLE LEVEL



PLAN AT L6 - UPPER LEVEL



SITE PLAN



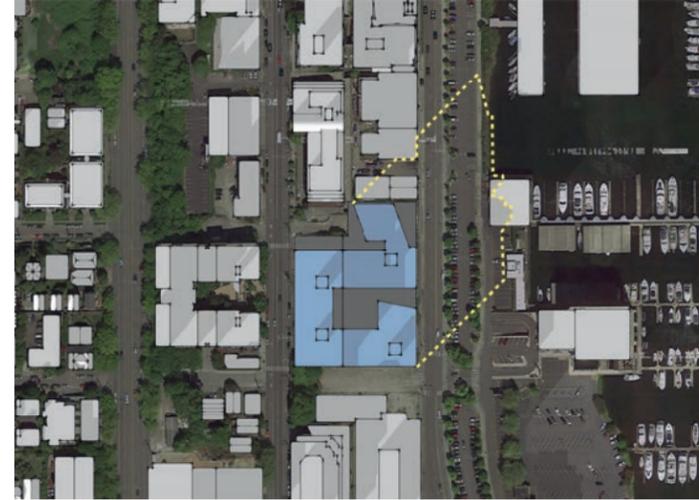
MASSING OPTION I – SHADOW STUDY



WINTER SOLSTICE 09:00



WINTER SOLSTICE 12:00



WINTER SOLSTICE 15:00



WINTER SOLSTICE 16:00



SUMMER SOLSTICE 09:00



SUMMER SOLSTICE 12:00



SUMMER SOLSTICE 15:00



SUMMER SOLSTICE 17:00

MASSING OPTION I – SHADOW STUDY



AUTUMN EQUINOX 09:00



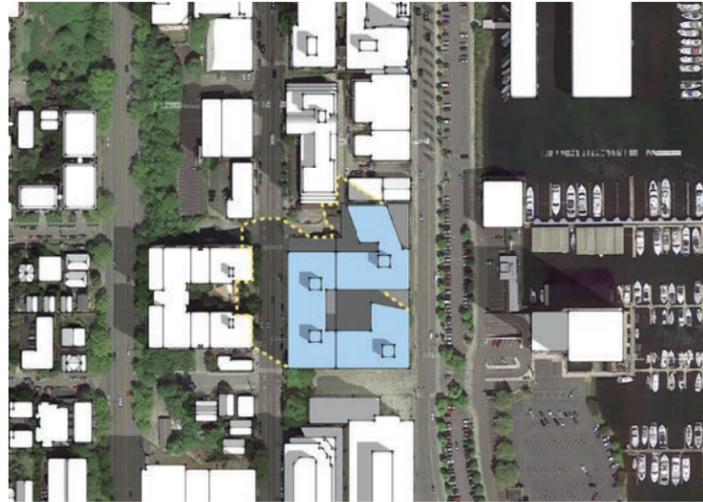
AUTUMN EQUINOX 12:00



AUTUMN EQUINOX 15:00



AUTUMN EQUINOX 17:00



SPRING EQUINOX 09:00



SPRING EQUINOX 12:00



SPRING EQUINOX 15:00



SPRING EQUINOX 17:00

MASSING OPTION 2

ONE RESIDENTIAL BUILDING

PROS

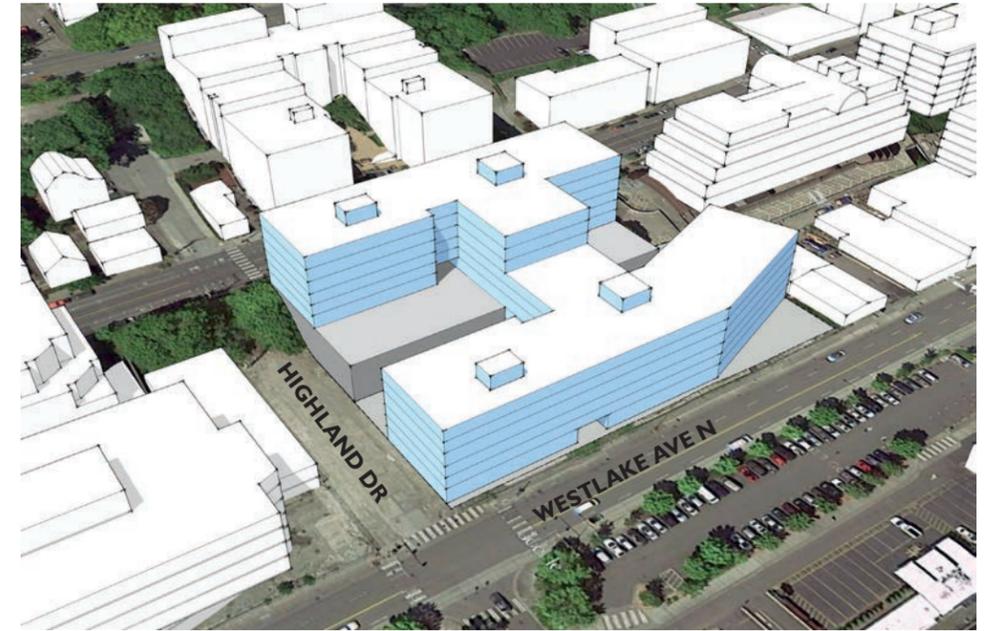
- Straight path of travel for pedestrian pathway
- Pedestrian pathway adjacent to south-facing courtyard
- Setback along Westlake Ave N offers increased amount of open space adjacent to right of way

CONS

- Long building faces at Westlake Ave N and Dexter Ave N, though setback, would require articulation to break-up long facade.
- Pedestrian pathway is covered at two points adjacent to each Avenue
- Departure required for amount of covered area above pedestrian pathway



AERIAL VIEW FROM THE NORTHEAST



AERIAL VIEW FROM THE SOUTHEAST



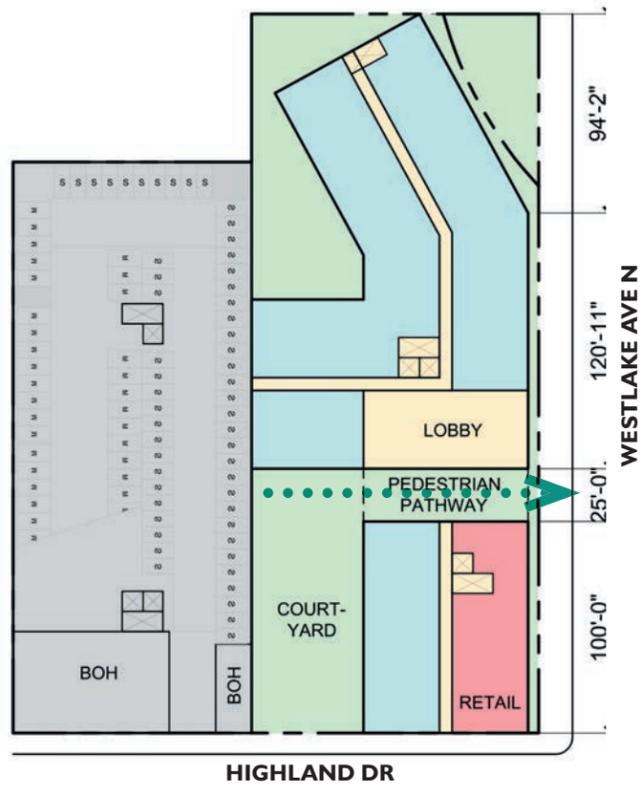
STREET VIEW LOOKING NORTH ON DEXTER AVE



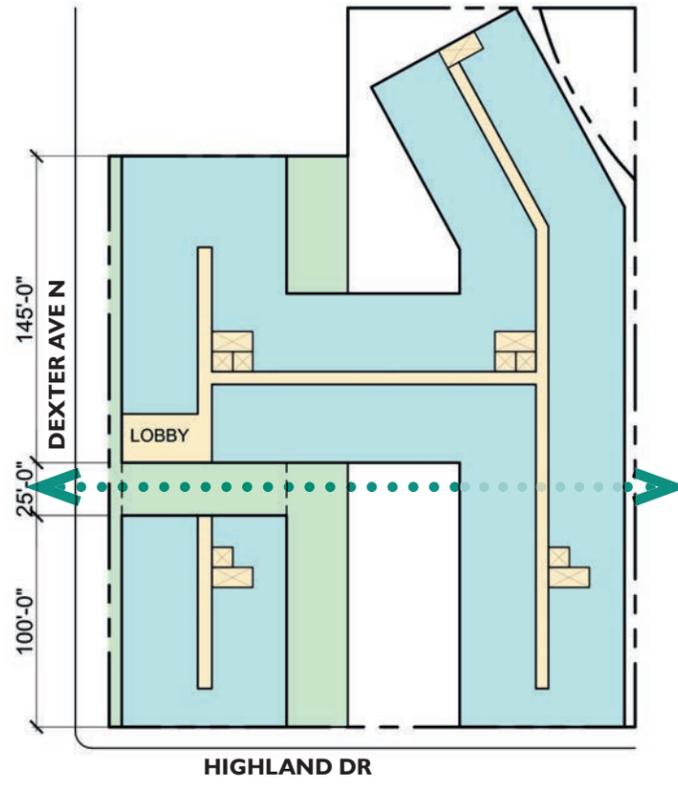
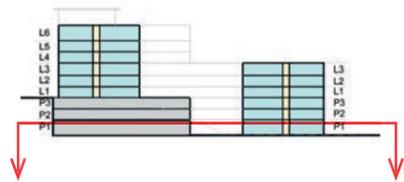
STREET VIEW LOOKING NORTHWEST ON WESTLAKE AVE N



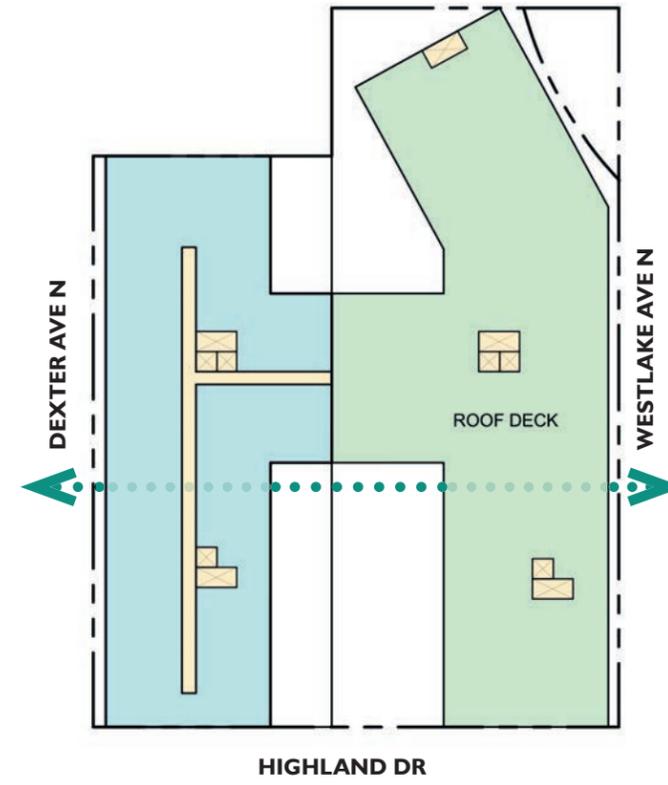
MASSING OPTION 2



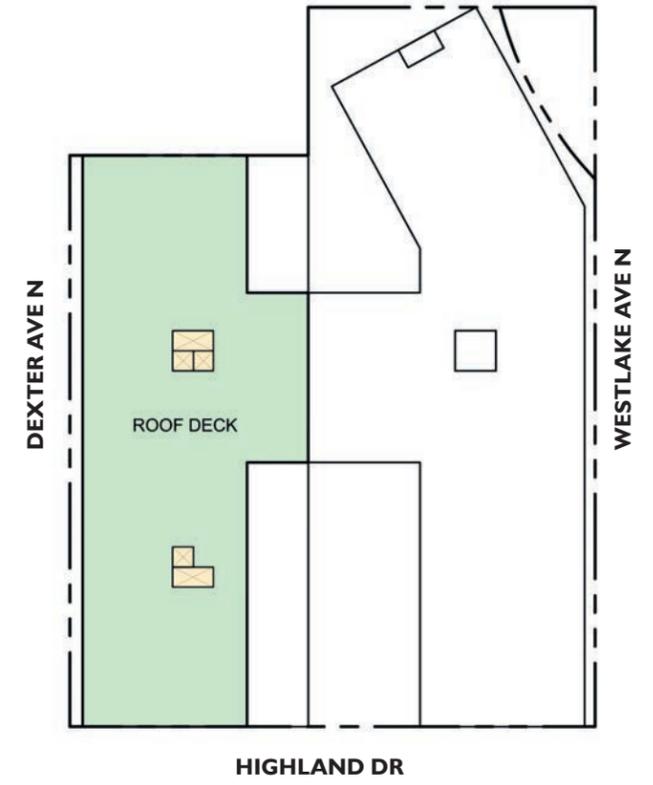
PLAN AT WESTLAKE AVE N - LOWER LEVEL



PLAN AT DEXTER AVE N - MIDDLE LEVEL



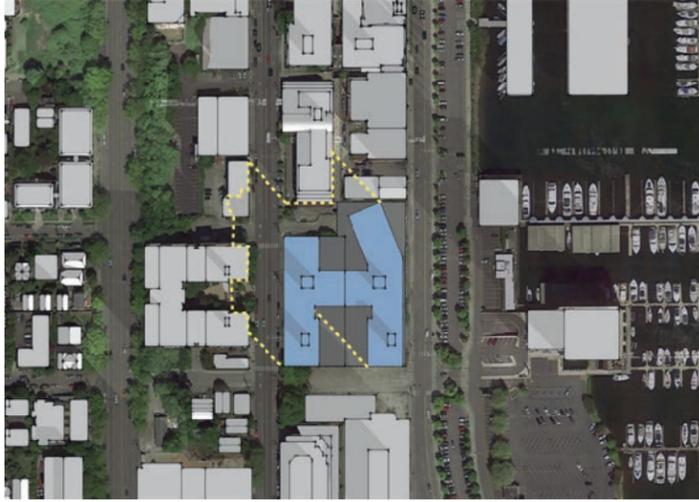
PLAN AT L6 - UPPER LEVEL



SITE PLAN



MASSING OPTION 2 – SHADOW STUDY



WINTER SOLSTICE 09:00



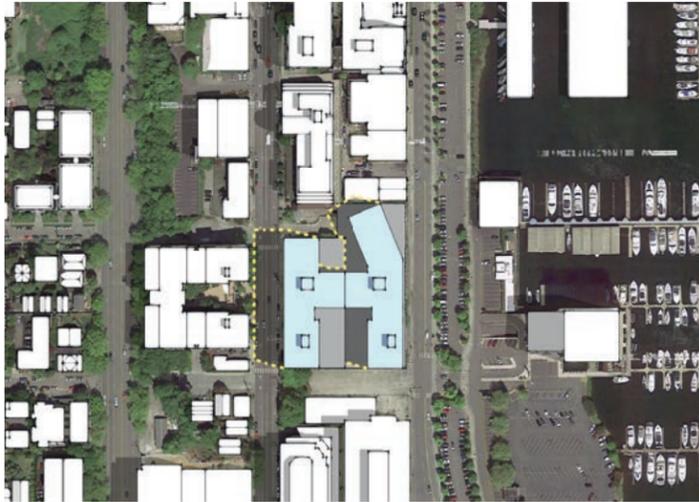
WINTER SOLSTICE 12:00



WINTER SOLSTICE 15:00



WINTER SOLSTICE 16:00



SUMMER SOLSTICE 09:00



SUMMER SOLSTICE 12:00



SUMMER SOLSTICE 15:00



SUMMER SOLSTICE 17:00

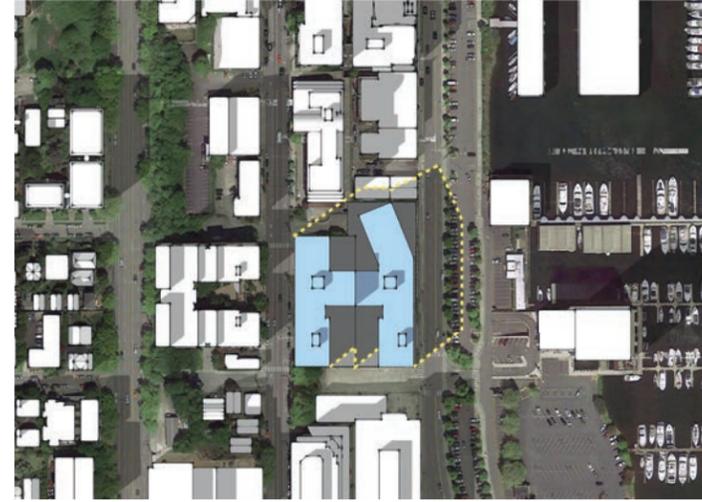
MASSING OPTION 2 – SHADOW STUDY



AUTUMN EQUINOX 09:00



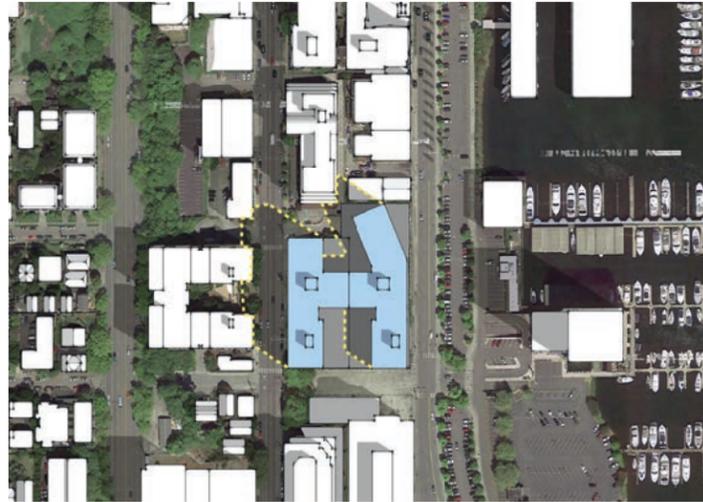
AUTUMN EQUINOX 12:00



AUTUMN EQUINOX 15:00



AUTUMN EQUINOX 17:00



SPRING EQUINOX 09:00



SPRING EQUINOX 12:00



SPRING EQUINOX 15:00



SPRING EQUINOX 17:00

MASSING OPTION 3

TWO RESIDENTIAL BUILDINGS (PREFERRED)

PROS

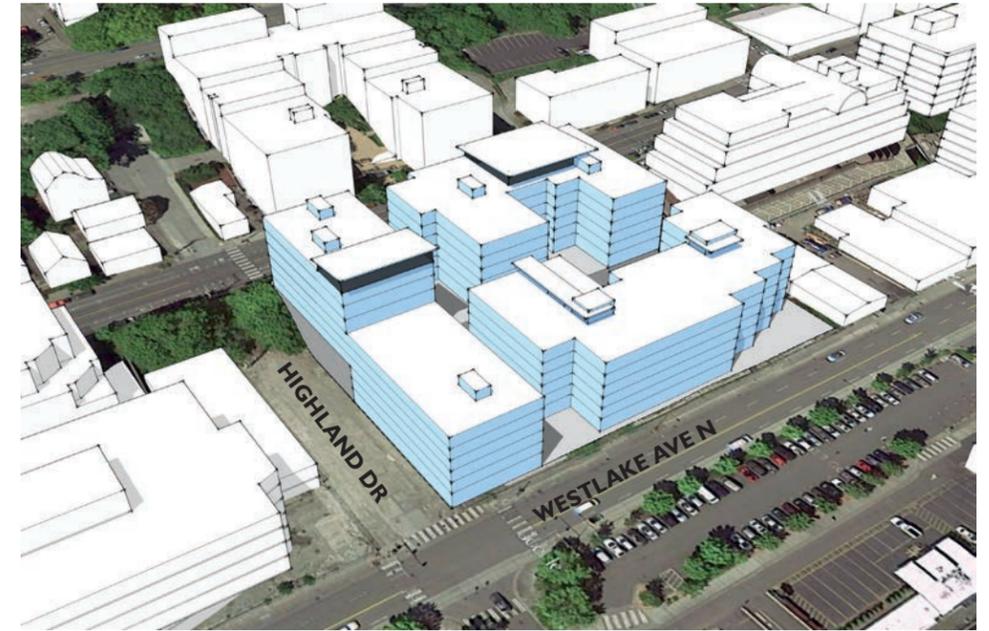
- Two smaller buildings break up urban scale of project
- Two buildings break the monotonous symmetry of the neighborhood
- Pedestrian path is straight and offers an 'outlook and overlook' for view of Lake Union
- Increased width of 'apertures' of pedestrian pathway due to horizontal stepping
- Residential street level units set back from right of ways at Avenues for buffering and privacy
- Massing is articulated and has a reduced perception of bulk and scale
- Separation of public pathway and private courtyard a benefit to both

CONS

- Two buildings more difficult to manage post construction
- Departure required for location of pedestrian pathway



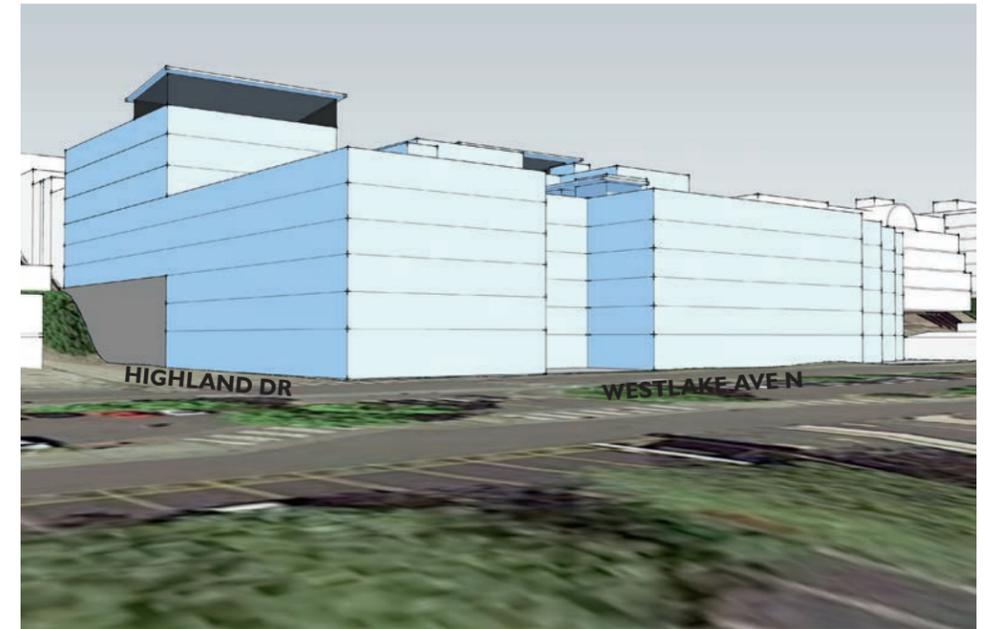
AERIAL VIEW FROM THE NORTHEAST



AERIAL VIEW FROM THE SOUTHEAST



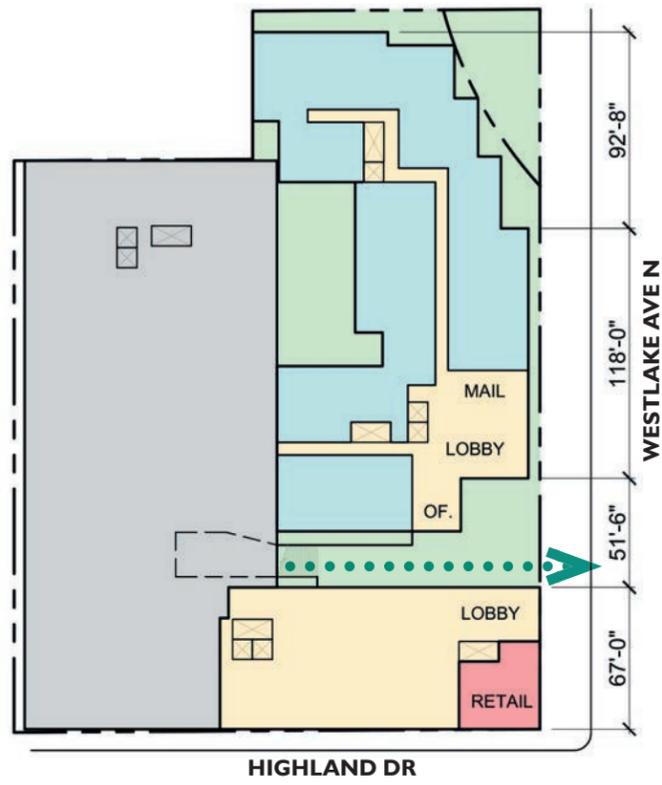
STREET VIEW LOOKING NORTH ON DEXTER AVE



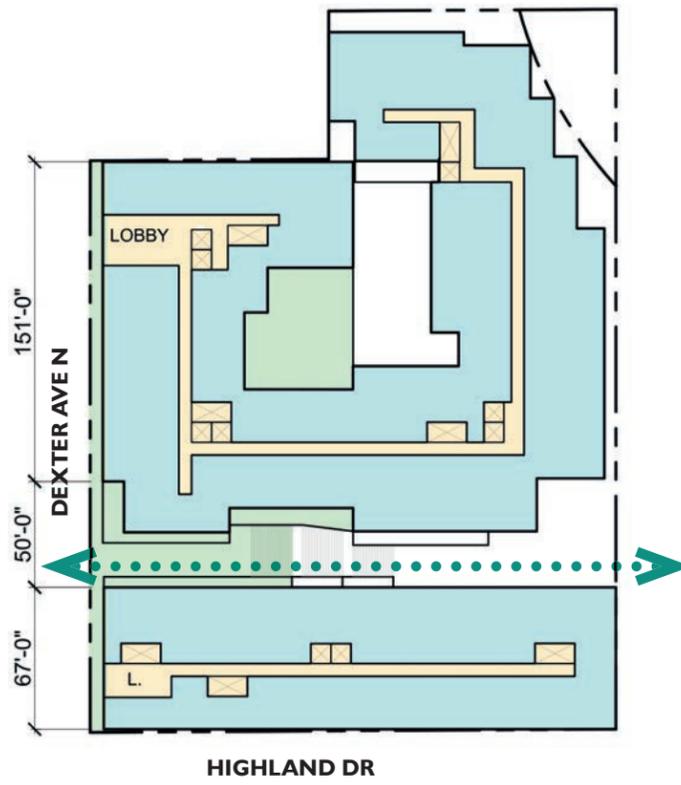
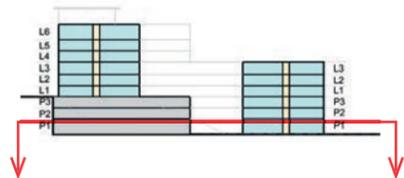
STREET VIEW LOOKING NORTHWEST ON WESTLAKE AVE N



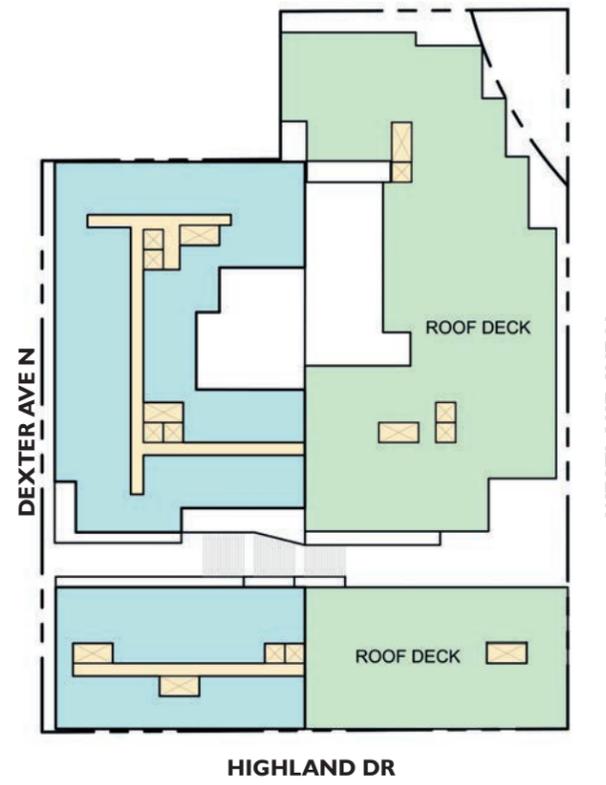
MASSING OPTION 3



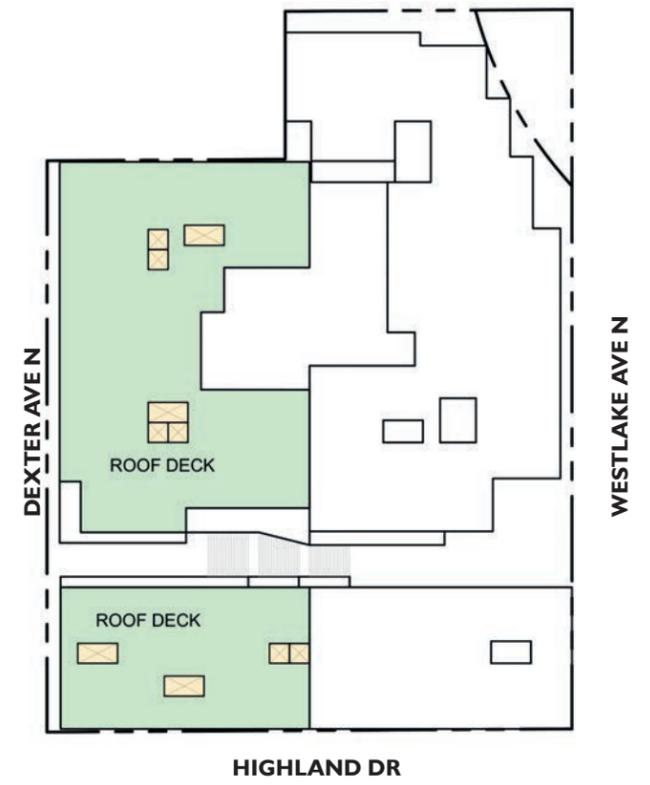
PLAN AT WESTLAKE AVE N - LOWER LEVEL



PLAN AT DEXTER AVE N - MIDDLE LEVEL



PLAN AT L6 - UPPER LEVEL



SITE PLAN



MASSING OPTION 3 – SHADOW STUDY



WINTER SOLSTICE 09:00



WINTER SOLSTICE 12:00



WINTER SOLSTICE 15:00



WINTER SOLSTICE 16:00



SUMMER SOLSTICE 09:00



SUMMER SOLSTICE 12:00



SUMMER SOLSTICE 15:00



SUMMER SOLSTICE 18:00

MASSING OPTION 3 – SHADOW STUDY



AUTUMN EQUINOX 09:00



AUTUMN EQUINOX 12:00



AUTUMN EQUINOX 15:00



AUTUMN EQUINOX 17:00



SPRING EQUINOX 09:00



SPRING EQUINOX 12:00



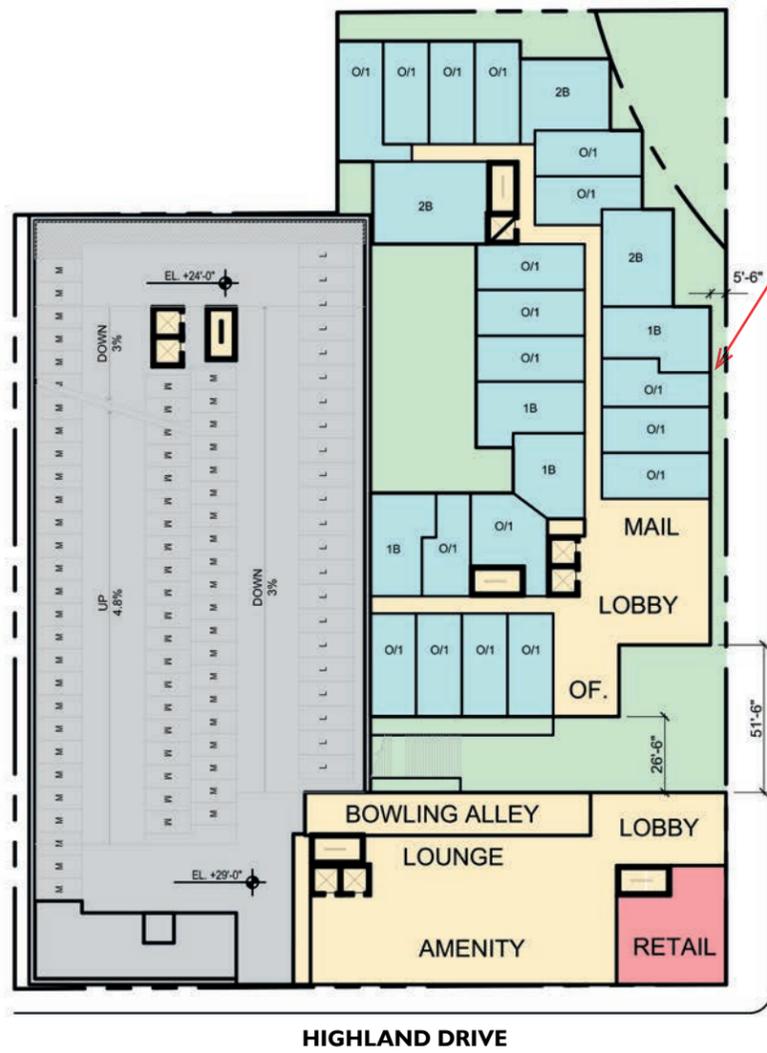
SPRING EQUINOX 15:00



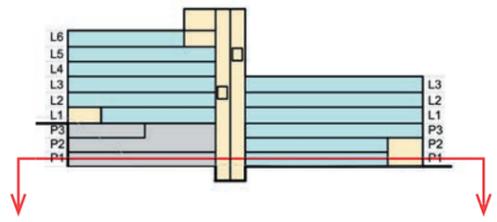
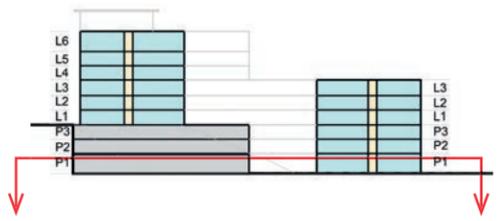
SPRING EQUINOX 17:00

FLOOR PLANS – PREFERRED SCHEME

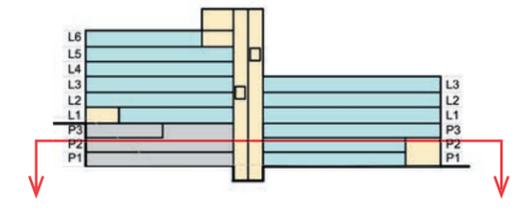
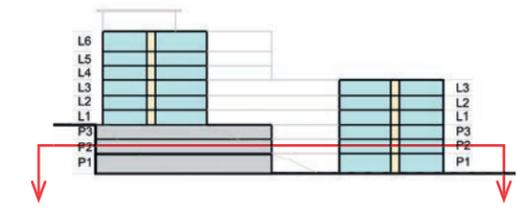
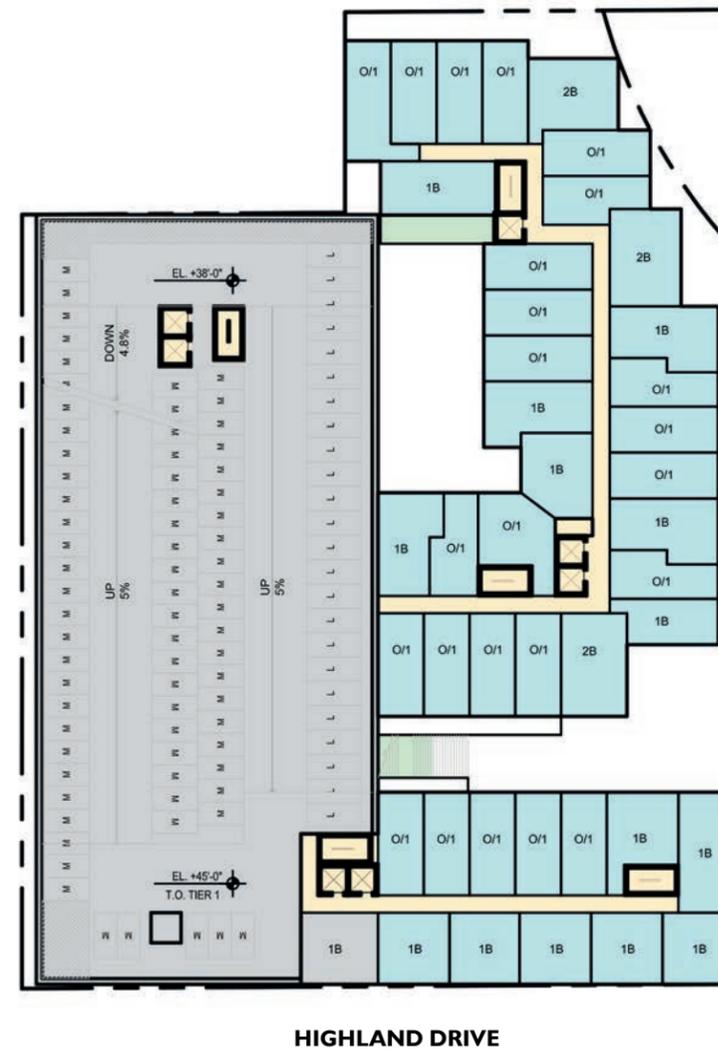
LEVEL P1



P1 RESIDENTIAL SETBACK AT WESTLAKE AVE N = 6'-0"

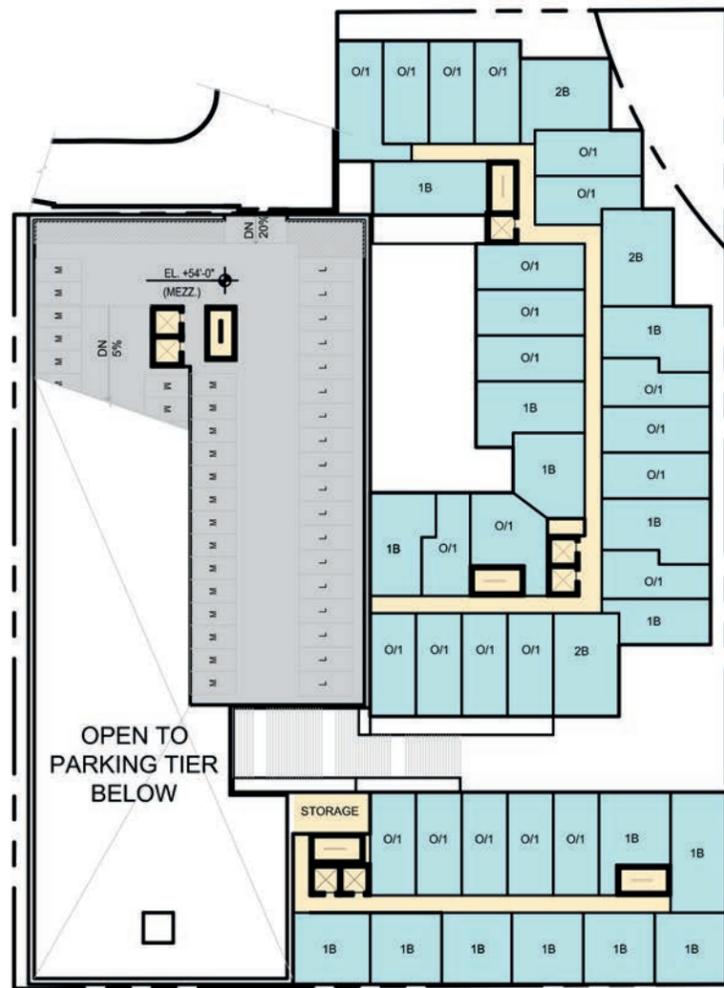


LEVEL P2



FLOOR PLANS – PREFERRED SCHEME

LEVEL P3



HIGHLAND DRIVE

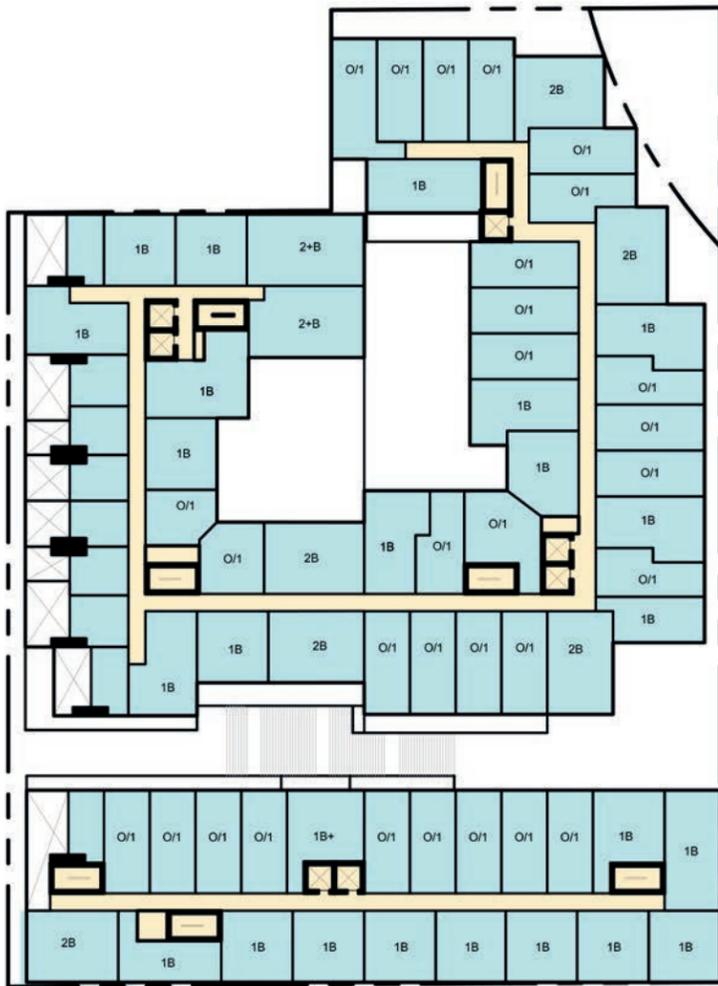
LEVEL L1



HIGHLAND DRIVE

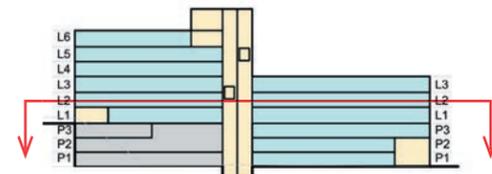
FLOOR PLANS – PREFERRED SCHEME

LEVEL L1

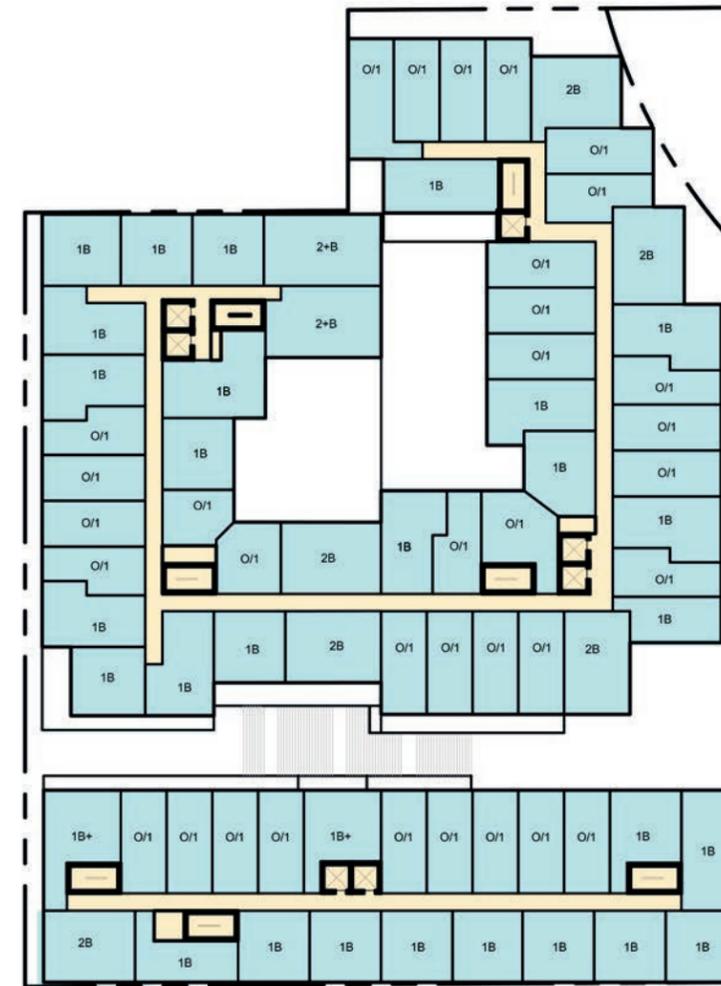


HIGHLAND DRIVE

WESTLAKE AVE N

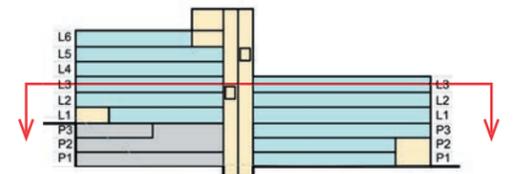
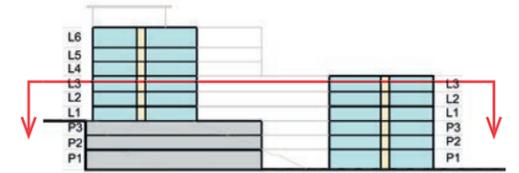


LEVEL L3



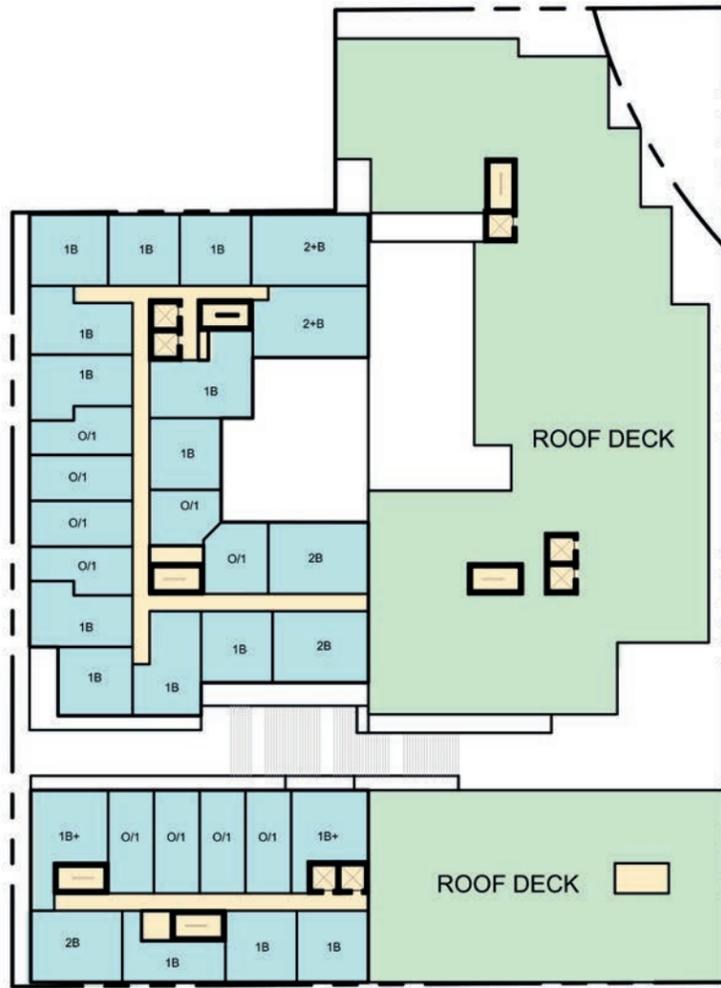
HIGHLAND DRIVE

WESTLAKE AVE N



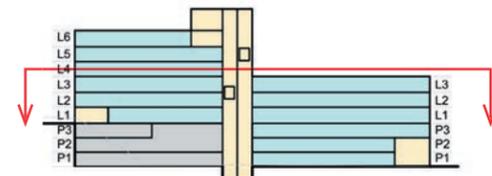
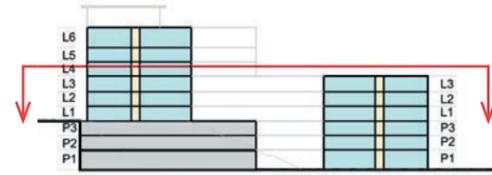
FLOOR PLANS – PREFERRED SCHEME

LEVEL L4

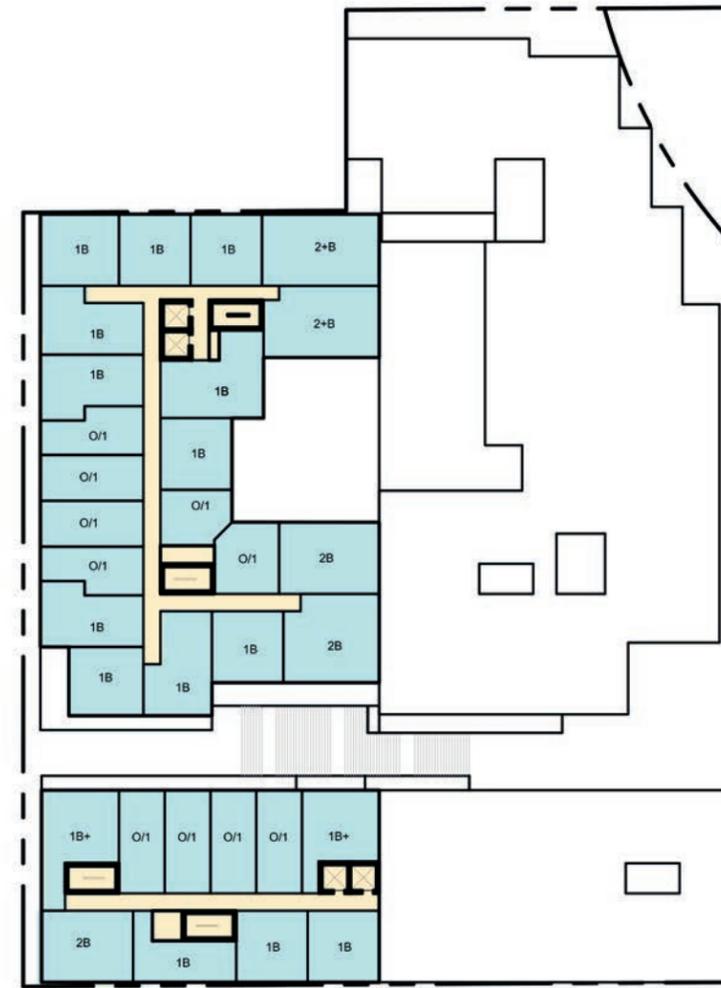


HIGHLAND DRIVE

WESTLAKE AVE N

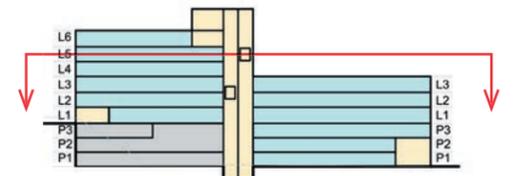


LEVEL L5



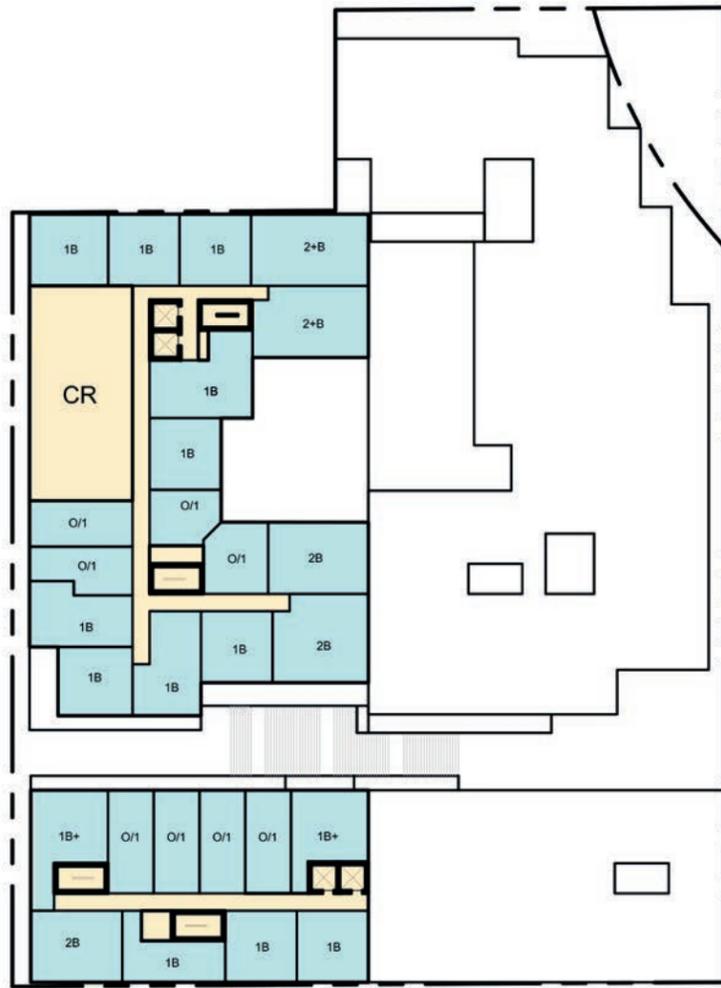
HIGHLAND DRIVE

WESTLAKE AVE N



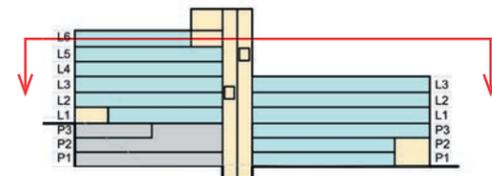
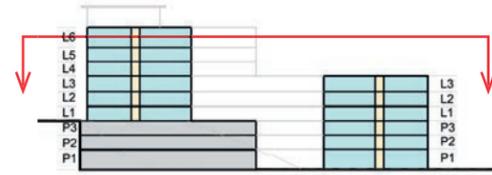
FLOOR PLANS – PREFERRED SCHEME

LEVEL L6

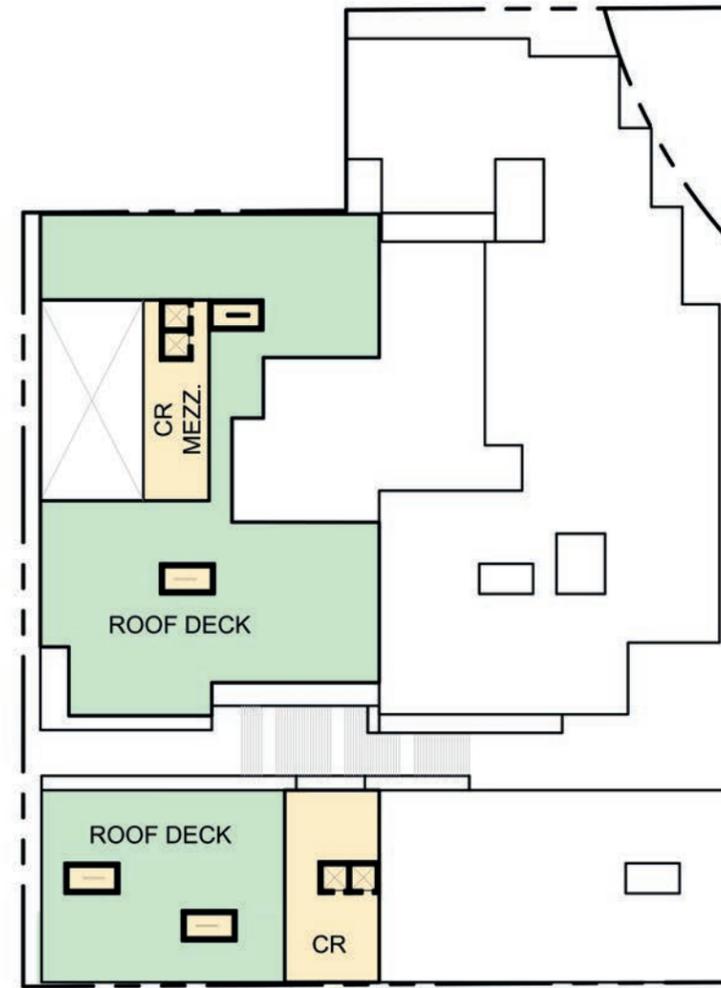


HIGHLAND DRIVE

WESTLAKE AVE N

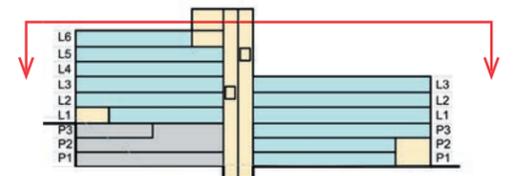


LEVEL RF



HIGHLAND DRIVE

WESTLAKE AVE N



PREFERRED MASSING – IN CONTEXT



AERIAL FROM EAST

- EXISTING BUILDING (WHITE)
- PROPOSED DEVELOPMENT
- DEVELOPMENT UNDER CONSTRUCTION



AERIAL FROM WEST

The preferred massing option reacts against the prevailing massing of symmetry in the neighborhood, and offers two distinct buildings within the urban fabric that creates desirable 'fine-grained character' with a 'mix of building styles'. The solarium along Dexter Ave disrupts the roofline and offers visual relief to the eye. Allowing the pedestrian pathway to be completely open to the sky encourages an 'outlook and overlook' for pedestrians as well as a view through the entire site, Avenue to Avenue.



DESIGN ADVANCEMENT

A dynamic ribbon element at the corner draws visual interest from the corner deep into the site. This architectural move also creates equal value between the Highland Street facade and the Avenue facades. Along the Avenues, glassy bays project from the building face to respond to the water's proximity as well as nod to the prevailing architecture of vertical bays projecting from building faces. The dynamic architecture weaves through the site, addressing the urban scale and views from the adjacent lake.



STREET VIEW LOOKING WEST



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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DESIGN ADVANCEMENT

WEBER THOMPSON



DESIGN ADVANCEMENT



STREET VIEW LOOKING NORTH ALONG WESTLAKE AVE N

The architectural ribbon element is revisited on the North Building. While the massing of the south building is relatively simple, the north building is more complex. As a result, the scale of the building is broken down to an aggregate of separate building elements. The intentional lack of symmetry offers diversity, yet the buildings are tied together with a shared architectural language. At the street adjacent levels, the north building is setback to allow for layered privacy opportunities to these street level residential units to avoid having shades drawn at all times. The street level units will have a more commercial nature and high-ceiling height which keeps open the concept of a future use as retail. The project will locate amenity space adjacent to the public pathway for an energized experience.



DESIGN ADVANCEMENT



Along Dexter Ave N, the roofline is modulated to offer visual relief and mitigate the 'urban canyon' effect. The pedestrian pathway separates the buildings, breaking the massing into smaller pieces and revealing the lake beyond. At the street adjacent levels, the north building is largely recessed to allow for layered privacy opportunities to these street level residential units. In addition, ground level units in both buildings are double height, loft-style spaces offering unique residential units today, while providing flexibility for a future use as commercial spaces.



STREET VIEW LOOKING NORTH ALONG DEXTER AVE N



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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DESIGN ADVANCEMENT

WEBER THOMPSON



DESIGN ADVANCEMENT – PEDESTRIAN PATHWAY

The pedestrian pathway offers a much needed connection between Dexter Ave N and Westlake Ave N. There is currently no physical connection along Highland Drive, and the nearest pedestrian connection is at Galer Street, two blocks to the north.

The elevation difference between Dexter Ave N and Westlake Ave N is 34 feet; the proposed pathway employs generous path widths, wide landings between flights, and areas of rest to ease the ascent and descent. Flanking the walkway are cascading planter elements, some of which house bioplanters. These bioplanters will help mitigate run-off from the building roof areas, while providing moving water in areas of the pathway, activating the experience for pedestrians and residents alike.

Residential units will have private outdoor spaces along the pathway, with a mix of hardscape and softscape plantings providing a separation of public from private. The building facades that overlook this area have large windows, and numerous balconies to activate the facades and offer passive safety to the pedestrian connection.



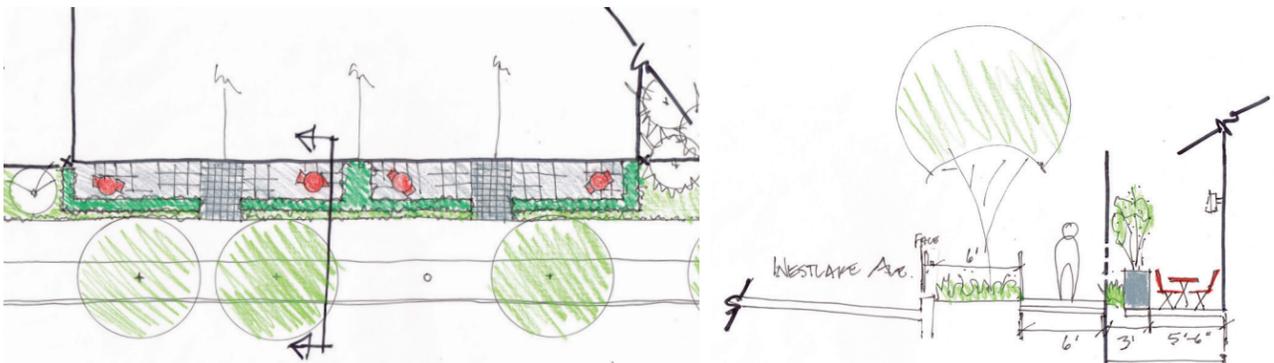
VIEW FROM SOUTH BUILDING LOOKING ONTO PEDESTRIAN PATHWAY



VIEW LOOKING WEST AT PEDESTRIAN PATHWAY



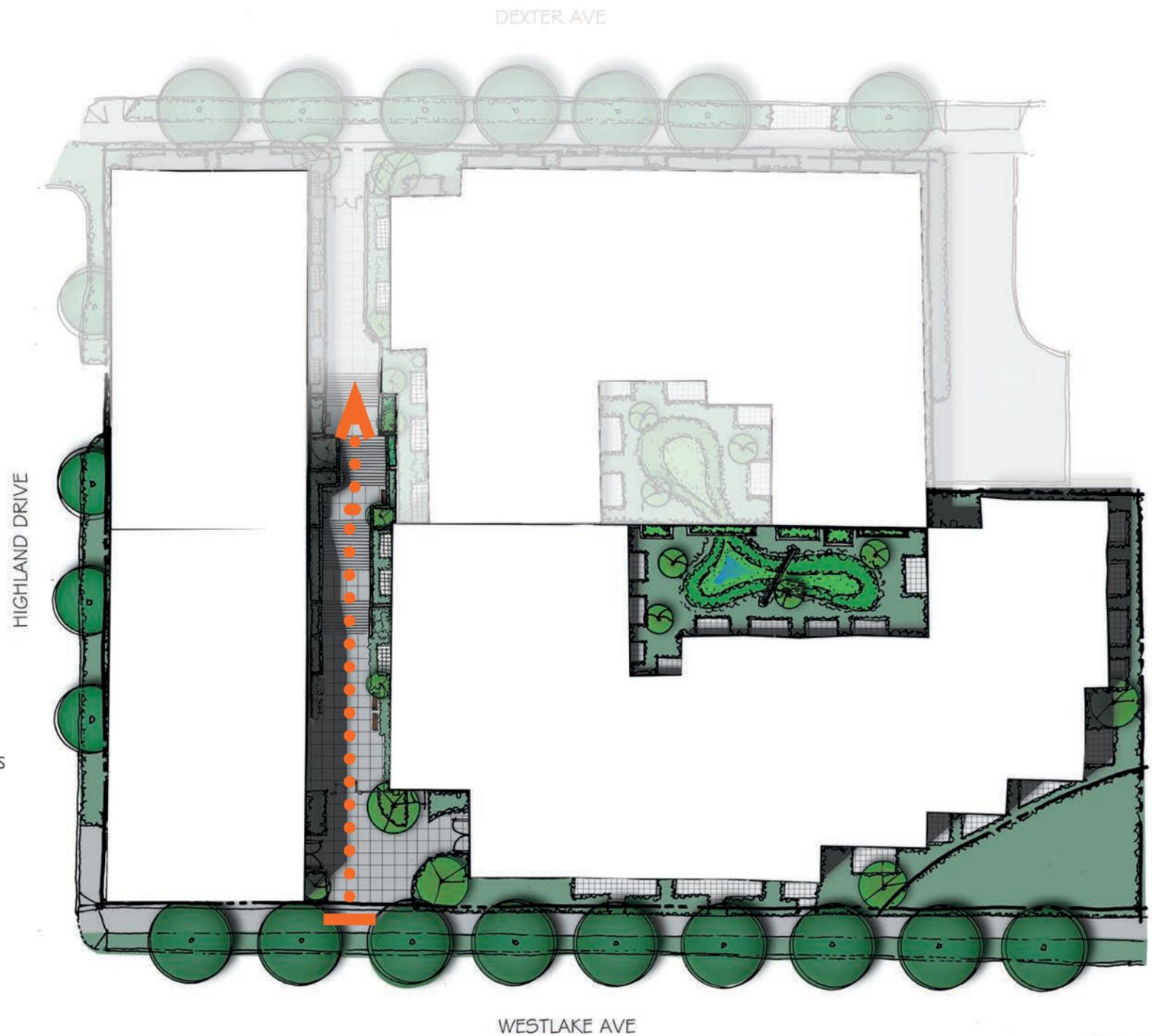
LANDSCAPE DESIGN



CONCEPT PLAN AT STREET LEVEL RESIDENTIAL UNITS

CONCEPT SECTION AT STREET LEVEL RESIDENTIAL UNITS

Generous building setbacks along each avenue offers opportunities for landscape design that responds to pedestrian wayfinding mechanisms as well as the experience to the user. The north building along Westlake Ave. N. offers a multi-layered landscape buffer along the residential unit's façade. The multi-layered buffer consist of a 1'-wide planting strip along the back of sidewalk edge as well as a 2'-wide raised planter to accommodate taller plant material. The design team will select plant material that facilitates a buffering mechanism but allows for transparency for efficient daylighting into these units and their respective patios. The private interior 'open-space' for the north building consists of open-space and private patios that are on two different levels due to the programmed location of the parking garage and existing topography. The north building's west-wing open-space is approximately 34' above the east-wings open-space and private patios. The east wall (concrete) of the parking structure will be treated by incorporating 'planter boxes' onto the façade to soften the wall and to help tie the two open-spaces together visually. Also, the planting configurations and plant palettes will complement each other to further aid in the cohesiveness of the two spaces. The design team will further consider incorporating green-stormwater infrastructure elements into the lower open-space area as this space is over native soil and would be most conducive from a cost effective and sustainable perspective.



CONCEPT PLAN AT WESTLAKE AVE N



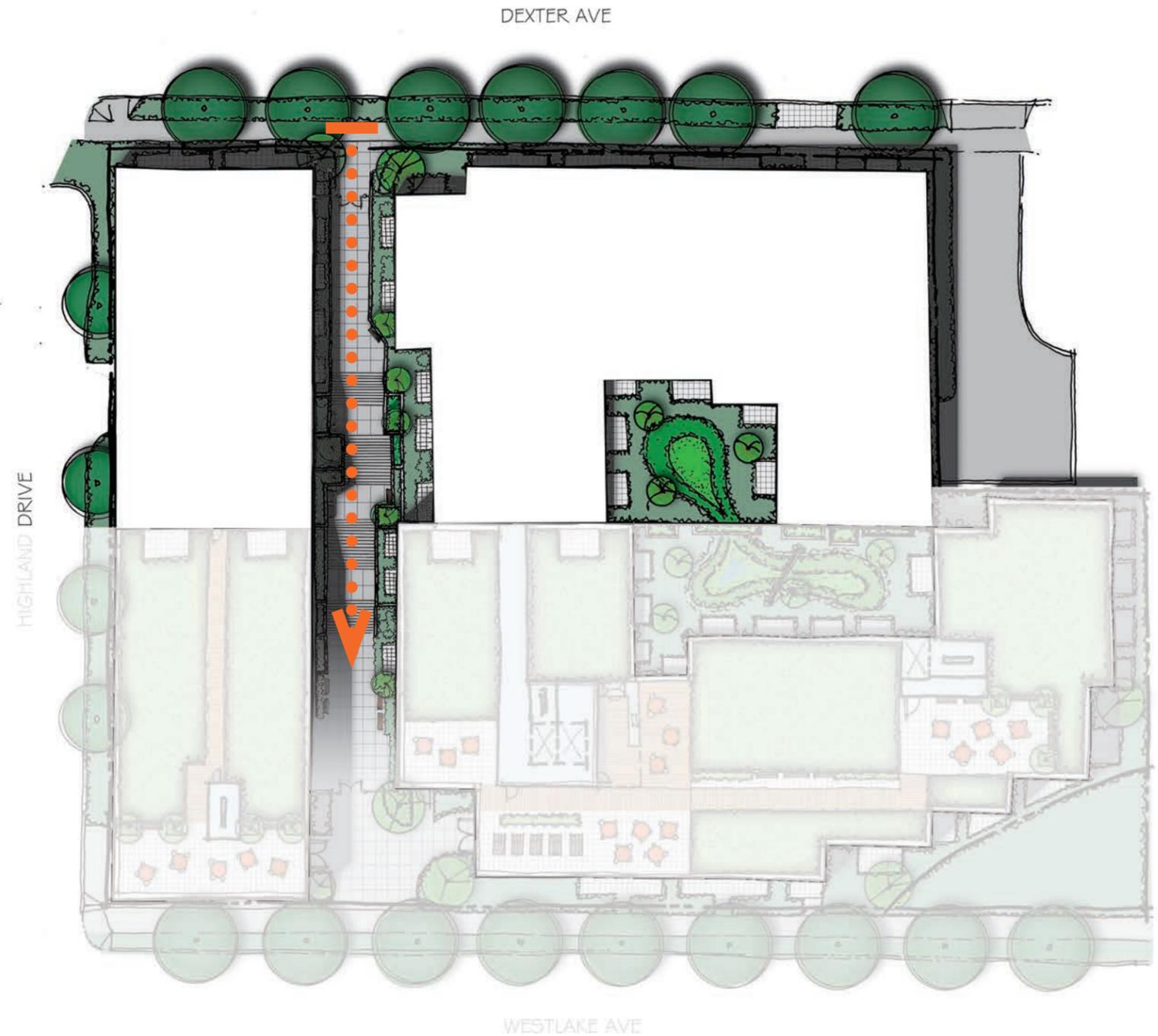
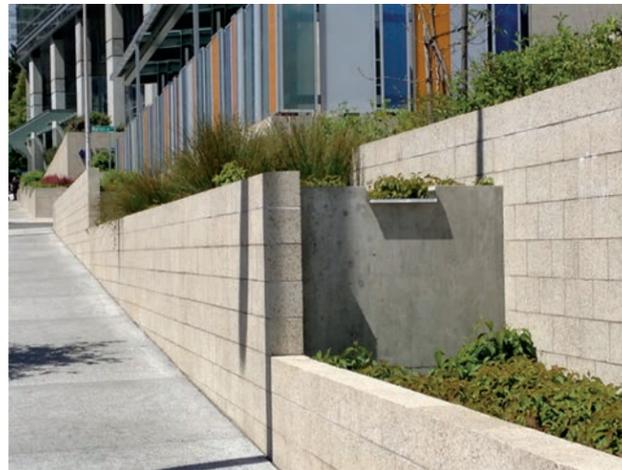
LANDSCAPE DESIGN



The north and the south buildings are separated with a through-block pedestrian connection. This enhanced connection from Westlake Ave. to Dexter Ave. will provide a means to navigate approximately 34 vertical feet over the length of the block, while experiencing pedestrian oriented site features such as; benches, landscaped terraces, lighting, educational/information signage and potential green-stormwater features. Private patios for both buildings will flank this connection and will be buffered with landscape and vertical vegetation, where appropriate.

The retail component in the south building will respond to the activities and movement along the Westlake Ave. N. corridor. Pedestrian scaled elements such as low planters and benches will compliment the retail façade.

Both buildings along Dexter Ave. N takes advantage of the building setback by provide planting buffer along Dexter Ave. N. to the residential units that exist on the building facade. Surrounding residential units around the perimeter of both buildings will have private patios that will have a sensible balance between landscape and hardscape.



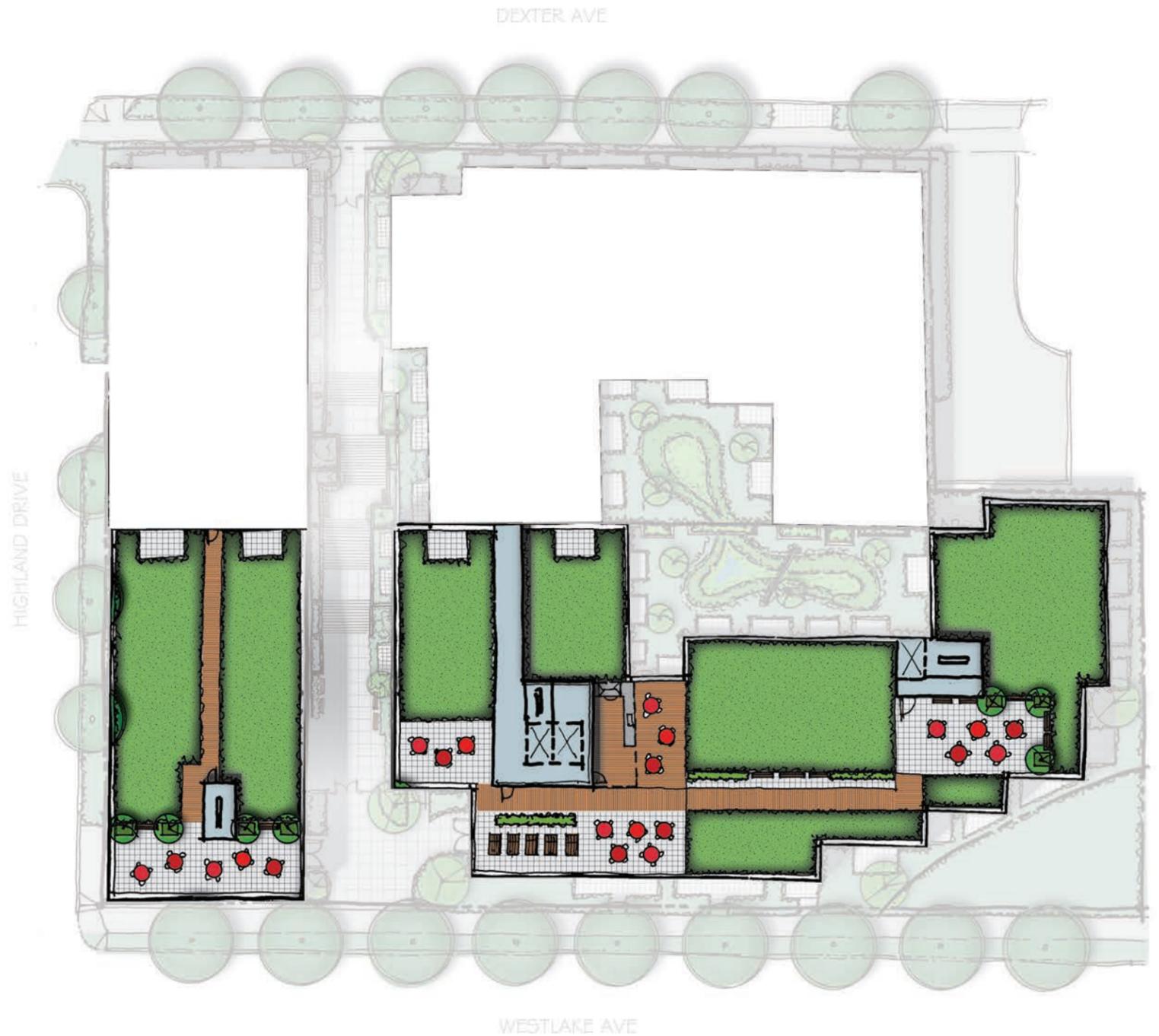
CONCEPT PLAN AT DEXTER AVE N



LANDSCAPE DESIGN



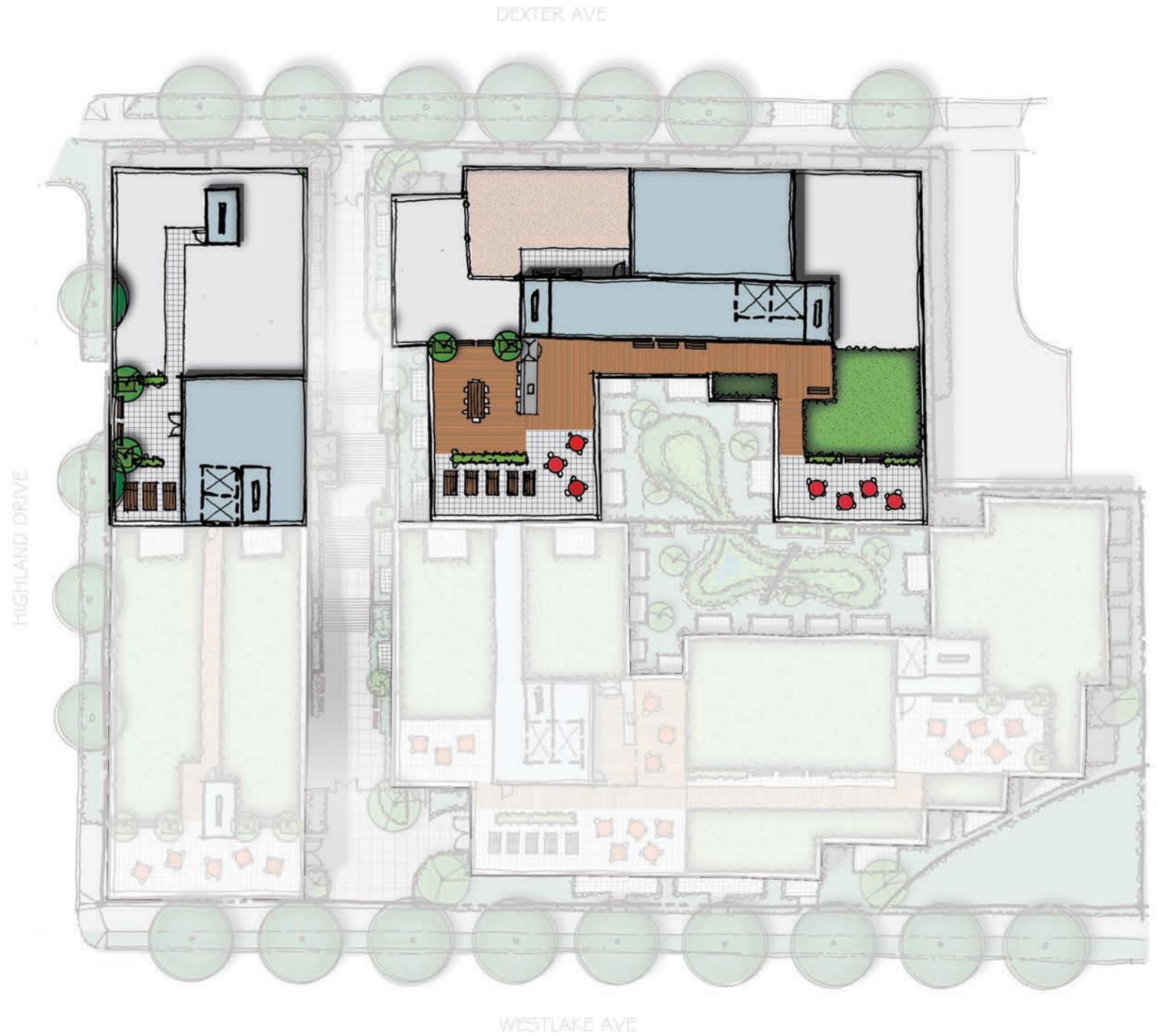
Both buildings will take advantage of their location and surrounding views. They both will have roof deck terraces that included such program elements as the following; Areas allocated for pet parks, covered areas for outdoor kitchen/BBQ, small and large group seating, fireplace and/or fire-pits, greenroof components as well as raised planters. The pedestrian wayfinding will be reinforced by different paver colors and textures as well as the use of decking to signify special spaces and sense of arrival.



CONCEPT ROOF PLAN AT WESTLAKE AVE N



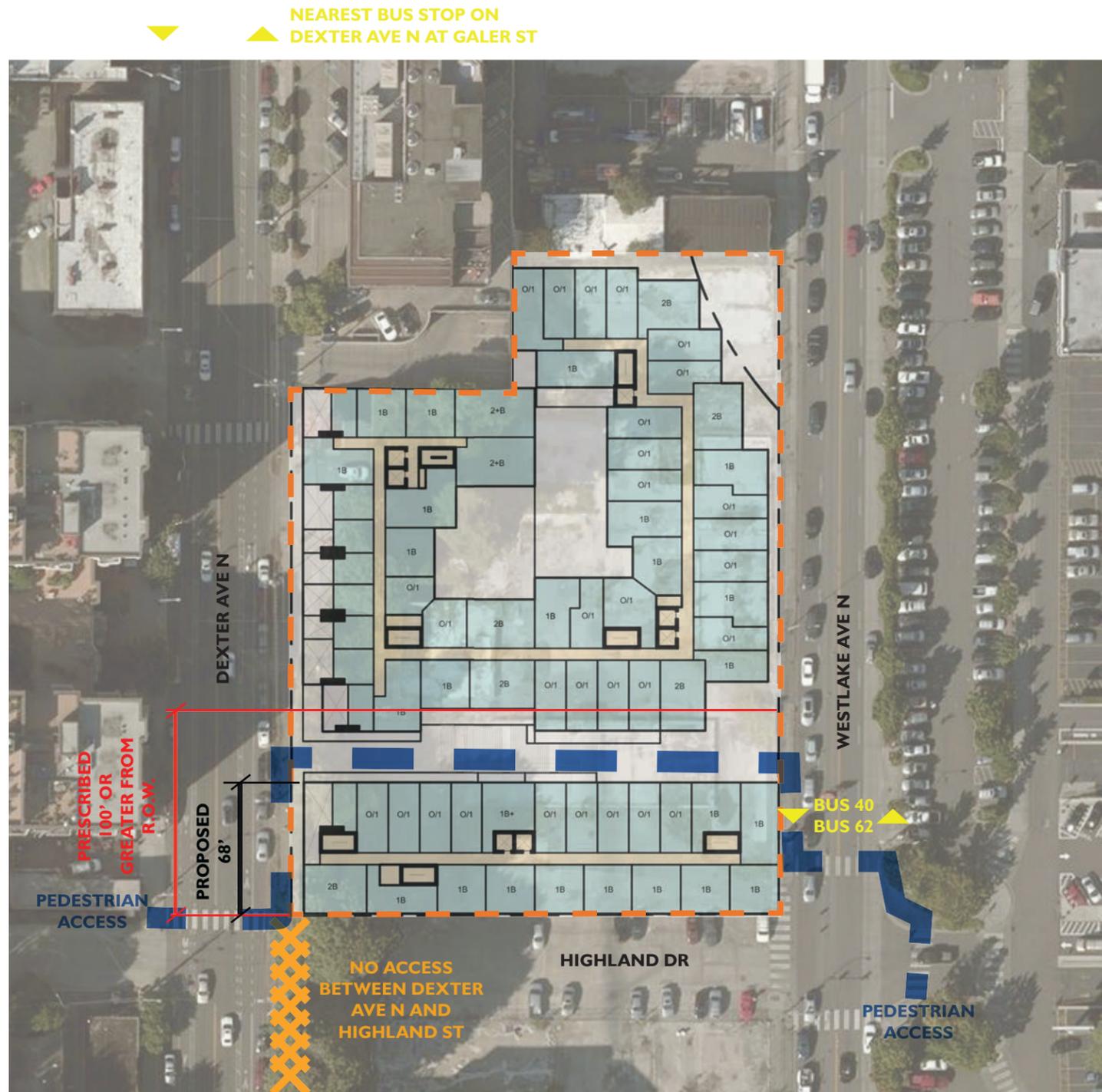
LANDSCAPE DESIGN



CONCEPT ROOF PLAN AT DEXTER AVE N



ANTICIPATED DEPARTURES



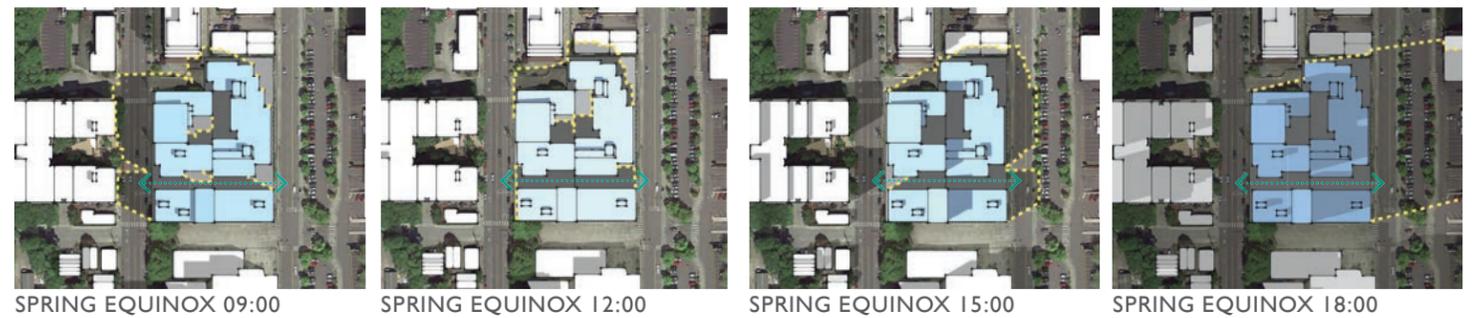
DEPARTURE I

23.48.014.H – THROUGH-BLOCK PEDESTRIAN CONNECTION FOR LARGE LOT DEVELOPMENTS

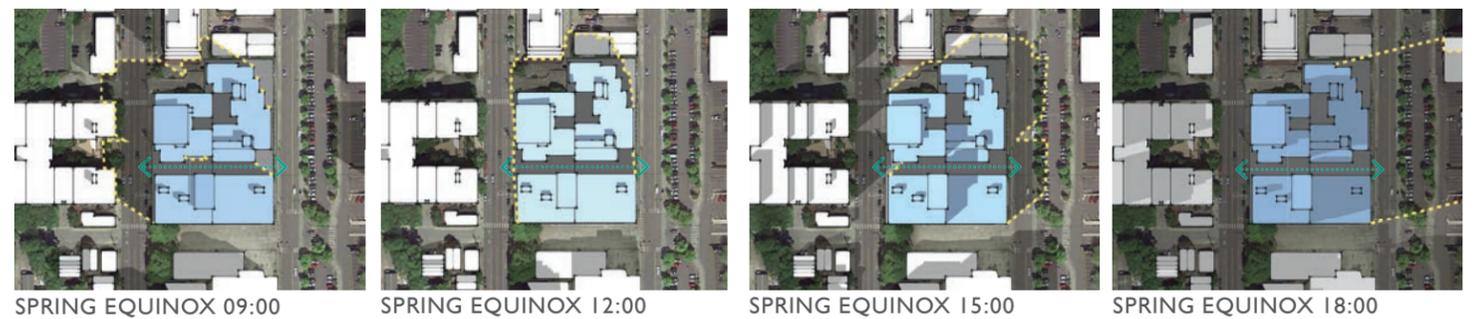
DEPARTABLE UNDER 23.48.014.H.3

The preferred scheme seeks a departure from the development standards governing the location of the pedestrian pathway. The pedestrian pathway will be closer to Highland Drive than the 100' prescribed in 23.48.014.H.2.a. Because Highland Drive has no hillclimb, and therefore no pedestrian access, locating the pedestrian pathway as close to Highland Drive as possible would better serve the development by enhancing pedestrian comfort and promoting greater use of the connection. The proposed location is closer to the bus stop on Westlake Ave N, and closer to the crosswalk located at Highland Dr.

PROPOSED LOCATION OF PEDESTRIAN PATHWAY



PRESCRIPTIVE LOCATION OF PEDESTRIAN PATHWAY

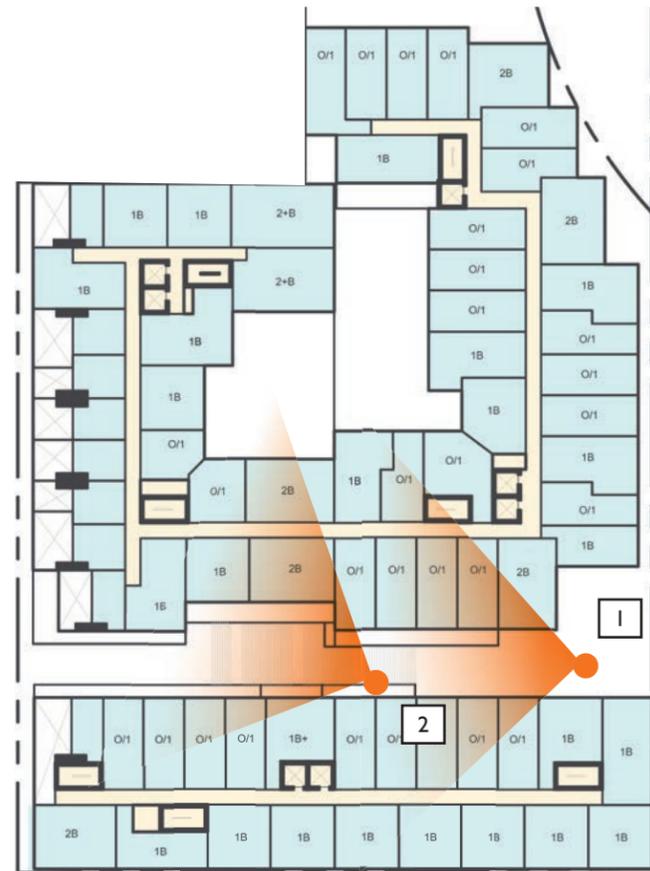


The shadow conditions between the proposed location and the prescriptive location are the very similar.



ANTICIPATED DEPARTURES

DEPARTURE 1 – CONTINUED



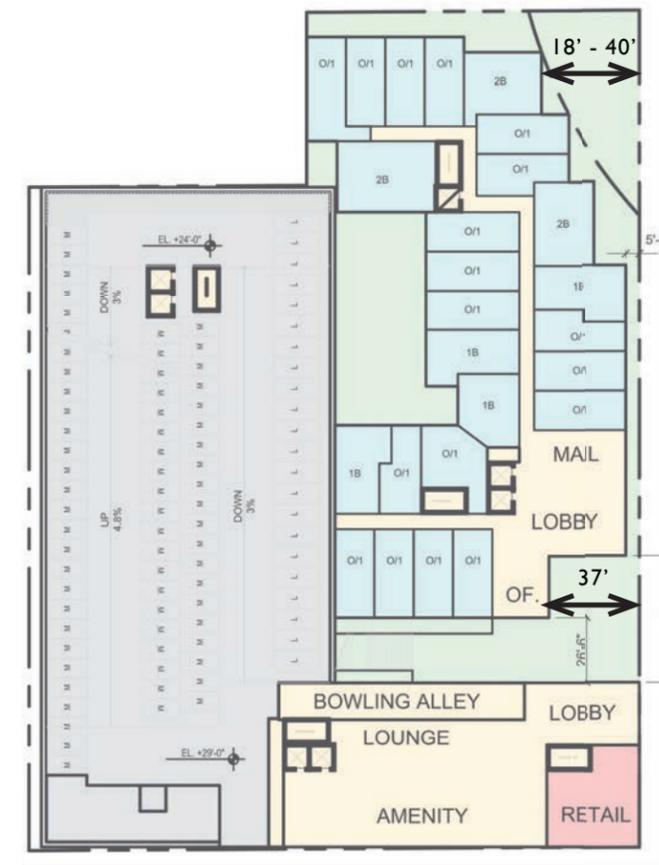
DEPARTURE 2

23.48.014.3.B – PERMITTED SETBACKS FROM STREET LOT LINES

DEPARTABLE UNDER 23.41.012.A

The preferred scheme seeks a departure from the limitation of a 12 foot setback from the street lot line. The proposed design better satisfies several of the Design Guidelines: along Dexter Ave N, the setback would better serve the pedestrian experience by offering more space for landscaping, more privacy for ground level units, and a better opportunity for wider outdoor space directly adjacent to the sidewalk. The 95' deep courtyard at Westlake Ave N will act to break the building into smaller massing elements and provide greater privacy for many residential units.

LEVEL P1



DESIGN GUIDELINES

RELATED
'OLD' DESIGN
GUIDELINES

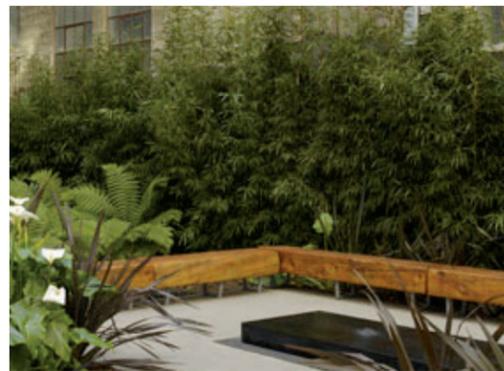
(ADPT. 12/16/13 BY ORD. 124389)
SEATTLE DESIGN
GUIDELINES 2013

(AUGUST 13, 2012)

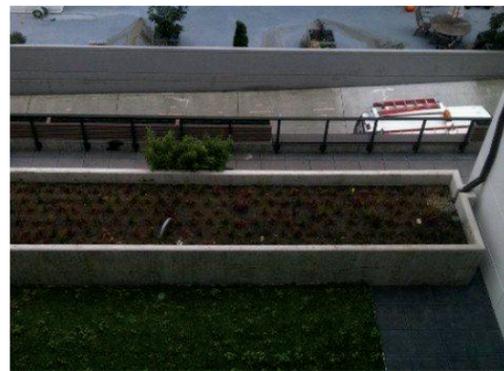
RELATED SOUTH LAKE UNION DESIGN GUIDELINES

PROJECT RESPONSE

| TITLE | RELATED 'OLD' DESIGN GUIDELINES | (ADPT. 12/16/13 BY ORD. 124389) SEATTLE DESIGN GUIDELINES 2013 | (AUGUST 13, 2012) RELATED SOUTH LAKE UNION DESIGN GUIDELINES | PROJECT RESPONSE | |
|-------------|-------------------------------------|--|--|--|--|
| CS-1 | NATURAL SYSTEMS AND SITE FEATURES | A-1, E-1, E-2 | Use natural systems and features of the site and its surroundings as a starting point for project design | Respond to Site Characteristics – take advantage of site configuration to accomplish sustainability goals. | Reflecting the various instances of 'stepping' in the immediate vicinity, the project takes advantage of the unique existing topography and steps down from Dexter Ave N to Westlake Ave N. The wide opening of the proposed pedestrian pathway is over native soil, offering the unique opportunity for mature and robust planting, as well as opportunity for water infrastructure. |
| CS-2 | URBAN PATTERN AND FORM | A-2, A-3, A-5, A-10, CI, B | Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area | Encourage provision of "outlooks and overlooks"; for the public to view the lake and cityscapes. Reinforce community gateways through the use of architectural elements, streetscape features, landscaping or signage. 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. | By dividing the residential program into two buildings, an East-West gateway is created, encouraging a new 'outlook and overlook' for the public to view Lake Union. The south building can be experienced on all four sides, creating an opportunity to explore a design that is related to the vehicular, nautical, and urban scale. Both buildings will be articulated to reflect common proportions and rhythms inherent to the surrounding context, while pulling the building out of the shoreline setback area offers more open space at the right of way. |
| CS-3 | ARCHITECTURAL CONTEXT AND CHARACTER | C-1, C-2, B | Contribute to the architectural character of the neighborhood | Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity. Respond to the existing fine-grained character of the neighborhood with a mix of building styles. Respond to the working class, maritime, commercial and industrial character of the waterfront and Westlake areas. | This project aims to create a node within the neighborhood, drawing upon the vitality of the park to the south and the relationship and proximity to the water's edge. The design addresses the larger urban scale with larger massing moves, such as reinforcing existing proportions of neighboring buildings, offering large scale architectural moves to relate to the urban scale, and employing smaller, more playful architectural features to animate the street facades and provide a smaller scale within the overall canvas of the building. The separation of the two buildings reduces the impact of the street facades along Dexter and Westlake helping to alleviate the 'urban canyon' effect. |
| PL-1 | CONNECTIVITY | D-1, A-2 | Complement and contribute to the network of open spaces around the site and the connections among them. | Keep neighborhood connections open, and discourage closed campuses. Support the creation of a hierarchy of passive and active open space within SLU. Enhance the public realm, i.e. the transition zone between private property and the public right of way. | The proposed design provides a dynamic pedestrian pathway that connects Dexter Ave N and Westlake Ave N. The buildings step back horizontally at the pedestrian pathway to offer large openings, over 50' in width at each Avenue, to highlight the East-West connection. The pathway will be 'lined' with private terrace areas to provide a buffer zone between public and private. |



CS-1



CS-1



CS-2



CS-2



CS-3



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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DESIGN GUIDELINES

WEBER THOMPSON



DESIGN GUIDELINES

| TITLE | RELATED 'OLD' DESIGN GUIDELINES | (ADPT. 12/16/13 BY ORD. 124389) SEATTLE DESIGN GUIDELINES 2013 | (AUGUST 13, 2012) RELATED SOUTH LAKE UNION DESIGN GUIDELINES | PROJECT RESPONSE | |
|-------------|---------------------------------|---|--|--|---|
| PL-2 | WALKABILITY | D-1, D-2 | Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features | Encourage provision of spaces for street level uses that vary in size, width, and depth. Where appropriate, configure retail space so that it can spill out onto the sidewalk. Enhance public safety throughout the neighborhood to foster 18-hour public safety. Design public spaces defensively with clear sight lines and opportunities for eyes on the street. | By articulating both buildings such that there is open space adjacent to the right of way, the sidewalks will have a wider feel to them than if the building was built out to the property lines. The extra sidewalk width may accommodate enhanced landscaping opportunities and greater relief between the public and private realms. |
| PL-3 | STREET LEVEL INTERACTION | D-1, D-2 | Encourage human interaction and activity at the street level with clear connections to building entries and edges. | Place retail in areas that are conducive to the use and will be successful. Create graceful transitions at the streetscape level between the public and private uses. Design facades to encourage activity to spill out from businesses onto the sidewalk. Reinforce retail concentrations with compatible spaces that encourage pedestrian activity. Create business and community activity clusters through co-location of retail and pedestrian areas as well as other high pedestrian traffic opportunities. 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. | The wide aperture of the pedestrian pathway at Westlake Ave N will act to highlight the active public connection and create a visual anchor to the development. At the street adjacent levels, the north building is largely recessed to allow for layered privacy opportunities to these street level residential units to avoid having shades drawn at all times. The street level units will have a more commercial nature and high-ceiling height which keeps open the concept of a future use as retail. The project will locate amenity space adjacent to the public pathway for an energized experience. |
| PL-4 | ACTIVE TRANSPORTATION | D-1 | Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit. | | The two buildings each have a prominent street and pedestrian pathway adjacent lobby entry that responds to their respective pedestrian and bicycle-related traffic along Westlake Ave N and Dexter Ave N. Without a pedestrian connection along Highland Drive, this project will be the primary Avenue to Avenue connection point between Galer St. and Aloha St. |



PL-1



PL-1



PL-2



PL-3



PL-3



DESIGN GUIDELINES

RELATED
'OLD' DESIGN
GUIDELINES

(ADPT. 12/16/13 BY ORD. 124389)
SEATTLE DESIGN
GUIDELINES 2013

(AUGUST 13, 2012)
RELATED SOUTH LAKE UNION DESIGN GUIDELINES

PROJECT RESPONSE

| TITLE | RELATED 'OLD' DESIGN GUIDELINES | (ADPT. 12/16/13 BY ORD. 124389) SEATTLE DESIGN GUIDELINES 2013 | (AUGUST 13, 2012) RELATED SOUTH LAKE UNION DESIGN GUIDELINES | PROJECT RESPONSE | |
|-------------|---------------------------------------|--|--|--|---|
| DC-1 | PROJECT USES AND ACTIVITIES | A-8, A-9, C-5, D-6 | Optimize the arrangements of uses and activities on site. | Providing parking below grade is preferred. | Highland Drive will be the proposed project's primary point of vehicular access. Its low traffic volume and lack of connection between Dexter Ave N and Westlake Ave N make it an ideal location for parking, loading, and move-in/move-out access. This also allows the more highly trafficked north-south streets to have a strong, uninterrupted, and active street presence. Though services will be located on this facade, this is still a primary street facade and will receive the same level of design focus as Westlake Ave N and Dexter Ave N. |
| DC-2 | ARCHITECTURAL CONCEPT | C-2 | Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings. | Design the 'fifth elevation' – the roofscape – in addition to the streetscape. | Both North and South buildings have been designed to minimize the street frontages along the Avenues, reducing the perceived mass of the buildings from Dexter and Westlake. Open space at the streets will allow for robust plantings at the ground levels. Both roof areas will be amenity roof decks, creating a visually interesting 'fifth facade' as viewed from points above. By recessing the ground floor at the street levels the project allows for a smaller, human scale near pedestrian spaces, which will be further articulated with exposed columns and landscaping for buffering and privacy. |
| DC-3 | OPEN SPACE CONCEPT | A-7 | Integrate open space design with the design of the building so that each complements the other. | Encourage landscaping that meets LEED criteria. Where appropriate, install indigenous trees and plants to improve aesthetics, capture water, and create habitat. Retain existing, non-intrusive mature trees or replace with large-caliper trees. Water features are encouraged. | Shared rooftop amenities will offer a unique opportunity for social interaction. Through the use of large building setbacks, the project offers a transition from public to private space while offering an outdoor space to pause and interact. Setting back the building from the property lines offers space and breathing room at the right of ways, further promoting a sense of neighborhood. The lower portion of the pedestrian pathway between the two buildings presents the uncommon opportunity to plant in native soil, allowing the use of more mature plants, or to allow chosen plants to mature. |
| DC-4 | EXTERIOR ELEMENTS AND FINISHES | C-4 | Use appropriate and high quality elements and finishes for the building and its open spaces. | | The project anticipates using materials and finishes appropriate to its site and neighborhood. |



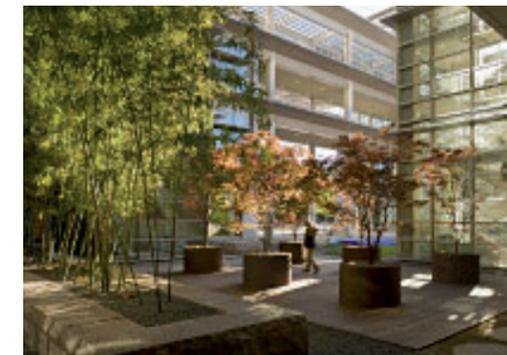
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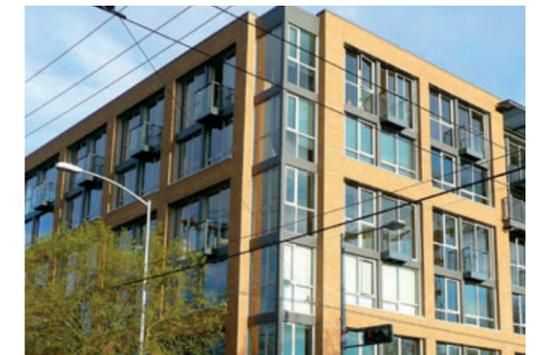
DC-1



DC-2



DC-3



DC-4



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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DESIGN GUIDELINES

WEBER THOMPSON

