



HOLLAND RESIDENTIAL

WESTLAKE STEPS

1207 WESTLAKE AVE N

SECOND EARLY DESIGN GUIDANCE MEETING
DPD PROJECT # 3016543

08.06.2014 | 14-001



WEBER THOMPSON

INTRODUCTION

At the EDG meeting held on June 4, 2014, the East Board requested that we return for a second EDG meeting to explore a massing options with the required pedestrian pathway on the South edge of the site and provide further information on a massing options that preserved the trees on site.

We are going to present these three options and tell you why we believe the preferred option is the better urban response and better satisfies the intentions of the Design Guidelines. The Board Directed Alternate could be a satisfactory solution, but it does not create any interface with the community it is helping to create.

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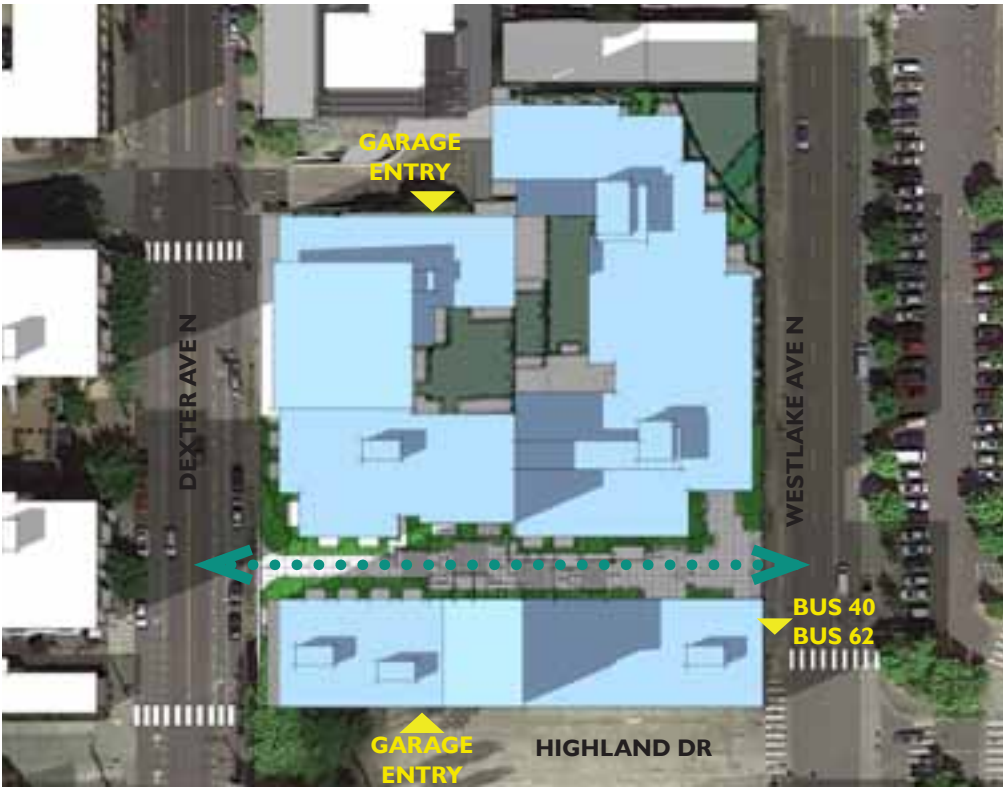
2ND EDG: MASSING OPTION I (PREFERRED)

MASSING OPTION I (PREFERRED)

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1

SCHEME ATTRIBUTES AND ADVANCEMENTS FROM 1ST EDG

- Pedestrian path has increased in width an additional 8' over entire length of pathway by decreasing width of South building
- Residential Units along Westlake Ave N updated to reflect deep setback condition
- South Building 'notched' along Westlake Ave N to enhance pedestrian access from pedestrian pathway to crosswalk
- Notch also provides sheltered area for waiting bus riders
- A wider path offers more opportunity for landscape and water-related elements within pedestrian pathway



PLAN VIEW



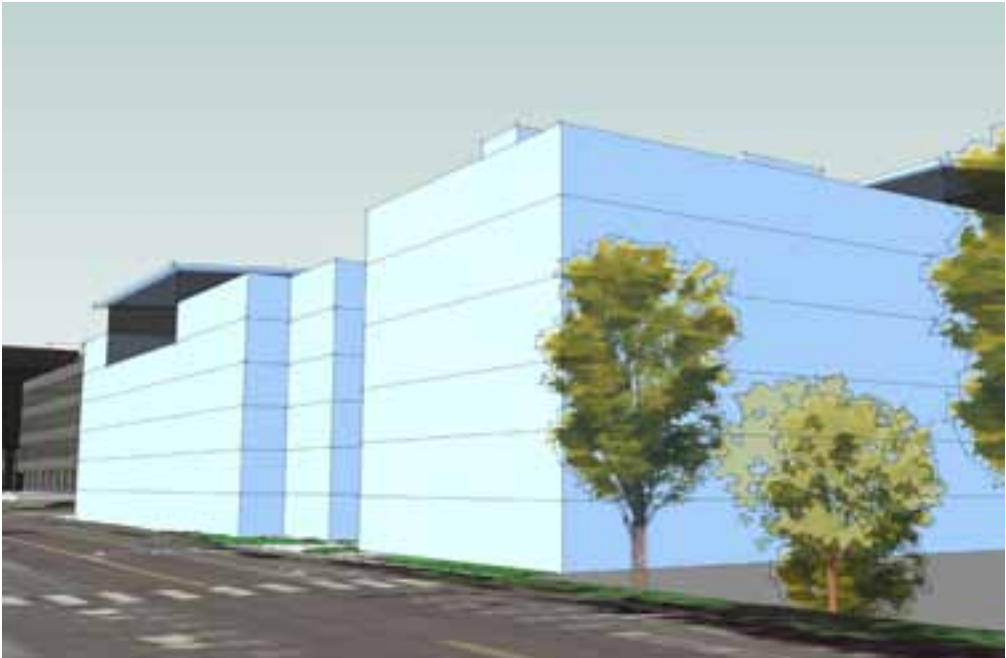
AERIAL VIEW FROM THE SOUTHEAST

MASSING OPTION I (PREFERRED)

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1



STREET VIEW LOOKING NORTHWEST ON WESTLAKE AVE N



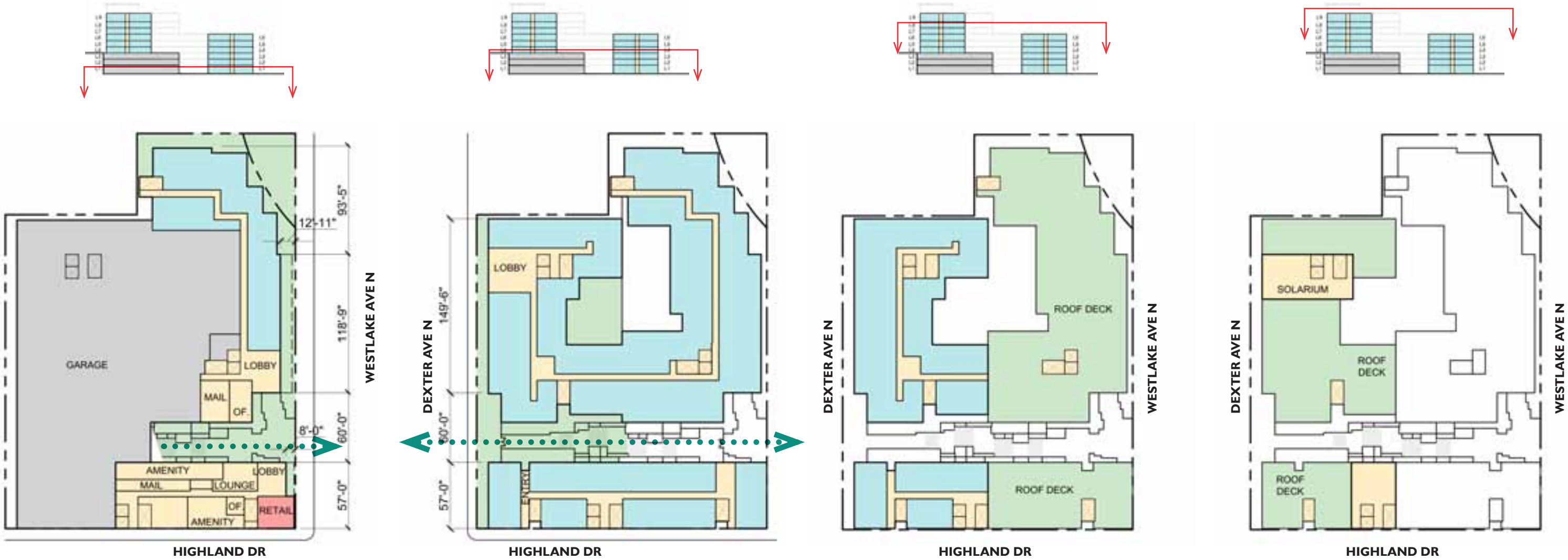
STREET VIEW LOOKING NORTH ON DEXTER AVE



AERIAL VIEW FROM THE NORTHEAST

MASSING OPTION I (PREFERRED) – PLANS

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1



PLAN AT WESTLAKE AVE N – LOWER LEVEL

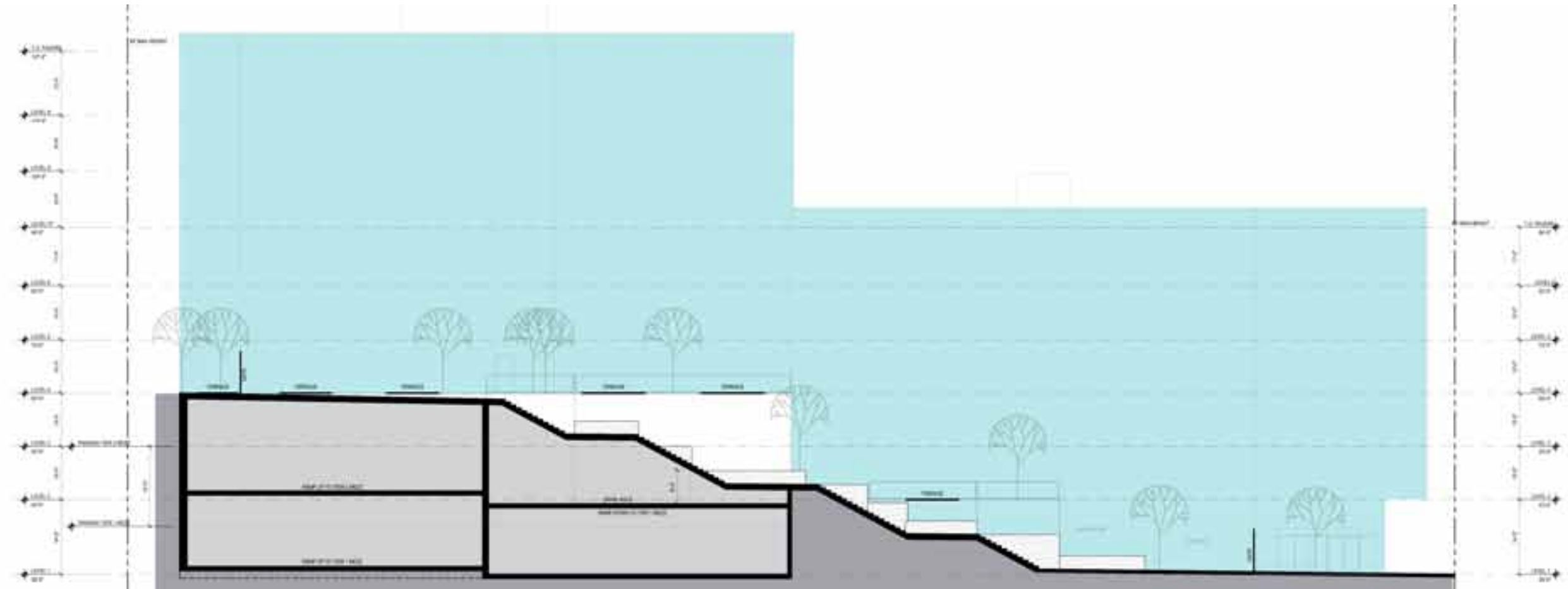
PLAN AT DEXTER AVE N – MIDDLE LEVEL

PLAN AT L6 – UPPER LEVEL

SITE PLAN

MASSING OPTION I (PREFERRED) – SECTION AT PATHWAY

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1



FAZIO
ASSOCIATES LLC
LANDSCAPE ARCHITECTS

MASSING OPTION I (PREFERRED) – VIEW STUDY

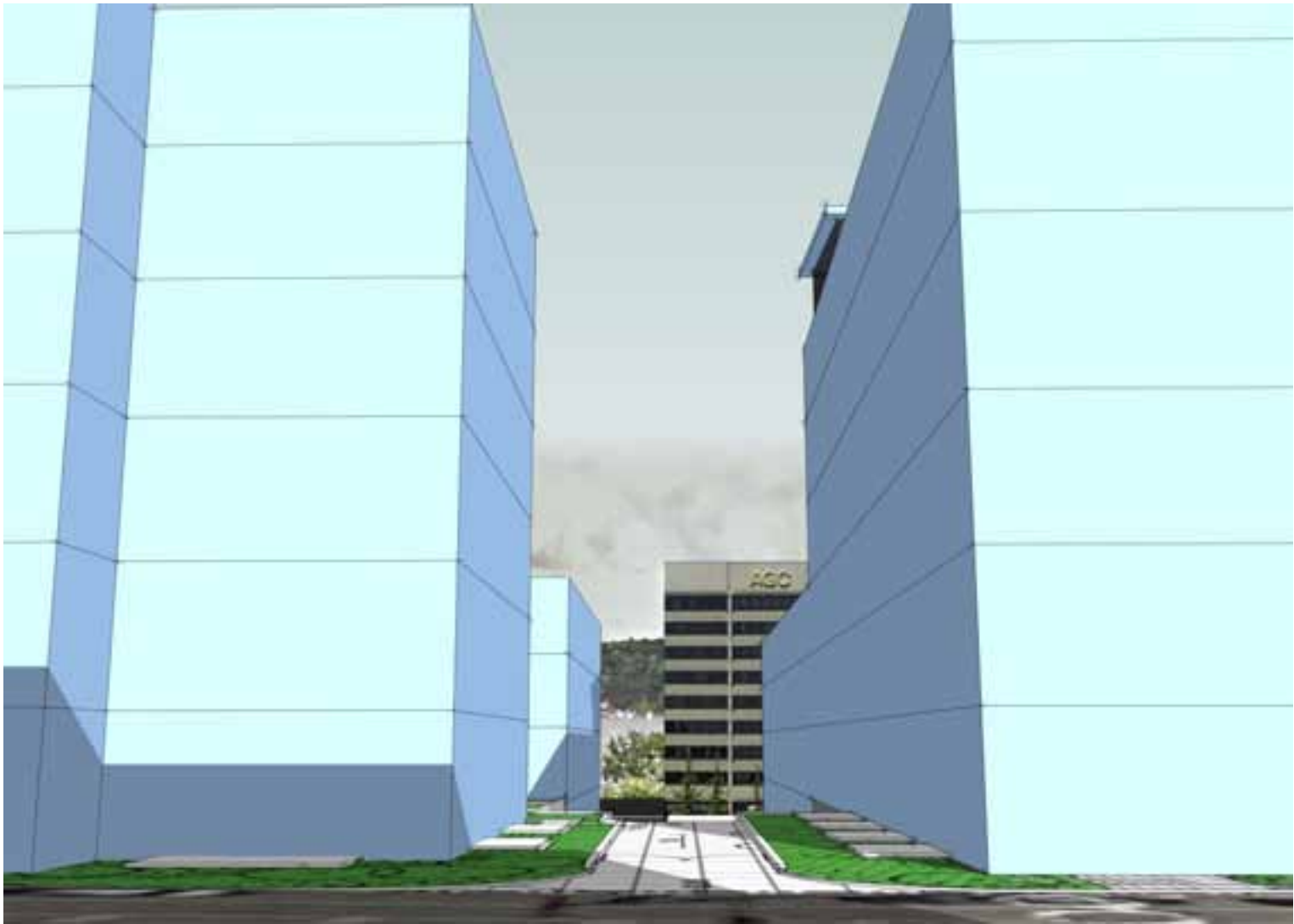
REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1



VIEW LOOKING EAST FROM ACROSS DEXTER AVE N



PLAN VIEW



PREFERRED MASSING – VIEW THROUGH PEDESTRIAN PATH

DESIGN REVIEW REPORT: APPLICANT INSTRUCTIONS

Provide a view analysis of the South edge pedestrian connection and the preferred option, from across Dexter Ave N to Lake Union.

MASSING OPTION I (PREFERRED) – SHADOW STUDY

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1



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



AUTUMN / SPRING EQUINOX 09:00



AUTUMN / SPRING EQUINOX 12:00



AUTUMN / SPRING EQUINOX 15:00



AUTUMN / SPRING EQUINOX 17:00

MASSING OPTION I – RESPONSE TO DESIGN GUIDELINES

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1

CONTEXT & SITE **CS2-B-2**
Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

PROJECT RESPONSE
The preferred massing invites the public into and through the project, as opposed to segregating public and private.

CONTEXT & SITE **CS2-B-3**
Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

PROJECT RESPONSE
The preferred massing offers more open space along Dexter and Westlake through building modulation thus expanding the pedestrian experience and extending it into the site.



CS2-B-2, CS2-B-3



THE BUILDING MASSING HAS BEEN SET BACK AT THE WESTLAKE FACADE ADJACENT TO THE BUS STOP AT WESTLAKE AVE N TO OFFER AN OUTDOOR SPACE FOR WAITING RIDERS. THIS AREA WILL BE SURVEILLED BY THE LOBBY/LEASING AREA OF THE SOUTH BUILDING.

ADDITIONALLY, THIS SETBACK OFFERS A MORE DIRECT WALKING PATH FROM THE PEDESTRIAN PATHWAY IN THE PREFERRED LOCATION TO THE CROSSWALK AT WESTLAKE.

MASSING OPTION I – RESPONSE TO DESIGN GUIDELINES

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1



CS2-B-2, CS2-B-3

CONTEXT & SITE **CS2-B-2**

Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

PROJECT RESPONSE

The preferred massing invites the public into and through the project, as opposed to segregating public and private.

CONTEXT & SITE **CS2-B-3**

Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

PROJECT RESPONSE

The preferred massing offers more open space along Dexter and Westlake through building modulation thus expanding the pedestrian experience and extending it into the site.



CS2-C-3

CONTEXT & SITE **CS2-C-3**

Relationship to the Block: Break up long facades of full-block buildings to avoid a monolithic presence. Consider providing through block-access and or designing the project as an assemblage of buildings and spaces within the block.

PROJECT RESPONSE

The South Lake Union zoning changes set a new requirement for through-block pedestrian connections on large sites like this one. In addition to providing pedestrian access, a key reason for the new requirement is to reduce the impact of height, bulk, and scale.

The preferred massing option directly addresses this guideline by breaking up the long facades of both Westlake and Dexter by placing the through-block access between two buildings. This also creates an actual assemblage of buildings, as opposed to trying to emulate multiple buildings.

MASSING OPTION I – RESPONSE TO DESIGN GUIDELINES

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1

CONTEXT & SITE **CS2-D-5**

Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

PROJECT RESPONSE

The preferred massing offers actual porosity - an opening between two buildings. As a result, the residents directly across Dexter Ave N will have views to the water. A full-block massing option with the pathway at the south end would block these views entirely.



CS2-D-5

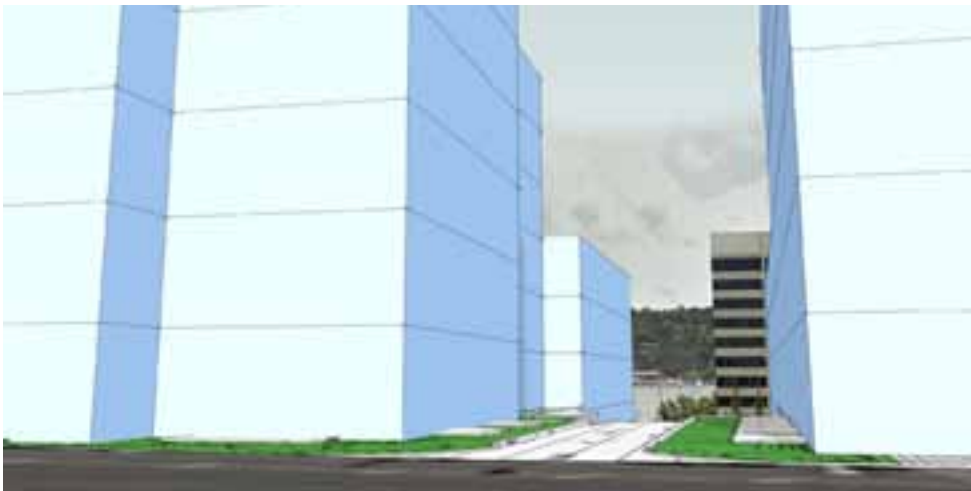
Mid-block Porosity

CONTEXT & SITE **CS2-II-II**

Upper-level Setbacks: Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.

PROJECT RESPONSE

In lieu of stepping back, the preferred massing provides an actual separation between the structures, better serving the pedestrian, vehicular, and bicycle experience by offering an additional view opportunity mid-block, instead of a wider view opportunity at Highland Dr.



CS2-II-II

CONTEXT & SITE **CS2-I-I**

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

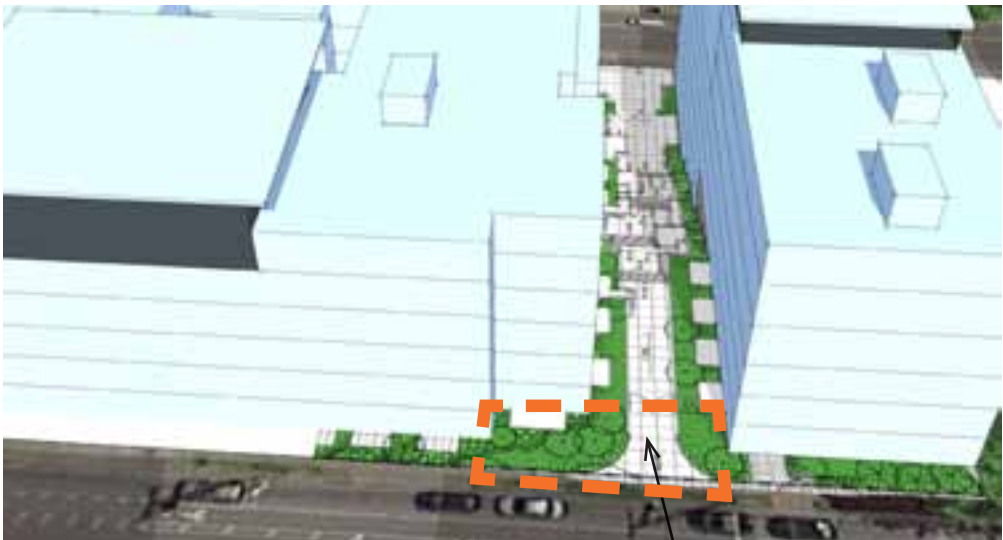
PROJECT RESPONSE

Access to the pedestrian pathway along the Avenues offer open spaces adjacent to the sidewalk. This better meets the guidelines by treating this space as a place to stop, pause, and look, as opposed to a more direct connection between Westlake and Dexter.

PUBLIC LIFE **PLI-B-3**

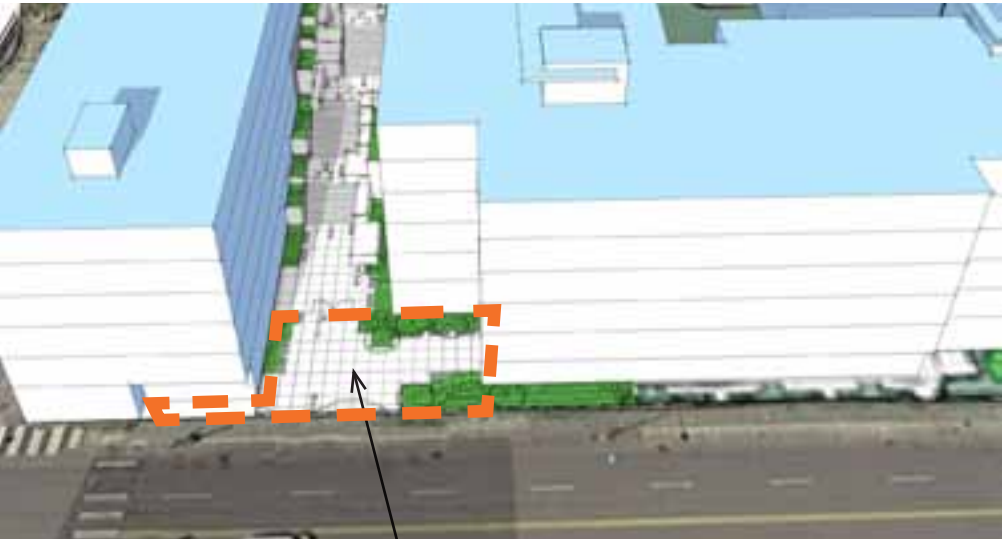
Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

By widening the apertures at the Avenues through generous building modulation, a ‘locus’ is created - a place to pause, an open area that is a reference point. A path at the South is more for movement - Point A to Point B.



CS2-I-I & PLI-B-3

Outlook / Overlook / Pause / Open space



CS2-I-I & PLI-B-3

Locus / Pause / Opening in the urban fabric

MASSING OPTION I – RESPONSE TO DESIGN GUIDELINES

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1



CS3-II-I

CONTEXT & SITE **CS3-II-I**

Mix of Building Style: Support the existing fine-grained character of the neighborhood with a mix of building styles.

PROJECT RESPONSE

As noted by the Board, two separate buildings offer more opportunity for contrast, different expressions, and a mix of scales and styles.



PLI-I-I & PLI-B-2

PUBLIC LIFE – SLU **PLI-I-I**

Open Connections: Keep neighborhood connections open, and discourage closed campuses.

PROJECT RESPONSE

The preferred massing invites the public through the heart of the project, not forcing the public to avoid it. There is a blending of public and private, as opposed to a segregated approach. The project is activated with public life.

PUBLIC LIFE **PLI-B-2**

Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PROJECT RESPONSE

The preferred massing offers more area devoted to 'open space' by exceeding the required average width for the pedestrian pathway. Placing the path at the South property line would result in a 25' wide path. The preferred massing provides areas of 35' width and up to 50' at the Avenues.

MASSING OPTION I – RESPONSE TO DESIGN GUIDELINES

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1

PUBLIC LIFE – SLU **PL3**

Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PROJECT RESPONSE

A mid-block connection offers opportunity for both retail and residential entries to flank the path, enlivening the open space. A path located to the South would divorce the lobby from the path to prioritize retail uses.



PL3

PUBLIC LIFE **PL3-B-4**

Interaction: Provide opportunities for interaction among residents and neighbors.

PROJECT RESPONSE

Locating the pedestrian path at the heart of the project creates an opportunity for private terraces to overlook, and interact with, the pedestrian path. The path becomes a place, not a bypass.



PL3-B-4



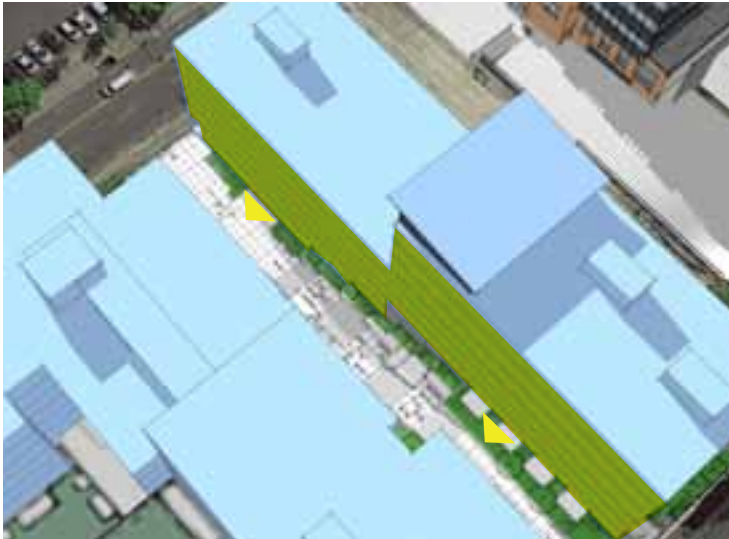
PL2-B-I

PUBLIC LIFE – SLU **PL2-B-I**

Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PROJECT RESPONSE

By placing the path in between two buildings, more residents will be surveilling the pedestrian path. The path is flanked by units – the space will be designed as a visual amenity to these spaces.



PL2-B-I, PL3-B-4

Natural surveillance from additional facades created by locating the path mid-block.

PUBLIC LIFE **PL3-B-I & PL3-III-I**

Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PROJECT RESPONSE

Wider openings along the Avenues offer more space to buffer the lobby entry and create layers of privacy between the public corridor and the private lobby.



PL3-B-I & PL3-III-I

MASSING OPTION I – RESPONSE TO DESIGN GUIDELINES

REFINED VERSION OF PREFERRED MASSING OPTION FROM EDG MEETING #1



DC2-A-1 & DC2-A-2

DESIGN CONCEPT **DC2-A-1 & DC2-A-2**

Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

PROJECT RESPONSE

The preferred massing of two distinct buildings provides something unique in an urban setting – the ability to circumnavigate an entire building. By placing the pedestrian pathway away from the right of way, more facade is created allowing for more opportunity to express an architectural concept that can be experienced from all sides. Splitting the buildings creates more urban corner conditions and is a bolder massing move that responds to the urban scale and curvature of Westlake.



DC2-A-1 & DC2-A-2

CONCLUSION:

THE PREFERRED MASSING ELEVATES THE PEDESTRIAN PATHWAY FROM A REQUIREMENT THAT NEEDS TO BE MET TO AN OPPORTUNITY FOR A SPECIAL URBAN SPACE. THE PREFERRED MASSING INVITES THE PUBLIC THROUGH THE PROJECT AND EMBRACES THE INTERACTION BETWEEN PUBLIC AND PRIVATE INSTEAD OF SEGREGATING IT. PUBLIC LIFE IS ACTIVATED BY THE PROJECT

TITLE	SECTION	BOARD DIRECTED OPTION	PREFERRED MASSING OPTION
CONTEXT & SITE	CS2-B-2	X	X
CONTEXT & SITE	CS2-I-I	X	X
CONTEXT & SITE	CS2-II-I	X	
PUBLIC LIFE	PLI-B-I	X	
PUBLIC LIFE - SLU	PLI-I-II	X	
CONTEXT & SITE	CS2-B-3		X
CONTEXT & SITE	CS2-C-3		X
CONTEXT & SITE	CS2-D-5		X
CONTEXT & SITE	CS2-II-II		X
CONTEXT & SITE	CS3-II-I		X
PUBLIC LIFE	PLI-B-2		X
PUBLIC LIFE	PLI-B-3		X
PUBLIC LIFE - SLU	PLI-I-I		X
PUBLIC LIFE	PL2-B-I		X
PUBLIC LIFE	PL3		X
PUBLIC LIFE	PL3-B-I & PL3-III-I		X
PUBLIC LIFE	PL3-B-4		X
PUBLIC LIFE	PL4-C	X	

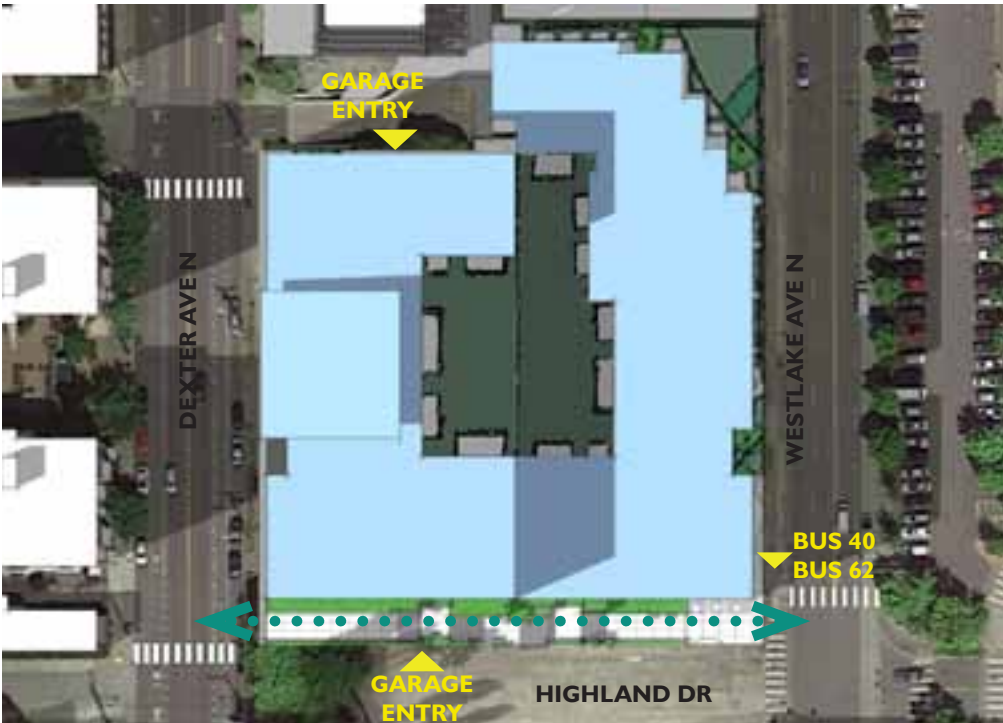
2ND EDG: MASSING OPTION 2 – BOARD DIRECTED ALTERNATE

MASSING OPTION 2 – BOARD DIRECTED ALTERNATE

BOARD DIRECTED OPTION – 25’ PEDESTRIAN PATHWAY AT SOUTH P.L.

SCHEME ATTRIBUTES

- Responds to Board request for Pedestrian Pathway to the South
- Southern Pathway location offers more view opportunity at East-West midpoint
- Articulation added to emulate Preferred Massing diagram
- Activation of corner with pedestrian traffic and logical location for Retail
- Single Building that is more massive
- Pedestrian Path still closed at night
- Decreased Security: fewer eyes on path and adjacency to unmaintained ROW
- Extreme variation from code requirement that pathway be 100’ away from Highland St. Distance can be varied through Director’s Type I approval. Preferred Option locates pathway 60’ from Highland Dr., Option 2 locates it 0’ from Highland Dr.



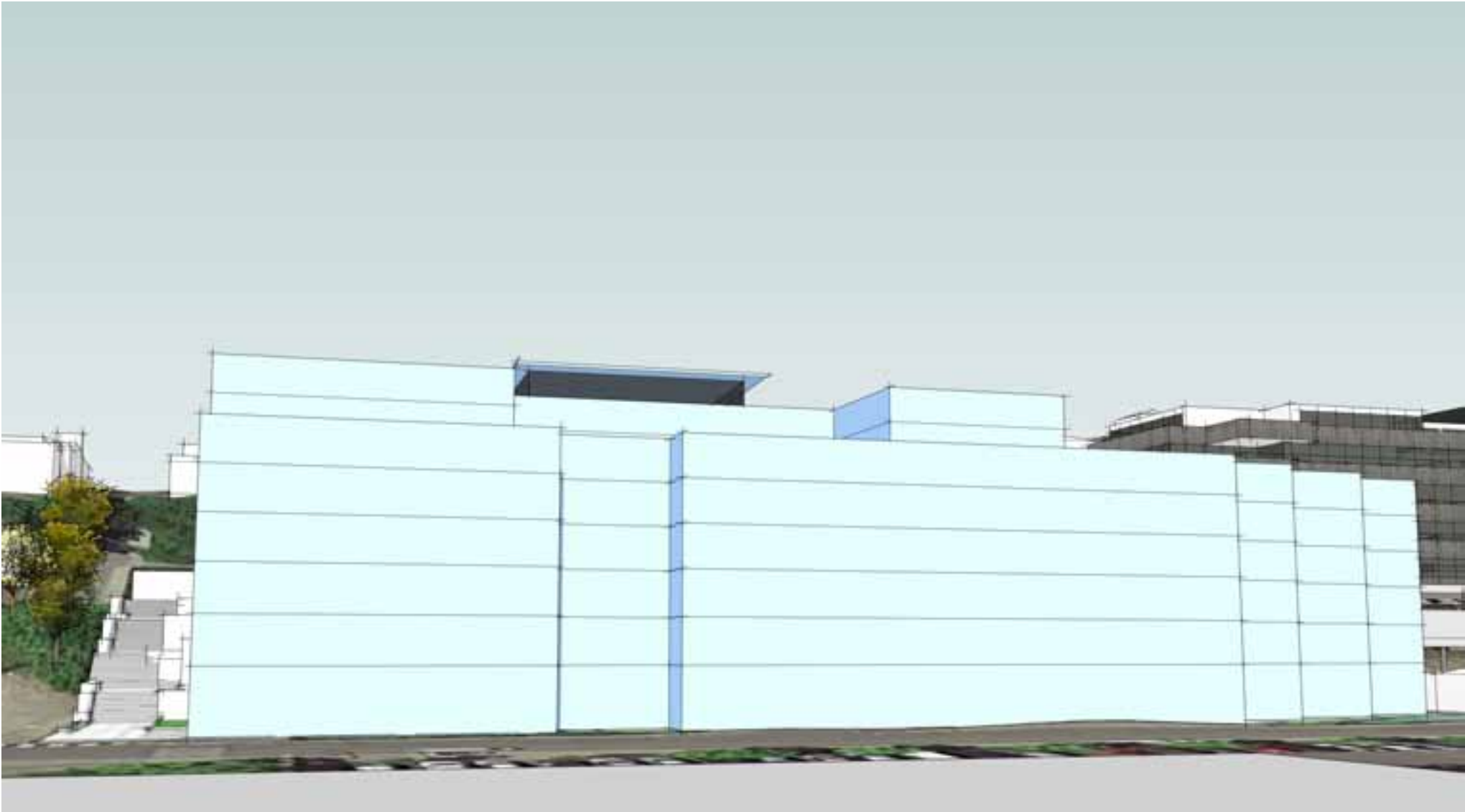
PLAN VIEW



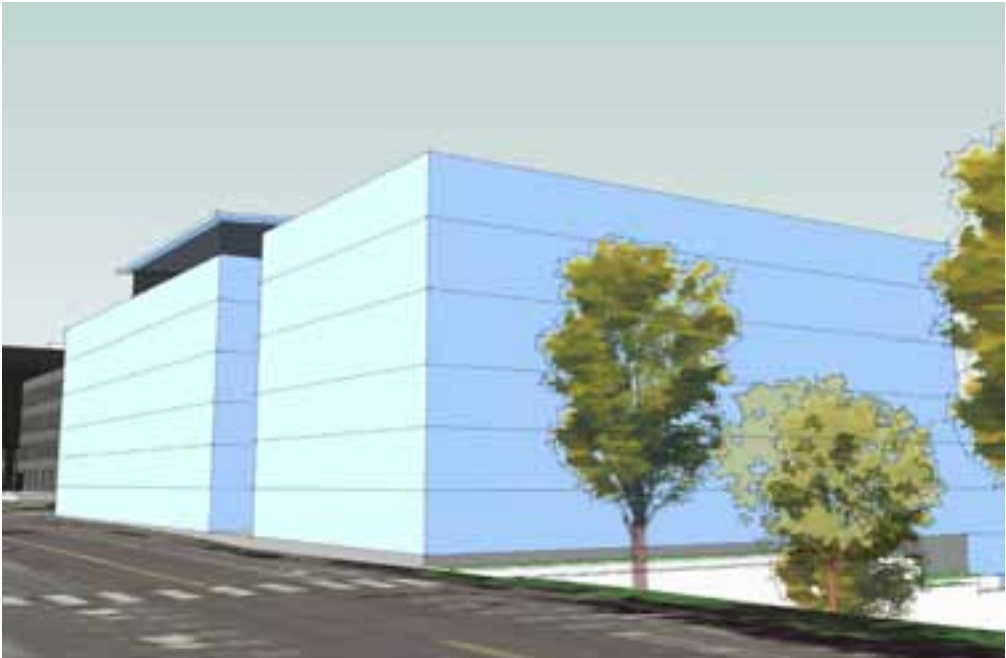
AERIAL VIEW FROM THE SOUTHEAST

MASSING OPTION 1 – BOARD DIRECTED ALTERNATE

BOARD DIRECTED OPTION – 25’ PEDESTRIAN PATHWAY AT SOUTH P.L.



STREET VIEW LOOKING NORTHWEST ON WESTLAKE AVE N



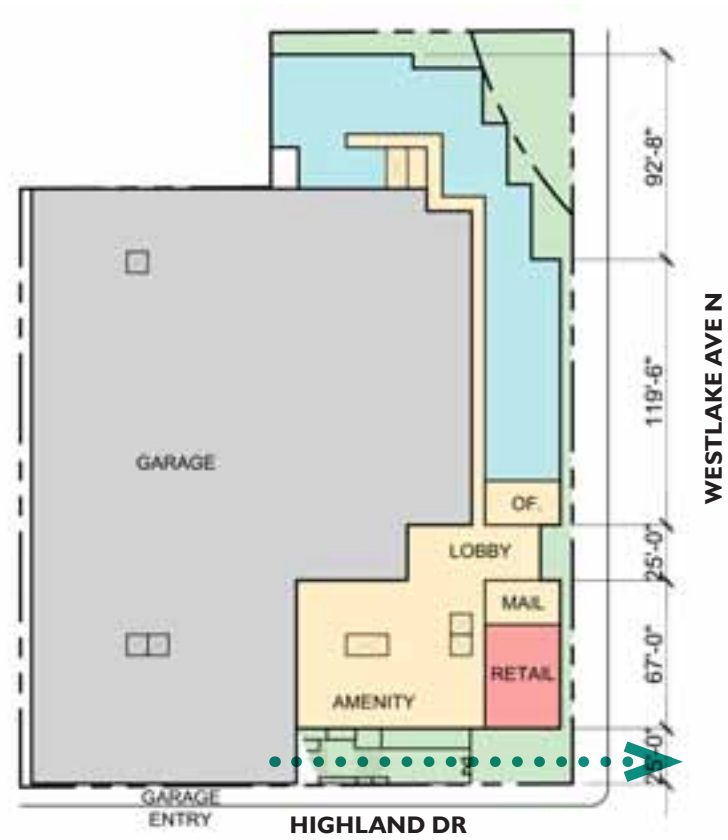
STREET VIEW LOOKING NORTH ON DEXTER AVE



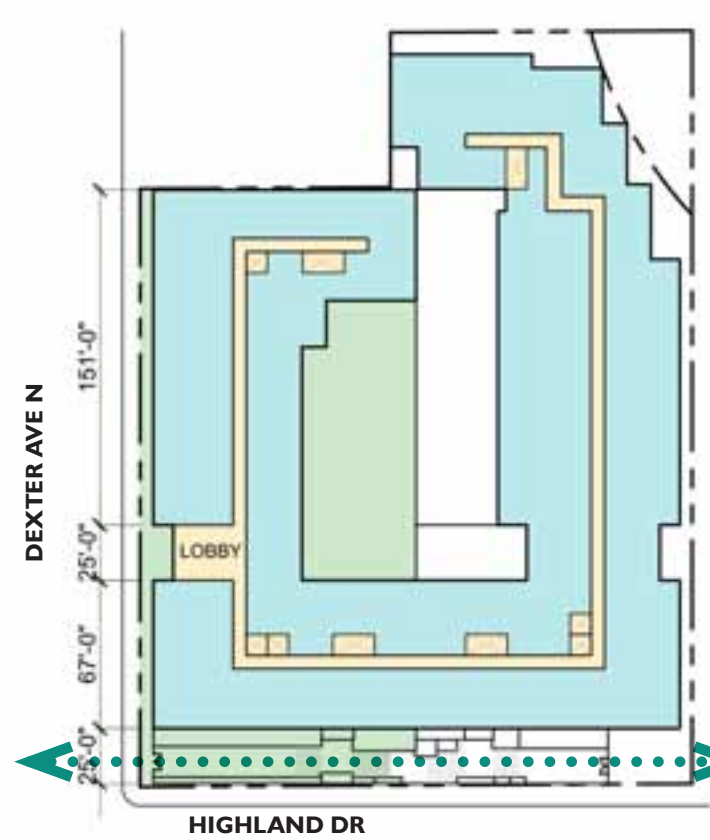
AERIAL VIEW FROM THE NORTHEAST

MASSING OPTION 2 – PLANS

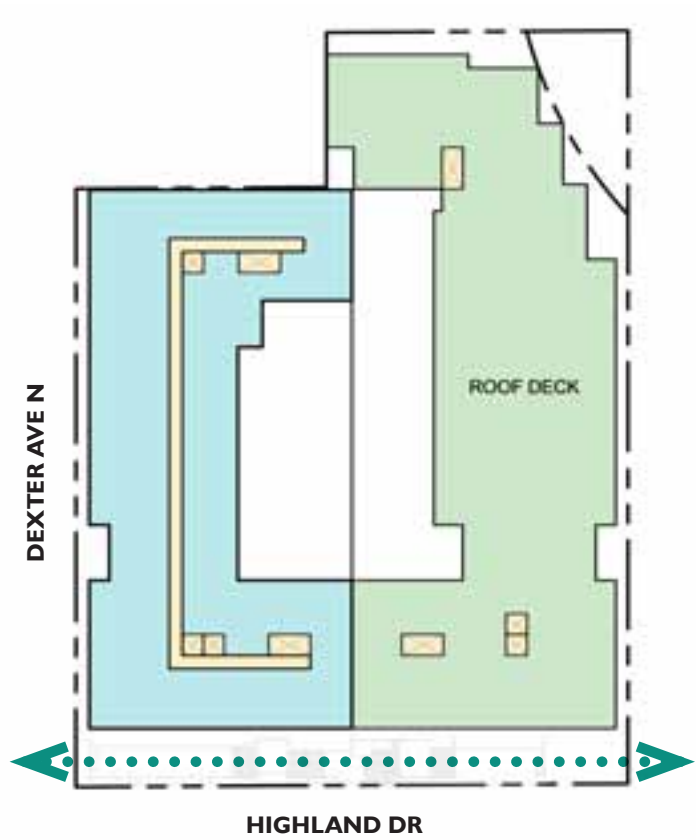
BOARD DIRECTED OPTION – 25’ PEDESTRIAN PATHWAY AT SOUTH P.L.



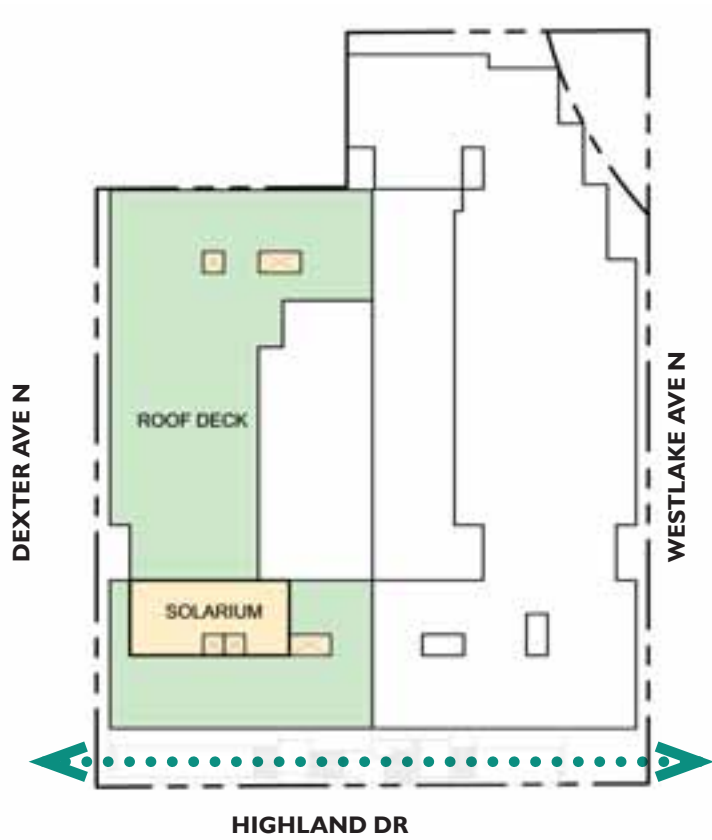
PLAN AT WESTLAKE AVE N – LOWER LEVEL



PLAN AT DEXTER AVE N – MIDDLE LEVEL



PLAN AT L6 – UPPER LEVEL

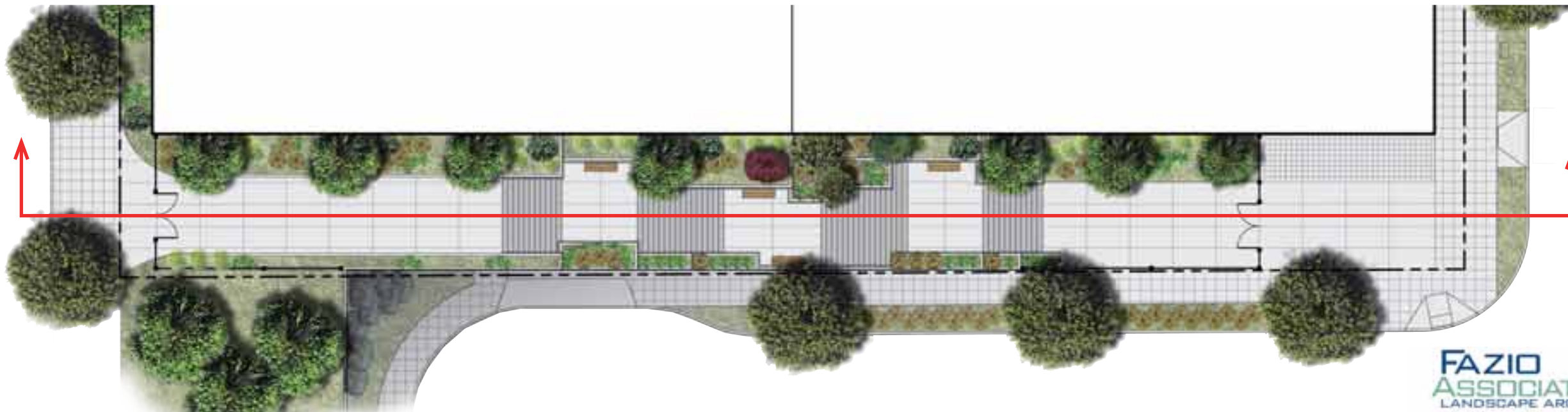
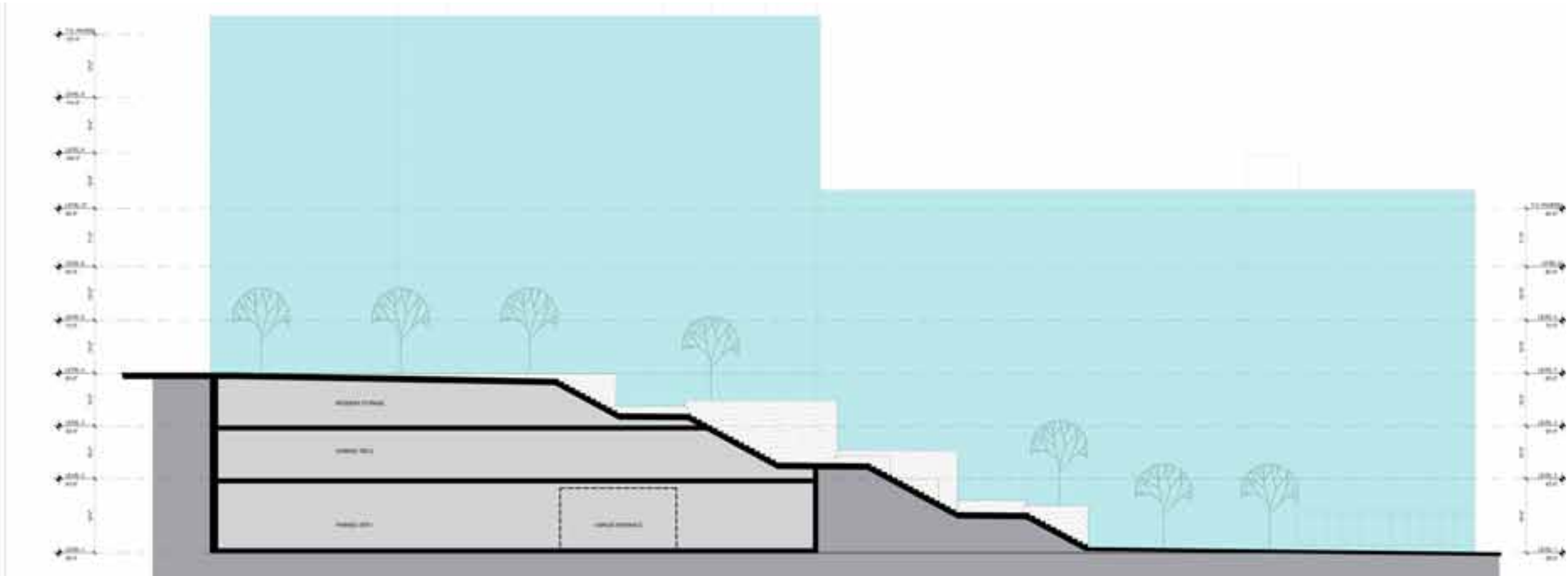


SITE PLAN



MASSING OPTION 2 – SECTION AT PATHWAY

BOARD DIRECTED OPTION – 25’ PEDESTRIAN PATHWAY AT SOUTH P.L.



FAZIO
ASSOCIATES LLC
LANDSCAPE ARCHITECTS

MASSING OPTION 2 – SHADOW STUDY

BOARD DIRECTED OPTION – 25’ PEDESTRIAN PATHWAY AT SOUTH P.L.



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



AUTUMN / SPRING EQUINOX 09:00



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AUTUMN / SPRING EQUINOX 15:00



AUTUMN / SPRING EQUINOX 17:00

MASSING OPTION 2 RESPONSE TO DESIGN GUIDELINES

BOARD DIRECTED OPTION - 25' PEDESTRIAN PATHWAY AT SOUTH P.L.

PERTINENT PRIORITY GUIDELINES IDENTIFIED IN THE EDG REPORT



PUBLIC LIFE – SLU **PLI-I-II**

Pedestrian Network: Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.

PROJECT RESPONSE

The alternate massing better aligns with two of the existing crosswalks and offers open space at the corner of Highland and Westlake.

PUBLIC LIFE **PLI-B-I**

Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PROJECT RESPONSE

The alternate massing locates the pedestrian path to the South, which better aligns with the existing crosswalk and bus stop along Westlake Ave N, but is further away from the Comstock St crosswalk

PUBLIC LIFE **PL4-C**

Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PROJECT RESPONSE

The open space along Highland Drive serves the bus stop along Westlake Ave N.

MASSING OPTION 2 RESPONSE TO DESIGN GUIDELINES

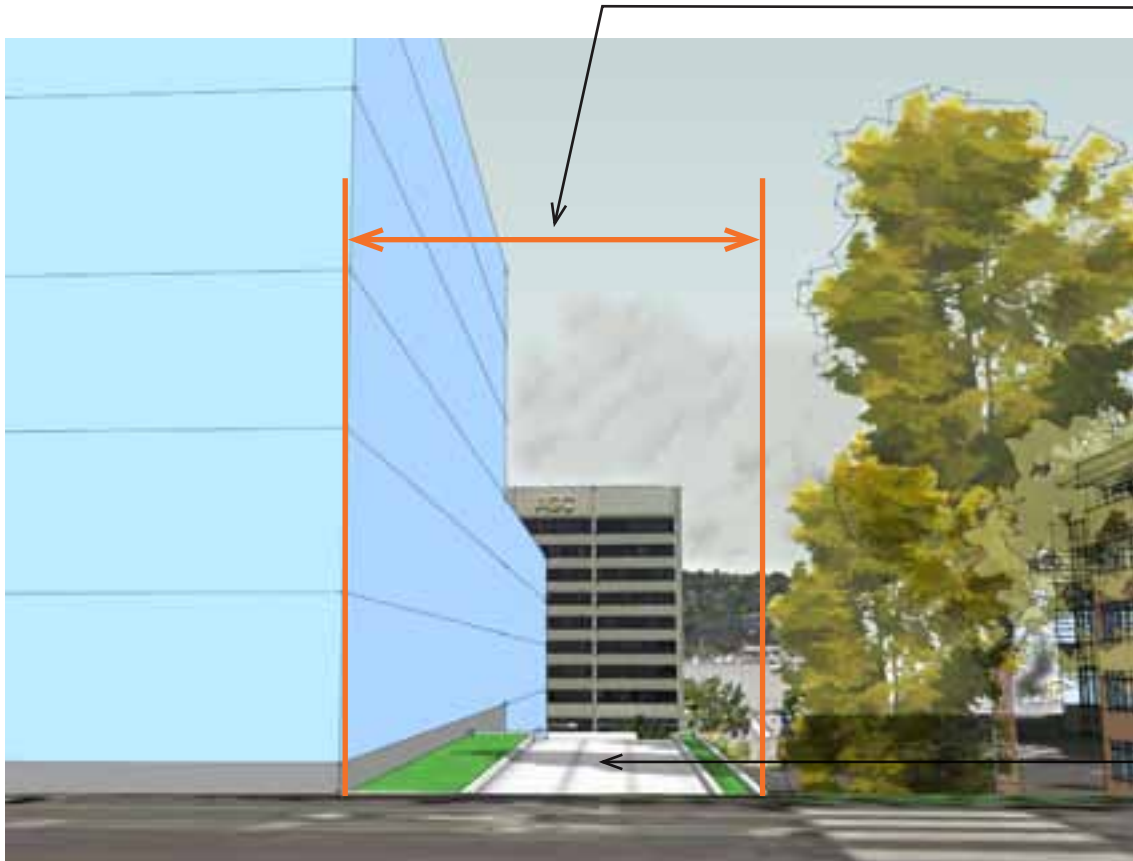
BOARD DIRECTED OPTION – 25’ PEDESTRIAN PATHWAY AT SOUTH P.L.

CONTEXT & SITE **CS2-I-I**

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

PROJECT RESPONSE

Originally thought to improve the view opportunity of Lake Union from Dexter, this study illustrates that the existing AGC building to the East compromises the water view of Massing Option 2.



CS2-II-I

CONTEXT & SITE **CS2-B-2**

Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

PROJECT RESPONSE

The alternate massing parallels the street grid by placing the pathway adjacent to the right of way. As a result, pedestrians would bypass the project entirely.



CS2-B-2

VIEW
OPPORTUNITY
AFFORDED BY
LOCATION OF
PATH AT SOUTH
PROPERTY LINE.

A SPACE IS
CREATED THAT
IS ADJACENT TO
RIGHT OF WAY
AND WILL NOT
RECEIVE 'EYES
ON THE STREET'
CREATING A LESS
SAFE PEDESTRIAN
CONDITION

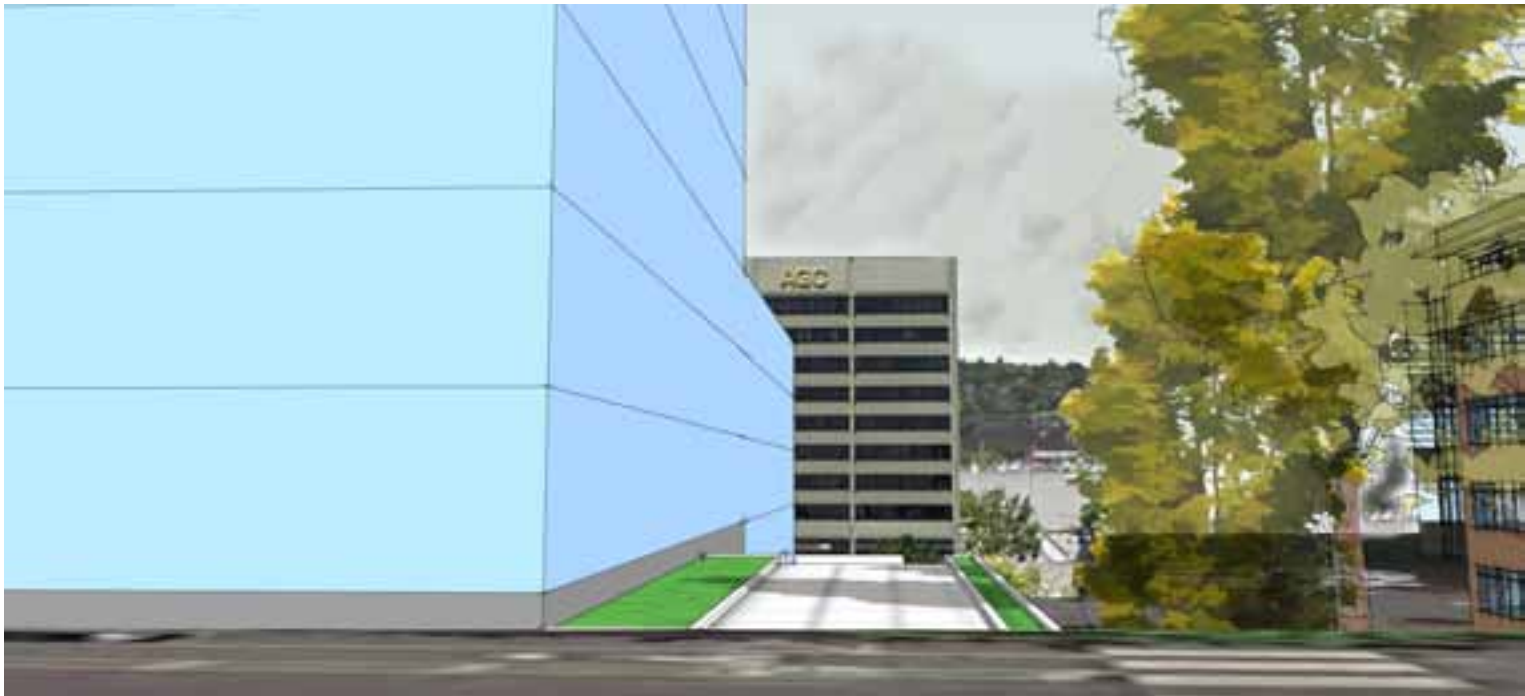
TITLE	SECTION	BOARD DIRECTED OPTION	PREFERRED MASSING OPTION
CONTEXT & SITE	CS2-B-2	X	X
CONTEXT & SITE	CS2-I-I	X	X
CONTEXT & SITE	CS2-II-I	X	
PUBLIC LIFE	PLI-B-I	X	
PUBLIC LIFE - SLU	PLI-I-II	X	
CONTEXT & SITE	CS2-B-3		X
CONTEXT & SITE	CS2-C-3		X
CONTEXT & SITE	CS2-D-5		X
CONTEXT & SITE	CS2-II-II		X
CONTEXT & SITE	CS3-II-I		X
PUBLIC LIFE	PLI-B-2		X
PUBLIC LIFE	PLI-B-3		X
PUBLIC LIFE - SLU	PLI-I-I		X
PUBLIC LIFE	PL2-B-I		X
PUBLIC LIFE	PL3		X
PUBLIC LIFE	PL3-B-I & PL3-III-I		X
PUBLIC LIFE	PL3-B-4		X
PUBLIC LIFE	PL4-C	X	

MASSING OPTION 2 – VIEW STUDY

BOARD DIRECTED OPTION – 25’ PEDESTRIAN PATHWAY AT SOUTH P.L.



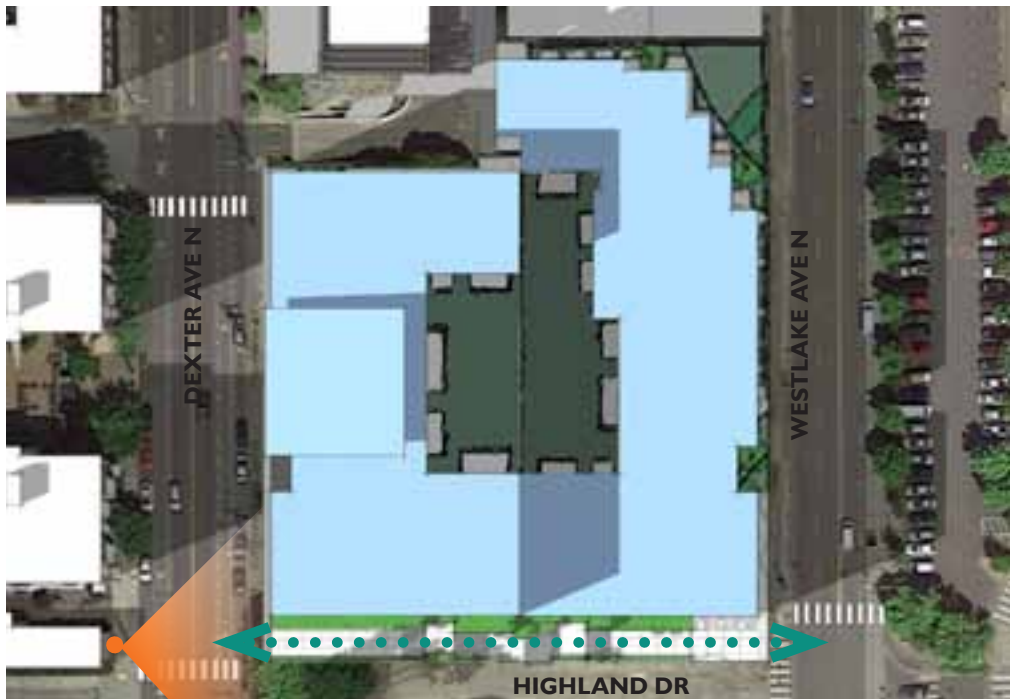
VIEW FROM ACROSS DEXTER AT HIGHLAND DRIVE



VIEW DIRECTLY ACROSS DEXTER AT PROPOSED PATH LOCATION

DESIGN REVIEW
REPORT: APPLICANT
INSTRUCTIONS

Provide a view analysis of the south edge pedestrian connection and the preferred option, from across Dexter Ave N to Lake Union.



PLAN VIEW

CONCLUSION:

THE ALTERNATE MASSING OFFERS BENEFITS FOR THE PEDESTRIAN PATHWAY – INCREASED SOLAR ACCESS AND SLIGHTLY CLOSER CONNECTION TO THE EXISTING STREET GRID. HOWEVER, THESE BENEFITS ARE EXCLUSIVE TO THE PATHWAY ITSELF – THE OVERALL URBAN RESPONSE AND BUILDING DESIGN SUFFERS GREATLY.

THE BOARD GUIDANCE TO EMULATE A TWO BUILDING SCHEME THROUGH ARTICULATION DOES NOT EQUATE WITH THE BULK AND SCALE BENEFITS OF A PATHWAY THROUGH THE PROJECT. THE BUILDING STILL OCCUPIES AN ENTIRE BLOCK WITH NO OPENINGS AND BLOCKS VIEWS.

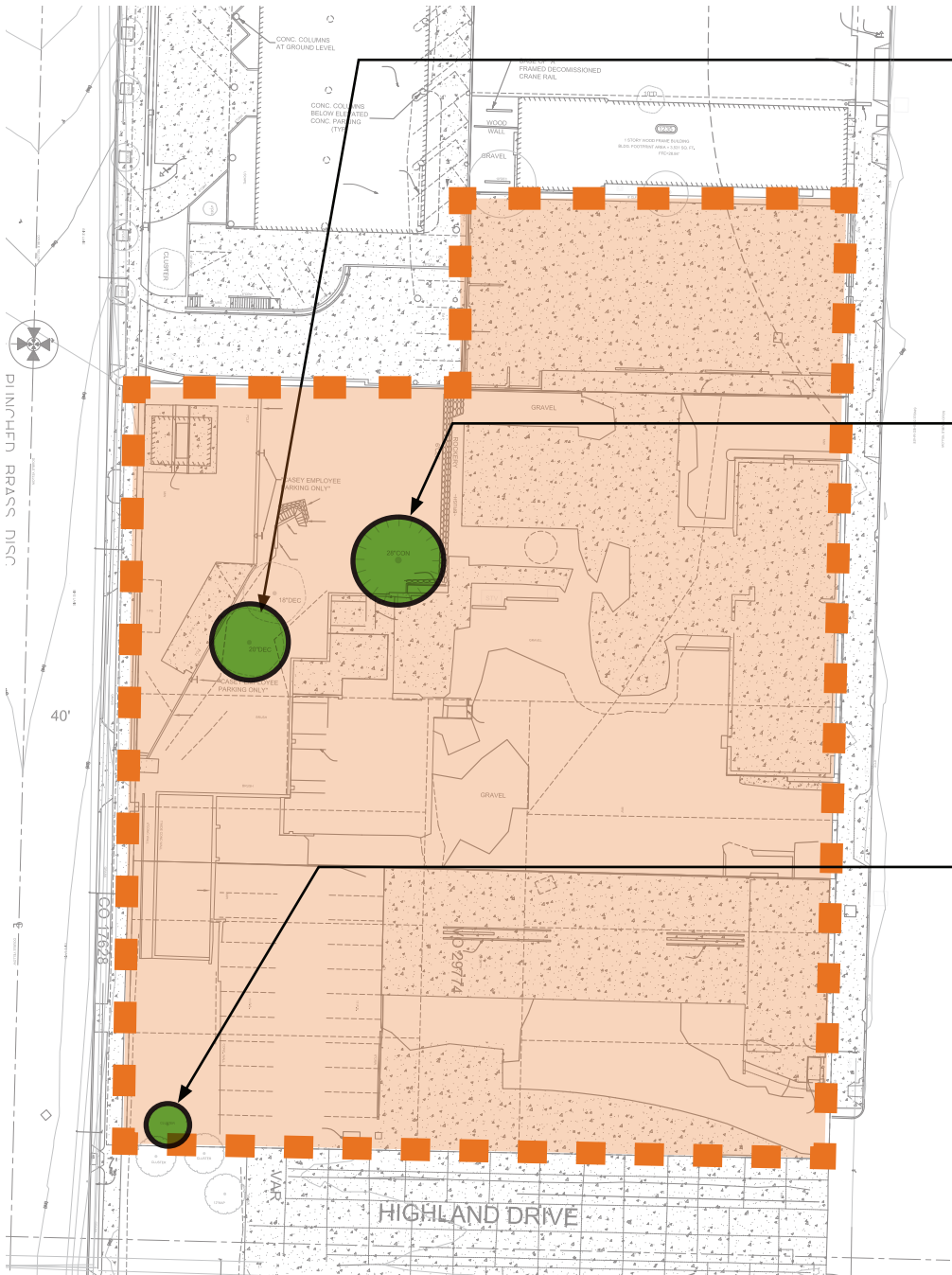
THE SOUTHERN LOCATION OF THE PATHWAY SEGREGATES PEDESTRIANS AND THE PUBLIC FROM THE REST OF THE PROJECT, GOING AGAINST MANY OF THE GUIDELINES IN PLACE TO ENCOURAGE INTERACTION AND ACTIVATION OF THE PROJECT.

_____ **2ND EDG:** MASSING OPTION 3 – TREE RETENTION

MASSING OPTION 3 – TREE RETENTION

SITE PLAN / SURVEY OF EXISTING TREES

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

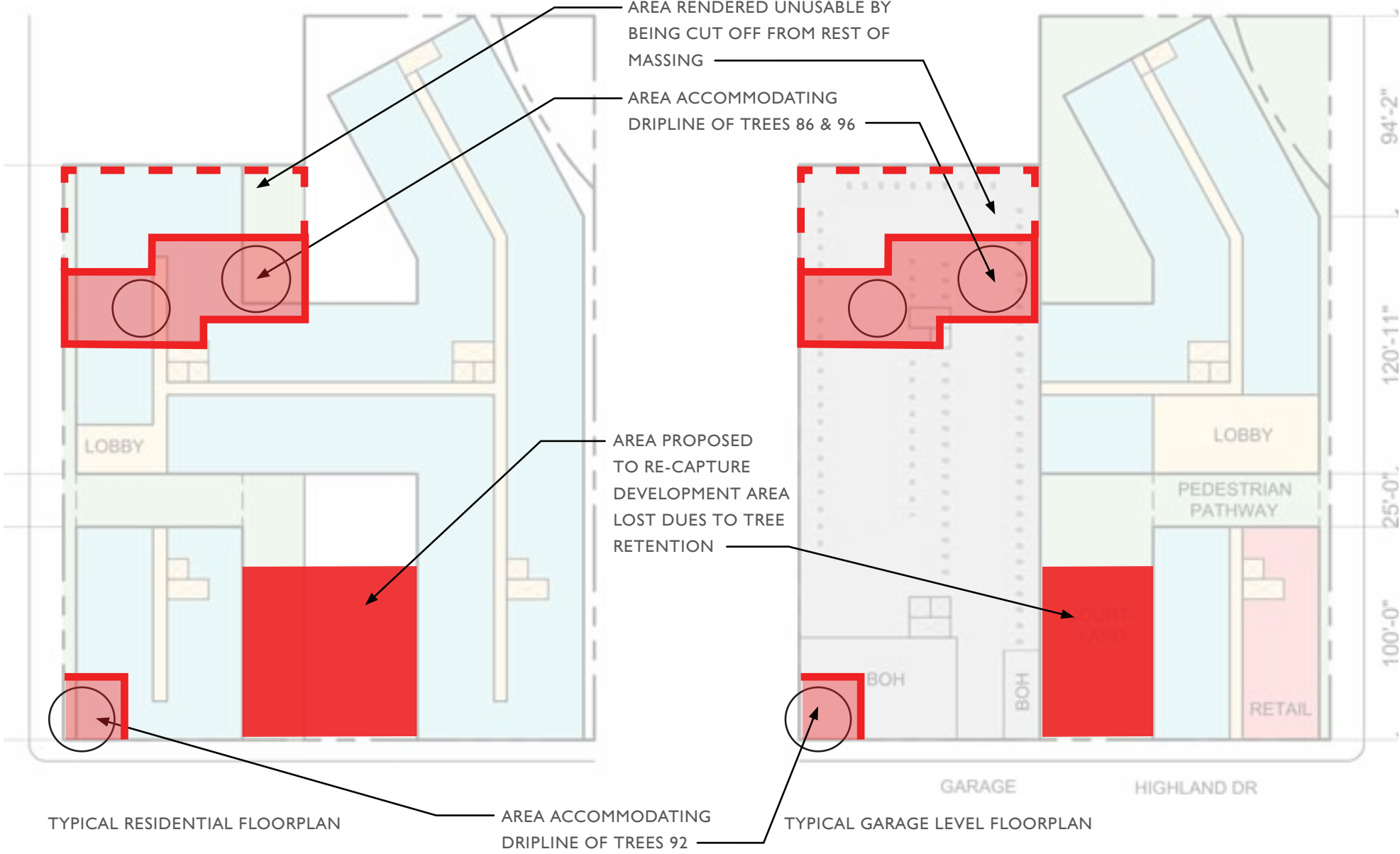
Three trees (depicted at left) meet the criteria for Exceptional Trees. The arborist’s survey determined that none of the trees on the site are categorized as anything higher than “low” quality. As noted by the survey, “These trees are growing on unmaintained land that is dominated by invasive species.”

When overlaying the existing Exceptional Trees upon the proposed site plan (see page 30), 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 3 – TREE RETENTION

IMPACTS TO DEVELOPMENT POTENTIAL



DEVELOPMENT LOSS DUE TO TREE RETENTION

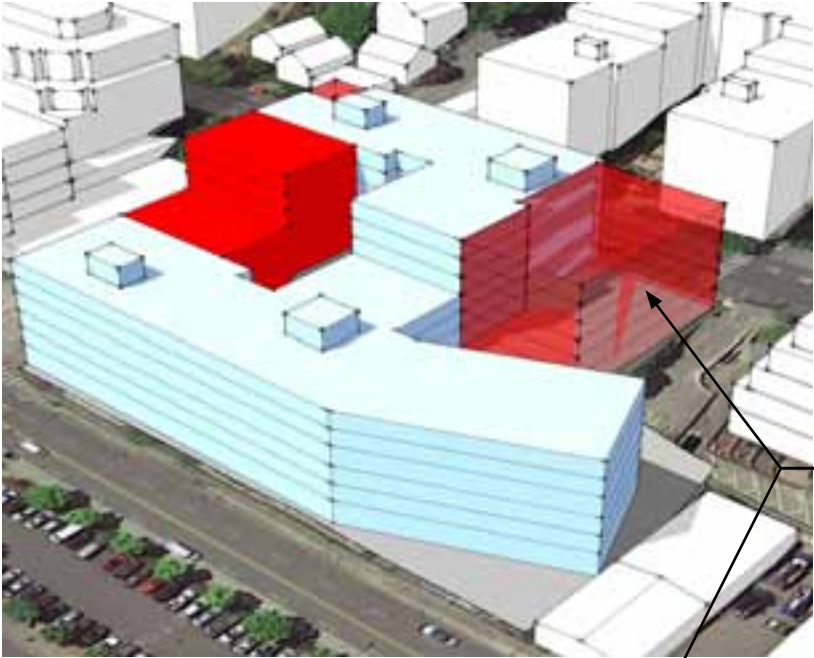
GROSS ABOVE GROUND SQUARE FOOTAGE = LOSS OF 57,474 SF (6 LEVELS @ 9,579 SF/LEVEL)

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

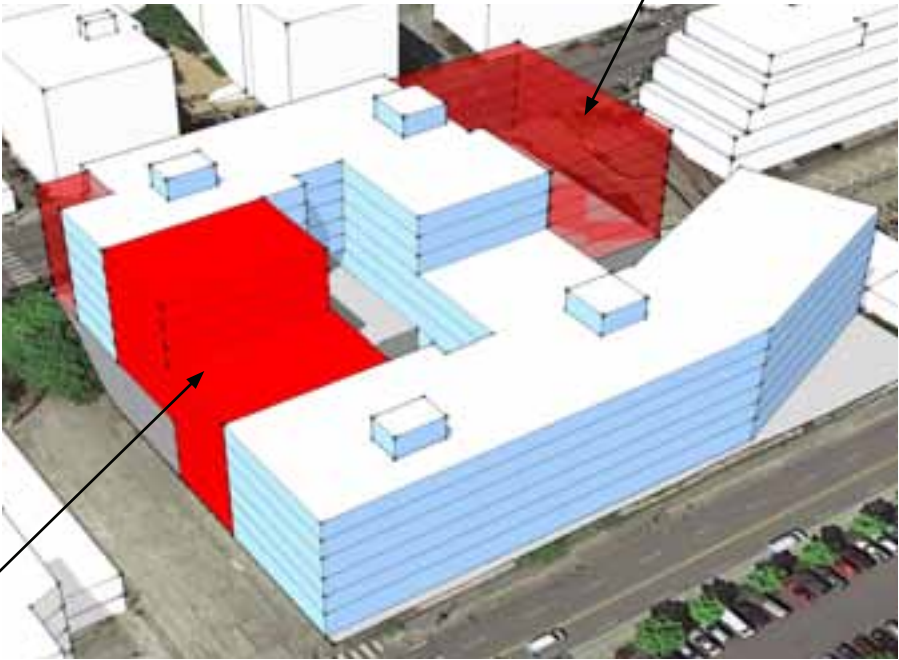
GROSS BELOW GROUND SQUARE FOOTAGE = LOSS OF 11,445 SF (3 LEVELS @ 3,815 SF/LEVEL)

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)



AERIAL VIEW FROM THE NORTHEAST



AERIAL VIEW FROM THE SOUTHEAST

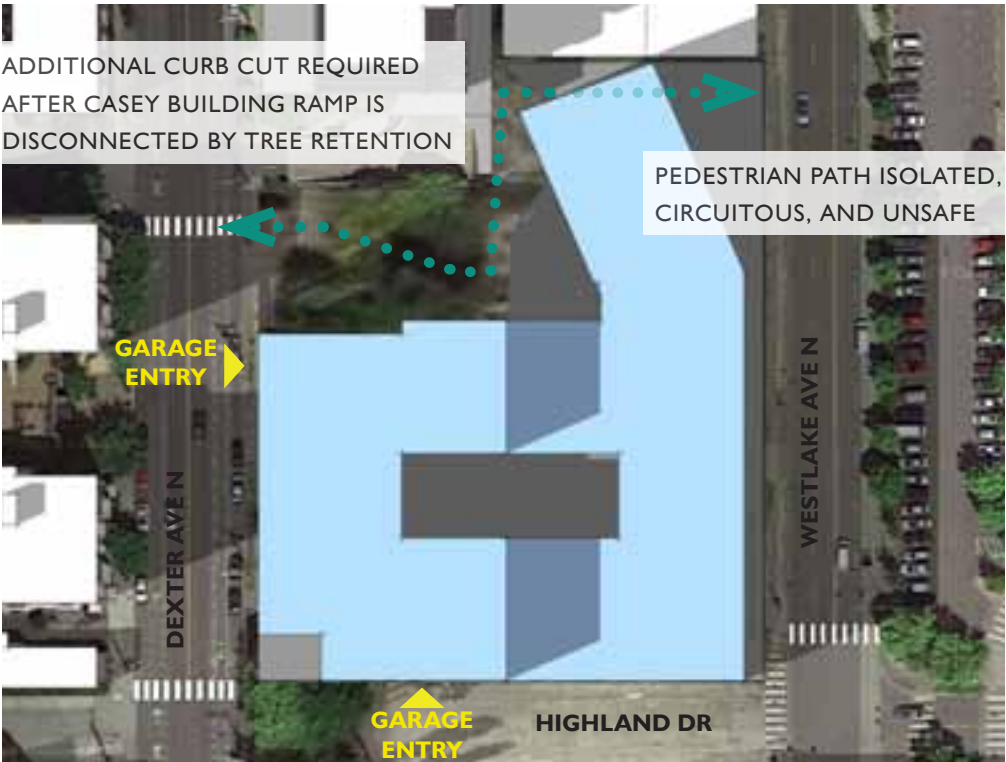
OVERALL 15% LOSS OF DEVELOPABLE AREA DUE TO TREE RETENTION

MASSING OPTION 3 – TREE RETENTION

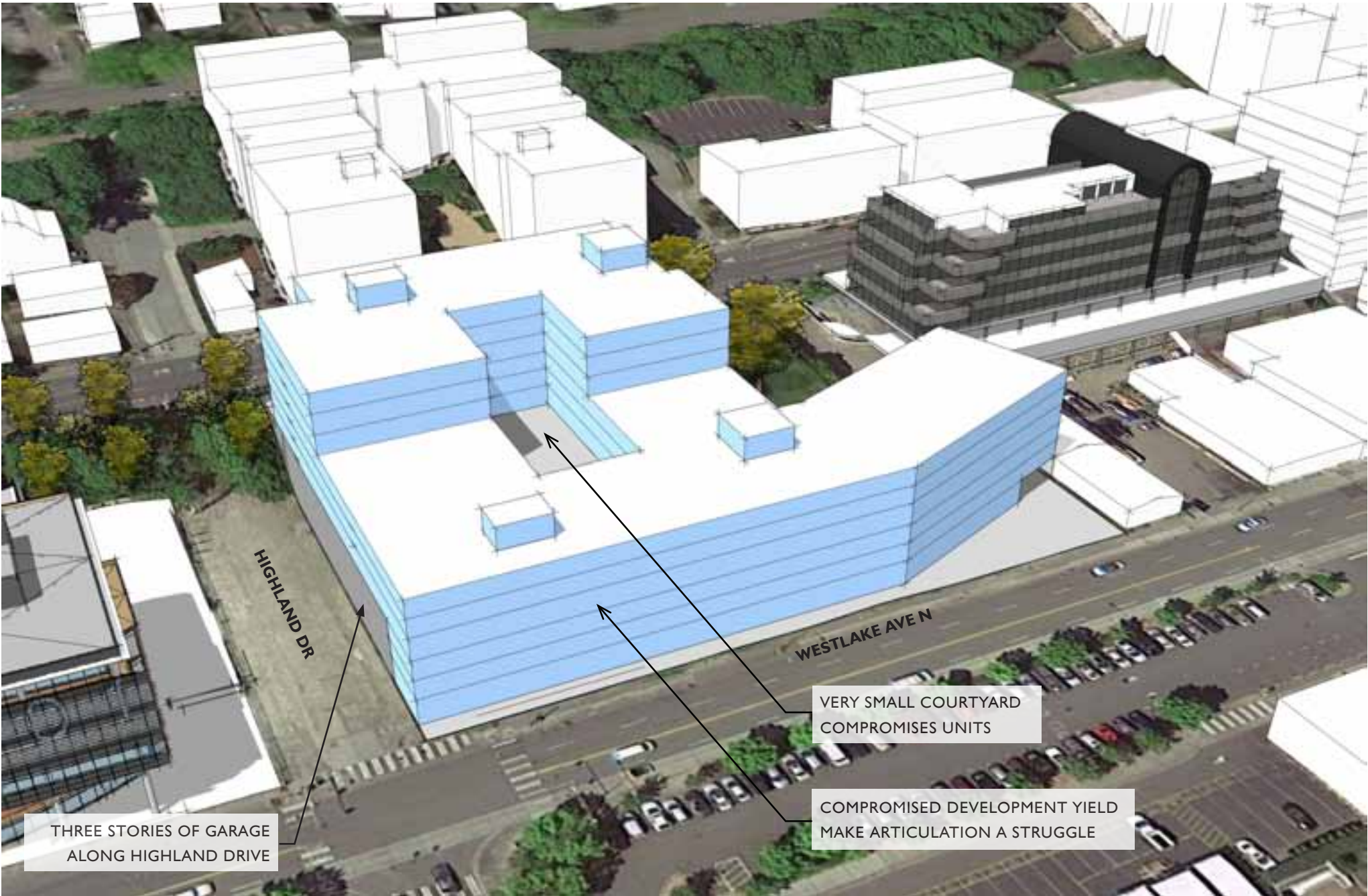
INFEASIBLE FOR DEVELOPMENT YIELD, WITH MANY UNDESIRABLE CHARACTERISTICS

SCHEME ATTRIBUTES

- Development potential lost through tree retention is captured at South portion of site
- Pedestrian path is located at North of project with space created through tree retention
- Pedestrian path is disconnected from project, creating isolated and unsafe area
- Pedestrian Path is not linear due to tree location, topography, and relationship to massing
- Garage changes shape – three-stories of garage levels adjacent to Highland Drive
- Additional curb cut is required at Dexter Ave N for 2nd garage entry



PLAN VIEW



AERIAL VIEW FROM THE SOUTHEAST

MASSING OPTION 3 – TREE RETENTION

INFEASIBLE FOR DEVELOPMENT YIELD, WITH MANY UNDESIRABLE CHARACTERISTICS



STREET VIEW LOOKING NORTHWEST ON WESTLAKE AVE N



STREET VIEW LOOKING NORTH ON DEXTER AVE



AERIAL VIEW FROM THE NORTHEAST

