



HOLLAND RESIDENTIAL

WESTLAKE STEPS

1207 Westlake Ave N

DESIGN RECOMMENDATION MEETING

DPD PROJECT NUMBER 3016543

03.04.2015 | 14-001



WEBER THOMPSON

DEVELOPMENT OBJECTIVES

RESIDENTIAL OBJECTIVES – SOUTH BUILDING

RESIDENTIAL USES	Approx. 99 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

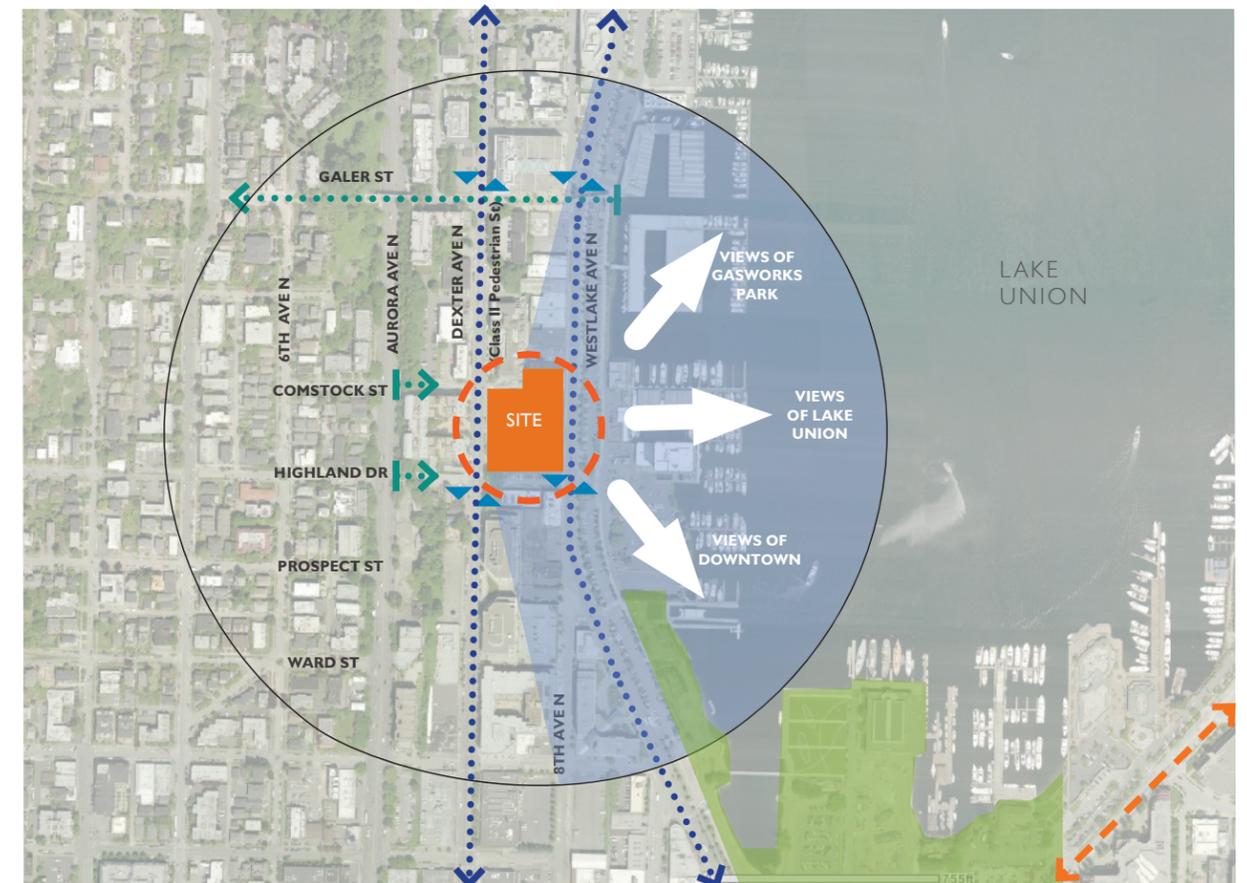
RESIDENTIAL USES	Approx. 277 residential market rate apartments; a mix of Open 1, 1 bedroom and 2 bedroom units
USE DISTRIBUTION BY FLOOR	<p>Level 1 Residential Lobby/Amenity/Residential Units/Parking</p> <p>Level 2-6 Residential Units</p>
DEVELOPMENT GOALS	<ul style="list-style-type: none"> – 65' Height – 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	376 Residential Units
RETAIL SPACE	1,400 sf of Retail space
PARKING SPACES	238 Parking Stalls

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INTRODUCTION

At the second EDG meeting held on August 6th, 2014, the West Board approved the preferred massing and recommended moving onto application for the Master Use Permit.



MASSING APPROVED AT SECOND EDG MEETING

KEY GUIDANCE FROM EDG 1 AND EDG 2

- The pedestrian pathway should appear public rather than private and be designed with pedestrian amenities such as benches and a bike tunnel, as well as offer strategies to relate to human scale.
- A consistent design theme across the site is acceptable, but the two buildings should be visibly different.
- The Dexter Ave N facade of the north building should include more massing variation in both the upper levels and street level.
- Though retail is not required, the street level spaces should be designed with flexibility in mind, using storefront windows, durable materials, canopies, and maintain opportunities for tenant signage.
- The design should consider cyclists that use the existing Dexter Ave N cycletrack, and anticipate the relationship of the buildings to the proposed cycletrack at Westlake Ave N.
- The gates used to close the pathway at night should be attractive and invite viewing through the pathway. When closed, they should be unobtrusive.
- The South facade of the South building should not be neglected.

DESIGN RESPONSE TO RELEVANT DESIGN
GUIDELINES IDENTIFIED IN EDG 1 AND EDG 2

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SPECIFIC GUIDELINE CITED IN EDG REPORT

PROJECT RESPONSE

CS-I	NATURAL SYSTEMS AND SITE FEATURES	Use natural systems and features of the site and its surroundings as a starting point for project design	<p>CSI-B-1 Sun and Wind: ...minimize shading on adjacent sites through the placement and/or design of structures on site</p> <p>CSI-C-1 Land Form: Use natural topography and desirable landforms to inform project design.</p> <p>CSI-D Plants and Habitat: Consider relocating significant trees and vegetation if retention is not possible.</p> <p>CSI-I Sustainable Design: New development is encouraged to take advantage of site configuration to accomplish sustainability goals.</p>	 <p>Within the Pedestrian Pathway, cascading planter elements negotiate the grade, while providing a waterfall feature that creates movement and enlivens the space with sound.</p> <p>The 'nodes' of the pedestrian pathway, the public open areas adjacent to the sidewalk, are large and welcoming, strengthening the connection to the street and public realm.</p>
CS-2	URBAN PATTERN AND FORM	Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area	<p>CS2-B -1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.</p> <p>CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.</p> <p>CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.</p> <p>CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.</p> <p>CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.</p> <p>CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.</p>	<p>The topography is the largest contributor to the building shape. The difference in height between Dexter and Westlake creates a shift in building massing mid-block. This relationship is reflected to the blocks to the North, allowing the existing and new developments to express this site condition. Taking advantage of this unique topography, a large stormwater detention tank is concealed beneath the stairs of the pedestrian pathway.</p> 



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PROJECT RESPONSE

CS-2

**URBAN PATTERN
AND FORM**

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area

DESIGN GUIDELINES

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

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.

RELATED SOUTH LAKE UNION DESIGN GUIDELINES

CS2-I. Responding to Site Characteristics: 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

CS2-I-iii. Gateways: Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site’s characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as: a. setbacks to allow for pedestrian friendly spaces; b. signage; c. landscaping; d. artwork; e. facade treatments.

CS2-II-i. Corridor Experience: Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

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.

CS2-II-iii. Width Ratios: Relate proportions of buildings to the width and scale of the street.



The pedestrian pathway, with its large open spaces near the right of ways provide opportunities for pedestrians to look out over Lake Union, while being surrounded by robust planting areas and moving water.

Orienting the primary faces of the south building to Highland Drive and the pedestrian path treats this public space as a right of way itself. As a result, more corner conditions are created adding to the sense of building diversity within the site.



As the North building steps back from Westlake at the northern area of the site, more open space and view opportunity is provided to future development to the North. This area is part of a shoreline restoration strategy, under separate permit.



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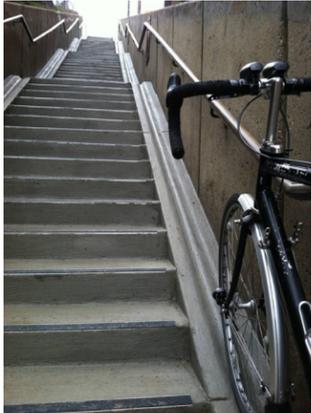
TITLE	TITLE	TITLE	TITLE	
<p>CS-3</p>	<p>ARCHITECTURAL CONTEXT AND CHARACTER</p>	<p>Contribute to the architectural character of the neighborhood</p>	<p>RELATED SOUTH LAKE UNION DESIGN GUIDELINES</p> <p><i>CS3-I Height, Bulk, and Scale Compatibility</i></p> <p><i>CS3-I-i. Façade Articulation: Articulate the building façades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.</i></p> <p><i>CS3-I-ii. Reduce Visual Bulk: Consider using architectural features to reduce building scale such as: a. landscaping; b. trellis; c. complementary materials; d. detailing; e. accent trim.</i></p> <p><i>CS3-II Architectural Context</i></p> <p><i>CS3-II-i. Mix of Building Style: Support the existing fine-grained character of the neighborhood with a mix of building styles.</i></p> <p><i>CS3-II-iv. Historic Aesthetic: Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.</i></p> <p><i>CS3-II-v. Industrial Character: Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: a. window detail patterns; b. open bay doors; c. sloped roofs.</i></p>	 <p>The facades closest to the street have been articulated to create proportional harmony that reflects patterns of development within the neighborhood.</p> <p>Visual bulk has been mitigated by stepping back the north building, not in horizontal fashion, but in a vertical fashion. As a result, the building laterally recedes from the sidewalk, opening view opportunities and providing more open space at the site's perimeter.</p>  <p>Though the two buildings share similar design cues, the two buildings provide a mix of building styles through the use of different yet complimentary colors, different scales, and different relationships of the facades to the same street.</p> <p>The South building's 'primary' facades are oriented to Highland Drive and the Pedestrian Pathway. The 'primary' facades of the North building relate to the Avenues.</p>



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TITLE	TITLE	TITLE	TITLE	PROJECT RESPONSE
<p>PL-I</p>	<p>CONNECTIVITY</p>	<p>Complement and contribute to the network of open spaces around the site and the connections among them.</p>	<p>DESIGN GUIDELINES</p> <p>PLI-B Walkways and Connections</p> <p>PLI-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.</p> <p>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.</p> <p>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.</p> <p>RELATED SOUTH LAKE UNION DESIGN GUIDELINES</p> <p><i>PLI-I Human Activity</i></p> <p><i>PLI-I-i. Open Connections: Keep neighborhood connections open, and discourage closed campuses.</i></p> <p><i>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.</i></p> <p><i>PLI-I-iii. Lighting: Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.</i></p> <p><i>PLI-II Landscaping To Reinforce Design Continuity With Adjacent Sites</i></p> <p><i>PLI-II-i. Spatial Hierarchy: Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements onsite to create larger spaces.</i></p> <p><i>PLI-III Pedestrian Open Spaces and Entrances</i></p> <p><i>PLI-III-i. Public Realm Amenity: New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: a. curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; b. pedestrian-oriented street lighting; c. street furniture.</i></p>	<p>PROJECT RESPONSE</p>  <p>As previously mentioned, the very wide mouths of the pedestrian pathway strengthen the connection to the street and urban fabric. The pathway is greater in width than what is required, offering a great opportunity to increase pedestrian flow through this space between the avenues.</p>  <p>Water features flank both sides of the pathway and strategic bench locations provide areas to pause and reflect, creating a space where pedestrians want to be. This enlivens the public space between the two buildings.</p> <p>Feature lighting within the walls of the planters will not only provide visual interest but will create a well-lit, and therefore safer, public space.</p>  <p>The integration of a bike tunnel into the stairways will allow cyclists to negotiate the topography more easily.</p>



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PROJECT RESPONSE

TITLE	TITLE			
<p>PL-2</p>	<p>WALKABILITY</p>	<p>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.</p>	<p>DESIGN GUIDELINES</p> <p>PL2-B Safety and Security</p> <p>PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.</p> <p>PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.</p> <p>PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.</p> <p>RELATED SOUTH LAKE UNION DESIGN GUIDELINES</p> <p><i>PL2-I Streetscape Compatibility</i></p> <p><i>PL2-I-i. Street Level Uses: Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.</i></p>	 <p>Facades at all streets, as well as each side of the pedestrian pathway, are filled with windows of residential units. All areas within, and adjacent to, the site will benefit from increased surveillance and safety.</p> <p>There is a high degree of transparency into the more public areas of the building, with more playful window articulation at ground related amenity areas.</p> <p>Lighting is integrated into the building entries providing safety and clearly identifying building entries from the street.</p> 



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PROJECT RESPONSE

TITLE				
<p>PL-3</p>	<p>STREET LEVEL INTERACTION</p>	<p>Encourage human interaction and activity at the street level with clear connections to building entries and edges.</p>	<p>DESIGN GUIDELINES</p> <p>PL3-A Entries</p> <p>PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.</p> <p>PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.</p> <p>PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.</p> <p>PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.</p> <p>PL3-B Residential Edges</p> <p>PL3-B-1. 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.</p> <p>PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.</p> <p>PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.</p> <p>PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.</p> <p>RELATED SOUTH LAKE UNION DESIGN GUIDELINES</p> <p><i>PL3-I Streetscape Compatibility</i></p> <p><i>PL3-I-i. Retail Location: Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.</i></p> <p><i>PL3-III Transition Between Residence and Street</i></p> <p><i>PL3-III-i. Residential Entries: Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.</i></p>	 <p>Street level units are separated from sidewalks with multilayered buffering; the facades of these units are differentiated from the upper levels. The facades of these street level units are more detailed, and composed of high quality facade materials (metal/concrete) and commercial storefront glazing systems.</p> <p>The building facades are setback deep enough to provide not only private outdoor terrace space, but planters and small retaining walls to provide the buffering and privacy necessary for street level units.</p> <p>Public open spaces and ample amenity spaces provided throughout the project increase the ability to interact with neighbors.</p> <p>The building entries are designed as an ensemble of elements which include canopies, distinctive walkway patterning, thoughtful landscaping, and integrated lighting. Lobbies relate either to the sidewalk, or to the public open space off the pedestrian path.</p>  

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<p>PL-4</p>	<p>ACTIVE TRANSPORTATION</p> <p>Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.</p>	<p>DESIGN GUIDELINES</p> <p>PL4-A Entry Locations and Relationships</p> <p>PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.</p> <p>PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.</p> <p>PL4-B Planning Ahead for Bicyclists</p> <p>PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.</p> <p>PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.</p> <p>PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.</p> <p>PL4-C Planning Ahead For Transit</p> <p>PL4-C-1. 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. PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.</p> <p>PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.</p>
		<div data-bbox="1774 338 2582 933"> </div> <p>The south building has been recessed to allow for a covered outdoor space adjacent the bus stop at Westlake Ave N. A canopy with integrated downlights further extends this overhead weather protection for bus riders.</p> <div data-bbox="1774 993 2961 1054"> <p>The pathway between the buildings accommodates cyclists as well as pedestrians through the integration of a bike tunnel, allowing cyclists to easily negotiate the terrain without having to shoulder their bicycles.</p> </div> <div data-bbox="1774 1114 2023 1739"> <p>The paving pattern of the pathway extends beyond the site, into the sidewalk and all the way to the curb, reaching out to cyclists and providing a safe place to dismount without having to negotiate a planting strip between the street and the sidewalk. Bike racks are strategically located throughout the project. The Dexter Ave N entry to the pedestrian path contains a bike repair station.</p> </div> <div data-bbox="2054 1120 2993 1729"> </div>



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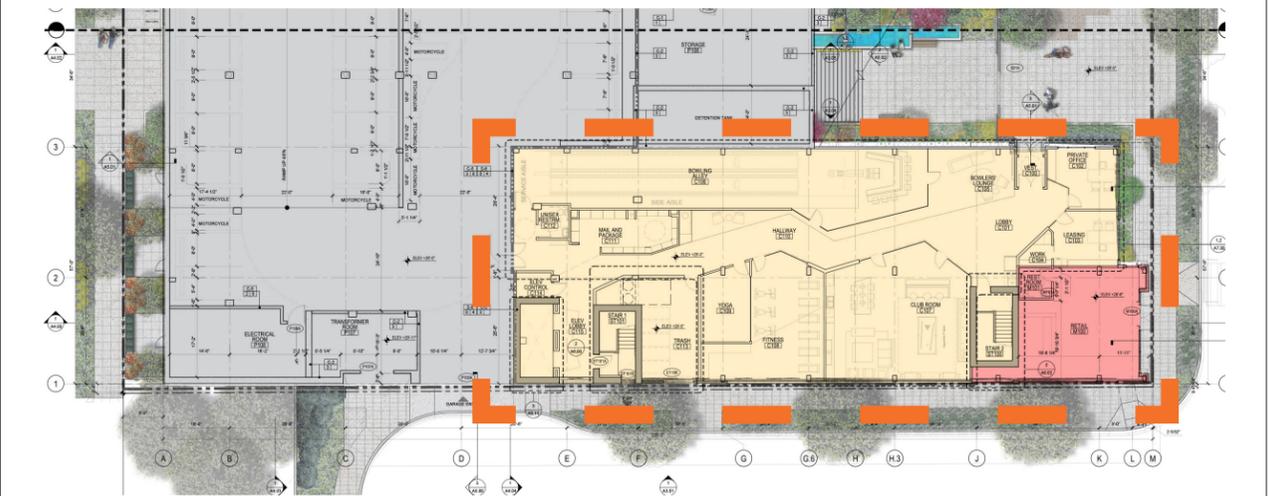
DC-1	DESIGN CONCEPT	Project Uses and Activities: Optimize the arrangement of uses and activities on site.	<p>DESIGN GUIDELINES</p> <p>DCI-A Arrangement of Interior Uses</p> <p>DCI-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.</p> <p>DCI-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.</p> <p>DCI-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.</p> <p>DCI-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.</p>
DC-2	DESIGN CONCEPT	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	<p>DESIGN GUIDELINES</p> <p>DC2-A Massing</p> <p>DC2-A-1. 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.</p> <p>DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.</p> <p>DC2-B Architectural and Facade Composition</p> <p>DC2-B-1. Façade Composition: Design all building facades – including alleys and visible roofs – considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.</p> <p>DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.</p>

PROJECT RESPONSE

The lobby of the north building is located towards the north end of the property. While locating the lobby of this building adjacent to the pedestrian path makes sense, the lobby would occupy that space permanently. With the lobby location towards the north, the opportunity to transform the spaces adjacent to the pedestrian pathway into retail is preserved.



The mass of the buildings reflect the unique topography of the site and parallels the pattern of development between these two avenues. Deep setbacks of major building facades, up to 45' from the property line, reduce the bulk of the building. Where facades are closest to the street, the buildings have been designed to achieve proportional harmony, visual interest, and a breakdown of building mass.



The south building locates the majority of the amenity space at the street level of Westlake Ave N, flanking the sidewalks and pedestrian path with lively animated space connecting the interior and exterior.

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DC-2	DESIGN CONCEPT	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	<p>DESIGN GUIDELINES</p> <p>DC2-C Secondary Architectural Features</p> <p>DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose – adding depth, texture, and scale as well as serving other project functions.</p> <p>DC2-D Scale and Texture</p> <p>DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept</p> <p>DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.</p> <p>RELATED SOUTH LAKE UNION DESIGN GUIDELINES</p> <p>DC2-I Architectural Concept and Consistency</p> <p>DC2-I-i. <i>Roofscape Design: Design the “fifth elevation” – the roofscape – in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.</i></p>	 <p>Canopies provide lighting, overhead coverage, and clearly identifies the building entries, while providing a smaller scale at the pedestrian level.</p> <p>The LED lighting integrated into the planters and retaining walls throughout the site provide lighting as well as unique visual interest.</p> <p>Water features, handrails, benches, bike runnels and lighting all add to the appropriate human scale, visual interest, texture, and tactility</p> <p>Both buildings take advantage of their location and surrounding views. They both have roof deck terraces that include 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, gaming (eg, ping pong) amenities, large screen media centers for outdoor viewings, bocce courts, greenroof components as well as raised planters. The pedestrian wayfinding is be reinforced by different paver colors and textures as well as the use of decking to signify special spaces, viewing opportunities and sense of arrival.</p> 

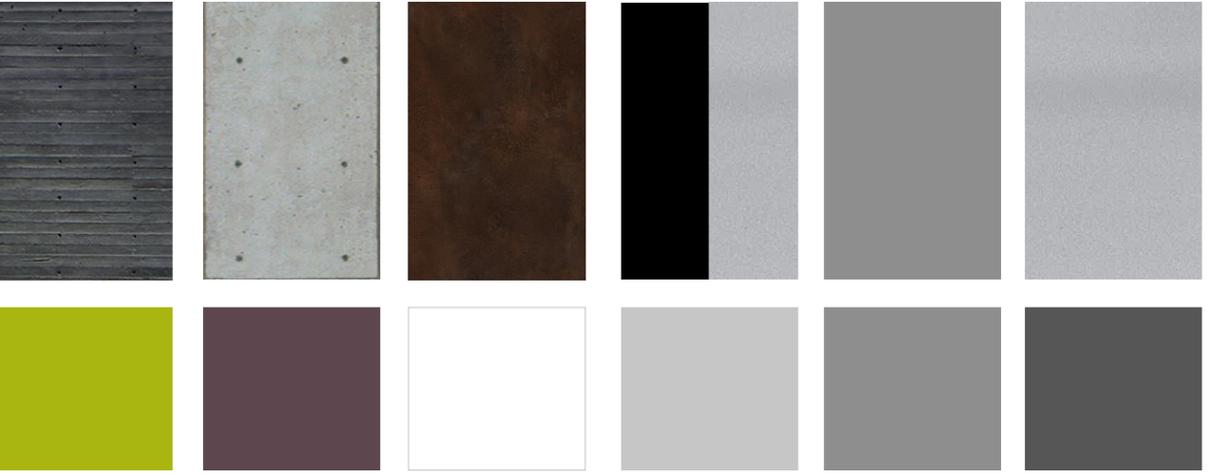


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PROJECT RESPONSE

TITLE	TITLE	TITLE	TITLE	TITLE
<p>DC-3</p>	<p>OPEN SPACE CONCEPT</p>	<p>Integrate open space design with the design of the building so that each complements the other.</p>	<p>RELATED SOUTH LAKE UNION DESIGN GUIDELINES</p> <p><i>DC3-C Design</i></p> <p><i>DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.</i></p> <p><i>DC3-II Landscaping To Enhance The Building and/or Site</i></p> <p><i>DC3-II-i. Integrated Artwork: Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.</i></p> <p><i>DC3-III Landscape Design To Address Special Site Conditions</i></p> <p><i>DC3-III-i. View Orientation: Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.</i></p>	<p>The massing design of the site is based around the open area created by the pedestrian pathway. Within the path, water features act as sculptural elements flanking the procession through the space.</p>  <p>Both buildings benefit from unobstructed views to the east.</p>
<p>DC-4</p>	<p>EXTERIOR ELEMENTS AND FINISHES</p>	<p>Use appropriate and high quality elements and finishes for the building and its open spaces.</p>	<p>DESIGN GUIDELINES</p> <p><i>DC4-A Exterior Elements and Finishes</i></p> <p><i>DC4-A-1. 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.</i></p> <p><i>DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.</i></p>	 <p>High-quality, durable materials comprise the street level building facades throughout the two buildings. Storefront glazing within metal panel cladding systems define the most public areas, while three different treatments of in-situ concrete offer variation and a sense of permanence throughout.</p>



DIAGRAMMATIC ADVANCEMENT FROM EDG

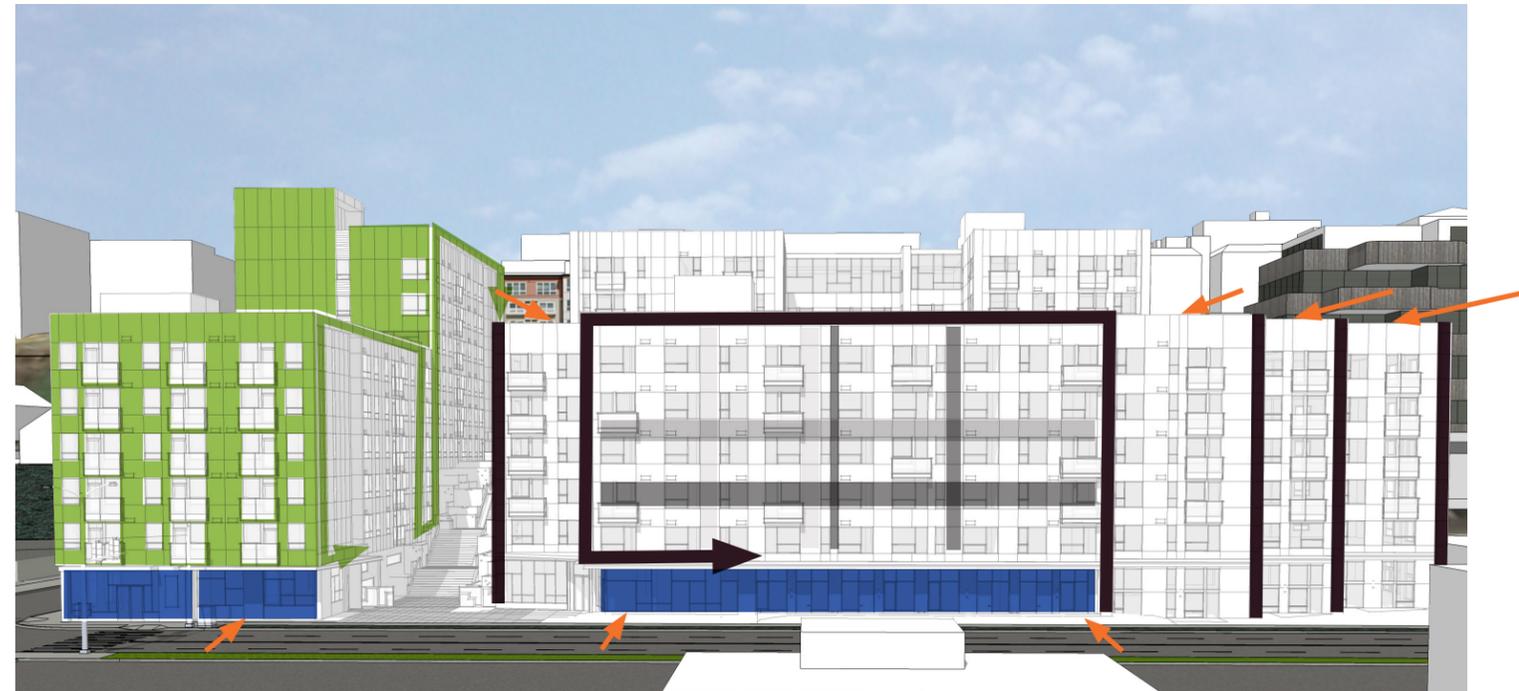


< SEAPLANE VIEW FROM SOUTHEAST

- **Ribbon** brings visual interest deep into the site and activates southern facade – equal architectural value between the Dexter Avenue facade and Highland Facade.
- The ribbon captures facade fields – fields are activated / enlivened by a **Weave** of neutral greys.
- Ribbon is the **active / dynamic / colorful** element that defines the South Building.
- Street level spaces at Highland and Westlake need a more **open / transparent** treatment to reflect the more public nature of the spaces beyond.
- Ribbon 'side' is a dynamic element – Ribbon 'face' becomes perforated

VIEW FROM LAKE UNION >

- North building more complex – the architecture needs another design element to keep the ribbon where it works best, at the street facing facades.
- **Planes** are employed where the architecture is **set back** from the property lines.
- Planes act to bookend facade fields.
- Within the Westlake facade of the north building, the ribbon is employed to create a boundary without stasis.
- The **recess at ground level** creates a proportional harmony of the upper levels.



DIAGRAMMATIC ADVANCEMENT FROM EDG



< SEAPLANE VIEW FROM SOUTHWEST

- South building – solid face of ribbon is perforated by window glazing.
- Board suggested stepping building down along Pedestrian Path.
- North building **steps back vertically**, increasing area of node at Dexter.
- Asymmetry proposed during EDG is reinforced by the relationship of the ribbon to their respective streets. Ribbon of the south building faces Highland Drive. Ribbon elements of north building face Dexter and Westlake.

ELEVATION VIEW OF DEXTER FACADE >

- Composition of Dexter facade employs an **abstraction of the ribbon** – proportional harmony is created by breaking up areas of the facade into smaller elements.
- A **recessed area** offers movement, a break up of building mass, and proportional harmony of facade elements.
- The ground level is brought into the **foreground**, creating a strong single-story datum. The recessed area works in tandem with the datum to create more depth within the facade.



PROPOSED DESIGN

PROPOSED DESIGN



SEAPLANE VIEW FROM SOUTHEAST

The proposed design maintains the massing diagram approved by the Board during the EDG phase.

The ribbon concept, supported by the board in the first EDG, has been refined and employed as a unifying element between the two buildings. The requested differentiation occurs between the two colors employed over both buildings, and how the two buildings respond to the streets that contain the site.

The movement of the ribbon on the south building addresses Highland, and allows the viewer's eye to move between Dexter and Westlake. This facade engages Highland Drive in a meaningful way.

The ribbon of the north building addresses Westlake Ave and Dexter Ave.



VIEW FROM LAKE UNION

The ribbon of north building is employed at the central building face closest to the street. The building steps back from the central building face – these setback areas are distinguished through the use of planes which act to bookend the field of glazing.

The street level facade of the north building is setback to create a buffer between the street and residential units. This street level datum is divorced from the upper levels allowing the glazing wall the freedom to move at unique angles to better respond to the public open space.

Asymmetry is reinforced through balcony locations – restrained vertical alignment on the south building, random placement within the field of the north building. Recessed planar elements align balconies vertically in an effort to minimize visual impact.



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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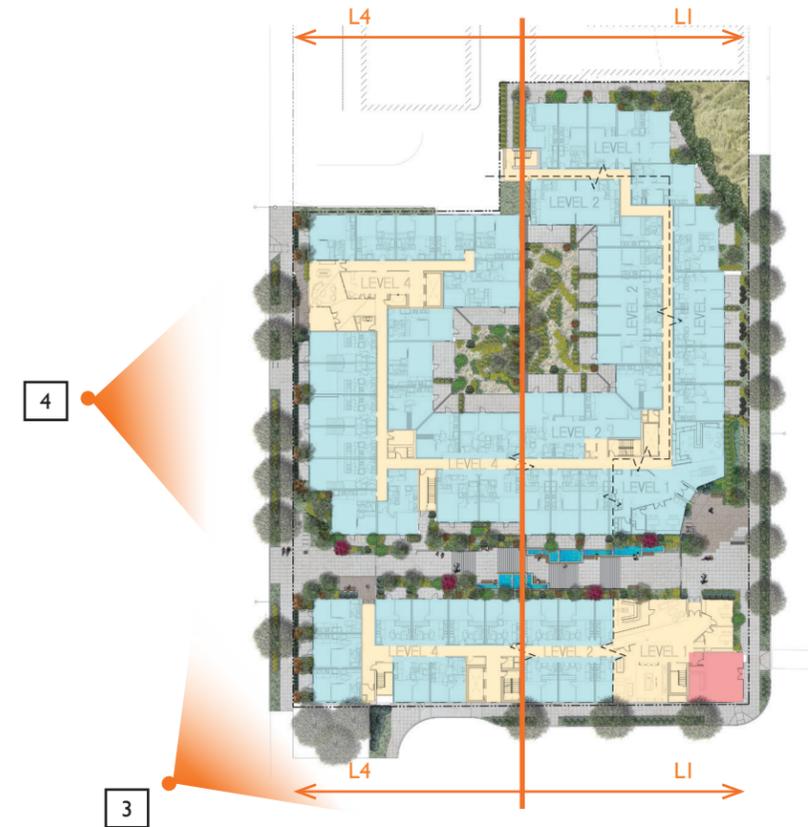
PROPOSED DESIGN



SEAPLANE VIEW FROM SOUTHEAST

Both buildings are set back from the property line, allowing for more view opportunities looking south along Dexter Ave N.

The overall site composition parallels that of Westlake Ave N. The north building address Dexter Ave N, the south building facade addresses Highland Dr.



ELEVATION VIEW OF DEXTER FACADE

The ribbon concept has evolved on this facade in order to articulate the larger building face, to provide more massing variation and to create proportional harmony within the composition.

The street level is a foreground element, coming closest to the sidewalk. The second story of the loft units is recessed, and moves through the facade to connect to a major vertical break. The more playful glazing pattern further highlights this darker compositional element.

In lieu of a continuous ribbon weaving through the facade, the colorful elements are manifested more as frames that help break up the facade into smaller elements.



PROPOSED DESIGN AT WESTLAKE AVE N

DESIGN PROPOSAL – WESTLAKE AVE N



VIEW FROM PROPOSED CYCLETRACK

VIEW FROM WESTLAKE CYCLETRACK

Facade of south building that faces Highland Drive is very animated, through the dynamism of the ribbon in tandem with the variation within the field of windows.

Bright green color reflects the vitality and youthful demographic of the building.

The street level of the south building employs concrete and metal panels, acting to ground the building. These materials are still used in a manner which reflects the lively programmatic elements beyond.

A playful punched window composition along Highland Drive reflects the location of a clubroom and fitness center.

Along the garage face, three different concrete treatments enliven and break up the areas that enclose the garage. These concrete treatments are echoed in the pedestrian pathway between the buildings.

Planters work their way up the topography mirroring the movement of the ribbon.

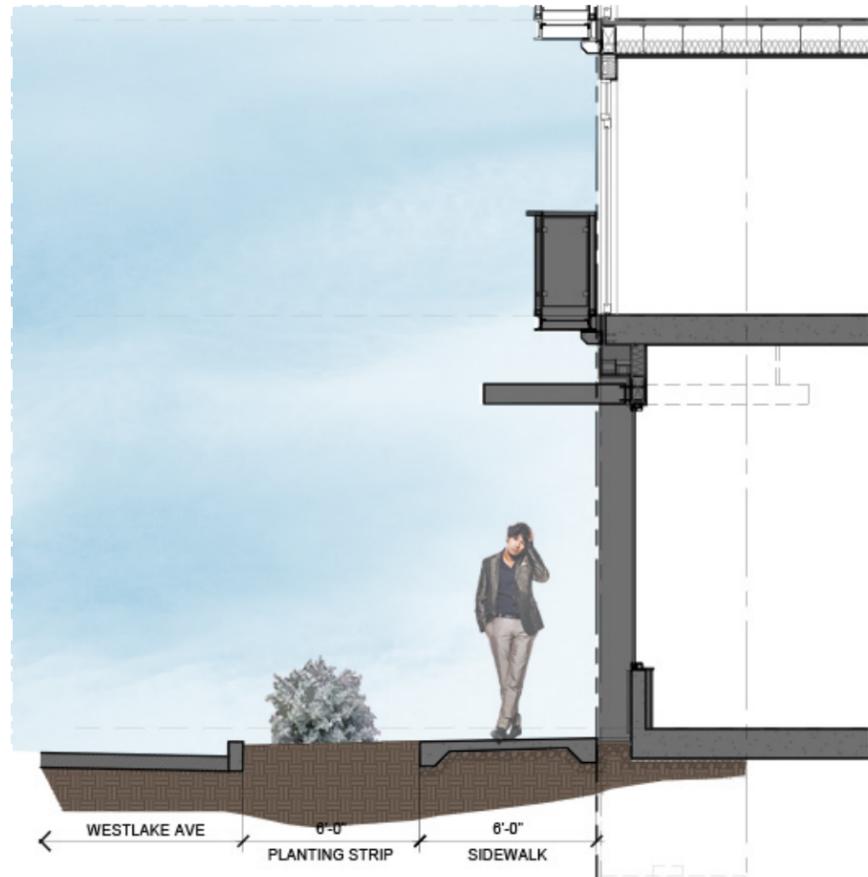


HOLLAND RESIDENTIAL

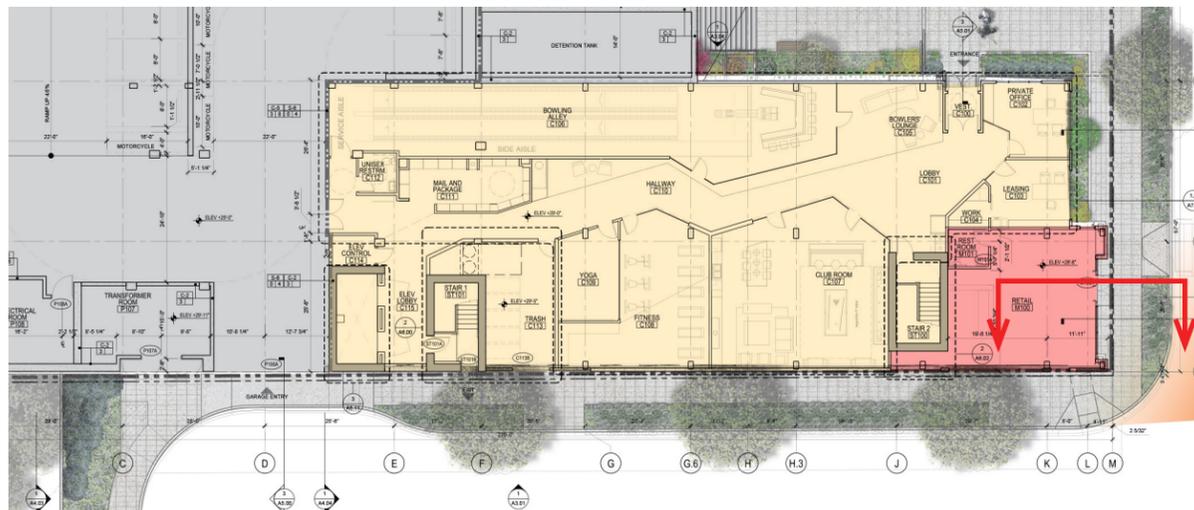
WESTLAKE STEPS

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DESIGN PROPOSAL - WESTLAKE AVE N



STREET LEVEL SECTION AT RETAIL



CORNER OF WESTLAKE AVE N AND HIGHLAND DR

Retail space anchors the street level corner of the south building. Darker board-form concrete creates a series of thick planes that frame the retail glazing. While the planes relate to the larger scale planar elements of the north building, they also offer areas for tenant signage.

To the north of the retail space is the recess adjacent to the bus stop. The canopy extends to offer more weather protection and bright lighting. Windows in this space open to the leasing office beyond. Planes constructed from a metal panel facade system offer durability adjacent to the public realm.

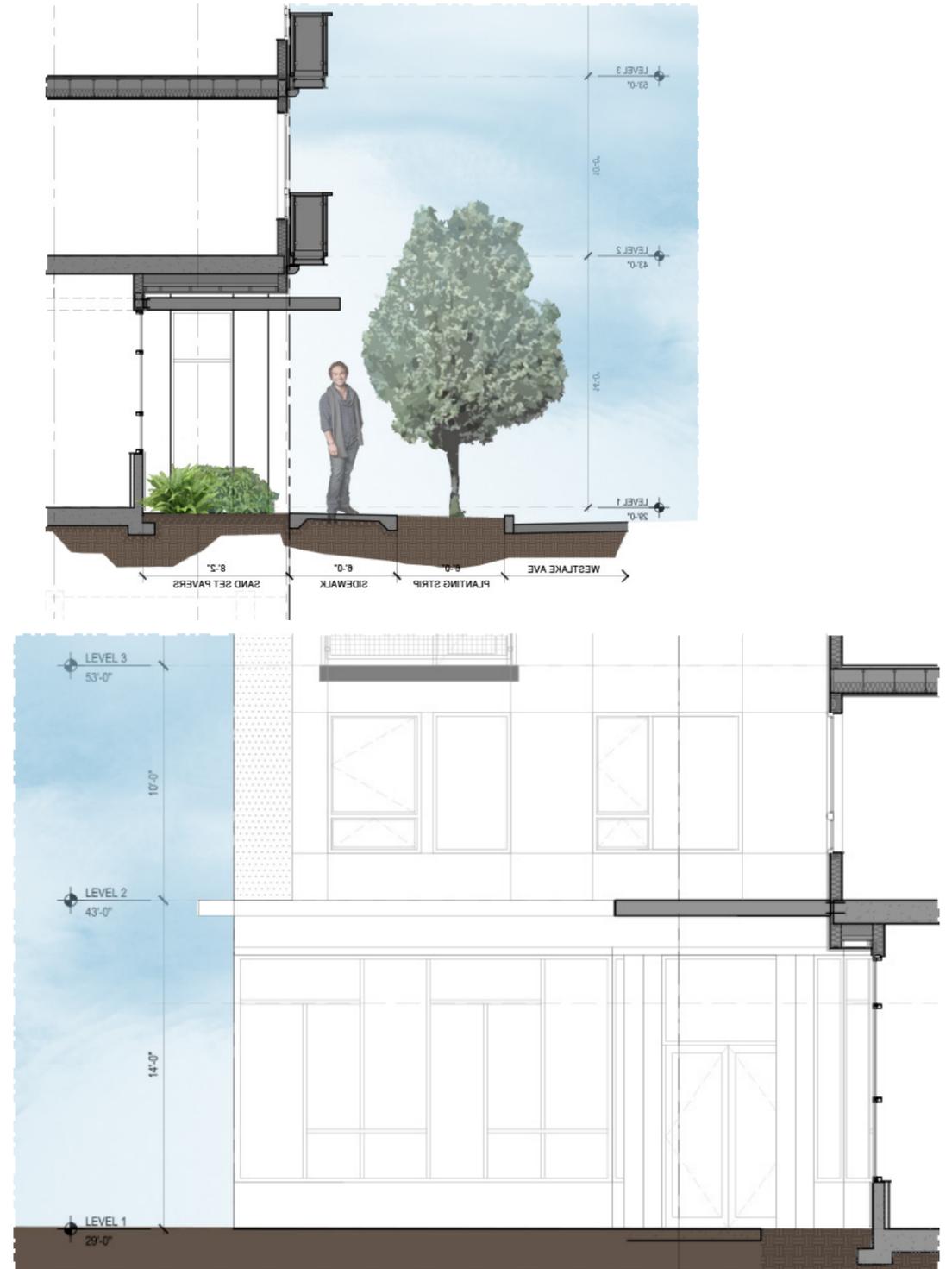
DESIGN PROPOSAL – WESTLAKE AVE N



SOUTH BUILDING ENTRY AT PEDESTRIAN PATH GATEWAY

The canopy element that overhangs the recessed area traverses into the open space of the pedestrian pathway, leading the eye to the lobby entry of the south building. Bands of light are sandwiched between plate metal to identify the lobby entries and offer visual interest to the public open spaces.

A white metal panel system clads the leasing area and lobby of the south building. Large areas of glazing with intriguing mullion patterns look upon the public area of the site.



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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DESIGN PROPOSAL – WESTLAKE AVE N



STREET LEVEL PLAN AT RESIDENTIAL UNITS



NORTH BUILDING ENTRY AT PEDESTRIAN PATH GATEWAY

Beyond the south building lobby is a bowling alley; and this lively programmatic element is reflected in the playful window arrangement within the dark board formed concrete wall. The lobby of the north building also flanks this public open area, located underneath a deep overhang. Under this datum, the wall of glazing is free from the orthogonal building geometry above to better relate to the open space. The angles have been softened to embrace the Gateway Area.

The lobby entry is flanked by vertical plane elements integrating lighting similar to the canopy of the south building.



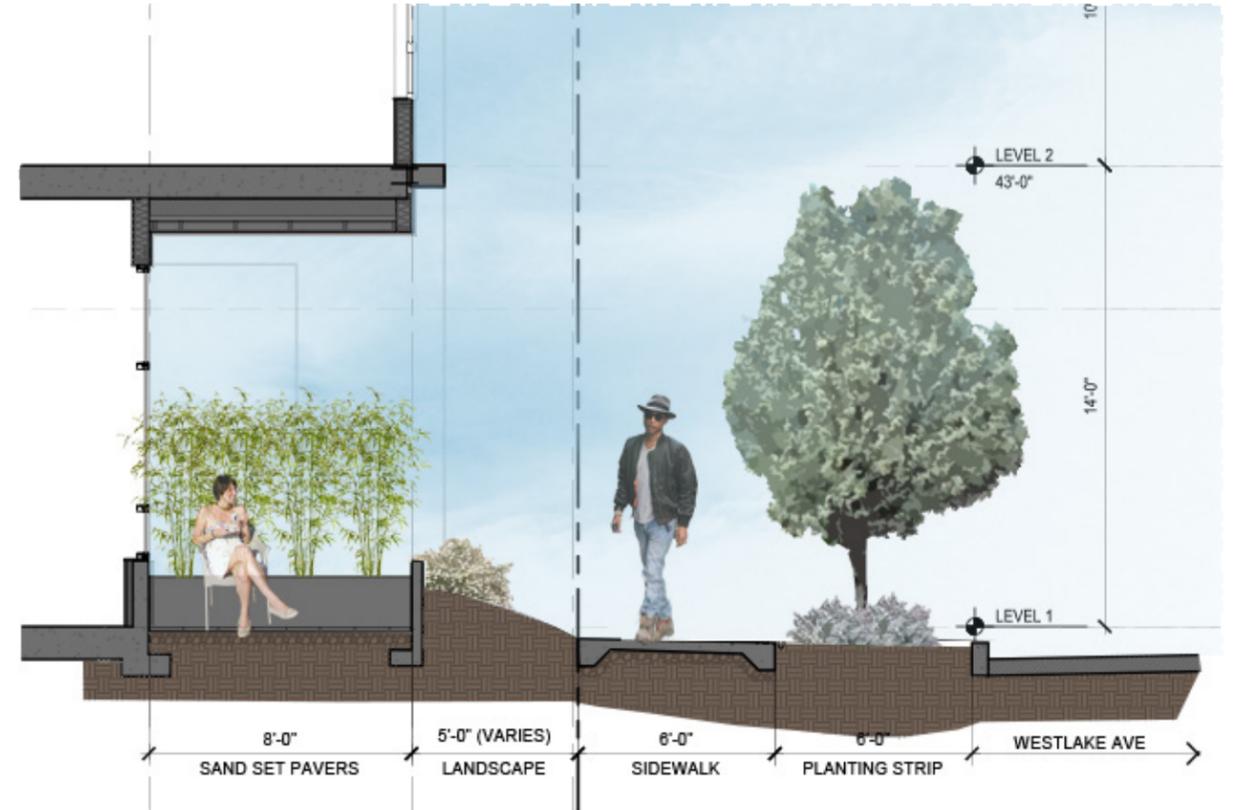
DESIGN PROPOSAL – WESTLAKE AVE N



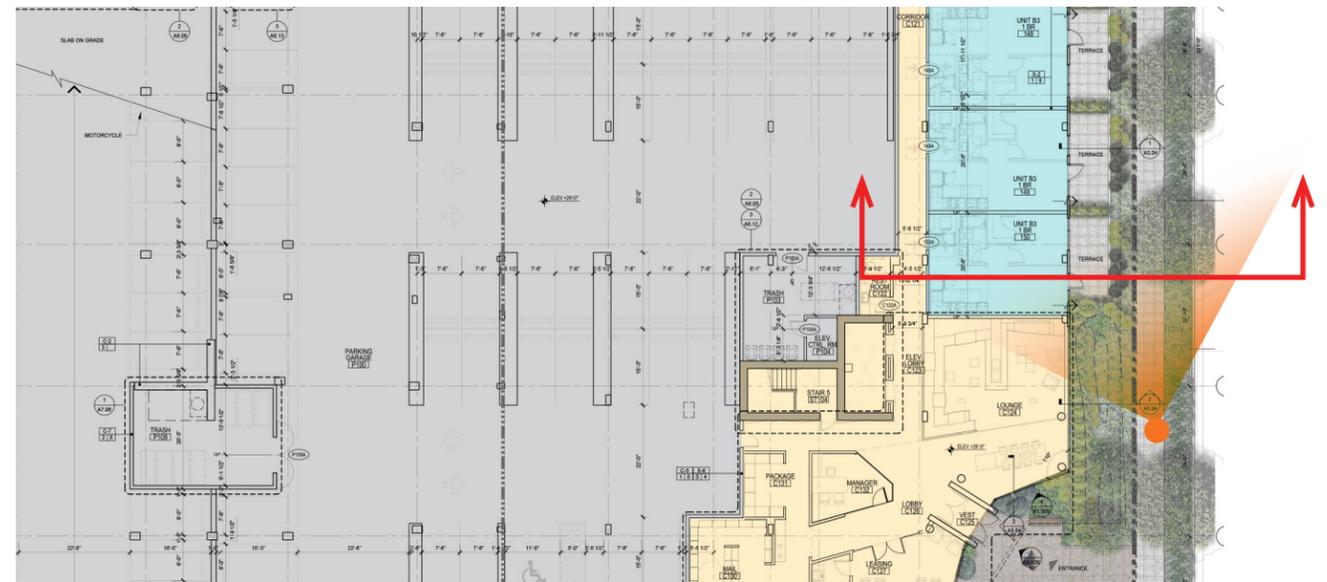
SOUTH BUILDING LOBBY AND RESIDENTIAL UNITS

Continuing the design of the glazing within the street level datum, the lobby glazing transitions into the residential units under a deep recess. Within the setback, the units are protected by earth bermed against a low retaining wall that defines the private patio. This bermed earth offers a great opportunity for planting to soften the edges and add visual interest.

Patios are separated with bamboo filled planters, and lighting is provided with wall mounted lights adjacent to unit patio doors, as well as recessed into the soffit above.



STREET LEVEL SECTION AT RESIDENTIAL UNITS



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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DESIGN PROPOSAL – WESTLAKE AVE N



NORTH BUILDING

As the building recedes at the northern area of the site, the palette becomes more subdued. Planar elements act as vertical 'drawers' pulled from the main mass of the building.

The open space at the northeast corner of the property will incorporate native species and compliment the species throughout the park spaces adjacent to Lake Union.

From this perspective, the complementary, yet individual, personalities of the two buildings is apparent.



PROPOSED DESIGN AT DEXTER AVE N

DESIGN PROPOSAL – DEXTER AVE N



DEXTER AVE N

The ribbon concept has evolved on this facade in order to articulate the larger building face, to provide more massing variation and to create proportional harmony within the composition.

The street level is a foreground element, coming closest to the sidewalk. The second story of the loft units is recessed, and moves through the facade to connect to a major vertical break. The more playful glazing pattern further highlights this darker compositional element.

In lieu of a continuous ribbon weaving through the facade, the colorful elements are manifested more as frames that help break up the facade into smaller elements.



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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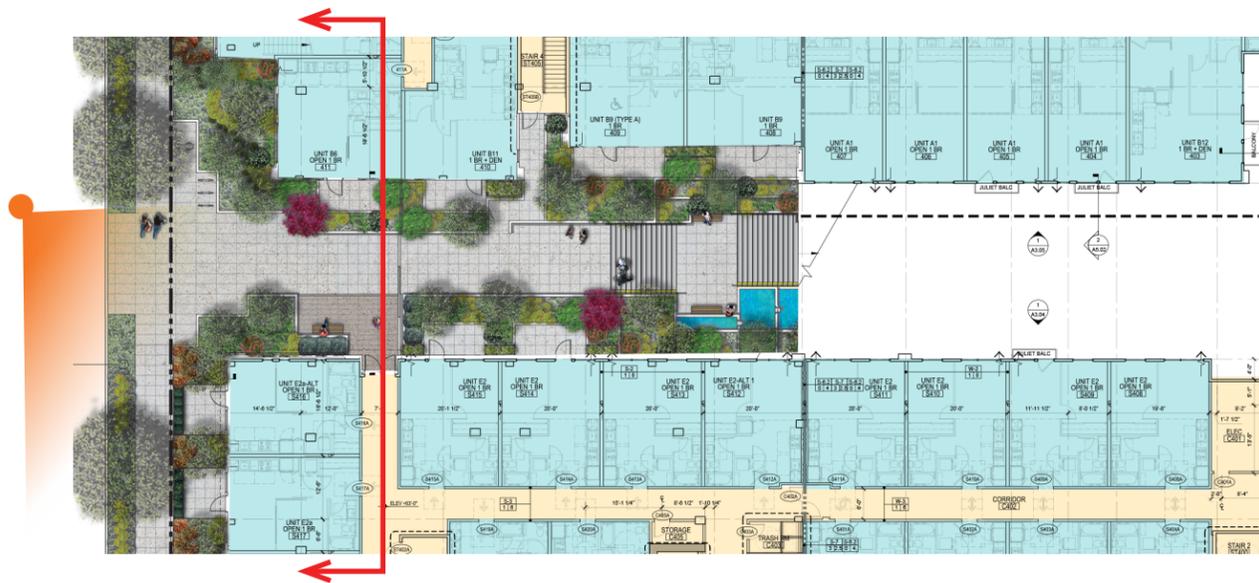
DESIGN PROPOSAL – DEXTER AVE N



STREET LEVEL SECTION AT RESIDENTIAL UNITS



SOUTH BUILDING ENTRY AT PEDESTRIAN PATH LOCUS

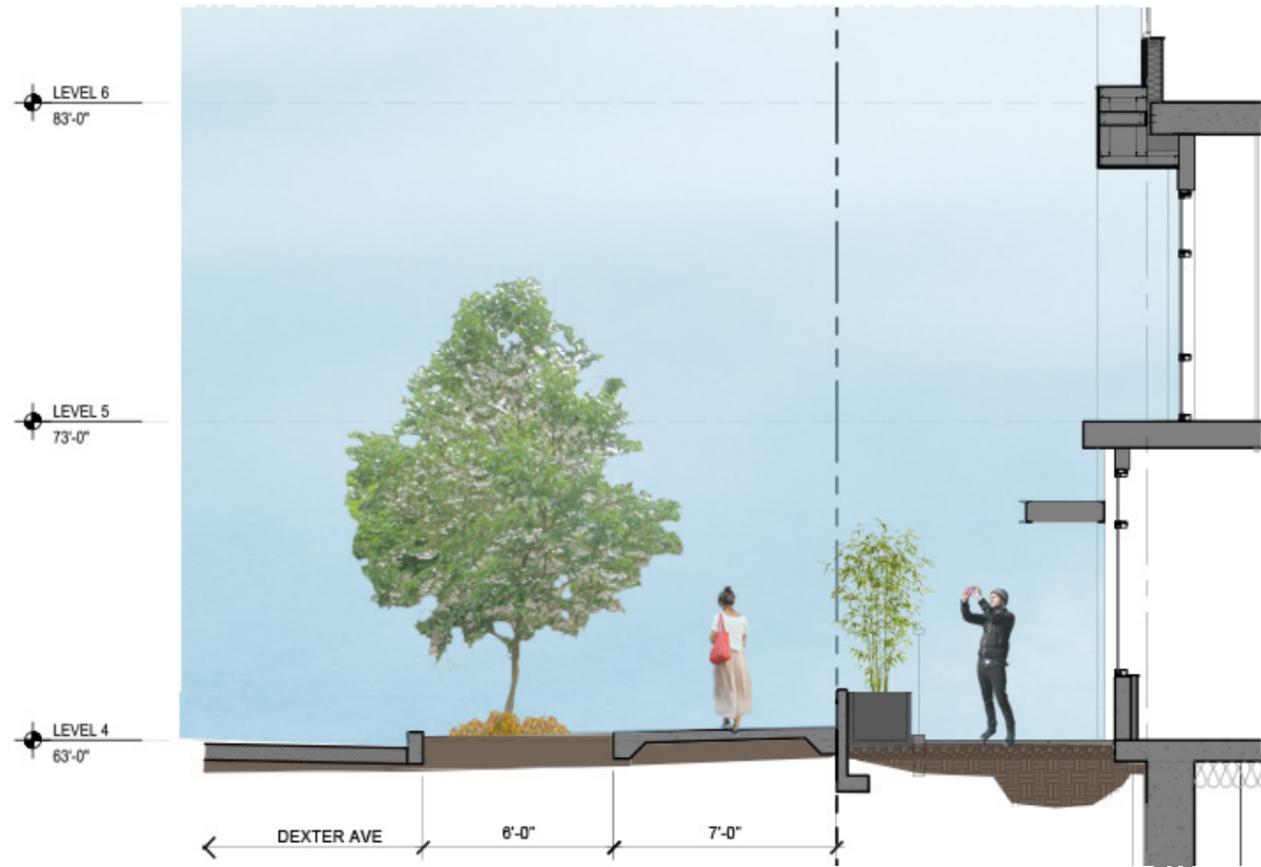


Porosity through the site is achieved between the two buildings. Generous open area adjacent to the pedestrian right of way offers opening and movement into the site. Retaining walls and raised earth provide depth for larger plantings which provide visual interest and a buffer between the building and the right of way.

Planters step back, creating a wider arc for pedestrians entering the pathway from the sidewalk. The paving pattern reaches to the sidewalk to invite cyclists using the adjacent cycletrack.

The secondary lobby entry to the south building is located directly off the public open area. The landscape recedes to delineate a clear path of travel to this entry location.

DESIGN PROPOSAL – DEXTER AVE N



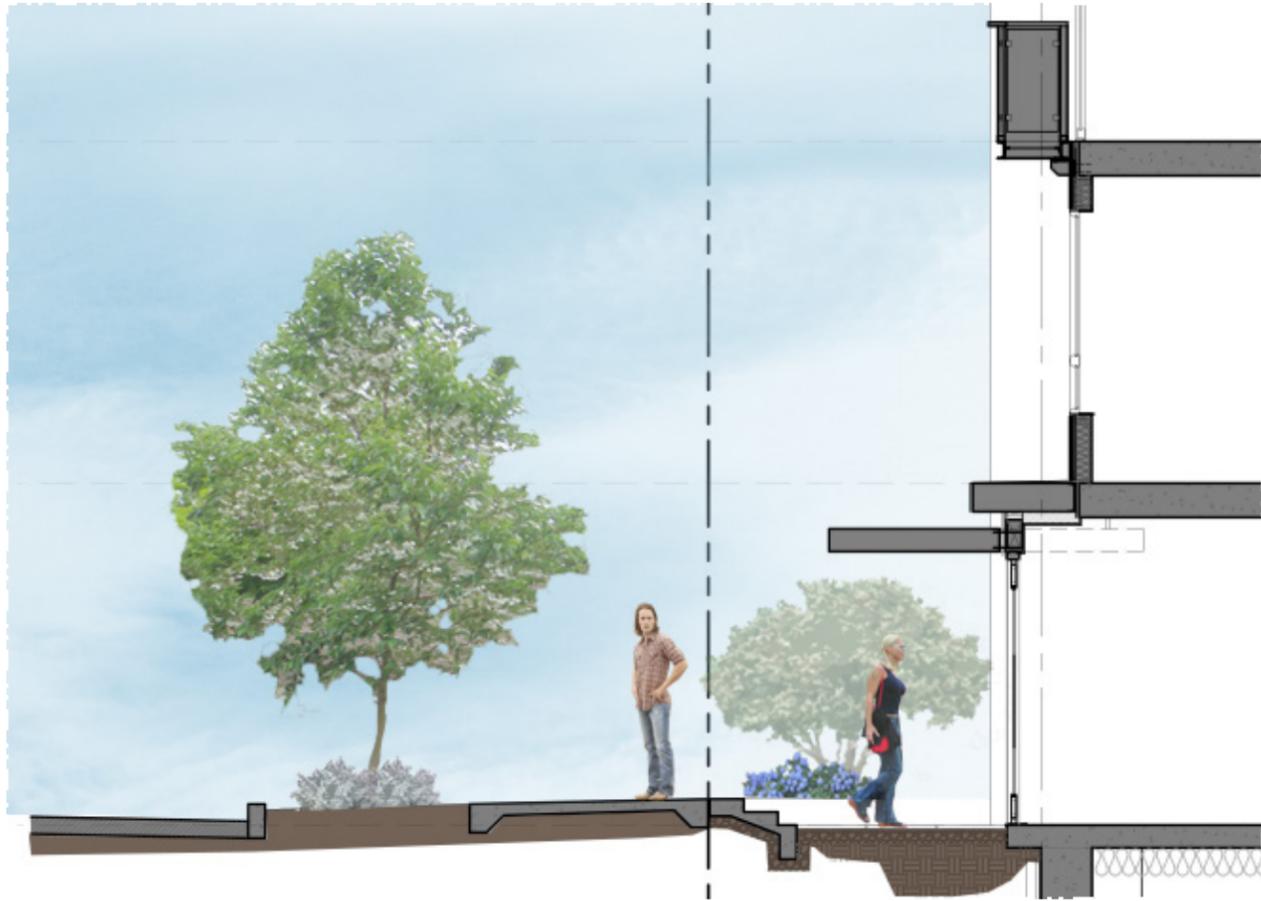
STREET LEVEL SECTION AT RESIDENTIAL UNITS



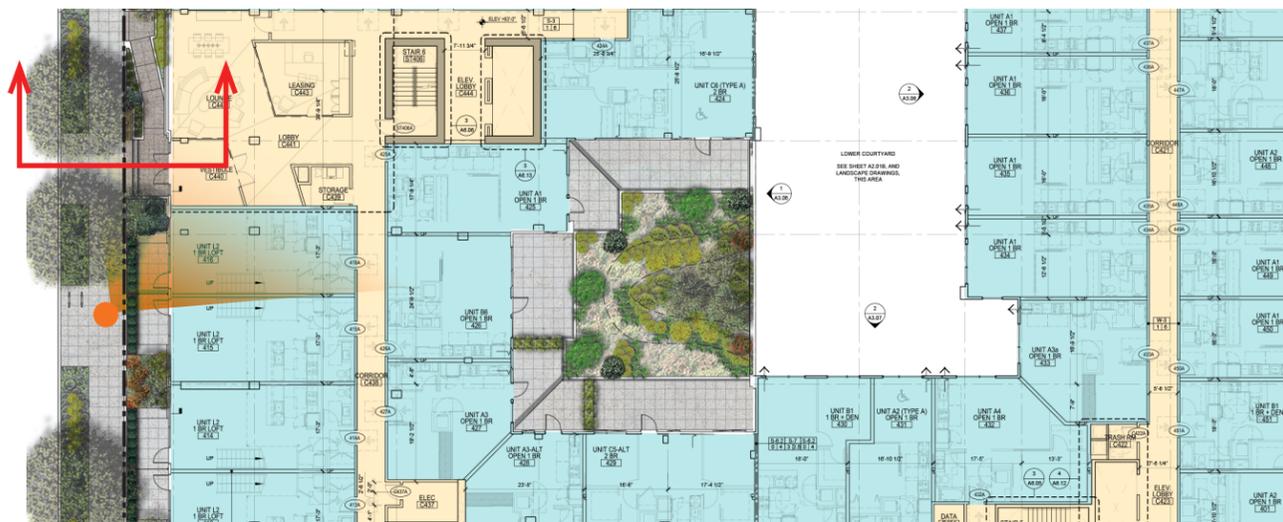
DEXTER AVE N NORTH BUILDING RESIDENCES

By creating a strong horizontal datum, the street level residential units bring a pedestrian level sightline to the facade. Above the datum, the second-story loft windows contain varied mullion patterning. Though conceived as residential units, this area of the building would be best suited as a future retail use as it flanks the entry to the pedestrian pathway. Locating the lobby of the north building in this area would preclude a use as retail.

DESIGN PROPOSAL – DEXTER AVE N



STREET LEVEL SECTION AT RESIDENTIAL UNITS



DEXTER AVE N LOBBY AND ENTRY

The lobby of the north building is located at the intersection of the vertical gesture connecting to the loft units, and the horizontal gesture of the street level datum. Playful window composition denotes the public space of the lobby beyond, a theme that manifests itself throughout both buildings.

The lobby canopy uses light to enliven the pedestrian level facade, and create a focal point. Smaller scale versions of this element also protect the unit terrace doors and create a rhythm that relates to the pedestrian movement up and down Dexter Ave N.

PROPOSED DESIGN OF PEDESTRIAN PATH

DESIGN PROPOSAL – PEDESTRIAN PATH



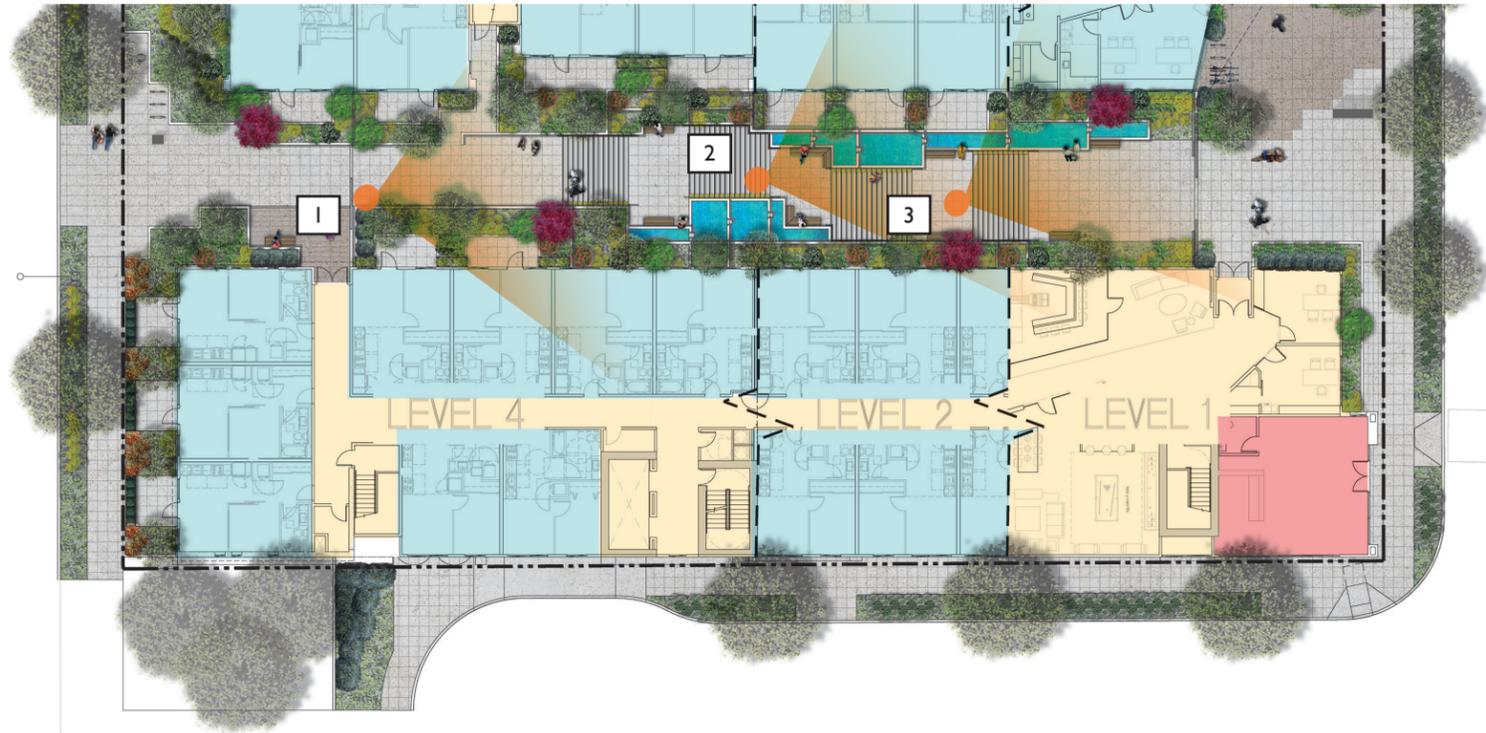
AERIAL VIEW OF DEXTER AVE N OPEN AREA

BIKE FIXIT STATION
ADJACENT TO BIKE RACKS

PEDESTRIAN PATH PORTAL AT DEXTER AVE N

The north and the south buildings are separated with a through-block Pedestrian Pathway. 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. The vertical grade has been negotiated by spacing out 4 separate stair groupings. The design team incorporated this layout to detract from the grade difference and provide opportunities for pedestrian resting areas, private areas for reflection and areas to interact with the integrated water feature element. By shifting the alignment of the pedestrian pathway in a north-south offset, it helps create a subtle energy between the circulatory movement and the tiered landscaped planters and water feature. Some features that are incorporated to enhance the users' experience include; benches, lighting, bike runnels, bike racks and bike station (located at Dexter Ave N open space). The open areas at both, Westlake Ave and Dexter Ave N will be reinforced with signage, differing hardscape scoring/texture to strengthen the wayfinding and the connection to the street and public realm.





SECTION/ELEVATION THROUGH PATH LOOKING AT NORTH BUILDING



ENTRY FROM DEXTER AVE N NODE



MID DESCENT



APPROACHING WESTLAKE AVE N GATEWAY

DESIGN PROPOSAL – PEDESTRIAN PATH



AERIAL VIEW OF OPEN SPACE ADJACENT TO WESTLAKE AVENUE NORTH

PEDESTRIAN PATH GATEWAY AT WESTLAKE AVE N

The concrete planters that make up the infrastructure for both the planting and water elements will be comprised of 3 different finishes: 1. Board-form concrete, 2. Stained Concrete (walnut), and 3. Smooth concrete with light block accents. The subtle material diversity within the Pedestrian pathway will compliment the building finishes while also providing an eclectic waterfall feature that includes movement and enlivens the corridor with sound. The water feature that flank both sides of the pathway and strategic bench locations provide areas to pause and reflect, creating a space where pedestrians want to be. This enlivens the public space between the two buildings. Featured lighting within the walls of the planters will not only provide visual interest but will create a well-lit and safer public space.



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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SECTION/ELEVATION THROUGH PATH LOOKING AT SOUTH BUILDING



ENTRY FROM WESTLAKE AVE N GATEWAY



MID DESCENT



APPROACHING DEXTER AVE N OPEN SPACE

DRAWINGS – ELEVATIONS

ELEVATIONS - SOUTH BUILDING

SOUTH ELEVATION OF SOUTH BUILDING



ELEVATIONS - NORTH AND SOUTH BUILDING

EAST ELEVATION OF NORTH AND SOUTH BUILDING



ELEVATIONS – NORTH BUILDING

NORTH ELEVATION OF NORTH BUILDING



ELEVATIONS – NORTH AND SOUTH BUILDING

WEST ELEVATION OF NORTH AND SOUTH BUILDING



ELEVATIONS – SOUTH BUILDING

NORTH ELEVATION OF SOUTH BUILDING

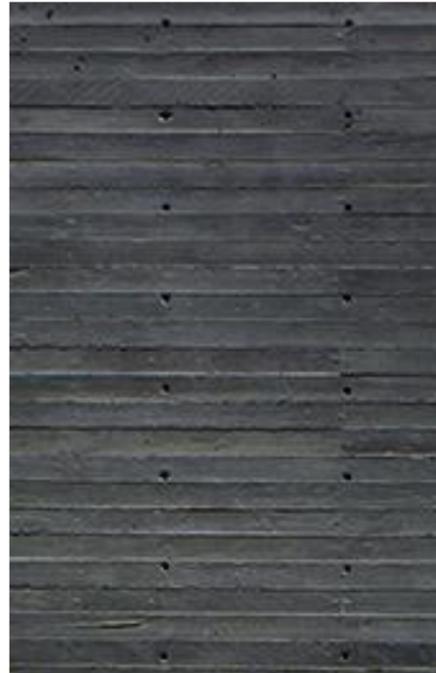


ELEVATIONS – NORTH BUILDING

SOUTH ELEVATION OF NORTH BUILDING



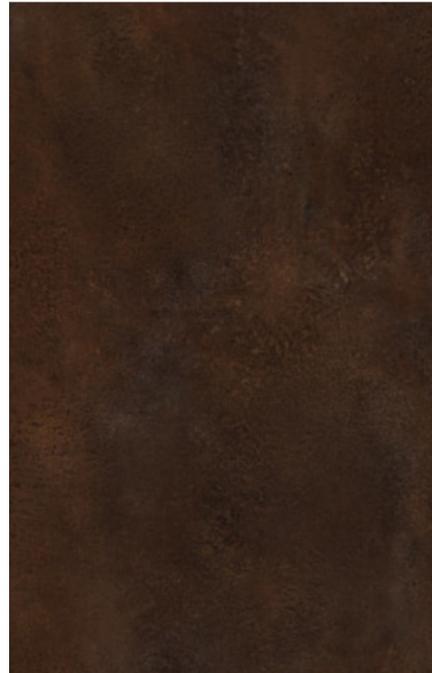
MATERIALS



BOARD FORM CONCRETE WITH DARK PIGMENT



SMOOTH CONCRETE WITH LIGHT BLOCK ACCENT



CONCRETE STAINED – SCOFIELD CHEMSTAIN: WALNUT



STOREFRONT STYLE GLAZING SYSTEM



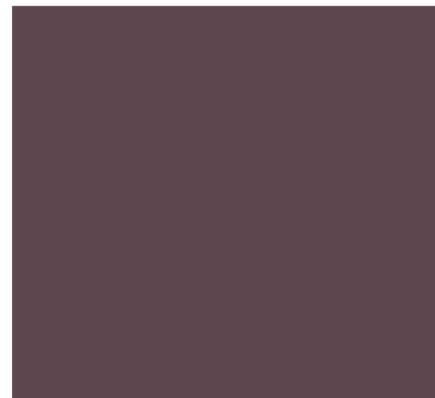
UNIT GLAZING GREY VINYL



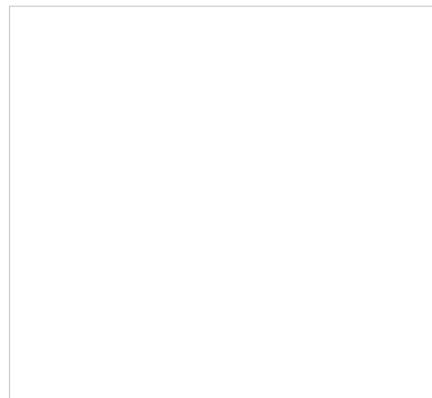
METAL BALCONY – GREY



FIBER CEMENT PANEL – FUSION



FIBER CEMENT PANEL – BLACKBERRY



FIBER CEMENT PANEL ACCENT – WHITE



FIBER CEMENT PANEL ACCENT – LIGHT GREY



FIBER CEMENT PANEL ACCENT – MEDIUM GREY



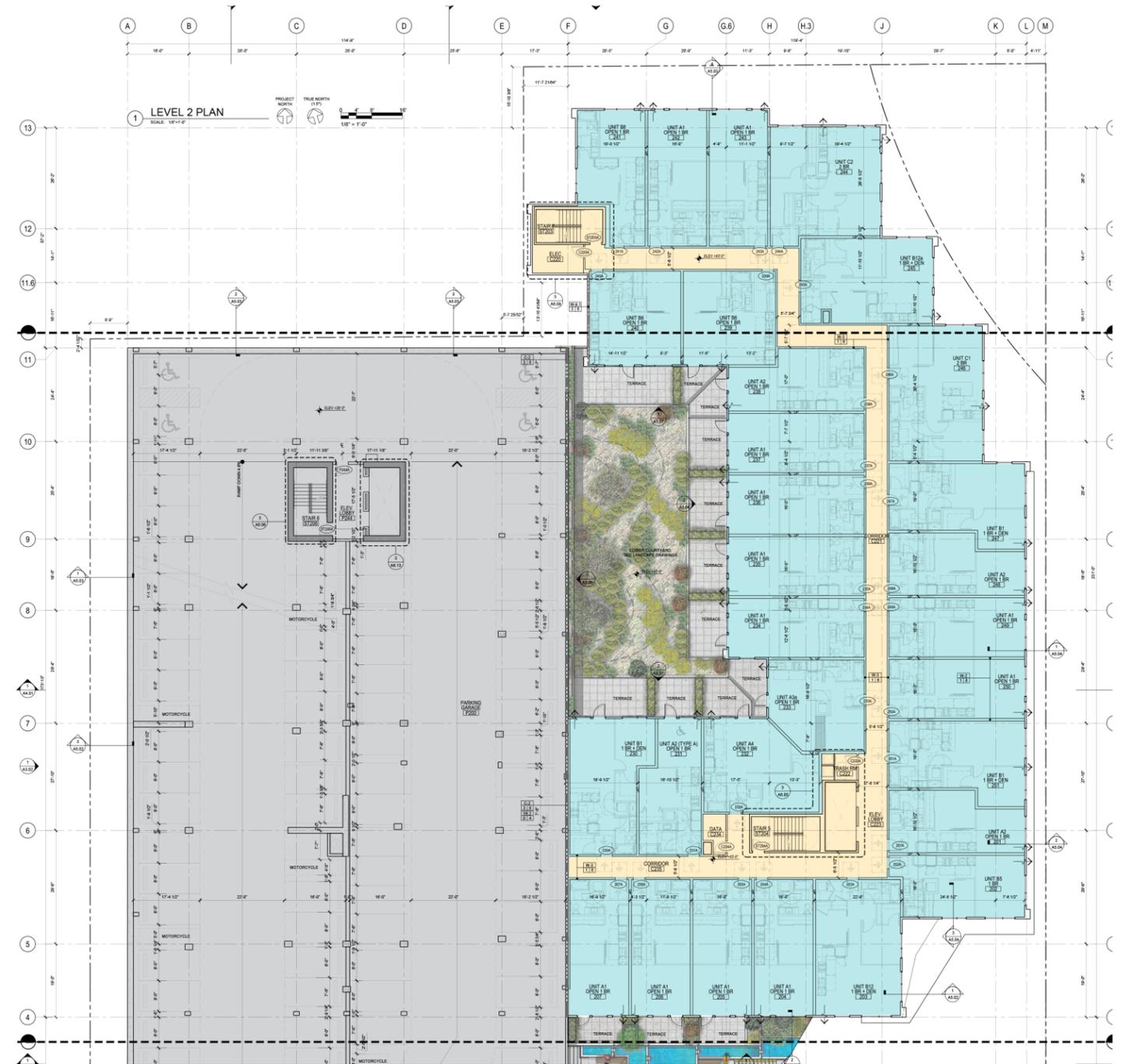
FIBER CEMENT PANEL ACCENT – DARK GREY

DRAWINGS – PLANS

PLANS – NORTH BUILDING



NORTH BUILDING – LEVEL 1



NORTH BUILDING – LEVEL 2



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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PLANS – NORTH BUILDING



NORTH BUILDING – LEVEL 3



NORTH BUILDING – LEVEL 4

PLANS – NORTH BUILDING

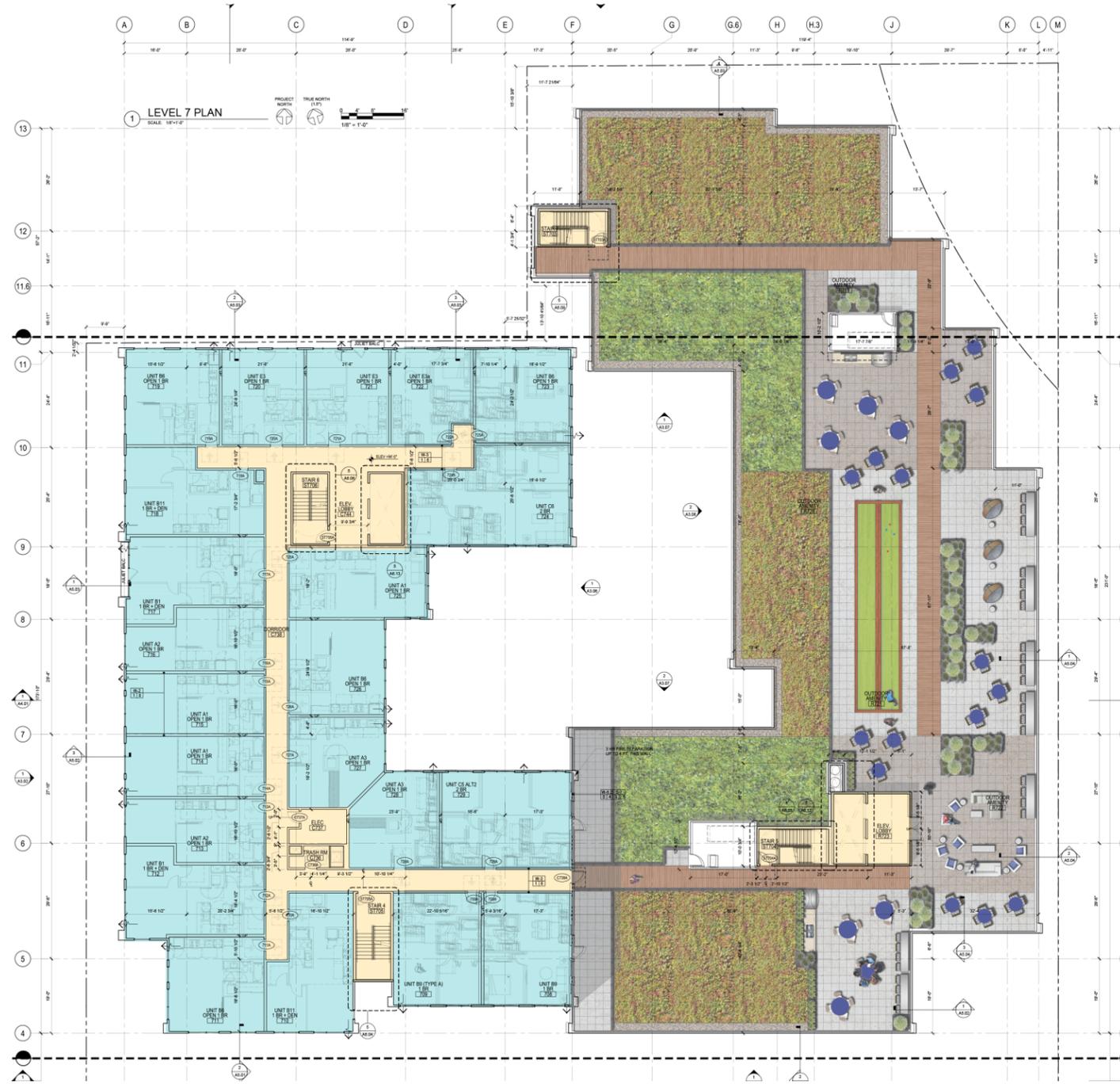


NORTH BUILDING – LEVEL 5

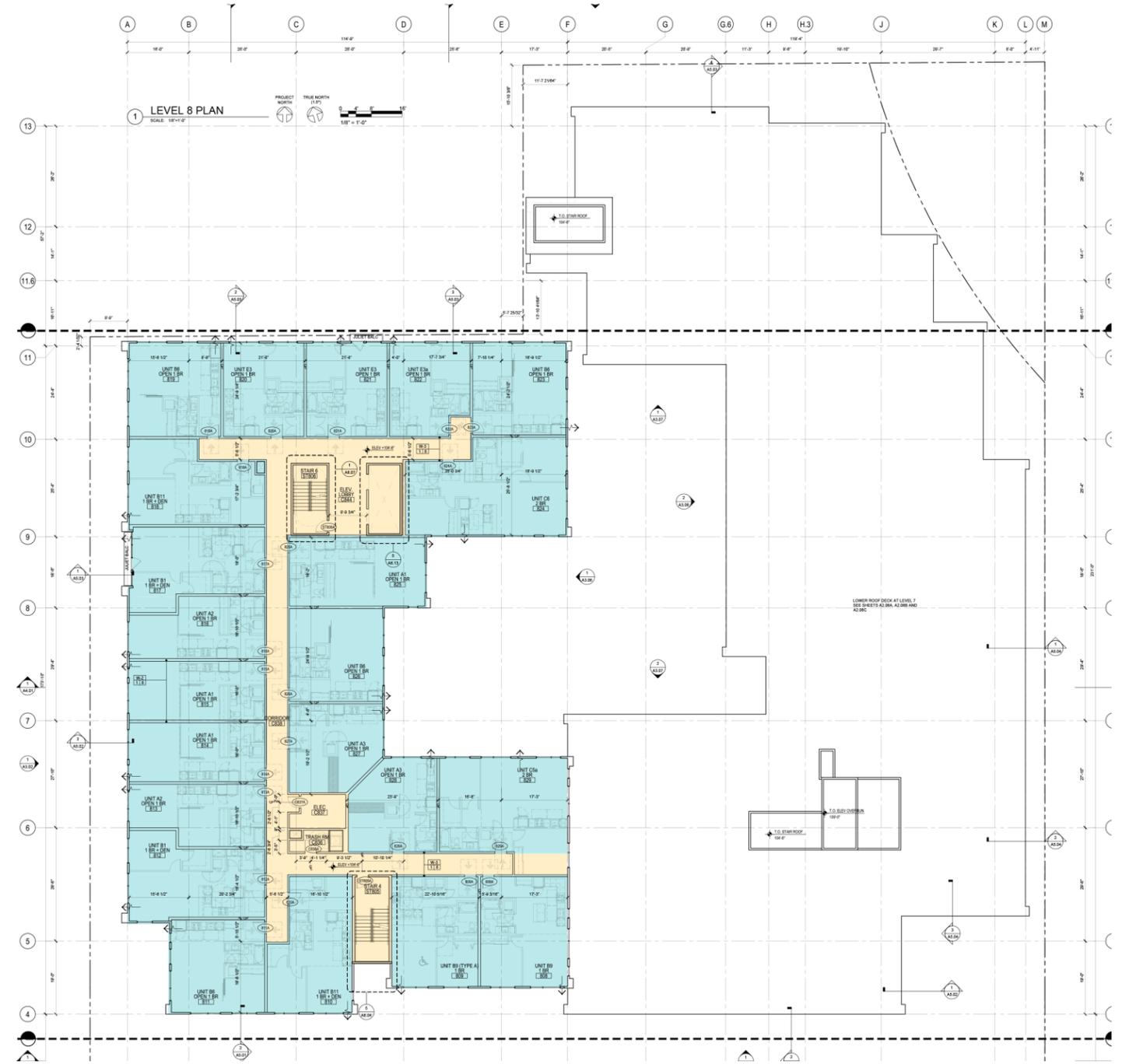


NORTH BUILDING – LEVEL 6

PLANS – NORTH BUILDING

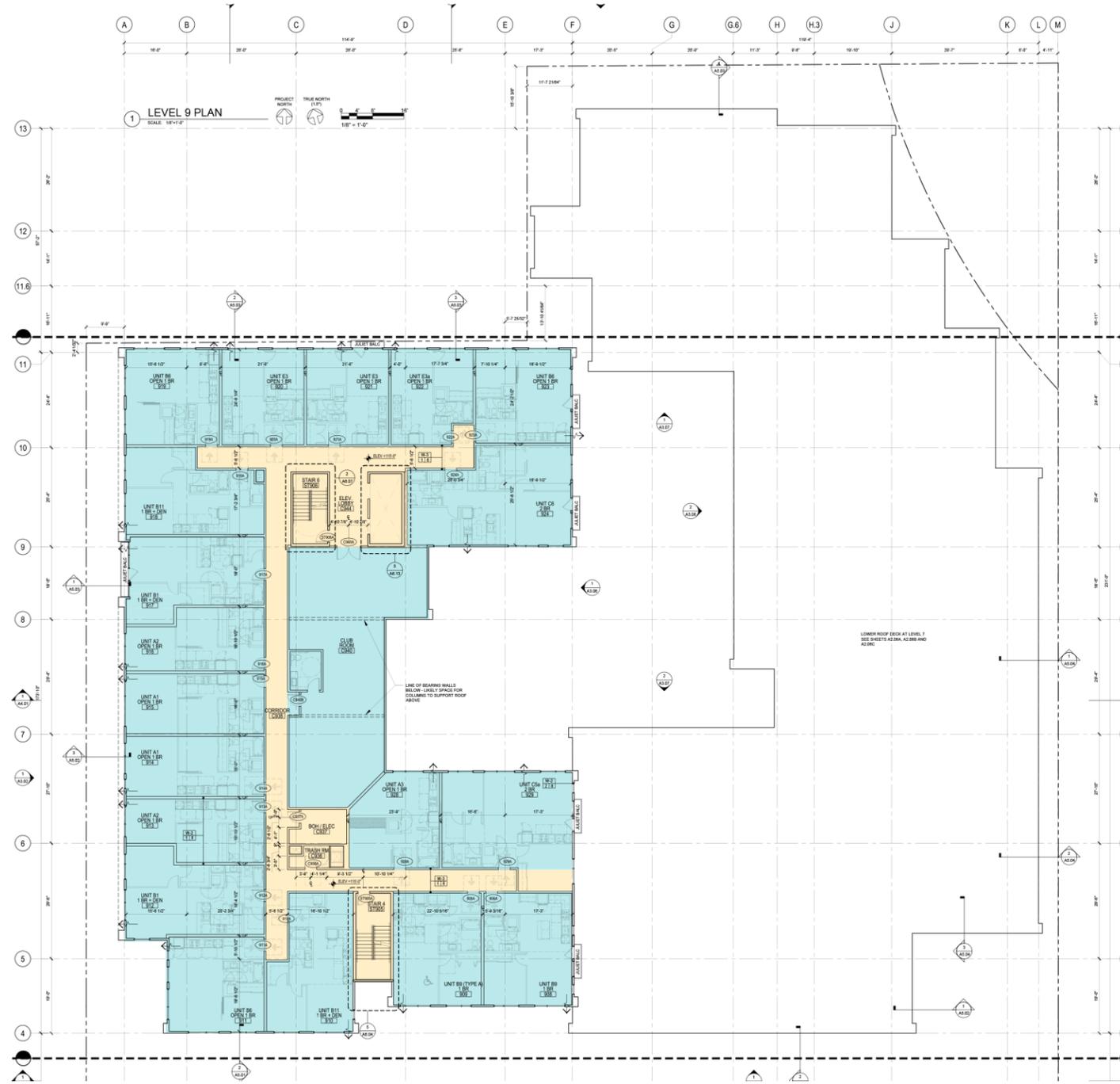


NORTH BUILDING – LEVEL 7

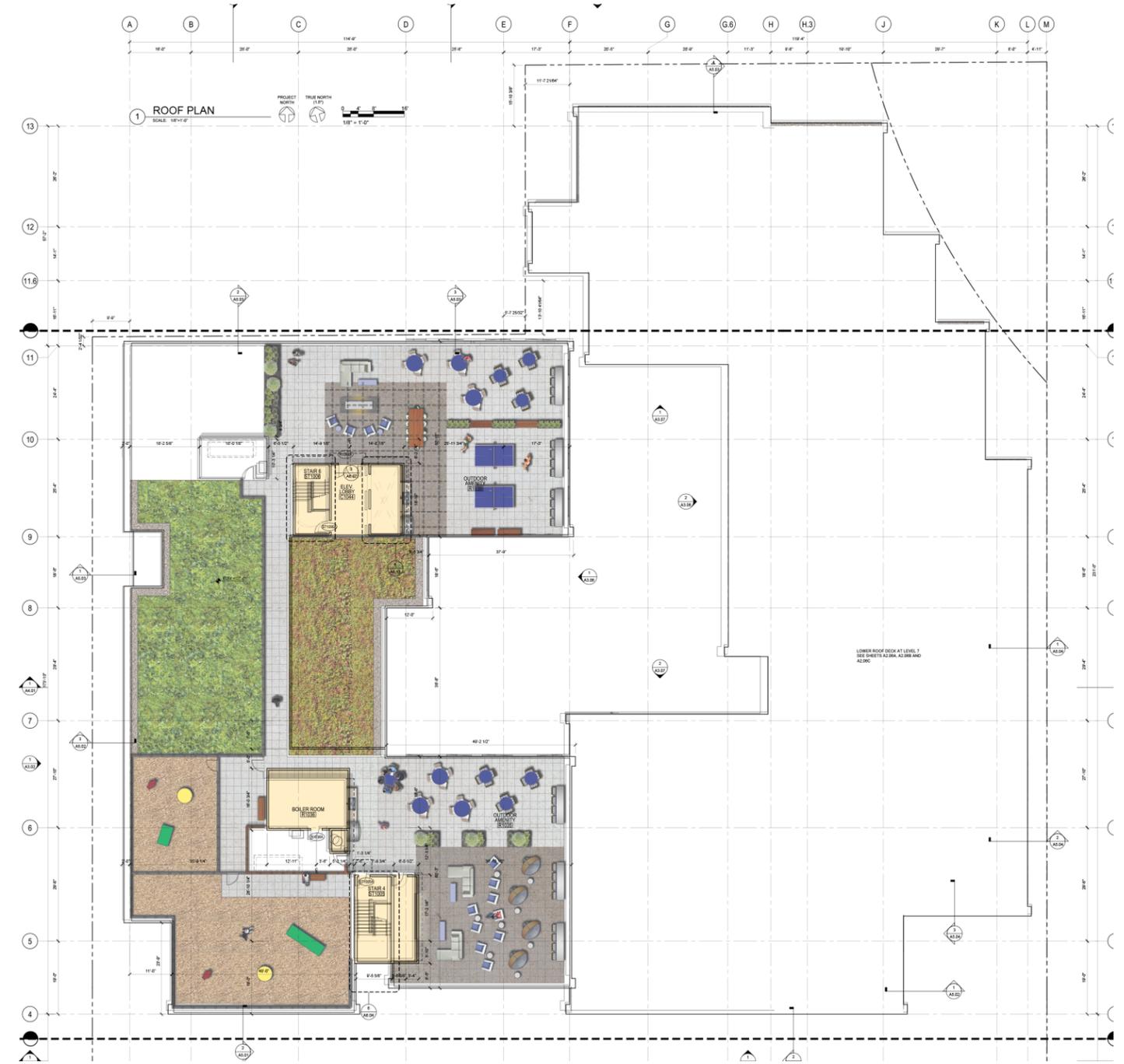


NORTH BUILDING – LEVEL 8

PLANS – NORTH BUILDING

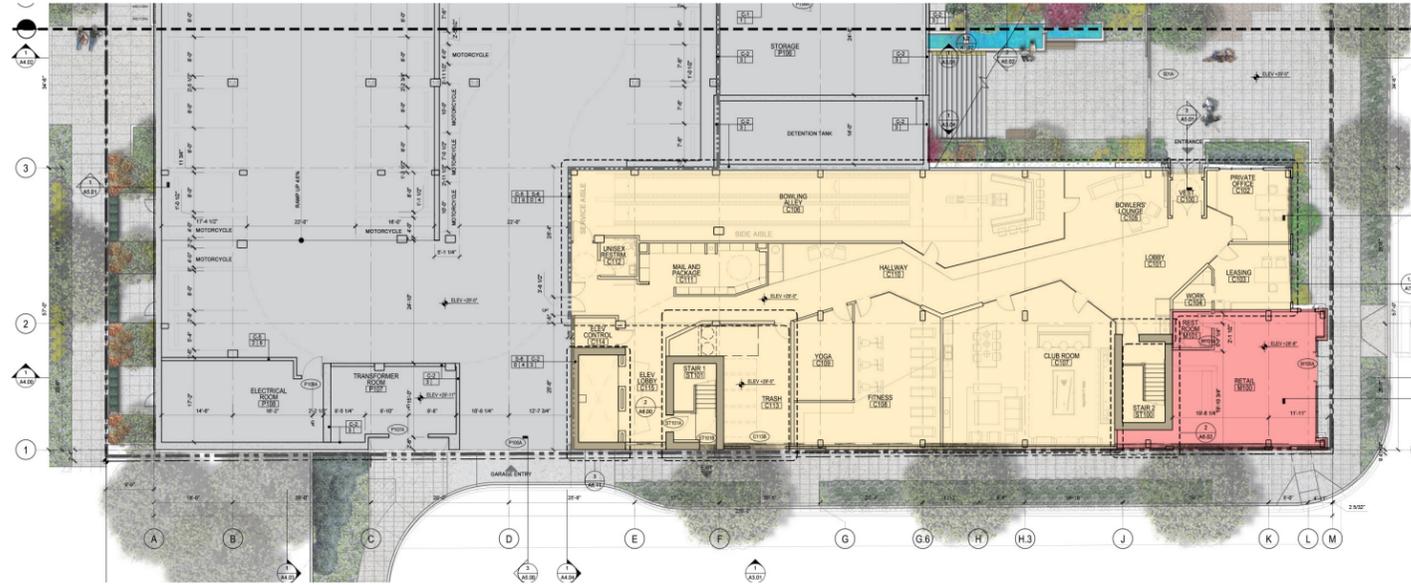


NORTH BUILDING – LEVEL 9

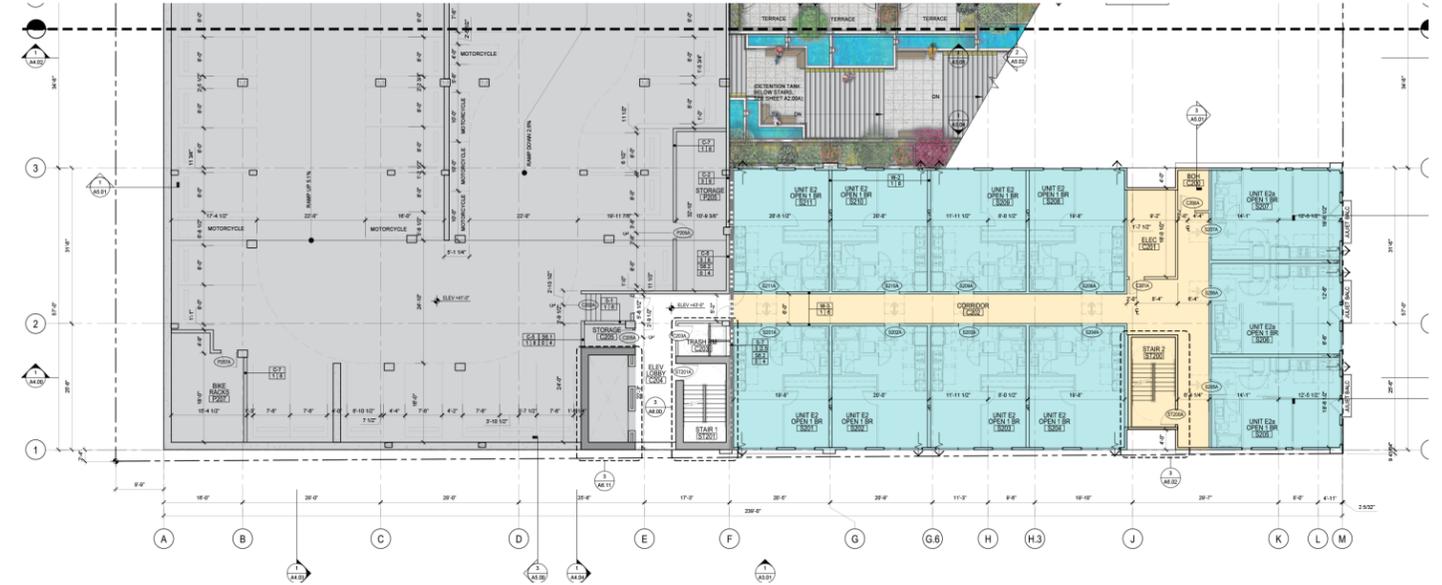


NORTH BUILDING – LEVEL 10

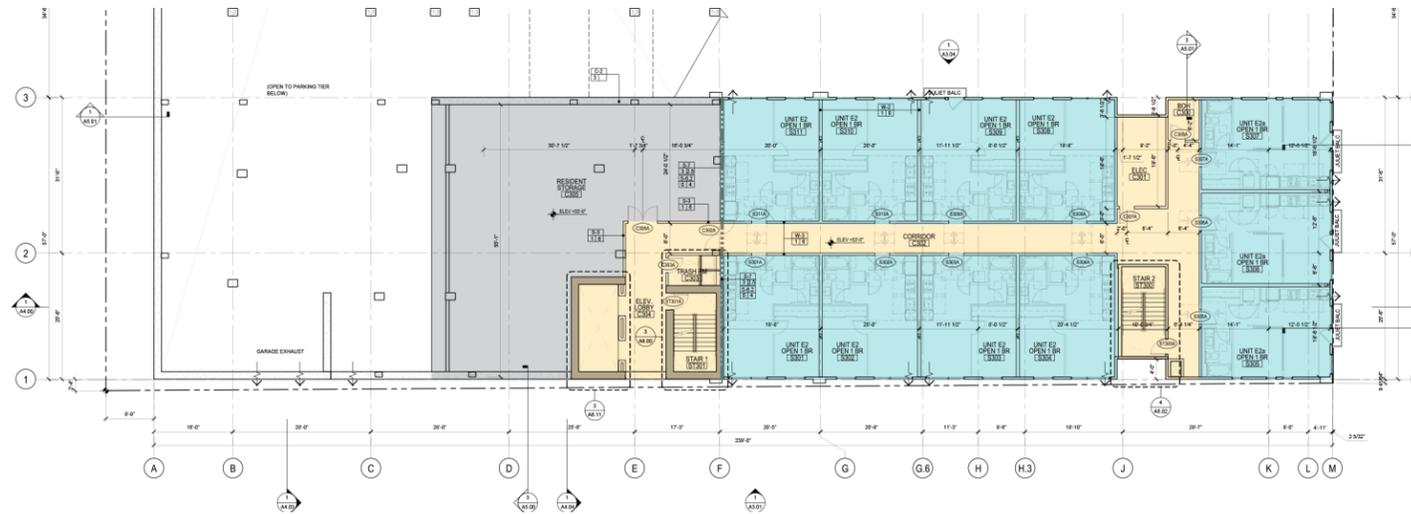
PLANS – SOUTH BUILDING



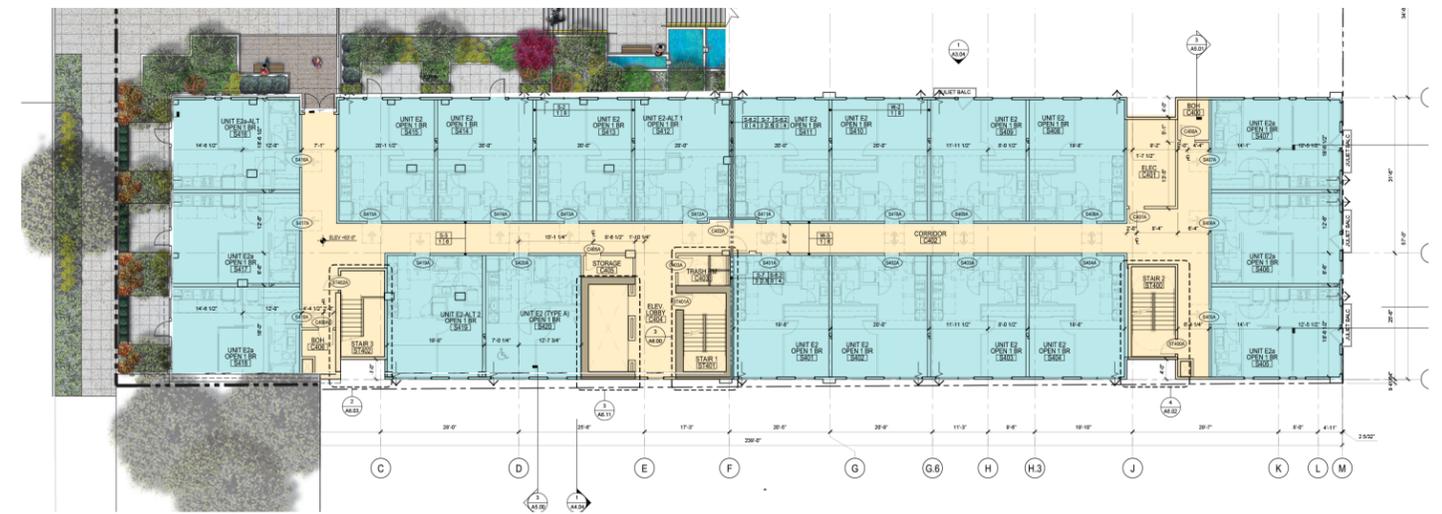
SOUTH BUILDING – LEVEL 1



SOUTH BUILDING – LEVEL 2



SOUTH BUILDING – LEVEL 3

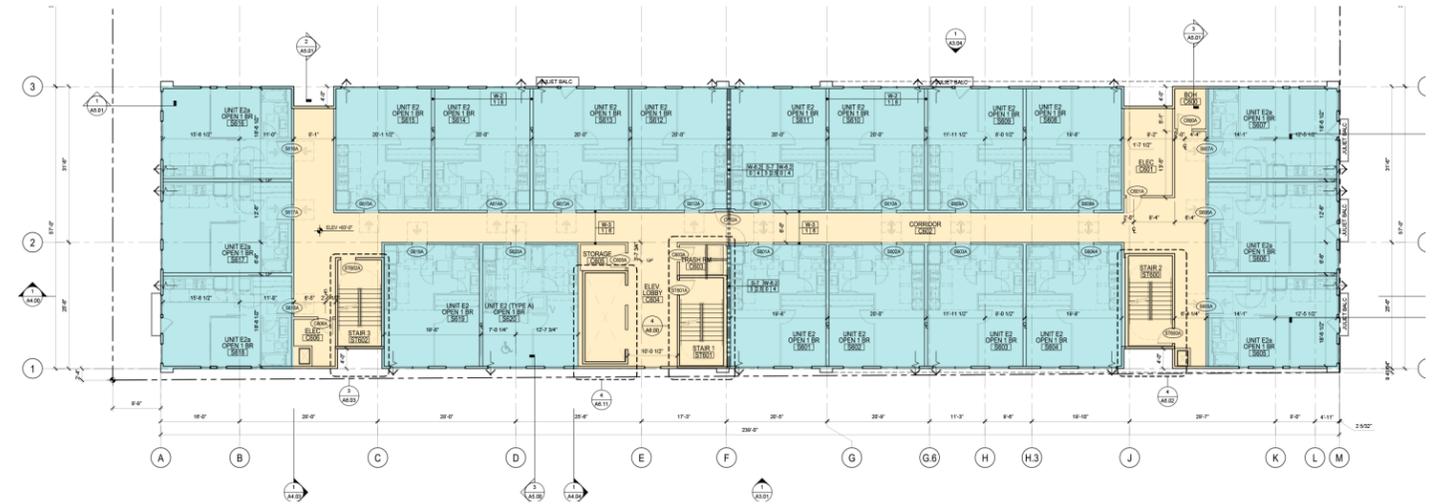


SOUTH BUILDING – LEVEL 4

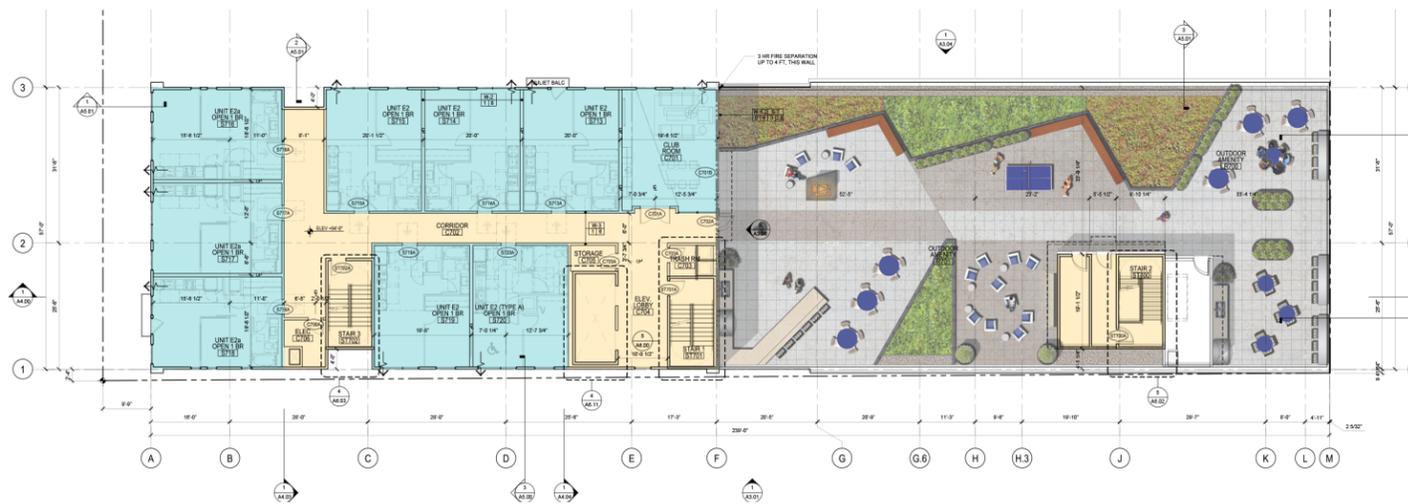
PLANS – SOUTH BUILDING



SOUTH BUILDING – LEVEL 5



SOUTH BUILDING – LEVEL 6



SOUTH BUILDING – LEVEL 7



SOUTH BUILDING – LEVEL 8

PLANS – SOUTH BUILDING



SOUTH BUILDING – LEVEL 9



SOUTH BUILDING – LEVEL 10

LANDSCAPE DESIGN

LANDSCAPE DESIGN OVERVIEW

Streetscapes at Westlake Ave N and Dexter Ave N

A generous building setback along Westlake Ave N offers opportunities for a landscape design that responds to pedestrian wayfinding mechanisms throughout the site, provides adequate buffering and privacy for the tenants, as well as enhancing 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 landscape buffer in unison with a 24"-high concrete wall creates a separation that varies between 5' and 8' in width, depending on location and articulation to the building façade. The planting strip is at grade/native soil and allows for a more complex planting palette that works with the adjacent planting strip within the Right-of-Way, along Westlake Ave N. The design team selected plant material that facilitates a buffering mechanism but allows for transparency for efficient daylighting into these units and their respective patios.

As the user moves south, they will approach the Westlake Ave N gateway to the lower portion of the pedestrian pathway that leads to Dexter Ave N. Wayfinding elements such as signage, variety of hardscape color/scoring patterns, planting and pedestrian scaled site furnishings will help promote clear circulation patterns and spatial definition to the user. The gateway to the pedestrian pathway is also adjacent to the north building's residential lobby entrance. South of the pedestrian pathway along Westlake Ave N is the south building. The south building has been recessed to allow for a covered outdoor space adjacent the bus stop at Westlake Ave N. A canopy with integrated downlights further extends this overhead weather protection for bus riders. This area is also complemented with a 18"-high, integrated planter that softens the building corner while also providing a subtle buffer between exterior and interior.

The streetscape along the Dexter Ave N façade interacts with the current circulation elements along Dexter Right-of-Way while also being sensitive for building entries, tenant patios and access to the proposed pedestrian pathway connector. The project retains an existing crosswalk near the northern property edge. As the pedestrian moves south, they will pass by the residential lobby entry for the north building. To navigate grade into the entry, we incorporated a small ramp with adjacent stairs. The building facades are setback deep enough to provide not only a private outdoor patio, but 24"-high planters and small retaining walls (approx. 16"-high, varies with grade) to provide the buffering and privacy necessary for street level units. As the user moves south, they will approach the Dexter Ave N gateway to the upper portion of the pedestrian pathway to Westlake Ave N. Wayfinding elements such as signage, variety of hardscape color/scoring patterns, planting and pedestrian scaled site furnishings will help promote clear circulation patterns and spatial definition to the user. Bike racks and a bike repair station will be located near this gateway node, further enhancing the experience for the user. The gateway to the pedestrian pathway is also adjacent to the south building's residential lobby entrance.



LANDSCAPE DESIGN – STREETScape



RAISED INDEPENDENT PLANTERS BEHIND RETAINING WALL AT PRIVATE TERRACES TO ENHANCE PRIVACY AND PROVIDE SPATIAL DEFINITION



BIKE REPAIR STATION



STAINLESS STEEL BIKE RACKS



IPE SCREENS BETWEEN UNIT TERRACES FOR PRIVACY



BENCH

5'-6"-WIDE PLANTING STRIP WITH STREET TREES, LOW SHRUBS & GROUNDCOVER

7'-WIDE SIDEWALK; 2' X 2' CONCRETE SCORING

DEXTER AVE N



ENTRANCE TO PEDESTRIAN CORRIDOR WITH CONNECTIVITY THROUGH RIGHT OF WAY

STAINLESS STEEL BIKE RACKS

RAISED INDEPENDENT PLANTERS BEHIND RETAINING WALL AT PRIVATE TERRACES TO ENHANCE PRIVACY AND PROVIDE SPATIAL DEFINITION

RESIDENTIAL LOBBY ENTRY; STEPS DOWN AND RAMP WITH ACCENT CONCRETE

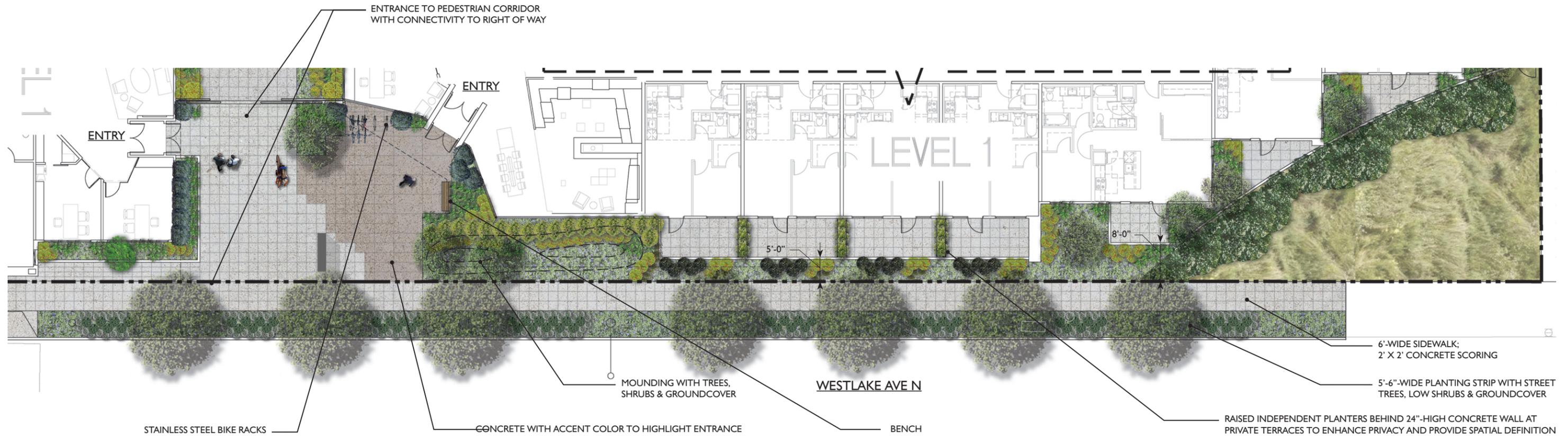
+/- 24"-HIGH CONCRETE RETAINING WALLS WITH RAISED PLANTER BEDS, TREES, SHRUBS & GROUNDCOVER

RESIDENTIAL LOBBY ENTRY; 1' X 4' SCORED ACCENT CONCRETE

STREETScape AT DEXTER AVE N

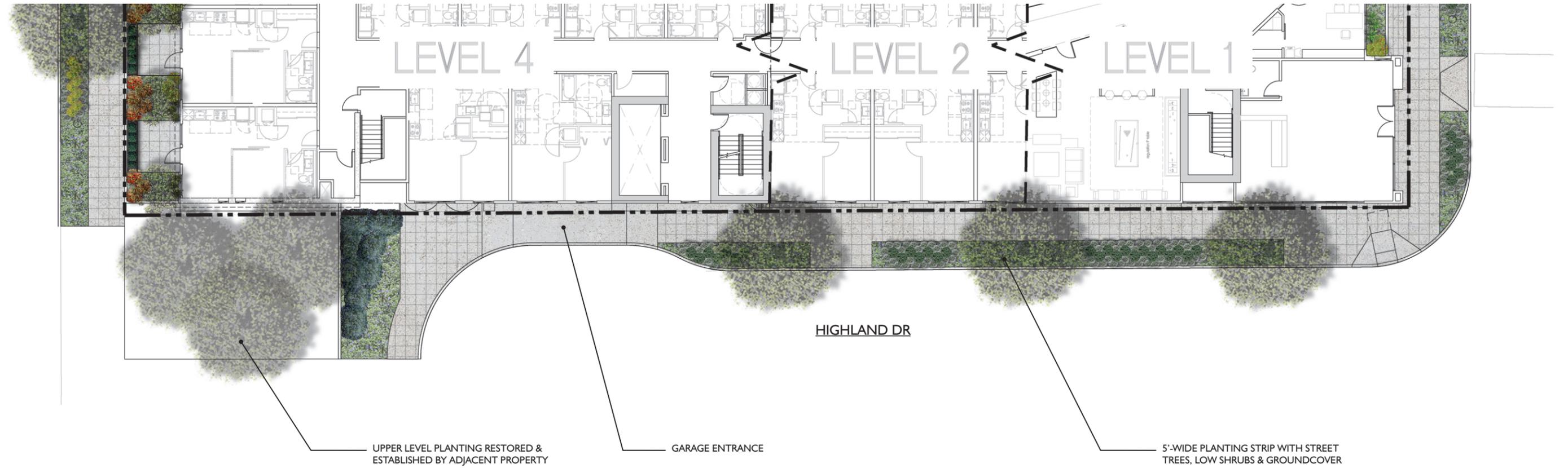


LANDSCAPE DESIGN – STREETSCAPE



STREETSCAPE AT WESTLAKE AVE N

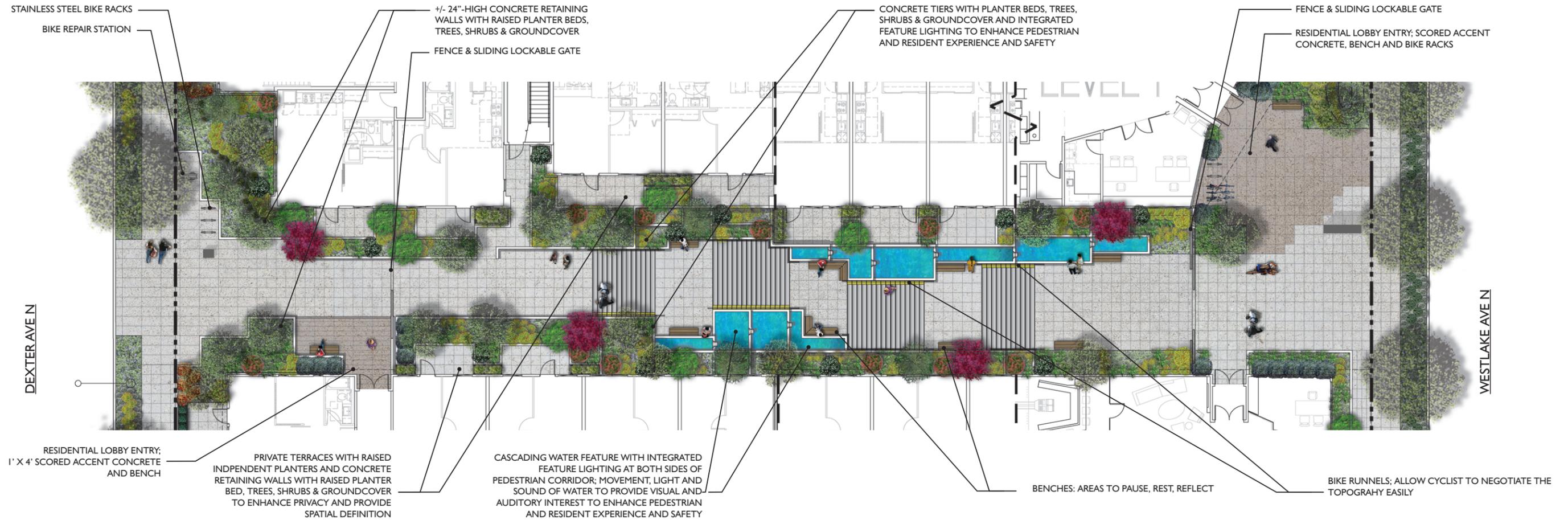
LANDSCAPE DESIGN – STREETSCAPE



STREETSCAPE AT HIGHLAND DR



LANDSCAPE DESIGN – PEDESTRIAN PATH



Pedestrian Pathway Connector

The north and the south buildings are separated with a through-block Pedestrian Pathway. 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. The vertical grade has been negotiated by spacing out 4 separate stair groupings. The design team incorporated this layout to detract from the ominous grade difference and provide opportunities for pedestrian resting areas, private areas for reflection and areas to interact with the integrated water feature element. By shifting the alignment of the pedestrian pathway in a north-south offset, it helps create a subtle energy between the circulatory movement and the tiered landscaped planters and water feature. The concrete planters that make up the infrastructure for both the planting and water elements will be comprised of 3 different finishes: 1. Board-form concrete, 2. Stained Concrete (walnut), and 3. Smooth concrete with light block accents.

This subtle diversity will compliment building finishes while also providing an eclectic waterfall feature that includes movement and enlivens the corridor with sound. The water feature that flank both sides of the pathway and strategic bench locations provide areas to pause and reflect, creating a space where pedestrians want to be. This enlivens the public space between the two buildings. Featured lighting within the walls of the planters will not only provide visual interest but will create a well-lit and safer public space. Some features that are incorporated to enhance the users' experience include; benches, lighting, bike runnels, bike racks and bike station (located at Dexter Ave N gateway node. The 'nodes' at both, Westlake Ave and Dexter Ave N will be reinforced with signage, differing hardscape scoring/texture to strengthen the wayfinding and the connection to the street and public realm.

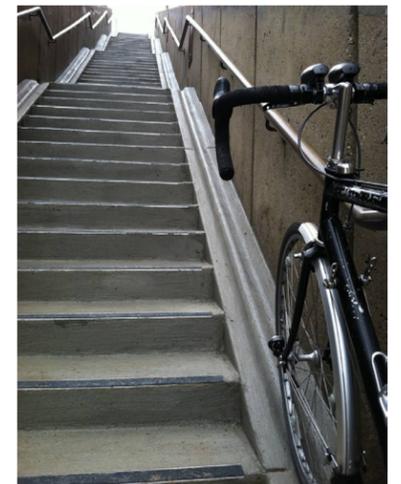
PEDESTRIAN PATH



MID DESCENT



BENCHES; AREAS TO PAUSE, REST AND REFLECT



BIKE RUNNELS; ALLOW CYCLISTS TO NEGOTIATE THE TOPOGRAHY EASILY



LANDSCAPE DESIGN – ROOF DECK



FIREPIT WITH OUTDOOR LOUNGE FURNITURE

4 1/2" GREEN ROOF TRAY SYSTEM, MIX 2

BUILT-IN BENCH

4 1/2" GREEN ROOF TRAY SYSTEM, MIX 1

WOOD CHIPS OVER GRAVEL



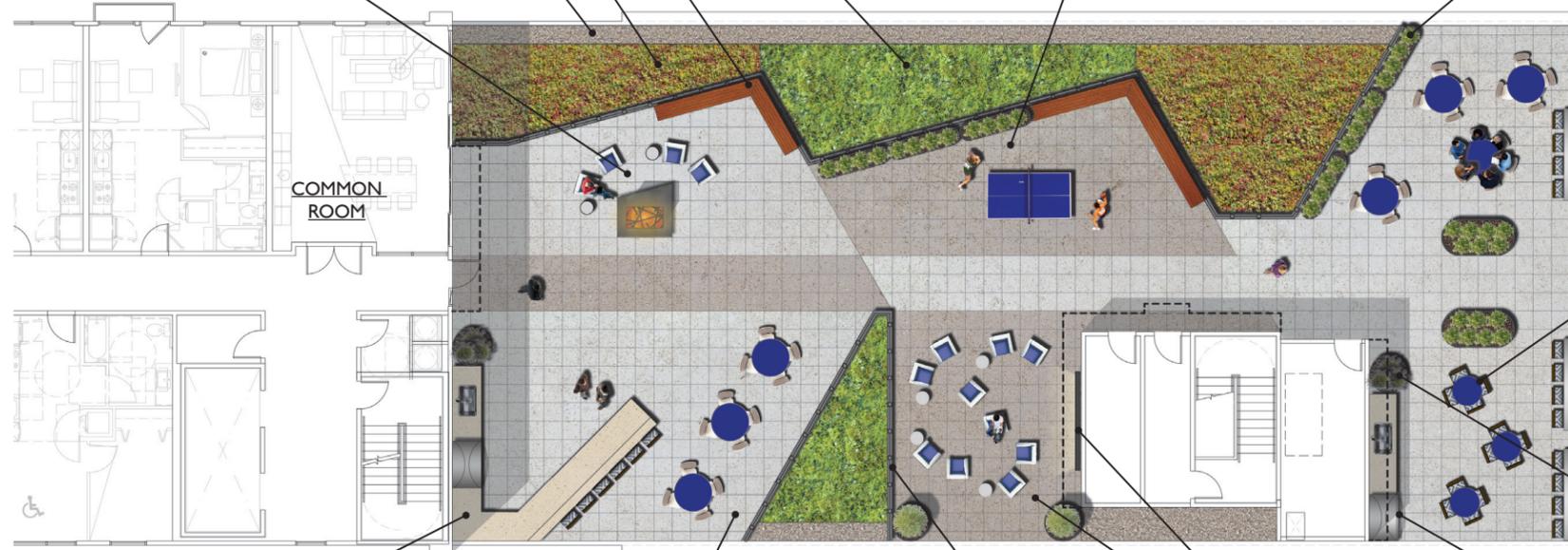
GAMING AREA: 2' X 2' PEDESTAL PAVERS WITH ACCENT COLOR



24"-HIGH TROUGH PLANTERS



OUTDOOR KITCHEN WITH SINK & GRILL



TALL BAR TABLES

30"-HIGH ROUND TROUGH PLANTER WITH HERBS

OUTDOOR KITCHEN WITH SINK & GRILL

"LIVING ROOM"; 2' X 2' PEDESTAL PAVERS WITH ACCENT COLOR, OUTDOOR LOUNGE FURNITURE, PROJECTION SCREEN, 30"-HIGH ROUND TROUGH PLANTERS WITH LARGE SHRUB

2' X 2' PEDESTAL PAVERS



LOW FENCE AROUND GREEN ROOF



SOUTH BUILDING LEVEL 7 ROOF DECK



LANDSCAPE DESIGN – ROOF DECK

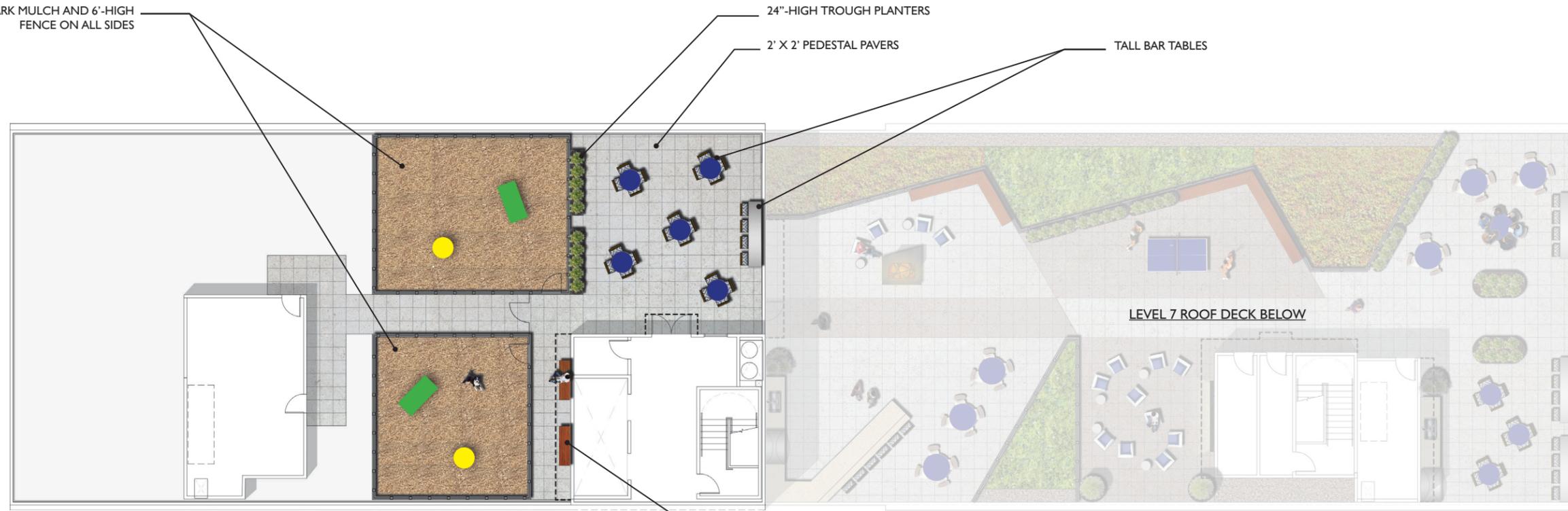


PET PARKS; BARK MULCH AND 6'-HIGH FENCE ON ALL SIDES



24"-HIGH TROUGH PLANTERS

North and South Buildings Roofdeck Program and Elements
Both buildings take advantage of their location and surrounding views. They both have roof deck terraces that include 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, gaming (eg, ping pong) amenities, large screen media centers for outdoor viewings, bocce courts, greenroof components as well as raised planters. The pedestrian wayfinding is reinforced by different paver colors and textures as well as the use of decking to signify special spaces, viewing opportunities and sense of arrival.

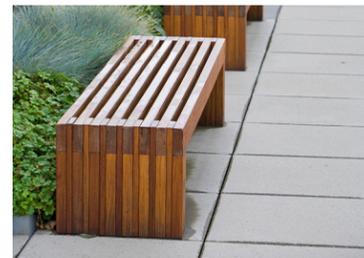


2' X 2' PEDESTAL PAVERS

TALL BAR TABLES

LEVEL 7 ROOF DECK BELOW

BENCHES



SOUTH BUILDING UPPER ROOF DECK



LANDSCAPE DESIGN – ROOF DECK



NORTH BUILDING LEVEL 7 ROOF DECK 

LANDSCAPE DESIGN – ROOF DECK



PET PARKS; BARK MULCH AND 6'-HIGH FENCE ON ALL SIDES



"LIVING ROOM"; 2' X 2' PEDESTAL PAVERS WITH ACCENT COLOR, OUTDOOR LOUNGE FURNITURE, PROJECTION SCREEN



4 1/2" GREEN ROOF TRAY SYSTEM, MIX 2

4 1/2" GREEN ROOF TRAY SYSTEM, MIX 1



DOUBLE-SIDED FIREPLACE & LOUNGE FURNITURE

PERGOLA STRUCTURE ABOVE



TALL BAR TABLES

GAMING AREA



BENCH



NORTH BUILDING UPPER ROOF DECK 

LANDSCAPE DESIGN – PLANT PALETTE



SHORE PINE



PAGODA DOGWOOD



PAPERBARK MAPLE



JAPANESE SNOWBELL



REDSPIRE PEAR



GOLDEN RAIN TREE



VINE MAPLE



YELLOWTWIG DOGWOOD



FRAGRANT DAPHNE



BLUE BLOSSOM



WINGED EUONYMUS



LACELEAF JAPANESE MAPLE



JAPANESE MAPLE



GOLDFLAME SPIREA



DAVID'S VIBURNUM



DELAVAY OSMANTHUS



DEER FERN



SALAL



REDTWIG DOGWOOD



DWARF PERIWINKLE



PAGEI HEBE



LANDSCAPE DESIGN – ROOFTOP PLANTS AND MATERIALS



RECTANGULAR METAL PLANTERS



ROSEMARY



SWITCHGRASS



ENGLISH LAVENDER



GOLDEN GODDESS BAMBOO



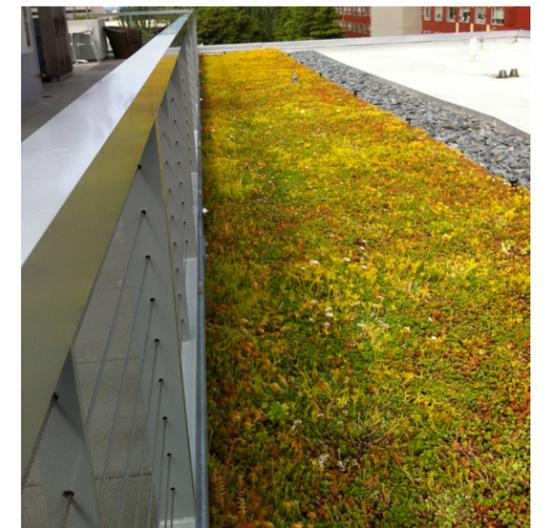
TROUGH PLANTERS



DECKING & PEDESTAL PAVERS



GREEN ROOF MIX 1



GREEN ROOF MIX 2

SIGNAGE

There are many opportunities for signage throughout the project. Large scale object-based signage elements sit in the public areas of the site to identify the overall identity of the development. These elements take cues from the buildings themselves.

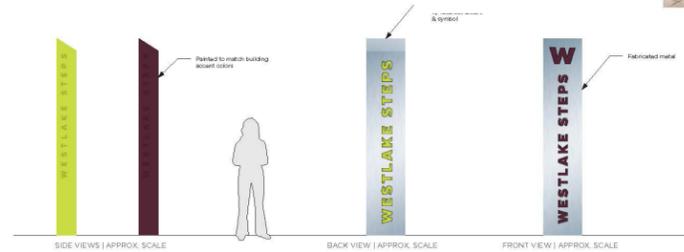
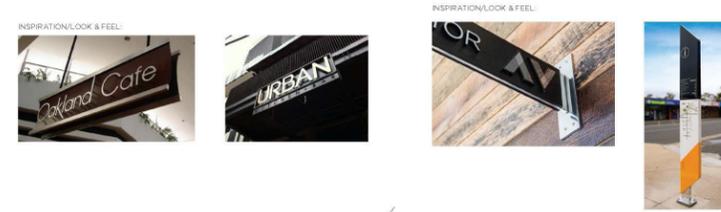
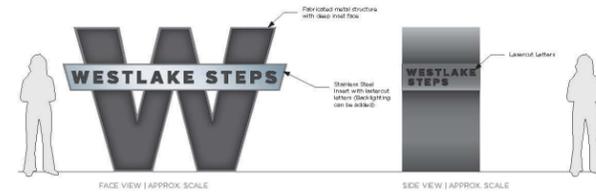
Each building then has its own signage.

The south building employs a rotating circle to reflect its identity – Spin.

The signage of the north building is more restrained, and located atop the canopies at building entries.



OVERALL DEVELOPMENT IDENTITY SIGNAGE



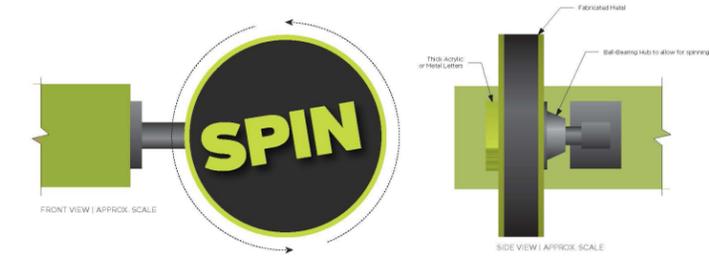
RETAIL SIGNAGE



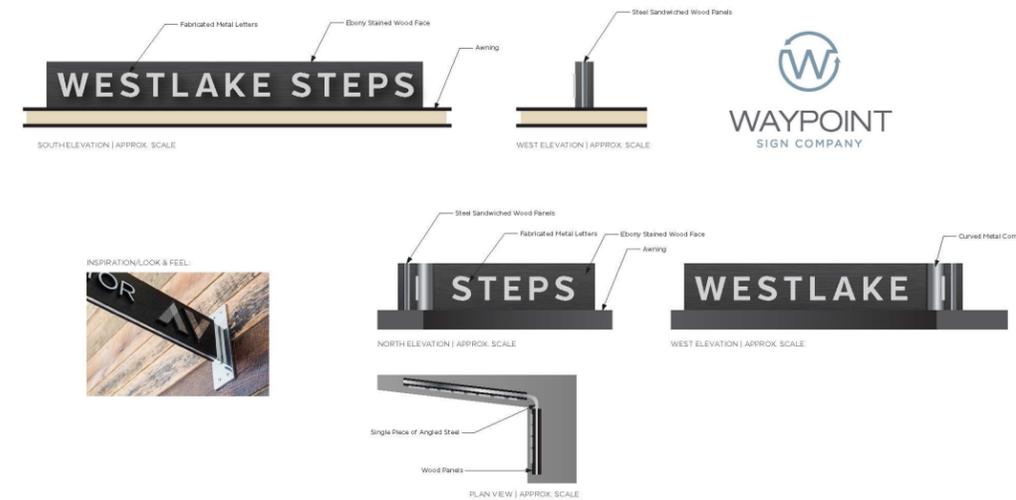
Canopy mounted blade signage at Retail will differentiate and identify commercial space at a scale appropriate to pedestrian, bike and car traffic.

INDIVIDUAL BUILDING IDENTITY SIGNAGE

SOUTH BUILDING



NORTH BUILDING



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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EXTERIOR LIGHTING PLAN



WALL MOUNTED PATIO LIGHTING



WATER FEATURE LIGHTING



SOFFIT LIGHTING

WALL MOUNTED PATIO LIGHTING

SOFFIT DOWNLIGHTING



BUILDING MOUNTED DOWNLIGHTING



PATHWAY LIGHTING

SOFFIT DOWN LIGHTING IN CANOPY

SOFFIT LIGHTING IN CANOPY

SOFFIT LIGHTING IN CANOPY



FEATURE LIGHTING AT UPPER LEVELS OF SOUTH BUILDING



BUILDING MOUNTED DOWNLIGHTING



ANTICIPATED DEPARTURES

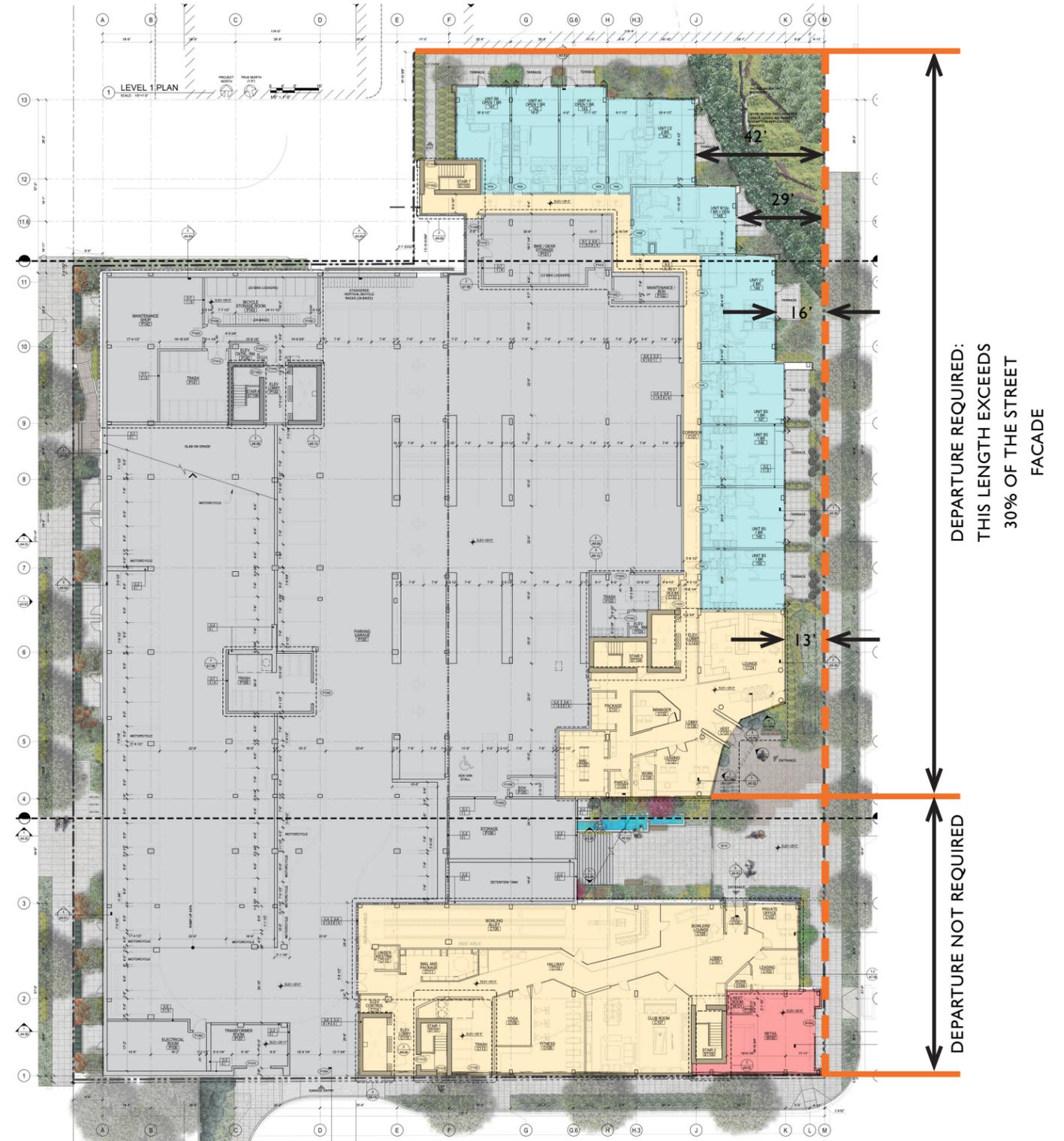
DEPARTURE I

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 Westlake 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.

LEVEL I



ANTICIPATED DEPARTURES

DEPARTURE 2

PARKING AND ACCESS – SITE TRIANGLE

(SMC 23.54.030.G.1)

REQUIREMENT:

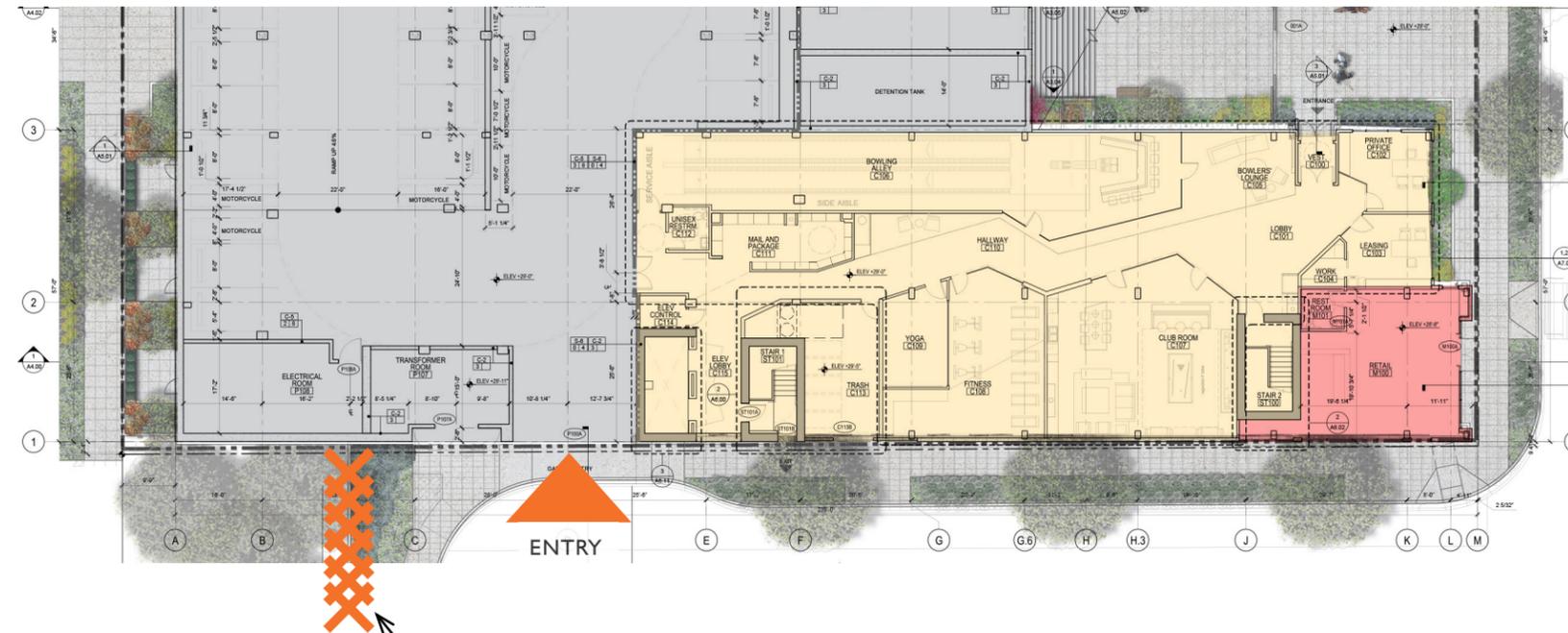
For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway with a sidewalk.

PROPOSAL:

The project located at 1207 Westlake Ave N proposes to eliminate the site triangle and provide safety through the use of mirrors and annunciators.

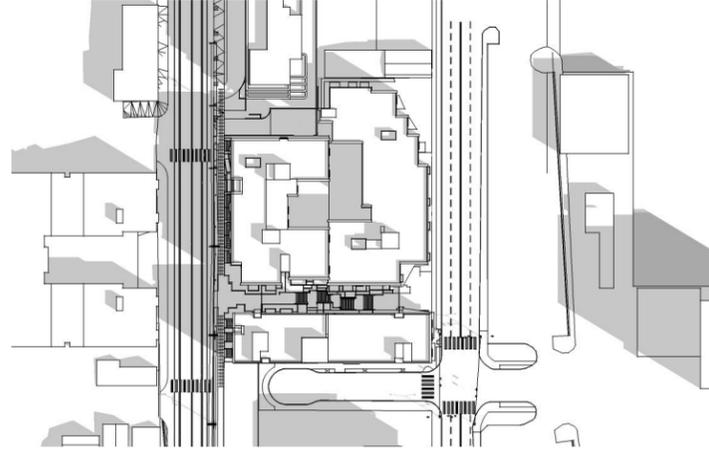
HOW THE DEPARTURE BETTER MEETS THE DESIGN GUIDELINES

Because Highland Drive is not a through street, the garage entry is effectively located at the dead-end. There is no east to west vehicular traffic west of the garage entry, therefore, visibility to the west would not be required for vehicles exiting the garage. Lack of a site triangle on the egress side of the garage would allow for more space for planters and landscaping.

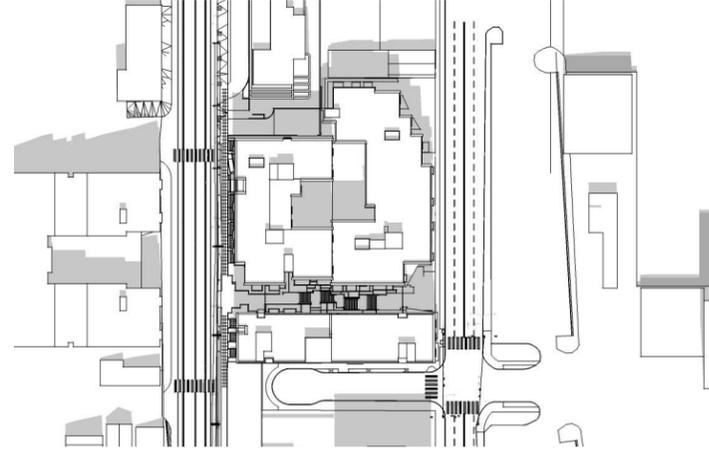


DEAD END: SIGHT TRIANGLE ON EGRESS SIDE OF DRIVEWAY IS UNNECESSARY DUE TO ITS PROXIMITY TO THE DEAD-END CONDITION AT GALER STREET

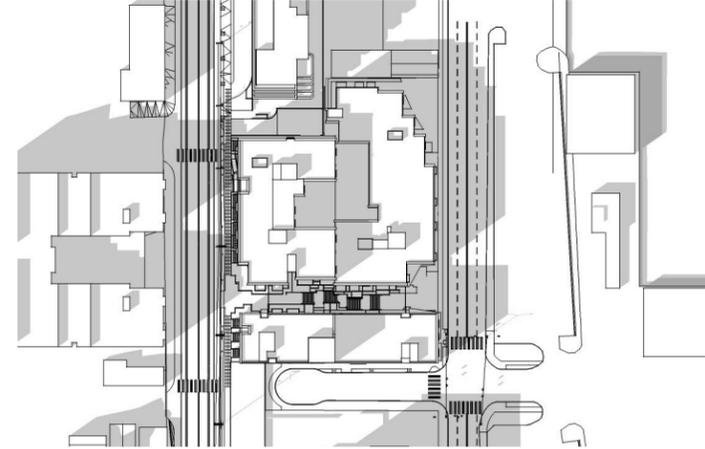
SHADOW STUDY



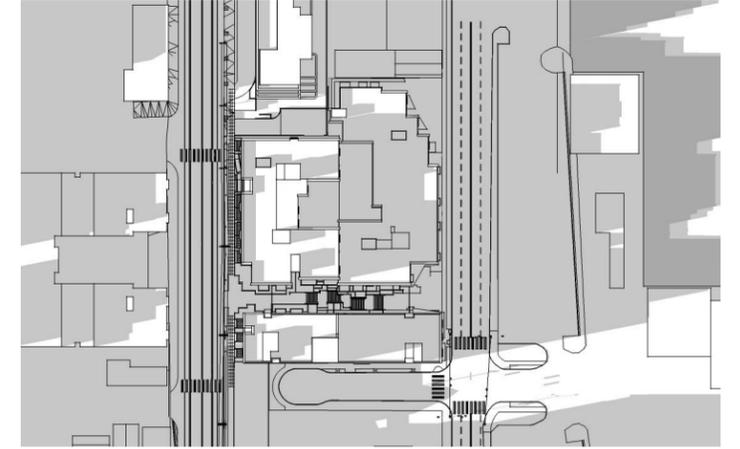
SUMMER SOLSTICE 09:00



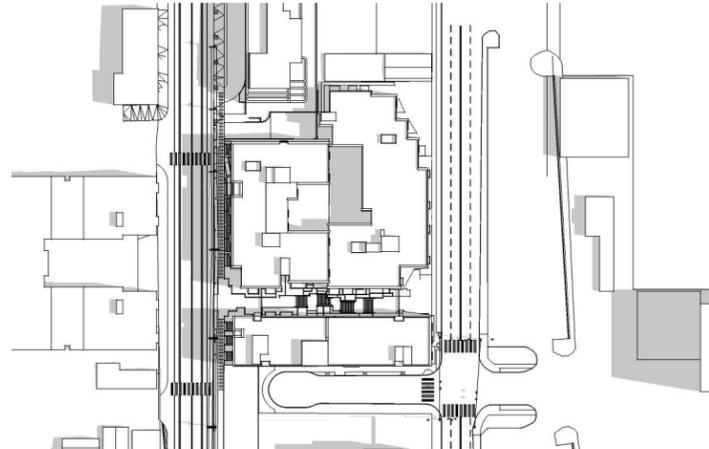
SUMMER SOLSTICE 12:00



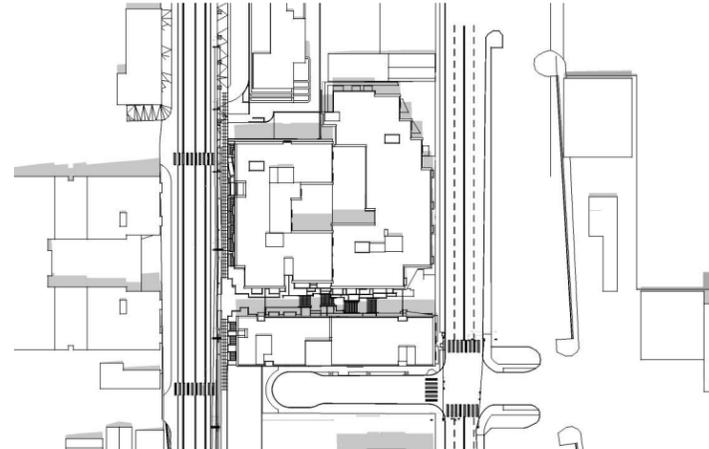
SUMMER SOLSTICE 15:00



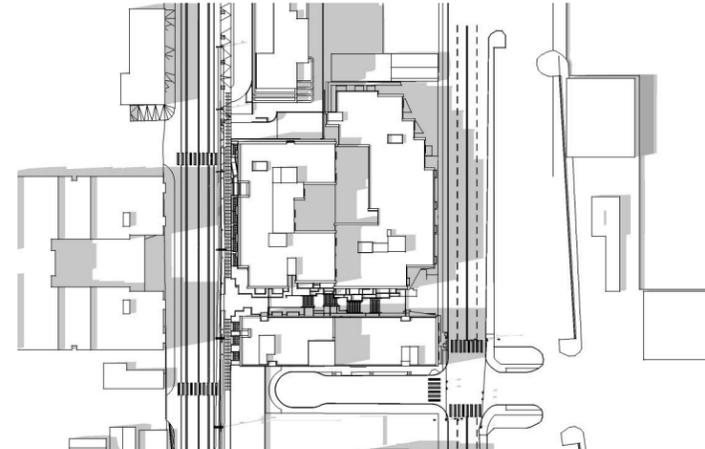
SUMMER SOLSTICE 17:00



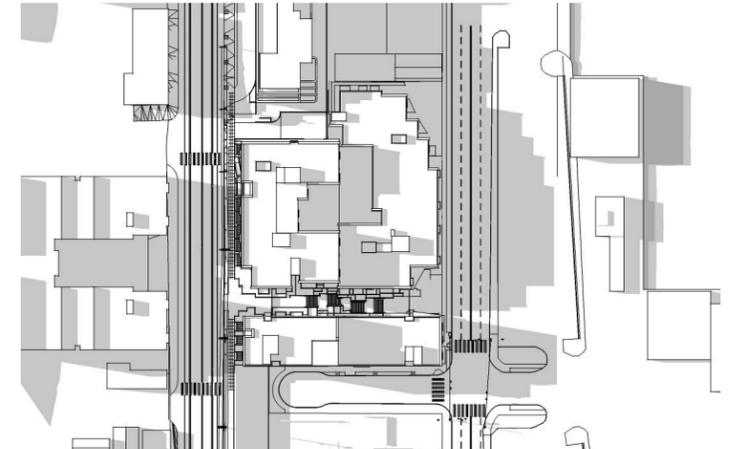
AUTUMN / SPRING EQUINOX 09:00



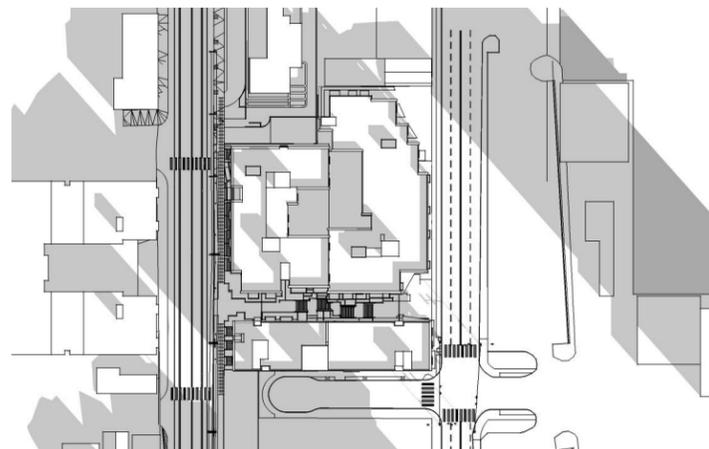
AUTUMN / SPRING EQUINOX 12:00



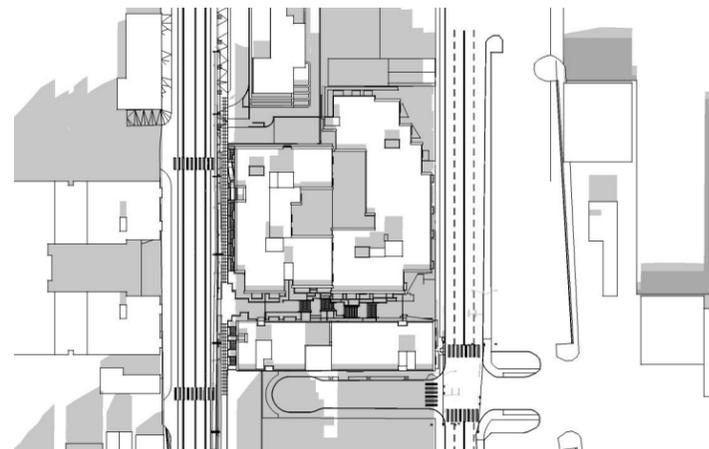
AUTUMN / SPRING EQUINOX 15:00



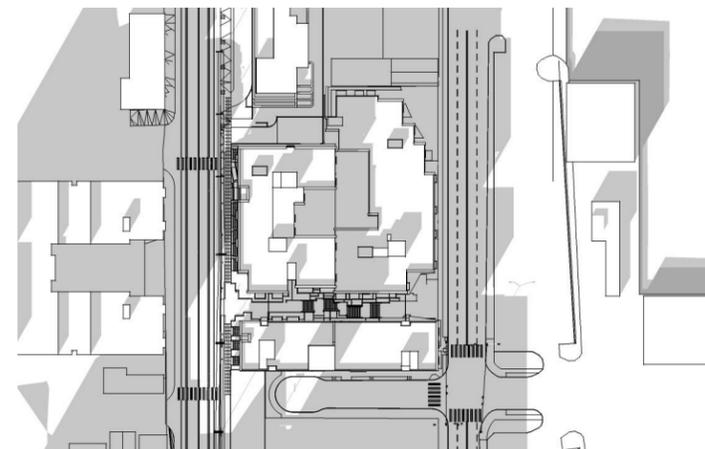
AUTUMN / SPRING EQUINOX 17:00



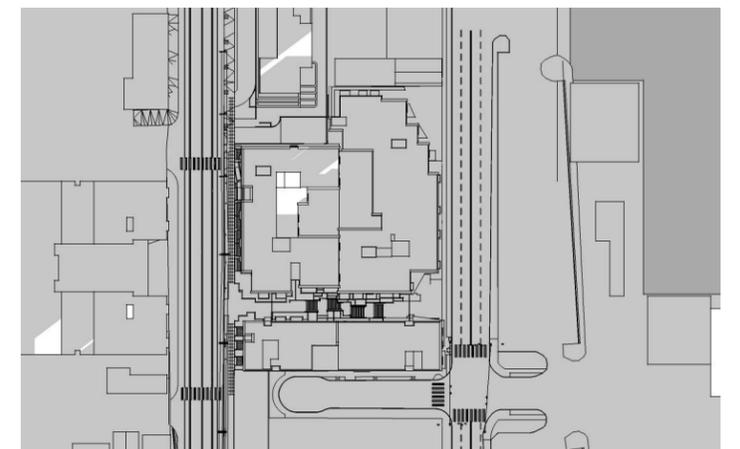
WINTER SOLSTICE 09:00



WINTER SOLSTICE 12:00



WINTER SOLSTICE 15:00



WINTER SOLSTICE 16:00



HOLLAND RESIDENTIAL

WESTLAKE STEPS

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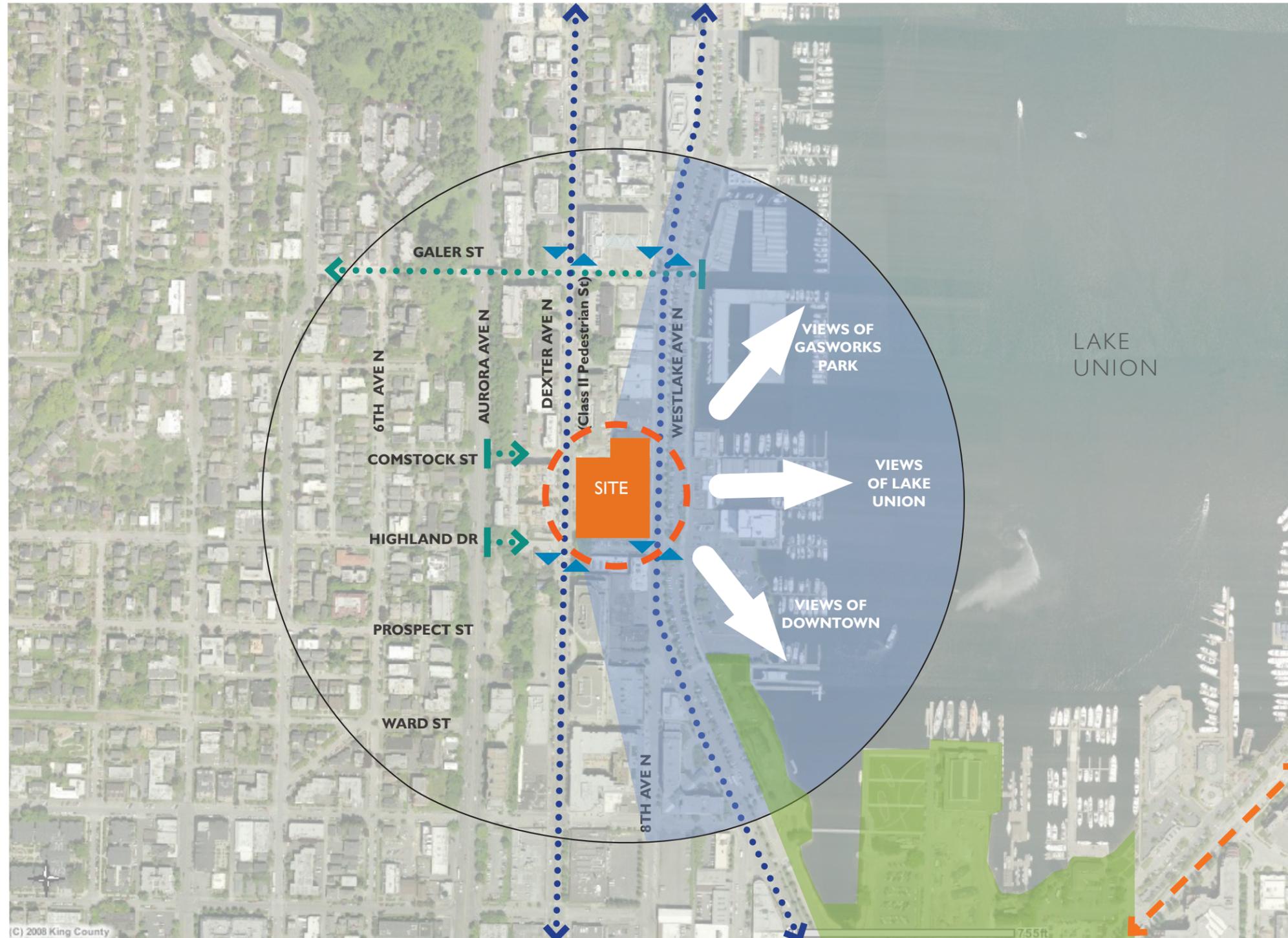
SHADOW STUDY

WEBER THOMPSON



APPENDIX

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



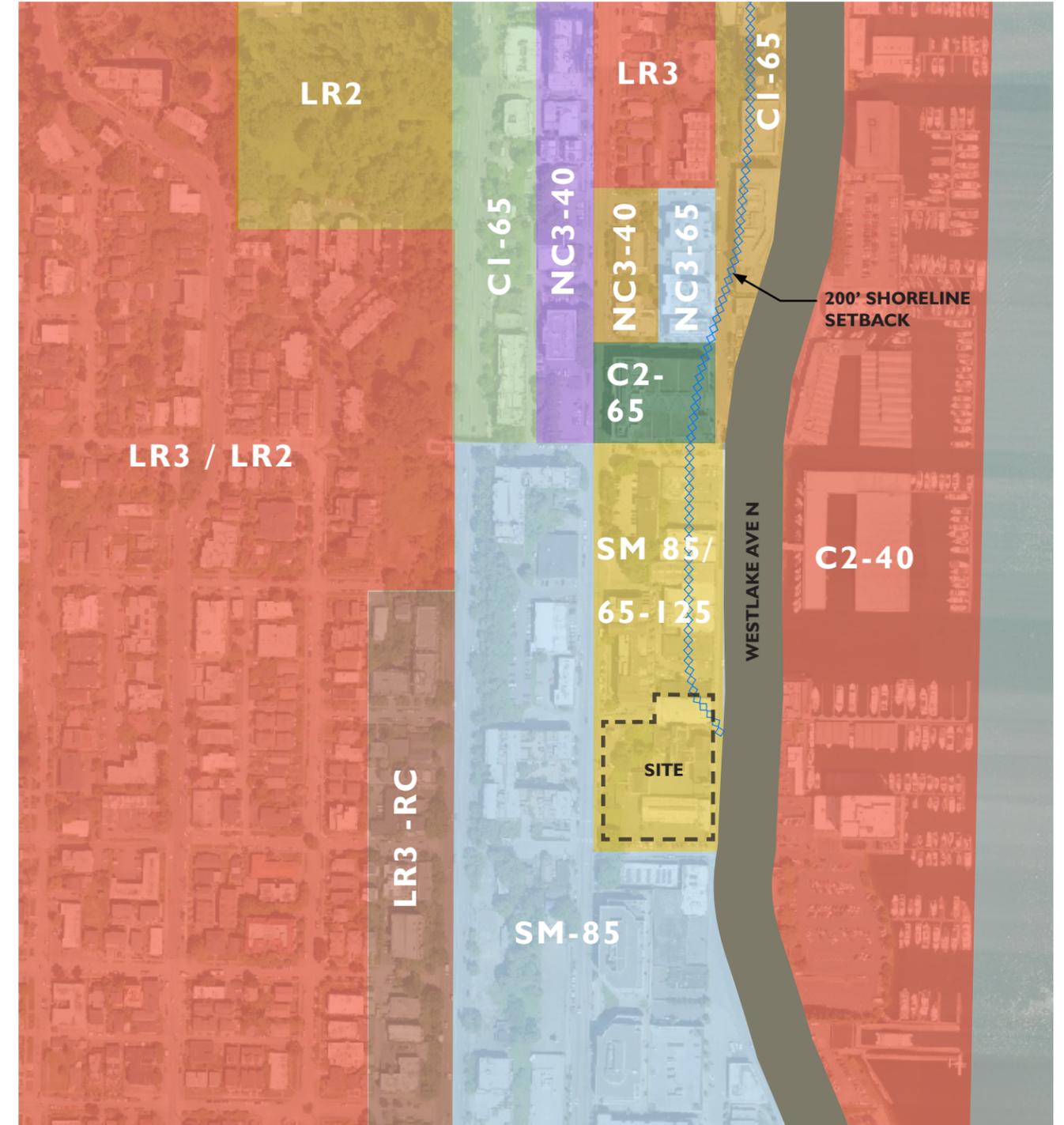
SITE CHARACTERISTICS



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



ZONING SYNOPSIS

KING COUNTY PARCEL #	0053000025, 3025049035, 3025049042
ZONING CLASSIFICATION (MAP IA)	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

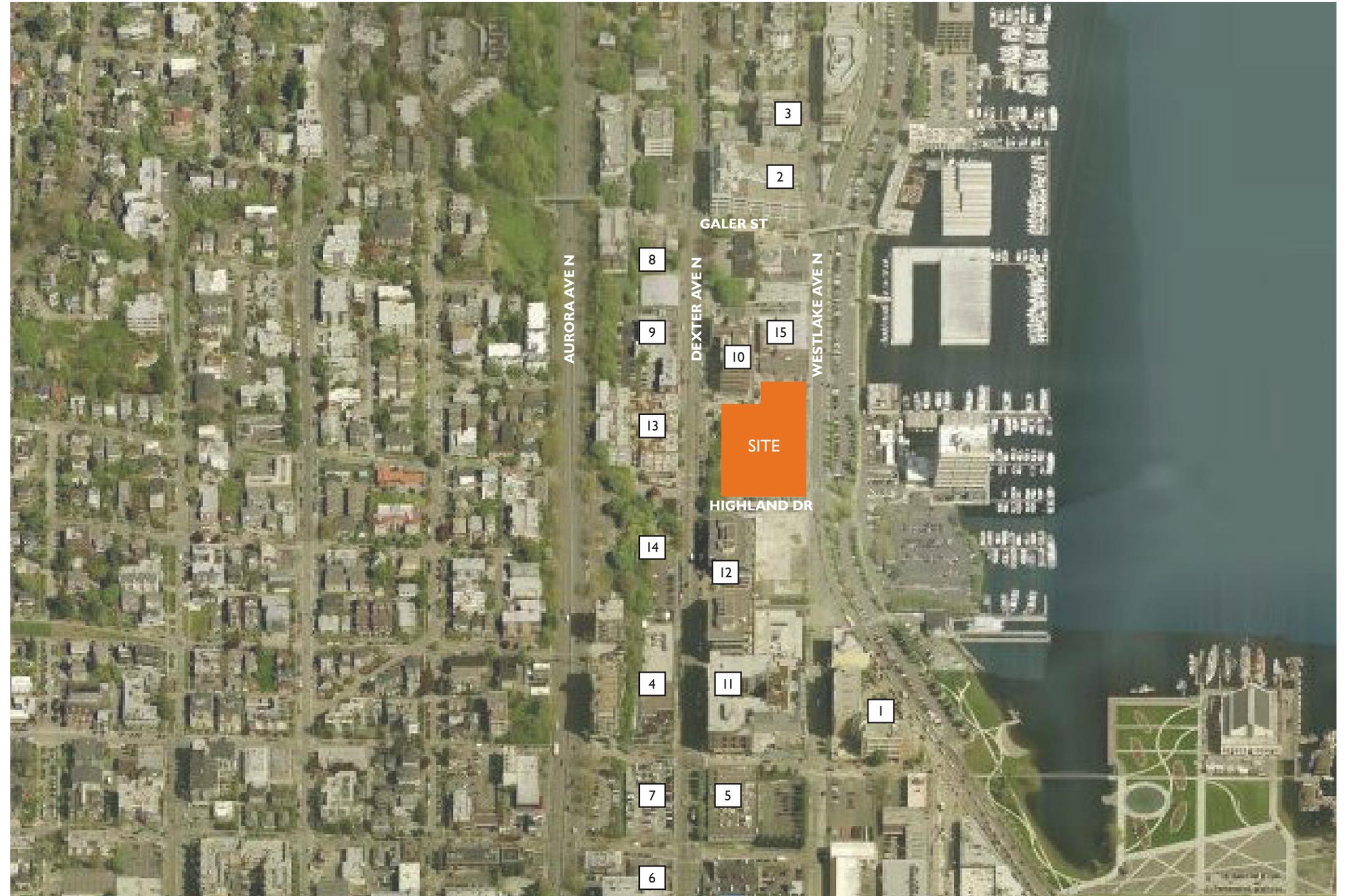
SITE CONTEXT

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

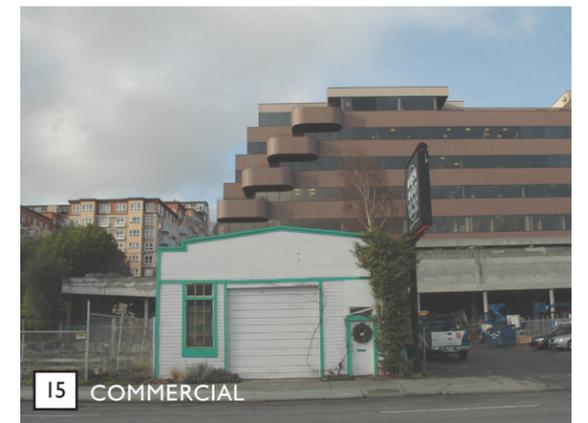
NEIGHBORHOOD CHARACTER

SOUTH LAKE UNION / DEXTER DISTRICT

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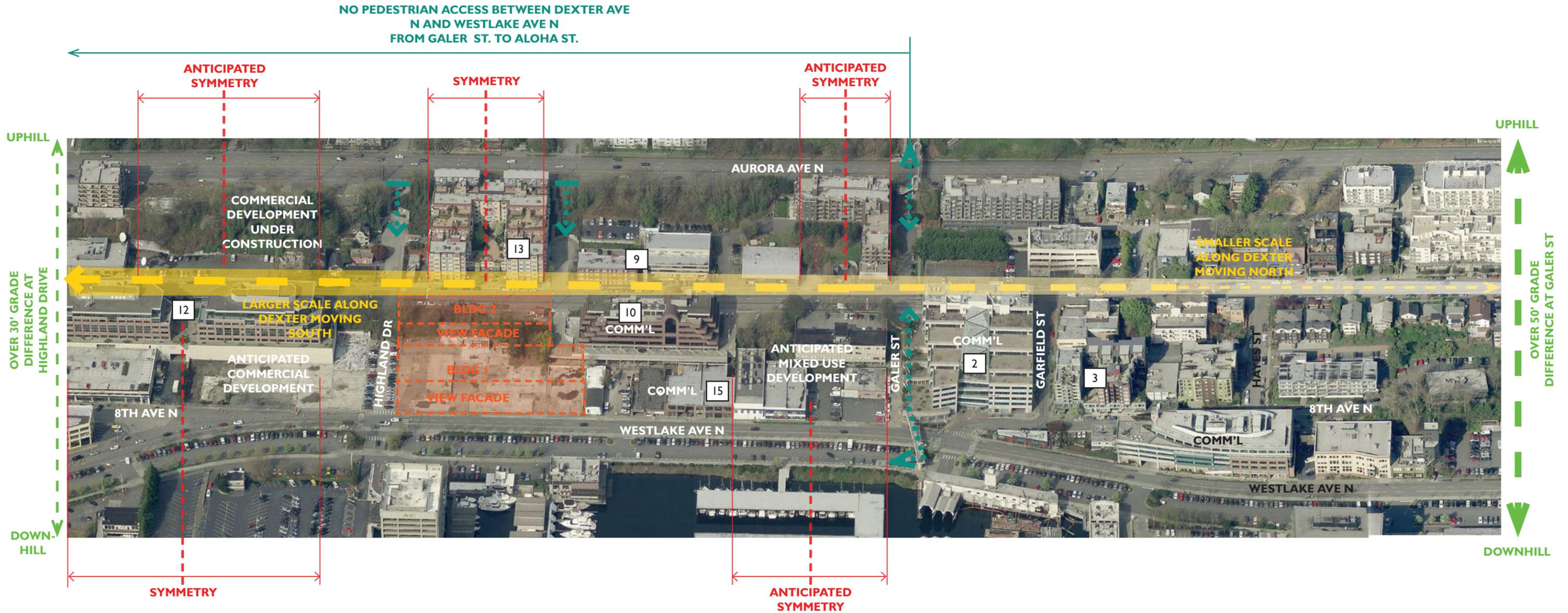


NEIGHBORING CONTEXT PHOTOS

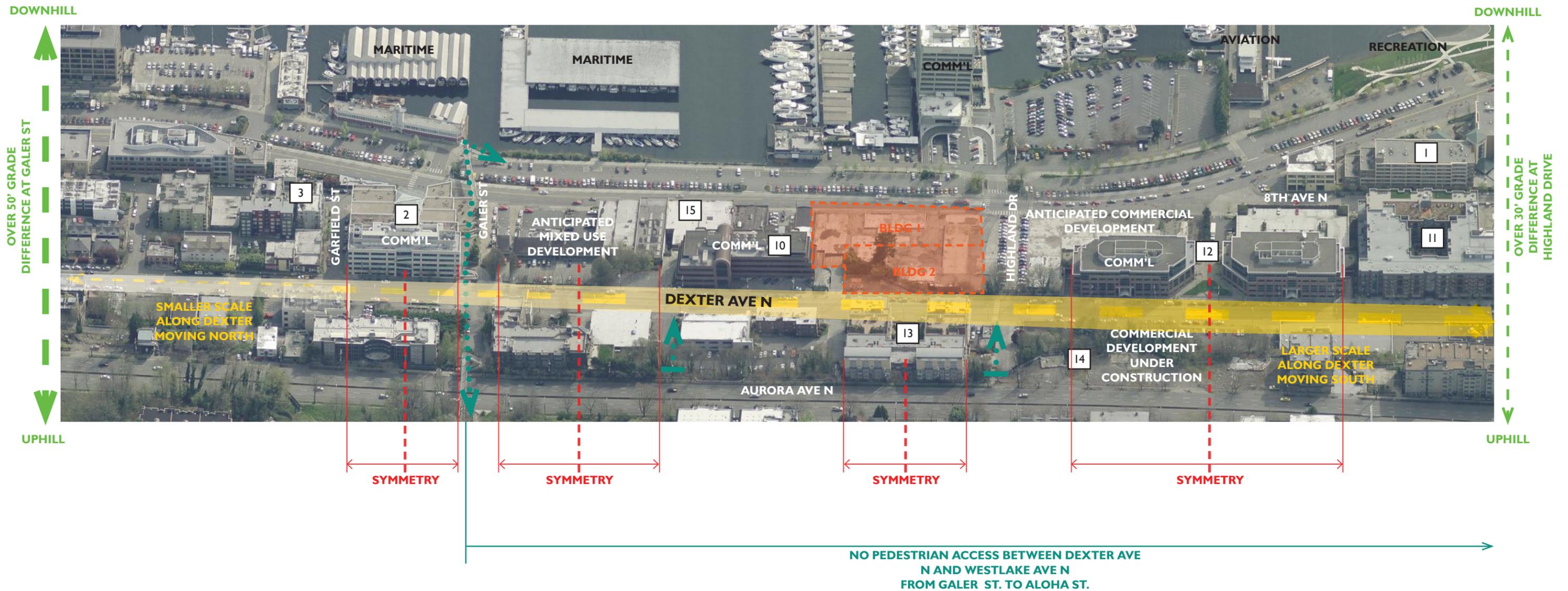


Within the immediate neighborhood, three things are readily apparent. 1. Many street facades rely on boxes with vertical elements (bays or grouped windows) to articulate masses. 2. There is a prevalent sense of symmetry within individual projects. 3. Many buildings have Singular, uninterrupted rooflines.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



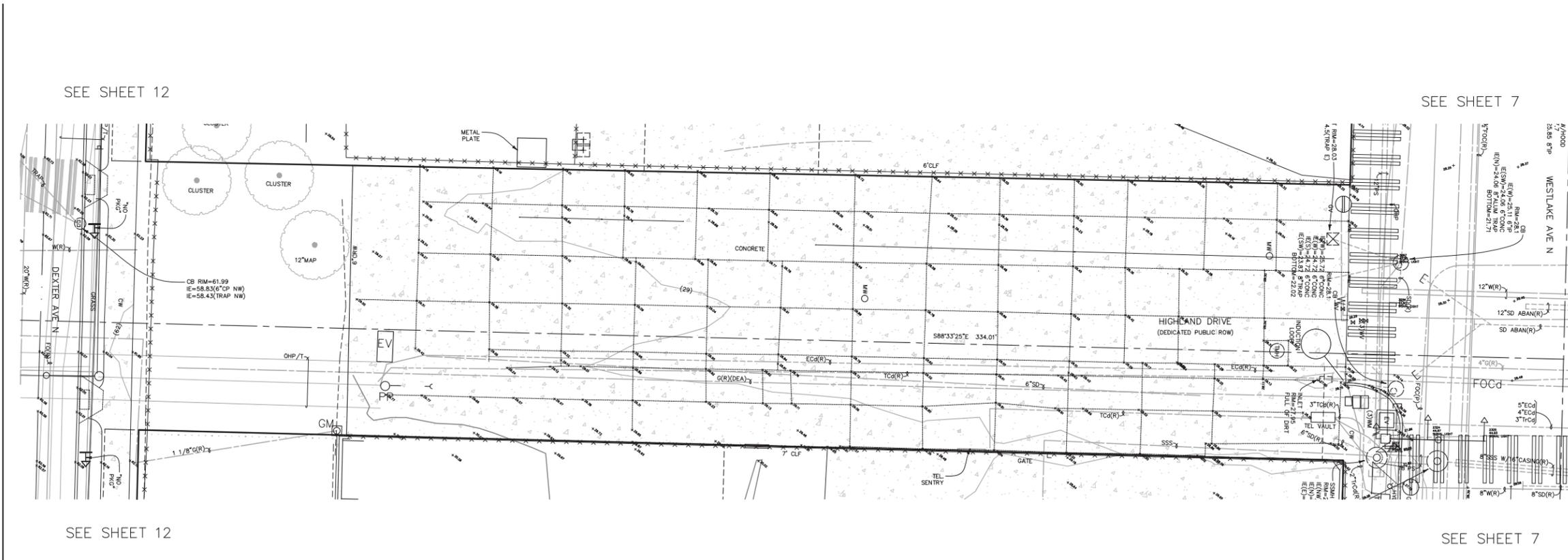
VIEW LOOKING EAST FROM HILLCLIMB AT HIGHLAND DR



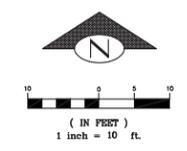
VIEW LOOKING EAST AT HIGHLAND DRIVE CROSSWALK CROSSING DEXTER AVE N



VIEW LOOKING NORTHWEST FROM WESTLAKE AVE N

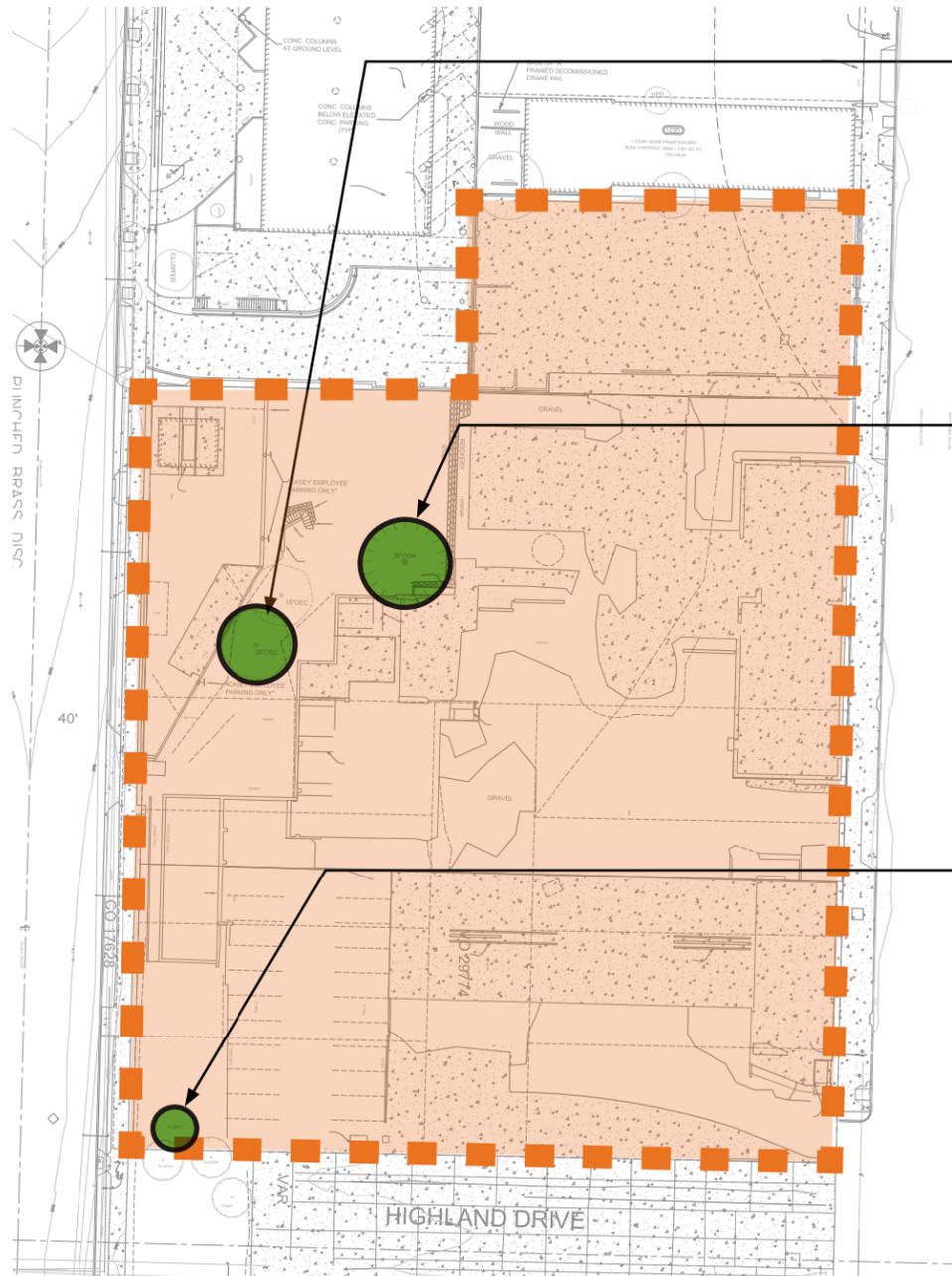


Highland Drive has an exceptionally low slope from Westlake Ave N and is not a through street. This street will serve as the primary access to the new commercial project to the South, and is being redeveloped to have a bulb/turnaround at the Western terminus. Utilizing Highland Drive one point of vehicular 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

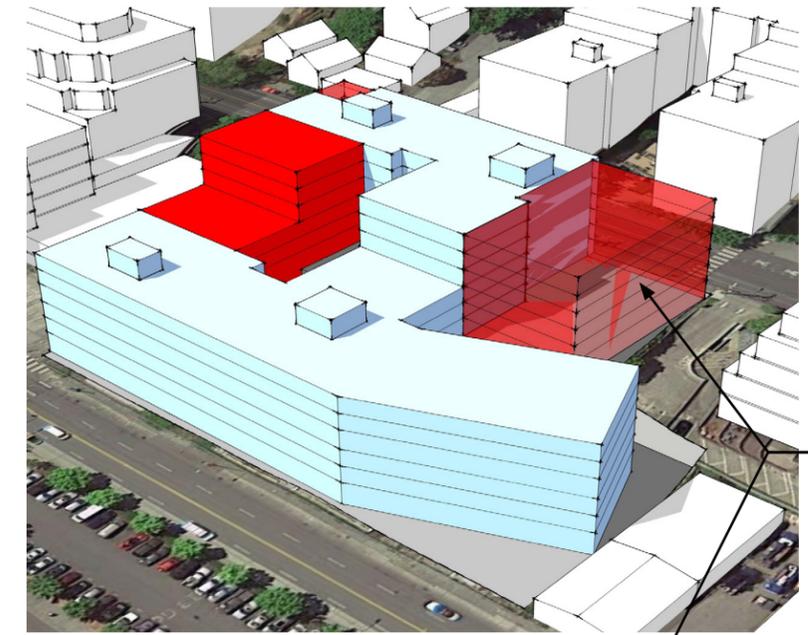
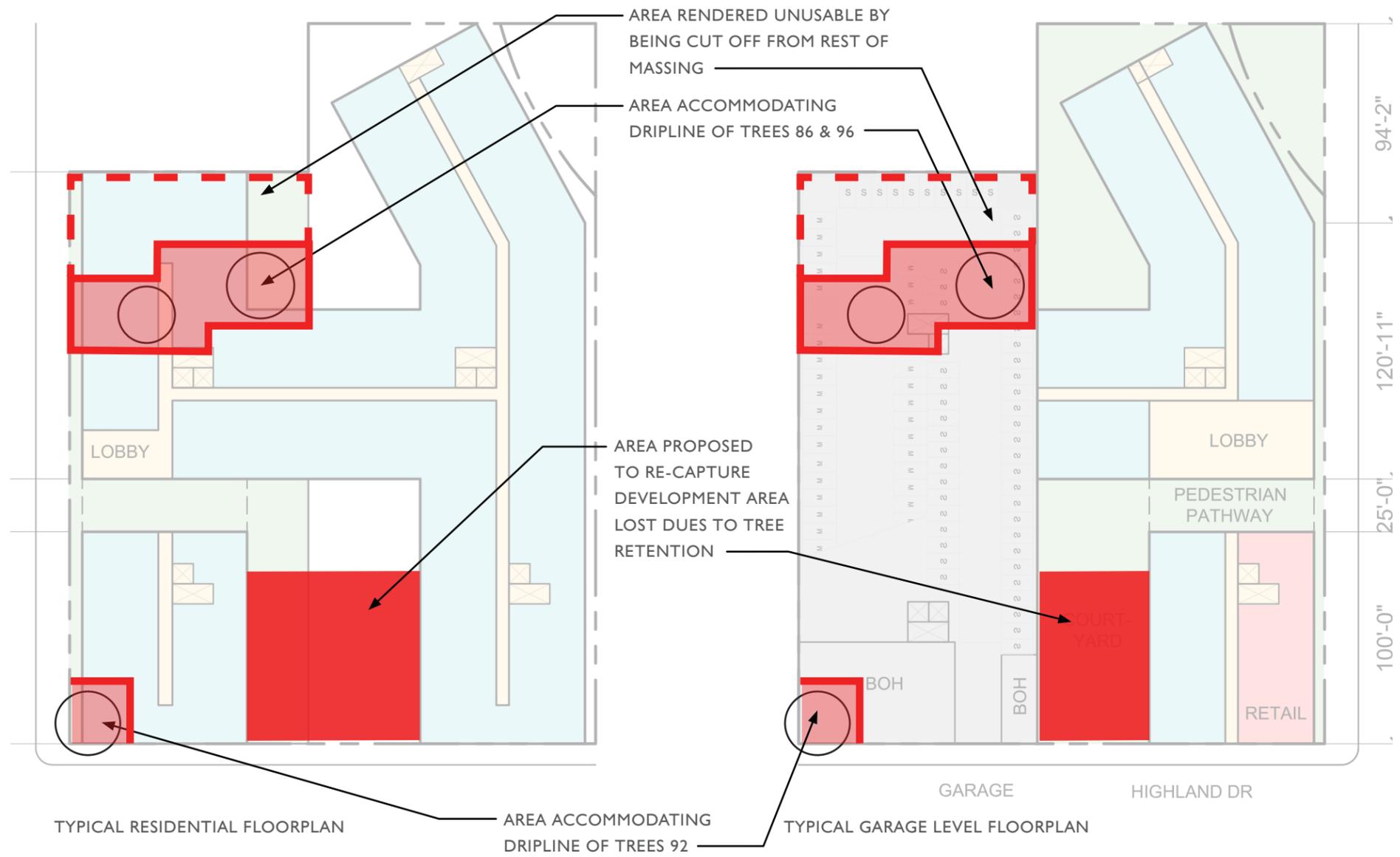
DOCUMENT CITED – WESTLAKE STEPS TREE ASSESSMENT (VERSION 3.0) DATED OCTOBER 31, 2013

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.

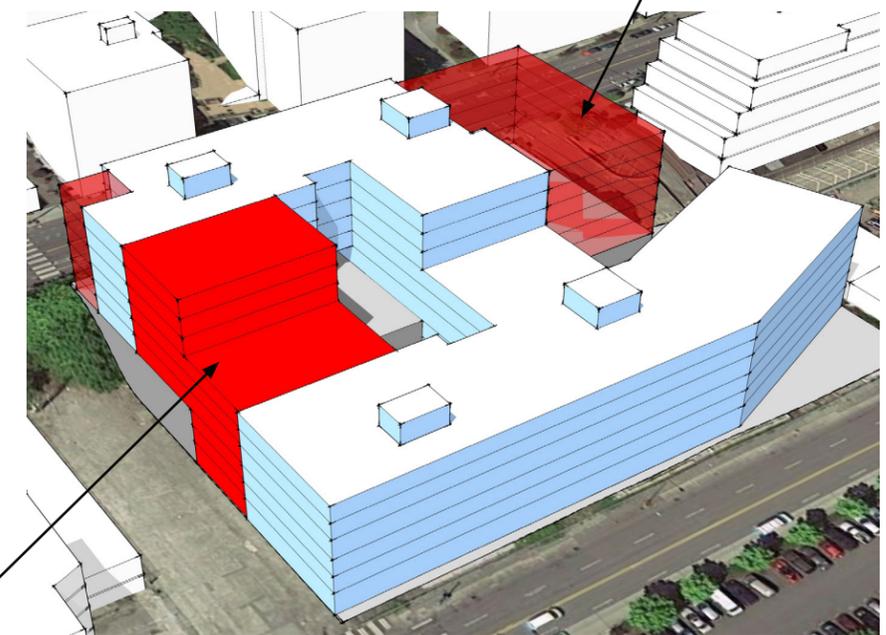
In lieu of retaining the existing trees, the project proposes replacing the amount of trees with large caliper trees on site. This is encouraged in the South Lake Union Supplemental Guidance DC-3.

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)