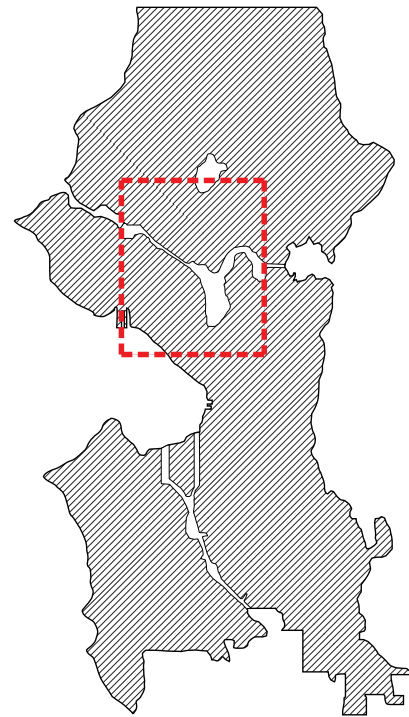


1405 DEXTER: MIXED-USE BUILDING
EARLY DESIGN GUIDANCE MEETING • JANUARY 13, 2016
1405 Dexter Ave N • PROJECT NO. 3020534





Contents

Site Context 1
 Zoning Data 2
 Proposal and Site Context 3
 Existing Site 4
 Site Context: Land Use 6
 Site Context: Transit Modes 7
 Site Context: Existing Zoning 8
 Site Context: Zoning Envelope 9
 Site Context: Dexter Avenue North 10
 Site Context: Lee Street 11
 Site Context: Site 12
 Site Analysis 14
 Preliminary Site Plan 15
 Design Guidelines Analysis 16
 Design Alternate 1 (U-Scheme) 18
 Design Alternate 2 (T-Scheme) 20
 Design Alternate 3 (Preferred) 22
 Sun Studies 24
 Design Alternate Summary 25
 Design Departures 26
 Design Departure Diagrams 27
 Landscape Plan (Conceptual) 28
 Representative Projects 31

Project Information

Property Address: 1405/1415 Dexter Ave N, Seattle

Owner: Polygon Northwest

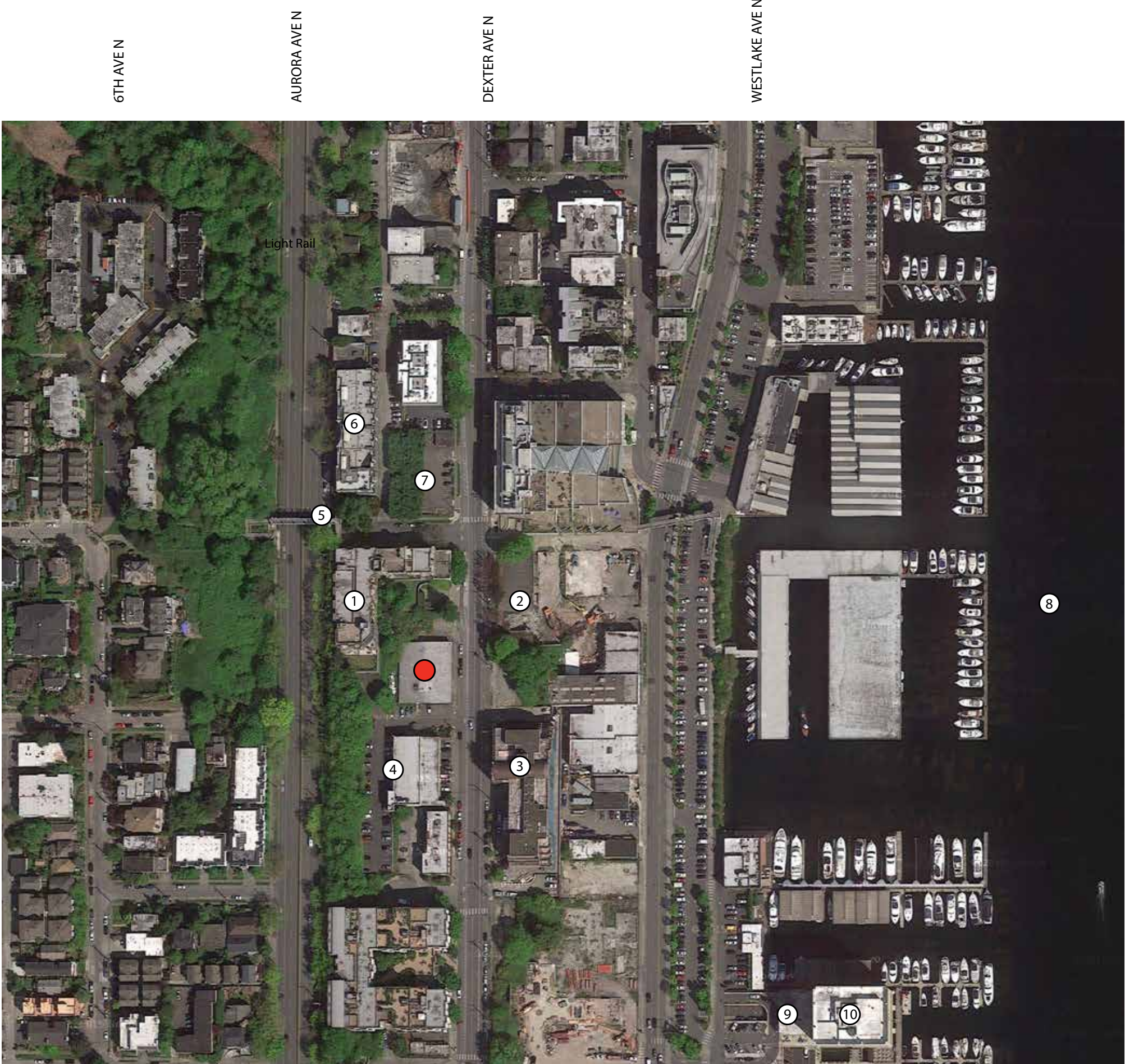
Developer: Polygon Northwest Company
 Holly Smith (Contact)
 T (425) 586-7700

Architect: Weinstein A+U LLC
 Heather Hargesheimer (Contact)
 T (206) 443-8606

ZONING DATA

PRELIMINARY SEATTLE ZONING CODE ANALYSIS			
PARCELS NO	3386900030 & 338690040		
LOT AREA	• 19,286 SF or .4427 acres		
ZONING	• SM 85, located in South Lake Union Urban Center • (SM is a commercial zone)		
PERMITTED USES	• All uses except those specifically prohibited by 23.48.004B (e.g. high-impact, manufacturing, kennels, etc. are prohibited)	23.47A.004, Table A	
STREET DESIGNATIONS	• Dexter Avenue N - Class II Pedestrian Streets • Lee Street – undesignated street • No street level uses required (not Class I Pedestrian Street)		
STRUCTURE HEIGHT	• 85' as zoned • Structure height measured from site's Average Grade Plane. • Open railings, planters, parapets, etc permitted up to 4' above height limit • Solar collectors, mechanical equipment, stair & elevator penthouses allowed to extend up to 15' above height limit, up to 20% of roof area. Coverage may go to 65% if all roof equipment is screened and minimum 10' from roof edge	23.47A.012	
FAR	• 4.5 for all lots in SM zones with 85' height limit for single purpose building containing all residential or nonresidential (19,286-sf x 4.5 = 86,787-sf max. for single-use) • 6 for SM zone with 85' height limit when qualifying mixed-use building (19,286-sf x 6 = 115,716-sf max. for mixed-use) • 4.25 is maximum for any single-use within a mixed-use building • Gross floor area below grade is not chargeable against allowable FAR; portion of the proposed parking not considered chargeable pending verification of existing grade elevations	23.47A.013, Table A	
DRIVEWAYS AND CURBCUTS	• Driveways of any length that serve more than 30 spaces shall be at least 10' wide for one-way traffic and at least 20' wide for two-way traffic • SM zone allows one curbcut per development.	23.54.030	
PARKING	• Off street parking spaces and bicycle parking are required • Table A, item I - Non-residential uses within urban centers: no minimum parking requirement • Table B, item L - All residential uses within urban centers: no minimum parking requirement • Residential long term bicycle parking 1/4 units and no short term parking	23.54.015, Table A Otherwise applicable parking reqs 23.54.015, Table B 23.54.015, Table E	
AMENITY AREA	• Amenity spaces equivalent to 5% of residential gross floor area required for residential uses • Common amenity area: min area 250-sf; 10' min horizontal dimension • Private balconies: min area 60-sf; 6' min horizontal dimension	23.47A.024	
PARKING ACCESS	• If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director, depending on the classification of the rights-of-way • Parking access from alley required for lots abutting improved alleys • Lots not accessed from an alley and that abut one street are permitted one two-way curb cut	23.47A.032 23.48.034	
LOADING	• Threshold for low-demand is 40,000-sf; 10,000-sf for medium demand • Minimum size & clearance: 10' wide by 35' long with 14' vertical clearance • Minimum number of off-street loading berths required for specific uses shall be set for by Table A- None required	23.54.035, Tables A+B	
			SOLID WASTE AND RECYCLABLE STORAGE SPACE
			• Multi-family > 100 units requires 575 sf + 4sf per unit over 100 • For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet. (591 SF-15% = 502 SF required for 104 units)
			BONUS RESIDENTIAL FLOOR AREA FOR AFFORDABLE HOUSING
			• Performance option • Amount of affordable housing. An applicant using the performance option shall provide affordable housing with a gross floor area at least equal to the greatest of: • a. Fourteen percent of the gross bonus residential floor area obtained through the performance option • b. Three hundred net residential square feet.
			RESIDENTIAL AMENITY AREA
			• Required for structures containing more than 20 units equal to 5% of total gross floor area in residential use: 14,238 GSF per flr plate X 6 levels residential = 99,666GSF • Min. of the Amenity room + Deck is 4,983 SF (99,666GSF X 5%)
			DEMONSTRATION OF LEED RATING
			• This Section 23.48.025 applies if a commitment to earn a LEED rating or substantially equivalent standard is a condition of a permit. Applicants for all new development, except additions and alterations, gaining extra residential floor area pursuant to Section 23.48.011, or seeking to qualify for the higher FAR limit in the applicable Table A for 23.48.009 or Table B for 23.48.009. shall make a commitment that the structure will meet Leadership in Energy and Environmental Design (LEED) rating.
			TRANSPARENCY AND BLANK FACADE REQUIREMENTS
			• Shall apply to the zone from 2'-8' above the sidewalk • Dexter - min of 60% of the width of the street-level facade must be transparent • Lee - min 30% of the width of the street-level facade must be transparent • Dexter - blank facades limited to segments 15' wide, except for garage doors which may be wider than 30': blank segments separated by transparent areas at least 2' wide, total of all blank facade segments including garage doors shall not exceed 40% of each street frontage • Lee - blank facades limited to segments 30' wide, except for garage doors which may be wider than 30': total of all blank facade segments including garage doors shall not exceed 70% of each street frontage
			EXTRA FLOOR AREA IN SEATTLE MIXED ZONES
			• Minimum requirement. Developments containing any extra floor area shall meet the following requirements: • 1.2. LEED requirement. Except as described in 23.48.001.E.1.b, the applicant will earn a LEED Gold rating of meet a substantially equivalent standard, and shall demonstrate compliance with that commitment, in accordance with the provisions of Section 23.48.025 • Provide a Transportation Management Program • Provide energy management plan

PROPOSAL & SITE CONTEXT



Location

The project site is composed of two parcels located on the NW corner of the intersection of Dexter Ave N and Lee St, in the South Lake Union Urban Village.

Existing Uses

One wood-framed commercial structure currently occupies the site. There are uncovered parking spaces on the northern lot and along Lee St. The existing structure is proposed to be demolished. The proposed project would occupy the entirety of the site.

Proposal

The proposed project is a nine-story mixed-use concrete frame building. The project will contain 95-100 for sale condominiums, below grade parking for 95-115 cars and ground floor spaces including: approximately 4,300 sf for retail and approximately 1,500 square feet for residential lobby.

- Project Site
- 1. The Nautica Condominiums
- 2. 1415 Dexter Apartments (under construction)
- 3. Pemco Insurance
- 4. 1319 Dexter Apartments (under construction)
- 5. Pedestrian Bridge across Aurora
- 6. Citiscape Condominiums
- 7. 1511 Dexter Apartments (Land Use Appl accepted)
- 8. Lake Union
- 9. Starbucks
- 10. McCormicks & Schmick's

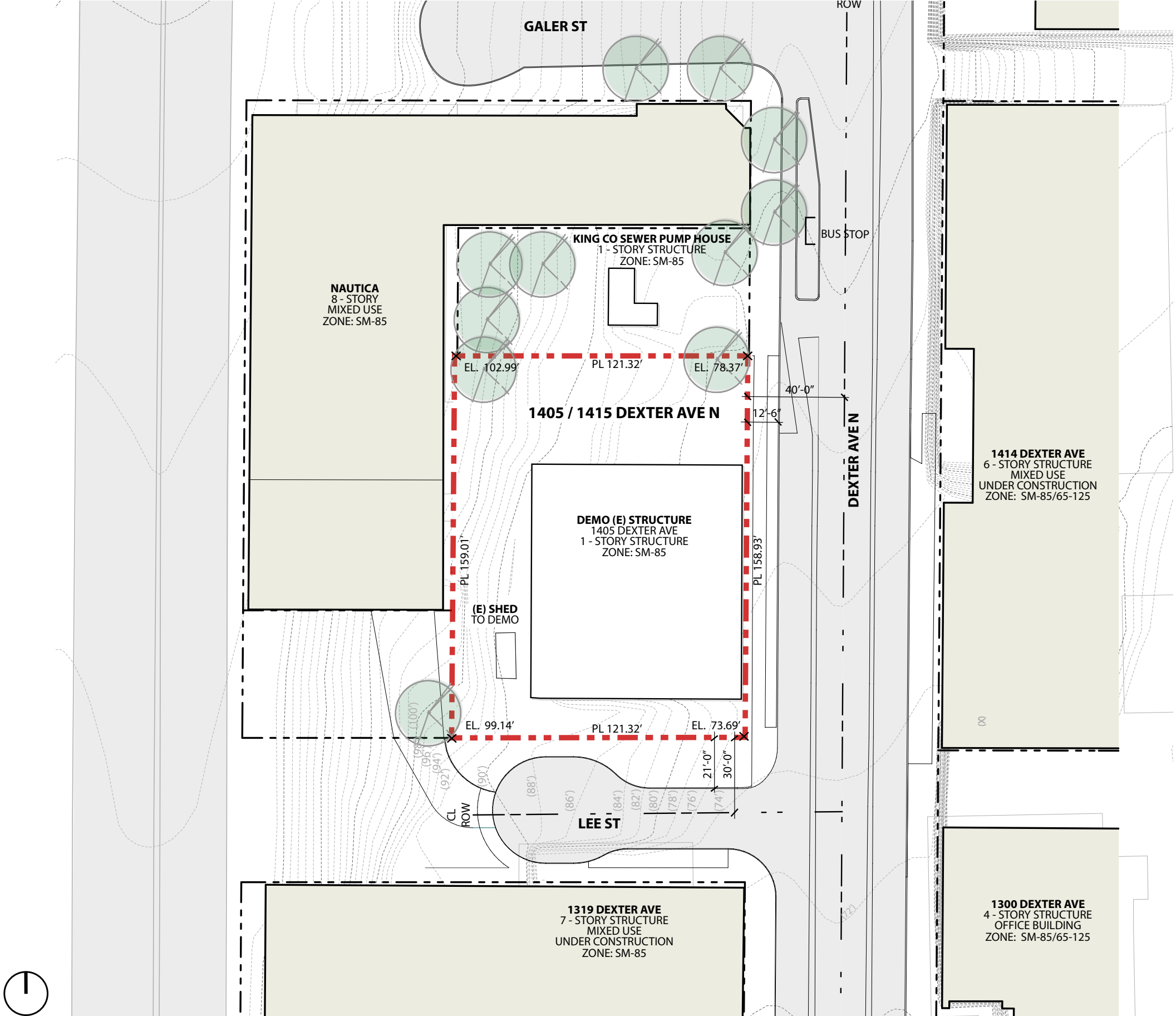
EXISTING SITE PLAN

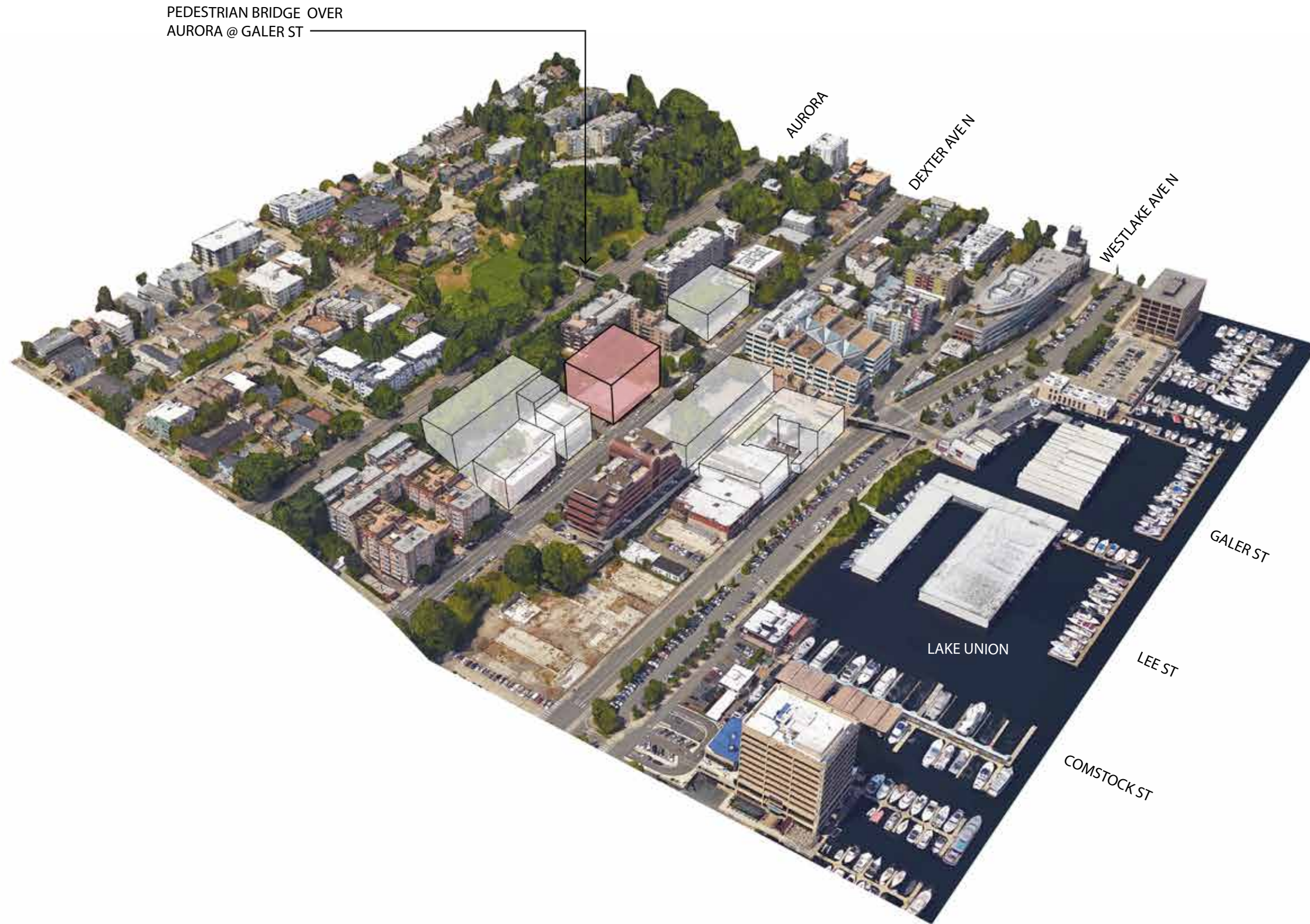
The proposed project site's two parcels total 19,239 SF. The site fronts on Dexter Avenue North at the east property line, Lee St at the south property line, a six-story condominium complex (the Nautica) on the west property line, and the side lot line of a King County owned sewer pump station to the north. All the Adjacent lots have the same zoning (SM-85).

The Dexter Avenue North frontage is 158.93' in length. The grade slopes gradually from el. +73.48' at the intersection of Lee and Dexter to el. +78.08' at the northwest corner of the property (3.2% slope). The pedestrian right-of-way width is +13'-0" from back of curb, inclusive of a 6'-0" asphalt covered planter. There no street trees along this portion of Dexter, and overhead high-voltage power lines are located on the opposite side of the street. Sidewalk curb ramps are present at the corner, but no painted crosswalks are provided across Dexter or Lee St.

The Lee St frontage is 121.32' in length. The grade change is steep (21.15%), increasing from the el. +73.48' at the intersection of Lee and Dexter heading west to reach el. +99.14 at the SW corner of the site. The pedestrian right-of-way width is +20'-6" from back of paving (no curb), that is paved with asphalt and used for parking.

There are six existing deciduous trees on the north side of the northern parcel, six of which are of greater than 6" caliper. There are also a number of larger hedges on the site, including a significant hedge along the alley at the NW corner of the site.





PEDESTRIAN BRIDGE OVER
AURORA @ GALER ST

AURORA

DEXTER AVE N

WESTLAKE AVE N

GALER ST

LEE ST

COMSTOCK ST

LAKE UNION

Project Site



Neighboring Developments with
permits or in construction



* Development Heights Shown As Approximation / Not to Scale

SITE CONTEXT: LAND USE

The site fronts on Dexter Avenue North at the east property line, Lee St at the south property line, an six-story condominium complex (the Nautica) on the west property line, and the side lot line of a King County owned sewer pump station to the north. The site is zoned SM-85 and is surrounded by lots of all the same zone.

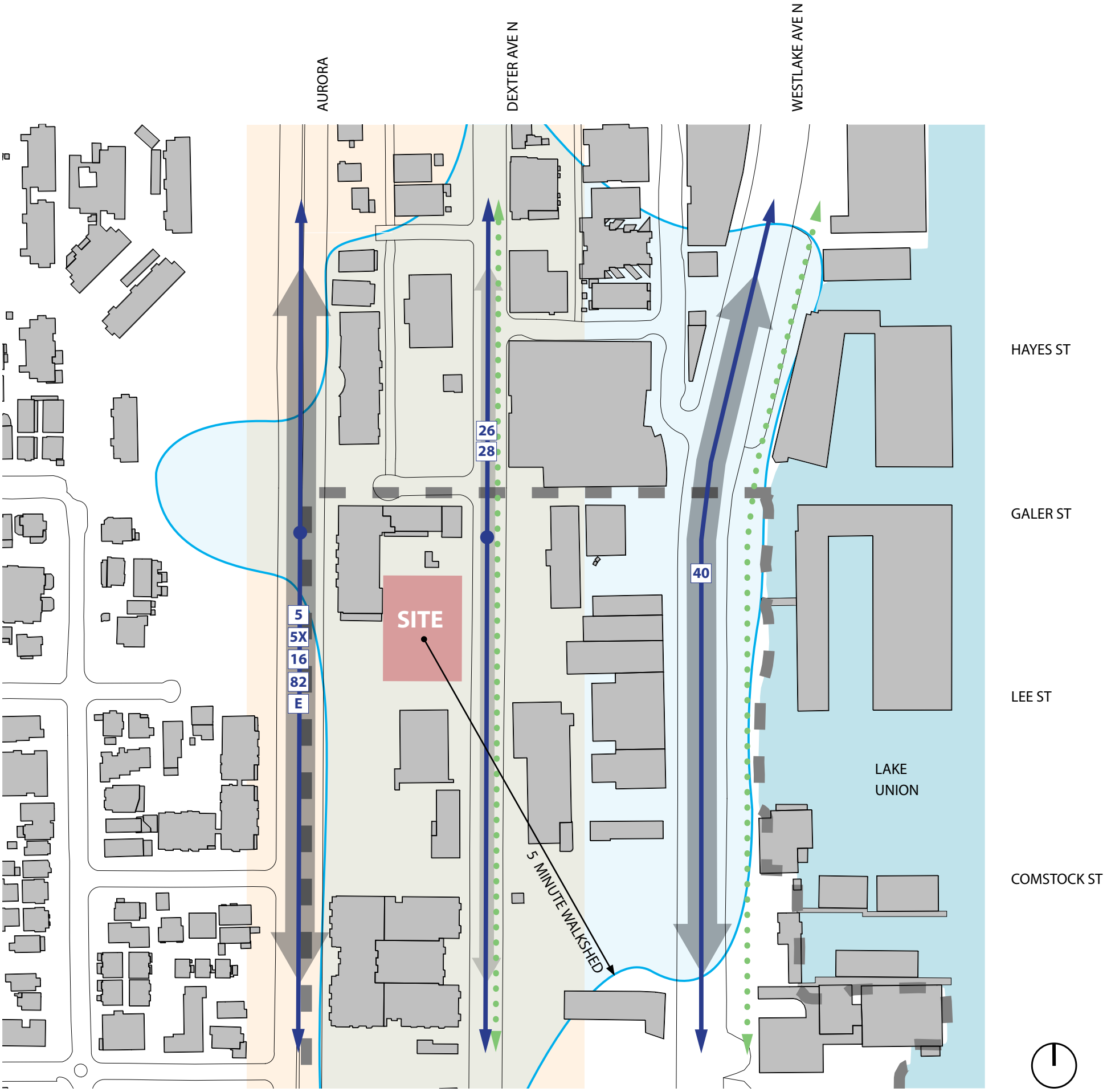
As noted above, the proposed site is in Seattle's South Lake Union Urban Village. The site is also in a frequent transit corridor.



Legend

- Future Development
- Single Family Residential
- Multi Family Residential
- Mixed Use (includes Marina)
- Retail
- Office
- Surface Parking
- Utility
- Parks/Open Space
- South Lake Union Urban Center

SITE CONTEXT: TRANSIT MODES



The project site is well served by several bus lines located within a 5-minute walk radius. King County Metro bus routes 26 and 28 run past the site along Dexter Ave N and provide connections to Ballard and Downtown. Additionally routes 5, 16, E line are available on Aurora Ave accessed by pedestrian bridge at Galer St and provide connections to Downtown and Aurora Village Transit Center. Seattle Center, Queen Anne and central core of South Lake Union neighborhoods are within a short walk of the site.

Dexter Ave N is one of the Neighborhood's Boulevard/Great Streets with a dedicated bike lane. This bike route connects the site to downtown Seattle, Fremont, the Burke Gilman Trail and Seattle's greater bike network.

Legend

- Main Car Arterials*:**
 - Principal Arterial / Regional Connector
 - Minor Arterial / Commercial Connector
- SLU Urban Village
- Frequent Transit Corridor
- 5 Minute Pedestrian Walkshed
- Bus Routes
- Bus Lines
- Current Bicycle Routes

*per Seattle Arterial Classifications Planning Map, 2003

CONTEXT: EXISTING ZONING

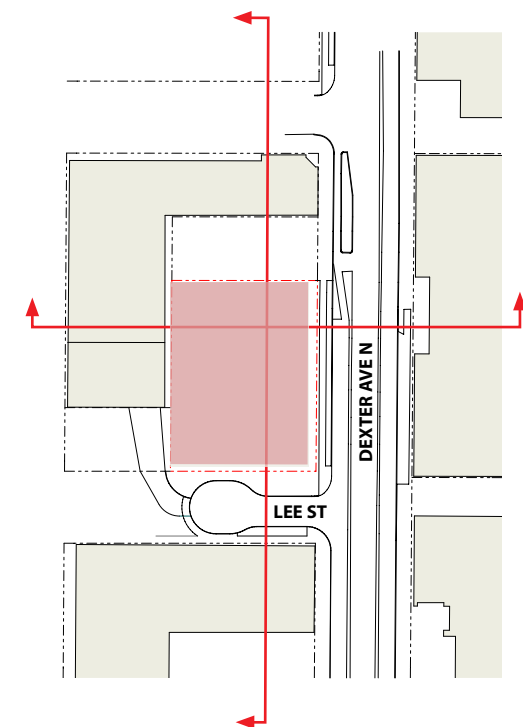
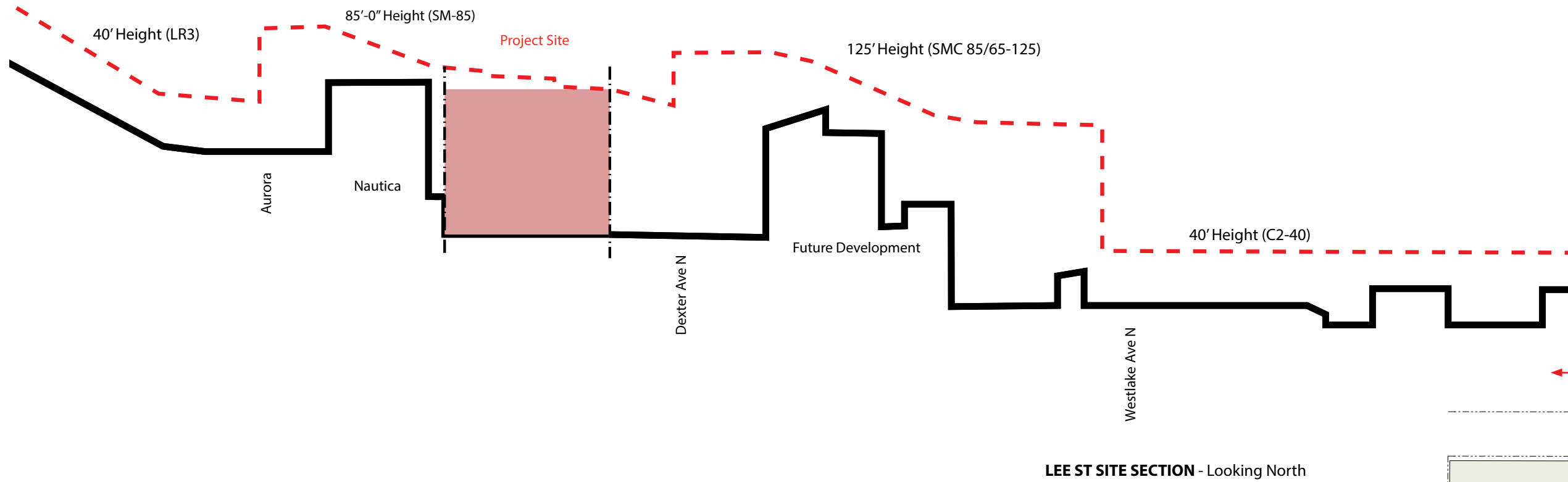
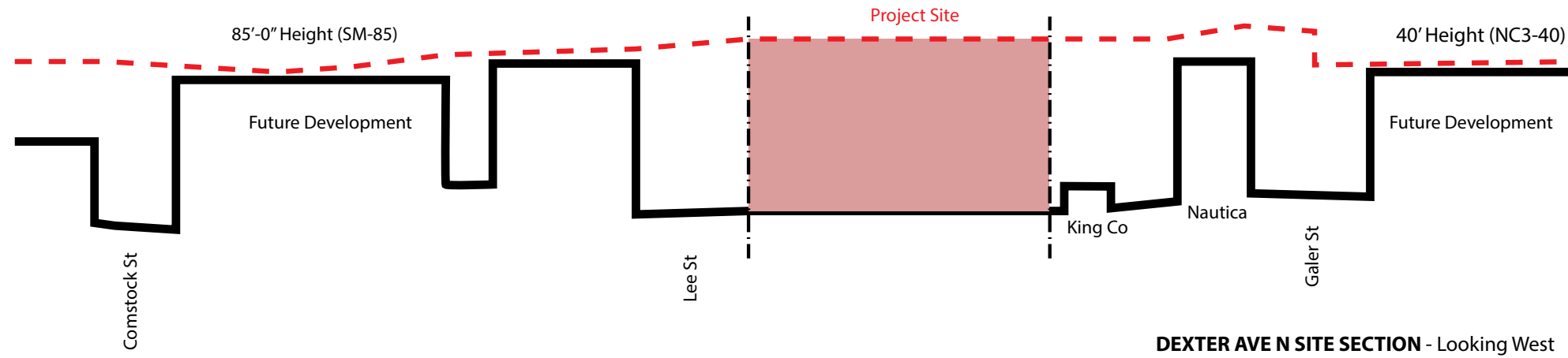
The site is zoned SM-85. The site is bounded by public rights-of-way to the south (Lee Street) and east (Dexter Ave N). Properties beyond the rights-of-way in these directions is SM-85.



Existing Zoning Legend

- LR3
- Seattle Mixed
- Neighborhood Commercial
- Commercial
- South Lake Union Urban Village
- Zone Boundaries

CONTEXT: ZONING ENVELOPE



CONTEXT: DEXTER AVE N

Dexter Ave N forms the eastern boundary of the site and is the site's primary point of connection to the surrounding neighborhood. Dexter Avenue N is classified as a minor arterial by SDOT and provides a secondary connection to downtown Seattle for the South Lake Union neighborhood. The relative flatness of the Dexter corridor and the width of its right-of-way allow for dedicated bike lanes and it is a principal bicycle route connecting north Queen Anne, Ballard and Fremont with downtown Seattle. Improvements to the Dexter corridor continue to be implemented as the area is redeveloped. Improvements geared toward increasing safety and walkability (new sidewalks, bus islands and crosswalks) have been recently installed near the project site.



OPPOSITE OF PROJECT SITE

DEXTER AVE N - Looking East



PROJECT SITE

DEXTER AVE N - Looking West



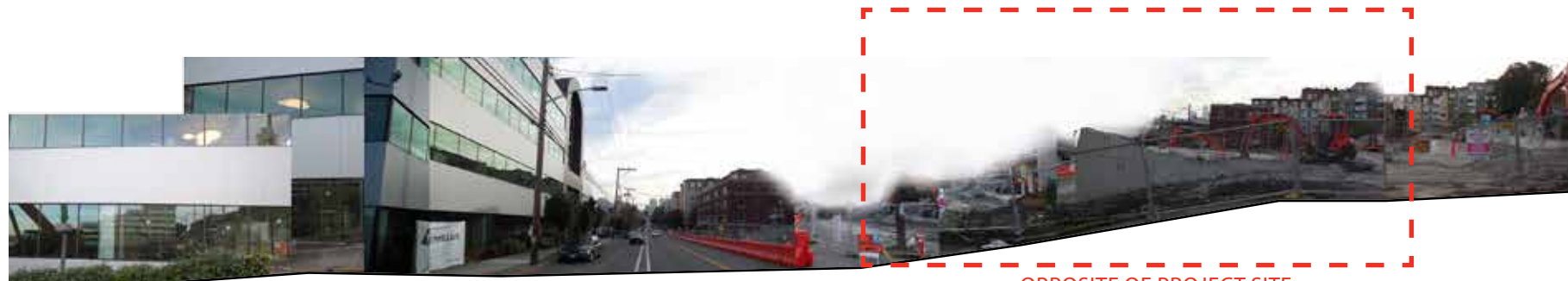
CONTEXT: LEE STREET

Lee Street forms the southern boundary of the site. The street's topography is relatively steep with an upward slope of approximately 21% from Dexter Avenue N to Aurora Avenue N (it dead ends just prior to Aurora with no connection to Aurora). Zoning of the properties along Lee Street match the site's Seattle Mixed zoning (SM 85). Currently, Lee St is unimproved, dead end street but will be developed as part of the 1319 Dexter Ave N project (south side of Lee St).



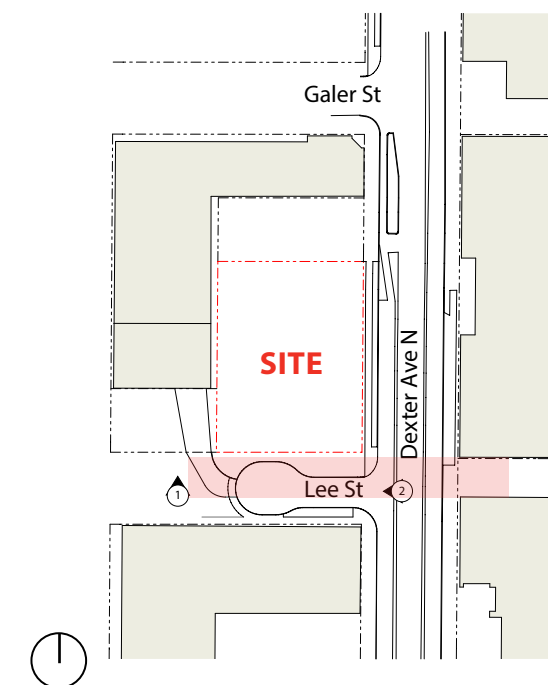
LEE STREET - Looking North

PROJECT SITE



LEE STREET - Looking South

OPPOSITE OF PROJECT SITE

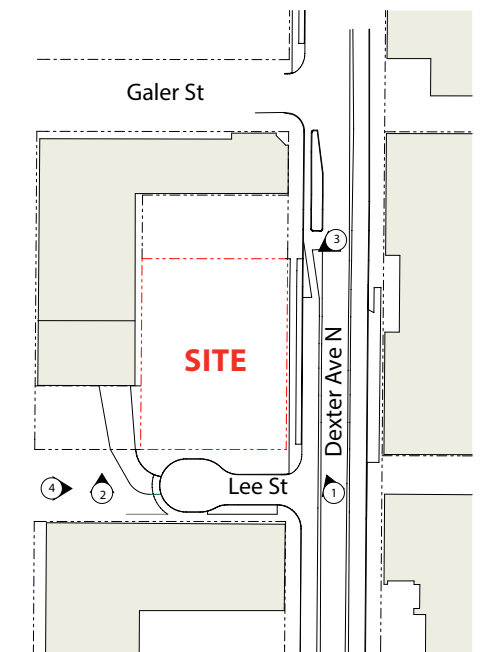


CONTEXT: EXISTING SITE

The proposed project site's two parcels total 19,239 SF. The site fronts on Dexter Avenue North at the east property line, Lee St at the south property line, an six-story condominium complex (the Nautica) on the west property line, and the side lot line of a King County owned sewer pump station to the north. All the Adjacent lots have the same zoning (SM-85).



1



1 View of Site from Northeast Corner. Existing single story Commercial bldg at property line on corner. // **2 View of Site from Northeast Corner.** A bus stop to directly north of the site. // **3 View of Site from Southwest Corner.** Lee St rises at about 20% slope. Nautica Condominium has their second garage entry off end of Lee St. // **4 View east down Lee Street from dead end.** There are no curbs on either side Lee St, but street will be improved as part of 1319 Dexter Ave N project (south side of Lee St).

SITE ANALYSIS

Topography

- Dexter Ave N: Relatively flat north-to-south with a maximum change of approximately 4-feet
- Lee St: Steeper, rising from east-to-west with about a 20 to 25-foot change in elevation

Neighboring Buildings

- King County Waster Water Facility located immediately to the north
- Six-story Nautica Condominiums (1425 Aurora Avenue N) located immediately to the east and north
- Six-story Westlake Steps is under construction (1414 Dexter Avenue N and 1287 Westlake Avenue N) located across Dexter Avenue N.
- Six-story 1319 Dexter is under construction (1319 Dexter Avenue N) located across Lee St.

Solar Access

- Excellent light access throughout the year also results in tremendous potential heat gain.

Views

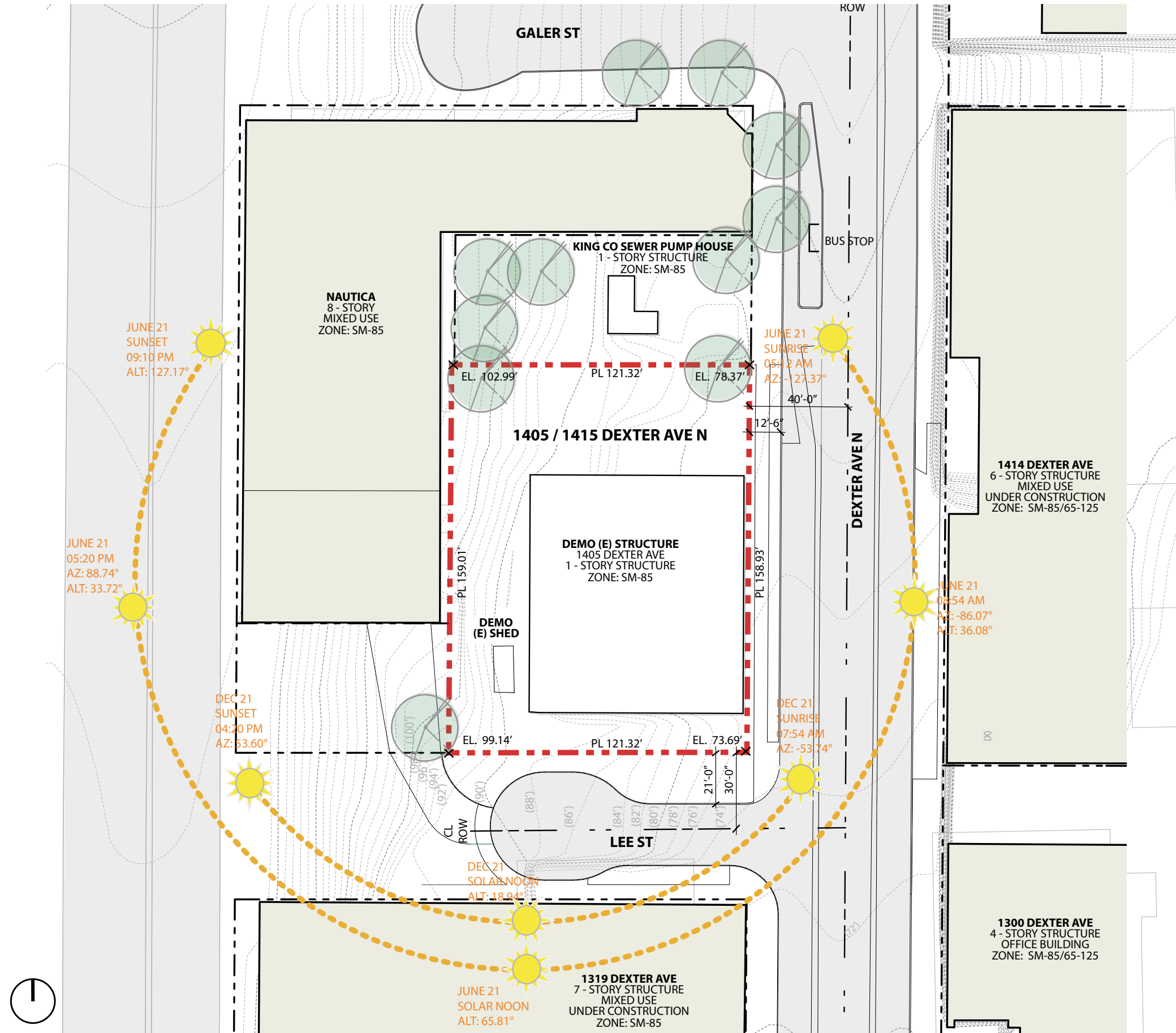
- Excellent regional view potential to the south and east.

Structure Height

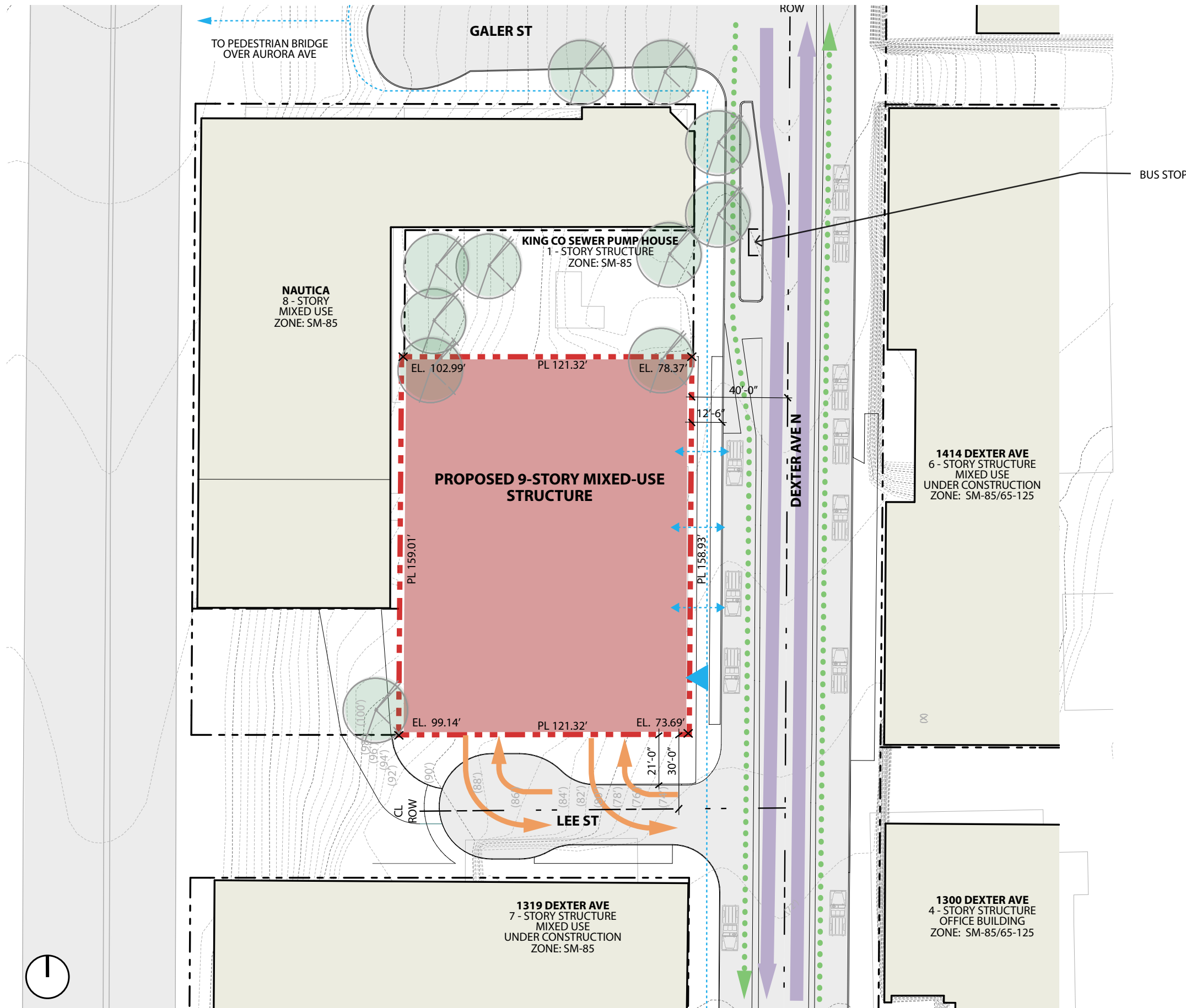
- Seattle Mixed (SM 85) zone has height limit of 85-feet
- The site has dramatic change in grade from east to west which impacts how the Average Grade Level and therefore the structure height is calculated.

Allowable Building Area

- The site has a base FAR of 4.5 and a maximum FAR of 6.
- Base allowable area: 86,787-sf
- Maximum allowable area: 115,716-sf*
* including incentive provisions



PRELIMINARY SITE PLAN









Setback Requirements

- No setback requirements for adjacent Seattle Mixed zones
- High-voltage overhead power lines located along Dexter Avenue N are on the other side of the street

Streetscape

- Pedestrian and bicycle improvements along the Dexter corridor have been made in conjunction with the recent widespread redevelopment of the area.
- Frontage along Lee Street characterized by missing sidewalks and curbs, and broken pavement. Pedestrian improvements such as new sidewalks, planting beds and street trees will be added to south side of Lee Street as part of the construction of 1319 Dexter project.

Building Footprint	
Street Parking Area	
Protected Bicycle Lane	
Transit/Vehicular lane	
Pedestrian Entry/Exit	
Parking Entry/Exit	

NEIGHBORHOOD DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINE	SOUTH LAKE UNION SUPPLEMENTAL GUIDANCE	DESIGN RESPONSE
<p>PL1 Connectivity Complement and contribute to the network of open spaces around the site and the connections among them</p>	<p><u>A. Human Activity</u></p> <ul style="list-style-type: none"> • keep neighborhood connections open • 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 • design for a network of safe and well-lit connections to encourage human activity and link high activity areas <p><u>B. Landscaping To Reinforce Design Continuity</u></p> <ul style="list-style-type: none"> • Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces. <p><u>C. Pedestrian Open Spaces and Entrances</u></p> <p>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</p>	<p>The project's location at the western and northern edge of the South Lake Union UCV and on Dexter Avenue makes it easy to connect to the neighborhood along Dexter. The treatment of the Dexter Ave N streetscape is paramount to the project's walkability and connection. The residential entry is proposed to be located along Dexter Ave N with a lobby space visible from the street to provide connections to the activity along Dexter.</p>
<p>PL2 Walkability Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features</p>	<p><u>A. Streetscape</u></p> <p>The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public</p> <p><u>B. Personal Safety and Security</u></p> <p>Enhance public safety throughout the neighborhood to foster 18-hour public activity</p>	<p>See above</p>
<p>PL3 Street-Level Interaction Encourage human interaction and activity at the street-level with clear connections to building entries and edges</p>	<p><u>A. Streetscape Compatibility</u></p> <ul style="list-style-type: none"> • consider a reduction in the required amount of commercial and retail space at the ground level <p><u>B. Human Activity</u></p> <ul style="list-style-type: none"> • public/private transitions at the streetscape level • façades that encourage interaction with sidewalk • reinforce retail concentrations with compatible spaces that encourage pedestrian activity • create businesses and community activity clusters through colocation of retail and pedestrian uses as well as other high pedestrian traffic opportunities <p><u>C. Transition Between Residence and Street</u></p> <p>Consider designing the entries of residential buildings to enhance character of streetscape through the use of small gardens, stoops, etc.</p>	<p>The project's proposes a modest commerical space along Dexter that can be easliy divisable.</p>

SEATTLE DESIGN GUIDELINE	SOUTH LAKE UNION SUPPLEMENTAL GUIDANCE	DESIGN RESPONSE
<p>PL4 Active Transportation Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit</p>	No supplemental guidance provided	The proposed project includes bicycle storage in excess of that required by code and intends to facilitate its use through careful consideration of location, access and maintenance amenities. Vehicle parking is provided above what is required by code.
<p>DC1 Project Uses and Activities Optimize the arrangement of uses and activities on site</p>	<p><u>Design of Parking Lots Near Sidewalks</u> Parking below grade is preferred</p>	All the proposed parking will be structured due to the site's small size. All parking is below grade or concealed behind Retail or Residential uses along Dexter Ave N.
<p>DC2 Architectural Concept Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings</p>	<p><u>Architectural Concept and Consistency</u> Design the roofscape in addition to streetscape</p>	The proposed design alternates emphasizes the building's orientation to the center of the neighborhood. Open spaces are provided opportunistically to improve the relationship of the proposed project to its neighbors. The roofscape has been designed to be viewed; mechanical equipment is concealed within screen and other exposed portions will be green roof.
<p>DC3 Open Space Concept Integrate open space design with the design of the building so that each complements the other</p>	<p><u>A. Landscaping To Reinforce Design Continuity With Adjacent Sites</u></p> <ul style="list-style-type: none"> • encourage landscaping that meets LEED • install indigenous trees and plants • retain existing, non-intrusive mature trees or replace with large caliper trees • water features <p><u>B. Landscaping To Enhance The Building And/Or Site</u> Consider integrating artwork into publicly accessible areas</p> <p><u>C. Landscape Design To Address Special Site Conditions</u> Landscape to take advantage of views to waterfront and downtown</p>	A generous courtyard is proposed at the building's second level to provide access to light and air for the building's lowest levels and the neighboring buildings. A second open space at the roof level provides resident amenity space located to take advantage of regional views to the the east, south and northeast.
<p>DC4 Exterior Elements and Finishes Use appropriate and high-quality elements and finishes for the building and its open spaces</p>	No supplemental guidance provided	The design team is still developing the building's palette of materials. We are currently considering window wall, aluminum panel and integrally colored fiber cement panel. More information will be forthcoming at the Design Recommendation meeting.

DESIGN PROPOSAL: ALTERNATE 1 (U-SCHEME)

Due to the site constraints, all three alternates have a similar base configuration with the building's pedestrian entry on Dexter Ave N and the garage entrance on Lee St.

This scheme puts a blank wall approximately 2-feet off the west property line directly opposite the neighboring condominium. This scheme puts the most units (from neighboring condominium and from this project) facing other units over a tight courtyard or within 10-feet of a blank wall.

Primary Disadvantages/Concerns

- The scheme lacks a response to the existing building to the west; they are tight to each other for 6 stories.
- The west facing courtyard is narrow with units looking directly at each other.

Summary

Stories: 9 stories (+2 stories below grade)

Unit Count: 98 units

Floor Area: 157,758 SF

-53,112 SF (levels P5 through 1)

-104,646 (levels 2 through 9)

Parking: 100-110 stalls

Ground floor uses:

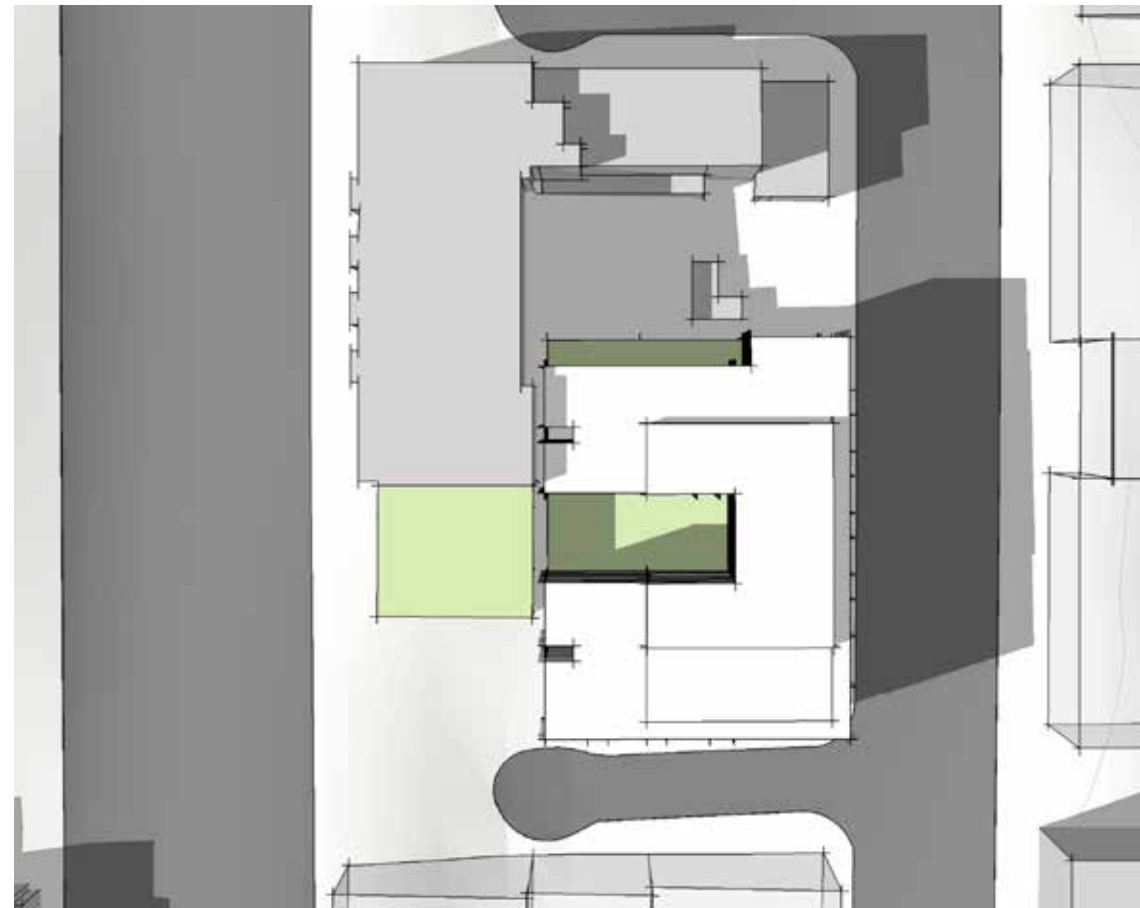
-Dexter: Residential entry and Commercial

-Lee: Parking Access

Potential Departures

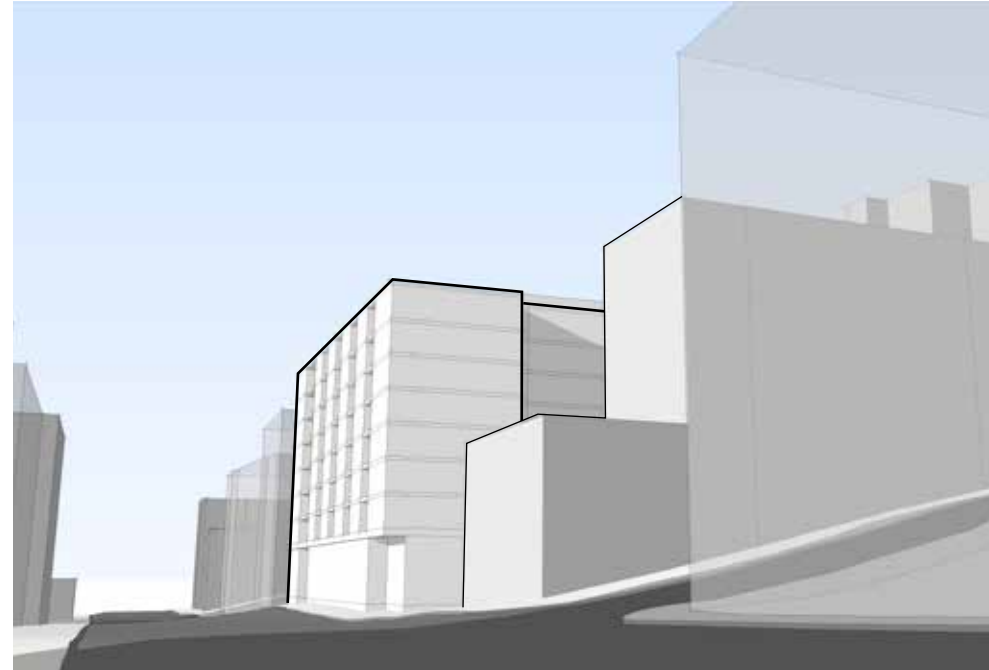
-Two curbcuts on Lee St

-Transparency Requirements on Lee St

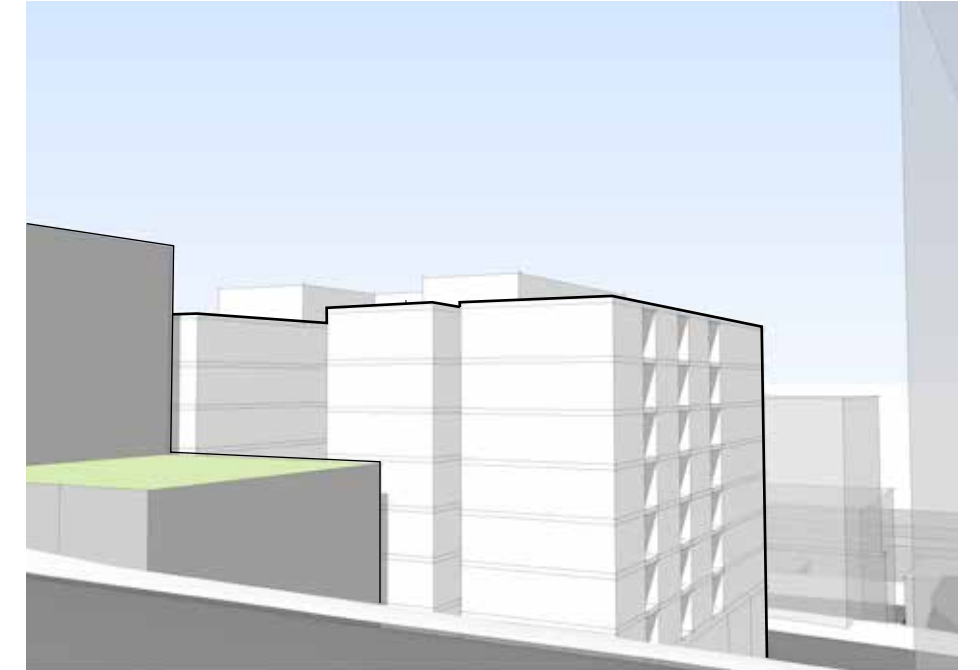




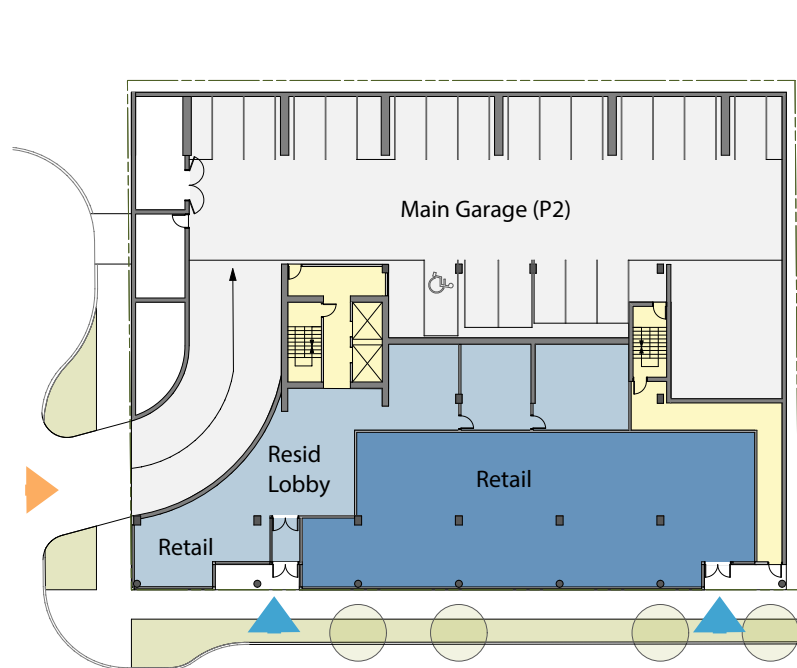
Southeast Corner (Corner of Lee and Dexter)



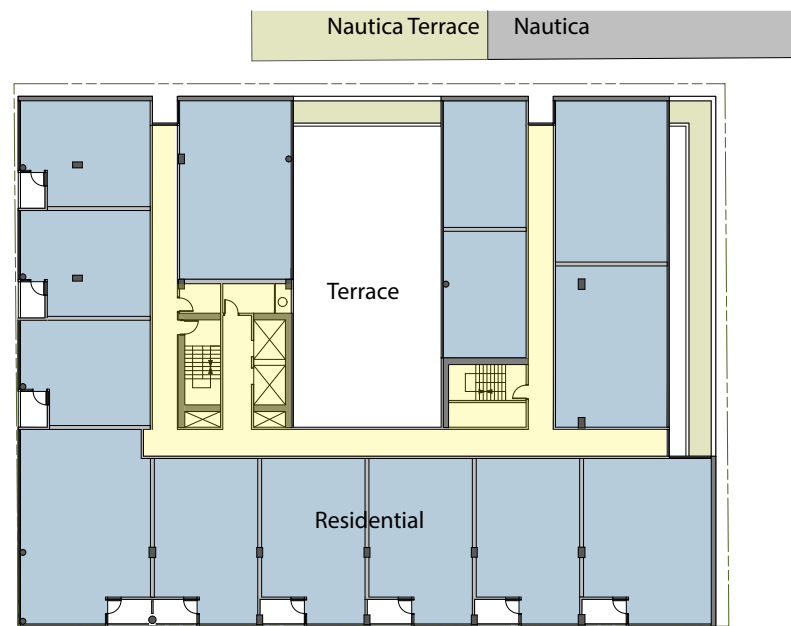
Northeast Corner (Dexter)



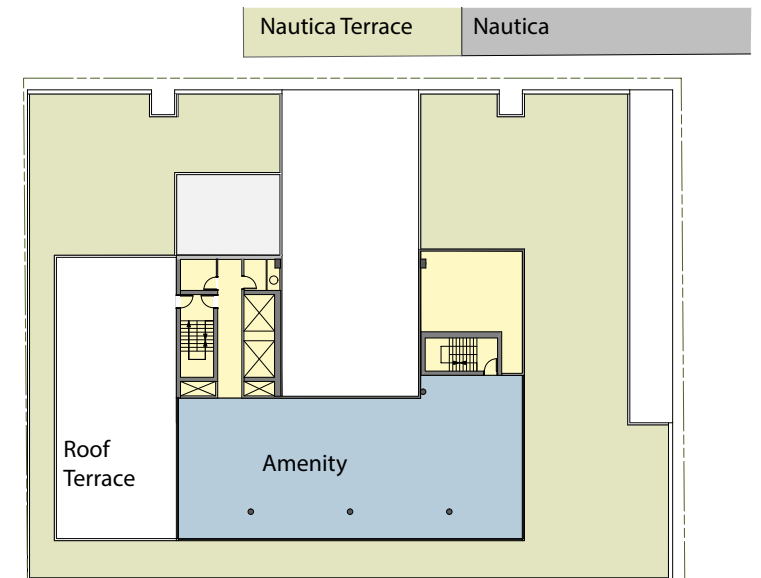
Southwest Corner (Deadend of Lee near Aurora)





Street Level Plan (Level 1)



Typical Residential Plan (Level 2-8)



Amenity Level (Level 9)

-  Pedestrian Entry/Exit
-  Parking Entry/Exit

DESIGN PROPOSAL: ALTERNATE 2 (T SCHEME)

Like the previous alternate, the scheme proposes the building's pedestrian entry on Dexter Ave N and it's garage entries off Lee St.

This scheme proposes fewer courtyards at Level 2 for a more efficient building plan and greatly reduces the number of units that face directly to other units or a blank wall.

The advantage of this scheme over Alternate 1 is that it moves the blank wall from in front of the neighboring condominium units.

Primary Disadvantages/Concerns

- The leg of the T is tight to neighboring building's main courtyard. This closes off the courtyards from the possibility of borrowed light and air

Summary

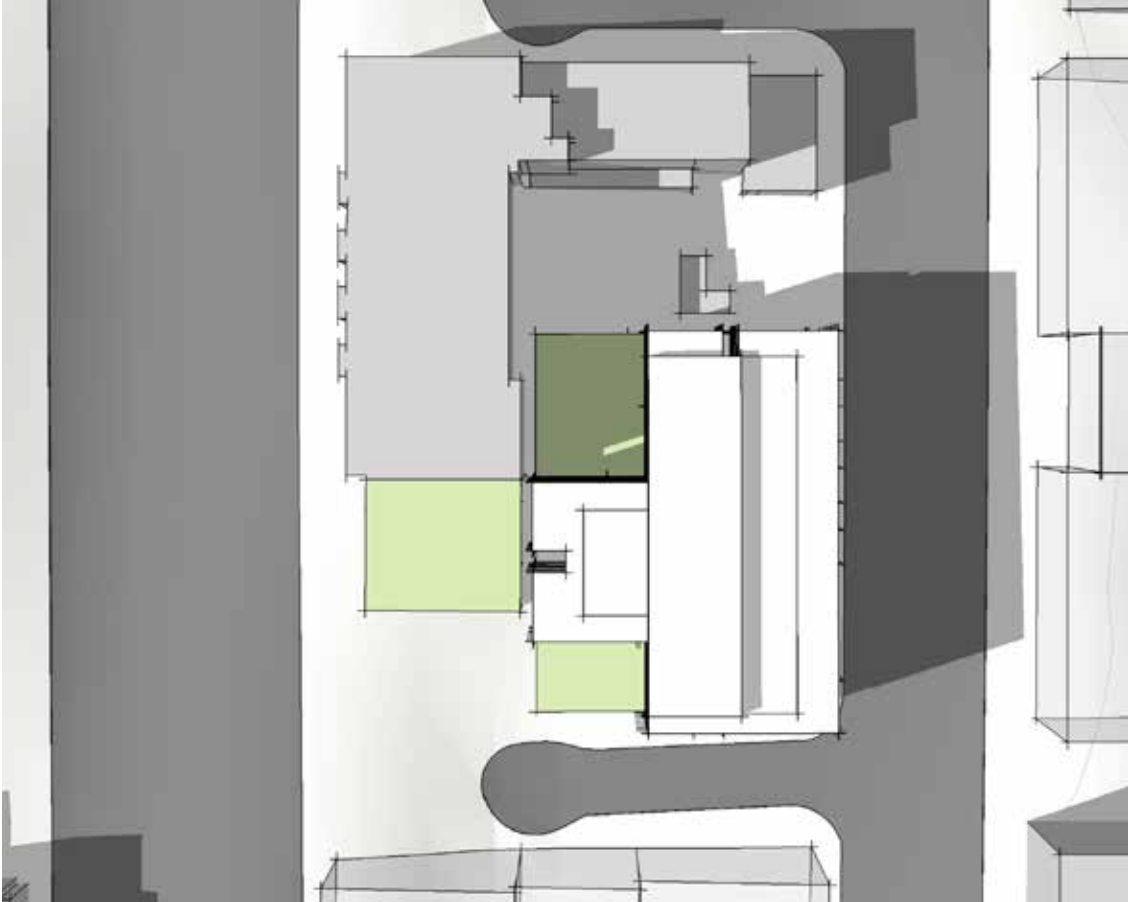
Stories: 9 stories (+2 stories below grade)
Unit Count: 98 units
Floor Area: 156,878 SF
-53,112 SF (levels P5 through 1)
-103,766 (levels 2 through 9)
Parking: 100-110 stalls

Ground floor uses:

- Dexter: Residential entry and Commerical
- Lee: Parking Access

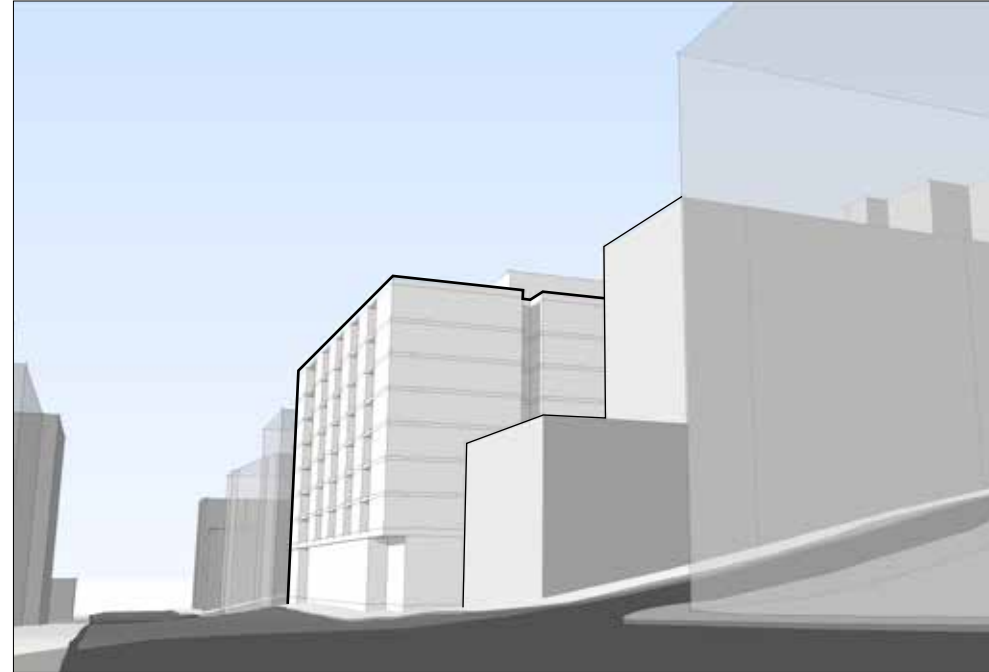
Potential Departures

- Two curbcuts on Lee St
- Transparency Requirements on Lee St

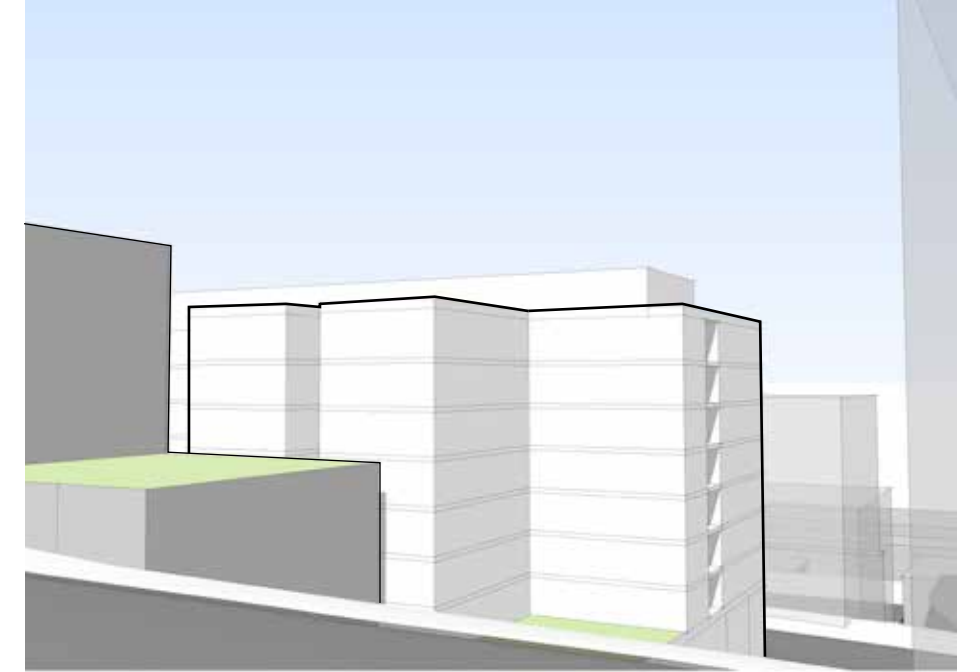




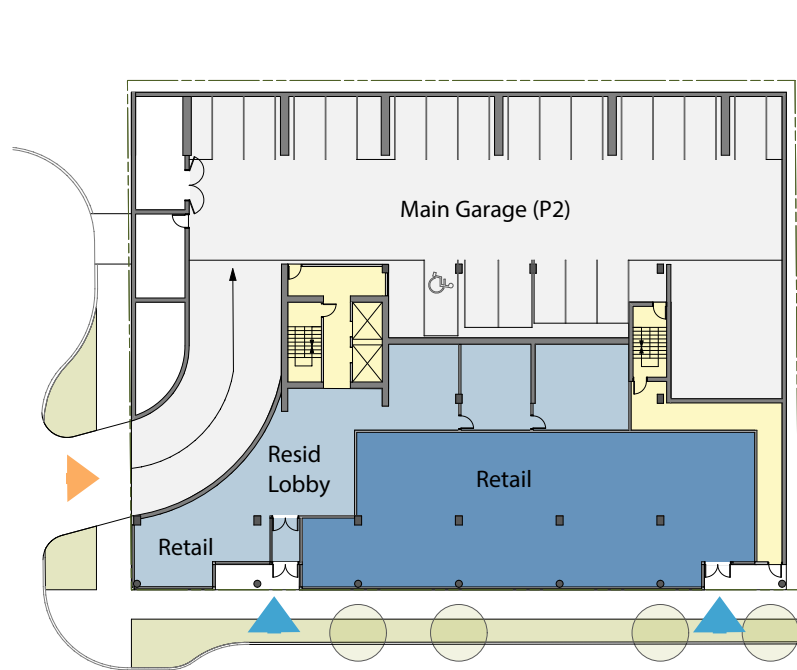
Southeast Corner (Corner of Lee and Dexter)



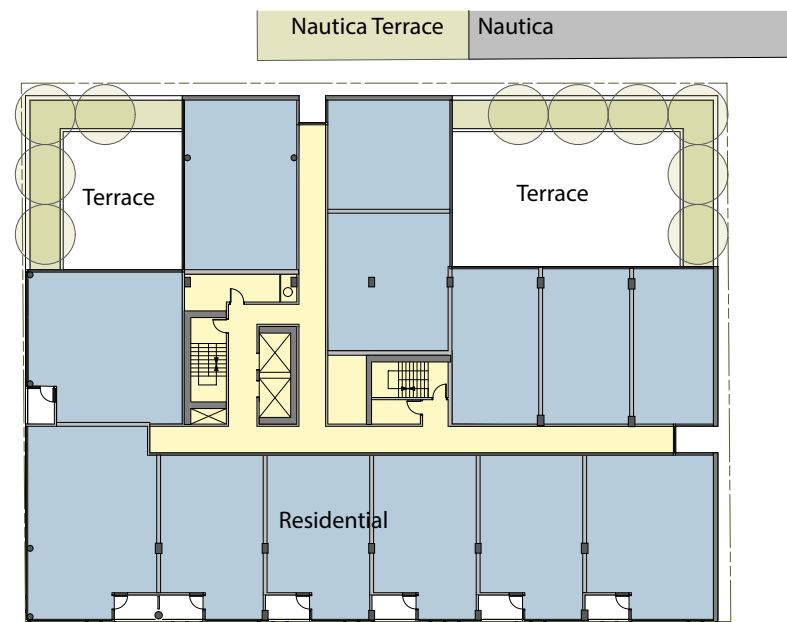
Northeast Corner (Dexter)



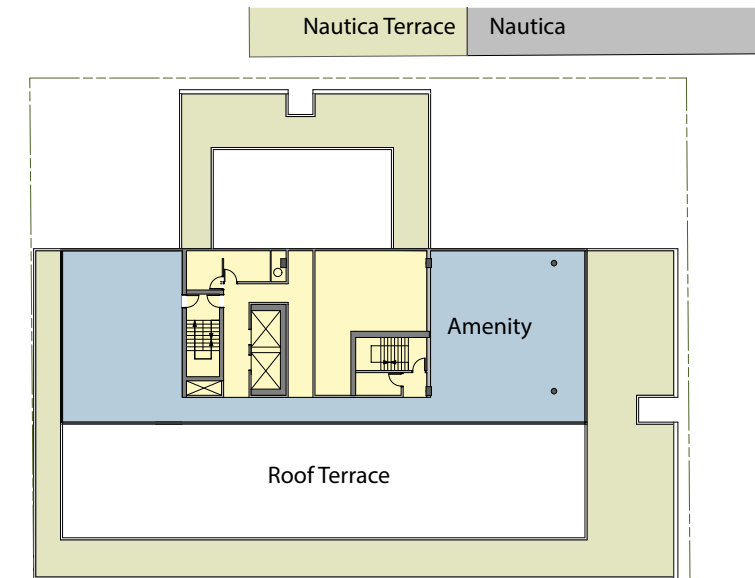
Southwest Corner (Deadend of Lee near Aurora)



Street Level Plan (Level 1)



Typical Residential Plan (Level 2-8)



Amenity Level (Level 9)

- ▲ Pedestrian Entry/Exit
- ▲ Parking Entry/Exit

DESIGN PROPOSAL: ALTERNATE 3 (PREFERRED)

Like the previous alternate, this alternate proposes the building's pedestrian entry on Dexter Ave N and its garage entrance on Lee St.

This scheme proposes an L-shaped plan that maximizes the frontage along the two rights-of-way. This design allows for 'interlocking' courtyards to allow for airflow and light. It also sets up the precedent that all facades with units are a minimum of 40-feet apart, giving more privacy than either of the previous schemes. Exterior amenity spaces for the building occur at Level 2 and at Level 9.

Primary Advantages/Benefits

- The Upper levels of the building complete the corner at Lee and Dexter.
- The courtyard location provides maximum relief between this project and the neighbors with approx. 40 feet between facades with units. Courtyards also "interlock" to promote airflow in and around both buildings.

Summary

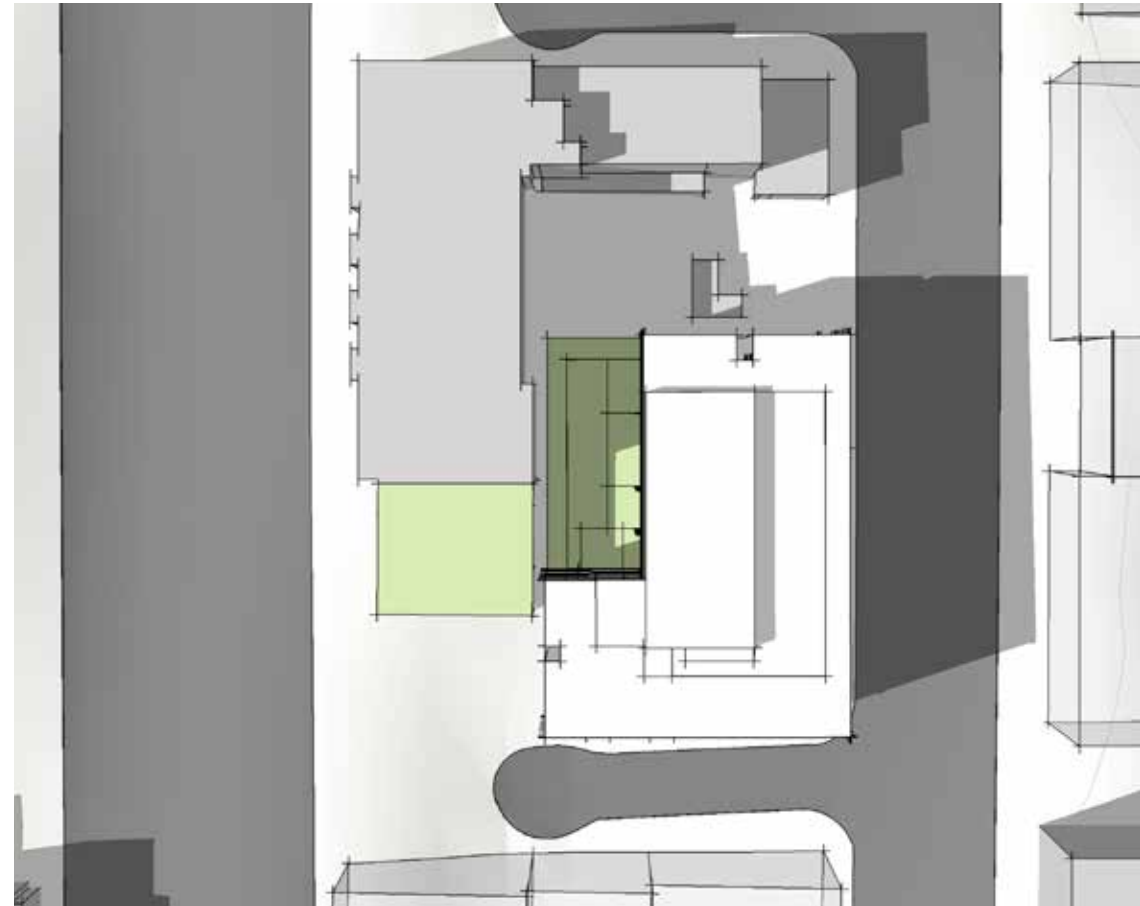
Stories: 9 stories (+2 stories below grade)
Unit Count: 98 units
Floor Area: 156,878 SF
-53,112 SF (levels P5 through 1)
-103,766 (levels 2 through 9)
Parking: 100-110 stalls

Ground floor uses:

- Dexter: Residential entry and Commercial
- Lee: Parking Access

Potential Departures

- Two curbcuts on Lee St
- Transparency Requirements on Lee St

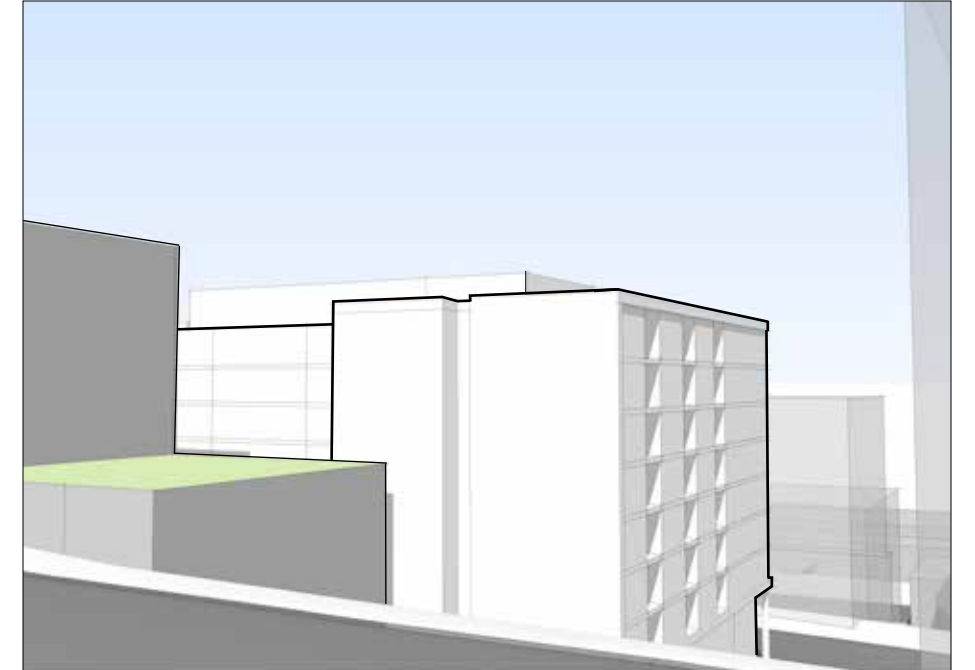




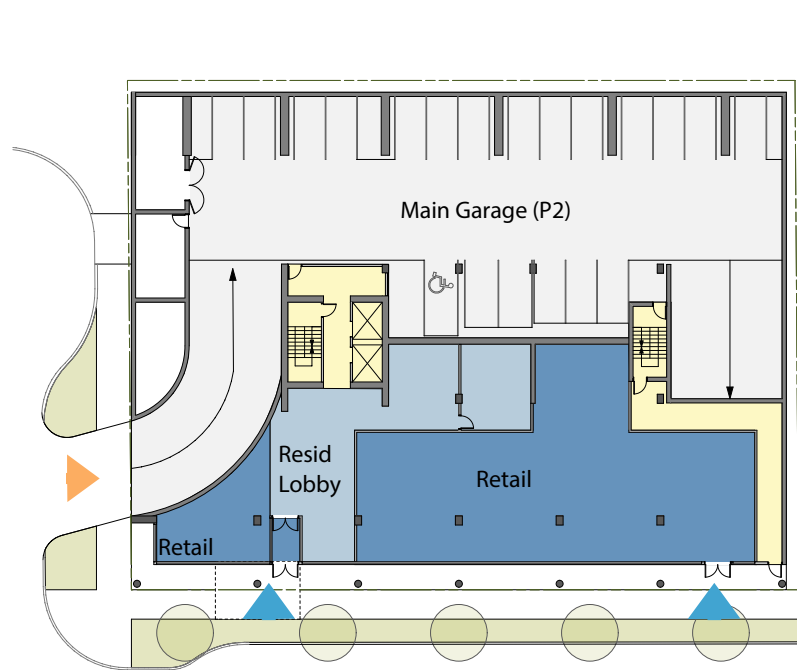
Southeast Corner (Corner of Lee and Dexter)



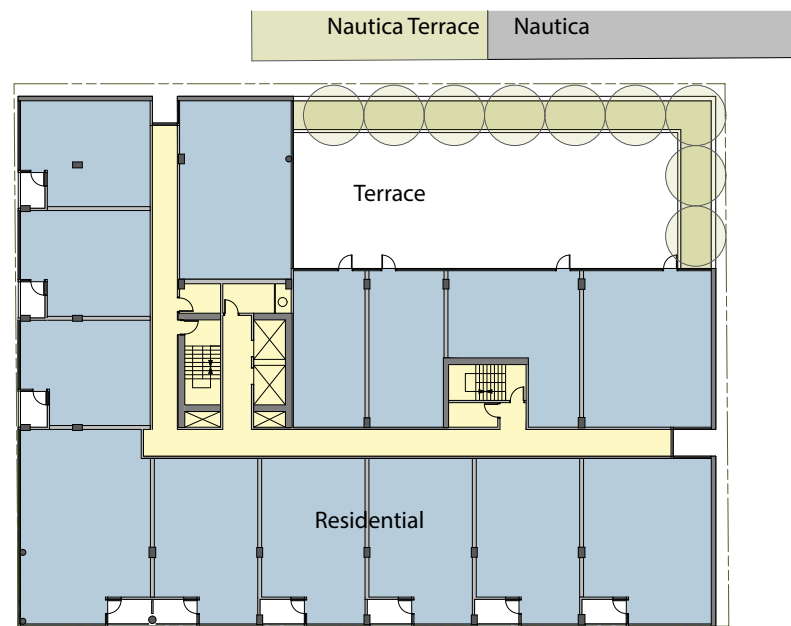
Northeast Corner (Dexter)



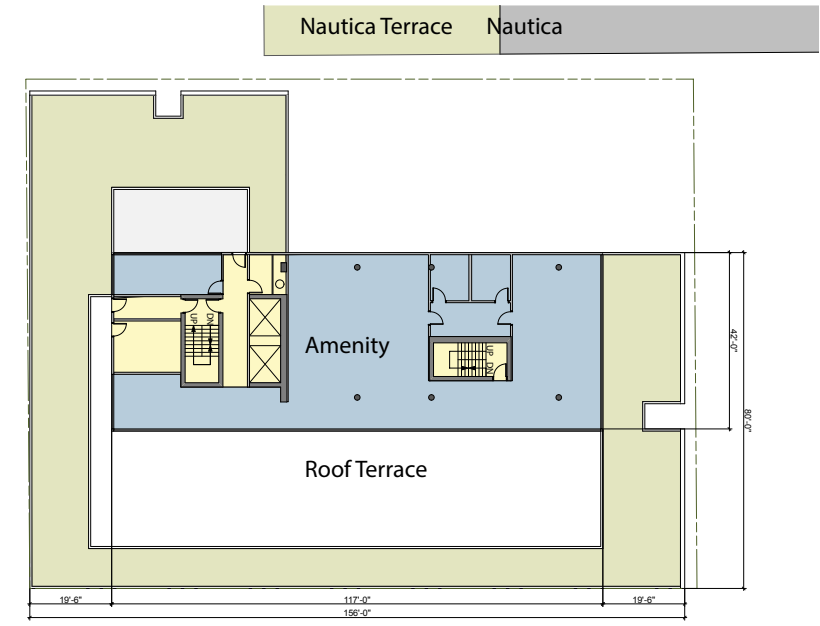
Southwest Corner (Deadend of Lee near Aurora)



Street Level Plan (Level 1)



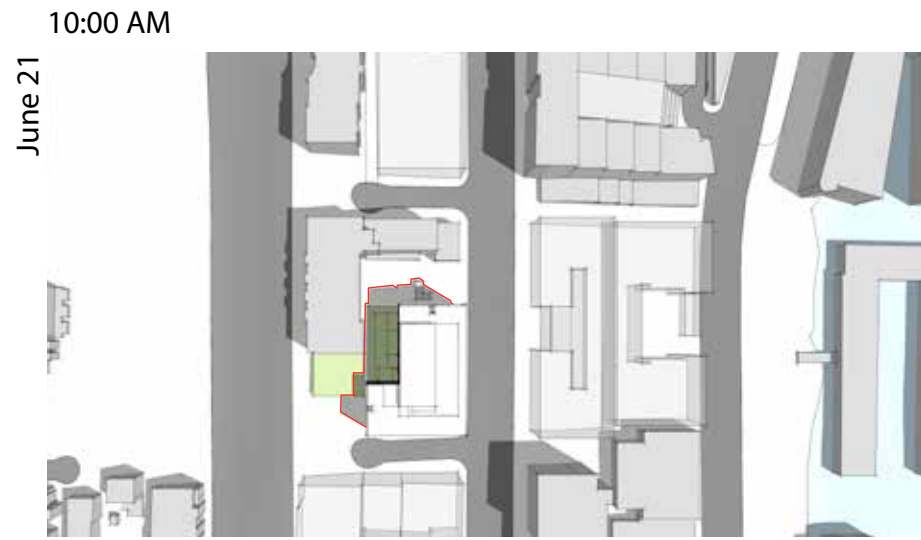
Typical Residential Plan (Level 2-8)



Amenity Level (Level 9)

- ▲ Pedestrian Entry/Exit
- ▲ Parking Entry/Exit

PREFERRED ALTERNATIVE SHADOW STUDY





ALTERNATE 1 (U-SCHEME)

Summary

Stories: 9 stories (+2 stories below grade)
 Unit Count: 98 units
 Floor Area: 157,758 SF
 -53,112 SF (levels P5 through 1)
 -104,646 (levels 2 through 9)
 Parking: 100-110 stalls

Ground floor uses:

-Dexter: Residential entry and Commerical
 -Lee: Parking Access

Potential Departures:

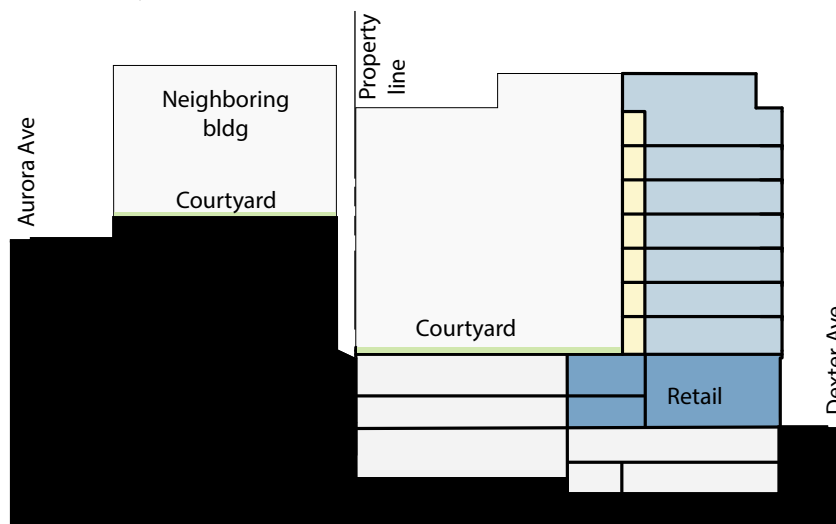
-Two curbcuts on Lee St
 -Transparency Requirements on Lee St

Pros

-Courtyard aligns with neighboring building's courtyard

Cons

-One Leg of the 'U' is tight to neighboring condominium.
 -This scheme has the most units facing each other or facing blank walls.
 Some of the units in the neighboring condominium are 5-7 feet away from a blank wall.



Alternate 1 Building Section
 (Looking North)



ALTERNATE 2 (T-SCHEME)

Summary

Stories: 9 stories (+2 stories below grade)
 Unit Count: 98 units
 Floor Area: 158,064 SF
 -53,112 SF (levels P5 through 1)
 -104,952 SF (levels 2 through 9)
 Parking: 100-110 stalls

Ground floor uses:

-Dexter: Residential entry and Commerical
 -Lee: Parking Access

Potential Departures:

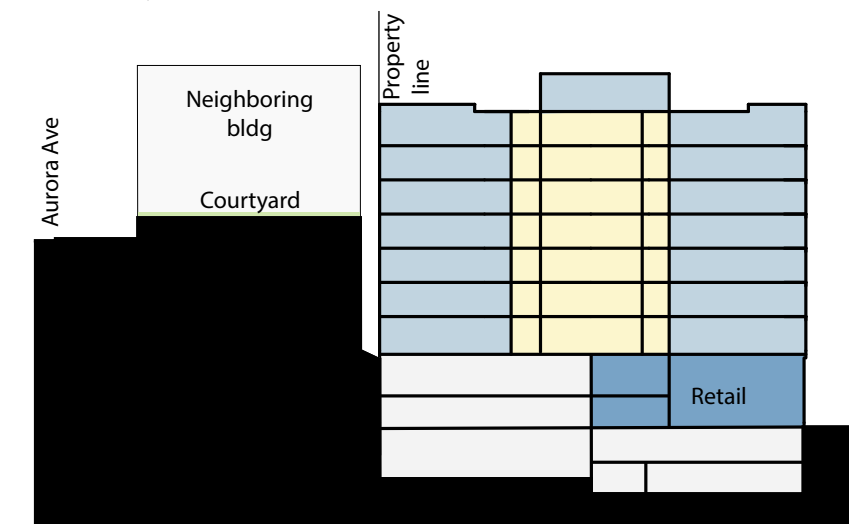
-Two curbcuts on Lee St
 -Transparency Requirements on Lee St

Pros

-Leg of 'T' no longer within 10-feet of units of the neighboring condominium.
 -Building circulation simplified

Cons

-Leg of the 'T' is tight to neighboring condominium's courtyard.
 -Two smaller west facing courtyards are open to corners but small.



Alternate 2 Building Section
 (Looking North)



ALTERNATE 3 (PREFERRED)

Summary

Stories: 9 stories (+2 stories below grade)
 Unit Count: 98 units
 Floor Area: 156,878 SF
 -53,112 SF (levels P5 through 1)
 -103,766 (levels 2 through 9)
 Parking: 100-110 stalls

Ground floor uses:

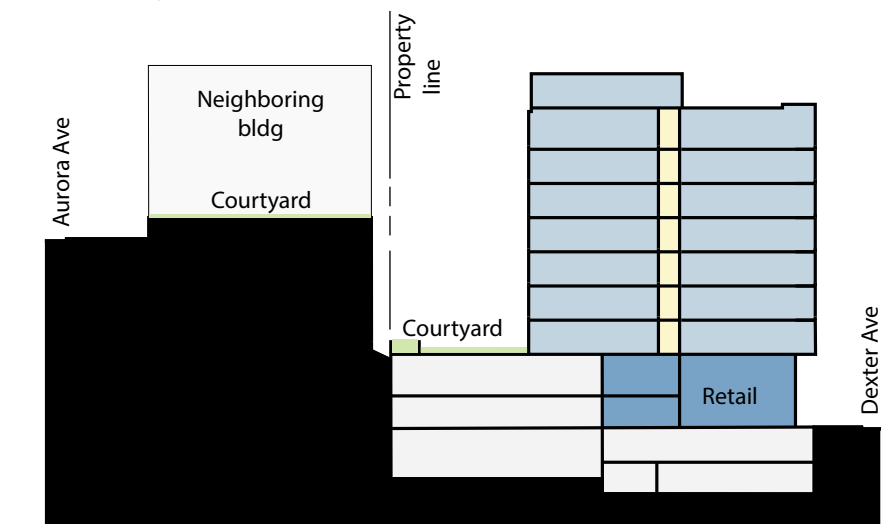
-Dexter: Residential entry and Commerical
 -Lee: Parking Access

Potential Departures:

-Two curbcuts on Lee St
 -Transparency Requirements on Lee St

Pros

-The upper levels of the building complete the corner at Lee and Dexter.
 -More units looking across street or a courtyard of minimum 40-foot width to afford more privacy.



Alternate 3 Building Section
 (Looking North)

POTENTIAL DEVELOPMENT DEPARTURES

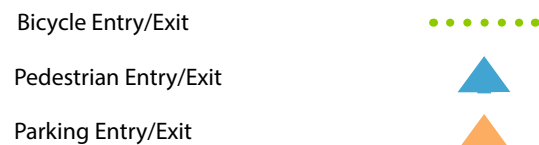
The following Development Departures have been identified as potentially necessary to achieve the preferred design alternate. If the board indicates their willingness to consider the departures, additional study and refinement of the design will be conducted in advance of the Design Recommendation meeting.

The requested departures are intertwined due to the fact that SDOT requires all curbcuts for the project to be on Lee Street. This is because of the importance of Dexter Ave N as a pedestrian, transit and bicycle corridor for the South Lake Union Neighborhood (it is designed as a Boulevard/Great Street in the South Lake Union Urban Design Framework). The curb cut limitations and the lack of an alley means that Lee St needs to accommodate all the access points that would normally be located on an alley: parking, bicycle parking and trash storage/access.

Due to the significant grade change along Lee St (about 25 feet of elevation gain over 121 feet of frontage) the project can easily bury all parking under grade (per DG DC1.1), but needs to provide 2 access points. The lower access point is pushed as far up Lee St as grade will allow to still achieve access to the parking below.

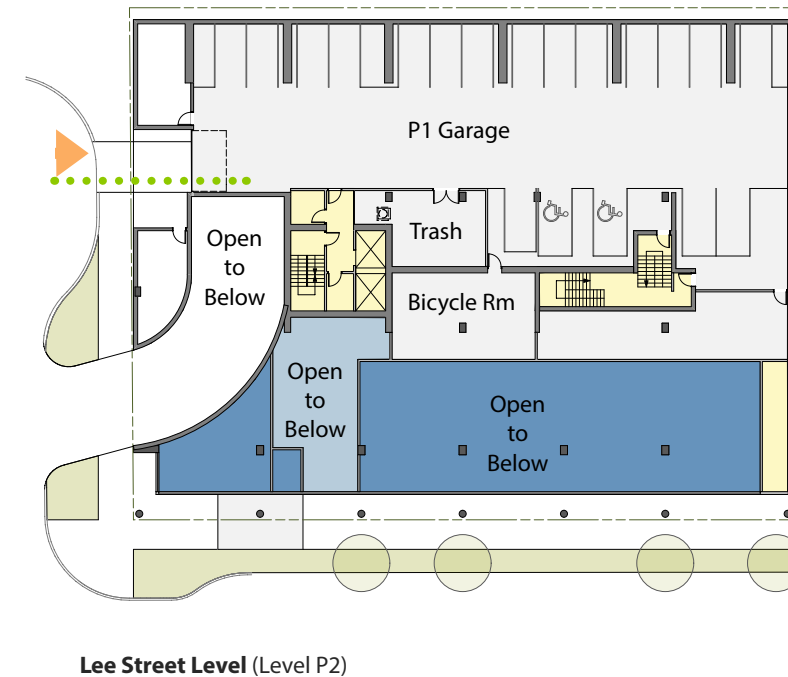
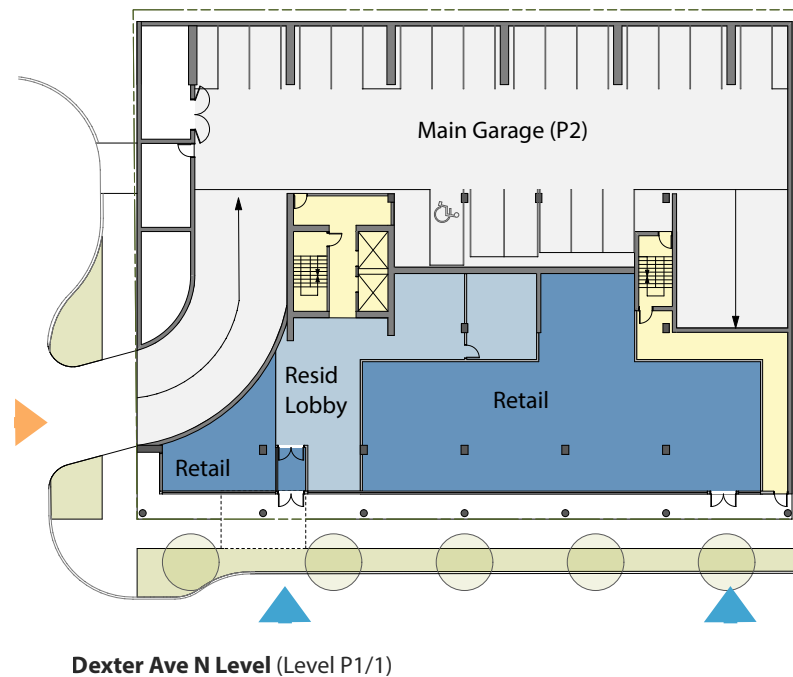
Lee is a dead end street with no plan for any hillclimb to provide pedestrian access to Aurora (there is a pedestrian stair and bridge over Aurora one block north on Galer St). The users of Lee St are predominately vehicles heading to second entry to garage of Nautica and (future) pedestrian egress on south side of Lee from new development at 1319 Dexter.

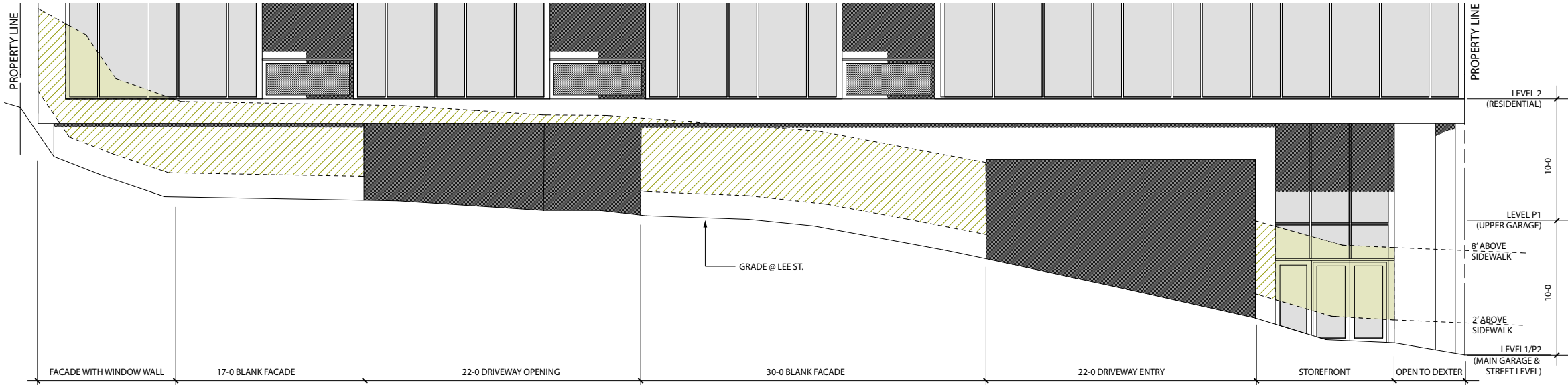
The project has opted to push all of the required transparency it can provide on Lee St to the corner to enliven that intersection (Design Guidelines CS2.C.1 Relationship to the Block) and provide much needed visibility for pedestrians.



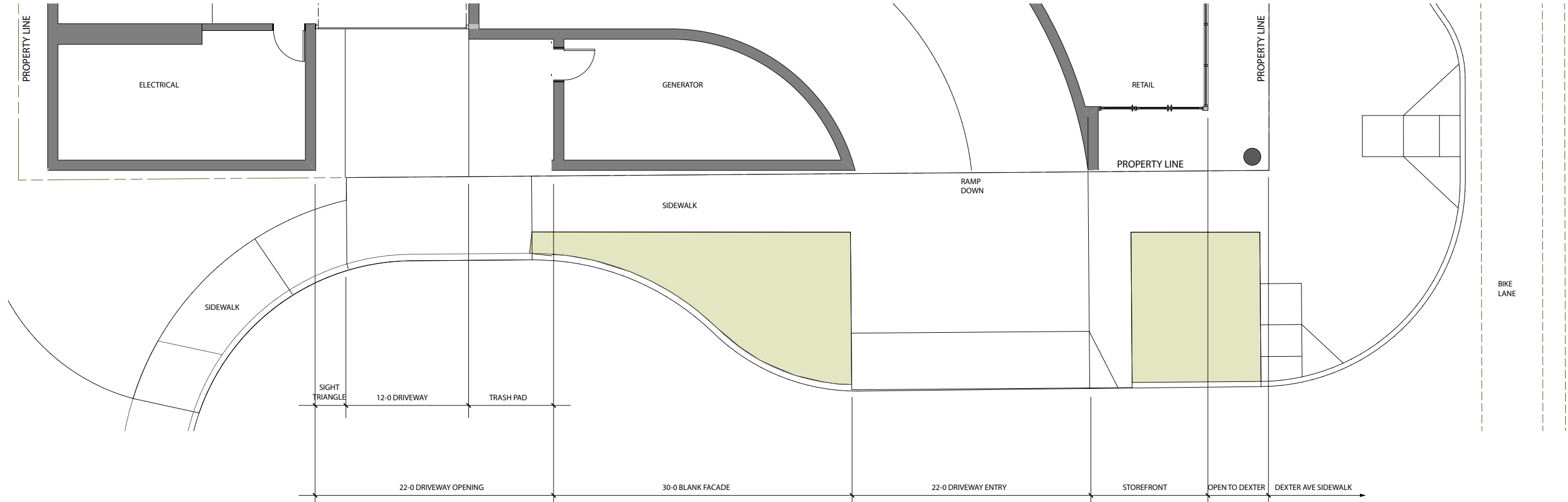
DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>1 23.48.014 Transparency and Blank Façade Requirements Provide a transparent façade for minimum of 22% of the façade of Lee Street between 2 feet and 8 feet above sidewalk. Lee Street exceeds 7.5% slope. Only clear or lightly tinted glass in windows, doors and display windows shall be considered transparent.</p>	Request to depart from amount of required transparent façade along Lee St.	<p><i>Neighborhood Conditions: Lee Street is dead end street with little to no pedestrian traffic expected. Dexter Ave North is primary pedestrian and bike corridor of the neighborhood. -A project goal is to enhance the pedestrian environment along Dexter Ave N per Design Guideline PL2: Walkability. The project has moved all garage entries to Lee St to allow for maximum transparency and eliminate any automobiles crossing of the sidewalk and bike path along Dexter Ave N. The lower garage entry has been placed as far away from Dexter Ave as is possible; it is restricted by steep grade of Lee St to the location selected. Due to the site being a corner lot, we were looking to provide extra space for pedestrians and to allow the transparency of Dexter to turn the corner and head up Lee as far as possible (DG CS2.C.1 Relationship to the block). All the walls up to the driveway are transparent for this reason. At the driveway edge the slope of Lee is 20%+ consequentially, not a likely path for pedestrians. The project has provided 18% transparency along Lee St.</i></p>

<p>2 SMC 23.48.085 E.1. Curb cut Width and Number Permitted access shall be limited to one two-way curb cut.</p>	Request to depart from the required number of curb cuts.	<p><i>Neighborhood Conditions: Dexter Ave N is a primary pedestrian and bicycle street for the neighborhood so any curbcuts would have a negative impact on the streetscape in regards to those uses (DG PL2 Walkability and DG DC1.1: Provide parking below grade is preferred). Plus SDOT will not allow any curbcuts on Dexter Ave North. Lee Street is a dead end street with little to no pedestrian traffic expected and has a slope of 20%+. There is no hillclimb to Aurora and SDOT has no plans to add one in the future. - Due to the narrowness of the site and the grade change on Lee Street the project would like to provide two two-way curbcuts to provide access to the garage spaces. To facilitate the pedestrian experience along Dexter, parking has been pushed to the rear of the site or below street level. All parking in the project will be below grade. In order to ramp down at safe slope, the main garage entry has been placed as far up Lee St as is possible (and is a minimum of 30' from the intersection of Dexter and Lee). The project does not have an alley so not only do garage entries need to be on ROW but also entries for bicycle parking and trash pickup. The second curb cut would be primarily for bicycle and trash access (and would have small area to park trash bins on trash day off Lee St). This entry would have a minimal slope to facilitate access and provide a small amount of residential only parking. The second curb cut would small as possible to minimize impact on the streetscape; with less than 30 spaces it can be as small as 10 feet wide.</i></p>
---	--	---



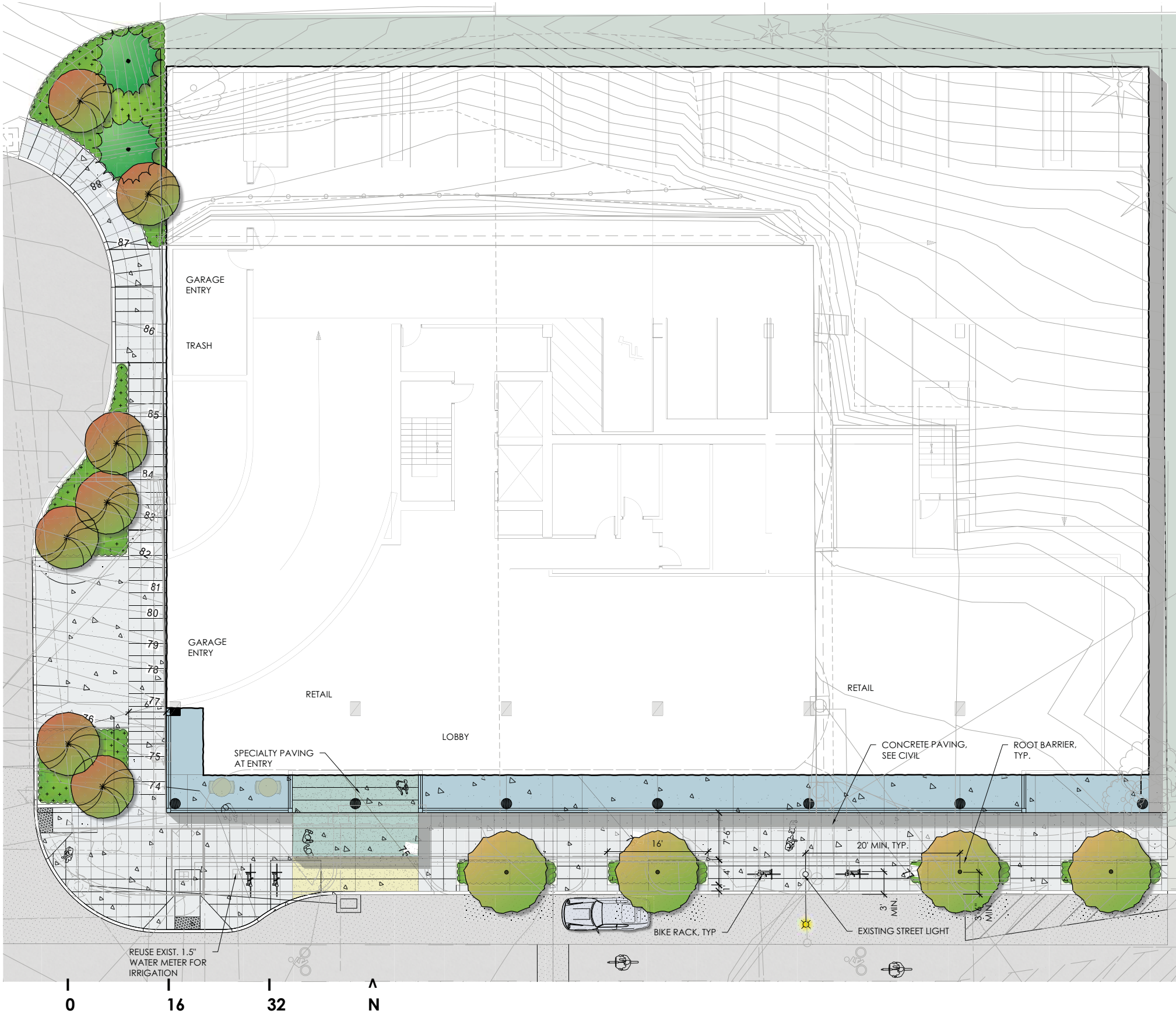


LEE STREET: ELEVATION



LEE STREET: PLAN

CONCEPTUAL LANDSCAPE PLAN (STREETSCAPE)

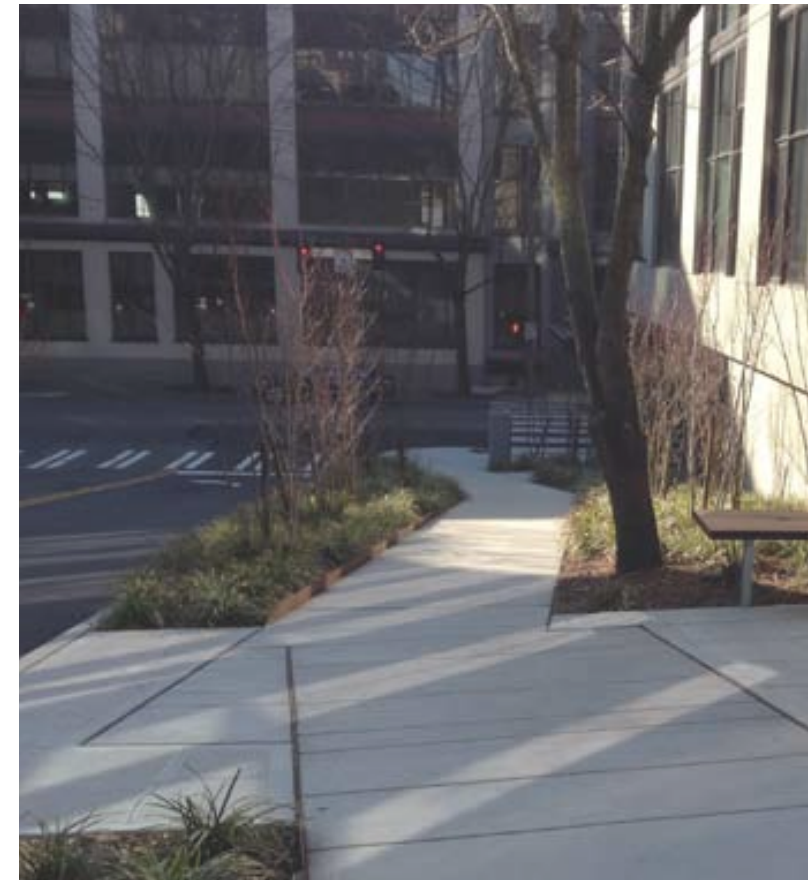




WIDEN SIDEWALKS FOR SPILLOVER

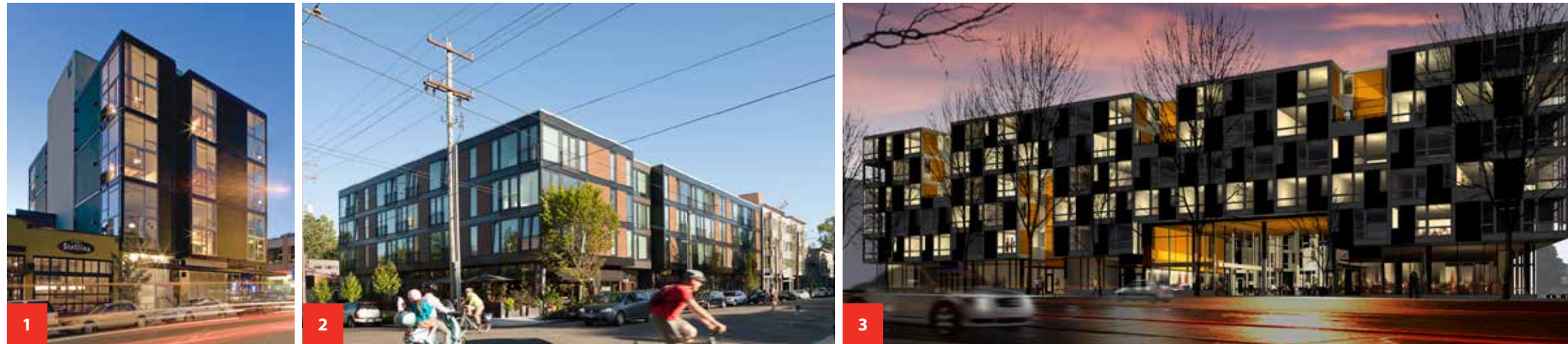


GENEROUS PLANTING STRIP



INFORMAL STREET TREES WITH NATIVE MIX

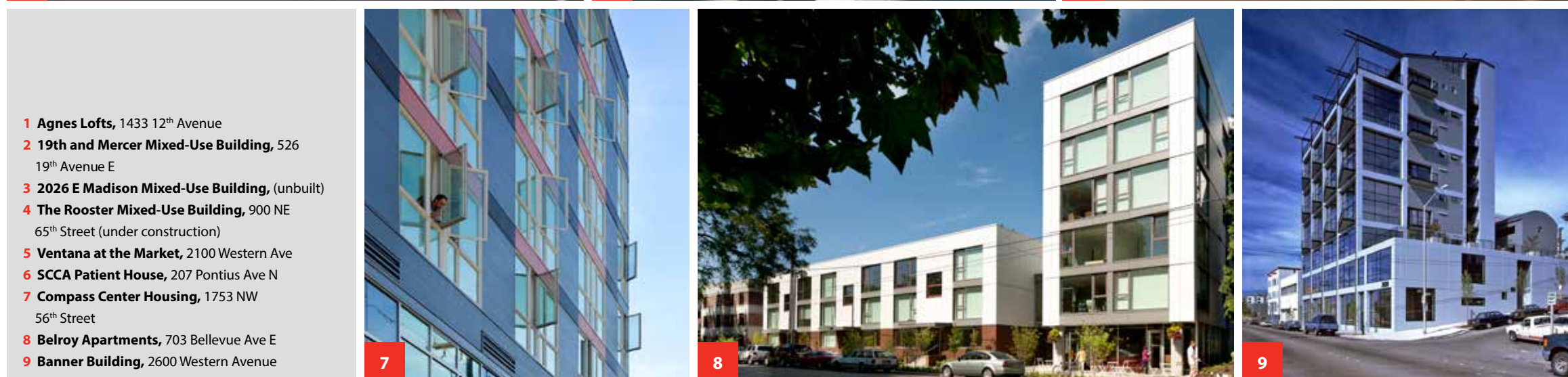
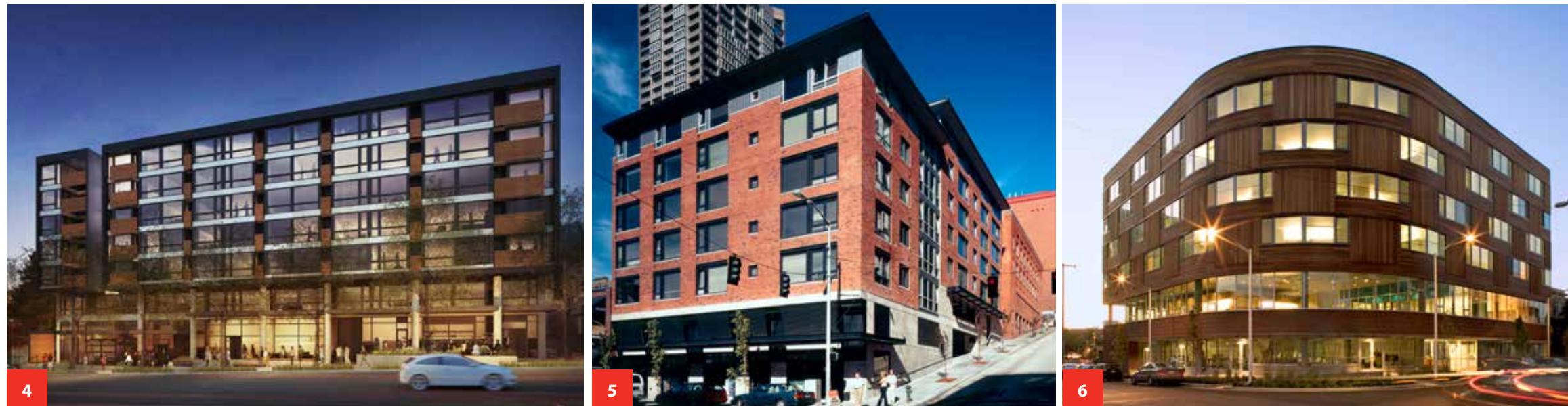
REPRESENTATIVE PROJECTS



Weinstein A+U is recognized as one of the Northwest's leading design firms and has continually demonstrated design excellence on a broad array of projects for State, City, Federal, private, and not-for-profit clients. We are passionate about our city and the shaping of its urban neighborhoods through the integration of architecture and urban design is central to our practice.

Well-designed and thoughtful urban housing is a special concern of ours, and we have worked aggressively to advance the expectations of mixed-use projects in Seattle, both technically and aesthetically. While each project presents very specific challenges, a number of recurring themes inform much of our work and form the basis of our approach to housing design:

- All of our buildings are situational and are inseparable from their sites. They sit comfortably amongst their established neighbors, drawing from established precedents while looking to the future
- Well-designed unit plans are essential to the success of a housing project. While the functionality of each unit type is important, the organization of units across a floor plate and their influence on building elevations is equally important
- Appropriately located and proportioned open space is a significant design determinant for most mixed-use and urban housing projects
- We avoid arbitrary façade embellishment. Instead we utilize the organization of individual units and their aggregation to establish the pattern and rhythm of multi-family facades that is furthered informed by site organization and orientation. Plans correlate to elevations and variation occurs within an established system
- The constrained budgets for typical mixed-use projects demand careful consideration of a project's primary orientation and configuration to provide cost effective sustainable design strategies
- The scale and proportion of new mixed-use buildings must address, but need not directly reflect, those of adjacent structures. Plan, section, and elevation strategies should be integrated to provide a comprehensible "read" of the building's composition and organization



- 1 Agnes Lofts, 1433 12th Avenue
- 2 19th and Mercer Mixed-Use Building, 526 19th Avenue E
- 3 2026 E Madison Mixed-Use Building, (unbuilt)
- 4 The Rooster Mixed-Use Building, 900 NE 65th Street (under construction)
- 5 Ventana at the Market, 2100 Western Ave
- 6 SCCA Patient House, 207 Pontius Ave N
- 7 Compass Center Housing, 1753 NW 56th Street
- 8 Belroy Apartments, 703 Bellevue Ave E
- 9 Banner Building, 2600 Western Avenue