1405 DEXTER: MIXED-USE BUILDING

DESIGN RECOMMENDATION • AUGUST 17, 2016

1405 DEXTER AVE N • PROJECT NO. 3020534

WEINSTEIN A+U
Architects + Urban Designers

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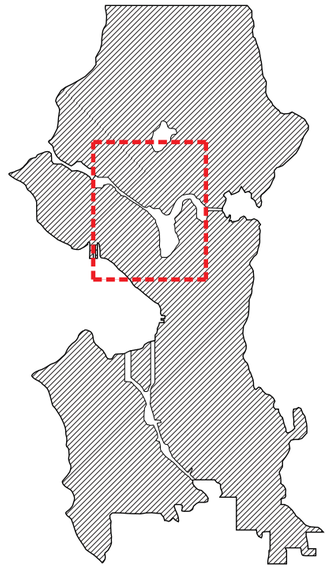
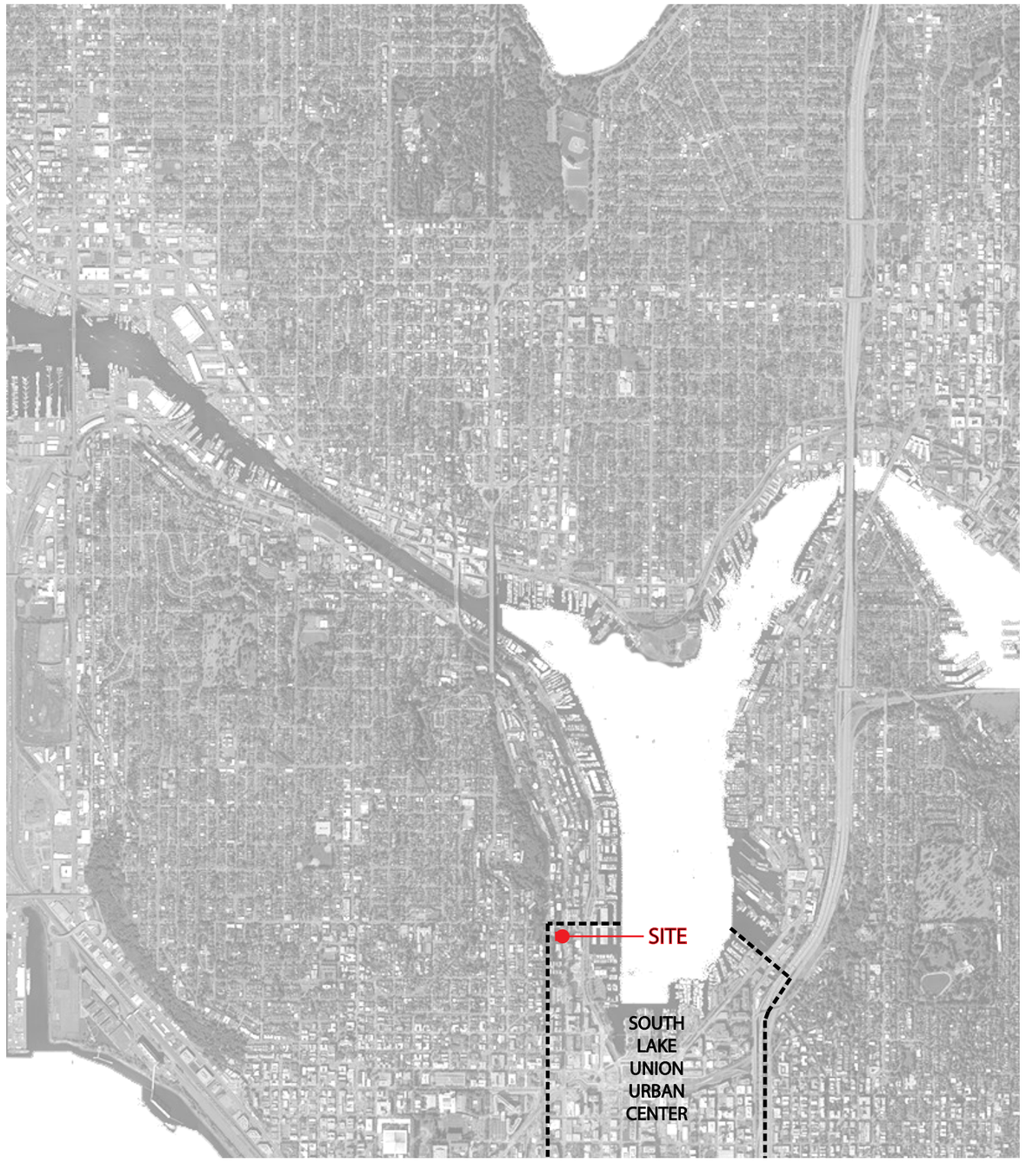




Contents

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

Project Summary
Stories: 10 stories (+2 stories below grade)
Unit Count: 98 units
Floor Area: 157,236 SF
-54,685 SF (levels P5 through 1)
-102,551 SF (levels 2 through 9)
Parking: 110-113 stalls

PROPOSED PROJECT SUMMARY

Proposed Project

The proposed project is a ten-story mixed-use concrete frame building. The project will contain 98 for sale condominiums, below grade parking for 110-113 cars and ground floor spaces including: approximately 4,067 SF for retail and approximately 959 SF for residential lobby.

Project Goals

- Provide comfortable living experience for the residents by using durable and long lasting materials such as concrete frame structure and window wall exterior cladding.
- Enhance pedestrian experience along Dexter.
- Create a bicycle friendly environment that adds to the bike centric nature of Dexter.

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

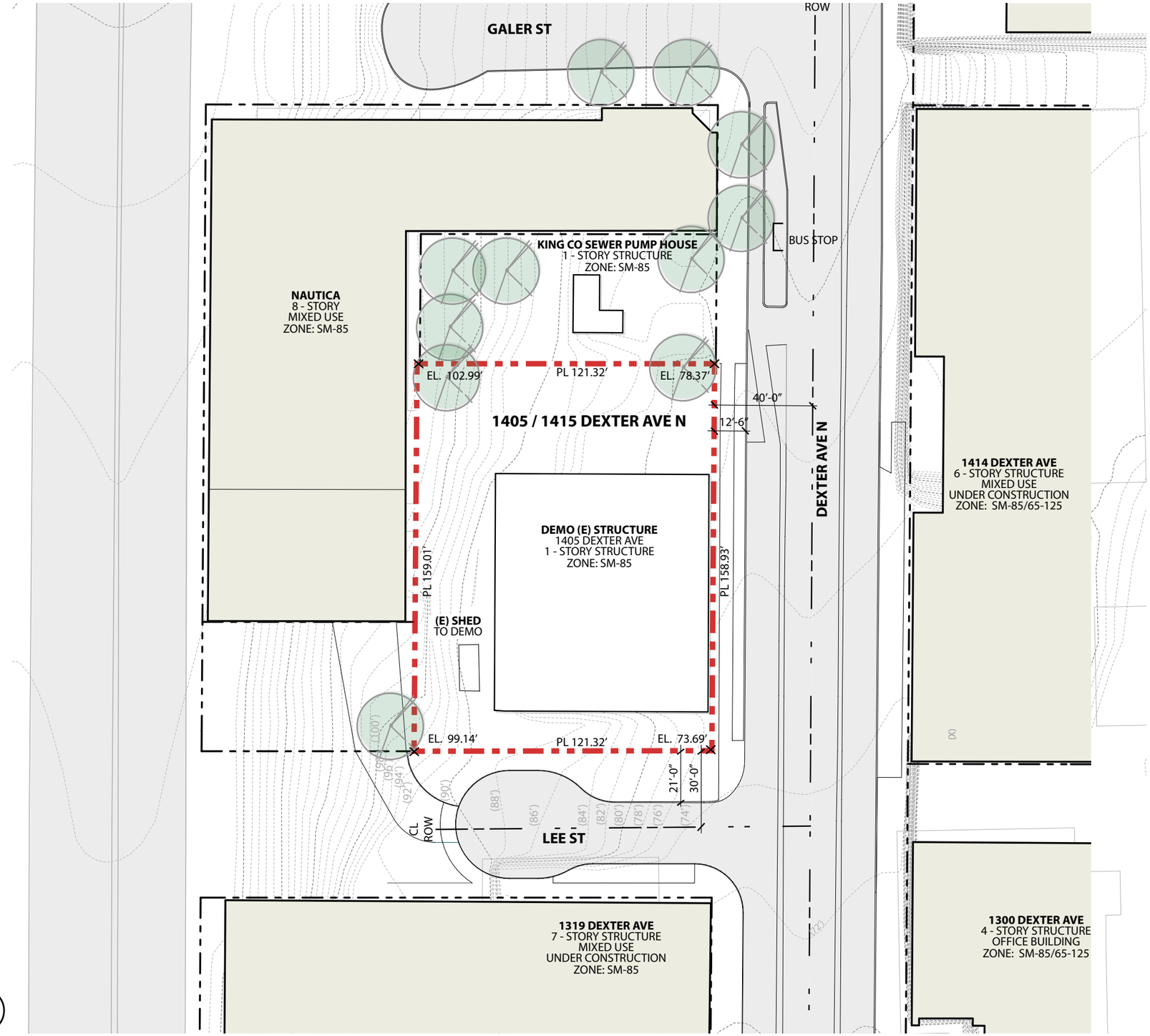
EXISTING SITE PLAN

The proposed project site's two parcels total 19,289 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.



CONTEXT: EXISTING ZONING

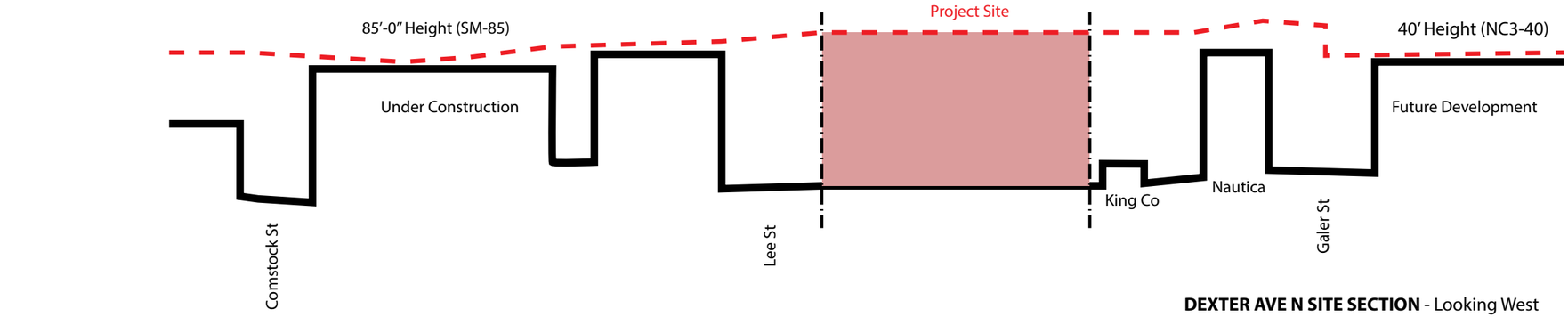
Location
The project site is composed of two parcels located on the NW corner of the intersection of Dexter Ave N and Lee St, in the South Lake Union Urban Village.

Existing Uses
One wood-framed commerical 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.

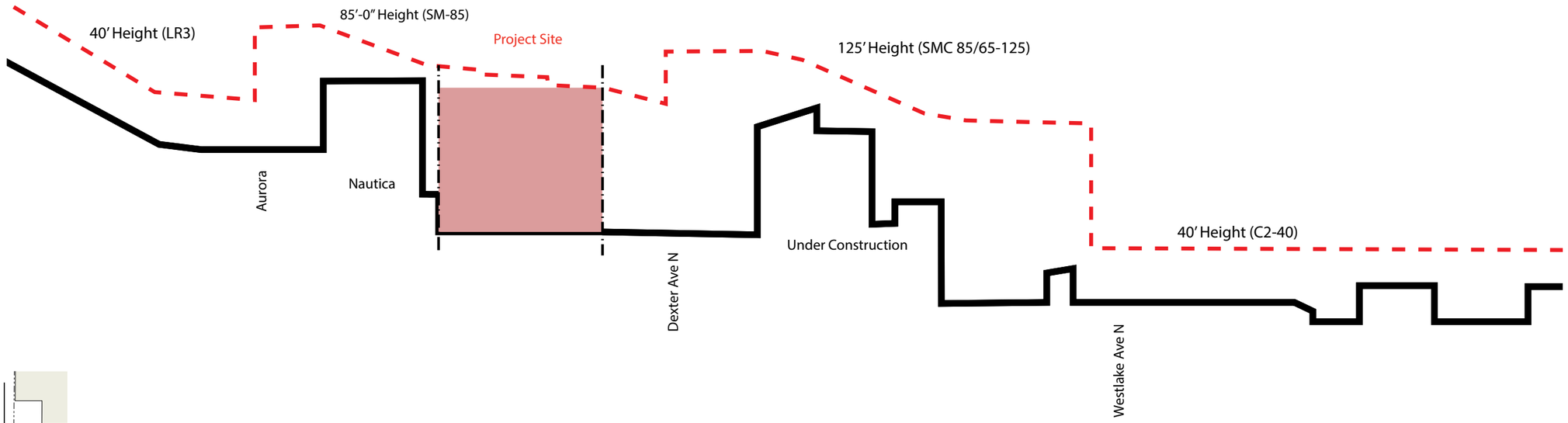
Existing Zoning Legend

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

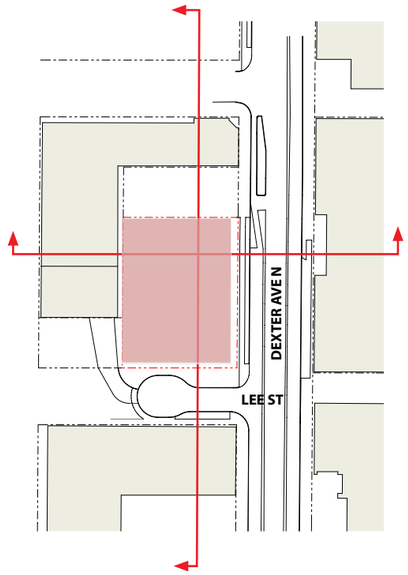
CONTEXT: ZONING ENVELOPE



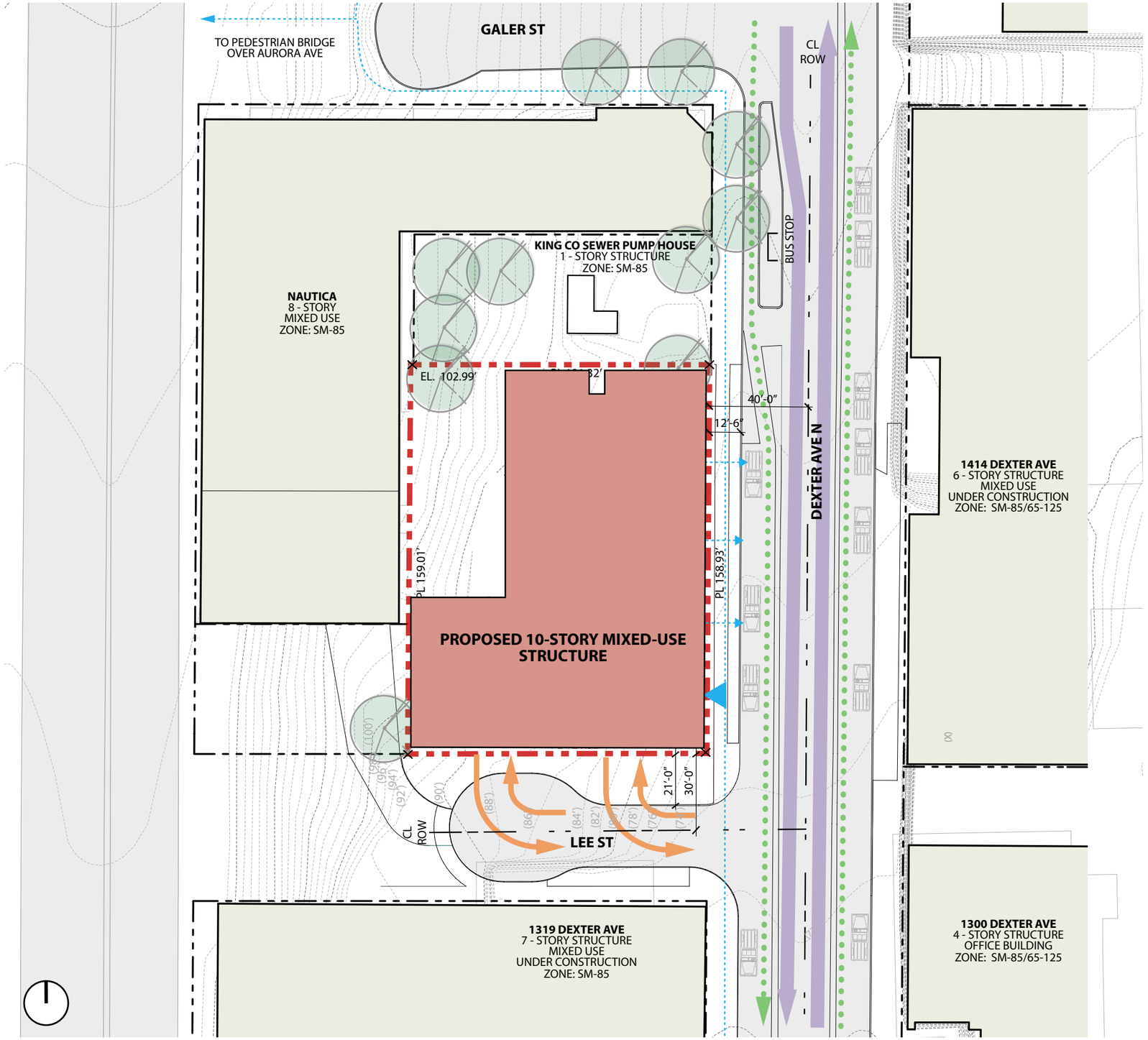
DEXTER AVE N SITE SECTION - Looking West



LEE ST SITE SECTION - Looking North



CONTEXT 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 Condominimums (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 site area of 19,286 SF and a maximum FAR of 6.
- Maximum allowable area: 115,716 SF

Building Footprint

Street Parking Area

Protected Bicycle Lane

Transit/Vehicular lane

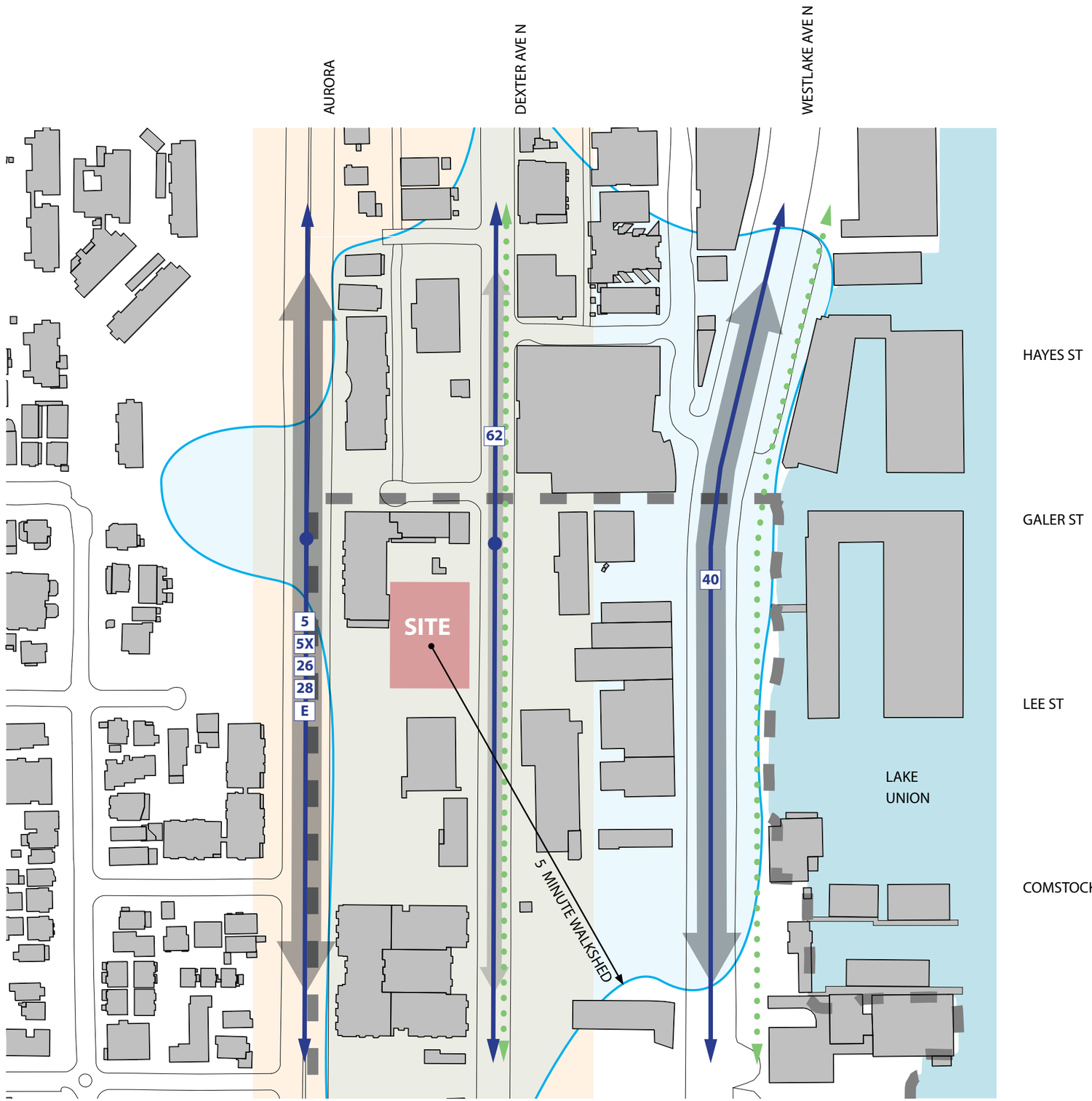
Pedestrian Entry/Exit

Parking Entry/Exit

CONTEXT: TRANSIT MODES

The project site is well served by several bus lines located within a 5-minute walk radius. King County Metro bus route 62 runs past the site along Dexter Ave N and provide connections to Sand Point and Downtown. Additionally routes 5, 26, 28, E line are available on Aurora Ave accessed by pedestrian bridge at Galer St and provide connections to Downtown and Northgate, Evergreen, Aurora Village Transit Center, and Shoreline. 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.



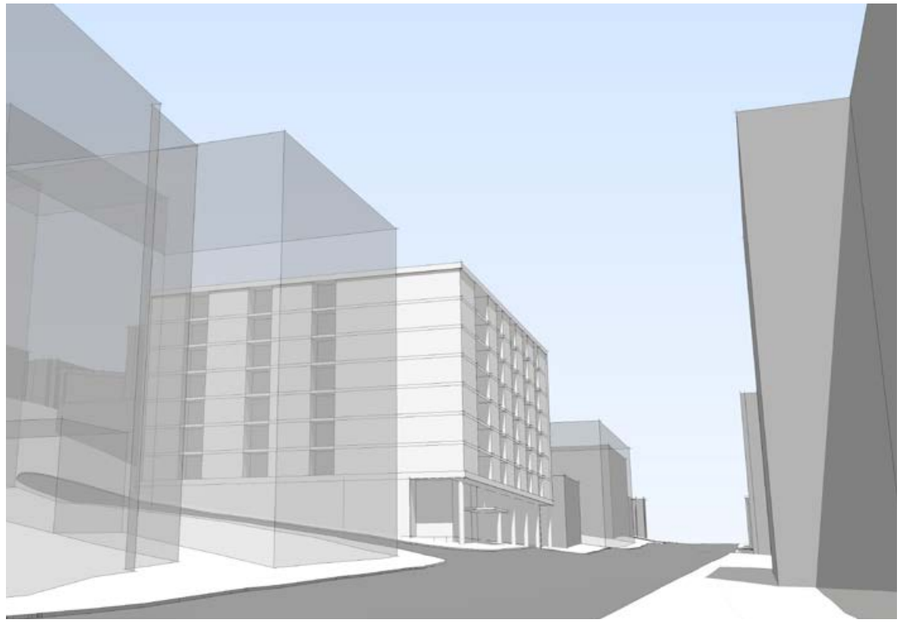
Legend

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 (2)
- Current Bicycle Routes

per Seattle Arterial Classifications Planning Map, 2003

APPROVED EDG DIAGRAM

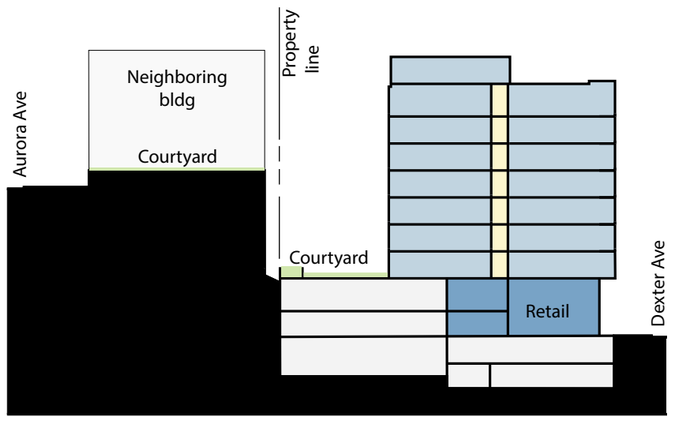


Southeast Corner (Corner of Lee and Dexter)

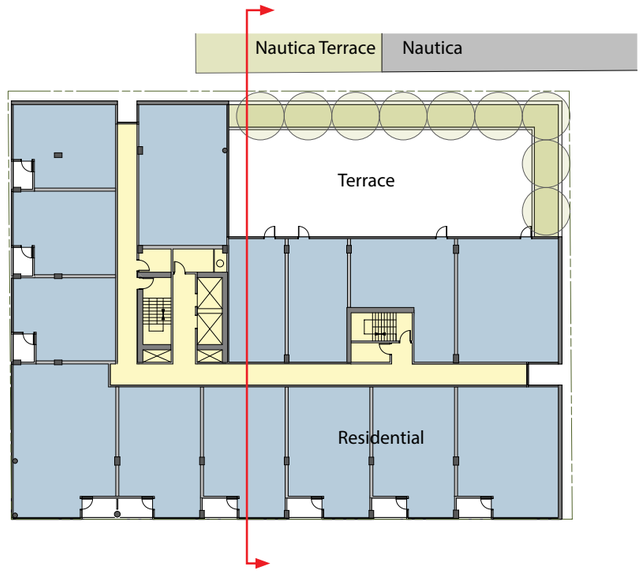
Southeast Corner (Corner of Lee and Dexter)

Key Design Features

- Upper levels of the building complete the corner at Lee and Dexter.
- Pedestrian entry and retail on Dexter Ave N and garage entrance on Lee St.
- L-shaped plan that maximizes the frontage along the two rights-of-way.
- Courtyards "interlock" to promote airflow in and around both buildings.
- Courtyard location provides maximum relief between this project and the neighbors with approx. 40 feet between facades with units.
- Exterior amenity space at Level 9.



Building Section (Looking North)



Typical Residential Plan (Level 2-8)

SUMMARY OF EARLY DESIGN GUIDANCE

The points to the right summarize the guidance provided to the design team by the Board at the Early Design Guidance meeting on January 13, 2016. The guidance has been grouped into categories that appear on the right side of the following two-page spreads with a brief description of how the design has been developed in response to the Board's guidance.

1 Massing and Design

a. General support for Preferred Option, a L-shaped building massing with a second level courtyard that optimizes light and air in relation to the neighboring building to the west and massing modulation provided by inset balconies along Dexter Ave N and Lee St
b. Board endorsed concept of a solid frame wrapping a a glass box that is set up to highlight the corner
c. Board was supportive of lower level setback along Dexter Ave N
d. Board appreciated vertical rhythm of inset decks along Dexter Ave N and Lee St.
e. Board commended use of concrete construction and expressed desire for concrete structure to enhance detailing of exterior skin and inset decks
f. Board emphasized importance of secondary elements in facade design

2 Massing and Design - North Elevation

- Board requested that the north elevation be designed as a dynamic expression with the visual experience of Dexter Ave N in mind

3 Streetscape on Dexter Avenue N

a. General support for the location and size of commercial spaces along Dexter Ave N, particularly small corner retail at intersection of Dexter Ave N and Lee St.
b. Board supported street activation enabled by proposed retail location and expressed desire for retail to spill out onto sidewalk
c. Board directed that residential entry be legible element of facade along Dexter Ave N
d. Board requested landscape along Dexter Ave N to act as buffer for pedestrians and pets

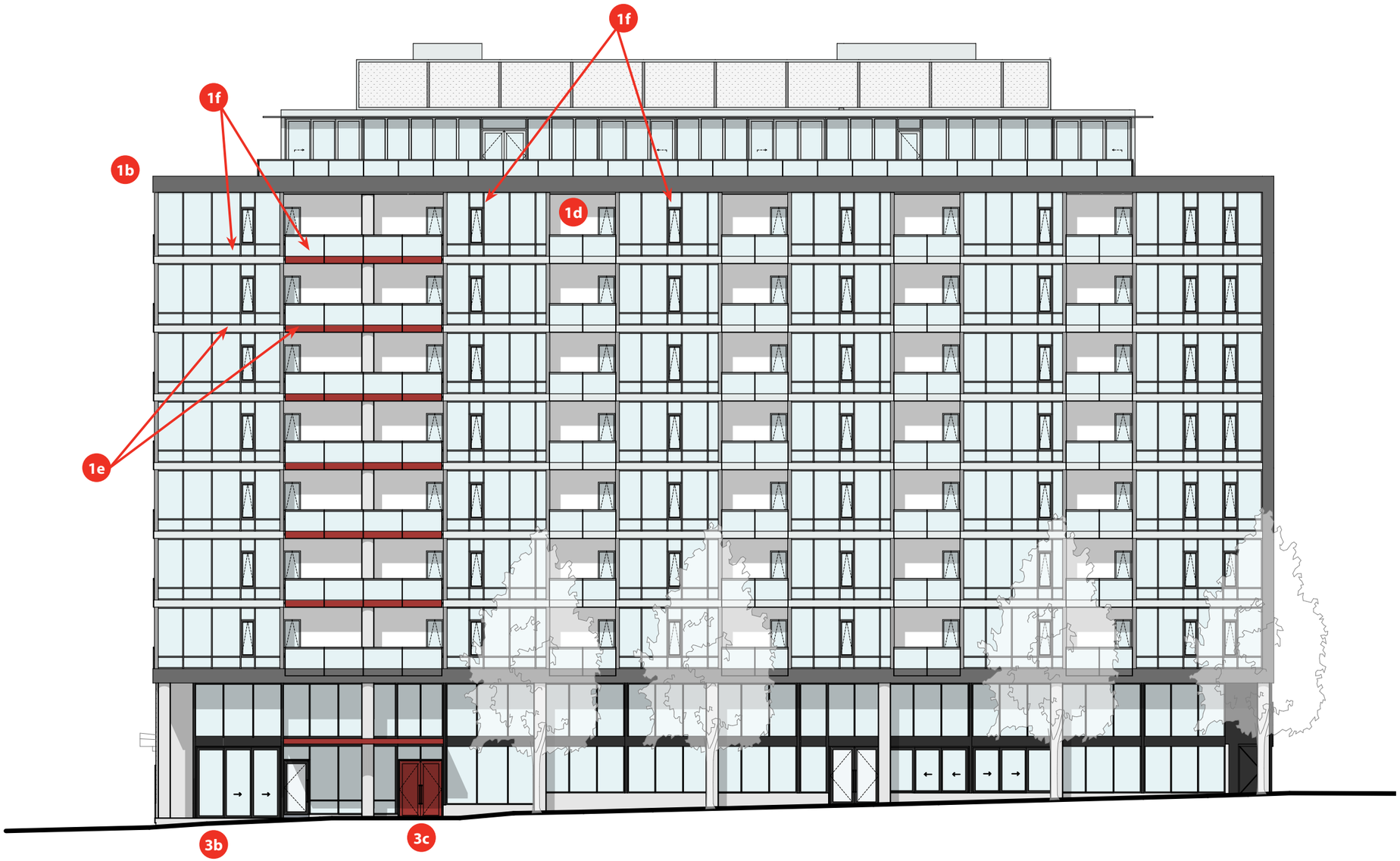
4 Streetscape on Lee Street

a. Board expressed concern regarding the impact of 2 curbcuts on the pedestrian environment along Lee St and requested an analysis illustrating the impact of a single curbcut on the building layout
b. Board requested further study of Lee St streetscape to minimize impact of parking and service access and enhance pedestrian expereince
c. Board emphasized importance of maximizing visibility of corner retail at Dexter Ave N and Lee St

5 Bike Storage Access and Wayfinding

- Board was supportive of bike storage location, but requested further infomation regarding cyclist way finding, access and safety

ADDRESSING EDG: EAST ELEVATION (DEXTER AVE N)



Height, Bulk & Scale

1b Solid frame encases glass box that opens to and emphasizes the corner at Dexter Ave N and Lee St

1c Lower level setback widens public sidewalk and provides continuous overhead weather protection

1d Vertical rythm of inset decks provides visual relief to facades along Dexter Ave N and Lee St

1e Concrete construction allows for thin slabs, elegant horizontal banding and large expanses of glazing.

1f Shifting operable locations and a color-accented banding at residential entry adds a secondary level of detail to the facade

ADDRESSING EDG: ENLARGED PORTION OF DEXTER & LEE

Height, Bulk & Scale

1b Solid frame encases glass box that opens to and emphasizes the corner at Dexter Ave N and Lee St

1e Concrete construction allows for thin slabs, elegant horizontal banding and large expanses of glazing.

Concrete columns are inbound of exterior skin to allow for more glass

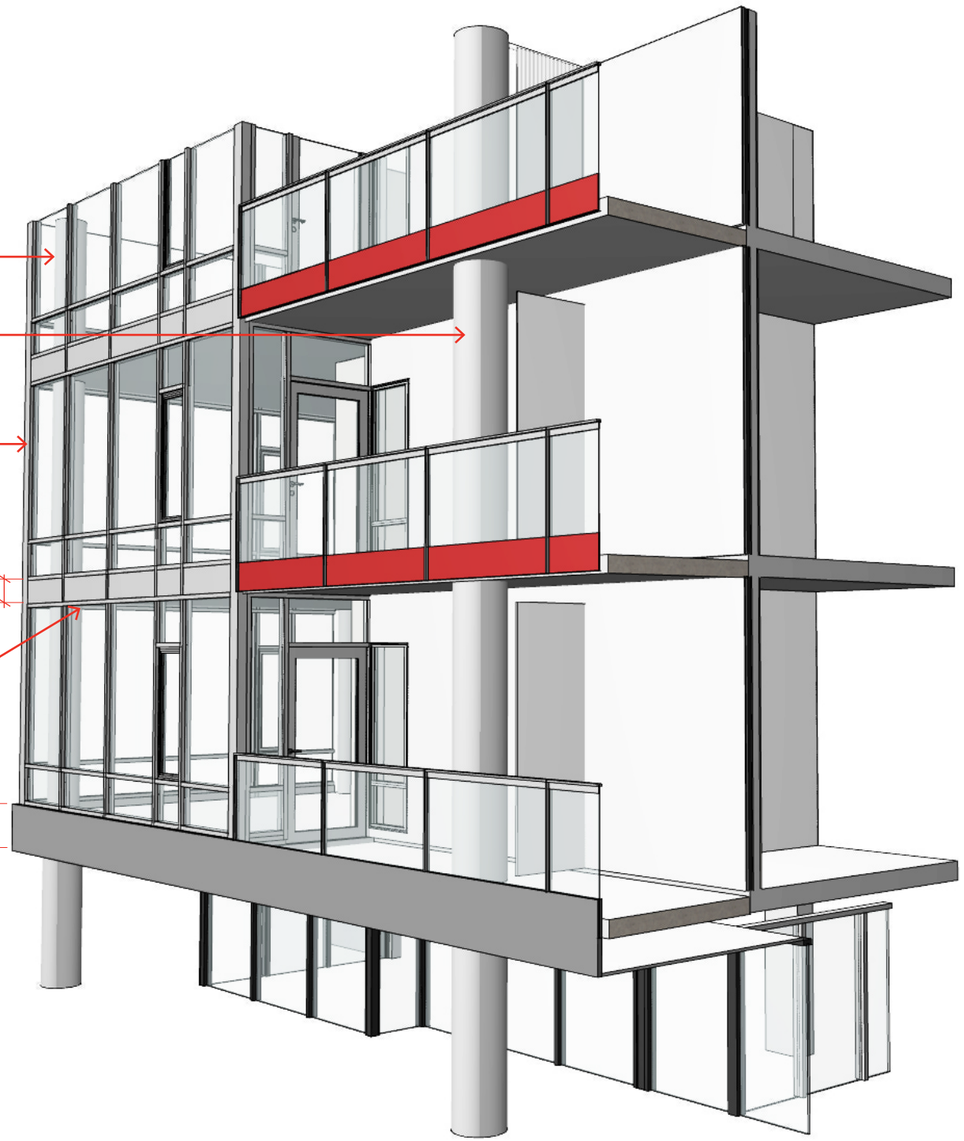
Exposed concrete columns are round

Continuous window wall at exterior skin allows for minimal outside corners and glass from floor to ceiling

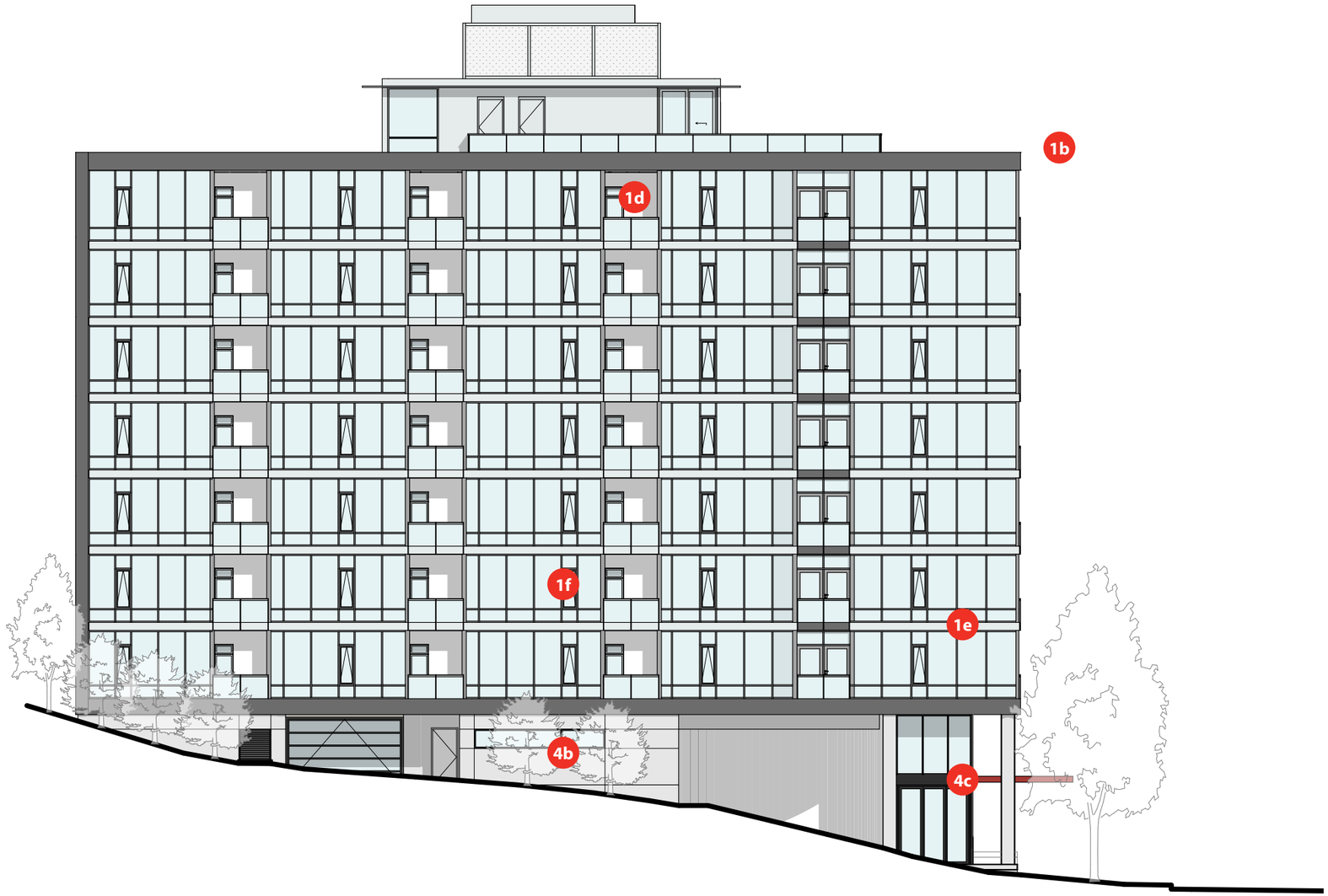
Concrete frame construction allows for thin profile at floor lines and decks

Elimination of dropped ceiling at living rooms maximizes glass of window wall

Cement board frame conceals floor slab and soffit which conceals overhead lighting for street scape



ADDRESSING EDG: SOUTH ELEVATION (LEE ST)



Height, Bulk & Scale

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Streetscape on Dexter Avenue N

3c Residential entry distinct and clearly visible

3d Landscape along Dexter Ave N acts as buffer between pedestrians and the street

Streetscape on Lee Street

4b Landscaping between sidewalk and building screens opaque portion of facade

4c Double height space and highly visibile location emphasizes corner retail at Dexter Ave N and Lee st

D.R #1 Departure Request #1, see p.34

CS2 A1 Sense of Place

ADDRESSING EDG: NORTH ELEVATION

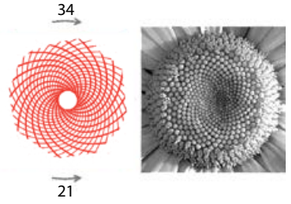
The Fibonacci Series is a mathematical sequence in which each number is the sum of the two preceding numbers.

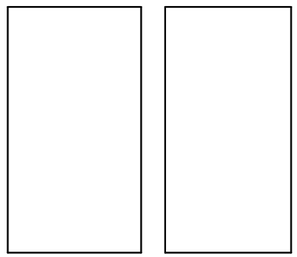
The series recurs often in mathematics and in nature. In mathematics, the Fibonacci series is used in computer algorithms for various search techniques. In nature, the Fibonacci series relates to the Golden Ratio and describes patterns such as: tree branching, arrangement of leaves on a steam, flowering of an artichoke and the bracts of a pine cone.

The Fibonacci-influenced pattern of the North Elevation symbolizes a link between human technology and nature that is relevant Seattle, and particularly South Lake Union, a tech hub surrounded by the natural beauty of Lake Union and the Puget Sound and Cascade Mountains beyond.

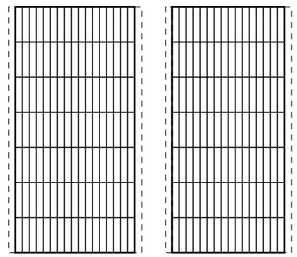
reference:
Fibonacci Number [Web article] Retrieved 6 April, 2016 from https://en.wikipedia.org/wiki/Fibonacci_number
images:
haggisthesheep.wordpress.com
http://britton.disted.camosun.bc.ca/fibslide/jbfibslide.htm

1, 1, 2, 3, 5, 8, 13, 21, 34...
0+1=1, 1+1=2, 1+2=3, 2+3=5, 3+5=8, 8+13=21, 13+21=34

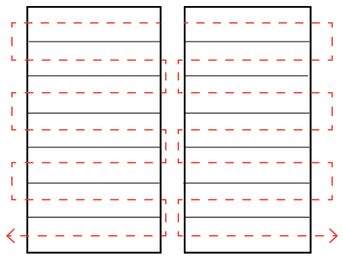




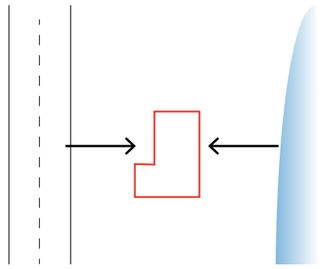
BOUNDARY OF NORTH ELEVATION



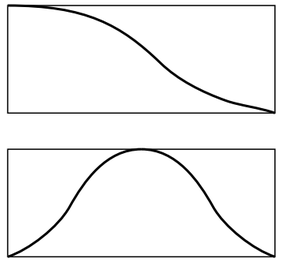
PANEL BREAK UP / JOINT PATTERN
Frame containing the sequence



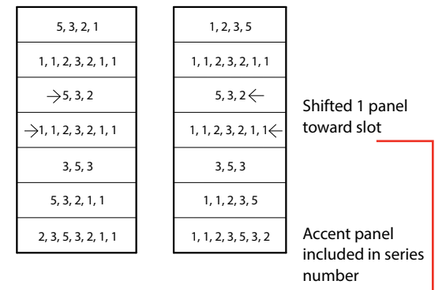
WEAVING PATTERN
Overall 'read' the bldg like a line of code interlinking the levels and technology



JUNCTURE BETWEEN HUMAN TECH AND NATURE



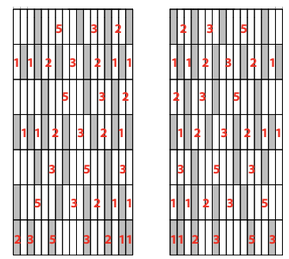
RISE +FALL / EBB + FLOW
Over one portion linking in the proximity of the water



Shifted 1 panel toward slot

Accent panel included in series number

NUMERIC PATTERN INFLUENCED ON FIBONACCI SERIES
Unless noted otherwise, accent panel defines space between series number, main color panel creates each number in the series.



PATTERN APPLIED

NORTH ELEVATION: FIBONACCI PATTERN

ADDRESSING EDG: STREET LEVEL FLOOR PLAN

Height, Bulk & Scale

1c Lower level setback widens public sidewalk and provides continuous overhead weather protection

1e Concrete construction allows for thin slabs and elegant horizontal banding on facade

Streetscape on Dexter Avenue N

3a Retail distributed along length of Dexter streetscape and activates corner at Lee St

3b Opportunity for retail to spill out onto sidewalk

3c Residential entry distinct and clearly visible

3d Landscape along Dexter Ave N acts as buffer between pedestrians and the street

Streetscape on Lee Street

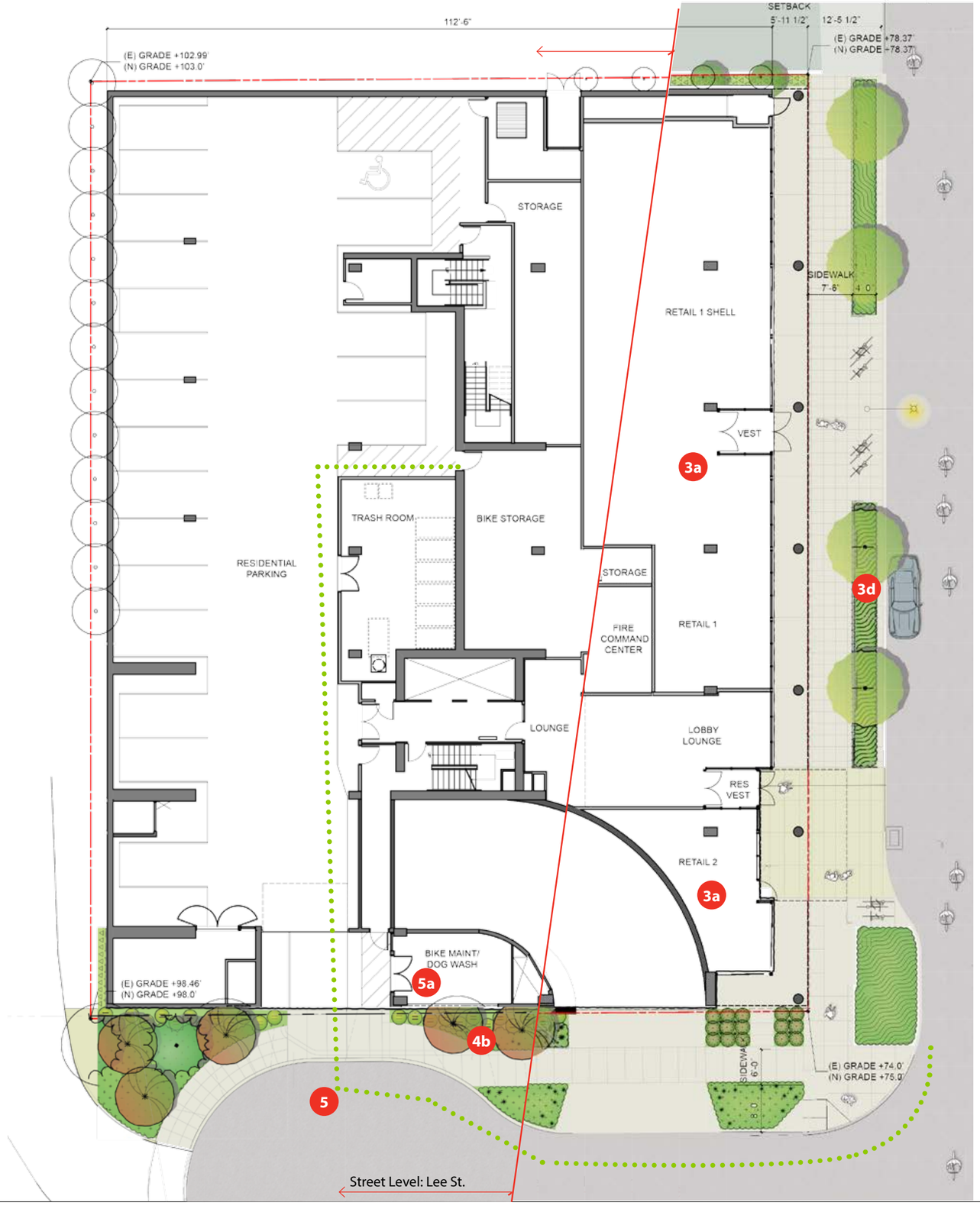
4b Landscaping between sidewalk and building screens opaque portion of facade

Bike Storage Access and Wayfinding

5 Cyclist access route to bike storage room

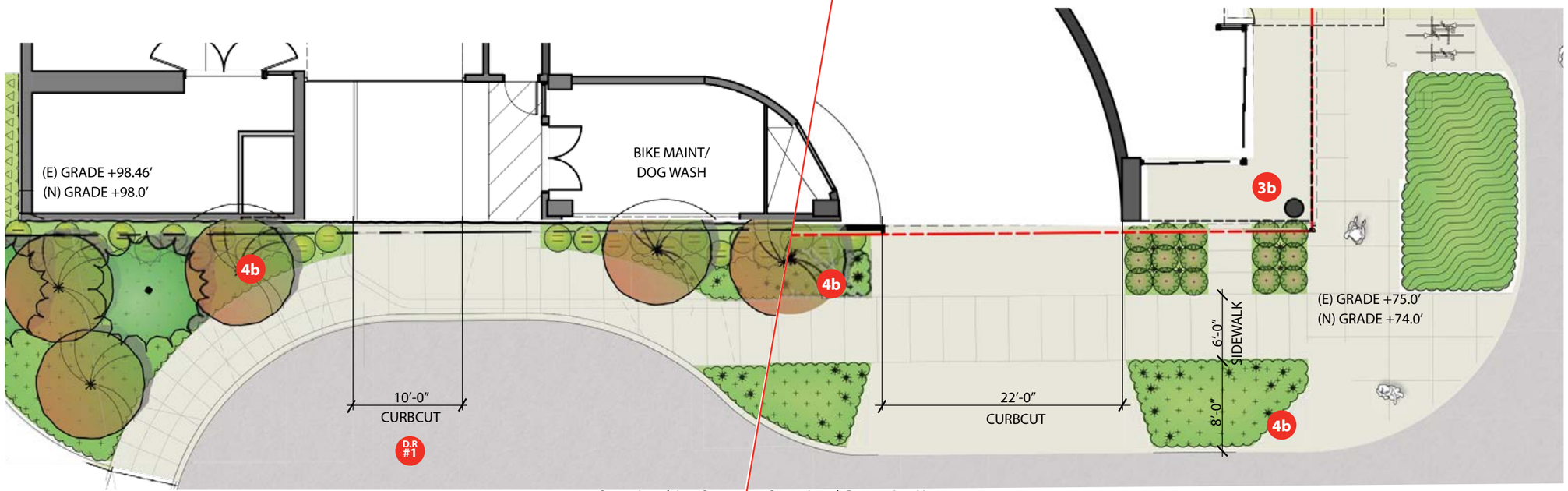
5a Addition to bike maintenance room convenient to bikers

CS2 A1 Sense of Place



ADDRESSING EDG: STREETSCAPE ON DEXTER AVENUE N

ADDRESSING EDG: ENLARGED LEE ST PLAN AND ELEVATION



CS2 A1 Sense of Place

Height, Bulk & Scale

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Streetscape on Dexter Avenue N

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Streetscape on Lee Street

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4b Landscaping between sidewalk and building screens opaque portions of facade

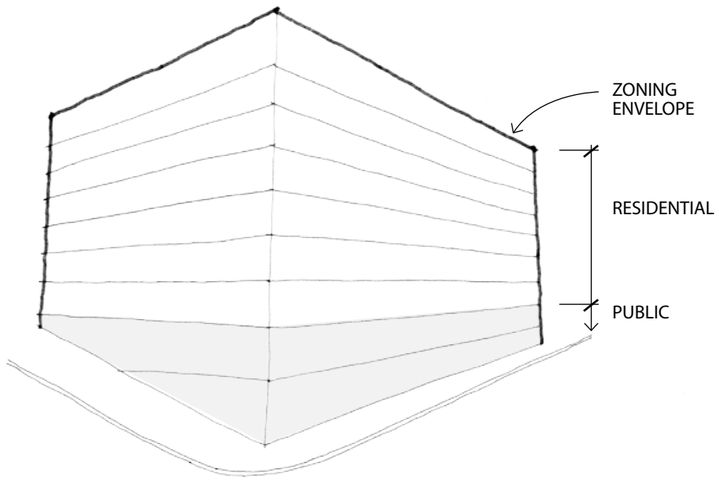
4c Double height space and highly visible location emphasizes corner retail at Dexter Ave N and Lee st

5 Window into bike maintenance room

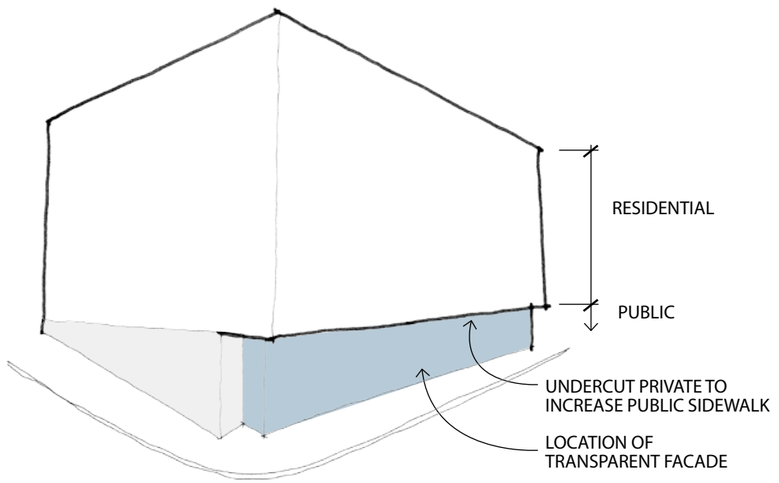
D.R #1 Departure Request #1, see p. 34

ADDRESSING EDG: STREETSCAPE ON DEXTER AVE N AND LEE ST CORNER

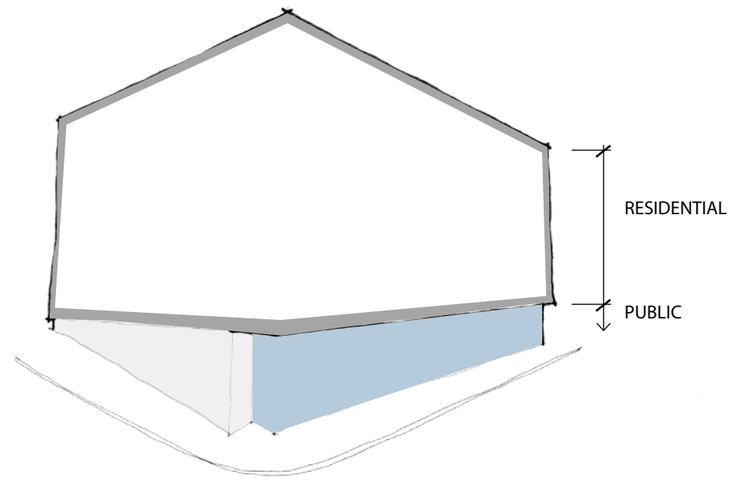
BUILDING DESIGN: MASSING CONCEPT



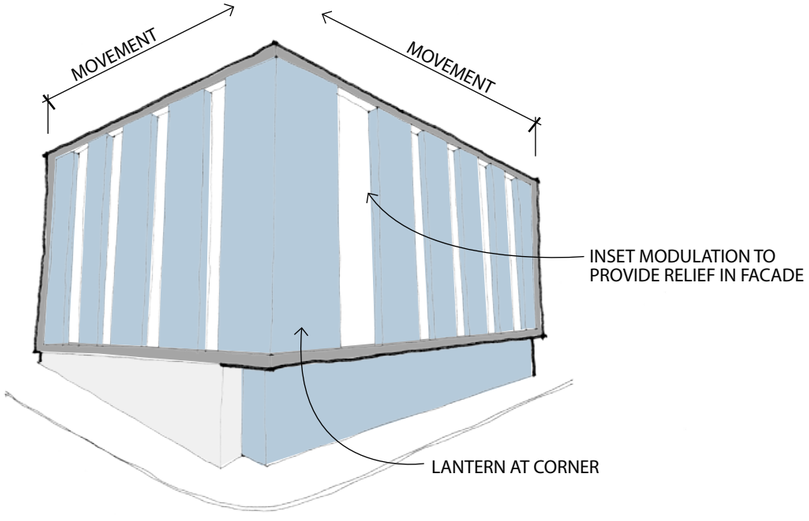
ZONING



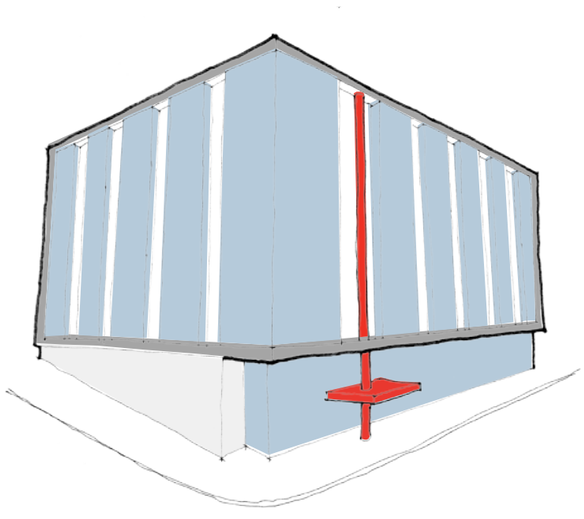
UNDERCUT



FRAME



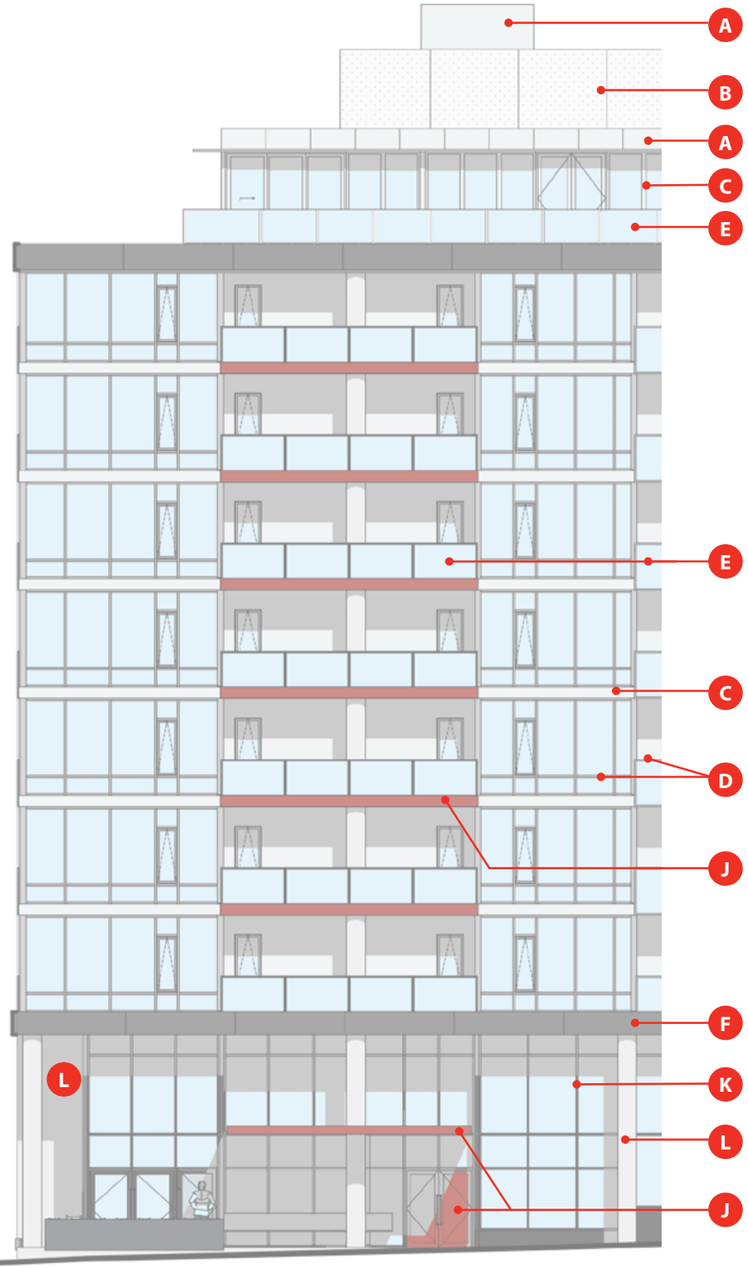
MODULATION/RELIEF/RHYTHM



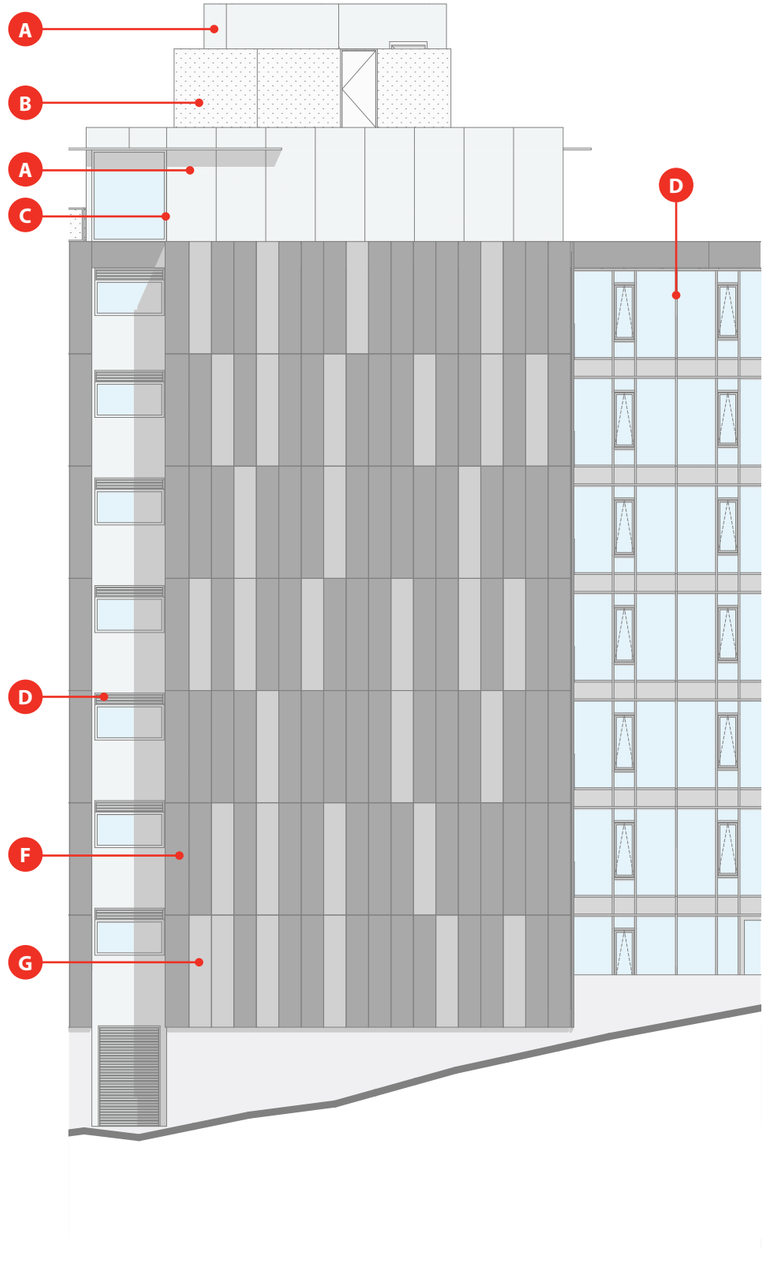
ENTRY


1405

MATERIAL PALETTE



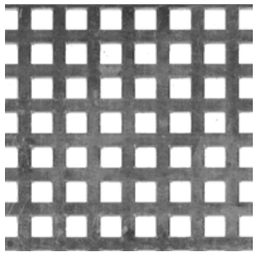
PARTIAL ELEVATION DETAIL:
WEST (SOUTH SIM)



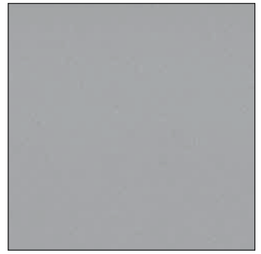
PARTIAL ELEVATION DETAIL:
NORTH (EAST SIM)

MATERIAL PALETTE

A LEVEL 9 PANELS INTERGRAL COLOR CEMENTIOUS PANEL - LIGHT GRAY

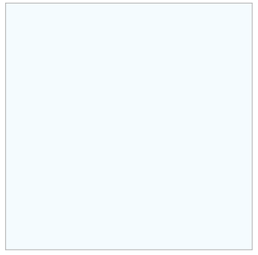


B METAL PERFORMATED, SILVER/CLR ANODIZED ALUM.



C WINDOW WALL / BALCONY GUARD - SILVER/CLR ANODIZED ALUM.

D WINDOW WALL / BALCONY GUARD - MEDIUM GRAY



E GLASS

F TYP. FRAME AND MAIN PANELS INTERGRAL COLOR CEMENTIOUS PANEL - CHARCOAL

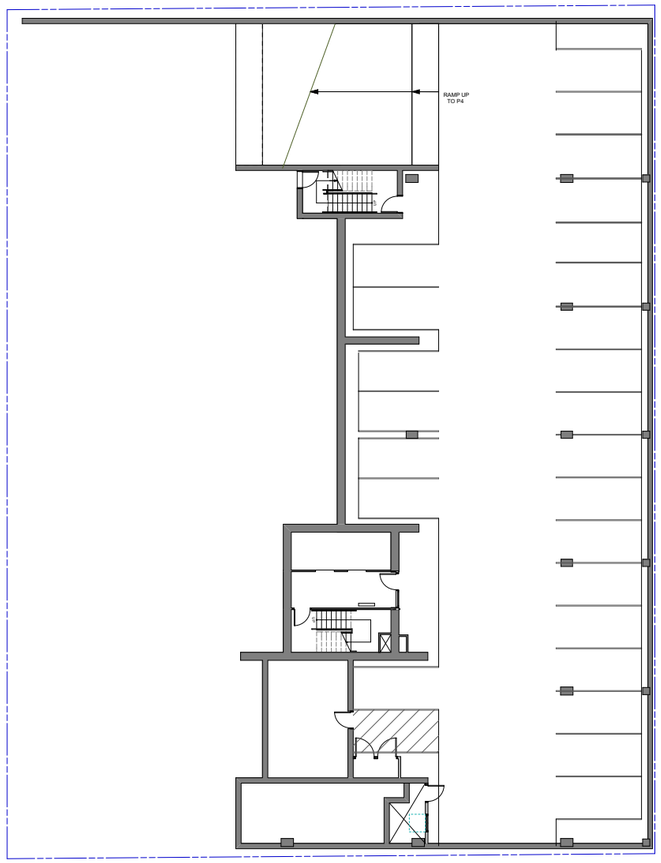
G ACCENT PANELS @ FIBONACCI WALLS: INTEGRAL COLOR CEMENTIOUS PANEL - MEDIUM GRAY

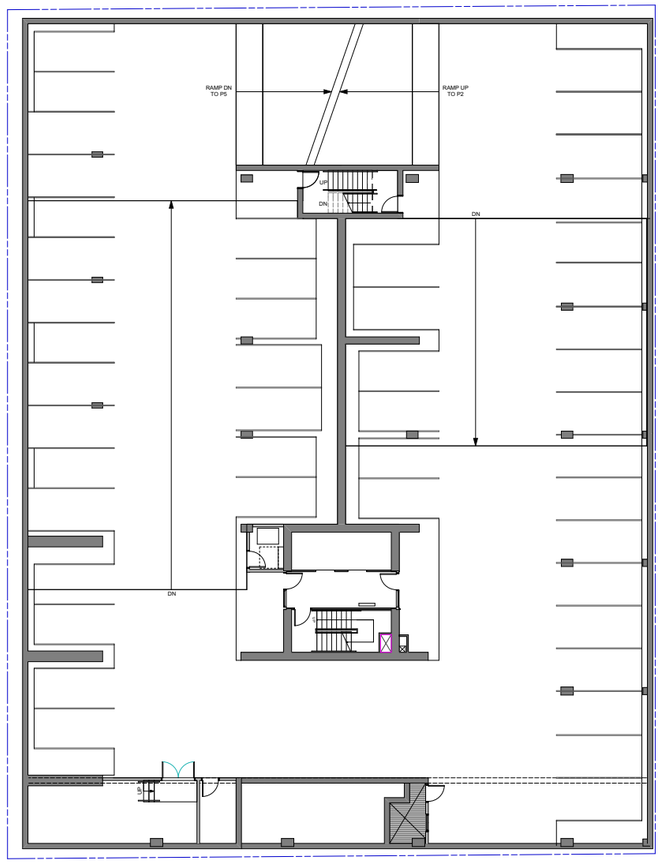
J RED ACCENT

K STOREFRONT BLACK

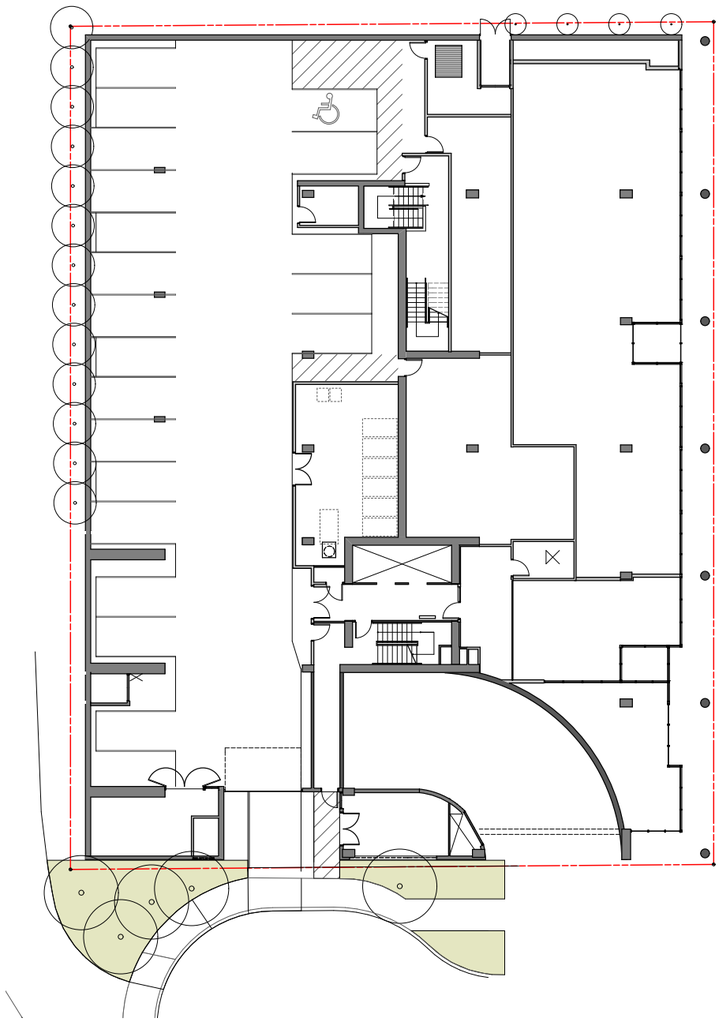
L EXPOSED CONCRETE

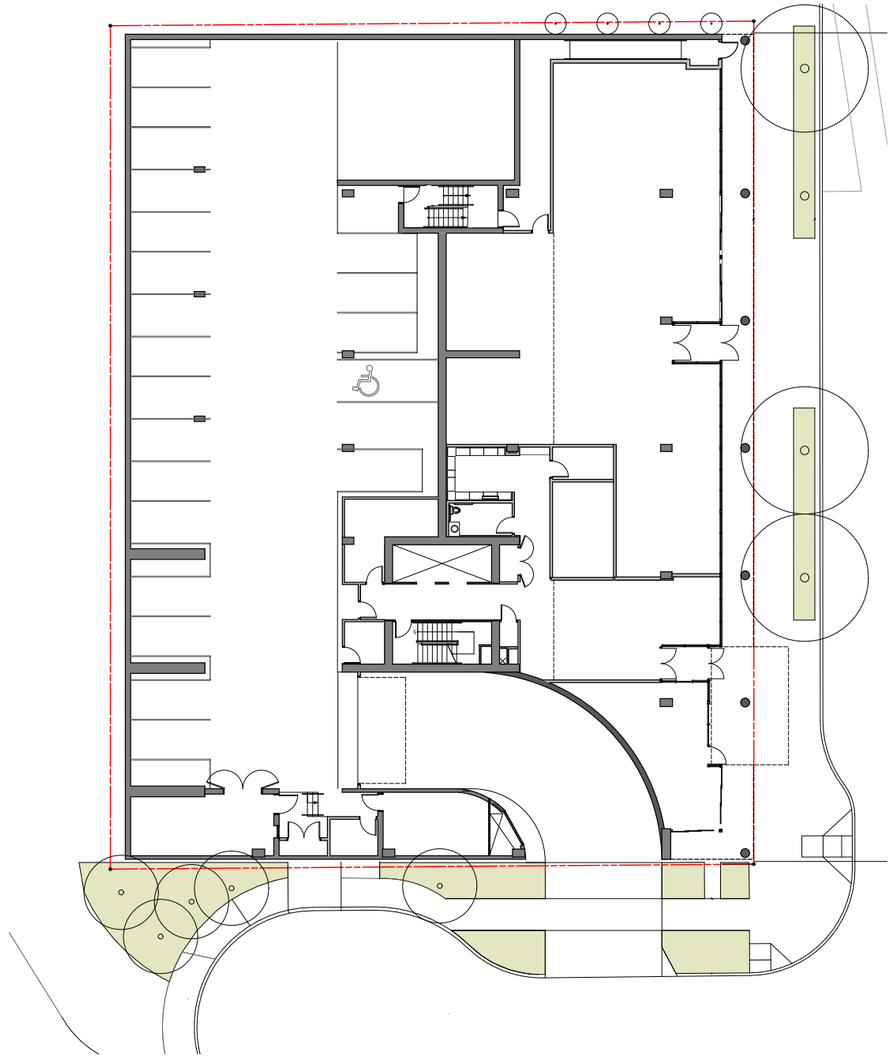
P5, P4/P3 PLANS



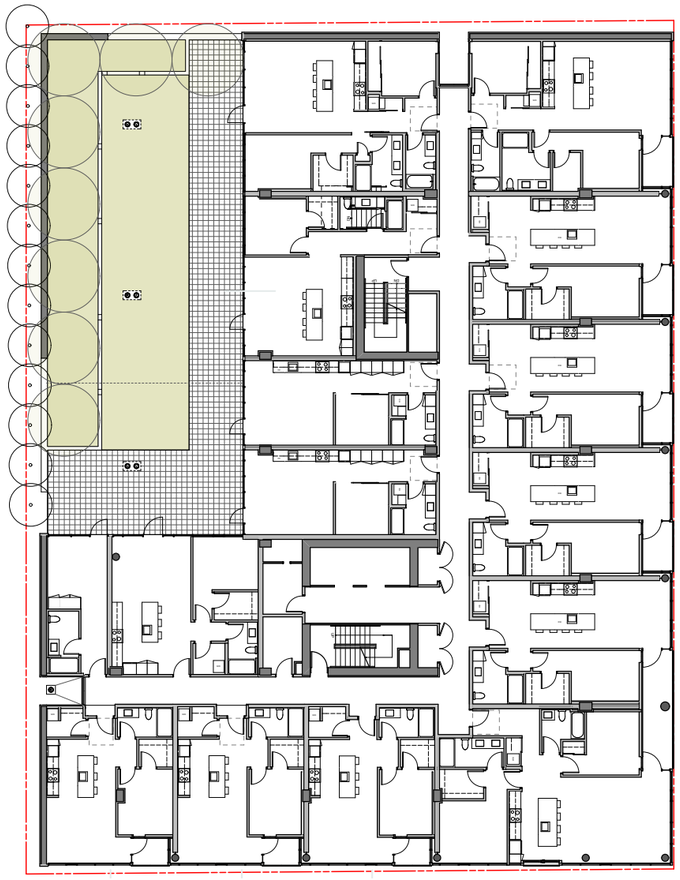


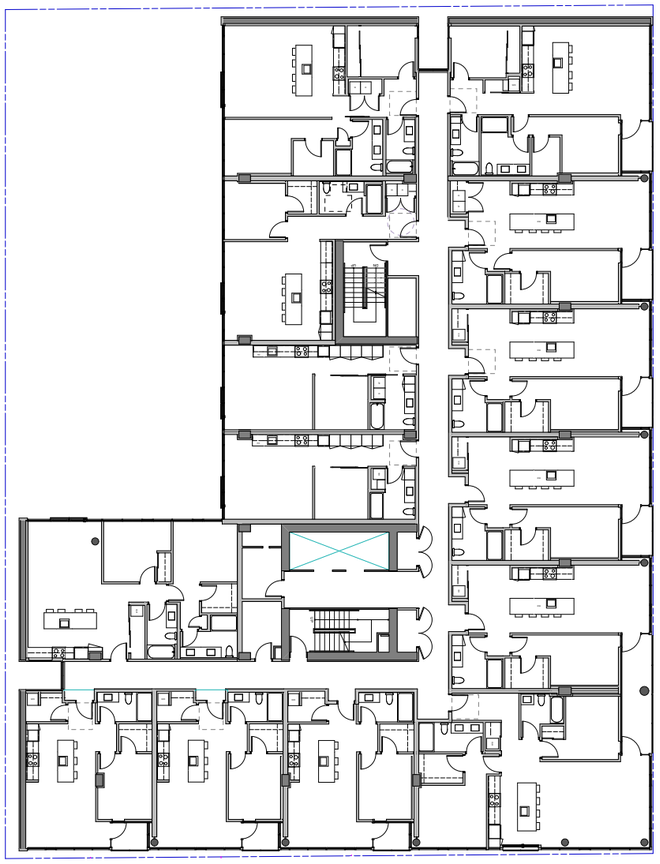
P2/STREET LEVEL, P1 PLANS

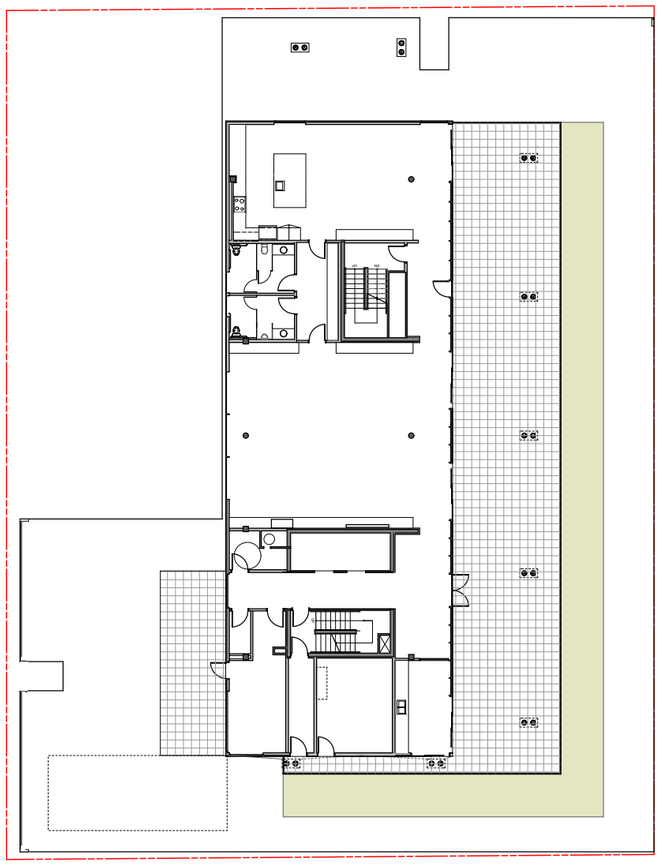




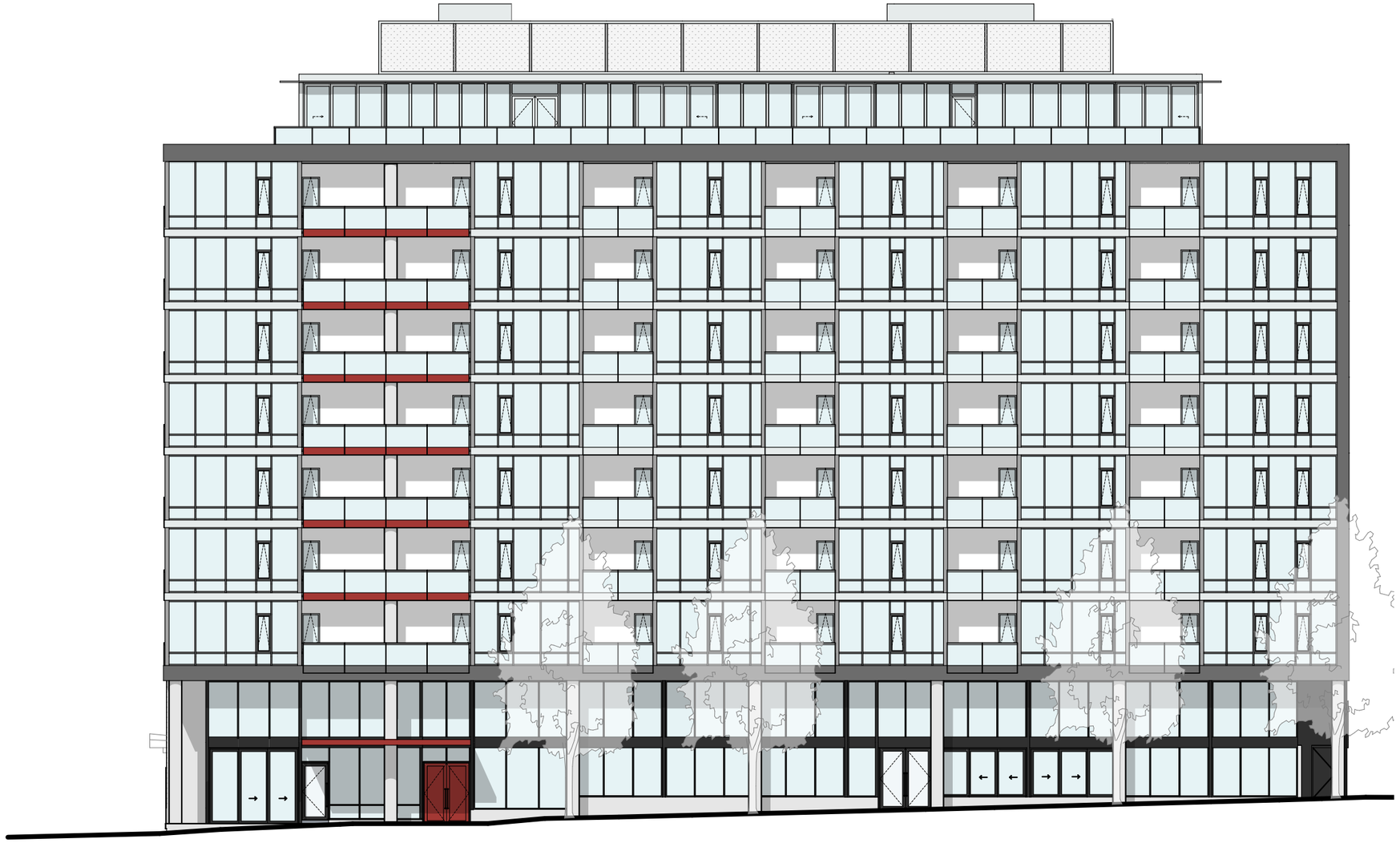
LEVEL 2, 3-8 (TYPICAL RESIDENTIAL), 9 (AMENITY) PLANS







EAST ELEVATION

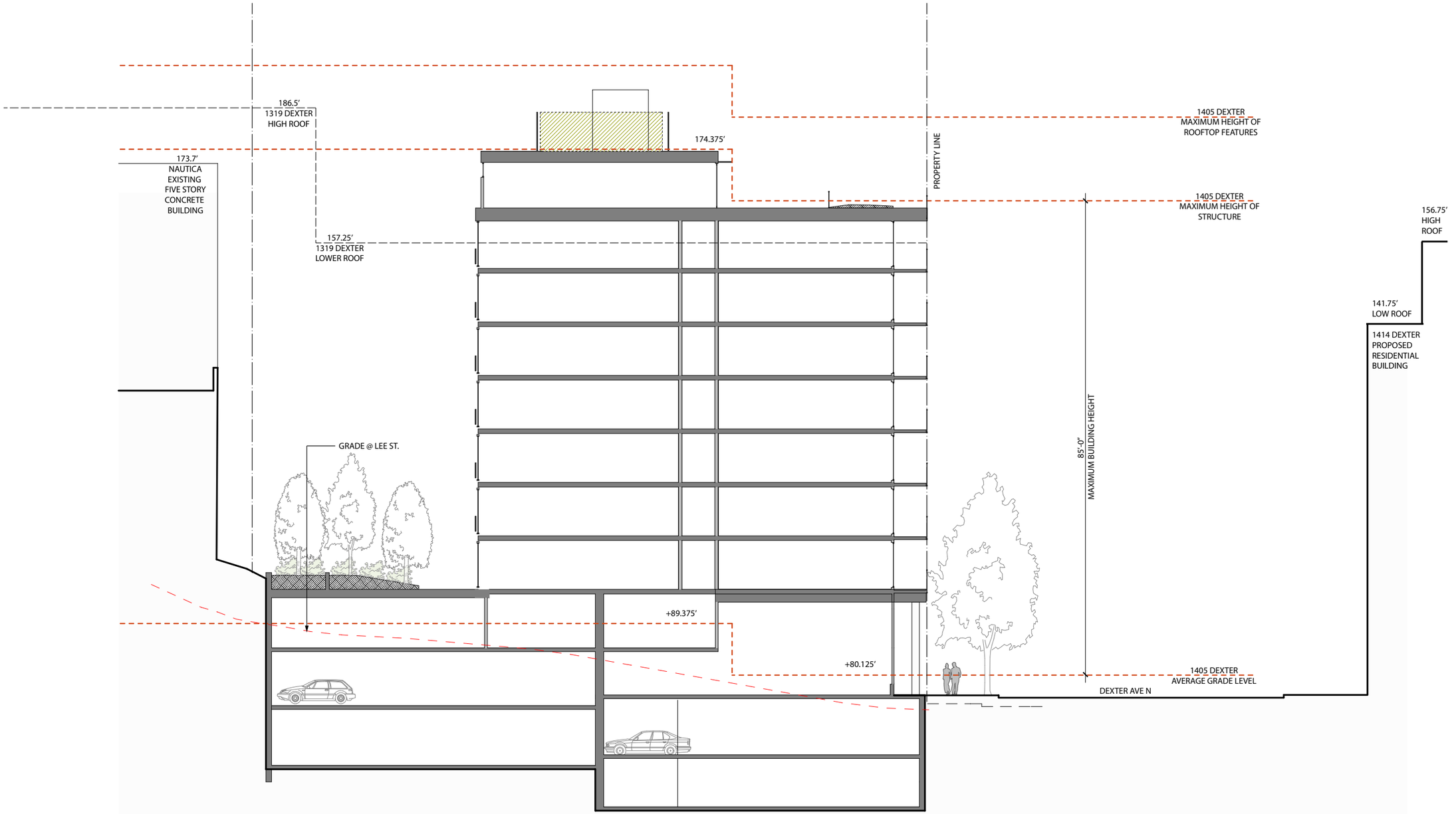


NORTH ELEVATION

WEST ELEVATION

SOUTH ELEVATION

EAST-WEST BUILDING SECTION



LANDSCAPE: STREET LEVEL PLAN

Karen Kiest | Landscape Architects

0' 10' 20' N

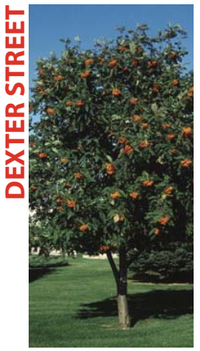
PLANTS

SYMBOL	BOTANICAL NAME	COMMON NAME
	STREET TREES (APPROVED BY SDOT ARBORIST DATED 3/14/2016)	BILL AMES PER E-MAIL
	SORBUS AUCUPARIA 'MICHRED'	CARDINAL ROYAL MOUNTAIN ASH
	ACER CIRCINATUM *	VINE MAPLE
	CALOCEDRUS DECURRENS	INCENSE CEDAR
	TREES AT GRADE	
	SEQUOIA SEMPERVIRENS	COAST REDWOOD
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	R.O.W. / STREET LEVEL SHRUBS	
	CORNUS STOLONIFERA 'KELSEYI' *	'KELSEYI' RED TWIG DOGWOOD
	EPIMEDIUM ALPINUM **	EPIMEDIUM
	ROSA 'AMBER FLOWER CARPET'	'AMBER FLOWER CARPET' ROSE
	VIBURNUM DAVIDII	DAVID'S VIBURNUM
	R.O.W. NATIVE MIX	
	MAHONIA NERVOSA *	LONGLEAF MAHONIA
	POLYSTICHUM MUNITUM*	SWORD FERN
	VACCINIUM CORYMBOSUM	HIGHBUSH BLUEBERRY
	ASTILBE X ARENDSII 'BRIDAL VEIL'	ASTILBE
	PENESTEMON X GLOXINOIDES 'GARNET'	'GARNET' PENESTEMON
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY
	VIBURNUM DAVIDII	DAVID'S VIBURNUM
	NATIVE MIX AT PROPERTY LINES	
	GAULTHERIA SHALLON *	SALAL
	POLYSTICHUM MUNITUM*	SWORD FERN
	SYMPHORICARPOS ALBUS	SNOWBERRY
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY
	TREES - ON STRUCTURE	
	PARROTIA PERSICA	PERSIAN IRONWOOD
	LAGERSTROEMIA INCICA X F. 'TUSCARORA'	TUSCARORA CRAPE MYRTLE
	ACER PALMATUM (GREEN)	JAPANESE MAPLE
	AMELANCHIER GRANDIFLORA	SERVICEBERRY
	MAGNOLIA x 'GALAXY'	GALAXY MAGNOLIA
	BAMBOO	
	PHYLLOSTACHYS AUREA	GOLDEN BAMBOO
	ON-STRUCTURE SHRUBS	
	SARCOCOCCA RUSCIFOLIA**	FRAGRANT SWEET BOX
	CAMELLIA SASANQUA 'JEAN MAY'	JEAN MAY CAMELLIA
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY
	VACCINIUM CORYMBOSUM	NORTHERN HIGHBUSH BLUEBERRY
	RHODODENDRON ' KEN JANECK'	KEN JANECK RHODODENDRON
	ON-STRUCTURE GROUNDCOVER	
	LIRIOPE MUSCARI 'BIG BLUE'	LILY TURF
	CORNUS SERICEA 'kELSEYI'	KELSEY'S DWARF RED-OSIER DOGWOOD
	BLECHNUM SPICATA	DEER FERN
	PACHYSANDRA TERMINALIS	JAPANESE SPURGE
	GREENROOF PLANTING MIX 1	
	SEDUM TILE PREVEGETATED MATS** WITH ORNAMENTAL GRASSES, 5.25" SOIL DEPTH MIN., MOUND PER PLAN, COLOR MAX. AVAILABLE FROM ETERA, CONTACT DAVID GILMORE 360.661.2767	
	MISCANTHUS SINENSIS 'LITTLE KITTEN'	LITTLE KITTEN MAIDEN GRASS

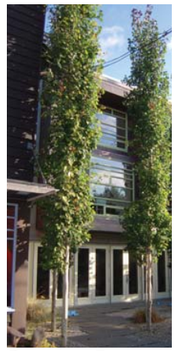
LEE STREET

Acer circinatum
Vine Maple

DEXTER STREET



Sorbus aucuparia
Mountain Ash



Populus 'Erecta'
Columnar Aspen

PODIUM

Acer palmatum
Japanese Maple

ROOF

Lagerstroemia 'Tuscarora'
Tuscarora Crape Myrtle

Vaccinium ovatum
Evergreen Huckleberry

Cornus kelseyii
Kelsey Redtwig Dogwood

Rhododendron ' Ken Janeck'
Ken Janeck Rhododendron

Shibatea kumasaca
Shibatea

Vaccinium Corymbosum
Northern Highbush Blueberry

Rosa 'Amber Flower Carpet'
'Amber Flower Carpet' Rose

Sarcococca Ruscifolia
Fragrant Sweet Box

Echinacea purpurea
Purple Cone Flower

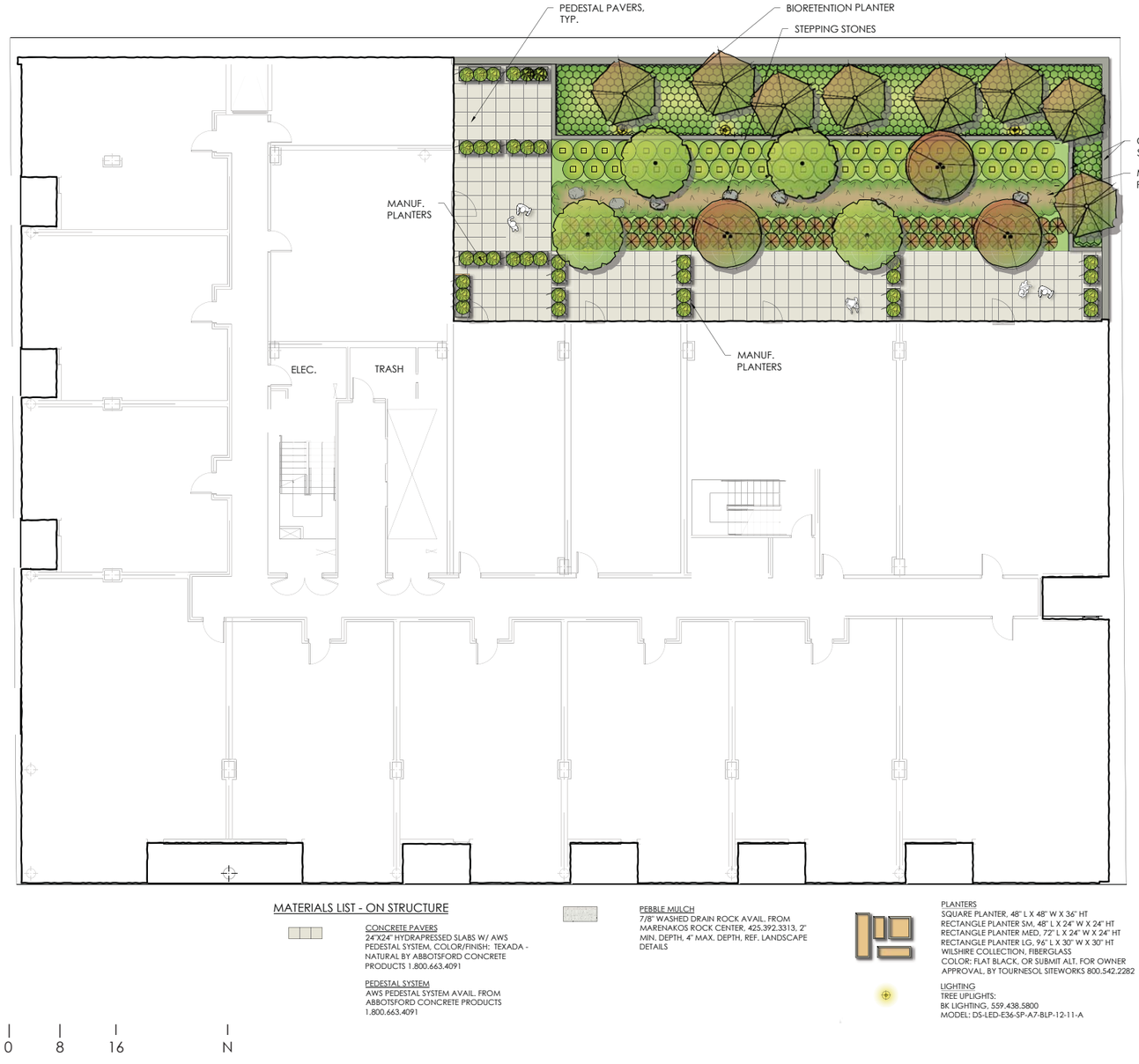
Mahonia nervosa
Longleaf Mahonia

Viburnum davidii
David's Viburnum

Phyllostachys aurea
Golden Bamboo

Sedum 'Autumn Joy'
'Autumn Joy' Sedum

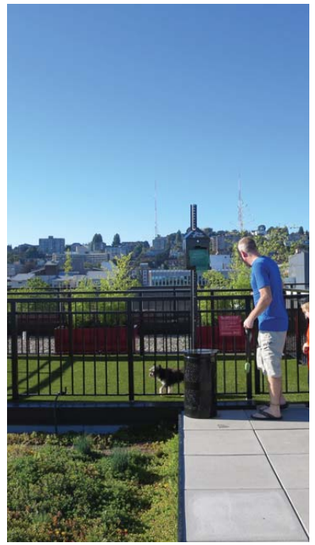
LANDSCAPE: LEVEL 2 PLAN



Layered Landscape with Japanese Maples

Private Terraces with Bamboo Planters

LANDSCAPE: ROOF LEVEL PLAN



Dog Run Area

Trees in Pots

Sedums with Grasses

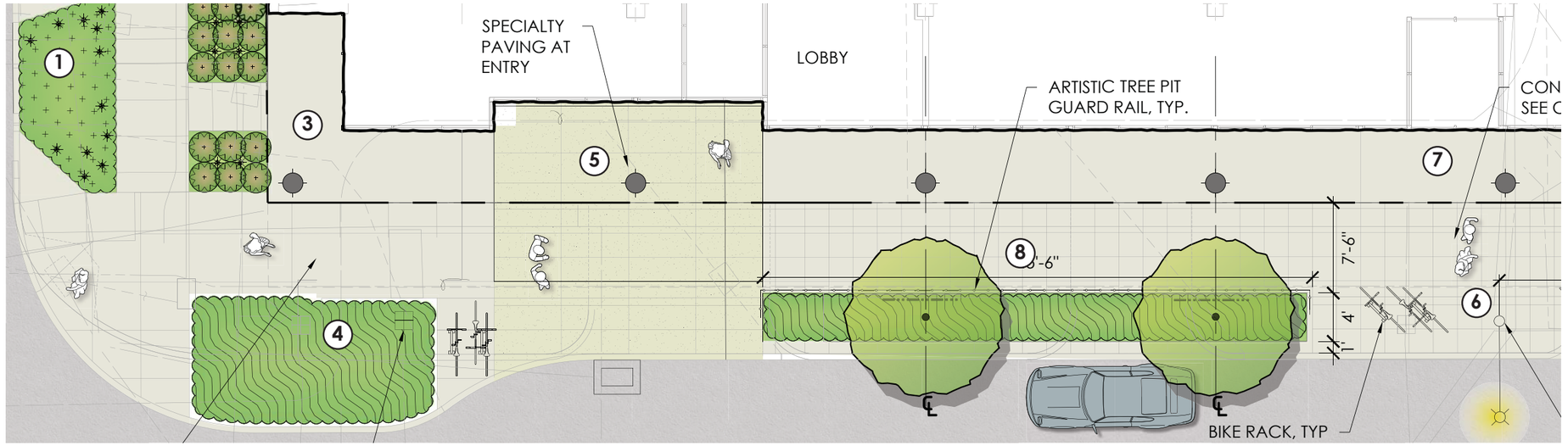
LANDSCAPE: STREET LEVEL DETAIL

Lee Street

1 Native Mix plantings
2 Layered Landscape at Building
3 Corner Outdoor Cafe

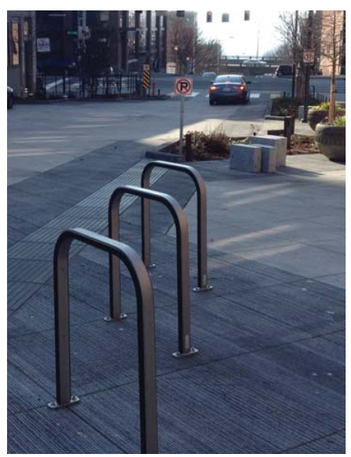
Dexter Street

4 Landscaped Curb Bulb
5 Entry Pavements
6 Better Bike Racks
7 Retail Frontage
8 Tree Well with Dog Guard



3 Outdoor Cafe

4 Landscaped Curb Bulb



6 Better Bike Racks at Retail

7 Retail frontage

8 Tree Well with Dog Guard

LIGHTING + SIGNAGE: STREETSCAPE ELEVATION & IMAGES

Lighting at unit decks
-one shielded wall sconce per deck

Lighting 1

Multifamily signage
-canopy mounted identification signage

Lighting 4

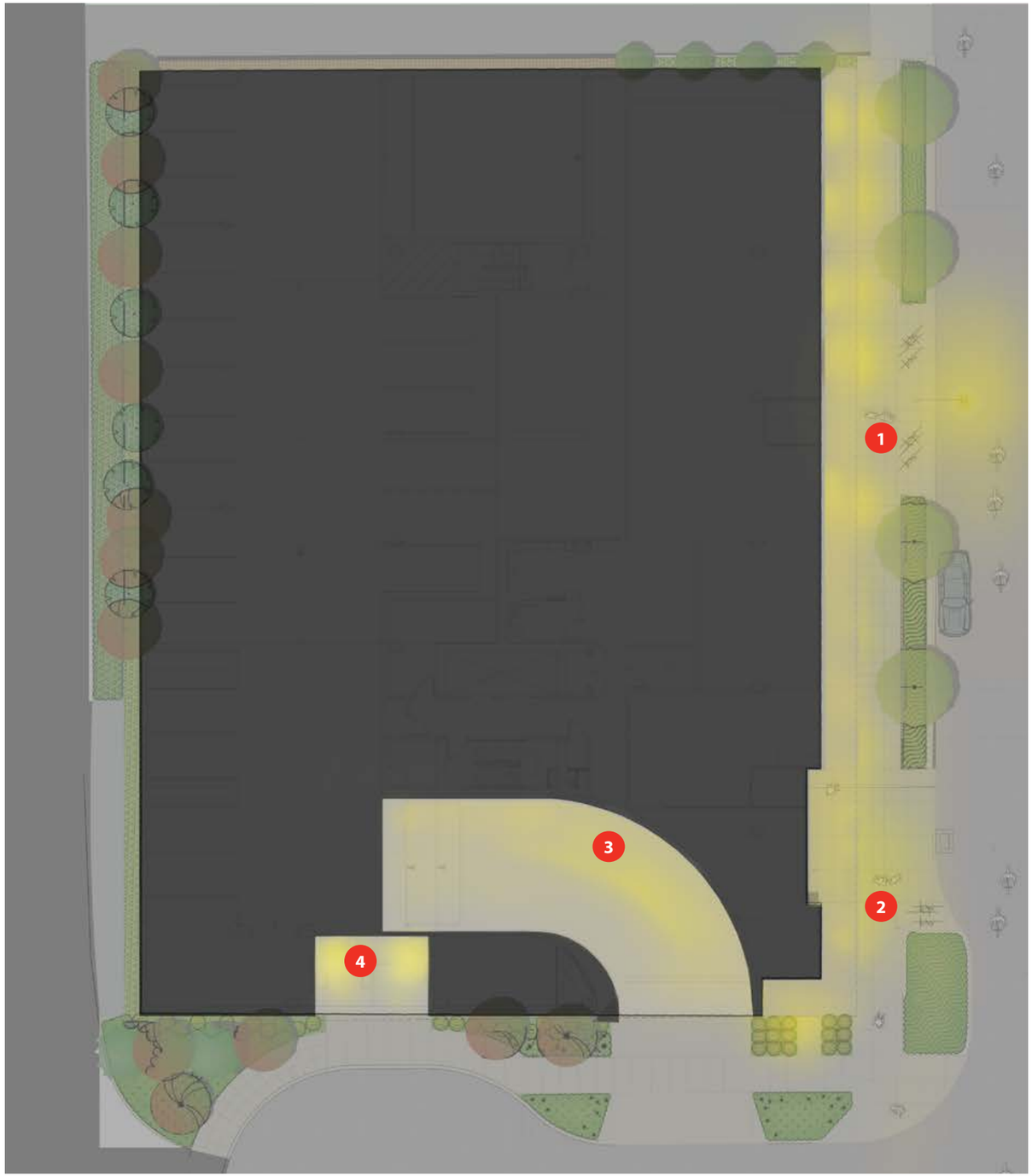
Business sign
-overhead wall mounted signage, max 1 sign per business per street facade

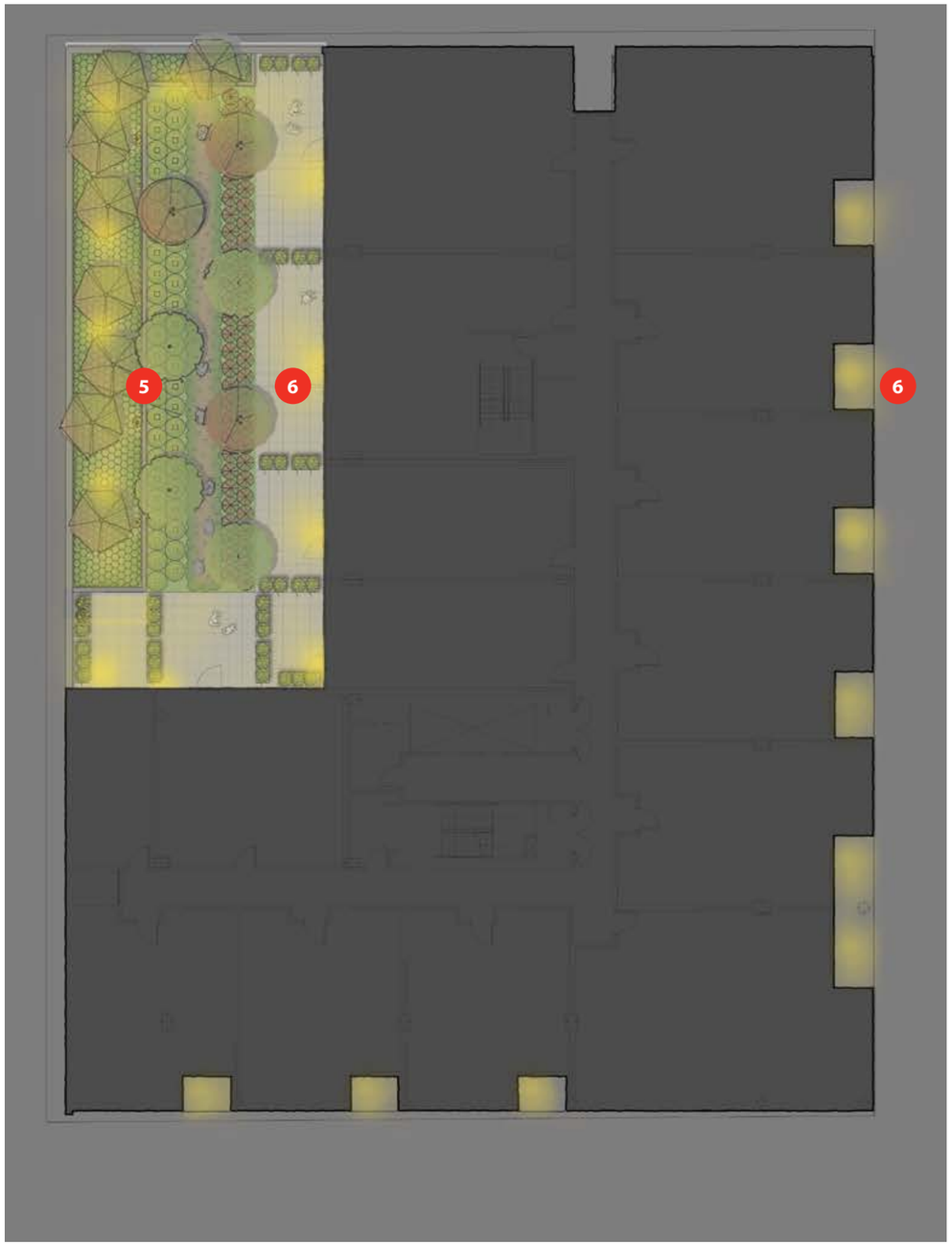
Lighting 2

Wall Mounted Design

Canopy Mounted Design

LIGHTING STREETSCAPE AND LEVEL 2 PLANS





LIGHTING: ROOF LEVEL

1. Downlighting from building overhand above
2. Downlighting from entry canopy above
3. Curved LED lighting to accent curved wall
4. Low level parking entry lighting
5. Adjustable tree accent lighting
6. Wall sconce
7. Recessed downlight in awning
8. Railing mounted step light

Uplit Trees

POTENTIAL DEVELOPMENT DEPARTURE #1

The following Development Departure has been identified as potentially necessary to achieve the preferred design alternate.

The requested departure is because of the natural slope of the site and 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 accomodate all the access points that would normally be located on an alley: parking, bicycle parking and trash storage/access.

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 of Nautica's garage and (future) pedestrian egress on south side of Lee from new development at 1319 Dexter.

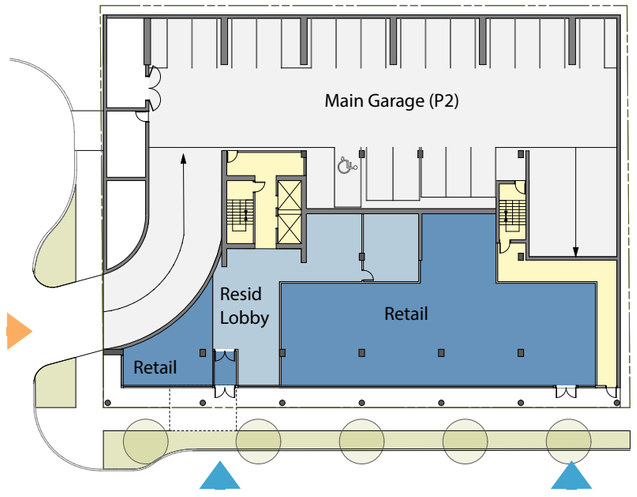
The project has opted to push most of the required transparency on Lee St to the corner to enliven that intersection (Design Guidelines CS2.C.1 Relationship to the Block) and provide much needed visibility for pedestrians. The remaining transparency required has been added at the new bike manintance room to enhance the space.

	DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
1	**SMC 23.48.085 E.1. Curb cut Width and Number** Permitted access shall be limited to one two-way curb cut.	Request to depart from the required number of curb cuts.	*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.I: 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 curbcut 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. We would propose the second curb cut would be 10-0 wide, which is as small as possible to minimize impact on the streetscape. This is possible because if a curb cut serves garage with less than 30 spaces it can be as small as 10 feet wide.*

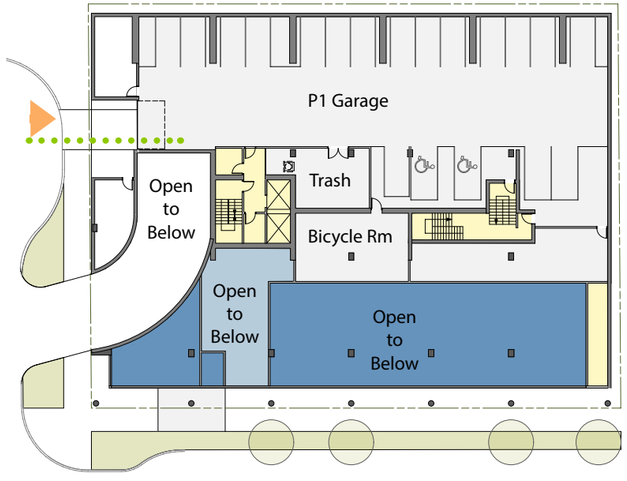
Bicycle Entry/Exit

Pedestrian Entry/Exit

Parking Entry/Exit

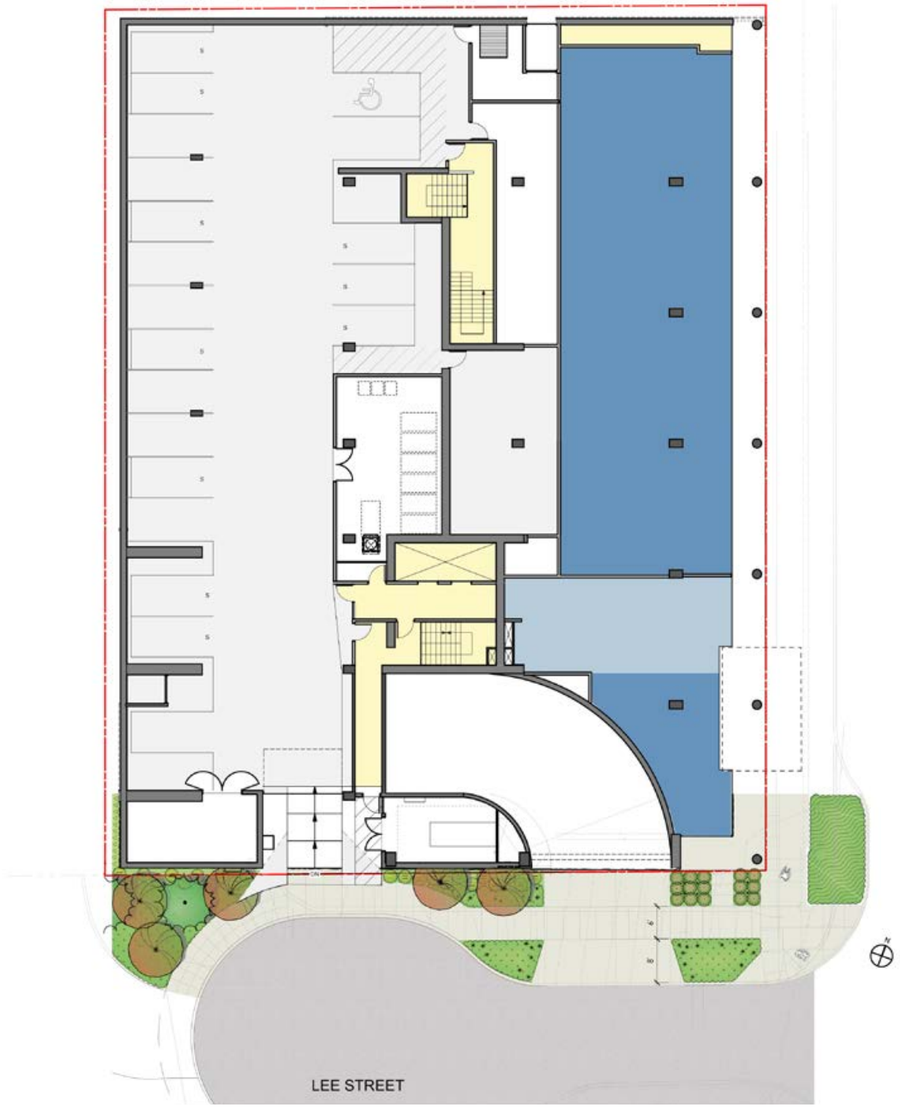


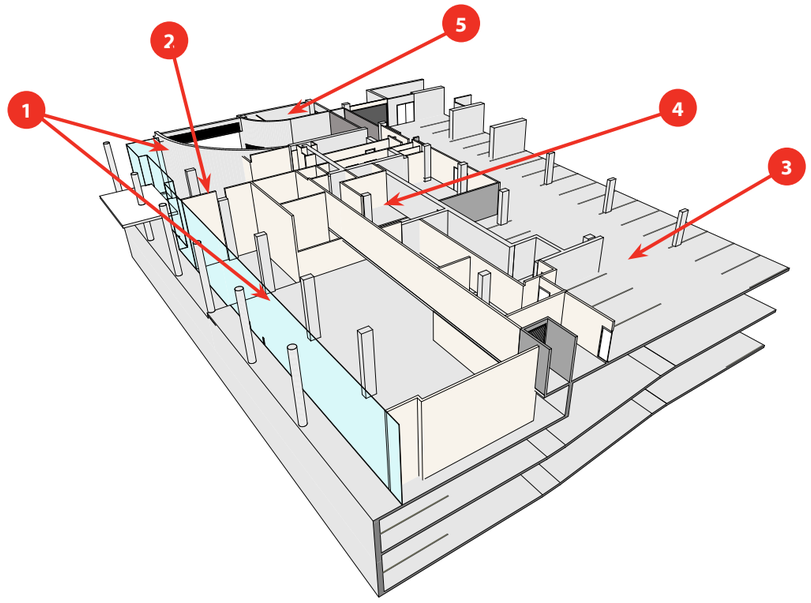
Dexter Ave N Level (Level P1/1)

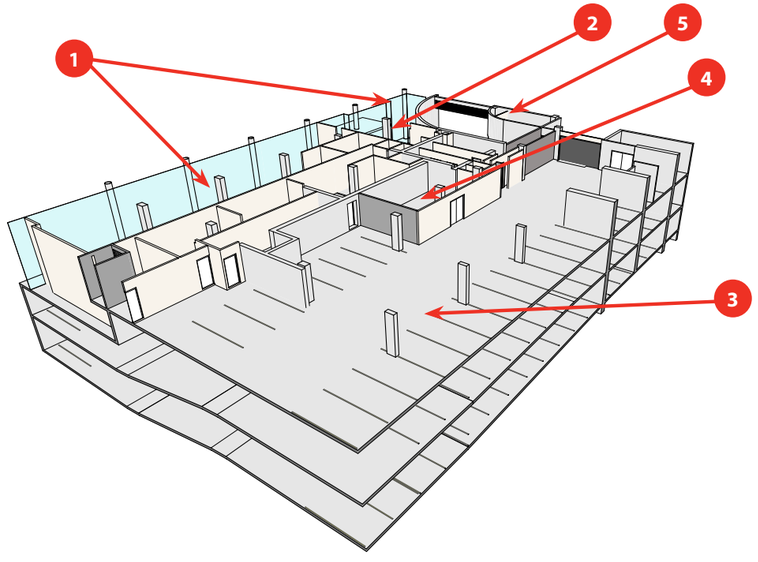


Lee Street Level (Level P2)

DEPARTURE #1 REQUESTED CURBCUTS







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 to provide the parking demand projected for the project by the traffic study. The two points are needed on this site because of size- if we were larger we would more easily accommodate the ramping needed to create the garage without impacting Dexter street scape experience (see single curb cut location # 1 for the amount of ramping needed).

By providing the second curb cut, we are able to separate the majority of the cars from the bicycle parking and trash/recycling storage. The lower access point is pushed as far up Lee St as grade will allow to still achieve access to the parking below, but due to the grades on Lee, there will be a steep (17%) ramp and therefore not ideal for bikes or trash bins. This ramp would be providing the majority of the vehicular parking. The upper entry allows for an easy, level to grade street access for the bicycles and trash bins while providing the few remaining parking stalls needed. This entry has a man door to facilitate pedestrian access and has direct access to the bike maintenance room which has also been relocated for easy access from this entry.

By narrowing the second curb cut to the minimum of 10'-0" and adding additional bike amenities to this entry we are hoping to prioritize the biker while still providing the parking that the project needs.

Parking Count
113 stalls

Retail
4,028 SF

Program

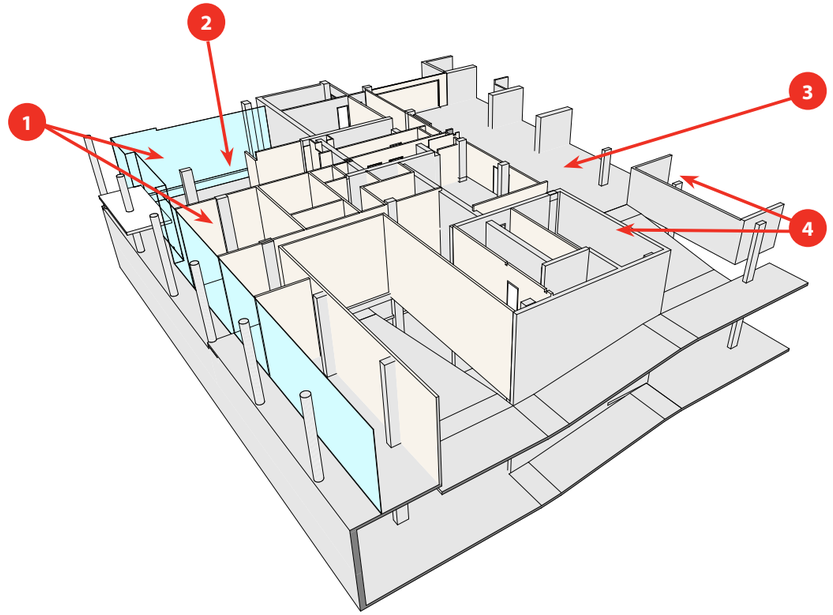
1. Retail
2. Residential Lobby
3. Residential Parking
4. Bike Storage
5. Bike Maintenance Room

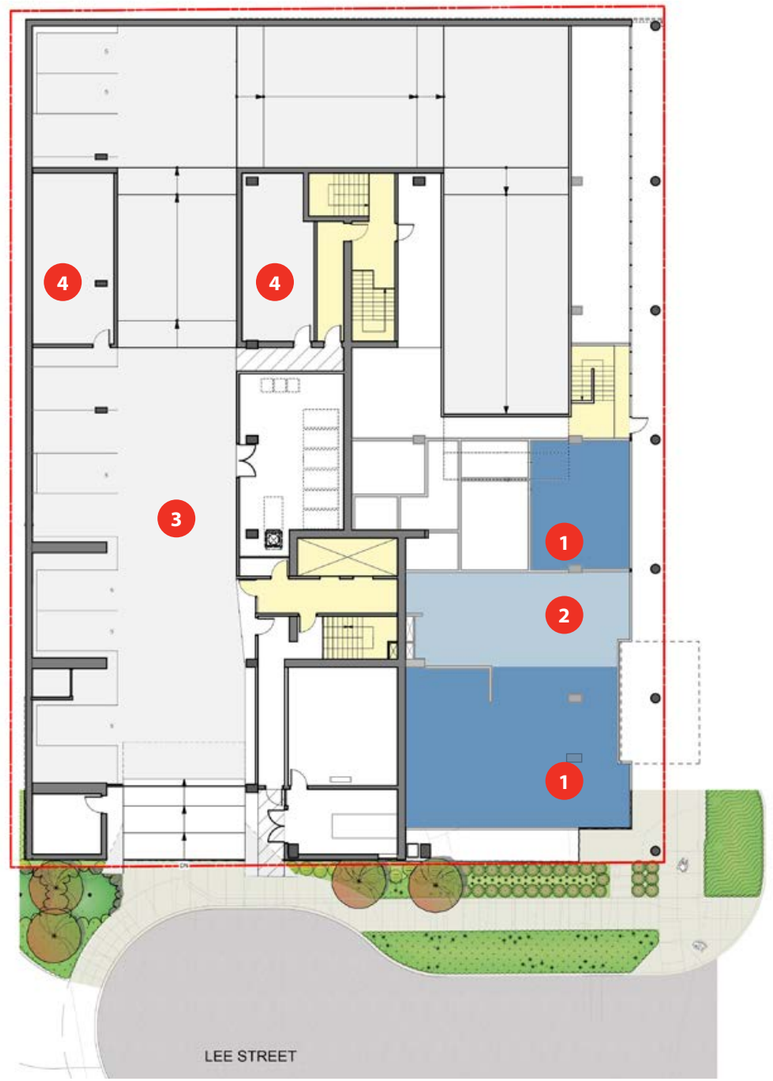
Advantages
-Maximize retail along Dexter
-1 stall per unit

Disadvantages
-2nd curbcut along Lee St.

DEPARTURE #1 SINGLE CURBCUT LOCATION 1

The ideal location for a driveway off Lee St. is at the far West edge of the lot. This portion of Lee St. is relatively level, keeps maximum distance between existing cars & intersection and affords the most retail and transparency on the important corner. The problem is the site's grade change means you are entering garage min 10-0 above the grade along Dexter. Even with steep ramping it is difficult to get down below Dexter without major loss in usable retail.



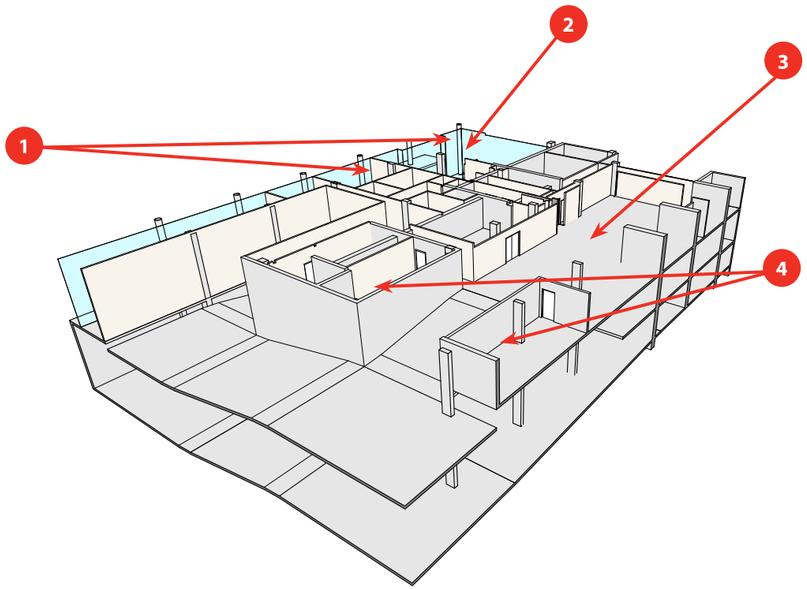


Parking Count
70 stalls

Retail
1,200 SF

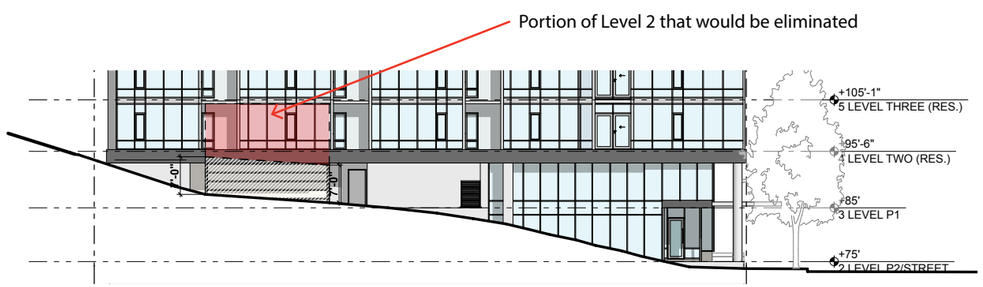
Program

1. Retail
2. Residential Lobby
3. Residential Parking
4. Bike Storage

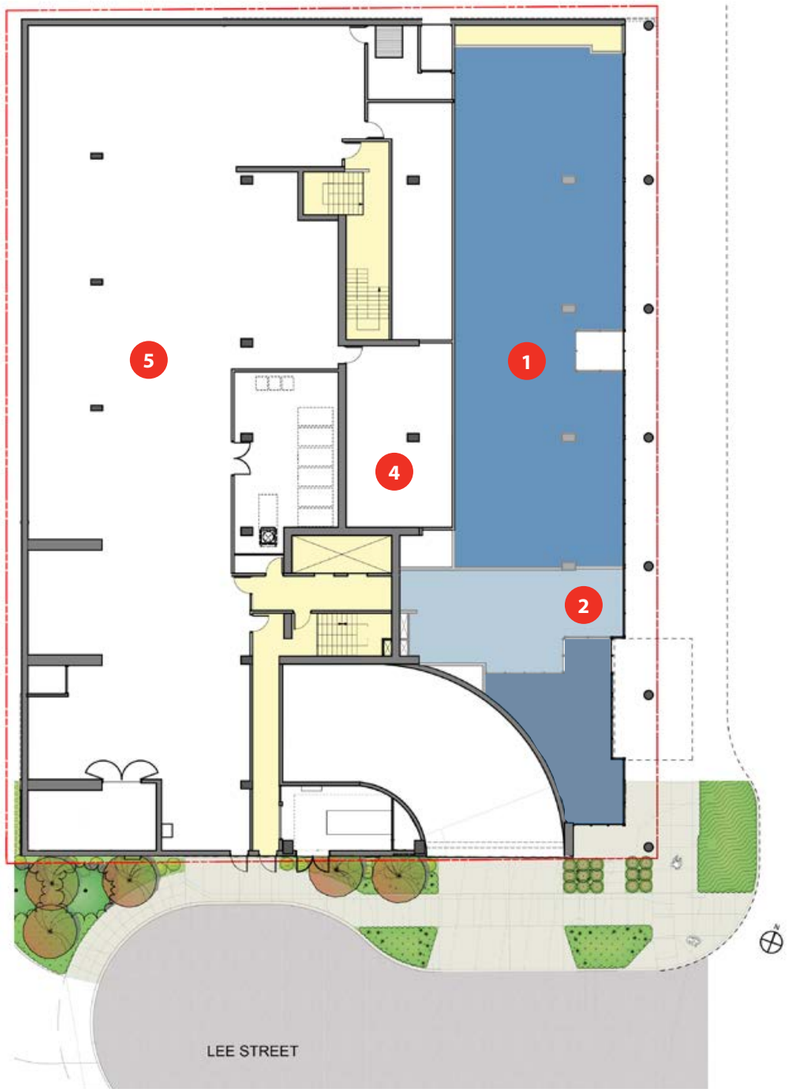


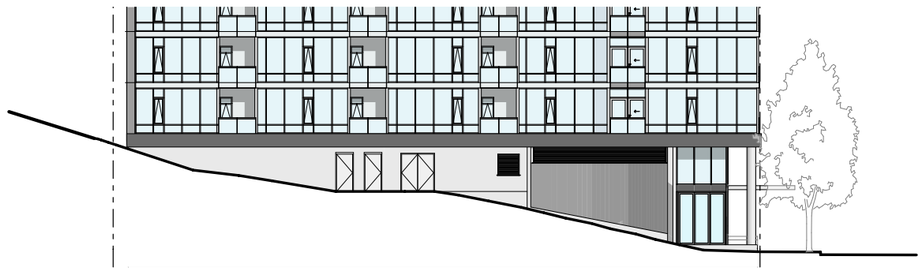
Advantages
-Extra bike storage
-One curbcut
-Larger retail at corner

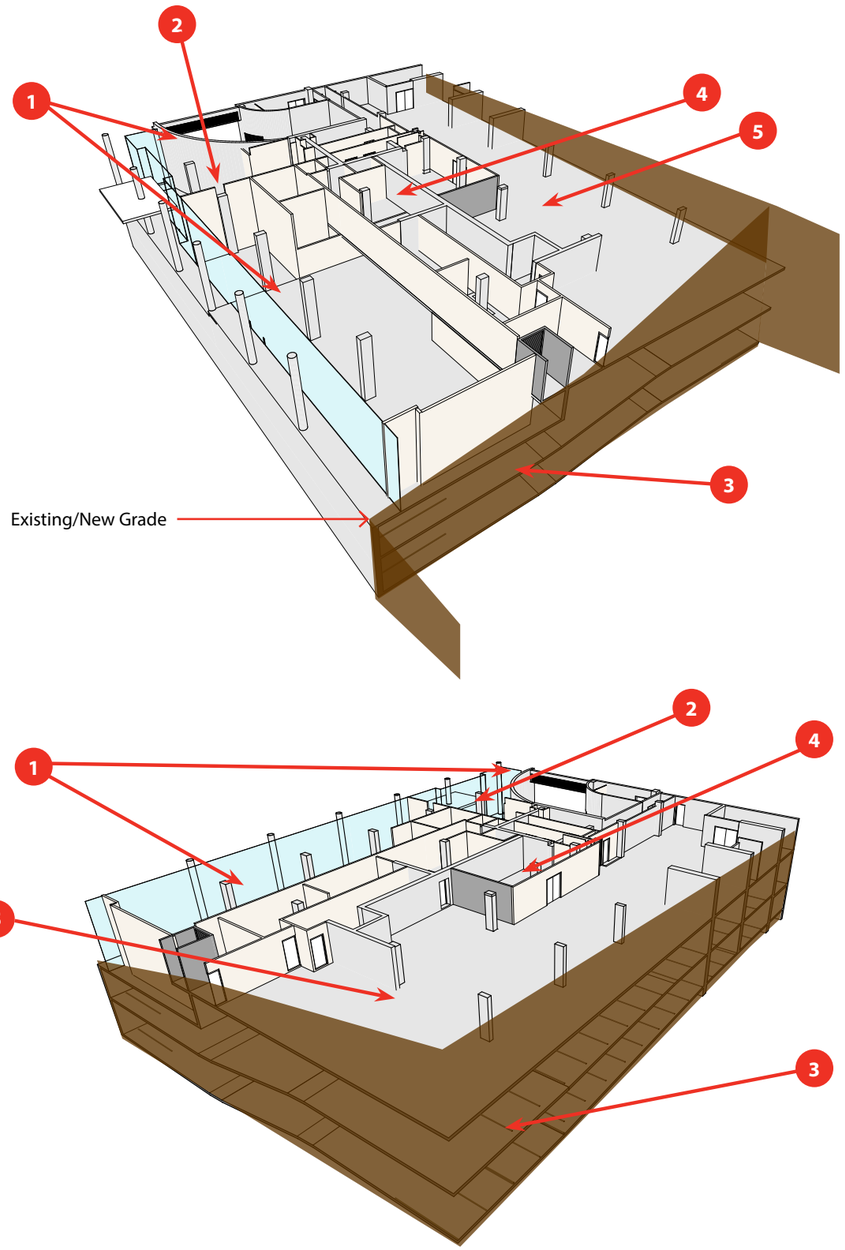
Disadvantages
-Little parking / Lots of ramps
-Less than 1/2 of Dexter has retail
-Taller garage entry required for larger garage eliminates 1 unit @ level 2



DEPARTURE #1 SINGLE CURBCUT LOCATION 2







The ideal location for a driveway off Lee St. This option places the driveway entry at lowest point along Lee St. that still has safe distance from intersection (min 30'). This scheme would create a large space with little use due to the need for the parking below.

Parking Count
91 stalls - 10 stalls below what is projected as the demand from the traffic study

Retail
4,028 SF

Program

1. Retail
2. Residential Lobby
3. Residential Parking
4. Bike Storage
5. Underground Underutilized Space

Advantages
-Maximum retail along Dexter
-One curbcut

Disadvantages
-Large underutilized portion of the P1 level
-Due to grade the space would not be able to have windows its remoteness to street level (Dexter) does lend it to be added to the street retail.
-Parking count drops to less than 1 stall per unit, less than what is projected as the demand by the traffic study.
-Does not lend the underutilized space to be added to retail.

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

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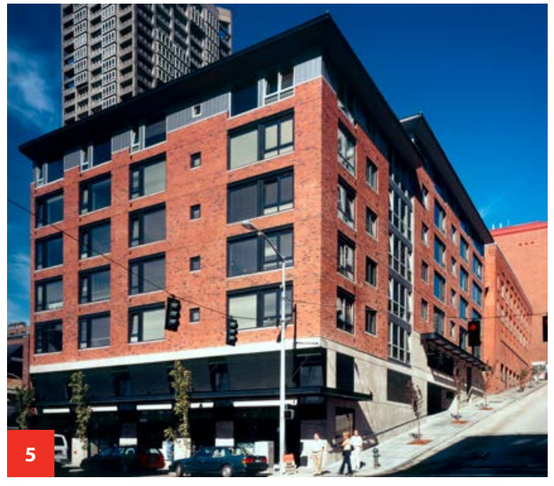
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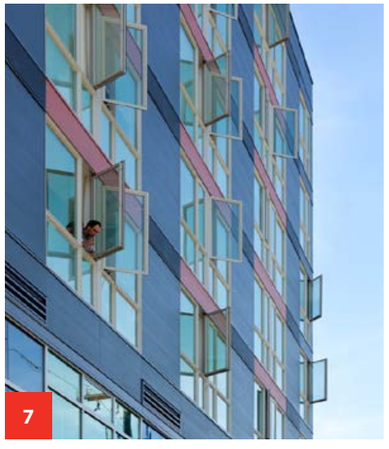
1 **Agnes Lofts,** 1433 12th Avenue
2 **19th and Mercer Mixed-Use Building,** 526 19th Avenue E
3 **2026 E Madison Mixed-Use Building,** (unbuilt)
4 **The Rooster Mixed-Use Building,** 900 NE 65th Street (under construction)
5 **Ventana at the Market,** 2100 Western Ave
6 **SCCA Patient House,** 207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

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)	23.54.040
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.	23.58A.014B
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%)	23.48.020
DEMONSTRATION OF LEED RATING	• This Section 23.48.025 applies if a commitment to earn a LEED rating or substatially 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.	23.48.025
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 seperated 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	23.48.014
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	23.48.013

ALTERNATE 1 (U-SCHEME)

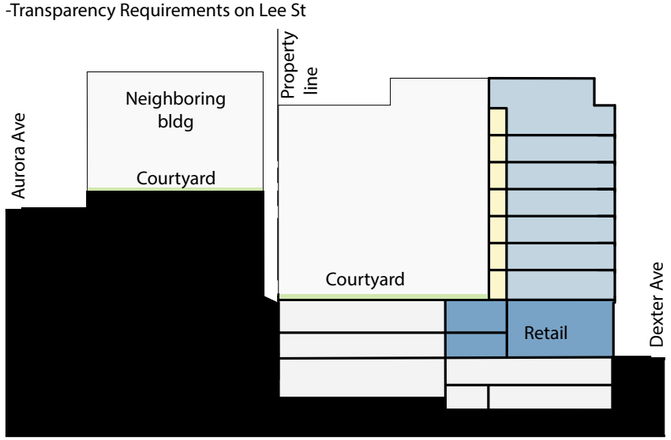
Summary
Stories: 9 stories (+2 stories below grade)
Unit Count: 98 units
Floor Area: 157,758 SF
-53,112 SF (levels P5 through 1)
-104,646 (levels 2 through 9)
Parking: 100-110 stalls

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 condominimum are 5-7 feet away from a blank wall.



Alternate 1 Building Section
(Looking North)

ALTERNATE 2 (T-SCHEME)

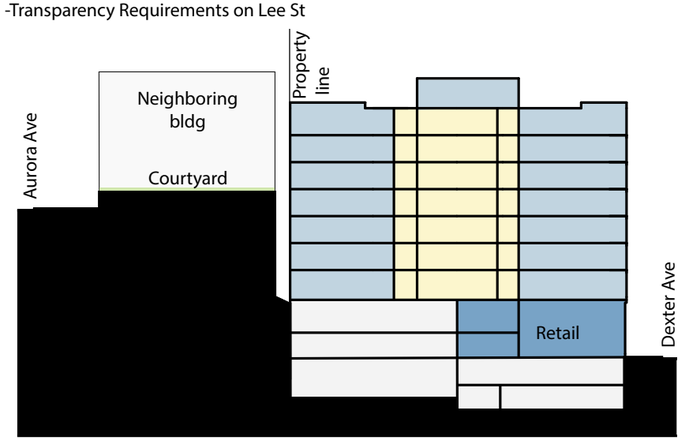
Summary
Stories: 9 stories (+2 stories below grade)
Unit Count: 98 units
Floor Area: 158,064 SF
-53,112 SF (levels P5 through 1)
-104,952 SF (levels 2 through 9)
Parking: 100-110 stalls

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 condomimum.
-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)

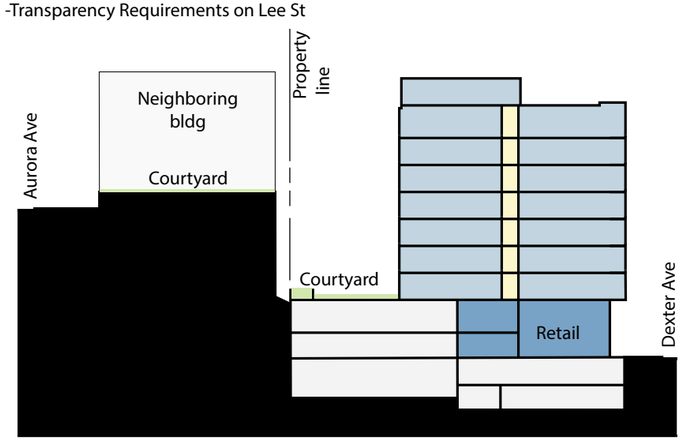
ALTERNATE 3 (PREFERRED)

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-feet width to afford more privacy.



Alternate 3 Building Section
(Looking North)

PREFERRED ALTERNATIVE SHADOW STUDY

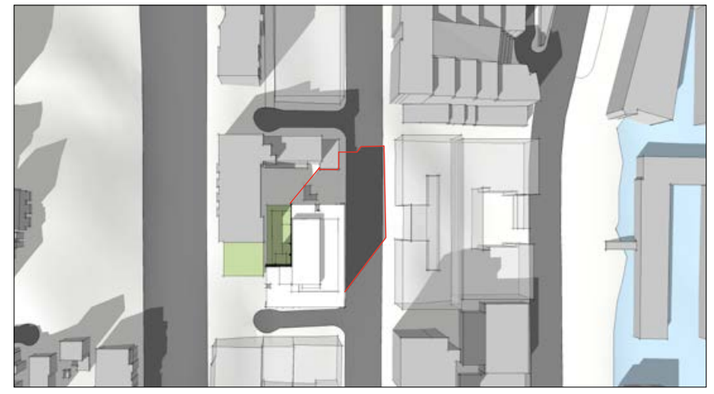
10:00 AM

Noon

2:00 PM

June 21

March/ September 21



December 21