

PROJECT INFORMATION

PROPERTY ADDRESS

1115 Dexter Ave N
Seattle, WA 98109

OWNER

Capstone Partners, LLC
1001 Fourth Ave, Suite 4400
Seattle, WA 98154
206 652 3364

ARCHITECT

LMN Architects
801 Second Ave, Suite 501
Seattle, WA 98104
206 682 3460

LANDSCAPE ARCHITECT

Brumbaugh & Associates
600 N 85th St, Suite 102
Seattle, WA 98103
206 782 3650

DEXTER NORTH

WEST DESIGN REVIEW BOARD

EARLY DESIGN GUIDANCE MEETING ON 06.15.2016

SDCI PROJECT NO. 3022702

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1/ DEVELOPMENT OBJECTIVES

PROJECT SUMMARY

Dexter North is a proposed 150,000+ sf extension to the existing Dexter Station office building. A steep grade change from east to west exists on the site, starting at 63' at Dexter Ave N and rising to 128'-6" at Aurora Ave N. The 10 story building will respond to this condition by stepping with the grade so it will only be 6 stories from Dexter Ave N and 5 stories from Aurora Ave N, diminishing its perceived height. Vehicular and bicycle parking will occupy much of the below-grade area with daylit floor plates being dedicated to office use. The main entry will be located off of Dexter Ave N along with 3,000 sf of retail use which will activate the pedestrian life at the ground plane.

The surrounding context consists primarily of commercial and residential use. New businesses have been moving into the area resulting in new development that responds to the demand for more work and residential options. Several buildings in the area are currently under construction or have recently been completed. Dexter Ave N serves as the primary entry for the neighboring buildings, making this the primary pedestrian and bicycle thoroughfare. It is typical along Dexter Ave N to find a pattern of 5-7 story facades parallel to the street with recesses to provide relief and rhythm. Transparent materials at the ground level engage the pedestrian.

The site for Dexter North is bounded by the existing Dexter Station building to the south, the dead-end Highland Dr to the north, the primary street frontage of Dexter Ave N to the east and the high-speed vehicular thoroughfare of Aurora Ave N to the West.

Five buildings currently occupy the site including four single family homes and one small commercial structure. There is also an existing stair that leads from Aurora Ave N to the top of Highland Dr. Though not much pedestrian activity occurs on Aurora Ave N, this is an important connector from a north-bound bus stop on Aurora Ave N to the rest of the neighborhood.

This east/west pedestrian access is being further enhanced by a new pedestrian path through Westlake Steps (currently under construction) that will extend this connection to Westlake Ave N. The design of Dexter North will respond to this new pedestrian traffic and aim to enhance the experience along Highland Dr.

The character of Dexter North will respond to the surrounding neighborhood in scale, massing, and materiality with its primary influence from Dexter Station to which it expands from. All floor plates and roof lines will align, allowing a shared garage entry, open office floor plates and a continuation of Dexter Station's rooftop terraces. A wide glazed reveal is proposed at the connection of the two buildings which will continue the rhythm currently found along the street and help break down the mass of the building. Both modulation and material changes are explored to provide relief and respond to the surrounding context.

Sustainability objectives will be pursued through the LEED program. The existing Dexter Station building recently became LEED Gold Accredited, and Dexter North will also pursue LEED certification.



PROGRAM SUMMARY	Combined	Existing	Expansion
Office Area	508,105-518,105 sf	353,105 sf	150,000-165,000 sf
Retail Area	Approx. 11,950 sf	8,950 sf	Approx. 3,000 sf

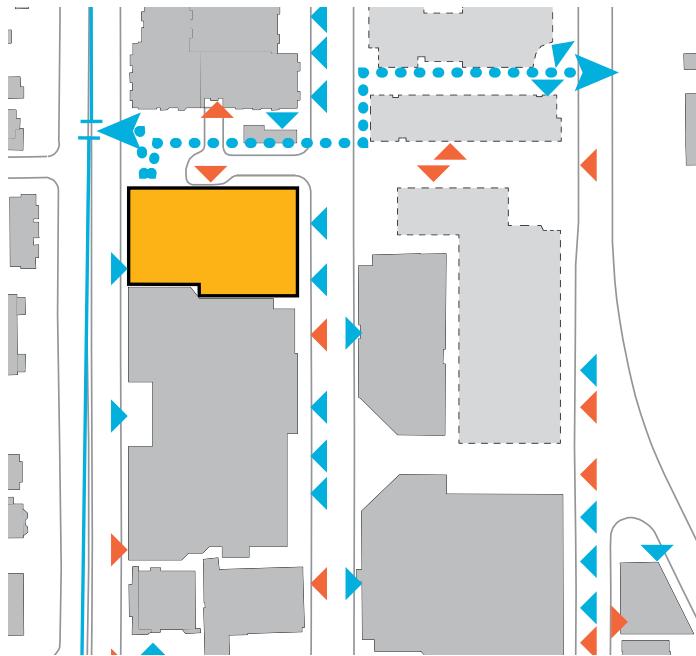
Zoning Requirements	Requirement	Proposed	Provided	Proposed
Vehicle Parking (below grade)	508-518 max	~505	354	~151
Bike Parking (long term)	155	155+	150	5+
Bike Parking (short term)	13	16	8	8
Loading Berth	6 (5 office + 1 retail)	6	5	1
Solid Waste	500 sf	~860 sf	~510 sf	~350 sf



Design cues to be drawn from the adjacent Dexter Station building.



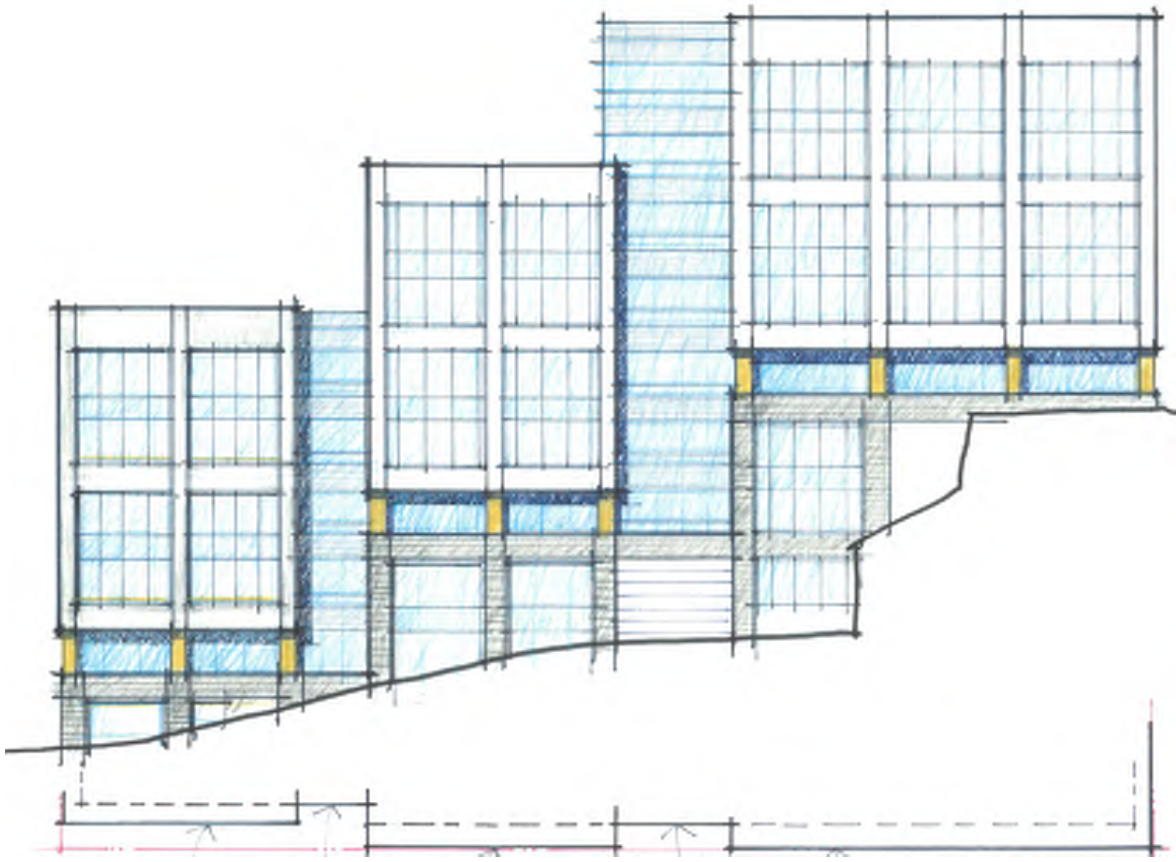
Transparency at the ground level will enhance the pedestrian experience along Dexter Ave N.



The pedestrian connection between Aurora Ave N and Westlake Ave N will influence the Highland Dr facade.



Existing roof terraces on Dexter Station are intended to extend to the new addition. Photo credit: Geekwire/Facebook



Use of material changes and building modulation will reduce the mass both vertically and horizontally.

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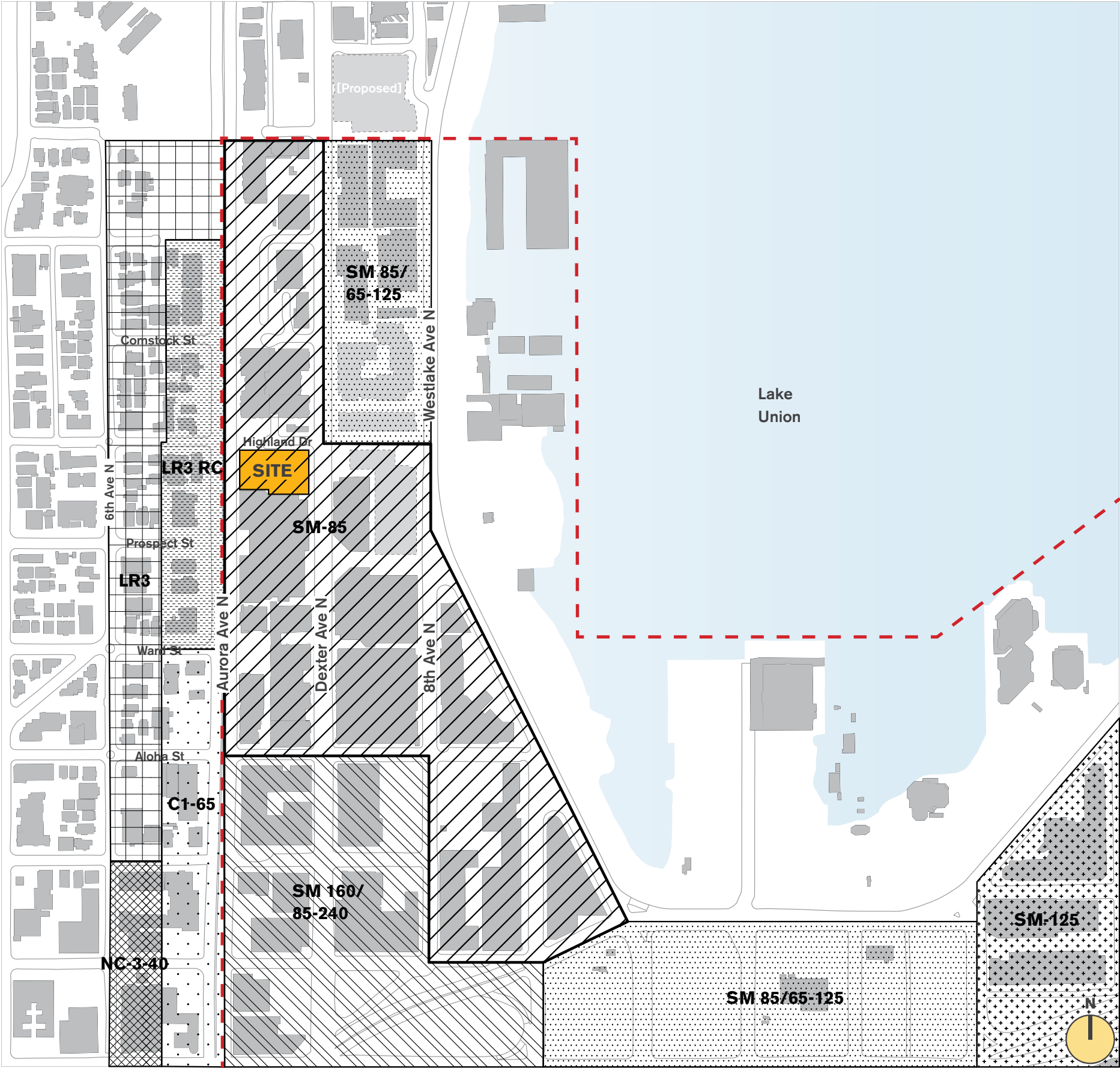
Vicinity Map



Zoning Map

The site is located in the SM-85 zone and is also part of the South Lake Union Urban Center. Other mixed use zones with varying height limits surround the site and the low-rise zone begins on the west side of Aurora Ave N.

- - South Lake Union Urban Center boundary



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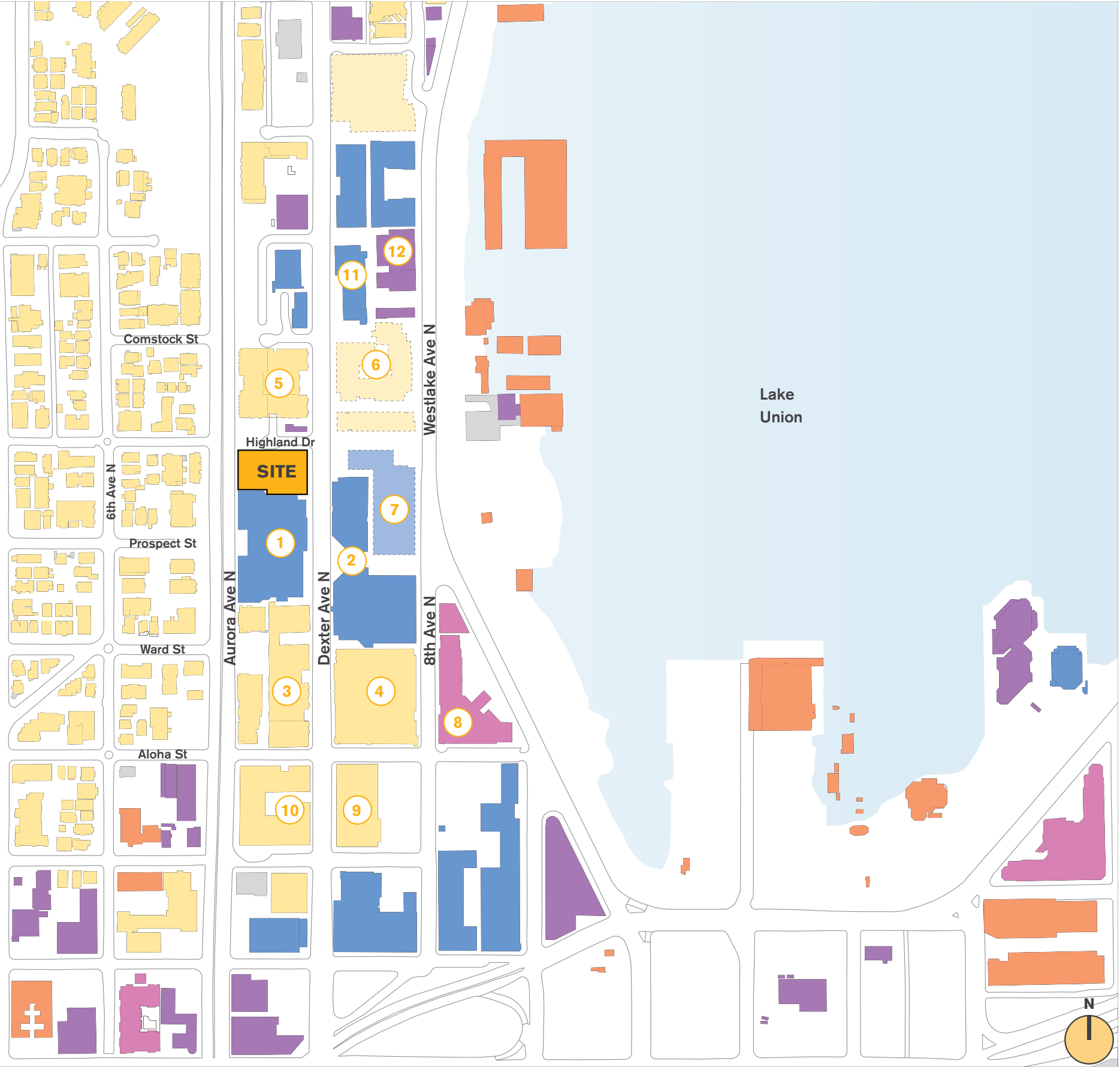
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Surrounding Uses

The neighborhood is dominated primarily by residential and office use with a large amount of new development. To the west, the busy arterial of Aurora Ave N separates the low-rise residential of Queen Anne from the multi-family housing and office space found between Aurora Ave N and Lake Union.





- Office
- Office (Under Construction)
- Residential
- Residential (Under Construction)
- Hotel
- Retail
- Parking
- Institutional / Other

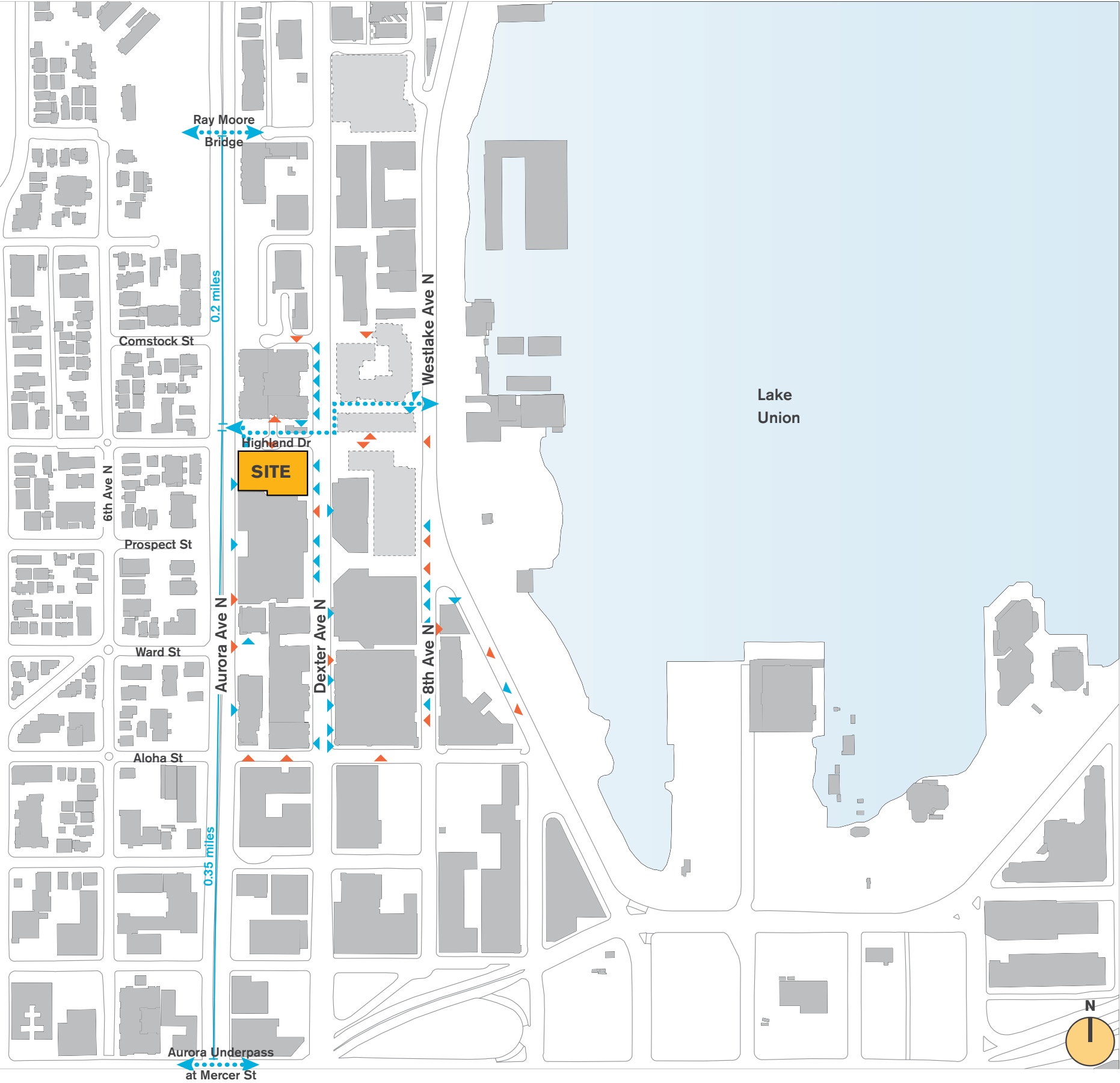
- 1101 Dexter Station
- 1000 Dexter Ave
- Union SLU
- The Neptune
- Dexter Apartments
- Westlake Steps (Under Construction)
- 1101 Westlake (Under Construction)
- Courtyard by Marriott
- 810 Dexter Ave N
- True North
- The Casey Building
- National Sign



Vehicular & Pedestrian Access

Main points of access to surrounding buildings come from the North/South directional streets since there is a steep grade change in the East/West direction. Very few access points are found off of Aurora Ave N due to the high speed of traffic, divided median, and lack of pedestrian crossing. Loading access to the residential building directly to the north of the site currently uses Highland Dr. A primary East/West pedestrian thoroughway will develop north of the site via the existing stair off of Aurora Ave N and continue to the proposed pedestrian pathway through Westlake Steps. Pedestrian paths across Aurora Ave N are limited to Ray Moore Bridge 0.2 miles to the north and at the underpass at Mercer St 0.35 miles to the south.

-  Pedestrian Building Access
-  Vehicular Access
-  Pedestrian Thoroughway
-  Building Under Construction

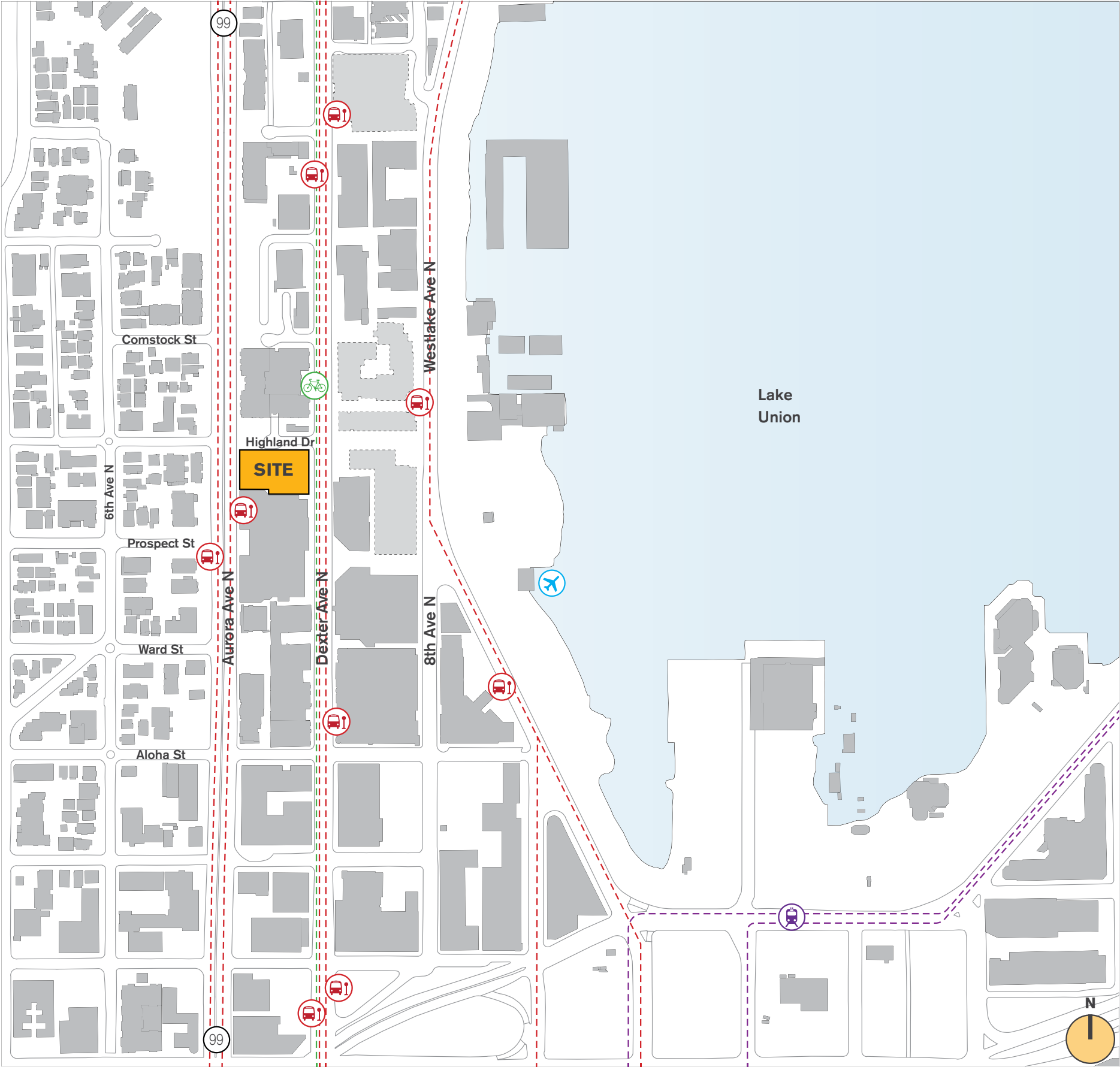


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Traffic & Transit

The main North/South arterials of Westlake Ave N, Dexter Ave N, and Aurora Ave N connect the neighborhoods to the north with the Seattle downtown core by public transportation and designated bike lanes. The South Lake Union Streetcar also runs nearby providing an alternate mode of transportation.

- Bus Route
- Street Car
- Bike Lane
- Bike Lane
- Bus Stop
- Street Car
- Seaplane
- Building Under Construction



Street Classifications

The North/South arterials carry traffic connecting the neighborhoods to the north and to the downtown core, with Aurora Ave N carrying the heaviest and highest speed vehicular traffic. In contrast, Dexter Ave N vehicular traffic is slower, incorporating pedestrian and bicycle traffic on the designated bike lane. Vehicular traffic increases on Westlake Ave N while mixing in some bicycle traffic.

Street Classifications

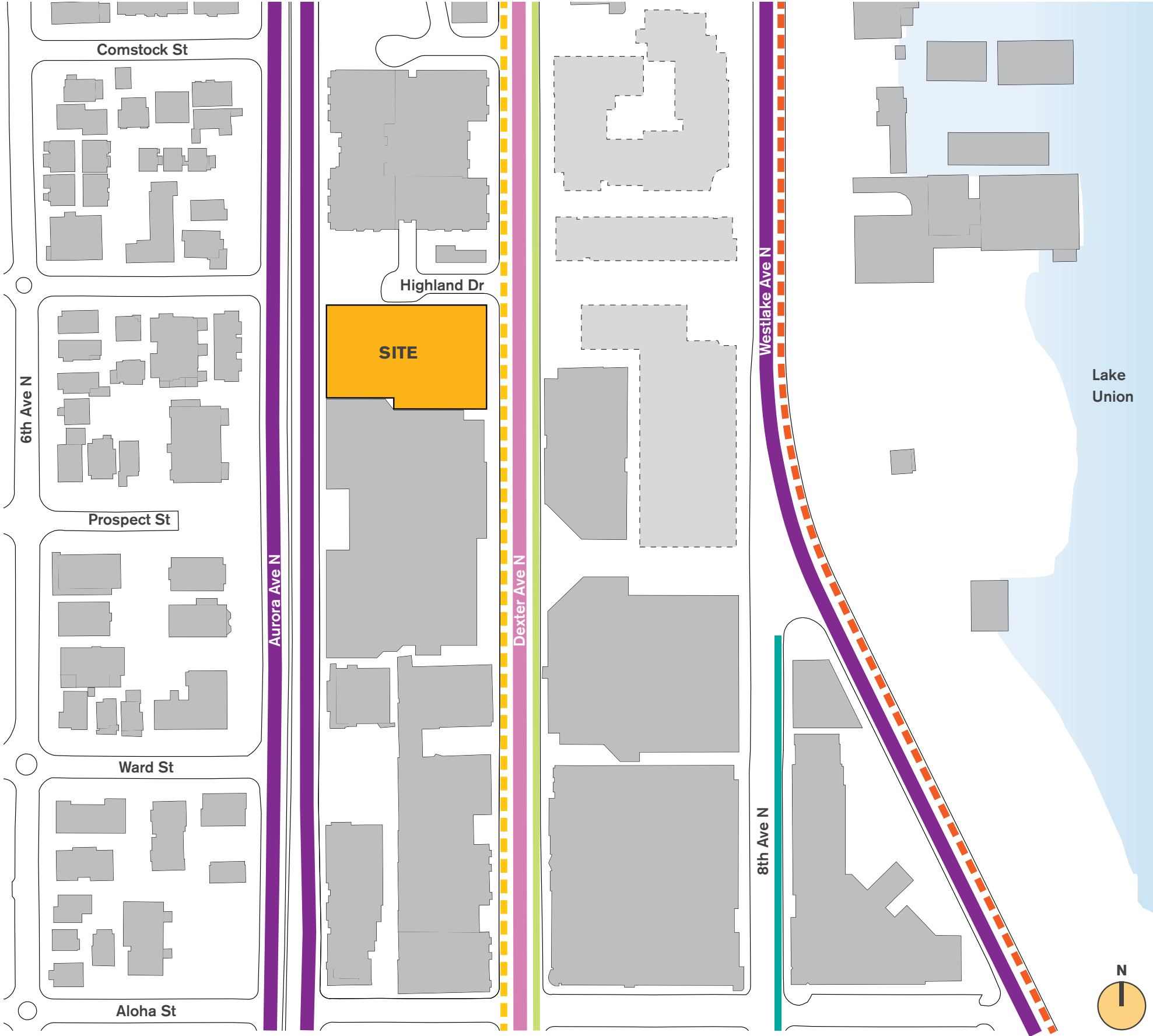
- Principal Arterial/Major Transit Street
- Minor Arterial/Minor Transit Street

Pedestrian Street Classifications

- Class II
- Neighborhood Green Street

Bicycle Route Classifications

- Bicycle Lane
- Sidewalk/Path
- Building Under Construction



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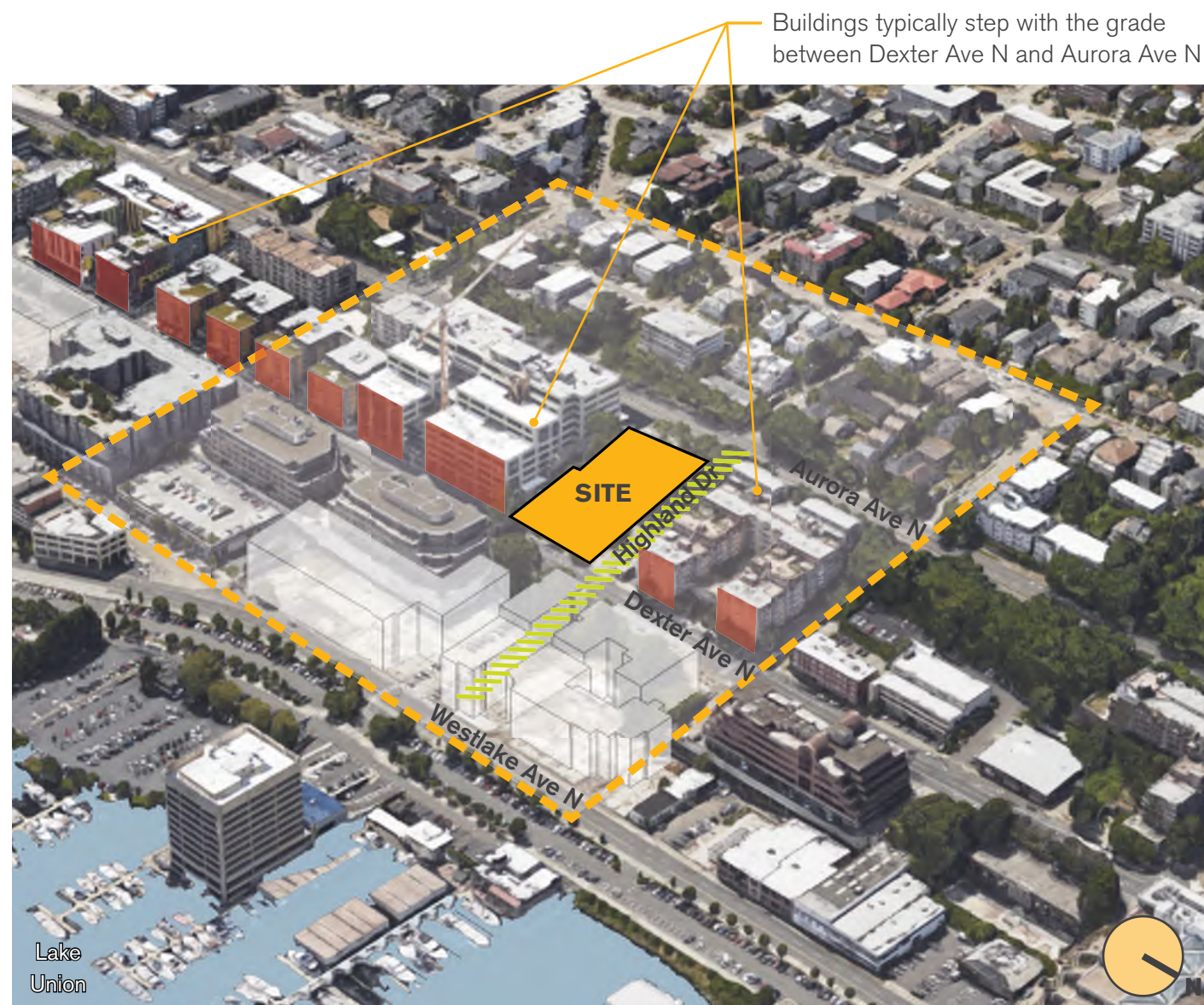
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View from the Northeast



View from the Northwest

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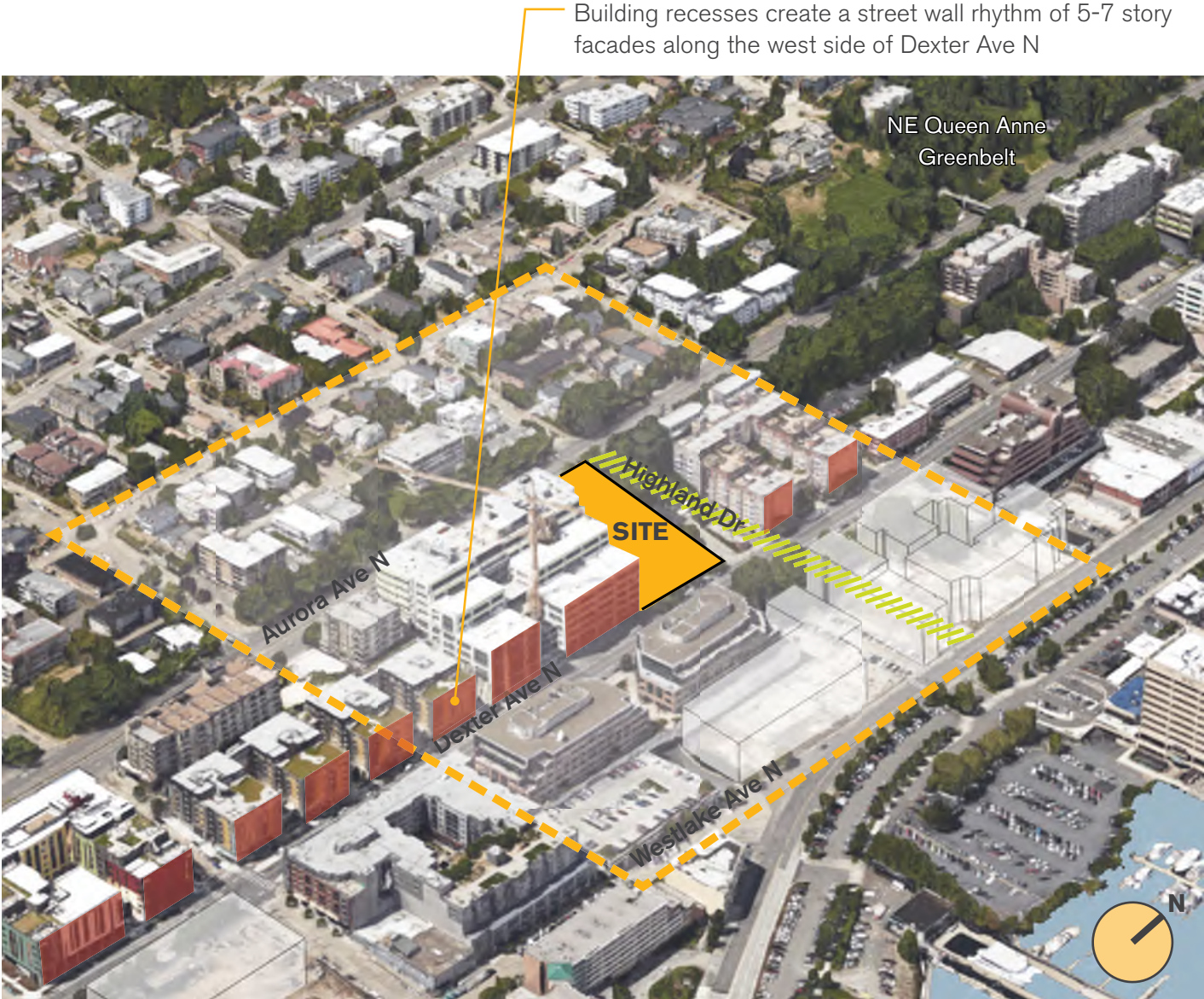
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View from the South



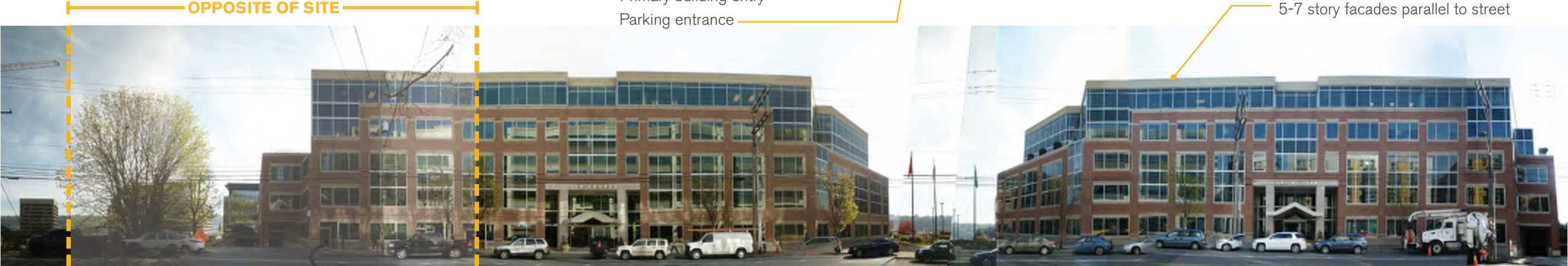
View from the West

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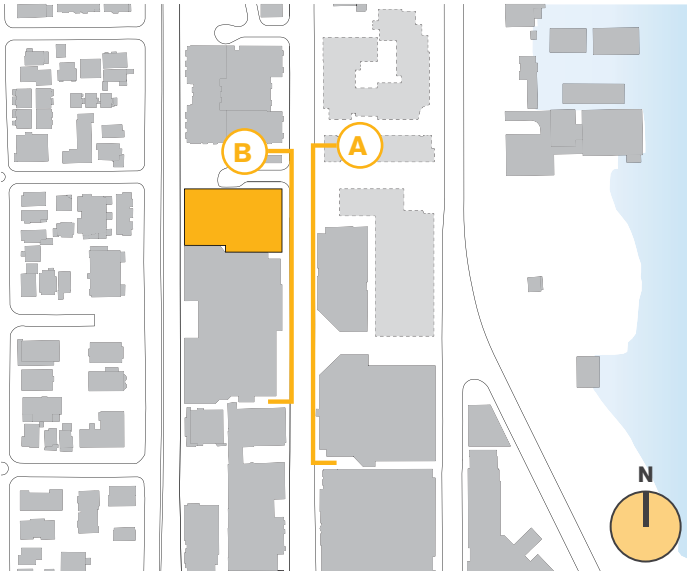
Existing Streetscape



B View from Dexter Ave N looking West



A View from Dexter Ave N looking East



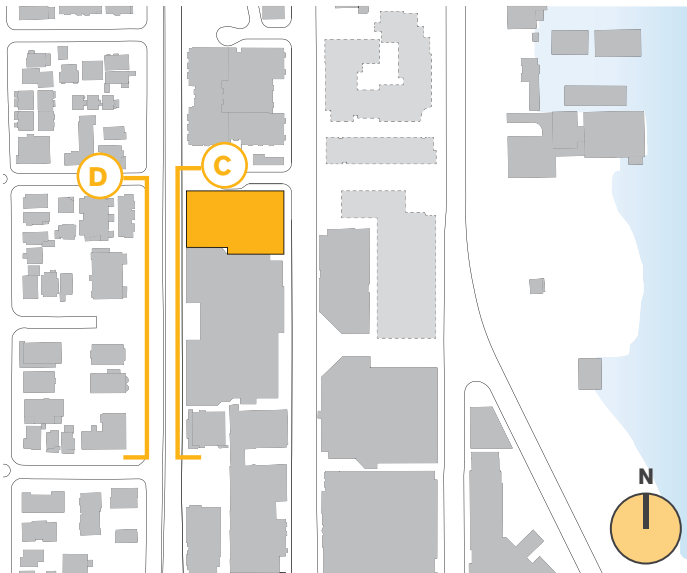
Existing Streetscape



D View from Aurora Ave N looking West



C View from Aurora Ave N looking East



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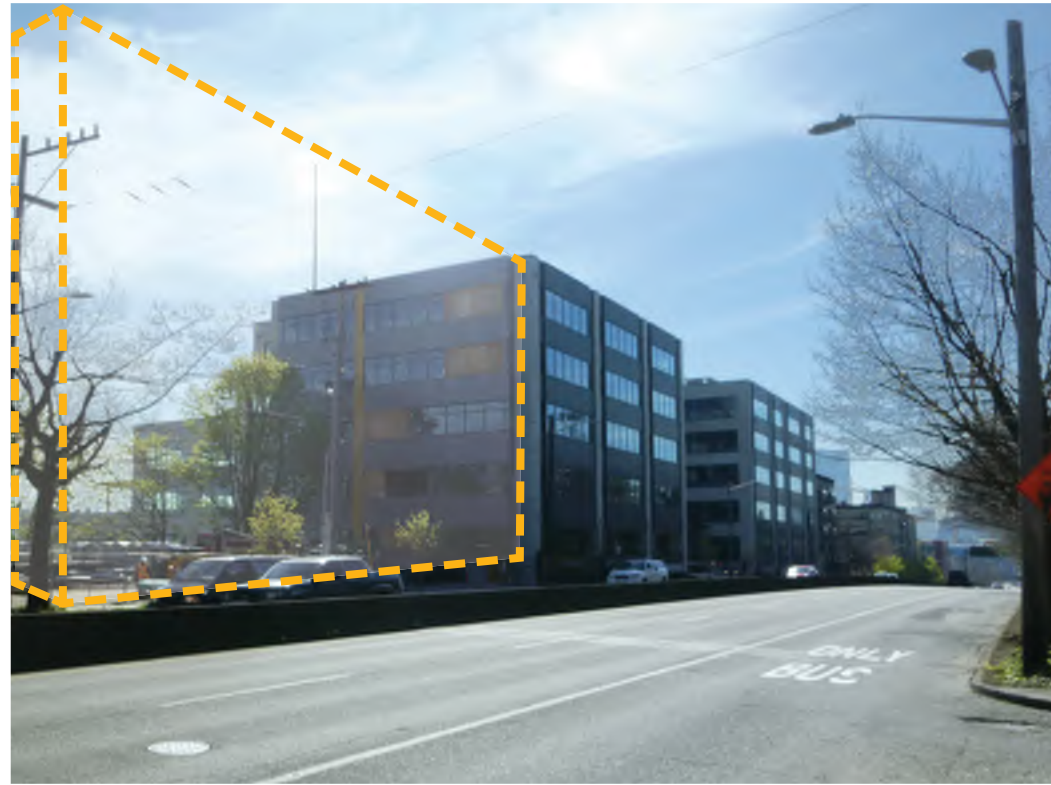
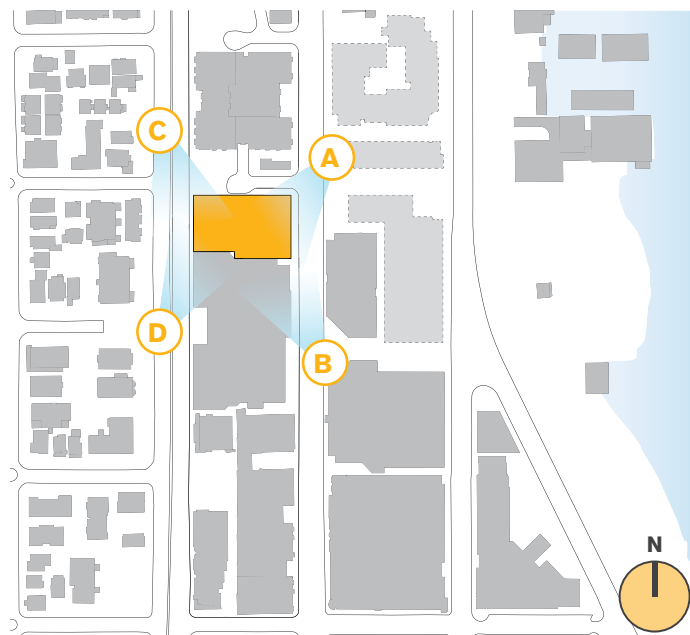
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C View from Aurora Ave N looking South



D View from Aurora Ave N looking North

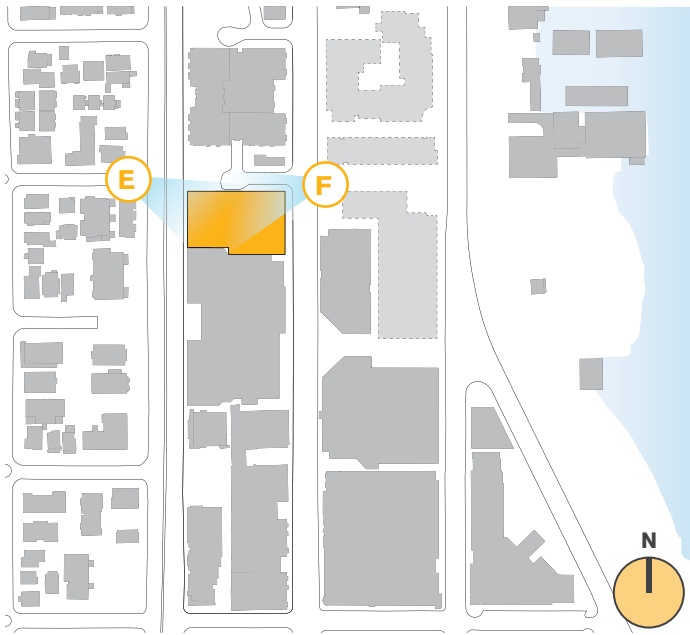


A View from Dexter Ave N looking South



B View from Dexter Ave N looking North

Street Views



E View from Aurora Ave N looking East to site



F View from Dexter Ave N looking West to site

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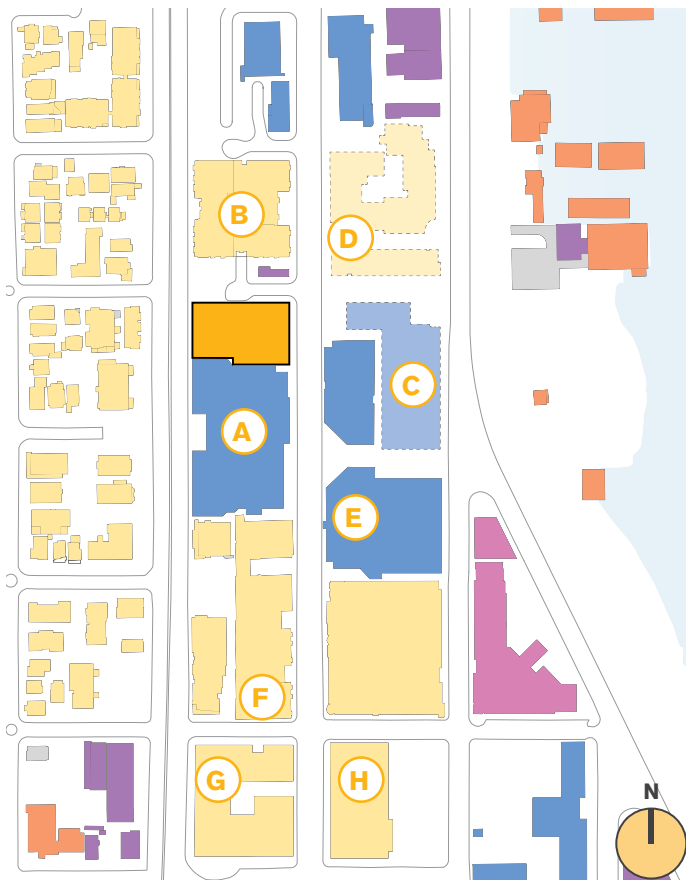
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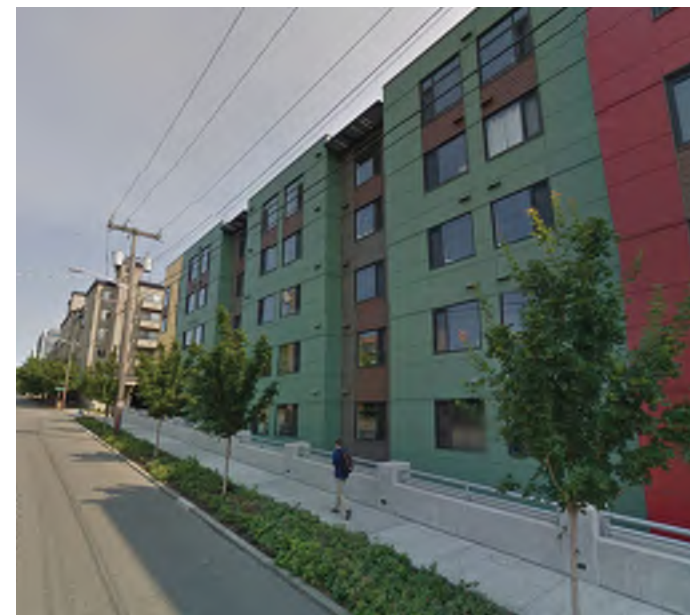
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- Rectilinear building mass parallel to Dexter Ave N (A, B, C, D, E, F)
- Angled portions of buildings provide variety to the rectilinear forms that are common (H)
- Transparent materials along Dexter Ave N to enhance pedestrian experience; solid on top with punched openings (A, B, D, F)
- East/West running streets primarily used for loading/garage access due to steep grade. Pedestrian-oriented frontage located on Dexter Ave N. (F)
- Aurora Ave N treated as the secondary facade with minimal pedestrian and vehicular access (G)

■ Office	■ Hotel
■ Office (under construction)	■ Retail
■ Residential	■ Parking
■ Residential (under construction)	■ Institutional / Other



F Union SLU - Residential



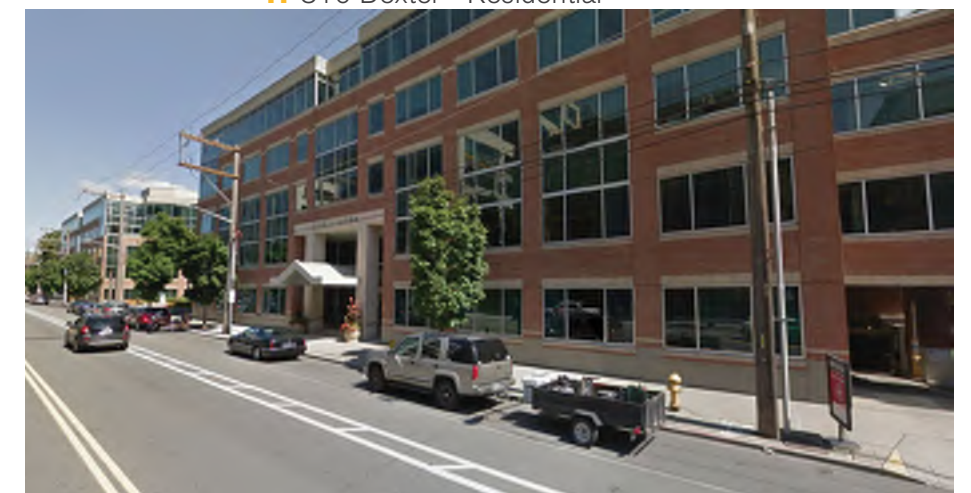
G True North - Residential



H 810 Dexter - Residential



D Westlake Steps - Residential (under construction)



E 1000 Dexter - Office



A Dexter Station - Office



B Dexter Apartments - Residential



C 1101 Westlake - Office (under construction)

Site Photos

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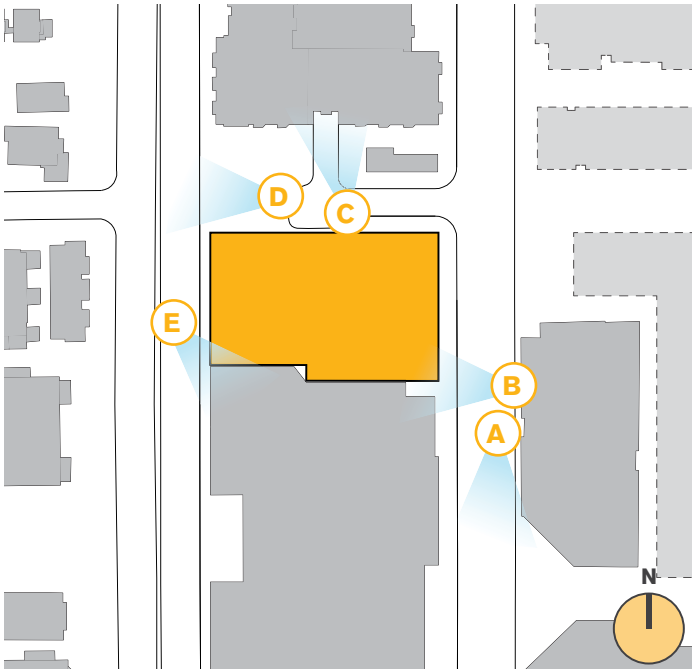
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D View from Highland Dr looking West: An existing pedestrian stair currently connects Aurora Ave N to Dexter Ave N. A proposed stair through a future residential development will extend this path east and connect to Westlake Ave N.



E Dexter Station ramp access from Aurora Ave N: ADA access to the entry on the west side of Dexter Station is currently provided with a ramp. Access to the ramp landing on the north side of Dexter Station will be maintained.



A View looking South along Dexter Ave N: Buildings on both sides of Dexter Ave N have tall facades parallel to the street creating a rhythm of mass and relief. Materiality is primarily solid with punched openings.



B Dexter Station existing utility access: Existing utility access on the north side of Dexter Station is to be maintained.



C View from Highland Dr looking North: Loading and parking access for the adjacent residential building is accessed from Highland Dr. Proposed loading will also use Highland Dr for access, eliminating additional vehicular congestion at Dexter Ave N.

Context Analysis Summary

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Dexter Ave N

- Primary facade/primary entry
- Rectilinear building forms
- 5-7 story facades parallel to the street at the sidewalk edge
- Lighter vehicular traffic and heavier pedestrian and bicycle traffic leads to more building access points to be located along Dexter Ave N
- Street level materiality is more transparent to create a friendlier pedestrian experience
- Above the street level zone is a more solid building mass with punched openings

Highland Drive

- Tertiary facade
- Buildings step with the grade change between Dexter Ave N and Aurora Ave N
- Existing loading access to adjacent residential building
- Pedestrian corridor created between Aurora Ave N and Westlake Ave N by existing stair and proposed new stair

Aurora Ave N

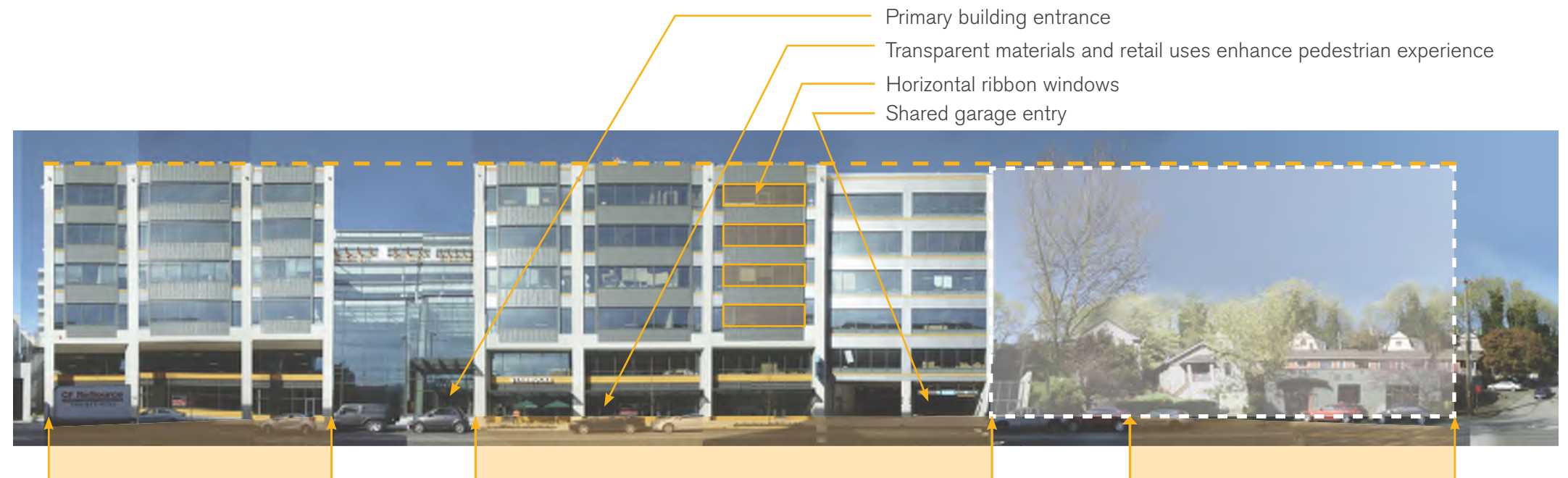
- Secondary facade/secondary entry
- High speed traffic and less pedestrians leads to Aurora Ave N acting as the secondary facade of the building
- Minimal pedestrian and vehicular access points due to high speed traffic and divided median
- Does not present the same street level materiality change that is found on Dexter Ave N



Dexter Ave N Aerial (image from February, 2015)

3-part stepped roof line

Primary building entrance



6 story street wall

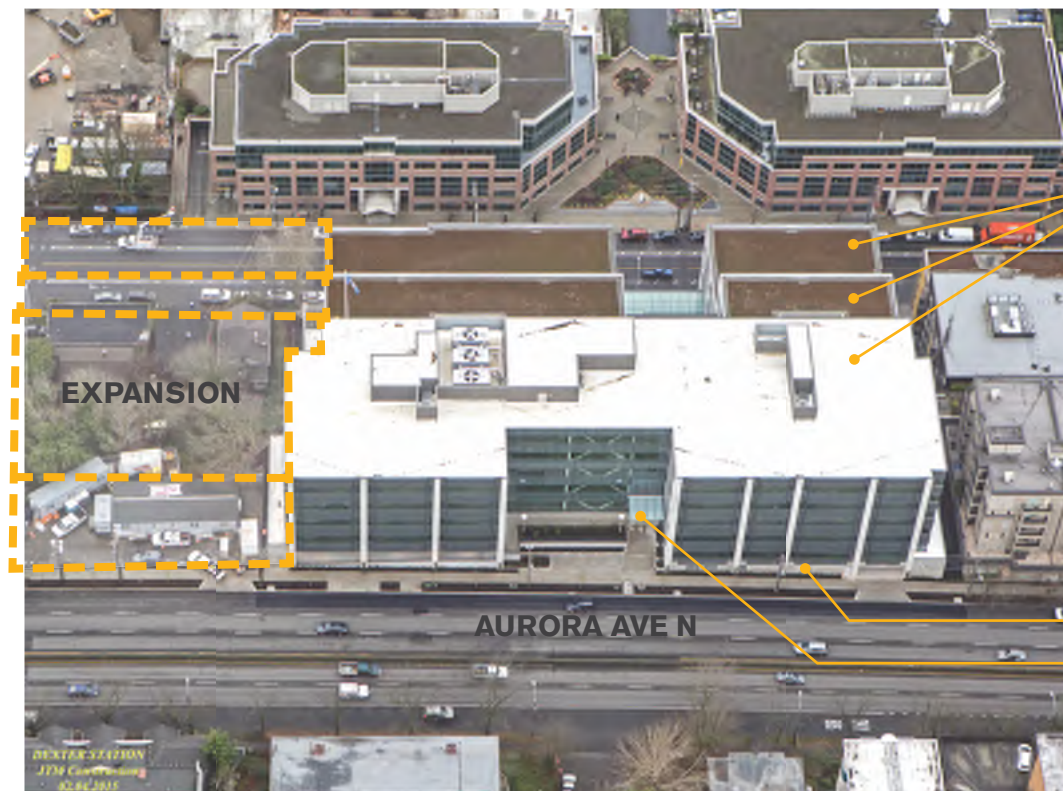
Recessed
facade

6 story street wall

Potential recess
in building facade

Potential 6 story street wall

Dexter Ave N Elevation



Aurora Ave N Aerial (image from February, 2015)

3-part stepped roof line

Minimal pedestrian and vehicular access

Secondary building entrance

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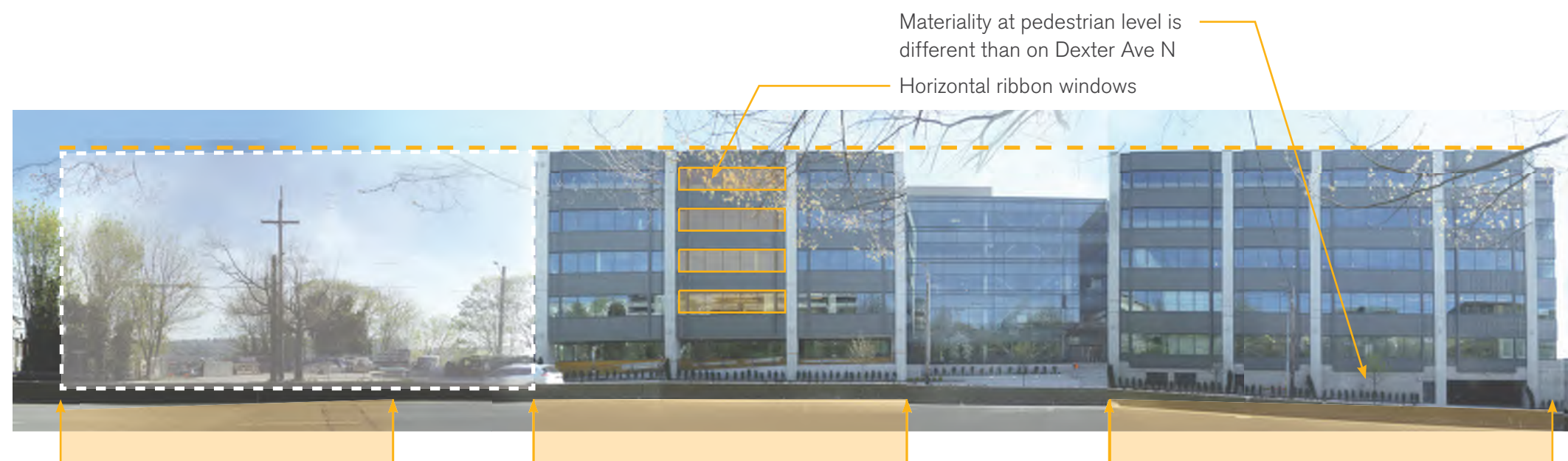
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Materiality at pedestrian level is
different than on Dexter Ave N

Horizontal ribbon windows

Potential 5 story street wall

Potential recess
in building facade

5 story street wall

Recessed facade

5 story street wall

Aurora Ave N Elevation

3/ ZONING DATA

Zoning - SM-85 (Seattle Mixed)

Addresses: **Parcel Numbers:**

1115 Dexter Ave N	2249500425
1121 Dexter Ave N	2249500444
719 Highland Dr	2249500443
715 Highland Dr	2249500430
1114 Aurora Ave N	2249500450

Zoning Classification

SM-85 (Seattle Mixed)
South Lake Union Urban Center
ECA = Steep Slope, Potential Slide, Archaeological Buffer

Site Dimensions

Length along Dexter Ave N	= 135'
Length along Aurora Ave N	= 120'
Depth along Highland Dr	= 209'
Lot Area	= 26,895 sf

Street Information

Dexter Ave N = Minor Arterial
Class II pedestrian street
25 ft minimum facade height

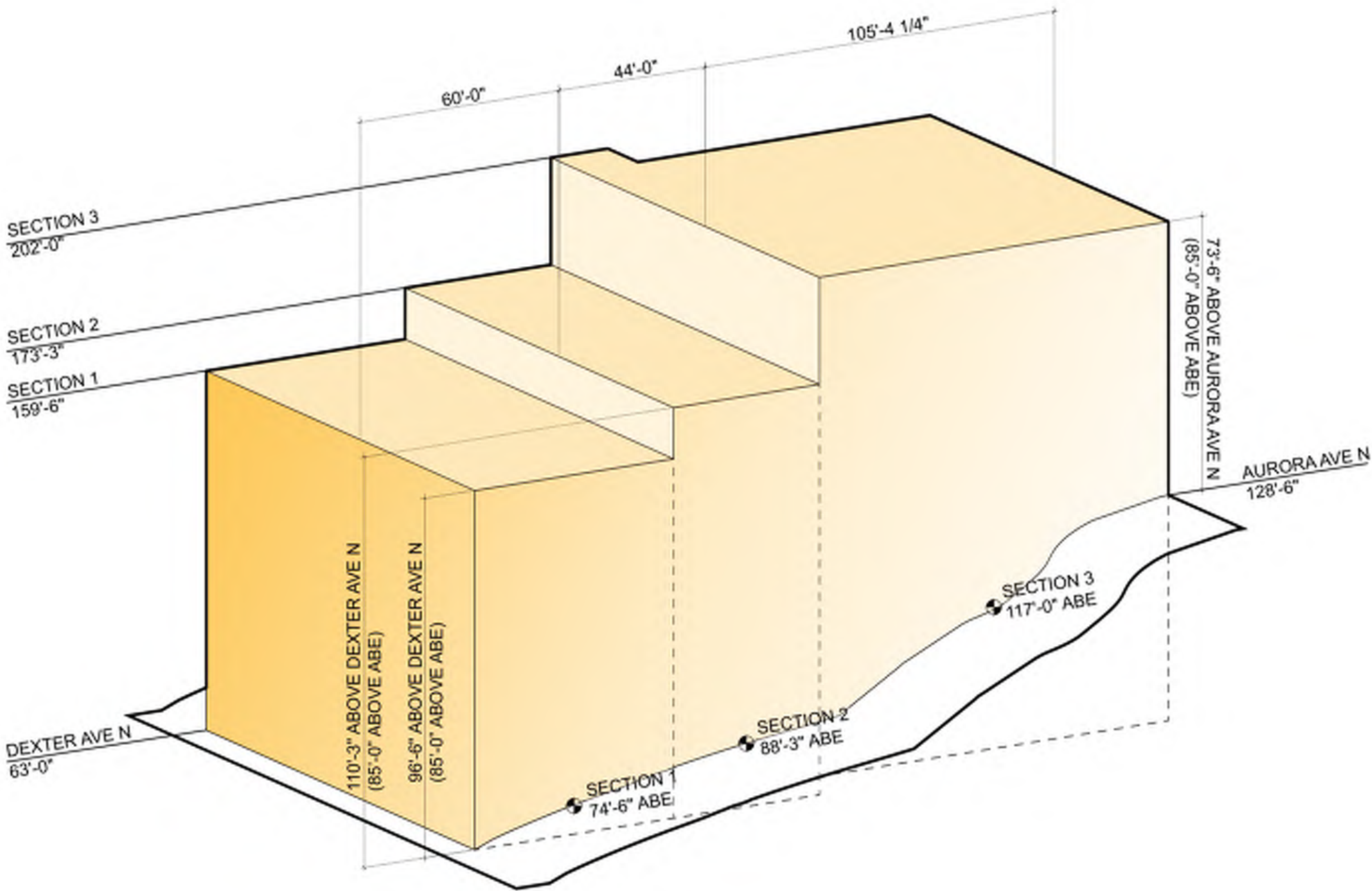
Aurora Ave N = Principal Arterial

Highland Dr = Access Street

Street Level Uses not required.

Summary

Proposed Uses	Office; Parking
Max Height	85 ft
Min FAR	2
Base FAR	4.5
Max FAR	6
FAR exemptions	Area underground 3.5% mechanical deduction for buildings over 65' tall Street level uses (retail, restaurant, entertainment, arts) Child care use
Max Setbacks	12 ft
Min Parking	None required-SLU Urban Zone
Max Parking	1 space per 1000 sf
Bike Parking	1 per 2000 sf
Facade Modulation	Not required



Land Use Code Summary

23.48 SEATTLE MIXED

23.48.020: Floor Area Ratio

Table A: Base = 4.5; Max = 6

Section C: Floor area above base FAR obtained only through public amenities per 23.48.021 and 23.48.220.

Section D: Area exempt from FAR limits:

- Area underground
- Portion of story extending beyond 4 ft above existing or finished grade not including access, whichever is lower.
- 3.5% mechanical deduction for buildings over 65 ft tall. Rooftop mechanical equipment is not included in total.
- All gross floor area for solar collectors and wind-driven power generators.

Section E: Minimum FAR: 2 (Table C)

RESPONSE: The FAR will be between 5.3 and 5.4.

23.48.025 Structure Height

Section A: Max height = 85 ft

Section B: Ridge of pitched roofs may extend above height limit.

Section C: Rooftop features may extend above height limit:

- Railings, planters, skylights, parapets, clerestories, greenhouses, firewalls = 4 ft above limit
- Solar collectors = 7 ft above limit
- Stairs, mechanical equipment, solarium, play equipment, communication utilities, covered/ enclosed common amenity area = 15 ft above limit, up to 25% of roof area (up to 65% if all features are 10 ft from roof edge)
- Rooftop mechanical equipment must be screened

RESPONSE: Structure height will not exceed 85 feet as calculated according to Director’s Rule subsection 23.86.006.A.2.

23.48.040 Street Level Development Standards

A.1: Primary pedestrian entrance: access required from the street no more than 3 ft above or below sidewalk.

A.2: Minimum facade height: 25 feet minimum on Dexter Ave N

B.1: Transparency requirements:

- Applies between 2 ft and 8 ft above sidewalk
- 60% transparent on Dexter Ave N
- 30% transparent on Aurora Ave N
- 22% transparent on Highland Dr (slope more than 7.5%)

B.2: Blank facade:

- Any portion that is not transparent is blank.
- Dexter Ave N: Blank segments limited to 15 ft wide, except garage doors, and up to 30 ft wide if facade is considered enhanced by architectural detailing, artwork, landscaping or similar features.
- Other Streets: Blank segments limited to 30 ft wide, except garage doors, and up to 60 ft wide if facade is considered enhanced by architectural detailing, artwork, landscaping or similar features.

C: Street level uses (if provided as exempt floor area)

- 13 ft floor-to-floor height, 30 ft min depth
- Within 10 ft of street lot line
- Pedestrian access entrances located no more than 3 ft above or below sidewalk

23.48.240: Street-facing facade of structure may be set back up to 12 ft from street lot line.

RESPONSE: The proposed new development meets Street Level Development Standards for transparency, blank facade and street level uses. A portion of the existing Dexter Station building does not meet the blank facade standard on the Aurora facade, but did not have that requirement at the time of permit approval.

23.48.055: Screening and Landscaping Standards

A: Achieve Green Factor score of 0.30 or more

D: Street trees required

RESPONSE: Street trees will be provided. See page 25 for landscape plan.

23.48.080: Required Parking and Loading

Maximum car parking: 1 space per 1000 sf of nonresidential gross floor area.

Minimum car parking: No Minimum per Table 23.54.015 Item J.

Minimum long-term bike parking: 1 bike per 2,000 sf of office use (in urban center); after first 50 spaces, 1/2 the ratio is required

Minimum short-term bike parking: 1 bike per 40,000 sf of office use

RESPONSE: Maximum car parking will not be exceeded and minimum bike parking will be met. See page 1 for proposed parking counts.

23.48.085 Parking and Loading Location, Access and Curb Cuts

B.1: Parking is not permitted at street level unless separated from the street by other uses.

D: Parking and loading access location determined by Director.

E: One two-way curb cut allowed.

RESPONSE: One new two-way curb cut is proposed on Highland Dr.

23.54 DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING AND SOLID WASTE STORAGE

23.54.030: Parking Space Standards

B.2.c: Non-residential uses: Above 20 spaces, 35% small spaces (7.5' L x 15' W) min, and 35% large spaces (8.5' L x 19' W) min.

RESPONSE: Minimum vehicle stall sizes are met.

23.54.035: Loading berth standards

Hotel/Office use:

- 388,001 to 520,00 sf = 5 berths

Retail use:

- 10,000 to 60,000 sf = 1 berth

Size: 10' W min, 35' L min, 14' H min

RESPONSE: Loading berth standards will be met with 5 berths in the existing Dexter Station building and 1 added in the proposed expansion.

23.54.040: Solid Waste Storage

Table A: shared storage space (Non-residential)

- > 200,000 sf = 500 sf

RESPONSE: Approximately 510 sf of solid waste storage is provided in the existing Dexter Station building and approximately 350sf is proposed in the expansion.

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SEATTLE DESIGN GUIDELINES & SOUTH LAKE UNION NEIGHBORHOOD DESIGN GUIDELINES

CS1 Natural Systems and Site Features

Use of natural systems and features of the site and its surrounding as a starting point for project design.

B. Sunlight and Natural Ventilation

RESPONSE: Exterior glazing, full wall and punched windows, will be used to bring daylight deep into interior spaces.

C. Topography

RESPONSE: Located on a steep slope, the building will step in response to the site and adjacent context.

CS2 Urban Pattern and Form

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

C. Relationship to the Block

RESPONSE: The corner of Dexter Ave N and Highland Dr will respond to the visibility from passing vehicular and bicycle traffic. Recesses will break the scale of the building both vertically and horizontally.

CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

A. Emphasizing Positive Neighborhood Attributes

RESPONSE: The proportion and scale will be consistent with neighboring buildings, while incorporating some subtle moves, such as recesses and material changes, to help break down the mass and scale.

PL1 Connectivity

Compliment and contribute to the network of open spaces around the site and the connections among them.

B. Walkways and Connections

RESPONSE: Street improvements on Highland Dr will enhance the connection from Aurora Ave

N to Westlake Ave N via an existing stairway from Aurora Ave N and a future stair between two new residential buildings between Dexter Ave N and Westlake Ave N.

PL2 Walkability

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

I. Streetscape Compatibility (SLU NDG)

RESPONSE: Weather protection will be provided along Dexter Ave N to enhance the pedestrian comfort. Sidewalk improvements match existing conditions.

PL3 Street-Level Interaction

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

A. Entries

RESPONSE: The new building entry will be highlighted through architectural elements, but will read as secondary to the existing entry for clear wayfinding.

PL4 Active Transportation

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit

A. Planning Ahead for Bicyclists

RESPONSE: Bike storage and other accommodations will be provided to encourage building tenants to use cycling as a means of commuting.



CS1 1101 Dexter Station: Building steps in response to topography change.



PL3 Brooks Sports Headquarters Building: The entry is indicated with the use of architectural features such as canopies and material changes. The pedestrian experience is enhanced through indoor/outdoor visual connections and areas to gather.



DC2 Eighth+Olive Lobby Repositioning: Material changes help break down the mass of the building and break the building to a pedestrian scale.



DC4 1101 Dexter Station: Site lighting enhances architectural features and highlights the building entry.



DC2 Dexter Ave surrounding character: Surrounding context includes many 5-7 story buildings broken down with recesses, material changes and other architectural features.

DC1 Project Uses and Activities

Optimize the arrangement of uses and activities on site.
 B. Vehicular Access and Circulation
RESPONSE: Below-grade parking will be accessed through the existing garage entry, eliminating the need for an additional curb cut along Dexter Ave N. Loading will be accessed off of Highland Dr which is less visible from Dexter Ave N.

DC2 Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.
 A. Massing
RESPONSE: Recessing the mass and changing material will break down the scale of the building.
 C. Secondary Architectural Features
RESPONSE: Architectural cues will be used from surrounding buildings including roof line datum, patterning and proportioning.
 D. Scale and Texture
RESPONSE: Ground level detailing will bring the mass of the building to a pedestrian scale.

DC3 Open Space Concept

Integrate open space design with the design of the building so that each complements the other.
 I. Landscaping to Reinforce Design Continuity with Adjacent Sites (SLU NDG)
RESPONSE: Street trees and plantings will enhance the pedestrian experience as well as contribute to a more sustainable development.

DC4 Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.
 A. Building materials
RESPONSE: Materials will be quality, durable, and appropriate for the Pacific Northwest climate.
 C. Lighting
RESPONSE: Site lighting will provide safe circulation around the building as well as highlight architectural and site features.

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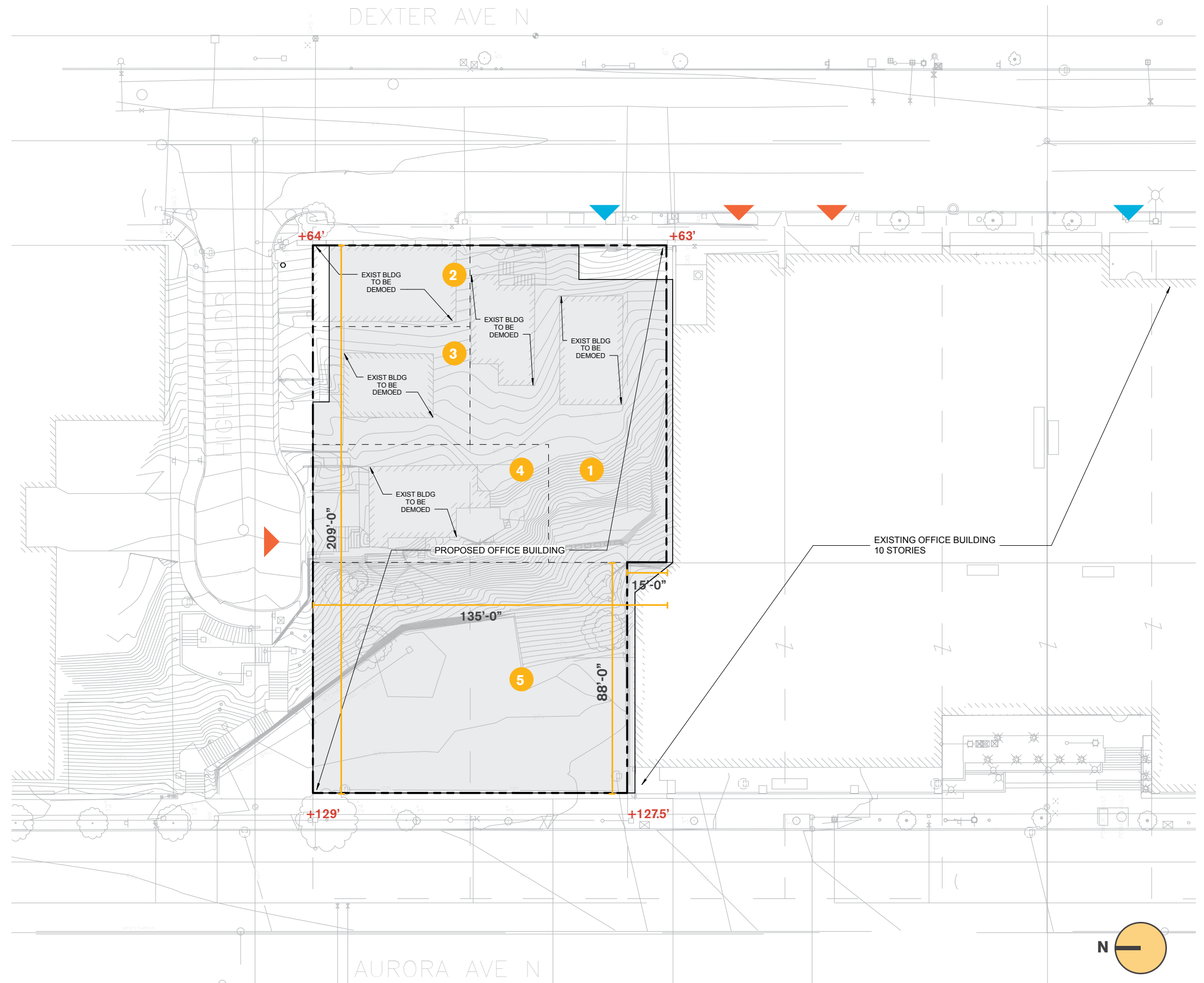
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Site Plan

Legal Description

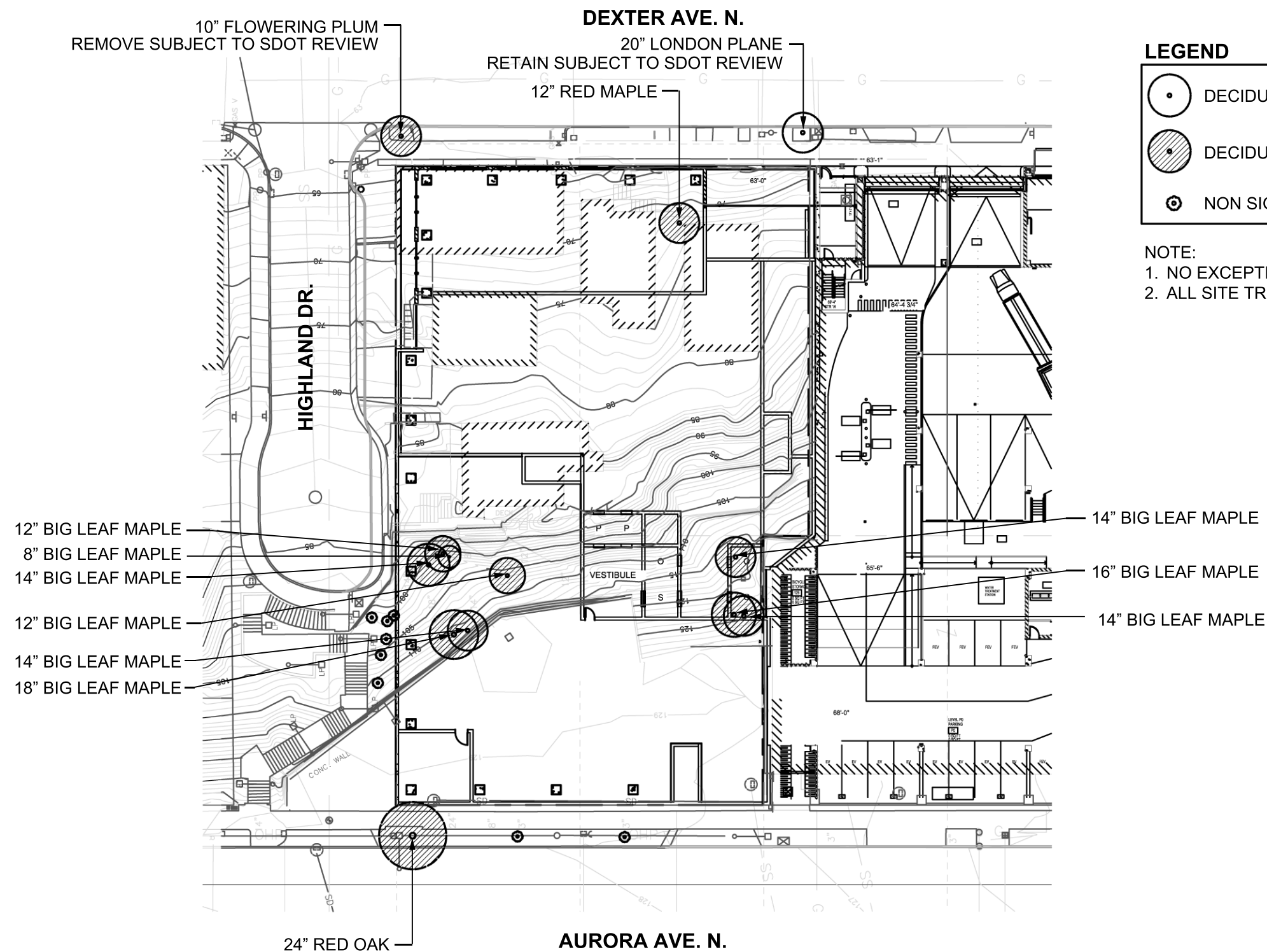
- 1 Parcel 2249500425: EDEN ADDITION #2: N 15 FT OF LOT 2 TGW LOT 3 LESS W 41 FT OF N HALF SD LOT 3 TGW S 5 FT OF LOT 4 LESS W 41 FT ALL IN BLK 21 LESS PORTION SD LOTS FOR DEXTER AVE N
- 2 Parcel 2249500444: EDEN ADDITION # 2: N 55 FT LESS W 90 FT
- 3 Parcel 2249500443: EDEN ADDITION # 2: E 49 FT OF W 90 FT OF N 55 FT
- 4 Parcel 2249500430: EDEN ADDITION # 2: W 41 FT OF 4 & W 41 FT OF N 1/2 OF 3
- 5 Parcel 2249500450: EDEN ADDITION # 2: LESS ST & W 35 FT OF LOT 5 BLK 2 ADELLE ADD LESS ST

-  Pedestrian Building Access
-  Vehicular Access



Tree Survey

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Landscape Plan

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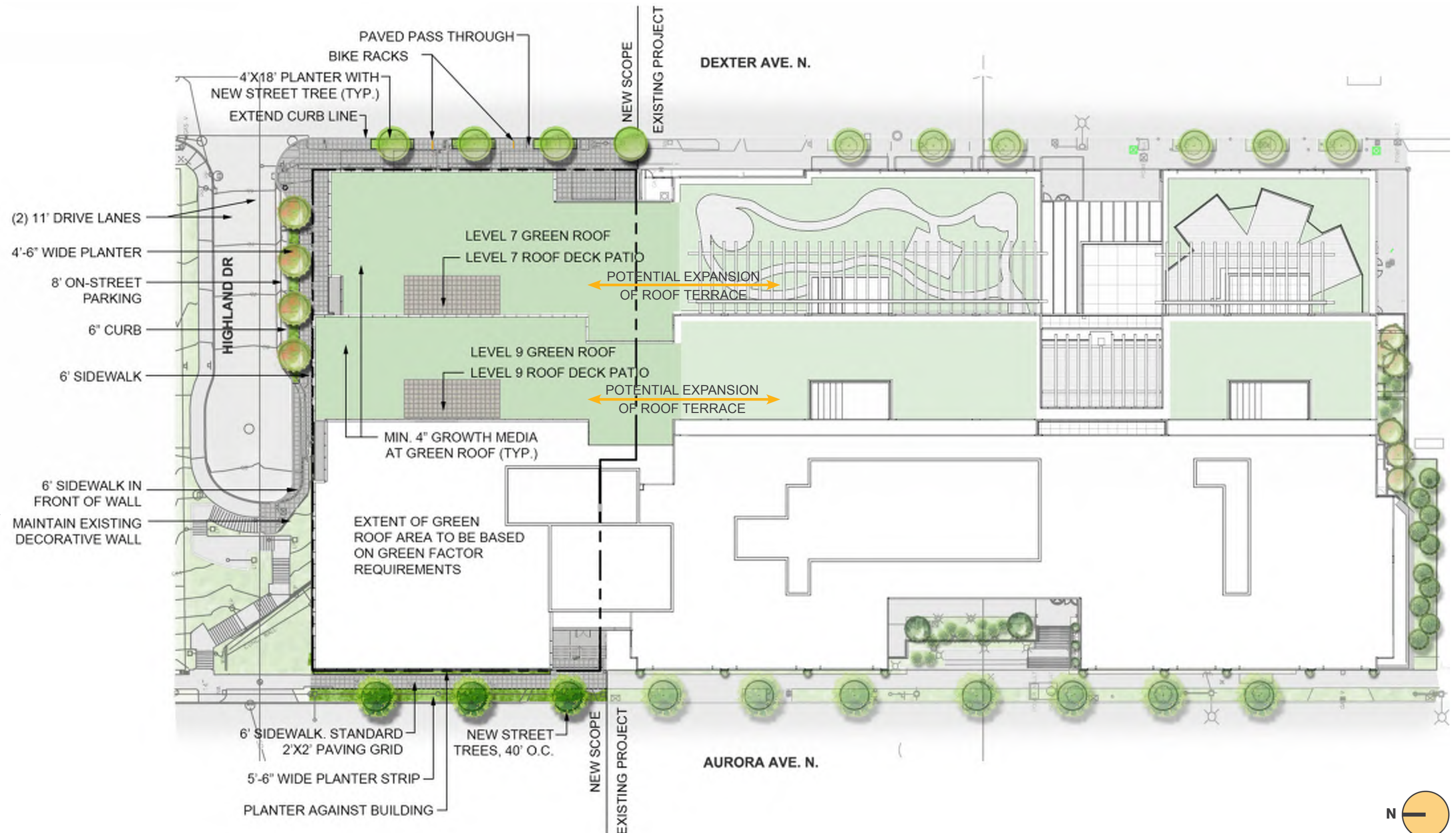
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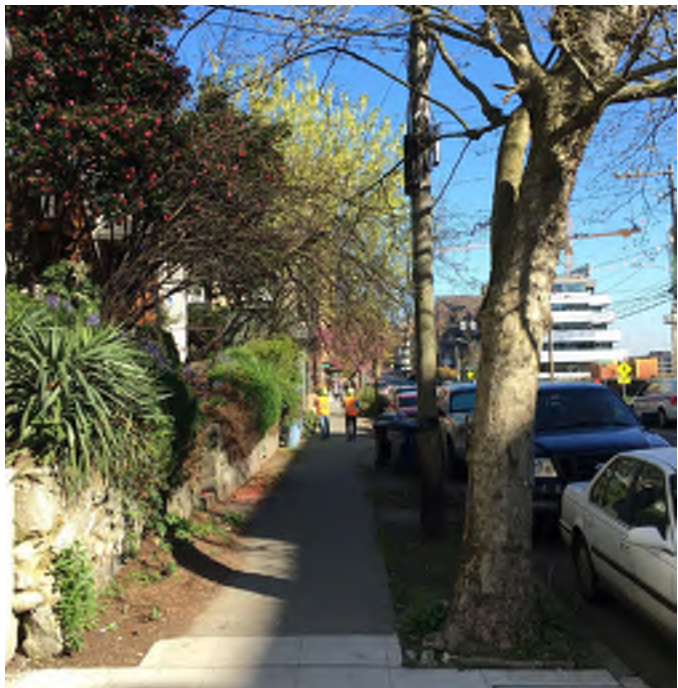


Landscape Character

EXISTING SITE PHOTOS



Aurora Ave N. looking north



Dexter Ave N. looking north

STREETSCAPE & GREEN ROOF CHARACTER PHOTOS



Vegetated streetscapes with trees, shrubs, perennials and ornamental grasses



Vegetated sidewalk with street trees and planters



Roof deck with large sedum green roof

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Three Architectural Alternatives

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OPTION 1:

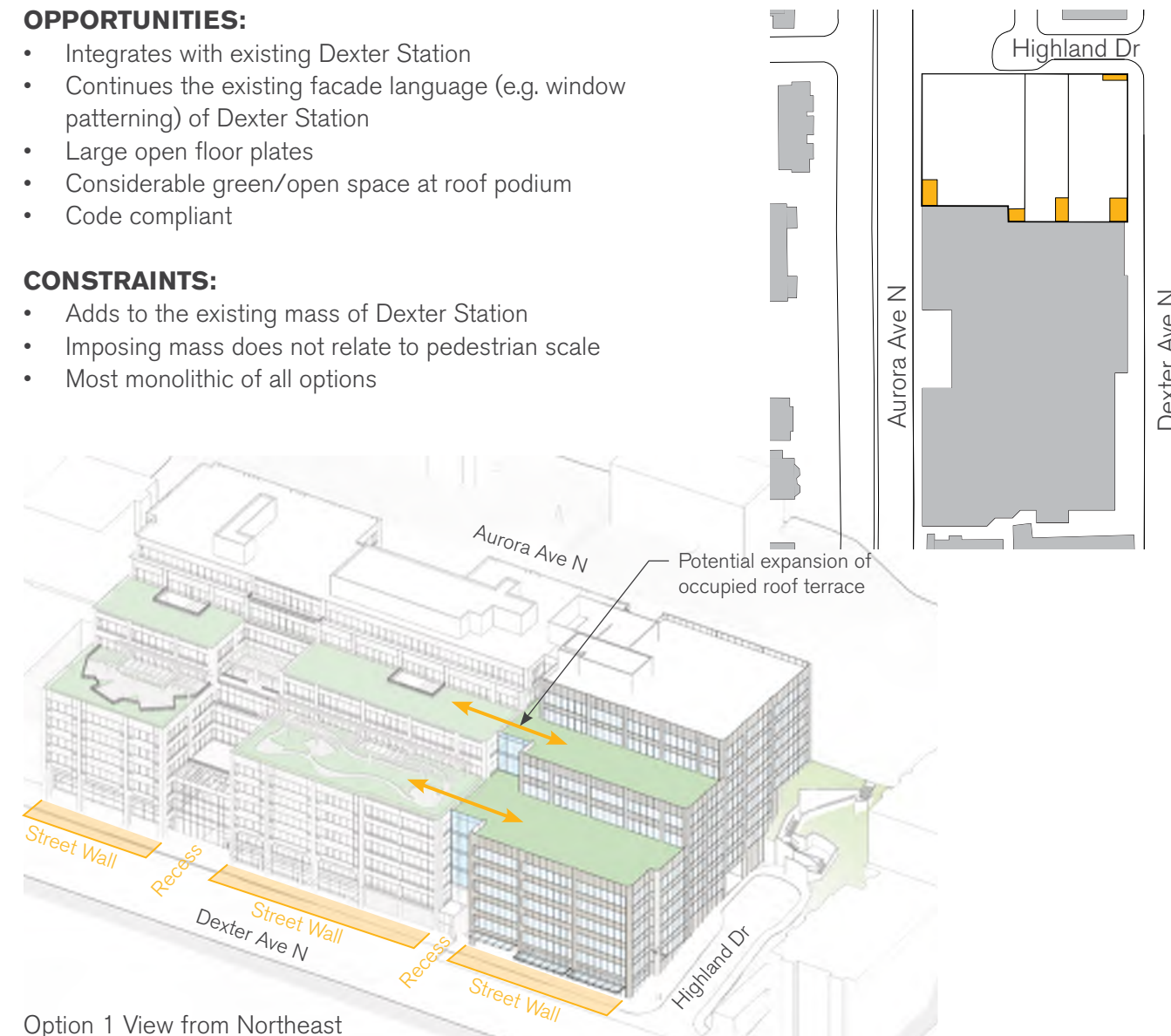
Option 1 takes cues from the adjoining Dexter Station, matching floor elevations, roof lines, and patterning of materials and window penetrations. The proposed expansion separates itself from Dexter Station with glazed recesses on both Dexter Ave N and Aurora Ave N, providing a relief between the existing mass and the new expansion. This option most fully utilizes the allowable FAR while still providing some modulation to break down the mass of the total building and allow for utility setbacks. The resulting mass will read as one cohesive building.

OPPORTUNITIES:

- Integrates with existing Dexter Station
- Continues the existing facade language (e.g. window patterning) of Dexter Station
- Large open floor plates
- Considerable green/open space at roof podium
- Code compliant

CONSTRAINTS:

- Adds to the existing mass of Dexter Station
- Imposing mass does not relate to pedestrian scale
- Most monolithic of all options



Option 1 View from Northeast

OPTION 2:

Option 2 breaks the mass of the building with both geometry and materiality. The entire facade along Dexter Ave N angles back and then creates a fold along Highland Drive. This angling breaks the rhythm of the street which consists mainly of rectilinear buildings parallel to Dexter Ave N. The expansion will also bring variety to the materiality found along Dexter Ave N by introducing a full-wall glazing system. This material will reduce the impact of the added mass to Dexter Station as well as provide daylight and views for the occupants.

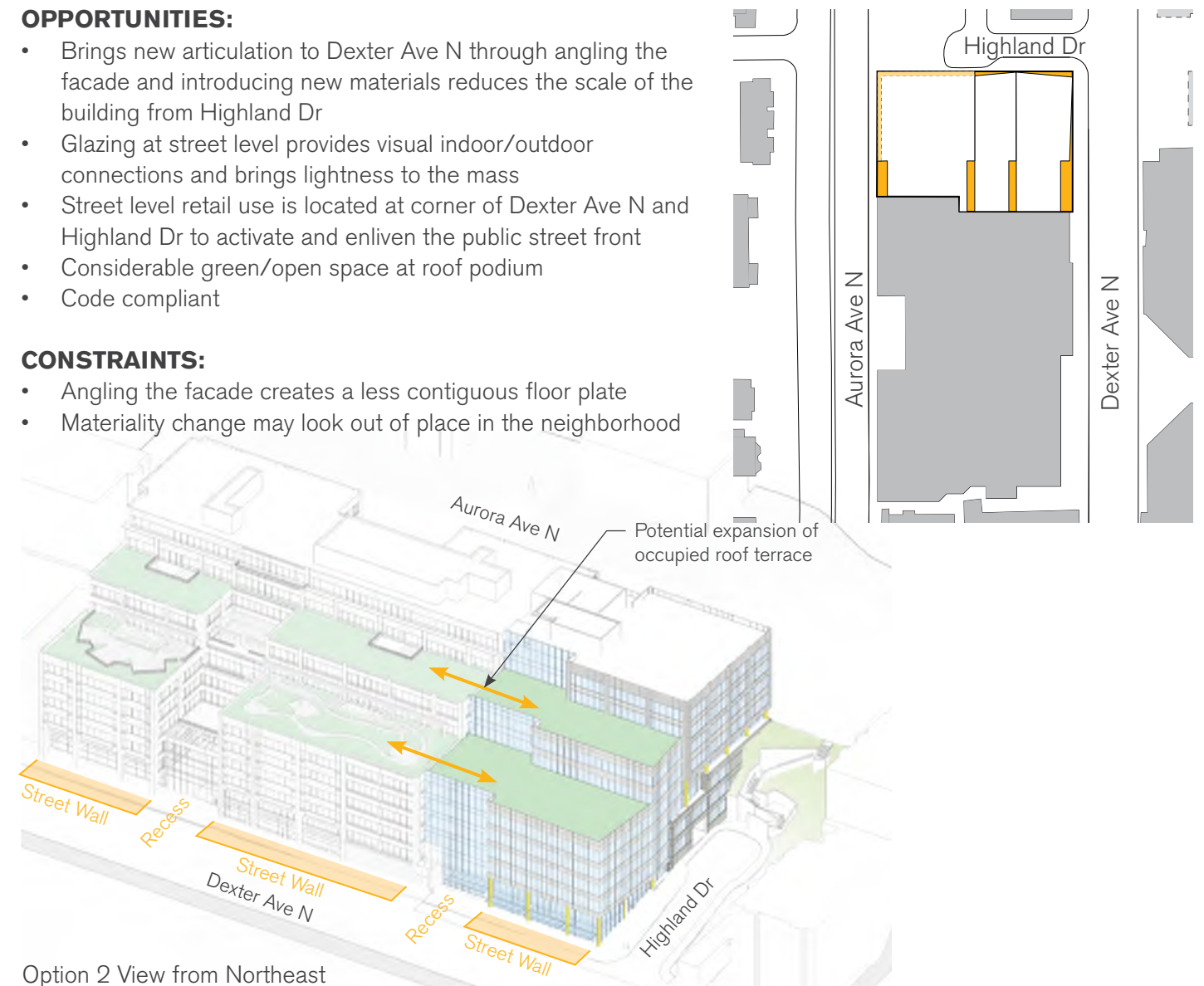
The Highland Dr facade begins to address the pedestrian traffic by horizontally breaking the mass and providing glazing as you approach Dexter Ave N.

OPPORTUNITIES:

- Brings new articulation to Dexter Ave N through angling the facade and introducing new materials reduces the scale of the building from Highland Dr
- Glazing at street level provides visual indoor/outdoor connections and brings lightness to the mass
- Street level retail use is located at corner of Dexter Ave N and Highland Dr to activate and enliven the public street front
- Considerable green/open space at roof podium
- Code compliant

CONSTRAINTS:

- Angling the facade creates a less contiguous floor plate
- Materiality change may look out of place in the neighborhood



Option 2 View from Northeast

OPTION 3 (PREFERRED SCHEME):

Option 3 finds a balance between Option 1 which replicates the existing Dexter Station building and Option 2 which strives to provide something new to the neighborhood. Glazing is used in this option to provide separation between Dexter Station and the new expansion as well as break down the mass of the expansion itself into 3 boxes. The boxes relate back to Dexter Station and the surrounding neighborhood through materiality and patterning, but introduced in much smaller segments.

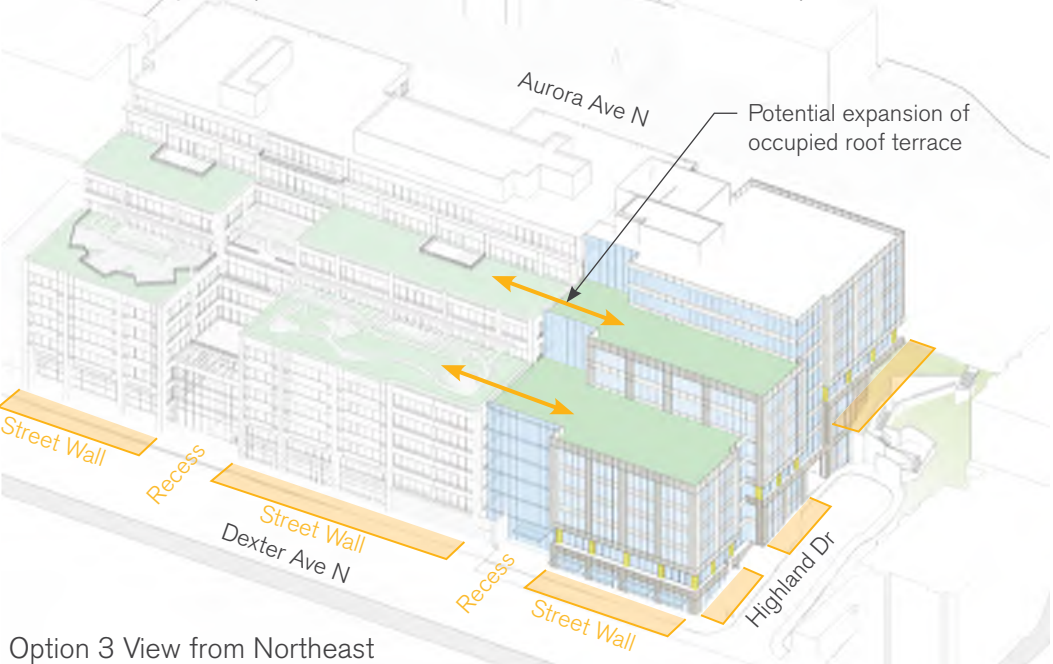
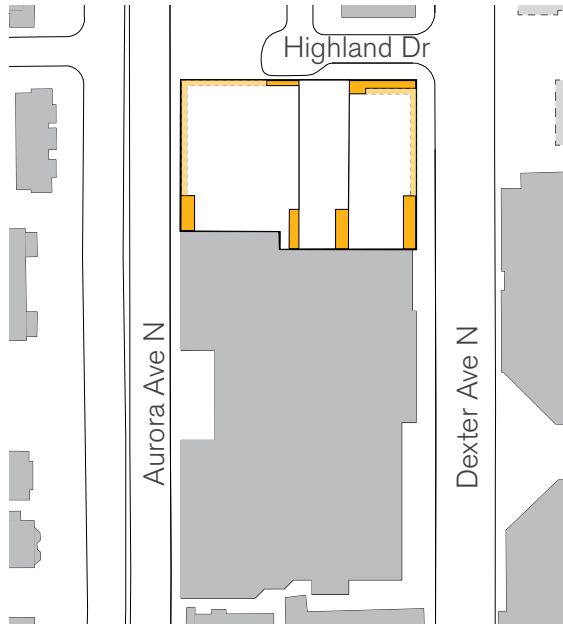
Along Highland Dr, Option 3 is divided vertically into three distinct masses which start to relate to the residential scale just to the north. Horizontal divisions also break the mass, stepping with the site to better relate to the pedestrians passing on the sidewalk.

OPPORTUNITIES:

- Window patterning and other datums relate to the existing street language along Dexter Ave N while also providing new materiality
- Breaks down the scale on all three facades both vertically and horizontally
- Glazing provides relief between the existing building and the expansion as well as within the expansion itself
- Glazing along Highland Dr provides a visual indoor/outdoor connection
- Street level retail use is located at corner of Dexter Ave N and Highland Dr to activate and enliven the public street front
- Considerable green/open space at roof podium
- Code compliant

CONSTRAINTS:

- Introducing multiple recesses creates a less contiguous floor plate



Option 3 View from Northeast

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Massing Option 1

OPTION 1:

Option 1 takes cues from the adjoining Dexter Station, matching floor elevations, roof lines, and patterning of materials and window penetrations. The proposed expansion separates itself from Dexter Station with glazed recesses on both Dexter Ave N and Aurora Ave N, providing a relief between the existing mass and the new expansion. This option most fully utilizes the allowable FAR while still providing some modulation to break down the mass of the total building and allow for utility setbacks. The resulting mass will read as one cohesive building.

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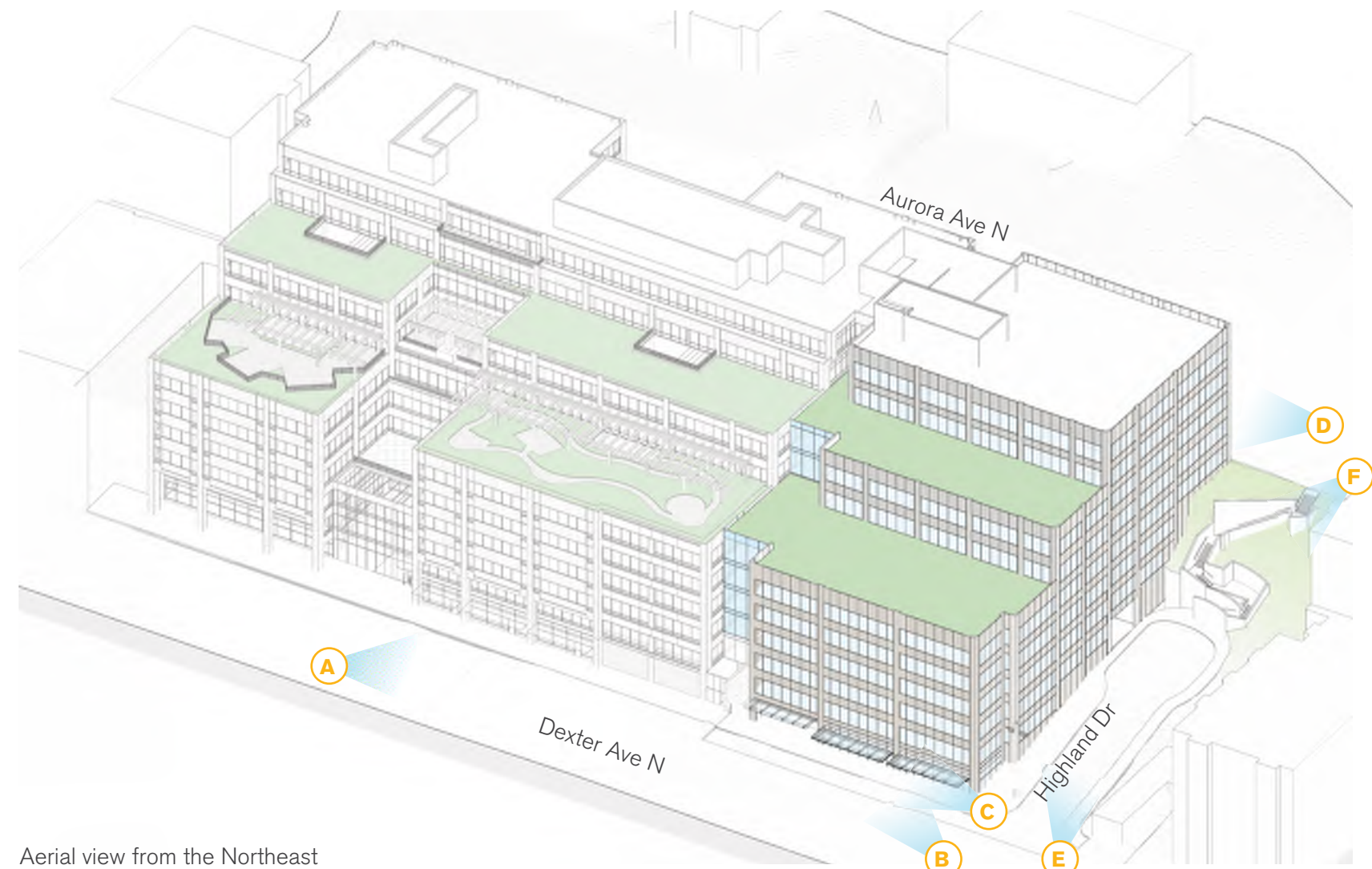
E View from Dexter Ave N looking West up Highland Dr



A View from Dexter Ave N looking North



B View from Dexter Ave N looking South



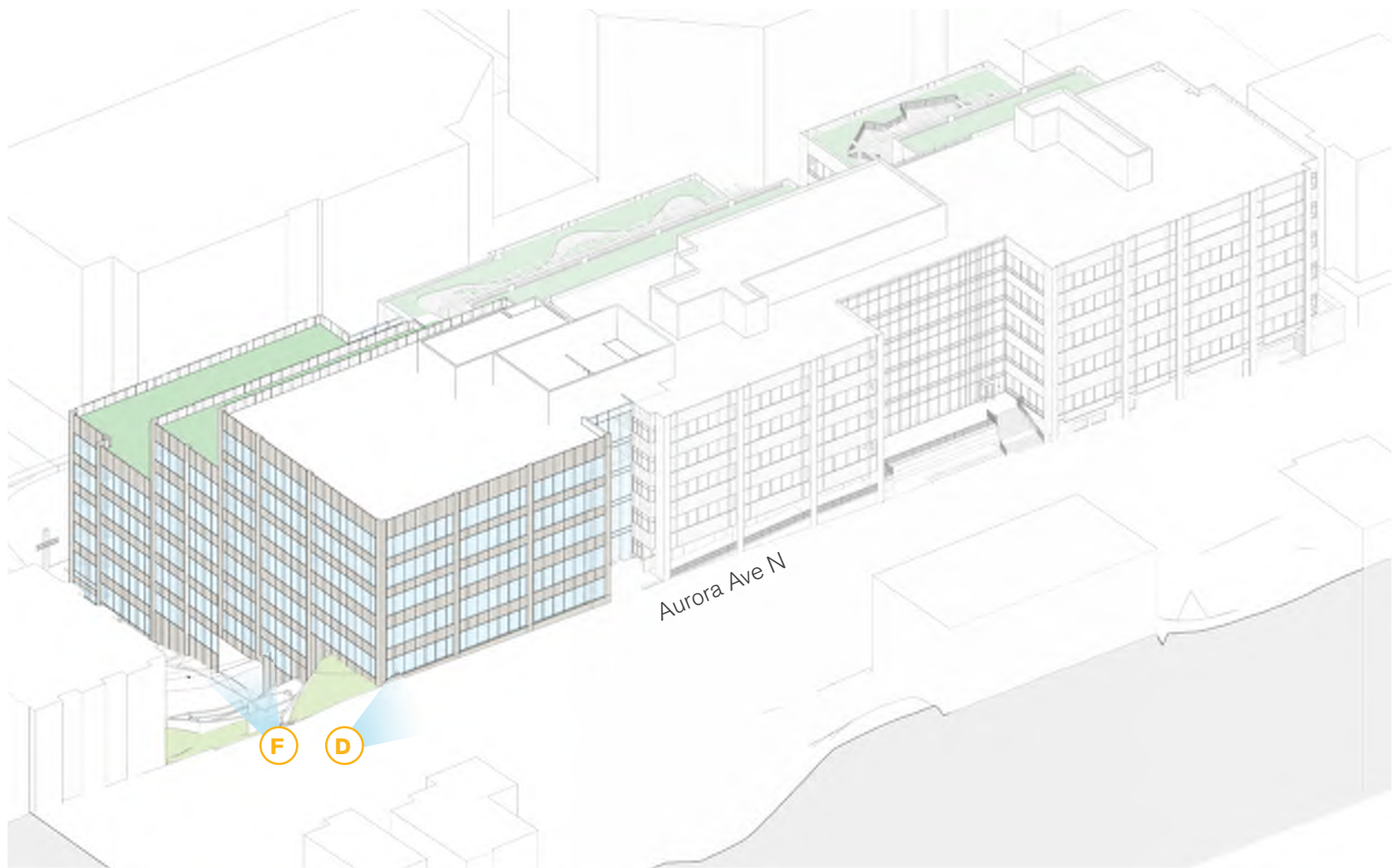
Aerial view from the Northeast



C Dexter pedestrian view looking South



D View from Aurora Ave N looking South



Aerial view from the Northwest

OPPORTUNITIES:

- Integrates with existing Dexter Station
- Continues the existing facade language (e.g. window patterning) of Dexter Station
- Large open floor plates
- Considerable green/open space at roof podium
- Code compliant

CONSTRAINTS:

- Adds to the existing mass of Dexter Station
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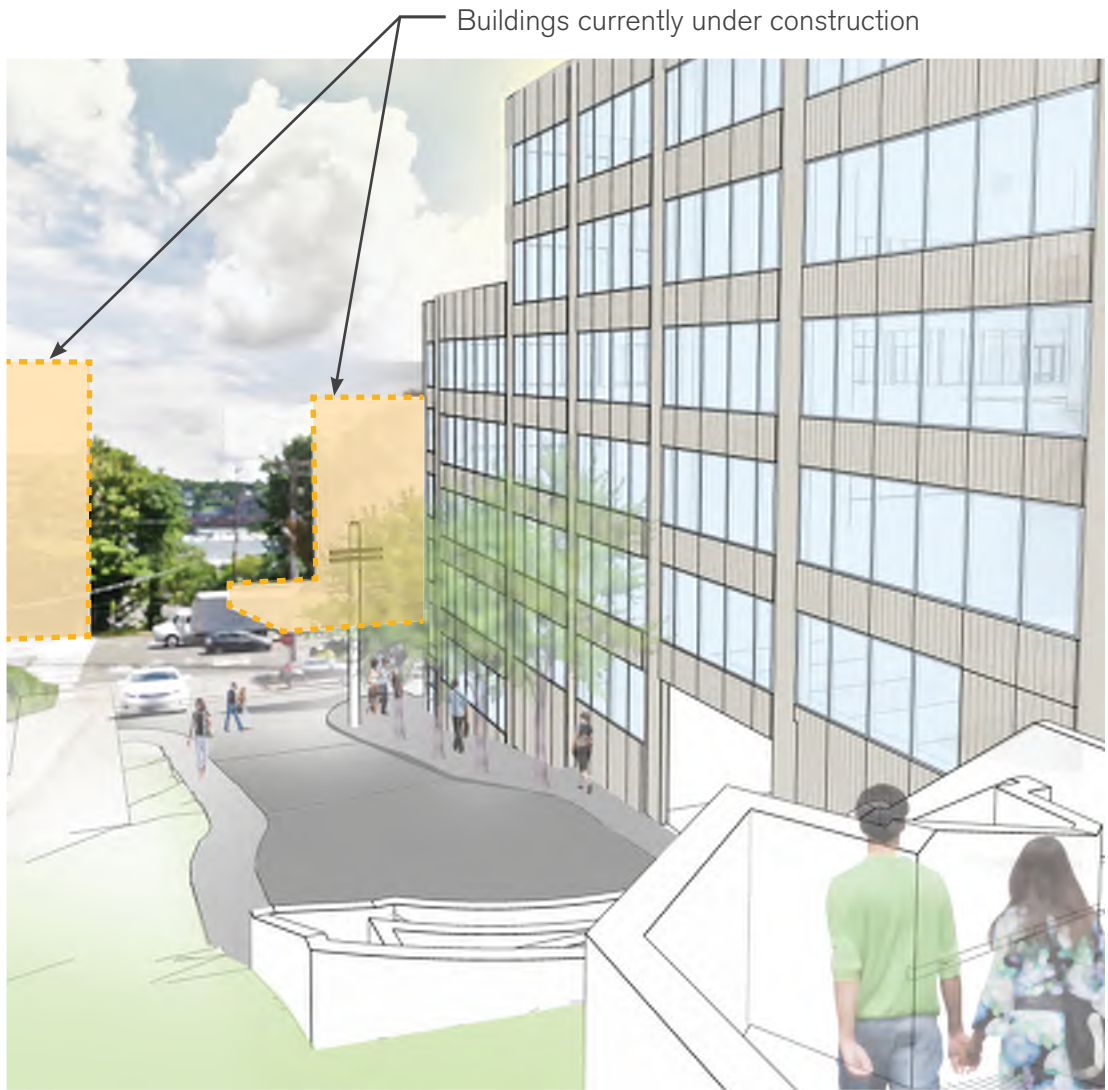
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F View from Aurora Ave N looking East down Highland Dr

Option 1 Floor Plans

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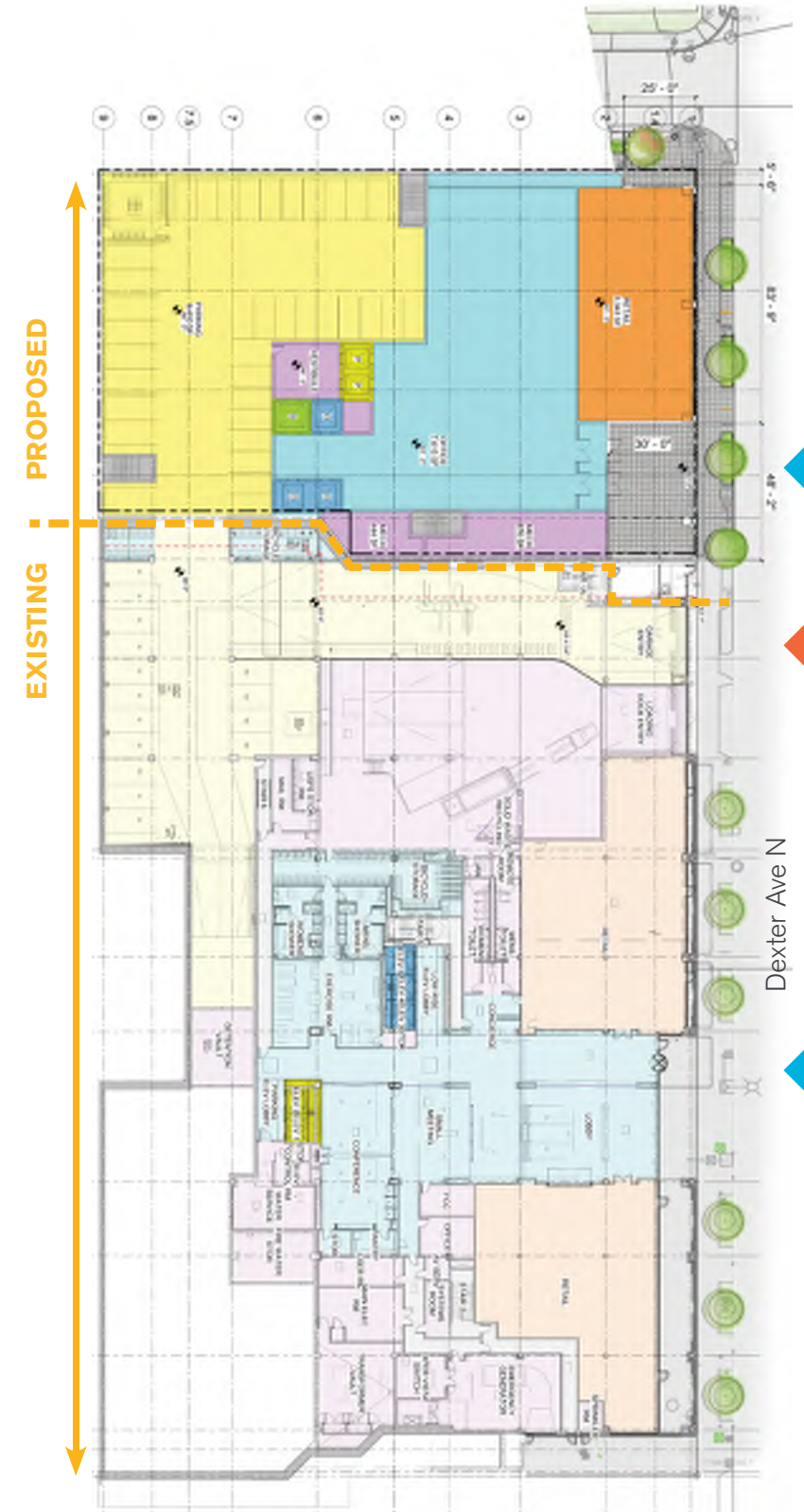
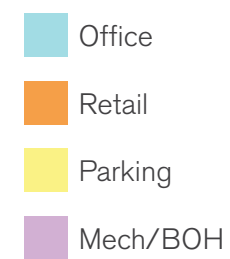
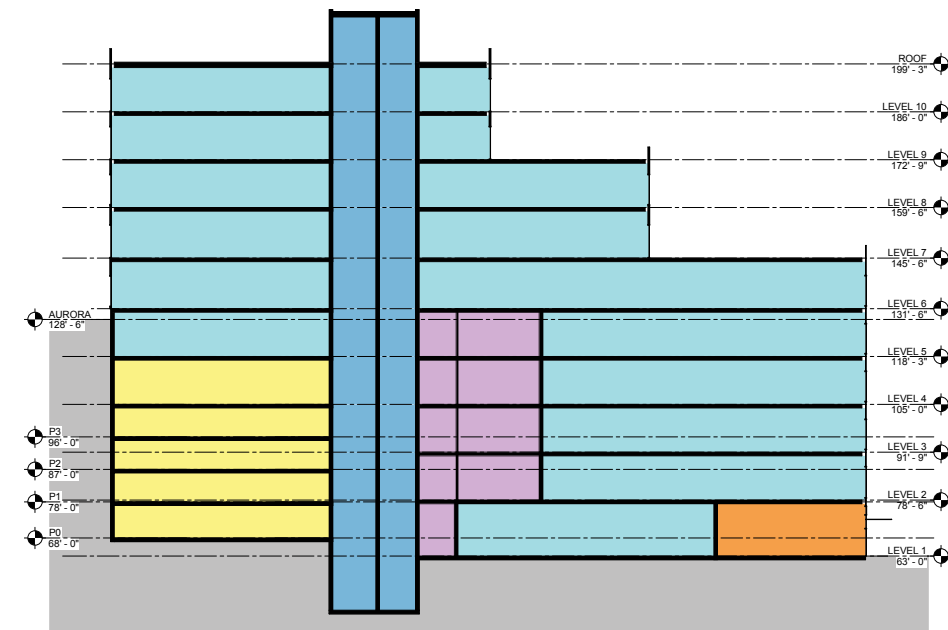
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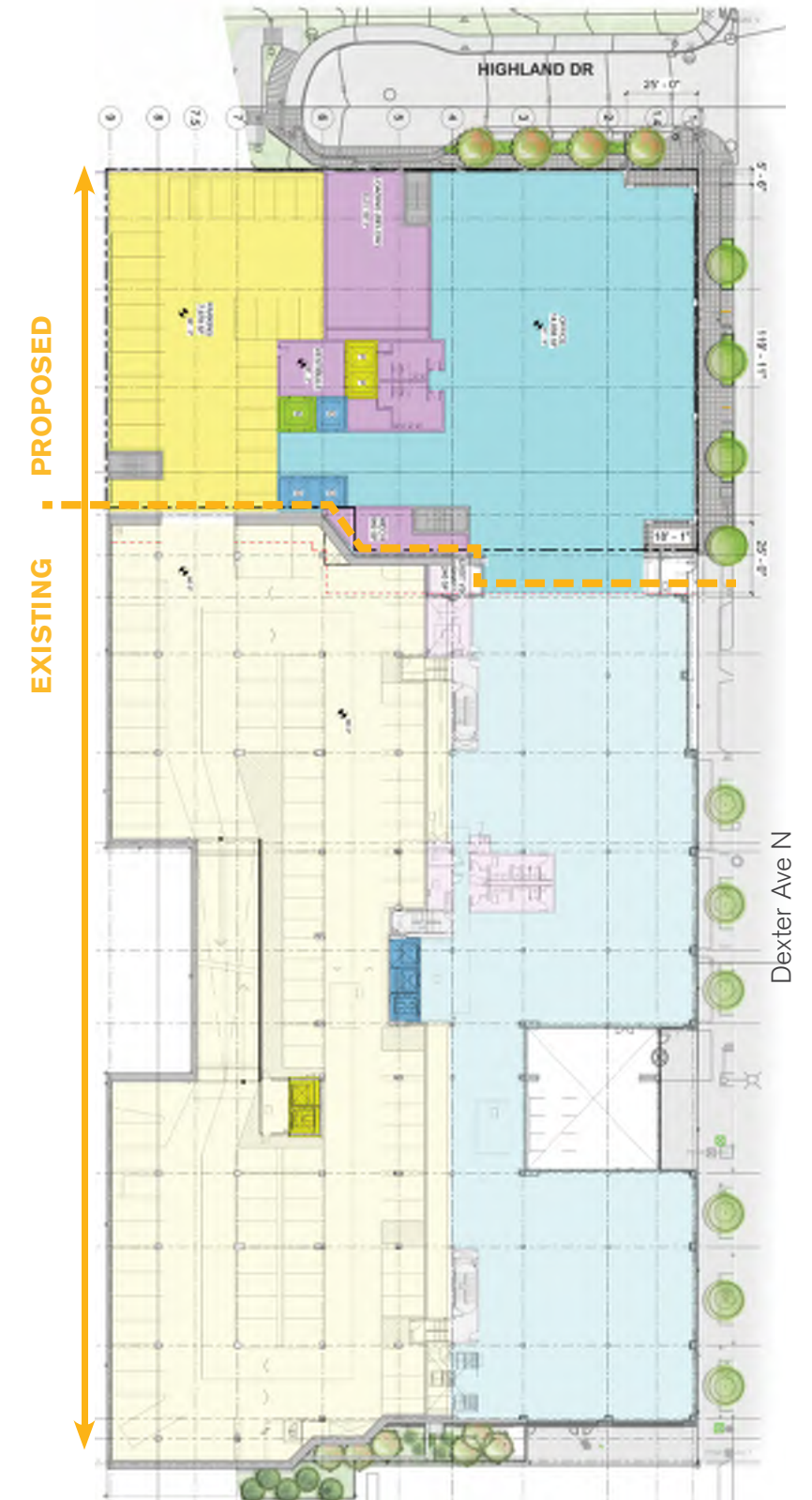
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Floor Plan Level 1/Level Parking 0



Floor Plan Level 3/Level Parking 3

Massing Option 2

OPTION 2:

Option 2 breaks the mass of the building with both geometry and materiality. The entire facade along Dexter Ave N angles back and then creates a fold along Highland Drive. This angling breaks the rhythm of the street which consists mainly of rectilinear buildings parallel to Dexter Ave N. The expansion will also bring variety to the materiality found along Dexter Ave N by introducing a full-wall glazing system. This material will reduce the impact of the added mass to Dexter Station as well as provide daylight and views for the occupants.

The Highland Dr facade begins to address the pedestrian traffic by horizontally breaking the mass and providing glazing as you approach Dexter Ave N.



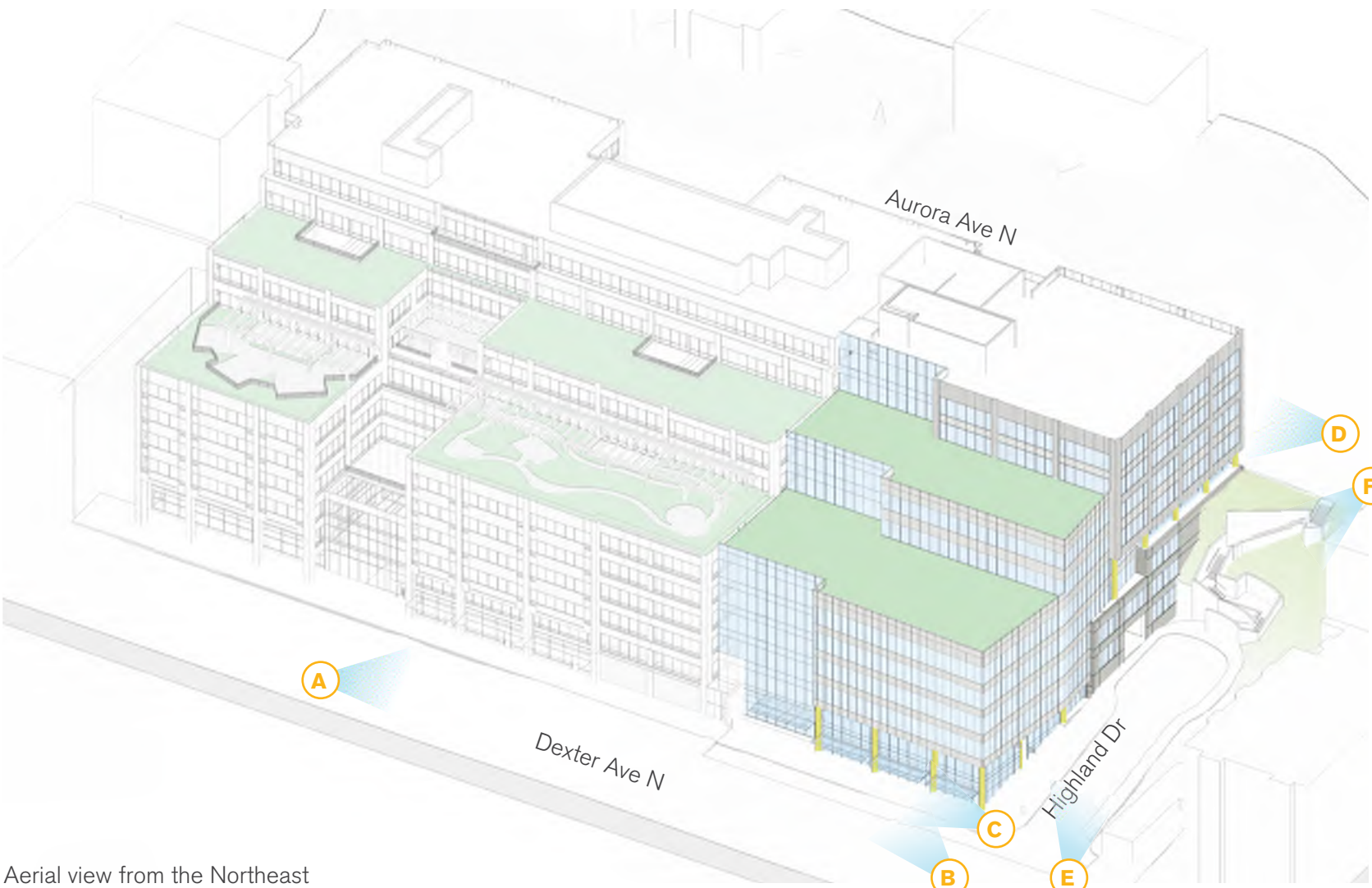
A View from Dexter Ave N looking North



B View from Dexter Ave N looking South



E View from Dexter Ave N looking West up Highland Dr



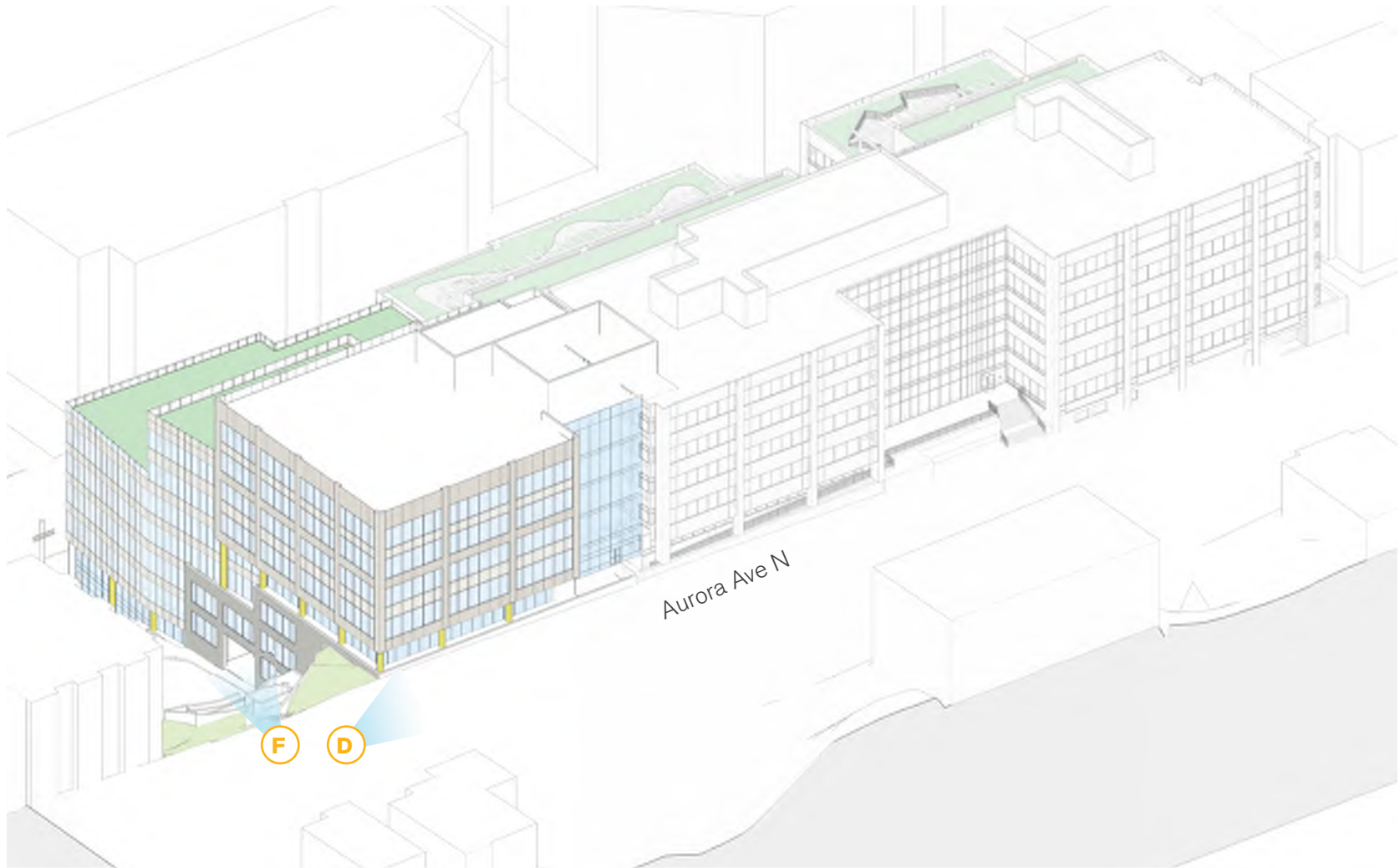
Aerial view from the Northeast



C Dexter pedestrian view looking South



D View from Aurora Ave N looking South



Aerial view from the Northwest

OPPORTUNITIES:

- Brings new articulation to Dexter Ave N through angling the facade and introducing new materials reduces the scale of the building from Highland Dr
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- Considerable green/open space at roof podium
- Code compliant

CONSTRAINTS:

- Angling the facade creates a less contiguous floor plate
- Materiality change may look out of place in the neighborhood

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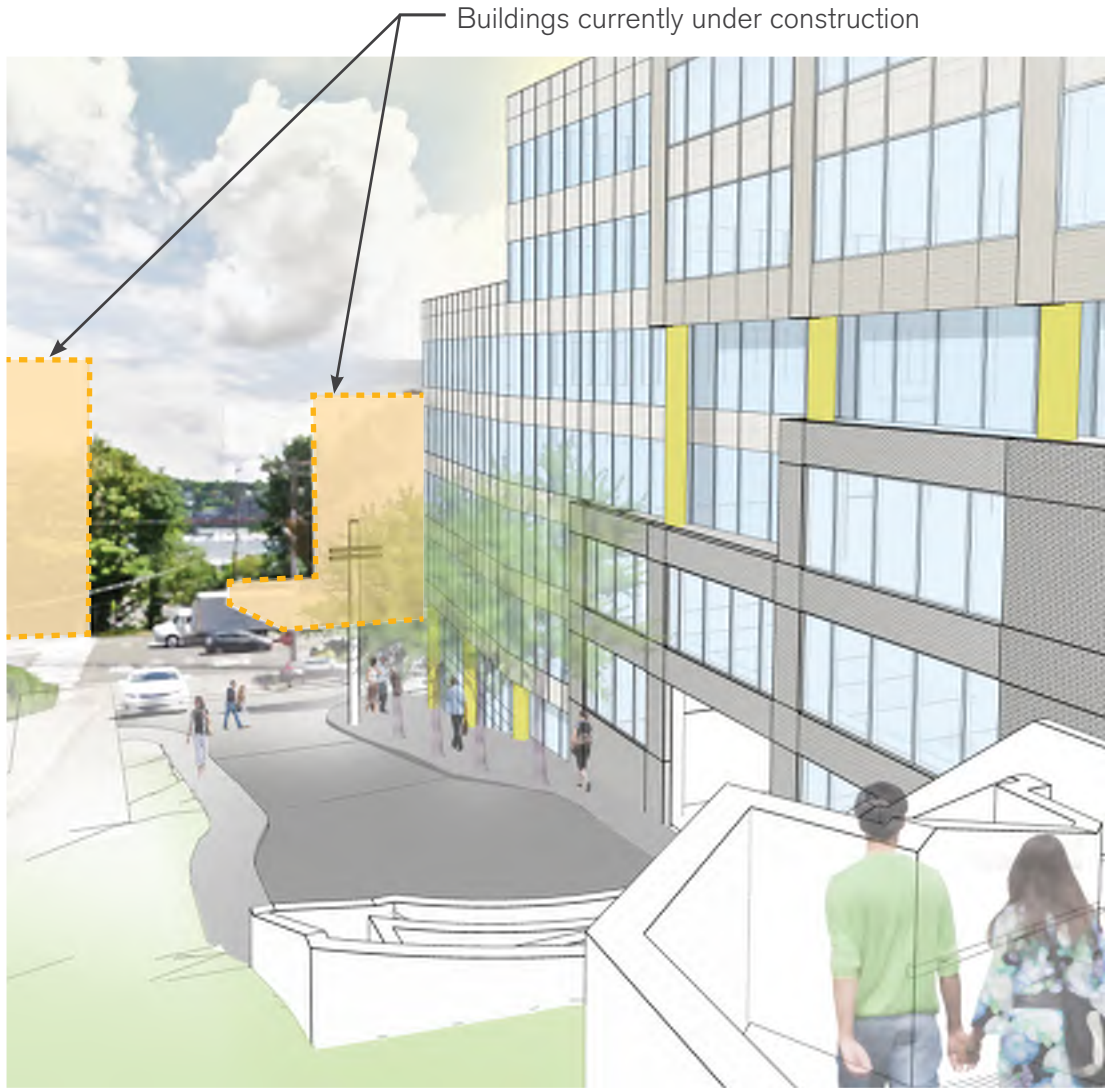
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F View from Aurora Ave N looking East down Highland Dr

Option 2 Floor Plans

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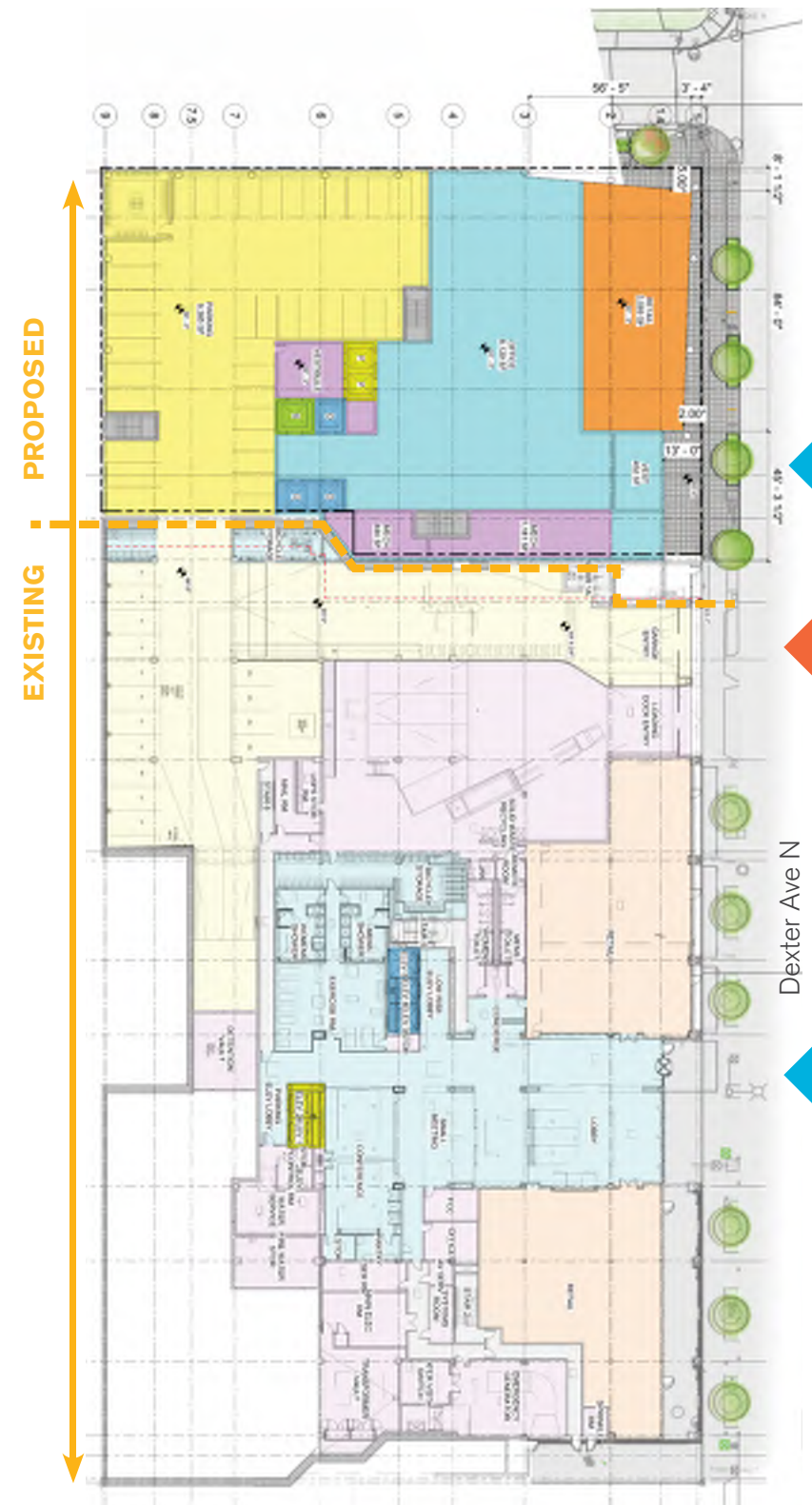
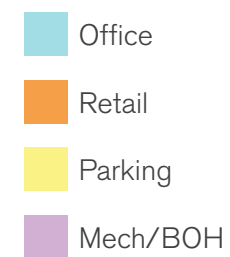
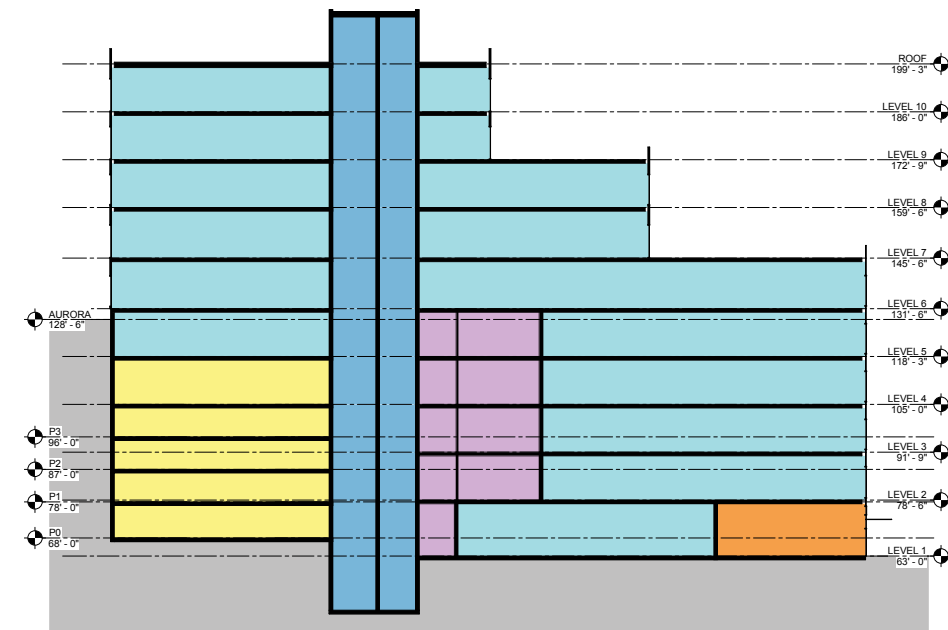
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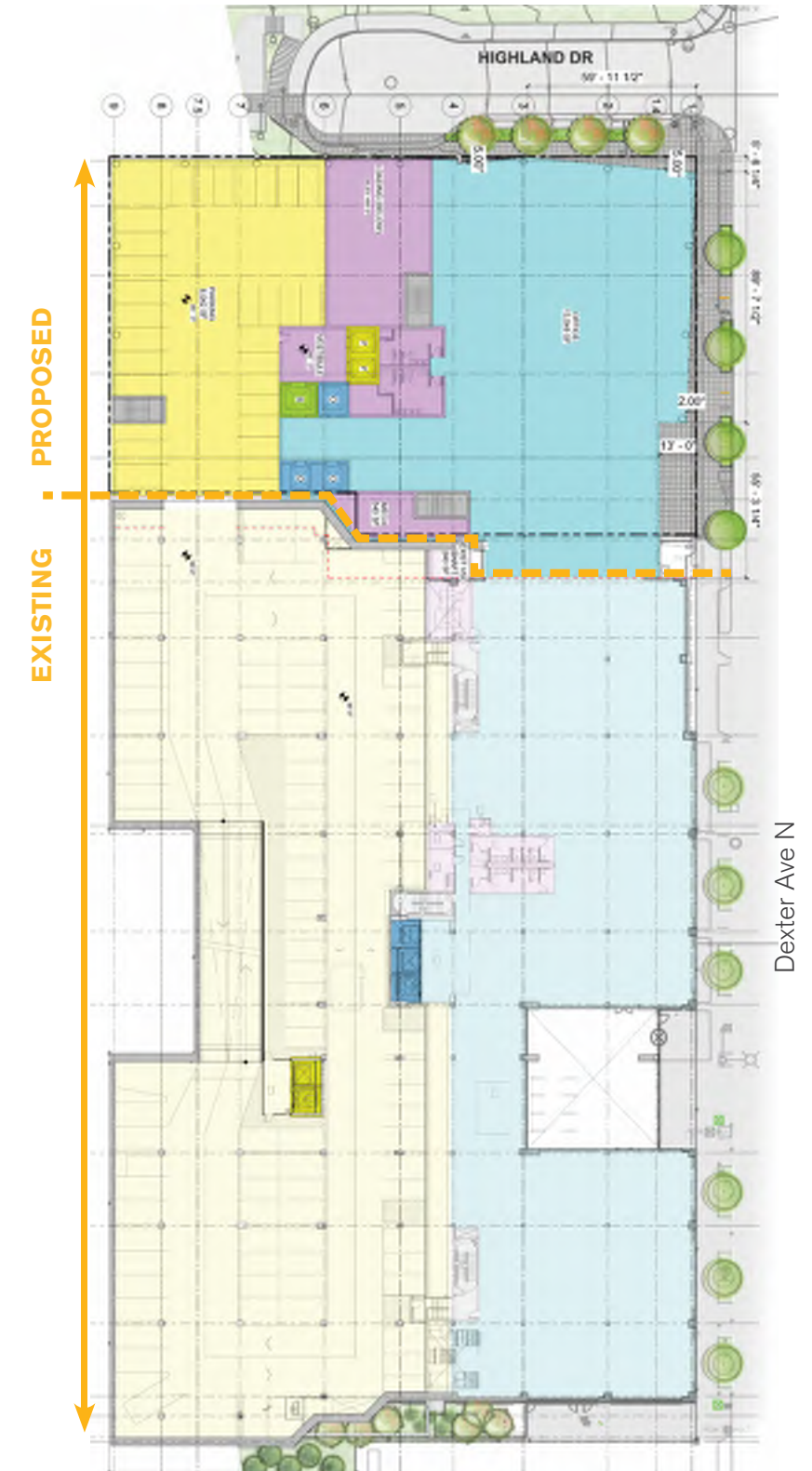
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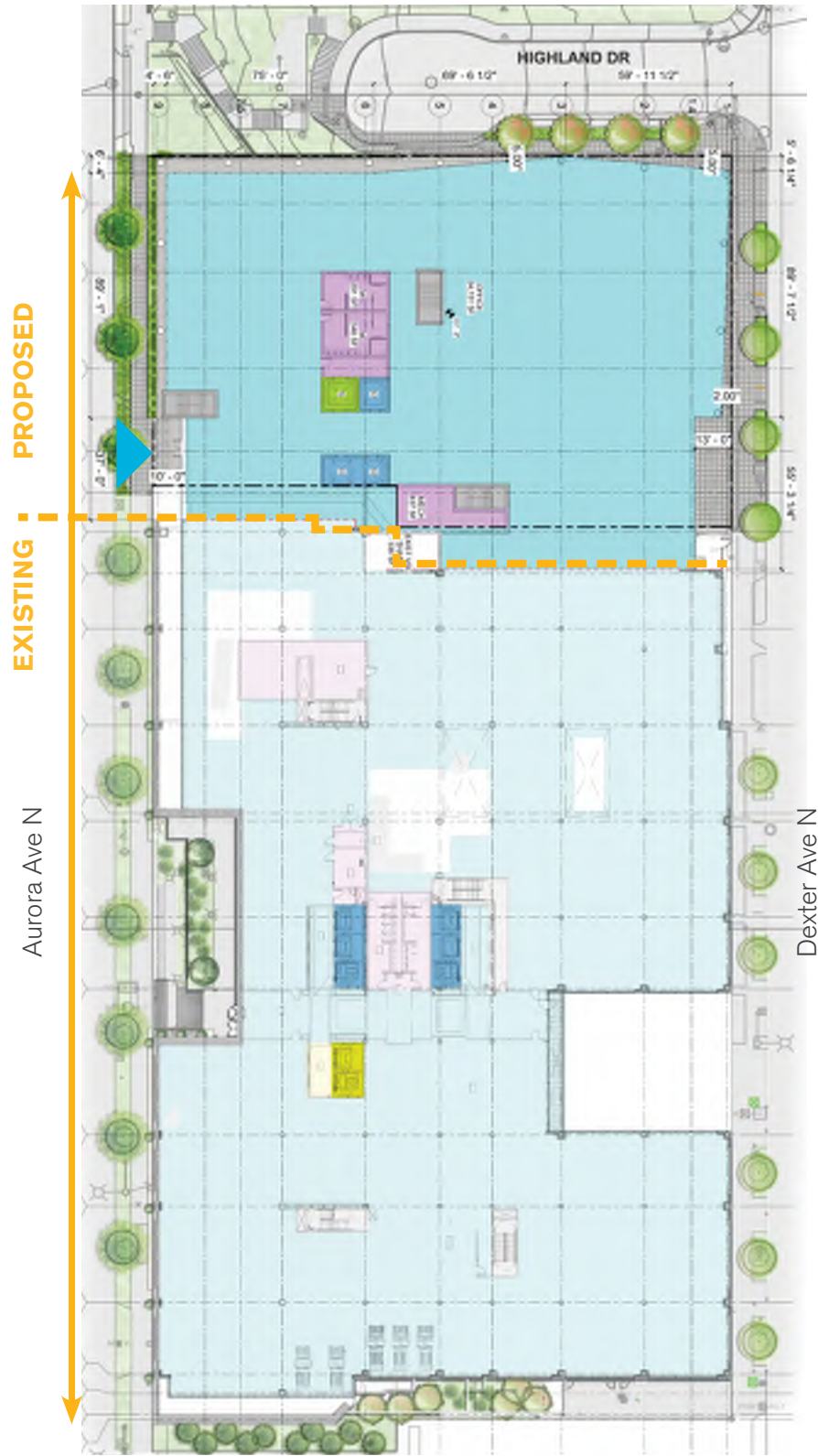
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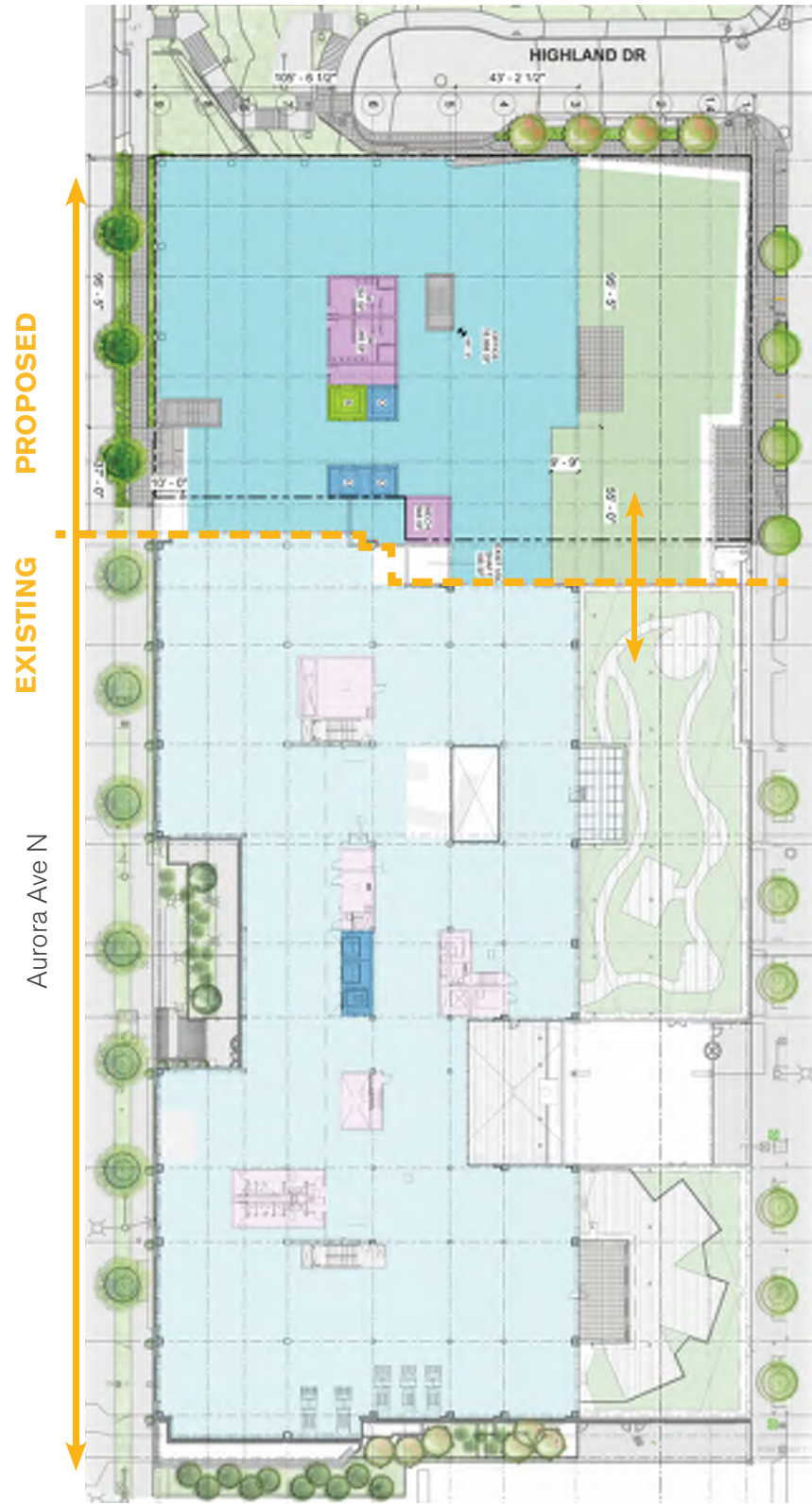
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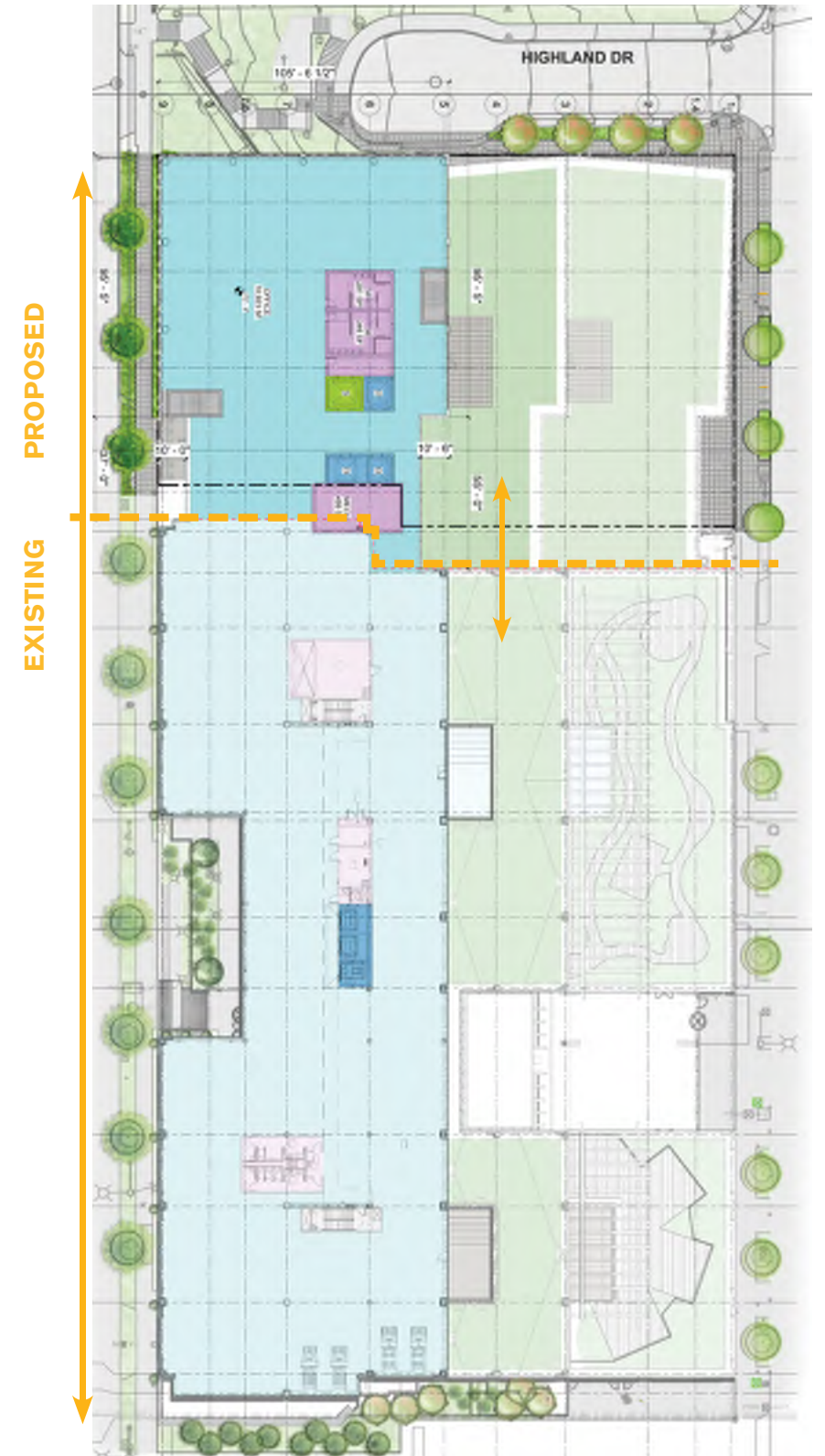
Floor Plan Level 3/Level Parking 3



Floor Plan Level 6



Floor Plan Level 7



Floor Plan Level 9

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Massing Option 3 [Preferred Scheme]

OPTION 3 (PREFERRED SCHEME):

Option 3 finds a balance between Option 1 which replicates the existing Dexter Station building and Option 2 which strives to provide something new to the neighborhood. Glazing is used in this option to provide separation between Dexter Station and the new expansion as well as break down the mass of the expansion itself into 3 boxes. The boxes relate back to Dexter Station and the surrounding neighborhood through materiality and patterning, but introduced in much smaller segments.

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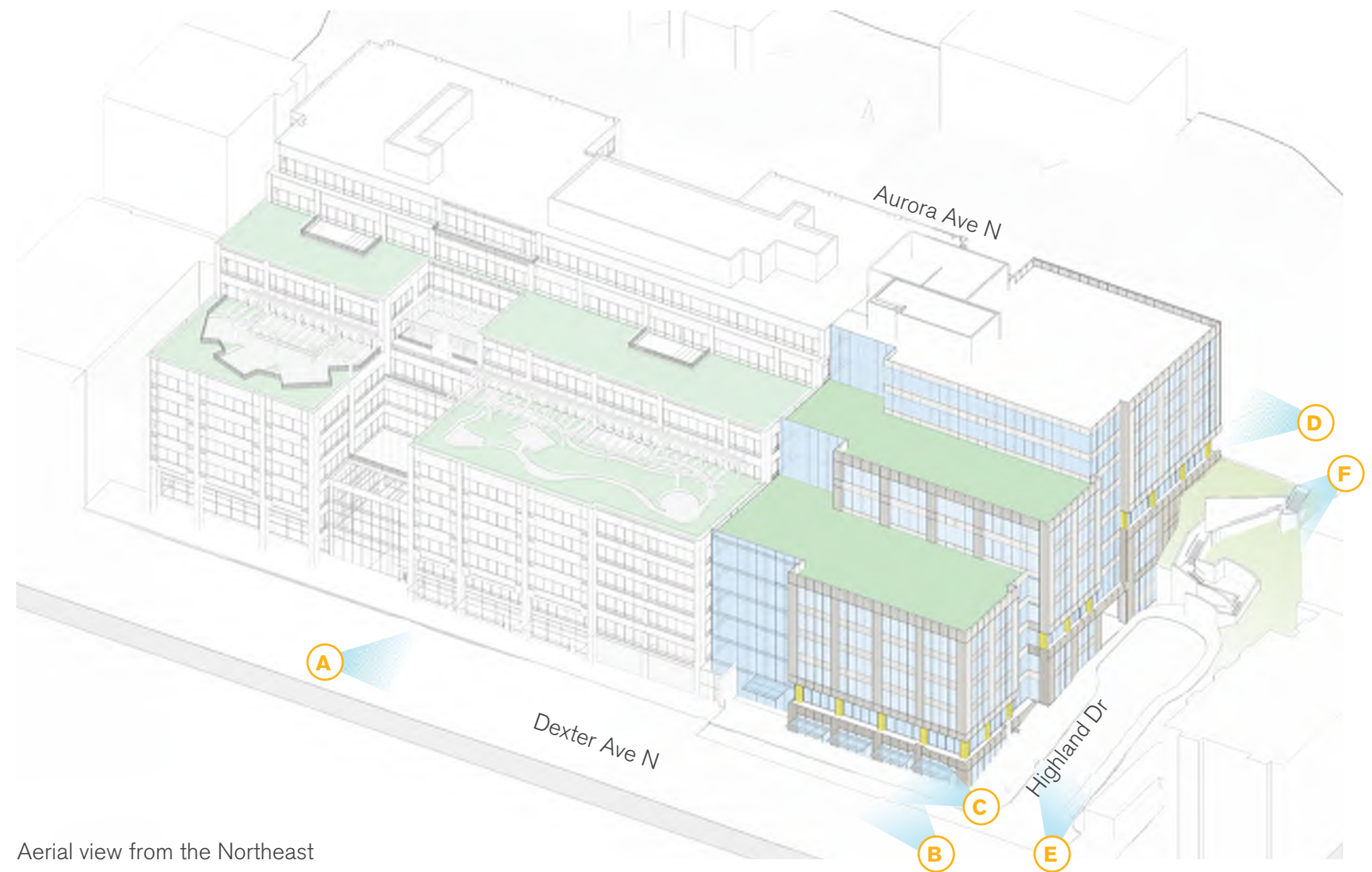
A View from Dexter Ave N looking North



B View from Dexter Ave N looking South



E View from Dexter Ave N looking West up Highland Dr



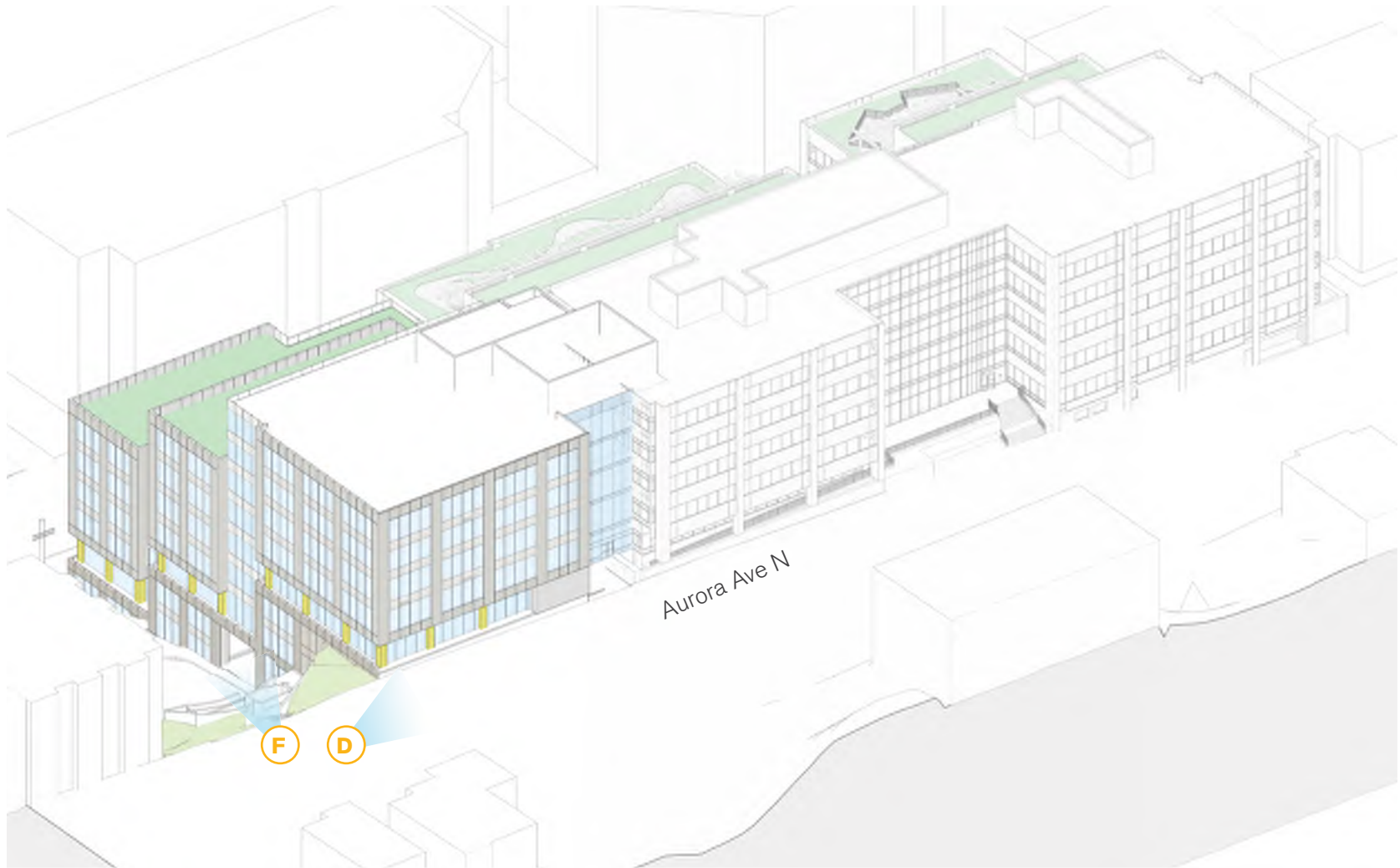
Aerial view from the Northeast



C Dexter pedestrian view looking South



D View from Aurora Ave N looking South



Aerial view from the Northwest



F View from Aurora Ave N looking East down Highland Dr

OPPORTUNITIES:

- Window patterning and other datums relate to the existing street language along Dexter Ave N while also providing new materiality
- Breaks down the scale on all three facades both vertically and horizontally
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- Considerable green/open space at roof podium
- Code compliant

CONSTRAINTS:

- Introducing multiple recesses creates a less contiguous floor plate

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Option 3 [Preferred Scheme] Floor Plans

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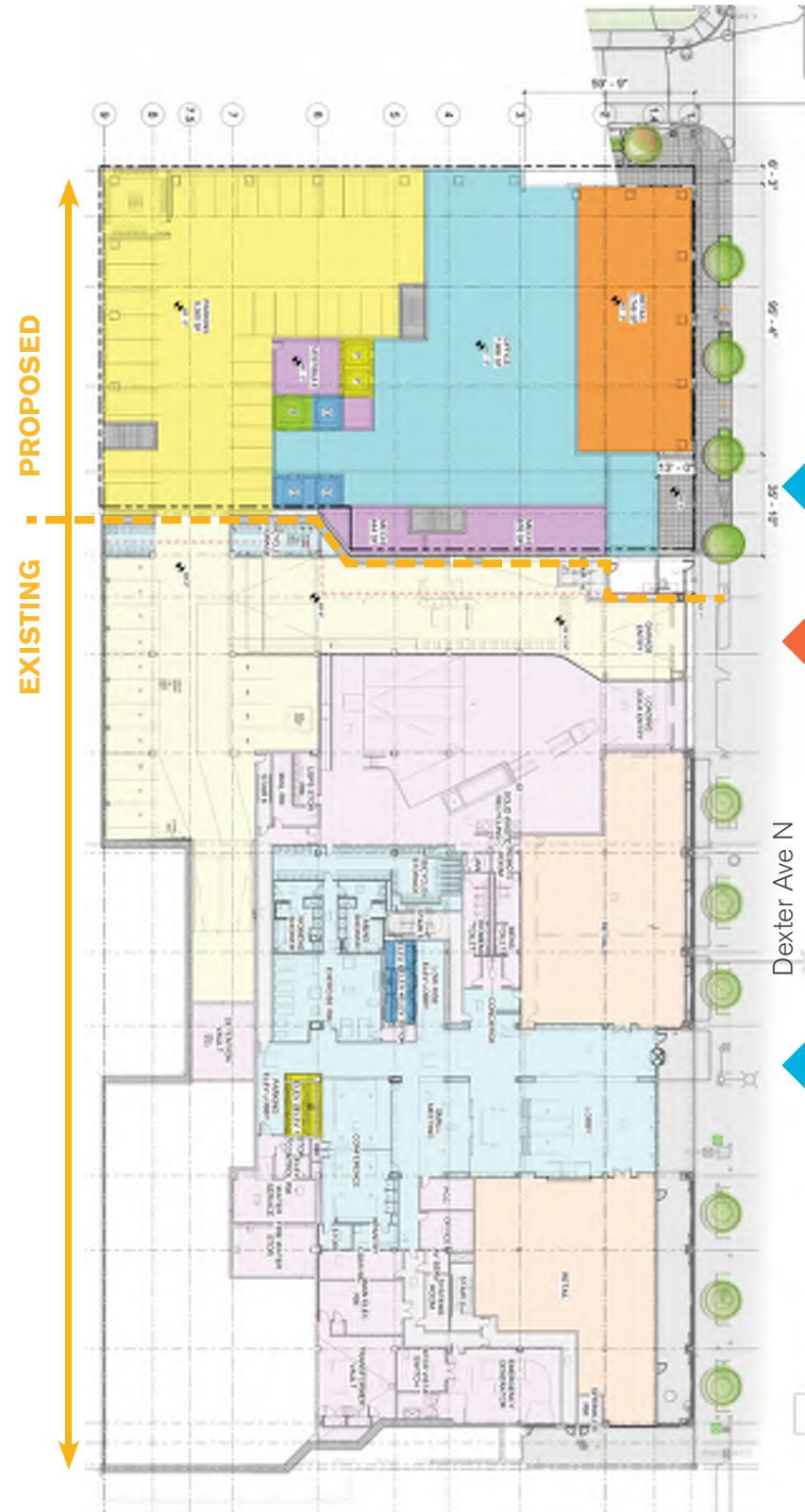
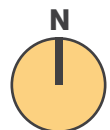
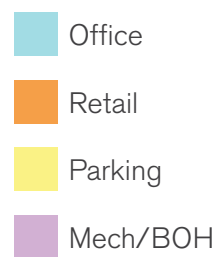
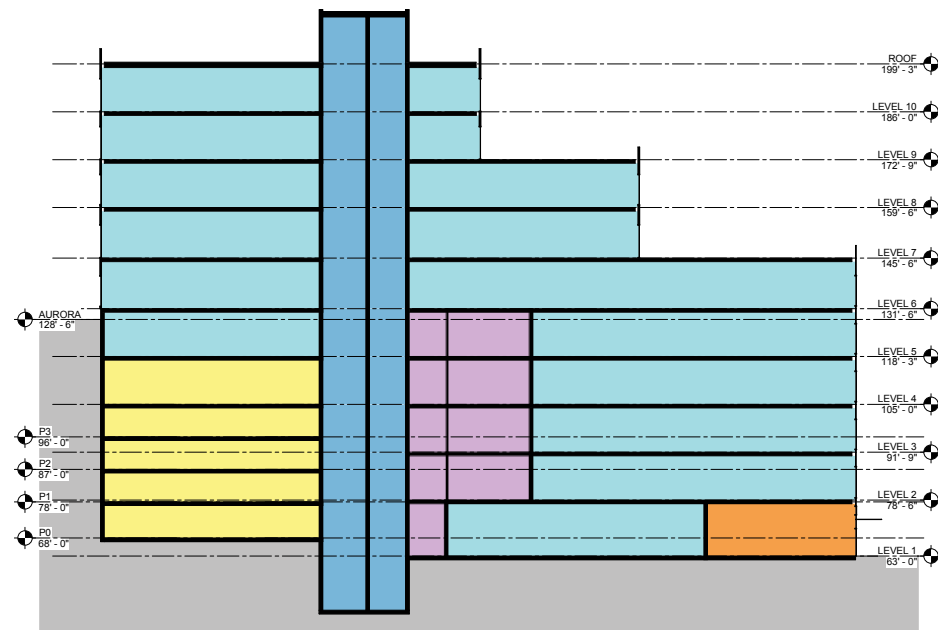
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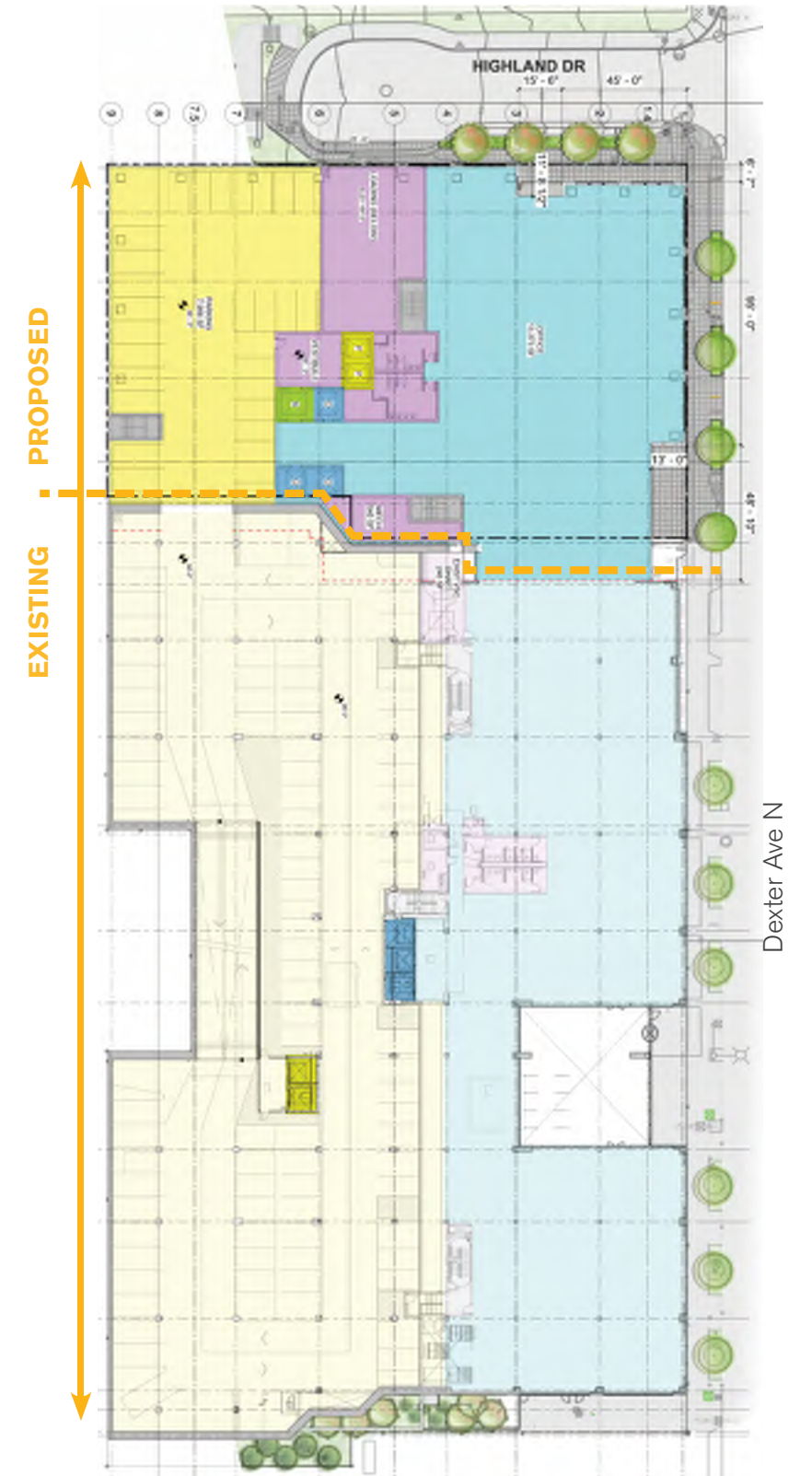
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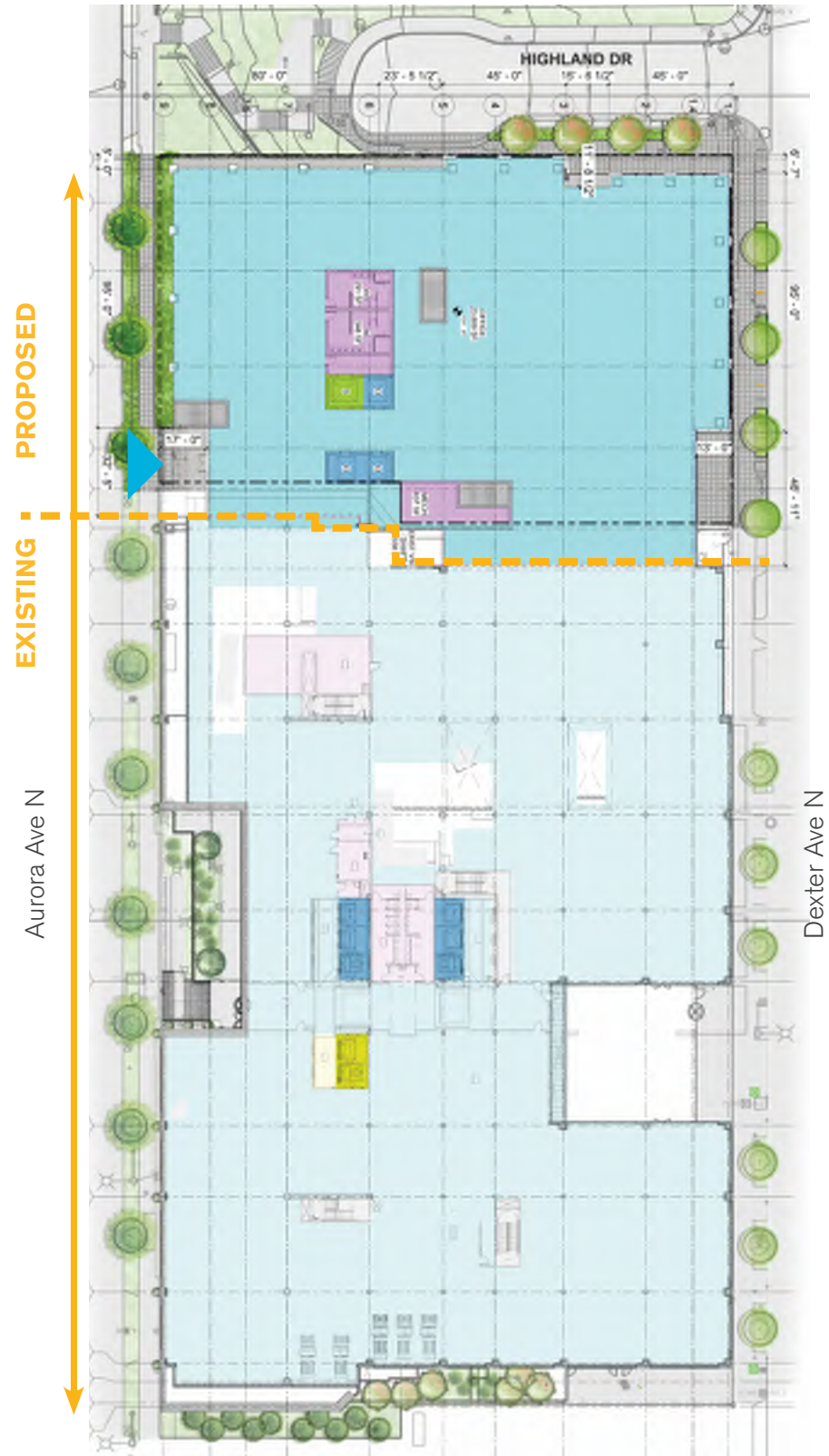
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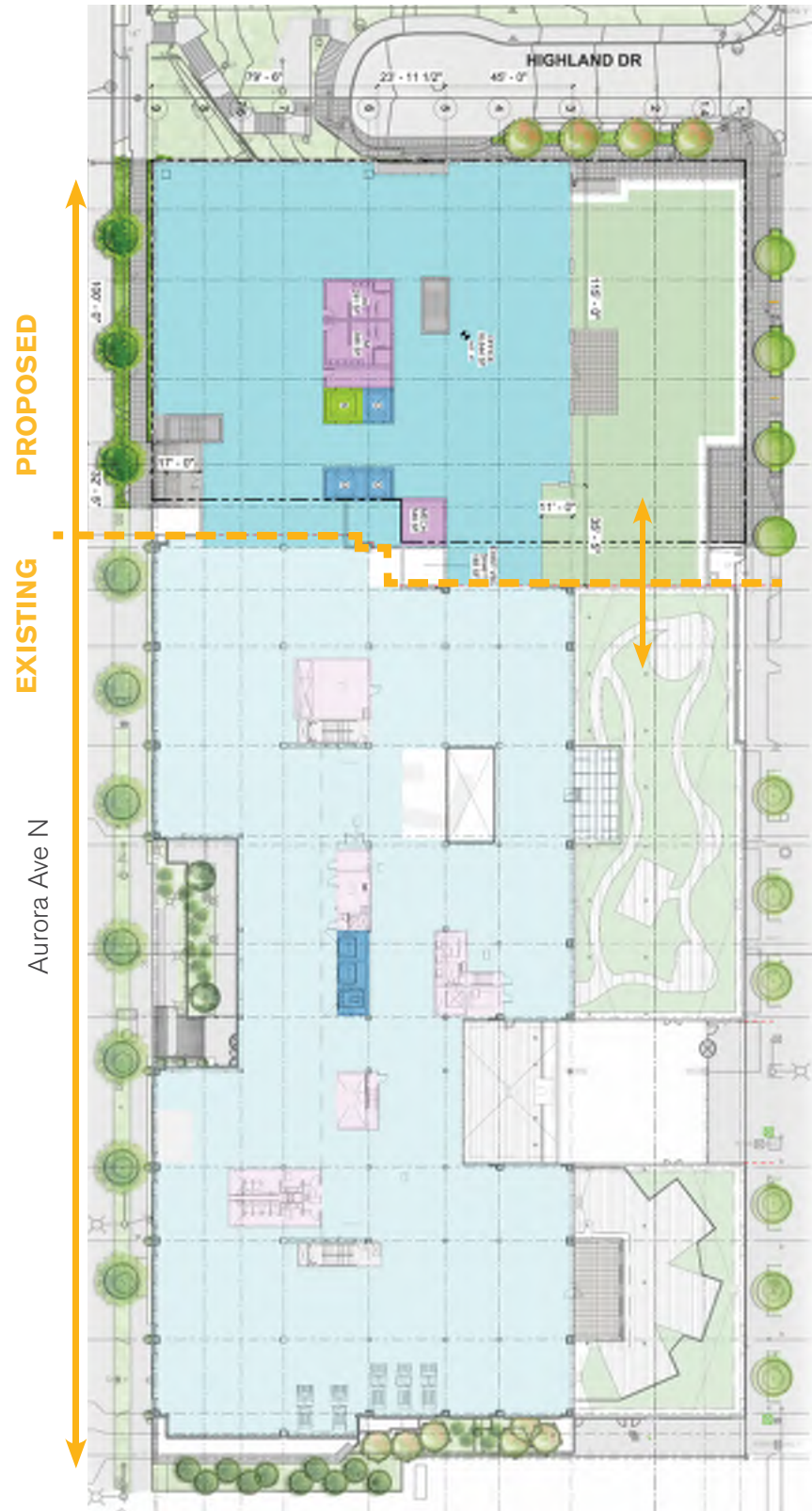
Floor Plan Level 1/Level Parking 0



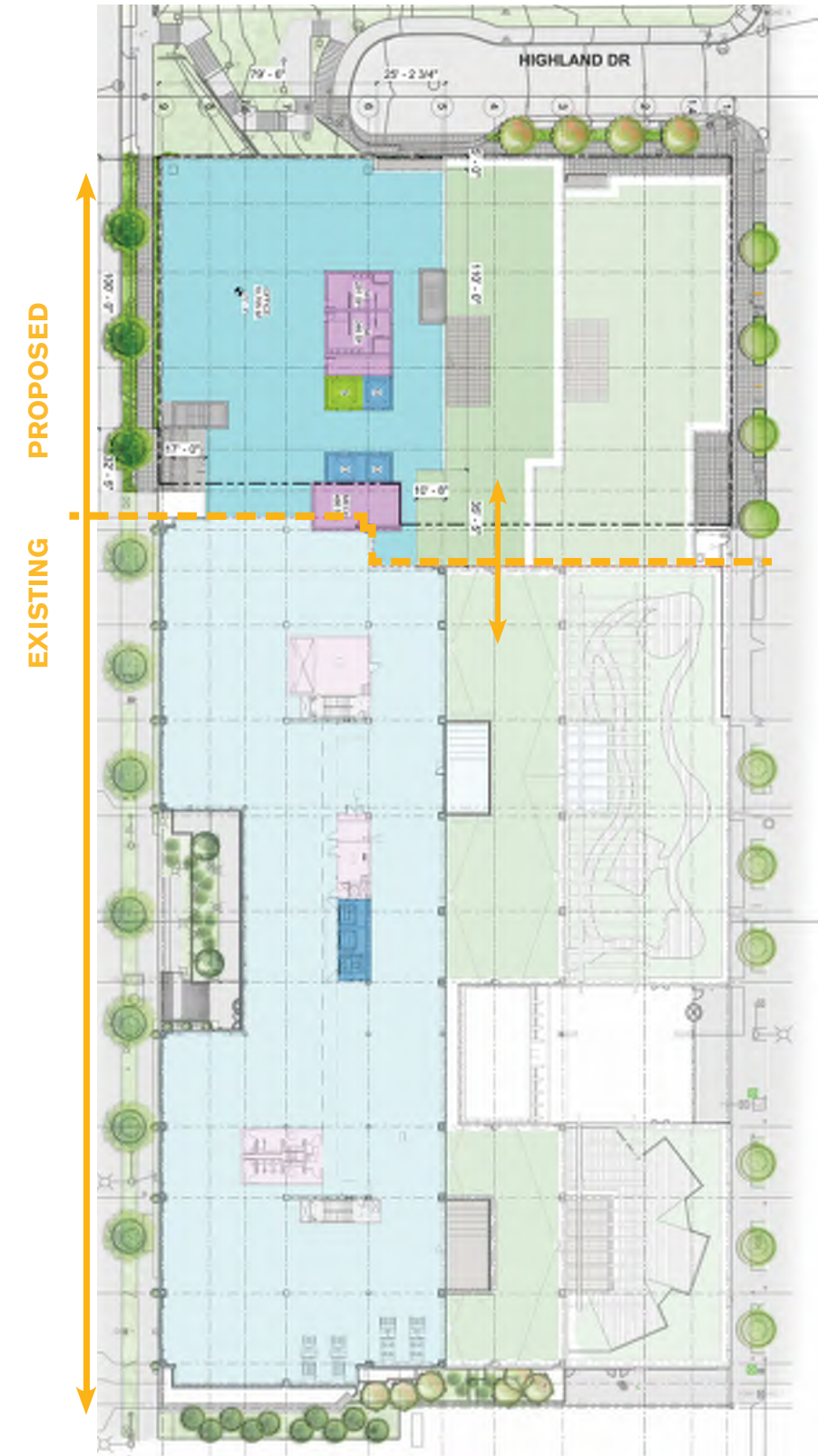
Floor Plan Level 3/Level Parking 3



Floor Plan Level 6



Floor Plan Level 7



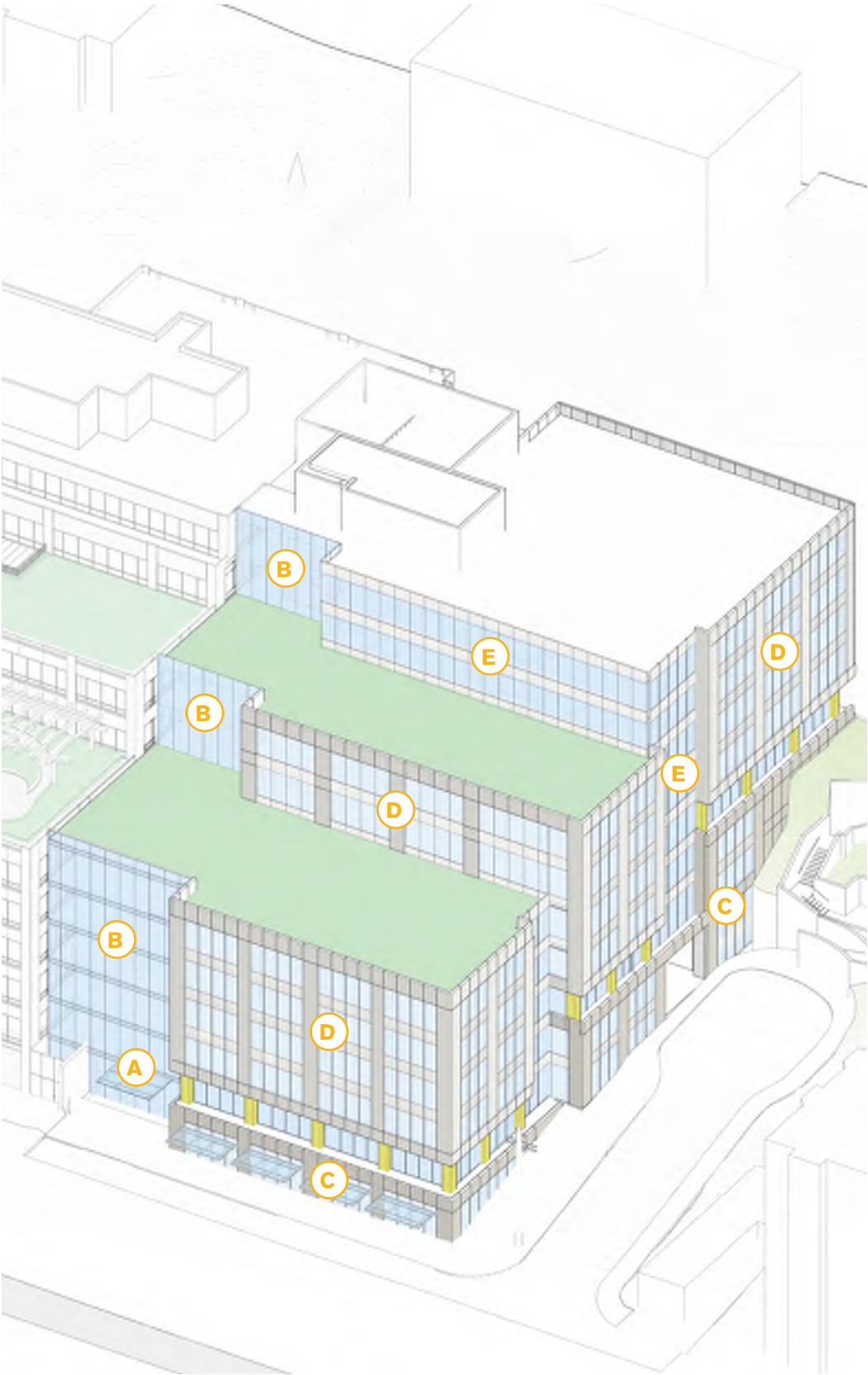
Floor Plan Level 9

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Materiality

The Dexter North expansion introduces a recessed full wall glazing system which provides separation between the existing Dexter Station building and continues the street wall rhythm found on Dexter Ave N. Glazing will also be used at ground level to enlivening the public street front and provide a visual connection between indoors and outdoors. On Highland Dr, glazed recesses break the mass into 3 boxes, each of which relate back to Dexter Station and the surrounding neighborhood through materiality and patterning, but introduced in much smaller segments. In contrast, metal panel will be used where precast concrete is currently found on Dexter Station.



Aerial view from Northeast



Aerial view from Northwest

Reference Images



D Cues are taken from the existing Dexter Station building, including the patterning of ribbon windows inset in metal panel, a glazed recess, and yellow accents (to be used in different locations, e.g. column wrap, etc).



E Recesses in the facade along Highland Dr are highlighted with ribbon windows set into a metal panel system, providing daylighting and allowing continuous views to the exterior.



A The building entry is designated by a fully glazed recess with a prominent canopy to provide weather protection.



B A full wall glazing system is used to separate the existing building from the addition and designate the entry. This will introduce a new materiality to the neighborhood.



C The base of the preferred scheme references South Lake Union's industrial history by incorporating punched openings in masonry.

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Summer Solstice - Jun 21; 9am



Summer Solstice - Jun 21; 12pm



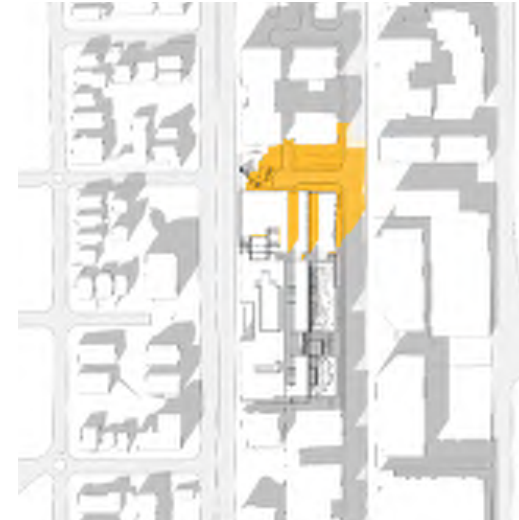
Summer Solstice - Jun 21; 3pm



Equinox - Mar/Sept 21; 9am



Equinox - Mar/Sept 21; 12pm



Equinox - Mar/Sept 21; 3pm



Winter Solstice - Dec 21; 9am,



Winter Solstice - Dec 21; 12pm



Winter Solstice - Dec 21; 3pm



7/ POTENTIAL DEPARTURES

NO DEPARTURES ARE ANTICIPATED FOR ANY OF THE THREE POTENTIAL SCHEMES.

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