

1110 DEXTER AVE. N.



RECOMMENDATION MEETING
WEST DESIGN REVIEW BOARD
DPD #3024022
07/19/2017





CONTENTS

PROJECT & ZONING INFORMATION

Project Statistics / Vicinity Plan / Project Description.....	4
Zoning Synopsis.....	5

CONTEXT & SITE REVIEW

Zoning Map / Neighborhood Map.....	8
Existing Site Conditions	9
Neighboring Context & Massing Envelope Derivation.....	10-11

DESIGN ADVANCEMENT REVIEW

EDG Summary.....	14-15
Proposed Design	16-17
Priorities and Board Recommendation Response	18-21
Proposed Design Details	22
Proposed Wood Accents.....	23
Canopies.....	24
Material Palette.....	25
Elevations	26
Typical Floor Plans	27
Building Sections.....	28
Landscape Design	30-31
Lighting Plan	32
Lighting Detail	33
Signage.....	34
Sun Shadow Studies.....	35
Deaprtures	36

APPENDIX

South Facade Studies	40-41
Dexter Entry Studies	42-43
Highland Access Studies	44-47
Garage Screening Studies	48-49
Entry Procession Study.....	50
Neighboring Context (From EDG)	52
Neighboring Context Building Images (From EDG).....	53
Adjacent Site Conditions (From EDG)	54
Neighboring Context – Immediate Site Elevations (From EDG)	55
Existing Site Conditions (From EDG).....	56-57
Existing Site Conditions – Neighboring Buildings (From EDG)	58
Neighboring Context – Section at Lightwell Condition (From EDG)	59
Site Conditions/Priority Design Guidelines (From EDG).....	60
Design Inspirations (From EDG)	61
Massing Options Comparison (From EDG)	62
Initial Roof Form Studies (From EDG)	63

PROJECT INFORMATION

PROJECT DESCRIPTION & VISION

The proposed project brings 85 smaller, efficient, and lower rent housing units to a neighborhood undergoing major change. Its small footprint, tucked into the residual space of an adjacent building, is a change from the existing context of very large developments, and will bring a new scale to the neighborhood. This project will promote urban living and decreased dependence on the automobile for transportation, enabling residents to live, work and partake in nearby cafes, shops and culture.

The site is in close proximity to the downtown office core and major employers in South Lake Union, with easy access to both transit and vehicular routes. This portion of South Lake Union is currently one of the busiest areas of Seattle in terms of growth, with tower cranes for projects in construction and many more “pipeline” projects in design.

Amenities will be located throughout the project, with the 7th floor club room providing spaces for residents to relax and enjoy the views toward Lake Union available from the site. Large gaming areas, shared laundry space, and oversized bicycle facilities add to the sense of community.

The project will include 22 existing parking stalls (21 will be located below the proposed building) that will be retained for the exclusive use of 1101 Westlake Ave. N., the neighboring office building to the southeast of the site. The proposed project does not provide parking stalls for residents.

There are no departure requests anticipated for the project as proposed.

total site area

11,572 sf



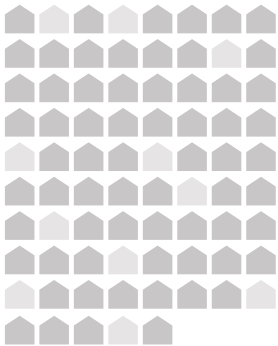
gross building area

51,837 sf



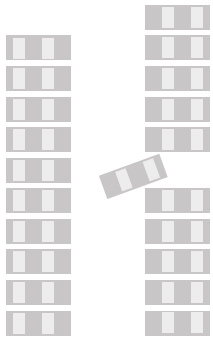
total residential units

85 units



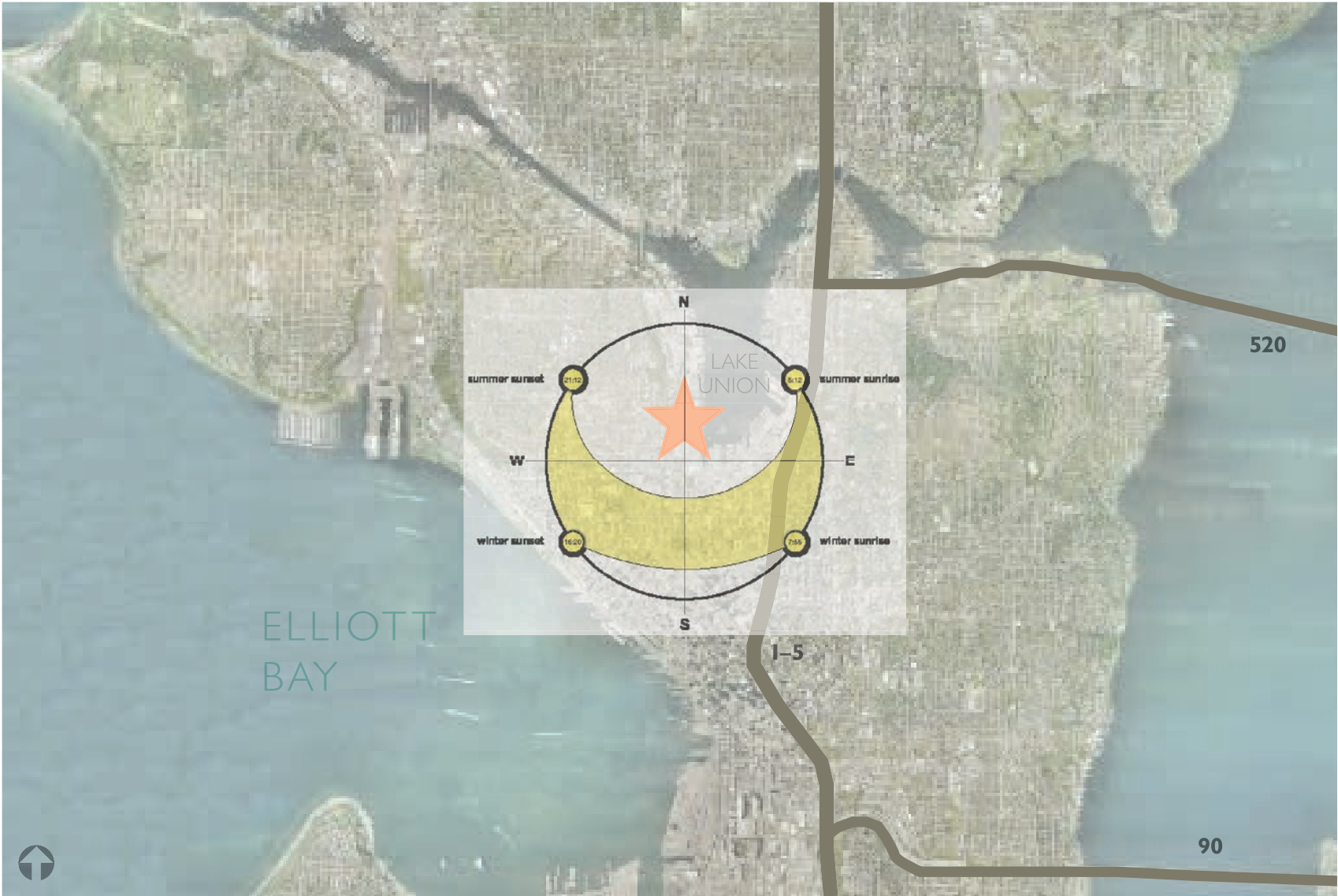
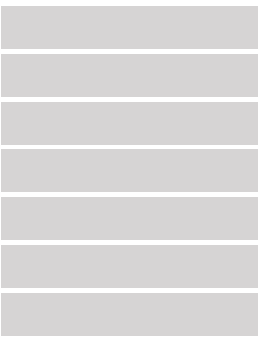
parking (for neighboring office building)

22 existing stalls retained



building height

82 ft.



REGIONAL VIEW

ZONING SYNOPSIS

KING COUNTY PARCEL #'S	2249500450, 2249500425, 2249500430, 2249500443, 2249500444
ZONING CLASSIFICATION	SM-85
OVERLAY DISTRICTS	SOUTH LAKE UNION URBAN CENTER OVERLAY
SITE AREA	11,572.5 SF PER PARCEL DATA
PERMITTED USES (23.48.005)	OFFICE, HOTEL, RETAIL, RESIDENTIAL, ETC.
REQUIRED STREET LEVEL USES (23.48.005.D)	FOR LOTS ABUTTING CLASS 1 PEDESTRIAN STREETS SHOWN IN MAP A FOR 23.48.240, SALES/EATING/DRINKING/ENTERTAINMENT/LIBRARY/PARK SPACE IS REQUIRED = N/A
FAR (TABLE A FOR 23.48.020)	RESIDENTIAL USES HAVE A MAXIMUM FAR OF 6
EXTRA FLOOR AREA (23.48.021.C)	IF THE MAXIMUM HEIGHT LIMIT FOR NON-RESIDENTIAL USE IS 85' OR LOWER, THE APPLICANT SHALL USE BONUS RESIDENTIAL FLOOR AREA FOR AFFORDABLE HOUSING PURSUANT TO 23.58A.014 TO ACHIEVE ALL EXTRA RESIDENTIAL FLOOR AREA ON THE LOT.
	DEVELOPMENT CONTAINING EXTRA FLOOR AREA SHALL:
	EARN LEED SILVER RATING
STRUCTURE HEIGHT (23.48.225)	PROVIDE A TMP FOR NON-RESIDENTIAL DEVELOPMENT
	85' MAXIMUM HEIGHT
	IN THE SOUTH LAKE UNION URBAN CENTER, MAXIMUM HEIGHT SHALL BE MEASURED AS FOLLOWS:
HEIGHT MEASUREMENT (23.86.006.E.3)	WHEN THE SLOPE OF THE MAJOR STREET LOT LINE IS LESS THAN OR EQUAL TO 7.5 PERCENT, THE ELEVATION OF MAXIMUM HEIGHT SHALL BE DETERMINED BY ADDING THE MAXIMUM PERMITTED HEIGHT TO THE EXISTING GRADE ELEVATION AT THE MIDPOINT OF THE MAJOR STREET LOT LINE. ON A THROUGH-LOT, THE ELEVATION OF MAXIMUM HEIGHT SHALL APPLY ONLY TO THE HALF OF THE LOT NEAREST THE MAJOR STREET LOT LINE. ON THE OTHER HALF OF A THROUGH-LOT, THE ELEVATION OF MAXIMUM HEIGHT SHALL BE DETERMINED BY THE ABOVE METHOD USING THE STREET LOT LINE OPPOSITE AND PARALLEL TO THE MAJOR STREET LOT LINE AS DEPICTED IN EXHIBIT B FOR 23.86.006.
	STAIR PENTHOUSES, SOLAR COLLECTORS, MECHANICAL EQUIPMENT, CAN EXCEED THE HEIGHT LIMIT BY 15'
	ELEVATOR PENTHOUSES FOR STRUCTURES GREATER THAN 85' IN HEIGHT CAN EXCEED HEIGHT LIMIT BY 25'
ROOFTOP FEATURES (23.48.025.C.4, 23.48.025.C.5)	ALL FEATURES CAN BE COMBINED AND COVER 65% OF ROOF AREA AS LONG AS ALL MECHANICAL EQUIPMENT IS SCREENED, AND ALL FEATURES ARE 10' FROM ROOF EDGE

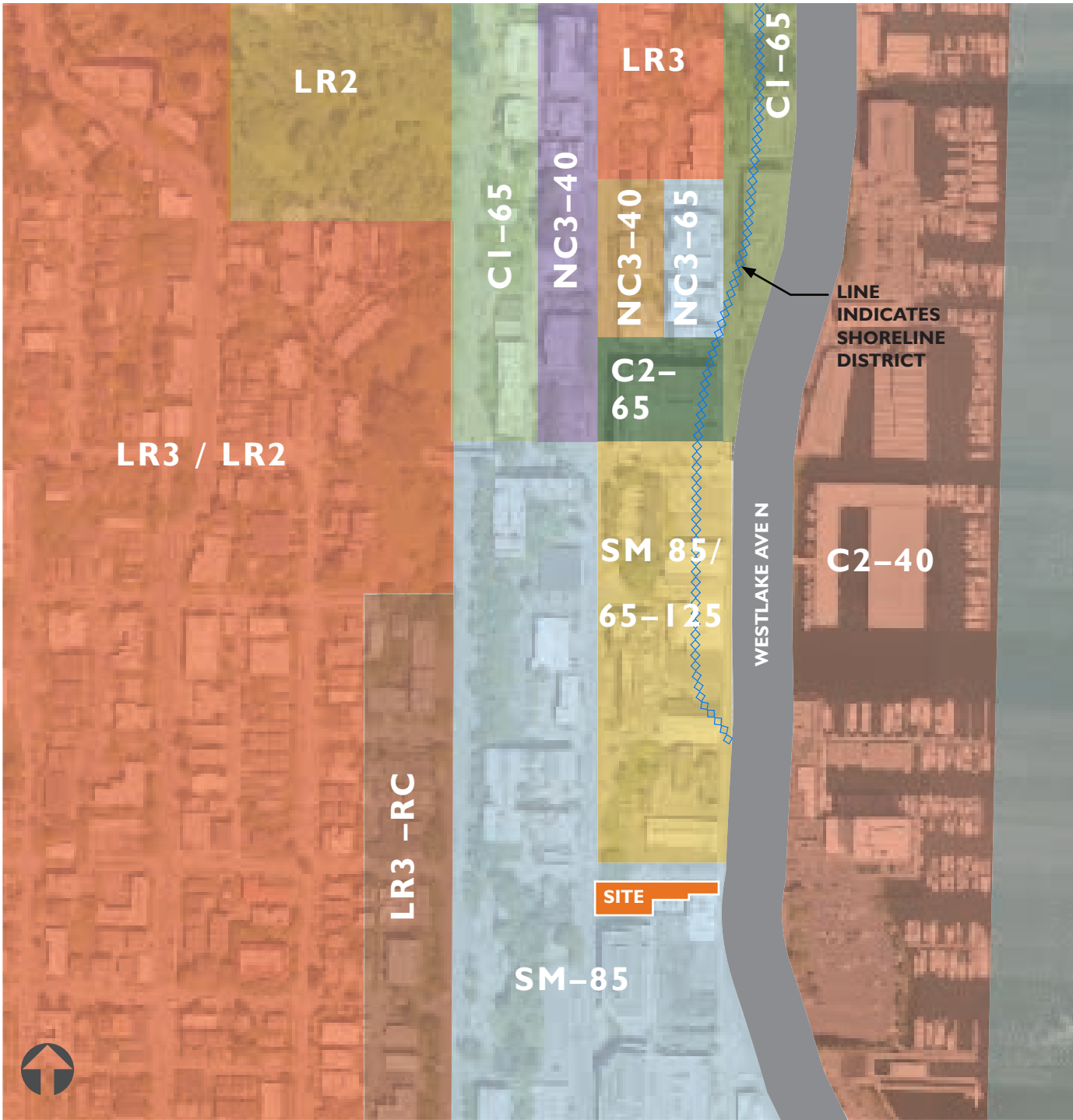
STREET LEVEL DEVELOPMENT STANDARDS (23.48.040, 23.48.240)	EACH NEW STRUCTURE FACING A CLASS 1 OR 2 PEDESTRIAN STREET IS REQUIRED TO PROVIDE A PRIMARY BUILDING ENTRANCE FOR PEDESTRIANS FROM THE STREET OR A STREET-ORIENTED COURTYARD THAT IS NO MORE THAN 3 FEET ABOVE OR BELOW THE SIDEWALK GRADE.
	ON CLASS 2 PEDESTRIAN STREETS, THE MINIMUM HEIGHT FOR A STREET FACING FACADE IS 25 FEET.
	60% OF THE STREET FACING FACADE MUST BE TRANSPARENT
AMENITY AREA FOR RESIDENTIAL USES (23.48.045)	EXCEPT ON CLASS 1 PEDESTRIAN STREETS, THE STREET-FACING FACADE OF A STRUCTURE MAY BE SET BACK UP TO 12 FEET FROM THE STREET LOT LINE IF THE SETBACK AREA IS LANDSCAPED ACCORDING TO THE PROVISIONS OF SUBSECTION 23.48.055.B.2 AND ADDITIONAL SETBACKS ARE PERMITTED FOR UP TO 30 PERCENT OF THE LENGTH OF PORTIONS OF THE STREET-FACING FACADE THAT ARE SET BACK FROM THE STREET LOT LINE, PROVIDED THAT THE ADDITIONAL SETBACK IS LOCATED 20 FEET OR MORE FROM ANY STREET CORNER
	AMENITY AREA IS REQUIRED FOR DEVELOPMENT WITH MORE THAN 20 DWELLING UNITS
	5% OF TOTAL GROSS AREA REQUIRED AS AMENITY AREA. 50% OF AREA MAY BE ENCLOSED.
LANDSCAPING REQUIREMENTS (23.48.055.A.2)	GREEN FACTOR SCORE OF .30 OR GREATER IS REQUIRED
SCREENING REQUIREMENTS (23.48.055.C.3)	ON CLASS 2 PEDESTRIAN STREETS, PARKING IS NOT PERMITTED AT STREET LEVEL UNLESS SEPARATED FROM THE STREET BY OTHER USES
PARKING AND LOADING ACCESS (23.48.085.D.1)	ACCESS TO PARKING AND LOADING SHALL BE FROM AN UNDESIGNATED STREET (HIGHLAND DR)
PARKING AT STREET LEVEL WITHIN STRUCTURES (23.48.085.B.2)	DUE TO PHYSICAL SITE CONDITIONS SUCH AS TOPOGRAPHIC OR GEOLOGIC CONDITIONS, PARKING IS PERMITTED IN STORIES THAT ARE PARTIALLY BELOW STREET LEVEL AND PARTIALLY ABOVE STREET LEVEL WITHOUT BEING SEPARATED FROM THE STREET BY OTHER USES, IF:
	A. THE STREET FRONT PORTION OF THE PARKING THAT IS AT OR ABOVE STREET LEVEL DOES NOT ABUT A CLASS 1 PEDESTRIAN STREET REQUIRING STREET-LEVEL USES; AND
	B. THE STREET FRONT PORTION OF THE PARKING THAT IS AT OR ABOVE STREET LEVEL, EXCLUDING GARAGE AND LOADING DOORS AND PERMITTED ACCESS TO PARKING, IS SCREENED FROM VIEW AT THE STREET LEVEL; AND
	C. THE STREET-FACING FACADE IS ENHANCED BY ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING, STOOPS, AND PORCHES PROVIDING ACCESS TO RESIDENTIAL USES, OR SIMILAR VISUAL INTEREST FEATURES.

PAGE INTENTIONALLY LEFT BLANK



CONTEXT & SITE REVIEW

ZONING MAP

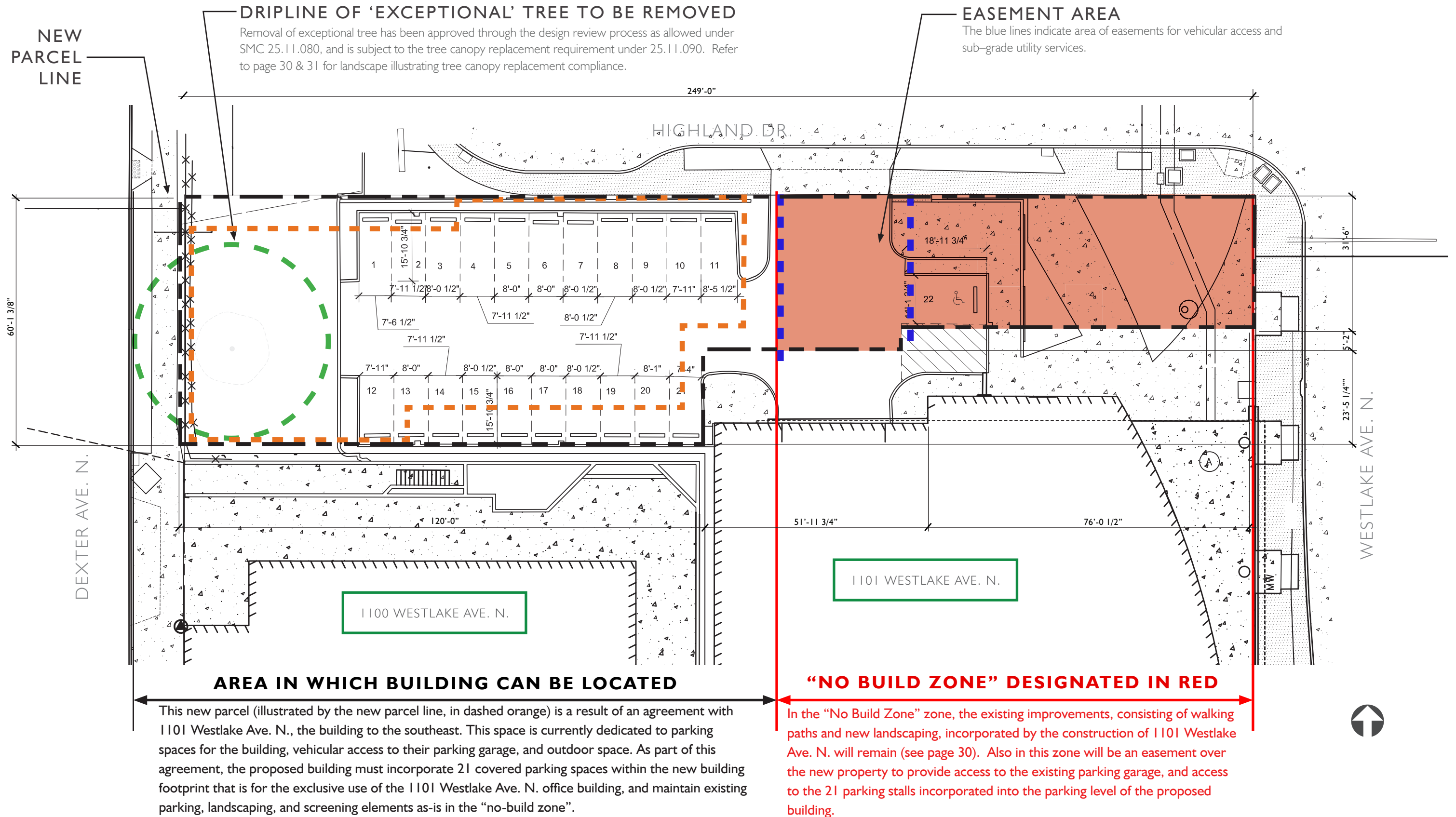


LR3/LR2	CI-65	CI-65	C2-65
LR2	NC3-40	NC3-40	SM 85/65-125
LR3-RC	SM-85	NC3-65	C2-40

NEIGHBORHOOD



EXISTING SITE CONDITIONS – SURVEY & AGREEMENTS



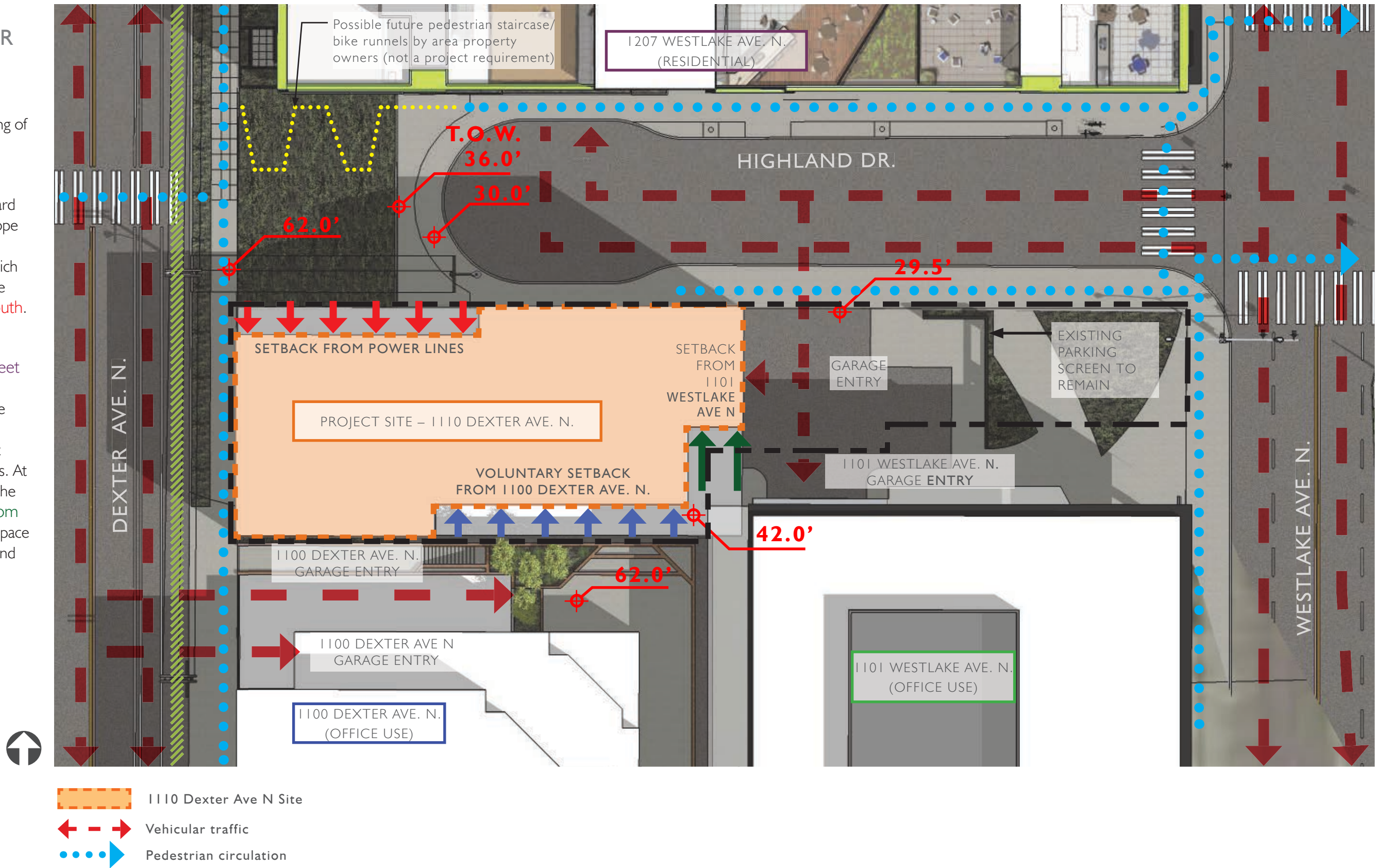
NEIGHBORING CONTEXT & MASSING ENVELOPE DERIVATION

PROXIMITY TO BUILDINGS/POWER LINES

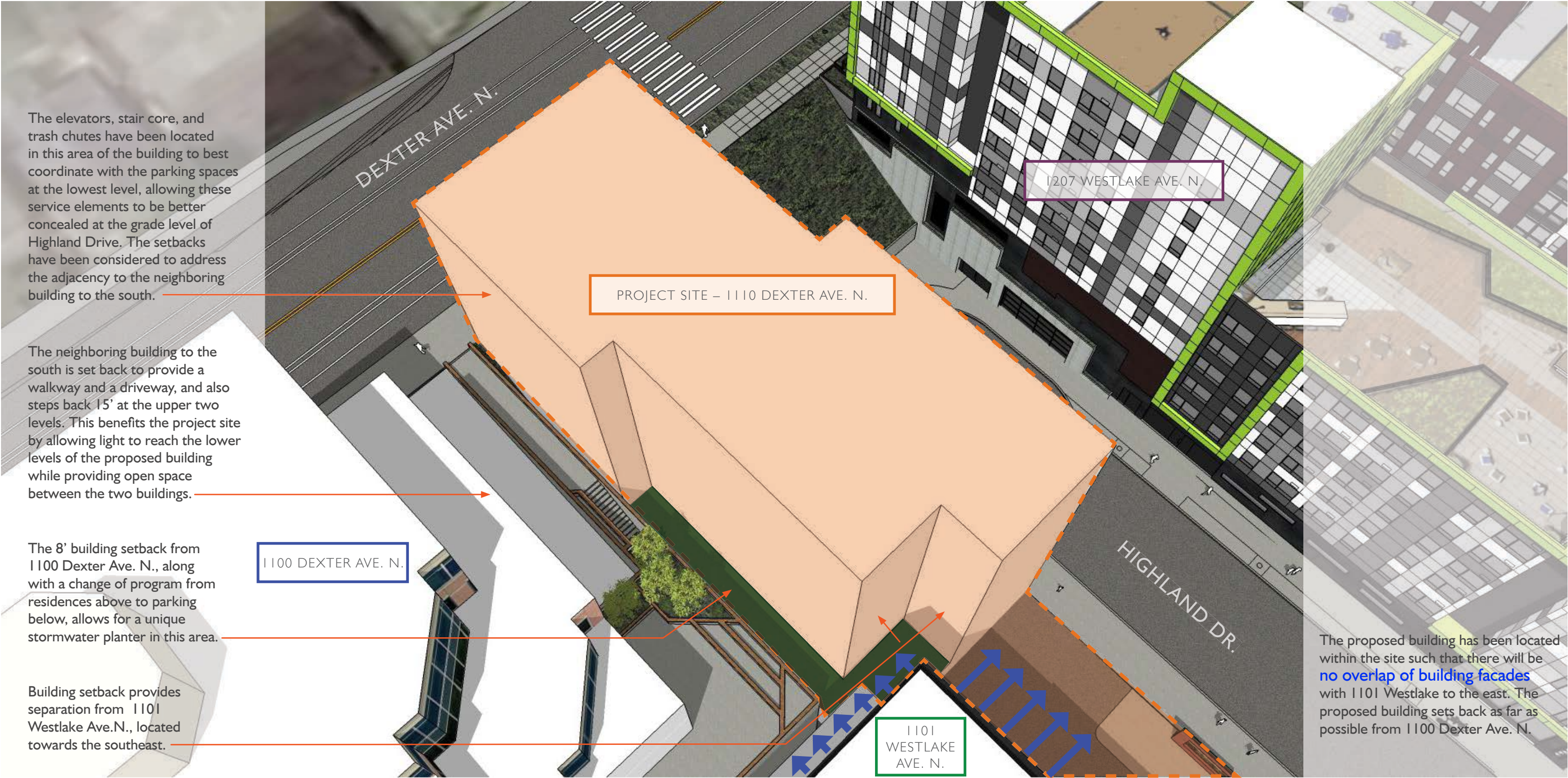
There are three primary site relationships that affect the massing of the building.

On the north side of the site, overhead power lines run eastward from Dexter Ave N down the slope to the end of Highland Dr. These power lines require a setback which shifts the northwest portion of the building over **nine feet to the south**.

On the south side of the site, the massing will set back over **eight feet from the property line** adjacent to 1100 Dexter Ave N to provide opportunity for glazing along that facade and provide space for light and air between the two buildings. At the southeast corner of the site, the building will **set back five feet from the property line** to provide airspace between the proposed building and 1101 Westlake Ave N.



NEIGHBORING CONTEXT & MASSING ENVELOPE DERIVATION



PAGE INTENTIONALLY LEFT BLANK



DESIGN ADVANCEMENT

EDG SUMMARY

EDG SUMMARY

The design review Board encouraged the team to move forward with massing option 2, with its narrow, slot building expression within the neighboring context of larger box forms. The vocabulary of fin elements and extensive wood cladding were also supported to accent the slotted nature of the site and to differentiate the project from its surroundings. Flat rooflines with varied parapet heights and strong canopies were preferred by the Board as well.

The Board agreed the primary lobby entrance off Dexter should be located at or around the northwest corner as shown in massing option 3, engaging the generous patio and views to the lake found there. The Board agreed this was a special feature of the corner site on a view corridor, and the corner patio should engage the Dexter sidewalk and provide a welcoming entry sequence. Any required exit door on Dexter should be downplayed so an un-interrupted retail or amenity room can activate the majority of the Dexter frontage.

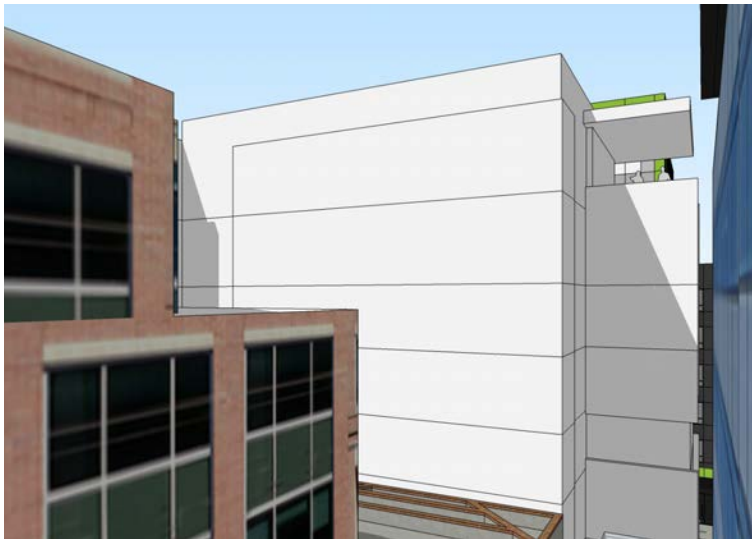
The entry at Highland Drive should have a good presence and the surrounding parking garage screening should contrast from the floating floors above and screen the garage from the pedestrians on the ground level.

Post EDG, additional studies of the Dexter entry canopy, southwest blank façade, Highland entry, and garage screening were requested by the Land Use planner.

MASSING OPTION 2 RECTILINEAR PARAPET



LOOKING NORTHEAST FROM DEXTER AVE. N.



VIEW LOOKING AT SOUTHERN FACADE BETWEEN
EXISTING OFFICE BUILDINGS



VIEW FROM TOP OF HIGHLAND DRIVE



STREET LEVEL VIEW AT CORNER OF
HIGHLAND DR. AND DEXTER AVE. N.



STREET LEVEL VIEW FROM HIGHLAND DRIVE



AERIAL FROM SOUTHEAST



PROPOSED DESIGN



VIEW OF NORTHWEST CORNER ALONG DEXTER AVE. N.



VIEW FROM WESTLAKE AVE. N. BIKE PATH



DESIGN ADVANCEMENT SUMMARY

The Land Use planner established that “the design development is responding well to EDG guidance and priorities diagram (asymmetry at Dexter, varied roof forms, expression as slot building, horizontal gasket registration at Level 3), and has developed a strong parti.”

OVERALL DESIGN (MASSING AND FORM)

The articulation of the massing has been reformed per the board’s direction into two distinct and asymmetrical building forms with varying roof heights, and proportions that express the slot nature of the site. The facade elements, such as the fins and horizontal nature of the siding, create a directionality toward the lake. The SW corner of the building has been studied and resolved with a cohesive composition of elements that further reinforce the parti and add interest, scale and detail to this ‘blank’ building façade.

Wood cladding has been incorporated into the design, both as an accent and main siding material. FRC Panels with different colors, scales and scoring patterns differentiate the massing and reinforce the horizontal slot building parti. A warm and sophisticated material palette, as well as intricate detailing elements help separate this smaller project from its context while creating a warmth and individual identity.

SECONDARY PEDESTRIAN ACCESS AT HIGHLAND DRIVE (STREET LEVEL USES AND TREATMENTS)

The Pedestrian access at Highland Drive has been studied and the design revised to be visually amplified and to work at multiple scales per the board’s guidance. The access point is legible as an entry from a distance at Highland Drive and Westlake Ave N through a strong vertical wood element incorporating building branding/addressing that terminates at the access point. At this element’s termination at grade, enhanced details have been provided in the canopy and entry gate design, additional building signage, as well as pedestrian scaled landscaping, to create a pedestrian friendly and welcoming entry experience. Per the board’s direction, the garage screening has been developed to be more integrated and interesting, and differentiate the lower level form the floating mass above while still providing required security. The existing Westlake Plaza and parking screening wall to the east of the building have been refined to more successfully tie into the overall design palette and enhance the entry approach from the Westlake Ave.

ENTRY ON DEXTER AVE. N. (STREET LEVEL USES AND TREATMENTS)

In accordance with the Board’s guidance, the Dexter entry has been relocated from Dexter Avenue to engage the patio and lake views at the northwest corner of the building. The corner patio creates a special entry feature that both engages the Dexter sidewalk and the view corridor, and has been further enhanced with a wrapped corner canopy that expands as much as is possible given the overhead powerline setback. Artistic canopy patterning, railing, glazing, and surface material details have been developed at this entry to further enrich the pedestrian entry experience.

PROPOSED DESIGN



LOOKING NORTHEAST FROM DEXTER AVE. N.



VIEW LOOKING AT SOUTHERN FACADE BETWEEN EXISTING OFFICE BUILDINGS



VIEW FROM TOP OF HIGHLAND DRIVE



STREET LEVEL VIEW AT CORNER OF HIGHLAND DR. AND DEXTER AVE. N.



STREET LEVEL VIEW FROM HIGHLAND DRIVE



AERIAL FROM SOUTHEAST

PROPOSED DESIGN



VIEW FROM WESTLAKE AVE. N. BIKE PATH



VIEW OF NORTHWEST CORNER ALONG DEXTER AVE. N.

PRIORITIES & BOARD RECOMMENDATION RESPONSE

DEXTER AVE. N. MASSING AND FORM

I. Massing and Form

IA. The Board agreed that massing Option #2 [booklet pages 28-31] had several positive attributes and was the best option as a basis for further refinement. The Board supported that option as a preferable expression of a narrow, slot building in a context of much larger, boxy forms. (CS2-A)

Response: The design has evolved based on the massing option preferred by the Board. Building massing has incorporated the articulation of a slot building through the use of proportion and material expression along with reinforcing the horizontality of the fins and wood cladding.

2B. Characteristics of Option 2 that should be retained include:

- IB1 The recessed horizontal floor 'gasket' expressed to the west and south, level with Dexter [28,29];
- IB2 The two-part, asymmetrical and vertical proportions on the west and east elevations [28,29];
- IB3 The setback upper terrace facing east with overhanging roof [29]. (DC2-B & C)

Response: The updated design incorporates all of the key characteristics listed above. The proportions of the Dexter Ave facade are asymmetrical, with the larger of the two massing elements located at the corner of Highland Dr. and Dexter Ave. N.



VIEW OF NORTHWEST CORNER ALONG DEXTER AVE. N.

I. Massing and Form

IC. The Board supported the stepped parapet and staggered street plane on Dexter, [IC] as shown on page 28, but agreed partial rooflines could be sloped, taller and/or varied from flat... The Board vigorously supported PV's, rainwater collection and other sustainable measures, but was not convinced they require one large sloped roof to accomplish them.

Response: The updated Dexter Ave. N. facade steps from the high point at the northern corner downwards to the south towards the neighboring office building. Sloping roof elements were not incorporated into the design in order to fit within the very orthogonal nature of the overall design. Exterior downspouts have been incorporated into the design to provide secondary design elements on the facades, and draw the eye to the various planter areas around the project. PV panels will be incorporated onto the roof.

2. Façade Elements, Materials & Composition:

2A. The Board supported the legible expression of projecting east-west fins, as shown on pg 29; these reinforce the slot building form. (DC2-C)

Response: The fin elements have been maintained within the design and reinforce the massing diagram presented during EDG.

2B. The Board agreed the vertical window slots shown on the northwest volume on pg 28, were not compelling in the context or on the form, and other window proportions and groupings should be studied. (DC2-B)

Response: The windows have been surrounded, asymmetrically, with material that contrasts with the surrounding field in an effort to increase their visual impact on the facade. The darker material provides area to logically incorporate unit venting into the facade.

PRIORITIES & BOARD RECOMMENDATION RESPONSE

DEXTER AVE. N. FACADE ELEMENTS, MATERIALS & COMPOSITION

2C. The Board supported a strong canopy element, wrapping the northwest corner (to support the entry described under 3a below), similar to the one shown on pg 36, but possibly taller. (DC2)

Response: A corner canopy has been incorporated according to Board guidance, that wraps the northwest corner and supports the updated lobby location. The building facade below the canopy is largely glass, which wraps the building lobby. The pedestrian scale signage further reinforces the entry procession.

2D. The Board strongly supported the proposed use of wood cladding, as a welcome contrast from the predominant cement fiber panels in the context, but recommended more extensive use of wood texture and material [46,47]. The Board recommended the applicants develop a strong narrative to guide the disposition of exterior materials, including relationships or contrasts with context, and provide that narrative or story at subsequent meetings with staff and the DRB. (DC2; DC4-A-I)

Response: Wood cladding has been utilized in areas 'framed' by the fin elements. The wood will be stained dark, acting to contrast with the lighter colored materials utilized elsewhere. A lighter colored wood will be employed within constrained areas around the facade as accents. Downspouts are used as design elements within the accents to draw attention to the storm water retention planters.



VIEW OF NORTHWEST CORNER ALONG DEXTER AVE. N.

3. Street-Level Uses and Treatments:

3A. The Board agreed the primary lobby entrance off Dexter should be located at or around the northwest corner, engaging the generous patio and views to the lake found there. The Board agreed this was a special feature of the corner site on a view corridor, and the corner patio should engage the Dexter sidewalk and provide a welcoming entry

Response: The lobby has been located as per the Board's direction – views of this entry condition has been provided in the appendix to illustrate this entry sequence.

3B. Any required exit door on Dexter should be downplayed by recessing it and/or shifting it fully to the south, so an un-interrupted retail or amenity room can activate the majority of the Dexter frontage. (PL3-A)

Response: The door mentioned above has been eliminated to provide larger areas of glazing at the Dexter ground level facade.

PRIORITIES & BOARD RECOMMENDATION RESPONSE

HIGHLAND DRIVE MASSING AND FORM

I. Massing and Form

A. The Board agreed that massing Option #2 [booklet pages 28-31] had several positive attributes and was the best option as a basis for further refinement. The Board supported that option as a preferable expression of a narrow, slot building in a context of much larger, boxy forms. (CS2-A)

Response: The design has evolved based on the massing option preferred by the Board. Building massing has incorporated the articulation of a slot building through the use of proportion and material expression along with reinforcing the horizontality of the fins and wood cladding.

B. Characteristics of Option 2 that should be retained include:

- IB1 The recessed horizontal floor ‘gasket’ expressed to the west and south, level with Dexter [28,29];
- IB2 The two-part, asymmetrical and vertical proportions on the west and east elevations [28,29];
- IB3 The setback upper terrace facing east with overhanging roof [29]. (DC2-B &C)

Response: The updated design incorporates all of the key characteristics listed above. The proportions of the Dexter Ave facade are asymmetrical, with the larger of the two massing elements located at the corner of Highland Dr. and Dexter Ave. N. A setback with a strong flat roof/canopy has been incorporated into the design to cap the vertical massing element to the east.



I. Massing and Form

C. The Board supported the stepped parapet and staggered street plane on Dexter, IC as shown on page 28, but agreed partial rooflines could be sloped, taller and/or varied from flat... The Board vigorously supported PV's, rainwater collection and other sustainable measures, but was not convinced they require one large sloped roof to accomplish them.

Response: The updated Dexter Ave. N. facade steps from the high point at the northern corner downwards to the south towards the neighboring office building. Sloping roof elements were not incorporated into the design in order to fit within the very orthogonal nature of the overall design. Exterior downspouts have been incorporated into the design to provide secondary design elements on the facades, and draw the eye to the various planter areas around the project. PV panels will be incorporated onto the roof.

2. Façade Elements, Materials & Composition:

2A. The Board supported the legible expression of projecting east-west fins, as shown on pg 29; these reinforce the slot building form. (DC2-C)

Response: The fin elements have been maintained within the design and reinforce the massing diagram presented during EDG.

2B. The Board agreed the vertical window slots shown on the northwest volume on pg 28, were not compelling in the context or on the form, and other window proportions and groupings should be studied. (DC2-B)

Response: The windows have been surrounded, asymmetrically, with material that contrasts with the surrounding field in an effort to increase their visual impact on the facade. The darker material provides area to logically incorporate unit venting into the facade.

VIEW FROM WESTLAKE AVE. N. BIKE PATH



PRIORITIES & BOARD RECOMMENDATION RESPONSE

HIGHLAND DRIVE FACADE ELEMENTS, MATERIALS & COMPOSITION

2D. The Board strongly supported the proposed use of wood cladding, as a welcome contrast from the predominant cement fiber panels in the context, but recommended more extensive use of wood texture and material [46,47]. The Board recommended the applicants develop a strong narrative to guide the disposition of exterior materials, including relationships or contrasts with context, and provide that narrative or story at subsequent meetings with staff and the DRB. (DC2; DC4-A-I)

Response: Per the Board Guidance, the overall massing is comprised of two primary elements: building forms contained between fins, and a more simple building form. In the east and west facades, there is an asymmetry between these two building forms, that invert between east and west.

Wood cladding has been utilized in areas 'framed' by the fin elements. The wood will be stained dark, acting to contrast with the other primary building forms rendered in a lighter color.

A lighter colored wood will be employed within contained areas around the facade to act as highlights and to provide potential areas for building signage and branding. Along Highland Drive, this design feature is used to help identify the secondary pedestrian access point of the building.

3. Street-Level Uses and Treatments:

C. The Board agreed the parking level at Highland Drive should contrast from the 'floating' floors above [29], and the parking itself should be visually well-screened from pedestrians to the north and east, with an artful and quality screen material. (DC2-B-I)

Response: The screening elements are illustrated as a lighter color that contrasts with the rest of the building massing, aiding in the appearance of the 'floating' floors above. The screening pattern is repeated at the railings and glass canopy to reinforce the building's identity.



4. Landscape and Potential Tree Removal:

A. The Board did not support the Tree Retention Option #1, and if the tree is determined to be Exceptional per City Standards, the Board agreed the equivalent canopy area should be replaced with sizable trees in the eastern plaza portion of the site at Highland and Westlake, and/or the Highland right-of-way adjacent to the proposed building (with approval by SDOT). (DC3-I-iii)

Response: As part of the strategy to mitigate for the Exceptional tree canopy area lost, the applicant is proposing locating one of the three mitigating trees in the open-space at the SW corner of Westlake Ave. N. and Highland Dr.. The Eastern Redbud will complement the existing planting area by adding color to a somewhat monochromatic plant palette. Also, a bench has been added to energize this space and provide more of a cohesive connection to the street.

4B. Regardless of the Exceptional Tree analysis outcome, the Board supported the applicants statement to re-examine the existing screen wall and landscape features in the eastern portion of the site, and supported designs that unify parking screen techniques and materials with those described under 3c above. (DC3-I)

Response: Subtle but thoughtful changes are proposed for the existing screening wall that will have a unifying impact on the Westlake approach to the building. The existing terra cotta CMU parking screening wall will be painted to match the color of the new building's fin walls, further extending the perception of the building stretching out towards the water as the DRB suggested as an important aspect of the project's parti. Additionally, the existing screening elements in these walls will be removed and replaced with custom artistic screens to match the screening elements at the new building, creating a cohesive ensemble of elements.

VIEW FROM WESTLAKE AVE. N. BIKE PATH



HOLLAND RESIDENTIAL

1110 DEXTER AVE. N. | 07.19.17 | PAGE 21

WEBER THOMPSON

COPYRIGHT 2017 WEBER THOMPSON



PROPOSED DESIGN DETAILS



THE EXISTING SCREENING ELEMENTS IN THESE WALLS WILL BE REMOVED AND REPLACED WITH CUSTOM ARTISTIC SCREENS TO MATCH THE SCREENING ELEMENTS AT THE NEW BUILDING, CREATING A COHESIVE ENSEMBLE OF ELEMENTS.

THE EXISTING TERRA COTTA CMU PARKING SCREENING WALL WILL BE PAINTED TO MATCH THE COLOR OF THE NEW BUILDING'S FIN WALLS, FURTHER EXTENDING THE PERCEPTION OF THE BUILDING STRETCHING OUT TOWARDS THE WATER.

EXISTING PARKING SCREEN WALL



STEEL AND GLASS CANOPY WITH FRITTED GLASS TO MATCH METAL SCREEN PATTERNING AND DEXTER ENTRY CANOPY

DARKER SCREEN COLOR AT THE ENTRY GATE TO CONNOTE THE PARKING ENTRY

LIGHT COLORED METAL SCREEN PATTERN, WITH ANGLED SLATS FOR VISUAL INTEREST AND TO PROVIDE GARAGE SECURITY. ALSO, THE LIGHTER SCREENS OFFSET FROM DARKER MATERIALS OF THE BUILDING SIDING, EMPHASIZING THE "FLOATING" RESIDENTIAL STORIES.

HIGHLAND PEDESTRIAN ENTRY WITH GARAGE SCREENING



INTEGRATED LIGHT FEATURE AT CEILING THAT ENHANCES THE CHEVRON THEME

UNIQUE BUILDING ARTICULATION THROUGH STRUCTURE, GLAZING AND DETAIL

REPEATED SCREEN PATTERN AT THE METAL HANDRAIL

CLUB ROOM ROOF



STEEL AND GLASS CANOPY WITH FRITTED GLASS TO MATCH THE METAL SCREEN PATTERN

GLAZING PATTERN DENOTING THE LOBBY AND FOR ADDING VISUAL INTEREST AT THE STREET LEVEL

METAL SCREEN PATTERN AT THE GAS NICHE GATES

UNIQUE LANDSCAPE ADDS INTEREST AT ENTRY SEQUENCE

PEDESTRIAN SCALE BUILDING SIGNAGE

REPEATED SCREEN PATTERN AT THE METAL HANDRAIL ADDING PER DETAIL AT ENTRY SEQUENCE

DEXTER RESIDENTIAL ENTRY

PROPOSED WOOD ACCENTS



DOWNSPOUT FEATURE



SIGNAGE INLAY W/ LIGHTING FEATURE



DARK FINISHED WOOD THROUGHOUT



CLUB ROOM CANOPY SOFFIT

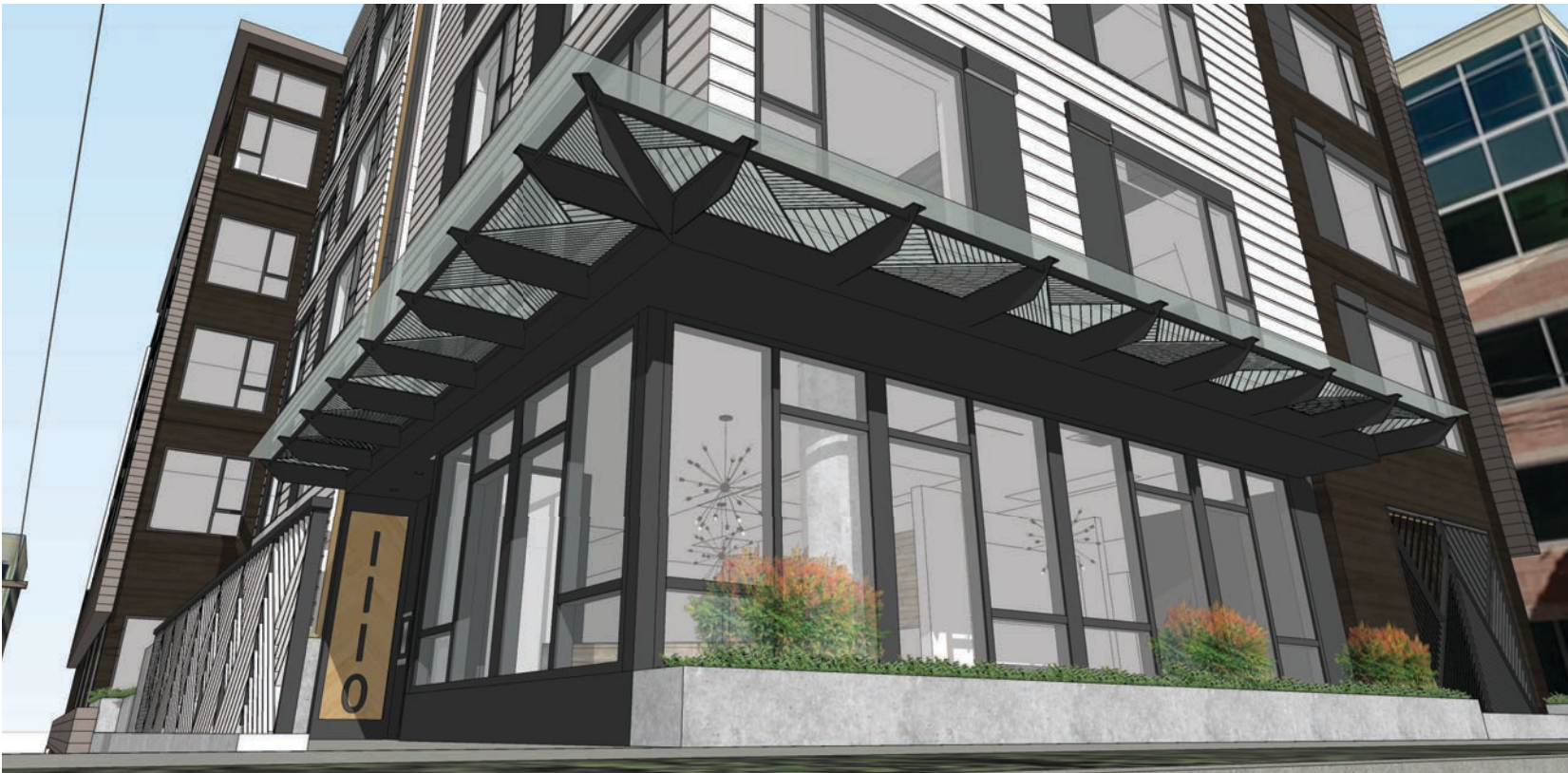


DEXTER ENTRY SIGNAGE

CANOPIES



DEXTER ENTRY CANOPY



VIEW LOOKING UP AT THE DEXTER CANOPY



DEXTER CANOPY SECTION

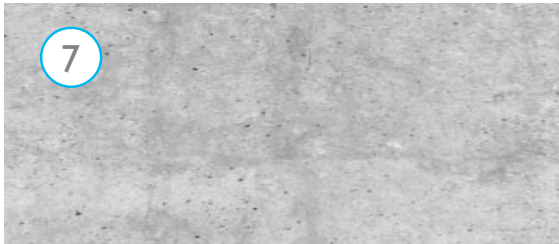
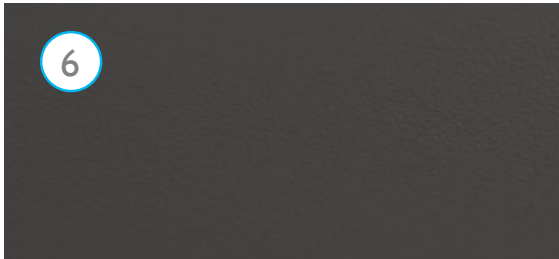
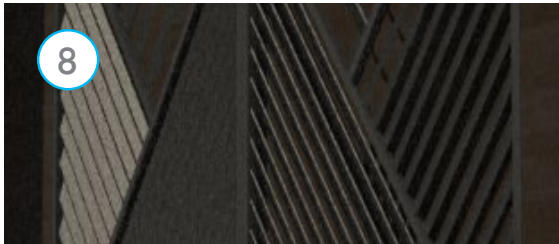
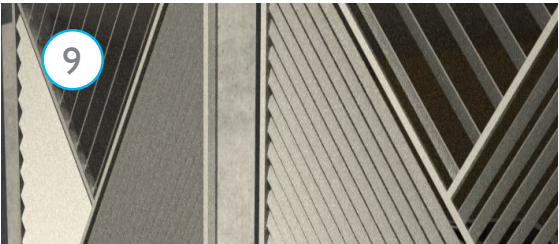
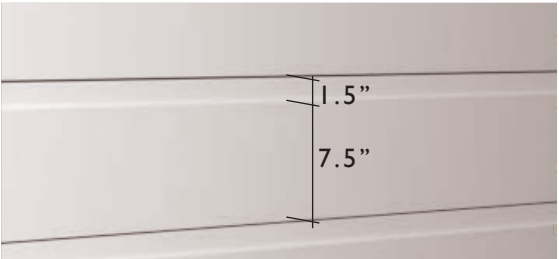
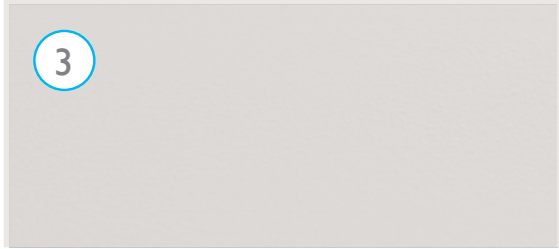
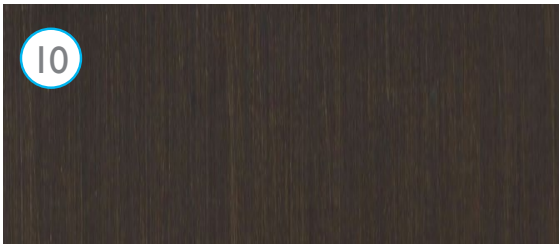
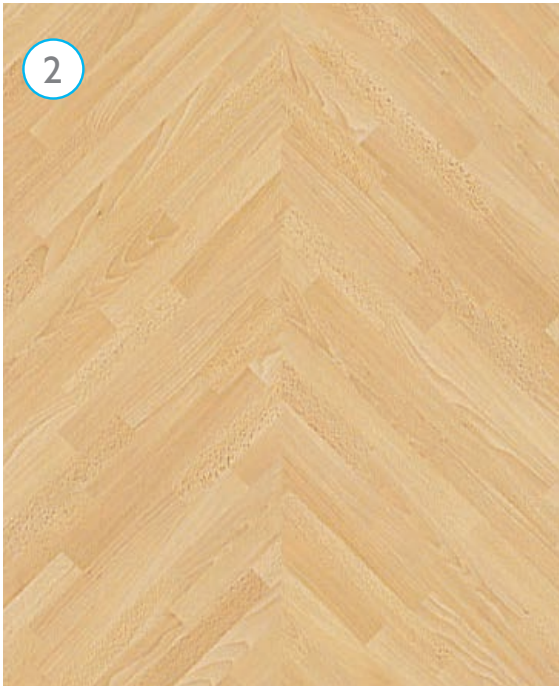
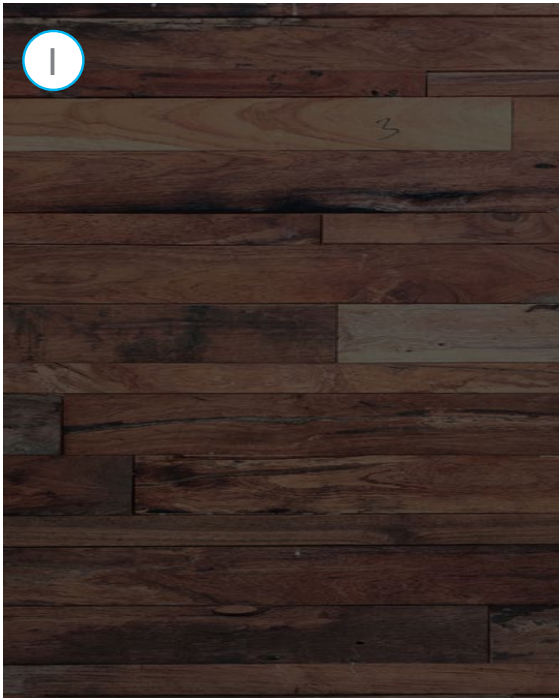


DEXTER ENTRY RAILING



HIGHLAND ENTRY & GARAGE SCREENING

MATERIAL PALETTE



THE TOOLKIT

This project is a small building within a constrained site; there is less opportunity for major massing moves. As a result, the design relies upon massing articulation, facade surface, and secondary design elements to create a cohesive and unified design.

The use of different cladding materials reinforces the facade articulation. Secondary elements, such as eaves, downspouts, window mullions, wood accents, artistic screening, and signage provide a finer grain of visual interest and a human scale that won't get lost due to the size of the building. This material provides a warm, and sophisticated palette that will add a richness to the context of the Dexter corridor.

LEGEND

- 1 DARK FINISHED WOOD
- 2 LIGHT WOOD – HERRINGBONE PATTERN
- 3 FRC WIDE PANEL WITH REVEAL PATTERN – WHITE
- 4 FRC V-GROOVE PROFILE – GREY
- 5 FRC FLAT PANEL – DARK GREY
- 6 BLACK VINYL WINDOW FRAMES
- 7 CONCRETE
- 8 PAINTED METAL – DARK GREY
- 9 PAINTED METAL – WHITE
- 10 STOREFRONT GLAZING – DARK BRONZE

ELEVATIONS



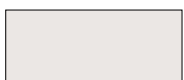






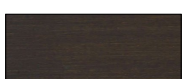


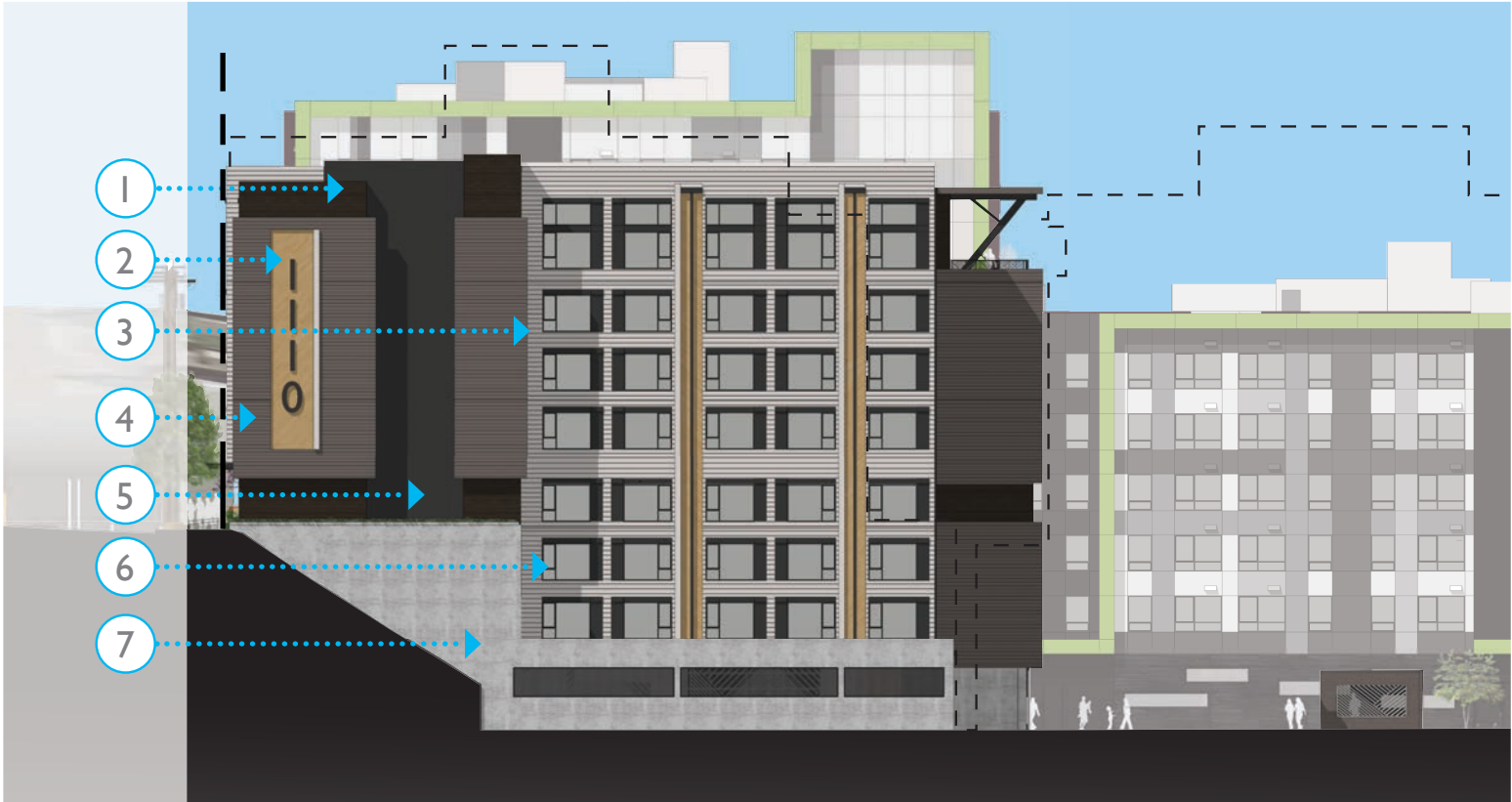
WEST ELEVATION



EAST ELEVATION

LEGEND

-  1 DARK WOOD
-  2 LIGHT WOOD – HERRINGBONE PATTERN
-  3 FRC WIDE PANEL WITH REVEAL PATTERN – WHITE
-  4 FRC V-GROOVE PROFILE – GREY
-  5 FRC FLAT PANEL – DARK GREY
-  6 BLACK VINYL WINDOW FRAMES
-  7 CONCRETE
-  8 PAINTED METAL – DARK GREY
-  9 PAINTED METAL – WHITE
-  10 STOREFRONT GLAZING – DARK BRONZE

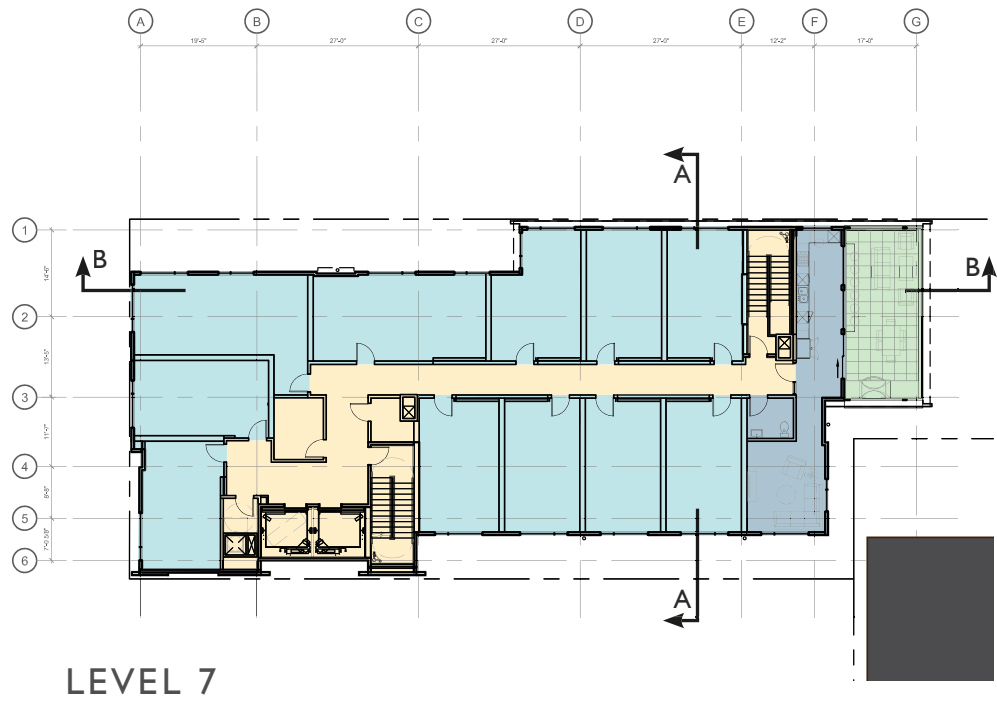
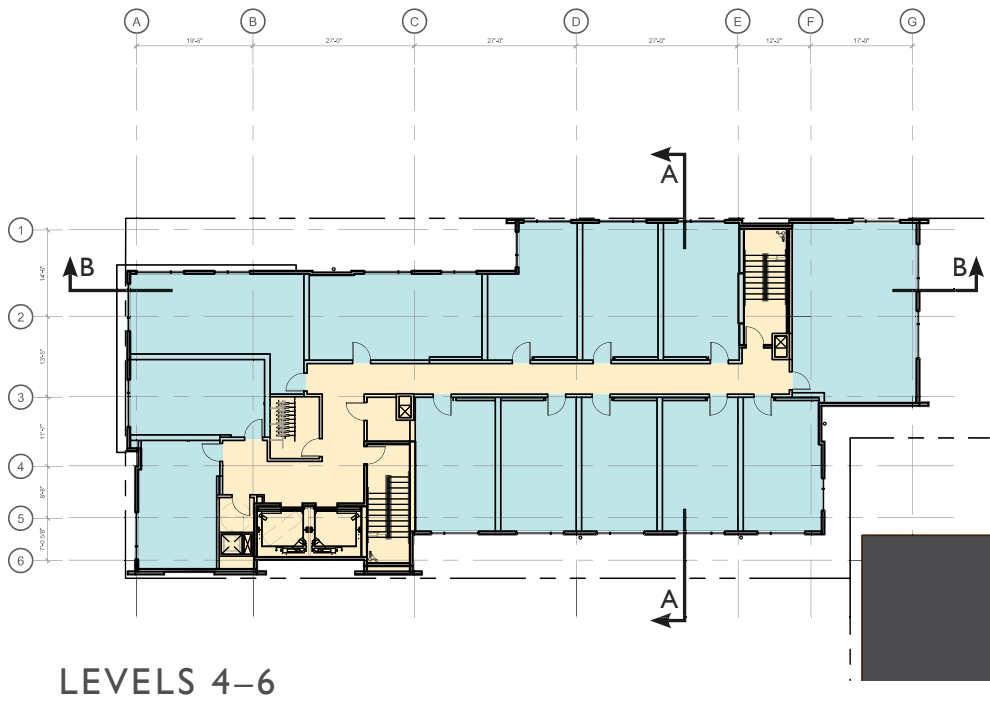
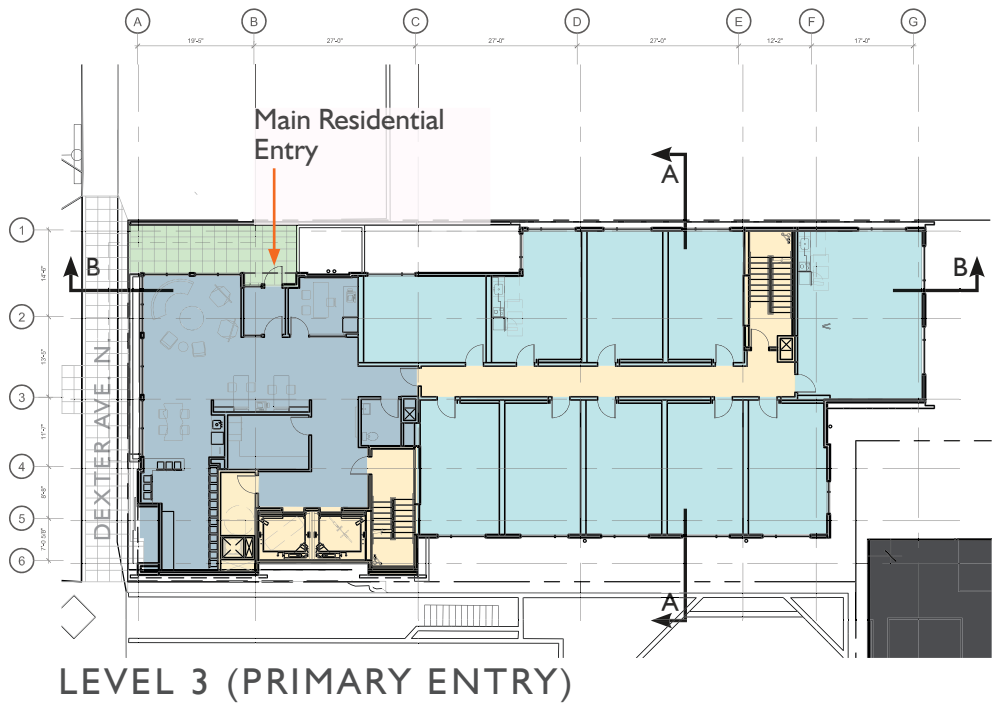
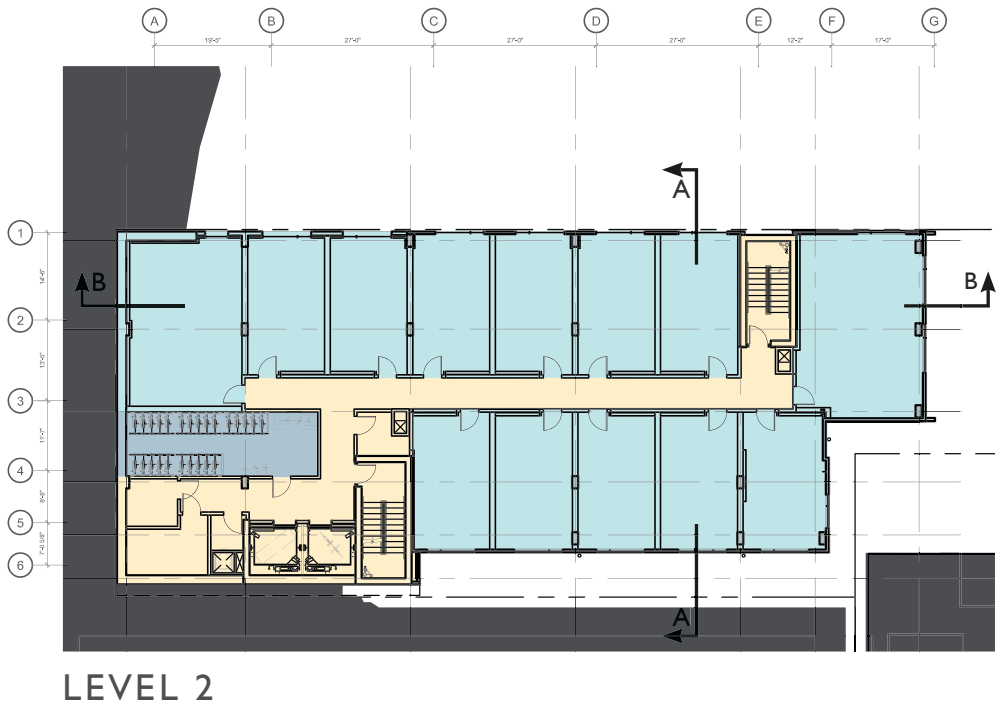
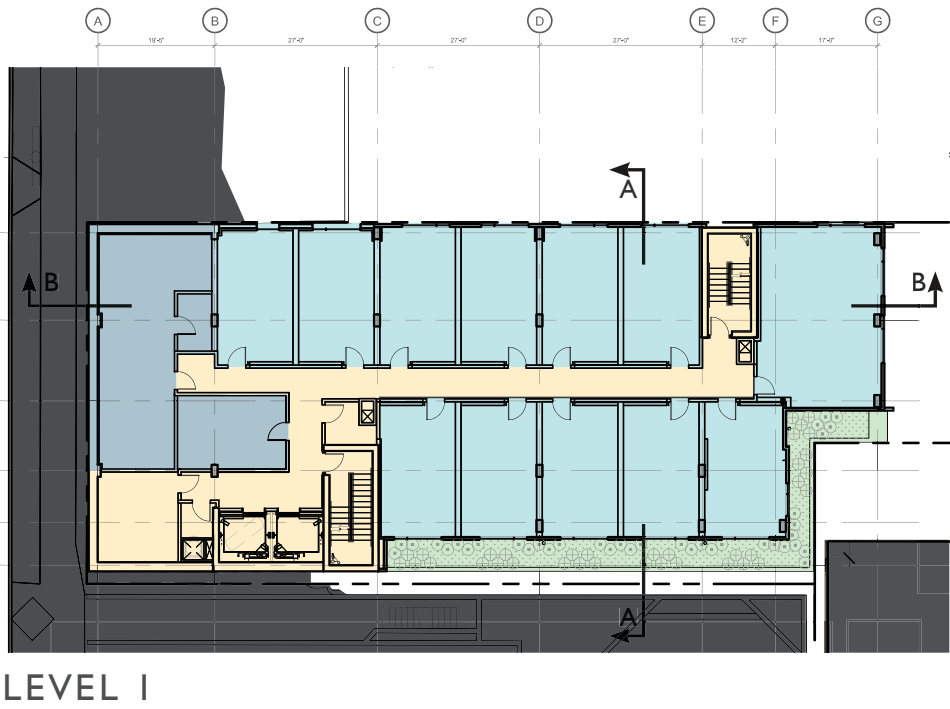
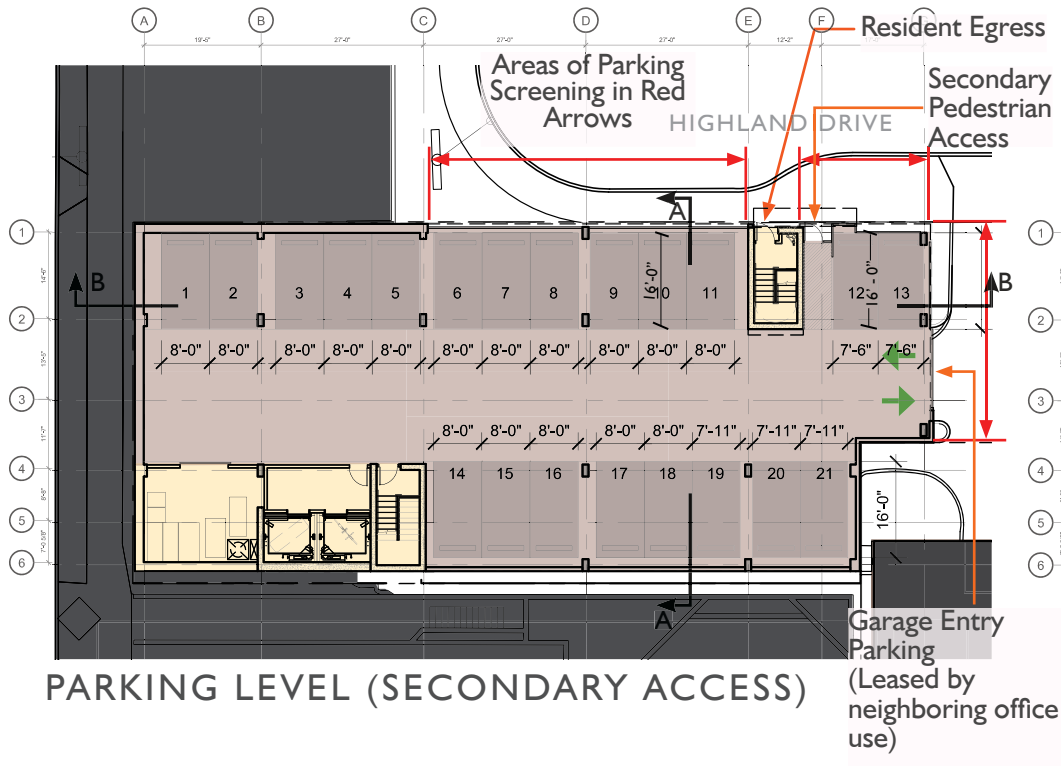


SOUTH ELEVATION



NORTH ELEVATION

TYPICAL FLOOR PLANS

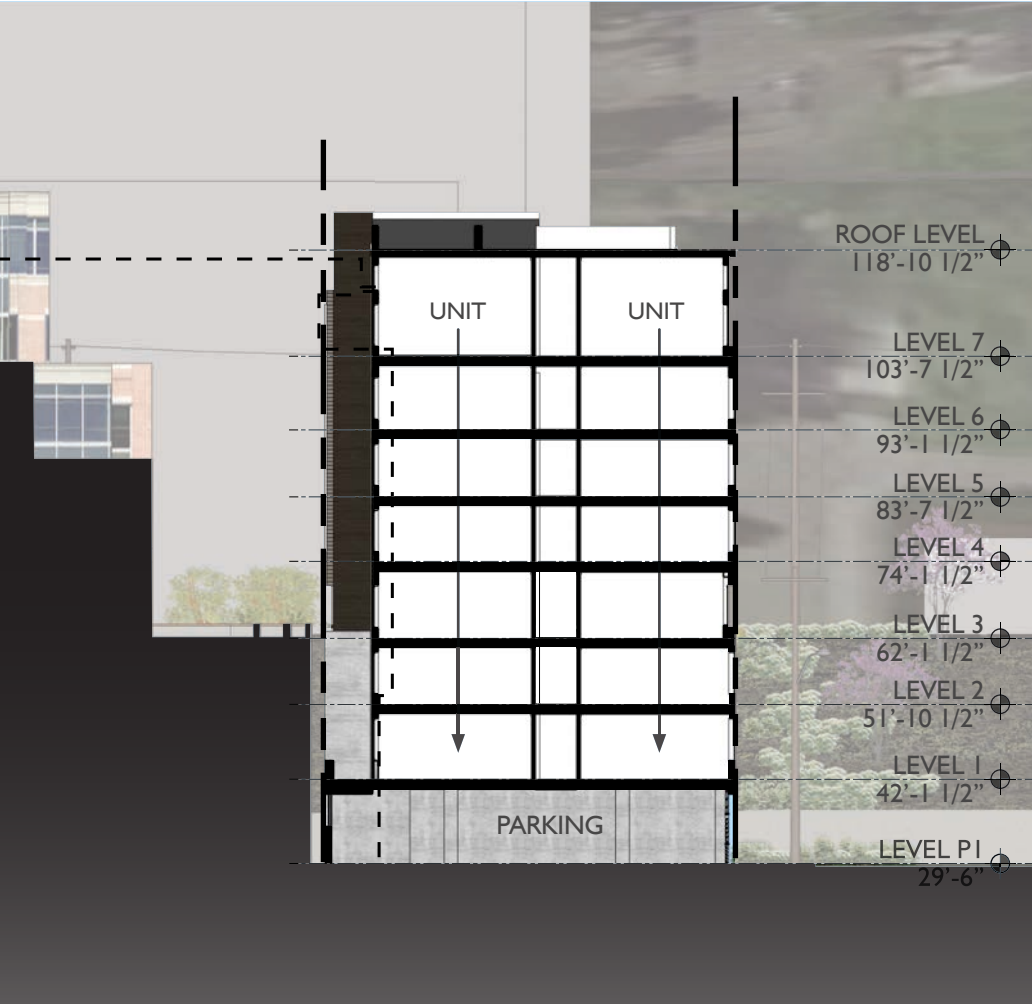


NOTE: PARKING IS FOR EXCLUSIVE USE OF 1101 WESTLAKE AVE. N., NOT THE RESIDENTS OF PROPOSED BUILDING.
AN EXISTING AGREEMENT REQUIRES THAT THE QUANTITY AND DIMENSIONS OF NEW PARKING SPACES PRECISELY REPLICATE
THAT OF THE EXISTING PARKING SPACES.

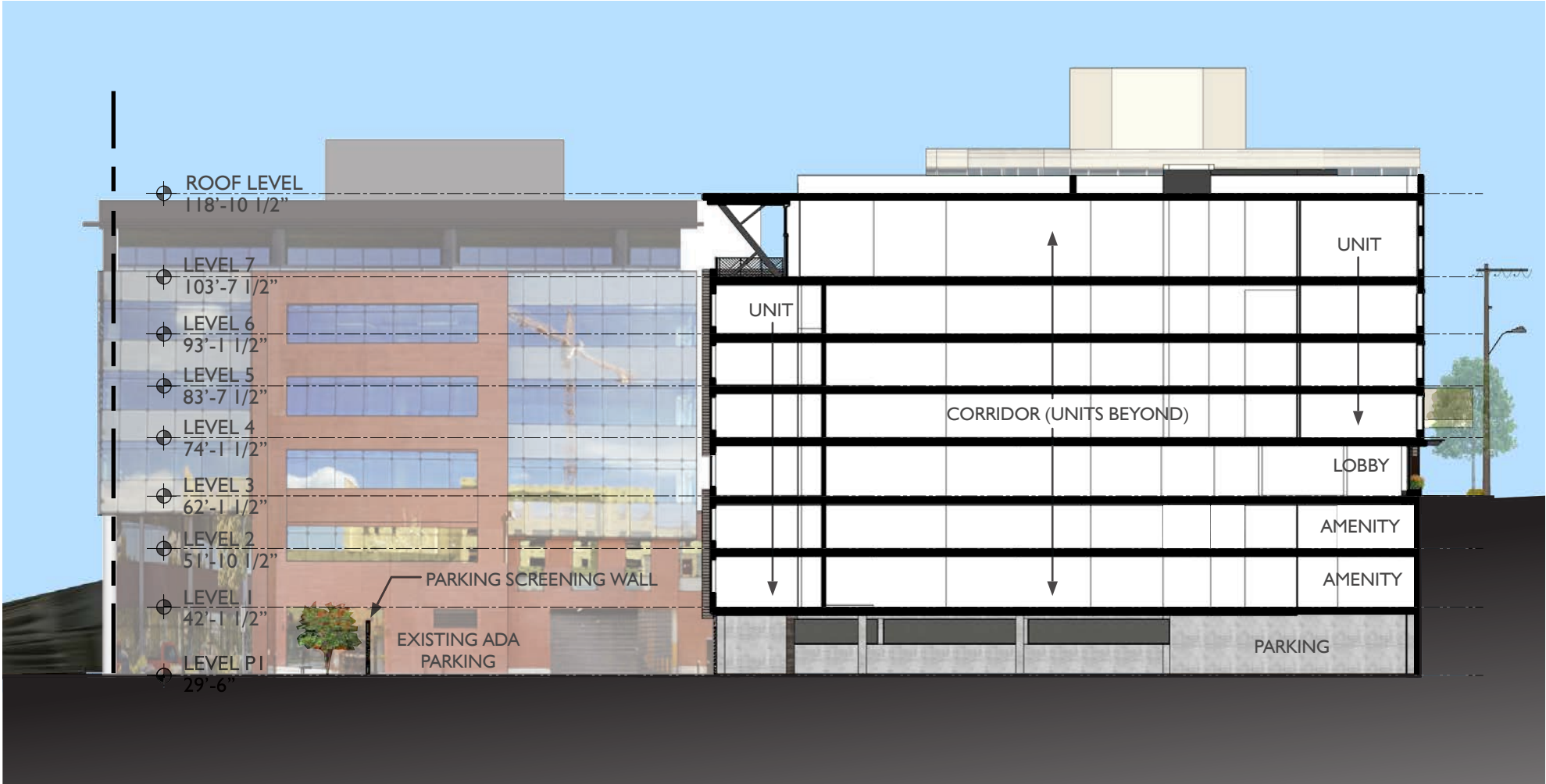


- COMMON AREA / B.O.H.
- RESIDENTIAL
- AMENITY
- PARKING
- EXTERIOR AMENITY

BUILDING SECTIONS



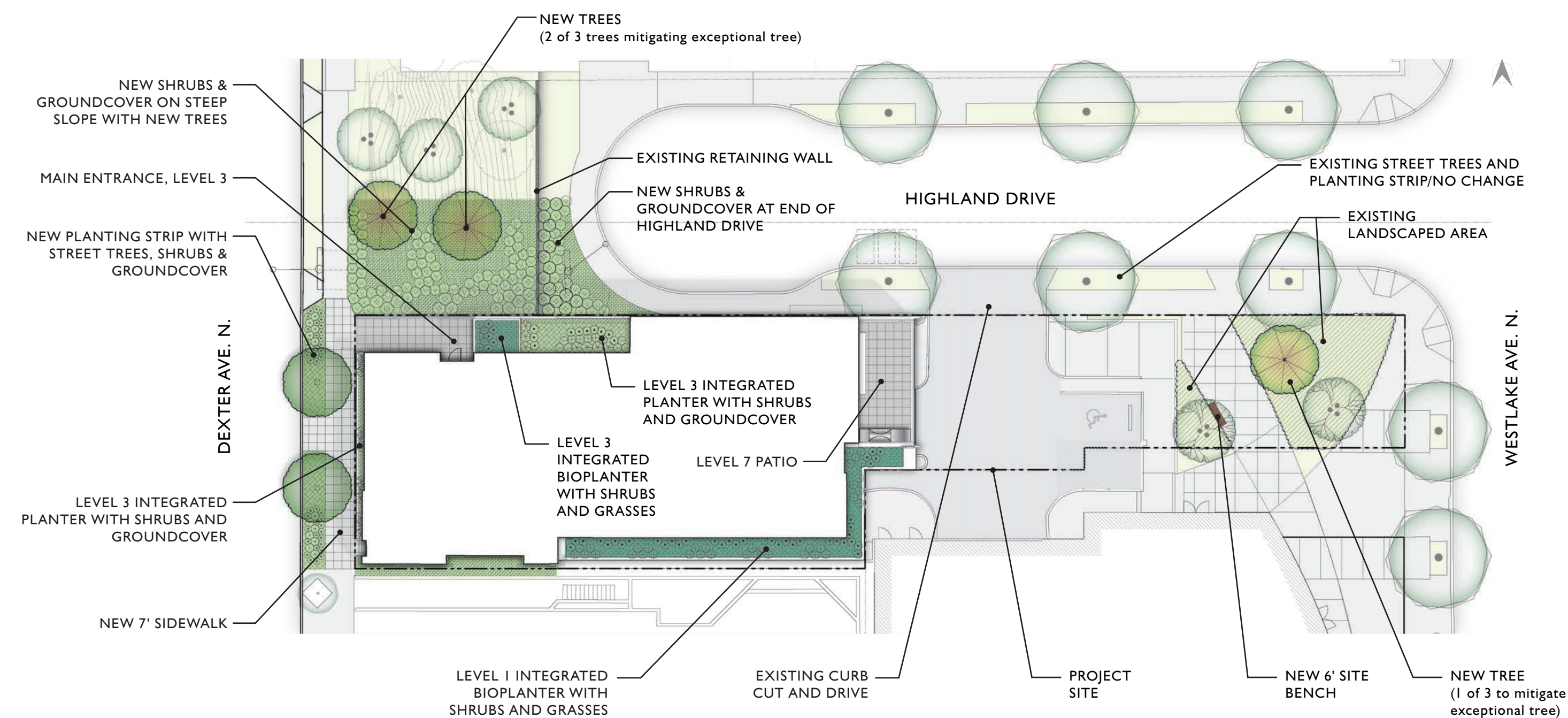
SECTION – AA



SECTION – BB

PAGE INTENTIONALLY LEFT BLANK

OVERALL LANDSCAPE PLAN



SITE ELEMENTS AND PLANT PALETTE



NEW PLANTING STRIP
ON DEXTER AVE WITH
STREET TREES, SHRUBS &
GROUNDCOVER



INTEGRATED CONCRETE
PLANTER



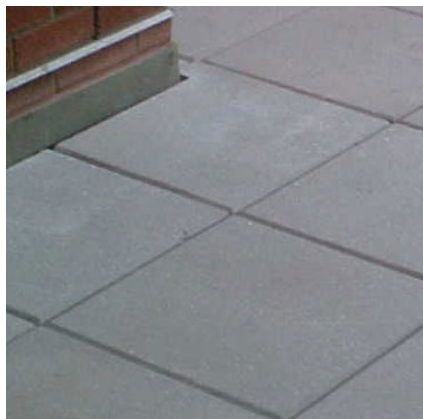
INTEGRATED BIOPLANTER



RAISED INDEPENDENT
PLANTER



BENCH



PEDESTAL PAVERS



SCORED CONCRETE



AMERICAN HORNBEAM – STREET TREE



EASTERN REDBUD



DAVID'S VIBURNUM



SNOWBERRY



CAROL MACKIE DAPHNE



DEER FERN



KELSEY DOGWOOD



GOLDFLAME SPIREA



PAGEI HEBE



BEARBERRY COTONEASTER



DWARF PERIWINKLE

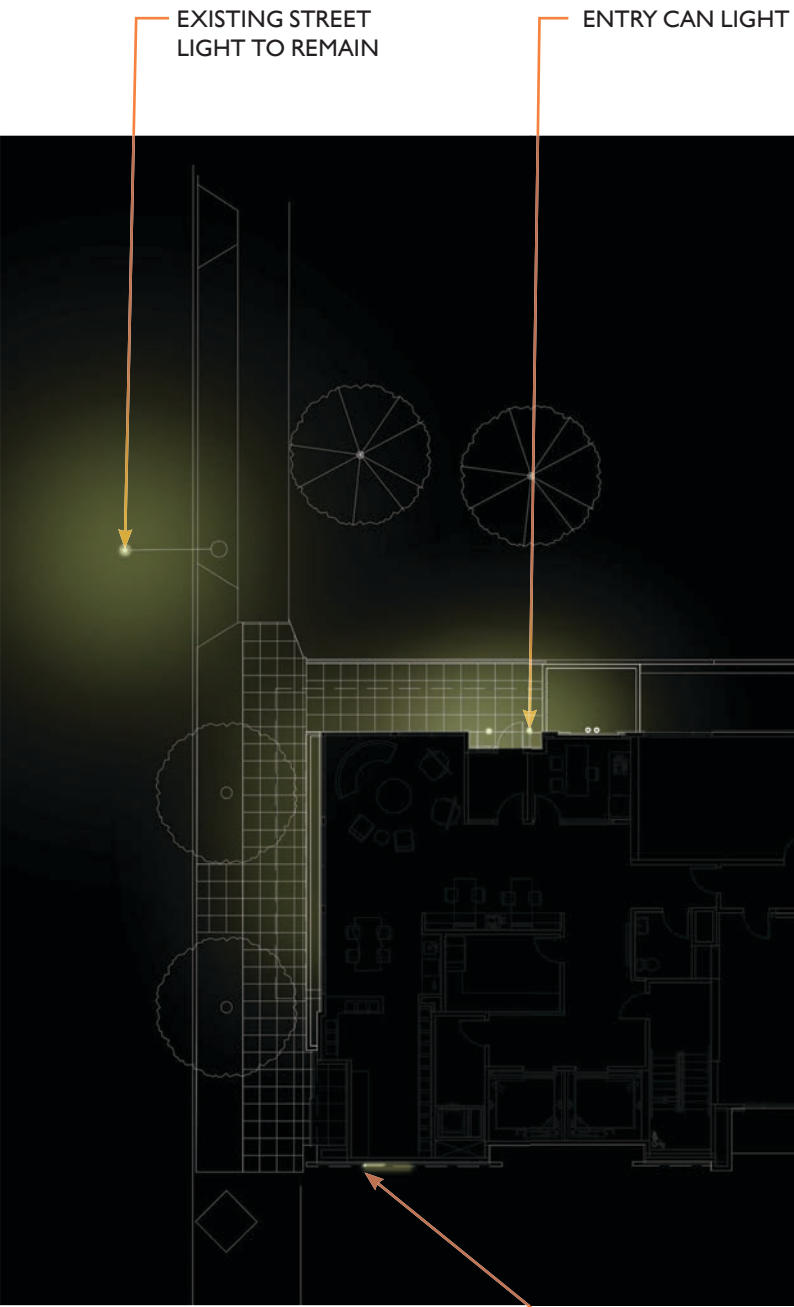


CREEPING JENNY



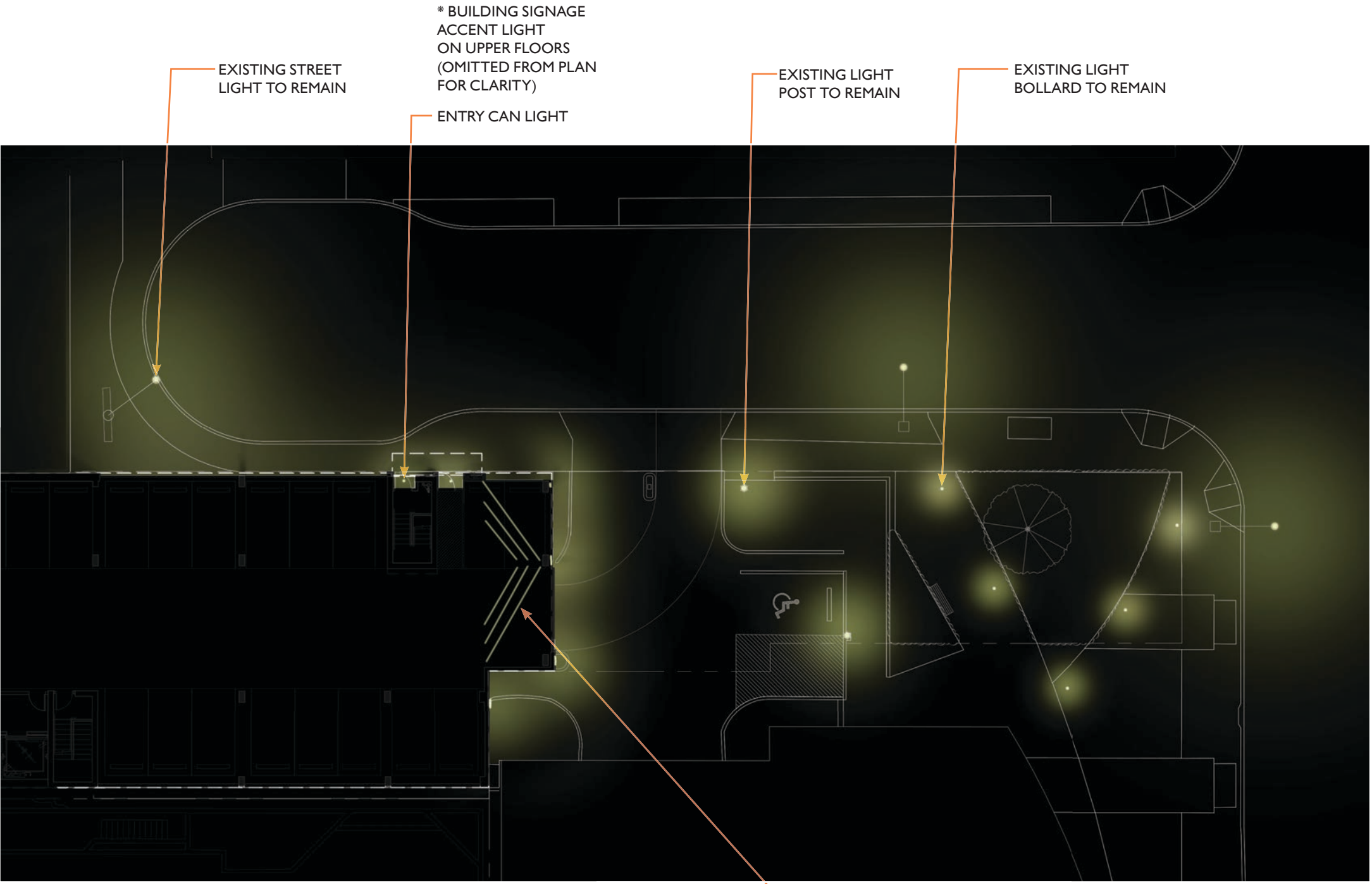
SLOUGH SEDGE

LIGHTING PLANS



LEVEL 3 – DEXTER ENTRY

BUILDING SIGNAGE ACCENT LIGHT



PARKING LEVEL (SECONDARY ACCESS) / ROOF LIGHTING

ROOF LIGHTING AT CLUB ROOM LEVEL ABOVE

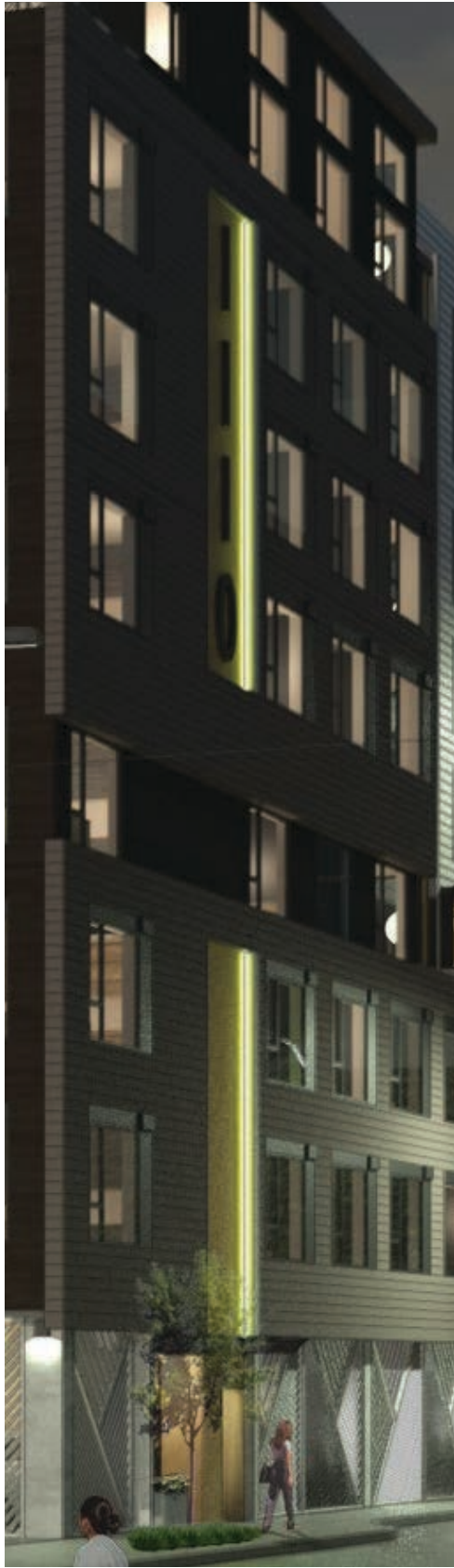
LIGHTING DETAILS



LOOKING NORTHEAST FROM DEXTER AVE. N.



VIEW FROM WESTLAKE AVE. N. BIKE PATH



SIGNAGE ACCENT LIGHT



ROOF LIGHTING AT CLUB ROOM

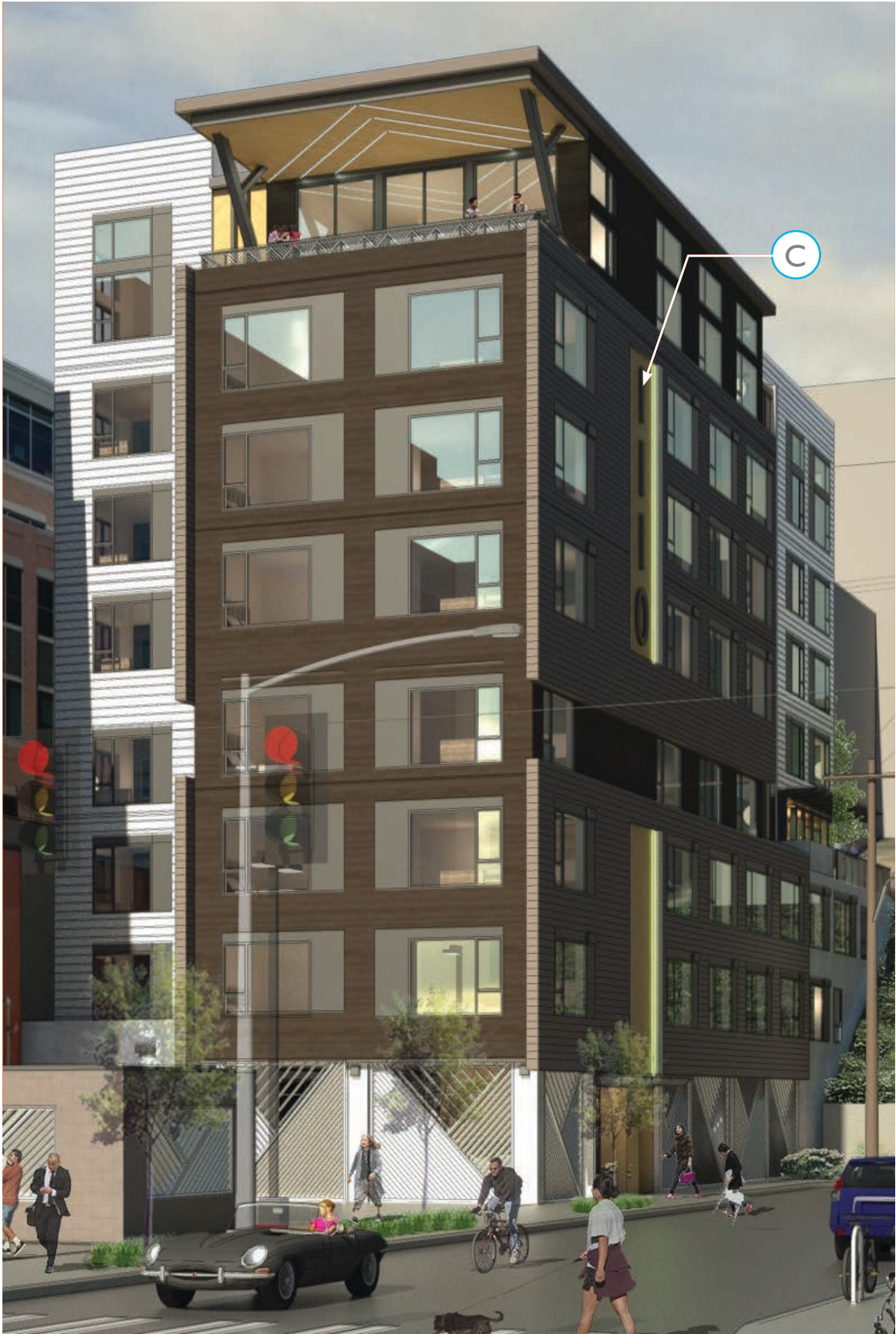


HIGHLAND ACCESS

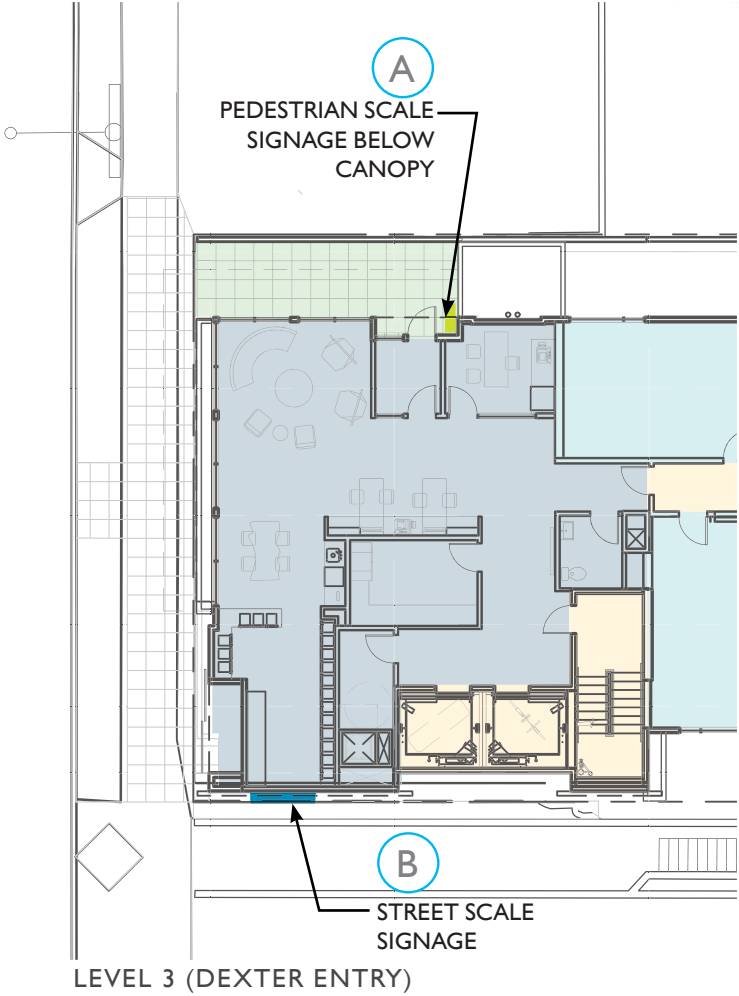


DEXTER ENTRY

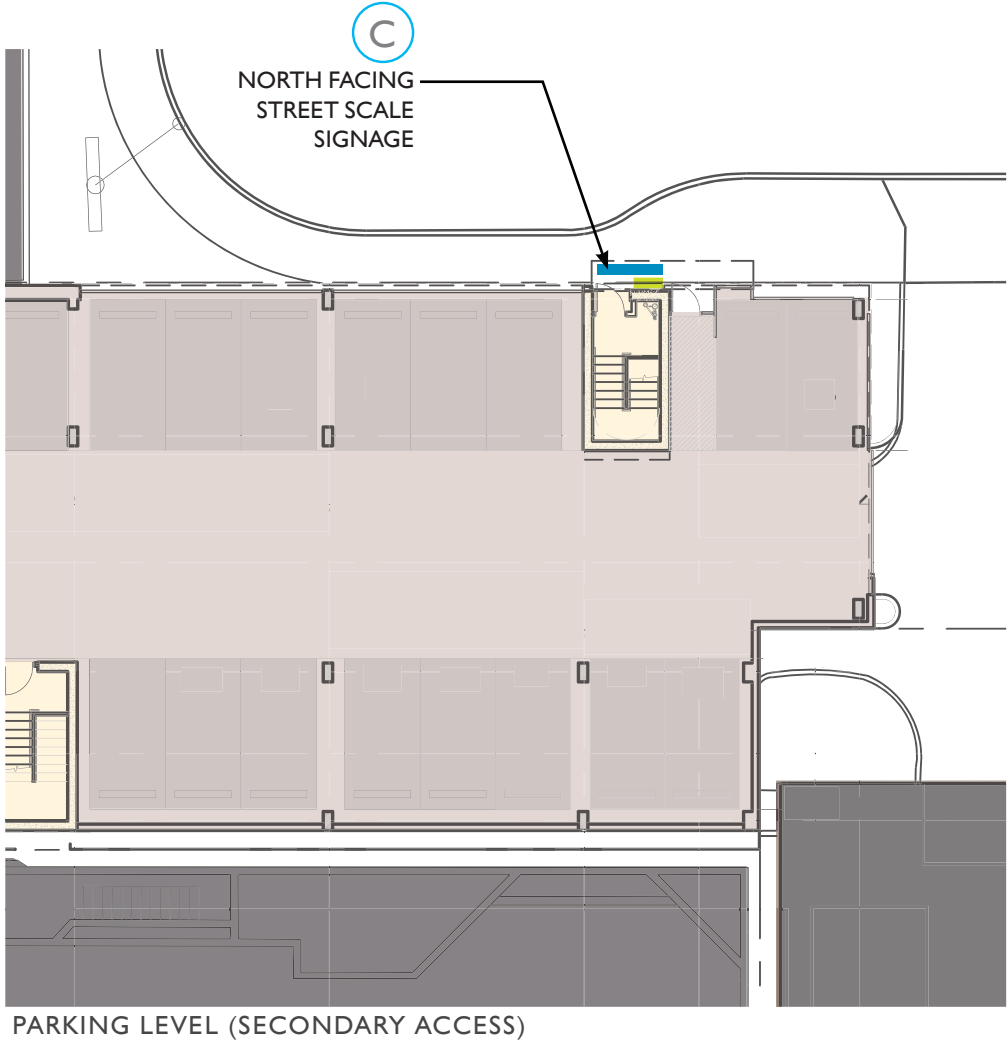
SIGNAGE



NORTH FACING STREET SIGNAGE



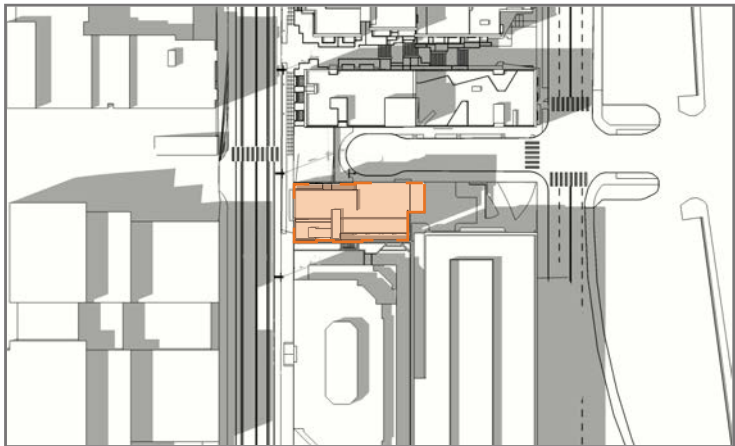
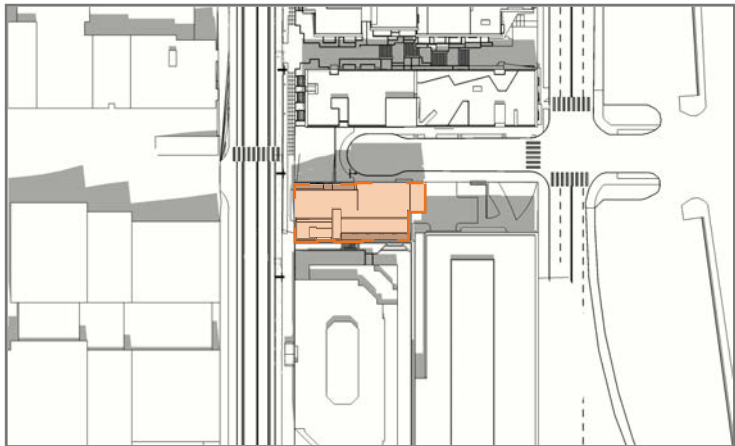
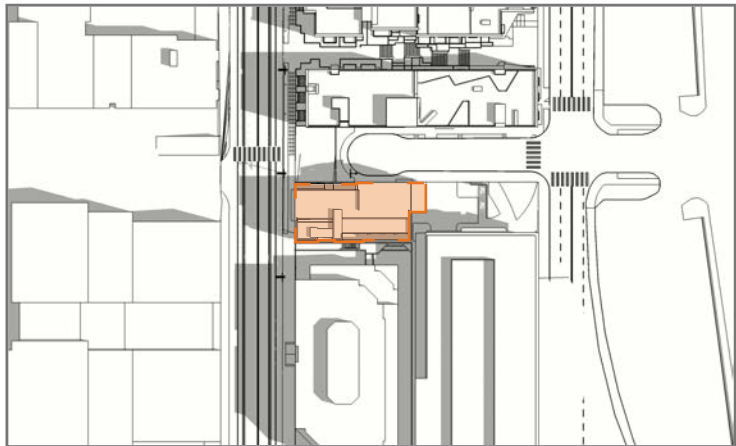
SOUTH FACING STREET SCALE SIGNAGE



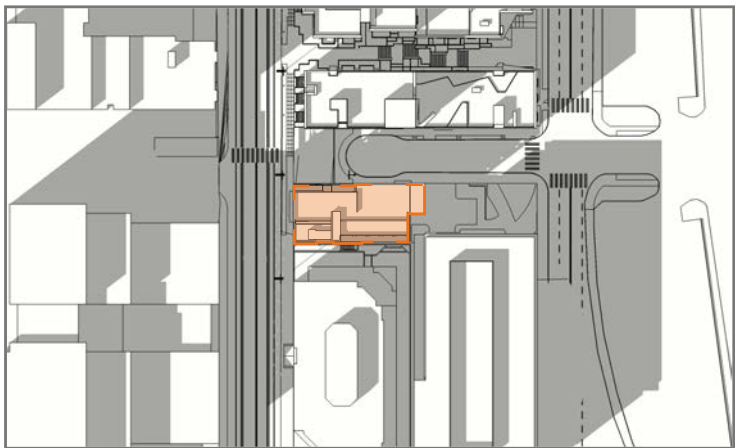
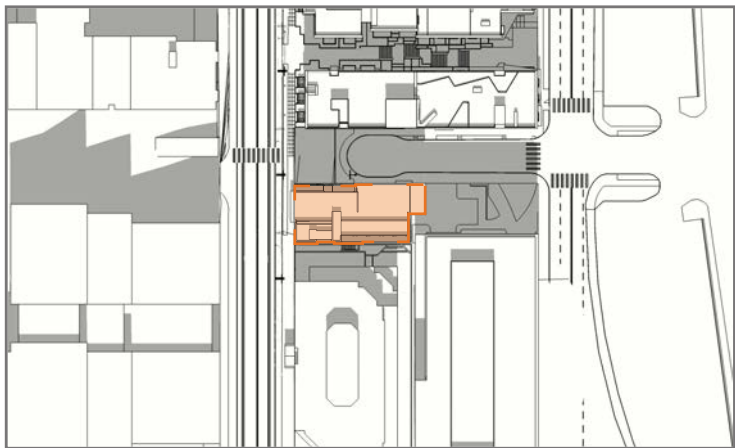
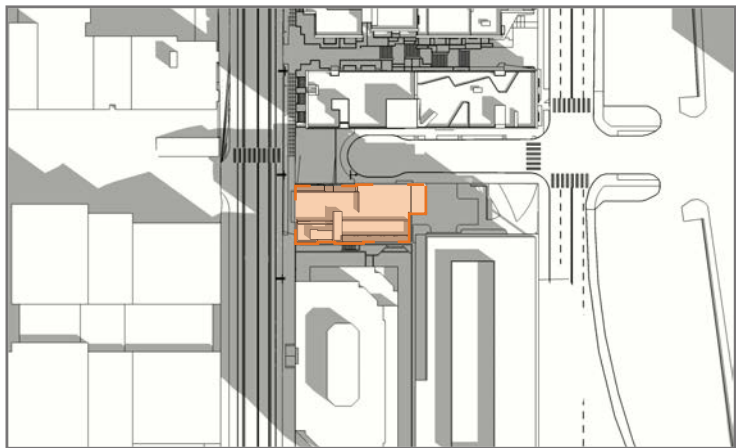
DEXTER ENTRY PEDESTRIAN SCALE SIGNAGE

SUN SHADOW STUDIES

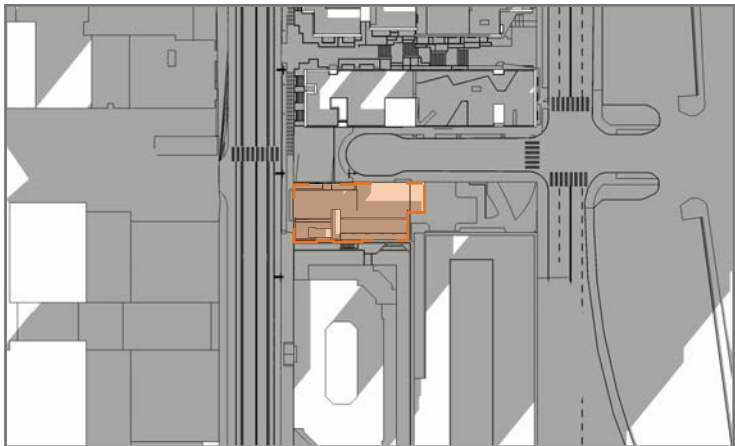
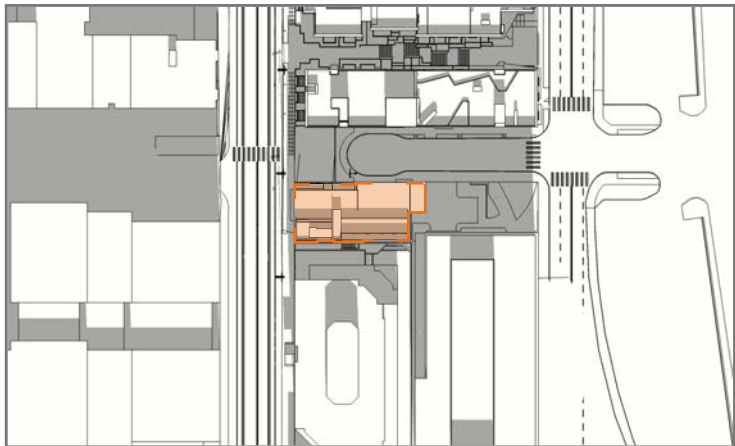
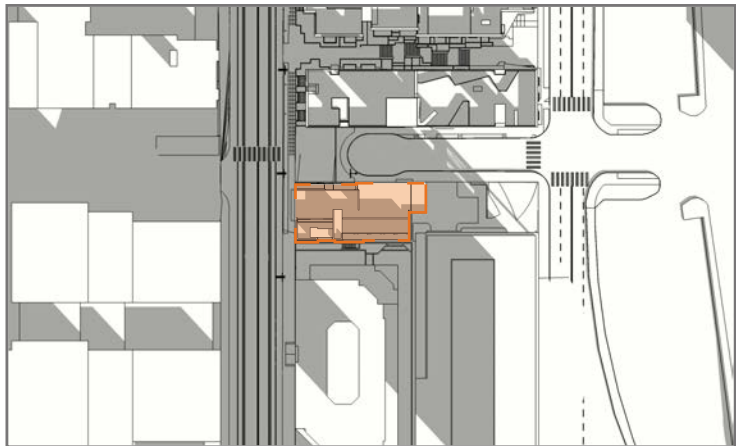
SUMMER SOLSTICE



FALL/SPRING EQUINOX



WINTER SOLSTICE



9 am

12 pm

3 pm

DEPARTURES

DEPARTURE REQUEST #1

PARKING AISLES (SMC 23.54.030.E.1)

REQUIREMENT:

Minimum required drive aisle width for two way traffic is 20 feet for a 7.5 foot stall width at a 90 degree parking angle, and a 22 feet width for an 8 foot wide stall at a 90 degree parking angle.

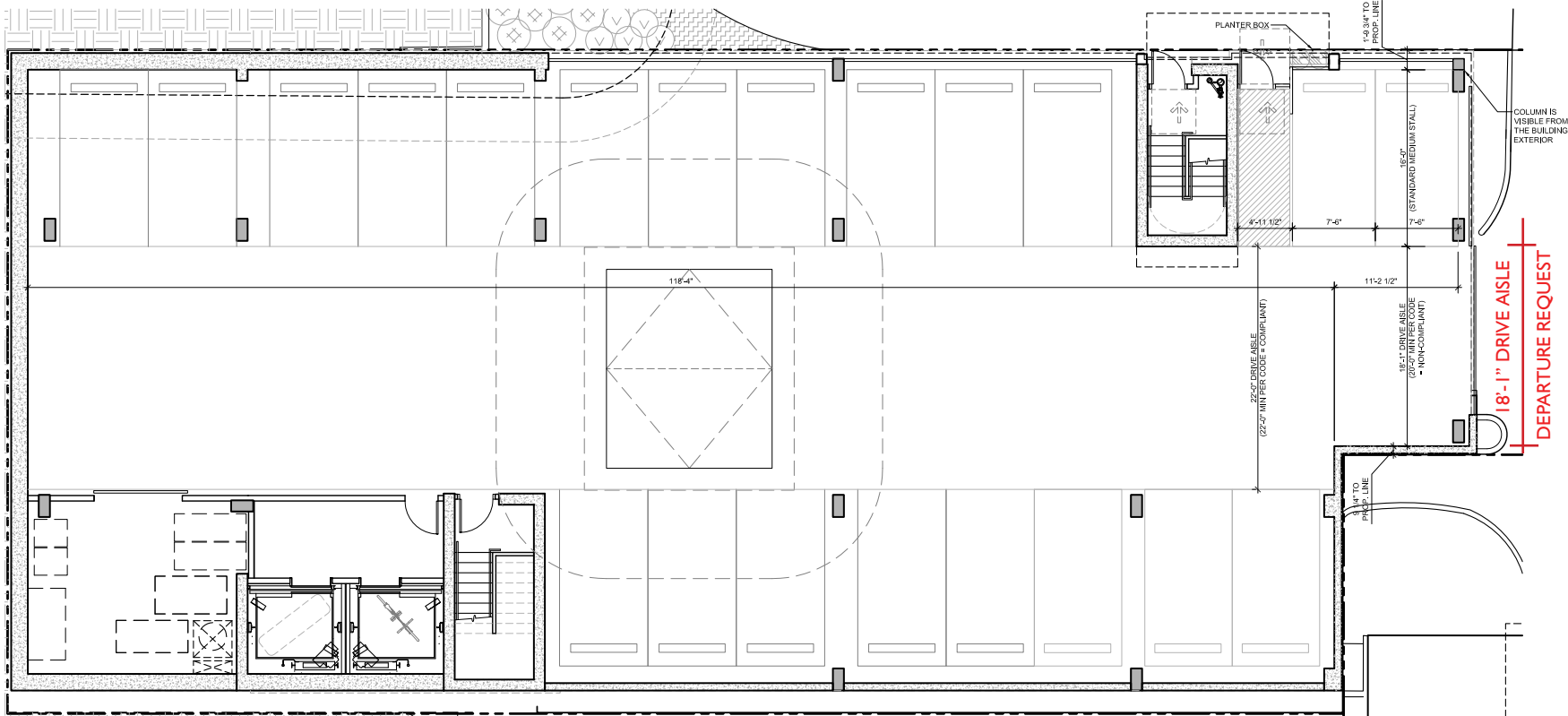
PROPOSAL:

The project proposes to meet the minimum drive aisle width requirements for 91% of the drive aisle length (118'-4"). The project requests a departure from the required drive aisle width for 9% of the length of the drive aisle (11'-2 1/2"), at a location where the garage necks down for vehicular entry at a narrow point in the property, and adjacent to the secondary pedestrian access point on Highland Drive.

HOW THE DEPARTURE BETTER MEETS THE DESIGN GUIDELINES:

The proposed departure condition better responds to the board guidance for a more generous and welcoming pedestrian access at Highland Drive, providing more relief from the property line and a more integrated planter box at the pedestrian gate.

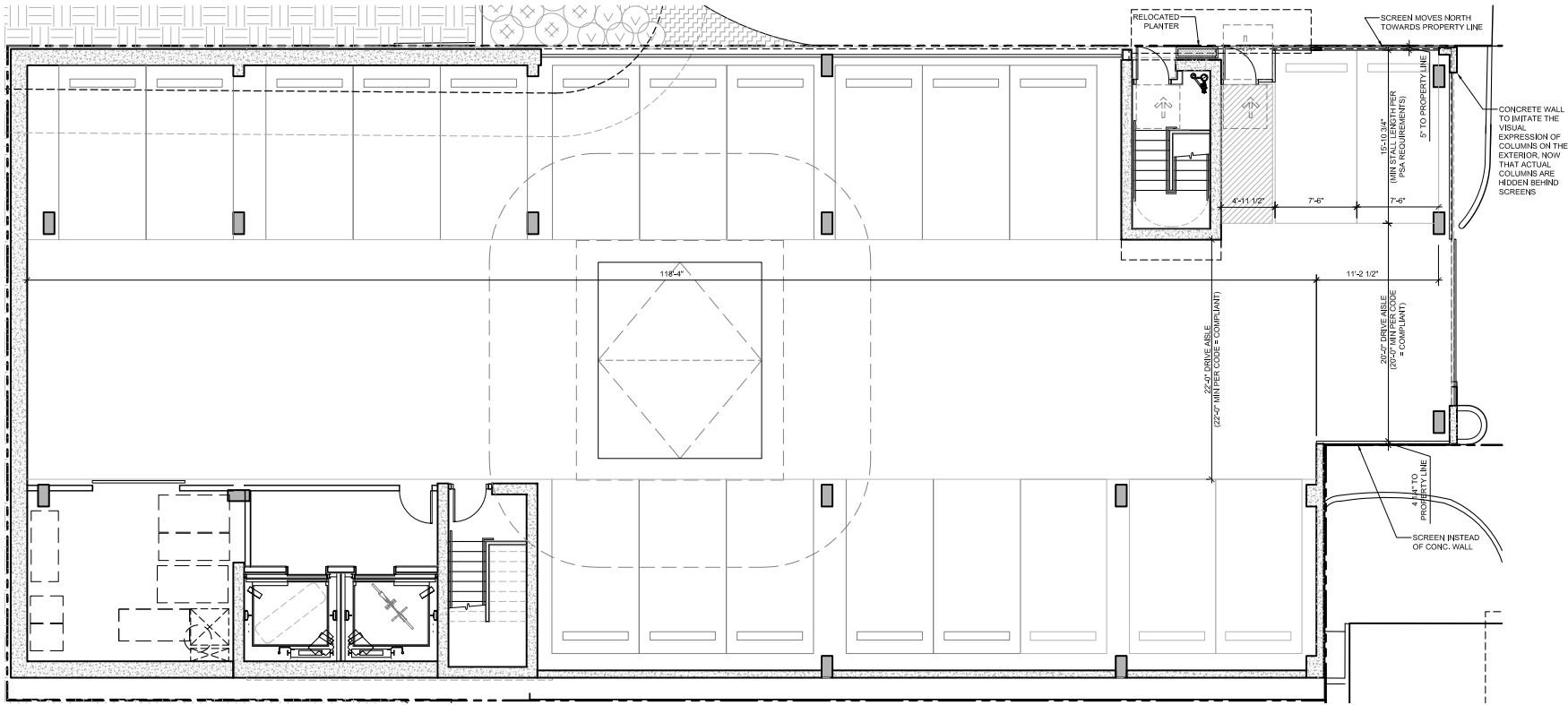
The proposed departure condition creates a more identifiable and distinctive entry condition (PL3.A.1) and provides a more resolved ensemble of elements (PL3.A.4).



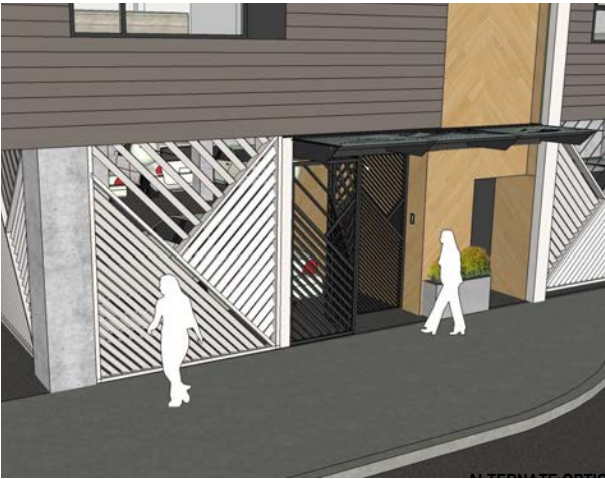
PROPOSED DEPARTURE REQUEST



Proposed departure condition provides a more welcoming and generous ensemble of elements.



CODE COMPLIANT CONDITION



PAGE INTENTIONALLY LEFT BLANK

PAGE INTENTIONALLY LEFT BLANK



APPENDIX

SOUTH FACADE STUDIES



SCHEME 1 – DOWNSPOUT DETAIL



SCHEME 2 – SIGNAGE DETAIL

SOUTH FACADE STUDIES



SCHEME 3 – FINS WITH SIGNAGE DETAIL – **PREFERRED**

DEXTER ENTRY STUDIES

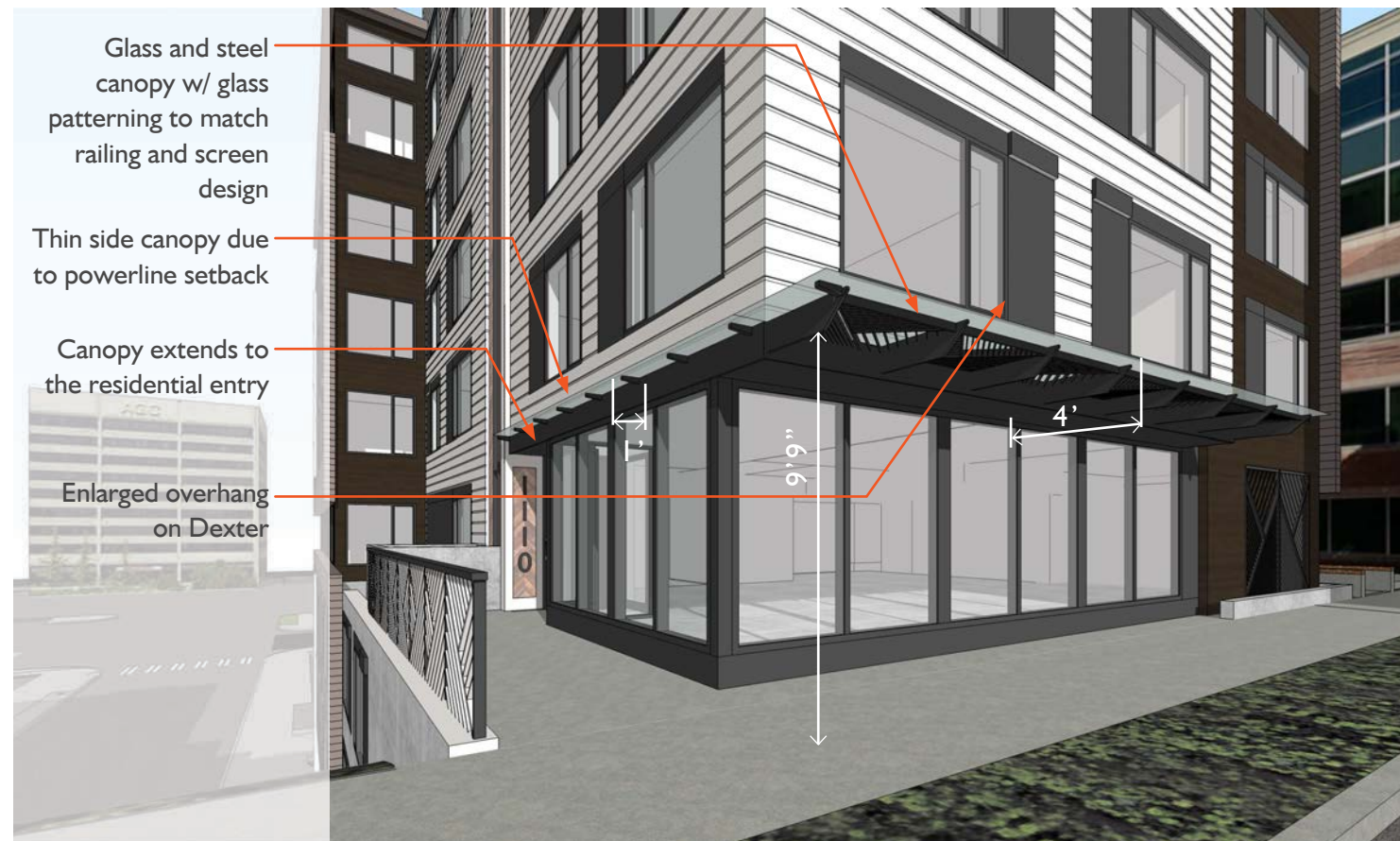


SCHEME 1
MUP ADVANCEMENT



SCHEME 2
HIGH PORTAL CANOPY

DEXTER ENTRY STUDIES



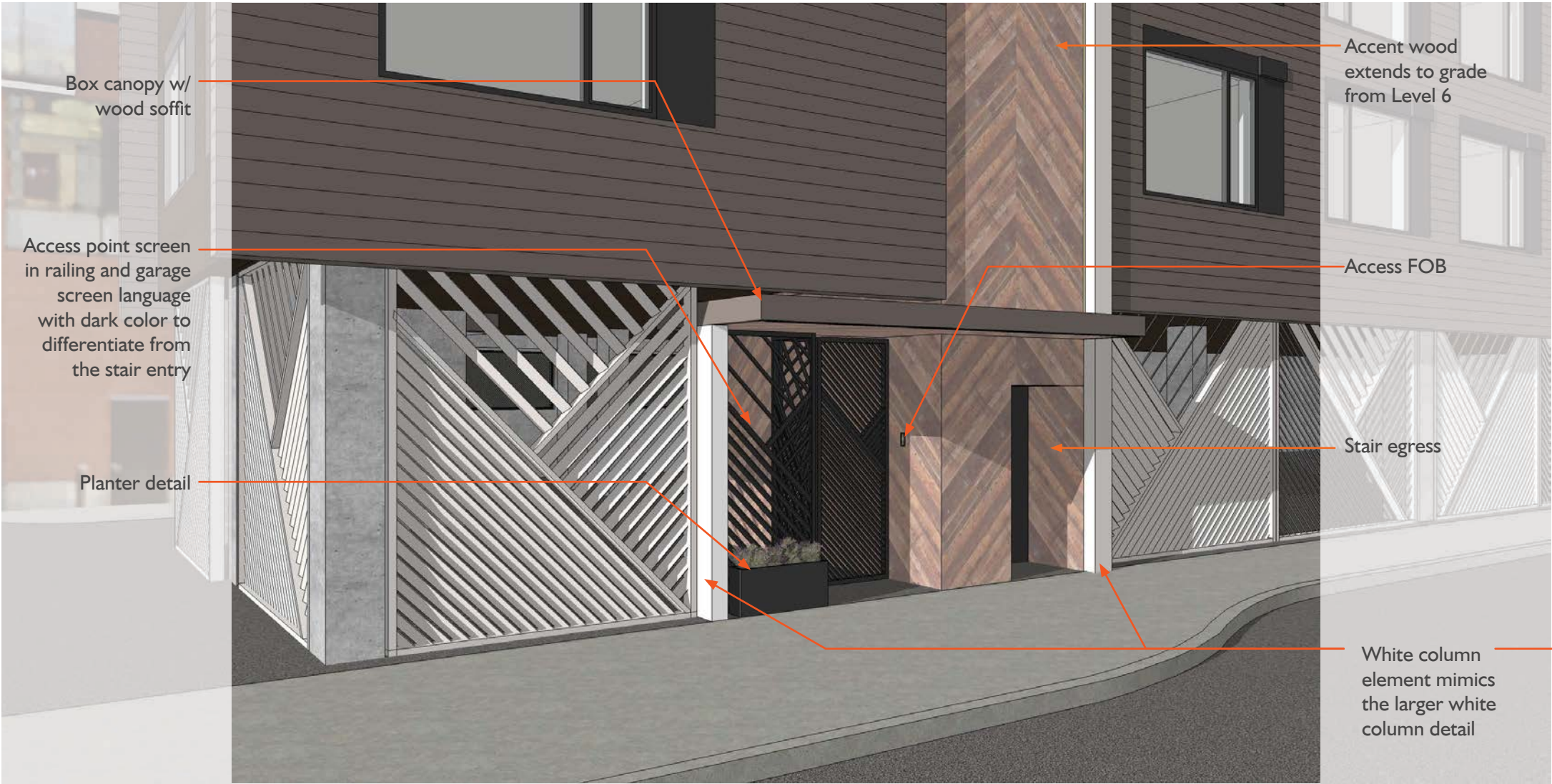
SCHEME 3
JEWEL CANOPY WRAPPED



SCHEME 4
JEWEL CANOPY WITH EXTENSION AND SHIFTED ENTRY – **PREFERRED**

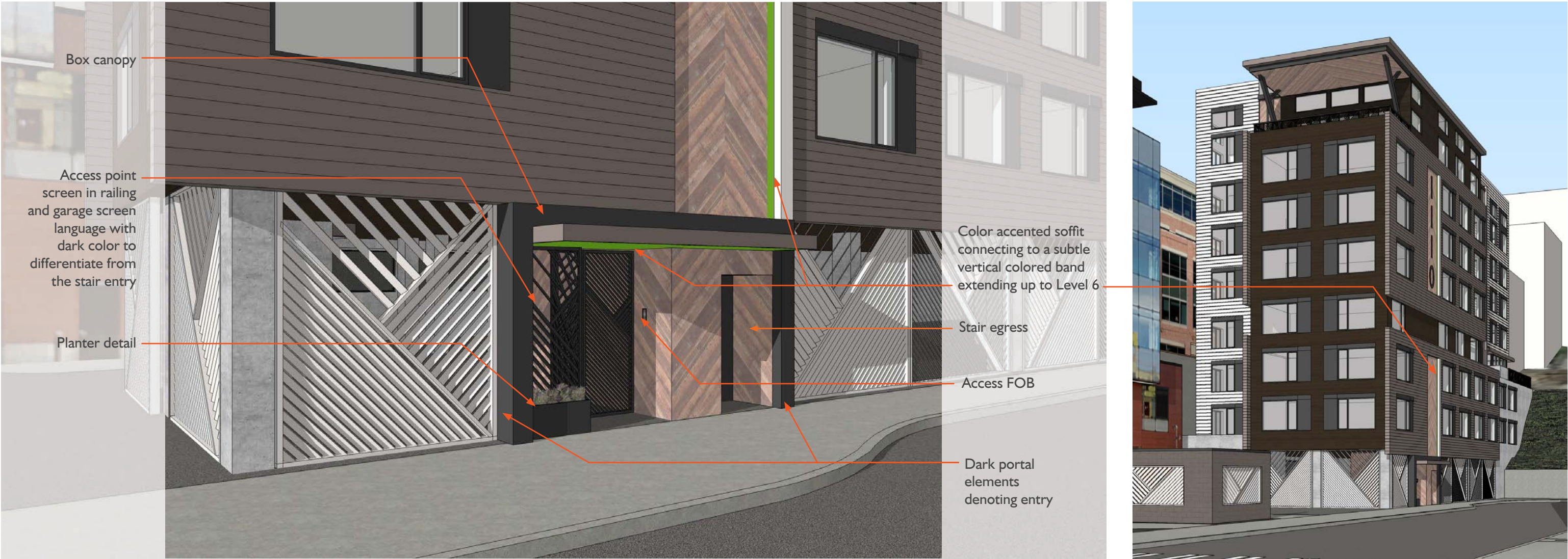
HIGHLAND ACCESS STUDIES

SCHEME I – MUP ADVANCEMENT (W/ PREFERRED SCREENS)



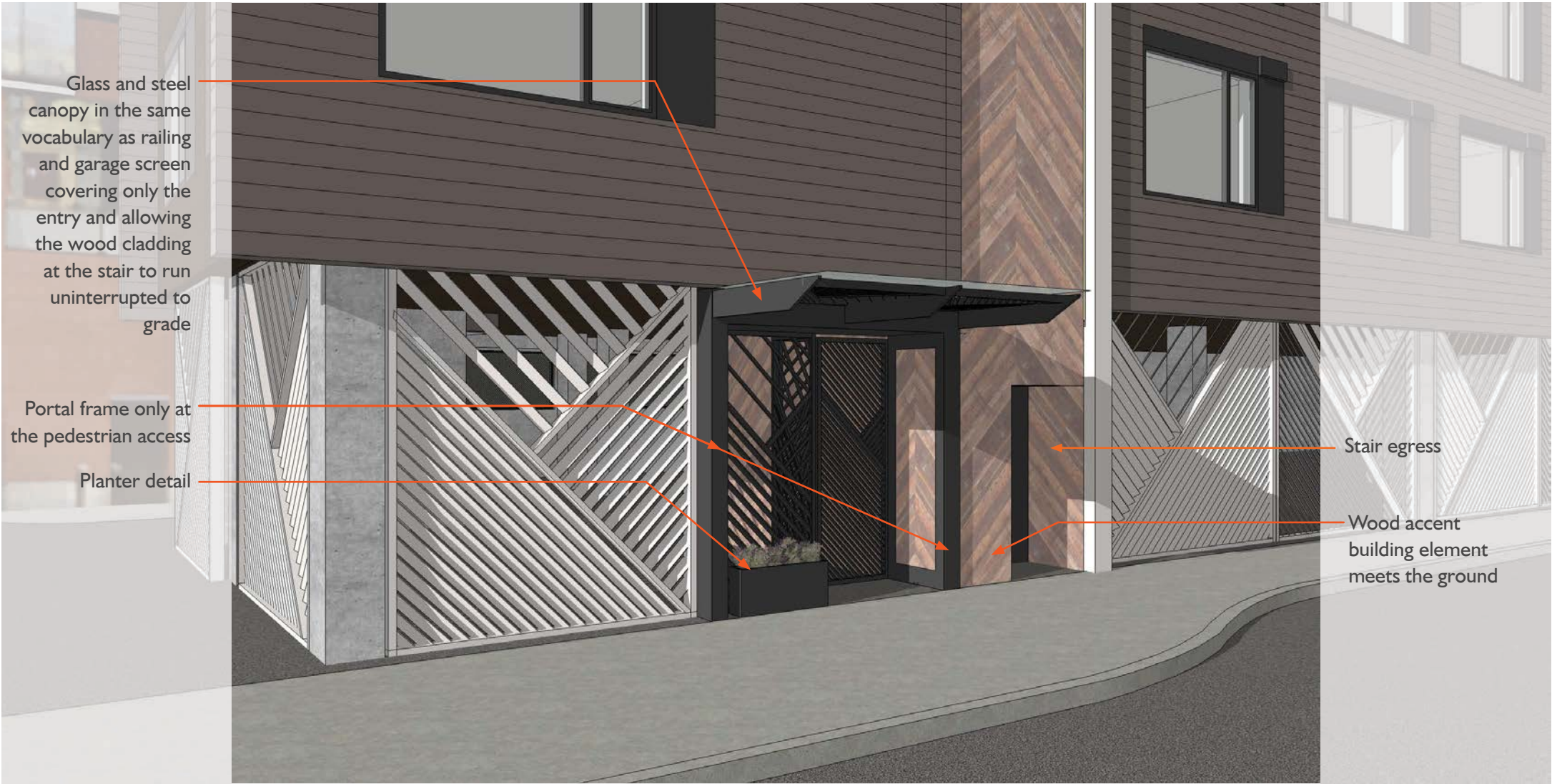
HIGHLAND ACCESS STUDIES

SCHEME 2 – HIGH PORTAL CANOPY



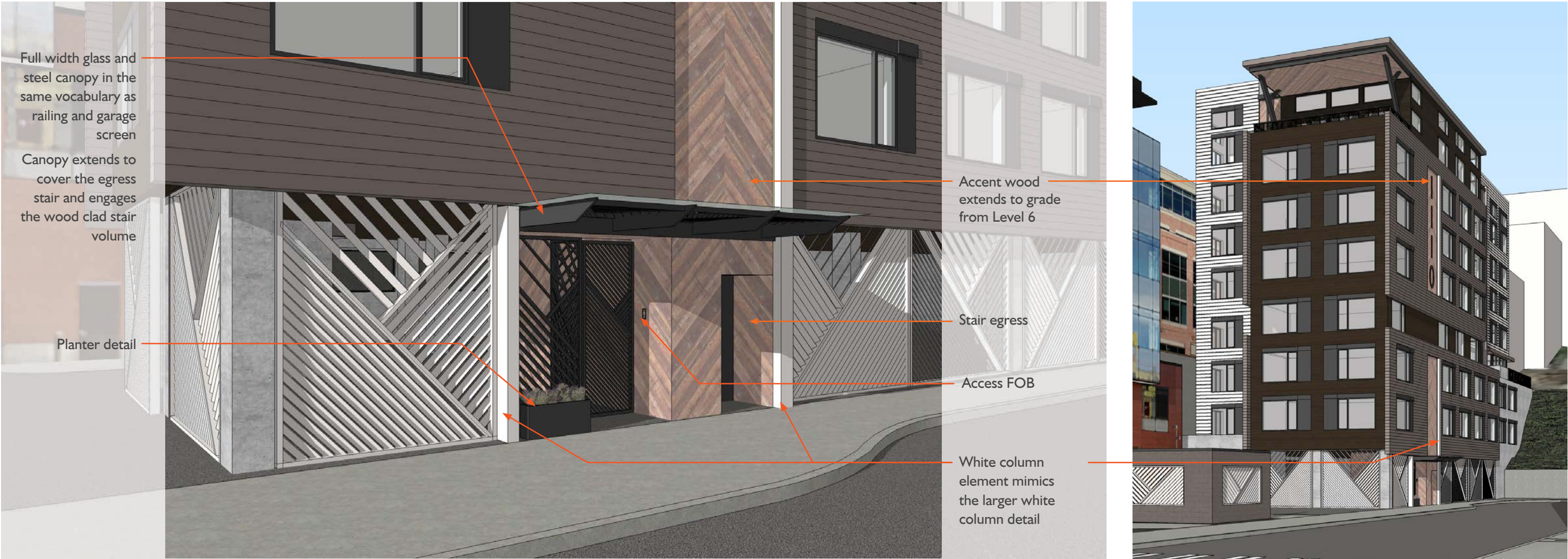
HIGHLAND ACCESS STUDIES

SCHEME 3 – DISENGAGED JEWEL CANOPY



HIGHLAND ACCESS STUDIES

SCHEME 4 – JEWEL CANOPY WITH EXTENSION AND SHIFTED ENTRY – *PREFERRED*



GARAGE SCREENING



SCHEME I – MUP ADVANCEMENT – *PREFERRED*

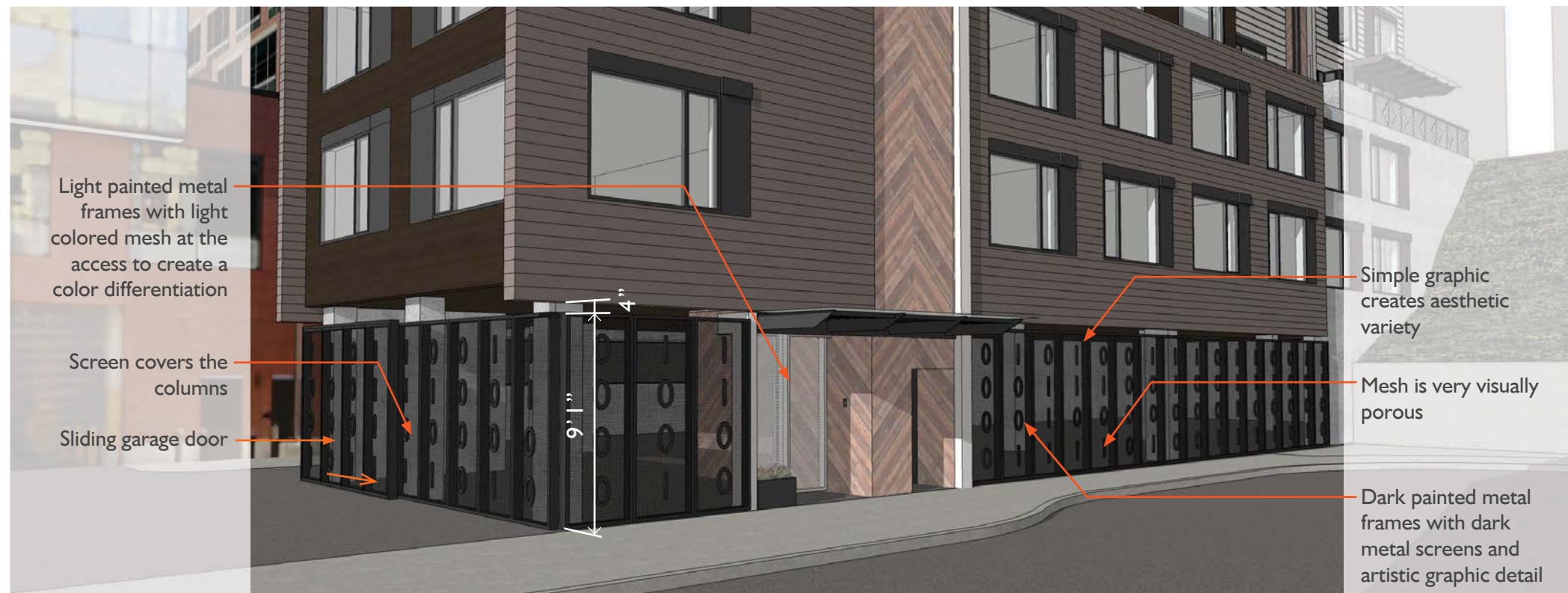


SCHEME 2 – METAL HERRINGBONE

GARAGE SCREENING



SCHEME 3 – METAL HERRINGBONE



SCHEME 4 – GRAPHIC MESH PANELS

ENTRY PROCESSION STUDY



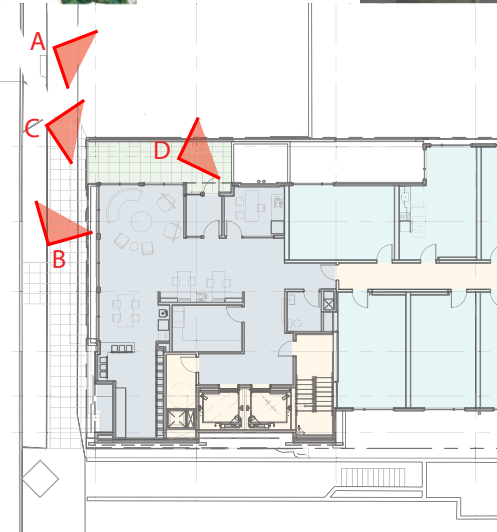
VIEW A: DEXTER RESIDENTIAL ENTRY APPROACH FROM NORTH



VIEW B: DEXTER RESIDENTIAL ENTRY APPROACH FROM SOUTH



VIEW C: DEXTER RESIDENTIAL ENTRY APPROACH AT PATIO



VIEW D: DEXTER RESIDENTIAL ENTRY APPROACH AT DOOR

PAGE INTENTIONALLY LEFT BLANK

NEIGHBORING CONTEXT (FROM EDG)



NEIGHBORHOOD CHARACTER

The project is sited within the South Lake Union Urban Center, an area marked by a large amount of growth. The neighborhood is comprised of a wide mix of building uses, with most new development falling into either residential or commercial office uses. Westlake Ave. N. and Dexter Ave. N. are major thoroughfares for vehicles, bicycles, and pedestrians and are primary connections to Fremont and Wallingford to the north. Existing at a few points around the area are pedestrian bridges and hill climbs that navigate the steep topography. Because of such unique topography, many sites in the area can take advantage of views of Lake Union to the east and Downtown to the south.

EVOLVING DEVELOPMENT

The project is part of an evolving neighborhood in which most of the largest sites have been developed, and the remaining sites are smaller infill sites. As a result, smaller buildings will be adding to the texture of the neighborhood. The addition of smaller buildings brings an opportunity for a finer grain detail to the context of large scale building masses. The result will be a more interesting urban fabric with a variety of scales.

NEIGHBORING CONTEXT BUILDING IMAGES (FROM EDG)



COMPOSITION OF BOXES AND PLANES



BOXES STEPPING WITH TOPOGRAPHY



BOXES ADDED TO SYMMETRICAL BOXES



REPEATING SYMMETRICAL BOXES



UNINTERRUPTED BLOCK-LONG ROOFLINE



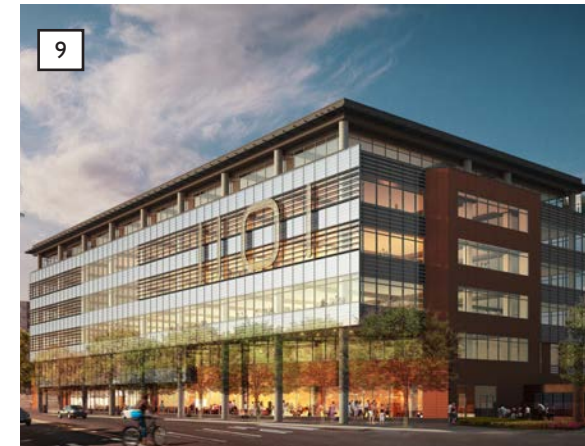
BOX SHAPES WITH FACADE STRATIFICATION



BOXES STEPPING WITH TOPOGRAPHY



SINGULAR ROOFLINE – ARTICULATED BOX



EXTENDED ROOF EAVE OVER SETBACK



BUILDING SETBACK WITH ROUNDED FEATURES



CURVED ELEMENT AT CORNER WITH CROWN



BRICK FLUSH WITH GLASS



BAY ELEMENTS



SYMMETRICAL BOXES



ANGLED BOX

Within the immediate neighborhood, three things are readily apparent.

1. Most buildings along Dexter Ave. N. are comprised of boxy facades.
2. There is a prevalent sense of symmetry within individual projects.
3. Many buildings have Singular, uninterrupted rooflines.

These characteristics reinforce a visual repetition and urban canyon effect.



ADJACENT SITE CONDITIONS (FROM EDG)



VIEW A – VIEW FROM DEXTER LOOKING WEST UP HIGHLAND DR.



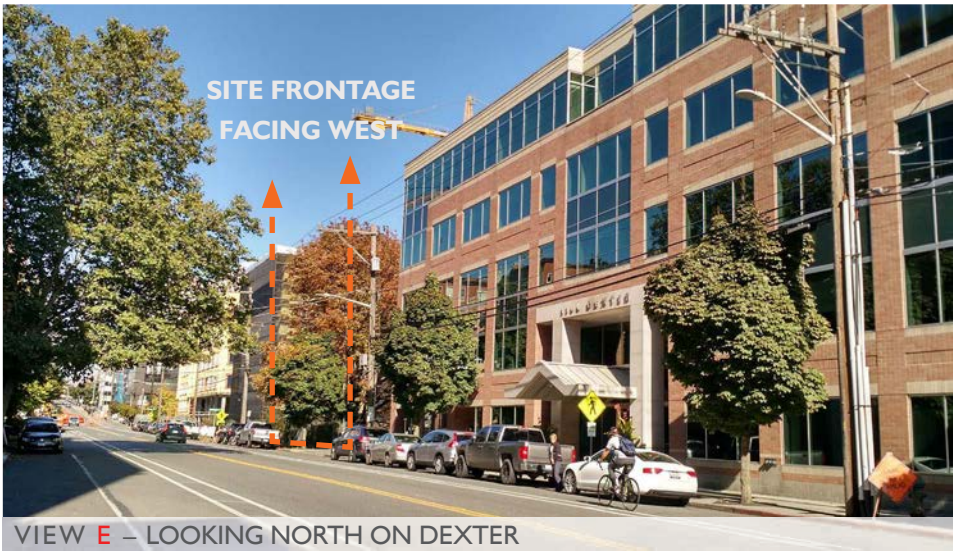
VIEW B – VIEW NORTH ALONG DEXTER



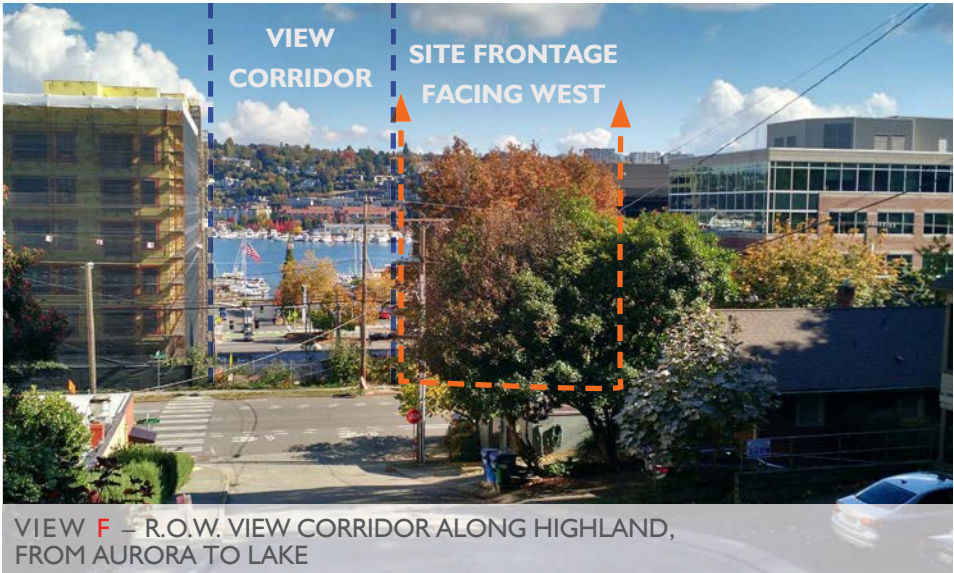
VIEW C – VIEW FROM HIGHLAND DR HILLCLIMB



VIEW D – WEST FROM SITE

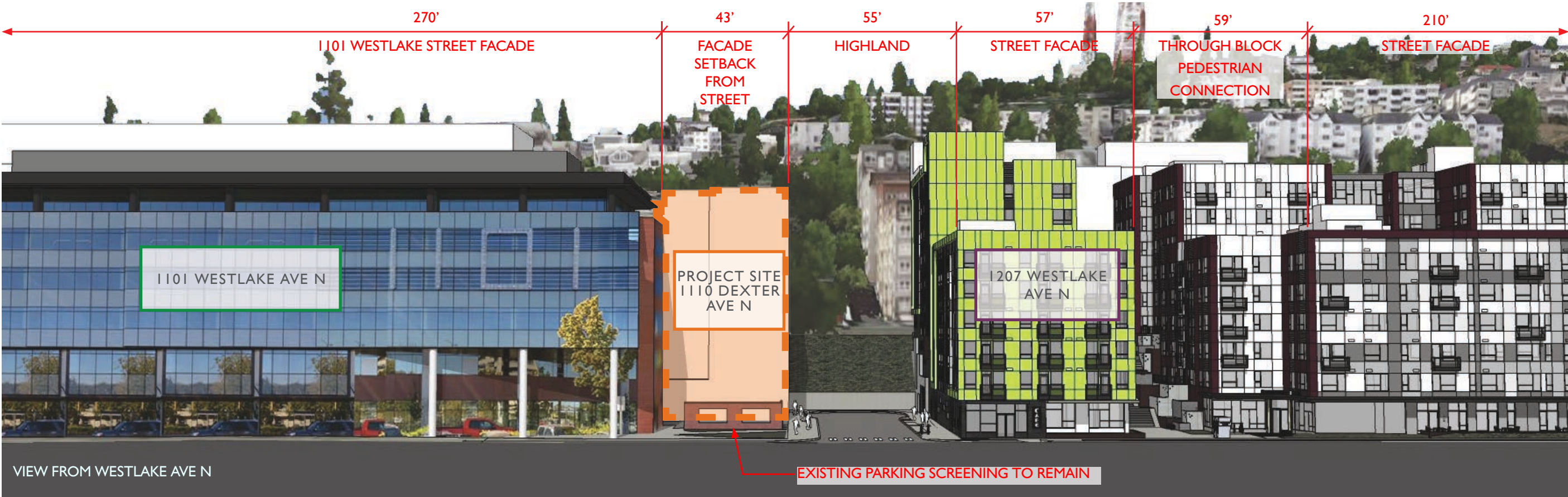
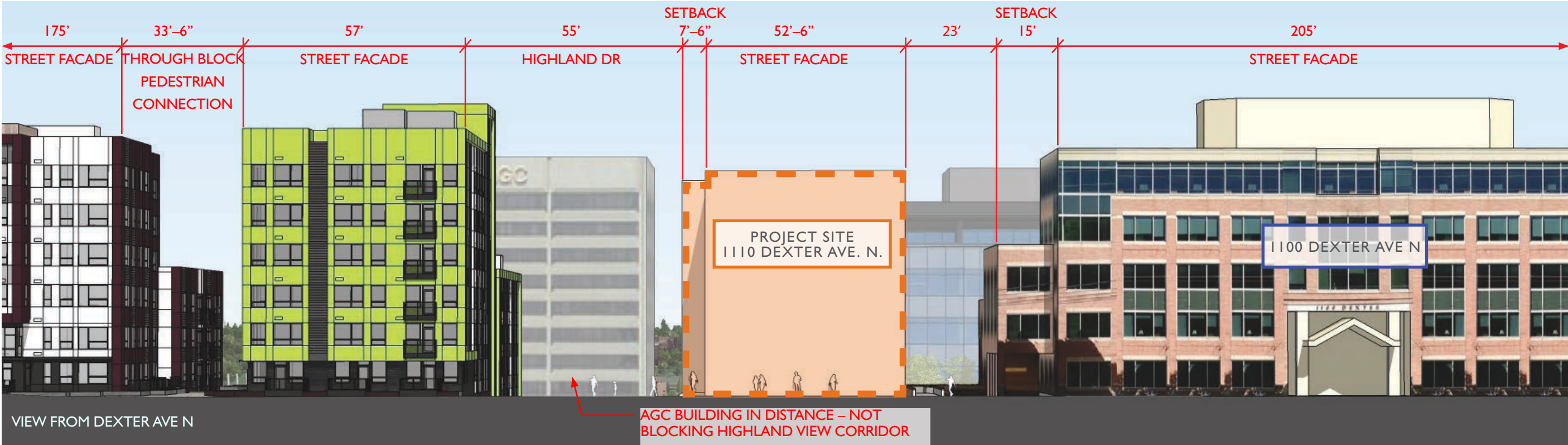


VIEW E – LOOKING NORTH ON DEXTER

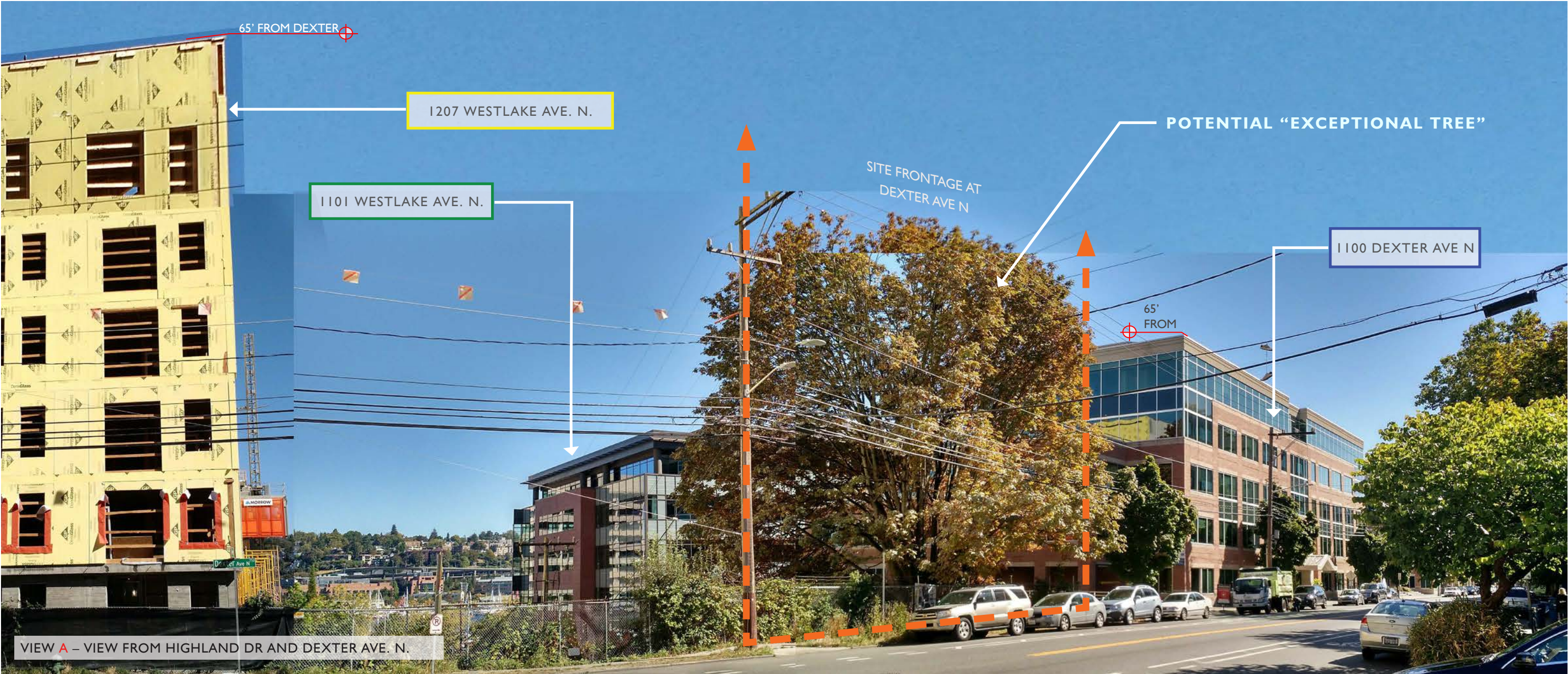


VIEW F – R.O.W. VIEW CORRIDOR ALONG HIGHLAND, FROM AURORA TO LAKE

NEIGHBORING CONTEXT – IMMEDIATE SITE ELEVATIONS (FROM EDG)



EXISTING SITE CONDITIONS (FROM EDG)



RELATIONSHIP OF SITE TO DEXTER AVE N

Though Highland Drive is not improved to connect to Dexter Ave. N. due to a steep slope, the project site is located at the corner of Dexter Ave. N., and Highland Drive. The project site is 60' wide along the east side of Dexter Ave. N., which is currently occupied by a large, but unhealthy, maple tree. Due to its poor health and likelihood of failure, the project team proposes removal of the tree.

The dead end of Highland Drive creates an open vista towards Lake Union from Dexter Ave. N.

Dexter Ave. N. is a highly trafficked street used by drivers, cyclists, and pedestrians alike.



EXISTING SITE CONDITIONS (FROM EDG)



RELATIONSHIP OF SITE TO HIGHLAND DR. / WESTLAKE AVE. N.

The project site is tucked into a narrow site at the dead end of Highland Drive. There is currently no connection between Highland Drive and Dexter Ave N, due to a very steep slope and existing eight foot tall retaining wall. The site is 132' long along Highland Drive, as measured from its intersection with Dexter Ave N, yet due to the slope, only has 89' of exposure at the street level. Because of the site's relationship with the recently completed office building, 1101 Westlake, the project site is setback 117' from Westlake Ave N, creating a very unique condition in which the building will face onto open space, not a street.

Highland Drive is not a street that is used by pedestrians because of the dead end. It will largely be used to serve the parking garage of the development to the north, and the parking garage of the office building to the southeast. That said, pedestrians will be able to use this street to access the proposed building and garage by incorporating a secondary entrance at the street level of Highland Drive. This will provide a connection from the building to the nearby lake amenities.

EXISTING SITE CONDITIONS – NEIGHBORING BUILDINGS (FROM EDG)

BUILDING ADJACENCIES

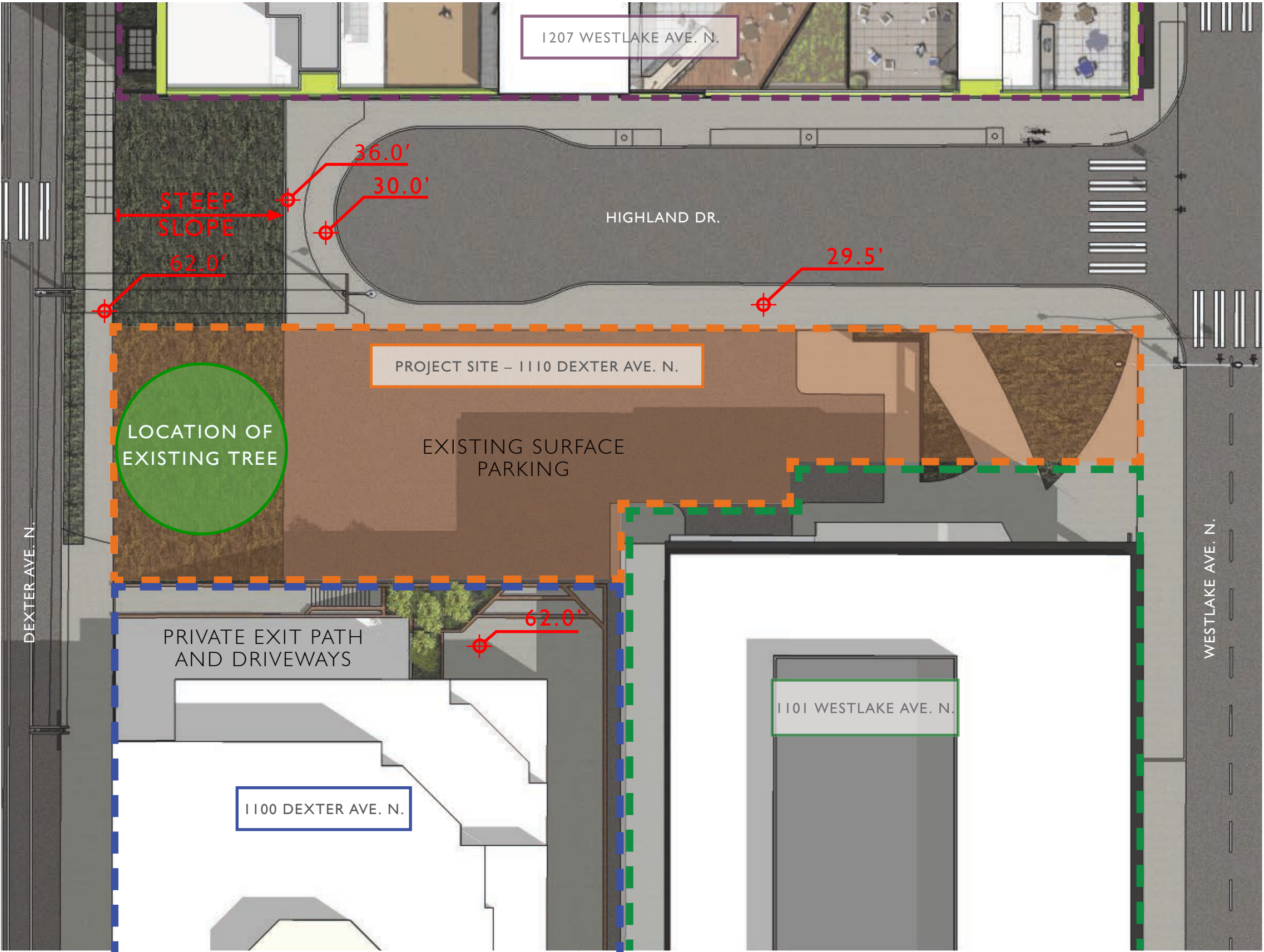
The project site is bounded to the South by two buildings.

1100 Dexter Ave. N. fronts Dexter Ave. N., and is Southwest of the project site.

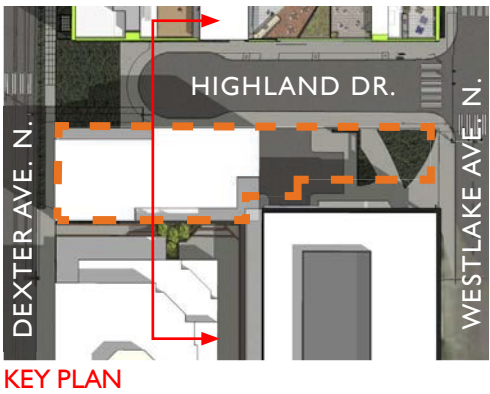
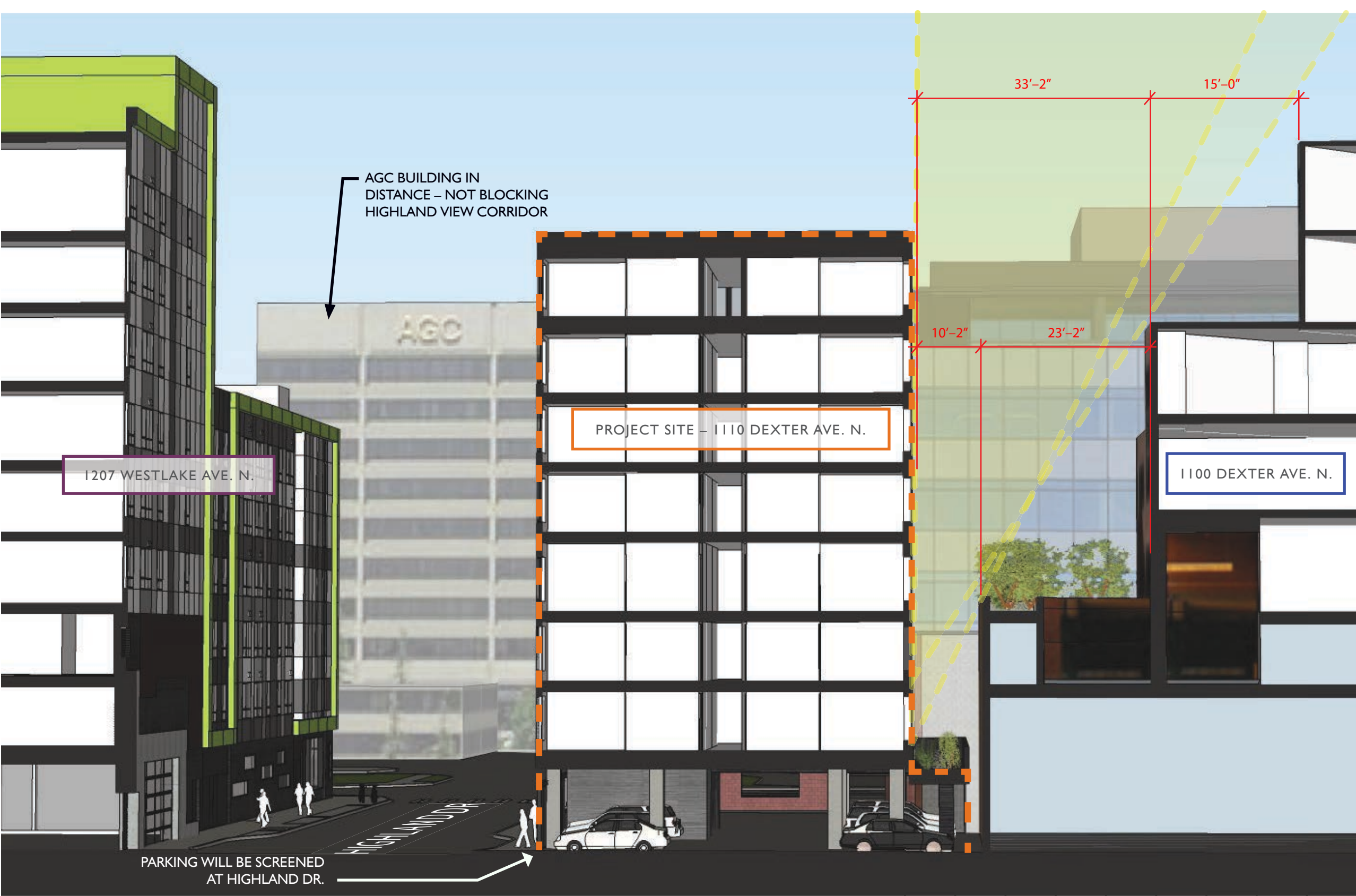
1101 Westlake Ave. N. fronts Westlake Ave. N., and is Southeast of the site.

To the North, across Highland Drive, is 1207 Westlake Ave. N., a project under construction until July of 2017.

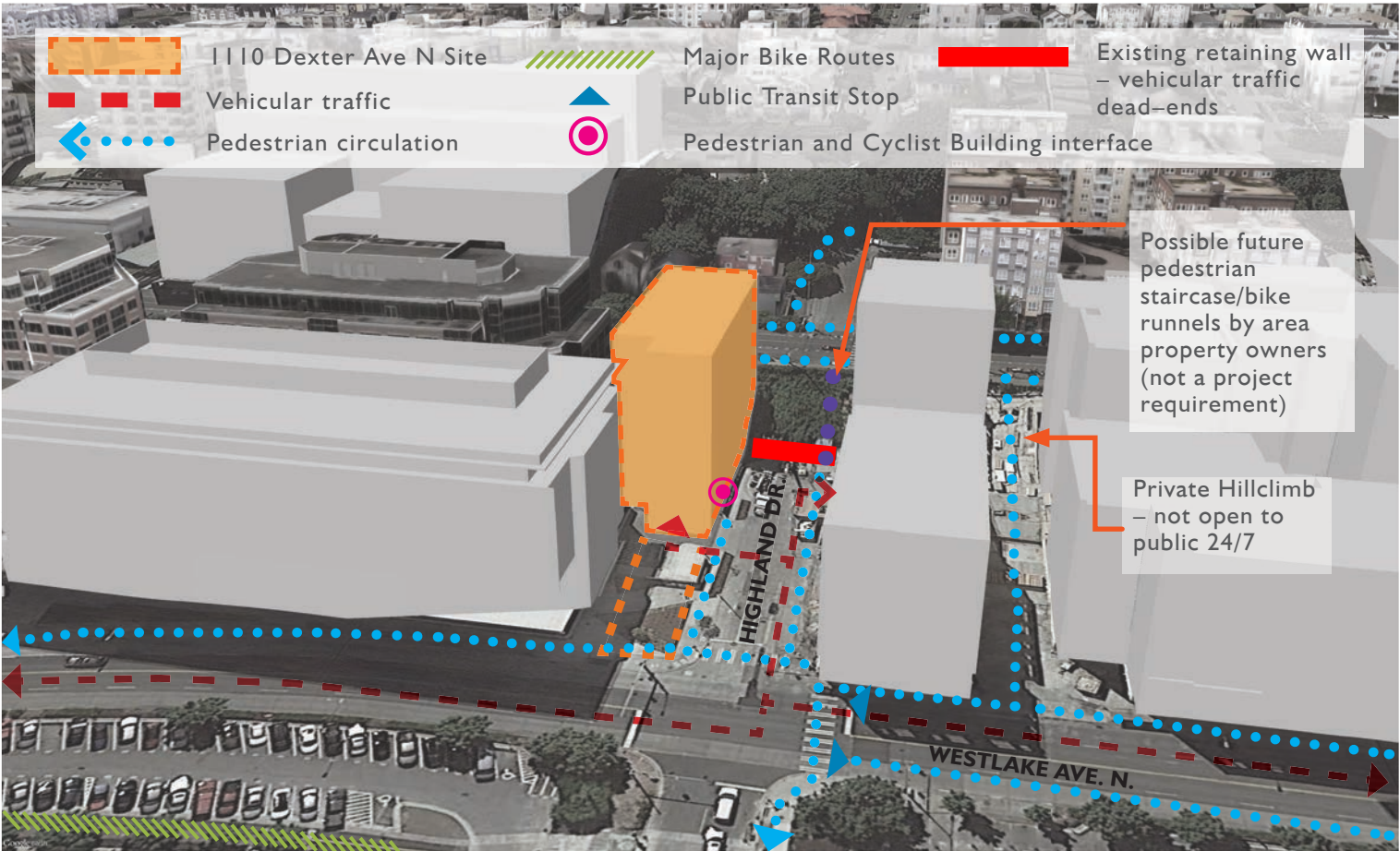
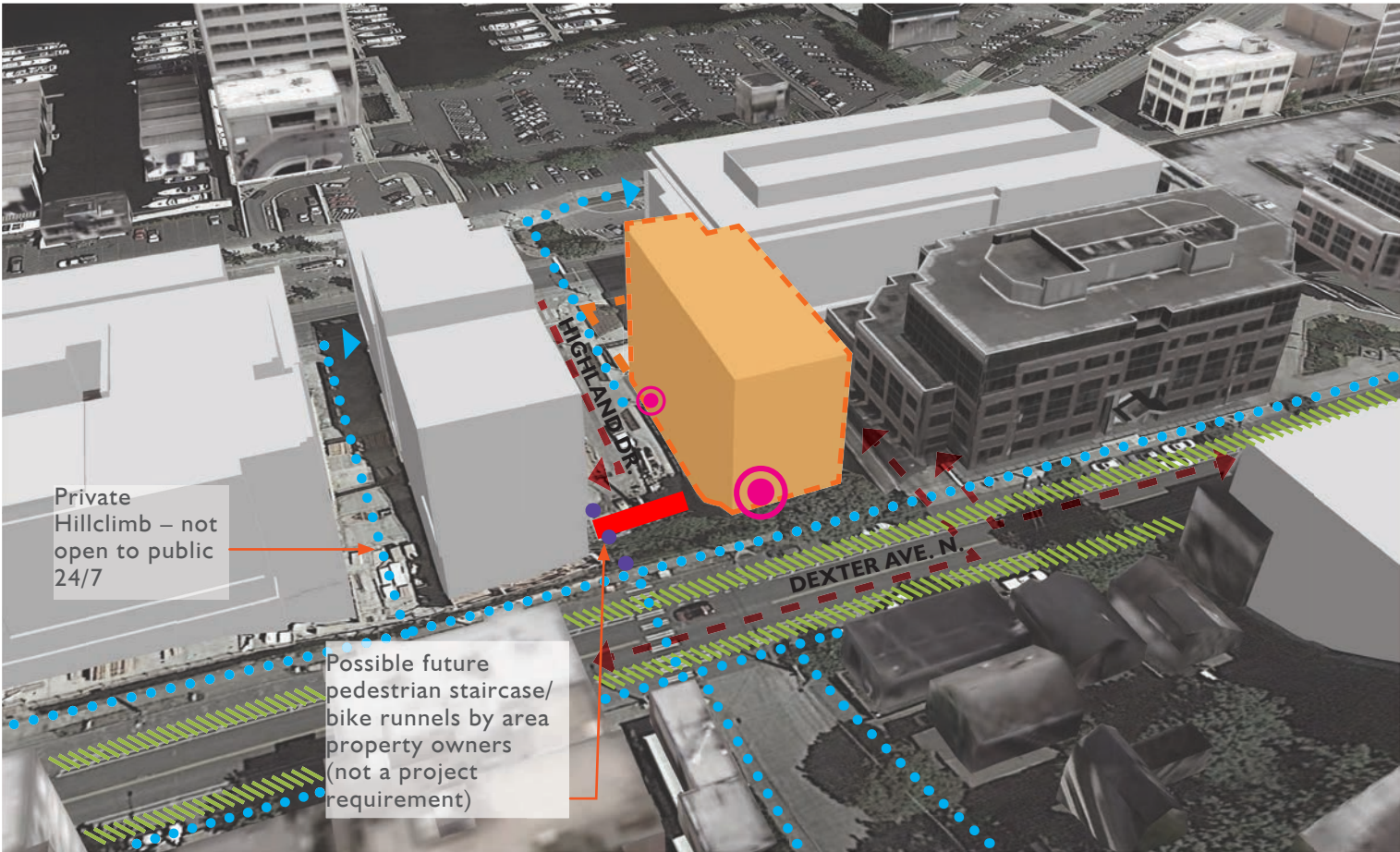
The existing site is located at the SE corner of Dexter Ave. N. and Highland Drive. The westernmost portion of the site is a steep slope adjacent to Dexter Ave. N., and the remainder of the site is a surface parking lot for 1101 Westlake Ave. N. There is a large, yet unhealthy, tree in the western steeply sloped portion of the site.



NEIGHBORING CONTEXT – SECTION AT LIGHTWELL CONDITION (FROM EDG)



SITE CONDITIONS / PRIORITY DESIGN GUIDELINES (FROM EDG)



APPLICANT’S KEY DESIGN GUIDELINES

The following guidelines have been identified by the applicant as highest priority guidelines for the project to address given the context and existing site conditions. The project strives to respond to these guidelines, as well as additional guidelines through the massing approaches.

CS1	Natural Systems and Site Features	Daylight and Shading (B.2) / Elevation Changes (C.2) / Interest with Project Drainage (E.2)
CS2	Urban Pattern and Form	Architectural Presence (A.2) / Site Characteristics (B.1) / Connection to Street (B.2) / Corner Site (C.1) / Height, Bulk, Scale (D.1) / Respect for Adjacent Sites (D.5) / Outlook and Overlook (SLU–I–i)
CS3	Architectural Context and Character	Architectural Context (SLU.II.i, SLU.II.v)
PL1	Connectivity	Adding to Public Life (A.2) / Pedestrian Volumes (B.2) / Pedestrian Amenities (B.3)
PL2	Walkability	Street Level Transparency (B.3) / Weather Protection (C.1, 2, 3)
PL3	Street–Level Interaction	Entries (A.1) / Residential Edges, Security and Privacy (B.1) / Human Activity (SLU.II.i)
PL4	Active Transportation	Planning ahead for Bicyclists (B.1, B.2, B.3)
DC1	Project Uses and Activities	Arrangement of Interior Uses – Visibility (A.1) / Parking and Service Uses – Below Grade Parking (C.1), Visual Impacts (C.2), Service Uses (C.4)
DC2	Architectural Concept	Site Characteristics and Uses (A.1) / Reducing Perceived Mass (A.2) / Facade Composition (B.1) / Blank Walls (B.2) / Secondary Architectural Features – Visual Depth and Interest (C.1), Dual Purpose Elements (C.2) / Human Scale (D.1)
DC3	Open Space Concept	Multifamily Open Space (B.4)
DC4	Exterior Elements and Finishes	Exterior Finish Materials (A.1) / Signage – Scale and Character (B.1)

PROJECT RESPONSE

At the urban scale, the proposed project will aim to strengthen the existing urban pattern, while conveying a unique building form and overall aesthetic. Given the site’s close proximity to adjacent buildings, incorporating setback areas and articulation creates interesting building forms while being respectful of the tight adjacencies to neighboring buildings. At a more intimate scale, the project needs to address the corner condition at Highland Drive and Dexter Ave N, while providing an engaging and activating building entry condition that contributes to a strong street edge. By designing the building to these guidelines, the project will stand the test of time and remain compatible and functional over a period of many years.

DESIGN INSPIRATION (FROM EDG)



SLOPED ROOF/DEEP EAVE/WOOD SOFFIT



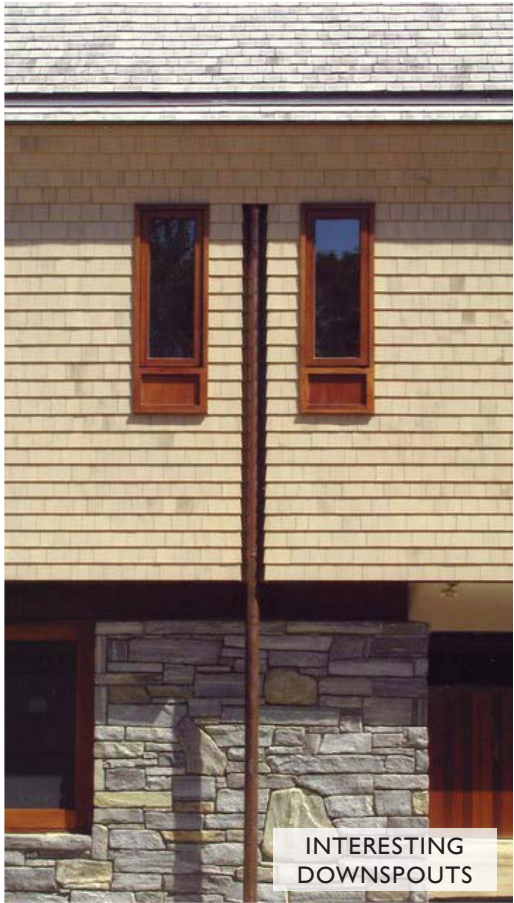
SMALL UNIT PRECEDENT



HERRINGBONE WOOD PATTERN



INTERESTING
DOWNSPOUTS



INTERESTING
DOWNSPOUTS



ASYMMETRIC PANEL PARKING
SCREENING



SCULPTURAL PARKING SCREENING



INTERESTING
DOWNSPOUTS



SLOPED ROOF/DEEP EAVE/WOOD SOFFIT



DARK PALETTE WITH WOOD HIGHLIGHT



DEEP EAVE WITH TALL GLAZING SYSTEM



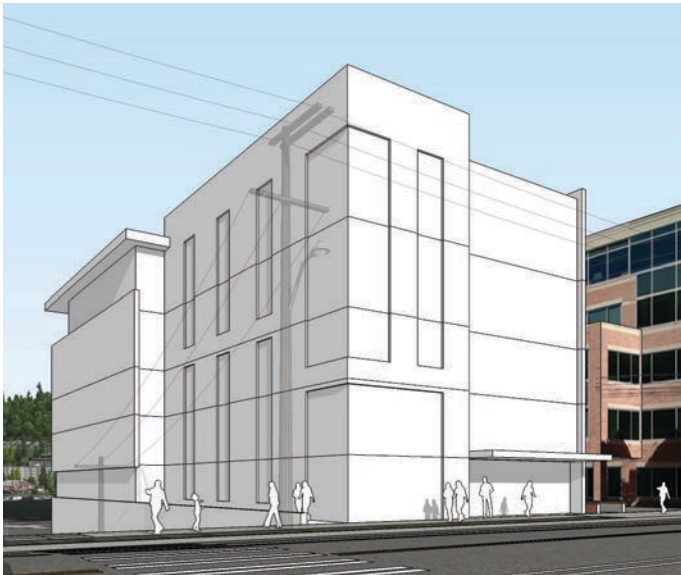
DEEP EAVE WITH OCULUS ELEMENT –
MASSING ARTICULATION REINFORCED
WITH MATERIAL CHANGES

MASSING OPTION COMPARISON (FROM EDG)

MASSING OPTION 1
TREE RETENTION



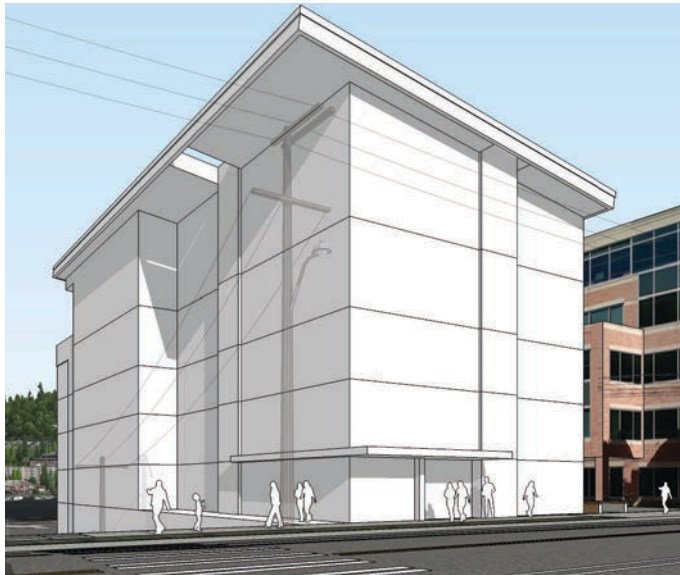
MASSING OPTION 2
RECTILINEAR PARAPET



MASSING OPTION 3
DEXTER/WESTLAKE DUALITY



MASSING OPTION 4
SLOPED PV ROOF



• Code-compliant – No departures



• Code-compliant – No departures



• Code-compliant – No departures



• Code-compliant – No departures

INITIAL ROOF FORM STUDIES (FROM EDG)

SLOPE – NORTH/SOUTH



SLOPE – EAST/WEST



BUTTERFLY – NORTH/SOUTH



BUTTERFLY – EAST/WEST



PARAPET



- Single slope with deep eaves offers interesting building form on east and west facades
- Single slope provides opportunity for rainwater collection and drainage
- Southern orientation optimal for solar photovoltaic
- Selected for further exploration



- Single slope upwards towards lake offers increased ceiling height for eastern units
- Lowest slope reduces building height along Dexter



- Roof form offers visual interest along Highland Dr
- Valley of roof slope follows building massing
- Valley of roof slope offers interesting opportunity for rainwater collection and drainage
- Selected for further exploration



- Butterfly roof oriented towards Dexter offers visual interest and break from neighboring building forms
- Peaks of roof oriented towards closest neighbor and Highland Drive



- Parapet-style roof blends in with neighboring context
- Different roof heights offers variation
- Selected for further exploration





THANK YOU