



EARLY DESIGN GUIDANCE

JUNE 1, 2016

403 DEXTER AVE N, SEATTLE, WASHINGTON

SDCI #3024377



VIA 1809 7TH AVE | STE 800
SEATTLE, WA 98101
206.284.5624
www.via-architecture.com

EARLY DESIGN GUIDANCE

CONTENTS

DEVELOPMENT OBJECTIVES	1
ZONING & LAND USE SUMMARY	2
SITE ANALYSIS	3
STREETScape	14
PRECEDENT EXAMPLES	20
RELEVANT DESIGN GUIDELINES	21
MASSING OPTIONS SUMMARY	22
DEVELOPMENT STANDARD DEPARTURES	34
PROJECT TEAM	35

DEVELOPMENT OBJECTIVES:

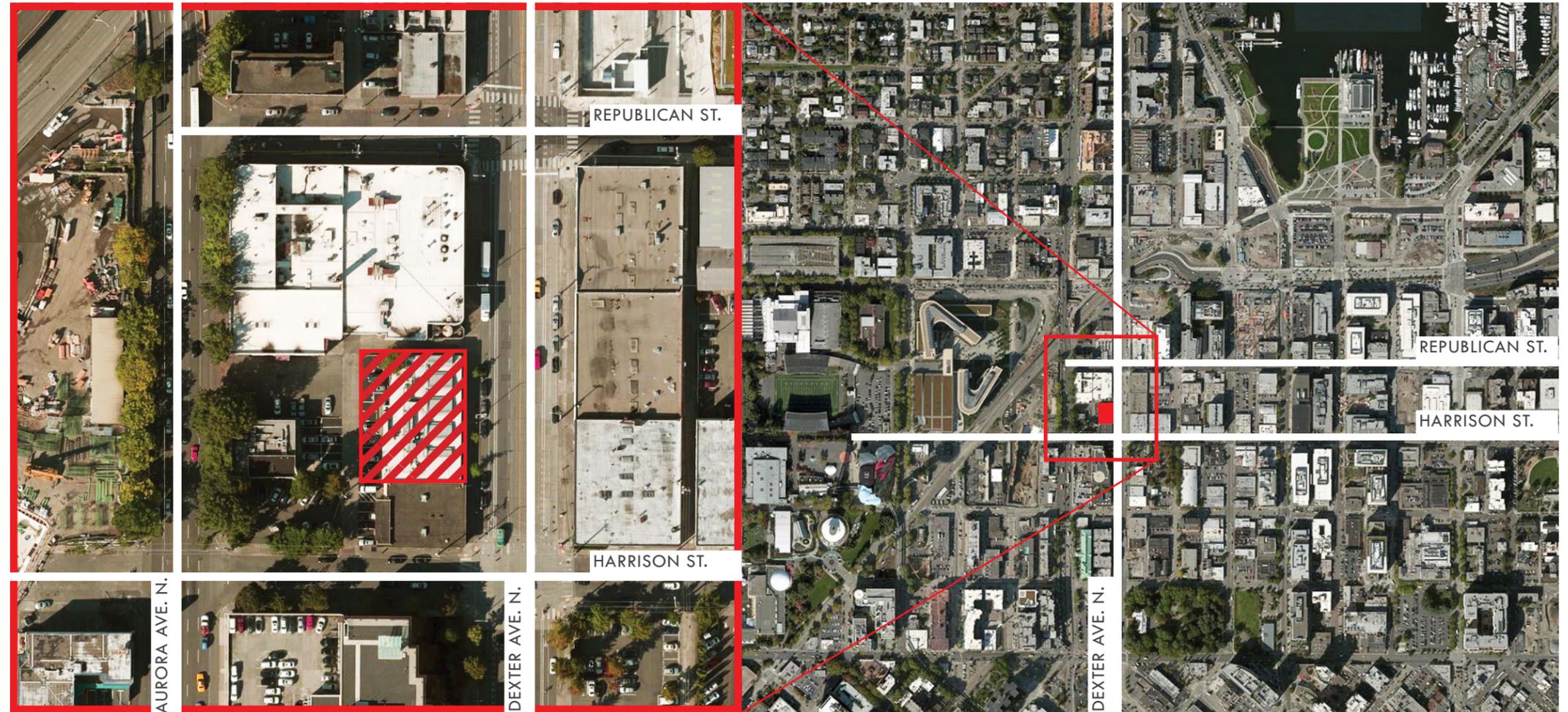
This project is one of three that Wilshire Capital is developing in the South Lake Union area. These projects are a welcome commitment to urban living and enduring value through quality construction, and will help to balance the new job creation in the district.

This site was reviewed by the West Board at a previous Early Design Guidance Meeting, at which time a 240' tower was proposed. That application has been withdrawn, and the current design proposes a structure not exceeding the 85' base height limit. Since the previous proposal was substantially different, SDCI has asked that the applicant return to the Early Design Guidance stage so that the Board can address and provide guidance for the revised design.

The project context includes residential uses intermixed with newer commercial developments to the north, east, and south of the site. There are also some older two and three story commercial projects that are part of the history of the neighborhood. The context is evolving rapidly - within just a few blocks several new office and residential buildings are under construction, and new applications for development are pending throughout the district. In addition, the introduction of new infrastructure projects, including Mercer Street and the unbraiding of the SR99 bored tunnel, promise to transform the neighborhood's streetscape and pedestrian environment.

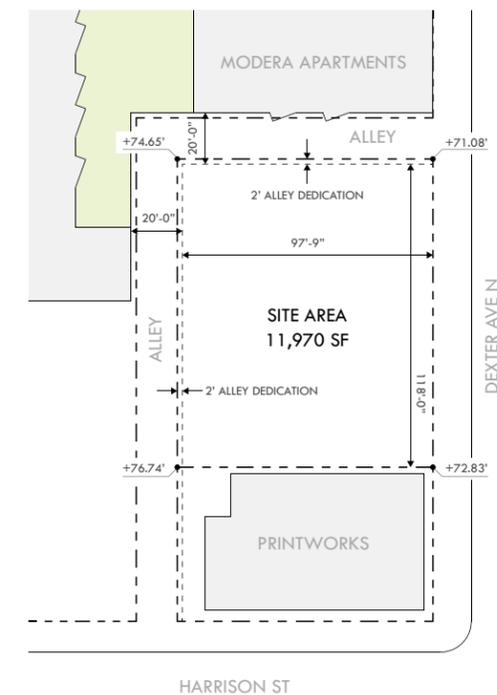
The project seeks to develop urban multifamily housing within this evolving neighborhood. The project offers much needed housing and street activation in the district. It also offers an appropriate scale and presence to its immediate neighbors.

The project proposes a significant street-oriented courtyard along Dexter, as well as a rooftop deck for residents. Parking and services will all be handled from the alleys adjacent to the property.



PROJECT STATISTICS:

SITE AREA (SF)	11,977
APARTMENT UNITS	91
FLOOR AREA ABOVE GRADE (SF)	81,000
PARKING STALLS	50
NUMBER OF FLOORS ABOVE GRADE	8

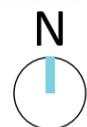
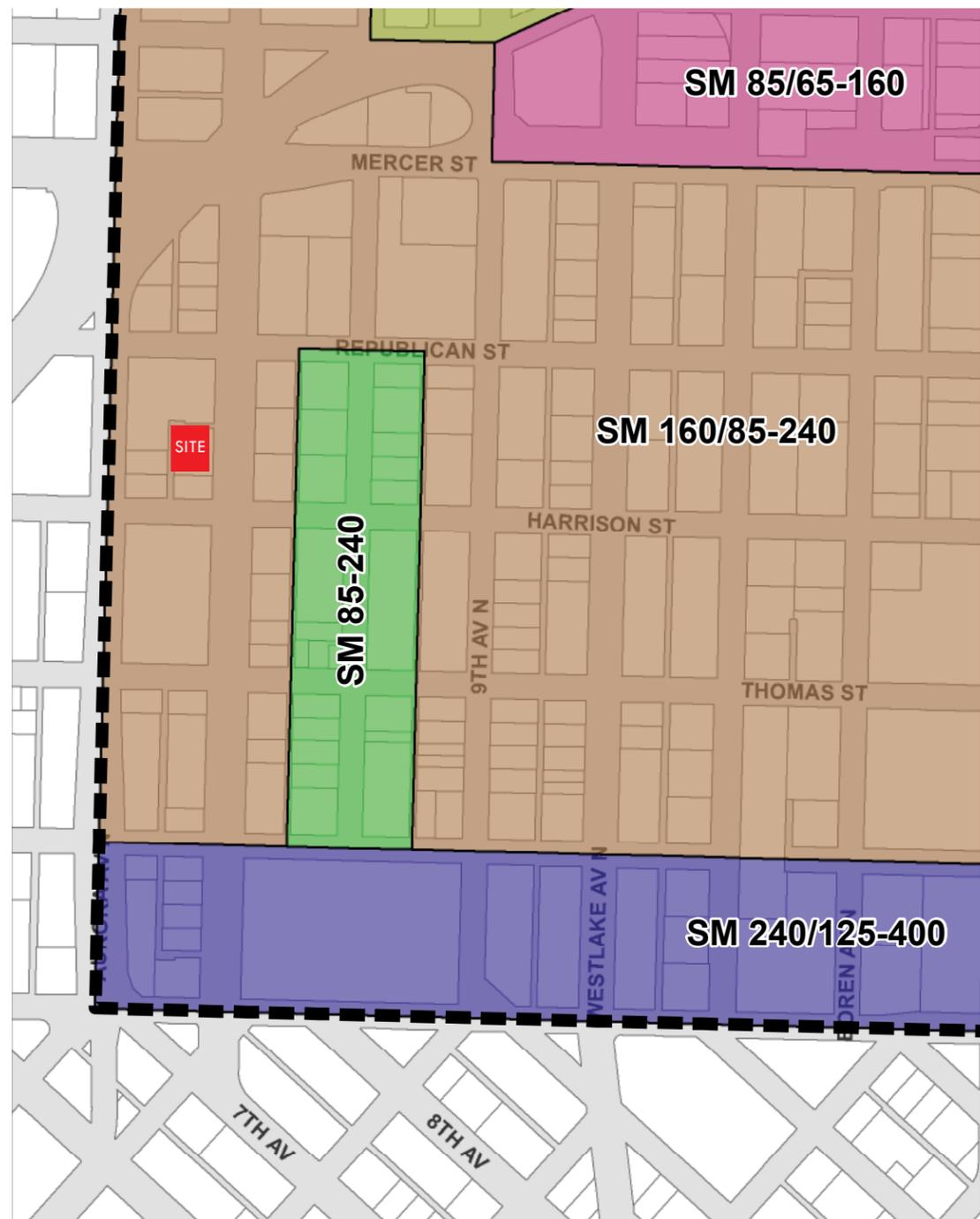


Zoning Analysis (Summary of applicable development standards from the Seattle Municipal Code)

Address: 403 Dexter Avenue North - South Lake Union Urban Center
 Zoning Designation: SM 160/85-240
 Lot Area: 11,977 SF
 Street designation: Class II Pedestrian Street

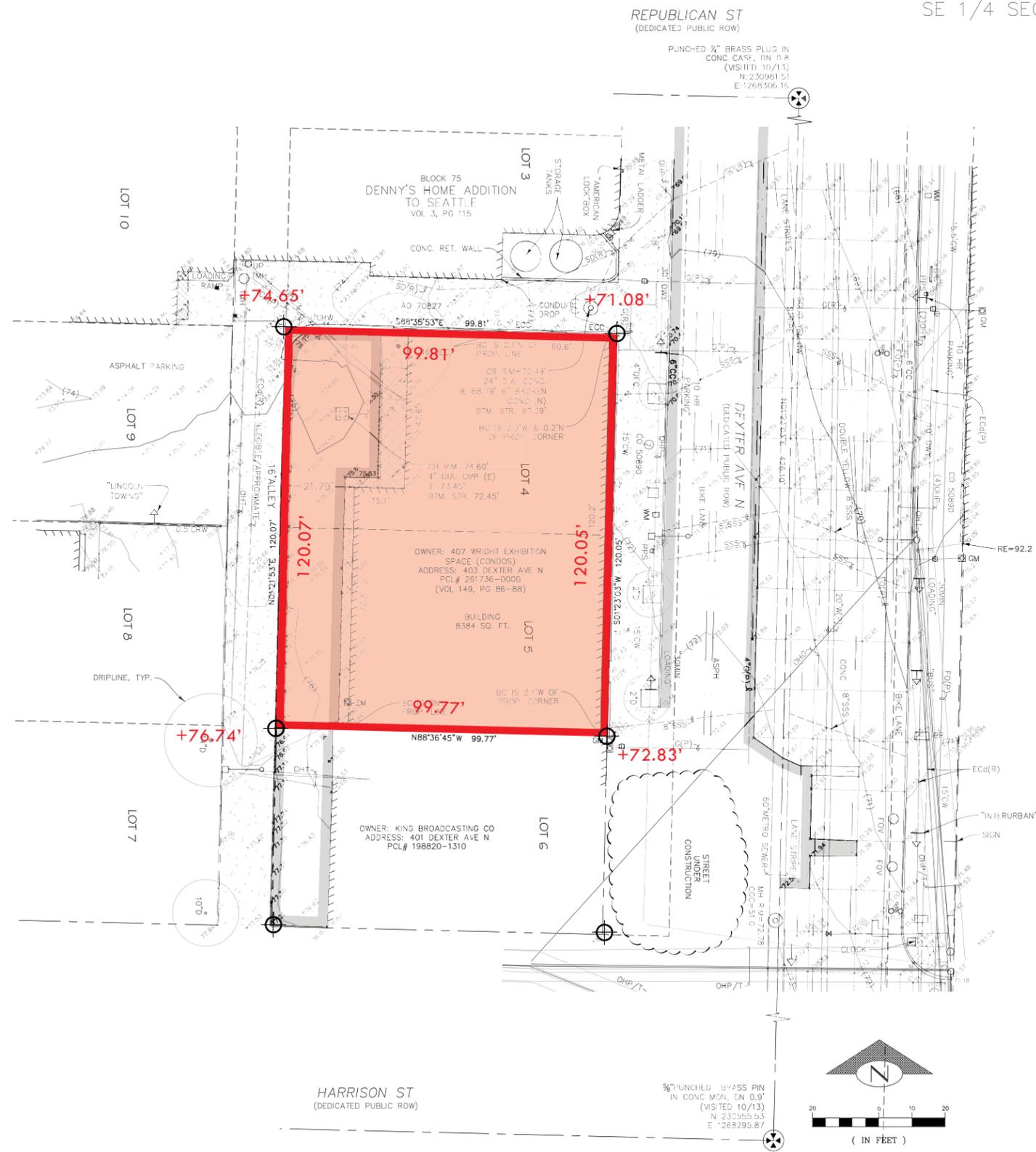
Topic & Reference	Code Language (Paraphrased Summary)	Project specific application or interpretation
Street Level Uses: 23.48.005	All uses are permitted outright, either as principal or accessory uses, except those specifically prohibited by subsection 23.48.005.B and those permitted only as conditional uses by subsection 23.48.005.C.	Residential, sales & services and restaurant are anticipated allowed uses. Dexter is classified as a Class II Pedestrian street. There are no required ground floor use requirements.
Floor area ratio 23.48.020, 23.48.220	Table B, SM 160/85-240: Maximum 6.0 FAR for structures that do not exceed the base residential height limit and include any residential use.	Underground stories, retail uses at grade, 3.5% mechanical space are exempt from FAR limits
Structure height 23.48.025, 23.48.225	A. Residential base height limit is 85'. C. Rooftop features: 2) Open railings, planters, skylights, clerestories, parapets may extend up to 4 feet above the maximum height limit . 4) Rooftop features (such as mechanical, elevator and stair penthouses and common amenity area) may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection 23.48.010.H.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment. 7) At the applicant's option, the combined total coverage of all features listed in subsections 23.48.010.H.4 and 23.48.010.H.5 above may be increased to 65 percent of the roof area, provided that mechanical equipment is screened and no rooftop features are located closer than 10 feet to the roof edge.	
Street-level development standards 23.48.040, 23.48.240	23.48.040.A General Facade Requirements: 1) Primary pedestrian entrance. Each new structure facing a 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. 2) A minimum facade height of 25' is required for the street-facing facades of new structures (at this location). B. Transparency and blank facade requirements apply to all street-facing, street level facades, except for portions of structures in residential use, as follows: 1) a minimum of 60 percent of the street facing facade must be transparent (between 2 feet and 8 feet above a sidewalk); 2) blank facades shall be limited to segments 15 feet wide, and shall not exceed 40 percent of the street facade of the structure. C. Development standards for required street level uses, and street-level uses exempt from FAR calculations: 2) The space occupied by street-level uses shall have a minimum floor-to-floor height of 13 feet and extend at least 30 feet in depth at street level from the street-front facade. 23.48.240.B.1.b The street-facing facade of a structure may be set back up to 12 feet from the street lot line. 3) Any required outdoor amenity area is not considered part of the setback area and may extend beyond the limit on setbacks from the street lot line.	The project proposes a development standard departure to allow for a 5' wide portion of the street-facing facade to be less than 25'. The project proposes to match the height of 1-story structure immediately south of the non-compliant facade. Project proposes a street-oriented courtyard that exceeds setback limits, but which will qualify for required outdoor amenity area, and is therefore exempt.
Amenity area for residential uses 23.48.045	A. Amenity area is required for all new development with more than 20 dwelling units. B. An area equivalent to 5 percent of the total gross floor area in residential use shall be provided as amenity area, except that, in no instance shall the amount of required amenity area exceed the area of the lot. C. Required amenity area shall provide access to all residents and be located at or above ground level. A maximum of 50 percent of the required amenity area may be enclosed. The minimum horizontal dimension for required amenity areas is 15 feet, except that the minimum horizontal dimension is 10 feet for amenity areas provided as landscaped open space accessible from the street at street-level. The minimum size of a required amenity area is 225 square feet. Amenity area that is provided as landscaped, street-level open space that is accessible from the street shall be counted as twice the actual area in determining the amount provided to meet amenity area requirement.	The project proposes a street-oriented courtyard at ground level, and roof level outdoor deck are proposed to meet the residential amenity requirement.
Screening and landscaping standards 23.48.055	A) Green Factor score of .30 or greater required, Street trees shall be provided in all planting strips. D1) Existing street trees may count toward meeting the street tree requirement.	Green factor will be accommodated at the street and the various roof terraces. No street trees currently exist. New street trees are planned.
Required parking and loading 23.48.085	A) Off-street parking spaces and bicycle parking are required according to Section 23.54.015. Per table A, South Lake Union is in an "Urban Center" and no minimum parking standards apply for the proposed uses. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table E: Retail, restaurants: 1: 12,000 SF long term, 1:2000 SF short term. Residential 1:4 Units: After the first fifty (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Table E	Approximately 24 resident long term bike parking spaces are planned inside the building and 4 bike rack spaces at the sidewalk.
Parking and loading location, access and curbcuts 23.54.035	D) Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection	Residential is not one of the listed uses requiring a loading berth per 23.54.035 Table A. Parking access is proposed from the alley.

ZONING MAP

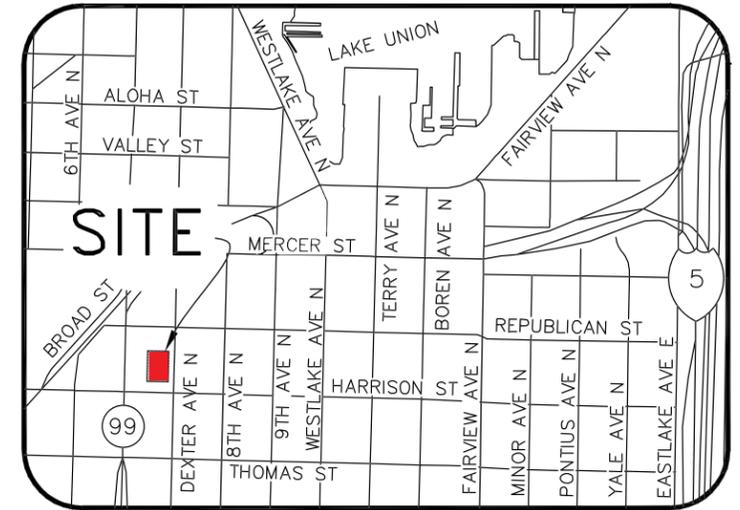


EXISTING LAND USE DIAGRAM





SE 1/4 SEC



VICINITY MAP
NO SCALE

SITE SURVEY

The site is currently occupied by a one-story masonry building, which was originally a warehouse but was adapted to house an art gallery and offices in 1999. Immediately neighboring the site to the north is the future 435 Dexter project, a 7-story residential building housing 294 residential units. The parcel directly to the south, included in Site Configuration B, houses a commercial printer. The alley that wraps around the west and north edges of the site is paved and the site frontage faces Dexter Avenue N. There is a slight change in elevation across the site, which slopes upward approximately five feet between the northeast corner and the southwest corner.

The UW Medicine campus is located in the block north of Republican Street and east of Dexter Avenue N. Directly across Dexter Avenue N. is the site of a new 12-story office building with 252,000sf of office space and 13,800sf of ground-level retail. The block to the south of Harrison Street is a future development site owned by Kilroy Realty. The north portal to the SR 99 bored tunnel is located to the west of the block on which the project site is located.



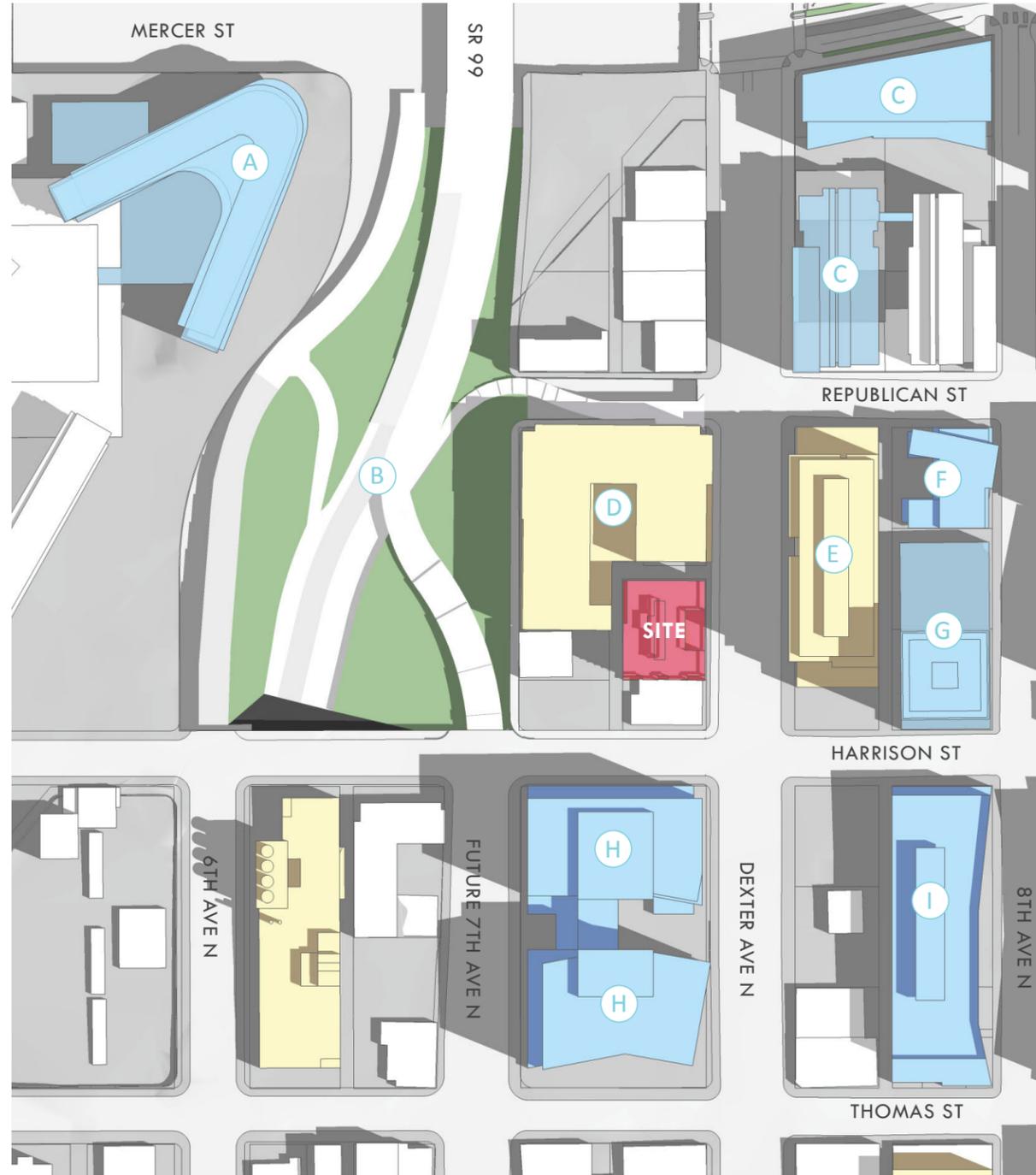
AERIAL VIEW OF SOUTH LAKE UNION



PLAN VIEW OF SOUTH LAKE UNION

LEGEND

- UNDER CONSTRUCTION OR STARTING CONSTRUCTION
- IN APPLICATION STAGE/DESIGN REVIEW
- PROJECT SITE



A DEVELOPING CONTEXT

The South Lake Union district is developing rapidly. In just the blocks surrounding the site, there are several projects proposed, underway, or recently completed. The diagram to the left outlines these, and gives a better sense of the context into which the 403 Dexter Ave N project will be integrating.

LEGEND

- IN APPLICATION STAGE/DESIGN REVIEW
- PROJECT SITE



A Gates Foundation Phase II



B SR 99 Bored Tunnel North Portal



C Future UW Medicine Buildings



D 435 Dexter Ave N, 294 residential units



E 400 Dexter Ave N, 252,000sf office



F 433 8th Ave N, 87 residential units



G 401 8th Ave N, 294 residential units

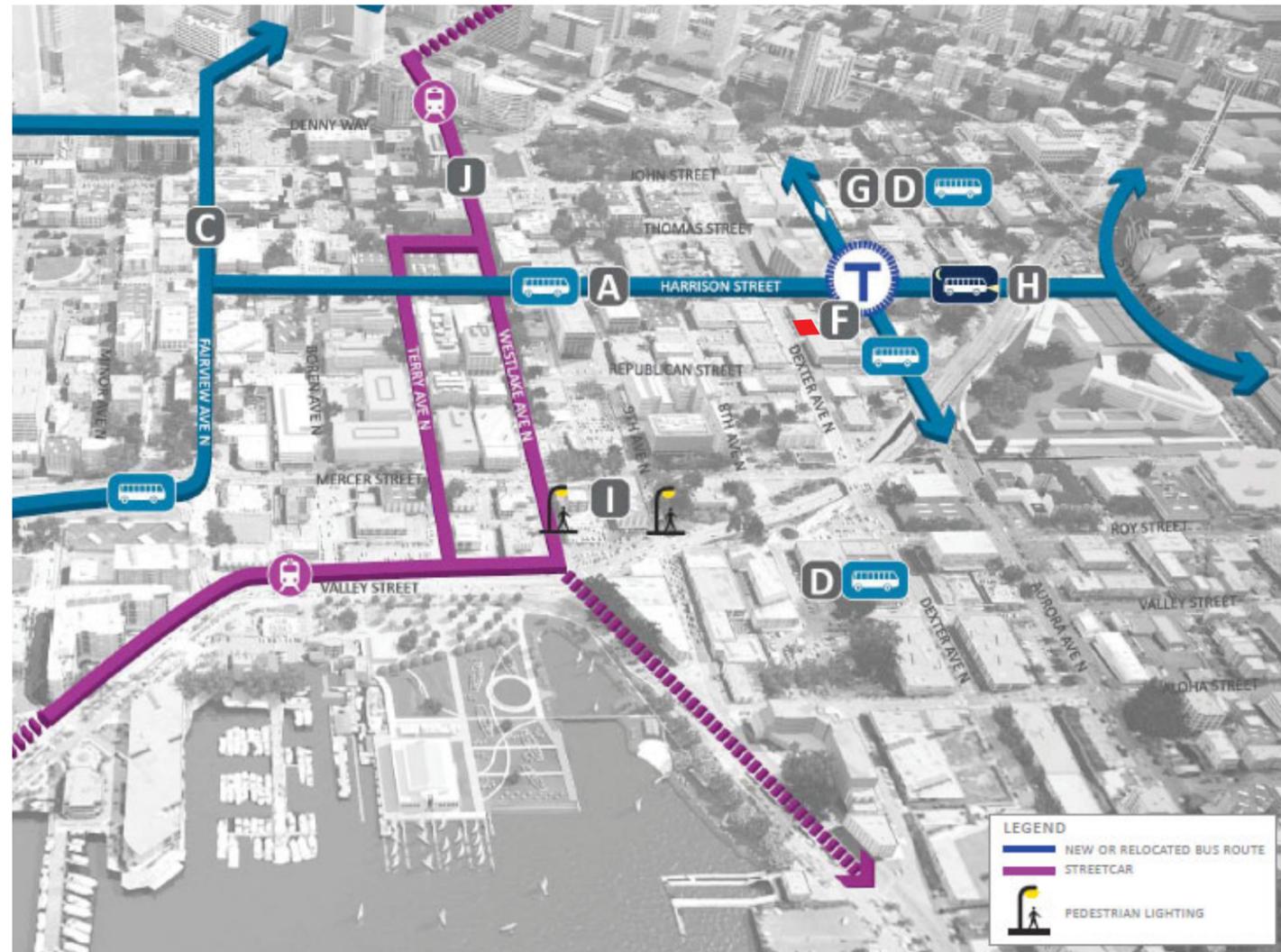


H 333 Dexter Ave N, 582,000sf office



I 333 8th Ave N, 194,000sf office

ANTICIPATED FUTURE TRANSIT



EMERGING STREET CONTEXT



Existing transit service runs primarily north - south and at the edge of the neighborhoods

SITE ANALYSIS

EXISTING BUILDING INFORMATION

403-407 DEXTER AVE N



IMAGE SOURCE: WIKIMEDIA COMMONS

Name (Traditional / current): 407 Wright Exhibition Space

Year Built: 1959

Street & Number: 403-407 Dexter Ave N

Assessor's File No.: 2617360000

Original Owner: Bagley C. Wright + Virginia Bloedel

Present Owner: WC Seattle III LLC

Contact: Scott Sorensen
1600 Rosecrans Avenue,
Media Center Building, 4th Floor
Manhattan Beach, CA 90266

Original Uses: Warehouse

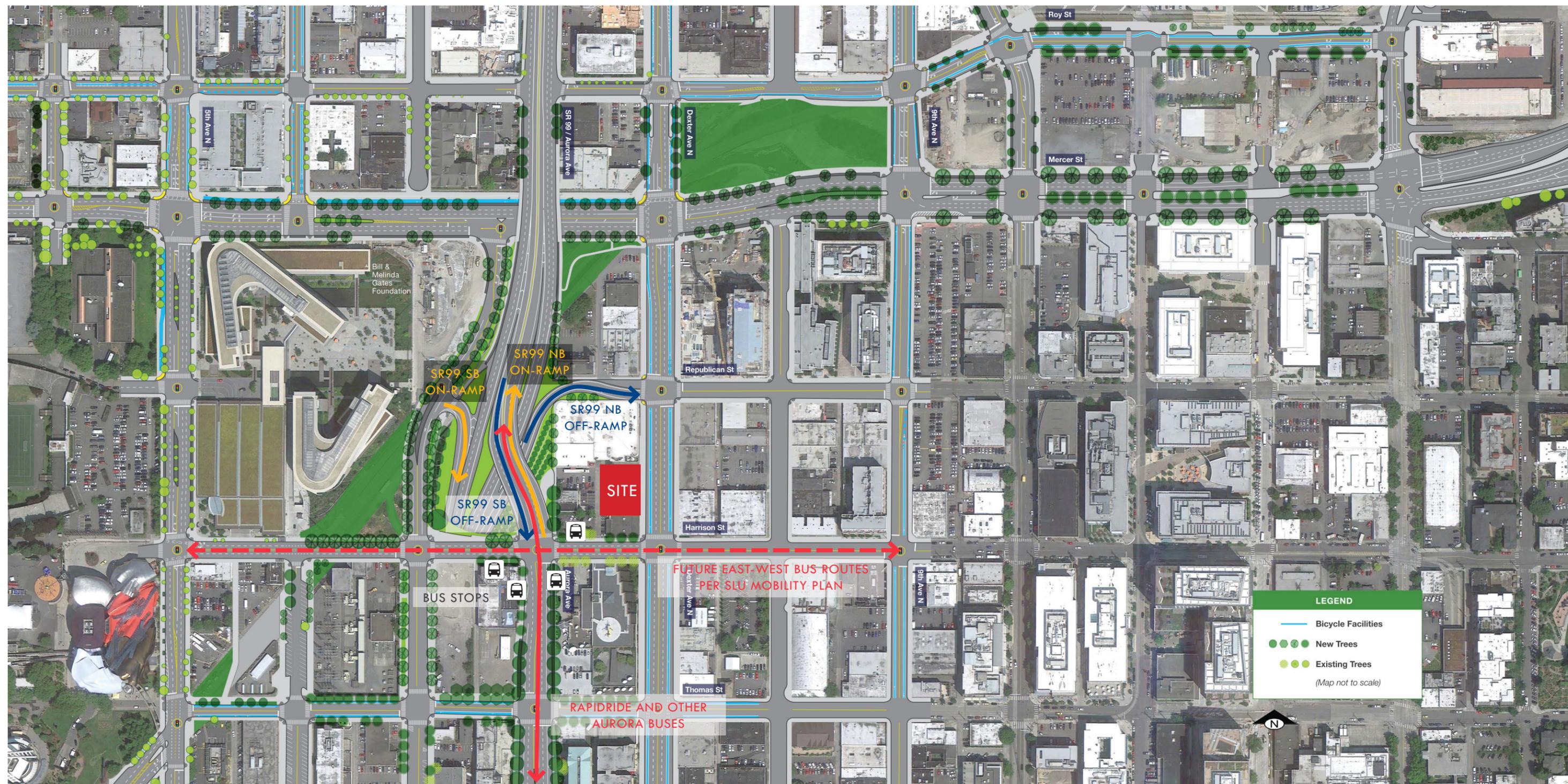
Current Use: Nonprofit gallery devoted to 20th-century and contemporary art

Original Architect: Unknown

Plat/Block/Lot: DENNYS D T 1ST ADD/Block 103/Lot 5

Legal Description: Lot 5, Block 103, David T. Denny's First Addition to North Seattle, according to the plat thereof recorded in Volume 1 of Plats, page 79, Records of King County, Washington.

TRANSPORTATION CONTEXT

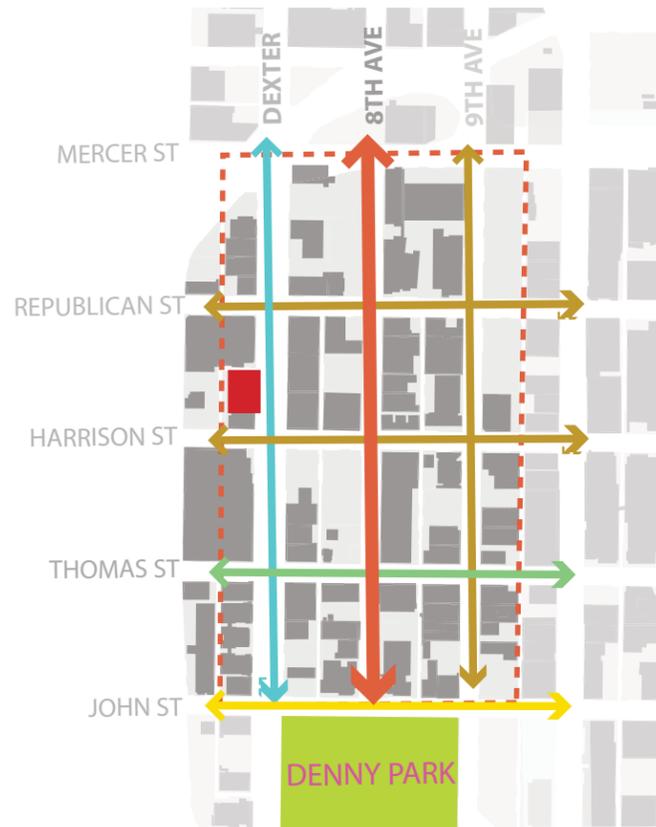


SITE ANALYSIS

STREETSCAPE VISION AND GOALS

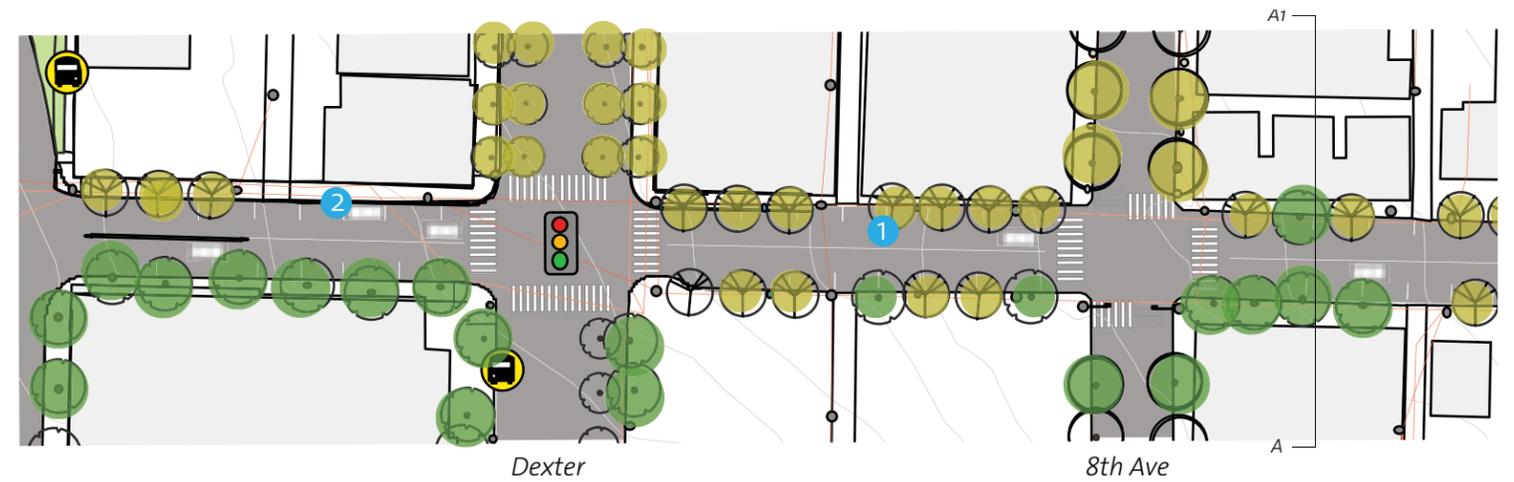
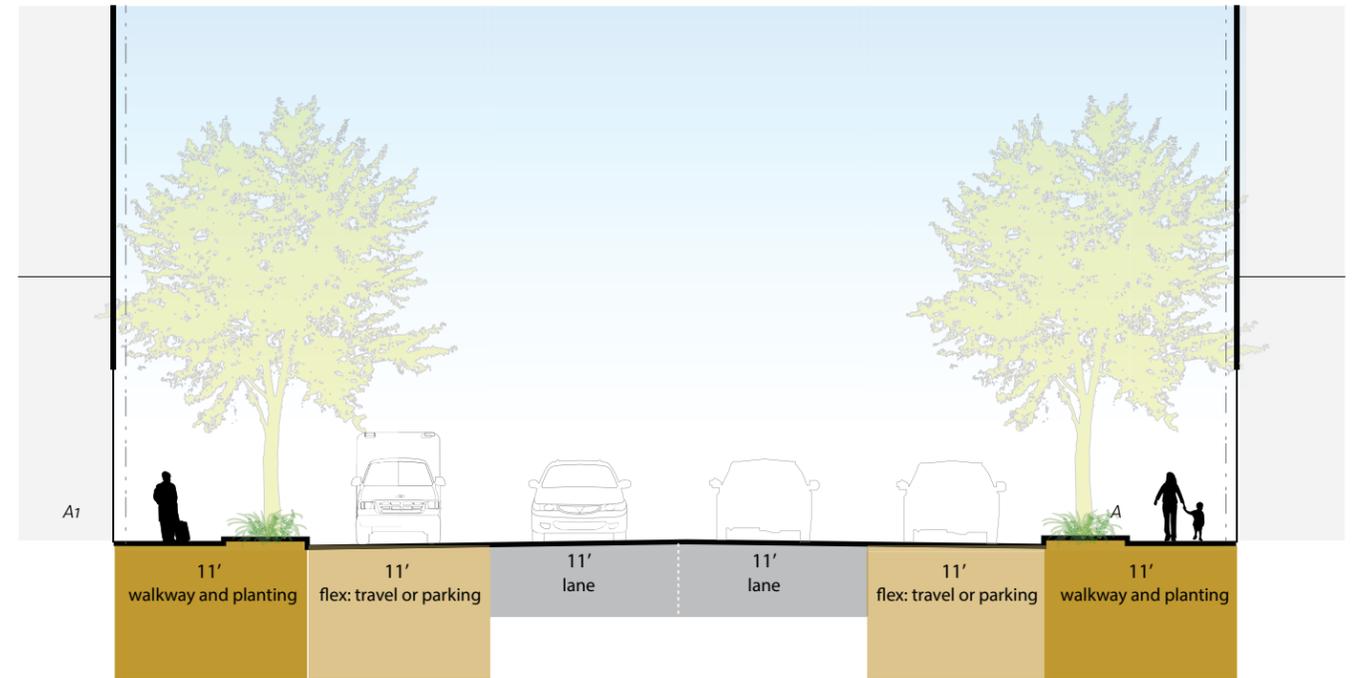
The South Lake Union Framework Plan classifies streets according to the desired character of the street. In the project area, Republican, Harrison and 9th are shown as mixed-use streets, which are secondary routes to and through the neighborhood. They may have transit, and serve a variety of land uses. Standard sidewalk and landscape would be adequate.

Dexter, and a boulevard, has a higher intensity of transportation use for all modes. Landscaping, tree canopy and pedestrian safety measures are suggested in order to provide comfortable, human scale spaces along a wide street.



- █ BOULEVARD
- █ MIXED USE
- █ SHARED USE STREET (WOONERF)
- █ GREEN STREET
- █ FESTIVAL STREET

HARRISON STREET CONCEPT

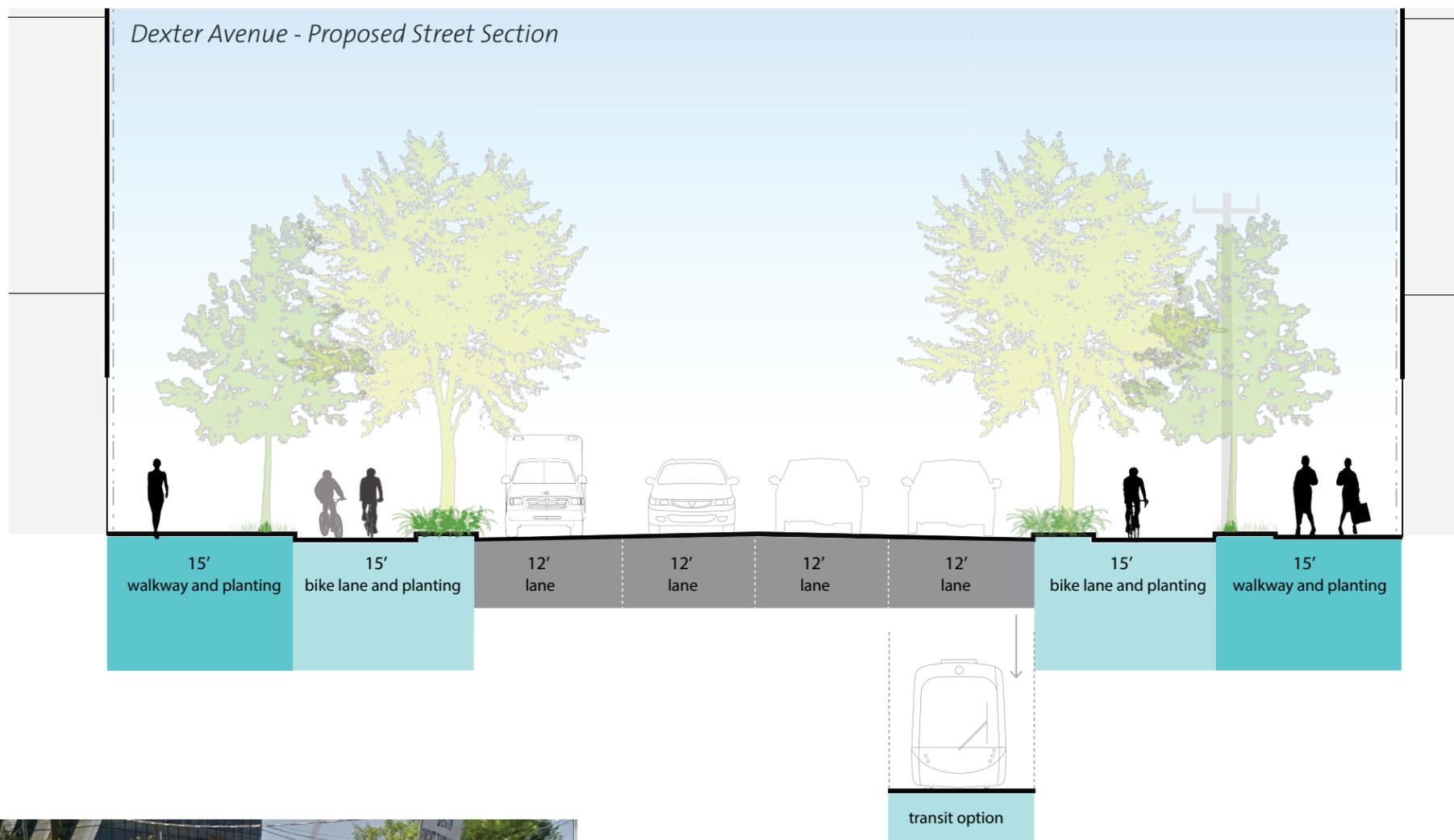
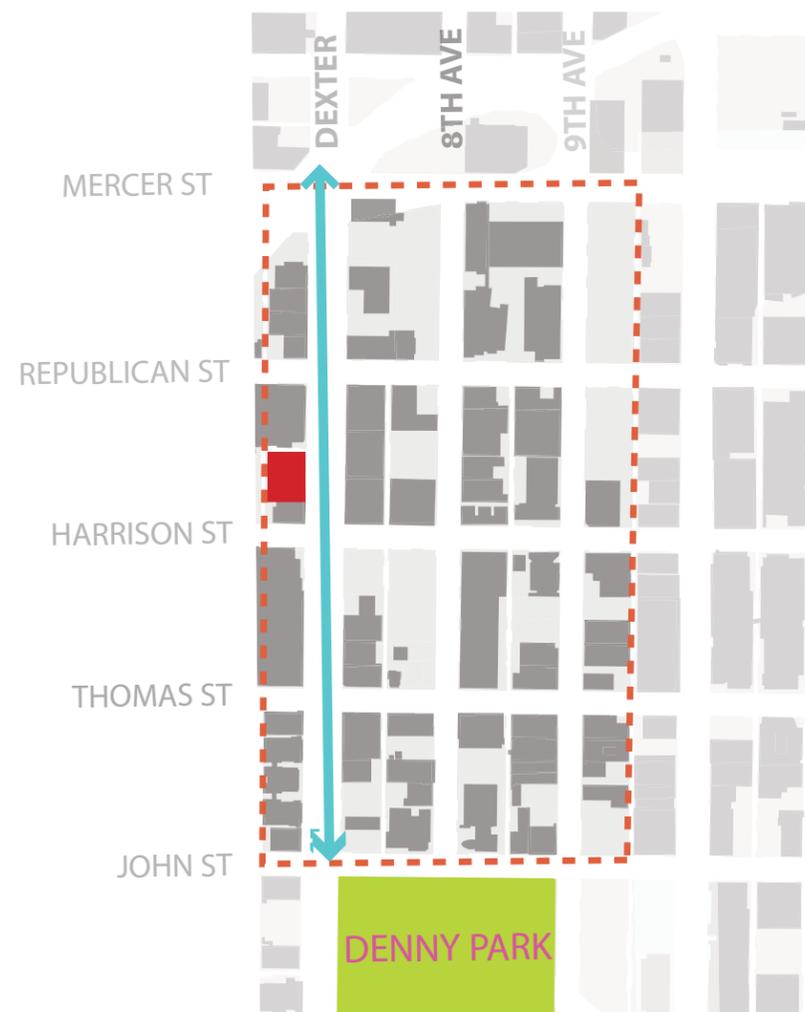


- key
- existing trees
 - proposed trees
 - utility lines

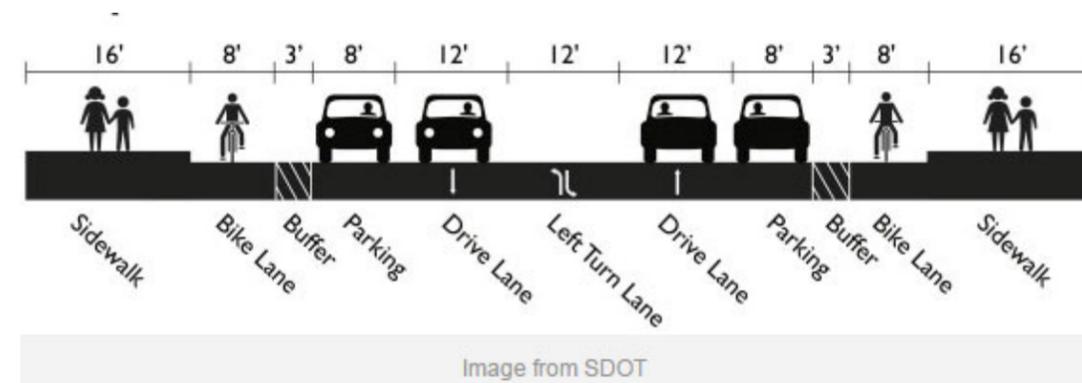
9TH AND DEXTER CONCEPT

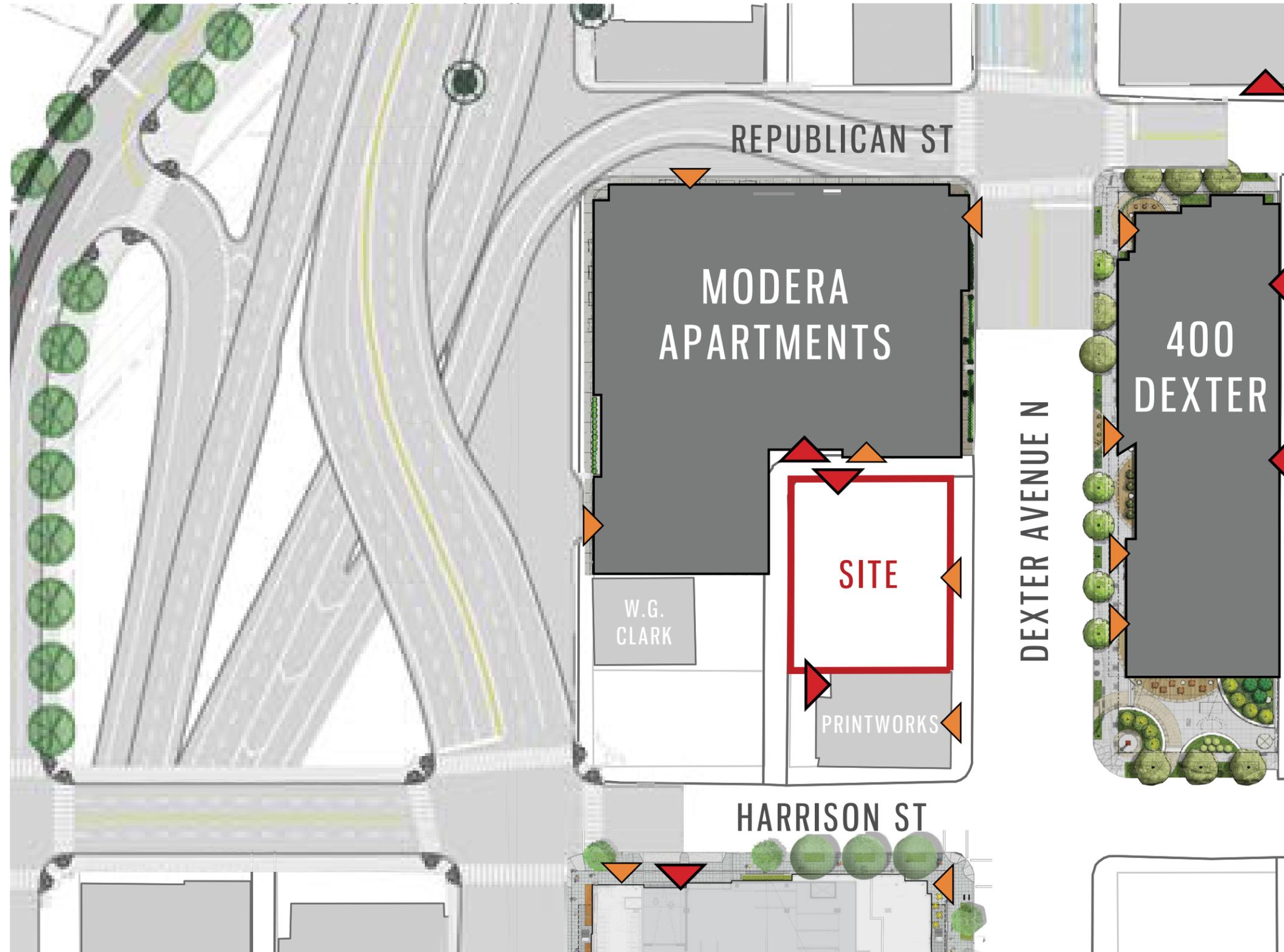
Dexter is designated as a Minor Arterial on the City of Seattle Arterial Classifications Map, and an On-Street Urban Trail in the Transportation Strategic Plan Bicycle Classification Map, and a Major Transit Street on the Transit Classification Map

Dexter is of particular interest because of its untapped potential, its unusual width, and its role as a significant piece of the city's cycling infrastructure. SDOT recently installed a buffered bicycle lane along the length of the street. Because of this recent improvement, it is unclear what the implementation strategy is for the Dexter Street Concept Plan - the design team will coordinate with SDOT to determine how to best support their future intentions.



DEXTER AVENUE - EXISTING CONDITIONS (LOOKING SOUTH)





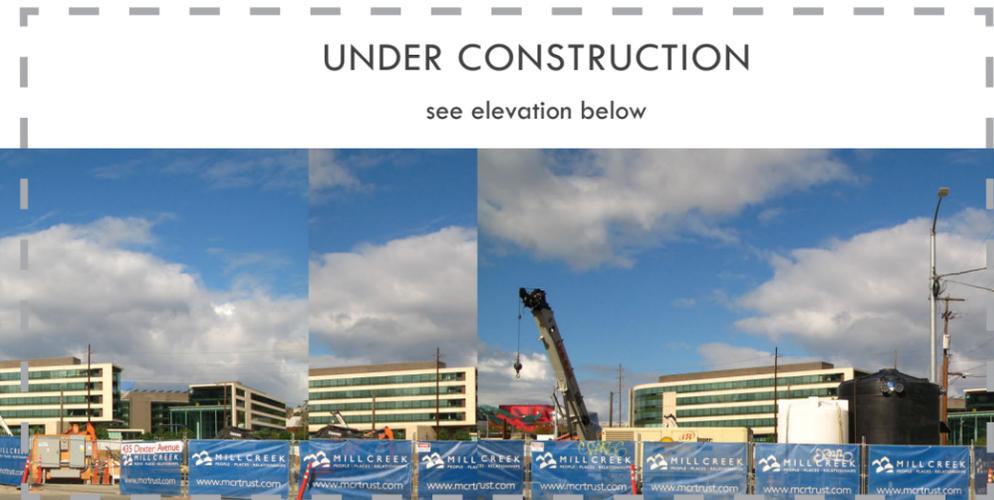
OPEN SPACE DIAGRAM



- OPEN SPACE
- GREEN STREET
- PEDESTRIAN ROUTE
- LAKE TO BAY TRAIL



PROJECT LOCATION



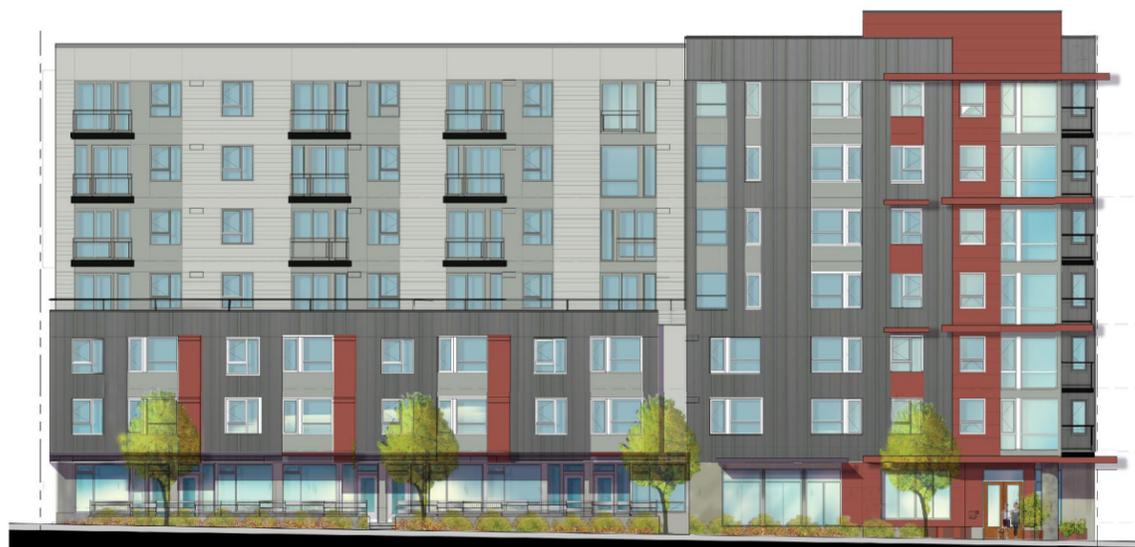
UNDER CONSTRUCTION

see elevation below

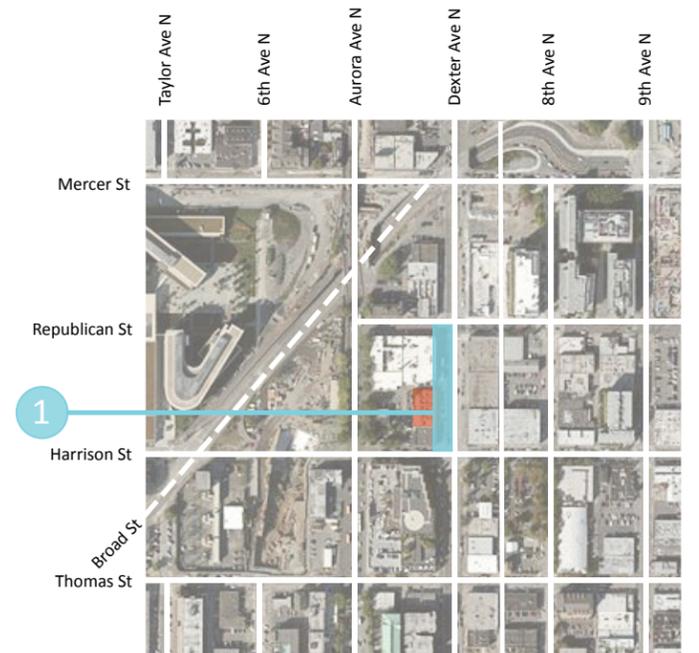


1

DEXTER AVENUE, FACING WEST, BETWEEN REPUBLICAN ST AND HARRISON ST



435 DEXTER AVENUE N - EAST ELEVATION (NOT TO SCALE - ENCOMPASSES FULL WIDTH INDICATED ABOVE)



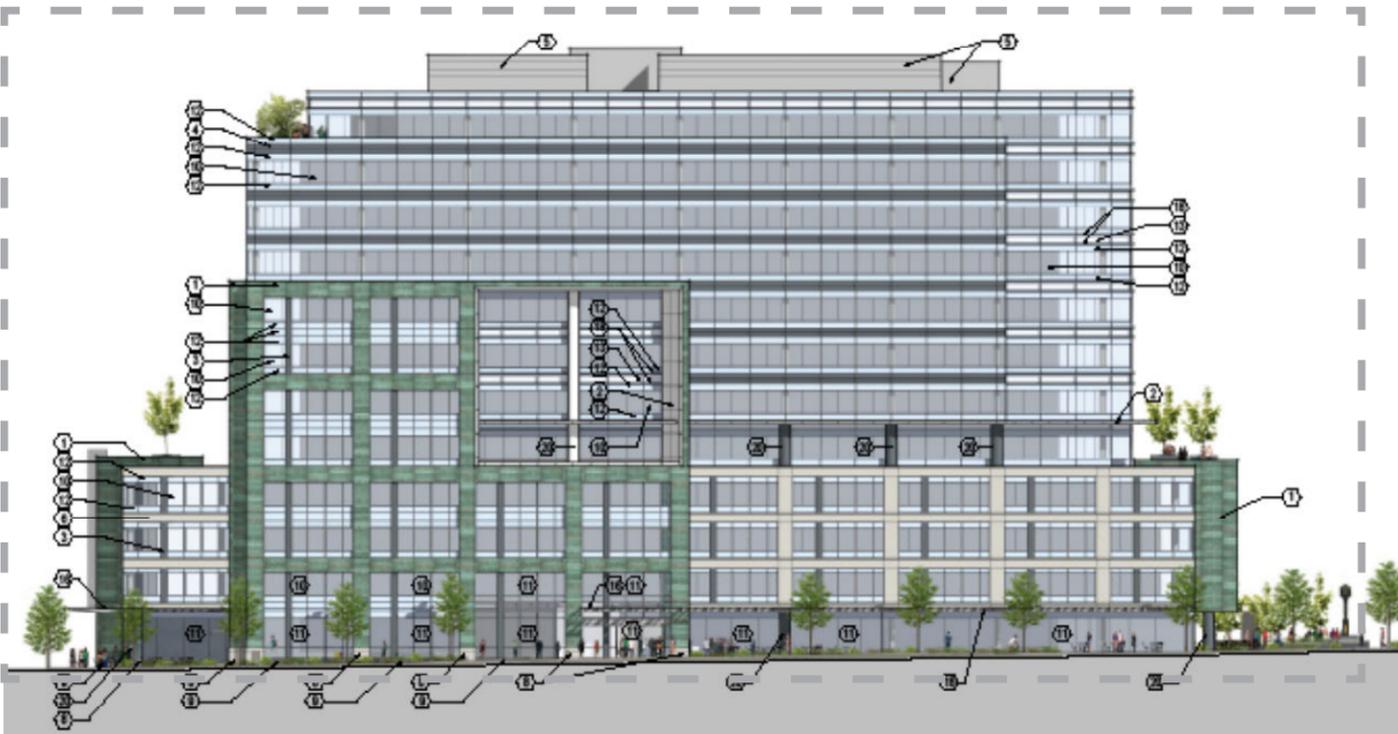
UNDER CONSTRUCTION

see elevation below

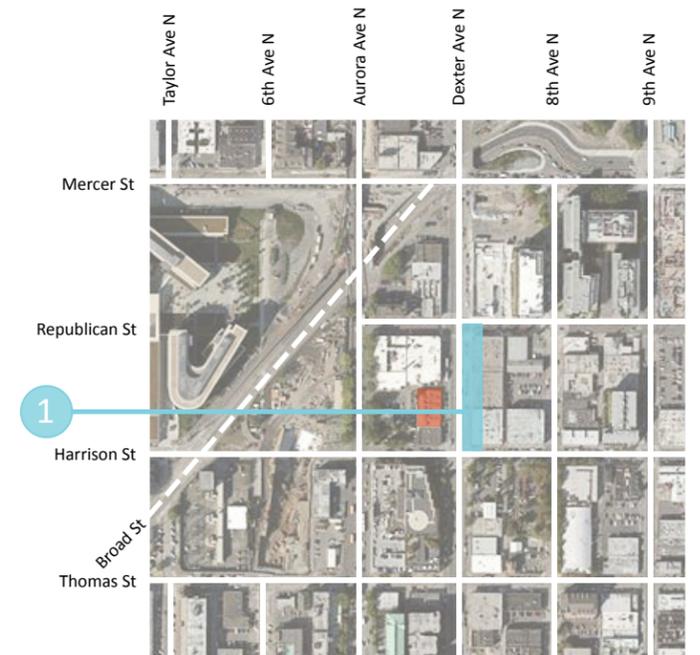


1

DEXTER AVENUE, FACING EAST, BETWEEN REPUBLICAN ST AND HARRISON ST



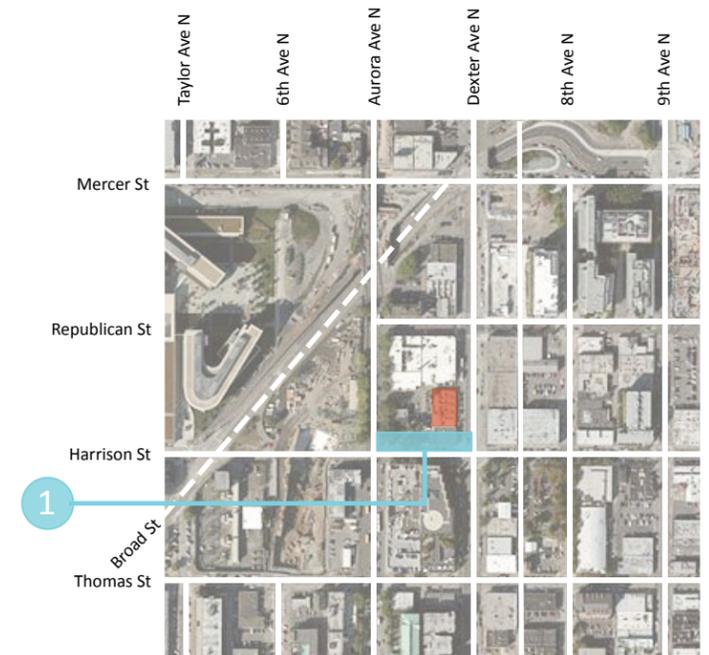
400 DEXTER AVENUE N - WEST ELEVATION (NOT TO SCALE - ENCOMPASSES FULL WIDTH INDICATED ABOVE)





1

HARRISON ST, FACING NORTH, BETWEEN AURORA AVENUE N & DEXTER AVENUE N



FUTURE DEVELOPMENT

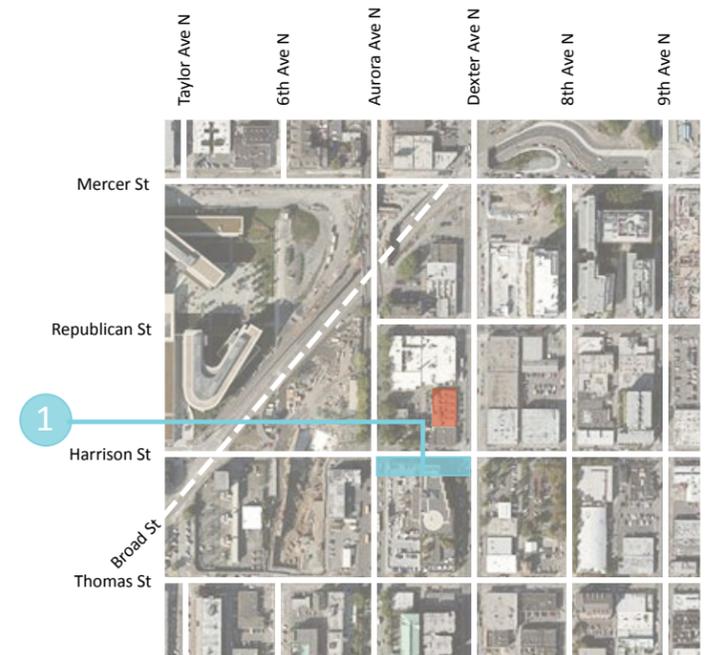


1

HARRISON ST, FACING SOUTH, BETWEEN DEXTER AVE N AND AURORA AVE N



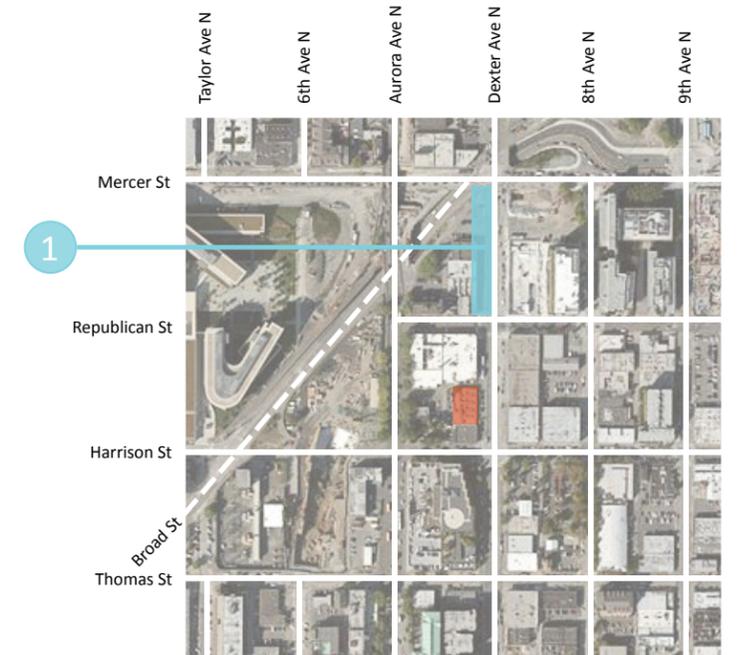
333 DEXTER AVENUE N - NORTH ELEVATION (ENCOMPASSES FULL WIDTH INDICATED ABOVE)





1

DEXTER ST, FACING WEST, BETWEEN REPUBLICAN ST AND MERCER ST



FUTURE DEVELOPMENT

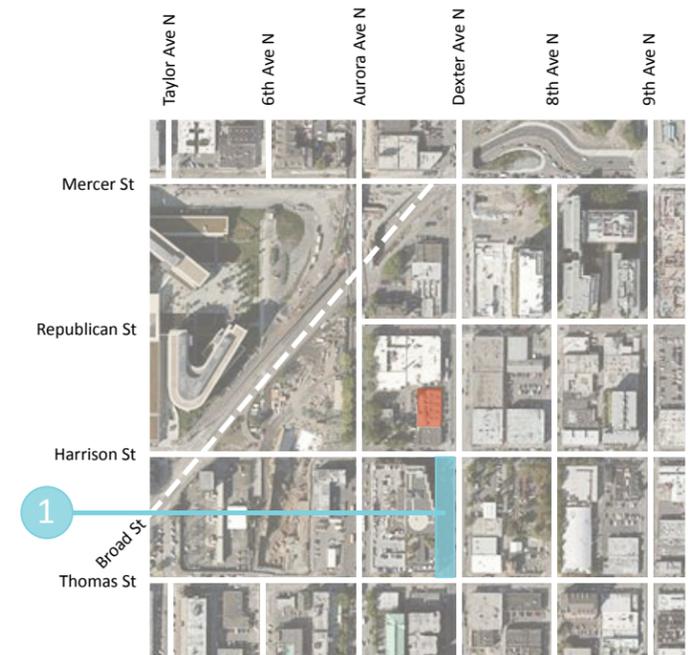


1

DEXTER AVE N, FACING WEST, BETWEEN THOMAS ST AND HARRISON ST



333 DEXTER AVENUE N - EAST ELEVATION (NOT TO SCALE - ENCOMPASSES FULL WIDTH INDICATED ABOVE)



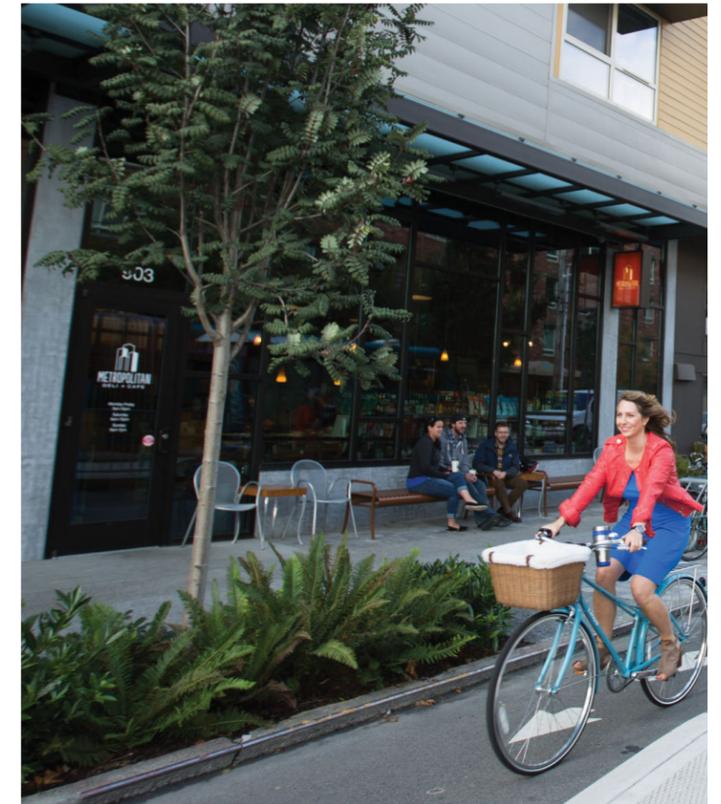
PRECEDENT EXAMPLES



AGNES LOFTS, MASSING & EXPRESSION



CHOPHOUSE ROW, POCKET PLAZA



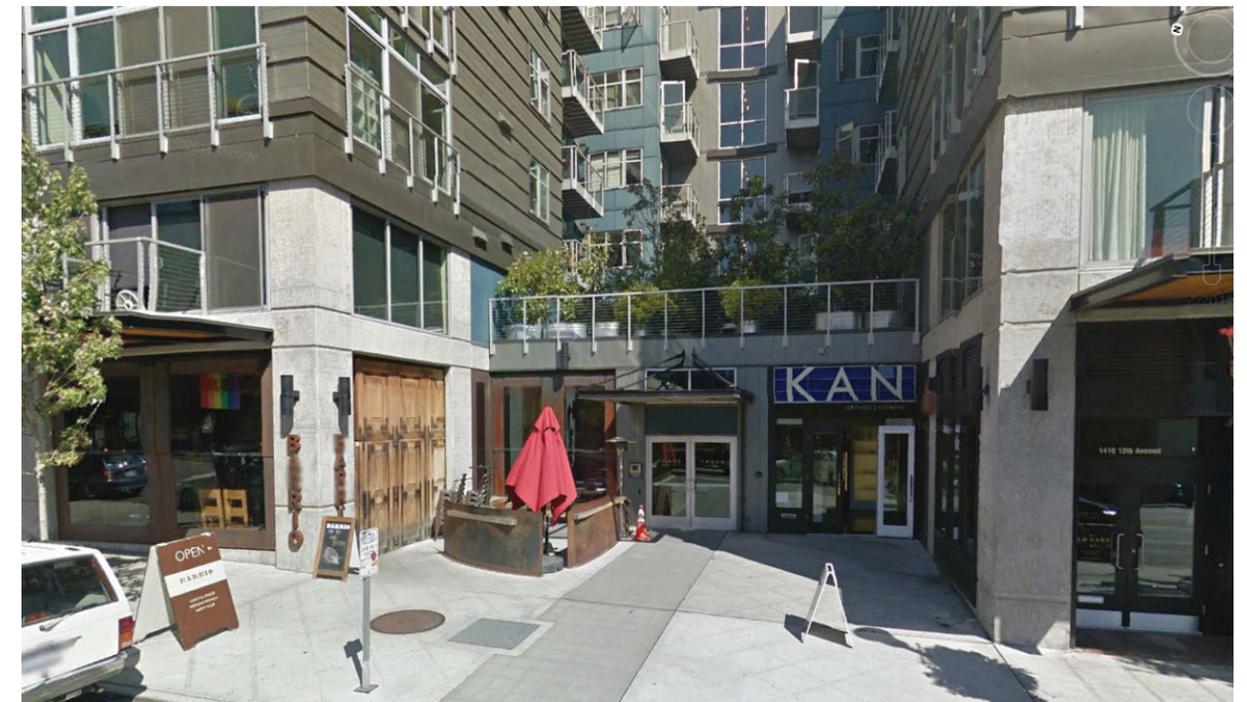
BICYCLE FRIENDLY STREETScape



CONTINUOUS PLANTING STRIP



525 BOREN, SOUTH FACADE SETBACK AND CORNER GLAZING



TRACE LOFTS, POCKET PLAZA/RESIDENTIAL ENTRY

THE WEST EDGE



This site is at the western edge of the burgeoning South Lake Union District. The building will be organized to optimize views, utilize the natural topography and support the human and vehicular circulation patterns of the neighborhood.

The context is mostly new and being established. The proposal endeavors to be to be a sensitive and respectful infill project that supports and enhances the emerging pedestrian environment and network of open spaces in the neighborhood.

403 Dexter is also at the intersection of the unbraiding of the SR99 off ramps which creates kinetic energy of movement on Harrison. This creates a gateway to the district with great exposure, vibrancy and legibility. However, it also creates a need to mitigate the impacts of traffic movement by creating a protected public realm via a courtyard plaza. The proposed pocket plaza creates this refuge and relates back to the corner pocket park being built across the street at 400 Dexter and to the network of open spaces being established all the new office buildings in the district. This location also presents a great opportunity to embrace bicycling culture with the new Dexter buffered bicycle lanes in front of the building.

CS2-A LOCATION IN THE CITY AND NEIGHBORHOOD

CS2-B ADJACENT SITES STREETS AND OPEN SPACES

CS2-C RELATIONSHIP TO THE BLOCK

CS3-A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

PL1-A NETWORK OF OPEN SPACES

PL4-B PLANNING FOR AHEAD FOR BICYCLISTS

ENHANCED GROUND PLANE



The design parti is highly influenced by the creation of a welcoming public plaza space and streetscape enhancements on Dexter Avenue. Being next to the bicycle route on Dexter creates even more of a buffer to traffic. An open space here compliments the new pocket park plaza across the street at 400 Dexter.

The pocket plaza is intended to be a place of socializing, respite, and informal gathering of the public, the neighboring office workers and for the residents in the tower. The retail that flanks the plaza will symbiotically benefit and activate the plaza. The plaza is framed and enclosed on three sides, and offers a well-defined, intimate and comfortable human scale. Through the use of placemaking elements at the street level, we will reinforce the connectivity of of the street.

PL1-A NETWORK OF OPEN SPACES

PL1-B WALKWAYS AND CONNECTIONS/PEDESTRIAN AMENITIES

PL2-C WEATHER PROTECTION

PL2-B SAFETY AND SECURITY

PL3-A ENTRIES

PL3-C RETAIL EDGES

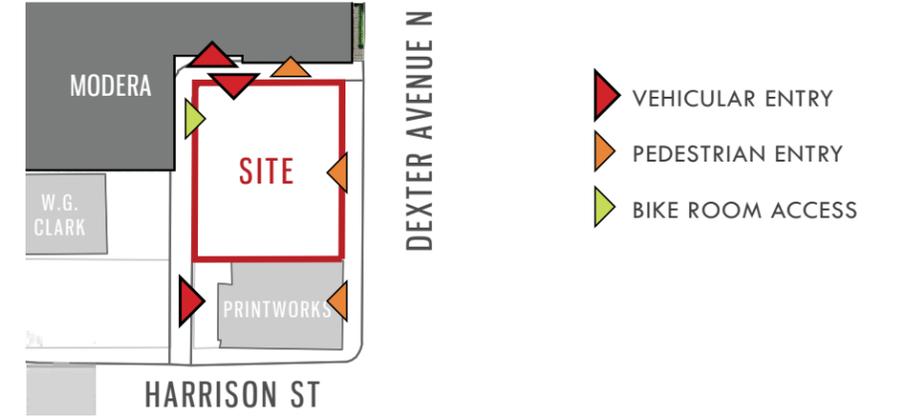
DC3-A BUILDING OPEN SPACE RELATIONSHIP

DC3-II LANDSCAPING TO ENHANCE THE BUILDING & SITE

DC4-B SIGNAGE

DC4-C LIGHTING

VEHICULAR, PEDESTRIAN, & BICYCLE ACCESS



The services utilities and garage entrances have been located around the back off the alley in order to avoid conflicts with the pedestrian plaza and to focus vehicular activity in the existing alley and where curb cuts already exist.

Parking and service functions will occur within the building, will be accessed from the alley and will be shielded from the public and the surrounding neighbors across the alley. The garage entrance has been located 16 feet from the northwest corner of the building in order to accommodate vehicular traffic entering from either Dexter or Harrison, and to take advantage of the lower grade at that location. This minimizes the parking ramp's impact on the retail space along Dexter, while maintaining the ability to easily access the garage from either Harrison or Dexter. The garage entry will be clearly identified with lighting and signage in order to minimize the potential for conflicts between vehicles and pedestrians/cyclists.

A dedicated bike storage and maintenance facility will be incorporated into the podium of the project. Access will be through the alley exit and thru the loading bay for the building. Bike racks will be placed along the Dexter Ave N frontage.

PL1-I HUMAN ACTIVITY

PL2-B SAFETY AND SECURITY

PL3-C RETAIL EDGES

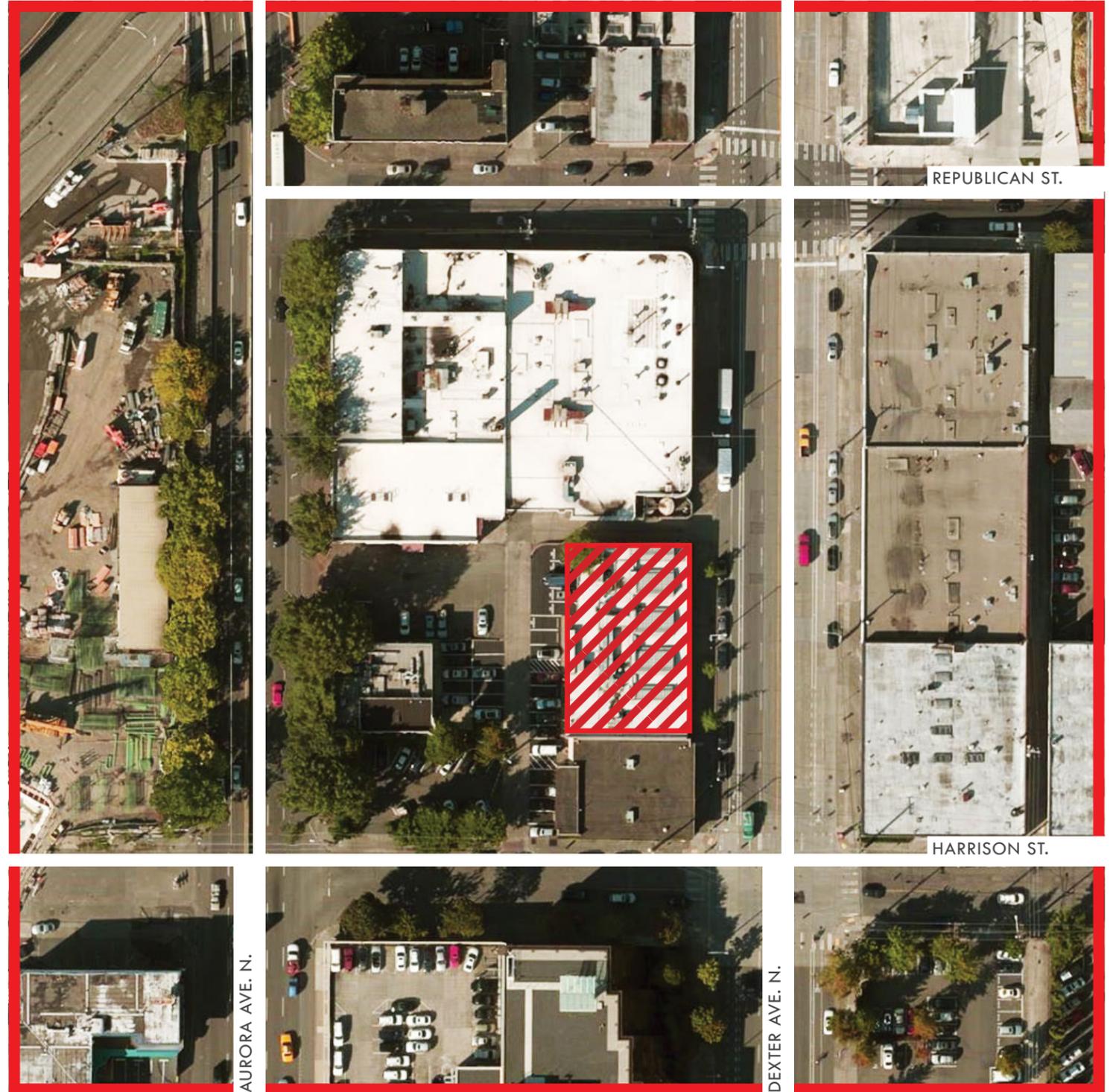
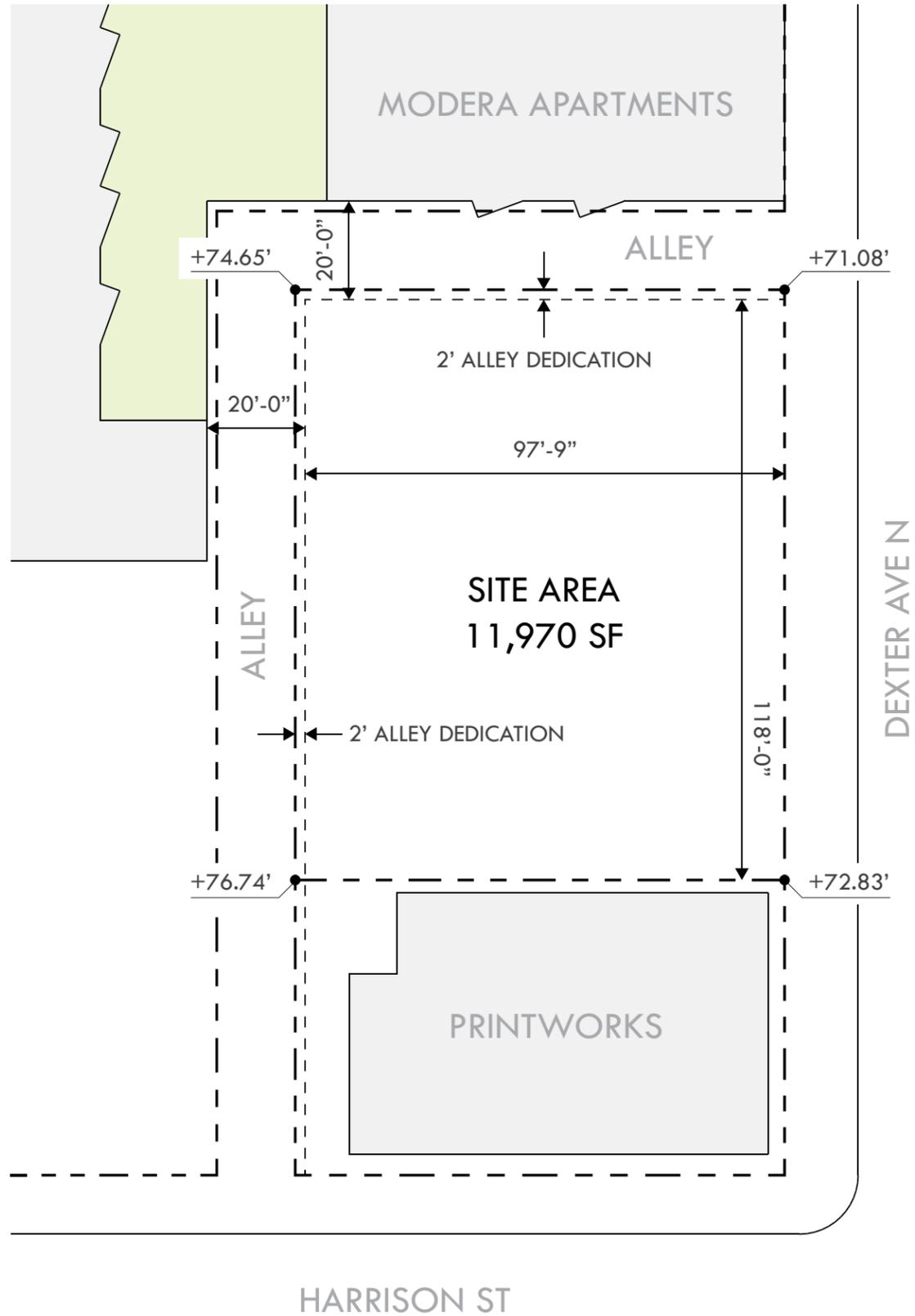
PL4-B PLANNING FOR AHEAD FOR BICYCLISTS

DC1-B/C VEHICULAR ACCESS AND CIRCULATION/ACCESS LOCATION & DESIGN

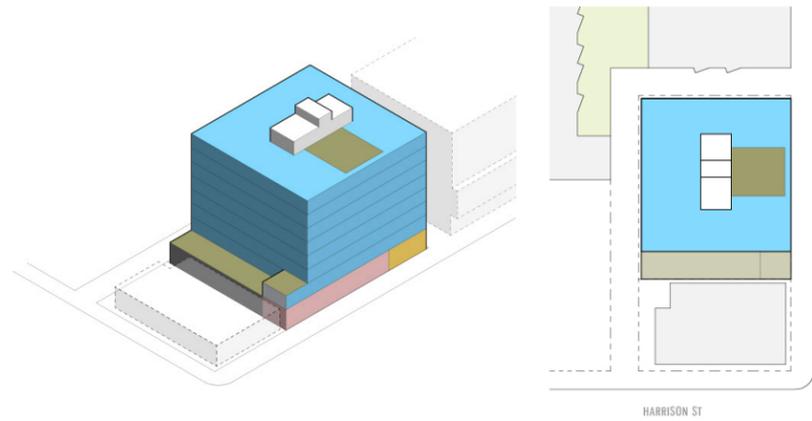
DC4-B SIGNAGE

DC4-C LIGHTING

SITE CONFIGURATION



OPTION A



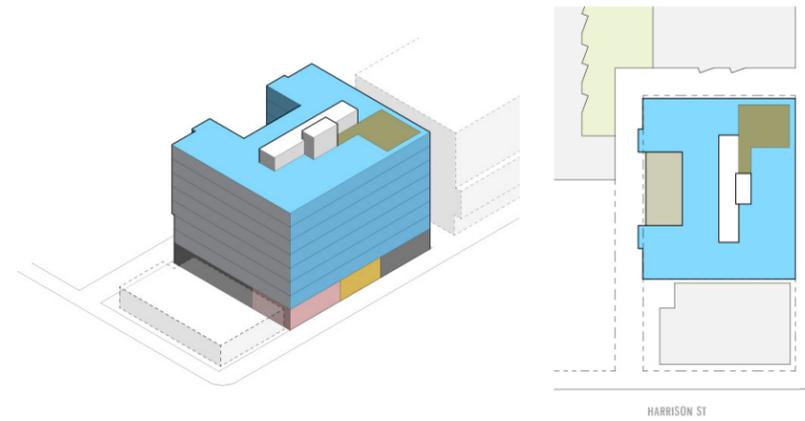
PROS:

- Large, south-facing terrace at Level 2
- Allows for glazing along south facade

CONS:

- No relief to the massing along Dexter
- Massing lacks modulation

OPTION B



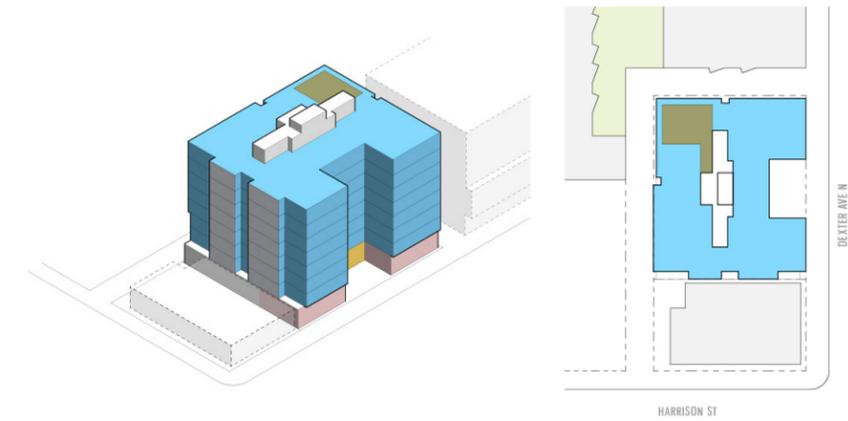
PROS:

- Modulated west facade

CONS:

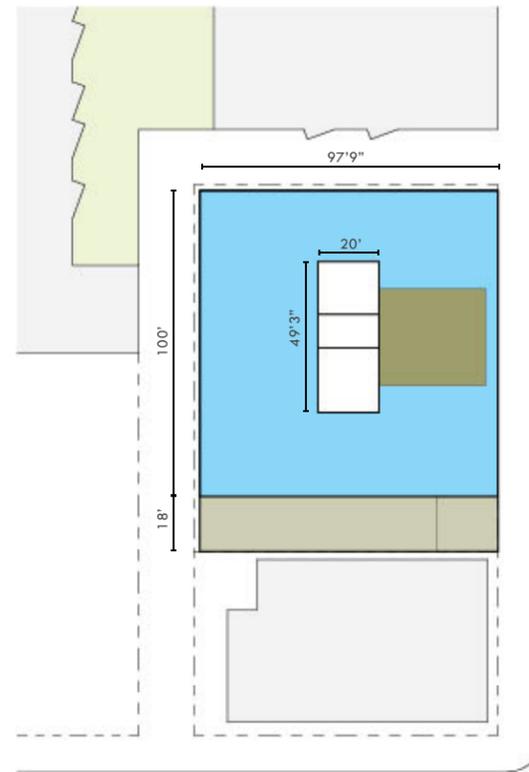
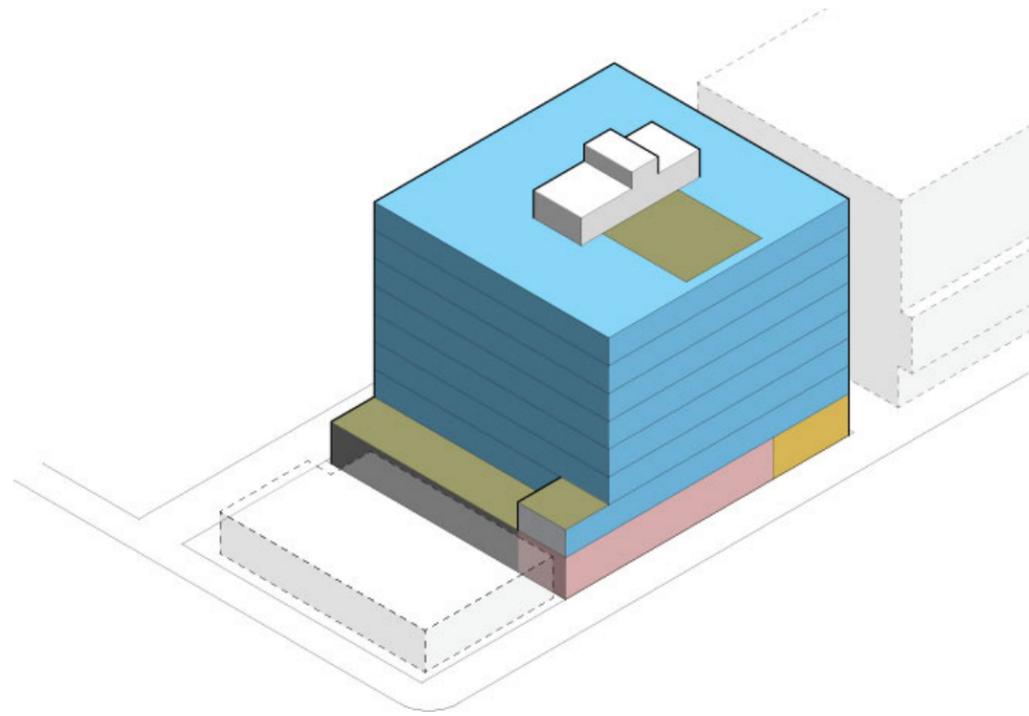
- Large, blank, unmodulated south facade
- Modulation occurs at alley, largely un-enjoyed by the public
- Massing extends past alley dedication to property line along west, and also includes 3' bays, encroaching a total of 5' closer to neighboring development across the alley as compared to the preferred option.

PREFERRED OPTION



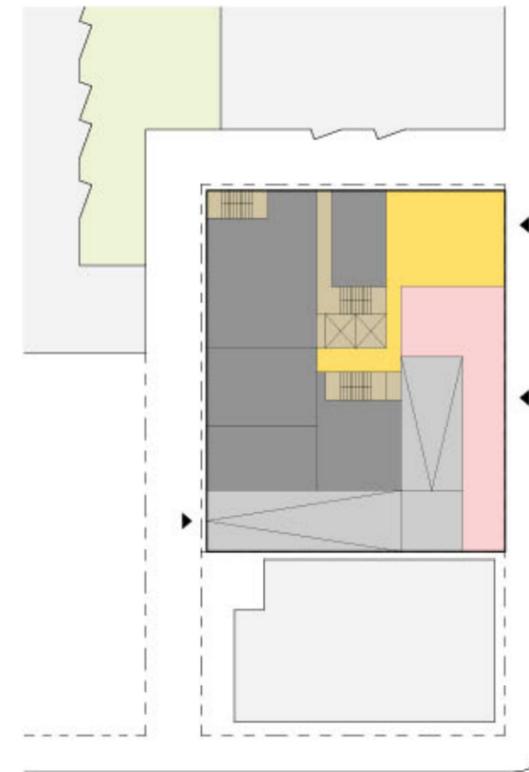
PROS:

- Significant amenity provided in ground level street-oriented courtyard along Dexter
- Dramatic massing modulation along Dexter
- Provides modulation along all facades
- Allows for glazing along south facade and at southeast and southwest corners
- Respectful of 1-story neighboring structure to the south



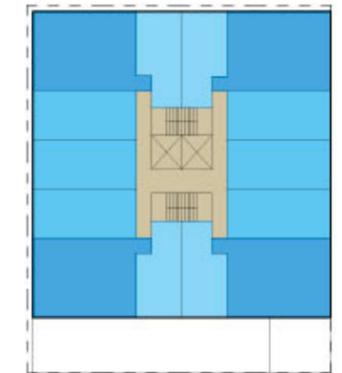
HARRISON ST

SITE PLAN



HARRISON ST

GROUND FLOOR PLAN



TYPICAL RESIDENTIAL LEVEL PLAN

OPTION STATISTICS

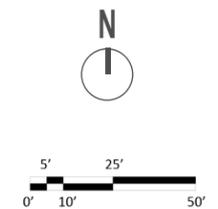
SITE AREA (SF)	11,977
APARTMENT UNITS	91
RESIDENTIAL AREA (SF)	62,500
RETAIL AREA (SF)	2,400
REQ'D RESIDENTIAL AMENITY AREA (SF)	3,125

REQUESTED DEPARTURES

NONE

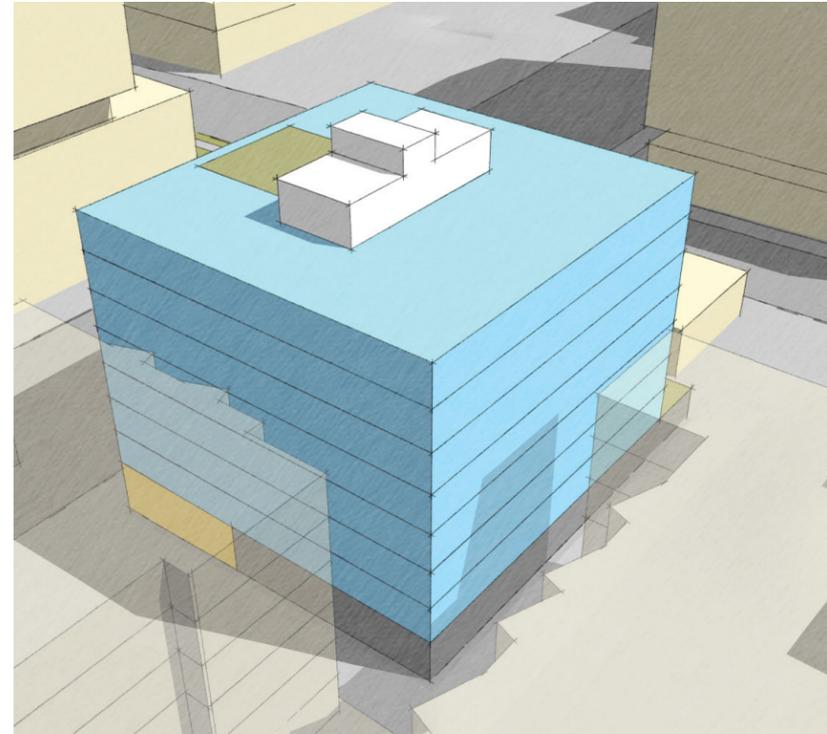
LEGEND

- RESIDENTIAL LOBBY/AMENITY
- BACK OF HOUSE/PARKING
- RETAIL
- CIRCULATION
- 2-BEDROOM
- 1-BEDROOM
- STUDIO

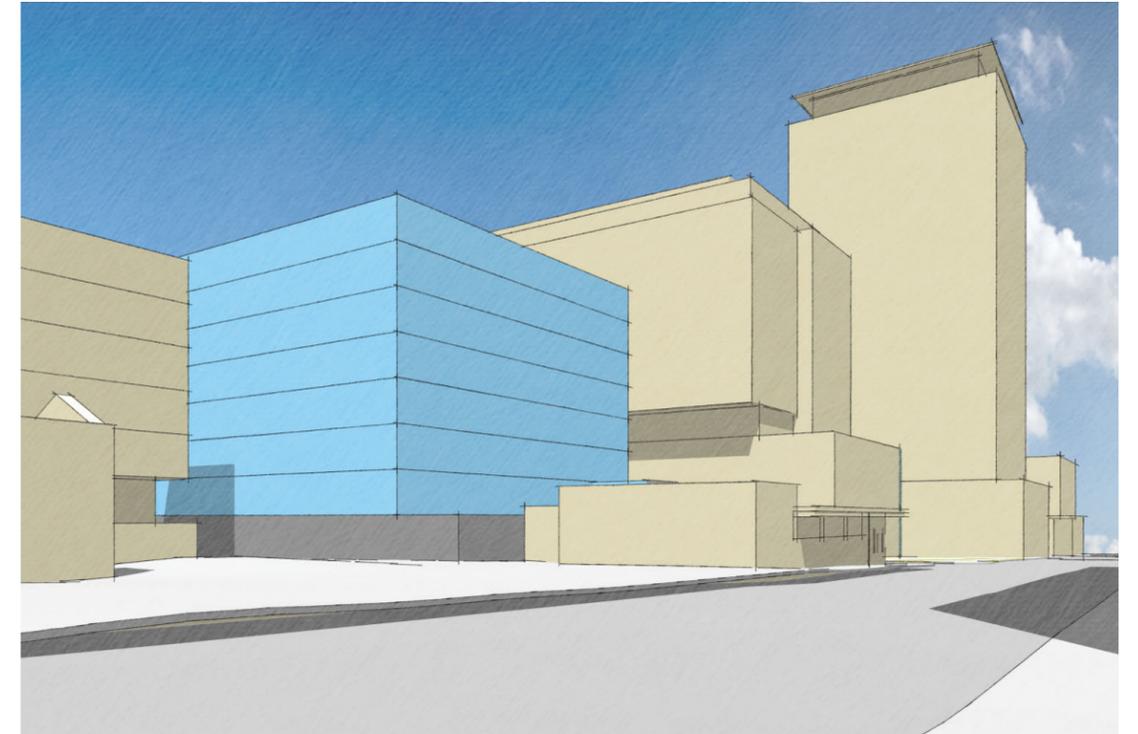




VIEW ACROSS DEXTER



BIRDSEYE FROM NORTHWEST



VIEW EAST ON HARRISON



SITE PLAN

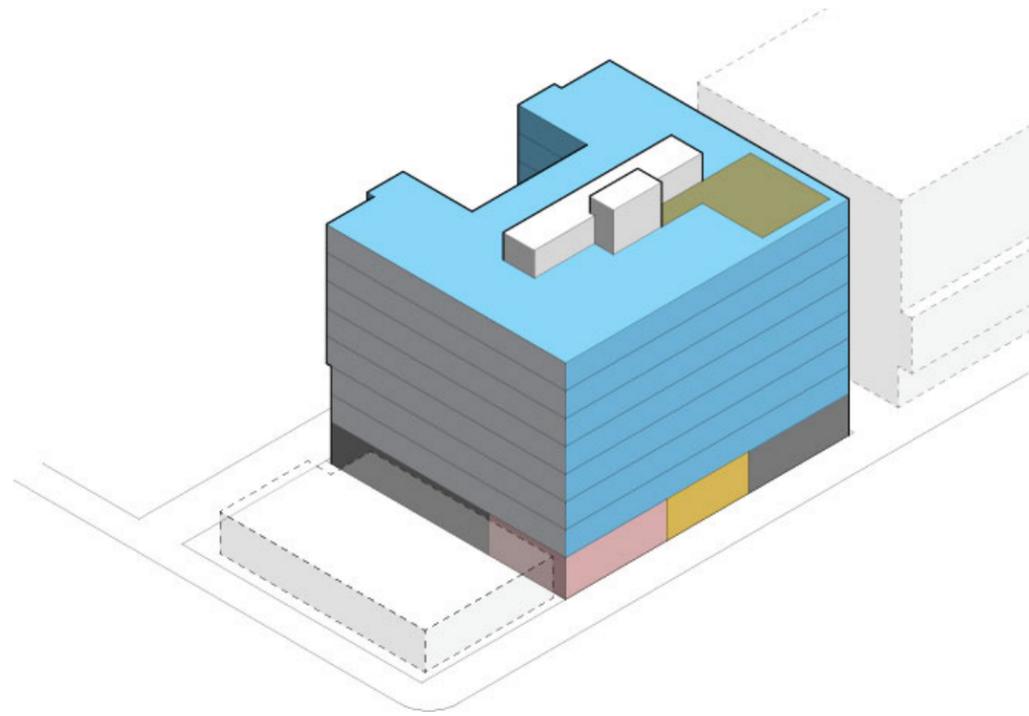


VIEW NORTH ON DEXTER



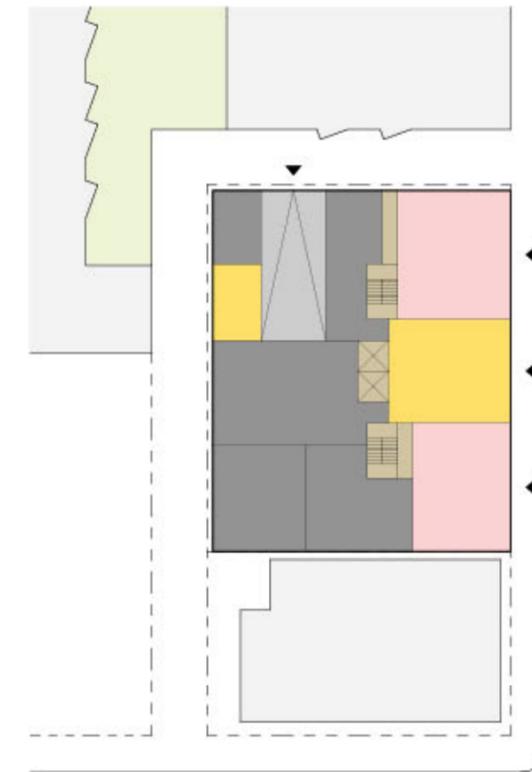
VIEW SOUTH ON DEXTER





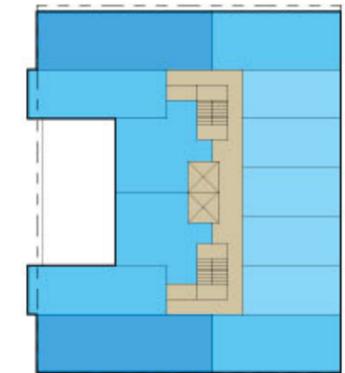
HARRISON ST

SITE PLAN



HARRISON ST

GROUND FLOOR PLAN



TYPICAL RESIDENTIAL LEVEL PLAN

OPTION STATISTICS

SITE AREA (SF)	11,977
APARTMENT UNITS	91
RESIDENTIAL AREA (SF)	62,500
RETAIL AREA (SF)	2,800
REQ'D RESIDENTIAL AMENITY AREA (SF)	3,125

REQUESTED DEPARTURES

NONE

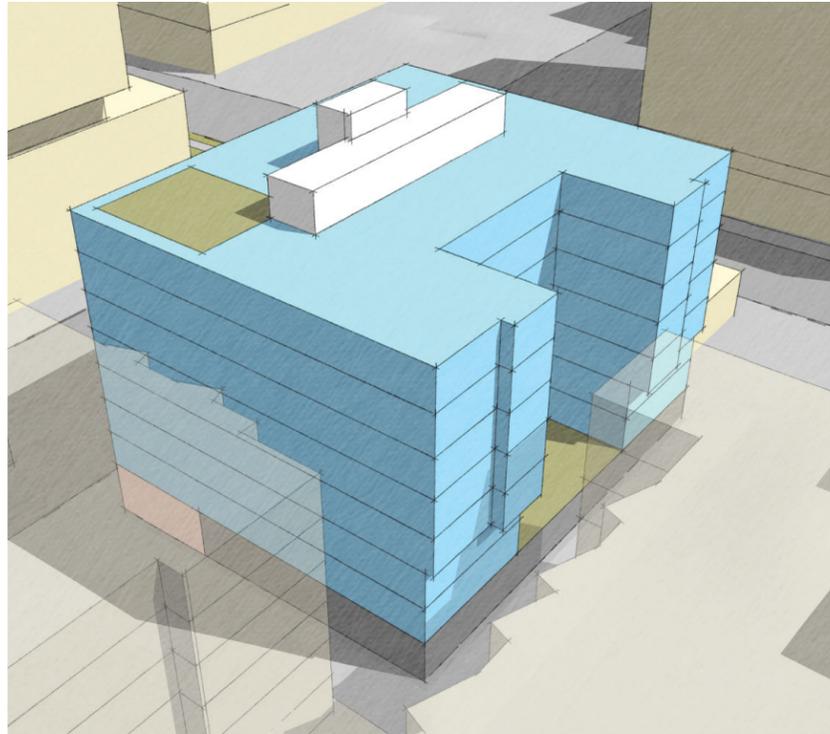
LEGEND

- RESIDENTIAL LOBBY/AMENITY
- BACK OF HOUSE/PARKING
- RETAIL
- CIRCULATION
- 2-BEDROOM
- 1-BEDROOM
- STUDIO





VIEW ACROSS DEXTER



BIRDSEYE FROM NORTHWEST



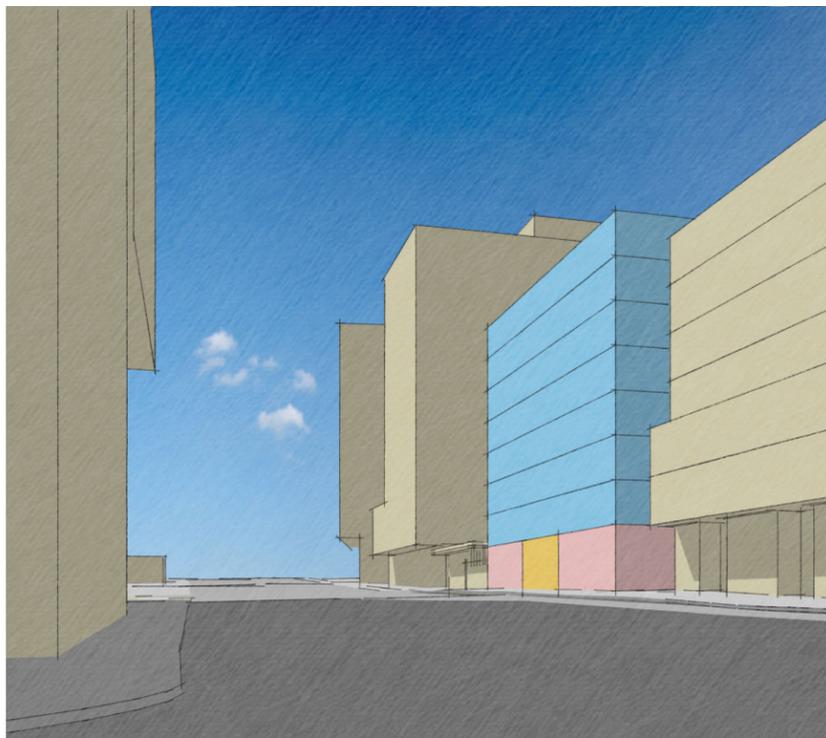
VIEW EAST ON HARRISON



SITE PLAN



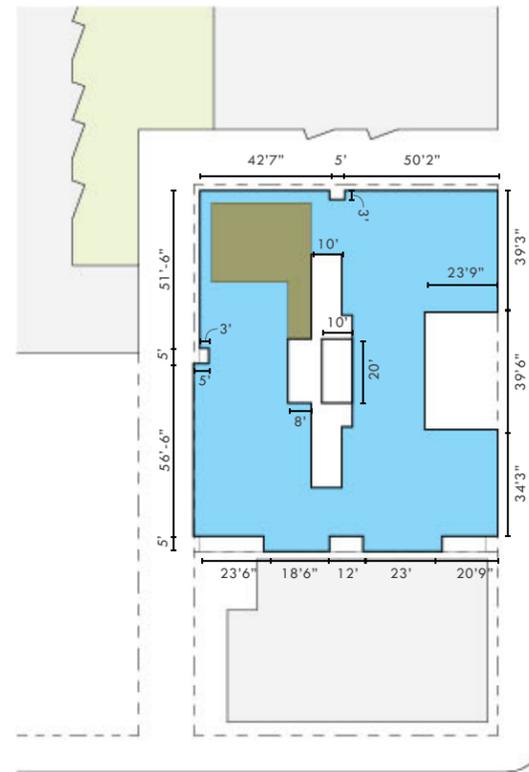
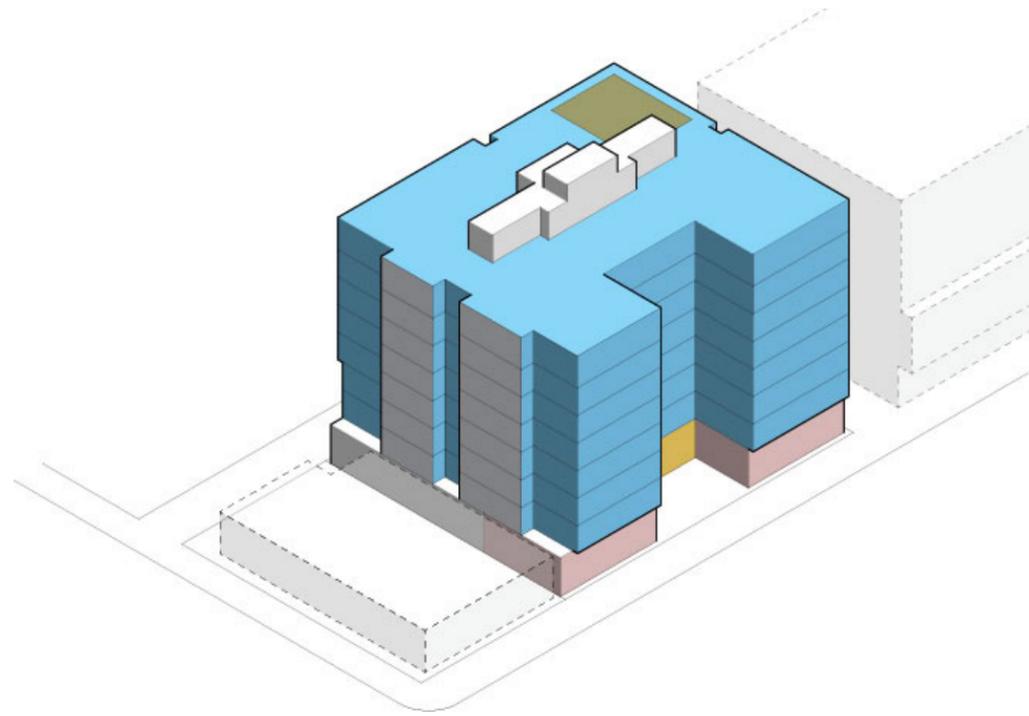
VIEW NORTH ON DEXTER



VIEW SOUTH ON DEXTER



MASSING OPTIONS - PREFERRED OPTION



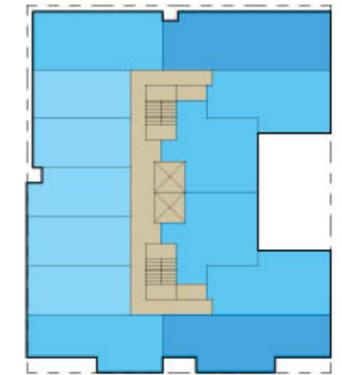
HARRISON ST

SITE PLAN



HARRISON ST

GROUND FLOOR PLAN



TYPICAL RESIDENTIAL LEVEL PLAN

OPTION STATISTICS

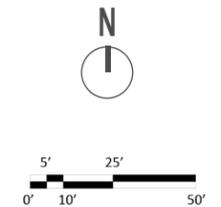
SITE AREA (SF)	11,977
APARTMENT UNITS	91
RESIDENTIAL AREA (SF)	62,500
RETAIL AREA (SF)	2,400
REQ'D RESIDENTIAL AMENITY AREA (SF)	3,125

REQUESTED DEPARTURES

- Minimum Facade Height

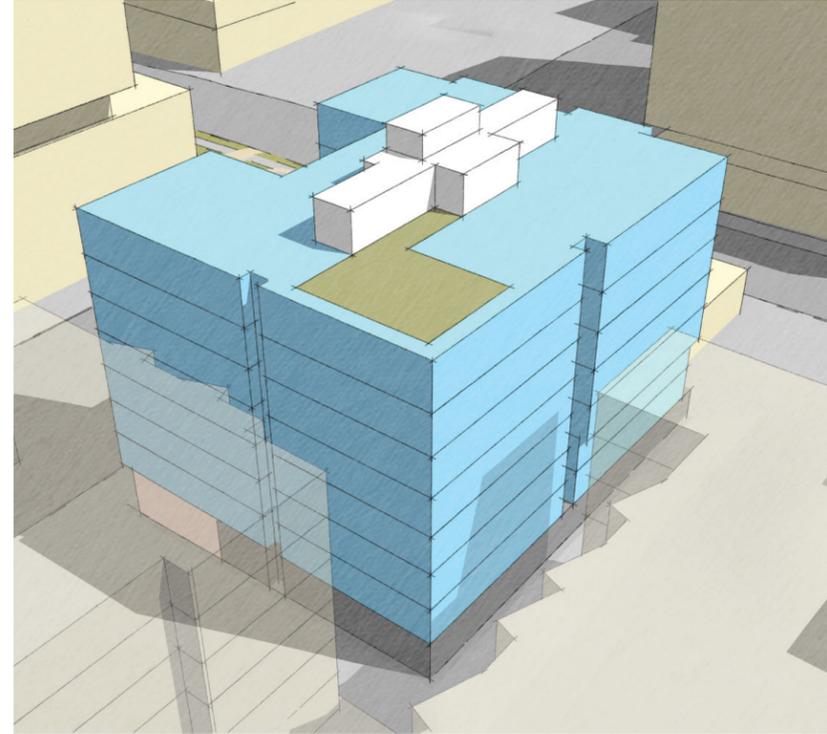
LEGEND

- RESIDENTIAL LOBBY/AMENITY
- BACK OF HOUSE/PARKING
- RETAIL
- CIRCULATION
- 2-BEDROOM
- 1-BEDROOM
- STUDIO

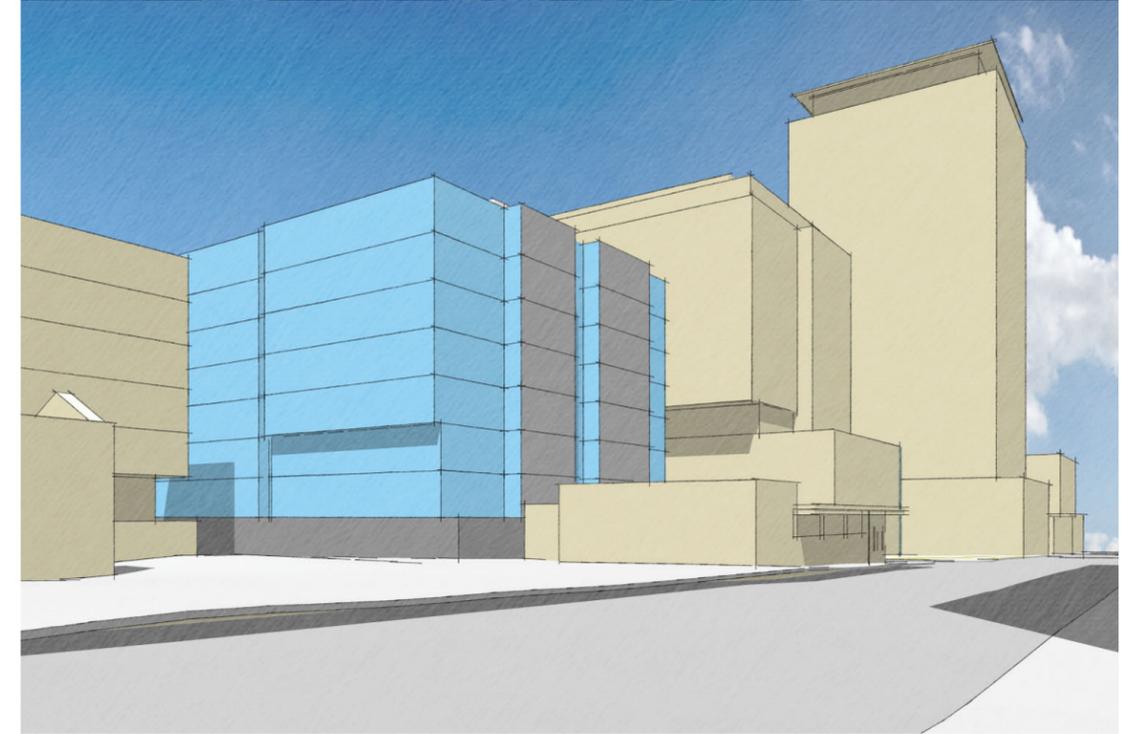




VIEW ACROSS DEXTER



BIRDSEYE FROM NORTHWEST



VIEW EAST ON HARRISON



SITE PLAN

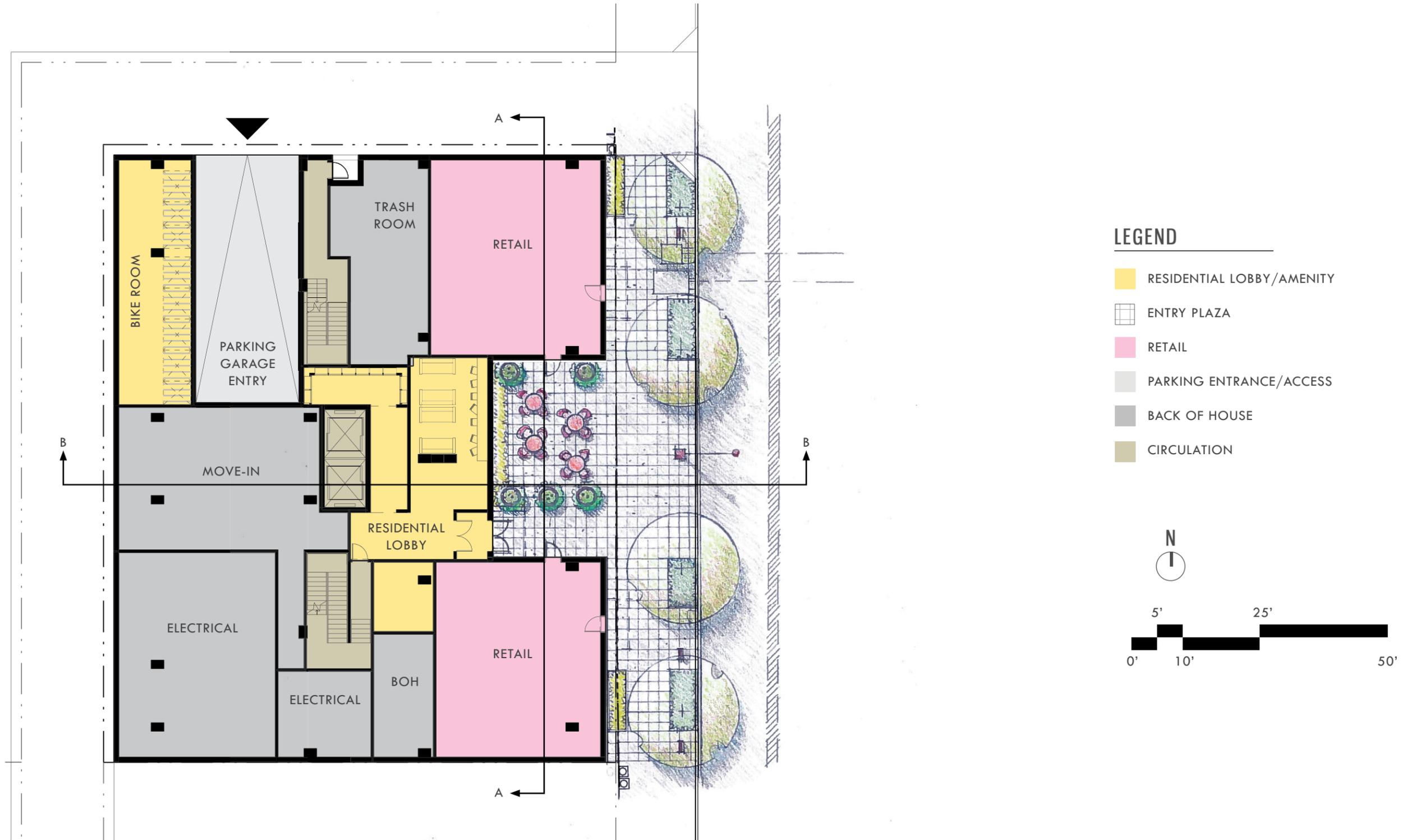


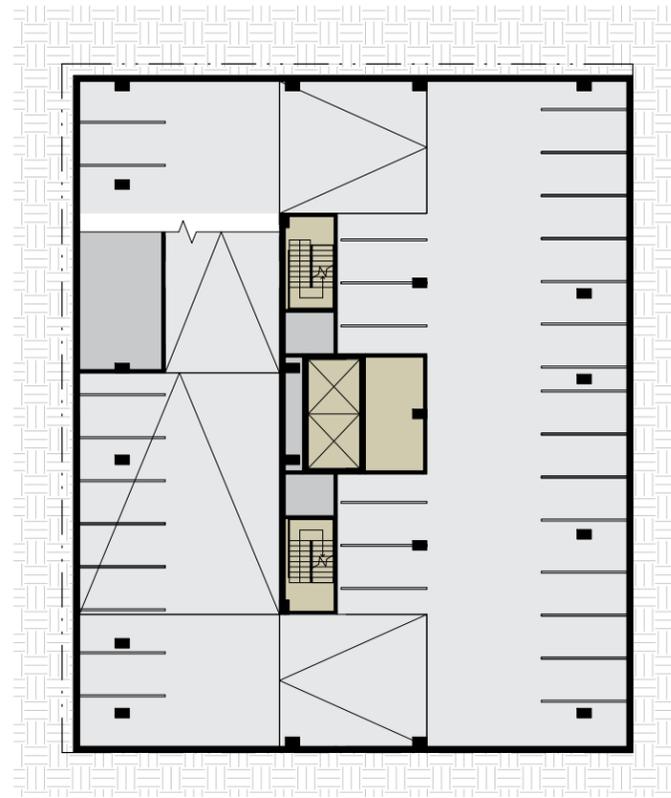
VIEW NORTH ON DEXTER



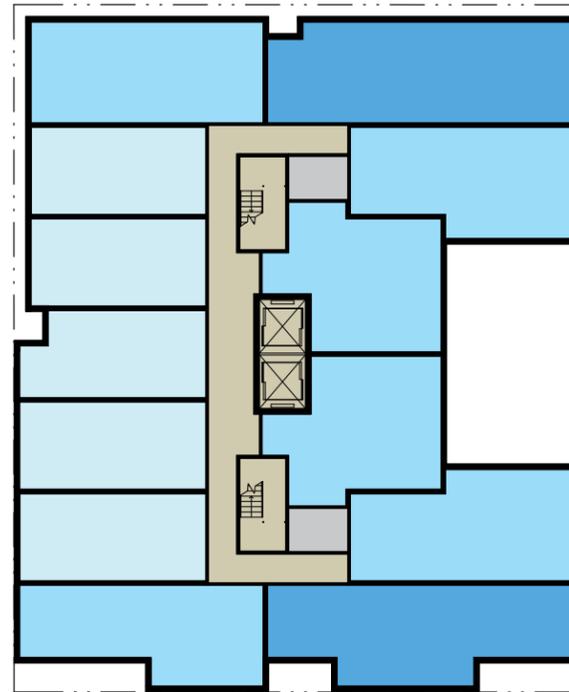
VIEW SOUTH ON DEXTER



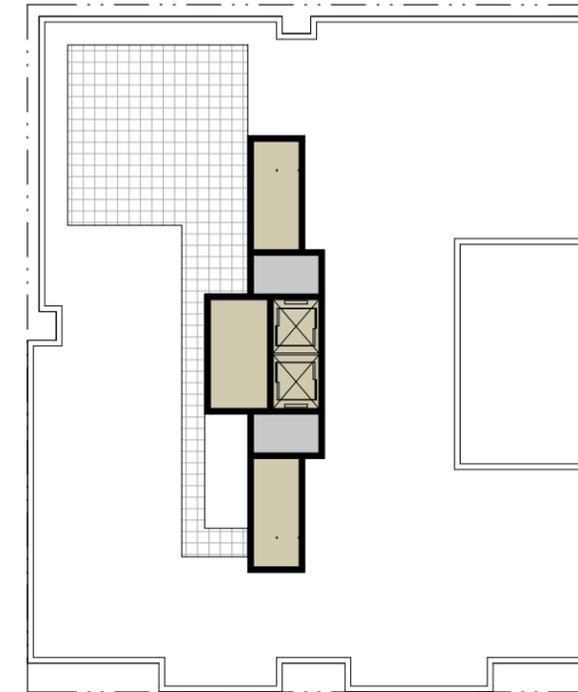




PARKING LEVEL



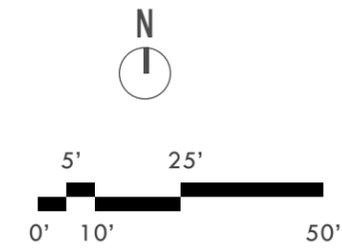
TYPICAL RESIDENTIAL LEVEL



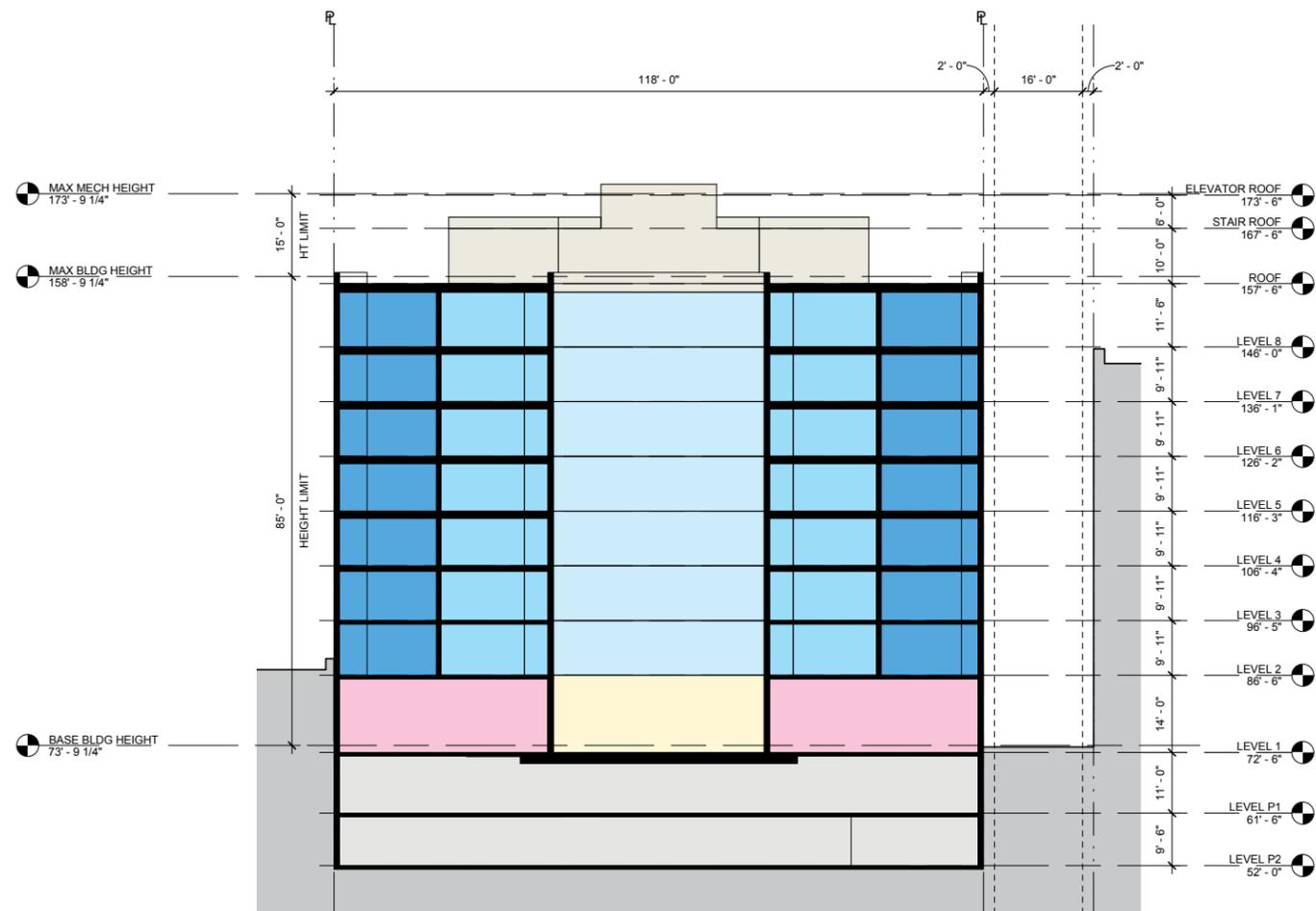
ROOF LEVEL

LEGEND

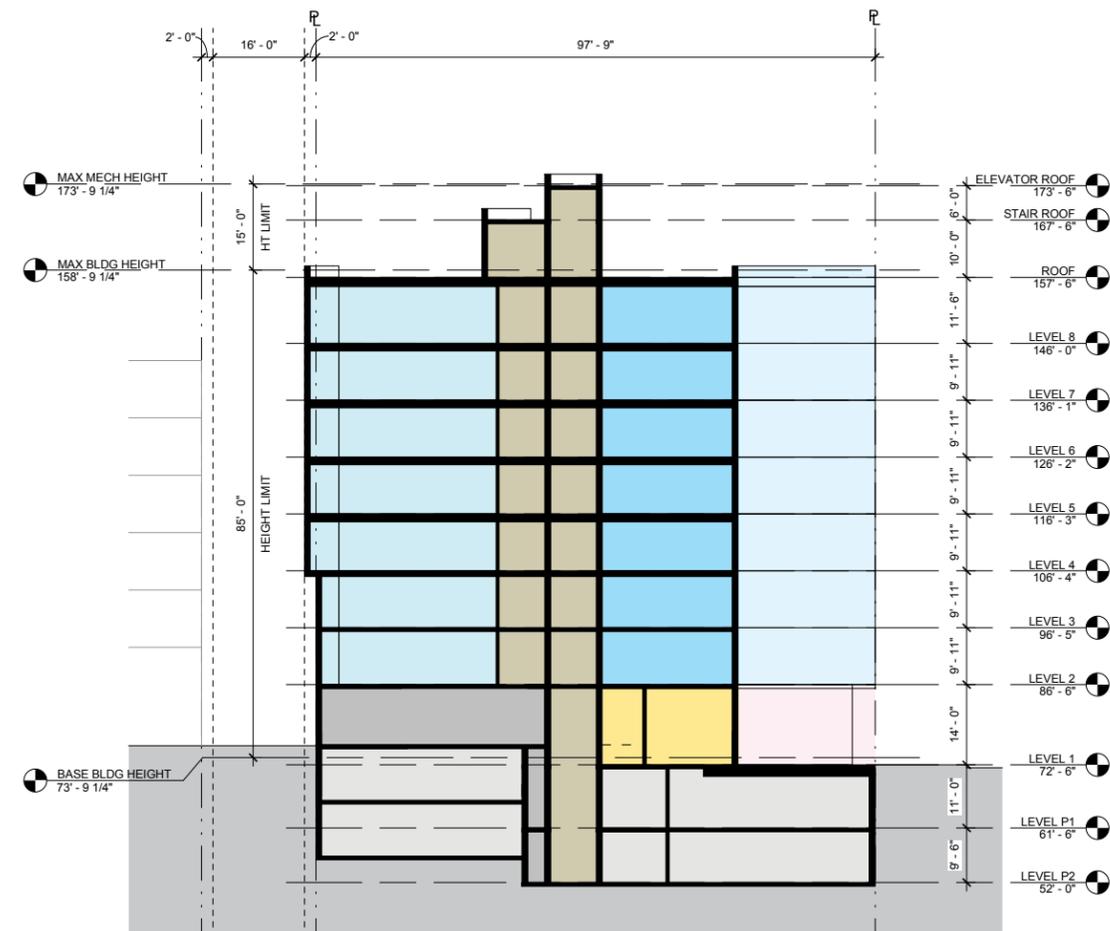
-  OUTDOOR TERRACE
-  2-BEDROOM
-  1-BEDROOM
-  OPEN 1-BEDROOM
-  PARKING
-  BACK OF HOUSE
-  CIRCULATION



MASSING OPTIONS - PREFERRED OPTION



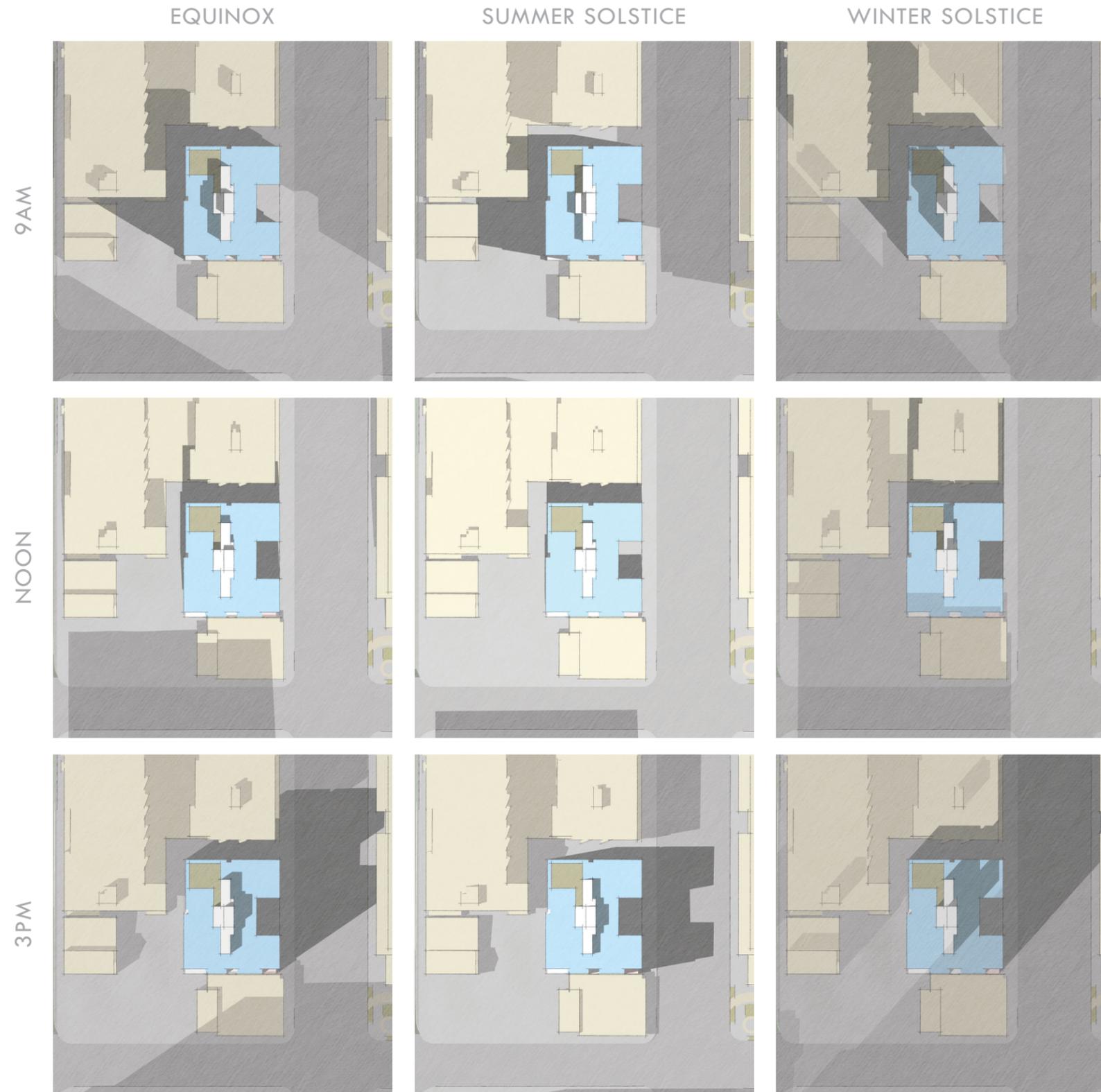
SECTION A-A



SECTION B-B

LEGEND

- RESIDENTIAL LOBBY
- RETAIL
- 2-BEDROOM
- 1-BEDROOM
- OPEN 1-BEDROOM
- PARKING
- BACK OF HOUSE
- CIRCULATION



DEPARTURE #1 - MINIMUM FACADE HEIGHT

Standard:

SMC 23.48.040.A.2.b - A minimum facade height is required for the street-facing facades of new structures. On Class 2 Pedestrian Streets the minimum height for street-facing facades is 25 feet.

Proposed Design Departure:

To allow 5' wide portion of the street-facing facade height of the proposed structure to match the height of the 1-story neighboring structure immediately to the south.

Rationale:

The proposed design is more respectful of the existing building to the south, creates a simpler massing along the south facade, and allows for additional openings at the southeast corner of the building.

Supporting guidelines:

CS2-B ADJACENT SITES, STREETS, AND OPEN SPACES

CS2-C RELATIONSHIP TO THE BLOCK

CS2-D HEIGHT, BULK, AND SCALE

DC2-A MASSING

DC2-B ARCHITECTURAL FAÇADE COMPOSITION



VIA ARCHITECTURE

An award-winning design firm, VIA Architecture is one of the Pacific Northwest's leaders in mixed-use, residential high-rise and mid-rise, transit architecture, urban design, and sustainable community planning. Founded in 1984, VIA currently employs 52 professionals in Seattle, San Francisco, and Vancouver, BC offices, providing services to both public and private clients.



427 9TH AVE N - SEATTLE WA



WALTON LOFTS - SEATTLE, WA



525 BOREN AVE N - SEATTLE WA



JOSPEH ARNOLD LOFTS - SEATTLE, WA