

D E V E L O P M E N T
O B J E C T I V E S

DEVELOP A PROJECT CONSISTING OF APPROXIMATELY (18) MARKET RATE APARTMENTS, (16) LIVE/WORK SPACES, AND (22-24) PARKING SPACES

RESPECT THE EXISTING RESIDENTIAL CONTEXT TO THE EAST OF THE PROPERTY.

ORIENT APARTMENTS TO VIEWS AND AWAY FROM THE TRAFFIC IMPACTS ALONG AURORA AVENUE.

ORIENT LIVE/WORK UNITS TO AURORA AVENUE.

DEFINE AND EXPRESS A 'RESIDENTIAL FACADE' AND A 'COMMERCIAL FACADE'.

U R B A N C O N T E X T
(WHERE GOOGIE MEETS CRAFTSMAN)

THE PROJECT SITE SITS BETWEEN THE BUSY, NONDESCRIPT, CAR ORIENTED, AURORA AVENUE ON THE WEST AND A CHARMING, SINGLE-FAMILY NEIGHBORHOOD TO THE EAST. GREENLAKE IS A BLOCK SOUTH AND EAST OF THE SITE AND WITHIN EASY WALKING DISTANCE. THE MAIN DESIGN CHALLENGE IS TO PROVIDE A MIX OF COMMERCIAL AND RESIDENTIAL USES ORIENTED TO THE POTENTIAL VIEWS OF GREENLAKE THAT ALSO RESPECTS THE RESIDENTIAL QUALITIES OF THE SINGLE-FAMILY NEIGHBORHOOD - AND YET RECOGNIZES THE COMMERCIAL CHARACTER OF AURORA.

TO THIS END WE ARE PROPOSING A BUILDING WITH A SPLIT PERSONALITY AND QUITE DIFFERENT FACADES. ONE RESIDENTIAL IN CHARACTER WITH DECKS, SLOPING ROOFS, AND DORMERS. AND THE OTHER, ALONG AURORA, MORE SLEEK AND COMMERCIAL IN CHARACTER.

N O T A B L E D E S I G N
G U I D E L I N E S

A-1 SITE THE BUILDING TO TAKE ADVANTAGE OF POSSIBLE LAKE VIEWS.

A-1 CONSIDER A "GATEWAY ELEMENT".

A-2 CONSIDER A CONTINUOUS STREET FACADE WITH PARKING LOCATED BEHIND THE BUILDING

A-6 CONSIDER LOCATING THE RESIDENTIAL ENTRY ON THE SIDE STREET RATHER THAN THE COMMERCIAL STREET

B-1 SET BACK THE UPPER LEVELS OF THE STRUCTURE ALONG THE ZONE EDGE. (ALSO SEE LAND USE CODE).

C-1 RECOGNIZE AURORA'S 1920 TO 1950 COMMERCIAL CHARACTER.

O T H E R G E N E R A L D E S I G N
G U I D E L I N E S

A-3 ENTRANCES SHOULD BE CLEARLY IDENTIFIABLE AND VISIBLE FROM THE STREET.

A-4 NEW DEVELOPMENT SHOULD ENCOURAGE HUMAN ACTIVITY ON THE STREET.

A-5 BUILDINGS SHOULD RESPECT ADJACENT PROPERTIES.

A-10 BUILDINGS ON CORNER LOTS SHOULD BE ORIENTED TO THE CORNER AND PUBLIC STREET FRONTS.

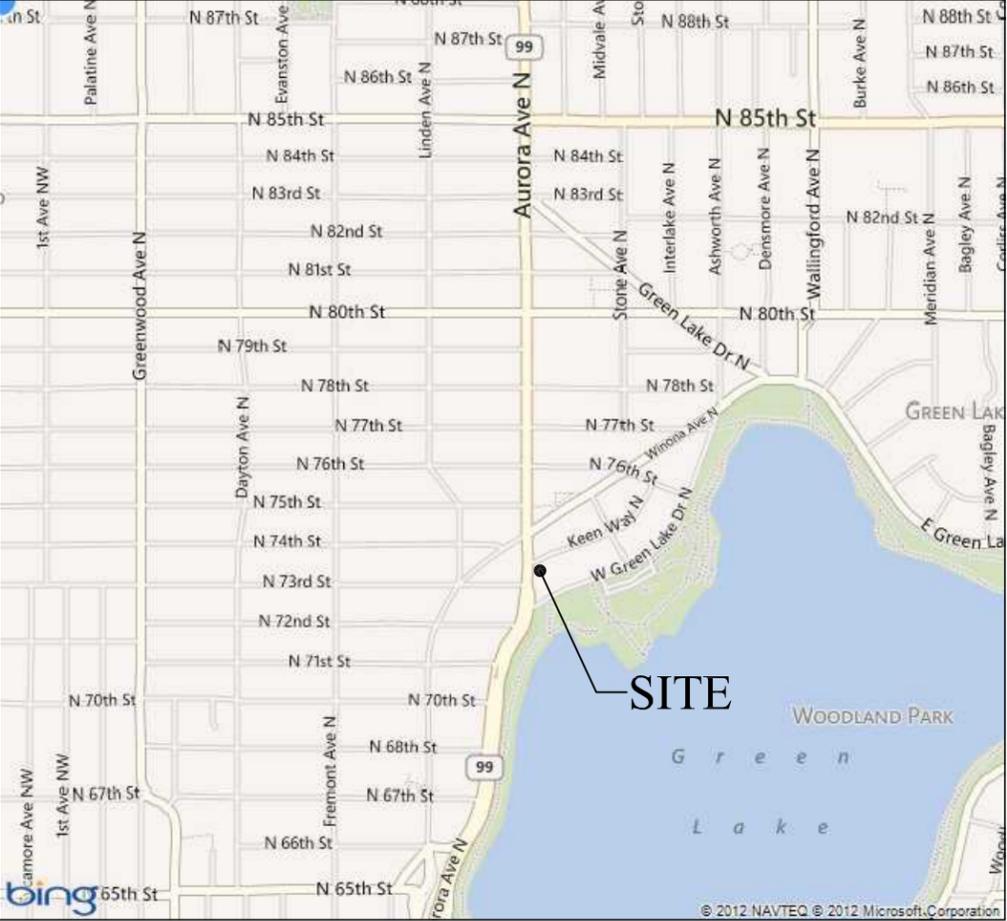
C-2 BUILDING DESIGN ELEMENTS SHOULD EXHIBIT AN OVERALL ARCHITECTURAL CONCEPT. FORM AND FEATURES SHOULD EXHIBIT BUILDINGS FUNCTIONS.

D-7 CONSIDER OPPORTUNITIES TO ENHANCE SAFETY AND SECURITY.

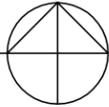
D-8 ALLEY ENTRANCES SHOULD ENHANCE THE PEDESTRIAN STREET FRONT.

D-9 SIGNS SHOULD ADD INTEREST TO THE STREET FRONT.

D-11 STOREFRONTS SHOULD BE TRANSPARENT.

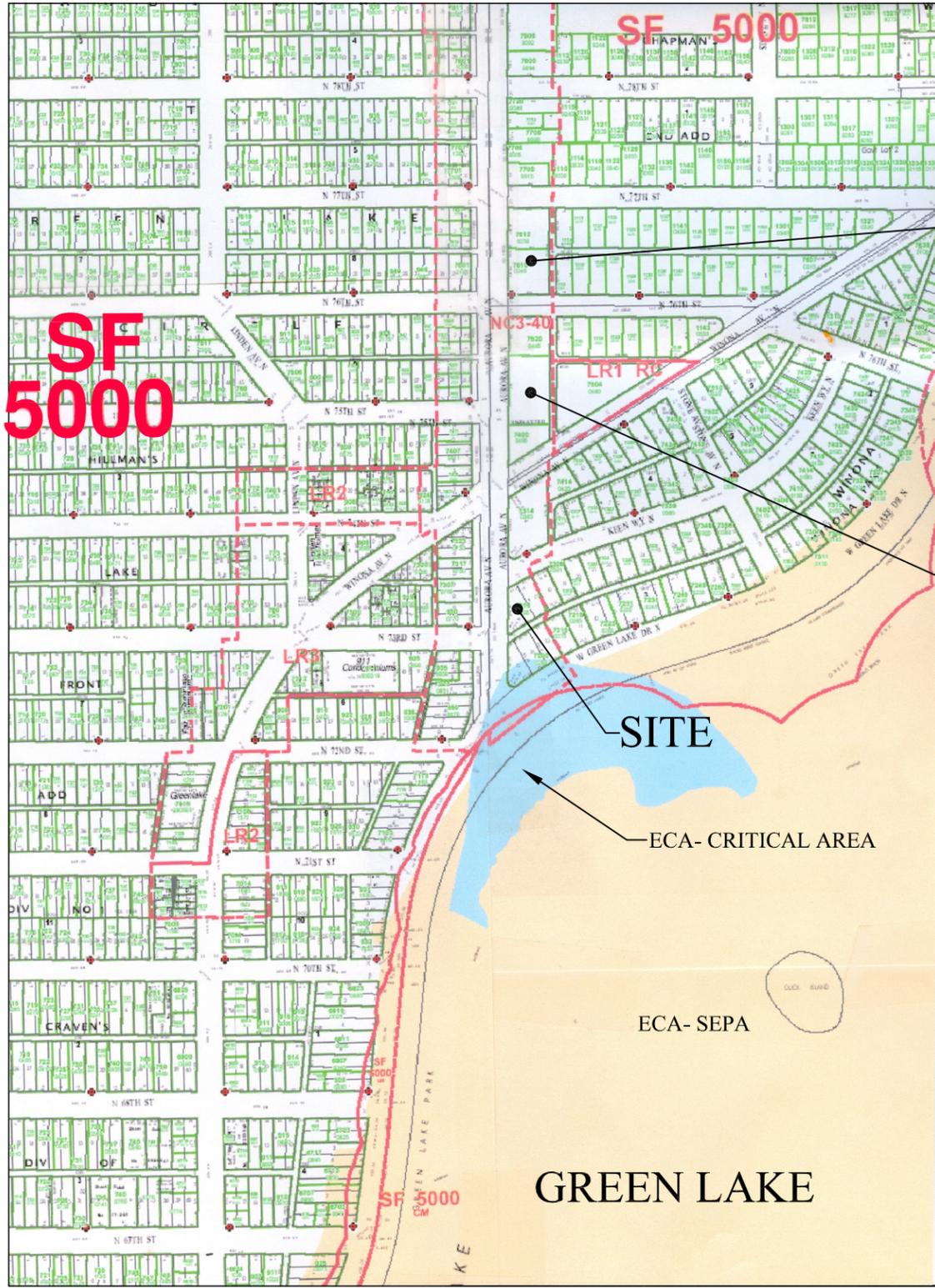


LOCATION MAP
N.T.S.

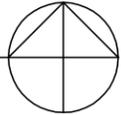


SITE

NOTABLE
NEARBY STRUCTURES



LOCATION MAP
N.T.S.





Keen Way - looking North



Keen Way - looking South



Site



Aurora Avenue - looking West



ARCHITECTURE / PLANNING / INTERIORS
7216 AURORA JUMP
2009 1111-1001

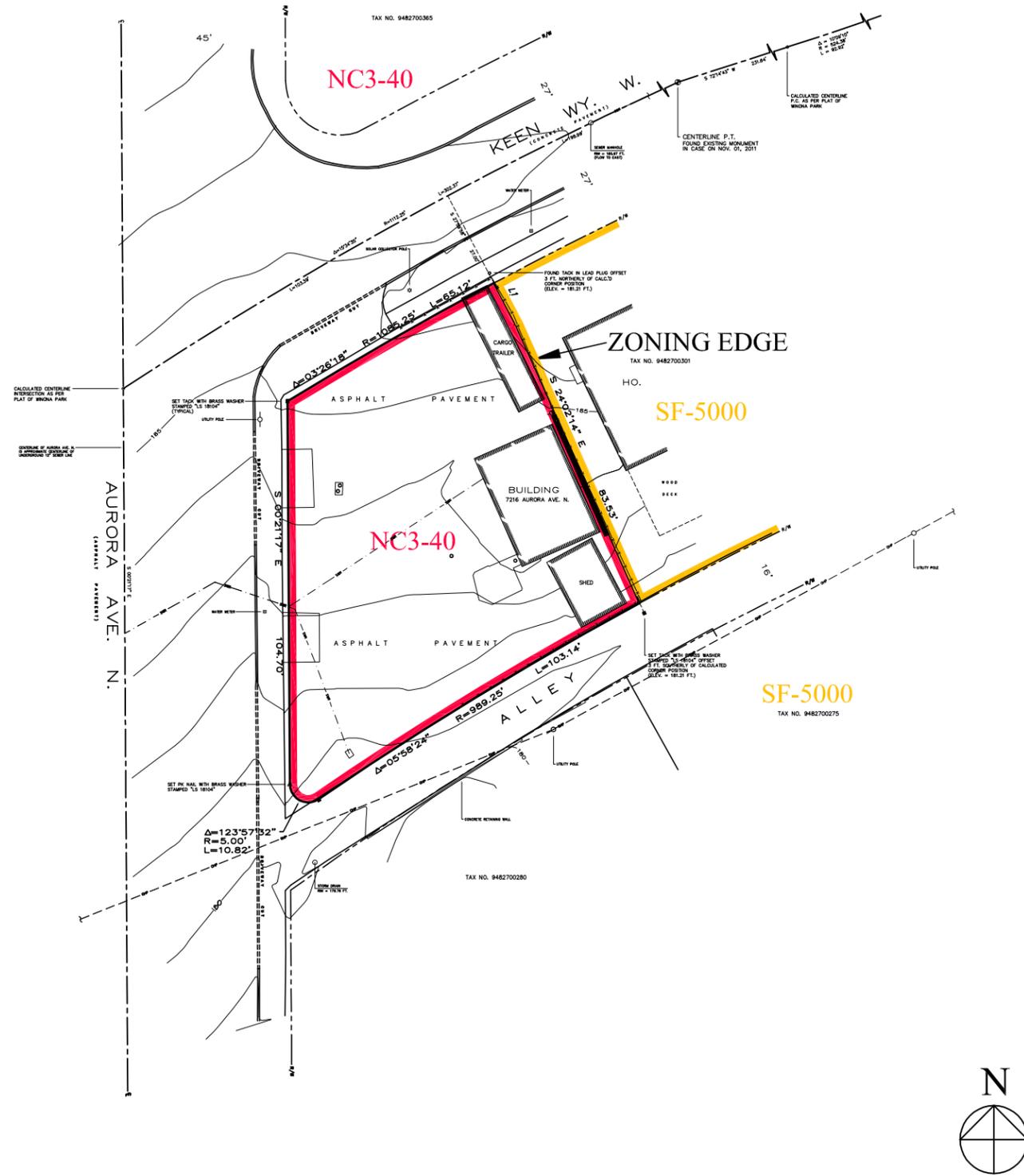


Aurora Avenue - looking East

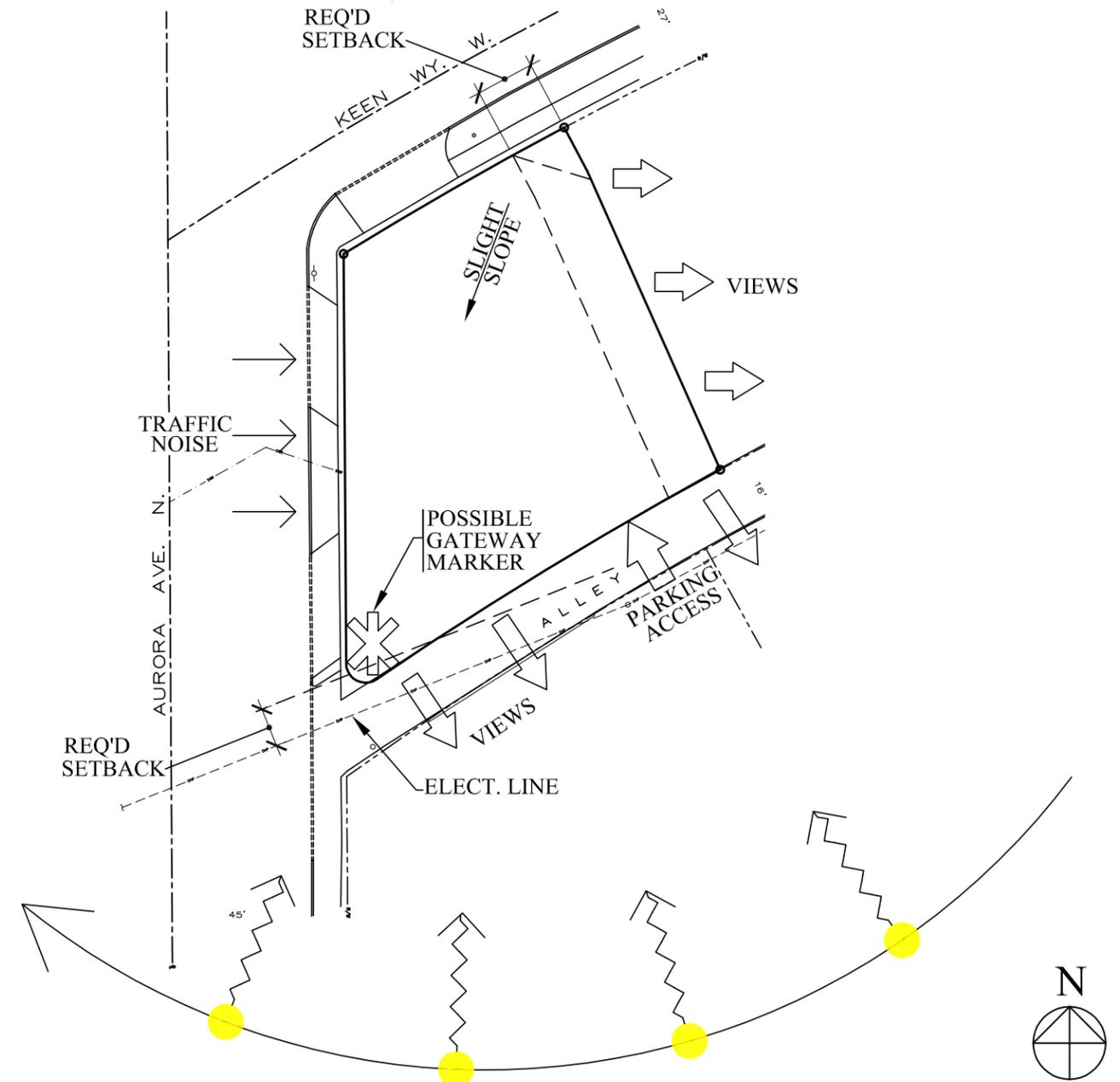


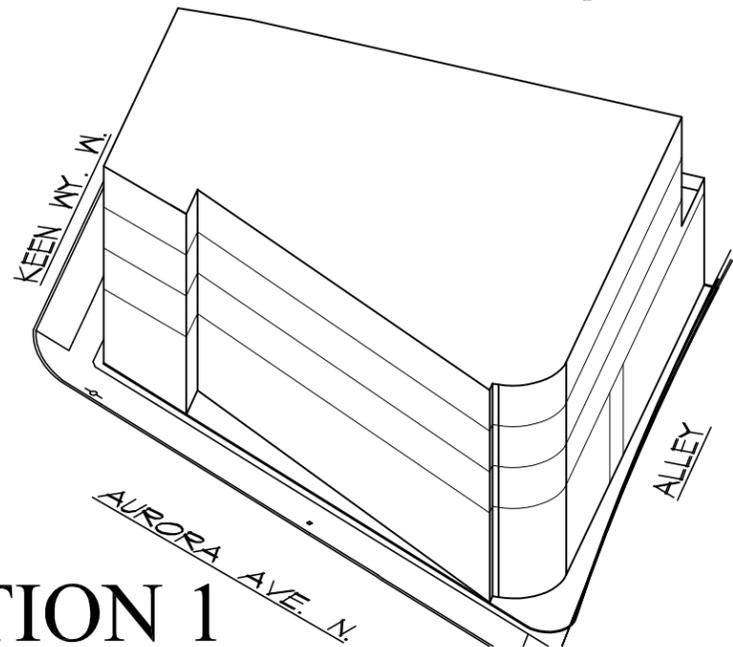
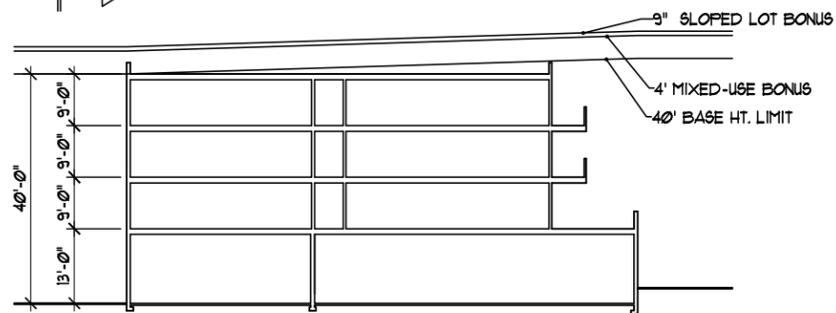
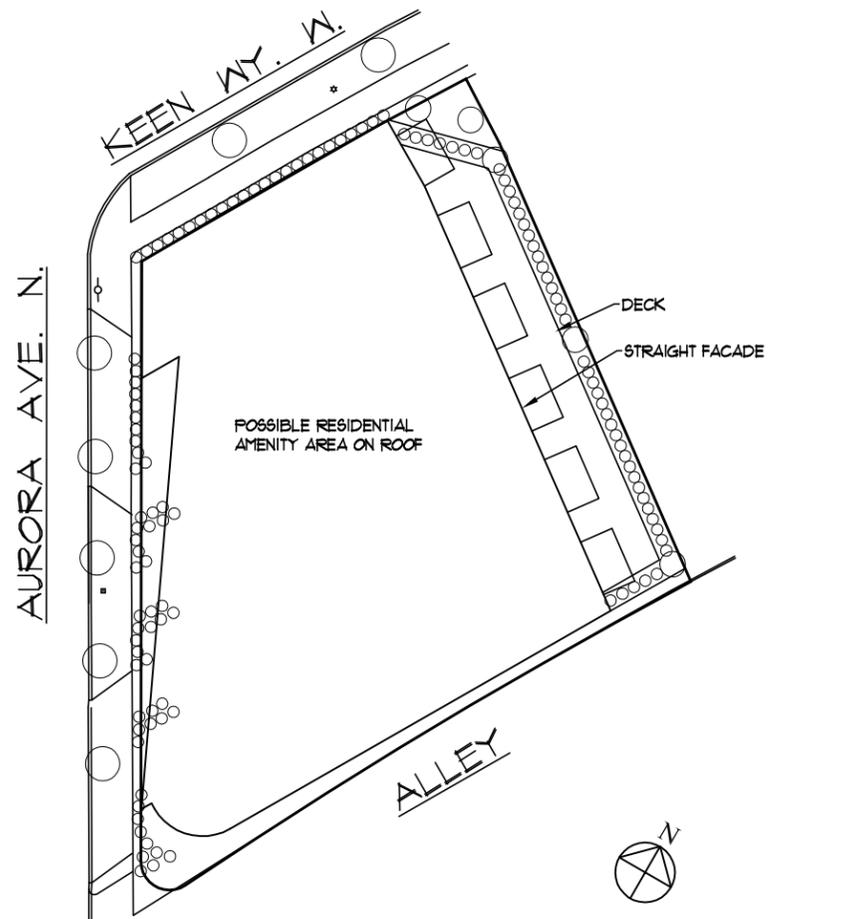
Site

SITE CONDITIONS

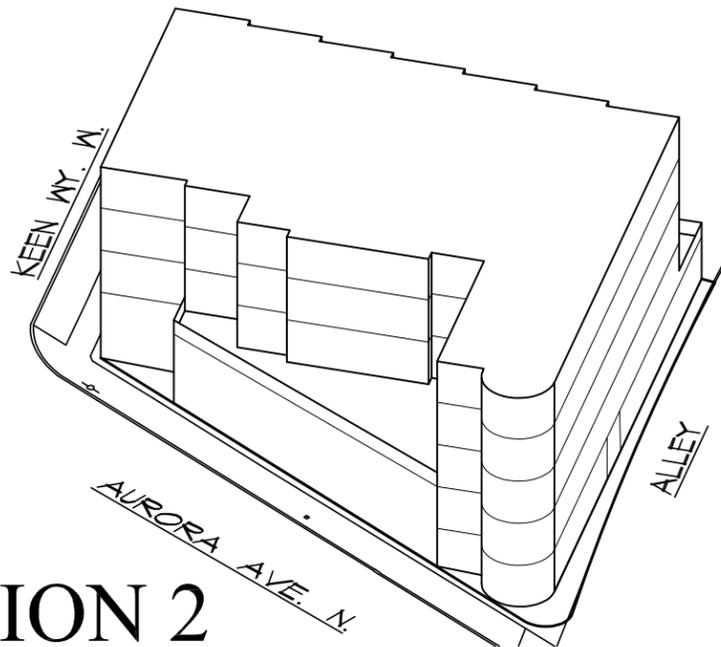
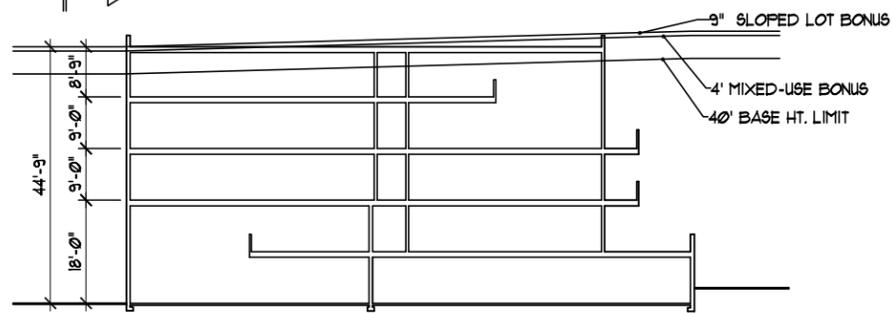
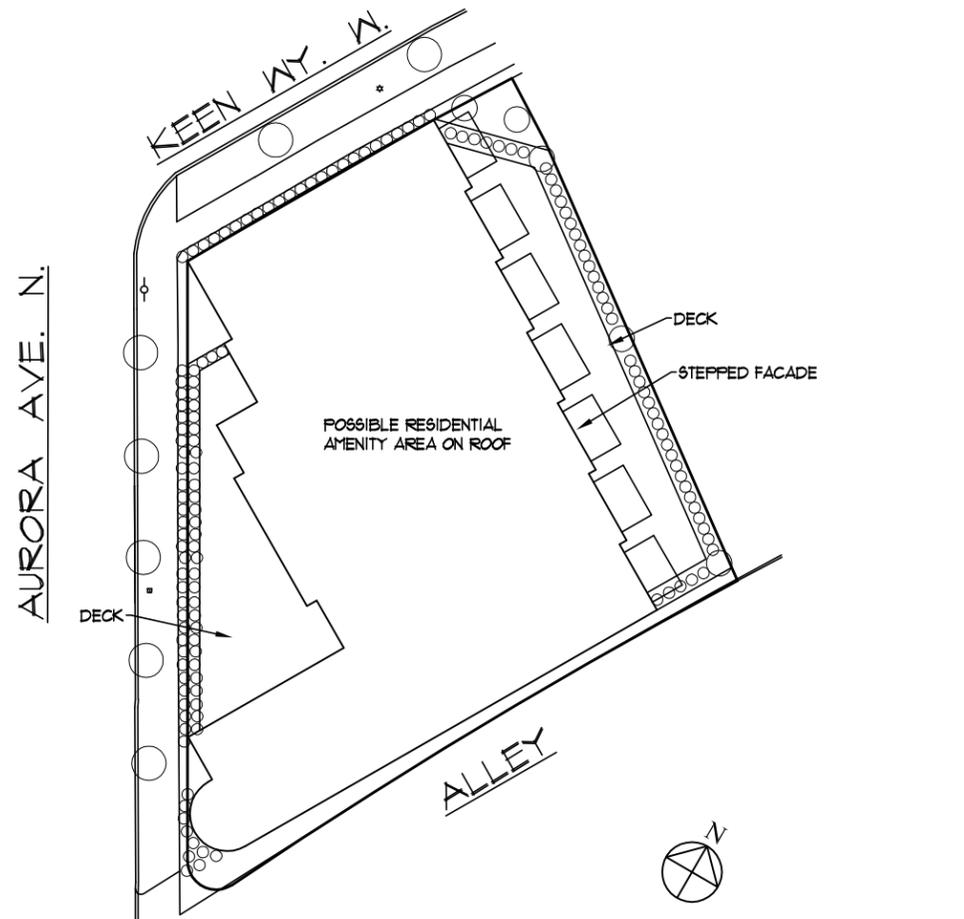


SITE ANALYSIS

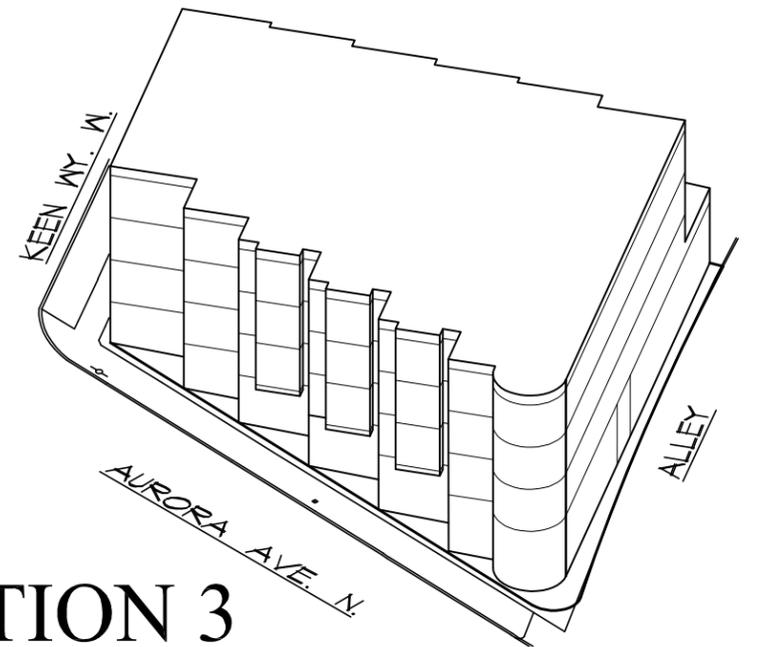
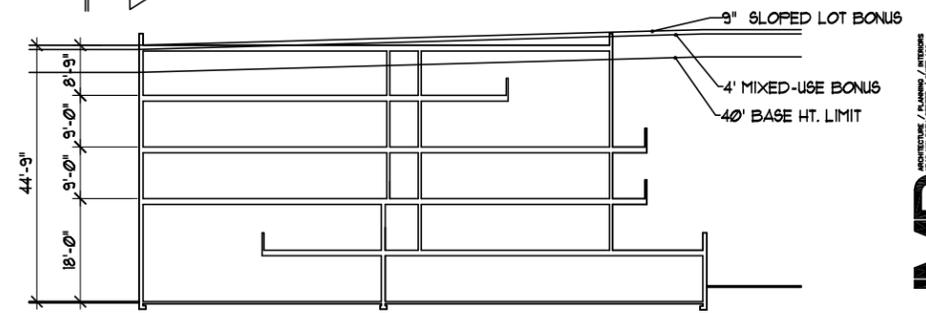
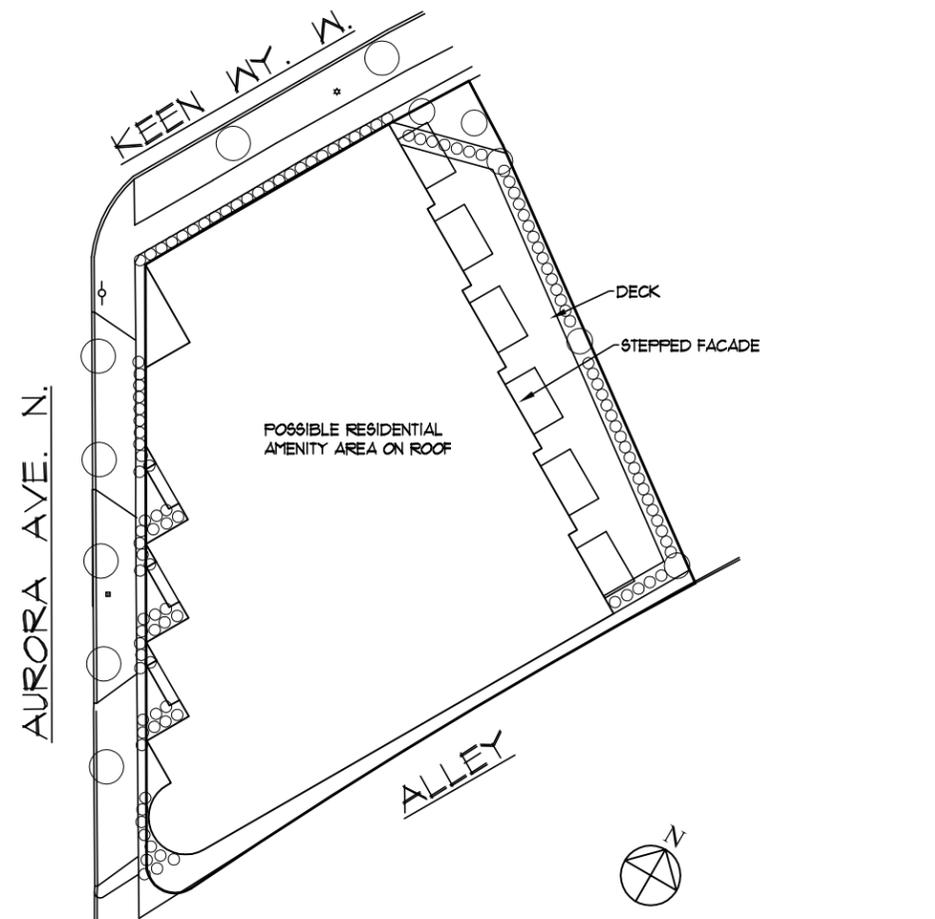




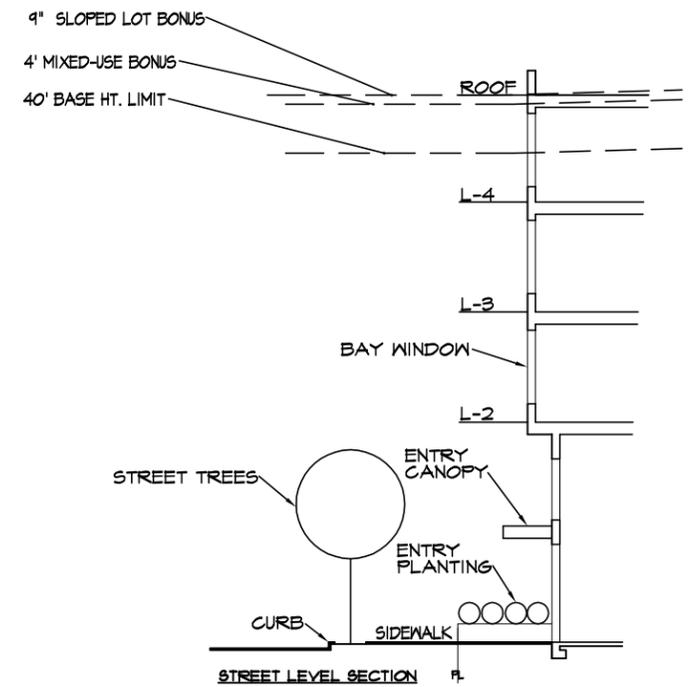
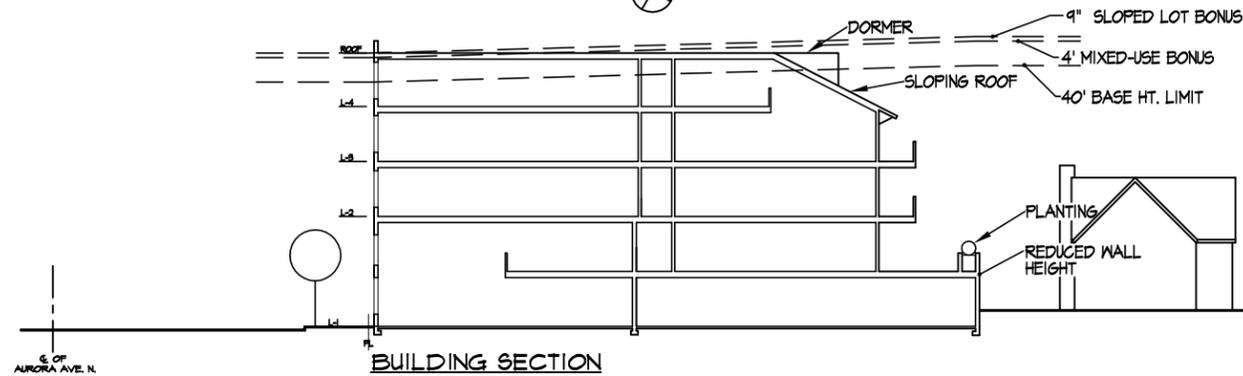
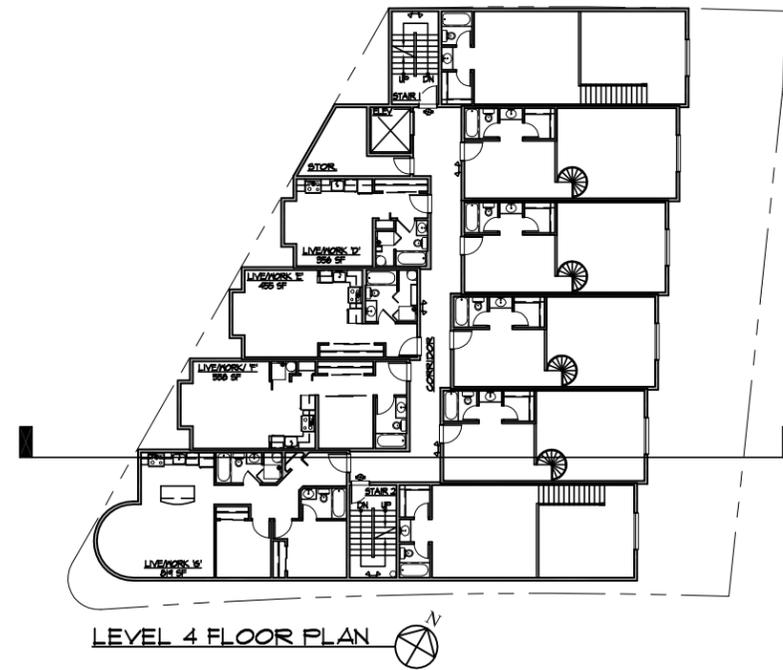
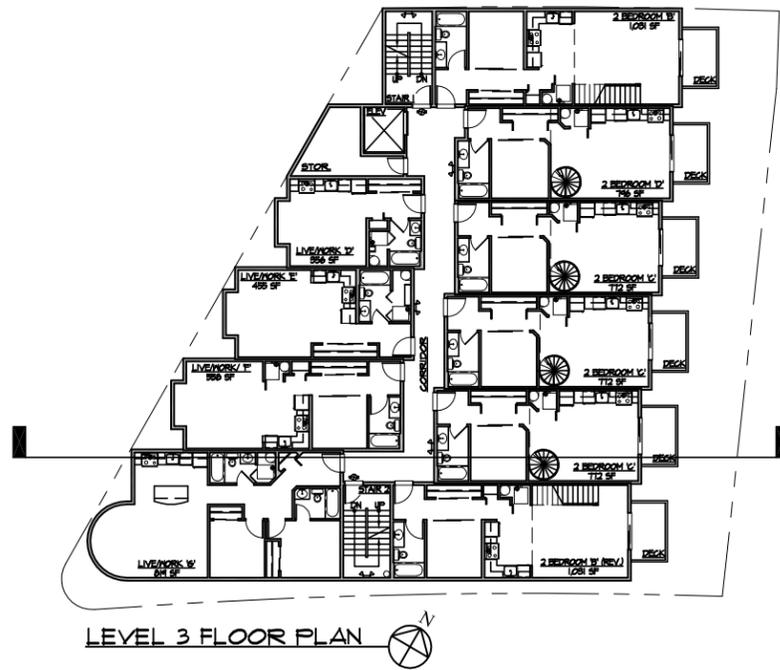
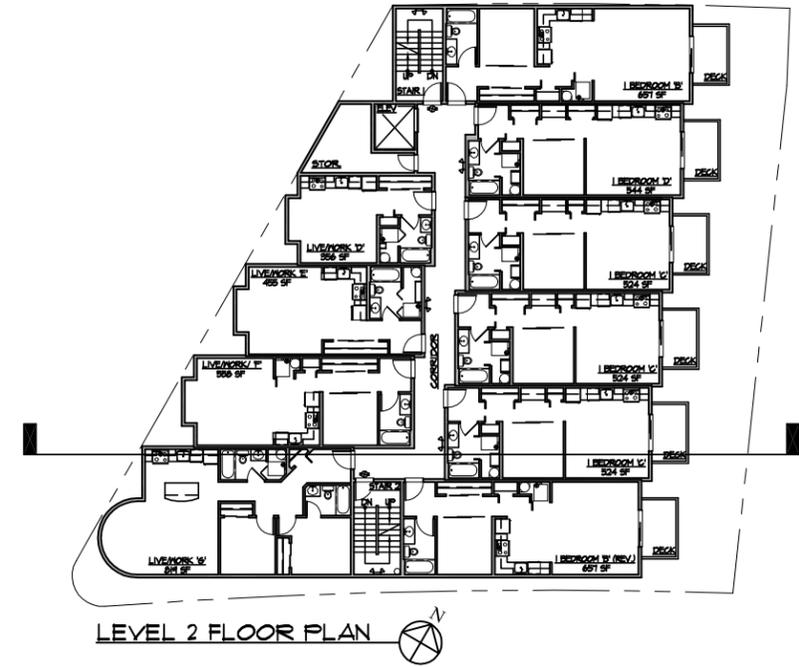
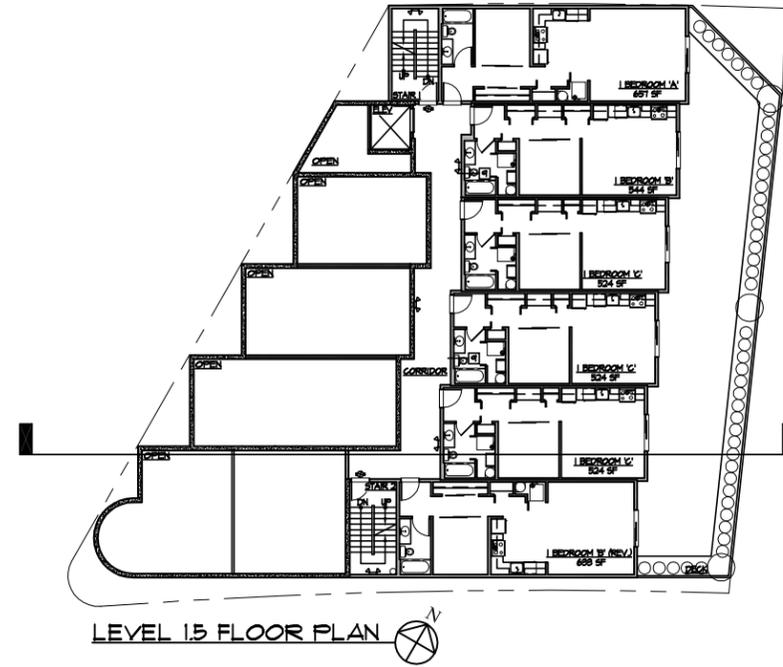
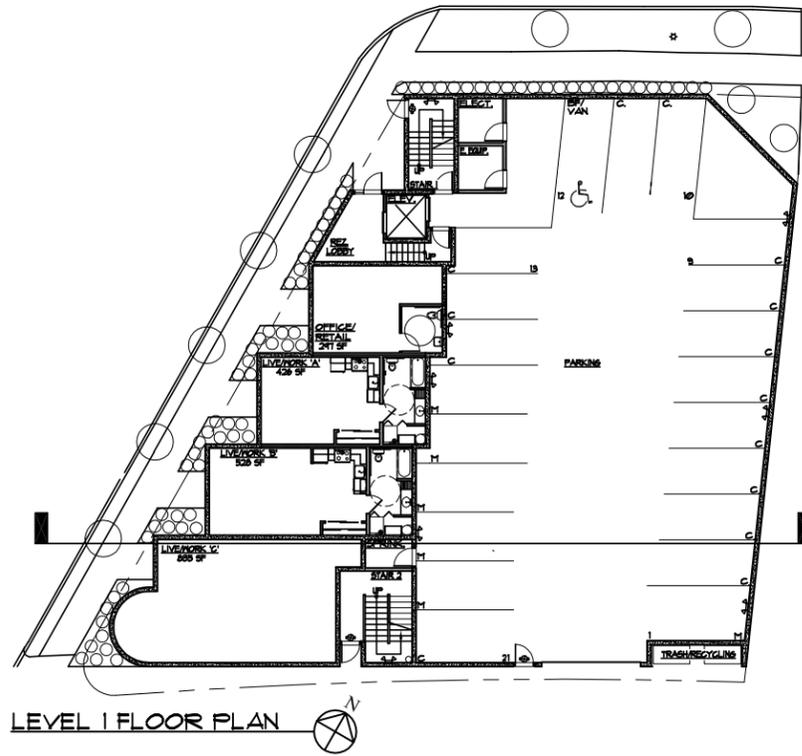
OPTION 1



OPTION 2



OPTION 3



C O D E
R E Q U I R E M E N T S

(23.47A.005.C.3)- RESIDENTIAL USES MAY NOT EXCEED, IN THE AGGREGATE, 20 PERCENT OF THE STREET-LEVEL STREET-FACING FACADE WHEN FACING AN ARTERIAL OR WITHIN A ZONE THAT HAS A HEIGHT LIMIT OF 85 FEET OR HIGHER.

(23.47A.008.B.3.a)-NONRESIDENTIAL USES SHALL EXTEND AN AVERAGE OF AT LEAST 30 FEET AND A MINIMUM OF 15 FEET IN DEPTH FROM THE STREET-LEVEL STREET-FACING FACADE.

23.54.030.B.1.b.- WHEN MORE THEN FIVE (5) PARKING SPACES ARE PROVIDED, A MINIMUM OF SIXTY (60) PERCENT OF THE PARKING SPACES SHALL BE STRIPED FOR MEDIUM VEHICLES. THE MINIMUM SIZE FOR A MEDIUM VEHICLE SHALL ALSO BE THE MAXIMUM SIZE. FORTY (40) PERCENT OF THE PARKING SPACES MAY BE STRIPED FOR ANY SIZE, PROVIDED THAT WHEN PARKING SPACES ARE STRIPED FOR LARGE VEHICLES, THE MINIMUM REQUIRED AISLE WIDTH SHALL BE AS SHOWN FOR MEDIUM VEHICLES.

23.54.030.C.2- EXCEPT FOR LOTS WITH FEWER THEN THREE (3) PARKING SPACES, INGRESS TO AND EGRESS FROM ALL PARKING SPACES SHALL BE PROVIDED WITHOUT REQUIRING BACKING MORE THAN FIFTY (50) FEET.

23.47.029.B.1- THE TRASH/RECYCLING STORAGE SPACE SHALL HAVE NO HORIZONTAL DIMENSION (WIDTH AND DEPTH) LESS THAN (6) FEET.

P R O P O S E D
D E S I G N D E P A R T U R E S

INCREASE MAXIMUM RESIDENTIAL WIDTH FROM TWENTY (20) PERCENT TO THIRTY (30) PERCENT.

ALLOWS RESIDENTIAL ENTRY NEAR THE CORNER OF KEEN ST AND MAINTAINS MOST EFFICIENT PARKING LAYOUT.

REDUCE AVERAGE COMMERCIAL DEPTH TO 24 FEET AND MINIMUM DEPTH TO 14.75 FEET.

ALLOWS MORE MODULATION ALONG AURORA AND REFLECTS LIVE/WORK UNITS.

REDUCE MINIMUM PERCENTAGE OF MEDIUM PARKING STALLS TO (40) PERCENT.

ALLOWS MORE EFFICIENT PARKING LAYOUT.

INCREASE MAXIMUM BACKING DISTANCE FROM 50 FEET TO 73.5 FEET.

ALLOWS MORE EFFICIENT PARKING LAYOUT AND BARRIER FREE ACCESS.

REDUCE REQUIRED TRASH/RECYCLING ROOM DEPTH TO 3'-07".

ALLOWS MORE EFFICIENT PARKING LAYOUT.