

Aurora 77

17 November 2014

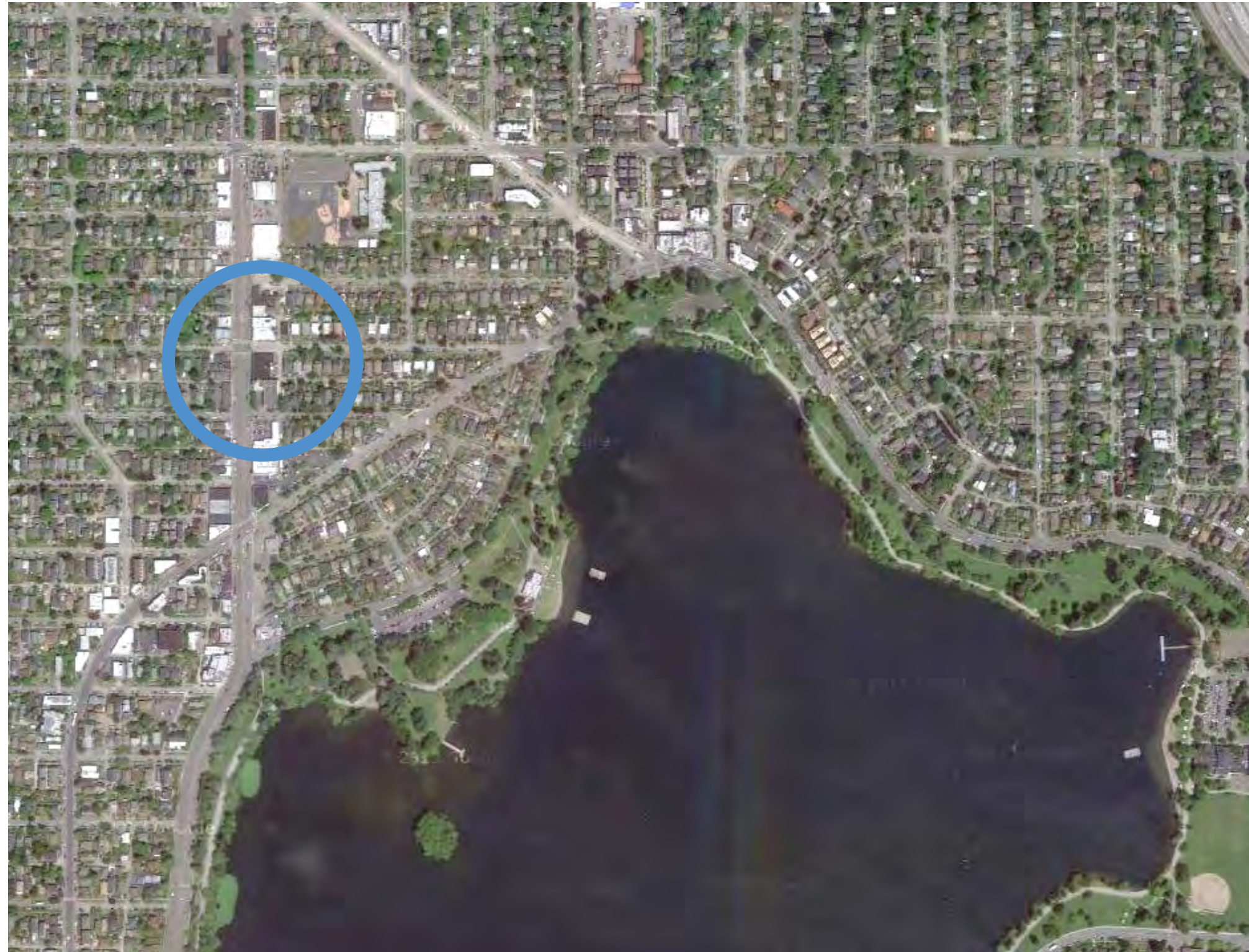


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Image Landsat
Data SIO, NOAA, U.S. Navy, NGA, GEBCO



Project Team

Developer	New Core Development
Architect	Workshop AD
Landscape	KK LA
Civil	HV Engineers
Structural	HV Engineers
Geotech	Geotech Consultants
Survey	GeoDimensions

Project Description

Aurora 77 is a mixed use development on a 10,020 square foot site located at the intersection between Seattle's Green Lake and Greenwood neighborhoods. Just north of downtown Seattle at the northeast edge of the Green Lake basin, the project fronts the eastern edge of Aurora Avenue North and the south edge of North 77th Street.

As one of the first major redevelopments along the Aurora corridor, the project responds to the diverse neighborhood character and intends to respectively consider the districts past, present, and future.

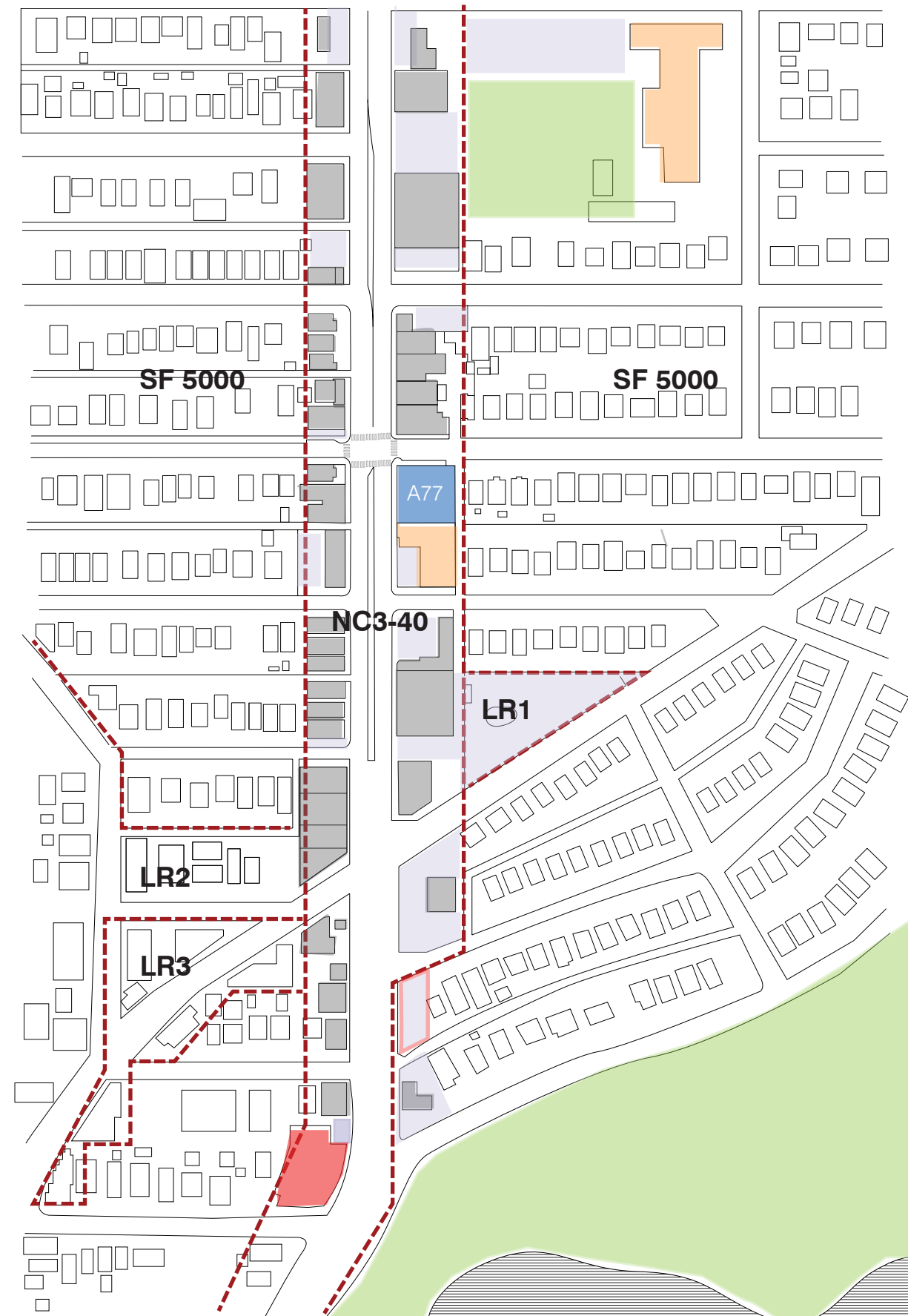
With a mix of street level commercial space and thirty-four residential units sharing access to a communal courtyard, the project strengthens the neighborhood by becoming a transition between the vehicle centric Aurora corridor and the surrounding single family areas.

Zoning // Use

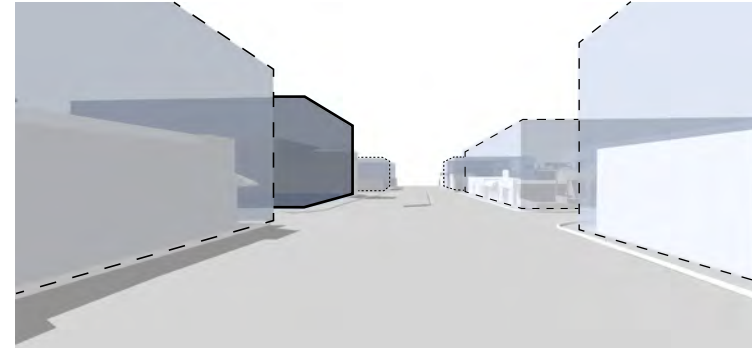
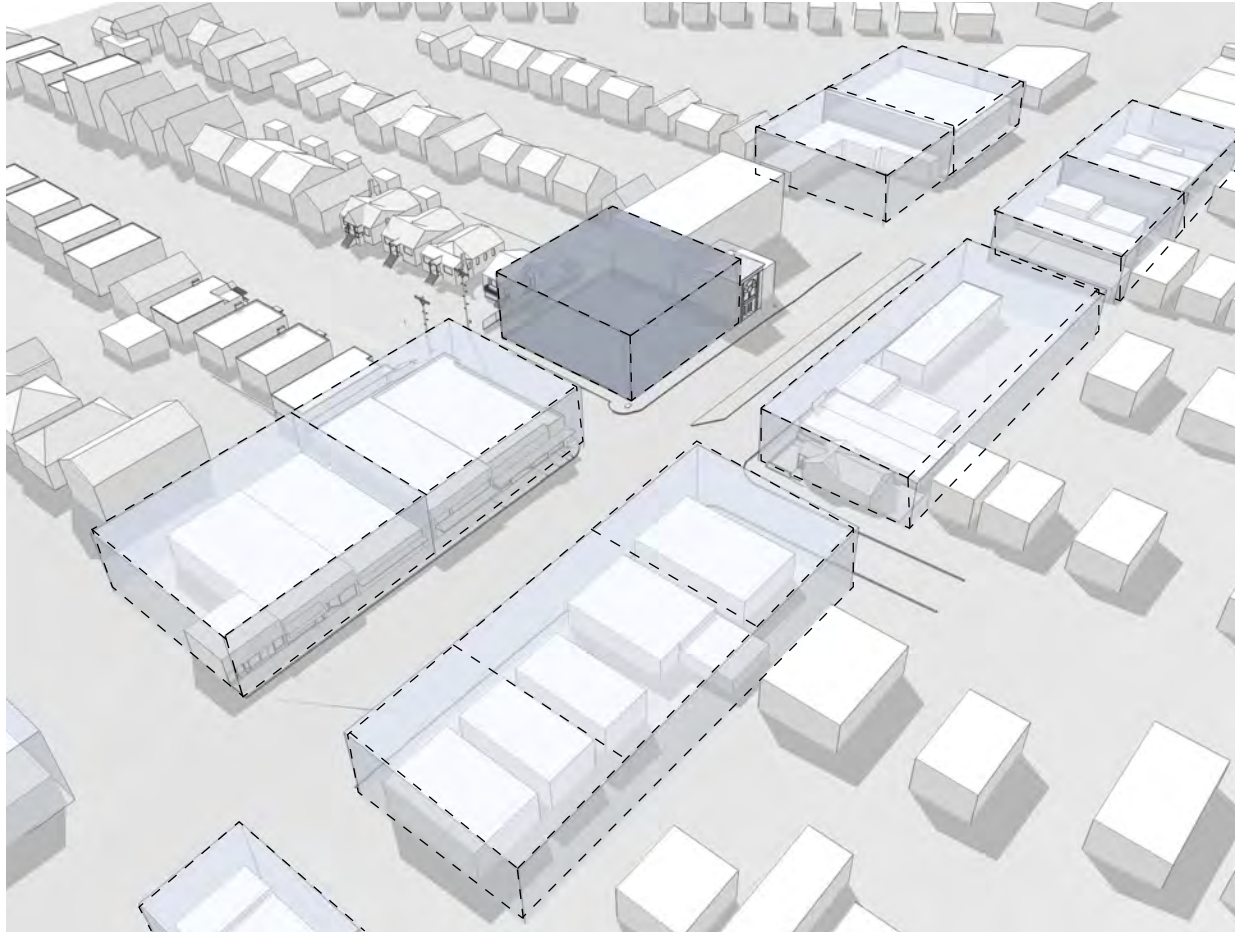
The Aurora corridor character and use is a moderately intensive mix of small scale commercial buildings and surface parking lots. Cultural facilities in the neighborhood include the D. Bagley Elementary School, neighboring St. Germain Foundation and Green Lake proper.

The Aurora corridor has begun a transformation with increased scale and density as a NC3-40 zone. Development is likely to occur at half-block scales similar to this proposed project. There may be narrower parcel based projects as well as larger full block scaled developments, similar in scale to recent mixed used buildings found throughout Seattle's various urban neighborhoods.

Within the last few years a similar half block scaled mixed use development “The Clarke” was completed south of the project on the western edge of Aurora fronting the lake. There is also a current proposal for redevelopment of 7216 Aurora with a similar scaled four story half block structure.



- open space
- cultural | educational
- surface parking
- commercial
- mixed use



Envelope Analysis

Structure Height

- Maximum structure height = 40 feet (SMC 23.47A.012.A.)
- Additional 4 feet permitted when a floor to floor height of at least 13 feet is provided for non-residential uses at street level (SMC 23.47A.012.A.1.)
- Additional 4 feet permitted for roof top features including open railings and parapets (SMC 23.47A.012.C.2.)
- Additional 16 feet permitted for roof top features including stair and elevator penthouses, if maximum 25% of roof area (SMC 23.47A.012.C.4.)

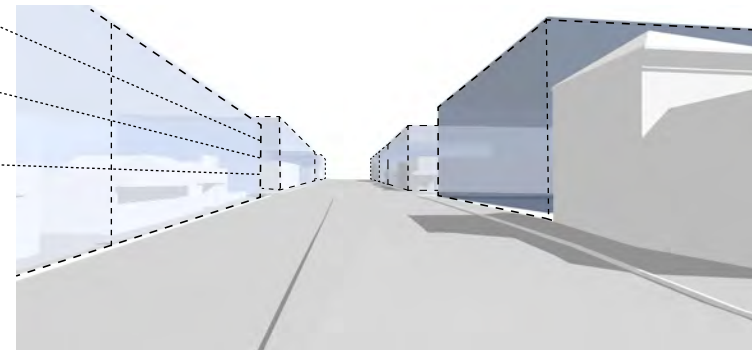
The average grade plan elevation is +208.70' resulting in a maximum elevation of +252.70'

Floor Area Ratio

- The maximum allowable FAR for residential and non-residential mixed-use is 3.25 (SMC 23.47A.013 Table A)
- Lot area = 10,020 square feet
- Allowable gross floor area = 32,565 square feet
- Portions of the structure that are completely underground are exempt from FAR limitations (SMC 23.47A.013.D.1.)

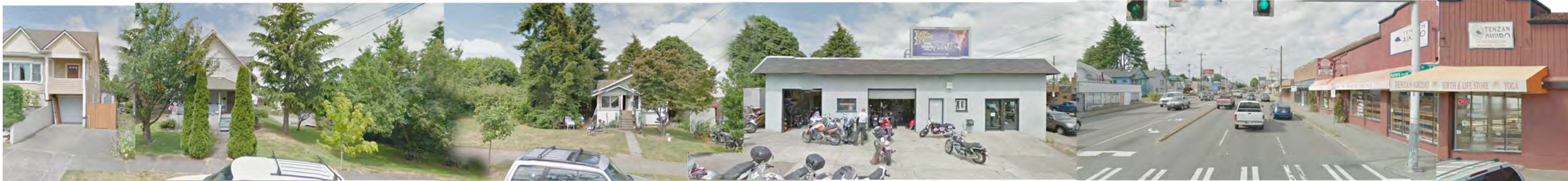
Setback Requirements

- 15 foot setback required at rear lot line when across alley from a residential zoned lot for any portion of structure above 13 feet up to 40 feet, increasing by 2 feet for each 10 feet above 40 feet (SMC 23.47A.014.B.3.)
- One-half width of alley may be counted as part of the required setback, prior to any dedication that may be required for alley improvement purposes (SMC 23.47A.014.B.4.)





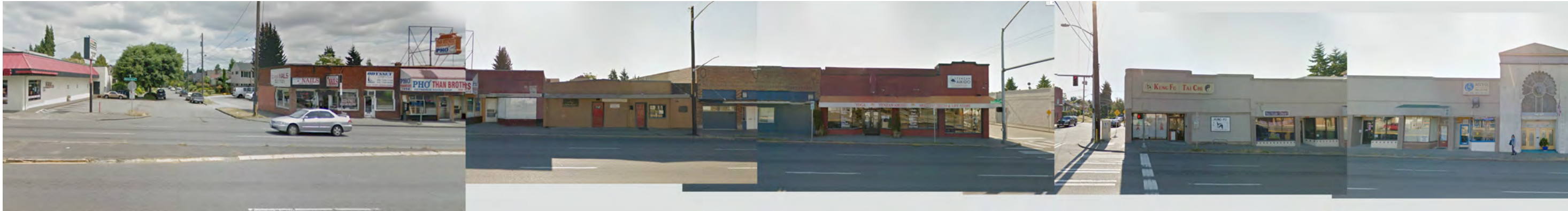
01 // North 77th Street // South



02 // North 77th Street // North

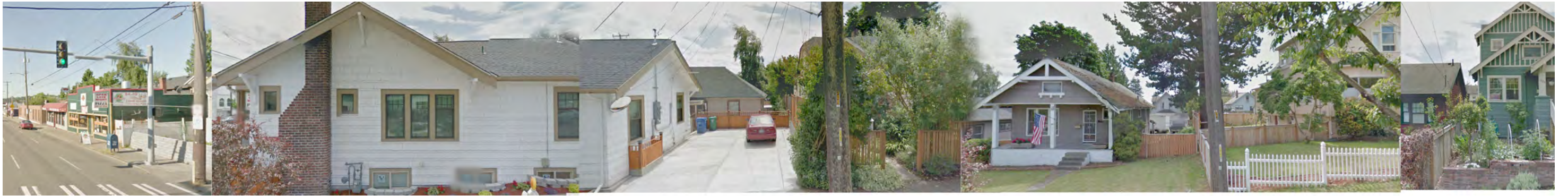


03 // Aurora Avenue // West

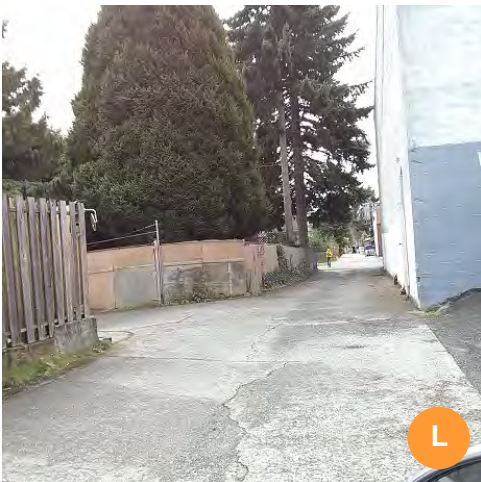
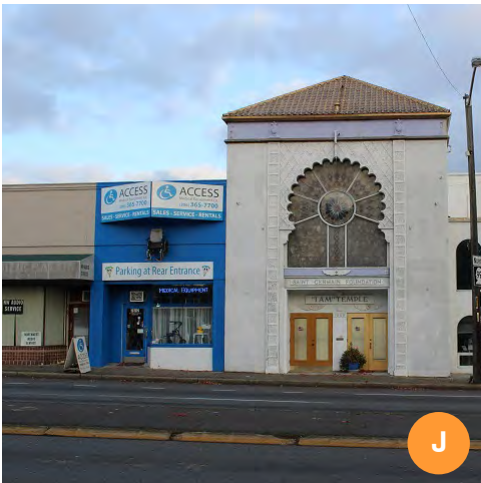
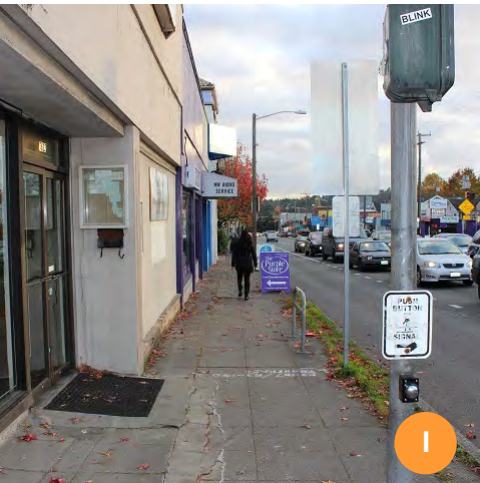
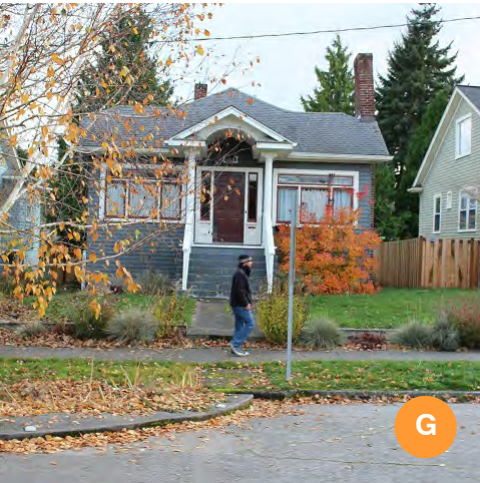
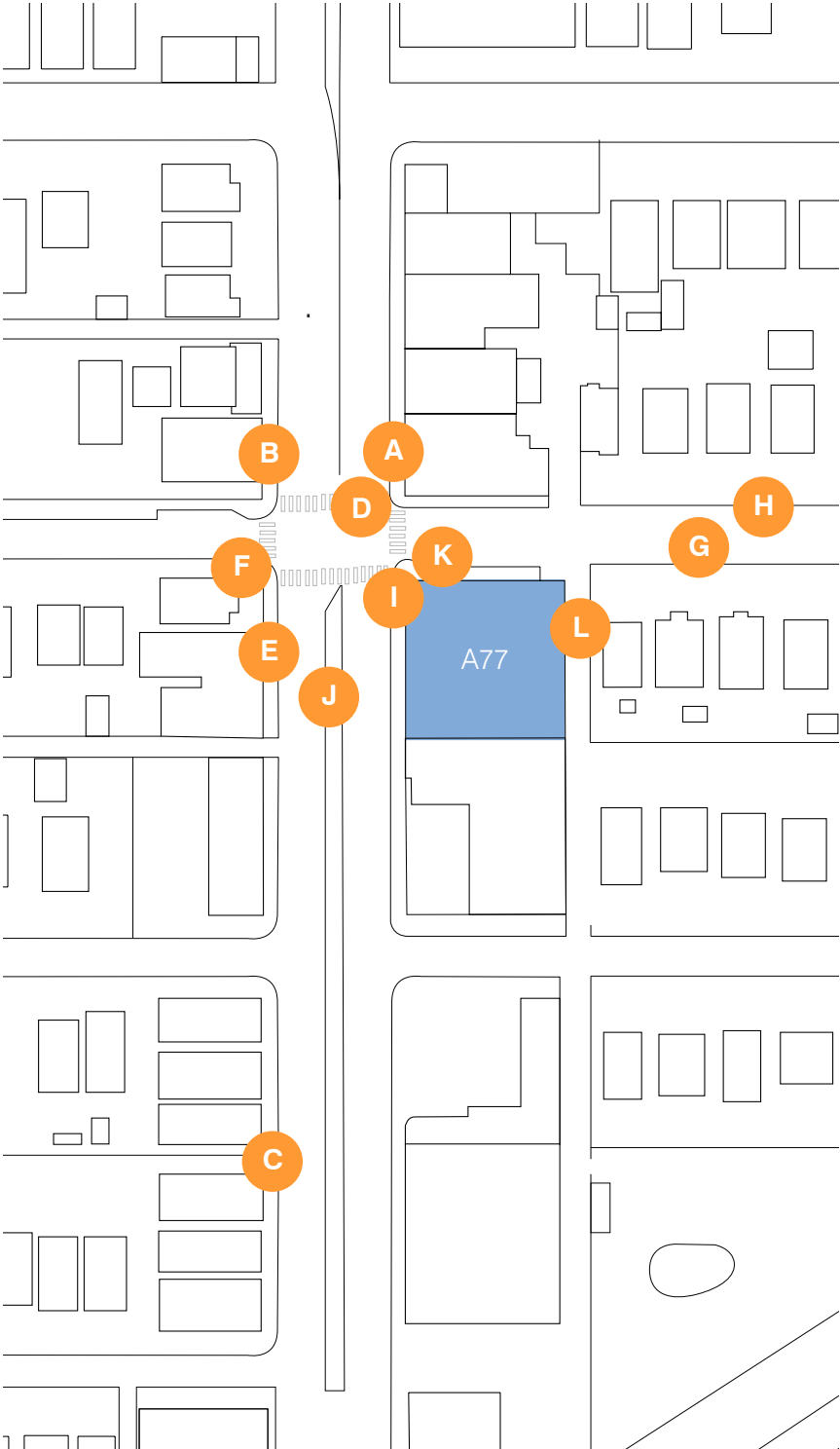
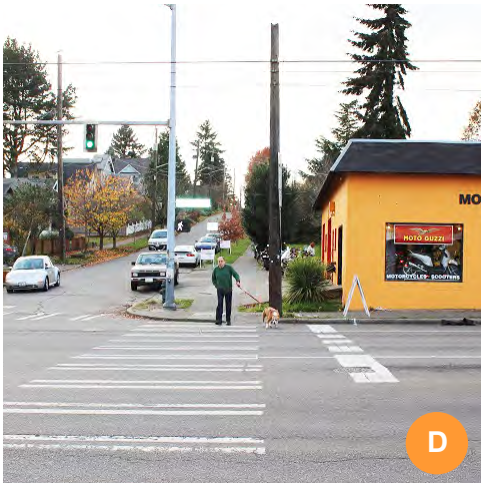
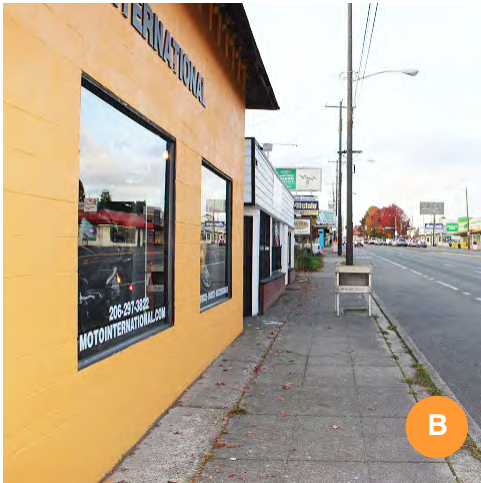
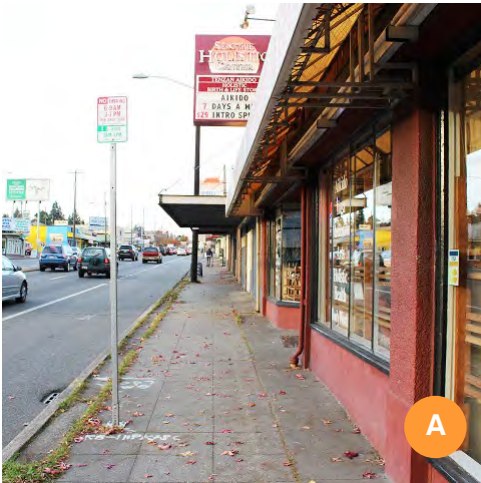


04 // Aurora Avenue // East





Edges



Movement

Movement through the site area is influenced by three primary forces:

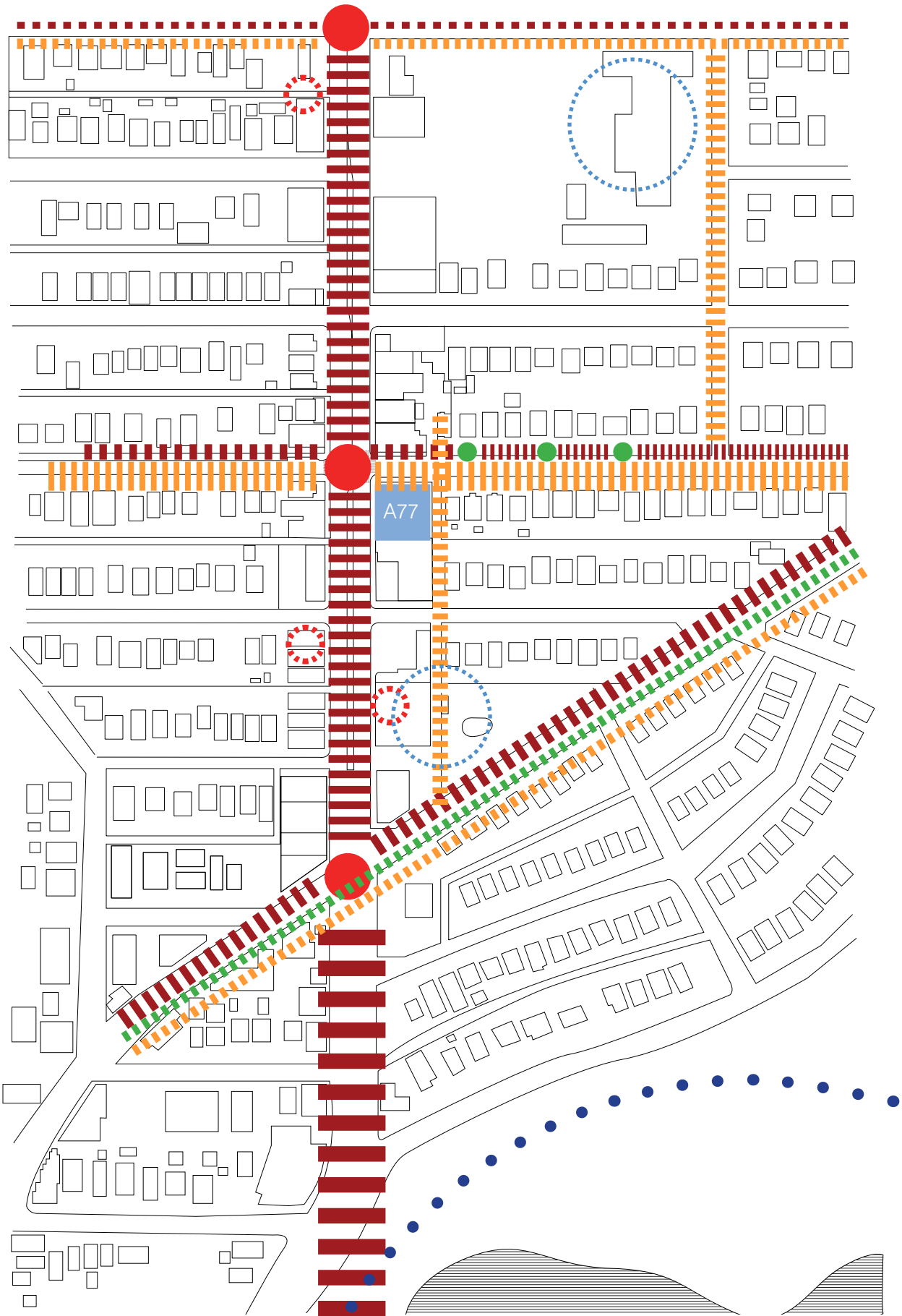
- 1. Regional connections
- 2. Controlled crossings
- 3. Local attractions

Due to the volume of north / south vehicular movement along the Aurora corridor, east / west movement is concentrated at traffic controlled intersections found at Winona, N 77th St, and N 80th St.

Narrow sidewalks and vehicle traffic limit pedestrian activity along Aurora. Pedestrians filter to Aurora on a block by block basis from the neighborhood or surface parking areas. Pedestrian travel through the alley east of Aurora was observed that links residential areas to key local attractions.

Local attractions of the Green Lake Residential Urban Village draw vehicular traffic from the Greenwood and Phinney neighborhoods across the site area at the traffic controlled intersections.

Primary contributors to pedestrian activity are the Daniel Bagley Elementary School, the PCC, and Green Lake recreation areas.



- Vehicle – Fast
- Vehicle – Traffic Congestion
- Bicycle
- Recreation (lake edge)
- Pedestrian
- Intersection Node
- Public Transit Stop
- Activity Node
- Landscape Traffic Calming

Design Opportunities

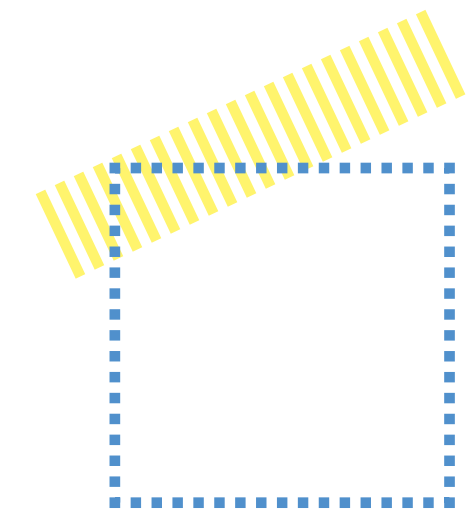
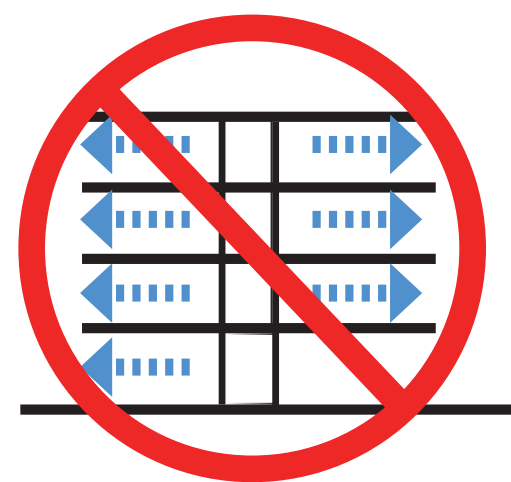
The project team has established the following design objectives:

- Provide a dynamic environment for urban residents.
- Improve street, sidewalk, and alley edges to encourage vital pedestrian activity.
- Encourage neighborhood establishments that positively contribute to the district by providing varied commercial space.
- Create a cohesive design vocabulary that responds to the character of Aurora while sensitively addressing the character and scale of the adjacent single family neighborhood.

In addition to these objectives the team has identified the following key design opporunitites.

Corridor // Cellular

While the double loaded **corridor** typology provides an efficient organization for the tycpial apartment building, the resulting dwelling units often lack daylight and there is little interaction between occupants.



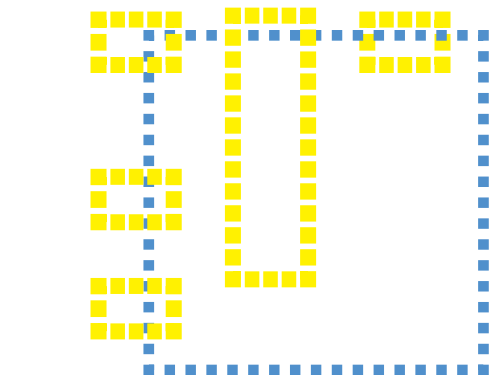
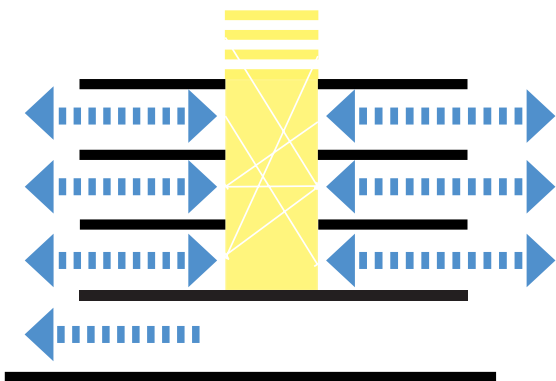
Power Lines // Open Space

Required setback from power lines at northwest corner of site provides opportunities to provide open space, strengthen the quality of the pedestrian realm, and accentuate modulation at the building corner.

Courtyard // Active

A **courtyard** creates the potential for the urban condition of the street to integrate with daily use of the building. The project provides a neighborhood amenity with active participation between occupants and neighbors.

The courtyard allows dwellings to openly interact on two sides and between multiple floors.



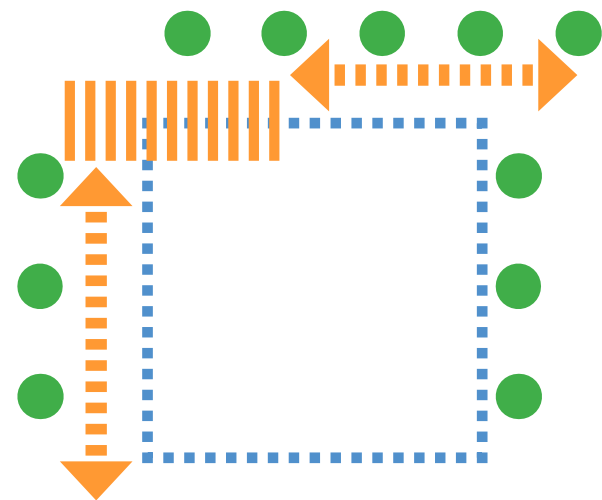
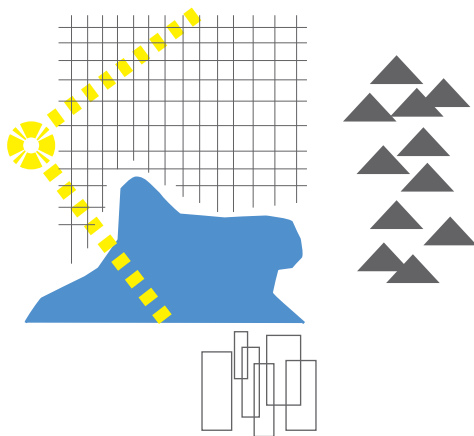
Access // Community

Public to private interface at street level is an opportunity to provide appropriate uses and promote a high degree of interaction between this development and the urban neighborhood.

Views // Residents

Optimizing the connection between the residential units, the Green Lake Basin, the Cascade Mountain and Seattle skyline views will concentrate unit organization along the eastern view edge.

Roof top amenity space will provide opportunity for interaction with the courtyard and view access for all residents.



Edges // Neighborhood

Expanded pedestrian environments along Aurora, N 77th St, and the alley is an opportunity to transition and extend meaningful public space and facilitate active neighborhood re-engagment with the project.

Specific Site Features + Forces

Lot area = 10,020 sqft

Existing grade high at NW corner +211' dropping approximately 3 feet along Aurora to +208' at the SW corner and approximately 2 feet along N 77th St to +209' at the NE corner. The lowest point of the site is approximately +206.5' at the SE corner.

A. Power lines and required setback at northwest corner of site = 42 sqft irregular shaped area.

B. Northwest corner sidewalk clutter of control box, light standard, and power pole.

C. Narrow sidewalks (SDOT sub-standard) along Aurora (9'-2" to 9'-3" wide) and N 77th Street (7'-11" to 8'-0" wide).

D. Restricted parking (rush hour 6-9am + 3-7pm tow away zone, 1 hour 9am-3pm) along Aurora and (1 hour 7am-6pm) N 77th Street.

E. No landscaping along either street. Note pattern of landscaped traffic calming areas along N 77th St east of site.

F. Interaction with alley; the space that mitigates transition from commercial use and scale to residential zone.

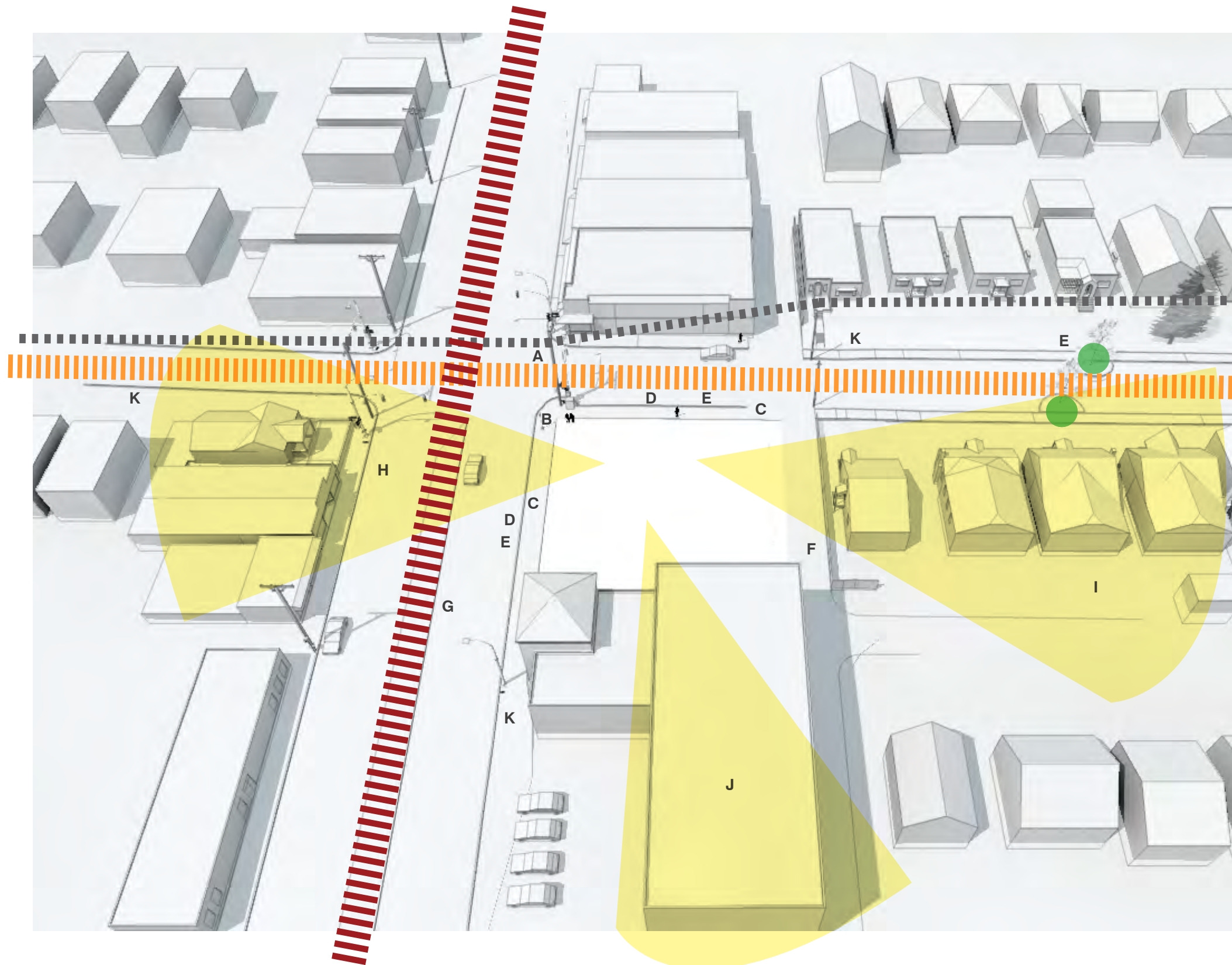
G. Vehicular corridor.

H. Views west to Phinney Ridge and Greenwood.

I. Views (above 25 feet) east towards Green Lake, Maple Leaf Ridge, and Cascade Mountains beyond.

J. Partial views south to downtown skyline over adjacent structure (from roof).

K. Neighborhood pedestrian environment.



EDG Preferred Alternate // Inflect

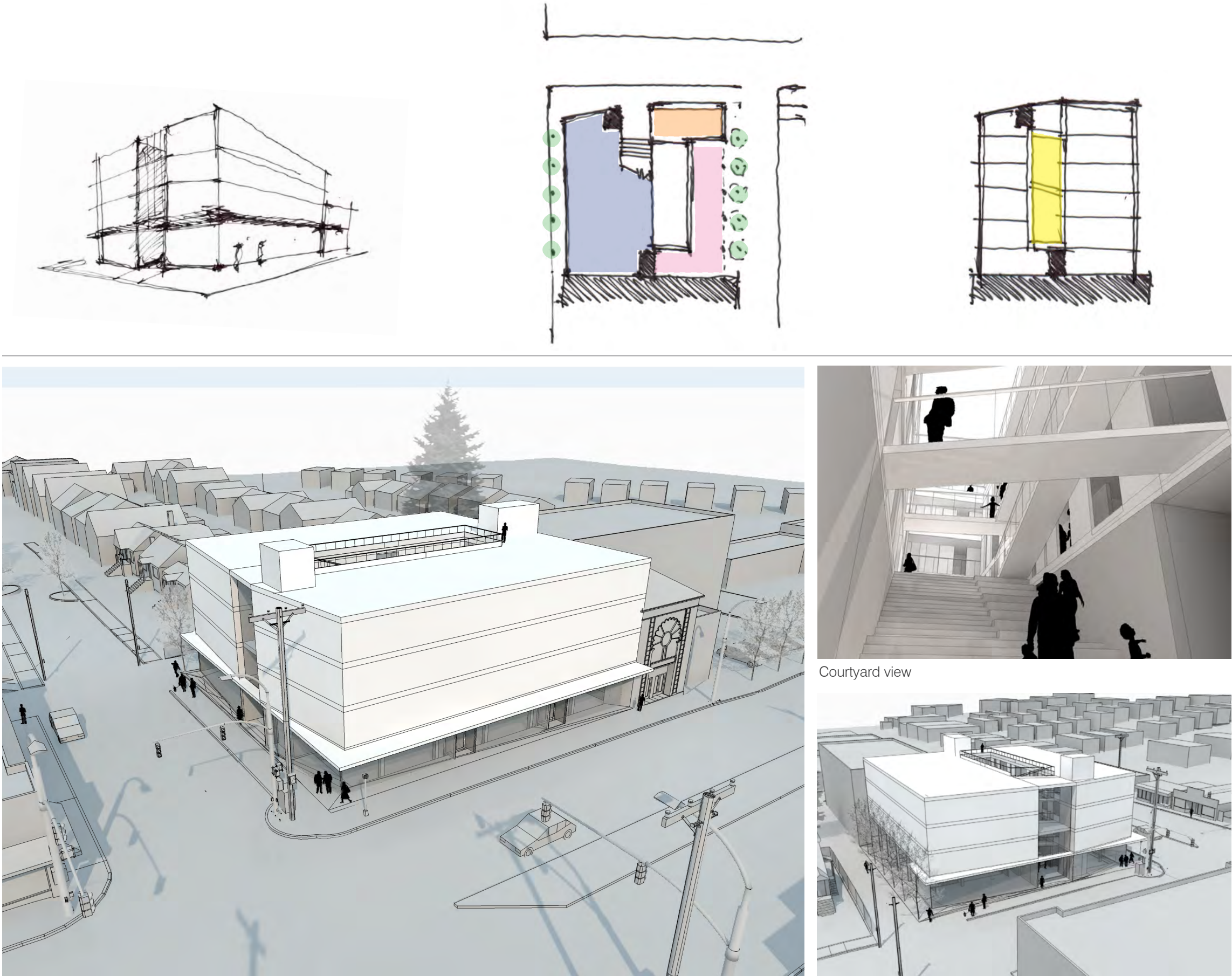
This preferred alternate follows the diagonal power line setback by gently inflecting the building massing. This creates opportunity for an enlarged public sidewalk space at the corner where pedestrians most often pause and gather. The storefront edge along Aurora is setback 2 feet and provides a continuous widened sidewalk improving the pedestrian environment. A 5 foot projecting canopy wraps the street facing facades and creates a pedestrian datum to register the programmatic changes between commercial and residential use. The scheme prioritizes the courtyard environment as an extension of the urban fabric with an open residential entry off North 77th Street. A broad staircase leads up through the various levels of the building. This dynamic courtyard spatially engages the interior common volume with the street and neighborhood through movement and a degree of transparency from ground to roof level. The space at the northeast corner of the building fronting N 77th St is proposed to be a live/work unit with appropriate degrees of transparency and interaction with the street. This façade line also gently inflects to provide a greater setback as the project transitions east to the residential context. Trees are proposed along Aurora and N 77th Street, with landscaping continuing around to the eastern alley edge. Six parking stalls are located off the alley, covered and enclosed within the structure yet still open to the alley for convenient use. The trees at the alley follow the residential unit division and structural rhythm of the building as well as providing a foreground landscape element that mitigates privacy between the residential units and the single family residence across the alley. The ramp to the below grade parking is located at the lowest grade southeast corner.

Advantages

- Affords public amenity space at corner and improves pedestrian environment with widened sidewalks and canopy
- Courtyard linking to street for strong urban connection
- Appropriate use division along street facades that quickly transitions from high intensity at Aurora to quiet neighborhood along N 77th St.
- Massing, bulk, and scale transition along N 77th St to residential neighborhood
- Landscaping and street trees improve edges

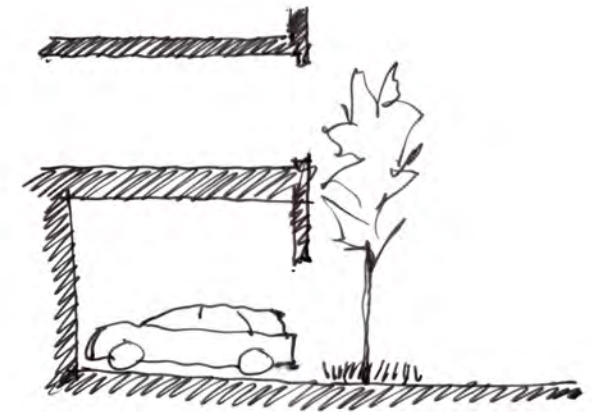
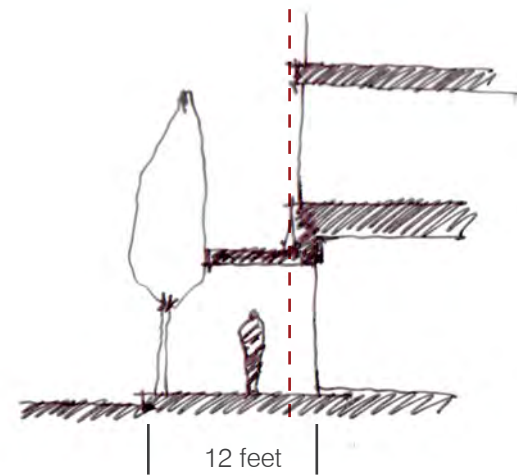
Disadvantages

- Mitigation of noise from Aurora into open courtyard



NW corner

NE corner



Aurora // ground elevation view



77th // ground elevation view



Alley // ground elevation view



Aurora // ground street view



77th // ground street view



Alley // ground street view

Development Summary

The proposed project is a four story mixed-use building with a single level of below grade parking, street level commercial space, and three levels of apartments above with access to a central courtyard and roof top amenity space for all residents. The total gross square footage of the building is 28,451 sqft with 5,807 sqft of exempt below grade parking. Parking for 21 vehicles will serve the commercial and residential needs. 17 stalls will be located in the below grade structure accessed from the alley, with an additional 4 stalls located off the alley within the structure. Commercial space totaling 3,308 sqft will be located at street level along the primary frontage of Aurora Avenue North and returning at the northwest corner along North 77th Street. There is a 696 sqft residential unit at the northeast corner of the building fronting North 77th Street and the alley along the eastern edge. The three levels above the street level spaces will provide 33 residential units consisting of studios and one bedroom apartments ranging in size from 480 - 726 sqft.

In summary, the intended uses for the project are market rate residential apartments, restaurant and neighborhood retail, and parking for the commercial and residential uses.

Site Area	10,020 sqft
Allowable Floor Area Ratio	3.25
Max Allowable Building Area	32,565 sqft

Proposed Building Area	
Level P Parking	5,807 sqft
Level 1 Commercial & Residential	7,778 sqft
Level 2 Residential	6,771 sqft
Level 3 Residential	6,771 sqft
Level 4 Residential	6,771 sqft
Roof Penthouses	360 sqft

Exempt Area (SMC 23.47A.013.D.2.) 5,807 sqft

Total Building Area	28,451 sqft
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Proposed Floor Area Ratio	2.84
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EDG | Anticipated Design Departures

SMC 23.47A.016.D.1
Screening & Landscaping Requirements

Surface parking across an alley from a residential zone is required to have a five foot landscape buffer and six foot high screening along the lot line.

Departure requested to allow an alternate to the screening and landscaping requirements. There are no residential properties opening onto this portion of the north/south oriented alley, so vehicular movement to and from Aurora Avenue will have little impact on the rear yards of the residential neighbors. Parking off the alley gives ready access to the commercial uses and contributes to the vitality of those establishments. To mitigate the appearance of the parking, the design proposes to locate the stalls completely within the structure. Also, the use of permeable paving and the planting of trees along the column lines of the building will help to improve this edge condition.

SMC 23.47A.032.G.
Parking Location & Access

Refer to previous section

SMC 23.54.030.B.2.
Parking Space Requirements
Nonresidential uses and live-work units

When ten or fewer parking spaces are provided, a maximum of 25% of the parking spaces may be striped for small vehicles. A minimum of 75% of the spaces shall be striped for large vehicles.

Departure requested to allow 5 medium stalls and 1 large ADA stall. The medium 8 foot wide stalls have the capacity for an extended length to 19 feet (equal to a large stall), but due to the structural column layout, driven by economical constructability, these stalls cannot be 8.5 feet wide to meet the large stall definition.



EDG | courtyard view

Requested Departures

	STANDARD	REQUIREMENT	REQUEST	RATIONALE	RECOMMENDATION
D1	23.47A.008.D.2 Residential Uses at Street Level	Residential uses located along a street-level street facing facade (a.) shall have a prominent pedestrian entry and (b.) the floor of a dwelling unit located along the street level street facing facade shall be at least 4 feet above or below sidewalk grade or set back at least 10 feet from the sidewalk.	Allow the floor of a sidewalk level dwelling unit to be located at sidewalk grade and less than 10 feet from sidewalk.	The building code requires that all dwelling units within the structure be accessible. One dwelling unit is located at street level on North 77th Street. The proposed dwelling unit has various angled facade lengths and is set back between 6" and 8'-3" from the sidewalk. With carefully placed windows and wall lengths corresponding to the unit program and privacy requirements, the facade integrates with a landscape planter and canopy to provide an appropriate transition between sidewalk and dwelling unit. Average set back calculation: (184"x11") + (57"x99") + (42"x58") + (181"x43") = 17,886 / 464 = 38.5" or <u>3'-2 1/2" AVG</u>	
D2	23.47A.014.B.3.b Setback Requirements	For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet for every 10 feet of height.	Maintain 15 foot setback at portions of the structure above 40 feet.	The portion of the structure above 40 feet begins 6 feet above the 4th floor level and 6 feet below the roof parapet level. At the roof level the setback would be an additional 10 inches. The proposal provides a large courtyard space as a major design gesture and opens that space to N 77th Street. This gesture reduces the proposals FAR well below the allowable limits which reduces the proposals overall bulk and scale. In order to maximize the effect of this gesture and maintain a cohesive building form, the proposal maintains a 15 foot setback at all levels of the east facade.	
D3	23.47A.012.C.7.f. Non-firewall parapet extension above structure height limit	Non-firewall parapets shall be located at least 10 feet from the north edge of the roof unless a shadow diagram is provided that demonstrates that locating a non-firewall parapet within 10 feet of the north edge of the roof would not shade property to the north on Jan 21 at noon more than would a structure built to the maximum permitted height and FAR.	Allow a non-firewall parapet to extend 25.5" above the height limit.	The proposed non-firewall parapet is designed to: - mitigate views from the project's roof top deck to the surrounding single family residential properties; - maintain a consistent building roof form on all facades, and; - maintain proper constructability of roof and flashing details around the perimeter of the project. The cast shadow on the neighboring building to the north is at +22'-3" above sidewalk level. These shadows fall on a primarily windowless portion of wall, except for two small windows and a small portion of storefront glazing at the southwest corner of the neighboring building. If the adjacent parcel was redeveloped as a mixed use building with similar floor to floor heights the overall height of the proposed parapet would not fully shade speculated second level window openings.	
D4	23.47A.016.D.1.c.2 Screening of Surface Parking Areas	Surface parking abutting or across an alley from a lot in a residential zone must have 6-foot-high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening.	Allow parking spaces adjacent to the alley and within the proposed structure with each stall to have direct ingress/egress from the alley.	The proposed parking spaces, located entirely within the structure and directly accessed from the alley, provide convenient use to the street level commercial space. These stalls will be open between 6am-9pm and secured with roll down metal grills between 9pm-6am. A five-foot-deep landscaped buffer combined with the required drive aisle plus parking stall creates an overall depth that would not allow for viable street front commercial space facing Aurora Avenue North. In addition, the use and occupancy of the commercial space could be such that no parking is required, therefore the area adjacent to the alley could be re-programmed as additional retail or general storage for the building. This would place parking demand on the neighborhood streets. From a design standpoint the proposal integrates three columnar trees with permeable paving and architectural down lighting, along with a landscape planter at the north-east corner, which greatly enhances the overall alley condition.	

Response to Early Design Guidance

GUIDELINE	GUIDANCE	RESPONSE
A-2 Streetscape Compatibility The siting of buildings should acknowledge and reinforce existing desirable spatial characteristics of right-of-way. Green Lake-specific supplemental guidance: A continuous street wall is an important design consideration within Green Lake’s commercial and mixed-use, pedestrian-oriented areas. - Aurora Avenue North: A continuous street wall is less of a consideration on Aurora Avenue N, where numerous parking lots punctuate the streetscape. In this area, a more pleasant and consistent streetscape can be achieved by reinforcing the rhythm of alternating buildings and well-landscaped vehicle access areas. Parking lots should be placed at the rear and to the sides of buildings, and the buildings should be located near the street. Parking lot landscaping and screening are particularly important in improving the appearance of the Aurora Avenue North corridor. - Multifamily Residential Areas: Landscaping in the required front setbacks of new multifamily development is an important siting and design consideration to help reinforce desirable streetscape continuity.	The Board indicates its satisfaction with the design direction in terms of streetscape compatibility. See guidance for A-4.	Streetscape strategy has been maintained.
A-3 Entrances Visible from the Street Entries should be clearly identifiable and visible from the street.	The location of the residential entrance on N. 77th St met with approval. intriguing opening to the courtyard on the north elevation met with Board enthusiasm. Meet security concerns by designing an attractive entry gate.	The entry gate will be a wood and metal screen that will provide security while being visually open. Vertically oriented 5/4 x 3 wood fins will attach to a white powder coated steel frame. The vertical fins will be stained to match the wood cladding and be installed as a continuation of the cladding on the adjacent wall. Varied spacing between the fins and building graphics created with cnc relief will provide identification and visual interest. See pages 48-49.
A-4 Human Activity New development should be sited and designed to encourage human activity on the street. Green Lake-specific supplemental guidance: Pedestrian activity is a high priority in the Green Lake business areas. It is recognized, however, that within commercial zones, the appropriateness of traditional storefronts may depend upon location, adjacent properties and the type of street on which the development fronts. In the case of a mixed-use building, for example, at the intersection of an arterial and a residential street, it might be more appropriate to place non-storefront commercial facades on the quieter residential street. In such cases, the following can contribute to a commercial facade that exhibits a character and presence that achieves a sensitive transition from commercial to residential uses: - slightly less transparency than a standard storefront window; - recessed entries; - landscaping along the building base and entry; and - minimized glare from exterior lighting.	The transition between the Aurora commercial corridor and the quiet residential neighborhood requires landscaping sensitive to pedestrian movement and expressive of the greater changes along the N. 77th St. right of way. The type of use or program and its placement along the street ought to reinforce this transition . Detailing and materials along the ground floor should respond to the transition between zones.	Transitioning from the Aurora corridor commercial storefront edge and corner intersection east along N. 77th St. the street level of the building changes from fully transparent to screened and layered at the main residential lobby. The private residential unit at the northeast corner of the project reinforces the transition from commercial to the residential neighborhood. Integration of landscape, canopy, wood wall and panel material, and window and doors are responsive to the transitioning scale and use. The residential unit entry is recessed off the sidewalk, a raised planter along the building base turns the corner to the alley, and architectural down lighting from the canopy overhead create a contextually sensitive human scaled environment.
A-5 Respect for Adjacent Sites Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.	The presence of the St. Germaine Foundation's ornate tower did not suggest to the Board the need for a setback or some architectural recognition of it. Locate the roof top open space away from the building's east side to ensure reduced noise and privacy for the neighbors.	The roof top deck eastern edge has been pulled back from the eastern parapet edge to ensure privacy to adjacent residential properties. A modest parapet at the east façade further cuts down on potential sight lines between the roof deck and the single family zoned structures. See building section on page 53.
A-6 Transition Between Residence and Street For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Green Lake-specific supplemental guidance: - Residential Buildings: Residences on the ground floor should be raised for residents’ privacy, if allowed by site conditions. Well landscaped, shallow front yard setbacks are also typical and appropriate. - Mixed-Use Buildings: For mixed-use buildings with residential units over commercial ground floor uses, consider locating the primary residential entry on the side street rather than in the main commercial area. This maintains a continuous commercial storefront while increasing privacy for the residential units.	The Board expects the design of an attractive gate at the primary residential entrance on N. 77th St. The openness or transparency between the pedestrian realm and the courtyard/circulation system at the center of the building appealed to the Board.	The entry gate will be a wood and metal screen that will provide security while being visually open. Vertically oriented 5/4 x 3 wood fins will attach to a white powder coated steel frame. The vertical fins will be stained to match the wood cladding and be installed as a continuation of the cladding on the adjacent wall. Varied spacing between the fins and building graphics created with cnc relief will provide identification and visual interest. See pages 48-49.

Response to Early Design Guidance

A-7 Residential Open Space Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. Green Lake-specific supplemental guidance: The Design Review Board may reduce the amount of open space required by the Land Use Code if the project substantially contributes to the objectives of the guideline by: - Creating a substantial courtyard-style open space (see sketch below) that is visually accessible to the public and that extends to the public realm. - Setting back development to improve a view corridor. - Setting upper stories of buildings back to provide solar access and/or to reduce impacts on neighboring single-family residences. - Providing open space within the streetscape or other public rights-of-way contiguous with the site. Such public spaces should be large enough to include streetscape amenities that encourage gathering. For example, a curb bulb with outdoor seating adjacent to active retail would be acceptable.	The two significant residential open spaces, the courtyard and the roof top terrace, lacked concept landscape plans. In order to reduce noise and privacy impacts on the neighbors, locate the roof top open space away from the east side of the structure. Future drawings presented at the Recommendation meeting should show cross sections illustrating the relationship between the roof top open space and the single family neighbors. Develop landscape plans for the courtyard and the roof top for the MUP application submittal.	Landscape plans are included, see page 30-33. The roof top deck eastern edge has been pulled back from the eastern parapet edge to ensure privacy to adjacent residential properties. A modest parapet at the east façade further cuts down on potential sight lines between the roof deck and the single family zoned structures. See building section on page 53.
A-8 Parking and Vehicle Access Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.	Given the neighbors' concern about the project's impacts upon the alley, the transportation impact analysis should study the choice of location along the alley for the garage entrance. Is the proposed access at the south end of the property near the T-intersection the safest location? By the Recommendation meeting the applicant ought to have a rationale for the most appropriate location. The applicant will also need to show the mechanics of parking on the alley. Illustrating turning radii and how the alley is utilized by the neighbors and the proposal will be helpful in evaluating the departures.	Transportation impact analysis concluded the garage entrance near the southeast corner of the project is the safest location. This allows vehicles to turn south off of N 77th St. and proceed down the alley to the garage entrance without impacting N 77th St. Adequate sight lines at the garage entry allow for safe surveillance of the T-intersection. The number of enclosed parking stalls off the alley has been reduced from six to four to allow for adequate maneuvering clearances. An auto-turn analysis has been completed and approved by DPD. The clearance between the proposed trees and the opposite side of the alley provides more width than any other parcel on this alley and will allow for the passage of two vehicles.
A-10 Corner Lots Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.	The Green Lake neighborhood specific guidelines do not call out this corner at Aurora Ave and N. 77th St for special treatment. The inflection or chamfering of the north wall, in essence, acknowledges the corner in a subtle manner as well as accommodates the power lines.	Inflection at the corner has been maintained.
B-1 Height, Bulk, and Scale Compatibility Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones. Green Lake-specific supplemental guidance: Some properties adjacent to Green Lake's Neighborhood Commercial areas are zoned single-family, but have a small portion zoned Neighborhood Commercial. In general, these properties can only be developed with single-family houses. In such cases where a property with more-intensive zoning is adjacent to a property that contains such split zoning, the following design techniques are encouraged to improve the transition to the split-zoned lot: - Building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a lower intensive zone. - Techniques specified in the Citywide Design Guidelines A-5 and B-1. Along a zone edge without an alley, consider additional methods that help reduce the potential 'looming' effect of a much larger structure in proximity to smaller, existing buildings. - One possibility is allowing the proposed structure's ground floor to be built to the property line and significantly stepping back the upper levels from the adjacent building (see sketch below). The building wall at the property line should be designed in a manner sympathetic to the existing structure(s), particularly regarding privacy and aesthetic issues.	The four-story height of the proposal did not trouble the Board. However, the massing toward the alley needs to recognize the single family zone and the neighborhood. The Board purposefully did not indicate specific techniques to reduce the building bulk leaving the architect to find a suitable approach to the change in zones. The lack of shadow studies became evident at the meeting. Studies should be provided at the Recommendation meeting.	Shadow studies have been completed. Refer to page 54. The project implements 5 strategies to address the transition to the single family zone: 1. Extend a ground level residential use to the property line and use the project's canopy to create a strong horizontal datum at the top of the first floor. This portion of the structure has landscape planters and wood cladding to reflect a more residential scale. The strong datum limits the primary pedestrian experience to the ground level. 2. Create a buffer along the alley with higher quality paving (unit pavers) between the edge of the alley and the structure. Plant columnar trees along the alley to provide visual screening and intermediate height elements between the structure and the adjacent zone. 3. Situate window sills three feet above floor level and extend windows to the ceiling to cut off sight lines from the dwelling units to the residential zone. Residents will not be looking down and into the single family zone. 4. Vary scale, alignment, and quantity of glazing in primary window groupings to create variation between floors and to reduce the amount of solid wall at the upper levels of the structure. 5. Create depth and articulation in the facade by setting the windows and wood siding elements back from the plane of the cladding panels. The wood elements reflect traditional residential materials and stitch the expression of the courtyard and street level residential use through the entire project.

Response to Early Design Guidance

C-1 Architectural Context New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings. Green Lake-specific supplemental guidance: - Distinct Architectural Themes and Styles: Aurora Avenue North Corridor - Recognize Aurora’s 1920-1950 commercial character while making the area more friendly to the pedestrian. - Signage: The design and placement of signs plays an important role in the visual character and identity of the community. While regulatory sign review is not in the purview of design review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines. Except within the Aurora Avenue North corridor, signage should be oriented to pedestrians. - Facade Articulation: Multi-family residential structures - The façade articulation of new multifamily residential buildings (notably in Lowrise zones) should be compatible with the surrounding single-family architectural context. Neighborhood commercial structures - Modulation in the street-fronting façade of a mixed-use structure is less important when an appropriate level of details is present to break up the facade.	This guidance provides a general direction to the applicant. The Board did not elaborate on specific techniques or styles for relating to both the Aurora corridor and the adjacent single family homes preferring to see more developed façades at the Recommendation meeting.	Developed facades are included. The facade design is primarily concerned with differentiating the street level base and the upper three residential stories by using a continuous projecting canopy at this programmatic division. This canopy creates functional cover and refuge, maintains a human pedestrian scale, and allows for suitable architectural lighting. The lighter stained wood siding within the darker ‘body’ panel siding is used as a mechanism to stitch the project together and maintain a cohesive sense of material and form between outer façade and inner courtyard. The design does not attempt to create a literal division of levels or a direct expression of each dwelling unit, but rather a building figure that corresponds to the programmatic configuration, articulation of window openings that get larger at the upper levels, and a continuity of material.
C-2 Architectural Concept and Consistency Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.	The overall concept or parti illustrated in Option C met with the Board’s support. The enchanting spatial quality of the interior should inspire the street and alley facades.	See A-6, B-1, and C-1.
C-3 Human Scale The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.	Good material choices detailed well begin to provide the sense of human scale needed at the transition between the commercial qualities of Aurora Ave and the adjacent single family neighborhood.	See A-6, B-1, and C-1.
C-4 Exterior Finish Materials Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged. Green Lake-specific supplemental guidance: - Special material requirements and recommendations 1. Metal siding 2. Masonry units 3. Wood siding and shingles - Discouraged Materials 1. Mirrored glass 2. Sprayed-on finish	The architect must present a colors and materials board at the Recommendation meeting. Include a color photo of the board in the booklet. The Board did not discuss specific or desirable materials.	Color / material samples are included on page 29.
D-1 Pedestrian Open Spaces and Entrances Convenient and attractive access to the building’s entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered. Green Lake-specific supplemental guidance: - Make Aurora More Pedestrian Friendly: Although Aurora Avenue North is likely to retain its automobile-oriented character, new development should make the entire Aurora corridor more friendly to pedestrians by encouraging: Street-fronting entries, Pedestrian-oriented facades and spaces and overhead weather protection. - Streetscape amenities: New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm. The Board would be willing to consider a departure in open space requirements if the project proponent provides an acceptable plan from, but not limited to: curb bulbs adjacent to active retail spaces, pedestrian-oriented street lighting, and street furniture.	Explicitly addressing this guideline in the building design ought to produce a project sensitive to the transition between the neighborhood commercial zone and the single family neighborhood.	See A-4 and C-1 responses. In addition, the sidewalk streetscape environment provides landscaped planting beds and SDOT approved street trees. The overall width of the sidewalk has been increased to enhance the public realm. The proposal uses landscape as a key transition device between the commercial zone and the single family neighborhood.
D-5 Visual Impacts of Parking Structures The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.	Responding to citizen concern, the Board noted the problematic nature of open parking spaces on the alley. The addition of trees along the alley may act as a transition in the larger sense between the building mass and the single family neighborhood; however, the large maw and security concerns warrant the need for an enclosure of the parking at the alley.	The parking off the alley has been secured with roll up coiling metal doors. These will be open during commercial business hours and secured at night between 9pm-6am. This allows open and convenient use serving the commercial space(s) during typical daylight hours and a secure safe environment at night. The roll up coiling metal door at the parking garage ramp will be controlled by individual residents with a remote opener. The alley trees, textured paving, low level lighting, and general materiality of the project reduce the visual impact of the parking area. See images on page 46-47.

Response to Early Design Guidance

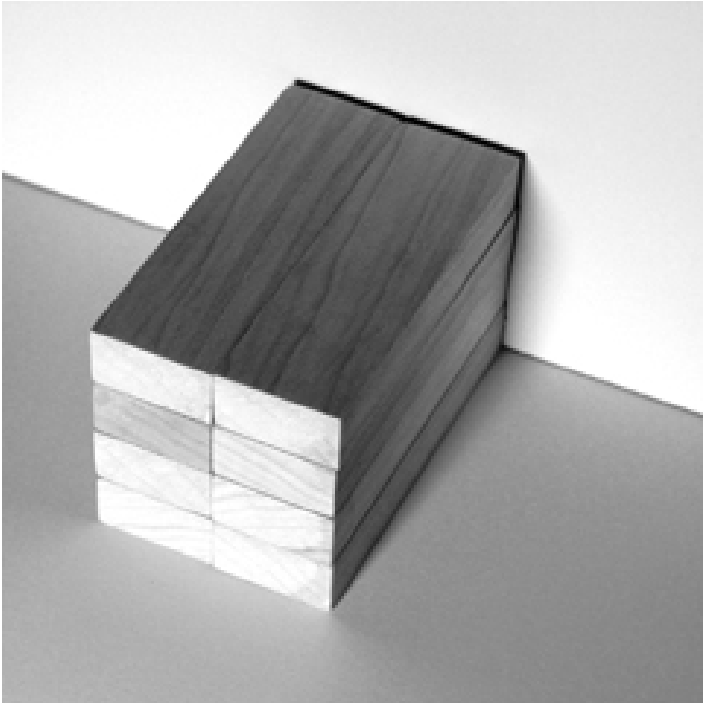
D-6 Screening of Dumpsters, Utilities and Services Areas Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.	Given the narrowness of the alley, the Board inquired whether the applicant expected that garbage trucks would park in the alley on pick-up day. The traffic and parking study should investigate whether blocking traffic in the alley will create problems.	With the required two foot alley dedication plus five foot building setback line the effective overall width of the alley at this project grows from sixteen feet to twenty-three feet. The position of the proposed alley trees tight against the building results in an effective clear alley width of twenty feet - six inches. This is more than adequate to allow a loading garbage / recycle truck functional access while maintaining clear vehicle maneuvering space to pass.
D-7 Pedestrian Safety Project design should consider opportunities for enhancing personal safety and security in the environment under review.	The presence of Aurora and the undesirable behaviors that occur on the strip warrant extra effort at ensuring the safety and security of the building residents/tenants and customers as well as the neighbors. The Board recommended enclosing the at-grade parking.	At grade parking has been secured. See D-5 response.
D-8 Treatment of Alley The design of alley entrances should enhance the pedestrian street front.	The design of the building corner at the alley needs to preserve sight lines for safety and security as well as introduce the transition between commercial and residential zones. Discussion focused on the appropriateness of a live/work unit at this location.	A one bedroom residential unit occupies the northeast corner of the project at street level. The main living space for this unit opens through windows to the neighborhood. The northeast corner of the building is pulled back two feet from the property line. A raised landscaped planter secures the corner and a continuous canopy wraps the corner establishing a pedestrian scale transitioning across the alley to the neighborhood. The top of the planter is below the line of sight for a driver allowing for a wide sight angle at the alley.
D-9 Commercial Signage Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.	The applicant will need to provide a concept signage plan for the Recommendation meeting.	Concept signage included on page 35.
D-10 Commercial Lighting Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.	Create a concept lighting plan for the exterior of the structure. Ensure shielded lighting in the alley.	Concept lighting included on pages 34-35. Down-lighting at the alley is shielded. See image on page 47.
D-11 Commercial Transparency Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.	The concept drawings presented at the EDG convey the architect's desire for extensive glazing at the storefronts.	A high percentage of street level transparency is incorporated at the storefronts.
D-12 Residential Entries and Transitions For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.	The primacy of the residential entry on N. 77th St. acknowledges the transition in zones and establishes the intriguing connection between the pedestrian at the sidewalk and the second floor open space (courtyard)/circulation system (grand steps) intrinsic to the building parti or organizing idea. The gate and the framing of the aperture into the structure must be aesthetically pleasing, functional and consistent with the building concept. This four-story opening, which connects interior and exterior, represents the structure's sine qua non as it supports the horizontal movement from commercial to residential zones and the vertical circulation up and through the building.	The main residential entry incorporates 11 foot tall vertical wood slats mounted to a steel frame which allows for visual connection from the sidewalk through the entry and up the staircase to the courtyard. The volume is thought of as an extension of the public realm. At the pedestrian level, the continuous canopy and façade create a horizontal datum. The vertical connection up the stair is emphasized as the interior courtyard space opens up to the high volume and association with the sky. The building facade banding continues across the opening to maintain a cohesive building figure and provide guardrail enclosure at the third level terrace and roof top. The main residential entry and courtyard are intended to be simple and elegant interconnected urban spaces with adequate functional area for small to mid-sized multi-use gatherings. Along with the dynamics and scale of the walkway 'bridges' the volume creates for a compelling series of spaces integral with the sidewalk urban activity.
E-2 Landscaping to Enhance the Building and/or Site Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.		See landscape pages 30-33.
E-3 Landscape Design to Address Special Site Conditions The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards. Green Lake-specific supplemental guidance: - Celebrate the Olmsted heritage: Green Lake Park, Ravenna Boulevard and Lower Woodland Park are visible and accessible examples of the Olmsted brothers' design. New development should build on this character by employing informal groupings of large and small trees and shrubs. A mix of deciduous, evergreen, and ornamental plant materials is appropriate. Continuous rows of street trees contrasting with the informal, asymmetric landscaping of open spaces are also typical.	The survival of proposed trees planted along the alley generated skepticism among the public and the Board. The board members, however, did not dismiss the idea. A recently constructed project at 19th and Mercer has a similar row of trees dividing the parking spaces at the alley. Quality landscaping along Aurora and N. 77th St will greatly enhance the commercial corridor and produce a pleasant transition between Aurora and the neighborhood to the east.	The landscape architect for the project, Karen Keist, was also involved with the 19th and Mercer project. KK-LA are confident the proposed alley tree species and location will result in a successful long term sustainable condition. Potential vehicular damage to the trees has been reduced by providing a textured surface change to paving along the alley edge and by reducing the number of parking stalls which provides more maneuvering and turning radius clearances. The Aurora and N 77th street fronts have been developed with street trees and planting beds to greatly improve this environment and tie into the surrounding residential neighborhood. The street level landscape plan on all sides of the project has been approved by SDOT.

Design Proposal



Rendered Section Through Courtyard

Design Concept



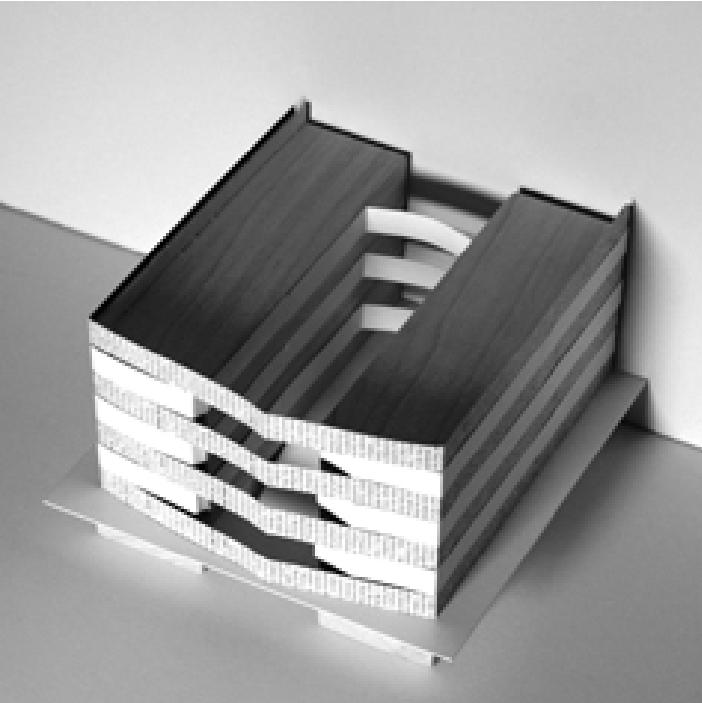
Stack & Load



Pull Apart



Programmatic Division | Link Levels | Urban Continuum



Wrap & Weave | Horizontal Articulation | Figure Consistency

The project engages the dilemma of how to situate high density housing on a small site between the major vehicular transportation corridor and the alley. By exploring the basic model of dwelling around a courtyard, the project examines more complex notions of public space within the density of a re-urbanizing neighborhood. In this instance, the ubiquitous double loaded corridor is pulled apart to create an internal courtyard. This is both a space of refuge and a space of community, not only at the courtyard level, but at all levels of the structure. Residents move through and gather on access bridges and shared spaces adjacent to the north façade.

By abandoning the corridor, dwelling units now have increased access to daylight and natural ventilation. The effect transforms the act of dwelling into an interactive collective while the resident becomes more closely connected to their community and environment.

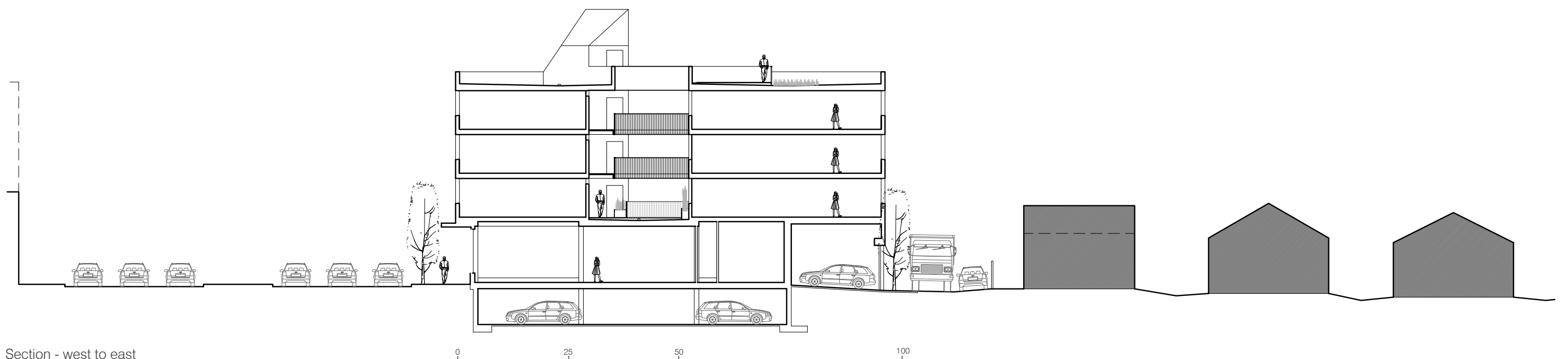
A conventional wood framed structure will be constructed over concrete street level commercial space and a below grade parking garage. With views to the Cascades and Green Lake to the east and the need for privacy from Aurora to the west, window sills are raised and provide a panorama. These ribbons of windows set a strong horizontal articulation for the project. Bands of window and wall are woven across the façade and into the courtyard to create a cohesive material vocabulary of panel, glazing, and articulated cladding.



Aurora NW corner

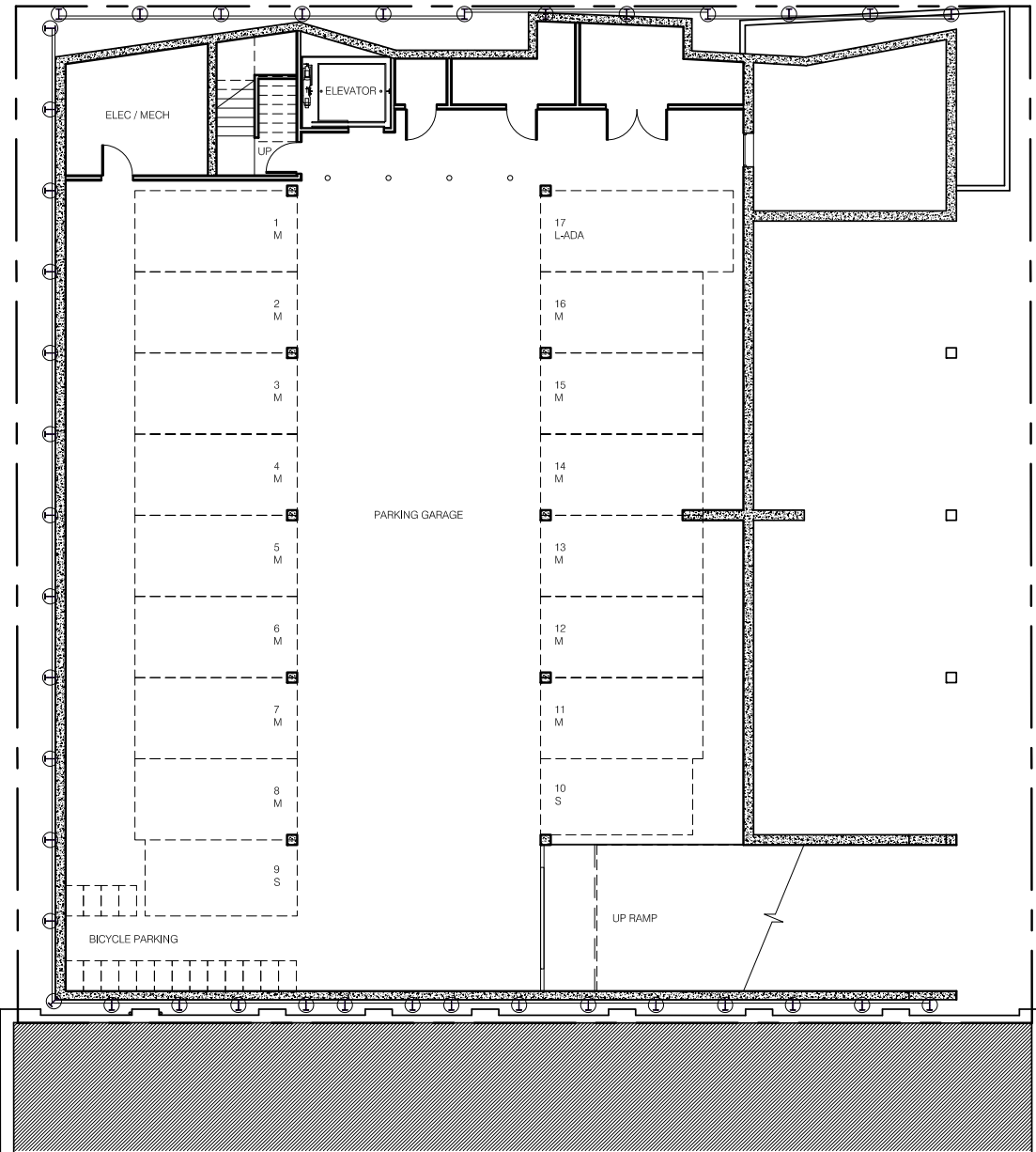


North 77th St NE corner

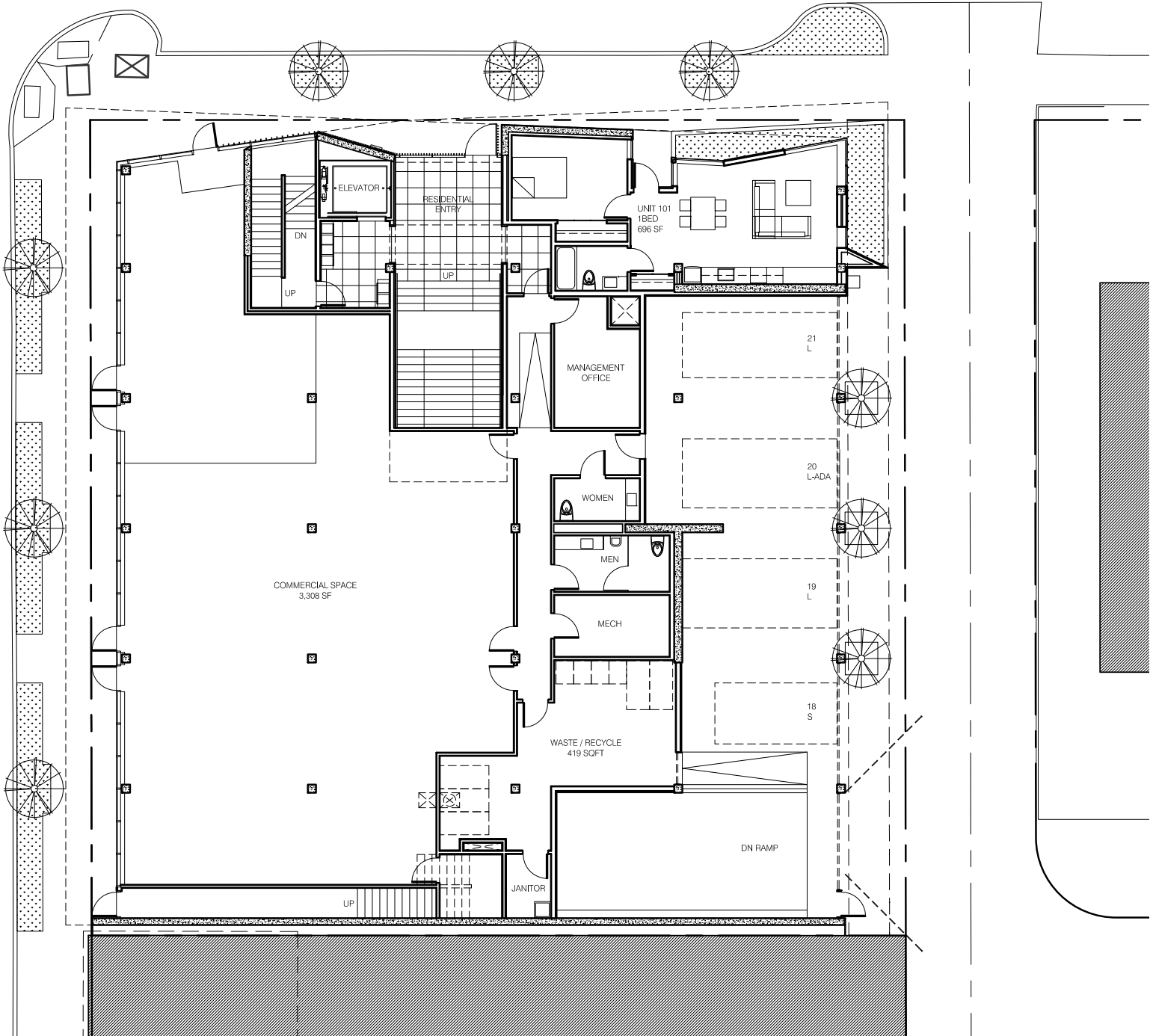


Section - west to east

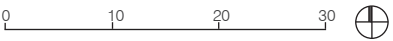
Plan



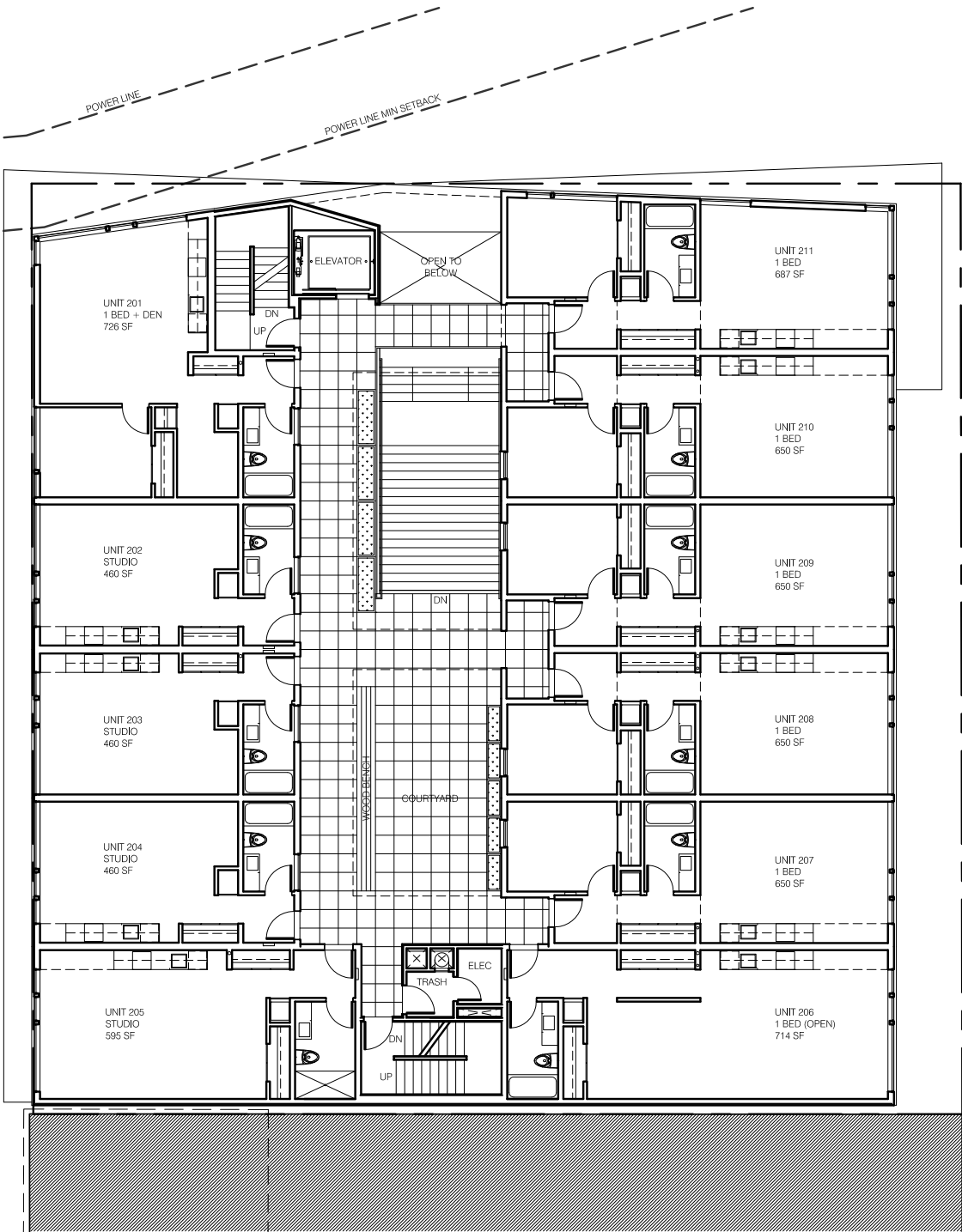
Below Ground Parking Level Plan



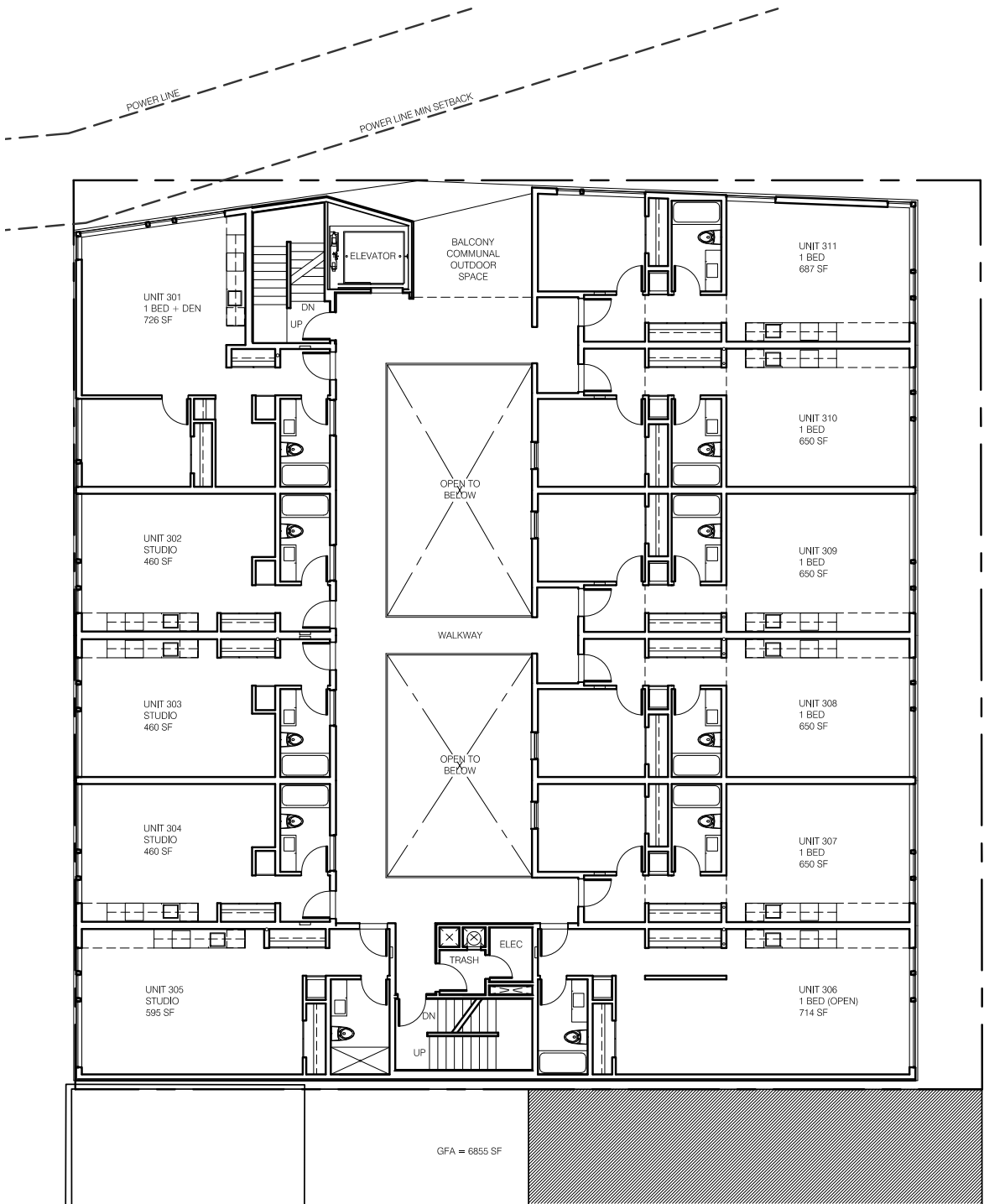
Street Level Plan



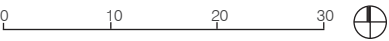
Plan



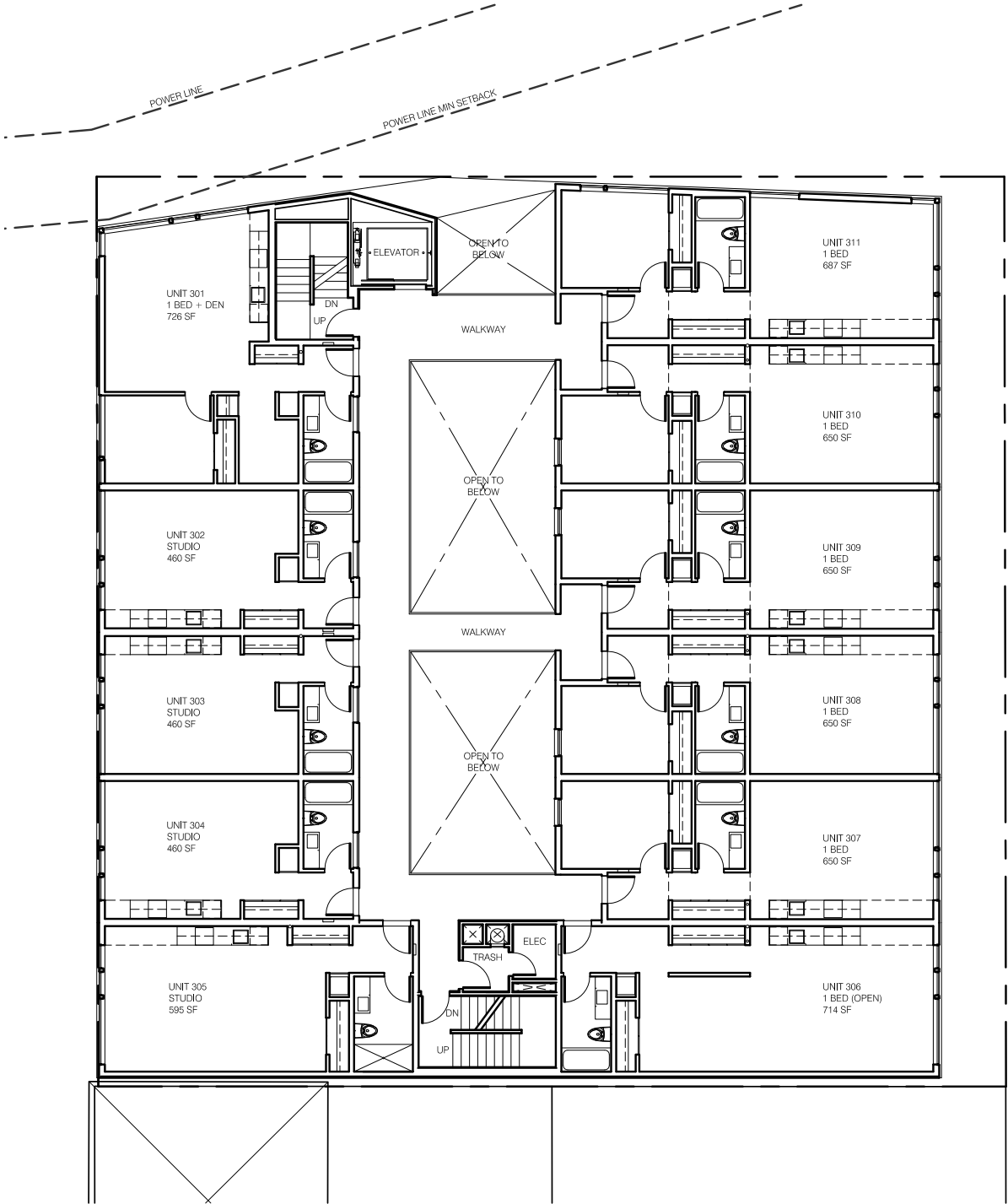
2nd Level Courtyard Plan



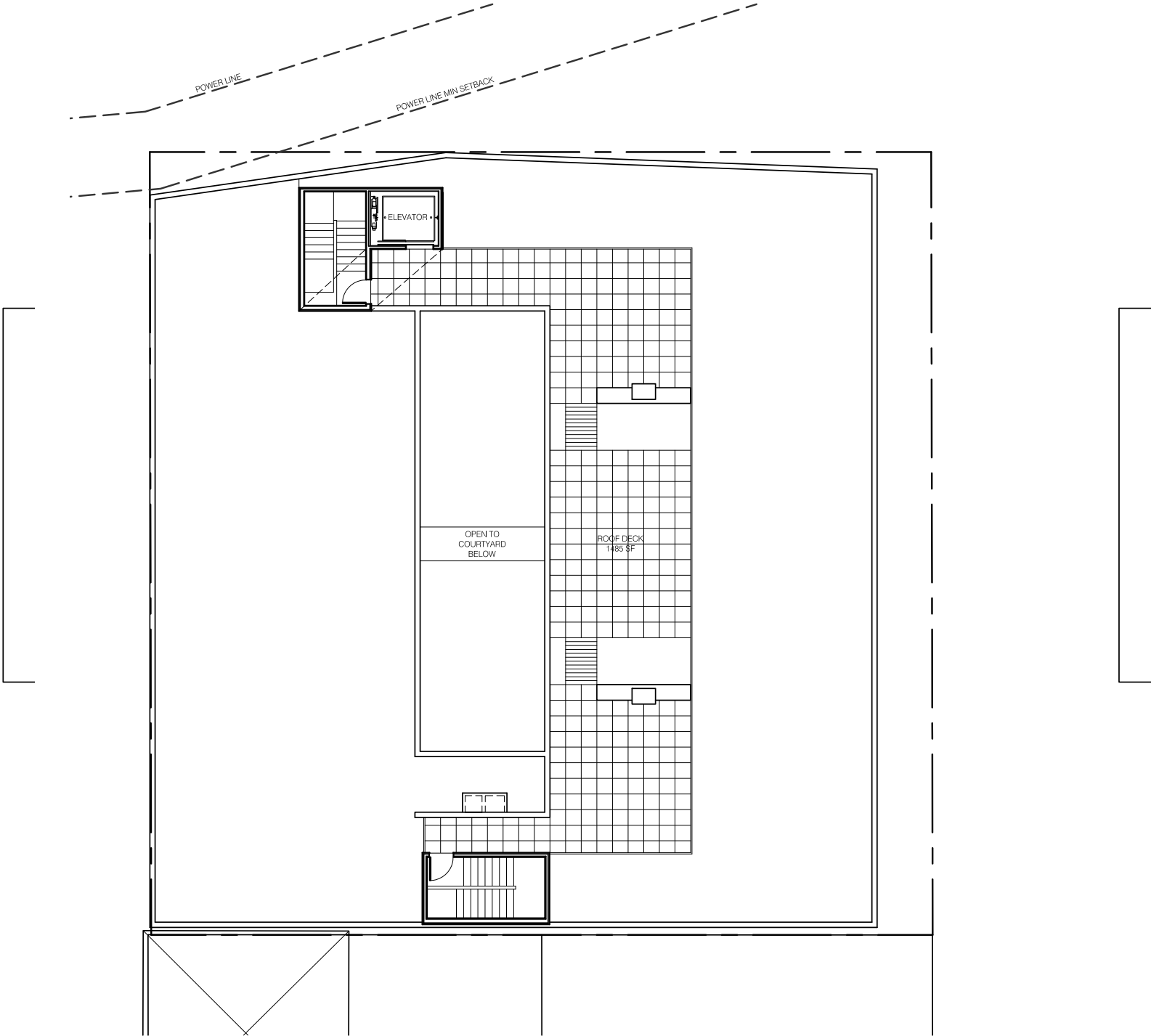
3rd Level Plan



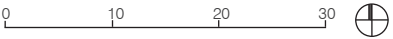
Plan



4th Level Plan



Roof Plan



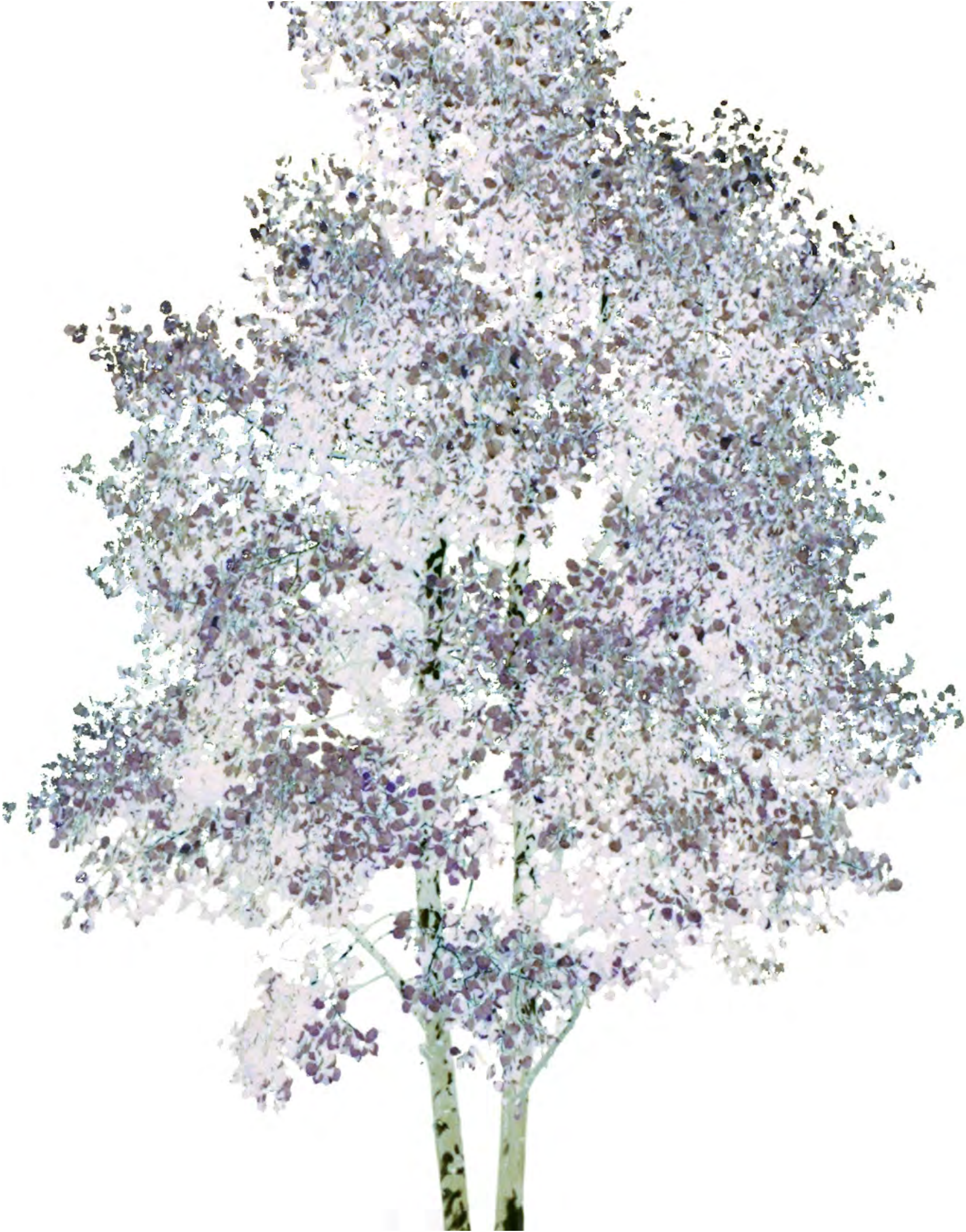
Material Details



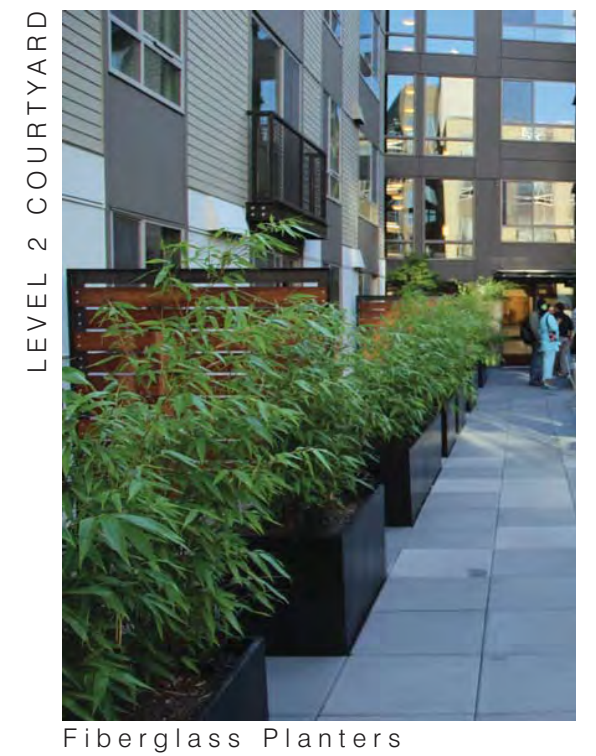
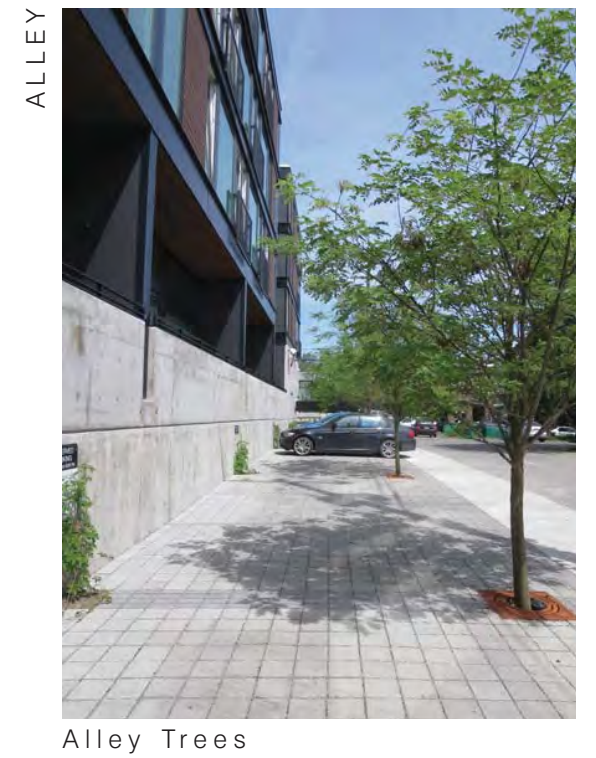
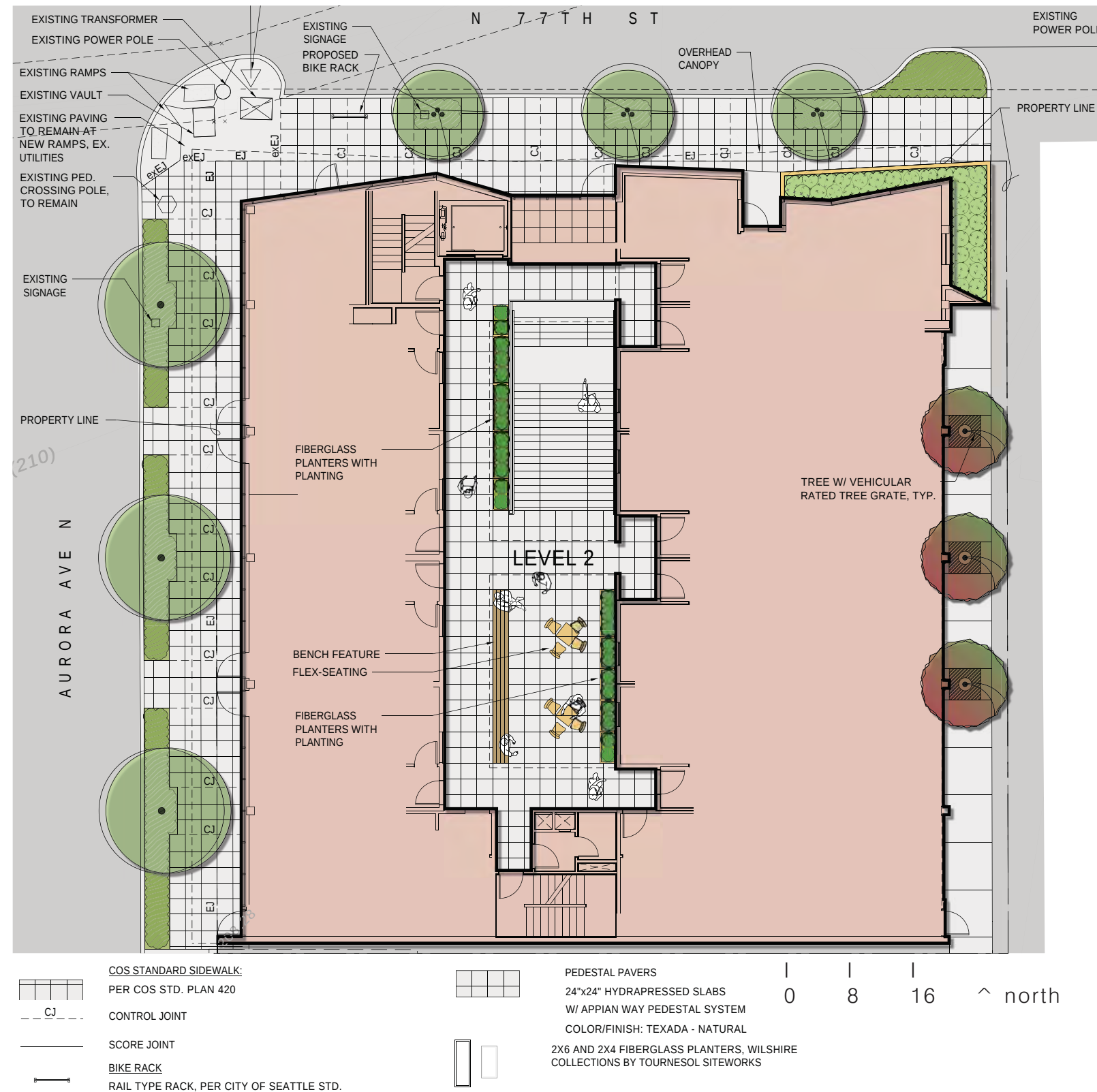
1. Fiber Cement Panel Siding
Warm Grey
2. T&G TK Cedar Siding
White | Semi-Solid Stain
3. Cast In Place Concrete
Natural | Clear Sealer
4. Yellow Ochre Accent Color
Semi-Gloss Paint
5. Fiberglass Windows
White
6. Metal Flashings & Steel
White 20% Gloss
7. IPE Decking & Bench
Teak Oil Finish
8. Precast Concrete Paver
Precast Stair Treads
Charcoal | Various Sizes
9. Metal Flashings & Steel
Charcoal 20% Gloss
10. Storefront Windows & Doors
Anodized Aluminum
11. Precast Concrete Paver
Natural Grey | Various Sizes



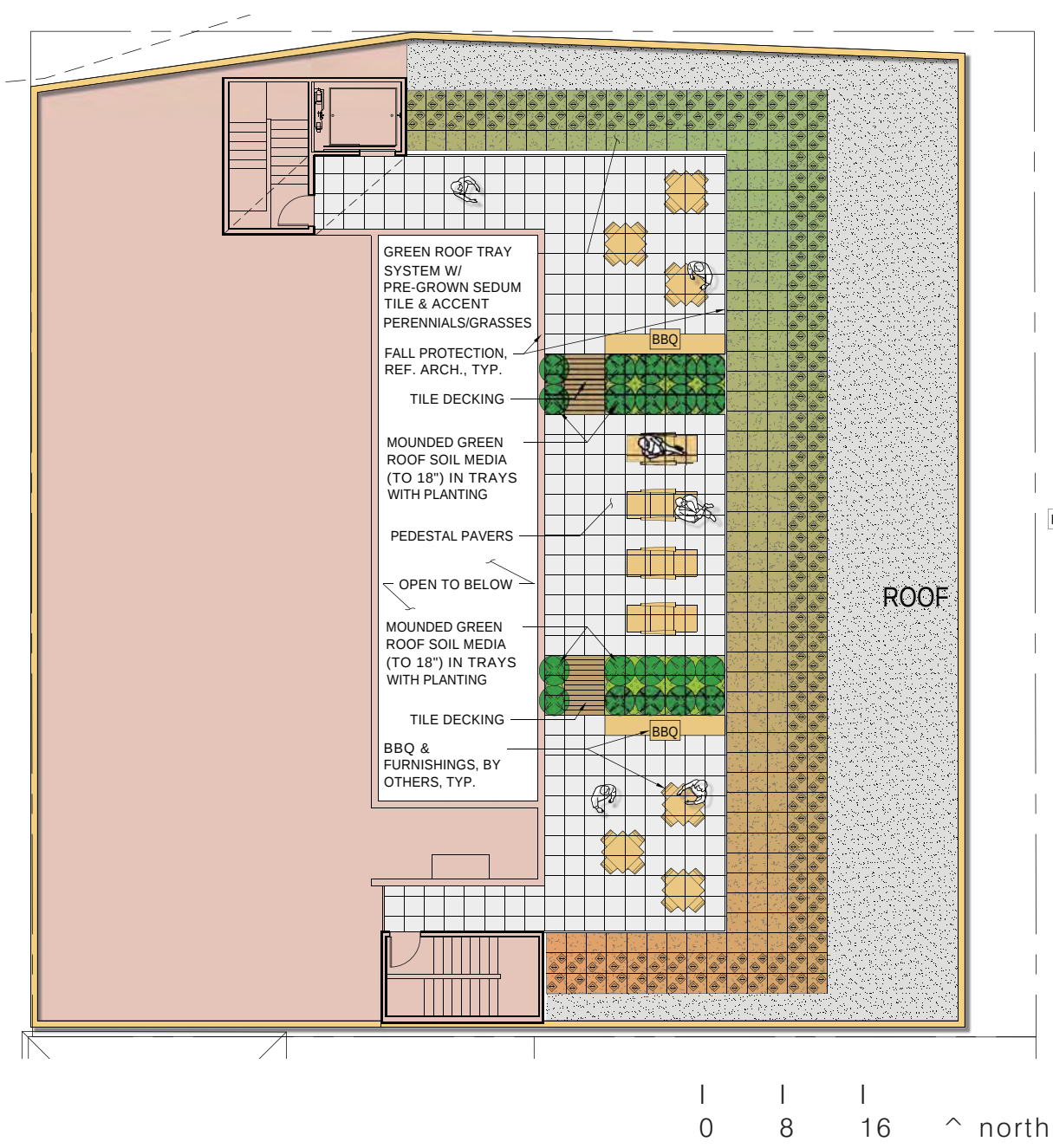
Landscape Design



Landscape | Street & Courtyard



Landscape | Roof



- PEDESTAL PAVERS
24"x24" HYDRAPRESSED SLABS
W/ APPIAN WAY PEDESTAL SYSTEM
COLOR/FINISH: TEXADA - NATURAL
- DECKING
- 2'x2' AVRS COLUMBIA GREEN TRAY SYSTEM
AVG. 6" GREEN ROOF SOIL MEDIA
W/ INTEGRATED DRIP IRRIGATION
- FALL PROTECTION, BY ARCH
- GRAVEL, 2" DEPTH DRAIN ROCK 3/8" MINUS
- 2'x6 AND 2'x4 FIBERGLASS PLANTERS, WILSHIRE COLLECTIONS BY TOURNESOL SITEWORKS
- FURNISHINGS, BY OTHERS



Decking Tiles



BBQ + Counters

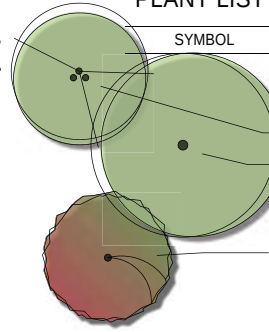


Mounds with Bamboo



Bands o' Green Roof

Landscape | Planting Species



PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME
<u>STREET TREES*</u>		
	AMELANCHIER X GRANDIFLORA "PRINCESS DIANA"	'PRINCESS DIANA' SERVICEBERRY
	ACER TRUNCATUM X A. PLATANOIDES 'KEITHSFORM'	NORWEGIAN SUNSET MAPLE
<u>ON-SITE TREES</u>		
	GINKGO BILOBA 'PRINCETON SENTRY'	COLUMNAR MAIDENHAIR TREE
<u>R.O.W. SHRUBS - TO BE CHOSEN FROM THE FOLLOWING</u> (30" HT. MAX, 24" MAX HT WITHIN 30' FROM INTERSECTION)		
	CISTUS X CANESCENS	ROCK ROSE
	VIBURNUM DAVIDII	DAVID'S VIBURNUM
	SPIRAEA 'ANTHONY WATERER'	'ANTHONY WATERER' SPIRAEA
	LONICERA PILEATA	BOXLEAF HONEYSUCKLE
	NANDINA DOMESTICA 'MOON BAY'	MOON BAY NANDINA
	POLYSTICHUM MUNITUM	SWORDFERN
<u>ON-SITE PLANTER</u>		
	ILEX CRENATA 'COMPACTA'	COMPACT JAPANESE HOLLY
	LIRIOPE MUSCARI 'MAJESTIC'	MAJESTIC LILYTURF

PLANTING SCHEDULE (LEVELS 2 & ROOF)



PRE-GROWN SEDUM TILE MATS W/ PERENNIAL ACCENT PLANTINGS

ETERA SEDUM MATS: COLOR MAX

CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'

RUDBECKIA FULGIDA 'GOLDSTURM'

SEDUM 'AUTUMN JOY'



SHIBATAEA KUMASACA/ SHIBATAEA BAMBOO



SARCOCOCCA RUSCIFOLIA / FRAGRANT SWEET BOX

GROUND COVER MIX #1:



DRYOPTERIS ERYTHROSORA/ AUTUMN FERN (50%)



OPHIPOGON PLANISCAPUS 'NIGRESCENS' / BLACK MONDO GRASS (50%)

GROUND COVER MIX #2:



FRAGARIA CHILOENSIS/ BEACH STRAWBERRY (50%)



ALLIUM SCHOENOPRASUM/ WILD CHIVES (50%)

STREET TREES



Norwegian Sunset Maple
Acer truncatum x A. platanooides 'Keithsform'



Princess Diana Serviceberry
Amelanchier x grandiflora 'Princess Diana'



Princeton Sentry Ginkgo
Ginkgo biloba 'Princeton Sentry'

STREETSCAPE



David's Viburnum
Viburnum davidii



Nandina domestica 'Moon Bay'
'Moon Bay' Heavenly Bamboo



Compact Japanese Holly
Ilex crenata 'Compacta'



Creeping Lilyturf
Liriope spicata

LEVEL 2 COURTYARD



Fragrant Sweet Box
Sarcococca ruscifolia



Autumn Fern
Dryopteris erythrosora



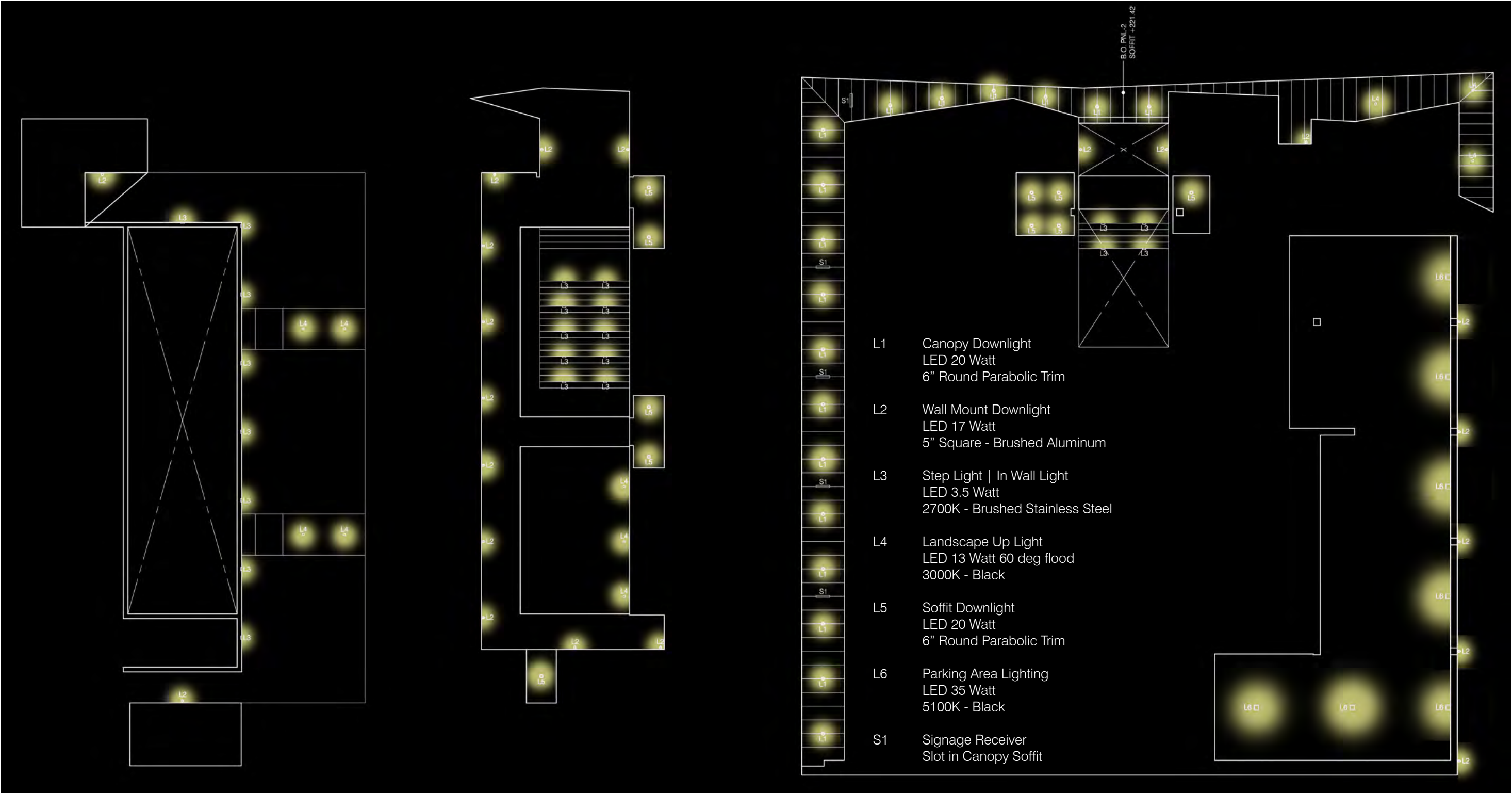
Pre-Grown Sedum Mats
'Color Max'



Perennial Accents: *Rudbeckia hirta* & *Calamagrostis acutiflora 'Karl Foerster'*

ROOF

Design Proposal | Lighting & Signage



Roof Level

Courtyard Level

Street Level

Sidewalk Canopy Section

L1 | L5

L4

L2

L6

L3



Workshop AD | Karen Kiest | Landscape Architects

West Elevation



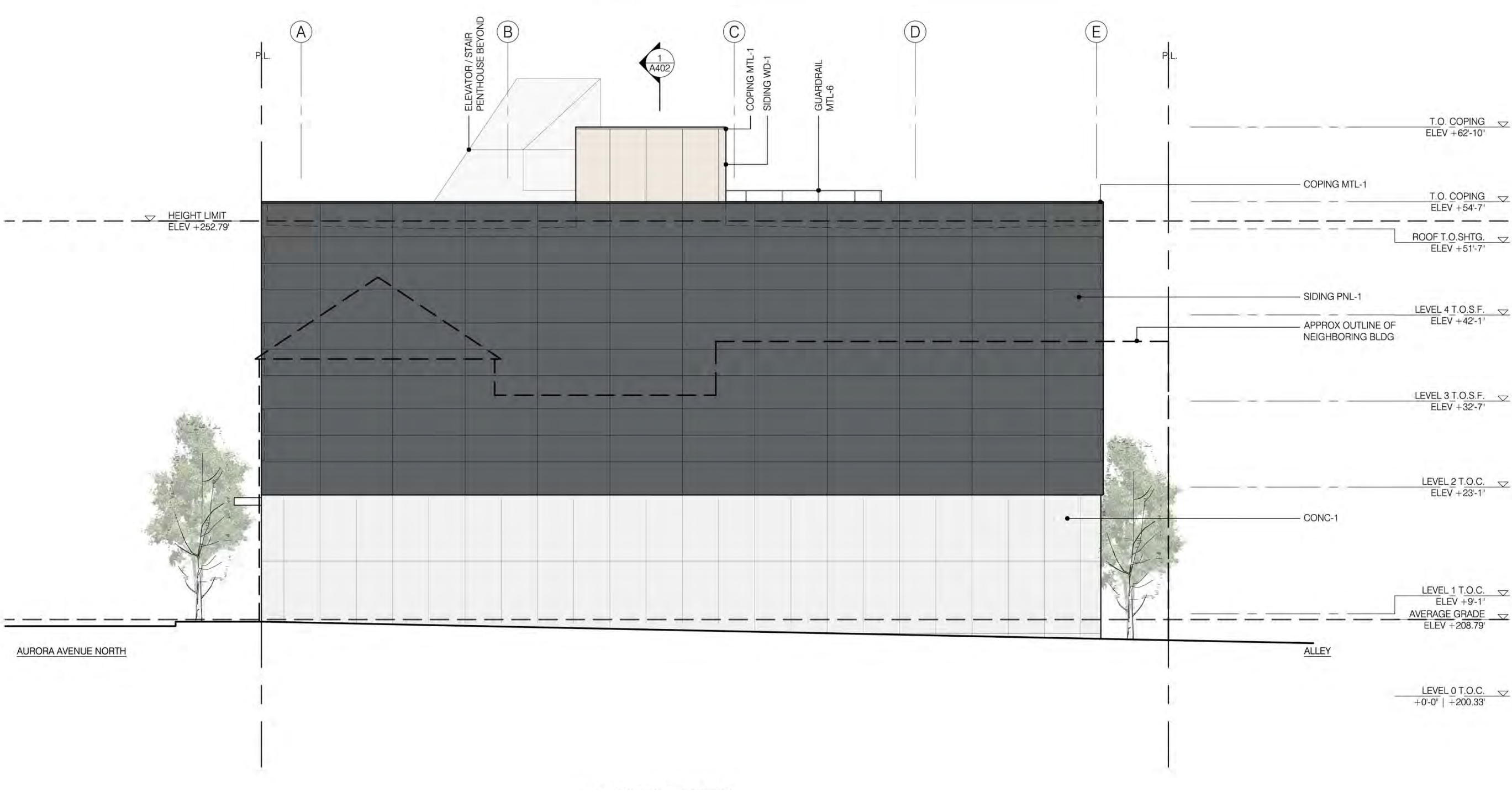
North Elevation



East Elevation

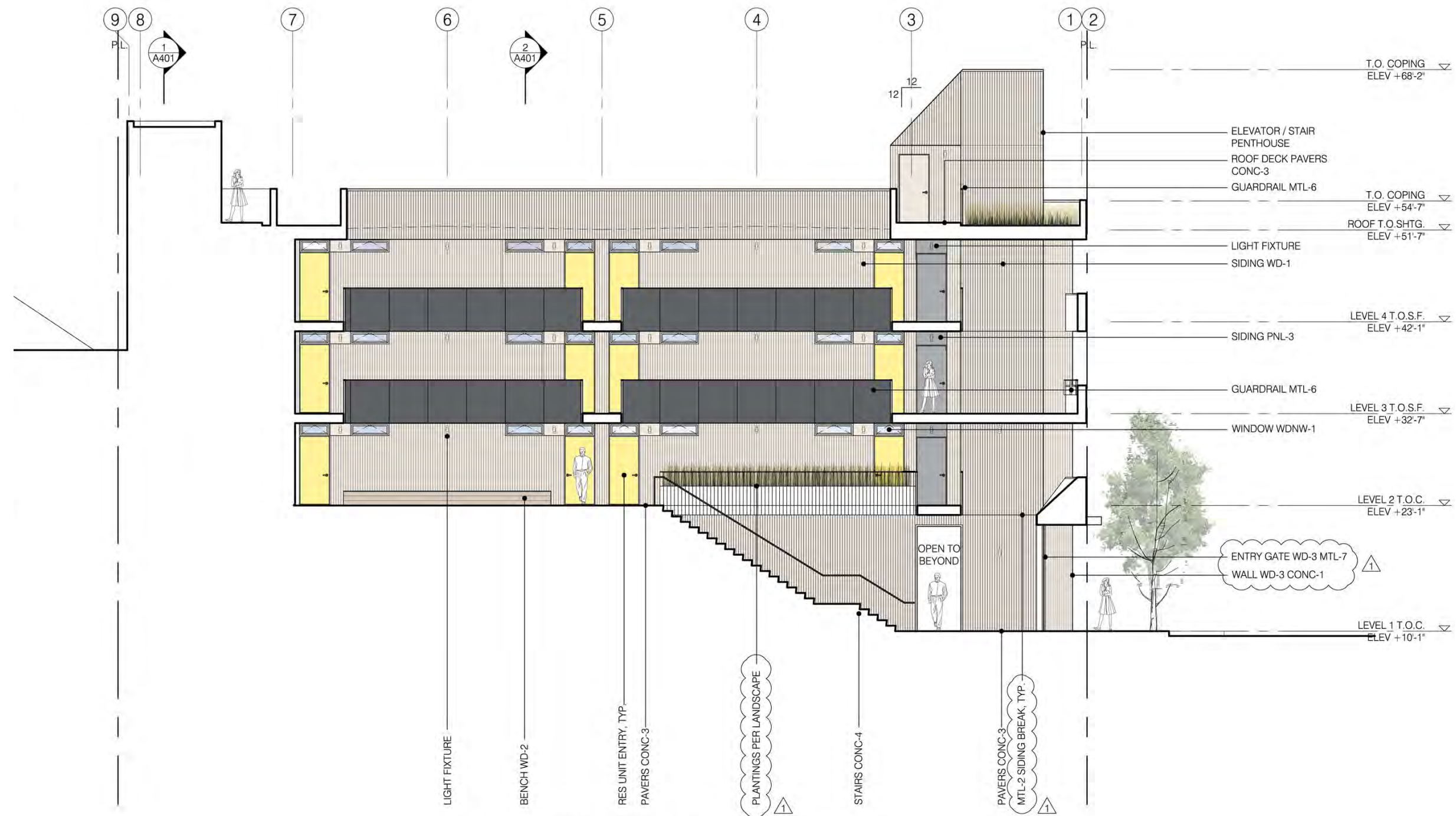


South Elevation

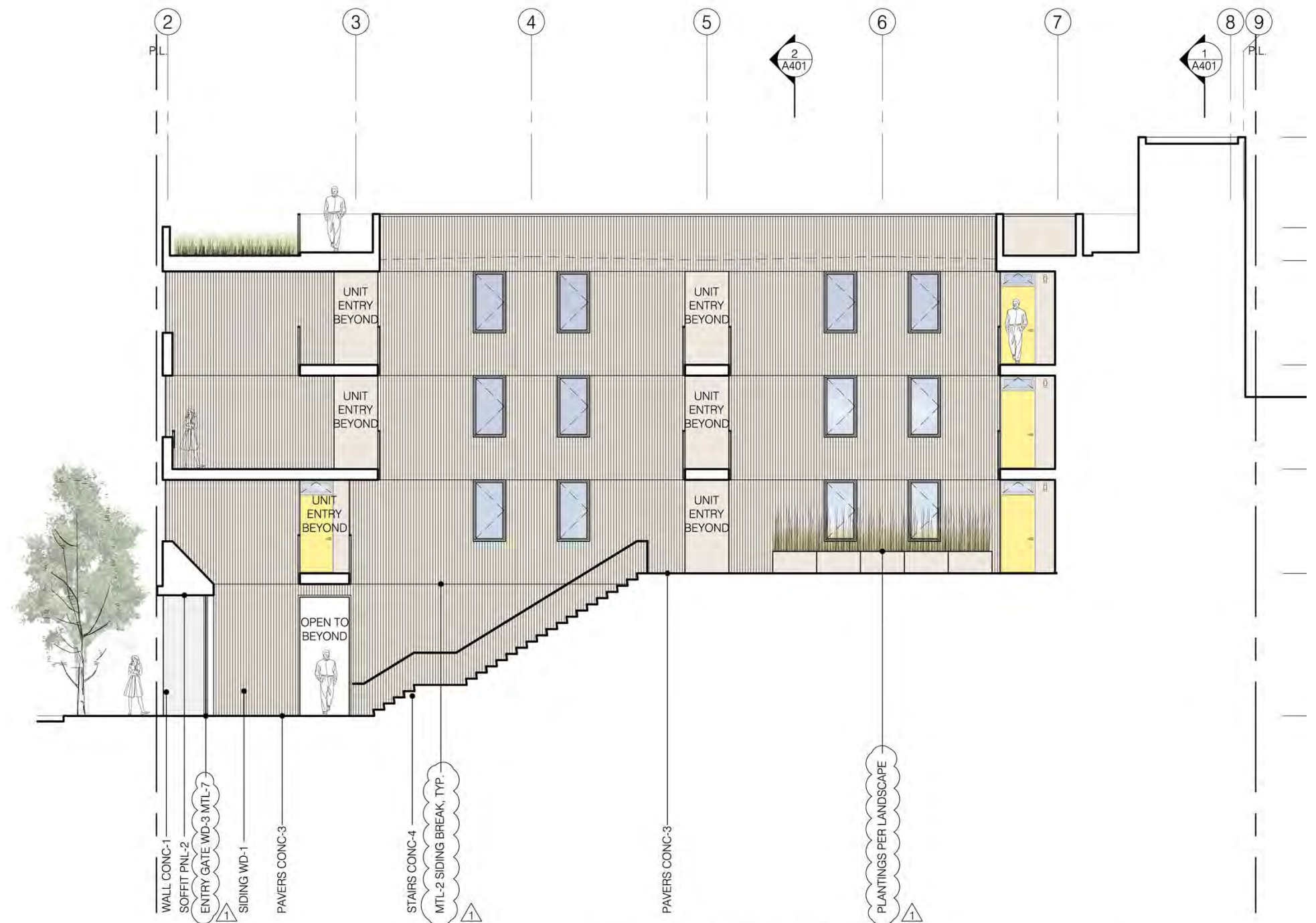
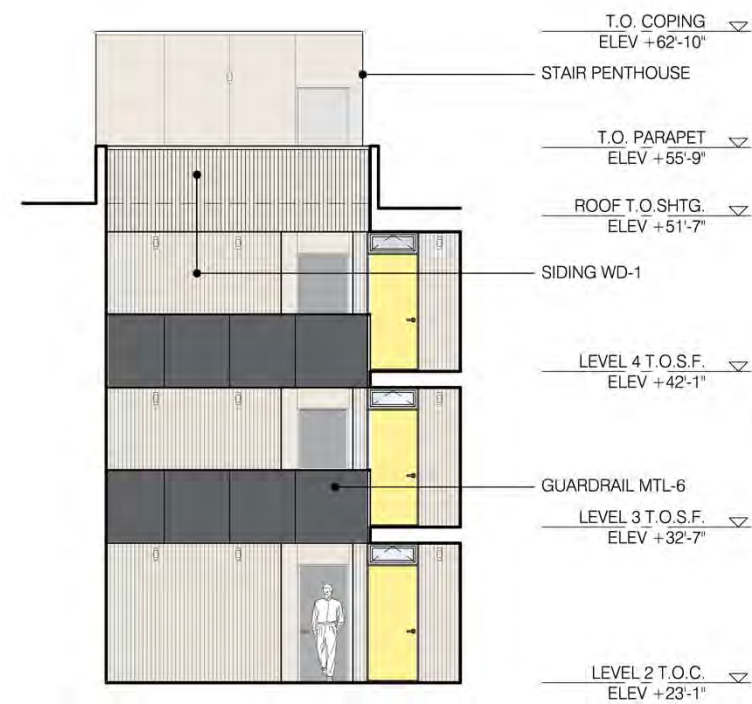


South Elevation

Courtyard | West Elevation



Courtyard | North & East Elevations



Aurora Ave North



North 77th Street



Sidewalk | NW Corner



Sidewalk | NE Corner



Alley | Day



Alley | Night



Entry | North 77th Street



Entry | Screen Gate



Courtyard



Courtyard



Requested Departure #1

Residential Uses at Street Level

Requirement
23.47A.008.D.2
Residential uses located along a street-level street facing facade (a.) shall have a prominent pedestrian entry and (b.) the floor of a dwelling unit located along the street level street facing facade shall be at least 4 feet above or below sidewalk grade or set back at least 10 feet from the sidewalk.

Request
Allow the floor of a sidewalk level dwelling unit to be located at sidewalk grade and less than 10 feet from sidewalk.

Rationale
The building code requires that all dwelling units within the structure be accessible. One dwelling unit is located at street level on North 77th Street. The proposed dwelling unit has various angled facade lengths and is set back between 6" and 8'-3" from the sidewalk. With carefully placed windows and wall lengths corresponding to the unit program and privacy requirements, the facade integrates with a landscape planter and canopy to provide an appropriate transition between sidewalk and dwelling unit. Average set back calculation:
 $(184"x11") + (57"x99") + (42"x58") + (181"x43") = 17,886 / 464 = 38.5"$ or 3'-2 1/2" AVG





Requested Departure #2 Setback Requirements

Requirement

23.47A.014.B.3.b

For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet for every 10 feet of height.

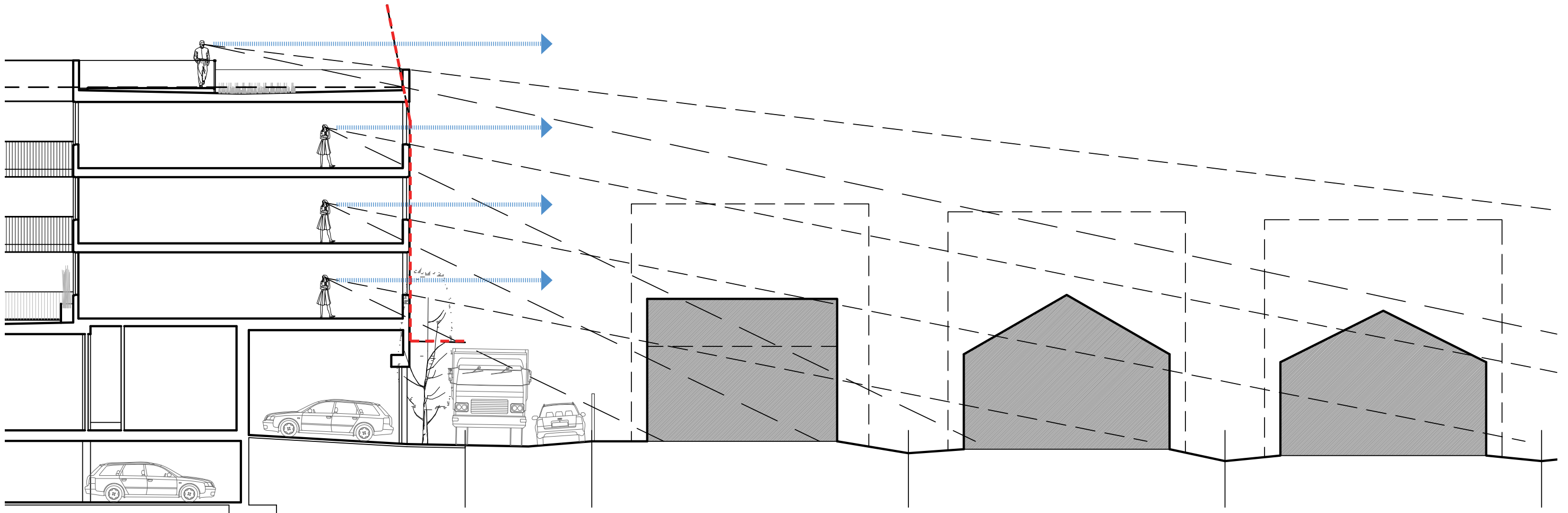
Request

Maintain 15 foot setback at portions of the structure above 40 feet.

Rationale

The portion of the structure above 40 feet begins 6 feet above the 4th floor level and 6 feet below the roof parapet level. At the roof level the setback would be an additional 10 inches.

The proposal provides a large courtyard space as a major design gesture and opens that space to N 77th Street. This gesture reduces the proposals FAR well below the allowable limits which reduces the proposals overall bulk and scale. In order to maximize the effect of this gesture and maintain a cohesive building form, the proposal maintains a 15 foot setback at all levels of the east facade.



Requested Departure #3

Parapet Extension Above Height Limit

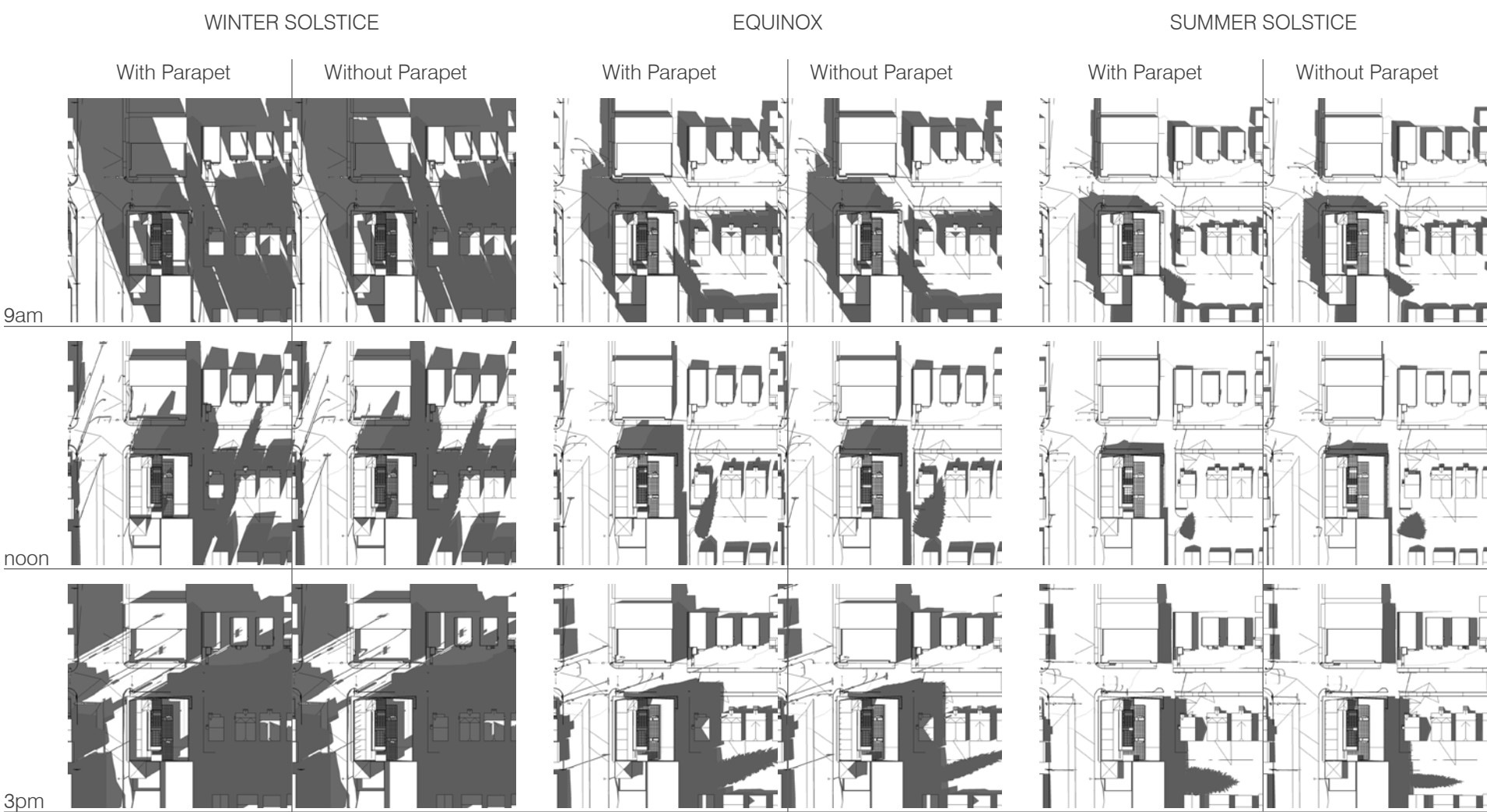
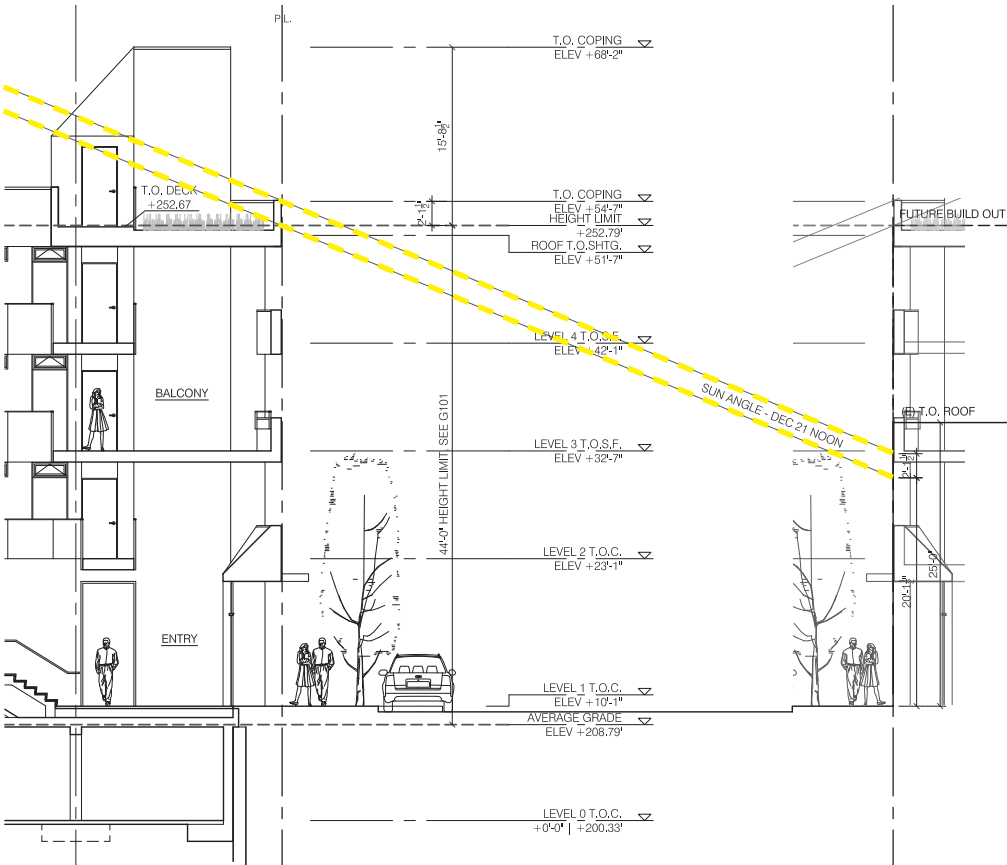
Requirement
23.47A.012.C.7.f.
Non-firewall parapets shall be located at least 10 feet from the north edge of the roof unless a shadow diagram is provided that demonstrates that locating a non-firewall parapet within 10 feet of the north edge of the roof would not shade property to the north on Jan 21 at noon more than would a structure built to the maximum permitted height and FAR.

Request
Allow a non-firewall parapet to extend 25.5" above the height limit.

Rationale
The proposed non-firewall parapet is designed to:

- mitigate views from the project's roof top deck to the surrounding single family residential properties;
- maintain a consistent building roof form on all facades, and;
- maintain proper constructability of roof and flashing details around the perimeter of the project.

The cast shadow on the neighboring building to the north is at +22'-3" above sidewalk level. These shadows fall on a primarily windowless portion of wall, except for two small windows and a small portion of storefront glazing at the southwest corner of the neighboring building. If the adjacent parcel was redeveloped as a mixed use building with similar floor to floor heights the overall height of the proposed parapet would not fully shade speculated second level window openings.





Requested Departure #4 Screening Surface Parking Areas

Requirement

23.47A.016.D.1.c.2

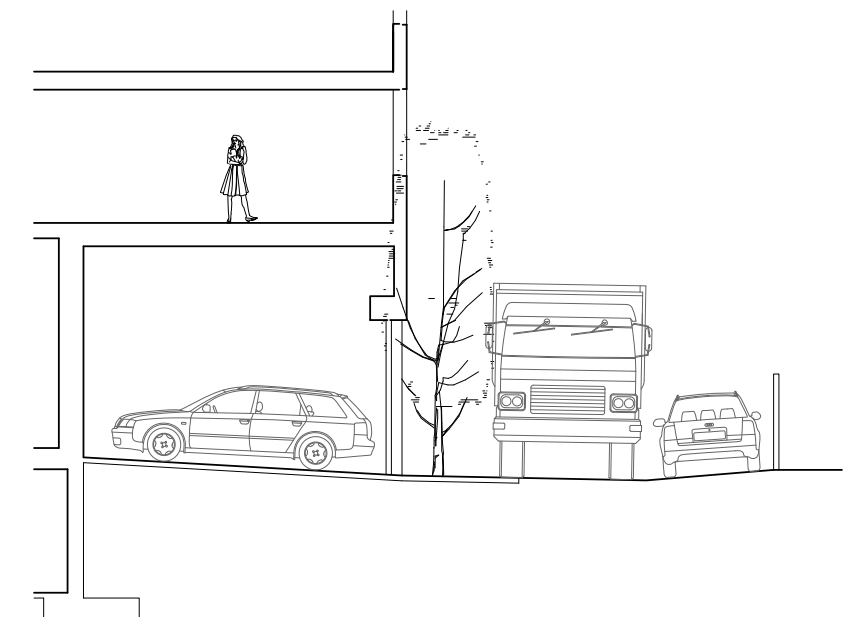
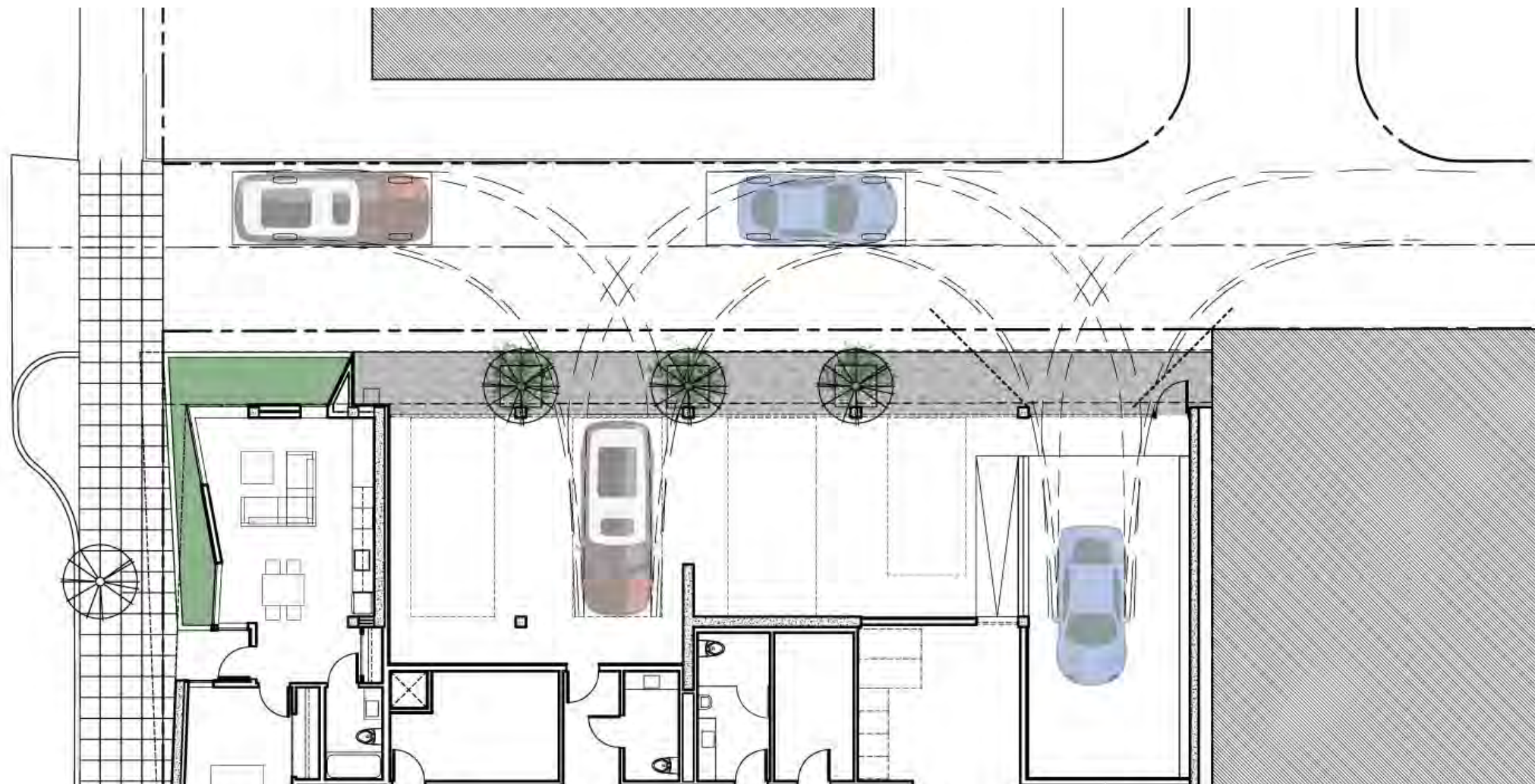
Surface parking abutting or across an alley from a lot in a residential zone must have 6-foot-high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening.

Request

Allow parking spaces adjacent to the alley and within the proposed structure with each stall to have direct ingress/egress from the alley.

Rationale

The proposed parking spaces, located entirely within the structure and directly accessed from the alley, provide convenient use to the street level commercial space. These stalls will be open between 6am-9pm and secured with roll down metal grills between 9pm-6am. A five-foot-deep landscaped buffer combined with the required drive aisle plus parking stall creates an overall depth that would not allow for viable street front commercial space facing Aurora Avenue North. In addition, the use and occupancy of the commercial space could be such that no parking is required, therefore the area adjacent to the alley could be re-programmed as additional retail or general storage for the building. This would place parking demand on the neighborhood streets. From a design standpoint the proposal integrates three columnar trees with permeable paving and architectural down lighting, along with a landscape planter at the north-east corner, which greatly enhances the overall alley condition.



Representative Projects



Colman Triplex - Workshop AD



Stadium 302 - Workshop AD



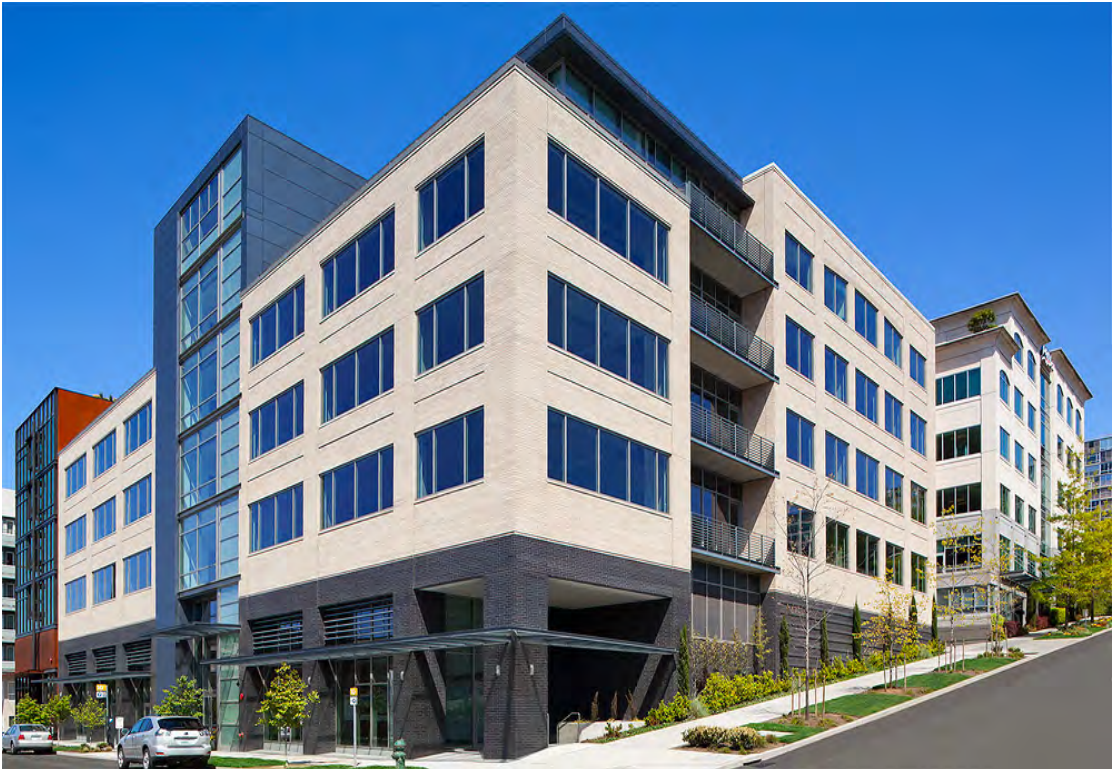
1124 Pike Street - New Core Development



31st & Day - Workshop AD



339 Townhouses - Workshop AD



500 Yale Avenue North - New Core Development

Context // Neighborhood

The site currently has a two story wood framed commercial building, constructed in 1925, with three separate business establishments including a cross fit gym and two retail goods and service shops. These commercial spaces have store-front windows and entrances on Aurora with a blank façade along N 77th St. There is surface parking along the eastern alley edge. A power pole, with extensive east/west running wires, is located at the corner of Aurora and N 77th St. This has significant impacts on the overall building strategy.

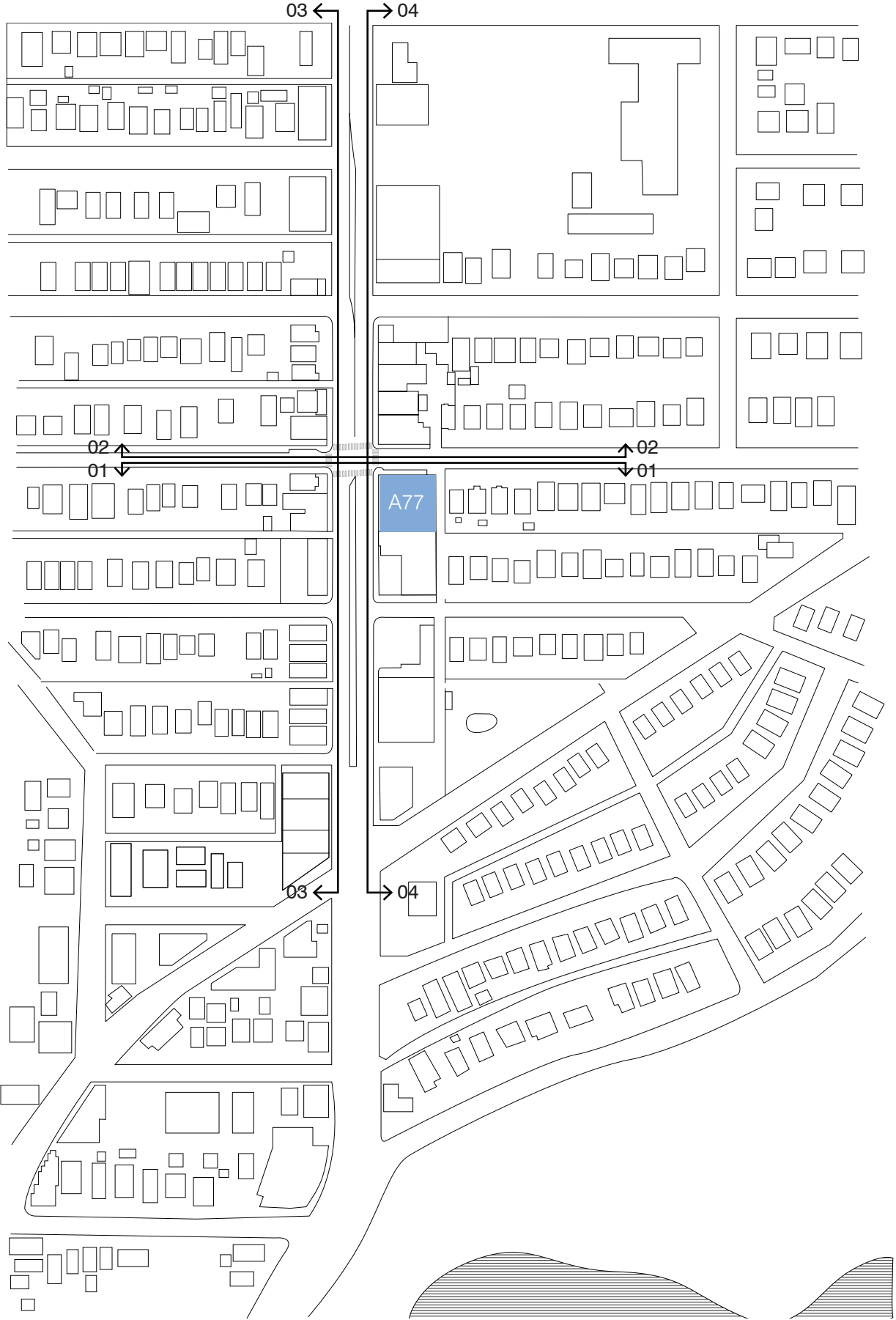
The south property edge is bordered by the St. Germain Foundation, a religious organization. This is a half block scaled property with a two story main entrance fronting Aurora, adjacent surface parking along Aurora and N 76th St, and an approximately 30 foot tall concrete masonry windowless assembly space along the eastern alley edge of the site. The structure was originally constructed in 1925 with commercial storefront spaces along Aurora. These were demolished and replaced with the surface parking lot.

Directly west across Aurora is a mix of single story structures with various commercial establishments. On the northeast corner of Aurora and N 77th St is a single residential type structure which leads west to the Greenwood / Phinney Ridge residential neighborhoods beyond.

Northwest across Aurora and N 77th St is Moto International, a motorcycle sales and service establishment. This structure is single story with active frontage on N 77th St and display windows along Aurora.

North across N 77th St is a two story commercial building home to the Seattle Holistic Center & Tenzan Aikido. This is a quarter block scaled structure with three other quarter block commercial buildings adjacent to the north. The building has commercial storefront windows and awnings along Aurora. These turn the south corner to N 77th St, but only for a few feet leaving the remaining façade along N 77th St a two story blank wall.

East of the site, across the alley, are residential structures in the Green Lake neighborhood. The adjacent residences are one and two story buildings with pitched and flat roofs.





Context // Streets

Aurora Ave North

north/south arterial

General

- Varied & storied history focused on automobile movement.
- Predominately one to two story early to mid twentieth century commercial buildings, with a mix of services and establishments.
- An automobile focused street, not a particularly hospitable pedestrian environment.
- Medium density, with several under-developed parcels and numerous surface parking lots.
- Several projecting canopies and awnings of various dimensions, but commonly eight to ten feet above the sidewalk.
- Narrow sidewalk right of ways.

East Side of Street Specifics

- Mainly quarter to half block scale structures with a pattern of twenty to forty foot wide commercial storefronts, some more successful than others at engaging the street.
- Narrow sidewalk right of ways.

West Side of Street Specifics

- Many smaller scale residential type structures converted to commercial use.
- Commercial buildings mainly single story.

North 77th Street

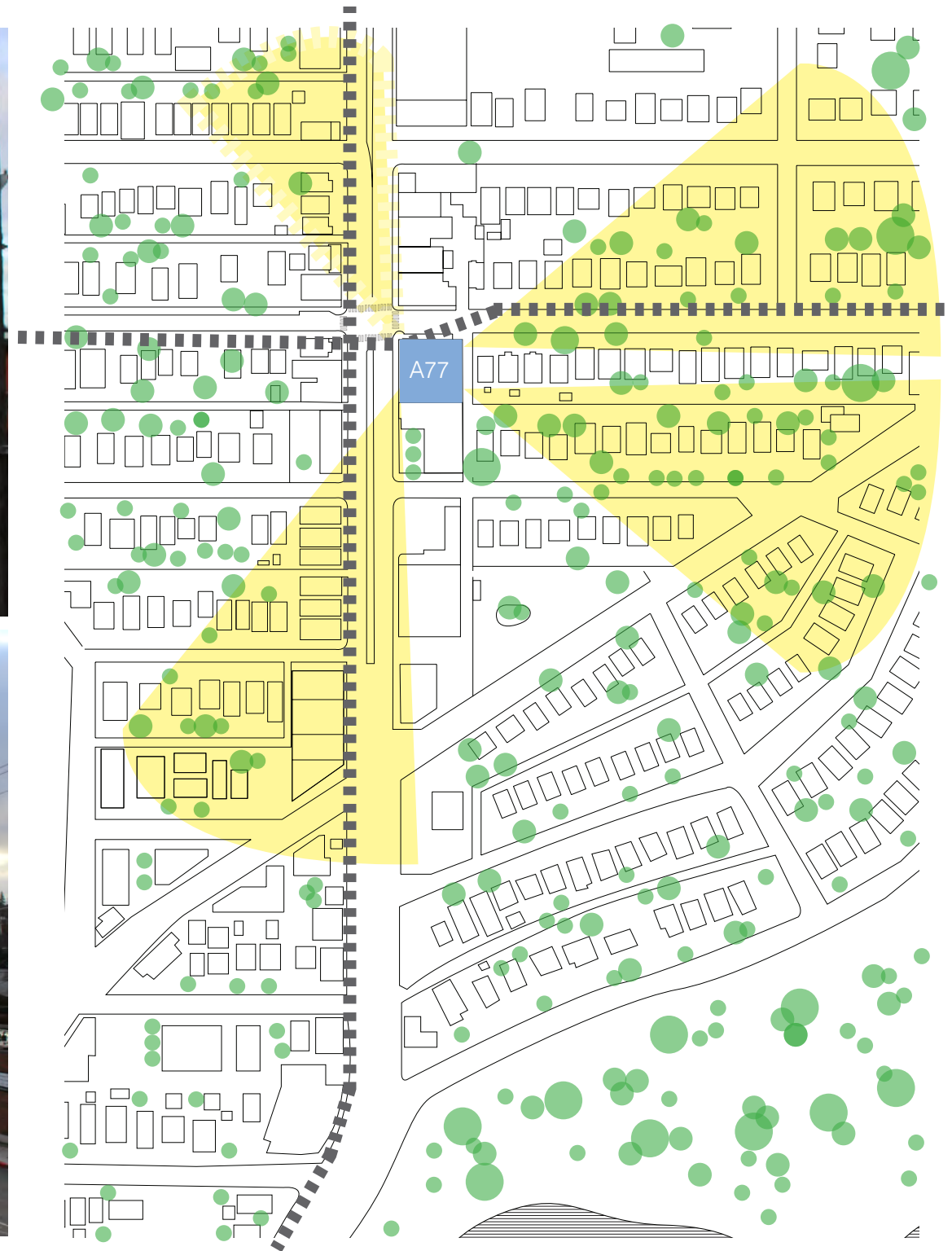
east/west residential street

- Connector between residential neighborhoods.
- Aside from the half block commercial zone along Aurora, a modest and eclectic mix of early to mid-century single family residential structures on thirty to sixty foot wide parcels.
- Mainly one and two-story buildings.
- Pedestrian oriented with sidewalks, planting strips, street parking, and narrow movement lane.
- Mixture of wood and stucco clad structures with pitched and flat roofs.

Street Level Use



Overhead



Alternate A // Notch

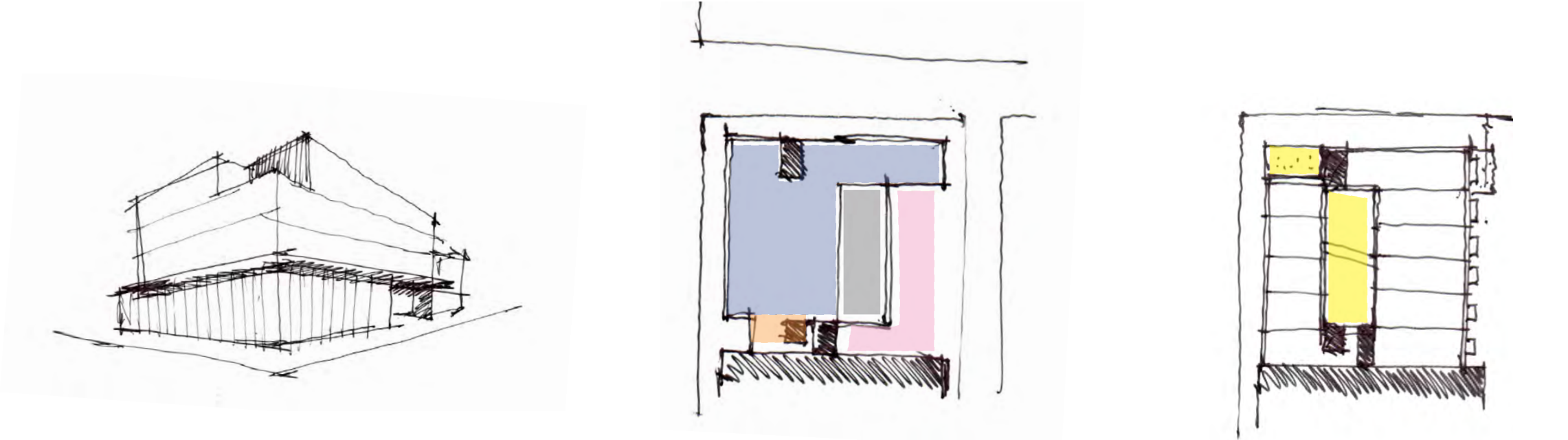
The 'notch' provides the minimum required clearance for the power lines at the northwest corner of the site. It holds a firm street corner edge at the first 3 floors and sets the 4th floor back with a 'bite' out of the massing. It places the residential lobby entrance off Aurora adjacent to the neighboring St. Germain Foundation entry with access through to the central courtyard volume that serves the residential levels above. There is a 5 foot projecting canopy along the Aurora sidewalk with street trees. The commercial storefront spaces wrap the western and northern sides, maximizing the potential for retail area. At the northeast corner the street level retail space projects towards the alley to the 2 foot dedication line. This creates a language for projecting balconies along the eastern alley façade for residential units to take advantage of views toward Green Lake and the Cascade Range beyond. Surface parking off the alley is within the structure with a high bay overhang since grade is dropping down to the low south east corner of the site where the ramp to the below parking is located.

Advantages

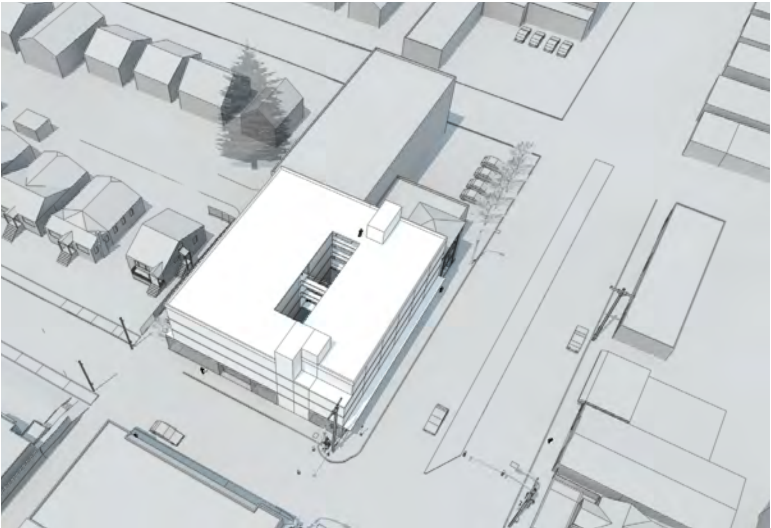
- Courtyard interior and contained volume mitigates noise issue from Aurora
- Efficient layout, maximizing rentable area
- Maximizes street facing commercial spaces

Disadvantages

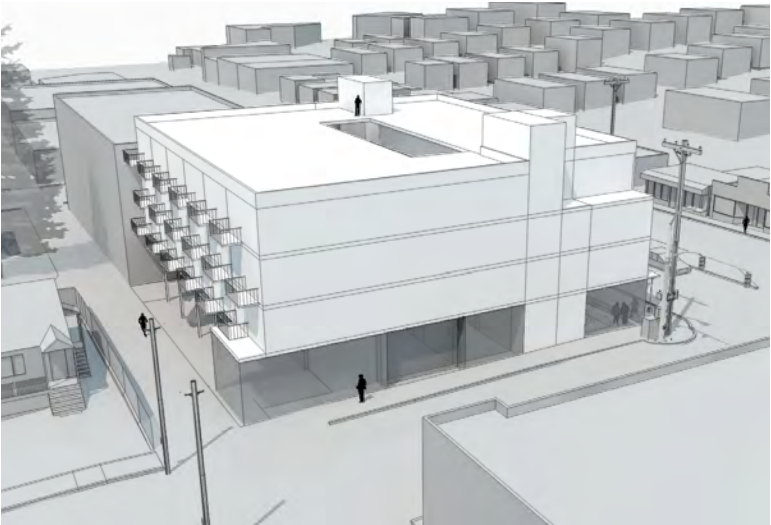
- Residential entry off busy vehicular corridor
- No direct courtyard link to street and urban connection
- Transition to residential neighborhood along N 77th St is direct and abrupt.
- Eastern façade projects and pushes towards adjacent residential property
- Compromised building form with corner "bite"



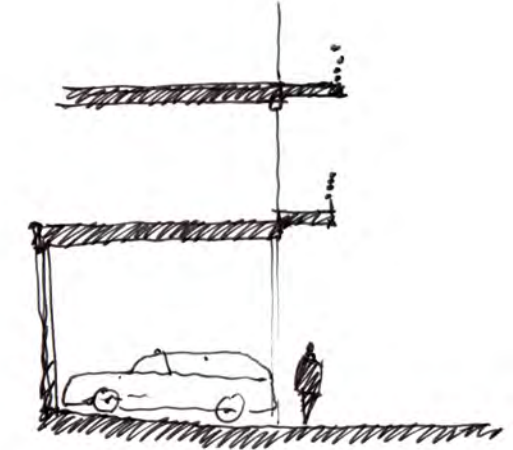
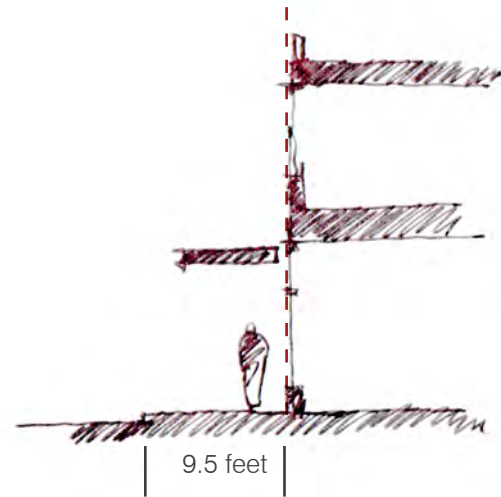
NW corner



NW aerial view



NE corner



Aurora // ground elevation view



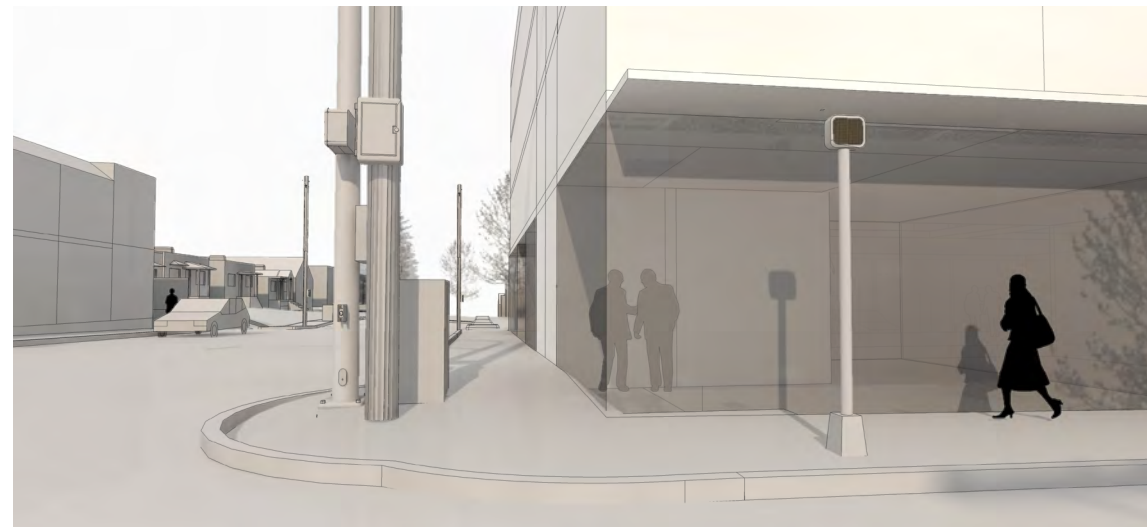
77th // ground elevation view



Alley // ground elevation view



Aurora // ground street view



77th // ground street view



Alley // ground street view

Alternate B // Slice

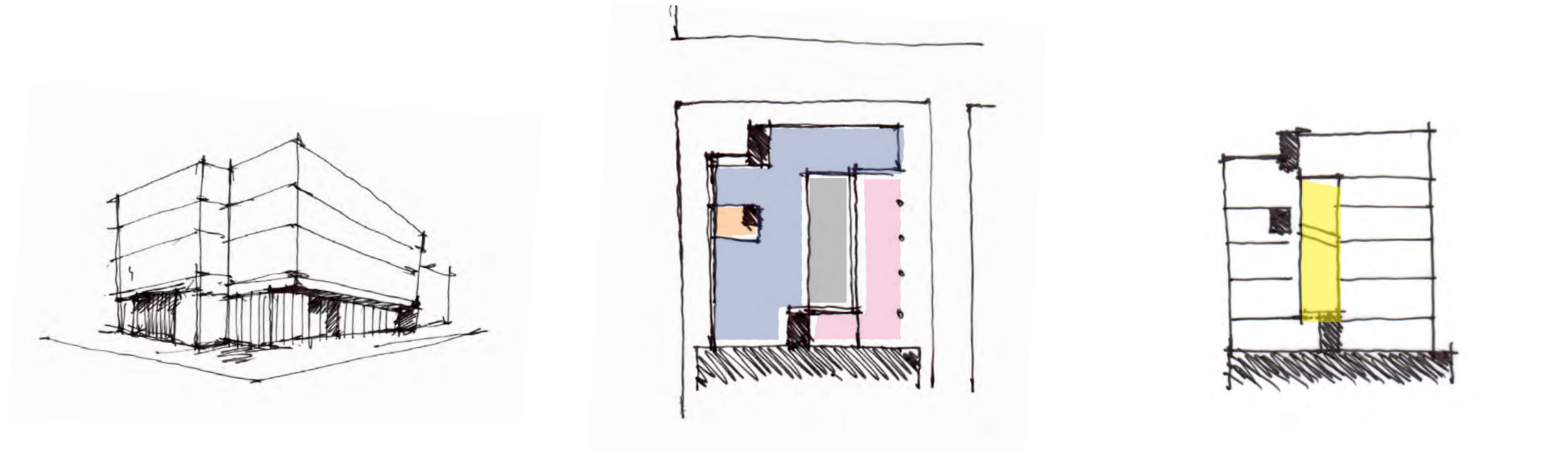
The 'slice' orthogonally sets the northwest corner of the massing back from street to roof to meet the required clearance for the power lines. It places the residential lobby entrance off Aurora near the middle of the facade. There is no canopy nor street trees, rather the commercial storefront is set back from the property line which produces a building overhang above. Retail spaces wrap the corner past a stair tower along the northern side. At the northeast corner of the street level retail space the façade is solid and in line with the residential units above which are oriented to the east. Surface parking off the alley is within the structure screened by garage doors. The ramp to the below grade parking is located at the low grade southeast corner.

Advantages

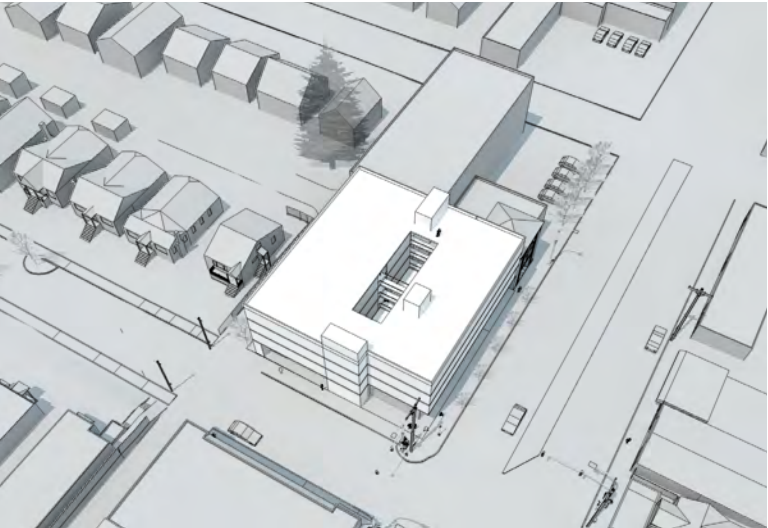
- Affords public amenity space at corner and improves pedestrian environment with widened sidewalks
- Courtyard interior and contained volume mitigates noise issue from Aurora
- Efficient layout, regular stepped orthogonal massing
- Maximizes street facing commercial spaces
- Massing, bulk, and scale transition along N 77th St to residential neighborhood

Disadvantages

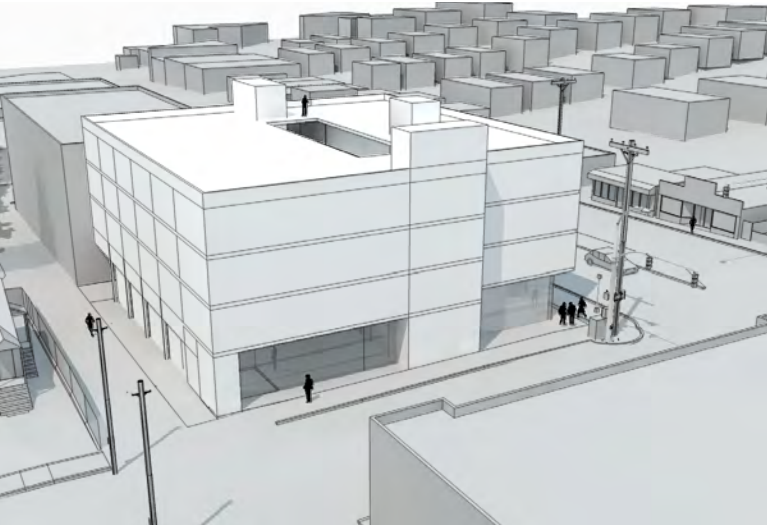
- Residential entry off busy vehicular corridor
- No direct courtyard link to street limits potential for urban connection
- Blank wall and garage doors along alley edge
- Spreads vertical circulation cores out to three roof top features



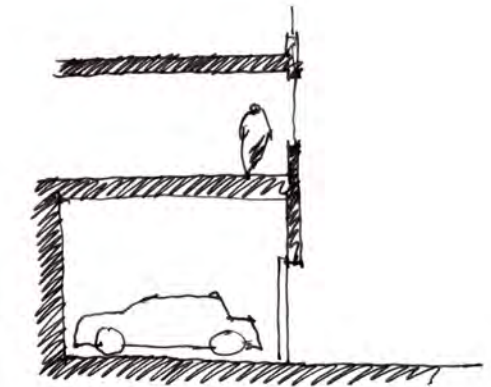
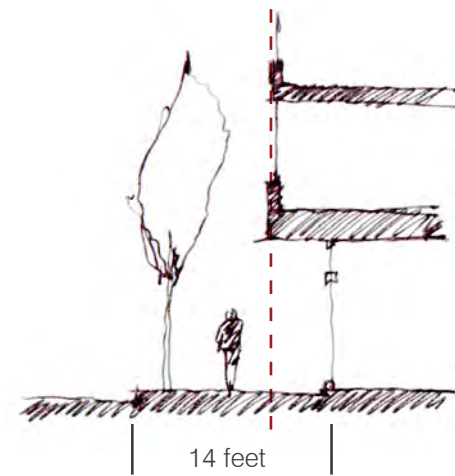
NW corner



NW aerial view



NE corner



Aurora // ground elevation view



77th // ground elevation view



Alley // ground elevation view



Aurora // ground street view

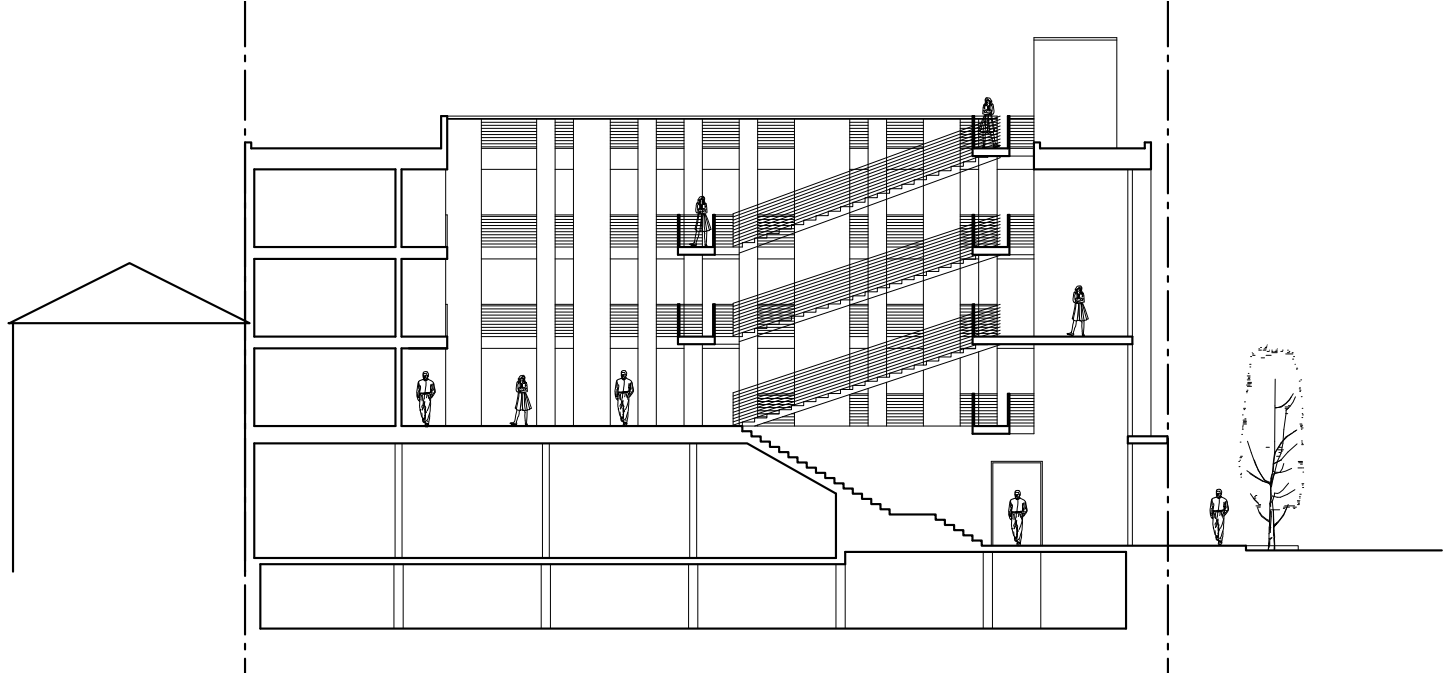


77th // ground street view



Alley // ground street view

Courtyard Preferred Alternate



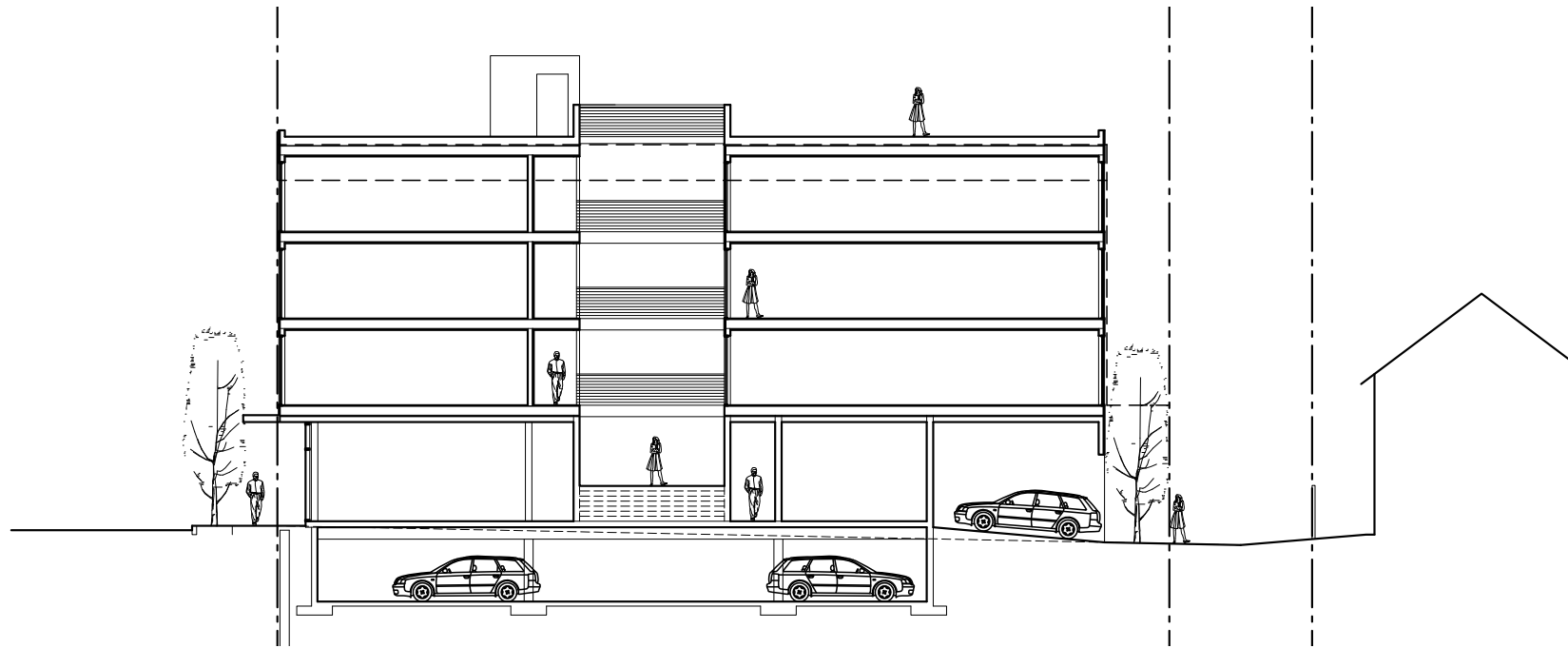
building section N-S



stair at lobby entry off N 77th St



top of stairs to courtyard - level 2



building section E-W



courtyard - level 2



roof top