

1622 AURORA MIXED-USE

Streamlined Design Review
March 04, 2016

PUBLIC47ARCHITECTS



DEVELOPMENT OBJECTIVES

- 42 Apartment Units
- Provide a Mix of Sizes and Apartment Types:
 - Live-Work Lofts (7%)
 - Lofts (7%)
 - 2 Bedrooms (20%)
 - 1 Bedrooms (40%)
 - Studios (26%)
- Parking for 29-30 Vehicles, accessed off alley
- East Side - Maximize views for units and common roof deck
- West Side Provide interesting Aurora-side building experience for public, with smaller, affordable units offering visual and acoustic privacy
- Proposal includes removal of Existing Exceptional Tree

ANALYSIS OF CONTEXT

LOCATION

The subject property is sited on the east side of Queen Anne hill, along the north bound lanes of SR 99, Aurora Avenue. Access to the site is limited due to the extreme topography of this region and the auto-centric nature of SR 99, a major north-south arterial route. Due to these formal boundaries, the subject property belongs more to the Westlake region than to Queen Anne neighborhood.

ZONING

The subject property is located in a C1 - 65 zone, permitting both commercial and residential use. The surrounding area is highly varied, containing many disparate commercial and lowrise zones. This leads to an amalgamated urban structure, with buildings of greatly different sizes existing in close proximity to one another.

SOLAR ACCESS

The site is rectangular in plan, with the longer broad faces orientated east and west. This fact, combined with the topography of the site will provide ample morning sun along the eastern facade of the building. The southern exposure of the development will be limited due to the shorter property line and adjacency to the neighboring property. To the west, the rise of Queen Anne Hill will restrict the solar gains during the warmest time of day.

Zoning Legend

- SF 5000
- LR 1
- LR 2
- LR 3
- C1 - 65
- C2 - 40
- NC3 - 40
- SM - 85





 AERIAL PHOTOGRAPH

ANALYSIS OF CONTEXT

VIEWS

Significant topographic change occurs across the east-west axis of the site, sloping from Queen Anne hill which rises to the west, down to Lake Union to the east. This affords an impressive panoramic view to the east, looking over the lake, towards the city and cascades beyond. The harsh reality of speeding traffic, and dense vegetation to the west, further reinforce the views to the east.

CIRCULATION PATTERNS

The major arterial SR 99, which runs adjacent to the site, dictates the circulation patterns surrounding the site, in conjunction with the improved alley to the East. This results in easy vehicular access, including public transit, as bus stops are located several hundred feet to the south, and east along Dexter. Pedestrian circulation however, is limited, but greatly aided by the Ray Moore Pedestrian Bridge that straddles SR 99 and makes possible an east-west hill climb connecting Lake Union to upper Queen Anne.

NOISE








Close proximity to SR 99 exposes the site to unusually high decibel levels.

POWER LINES

Running parallel to SR 99, along the western edge of the site is a set of high voltage power lines.

COMMUNITY NODES / LANDMARKS

With in a quarter mile walking distance of the site there are several parks, green areas

-  Aloha Inn Transitional Housing
-  Swedish Cultural Center
-  KCPQ News Station
-  Seattle Boat Share
-  Ray Moore Pedestrian Bridge
-  Northeast Queen Anne Greenbelt
-  Trolley Hill Park

ANALYSIS OF CONTEXT



1. Panoramic view from the site



2. Power lines running along SR-99



2. Current site condition, looking northwest



3. Neighboring property to the north



4. Looking north, up the alley, subject property on the left



5. Looking south down the alley

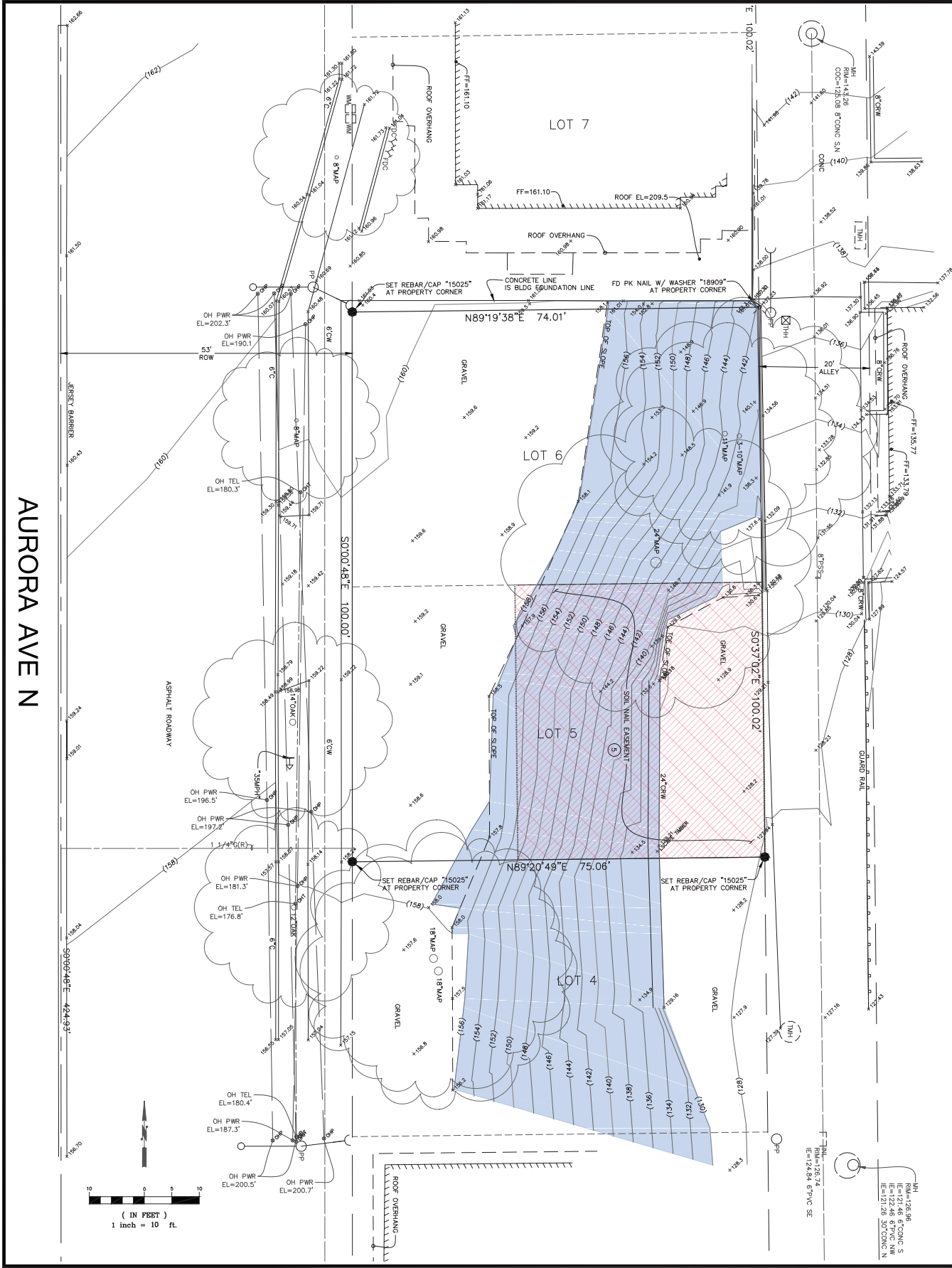


6. Looking north along SR 99 in towards the subject property



7. Looking South along SR 99 in front of the subject property

EXISTING SITE CONDITIONS



SITE ADDRESS:
1622 AURORA AVENUE NORTH
SEATTLE, WASHINGTON 98109

TAX PARCEL NUMBER:
880790-0315-09

ZONING:
C1-65 = COMMERCIAL1

FLOOD MAP:
LOCATED IN ZONE "X" AND IS OUTSIDE 500 YEAR FLOODPLAIN PER FLOOD INSURANCE RATE MAP NUMBER 53033C0340F, DATED MAY 16, 1995.

AREA:
TOTAL SITE AREA IS 7454 SQUARE FEET OR 0.17 ACRES.

METHOD OF SURVEY:
INSTRUMENTATION FOR THIS SURVEY WAS A LEICA TOTAL STATION UNIT. PROCEDURES USED IN THIS SURVEY WERE DIRECT AND REVERSE ANGLES, NO CORRECTION NECESSARY. MEETS WASHINGTON STATE STANDARDS SET BY WAC 332-130-090.

UNDERGROUND UTILITIES:
BURIED UTILITIES SHOWN BASED ON RECORDS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE IN THE FIELD. GEODIMENSIONS ASSUMES NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS OR ACCEPT RESPONSIBILITY FOR UNDERGROUND LINES WHICH ARE NOT MADE PUBLIC RECORD. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN CONTACT THE UTILITY OWNER/AGENCY. AS ALWAYS, CALL 1-800-424-5555 BEFORE CONSTRUCTION.

VERTICAL DATUM:
NAVD88 PER GPS

ORIGINATING BENCHMARK:
CITY OF SEATTLE IGA SNV-5183
2IN BC STAMPED C OF S 5183 SET 0.5FT S & 0.5FT W OF THE INTX BKW AT THE NW COR BLDG. IN THE SE COR OF THE INTX OF GARFIELD ST AND DEXTER AVE N.
EL=87.667

BASIS OF BEARING:
CENTERLINE OF DEXTER AVENUE NORTH BEARS SOUTH 03°37'02" EAST PER ROS 107-22

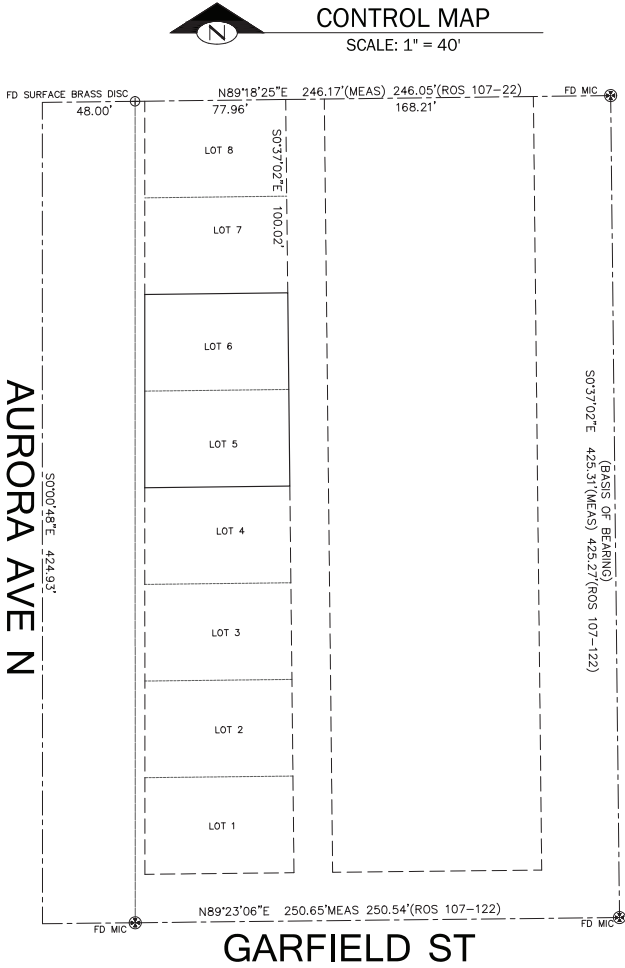
LEGAL DESCRIPTION:
LOTS 5 AND 6 IN BLOCK 8 OF UNION LAKE SUPPLEMENT TO CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 177, RECORDS OF KING COUNTY, WASHINGTON.
SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.



STEEP SLOPE/BUFFER DISCLAIMER

THE LIMITS OF THE 40% AS SHOWN ON THIS DRAWING IS OUR INTERPRETATION WHICH MAY DIFFER FROM THAT OF THE REVIEWING AGENCY. THE LIMITS OF THE 40% SLOPES AND ASSOCIATED SETBACKS NEEDS TO BE DETERMINED BY THE RESPECTIVE REVIEWING AGENCY, PRIOR TO ANY DESIGN AND OR CONSTRUCTION TAKING PLACE.

STEEP SLOPES LEGEND			
RANGE	MINIMUM SLOPE	MAXIMUM SLOPE	COLOR
1	40.00%	Vertical	



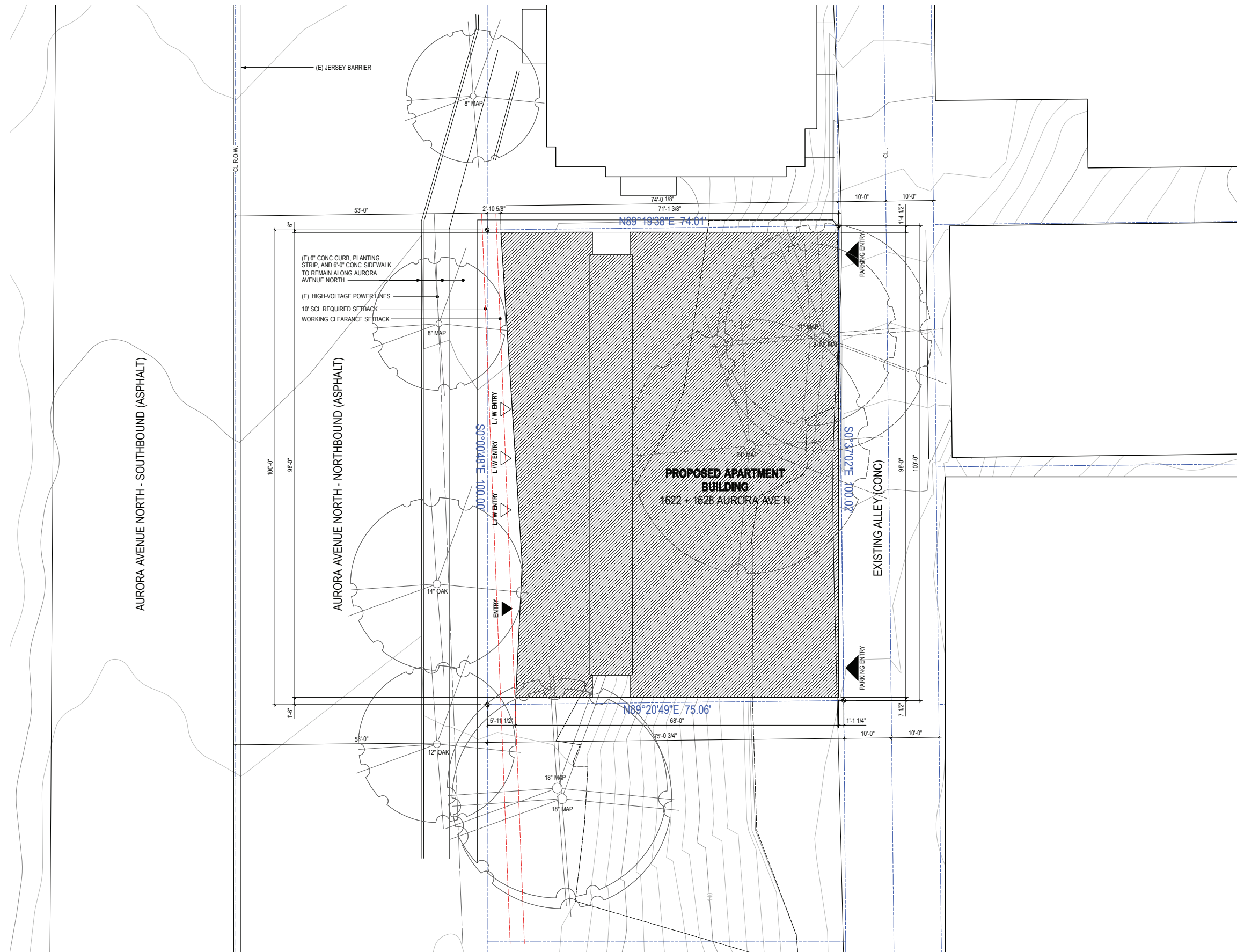
GeoDimensions
35402 SE Center Street, Snoqualmie, WA 98065
phone 425-456-4488 support@geodimensions.net
www.geodimensions.net

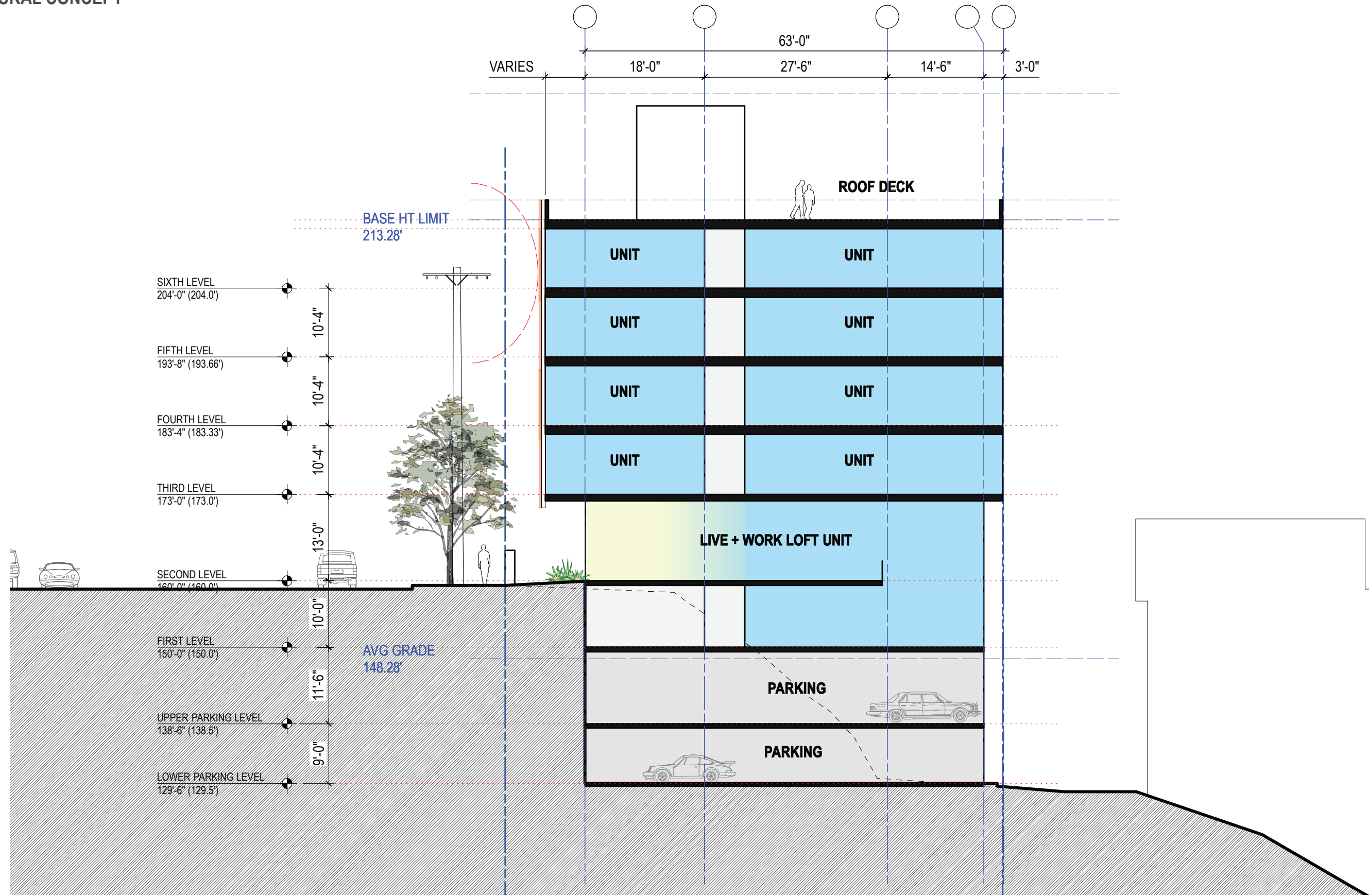
SEATTLE
WASHINGTON

DATE	9/16/13
REVISION	
1	ADD OVERHEAD LINES ON AURORA (TLB)
NO	

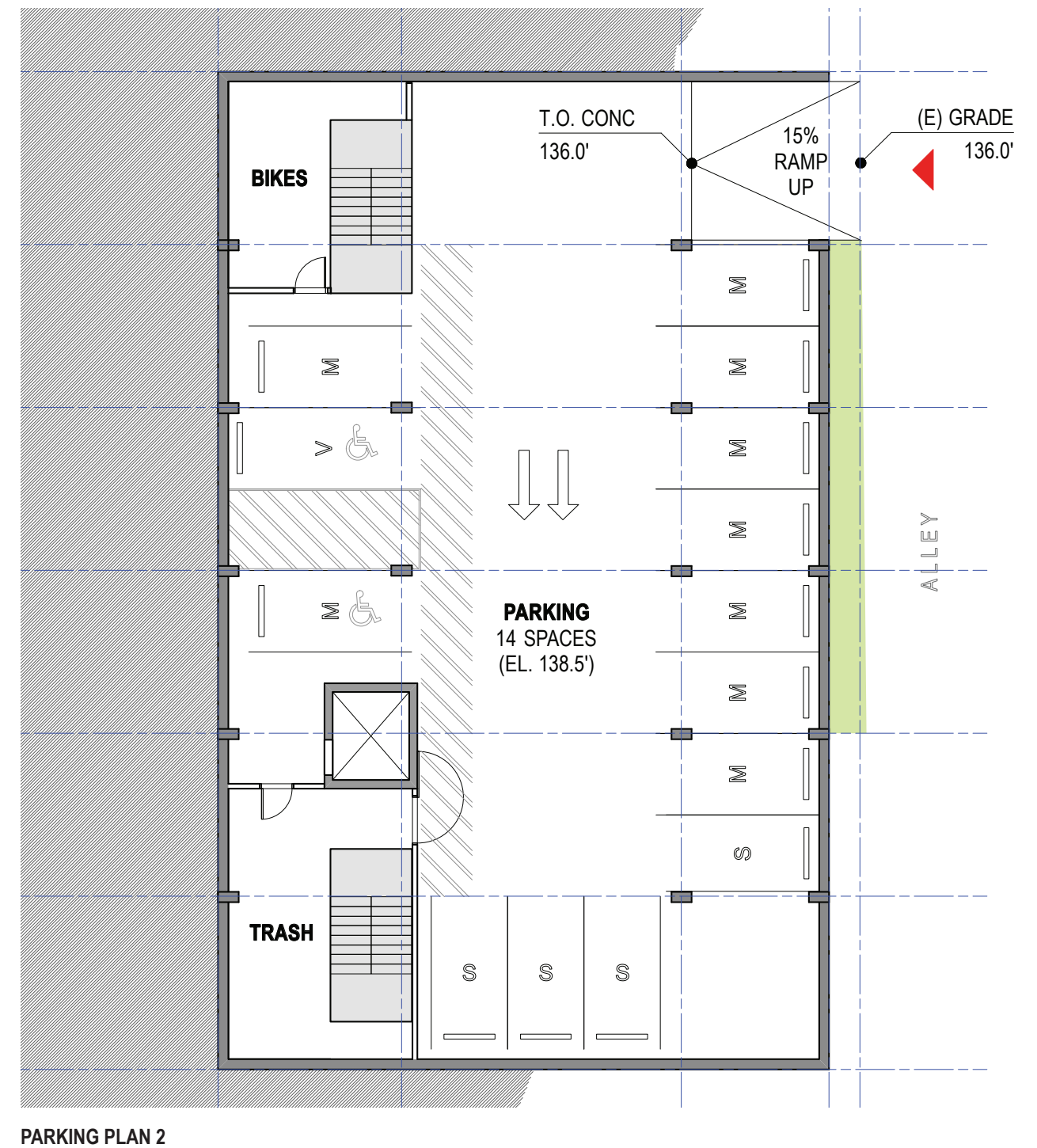
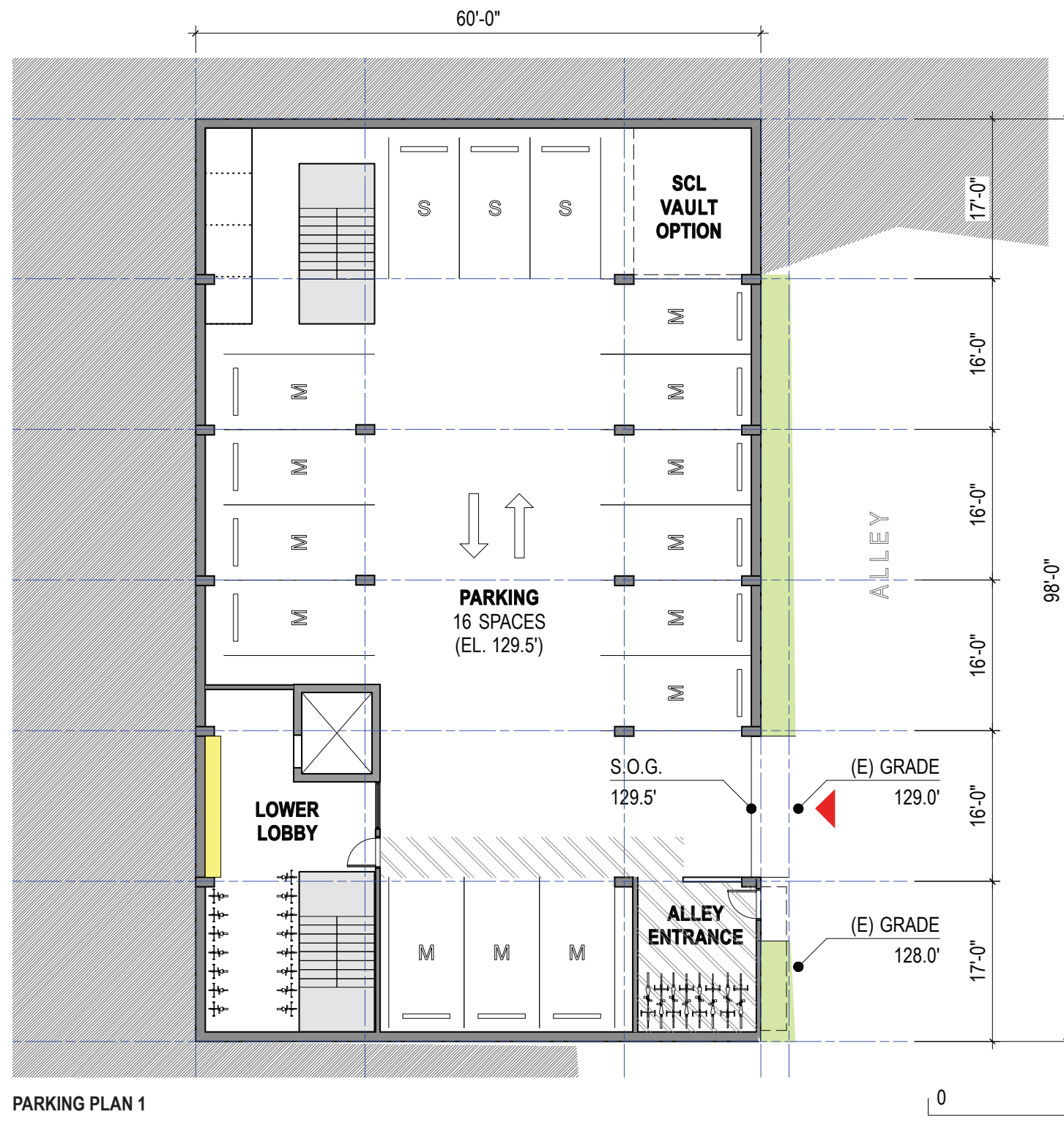
ALTA/TOPOGRAPHIC SURVEY
SW 1/4 OF SE 1/4 OF SEC 19, TWP 25N, RGE 4E, WM
CADCENE
1622 AURORA AVE N
SEATTLE
WASHINGTON

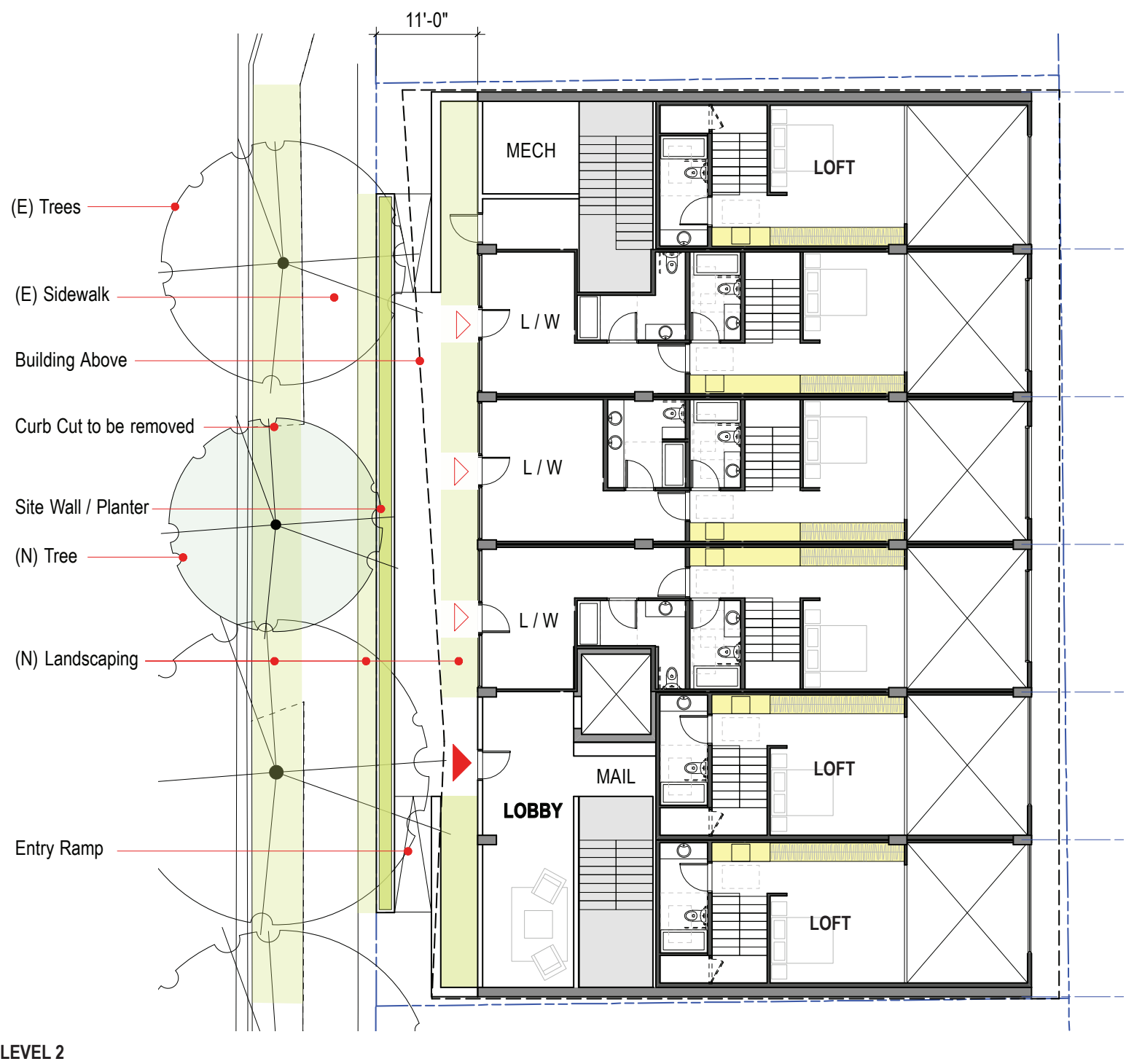
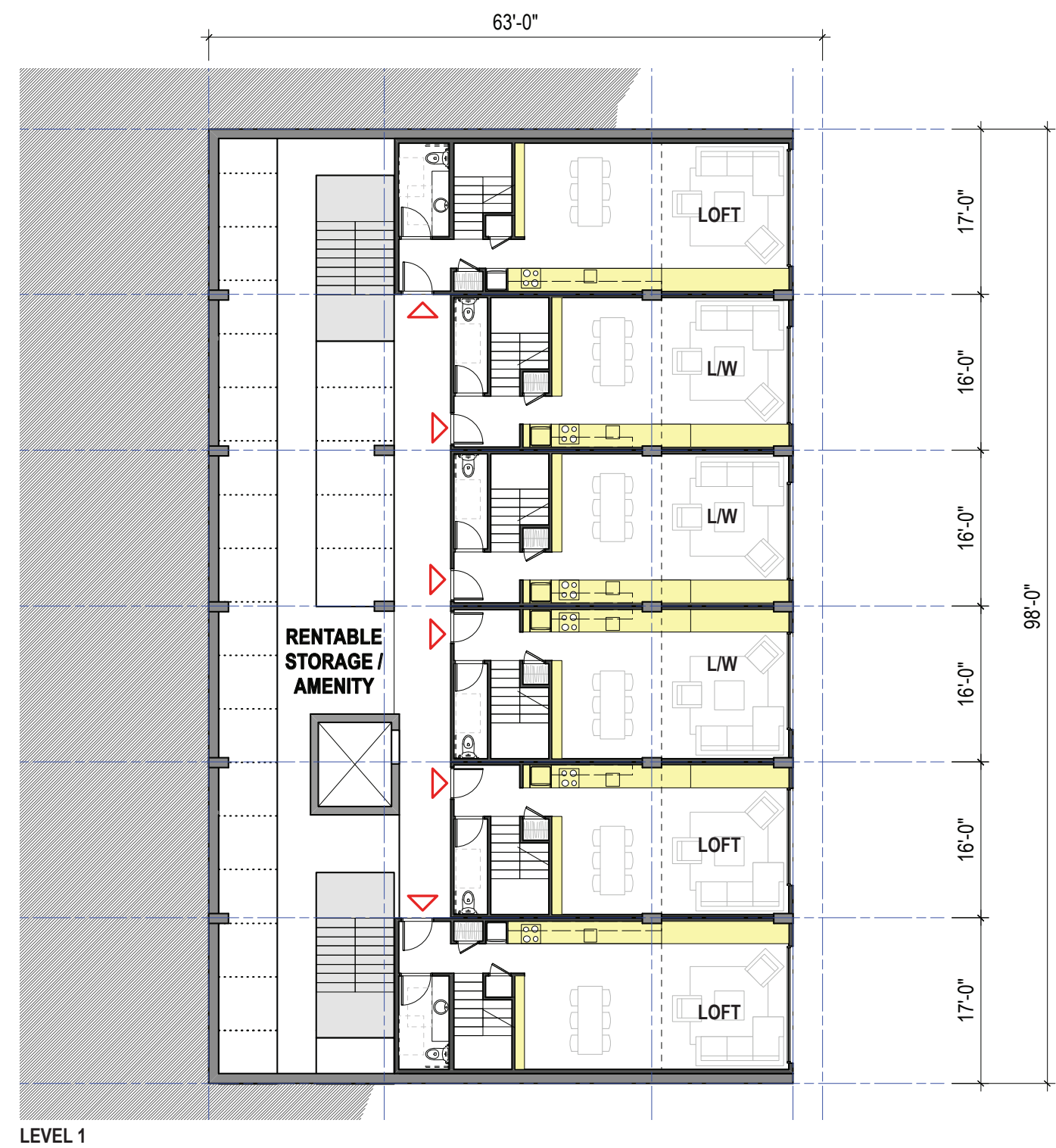
JOB NO.: 140770
DATE: 6/30/2014
DRAFTED BY: CJC
CHECKED BY: EJC
SCALE: 1" = 10'
1 OF 1

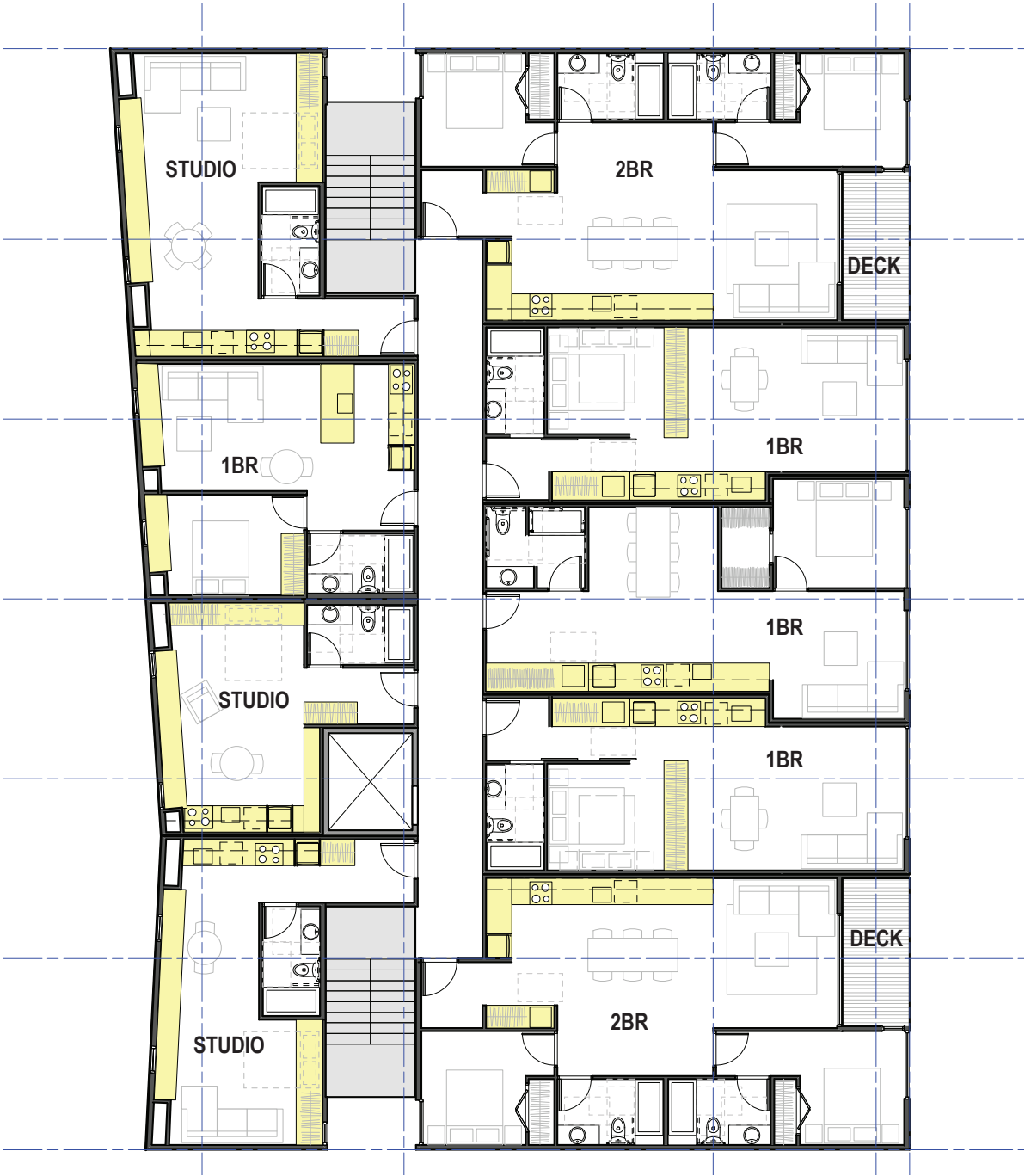




SECTION





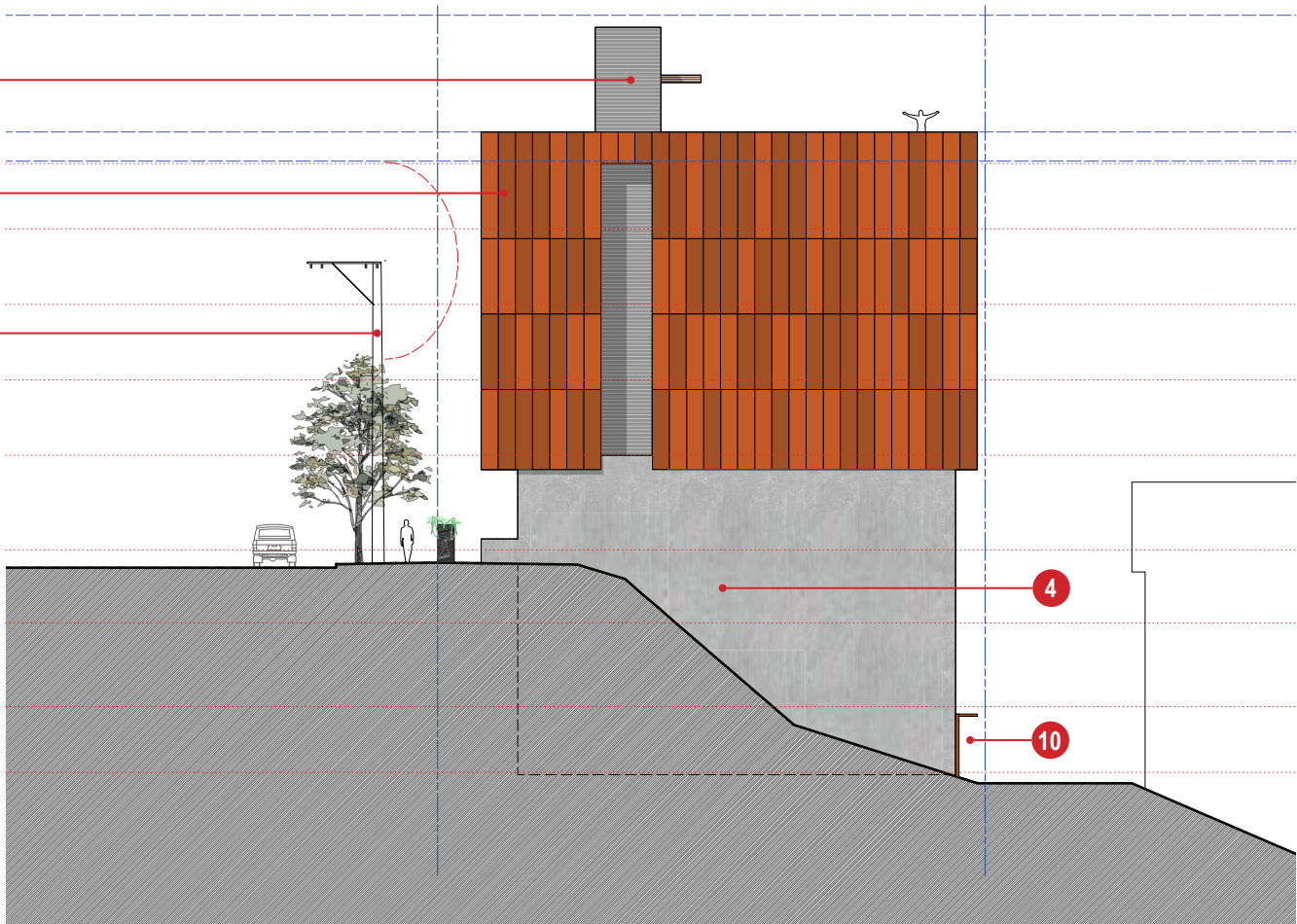


LEVELS 3 - 6

ROOF PLAN



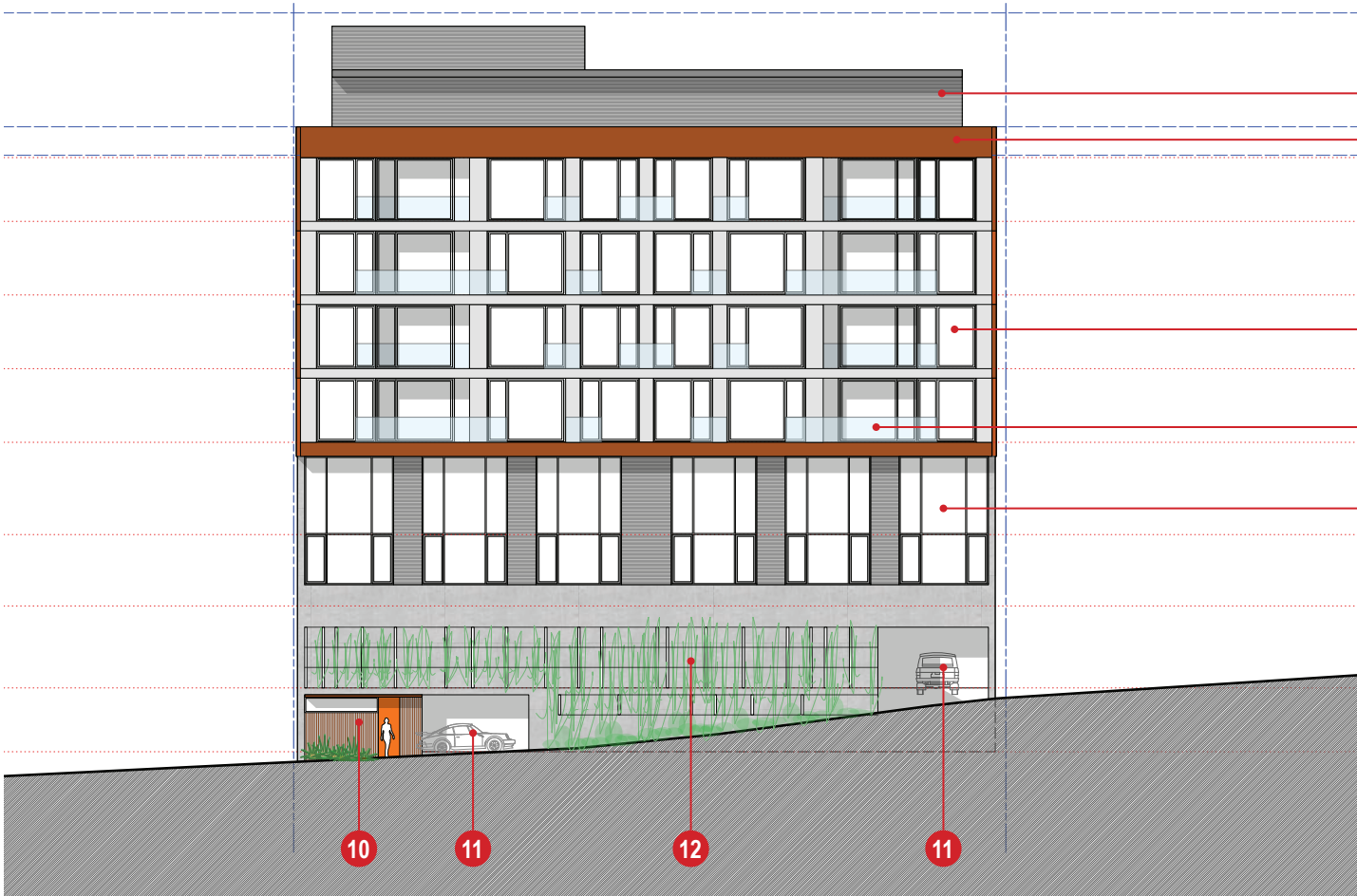
WEST (AURORA) ELEVATION



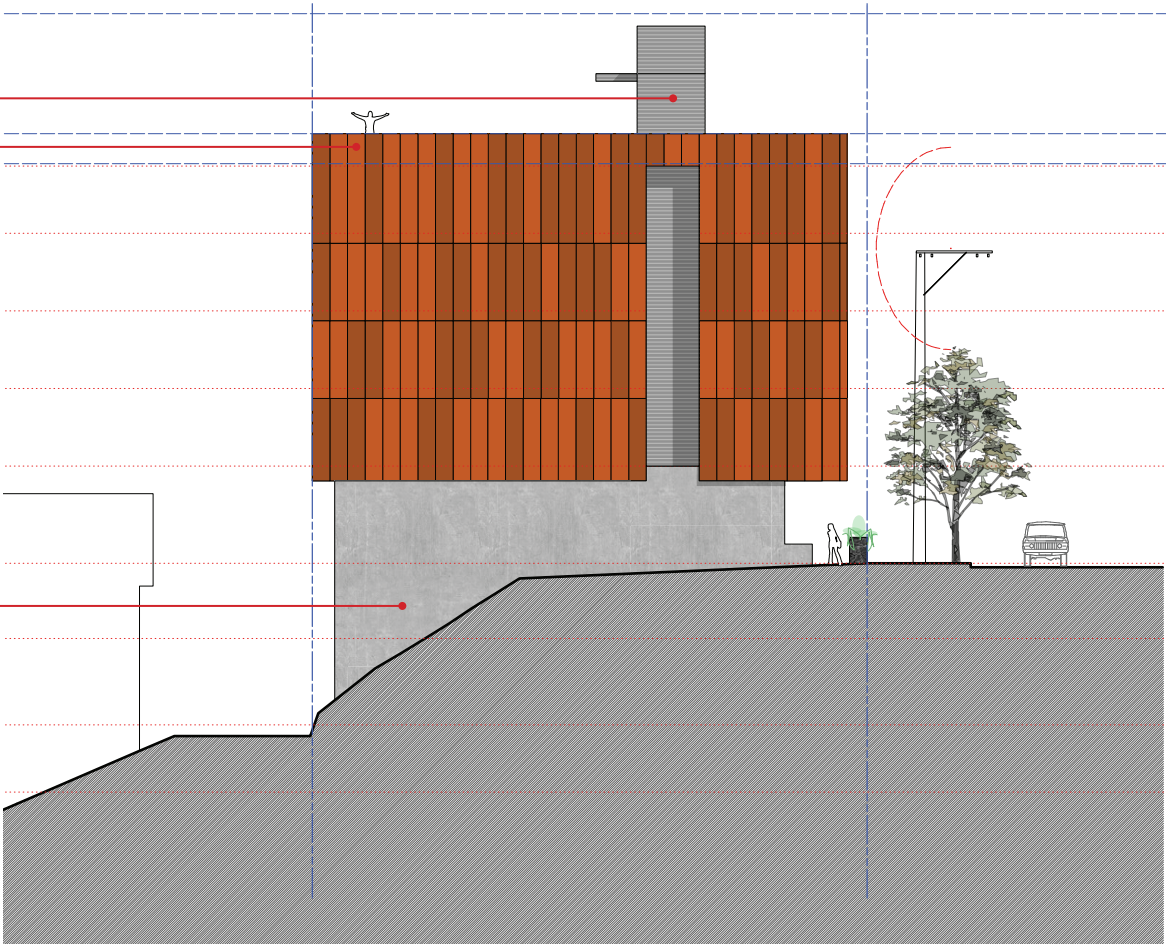
SOUTH ELEVATION

DIAGRAM LEGEND

- | | | | |
|---|------------------------------------|---|--|
| 1 | Weathering Steel (CORTEN) Cladding | 5 | Existing High-Voltage Power Lines to remain |
| 2 | Ribbed Metal Cladding | 6 | Planter for Acoustic Screening (Visibility over to Bldg) |
| 3 | Aluminum Storefront | 7 | New Street Trees |
| 4 | Concrete | 8 | Vinyl / Fiberglass Windows |



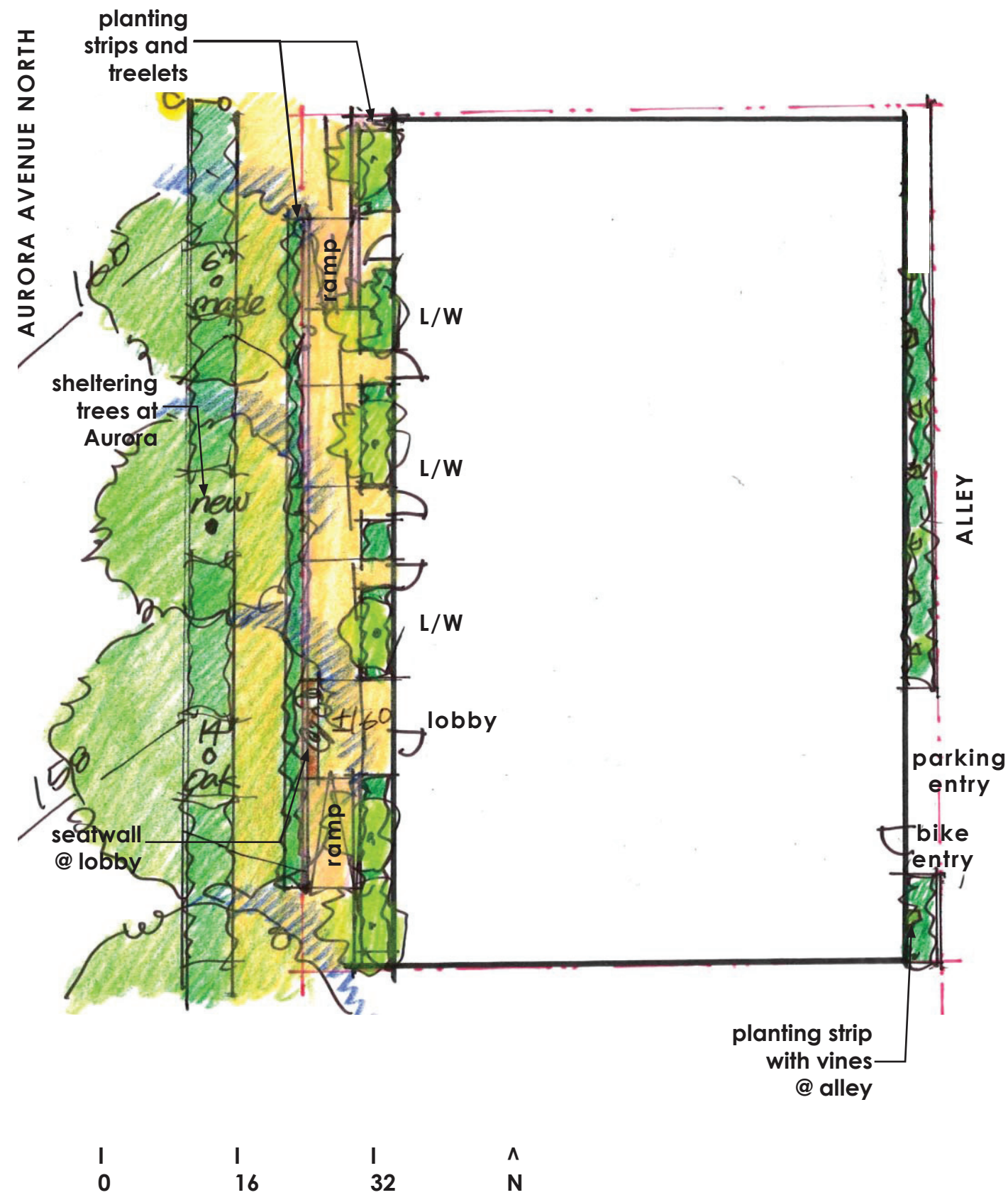
EAST (ALLEY) ELEVATION



NORTH ELEVATION

- 9 Integrated Glass Guard
- 10 Alley Entrance - Weathering Steel Cladding and Awning
- 11 Parking Entrance
- 12 Green Wall Along Alley - See Landscape Sheets

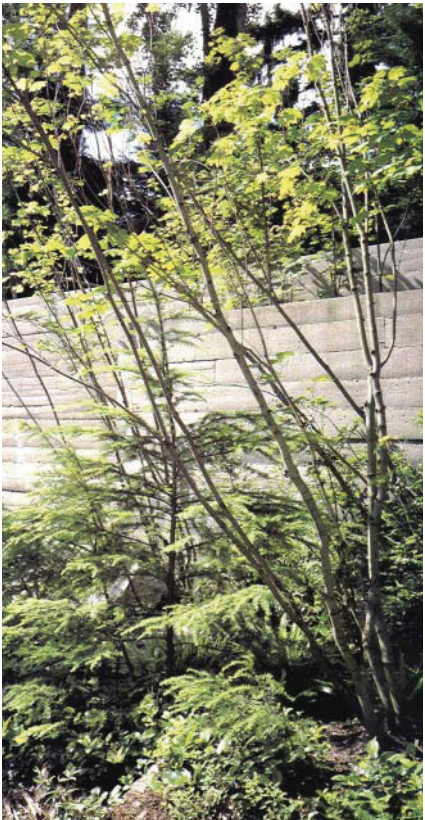
STREET + ALLEY LEVEL LANDSCAPE



grade change and setback and planting strips at streetside



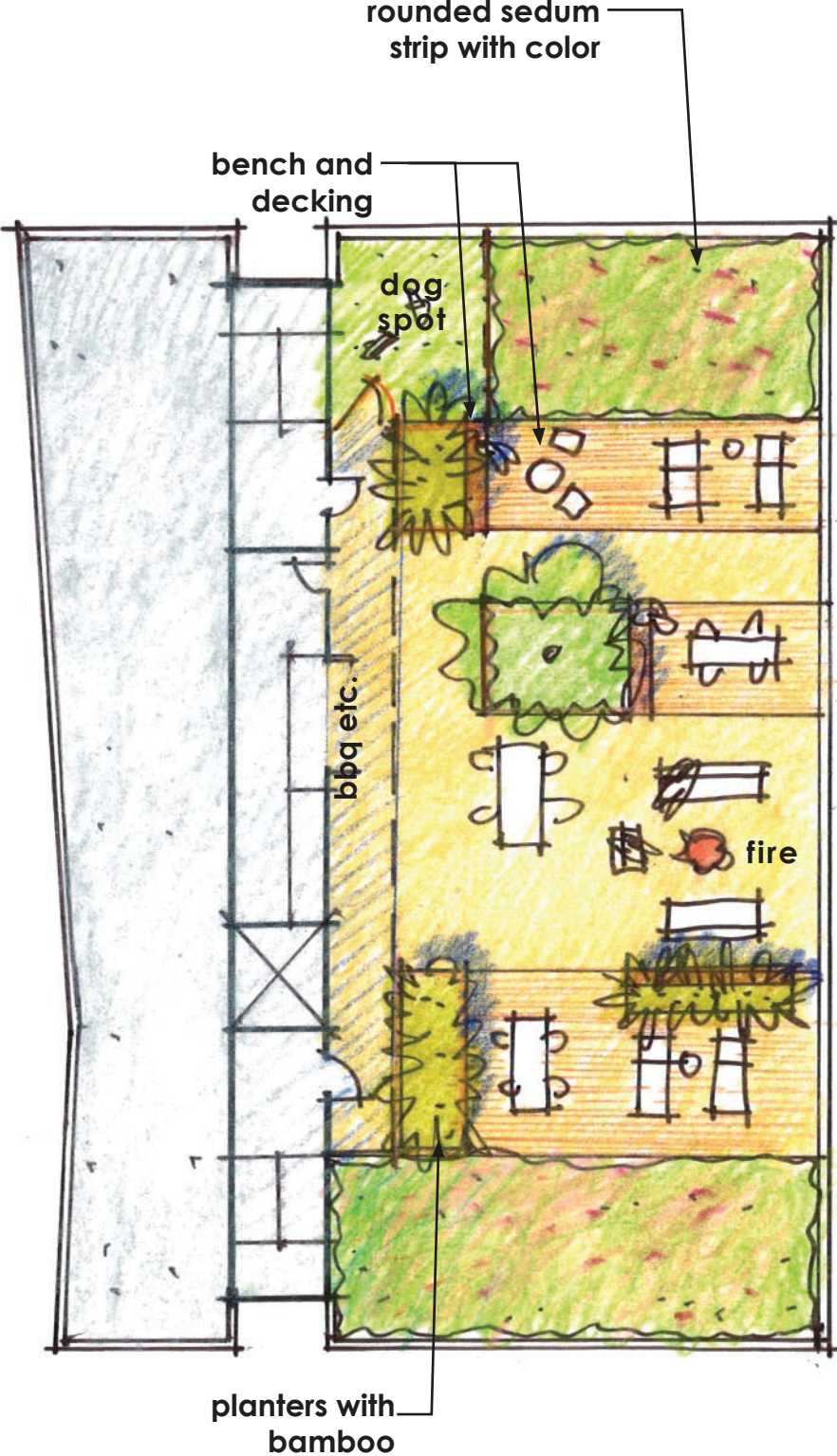
trees at sidewalk strip



planting strip and freelets



planting strip with vines



ALLEY



dogspot



rounded sedum strip with color



bench and decking



fire and view

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DESIGN GUIDELINES

CONTEXT AND SITE

CS1 Natural Systems and Features

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

RESPONSE:

The proposed design responds to the existing topography, which has a significant grade change between the alley and Aurora Avenue and along the alley itself, in three primary ways. First, service functions, such as parking, storage, and circulation, are “pushed “ into the hill to minimize their presence, while loft units are located to the east along the alley on these levels. Second, the common roof open space is positioned to offer views of the lake and mountains to the east above downhill neighbors, while the building massing also screens this space from vehicular traffic noise from the west. Lastly, the grade change north-south along the alley, is used to create separate entrances to the parking levels, with a pedestrian entrance along the alley on the downhill side, for convenient pedestrian and bike access to Dexter and South Lake Union. The project also features a large vegetated roof, new street trees, and native plantings along Aurora Avenue, which serve to screen the buildings street level spaces and provide habitat. The project also proposes a green wall in the alley, to introduce planting and human-scaled, natural improvements to this otherwise utilitarian public space.

CS2 Urban Pattern and Form

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

RESPONSE:

The project strives to further contribute to the well-defined street wall along Aurora Avenue, while creating inviting pedestrian entrances to the building on the two adjacent public ROW's. The form and character of the building mediate between two dramatically different conditions on the east and west sides. For acoustic reasons on the west, the building presents an inflected, concave volume with an abstract window pattern, to be experienced by pedestrians and vehicles at 45mph, while opening up to the city and lake to the east. Further, the alley side has been designed to be functional for not only vehicles, but also bikes and pedestrians. The pedestrian circulation along Aurora is thought of as a parallel detour off the sidewalk, where pedestrians can flow behind a low site wall and planter, gaining some protection and relief from the noise of Aurora, while experiencing the building lobby and live-work spaces, stopping, or continuing through. Between 11’ and 14’ of space is provided between the existing residential building to the north, and the proposed building, which does not have windows on the north wall closest to the property line. Also, a 4’ x 8’ recess in the north wall of the proposed building provides further relief to the neighboring structure, and breaks up the scale of the wall facing the existing structure (refer to site plan for information).

CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

RESPONSE:

The proposed building is designed to engage the neighborhood at a number of scales and speeds, from vehicles passing by on Aurora, to pedestrians and cyclists accessing the building from the east and west sides.



CS2: Define Street Wall on Aurora Avenue North



PL1-3 / DC2-4: Aurora Live-Work and Lobby

PUBLIC LIFE

PL1 Connectivity

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

RESPONSE:

The improvements along Aurora are designed to promote pedestrian interaction with the building and its street level spaces, by creating an inviting detour along the sidewalk that pedestrians can elect to take. Because of the jog in the existing sidewalk to the north of the site, created by the existing curb edge (refer to pg.7), the detour will be highly visible to people approaching from the north, or continuing in that direction. In the alley, the design of the building back door with convenient bicycle storage inside the structure next to this entry and landscaping, will activate the alley and connect the building to the neighborhood and city.

PL2 Walkability

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

RESPONSE:

(Also see response to PL1 above) The project is designed to provide the same access for all visitors whether on foot or in a wheelchair. The transparency of the street level is designed to contrast with the overhanging upper building volume, providing a clearly identifiable entry with well-connected pedestrian circulation routes and entries. Units provide eyes on the street with visual access to both the sidewalk, street, and the alley. Street-level transparency is provided and there is a glass lobby with visibility to and from the sidewalk, creating a safe and inviting experience.

PL3 Street-Level Interaction

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

RESPONSE:

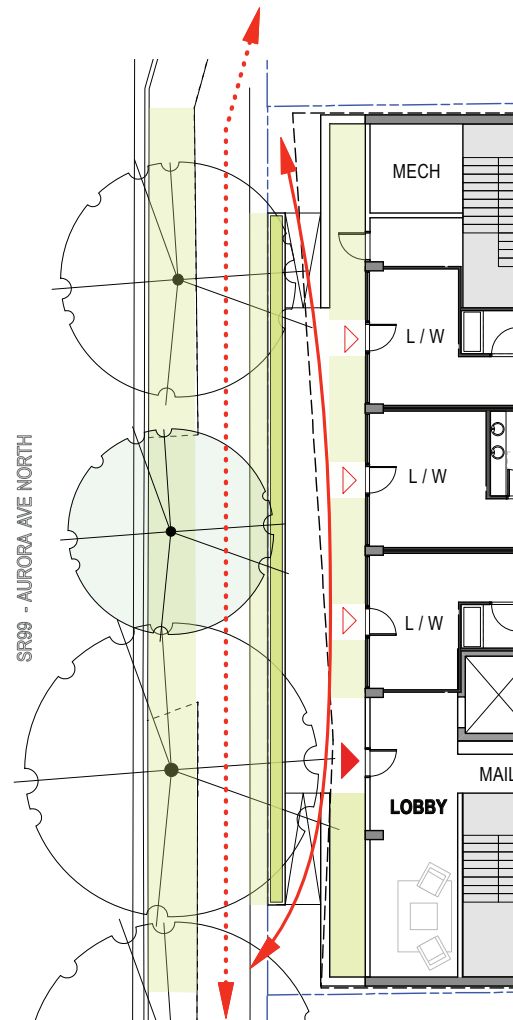
The building includes a lobby and (3) live-work units at street level with clear visual connections to the sidewalk and passing pedestrians. The building lobby and live-work units are slightly elevated from the sidewalk level to differentiate from the public sidewalk, while also providing a welcoming and identifiable entry for visitors, which is protected from weather by the overhanging building volume above. Substantial trees and landscaping provide a layered transition between the public street and the more private realm. Convenient and attractive access to the building ensures comfort and security for the occupants. In addition, the facades of the live-work units are highly transparent and oriented toward the street, and as described in PL1 above, this spaces are positioned as a detour off the main sidewalk.

PL4 Active Transportation

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

RESPONSE:

Secure bike storage has been created next to the alley entrance, conveniently adjacent to the buildings east entrance or “back door.” This provides easy access to the alley, which is proximate to the bike route along Dexter Avenue, connecting north to Fremont, and south to Downtown and SLU.



PL1 - 3 / DC3: Pedestrian Detour along Aurora



PL1-3/DC3: Alley Entrance and Landscaping

DESIGN CONCEPT

DC1 Project Use and Activities

Optimize the arrangement of uses and activities on the site.

RESPONSE:

Vehicular access has been located off the alley, with parking contained in the proposed structure and screened with landscaping and a green wall at the alley. Existing curb cuts along Aurora Avenue will be eliminated, further promoting the sidewalk for use by pedestrians.

DC2 Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

RESPONSE:

The upper building mass has a continuous material language that wraps the edges, allowing the structure to be understood as a whole. Along Aurora, this volume overhangs the street level lobby and live-work, providing weather protection to these entries and creating depth in the composition. The fenestration along Aurora has been patterned to contribute to a holistic reading of the building, while providing visual interest to the passersby, at any speed. The Alley elevation integrates recessed balconies and secondary elements such as glass guards that allow the units to open up to the exterior, providing texture and depth. The upper volume of the building also overhangs on the alley side, creating space for planting and further defining the secondary pedestrian/bike entrance. The north and south elevations continue the same material language and feature a light well recess which breaks up the scale of these walls. Though neighboring development will eventually conceal the south side, the material language, pattern, and scale wrap these faces as well to further promote a unified composition.

DC3 Open Space Concept

Integrate open space design with the design of the building so that each complements the other.

RESPONSE:

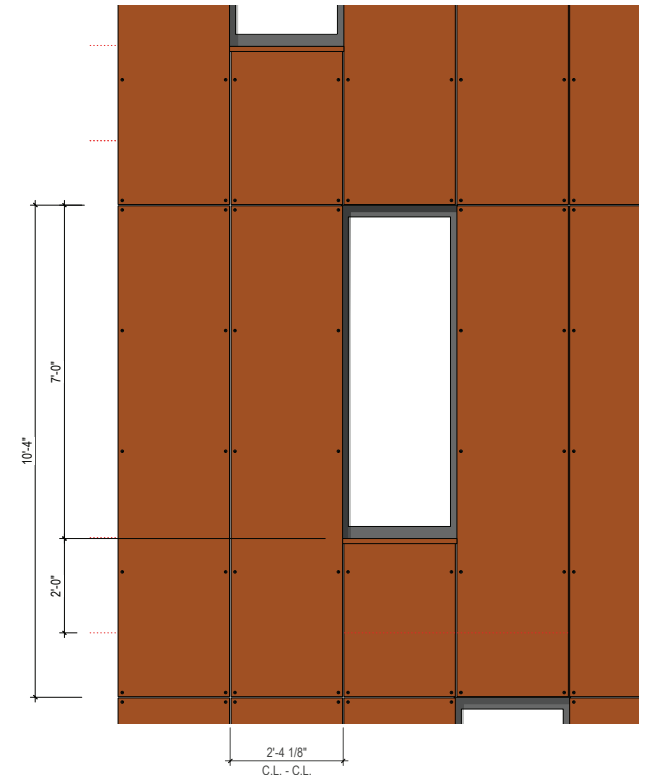
The proposed design creates a linked series of landscaped open spaces along Aurora avenue, that serve to transition from the active street to the interior of the building and live-work units (see also the responses to PL1-3). There will be a large roof deck for active use by the residents, with amenities for community gathering such as barbeques and a rooftop dog area. The landscape and hardscape will compliment the vocabulary of the buildings and integrate planting to promote the development of a single, cohesive design. (refer to pgs. 15 & 16)

DC4 Exterior Elements and Finishes

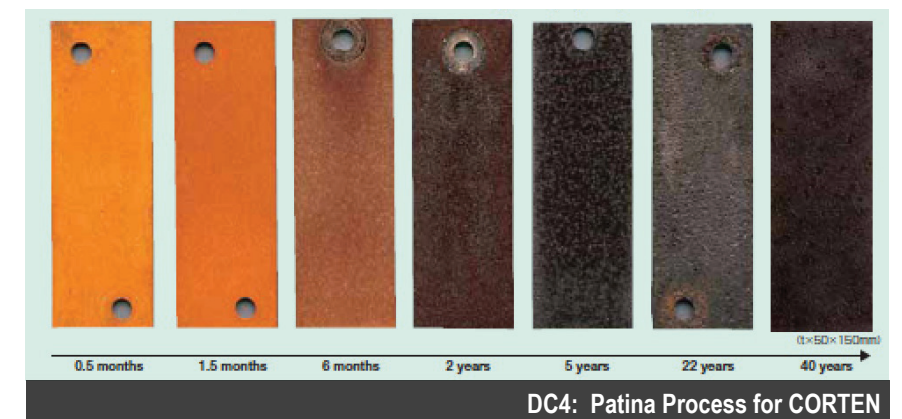
Use appropriate and high quality elements and finishes for the building and its open space.

RESPONSE:

The building will be well-detailed, high quality, and durable. Exterior materials draw inspiration from the adjacent context, and are compatible with surrounding colors, textures, and patterns, while also aging in an interesting manner. The primary exterior material is weathering steel, which develops a rich patina over time, requires no maintenance, and provides a material connection to the neighborhood. Low-level lighting will be used to provide a safe and attractive building entry sequence, while avoiding glare into the units or adjacent properties. Landscaping will include draught-tolerant plants, substantial plantings along Aurora Avenue, and a rooftop green space.



DC2 + 4: Elevation Detail ofCOR-TEN Cladding



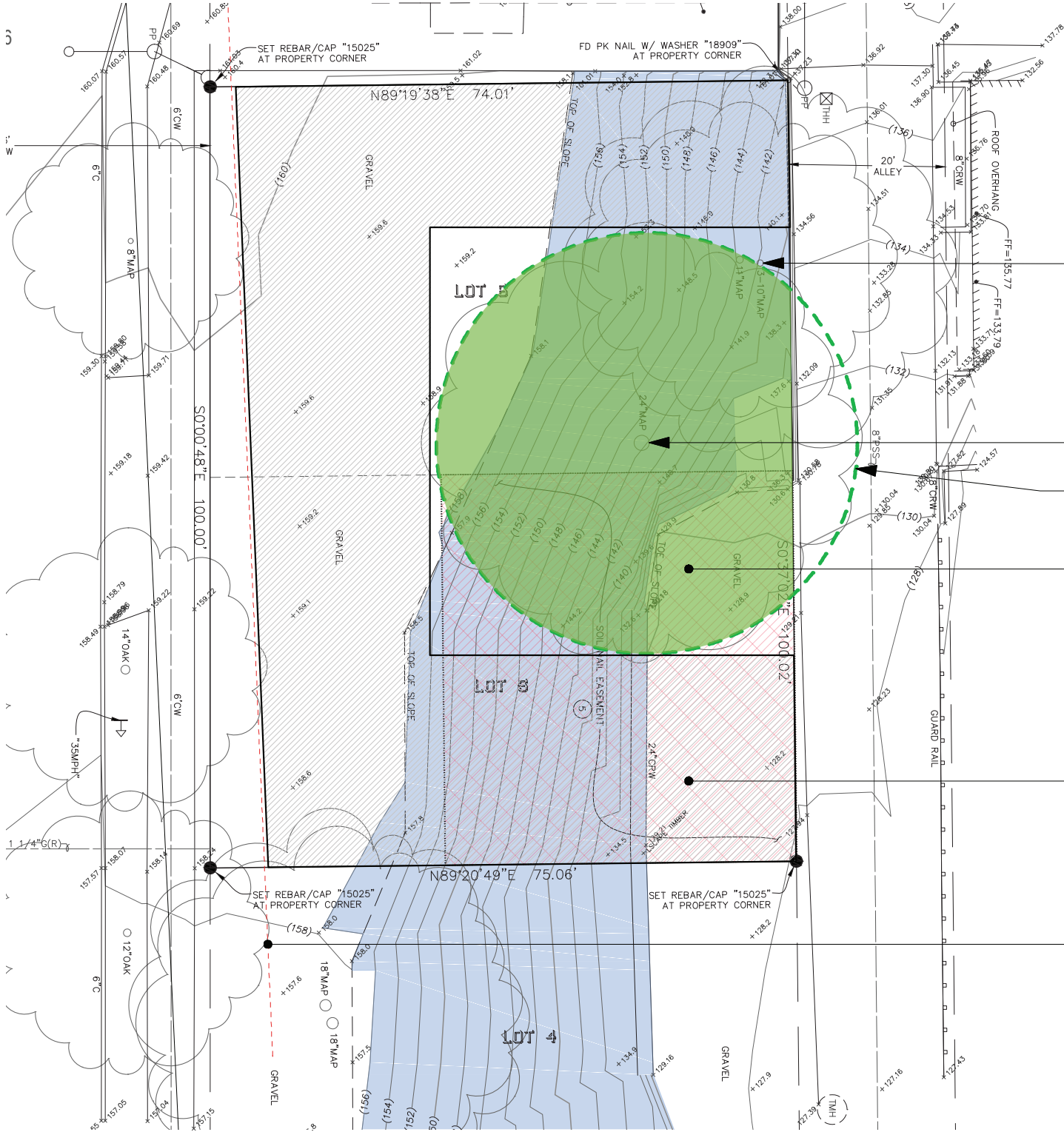
DC4: Patina Process for COR-TEN







REMOVAL OF EXISTING EXCEPTIONAL TREE (SMC 25.11.080.A1 & A2)



TREE SUMMARY

Address: 1622 Aurora Ave N
Zoning: C1-65
Site Area: 7,454 SF (per survey)

Trees proposed to be removed
 $DBH = \sqrt{d1^2 + d2^2 + d3^2}$
 $DBH = 17.32" < 24"$: Not Exceptional

Exceptional Tree proposed to be removed

Tree Protection Area
(SMC 25.11.020)

TP Area on Site: 2,057 SF (27% of Site Area)
Per 25.11.080.A.2. - Development cannot be avoided
in this area with Standard Adjustments, Departures,
Reduction in Parking Requirements or Reduction of
Parking Space Standards

Building Footprint if Tree retained. Proportions of
Building and wings impossible to develop into viable
building diagram.

Required Setback from High-Voltage Power Lines

EXAMPLES OF PREVIOUS WORK





SCCA Patient House • Seattle, WA



Shelton Apartments • Seattle, WA