

NORTH 39TH APARTMENTS

3023900

HYBRID

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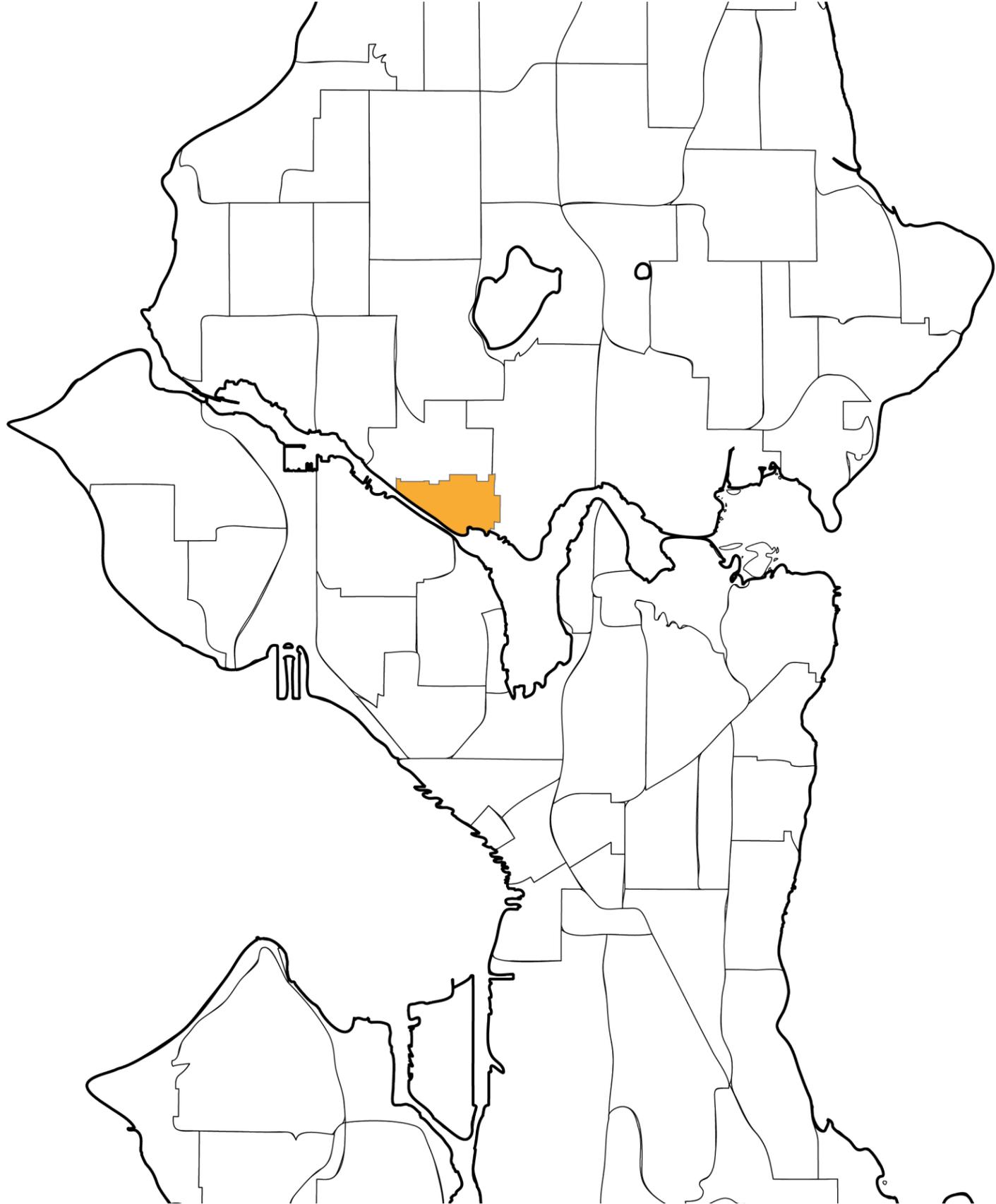


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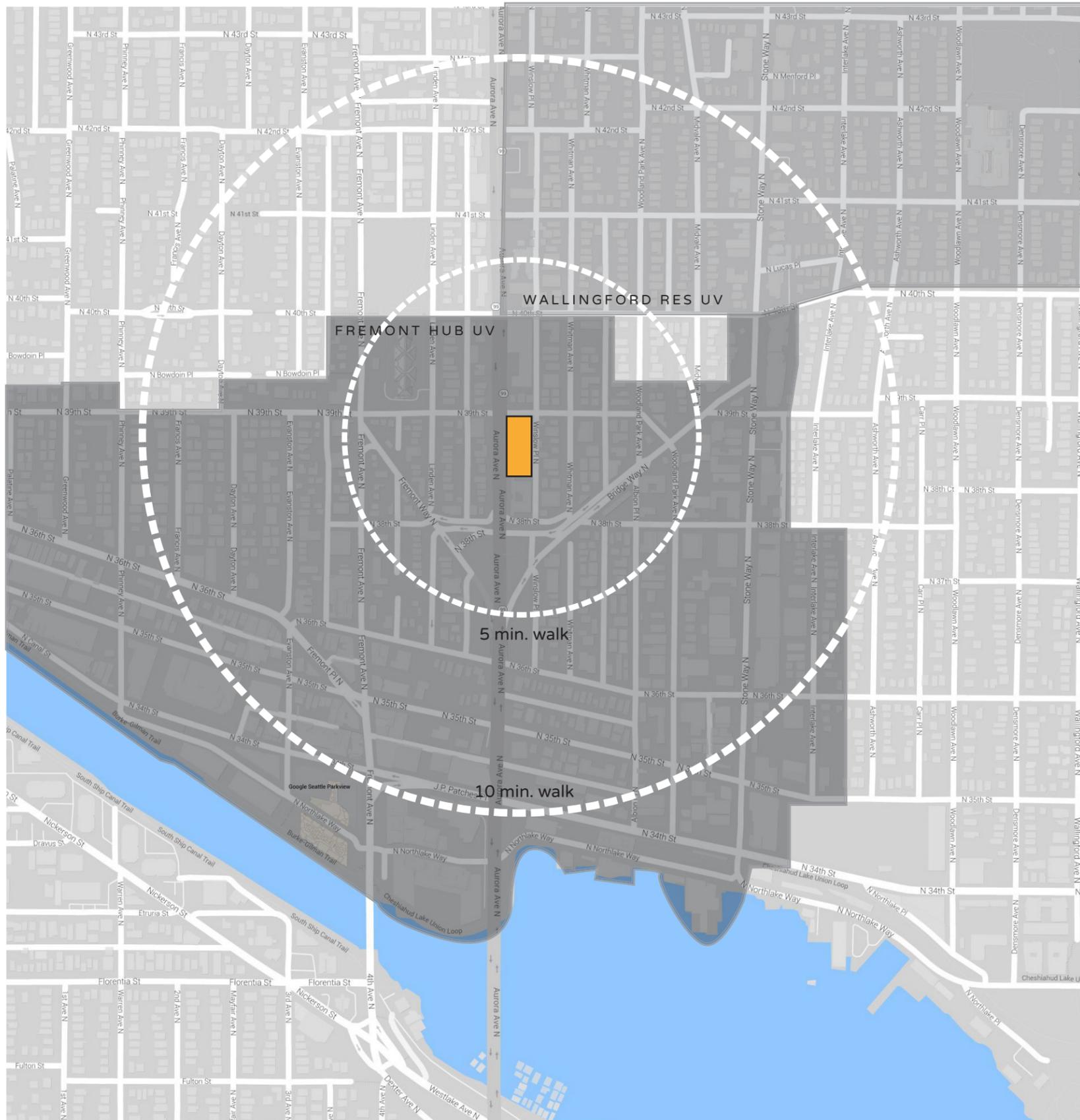
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Development Objectives

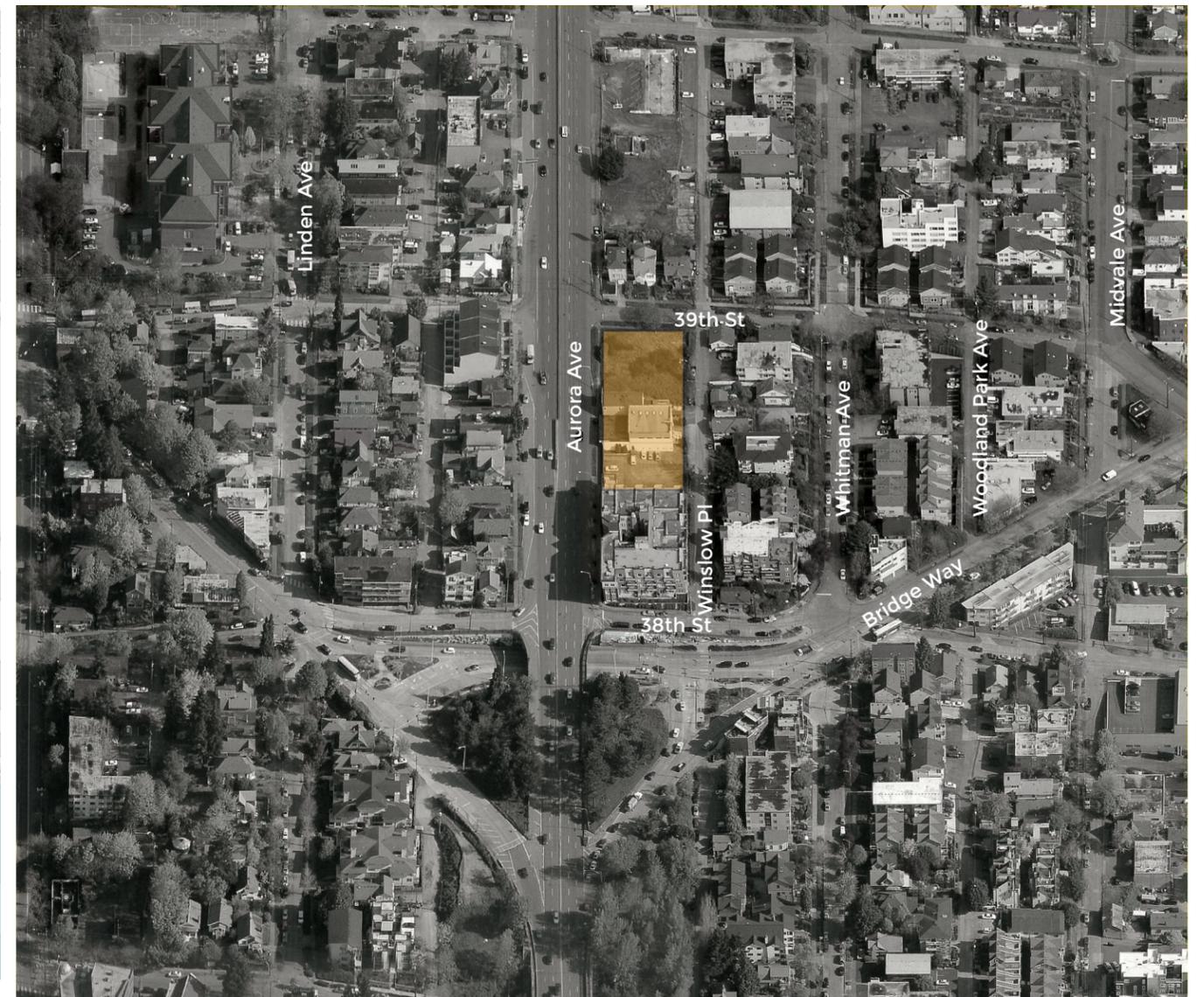
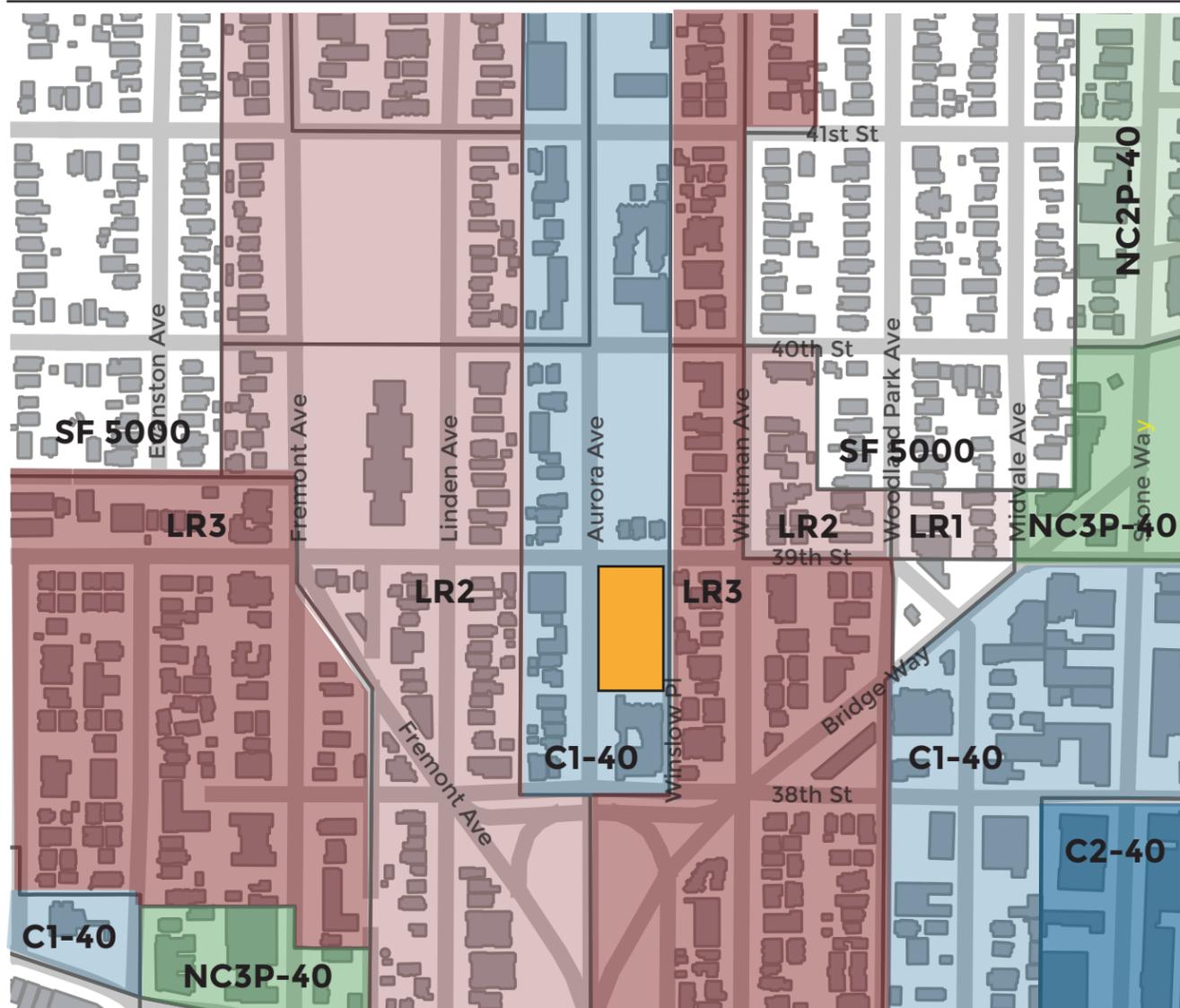
- ✓ Provide 141 Residential Units
- ✓ 2000 SQ FT commercial space
- ✓ 6 Live/Work Units
- ✓ 42 Parking Stalls

This project will activate a currently under utilized and partially vacant site with the creation of a new mixed use structure with a variety of unit types including live/work and commercial uses in addition to an enclosed parking garage and outdoor recreational space for residents and guests alike.

Zoning Objectives

SITE LOCATION	3838 AURORA AVE N
SITE ZONING	C1 - 40
RESIDENTIAL UNITS	141
OVERLAY	FREMONT (HUB URBAN VILLAGE) FREQUENT TRANSIT
ECA	NO - ECA
SEPA REVIEW	SEPA REQ
PARKING REQUIRED	NO PARKING REQ - BUT 42 SPACES PROVIDED
HEIGHT	23.45.514
SITE AREA	40' BASE MAX HEIGHT +4' W/ HEIGHT BONUSES
SITE AREA	27,746 SF
FLOOR AREA RATIO	3.0 BASE FAR / 3.25 MAX FAR W/ COMMERCIAL USE
FLOOR AREA	23.45.510
FLOOR AREA	83,238 SF (BASE FAR) / 90,174 SF (MAX FAR)
SETBACKS	23.45.518
SETBACKS	NO SETBACKS REQ FROM NORTH, SOUTH OR WEST 15' SETBACK REQ FROM EAST - ADJ. RESIDENTIAL ZONE
AMENITY AREA	23.45.522
AMENITY AREA	5% OF RESIDENTIAL AREA 4,162 SF REQ.





Zoning Map

The site sits within a C1-40 zone that travels north and south along Aurora Ave N that features a mixture of commercial and residential uses. The zoning adjacent to the site to the east is LR3 and consists of a mixture of small multifamily and single family structures.

Aerial Map

Looking at the site from the air presents a very dense environment that is carved up by roads and bridges. The buildings along Aurora are much larger and the scale drops off the further you get away from this main thoroughfare.

Aurora Ave History

A Brief History of Aurora Avenue - aka Highway 99, Old Highway 99, Pacific Highway, Old 99

Origins

North Trunk Road late 1800s

R.F. Morrow Road - Went from Peace Arch in Blaine Wash- ington to Vancouver Washington

1910 - Seattle - Everett Interurban - trolley line (closed 39')



Photo: Seattle Municipal Archives

Rise of the Car

Car Culture Started - Motels built to handle travelers in 1920s

Tourist Camps / Auto Courts

Was a part of State Route 99 in early 1930s



Interurban Car - Courtesy Warren Wing via W. Crowley 03'

Aurora Bridge

Aurora Bridge (G.W. Memorial Bridge) opened 1932



Photo: Seattle Municipal Archives



Photo: Seattle Municipal Archives



1936 photo of Aurora and 41st - Courtesy city Engineering Dept - via "Aurora Avenue: Highway Culture in Transi-



Photo: Seattle Municipal Archives

Heyday

1945 Dept. of Community Development - Zoning (Res / Com / Business districts)

Post WWII expansion of Car Culture



Photo: Seattle Municipal Archives



Photo: Seattle Municipal Archives

Post I-5

Became secondary N/S route with creation of Interstate 5
1947 - Aurora started decline

Battery Street Tunnel opened 1952

Alaskan Way Viaduct opened 1953



Photo: Jenny Wood / Andy Wood



Photo: Jenny Wood / Andy Wood

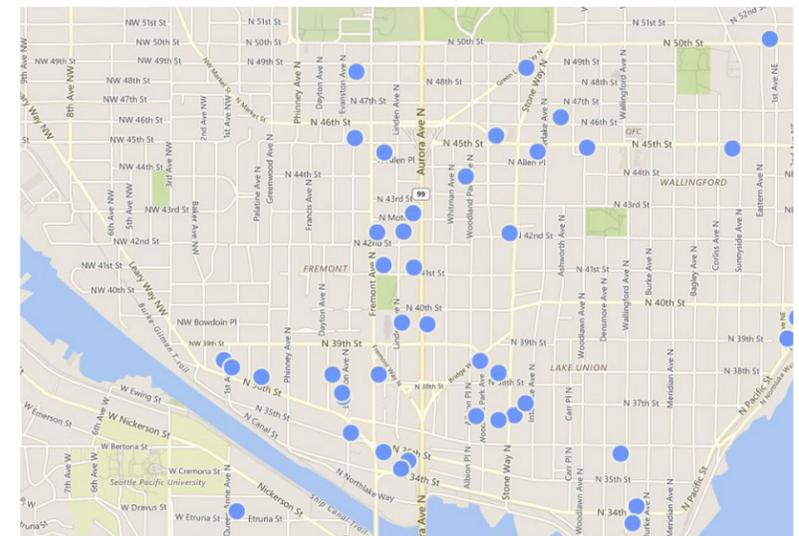
Looking ahead

New Tunnel set to open April 2018

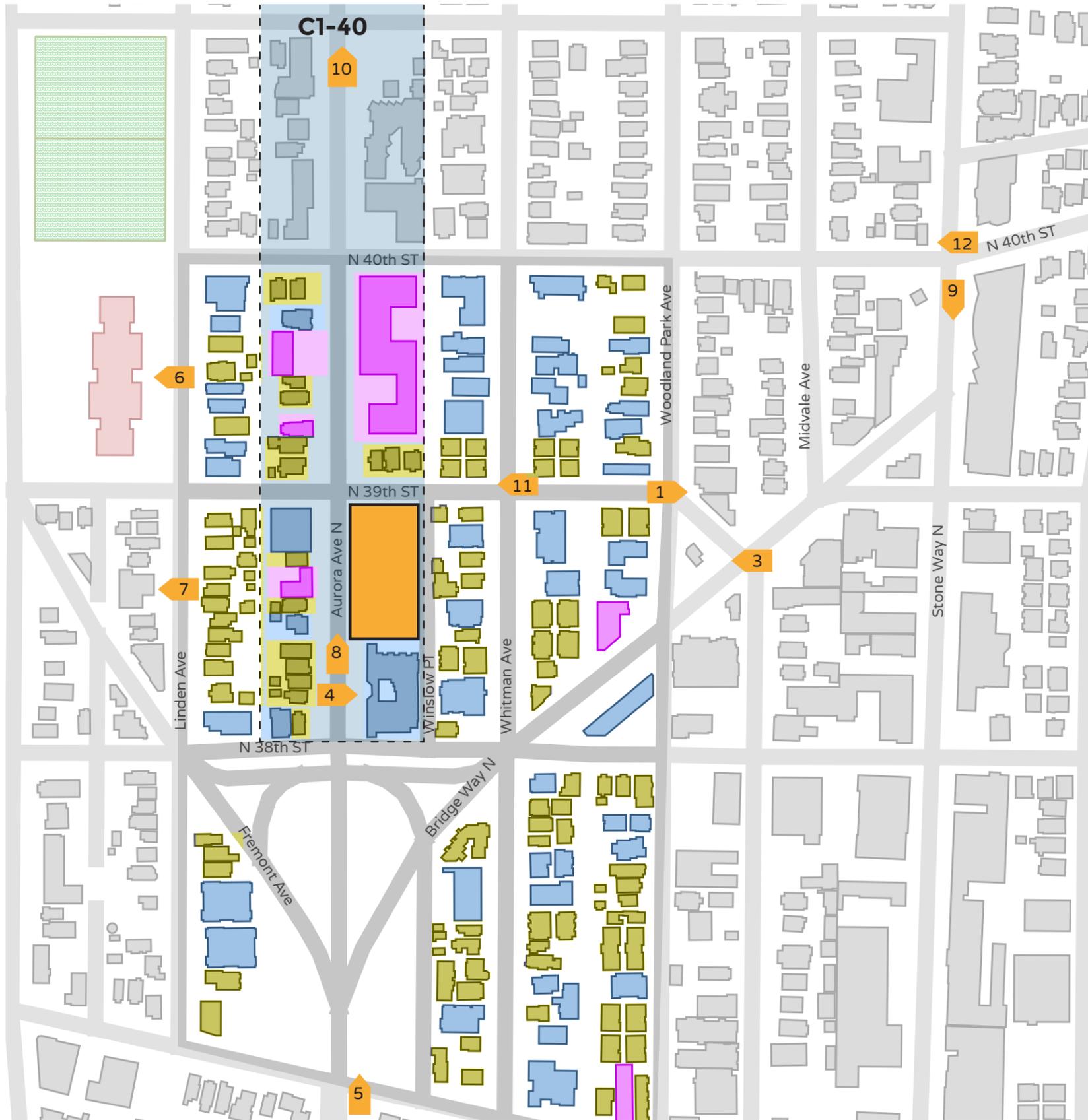
Recent Development Along Aurora and in Area



Photo: Puget Sound Business Journal



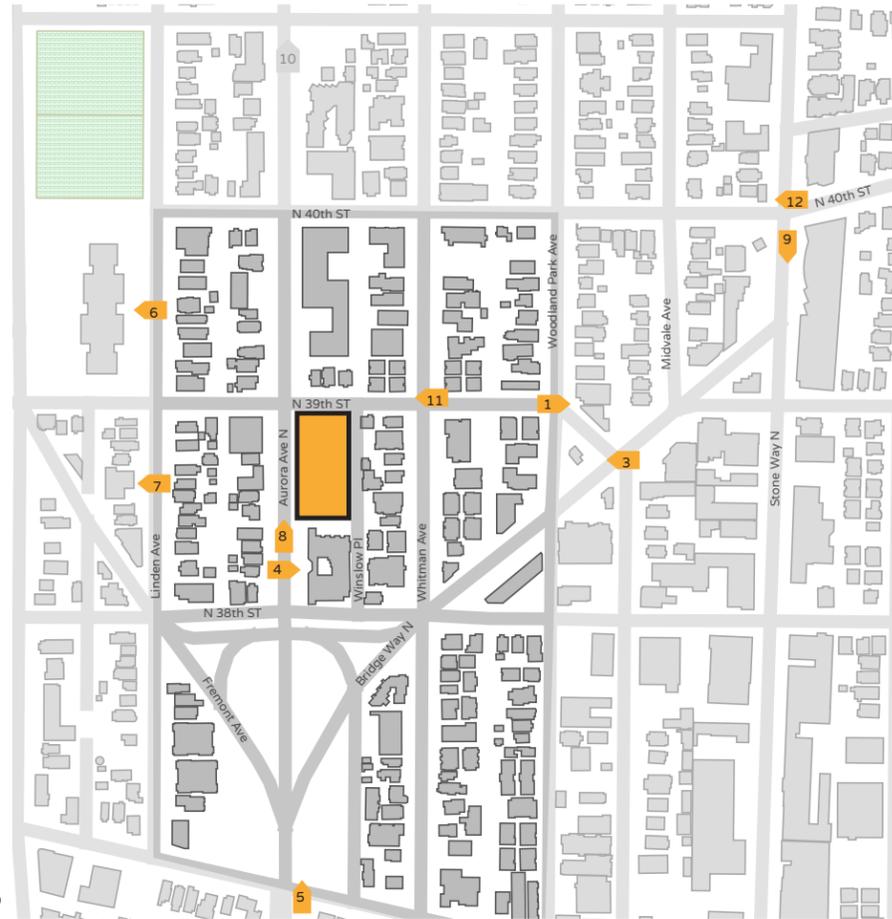
Shaping Seattle Website of Proposed Projects in the Area



Typologies/Usages

The site faces Aurora Ave N to the west and is surrounded by a mixture of apartments and condo structures along with Motel uses along the east side of Aurora. Across the main north / south route the bulk and scale is reduced and the typologies vary from smaller commercial structures to smaller apartment and condo buildings. Further to the west is an elementary school (BF Day Elementary School) and BF Day Playground.

- Civic
- Single Family/Townhouse
- Apartment/Condominium
- Commercial



Key Map



5 The Fremont Troll



9 Larger mixed use structure on Stone Way



6 Elementary School - BF Day



10 Concrete Bridge crossing Aurora - north of site



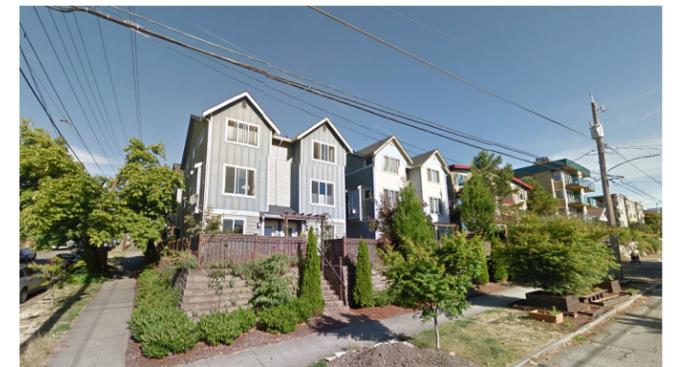
1 Brick Church



2 New Motel structure on Aurora



7 Modern Firestation



11 New Townhouses in the area



3 Corner of 39th and Bridge Way



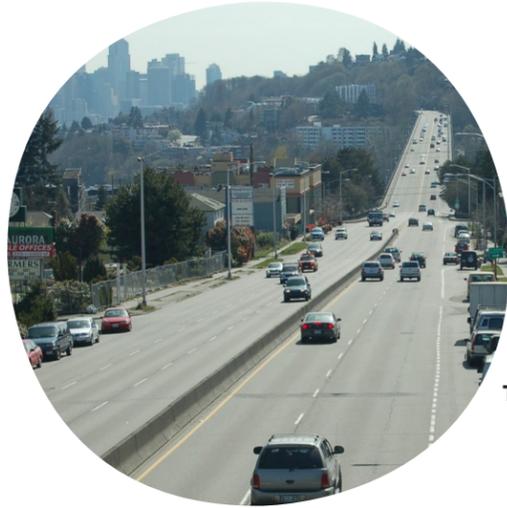
4 Neighbor to the south



8 Aurora - looking at site from south



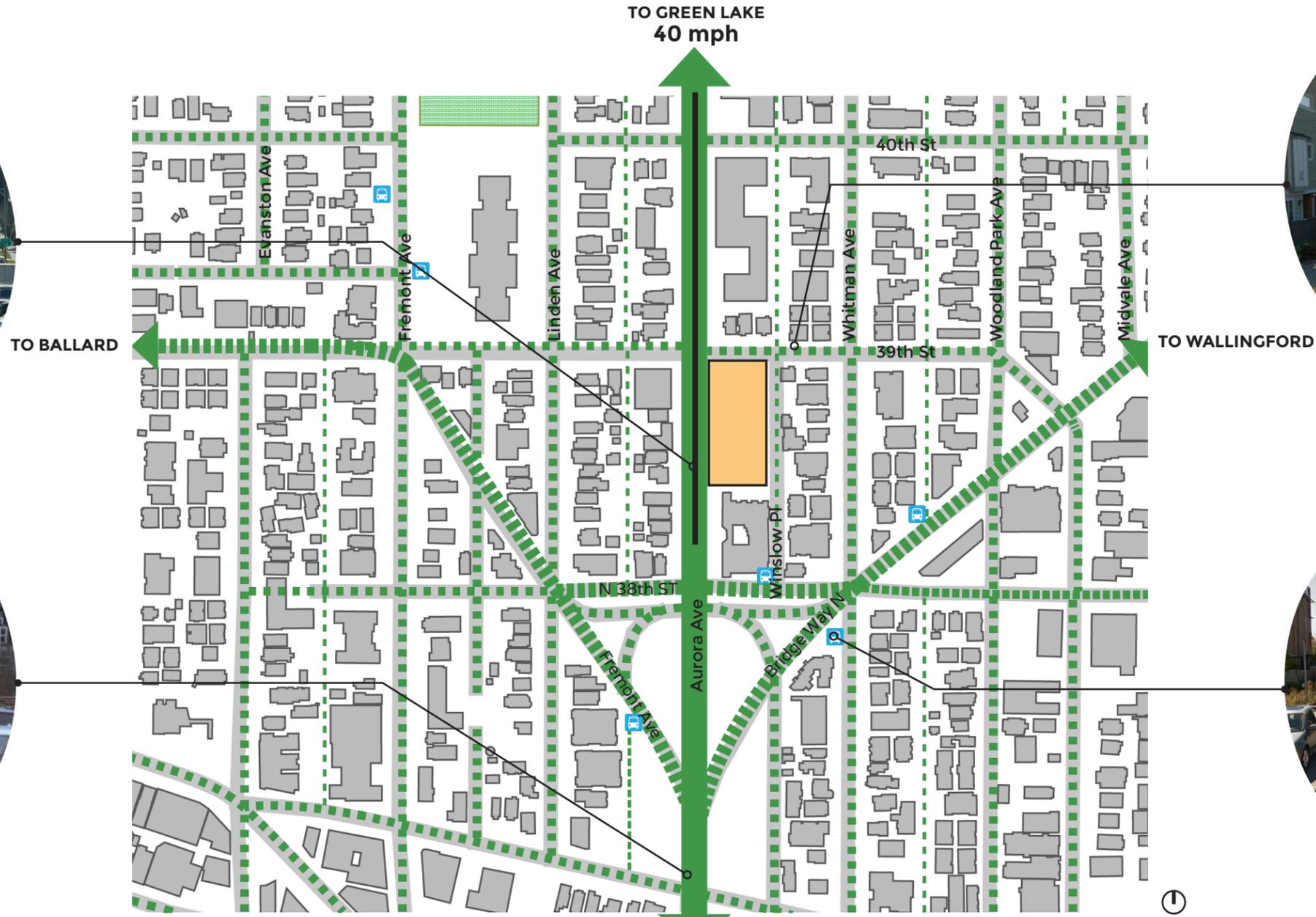
12 Pizza Shop on Stone Way & 40th



6 Lane Road - Speed



Traffic Noise



Quiet Residential Streets off Aurora



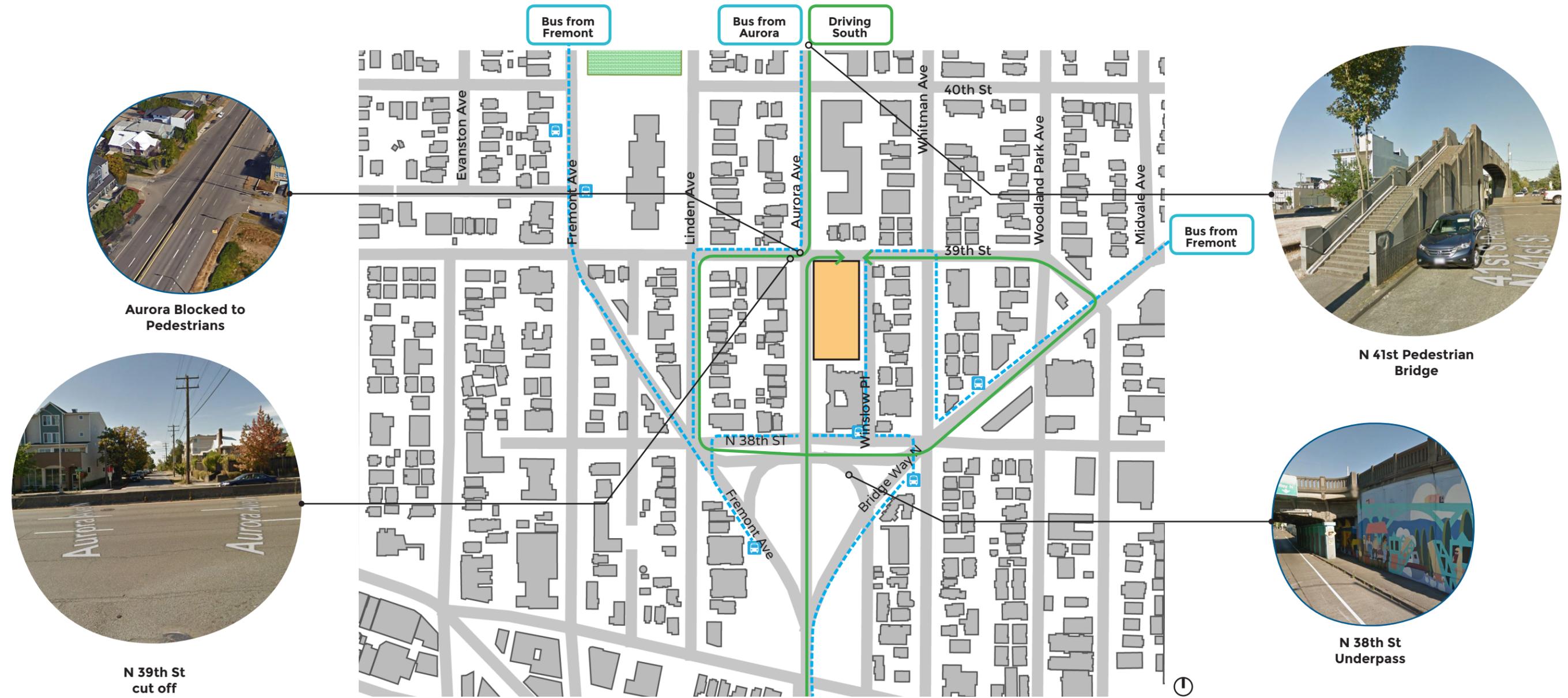
Bridge Way N Intersection

Speed/Noise

There is a great deal of noise generated from the fast moving traffic along Aurora Ave N, especially during morning and afternoon commutes. On the other hand, the road noise is dramatically reduced to the east and north along N. 39th.

The project will aim to reduce noise infiltration into the site and by creating a new structure on this currently vacant site will also aid in helping buffer noise to the adjacent sites to the east along the Alley.

-  Bus Stop
-  Highway
-  Major Arterial
-  Minor Arterial
-  Alley



Aurora Blocked to Pedestrians

N 41st Pedestrian Bridge

N 39th St cut off

N 38th St Underpass

Impediments

Barriers and restrictions to site access.

Access to Site

Cars will access the site from the south via Aurora. Due to the fast moving nature of Aurora, the access to the parking garage will be taken off the alley.

Bikes and pedestrians will also likely access the site from the south, either along Aurora or Winslow place if they are arriving from the nearby bus hub.

Pedestrians need to travel north several blocks or south under the N 38th bridge to travel west across Aurora.

→ Car Access to Site
 - - - Bus Access to Site

Opportunities

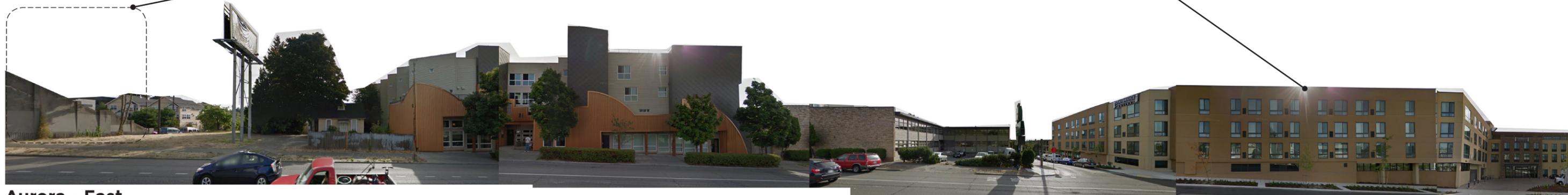
Ways to Circumvent site impediments.



41st Ped Bridge
Provides access east / west across Aurora



Staybridge Suites
Hotel with on-site Parking and roof deck



A Aurora - East



B Aurora - West

ACROSS FROM SITE



Valentine M. Works
Aurora Auto Culture



Northbridge Apts.
Landscaping along ROW
Central entry
Courtyard



View from N. 38th
Underpass that travels below
Aurora to the south of the
site

SITE





Commercial Use
Former residence converted to several commercial uses



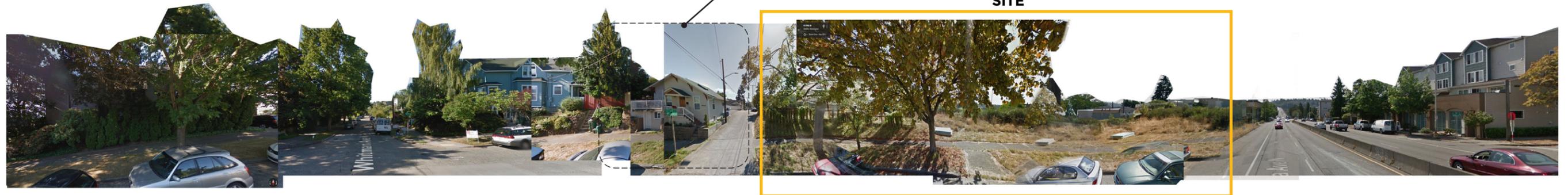
House across Alley
Small Craftsman House to east of property

ACROSS FROM SITE



A N. 39th - North

SITE



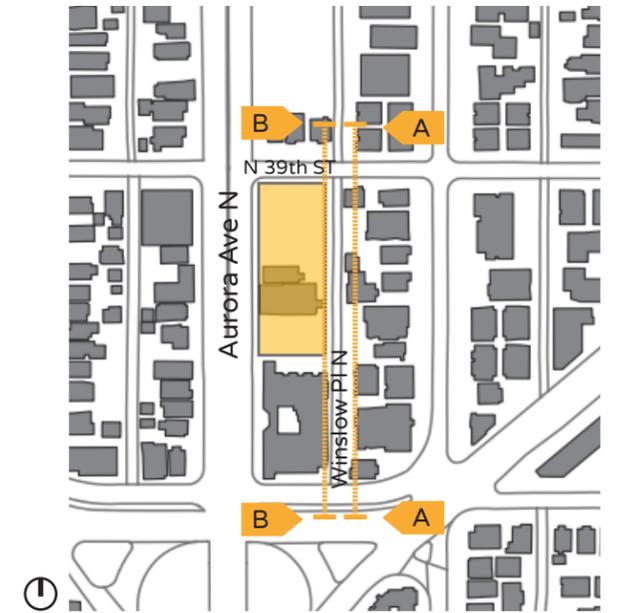
B N. 39th - South



Landscaping at Alley
 Low hedges to provide buffer to alley traffic



Across Alley
 Some foot traffic
 Trash / Rec pickup
 Parking along Alley
 Driveways



ACROSS FROM SITE

A N. 39th - North

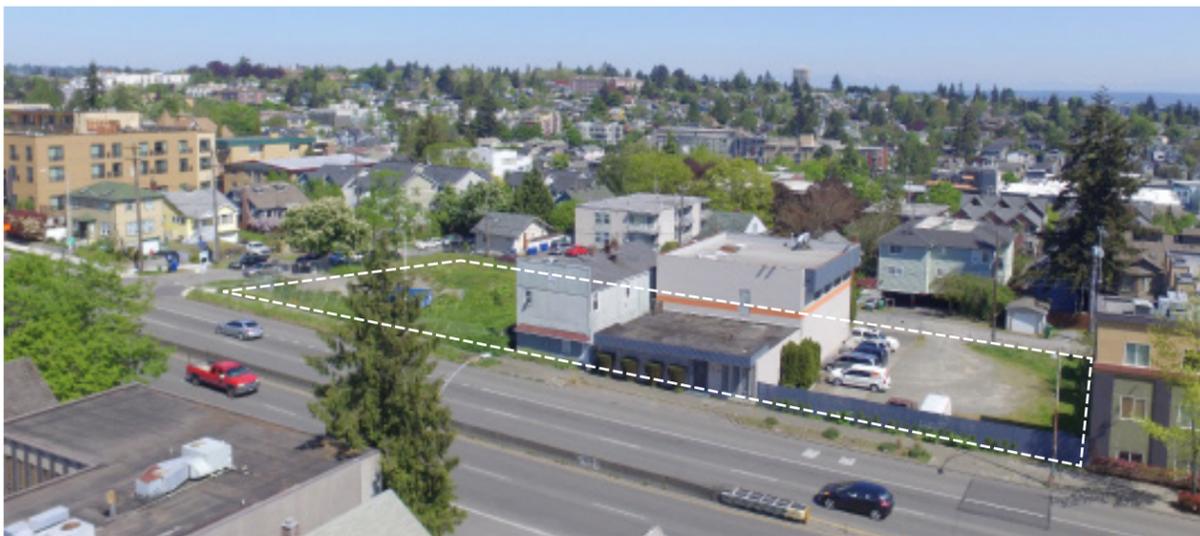


SITE

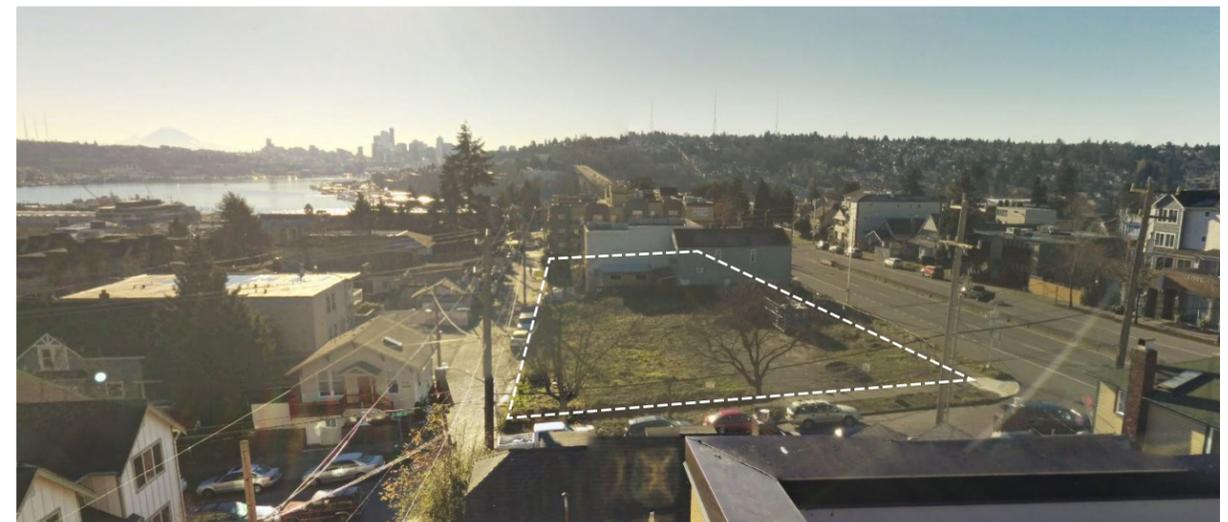
B N. 39th - South



Aerial from Northwest Corner



Aerial from Southwest Corner



Alley View Looking South

Site Analysis

3838 AURORA AVE N
1972201675 - 12,392 SF

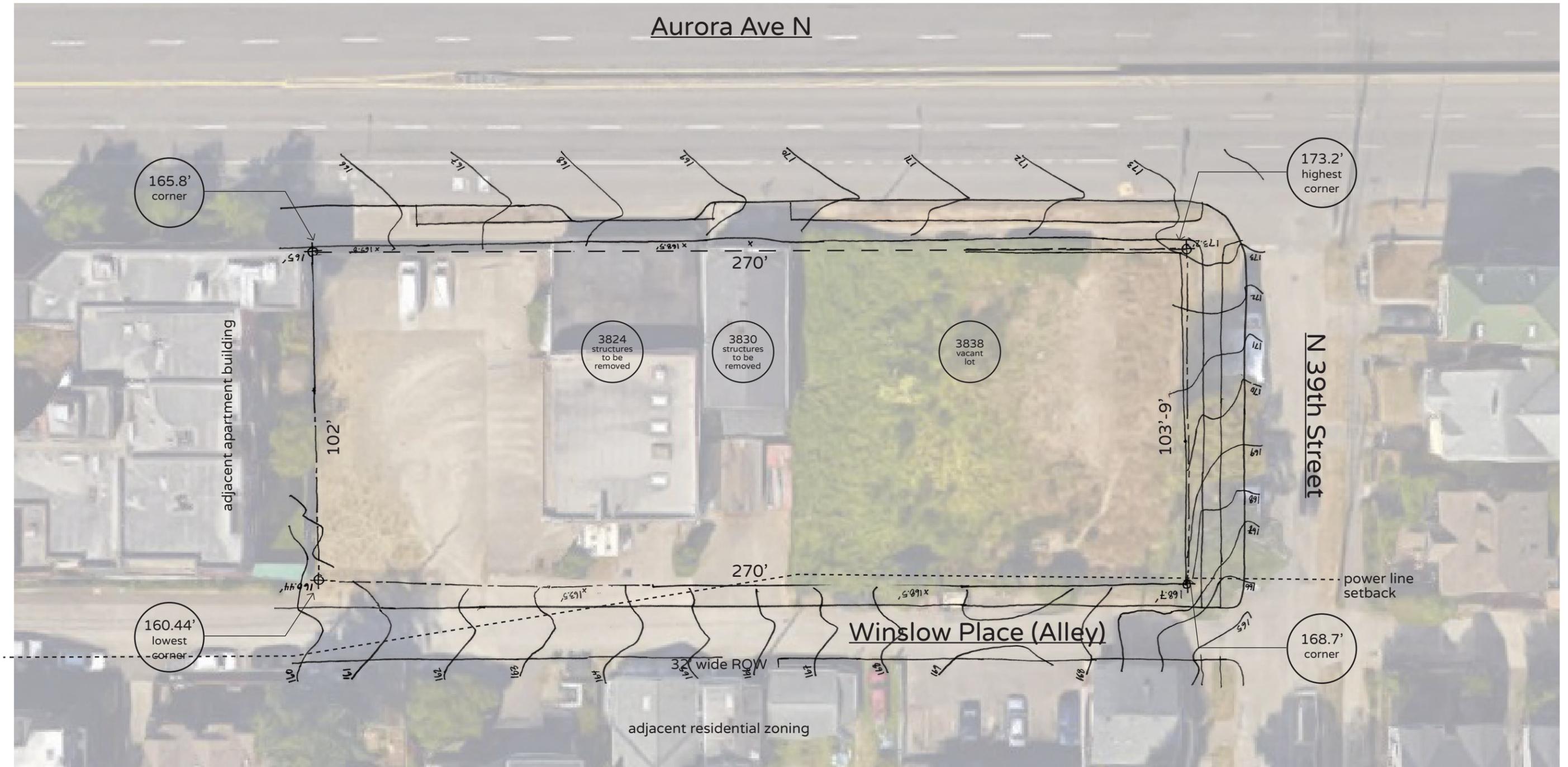
3830 AURORA AVE N
1972201695 - 3,083 SF

3824 AURORA AVE N
1972201700 - 12,271 SF

Total: 27,746 SF

Topography:
The site slopes ~8 feet north to south along Aurora Ave N with the northwest corner at ele. ~173'. The lowest corner of the site is at the southeast along Winslow Place, which is at ele. ~160' almost a whole story lower than the northwest corner.

Landscaping:
There are two existing trees located along N 39th St and currently no street trees located along Aurora. There are no significant trees present on the site.



Site Plan

DESIGN GUIDELINES



CS2: URBAN PATTERN & FORM

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

C. RELATIONSHIP TO THE BLOCK

- **Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.
- **Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

D. HEIGHT, BULK, AND SCALE

- **Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.

Corner Sites: Located at Aurora and N 39th, the project's main entry will be off N 39th and the corner will feature a taller, glazed commercial or live/work space to activate the corner.

Full Block Sites: Although the project is not a full block, its very long. Therefore, it is important to break down the mass of the building along Aurora and the alley to provide moments of visual relief.

Massing Choices: The project pulls back a great deal from the residential zoning to the east across the alley via deep recesses that create outdoor courtyards for the residents of the building above the first floor.



CS3: ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

- **Evolving Neighborhoods:** In neighborhoods where architectural characters evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Aurora Avenue is undergoing a period of development and growth and this project will both acknowledge the current vehicular dominance of the context but also propose attractive ways of providing access to light and air for ground level units while also maintaining security and privacy.



PL2: WALKABILITY

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

B. SAFETY AND SECURITY

- **Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.
- **Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

C. WEATHER PROTECTION

- **Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

Eyes on the Street: The project will feature a ground floor residential entry along N 39th street and a ground floor commercial entry along Aurora Ave. The entry along Aurora will provide transparency to the courtyard beyond that will allow for visibility through the structure to provide a greater connection with the street.

Lighting for Safety: The Live / Work and commercial entries along Aurora will be well lit for safety, as will the main residential entry off N 39th. The garage entry off the alley will feature security lighting that will also be directed away from adjacent residential uses.

Design Integration: The building will feature building overhangs that will provide weather protection at the commercial and residential entries.



PL3: STREET-LEVEL INTERACTION

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

A. ENTRIES

- **1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.
 - a. **Office/commercial** lobbies should be visually connected to the street through the primary entry and sized to accommodate the range and volume of foot traffic anticipated;
 - b. **Retail** entries should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.
 - c. **Common entries** to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.
 - d. **Individual entries** to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

B. RESIDENTIAL EDGES

- **3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences that are required to orient the nonresidential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.

Design Objectives: Primary entries have been designed to be prominent and easily located within the context for users and guests alike through wayfinding measures such as signage and graphics but also through lighting and landscaping as well.

Live / Work and Commercial spaces will feature a shared entry along Aurora where guests can get off the noise and activity of Aurora and locate their desired destination in a well lit and secure space.

Buildings with Live/Work Uses: The live/work uses located along Aurora Ave will feature a shared entry to help assist in wayfinding as well as security and aid in boosting noise isolation by not having each commercial use accessed off a busy / noisy / fast paced street.



PL4: TRANSPORTATION

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

A. ENTRY LOCATIONS AND RELATIONSHIPS

- **1. Serving all Modes of Travel:** Provide safe and convenient access points or all modes of travel.

Serving all Modes of Travel: The project will feature vehicular parking as well as parking for bikes and provide assistance to residents to utilize public transit.



DC1: PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

A. ARRANGEMENT OF INTERIOR USES

- **Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

B. VEHICULAR ACCESS AND CIRCULATION

- **1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:
 - a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
 - b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or
 - c. employing a multi-sensory approach to areas of potential vehicle pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

C. PARKING AND SERVICE USES

- **1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

At the ground level, the exterior courtyards to the building will be visible through the structure and at the upper levels, these courtyards will be visible from interior facing units.

Access Location and Design: The existing alley to the east of the site is to be used for vehicular access and the north and west sides of the site shall serve as the centers for pedestrian access to the site.

C. PARKING AND SERVICE USES
1. Below-Grade Parking



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.

A. MASSING

- **2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries

B. ARCHITECTURAL AND FAÇADE COMPOSITION

- **1. Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building

Reducing Perceived Mass: The long east and west expanses of the site have been broken up through deep building recesses along the alley and modest building recesses to the west (along Aurora) to help break down the perceived mass and length of the structure and more closely relate it to the massing of its context.

Façade Composition: All facades of the building will be designed in a consistent and uniform arrangement so that there is a consistency to the openings and materiality all the way around the building.



DC3: OPEN SPACE CONCEPT

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

A. BUILDING-OPEN SPACE RELATIONSHIP

- **1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

Interior/Exterior Fit: Exterior courtyards will be located along the eastern facade of the building and will provide residents with a direct connection to the outdoors. Furthermore, there will be a public roofdeck for a connection with the exterior plus views south and southeast towards downtown and Lake Union.



DC4: EXTERIOR ELEMENTS AND FINISHES

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

B. SIGNAGE

- **1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.
- **2. Coordination With Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

- **1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.
- **2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

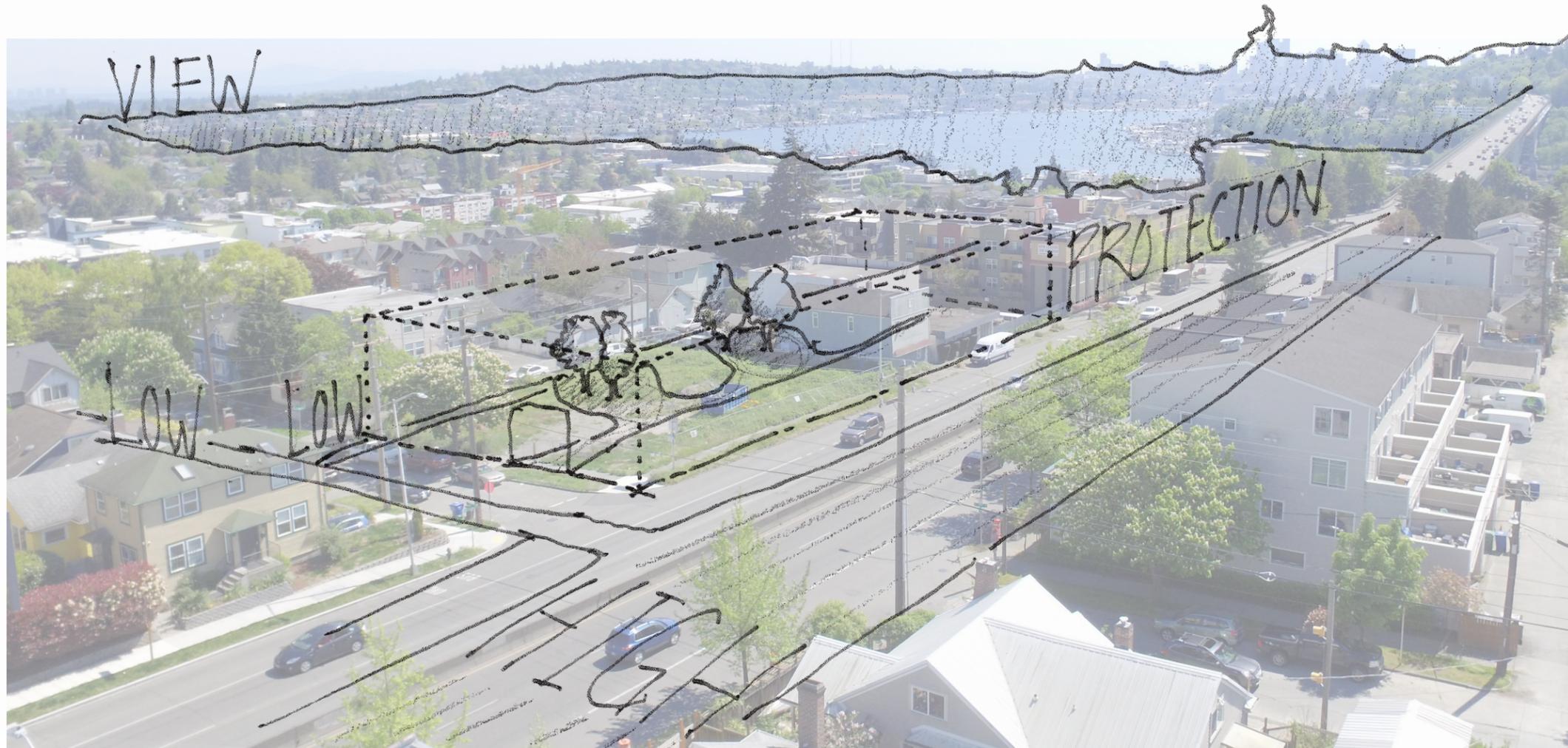
Scale and Character: Building signage will be chosen that responds to the context and history of Aurora that helps brand the building and give it a character within the community.

Coordination With Project Design: Signage and other wayfinding elements will be integrated with the overall project design, colors and materiality.

Choice of Plant Materials: Plants will be chosen to help provide a buffer along Aurora Ave to help shield the traffic and noise. Plants will be selected for the courtyards that do not require deep soils as there will be a concrete slab below. There will be also plants selected along the building perimeter to the east and south to help provide privacy and a softer buffer to adjacent uses. Finally, plants will be selected to the north, where the main residential entry is located to provide a lush gateway into the project.

Hardscape Materials: Similar to the landscape materials, there will be hardscape materials selected along Aurora to help provide a visual and auditory buffer to the constant vehicular movement outside. The hardscaping materials within the courtyards will also be selected to help provide a human scale to the space and similar to the landscaping design, the hardscape at the main residential and commercial entries will be designed to welcome and usher residents and guests into the building.

SITE DESIGN PRIORITIES



1.

protection buffer along Aurora w/ landscaping & hardscaping

2.

respect low massing to the east by stepping back massing and creating courtyard

3.

main residential entry off 39th with internal circulation that opens to external courtyard

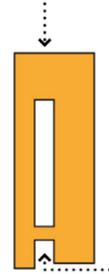
4.

orient views and public roof deck to take advantage of views south and east to lake union

MASSING SOLUTIONS

1: Linear Bars

108,202 GSF
 129 Units + 6 Live / Work
 Proposed FAR: 82,132 SF / 88,202 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 33
 Parking: 65



Positive

- Efficient Massing
- Centralized Communal Exterior Space
- Views East towards mountains / city
- Entry off 39th
- Buffers sound

Negative

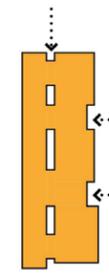
- Monotonous form
- Long facade facing adjacent uses along alley
- Pushes to edges of all setbacks
- Blank facades along alley

Departures

- Commercial Depth
- Residential Height Above Sidewalk

2: Internal Courts

105,566 GSF
 141 + 6 Live / Work Units
 Proposed FAR: 80,982 SF / 88,082 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 36
 Parking: 42



Positive

- Views east towards mountains / city
- Pushes back from alley to provide relief from adjacent res. use along alley
- Central exterior courts for light / air
- Long facade along Aurora to buffer sound

Negative

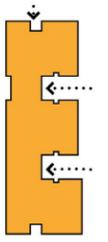
- Interior courtyards narrow
- Large mass along alley with some relief
- Communal space sacrificed

Departures

- No Departures Req - Code Compliant

3: Stepped Blocks

107,329 GSF
 139 + 9 Live / Work Units
 Proposed FAR: 83,238 SF / 90,174 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 36
 Parking: 76



Positive

- Reduce mass / bulk / scale along alley to provide greatest relief to adjacent residential uses
- Long facade along Aurora to reduce noise
- Access off N 39th street

Negative

- Internal corridor
- Communal space only on roofdeck
- Less views east

Departures

- Commercial Depth / Height & Shared Live/Work Entries
- Residential Height Above Sidewalk



NOTES

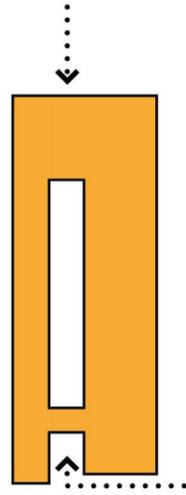
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NOTES

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NOTES

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1: Linear Bars

108,202 GSF
 162 Units
 Proposed FAR: 82,132 SF / 88,202 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 33
 Parking: 69

Positive

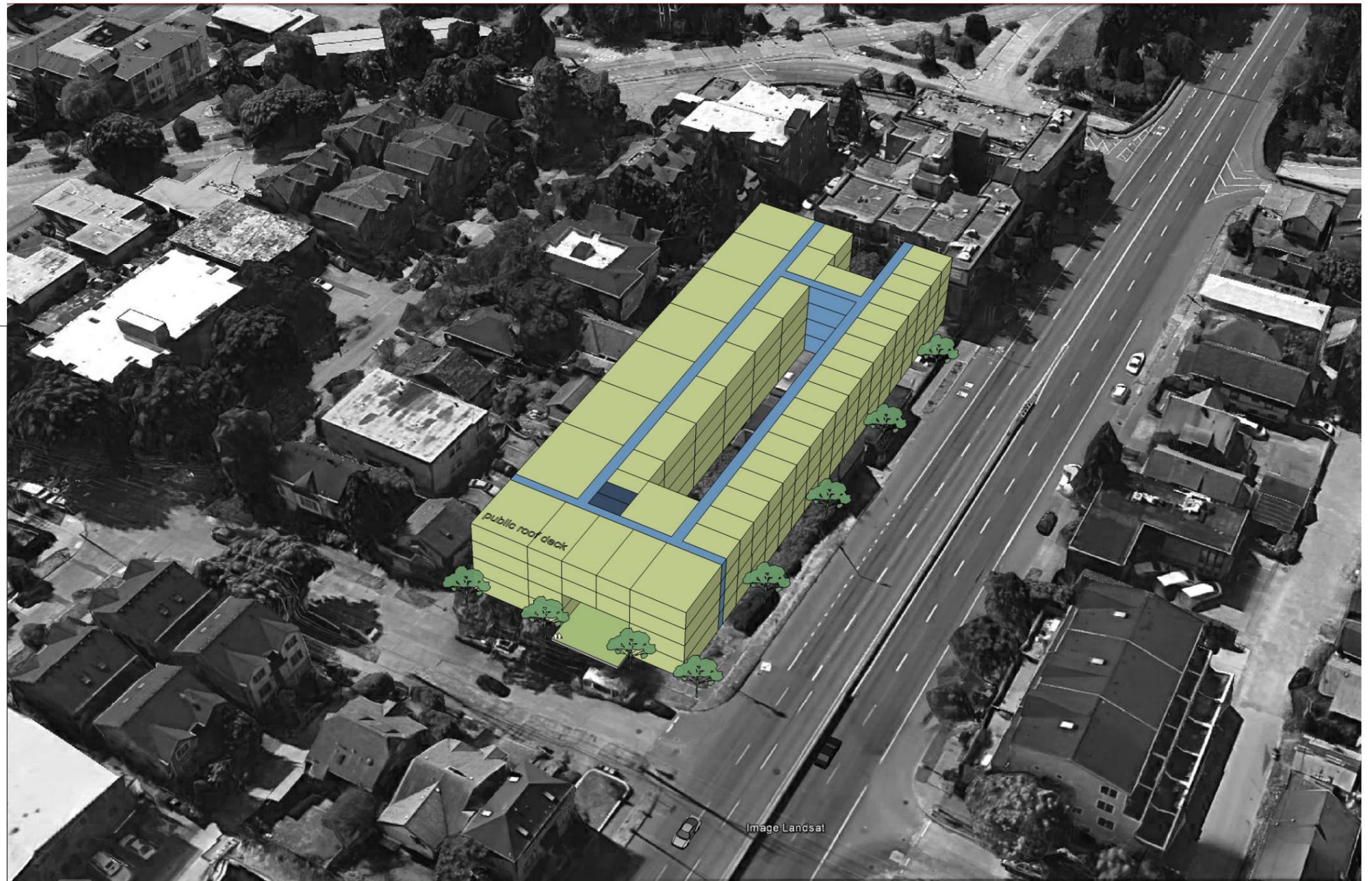
- Efficient Massing
- Centralized Communal Exterior Space
- Views East towards mountains / city
- Entry off 39th
- Buffers sound

Negative

- Monotonous form
- Long facade facing adjacent uses along alley
- Pushes to edges of all setbacks
- Blank facades along alley

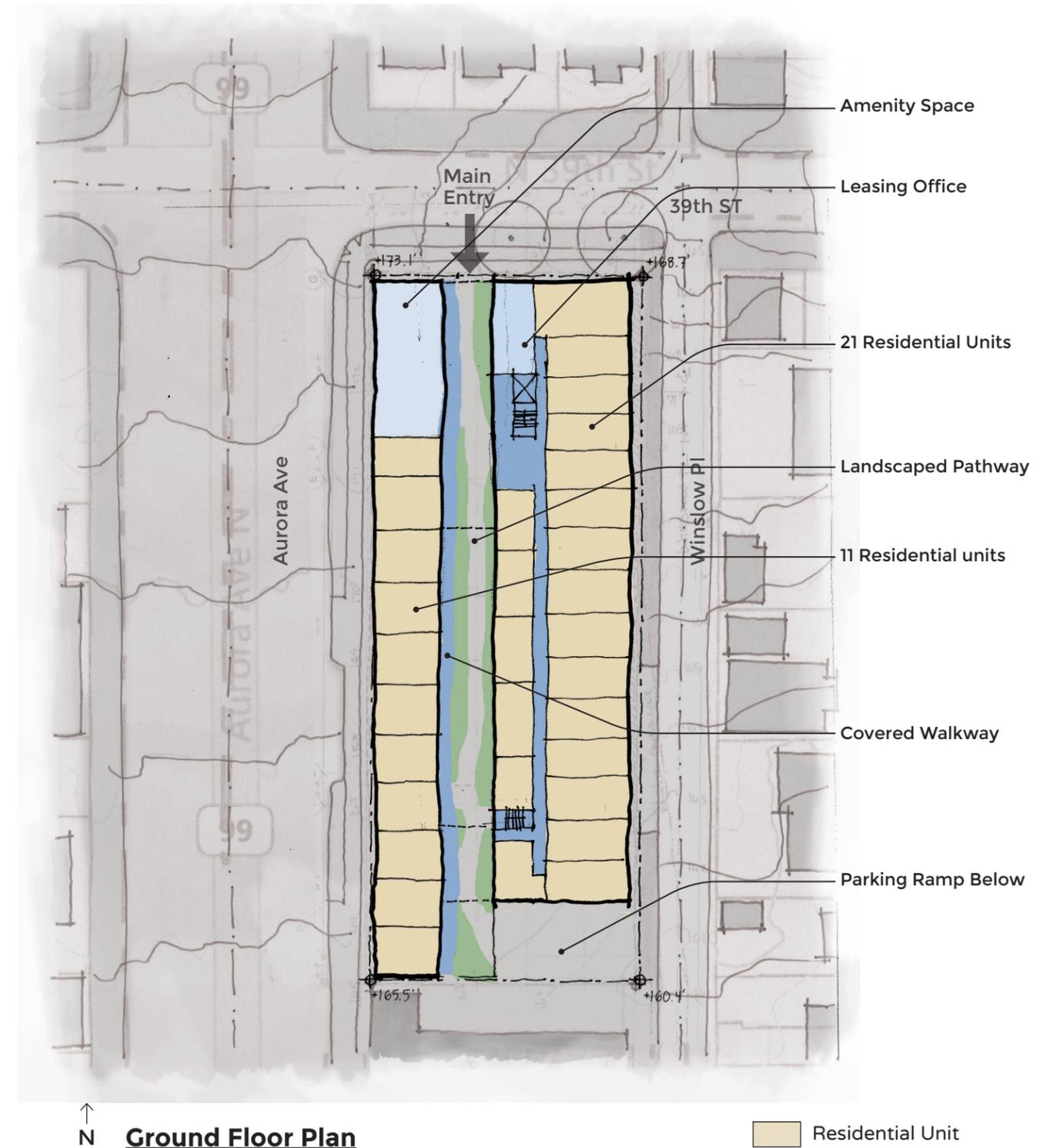
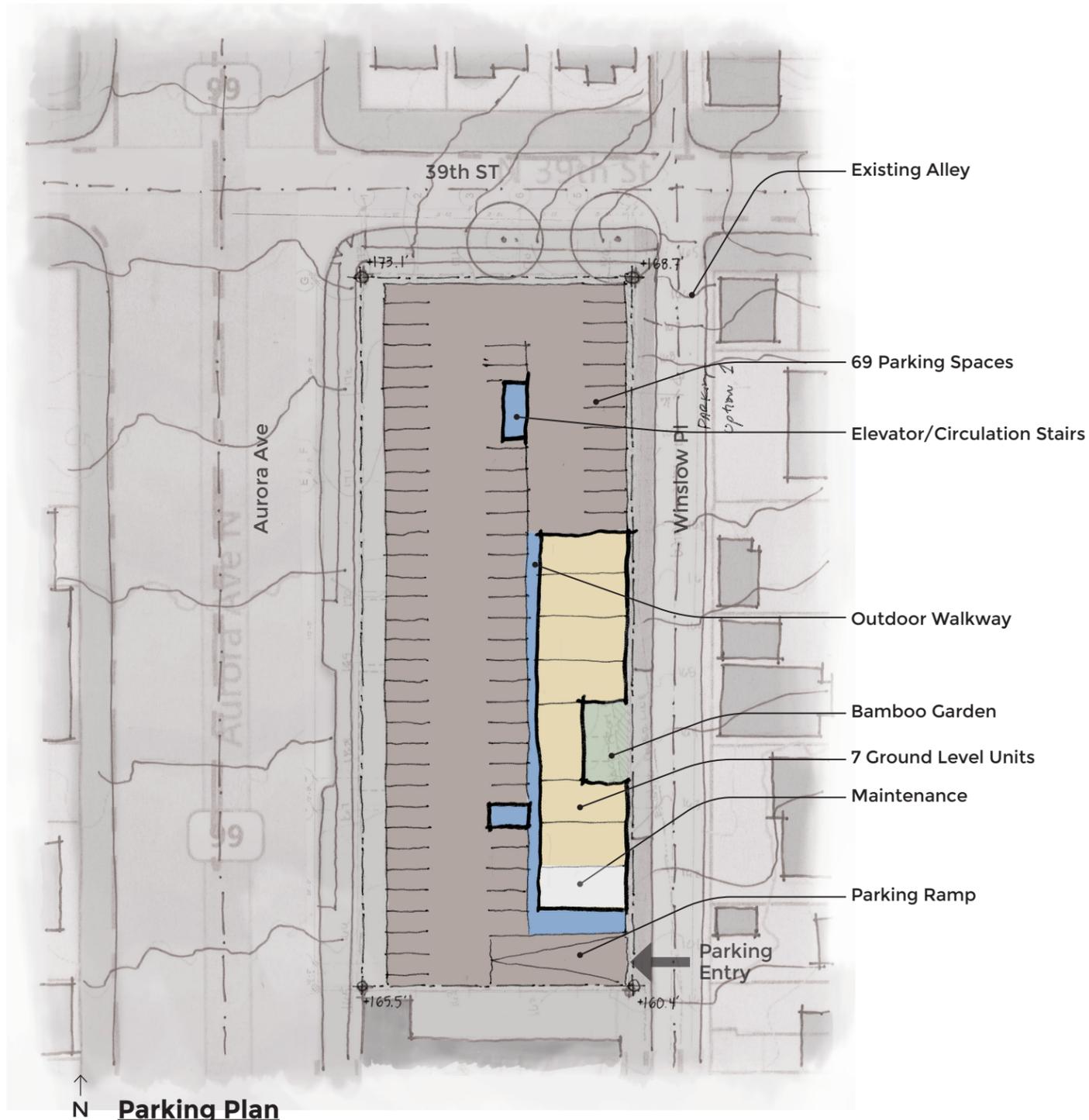
Departures

- Commercial Depth
- Residential Height Above Sidewalk

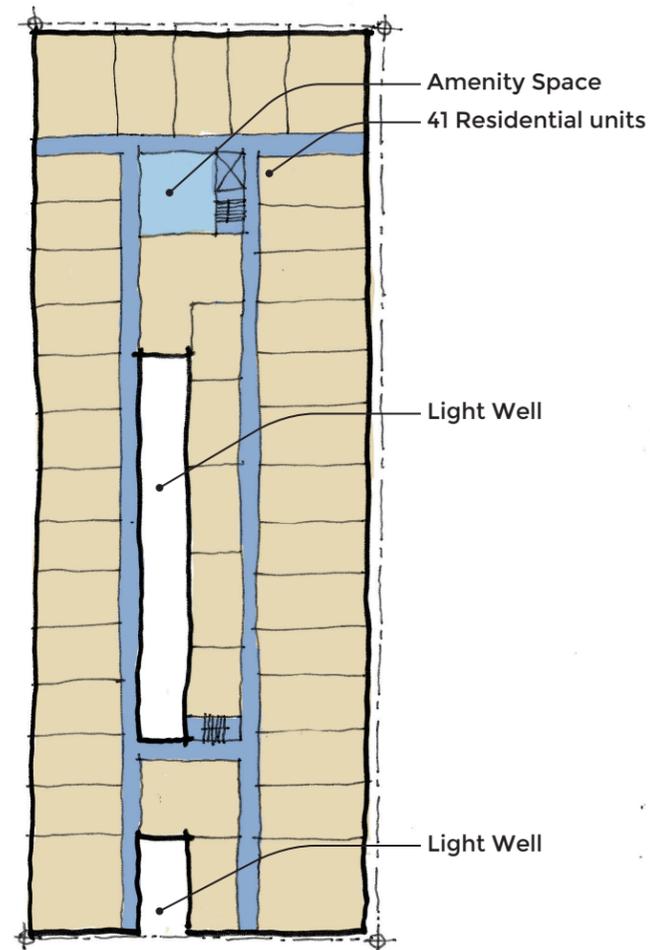


NW Aerial Image

Main entrance off N 39th Street
 Long Facade facing Aurora Ave to block sound

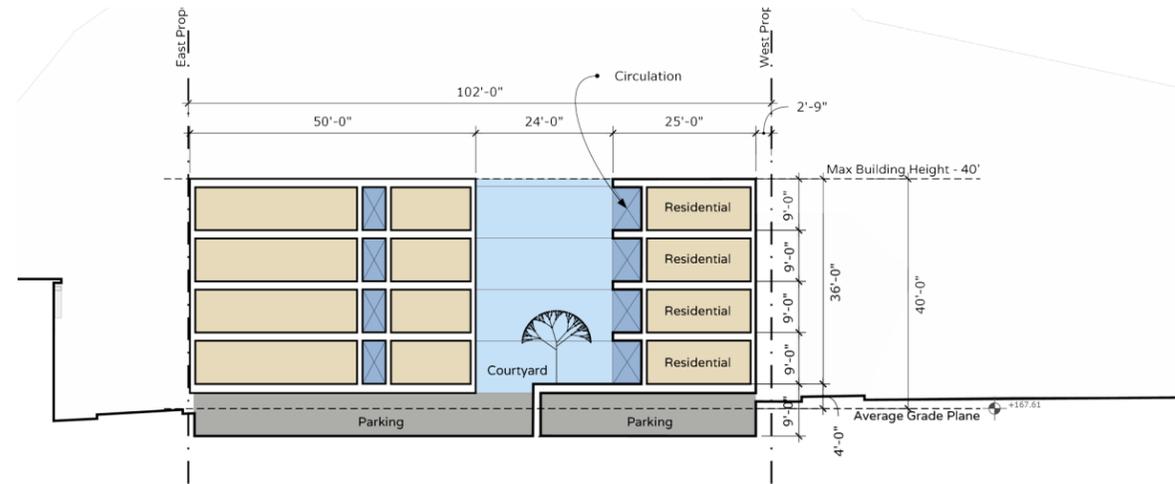


- Residential Unit
- Retail/Commercial/Live-work
- Circulation
- Lobby/Amenity Space
- Green Space
- Parking

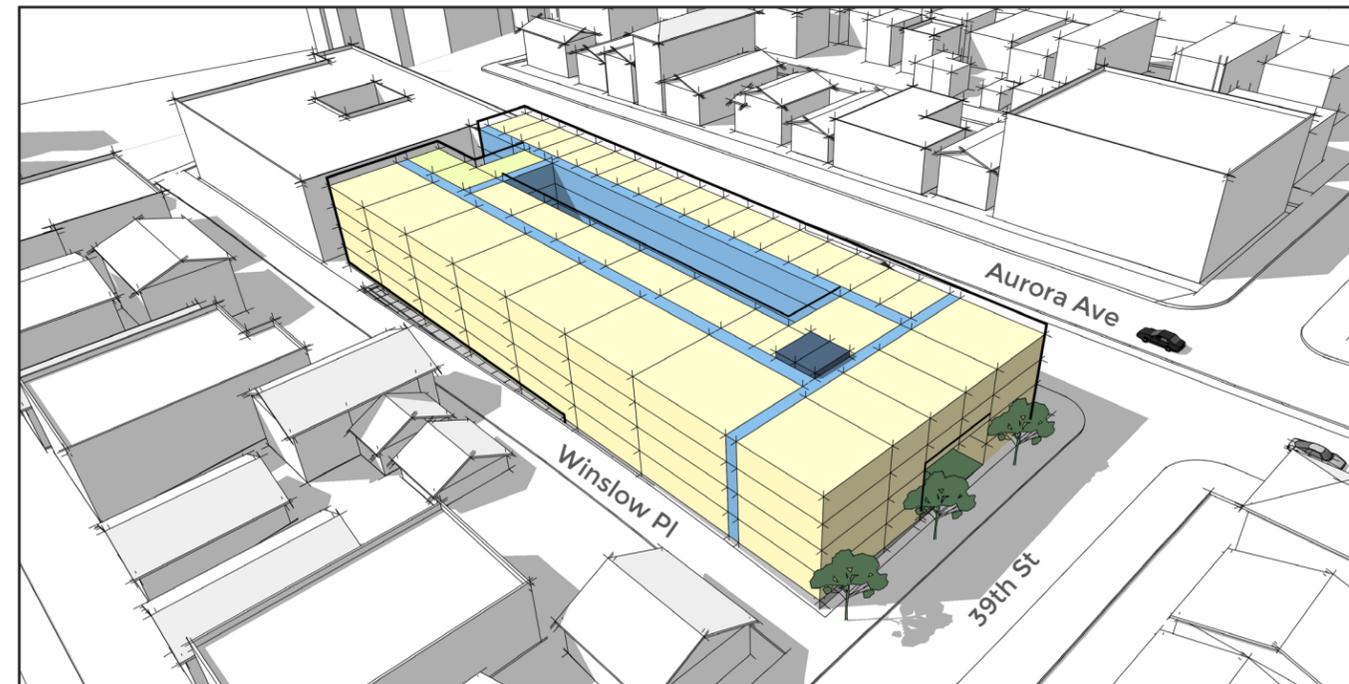


↑ N
Typical Floor Plan

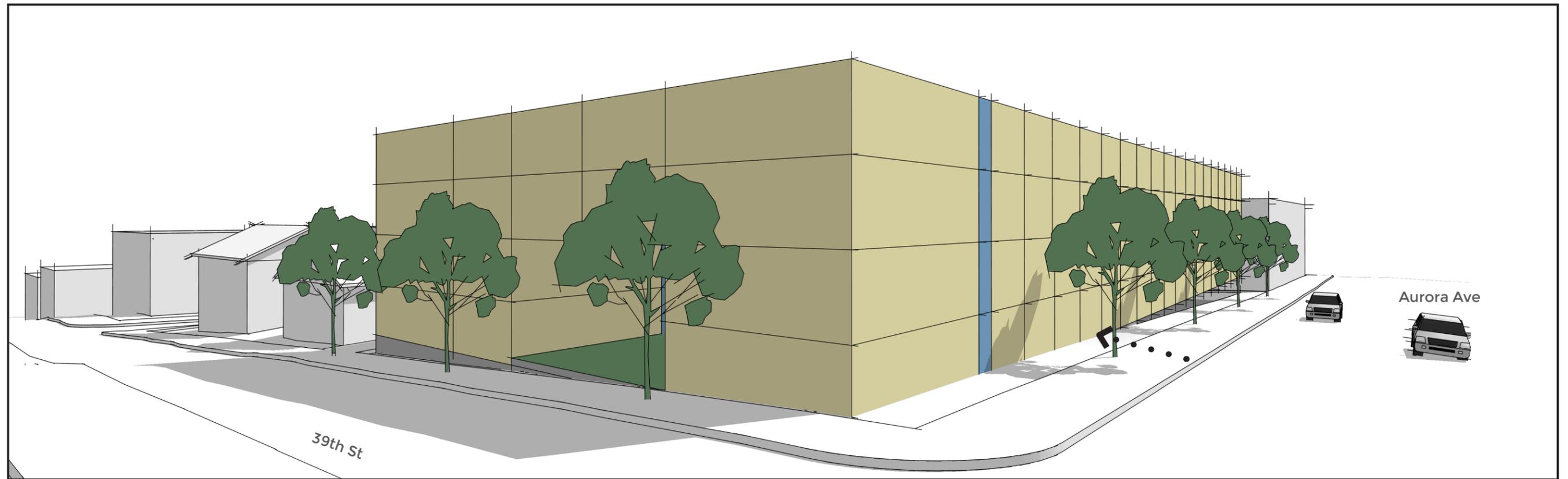
- Residential Unit
- Retail/Commercial/Live-work
- Circulation
- Lobby/Amenity Space
- Green Space
- Parking



Section @ Courtyard
Central courtyard open to sky
External Corridors



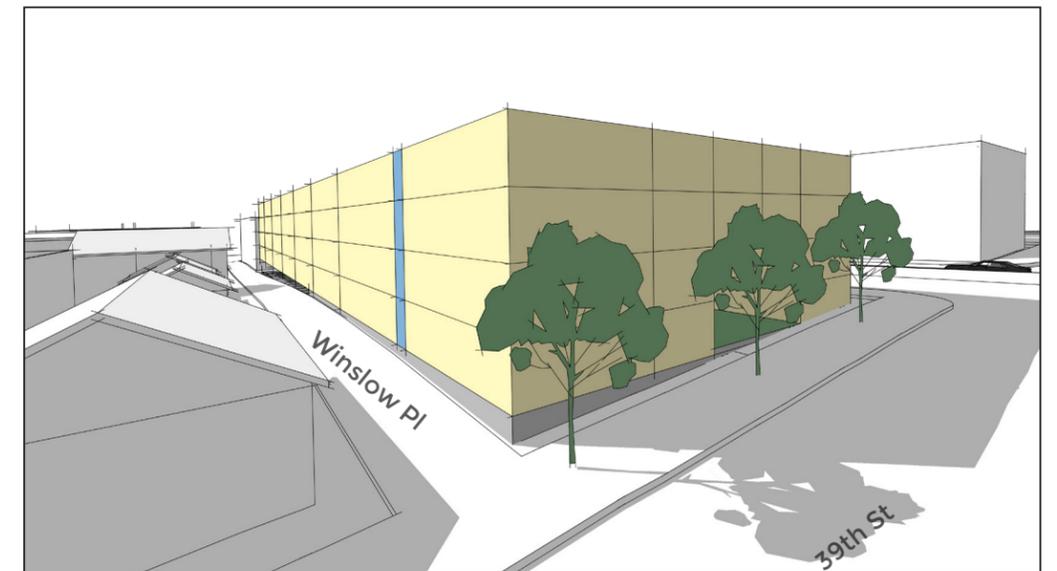
NE Aerial
Divided Facade along Alley
Garage Entry at SE corner



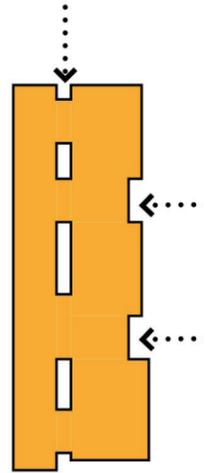
1
NW Corner



2
SW Corner



3
NE Corner



2: Internal Courts

105,566 GSF
 142 + 9 Live / Work Units
 Proposed FAR: 80,982 SF / 88,082 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 36
 Parking: 76

Positive

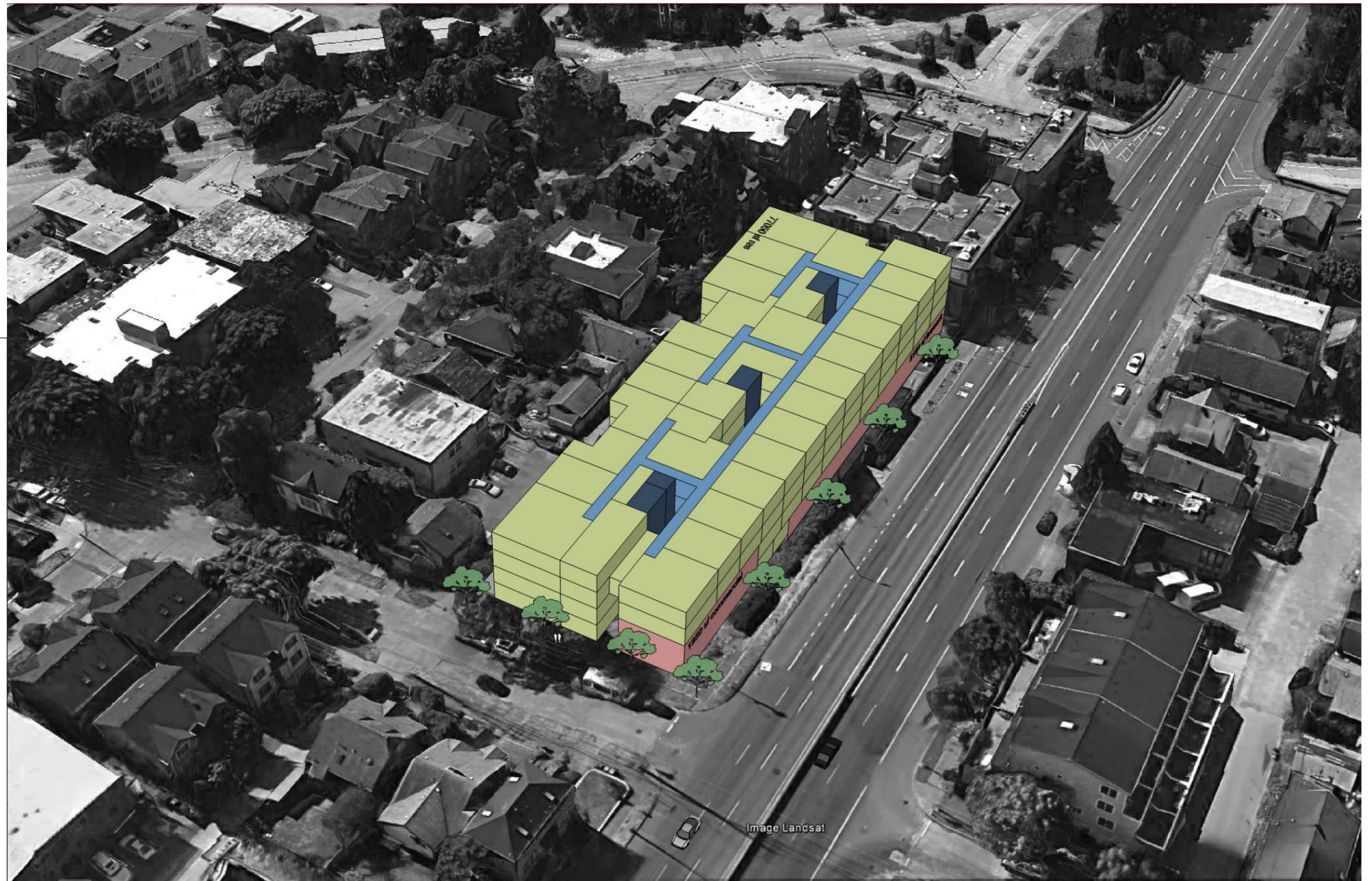
- Views east towards mountains / city
- Pushes back from alley to provide relief from adjacent res. use along alley
- Central exterior courts for light / air
- Long facade along Aurora to block sound

Negative

- Interior courtyards narrow
- Large mass along alley with some relief
- Communal space sacrificed

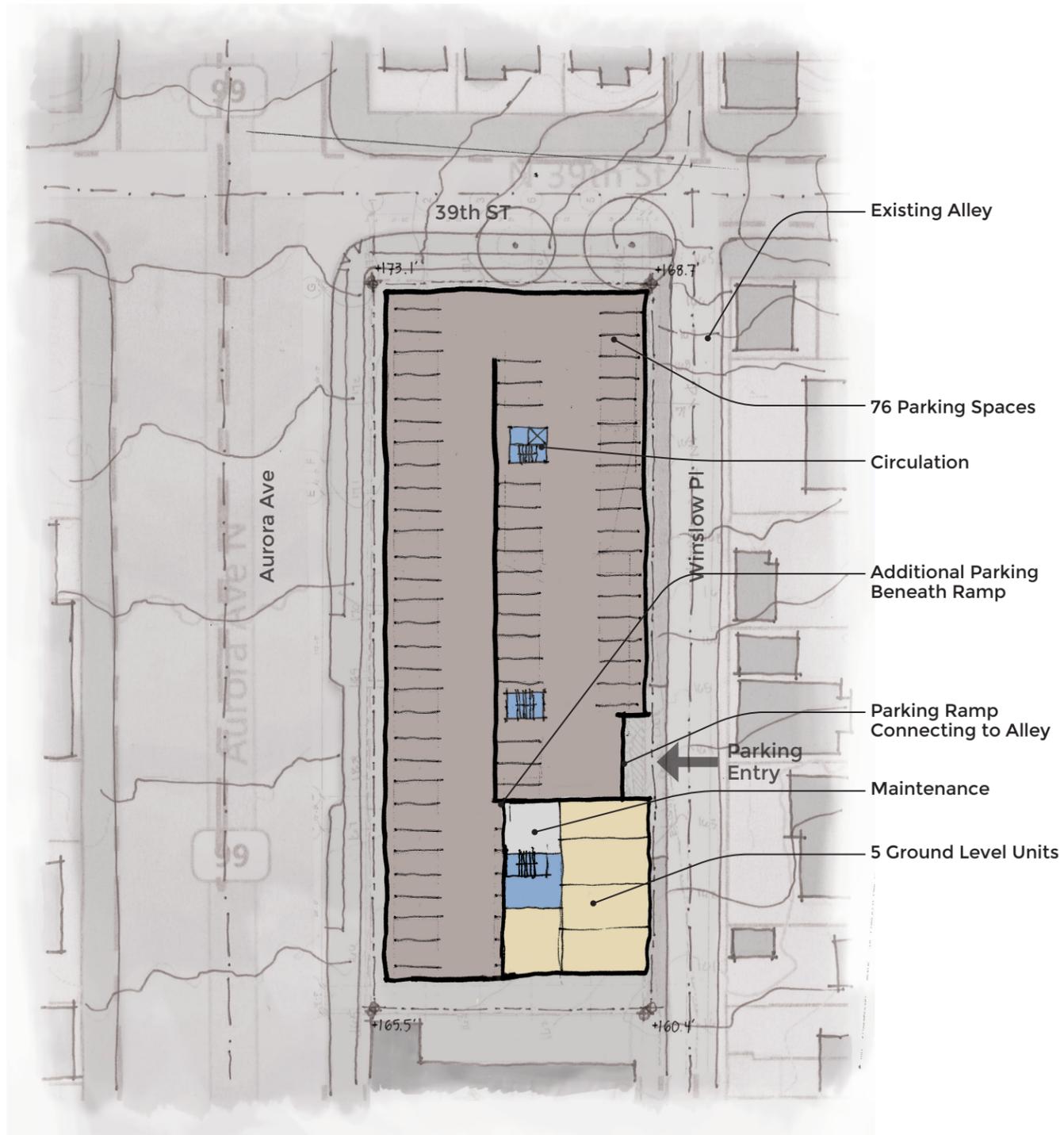
Departures

- No Departures Req - Code Compliant



NW Aerial Image

Main entrance off N 39th Street
 Long Facade facing Aurora Ave to block sound

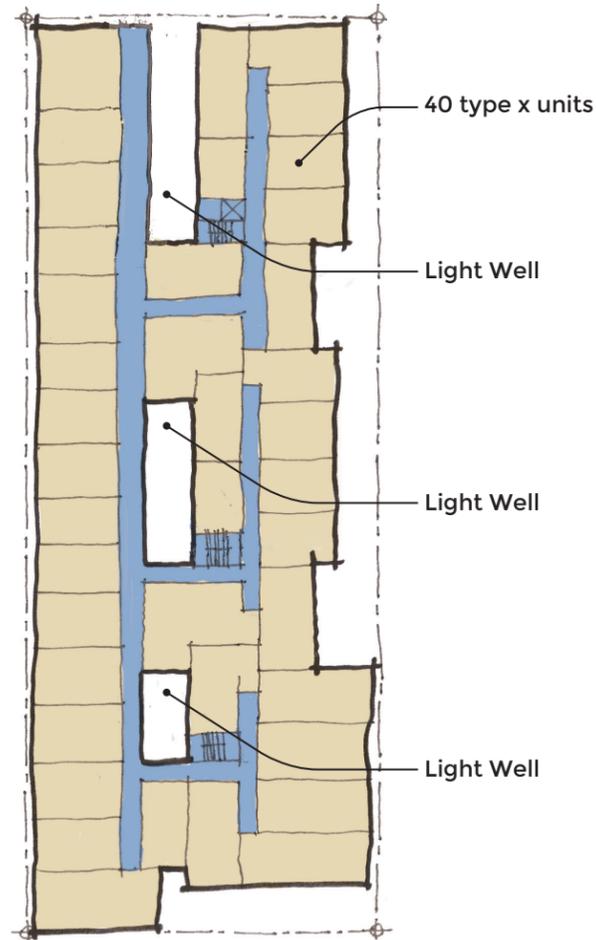


↑ N **Parking Plan**



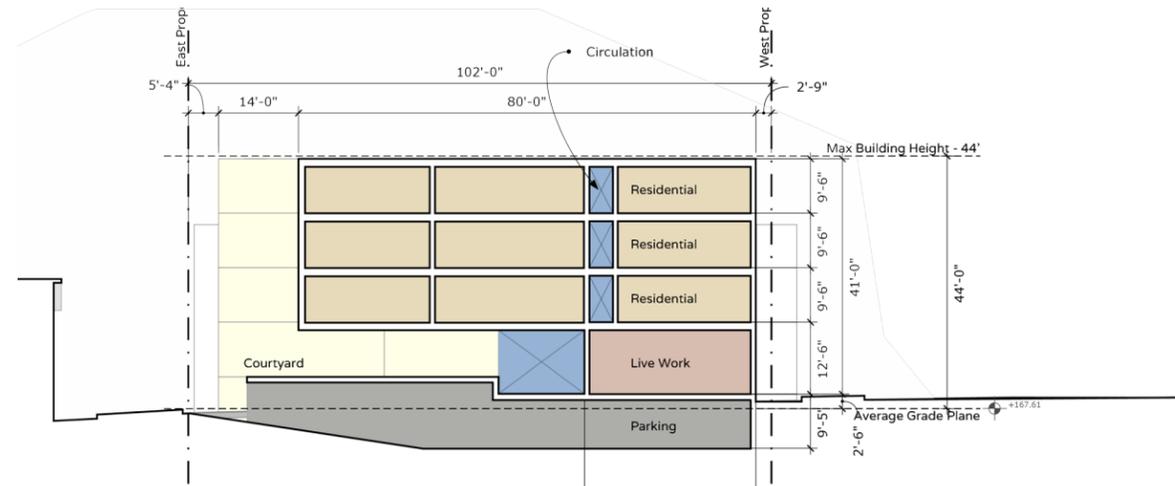
↑ N **Ground Floor Plan**

- Residential Unit
- Retail/Commercial/Live-work
- Circulation
- Lobby/Amenity Space
- Green Space
- Parking



↑ N
Typical Floor Plan

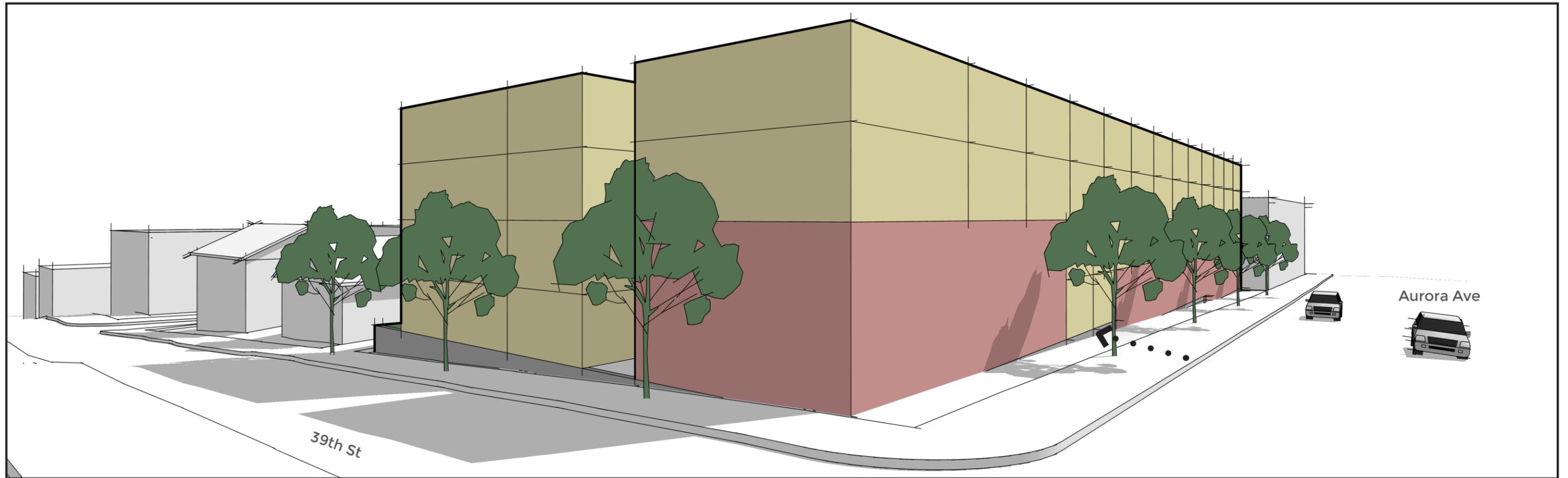
- Residential Unit
- Retail/Commercial/Live-work
- Circulation
- Lobby/Amenity Space
- Green Space
- Parking



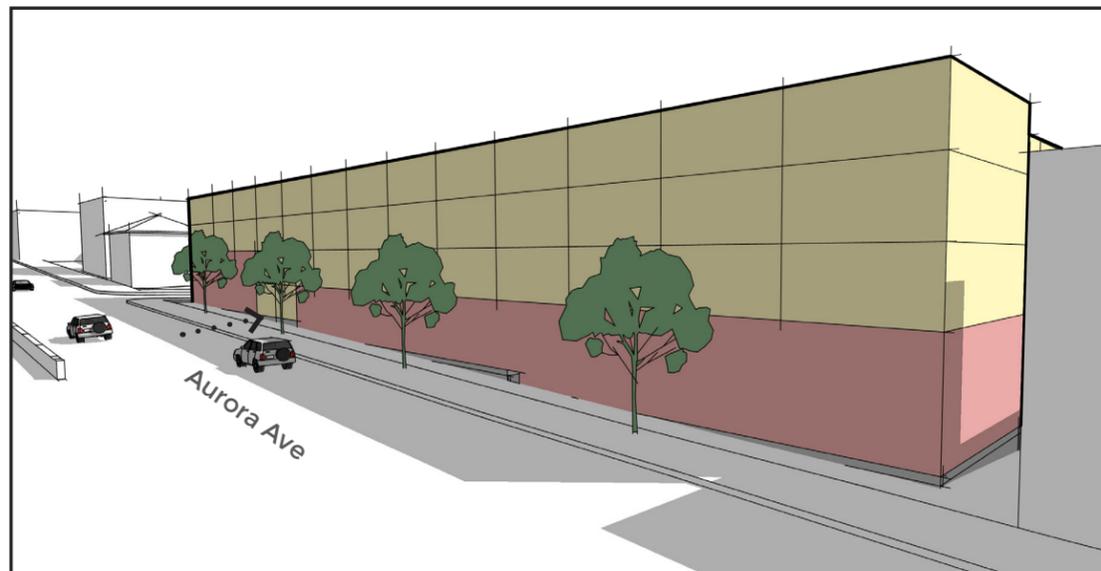
Section @ Courtyard
Central courtyard open to sky
External Corridors



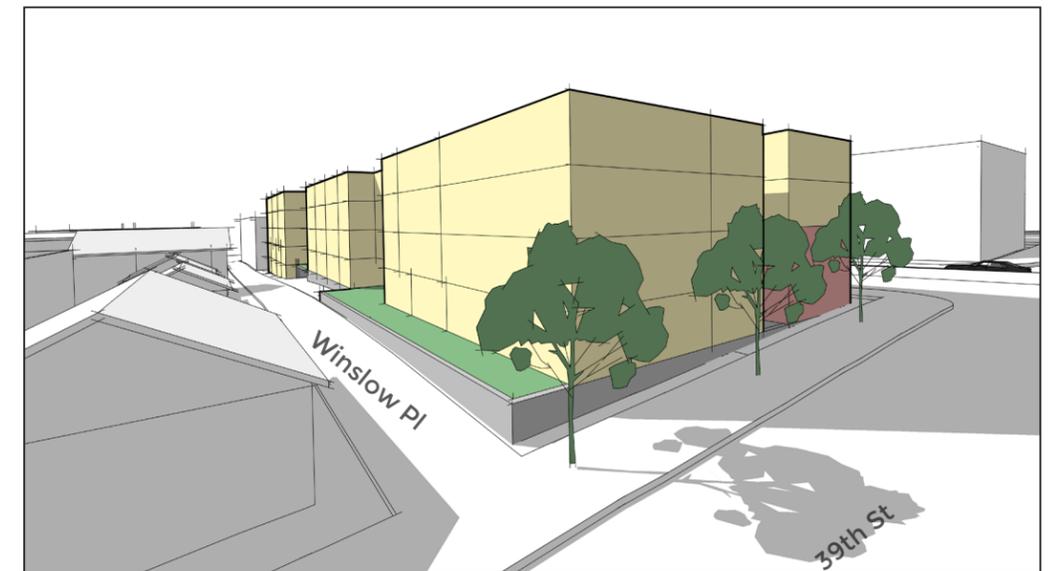
NE Aerial
Divided Facade along Alley
Garage Entry at SE corner



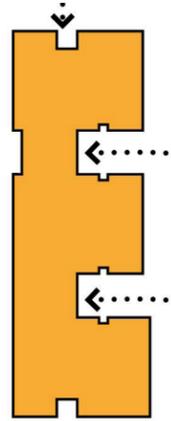
1
NW Corner



2
SW Corner



3
NE Corner



3: Stepped Blocks

107,329 GSF
 139 + 9 Live / Work Units
 Proposed FAR: 83,238 SF / 90,174 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 36
 Parking: 76

Positive

- Reduce mass / bulk / scale along alley to provide greatest relief to adjacent residential uses
- Long facade along Aurora to reduce noise
- Access off N 39th street

Negative

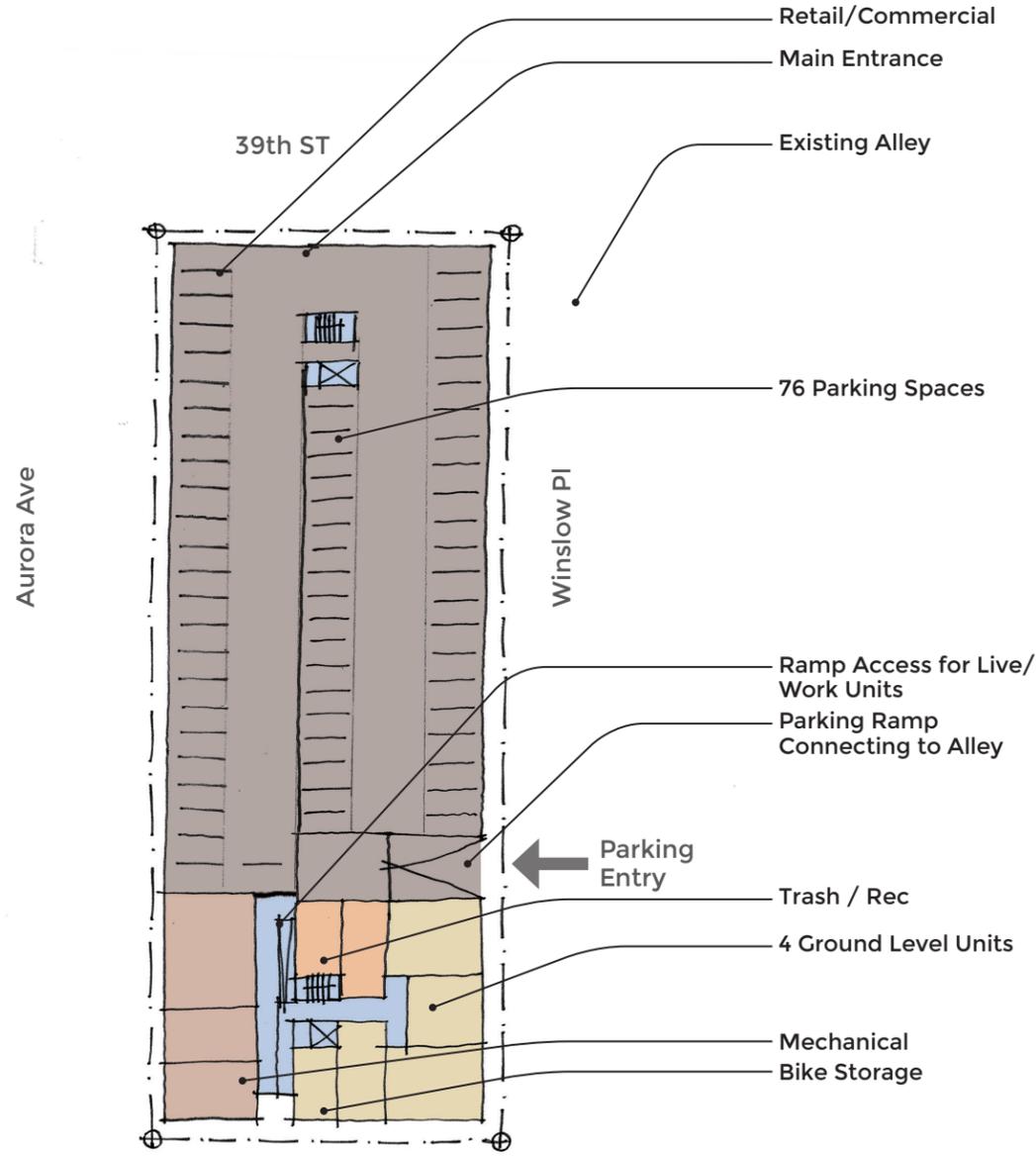
- Internal corridor
- Communal space only on roofdeck
- Less views east

Departures

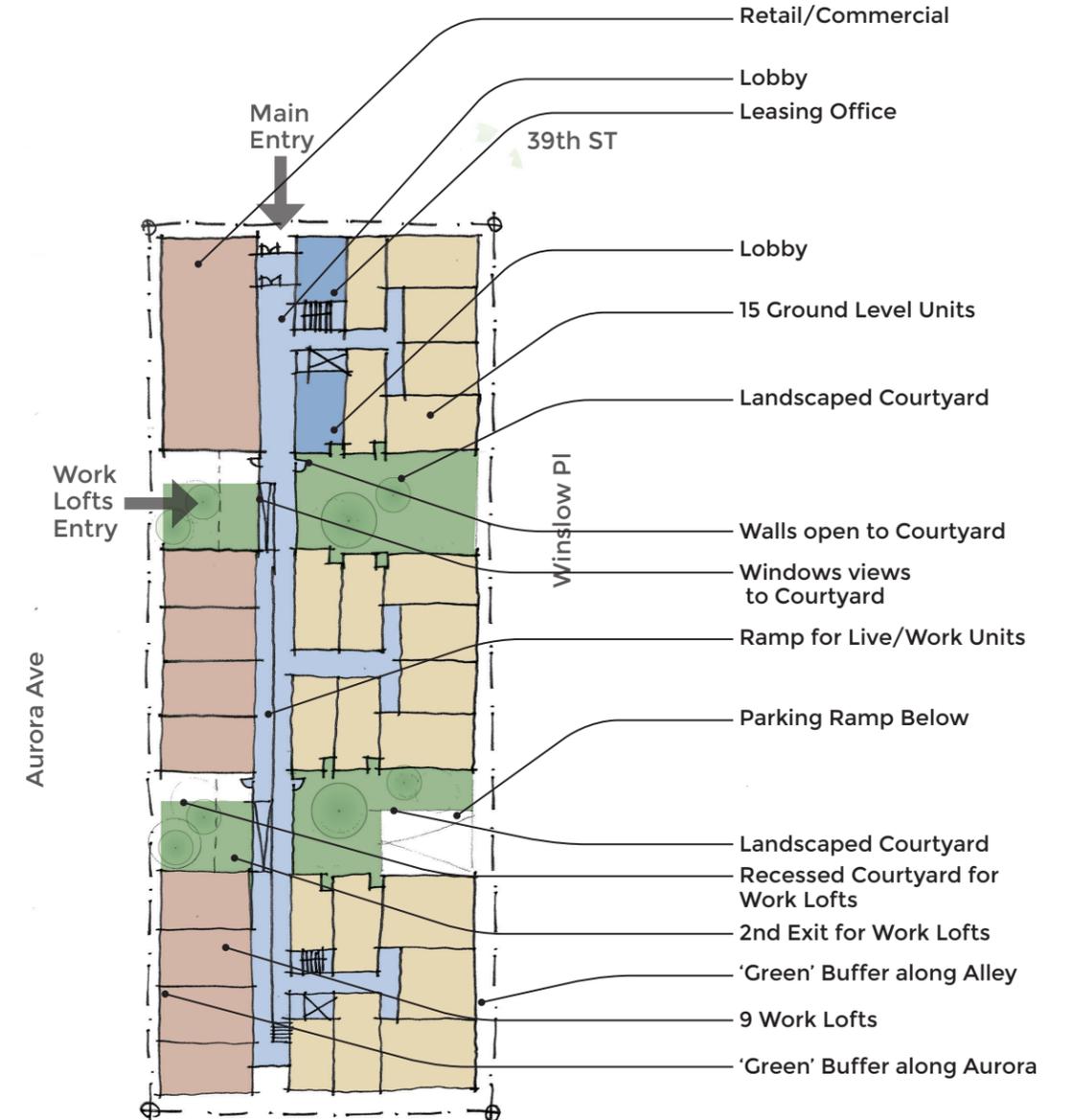
- Commercial Depth / Height
- Shared Live/Work Entries
- Residential Height Above Sidewalk



NW Aerial Image
 Main entrance off N 39th Street
 Long Facade facing Aurora Ave to block sound

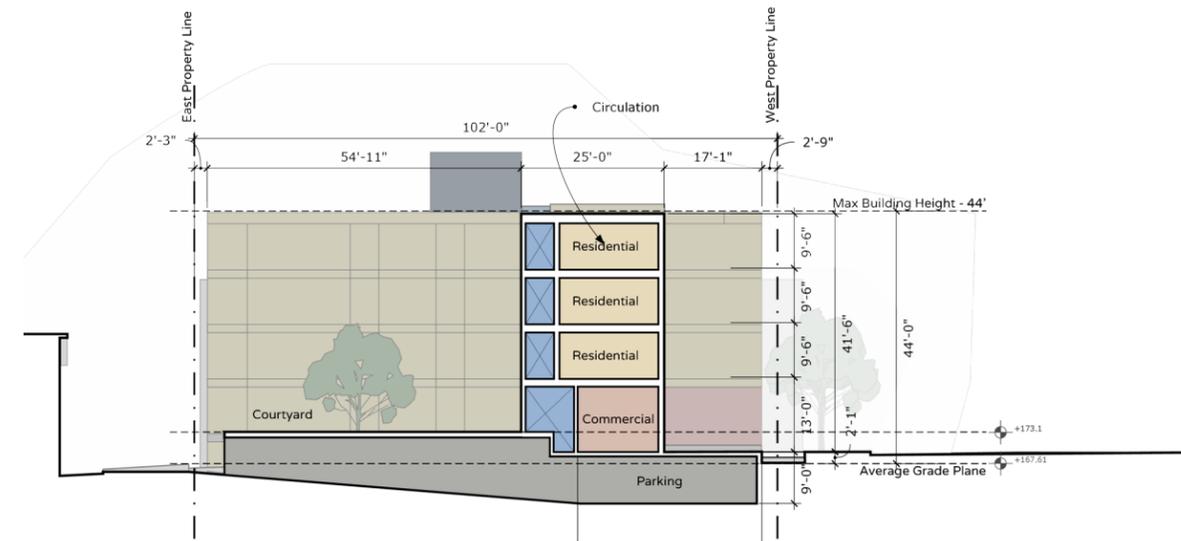
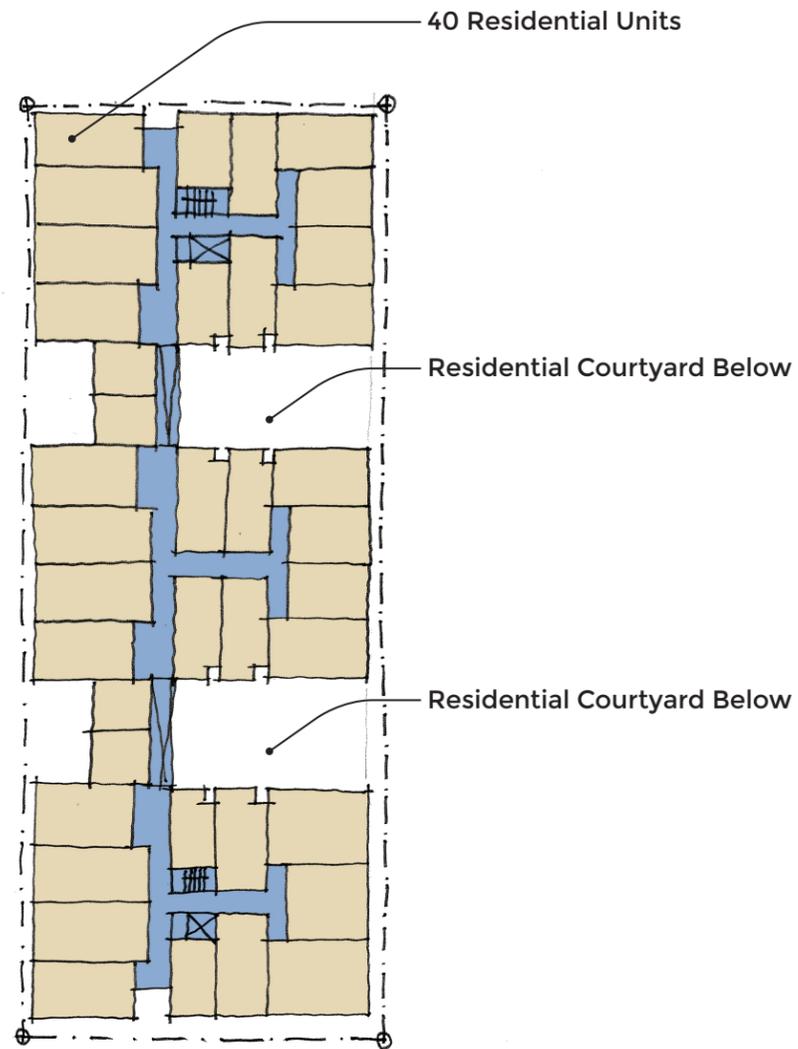


↑ N **Parking Plan**

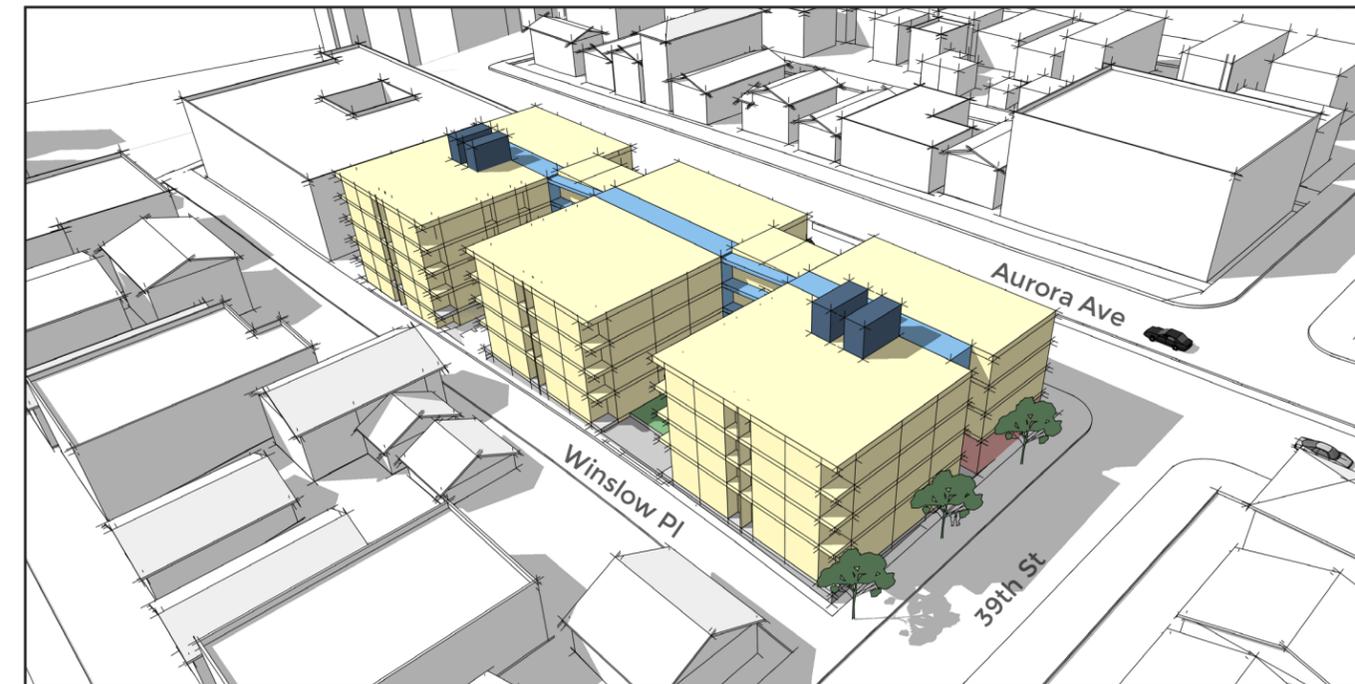


↑ N **Ground Floor Plan**

- Residential Unit
- Retail/Commercial/Live-work
- Circulation
- Lobby/Amenity Space
- Green Space
- Parking



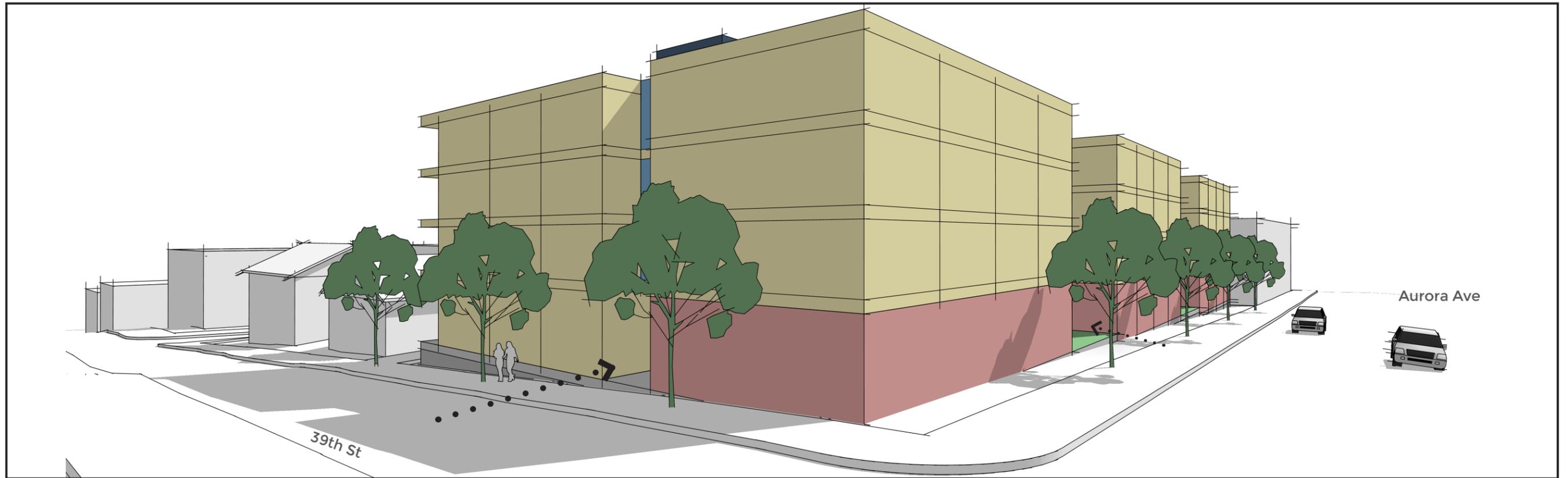
Section @ Courtyard
Central courtyard open to sky
External Corridors



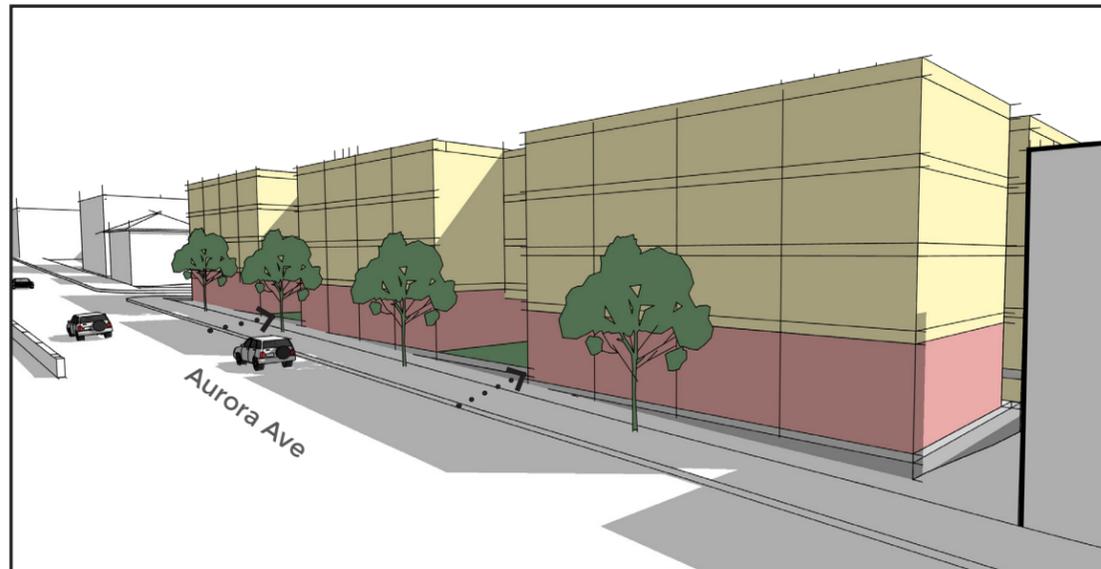
NE Aerial
Divided Facade along Alley
Garage Entry at SE corner

↑ N
Typical Floor Plan

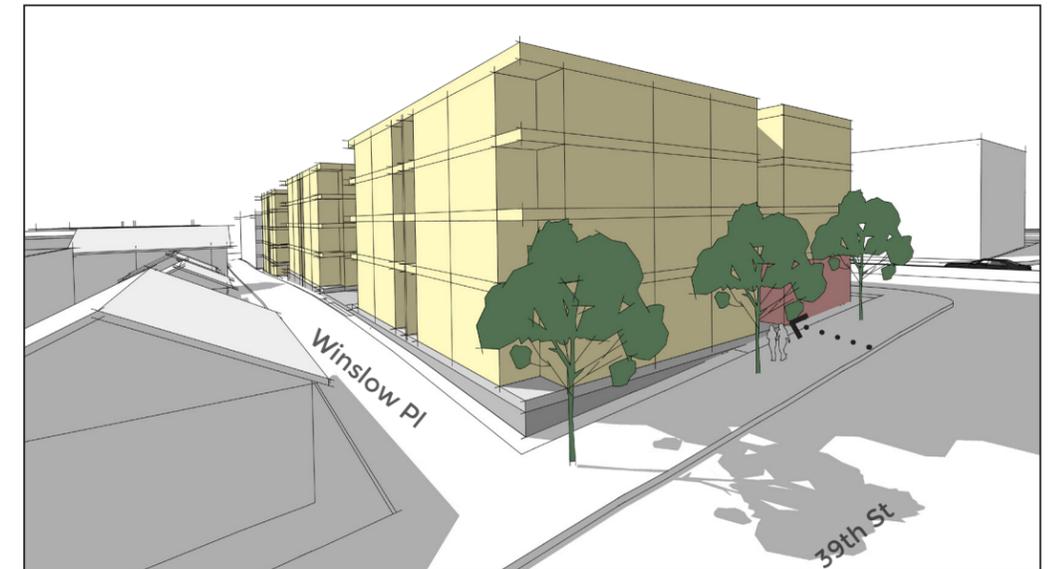
- Residential Unit
- Retail/Commercial/Live-work
- Circulation
- Lobby/Amenity Space
- Green Space
- Parking



1
NW Corner



2
SW Corner



3
NE Corner

1: Linear Bars

108,202 GSF
 129 Units + 6 Live / Work
 Proposed FAR: 82,132 SF / 88,202 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 33
 Parking: 65



Positive

- Efficient Massing
- Centralized Communal Exterior Space
- Views East towards mountains / city
- Entry off 39th
- Buffers sound

Negative

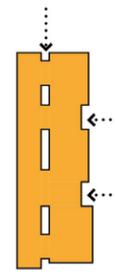
- Monotonous form
- Long facade facing adjacent uses along alley
- Pushes to edges of all setbacks
- Blank facades along alley

Departures

- Commercial Depth
- Residential Height Above Sidewalk

2: Internal Courts

105,566 GSF
 141 + 6 Live / Work Units
 Proposed FAR: 80,982 SF / 88,082 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 36
 Parking: 42



Positive

- Views east towards mountains / city
- Pushes back from alley to provide relief from adjacent res. use along alley
- Central exterior courts for light / air
- Long facade along Aurora to buffer sound

Negative

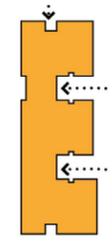
- Interior courtyards narrow
- Large mass along alley with some relief
- Communal space sacrificed

Departures

- No Departures Req - Code Compliant

3: Stepped Blocks

107,329 GSF
 139 + 9 Live / Work Units
 Proposed FAR: 83,238 SF / 90,174 SF
 Max FAR: 83,238 SF (base)
 90,174 SF (max)
 Bike: 36
 Parking: 76



Positive

- Reduce mass / bulk / scale along alley to provide greatest relief to adjacent residential uses
- Long facade along Aurora to reduce noise
- Access off N 39th street

Negative

- Internal corridor
- Communal space only on roofdeck
- Less views east

Departures

- Commercial Depth / Height & Shared Live/Work Entries
- Residential Height Above Sidewalk



NOTES

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NOTES

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NOTES

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CONCEPT DEVELOPMENT

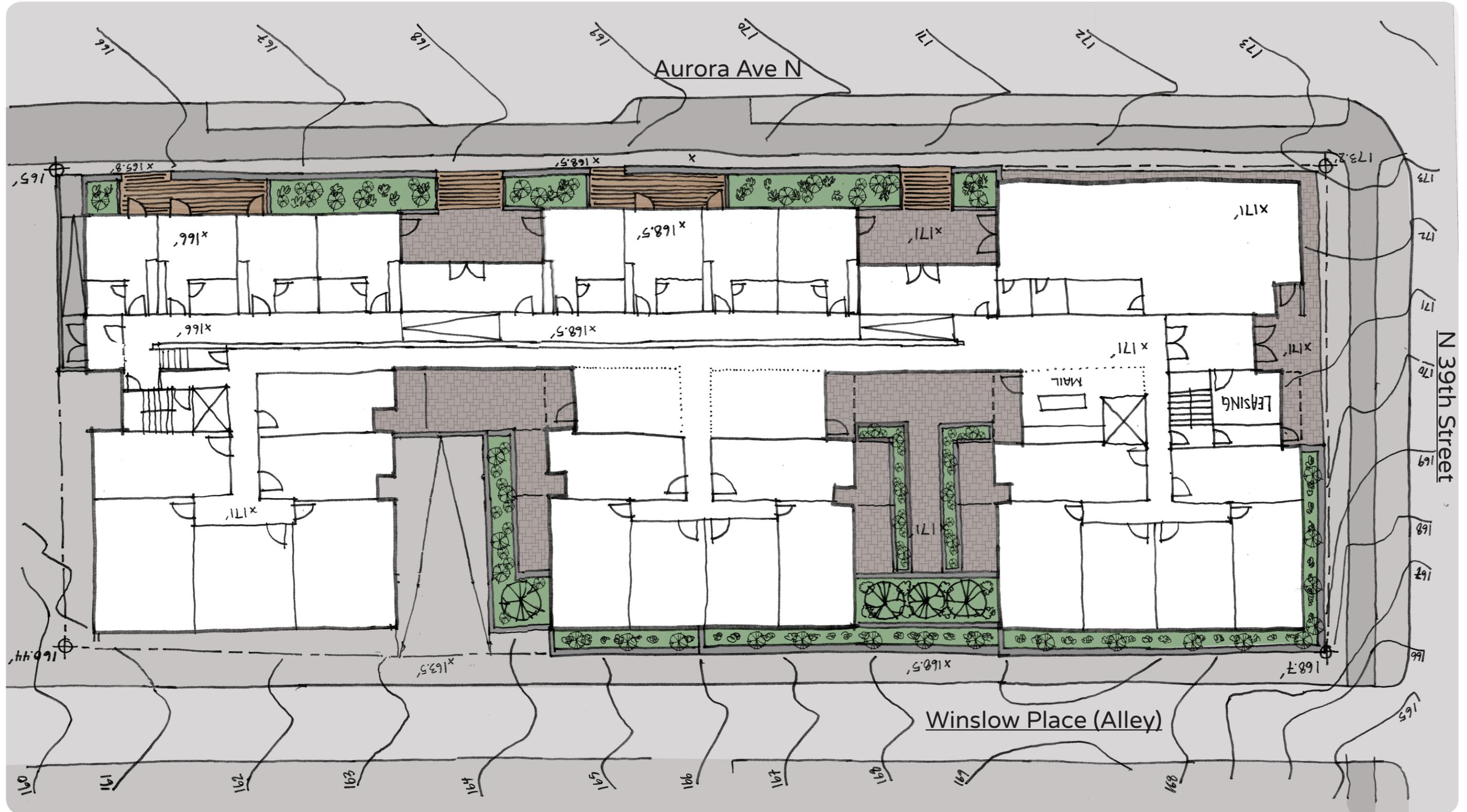
Aerial Image in Context



Aerial view from Aurora - North

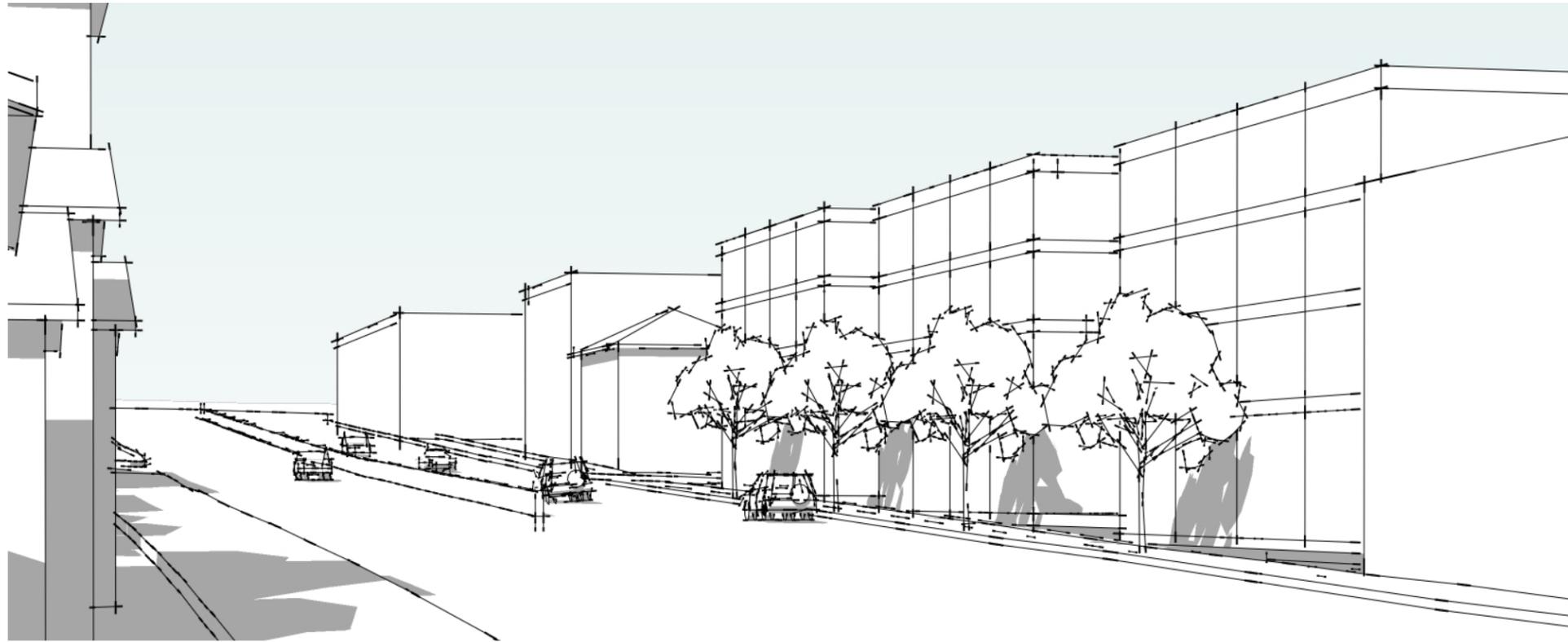


Aerial view from Aurora - South

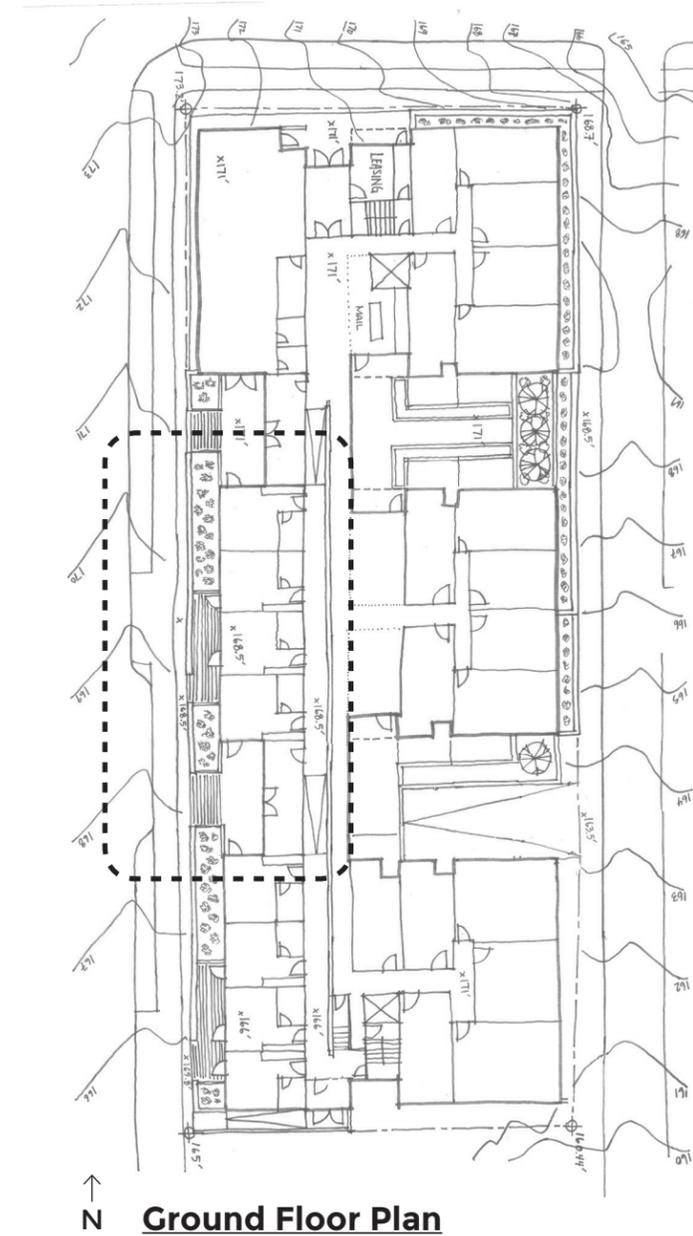
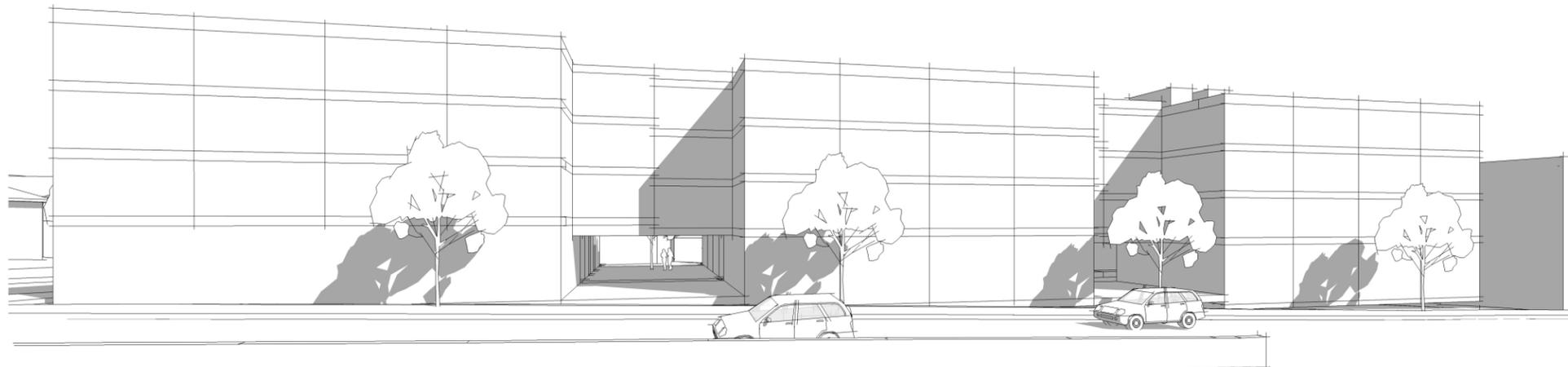


Site Plan

HOW TO BUFFER / ENGAGE AURORA

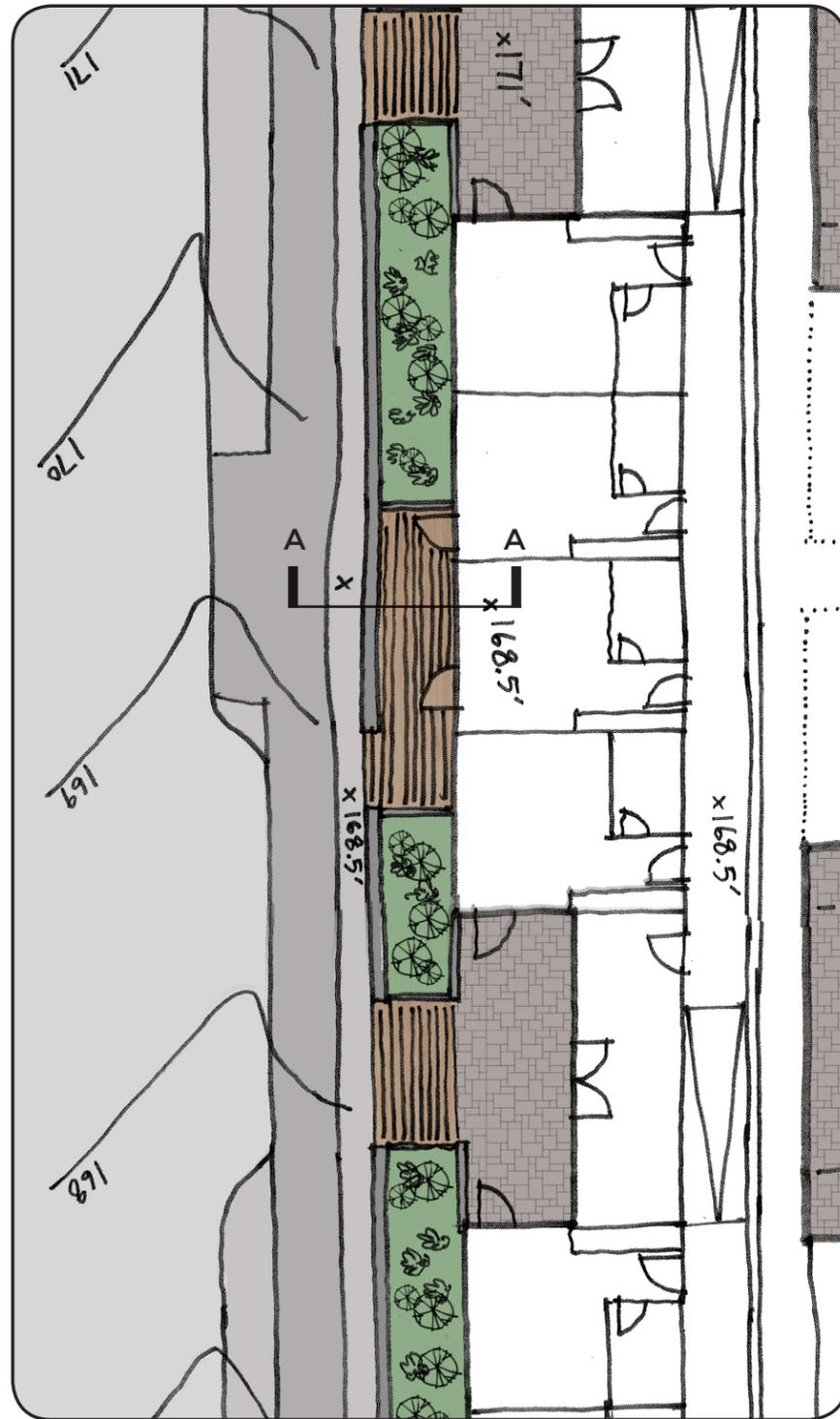


View from Aurora Ave E - southwest corner
Massing steps down the hill to break up length
Gap in building to allow views thru structure

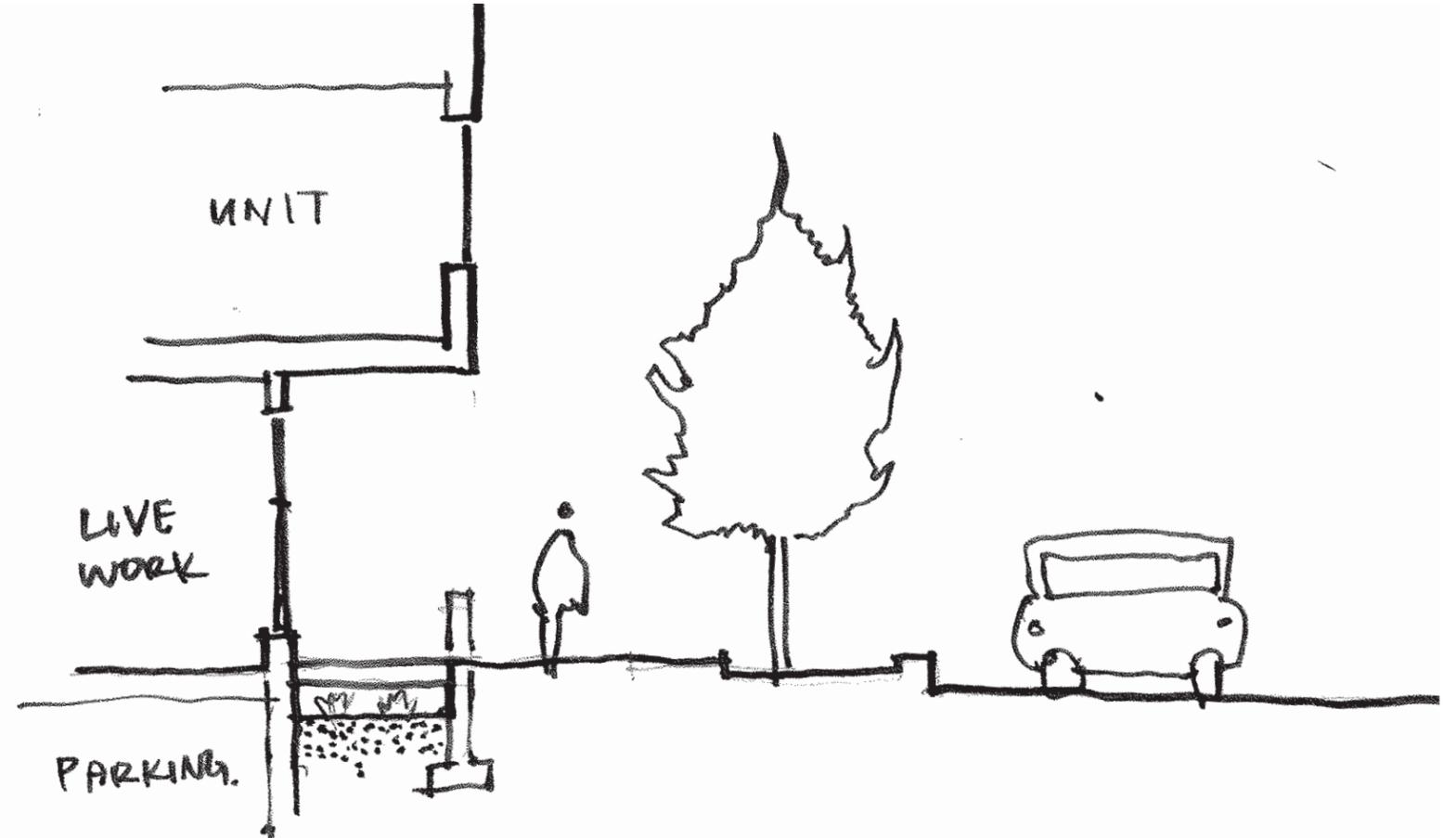


N Ground Floor Plan

HOW TO BUFFER / ENGAGE AURORA



Enlarged Entry



Section A-A



Varying Levels

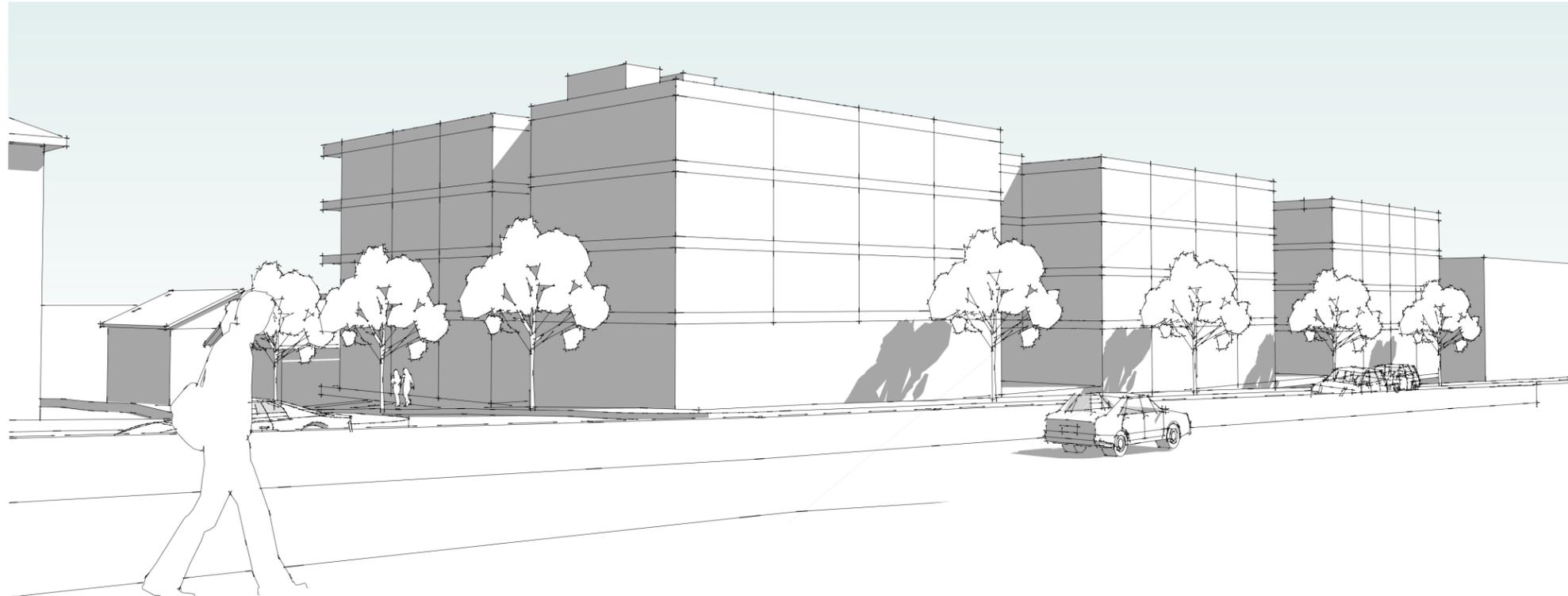


Mix of Hardscape and Landscape

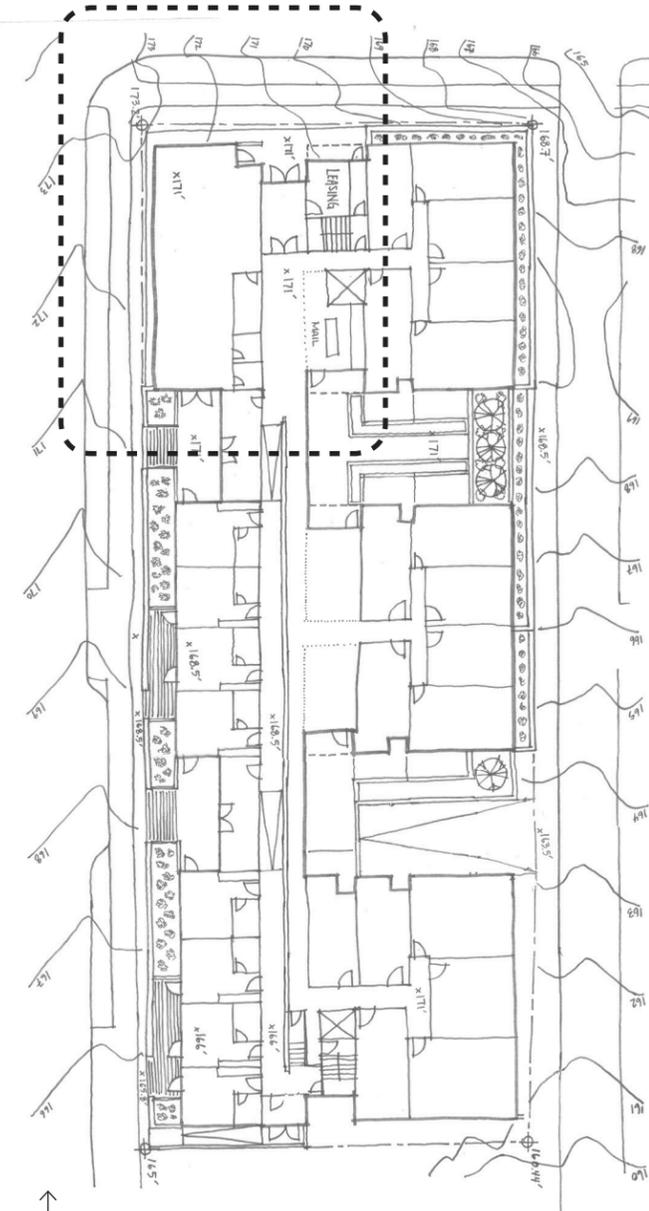


Durable Materials

MAIN ENTRY / PEDESTRIAN INTERACTION

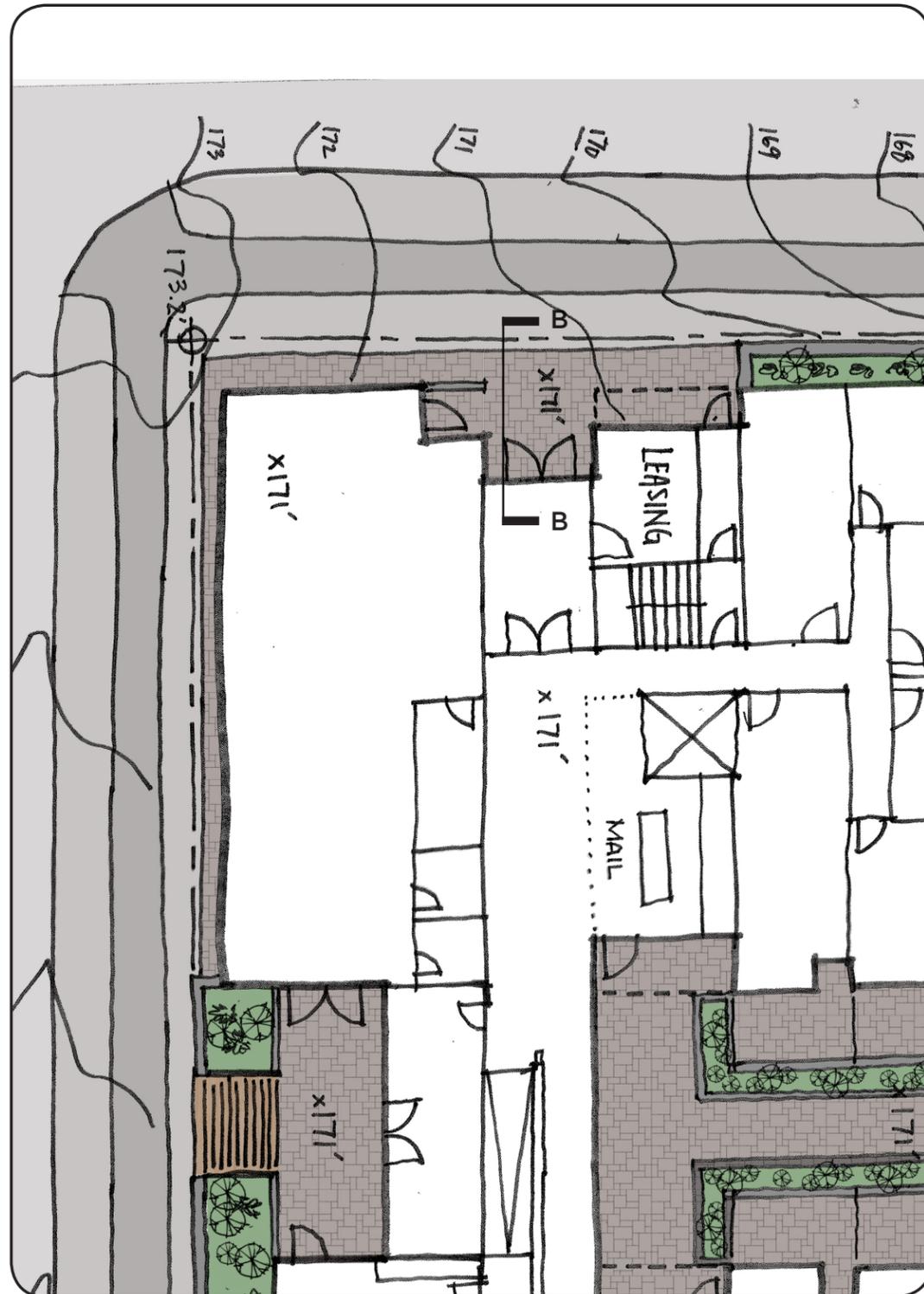


View from Aurora Ave E - northwest corner
Corner to be glazed with main residential entry off quieter 39th St.

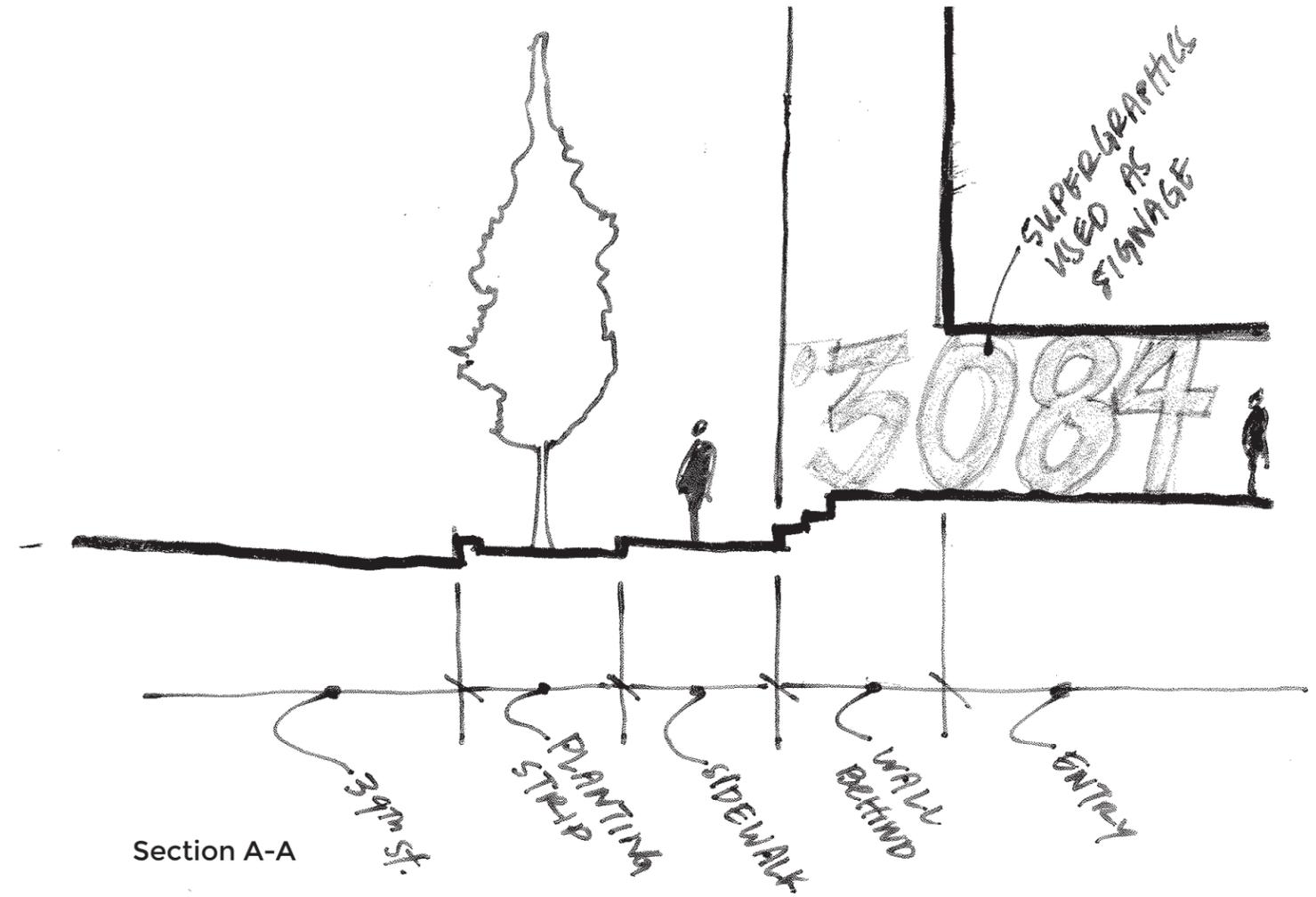


N Ground Floor Plan

MAIN ENTRY / PEDESTRIAN INTERACTION



Enlarged Entry



Section A-A



Pedestrian Scaled Elements

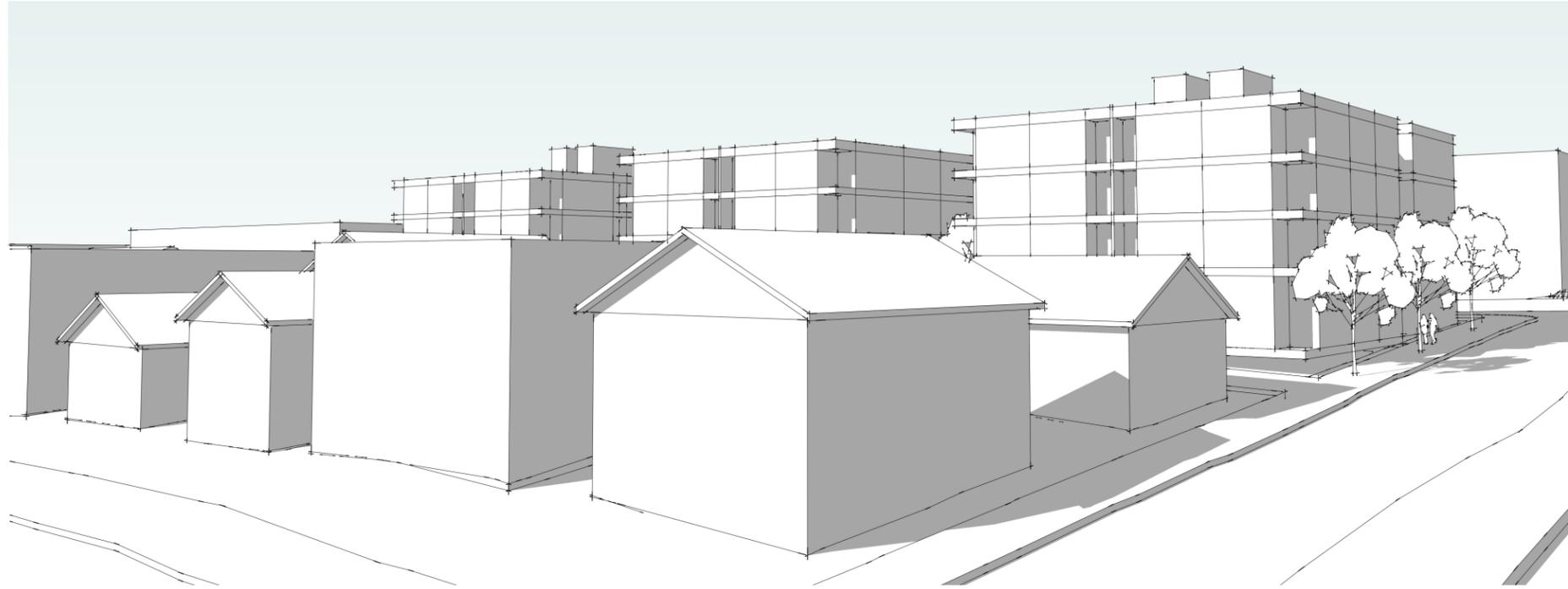


Glazed Corner

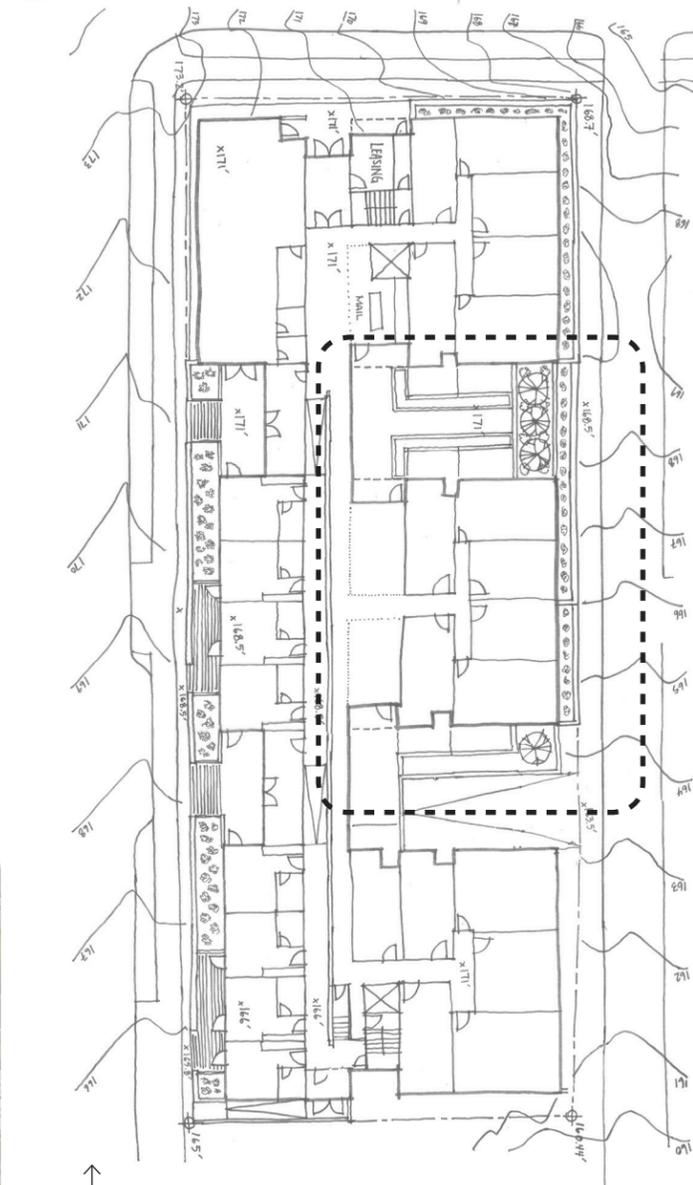


Street Activation

SETBACK / TRANSITION ALONG ALLEY

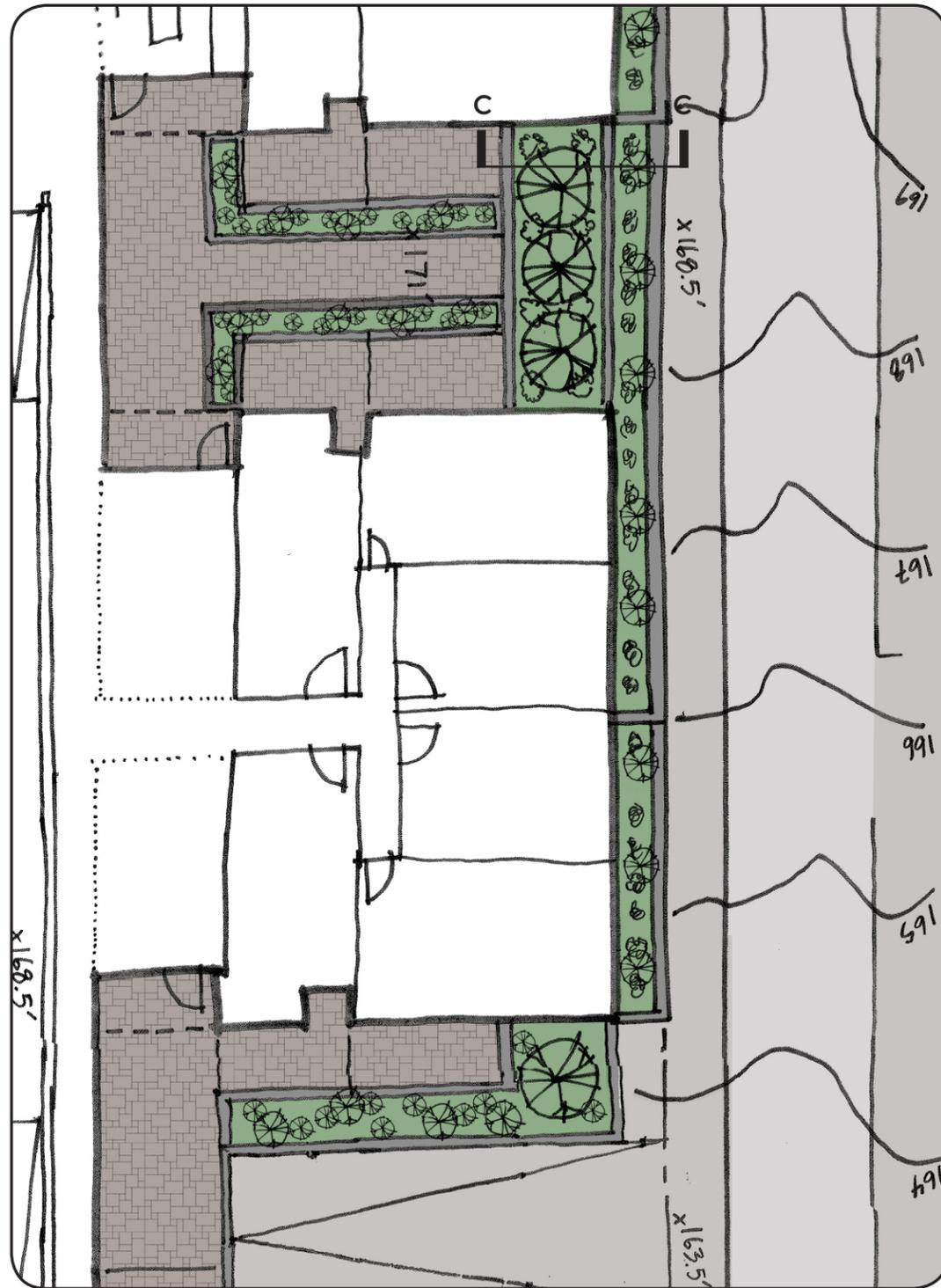


View from eastern residential neighborhoods
Massing broken down by recessed courtyards

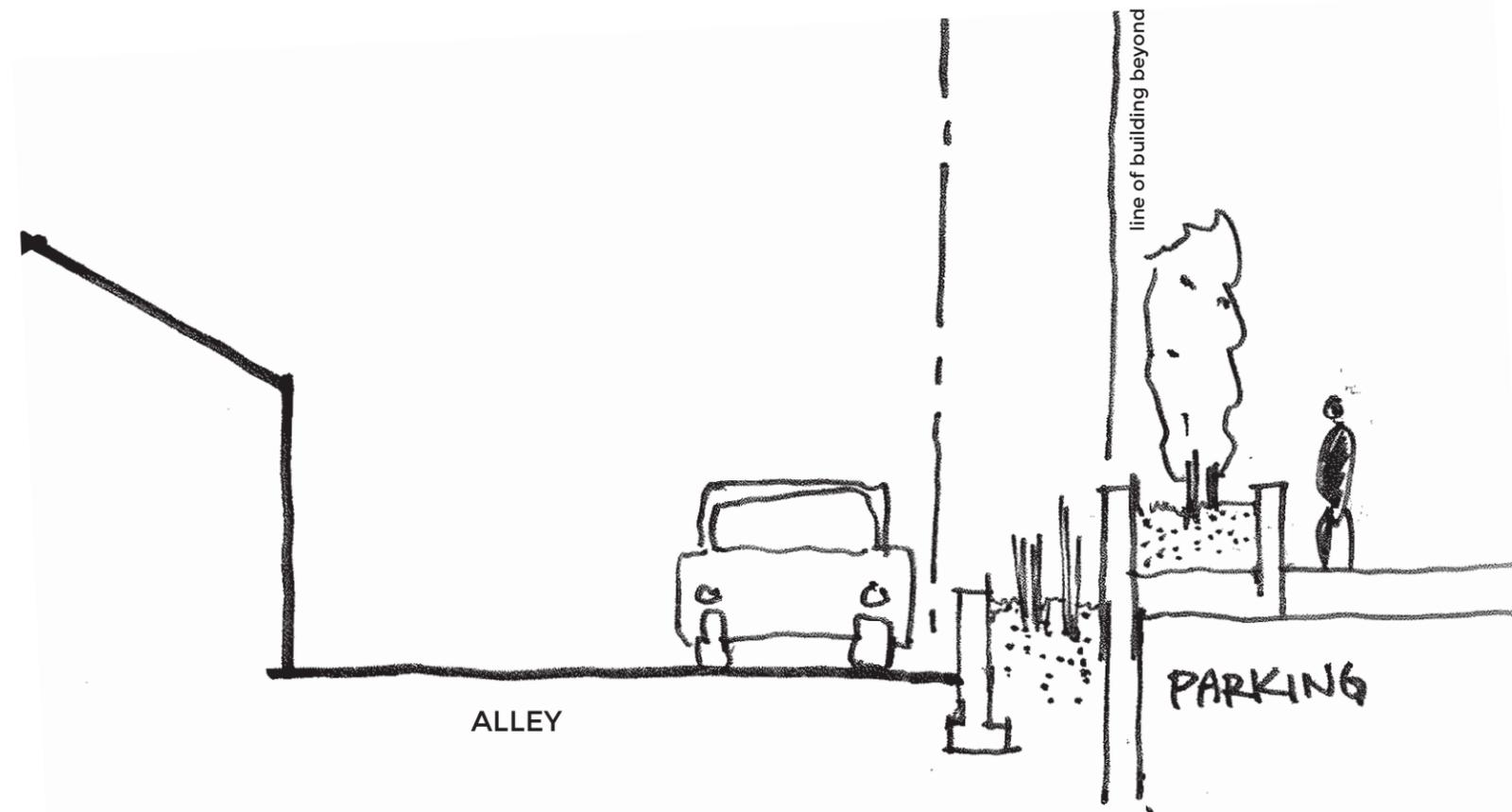


N Ground Floor Plan

SETBACK / TRANSITION ALONG ALLEY



Enlarged Entry



Section C-C



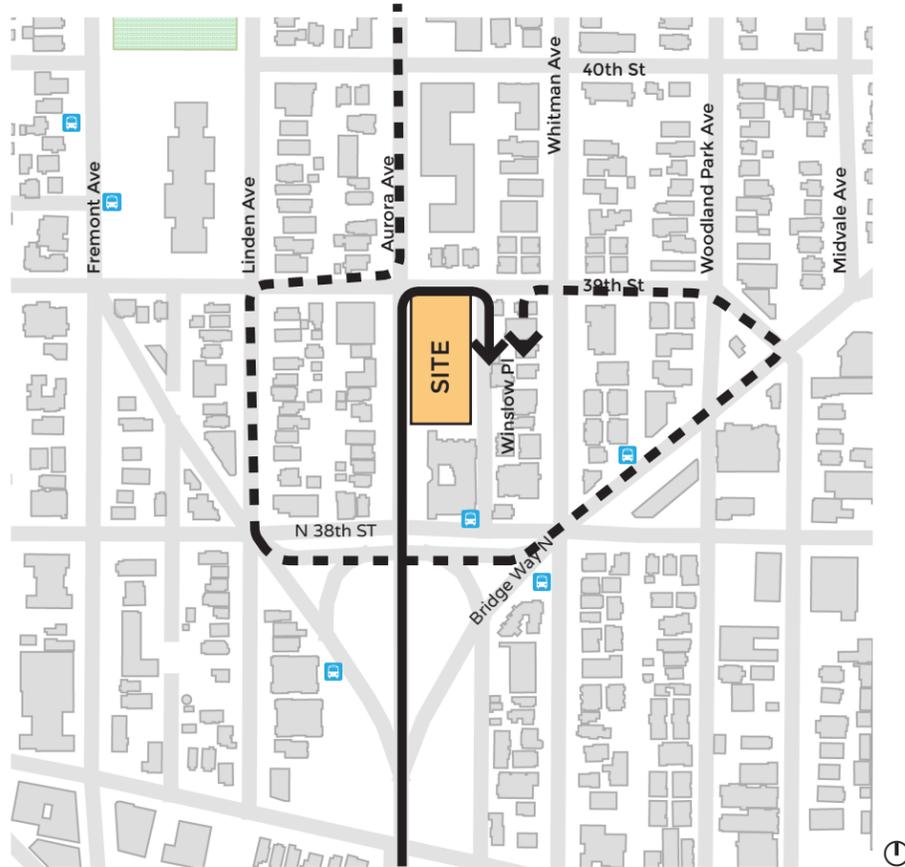
Planting Buffer Along Alley



Raised Courtyard w/ Parking Below



Courtyards w/ Sense of Place



TRASH / LOADING / ACCESS



Trash
located in below grade parking garage. serviced from alley



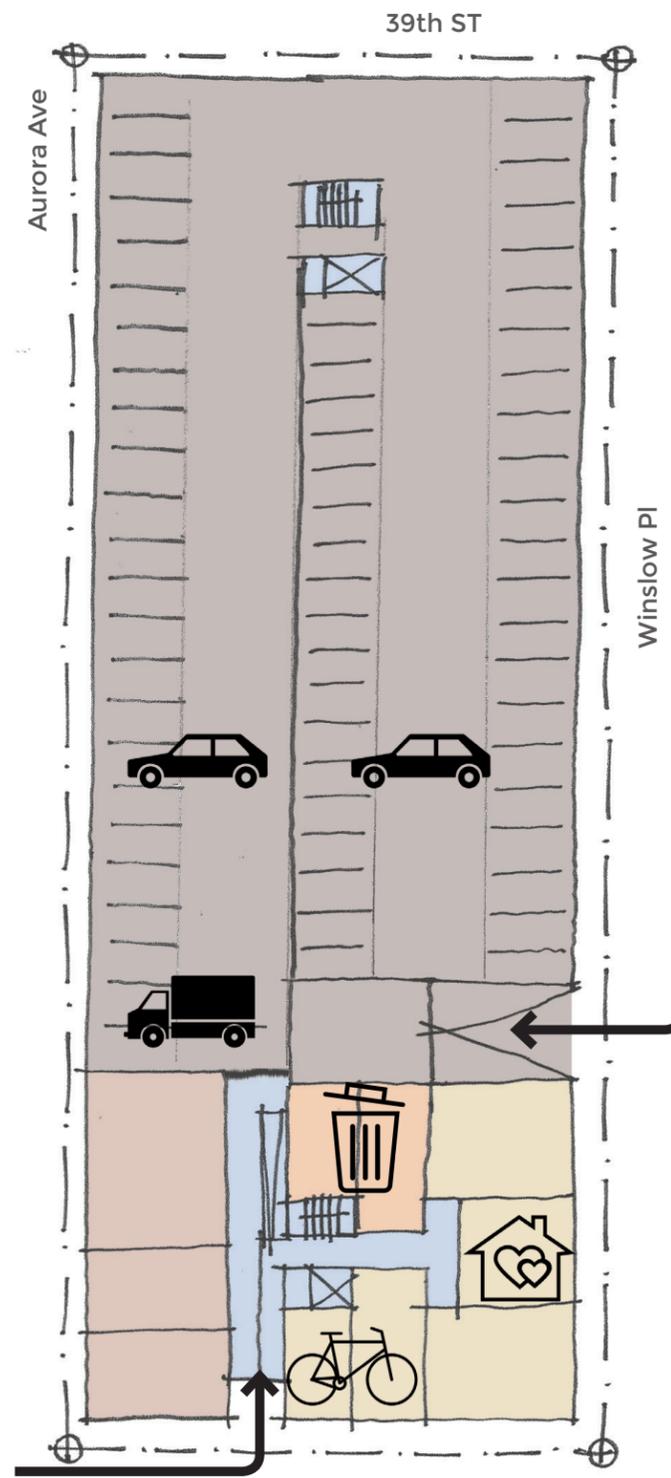
Loading / Commercial Parking
located in below grade parking garage (4) dedicated stalls near entrance



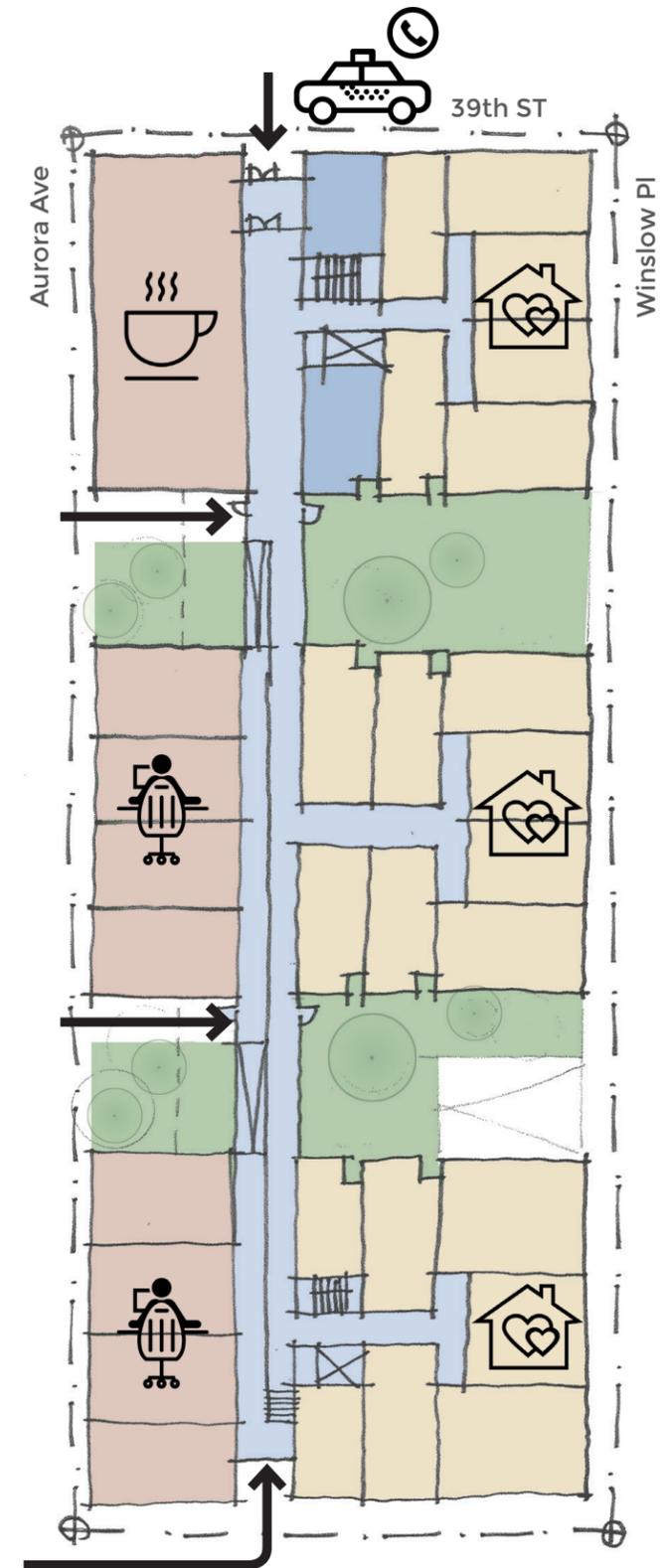
Resident Parking
located in below grade parking garage (72) dedicated stalls



Bike Parking
located in secure bike room access from Aurora or Parking Garage entry



BIKE
↑ N **Parking Plan**



↑ N **Ground Floor Plan**

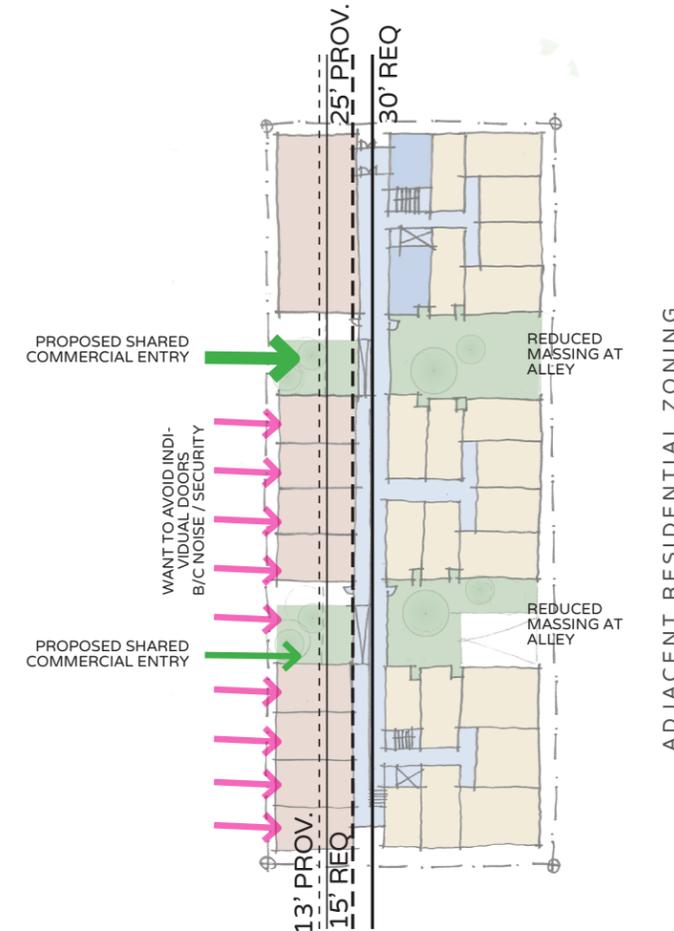
ZONING CODE PROVISIONS

PERMITTED AND PROHIBITED USES SMC 23.47A.004	ALL USES ARE PERMITTED OUTRIGHT G. LIVE WORK UNITS ARE PERMITTED OUTRIGHT 1. LIVE WORK UNITS ARE PERMITTED OUTRIGHT 2. IN PED. ZONE - NO MORE THAN 20% OF STREET FACING FACADE 4. DEEMED NON-RESIDENTIAL USE	PROPOSED: RESIDENTIAL - LIVE WORK PROJECT NOT IN PED. ZONE - COMPLIES
STREET LEVEL USES SMC 23.47A.005	C.1 - RESIDENTIAL USES MAY OCCUPY NO MORE THAN 20% OF STREET FACING FACADE IN: G. IN ALL NC AND C1 ZONES ON MAPS 1 - 5 (SITE NOT SHOWN)	PROPOSED: DOES NOT APPLY - NO LIMIT TO RES. USE - COMPLIES
CONDITIONAL USES SMC 23.47A.006	DOES NOT APPLY	
MAJOR PHASE DEV SMC 23.47A.007	DOES NOT APPLY	
STREET LEVEL DEV STANDARDS SMC 23.47A.008	A. BASIC STREET LEVEL REQUIREMENTS 1. APPLY TO STRUCTURES THAT CONTAIN RES. USE IN C ZONE 2. BLANK FACADES a. BLANK DOES NOT INCLUDE: WINDOWS / DOOR / STAIR / DECK / BAL / SCREENING AND LANDSCAPING OF FACADE b. BLANK SEGMENT BETWEEN 2-8 FEET NOT EXCEED 20 FEET IN WIDTH c. TOTAL OF ALL BLANK FACADE SEGMENTS NO EXCEED 40% OF WIDTH OF FACADE 3. FACADE LOCATED WITHIN 10 FEET OF STREET LOT LINE B. NON-RESIDENTIAL STREET LEVEL REQUIREMENTS 1. APPLY TO STRUCTURES W/ STREET LEVEL NON-RESIDENTIAL USES (LIVE-WORK) THAT ALSO CONTAIN RESIDENTIAL USES IN C ZONES 2. TRANSPARENCY a. 60% OF STREET FACING FACADE BETWEEN 2-8 FEET SHALL BE TRANSPARENT. b. TRANSPARENT AREAS SHALL PROVIDE VIEWS INTO AND OUT OF THE STRUCTURE. 3. DEPTH PROVISIONS - 30 FEET AVERAGE DEPTH / 15 FEET MINIMUM 4. NON-RES USE AT STREET LEVEL SHALL HAVE FLOOR TO FLOOR HEIGHT OF 13 FEET MINIMUM. C. DOES NOT APPLY - PROJECT IS NOT WITHIN A PED. ZONE D. WHERE RES. USE IS LOCATED ALONG STREET FACING FACADE 1. AT LEAST ONE OF STREET LEVEL - STREET FACING FACADES CONTAINING RES USE SHALL HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY 2. FLOOR OF DWELLING UNIT SHALL BE AT LEAST 4 FEET ABOVE OR 4 FEET BELOW SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK. E. WHEN A LIVE-WORK UNIT IS LOCATED ON A STREET-LEVEL STREET-FACING FACADE 1. NON-RES PORTION MIN. 15 FEET DEEP ACROSS ENTIRE LENGTH. SHALL NOT CONTAIN KITCHEN, BATH, SLEEPING OR LAUNDRY. 2. INCLUDE EXTERIOR SIGN 3. OWNER OF EACH UNIT MUST KEEP COPY OF CURRENT BIZ LICENSE IN UNIT.	PROPOSED: PROJECT DOES NOT CONTAIN BLANK FACADES GREATER THAN 20 FEET IN LENGTH AND DOES NOT EXCEED 40% - COMPLIES LIVE WORK USES TO BE 60% TRANSPARENT. COMPLIES DEPTH PROVISIONS - 26' PROVIDED. REQ. DEPARTURE. FLOOR TO FLOOR HEIGHT - 11' MIN PROVIDED - REQ. DEPARTURE RES USE LESS THAN 4 FEET ABOVE SIDEWALK GRADE - REQ. DEPARTURE
STANDARDS APPL. TO SPEC. AREAS SMC 23.47A.009	DOES NOT APPLY	
MAX. SIZE OF NON-RES USE SMC 23.47A.010	D - IN C1 ZONES, OFFICES USES ARE LIMITED TO (1) FAR OR 35,000 SF DOES NOT APPLY - NO OFFICE USE PROVIDED	
OUTDOOR ACTIVITIES SMC 23.47A.011	DOES NOT APPLY	
STRUCTURE HEIGHT SMC 23.47A.012	A. C1-40 = 40 FOOT HEIGHT LIMIT 1a. INCREASE HEIGHT BY 4 FEET IF: 1) 13 FOOT FLOOR TO FLOOR HEIGHT FOR NON-RES USE (LIVE-WORK) or 2) RES USE AT STREET LEVEL HAS PARTIALLY BELOW GRADE STORY 4' BELOW MAX AND STORY ABOVE SIDEWALK 4' MIN. 2) THE ADDITIONAL HEIGHT ALLOWED WILL NOT ALLOW AN ADDITIONAL STORY BEYOND THE NUMBER THAT COULD BE BUILT UNDER THE APPL. HEIGHT LIMIT B. THE RIDGE OF A PITCHED ROOF, OTHER THAN SHED OR BUTTERFLY, MAY EXTEND 5 FEET ABOVE HEIGHT LIMIT NOT LESS THAN 4:12 SLOPE. C. ROOFTOP FEATURES 2. RAILINGS, CLERESTORIES, GREENHOUSES MAY EXTEND UP TO 4 FEET ABOVE HEIGHT LIMIT. INSULATION MATERIAL, ROOFTOP DECKS AND OTHER SIMILAR FEATURES OR SOIL FOR LANDSCAPING LOCATED ABOVE THE STRUCTURAL ROOF SURFACE MAY EXCEED THE MAX. HEIGHT LIMIT BY 2 FEET IF ENCLOSED BY PARAPETS. 3. SOLAR COLLECTORS MAY EXTEND 4 FEET ABOVE HEIGHT LIMIT 4. SOLAR COLLECTORS, STAIR / ELEV PENTHOUSES MAY EXTEND 15 FEET ABOVE MAX HEIGHT LIMIT TO A MAX OF 20% ROOF COVERAGE / 25% IF INCLUDES STAIR / ELEV PENTHOUSES OR SCREENED MECH EQUIP. STAIR / ELEV MAY EXTEND UP TO 16 FEET IF ADD HEIGHT IS REQ. TO ACCOMMODATE ENERGY EFFICIENT ELEVATORS. 5. GREENHOUSES THAT ARE DEDICATED TO FOOD PRODUCTION ARE PERMITTED TO EXTEND 15 FEET IF ALL FEATURES GAINING ADD HEIGHT DOES NOT EXCEED 50% OF ROOF AREA. 7. SOLAR COLLECTORS, CLERESTORIES, GREENHOUSES - MUST BE 10 FEET AWAY FROM THE NORTH EDGE	PROPOSED: 40' BASE HEIGHT + 4' BONUS = 44' MAX HEIGHT PROJECT FEAT. 13' NON-RES HEIGHT & RES USE IS AT LEAST 4' ABOVE SIDEWALK - COMPLIES
FLOOR AREA RATIO SMC 23.47A.013	A. FAR LIMITS APPLY TO ALL STRUCTURES IN ALL C ZONES 1. ALL GROSS AREA NOT EXEMPT UNDER D IS COUNTED AGAINST MAX GFA ALLOWED BY PERMITTED FAR. 3. PARKING THAT IS WITHIN OR COVERED BY A STRUCTURE OR PORTION OF A STRUCTURE AND THAT IS WITHIN A STORY THAT IS NOT UNDERGROUND SHALL BE INCLUDED IN GFA CALCS TO COUNT TOWARDS FAR. B. TOTAL FAR THAT IS SOLELY RES OR NON-RES USE IN 40' ZONE = 3.0 TOTAL FAR FOR ALL USES ON A LOT THAT IS OCCUPIED BY A MIX OF USES, PROVIDED THAT THE FAR LIMIT FOR EITHER ALL RES USES OR THE FAR FOR NON-RES USES SHALL NOT EXCEED 3.0 IN 40' ZONE = 3.25 D. FOLLOWING GFA NOT COUNTED TOWARD MAX FAR. 1. ALL UNDERGROUND STORIES 2. PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4 FEET ABOVE EXISTING OR FIN. GRADE WHICHEVER IS LOWER, EXCLUDING ACCESS	PROPOSED: BASE FAR = 3.0 MAX FAR 3.25 B/C MIX OF RES AND NON-RES USES SITE AREA - 27,746 27,746 X 3.0 = 83,238 BASE FAR TO RES USE 26,935 X 3.25 = 90,174 MAX FAR TO MIX USED COMPLIES
SETBACK REQ. SMC 23.47A.013	ALONG AURORA - NO SETBACK REQ SOUTH SETBACK - NO SETBACK REQ ALONG 39TH - NO SETBACK REQ B. SETBACK REQ FOR LOTS ABUTTING OR ACROSS THE ALLEY FROM RES. ZONES. 3. FOR A STRUCTURE CONTAINING RES USE, A SETBACK IS REQ ALONG REAR LOT LINE THAT IS ACROSS ALLEY FROM RES ZONE. A. 15 FEET FOR PORTIONS OF STRUCTURE ABOVE 13 FEET IN HEIGHT TO 40 FEET NO SETBACK IS REQUIRED FROM 0-13 FEET 4. ONE-HALF OF THE WIDTH OF THE ALLEY MAY BE COUNTED AS PART OF THE REQ. SETBACK 5. NO ENTRANCE, WINDOW OR OTHER OPENING IS PERMITTED CLOSER THAN 5 FEET TO AN ABUTTING RES ZONE LOT. E. STRUCTURES IN REQ SETBACKS 1. DECKS AND BALCONIES - NOT PERMITTED W/IN 5 FEET OF RES ZONE 2. EAVES, GUTTERS NO MORE THAN 18" IN REQ SETBACK 3. RAMPS OR OTHER DEVICES FOR DISABLED OR ELDERLY 5. FENCES OR SIM. - 6 FEET MAX HEIGHT ABOVE GRADE 8. DUMPSTERS OR OTHER TRASH REC EXCEPT FOR TRASH COMPACTORS ARE NOT PERMITTED WITHIN 10 FEET OF ANY LOT LINE THAT ABUTS A RES ZONE AND MUST BE SCREENED. F. SETBACKS FOR LOADING ADJ. TO ALLEY. A 4 FOOT STRUCTURE SETBACK IS REQ AND A 12 FOOT SETBACK MEASURED FROM C/L OF ALLEY IS REQ. UP TO 12 FEET IN HEIGHT	PROPOSED: 15' REQ / ALLEY ROW WIDTH = 32'. HALF OF ALLEY = 16'-0" - COMPLIES

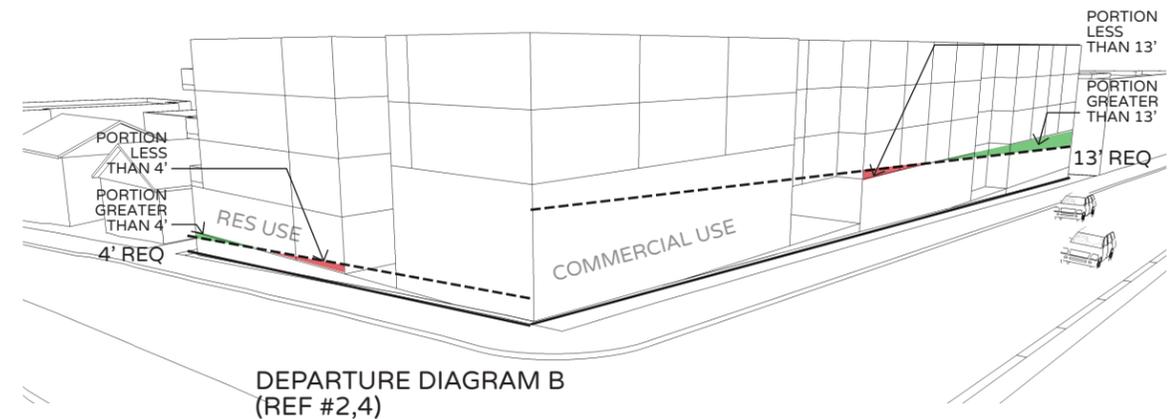
VIEW CORRIDOR SMC 23.47A.015	DOES NOT APPLY	
LANDSCAPING AND SCREENING STANDARDS SMC 23.47A.016	A. LANDSCAPING REQ. 2 - GREENFACTOR SCORE OF 0.3 OR GREATER B. STREET TREE REQ C. SCREENING WHERE REQ - 1. FENCES, HEDGES, WALLS, BERMS PARKING GARAGE TO BE BELOW GRADE - NO SCREENING REQ.	
NOISE STANDARDS SMC 23.47A.018	DOES NOT APPLY	
ODOR STANDARDS SMC 23.47A.020	DOES NOT APPLY	
LIGHT AND GLARE STANDARDS SMC 23.47A.022	A. EXTERIOR LIGHTING MUST BE SHIELDED AWAY FROM ADJ USES B. INT LIGHTING IN PARK GARAGES MUST BE SHIELDED TO MIN. NIGHT GLARE	
AMENITY AREA SMC 23.47A.024	A. AMENITY AREAS ARE REQ IN AN AMOUNT EQUAL TO 5% OF TOTAL GFA OF RES USE. EXCLUDES MECH AND PARKING AREA B. A.A. SHALL MEET FOLLOWING STANDARDS 1. ALL RES HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE A.A. 2. A.A. SHALL NOT BE ENCLOSED 3. PARKING NOT COUNT AS AA 4. COMMON AA SHALL HAVE MIN HORIZONTAL DIST. OF 10 FEET - NO COMMON AA LESS THAN 250 SF 5. PRIVATE BALCONIES AND DECKS MIN. 60 SF 6. ROOFTOP AREAS EXCLUDED BECAUSE THEY ARE NEAR MINOR COMMUNICATION UTILITIES AND ACC. COMM. DEVICES NO DO QUALIFY AS A.A.	PROPOSED: 83,238 SF GFA RES USE X 0.05 = 4162 SF AA REQ. - COMPLIES
LANDMARK DIST. AND DESG. LAND. STRUCTURE SMC 23.47A.027	DOES NOT APPLY	
STAND. FOR DRIVE IN BUSINESSES SMC 23.47A.028	DOES NOT APPLY	
REQ. PARKING AND LOADING SMC 23.47A.030	PARKING PER 23.54.015 - SEE BELOW	
PARKING LOCATION AND ACCESS SMC 23.47A.032	A3 - IN C1 ZONES ACCESS TO OFF-STREET PARKING MAY BE FROM A STREET, ALLEY OR BOTH. STRUCTURES IN C ZONES W/ RES USE SHALL MEET REQ. OF NC ZONES. A1 - NC ZONES - ACCESS TO PARKING SHALL BE FROM ALLEY IF LOT ABUTS AN ALLEY.	PROPOSED: PARKING ACCESS TO BE FROM ALLEY - COMPLIES
REQUIRED PARKING SMC 23.54.015	A. MIN PARK. REQ. - PER TABLE B - M - PROJECT IS WITHIN FREMONT (HUB URBAN VILLAGE) AND IS LOCATED WITHIN 1,320 FT FROM FREQ. TRANSIT SERVICE - NO MIN REQ. D. PARK. WAIVERS FOR NON-RES USES - NO PARKING IS REQ. FOR FIRST 1,500 SF OF EACH BIZ ESTABLISHMENT K. BIKE PARKING PER TABLE D -	
SOLID WASTE AND RECYCLABLE MATERIALS SMC 23.54.040	PER TABLE A - MORE THAN 100 UNITS 575 SF PLUS 4 SF FOR EACH ADDITIONAL UNIT ABOVE 100 C. FOR DEV OF 100+ UNITS REQ MIN AREA CAN BE REDUCED BY 15% IF THE AREA PROVIDED HAS MIN HORIZONTAL DISTANCE OF 20 FEET	PROPOSED: 141 RES UNITS + 6 LIVE / WORK UNITS 739 SF REQ FOR RES UNITS CAN BE REDUCED TO 628.15 IF MIN HOR. DIST OF 20' - COMPLIES

TITLE 23 - LAND USE CODE DEPARTURE MATRIX

CODE REF	EXISTING STANDARD	RATIONALE
1.	B. NON-RESIDENTIAL STREET LEVEL REQUIREMENTS 3. DEPTH PROVISIONS - 30 FEET AVERAGE DEPTH / 15 FEET MINIMUM PROPOSED DEPARTURE DEPTH PROVISIONS - 26' PROVIDED	The project is requesting a 14% reduction in the 30 foot average depth requirements. While the 15 foot minimum is maintained, the requested 30 foot avg depth has been reduced along the Aurora side of the project, so that an increased amount of mass could be reduced at the east side of the project to provide more relief to the adjacent residential uses.
2.	4. NON-RES USE AT STREET LEVEL SHALL HAVE FLOOR TO FLOOR HEIGHT OF 13 FEET MINIMUM. PROPOSED DEPARTURE FLOOR TO FLOOR HEIGHT 11' MIN PROVIDED	The project is requesting a 16% reduction in the floor to floor height requirements. Due to the sloping nature of the site the floor to floor height will be greater at the southern end of the site and provide more than adequate floor to floor height but slightly lower than the required 13' minimum at the northern end of the site.
3.	2. FLOOR OF DWELLING UNIT SHALL BE AT LEAST 4 FEET ABOVE OR 4 FEET BELOW SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK. PROPOSED DEPARTURE RES USE LESS THAN 4 FEET ABOVE SIDEWALK GRADE	Due to the sloping nature of the project there are some residential units along the northern property line that face N 39th street that will be slightly lower than 4 feet from the sidewalk at the western end and then higher at the eastern end. This area will be screened with landscaping elements and windows will be placed with privacy and security in mind.

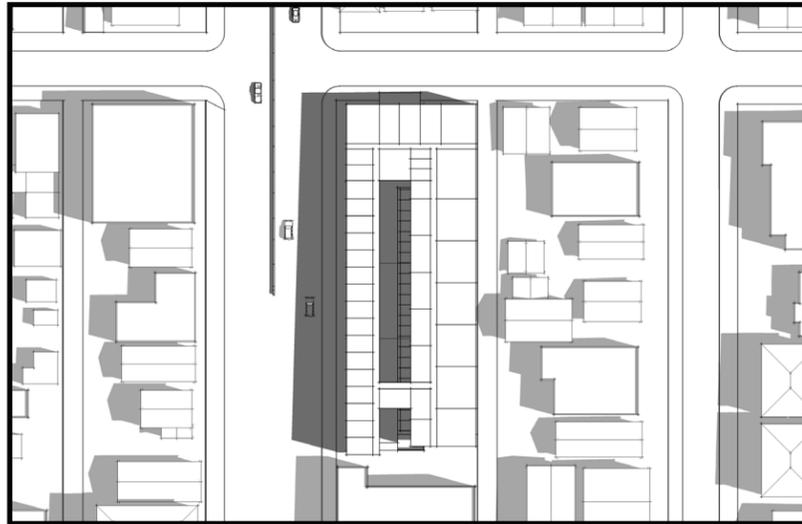


DEPARTURE DIAGRAM A (REF #1, 3, 5)



DEPARTURE DIAGRAM B (REF #2,4)

APPENDIX



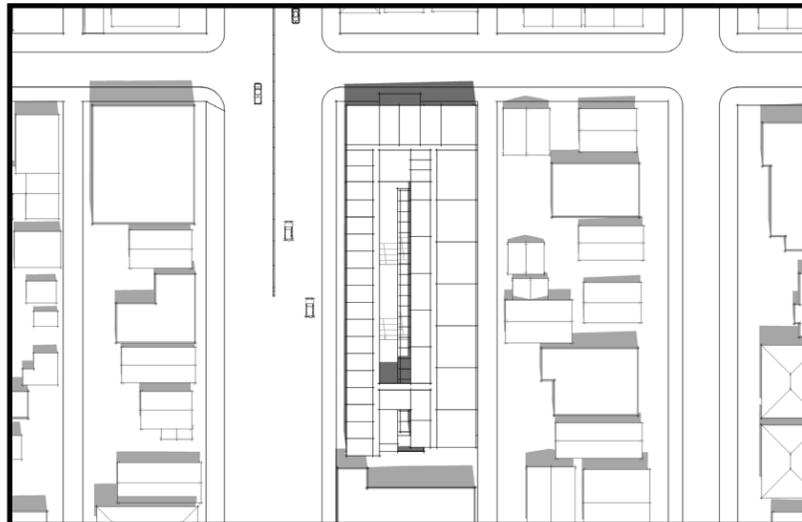
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3: morning



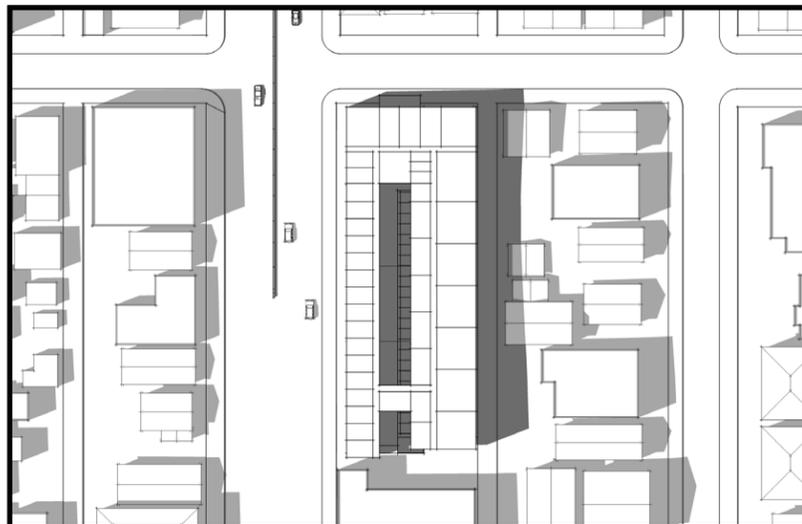
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2: noon



3: noon



1: afternoon



2: afternoon



3: afternoon

summer solstice



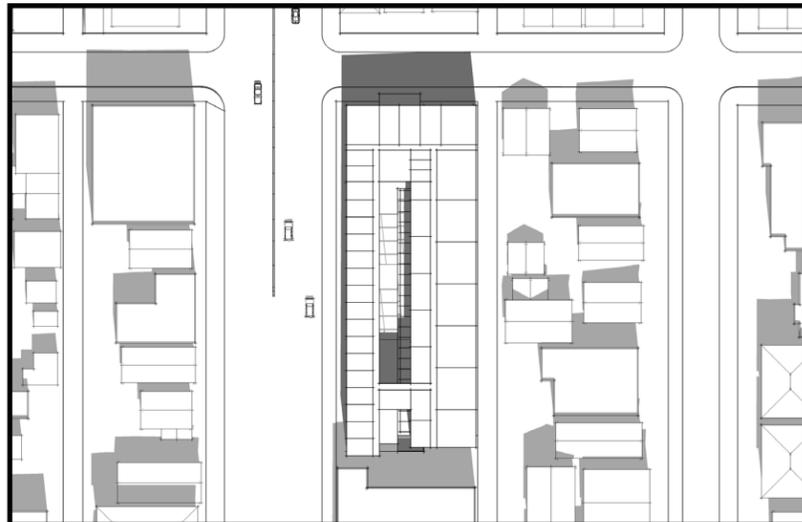
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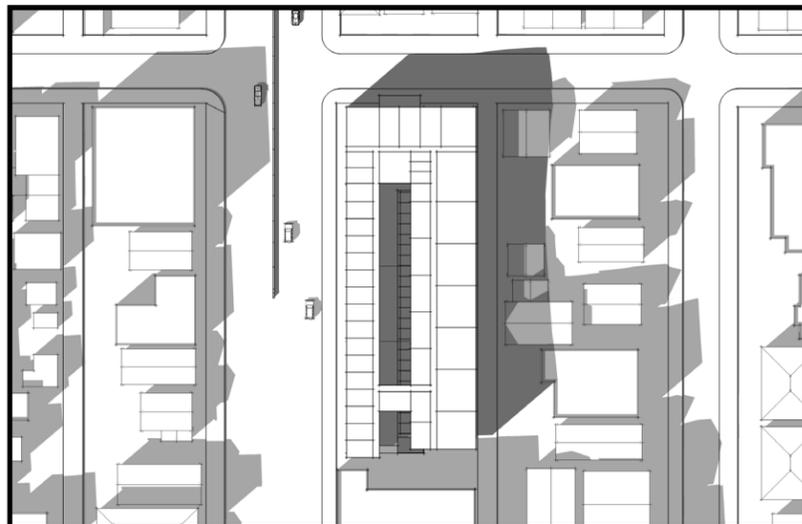
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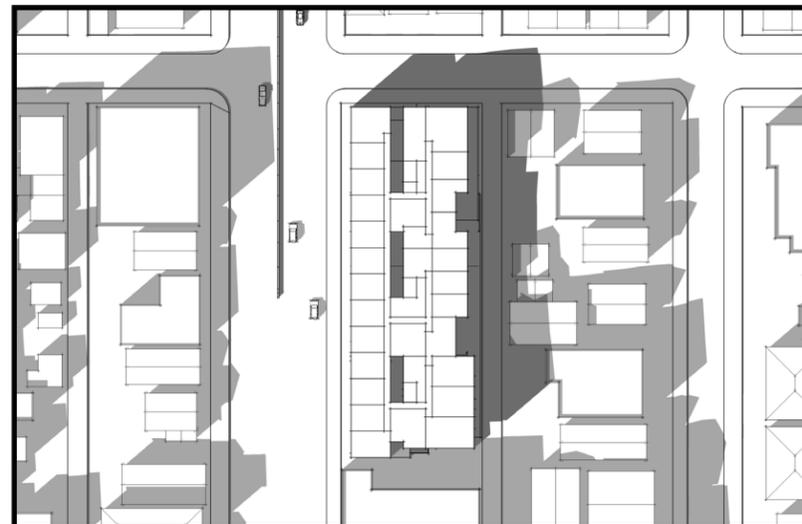
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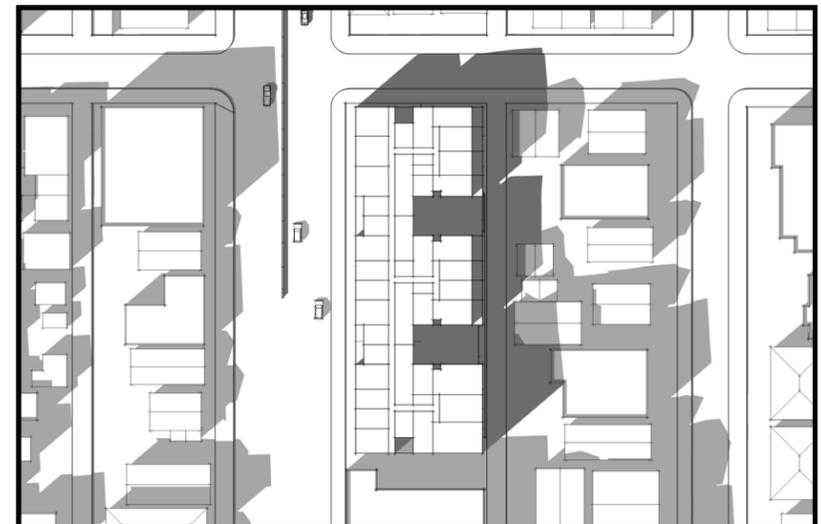
3: noon



1: afternoon

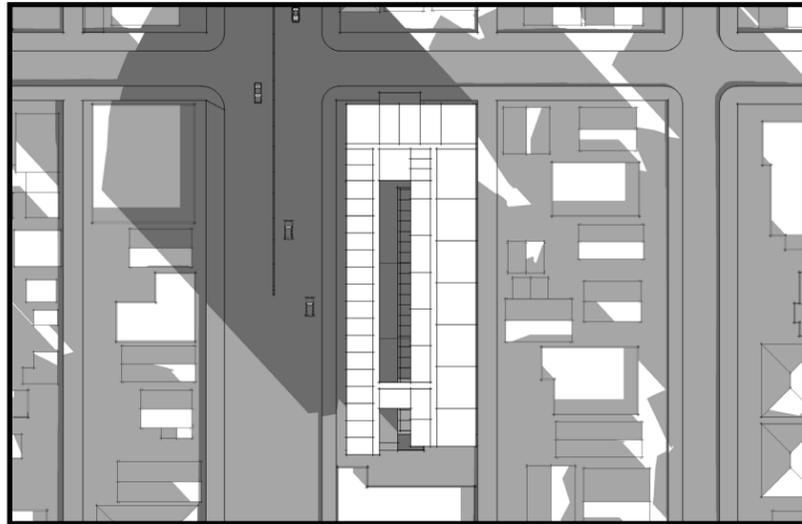


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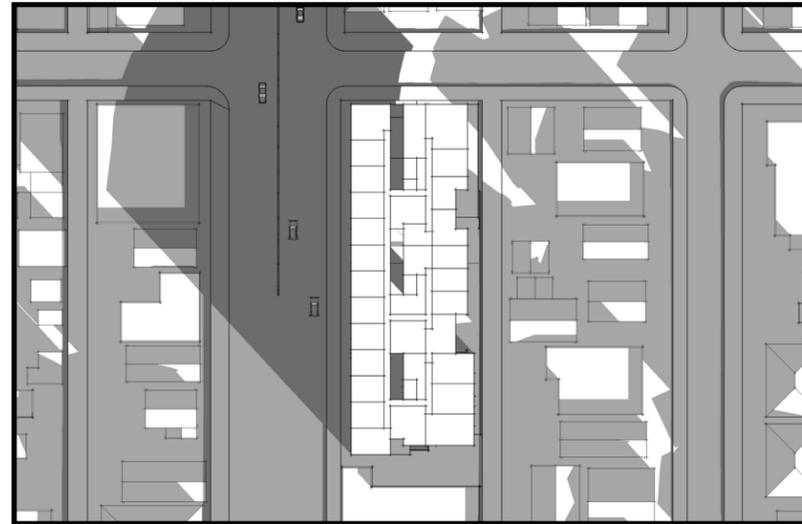


3: afternoon

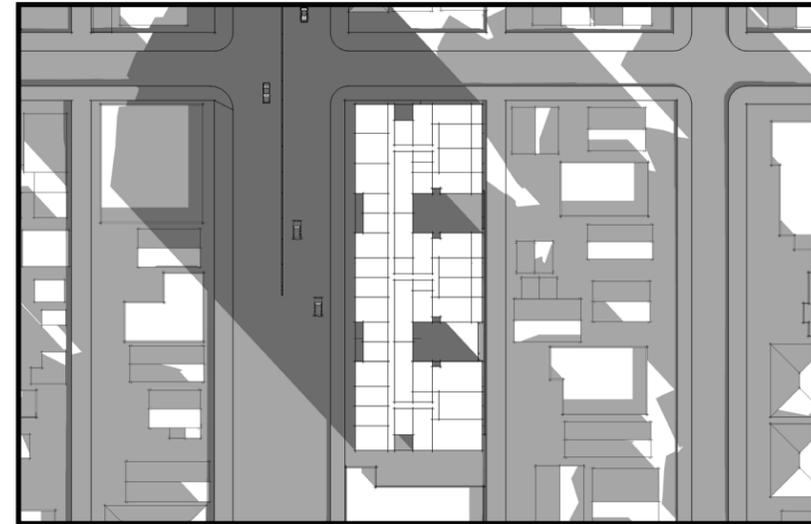
equinox



1: morning



2: morning



3: morning



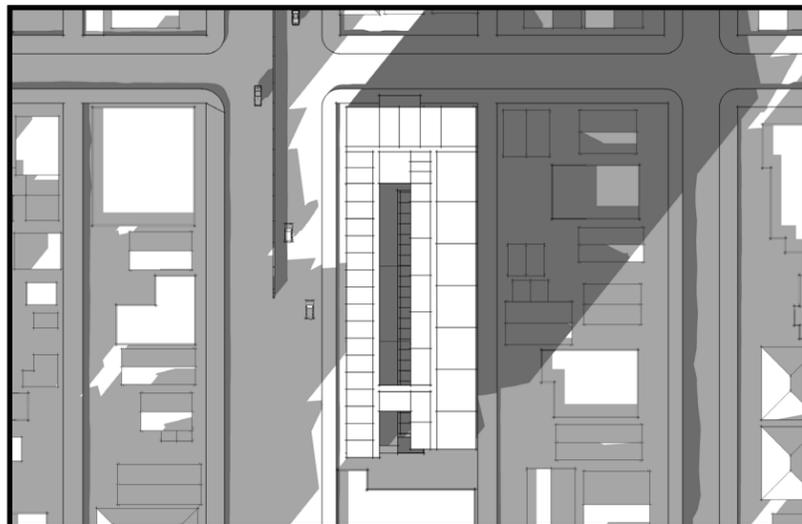
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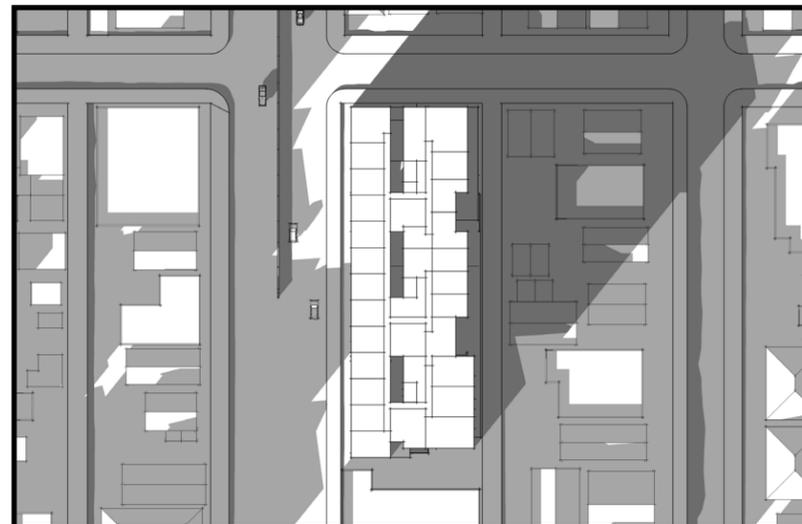
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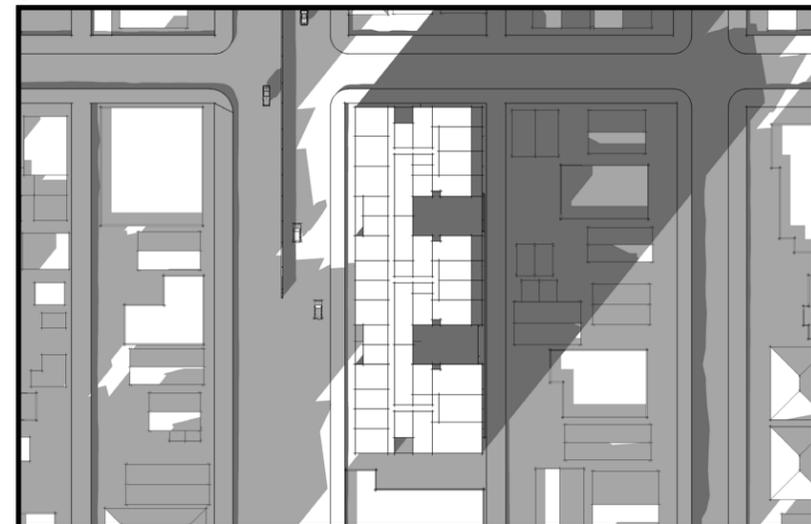
3: noon



1: afternoon



2: afternoon



3: afternoon

winter solstice



Remington Court Townhomes



Clover Lofts



Harvard Avenue Apartments



Killebrew Apartments



Kulle Apartments