

THE STANDARD - MIDRISE

4215 BROOKLYN AVE NE
SEATTLE, WA 98105

EARLY DESIGN GUIDANCE 1

03 11 2019
SDCI #3033566-EG

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PROJECT INFORMATION



HIGH RISE SITE & CANTERBURY COURT SHOWN FOR DESIGN CLARITY - NOT PART OF THIS EDG PROPOSAL.

PROJECT INFORMATION

ADDRESS: 4215 BROOKLYN AVENUE NE
SEATTLE, WA 98105
SDCI PROJECT #: 3033566-EG

PROJECT VISION

A new Student Housing and Retail project will be located on a parcel bounded by Brooklyn Ave. NE to the East, an alley to the west, and properties to the north and south. The new project will be located directly south of the neighborhood's future light rail station which is currently under construction and slated to open in 2021.

This development will be designed with careful consideration of how to best connect to the proposed tower project to the west, the U-district, the University and Greater Seattle. The new buildings will have a significant positive impact on this changing neighborhood with improved density . Therefore, the project team will pay special attention to creating both a vibrant ground level pedestrian experience, retail experience, and enhance the alley way.

The proposed development includes:

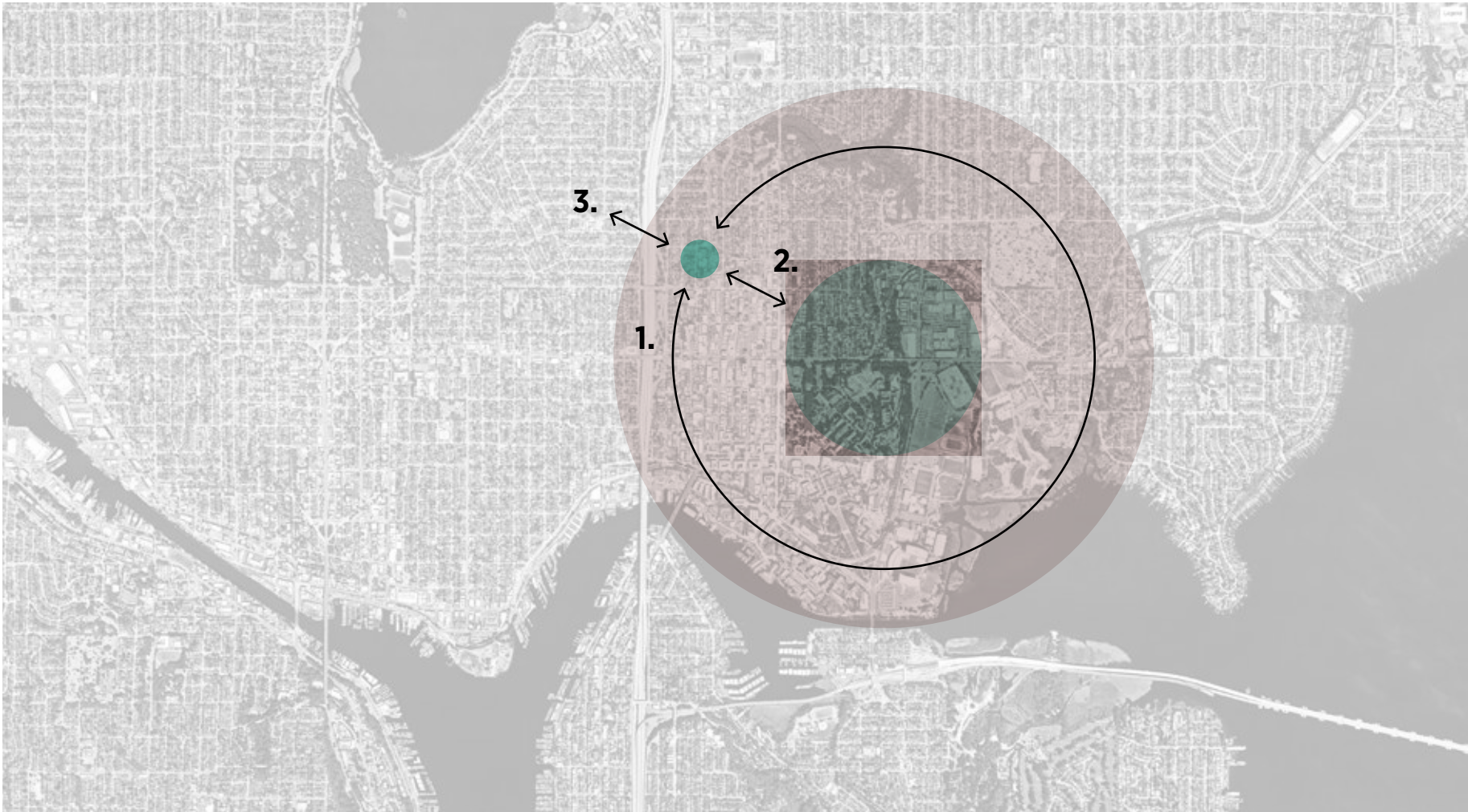
- Approximately 40,133 sf of total new development
- Approximately 21 Student Housing Units (87 beds)
- A seven-story mid-rise building along Brooklyn Ave NE
- Approximately 800 sf of Ground-Level Retail (and Residential amenity including Lobby and Maker space)
- An outdoor public amenity mid-block corridor from 12th Ave N to Brooklyn Ave NE
- Parking for this building is proposed with the adjacent tower projects, therefore no parking is proposed on site.

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PROJECT GOALS AND CONTEXT RESPONSE



1. CONNECT WITH U-DISTRICT

The U-District is a neighborhood of historic residential homes, buildings, eclectic shops and eateries. University Way, “the Ave”, with its independent businesses connects the gritty gathering places with local residents, students, and visitors to the sprawling collegiate spaces of the University of Washington.

The project will connect with the well established neighborhood culture and create a vibrant destination for local shops and eateries.



2. CONNECT WITH UW CAMPUS

The University of Washington Campus is a collection of historic academic buildings and more recent additions - a museum, housing, and technology research buildings. Its manicured lawns and rows of cherry blossoms speak to a traditional, beautiful collegiate campus setting.

The project will connect to the diversity of students and faculty and learn from the established look and feel of the campus grounds and culture of the University.



3. CONNECT WITH SEATTLE

Seattle is currently undergoing a major growth cycle with the continuing success of tech companies like Amazon, Microsoft, and others. The connection of students and workers to the City Center and back to the University is a vital one.

The project will belong in Seattle and speak to the underlying vibe, values, and urbanity of our exceptional city.

3.0 DEVELOPMENT OBJECTIVES & SUMMARY OF PUBLIC OUTREACH

SUSTAINABLE AND HISTORIC GOALS



SUSTAINABLE GOALS

- INTEGRATE SUSTAINABILITY BEST PRACTICES IN ALL DESIGN DECISIONS
- ADVANCE LEARNING THROUGH RESIDENCE LIFE EDUCATION
- EMPLOY VISIBLE STRATEGIES FOR STUDENTS TO LEARN AND ADOPT SUSTAINABLE LIFESTYLES
- LEED gold



*THE CANTEBURY IS SHOWN HERE **FOR REFERENCE ONLY** AS THE PROPOSED MID-BLOCK PEDESTRIAN CORRIDOR IS ON THE SOUTHERN SIDE OF THIS EXISTING BUILDING. IT IS PART OF THE HIGH RISE PROJECT TO THE WEST.

CANTERBURY COURT - PROJECT GOALS

- PRESERVE THE CANTEBURY COURT AND ITS THREE EXCEPTIONAL TREES
- DESIGN THROUGH-BLOCK CORRIDOR CONSIDERING SOUTH EDGE OF CANTEBURY COURT
- TRANSFER DEVELOPMENT FAR TO PROPOSED TOWER SITE

DEVELOPMENT OBJECTIVES & SUMMARY OF PUBLIC OUTREACH 3.0

NEIGHBORHOOD OUTREACH COMMENTS



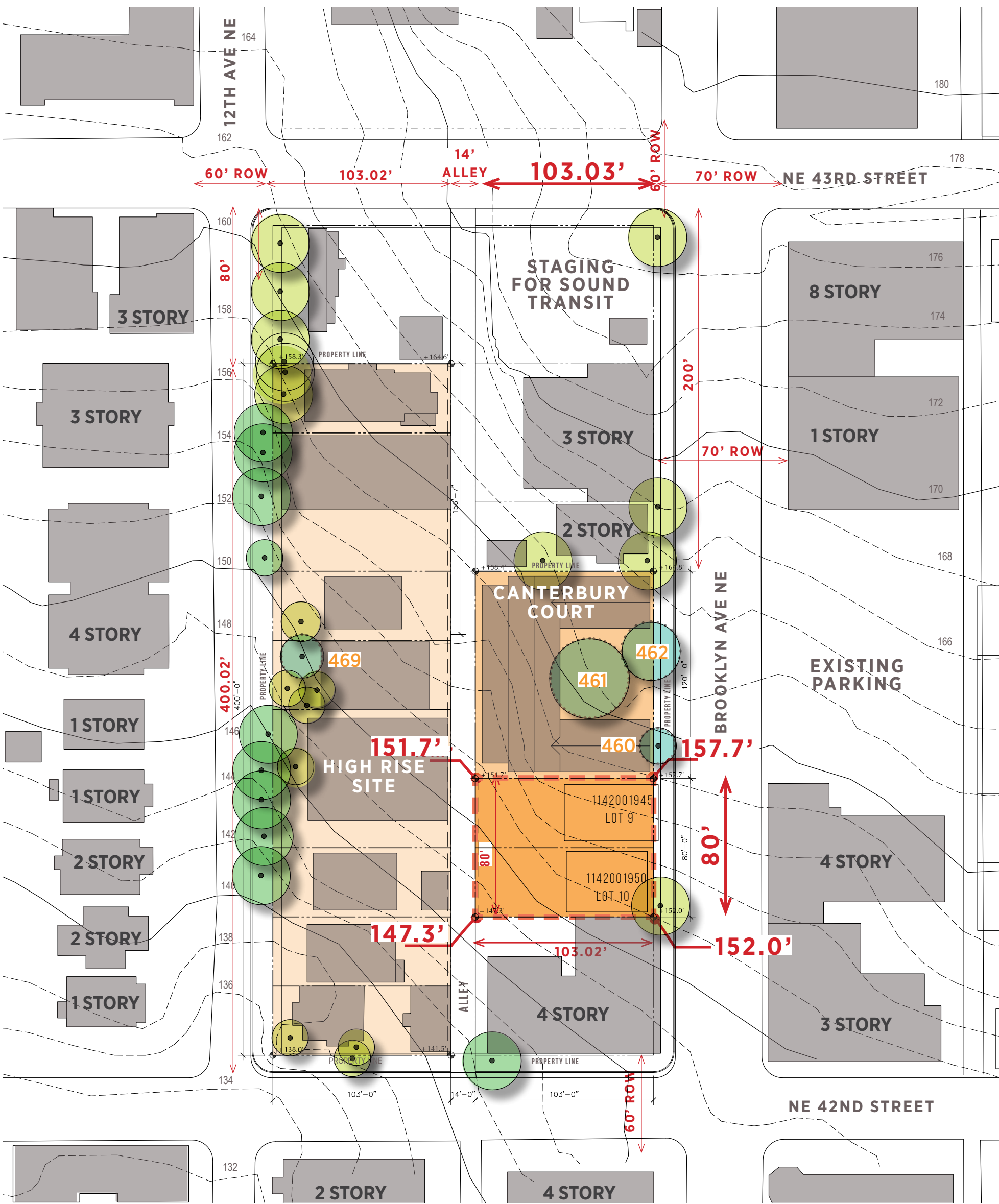
MEETING 10.29.2018

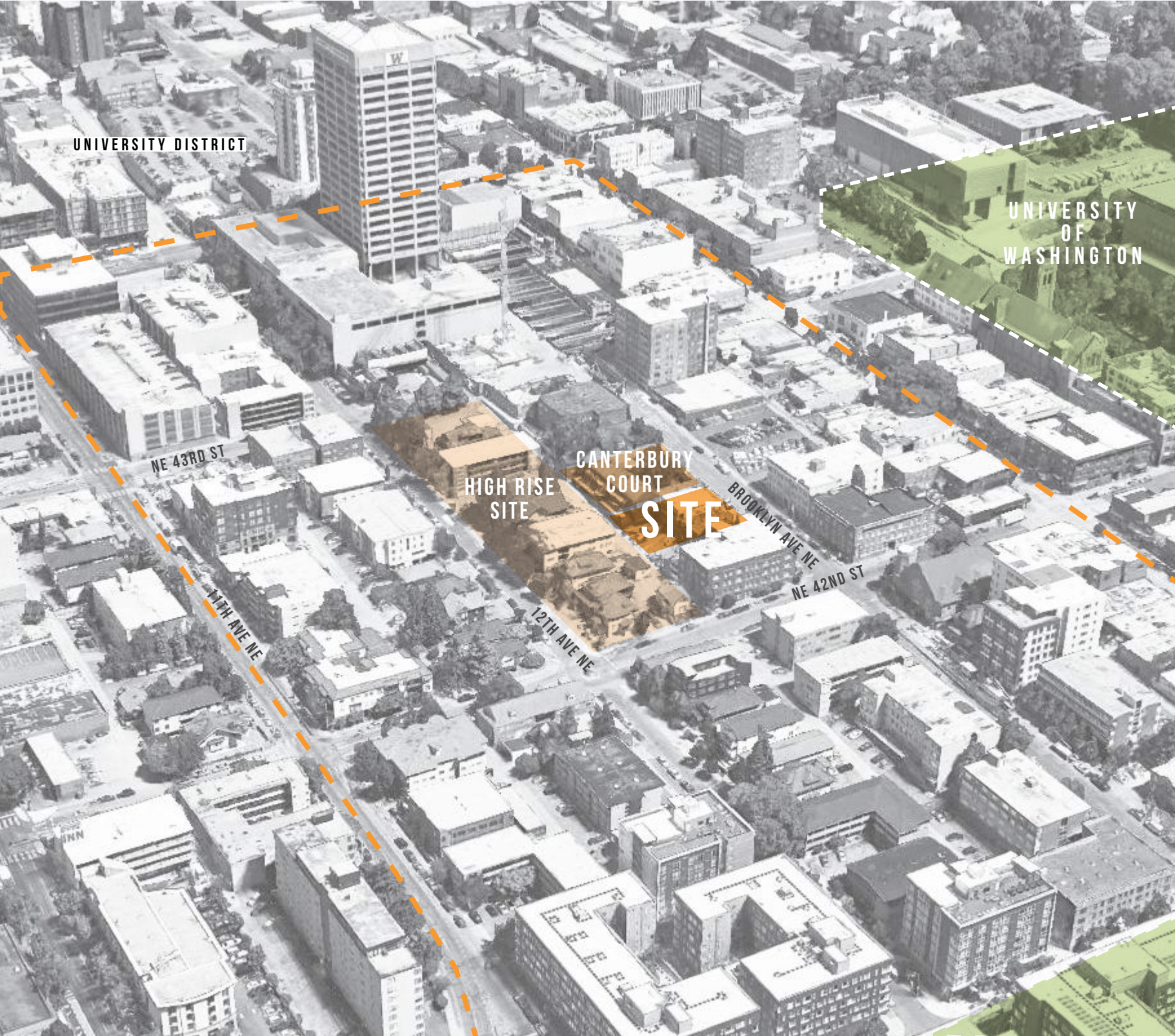
QUESTIONS

- At this point this is all going to be student housing, right, with **multiple apartment sizes**?
- Can you talk about the **retail** and how you're thinking about figuring out what retail works?
- Is there an **open space area** in this development you're thinking about?
- Will there be **parking at the street** level?
- Will you be having affordable housing, or will you pay the City's fee?

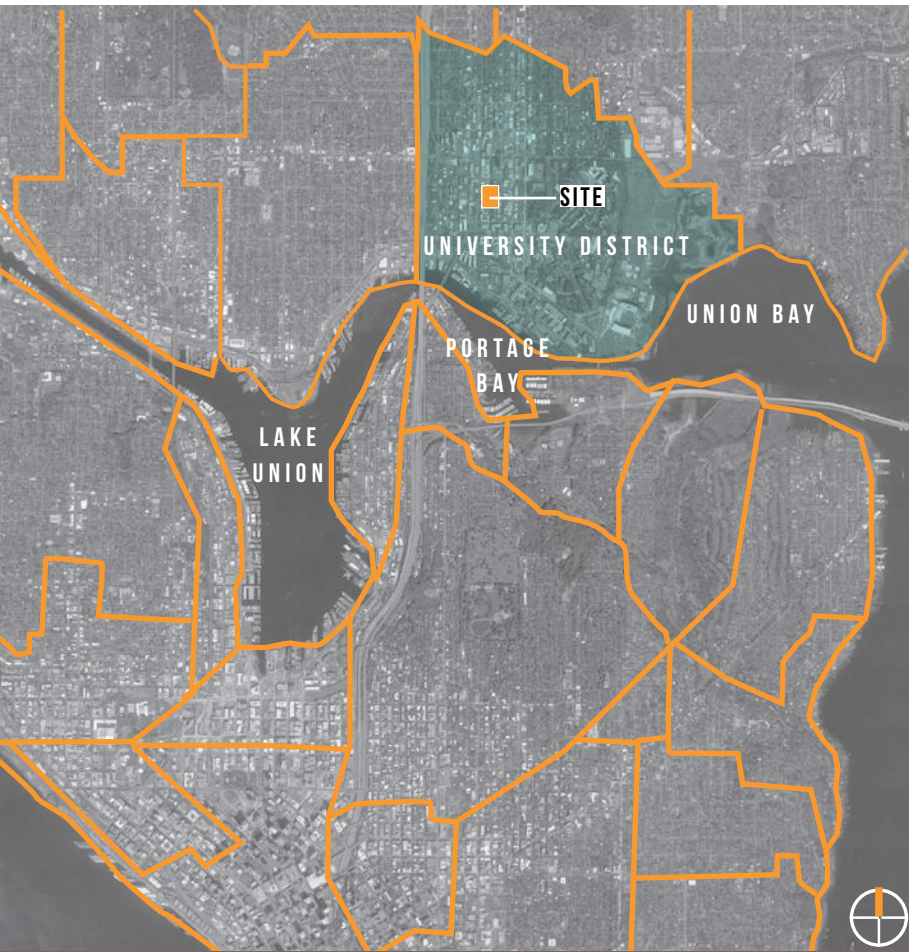
COMMENTS

- Know that, no matter your approach, you'll have different groups of people who will say we need different kinds of housing here like **workforce housing**.
- People who will be coming off transit will not always be heading to the University - so the **amenity development should be relevant** to that.
- The U-district is under quite a metamorphosis right now - transit, master plan and rezone - and I would encourage you to take those three issues into consideration; there is going to be development opportunity at the retail and business, the business-to-business as well as the business-to-student levels, so we're looking for **a mix of retail that understands that ecology** is more than just one thing.
- Being thoughtful about **what kind of retail is successful is important**; it doesn't do us any good to have businesses be empty after the first year.
- We need **more affordable housing in the University District** and I know the University is looking at putting in more affordable housing.
- We appreciate the chance to hear what your'e up to; it's helpful for us to have some information and nice for us to be able to let people know if they ask; i'm surprised that more of the neighbors aren't here.





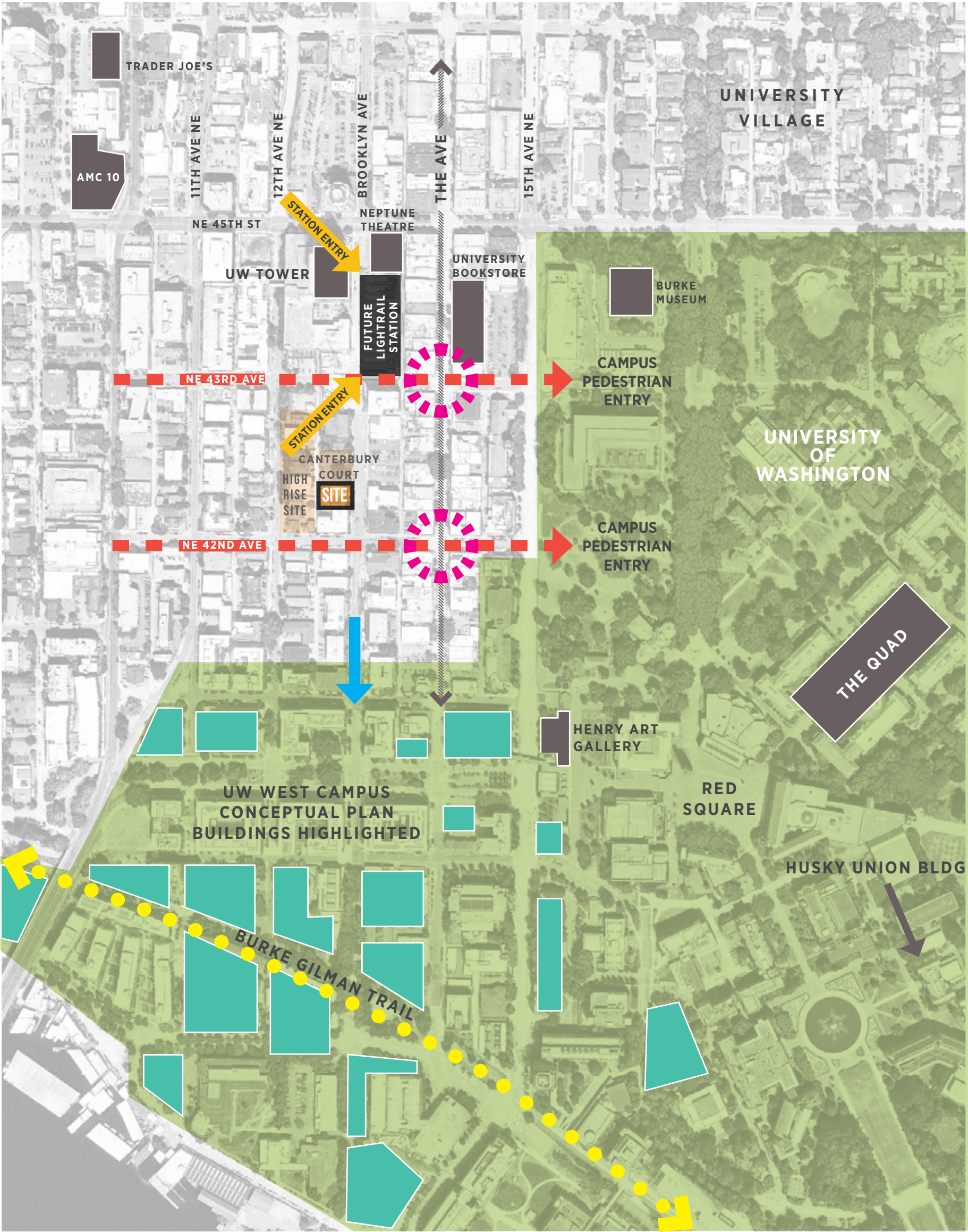
HIGH RISE SITE & CANTERBURY COURT SHOWN FOR DESIGN CLARITY- NOT PART OF THIS EDG PROPOSAL.



SITE

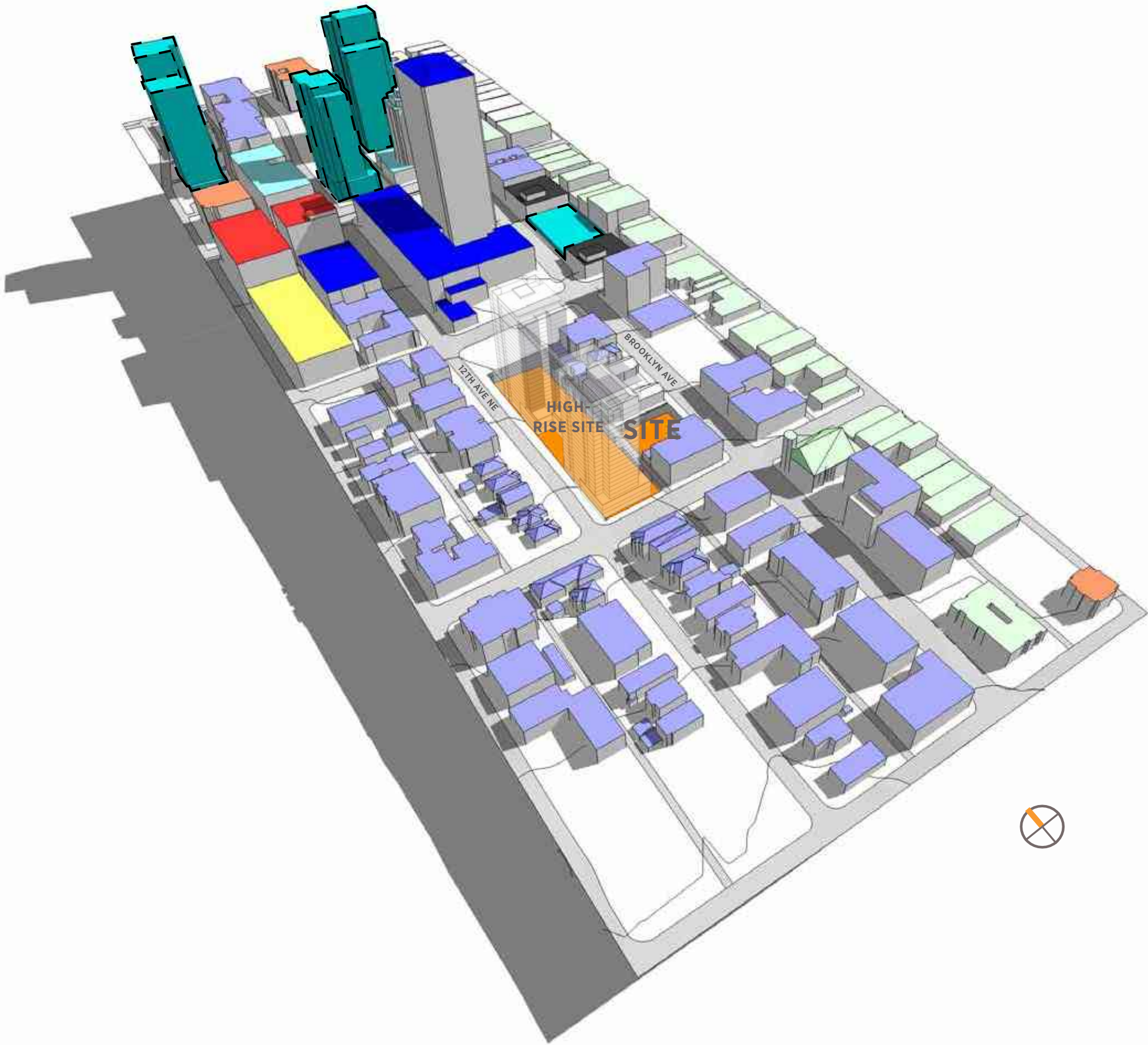
ADDRESS: 4215 BROOKLYN AVE. NE
ZONING: SM-U/R 75-240 (M1)
OVERLAYS: UNIVERSITY DISTRICT NW URBAN CENTER VILLAGE

THE 9-BLOCK SITE AREA IS COMPRISED OF MOSTLY RESIDENTIAL BUILDINGS. IMMEDIATELY ADJACENT TO THE PROPOSED SITE THE BUILDING STOCK IS SINGLE FAMILY RESIDENTIAL STRUCTURES THAT HAVE BEEN ADAPTED AS FOR RENT HOUSING. LOW-RISE RESIDENTIAL HOUSING UP TO 4-STORIES ALSO DOT THE AREA AND NEWER MID-RISE BUILDINGS TO THE SOUTH. TOWARDS NE 45TH STREET THE BUILDINGS ARE COMMERCIAL IN USE AND OF LARGER SCALE.



Mid rise site shown for design clarity- Not part of this EDG proposal.

- MAJOR PEDESTRIAN PUBLIC CAMPUS ACCESS POINT
 - MINOR PEDESTRIAN PUBLIC CAMPUS ACCESS POINT
 - PUBLIC TRANSPORTATION ACCESS POINT
 - UNIVERSITY COMMUNITY GATEWAY
 - POTENTIAL BUILDINGS
 - AMENITIES/LANDMARKS
 - UW CAMPUS
- THE PROPOSED SITE SITS TWO BLOCKS AWAY FROM THE MAIN WEST CAMPUS ENTRANCES AND 1 BLOCK AWAY FROM THE NORTHWEST CAMPUS ENTRY POINTS, WHICH ARE NOT THE FORMAL ENTRANCES INTO THE CAMPUS. ONE BLOCK NORTH IS THE ENTRANCE INTO THE FUTURE LIGHT RAIL STATION.



MID RISE SITE SHOWN FOR DESIGN CLARITY- NOT PART OF THIS EDG PROPOSAL.

RESIDENTIAL	UNIVERSITY
HOTEL	COMMERCIAL
OFFICE	TRANSIT
RELIGIOUS	FUTURE BLDGS
PARK	SITE

SITE CHARACTERISTICS

CENTRAL LOCATION
HIGH VISIBILITY
EASY ACCESS TO FUTURE LINK STATION AND BUSES,
REDEVELOPMENT POTENTIAL AND PROXIMITY TO UNIVERSITY
OF WASHINGTON.
MANY PROPOSED AND UNDER-CONSTRUCTION PROJECTS THAT
WILL RESHAPE THE LOOK AND FEEL OF THE NEIGHBORHOOD
THROUGH DENSITY AND REDEVELOPMENT.



MID RISE SITE SHOWN FOR DESIGN CLARITY- NOT PART OF THIS EDG PROPOSAL.

- SITE

FUTURE BLDGS
1. CANTERBURY COURT

2. RESIDENCE INN BY MARRIOTT

3. WSECU

4. NEPTUNE THEATRE

5. FUTURE LIGHTRAIL STATION

6. CROSS & CROWN CHURCH

7. UW CONTINUING NURSING EDUCATION

8. TWELVE @ U DISTRICT

9. LA MIRADA APARTMENTS

10. COLLEGIANA HOSPITALITY HOUSE

11. UNIVERSITY DISTRICT BUILDING

12. STANFORD APARTMENTS

13. VINEYARD CHRISTIAN FELLOWSHIP

14. THE PARSONAGE

15. COHO APARTMENTS
16. THE BROOKLYN APARTMENTS (2 BLDGS)

17. UNIVERSITY MANOR APARTMENTS

18. 4235 BROOKLYN AVE APARTMENTS

19. ROSE ALLEY PRESS

20. VILLA CAMINI APARTMENTS

21. THE MAVERICK

22. PARKING GARAGE

23. TBK CONSULTING

24. THE VARSITY THEATRE

25. THE UNITY MUSEUM

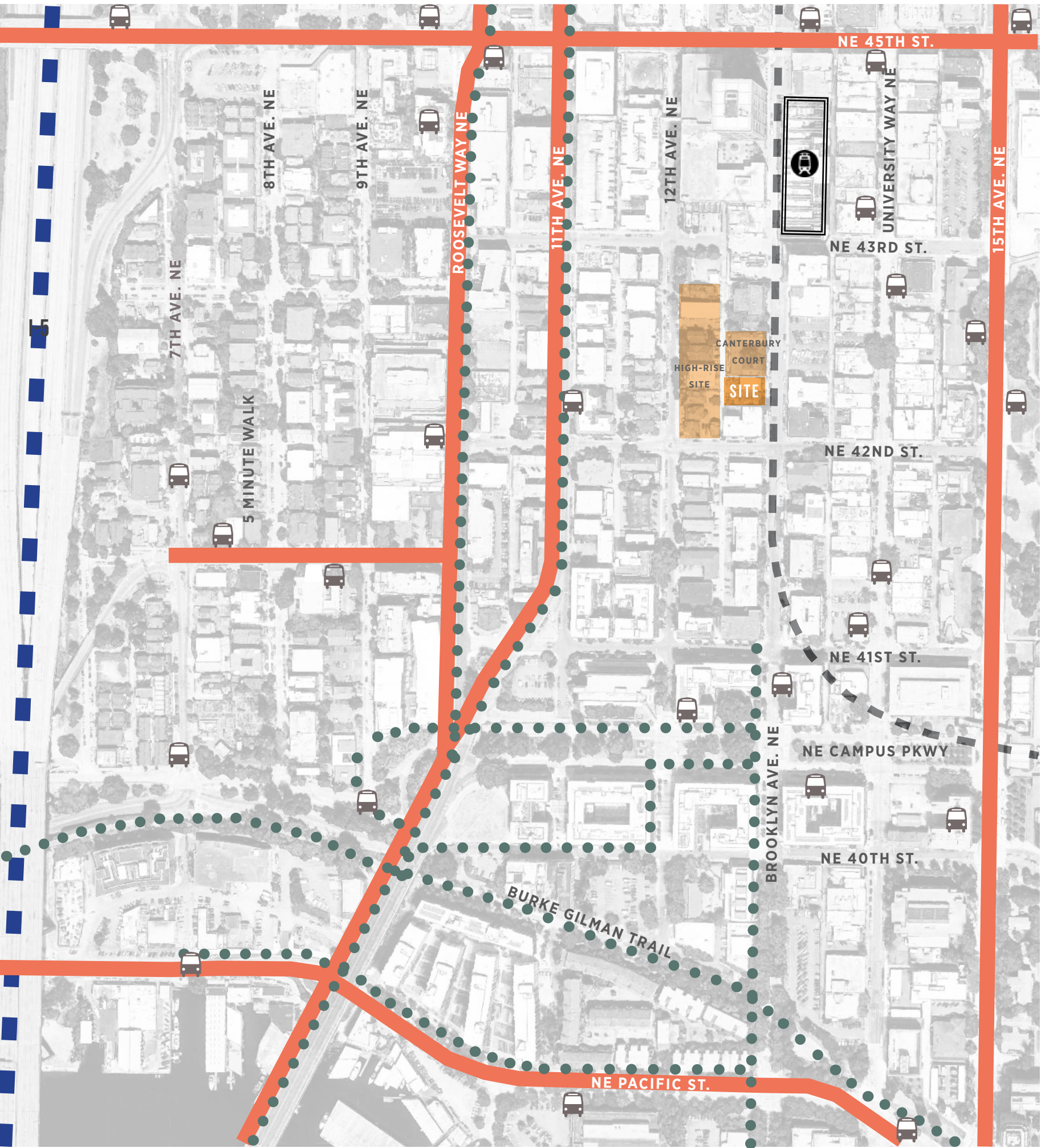
26. HOTEL DECA

27. 1200 NE 45TH ST

28. 4512 11TH AVE

29. 4515-4525 BROOKLYN AVE

TRANSPORTATION AND ACCESS CHARACTERISTICS

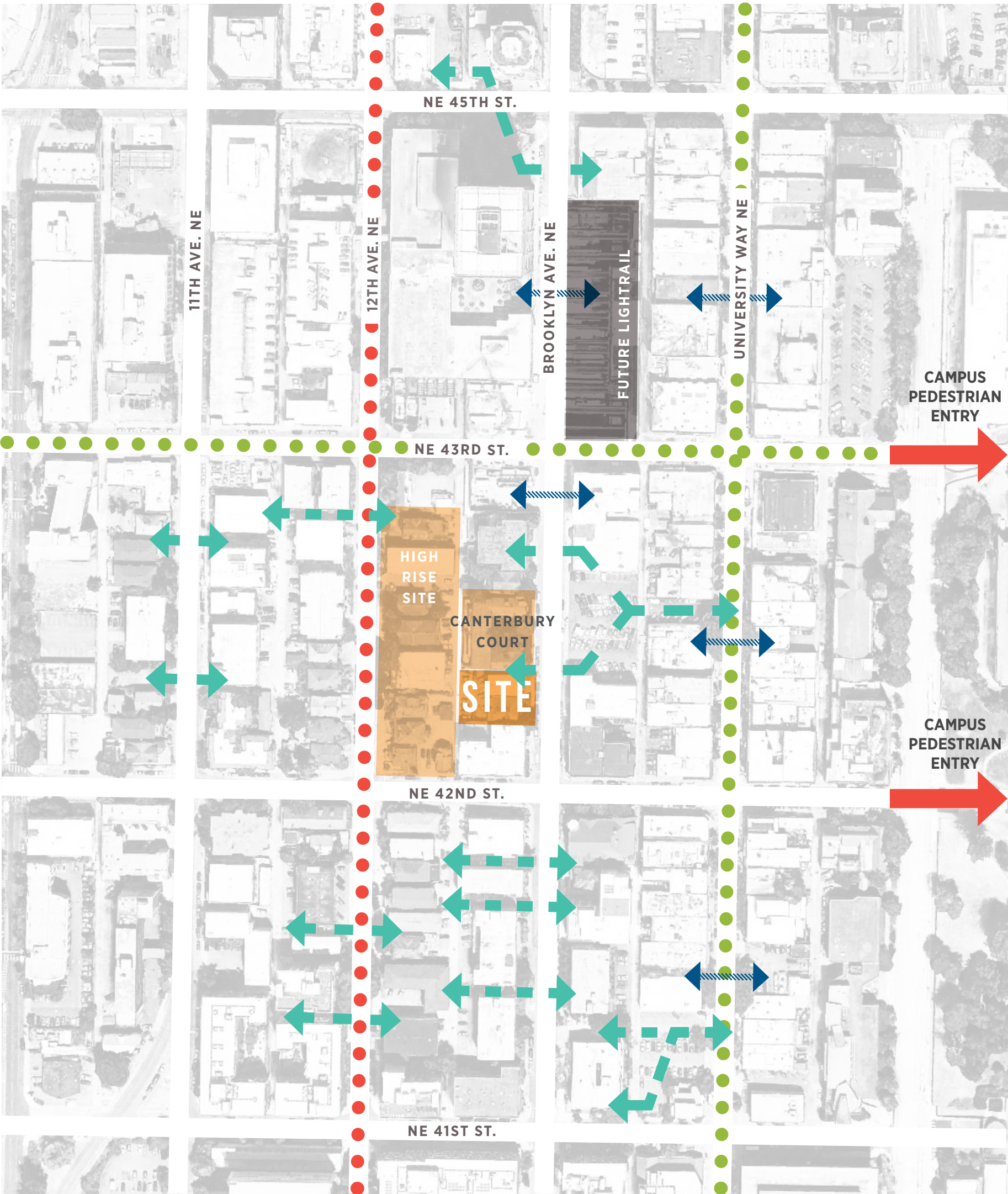


MID RISE SITE SHOWN FOR DESIGN CLARITY- NOT PART OF THIS EDG PROPOSAL.

- MAJOR BUS STOPS
- FUTURE LIGHTRAIL STATION
- FUTURE LIGHT RAIL ROUTE
- INTERSTATE
- PRINCIPAL ARTERIALS*
- DEDICATED BIKE LANE
- 5 MIN. WALK

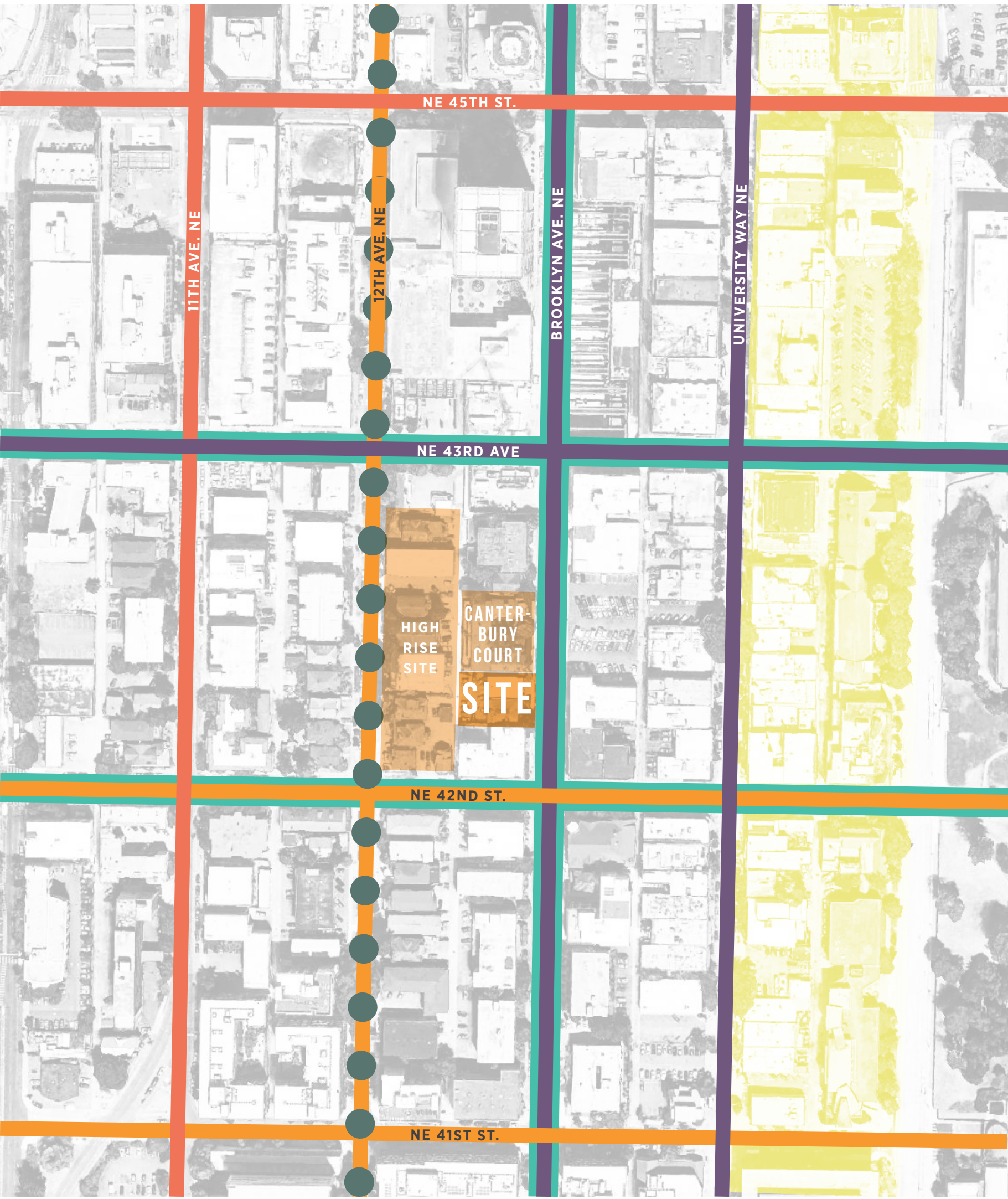
BASED ON THE 5 MINUTE WALKING RADIUS A NUMBER OF BUS ROUTE OPTIONS ARE AVAILABLE FROM THE PROPOSED SITE. CAMPUS ACCESS IS AVAILABLE BY WALKING TWO BLOCKS TO THE MAIN CAMPUS ENTRANCES TO THE EAST AND LESS FORMAL EDGE ENTRIES TO THE SOUTH OF THE SITE. DEDICATED BIKE LANES ARE LOCATED WITHIN TWO BLOCKS OF THE SITE AS WELL AS 12TH AVENUE NE AND BROOKLYN AVE ARE DESIGNATED GREEN STREETS.

NEIGHBORHOOD MOVEMENT



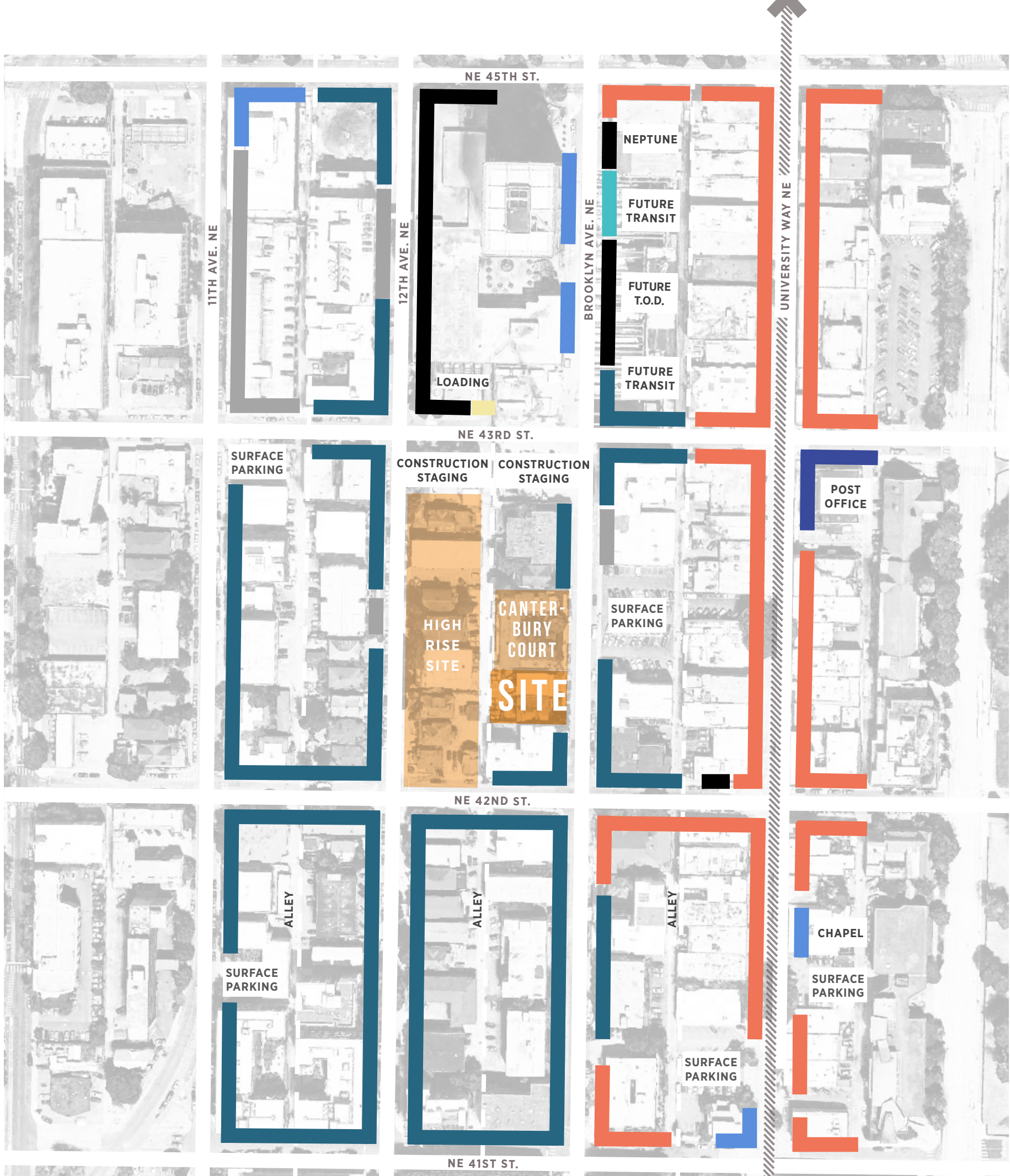
MID RISE SITE SHOWN FOR DESIGN CLARITY- NOT PART OF THIS EDG PROPOSAL.

- CROSSWALK
- PEDESTRIAN PATHS
- DESIGNATED BIKE LANE
- SHARROW/BIKE ROUTE
- CAMPUS ENTRY



MID RISE SITE SHOWN FOR DESIGN CLARITY- NOT PART OF THIS EDG PROPOSAL.

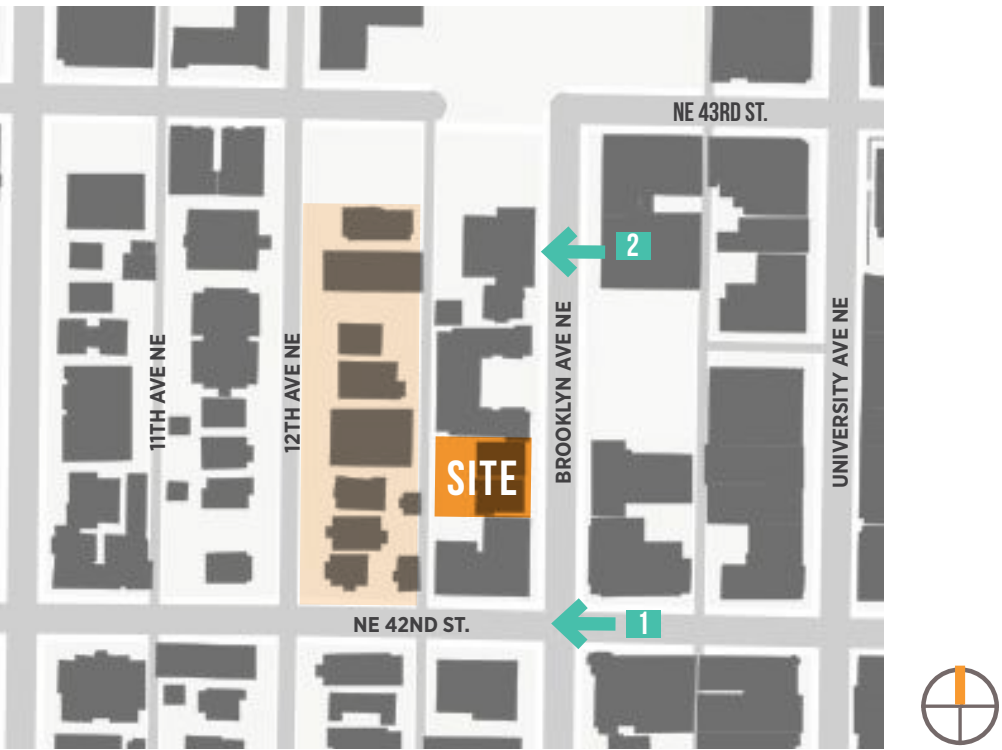
- URBAN VILLAGE MAIN - PRINCIPAL ARTERIAL
- URBAN VILLAGE NEIGHBORHOOD - COLLECTOR ARTERIAL
- URBAN VILLAGE NEIGHBORHOOD ACCESS - NOT DESIGNATED
- GREEN STREET
- GREENWAYS
- PEDESTRIAN ZONE
- EXISTING PEDESTRIAN TRAFFIC



MID RISE SITE SHOWN FOR DESIGN CLARITY- NOT PART OF THIS EDG PROPOSAL.

- SITE
 - RESIDENTIAL
 - COMMERCIAL
 - OFFICE
 - PARKING
 - BLANK WALL
 - CIVIC
- THE GROUND FLOOR EDGES WITHIN THE SITE PROXIMITY IS PREDOMINATELY RESIDENTIAL
- NEAR THE SITE THE USES BECOME MORE MIXED AND AS THE NEIGHBOR IS EXPECTED TO CHANGE IN DENSITY AND SCALE
- THE PROJECT PROPOSES TO BE MORE OF A BLEND BETWEEN THE USES AND EDGE CONDITIONS IN FAVOR OF THE PEDESTRIAN EXPERIENCE

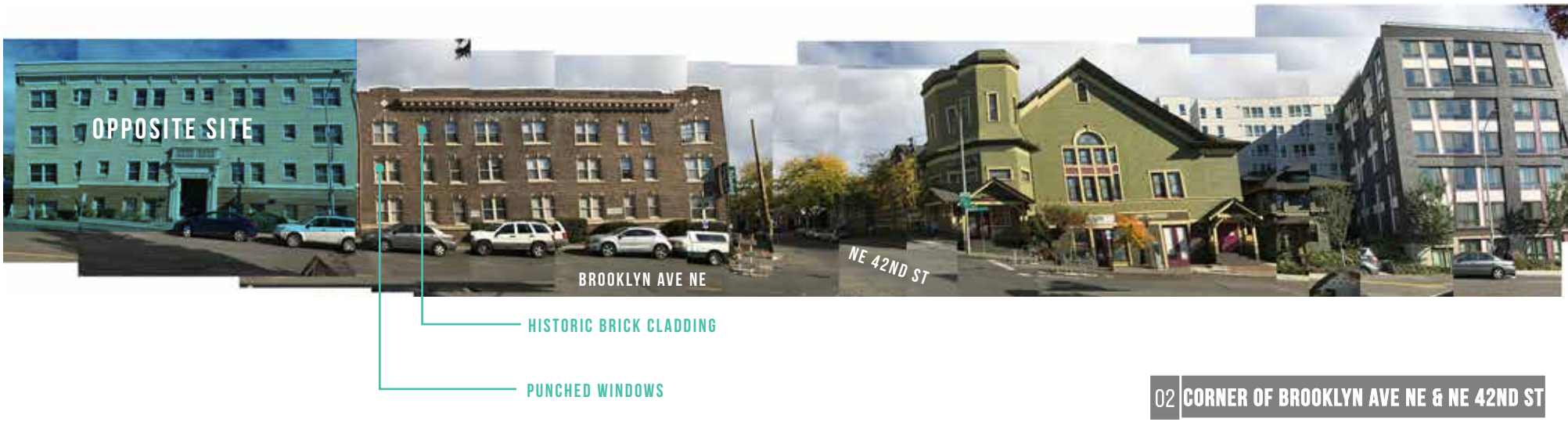
STREETSCAPE PHOTOS - BROOKLYN AVE. NE LOOKING WEST



STREETSCAPE PHOTOS - BROOKLYN AVE. NE LOOKING EAST



01 | BROOKLYN AVE NE





01 NE 42ND AVE & 11TH AVE NE



02 NE 42ND ST & BROOKLYN AVE NE



01 CORNER OF NE 43RD ST & ALLEY



02 MID-BLOCK ALLEY



03 CORNER OF ALLEY & NE 42ND ST



WEST CAMPUS

10-YEAR CONCEPTUAL PLAN

West Campus is the most urban of the four campus sectors and accommodates a range of uses including student housing, academic, research, and cultural programs. Given its regional transportation access from I-5, transit services, retail, research in numerous fields, as well as cafes, industry and a significant supply of student housing, West Campus is uniquely positioned to become an innovation district within the broader Seattle region. The 10-year conceptual plan for West Campus is designed to:

- Balance dense development with access to open space.
- Structure proposed development around a new proposed green, which shall function as the heart of the district.
- Activate ground floor functions.
- Extend and re-establish the street grid, while improving pedestrian connections to South and Central Campus.
- Provide flexible building footprints and massing to accommodate a range of functions, including academic and research partnerships.
- Connect the University District to the waterfront.



Figure 139. WEST CAMPUS 10-YEAR CONCEPTUAL PLAN. Graphics are for Illustrative Purposes Only



BUILT ENVIRONMENT

Building Height

Surface parking lots and underdeveloped parcels provide West Campus with significant redevelopment potential.

New building height limits in West Campus relate to the adjacent zoning in the University District. Building height limits step down toward the waterfront to allow waterfront views and access to light and air.

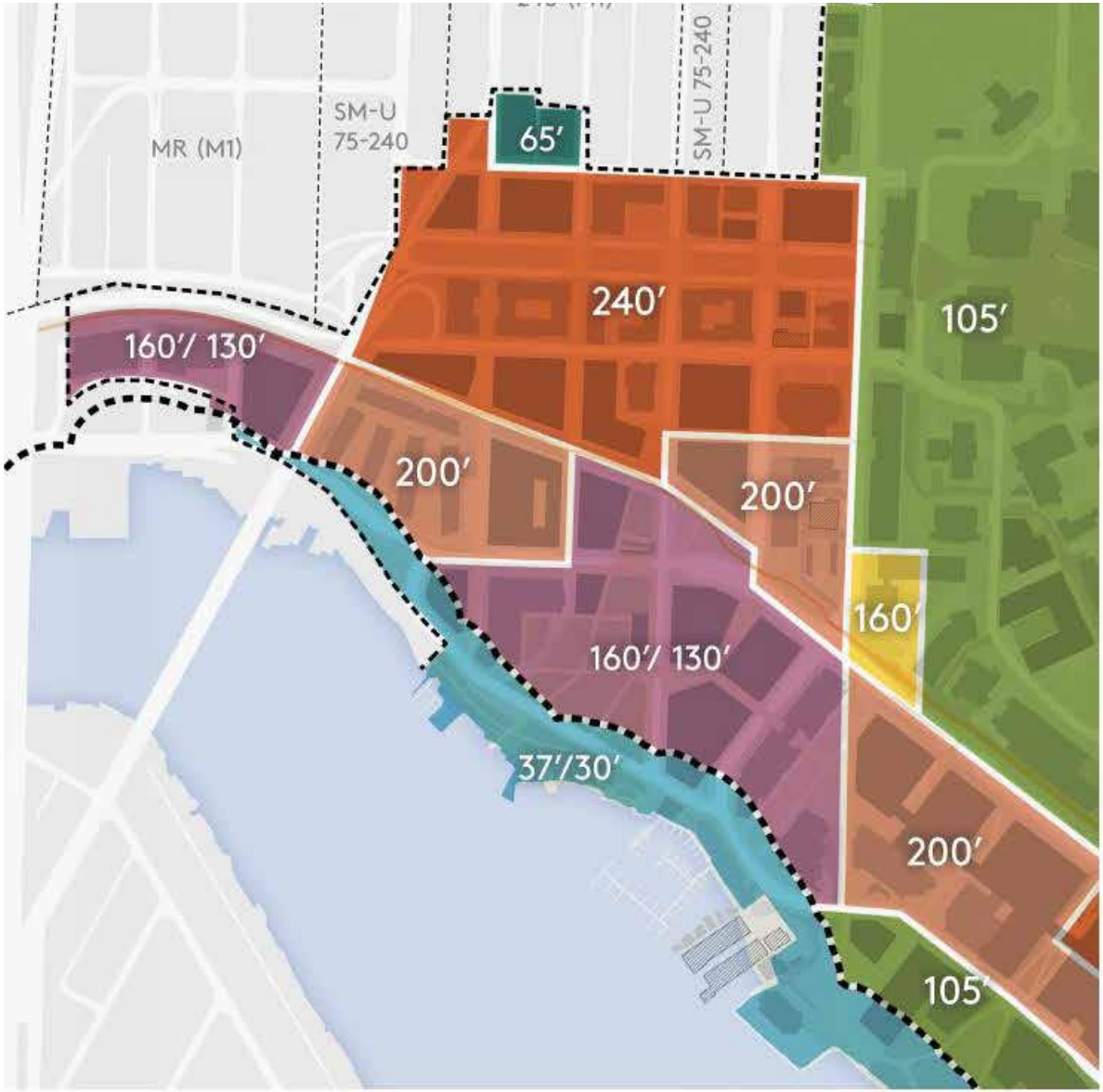
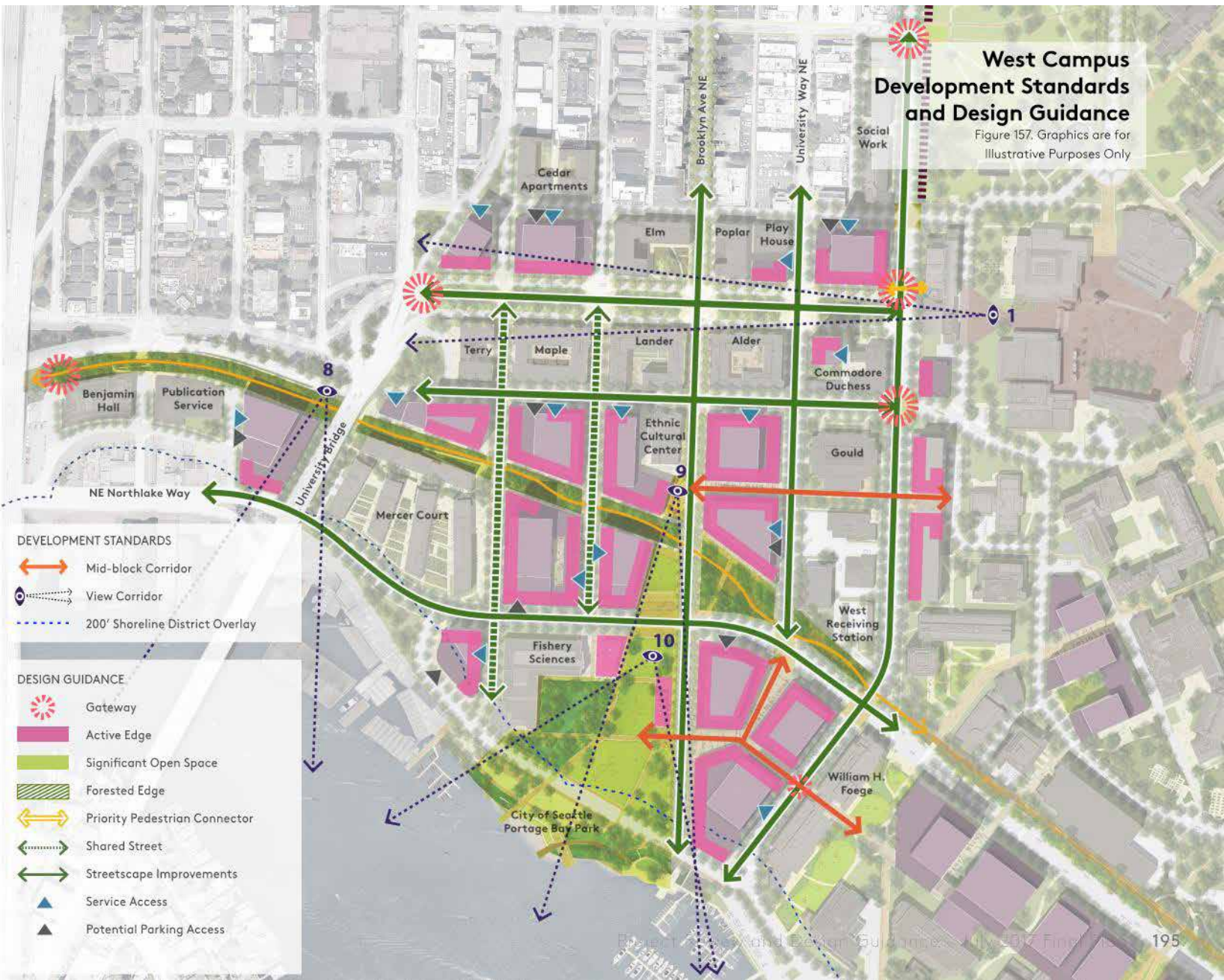


Figure 150. West Campus 2018 CMP Maximum Building Heights

REFERENCE: 2018 CAMPUS MASTER PLAN
CHAPTER 6:PROJECT REVIEW AND DESIGN GUIDANCE
JULY 2017 FINAL PLAN





01 | VIEW FROM BROOKLYN AVE NE



02 | VIEW FROM ALLEY LOOKING EAST



03 | VIEW FROM ALLEY LOOKING NORTH



04 | VIEW FROM ALLEY LOOKING SE



05 | VIEW FROM BROOKLYN AVE. NE LOOKING NORTH





SITE

PREVAILING WIND

20 JUNE 2017: SUNRISE 5:11 AM
SUNSET 9:11 PM

21 DECEMBER 2017: SUNRISE 7:55 AM
SUNSET 4:21 PM



EQUINOX



4203 BROOKLYN AVE NE

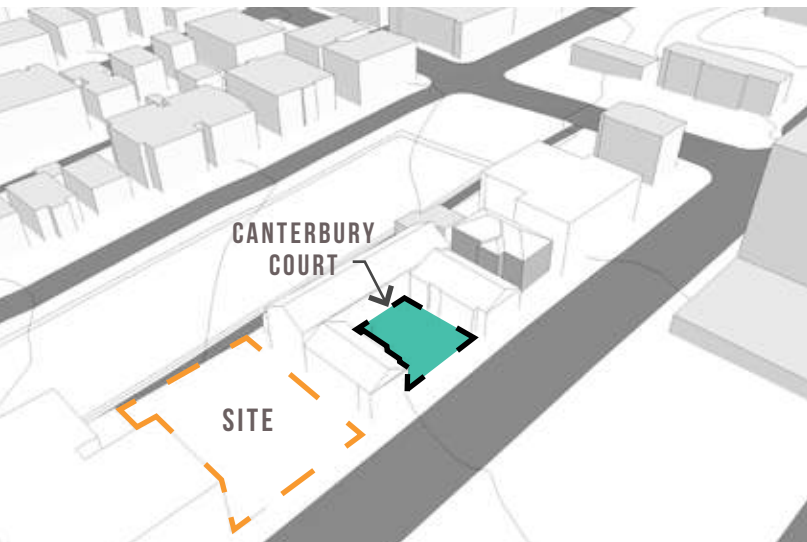


- MIRRORING 4 STORY HEIGHT OF NEIGHBORING BUILDING

CANTERBURY COURT



- HISTORIC BUILDING WITH WORN BRICK AND WOOD MATERIALITY
- COURTYARD WITH LANDSCAPING AND PEDESTRIAN SCALE



WSECU



- WINDOW REPETITION AND ORDER
- CORNER GESTURE AND MODERN CONTRAST

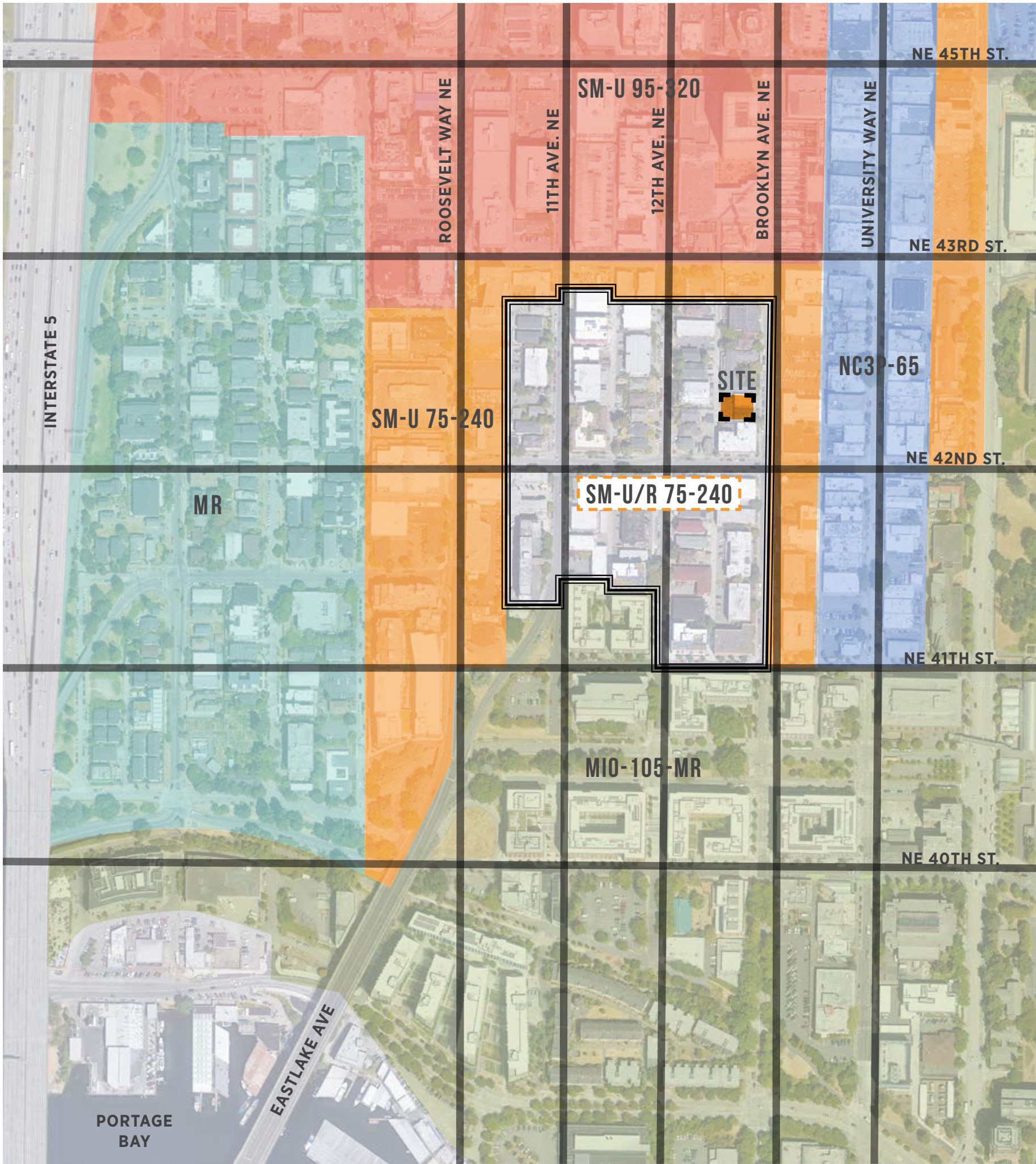


RESIDENCE INN BY MARRIOTT



- EXPOSED COLUMN STRUCTURE
- RETAIL COVERED UNDER PROJECTED BUILDING





 SITE	ZONES	
	SM-U/R 75-240 BOUNDARY	
	NC3P-65 NEIGHBORHOOD COMMERCIAL 3	
	MR RESIDENTIAL, MULTIFAMILY MIDRISE	
	MIO-105 MAJOR INSTITUTION OVERLAY DISTRICT	
	SM-U SEATTLE MIXED	
	SM-U/R SEATTLE MIXED (W/ RESIDENTIAL MODIFIER)	

GENERAL INFORMATION

- **PROJECT** U-District Landmark Site Student Housing
- **ADDRESS** 4215 Brooklyn Avenue NE, Seattle, WA 98105
- **PARCELS** Parcel9(1142000945)+Parcel10(11420009510)
- **PARCEL AREA** 4,121 + 4,121= 8,242 sf
- **ZONE** SM-U/R 75-240 (M1)
- **URBAN CENTER** University District NW Urban Center Village
- NE 42nd St and Brooklyn Ave NE are Neighborhood Green Streets

ALLOWED USES INCLUDE

- Multifamily residential, including student housing
- Retail Sales and Services

Street-level uses are not required

GROUND LEVEL REQUIREMENTS

MID-BLOCK CORRIDOR

A mid-block corridor is not required for the mid-rise site. The following standards shall apply for mid-block corridors:

- The average width of the corridor shall be 25 feet, with a minimum width of 15 feet. Any completely covered segment of the pedestrian corridor shall have a minimum width of 20 feet;
- The corridor shall include at least one usable open space with a minimum area of 1,500 square feet and a minimum horizontal dimension of 30 feet;
- The corridor shall be open to the sky, except that up to 35 percent of the length of the corridor may be covered and enclosed...provided the minimum height of covered portions is 13 feet;
- See code for additional requirements

REQUIRED OPEN SPACE

An open space is required for lots exceeding 30,000sf and shall meet the following standards:

1. The minimum amount of required open space shall be equal to 15 percent of the lot area.
 2. Area qualifying as required open space may include both unenclosed usable open space and limited amounts of enclosed areas, per below:
 - 60% minimum: Usable open space open to the sky
 - 20% maximum: Open space covered overhead by a structure just as an arcade or cantilever
 - 35% maximum: Enclosed open space providing public atrium, shopping atrium or covered portion of mid-block corridor
- The average horizontal dimension for an area qualifying as the required unenclosed usable open space is 20 feet, and the minimum horizontal dimension is 10 feet.

AMENITY AREA FOR RESIDENTIAL USES

- An area equivalent to 5 percent of the total gross floor area in residential use shall be provided as amenity area
- At least half must be unenclosed.
- Minimum size of a req'd amenity area is 225 sf
- The typical minimum horizontal dimension for required amenity areas is 15 feet (10' at street level).
- Amenity area provided as landscape open space located at street level and accessible from the street shall be counted as twice the actual area

MISCELLANEOUS

MANDATORY HOUSING AFFORDABILITY (MHA)

SM-U zones located in the University Community Urban Center are subject to the provisions of Chapters 23.58B and 23.58C.

EXTRA FLOOR AREA - See Code Section for Means to achieve extra floor area above the base FAR

GREEN BUILDING PERFORMANCE IS REQUIRED

See section for details.

TRANSFER OF DEVELOPMENT RIGHTS AND POTENTIAL

Landmark, Open Space & Vulnerable masonry structure are permitted uses of TDR and TDP as Sending or Receiving sites

COMBINED LOTS IN SM-U ZONES

Lots located on the same block in any SM-U zone may be combined, whether contiguous or not, solely for the purpose of allowing some or all of the capacity for chargeable floor area on one or more such lots

TRANSPORTATION MANAGEMENT PROGRAM IS REQUIRED

LANDSCAPING MUST ACHIEVE A GREEN FACTOR SCORE OF .30 OR GREATER

OVERHEAD WEATHER PROTECTION

Continuous overhead weather protection, provided by such features as canopies, awnings, marquees, and arcades, is required along at least 60 percent of the street frontage of a structure, except that any portions of the street frontage occupied by residential dwelling units and any portion of a designated Landmark structure.

PARKING AND LOADING

REQUIRED ALLEY WIDTH = 20'. Current alley width = 14' (3' dedications required both sides)

PARKING

- No parking minimums for residential use or non-residentail use within urban centers & urban villages
- Site is not within U District Parking Impact Area
- Access to parking and loading shall be from the alley when the lot abuts an alley

PARKING FOR BICYCLES

Sales and services:

- Long term: 1/ 4,000 sf
- Short term: 1/ 2,000 sf in Urban Centers

MULTI-FAMILY STRUCTURES (STUDENT HOUSING)

- Long term: 1 per bed and 1/3 after 50
- Short term: 1/20 DU

LOADING BERTHS

- Multi-family residential does not require loading berths for student housing.
- Retail Sales & Service (Medium Demand) is less than 10,000sf, so does not require a loading berth. Director of Transportation to determine if street or alley berth is adequate per 23.54.035.B.1.
- Size of loading berths = 10' wide x 14' high x 35' long (25' by

SETBACKS

REAR LOT LINE ABUTTING AN ALLEY

- Below 45' high = none required.
- Above 45' high = 10 feet min.

LOT LINES ABUTTING NEITHER STREET NOR ALLEY

- For structures 75' in height or less = 7' average, 5' min.
- For structures exceeding 75' in height: Portions of structures 45' or less = 7' average, 5' min. Portions of structures above 45' = 15' min
- Exception:

12TH AVE NE, NE 42ND STREET, BROOKLYN AVE NE, MINIMUM STREET SETBACKS

- 5' average setback from street lot lines
- 3' min setback from street lot lines
- The setback must be landscaped or part of useable open space
- Setbacks further than 10' from lot line shall not be included in averaging calc

IF A STRUCTURE CONTAINS STREET-LEVEL RESIDENTIAL UNITS, FACADES CONTAINING THOSE UNITS SETBACK

- 7' average setback from street lot lines
- 5' min setback from street lot lines (setback to continue all the way up the building except as provided in 23.48.640.A.5 and 23.48.640.B.3.
- Setbacks further than 15' from lot line shall not be included in averaging calc.
- Permitted items in setback include Landscape, Useable open space or Amenity and Unenclosed stoops, steps and decks that are no higher than 4' above sidewalk.

Alley dedication of 3' is required. A ROW improvement exception may be required for the Canterbury Court property.

STRUCTURE HEIGHT

- MIDRISE STRUCTURE: 75' max height
- HIGHRISE STRUCTURE: 240' max height
- Min lot size of 12,000 sf req'd for a highrise structure

ROOFTOP FEATURES

- 4 feet above the maximum height limit = railings, planters, etc.
- 15 feet above maximum height limit, so long as combined coverage of all these features do not exceed 25 percent of the roof area = stair penthouses, mechanical equipment, atriums, greenhouses, solariums, and covered or enclosed common amenity areas.
- Roof coverage of the above features may be increased to 65 percent of roof area provided that all mech equipment is screened and no rooftop features are located closer than 10 feet to roof edge.
- 25 feet = elevator penthouses allowance above height limit.
- 45 feet = elevator penthouse allowance above height limit
- Rooftop mechanical equipment and elevator penthouses shall be screened with fencing, wall enclosures, or other structures

FLOOR AREA RATIO & MASSING

MAXIMUM FLOOR AREA FOR HIGH RISE STRUCTURES

- The gross floor area limit of stories or portions of stories that extend above 45 feet in height is 10,500 square feet.

MAXIMUM WIDTH AND DEPTH LIMIT OF ABOVE-GRADE STRUCTURE = 250'

- All portions of the same story that are horizontally contiguous, including any portions connected by doorways, ramps, bridges, elevated stairways, and other such devices, shall be included in the measurement of width and depth.

SEPARATION

On lots with structures that exceed the midrise height limit, separation between structures or portions of the same structure is required as follows:

- A min separation of 75' is required between highrise portions of structures on a lot and any existing highrise structures located on a separate lot in the same block,
- A min separation of 75' is required between any highrise portion of a structure and all other portions of the same structure or other structures, on the lot that exceed 45 feet in height

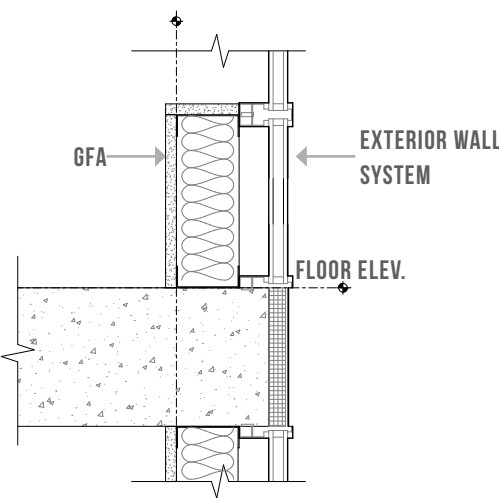
FAR LIMITS FOR RESIDENTIAL

- Base FAR = 4.75
- Max. FAR for lots with highrise structure = 10

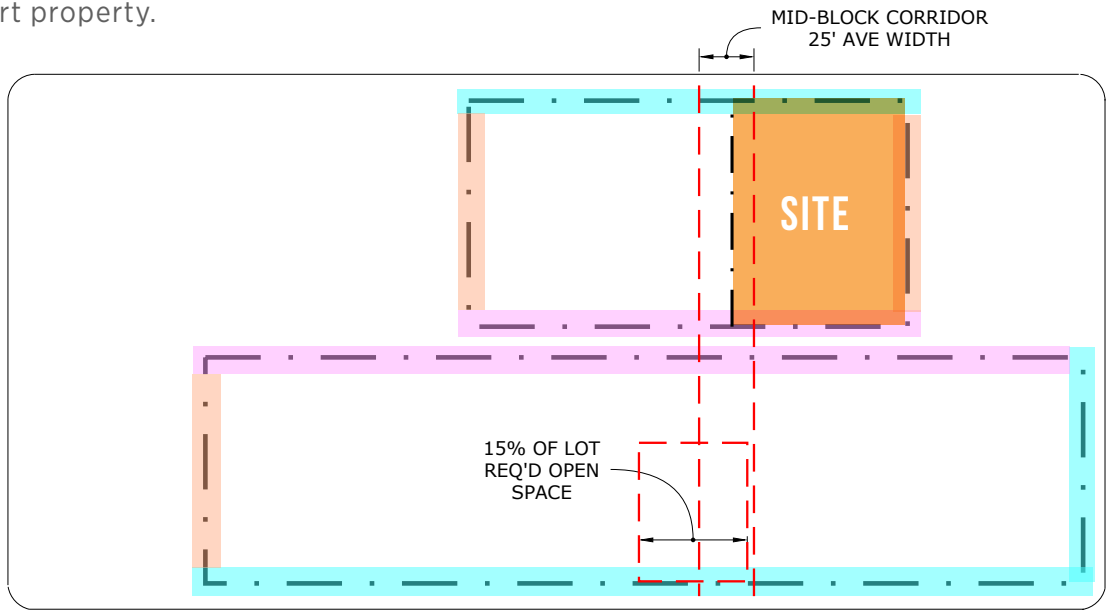
FLOOR AREA EXEMPT FROM FAR CALCULATIONS:

- Floor area in a Landmark structure
- Floor area in enclosed portions of a mid-block corridor
- All underground stories or portions of stories
- Portions of a story that extend no more than 4 feet above existing or finished grade
- 3.5% of the total chargeable GSF is exempt from FAR calculations as allowance for mechanical equipment in any structure 65' high
- Mechanical equipment located on the roof of a structure, whether enclosed or not, is not included as part of the total GSF.
- Bicycle commuter shower facilities
- Bicycle parking per code section rules

FOR PURPOSES OF FAR CALCULATION GROSS FLOOR AREA GFA DIMENSIONS PROVIDED ARE MEASURED FROM THE INTERIOR FACE OF STUDS FOR THE EXTERIOR WALLS.



UPDATE FOR MID-BLOCK CONNECTOR

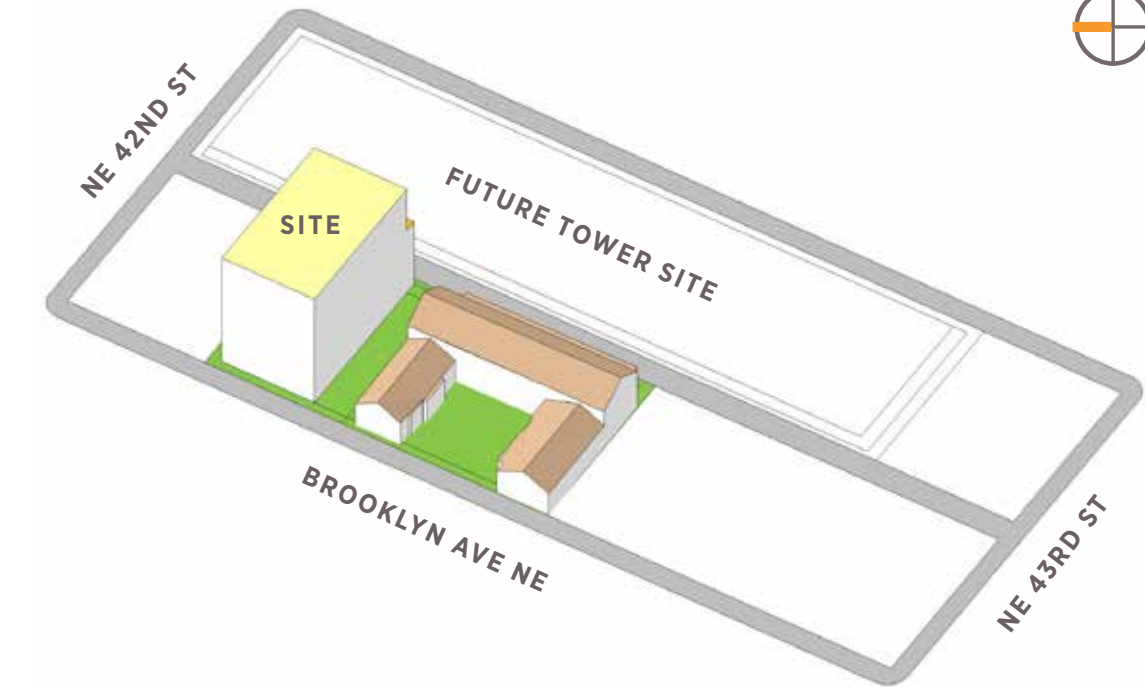


- REQUIRED SETBACKS BY LOT LINE:
- 5' AVE & 3' MIN (7' AVE & 5' MIN IF CONTAINS STREET LEVEL RES)
 - 3' BELOW 45' HIGH (FOR ALLEY DEDICATION) & 10' ABOVE 45' HIGH
 - FOR HIGHRISES: 7' AVE & 5' MIN BELOW 45' HIGH. 15' MIN ABOVE 45' HIGH
 - FOR LOWRISES: 7' AVE & 5' MIN.

NO SETBACK NEEDED FOR INTERIOR LOT LINE IF THER'S EXISTING BUILDING.

VERTICAL DATUMS

- +0' GROUND PLANE
- +75' MAX MIDRISE



CITY-WIDE GUIDELINE

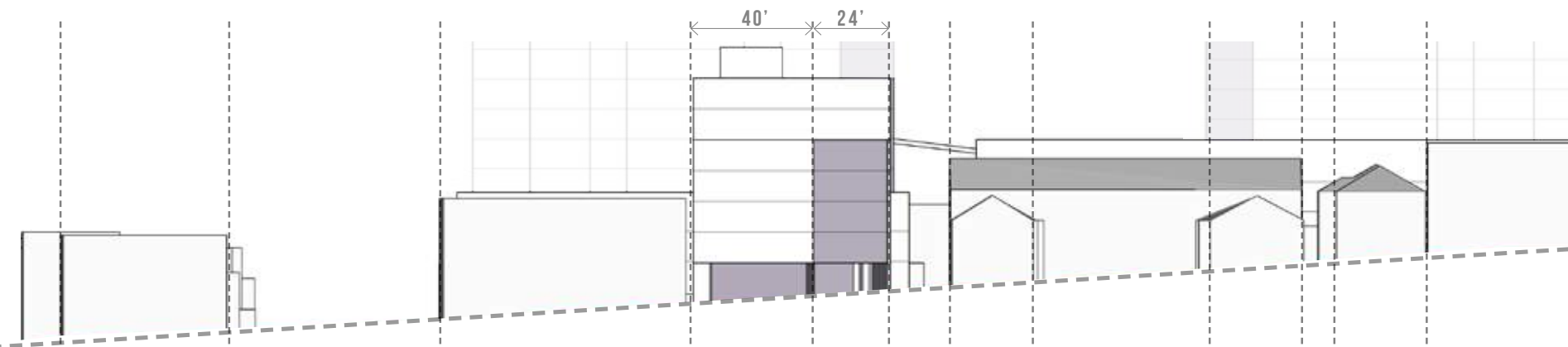
Strengthen the most desirable forms, characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.

UNIVERSITY SUPPLEMENTAL GUIDELINES

- I. Responding to Site Characteristics - Mixed Used Corridor
- IV. Height, Bulk, and Scale - Potential Impact Area
 - i. Step back upper floors above 40'; or modify the roofline to reduce impact.
 - k. In exchange for setting back the building facade, the Board may allow a reduction in the open space requirement.

NEW UNIVERSITY SUPPLEMENTAL GUIDELINES

- 1.e.1. Reflect historic platting patterns by articulating and/or modulating buildings and design styles at 20-40ft intervals.



CS3 CONTEXT & SITE - ARCHITECTURAL CONTEXT & CHARACTER

CITY-WIDE GUIDELINE

Contribute to the architectural character of the neighborhood.

UNIVERSITY SUPPLEMENTAL GUIDELINES

- I. Architectural Elements and Materials
 - i. Incorporate elements of the local architectural character.
 - iii. Feature traditional materials or a combination of traditional and contemporary materials employed in a manner that reflects the character of historic buildings in the vicinity.

NEW UNIVERSITY SUPPLEMENTAL GUIDELINES

- 1.a. Foster the eclectic mix of architectural styles and forms
- 1.b. Complement and continue predominant styles or materials.

PROJECT DESIGN RESPONSES

Brooklyn Ave. NE is identified as Mixed Use Corridor where the project is located. In keeping the spirit of the mixed use corridor where “commercial and residential uses and activities interface and create a lively, attractive, and safe pedestrian environment”, the project provides active uses facing Brooklyn Ave. NE. Furthermore, the active uses wrap around and line the mid-block connection, continuing the characteristics of the mixed use corridor through the project site.

The proportion of the project is derived from both horizontal and vertical datums found in adjacent buildings. The scale of windows also take cue from the neighboring buildings, continuing the predominant residential character of the surrounding community.

PROJECT DESIGN RESPONSES

The main body of the project is clad with brick that holds strong urban edge which are predominant characteristics of the neighborhood. However, the recessed portion of the building that faces the mid-block pedestrian connection takes on a different approach. The recessed portion will have dynamic angle that flares out towards Brooklyn Ave. NE, welcoming people through the mid-block pedestrian connection. This area will be occupied with active uses such as retail and amenity with ample outdoor seating opportunity. This will provide maximum transparency and vibrancy to the mid-block pedestrian connection. The cladding in this area will be wood to create a warm and inviting environment as well as to accentuate pedestrian scale and interesting tactile quality.



PL1 PUBLIC LIFE - CONNECTIVITY

CITY-WIDE GUIDELINE

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

- A.2. Foster human interaction through an increase in the size and/or quality of project-related open space available for public life.
- B.3. Opportunities for creating lively, pedestrian oriented open space to enliven the area and attract interest and interaction with the site and building should be considered.

UNIVERSITY DISTRICT SUPPLEMENTAL GUIDELINES

- 1.i. The ground-level open space should be designed as occupiable site feature.

NEW UNIVERSITY SUPPLEMENTAL GUIDELINES

- 2.b. East-west mid-block pedestrian connections from the street to alley are strongly encouraged.

PROJECT DESIGN RESPONSES

The mid-block pedestrian connection bridges both projects between NE 12th Ave. through the alley and to Brooklyn Ave. NE. It further connects East to the Ave and the University campus, North to the future light rail station, and potentially South to the water front based on the University's 10 year vision for the West Campus.

By widening the mid-block corridor at the sidewalks, this active space will be inviting and open to the public to walk through. The introduction of lush landscaping gives this space a pleasant and welcoming feel. A series of smaller retail spaces (in keeping the spirit of the Ave), as well as amenity spaces capture the corners of the mid-block corridor from the sidewalk, bringing energy, interest and eyes into this signature public space.

The opening of the new light rail station to the north on Brooklyn Ave. NE will introduce a whole new level of pedestrian activity on this avenue. The introduction of a widening at the sidewalk will help to draw pedestrians going to and from this transit hub into and across the block.

By continuing retail frontages into and through block corridor, the project reinforces a strong second front within the inner portion of the project. Blank walls are limited to non-accessible spaces located the back of house areas within the service alley.



PL3 PUBLIC LIFE - STREET-LEVEL INTERACTION

CITY-WIDE GUIDELINE

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

UNIVERSITY SUPPLEMENTAL GUIDELINES

- I.i. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.
- II. On Mixed Use Corridors, where narrow sidewalks exist, consider recessing entries.

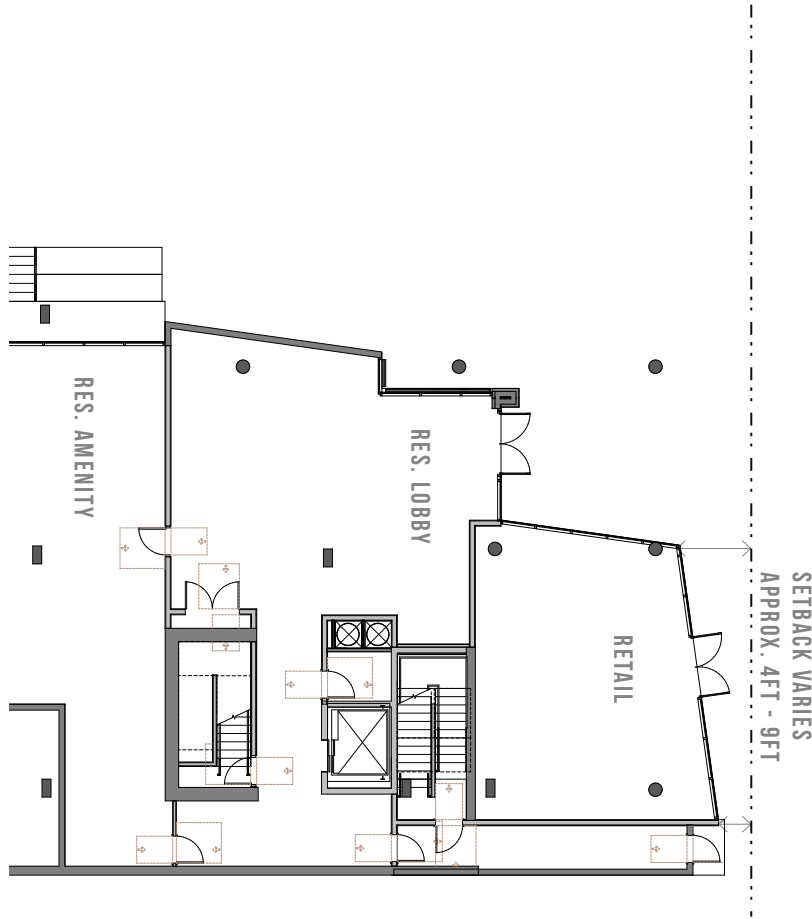
NEW UNIVERSITY SUPPLEMENTAL GUIDELINES

- 1.a. Design prominent, accommodating entries.
- 3.e. Design a porous, engaging edge for all commercial uses at street-level.

PROJECT DESIGN RESPONSES

The ground level of the project is occupied by active uses such as retail, resident amenities, and entries. All service and trash receptacles have been located internally within the project with minimal presence at the ground floor level and access only off the alley.

The retail entry is set back in a dynamic angle to invite people from Brooklyn Ave. NE to the mid-block connection. This allows the sidewalk to feel more generous and can have room for sitting, mingling and other pedestrian activities.



DC1 DESIGN CONCEPT - PROJECT USES & ACTIVITIES

CITY-WIDE GUIDELINE

Optimize the arrangement of uses and activities on site.

A.4. 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.

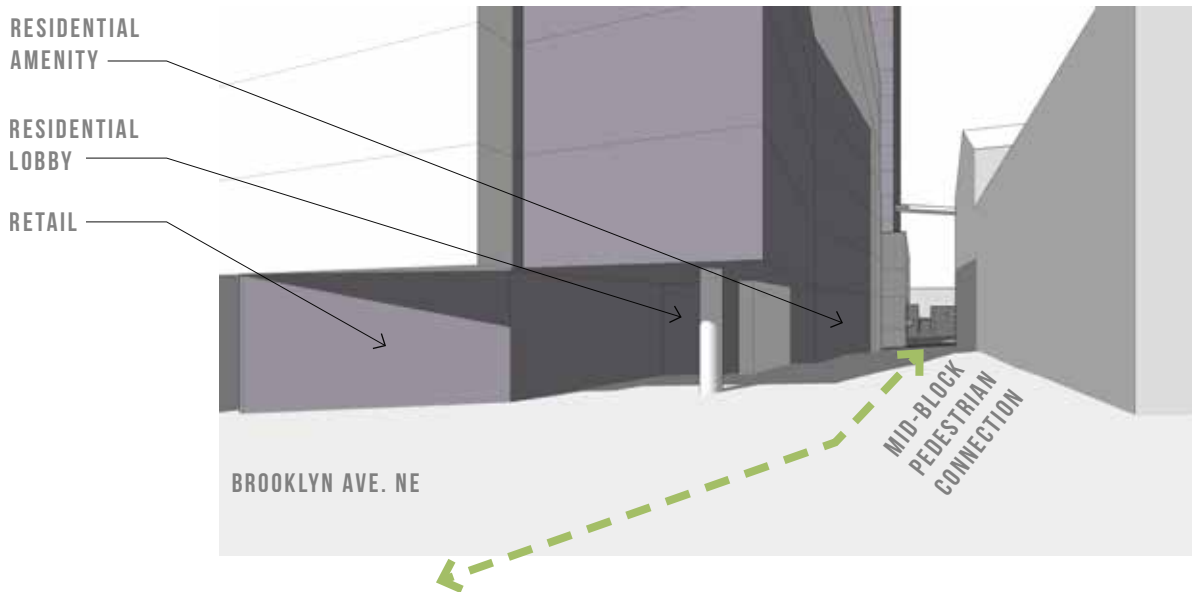
NEW UNIVERSITY SUPPLEMENTAL GUIDELINES

- 1.a. Maximize active uses along street frontages.

PROJECT DESIGN RESPONSES

The ground level of the project is occupied by active uses such as retail, resident amenities, and entries. All service and trash receptacles have been located internally within the project with minimal presence at the ground floor level and access only off the alley.

The mid-block pedestrian connection is lined with active uses with ample outdoor seating and transparency into the ground level spaces. Dynamic landscaping creates secondary spaces off the main mid-block corridor to allow for impromptu gathering outside retail, residential entries and amenities and provide locations for outdoor seating and bike racks



DC2 DESIGN CONCEPT - ARCHITECTURAL CONCEPT

CITY-WIDE GUIDELINE

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

- A.1. Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.
- A.2. Use secondary architectural elements to reduce the perceived mass of larger projects.
- C.1. Add detailing at the street level in order to create interest for the pedestrian.

UNIVERSITY SUPPLEMENTAL GUIDELINES

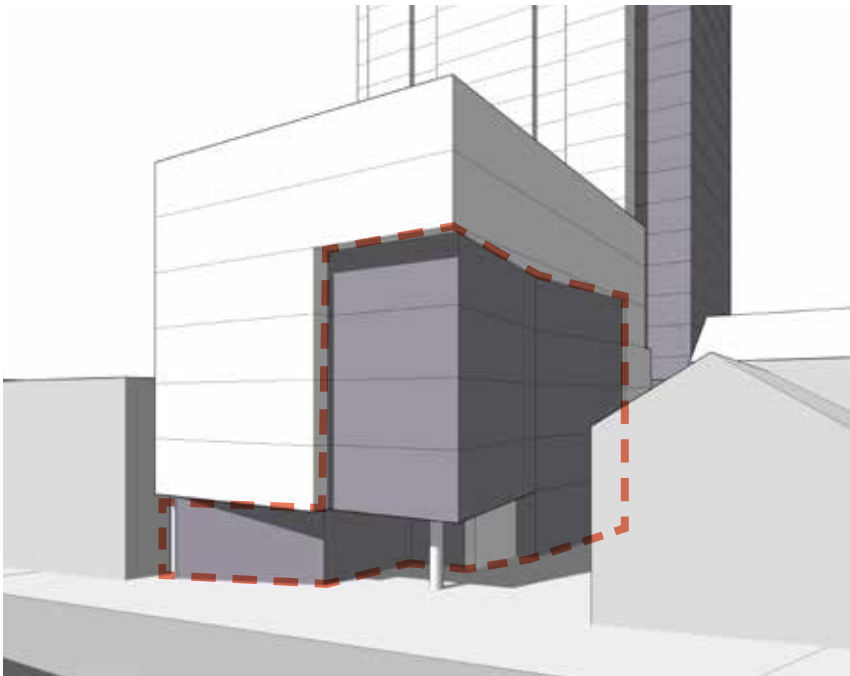
IV.i. On Mixed Use Corridors, consider breaking up the facade corresponding to traditional platting and building construction.

NEW UNIVERSITY SUPPLEMENTAL GUIDELINES

- 1.a. Design building massing and form to express an intentional and original response.
- 3.a. Design facades to a human-scaled rhythm and proportion.

PROJECT DESIGN RESPONSES

The building mass is broken predominantly by recesses and overhangs following both horizontal and vertical datums found in surrounding buildings. The main recess of the project faces the mid-block connection providing wide and welcoming pedestrian realm with varying degrees of weather protection. The ground level of the project will house active uses such as retail and residential amenities with maximum transparency. The composition of the openings and storefront mullions will be designed to ensure appropriate human scale and richness of texture.



DC4 DESIGN CONCEPT - EXTERIOR ELEMENTS & FINISHES

CITY-WIDE GUIDELINE

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

- A.1. Building exterior should be constructed of durable and maintainable materials that are attractive.
- B. Trees, Landscape and Hardscape Materials.
- C.1. Use lighting to both increase site safety in all locations and to highlight architectural or landscape details and features.

UNIVERSITY DISTRICT SUPPLEMENTAL GUIDELINES

- I.i. Use of Brick especially appropriate.

NEW UNIVERSITY SUPPLEMENTAL GUIDELINES

- 1.c. Use materials with inherent texture and complexity.

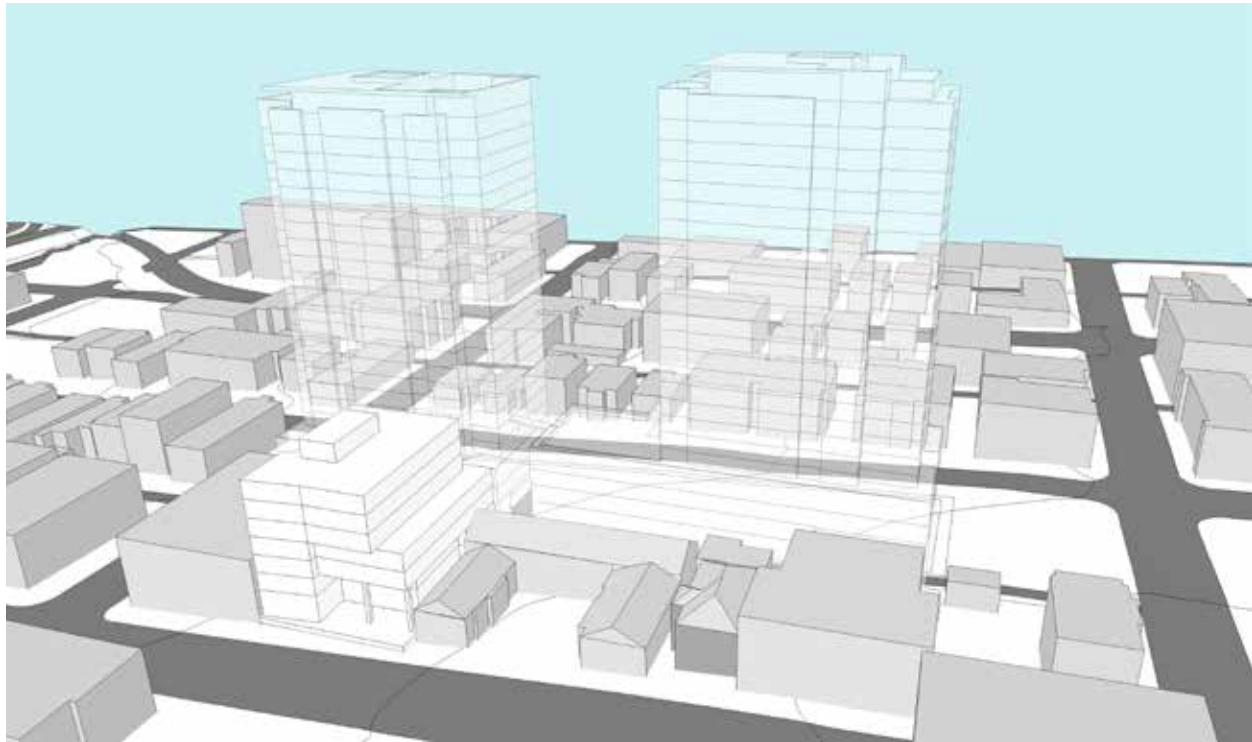
PROJECT DESIGN RESPONSES

The project will utilize high quality materials - predominantly masonry (as encouraged in University Supplemental Design Guideline), wood, glass, and storefront. The materials will compliment surrounding buildings while creating warm rich textures for the users and passersby. The landscape and hardscape design will create series of inviting open spaces that complement the architecture design of the project.

Ample lighting will help provide an inviting feeling and strong sense of security and interest during the night hours. Street furniture and seating will give the through block corridor a feeling of being an extension of the sidewalk realm, creating a strong sense of being part of the public realm.



CONCEPT 1 STRONG CORNERS

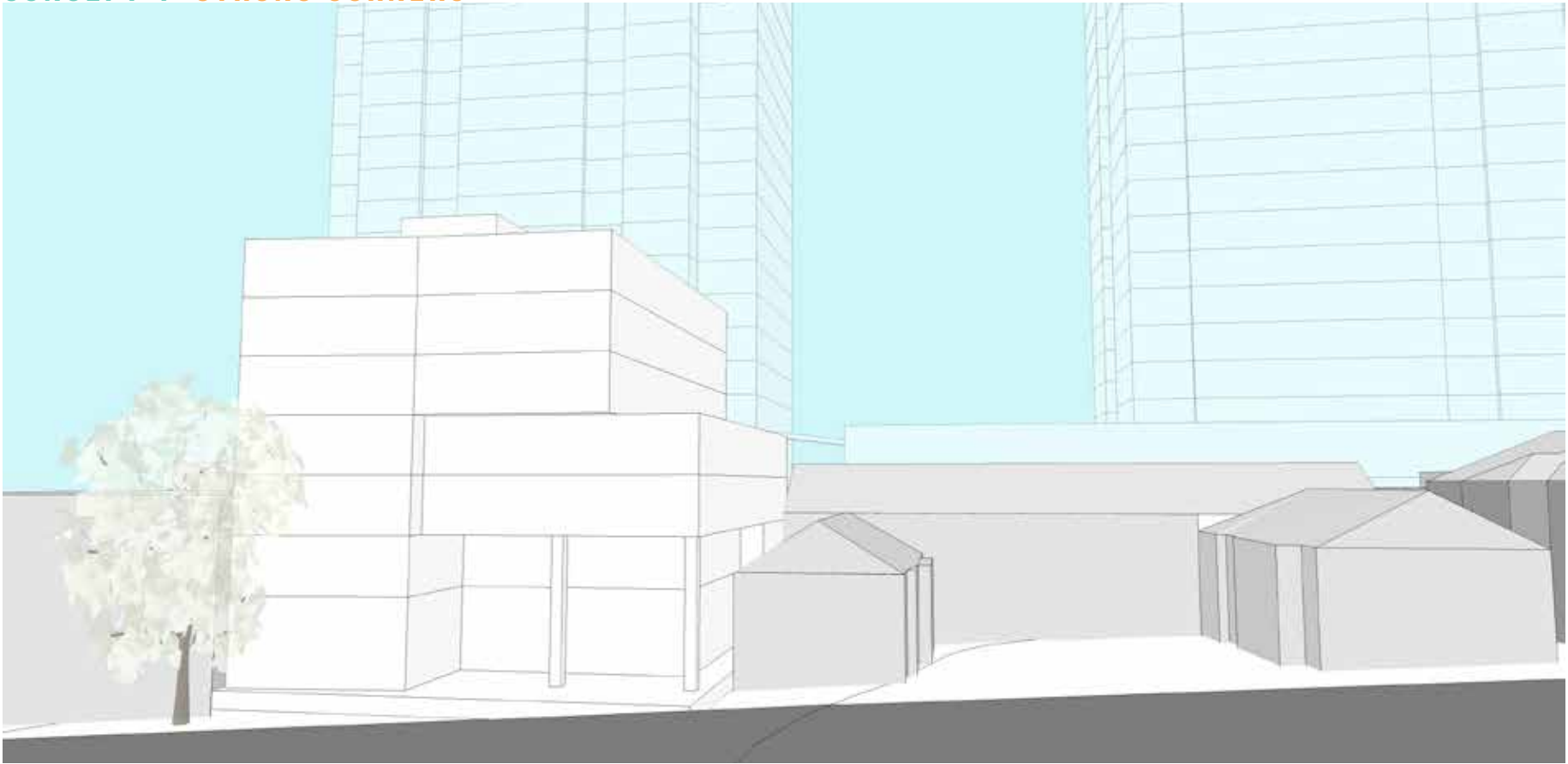


- PROS**
- SIMPLE/STRONG MASSING
 - RELATES TO RECTALINEAR TOWERS

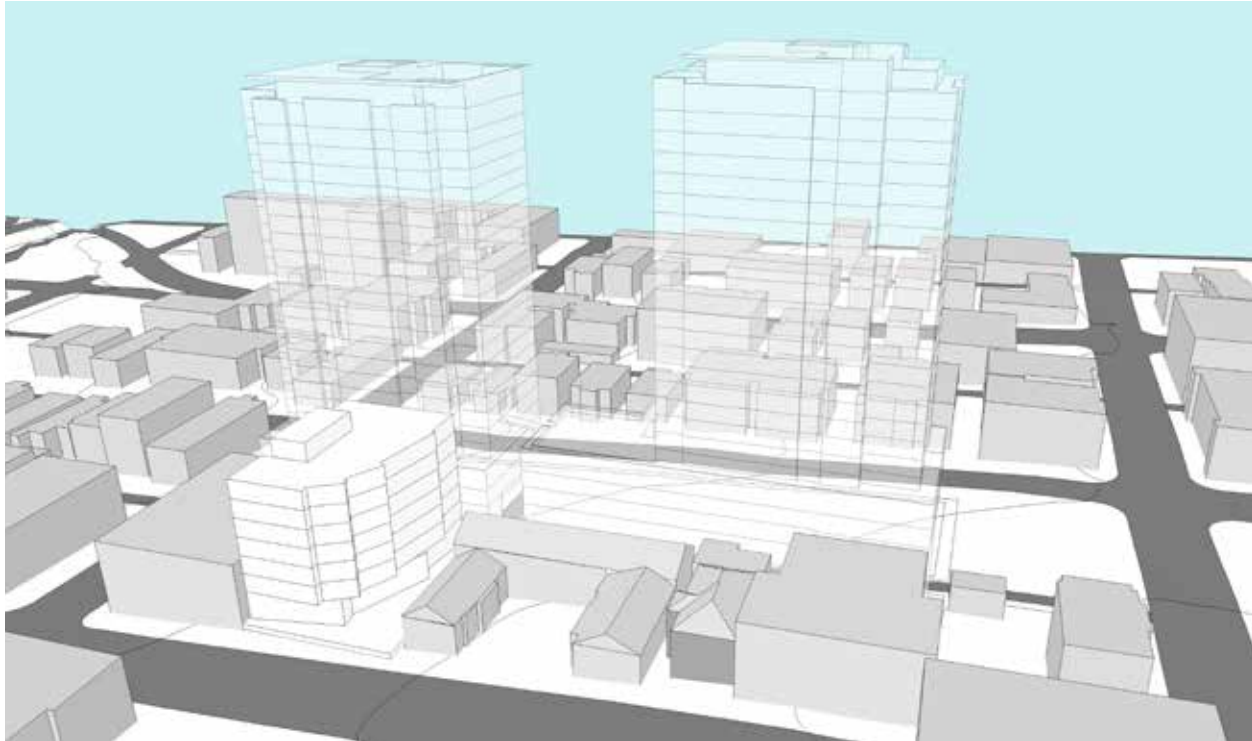
- CONS**
- NO THROUGH-BLOCK CONNECTION

- THINGS LEARNED**
- THROUGH-BLOCK NEEDED FOR:
CIRCULATION
CONNECTING THE MID-RISE
AND TOWERS

CONCEPT 1 STRONG CORNERS



CONCEPT 2 THE FLOW

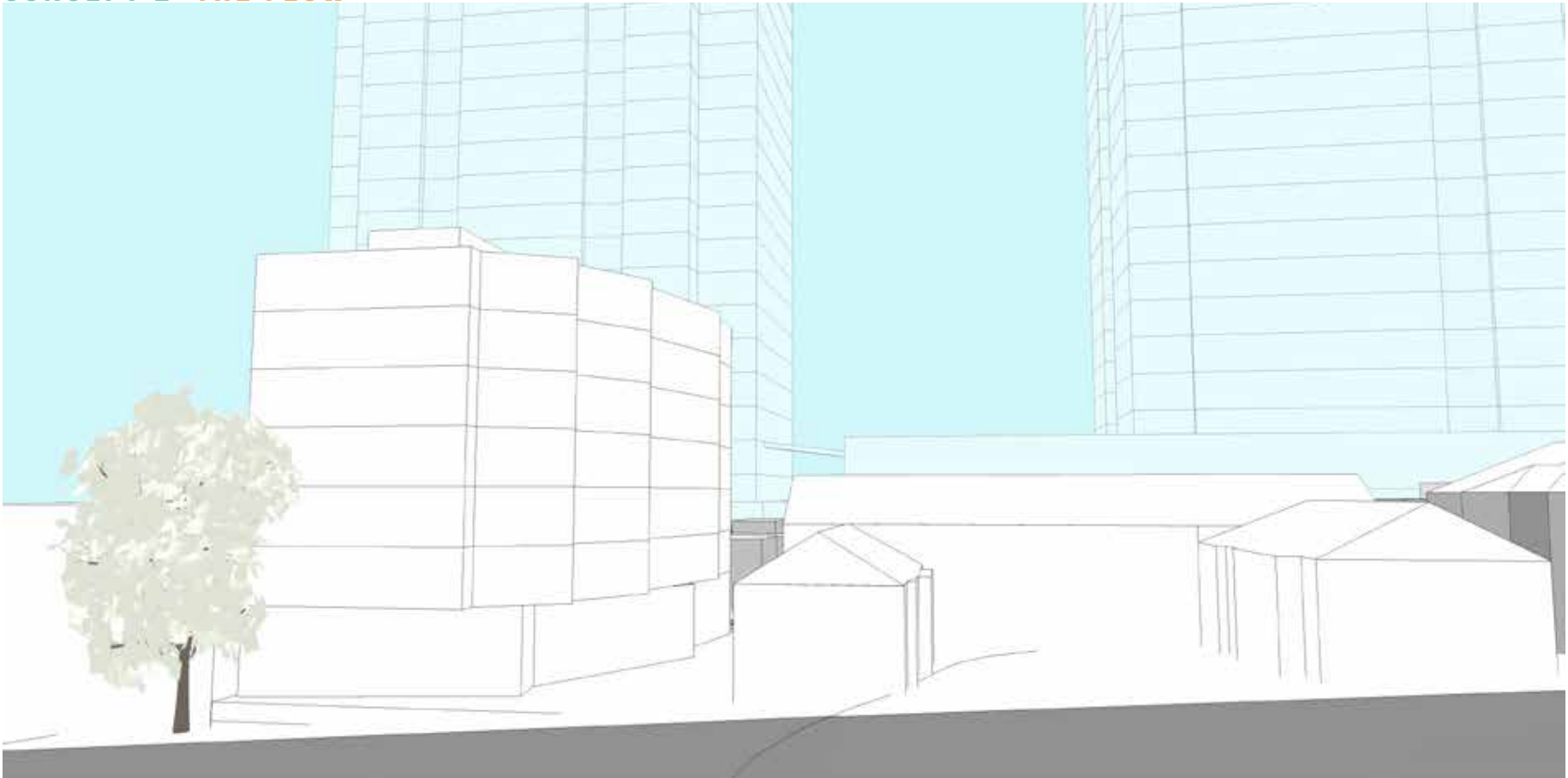


- PROS**
- THROUGH-BLOCK CREATED/
EMPHASIZED WITH FLOW MASSING

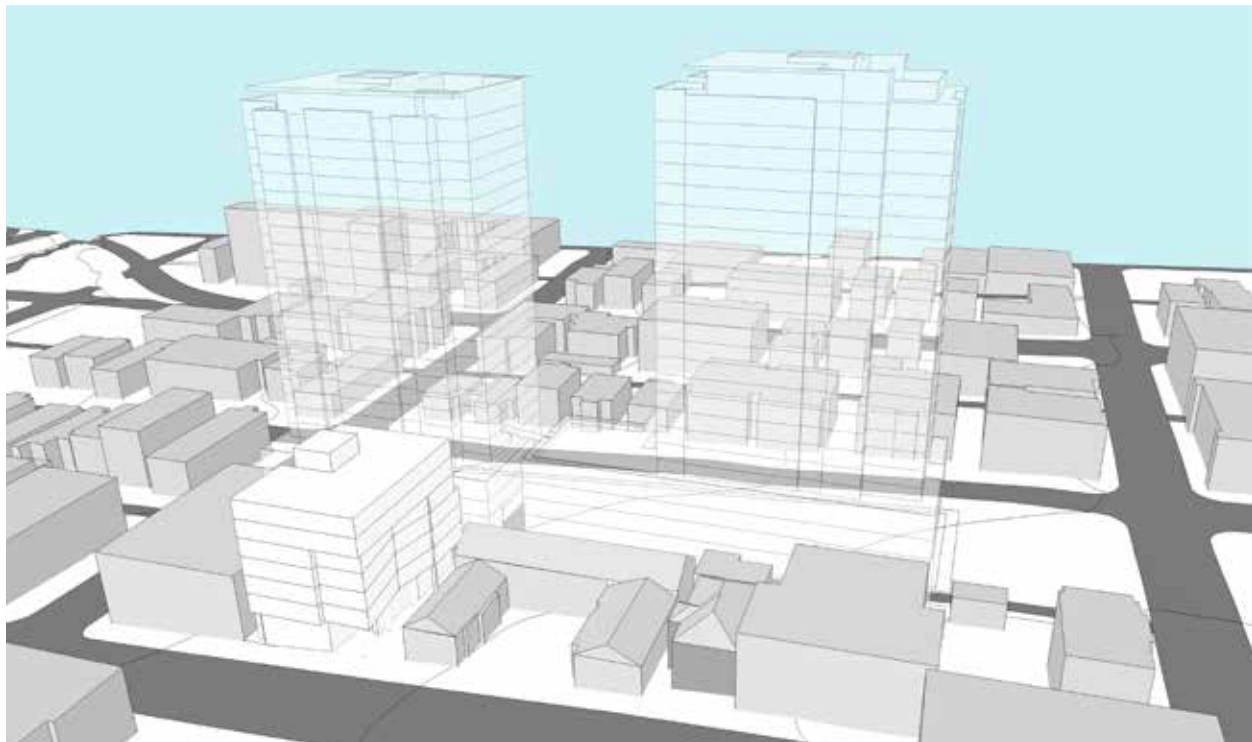
- CONS**
- MASSING DOES NOT RELATED
TO TOWERS AND SURROUNDING
CONTEXT

- THINGS LEARNED**
- SIMPLIFIED FORMS FIT BETTER INTO
NEIGHBORHOOD

CONCEPT 2 THE FLOW

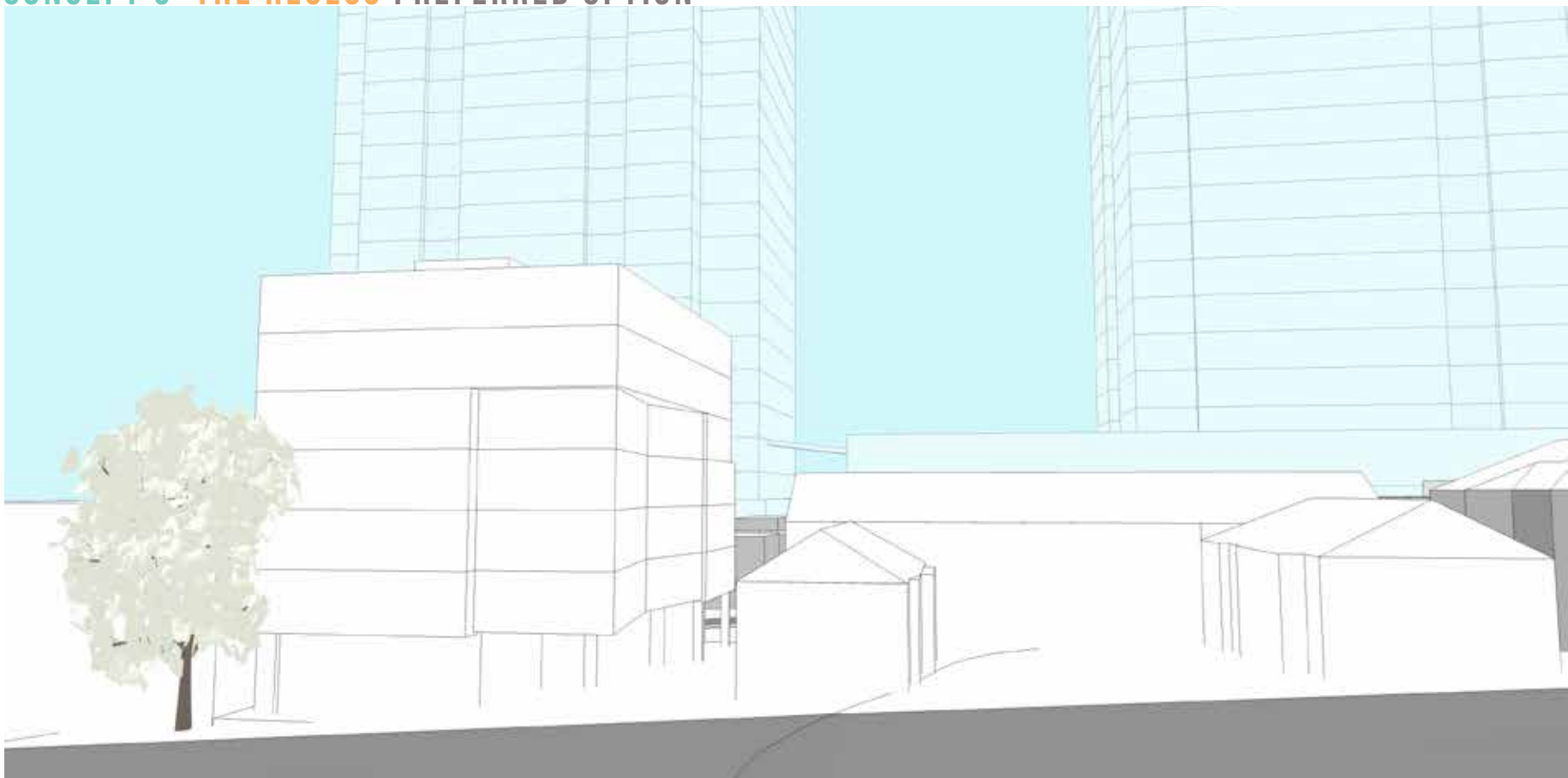


CONCEPT 3 THE RECESS PREFERRED OPTION



- PROS**
- SIMPLIFIED MASSING RELATES
TO SURROUNDING CONTEXT AND
TOWERS
 - THROUGH-BLOCK IS MAINTAINED
 - OPEN CORNER INVITES MOVEMENT
FROM BROOKLYN AVE. INTO THE
THROUGH-BLOCK

CONCEPT 3 THE RECESS PREFERRED OPTION





VIEW LOOKING WEST



PROS

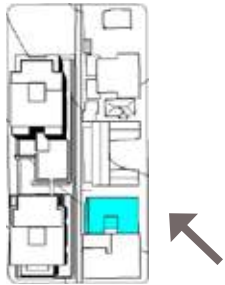
- SIMPLE/STRONG MASSING
- RELATES TO RECTILINEAR TOWERS

CONS

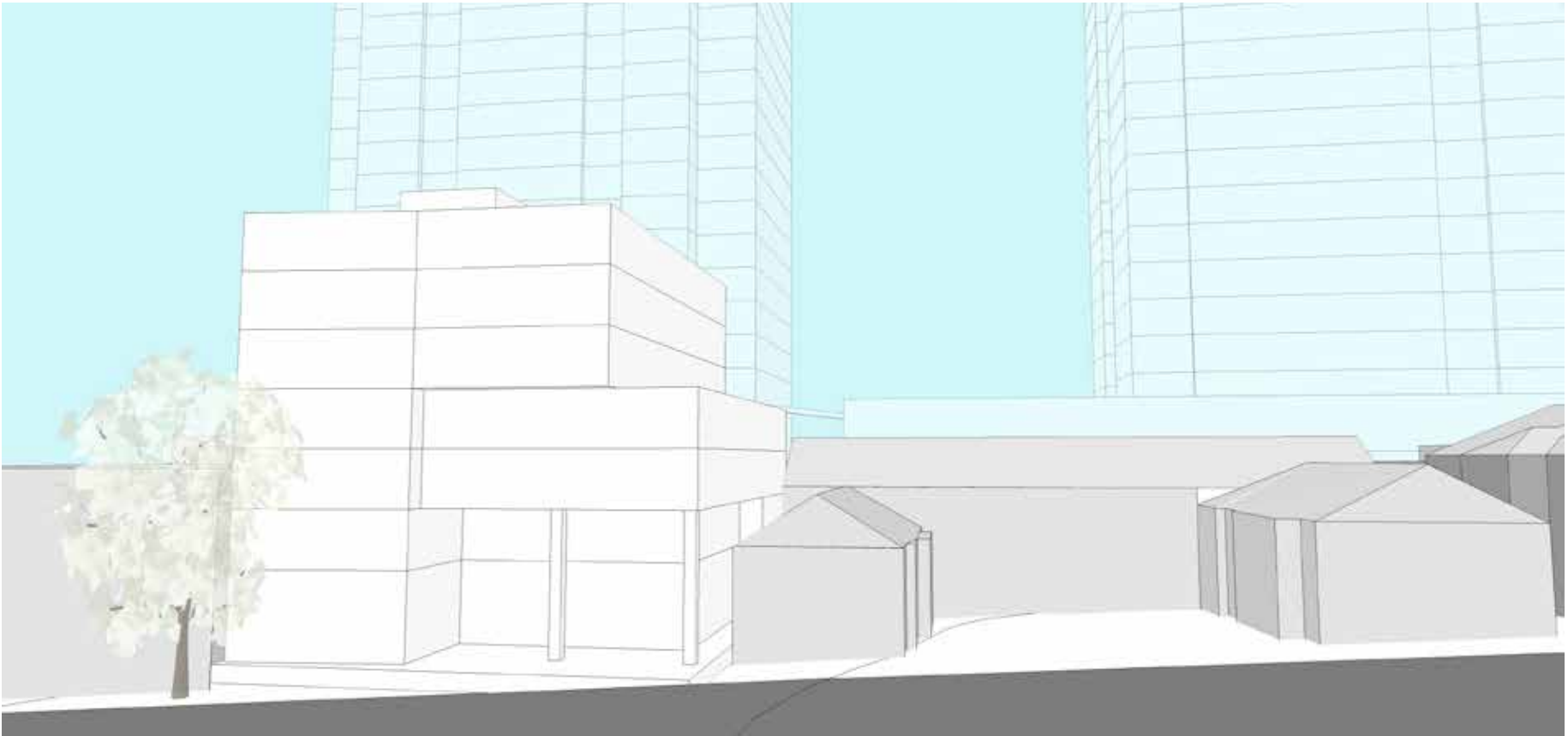
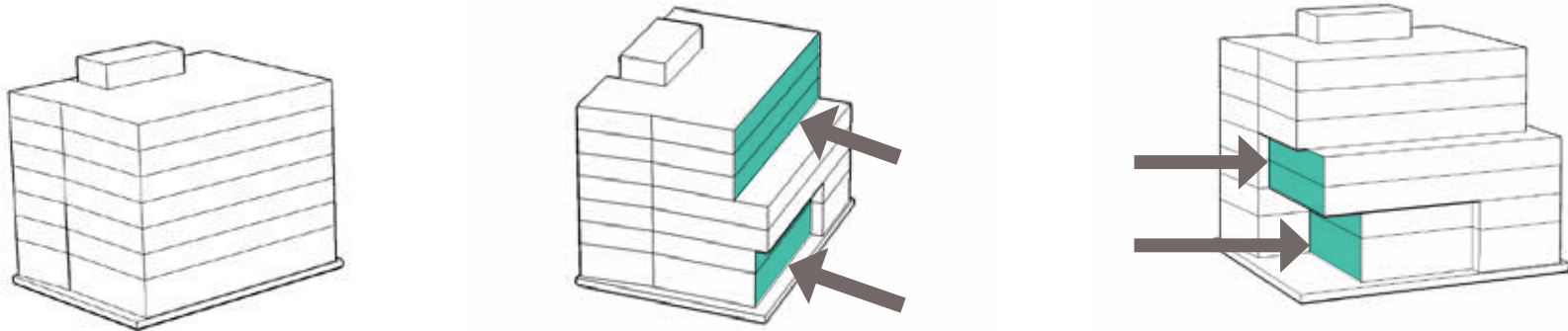
- NO THROUGH-BLOCK CONNECTION

THINGS LEARNED

- THROUGH-BLOCK NEEDED FOR:
 - CIRCULATION
 - CONNECTING THE MID-RISE AND TOWERS

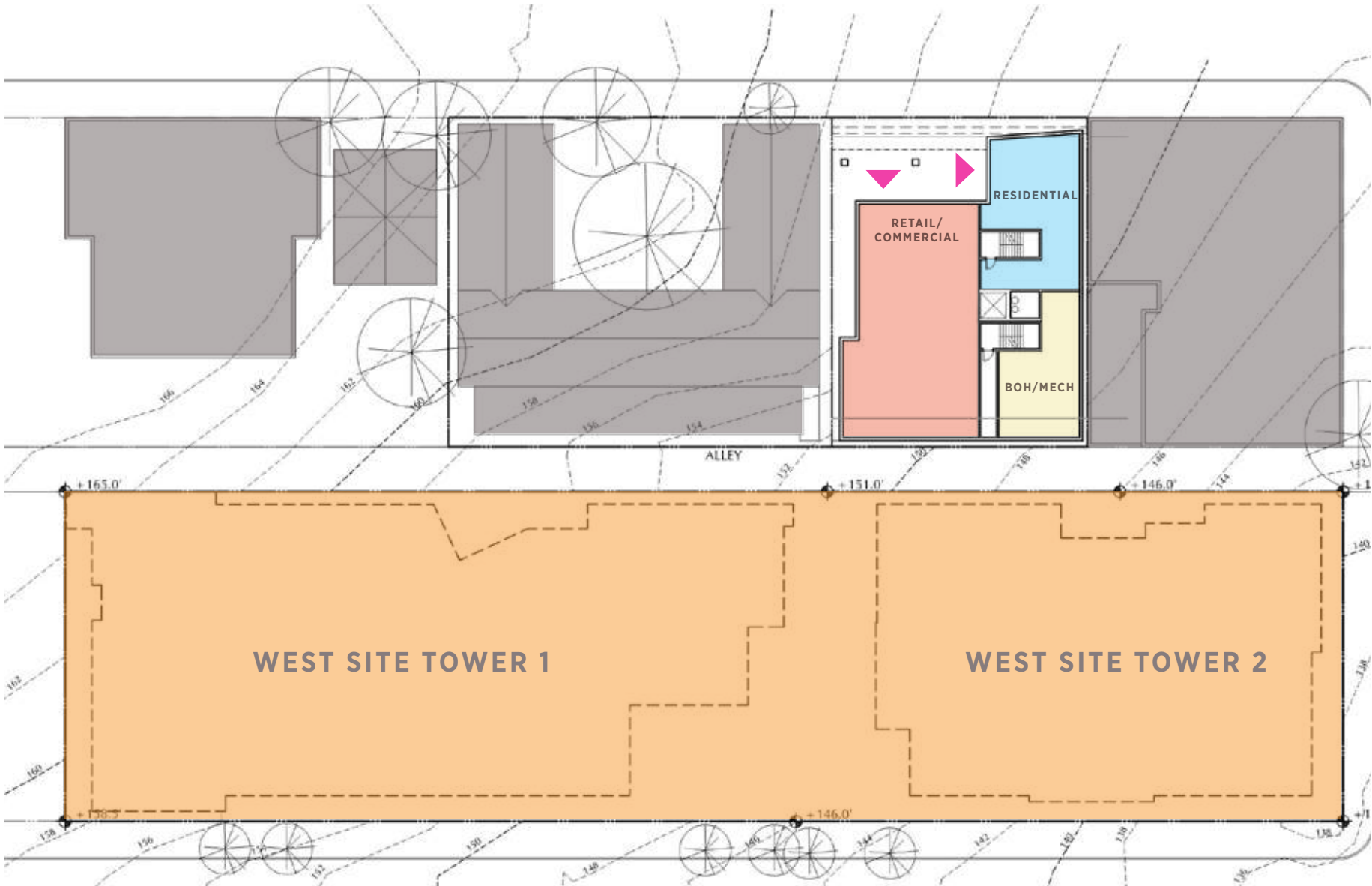


VIEW LOOKING NORTH



CONCEPT 1 FLOOR PLANS

MID-RISE



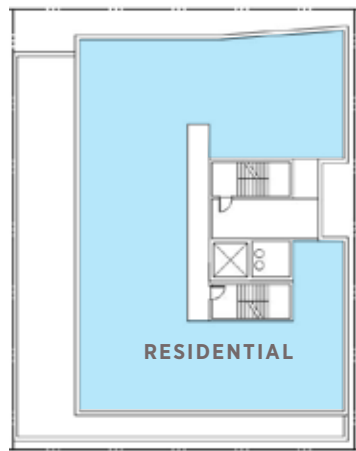
01 GROUND LEVEL FLOOR PLAN



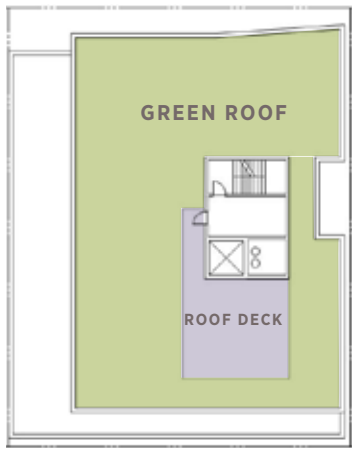
02 LEVEL 2 FLOOR PLAN



03 LEVEL 3-4 FLOOR PLAN



04 LEVEL 5-7 FLOOR PLAN

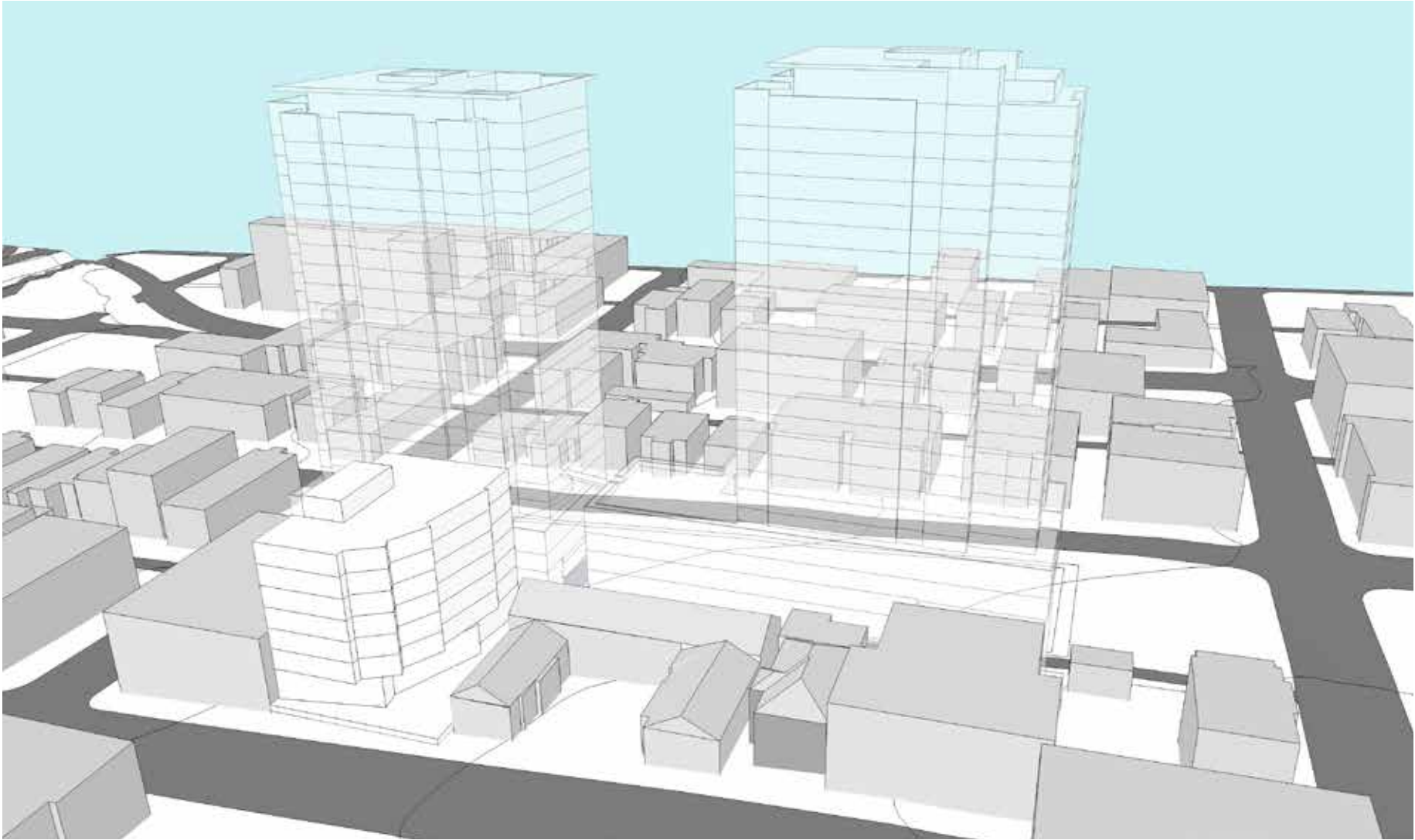


05 ROOF PLAN



- RETAIL / COMMERCIAL
- PARKING
- RESIDENTIAL
- RESIDENTIAL AMENITY
- BOH / MECHANICAL
- PEDESTRIAN ENTRY
- VEHICLE ENTRY

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VIEW LOOKING WEST



PROS

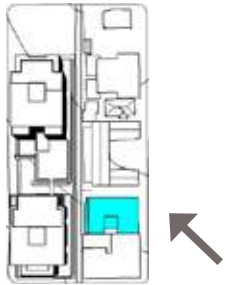
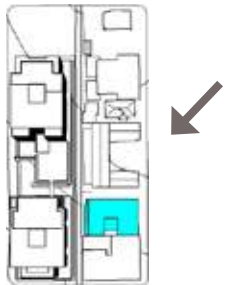
- THROUGH-BLOCK CREATED/EMPHASIZED WITH FLOW MASSING

CONS

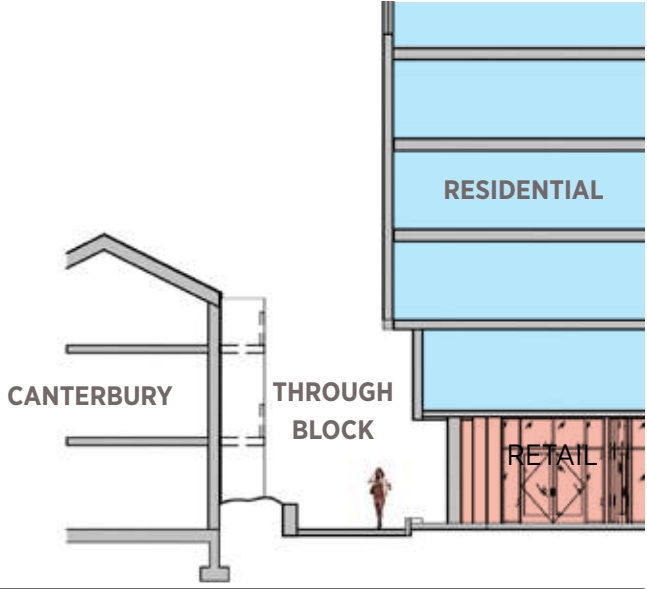
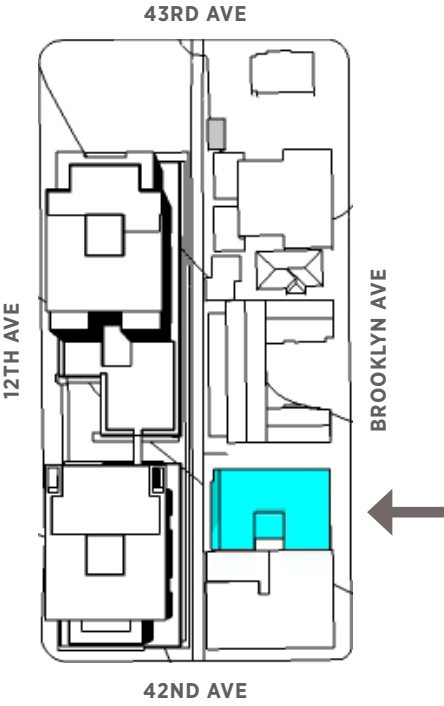
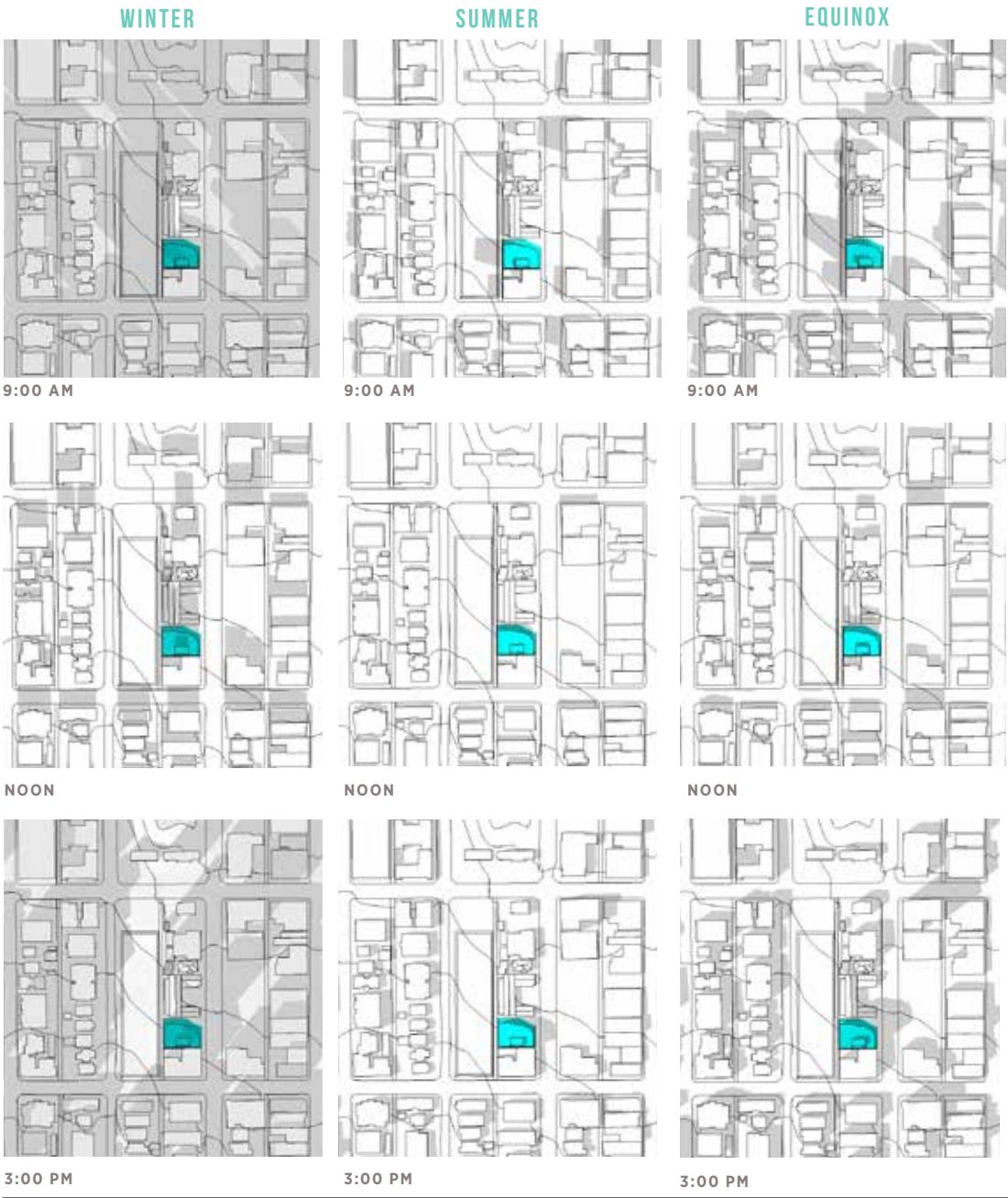
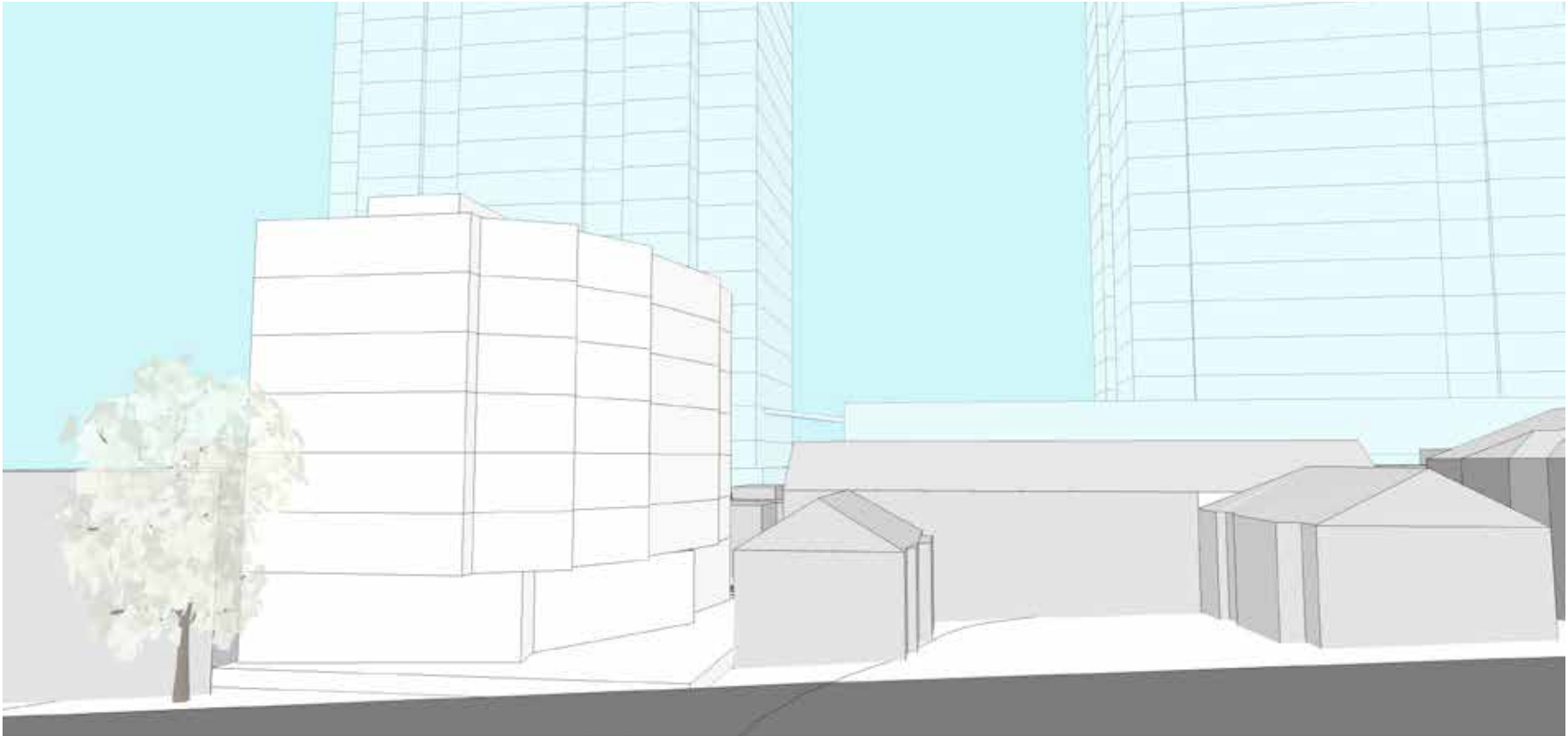
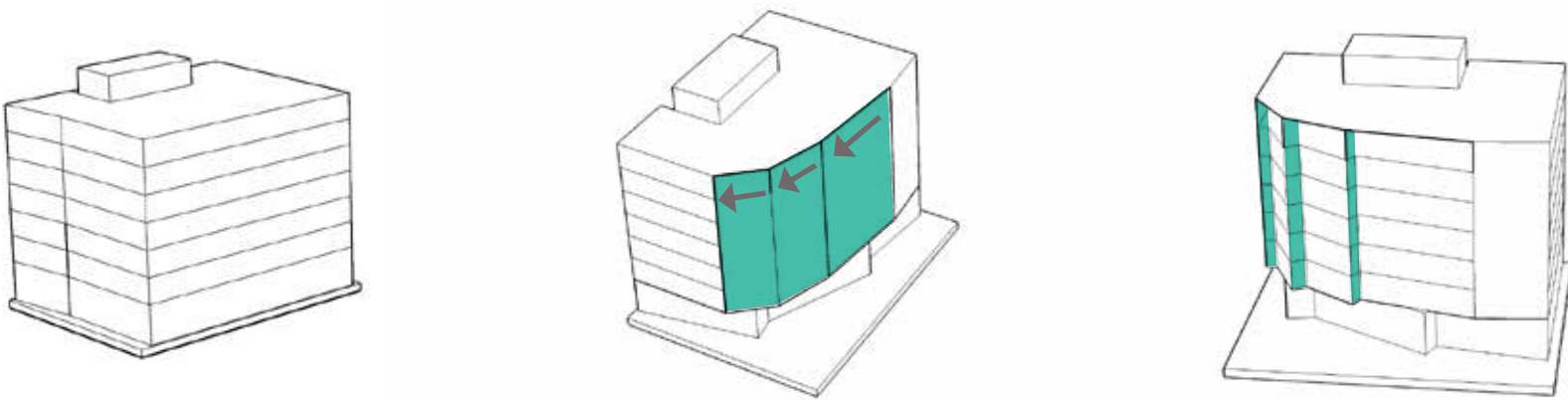
- MASSING DOES NOT RELATED TO TOWERS AND SURROUNDING CONTEXT

THINGS LEARNED

- SIMPLIFIED FORMS FIT BETTER INTO NEIGHBORHOOD



VIEW LOOKING NORTH



CONCEPT 2 FLOOR PLANS

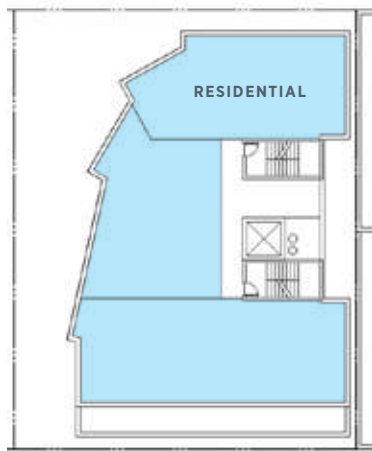
MID-RISE



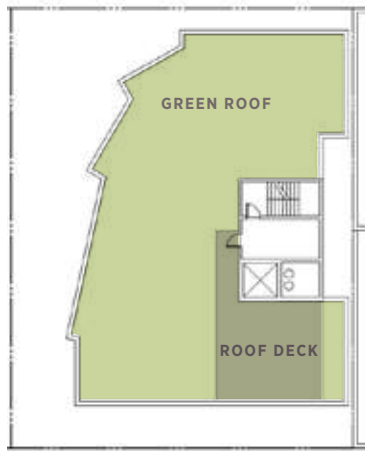
01 GROUND LEVEL FLOOR PLAN



02 LEVEL 2 FLOOR PLAN



03 LEVEL 3-7 FLOOR PLAN

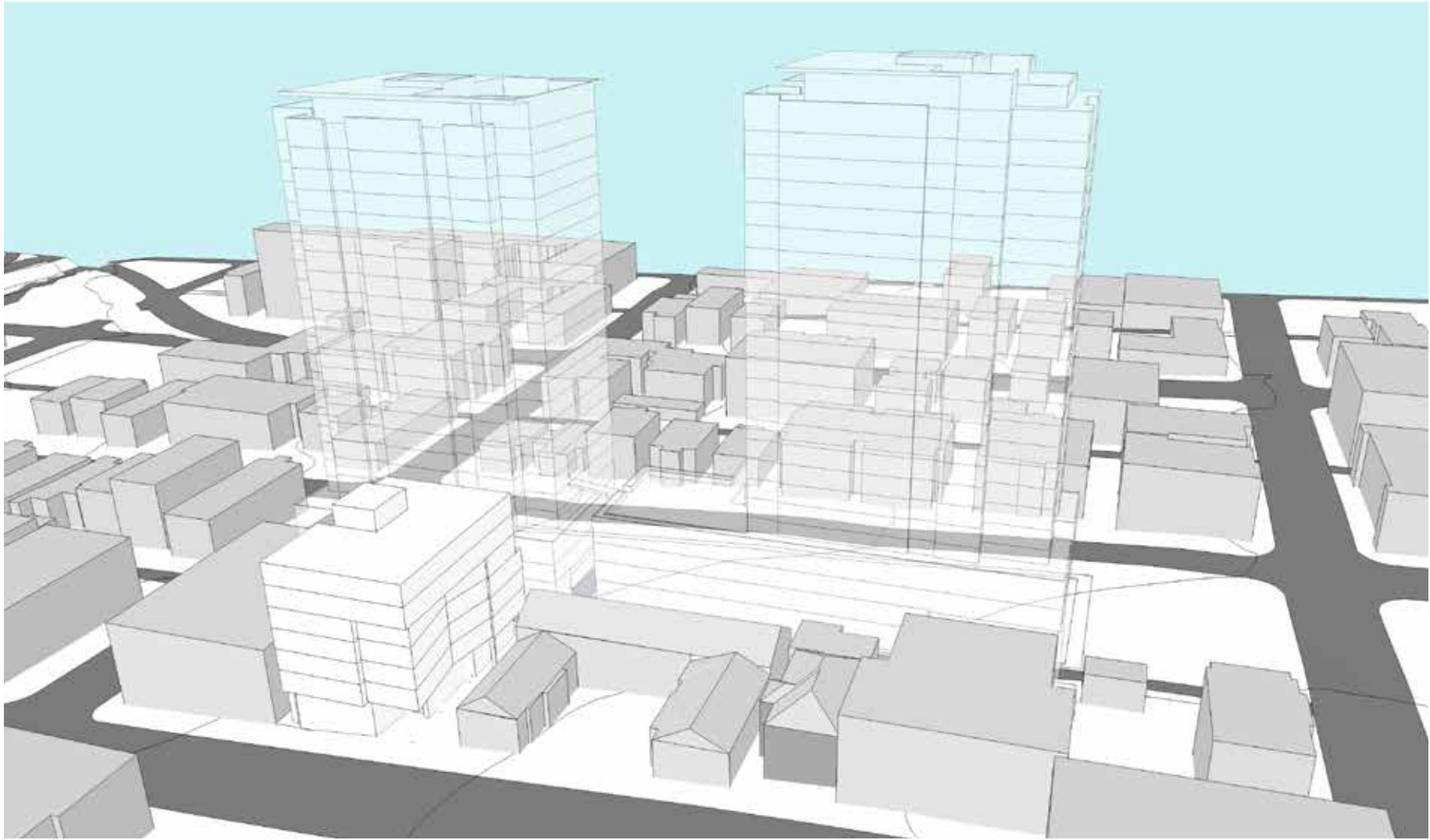


04 ROOF PLAN

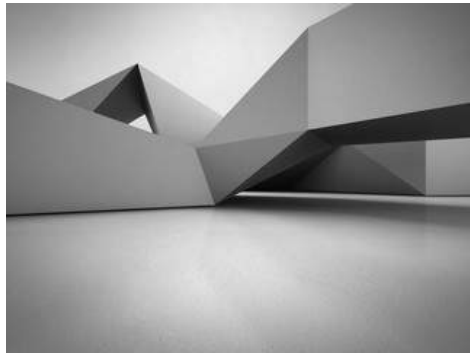


- RETAIL / COMMERCIAL
- PARKING
- RESIDENTIAL
- RESIDENTIAL AMENITY
- BOH / MECHANICAL
- PEDESTRIAN ENTRY
- VEHICLE ENTRY

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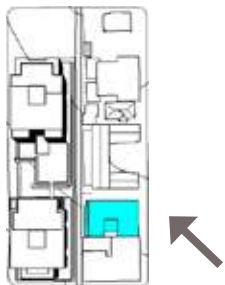


VIEW LOOKING WEST

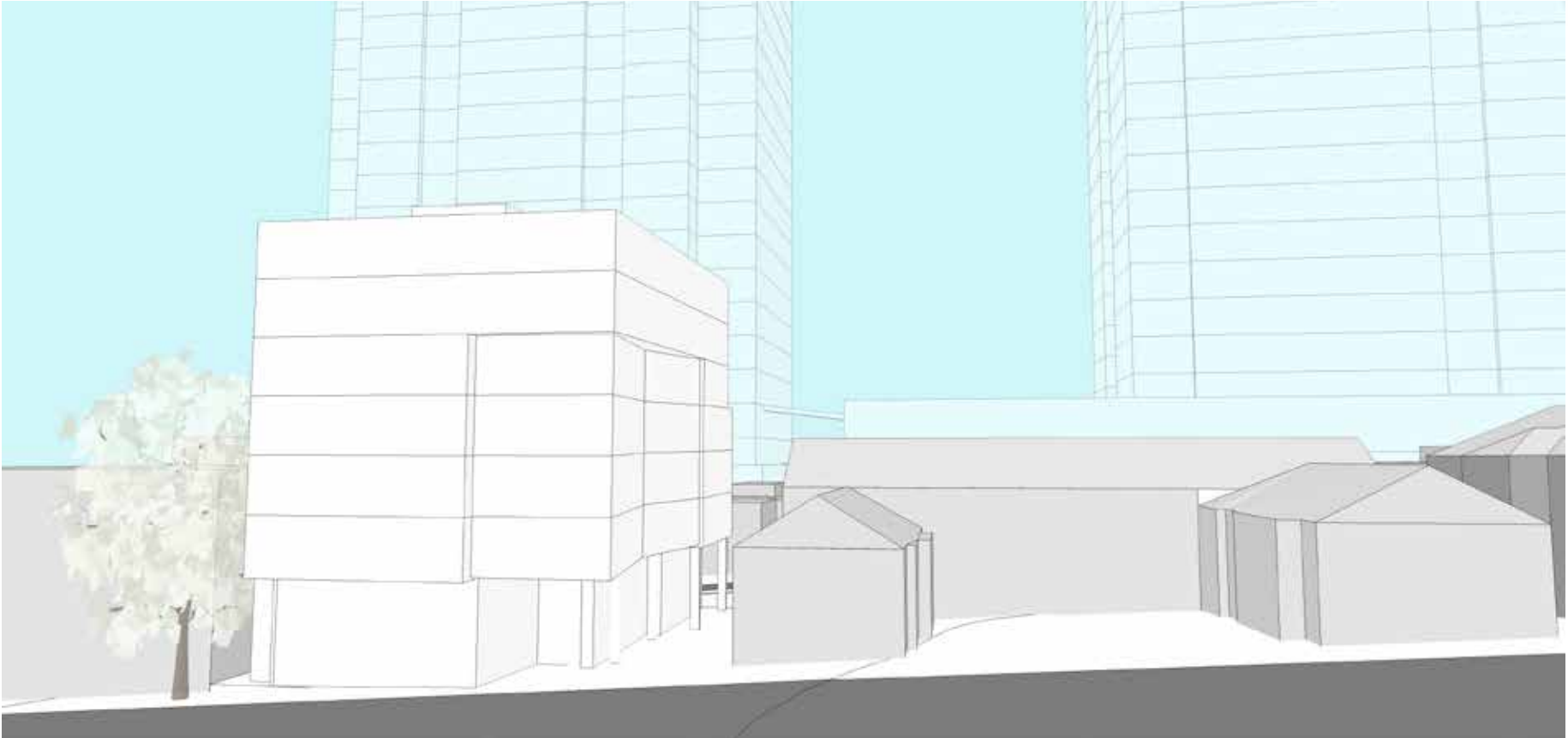
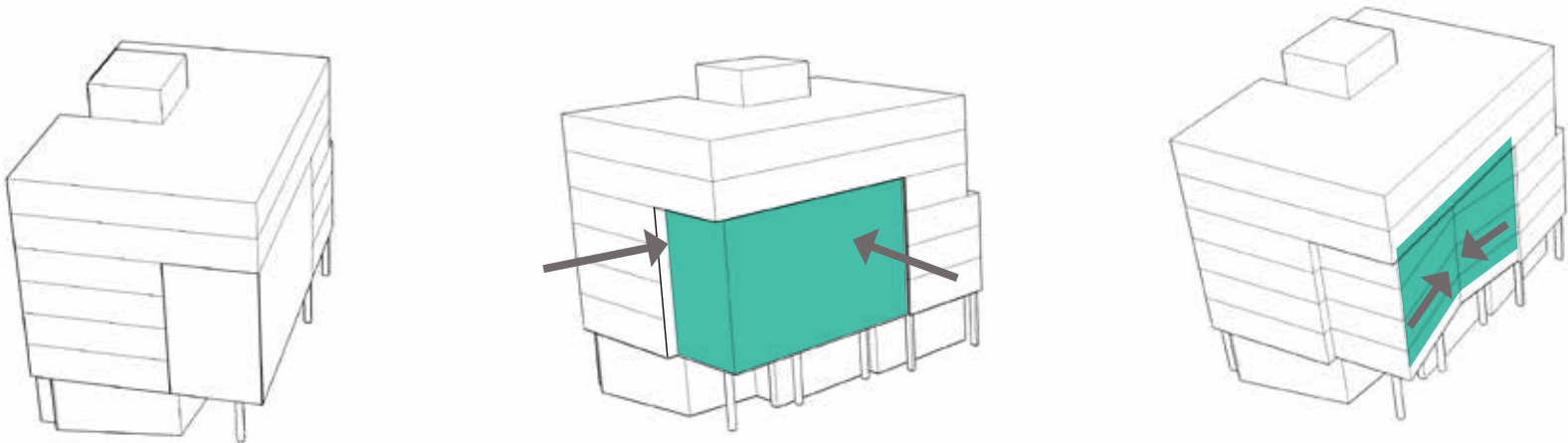


PROS

- SIMPLIFIED MASSING RELATES TO SURROUNDING CONTEXT AND TOWERS
- THROUGH-BLOCK IS MAINTAINED
- OPEN CORNER INVITES MOVEMENT FROM BROOKLYN AVE. INTO THE THROUGH-BLOCK

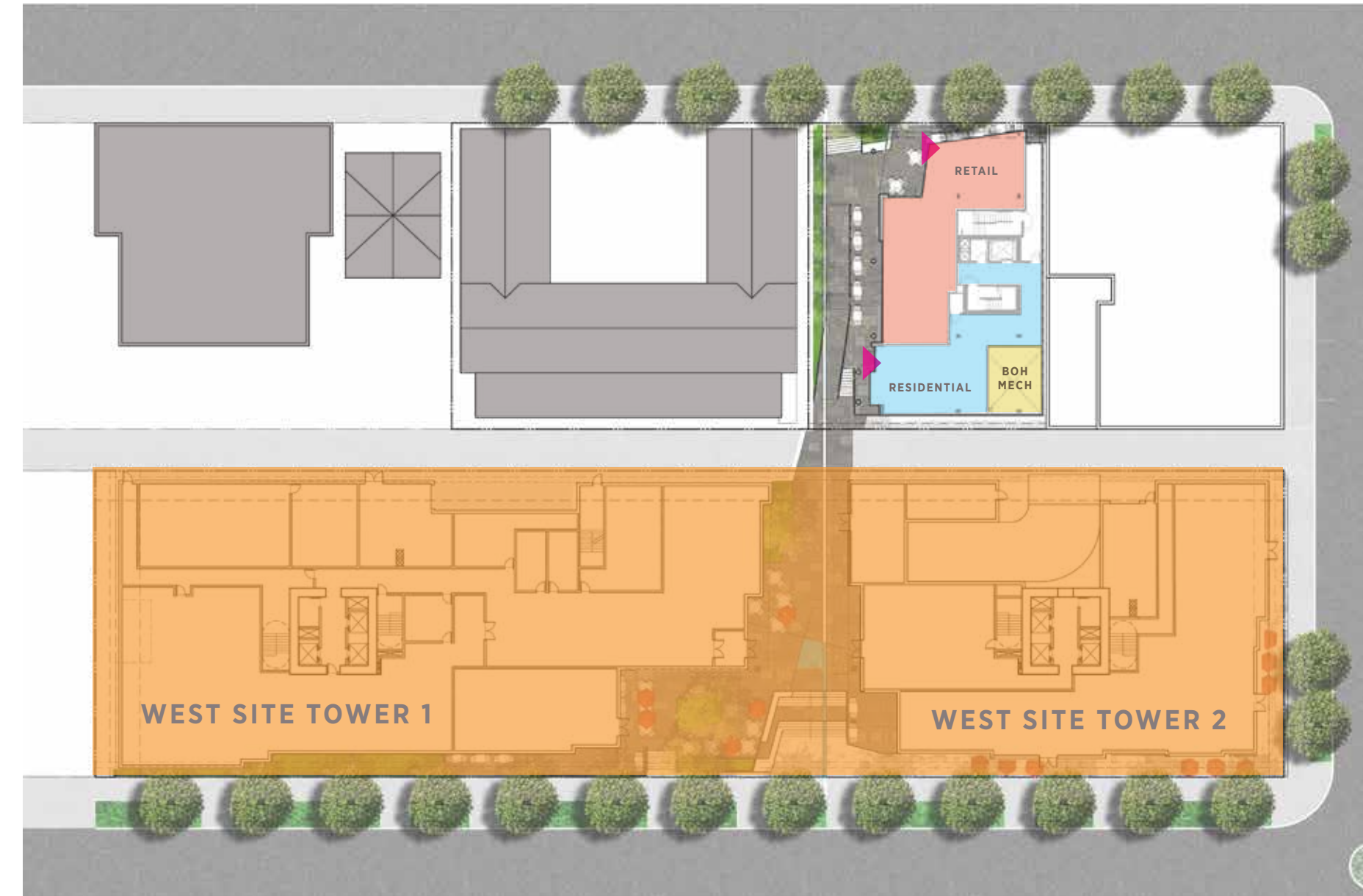


VIEW LOOKING NORTH

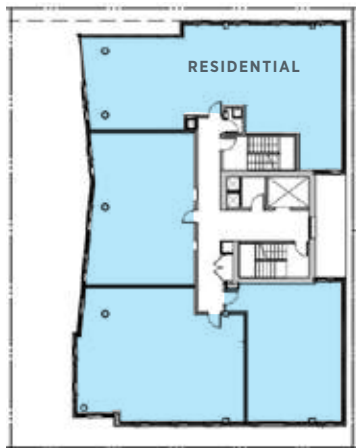


CONCEPT 3 FLOOR PLANS

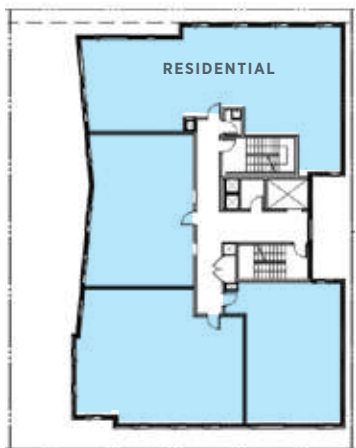
MID-RISE



01 GROUND LEVEL FLOOR PLAN



02 LEVEL 2 FLOOR PLAN



03 LEVEL 3-4 FLOOR PLAN



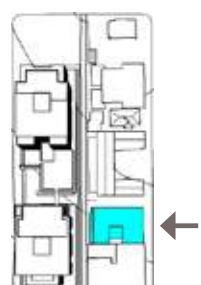
04 LEVEL 5-7 FLOOR PLAN



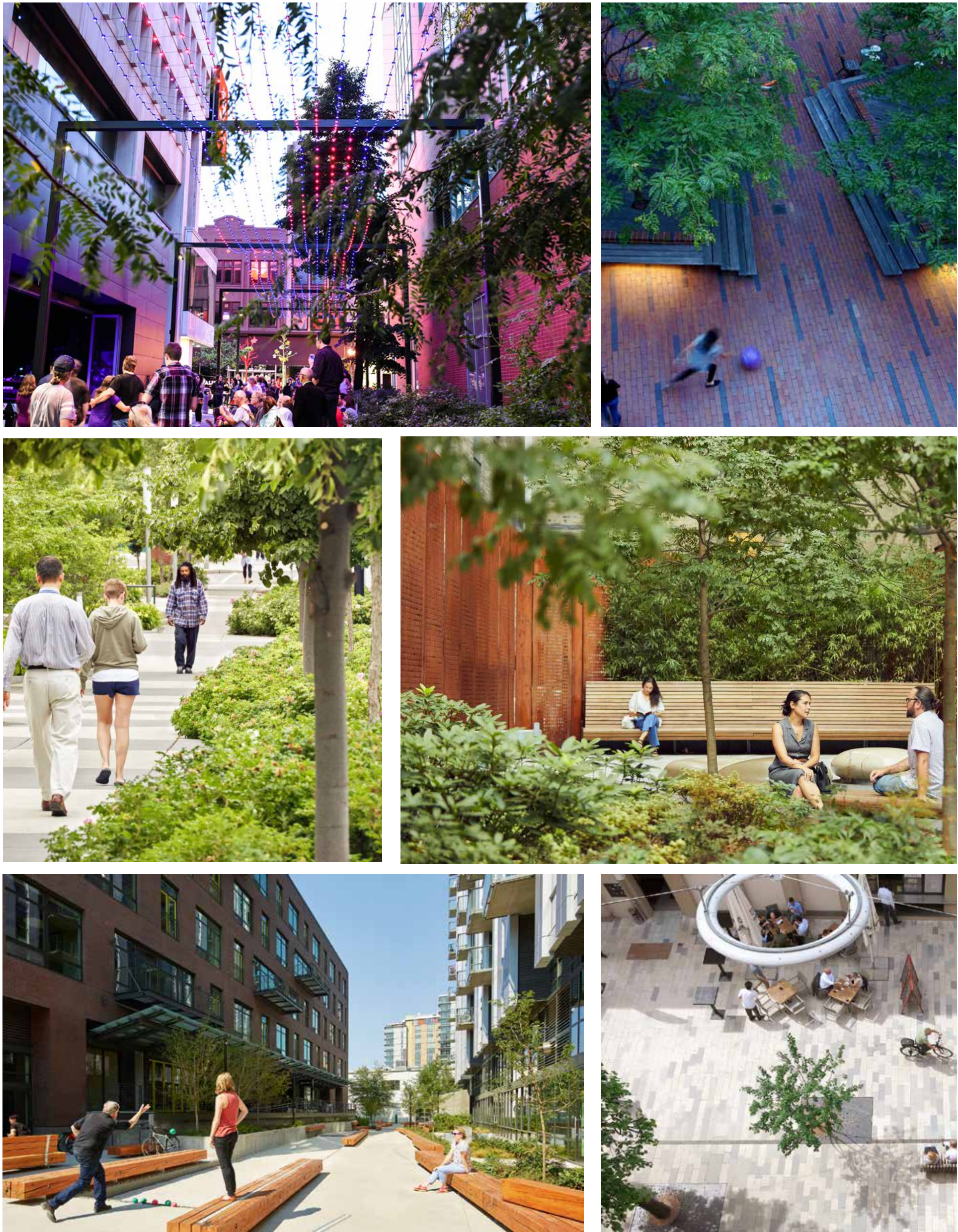
05 ROOF PLAN



- RETAIL / COMMERCIAL
- PARKING
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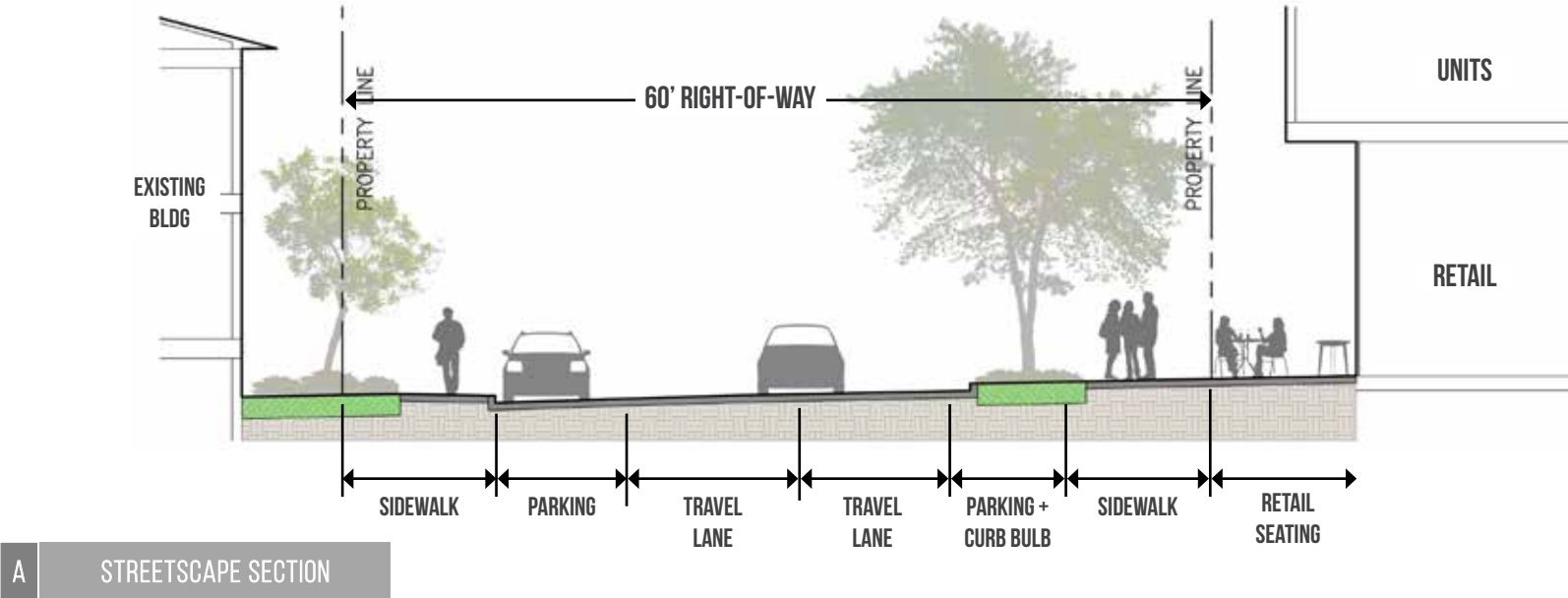
LANDSCAPE PRECEDENT IMAGERY



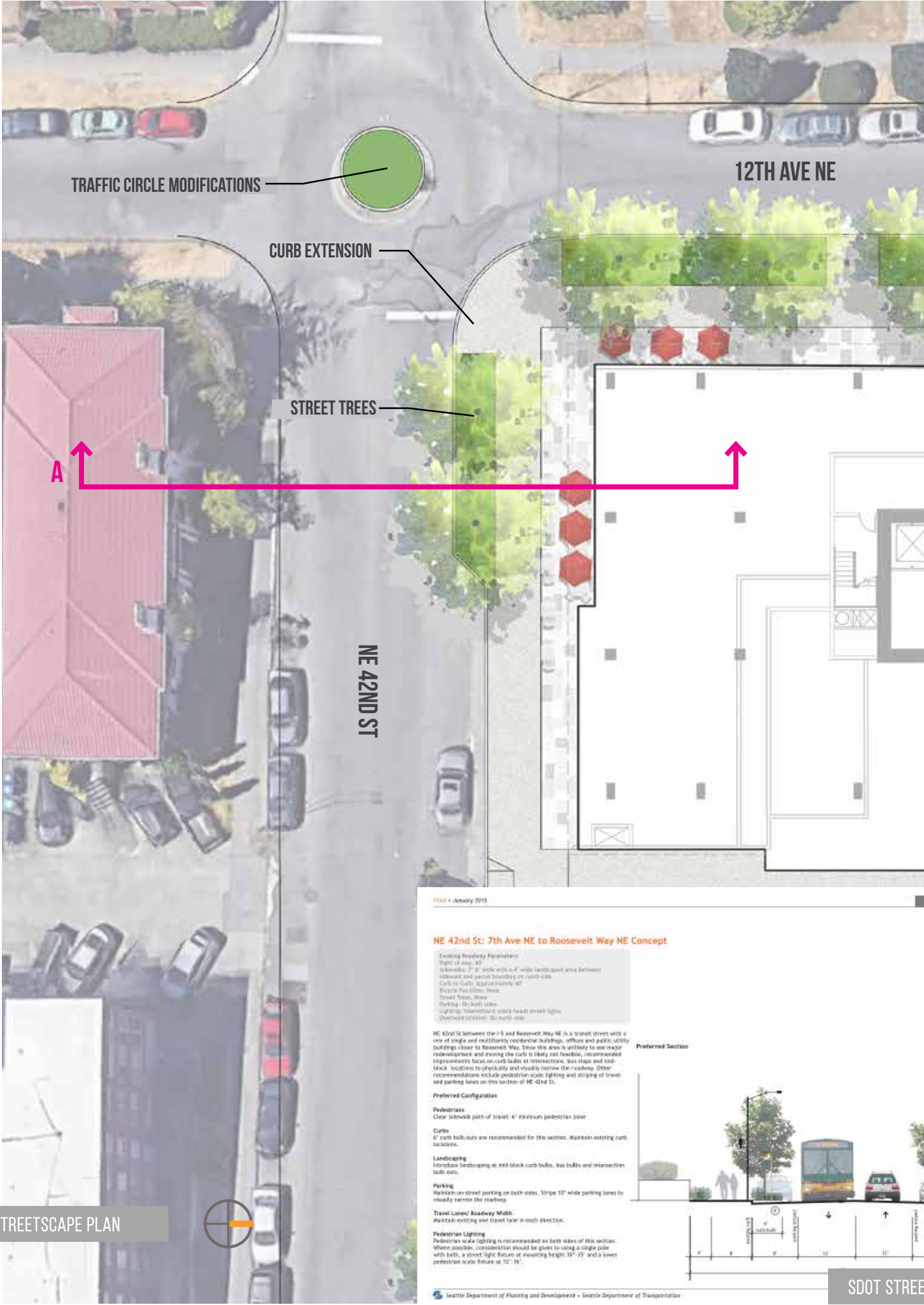




01 STREETSCAPE PLAN



A STREETSCAPE SECTION



01 STREETSCAPE PLAN



SDOT STREET CONCEPT PLAN

