4131&4135 BROOKLYN AVE NE
EARLY DESIGN GUIDANCE
September 16TH 2019
SDCI Project: #3034393-EG

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Early Design Guidance  
SEPTEMBER 16TH 2019

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PROJECT TEAM:
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PROJECT VISION

A new mixed-use housing and commercial project located on a 20,610 sf mid-block site bounded by NE 42nd St on the north, Brooklyn Ave NE on the east, NE 41st St on the south and the alley on the west.

The site is located in the heart of the University District core area within a block of University Avenue and a few blocks from the future light rail station. Our goal is to provide housing that adds to the richness in quality and variety in the neighborhood. Adding a human scaled design which generates pedestrian activity and engages with the public realm. As the southernmost high-rise, our building strives for design excellence, placemarking and creating a unique identity.
2. PUBLIC COMMENTS SUMMARY

Public comments which received during the site tour are summarized below:

- One attendee expressed appreciation that the project will provide different unit types mix, and discussed the changing demographics in U district. With the new light rail station being constructed, there will be more family and young professionals living in the U district, not just student housing.

- One attendee expressed appreciation of the large family units and amenity space with those units, and asked the project team if it is possible to provide day care space at the ground level and let them have access to the open space and family amenity space, which could provide play equipment for kids; also mentioned the U district will lose a couple of day care facilities due to new construction and demolition.

- One attendee mentioned the North part of the U District will become a new business center, and it would be beneficial for the proposed project provide more commercial/retail space.

- One attendee discussed the current design options with the project team, and pointed out as there are more and more projects being designed or constructed in U district, the context and characters are constantly changing and moving on, the design should take into consideration the current context, but also have its own characters and language.

- One attendee expressed appreciation of the large open space in the proposal, but also expressed safety concerns adjacent to the Alley side. One attendee expressed his opinion that the proposed project should provide eyes to the street, to the open space, and the open space should be used by the building residences or commercial space, to ensure it is occupied and activated by people for most of the time.

- One attendee mentioned the design team should take into consideration distant views to the proposed site, for example, views from the I-5 university bridge.

- One attendee pointed out the existing historical building at the corner of Brooklyn and 42nd, across the street would be ideal for community group place.

- One attendee discussed the retail space sizes with project team and recommended smaller scale in general; and bigger scale recommended if the space is directly adjacent to the open space, which could active the space; and if the proposed project would provide some art space within the site.
U District Context Analysis

U District Architectural Character

1. College Inn
2. University Heights Center
3. University Book Store
4. U District Square Apts
5. UW Tower
6. Neptune Theatre
7. Hardwick & Sons, Inc.
U District Context Analysis

U District Public Realms

1. University of Washington Campus
2. Burke Gilman Trail
3. Husky Stadium
4. Farmers Market
5. University Bridge
6. West Campus
7. The Ave
8. Fraternities and Sororities
9. Link Light Rail UW Station

SITE
U District Development

There are a number of new developments to the west of the site especially on NE 47th St, 11th Ave, 12th Ave and Brooklyn Ave. There are a few major recently completed developments such as AVA residents, LIV Apartments, ACACIA Court and Bridges. Housing developers have been building new vibrant, texturally interesting, and modern projects in the University District.

1. The Parsonage
   4138 BROOKLYN AVE NE
   7 Stories
   84 Residential Units

2. DXU Apartments
   4230 11TH AVE NE
   7 Stories
   98 Residential Units

3. Arbora Court Apartments
   4750 15TH AVE NE
   7 Stories
   133 Residential Units

4. Augusta Apartments
   4041 ROOSEVELT WAY NE
   7 Stories
   214 Residential Units

5. Hub U District
   5000 UNIVERSITY WAY
   7 Stories
   111 Residential Units

6. Verve Flats
   4302 7TH AVE NE
   4 Stories
   47 Residential Units
U District Development

1. The Parsonage
2. DXU Apartments
3. Arbora Court Apartments
4. Augusta Apartments
5. Hub U District
6. Verve Flats
7. The Stax
8. Ori on the Ave
9. Nolan Apartments
10. Lightbox Apartments
11. Savanna
12. 47+7 Apartments
13. TWELVE at U District
14. Bridges@11th

7. The Stax
   5001 BROOKLYN AVE NE
   7 Stories
   60 Residential Units

8. Ori on the Ave
   5260 UNIVERSITY WAY NE
   7 Stories
   69 Residential Units

9. Nolan Apartments
   4717 BROOKLYN AVE NE
   7 Stories
   56 Residential Units

10. Lightbox Apartments
    4545 8TH AVE NE
    7 Stories
    162 Residential Units

11. Savanna
    4710 11TH AVE NE
    6 Stories
    40 Residential Units

12. 47+7 Apartments
    4558 7TH AVE NE
    6 Stories
    24 Residential Units

13. TWELVE at U District
    4535 12TH AVE NE
    7 Stories
    283 Residential Units

14. Bridges@11th
    4557 11TH AVE NE
    7 Stories
    184 Residential Units
New developments are proposed in the U District near the site. Many of these are highrise mixed-use structures.

1. 4126 12TH AVE NE
   - 21 Stories
   - 227 Residential Units

2. 4220 12TH AVE NE
   - 24 Stories
   - 446 Residential Units

3. 1200 NE 45TH ST
   - 21 Stories
   - 227 Residential Units

4. 4515 BROOKLYN AVE NE
   - 25 Stories
   - 202 Residential Units

5. 4510 11TH AVE NE
   - 7 Stories
   - 201 Residential Units

6. 4700 BROOKLYN AVE NE
   - 24 Stories
   - 227 Residential Units

U District Development: In Progress
U District Development

1. 4220 12TH AVE NE
2. 1200 NE 45TH ST
3. 4700 BROOKLYN AVE NE
4. 4515 BROOKLYN AVE NE
5. 4510 11TH AVE NE
6. 4732 BROOKLYN AVE NE
7. 4726 15TH AVE NE
8. 4218 ROOSEVELT WAY NE
9. 4048 7TH AVE NE
10. 5247 UNIVERSITY WAY NE
11. 4524 7TH AVE NE
12. 4239 8TH AVE NE
13. 5300 ROOSEVELT WAY NE
14. 818 NE 42ND ST

7. 4726 15TH AVE NE
6 Stories
127 Residential Units

8. 4218 ROOSEVELT WAY NE
6 Stories
110 Residential Units

9. 4048 7TH AVE NE
7 Stories
79 Residential Units

10. 5247 UNIVERSITY WAY NE
6 Stories
59 Residential Units

11. 4524 7TH AVE NE
6 Stories
60 Residential Units

12. 4239 8TH AVE NE
7 Stories
52 Residential Units

13. 5300 ROOSEVELT WAY NE
4 Stories
52 Residential Units

14. 818 NE 42ND ST
8 Stories
34 Residential Units
Context Analysis: Vicinity

Vicinity
List of Buildings in Neighborhood

1. Graduate Seattle (Formerly Deca Hotel)
2. UW Tower
3. Burke Museum of Natural History and Culture
4. University of Washington School of Law
5. WSECU
6. Arion Apartments
7. Canterbury Court
8. Villa Camini
9. Brooklyn Square
10. The Parsonage Apartments
11. University Inn
12. Cedar Apartments
13. NORA Apartments
14. Elm Hall
15. Poplar Hall
Context Analysis: Zoning

Zoning

Project Information

Parcel: 114200-1525 & 114200-1535
Lot Area: 20,610 sf
Zoning: SM-U 75-240(M1)
Overlay: University District Northwest Urban Center Village
Street Classification: Brooklyn Ave NE (principal Arterial)
Frequent Transit: Yes
Land Use

The site is located at 4135 Brooklyn Ave NE. The surrounding area mostly includes residential buildings for student housing, some single family housing, mixed use and commercial buildings. Streets are easily walkable with access to University Way NE & N. 45th St., with bus stops going North and South and East and West. The Burke Gilman Trail, accessing Fremont, Ballard, Downtown and the East Campus, is just to the south. University Ave N, a major area for dining and shopping, is to the east.

The surrounding area has been experiencing a general trend of growth with multifamily buildings replacing existing single families.
Context Analysis: Transportation

The site is located at 4135 Brooklyn Ave NE. Bus routes that access all parts of the city are available to the North, South East and West of the site. Bicycle routes to the north and south are located west of the site. The Burke Gilman Trail, accessing Fremont, Ballard Downtown and the East Campus, is just to the south. Access to I-5 is to the East and access to I-520 is to the southeast. The site is located on a designated neighborhood green street.
Context Analysis: Sun Path

Sun Path Analysis
Context Analysis: Tower Views

Aerial Views

The site is located at 4131 & 4135 Brooklyn Ave NE. At 211 ft above street level the site currently offers expansive territorial views.
Context Analysis: Tower Views

1. VIEW TOWARDS NORTH
2. VIEW TOWARDS EAST
3. VIEW TOWARDS SOUTH
4. VIEW TOWARDS WEST
The site is located at 4131 & 4135 Brooklyn Ave NE. The site is comprised of two parcels with existing multi-family residential rental buildings. Existing apartments are to the north and south of the site on the same block front. Across Brooklyn Ave NE there are a new apartment building, two historic structures, an older apartment building and a mixed use building.

Across the alley to the west there are several multi-family buildings including a house adapted to multifamily use.
Context Analysis: Site

1. View 1
2. View 2
3. View 3
4. View 4
5. View 5
6. View 6

Site Context Analysis: Site
Context Analysis: Streetscapes

A West Elevation

B East Elevation

Site Location

Opposite Side

Context Analysis: Streetscapes
Context Analysis: Streetscapes

South Elevation

North Elevation
Context Analysis: Site Section

Section Through Site A-A

Section Through Site B-B
Early Design Guidance   |   SDCI: #3034393-EG  |   Address: 4135 BROOKLYN AVE NE

d/Arch LLC

CONTEX ANALYSIS

SDCI #3033868-EG
4126 12TH AVE NE
EDG MEETING ON 07/15/2019

PROJECT (4126 12TH AVE NE), INCLUDES THE TOWER AND PRESERVATION OF VILLA CAMINI APARTMENTS, WITHIN THE SAME BLOCK OF PROPOSED SITE, TAKEN INTO CONSIDERATION AS EXISTING TOWER, WHICH IMPACTS THE PROPOSED DESIGN.
CONTEXT ANALYSIS

Changing Fabric
SURVEY

Existing (Survey)
LOT SIZE: 20,610 SF

LEGAL DESCRIPTION

LOTS 3, 4, 5, 6 AND 7, BLOCK 15, BROOKLYN ADDITION TO CITY OF SEATTLE, VOLUME 7 OF PLATS, PAGE 32, RECORDS OF KING COUNTY, WASHINGTON, (COMMONLY KNOWN AS 4121-4135 BROOKLYN AVE N.E., SEATTLE) SUBJECT TO EASEMENTS, RESTRICTIONS, CONDITIONS AND COVENANTS OF RECORD, IF ANY.

PARCEL NUMBER: 114200-1525 AND 114200-1536
Zoning Summary

SMC CHAPTER 23.48 - SEATTLE MIXED

23.48.002 - SCOPE OF PROVISIONS:
B. Provision of Subchapter 1 of Chapter 23.48 are applicable to all SM zones, ... to the extent provisions in a supplemental subchapter conflict. With provisions in this subchapter 1, the provisions of the supplemental subchapter shall prevail.

23.48.005 - USES:
A. PERMITTED USES:
   - ALL PROPOSED USES PERMITTED
D. REQUIRED STREET-LEVEL USES:
   - OVERRIDDEN BY 23.48.605.C

23.48.020 - FLOOR AREA RATIO
B. FLOOR AREA EXEMPT FROM FAR CALCULATIONS:
   - UNDERGROUND STORIES; PORTIONS OF A STORY NO MORE THAN 3' ABOVE EXISTING OR FINISHED GRADE; MECHANICAL EQUIPMENT (FOR STRUCTURES 65' OR HIGHER) 3.5% OF THE TOTAL CHARGEABLE GROSS FLOOR AREA (GSF) FOR SOLAR COLLECTORS; BICYCLE COMMUTER SHOWER FACILITIES
D. DEVELOPMENTS CONTAINING EXTRA FLOOR AREA SHALL PARTICIPATE IN GREEN BUILDING PERFORMANCE AND TRANSPORTATION MANAGEMENT PROGRAM (TMP)

23.48.025 - STRUCTURE HEIGHT:
OVERWRITTEN BY 23.48.615

23.48.040 - STREET LEVEL STANDARDS:
A. STREET-FACING FA ADE REQUIREMENTS APPLY TO FA ADES FACING CLASS 1 PEDESTRIAN STREETS AND ALL OTHER STREETS.
B. TRANSPARENCY AND BLANK FA ADE REQUIREMENTS APPLY TO STREET FACING FA ADE BETWEEN 2 FEET AND 8 FEET ABOVE
A SIDEWALK BUT DO NOT APPLY TO PORTIONS OF A STRUCTURE IN RESIDENTIAL USE
   1. CLASS 1 PED STREET: ≤ 60% TRANSPARENT
      a. ALL OTHER STREETS: ≤ 30% TRANSPARENT
   2. CLASS 1 PED STREET: BLANK SEGMENT ≤ 15' WIDE; (30' IF APPROVED BY DIRECTOR); TOTAL WIDTH OF ALL BLANK SEGMENTS ≤ 70% OF FA ADE WIDTH
      c. ANY BLANK SEGMENT MUST BE SEPARATED BY TRANSPARENT AREA AT LEAST 2' WIDE
C. STANDARDS FOR STREET-LEVEL USES, WHETHER REQUIRED OR NOT SHALL COMPLY WITH:
   1. WHERE STREET LEVEL USES ARE REQUIRED, MIN 75% OF THE APPLICABLE STREET-LEVEL, STREET FACING FA ADE SHALL BE OCCUPIED BY USES LISTED
   2. STREET LEVEL USES SHALL BE LOCATED WITHIN 10' OF STREET LOT LINE EXCEPT:
      a. IF THEY ABUT AN OUTDOOR AMENITY AREA PROVIDED PER 23.48.045 OR OTHER REQUIRED BONUS AMENITY AREA
      b. IF THERE IS A REQUIRED SETBACK THE 10' SHALL BE FROM THAT LINE
   6. PEDESTRIAN ACCESS TO STREET-LEVEL USES SHALL BE PROVIDED DIRECTLY FROM THE STREET OR PERMITTED OPEN SPACE; NO MORE THAN 3' ABOVE OR BELOW SIDEWALK GRADE OR AT THE SAME ELEVATION AS THE ABUTTING PERMITTED OPEN SPACE

23.48.045 - AMENITY AREA:
A. PROVIDE MIN AREA = 5% OF THE TOTAL RESIDENTIAL GROSS FLOOR AREA; MAX REQ. = AREA OF THE LOT (ACCESSORY PARKING AND MECHANICAL EQUIPMENT AREAS EXCLUDED FROM GROSS RESIDENTIAL)
B. MAX 50% REQUIRED AMENITY AREA MAY BE ENCLOSED
C. MIN HORIZONTAL DIMENSION = 15'; EXCEPT LANDSCAPED OPEN SPACE LOCATED AT STREET LEVEL AND ACCESSIBLE FROM STREET
   = 10' MIN.
   4. MIN SIZE OF A REQUIRED AMENITY AREA IS 225 SF
   5. AREA PROVIDED AS A LANDSCAPED OPEN SPACE LOCATED AT STREET LEVEL AND ACCESSIBLE FROM THE STREET SHALL BE COUNTED AT 2X ACTUAL AREA.
   6. PUBLIC OPEN SPACE PROVIDED ON A LOT FOR NON-RESIDENTIAL REQUIRED OPEN SPACE OR TO ALLOW FOR EXTRA NON-RESIDENTIAL FLOOR AREA THROUGH A FLOOR AREA BONUS FOR OPEN SPACE AMENITIES MAY BE COUNTED IN THE RESIDENTIAL AMENITY AREA CALC.

23.48.055 - LANDSCAPING AND SCREENING:
A. GREEN FACTOR OF MIN 0.30 REQUIRED
C. 3. a. PARKING NOT PERMITTED AT STREET LEVEL UNLESS SEPARATED BY OTHER USES
D. 1. STREET TREES ARE REQUIRED (COORD. WITH DIRECTOR OF TRANSPORTATION.)

23.48.075 - LIGHT AND GLARE:
A. EXTERIOR LIGHTING MUST BE SHIELDED AND DIRECTED AWAY FROM ADJACENT USES.
B. INTERIOR GARAGE LIGHTING MUST BE SHIELDED TO MINIMIZE NIGHTTIME GLARE AFFECTING NEARBY USES

23.48.085 - PARKING LOCATION AND ACCESS:
D. 1. ACCESS TO PARKING AND LOADING SHALL BE FROM THE ALLEY UNLESS DIRECTOR DETERMINES USE OF THE ALLEY FOR PARKING AND LOADING WOULD CREATE A SIGNIFICANT SAFETY HAZARD.
   2. IF USE OF PARKING IS DETERMINED BY THE DIRECTOR TO NOT BE FROM THE ALLEY, AND THE LOT ABUTS MORE THAN ONE STREET, THE LOCATION OF ACCESS IS DETERMINED BY THE DIRECTOR, AS A TYPE 1 DECISION ... IN THE LEAST PREFERRED OF THE CATEGORIES
Zoning Summary

PREFFRED CATEGORIES: a. UNDESIGNED STREETS, b. CLASS 2 PED ST., c. CLASS 1 PED ST., d. NEIGHBORHOOD GREEN ST.

E. 1. CURB CUT TO BE LIMITED TO ONE TWO-WAY CURB CUT PER

23.54.030

23.48.602 - SCOPE OF PROVISIONS:

PROVISIONS OF SUBCHAPTER V OF CHAPTER 23.48 ARE APPLICABLE TO SM-U ZONE. IN CASES OF CONFLICT WITH PROVISIONS IN THIS SUBCHAPTER, THE PROVISIONS OF SUBCHAPTER V SHALL PREVAIL.

23.48.605 - REQUIRED STREET LEVEL USES:

C. 1. ONE OR MORE OF THE FOLLOWING USES ARE REQUIRED AT STREET LEVEL ALONG THE STREET-FACING FAÇADES AT STREETS SHOWN ON MAP A FOR 23.48.505.

a. GENERAL SALES AND SERVICE USES;
b. EATING AND DRINKING ESTABLISHMENTS;
c. ENTERTAINMENT USES;
d. PUBLIC LIBRARIES;
e. PUBLIC PARKS;
f. ARTS FACILITIES’;
g. RELIGIOUS FACILITIES’;
h. HUMAN SERVICES USES;
i. CHILD CARE FACILITIES; AND LIGHT RAIL STATIONS

2. REQUIRED STREET LEVEL USES SHALL MEET THE DEVELOPMENT STANDARDS IN 23.48.040 C.

23.48.610 - TRANSPORTATION MANAGEMENT PROGRAMS:

B. AN APPLICANT WHO PROPOSES MULTIFAMILY DEVELOPMENT THAT IS EXPECTED TO GENERATE 50 OR MORE VEHICLE TRIPS IN ANY ONE PM. HOUR OR DEMAND FOR 25 OR MORE VEHICLES PARKING ON THE STREET OVERNIGHT SHALL PREPARE AND IMPLEMENT A TMP.

23.48.615 - STRUCTURE HEIGHT:

A. 1. MAXIMUM HEIGHT FOR HIGH RISE IS INDICATED BY THE SECOND NUMBER FOLLOWING THE DASH IN THE ZONING DESIGNATION

2. MINIMUM LOT SIZE OF 12,000 SF IS REQUIRED FOR HIGHRISE

B. PROVISIONS FOR ROOFTOP FEATURES ALLOWED ABOVE THE HEIGHT LIMIT ARE IN SUBSECTION 23.48.025.C (APPLICABLE TO BOTH MAX HEIGHTS)

23.48.620 - FLOOR AREA RATIO:

A. SM-U 75-240 (M1) ZONE FAR LIMITS ARE SHOWN IN TABLE BASE FAR FOR ALL USES:

<table>
<thead>
<tr>
<th>Use</th>
<th>FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Sales</td>
<td>4.75</td>
</tr>
<tr>
<td>Eating and Drinking</td>
<td>10.0</td>
</tr>
</tbody>
</table>

D. BONUS 0.5 FAR FOR STRUCTURE INCLUDES A MINIMUM OF TEN DWELLING UNITS THAT EACH HAVE A MINIMUM AREA 900 GSF AND INCLUDES THREE OR MORE BEDROOMS, AND AMENITY AREA HAS A MINIMUM 1,300 SF AND MIN. HORIZONTAL DIMENSION OF 20FEET.

23.48.621 - MHA IN SM-U:

SM-U ZONES WITHIN UNIVERSITY COMMUNITY URBAN CENTER SUBJECT TO CHAPTERS 23.58B AND 23.58C

23.48.622 - EXTRA FLOOR AREA:

A. 1. ACHIEVE 65% OF THE EXTRA FLOOR AREA ON THE LOT BY USING BONUS RESIDENTIAL FLOOR AREA FOR AFFORDABLE HOUSING PURSUANT TO SECTION 23.58A.014.

b. ACHIEVE 35% OF THE EXTRA FLOOR AREA THROUGH THE USE OF ONE OR MORE OF THE FOLLOWING OPTIONS:

1) ACQUIRING OPEN SPACE, LANDMARK, OR VULNERABLE MASONRY TDR OR TDP ACCORDING TO SECTION 23.48.623 AND 3.58A.042;

2) PROVIDE OPEN SPACE AMENITIES ACCORDING TO SECTIONS 23.48.624 AND 23.58A.040

B. DEVELOPMENT CONTAINING EXTRA FLOOR AREA SHALL MEET GREEN BUILDING STANDARD PER 23.58.D.

23.48.624 - BONUS FLOOR AREA PUBLIC OPEN SPACE:

A. ELIGIBLE PUBLICLY ACCESSIBLE OPEN SPACE AMENITIES MUST COMPLY WITH 23.58A.040 AND SUBJECT TO 23.48.622 AND THIS SECTION.

B. ELIGIBLE AMENITIES INCLUDE:

1. NEIGHBORHOOD OPEN SPACE

23.48.635 - MAX WIDTH AND DEPTH LIMITS:

A. MAX WIDTH AND DEPTH LIMIT OF A STRUCTURE IS 250 FEET.

23.48.640 - STREET-LEVEL DEVELOPMENT STANDARDS:

A. SETBACKS

3. REQUIRED SETBACKS IN THE SM-U 75/240 ZONE, ON ALL STREETS, AN AVERAGE SETBACK OF 5 FEET IS REQUIRED FROM ALL STREET LOT LINE, SUBJECT TO THE FOLLOWING:

A. NO SETBACK SHALL BE LESS THAN 3 FEET FROM THE STREET LOT LINE, AND ANY SETBACK AREA FURTHER
Zoning Summary

THAN 10 FEET FROM THE STREET LOT line shall not be included in the averaging calculation.

B. THE SETBACK AREA SHALL EITHER BE PART OF A USEABLE OPEN SPACE OR LANDSCAPED ACCORDING TO STANDARDS 23.48.055.A.3.

4. UNDERGROUND STRUCTURE ARE PERMITTED IN ALL REQUIRED SETBACK AREAS.

5. BAY WINDOWS, CANOPIES, HORIZONTAL PROJECTIONS OF DECKS, BALCONIES WITH OPEN RAILINGS, EAVES, CORNICES, GUTTERS, AND OTHER SIMILAR ARCHITECTURAL FEATURES THAT ARE AT LEAST 13 FEET ABOVE THE SIDEWALK ELEVATION ARE PERMITTED TO EXTEND UP TO 4 FEET INTO THE SETBACK.

C. TRANSPARENCY AND BLANK FAÇADE STANDARDS PER 23.48.040.B

F. WEATHER PROTECTION

1. CONTINUOUS OVERHEAD WEATHER PROTECTION REQUIRED FOR AT LEAST 60% OF THE STREET FRONTAGE

2. COVERAGE SHALL EXTEND MIN 6 FEET FROM THE STRUCTURE UNLESS CONFLICTS WITH STREET TREES OR UTILITY POLES.

3. MUST BE PROVIDED OVER THE SIDEWALK, OR OVER A WALKING AREA WITHIN 10 FEET IMMEDIATELY ADJACENT TO THE SIDEWALK, WITHIN 18" VERTICALLY OF THE SIDEWALK GRADE AND BE ACCESSIBLE.

4. UP TO 6 FEET HORIZONTAL FROM BUILDING: LOWER EDGE TO BE MIN 8 FEET AND MAX 13 FEET ABOVE SIDEWALK OR WALKING AREA, WHERE OVER 6 FEET HORIZONTAL FROM BUILDING: LOWER EDGE TO BE MIN 10 FEET AND MAXIMUM 15 FEET ABOVE SIDEWALK OR WALKING AREA.

5. PEDESTRIAN LIGHTING TO BE PROVIDED

23.48.645 – UPPER LEVEL DEVELOPMENT STANDARDS

A. MAX FLOOR AREA LIMITS APPLY TO ALL STORIES ABOVE 45 FEET ABOVE AVERAGE GRADE LEVEL.

2. PER TABLE A. STRUCTURES GREATER THAN 160 FEET BUT NOT EXCEEDING 240 FEET IN HEIGHT:

AVERAGE GROSS FLOOR AREA FOR ALL STORIES = 10,500 SF;

C. REAR LOT LINE THAT ABUTS AN ALLEY, PORTIONS OF A STRUCTURE 45 FEET OR LESS, NON REQUIRED: PORTIONS OF A STRUCTURE GREATER THAN 45 FEET: 10 FEET MINIMUM.

D. SIDE LOT LINE SETBACK OF 15’ MIN REQUIRED ABOVE 45 FEET (NOT ALONG ALLEY OR STREET).

E. SEPARATION ABOVE MIDRISE HEIGHT LIMIT (45 FEET)

1. MIN 75 FEET BETWEEN HIGHRISE PORTIONS OF STRUCTURES ON SAME BLOCK.

2. IF THE PRESENCE OF AN EXISTING HIGHRISE STRUCTURE WOULD PRECLUDE THE ADDITION OF ANOTHER HIGHRISE STRUCTURE ON A DIFFERENT BLOCK, THE DIRECTOR MAY, AS A SPECIAL EXCEPTION, REDUCE THE REQUIRED SEPARATION BY UP TO 20 PERCENT.

F. PROJECTIONS: THE FIRST 4 FEET OF HORIZONTAL PROJECTION OF DECKS, BALCONIES WITH OPEN RAILINGS, EAVES, CORNICES, GUTTERS AND SIMILAR FEATURES ARE PERMITTED IN ALL SETBACKS AND SEPARATIONS NOTED IN 23.48.645

23.54.015 – REQUIRED PARKING

A. VEHICULAR PARKING

NON-RESIDENTIAL PER TABLE A, SECTION II, LINE J STATION AREA

OVERLAY DISTRICT = NONE REQUIRED

RESIDENTIAL PER TABLE B, SECTION II, LINE L = NONE REQUIRED
Zoning Summary

SMC CHAPTER 23.54 - QUANTITY & DESIGN

K. BICYCLE PARKING PER TABLE D.
   A.6 SALES AND SERVICES, GENERAL
      LONG-TERM: 1 PER 4,000 SF
      SHORT-TERM: 1 PER 2,000 SF
   D. RESIDENTIAL USES
      D.2 MULTI-FAMILY
         LONG-TERM: 1 PER DWELLING UNIT
         SHORT-TERM: 1 PER 20 DWELLING UNITS
   3 FOR RESIDENTIAL USES, AFTER THE FIRST 50
   BICYCLE SPACES ARE PROVIDED, ADDITIONAL SPACES ARE
   REQUIRED AT 3/4 THE RATIO SHOWN IN TABLE D.
   1. ROUNDED – LONG-TERM ROUND UP TO THE NEAREST
      WHOLE NUMBER. FOR SHORT-TERM, ROUND UP TO THE
      NEAREST WHOLE EVEN NUMBER.
   2. PROVIDE BICYCLE PARKING IN A HIGHLY VISIBLE, SAFE,
      AND CONVENIENT LOCATION.
      a. LONG-TERM PARKING TO BE PROVIDED IN SECURE
         LOCATIONS. AVOID CONFLICTS WITH AUTOMOBILE
         ACCESSES AND DRIVEWAYS.
      b. PROVIDE PEDESTRIAN AND BICYCLE ACCESS TO LONG-
         TERM BICYCLE PARKING THAT IS SEPARATE FROM OTHER
         VEHICULAR ENTRY AND EGRESS POINTS.
      c. PROVIDE LIGHTING
      d. PROVIDE DIRECTIONAL SIGNAGE FOR EASY WAY-FINDING
         FOR BICYCLISTS.
      e. LONG-TERM BICYCLE PARKING LOCATION SHALL NOT
         REQUIRE CARRYING BICYCLES ON STAIRS.
      f. WHERE PRACTICABLE, LONG-TERM BICYCLE PARKING
         SHALL INCLUDE A VARIETY OF RACK TYPES TO
         ACCOMMODATE DIFFERENT TYPES OF BICYCLES.
      g. INSTALL RACKS AND HARDWARE PER MANUFACTURER
         ALLOWING ADEQUATE CLEARANCES.
      h. PROVIDE FULL WEATHER PROTECTION FOR ALL REQUIRED
         LONG-TERM BICYCLE PARKING.
      3. RESIDENTIAL BICYCLE PARKING SHALL BE
         LOCATED ON-SITE.
      5. BICYCLE PARKING FACILITIES SHARED BY MORE
         THAN ONE USE ARE ENCOURAGED.

6. NON-RESIDENTIAL BICYCLE PARKING SHALL BE
   LOCATED ON THE LOT
   9. BICYCLE PARKING SPACES WITHIN DWELLING
   UNITS OTHER THAN ON BALCONIES DO NOT COUNT TOWARD
   THE BICYCLE PARKING
   REQUIREMENT.

23.54.030 - PARKING SPACE AND ACCESS STANDARDS:
   ALL PARKING SPACE PROVIDED, WHETHER REQUIRED OR
   NOT, AND REQUIRED BARRIER-FREE PARKING, SHALL MEET
   THE STANDARDS OF THIS SECTION.
   A. DIMENSIONS:
      1. LARGE VEHICLE = 8.5' X 19'
      2. MEDIUM VEHICLE = 8’ X 16'
      3. SMALL VEHICLE = 7.5' X 15'
      4. a. BARRIER-FREE PARKING = SPACE SHALL BE NOT LESS
          THAN 8’ WIDE WITH ADJACENT ACCESS AISLE NOT LESS
          THAN 5’ WIDE. VAN ACCESSIBLE PARKING SPACES SHALL
          HAVE AN ADJACENT ACCESS AISLE OF NOT LESS THAN
          8’ WIDE. ADJACENT BARRIER-FREE STALLS MAY SHARE A
          COMMON ACCESS AISLE
          b. AT LEAST ONE VAN STALL SHALL BE 19’ MIN LENGTH,
             OTHER SPACES MAY BE LENGTHS OF SMALL, MEDIUM OR
             LARGE SPACES IN PROPORTION TO MIX IN THE REST OF THE
             PROJECT.
      6. COLUMNS OR OTHER STRUCTURAL ELEMENTS MAY
         ENCROACH INTO THE PARKING SPACE MAX 6” OUTSIDE OF
         DOOR CLEARANCE
   B. MIX ETC.
      1. RESIDENTIAL USES
         a. IF MORE THAN 5 SPACES PROVIDED, MIN
            60% TO BE MEDIUM
      2. NON-RESIDENTIAL
         c. IF 20 OR MORE SPACES PROVIDED, MIN
            35% MAX 65% TO BE SMALL, MIN 35% TO BE LARGE
   D. DRIVEWAYS
      2.a.2) MIN WIDTH FOR TWO-WAY TRAFFIC SHALL BE
      22 FEET, MAX 25’
         b. TURNING PATH TO CONFIRM WITH PATH RADIUS
            SHOWN IN EXHIBIT B
      3. DRIVEWAY SLOPE SHALL NOT EXCEED 15%
   E. PARKING AISLES SHALL COMPLY WITH EXHIBIT C
   G. SIGHT TRIANGLES
      2. TWO-WAY DRIVEWAYS 22’ WIDE OR MORE.
      PROVIDE SIGHT TRIANGLE AT SIDE USED AS AN EXIT ONLY
      4. WHEN DRIVEWAY IS LESS THAN 10 FEET FROM THE
         LOT LINE, SIGHT TRIANGLE MAY BE PROVIDED AS FOLLOWS:
         a. AN EASEMENT
         b. SHARED DRIVEWAY WITH NEIGHBORING
         c. DRIVEWAY OR EASEMENT MAY BEGIN 5
            FEET FROM THE LOT LINE, AS DEPICTED IN EXHIBIT F.
   K. PEDESTRIAN ACCESS TO GARAGE REQUIRED IN ZONE
      WHERE FLEXIBLE-USE PARKING IS PERMITTED.

23.54.040 – SOLID WASTE AND RECYCLABLE MATERIAL:
   A. SHARED STORAGE SPACE PER TABLE A:
      MORE THAN 100 DWELLING UNITS = 575 SF + 4 SF
      FOR EACH ADDITIONAL UNIT OVER 100 (TOTAL AREA MAY BE
      REDUCED BY 15% IF MIN HORIZONTAL DIMENSION IS 20’)
      NON-RESIDENTIAL
      0-5,000 SF = 82 SF (X50% IF SPACE SHARED
      WITH RES)
      5,001 – 15,000 SF = 124 SF (X50% IF SPACE SHARED
      WITH RES)
   B. SPACE FOR GARBAGE MAY BE SHARED IN MIXED USE
      DEVELOPMENT, BUT SEPARATE SPACES FOR RECYCLING
      SHALL BE PROVIDED.
   F. ACCESS FOR SERVICE PROVIDERS
      1. a. 2 CU YD OR SMALLER CONTAINERS MAY BE
         PLACED NO MORE THAN 50 FEET FROM THE COLLECTION
         LOCATION
         c. ACCESS RAMPS TO THE STORAGE SPACE SHALL
            NOT EXCEED A GRADE OF 6%
         2. a. FOR CONTAINERS LARGER THAN 2 CU YD AND
Zoning Summary

SMC CHAPTER 23.58A - INCENTIVE PROVS.

ALL COMPACTED CONTAINERS DIRECT ACCESS SHALL BE PROVIDED
b. GATES OR ACCESS ROUTES FOR TRUCKS SHALL BE MINIMUM 10 FEET WIDE.
   d. IF ACCESSED DIRECTLY BY A COLLECTION VEHICLE, A 21’ OVERHEAD CLEARANCE SHALL BE PROVIDED.

23.58A.012 - METHODS FOR EXTRA RES FLOOR AREA:
B. IF MAX HEIGHT LIMIT OF RESIDENTIAL USE IS HIGHER THAN 85’, USE HOUSING BONUS RESIDENTIAL FLOOR AREA PER 23.58A.014 TO ACHIEVE 60% OF THE TOTAL EXTRA RESIDENTIAL FLOOR AREA ON THE LOT AND, TO THE EXTENT PERMITTED UNDER THE PROVISIONS OF THE ZONE OR THIS CHAPTER, MAY USE BONUS RESIDENTIAL FLOOR AREA FOR AMENITIES PURSUANT TO 23.58A.040.

23.58A.014 - BONUS RESIDENTIAL FLOOR AREA FOR AFFORDABLE HOUSING:
B. PERFORMANCE OPTION
   1. a. AMOUNT OF AFFORDABLE HOUSING = 14% OF THE GROSS BONUS RESIDENTIAL FLOOR AREA.
   C. PAYMENT OPTION IS AVAILABLE ONLY WHEN THE MAXIMUM HEIGHT FOR RESIDENTIAL USE UNDER THE PROVISIONS OF THE ZONE IS MORE THAN 85 FEET AND ONLY IF THE DIRECTOR DETERMINES THAT THE PAYMENT ACHIEVES A RESULT EQUAL TO OR BETTER THAN PROVIDING THE AFFORDABLE HOUSING ON-SITE.
   1. a. AN APPLICANT MAY PAY TO THE CITY $15.15 PER SF OF GROSS BONUS RESIDENTIAL FLOOR AREA.

BONUS FLOOR AREA CALCULATION:
BASE FAR (MAX FOR ALL USES) = 4.75 (72,381 SF)
MAX ALLOWABLE FAR WITH BONUSES = 12.00 (182,856 SF)
PROPOSED FAR: PROPOSED FAR = 11.70 (178,245 SF)
PROPOSED BONUS FAR (PROPOSED - BASE) = 6.95 (105,864 SF)
BONUS AREA PROVIDED BY: 65% OF BONUS AREA (PER 23.58A.014, 23.58C) = 68,812 SF
5% OF BONUS AREA (NEIGHBORHOOD OPEN SPACE UNDER 23.58A.014, 37,052 SF)
NEIGHBORHOOD OPEN SPACE PROVIDED = 5,328 X 7 SF (PER 23.58A.010) ALLOWS FOR UP TO 37,296 SF BONUS AREA

SMC CHAPTER 23.58C - MHA FOR RES

STRUCTURAL OVERHANGS, WEATHER PROTECTION, MAY BE SHARED WITH RESERVE SEATING AND/OR TABLE BUT THE RESERVED AREA SHALL NOT EXCEED 15% OF THE OPEN SPACE OR 500 SF, WHICHER EVER IS LESS.
h. 2) IDENTIFICATION: PLACE PLAQUE WITH CITY’S PUBLIC OPEN SPACE LOGO IN A VISIBLE LOCATION.
D. PAYMENT OPTION:
   2. a. IN LIEU OF ALL OR PART OF THE PERFORMANCE OPTION, APPLICANT MAY PAY THE CITY AN AMOUNT DETERMINED BY MULTIPLYING THE NUMBER OF SF OF LAND THAT WOULD BE PROVIDED AS A NEIGHBORHOOD OPEN SPACE, BY THE SUM OF AN AVERAGE SF COST FOR OPEN SPACE IMPROVEMENTS.

23.58C.040 PAYMENT AMOUNT
A.1. CALCULATED BY MULTIPLYING PAYMENT CALCULATION AMOUNT PER SQUARE FOOT ACCORDING TO TABLE A OR TABLE B FOR 23.58C.040 AND MAP A FOR 23.58C.050

23.58A.040 - BONUS FLOOR AREA FOR OPEN SPACE AMENITIES:
C. PERFORMANCE OPTION
   3. BONUS RATIO:
   a. FOR A NEIGHBORHOOD OPEN SPACE, 7 SF OF BONUS FLOOR AREA PER 1 SF OF QUALIFYING NEIGHBORHOOD OPEN SPACE (7:1)
   4. MAXIMUM OPEN SPACE IN A HIGHRISE ZONE = 15,000 SF
   5. STANDARDS FOR OPEN SPACE AMENITIES
      a. OPEN TO PUBLIC ACCESS FREE OF CHARGE MIN 10 HOURS PER DAY DURING DAYLIGHT HOURS
      b. 2) DESIGN STANDARDS
         a) CONSIST OF ONE CONTINUOUS AREA WITH A MINIMUM OF 3,000 SF AND A MINIMUM HORIZONTAL DIMENSION OF 10’
         b) MIN 35% OF OPEN SPACE LANDSCAPED WITH GRASS, GROUND COVER, BUSHES AND/OR TREES
         c) PERMANENT OR MOVABLE SEATING EQUIVALENT TO 1 LINEAL FOOT FOR EVERY 200 SF OF OPEN SPACE
         d) MAXIMIZE SOLAR EXPOSURE, ALLOW EASY ACCESS FORM STREETS. MIN FRONTAGE OF 30 FEET AT GRABU TTING A SIDEWALK. BE VISIBLE FROM SIDEWALKS ON AT LEAST ONE STREET.
         e) PROVIDE AT GROUND LEVEL, EXCEPT ON STEEP LOTS, SEPARATION OF MULTIPLE LEVELS MAY BE ALLOWED.
         f) UP TO 20% TOTAL AREA MAY BE COVERED BY ELEMENTS ACCESSORY TO PUBLIC USE OF THE OPEN SPACE:
            PERMANENT, FREE-STANDING STRUCTURES SUCH AS RETAIL KIOSKS, PAVILIONS, PEDESTRIAN SHELTERS,
Design Guidelines

SITE PLANNING AND MASSING

C51. NATURAL SYSTEMS & SITE FEATURES:

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

UNIVERSITY DISTRICT SUPPLEMENTAL GUIDANCE
1. Plan for Daylight & Trees

C52. URBAN PATTERN & FORM:

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

UNIVERSITY DISTRICT SUPPLEMENTAL GUIDANCE
1. Character Areas & Corridor Character Areas
2. Neighborhood Context
3. Gateways & Placemaking Corners

C53. ARCHITECTURAL CONTEXT & CHARACTER:

CITYWIDE GUIDELINE
Contribute to the architectural character of the neighborhood.

UNIVERSITY DISTRICT SUPPLEMENTAL GUIDANCE
1. University District Architectural Character

Response:
The perimeter of the ground level further sets back from the property line to provide connection to the open space and defined entrances. The high degree of transparency at the street level provides views to the street and the open space, to create a safe environment. The entrance locations along Brooklyn Ave NE provide strong connections and activation along the street, while the entrance along the North adjacent to the open space, active the use of the open space, while providing easy access for bicycle parking. All entries meet the sidewalk at grade making a clear connection.

THE STREETSCAPE

PL1. CONNECTIVITY:

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

UNIVERSITY DISTRICT SUPPLEMENTAL GUIDANCE
1. Networks & Connections to Community Open Space

PL2. WALKABILITY:

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

UNIVERSITY DISTRICT SUPPLEMENTAL GUIDANCE
1. Entries
2. Ground-level Residential Design
3. Mixed Use Corridors & Commercial Frontages

Response:
Distinctive urban network is being developed along NE 42nd St, which include the established placemarking corner (at the intersections of NE 42nd St and the Ave; and NE 42nd St and Roosevelt Way NE), the existing landmarks (at the corner of NE 42ND and Brooklyn Ave NE). The location of open space promotes connections to the robust network of pedestrian-oriented outdoor space. The location of the open space at the north of the proposed site, at the high point of the site, make a strong connection to 42nd St and to the Ave.
Design Guidelines

CITYWIDE & UNIVERSITY DISTRICT SUPPLEMENTAL GUIDELINES

ARCHITECTURAL EXPRESSION

DC2. ARCHITECTURAL CONCEPT:
CITYWIDE GUIDELINE
Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

UNIVERSITY DISTRICT SUPPLEMENTAL GUIDANCE
1. Massing & Reducing Bulk and Scale
2. Architectural Concept & Facade Composition
3. Pedestrian-Scaled Streetscape Design
6. Tall Buildings

Response:
The massing concepts are driven by three main factors: how the podium responds to the existing scale and urban edges; and how to provide transition from the podium to the vertical tower and how to provide connection to the open space?

The podium responds to the scale and texture of surrounding neighborhood structures. The tower connection to the podium and street varies with each option. The tower and podium relationship to the north open space also varies with each option.
DEVELOPMENT OBJECTIVES

• CREATE A SENSE OF PLACE AND ENGAGE TO PROVIDE AN ENHANCED PEDESTRIAN REALM.

• FOCUS ON A DESIGN THAT Responds To EXISTING BUILDINGS SCALES & CHARACTERS IN THE NEIGHBORHOOD.

• THE MASSING EMPHASIZES THE “FIRST-40FT”, ESTABLISHING A STREET EDGE AND HORIZONTAL DATUM TO RESPOND TO THE EXISTING CONTEXT.

• CREATE RELIEF AND SETBACK ALONG THE STREET FRONT, INTRODUCING TRANSITION IN SCALE.

• UTILIZE BUILDING ORIENTATION, SETBACK, PUBLIC OPEN SPACE TO PROVIDE DAYLIGHT AND VENTILATION TO ALL RESIDENTIAL UNITS.
DESIGN INSPIRATION AND PRECEDENT

1. VERTICAL EXPRESSION

2. MODERN EXPRESSION

3. STREET-LEVEL OPEN SPACE
DESIGN INSPIRATION AND PRECEDENT

The podium expression draws inspiration from existing structures which share characters in common:
- Distinctive scale and proportions.
- Strong building edge along the sidewalk.
- Masonry textures;
- Consistent fenestration patterns.

1 LEVEL APARTMENTS
2 STANFORD APARTMENTS
3 WELLSLEY APARTMENTS

window arrangement
Primary Vertical Expression & Secondary Horizontal Expression

PODIUM AND STREET LEVEL
Newer mid-rise apartments projects in the immediate vicinity that respond to the distinctive scale and proportions of the exciting structures discussed in the previous pages, in terms of:
- Distinctive scale and proportions.
- Strong building edge along the sidewalk.
- Consistent fenestration patterns establishing horizontal lines.
Early Design Guidance   |   SDCI: #3034393-EG  |   Address: 4135 BROOKLYN AVE NE

**TOWER LOCATION**

**CODE COMPLIANT-75’ TOWER SEPARATION**

**PREFERRED-20% REDUCTION TOWER SEPARATION**

**Preferred Tower Spacing:**
The preferred placement tower spacing, provide reduced street-facing massing, and neighborhood open space for public amenity. This tower placement is most in line with the priorities of design guideline (Public Amenity, Bulk and Scales).

**Code-compliant Tower Spacing:**
The code-compliant tower location maximizes the tower spacing along the alley, however, this creates a less efficient tower layout, and leaves not enough room for public open space connecting to the street.

---

23.48.645-Upper-level development standards in SM-U Zones:
E. Separation. 1.On separate lots. A minimum separation of 75 feet is required between highrise portions of structures on a lot and any existing highrise structures located on a separate lot in the same block.
2. If the presence of an existing highrise structure would preclude the addition of another highrise structure on a different block front of the same block, the Director may, as a special exception according to Chapter 23.76, reduce the require separation of this subsection 23.48.645.E by up to 20 percent.
OPEN SPACE LOCATION

- Promote connections to the robust network of pedestrian-oriented outdoor spaces.
- Anticipates more pedestrians coming from the North, because of the future light rail station and retail spaces at the Ave.
- Brooklyn Avenue NE is recognized as “Green Corridor”, the proposed site layout will provide active public open space and contribute to the corridor.
Site Plan
DESIGN CONCEPT OVERVIEW

OPTION 1

TOWER & PODIUM

OPEN SPACE & STREETSCAPE

OPTION 2

OPTION 3

OPTION 4

MAINTAIN URBAN EDGE

CONNECTION TO OPEN SPACE
DESIGN OPTION SUMMARY

Option - 01

Pros
- Integrated concepts connection to the open space, podium and tower design.
- Interesting “inverted” form, with a lighter base and a heavier tower.
- Building entry located at northeast corner.
- Distinctive roof line
- Tower form slides past podium to engage the street.

Cons
- Podium broken into smaller elements creating a less strong base.

Departures
- 20% REDUCTION OF 75 FEET TOWER SEPARATION
- STREET SETBACK

Option - 02

Pros
- Simple tower geometry with strong podium geometry and simplified vertical expression of the tower.
- Wide streetscape transitioning to the open space, and define main entries and retail edges.

Cons
- Less connection of podium with the tower.

Departures
- 20% REDUCTION OF 75 FEET TOWER SEPARATION
- STREET SETBACK

Option - 03

Pros
- Massing of tower is broken down to provide dynamic modulation to create visual interest and reduce the overall scale.
- Roof-top terraces with opportunities of views toward north open space and western skyline.
- The podium is integrated with the tower, carried down to the bottom, introducing strong street/urban edge responding to existing streetscape.
- Distinctive roof line.

Cons
- The podium provide less transitional scale compared to Option 4.
- Departures

Option - 04

Pros
- The overall plane elements are stepping up gradually, with north end of tower carried down from the top to the ground, provides gradual transition and connection to Northern open space.
- Recessed north building entry and retail edge provide connection to the north open public space, and relief from the street edge, provides more public open space.
- South podium is designed to maintains the urban edge and provide modulations responding to the surrounding existing structure scale and height.
- Prominent corner entrance integrated with the open space, provide transitional semi-public space.

Cons
- None
- Departures

20% REDUCTION OF 75 FEET TOWER SEPARATION
**OPTION 01**

**DATA**

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**Pros**

- Integrated concepts connection to the open space, podium and tower design.
- Interesting “inverted” form, with a lighter base and a heavier tower.
- Building entry located at northeast corner.
- Distinctive roof line
- Tower form slides past podium to engage the street.

**Cons**

**Departures**

- 20% REDUCTION OF 75 FEET TOWER SEPARATION
- STREET SETBACK

**TRANSPARENT/LIGHT BASE**

**SOLID TEXTURED HEAVY TOWER**

**FRAMED ENTRY ELEMENTS**
OPTION 01

- Retail
- Bicycle
- Solid Waste/Recycle
- Lobby
- ME
- Residential Unit
- Stairs/Elevator
- Parking
- Open Space
- Amenities

LEVEL 1
- Retail
- Retail
- Lobby
- Study
- Alley
- Brooklyn Ave N

LEVEL 2 & 3
- Alley

LEVEL P2
- ME
- Solid Waste/Recycle
- 5% Slope DN

LEVEL P1
- ME
- Solid Waste/Recycle
- 5% Slope DN
OPTION 01

LEVEL 4

LEVEL 5-21

LEVEL 22

LEVEL 23
OPTION 01
STREET-LEVEL & OPEN SPACE CONCEPT

ELEVATION PERSPECTIVE

PERSPECTIVE FROM OPEN SPACE TOWARDS LOBBY ENTRY
OPTION 01

DEPARTURE: UPPER-LEVEL SETBACK

DEPARTURE 1: STREET

REQUIREMENTS:
23.48.640-Setbacks within SM-U Zones:
On all streets in the SM-U/R 75-240 Zone, an average setback of 5 feet is required from all street lot lines, subject to the following:

- No setback shall be less than 3 feet from the street lot line, and any setbacks area further than 10 feet from the street lot line shall not be included in the averaging calculation.
- The setback area shall be either be part of a usable open space or landscape according to standards in subsection 23.48.055.A.3

REQUEST:
The proposed setbacks of the street meet the 5’ average requirement up to the upper levels as shown on the perspectives. The upper levels extend out to the street property line the average building volumetric setback will meet the 5’ requirement.

RATIONALE:
The proposed setbacks provides more interest and depth to the overall massing, and are consistent with the overall tower and podium expression.

DEPARTURE 2: TOWER SEPARATION

REQUIREMENTS:
(See page 39 for additional details and diagrams)

REQUEST:
To allow a 20% reduction in tower separation from 75’ to 60’

RATIONALE:
The reduction provides adequate tower separation and allows the building footprint to be reduced in the north-south direction. This allows for a substantial neighborhood open space located at the north of the property. It also allows for views across the from the tower to the west.
OPTION 01

AERIAL VIEW OF SW CORNER

AERIAL VIEW OF NE CORNER

AERIAL VIEW OF SE CORNER

AERIAL VIEW OF NW CORNER
OPTION 01
OPTION 02

Option - 02

Pros
- Simple tower geometry with strong podium geometry and simplified vertical expression of the tower.
- Wide streetscape transitioning to the open space, and define main entries and retail edges.

Cons
- Less connection of podium with the tower.

Departures
- 20% REDUCTION OF 75 FEET TOWER SEPARATION
- STREET SETBACK

Total Floor Area 215,488 SF
Commercial 4700 SF
Units Count 230 UNITS
Parking 70
FAR 10.4
OPTION 02
OPTION 02

LEVEL 4-6

LEVEL 8-21

LEVEL 7

LEVEL 22&23
OPTION 02
STREET-LEVEL & OPEN SPACE CONCEPT

ELEVATION PERSPECTIVE

PERSPECTIVE FROM OPEN SPACE TOWARDS LOBBY ENTRY
OPTION 02

TRANSITION BASE RELATIONSHIP

SITE SECTION - BROOKLYN AVE NE

SITE SECTION - THROUGH OPEN SPACE AND ALLEY

BUILDING SECTION - BROOKLYN AVE
OPTION 02

DEPARTURE: UPPER-LEVEL SETBACK

DEPARTURE 1: STREET

REQUEST:
The proposed setbacks of the street meet the 5’ average requirement up to the upper levels as shown on the perspectives. The upper levels extend out to the street property line the average building volumetric setback will meet the 5’ requirement.

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To allow a 20% reduction in tower separation from 75’ to 60’

RATIONALE:
The reduction provides adequate tower separation and allows the building footprint to be reduced in the north-south direction. This allows for a substantial neighborhood open space located at the north of the property. It also allows for views across the from the tower to the west.
OPTION 02

AERIAL VIEW OF SW CORNER

AERIAL VIEW OF SE CORNER

AERIAL VIEW OF NE CORNER

AERIAL VIEW OF NW CORNER
OPTION 02

STREET VIEW OF NE CORNER OF THE BUILDING

STREET VIEW OF SE CORNER OF THE BUILDING

STREET VIEW OF BUILDING BASE

STREET VIEW OF NE CORNER OF THE BUILDING
**OPTION 03**

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**Pros**

- Massing of tower is broken down to provide dynamic modulation to create visual interest and reduce the overall scale.
- Roof-top terraces with opportunities of views toward north open space and western skyline.
- The podium is integrated with the tower, carried down to the bottom, introducing strong street/urban edge responding to existing streetscape.

**Cons**

**Departures**

- 20% REDUCTION OF 75 FEET TOWER SEPARATION
- STREET SETBACK
OPTION 03

LEVEL 3

LEVEL 4

LEVEL 5-22

LEVEL 23
OPTION 03

STREET-LEVEL & OPEN SPACE CONCEPT
OPTION 03

SITE SECTION - BROOKLYN AVE NE

SITE SECTION - THROUGH OPEN SPACE AND ALLEY

BUILDING SECTION - BROOKLYN AVE
DEPARTURE: UPPER-LEVEL SETBACK

DEPARTURE 1: STREET

REQUESTMENTS:
23.48.640-Setbacks within SM-U Zones:
On all streets in the SM-U/R 75-240 Zone, an average setback of 5 feet is required from all street lot lines, subject to the following:
a. No setback shall be less than 3 feet from the street lot line, and any setbacks area further than 10 feet from the street lot line shall not be included in the averaging calculation.
b. The setback area shall be either be part of a usable open space or landscape according to standards in subsection 23.48.055.A.3

REQUEST:
The proposed setbacks of the street meet the 5’ average requirement up to the upper levels as shown on the perspectives. The upper levels extend out to the street property line the average building volumetric setback will meet the 5’ requirement.

RATIONALE:
The proposed setbacks provides more interest and depth to the overall massing, and are consistent with the overall tower and podium expression.

DEPARTURE 2: TOWER SEPARATION

REQUESTMENTS:
(See page 39 for additional details and diagrams)

REQUEST:
To allow a 20% reduction in tower separation from 75’ to 60’

RATIONALE:
The reduction provides adequate tower separation and allows the building footprint to be reduced in the north-south direction. This allows for a substantial neighborhood open space located at the north of the property. It also allows for views across the from the tower to the west.
OPTION 03

AERIAL VIEW OF SW CORNER

AERIAL VIEW OF NE CORNER

AERIAL VIEW OF SE CORNER

AERIAL VIEW OF NW CORNER
OPTION 03

STREET VIEW OF NE CORNER

STREET VIEW OF BUILDING BASE

STREET VIEW OF SE CORNER

STREET VIEW OF NE CORNER
OPTION 04

DATA

Total Floor Area: 215,900 SF
Commercial: 3200 SF
Units Count: 235 UNITS
Parking: 70
FAR: 10.4

Pros
- The overall plane elements are stepping up gradually, with north end of tower carried down from the top to the ground, providing gradual transition and connection to Northern open space.
- Recessed north building entry and retail edge provide connection to the north open public space, and relief from the street edge, providing more public open space.
- South podium is designed to maintain the urban edge and provide modulations responding to the surrounding existing structure scale and height.
- Prominent corner entrance integrated with the open space, providing transitional semi-public space.

Cons
None

Departures
- 20% REDUCTION OF 75 FEET TOWER SEPARATION

PATTERNS TRANSITION

TOWER CARRIED DOWN FROM THE TOP

TRANSITION BETWEEN TRANSPARENCY AND SOLID

BROOKLYN AVE. NE
OPTION 04

STREET-LEVEL & OPEN SPACE CONCEPT

ELEVATION PERSPECTIVE

PERSPECTIVE FROM OPEN SPACE TOWARDS LOBBY ENTRY
OPTION 04

SITE SECTION - BROOKLYN AVE NE

SITE SECTION - THROUGH OPEN SPACE AND ALLEY

BUILDING SECTION - BROOKLYN AVE
OPTION 04

DEPARTURES: UPPER-LEVEL SETBACKS

DEPARTURE 1: TOWER SEPARATION

REQUEST:
To allow a 20% reduction in tower separation from 75' to 60'

RATIONALE:
The reduction provides adequate tower separation and allows the building footprint to be reduced in the north-south direction. This allows for a substantial neighborhood open space located at the north of the property. It also allows for views across the from the tower to the west.
OPTION 04

AERIAL VIEW OF SW CORNER

AERIAL VIEW OF SE CORNER OF THE BUILDING

AERIAL VIEW OF NE CORNER

AERIAL VIEW OF NW CORNER
OPTION 04

STREET VIEW OF NE CORNER OF THE BUILDING

STREET VIEW OF BUILDING BASE

STREET VIEW OF SE CORNER

STREET VIEW OF NE CORNER
PROPOSED OPTIONS STREET LEVEL DESIGN

OPTION 01

OPTION 02

OPTION 03

OPTION 04
PROPOSED OPTIONS STREET LEVEL DESIGN

OPTION 01

OPTION 02

OPTION 03

OPTION 04
SHADOW STUDY

(OPTION 4)

Summer Solstice - June 21 at 9am

Summer Solstice - June 21 at 12pm

Summer Solstice - June 21 at 3pm

Equinox - March/September 21 at 9am

Equinox - March/September 21 at 12pm

Equinox - March/September 21 at 3pm

Winter Solstice - December 21 at 9am

Winter Solstice - December 21 at 12pm

Winter Solstice - December 21 at 3pm
LANDSCAPE DESIGN
4135 Brooklyn | Option A
September 2019

THOMAS V. RENGSTORF ASSOCIATES

MIXED SHRUB PLANTING AREA, TYP.
BENCH, TYP.
FOUNTAIN BASIN
WOOD PLATFORM CROSSING
WATER WALL
GREEN SCREEN ALONG SOUTH PROPERTY
STEPS FROM SIDEWALK
GREEN STREET

SCALE: 1" = 20'-0"
4135 Brooklyn | Option C
September 2019

- Mixed Shrub Planting Area, Typ.
- Bench, Typ.
- Seat Cube or Art Cube
- Concrete Accent Band
- Green Street

Scale: 1” = 20'-0"
DEsign

Level 4

A. Private patio space, 1x1 concrete pavers
B. Shared patio area 2x2 concrete pavers
C. 24" height steel planters
   with tall plants for separation
D. 36" height steel planter with tree and shrubs
E. Green roof with 8" soil profile
F. Artificial turf common area

Design plant palette

Podium level plan

Trees - Japanese Maple
Shrubs - Creeping Lily Turf
Shrubs - Dwarf Horsetail Reed Grass
Green Roof - Evergreen Sedum Mix

Plant schedule

Trees: Acer palmatum, Japanese maple
Approve by landscape architect

Shrub areas: Equisetum hyemale "Dwarf" dwarf horsetail reed grass
Liriope spicata "Big Blue" creeping lily turf

Ground covers: Greenroof evergreen sedum wide 8" creeping "Bugs" random (8" tops) planted at 10" spacing

4135 Brooklyn | Level 4
September 2019
DESIGN PLANT PALETTE

PODIUM LEVEL PLAN

TREES - Japanese Maple

SHRUBS - Creeping Lily Turf

SHRUBS - Dwarf Horsetail Reed Grass

GREEN ROOF - Evergreen Sedum Mix

DESIGN

LEVEL ROOF

A. PUBLIC AMENITY SPACE, 2x2 CONCRETE PAVERS
B. OUTDOOR KITCHEN
C. 24" HEIGHT STEEL PLANTERS
   WITH TALL PLANTS FOR SEPARATION
D. 36" HEIGHT STEEL PLANTER WITH TREE AND SHRUBS
E. GREEN ROOF WITH 8" SOIL PROFILE
F. FIRE PIT
G. TV

PLANT SCHEDULE

BOTANICAL / COMMON NAME

TREES
ACER PALMATUM
JAPANESE MAPLE
LANDSCAPE ARCHITECT

SHRUBS
EQUISETUM HYDRAE "DWARF"
DWARF HORSETAIL, REED GRASS
LIRIOPE SPP.
"BIG BLUE"
CREeping LILY "TURF"

GROUND COVERS
GREEN ROOF EVERGREEN SEDUM
Mix of "DWARF" BULBS
RANDOM BULB TYPES
PLANTED AT 1' SPACING

4135 Brooklyn | Level Roof
September 2019
SUPPLY INFORMATION
TOWER WITH 75 FEET SEPARATION