



BODE BITTER LAKE

AFFORDABLE LIVING RESIDENTIAL APARTMENTS

EARLY DESIGN GUIDANCE

APRIL 18, 2022

PROJECT NUMBER: 3039043-EG, 3038883-LU

PROJECT ADDRESS: 13711 AURORA AVE N, SEATTLE



1.

Local Community Spirit

2.

Nature & Parks

3.

Culture

BITTER LAKE NEIGHBORHOOD

Since 1999, when the community completed their neighborhood plan, significant growth occurred for Bitter Lake neighborhoods that reflected the community's neighborhood plan Vision. There were new apartments on Linden Ave. N. neighborhood oriented businesses. All of this growth has occurred in Commercial (C1 and C2) zoned areas.

The Bitter Lake Village Center is largely developed, but much of it at a much lower intensity than allowed under zoning, and at a lower intensity than many of Seattle's urban villages. As described in the previous section, redevelopment is occurring along Linden Ave. N. With guidance the redevelopment could support the desired future character of a more vibrant and diverse mix of shops, restaurants and housing.

Per the Comprehensive Plan of 2035 conducted by the OPCD, forecasts suggest that over the next 20 years, Seattle will need to accommodate 70,000 additional housing units, 120,000 more residents, and 115,000 additional jobs. The city expects that between now and 2035, most housing and employment growth will occur in those urban centers and villages.

https://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/CouncilAdopted2019_CitywidePlanning.pdf

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AFFORDABLE LIVING APARTMENTS & COMFORTABLE DENSITY

WHO WE ARE

Here at Bode, we offer a unique approach to building housing in our great city of Seattle. Our company founded in 2005 with a clear mission, to help Seattle communities with attainable housing, providing innovative, effective, and equitable housing solutions so that all people and communities can prosper. We offer a fullcycle of development, to create an effective model to serve the Seattle market. From buying properties, financing and designing, to building and managing our properties. With this unique approach we are able to streamline the process and help contribute to growing housing demands.



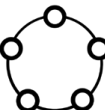
DENSITY



SUSTAINABILITY



AFFORDABILITY



COMMUNITY



TRANSPORTATION



INNOVATION

VALUES

Seattle has experienced rapid growth and the housing market is changing rapidly. We strive to enhance affordable apartments for everyone. We believe everyone should live affordably in their neighborhood and community, that why we make every effort to build projects that respond to citywide housing needs. Our quality, efficient and sustainable homes respect our neighborhoods and ensure new families and members can join and engage in the community



BODE QUEEN ANNE



BODE GREEN LAKE



BODE WEST SEATTLE



BODE LAKE CITY



BODE LAKE CITY



BODE COLUMBIA CITY





BODE BITTER LAKE



1. **DEVELOPMENT OBJECTIVES**

The Bode Bitter lake project proposes a redevelopment of the half-block bound by Aurora Ave N. A 7-story affordable apartment building will replace an existing 1-story structure and surface parking. Our goal is to provide a range of affordable living options that respond to the city needs. The project will reactivate the street facade with a commercial frontage, residential lobby entrance and amenity spaces. Our building will be one of the first new taller apartment buildings along Aurora and will establish a desirable context for others to build upon in the future.

2. **DESIGN OBJECTIVES**

One of the top design priorities is to contribute to the activity along the street, bring new character and establish a positive influence to the neighborhood. The neighbors along Aurora are currently car dealerships or retail types without pedestrian oriented streetscape Aurora strip. This project will provide retail spaces along the street frontage, designed with mainly glass facades that open up to the views and allow for a safe environment. Canopies are provided along the street front using fine materials and signage. Landscaping is provided along the street front for creating successful pedestrian connectivity.

3. **NEIBORHOOD OBJECTIVES**

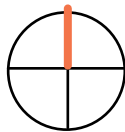
We firmly believe the diversity of people, language, cultures, and religions enhance and enliven the history of the area. The success of the development is contingent on the continued diversity of cultural perspectives and identities. We seek to create spaces that celebrate and support both individual expression and community engagement. Most importantly we want to create housing so that living is both affordable and attractive and the diversity of the community can continue to grow and remain intact.

PROJECT INFORMATION

- ADDRESS:
13711 AURORA AVE N, SEATTLE
- SDCI PROJECT #:
3039043-EG, 3038883-LU
- DEVELOPMENT + DESIGN:
BODE 144 Railroad Avenue Edmonds,
WA 98104
- LANDSCAPE ARCHITECT
GHA LANDSCAPE ARCHITECTS
1417 NE 80th Seattle,WA 98115

PROJECT SUMMARY

- Seven levels of affordable multi-family residential space with approximately 39,300 SF gross floor area per floor and 287,726 GSF total.
Approximately 320 residential units and 5 live/work units.
- Approximately 456 residential units / 3,800 GSF commercial space.
No required parking..
- 126 proposed parking stalls / 456 bike stalls.
- 3,350 SF residential roof amenity area
- 1,482 SF of interior residential lounge amenity area



AURORA AVE N

LINDEN AVE N

N 141H ST

N 137TH ST



OUTREACH METHODS:

In order to comply with outreach standards we employed these outreach methods:

1. PRINTED OUTREACH: MAILING TO ALL PROPERTY OWNERS WITHIN 500’.

Sent direct mailings to residences and businesses within a 500-foot radius of the site. The letter provided early notifications to local businesses and community members.

2. ELECTRONIC/DIGITAL OUTREACH: BASIC PROJECT WEBSITE

Provided a basic project website that allows for adding public comments (high impact). The page displayed prominently translations in-language and was easy to navigate. The website included an online survey for feedback and comments. The information and survey hosted on the Developer/applicant’s web-page.

3. ELECTRONIC/DIGITAL OUTREACH: EMAIL DISTRIBUTION TO ORGS OR LOCAL BLOG OR DIGITAL NEWSLETTER.

Emailed a digital copy of the flyer with a cover email to neighborhood/ community groups and ethnic media outlets. The flyer has translations provided in Spanish, Korean and Chinese and invited people to visit the website, take the survey and leave comments.

4. ELECTRONIC/DIGITAL OUTREACH: ONLINE SURVEY

Posted a seven-question survey using Google Forms for over 21 days. A link to the survey is included in both the letter, the flyer and on the project webpage on our website.



SUMMARY OF OUTREACH FEEDBACK:

Our online survey was filled out by eleven neighbors from the community to help us better understand their concerns and priorities for this property and neighborhood. Our project received both support and concerns regarding its potential impact on the neighborhood. The survey feedback was useful and there was general neighborhood support for the proposed project. Comments indicate that the development could improve the Aurora corridor, strengthen the community, and provide a safer environment.

Our survey respondents indicated that affordability and family-friendly design are extremely important characteristics. Some indicated that the development needs to respond to the community needs and provide affordable housing for mixed-income with options below 60% AMI. Our audience requested a greater range of food services (restaurants, cafes, bars), more walkable sidewalks, and a neighborhood police station to combat crime and safety issues along

the Aurora strip. It was noted that there was a strong interest in contributing to the cleanliness of Aurora and its upgrading.

The majority of those who responded to our survey believe that adding more family-friendly homes to the area would ultimately encourage people to settle in the neighborhood. Bringing in families and businesses that care about and are invested in the community would be a good way for a new project to benefit the community. Moreover, bringing in more people with a vested interest in the longterm growth would establish stability of the neighborhood.

Neighbors emphasized the importance of safety and security and addressing crime as one of the most important concerns. As far as public safety, public security, and cleaning up Aurora are concerned, they seem to be top priorities. The street is poised with car oriented businesses, which makes the area unsafe for walking in the dark after business hours or when stores are close., as well as an

increased number of homeless occupying the street. According to the majority of people, the development can help address those problems by adding an anchor business, increasing foot traffic, and ensuring tenants are watching the streets for crimes. A family-friendly project will increase the number of families in the area, have eyes on the street 24/7, remove debris from the sidewalks, and improve Aurora as a whole.

Neighbors requested that we create adequate parking spaces for the building in order to respond to the traffic situation. Neighbors emphasized the importance of respecting the neighborhood. They described that not enough spaces are provided for residents and shop patrons and that the streets are getting clogged with parked cars. Neighbors requested that we keep them informed during construction of the progress and any street closures and limiting noise to daytime. We will take the necessary steps to mitigate noise and disruption.

234E » ÄÄ 34A©

We learned a great deal about the community's priorities from our feedback. As a sign of ongoing respect for the neighbors and nearby community, we will plan our development to provide affordability, design family-friendly homes, and fit with neighborhood character. To improve the Aurora corridor, strengthen the community, retail entries are proposed with weather protection. Pedestrian engagement will be achieved with visual interaction through building openings and transparency within the modulation of the building's base. A semi-private entry is created for resident use which is emphasized through design cues such as being recessed in the building massing with opportunities for landscaping to create a welcoming and identifiable area leading from the public pedestrian walk. We intend to keep these recommendations, desires, and concerns in mind as we move through the design and building process.

PROJECT SITE

NEW DEVELOPMENT

SEEKING COMMUNITY INPUT

Where: 137TH AURORA AVE N

About: NEW DEVELOPMENT FOR THE BITTER LAKE COMMUNITY

The proposed project is a seven-story affordable residential building located at the northern edge of Bitter Lake Residential Urban Village, with over 210 feet of frontage along the east side of Aurora Ave N. The project site area is 53,692 SF, containing approximately 350 apartment units, 51 live-work units, 83 parking stalls and 350 bike stalls. The primary entry is located at the street corner of Aurora in direct line with pedestrian routes. The project design maximizes the use of the exterior amenities, including common and individual outdoor spaces, rooftop, courtyard, and balconies. The project is located in C1-75 (M) zone with 75 feet max height and Mandatory Housing Affordability.

Additional Project Information

Visit Seattle Services Portal: <https://designandapproach.seattle.gov>

Comments or Questions?

Community members are encouraged to comment. Please do so by visiting our project page at: <https://designandapproach.seattle.gov>

SITIO DEL PROYECTO

NUEVO DESARROLLO

BUSCANDO LA OPINIÓN DE LA

Dónde: 137TH AURORA AVE N

Acerca de: NUEVO DESARROLLO PARA LA COMUNIDAD DE BITTER LAKE

El proyecto propuesto es un edificio residencial asequible de siete pisos ubicado en el borde norte de Bitter Lake Residential Urban Village, con más de 210 pies de frente a lo largo del lado este de Aurora Ave N. El área del sitio del proyecto es de 53,692 pies cuadrados, que contiene aproximadamente 350 unidades de apartamentos, 51 unidades de vivienda y trabajo, 83 puestos de estacionamiento y 350 puestos de bicicletas. La entrada principal está ubicada en la esquina de la calle Aurora en línea directa con las rutas peatonales. El diseño del proyecto maximiza el uso de las comodidades exteriores, incluidas las espacios al aire libre comunes e individuales, la azotea, el patio y los balcones. El proyecto está ubicado en la zona C1-75 (M) con una altura máxima de 75 pies y asequibilidad de vivienda obligatoria.

Información adicional del proyecto

Visite el portal de servicios de Seattle: <https://designandapproach.seattle.gov>

¿Comentarios o Preguntas?

Se anima a los miembros de la comunidad

프로젝트 사이트

새로운 개발

커뮤니티 의견 구합니다

위치: 137TH AURORA AVE N

에 대해: BITTER LAKE 주민들을 위한 새로운 개발

제안된 프로젝트는 Bitter Lake 주거 도시 마을의 북쪽 가장자리에 위치한 7층짜리 저렴한 주택을 건물로, Aurora Ave N의 동쪽을 따라 전면 폭이 210피트 이상입니다. 프로젝트 부지 면적은 53,692 평방피트입니다. 약 350개의 아파트, 51개의 live-work 단위, 83개의 주차 공간과 350개의 자전거 주차대가 있습니다. 주요 입구는 보행자 경로와 직선으로 이어지는 Aurora의 거리 모퉁이에 있습니다. 프로젝트 디자인은 길, 광장, 정원, 옥상, 발코니를 포함한 외부 편의 시설을 최대한 활용합니다. 이 프로젝트는 C1-75(M) 구역에 있으며 최대 높이가 75피트이고 주택이 의무적입니다.

추가 프로젝트 정보

시애틀 서비스 포털 방문: <https://designandapproach.seattle.gov>

의견이나 질문이 있으십니까?

커뮤니티 멤버는 의견을 말하도록 권장됩니다. 다음 프로젝트 페이지를 방문하여 귀하의 의견을 남기십시오.

項目現場

新發展

尋求社區投入

位置: 137TH AURORA AVE N

關於: 為 bitter lake 社區的新發展

擬建項目是一棟七層經濟適用住宅樓，位於苦湖住宅城郊北邊，沿 Aurora Ave N 東側有超過 210 英尺的前面寬度，項目用地面積為 53,692 平方英尺，包含約 350 個公寓單位、51 個工作居住混合單元、83 個停車位和 350 個自行車位。主要入口位於 Aurora 街與項目地塊東側的街道交界處。項目設計將最大限度地利用外部設施，包括公共和私人戶外空間、屋頂、庭院和陽台。該項目位於 C1-75 (M) 區，最大高度為 75 英尺，具有強制性住房負擔能力。

新發展項目

訪問西雅圖服務門戶: <https://designandapproach.seattle.gov>

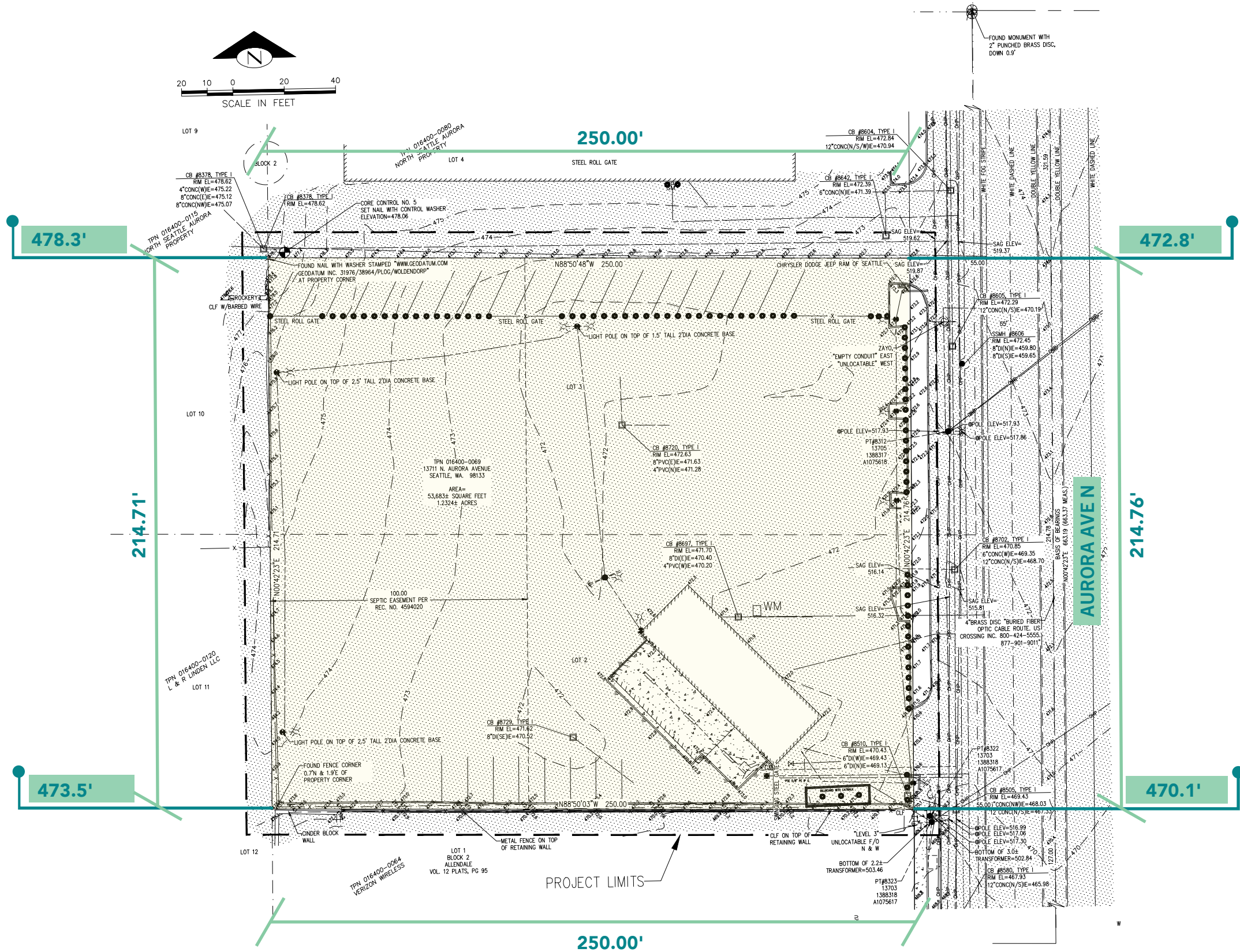
意見或問題?

鼓勵社區成員發表評論。請訪問我們的項目頁面: <https://designandapproach.seattle.gov>

LEGAL DESCRIPTION

LOTS 2 AND 3, BLOCK 2, ALLENDALE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 12 OF PLATS, PAGE 95, IN KING COUNTY, WASHINGTON.

EXCEPT THE EAST 25 FEET THEREOF CONDEMNED BY KING COUNTY FOR ROAD PURPOSES IN KING COUNTY SUPERIOR COURT CAUSE NO. 62860.



SECTION 04 / PRELIMINARY SITE PLAN

EXISTING CONDITIONS

USES

The parcel is on a rectangular shaped block and maintains street frontage along Aurora Ave N. The project site shares its block with a Chrysler car dealership to the north. To the south of the project site there is a Verizon Distribution building. The lots to the east across Aurora street consists of an on-grade parking lots with some Auto body shops and a Comfort Inn 3-star hotel.

TOPOGRAPHY

The site is relatively flat.

ACCESS

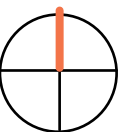
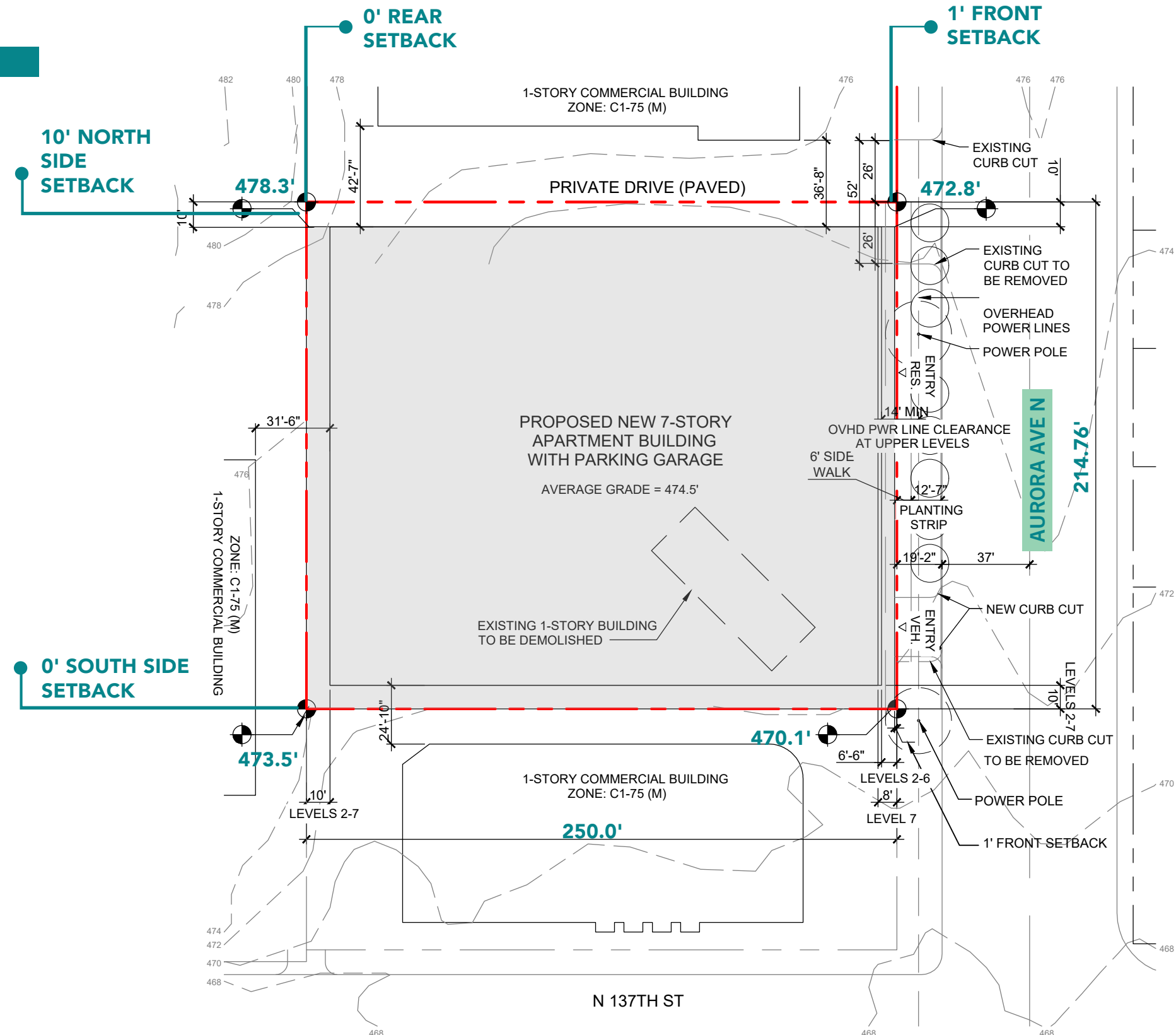
The site can be accessed only from the east side along Aurora Ave N, which is a moderately trafficked street. This frontage brings challenge for street level retail due to the absence of pedestrians routes and very little existing architectural presence. Currently sidewalks are partially improved.

SOLAR ACCESS

The East and south sides have good solar access. Site has adequate morning light (faces East). Existing neighbor to the South will partially shade the mid-day sun.

BUILDING MASS

The Aurora strip contains with a mix of building types, scales and uses. As appropriate to areas in transition, the proposed design will establish a desirable context for others to build upon in the future. The design will bring new character to the area by allowing for taller buildings and greater density. The neighbors along Aurora are currently car dealerships or retail types without pedestrian oriented streetscape on the ground level. This project will be contributing to the activity along the street.





- ADDRESS:
13711 Aurora Ave N
- ZONING:
C1-75 (M)
- OVERLAYS:
NONE

The 9-block site area is comprised of mostly apartments, commercial buildings and parking lots. A new affordable housing project of 5-stories is under construction directly across the street. To the north of the new apartment building there is a large apartment development.



COMMUNITY ASSETS

The site is located on the north edge of the Better Lake neighborhoods. It's immediate community assets are the Dunn Gardens and the Bitter Lake Playfield. It shares proximity to many other community assets making it an ideal centralized ocaion for public amenities like transportation, librariesand schools.

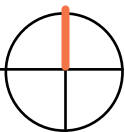
NEIGHBORHOOD CONTEXT ANALYSIS-KEY

- (A) BITTER LAKE
- (B) BITTER LAKE PLAYFIELD
- (C) BROADVIEW BRANCH - THE SEATTLE PUBLIC LIBRARY
- (D) NORTHACRES PARK
- (E) HALLER LAKE PARK
- (F) LAKESIDE MIDDLE SCHOOL
- (G) DUNN GARDENS
- (H) UW MEDICAL CENTER - NORTHWEST | SEATTLE HOSPITAL
- (I) WASHINGTON INTERNATIONAL SCHOOL
- (J) PARKWOOD ELEMENTARY SCHOOL
- (K) THOMPSON HIGH SCHOOL
- (L) INGRAHAM HIGH SCHOOL

LEGEND

- PROJECT SITE
- INTERSTATE 5
- NEIGHBORHOOD BOUNDARY
- LINK LIGHT RAIL STATION

NEIGHBORHOOD CONTEXT



COMMUNITY NODES

Context analysis: the nodes highlighted represent the nearby diverse community assets (school, library and community center) and open recreation areas adjacent to the project.



A BITTER LAKE



B BITTER LAKE PLAYFIELD



C BROADVIEW BRANCH THE SEATTLE PUBLIC LIBRARY



D NORTHACRES PARK



E HALLER LAKE PARK



F LAKESIDE MIDDLE SCHOOL



G DUNN GARDENS



H UW MEDICAL CENTER -NORTHWEST SEATTLE HOSPITAL



I WASHINGTON INTERNATIONAL SCHOOL



J PARKWOOD ELEMENTARY SCHOOL



K THOMPSON HIGH SCHOOL



L INGRAHAM HIGH SCHOOL

STREET LEVEL USE

The 5 minute walking area of the neighborhood is mainly characterized by small to large commercial and retail buildings, multi-family apartments, auto shops and restaurants on high-traffic principal arterial street (Aurora Ave N) with Single family housing further to the west. There is immediate access to public transit at the proposed project location. Within a short walk away, residents have access to multiple bus routes, neighborhood greenways, bike lanes.

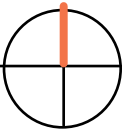
EXISTING BUILDING-KEY

- (A) WALGREENS
- (B) TRI-COURT APARTMENTS
- (C) UNITED STATES POSTAL SERVICE
- (D) O'REILLY AUTO PARTS
- (E) KIDD VALLEY
- (F) CARD EXCHANGE
- (G) TRESSA APARTMENTS
- (H) HYUNDAI OF SEATTLE
- (I) NORTHLINE APARTMENTS
- (J) AMESBURY COURT APARTMENTS
- (K) COOPER APARTMENTS
- (L) CHRYSLER DODGE JEEP RAM OF SEATTLE
- (M) COMFORT INN & SUITES SEATTLE NORTH HOTEL
- (N) OFFICE DEPOT
- (O) LA FITNESS
- (P) PLANET FITNESS
- (Q) BITTER LAKE VILLAGE CONDOMINIUMS
- (R) ASIAN FAMILY MARKET SEATTLE
- (S) PETSMART

LEGEND

- PROJECT SITE
- BIKE LANE
- METRO BUS ROUTE
- RESIDENTIAL USES
- COMMERCIA USES

STREET LEVEL USE





BITTER LAKE VILLAGE RESIDENTIAL FRAMEWORK

The Bitter Lake area along Linden Ave. N is poised to become a unique in-city neighborhood in northwest Seattle. It already possesses a strong residential and commercial community that has seen significant recent development. The recently completed Linden Ave. N street improvements created infrastructure needed to support existing development and new development. RapidRide transit service is providing frequent, high-quality service linking this area to other neighborhood and downtown Seattle. The City recently approved funding to move forward the design of improvements to Aurora Ave. N.

There are numerous, apartment buildings and small commercial businesses located along the east/west streets between Linden Ave. N and Aurora Ave. N, ranging from insurance offices to brake and transmission shops. These benefit from the regional access provided by Aurora, and provide jobs and services to surrounding communities. However, N 130th St. between Linden Ave. N and Aurora Ave. N should transition toward a more pedestrian and transit oriented development pattern. This would establish N 130th St. As the gateway to the Bitter Lake Village Center.

A The Cambridge at Bitter Lake
13030 Linden Ave N

B Linden Park Condominium
13717 Linden Ave N

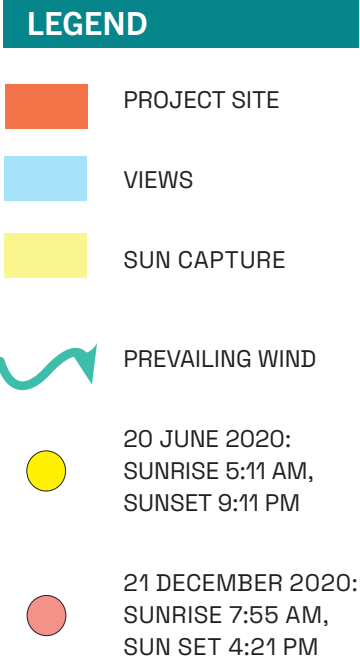
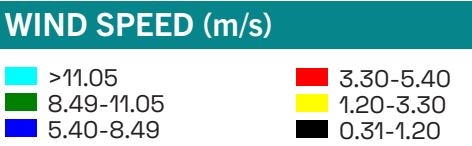
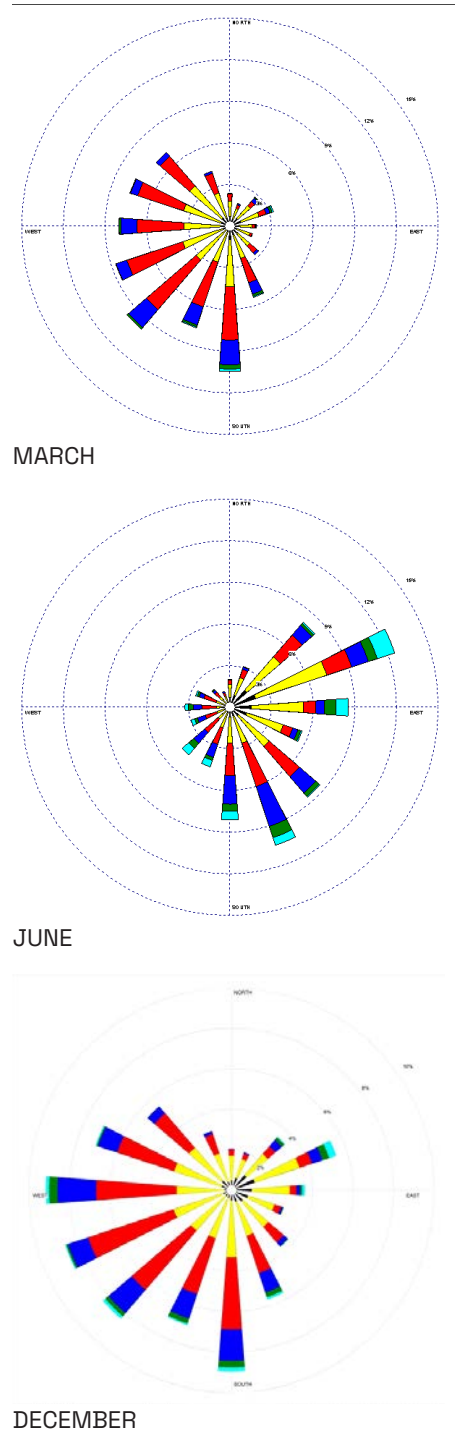
C Linden Flats
13280 Linden Ave N

D Cooper Apartments
13530 Linden Ave N

E Amesbury Court Apartments
13739 Linden Ave N

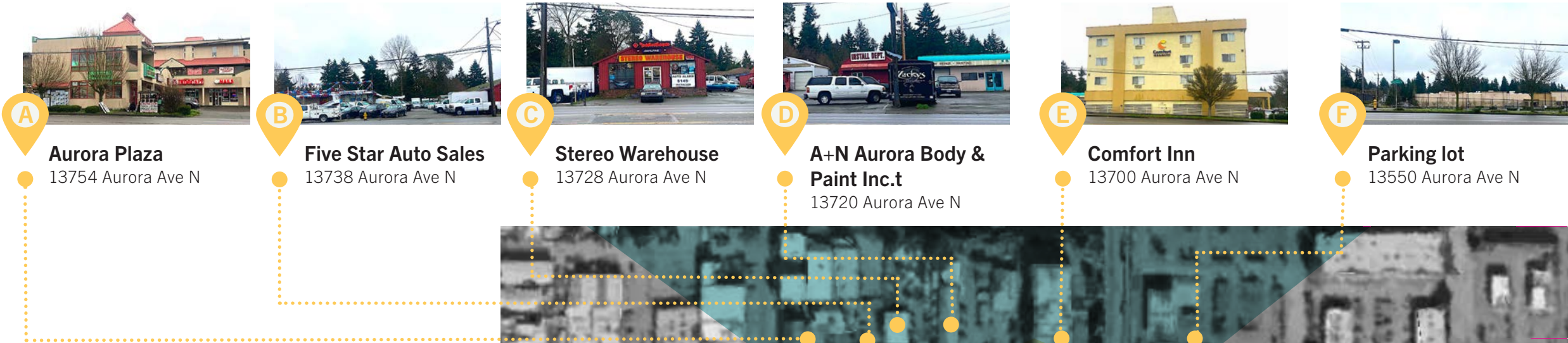
F Tressa Apartment complex
14200 Linden Ave N



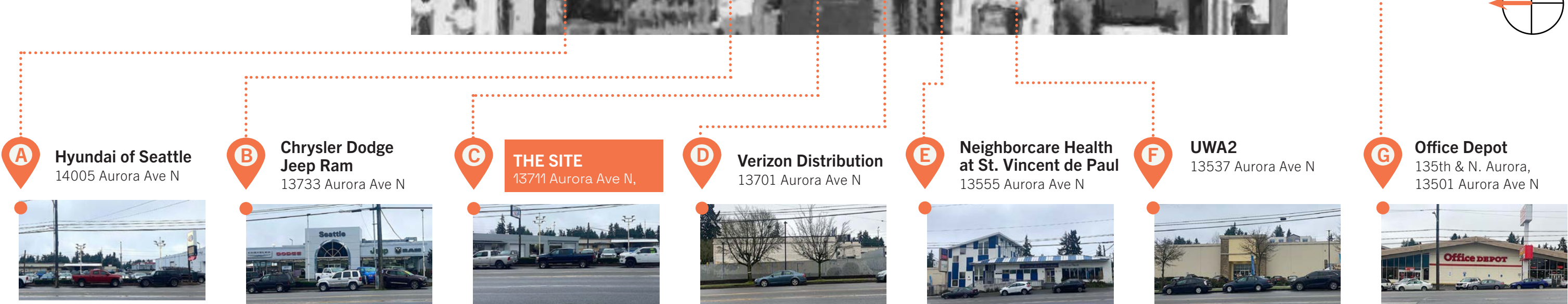


SITE VIEW + SUN PATH STUDY

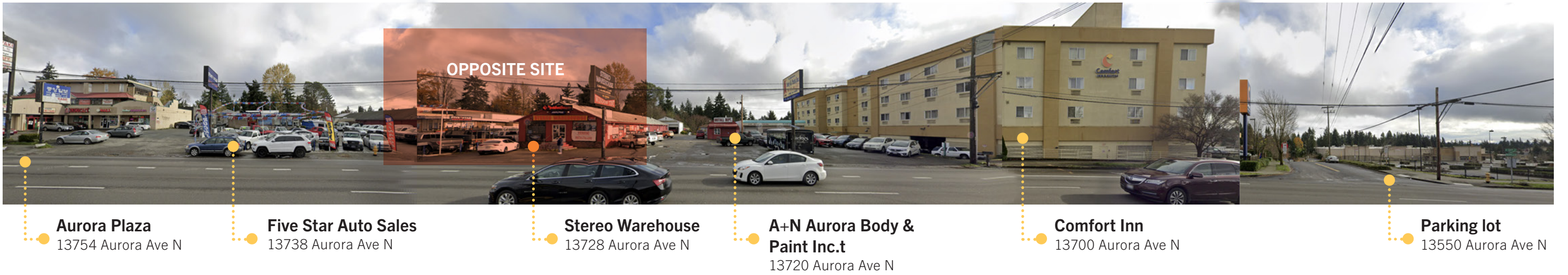
AURORA AVE N, (LOOKING EAST) : A-A'



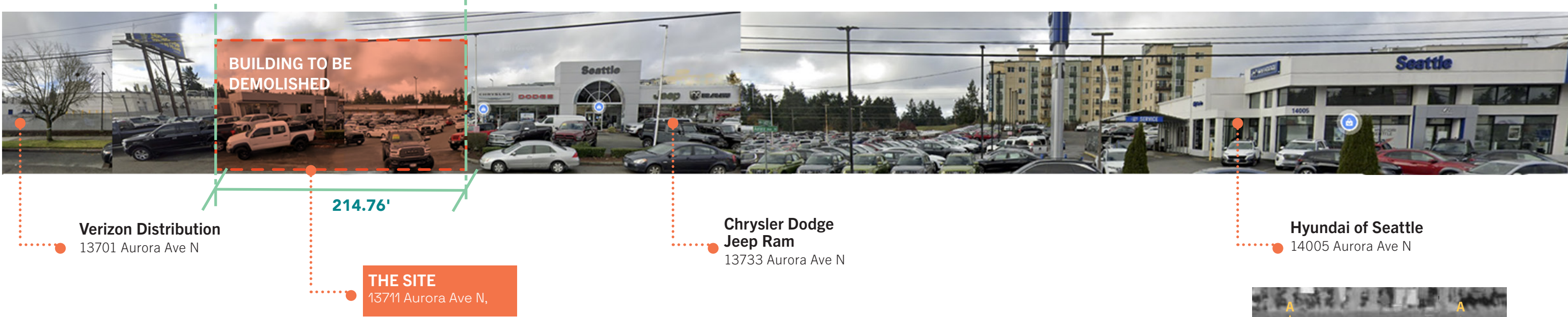
AURORA AVE N, (LOOKING WEST) : B-B'



AURORA AVE N, (LOOKING EAST) : A-A'



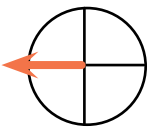
AURORA AVE N, (LOOKING WEST) : B-B'



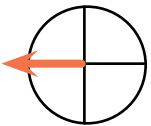
SITE VIEW FROM NORTH WEST CORNER



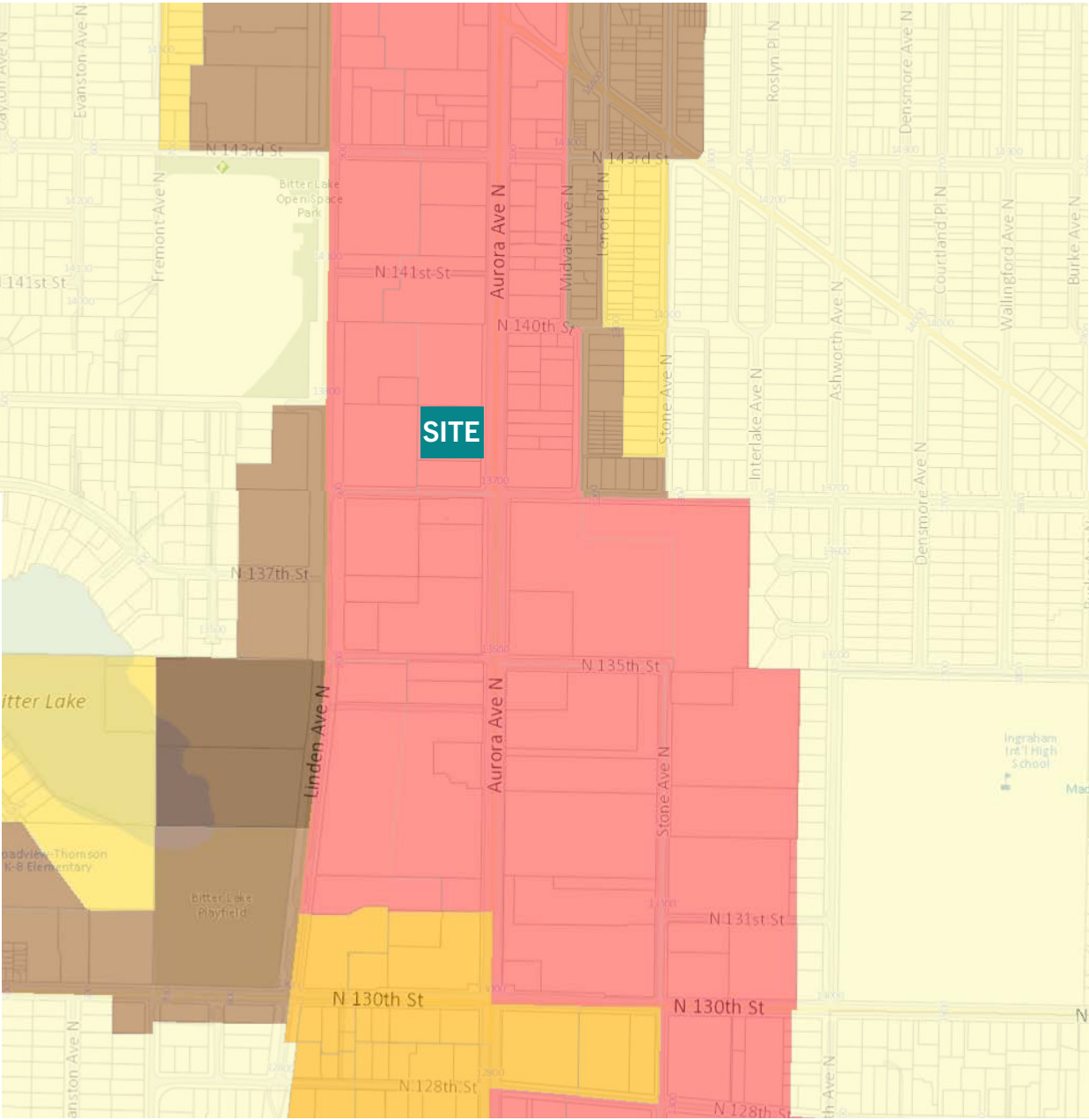
SITE VIEW FROM NORTH EAST CORNER



SITE VIEW-LOOKING FROM EAST



ZONING MAP



LEGEND: CURRENT ZONING

SF 7200	C1-75
NC3-95	MR
LR3	RSL

C1-75 (COMMERCIAL 1):

An auto-oriented, primarily retail/ service commer- cial area. Building types are variety of commercial structures with ex- tensive surface parking and multi-story office or residential buildings.

RSL : RESIDENTIAL ZONE

SITE



The areas along Aurora Ave N. are predominantly commercial driven, with residential areas surrounding to the East and West of the site. With the future of the Bitter Lake Urban Village Neighborhood plan, this area will eventually be infused with both commercial and residential spaces, and areas for play. The result will be focal points where residents can shop, gather, work, and live. The majority of the immediate surroundings both North and South of 125th along Aurora are C1 (Vehicle-served) commercial. This currently creates a pattern of large scale buildings and parking lots along the lots fronting Aurora Avenue N.

ZONING OVERVIEW

- **EXISTING ZONING:**
Commercial 1-75
- **COMPREHENSIVE PLAN LAND USE:**
Hub Urban Village
- **NEIGHBORHOOD PLANNING AREA:**
Broadview - Bitter Lake - Haller Lake
- **OVERLAY:**
Bitter Lake Urban Village

SMC	REQUIREMENT
23.47A.004	PERMITTED USES Commercial, Live / Work, Residential
23.47A.005.C	STREET-LEVEL USES MAX Residential Uses of Street Level at Street Facing Facade: 20%
23.47A.008	STREET-LEVEL DEVELOPMENT STANDARDS BLANK FACADE: MAX. Blank Facade Length: 40% MAX. Blank Facade Area: 40% TRANSPARENCY: MIN. Transparency Length: 60% MIN. Transparency Area: 60% DEPTH PROVISIONS: AVG. Depth: 30’ MIN. / Total Depth: 15’ MIN. HEIGHT PROVISIONS: MIN. Height: 13’ OVERHEAD WEATHER PROTECTION: MIN. Length: 60% / MIN. Width: 6’
23.47A.008.5	STRUCTURE WIDTH LIMIT MAX. Structure Width: 250’ / If the structure complies with the modulation standards
23.47A.012	STRUCTURE HEIGHT MAX. Height:: 75’ ROOFTOP FEATURES: MAX. Height: 15’ MAX. Height Stair /Elevator: 16’’ MAX.COMBINED TOTAL COVERAGE: 20% of Roof Area 25% of Roof Area If Including Stair/ Elevator Penthouses /Mechanical Equipment
23.47A.013	FLOOR AREA RATIO MAX. FAR: 5.5 The following gross floor area is not counted toward FAR: All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access
23.47A.014	SETBACK REQUIREMENTS Front : 0’/ Rear : 0’/ Side : 0’ UPPER-LEVEL SETBACKS FOR STREET-FACING FACADES Front 8’ avarage Seatback for above 65’ MIN Setback Depth: 5’

SMC	REQUIREMENT
23.47A.016	ODOR STANDARDS The venting of odors, vapors, smoke, cinders, dust, gas, and fumes shall be at least 10 feet above finished side-walk grade, and directed away to the extent possible from uses within 50 feet of the vent
23.47A.022	LIGHT AND GLARE STANDARDS Exterior lighting must be shielded and directed away from adjacent uses
23.47A.024	AMENITY AREA MIN. Amenity Areas: 5.00% All residents shall have access to at least one common or private amenity area Amenity areas shall not be enclosed Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet
23 47A.032	PARKING LOCATION AND ACCESS No parking required per SMC 23.54.015 Table B / 150 Provided
23 54.015	BICYCLE PARKING MIN. Long Term Parking: 350 (1 per dwelling unit) MIN. Short Term Parking: 17.5 (1 per 20 dwelling units)
23 54.040	SOLID WASTE AND RECYCLABLE MATERIALS STORAGE Shared Storage Space for Solid Waste Containers for Residential: 575 sf + 4 sf for each additional unit above 100 dwelling units For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet
23.47A.017	MANDATORY HOUSING IN C AND NC ZONES Zone is subject to a mandatory housing affordability
23 58C.030	AFFORDABLE HOUSING FOR RESIDENTIAL DPEerVfoErmLaOncPeM cEalcNuTla t ion amount per code for PUDA: 5.0% units required Payment calculation amount per code for PUDA (adjusted for change in CPI): \$7.00 / SF required



DC2-A 2. REDUCING PERCIEVED MASSS

DC2-A ARCHITECTURAL CONCEPT
2. REDUCING PERCIEVED MASS

Use secondary architectural elements to reduce the perceived mass of large projects. Consider creating recessed or indentations in the building envelope: adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

RESPONSE: The design breaks the building up into two masses from the Aurora street front and includes recessed and stepped facades at the upper levels. Retail spaces are designed along the east facade of the development. These will be designed with mainly glass facades that open up to the street and allow for a safe environment. Canopies are provide along the street front using vibrant colors, materials and signage. Seating and landscaping is provided along the street front as well that creates pocket plaza for the pedestrians.



DC2-C S 1. VISUAL DEPTH AND INTEREST

DC2-C SECONDARY ARCH FEATURES
1. VISUAL DEPTH AND INTEREST

Add depth to facades where appropriate byincorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design. Fit with Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors, such as:

- a. Considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials.
- b. Using trees and landscaping to enhance the biding design and fit with thesurrounding context.
- c. Creating a well-proportioned base, middle and top to the building in lo-cations where this might be appropriate. Consider how surrounding build-ings have addressed base, middle, and top, and whether those solutions or similar ones - might be a good fit for the project and its context.

RESPONSE: The proposed design allows for secondary architectural elements around the site, which are visible from the sidewalk to build connection between the new and adjacent development. The preferred proposal incorporates facade articulation throughout the building to es-tablish a horizontal datum to respond to the existing structure height. The articulation visually breaks down the height of the building.



DC2-D - 1. HUMAN SCALE

DC2-D ARCHITECTURAL CONCEPT
1. HUMAN SCALE

Incorporate architectural features, elements, and details that are of hu-man scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall ar-chitectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

RESPONSE: The preferred proposal incorporates facade articulation throughout the building to establish a horizontal datum to respond to the existing structure height. The articulation visually breaks down the height of the building. The project proposes creating a rhythm using both variations in the material palette and emphasizing a clear structur-al organization. Canopies will be used to define entries to the street level retail, providing both weather protection and a datum line bring down the street level zone to a pedestrian scale. The proposed design uses secondary architectural elements around the site, which are visible from the sidewalk to build connection between the new and adjacent development.



CS3 EVOLVING NEIGHBORHOODS

CS3.4 ARCH. CONTEXT & CHARACTER
4. EVOLVING NEIGHBORHOODS

In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

RESPONSE: The Bitter Lake neighborhood surrounding Aurora is in transition with a mix of building types, scales and uses. The area is responding to new developments near by allowing for taller buildings and greater density. The neighbors along Aurora are currently car dealerships or retail types without pedestrian oriented streetscape on the ground level. This project will be contributing to the activity along the street, and will bring new character to establish a positive influence to the neighborhood. Retail spaces are designed along the front facade, these will be designed with mainly glass facades that open up to the street and allow for a safe environment. Canopies are provided along the street front using vibrant colors, materials and signage. Seating and landscaping is provided along the street front for creating successful pedestrian connectivity.



CS2 HEIGHT, BULK AND SCALE

CS2-D URBAN PATTERN AND FORM
1. HEIGHT, BULK AND SCALE

Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

RESPONSE: The team reviewed the architectural character of the Bitter Lake neighborhood surrounding Aurora Ave N. The Aurora strip is evolving and containing with a mix of building types, scales and uses. As appropriate to areas in transition, the proposed design will relate to height, bulk, and scale of the new developments while establishing a desirable context for others to build upon in the future. The design will respond to the datum lines of the existing surrounding structures but will bring new and improved character to the area by allowing for taller buildings and greater density. The neighbors along Aurora are currently car dealerships or retail types without pedestrian oriented streetscape on the ground level. This project will be contributing to the activity along the street, and will bring new character to establish a positive influence to the neighborhood.



PL3-B SECURITY AND PRIVACY

PL3 STREET-LEVEL INTERACTION
1. FRONTAGES

Design ground floor frontages in commercial and mixed-use areas that emulate or improve upon the surrounding pedestrian oriented context, while acknowledging the pedestrian patterns that exist. Promote transparency and “eyes on the street.” At residential projects, provide coupled entries where possible to foster a sense of community and visual interest in building entryways.

RESPONSE: Retail spaces are designed along the east facade of the development. These will be designed with mainly glass storefronts. Entrances to the street level uses are located primarily along Aurora frontage and are clearly visible from the sidewalk and across the street. Entrances will have signage, seating and landscaping to differentiate them from other areas in the building. Overhead weather protection is provided along the main street fronts where retail entrances and residential lobby areas are provided. A continuous landscape buffer is provided along the street and additional landscape buffers.



PL3 FRONTAGES



PL2 STREET-LEVEL TRANSPARENCY



PL3-A ENTRIES

PL3-B RESIDENTIAL EDGES

1. SECURITY AND PRIVACY

Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

RESPONSE: The proposed project enhances the safety of the entries by promoting social interaction to activate the street. The entries design provide lighting, eye on the street connection and multi-resident over-view. The ground level provides privacy and security using doors with security system in all the entries. Adjacent to the south, north and west property lines we propose a wood fence to provide screening, privacy and security between the neighboringenhances building and the proposed development. Lastly, Window treatments will be

PL2.B SAFETY AND SECURITY

3. STREET-LEVEL TRANSPARENCY

Ensure transparency of street-level uses (for uses such as non-residential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

RESPONSE: Transparent commercial frontage will face the Aurora frontage to promote activity, interest and safety on the street. The dominant use along Aurora is commercial entries, a vehicular entry and a residential entry, accessed through the corner open space off Aurora providing a transition from the street to the residential levels. The storefront entries and residential entry are both oriented to Aurora to provide visual connection and security. The sidewalk along the east edge of the site will provide pedestrian oriented experiance with views into the commercial spaces in order to emphasize transparency of the commercial street frontage while the upper residential levels are setback to provide privacy. The streetscape will propose street trees, pedestrian level planting lighting and weather protection over the sidewalk.

PL3-A STREET-LEVEL INTERACTION

1.C ENTRIES

Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping.

RESPONSE: The main entry will be clearly identified with landscaping and differential element features. The landscaping design will provide pavings and planters leading the route through the main entry to the building residential lobby.

CS2 HEIGHT, BULK AND SCALE

A UPPER LEVELS RESIDENTIAL FACADE

The upper levels residential facade varied through use of vertical modulation and fenestration pattern to feature visual interest. Well proportioned glazing units will create a varied, but common language across the proposed residential function of the design. All schemes explore how to cater upper levels with residential character while minimizing facade modulation. Our goal is to utilize window pattern to creates a cohesive simple facade maintaining a visual interest.

B PARKING GARAGE

Parking garage location pushes residential use to second floor level. Garage access located on south east edge of mass to minimize the visual impact, provides a 20 feet ramp and curb cut along Aurora.

C BLANK WALL TREATMENT

Special attention to the material treatment of the blank wall condition on the east side of the building along the alley where the trash room, resident storage, and bike room are located. Design this wall to provide texture, visual interest, and durable materials with minimal maintenance requirements

D COMMERCIAL FRONTAGE

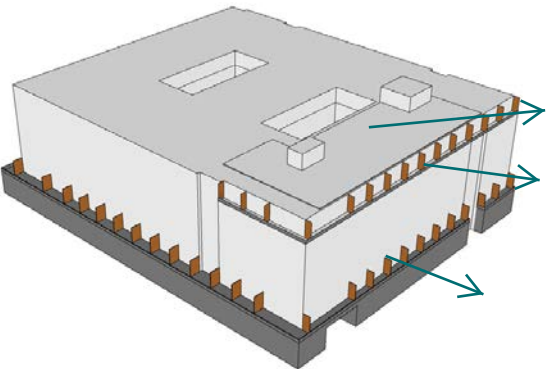
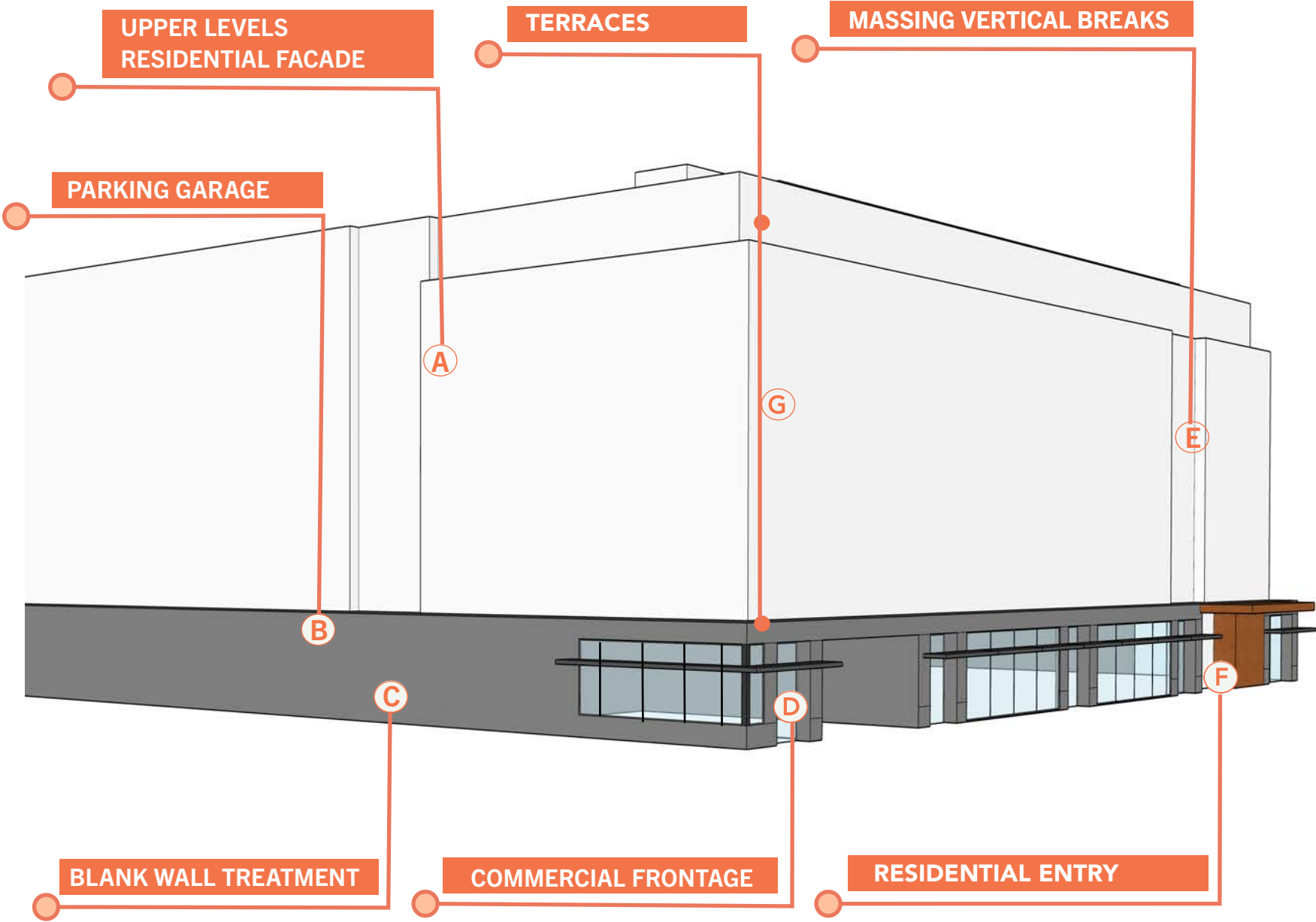
Transparent commercial storefront allowing the street edge to activate the street. Canopies are provided to further enhanced the rhythm and depth of the facade.

E MASSING VERTICAL BREAKS

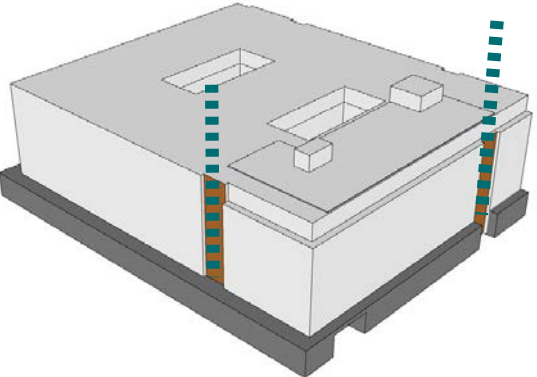
Vertical break in the facade provide relief over length of frontage responding and visually creates two separate elements at the streetfront and the overall massing.

F RESIDENTIAL ENTRANCE

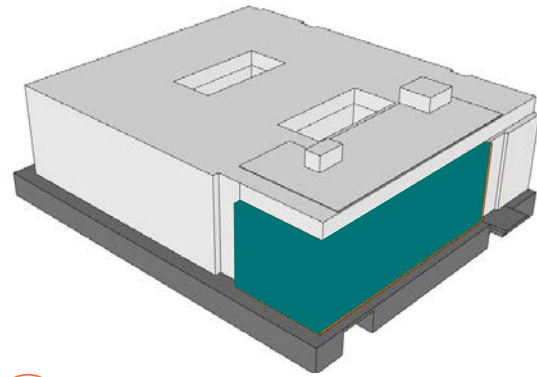
Special attention is given to the development of the residential entry, lobby and amenity spaces off Aurora Ave N. The main entry provides a clear visual prominent and a vertical break in the facade, creating two separate elements at the streetfront



G MASSING TERRACES



E MASSING VERTICAL BREAKS



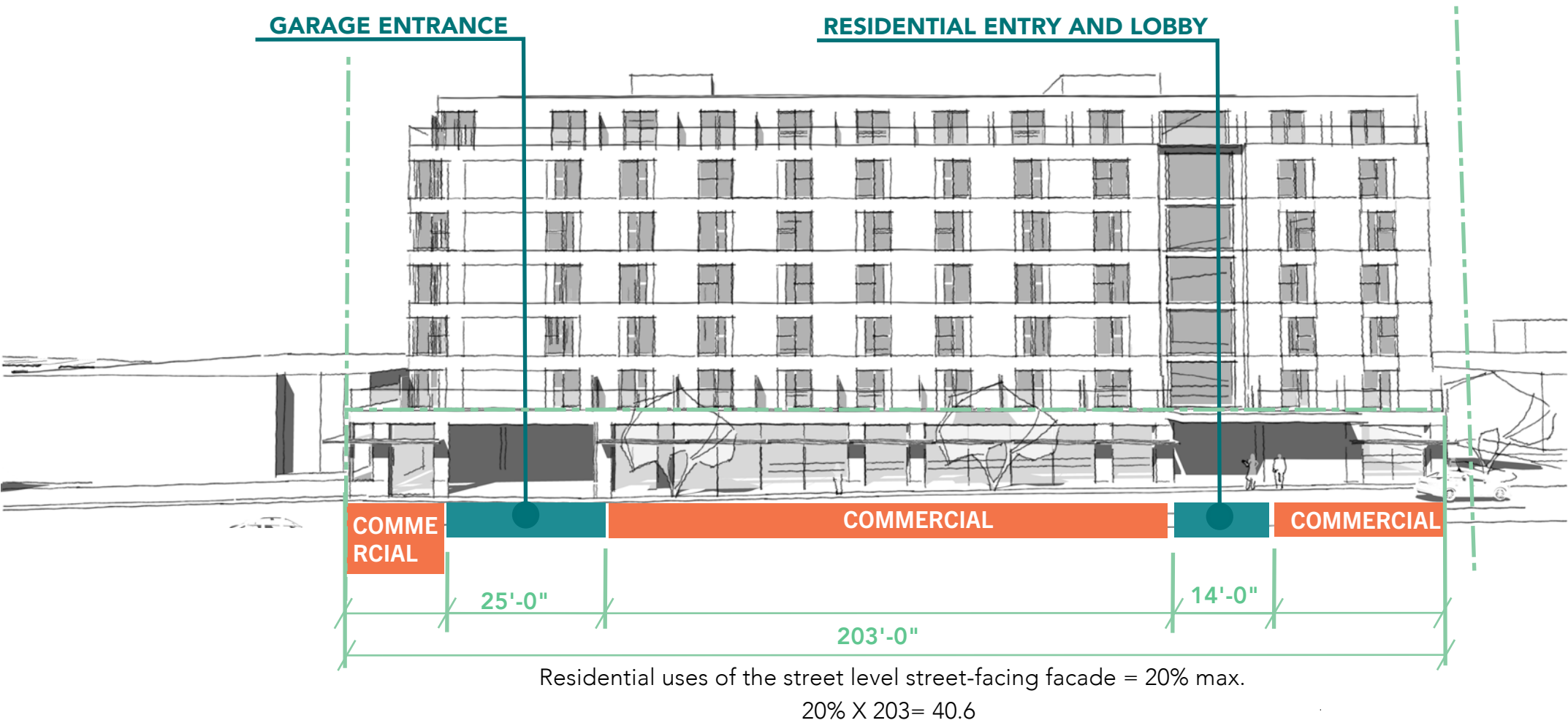
H MASSING STRONG CORNER

DC2-A REDUCING PERCIEVED MASS



STREET-LEVEL TRANSPARENCY AND LANDSCAPING AT THE RETAIL STOREFRONT

Our building will be one of the first new taller apartment buildings along Aurora, The design intent for this development inspired to continue the future growth of the area. The 3 concepts are centered around simplicity of the form and differentiate between uses. In order to allow the massing to read clearly, our intention is to keep the overall language of masses simple to create a unified composition. The building base will vary its structured layout to express variety of scales and building uses, including parking, garage access, commercial frontages and residential entrance. The upper levels maintain residential character with window pattern to provide a visual interest.



KEY DESIGN CUES:



INSPIRATION: STREET-LEVEL RETAIL STOREFRONT



INSPIRATION: SIMPLICITY IN FORM WITH CLEAR ARTICULATION



WINDOW PATTERN AT UPPER LEVELS FOR VISUAL INTEREST

Strong street presence and transparency with emphasis on pedestrian interaction

All schemes explore how to cater upper levels with residential character while minimizing facade modulation. Our goal is to utilize window pattern to create a cohesive simple facade maintaining a visual interest.

Special attention is given to the development of the residential entry, lobby and amenity spaces off Aurora Ave N. The main entry provides a clear visual prominent and a vertical break in the facade, creating two separate elements at the streetfront.

DC2-C SECONDARY ARCH FEATURES

All schemes explore the use materials palette and overall language of simple masses and unified facade composition. Building base will vary between variety of scales and building uses, including parking, garage access, commercial frontages and residential entrance.

Our proposed material palette consists of fiber cement siding in both lap and panel form, with cedar wood to add texture and character at street level and metal secondary facade elements.



METAL SECONDARY ELEMENTS



FIBER CEMENT PANELS



CONCRETE



CEDAR WOOD

INSPIRATIONS AND MATERIALS



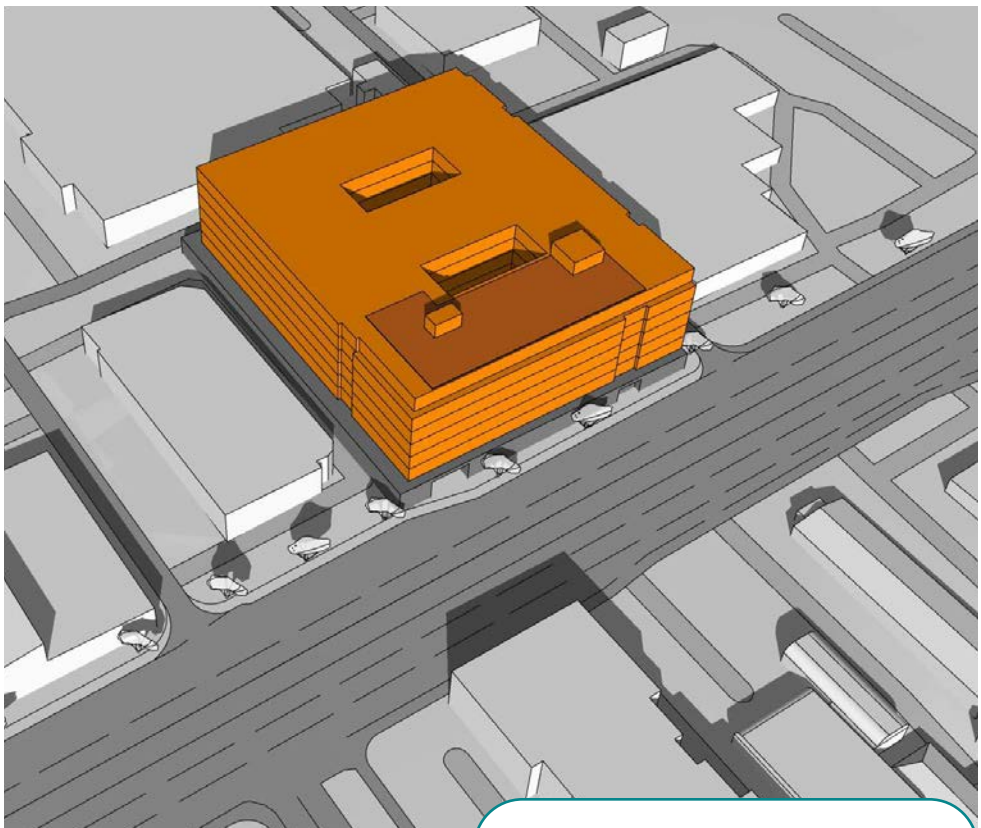
FIBER CEMENT AT UPPER LEVELS

EXTERIOR ELEMENTS & FINISHES

The project proposes a variety of building materials to create rich and dynamic facades while maintaining an overall unified design concept. Special attention will be paid to the street level retail and residential elements with details to provide interest at the pedestrian level. The design concept will encompass all elevations unifying the overall design.



CEDAR WOOD ACCENTS AT THE STREET LEVEL



OPTION 1 (Preferred)

Approximately 456 residential units
3,800 GSF commercial space.
126 proposed parking stalls
456 bike stalls.

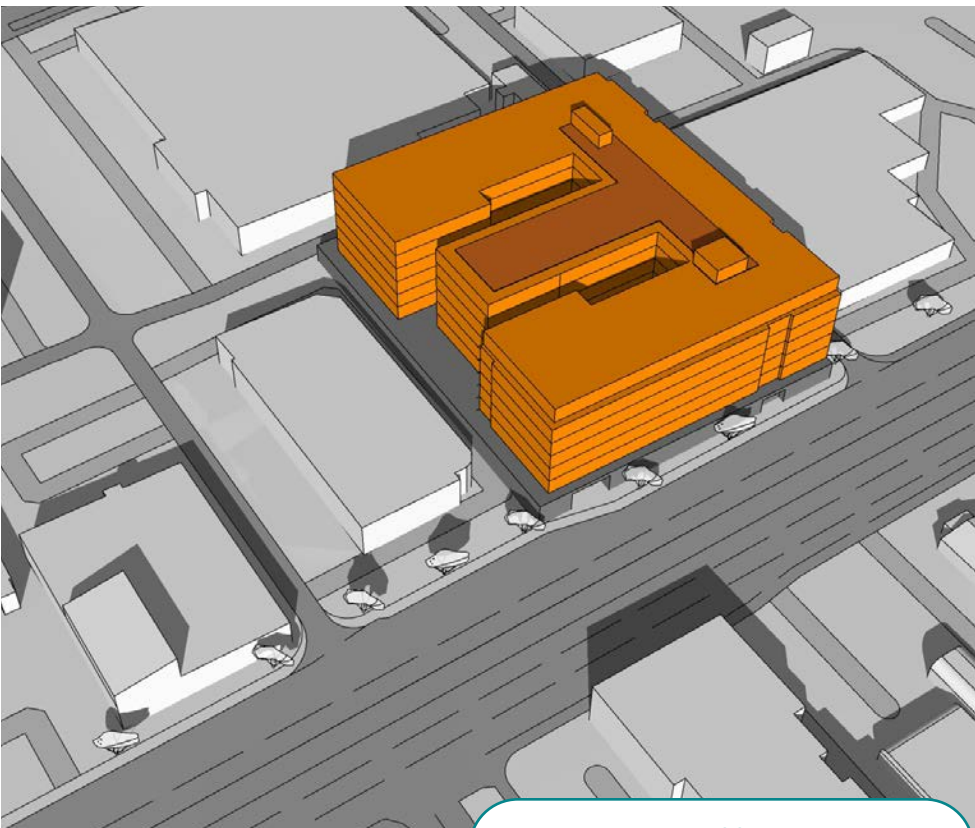
PROS:

- Simple massing provides clarity in design
- Optimizes development density and affordability
- Residential entry readily identifiable
- Strong corners
- Strong design dialogue between lower building and upper building
- Create spaces for private decks

CONS:

- Potential shadows in courtyard, interior courtyard areas is reduced in size
- Roof deck is exposed to noise and allows for less views

DEPARTURES: NONE



OPTION 2

Approximately 426 residential units
3,800 GSF commercial space
126 proposed parking stalls
426 bike stalls

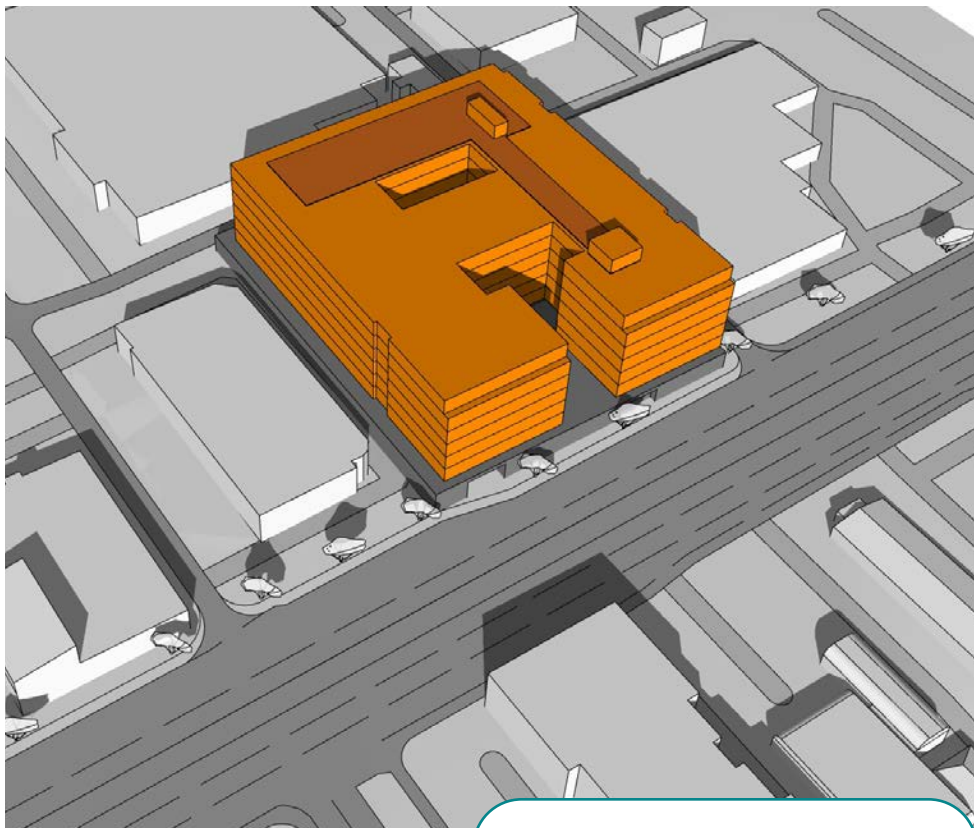
PROS:

- Simple massing provides clarity in design
- Optimizes open spaces for outdoor amenities
- Break down south facade
- Residential entry readily identifiable
- Strong corners
- Strong design dialogue between lower building and upper building
- Create spaces for private decks

CONS:

- Disoriented circulation at residential levels
- Less number of units, reduced affordability

DEPARTURES: NONE



OPTION 3

Approximately 414 residential units
3,800 GSF commercial space
126 proposed parking stalls
414 bike stalls

PROS:

- Simple massing provides clarity in design
- Optimizes open spaces for outdoor amenities
- Break down east facade
- Residential entry readily identifiable
- Strong corners
- Strong design dialogue between lower building and upper building
- Create spaces for private decks

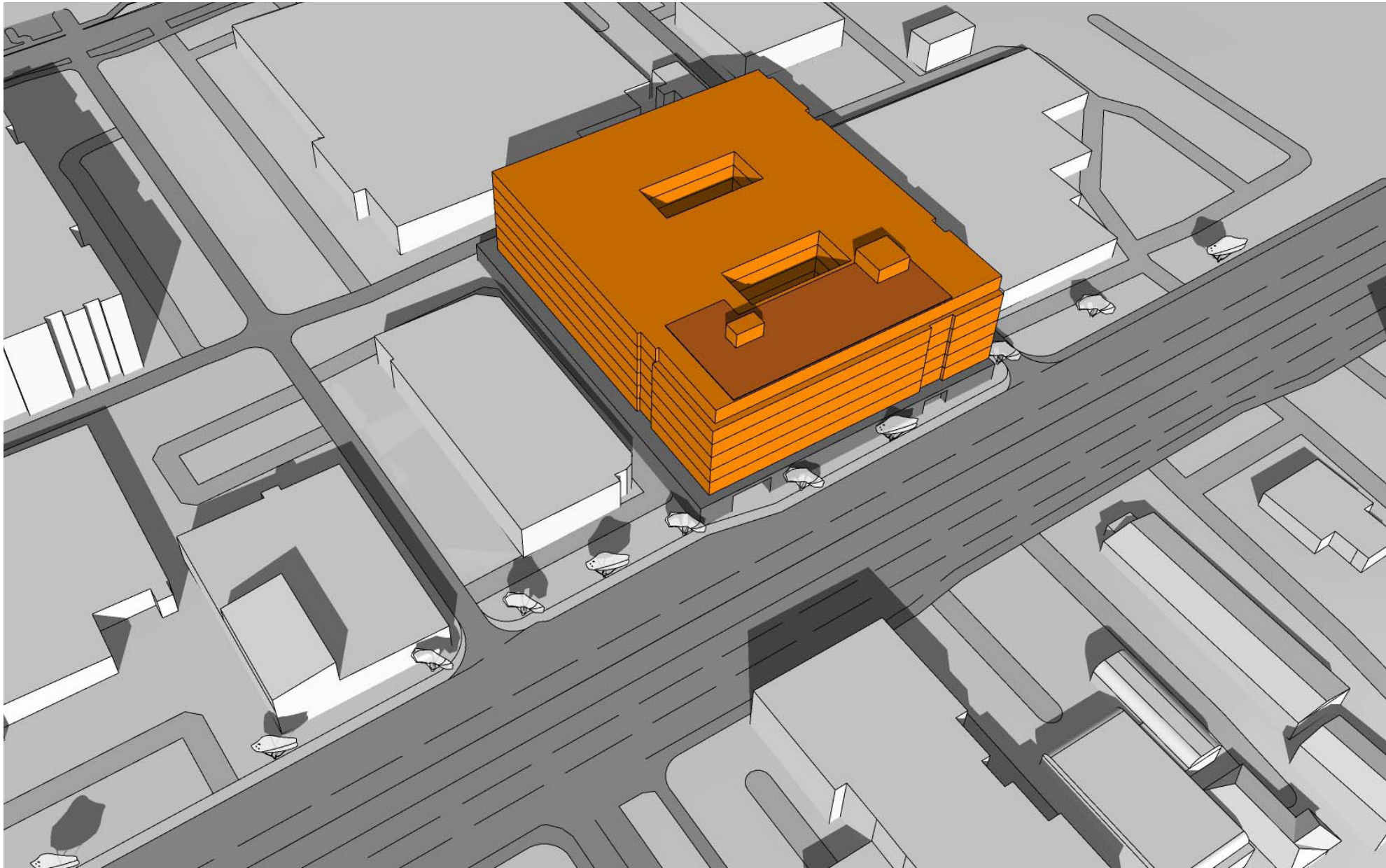
CONS:

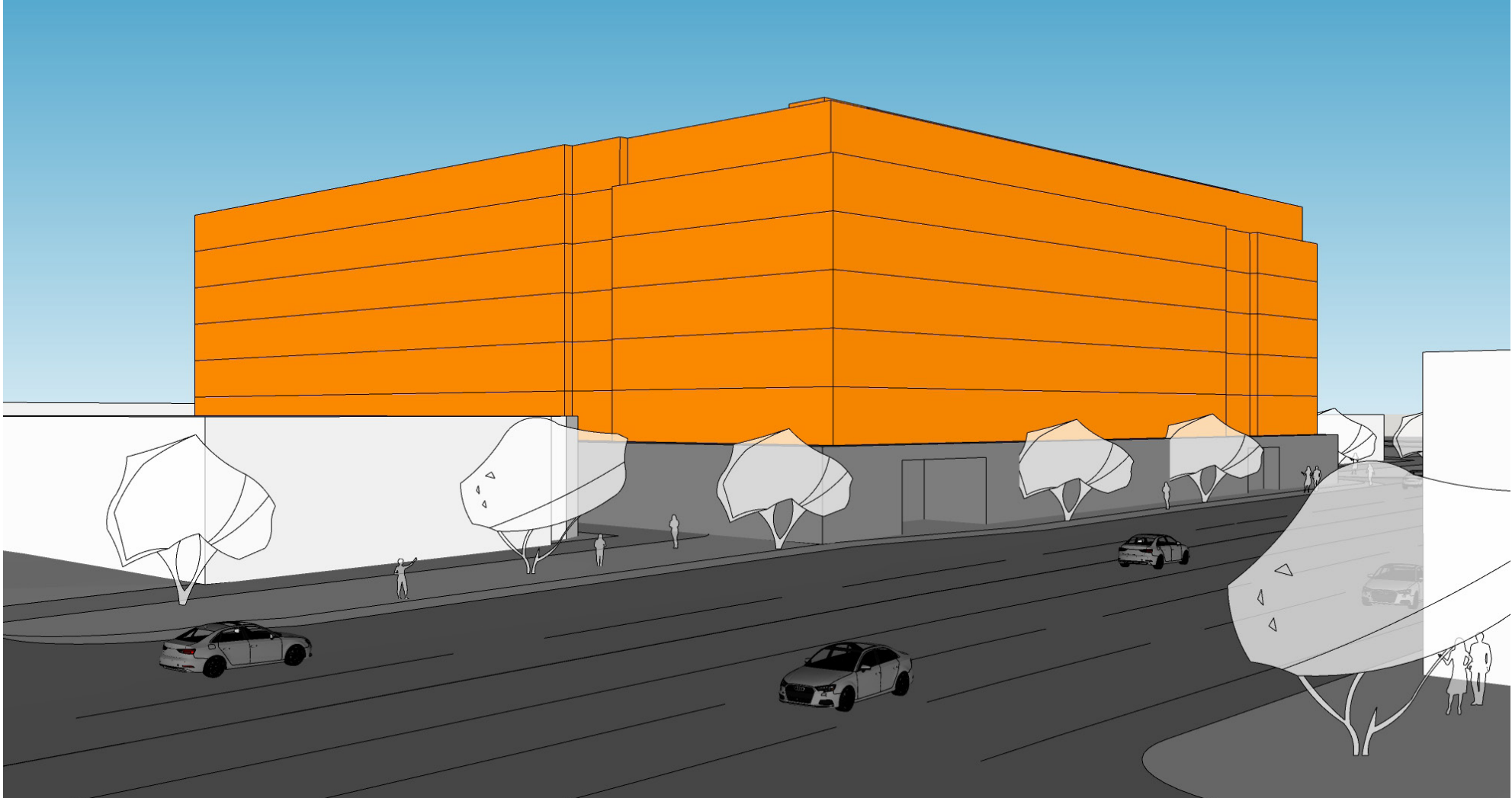
- Disoriented circulation at residential levels
- Less number of units, reduced affordability

DEPARTURES: NONE

DESIGN CONCEPT A SUMMARY

- Seven levels of affordable multi-family residential space with approximately 39,300 SF gross floor area per floor and 287,726 GSF total.
- Approximately 456 residential units / 3,800 GSF commercial space.
- 126 proposed parking stalls / 456 bike stalls. No required parking.
- 3,350 SF residential roof amenity area
- 1,482 SF of interior residential lounge amenity area

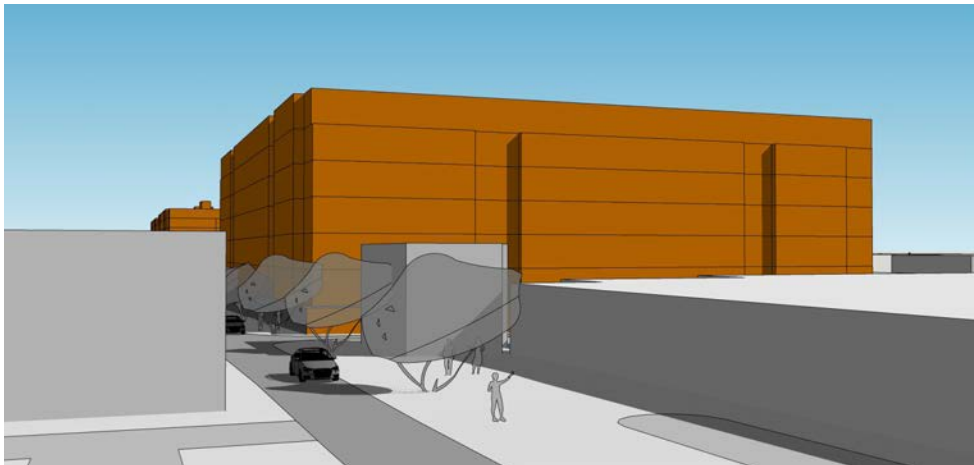




SE VIEW - AURORA AVE N

- PROS:**
- Simple massing provides clarity in design
 - Optimizes development density and affordability
 - Residential entry readily identifiable
 - Strong corners
 - Strong design dialogue between lower building and upper building
 - Create spaces for private decks
- CONS:**
- Potential shadows in courtyard, interior courtyard areas is reduced in size
 - Roof deck is exposed to noise and allows for less views

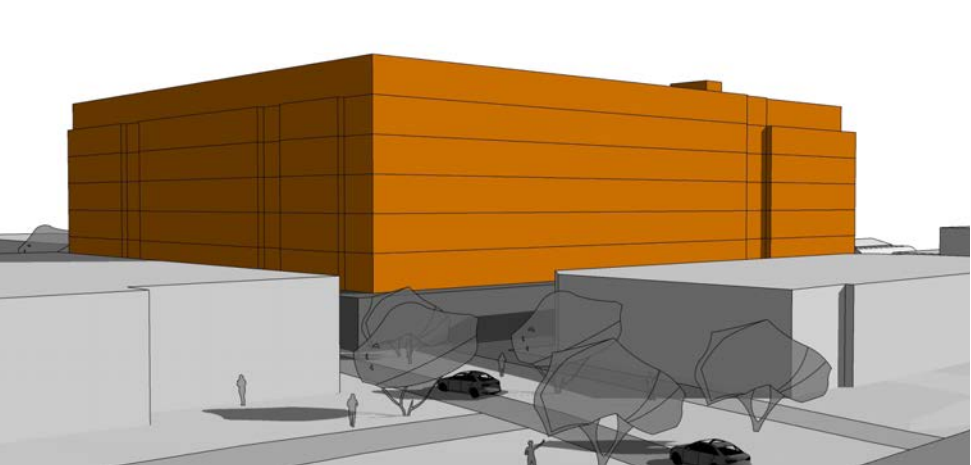
DEPARTURES: NONE



NW VIEW



NE VIEW - AURORA AVE N



SW VIEW

MARCH / SEPT 21

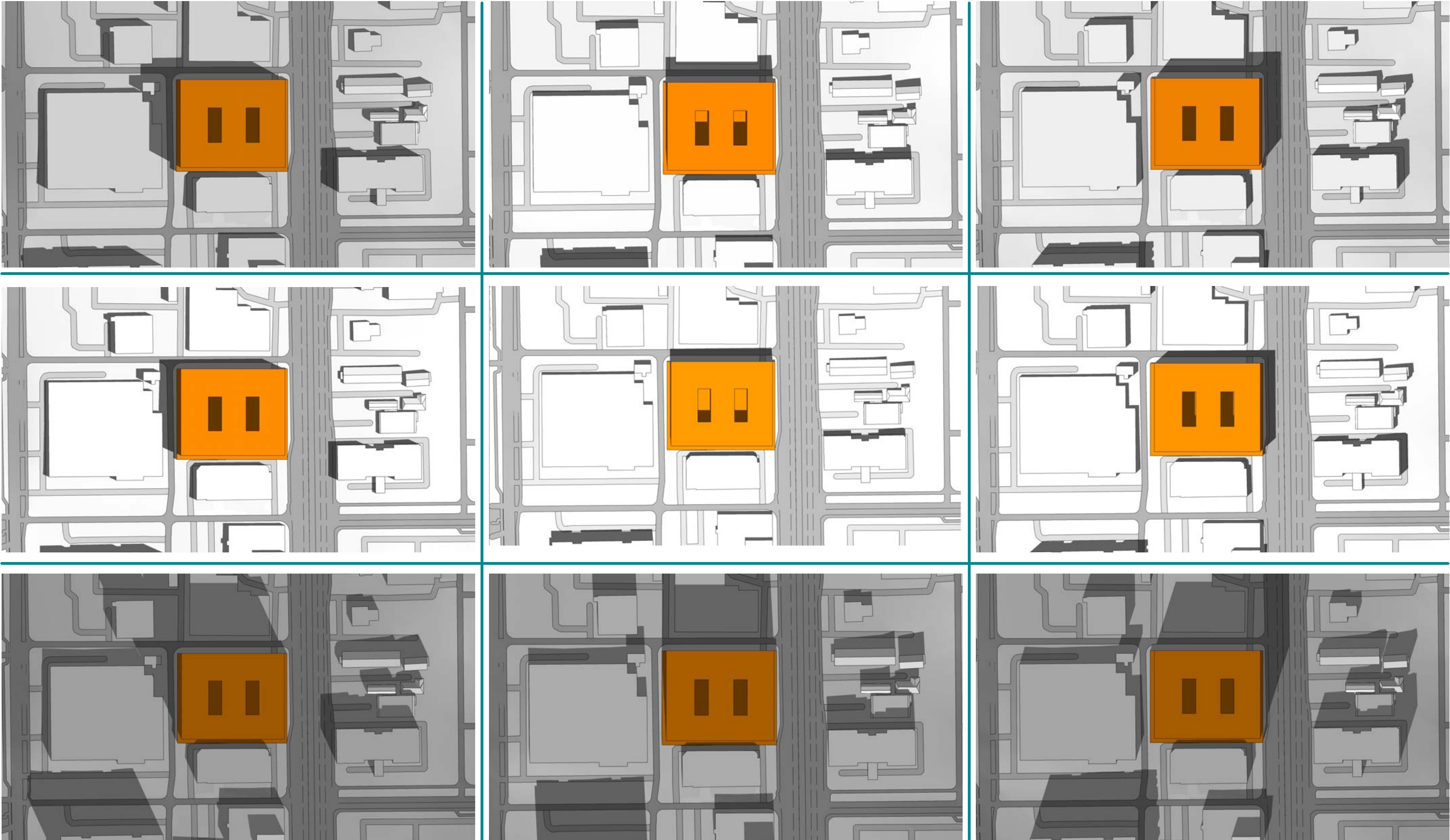
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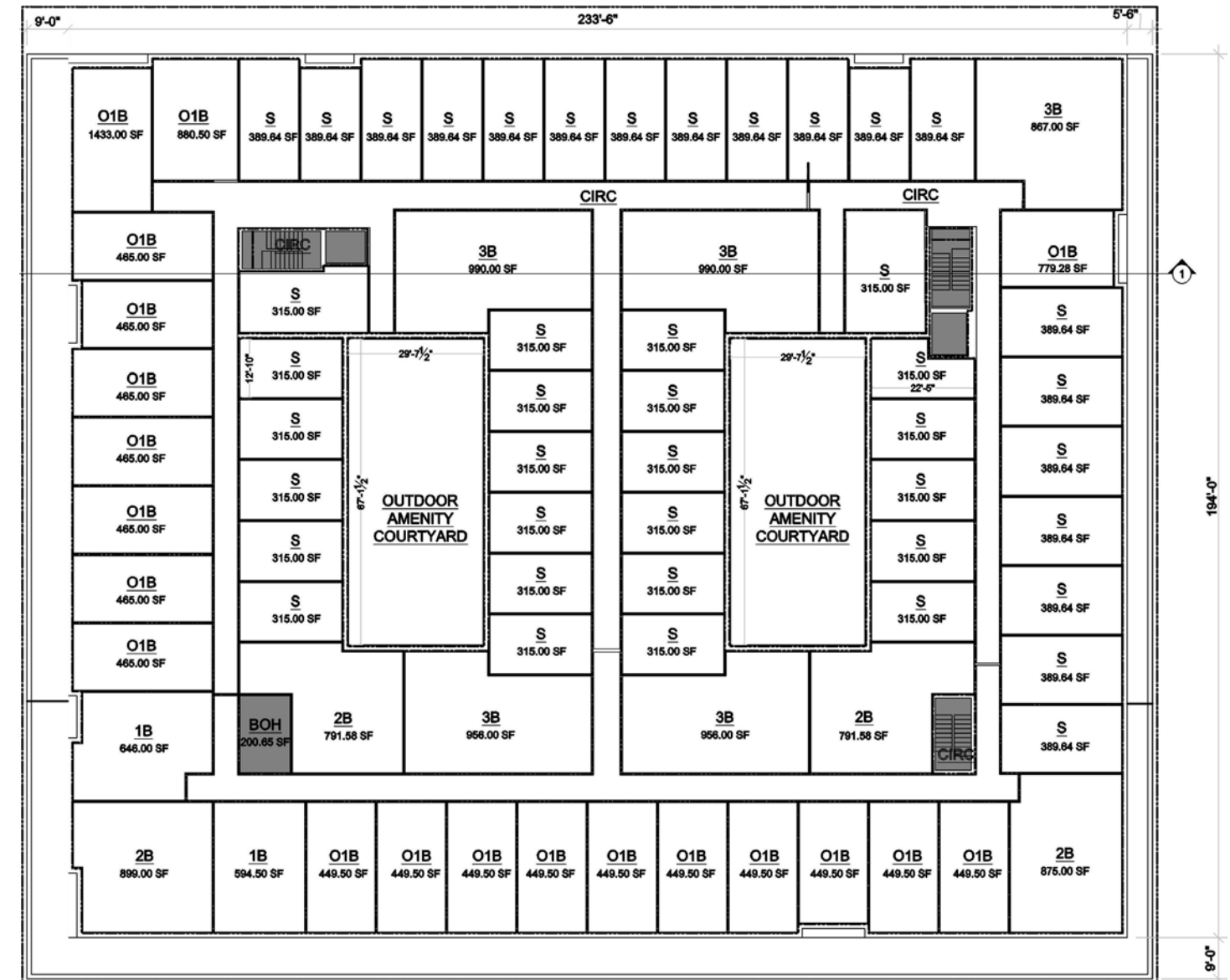
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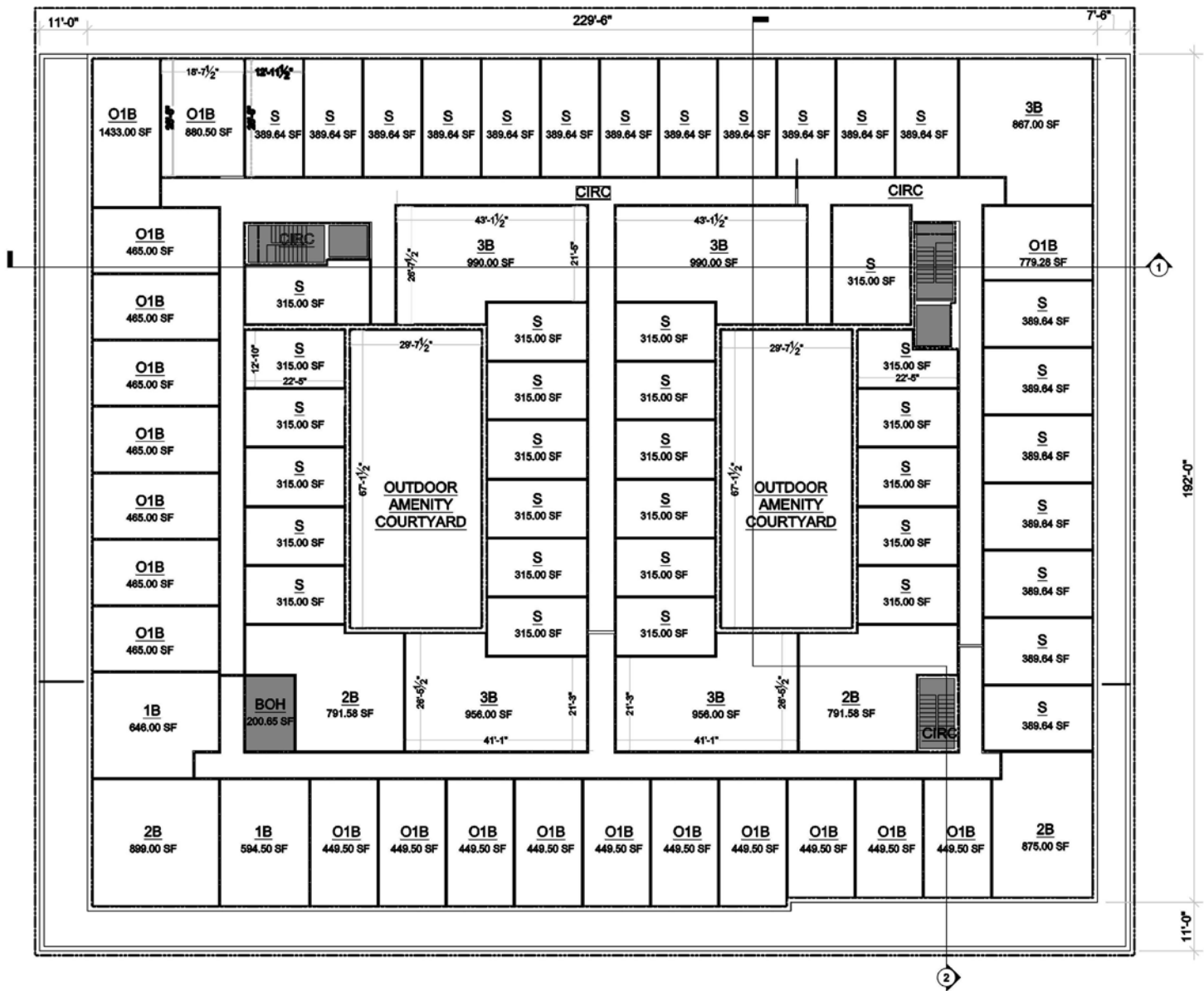
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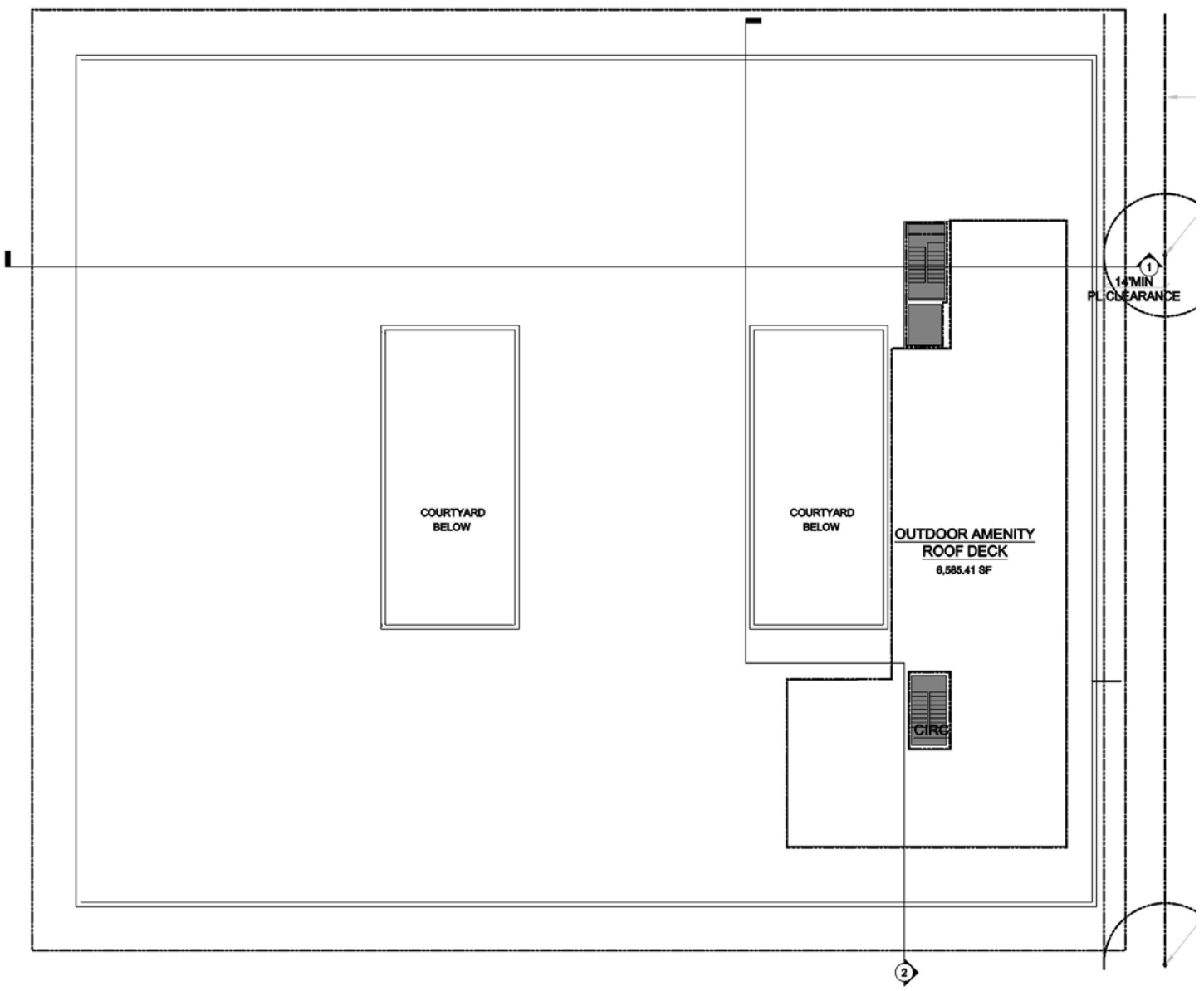


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SECTION 08 / DESIGN CONCEPT A-FLOOR PLAN



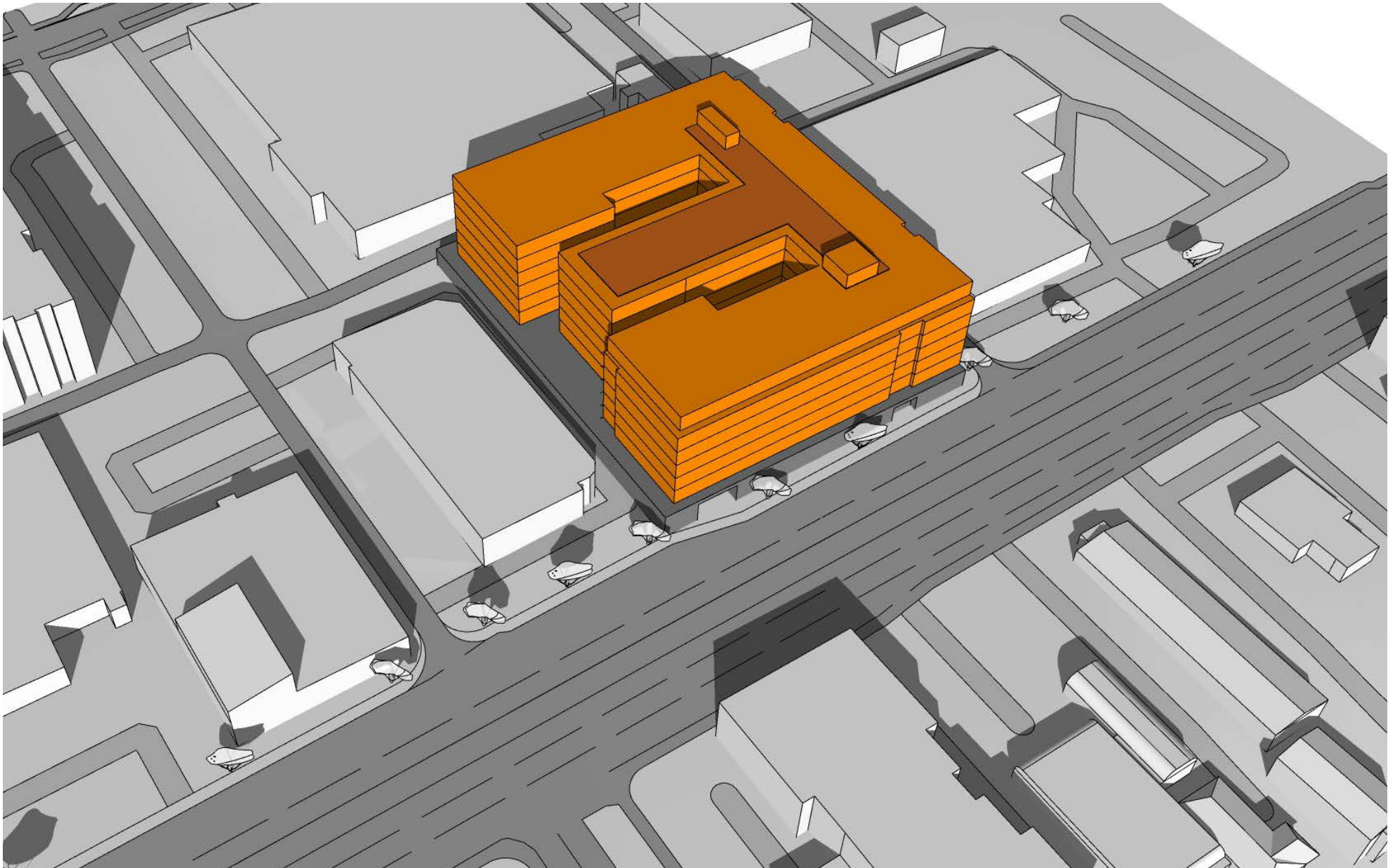
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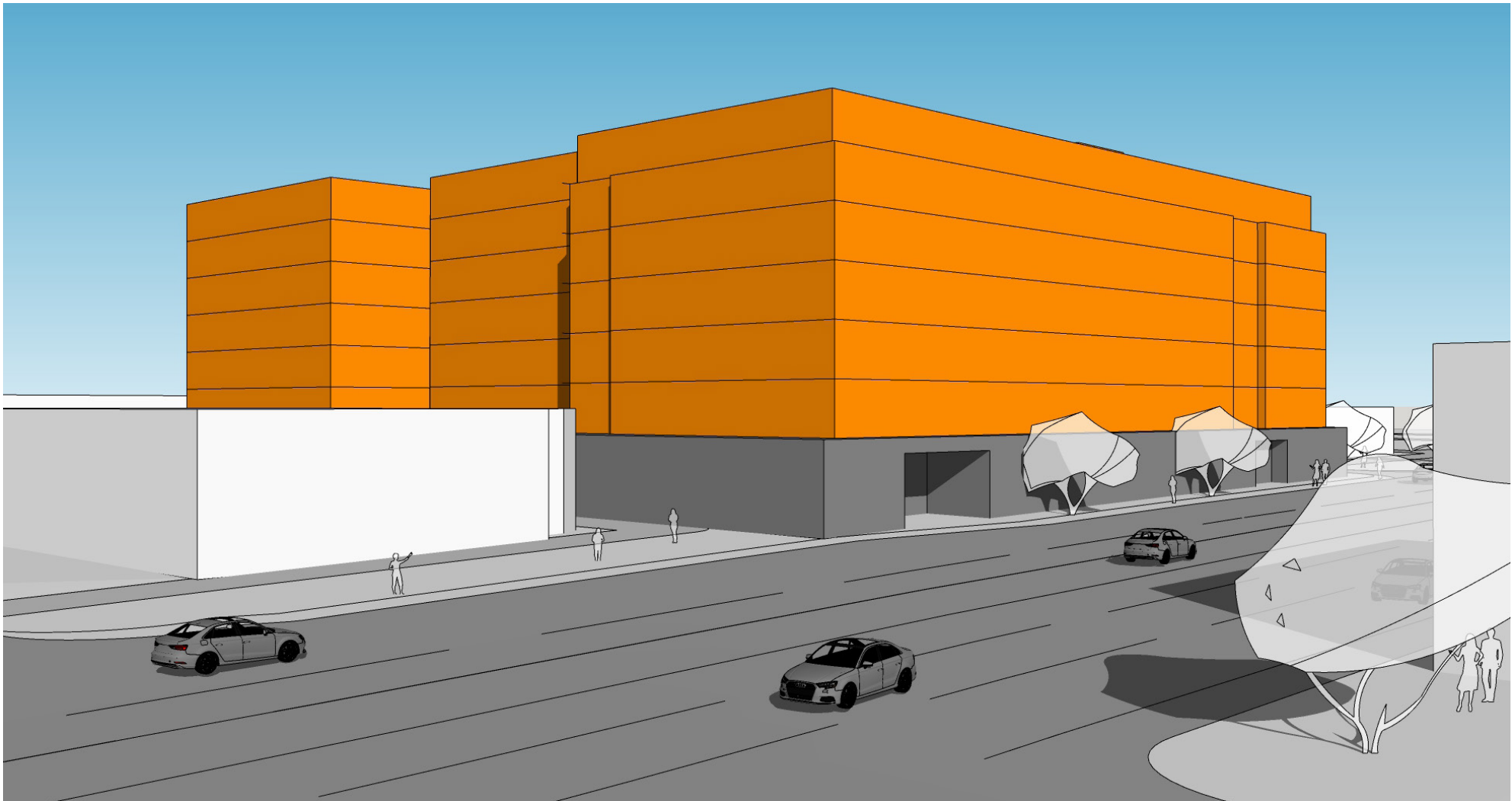


ROOF FLOOR

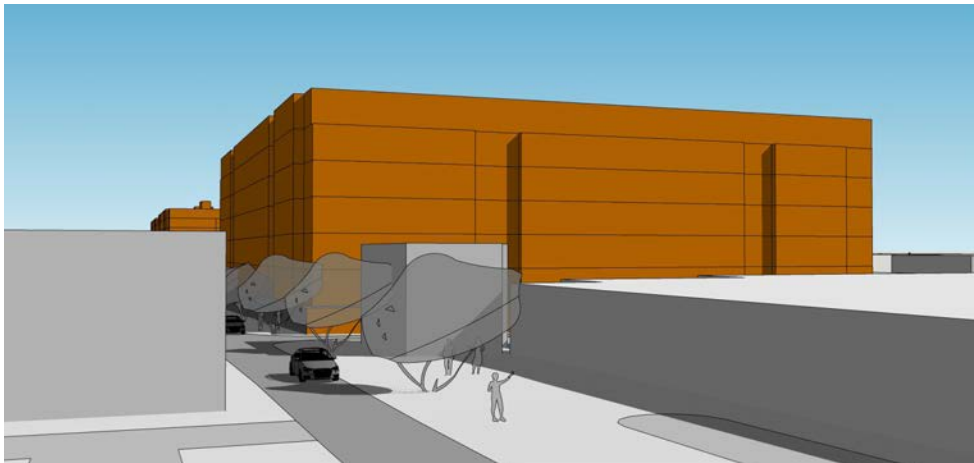
DESIGN CONCEPT B SUMMARY

- Seven levels of affordable multi-family residential space with approximately 39,300 SF gross floor area per floor and 287,726 GSF total.
- Approximately 426 residential units / 3,800 GSF commercial space
- No required parking. 126 proposed parking stalls / 426 bike stalls.
- 3,350 SF residential roof amenity area
- 1,482 SF of interior residential lounge amenity area





SE VIEW - AURORA AVE N



NW VIEW



NE VIEW - AURORA AVE N

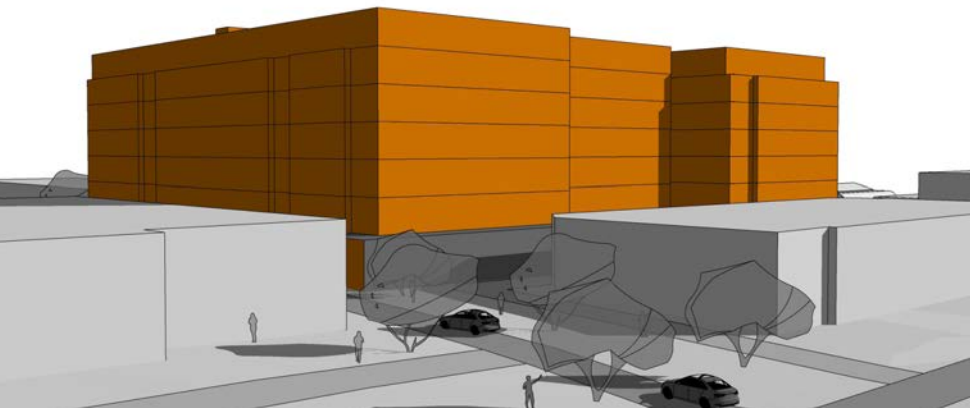
PROS:

- Simple massing provides clarity in design
- Optimizes open spaces for outdoor amenities
- Break down south facade
- Residential entry readily identifiable
- Strong corners
- Strong design dialogue between lower building and upper building
- Create spaces for private decks

CONS:

- Disoriented circulation at residential levels
- Less number of units, reduced affordability

DEPARTURES: NONE



SW VIEW

MARCH / SEPT 21

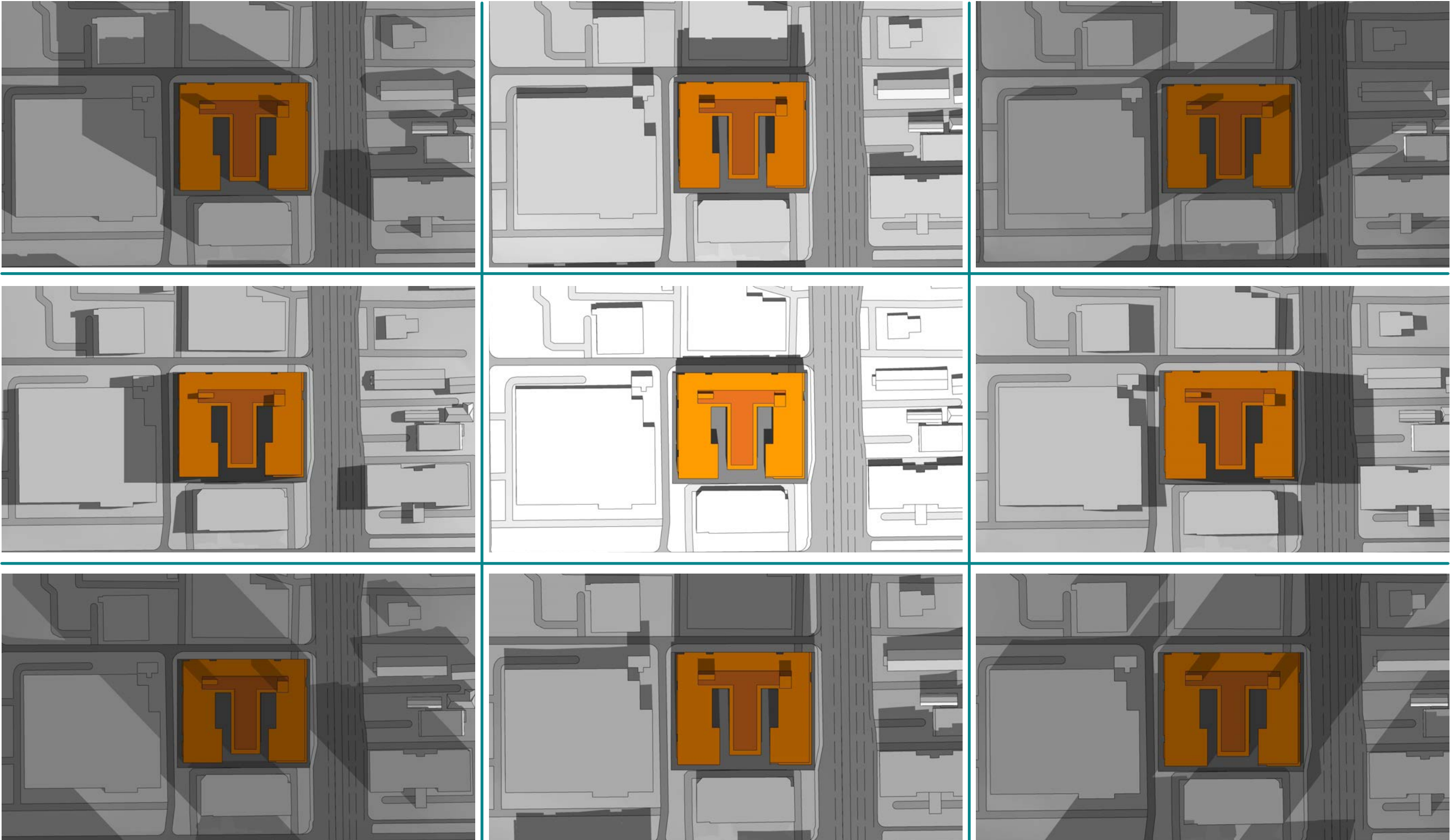
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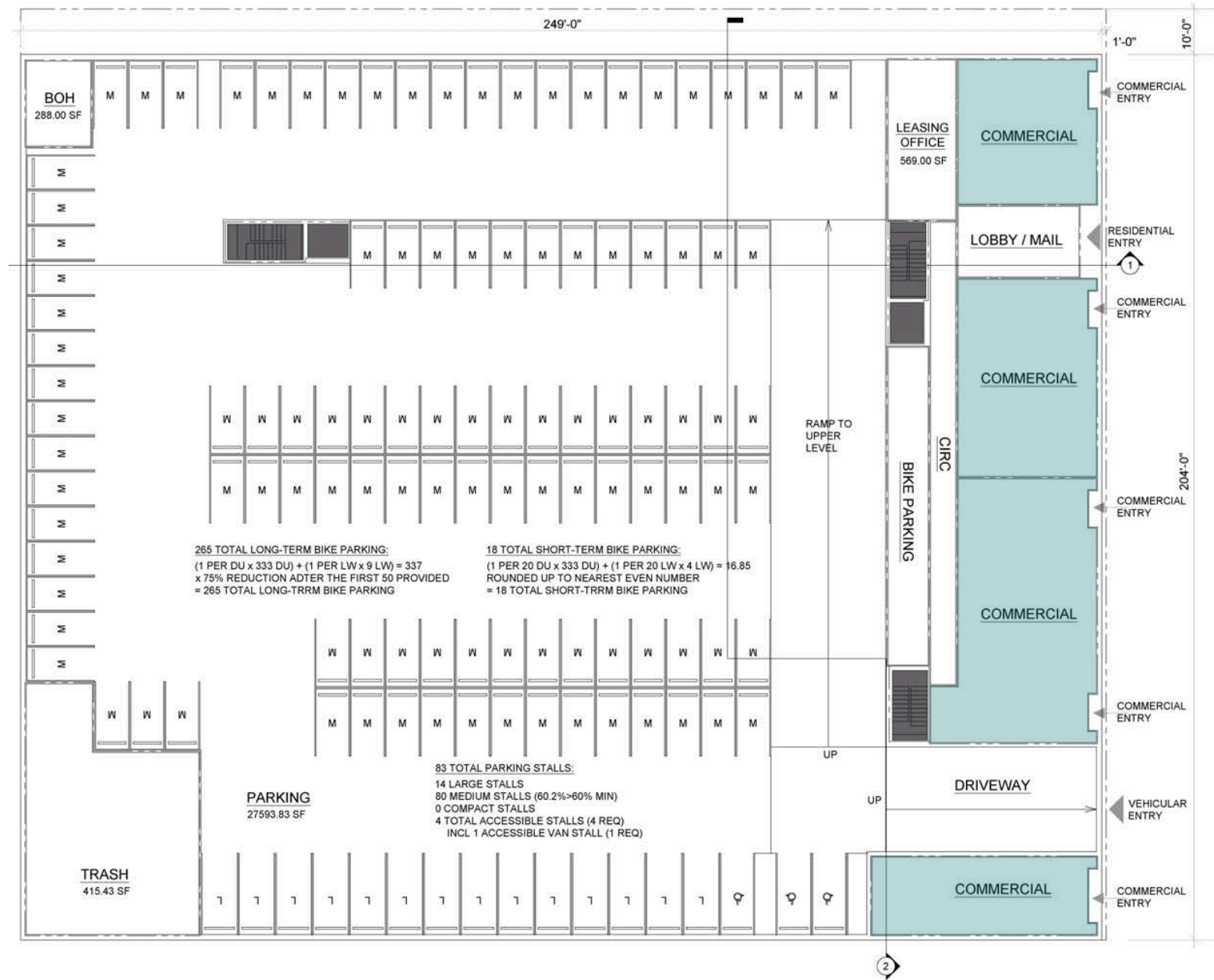
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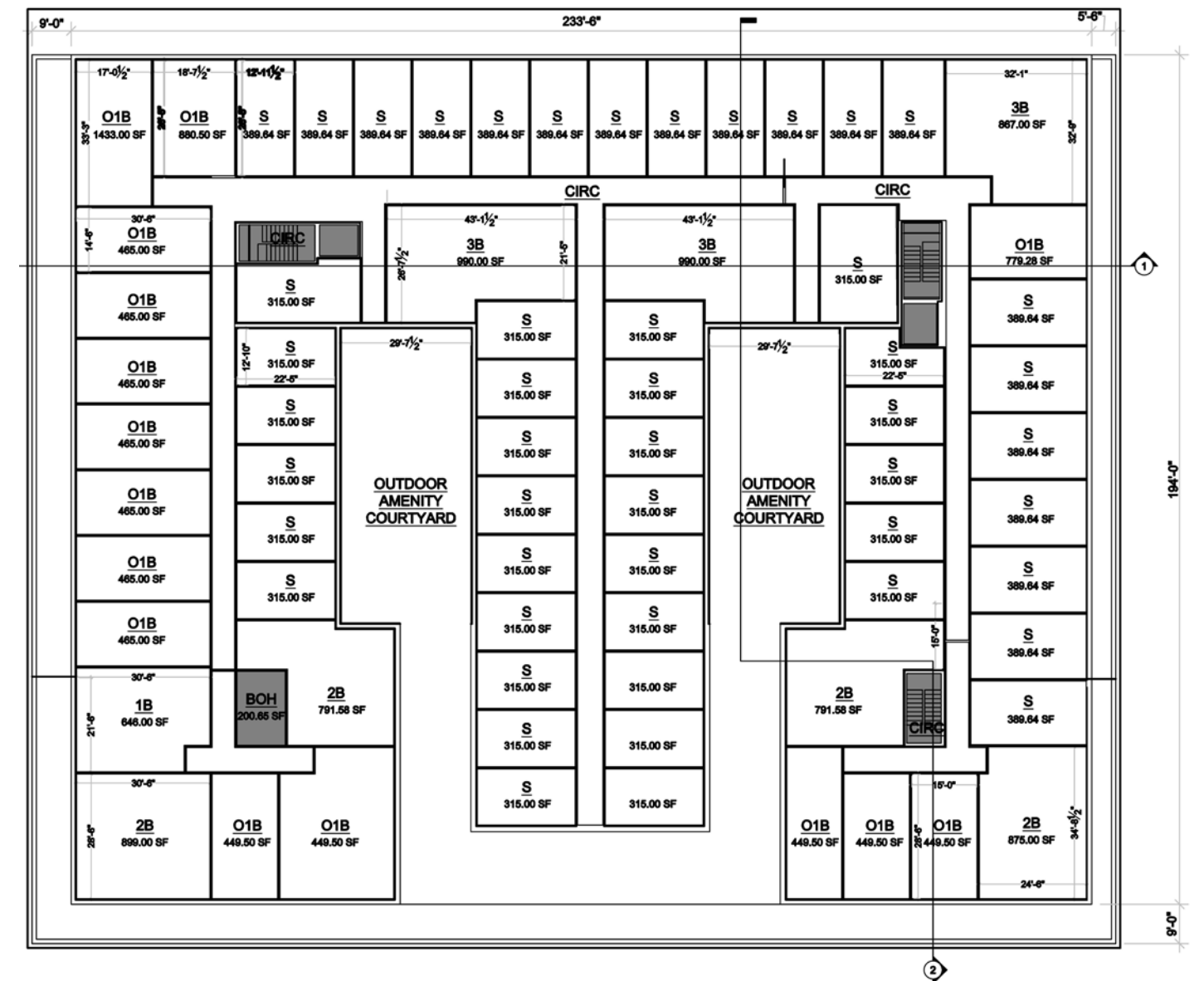
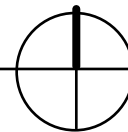
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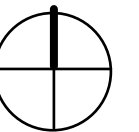
SECTION 08 / DESIGN CONCEPT B-FLOOR PLAN



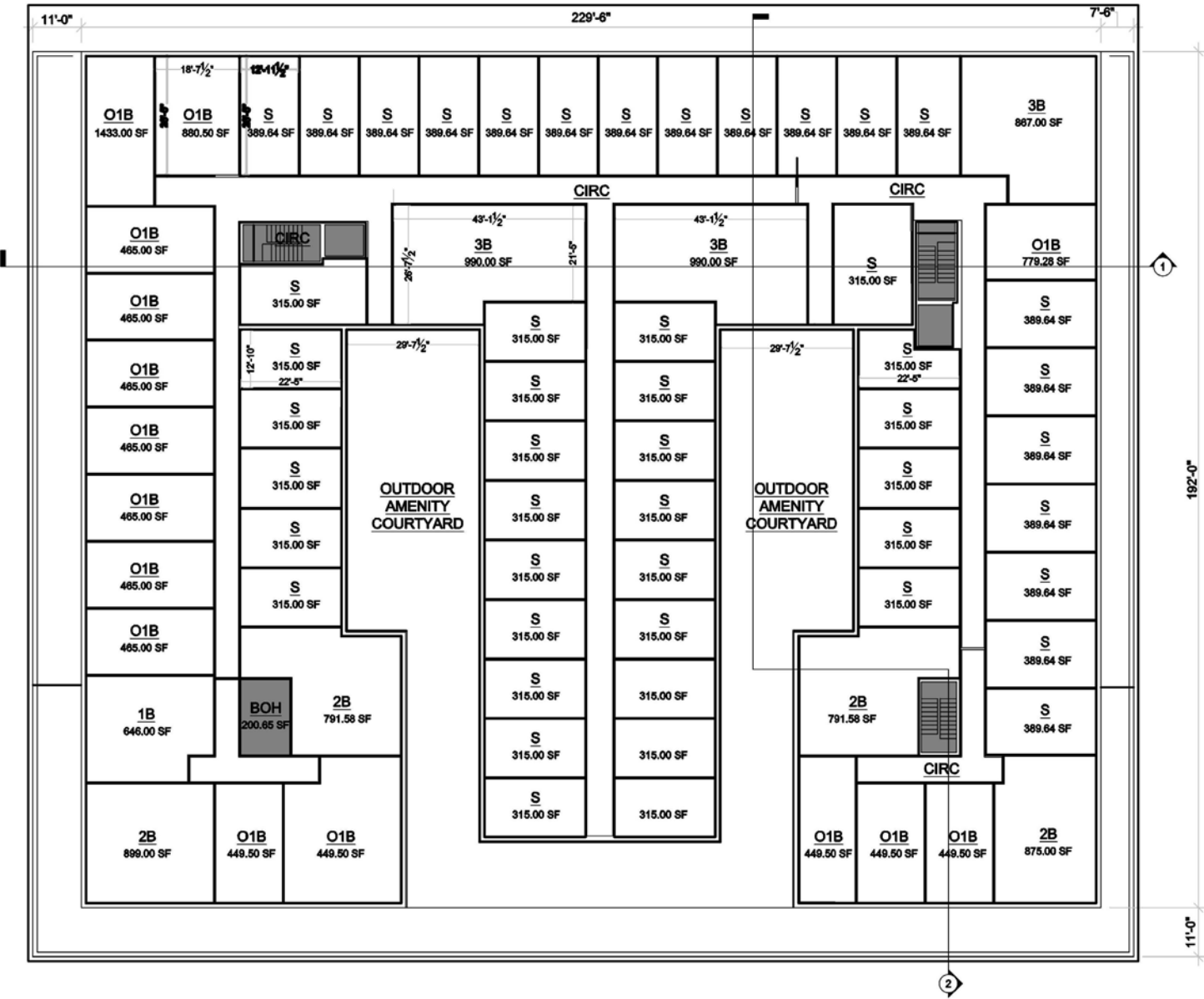
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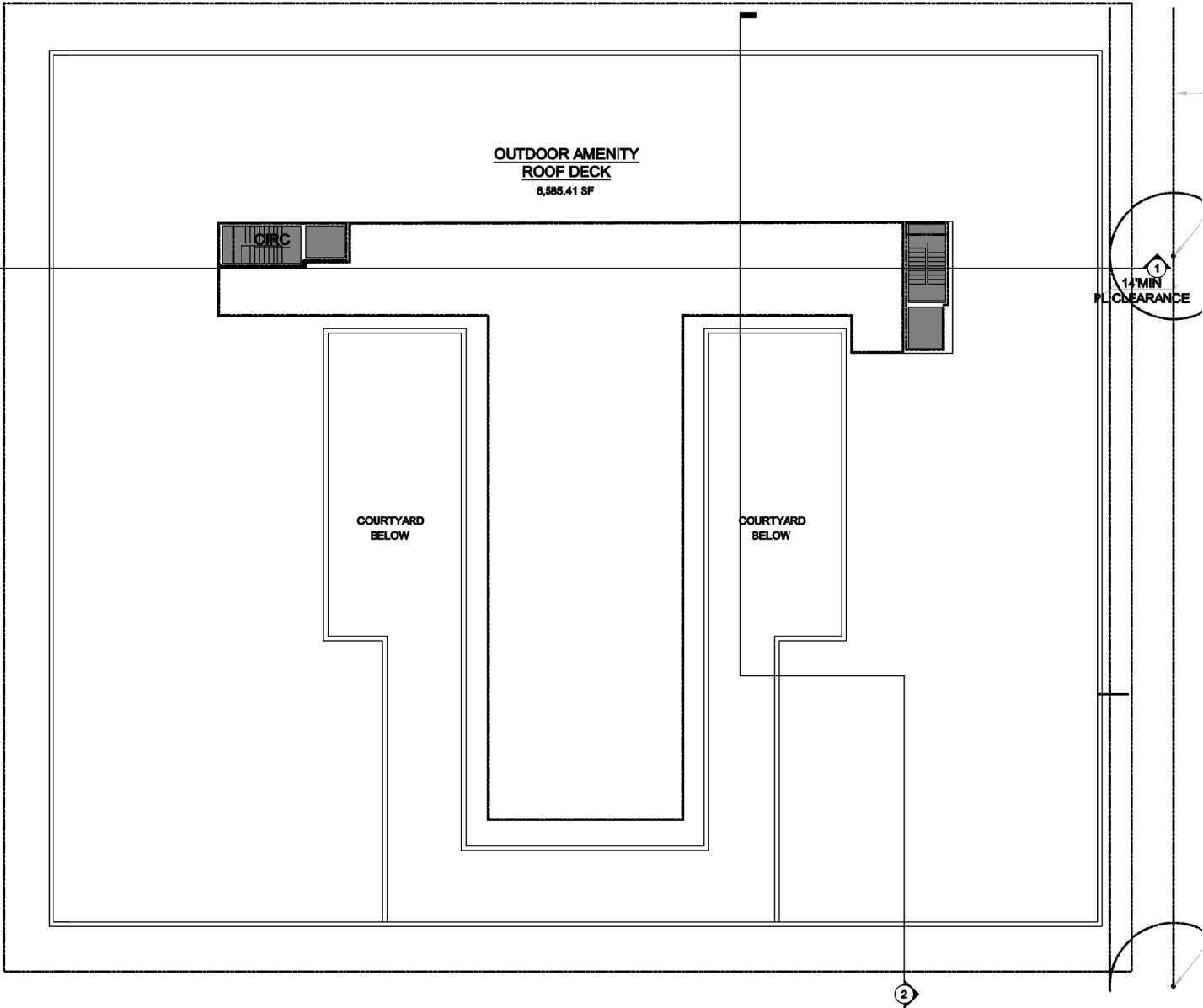
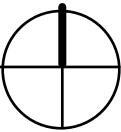
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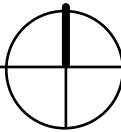
SECTION 08 / DESIGN CONCEPT B-FLOOR PLAN



SEVENTH FLOOR

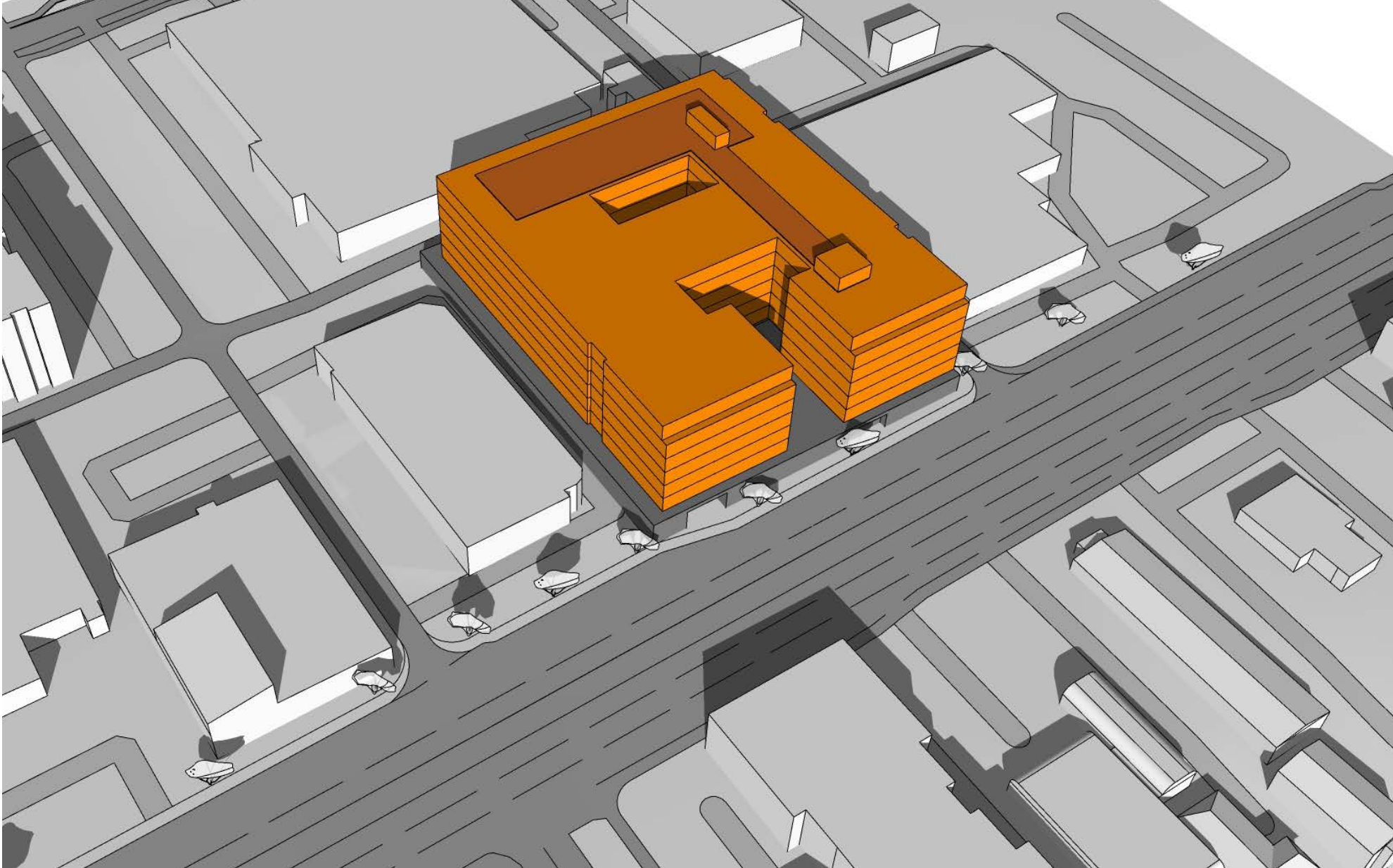


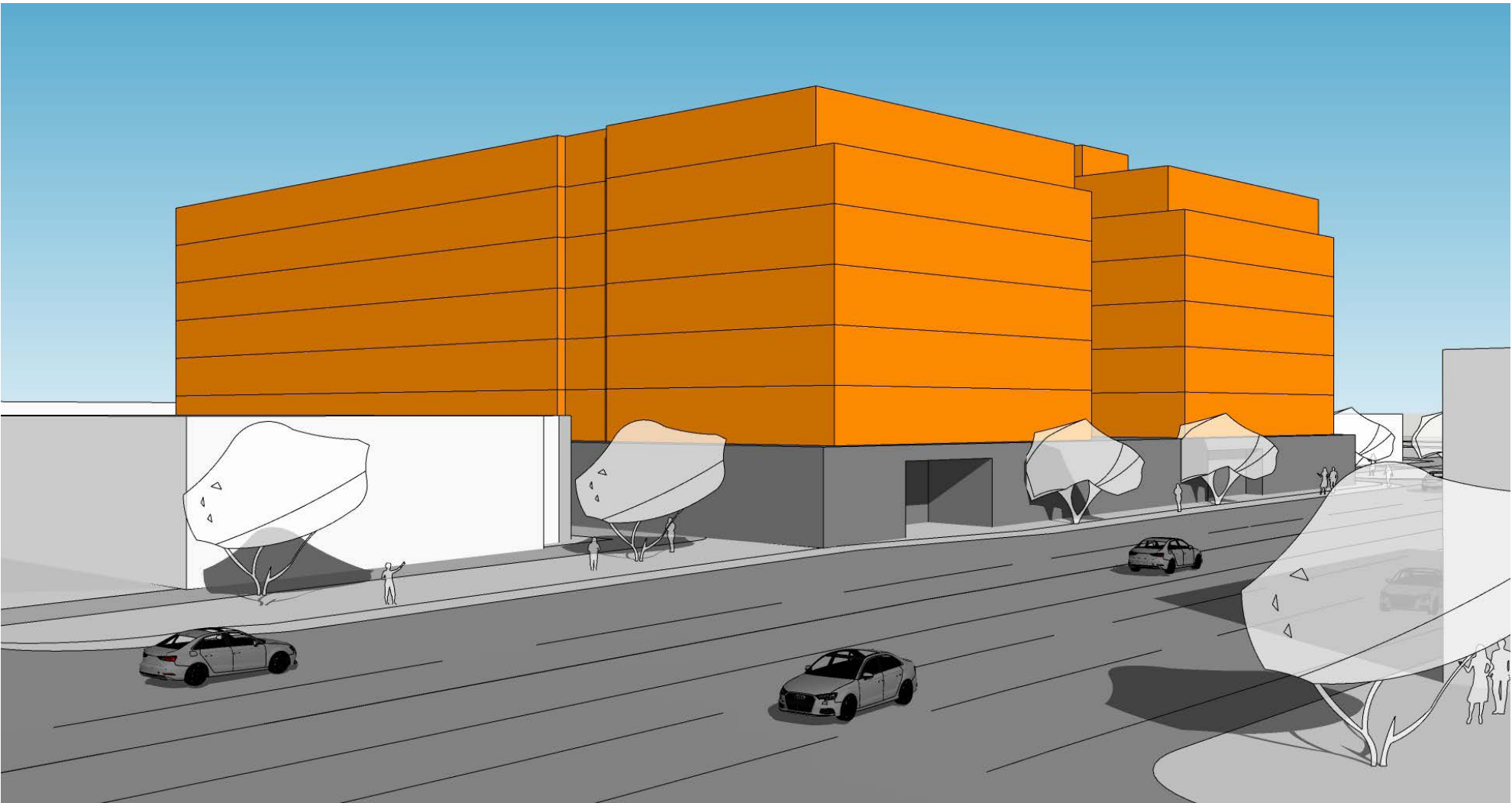
ROOF FLOOR



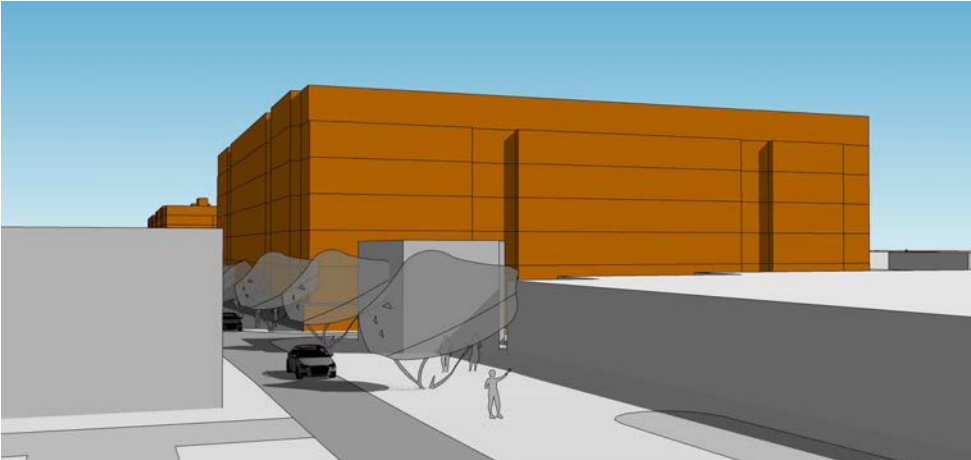
DESIGN CONCEPT C SUMMARY

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- Approximately 414 residential units / 3,800 GSF commercial space.
- No required parking. 126 proposed parking stalls / 414 bike stalls.
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- 1,482 SF of interior residential lounge amenity area





SE VIEW - AURORA AVE N



SW VIEW



NE VIEW - AURORA AVE N

PROS:

- Simple massing provides clarity in design
- Optimizes open spaces for outdoor amenities
- Break down east facade
- Residential entry readily identifiable
- Strong corners
- Strong design dialogue between lower building and upper building
- Create spaces for private decks

CONS:

- Disoriented circulation at residential levels
- Less number of units, reduced affordability

DEPARTURES: NONE



NW VIEW

MARCH / SEPT 21

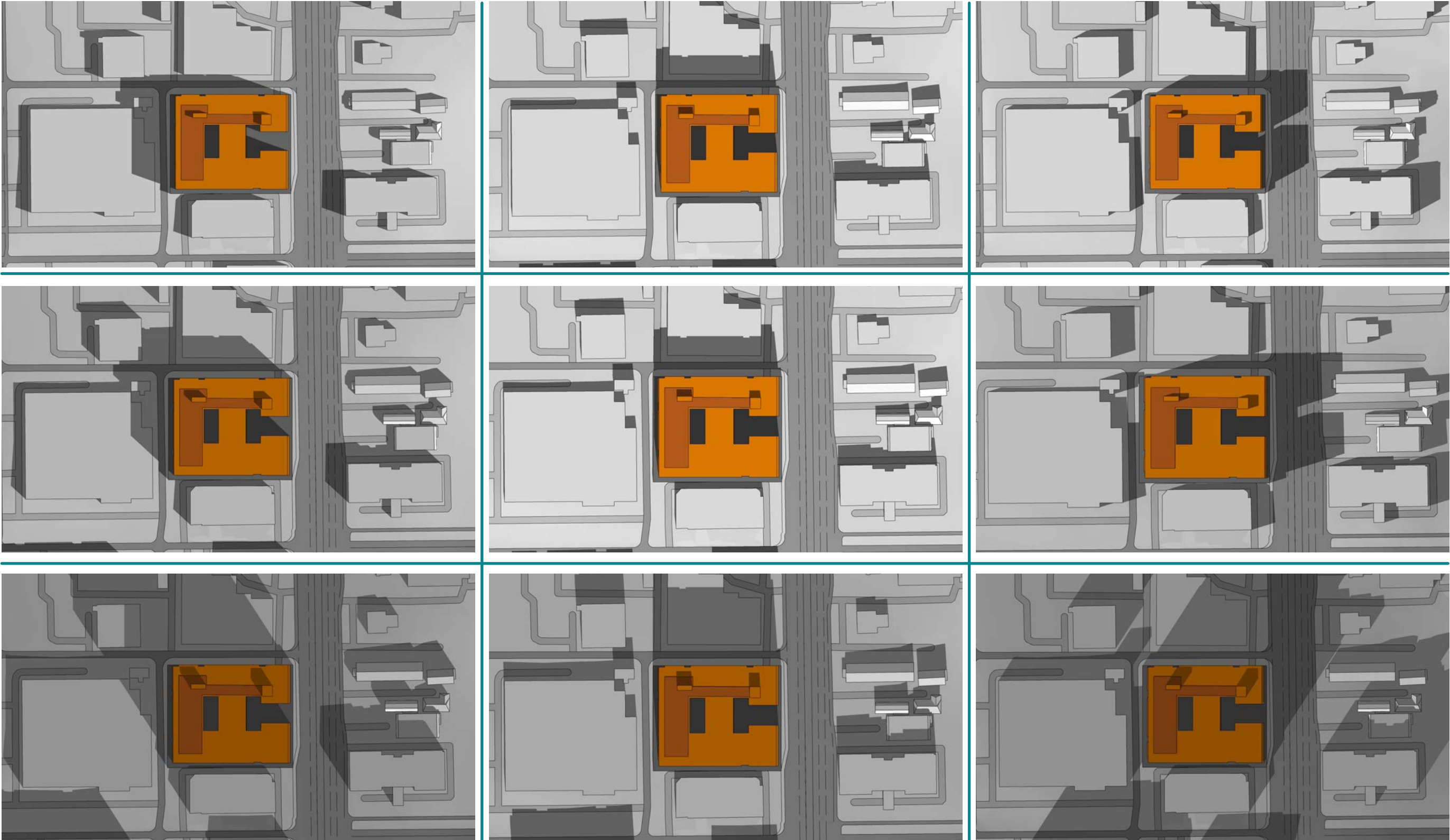
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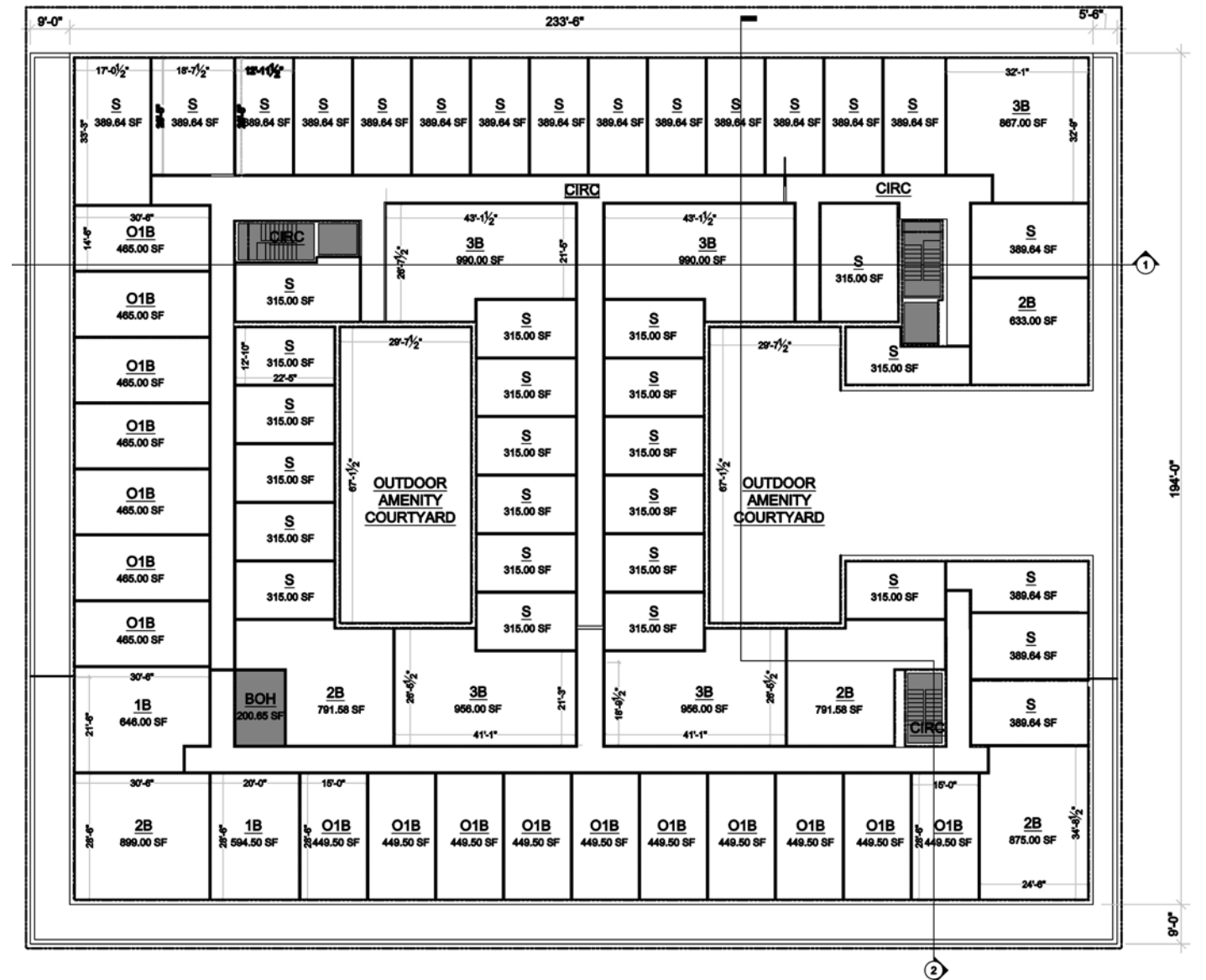
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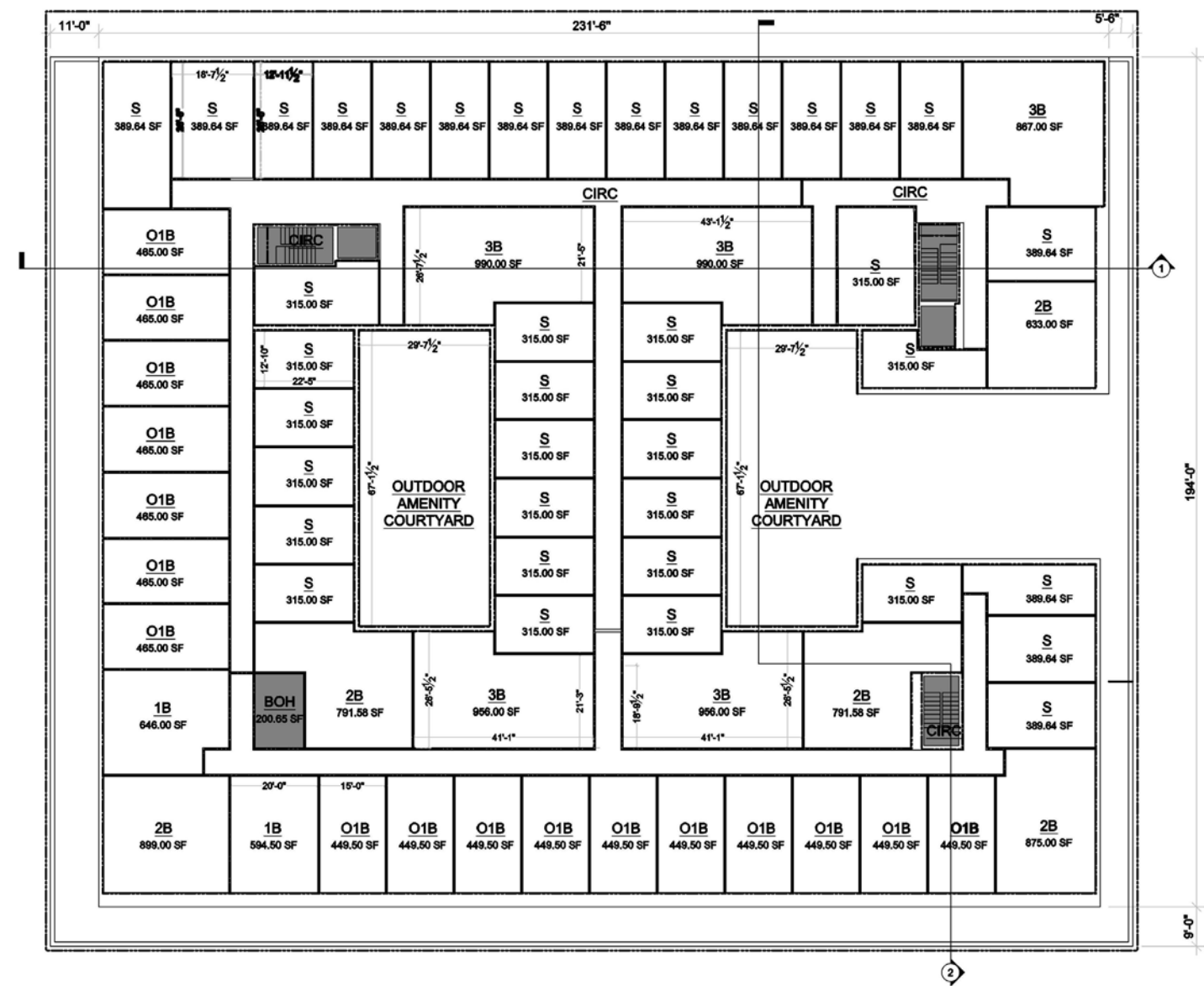
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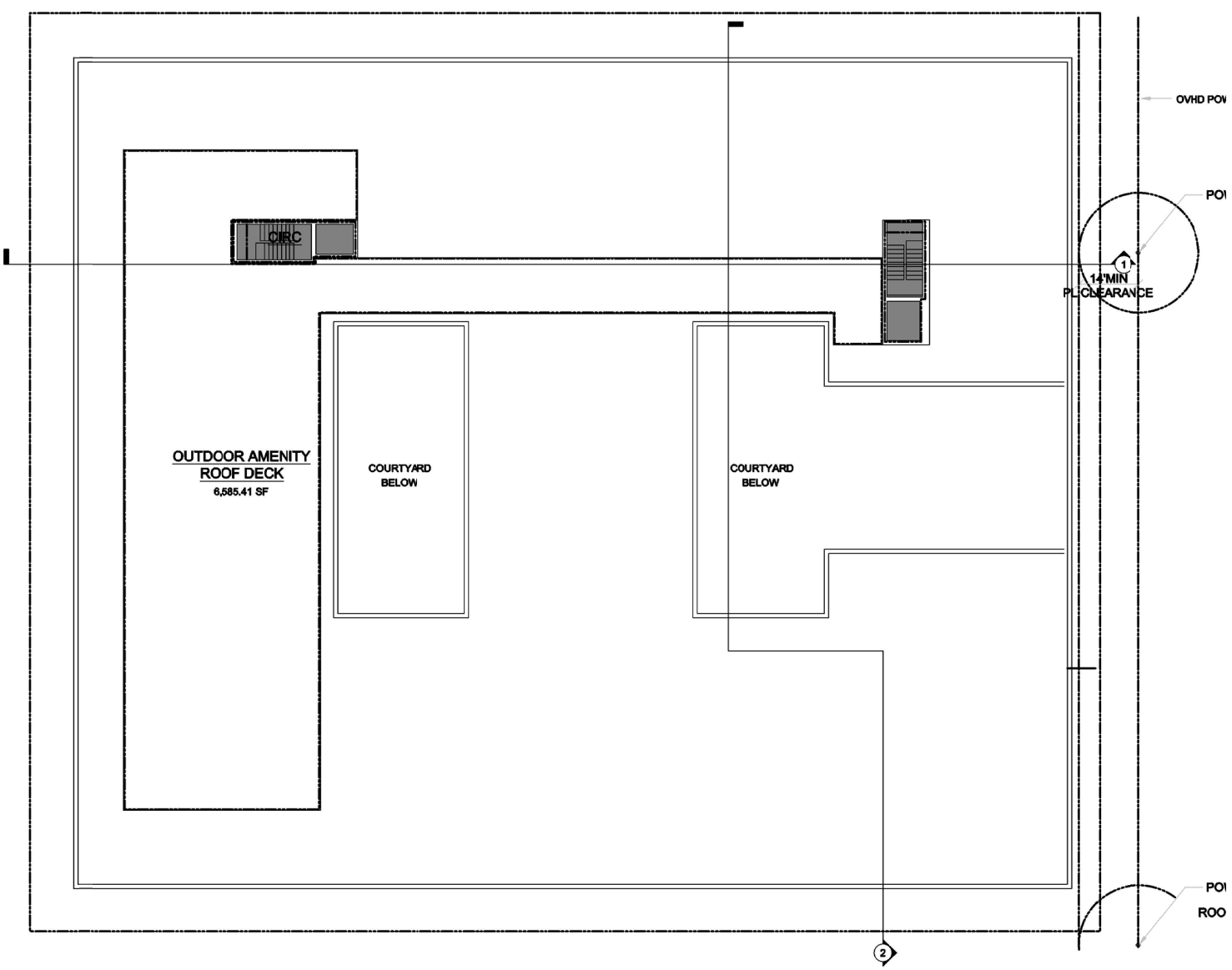


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SECTION 08 / DESIGN CONCEPT C-FLOOR PLAN



SEVENTH FLOOR



ROOF FLOOR

SECTION 10 / LANDSCAPE-PRECEDENT IMAGERY





THANK YOU

