

## BITTER LAKE APARTMENTS

EARLY DESIGN GUIDANCE MEETING

MEETING DATE: OCTOBER 3, 2022

PROJECT NUMBER: 3039892-EG

PROJECT ADDRESS: 12220 AURORA AVENUE N, SEATTLE, WA 98133



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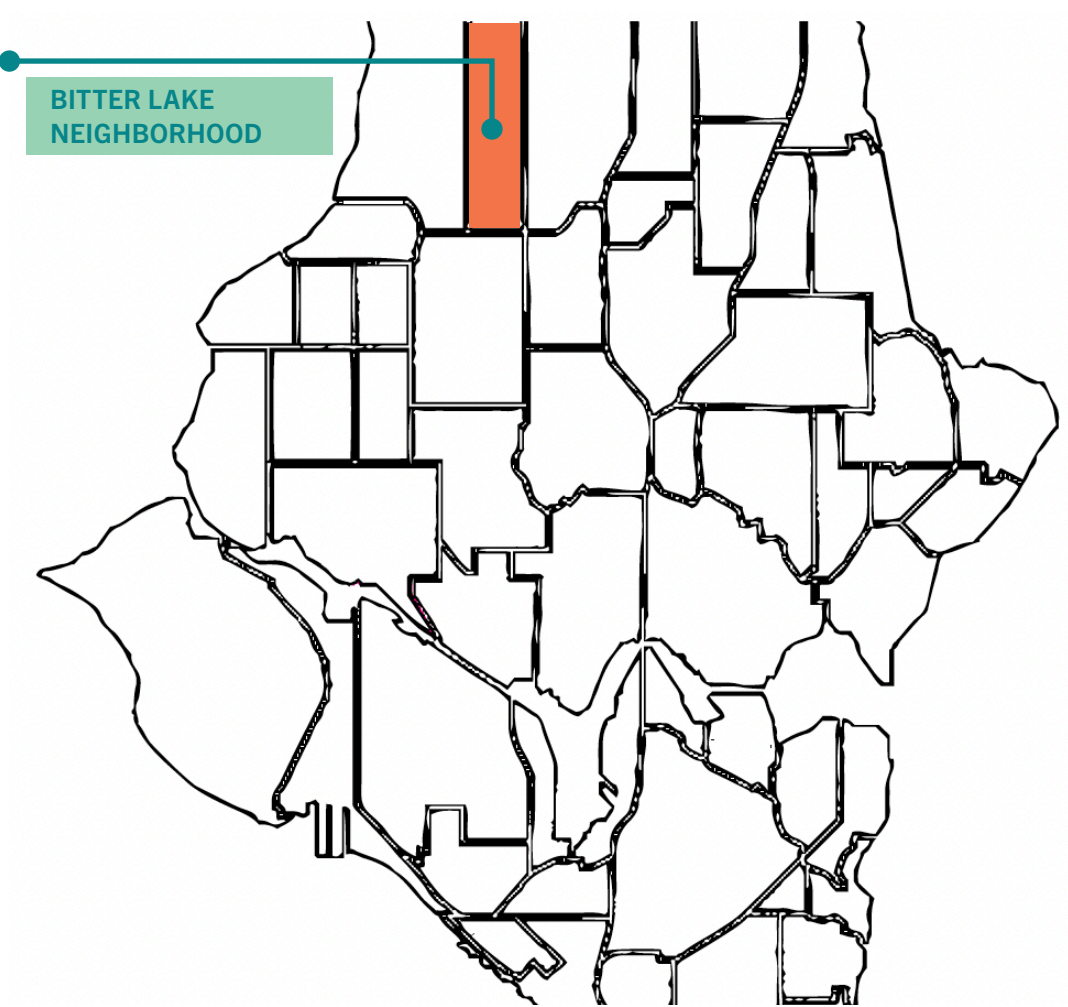
LOCAL COMMUNITY SPIRIT



NATURE & PARKS



CULTURE



PROJECT VISION:

The subject site, known as “Lincoln Towing”, is a vehicle tow and storage site located near the of Aurora Avenue N. The site abuts the Puetz golf driving range and pro shop (to the South) and falls within the Broadview - Bitter Lake - Haller Lake Neighborhood Plan.

In an effort to address the rapidly growing housing and commercial demand in the neighborhood, the site is proposed for development. The objective is to transform the underutilized tow yard parcel by replacing it with a high quality, mixed use development that will create more engaging, urban streetscapes within the neighborhood.

The proposed design will provide residents with commercial opportunity, amenities, open spaces, quick access to public transit, nearby trails, and neighborhood-serving commercial on Aurora and Linden.


The proposed project can serve as a catalyst for improvements within this southern extent of the Urban Village.

B/O/D/E


ANSWERING THE DEMAND FOR ATTAINABLE APARTMENTS

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 full cycle 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

Our vision is to establish adequate and affordable housing for a safer and more sustainable future. We created trusted relationships with the communities we serve and offer thousands of homes to renters and families city wide.



BODE QUEEN ANNE



BODE GREEN LAKE



BODE WEST SEATTLE



BODE LAKE CITY



BODE LAKE CITY



BODE COLUMBIA CITY



*B/O/D/E*

# BITTER LAKE APARTMENTS



## 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 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 provide along the street front using fine materials and signage. Landscaping is provided along the street front for creating successful pedestrian connectivity.



## 3. NEIGHBORHOOD OBJECTIVES

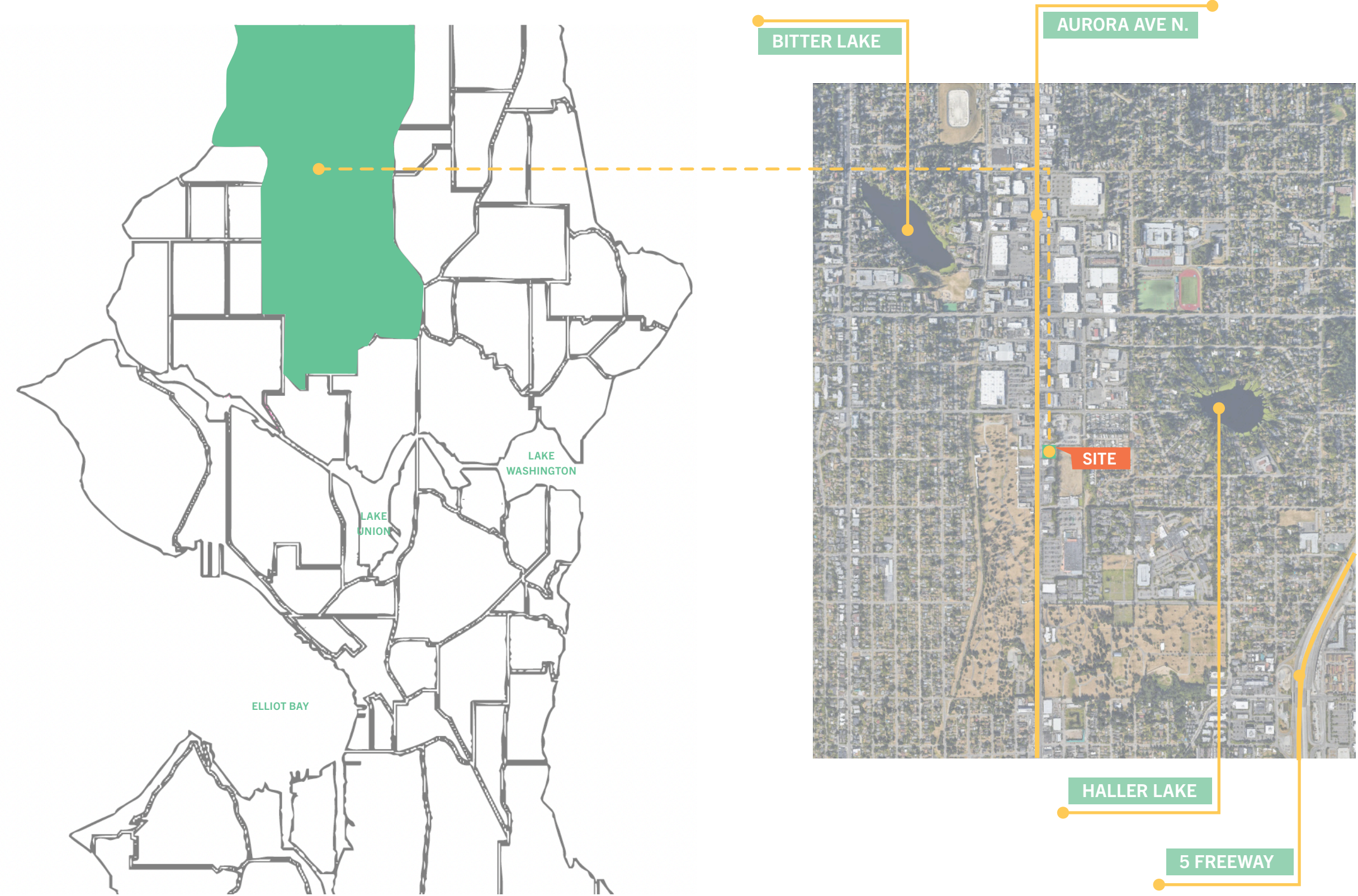
We firmly believe the diversity of people, language, cultures, and religions enhance and enliven the history of the area. The success of the development is contingent on the continued diversity of cultural perspectives and identities. We seek to create spaces that celebrate and support both individual 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 re-main intact.

EXISTING SITE:

- ADDRESS:  
12220 AURORA AVENUE N,  
SEATTLE, WA 98133.
- SITE AREA:  
72,067.97 SF
- EXISTING DEVELOPMENT:  
LINCOLN TOWING
- DEVELOPMENT + DESIGN:  
BODE 144 RAILROAD AVENUE  
EDMONDS, WA 98104
- LANDSCAPE ARCHITECT:  
GHA LANDSCAPE ARCHITECTS  
1417 NE 80TH SEATTLE, WA 98115

PROJECT DESCRIPTION

- A new mixed-use project with seven stories above the grade plane and two stories of sub-grade parking.
- Approx. 450,000 gross sf
- Approx. 600 dwelling units and 9 live/works
- Approx. 357 parking spaces
- Type III-A over Type I-A construction
- Occupied roof deck for 49 occupant
- The hub will be accessed from Aurora Ave N with a parking entry from Stone Ave N. The lower two levels have (357) parking stalls and (483) bike racks.



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.

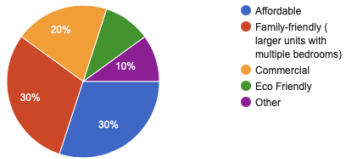
3. ELECTRONIC/DIGITAL OUTREACH: EMAIL DISTRIBUTION TO ORGS OR LOCAL BLOG OR DIGITAL NEWSLETTER.

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

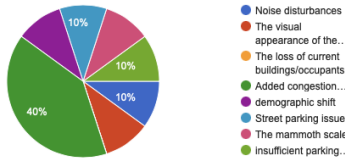
4. ELECTRONIC/DIGITAL OUTREACH: ONLINE SURVEY

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.

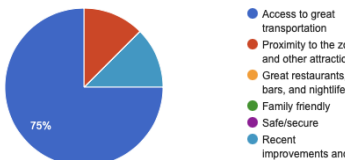
What type of units do you believe are most needed in your neighborhood?  
10 responses



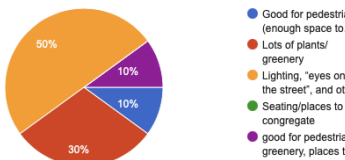
What concerns you the most about the construction of this building?  
10 responses



What is your neighborhood's primary asset?  
8 responses



Which are the most important for designing the public areas?  
10 responses



What do you see as your neighborhood's primary need, and how can this building help address that?  
10 responses

- not pleasant to walk to destinations and homelessness
- Cleaning up homelessness and crime; get rid of an eyesore building, provide more off street parking (and you are NOT providing enough), more people to support local retail and restaurants within neighborhood
- We need retail cafes and restaurants. It would be great if there is retail spaces for cafes, bakeries, and restaurants on the ground floor.
- Parking is already very tight between Aurora and Wallingford. More parking in high density housing is needed.
- Safety! I've been waiting 6 years for that property to be torn down! This will greatly increase property value, aesthetic, and safety to this street!
- Too many new buildings without adequate parking options cause

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 inter-

est 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. Having parking for the facility seems important for the new development. Neighbors emphasized the importance of respecting the neighborhood during and after construction. 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.

Conclusions

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: 12220 AURORA AVE N, SEATTLE  
About: NEW DEVELOPMENT FOR THE BITTER LAKE COMMUNITY

The proposed site, known as "Lincoln Towing", is a vehicle tow and storage site located near the intersection of Aurora Avenue N and North 125th Street. In an effort to address the rapidly growing housing and commercial demand in the Bitter Lake neighborhoods, the 4.12 acre site is proposed for development into mixed-use apartment building with eight stories above grade and two stories of sub-grade parking. The proposed project can serve as a catalyst for improvements within this southern extent of the Urban Village containing approximately 450,000 gross sq ft, 850 dwelling units, 200 parking spaces and roof deck for 49 occupants.

PROJECT SITE

**NUEVO DESARROLLO**

**BUSCANDO LA OPINIÓN DE LA COMUNIDAD**

Donde: 12220 AURORA AVE N, SEATTLE  
Acercó de: NUEVO DESARROLLO PARA LA COMUNIDAD DE BITTER LAKE

El sitio propuesto, conocido como "Lincoln Towing", es un sitio de remolque y almacenamiento de vehículos ubicado cerca de la intersección de Aurora Avenue N y North 125th Street. En un esfuerzo por abordar el rápido crecimiento de la demanda comercial y de vivienda en los vecindarios de Bitter Lake, se propone el desarrollo del sitio de 4.12 acres en un edificio de apartamentos de uso mixto con ocho pisos sobre el nivel del suelo y dos pisos de estacionamiento bajo el nivel del suelo. El proyecto propuesto puede servir como un catalizador para mejoras dentro de esta extensión sur de Urban Village que contiene aproximadamente 450,000 pies cuadrados brutos, 850 unidades de vivienda, 200 espacios de estacionamiento y cubierta de techo para 49 ocupantes.

PROJECT SITE

**새로운 개발**

**커뮤니티의 의견을 구합니다**

어디에: 12220 AURORA AVE N, SEATTLE  
에 대한: 비터레이크 커뮤니티를 위한 새로운 개발

"Lincoln Towing"으로 알려진 제안된 사이트는 Aurora Avenue N과 North 125th Street의 교차로 근처에 위치한 차량 보관 및 보관 장소입니다. Bitter Lake 지역에서 빠르게 증가하는 주택 및 상업 수요를 해결하기 위해 4.12에이커 부지가 지상 8층과 지하 2층 주차장이 있는 복합 용도 인프라 건설 개발을 위해 제안되었습니다. 제안된 프로젝트는 약 450,000평방피트, 850개의 주거 단위, 200개의 주차 공간 및 49명의 거주자를 위한 옥상 데크를 포함하는 Urban Village의 더 남쪽 범위 내에서 개선을 위한 촉매 역할을 할 수 있습니다.

PROJECT SITE

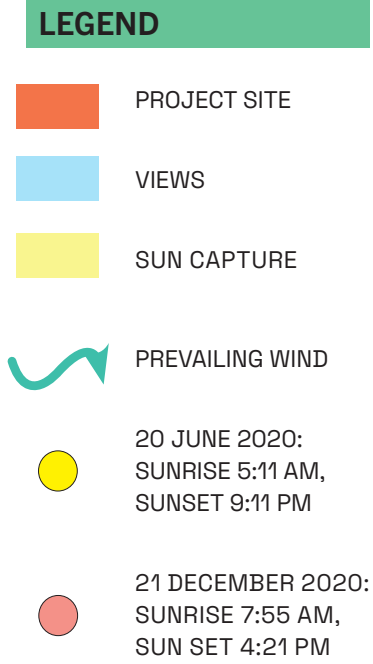
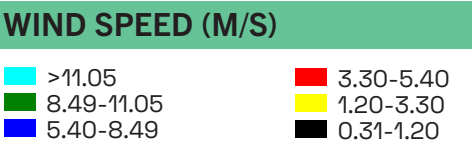
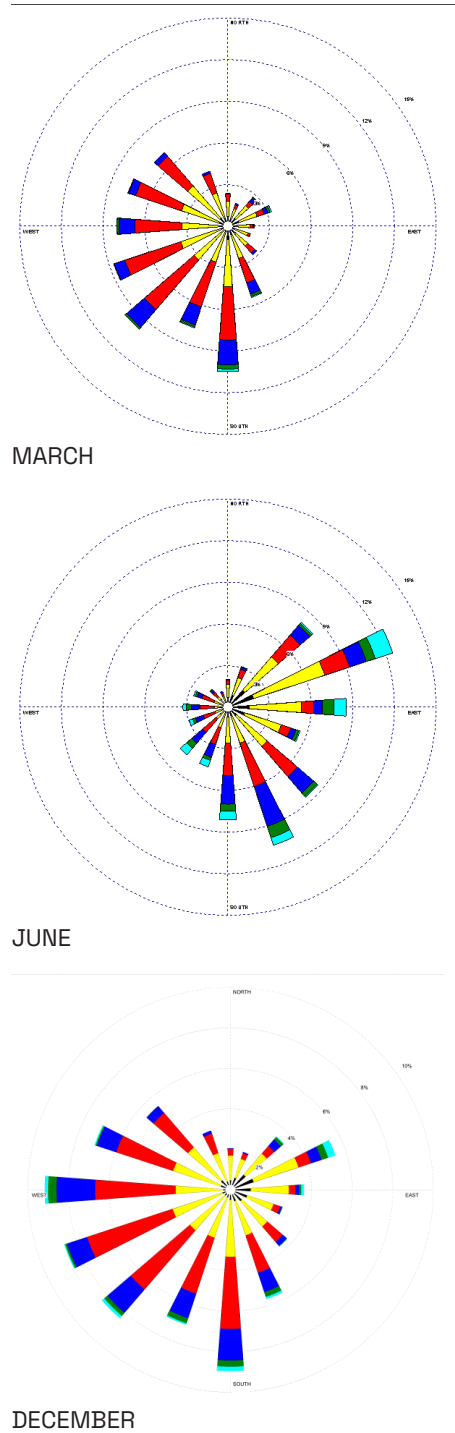
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SECTION 04 / URBAN DESIGN ANALYSIS-SITE VIEW+SUN PATH



SITE VIEW + SUN PATH STUDY

## SECTION 04 / SITE SURVEY

## LEGAL DESCRIPTION

**TAX PARCEL NUMBER:** 302604-9092 AND  
302604-9107

**PARCEL 1 (302604-9092) LEGAL DESCRIPTION:** THE SOUTH 100 FEET OF THE NORTH 430 FEET OF THE WEST 300 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 45 FEET THEREOF, CONVEYED TO KING COUNTY FOR RIGHT OF WAY FOR PACIFIC HIGHWAY BY DEED RECORDED UNDER RECORDING NUMBER 571790, IN KING COUNTY, WASHINGTON. PARCEL 2 (302604-9107) LEGAL DESCRIPTION:

THE SOUTH 300 FEET OF THE NORTH 330 FEET OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTH-EAST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;

EXCEPT THE EAST 30 FEET THEREOF, CONVEYED TO THE CITY OF SEATTLE FOR ROAD PURPOSES BY DEED RECORDED UNDER RECORDING NUMBER 3979809; AND EXCEPT THE WEST 450 FEET THEREOF;

TOGETHER WITH THE SOUTH 100 FEET OF  
THE NORTH 430 FEET OF THE NORTHWEST  
QUARTER OF THE NORTHWEST QUARTER  
OF THE NORTHEAST QUARTER OF SECTION  
30, TOWNSHIP 26 NORTH, RANGE 4 EAST,  
WILLAMETTE MERIDIAN, IN KING COUNTY,  
WASHINGTON;

EXCEPT THE EAST 30 FEET THEREOF, CONVEYED TO THE CITY OF SEATTLE FOR ROAD PURPOSES BY DEED RECORDED UNDER RECORDING NUMBER 3979809;

EXCEPT THE WEST 300 FEET THEREOF;

TOGETHER WITH THE SOUTH 50 FEET OF  
THE NORTH 480 FEET OF THE NORTHWEST  
QUARTER OF THE NORTHWEST QUARTER  
OF THE NORTHEAST QUARTER OF SECTION  
30, TOWNSHIP 26 NORTH, RANGE 4 EAST,  
WILLAMETTE MERIDIAN, IN KING COUNTY,  
WASHINGTON;

EXCEPT THE EAST 30 FEET THEREOF, CONVEYED TO THE CITY OF SEATTLE FOR ROAD PURPOSES BY DEED RECORDED UNDER RECORDING NUMBER 3979809; AND EXCEPT THE WEST 45 FEET THEREOF, CONVEYED TO KING COUNTY FOR AURORA AVENUE NORTH BY DEED RECORDED UNDER RECORDING NUMBER 571790;

TOGETHER WITH THE SOUTH 50 FEET OF  
THE NORTH 530 FEET OF THE NORTHWEST  
QUARTER OF THE NORTHWEST QUARTER  
OF THE NORTHEAST QUARTER OF SECTION  
30, TOWNSHIP 26 NORTH, RANGE 4 EAST,  
WILLAMETTE MERIDIAN, IN KING COUNTY,  
WASHINGTON;

EXCEPT THE EAST 395 FEET THEREOF;

EXCEPT THE WEST 45 FEET THEREOF,  
CONVEYED TO KING COUNTY FOR AURORA  
AVENUE NORTH BY DEED RECORDED UN-  
DER RECORDING NUMBER 571790;

TOGETHER WITH THE NORTH 125 FEET OF  
THE FOLLOWING DESCRIBED TRACT:

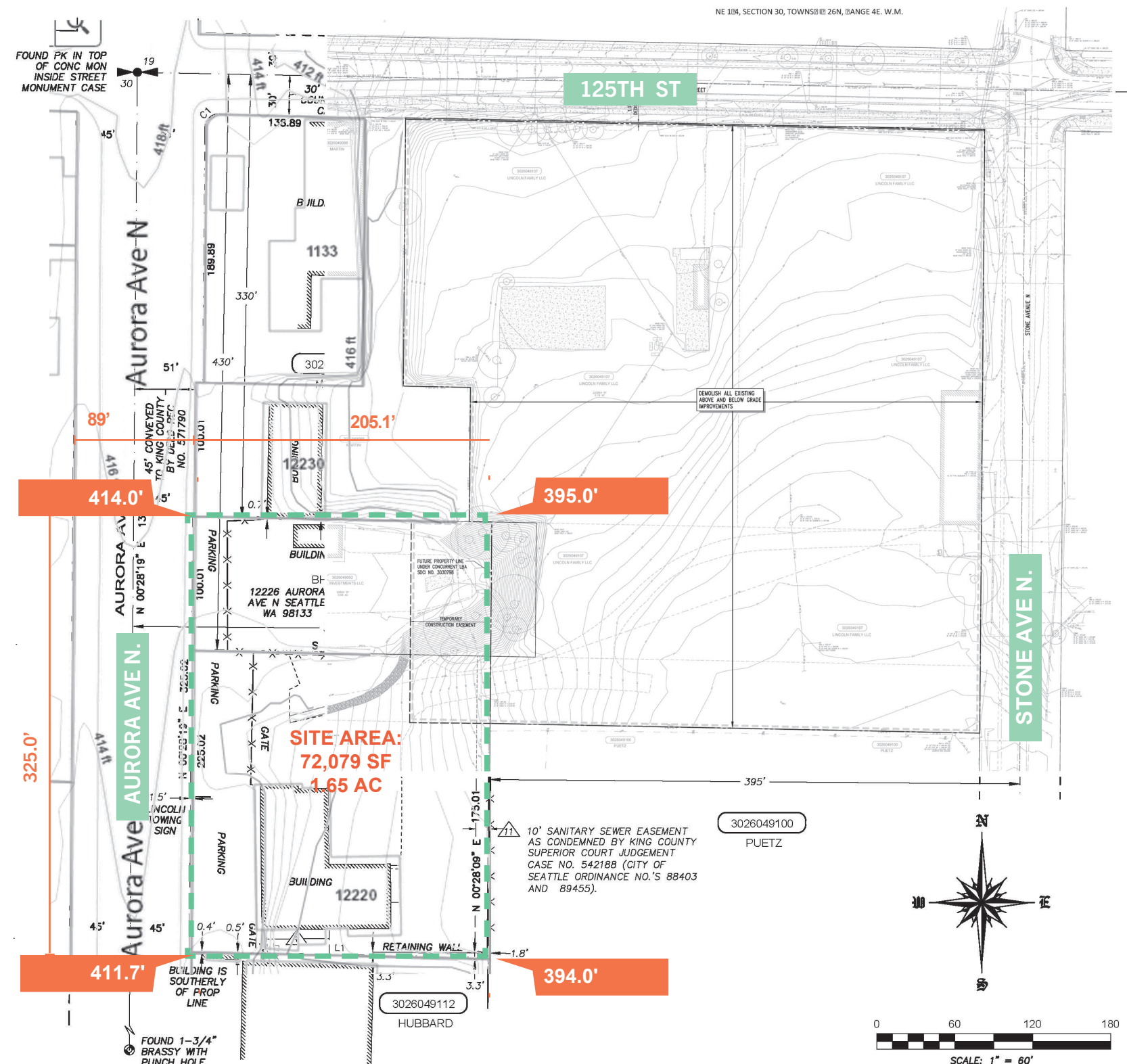
THE WEST HALF OF THE NORTHWEST  
QUARTER OF THE NORTHEAST QUARTER OF  
SECTION 30, TOWNSHIP 26 NORTH, RANGE  
4 EAST, WILLAMETTE MERIDIAN, IN KING  
COUNTY, WASHINGTON;

EXCEPT THE NORTH 530 FEET THEREOF;

EXCEPT THE EAST 395 FEET THEREOF;  
AND EXCEPT THE WEST 45 FEET THEREOF,  
CONVEYED TO KING COUNTY FOR AURORA  
AVENUE NORTH BY DEED RECORDED UN-  
DER RECORDING NUMBER 571790;

TOGETHER WITH THE EAST 250 FEET OF THE WEST 450 FEET OF THE NORTH 330 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; EXCEPT THE SOUTH 100 FEET OF THE WEST 50 FEET THEREOF; AND

EXCEPT THE NORTH 30 FEET THEREOF,  
CONDEMNED IN THE KING COUNTY SUPERIOR COURT CAUSE NUMBER 96395 FOR NORTH 125TH STREET.



## EXISTING CONDITIONS

### USES

The parcel is on a rectangular shaped block and maintains street frontage along Aurora. The project site shares its block with car dealerships, parking lots or retail to the north, south and east.

### TOPOGRAPHY

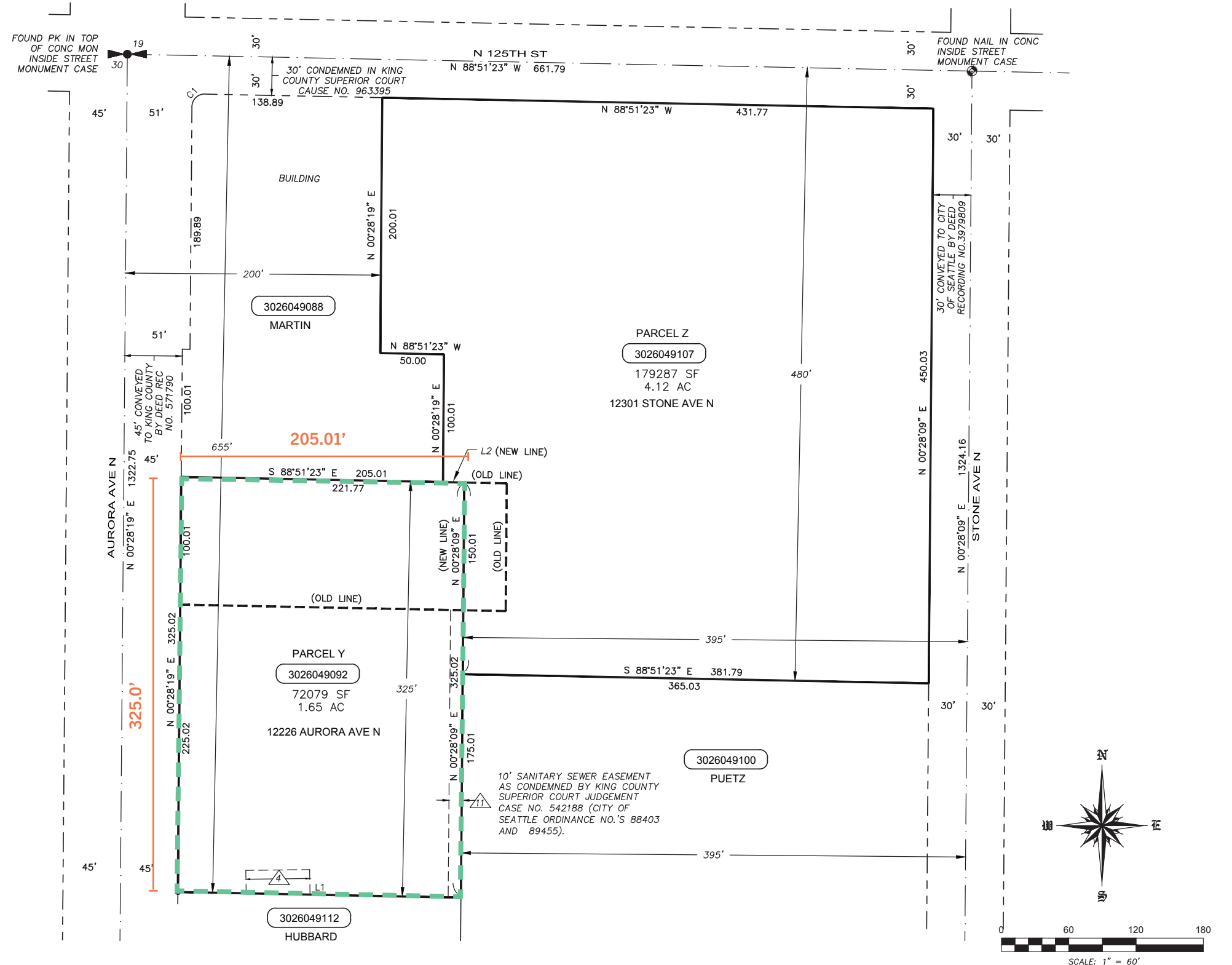
There is a out - 5 ft drop between the front and back elevations of the eastern parcel.

### SOLAR ACCESS

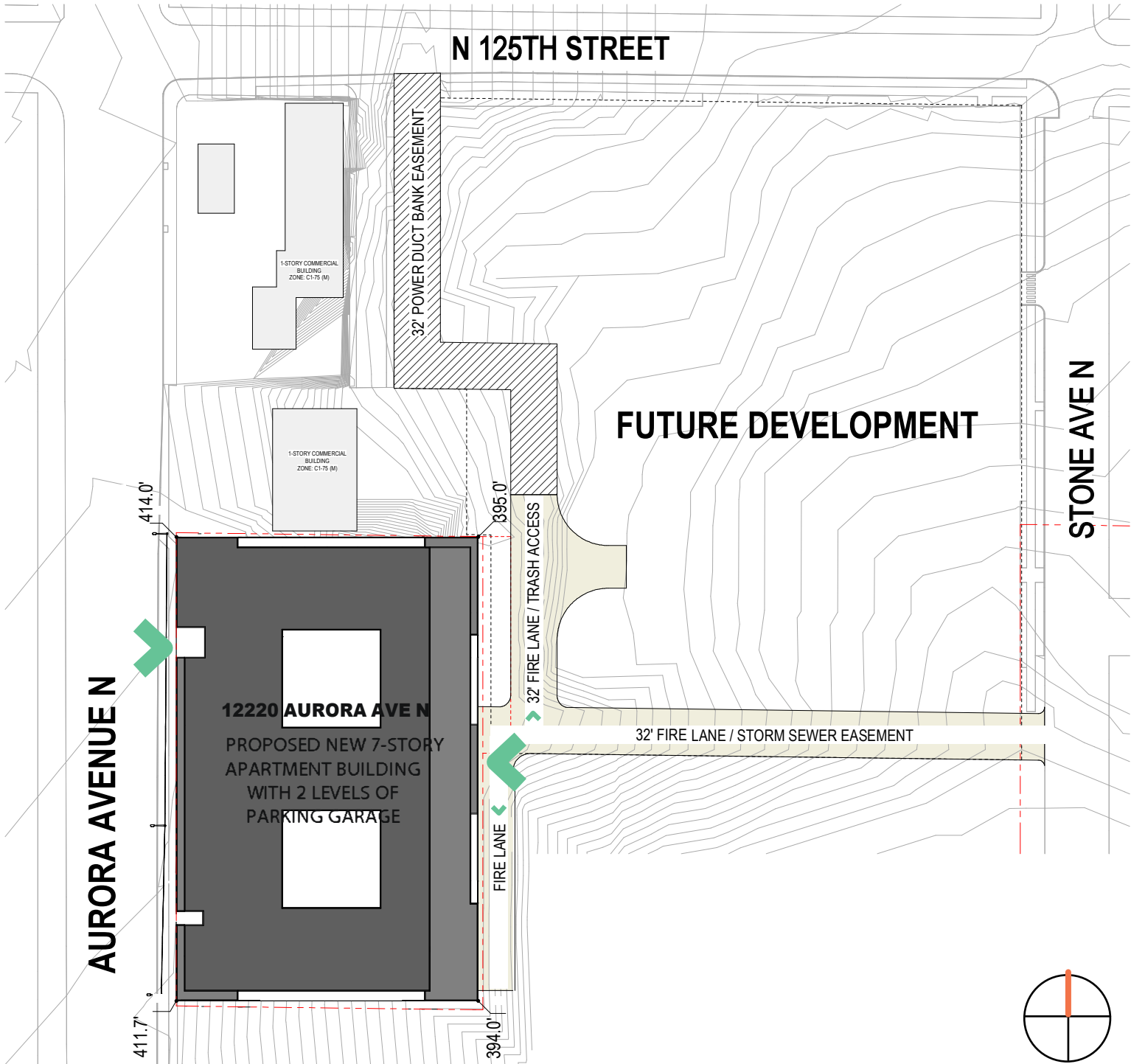
The east and south sides have good solar access. The site has adequate morning light access east of existing neighbor to the south. It will partially shade the mid-day sun.

### BUILDING MASS

The Aurora strip contains 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, 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.



SITE PLAN - WHOLE CAMPUS



SITE ACCESS

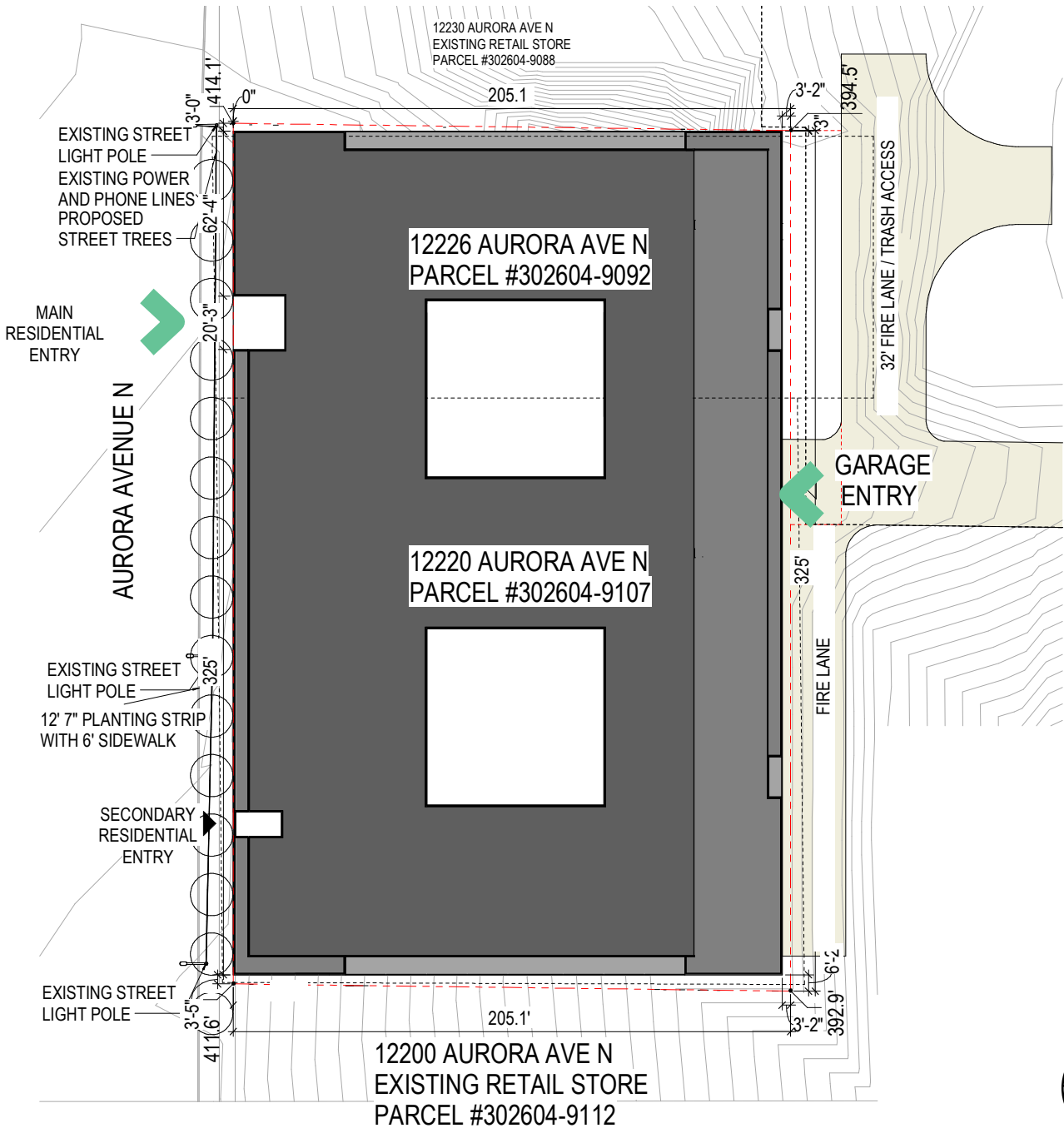
PEDESTRIAN ACCESS

Currently the site can be accessed only from the west 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 routs and very little existing architectural presence. Currently sidewalks are partially improved.

WASTE SERVICE, FIRE AND PARKING ACCESS

Without a back street or alley, it is challenging to provide waste service, parking access and fire department access to the proposed building. The design proposes an access easement roadway across the eastern parcel to address these challenges. The proposed easement will also be the easement dedicated for any infrastructure routing needed to connect to services in N 125th St or Stone Ave N.

SITE PLAN



SITE OPPORTUNITIES

SITE CONSTRAINTS

ABRUPT ZONE TRANSITION OPPORTUNITY TO FULFILL NEIGHBORHOOD PLAN AND PROVIDE RESIDENTIAL DENSITY IN CLOSE PROXIMITY TO THE AURORA CORRIDOR AND ADJACENT SINGLE FAMILY NEIGHBORHOOD

CONNECTIVITY

RAPID RIDE E LINE RUNS FREQUENTLY ALONG AURORA AVE , 1 BLOCK WEST AURORA IS AN EASY ACCESS CORRIDOR RUNNING BOTH NORTH AND SOUTH ALONG HIGHWAY 99, EASY ACCESS TO I-5

RETAIL AMENITY

WALKABILITY TO A VARIETY OF SALES AND SERVICES IN CLOSE PROXIMITY TO SITE

SOLAR EXPOSURE

PROJECT TO THE SOUTH PROPOSED LOW RISE DEVELOPMENT ALLOWING SIGNIFICANT SOLAR EXPOSURE TO THE SITE. TOPOGRAPHY CONTINUES TO SLOPE DOWN TO THE SOUTH ALLOWING FOR MAXIMUM SOLAR EXPOSURE

PARKS AND TRAILS

CLOSE PROXIMITY TO HALLER LAKE PARK AND INTERURBAN TRAIL (APPROX. 7 MIN WALK)

SITE CONSTRAINTS

ABRUPT ZONE TRANSITION

C1 ONE REQUIRES COMMERCIAL FRONTAGE, WHICH IS NOT VIABLE OFF OF THE AURORA CORRIDOR GIVEN THE AMOUNT OF VACANT AND UNDERUTILIZED EXISTING RETAIL IN THE AREA

TOPOGRAPHY

DIAGONAL CROSS SLOPE DOESN'T ALLOW FOR NATURAL PLACEMENT OF BUILDINGS. GRADE CHANGE IS APPROX 35' FROM NORTHWEST CORNER TO SOUTHEAST CORNER.

SOUND POLLUTION

FROM AURORA DURING HIGH TRAFFIC HOURS ADDITIONAL SOUND POLLUTION GENERATED FROM CARS CLIMBING THE HILL UP 125TH TO AURORA

NEIGHBORING SITE CONDITIONS

NEIGHBORS ACROSS ALL INTERSECTIONS HAVE FORTIFIED FRONTAGES CREATING AN UNINVITING PEDESTRIAN EXPERIENCE AND COMPROMISING PUBLIC SAFETY THEREBY MAKING ACTIVE USES AT THE GROUND FLOOR LESS DESIRABLE.

■ ADDRESS:	■ OVERLAYS	■ ZONING
12220 AURORA AVENUE N	NONE	C1-75 (M)

The 9-block site area is comprised of mix of building types, scales and uses. The neighbors along Aurora are currently car dealerships, parking lots or retail types without pedestrian oriented streetscape on the ground level. To the west of the site, along Linden Ave N there is a larger presence of residential developments including 4-7 story mid rise apartment buildings and condominiums.







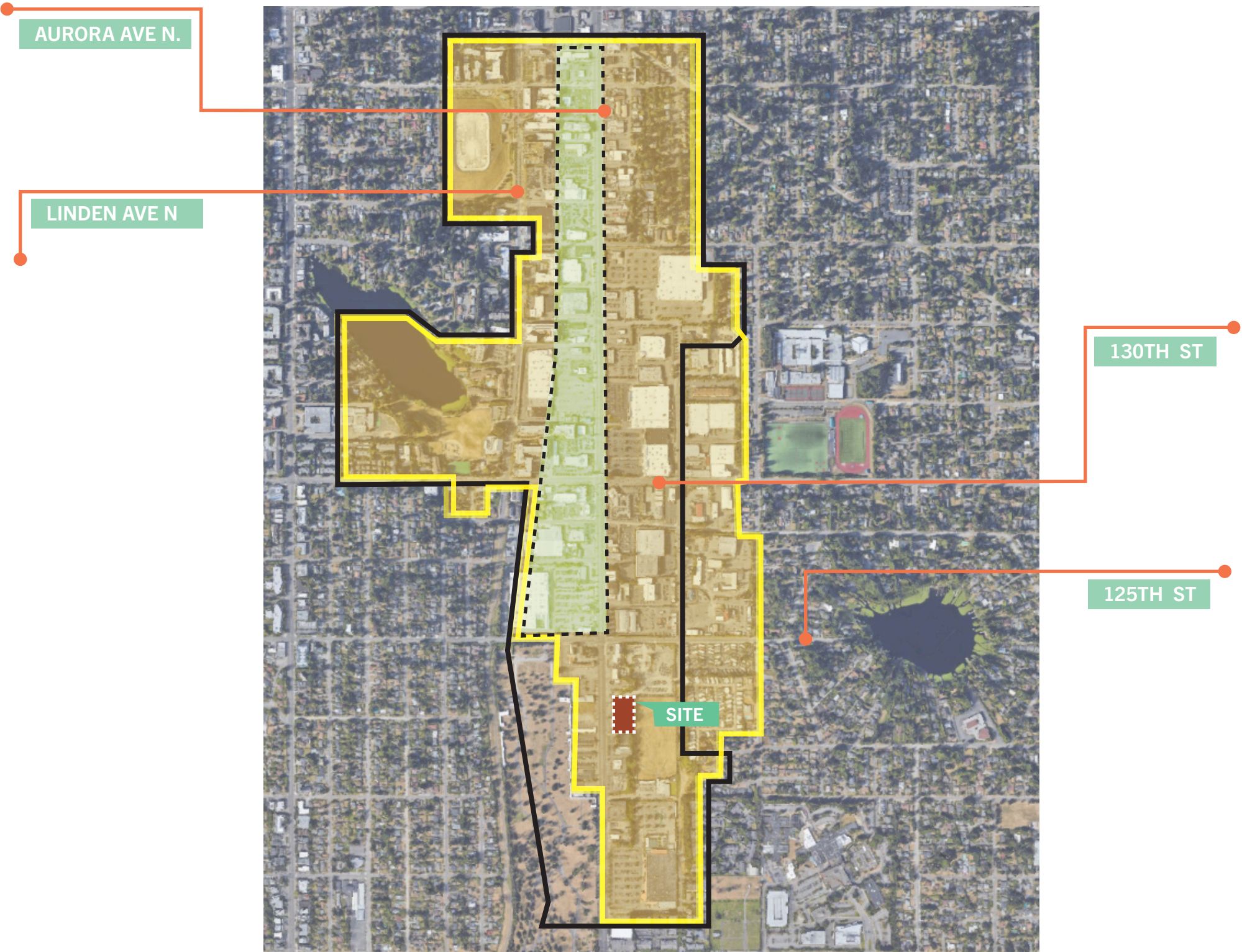
SECTION 04 / VICINITY MAP & SITE ANALYSIS

BITTER LAKE URBAN VILLAGE

The Bitter Lake Urban Village is composed of the Bitter Lake Neighborhood (West of Aurora) and Haller Lake Neighborhood (East of Aurora). Running down the middle of the village is Aurora Avenue N., where numerous businesses both large and small currently reside. In the Broadview, Bitter Lake, Haller Lake Neighborhood Plan, most recently updated in March 2012, the community has created a vision for the Bitter Lake Urban Village to be filled with flourishing businesses, housing, open space, and areas for connectivity (socially and through transportation). Together these elements will help to create a shares this vision and aims to create more funding toward new developments and infrastructure to meet the Urban Village’s needs

LEGEND:

-  SITE
-  BITTER LAKE VILLAGE HUB URBAN VILLAGEC1P-65
-  URBAN VILLAGE
-  AREAS SUBJECT TO THE SPECIAL DEVELOPMENT STANDARDS



TRANSIT

The RapidRide E line stops at the intersection of Aurora from the site's Northwest corner. This line of transit travels between Downtown Seattle and Aurora Village. The King County Metro routes 345 and 346 along 130th Street are also in close proximity.








CYCLING

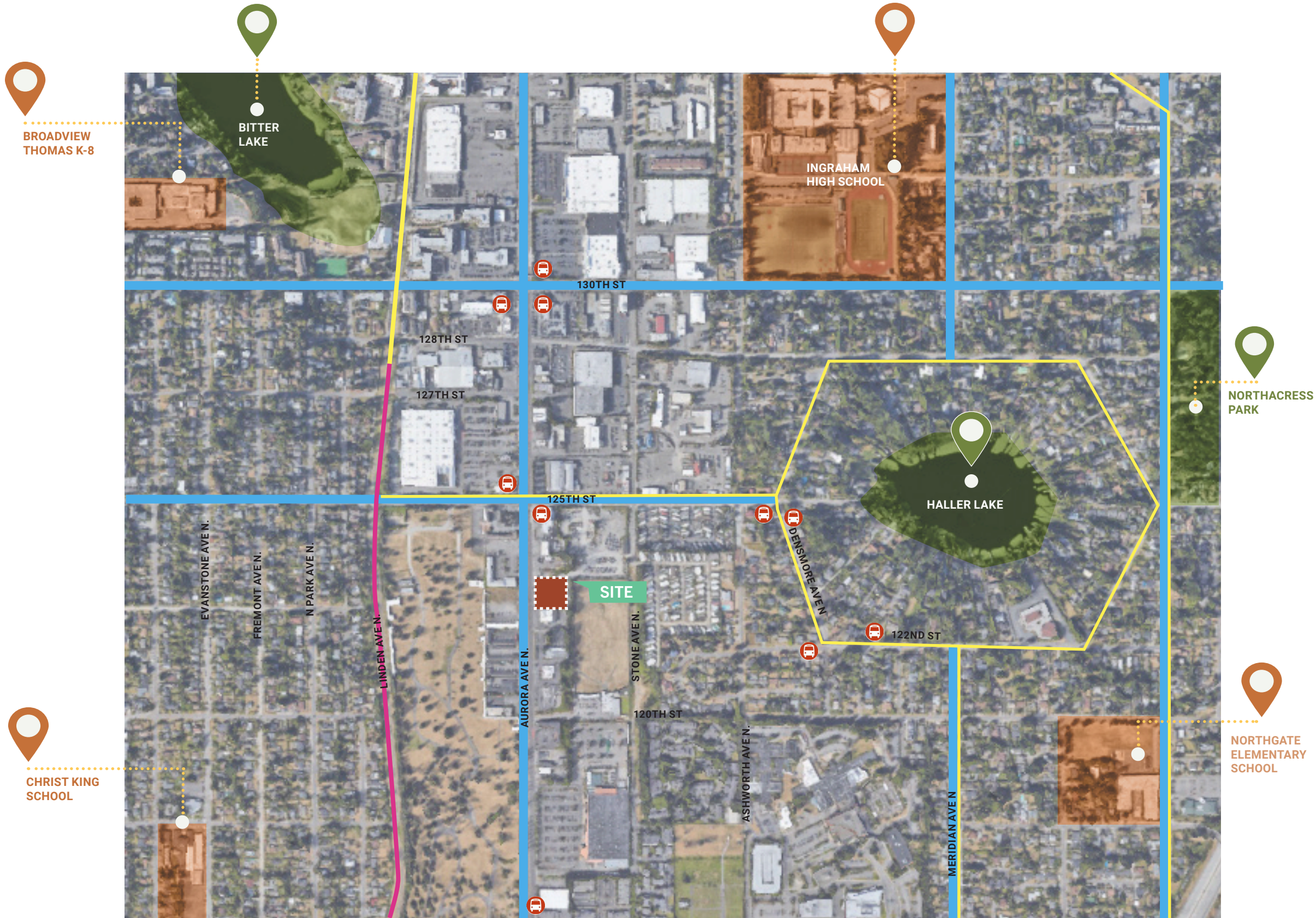
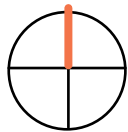
There are currently no bike lanes along Aurora Avenue N., however, on N. 125th Street there are dedicated bike lanes that can lead to either Bitter Lake, Haller Lake, or to the Multi-use Trail along Linden Ave. Bike lanes along Aurora Avenue N. have been proposed in the framework and may be added in the future.

RECREATION

The site is walking distance to two small lakes in north Seattle, Bitter Lake and Haller Lake. At the edge of Bitter Lake sits a community center as well as a play field where families can participate in a variety of sports and programs.

LEGEND:

-  SITE
-  TRANSIT STOPS
-  TRANSIT ROUTES
-  BIKE LANES
-  MULTI-USE TRAIL
-  RECREATION
-  SCHOOLS





1. COMMERCIAL / BIG BOX

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.

2. LIGHT INDUSTRIAL

Although the neighborhood is in transition, examples of a few light industrial land uses still remain in the vicinity of the site.

3. RESIDENTIAL

A variety of existing residential land uses are within close proximity to the site. Most notably the mobile home park to the East on Stone Ave N., and the new developments near 130th and Linden. The majority of the balance of housing within the neighborhood is single family dwellings as well as small older multi-dwellings.

4. LIMITED REFERENCES

The mix of mostly vehicular focused retail, light industrial and low density residential beyond provide limited architectural reference for the proposed development in this transitioning neighborhood.

COMMUNITY NODES



A 76 GAS STATION, SUBWAY, AND ORIGINAL AUTOBODY



B MARY'S DISPENSARY



C SITE



D RICK'S TIRE AND SERVICE CENTER



E 12TH STREET GRILL, MOTOR INN



F LES SCHWAB TIRES



G SEATTLE TONICS GLASS SHOP



H COCHRAN, INC.



I KRISPY KREME



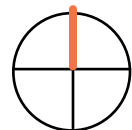
J LOWE'S



K HALCYON MOBILE HOME PARK

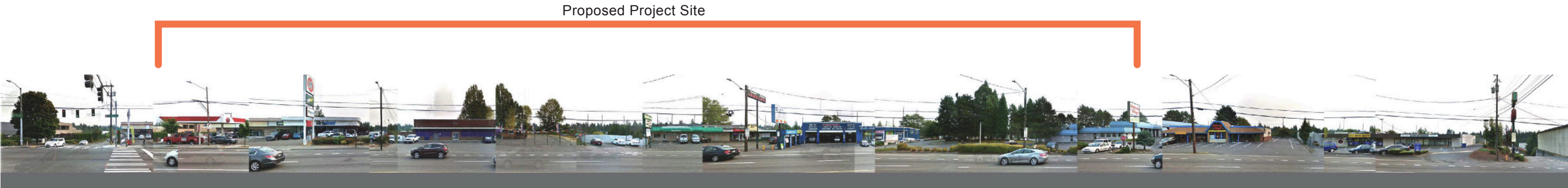


L KING COUNTY HOUSEHOLD WASTE



SECTION 05 / URBAN DESIGN ANALYSIS-STREET VIEWS

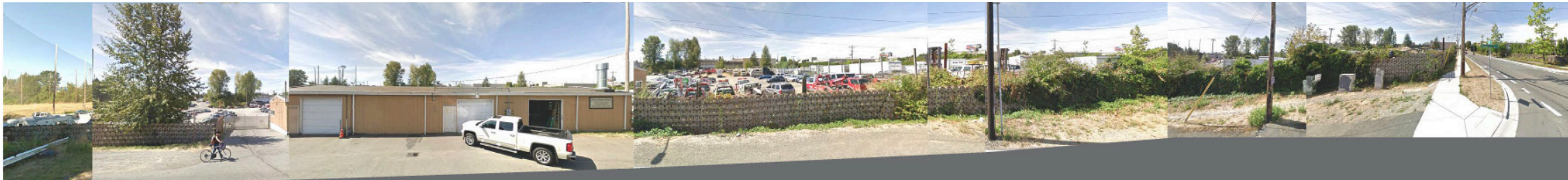
1 EAST SIDE OF AURORA AVE. N



2 WEST SIDE OF AURORA AVE. N



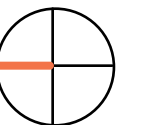
3 SOUTH SIDE OF N 125TH ST.



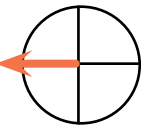
SITE VIEW FROM NORTH WEST CORNER



SITE VIEW FROM NORTH EAST CORNER



SITE VIEW-LOOKING FROM EAST



ZONING MAP

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.

- EXISTING ZONING:

COMMERCIAL 1-75
- COMPREHENSIVE PLAN LAND USE:

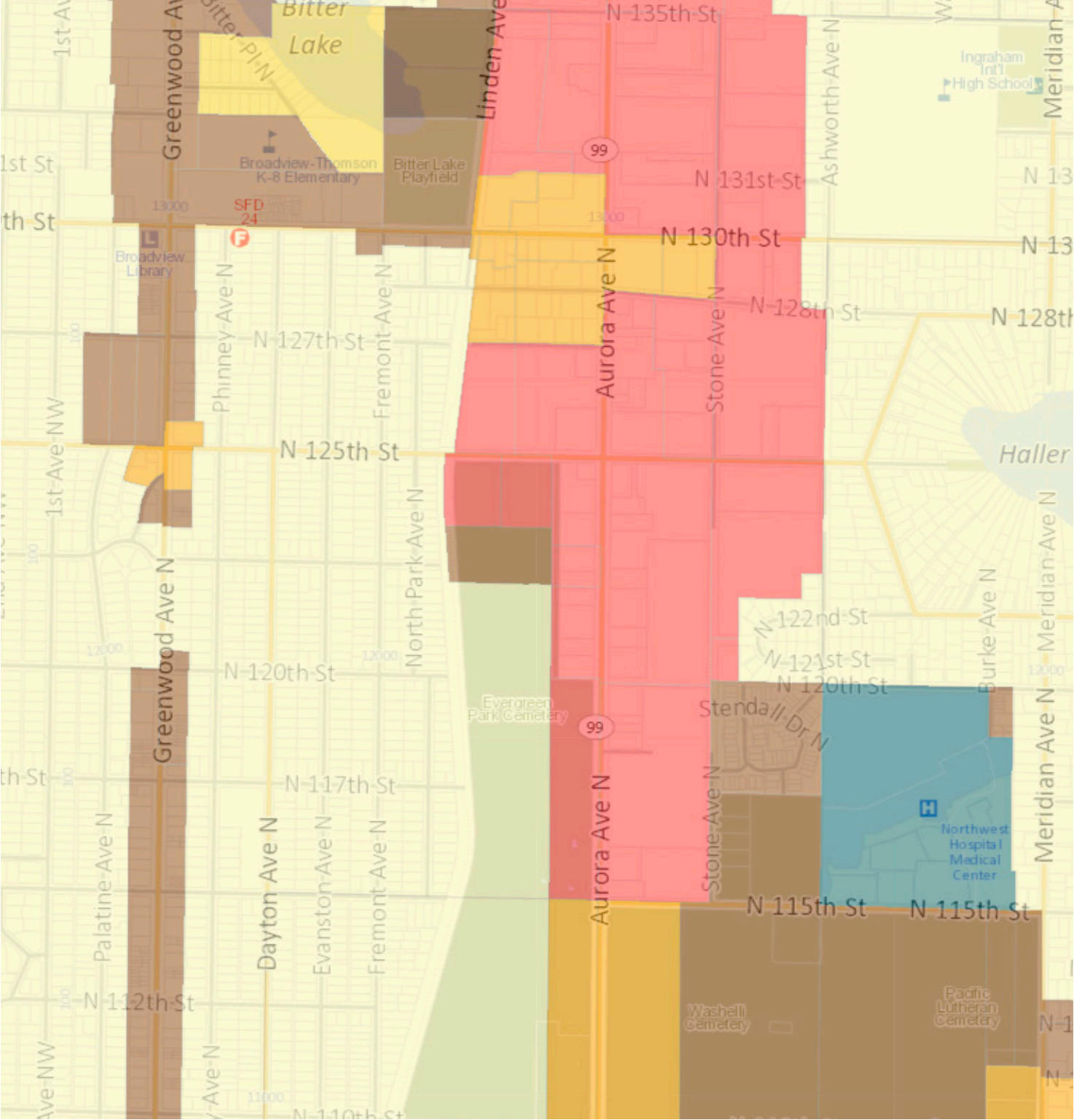
HUB URBAN VILLAGE
- NEIGHBORHOOD PLANNING AREA:

BROADVIEW - BITTER LAKE -  
HALLER LAKE
- OVERLAY:

BITTER LAKE URBAN VILLAGE

LEGEND: CURRENT ZONING

<div></div>	SF 7200	<div></div>	C1-75
<div></div>	NC3-95	<div></div>	MR
<div></div>	LR3	<div></div>	RSL



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. Lenght: 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 DPEerVfoErmLa0ncPeM 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



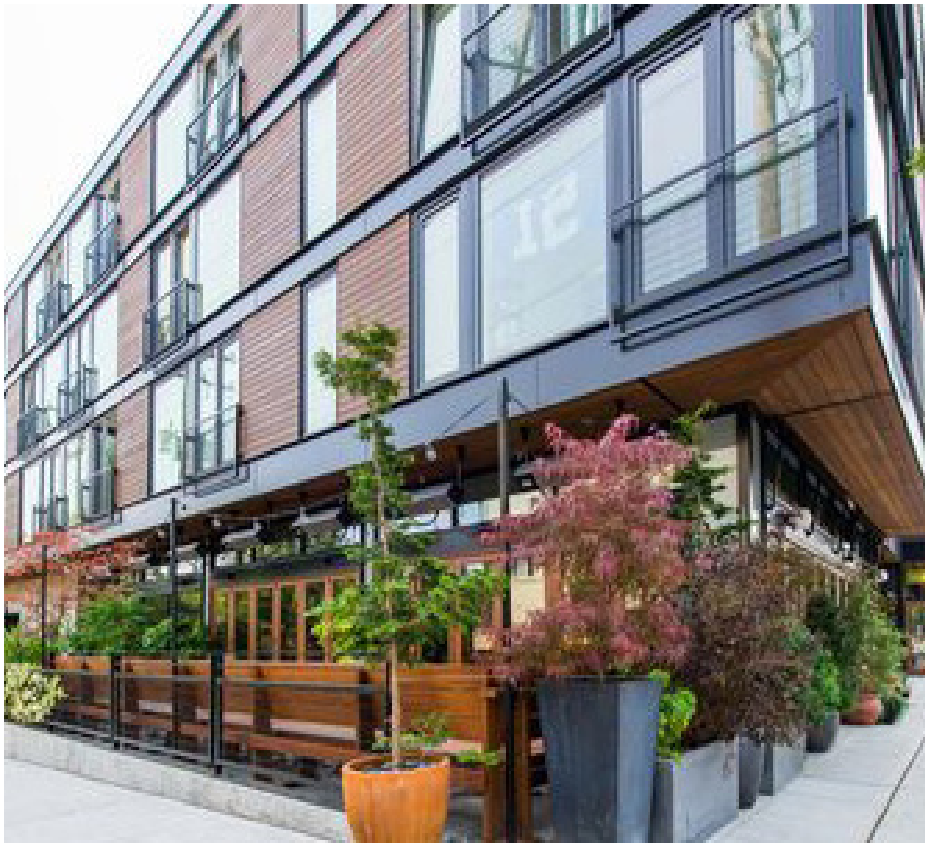


DC2-A 2. REDUCING PERCIEVED MASSS

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 locations where this might be appropriate. Consider how surrounding buildings 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 establish 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 human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural 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 structural 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.



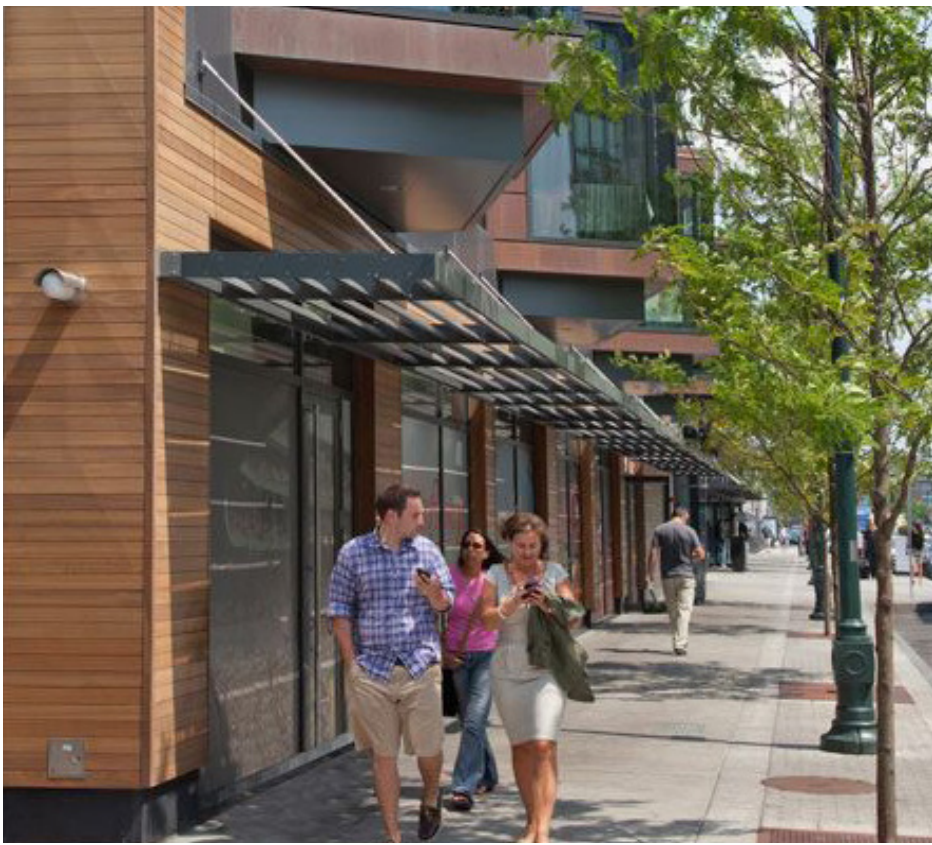
CS2 HEIGHT, BULK AND SCALE

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.



PL2 STREET-LEVEL TRANSPARENCY

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 experience 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 ENTRIES

PL3-A STREET-LEVEL INTERACTION

1.C ENTRIES

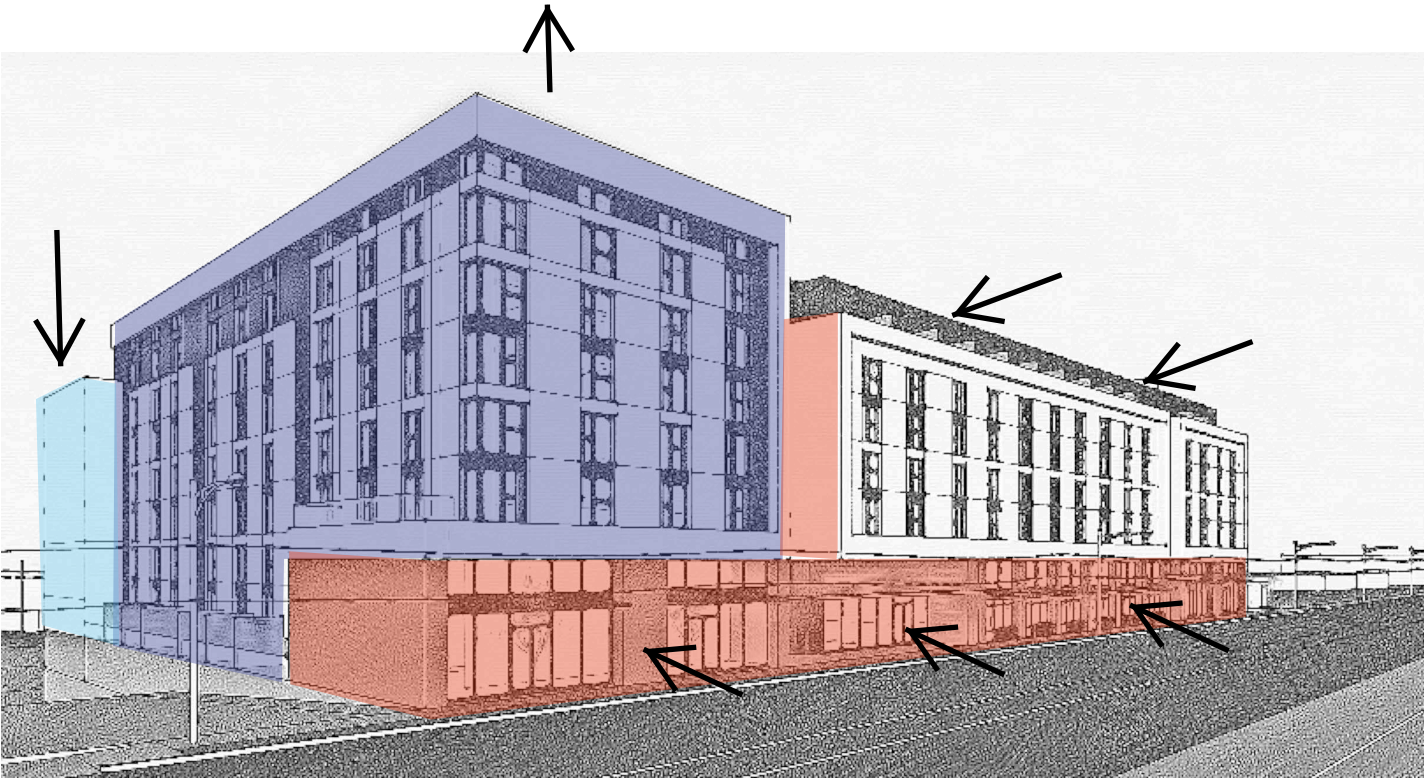
Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping.

**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.

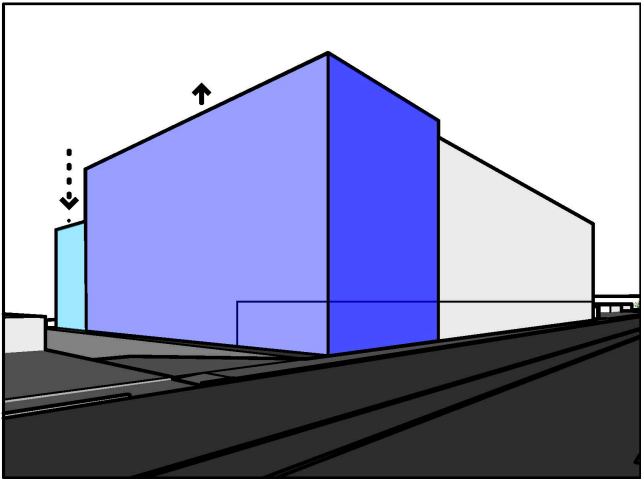
DC2-A ARCHITECTURAL CONCEPT  
2. REDUCING PERCIEVED MASS

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 provided 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.

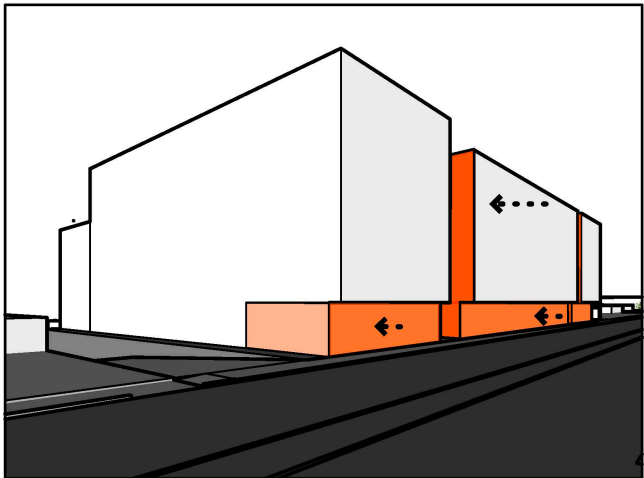


DC2-A 2. REDUCING PERCIEVED MASSS



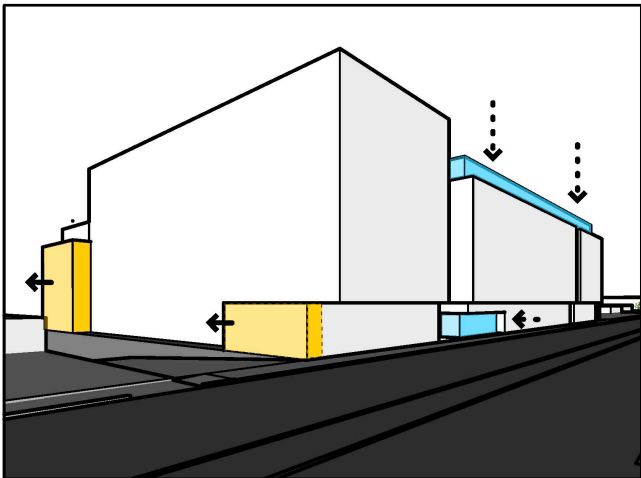
DIVISION

The block is divided into 3 strong visual elements breaking down the overall perceived building mass, physically and visually separating the building into distinct volumes.



RECESS

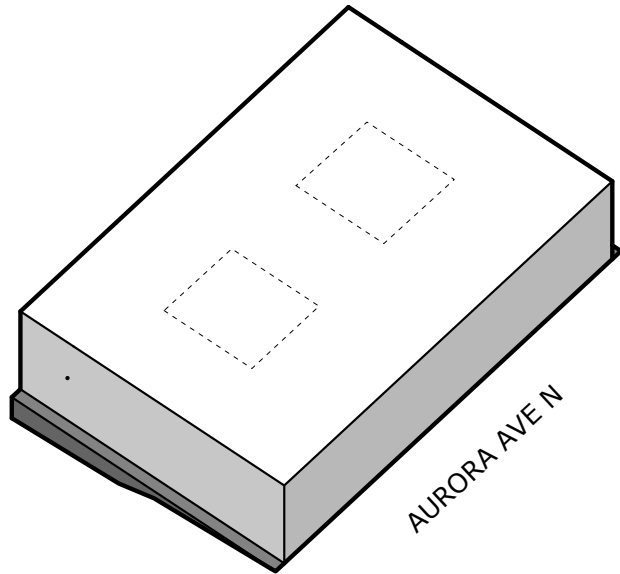
Adding recesses are added providing relief to the overall bulk and scale of the facades. The street edge is articulated to emphasize the entry sequences, creating a small pocket of semi-private amenity space.



TERRACES

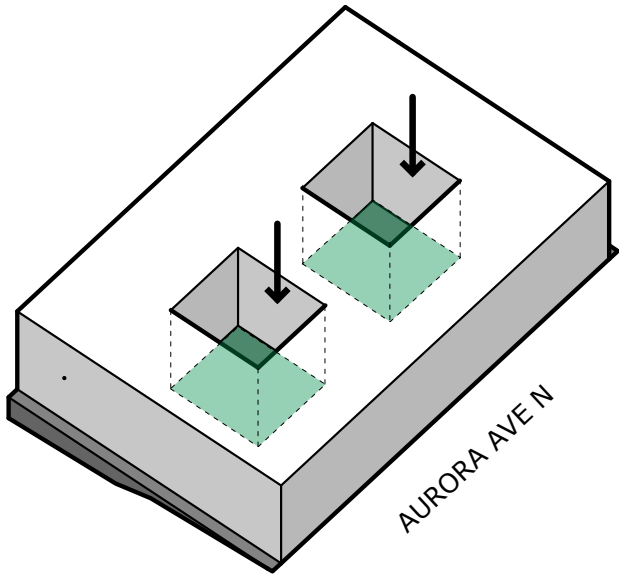
Large terraces act as an element that wraps around the building weaving together horizontal unifying elements, activating the frontages, and creating overall unified expression.

CS2-D URBAN PATTERN AND FORM



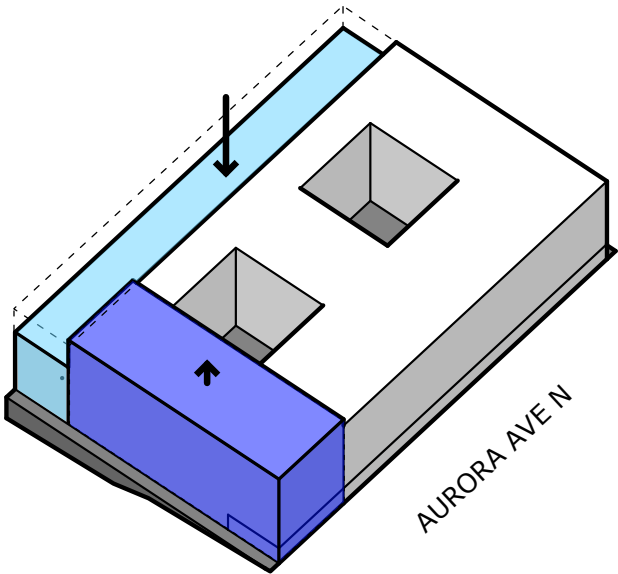
01 | FIRST STAGE

Block occupying 100% of the terrain.



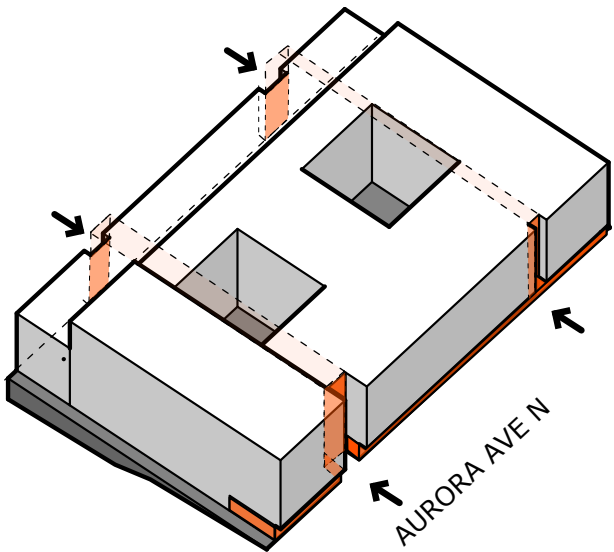
02 | CENTRAL COURTYARDS

The block is penetrated by 2 central courtyards allowing natural light & ventilation through the whole and create an opportunity for a lively open space for residents to interact.



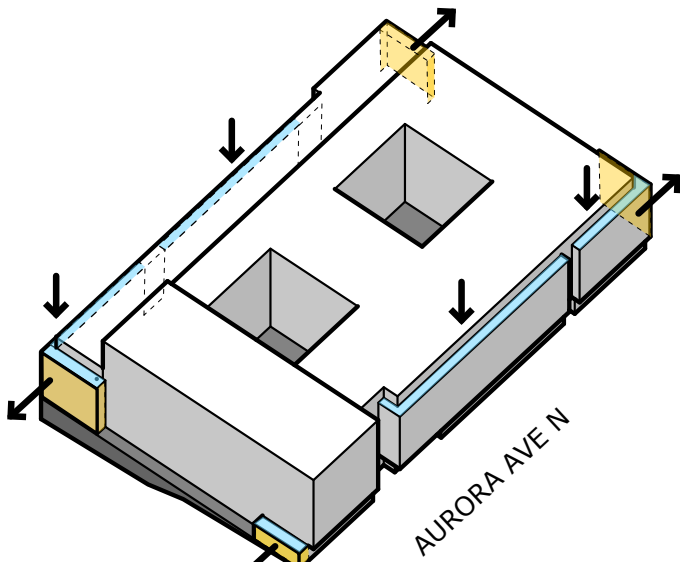
03 | DIVISION

The block is divided into 3 strong visual elements breaking down the overall perceived building mass, physically and visually separating the building into distinct volumes.



04 | VERTICAL RECESSES

Vertical massing recesses are added providing relief to the overall bulk and scale of the facades. The street edge is articulated to emphasize the entry sequences, creating a small pocket of semi-private amenity space.



05 | FINAL STAGE

Large terraces act as an element that wraps around the building weaving together horizontal unifying elements, activating the frontages, and creating overall unified expression.

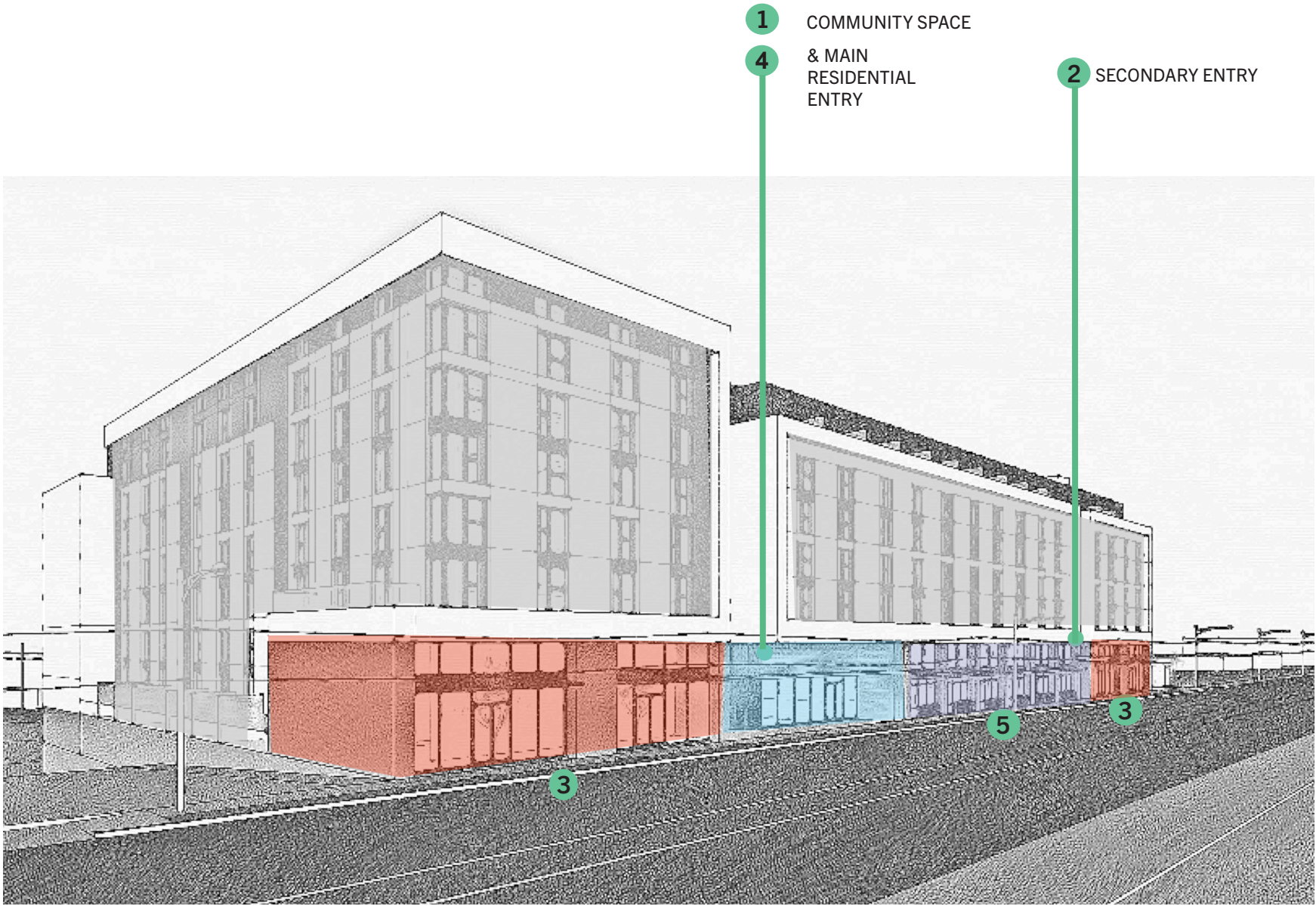
PL3 STREET-LEVEL INTERACTION

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:** Variety of building uses are designed along the street 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.

- 1 MAIN RESIDENTIAL ENTRY
- 2 SECONDARY ENTRY
- 3 COMMERCIAL 3 FRONTAGE
- 4 COMMUNITY SPACE
- 5 LIVE / WORK UNITS



PERSPECTIVE | STREET LEVEL USES ALONG AURORA



3 PRECEDENCE IMAGE COMMERCIAL FRONTAGE

PLC B-3 BUILDINGS WITH  
LIVE/WORK USES

Maintain active and transparent facades in the design of live/work residences that are required to orient the non-residential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.

**RESPONSE:** The project integrates live/work units along the Aurora street. These will stimulate opportunities to appropriately treat the facade with variety of commercial uses of both retail and live/work units. After consideration, it was felt that the context provides some significant challenges for creating engaging retail spaces and active urban streetscapes within the neighborhood context. Moreover, given the character of Aurora as a dense car oriented corridor it felt that too much retail spaces would stay vacant or hard to occupy.

Pushed back entries along Aurora to create more of a buffer between the street and the building

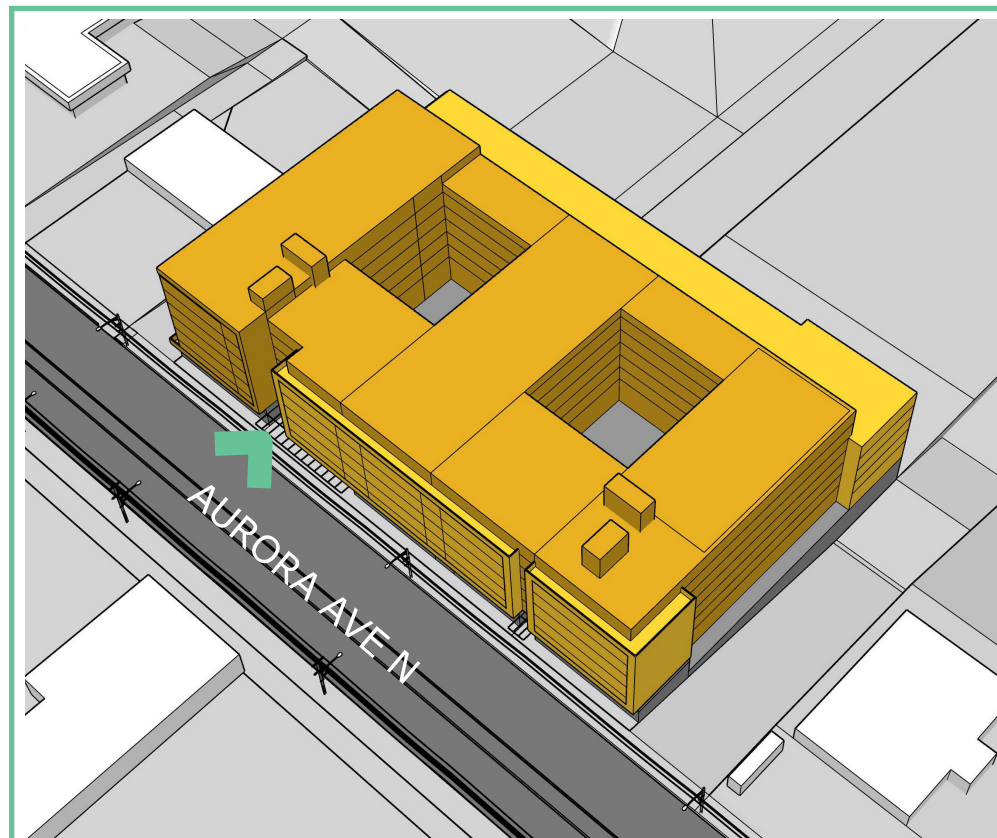


PERSPECTIVE | LIVE/WORKS UNITS ALONG AURORA

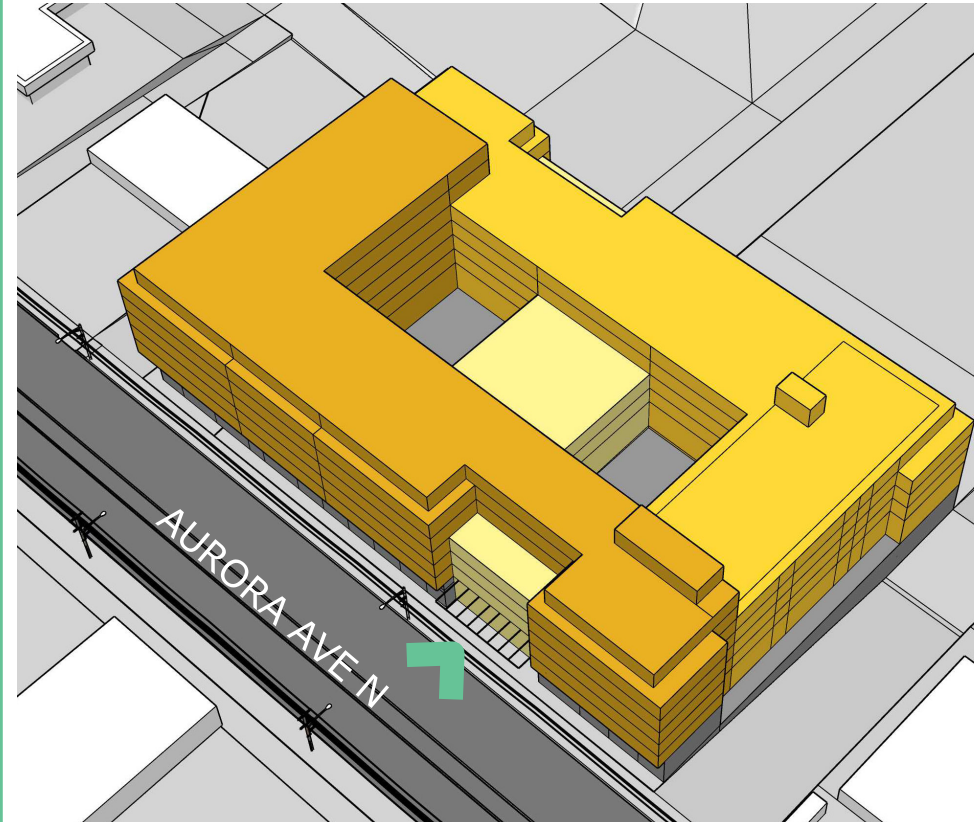
1. Encourage small and local businesses,
2. Reduce the scale of commercial facades so that they are conducive to small business tenants.
3. Include commercial spaces with smaller footprints to promote local establishments at street level.



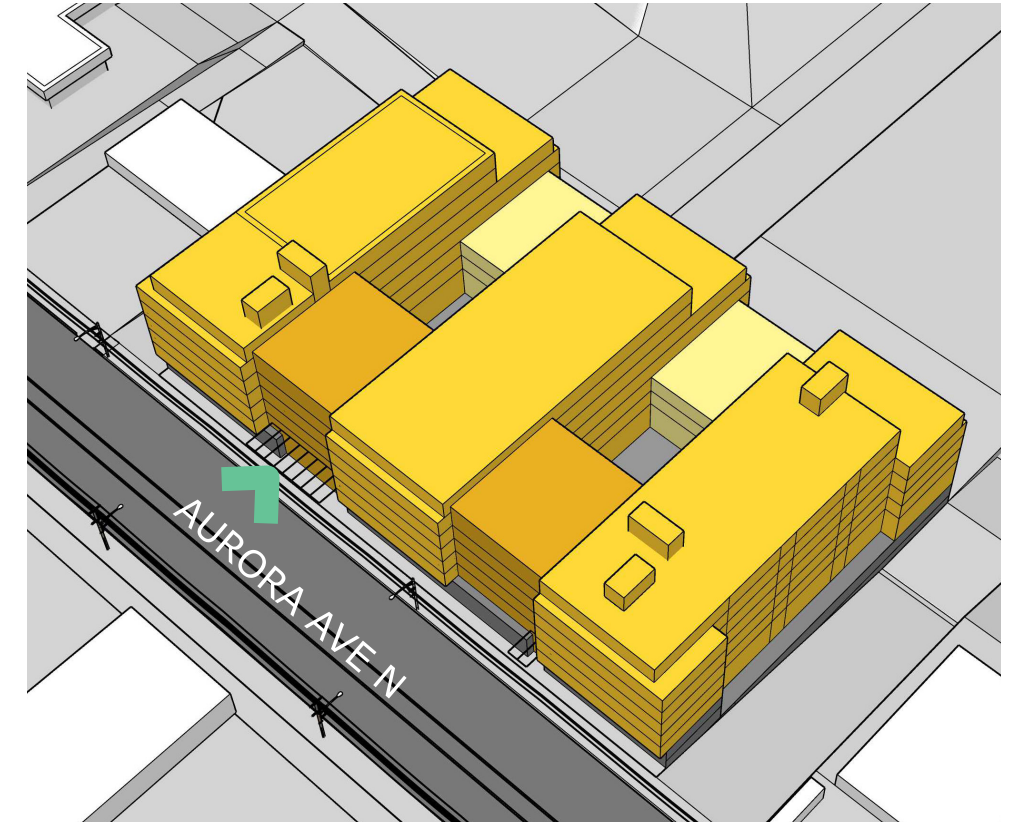
5 INSPIRATION: STREET-LEVEL  
LIVE / WORKS



OPTION 1 (Preferred)



OPTION 2



OPTION 3

#### 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

#### PROS:

- Simple massing provides clarity in design
- Optimizes open spaces for outdoor amenities
- 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

#### PROS:

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

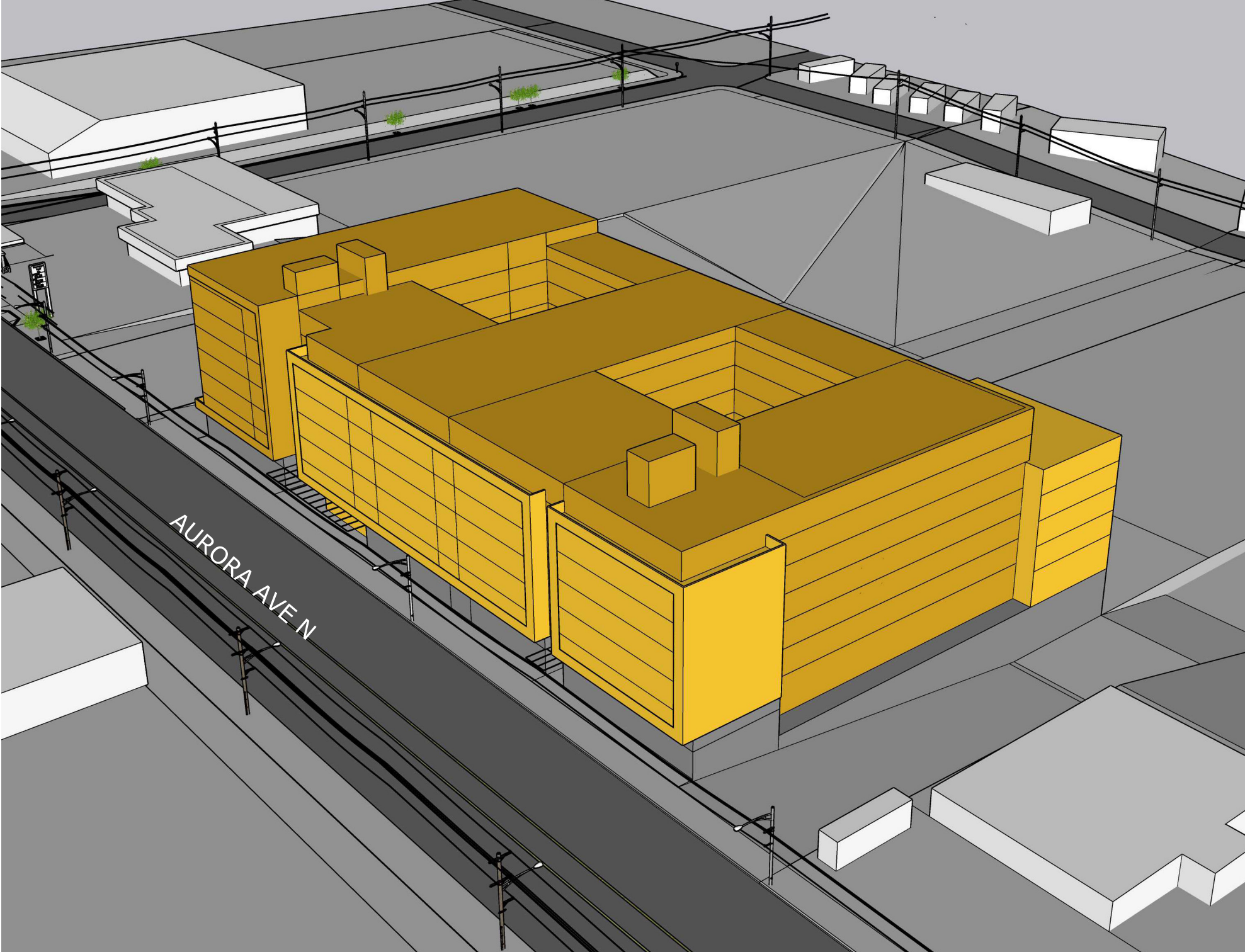
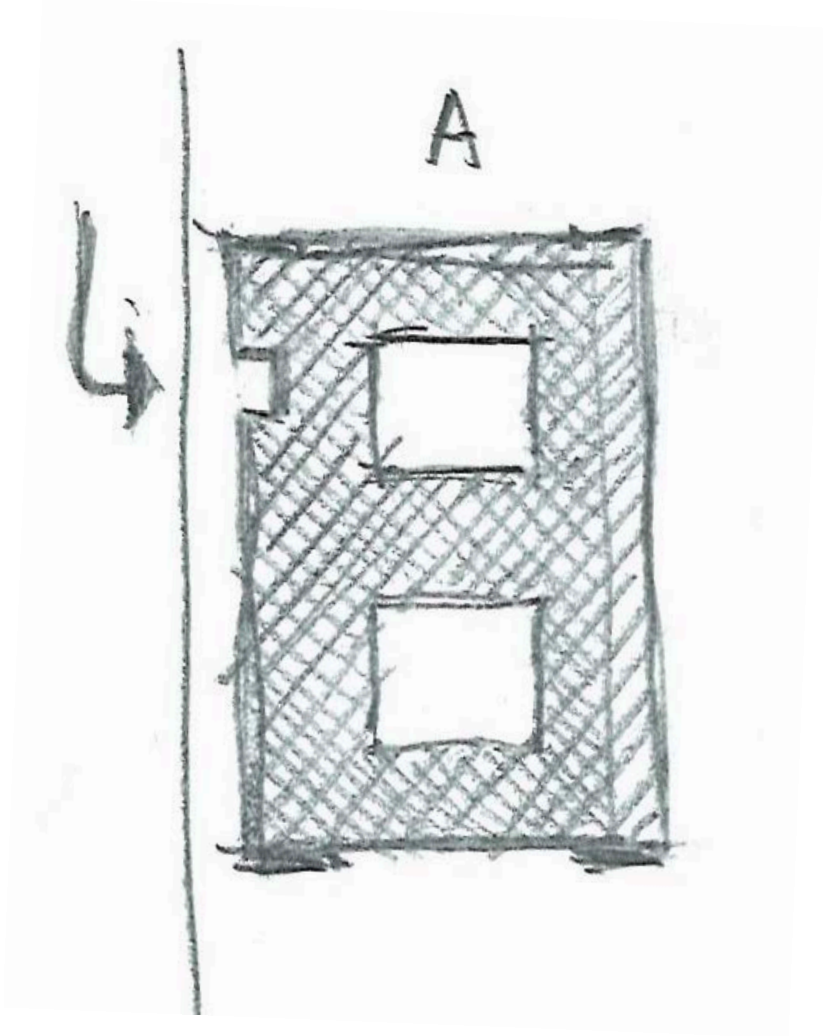
#### CONS:

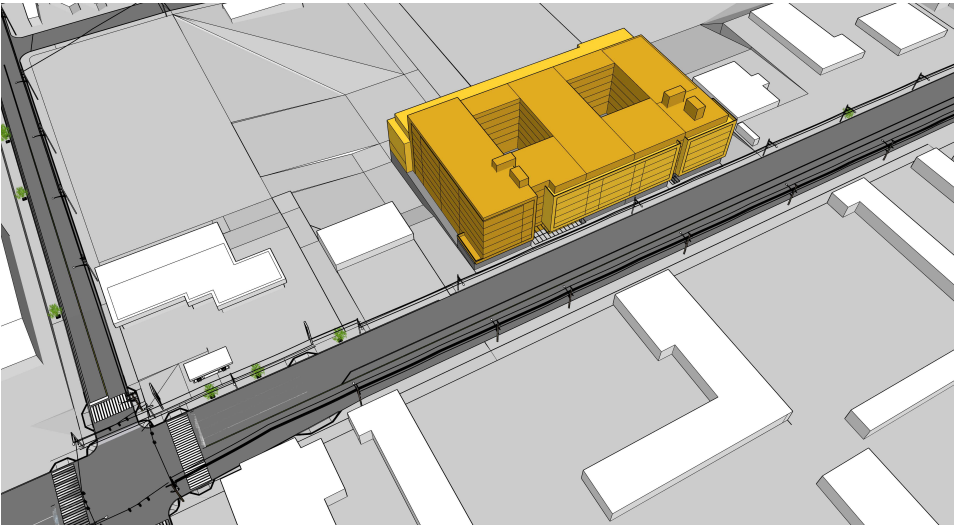
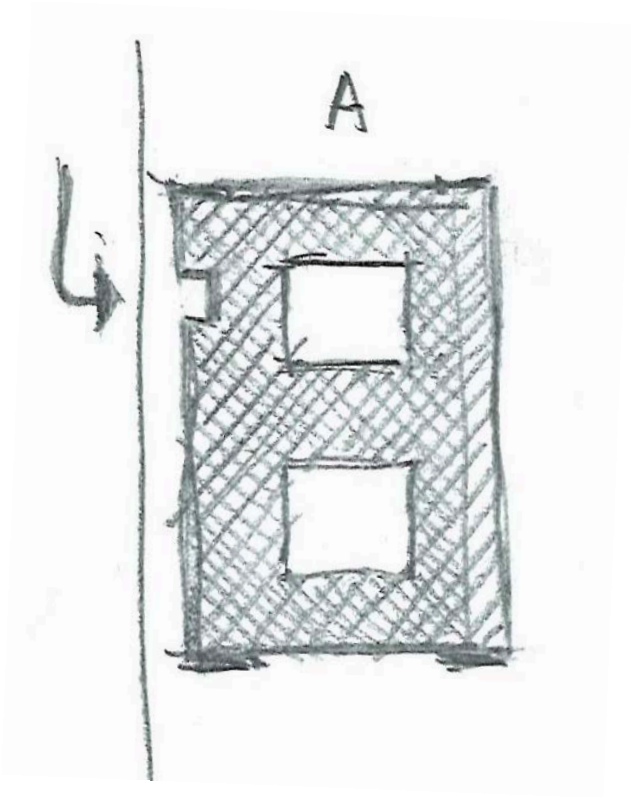
- Disoriented circulation at residential levels
- Less number of units, reduced affordability

#### DEPARTURES: NONE

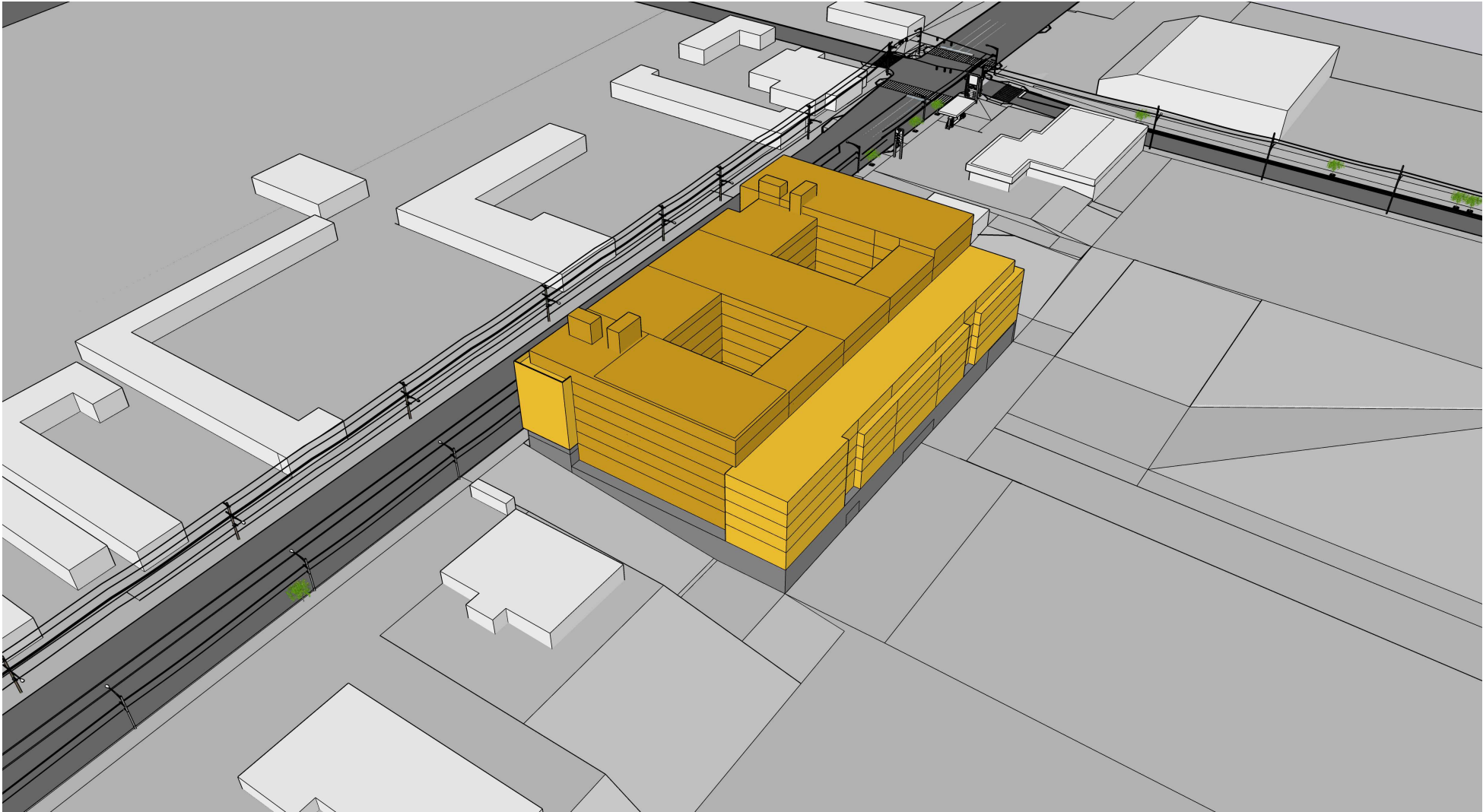
DESIGN CONCEPT A SUMMARY

- Seven stories above the grade plane with two stories of sub-grade parking
- Approx. 450,000 gross sf  
Approx. 600 dwelling units and 9 live/works
- Approx. 357 parking spaces
- Type III-A over Type I-A construction
- Occupied roof deck for 49 occupant





NW VIEW - AURORA AVE N



SE VIEW



SW 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

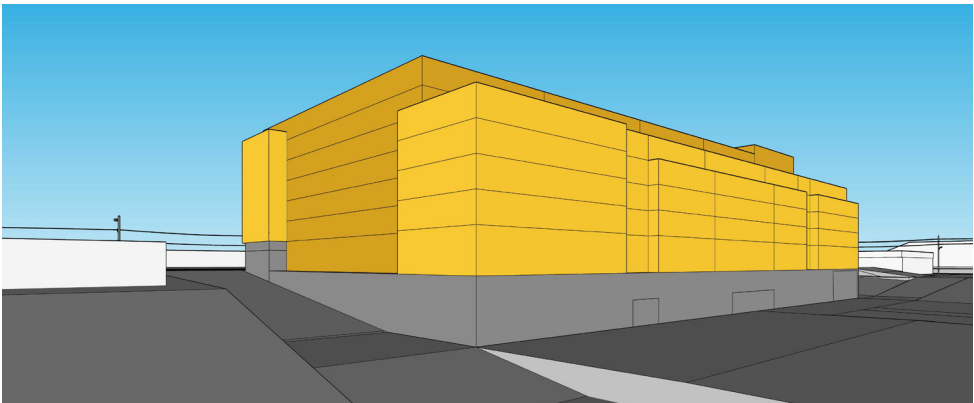
**CONS:**

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

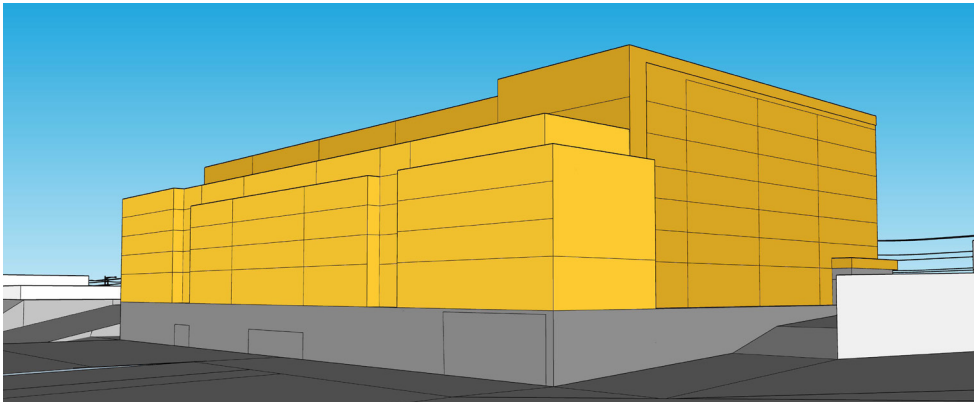
**DEPARTURES: NONE**



NW VIEW - AURORA AVE N



SE VIEW



NE VIEW

MARCH / SEPT 21

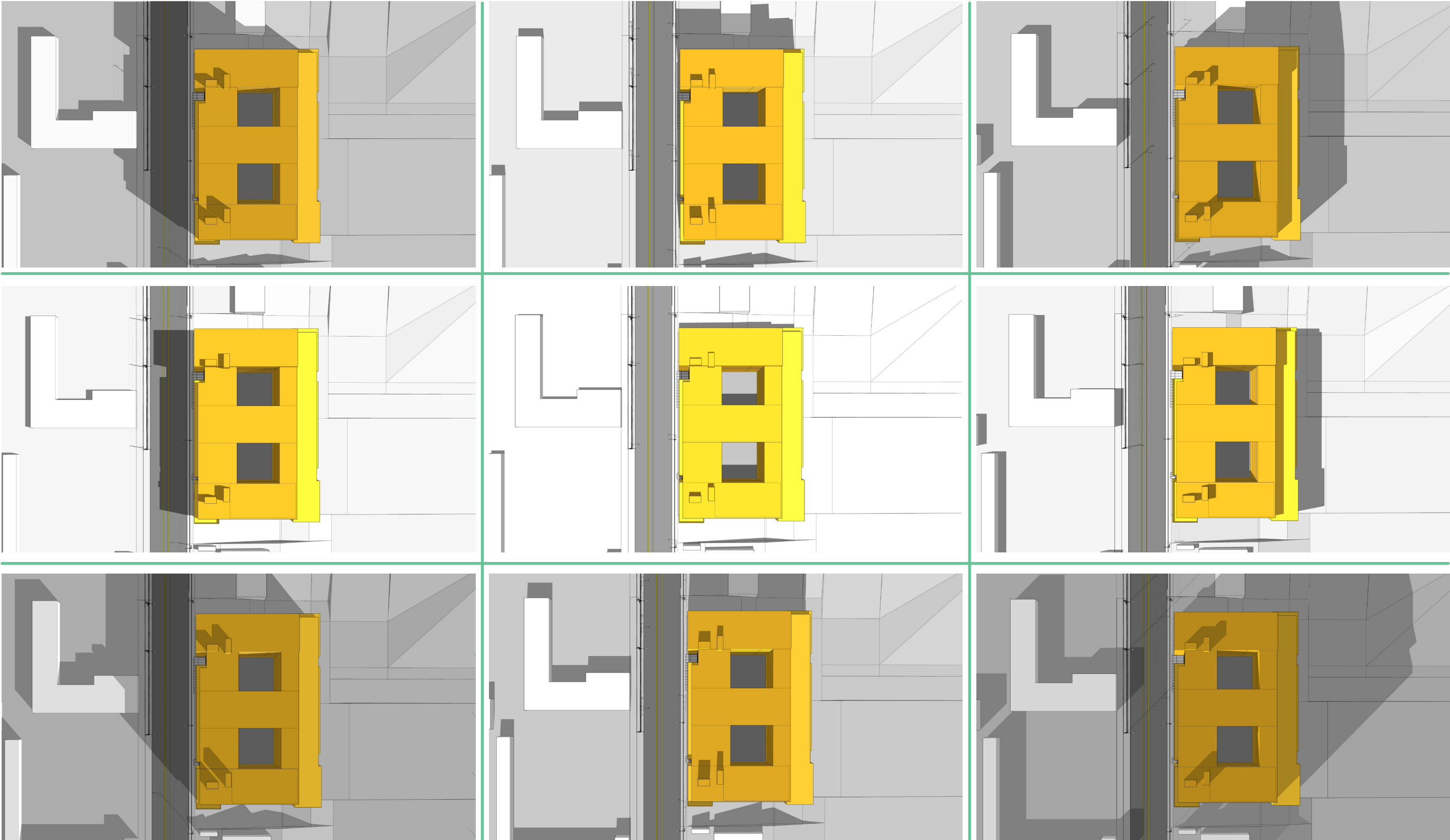
JUNE 21

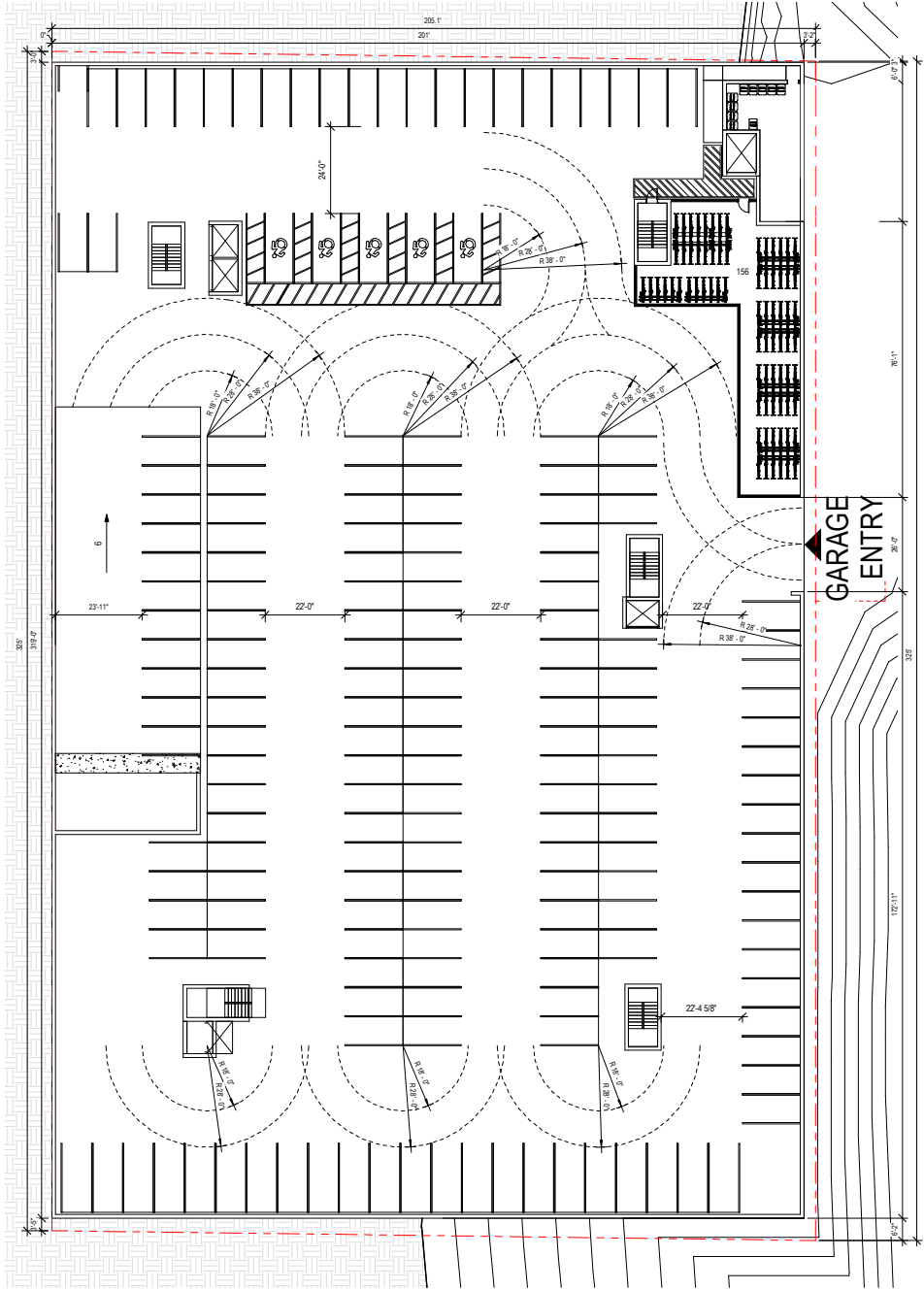
DECEMBER 21

9 AM

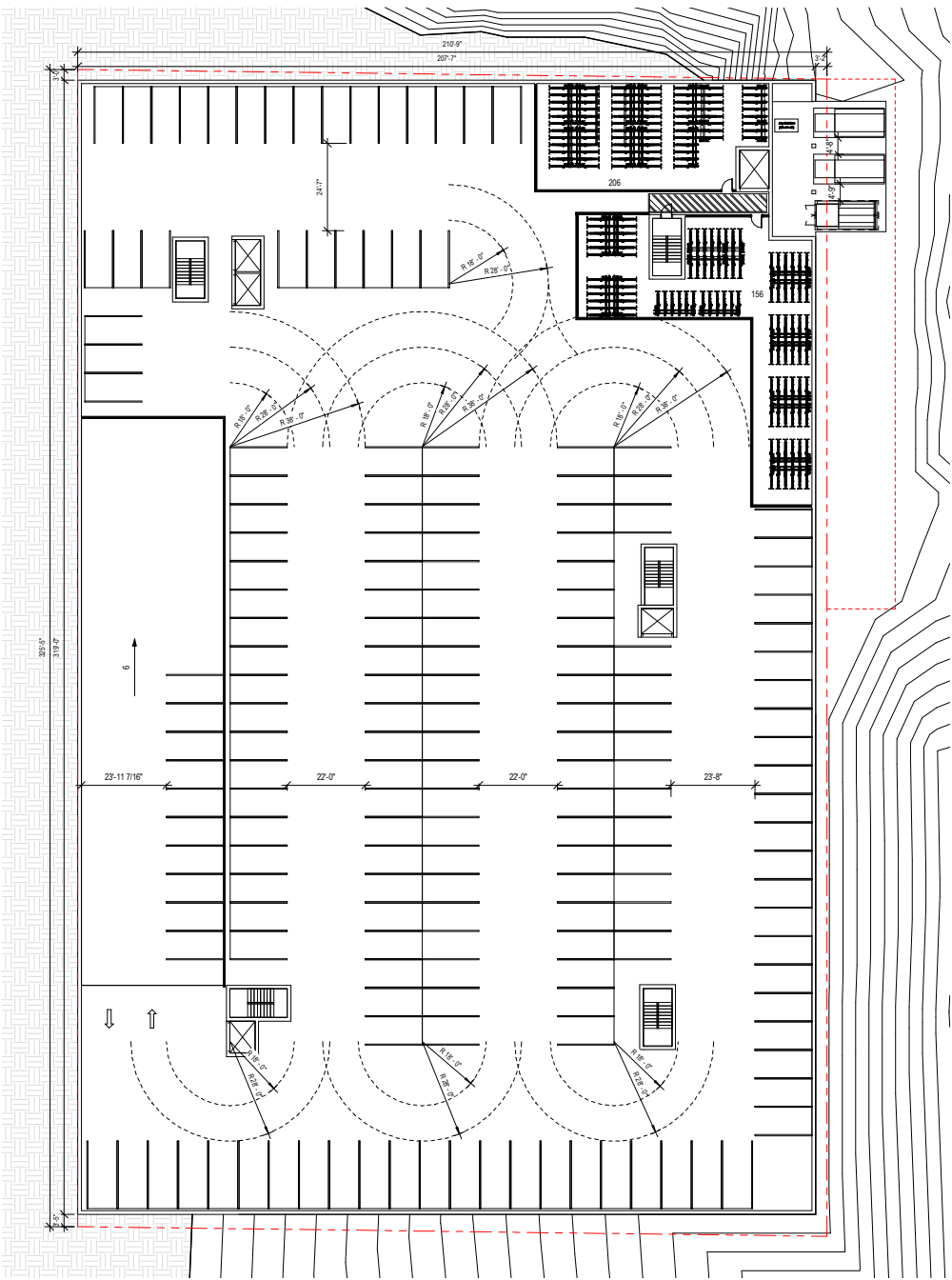
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3PM





LEVEL P2

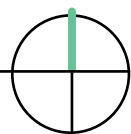


LEVEL P1

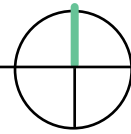
SECTION 08 / DESIGN CONCEPT A-FLOOR PLAN



LEVEL 1

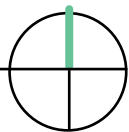


LEVEL 3

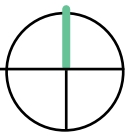




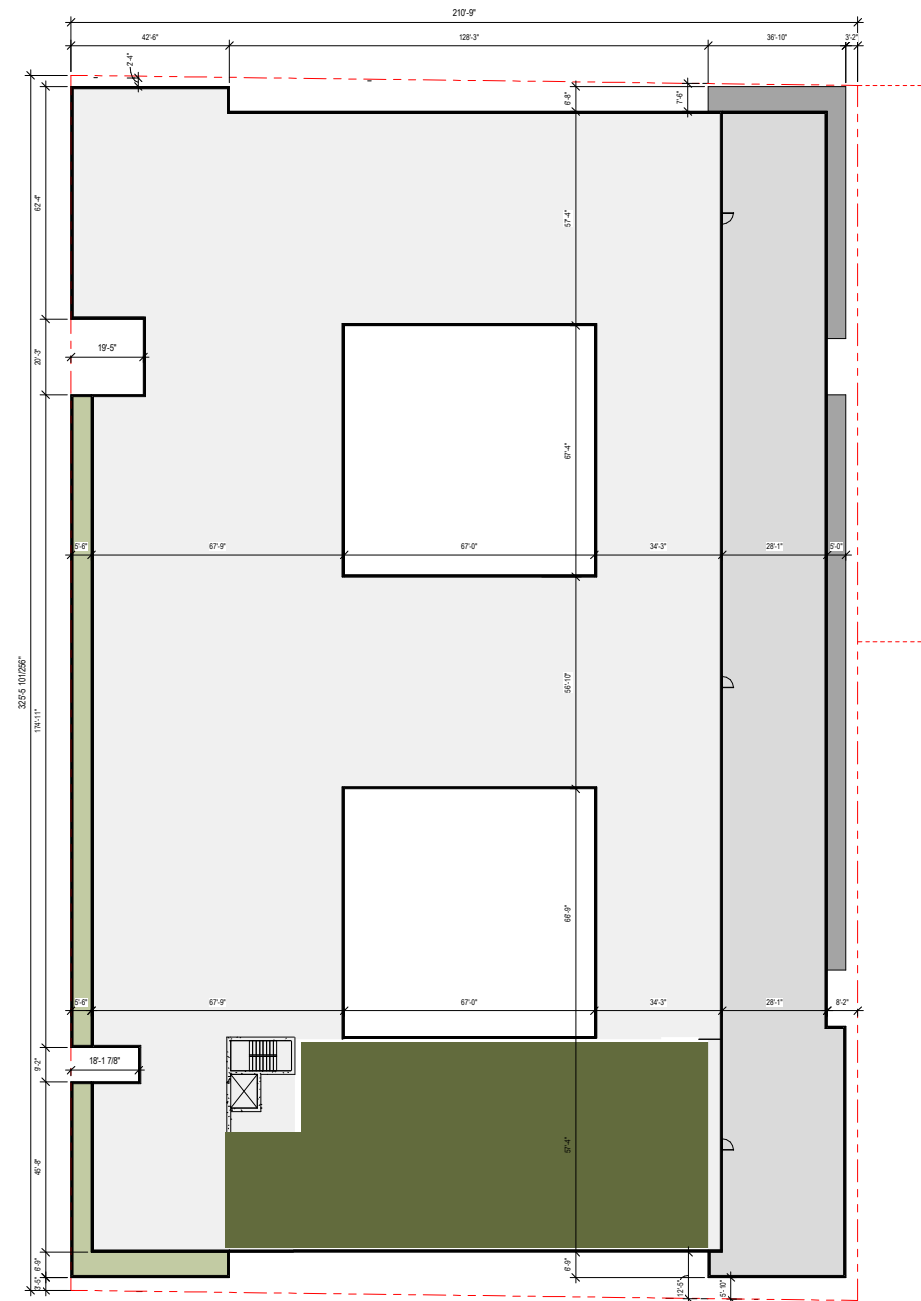
LEVEL 6



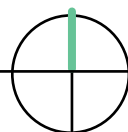
LEVEL 7



## SECTION 08 / DESIGN CONCEPT A-FLOOR PLAN

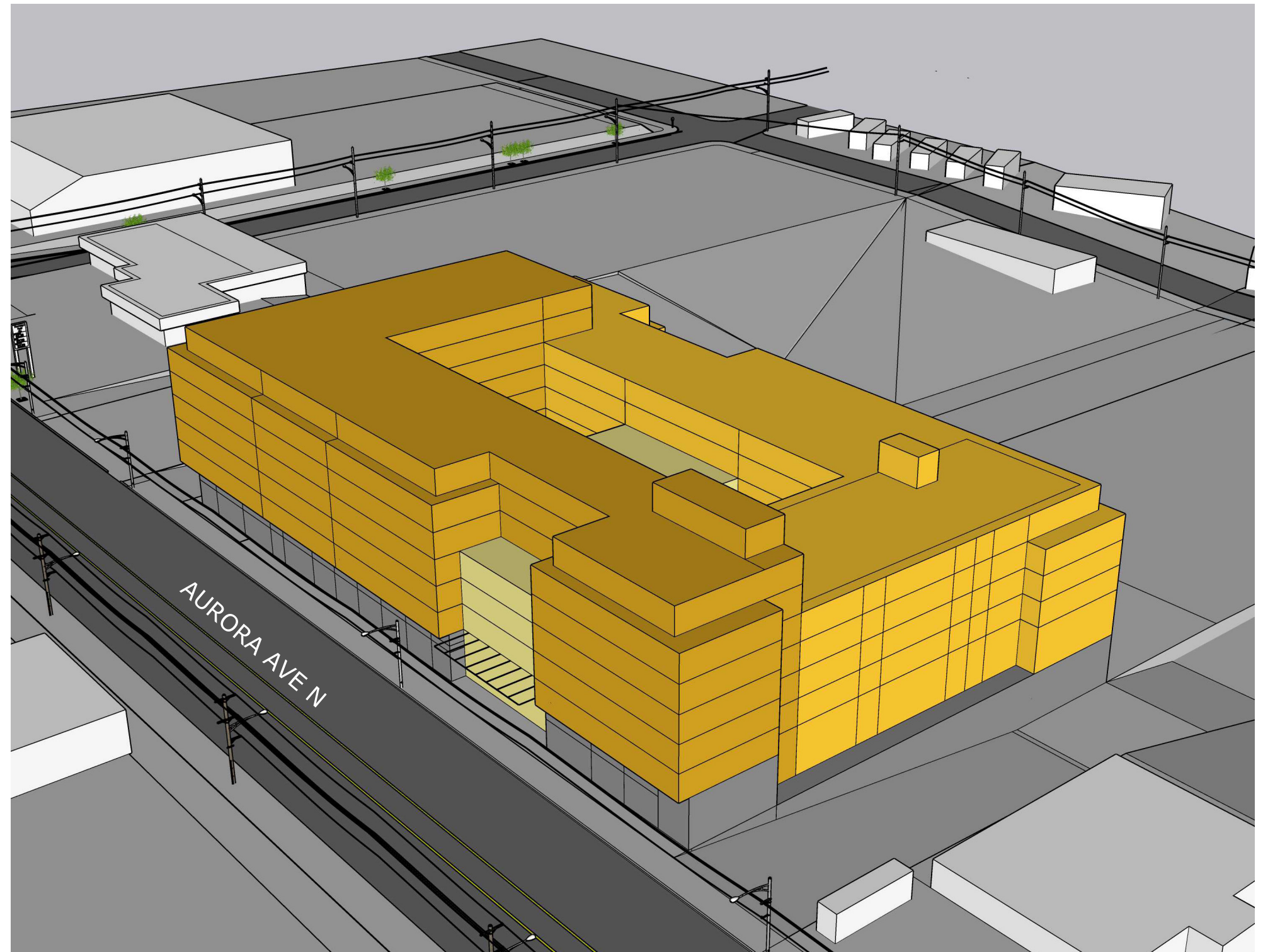
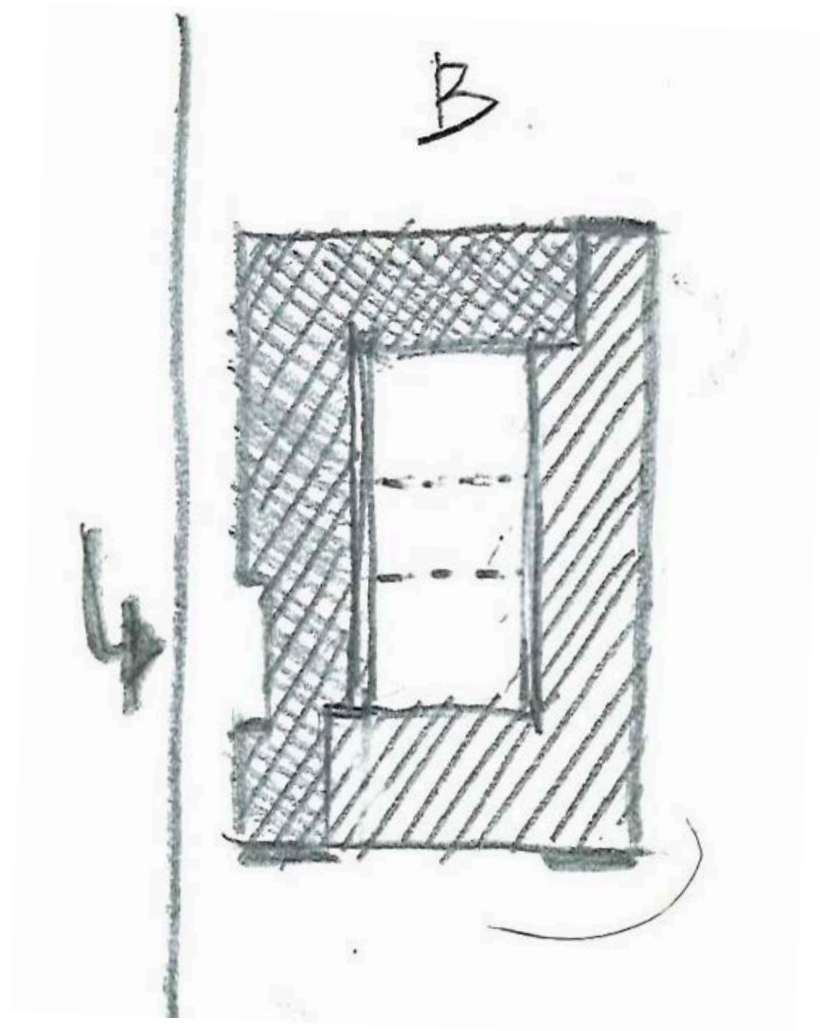


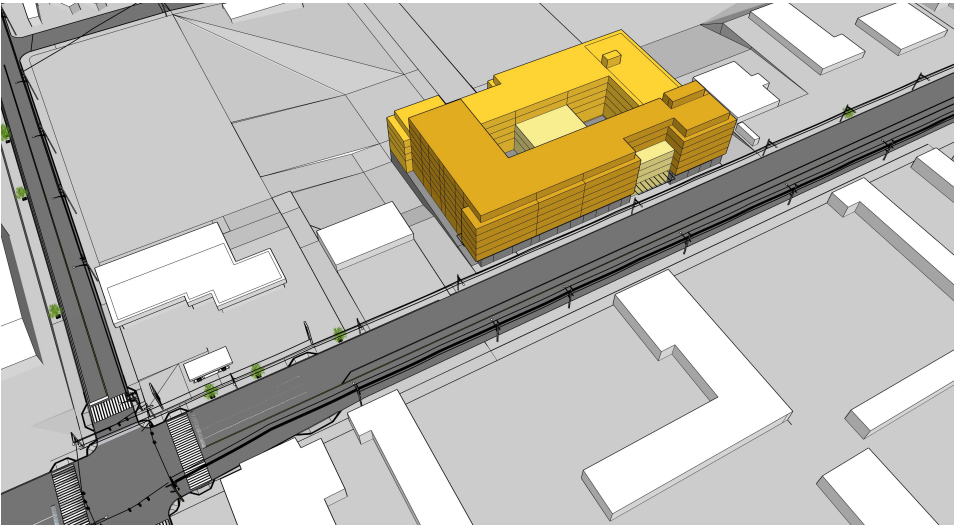
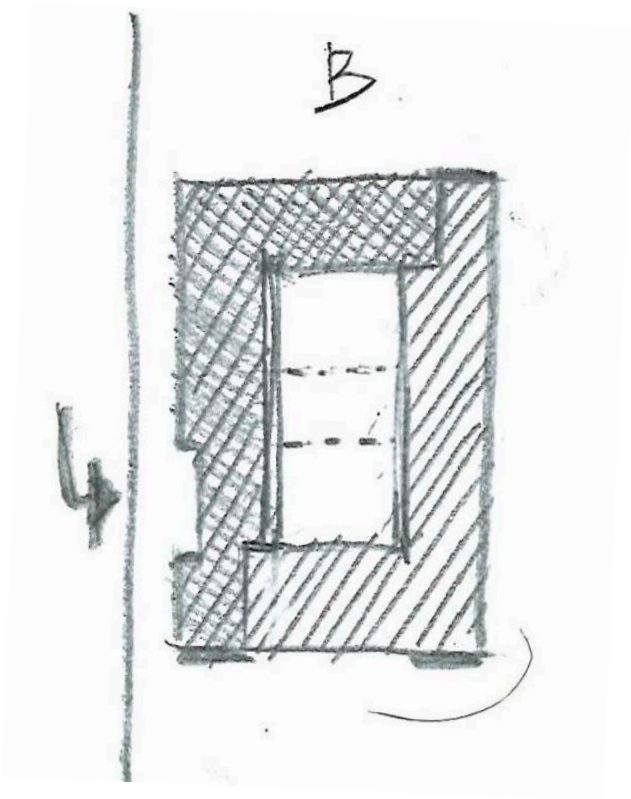
## ROOF



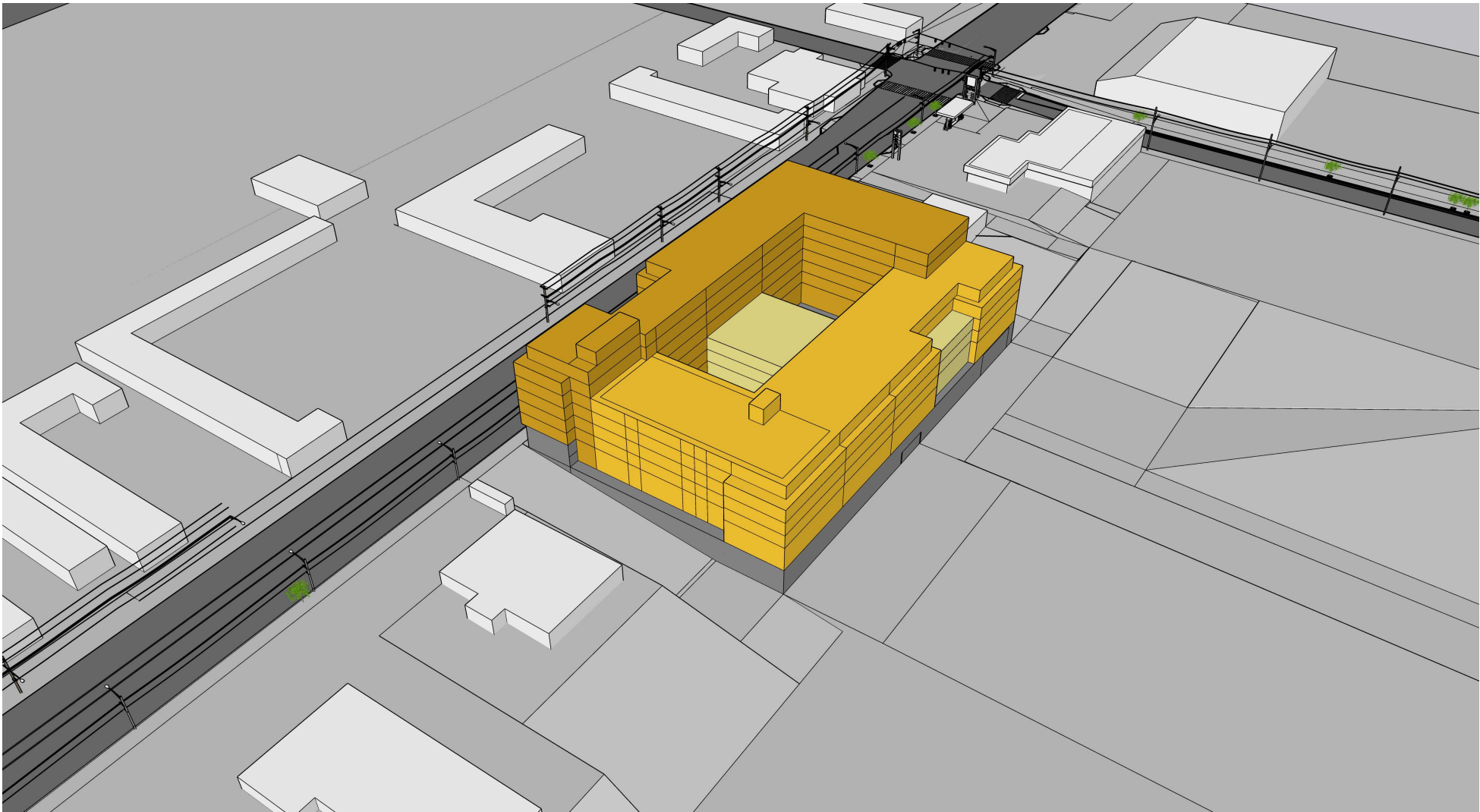
## DESIGN CONCEPT B SUMMARY

- Seven stories above the grade plane with two stories of sub-grade parking
- Approx. 365,000 gross sf  
Approx. 554 dwelling units and 9 live/works
- Approx. 357 parking spaces
- Type III-A over Type I-A construction
- Occupied roof deck for 49 occupant





NW VIEW - AURORA AVE N



SE VIEW



SW 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

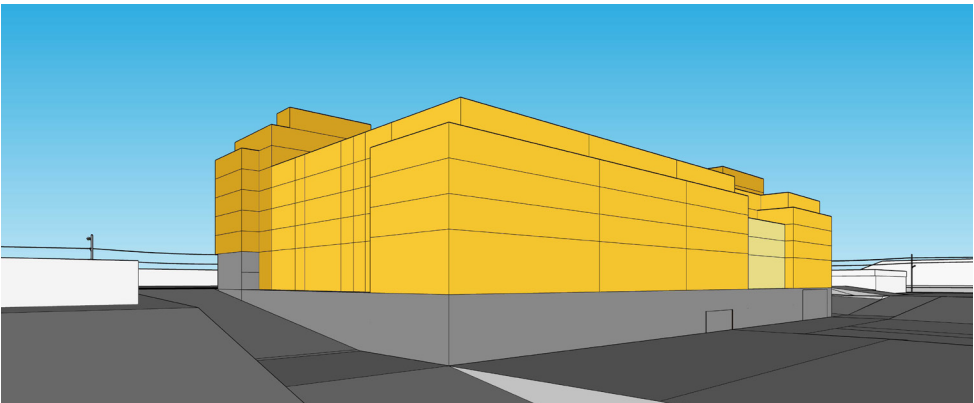
CONS:

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

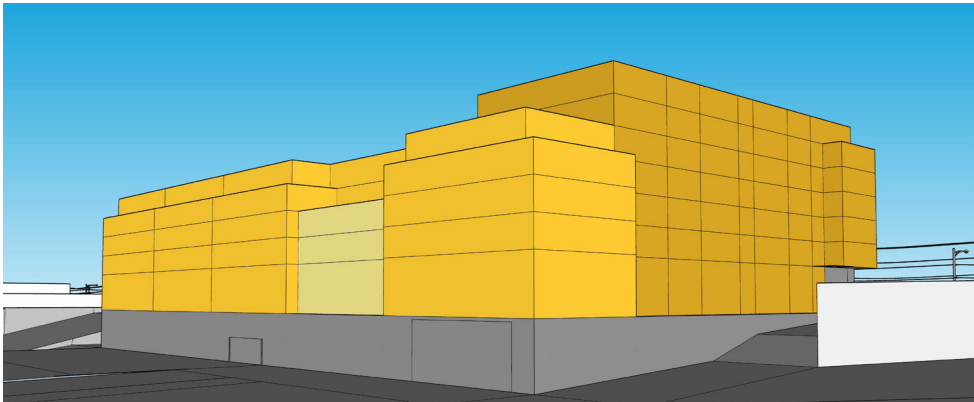
DEPARTURES: NONE



NW VIEW - AURORA AVE N



SE VIEW



NE VIEW

MARCH / SEPT 21

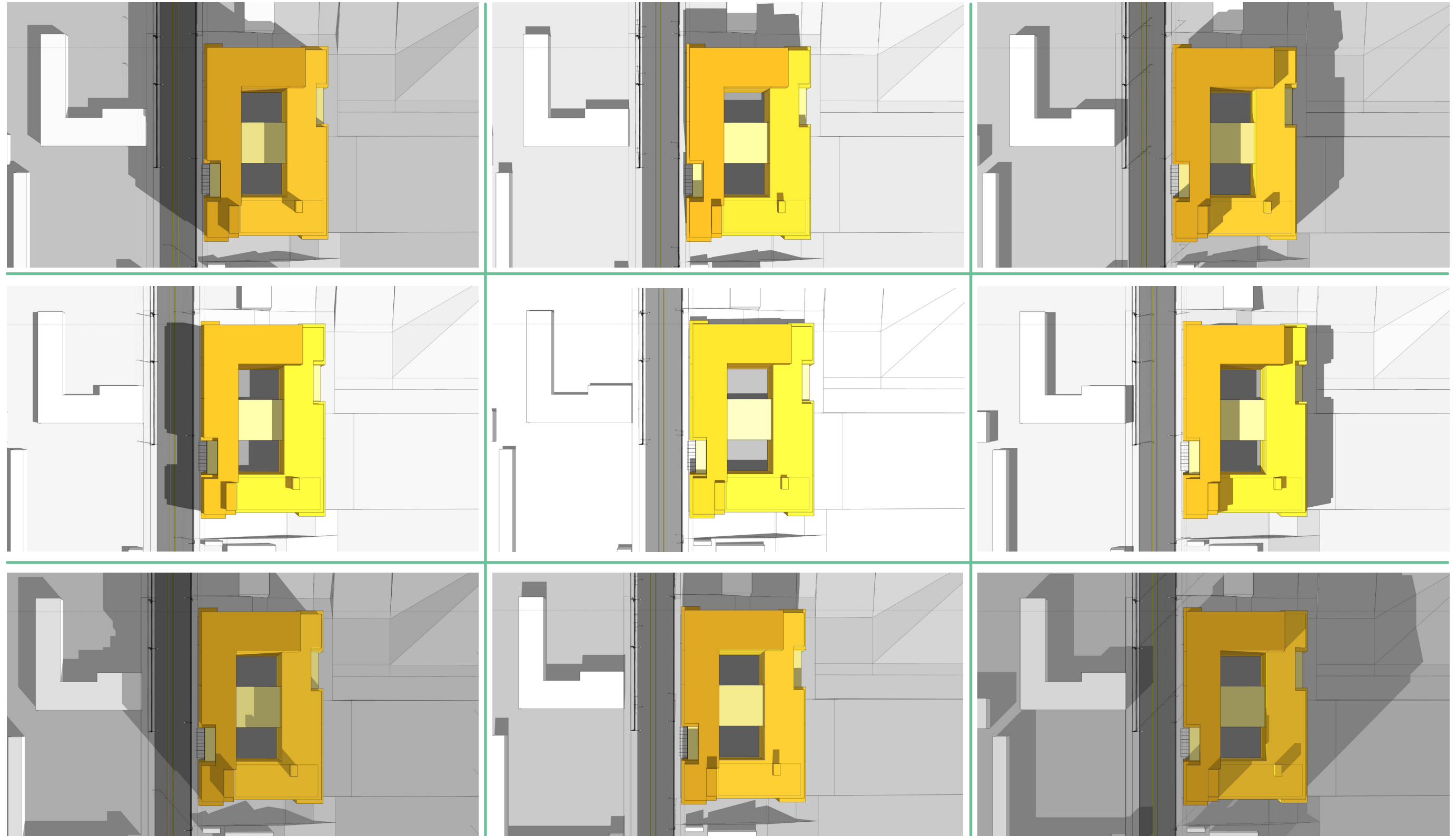
JUNE 21

DECEMBER 21

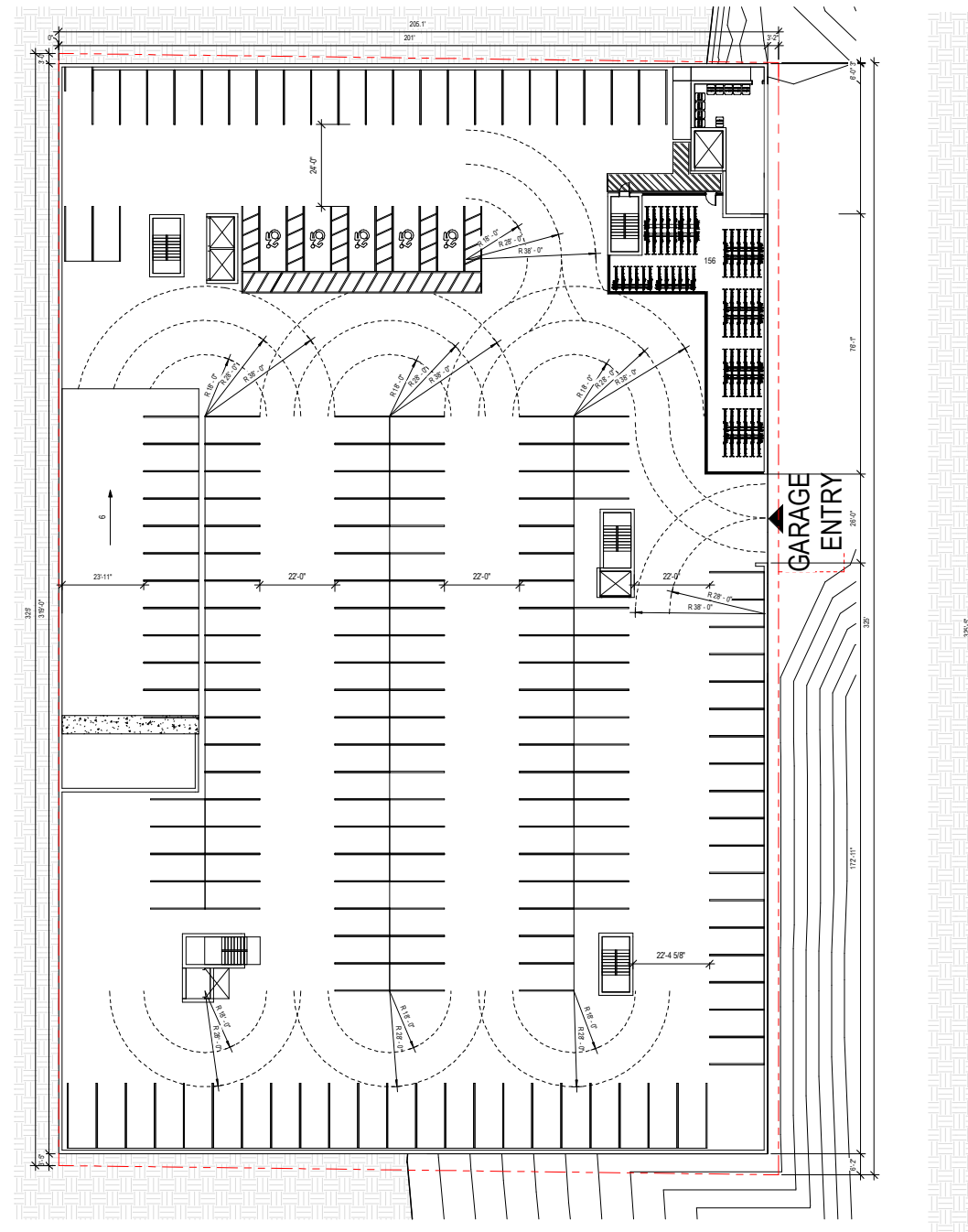
9 AM

NOON

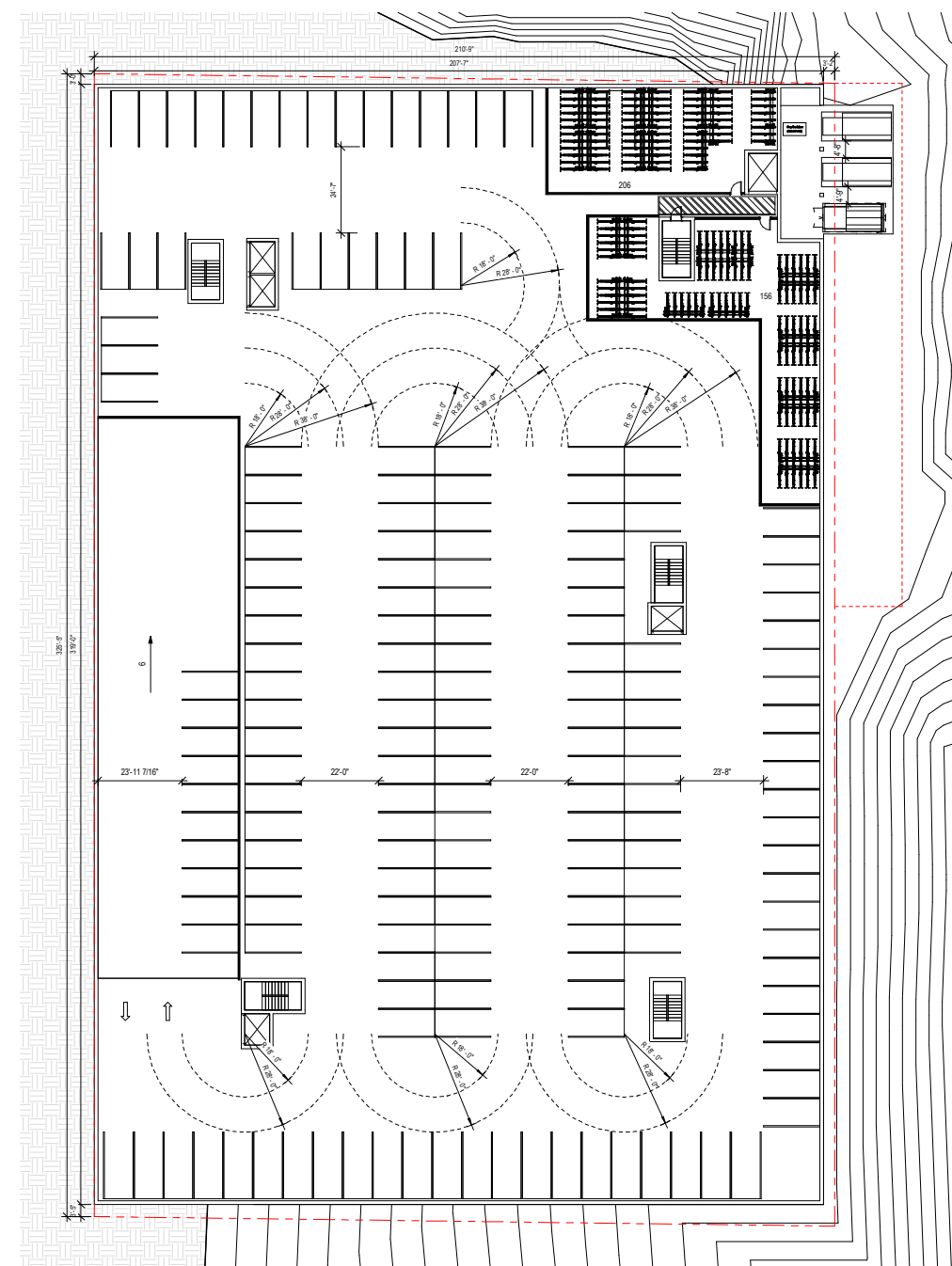
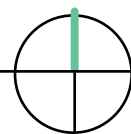
### 3PM



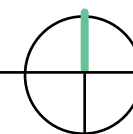
## SECTION 08 / DESIGN CONCEPT B-FLOOR PLAN

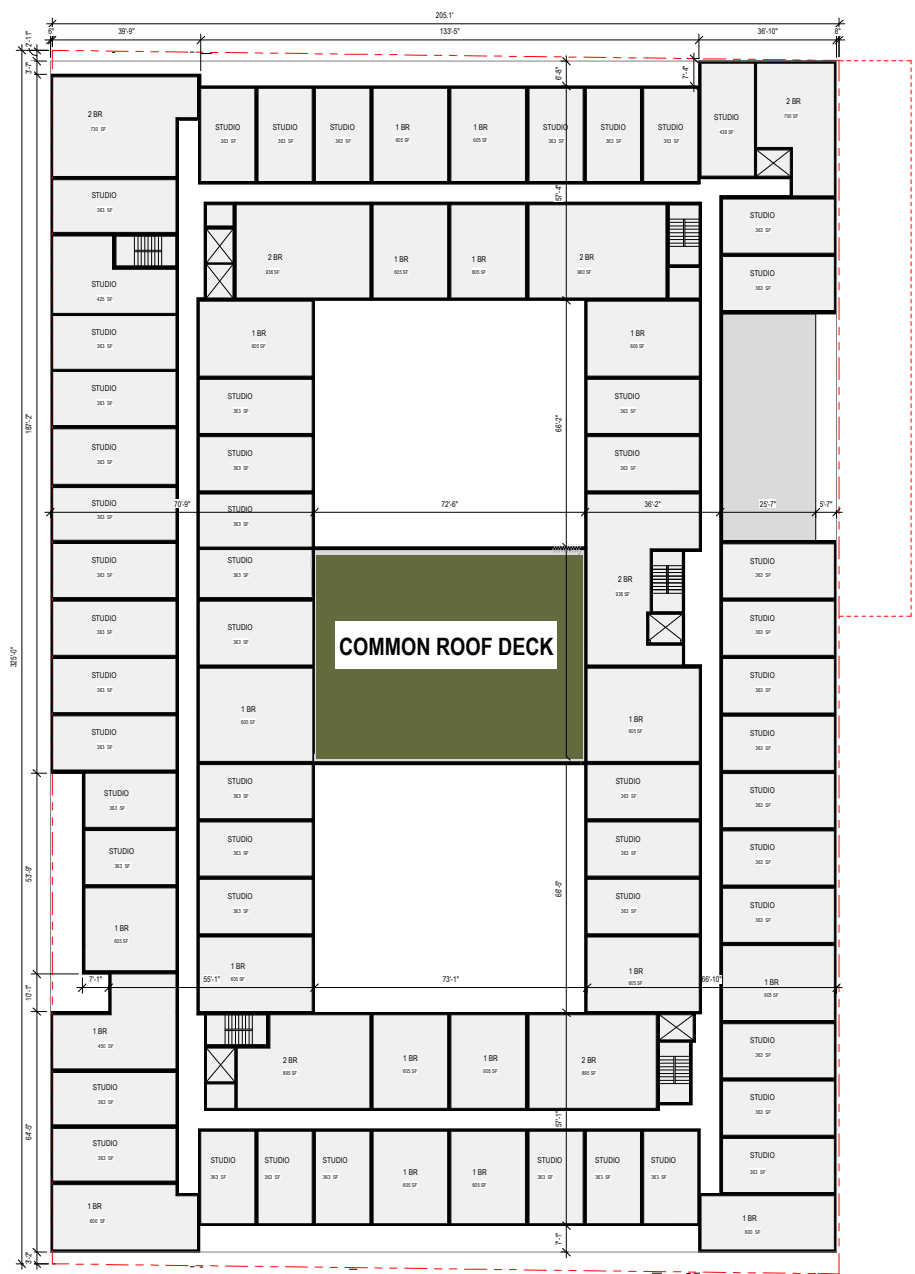
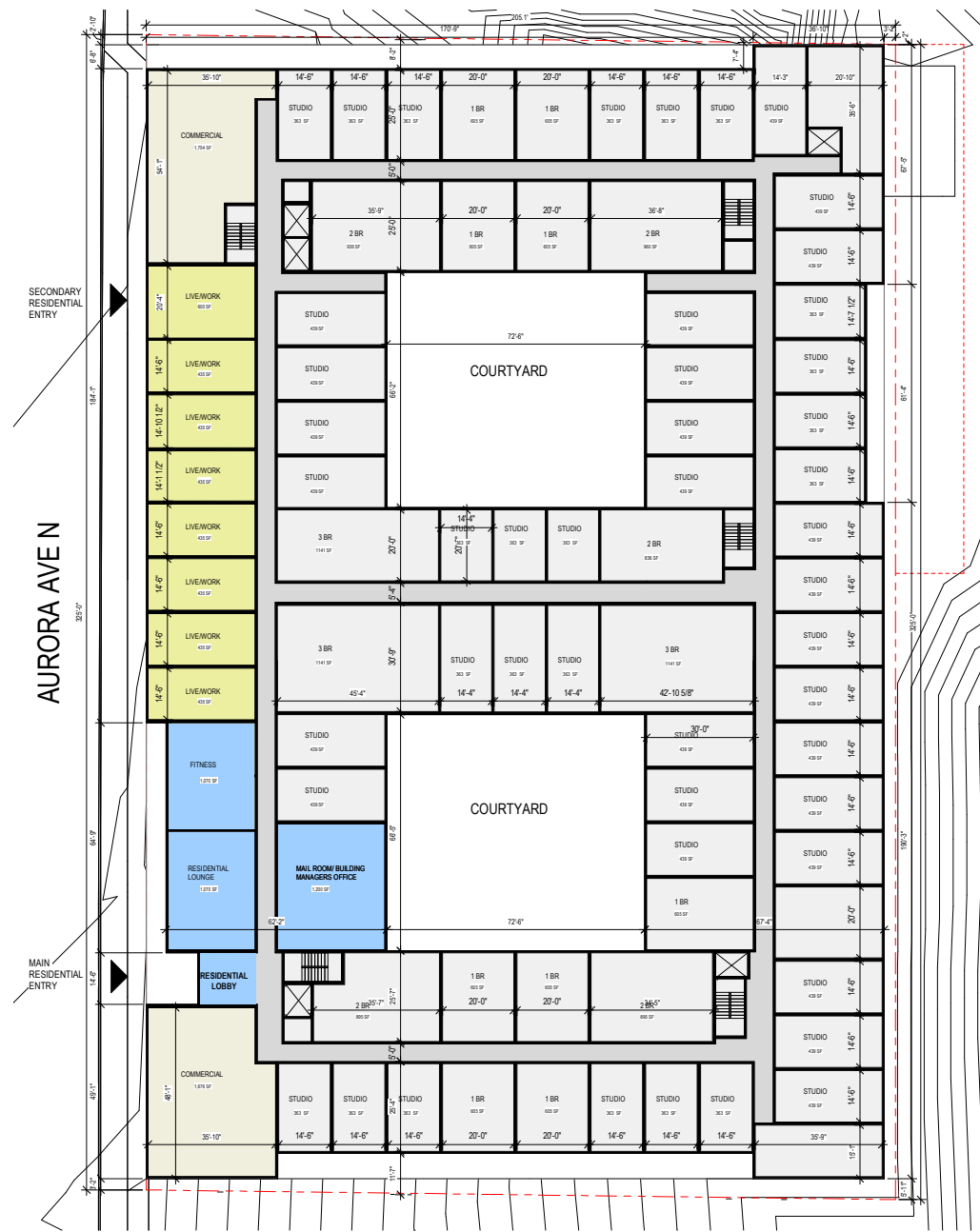


## LEVEL P2

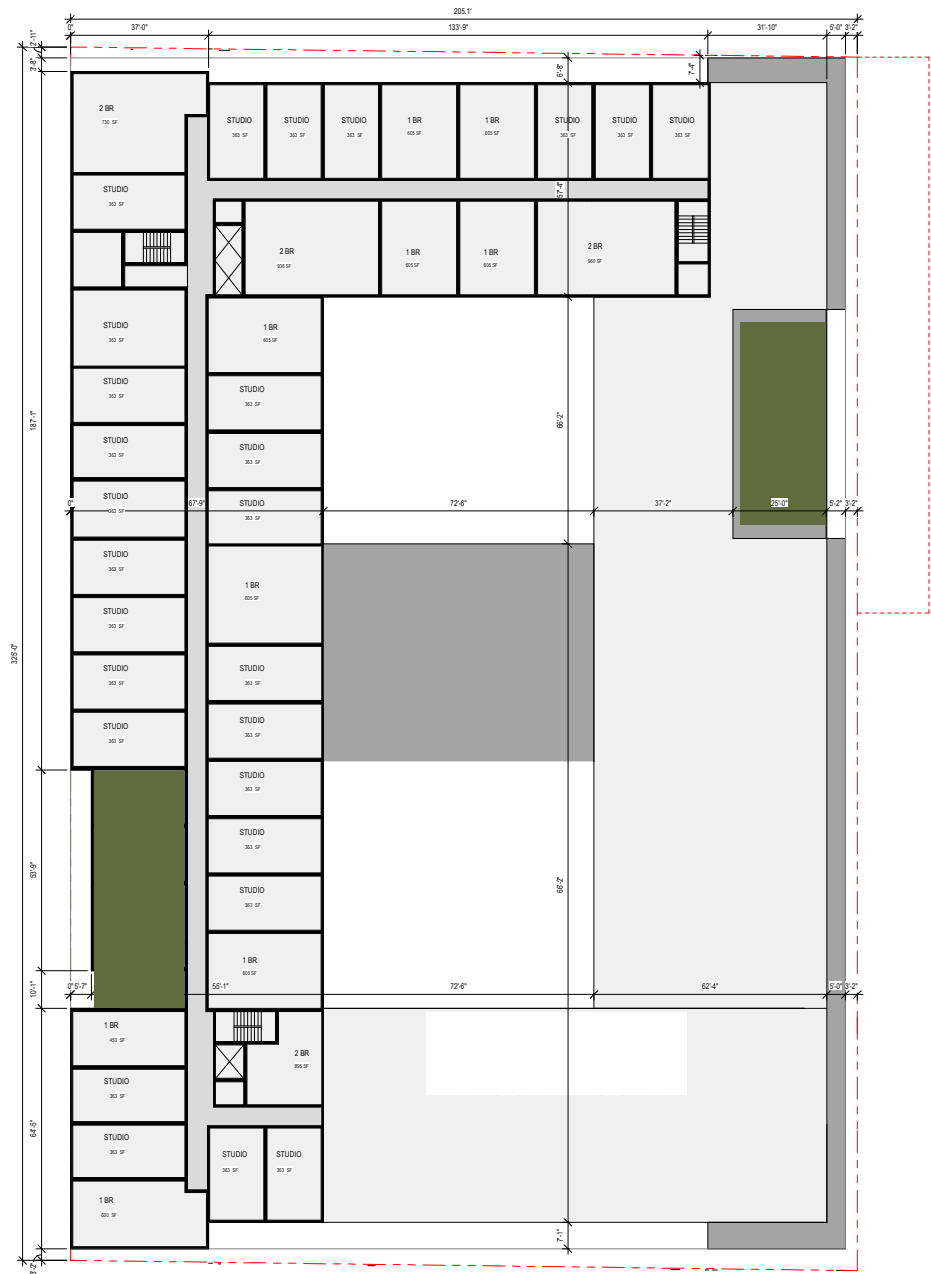


## LEVEL P1

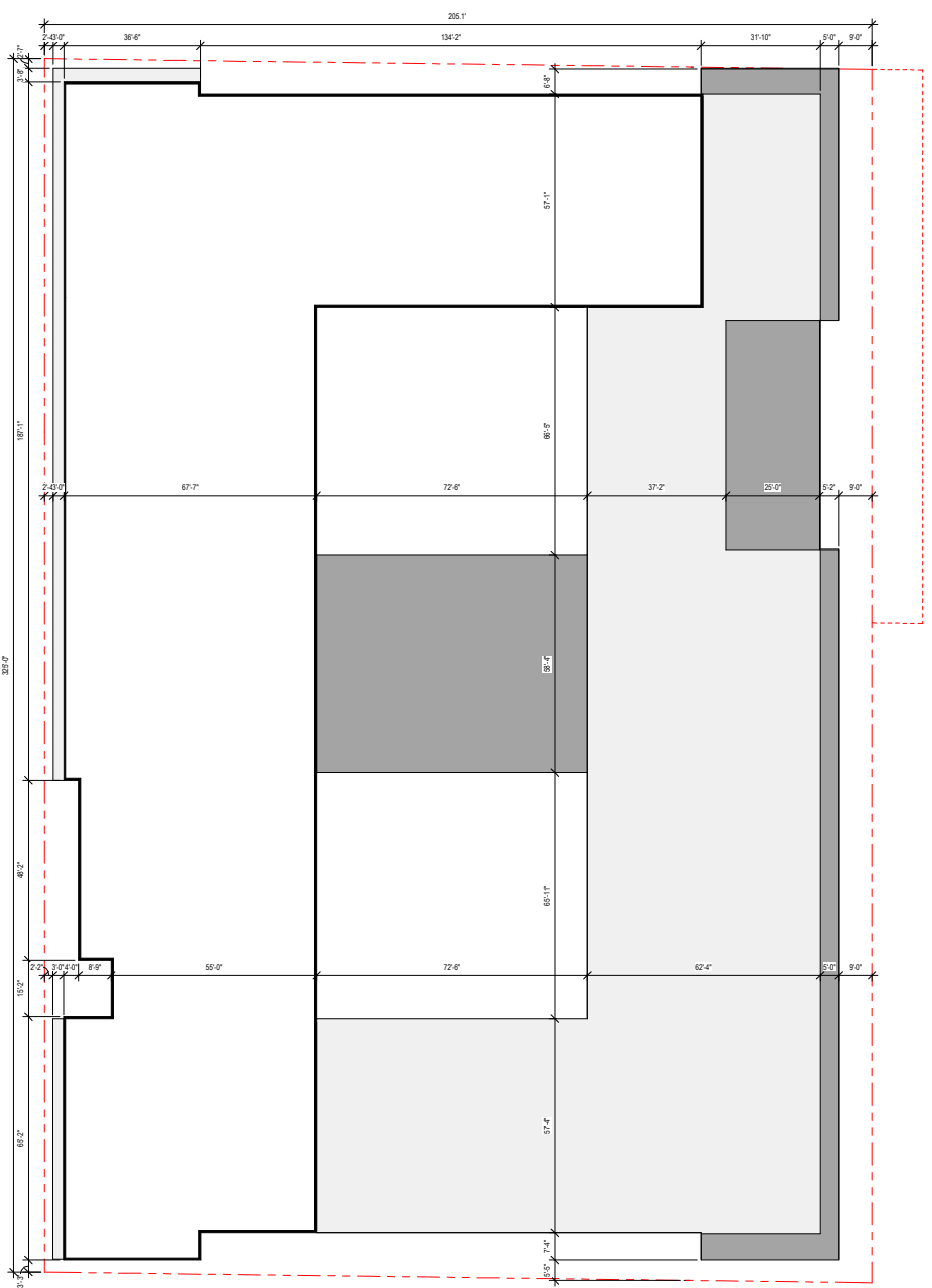
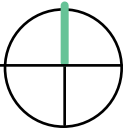




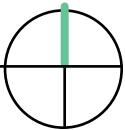
SECTION 08 / DESIGN CONCEPT B-FLOOR PLAN



LEVEL 7

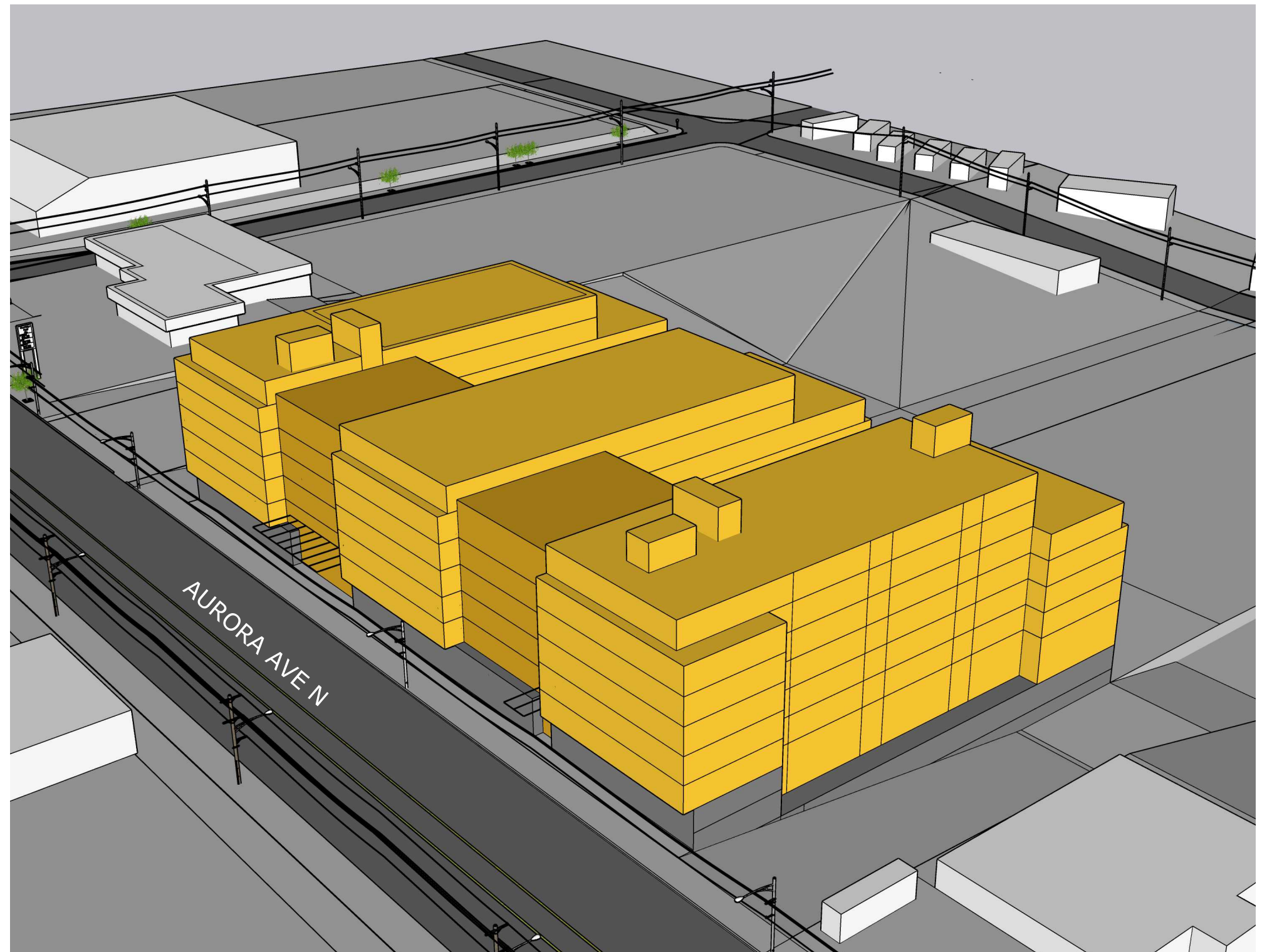
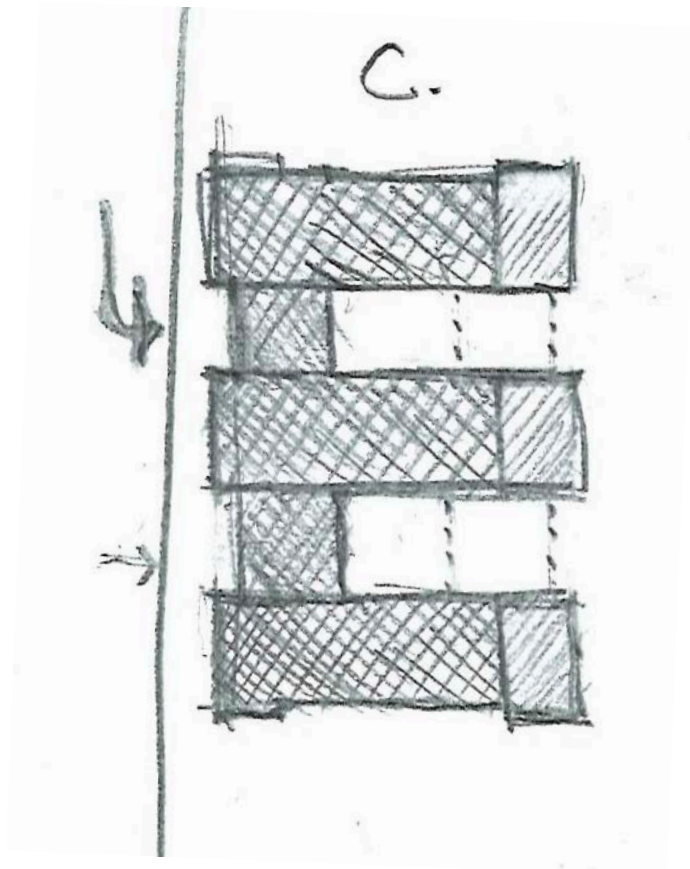


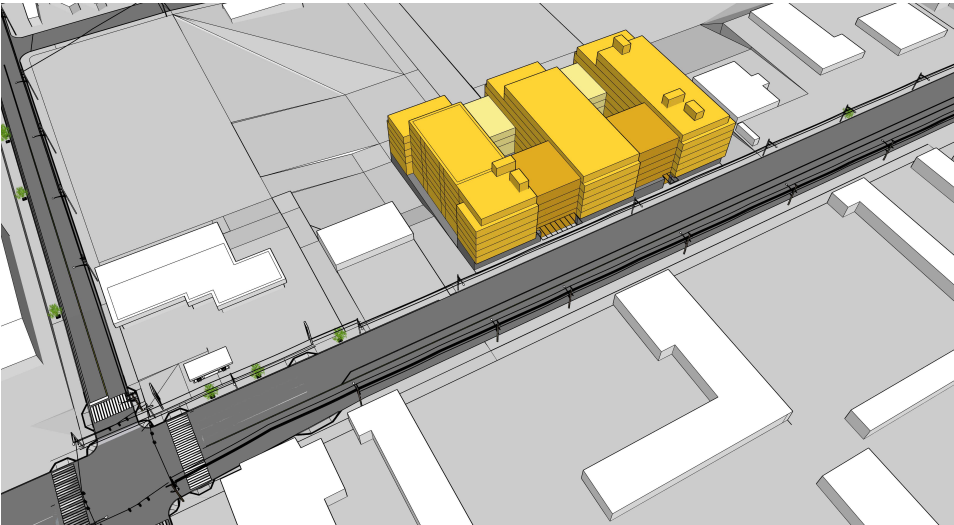
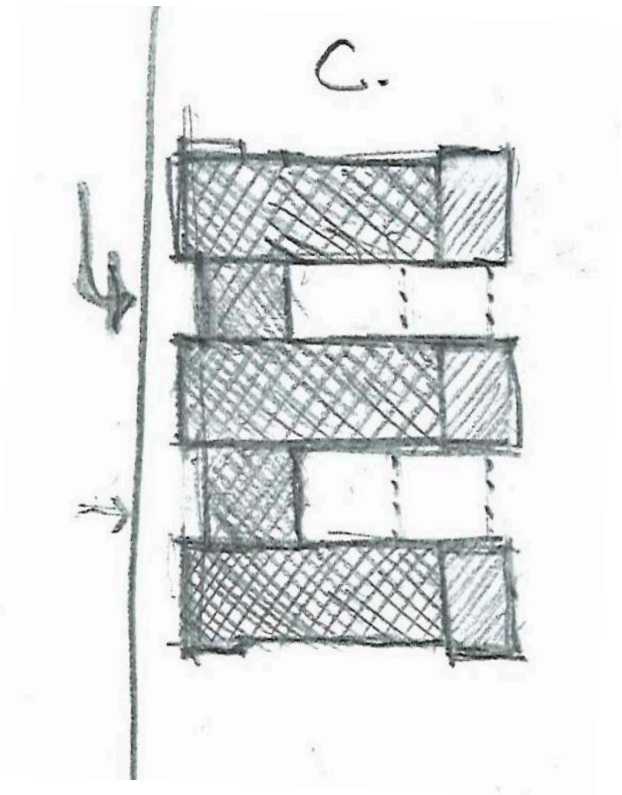
ROOF



**DESIGN CONCEPT C SUMMARY**

- Seven stories above the grade plane with two stories of sub-grade parking
- Approx. 390,000 gross sf  
Approx. 535 dwelling units and 8 live/works
- Approx. 357 parking spaces
- Type III-A over Type I-A construction
- Occupied roof deck for 49 occupant





NW VIEW - AURORA AVE N



SE VIEW



SW VIEW - AURORA AVE N

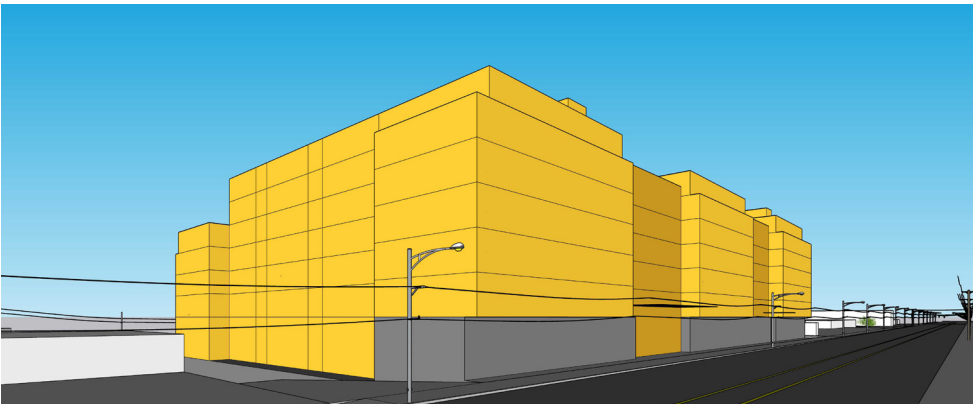
PROS:

- 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

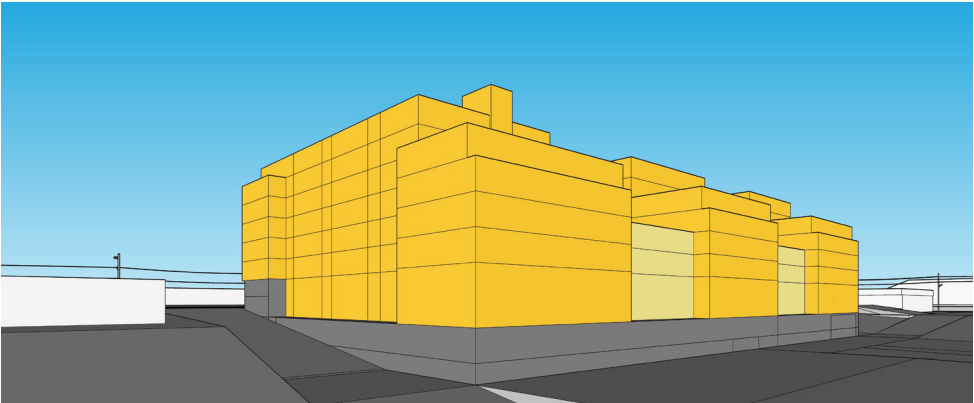
CONS:

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

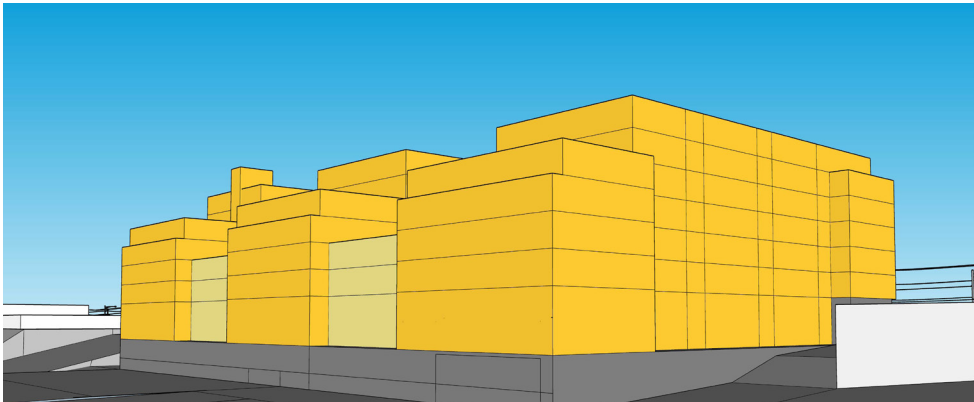
DEPARTURES: NONE



NW VIEW - AURORA AVE N



SE VIEW



NE VIEW

MARCH / SEPT 21

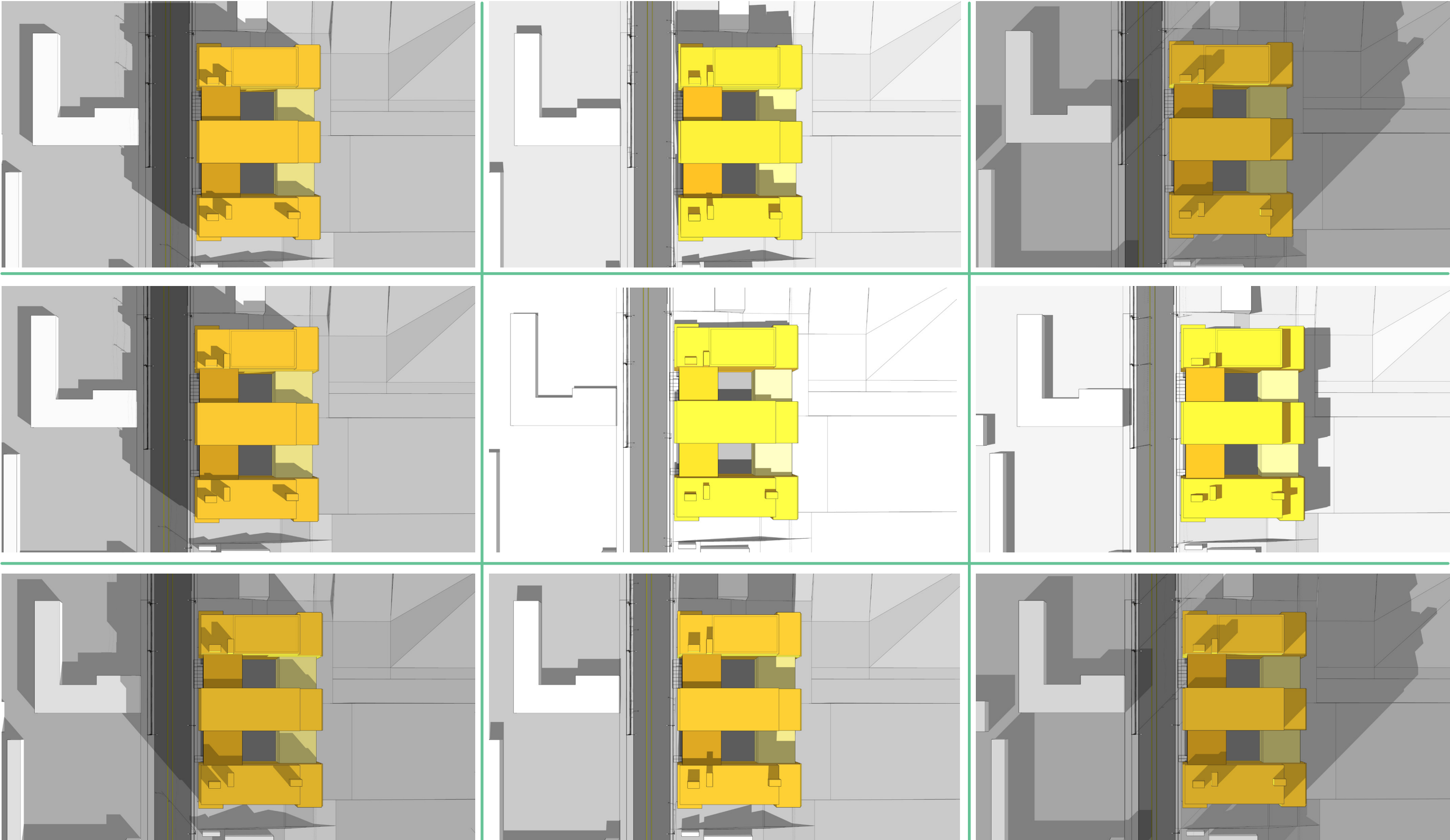
JUNE 21

DECEMBER 21

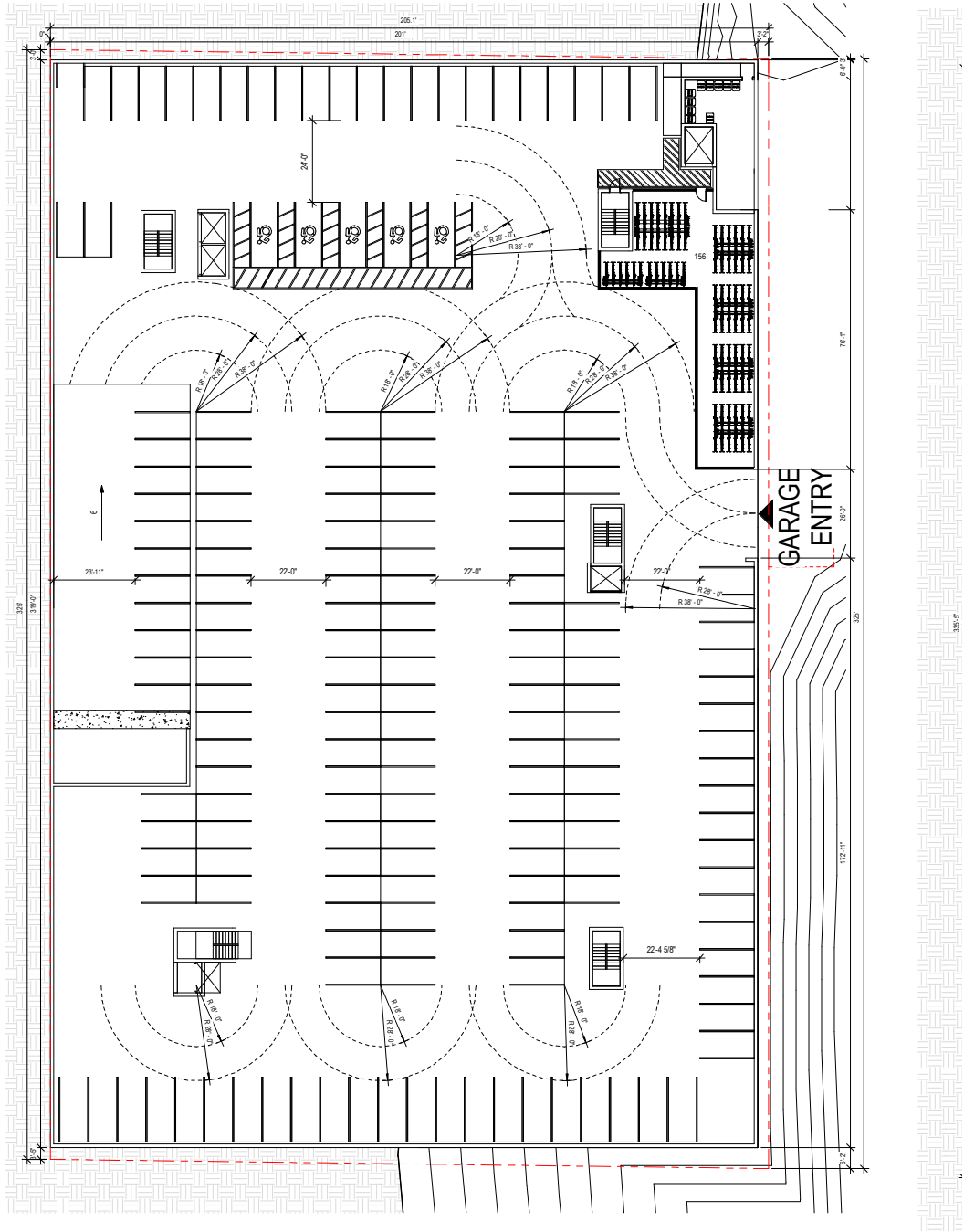
9 AM

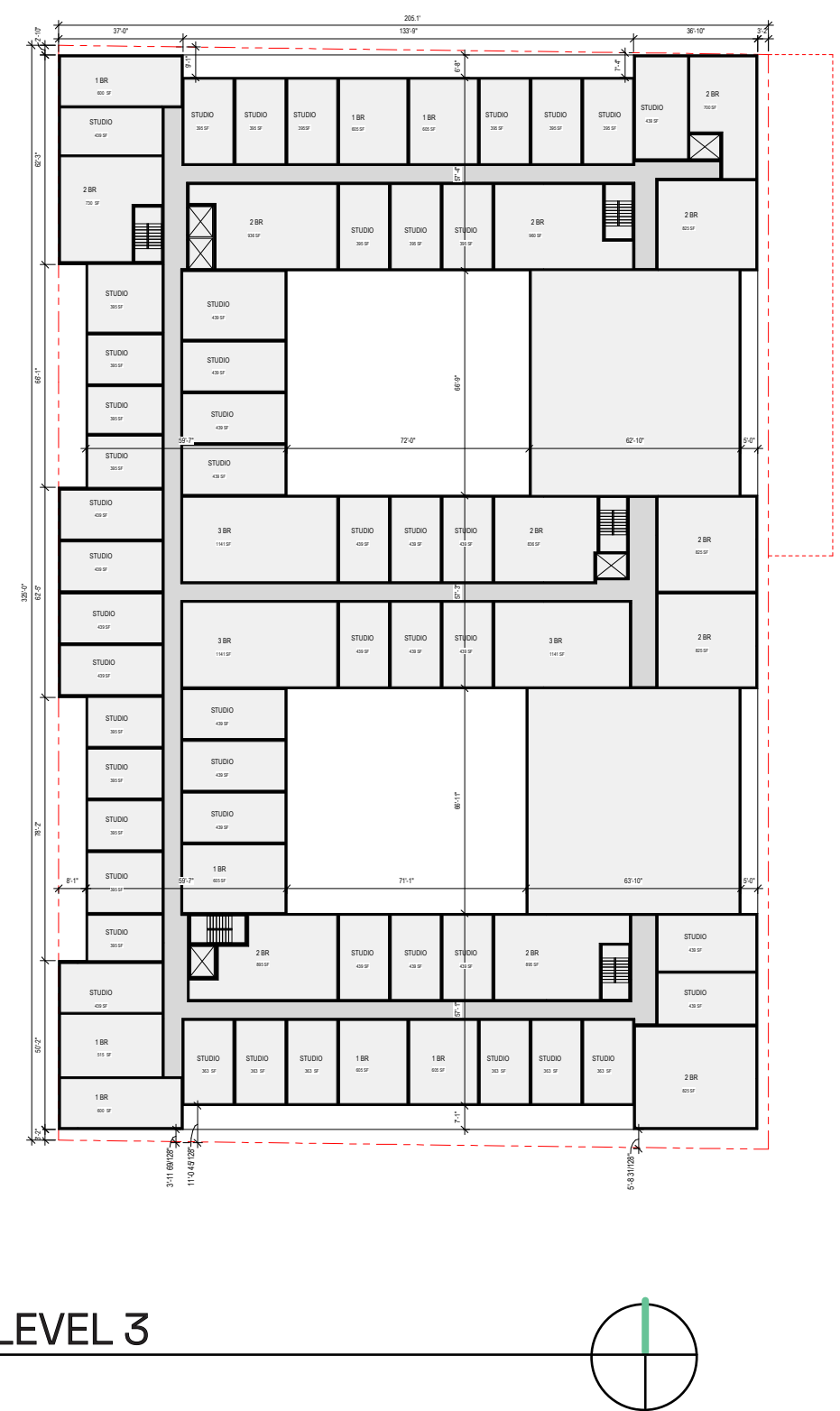
NOON

3PM



SECTION 08 / DESIGN CONCEPT C-FLOOR PLAN

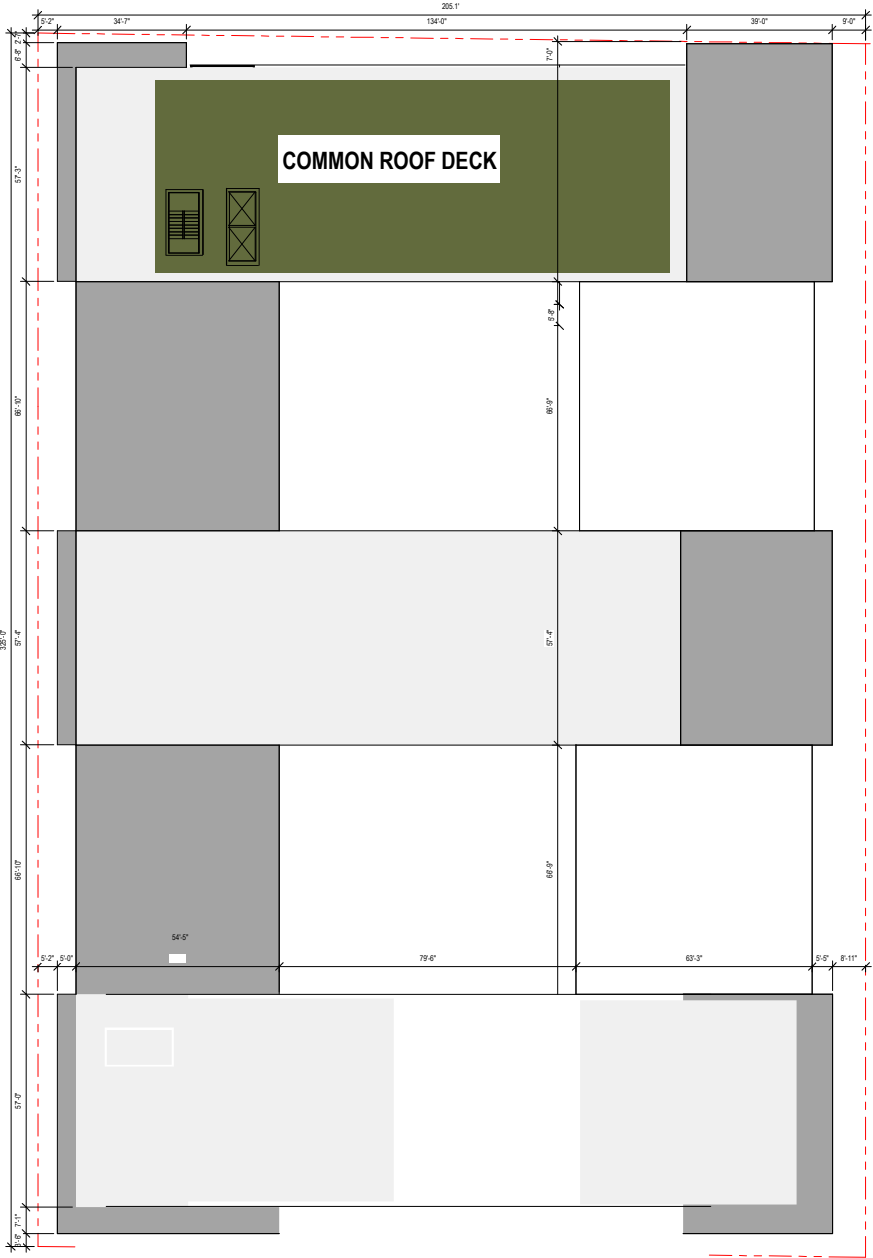




SECTION 08 / DESIGN CONCEPT C-FLOOR PLAN



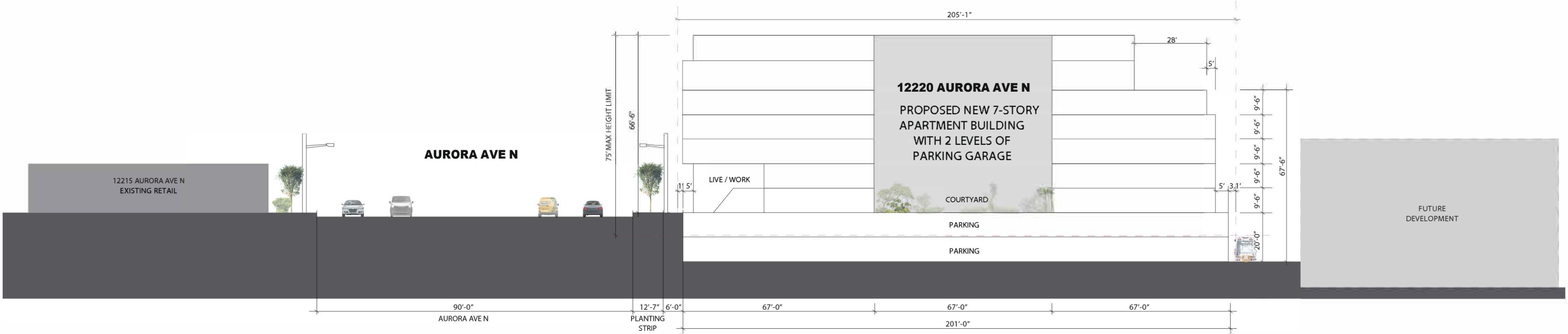
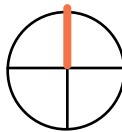
LEVEL 7



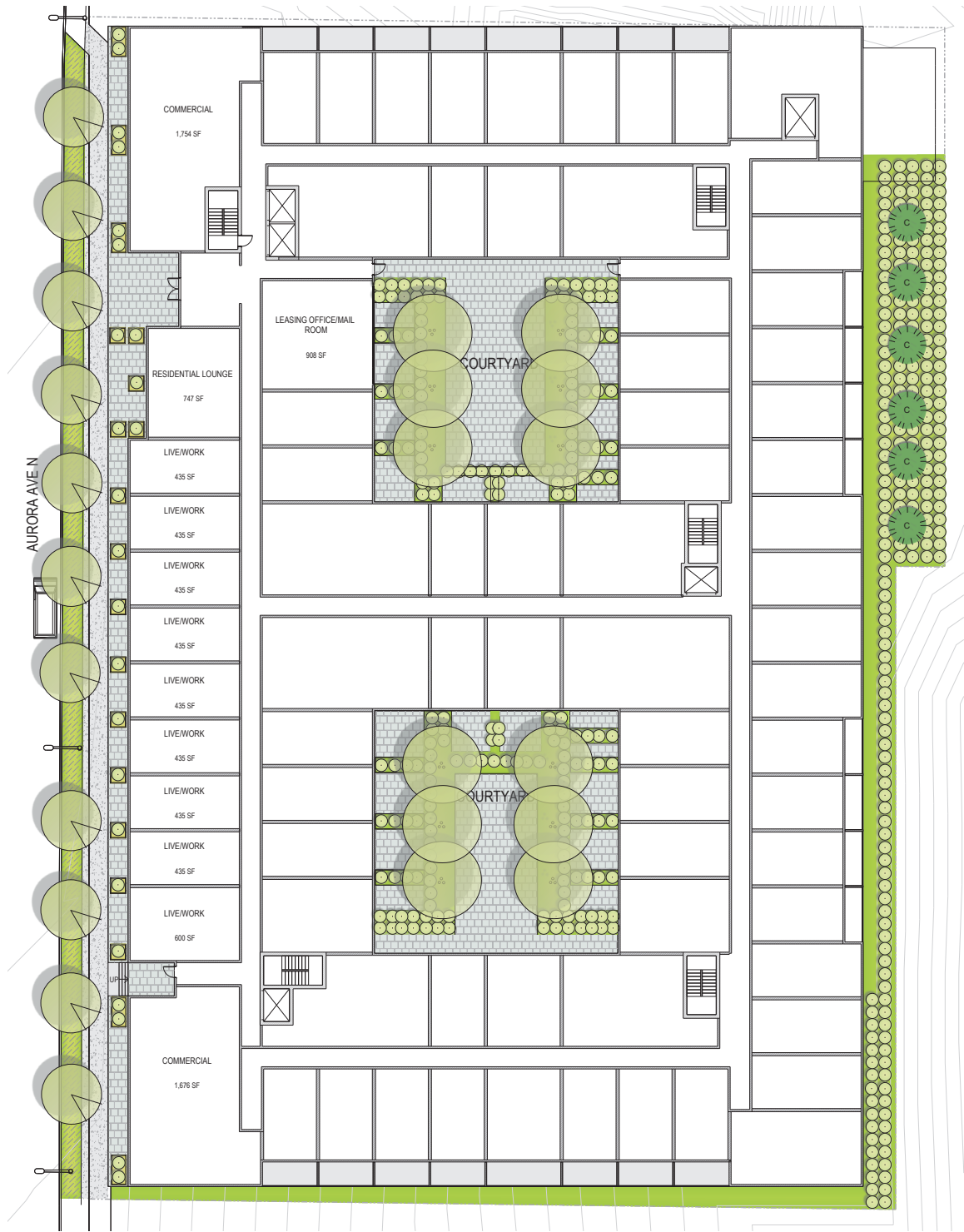
ROOF



SECTION A | NORTH - SOUTH SECTION



SECTION B | EAST - WEST SECTION

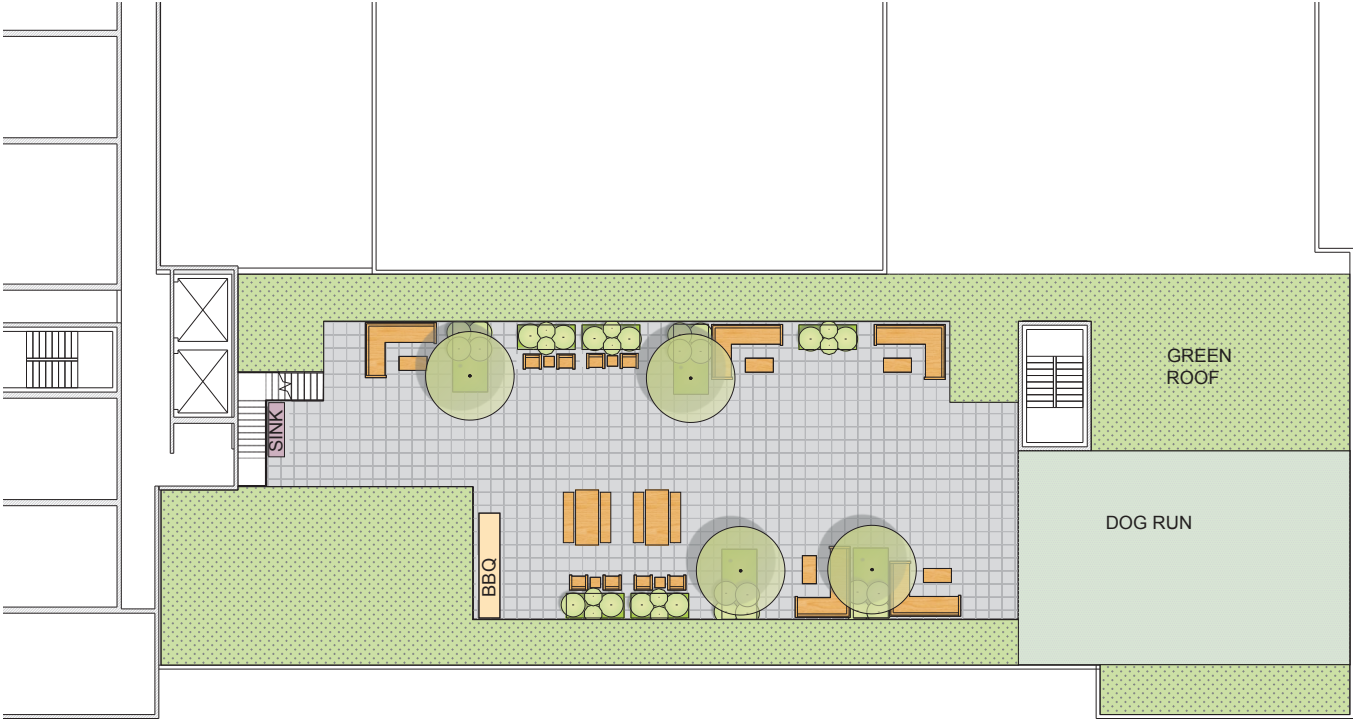


LANDSCAPE PLAN - GROUND LEVEL

PLANT SCHEDULE

QUANT	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
12	MEDIUM SMALL TREE		1.5" CAL	
6	SMALL TREE		7-8'	
4	SMALL TREE		1.5" CAL	
11	MEDIUM SMALL STREET TREE STREET TREE FORM		2.0-2.5" CAL	
* 501	LARGE SHRUB WITH MATURE HEIGHT OF AT LEAST 48"			
* 11 #	SHRUB WITH MATURE HEIGHT OF AT LEAST 24"			
	PLANTING AREA, TYPICAL			
	GREEN ROOF TRAY PLANTING SYSTEM, TRAY SYSTEM WEIGHS UP TO 34 POUNDS PER SQUARE FOOT SATURATED WEIGHT MAXIMUM.			

- PERVIOUS PAVING, WITH A TOTAL OF OVER 24" OF GRAVEL AND SOIL BENEATH, MUST MEET SEATTLE PUBLIC UTILITIES DEFINITION OF PERMEABLE PAVING
- CONCRETE PAVING OR PAVERS UNDER OVERHANG, NOT COUNTED IN GREEN FACTOR
- PEDESTAL PAVER SYSTEM AT LEVEL 2 AND ROOF GARDEN
- DOG RUN AREA, MANUFACTURED TURF OVER PLASTIC GRATE PAVERS ON PEDESTALS WITH WASH DOWN FACILITY
- TOURNESOL 'WILSHIRE' PLANTERS, 24" DEEP, AND 36" DEEP FOR TREES
- TOURNESOL 'BOULEVARD WOOD PLANTERS', 24" DEEP, AND 36" DEEP FOR TREES

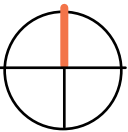


PLANT SCHEDULE

QUANT	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
12	MEDIUM SMALL TREE		1.5" CAL	
6	SMALL TREE		7-8'	
4	SMALL TREE		1.5" CAL	
11	MEDIUM SMALL STREET TREE STREET TREE FORM		2.0-2.5" CAL	
* 501	LARGE SHRUB WITH MATURE HEIGHT OF AT LEAST 48"			
* 11 #	SHRUB WITH MATURE HEIGHT OF AT LEAST 24"			
	PLANTING AREA, TYPICAL			
	GREEN ROOF TRAY PLANTING SYSTEM, TRAY SYSTEM WEIGHS UP TO 34 POUNDS PER SQUARE FOOT SATURATED WEIGHT MAXIMUM.			

- PERVIOUS PAVING, WITH A TOTAL OF OVER 24" OF GRAVEL AND SOIL BENEATH, MUST MEET SEATTLE PUBLIC UTILITIES DEFINITION OF PERMEABLE PAVING
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- TOURNESOL 'WILSHIRE' PLANTERS, 24" DEEP, AND 36" DEEP FOR TREES
- TOURNESOL 'BOULEVARD WOOD PLANTERS', 24" DEEP, AND 36" DEEP FOR TREES

LANDSCAPE PLAN - ROOF LEVEL







RENDERING | PREFERRED OPTION A  
Exploration of the building design



THANK YOU!