

DESIGN REVIEW RECOMMENDATION  
MEETING DATE MAY 21, 2025 5PM

SDCI #3041610-LU  
1604 AURORA AVE N  
Seattle, WA 98109

PROJECT TEAM

OWNER:  
LIVV Family Holdings, LLC  
13602 Canyon Rd E  
Pullyallup, WA 98373

ARCHITECT:  
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1319 N 49th St,  
Seattle, WA 98103  
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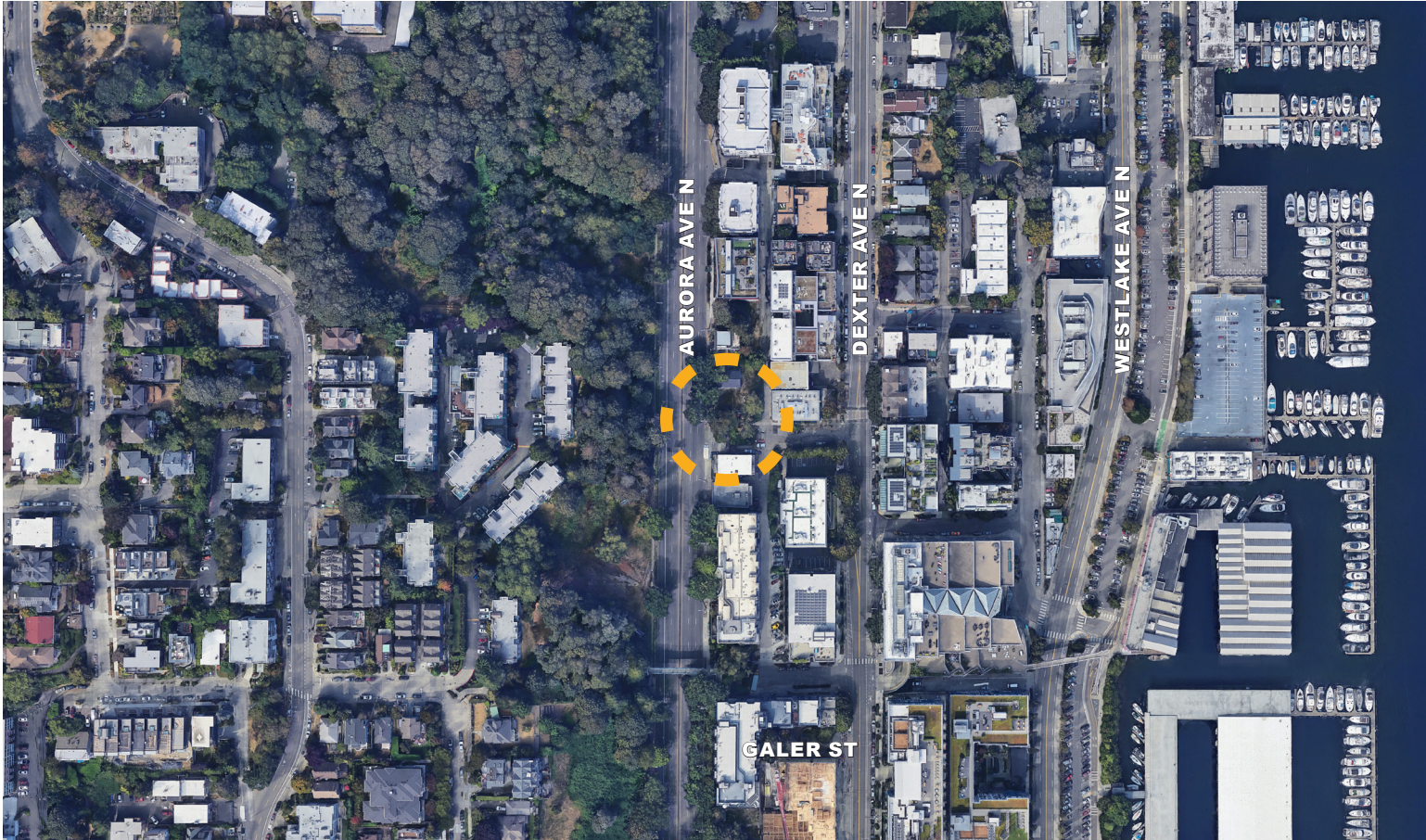




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VICINITY MAP

SITE LOCATION

1604 Aurora Ave N

ZONING SUMMARY

Zone: C1-75 (M)  
ECA: Steep Slope (Relief Granted Under 7019026-EX)  
Frequent Transit Service Area

CURRENT PROJECT PROGRAM

Site Area: 7,652 SF  
Number of Units: 74  
(9) SEDUs, (22) Open 1-Bed, (28) 1-Bed Unit, (15) Open 2-Bed Unit

Allowable FAR: 5.5 (42,086 SF)  
Proposed FAR: ~42,050 SF  
Proposed Vehicle Parking: 35  
Proposed Bike Parking: 70 Long Term, 1 Short Term

DEVELOPMENT OBJECTIVES

The project proposes the construction of a new apartment building containing a mixture of efficiency dwelling units (EDUs), one-bedroom, and two-bedroom units. The objective for these apartments is to provide high-quality, thoughtfully designed housing that is within walking distance to the core of the Westlake, the Lake Union neighborhood and their various commercial opportunities, outdoor activities, and public transportation. Parking aims to be unobtrusive to the neighborhood with vehicular access from the alley. Panoramic views of Lake Union the Seattle Skyline, and beyond, will be captured from the roof deck.

NEIGHBORHOOD DEVELOPMENT CUES

West Lake Union is situated between East Queen Anne and the west edge of Lake Union. There is a significant grade change from Aurora Ave N all the way down to the lake. This strip of Highway 99 has been highly developed in recent years primarily with multi-family apartments and mixed-use buildings. The adjacent blocks to the project site are made up of multifamily apartment buildings, townhomes, and offices.

EXISTING SITE

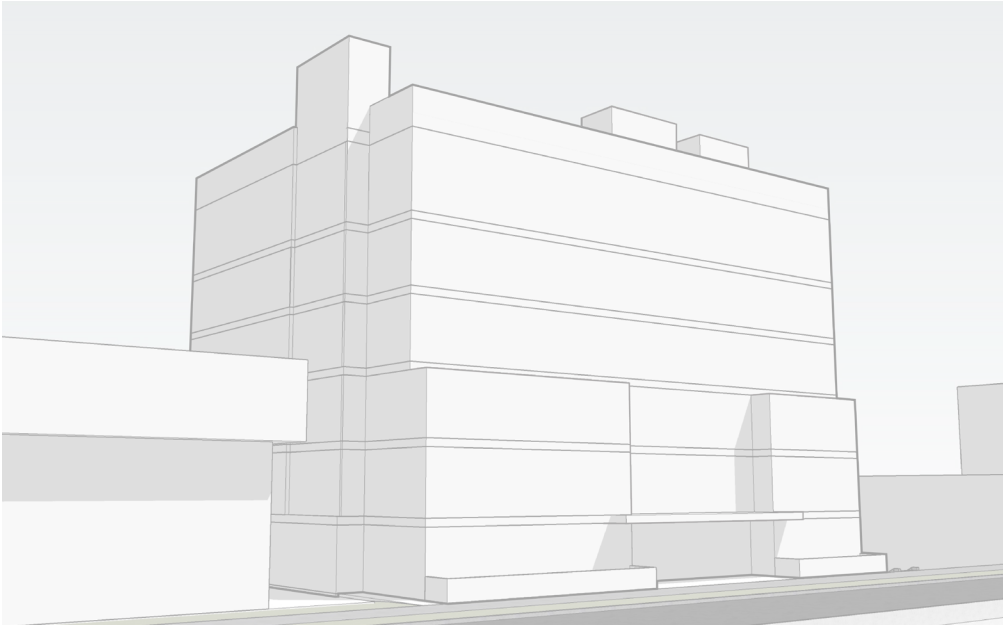
The project site consists of two parcels (880790-0295 & 880790-0300) on Aurora Ave N. The site measures approximately 76 feet wide by 100 feet deep with an area of 7,652 square feet. To the north is a multifamily apartment building, and to the south is a 4-plex. Across Aurora to the west are more apartments and to the east is an office building and a commercial kitchen business. An alley abuts the east property line. The site contains a small steep slope created from previous grading activities. Relief from Prohibition on Steep Slope was Granted Under 7019026-EX.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned C1-75(M), with a structure height limit of 75'-0" plus additional applicable height bonuses. To the north and south zoning remains C1-75(M). The eastern parcels directly across the alley are zoned NC3P-55(M) and across Aurora to the west is zoned LR3. One block to the south is the South Lake Union Urban Center.



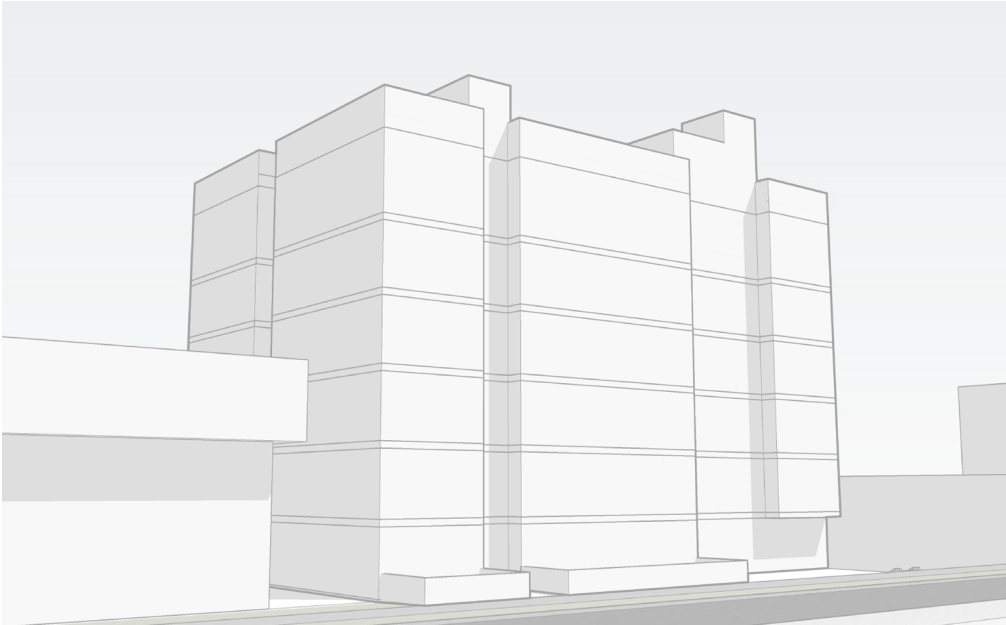




## OPTION 1

STORIES	6 ABOVE GRADE, 3 BELOW GRADE
FLOOR AREA	GROSS FLOOR AREA 41,935 SF ALLOWABLE FAR AREA 42,081 SF
DWELLING UNITS	68 APARTMENTS
PARKING	34 PARKING SPACES 68 BICYCLE SPACES
POTENTIAL DEPARTURES	RESIDENTIAL UNITS AT STREET LEVEL PUSHING INTO SETBACK

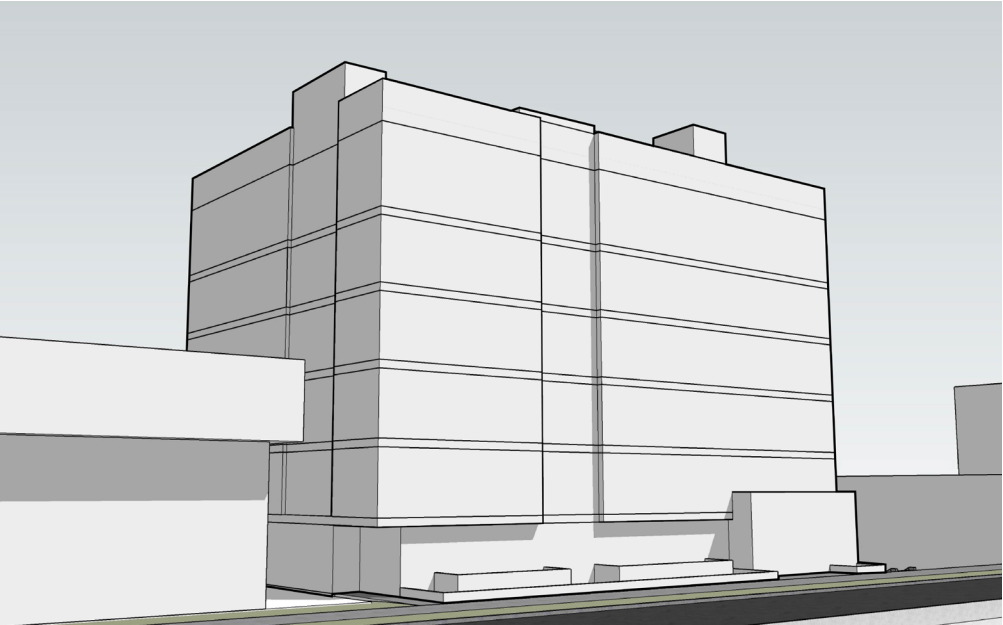
PROS	<ul style="list-style-type: none"><li>• RECESSED PEDESTRIAN ENTRY WITH PROMINENT SECONDARY VOLUMES</li><li>• PRIVATE EAST AND SOUTH FACING DECKS THAT ADD SECONDARY FEATURES</li><li>• LANDSCAPE BUFFER AT STREET LEVEL RESIDENTIAL UNITS</li></ul>
CONS	<ul style="list-style-type: none"><li>• DEPARTURE REQUIRED FOR RESIDENTIAL STREET LEVEL USE</li><li>• PRIVACY FOR UNIT AT CORNER OF GARFIELD AND AURORA</li><li>• SMALLER FLOOR TO CEILING HEIGHTS DUE TO HIGHER FIRST FLOOR FINISH ELEVATION</li></ul>



## OPTION 2

STORIES	6 ABOVE GRADE, 3 BELOW GRADE
FLOOR AREA	GROSS FLOOR AREA 41,973 SF ALLOWABLE FAR AREA 42,081 SF
DWELLING UNITS	67 APARTMENTS
PARKING	34 PARKING SPACES 67 BICYCLE SPACES
POTENTIAL DEPARTURES	NONE

PROS	<ul style="list-style-type: none"><li>• LANDSCAPE BUFFER AT STREET LEVEL RESIDENTIAL UNITS AT AURORA</li><li>• RECESSED CORNER ENTRANCE WITH CONNECTION TO GARFIELD</li><li>• EXPRESSION OF VERTICAL CIRCULATION ON WEST FACADE CREATES MEANINGFUL MODULATION</li><li>• A PATTERN OF PRIVATE DECKS ADD SECONDARY FEATURES</li></ul>
CONS	<ul style="list-style-type: none"><li>• MINIMAL MODULATION AT EAST AND SOUTH FACADE</li><li>• MAXIMIZED UNITS BUT SMALLER UNIT SIZES</li></ul>



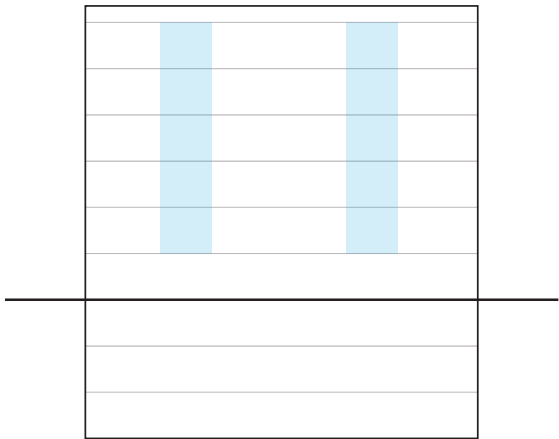
## OPTION 3 – PREFERRED

STORIES	6 ABOVE GRADE, 3 BELOW GRADE
FLOOR AREA	FLOOR AREA 42,038 SF ALLOWABLE FAR AREA 42,081 SF
DWELLING UNITS	68 APARTMENTS
PARKING	34 PARKING SPACES 68 BICYCLE SPACES
POTENTIAL DEPARTURES	NONE

PROS	<ul style="list-style-type: none"><li>• ENTRY CONNECTION TO GARFIELD</li><li>• SIMPLE MASSING STRATEGY</li><li>• PROMINENT SECONDARY FEATURES ON EAST &amp; SOUTH FACADE</li><li>• GROUND-LEVEL MASSING AT THE SOUTHWEST CORNER CREATES A RECOGNIZABLE MAIN ENTRANCE</li><li>• LANDSCAPE BUFFER AT STREET LEVEL UNITS AT AURORA</li></ul>
CONS	<ul style="list-style-type: none"><li>• UNITS LOCATED AT STREET LEVEL ON AURORA</li><li>• MINIMAL MODULATION ON AURORA</li><li>• NO DAYLIGHT AT CORRIDORS</li></ul>



OPTION 3 – PREFERRED



DESIGN CONCEPT

Option 03 proposes a 9-story residential building with 2 levels of below-grade parking with access from the alley. The massing at the street façade will be undercut with the main entrance pushed proud of the massing above and shifted towards the Garfield St ROW. Stacked and grouped exterior decks will add visual entrances to the east and south facades and provide legibility for the building from far away.

ATTRIBUTES

- UNITS: 68 UNITS
- FAR: 42,038 SF (42,081 MAX)
- DEPARTURES: NONE
- PARKING 34 VEHICLE STALLS  
68 BICYCLE

OPPORTUNITIES

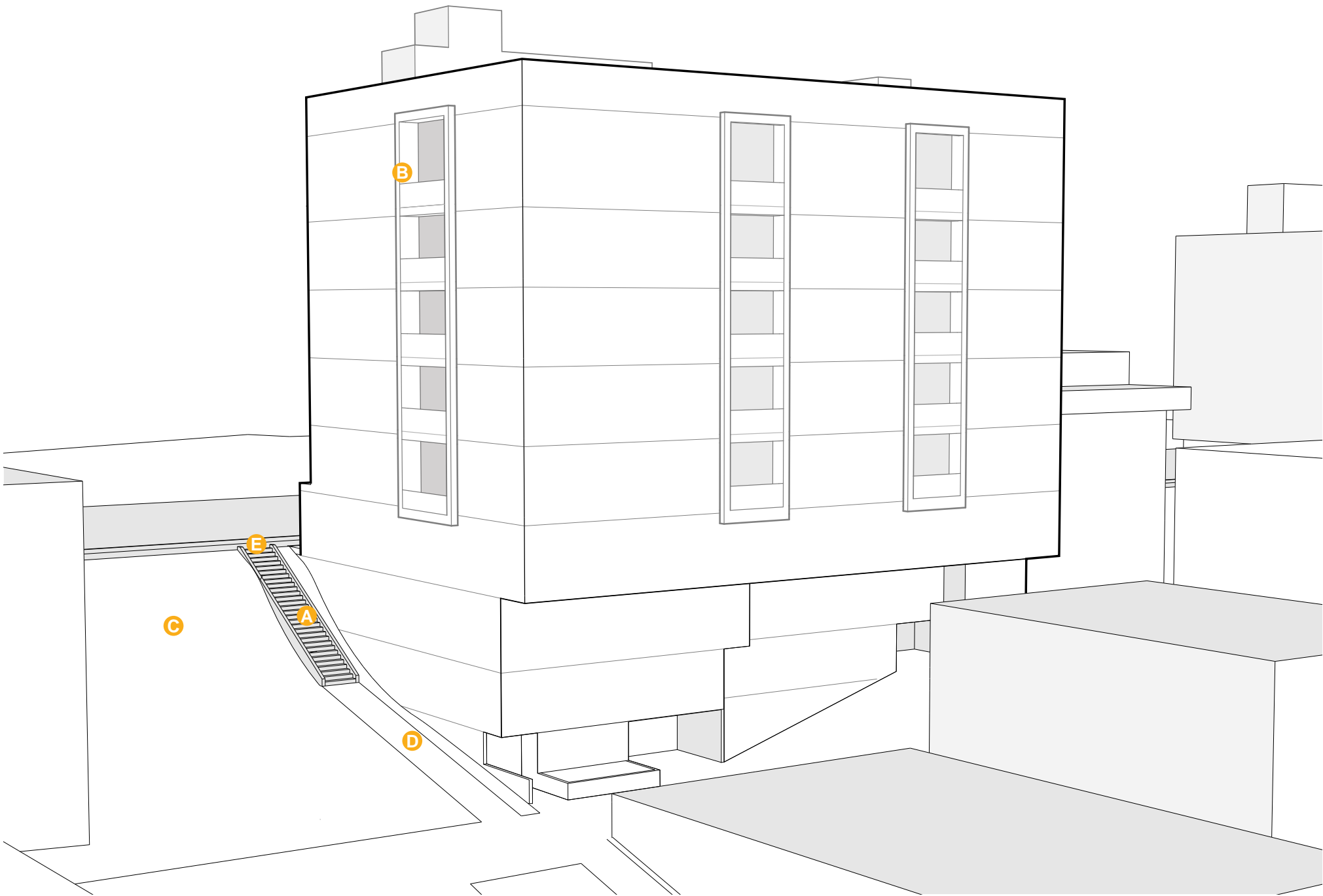
- Entry connection to Garfield
- Private deck that add secondary features
- Simple Massing strategy

CONSTRAINTS

- Units with private decks located at street level on Aurora
- Minimal modulation on Aurora
- No daylight at corridors

DESIGN GUIDELINES

- A** CS1.C.1. TOPOGRAPHY + LANDFORM
- B** CS2.A.2. ARCHITECTURAL PRESENCE
- C** CS2.B.2. ADJACENT SITE, STREETS, AND OPEN SPACES
- D** PL1.B.A. PEDESTRIAN INFRASTRUCTURE
- E** PL3 STREET LEVEL INTERACTION
- F** DC1.B.1. ACCESS AND CIRCULATION
- G** DC2.B. FACADE COMPOSITION
- H** DC2.B. SECONDARY ARCHITECTURAL FEATURES



VIEW FROM THE SOUTHEAST (GARFIELD ST)



1. CONTEXT ANALYSIS AND MASSING OPTIONS

a. In agreement with public comment, the Board was concerned with the applicant's overall analysis and consideration of the existing uses along the alley to the west, which include residential and commercial access, and the existing topography. Moving forward, the Board gave guidance for the applicant to include more in-depth analysis of the existing conditions along the alley and how the proposed building interacts with the alley. The Board requested that the applicant specifically provide studies showing traffic flow and maneuverability for vehicle and bike parking, loading and moving activities, and solid waste storage and servicing.

APPLICANT RESPONSE:

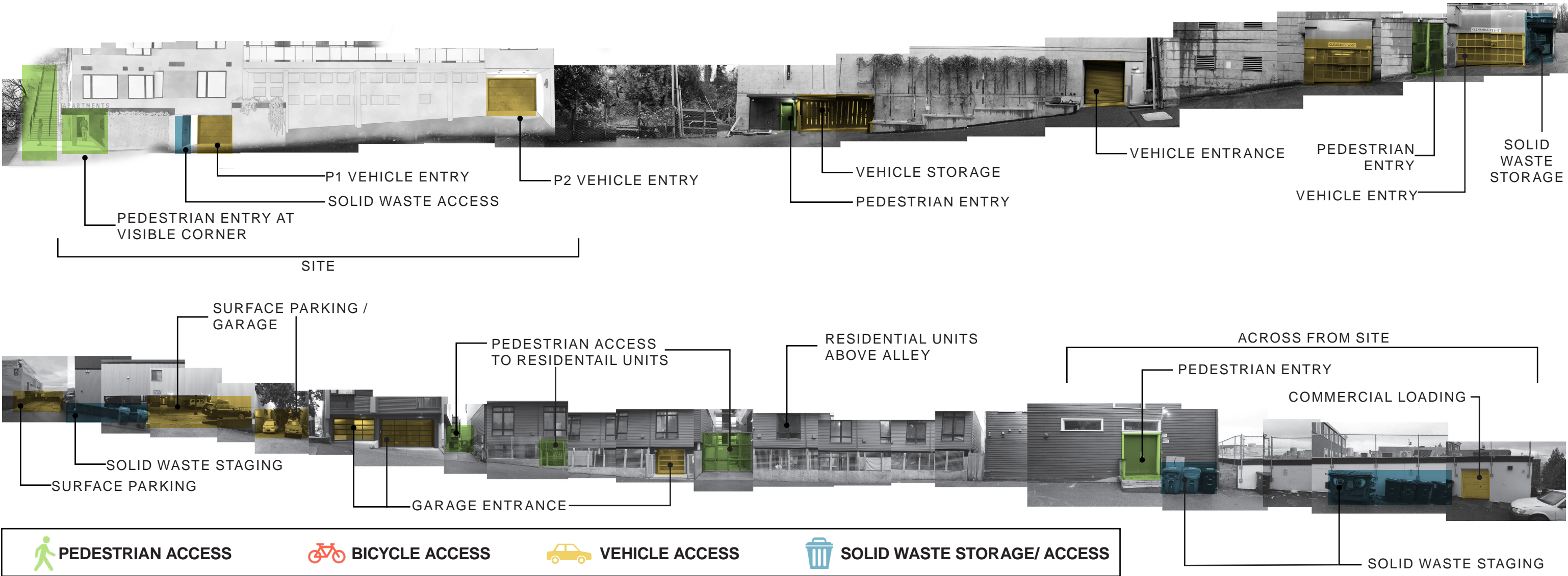
Our analysis of the alley (see the alley elevation/use diagrams) indicates that it primarily serves as vehicle access for parking and solid waste servicing. There are a few designated pedestrian access points, which may also serve as emergency exits if situated along the alley. Similarly, for our site, the alley mainly functions for vehicle access and solid waste servicing. However, with the adjacent Garfield St right-of-way, we have designed a prominent and pedestrian focused entrance at the alley level.

The existing topography provides an opportunity to create access to two distinct parking levels, which serve the residential units above. Pedestrian access to the alley is limited to the southeast corner, where Garfield Street intersects the alley. This location transitions into a pedestrian stairway leading up to Aurora Avenue. By placing a pedestrian entrance at this corner, we minimize the need for pedestrians to navigate the alley itself.

Opening up the entry corner to both Garfield Street and the alley enhances visibility, allowing pedestrians to see vehicles entering and exiting the alley. It also visually connects the pedestrian entrance at the corner with the one located at Aurora, creating a seamless transition for foot traffic.

SEATTLE DESIGN GUIDELINES

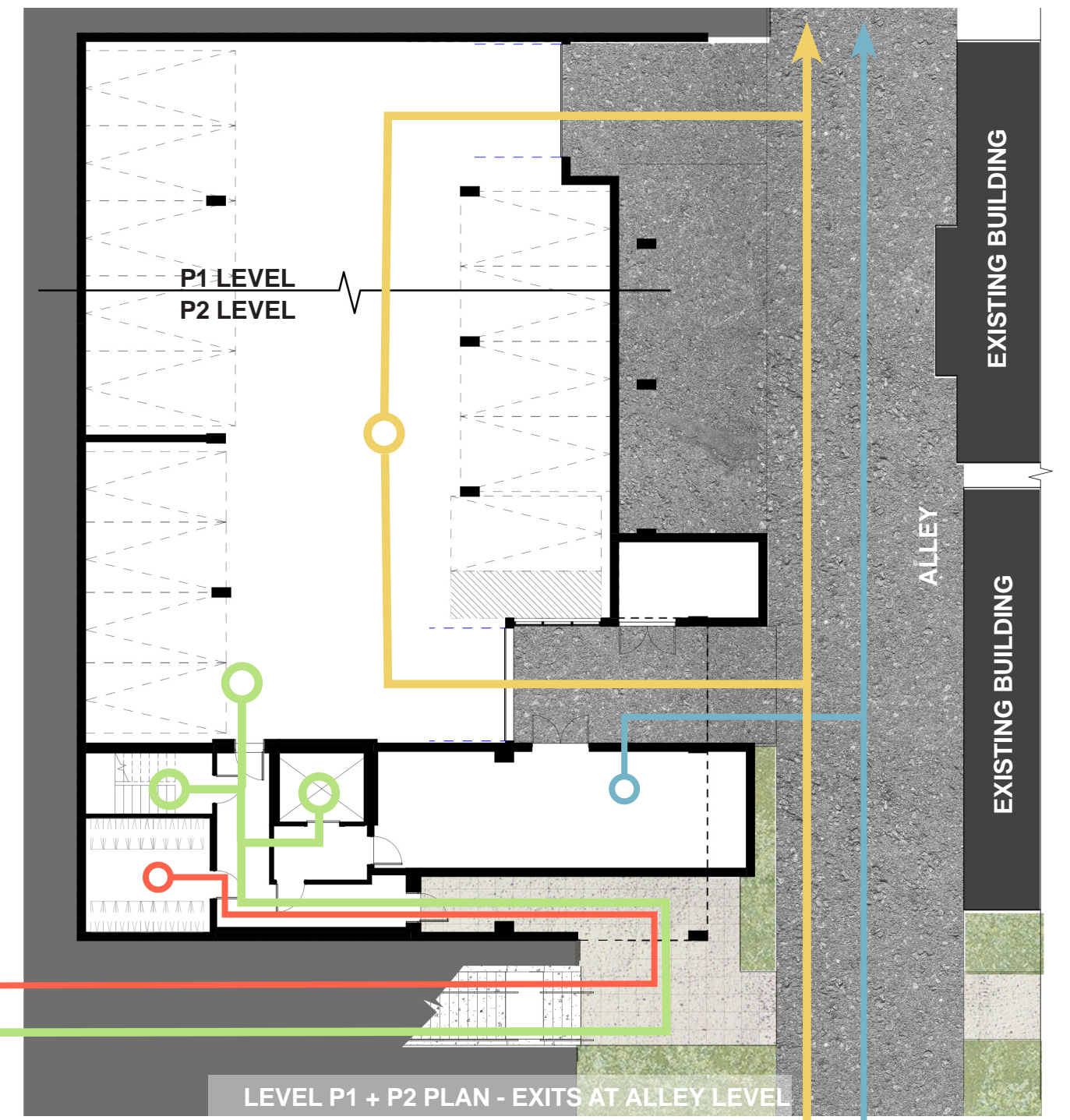
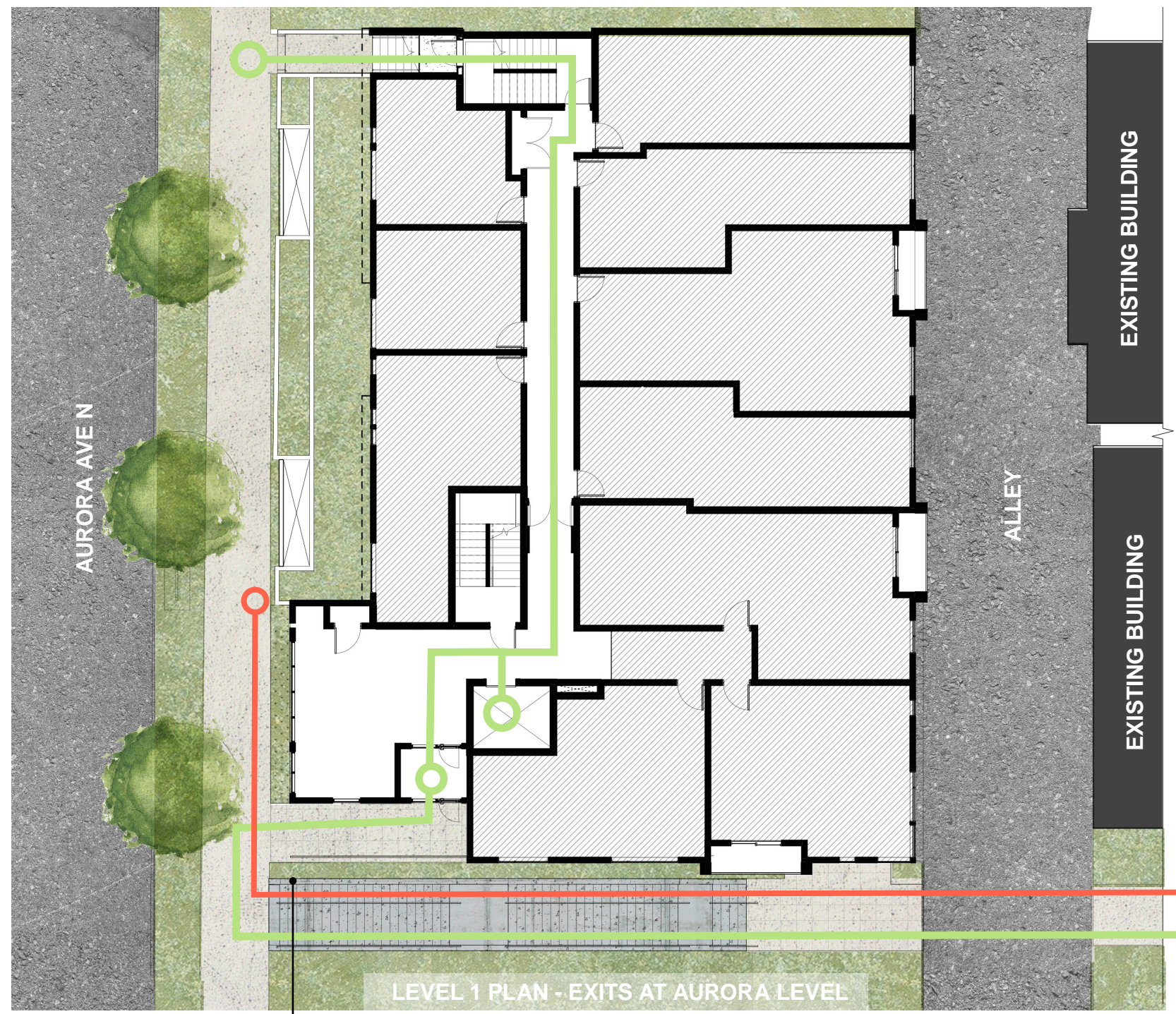
CS1-C Topography  
CS2 Urban Pattern and Form  
PL4 Active Transportation  
DC1-B Vehicular Access and Circulation  
DC1-C Parking and Service Uses





SEATTLE DESIGN GUIDELINES

CS1-C Topography  
CS2 Urban Pattern and Form  
PL4 Active Transportation  
DC1-B Vehicular Access and Circulation  
DC1-C Parking and Service Uses



PROPOSED BIKE RUNNEL ON NORTH STAIR CURB

PEDESTRIAN ACCESS

BICYCLE ACCESS

VEHICLE ACCESS

SOLID WASTE STORAGE/ ACCESS

HATCH OF RESIDENTIAL UNITS



1. CONTEXT ANALYSIS AND MASSING OPTIONS

b. The Board discussed all massing options provided by the applicant, considered the responsiveness to the existing context and the relationship to the unique character of the three frontages, Aurora Ave N and the alley, and agreed with the applicant’s preferred architectural massing Option 3. The Board appreciated Option 3 for its simple defined massing, which is visually divided into 2 distinct volumes with recessed gasket on Aurora Ave N and upper-level recessed balconies grouped together within large frames and intentionally eroded lower levels of the mass along the alley. The Board gave guidance for these elements to be retained moving forward.

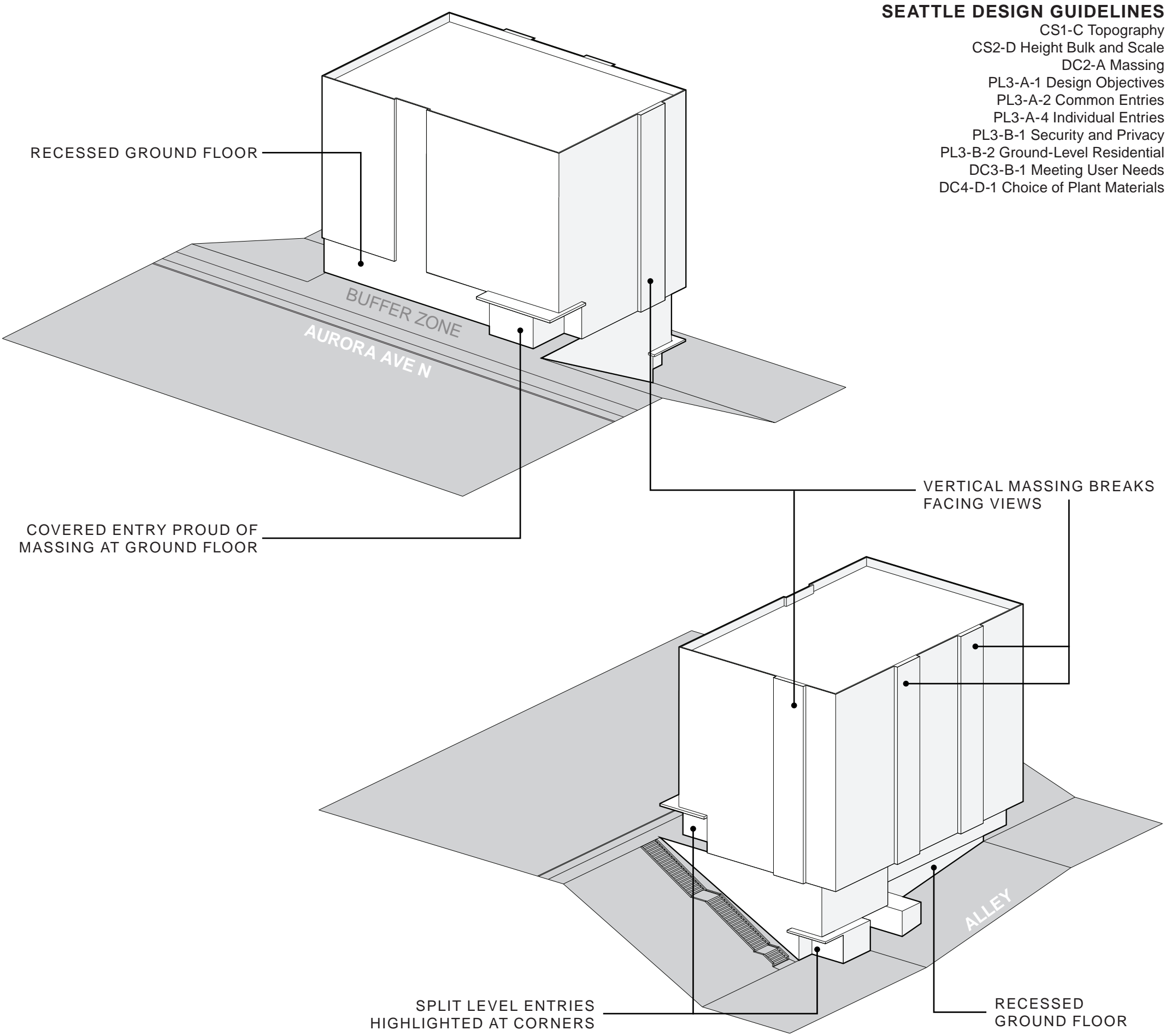
APPLICANT RESPONSE:

The design of EDG Option 3 has been further developed but retains the qualities identified in the EDG Report.

c. The Board appreciated the location of the protruding single-story main residential entry mass at the southwest corner of the building on Aurora Ave N. The Board also noted its location complimented the overall simple massing composition and begins to address the intersection of the sidewalk and the stairs on Garfield St. However, the Board was concerned with the perceived bulk of the single-story massing and its integration with the overall massing along Garfield St. Moving forward, the Board gave guidance for the applicant to continue to study the perceived weight and transparency of this single-story mass as it relates to the overall massing composition and the visual connection to the sidewalk along Aurora Ave N, and the stair along Garfield St. The Board recommended the applicant study the use of high levels of transparency, decorative screening to provide a sense of separation between the right-of-way and the residential lobby space, and other means to provide a transitional space between the public and private realm.

APPLICANT RESPONSE:

Significant glazing has been incorporated into the main entrance, wrapping around the corner to enhance the visual connection between the building, the adjacent sidewalk, and the right-of-way stairway. The doorway has been relocated to the south façade and recessed to create a sheltered entry and a strong visual link to the pedestrian entrance at the Garfield right-of-way stair. The Aurora Avenue entrance features an open, south-facing design, positioned above the Garfield stairs to overlook the sidewalk, the stairway, and the slope toward Dexter. This placement not only enhances the connection between the public and private realms but also improves privacy for the residential units along Aurora by distancing them from entry and exit foot traffic.



SEATTLE DESIGN GUIDELINES

- CS1-C Topography
- CS2-D Height Bulk and Scale
- DC2-A Massing
- PL3-A-1 Design Objectives
- PL3-A-2 Common Entries
- PL3-A-4 Individual Entries
- PL3-B-1 Security and Privacy
- PL3-B-2 Ground-Level Residential
- DC3-B-1 Meeting User Needs
- DC4-D-1 Choice of Plant Materials



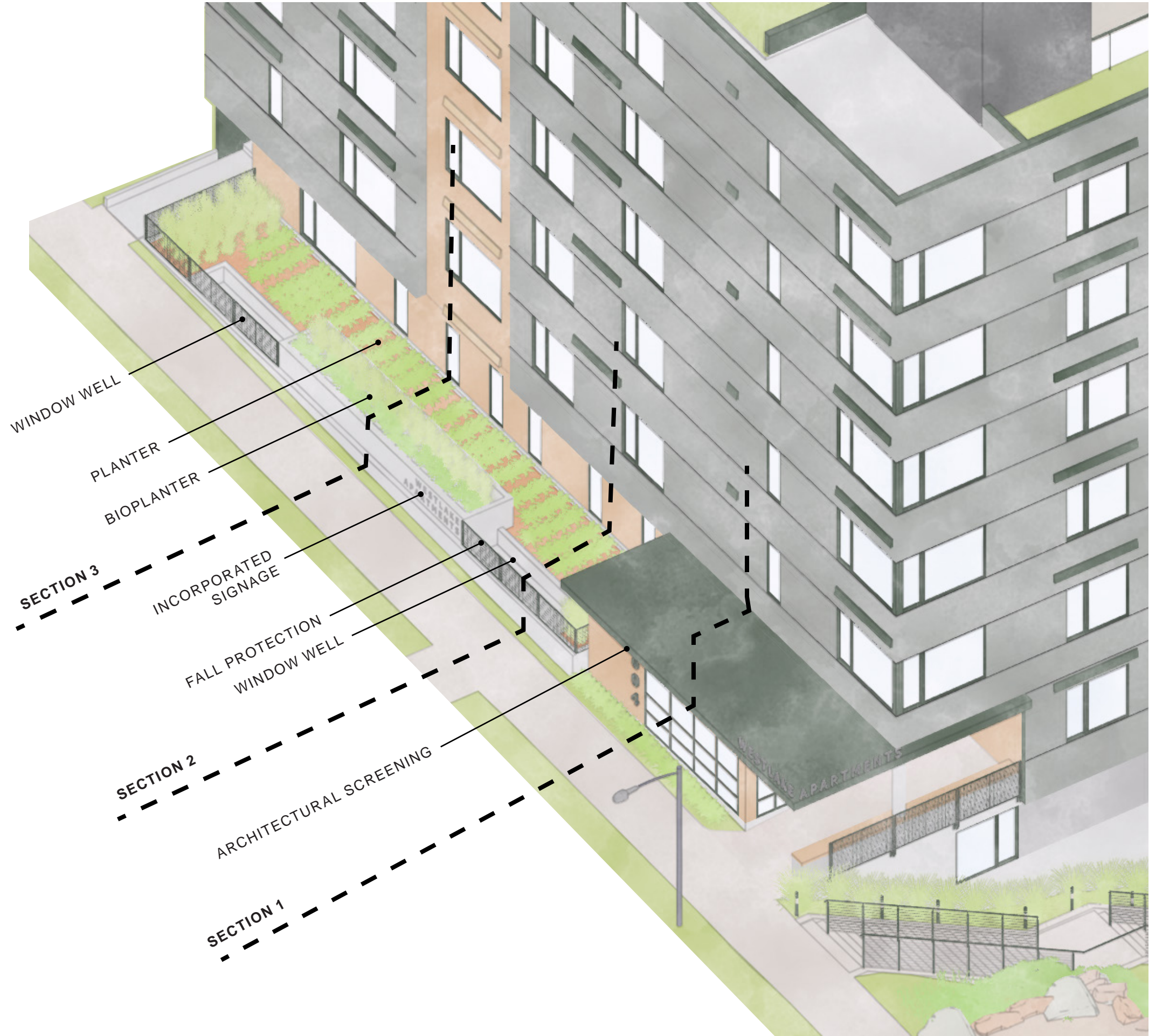
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2. GROUND LEVEL USES AND STREETScape ACTIVATION

a. In acknowledgement of the high-speed traffic on Aurora Ave N, the Board was concerned with the minimal separation and buffer between the street, sidewalk, and the exterior patios in front of the residential units and the space in front of the main residential entry. Moving forward, the Board gave guidance for the applicant to further develop the design of the right-of-way and exterior spaces along Aurora Ave N to include a deep and layered landscape buffer with planters that provide adequate separation to allow for usable space that feels safe, well lit, and protected from the roadway.

**APPLICANT RESPONSE:**

After careful consideration, the previously proposed patios have been removed. Instead a raised 10' deep landscape area has been designed between the residential units and the sidewalk along Aurora Avenue to include an inaccessible planted zone with layered screening that takes advantage of the site's topography, sitting above the sidewalk. This design feature enhances privacy for ground-level units while still allowing ample natural light into these spaces. Additionally, relocating the main entry door to the south façade increases separation from pedestrian foot traffic, further improving the sense of privacy and security for residents.



**SEATTLE DESIGN GUIDELINES**

(PL2-B Safety and Security  
PL3-B-2 Ground-Level Residential  
DC3-B-1 Meeting User Needs  
DC4-D-1 Choice of Plant Materials)

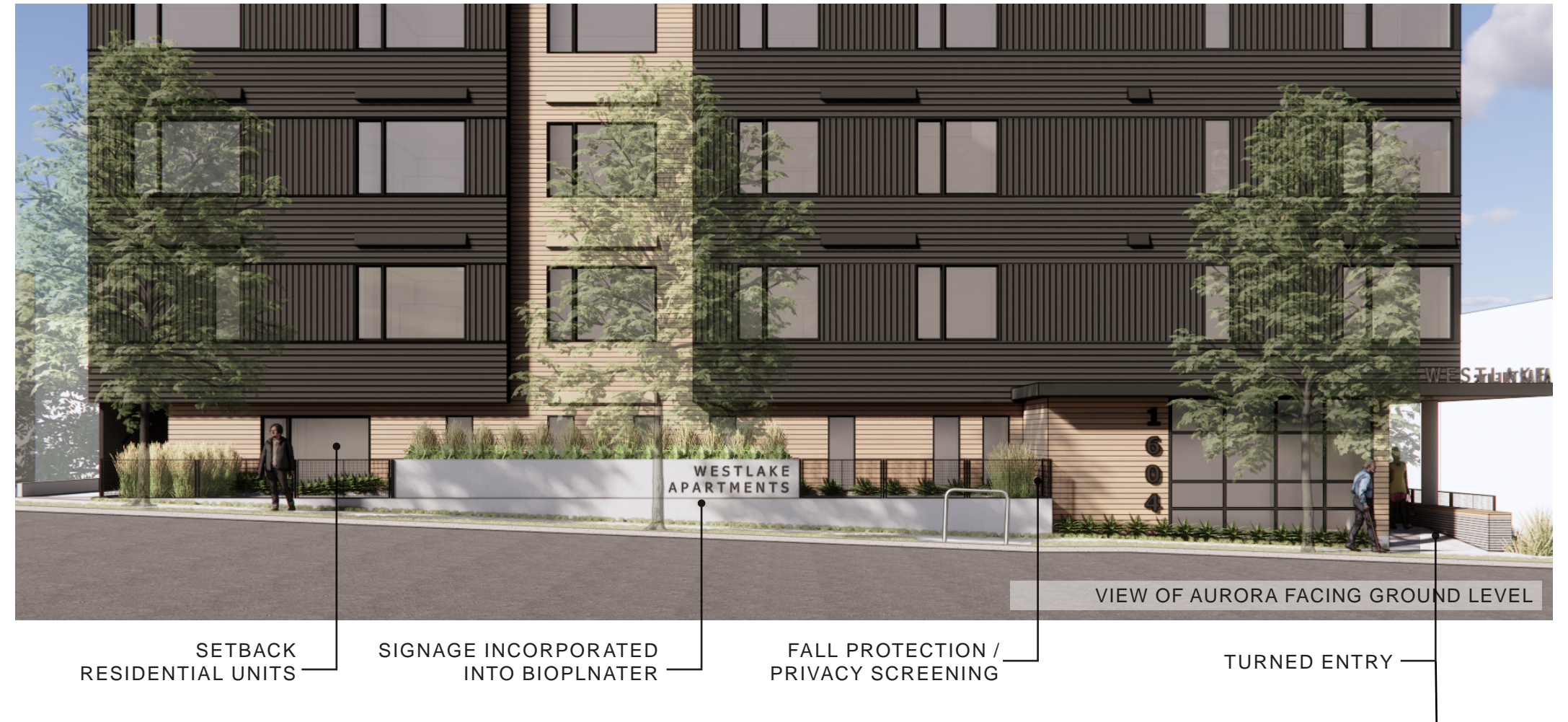


## 2. GROUND LEVEL USES AND STREETScape ACTIVATION

*b. The Board appreciated the inclusion of a secondary residential entry at the southeast corner of the building at the intersection of the alley and Garfield St, noting that residents of the building will likely access the site equally from Aurora Ave N and from Dexter Ave N to the east. The Board gave guidance for the applicant to continue to develop the entry as a front door with a high level of transparency at the corner, overhead weather protection, signage, lighting and other secondary architectural features that make for a clear and identifiable residential entry. The Board also noted that the design should also incorporate SEPTED principles for public safety.*

### APPLICANT RESPONSE:

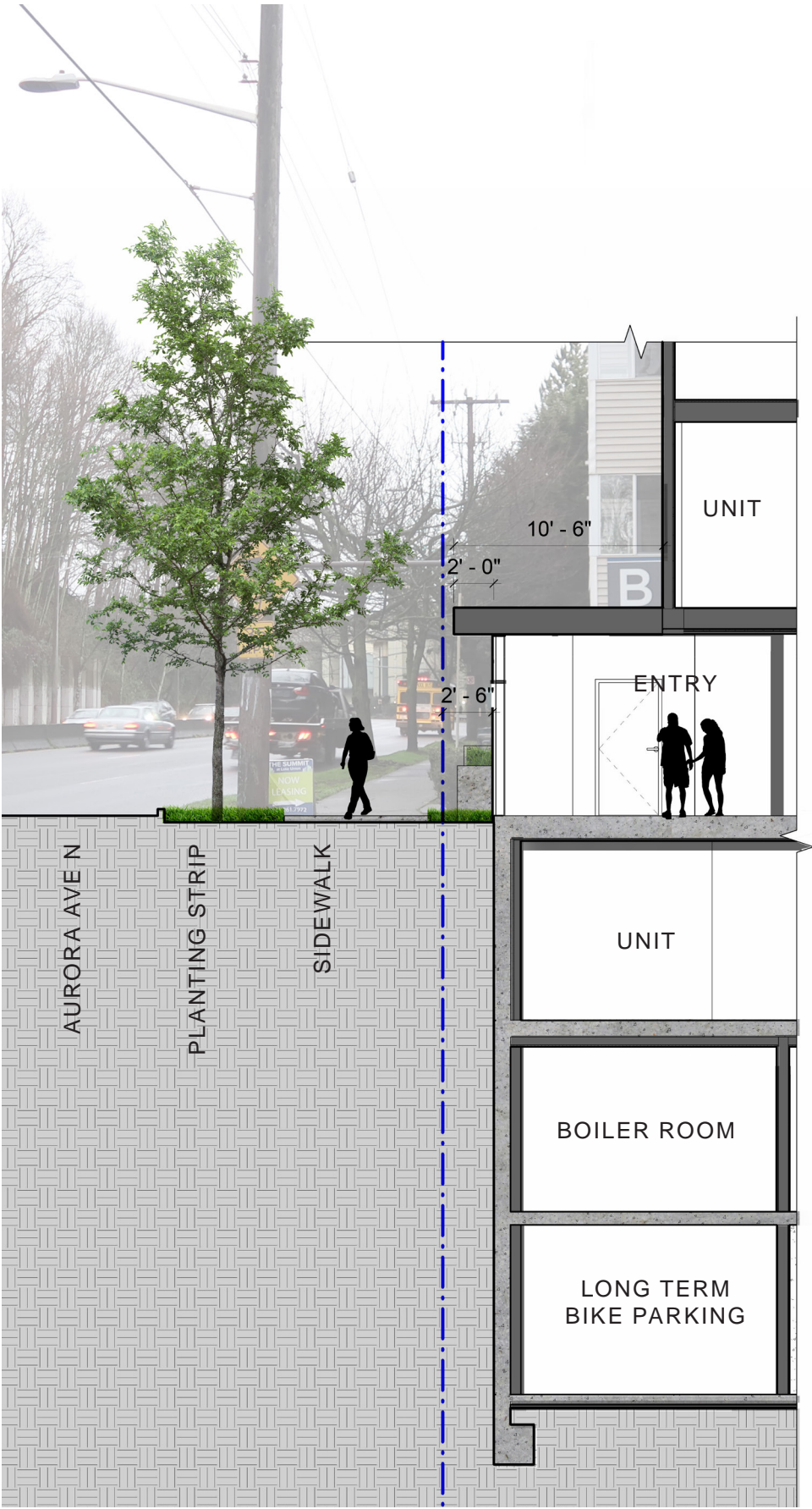
The alley entrance has been retained but has been redesigned to open onto both Garfield Street and the alley, leveraging the site's topography to enhance visibility and pedestrian access. The entry door has been recessed to create a protected transition zone from the right-of-way to the interior, incorporating lighting, weather protection, and clear signage. The materials and composition are visually cohesive with the pedestrian entrance on Aurora, reinforcing a unified design language. Additionally, both entries are connected by the new pedestrian stairs along Garfield, ensuring a clear and accessible circulation path.



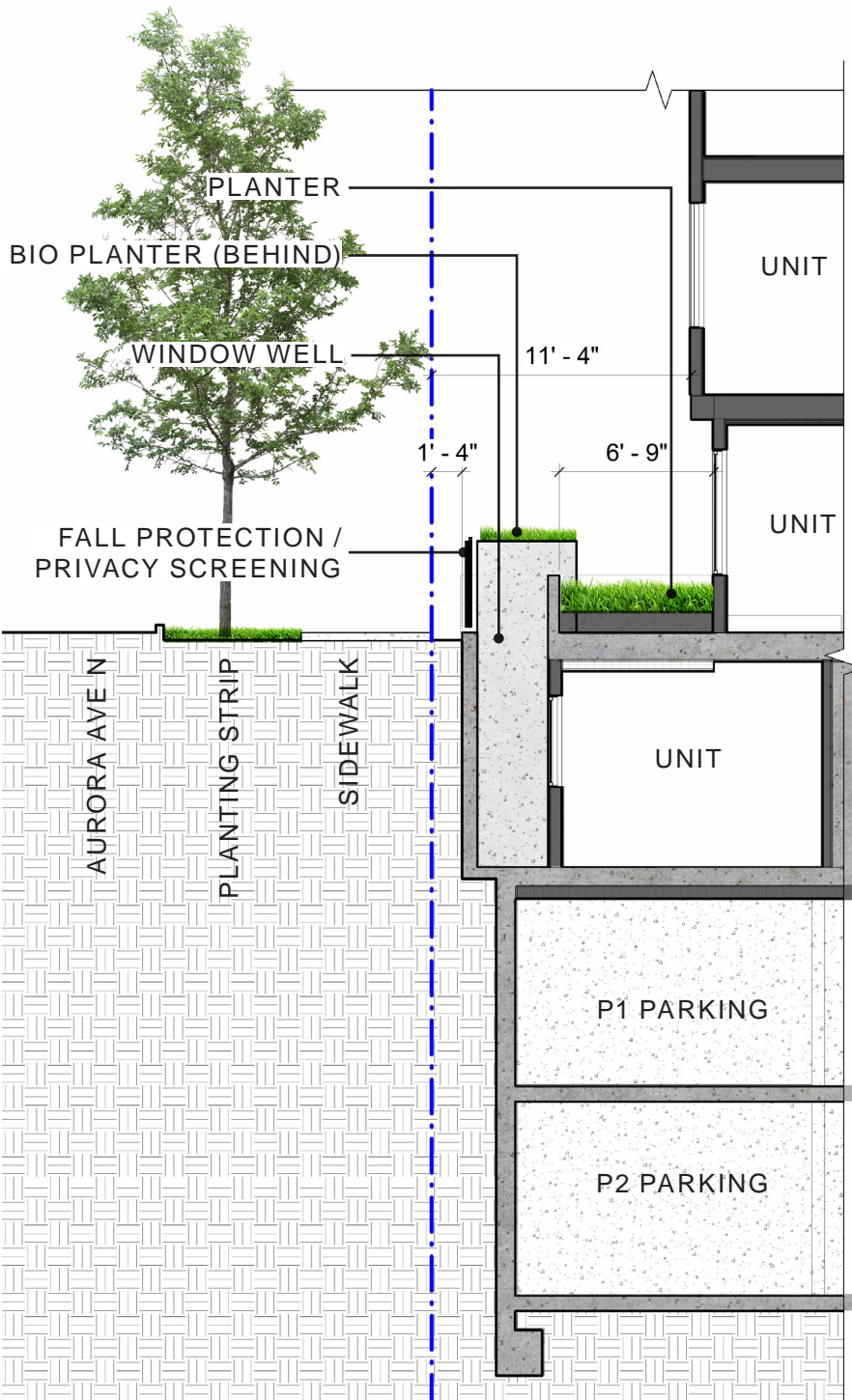
### SEATTLE DESIGN GUIDELINES

PL2 Walkability  
PL3-A-1 Design Objectives  
PL3-A2 Common Entries  
PL3-A-4 Individual Entries

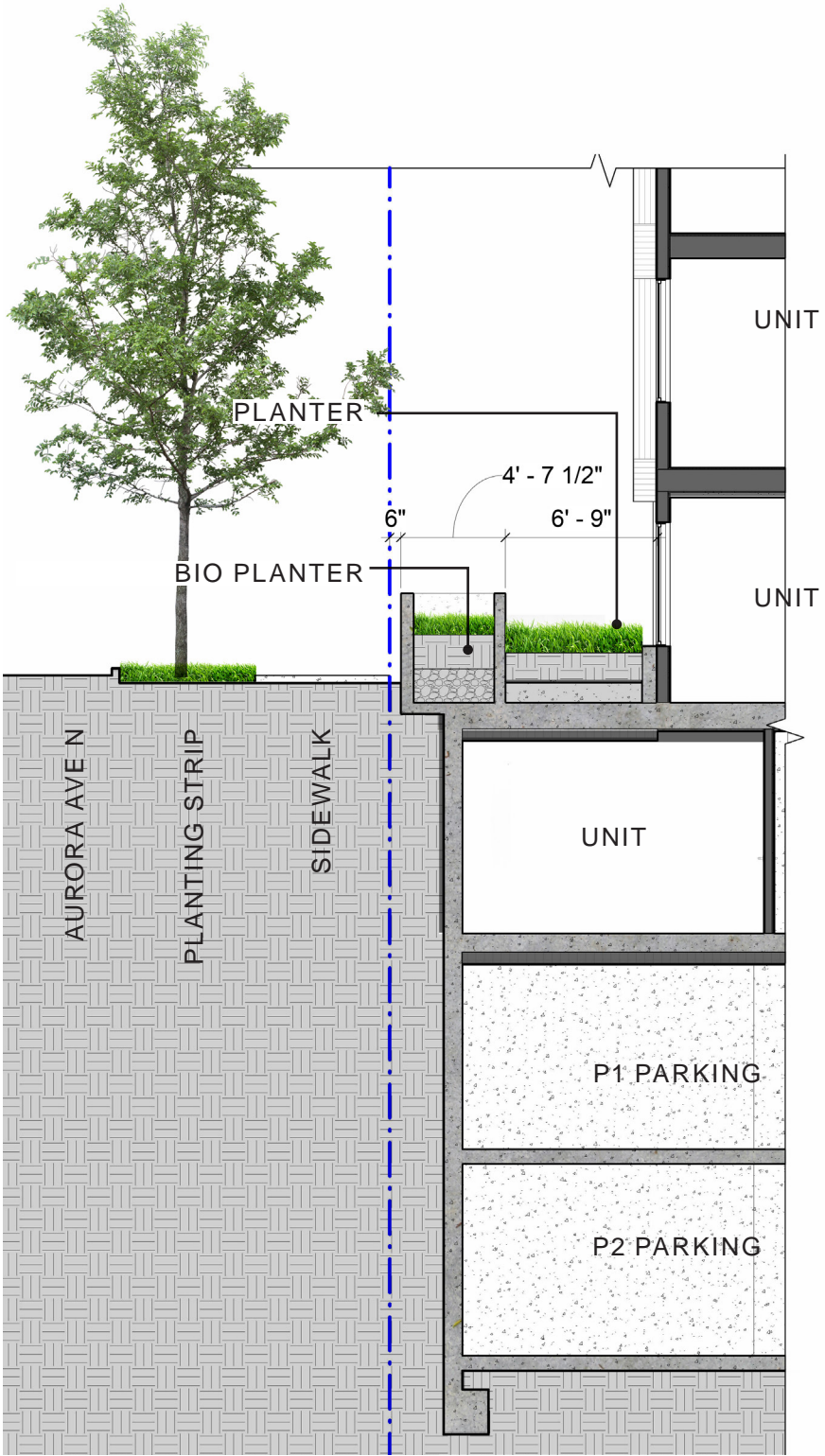




SECTION 1 - ENTRY



SECTION 2 - WINDOW WELL



SECTION 3 - BIOPLANTER + PLANTER



## 2. GROUND LEVEL USES AND STREETScape ACTIVATION

c. After considering comments offered by The Seattle Department of Transportation related to Garfield St right-of-way improvements (likely to not be improved because of the steep topography), the Board gave guidance for the applicant to work with SDOT to enhance the existing stair through the inclusion of a landscape buffer between the stair and the building, overhead weather protection, and lighting. The Board also gave guidance to include additional transparency along the Garfield St frontage to increase visual connection and promote increased public safety.

### APPLICANT RESPONSE:

The design team is coordinating with SDOT to rebuild the Garfield Street stairway. Landscaping and building lighting will be utilized to further enhance this right-of-way and promote a safe pedestrian experience. The building design has been further developed to include significant glazing at the main entrance that will overlook this area.

d. The Board gave guidance for the applicant to include signage and lighting into the overall design of the project to enhance wayfinding and public safety, specifically at the residential entries and along the alley.

### APPLICANT RESPONSE:

Please refer to page 16 for proposed building signage, and page 33 for proposed exterior lighting. The building signage strategy caters towards the pedestrian experience, providing clear building signage and the building address. The signage located at the entries off of Garfield and the alley pull inspiration from the various neon signs in Seattle, their glow will help with wayfinding but because they are covered in these locations, they will not disturb the residential units above.



### SEATTLE DESIGN GUIDELINES

PL2 Walkability  
 PL3-B-1 Security and Privacy  
 PL2-B-2 Lighting for Safety  
 PL2-D Wayfinding  
 DC4-B Signage



3. FACADE ARTICULATION AND MATERIALITY

a. The Board appreciated the overall simple architectural massing concept shown on massing Option 3 that implied the use of materiality and fenestration patterning as the differentiator between massing volumes, gaskets, and protruding and recessed elements on each façade. The Board gave guidance for the applicant to purposefully articulate each façade using the composition of large expanses of glazing, framed balconies, art, decorative screening, and other secondary architectural features to help mitigate the perceived height, bulk, and scale of the simple massing.

APPLICANT RESPONSE:

The Board-supported simple massing concept has been maintained. The massing of the residential units is articulated with volumes that are expressed above grade, while recessed elements create a stronger relationship with the street level. Additionally, framed balconies highlight key views from the residential units, and are architectural elements that will be legible from far away, further enhancing the overall building composition.

The glazing is carefully aligned and grouped by level to present a cohesive and organized façade. It also responds to the surrounding context, with raised sills facing the busier street (Aurora) for privacy and taller windows oriented toward more desirable views. Despite these distinct approaches, a unified aesthetic is achieved through consistent exterior material choices and application.

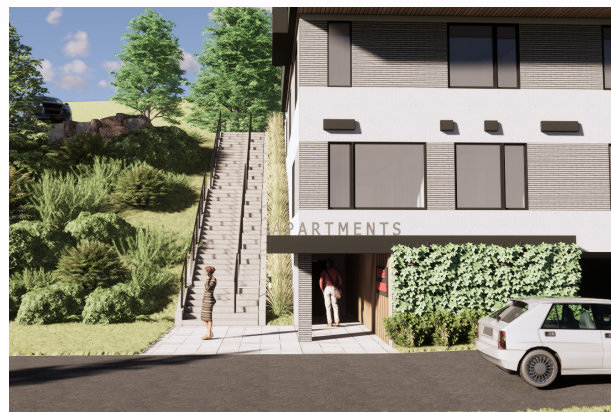
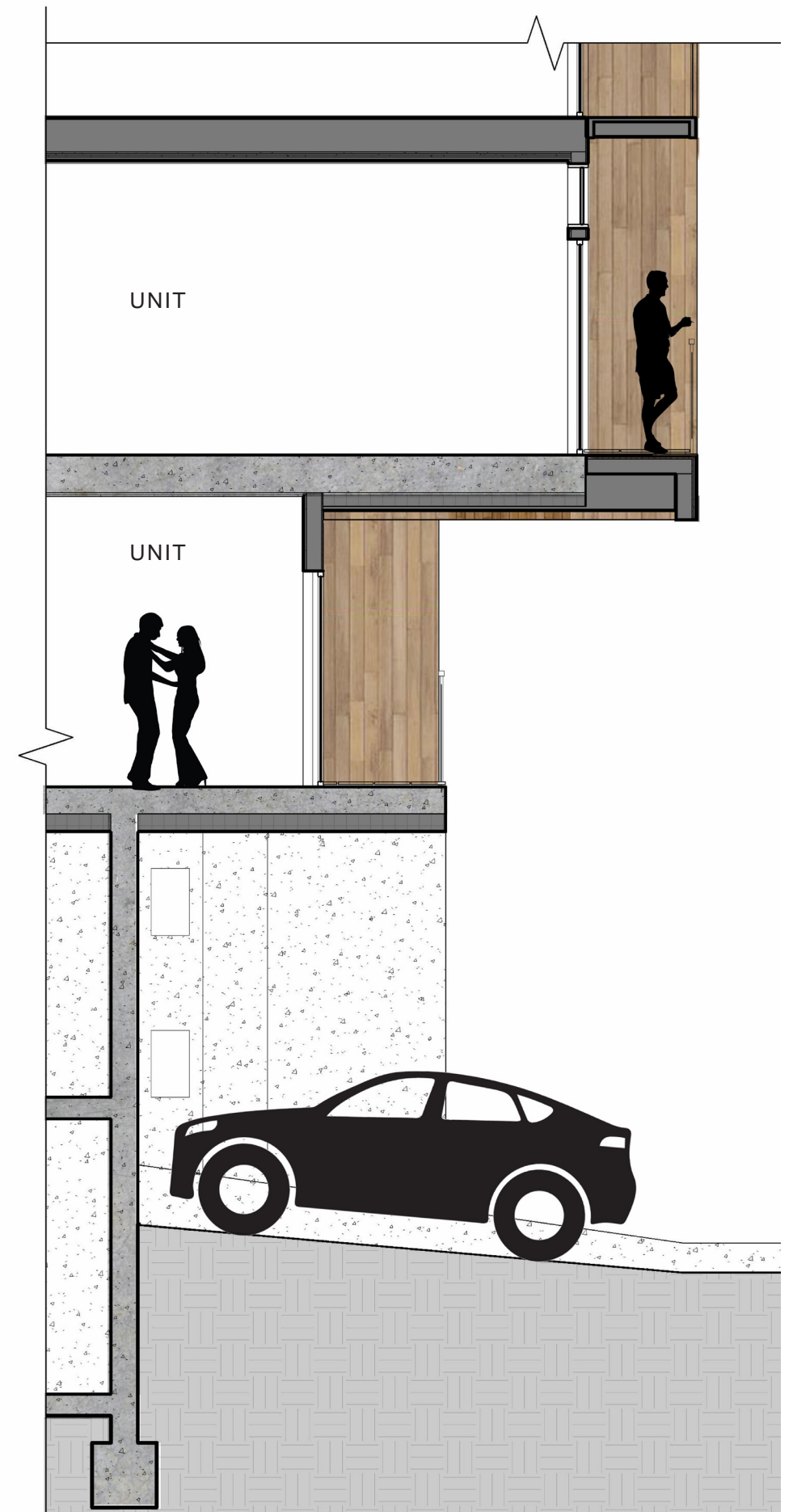
The façades incorporate a variety of high-quality materials that emphasize the massing strategy. The lower levels facing the alley maintain a concrete finish that reflects the alley facing character of adjacent sites, incorporating textured form liners for visual interest. Above, horizontal and vertical corrugated metal panels add depth and variation. At key interaction points such as entrances and framed balconies, a warm wood-toned material introduces a human-scale contrast, providing warmth against the darker steel elements.



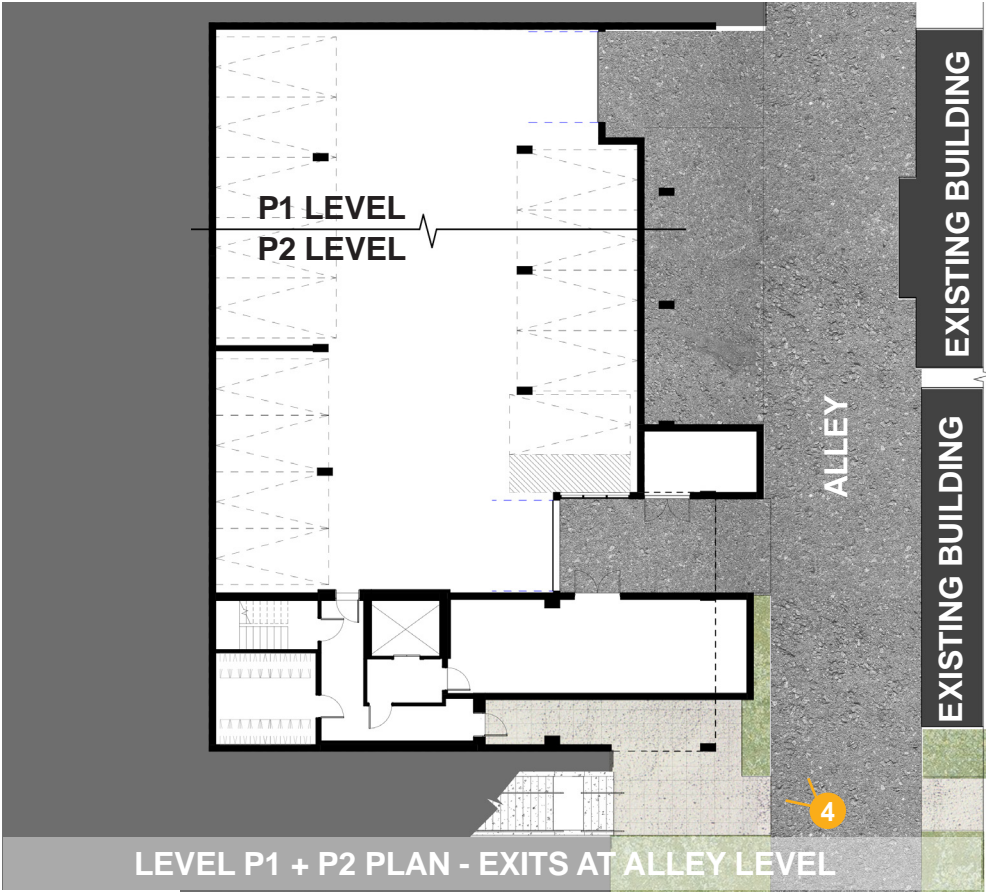
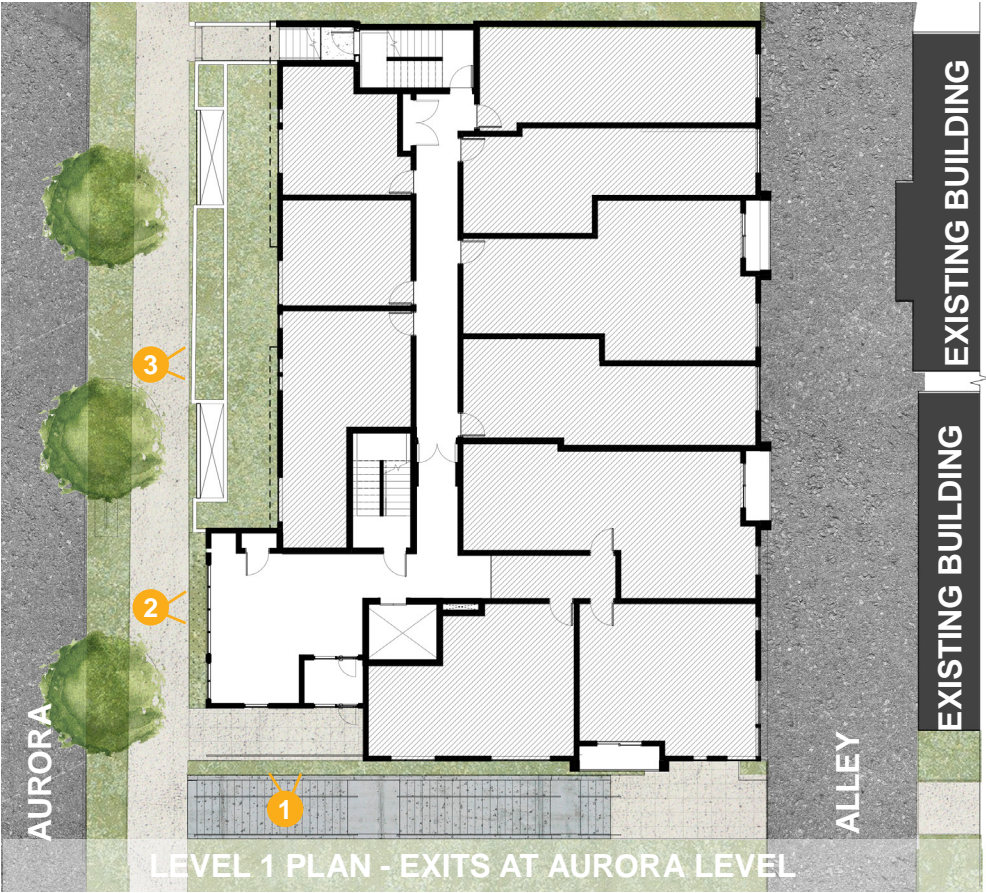
**SEATTLE DESIGN GUIDELINES**  
DC2-B Architectural and Facade Composition  
DC2-C Secondary Architectural Features  
DC2-D Scale and Texture











SIGNAGE INSPIRATION





**(A) NU-WAVE CORRUGATED METAL SIDING**  
EXPOSED FASTENER PANEL  
MATTE BLACK

Nu-Wave® Corrugated metal siding is a classic exposed fastener panel with 32" -34 2/3" coverages. The sinusoidal, 7/8" deep corrugations provide more subtle shadow accents. This material is used on the upper levels facade in both its vertical and horizontal application.

**(B) TRESPA PURA PANEL**  
HIGH RPESSURE LAMINATE PANEL  
ROMANTIC WALNUT

A high quality panel madde from a high density bakelite body with a true wood surface covered with an exterior film that is UV resistant and more durable than true wood. This is used on the recessed facades, the interior of the exterior decks, and the entrances and soffits. This material is used to both express massing as well as add warmth to the areas of the facade that are experienced at eye level by occupants.

**(C) TRESPA METEON PANEL**  
HIGH PRESSURE LAMINATE PANEL  
BLACK A90.0.0 , DIFFUSE

A black painted fiber cement panel is used on the shroud exterior deck elements. This provides a textural difference from the corrugated metal siding for the expressed massing elements.

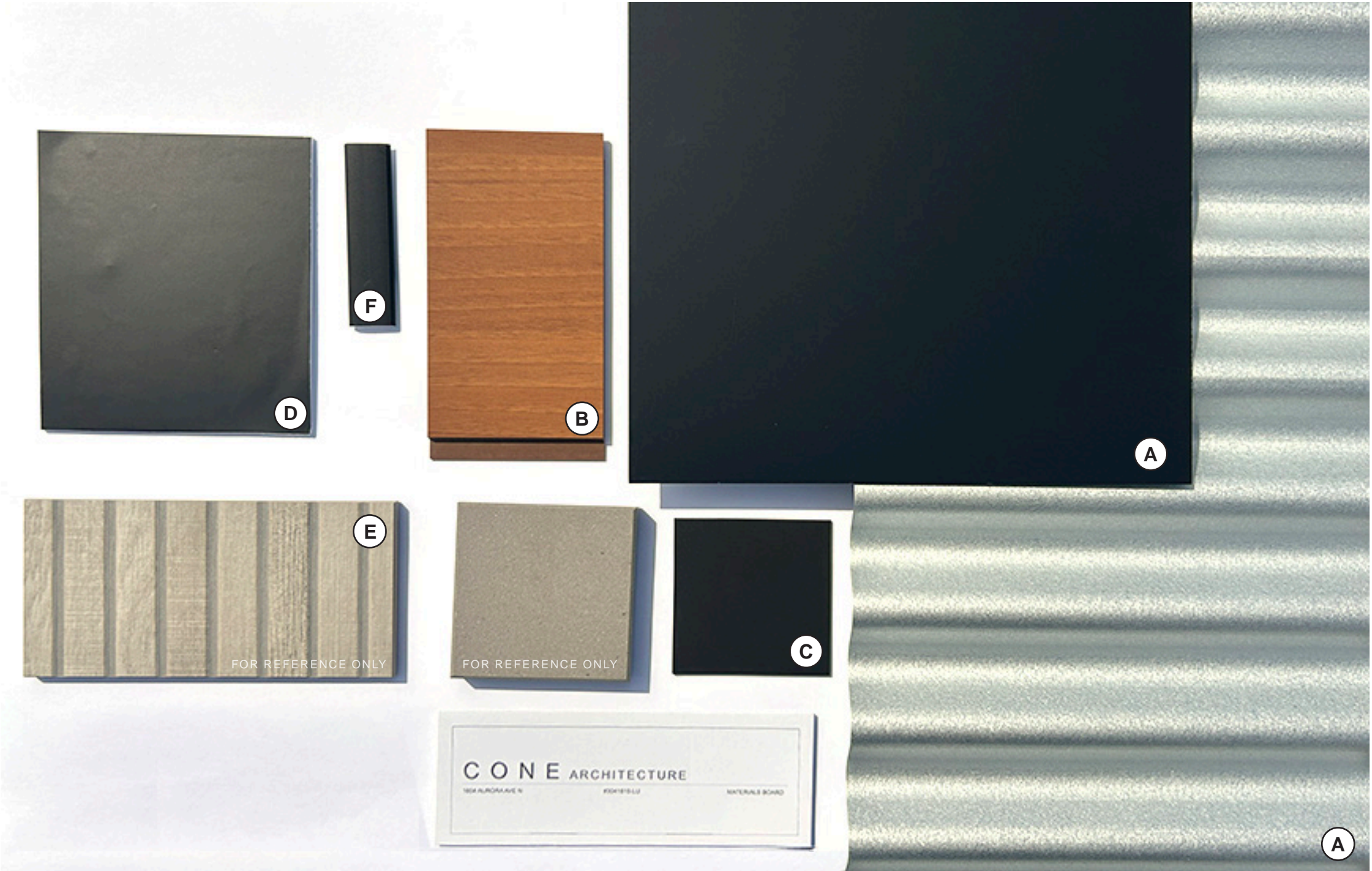
**(D) FIBER CEMENT TRIM / FASCIA**  
PAINTED SW 6258 TRICORN BLACK, SMOOTH

Black fiber cement is used for trim and awning fascia to contrast the cooler gray and warm cedar of the adjacent smooth and textured panels.

**(E) CAST IN PLACE CONCRETE**  
FORM LINED

In order to add texture and variance to the concrete areas of the project, form liners will be used to add a raked like look.

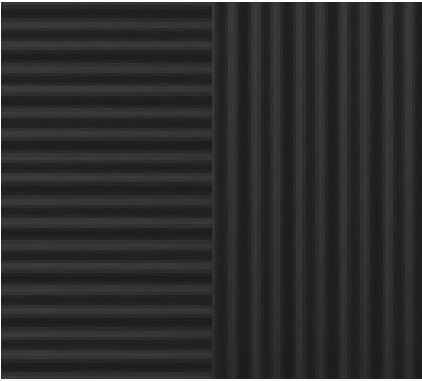
**(F) VINYL WINDOW**  
BLACK







WEST ELEVATION



NU WAVE CORRUGATED METAL SIDING (A)  
AEP Span, 22 Gauge  
Matte Black



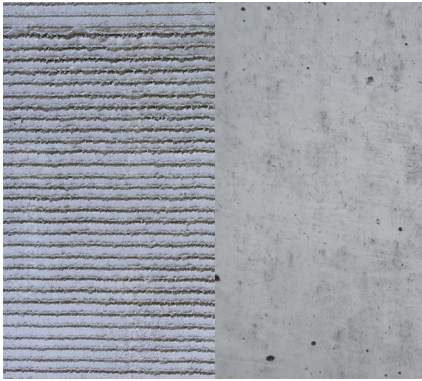
WOOD LOOK CLADDING (B)  
Trespa Pural Panels  
Romantic Walnut



PANEL SYSTEM (C)  
Trespa Meteoron  
Metropolis Black, Diffuse



FIBER CEMENT FASCIA (D)  
James Hardie, 5/16" Smooth  
SW 6258 Tricorn Black



CAST IN PLACE CONCRETE (E)  
Architectural Finish

HORIZONTAL RAIL (G)  
Black Metal + Glass

VINYL WINDOW (H)  
Black

ALUMINUM VENT SHROUD (I)  
Paint to Match Adjacent

METAL CAP FLASHING (J)  
SW 6258 Tricorn Black





SOUTH ELEVATION



**NU WAVE CORRUGATED METAL SIDING** (A)  
AEP Span, 22 Gauge  
Matte Black



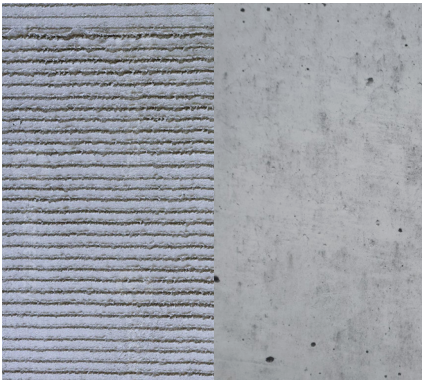
**WOOD LOOK CLADDING** (B)  
Trespa Pural Panels  
Romantic Walnut



**PANEL SYSTEM** (C)  
Trespa Meteor  
Metropolis Black, Diffuse



**FIBER CEMENT FASCIA** (D)  
James Hardie, 5/16\"/>



**CAST IN PLACE CONCRETE** (E)  
Architectural Finish

**HORIZONTAL RAIL** (G)  
Black Metal + Glass

**VINYL WINDOW** (H)  
Black

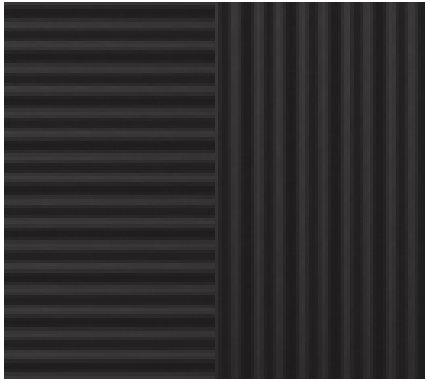
**ALUMINUM VENT SHROUD** (I)  
Paint to Match Adjacent

**METAL CAP FLASHING** (J)  
SW 6258 Tricorn Black





EAST ELEVATION



**NU WAVE CORRUGATED METAL SIDING** (A)  
AEP Span, 22 Gauge  
Matte Black



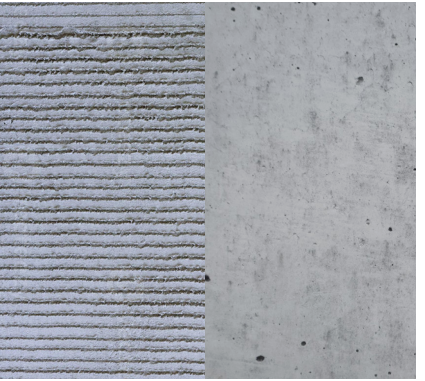
**WOOD LOOK CLADDING** (B)  
Trespa Pural Panels  
Romantic Walnut



**PANEL SYSTEM** (C)  
Trespa Meteor  
Metropolis Black, Diffuse



**FIBER CEMENT FASCIA** (D)  
James Hardie, 5/16" Smooth  
SW 6258 Tricorn Black



**CAST IN PLACE CONCRETE** (E)  
Architectural Finish

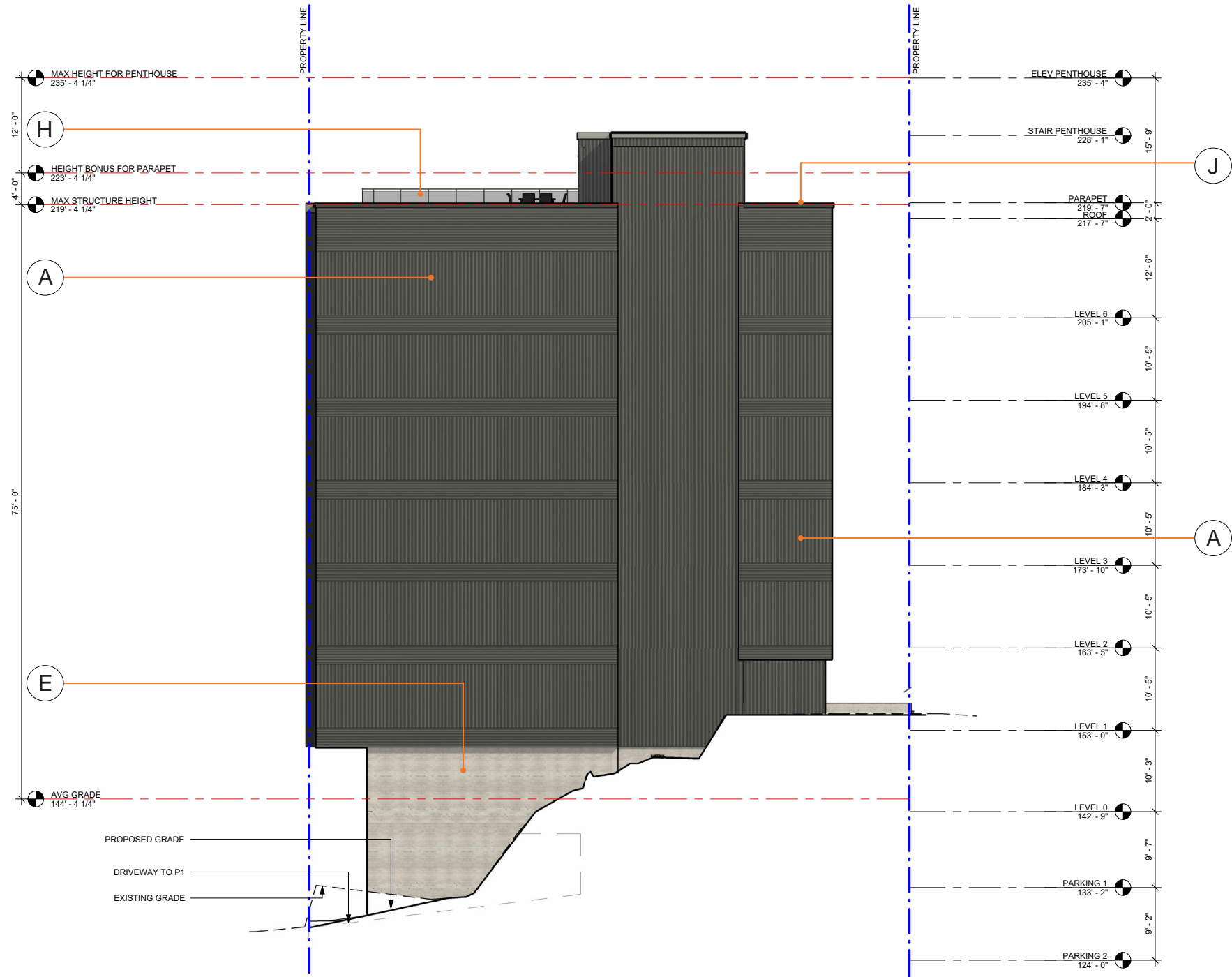
**HORIZONTAL RAIL** (G)  
Black Metal + Glass

**VINYL WINDOW** (H)  
Black

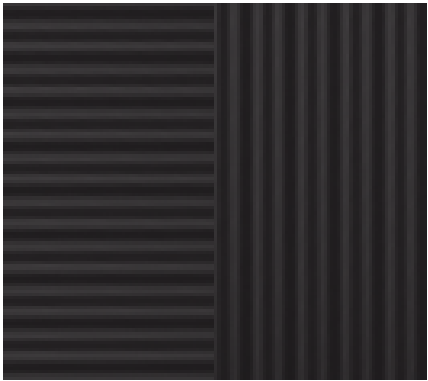
**ALUMINUM VENT SHROUD** (I)  
Paint to Match Adjacent

**METAL CAP FLASHING** (J)  
SW 6258 Tricorn Black





NORTH ELEVATION



**NU WAVE CORRUGATED METAL SIDING** (A)  
AEP Span, 22 Gauge  
Matte Black



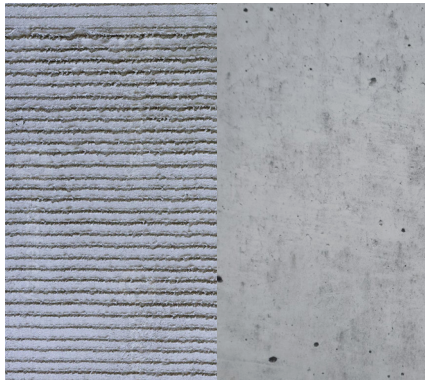
**WOOD LOOK CLADDING** (B)  
Trespa Pural Panels  
Romantic Walnut



**PANEL SYSTEM** (C)  
Trespa Meteor  
Metropolis Black, Diffuse



**FIBER CEMENT FASCIA** (D)  
James Hardie, 5/16" Smooth  
SW 6258 Tricorn Black



**CAST IN PLACE CONCRETE** (E)  
Architectural Finish

**HORIZONTAL RAIL** (G)  
Black Metal + Glass

**VINYL WINDOW** (H)  
Black

**ALUMINUM VENT SHROUD** (I)  
Paint to Match Adjacent

**METAL CAP FLASHING** (J)  
SW 6258 Tricorn Black









WEST FACADE - AURORA ENTRY CORNER

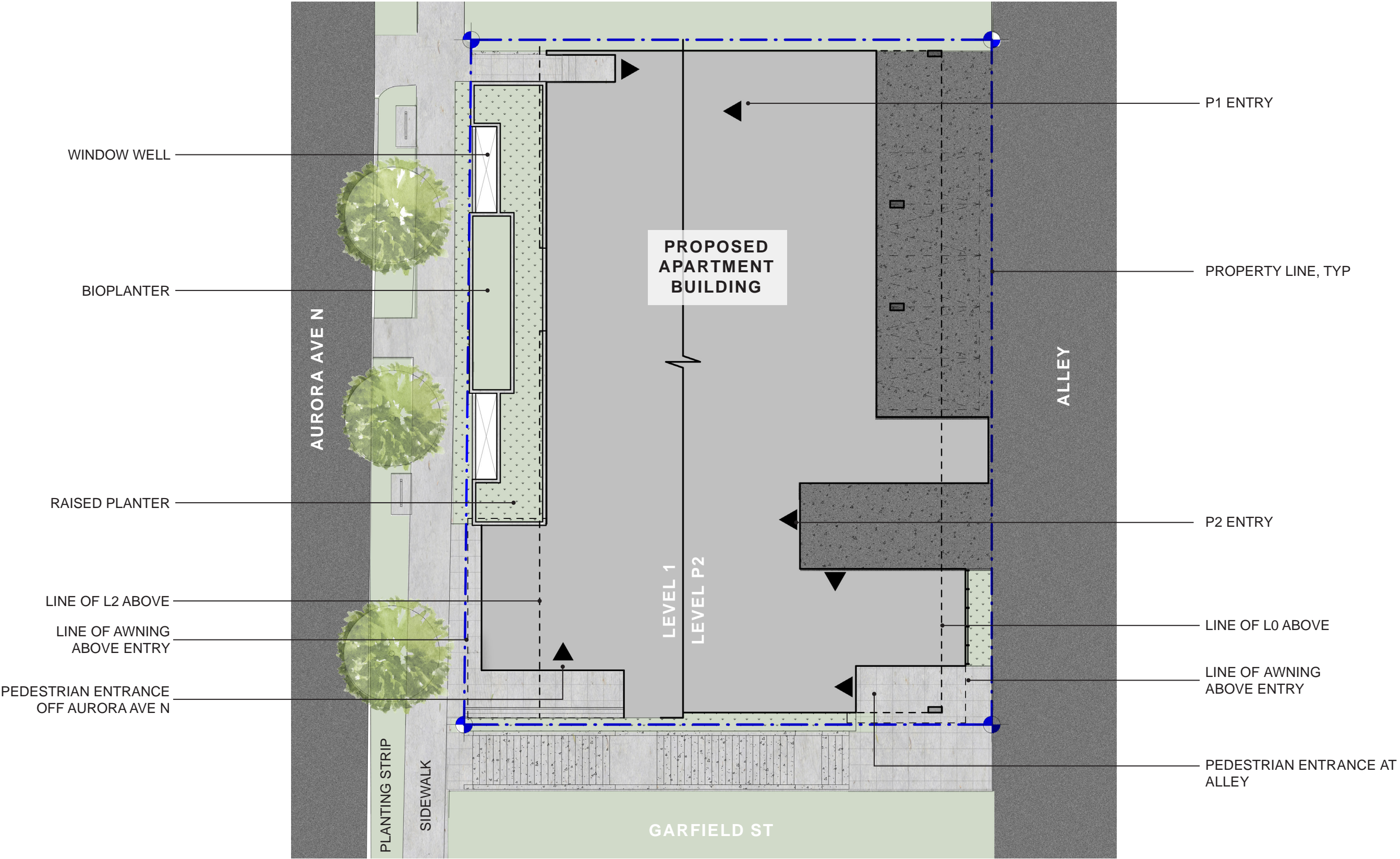




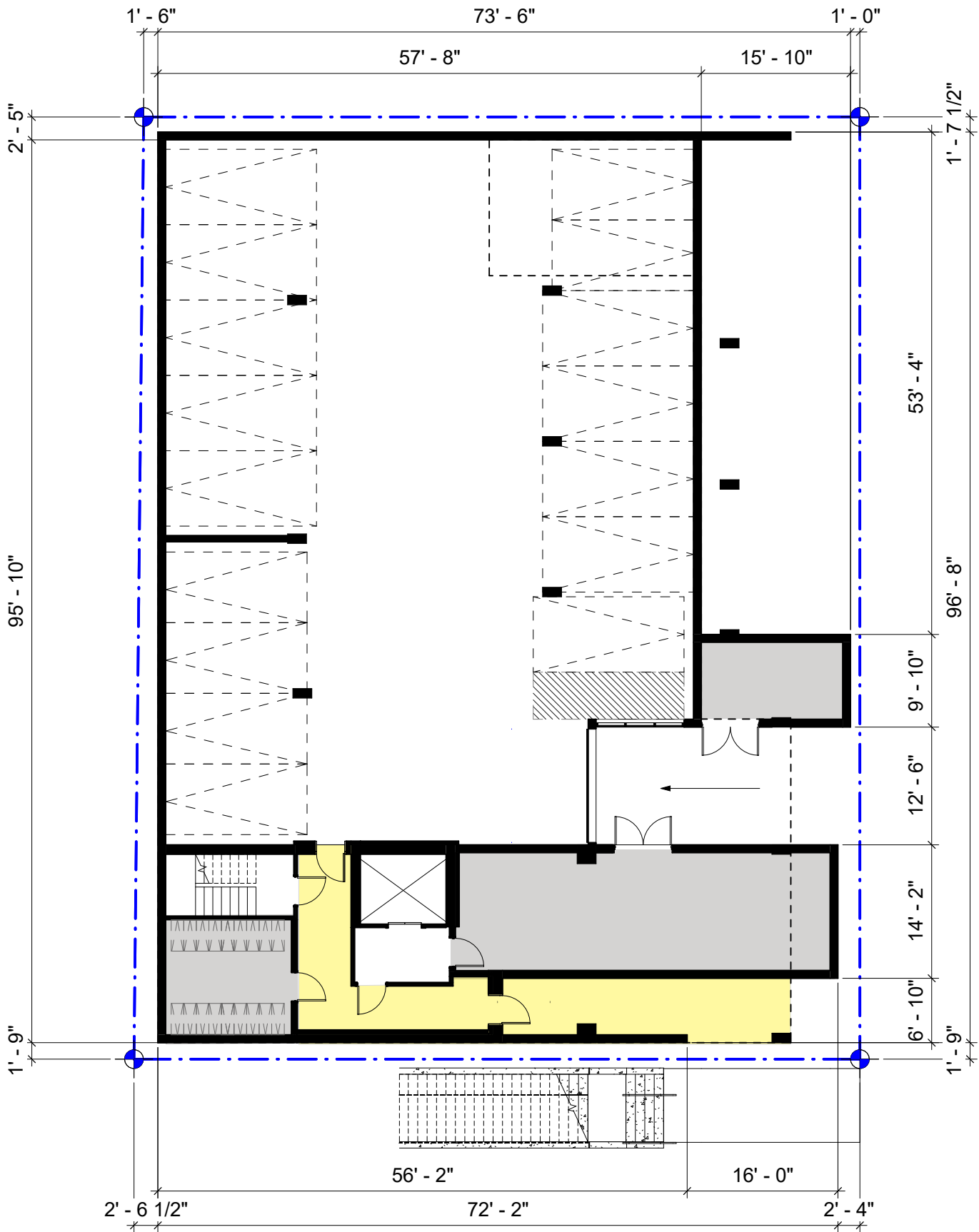




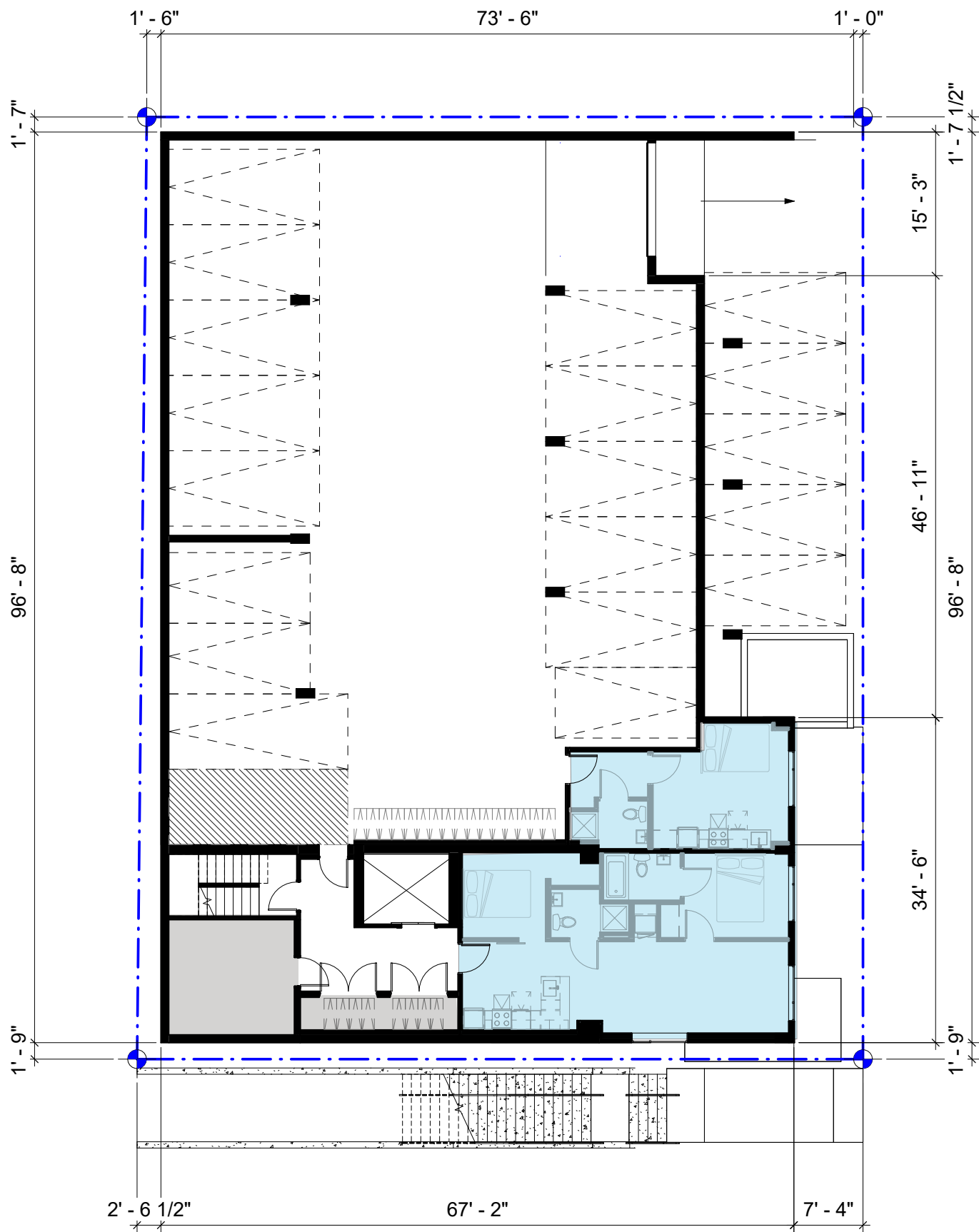








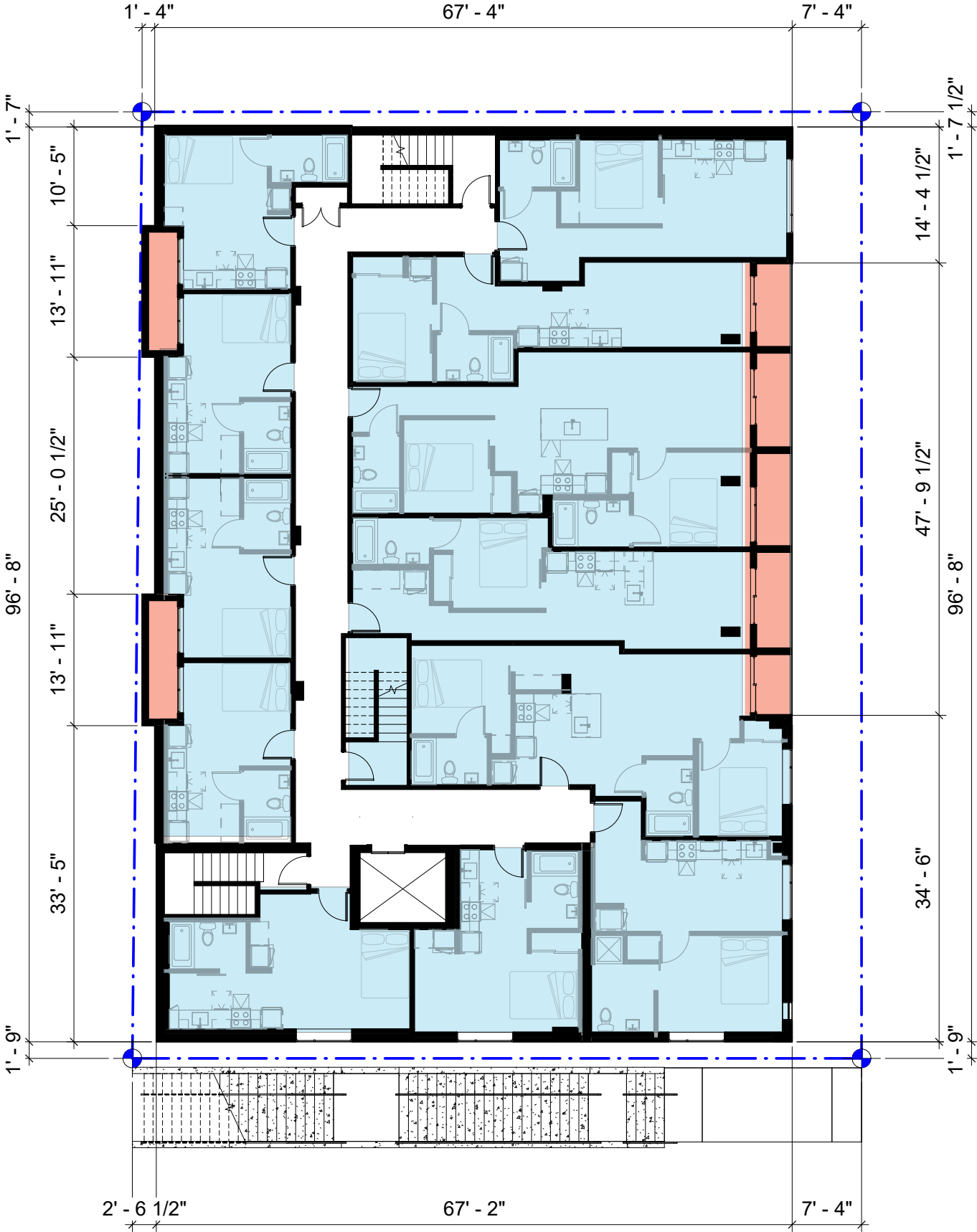
PARKING 2



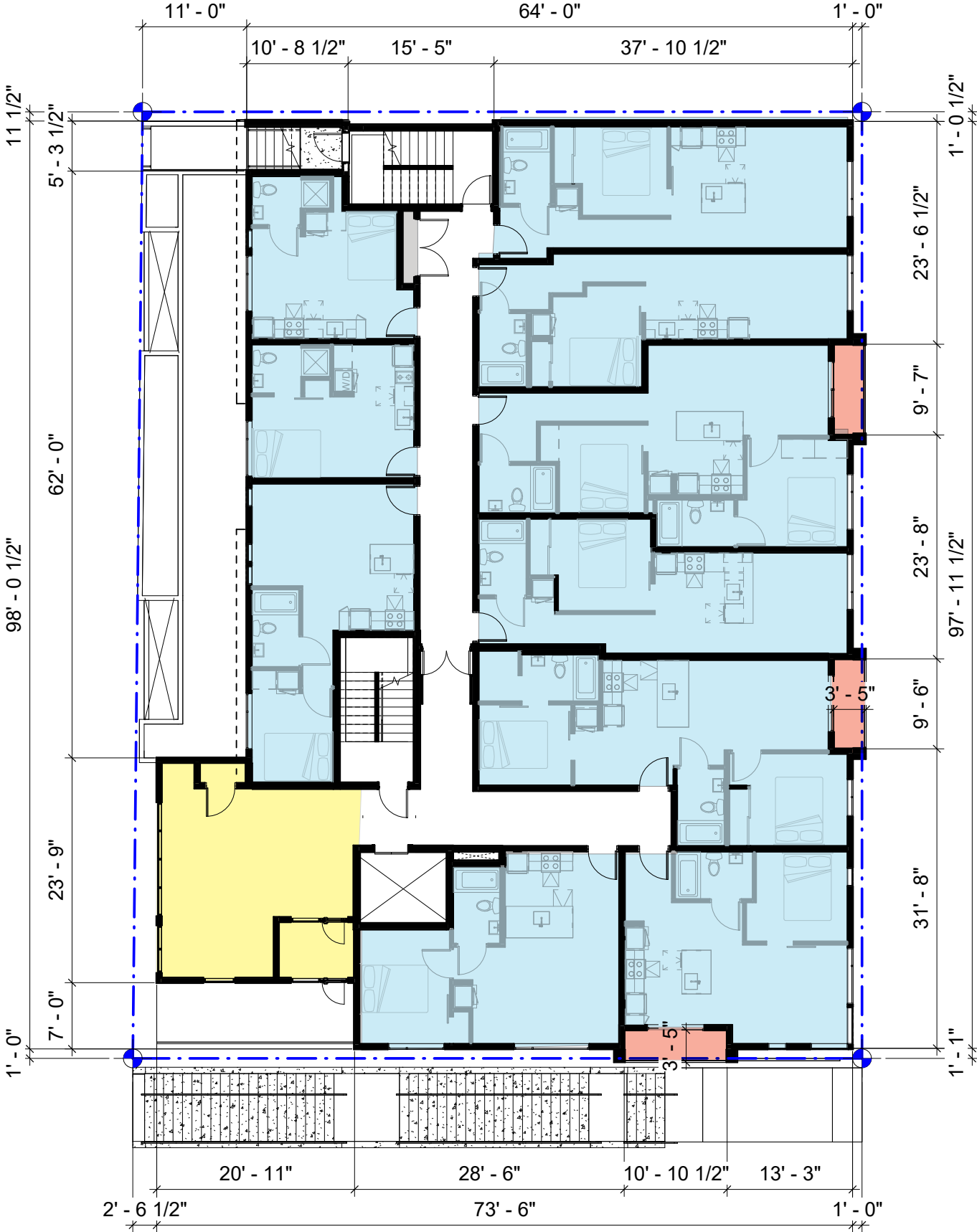
PARKING 1

ENTRANCE CIRCULATION SERVICE RESIDENTIAL PRIVATE DECK / WINDOW WELL AMENITY





LEVEL 0



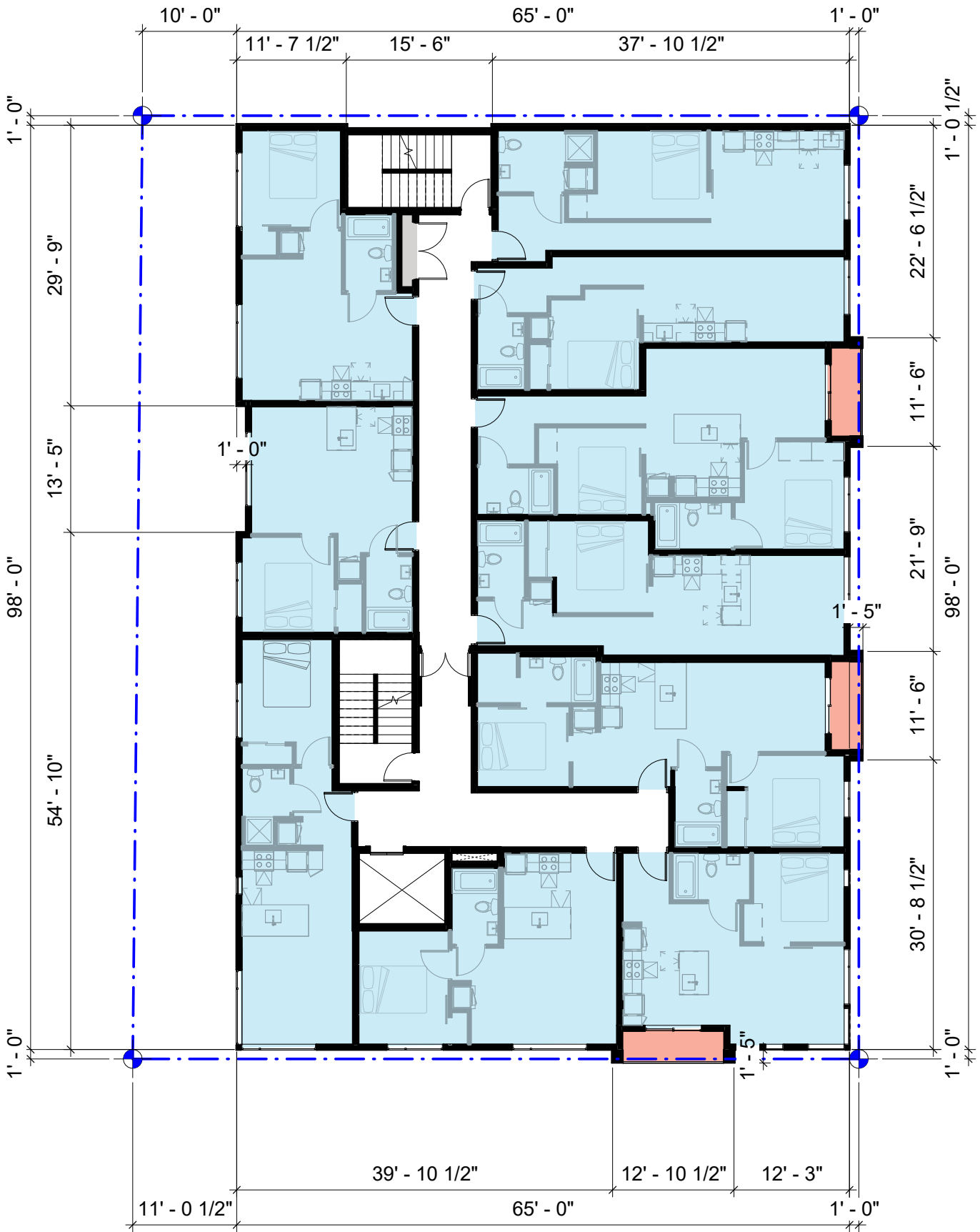
LEVEL 1

ENTRANCE CIRCULATION SERVICE RESIDENTIAL PRIVATE DECK / WINDOW WELL AMENITY





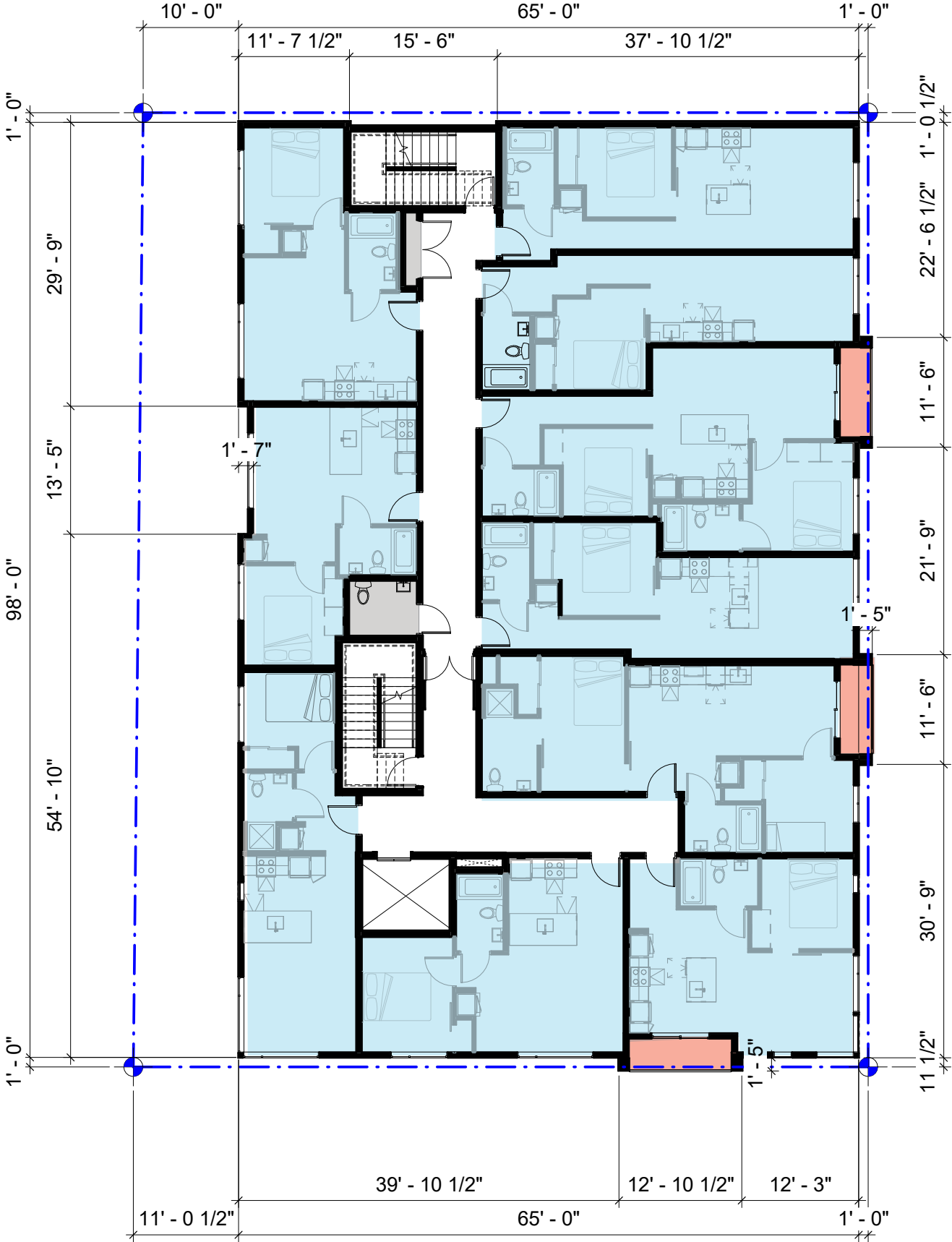
LEVEL 2



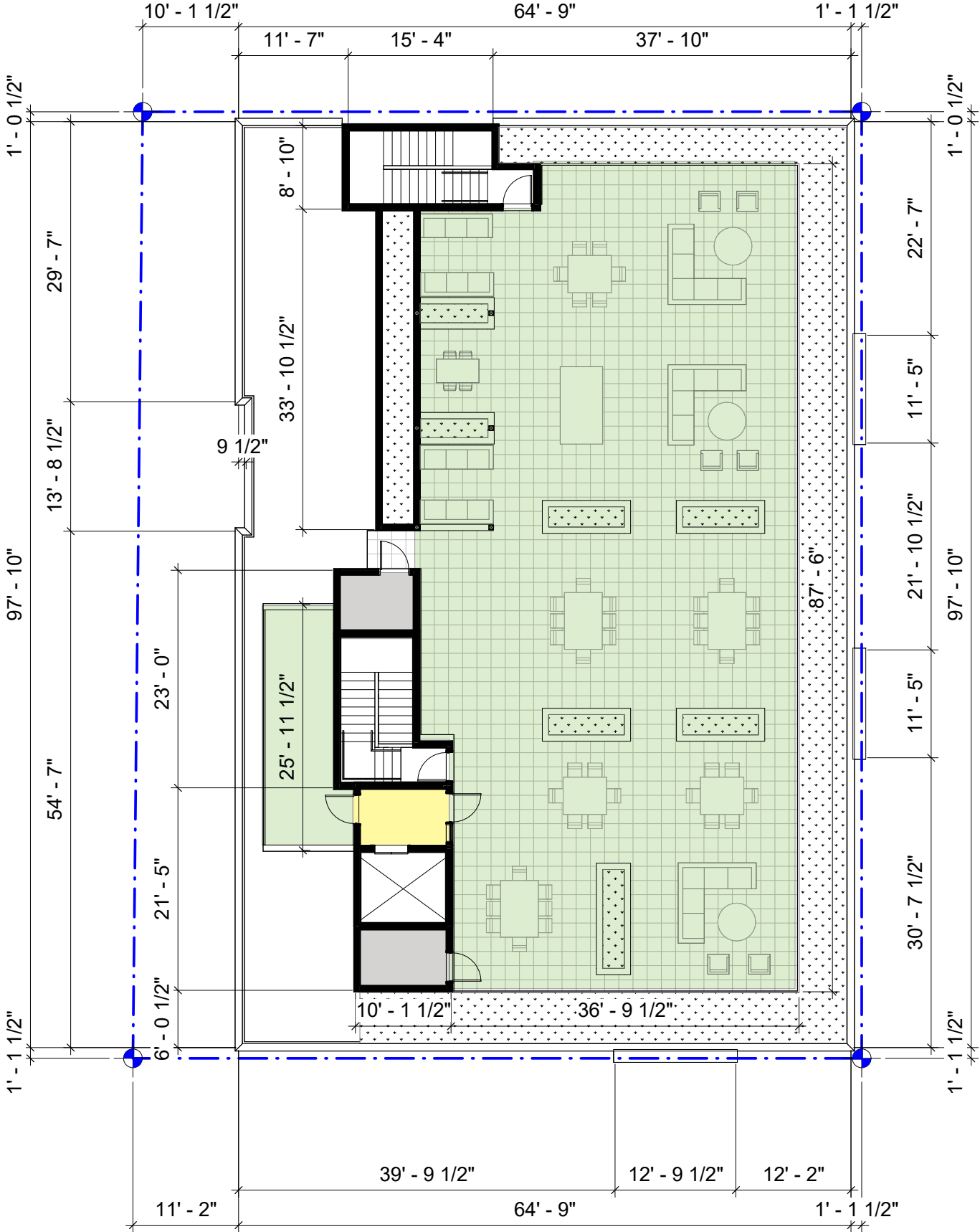
LEVEL 3-5

ENTRANCE CIRCULATION SERVICE RESIDENTIAL PRIVATE DECK / WINDOW WELL AMENITY





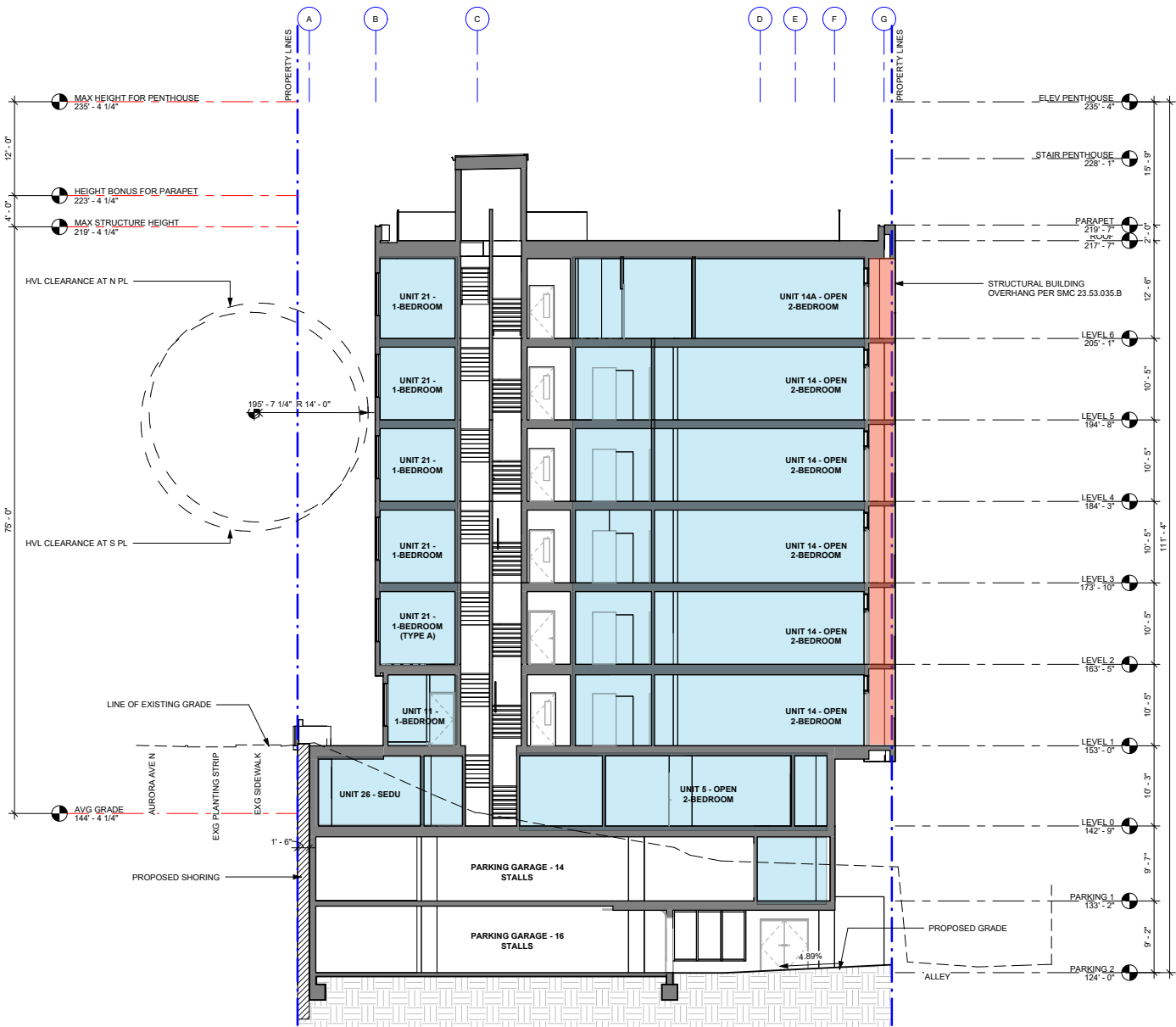
LEVEL 6



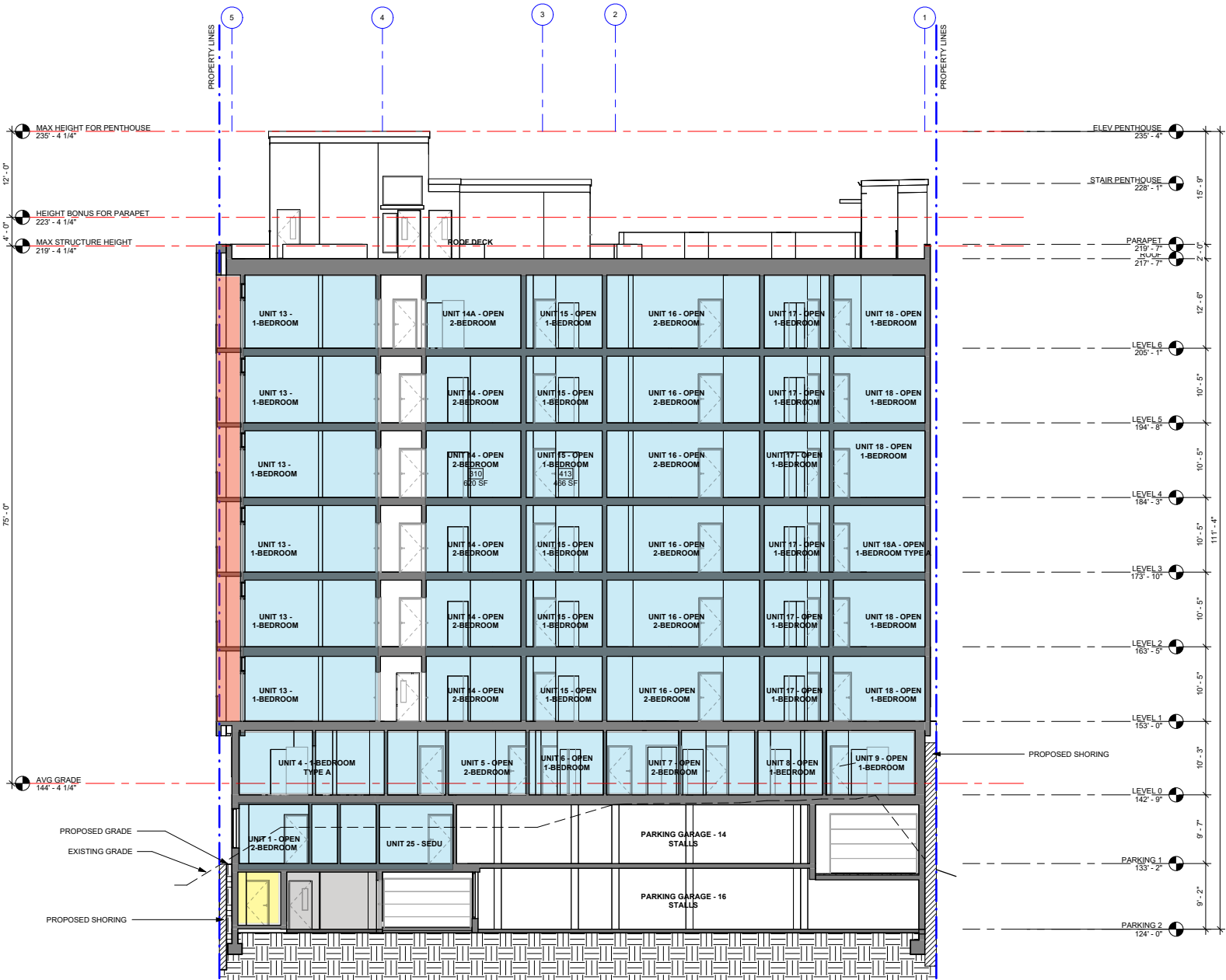
ROOF

ENTRANCE CIRCULATION SERVICE RESIDENTIAL PRIVATE DECK / WINDOW WELL AMENITY





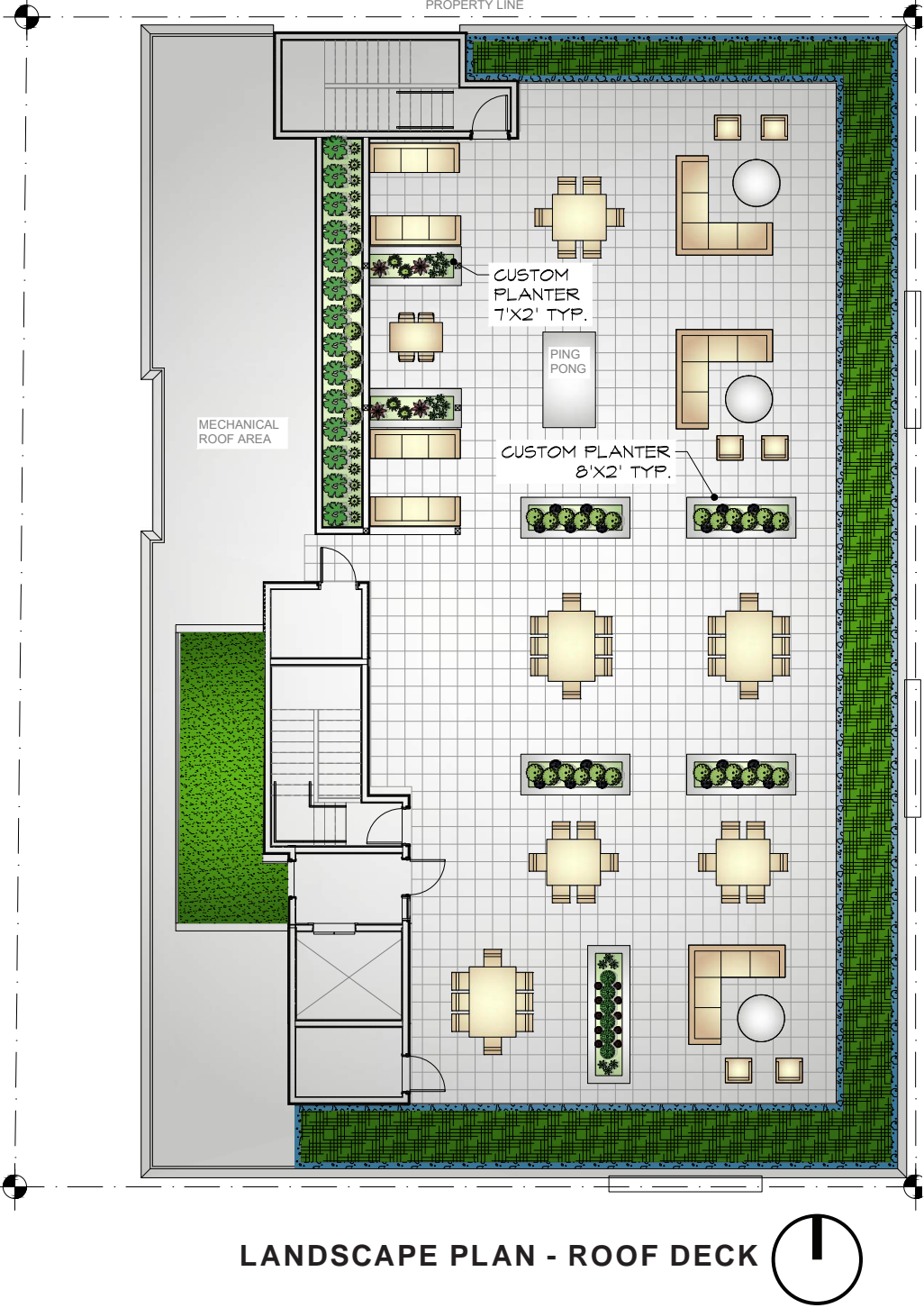
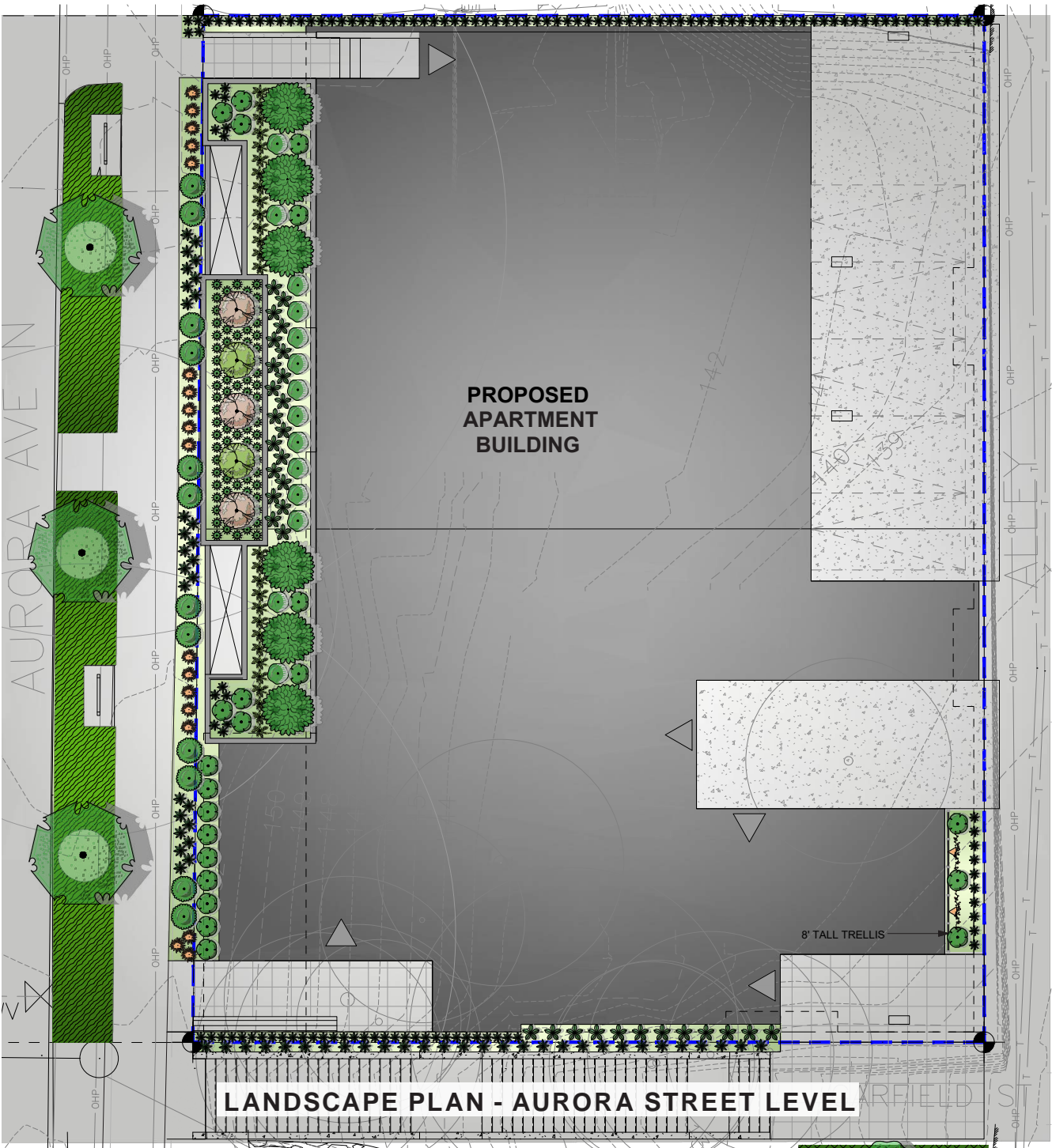
TRANSVERSE SECTION



LONGITUDINAL SECTION

ENTRANCE CIRCULATION SERVICE RESIDENTIAL PRIVATE DECK / WINDOW WELL AMENITY

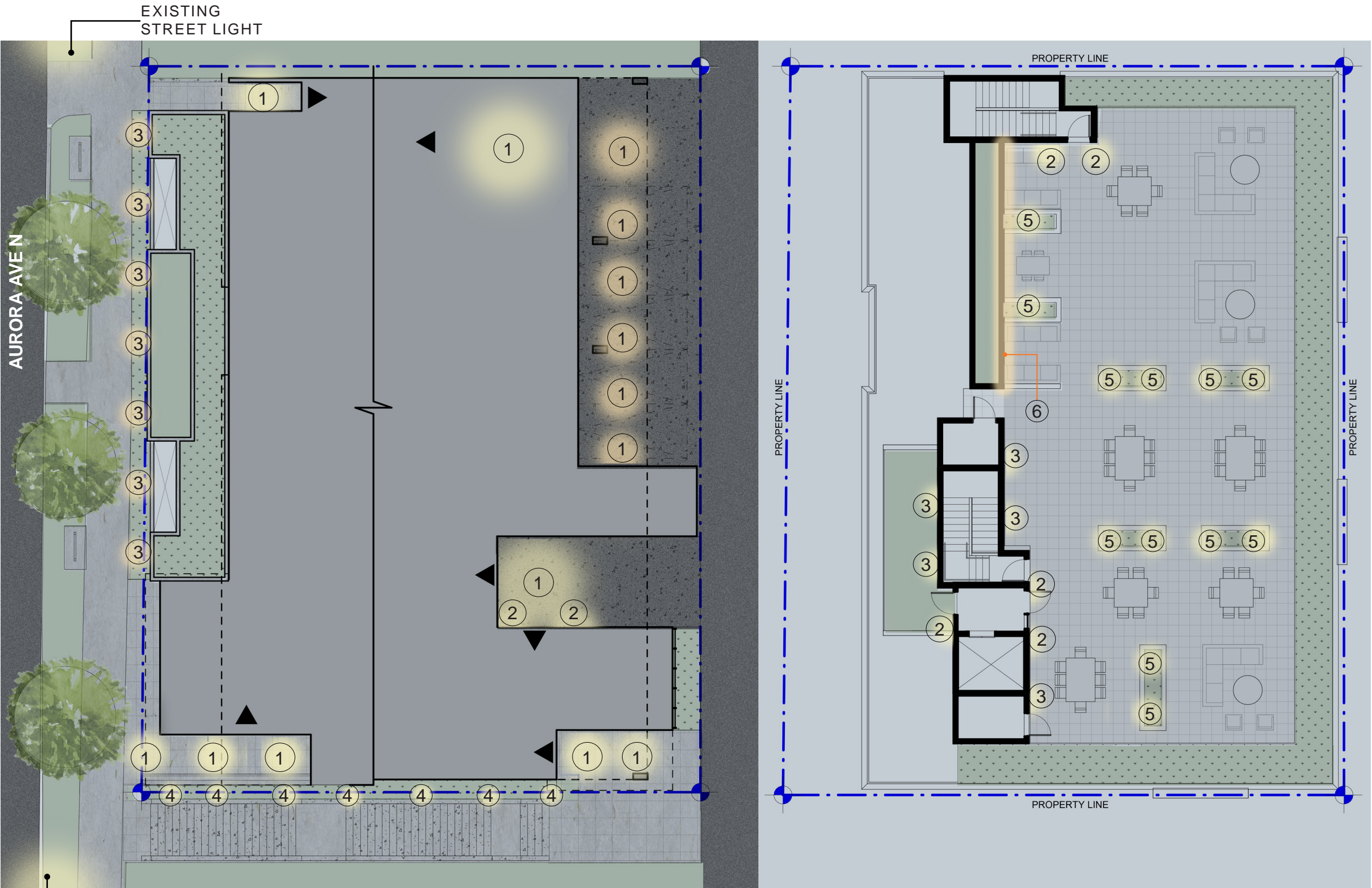




PLANT SCHEDULE LANDSCAPE PLAN

SYMBOL	BOTANICAL / COMMON NAME
TREES	
	<i>Cornus x elwintonii</i> 'KN4-43' / Starlight Dogwood Street Tree - Single leader
SHRUBS	
	<i>Carex testacea</i> / Orange Sedge
	<i>Liriope muscari</i> 'Big Blue' / Big Blue Lilyturf
	<i>Sarcococca ruscifolia</i> / Fragrant Sarcococca
BIORETENTION	
	<i>Carex obnupta</i> / Slough Sedge
	<i>Physocarpus opulifolius</i> / Ninebark
	<i>Polygonatum odoratum</i> / Solomon's Seal
NATIVE SHRUBS	
	<i>Athyrium filix-femina</i> / Lady Fern
	<i>Blechnum spicant</i> / Deer Fern
	<i>Gaultheria shallon</i> / Salal
	<i>Myrica californica</i> / Pacific Wax Myrtle
	<i>Polystichum munitum</i> / Western Sword Fern
	<i>Vaccinium ovatum</i> / Evergreen Huckleberry
GROUND COVERS	
	<i>Rubus calycinoides</i> 'Emerald Carpet' / Creeping Raspberry





1 SURFACE MOUNTED DOWN LIGHT



2 WALL SCONE



3 LED WALL LIGHT



4 BOLLARD LIGHT



5 LANDSCAPE LIGHT



6 LED ROPE LIGHT



DEPARTURE #1 - SEE 1/G0.05

DEPARTURE	REQUIREMENT	REQUEST	RATIONALE
SMC 23.47A.008.A.2.c	THE TOTAL OF ALL BLANK FAÇADE SEGMENTS MAY NOT EXCEED 40 PERCENT OF THE WIDTH OF THE FAÇADE OF THE STRUCTURE ALONG THE STREET.	TO ALLOW THE MAXIMUM ALLOWED WIDTH OF BLANK FAÇADE TO INCREASE TO INCREASE BY 2.0 PERCENTAGE POINTS ALONG THE AURORA AVE N RIGHT-OF-WAY.	AURORA AVE NORTH IS A BUSY AND LOUD ARTERIAL. IT IS DESIREABLE FOR RESIDENTS TO HAVE THE GREATER PRIVACY AND NOISE ATTENUATION THAT LARGER SEGMENTS OF BLANK WALL WILL PROVIDE. STRUCTURAL REQUIREMENTS AND MAINTAINING ALIGNMENTS WITH UPPER LEVEL FENESTRATION PRECLUDES PLACING MORE WINDOWS AT THE GROUND LEVEL.

DEPARTURE #2 - SEE 2/G0.05

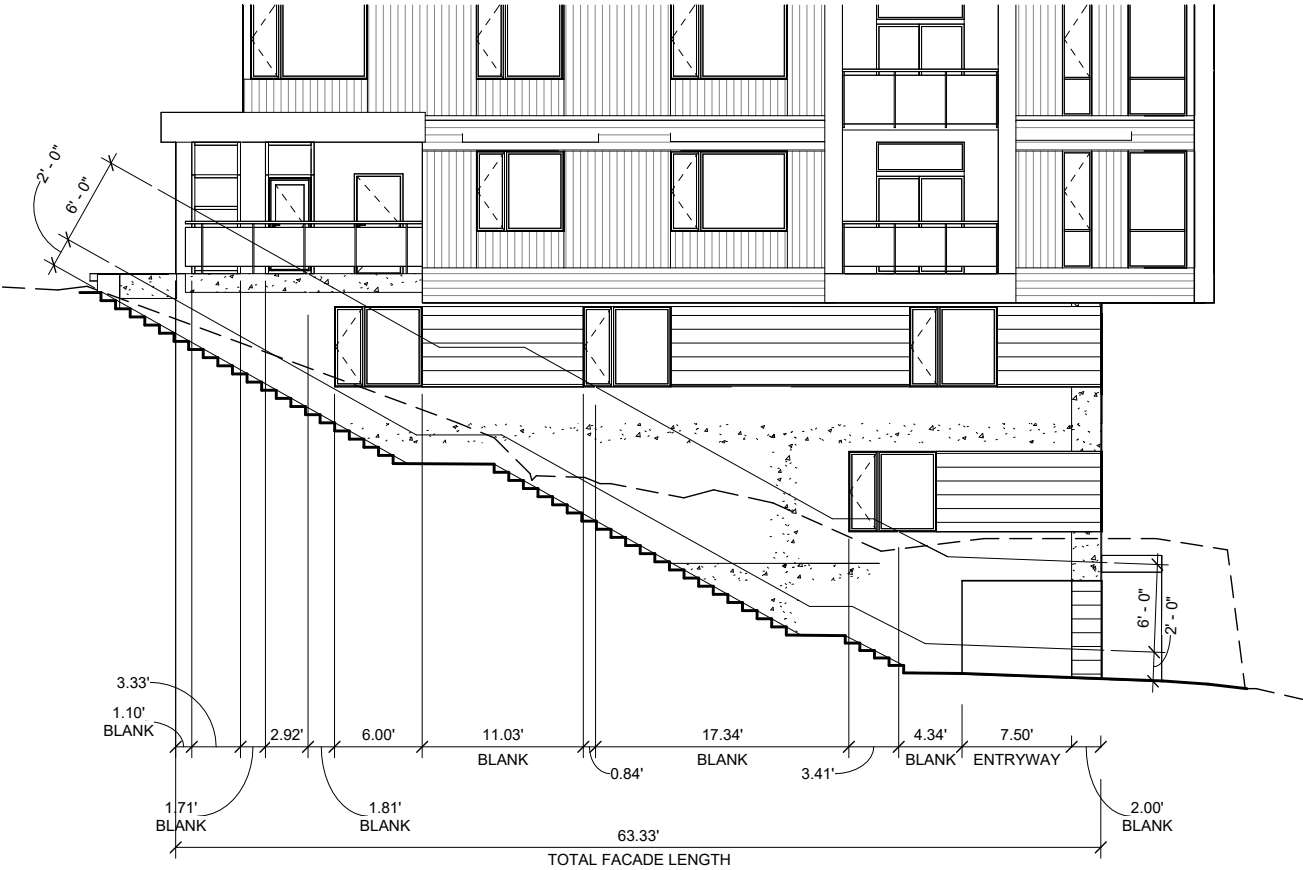
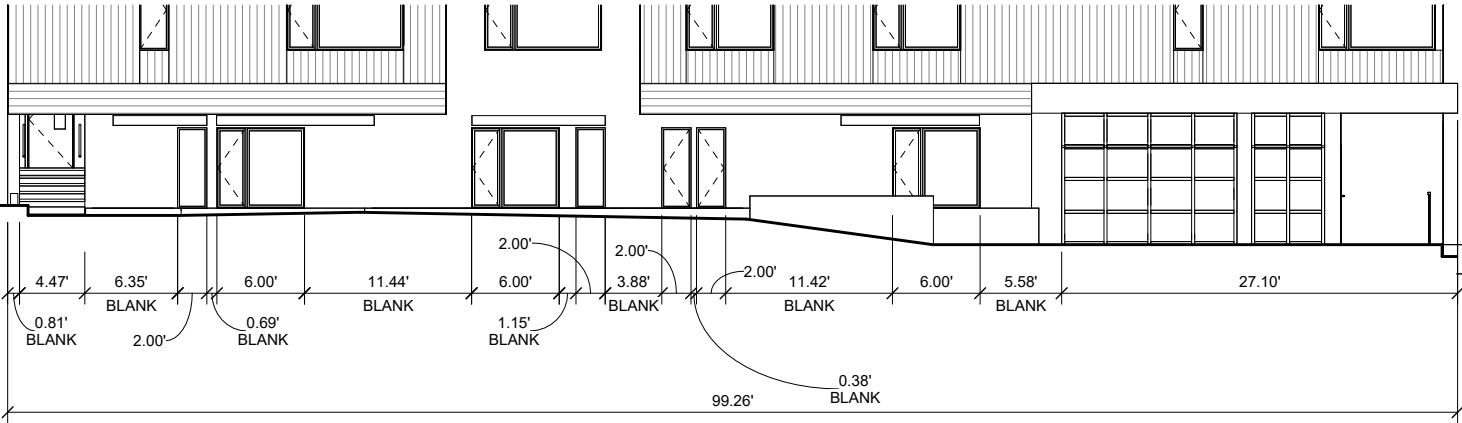
DEPARTURE	REQUIREMENT	REQUEST	RATIONALE
SMC 23.47A.008.A.2.c	THE TOTAL OF ALL BLANK FAÇADE SEGMENTS MAY NOT EXCEED 40 PERCENT OF THE WIDTH OF THE FAÇADE OF THE STRUCTURE ALONG THE STREET.	TO ALLOW THE MAXIMUM ALLOWED WIDTH OF BLANK FAÇADE TO INCREASE TO INCREASE BY 21.8 PERCENTAGE POINTS ALONG THE GARFIELD ST RIGHT-OF-WAY.	GARFIELD STREET IS A UNIQUE CONDITION WITH A STEEP RIGHT-OF-WAY. THE PROPOSED STAIRS COVER A VERTICAL DISTANCE OF APPROXIMATELY 26 FEET. THE GLAZING IN THE SOUTH-FACING SPACES HAS BEEN MAXIMIZED GIVEN THE STRUCTURAL CONCRETE SHEAR WALLS LOCATED HERE AS WELL.

WEST STREET LEVEL FAÇADE

TOTAL FAÇADE LENGTH	99.26
COMBINED BLANK FAÇADE TOTAL	41.70
(40.51/ 98.68)	42.0%
42.0% BLANK FAÇADE > 40% DEPARTURE TO BE REQUESTED	

SOUTH STREET LEVEL FAÇADE

TOTAL FAÇADE LENGTH	63.66
COMBINED BLANK FAÇADE TOTAL	39.33
(40.51/ 98.68)	61.8%
61.8% BLANK FAÇADE > 40% DEPARTURE TO BE REQUESTED	



DEPARTURE #1 WEST FACADE

DEPARTURE #2 SOUTH FACADE





THANK YOU

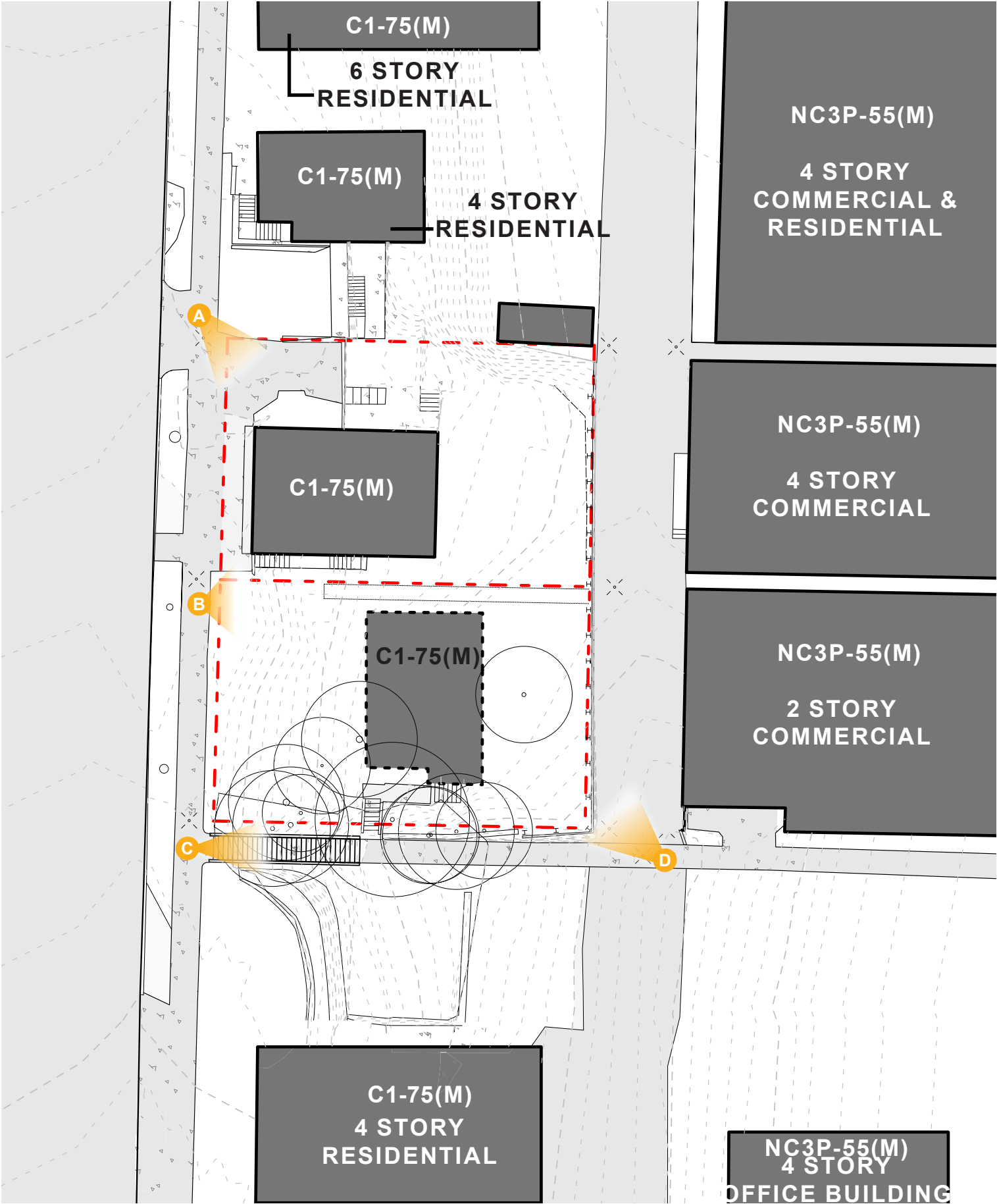


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## APPENDIX





**A** NW CORNER OF SITE



**B** W VIEW FROM AURORA

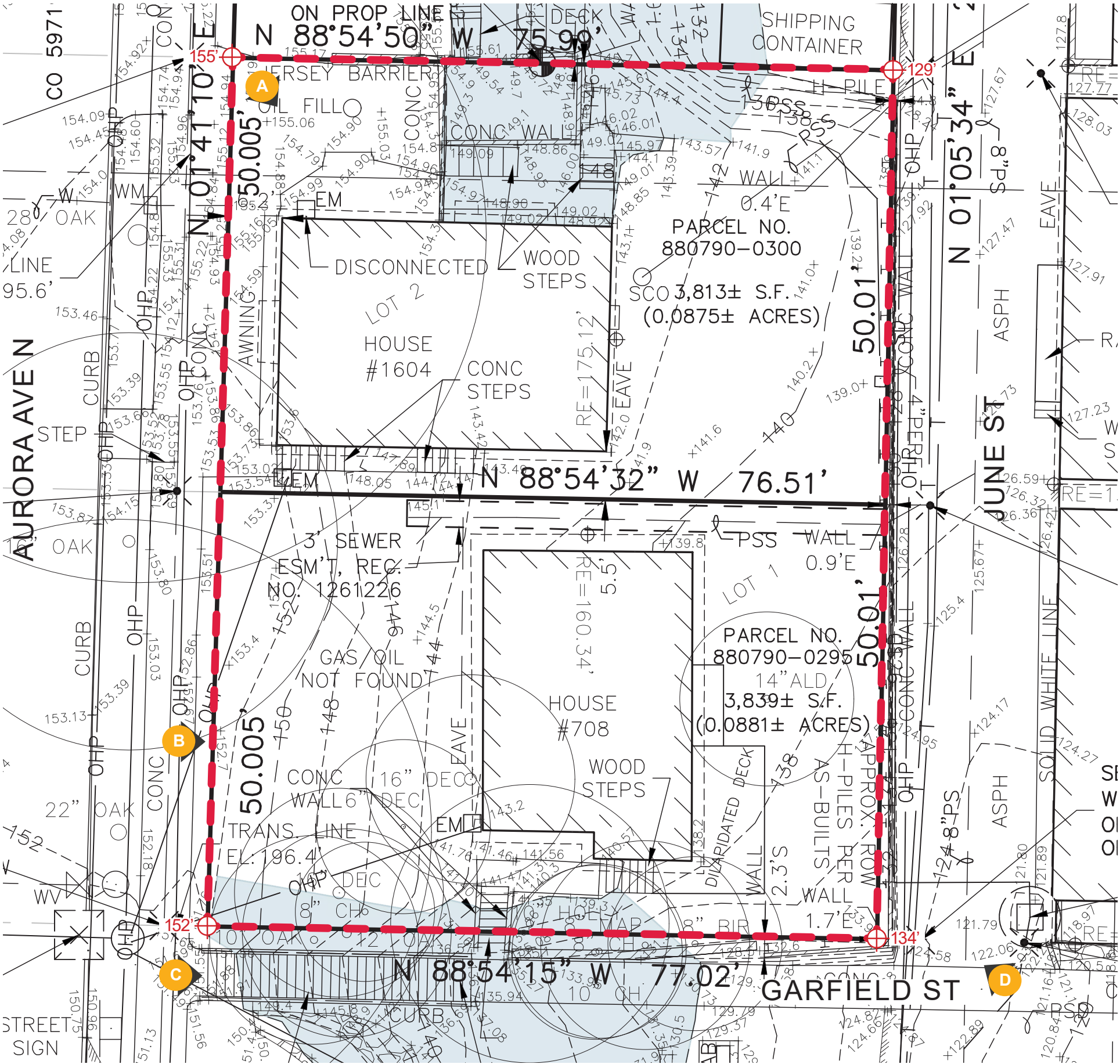


**C** VIEW FROM TOP OF GARFIELD STAIRS



**D** SE CORNER OF SITE - ALLEY AND BOTTOM OF GARFIELD STAIRS





EXISTING SITE CONDITIONS

PROPOSED PROJECT SITE

- 1604 Aurora Ave N
- Located at NE corner of Aurora Ave N and Garfield St
- One existing duplex and one existing single family home to be demolished
- Site Area = 7,652 SF
- Rectangular site measures roughly 76.5' wide by 100' deep

TOPOGRAPHY

- ~26'-0" slope down across site from west to east

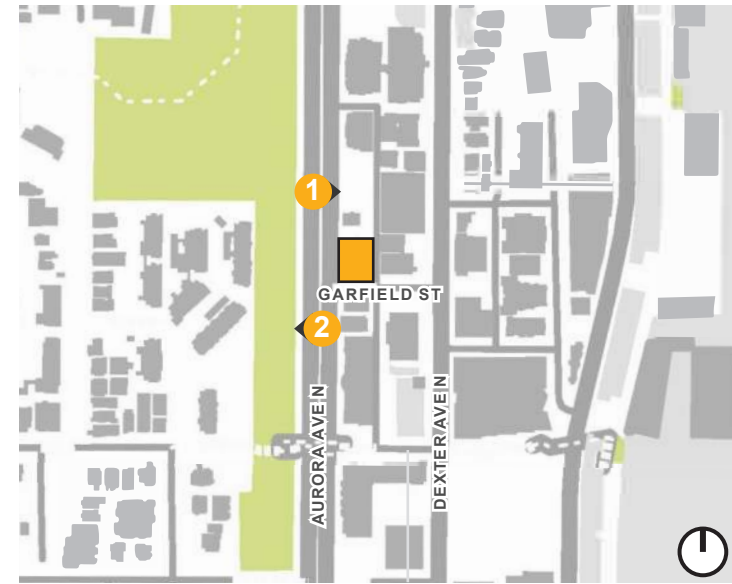
ADJACENT BUILDINGS AND USES

- North: Existing multifamily residence (C1-75 (M))
- East: Existing office building and commercial kitchen (NC3P-55 (M))
- South: Existing multifamily residence (C1-75 (M))

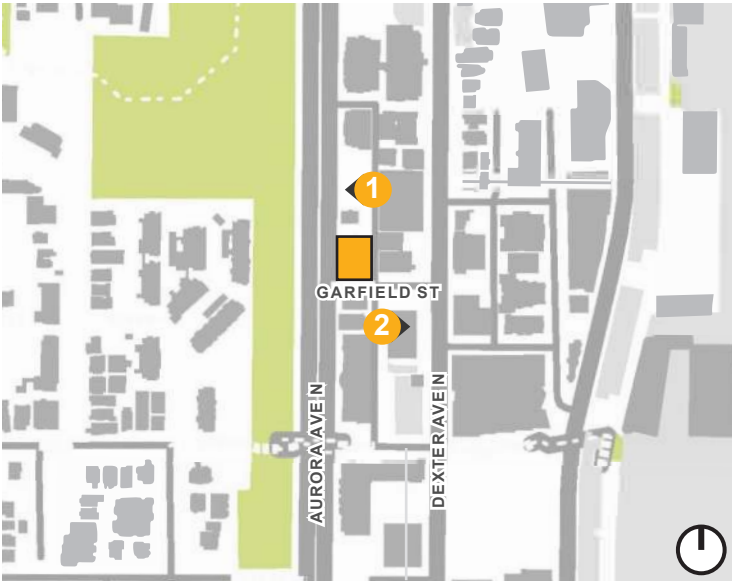
LEGAL DESCRIPTION

LOTS 1-2, IN BLOCK 8 OF UNION LAKE ADDITION SUPPLEMENTAL TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 177, RECORDS OF KING COUNTY; EXCEPT PORTION CONDEMNED FOR AURORA AVENUE IN KING COUNTY SUPERIOR COURT CAUSE NO. 236360 UNDER ORDINANCE NO. 59719 OF THE CITY OF SEATTLE; SITUATE IN THE CITY OF SEATTLE





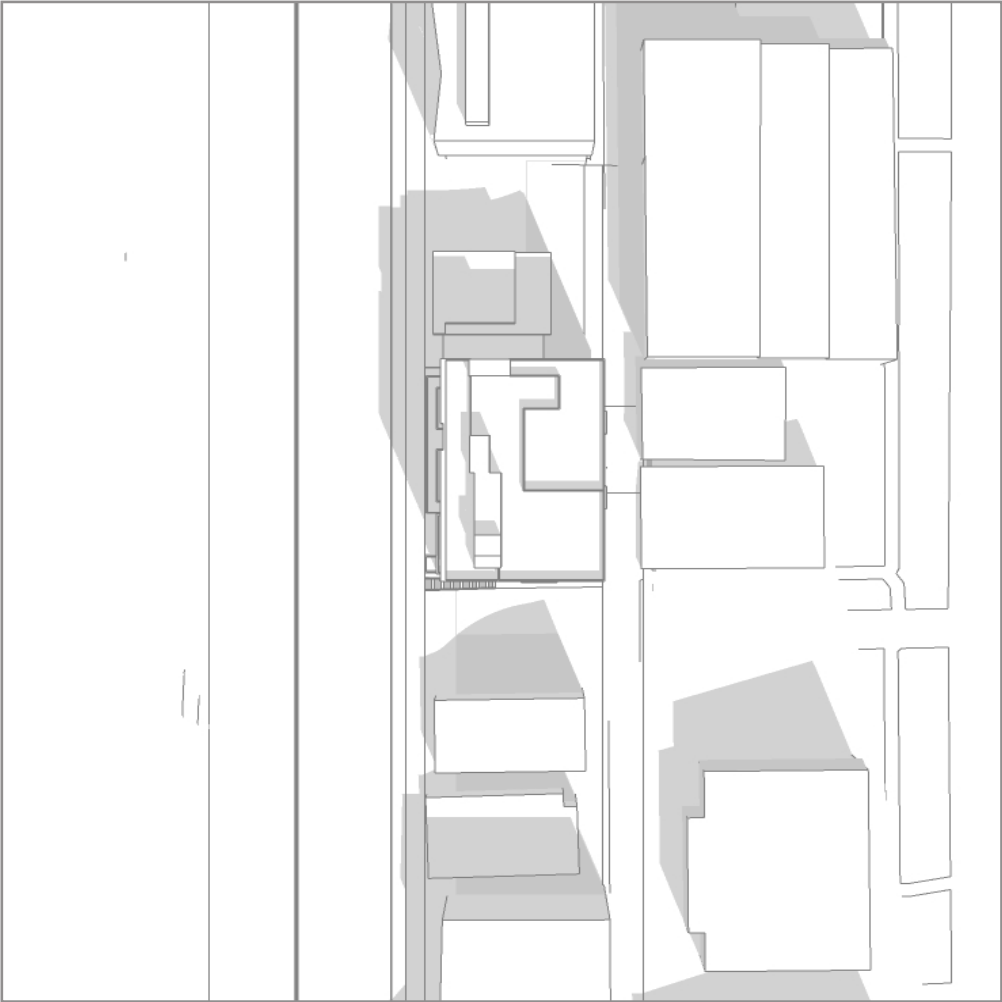




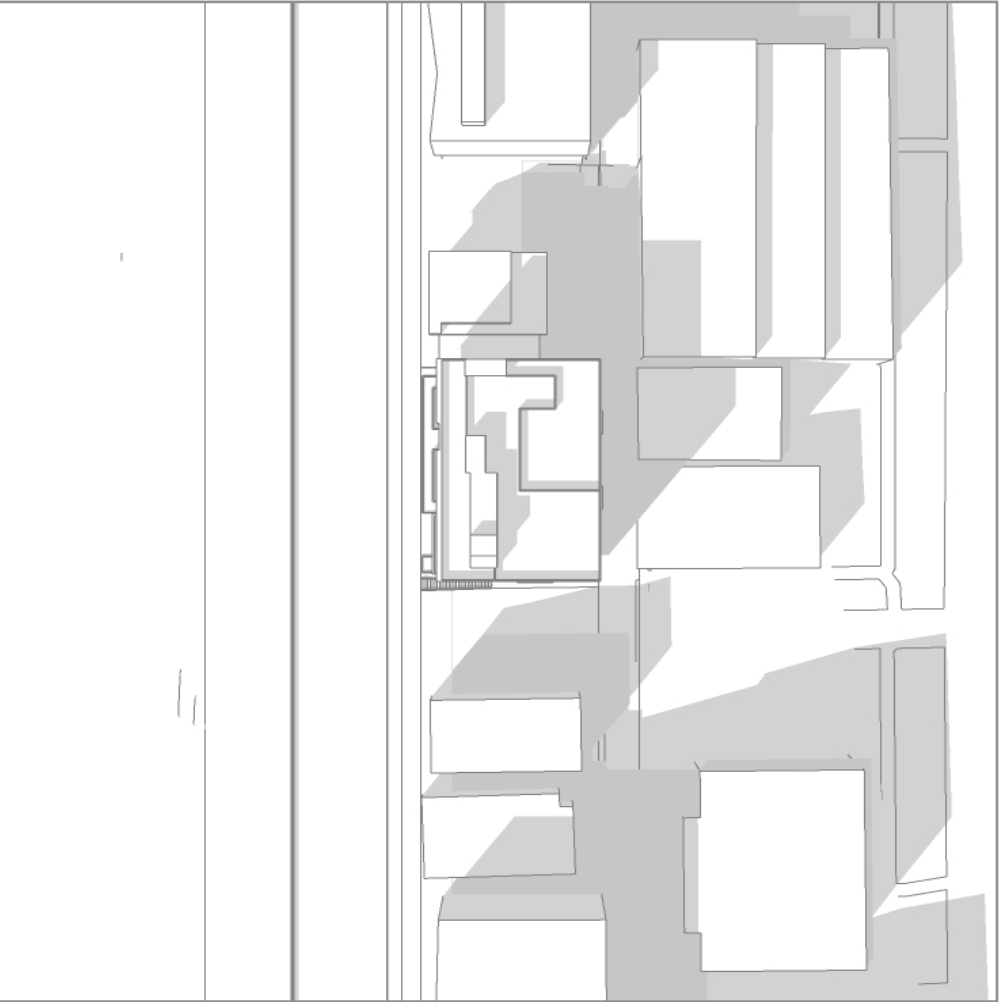




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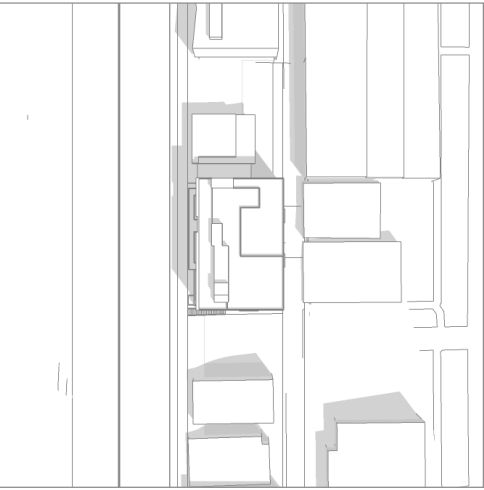
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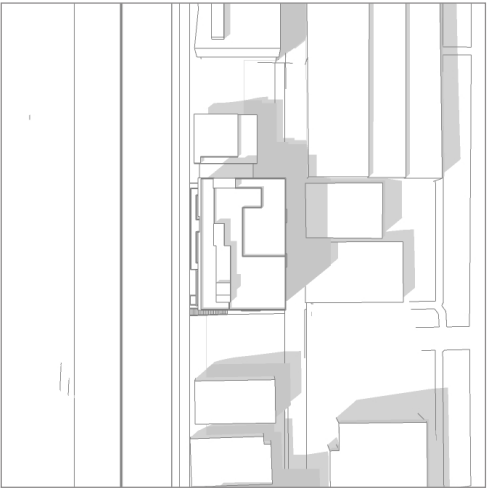
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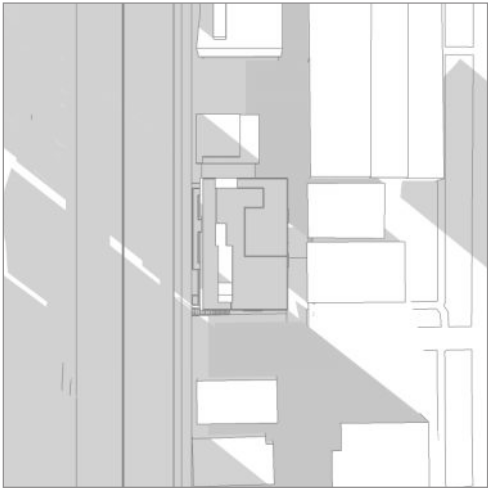
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JUNE 21, 12 PM



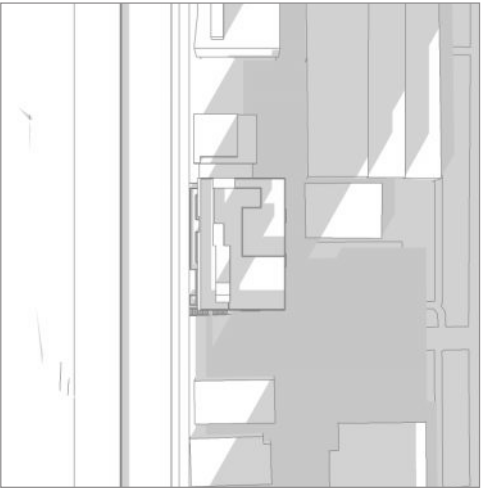
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DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM