



EARLY DESIGN GUIDANCE

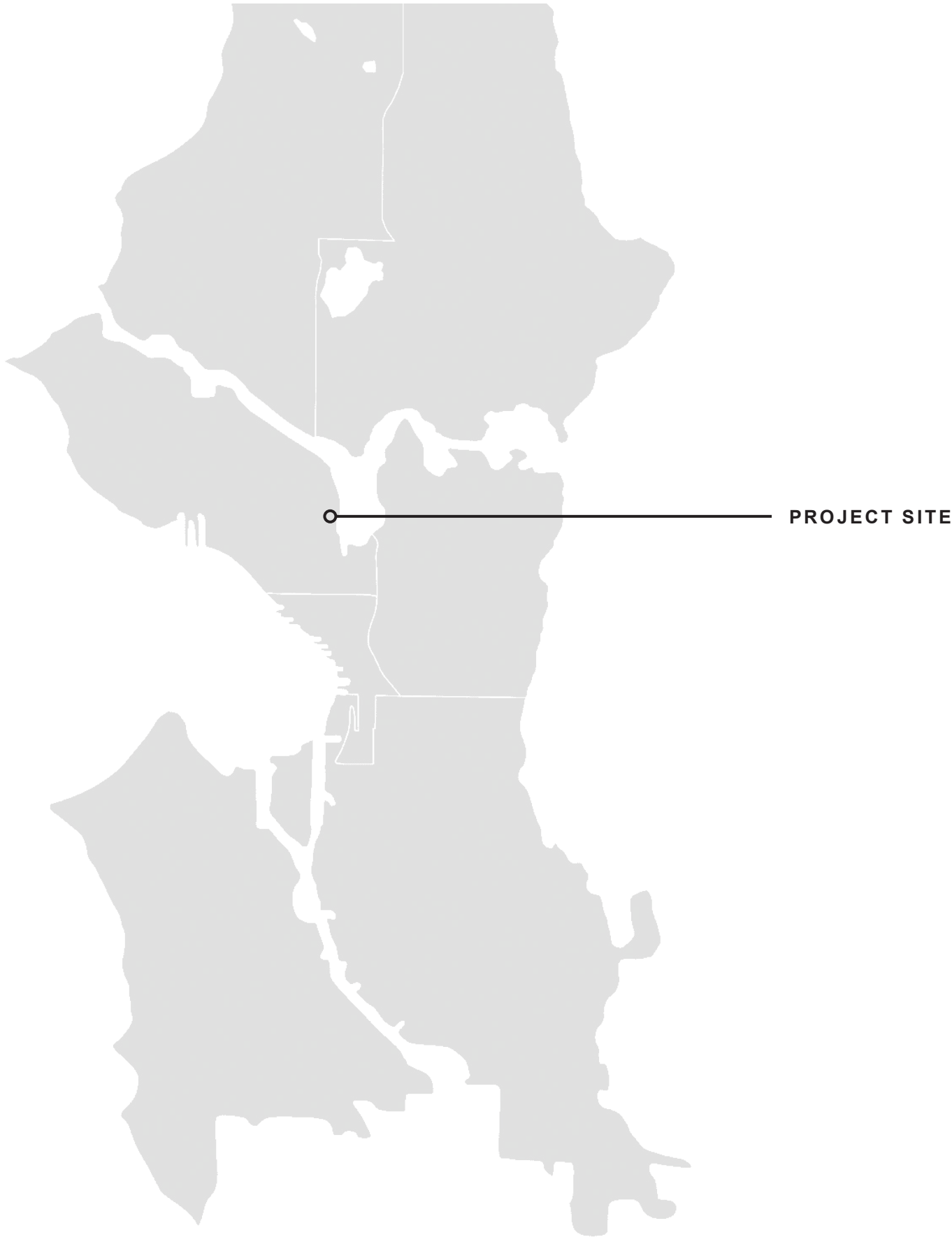
JULY 17TH, 2024

3041734-EG

1604 AURORA AVE N

CONE ARCHITECTURE





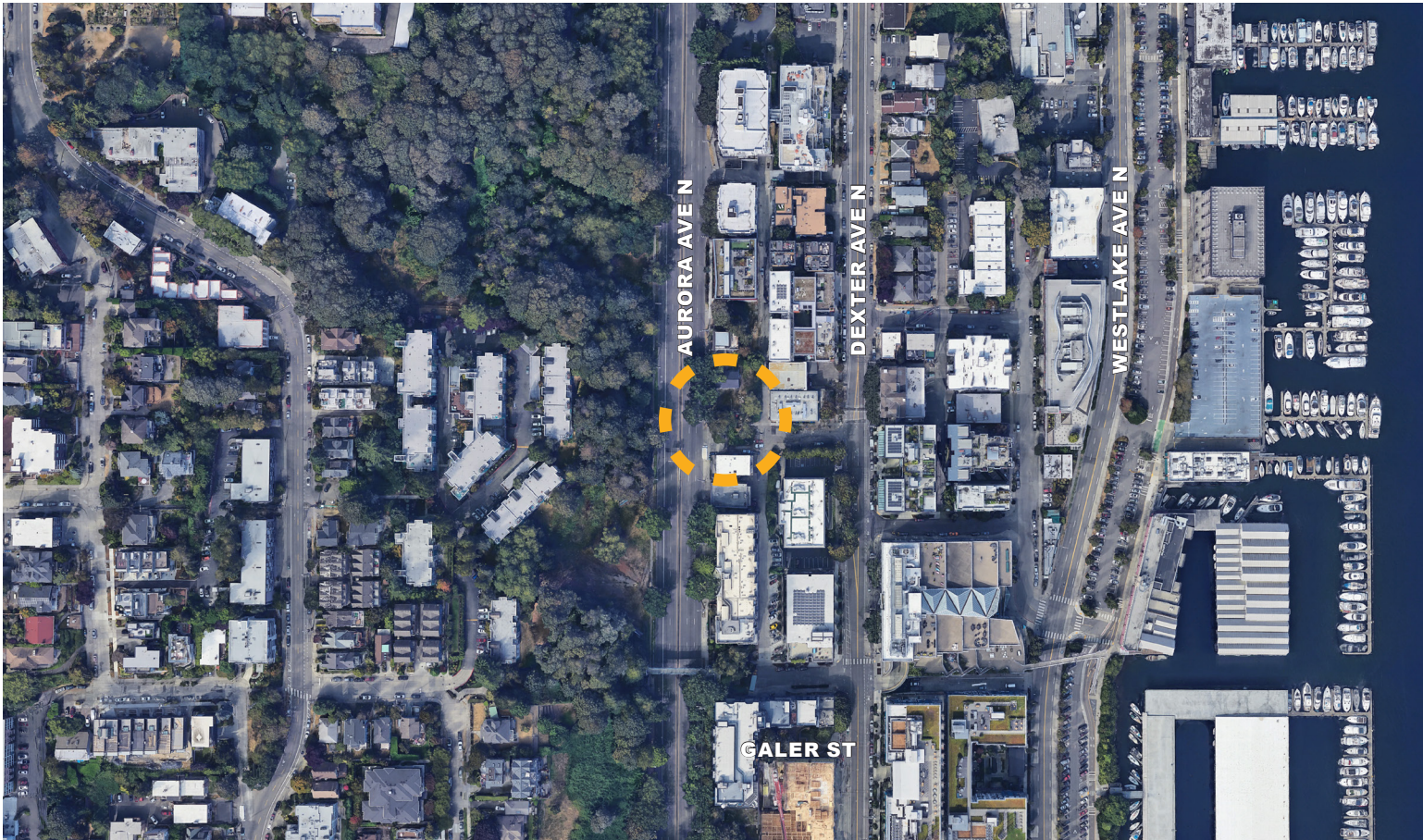
PROJECT TEAM

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

ARCHITECT - APPLICANT
CONE Architecture
1319 N 49th St,
Seattle, WA 98103
Contact: Emily Morgan
Morgan@cone-arch.com
(206) 641-7443

LANDSCAPE ARCHITECT
Root of Design
7104 265th St NW
Stanwood, WA 98292
Contact: Devin Agee
Devin@rootofdesign.com
(206) 491-9545

Table Of Contents	2
Project Location + Information	3
Neighborhood Analysis	4
Neighborhood Character	5
Urban Analysis	6
Multi-Family Context	8
Applicable Development Standards	9
Street Views + Analysis	10
Community Outreach Summary	12
Priority Seattle Design Guidelines + Project Objectives	14
Existing Conditions	16
Maximum Development Potential	18
Proposed Site Strategy	19
Option Overview	21
Option One	22
Option Two	26
Option Three (Preferred Option)	28
Shadow Study	30
Precedent Projects	31



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

PROJECT PROGRAM

Site Area: 7,652 SF
Number of Units: 69 Anticipated (Preferred Option)
(3) SEDUs, (1) EDU, (45) Open 1-Bed, (5) 1-Bed Unit, (15) 2-Bed Unit

Allowable FAR: 5.5 (42,086 SF)
Proposed FAR: ~ 42,000 SF
Proposed Vehicle Parking: 34
Proposed Bike Parking: 69 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.

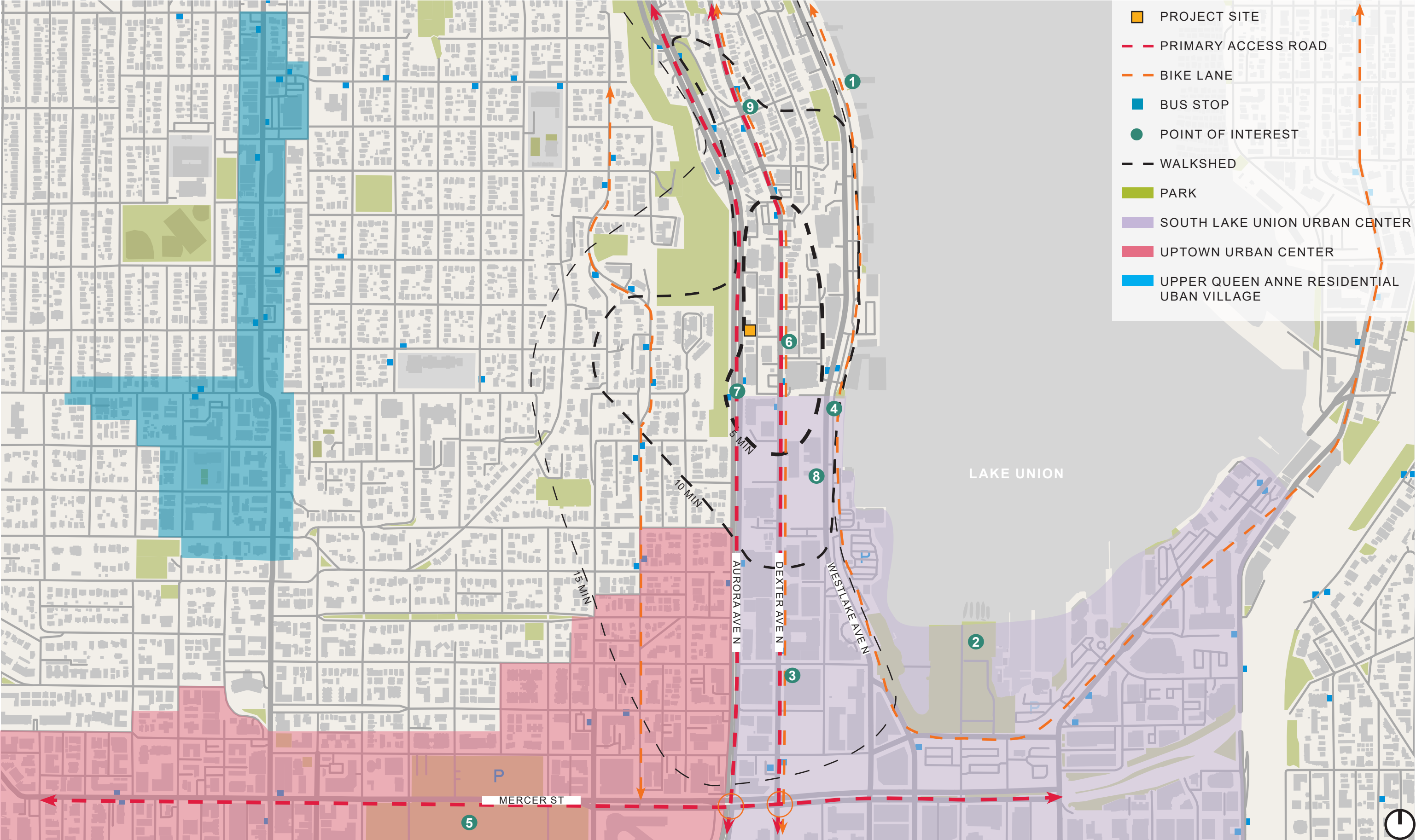
EXISTING SITE

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.







NORTHWEST OUTDOOR CENTER 1



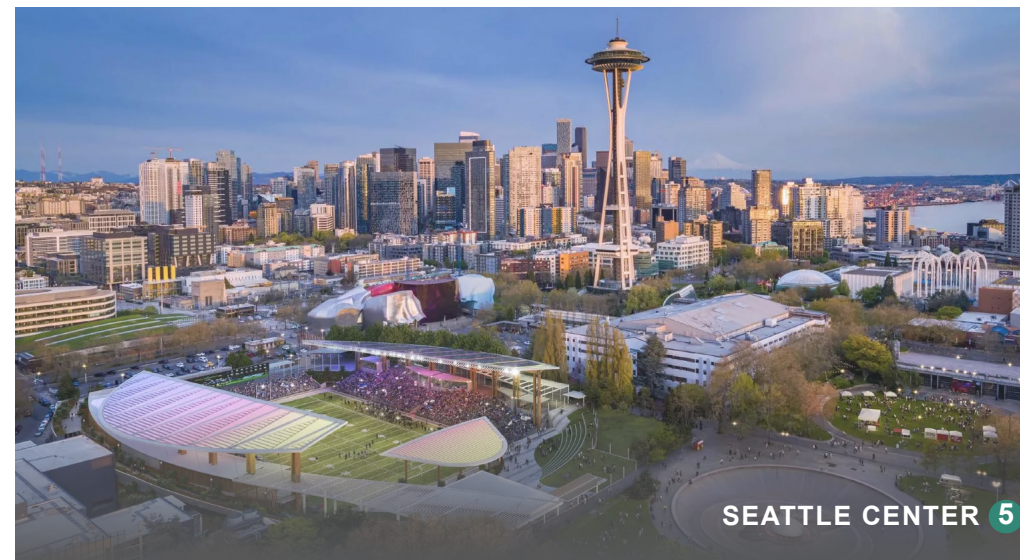
MUSEUM OF HISTORY & INDUSTRY 2



TACOS CHUKIS 3



MARINA MART 4



SEATTLE CENTER 5



TEA KING 6



RAY MOORE BRIDGE 7



CAFFE UMBRIA 8



LYON'S GROCERY 9

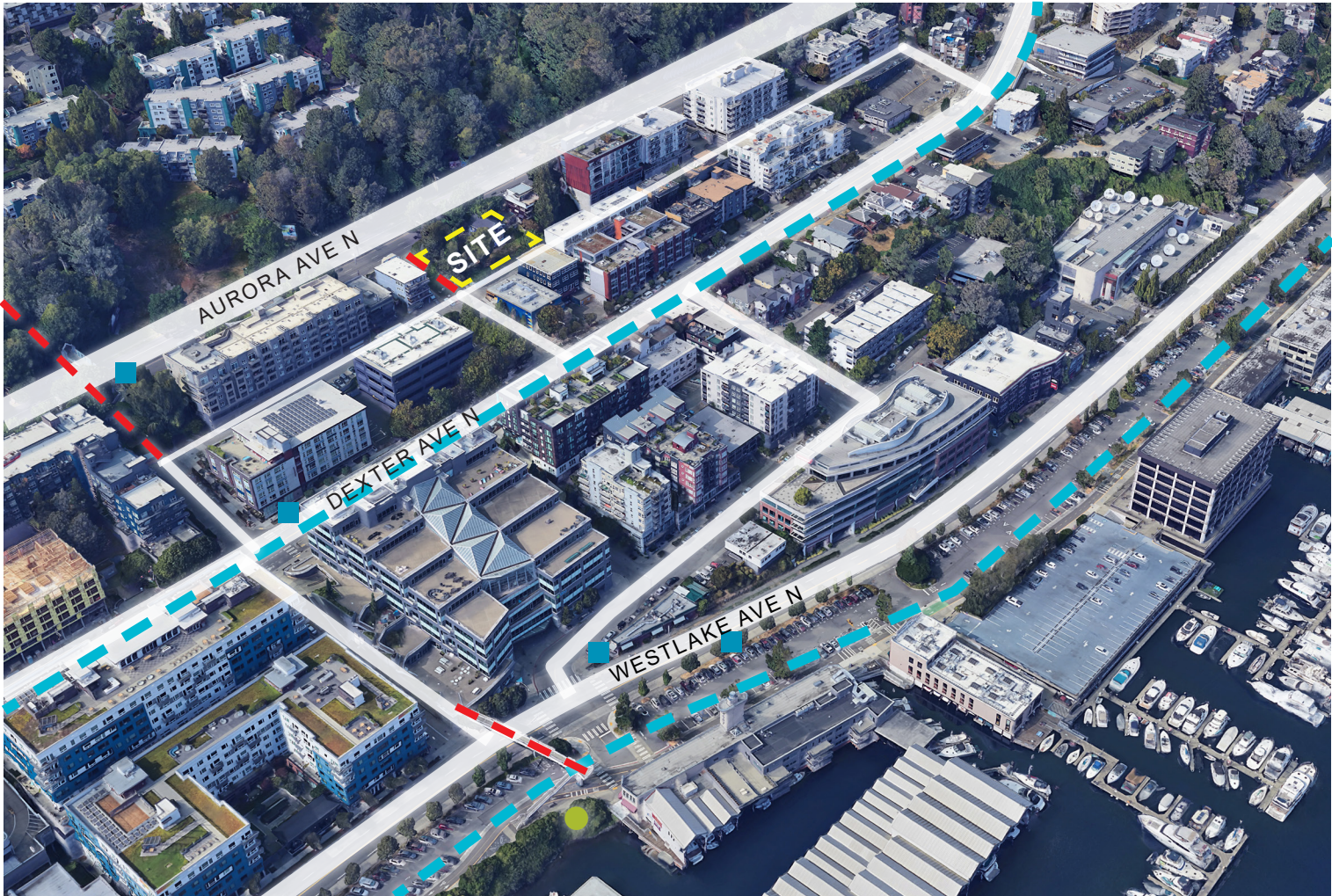
NEIGHBORHOOD CHARACTER

The project is situated along the edge of the active Westlake neighborhood and connected to the transit lines on Aurora Ave N going north and south. Maximizing housing in a location close to amenities within walking distance of markets, restaurants, coffee shops, downtown centers, and museums is an important aspect of this project and helped shape the program for this development. Providing maximum units, with safe and visible entries from Aurora and Garfield, and with amenities that capture the views of the Westlake neighborhood are just a few of the design moves we explored in the EDG options.



CONNECTION AND ACCESS

This site has a complex relationship to the surrounding roadways and landmass. Situated on a steep hill above Dexter Ave and right off of Aurora Ave, the site feels oriented to the east, overlooking Lake Union. The surrounding roads and topography link the site to the Westlake neighborhood more than any other area. Aurora acts as a fast-paced vehicular boundary to the West, with the closest pedestrian crossing located one block south at Galer St.



TRANSPORTATION

PRINCIPAL ARTERIAL // URBAN CENTER CONNECTOR

AURORA AVE N
WESTLAKE AVE N

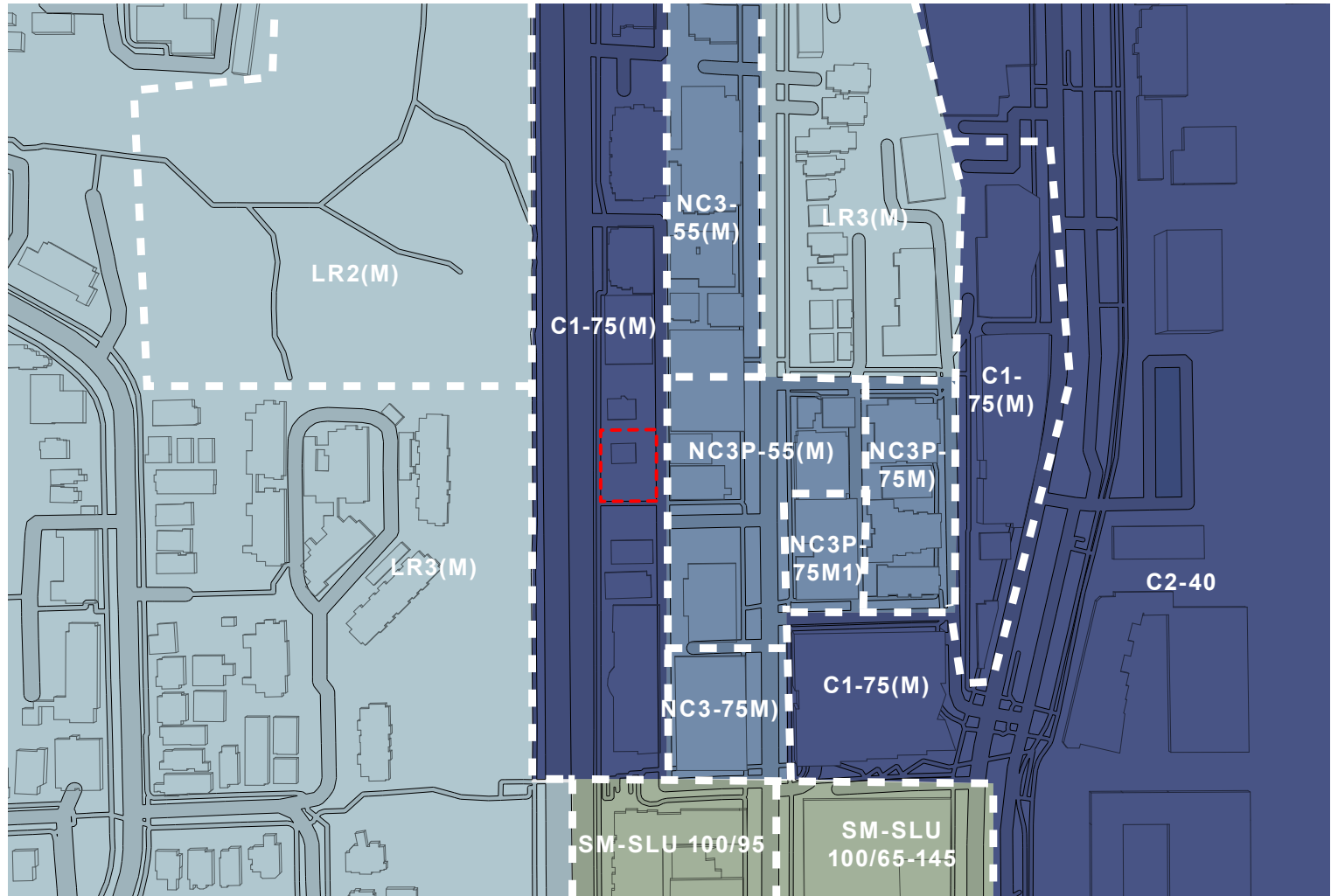
MINOR ARTERIAL // NEIGHBORHOOD CORRIDOR

DEXTER AVE N

OTHER // NEIGHBORHOOD YEILD

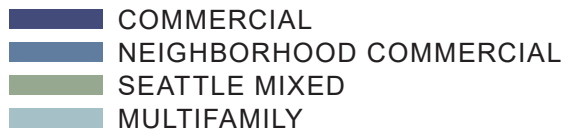
GALER ST
GARFIELD ST

- PEDESTRIAN ACCESS ONLY
- PROTECTED BIKE LANE
- SHORELINE STREET END
- BUS STOP



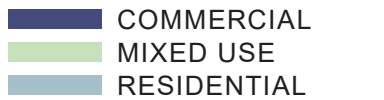
ZONING

The zoning of the north/south running strip of Aurora that our site occupies is C1-75, adopted in 2019, its previous zone being C1-65. Most zoning to the east, towards Westlake, is commercially zoned, with a couple pockets of multifamily and Seattle mixed. Once you cross Aurora to the west, the zoning changes to multifamily.



CURRENT USES

The actual uses of the surrounding context provides a clearer picture of the character of this area than the zoning. Although this strip running north/south along Aurora is commercially zoned, the uses are mainly residential, with a few small private offices provided in some of the larger apartment buildings. This speaks to the growing demand for housing in Westlake, which has a strong connection to the South Lake Union and Downtown neighborhoods. The commercial uses that have more access for the public, like cafes and restaurants, can be found along Dexter Ave, where there is a strong mix of commercial and residential uses. The commercial uses become more industrial along the waterfront, as they serve the industry of Lake Union.

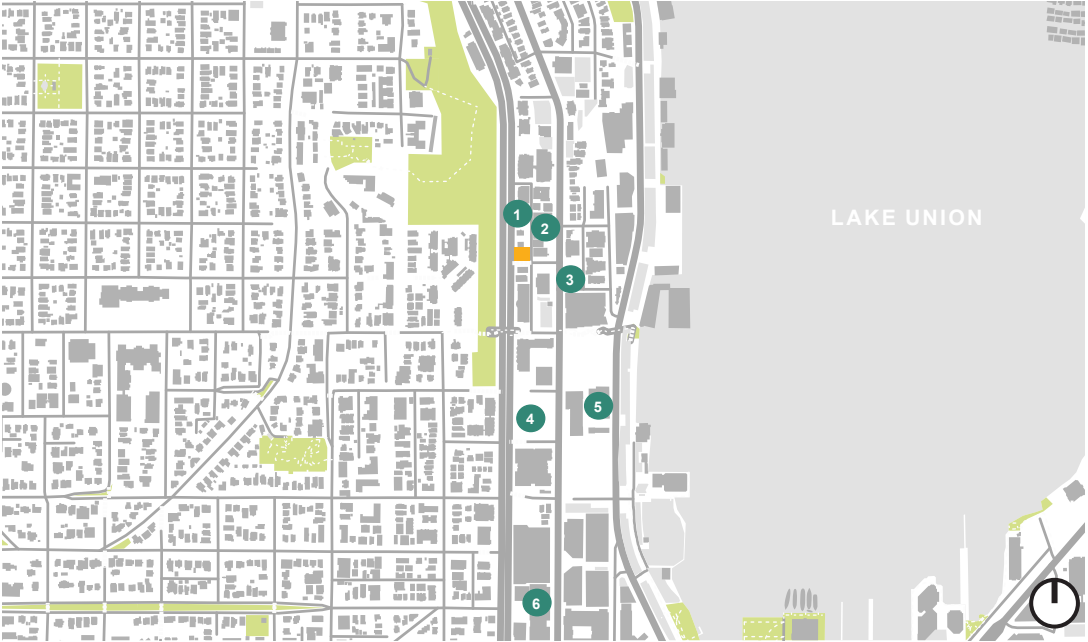


OVERALL NEIGHBORHOOD CONTEXT

- Multifamily context is established but also actively evolving.
- Newer projects prioritize pedestrians and are larger in scale due to zoning density increases.
- Parking garages are accessed from alleys.
- Most new and older apartment buildings share a language of ordered upper-level facades that relate to unit layout and a maximized development footprint.
- Many new multifamily projects utilize the street-facing ground level for commercial uses.
- These larger scale buildings maximize the development of the site with limited modulation while using elements such as materiality and balconies to visually reduce the bulk of the structure.

MAJOR MOVES

- **1622 Aurora Ave N** This building has a strong distinction between upper and lower levels with a change in material and by inseting the ground level. Setting the ground level back allows for a larger buffer from the sidewalk and highway. Despite relatively flat facades and simple glazing, the design maintains interest through material and form.
- **1701 Dexter Ave N** This building uses material to differentiate between units rather than modulation which maximizes space for the apartments. The change in material also influences the roof line.
- **1600 Dexter Ave N** This building maximizes glazing within units and uses tinted windows on the ground level.
- **1305 Dexter Ave N** This building is adjacent to Aurora. To buffer from the street and sidewalk it uses layers of landscaping as well as a fencing detail. The building is large in scale and features a limited amount of modulation.
- **1209 Westlake Ave N** This building uses bright colors to add interest to its overall mass and orients itself toward Lake Union to provide views from unit balconies and the shared roof deck.
- **905 Dexter Ave N** This building adds depth to its facade with vertical bays at upper levels.



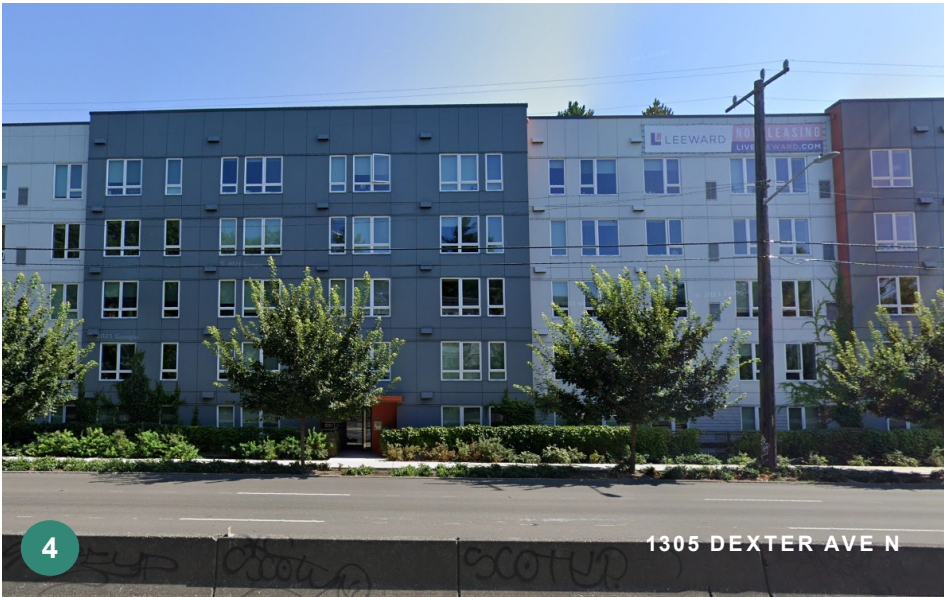
1622 AURORA AVE N



1701 DEXTER AVE N



1600 DEXTER AVE N



1305 DEXTER AVE N



1209 WESTLAKE AVE N



905 DEXTER AVE N

ADDRESSES: 1604 Aurora Ave N
PARCEL #: 880790-0300 & 880790-0295
ZONING: C1-75 (M)
SITE AREA: 7,652 SF

23.47A.004 PERMITTED USES

Permitted Outright:
• Residential

23.47A.012 STRUCTURE HEIGHT

	ALLOWED	PROPOSED
Allowed Maximum Base Height	75'-0"	75'-0"
4' Additional Allowed for Rooftop Features (Parapets, Clerestories, etc.)	79'-0"	79'-0"
16' Additional Allowed for Stair & Elevator Penthouses	91'-0"	89'-0"

23.47A.013 FLOOR AREA RATIO

	ALLOWED	PROPOSED
Maximum Floor Area Ratio:	5.5	5.5
	(42,086 SF)	(~42,000 SF)

23.47A.014 SETBACKS REQUIREMENTS

For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.

23.47A.024 AMENITY AREA

	REQUIRED	PROPOSED
5% of the total gross floor area	2,102 MIN	~2,200 SF

23.47A.016 LANDSCAPING AND SCREENING STANDARDS

- Green Factor score of .30 or greater, per Section 23.86.019, is required for any lot with development containing more than four new dwelling units.
- Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

23.47A.030 REQUIRED PARKING

- 1 space per dwelling unit
 - 50% reduction (frequent transit service area)
 - Additional 50% reduction for SEDUs
- Structures in C zones with residential uses shall meet the requirements for parking access for NC ZONES.
- Access to parking shall be from the alley if the lot abuts an alley. If alley access is infeasible, the Director may allow street access.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Residential, 51-100 dwelling units: 375 SF plus 4 SF for each additional unit above 50. The minimum horizontal dimension of required solid waste storage space is 12 feet.

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level “Average grade level” means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.

PROJECT SITE - LOOKING EAST



1

AURORA AVE N | LOOKING EAST

FIRST FLOOR FROSTED WINDOWS

FENCING SEPARATION

LANDSCAPE BUFFER

RECESSED ENTRANCE

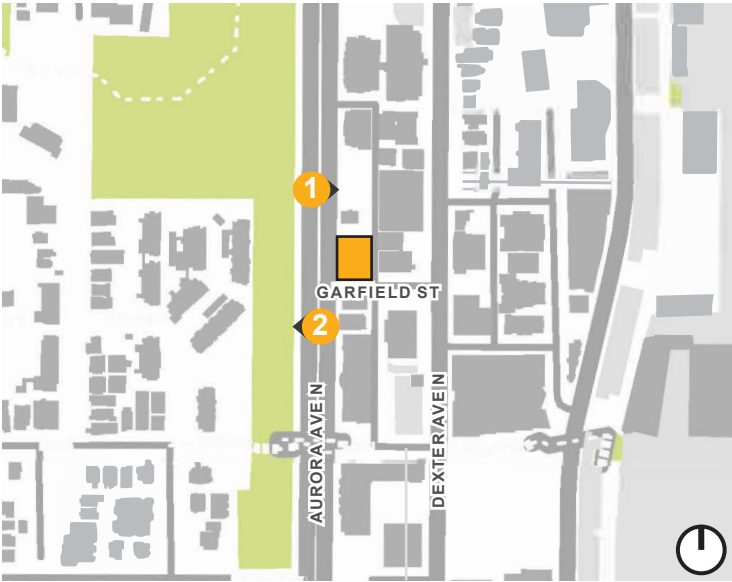
ACROSS FROM PROJECT SITE - LOOKING WEST

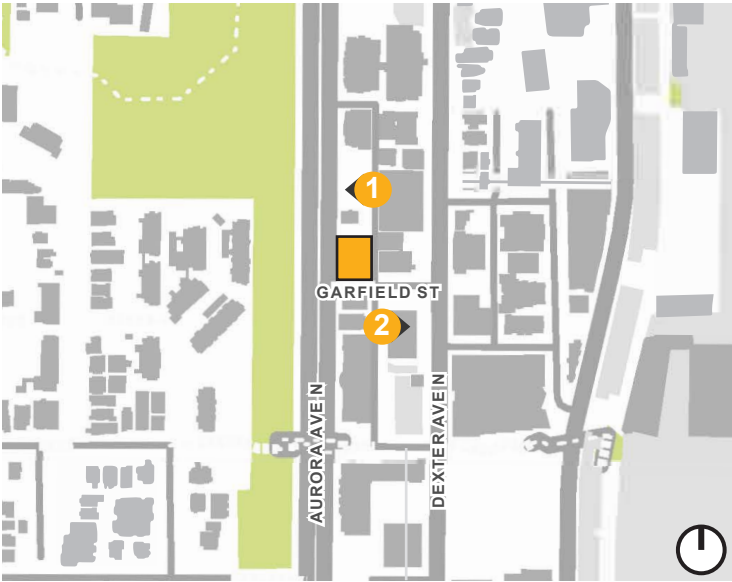


2

AURORA AVE N | LOOKING WEST

UNDEVELOPED AND INACCESSIBLE





COMMUNITY OUTREACH SUMMARY

1. PRINTED OUTREACH:

Printed Outreach: Cone Architecture posted 10 posters within an approximate half mile radius of the proposed site, 1604 Aurora Ave N. Each posted flyer was visible from the sidewalk. Posters provided the project address, SDCI record number, applicant name, brief project description, reason for outreach, how to share thoughts and feedback with a survey link, a project website link, where additional information about the project can be found, and a site location map.

Date: Posters were posted 03/25/2024

2. ELECTRONIC/DIGITAL OUTREACH:

Cone Architecture designed an online survey through Microsoft Forms that provided a brief summary, address of the project, SDCI record number, email address to provide feedback, where additional information can be found, a collection of information statement and five survey questions.

Survey Link: <https://forms.office.com/r/M0xmCUL52V>

Public informed by: Printed Outreach Poster

Date: Survey Launched 03/28/2024
Survey Closed 04/18/2024

Cone Architecture received two (2) responses to the survey that was created through Microsoft Forms:

1. What is your connection to this project?
 - 2 respondents said "I live very close to the project"
 - 0 respondents said "I live in the general area"
 - 1 respondents said "I own a business nearby"
 - 0 respondents said "I visit the are often for work or leisure"
 - 0 respondents said "I don't have a direct connection, but I care about the growth and development in Seattle"
 - 0 respondents said "Other"
2. What is most important to you about a new building on this property:
 - 0 respondents said "That it is nice looking"
 - 0 respondents said "That it looks unique and interesting"
 - 1 respondents said "That it is affordable for residents and/or businesses"
 - 1 respondents said "That it is designed to be family friendly"
 - 0 respondents said "That it is designed with environmental sustainability in mind"
 - 2 respondents said "Other"
 - "It must fit the spot - this is a location with no direct access except"
 - "No low income housing. No connections to a homelessness or drug recovery nonprofit."
3. What concerns do you have about this project:
 - 1 respondents said "Construction noice/impacts"
 - 0 respondents said "That I will not like the way it looks"
 - 0 respondents said "That it will not be affordable"
 - 0 respondents said "that it will feel out of scale from the other buildings nearby"
 - 1 respondents said "That it will make driving and parking in the neighborhood more difficult"
 - 0 respondents said "I don't have any specific concerns"
 - 2 respondents said "Other"
 - "Please do a traffic study. Construction and Function of this site will be a cluster. There must be a plan for the traffic at the corner of the alley"
 - "Crime and mayhem from residents and visitors."

4. Is there anything specific about his property or neighborhood that would be important for us to know?
 - "The T-corner of Garfield and the June alley is already a traffic nightmare for the lunch rush and the dinner rush. During construction it will only probably conflict with the lunch rush. The completed project will be worse because it will have 10-12 move-in/move outs per month, and 70-120 residents coming in and out every day. That is a lot of moving trucks and cars on top of a congested and poorly maintained hilly street with a restaurant take-out kitchen at the hub. This project will result in mayhem if the planning is not done properly. How will the food delivery drivers stop and go? How will trash trucks access the alley? How will the hundreds of residents on the alley access their homes during and after construction ?"
 - "We don't need another grifty nonprofit that will house drug dealers, car thieves, burglars, window smashers, and other violent criminals. I've had enough."

3. ELECTRONIC/DIGITAL OUTREACH:

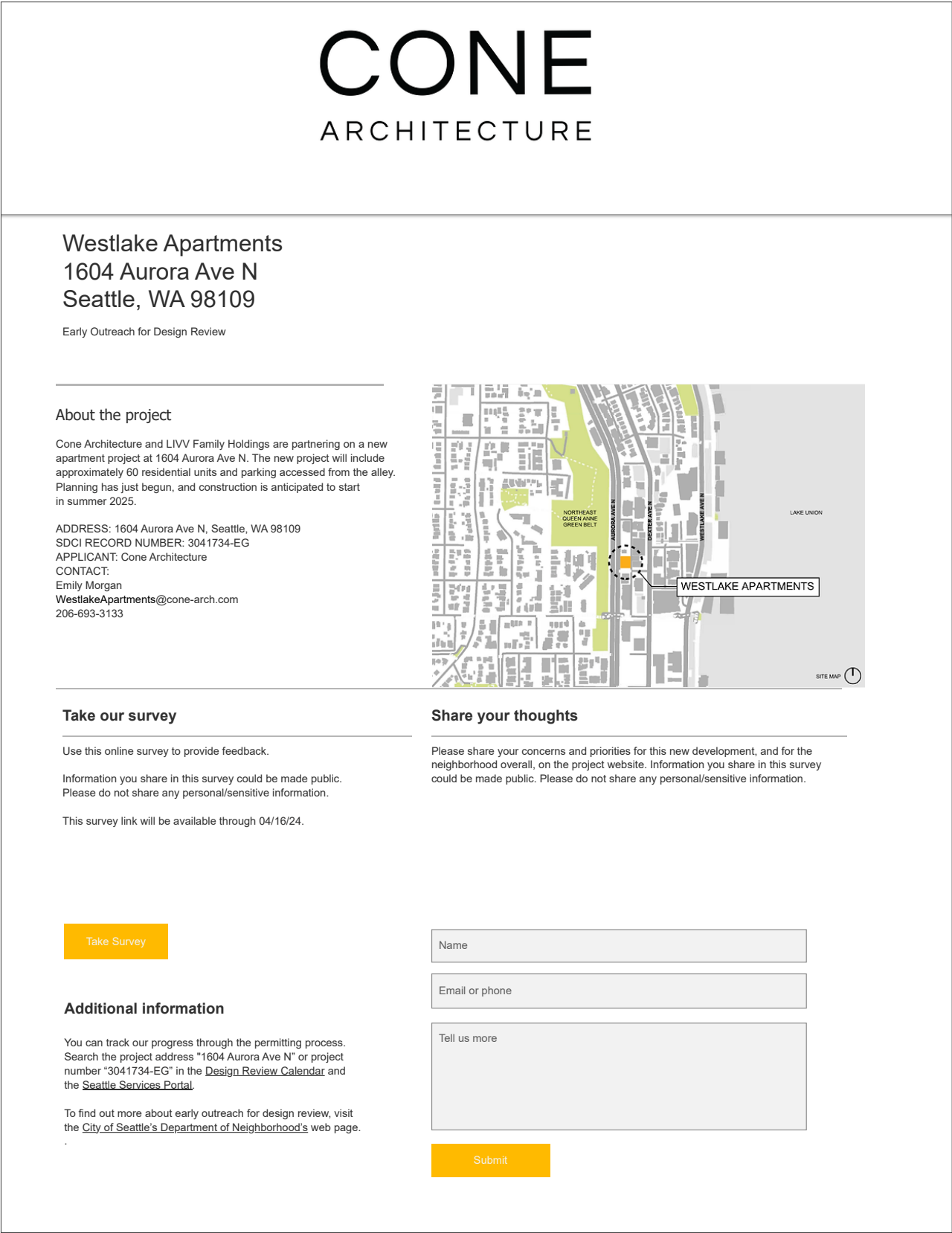
Cone Architecture designed a project-specific website which presented the project via a site-location map and a summary of the project. The website also provided project information including the project's address, SDCI record number, applicant name, and contact information for project feedback and inquiries. Additionally, the site provided a link to the Microsoft Forms project survey with a collection of information statement, noted where additional information can be found, and provided a comment box for any additional feedback.

Website address:
www.cone-outreach.com/westlakeapartments

Date: Site became available 03/28/2024



Screenshot of Poster



Screenshot of Website

01. RELATIONSHIP TO TOPOGRAPHY

CS1. NATURAL SYSTEMS AND SITE FEATURES
C. TOPOGRAPHY
1. LAND FORM

This site sits between Aurora Ave and the alley, with Aurora sitting approximately 26' above the alley. This steep grade requires a thoughtful approach to incorporate the building into the existing land form.



02. INCORPORATE EVOLVING ARCHITECTURE

CS3 ARCHITECTURAL CONTEXT AND CHARACTER
A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

The positive neighborhood attributes that are guiding the design and approach to this project include, increased housing and density, views and connections to iconic Seattle locations like Lake Union and Downtown, and the developing aesthetic of the Westlake neighborhood.



03. CONNECTION TO PLACE, NEIGHBORHOOD + CITY

CS2. URBAN PATTERN AND FORM
A. LOCATION IN THE CITY AND NEIGHBORHOOD
B. ADJACENT SITE, STREETS, AND OPEN SPACES
2. CONNECTION TO THE STREET
C. RELATIONSHIP TO THE BLOCK
A. MID BLOCK SITES

The connection to the street is crucial to the development of this project, Aurora makes this a high-visibility project but also does not provide the most friendly conditions for pedestrians. This is also a high visibility project from the Westlake neighborhood, but at a much slower speed, this calls for a different design approach to each facade as it will be experienced from various points of the neighborhood.



04. RESPONSE TO SITE ATTRIBUTES

- PL3. STREET LEVEL INTERACTION
 - A. ENTRIES
 - B. RESIDENTIAL EDGES
- 2. GROUND LEVEL RESIDENTIAL

Treatment of ground-level residential units takes into account the experience and safety of the residents as well as the aesthetic appearance of the exterior for the public realm.



05. ACCESS, PEDESTRIAN + VEHICULAR

- PL1 CONNECTIVITY
 - B. WALKWAYS AND CONNECTIONS
 - A. PEDESTRIAN INFRASTRUCTURE
- PL2 WALKABILITY
 - A. ACCESSIBILITY
- DC1 PROJECT USES AND ACTIVITIES
 - B VEHICULAR ACCESS AND CIRCULATION
 - 1. ACCESS LOCATION AND CIRCULATION

This site has the opportunity to be on one of Seattle's many public staircases, we are using this as an opportunity to design for the pedestrians and think of their experience, and how it changes on each side of the building. For safety and accessibility, vehicular access is being carefully considered for appropriateness and relationship to the surrounding buildings and streets.

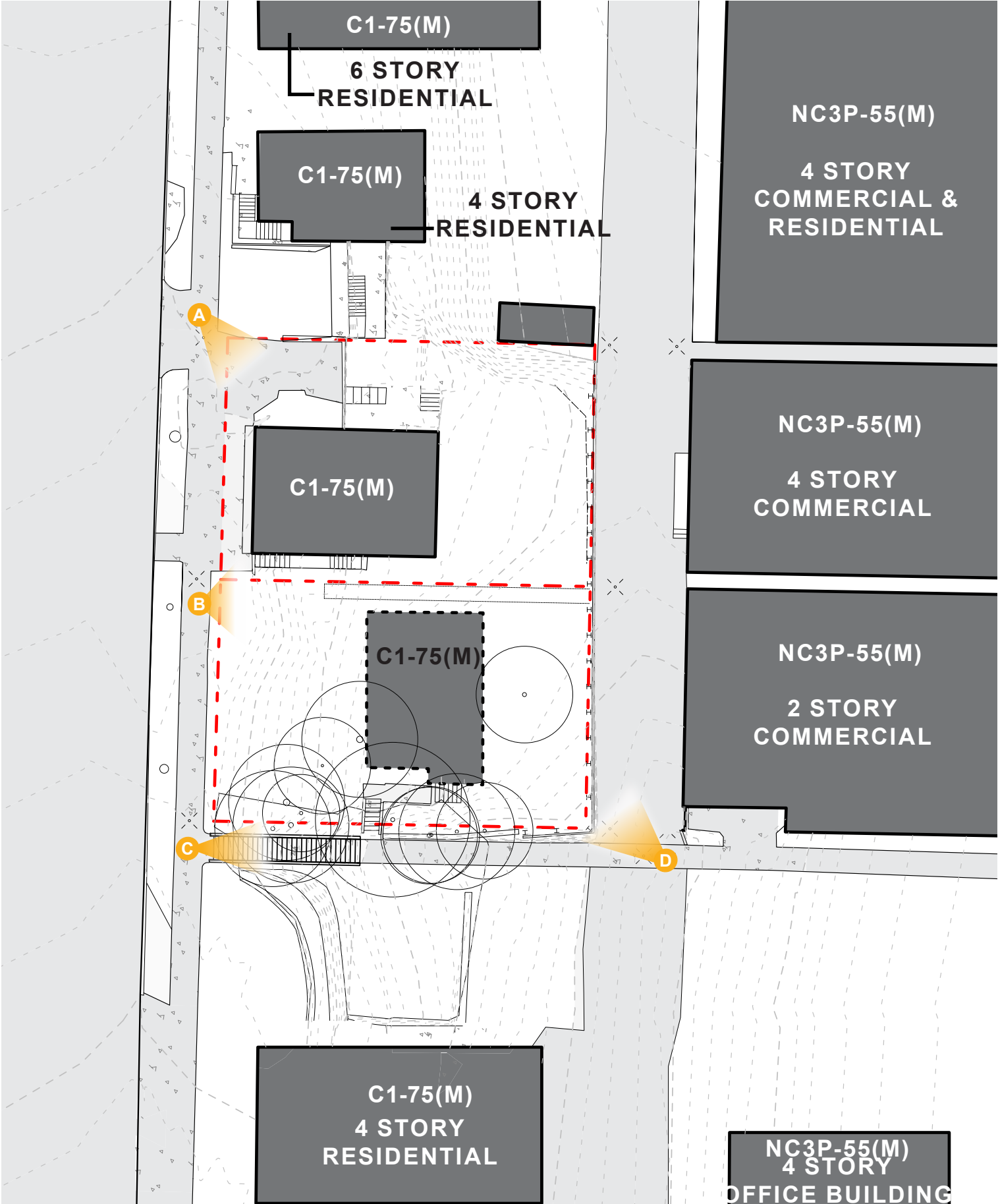


06. FACADE + AESTHETIC

- DC2 ARCHITECTURAL CONCEPT
 - B FAÇADE COMPOSITION
 - C SECONDARY ARCHITECTURAL FEATURES

Still relating to an overall concept, each facade will break down into a composition that responds to the context. Aspects of consideration include views, access, safety, light and air, and visual composition.





A NW CORNER OF SITE



B W VIEW FROM AURORA



C VIEW FROM TOP OF GARFIELD STAIRS



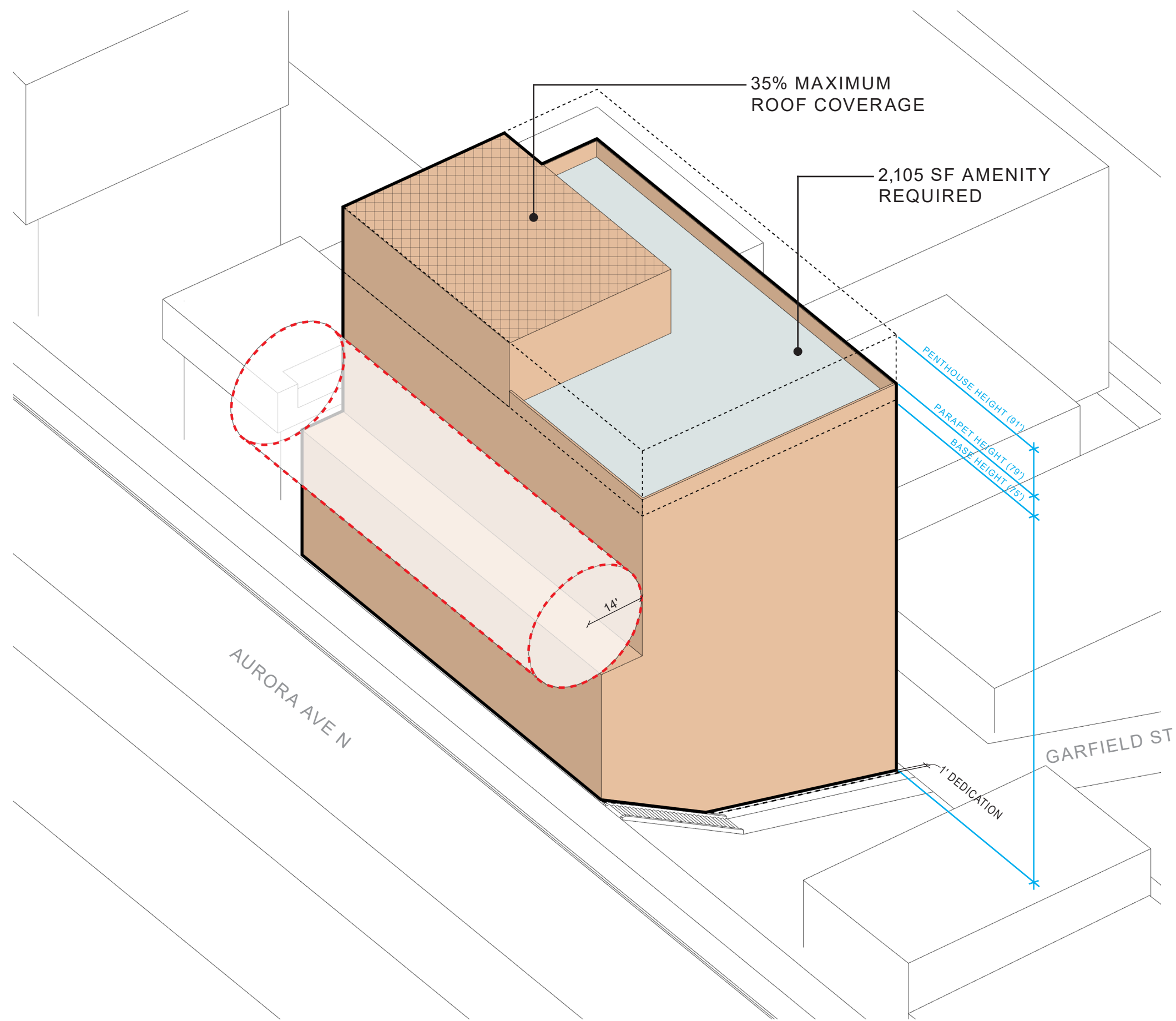
D SE CORNER OF SITE - ALLEY AND BOTTOM OF GARFIELD STAIRS

MAXIMUM DEVELOPMENT POTENTIAL

This project site is zoned C1-75(M) with a maximum base height of 75 feet. An additional 4 feet is allowed for parapets height and 16 feet is allowed for the maximum penthouse height which also has a maximum roof coverage of 35%.

The C1 zoning requires no setback along the front, side, and rear property lines. An upper level 8-foot average setback is required above 65 feet along Aurora Ave N. However, the 14' required HVL setback along Aurora Ave N dictates that the building will be setback a minimum of 10 feet adjacent to the HVL and above. Finally, there is a 1-foot dedication required along Garfield St.

2,104 SF of amenity space is required. In all massing options, this is provided at the roof deck to take advantage of the exceptional views, to the east and south, in particular.



SETBACK REQUIREMENTS

- Front lot line 0'-0" setback.
- 8'-0" Average upper level setback above 65'
- Side lot lines 0'-0" setback.
- Alley 0'-0" setback
- Garfield St 1'-0" dedication
- A high voltage line along Aurora Ave N requires a 14'-0" radial setback from the wire.

SOLAR ACCESS & VIEWS

- The proposed building will have solar access from the east, west, and south.
- Views of the Lake Union to the east and downtown Seattle will be available from the upper floors and roof deck.

TRAFFIC CIRCULATION

- The alley to the east provides vehicular access to the lower level parking garages at the rear of the property.
- The alley connects to Aurora Ave N, a major arterial, as well as Garfield St.

STREETSCAPE

Sidewalks and planting strips with street trees are present along Aurora Ave N. Vehicular parking occurs in the alley. Garfield St transitions into pedestrian only access providing stairs to the south of the site that connect Garfield St to Aurora Ave N.

NEIGHBORHOOD PATTERNS AND POTENTIAL

The Westlake neighborhood has been highly developed in recent years with large multi-family apartment buildings.

LANDSCAPE APPROACH

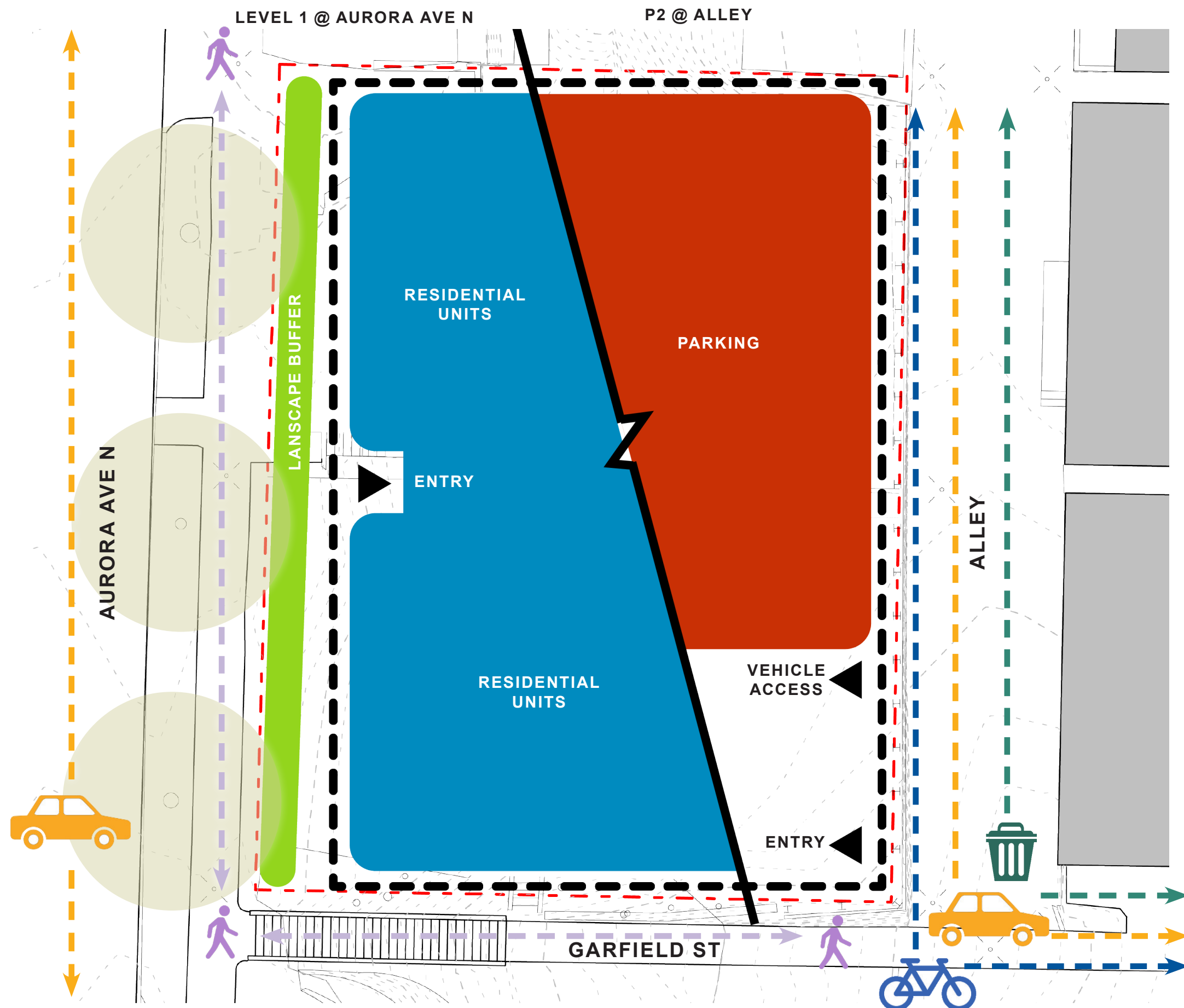
Existing street trees along Aurora Ave N will be replaced at the direction of SDOT urban forestry. The existing ROW will be restored to SDOT standards. Landscaping will be used as a buffer between public and private spaces, as well as provide a traffic calming measure along Aurora Ave N.

SOLID WASTE

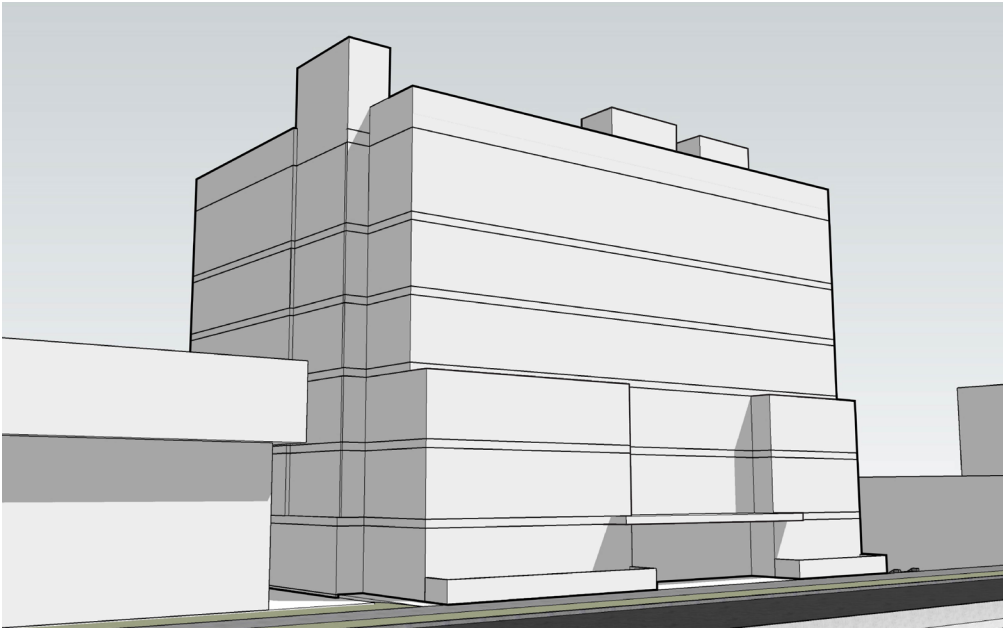
Located along the alley on the lowest parking garage level, the solid waste storage will be convenient for access. No staging of solid waste containers outside the building is proposed.

SITE STRATEGY

A main objective is to design an attractive and calming environment for pedestrians at the corner of Aurora Ave N and the Garfield St stairs. The project will engage with the steep slope on site with sunken parking levels accessed from the alley, to minimize the presence of cars. The building will anchor the intersection of three public right-of-ways and provide much needed new housing for the neighborhood.



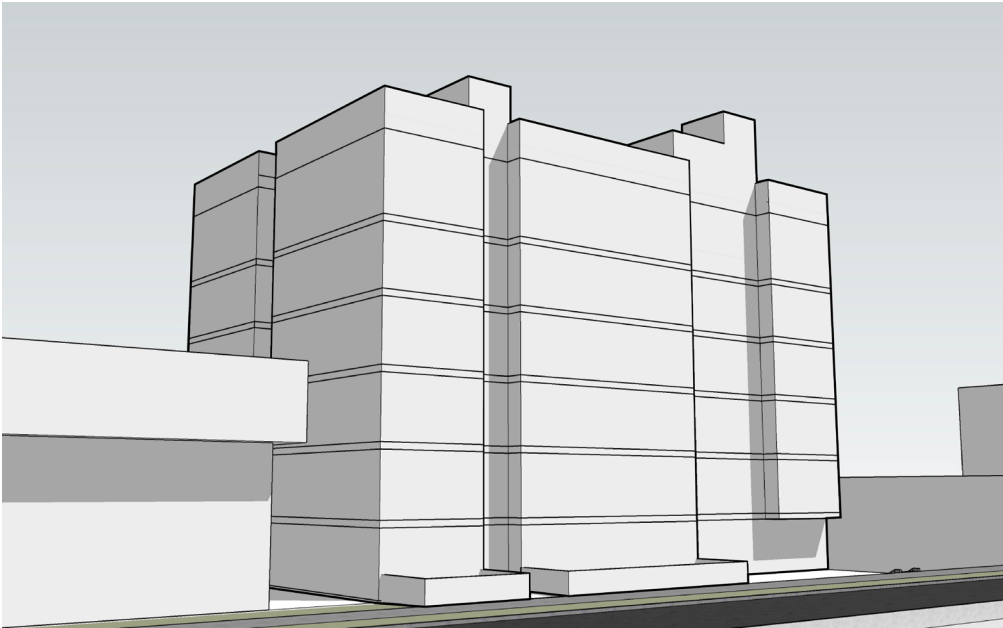
(THIS PAGE LEFT INTENTIONALLY BLANK)



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

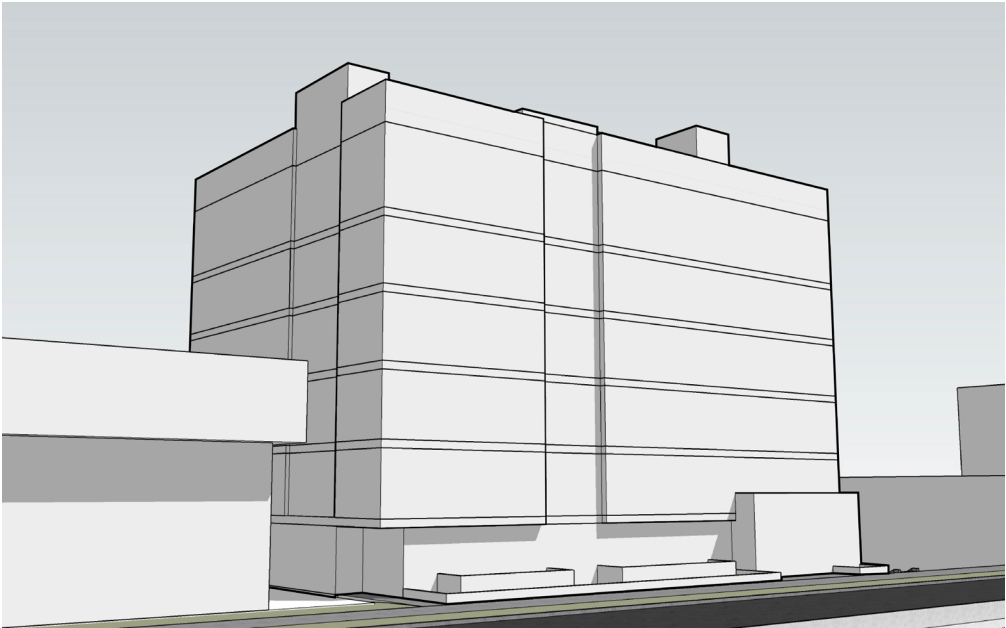
PROS	<ul style="list-style-type: none">• RECESSED PEDESTRIAN ENTRY WITH PROMINENT SECONDARY VOLUMES• PRIVATE EAST AND SOUTH FACING DECKS THAT ADD SECONDARY FEATURES• LANDSCAPE BUFFER AT STREET LEVEL RESIDENTIAL UNITS
CONS	<ul style="list-style-type: none">• DEPARTURE REQUIRED FOR RESIDENTIAL STREET LEVEL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



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

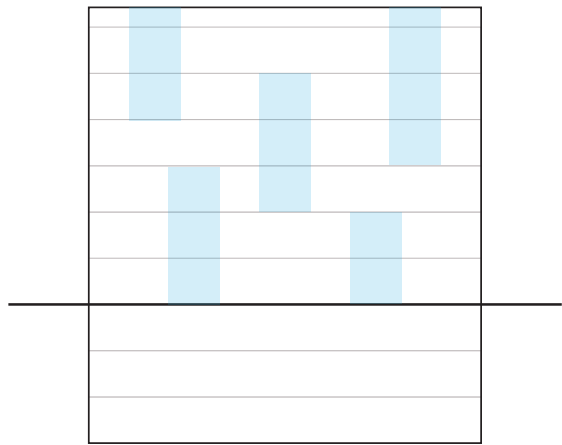


OPTION 3 – PREFERRED

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

OPTION 01



DESIGN CONCEPT

Option 01 proposes a 9-story residential building with 2 levels of below-grade parking with access from the alley. The massing at the street level pushes proud of the upper floors toward the sidewalk, flanking a centralized main entrance. Grouped inset decks will create visual interest for the principal volume of the building.

ATTRIBUTES

- UNITS: 68 UNITS
- FAR: 41,935 SF (42,081 MAX)
- DEPARTURES: NONE
- PARKING 34 VEHICLE STALLS
68 BICYCLE

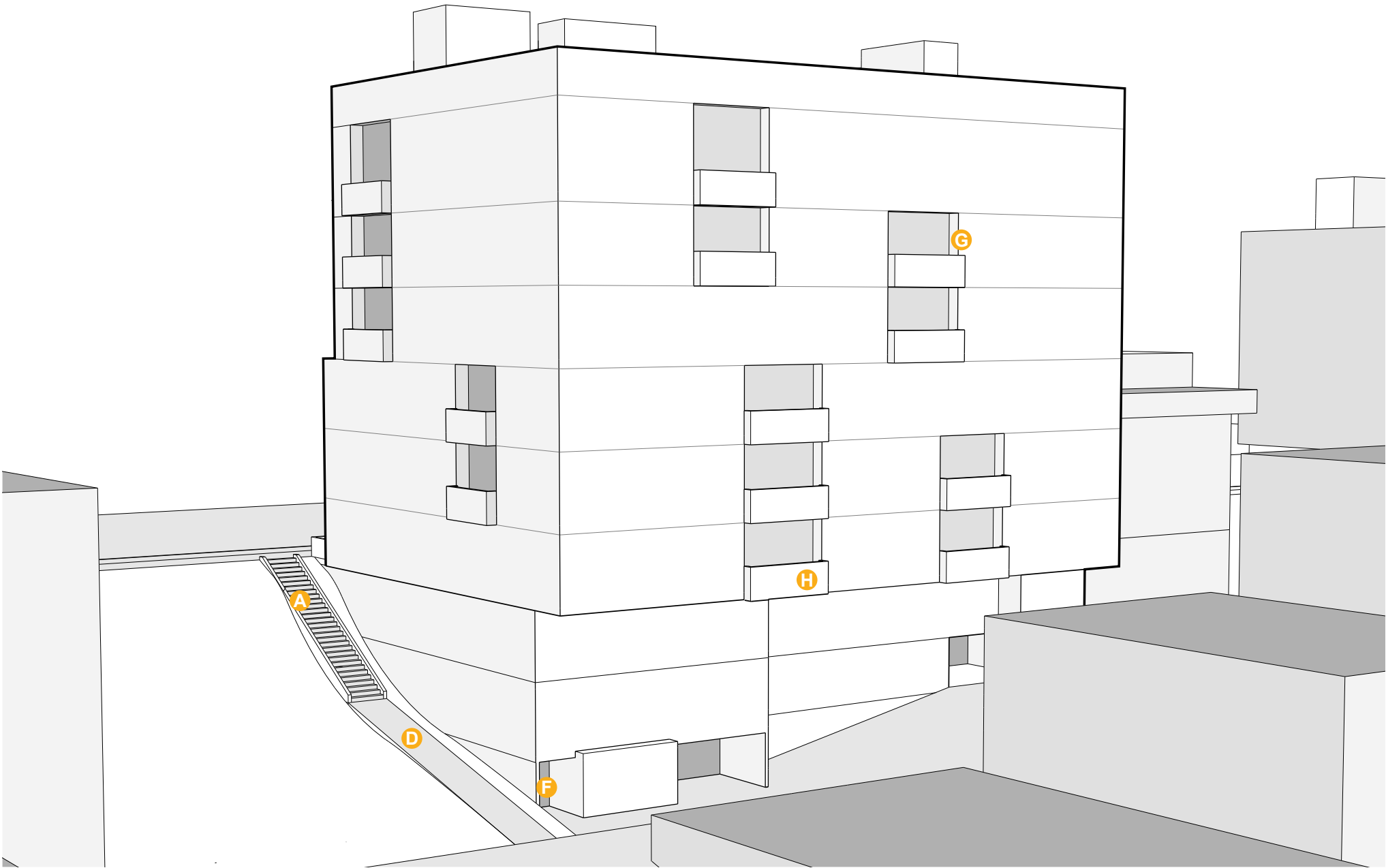
OPPORTUNITIES

- Recessed pedestrian entry with prominent secondary features
- Private decks that add visual interest
- Landscape buffer at street level residential units

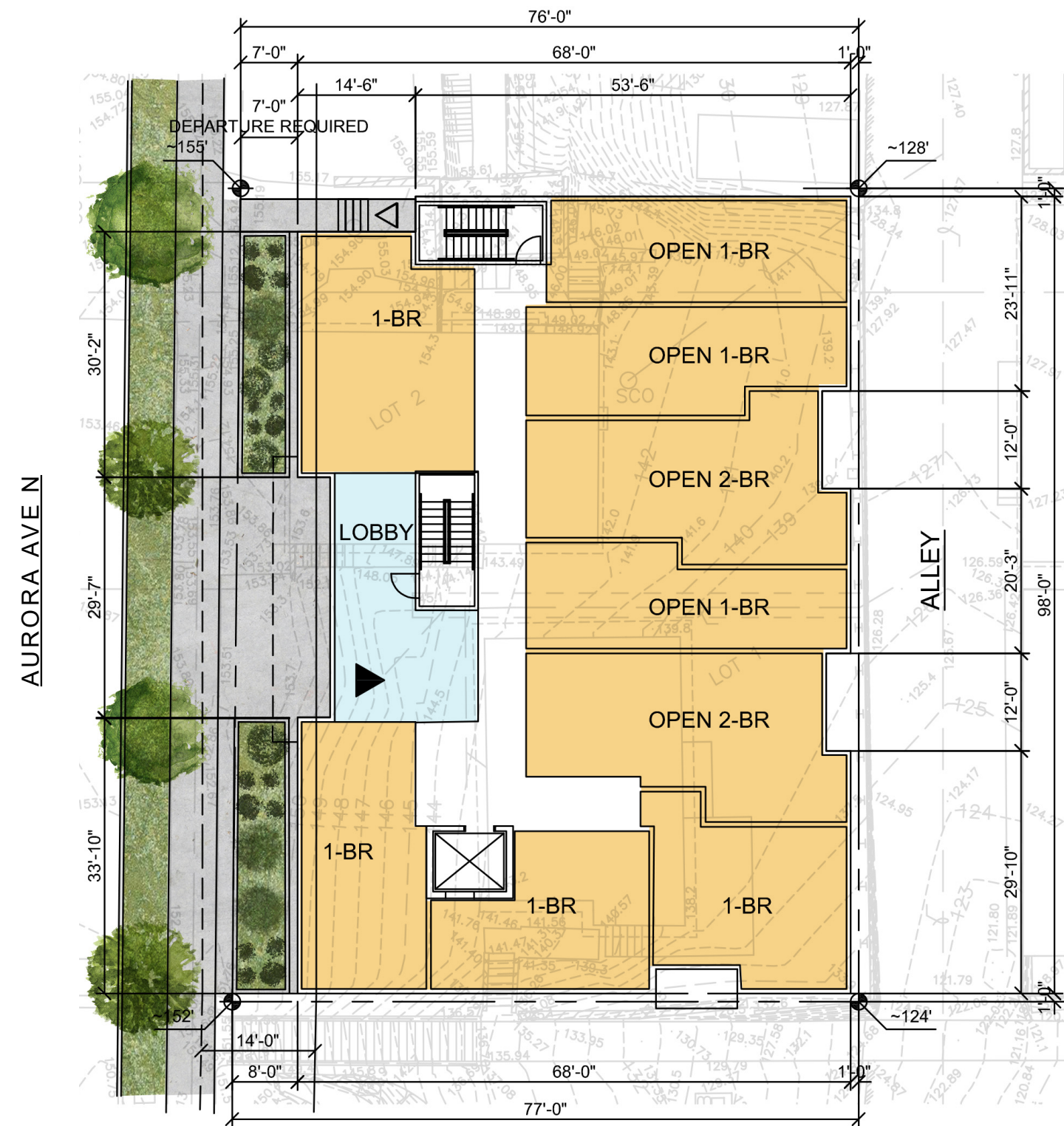
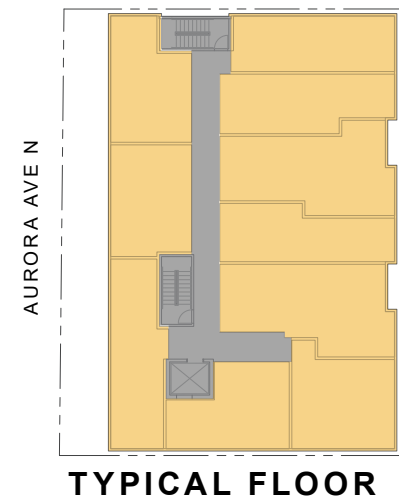
CONSTRAINTS

- Unit at corner of Garfield and Aurora
- Departure required for residential street level use
- Shorter floor to ceiling heights due to higher first floor finish elevation

- 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)



☐ CIRCULATION

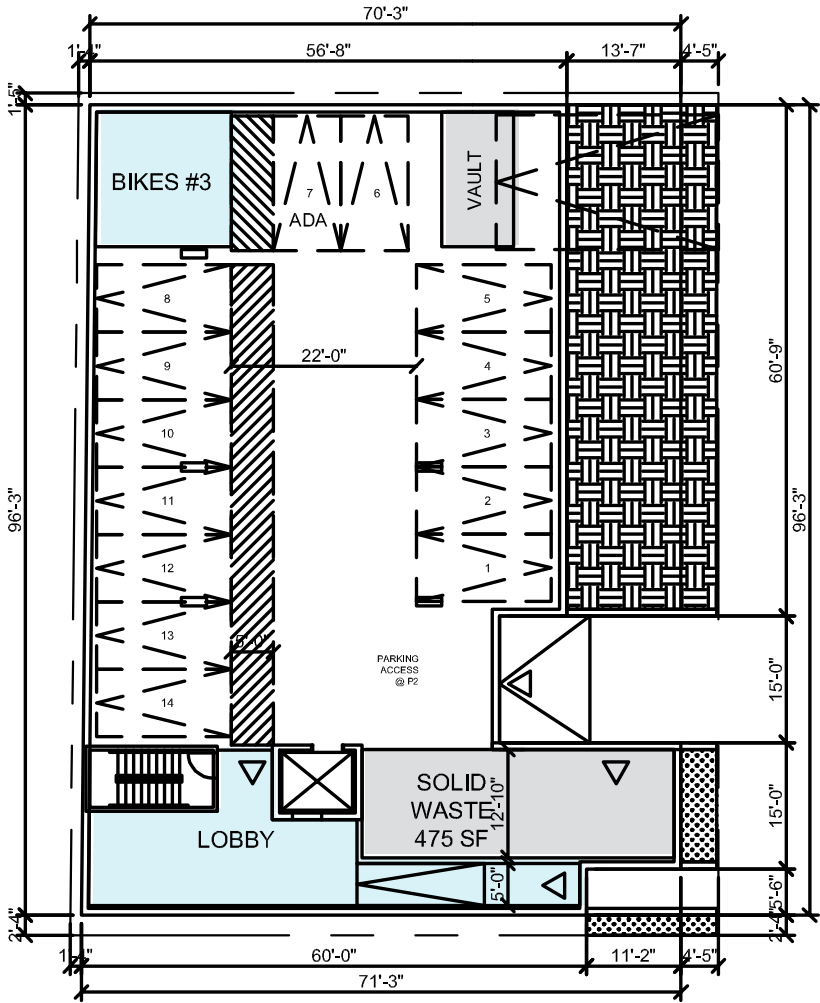
 SERVICE

 DWELLING

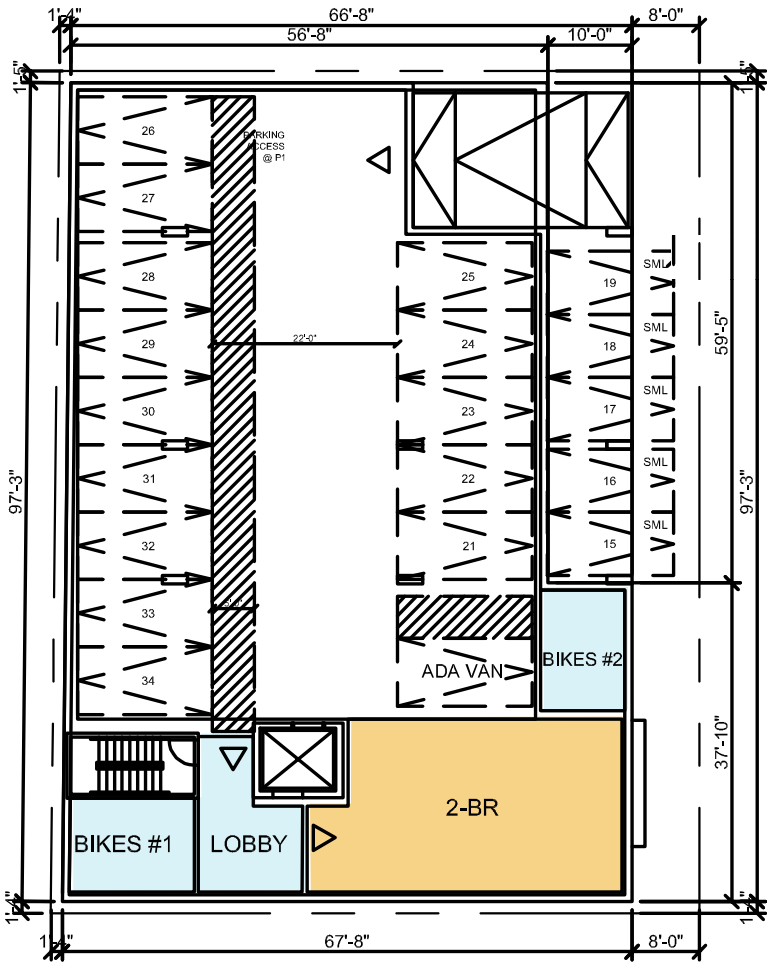
 COMMON/AMENITY AREAS



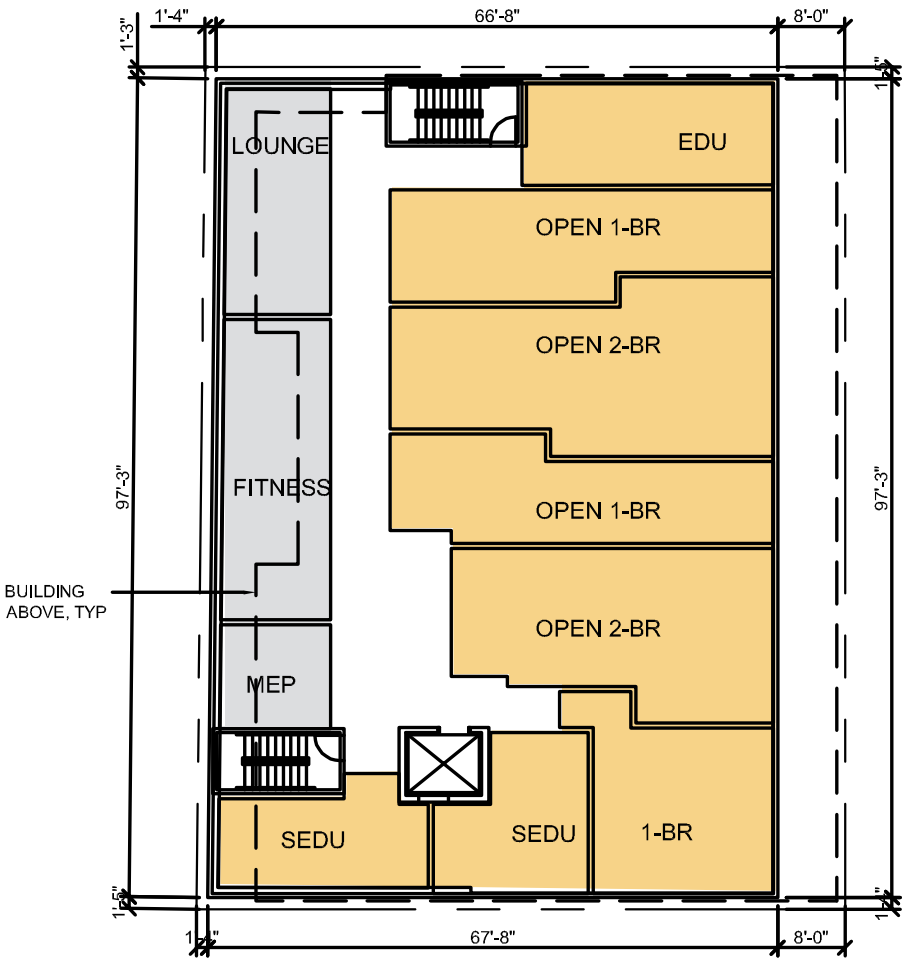
OPTION 01



FLOOR PLAN - P2 LEVEL
SCALE 1/16" = 1'-0"



FLOOR PLAN - P1 LEVEL
SCALE 1/16" = 1'-0"



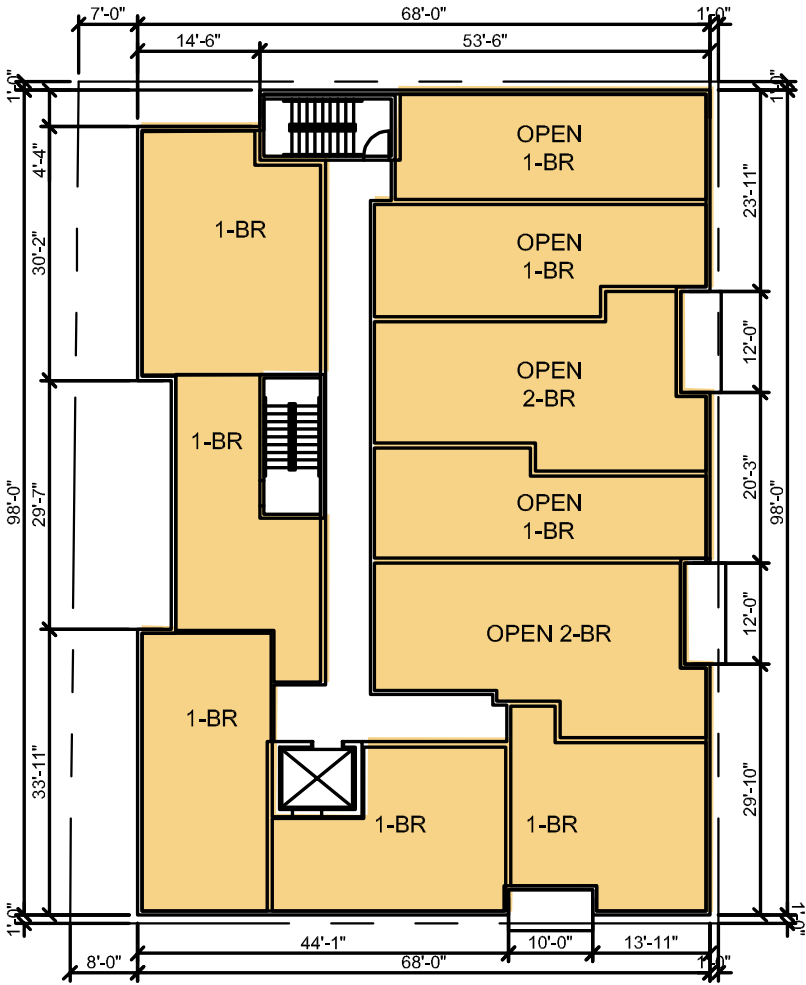
FLOOR PLAN - LEVEL 0
SCALE 1/16" = 1'-0"

CIRCULATION

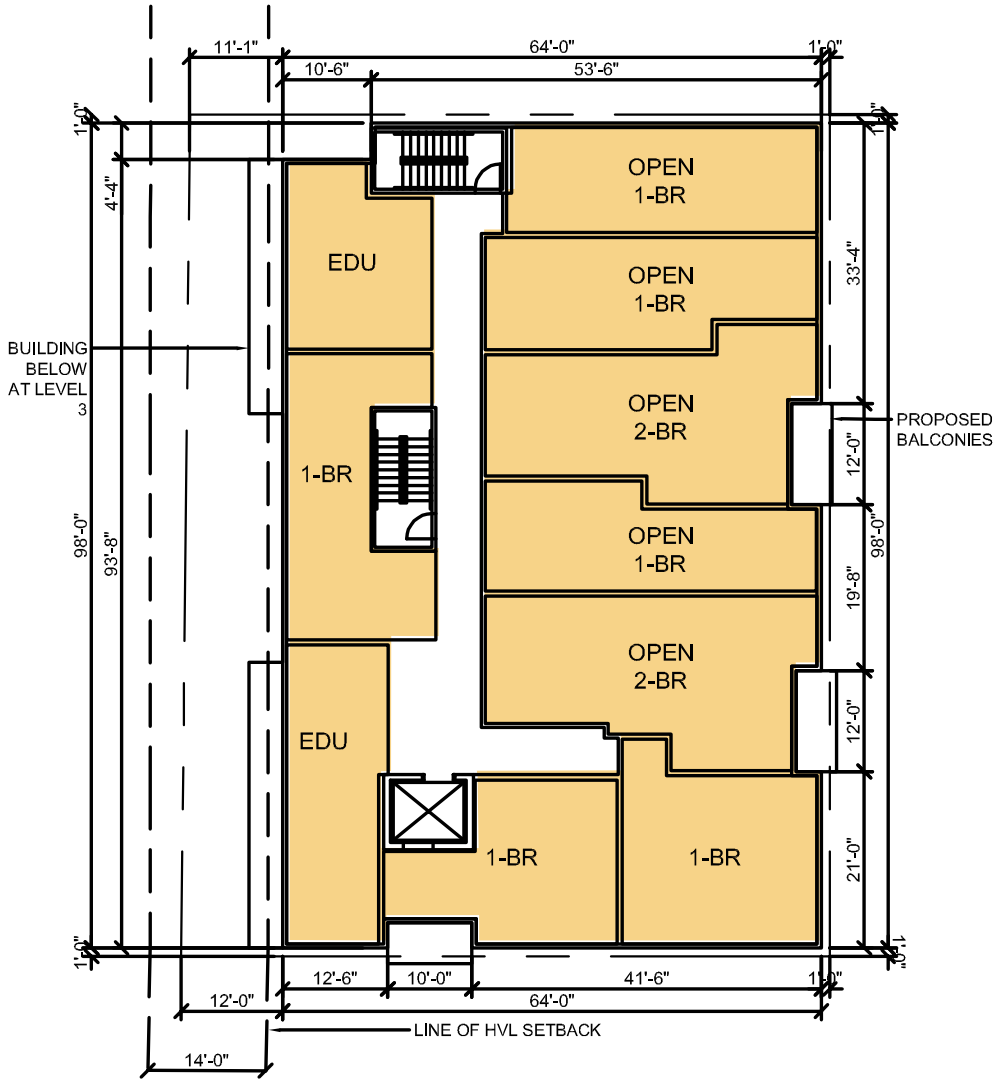
SERVICE

DWELLING

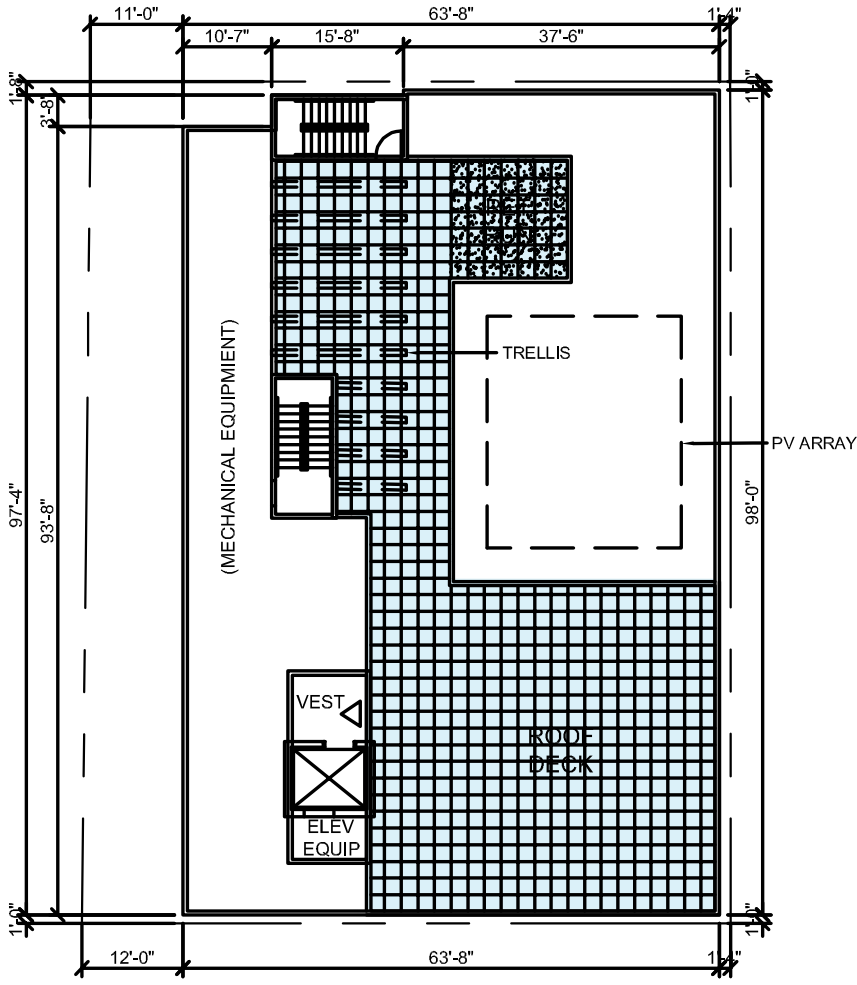
COMMON/AMENITY AREAS



TYPICAL FLOOR PLAN, L2+L3
SCALE 1/16" = 1'-0"



TYPICAL FLOOR PLAN, L4-L6
SCALE 1/16" = 1'-0"



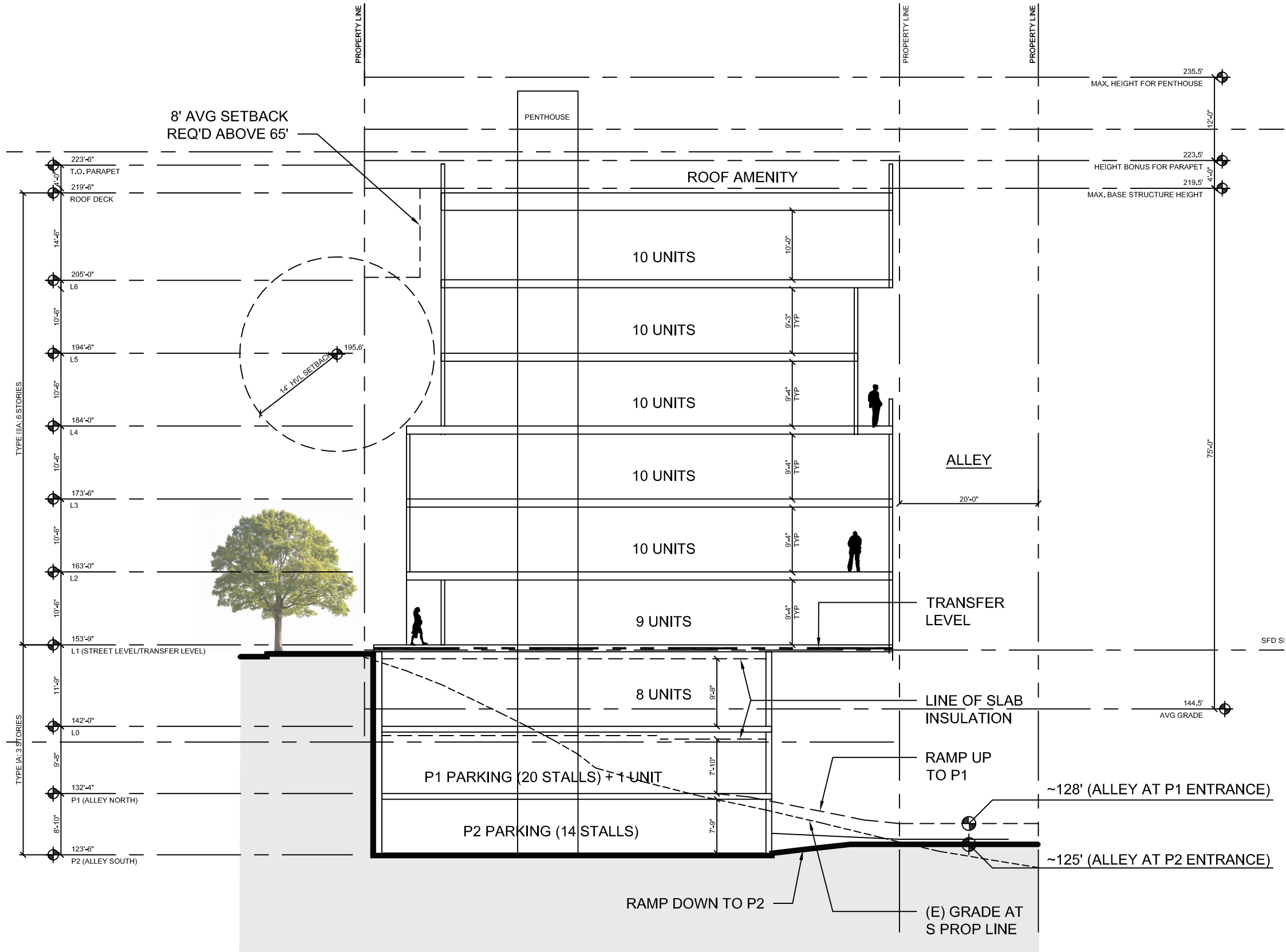
ROOF PLAN
SCALE 1/16" = 1'-0"

CIRCULATION

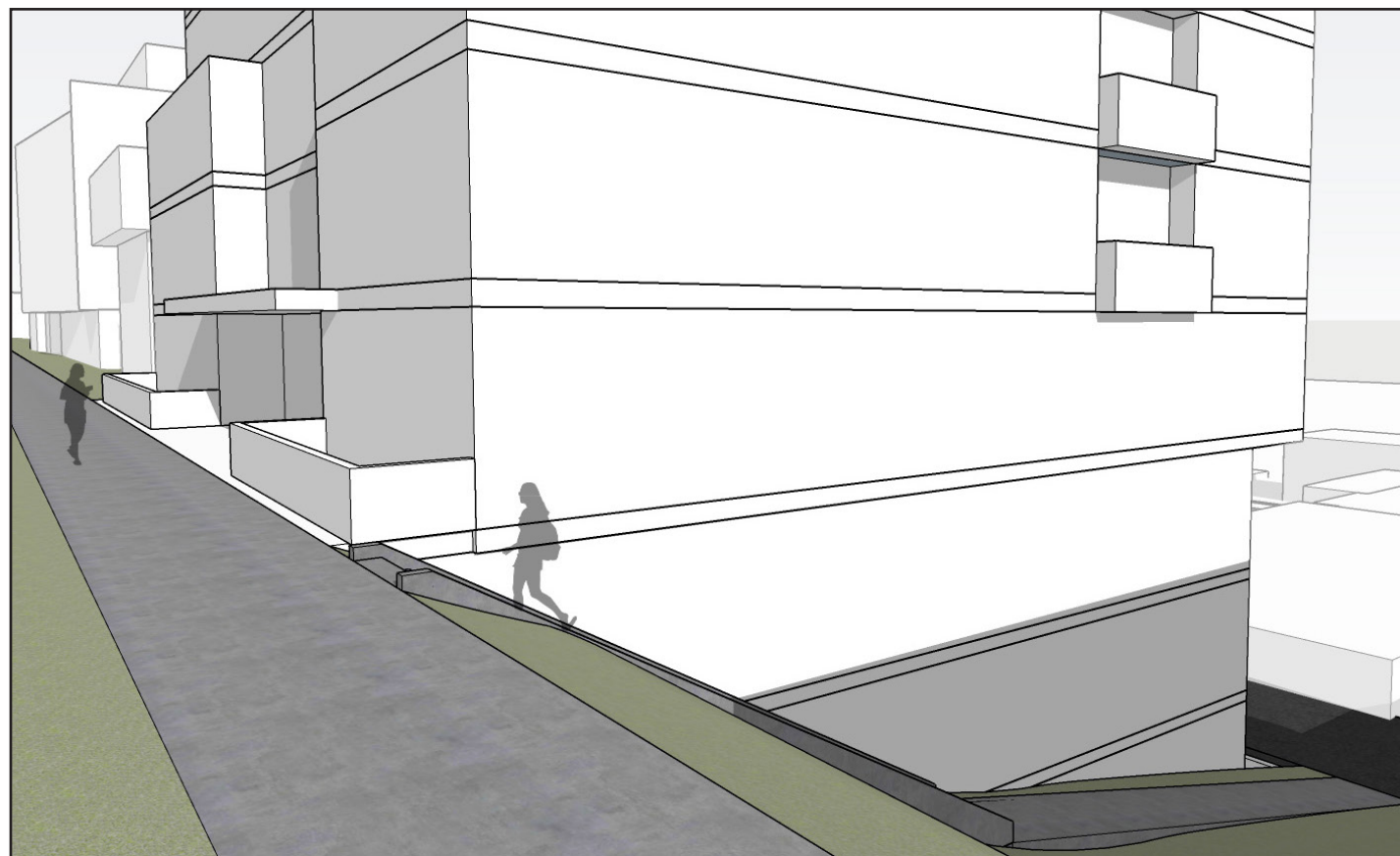
SERVICE

DWELLING

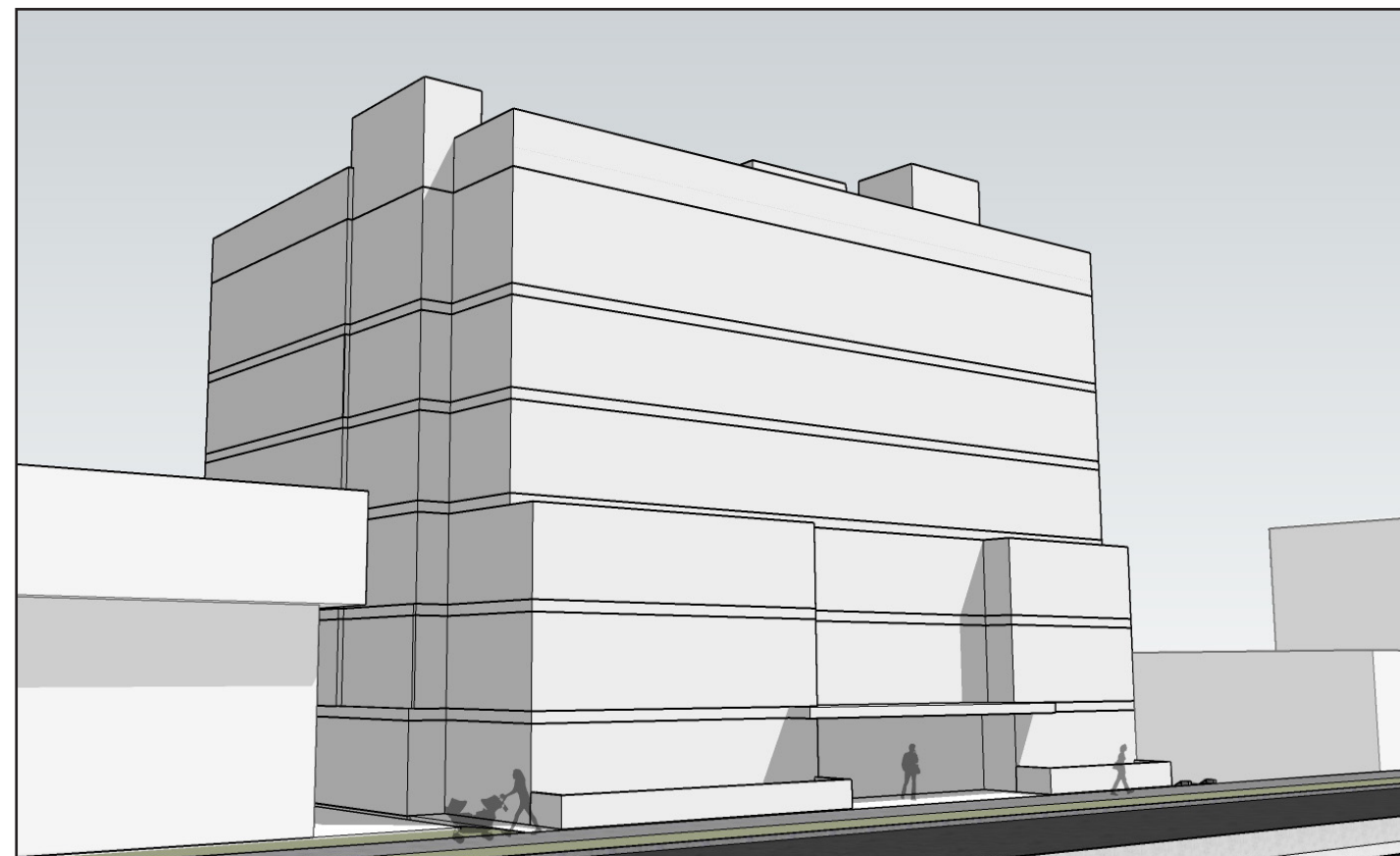
COMMON/AMENITY AREAS



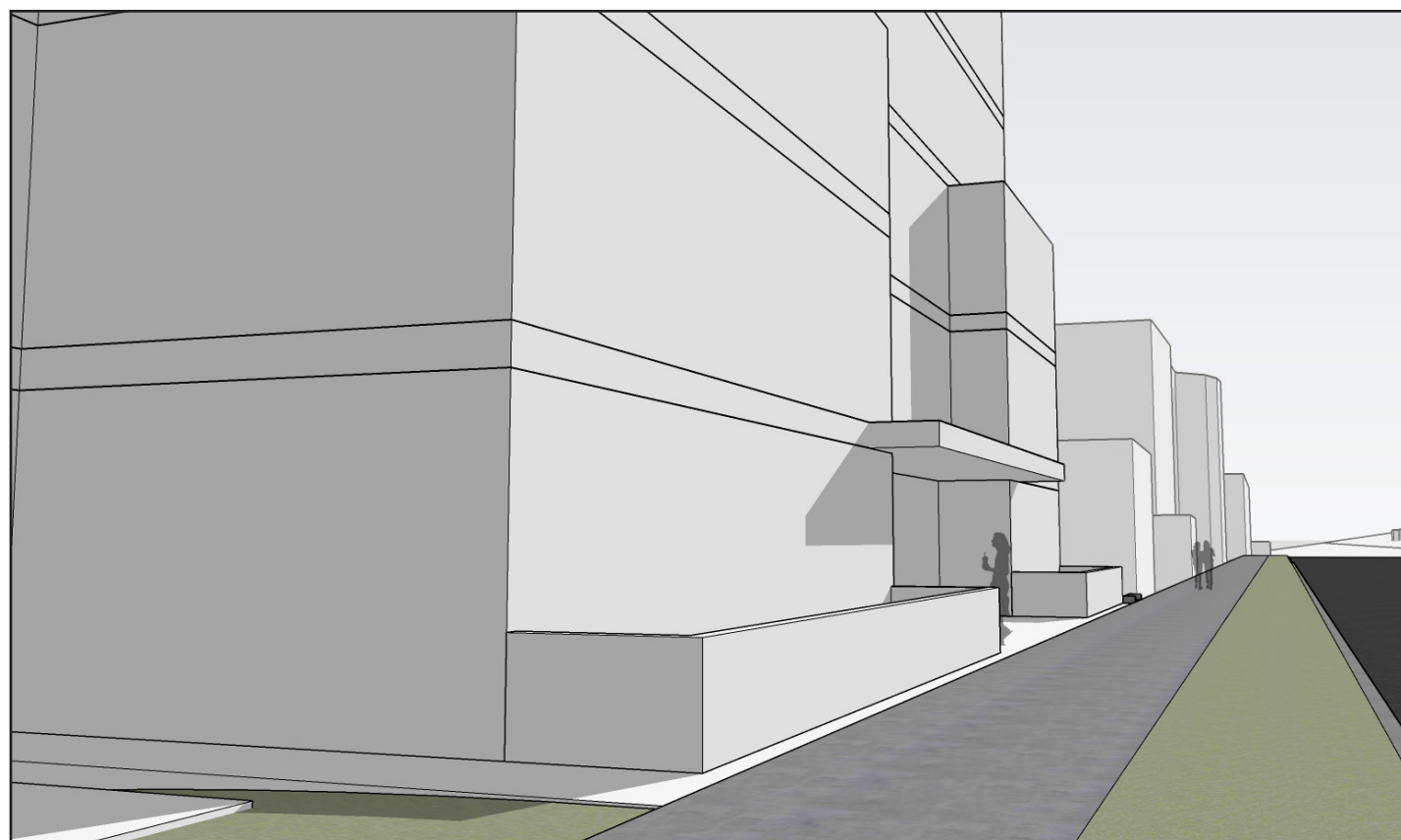
SECTION LOOKING NORTH



VIEW FROM SOUTHWEST (AURORA AVE N & GARFIELD ST ROW)



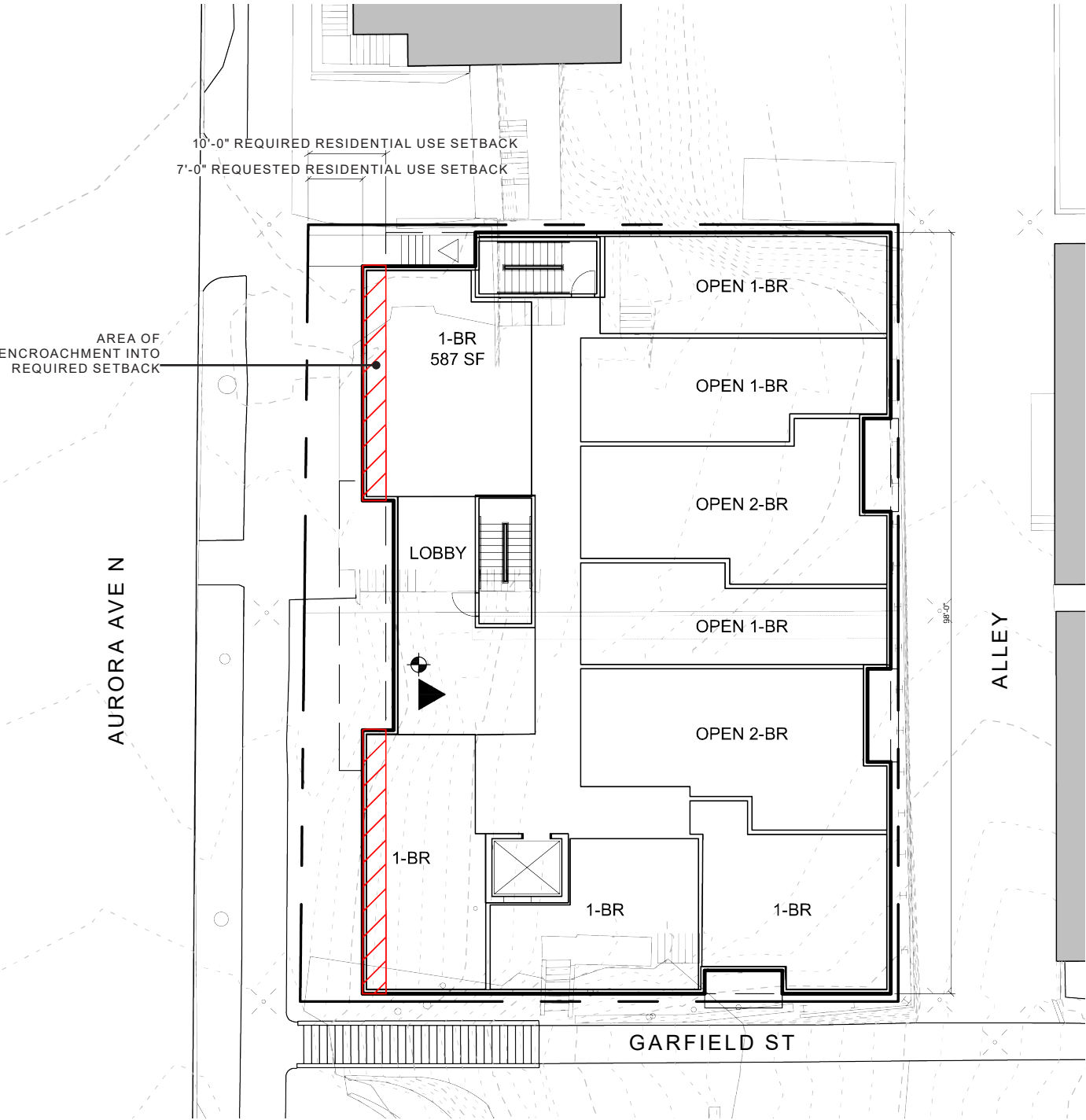
VIEW FROM NORTHEAST (AURORA AVE N)



VIEW LOOKING SOUTH ALONG AURORA AVE N



VIEW LOOKING NORTH ALONG AURORA AVE N



DEPARTURE REQUEST DIAGRAM



DEPARTURE	REQUIREMENT	REQUEST	RATIONALE
STREET LEVEL DEVELOPMENT STANDARDS (SMC 23.47A.008.D.2)	DEVELOPMENT STANDARD REQUIRES A 10'-0" RESIDENTIAL SETBACK AT STREET LEVEL.	TO ALLOW THE RESIDENTIAL SETBACK TO DECREASE BY 30%, 7'-0" INSTEAD OF 10'-0"	TO MINIMIZE HEIGHT BULK AND SCALE OF THE 6-STORY BUILDING ALONG THE STREET FACADE, THE FIRST THREE LEVELS HAVE BEEN PUSHED CLOSER TO AURORA AVE N, THIS WOULD REQUIRE A DEPARTURE FOR THE RESIDENTIAL SETBACK. THE CURRENT STREET EDGE IS PRIMARILY RESIDENTIAL, WITH NO IMMEDIATE COMMERCIAL USES

(THIS PAGE LEFT INTENTIONALLY BLANK)

OPTION 02



DESIGN CONCEPT

Option 02 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 modulated at the vertical stair and elevator towers, with the main entrance shifted towards the Garfield St ROW. A pattern of private decks will add visual entrance to the east and south facades.

ATTRIBUTES

- UNITS: 67 UNITS
- FAR: 41,973 SF (42,081 MAX)
- DEPARTURES: NONE
- PARKING 34 VEHICLE STALLS
67 BICYCLE

OPPORTUNITIES

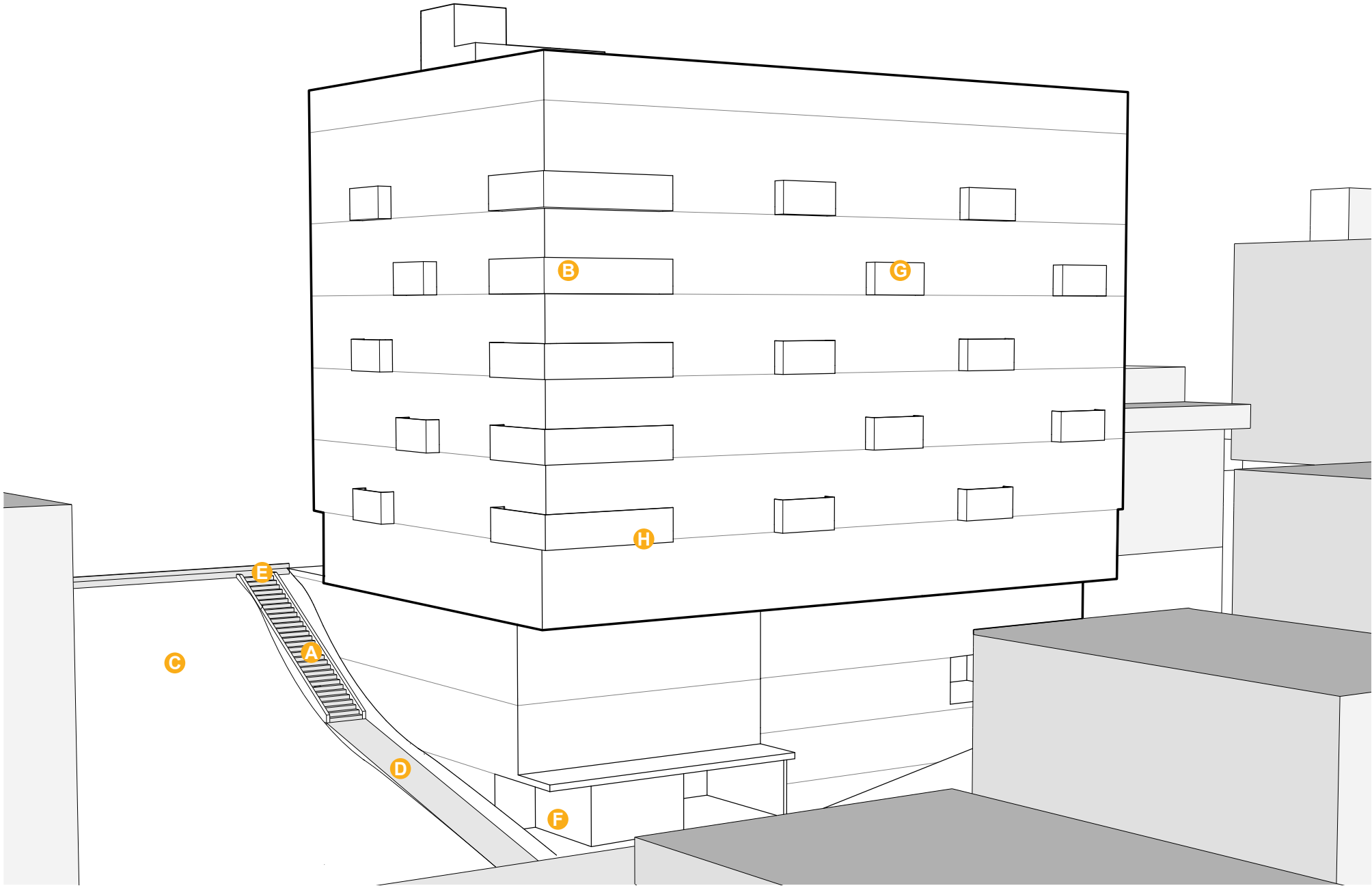
- Landscape buffer at street level residential units at Aurora
- Recessed corner entrance with connection to Garfield
- Prominent secondary features on east & south facade
- Simple massing
- Bolted on decks provide an opportunity for secondary elements and texture to the facade and outdoor space. The alternate pattern allows privacy between occupied decks.

CONSTRAINTS

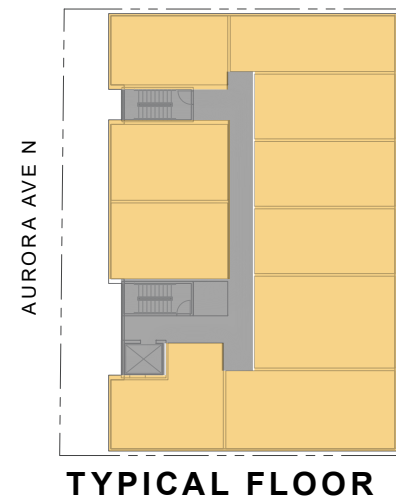
- Minimal modulation at the east and south facade
- Smaller and less total units in unit matrix





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

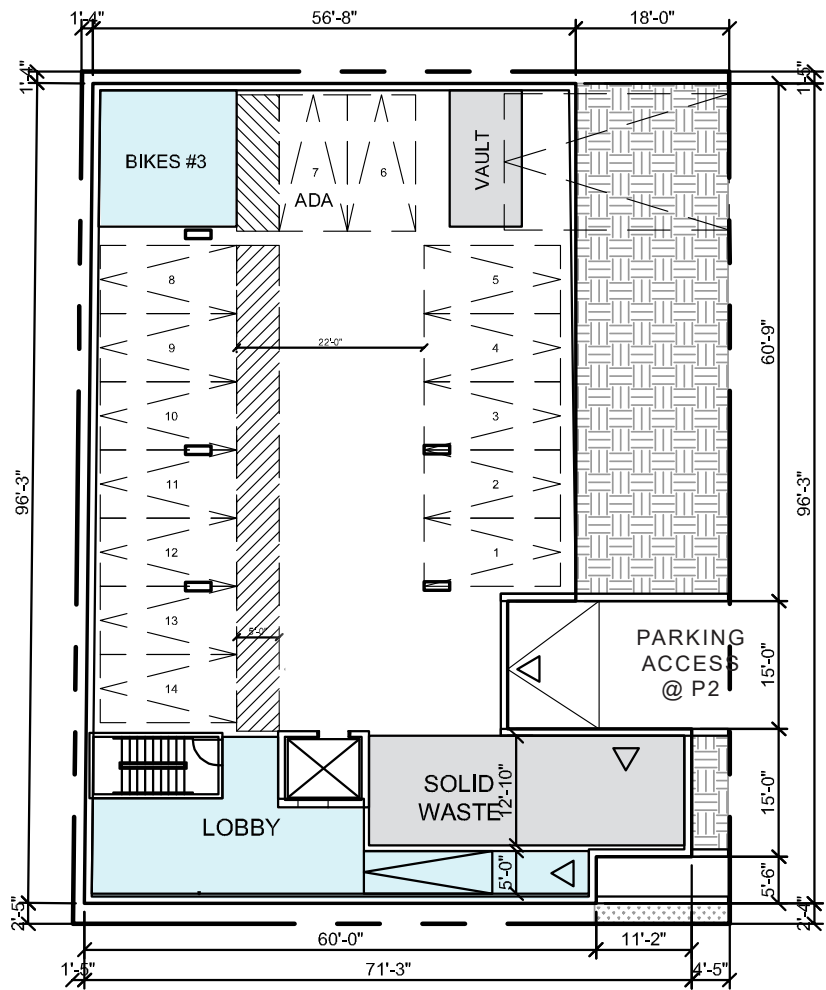


VIEW FROM THE SOUTHEAST (GARFIELD ST)

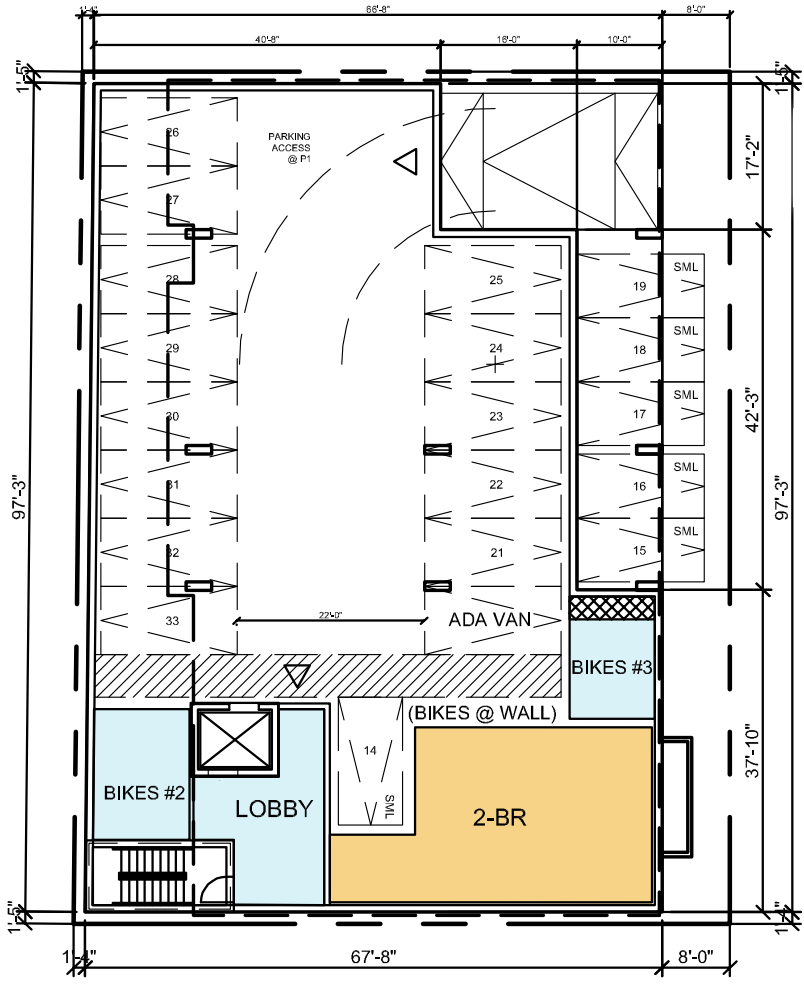


-  CIRCULATION
 SERVICE
 DWELLING
 COMMON/AMENITY AREAS

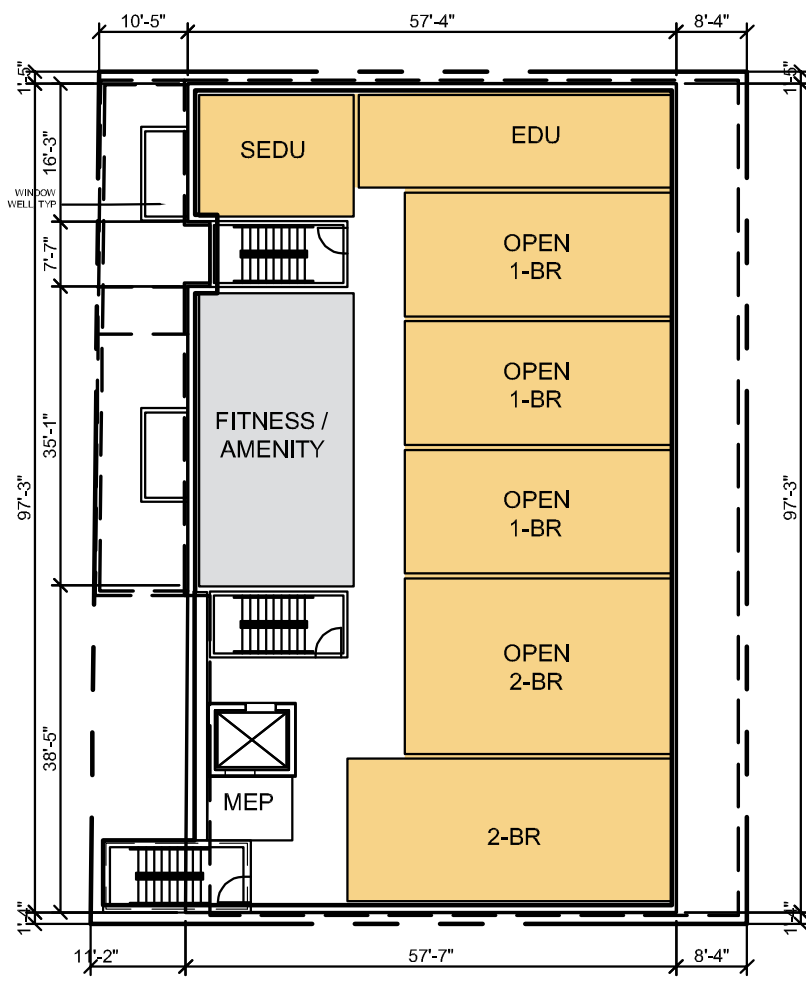
OPTION 02



FLOOR PLAN - P2 LEVEL
SCALE 1/16" = 1'-0"



FLOOR PLAN - P1 LEVEL
SCALE 1/16" = 1'-0"



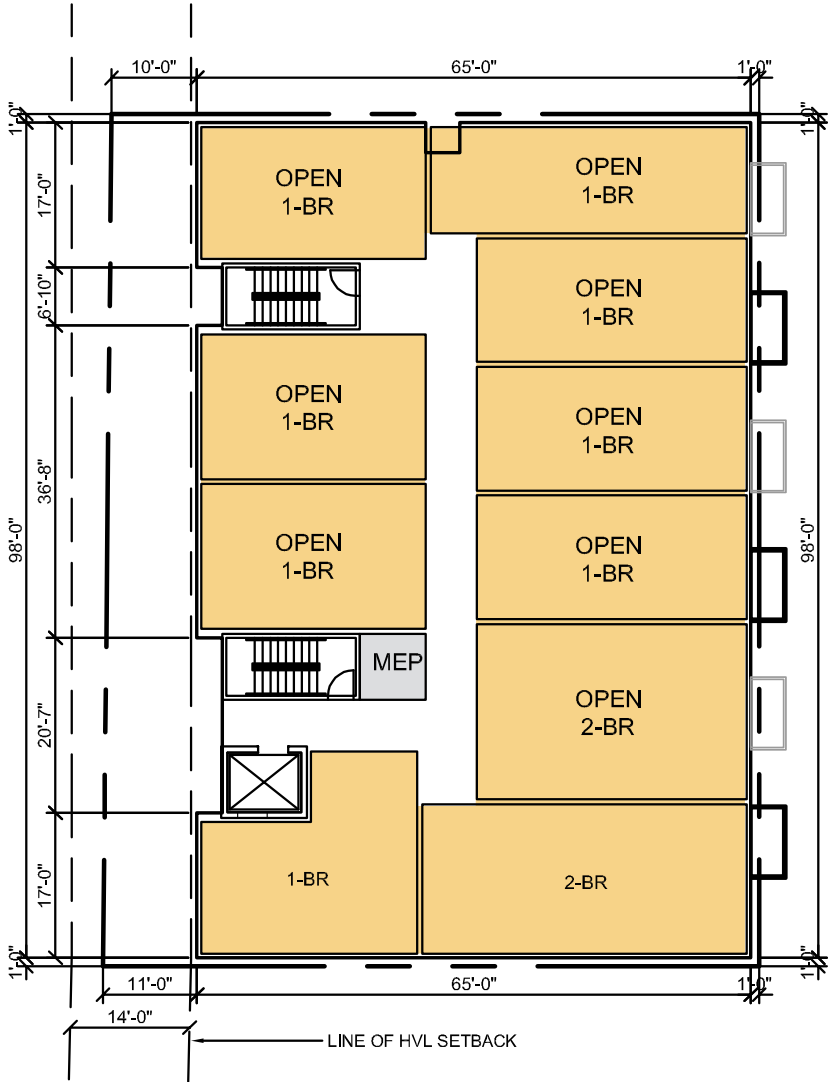
FLOOR PLAN - LEVEL 0
SCALE 1/16" = 1'-0"

CIRCULATION

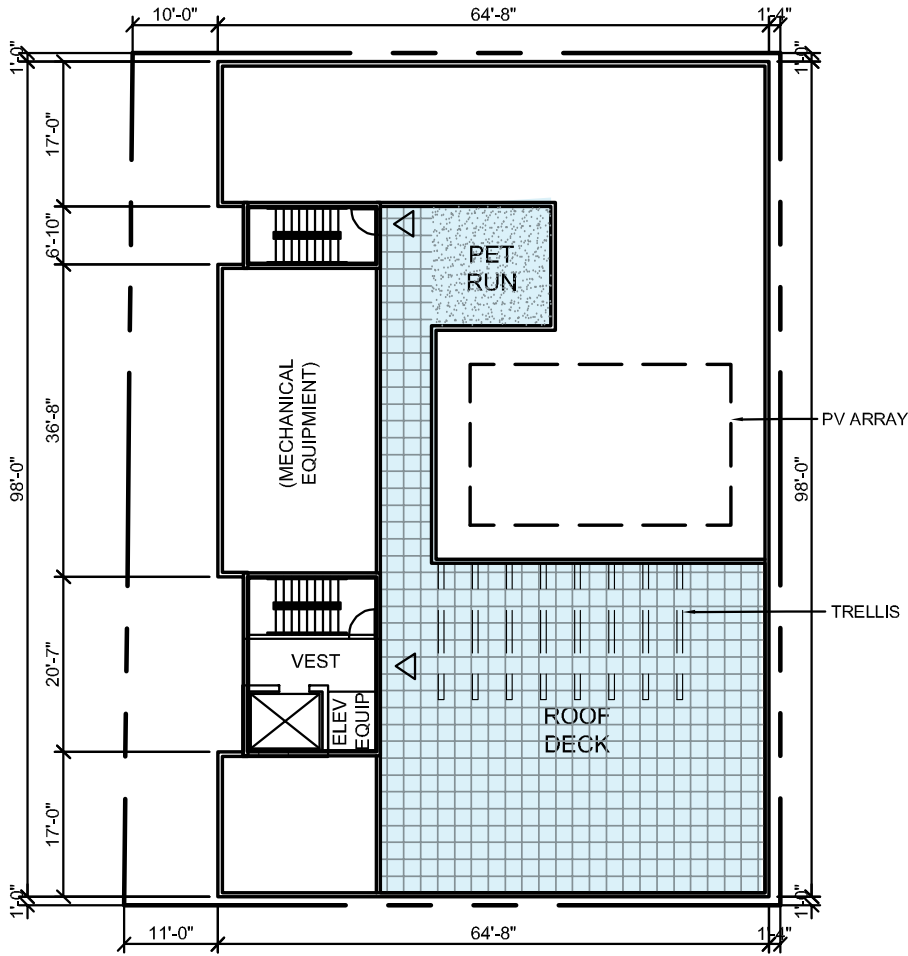
SERVICE

DWELLING

COMMON/AMENITY AREAS



TYPICAL FLOOR PLAN, L2-L6
SCALE 1/16" = 1'-0"



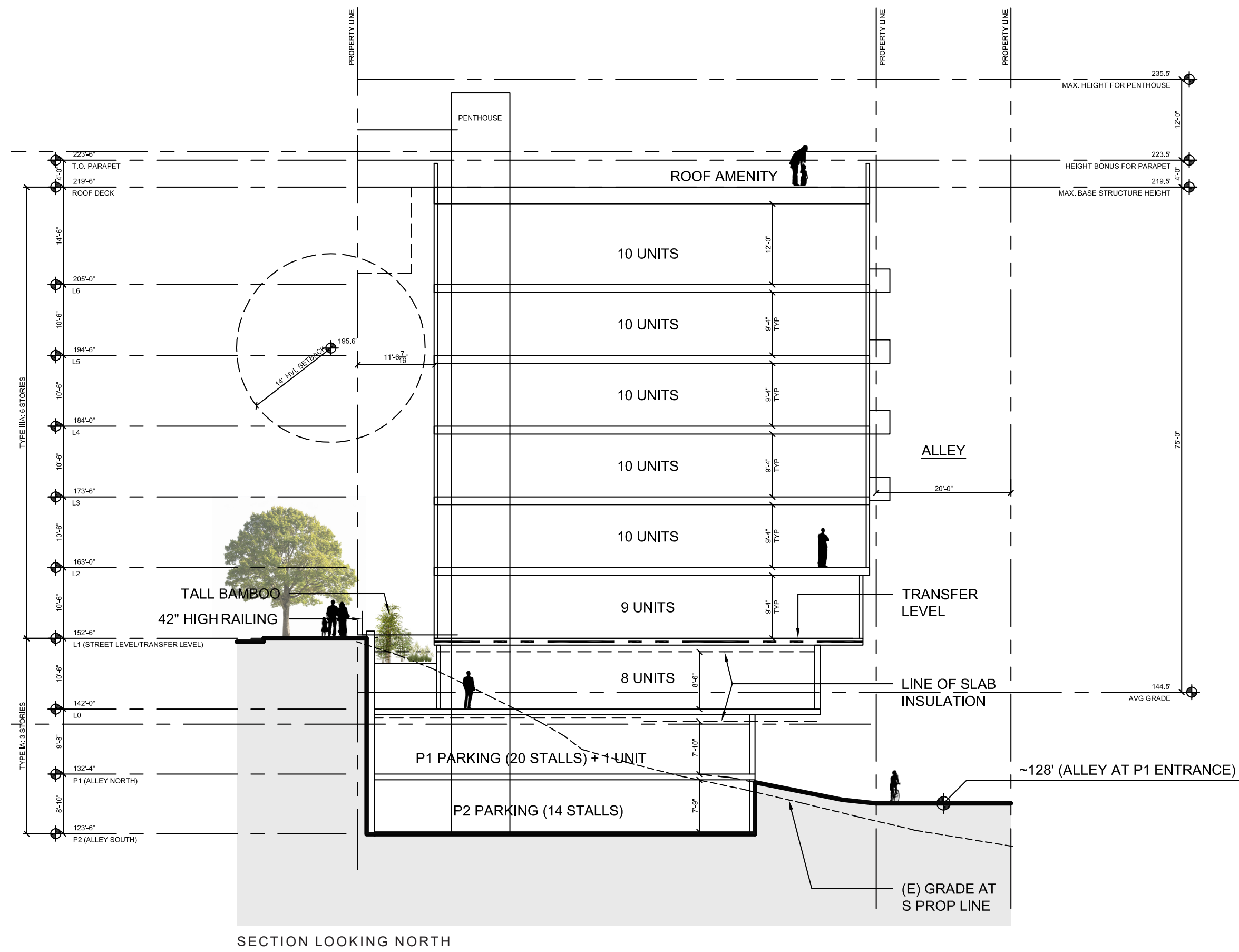
ROOF PLAN
SCALE 1/16" = 1'-0"

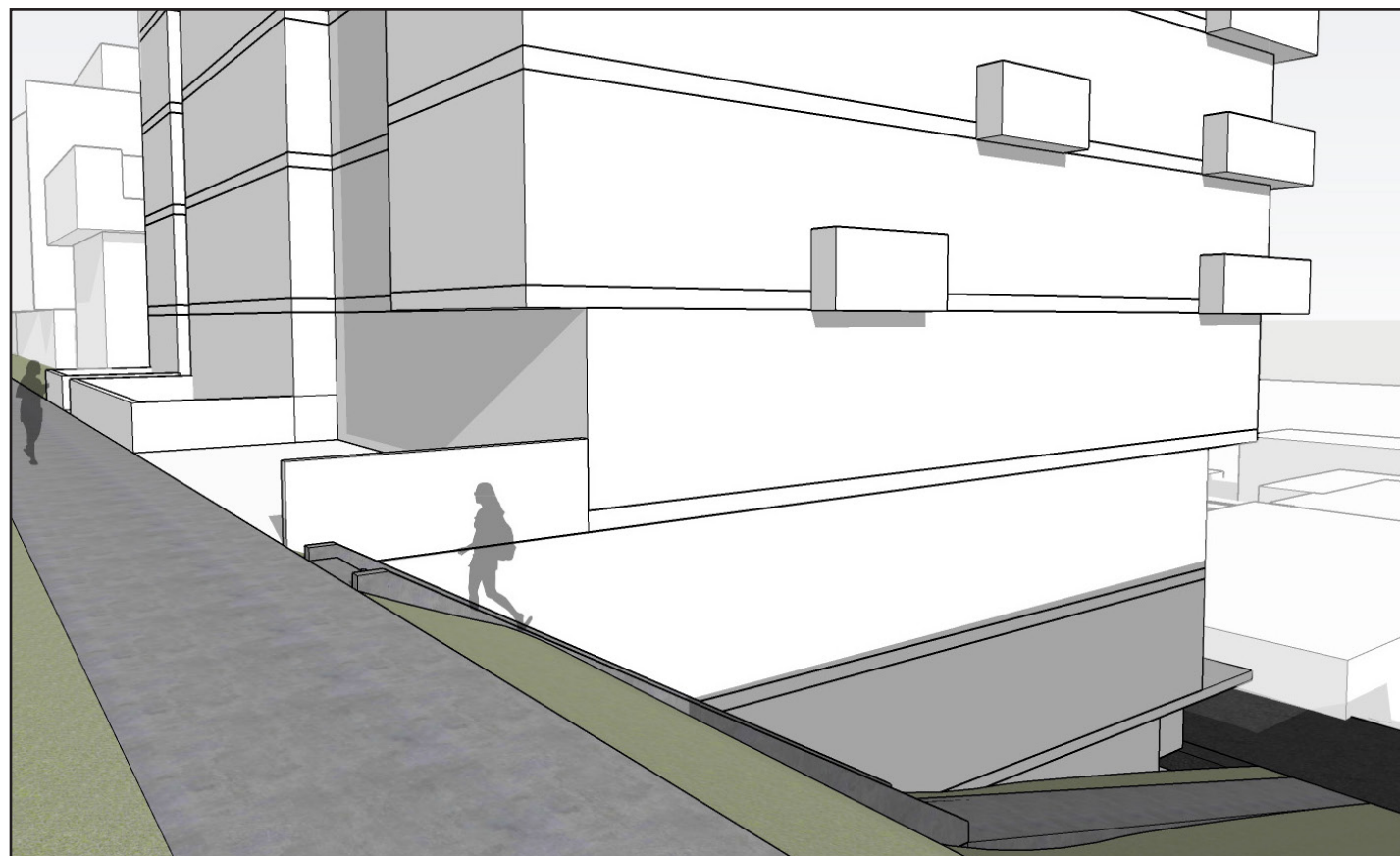
CIRCULATION

SERVICE

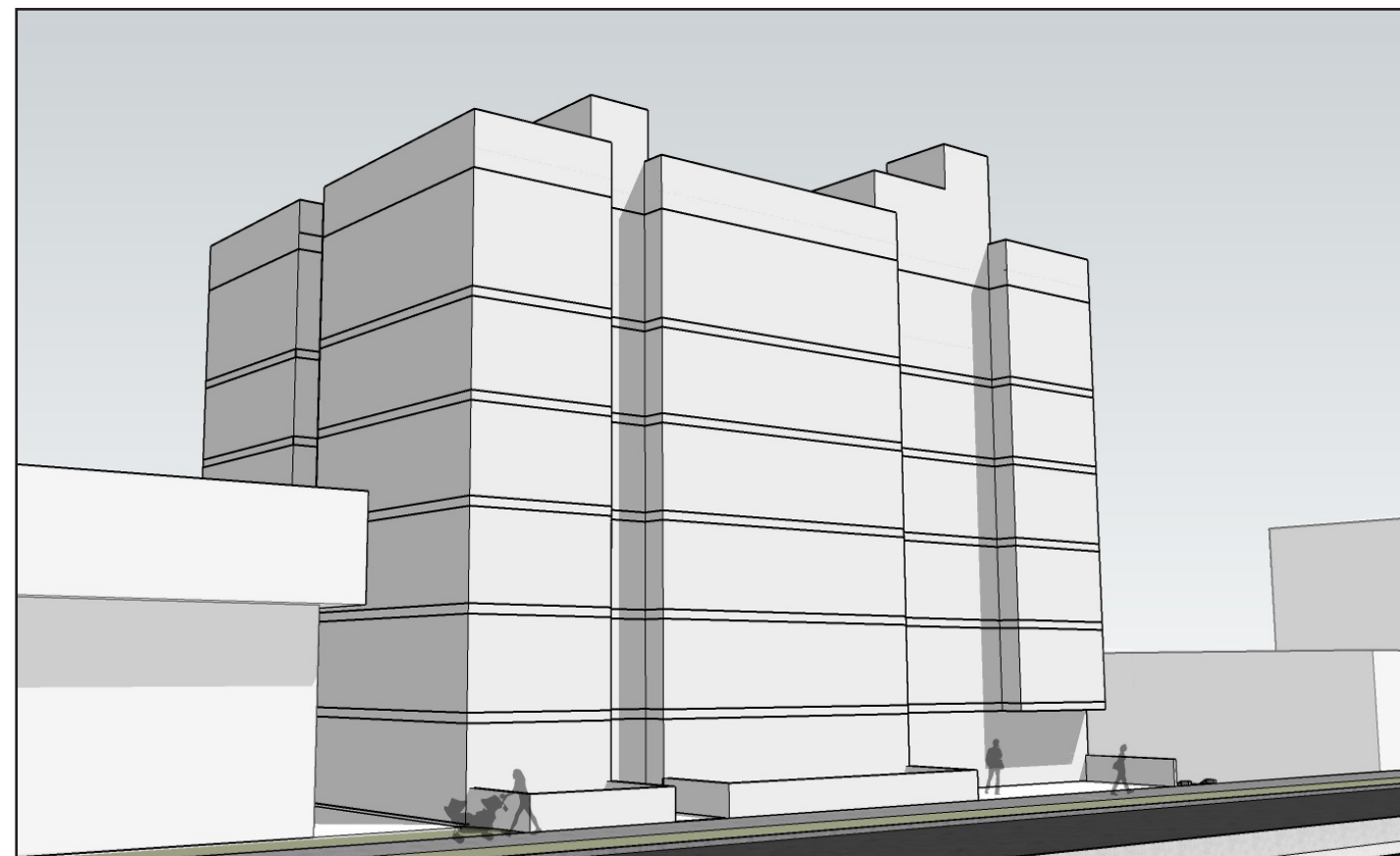
DWELLING

COMMON/AMENITY AREAS

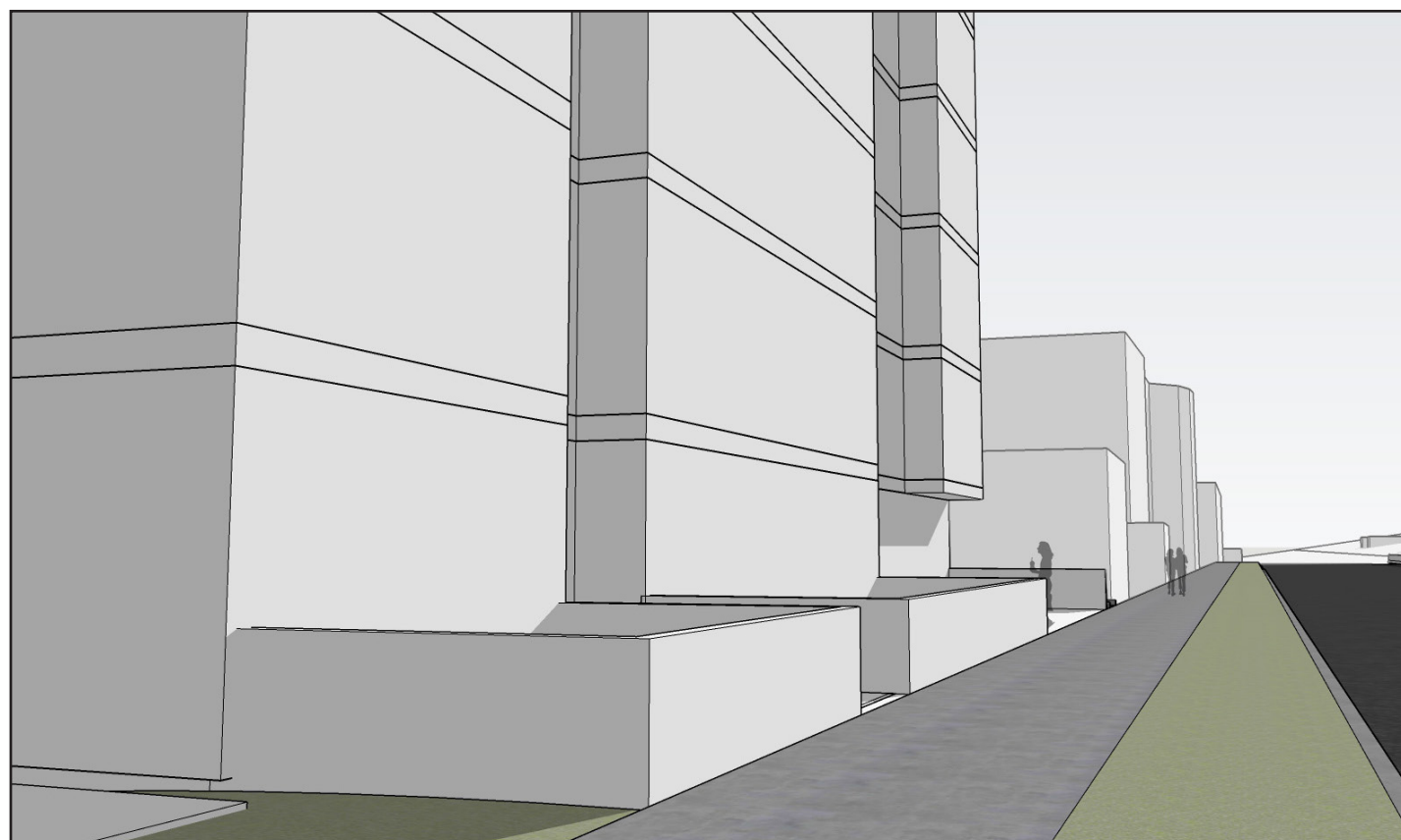




VIEW FROM SOUTHWEST (AURORA AVE N & GARFIELD ST ROW)



VIEW FROM NORTHEAST (AURORA AVE N)

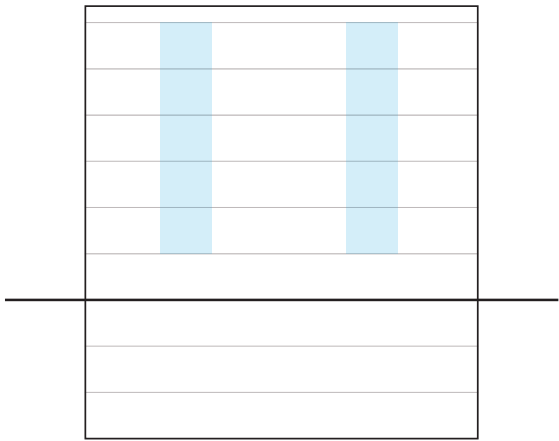


VIEW LOOKING SOUTH ALONG AURORA AVE N



VIEW LOOKING NORTH ALONG AURORA AVE N

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

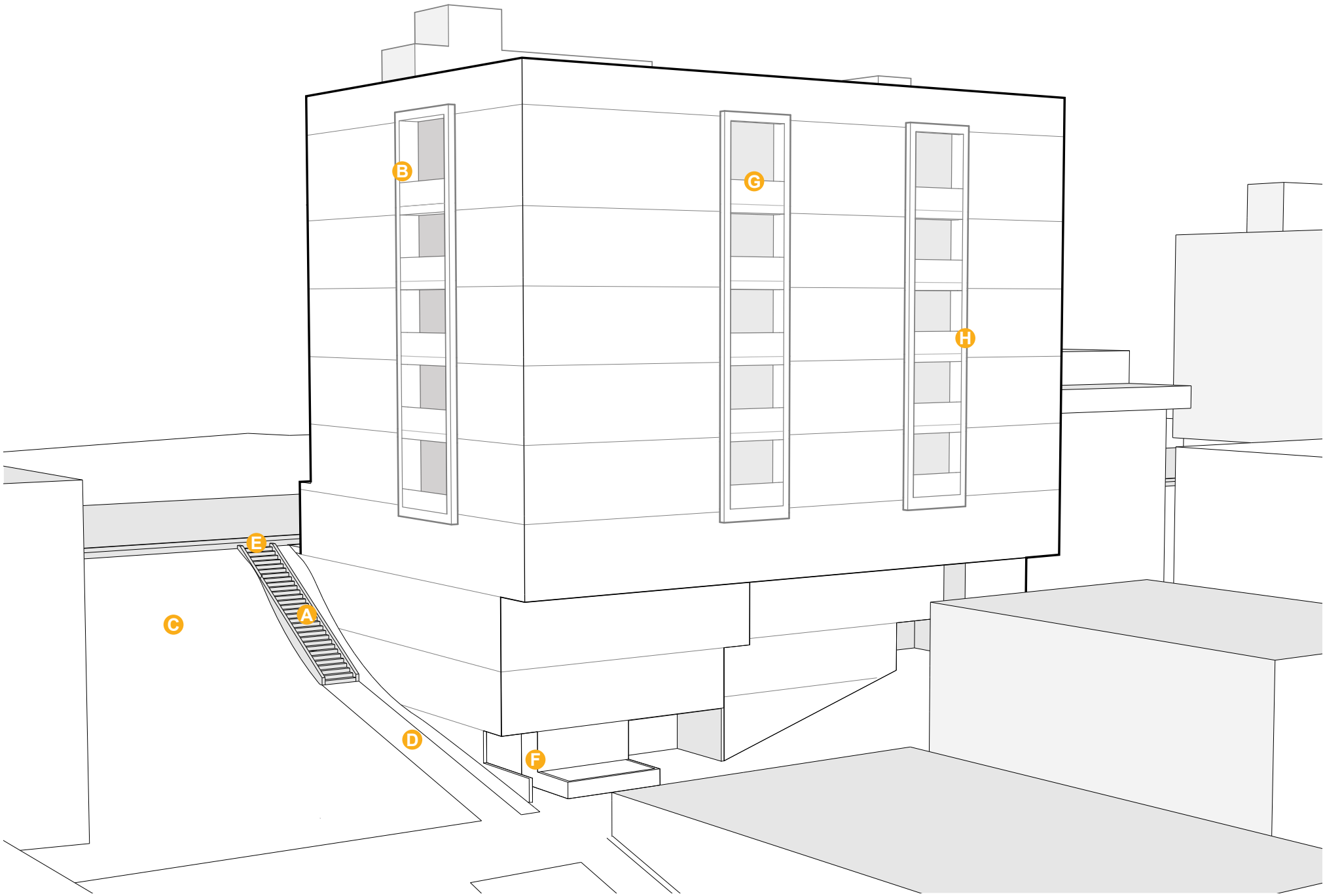
- Entry connection to Garfield
- Private deck that add secondary features
- Simple Massing strategy

CONSTRAINTS

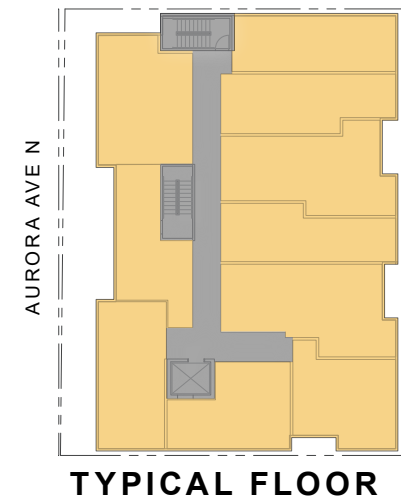
- Units with private decks located at street level on Aurora
- Minimal modulation on Aurora
- No daylight at corridors

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)

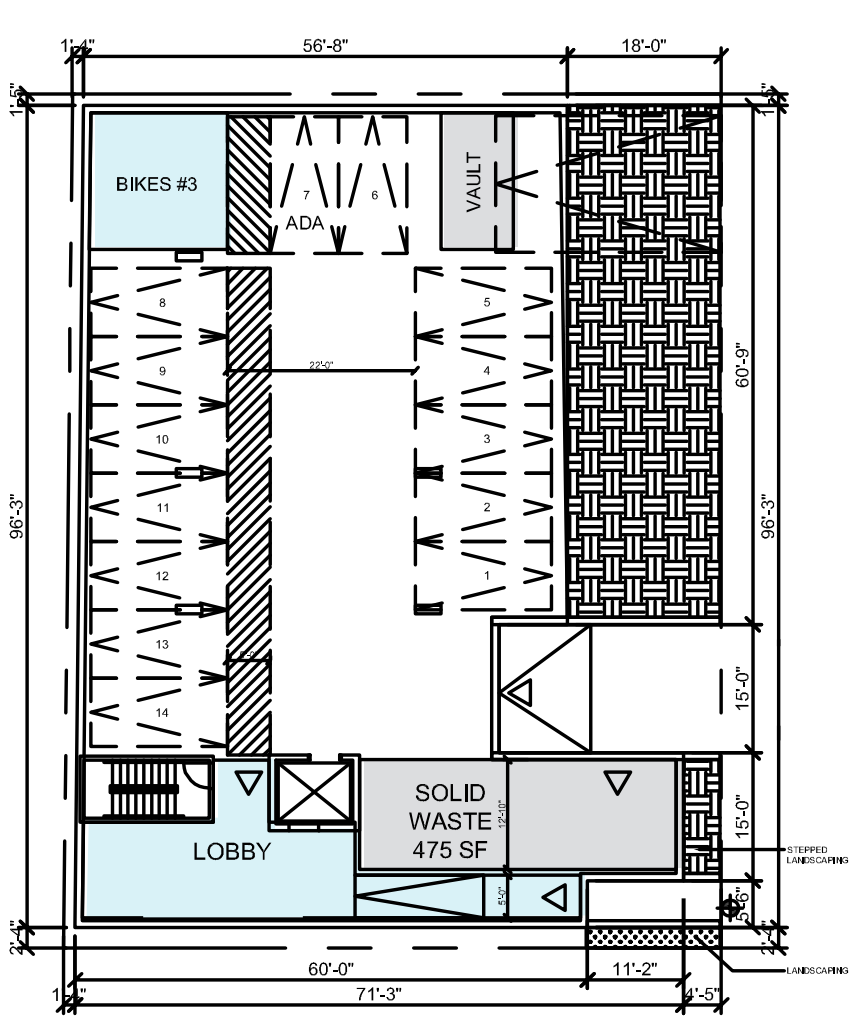


SITE PLAN WITH LEVEL 1

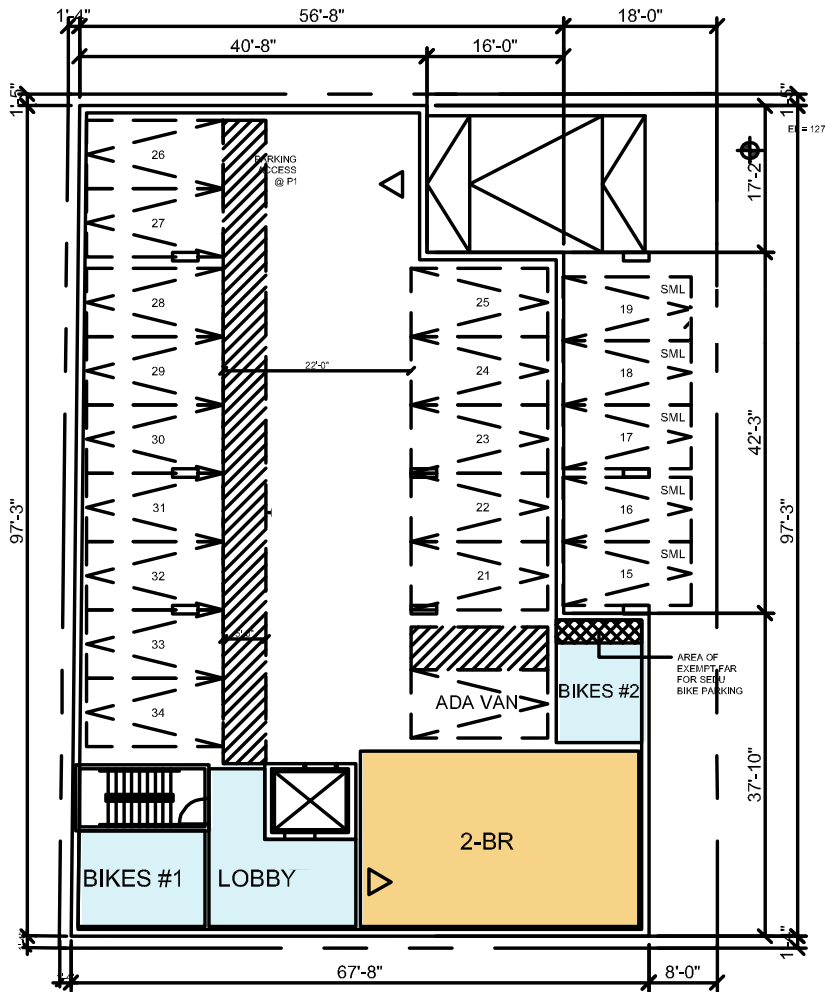
SCALE 1" = 20'-0"

-  CIRCULATION
 SERVICE
 DWELLING
 COMMON/AMENITY AREAS

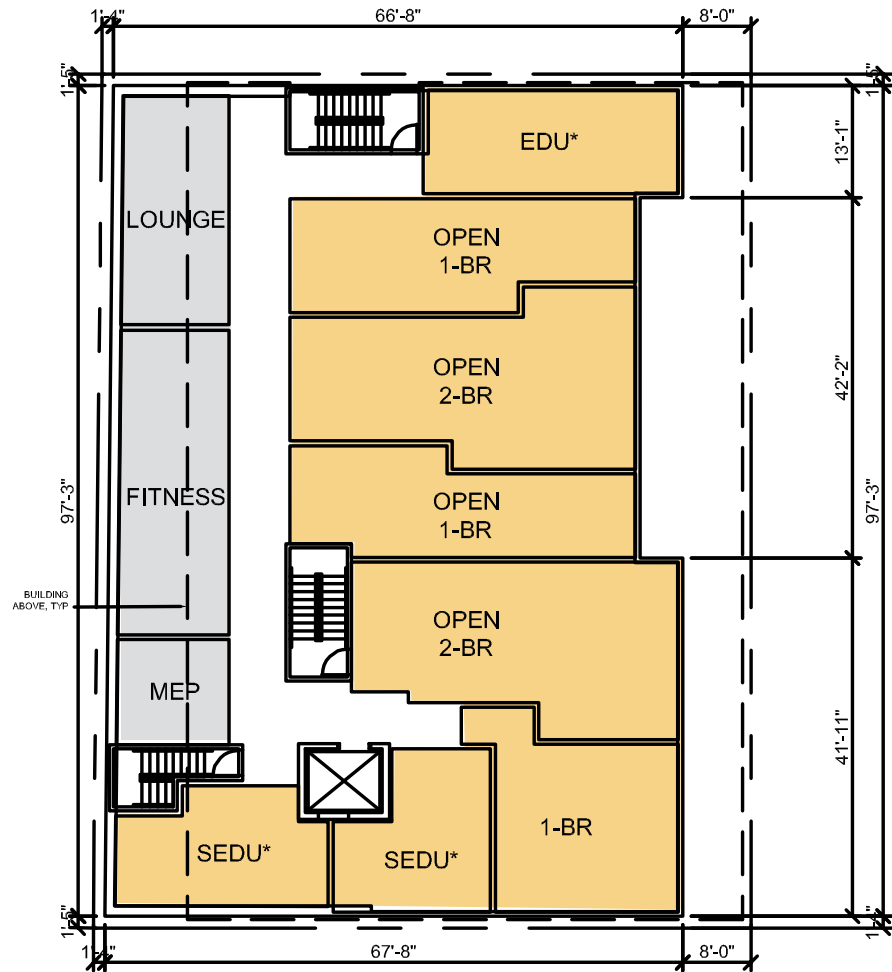
OPTION 3 – PREFERRED



FLOOR PLAN - P2 LEVEL
SCALE 1/16" = 1'-0"



FLOOR PLAN - P1 LEVEL
SCALE 1/16" = 1'-0"



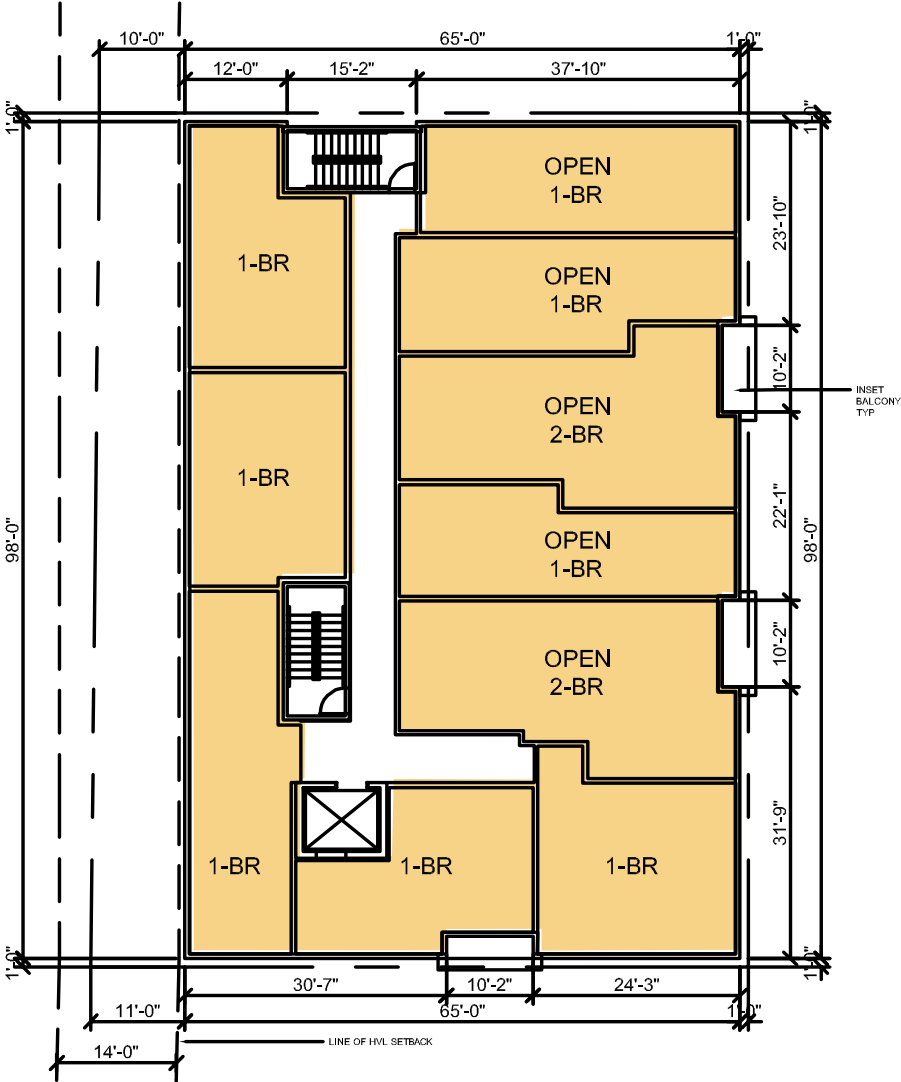
FLOOR PLAN - LEVEL 0
SCALE 1/16" = 1'-0"

CIRCULATION

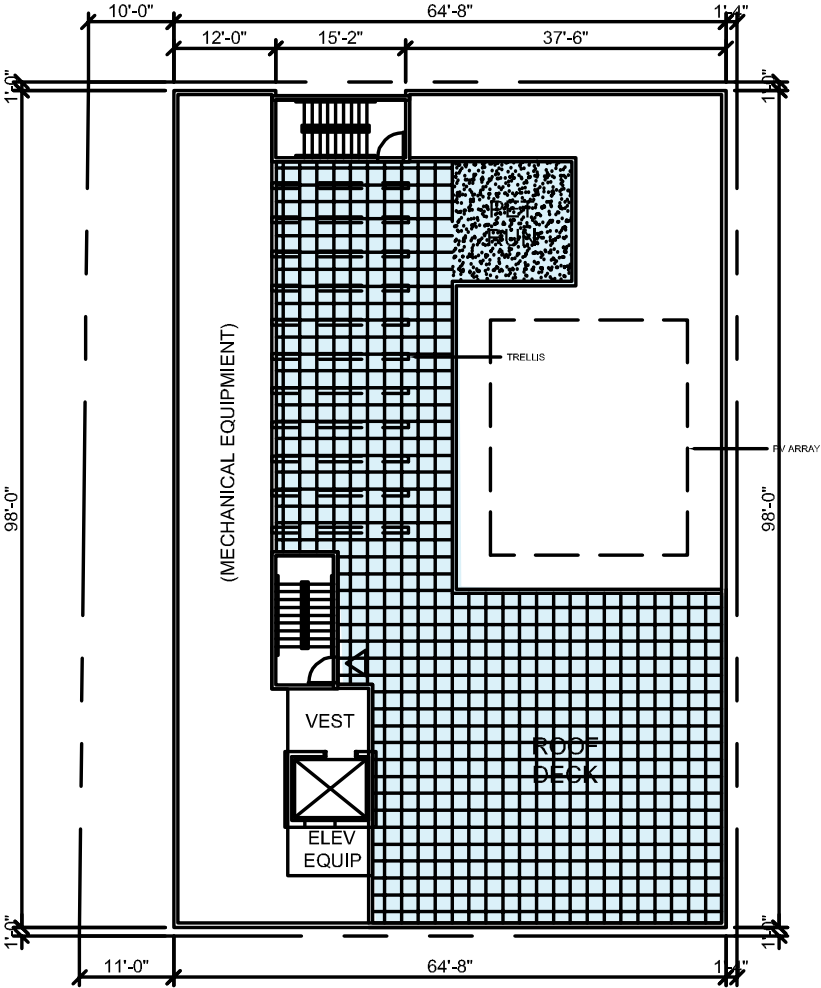
SERVICE

DWELLING

COMMON/AMENITY AREAS



TYPICAL FLOOR PLAN, L2-L6
SCALE 1/16" = 1'-0"



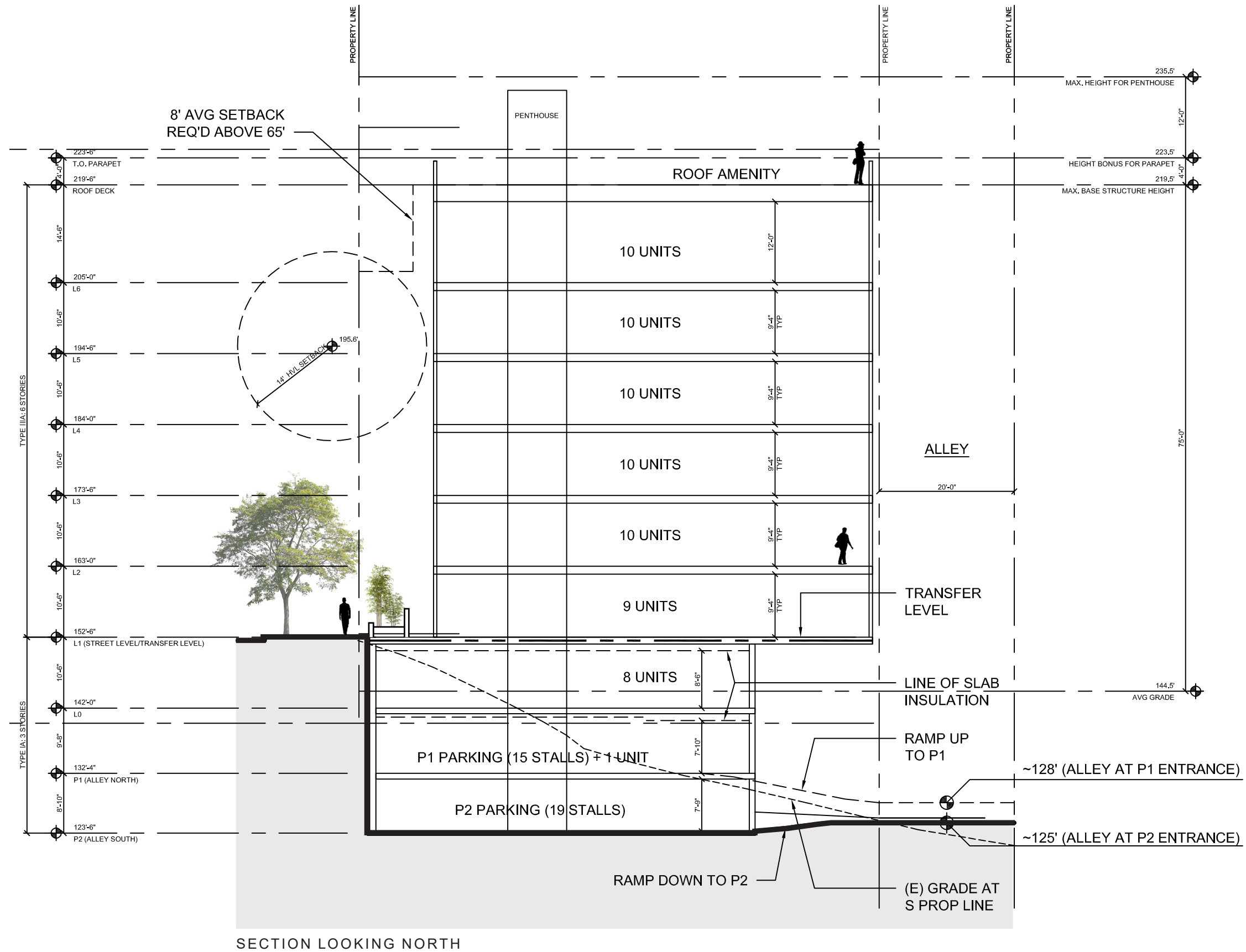
ROOF PLAN
SCALE 1/16" = 1'-0"

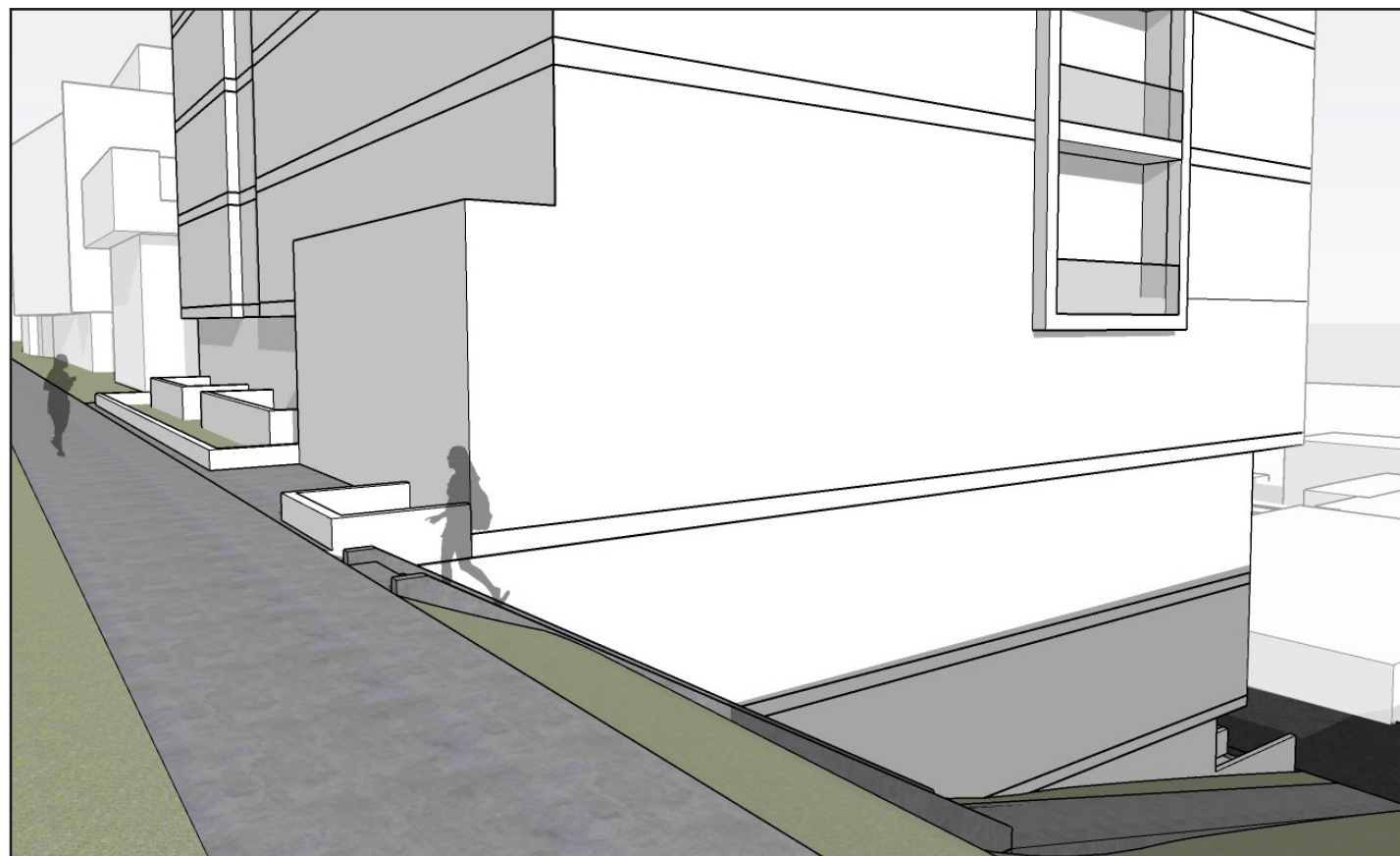
CIRCULATION

SERVICE

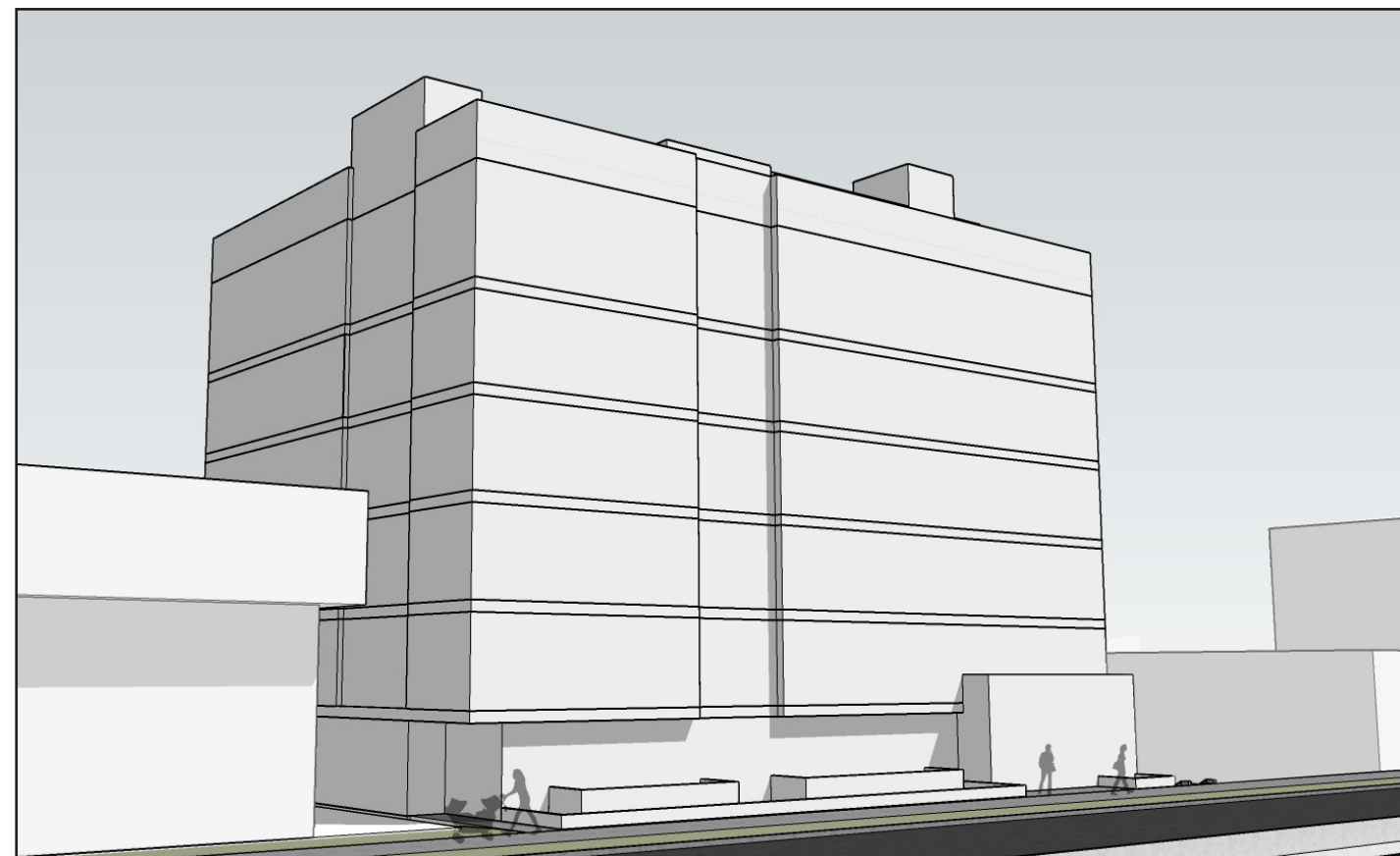
DWELLING

COMMON/AMENITY AREAS





VIEW FROM SOUTHWEST (AURORA AVE N & GARFIELD ST ROW)



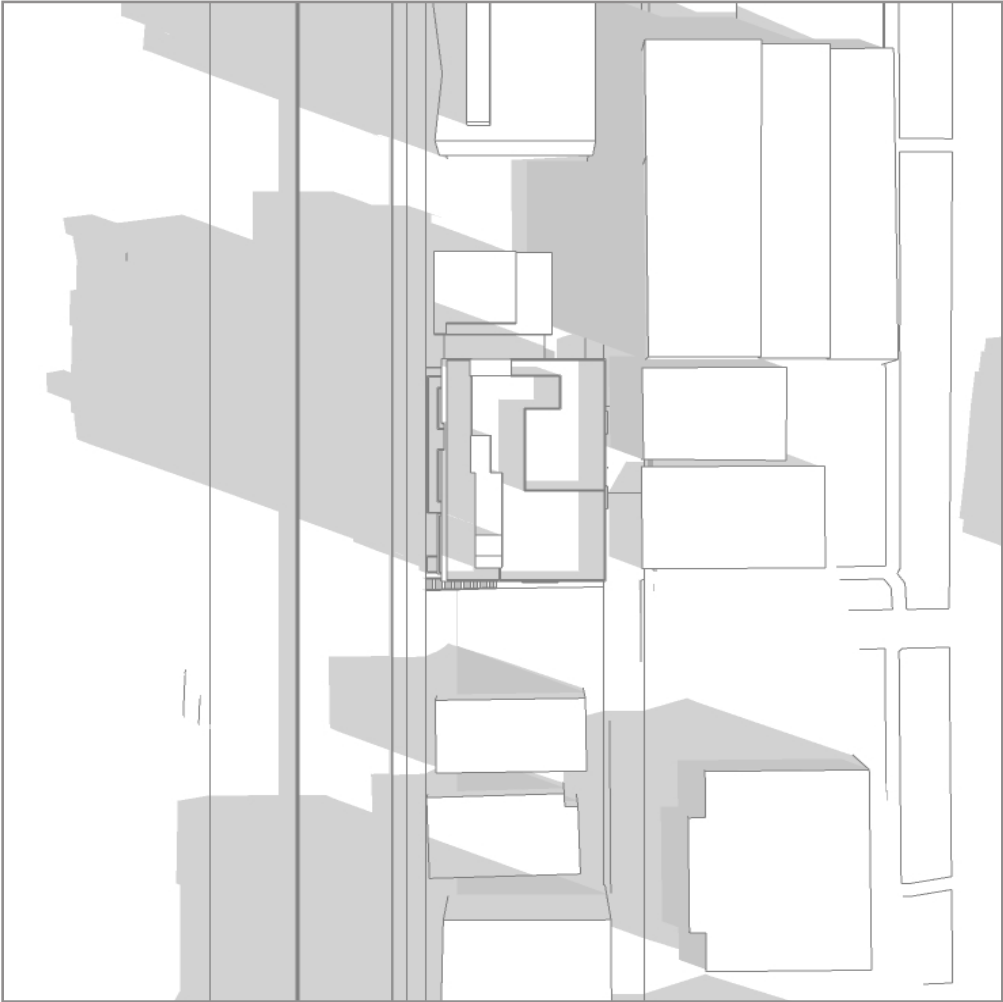
VIEW FROM NORTHEAST (AURORA AVE N)



VIEW LOOKING SOUTH ALONG AURORA AVE N



VIEW LOOKING NORTH ALONG AURORA AVE N



MARCH / SEPTEMBER 21, 9 AM



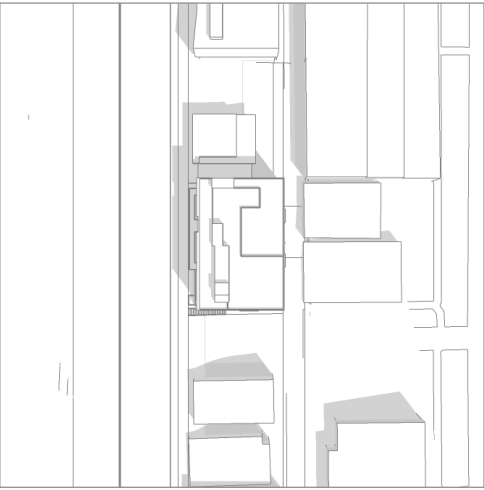
MARCH / SEPTEMBER 21, 12 PM



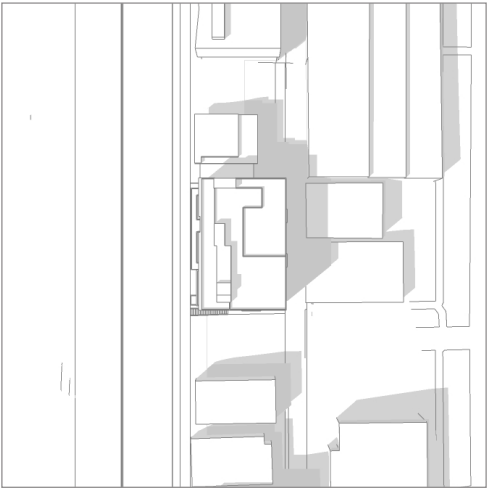
MARCH / SEPTEMBER 21, 3 PM



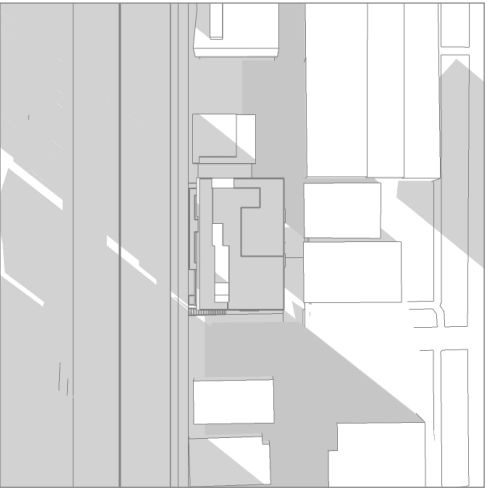
JUNE 21, 9 AM



JUNE 21, 12 PM



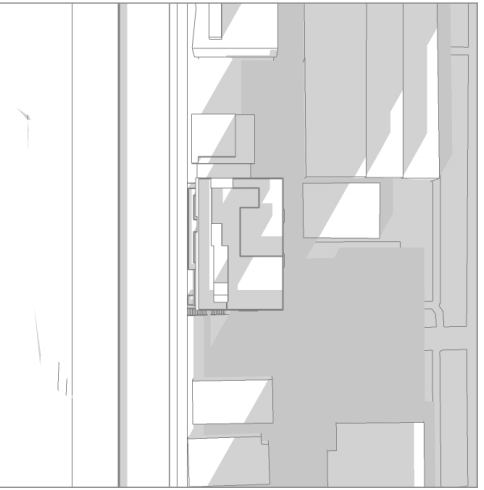
JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

BROOKLYN 65 APARTMENTS



LUNA APARTMENTS



DOCKSIDE APARTMENTS



VEGA APARTMENTS

