

Project Address: 918, 922 N 73rd St.
Seattle, WA 98103

Parcel #: 3362400836, 3362400841

Meeting: **EDG**

SDCI Project #: 3025643

Owner: **IAGL INC.**
11748 Riviera Place NE
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Architect: **Charlie Shugart**
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605 1st Avenue, Suite 200
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charlie@shugartwasse.com

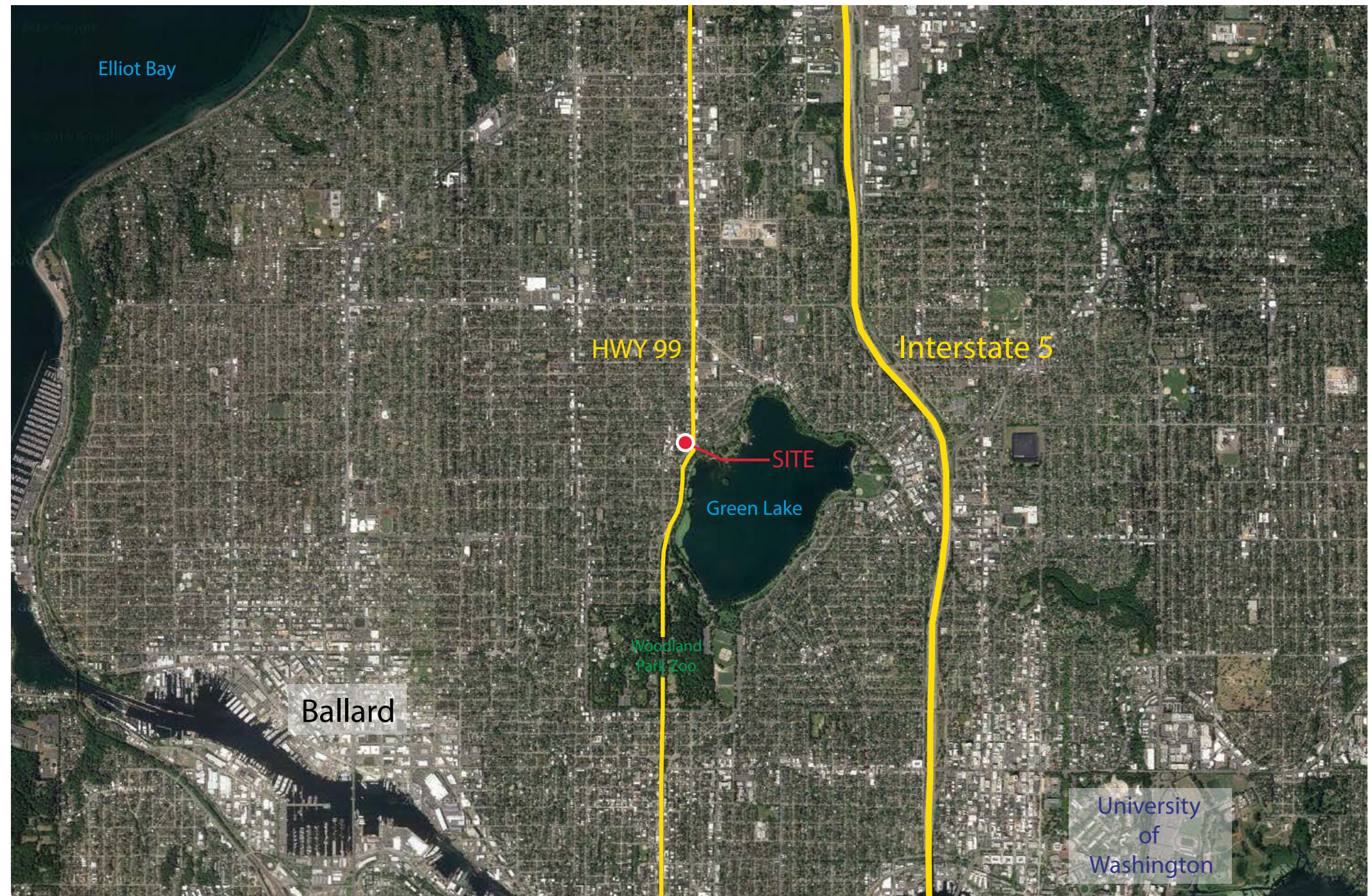
Landscape Architect: **Neil Buchanan**
Landscape Architects
1417 NE 80th St
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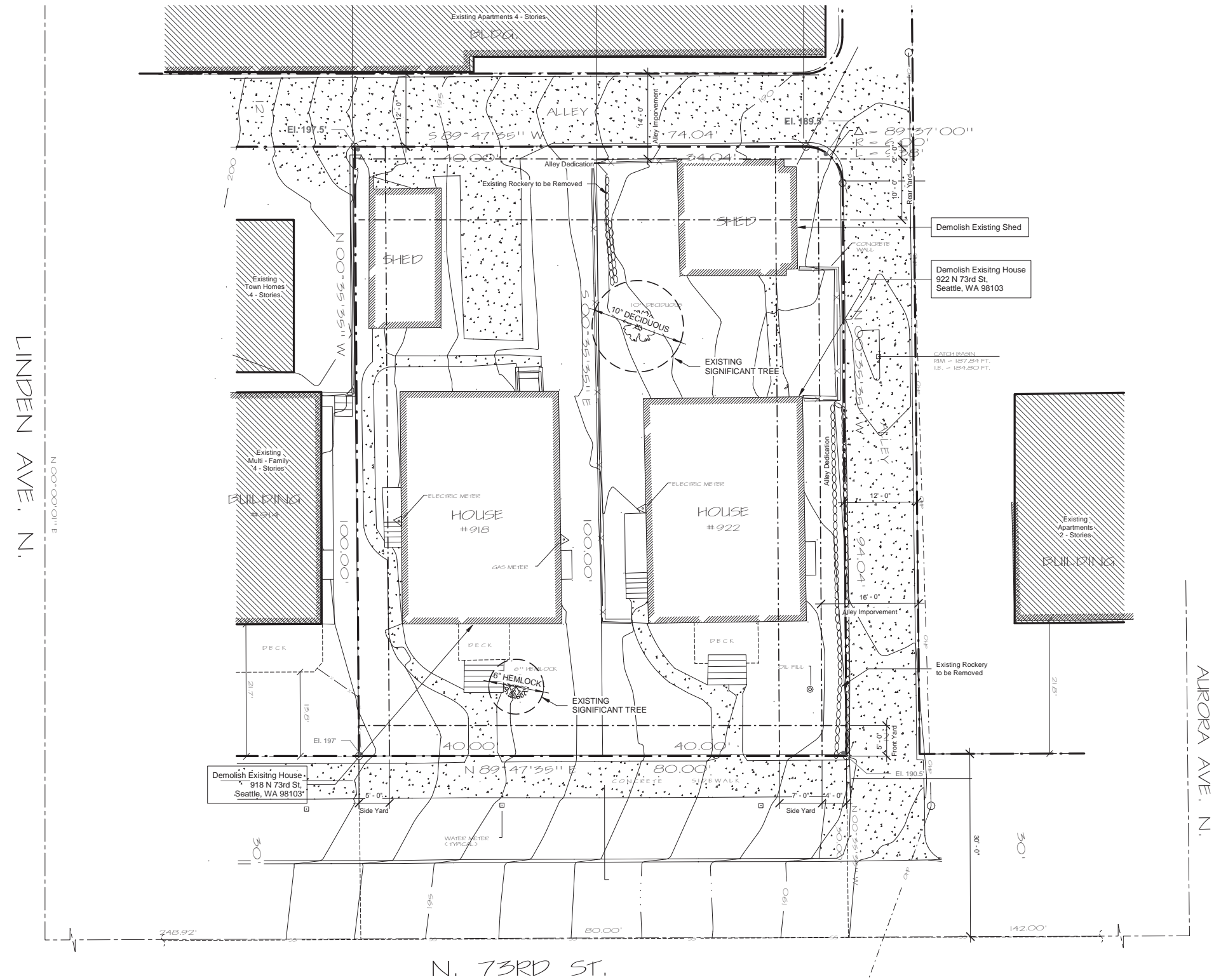


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- Design a multi-family single purpose residential structure containing 32 small efficiency dwelling units and 8 parking stalls
- Establish an architectural character in an area that is filled with rather outdated multi-family structures
- Provide affordable housing for non-driving individuals whom need easy access to Fremont or Downtown
- Provide affordable housing for individuals that do not regularly prepare their own meals which conduce patronage to restaurants and bars along the Aurora Business core, The Heart location at Winona Ave N & Linden Ave N and West Greenlake business district
- Provide affordable housing in proximity to Greenlake Park, Community Center and Library

Proposed residential units:	32
Proposed Commercial Space:	NA
Proposed Live Work Units:	0
Proposed Parking Stalls:	8





OWNER: DAN OGBRONE

PROPERTY 1

ADDRESS: 918 N. 73RD ST.
PARCEL #: 3362400836

THE EAST 20 FEET OF LOT 22 AND THE WEST 20 FEET OF LOT 23, BLOCK 6, HILMAN'S LAKE FRONT ADDITION DIVISION NO. 2 ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 10 OF PLATS, PAGE 44, RECORDS OF KING COUNTY, WA

PROPERTY 2

ADDRESS: 922 N. 73RD ST.
PARCEL #: 3362400841

LOT 23, EXCEPT THE WEST 20 FEET THEREOF, AND ALL OF LOT 24, BLOCK 5, HILMAN'S LAKE FRONT ADDITION DIVISION NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 10 OF PLATS, PAGE 44, RECORDS OF KING COUNTY, WA



NOTES:

1. COMBINED PARCEL AREA - 8,000 SF
2. CONTOUR INTERVAL - 1FT
3. EASEMENTS NOT SHOWN
4. UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASE UPON CITY OF SEATTLE SEWER CARD NO. 1860 AND ALSO AS PER TIES TO ABOVE GROUND STRUCTURES



One

1. Street elevation of existing bungalow style houses at 918, 922 N 73rd St.
2. Southwest view of house at 918 N 73rd St. shown at angle
3. Detached garage at 918 N 73rd St. from the alley to the north
4. Southeast view of House at 922 N 73rd St
5. Detached garage at 922 N 73rd St from the intersection of the North and East alley



Two



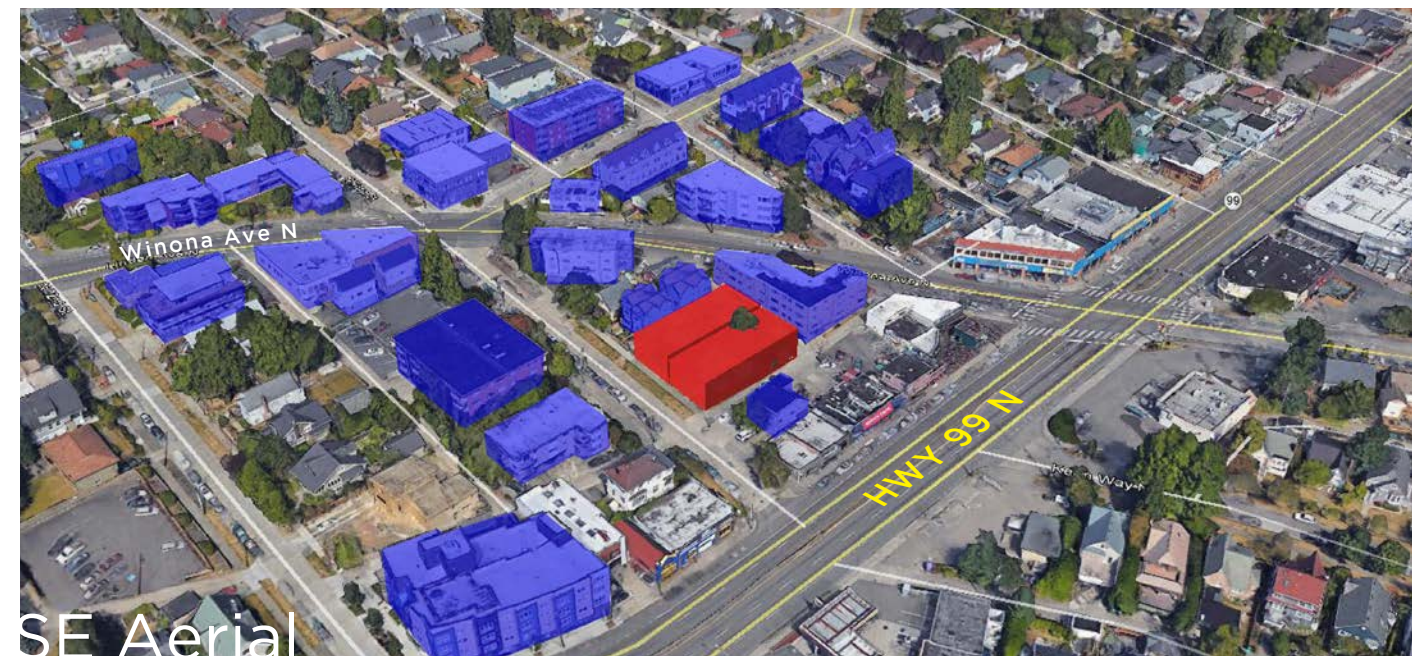
Three



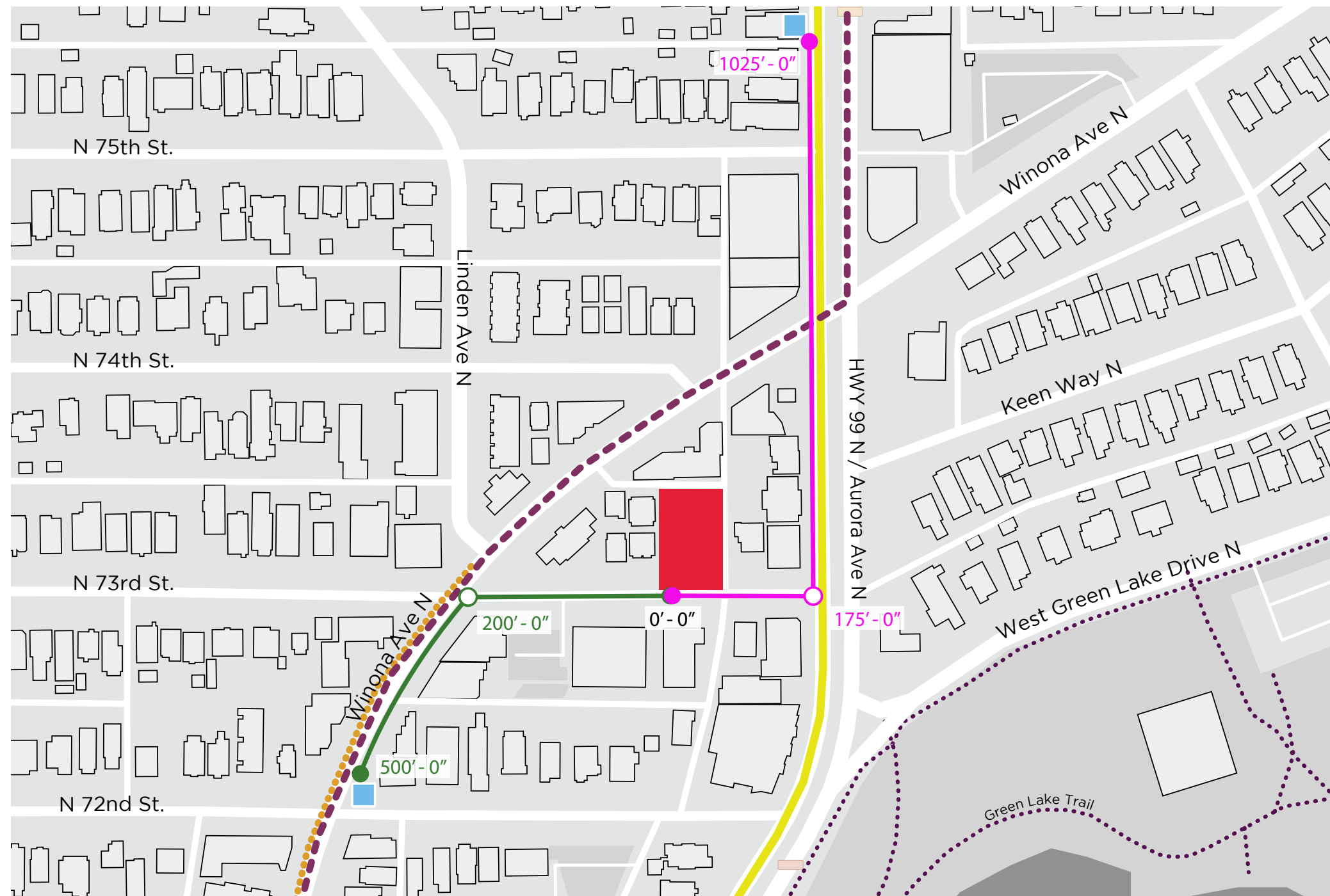
Four



Five



The proposed structure (rendered in red) will supplement the dense network of existing multi - family buildings (rendered in blue) in the vicinity.



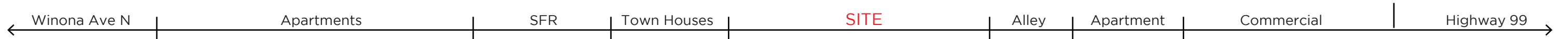
- Project Site ■
- Recreational Trail ⋯
- Dedicated Bike Lane ⋯
- RapidRide E Line Southbound —
- RapidRide E Line Northbound - - -
- Walking Distance to RapidRide E Line Southbound ●—○
- Walking Distance to RapidRide E Line Northbound ●—○
- Transit Stop □

The site sits in the confluence of two frequent transit serviced lines, qualifying the project for a reduction in parking. Rapid-Ride E Line North and South bound transit stops are located 1025' and 500' from the site respectively, with service every 6 minutes at peak hours. Prospective tenants can be from front door to downtown within 30 minutes.

N 73rd St. - South Elevation



N 73rd St. - North Elevation



Maxing out the development of the project provides a transition in height, bulk and scale from the anticipated development of NC3P-40 zone to the adjacent town homes (LR3) to the west



- Project Site
- Commercial
- Single-Family Residence
- Mixed-Use
- Multi-Family

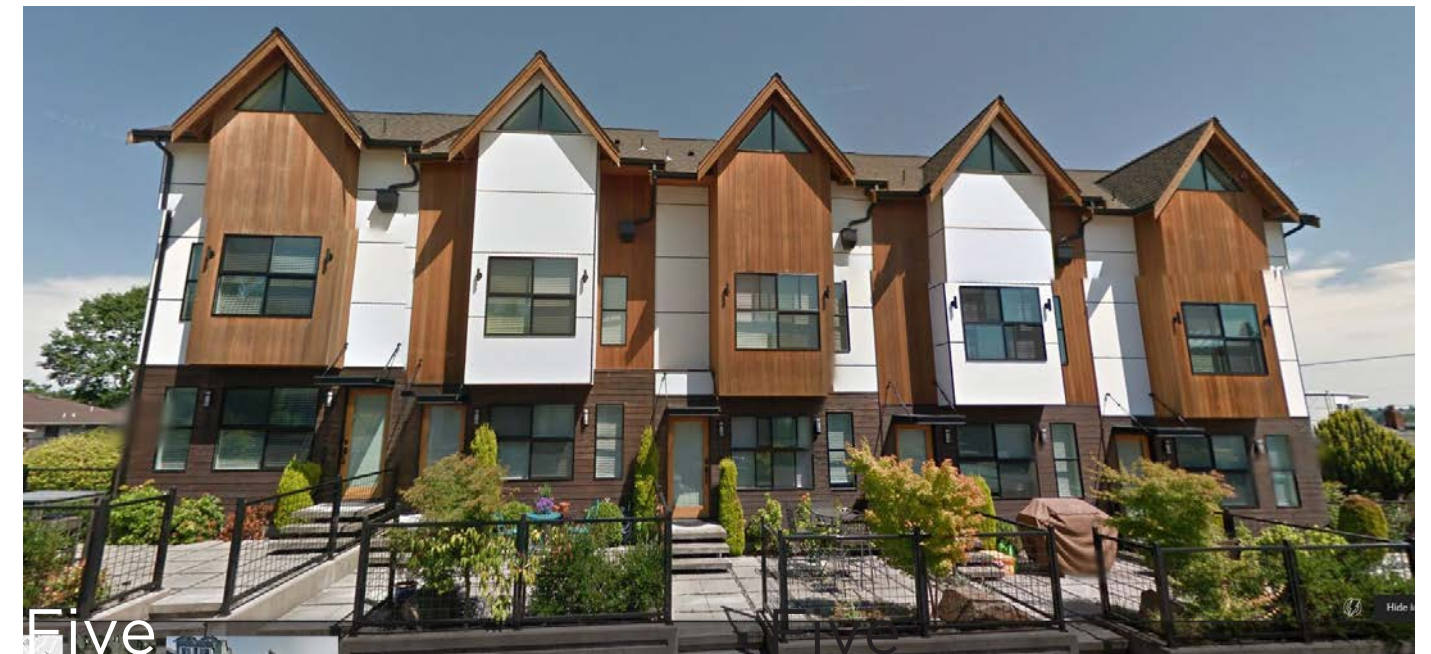
The project site sits in a grove of multi-family structures. To the east lies the Aurora commercial core ranging from bars and restaurants to gas stations and auto repair shops. Single Family Residences make up the rest of the structures in the general vicinity.

This site comprised of two parcels sits at the edge of an LR3 zone, where it abuts a ROW then transitions to a NC3P-40 zone to the east.

- LR1 RC
- LR2
- LR3
- NC3P-40
- SF5000



1. One of two single-family homes that remain in the direct vicinity of the project
2. Adjacent town homes to the West. Notable is the introduction of a new material (corrugated metal) that maintains scale and texture of traditional materials such as clapboard
3. Adjacent apartment complex to the north pragmatically tucks parking underneath the building effectively placing building on stilts similar to preferred scheme 3
4. Apartment complex along Winona Ave N also lifts building to allow for parking underneath structure
5. Town homes on Linden Ave replicate fine texture of single-family homes while introducing modern cladding



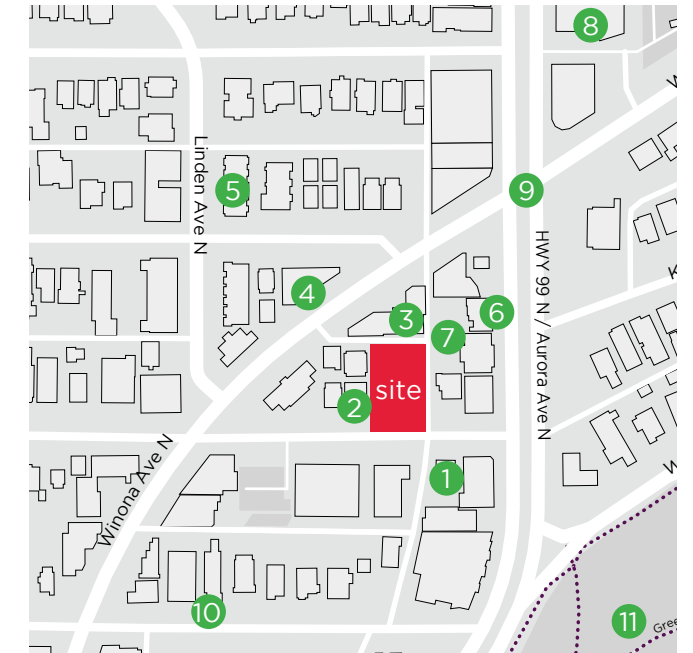


Six



Seven

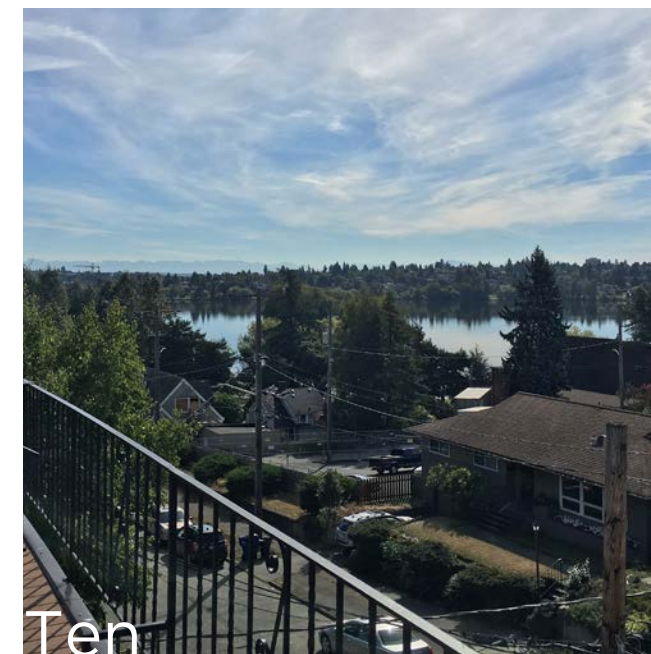
1. Aurora Ave business core host many bars, restaurants and shops for prospective tenant patronage
2. Commercial alley abutting east side of site acknowledge in program layout of preferred scheme
3. PCC Natural Markets located 4 blocks from the site
4. Intersection of Winona Ave N and Aurora Ave N is the closest point to cross the harsh threshold of HWY 99
5. Balcony of neighboring apartment complex showing potential views of proposed structure Levels 2 and 3
6. Greenlake park and community center located within a 10-15 min walk



Eight



Nine

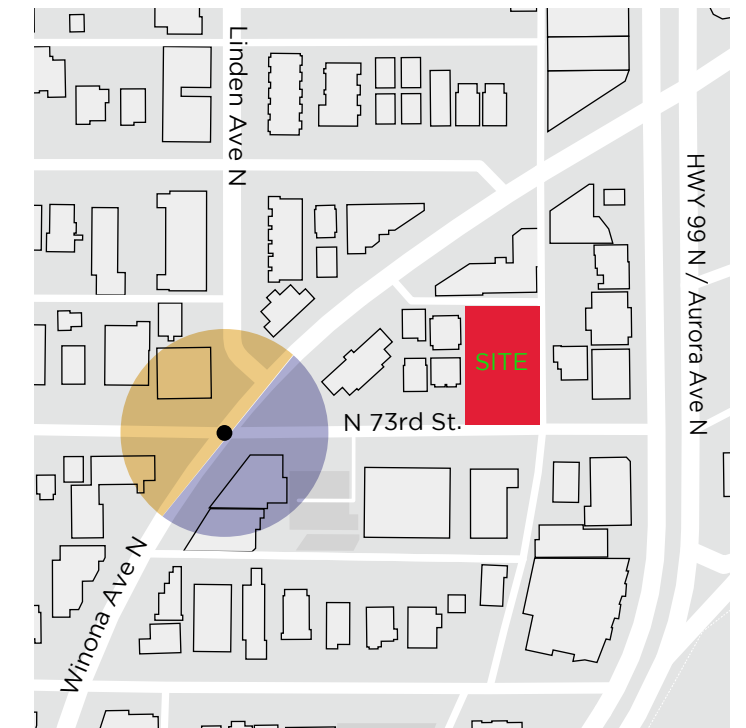


Ten



Eleven

Parcel #:	3362400836, 3362400841	Setbacks: <i>(23.45.518)</i>	Front 5' - 0" Rear 10' - 0" w/ alley Side 7' - 0" average; 5' - 0" min.
Lot Area:	8,000 SF		
Zoning:	LR3	Amenity Area: <i>(23.45.522)</i>	25% of the lot area
Adjacent Zones:	North LR3 East NC3P-40 South LR3 West LR3	Green Factor: <i>(23.45.524)</i>	≥ 0.6
Overlays:	None	Structure Width: <i>(23.45.527)</i>	120' - 0"
ECA:	None	Maximum Facade Length: <i>(23.45.527)</i>	65% of adjacent lot line
Existing Uses: <i>(23.45.504)</i>	Residential	Design Standards: <i>(23.45.529)</i>	≥ 20% street-facing facade shall consist of <i>openings</i> facade articulation principle shared pedestrian entrance facing N 73rd St.
Proposed Uses: <i>(23.45.504)</i>	Residential	Parking: <i>(23.54.015), (23.54.020.F.2)</i>	0.5 space/DU; 0.5 space/2 small efficiency DU (50% Reduction, < 1,320'-0" from street w freq. transit)
Floor Area Ratio: <i>(23.45.510)</i>	1.3 / 1.5 (w/ Green building performance standards)	Bicycle Parking: <i>(23.54.015)</i>	Long-term: 1 space/4 DU; 0.75/small efficiency DU Short-term: N/A
Density Limit: <i>(23.45.512)</i>	None	Solid Waste:	375 SF, min. horizontal dimension 12'-0"
Maximum Structure Height: <i>(23.45.514), (23.45.514.F)</i>	30' - 0" + 4' - 0" (w/ story that is partially below-grade)	<i>(23.54.40)</i>	



View at intersection looking West



View at intersection looking East

Intersection at Winona Ave N and N 73rd St. has been identified as a 'Heart Location'. Heart Location's serves as the perceived center of commercial and social activity. Proposed entry of the project is located at the Southwest corner of the site, oriented towards the Heart Location to support pedestrian activity.



CS1: Natural Systems and Site Features

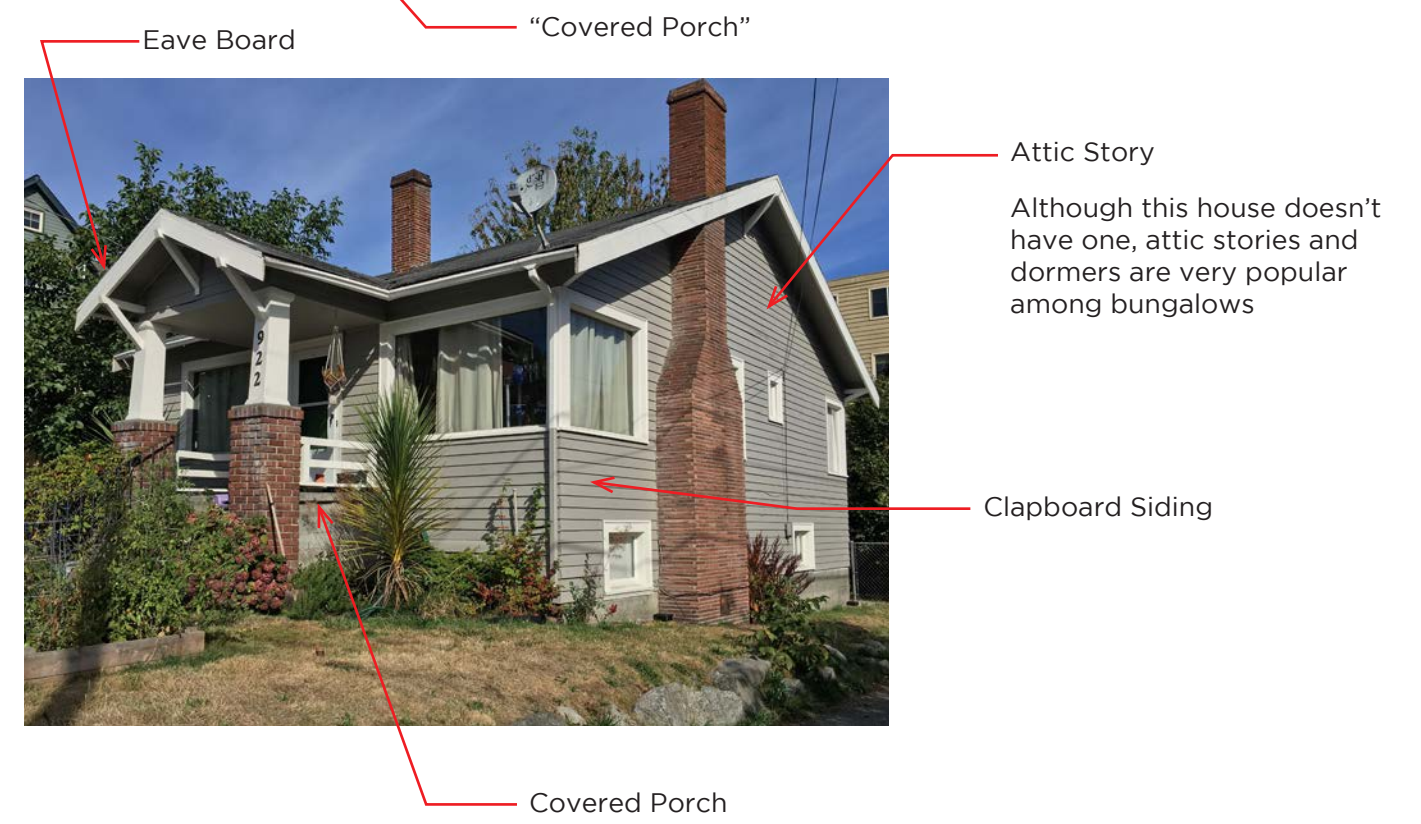
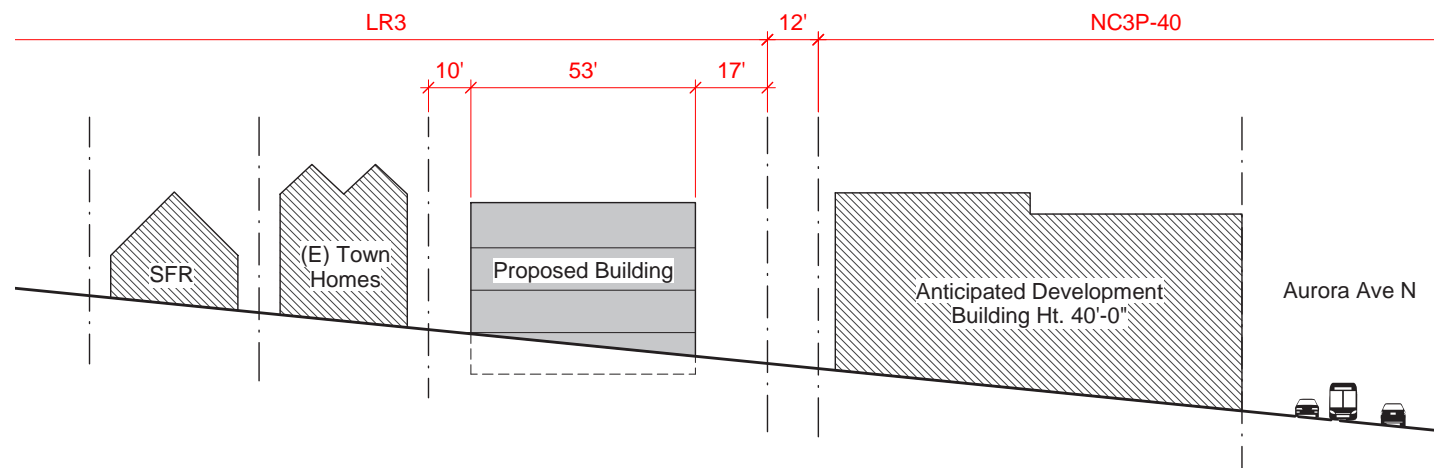
The site gently slopes down from the East to West, changing on average 9' in elevation over 80'. Centering the mass of the building in the East-West direction allows for open spaces to develop at different levels on each sides.

CS2: Urban Pattern and Form (PRIORITY GUIDELINE)

The site sits at a transitional zone from LR3 to NC3P-40 across the East alley. In anticipation of future development, justifying the mass of the building to the west will create separation from the commercial alley and increase the amount of units access to the view of Green Lake and The Cascade Mountains just beyond the trees that line Aurora Ave.

CS3: Architectural Context and Character (PRIORITY GUIDELINE)

SFR numbers are dwindling in the areas the city has rezoned as LR zones. With the development of this project, only 2 SFR's will remain on N 73rd St. between Winona Ave and Aurora Ave. What this project will do is take a nod to the SFRs that this project plans to replace. Clapboard siding is predominant cladding material used in the early craftsman style houses seen all over Greenlake. The town homes to the west reinterpret clapboarding as corrugated sheet metal that mimics its scale and texture. Reinterpretation is the theme we will employ to preserve the houses that stand today at 918 and 922 N. 73rd St. The covered porches are reinterpreted as a recess entry at the Southwest corner of the proposed building. Like a covered porch the recess serves to provide cover and shelter for guest and occupants. The attic story are reminiscent of roof monitors that provide loft spaces for the units at the upper floors. Clapboard is replicated as a finer scale texture to provide modulation to what would rather be broad blank faces.



PL1: Connectivity (PRIORITY GUIDELINE)

Streetscape on the south side of 73rd is heavily landscaped, serving as a transition area buffering the respective buildings from the sidewalk. The North side of 73rd, where the site is located, uses front yards as their buffers from the sidewalk. The front of the proposed building will draw from patterns across the street using planter boxes and landscaping to buffer the building from the sidewalk. Open spaces along the front yard at the north side of 73rd will take a turn into our property lining the west property line providing separation from the adjacent town homes while serving as a walkway to the private entries at ground level.

PL2: Walkability

Safety and security are ensured by means of natural surveillance. Parking off the rear alley keeps eyes and activity to the North. A rear entrance and amenity space along the side alley keeps eyes and activity on the West. The main entrance and top level amenity spaces allows for natural surveillance to the East. And natural surveillance is provided at the front of building from vehicular and pedestrian traffic along N 73rd St.

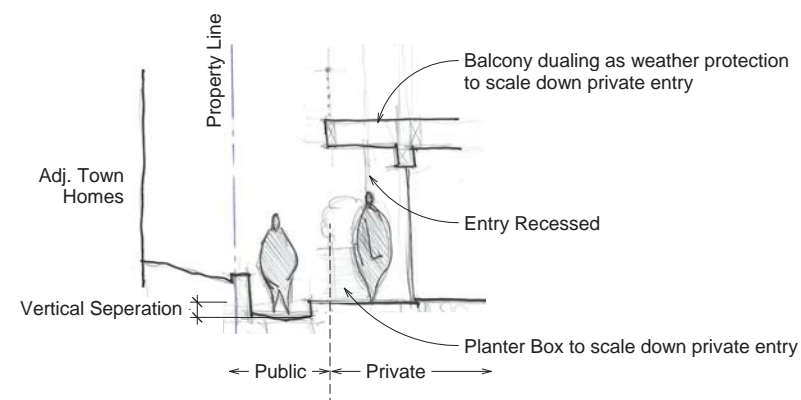
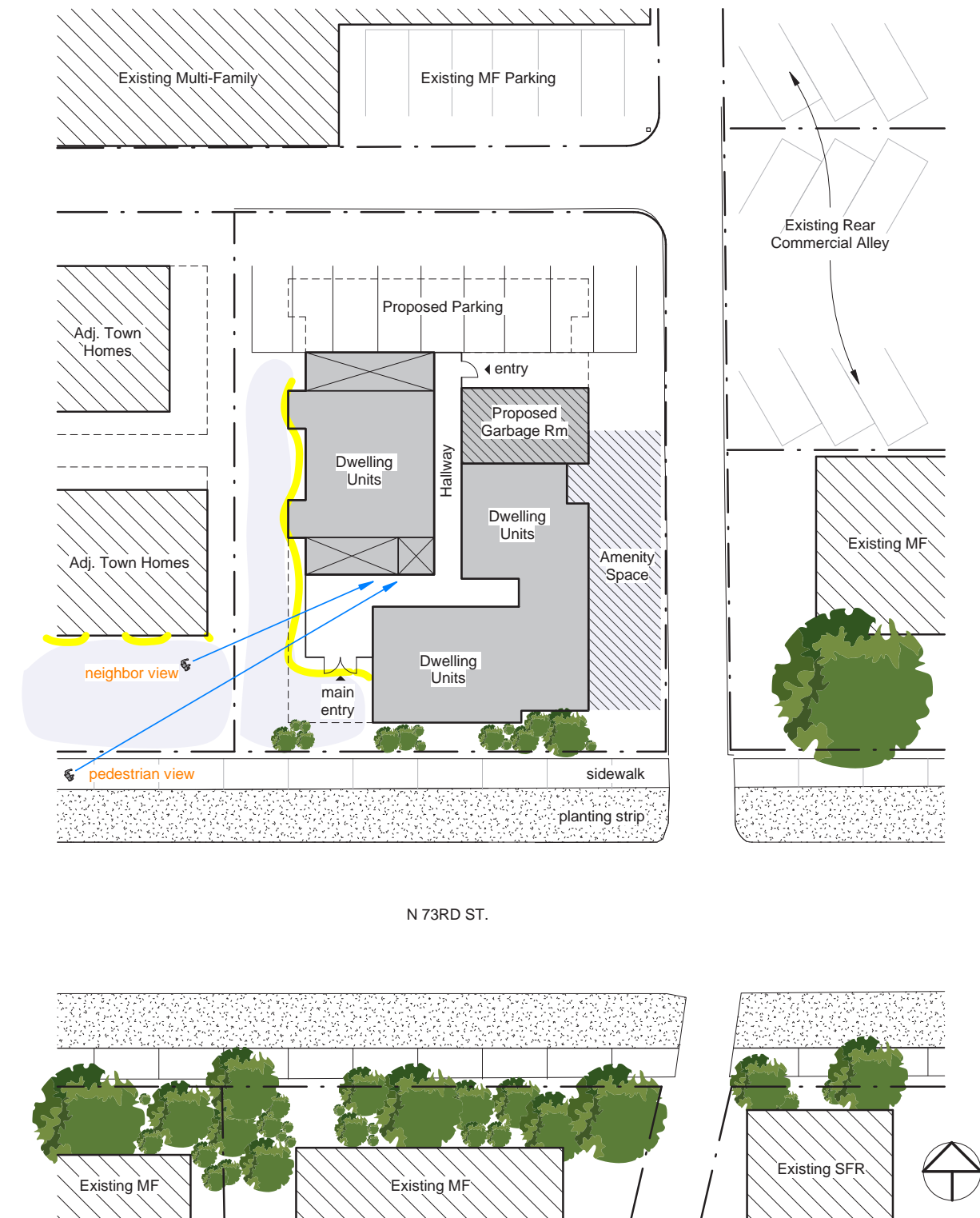
PL3: Street-Level Interaction (PRIORITY GUIDELINE)

The proposed entry is located at the southwest corner of the site, the entrance takes form as an eroded corner at ground level, creating a recess providing human scale and a sense of shelter. Views directly into the hallway are guarded by the form and placement of the lobby (as seen in diagram). The lobby has the ability to be fully glazed allowing it to be identifiable as the area for entry without compromising tenant privacy.

The town homes rhythm and scale is drawn from and applied to the facade flanking the west walkway. Supplemental individual entries are located for housing at ground level. To delineate from the public walkway, the private entries are recessed and raised one step creating a stoop. Planters will be placed on both sides of the stoops scaling down the entries. Lighting and unit signage will help further help distinguish these spaces as entrances.

PL4: Active Transportation

The site sits in the confluence of Rapid Ride E line North bound and South bound routes, access to each transit stop is 500' and 1025' respectively.



DC1: Project Uses and Activities (PRIORITY GUIDELINE)

Programatically, the building reflects the sites adjacent uses at ground level. (Reference Site Plan Pg. 12) We start with the North. Across the alley to the North of the site is a multi-family structure with parking off the alley tucked under the building. In the preferred scheme, we propose parking to be tucked under the building on grade off the alley. To the East, we acknowledge two conditions. One of which is the commercial zoned rear alley used for parking and solid waste storage. The other being the small multi-family structure. Each condition is reflected directly parallel across the alley. Proposed rear entrance, parking and solid waste storage directly parallel to the commercial rear alley. Proposed dwelling units and amenity space directly parallel to the small multi-family structure. To the north, like all the other structures that line N 73rd St we locate the front door with a broad face to establish a street presence. Lastly to the East, we mimic the adjacent town home car court access with a walkway that allows access to private/ground level entrances.

DC2: Architectural Concept (PRIORITY GUIDELINE)

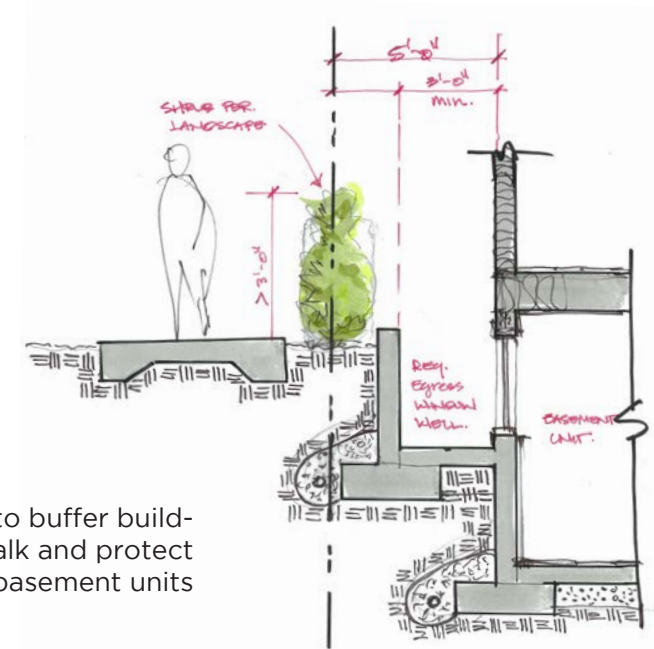
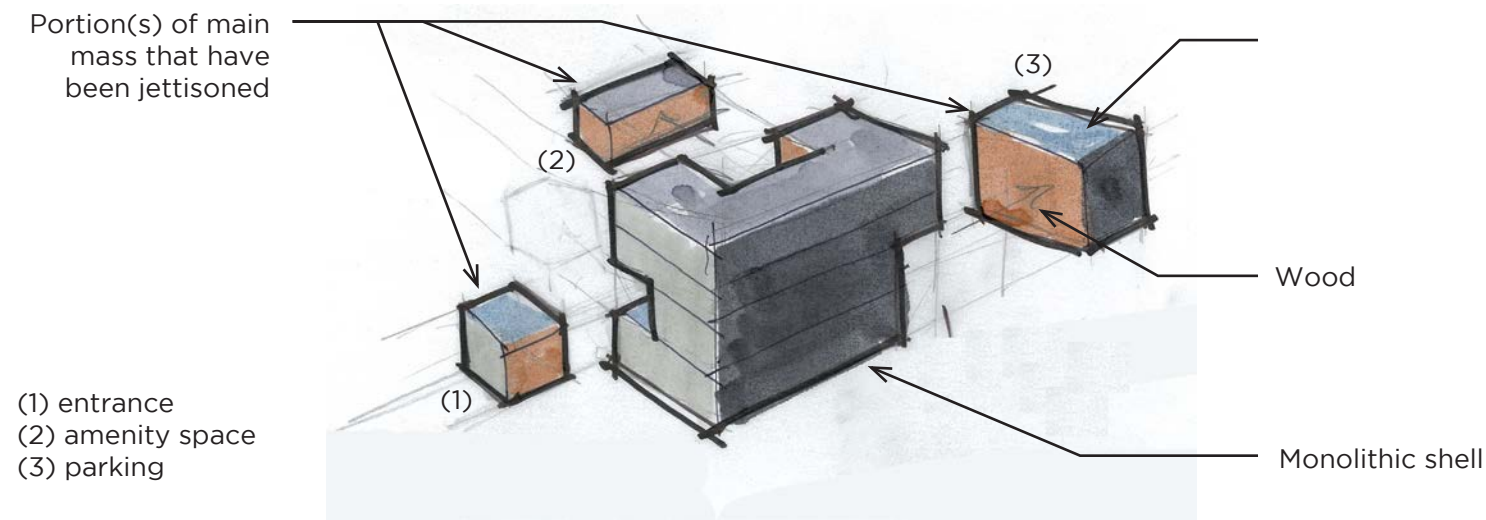
The preferred scheme is essentially a box, roughly 50' x 80' x 40'. We see chunks of the mass jettisoned to allow for the entrance, amenity space, and parking to the rear. The subtractive process exposes the interior meat of the box. Conceptually, we imagine the box being comprised of wood, glass and metal wrapped in a monolithic shell. Subtractive processes strips back the shell and expose the 'meat'. Additive processes are limited to exposed areas of the box becoming materially exclusive to wood, glass, and metal.

DC3: Open Space Concept

The building is lined on both the East and West boundaries with outdoor public amenity space helping to separate the building from the neighboring structures

DC4: Exterior Elements and Finishes

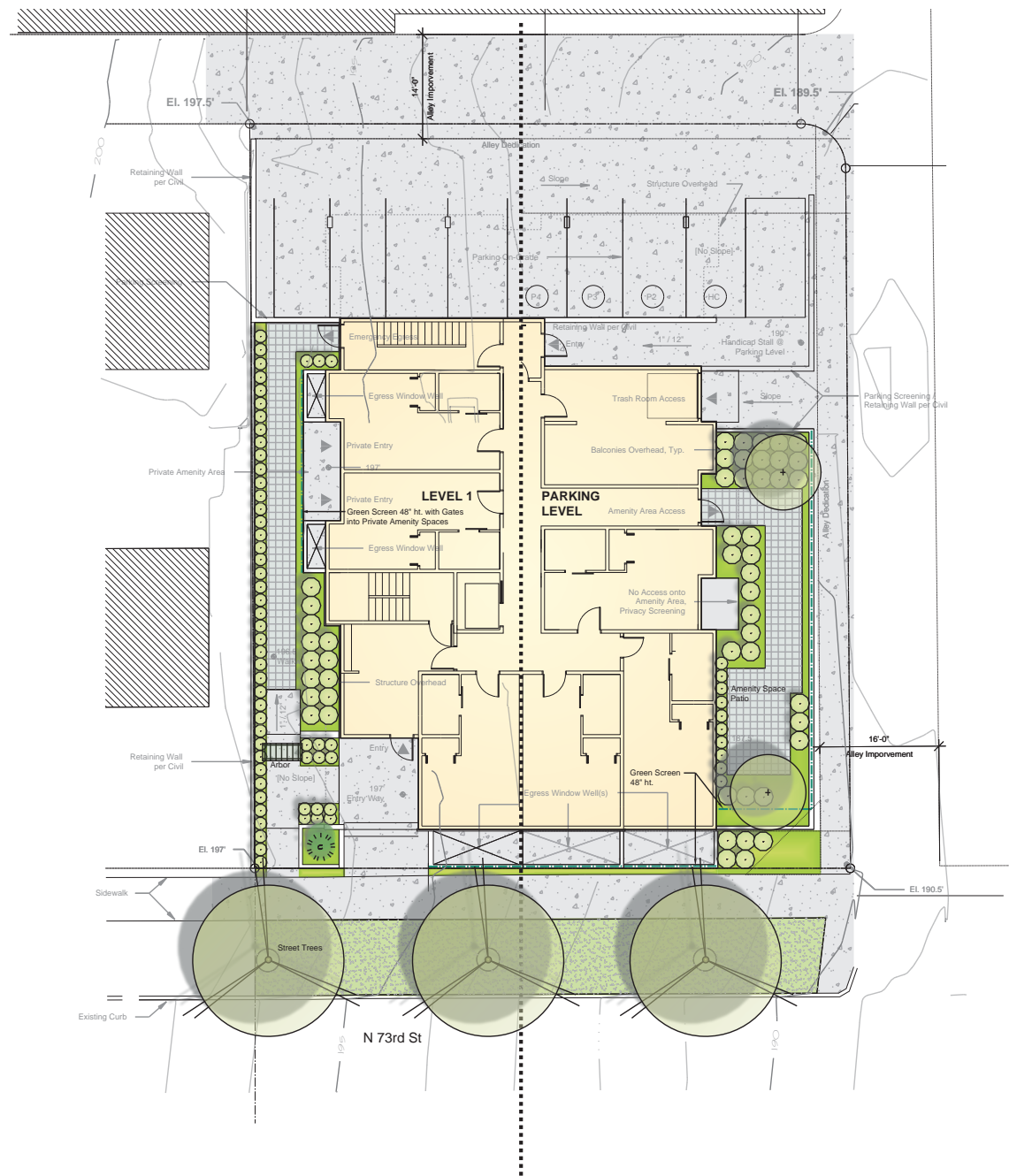
Pedestrian oriented lighting will line 73rd St., which will spill into the west walkway of the building providing safety and illumination for the ground level entrances.



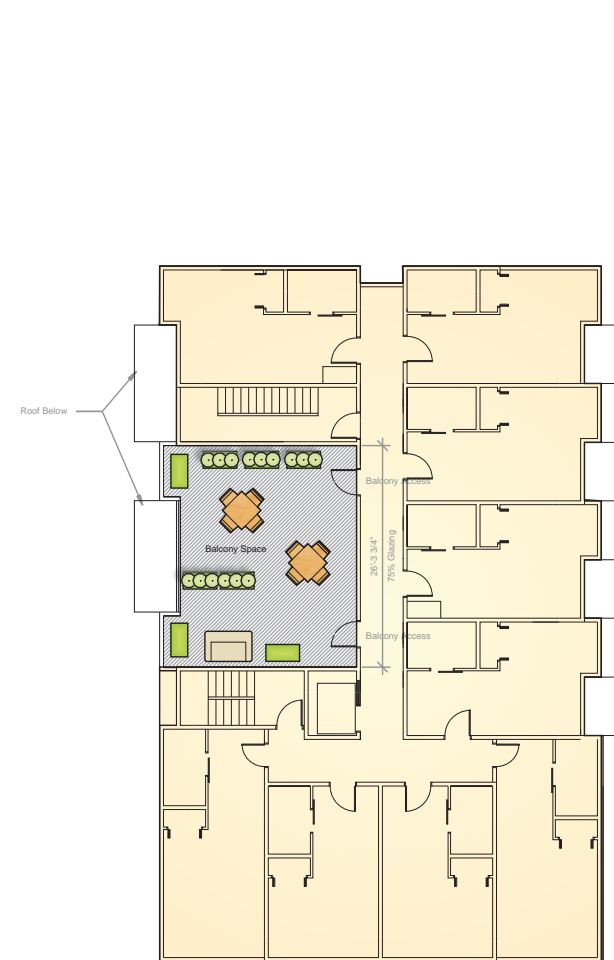
Landscaping to buffer building from sidewalk and protect privacy for basement units















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Landscape Site Plan

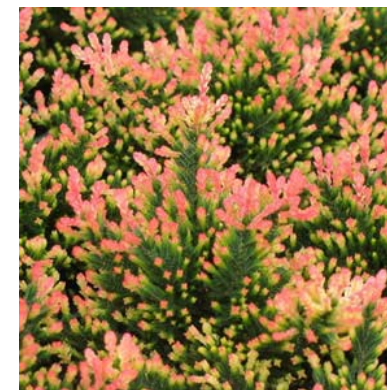


Landscape Roof Top Plan

-  Small Tree
-  Black Tupelo Tree
-  Columnar Conifer
-  Shrub (Mature Ht. > 24")
-  Planting Area, Typ.
-  Premium Rye Grass SOD
-  Tournesol Whilshite Planter
-  Permeable Paving
-  Concrete Paving
-  Deck Furniture
-  BBQ
-  Green Screen Metal Lattice, Ht. 48"



Ground Level



Roof Deck



Structure Height: 30' - 0"
FAR: 1.3
Area: 10,400
Total Dwelling Units: 31
Total Parking: 8
Advantages: greatest separation from Adj. Town Homes, roof deck
Disadvantages: lower F.A.R. resulting in loss of a unit, units in basement, exterior trash enclosure
Departures: None

Structure Height: 30' - 0"
FAR: 1.5
Area: 11,999 SF
Total Dwelling Units: 32
Total Parking: 8
Advantages: promotion of circulation around whole building, units all on upper floors, amenity all at ground level, use of one-story lift, higher F.A.R..
Disadvantages: least separation from Adj. Town homes, large perceived mass
Departures: None

Structure Height: 30' - 0"
FAR: 1.5
Area: 11,999 SF
Total Dwelling Units: 32
Total Parking: 8
Advantages: parking off rear alley, higher F.A.R., opportunity for individual private amenity, individual private entrances at ground level roof deck
Disadvantages: units in basement, segregated ADA amenity area
Departures: None



Scheme 1



Scheme 2



Scheme 3

Preferred

Structure Height:	30' - 0"
FAR:	1.3
Area:	10,400
Total Dwelling Units:	31
Total Parking:	8
Advantages:	greatest separation from Adj. Town Homes, roof deck
Disadvantages:	lower F.A.R. resulting in loss of a unit, units in basement, exterior trash enclosure
Departures:	None




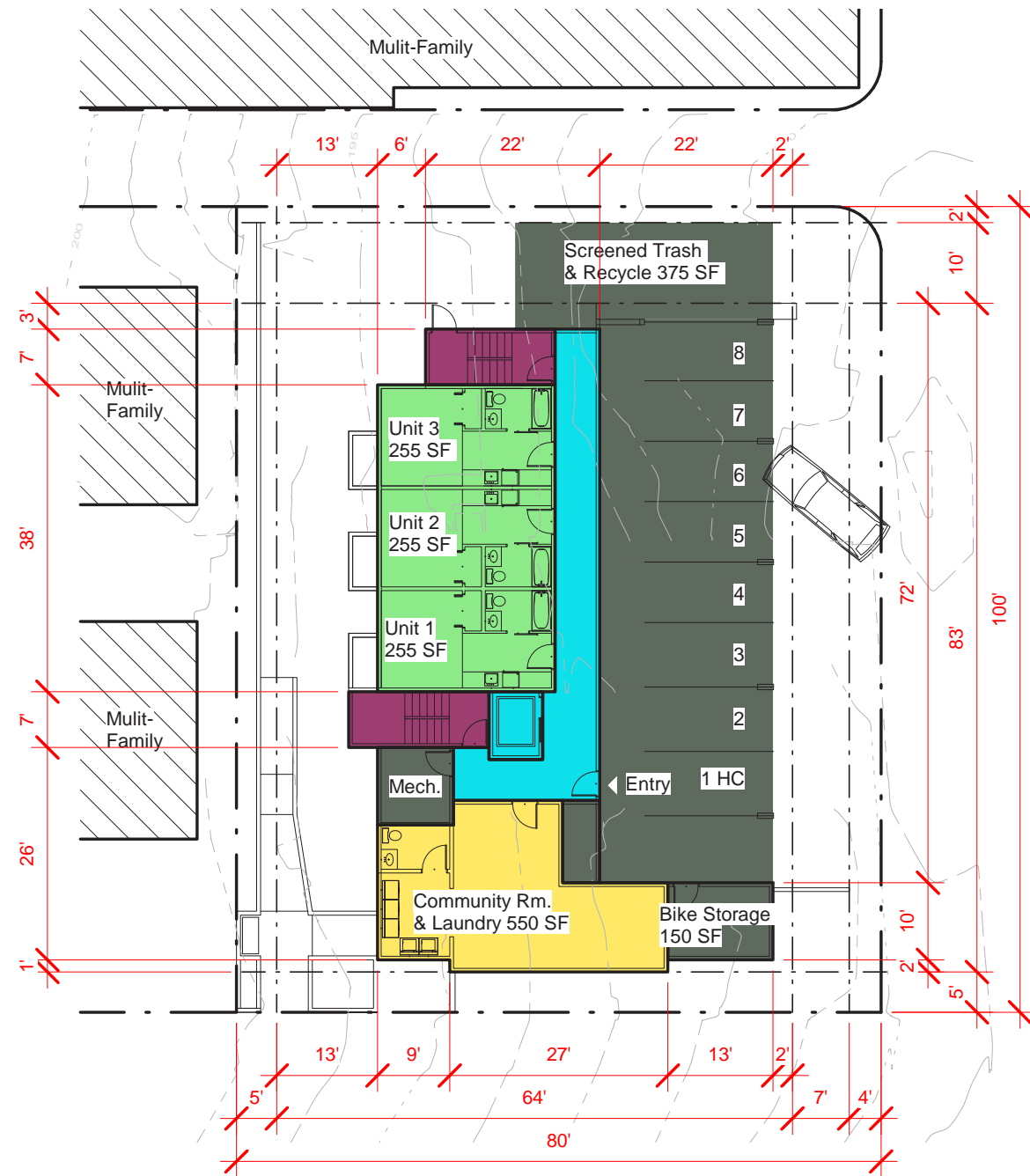
Perspective from Southeast lightly articulated to show fenestration patterns



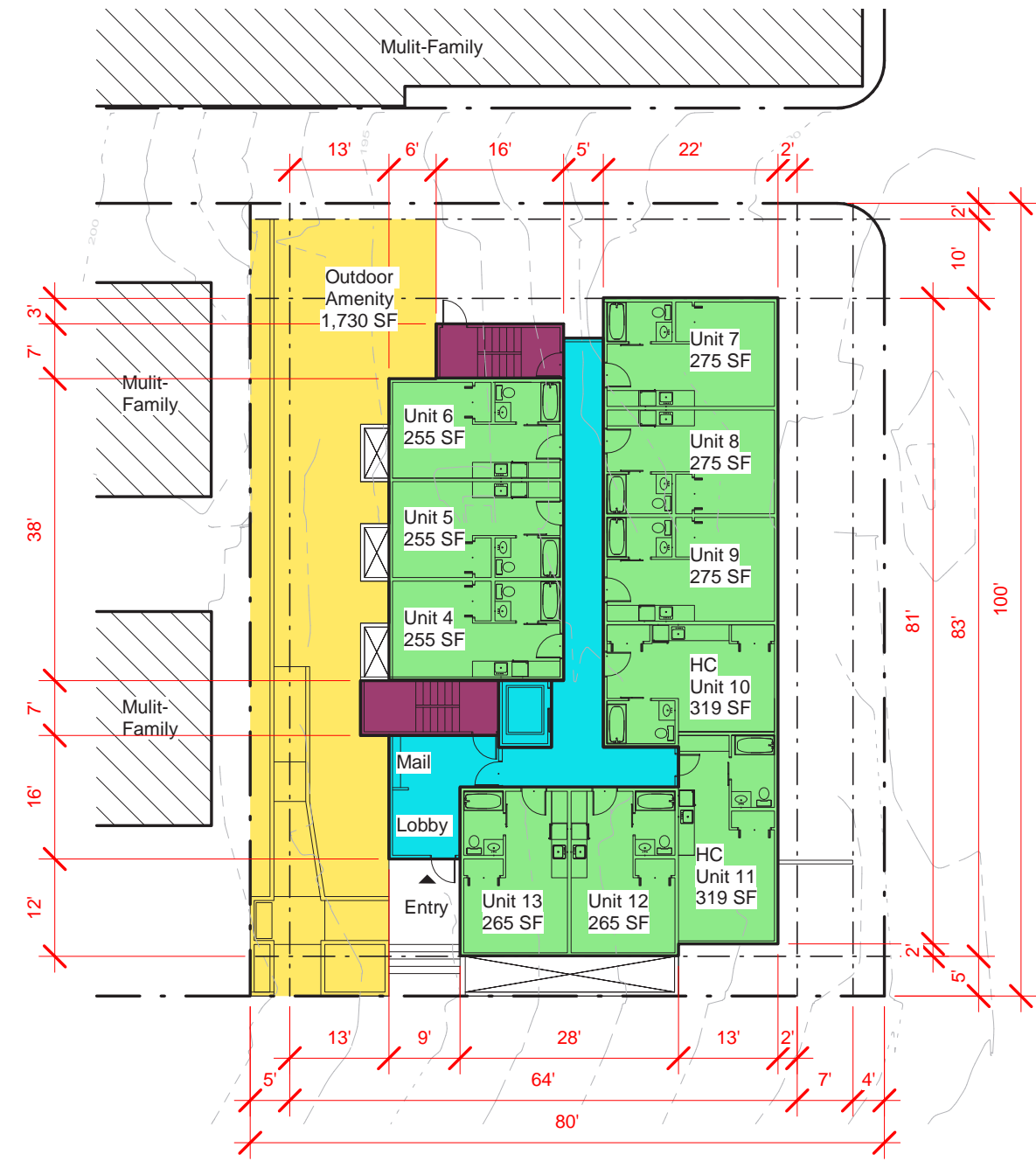
Perspective from Southwest



Perspective from Northeast 

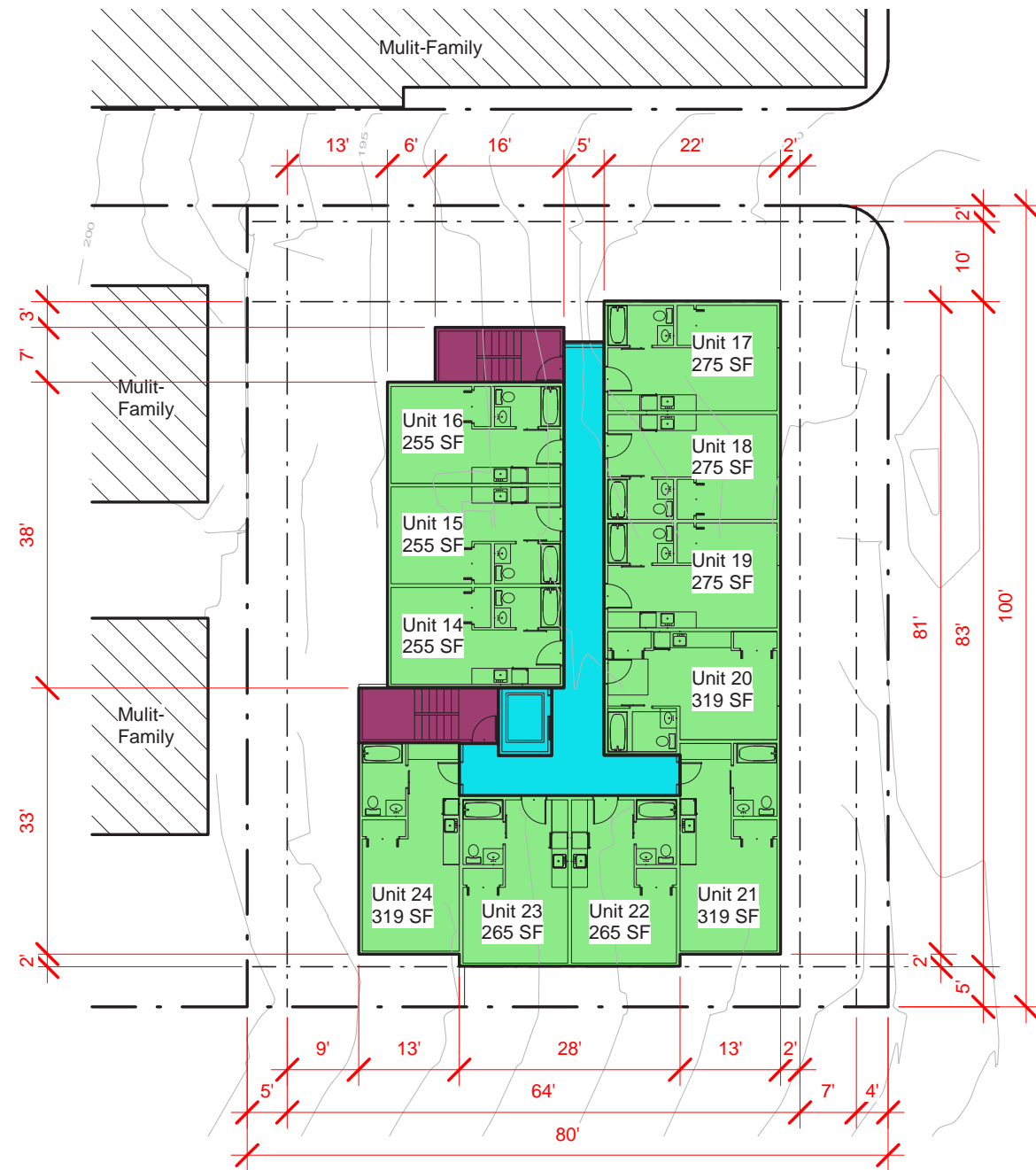


Parking level Plan



Entry Level Plan





2nd Level Plan

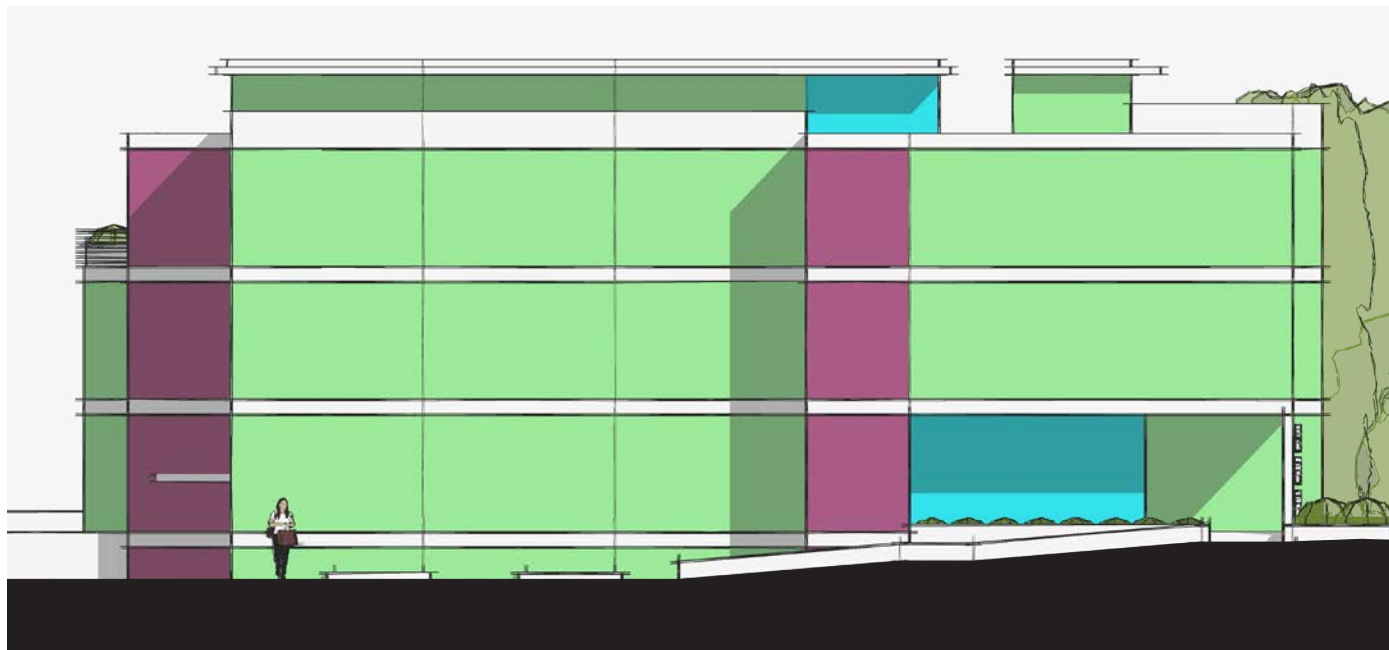


3rd Level Plan

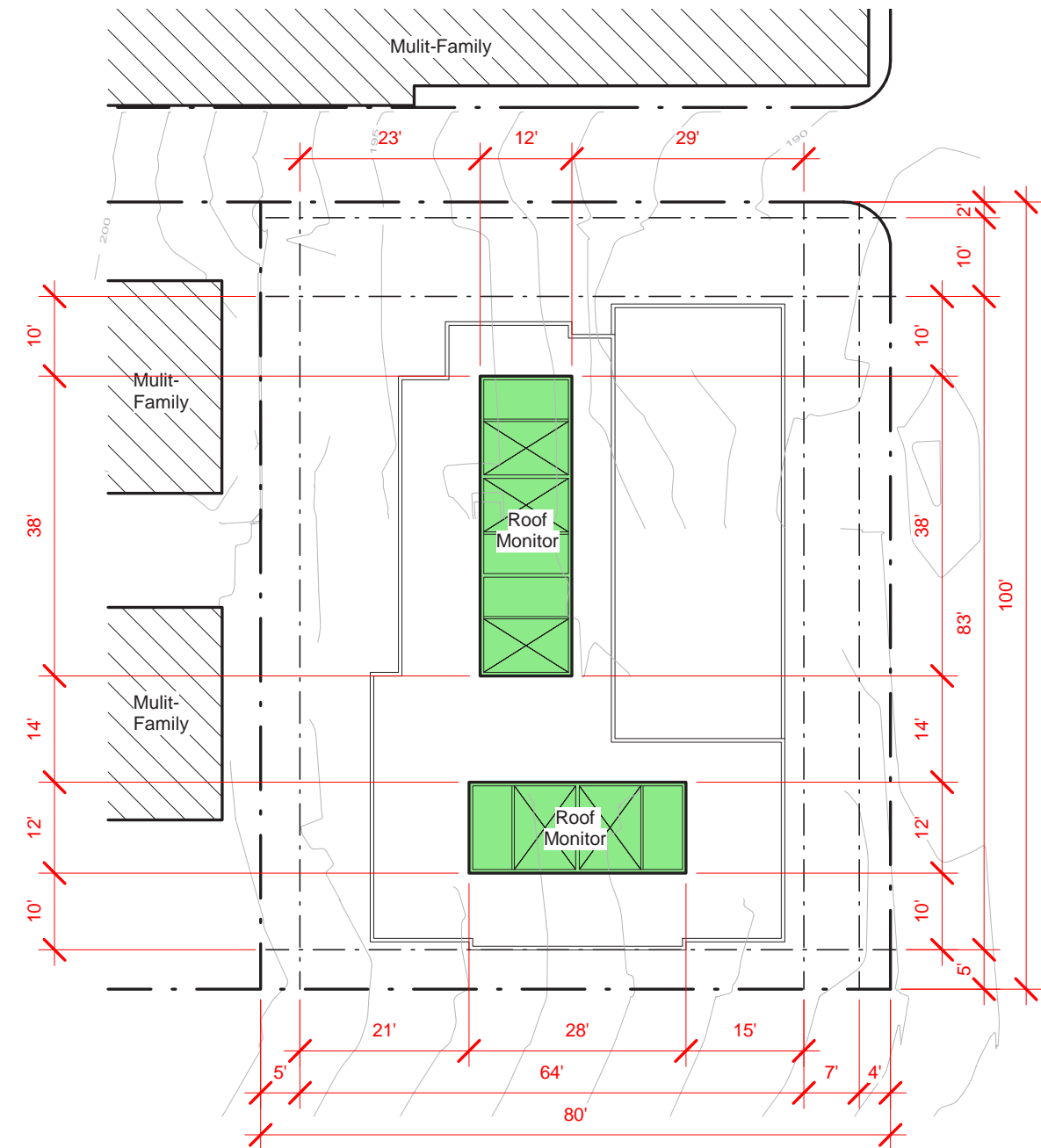




Aerial from Northwest



West Elevation



Roof Plan



Structure Height:	30' - 0"
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Total Dwelling Units:	32
Total Parking:	8
Advantages:	promotion of circulation around whole building, units all on upper floors, amenity all at ground level, use of one-story lift, higher F.A.R..
Disadvantages:	least separation from Adj. Town homes, large perceived mass
Departures:	None



Perspective from Southeast lightly articulated to show fenestration patterns



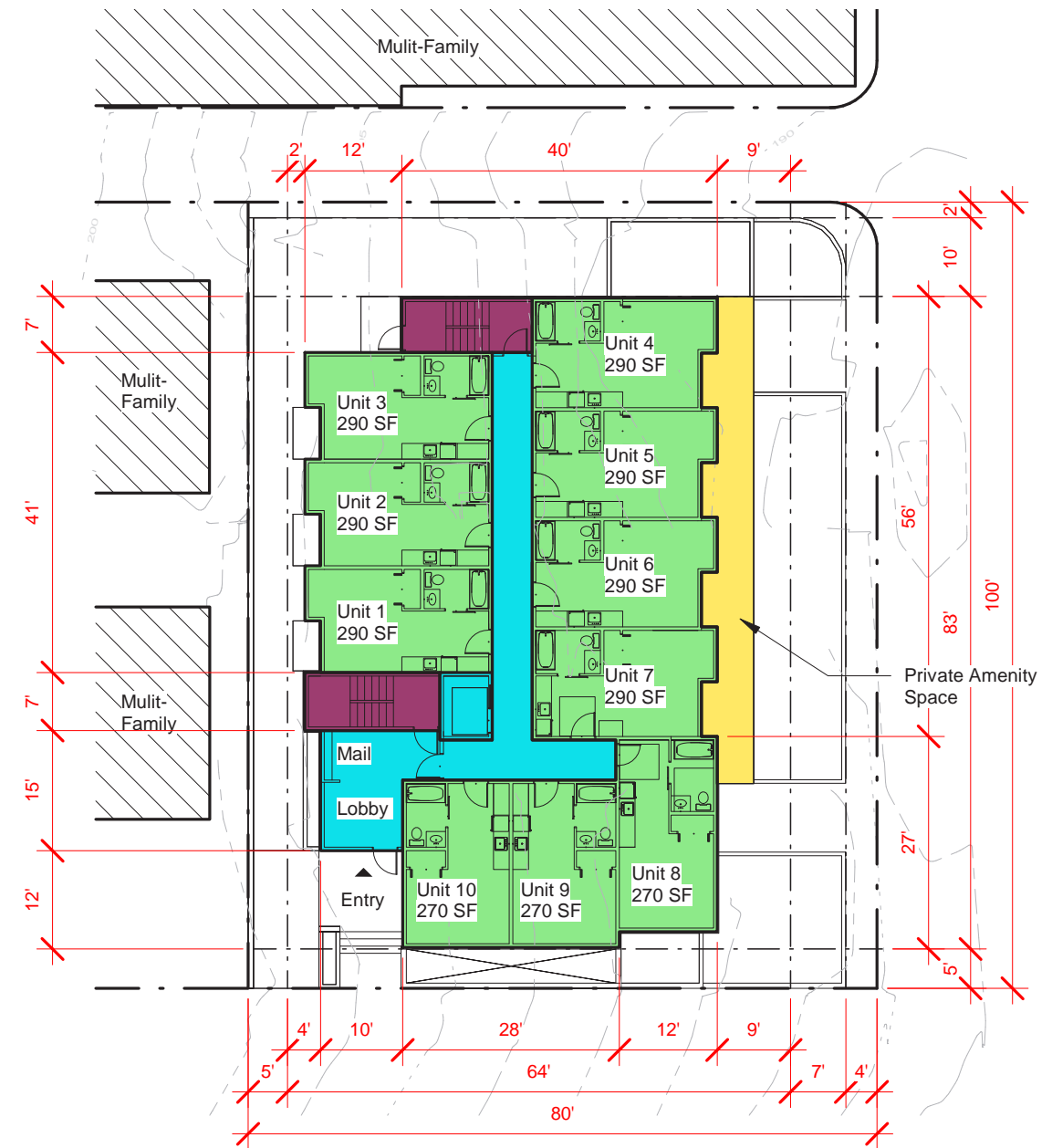
Perspective from Southwest



Perspective from Northeast

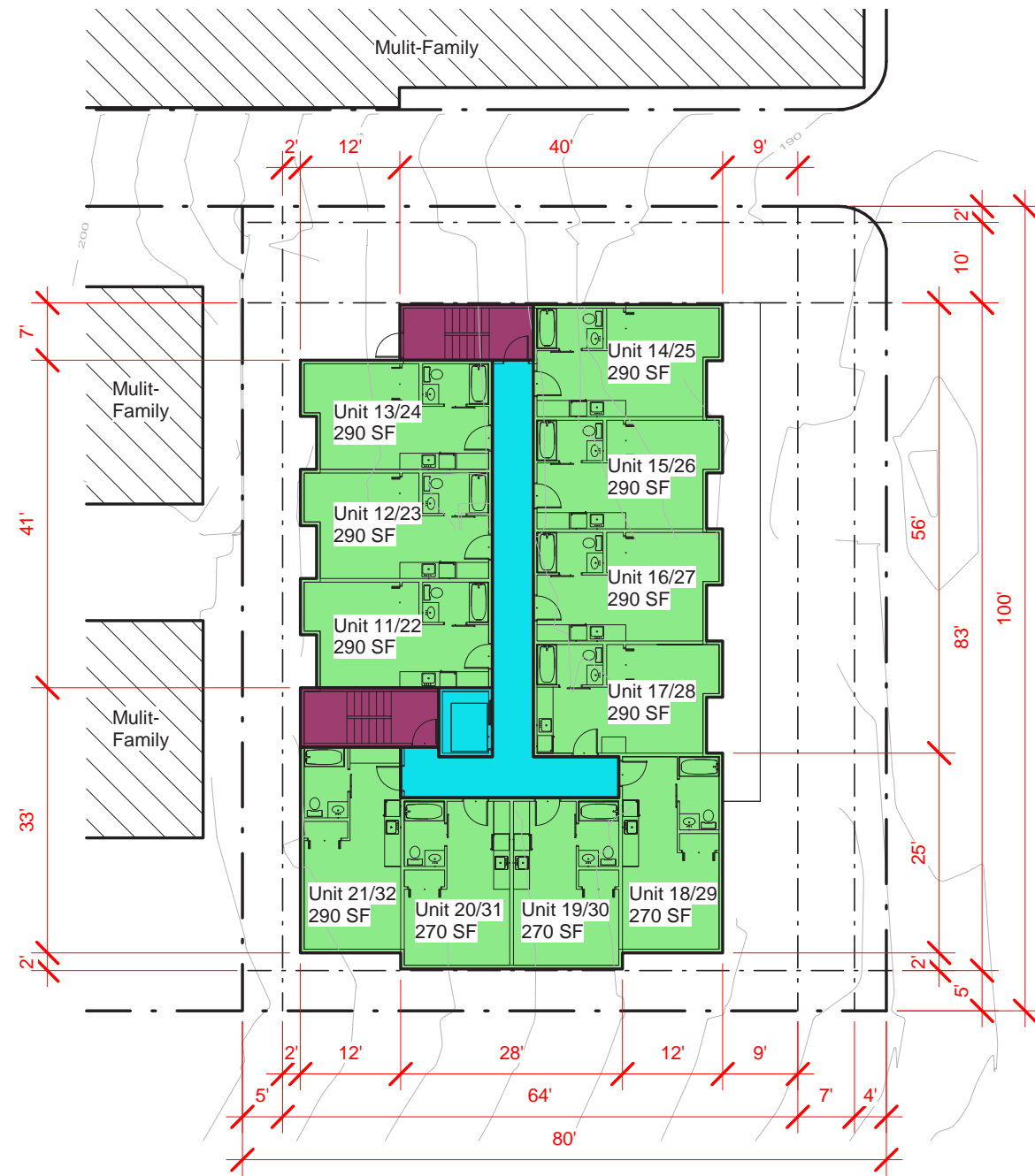


Parking level Plan

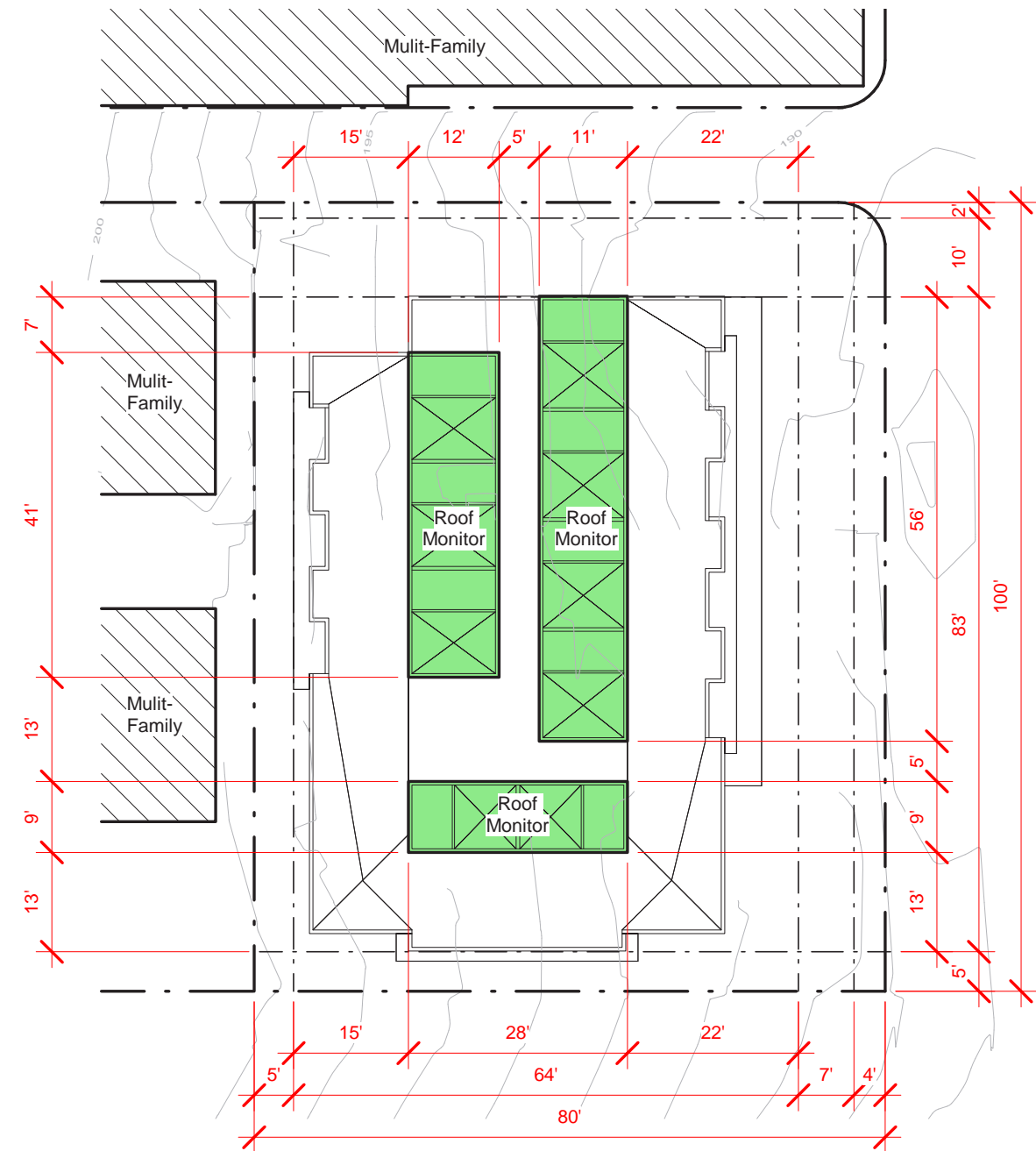


Entry Level Plan





2nd and 3rd Level Plan

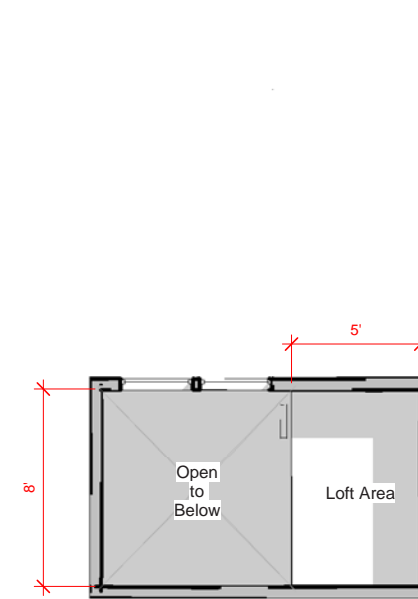


Roof Plan

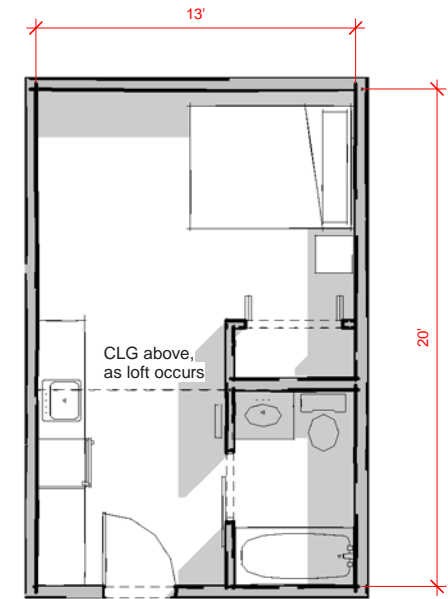




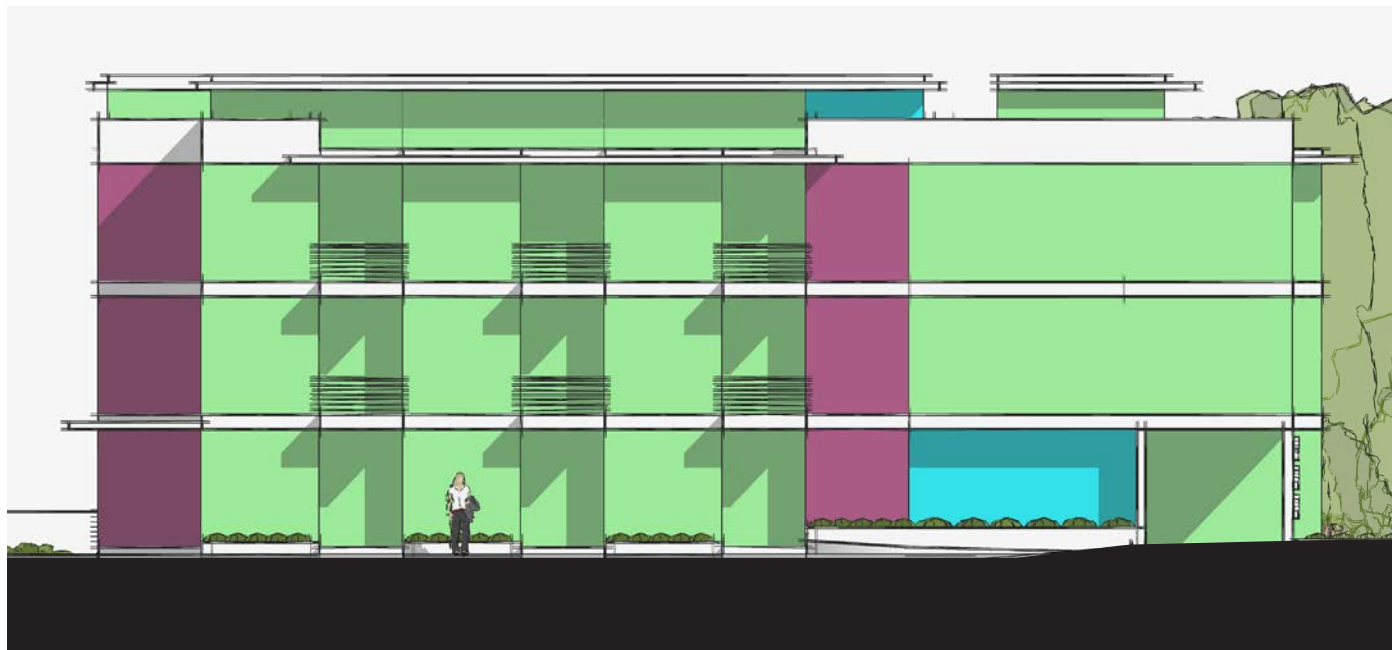
Aerial from Northwest



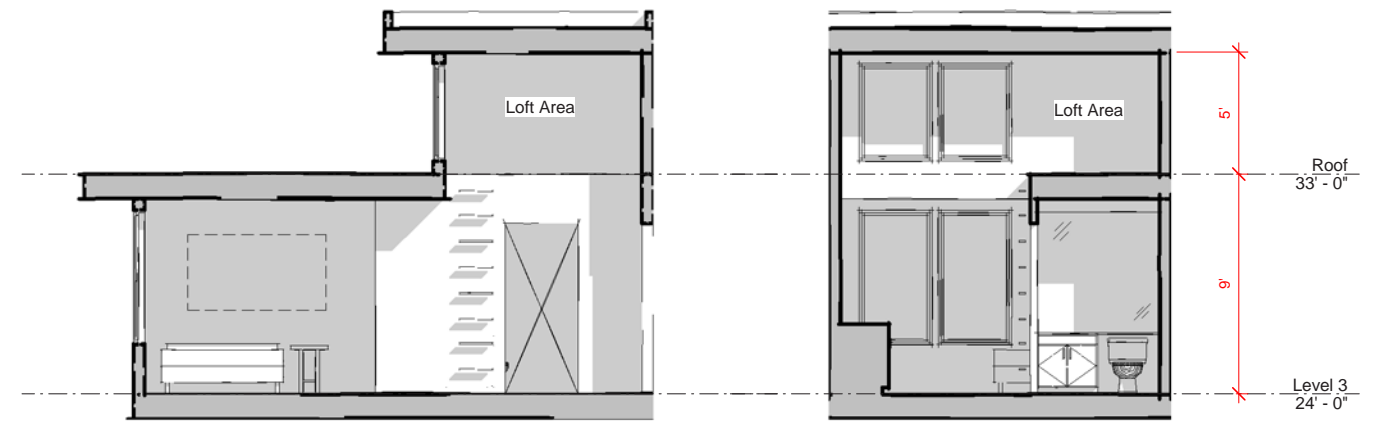
Loft Plan, Typ.



Unit Plan, Typ.



West Elevation



Longitudinal Section, Typ.

Transverse Section, Typ.

Typical Unit Plans & Sections w/ Monitor

Structure Height:	30' - 0"
FAR:	1.5
Area:	11,999 SF
Total Dwelling Units:	3
Total Parking:	8
Advantages:	parking off rear alley, higher F.A.R., opportunity for individual private amenity, individual private entrances at ground level roof deck
Disadvantages:	units in basement, segregated ADA amenity area
Departures:	None



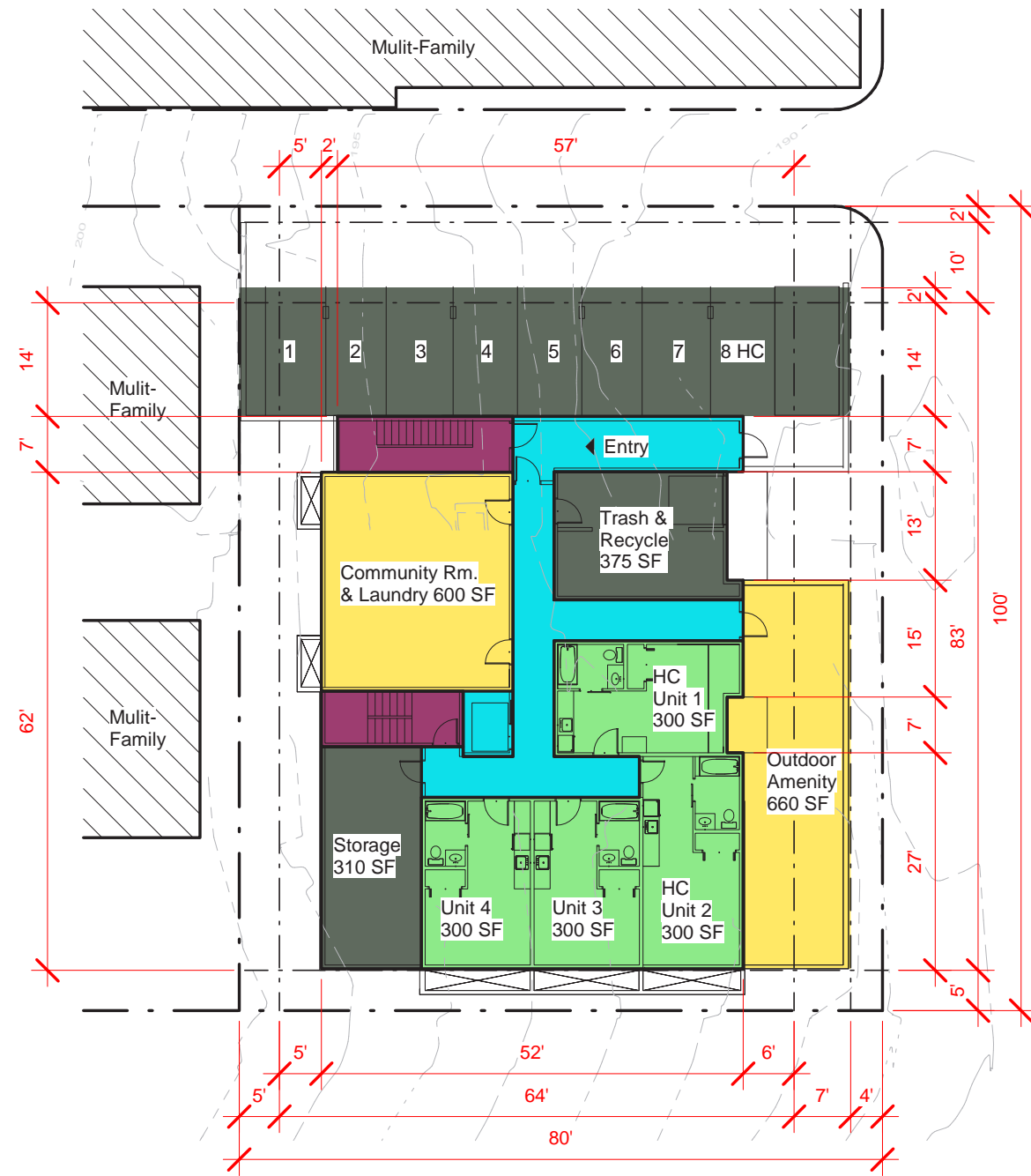
Perspective from Southeast lightly articulated to show fenestration patterns



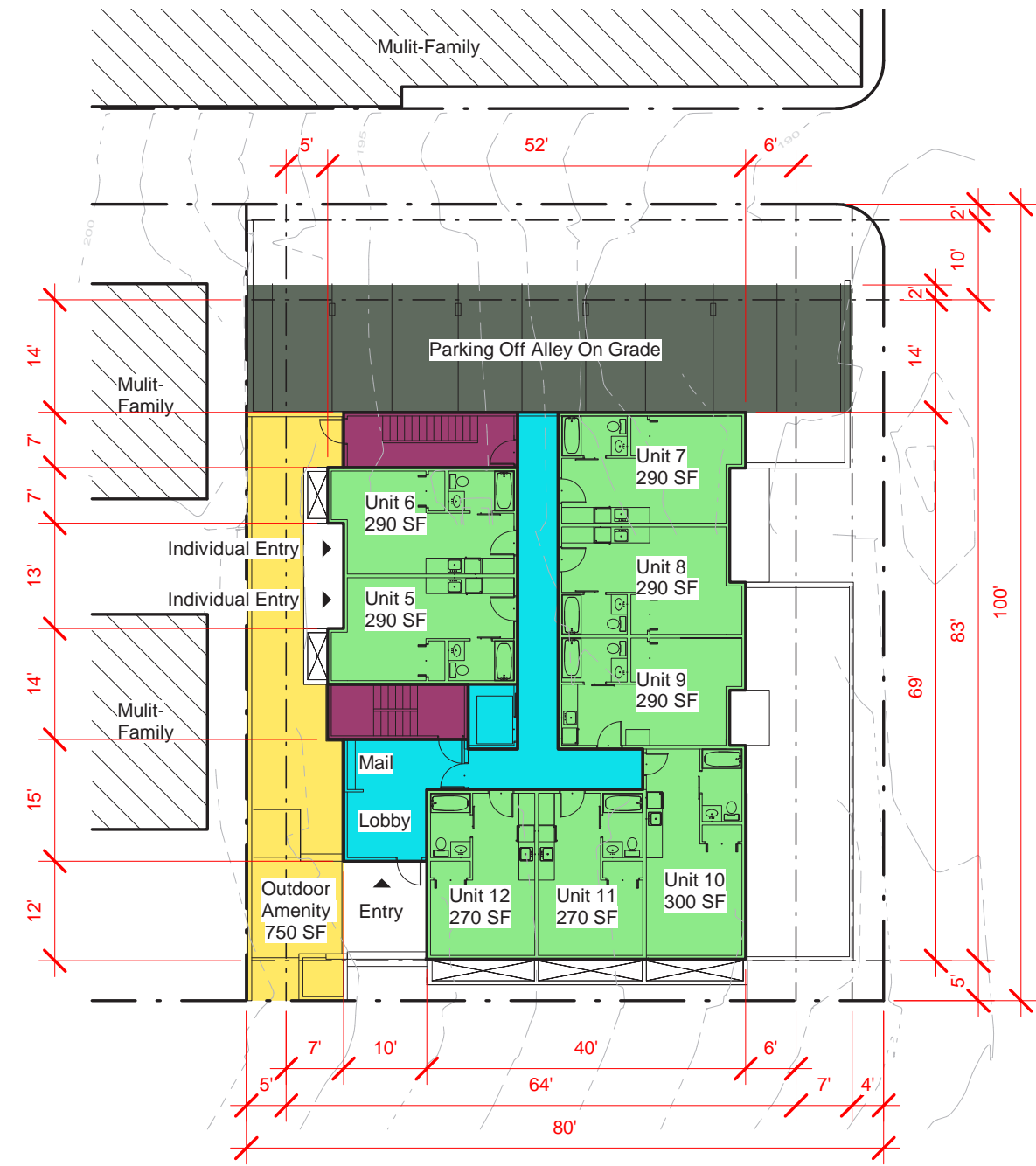
Perspective from Southwest



Perspective from Northeast

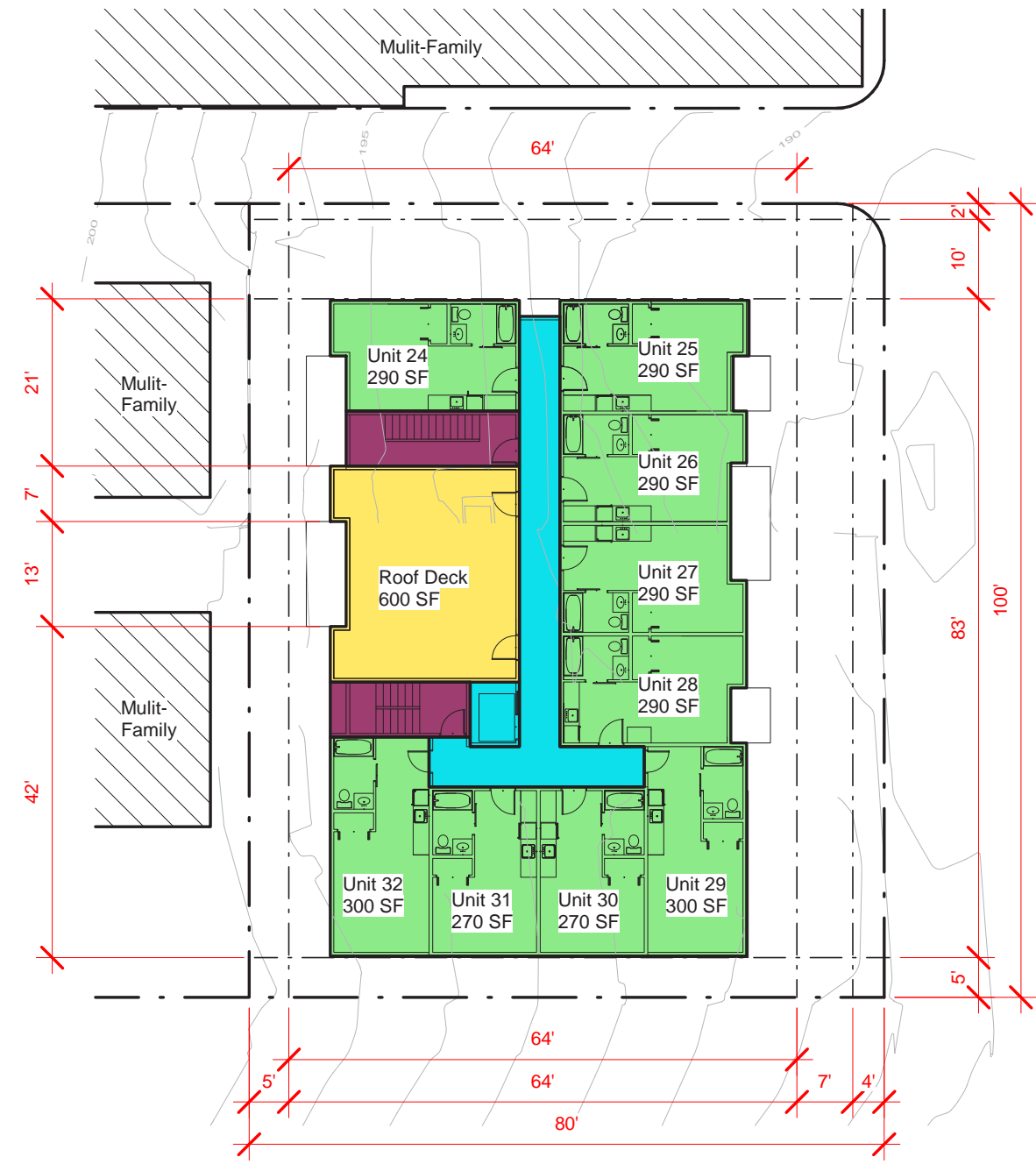
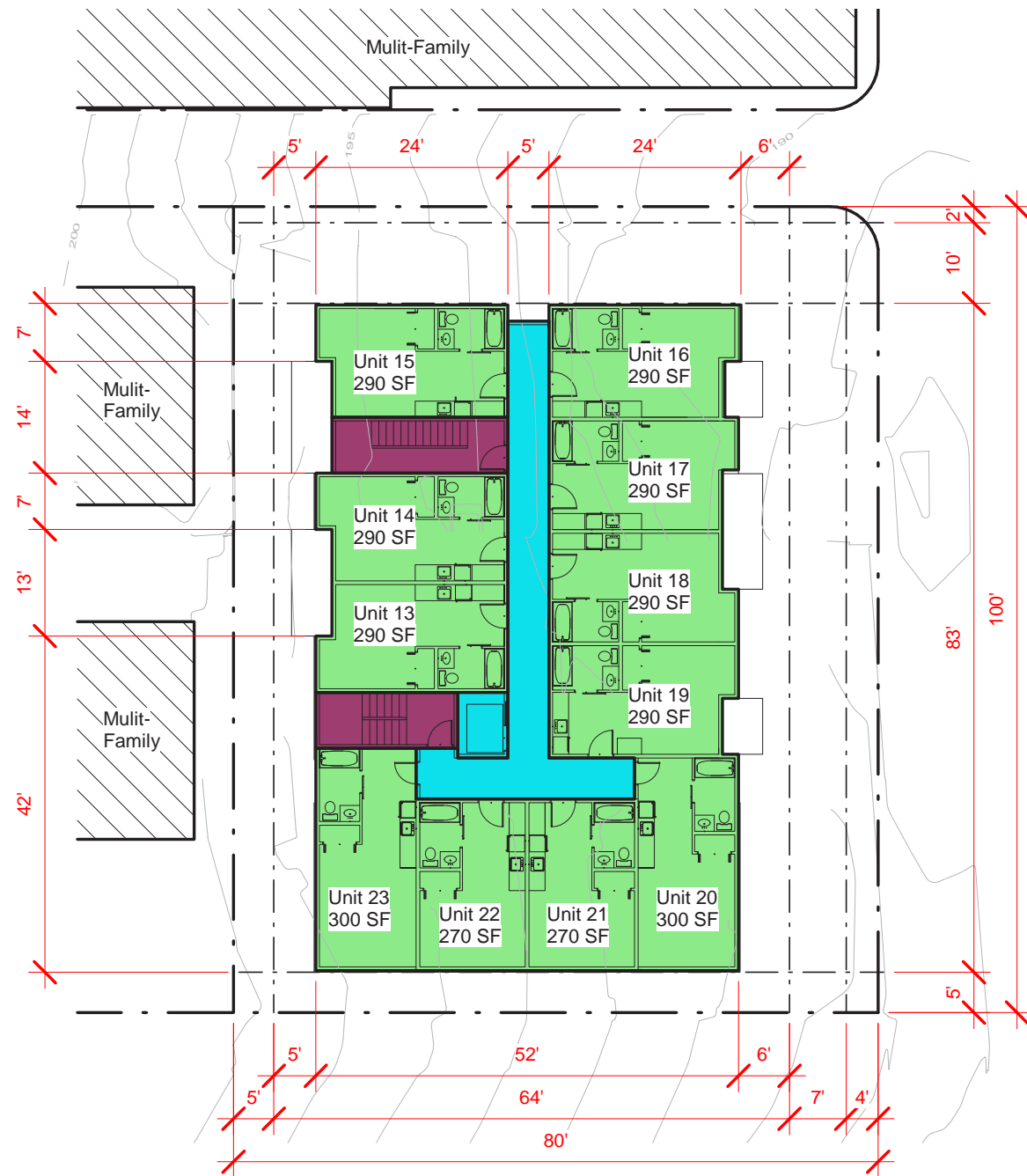


Parking level Plan



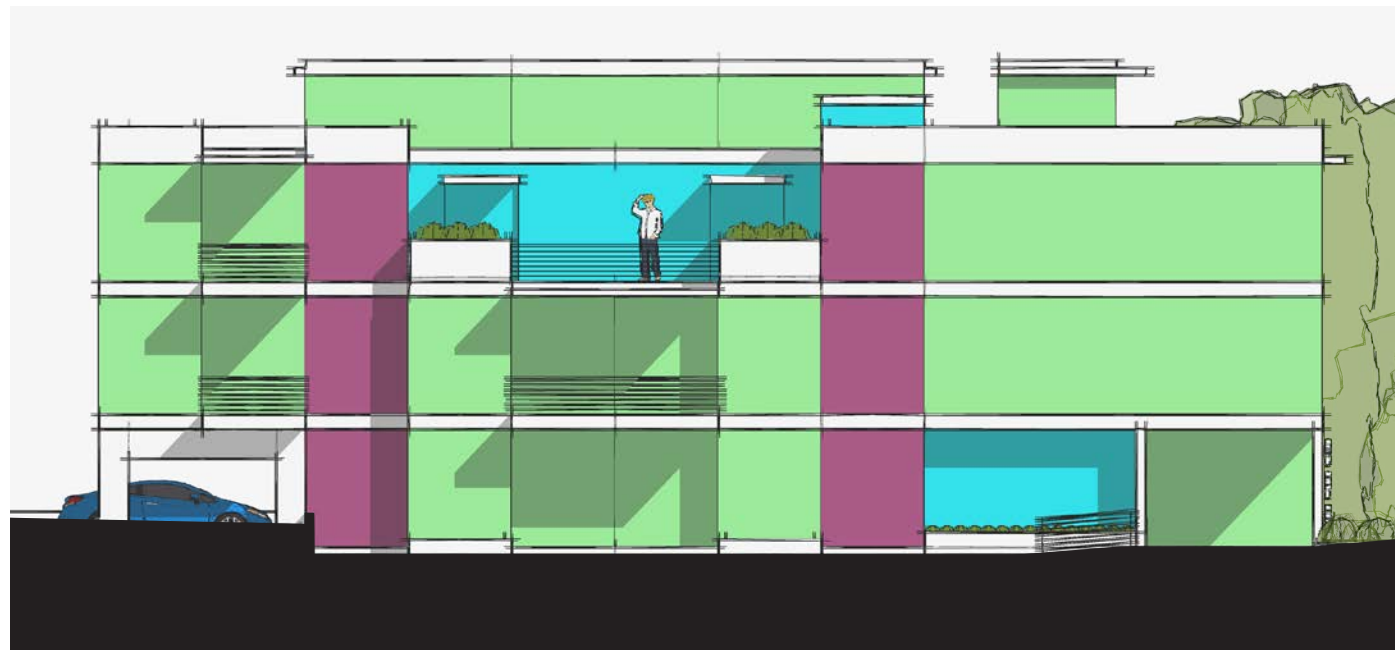
Entry Level Plan



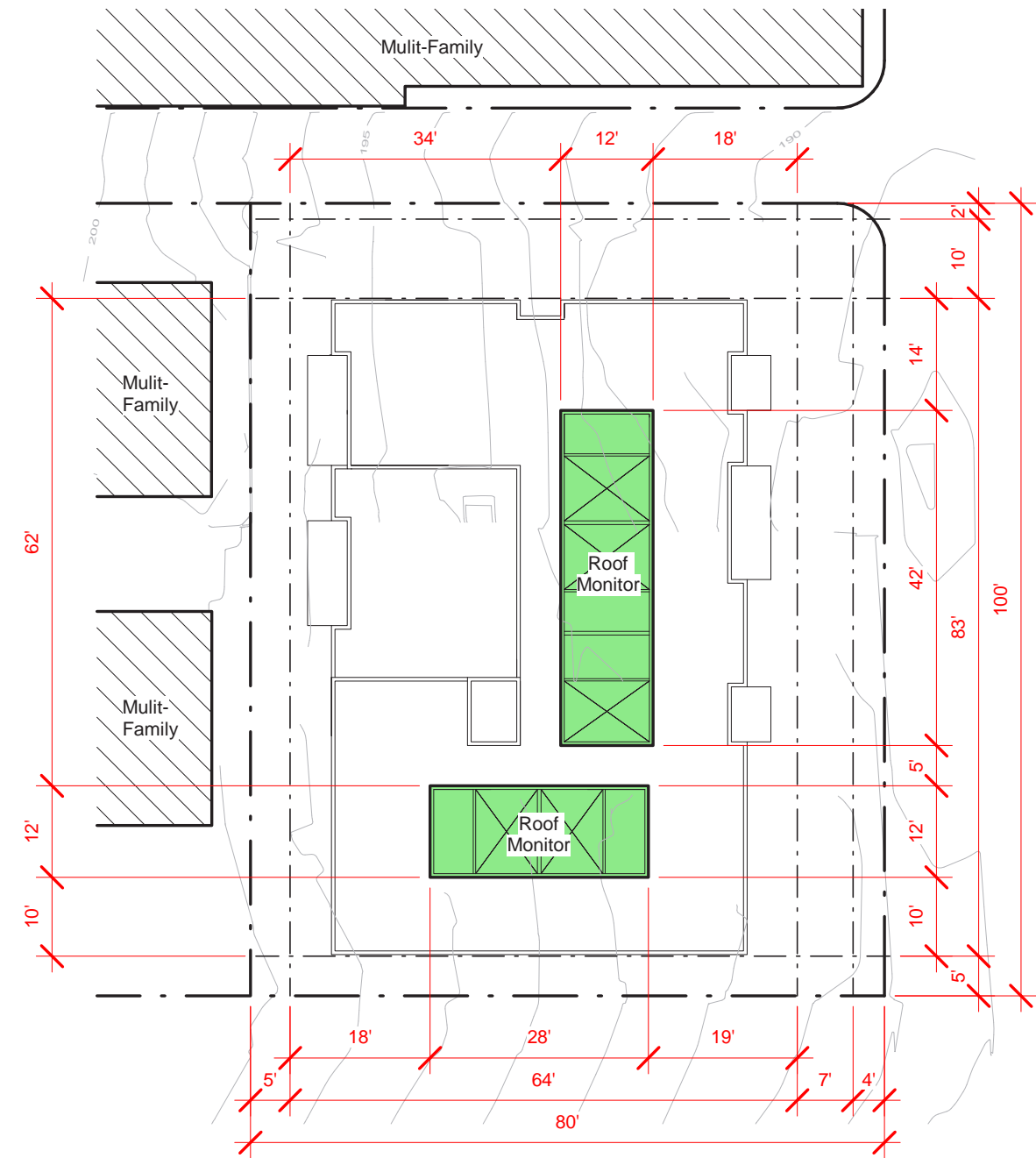




Aerial from Northwest



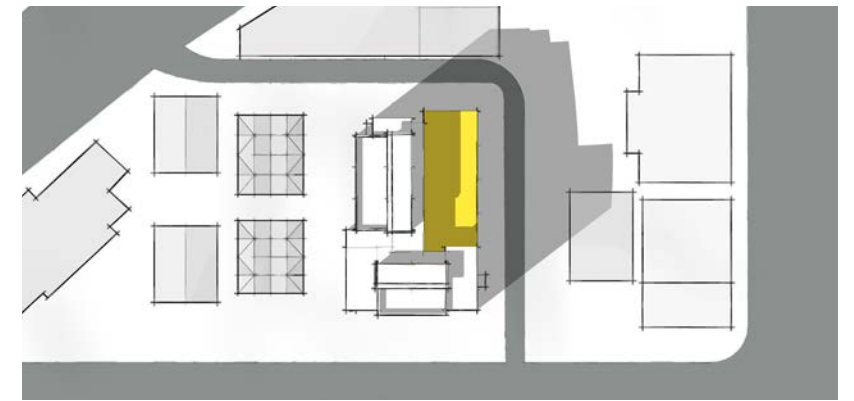
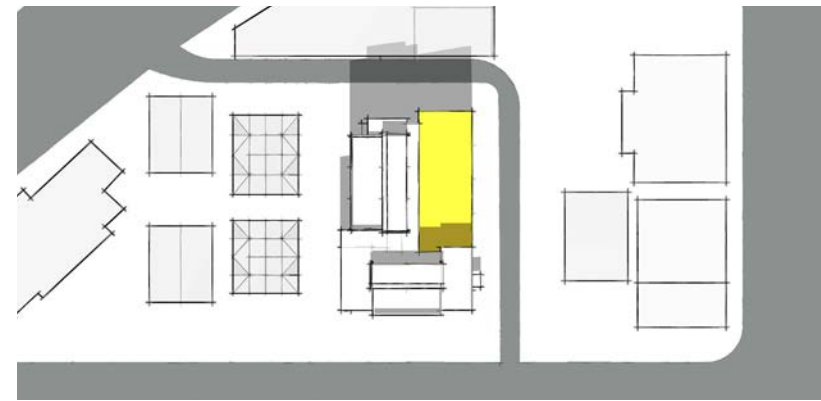
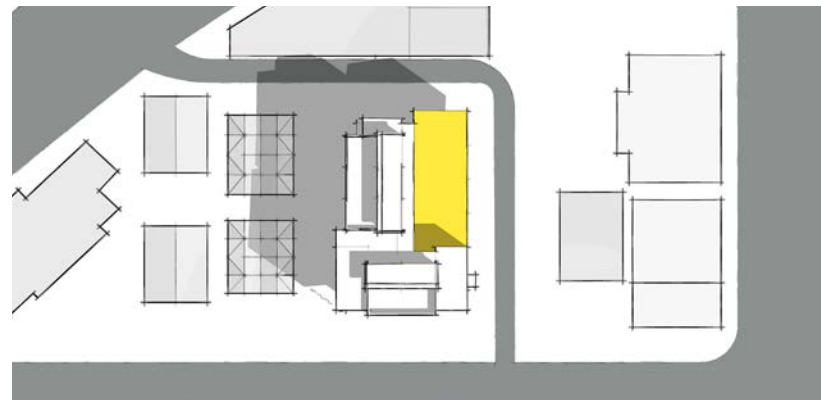
West Elevation



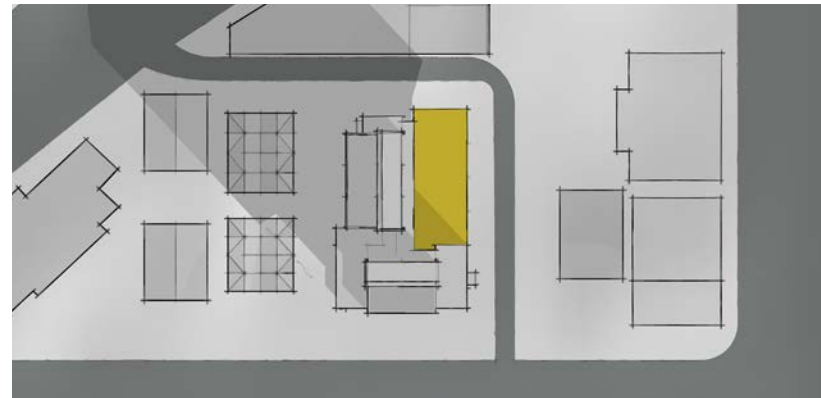
Roof Plan



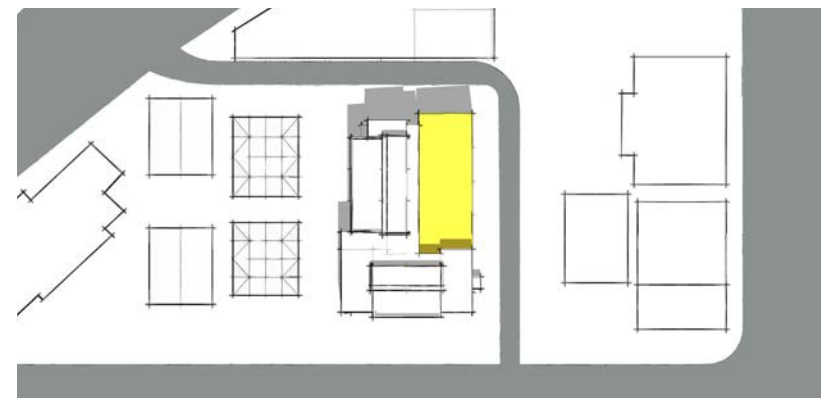
Equinox



Winter Solstice



Summer Solstice



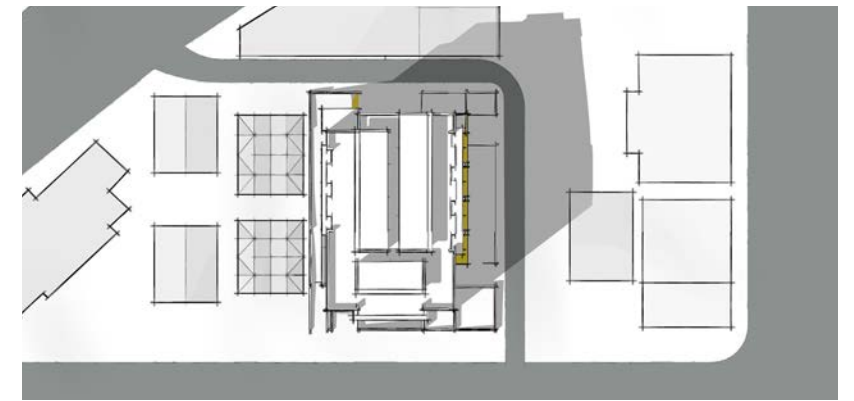
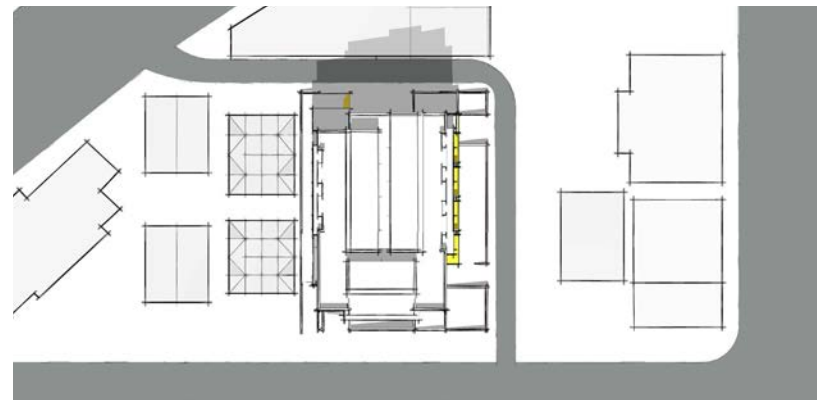
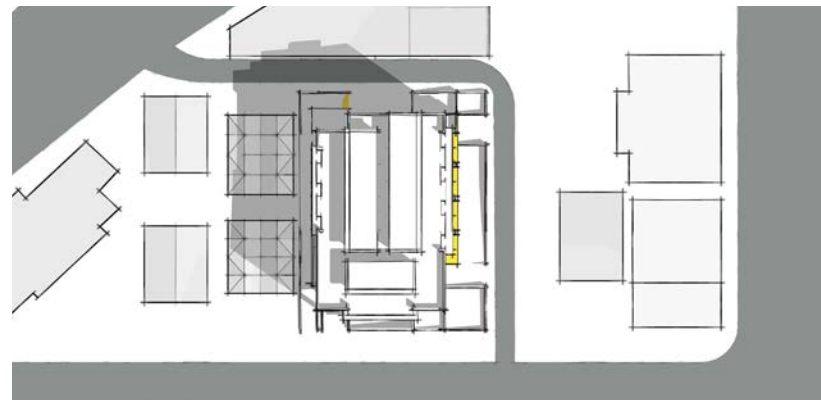
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12:00

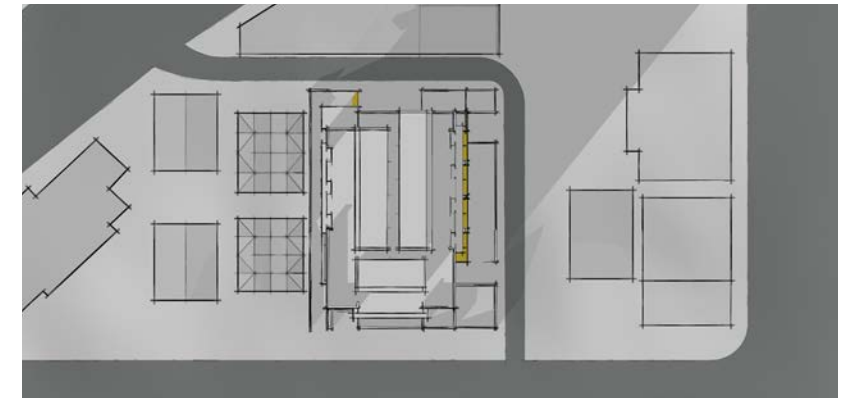
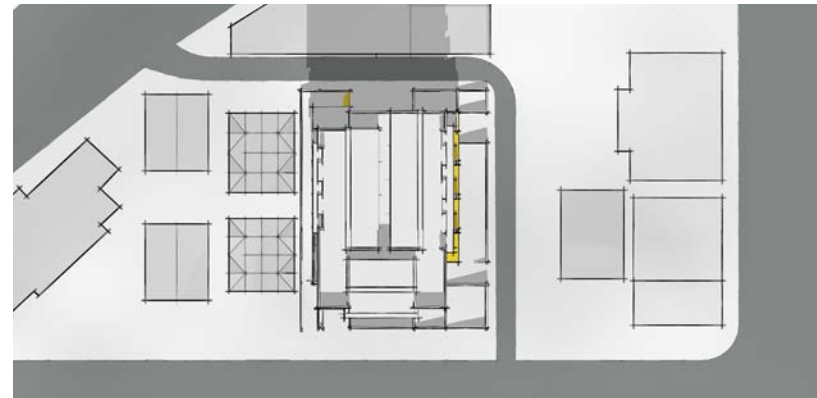
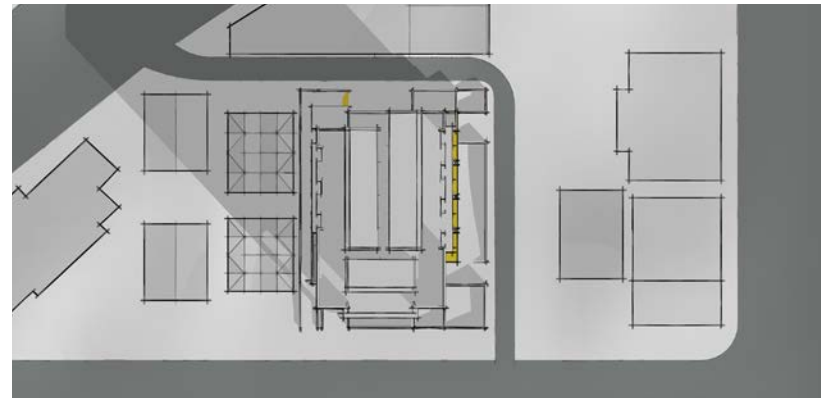
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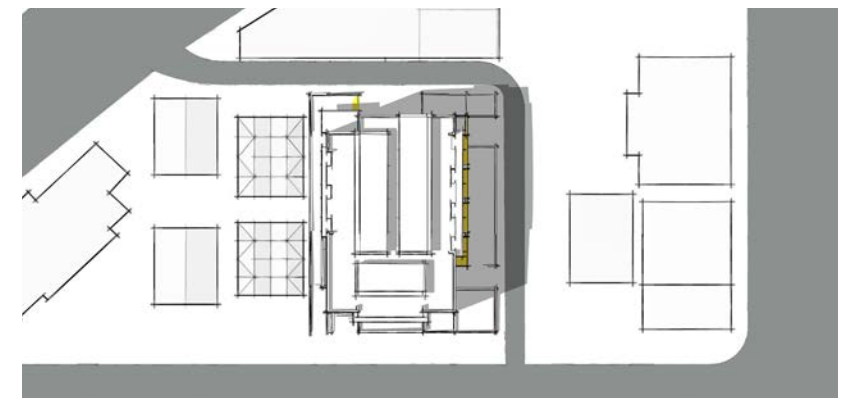
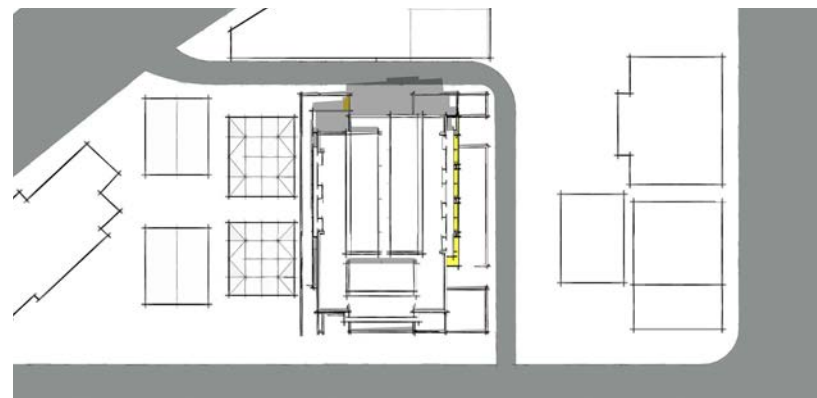
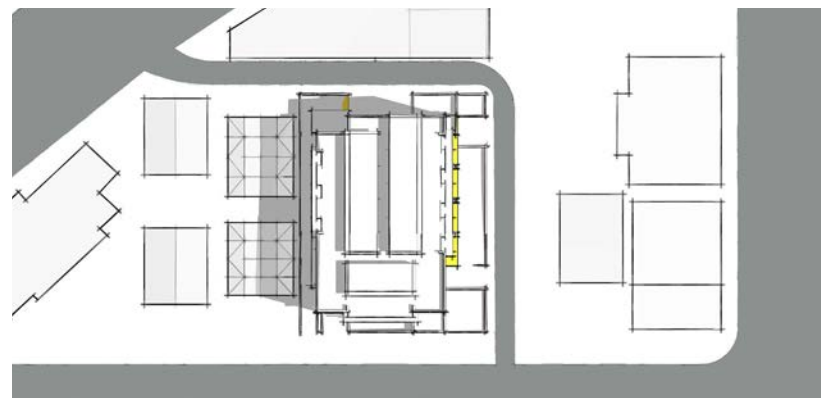
Equinox



Winter Solstice



Summer Solstice



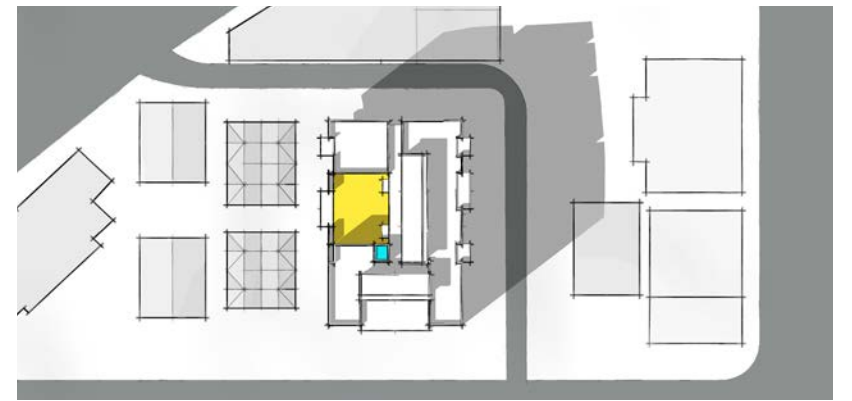
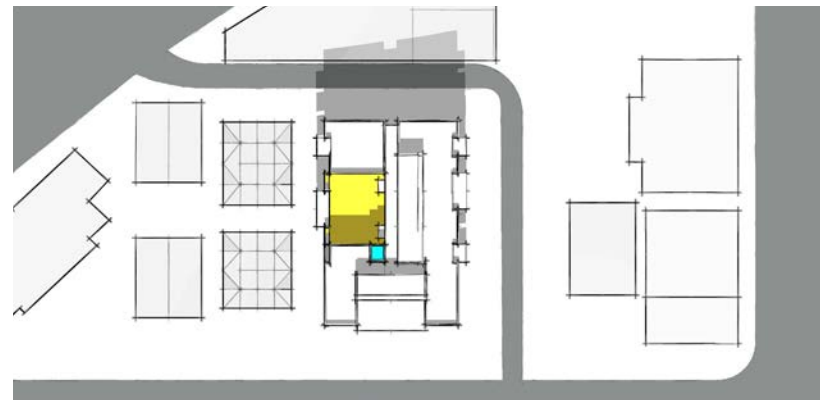
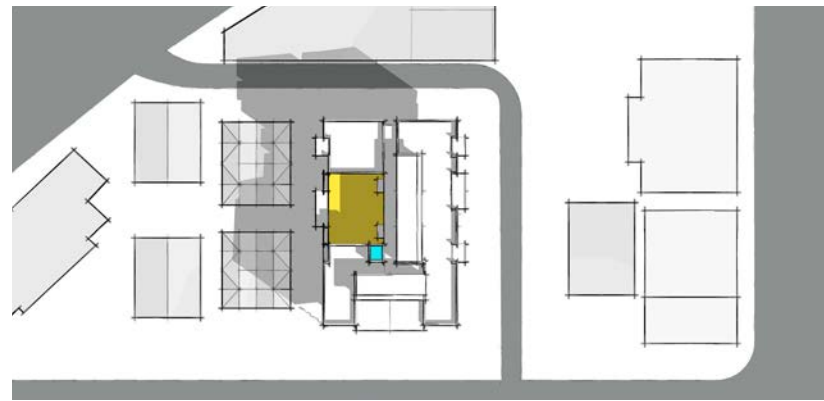
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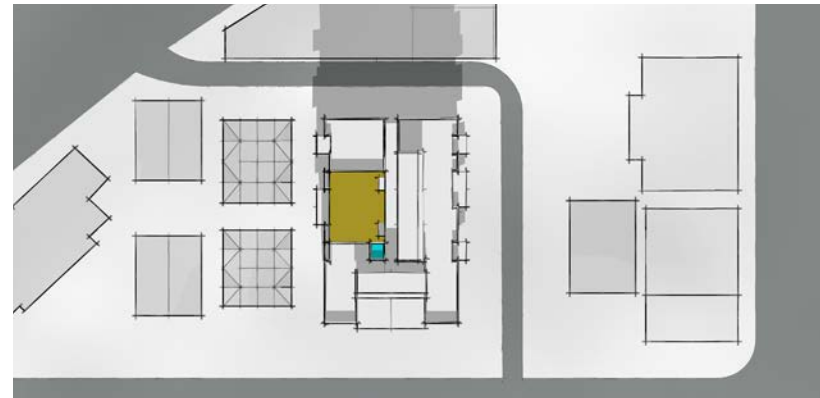
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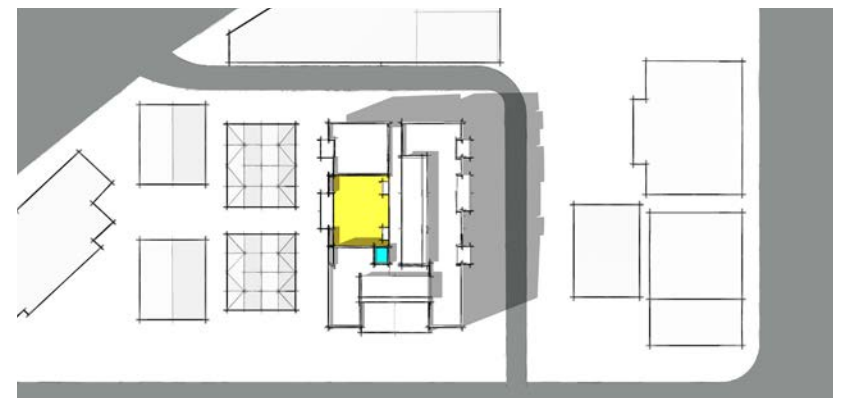
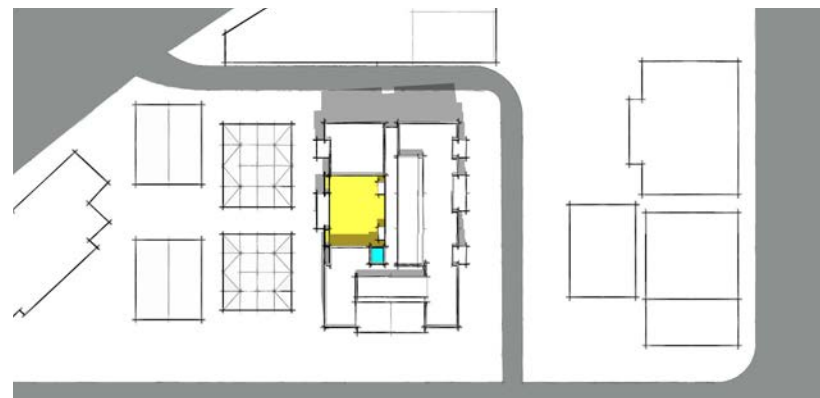
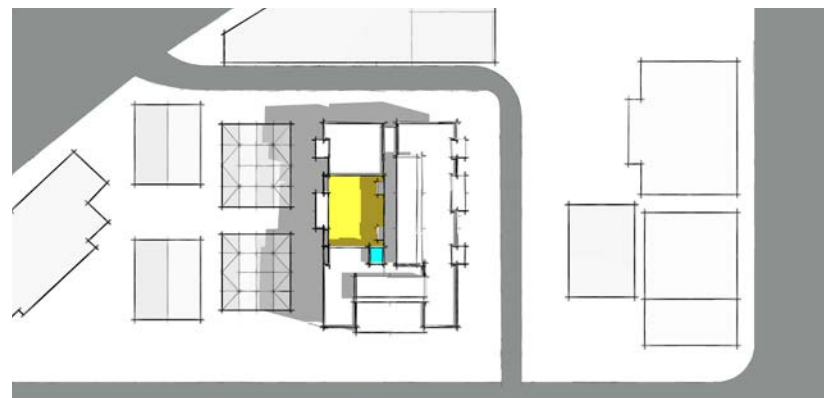
Equinox



Winter Solstice



Summer Solstice



9:00

12:00

15:00





1. Shugart Wasse Wickwire
massing modulation and scale of portions of building adjacent to pedestrian areas
2. Olson Kundig
expression of program on exterior
3. Skidmore Architecture
massing modulation and scale of bays and fenestration patterning and detailing
4. Shugart Wasse Wickwire
cladding concept, exterior skin peeled back/recessed to reveal new "interior" material
5. S-H Works
pure geometric shape, expression of program on exterior
6. Shugart Wasse Wickwire
material choice and cladding patterning

