

LIHI Nesbit Avenue N

LIHI | EARLY DESIGN GUIDANCE | 12.19.2019

Architecture Urban Design Interiors Brand

Ankrom Moisan Architects, Inc | ankrommoisan.com

Project # 180830
EARLY DESIGN GUIDANCE

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01 Project Information

Project Information & Development Objectives





PROJECT INFORMATION

ADDRESS: 8620 NESBIT AVE N
PROJECT #: 004171-19PA
EDG #: 3035091-EG

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DEVELOPMENT OBJECTIVES

The Low Income Housing Institute (LIHI) provides affordable housing for families in the community and helping to revitalize the surrounding neighborhood with quality design and construction. The basic program includes:

- 6 STORIES OF TYPE III OVER 2 STORIES OF TYPE I
- +/- 117 RESIDENTIAL UNITS
- +/- 2 RESIDENTIAL PARKING STALLS
- +/- 5,000 SF INDOOR AMENITY AT STREET LEVEL
- +/- 5,000 SF OUTDOOR AMENITY

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Summary of Public Outreach

Licton Springs Community Council Meeting 10/16/19

1. Question regarding sidewalk depth and design. Would love to see sidewalks as wide as possible.
    - *Response: Sidewalk will include planting strip and pedestrian right of way. Final depth to be determined – working with engineers and architects on the design, determining city requirements.*

2. Question regarding ground floor frontage and community space.
    - *Response: Still determining a use for the ground floor commercial space. Currently considering partnership with Seattle Public Schools and other educational organizations to use as auxiliary classroom, learning space. Lots of interest in community space and educational/tutoring space.*

Aurora Licton Urban Village Meeting 11/14/19

1. The Desire for more visibility along Aurora, question regarding ground floor frontage.
    - *Response: Large, well-lit windows will be included in the design. Landscaping will help create welcoming frontage.*

2. Question regarding how the ground floor space on Aurora will be activated. Worry about large, unlit spaces.
    - *Response: Speaking with Seattle Public Schools and potential community partners to provide space as auxiliary classroom and services space. Also available for community groups to use as needed. This would provide use from morning through the evening.*
    - *Lights will be on automatic dim setting – will not fully shut off to ensure there is always light on the ground floor frontage.*

3. Question regarding whether street lighting will be included. Desire for perimeter lighting expressed.
    - *Response: Street lighting will be from lights on the ground and throughout the landscape design. Bottom-lit lights allow plenty of light on the building and sidewalk itself.*

4. The community expressed a desire for street trees.
    - *Street trees will be included in the planting strip on the sidewalk, along with native shrubs and other plants.*

Epic Life Church Meeting 12/2/19

1. Comment regarding the importance of building location and access to public transportation.
    - *Response: The proposed development has 6 major bus stops and access to a shared bike path around Greenlake within a 5 minute walk. The site is also directly adjacent to the bus rapid transit corridor.*

2. Comment about centralized laundry rooms working well to reduce wait times.
    - *Response: A central laundry room is proposed near the lowest level elevators and overlooking the open space at the south courtyard.*

3. Comment about the importance of well-placed windows for good daylighting.
    - *Response: The angle of the building allows for the north and south sides of the building to maintain access to light and air even if future neighboring developments build to their maximum height.*

4. Comment about the importance of functional apartments, especially kitchens with adequate storage.
    - *Response: The proposed building includes a kitchen in every apartment with appliances, ample counterspace, upper and lower cabinets, and room for both cabinet doors and drawers. There is also closet/storage space within each apartment near the entry door and in each bedroom.*

02 Site Information & Analysis

Site Photographs



1 - AURORA AVE LOOKING SE



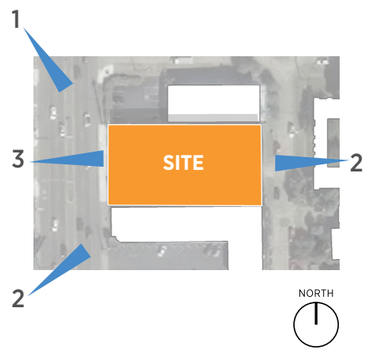
2 - AURORA AVE LOOKING NE



3 - AURORA AVE LOOKING E

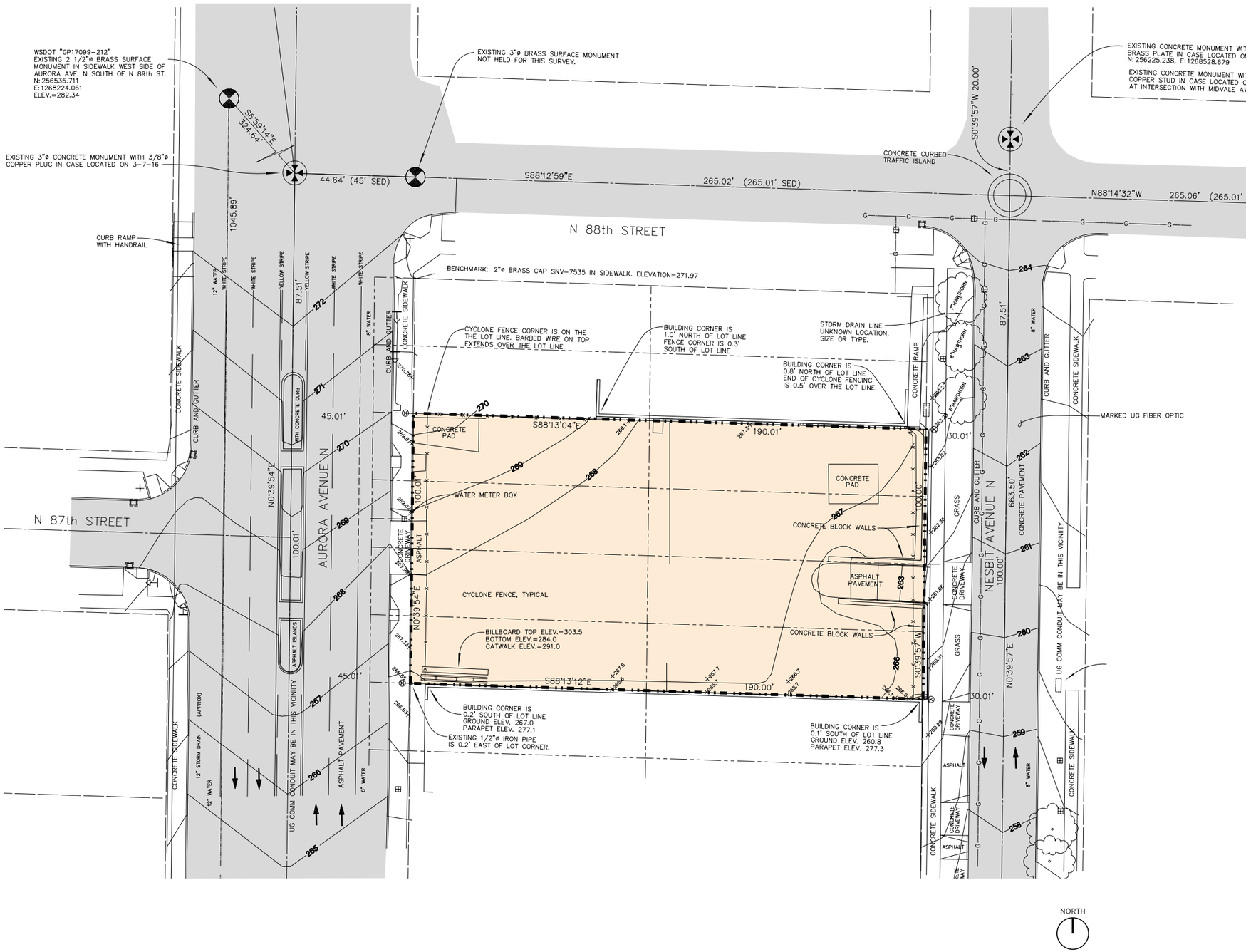


4 - NESBIT AVE LOOKING W



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Preliminary Site Plan



LEGAL DESCRIPTION:

LOTS 7 THROUGH 10, BLOCK 29, BOULEVARD PLACE ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 5 OF PLATS, AT PAGE 2, IN KING COUNTY, WASHINGTON.

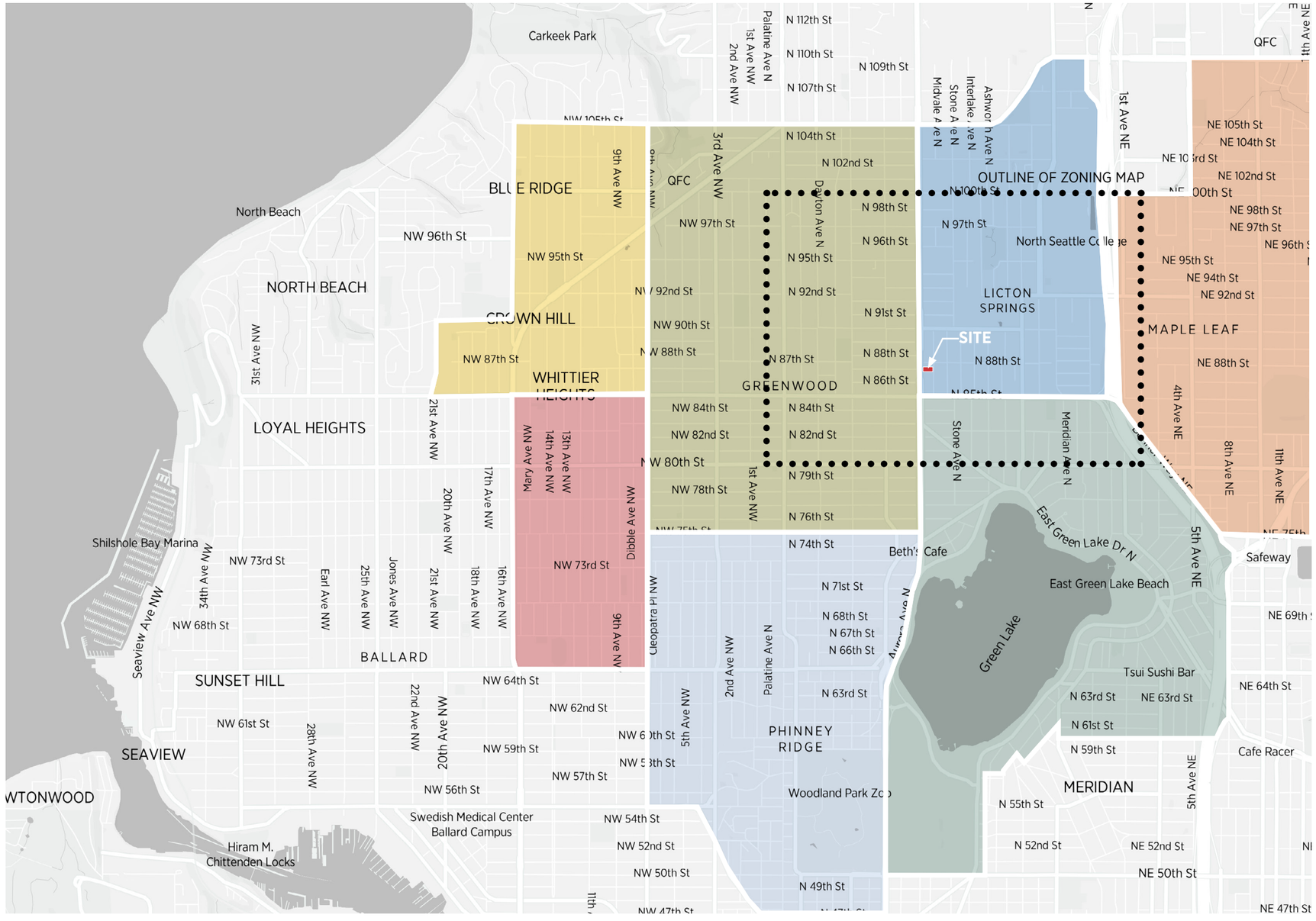
TOGETHER WITH LOTS 7 THROUGH 10, INCLUSIVE, BLOCK 30, BOULEVARD PLACE ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 5 OF PLATS, AT PAGE 2, IN KING COUNTY, WASHINGTON.

EXCEPT THE WEST 15 FEET THEREOF, AS CONVEYED BY DOCUMENTS RECORDED UNDER RECORDING NUMBERS 568788 AND 575862

Northwest Seattle Neighborhood Map

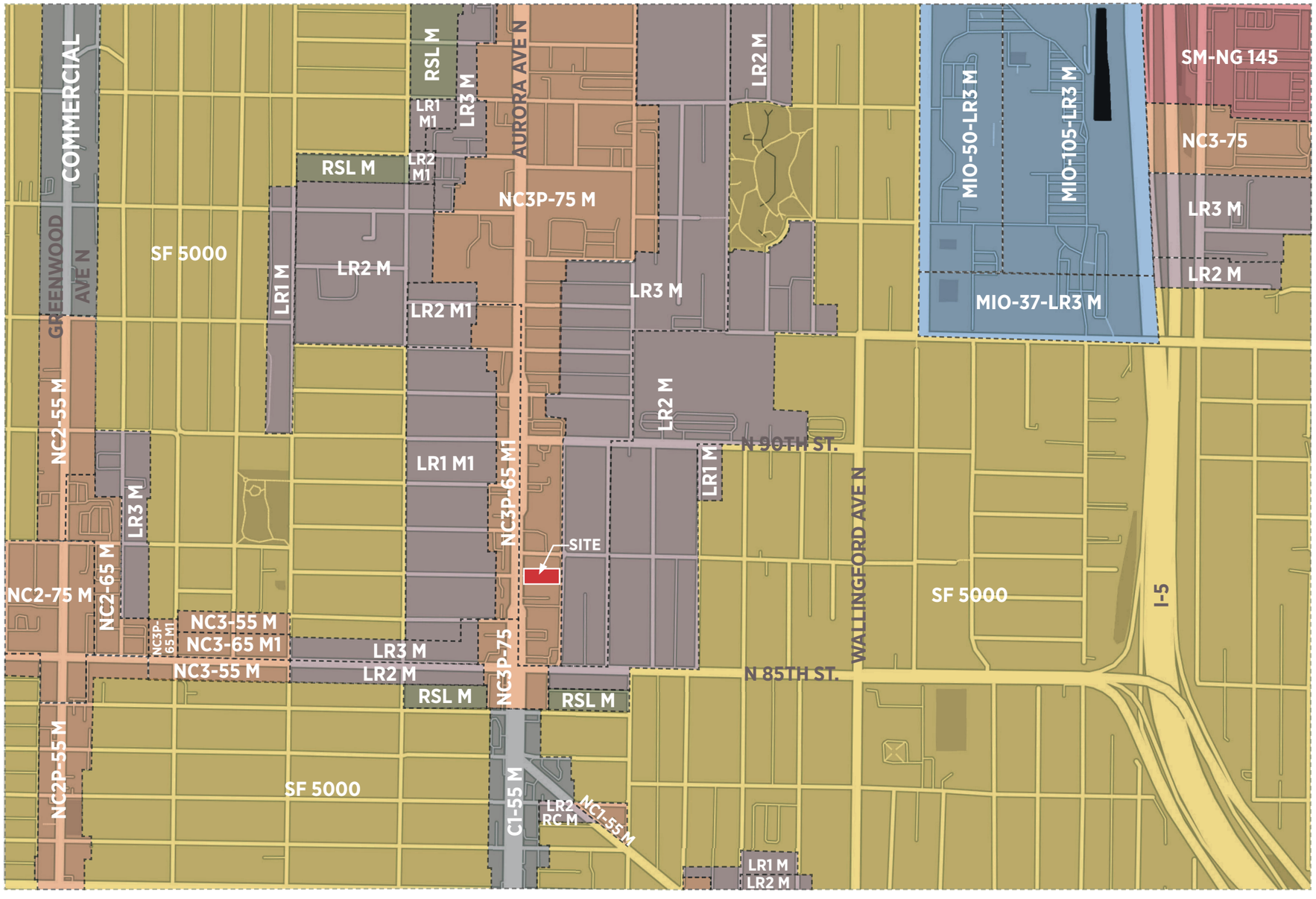
The site is located near the intersection of the Greenwood, Licton Springs, and Green Lake neighborhoods along Aurora Ave N.

Colors are for illustrative purposes only



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Zoning Map



KING COUNTY PARCEL NUMBER
0993001715

CROSS STREETS
Aurora Avenue N & N 88th Street

ZONING CODE
SMC 23.47A Commercial & 23.54 Parking

DESIGN GUIDELINES
Seattle Design Guidelines

ZONING CLASSIFICATION
NC3P-75

SITE AREA
Total Lot Area = 18,998 sf

STREET CLASSIFICATION
Aurora Ave N 'Principal Pedestrian Street'

FAR
Max. 5.5 FAR
Min. 2 FAR

PARKING
Parking not required for low-income housing projects

- MAJOR INSTITUTIONS
- SEATTLE MIXED
- NEIGHBORHOOD COMMERCIAL
- LOWRISE MULTIFAMILY
- RESIDENTIAL SMALL LOT
- SINGLE FAMILY

Transportation & Street Characteristics

The site is located along multiple bus routes which travel along Aurora, a principal arterial.

SITE

MAJOR BUS STOPS

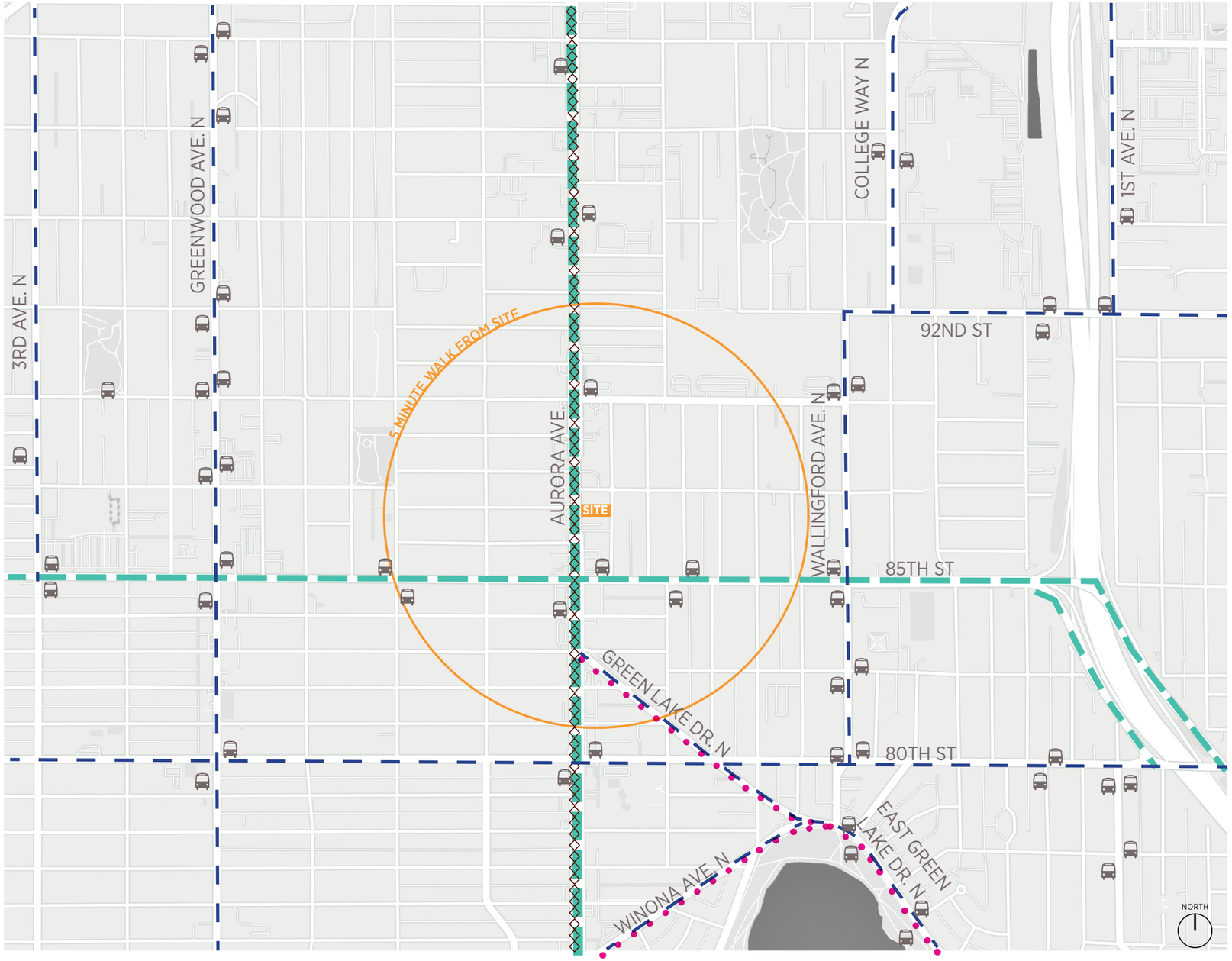
PRINCIPAL ARTERIALS*

MINOR ARTERIALS*

SHARED BIKE PATH MARKED WITH SHARROWS

BUS RAPID TRANSIT CORRIDOR**

*Per Seattle Arterial Classifications Planning Map
**Per SDOT Seattle Transit Master Plan

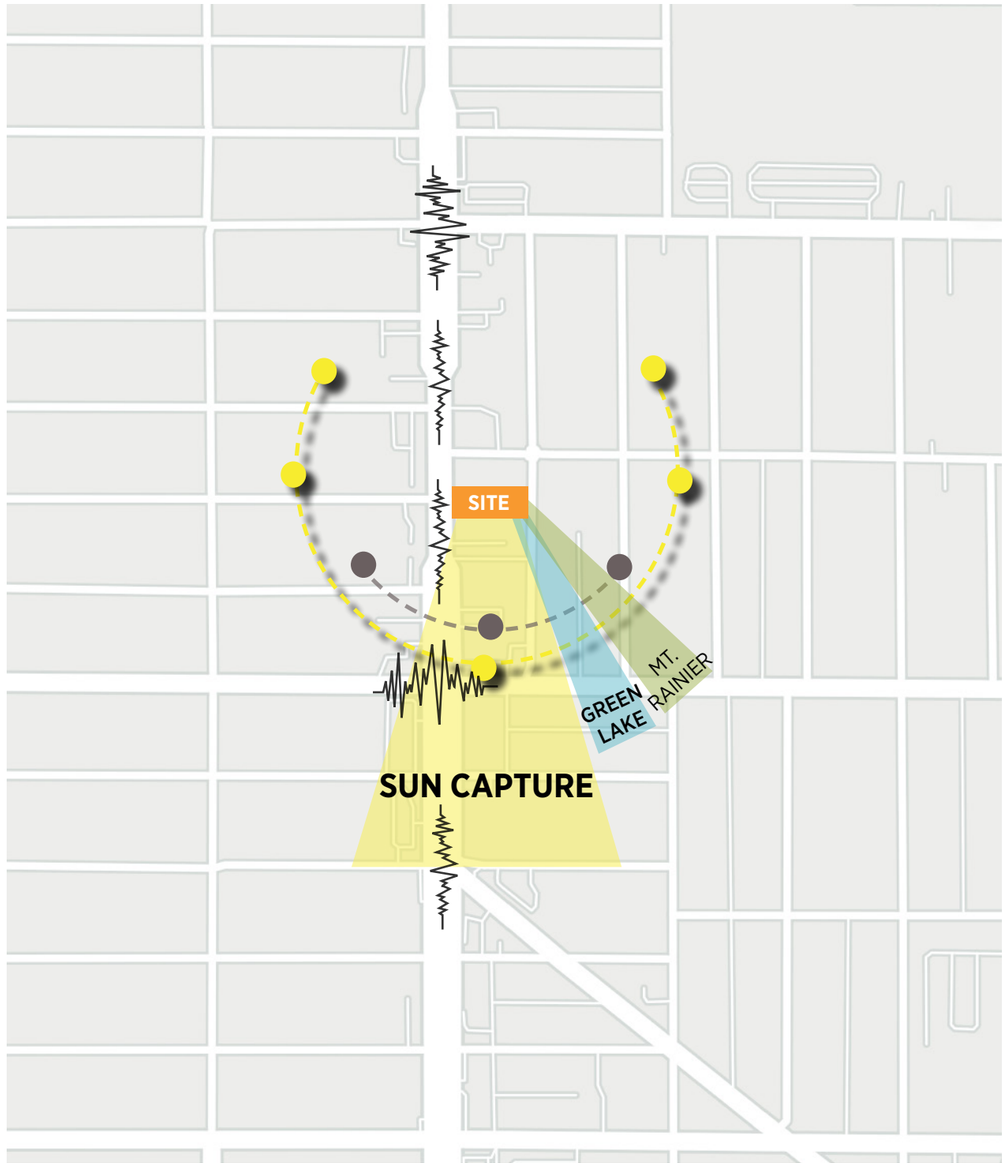


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Sun Path & Site Views

Site analysis has informed the shape and program arrangement of the three massing options presented in this book. Each design considers solar exposure and amenity placement on the site.

The preferred concept maximizes views toward Green Lake and Mt. Rainier while also optimizing solar exposure along the south facade and south courtyard.



Very Walkable *

Most errands can be accomplished on foot.

Good Transit

Many nearby public transportation options.

Very Bikeable

.

**Ratings per Walk Score*

21 JUNE 2018: SUNRISE 5:11 AM. SUNSET 9:11 PM

22 DECEMBER 2018: SUNRISE 7:55 AM, SUNSET 4:20 PM

ENVIRONMENT/TRAFFIC NOISE

Surrounding Uses Map

01 1126 N 90TH ST.

02 88TH AND NESBIT APTS.

03 BABYLON AUTO SALES

04 CLEMENT PLACE

05 JACK-IN-THE-BOX

06 TRAVELODGE

07 8820 AURORA AVE N

08 ECO FLATS

09 ROBERT EAGLE STAFF MIDDLE SCHOOL

10 ARCO

11 8823 MIDVALE AVE N

12 SEATTLE FABRICS

13 8512 NESBIT AVE N

14 GALLS

15 1151-1157 N 88TH ST APTS.



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Surrounding Uses



01 1126 N 90TH ST.



02 88TH AND NESBIT APTS.



03 BABYLON AUTO SALES



04 CLEMENT PLACE



05 JACK-IN-THE-BOX



06 TRAVELODGE



07 8820 AURORA AVE N



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12 SEATTLE FABRICS



13 8512 NESBIT AVE N

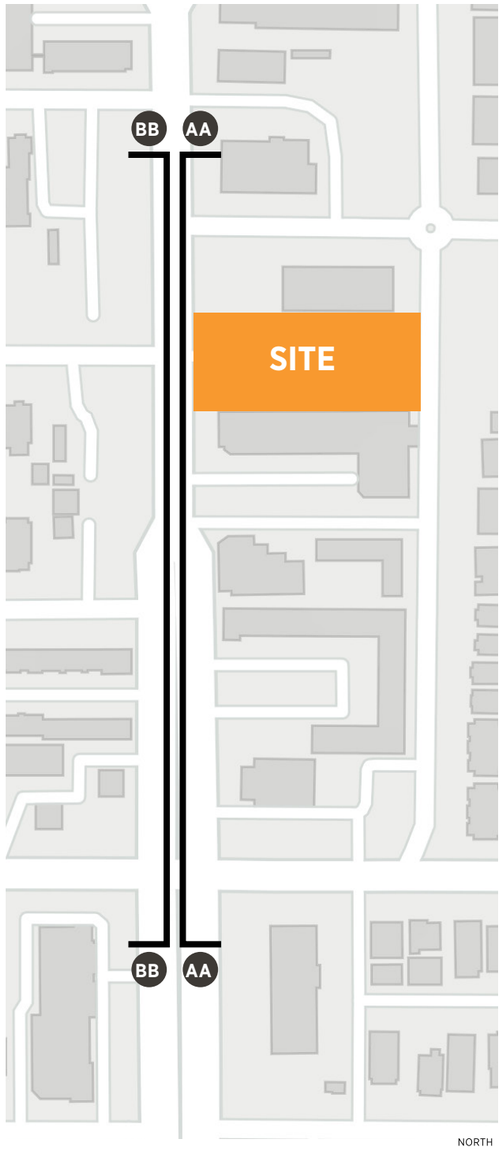


14 GALLS



15 1151-1157 N 88TH APTS.

Streetscapes





AA AURORA AVE N - FACING EAST



BB AURORA AVE N - FACING WEST

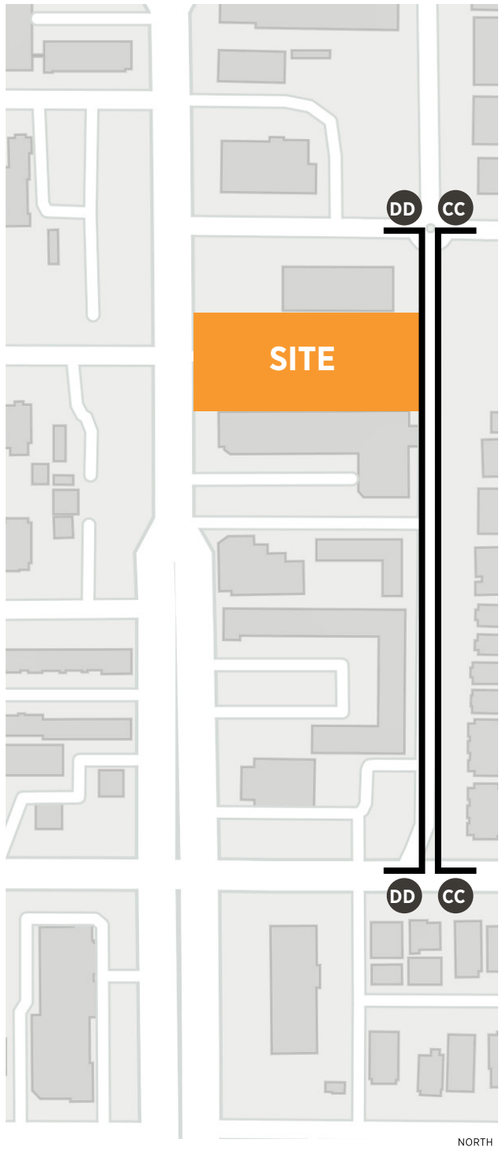
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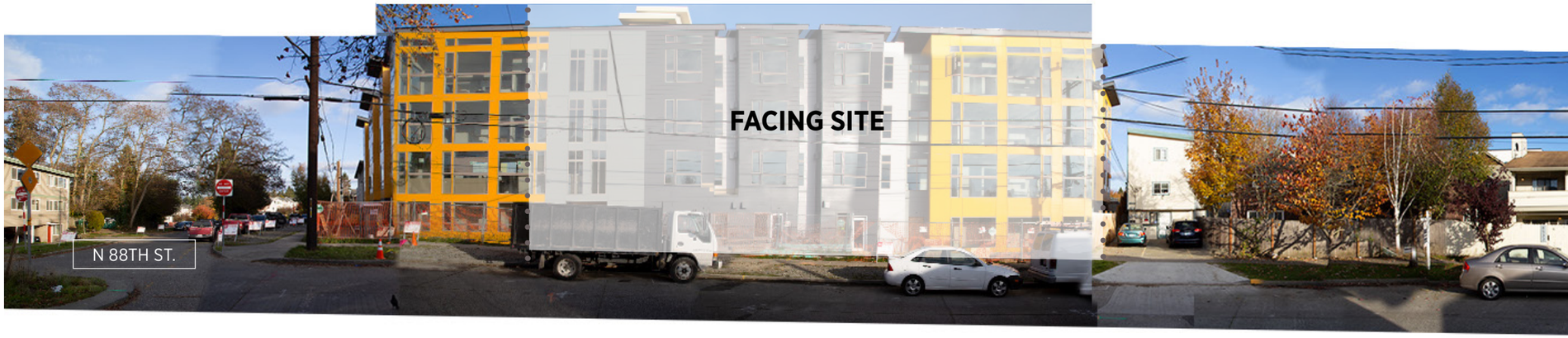
Streetscapes





Streetscapes





CC NESBIT AVE N - FACING EAST



DD NESBIT AVE N - FACING WEST

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Streetscapes

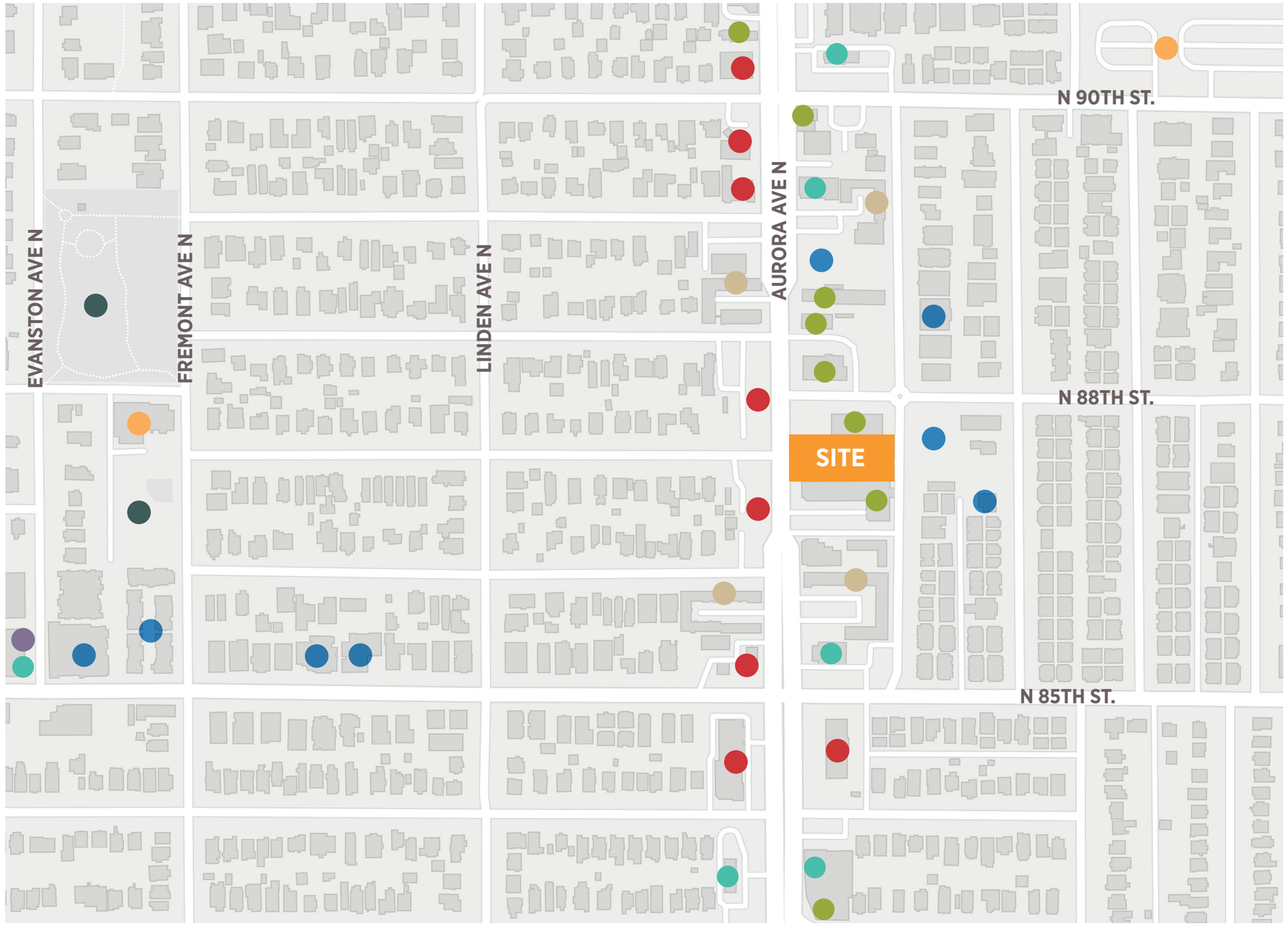




Vicinity Map

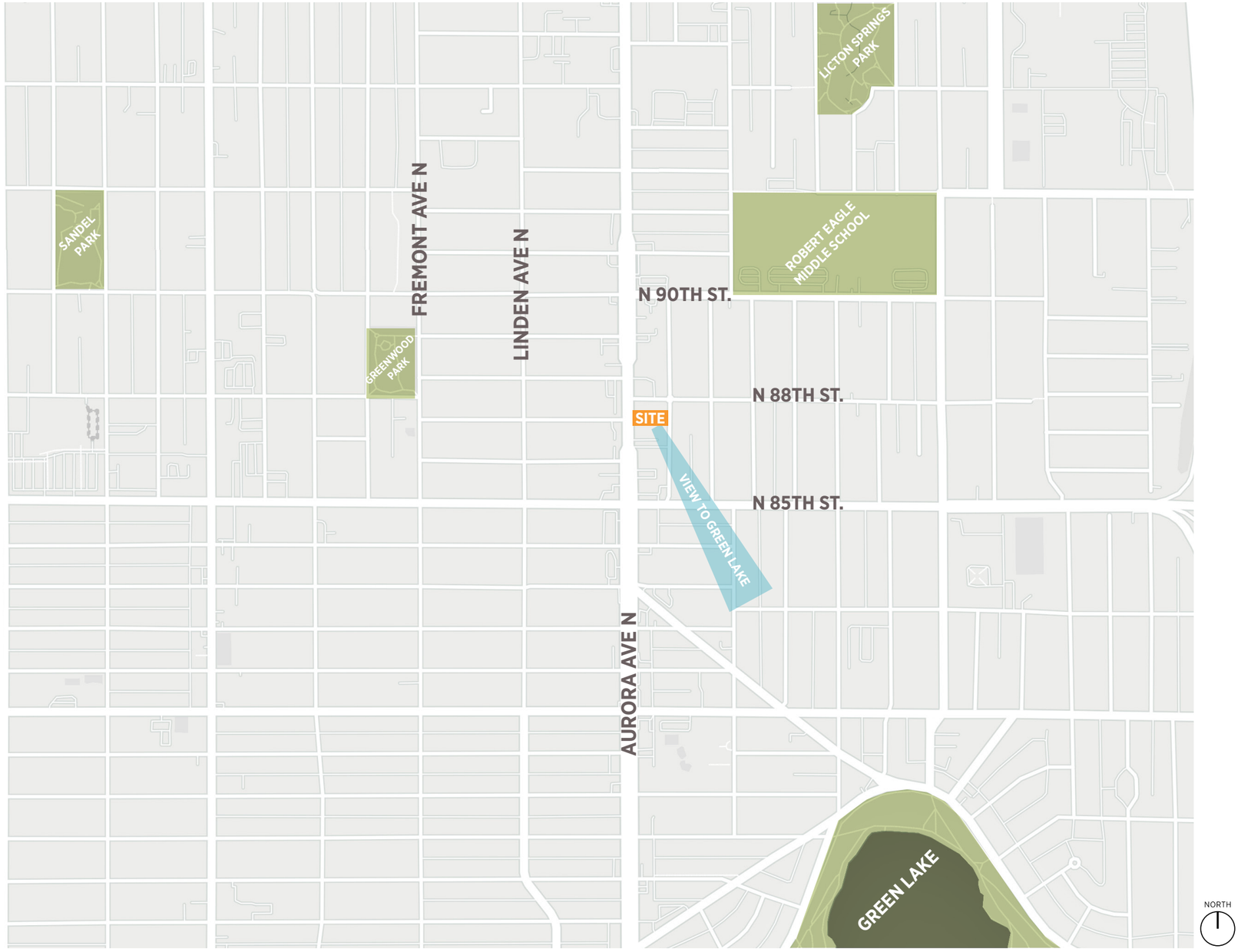
SURROUNDING USES

- BAR / NIGHTLIFE
- RESTAURANTS / CAFES
- EDUCATION
- HOTEL/MOTEL
- MIXED-USE RESIDENTIAL
- GENERAL RETAIL
- AUTOMOTIVE
- PARK/PLAYFIELD
- 4+ STORY MULTI-FAMILY RESIDENTIAL



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Open Spaces





Greenwood Park Pea Patch Community Gardens



Greenwood Park play area

Detailed Zoning Summary

GENERAL INFORMATION

Address: 8620 Nesbit Ave N
Parcels: #0993001715
Cross Streets: Aurora Ave N & Nesbit Ave N, one parcel south of N 88th St
Site Area: parcel area per King County Assessor = 19,000 sf

- Zoning: NC3P-75
- Urban Village: Aurora-Licton Springs Residential Urban Village
- Overlay District: None
- Street Classification: None
- Approximate max slope across site: 8' (low point at SE corner)

DETAILED ZONING

SMC 23.47A.004 Uses in NC3 zones

- Live-work units are permitted (classified as a commercial use)
- Residential uses are permitted

SMC 23.47A.005 Street-level Uses

- Residential uses are allowed at street level
- C1. In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations: a. in a pedestrian-designated zone, facing a designated principal pedestrian street
- D1. Along designated principal pedestrian streets, one or more of the following uses are required along the 80 percent of the street-level, street-facing facade in accordance with the standards provided in subsection 23.47A.008.C; Arts facilities; community gardens; eating and drinking establishments; entertainment uses; food processing and craft work; institutions, except hospitals; lodging uses; medical services; offices (no more than 30'); parks and open spaces; rail transit facilities; retail sales and services, automotive; sales and services, general; sales and services, heavy.

SMC 23.47A.008.A Basic Street-Level Development Standards

- Facade segments are considered blank if they do not provide windows; entryways or doorways; stairs, stoops, or porticos; decks or balconies; or screening and landscaping on the facade
- Blank facades of street-facing facades between 2-8 ft above sidewalk may not exceed 20-ft in width
- Total of all blank facades shall not exceed 40% of facade along the street
- Street-level street-facing facades shall be located within 10-ft of the lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

SMC 23.47A.008.B Non-Residential Street-Level Requirements

- Apply to structures with street-level non-residential uses in NC zones
- 60% of the street-facing facade between 2-8 ft above sidewalk shall be transparent. Up to a 22-ft driveway width may be subtracted for purposes of calculating the 60%
- Provide views into structures between 4-7 ft above adjacent grade
- Non-residential uses shall extend an average of 30-ft and min of 15-ft deep from the street-facing facade
- Non-residential uses at street level shall be a min of 13-ft floor-to-floor

SMC 23.47A.008.C Overhead Weather Protection

- Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street
- The covered area shall have a minimum width of 6 feet, unless there is a conflict with existing or proposed street trees or utility poles
- Must be provided over the sidewalk, or over a walking area within 10 feet immediately adjacent to the sidewalk.
- The lower edge of the overhead weather protection shall be a minimum of 8 feet and a maximum of 12 feet above the sidewalk for projections extending a maximum of 6 feet. For projections extending more than 6 feet from the structure, the lower edge of the weather protection shall be a minimum of 10 feet and a maximum of 15 feet above the sidewalk.
- Adequate lighting for pedestrians shall be provided.

SMC 23.47A.008.D Residential Street-Level Requirements

- At least (1) street-level street-facing facade shall have a visually prominent pedestrian entry
- Floor of a dwelling unit shall be a min of 4-ft above or below sidewalk grade or setback at least 10-ft from the sidewalk

SMC 23.47A.012 Structure Height

- Height limit of 75-ft
- Ridge of a min 4:12 pitched roof may extend up to 5-ft above the height limit
- Open railings, planters, parapets and firewalls may extend up to 4-ft above
- Insulation, rooftop decks and soil for landscaping may extend up to 2-ft above
- Solar collectors may extend up to 7-ft above with no limit to roof coverage
- Mechanical equipment, play equipment and solar collectors may extend up to 15-ft and stair and elev penthouses may extend up to 16-ft. All features including canopies may not exceed 20% of roof area or 25% if stair or elev penthouses or screened mechanical is included
- Certain rooftop features shall be a min of 10-ft from the north lot line

SMC 23.47A.013 Floor Area Ratio

- Max 5.5 FAR
- Min 2 FAR
- Exemptions: underground and portions of underground stories; all portions of a story that extend no more than 4-ft above existing or finished grade, whichever is lower

SMC 23.47A.014 Setback Requirements

- Setback requirements for lots abutting or across alley from residential zones do not apply at this site
- Setbacks do not apply to underground structures
- Green stormwater infrastructure is allowed without setbacks with restriction on sizes
- C1. 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.

SMC 23.47A.016 Landscaping and Screening Standards

- Min green factor score of 0.3 required
- Street trees are required
- Parking garage at a street-level street-facing facade between 5-8 ft above sidewalk grade shall be screened by the exterior walls, a 5-ft deep landscaped area, or a 6-ft tall screening

SMC 23.47A.022 Light and Glare Standards

- Exterior lighting must be shielded and directed away from adjacent uses

SMC 23.47A.024 Amenity Area

- Amenity areas are required equal to 5% of total GFA in residential use, excludes mechanical and parking. Bioretention facilities qualify as amenity areas.
- All residents shall have access to at least one amenity area
- Amenity areas shall not be enclosed
- Common amenity areas shall have min dimensions of 10-ft and min 250 sf in area
- Private amenity areas shall have min dimensions of 6-ft and min 60 sf in area

SMC 23.47A.030 Required Parking and Loading

- Off-street parking spaces per SMC 23.54.015

SMC 23.47A.032 Parking Location and Access (Requested Departure)

- If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street
- Parking shall not be located between a structure and a street lot line.
- Within a structure, street-level parking shall be separated from street-level, street facing facades by another permitted use.

SMC 23.54.015 Required Parking

- No minimum required for non-residential uses in urban villages if site is located within 1,320 ft of a street with frequent transit service. Rapid Ride E appears to be frequent transit so no parking is required
- No minimum required for residential uses in commercial zones within urban villages if site is located within 1,320 ft of a street with frequent transit service. Rapid Ride E appears to be frequent transit so no parking is required

SMC 23.54.015 Parking for Bicycles

- A.6 - sales and services: long term - 1/4,000 sf. short term - 1/2,000 sf
- D.1 - congregate residences: long term - 1 per sleeping room; short term - 1 per 20, 2 min.
- D.2 - multi-family: long term - 1 per sleeping room, short term 1 per 20
- After the first 50 spaces, additional spaces required at 3/4 the ratio
- Provide coverage in the same proportion as auto parking spaces

SMC 23.54.030 Driveways, Parking Aisles & Curb Cuts

- Residential uses, if driveway is less than 100-ft and serve 30 or fewer spaces, the width for one or two way traffic shall be 10-ft
- Driveway slopes shall not exceed 15%
- Min aisles widths shall be provided for the largest parking space accessed from aisle
- Residential uses, 2 curbs cuts on Nesbit Ave N are permitted with widths of 10-ft or 1 curb cut up to 20-ft
- Sight triangles of 10-ft shall be provided at intersection of sidewalk

SMC 23.54.040 Solid Waste and Recycling Storage

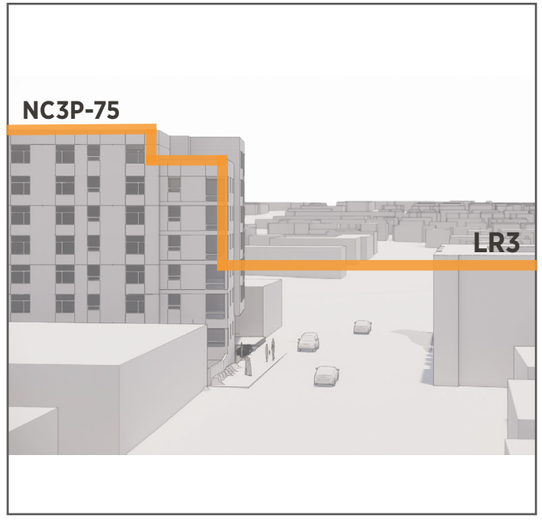
- 51-100 dwelling unit, provide 375 sf plus 4 sf for each additional unit above 50
- Min horizontal dimensions shall be 12-ft

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03 Design Guidelines & Proposal

Priority Guidelines



CS2 URBAN PATTERN & FORM

CS2.D.4 Massing Choices
Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing.

Project Design Response
The proposed options show lowering the mass at the SE corner while also providing solar exposure to outdoor amenity at the upper level. Additionally, the massing is also broken horizontally. The preferred option provides an angle shift to allow for a more usable space at the ground level.



CS3 ARCHITECTURAL CONTEXT AND CHARACTER

CS3.A.4 Evolving Neighborhoods
In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Project Design Response
To begin the transition and evolution of Aurora Avenue, the west elevation has been significantly pulled back from the property line to allow for a enhanced pedestrian experience. The preferred option also incorporates a massing angle rotation that provides an interesting form while also creating a more dynamic human engagement at the ground level and increased visibility into the open space from the residential sidewalk along Nesbit Avenue.



PL1 CONNECTIVITY

PL1.A.2 Adding to Public Life
Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

Project Design Response
Our preferred scheme pulls back from the street providing an expansive area for landscaping and a wide sidewalk and canopy over the building entry allowing for human engagement with the site. The rotation shown in the preferred option allows for a more usable outdoor courtyard amenity.



PL2 WALKABILITY

PL2.B.3 Street-Level Transparency
Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

Project Design Response
Street-level transparency is important along car dominant Aurora Avenue to improve the walkability, safety and security of the site. Our proposed options all provide significant amount of glazing at the street level providing a visual connection to the building's active uses. The walkability is enhanced by the expansive amount of storefront visually connecting the public right of way to the building's active uses. The safety and security are also improved through the visual connection from the adjacent managers office to the street and sidewalk along Aurora.

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Priority Guidelines



PL3 STREET-LEVEL INTERACTION

PL3.A.1 Entries
Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

Project Design Response
The proposed options place the building entry strategically so that it is clearly defined by a horizontal massing shift, canopy placement, and change to more durable building materials at the ground level. A significant setback, landscaping and street trees make the building entry feel safe from the car centric street.



DC1 PROJECT USES AND ACTIVITIES

DC1.A.1 Visibility
Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

Project Design Response
The proposed options provide a large community space and managers office at the ground level in a visible prominent area with a high degree of transparency along much of the Aurora Avenue frontage that will be frequently used by the community and building occupants.



DC2 ARCHITECTURAL CONCEPT

DC2.B.1 Facade Composition
Design all building facades considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement.

Project Design Response
The facade is broken up both vertically (podium distinct from tower) and laterally (shifting the two masses out of plane from each other. The use of materials, color, and implied double height space at the ground level strengthens articulation of the facade.



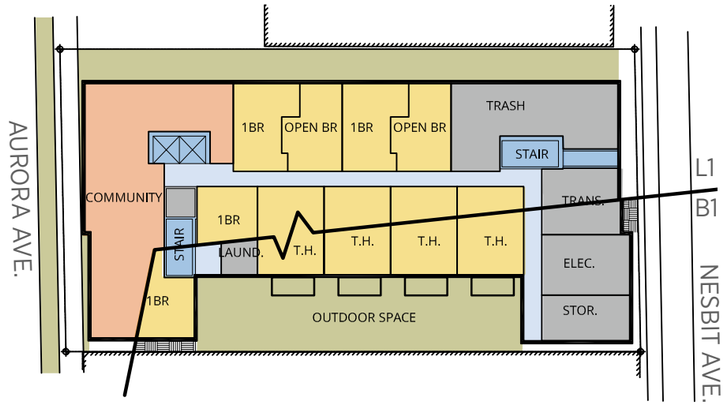
DC3 OPEN SPACE CONCEPT

DC3.B.4 Multifamily Open Space
Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play, barbeques, resident meetings, and crafts or hobbies.

Project Design Response
By rotating the building slightly, the preferred scheme opens the "courtyard" to Nesbit creating a more usable outdoor open space for its residents. The intent is to provide a place for residents to engage in activity and social interaction. Safety is a priority, considering the history of the neighborhood, so the design team will create a transition using fencing, grade change and other security measures. In addition, a roof top garden will be located at the SE corner providing southern exposure and views to Green Lake and Mt. Rainier.

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Architectural Massing Concepts



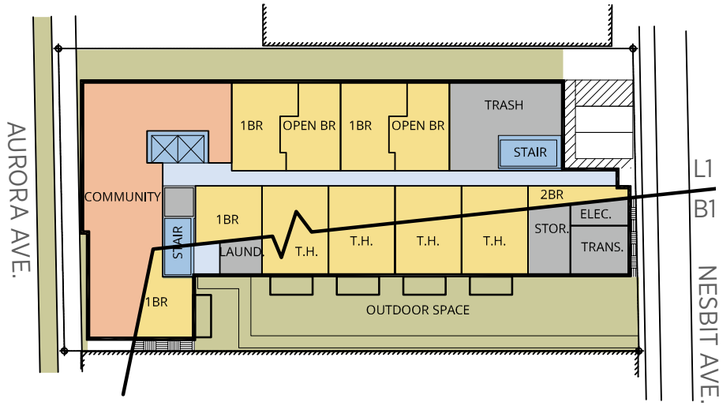
CONCEPT 1: U-SHAPED

101,054 GSF
FAR: 5.32
124 UNITS TOTAL
0 RESIDENTIAL PARKING STALLS

OPPORTUNITIES
- Additional unit stack
- Fewer units along Aurora

CONSTRAINTS
- Less usable confined courtyard
- Smaller amenity space
- less efficient floor plan

DEPARTURES
- None



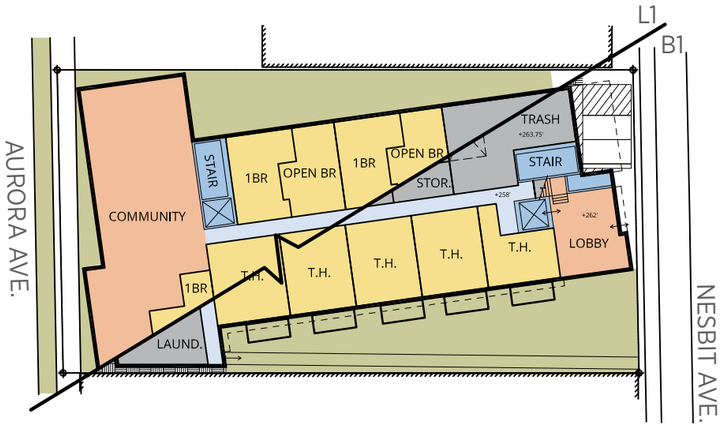
CONCEPT 2: L-SHAPED

94,697 GSF
FAR: 4.98
118 UNITS TOTAL
2 PARKING STALLS

OPPORTUNITIES
- Fewer units along Aurora

CONSTRAINTS
- Less usable narrow courtyard
- Smaller amenity space

DEPARTURES
- Location of Parking **SMC 23.47A.032**



CONCEPT 3: ANGLE (PREFERRED)

95,598 GSF
FAR: 5.03
117 UNITS TOTAL
2 PARKING STALLS

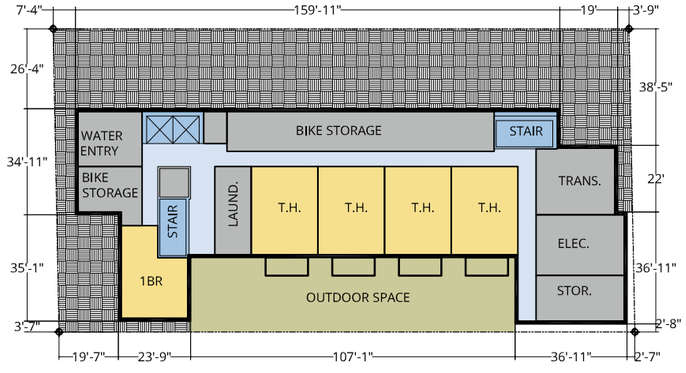
OPPORTUNITIES
- More usable courtyard
- North courtyard
- Potential for optimized solar gain
- Increased amenity space

CONSTRAINTS
- Openings at pinch points

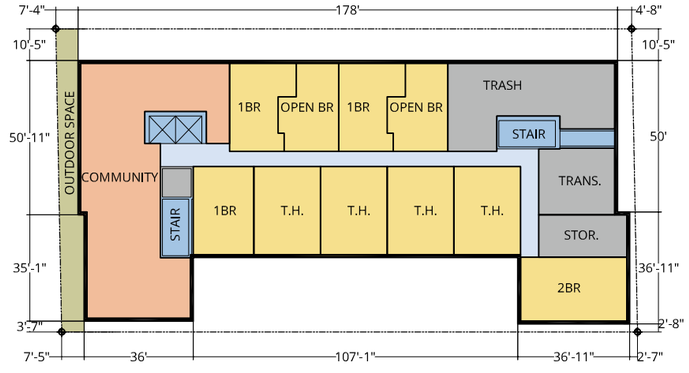
DEPARTURES
- Location of Parking **SMC 23.47A.032**

Design Concepts

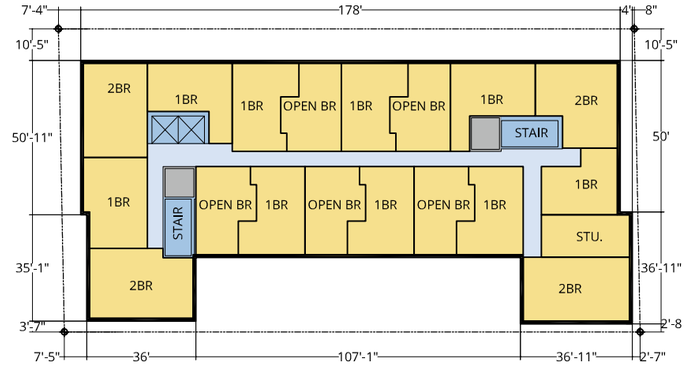
Massing Concept 1



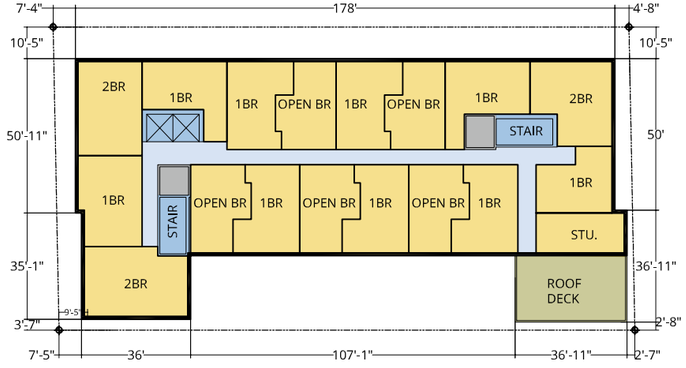
B1 U-SCHEME



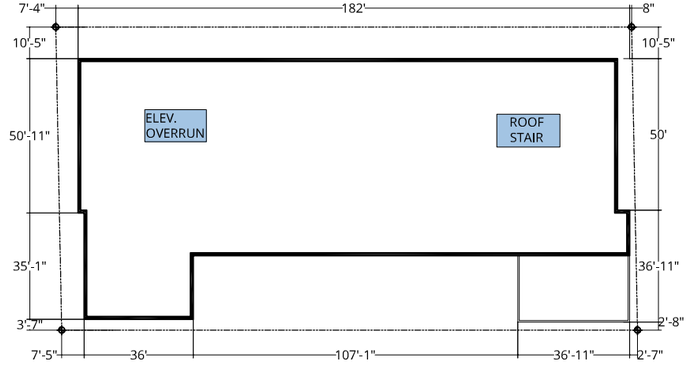
L1 U-SCHEME



L2-6 U-SCHEME



L7 U-SCHEME



ROOF U-SCHEME

RESIDENTIAL
COMMUNITY
CIRCULATION
OUTDOOR SPACE
MECH/STORAGE/B.O.H.
VERTICAL CIRCULATION

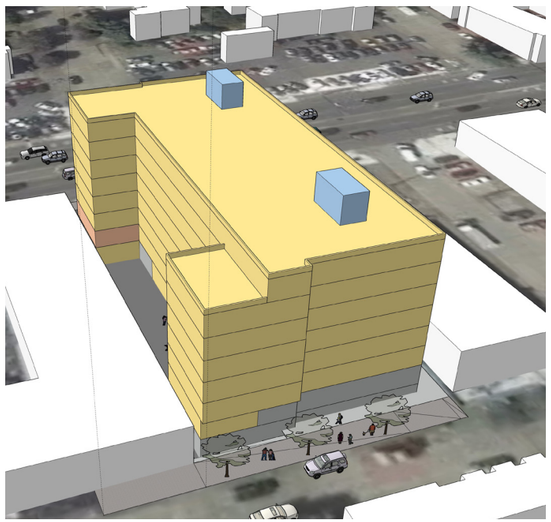
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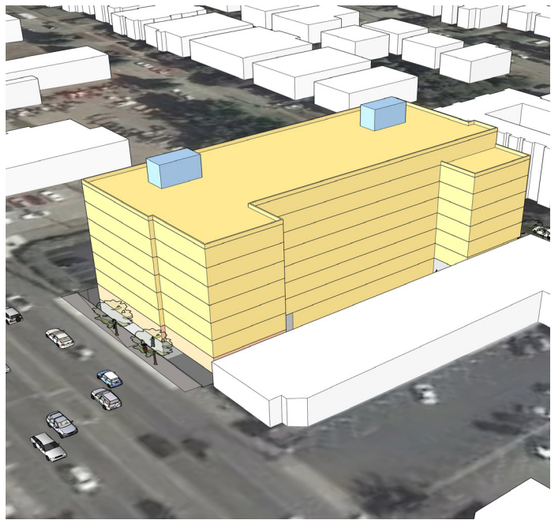
Massing Concept 1



1 - VIEW LOOKING NORTH ALONG AURORA



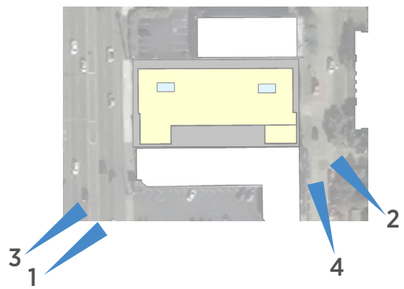
2 - AERIAL LOOKING NW



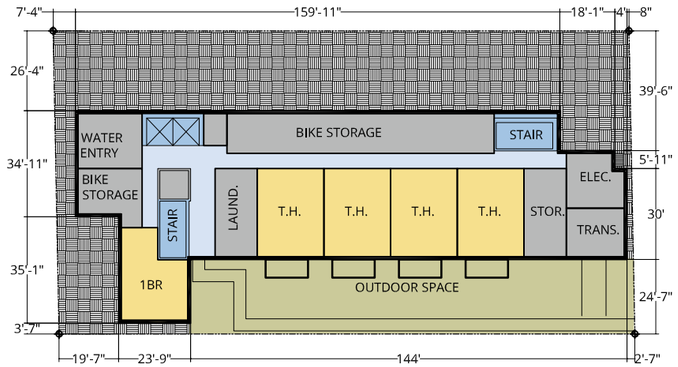
3 - AERIAL LOOKING NE



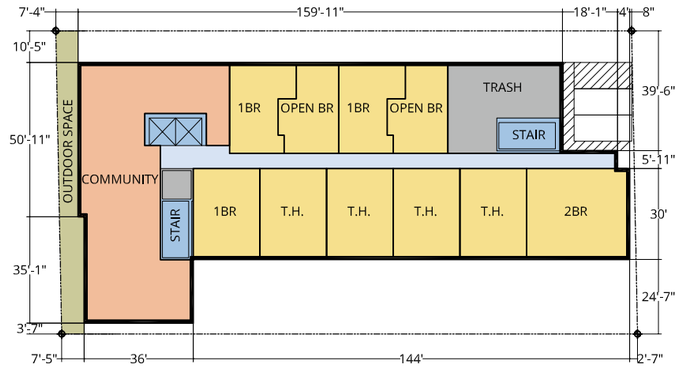
4 - NESBIT LOOKING NORTH



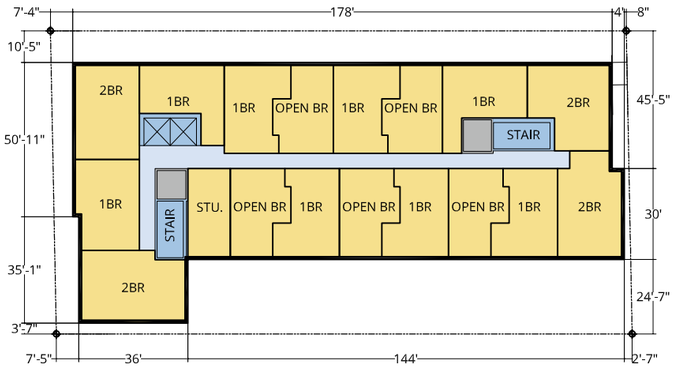
Massing Concept 2



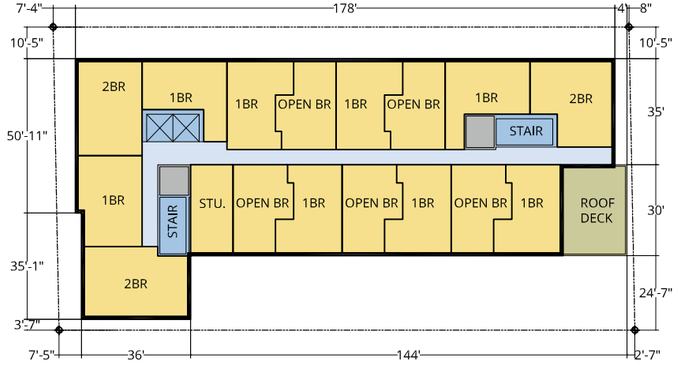
B1 L-SCHEME



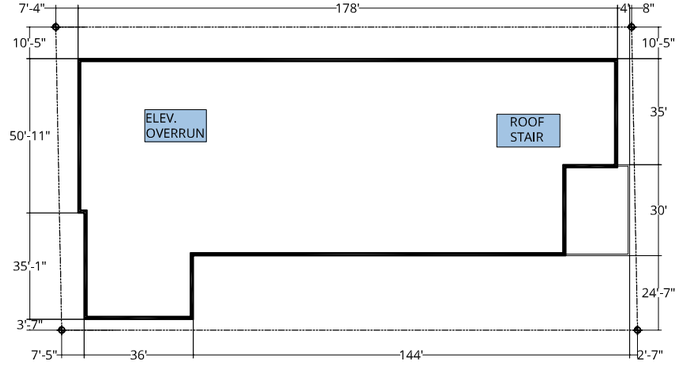
L1 L-SCHEME



L2-6 L-SCHEME



L7 L-SCHEME



ROOF L-SCHEME

RESIDENTIAL
COMMUNITY
CIRCULATION
OUTDOOR SPACE
MECH/STORAGE/B.O.H.
VERTICAL CIRCULATION

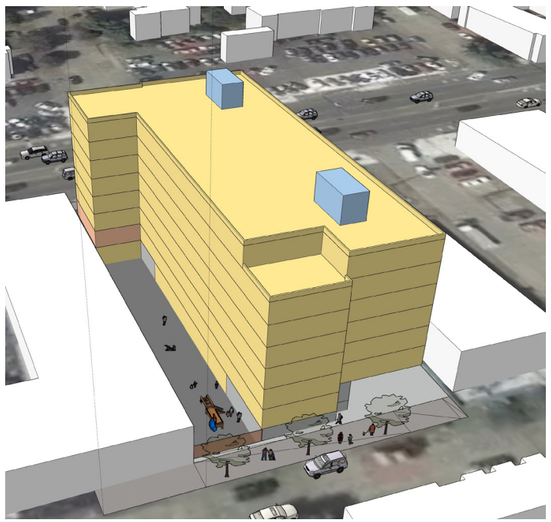
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Massing Concept 2



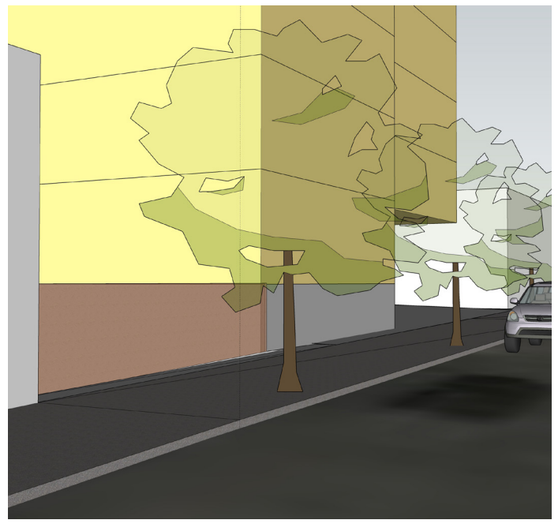
1 - VIEW LOOKING NORTH ALONG AURORA



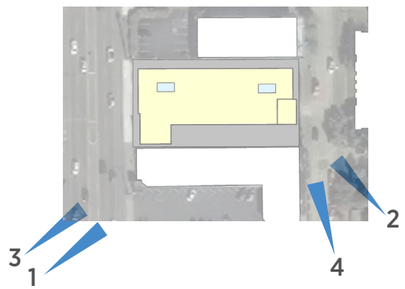
2 - AERIAL LOOKING NW



3 - AERIAL LOOKING NE

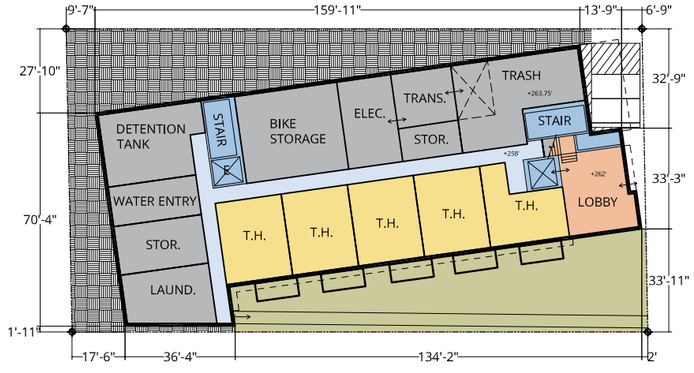


4 - NESBIT LOOKING NORTH

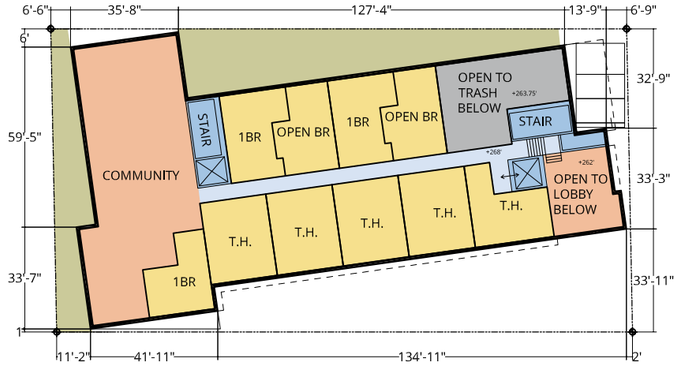


Design Concepts

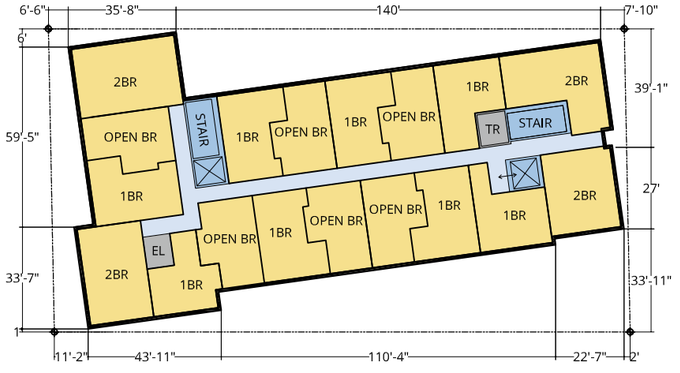
Massing Concept 3 - (Preferred)



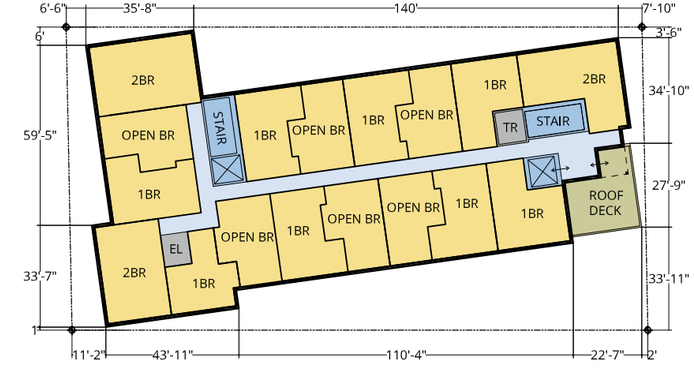
B1 ANGLE SCHEME



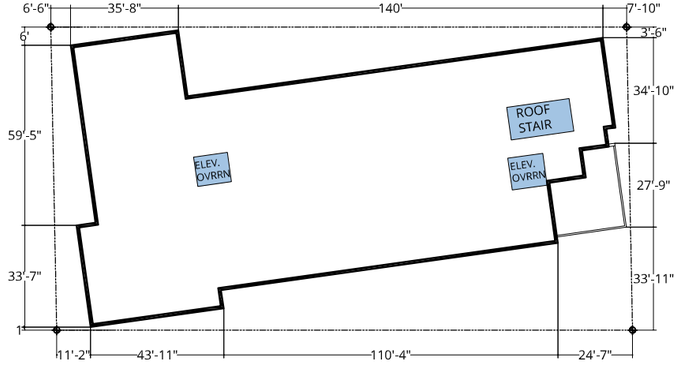
L1 ANGLE SCHEME



L2-6 ANGLE SCHEME



L7 ANGLE SCHEME



ROOF ANGLE SCHEME

RESIDENTIAL
COMMUNITY
CIRCULATION
OUTDOOR SPACE
MECH/STORAGE/B.O.H.
VERTICAL CIRCULATION

scale= 1” = 50’-0”

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Massing Concept 3 (Preferred)



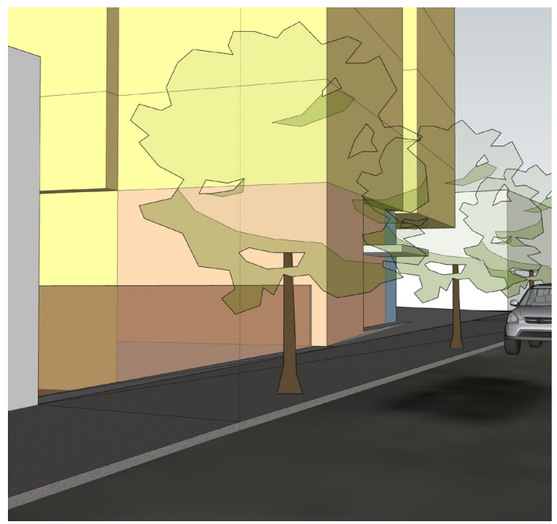
1 - VIEW LOOKING NORTH ALONG AURORA



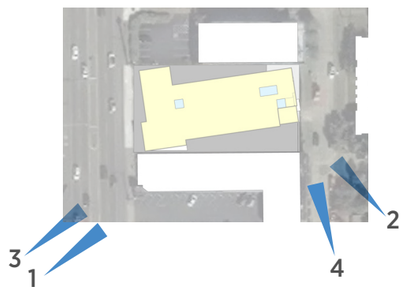
2 - AERIAL LOOKING NW



3 - AERIAL LOOKING NE



4 - NESBIT LOOKING NORTH



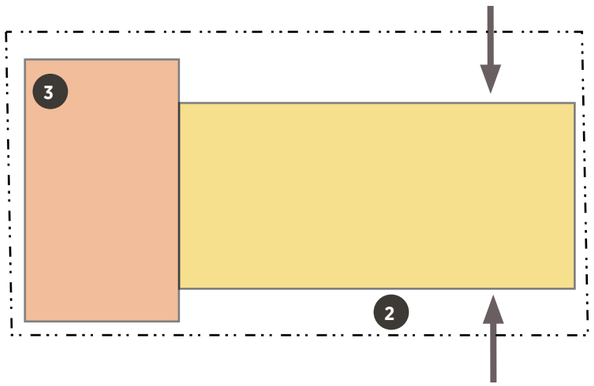
Massing Concept 3 (Preferred)

1 STARTING VOLUME



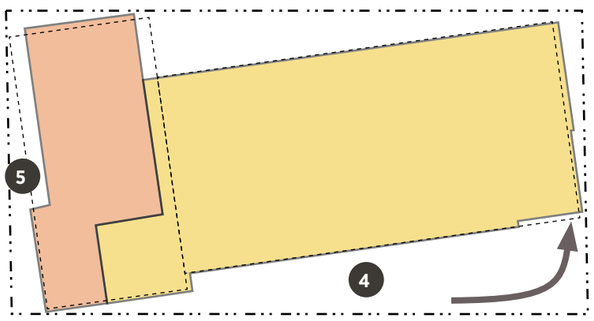
2 SHIFT MASS FOR COURTYARD

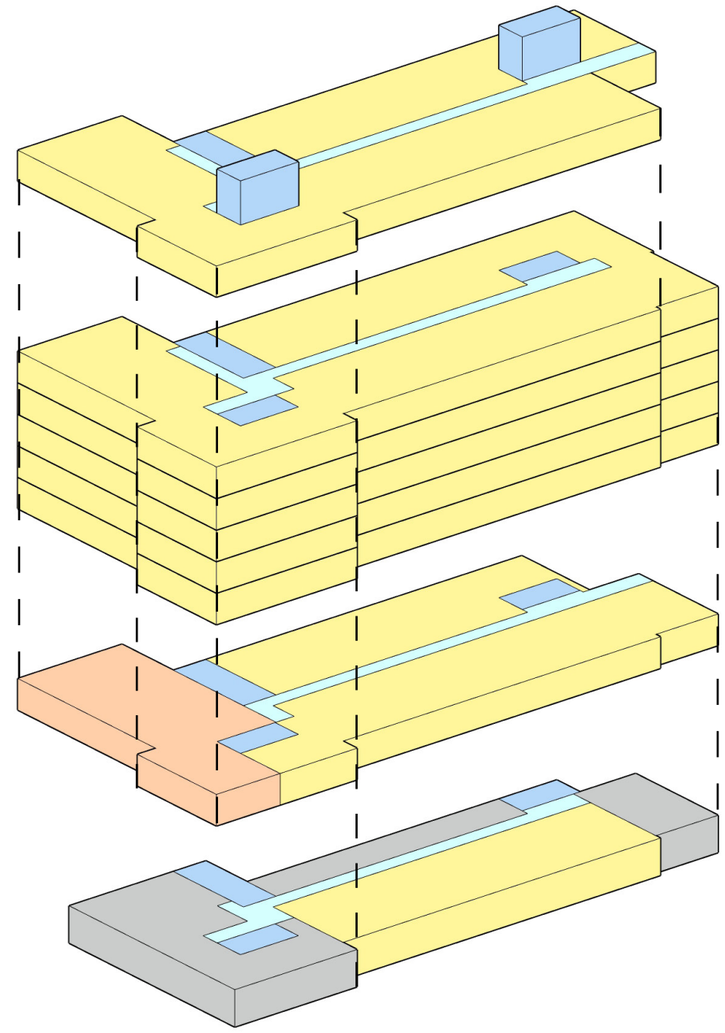
3 ALIGN TO AURORA



4 ROTATE

5 ARTICULATE





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VERTICAL CIRCULATION

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Massing Concept 3 (Preferred)

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Sun / Shadow Analysis - Equinox

MARCH/SEPT 22 - 9AM

MARCH/SEPT 22 - 12PM

MARCH/SEPT 22 - 3PM

CONCEPT 1







CONCEPT 2







CONCEPT 3







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Sun / Shadow Analysis - Summer Solstice

MARCH/SEPT 22 - 9AM

MARCH/SEPT 22 - 12PM

MARCH/SEPT 22 - 3PM

CONCEPT 1







CONCEPT 2







CONCEPT 3







Sun / Shadow Analysis - Winter Solstice

MARCH/SEPT 22 - 9AM

MARCH/SEPT 22 - 12PM

MARCH/SEPT 22 - 3PM

CONCEPT 1





CONCEPT 2





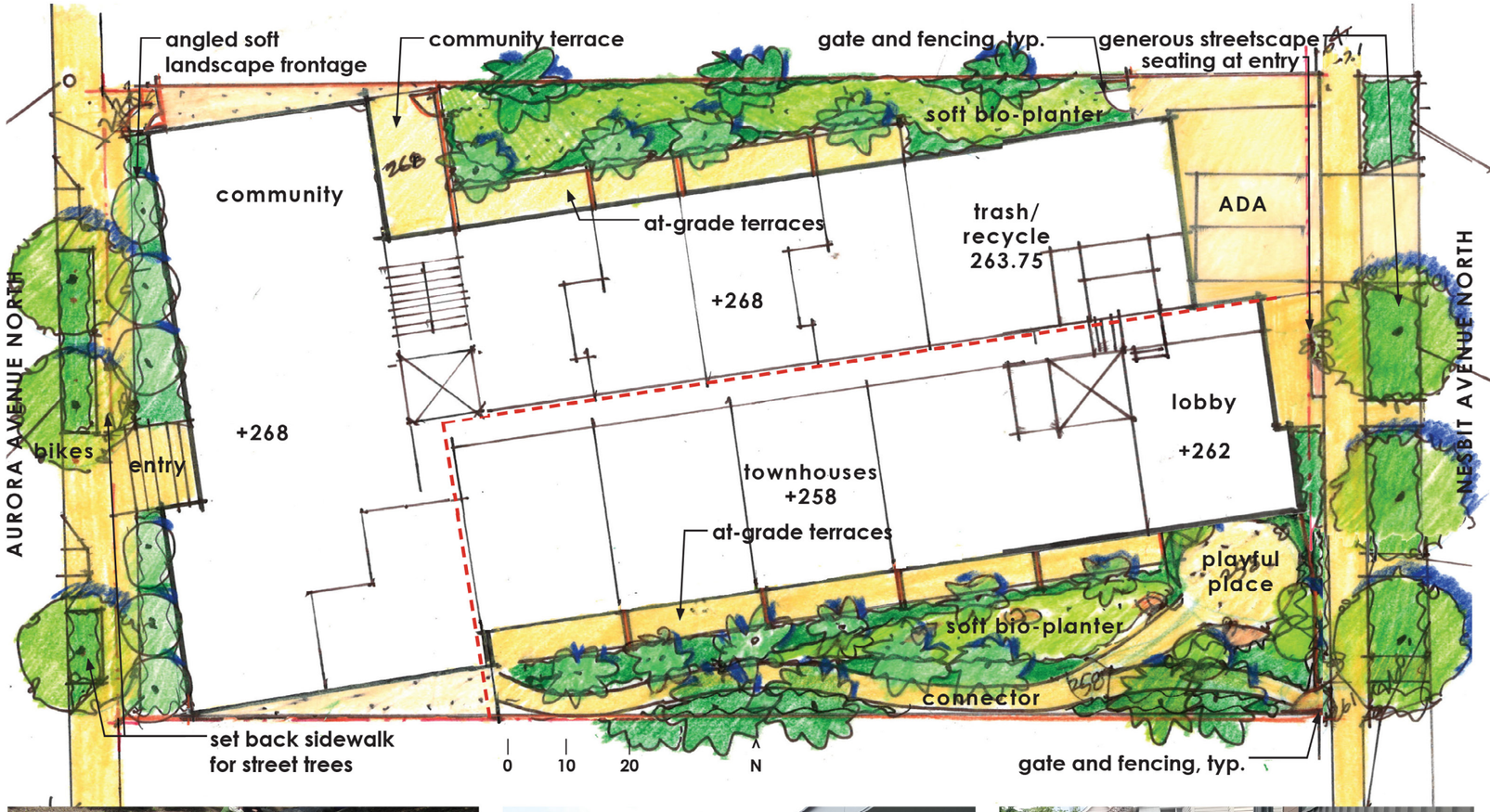
CONCEPT 3





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Streetscape





angled soft landscape frontage



set back sidewalk for street trees on Aurora



playful place



soft bio-planter



connector and at-grade terraces



generous streetscape on Nesbit

Preferred Scheme Departures

Departure Request 1

CODE SUMMARY

23.47A.032.B.1.a. Parking shall not be located between a structure and a street lot line.
23.47A.032.B.1.b. Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

REQUESTED DEPARTURE:

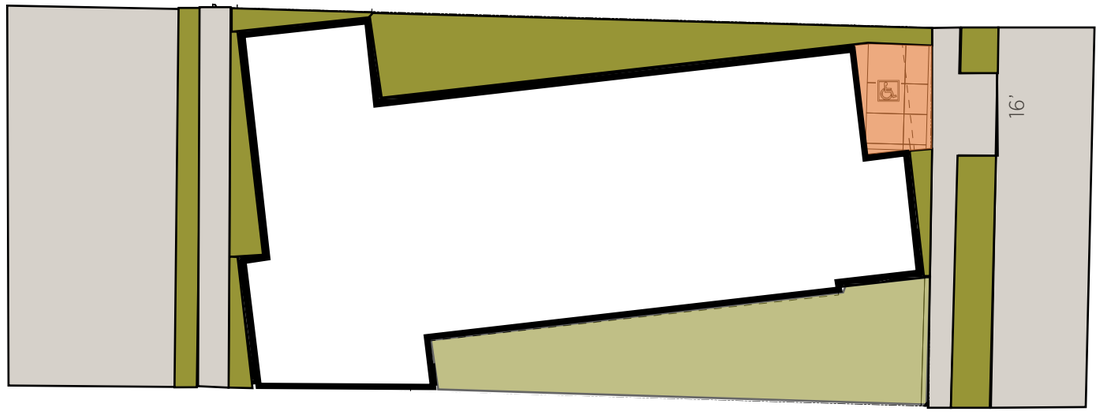
A departure is requested to allow for two parking stalls at the NE corner of the site directly off of Nesbit between the street and the residential trash room; one being an accessible van stall and the other for staff parking.

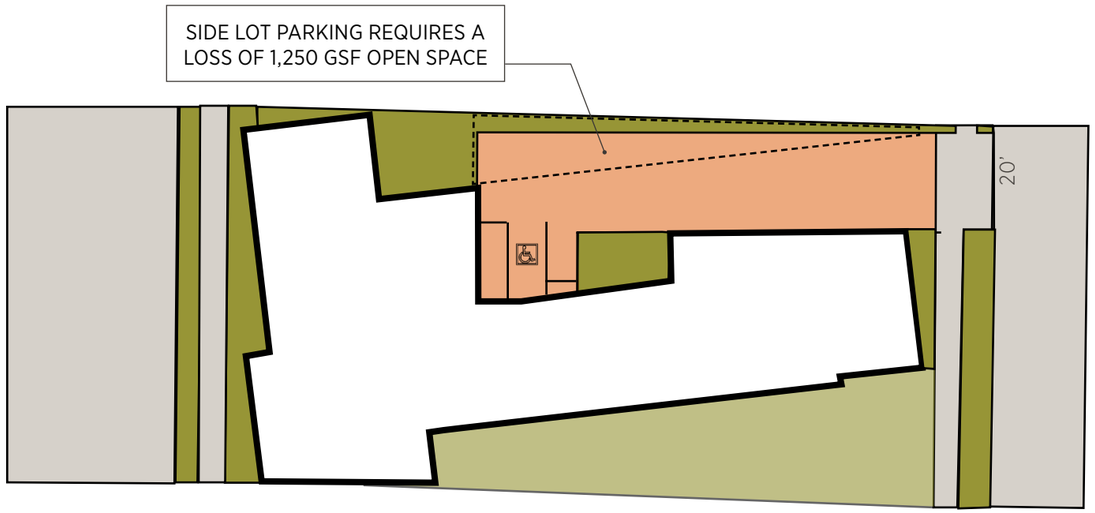
JUSTIFICATION/GUIDELINE:

1. Although parking isn't required, by placing van accessible parking along Nesbit, the design supports Design Guideline ***PL2A: Accessibility***, *"Provide access for people of all abilities in a manner that is fully integrated into the project design by supporting methods of transportation on and off site for persons with mobility limitations."* Furthermore, placing the van parking along Nesbit rather than Aurora maintains the desired pedestrian quality of Aurora.

2. Although parking isn't required, by placing parking as allowed, creates unsafe site conditions which doesn't support Design Guideline, **PL2.B.1 Eyes on the Street**, *"Create a safe environment by providing lines of sight and encouraging natural surveillance"*

3. By allowing the parking to be located directly off of Nesbit it allows for additional open space for the residents/community at the north supporting **DC3.B.4 Multifamily Open Space**, *"Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction."*





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LIHI Nesbit Avenue N

LIHI | EARLY DESIGN GUIDANCE | 12.19.2019

Nesbit Family Housing

LIHI

Architecture Urban Design Interiors Brand

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