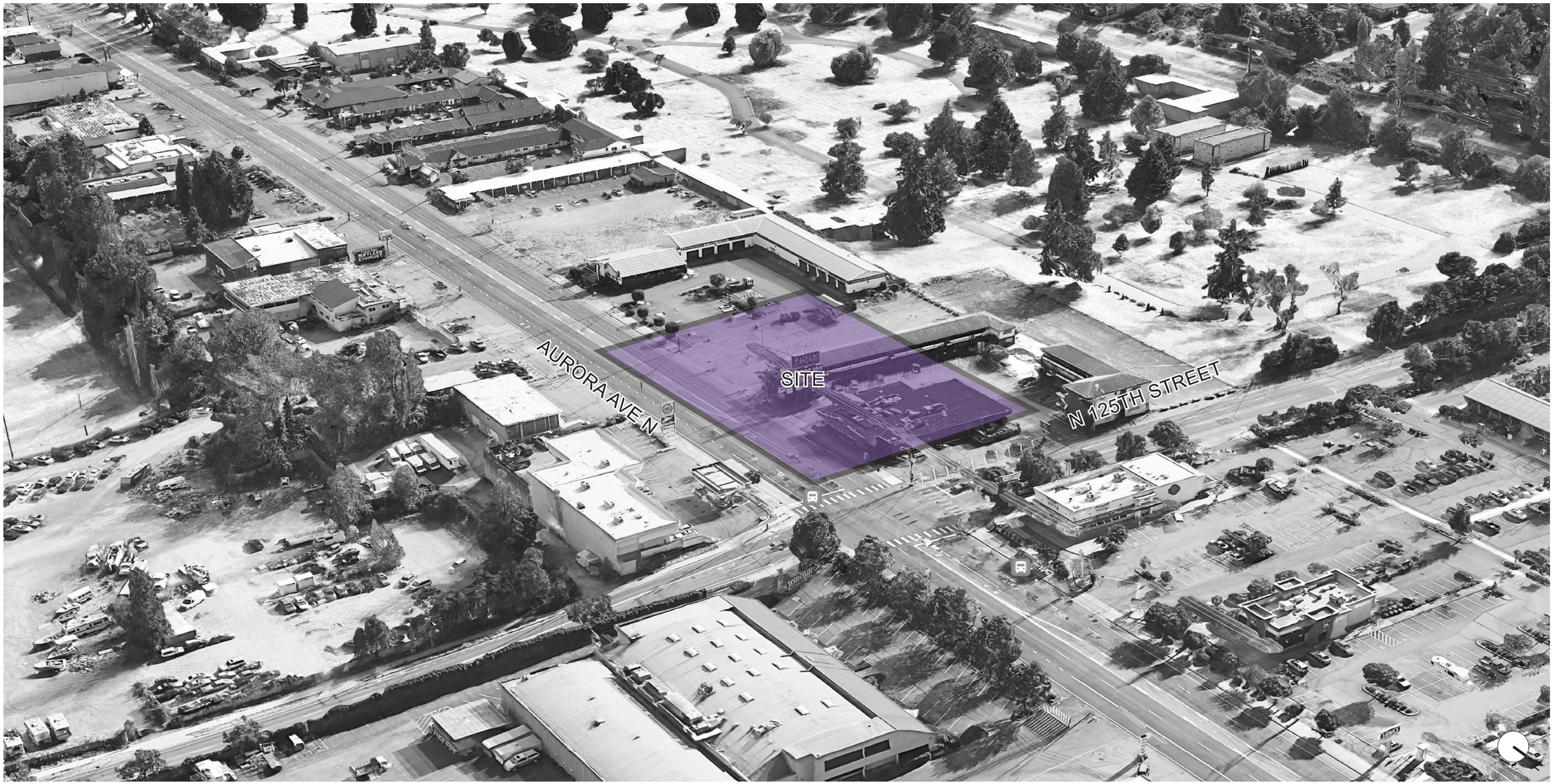
RUNBERG ARCHITECTURE GROUP

LOW INCOME HOUSING INSTITUTE

KAREN KIEST LANDSCAPE ARCHITECTS

12245 AURORA AVE N, SEATTLE, WA 98133

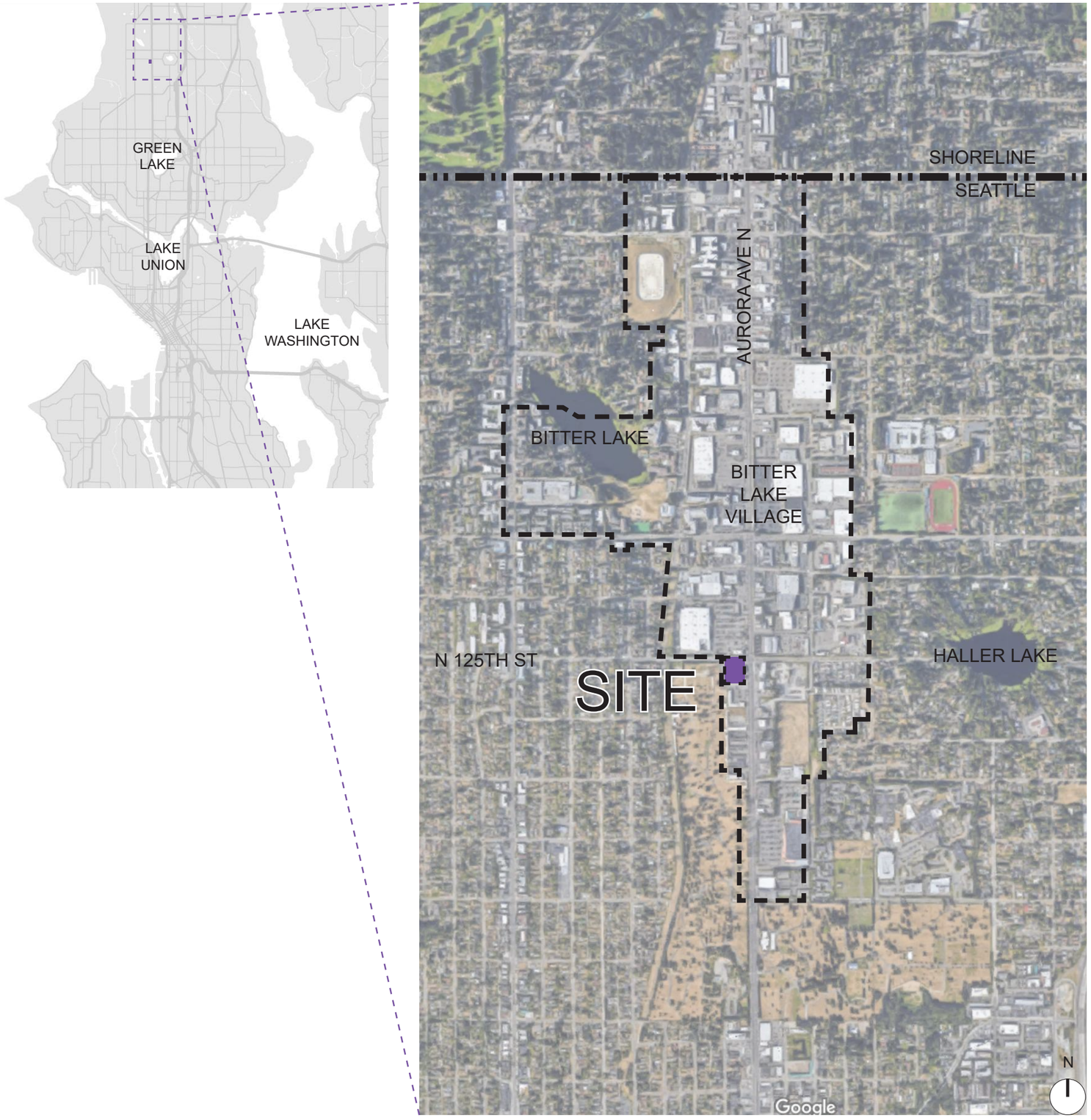
EDG DRAFT PACKET 3039521-EG, 06-24-2022



PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

01	DEVELOPMENT OBJECTIVES AND SUMMARY OF PUBLIC OUTREACH	04-11
02	EXISTING AND PROPOSED SITE PLAN	12-16
03	URBAN DESIGN ANALYSIS	17-27
04	ZONING DATA	28-32
05	DESIGN GUIDELINES, LANDSCAPE CONCEPT, AND ARCHITECTURAL INSPIRATION	33-42
06	ARCHITECTURAL MASSING CONCEPTS	43-67
07	DEPARTURES	68-71



PAGE INTENTIONALLY LEFT BLANK

01 DEVELOPMENT OBJECTIVES AND SUMMARY OF PUBLIC OUTREACH

PAGE INTENTIONALLY LEFT BLANK

OWNER:	AURORA HEIGHTS HOUSING LLLP
DEVELOPER:	LOW INCOME HOUSING INSTITUTE
ARCHITECT:	RUNBERG ARCHITECTURE GROUP 1 YESLER WAY, SEATTLE, WA 98104
LANDSCAPE ARCHITECT:	KAREN KIEST LANDSCAPE ARCHITECTS
CONTRACTOR:	TBD
PROPOSED USE:	MIXED-USE RESIDENTIAL AND PERMANENT SUPPORTIVE HOUSING
PROJECT ADDRESS:	12241 & 12245 AURORA AVENUE N SEATTLE, WA 98133
ZONING:	C1-75 (M): COMMERCIAL
ZONING OVERLAY:	BITTER LAKE VILLAGE (HUB URBAN VILLAGE)
STREET CLASSIFICATIONS:	N 125TH ST. (COLLECTOR ARTERIAL) & AURORA AVENUE N (PRINCIPAL ARTERIAL)
OTHER CONSIDERATIONS:	NEITHER ARE PRINCIPAL PEDESTRIAN AT THIS LOCATION FLEXIBLE PARKING ALLOWED ECA ABANDONED LANDFILL
BUILDING CODE:	2018 SEATTLE BUILDING CODE
TAX ACCOUNT NUMBERS:	3026049046, 3026049105
SDCI PROJECT #:	3039521-EG
SITE AREA:	63,007 SF (1.4464 ACRES)
FAR **MAXIMUM:** **PROPOSED (PREFERRED SCHEME):**	 5.5 3.07
GROSS SF (APPROX):	203,568 SF RESIDENTIAL: 132,480 SF INSTITUTIONAL: 9,993 SF SUPPORT: 5,806 SF
VEHICLE PARKING (APPROX):	45 SURFACE STALLS PROVIDED (NO MIN. REQUIRED)

UNITS (APPROX): 214 TOTAL

STUDIOS:	6		
OPEN 1:	6		
1-BED:	84	STUDIOS:	66
2-BED:	12	1-BED:	24
3-BED:	16		
124 WORKFORCE UNITS		90 PERMANENT SUPPORTIVE HOUSING UNITS	

The Low Income Housing Institute (LIHI) is a nonprofit corporation whose mission is to develop affordable housing for working individuals and families in Western Washington. LIHI has a long tenure as a housing developer and operator – the organization was founded in 1991 and owns and manages more than 2,000 housing units at over 60 sites. LIHI housing serves a range of household incomes up to 60% of the local area median income.

As apartment rents and housing prices continue to escalate as part of a local housing crisis, more of our children, friends, and neighbors are unable to afford a place to live in the City of Seattle or have access to necessary jobs, services, schools, and amenities. The Low Income Housing Institute's mission is consistent with long-standing City of Seattle policies to encourage the development of affordable housing in well-located neighborhoods near transit lines.

PROJECT VISION:

This proposal is comprised of two seven-story buildings, a mixed-use apartment building providing workforce housing and ground level child care and a separate residential building providing permanent supportive housing for seniors. Both will include community space and support facilities. The community spaces on the first levels will include community rooms, property management offices, and supportive services. The project will also include appropriate bike parking storage areas considering the proximity to the Interurban Bike Trail.
This development will provide much-needed, quality, affordable workforce housing and permanent supportive housing for seniors in an area experiencing rapid growth. Units will serve households at 30%, 50% and 60% of Area Median Income (AMI). The City of Seattle Office of Housing has already funded the purchase of the land and is very supportive of the development providing much-needed, large family-sized units for the workforce housing.

The project will also meet the State of Washington's Evergreen Sustainable Development Standard (ESDS).

HOUSING STABILITY
SUPPORTIVE SERVICES
CHILD CARE

URBAN DENSITY
ENHANCING EXISTING INFRASTRUCTURE
WALKABLE TO TRANSIT
REDUCED INDIVIDUAL VEHICLE USE



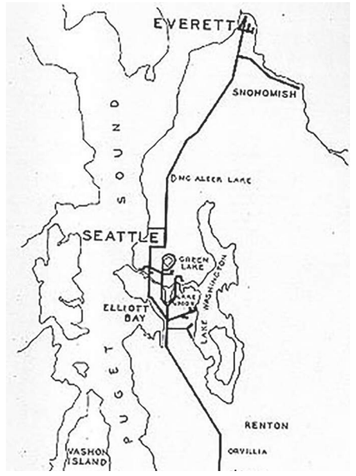
AFFORDABLE, WORKFORCE HOUSING
TRANSIT-ORIENTED DEVELOPMENT
LIMITING DISPLACEMENT
HELPING LOCAL BUSINESSES THRIVE

HISTORY



Up to Late 1800s - Duwamish Inhabitants

Native Americans moved amongst camps, collecting food from February to November. One of these camps was Bitter Lake (along with Haller and Green Lake, Licton Springs, Denny Swamp, and Lake Ballinger). Bitter Lake, even though a mile from the beach, had mollusk shell middens. In the Lushootseed language, the name for Bitter Lake translates to "Blackcaps [raspberries] on the Sides"

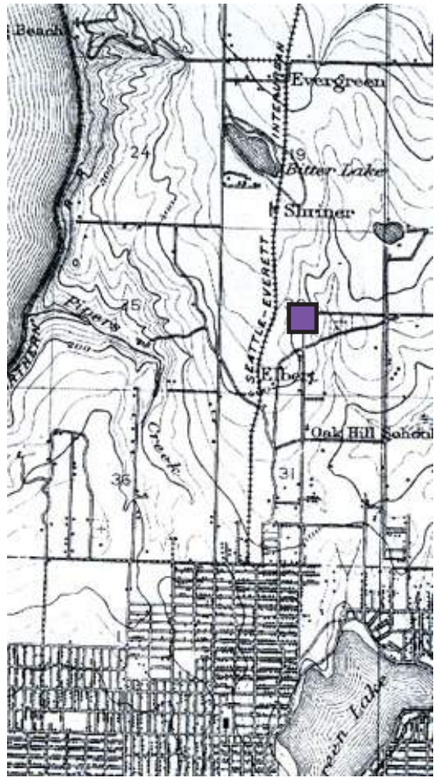




Property of Museum of History & Industry, Seattle

Early 1900s - Neighborhood Growth

In the early 1900s, the Seattle-Everett Interurban trolley line linked downtown Seattle and Everett through Broadview. It transported people and goods and was the primary reason for neighborhood growth.



1913 - Deforestation and Housing Boom

Bitter Lake was named after the sawmill that was located at the southwest corner of the lake. The area had Douglas fir and cedar trees up to 8' wide. Operated by the Puget Mill and Brown Bay Logging Co., it was founded due to rising demands for lumber because of the housing boom. "The tannic acid from logs dumped into the lake was so bitter that horses refused to drink from it." The mill was closed in 1913 when there was no more forest. With the advent of the automobile and the Model T Ford, North Trunk Road (now Aurora Avenue) became a major thoroughfare.



1920s - Cemetery

The Evergreen Cemetery, started in 1920, had a station for the trolley line. From the outset, the cemetery was run as a place of everlasting care, guaranteeing that once every burial plot was filled, the completely occupied cemetery would still be preserved using an endowment that had been set aside. Merged with the Washelli Cemetery in 1928, it is now known as the Evergreen-Washelli Cemetery.





1931-1961 - Post-Depression Recreation

Amusement parks became popular during the Great Depression as a way for people to distract themselves from the trying times. Playland was located on the south bank of Bitter Lake from 1930 to 1961. It also had a stop on the trolley line. In the 1950s, housing started to encircle Playland and the popularity of the automobile made it easier for people to go elsewhere. The park began to decline and was eventually closed a year before the Seattle World's Fair.



1950s - Rise of Motels and Tourism

After World War II, more than a decade before the existence of the Federal Interstate Highway System, tourists traveled along Highway 99 (Aurora Avenue). At this time, it was the West Coast's main north-south route. Motels and auto-courts were easily accessible and attractive with their large neon signs. One of these motels was the Seattle Motor Inn (more well known as the Black Angus Motel) which was previously located on the proposed project site at 125th and Aurora Ave, and was demolished in 2021.





1954 - Bitter Lake Community Center

In 1954, Seattle annexed Broadview with Seattle School District purchasing part of the former Playland land. The rest of the land is now the Bitter Lake Community Center.

BITTER LAKE
Urban Design Framework



City of Seattle

Department of Planning and Development
March 2015

1999-Today - Urban Design Framework

In 1999, residents of the area came together and created the Broadview - Bitter Lake - Haller Lake Neighborhood Plan. The vision focused on improving urban conditions along Linden Ave (between 130th and 145th) and environmental goals, like establishing the Interurban Greenway Trail and a park at the Bitter Lake Reservoir.

In 2012, this Neighborhood Plan was updated to focus on pedestrian conditions, denser housing, and a gateway to designate the Bitter Lake Village Center. This was established as the Urban Design Framework.

PUBLIC OUTREACH / DEVELOPMENT OBJECTIVES

City of Seattle Department of Neighborhoods

LIHI began outreach to key stakeholders in 2022 related to LIHI Bitter Lake Apartments using the community snapshot provided by the Department of Neighborhoods. LIHI mailed project notification letters to all residents within 500 feet of the project site on April 27, 2022. Community groups operating in the Bitter Lake neighborhood were also sent digital notifications, including neighboring resident councils and business associations.

The Department of Neighborhoods looked over the outreach plan before posting to their blog. IT was noted that because the site is not in an Equity Area, we do not need preapproval, just documentation of all activities.

City of Seattle Office of Housing

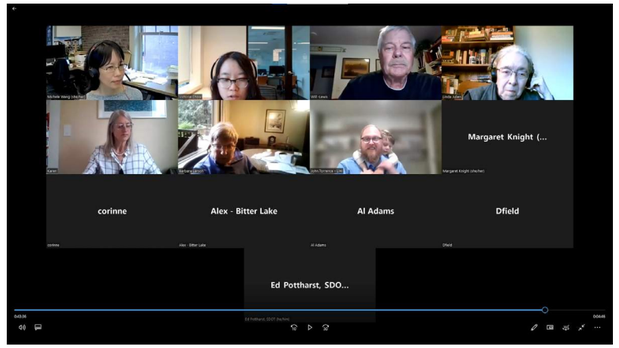
Next steps for the LIHI Bitter Lake apartments include consulting the Office of Housing to determine the concentration of subsidized units within the site census block group for the proposed site. In addition, a Consistency Letter will be requested ahead of applying to funding to ensure alignment with the City's Homelessness Plan.

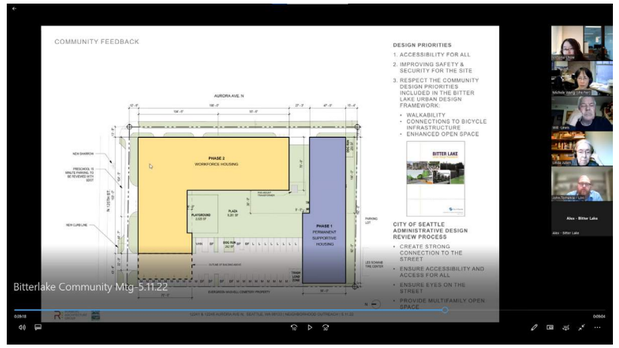
Additional Outreach

LIHI will continue to stay connected to the Bitter Lake community. As completion of the project comes closer, more outreach will be done, including regularly reaching out to community organizations and businesses, especially serving the working poor, homeless, and young adults, additional community meetings, and preleasing with a neighborhood preference.

Outreach	Method	Documentation
In-Person Outreach *High Impact Method for Affordable Housing Projects*	• Hold community meeting on Zoom (link TBD), May 11th, 2022 (6:30pm-7:30pm). ○ Invite community organizations identified by DON (April 27th, 2022). ○ Publicize and notify residents and businesses within 500 ft. of the site (April 27th, 2022). ○ Presentation by LIHI staff and design team about the project	Applicant will provide a copy of meeting minutes and the sign in sheet from meeting.
Electronic/Digital Outreach *Multi-Pronged Method*	• Emails to distribution list that includes community organizations identified by DON, and advertise May 11th, 2022 community meeting. ○ Aurora Commons, Bella B Mobile Home Park, Bitter Lake P-Patch, Halcyon Mobile Home Park, Mary's Place, Tri-Court Resident Council. Aurora Business Association, North Seattle Industrial Association, Licton Haller Greenways, North Precinct Advisory Committee, Emergency Hubs & Block Watches • Post information about the proposed Nesbit project in LIHI's digital newsletter, and include information on May 11th meeting to LIHI email list (April 27th, 2022) • Advertise the in-person meeting to take place on May 11th, on the LIHI web site and in our digital newsletter by April 27th, 2022. • City of Seattle DON Early Outreach for Design Review Blog post (TBD)	Applicant will provide a copy of email letter and LIHI's digital newsletter.
Printed Outreach *High Impact Method*	• Direct mailing to residences and businesses within a 500 ft. radius of the project site with provisions made for multifamily units (April 27th, 2022).	Applicant will provide a copy of letter mailed to residents and businesses.
Additional Outreach Required by the Office of Housing *OH Funding Requirements*	• Future/On-going Requirements ○ Housing Funding Policies Affirmative Marketing and Community Preference requirements. ○ Mailed Neighborhood Notification letter to surrounding residents and businesses within 500 ft. of the project site. ○ LIHI Director and/or staff present at stakeholder group meetings, welcoming the invitation for follow-up presentations as design development proceeds. ○ During construction, project manager presents at Neighborhood Council meetings and other groups with strong interest in the project. ○ Contractor provides an updated newsletter every other month to all. ○ Contractor provides cell phone number to community residents and businesses for questions and concerns	Copy of materials may be provided upon request.

PUBLIC OUTREACH / DEVELOPMENT OBJECTIVES





An open to the public meeting was held on May 11, 2022, that took place virtually over Zoom. The discussion is summarized below:

- Residents of the area and members of a nearby church were excited by this LIHI project as they were supportive of the current LIHI Tiny Village
- Questions arose regarding how much interaction the project would have with the community. The preschool would be open to everyone, not just residents. The play structure will be secure and only available to the early learning child center due to licensing reasons. Previous LIHI projects, like Ernestine Anderson Place, were cited as hosting community events open to the public and the opportunity for this project to do the same. There will not be any retail as the site is not suitable for pedestrian retail (currently very auto-centric).
- Other neighbors voiced their concerns over the increased low-income housing in the neighborhood and the increase of crime in the area. The project will add eyes on the street 24/7. Past LIHI permanent supportive housing projects saw residents ingratiate themselves to the community. LIHI will manage the buildings. Managers will do outreach with the neighbors, so they have someone to contact with any issues or concerns. Programmatically, the lobby entries will be on Aurora and will have manager offices that will act as security with visibility to the sidewalk to see who is coming and going. There will also be transparency and visibility into the courtyard, which will be secured by a fence. The ground floor plan is mindful to have no blind corners or deadends. The lobbies facing each other will be able to better support each other. The presence of children at the preschool on the corner will be transformative. The planting will create a positive edge along Aurora.
- It was asked where the Tiny Village (that is currently on the site) will move to and when the project will break ground? LIHI has partnered with churches or they have land banked for future projects. The Tiny Village will move to one of these sites in the future. The PSH building is expecting a summer 2023 construction start date. The workforce building is expected to start the following year.
- Overall, there was excitement for what diversity and investment the project will bring into the neighborhood.

AURORA & 125TH

NEIGHBORHOOD OUTREACH MEETING
5.11.22

PROJECT INFORMATION

OWNER: LOW INCOME HOUSING INSTITUTE
PROJECT ADDRESS: 12241 & 12245 AURORA AVE N SEATTLE WA 98133
ZONING: C1 75 M
PROPOSED USE: MIXED USE - WORKFORCE & PERMANENT SUPPORTIVE HOUSING (PSH)





SUCCESSFUL PROJECTS BY LIHI & RUNBERG



GEORGE FLEMING PLACE
7357 43RD AVE S
SEATTLE, WA 98118

COMPLETED 2021
106 UNITS



TONY LEE
2620 NE 127TH ST
SEATTLE, WA 98125

COMPLETED 2018
70 UNITS



ABBEY LINCOLN COURT
2020 S JACKSON ST
SEATTLE, WA 98144

COMPLETED 2016
68 UNITS



ERNESTINE ANDERSON PLACE
2010 S JACKSON ST
SEATTLE, WA 98144

COMPLETED 2013
61 UNITS

DESIGN GUIDELINES

CS1 NATURAL SYSTEMS AND SITE FEATURES
CS1-E-2 WATER



Photo Credit: Runberg Architecture Group

ADDING INTEREST WITH PROJECT DRAINAGE: Use project drainage systems as opportunities to add interest to the site through water-related design elements. Features such as trees, rain gardens, bioswales, green roofs, fountains of recycled water, and/or water art installations can create movement and sound, air cooling, focal points for pedestrians, and habitats which may already be required to manage on-site stormwater and allow reuse of potable water for irrigation.

RESPONSE: For stormwater, this project will utilize lush swales for on-site infiltration as much as possible, integrating bioretention planters into a cohesive landscape design.

CS2 URBAN PATTERN AND FORM
CS2-B-2 ADJACENT SITES, STREETS, AND OPEN SPACES



Photo Credit: BORA

CONNECTION TO THE STREET: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape—its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

RESPONSE: The project will reinforce the urban grid by locating the mass along the stronger urban edges of Aurora Ave and N 125th St. The project seeks to improve safety on this block by making strong connections to the street with lobby entrances and well-placed management offices. In addition, the project offers relief to the pedestrian experience along Aurora by providing a landscaped buffer. The preschool entrance connects to the quieter N 125th St.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER
CS3-A-4 EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES



Photo Credit: Runberg Architecture Group

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.

RESPONSE: The site is located on an underdeveloped block surrounded by low-rise construction to the north, south and east. Since the project will be highly visible on most sides, the building will be designed to create visual interest on all facades. Proposal will locate interior functions that are rich with human activity near the street, Developing the corner of Aurora N Ave and N 125th St will strengthen the urban grid and provide a strong design for future development to take design cues from.

PL1 CONNECTIVITY
PL1-A-2 NETWORK OF OPEN SPACES



Photo Credit: Runberg Architecture Group

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.

RESPONSE: This project will propose a widened sidewalk and landscape buffer so pedestrians have protection against the busy, formidable Aurora Ave. There will be a small, recessed semi-public courtyard at the entrance between both buildings that connects visually to the larger courtyard at the heart of the project. The larger courtyard is provided with maximum impact by leveraging visual connections to the large greenspace to the west.

DESIGN GUIDELINES

PL1 CONNECTIVITY
PL1-B WALKWAYS AND CONNECTIONS



Photo Credit: Runberg Architecture Group

1. PEDESTRIAN INFRASTRUCTURE: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.
3. PEDESTRIAN AMENITIES: Opportunities for creating lively, pedestrian oriented open spaces to enhance the use and attractiveness of the area, even with the new and bulking should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

RESPONSE: This proposal will include improving the existing sidewalk and curb along Aurora Ave and creating a new sidewalk along 129th St.

PL2 WALKABILITY
PL2-A ACCESSIBILITY



Photo Credit: Runberg Architecture Group

1. ACCESS FOR ALL: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate "back door" entrances for persons with mobility limitations.
2. ACCESS CHALLENGES: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges. Examples include exterior stairs and landings, escalators, elevators, textured ground surfaces, seating at key resting points, through-block connections, and ramps for wheeled devices (wheelchairs, strollers, bicycles).

RESPONSE: Due to the senior population of the permanent supportive housing, it is important that the project provide appropriate hardscaping to facilitate accessibility.

PL2 WALKABILITY
PL2-B SAFETY AND SECURITY



Photo Credit: Runberg Architecture Group

EYES ON THE STREET: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

RESPONSE: Project perimeter will be well-lit and transparent. Landscaping will provide an attractive environment while maintaining visual access and enhancing pedestrian safety.

PL4 ACTIVE TRANSPORTATION
PL4-B PLANNING AHEAD FOR BICYCLISTS



Photo Credit: Runberg Architecture Group

1. EARLY PLANNING: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.
3. BIKE CONNECTIONS: Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access routes on the site to be direct, intuitive, and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

RESPONSE: This project will add an additional sharrow lane to 125th St (only one currently) per the Seattle Bicycle Master Plan. This will better and more safely connect the site to the Interurban Trail.

DESIGN GUIDELINES

DC1 PROJECT USES AND ACTIVITIES
DC1-A-4 ARRANGEMENT OF INTERIOR USES



Photo Credit: Runberg Architecture Group

VIEWS AND CONNECTIONS: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

RESPONSE: Open spaces between both buildings will not be completely isolated from one another, but there will be smaller, more private "nooks". The plaza will have room for large common gatherings. There will be a strong relationship between interior common uses and outdoor spaces in both buildings.

DC1 PROJECT USES AND ACTIVITIES
DC1-C PARKING AND SERVICE USES



Photo Credit: Runberg Architecture Group

2. VISUAL IMPACTS: Reduce the visual impacts of parking lots, parking structures, entrances, and service areas as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.
3. MULTIPLE USES: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, wooner\, or common space in multifamily projects.

RESPONSE: The driveway should act as a wooner\ or play street. It will be located off of 125th St, not the busier Aurora Ave. The surface parking will be screened and protected by a landscape buffer from the adjacent cemetery property

DC2 ARCHITECTURAL CONCEPT
DC2-A-1 MASSING



Photo Credit: Runberg Architecture Group

SITE CHARACTERISTICS AND USES: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

RESPONSE: The massing was designed so that the courtyard and screened surface parking backs up to cemetery. This orientation also lends to having the courtyard well illuminated with western sunlight, as well as residents not having a direct view to the cemetery.

DC3 OPEN SPACE CONCEPT
DC3-B-4 OPEN SPACE USES AND ACTIVITIES



Photo Credit: Runberg Architecture Group

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 (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

RESPONSE: The open space will include play elements that may incorporate sound to counter the traffic noise from Aurora Ave and N 125th St. There will be a separate play area for residents from the preschool playground. Residents will have more formal seating equipment. Smaller gathering areas for residents to socialize and participate in outdoor recreation will also be provided.

DESIGN GUIDELINES

BITTER LAKE URBAN DESIGN FRAMEWORK
DESIGN GUIDELINES OVERVIEW



While the project site is not within the planned Bitter Lake Village Center, we still plan to incorporate the Urban Design Framework (UDF) principles into the design.
Many of the guiding principles noted within the Bitter Lake UDF can still be implemented on this project site and will help to create a cohesive design throughout the broader Bitter Lake Urban Village. Main themes are centered around, improving the streetscape for an enhanced pedestrian experience by incorporating landscaping, ranges of open spaces, and activated street level uses.



Photo Credit: Runberg Architecture Group

3.1 GUIDING PRINCIPLES:
Create a highly walkable neighborhood shopping district with a mix of street-level stores and housing above, a network of walkways, and gathering areas.
Designate a high-quality, dense, multifamily neighborhood, building on existing housing development.

RESPONSE: The project will add to the density of the neighborhood by adding two multifamily buildings with approximately 214 units in total. A focus on improving walkability by enhancing the streetscape will also support Bitter Lake's overarching goals for the entire Urban Village.



Photo Credit: Runberg Architecture Group

3.4 WALKABLE RESIDENTIAL DISTRICT:
Create attractive street front by encouraging ground-related residences, minimal setbacks, or well-designed and landscaped courtyard entries and plazas.
Locate parking under buildings or away from the street front.

RESPONSE: Parking will be located along the western edge of the project site, adequately screened from both 125thi and Aurora's street frontage. The courtyard and right of way design will prioritize well-designed landscaping to create a safer and more walkable pedestrian experience. A widened sidewalk and planting strip will be incorporated along Aurora to aid in softening the street edge and creating a buffer for pedestrians.



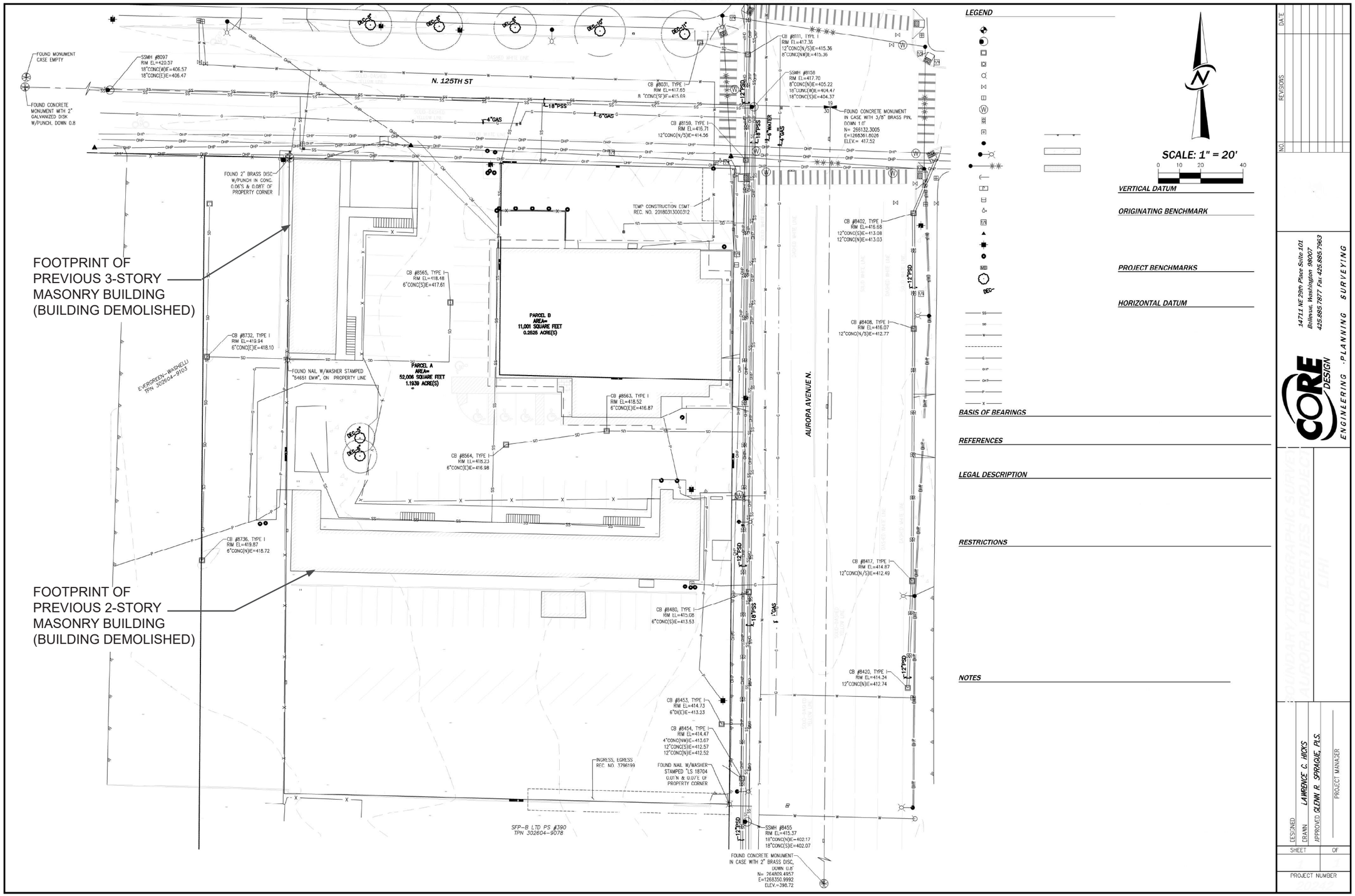
Photo Credit: Runberg Architecture Group

3.7 PUBLIC AND PRIVATE OPEN SPACE:
Work with private development to create a range of open space opportunities including play areas, gathering spaces, and gardens.

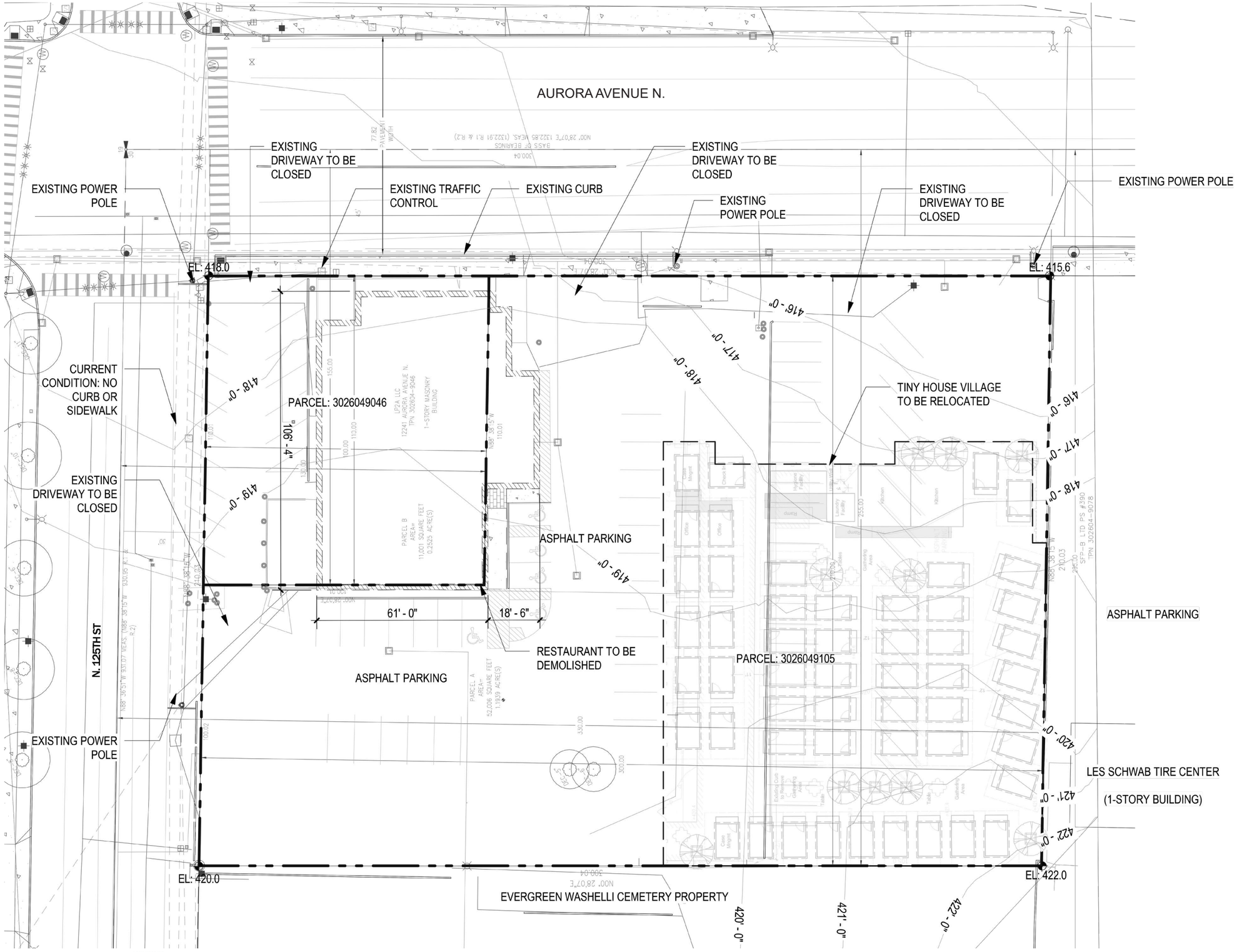
RESPONSE: The project will provide several options for gathering throughout the courtyard, and will provide a play area for the residents of the building to use.

PAGE INTENTIONALLY LEFT BLANK

02 EXISTING SITE PLAN


N. 125TH ST
AURORA AVENUE N.
FOUND MONUMENT CASE EMPTY
SSMH #8097
RIM EL=420.57
18"CONC(W)E=406.57
18"CONC(E)E=406.47
FOUND CONCRETE MONUMENT WITH 2" GALVANIZED DISK W/PUNCH, DOWN 0.8
FOUND 2" BRASS DISC W/PUNCH IN CONC. 0.06'S & 0.08'E OF PROPERTY CORNER
FOOTPRINT OF PREVIOUS 3-STORY MASONRY BUILDING (BUILDING DEMOLISHED)
FOOTPRINT OF PREVIOUS 2-STORY MASONRY BUILDING (BUILDING DEMOLISHED)
CB #8732, TYPE I
RIM EL=419.94
6"CONC(E)E=418.10
E:\ENGREEN-WASHELLI TPN 302604-9103
FOUND NAIL W/WASHER STAMPED "54651 EMW", ON PROPERTY LINE
CB #8736, TYPE I
RIM EL=419.87
6"CONC(N)E=418.72
CB #8565, TYPE I
RIM EL=418.48
6"CONC(S)E=417.61
PARCEL B
AREA=
11,001 SQUARE FEET
0.2525 ACRE(S)
PARCEL A
AREA=
52,006 SQUARE FEET
1.1939 ACRE(S)
CB #8563, TYPE I
RIM EL=418.52
6"CONC(E)E=416.87
CB #8564, TYPE I
RIM EL=418.23
6"CONC(E)E=416.98
CB #8480, TYPE I
RIM EL=415.08
6"CONC(S)E=413.53
CB #8453, TYPE I
RIM EL=414.73
6"DI(E)E=413.23
CB #8454, TYPE I
RIM EL=414.47
4"CONC(NW)E=413.67
12"CONC(S)E=412.57
12"CONC(N)E=412.52
N:GREEN, E:GREEN
REC. NO. 3798199
FOUND NAIL W/WASHER STAMPED "LS 18704 0.01'N & 0.07'E OF PROPERTY CORNER
SFP-B LTD PS #390
TPN 302604-9078
CB #8031, TYPE I
RIM EL=417.65
8"CONC(SE)E=415.69
CB #8159, TYPE I
RIM EL=416.71
12"CONC(N/S)E=414.56
TEMP CONSTRUCTION ESMT REC. NO. 20180313000312
CB #8111, TYPE I
RIM EL=417.36
12"CONC(N/S)E=415.36
8"CONC(NW)E=415.36
SSMH #8158
RIM EL=417.70
8"CONC(N)E=405.22
18"CONC.(W)E=404.47
18"CONC(S)E=404.37
FOUND CONCRETE MONUMENT IN CASE WITH 3/8" BRASS PIN, DOWN 1.0'
N= 266132.3005
E=1268361.8026
ELEV.= 417.52
CB #8402, TYPE I
RIM EL=416.68
12"CONC(S)E=413.08
12"CONC(N)E=413.03
CB #8408, TYPE I
RIM EL=416.07
12"CONC(N/S)E=412.77
CB #8417, TYPE I
RIM EL=414.87
12"CONC(N/S)E=412.49
CB #8420, TYPE I
RIM EL=414.34
12"CONC(N)E=412.74
SSMH #8455
RIM EL=415.37
18"CONC(N)E=402.17
18"CONC(S)E=402.07
FOUND CONCRETE MONUMENT IN CASE WITH 2" BRASS DISC, DOWN 0.8'
N= 264809.4957
E=1268350.9992
ELEV.=398.72
12"PSD
18"PSS
4"GAS
6"GAS
8"WATER
LEGEND
SCALE: 1" = 20'
0 10 20 40
VERTICAL DATUM
ORIGINATING BENCHMARK
PROJECT BENCHMARKS
HORIZONTAL DATUM
BASIS OF BEARINGS
REFERENCES
LEGAL DESCRIPTION
RESTRICTIONS
NOTES
DATE
REVISIONS
NO.
CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING · PLANNING & SURVEYING
DESIGNED
DRAWN
APPROVED LAWRENCE C. HICKS
GLENN R. SPRAGUE, P.L.S.
PROJECT MANAGER
SHEET
OF
PROJECT NUMBER

EXISTING SITE PLAN



LEGAL DESCRIPTION

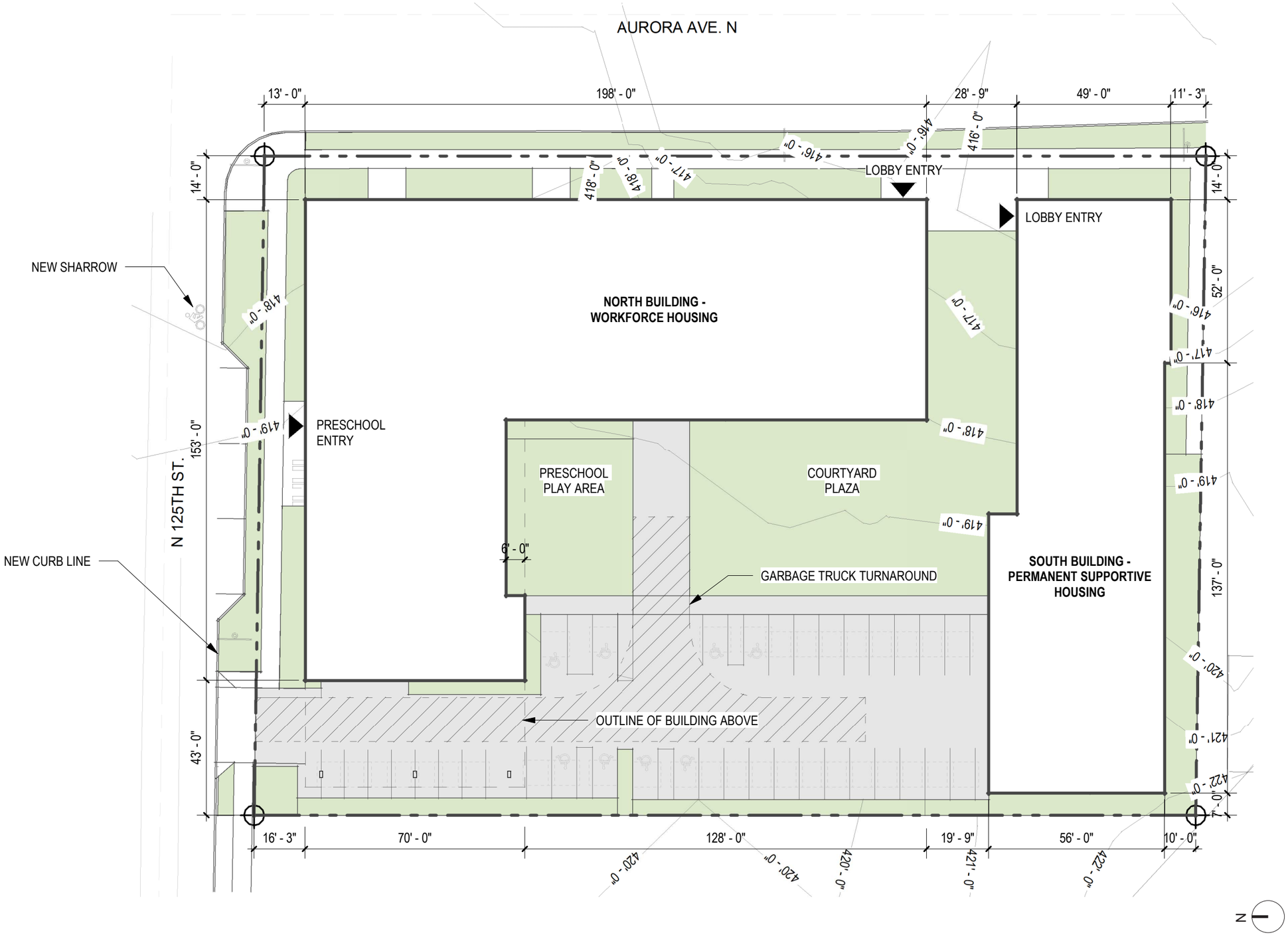
PARCEL: 3026049046

THE SOUTH 100 FEET OF THE NORTH 130 FEET OF THE WEST 110 FEET OF THE EAST 155 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 4 EAST, WILLAMETE MERIDIAN, KING COUNTY, WASHINGTON.

PARCEL: 3026049105

THE SOUTH 300 FEET OF THE NORTH 330 FEET OF THE WEST 210 FEET OF THE EAST 255 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 4 EAST, WILLAMETE MERIDIAN, KING COUNTY, WASHINGTON.

PROPOSED SITE PLAN



KAREN KIEST LANDSCAPE ARCHITECTS
LOW INCOME HOUSING INSTITUTE
RUNBERG ARCHITECTURE GROUP

03 URBAN DESIGN ANALYSIS

SITE CONTEXT - MULTIFAMILY HOUSING AND NEIGHBORHOOD LANDMARKS



SITE CONTEXT - MULTIFAMILY HOUSING AND NEIGHBORHOOD LANDMARKS



1. COOPER APARTMENTS



2. LINDEN FLATS



3. SENIOR LIVING APARTMENTS - LINDEN PLACE



4. FUTURE PROJECT - PLUTE 2 DEGREES



5. CUBIX NORTH PARK



6. SENIOR LIVING APARTMENTS - IDA CULVER



7. FUTURE PROJECT - LINDEN VILLAGE ASSISTED LIVING



8. BROADVIEW THOMSON K-8



9. FUTURE PROJECT - BODE BITTER LAKE



10. INGRAHAM HIGH SCHOOL



11. IN PROGRESS - DESC BITTER LAKE



12. BITTER LAKE COMMUNITY CENTER



13. FUTURE PROJECT - BELLWETHER BITTER LAKE



14. FUTURE PROJECT - 12301 STONE AVE N

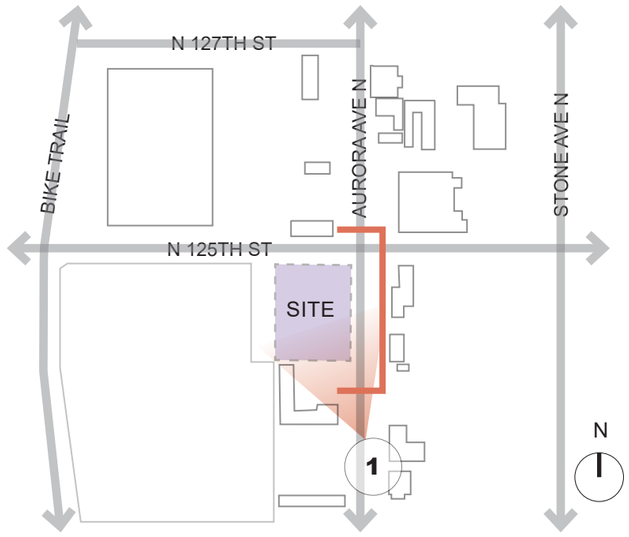


15.BITTER LAKE RESERVOIR PARK



16. BITTER LAKE FOOD PANTRY

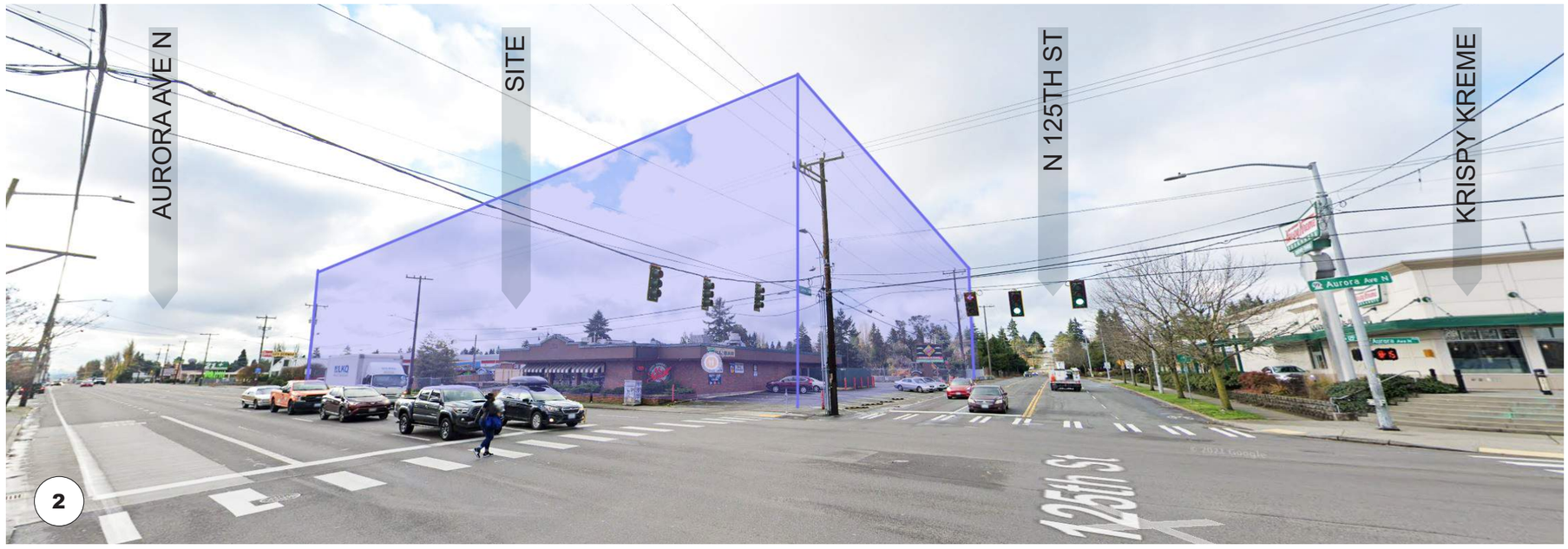
SITE CONTEXT - STREETSCAPE PHOTOS

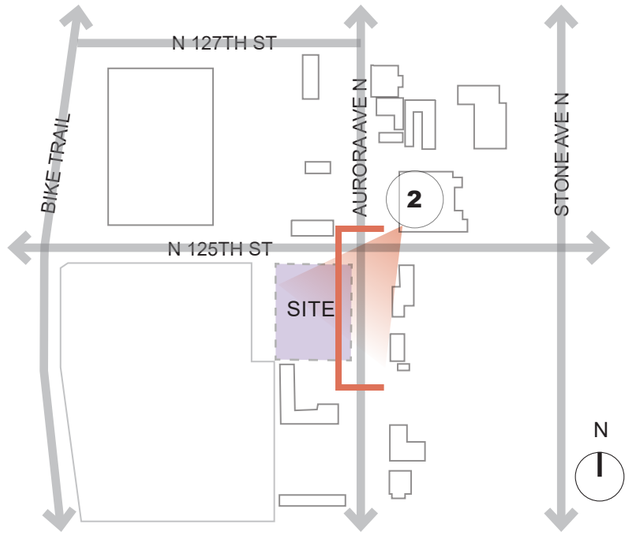






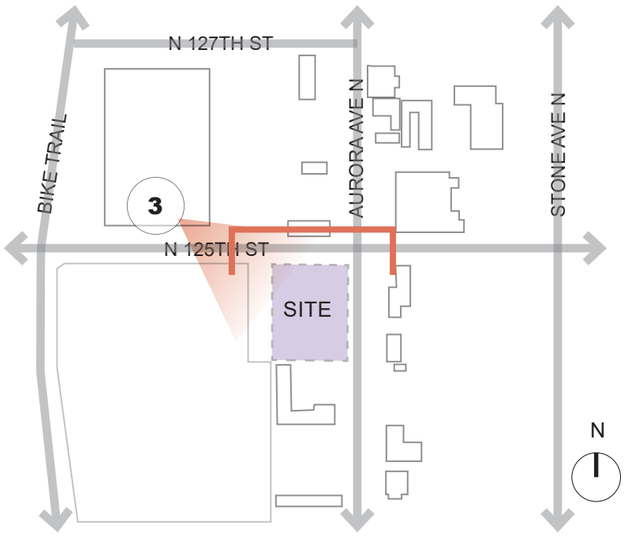
SITE CONTEXT - STREETSCAPE PHOTOS







SITE CONTEXT - STREETSCAPE PHOTOS

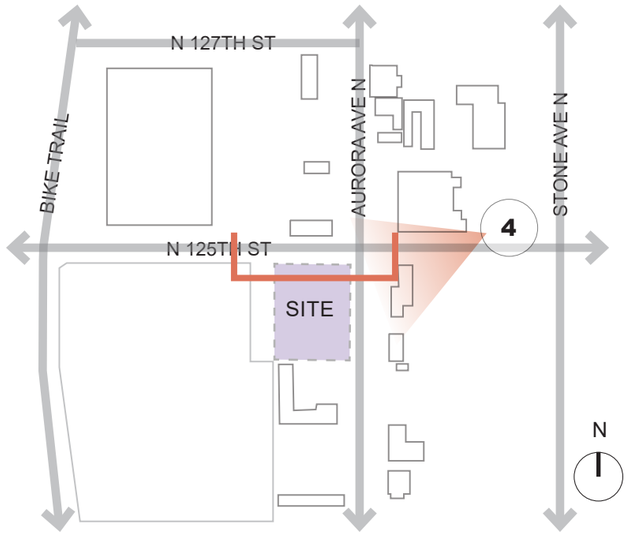






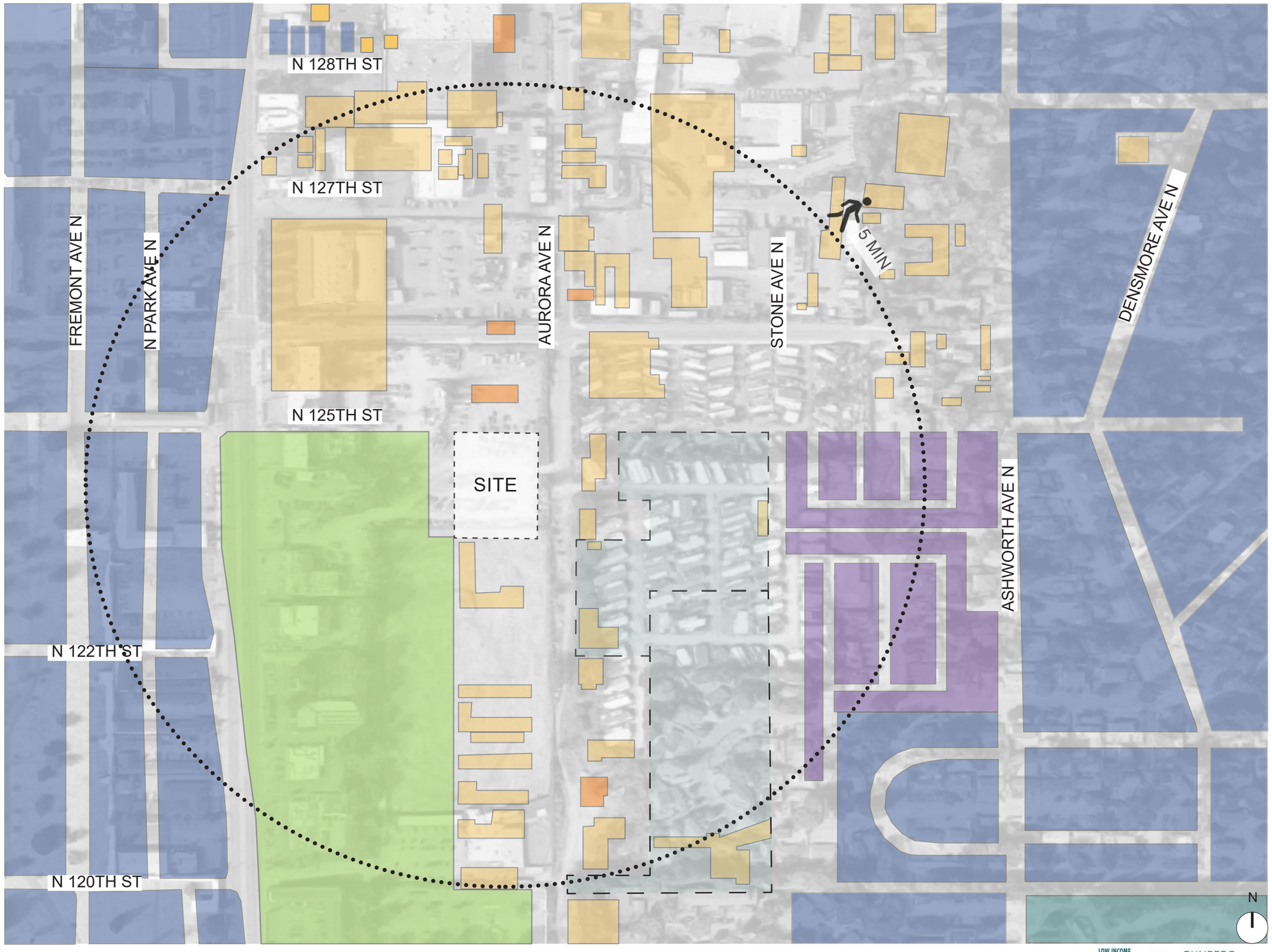
SITE CONTEXT - STREETSCAPE PHOTOS







SITE CONTEXT - NEIGHBORING USES



HOSPITAL CAMPUS

CEMETERY

COMMERCIAL FOOD

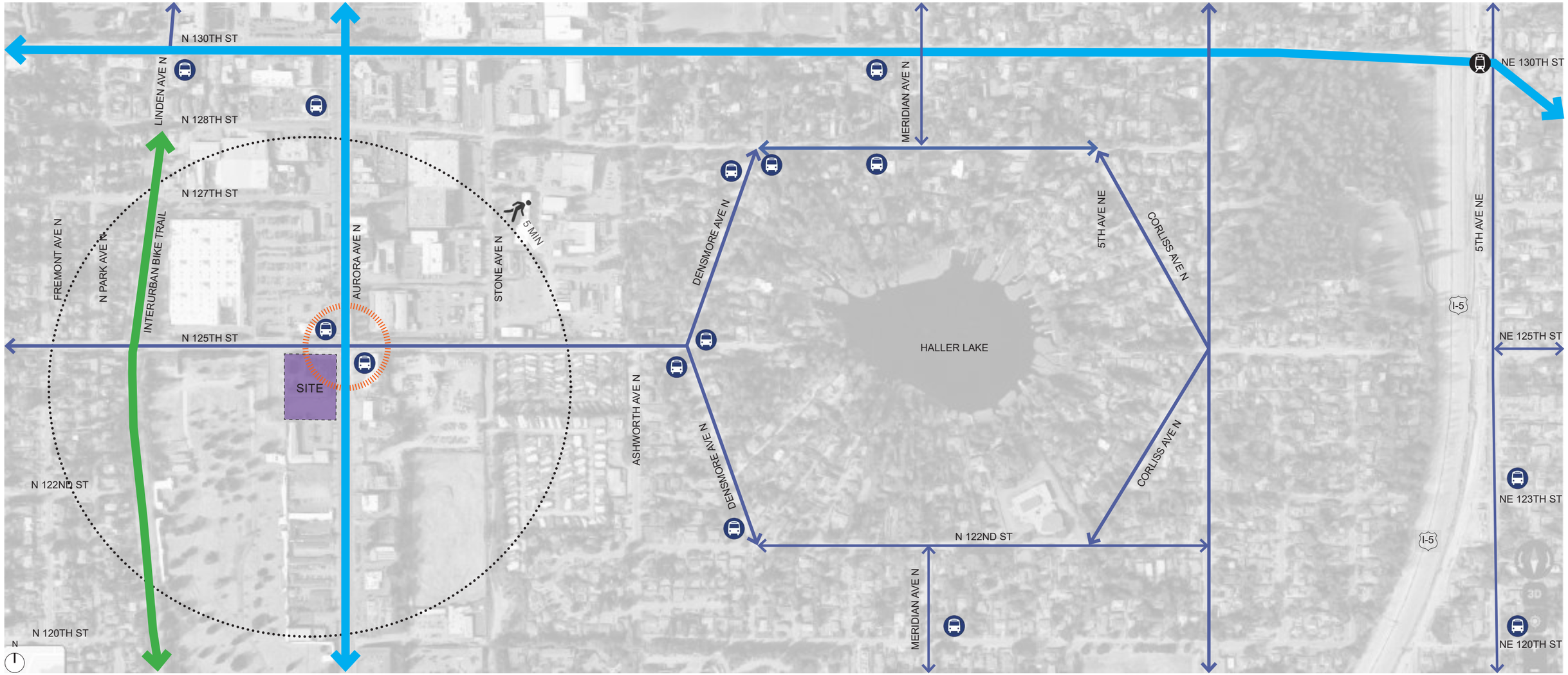
COMMERCIAL RETAIL

SINGLE-FAMILY HOUSING

MOBILE HOME PARK

FUTURE MULTIFAMILY DEVELOPMENT

URBAN DESIGN ANALYSIS - TRAFFIC / TRANSIT PATTERNS



MINOR ARTERIAL

MAJOR ARTERIAL

BIKE TRAIL

BUS STOP

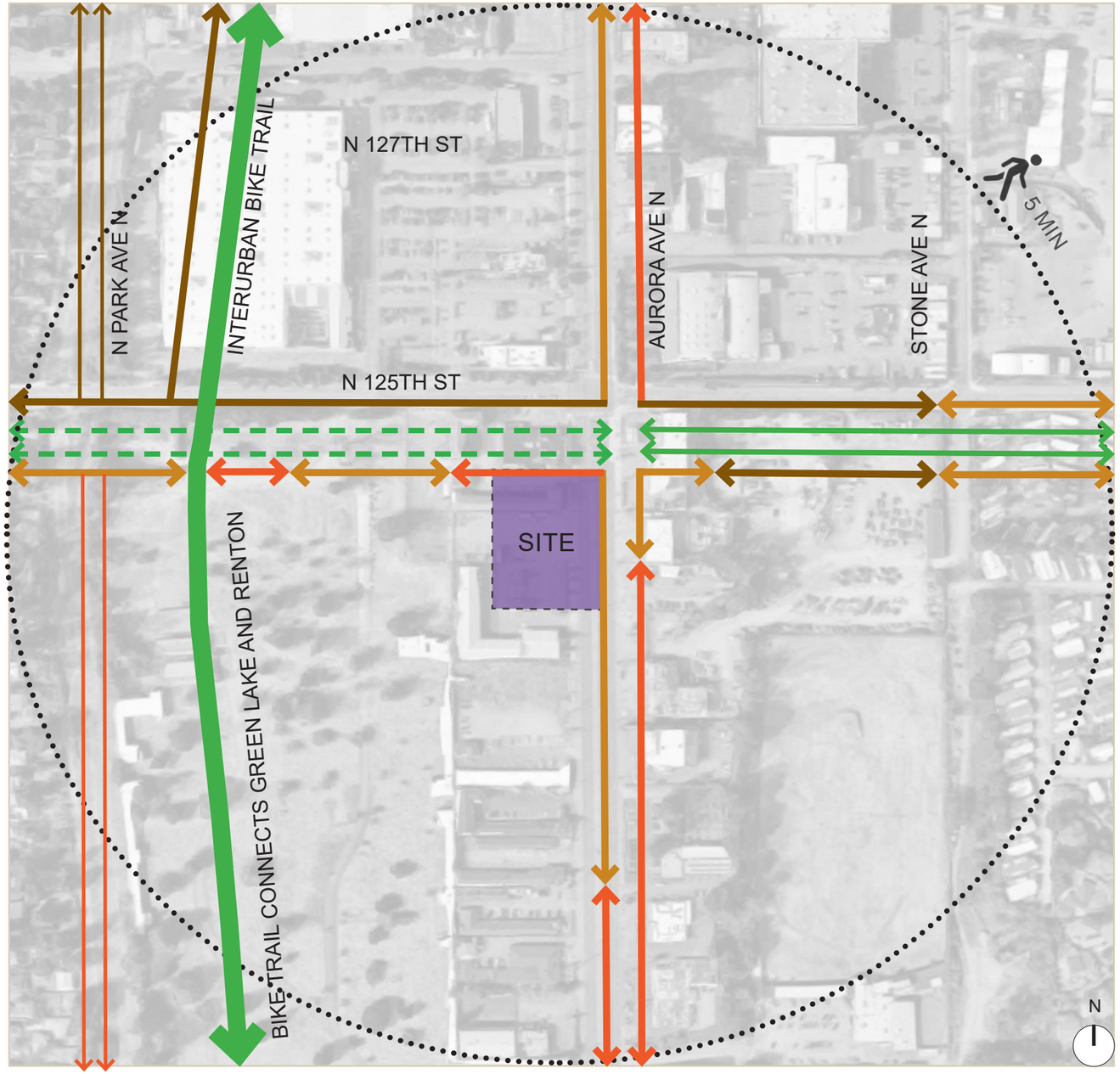
GATEWAY

FUTURE LIGHT RAIL STATION (2025)

Transit Score 50

GOOD TRANSIT
(Many nearby public transportation options.)

URBAN DESIGN ANALYSIS - PEDESTRIAN / BICYCLE PATTERNS



NO SIDEWALK

SIDEWALK WITHOUT PLANTING STRIP

SIDEWALK WITH PLANTING STRIP BUFFER

BIKE LANE AS PART OF THE STREET

BIKE LANE SEPARATED FROM STREET BY LINE

Walk Score 75 — VERY WALKABLE (Most errands can be accomplished on foot.)

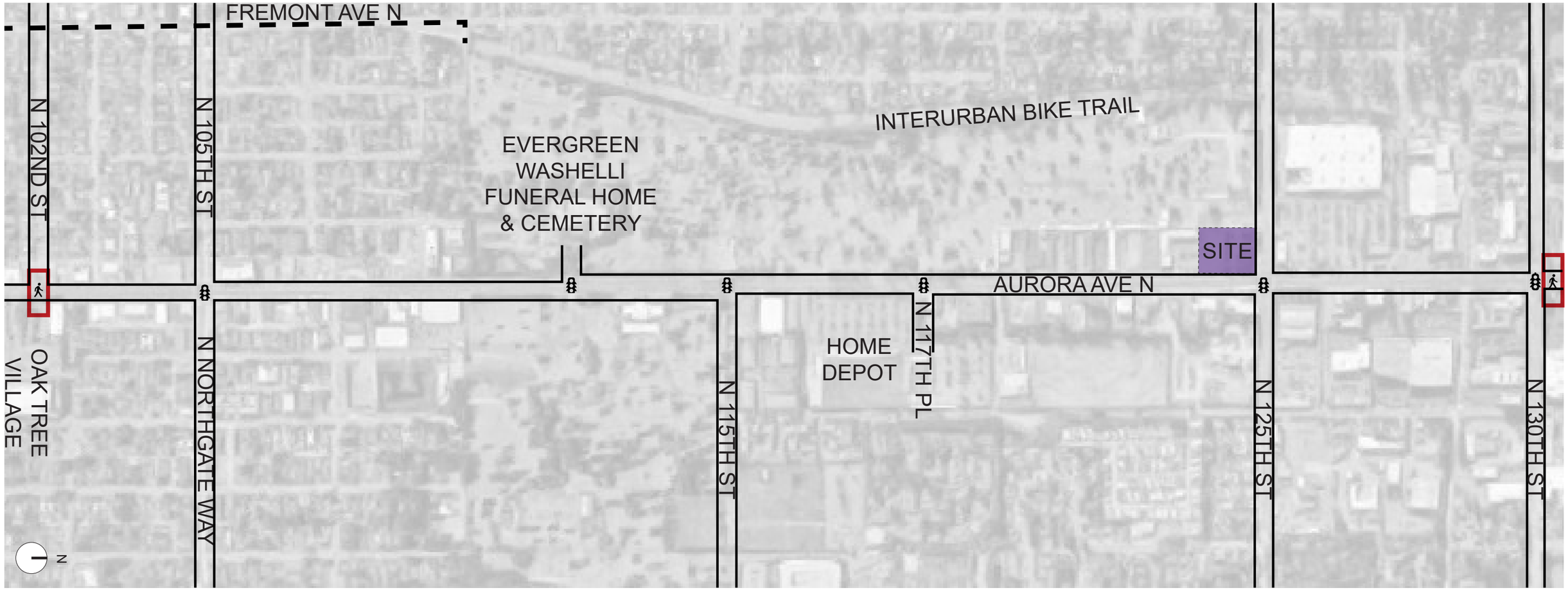
Bike Score 64 — BIKEABLE (Some bike infrastructure.)

CURRENTLY, AURORA AVE N IS INCREDIBLY INHOSPITABLE TO PEDESTRIANS. IT ACTS AS A DIVIDER, WITH THE ONLY OPPORTUNITIES TO CROSS THE STREET AT THE DEPICTED INTERSECTIONS.

CROSSWALK AT TRAFFIC LIGHT

PEDESTRIAN BRIDGE

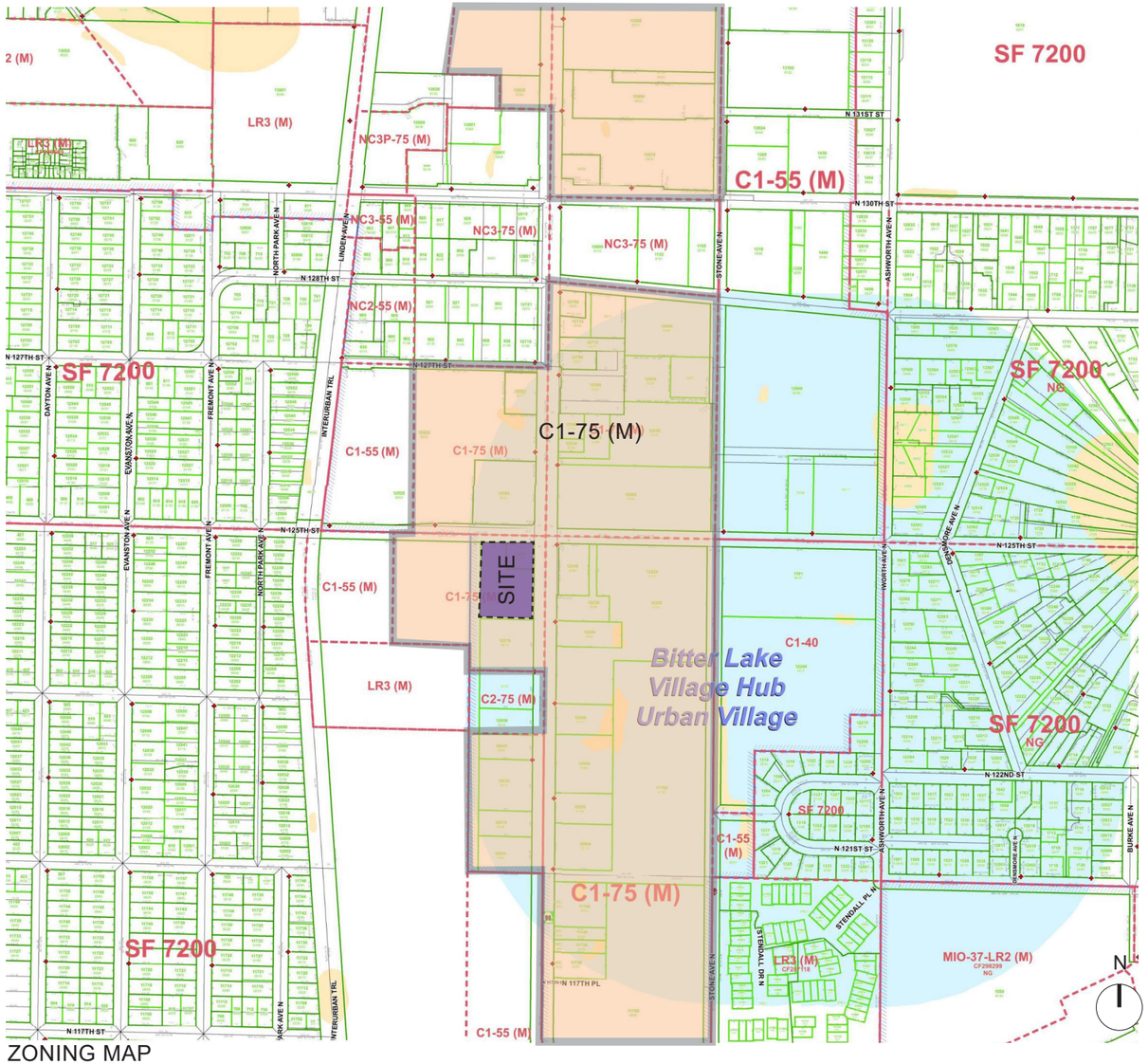
"STAY HEALTHY STREET"
(PEDESTRIANS AND BIKES ONLY)



PAGE INTENTIONALLY LEFT BLANK

04 ZONING DATA

ZONING - ZONING MAP



ZONING MAP



MAXIMUM ZONING ENVELOPE

SITE ZONING

Zone:	C1-75 (M)
Overlay:	Bitter Lake Village (Hub Urban Village)
	Parking Flexibility Area
Street Classifications:	No Principal Pedestrian Street Designation at this location
	N 125th St. is a Collector Arterial with bike sharrows
	Aurora Avenue N is a Principal Arterial

23.47A.004 PERMITTED AND PROHIBITED USES

Table A for 23.47A.004: Residential use, including Permanent supportive hosing is permitted Institutions, including Child care centers, are permitted.

23.47A.005 STREET-LEVEL USES

Residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in all NC and C1 zones within the Bitter Lake Village Hub Urban Village

There is no restriction on the location of residential uses within a structure containing permanent supportive housing.

23.47A.006 CONDITIONAL USES

No conditional uses proposed

23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS

A. Basic Requirements

Blank segments of street-facing facade between 2 and 8 feet above the sidewalk may not exceed 20 feet in width.

Total of all blank facade may not exceed 40% of the width of the street facade.

Street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks etc. are provided.

B. Non-residential street level requirements

60% of street-facing facade between 2 and 8 feet above the sidewalk shall be transparent

Non-residential uses greater than 600 sf min ave. depth of 30 feet and min depth of 15 feet from facade

Min 13 feet floor to floor

C. In Pedestrian Designated Zones

Requirements for principal pedestrian streets - N/A

D. Residential Uses along a street-level street-facing facade require:

1.) A visually prominent pedestrian entry

2.) The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4' above sidewalk grade or be set back at least 10'

23.47A.011 OUTDOOR ACTIVITIES

Outdoor activities shall be screened and landscaped

23.47A.012 STRUCTURAL HEIGHT

A. The height limit for structures in NC c zones is as designated on the official land use map- 75' permitted

C.2. Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets, and firewalls may extend up to 4 feet above the otherwise applicable height limit. Insulation, rooftop decks, etc. May extend 2 feet above height limit if enclosed by parapets or walls.

C.3. Solar collectors may extend up to 7 feet above the height limit in 65 foot zone.

C.4. The following may extend up to 15 feet above height limit with a coverage of 20% or 25% if including stair and elevator penthouses and screened mechanical equipment: Solar collectors, mechanical equipment, play equipment, wind-driven power generators, minor communications utilities, stair and elevator penthouses may extend 16 feet above height limit.

C6. The following must be located at least 10 feet from the north lot line: solar collectors, planters, clerestories, greenhouses, minor communications utilities, non-firewall parapets, play equipment

23.47A.013 – FAR

Table A (site is not within station Overlay District) 75' height = Max FAR 5.5

The following gross floor area is not counted toward FAR:

B.8. All gross floor area in child care centers

B.9. In permanent supportive housing, all gross floor area for accessory human service uses.

23.47A.014 – SETBACK REQUIREMENTS

C. Upper-level setbacks for street-facing facades. For zones with a height limit of 75 feet.

1. Portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.

3. Where a portion of the facade is set back more than 15 feet, the setback depth for that portion of the facade shall be considered 15 feet for purposes of calculating the average setback. No more than 20 percent of the portion of the structure that must be set back may have a setback of less than 5 feet.

D. Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line

E a minimum 5-foot landscaped setback may be required under certain conditions

G. Structures and projections in required setbacks

6. Setback requirements do not limit underground structures.

8. Dumpsters and other trash receptacles, except for trash compactors, located outside of structures are not permitted within 10 feet of any lot line that abuts a residential zone and must be screened per the provisions

23.47A.016 – LANDSCAPING AND SCREENING STANDARDS

A.2 Green factor of 0.3 is required

B.1 Street trees are required

Table B 6 ft. high screening at dumpsters

D.1.c.1) One tree is required for every ten surface parking spaces

Table A 18 SF required landscaped area per parking spaces

23.47A.017 MHA SUFFIX

Zone is (M) suffix in a "Low" category: and will conform with payment option

23.47A.022 – LIGHT AND GLARE STANDARDS

A. Exterior lighting must be shielded and directed away from adjacent uses

C. To prevent vehicle lights from affecting adjacent properties, driveways and parking areas for more than two (2) vehicles shall be screened from adjacent properties by a fence or wall between five (5) feet and six (6) feet in height, or solid evergreen hedge or landscaped berm at least five (5) feet in height.

23.47A.024 – AMENITY AREA

A. Required in an amount equal to 5% of the total gross floor area in residential use

B. Amenity areas shall not be enclosed,

(Bioretention and private amenity can be included)

Common area requirements: 10' min. horizontal dimension, 250 sf min. size

Private area requirements: 60 sf min. size and 6' min horizontal dimension

23.47A.032 – PARKING LOCATION AND ACCESS

A.3. In structures in c zones with residential uses: parking access is permitted across one of the side street lot lines

Pursuant to 23.47a.032c and curb cuts are permitted pursuant to 23.54.030.F.2.A.1.

B.3. In structures in c zones with residential uses: parking shall not be located between a structure and street lot line. Within a structure, parking shall be separated from the street by another permitted use. Parking to the side of a structure shall not exceed 60 ft of street frontage.

23.54.015 REQUIRED PARKING AND MAXIMUM PARKING LIMITS

Table B - Residential required parking:

All residential uses within urban centers have no minimum requirement

Table C - General Public Uses and Institutions required parking:

General public uses, institutions within urban centers have no minimum requirement

C.2. In all commercial zones, except C2 zones outside of urban villages, no more than

C1 - 75' (M) ZONING - SUMMARY

145 spaces per lot may be provided as surface parking or as flexible-use parking.

K BICYCLE PARKING

Table D – Bicycle Parking:

Multi-family = 1 long term / dwelling unit + 1 / 20 dwelling units short term

For residential uses, after the first 50 spaces are provided, additional spaces

are required at 3/4 the ratio shown in this table D.

Child care centers = 1 long term / 4,000 SF + 1 / 20 children (2 min) short term

Permanent supportive housing = No long term required + no short term required

K.2 Provide long-term in secure locations, accessed separately from vehicles, no carrying of bicycles allowed, long-term shall have full weather protection

K.3 Bicycle parking for residential uses shall be located on-site

K.9 parking spaces within dwelling units or on balconies do not count toward the required bicycle parking.

23.54.030 PARKING SPACE STANDARDS

B.2.c Nonresidential Uses: When 20 or more parking spaces are provided, a minimum of 35 percent of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of 65 percent of the parking spaces may be striped for small vehicles. A minimum of 35 percent of the spaces shall be striped for large vehicles.

D.2.a Nonresidential Driveways

1) The minimum width of driveways for one way traffic shall be 12 feet and the maximum width shall be 15 feet. or

2) The minimum width of driveways for two way traffic shall be 22 feet and the maximum width shall be 25 feet.

E.1 Parking aisle for 90 degree stalls small = 20', medium = 22', large = 24'

F.2.b. For two-way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet

G.2 For two way driveways 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway with a sidewalk. The entrance and exit lanes shall be clearly identified.

L. Electronic Vehicle charging infrastructure: Residential parking in garage for multiple residences min 20% of provided spaces shall be EV-ready. Must include at least one accessible parking space.

23.54.035 LOADING BERTH

N/A - not required for residential, commercial spaces too small (under 40,000 sf)

23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE

Table A -

More than 100 dwelling units = 575 sf + 4 sf for each add'l unit above 100

51-100 dwelling units = 375 sf + 4 sf for each add'l unit above 50

5,001 sf - 15,000 sf = 125 sf

B. Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements for residential development, plus 50 percent of the requirement for non-residential development; space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided.

C. Minimum area for storage space may be reduced by 15% if minimum horizontal dimension is 20'

D. Minimum horizontal dimension of required storage is 12'

23.58C.025 APPLICABILITY AND GENERAL REQUIREMENTS

C. Exemptions. Development is exempt from the requirements of this chapter 23.58c if it receives public funding and/or an allocation of federal low-income housing tax credits, and is subject to a regulatory agreement, covenant or other legal instrument recorded on the property title and enforceable by the city of Seattle, Washington state housing finance commission, state of Washington, King County, U.S. Department of Housing and Urban Development, or other similar entity as approved by the director of housing, which restricts at least 40 percent of the units to occupancy by households earning no greater than 60 percent of median income, and controls the rents that may be charged, for a minimum period of 40 years.

05 DESIGN GUIDELINES

DESIGN GUIDELINES

CS1 NATURAL SYSTEMS AND SITE FEATURES

CS1-E-2 WATER



Photo Credit: Runberg Architecture Group

ADDING INTEREST WITH PROJECT DRAINAGE: Use project drainage systems as opportunities to add interest to the site through water-related design elements. Features such as trees, rain gardens, bioswales, green roofs, fountains of recycled water, and/or water art installations can create movement and sound, air cooling, focal points for pedestrians, and habitats which may already be required to manage on-site stormwater and allow reuse of potable water for irrigation.

RESPONSE: For stormwater, this project will utilize lush swales for on-site infiltration as much as possible, integrating bioretention planters into a cohesive landscape design.

CS2 URBAN PATTERN AND FORM

CS2-B-2 ADJACENT SITES, STREETS, AND OPEN SPACES



Photo Credit: BCRA

CONNECTION TO THE STREET: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

RESPONSE: The project will reinforce the urban grid by locating the mass along the stronger urban edges of Aurora Ave and N 125th St. The project seeks to improve safety on this block by making strong connections to the street with lobby entrances and well-placed management offices. In addition, the project offers relief to the pedestrian experience along Aurora by providing a landscaped buffer. The preschool entrance connects to the quieter N 125th St.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

CS3-A-4 EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES



Photo Credit: Runberg Architecture Group

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.

RESPONSE: The site is located on an underdeveloped block surrounded by low-rise construction to the north, south and east. Since the project will be highly visible on most sides, the building will be designed to create visual interest on all facades. Proposal will locate interior functions that are rich with human activity near the street. Developing the corner of Aurora N Ave and N 125th St will strengthen the urban grid and provide a strong design for future development to take design cues from.

PL1 CONNECTIVITY

PL1-A-2 NETWORK OF OPEN SPACES

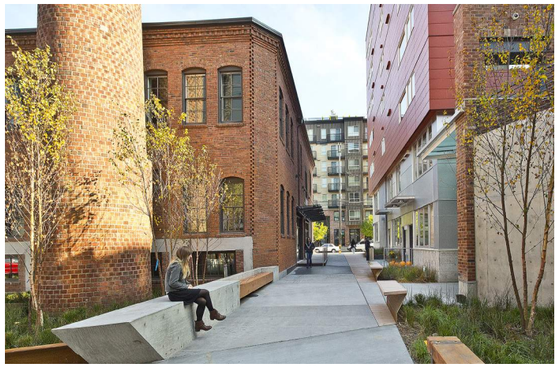


Photo Credit: Runberg Architecture Group

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.

RESPONSE: This project will propose a widened sidewalk and landscape buffer so pedestrians have protection against the busy, formidable Aurora Ave. There will be a small, recessed semi-public courtyard at the entrance between both buildings that connects visually to the larger courtyard at the heart of the project. The larger courtyard is provided with maximum impact by leveraging visual connections to the large greenspace to the west.

PL1 CONNECTIVITY
PL1-B WALKWAYS AND CONNECTIONS

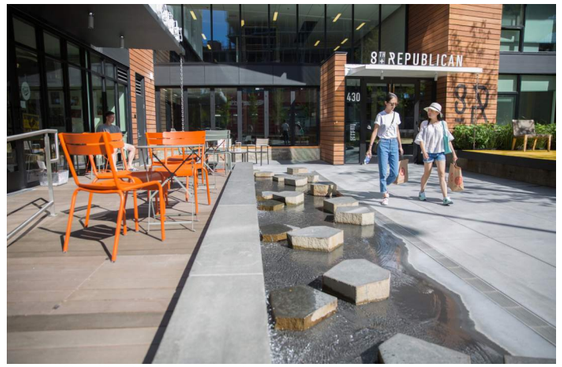


Photo Credit: Runberg Architecture Group

1. PEDESTRIAN INFRASTRUCTURE: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

3. PEDESTRIAN AMENITIES: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

RESPONSE: This proposal will include improving the existing sidewalk and curb along Aurora Ave and creating a new sidewalk along 125th St.

PL2 WALKABILITY
PL2-A ACCESSIBILITY


Photo Credit: Runberg Architecture Group

1. ACCESS FOR ALL: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate "back door" entrances for persons with mobility limitations.

2. ACCESS CHALLENGES: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges. Examples include exterior stairs and landings, escalators, elevators, textured ground surfaces, seating at key resting points, through-block connections, and ramps for wheeled devices (wheelchairs, strollers, bicycles).

RESPONSE: Due to the senior population of the permanent supportive housing, it is important that the project provide appropriate hardscaping to facilitate accessibility.

PL2 WALKABILITY
PL2-B SAFETY AND SECURITY



Photo Credit: Runberg Architecture Group

EYES ON THE STREET: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

RESPONSE: Project perimeter will be well-lit and transparent. Landscaping will provide an attractive environment while maintaining visual access and enhancing pedestrian safety.

PL4 ACTIVE TRANSPORTATION
PL4-B PLANNING AHEAD FOR BICYCLISTS


Photo Credit: Runberg Architecture Group

1. EARLY PLANNING: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

3. BIKE CONNECTIONS: Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

RESPONSE: This project will add an additional sharrow lane to 125th St (only one currently) per the Seattle Bicycle Master Plan. This will better and more safely connect the site to the Interurban Trail.

DESIGN GUIDELINES

DC1 PROJECT USES AND ACTIVITIES
DC1-A-4 ARRANGEMENT OF INTERIOR USES

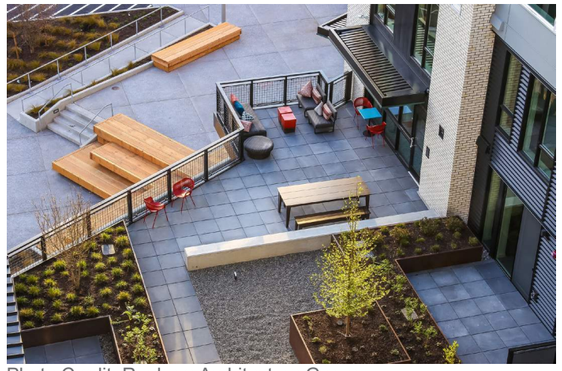


Photo Credit: Runberg Architecture Group

VIEWS AND CONNECTIONS: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

RESPONSE: Open spaces between both buildings will not be completely isolated from one another, but there will be smaller, more private “nooks”. The plaza will have room for large common gatherings. There will be a strong relationship between interior common uses and outdoor spaces in both buildings.

DC1 PROJECT USES AND ACTIVITIES
DC1-C PARKING AND SERVICE USES

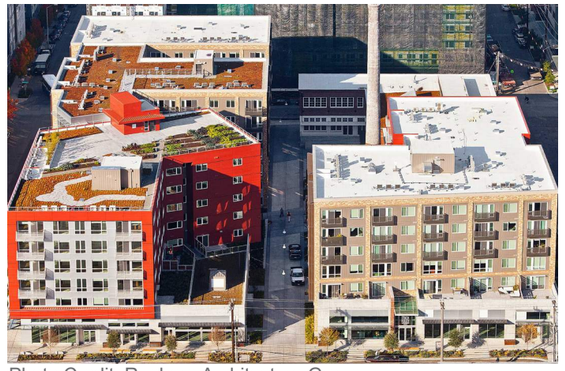


Photo Credit: Runberg Architecture Group

2. VISUAL IMPACTS: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.

3. MULTIPLE USES: Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

RESPONSE: The driveway should act as a woonerf or play street. It will be located off of 125th St, not the busier Aurora Ave. The surface parking will be screened and protected by a landscape buffer from the adjacent cemetery property

DC2 ARCHITECTURAL CONCEPT
DC2-A-1 MASSING



Photo Credit: Runberg Architecture Group

SITE CHARACTERISTICS AND USES: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

RESPONSE: The massing was designed so that the courtyard and screened surface parking backs up to cemetery. This orientation also lends to having the courtyard well illuminated with western sunlight, as well as residents not having a direct view to the cemetery.

DC3 OPEN SPACE CONCEPT
DC3-B-4 OPEN SPACE USES AND ACTIVITIES



Photo Credit: Runberg Architecture Group

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 (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

RESPONSE: The open space will include play elements that may incorporate sound to counter the traffic noise from Aurora Ave and N 125th St. There will be a separate play area for residents from the preschool playground, which will include more multi-use play equipment. Smaller gathering areas for residents to socialize and participate in outdoor recreation will also be provided.

BITTER LAKE URBAN DESIGN FRAMEWORK
DESIGN GUIDELINES OVERVIEW



While the project site is not within the planned Bitter Lake Village Center, we still plan to incorporate the Urban Design Framework (UDF) principles into the design.

Many of the guiding principles noted within the Bitter Lake UDF can still be implemented on this project site and will help to create a cohesive design throughout the broader Bitter Lake Urban Village. Main themes are centered around; improving the streetscape for an enhanced pedestrian experience by incorporating landscaping, ranges of open spaces, and activated street level uses.

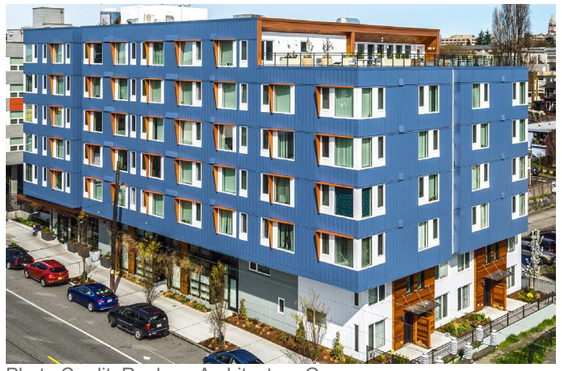


Photo Credit: Runberg Architecture Group

3.1 GUIDING PRINCIPLES:

Create a highly walkable neighborhood shopping district with a mix of street-level stores and housing above, a network of walkways, and gathering areas.

Designate a high-quality, dense, multifamily neighborhood, building on existing housing development.

RESPONSE: The project will add to the density of the neighborhood by adding two multifamily buildings with approximately 214 units in total. A focus on improving walkability by enhancing the streetscape will also support Bitter Lake's overarching goals for the entire Urban Village.



Photo Credit: Runberg Architecture Group

3.4 WALKABLE RESIDENTIAL DISTRICT:

Create attractive street front by encouraging ground-related residences, minimal setbacks, or well-designed and landscaped courtyard entries and plazas.

Locate parking under buildings or away from the street front.

RESPONSE: Parking will be located along the western edge of the project site, adequately screened from both 125th's and Aurora's street frontage. The courtyard and right of way design will prioritize well-designed landscaping to create a safer and more walkable pedestrian experience. A widened sidewalk and planting strip will be incorporated along Aurora to aid in softening the street edge and creating a buffer for pedestrians.

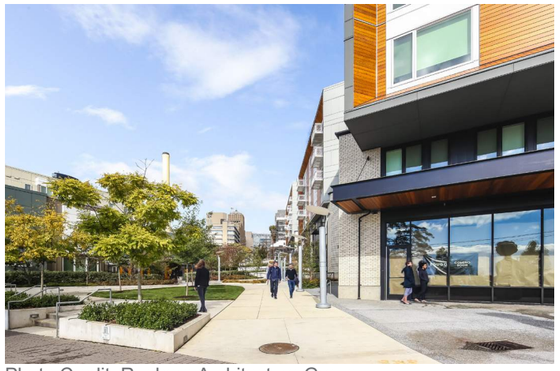


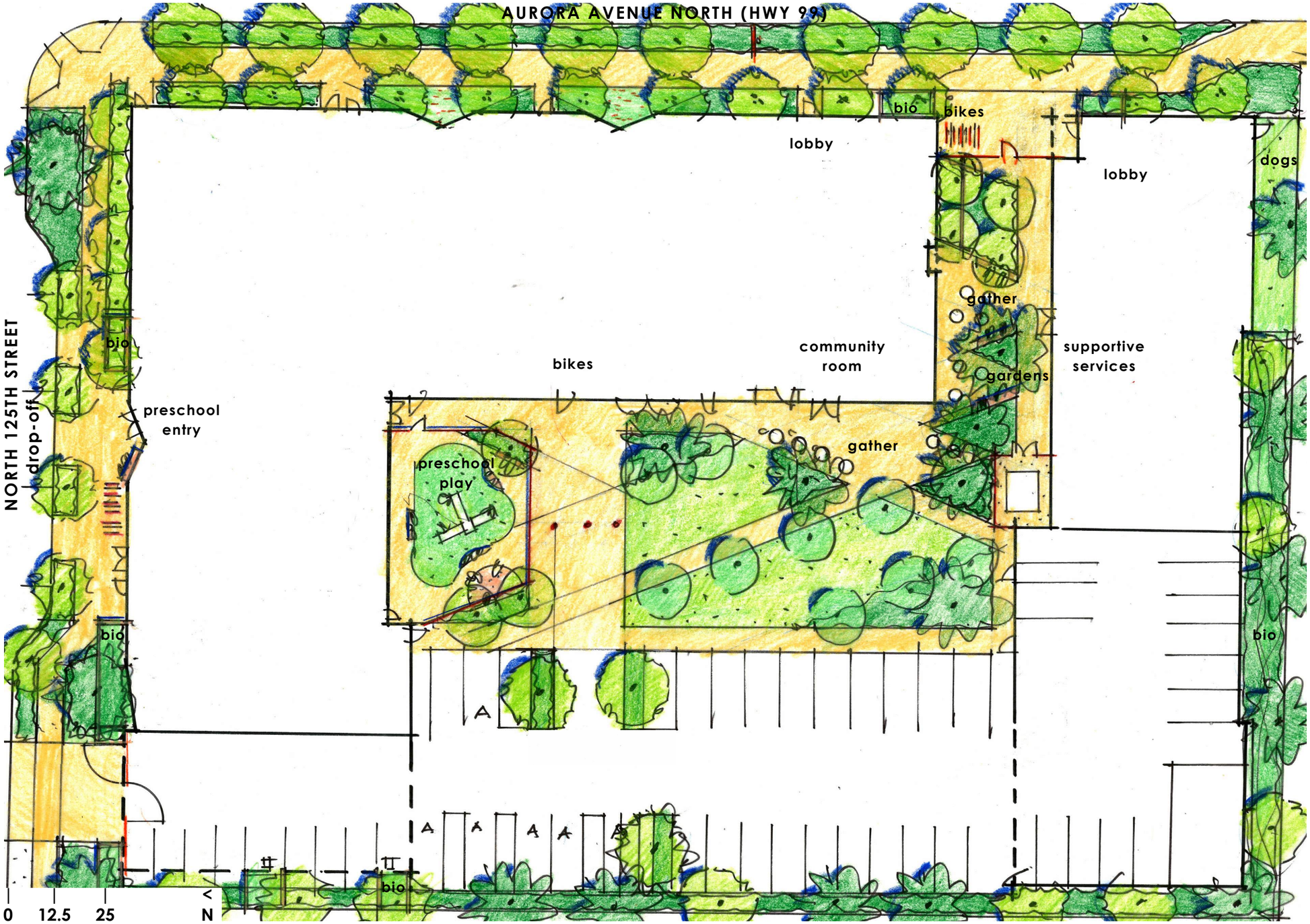
Photo Credit: Runberg Architecture Group

3.7 PUBLIC AND PRIVATE OPEN SPACE:

Work with private development to create a range of open space opportunities including play areas, gathering spaces, and gardens.

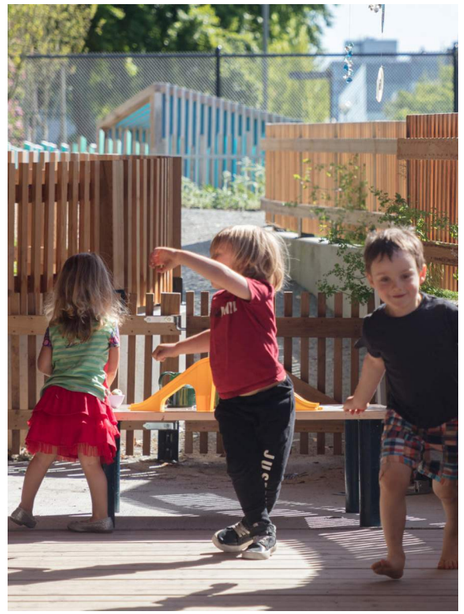
RESPONSE: The project will provide several options for gathering throughout the courtyard, and will provide a play area for the residents of the building to use.

LANDSCAPE CONCEPT





gardens and gathering



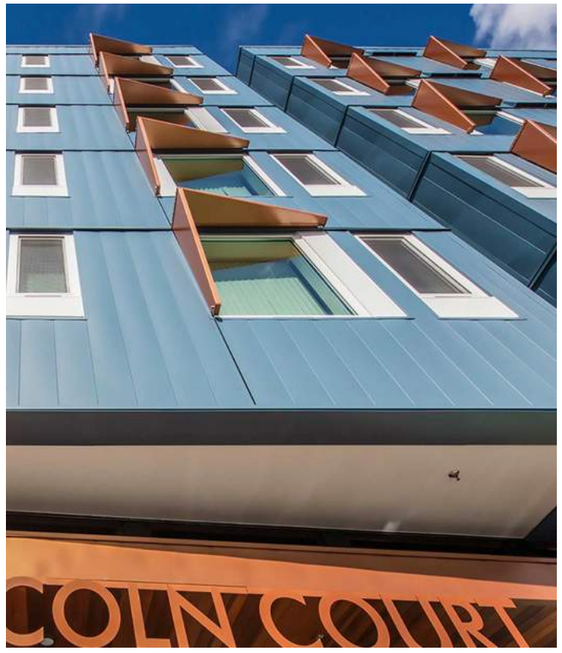
preschool play.

PAGE INTENTIONALLY LEFT BLANK

ARCHITECTURAL INSPIRATIONS

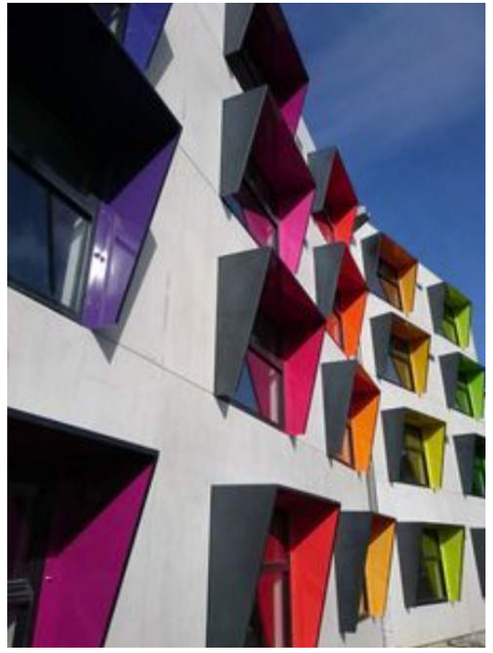
FACADES THAT CHANGE WITH THE PATH OF THE SUN

Photo Credit: Runberg Architecture Group



SUNSHADES

Photo Credit: Australian Institute of Architects



SUNSHADES + ANGLED FACADES

Photo Credit: Yener Torun - Istanbul



COLORFUL BAYS OR WINDOW SURROUND

Photo Credit: Edwina Benner Plaza - David Baker Architects



FOLDED FACADES

Photo Credit: Rosa Parks Housing - Landon Bone Baker

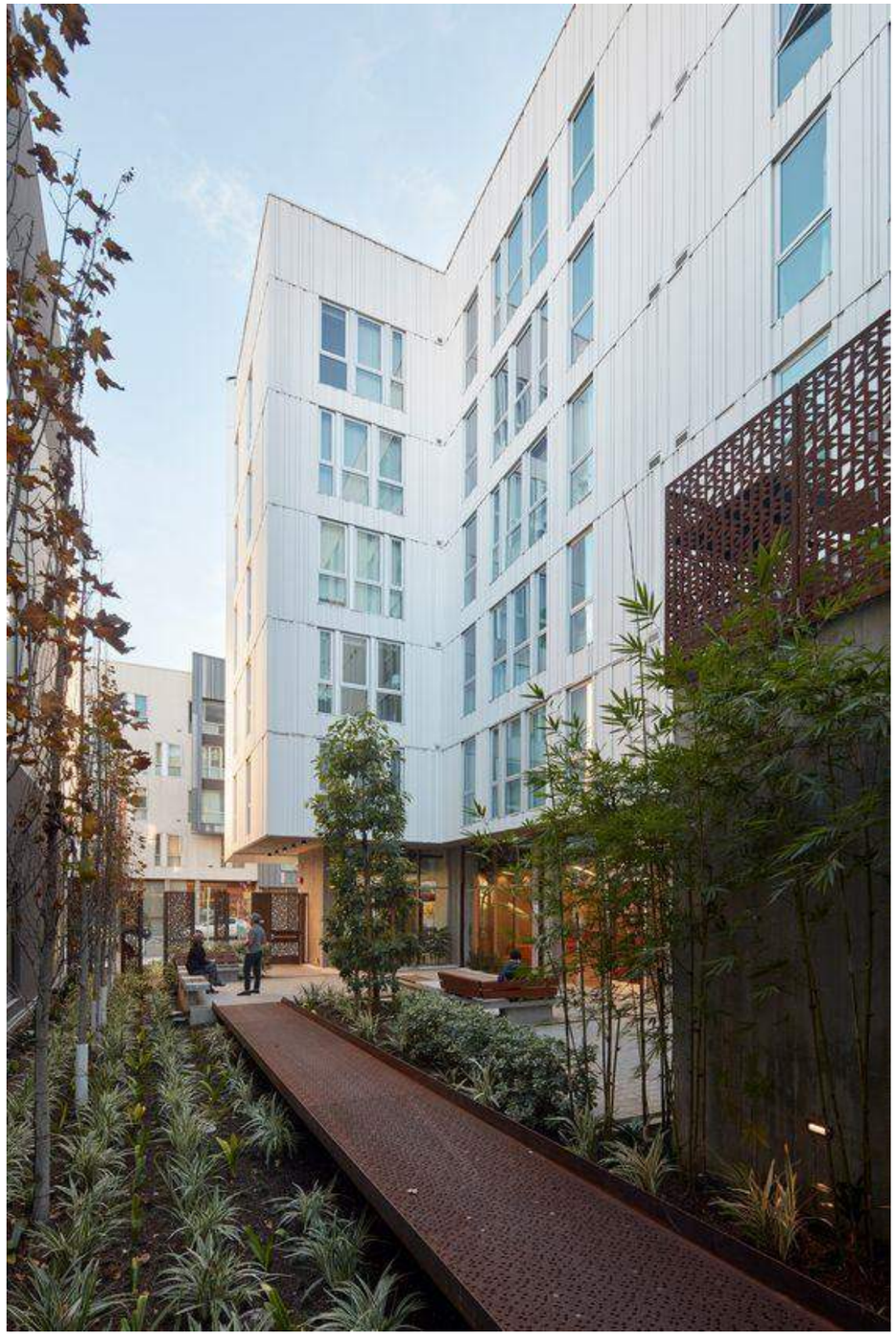




COLORFUL BAYS

ARCHITECTURAL INSPIRATIONS

Photo Credit: 388 Fulton - David Baker Architects



LIGHT COLORS + TEXTURES

Photo Credit: Bertrand Massie



COURTYARD FACADE LANGUAGES

COLORFUL GROUPINGS

Photo Credit: Runberg Architecture Group



DYNAMIC CUTS

Photo Credit: MAJT Residence Atrihome



INSIDE TO OUTSIDE TRANSITION

ARCHITECTURAL INSPIRATIONS

STRONG BOOKENDS AT BUILDING CORNERS

Photo Credit: Drom



PERMANENCE THROUGH REGULARITY + GROUNDED FORM

Photo Credit: B612



PERMANENCE THROUGH SOLIDITY

Photo Credit: Helix Architects



SOLIDITY + TEXTURE

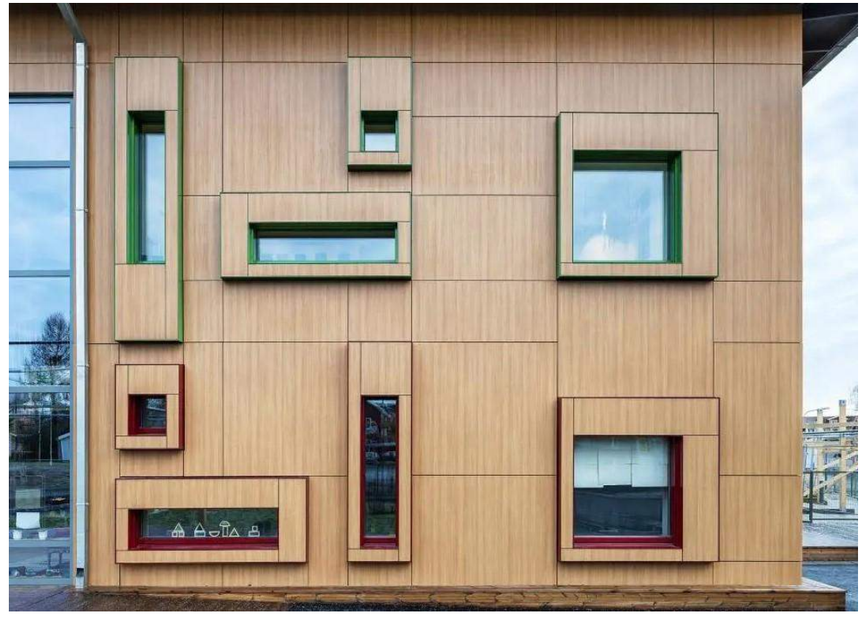
BUILDING BASE + EARLY LEARNING

Photo Credit: Kadawittfeldarchitektur



ORDERED WHIMSY

Photo Credit: Sweco



RESTRAINED WHIMSY

06 ARCHITECTURAL MASSING CONCEPTS

PAGE INTENTIONALLY LEFT BLANK



C-Shape Workforce Building and S Permanent Supportive Housing Bar

OPTION A - CODE COMPLIANT

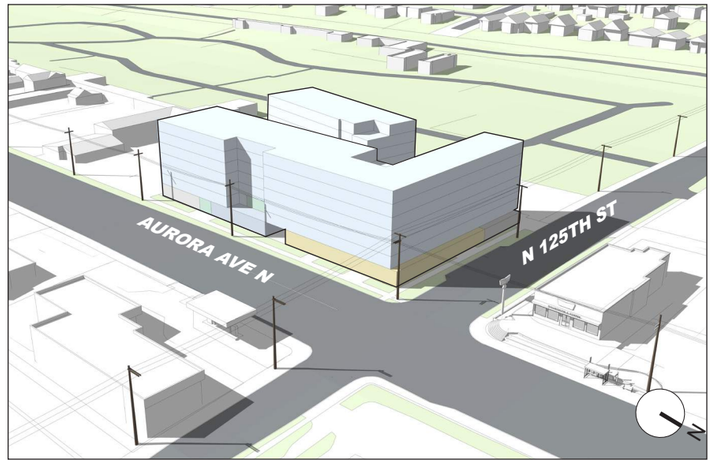
- Unit Count = Approx. 264 (144 WFH; 120 PSH)
- Approx. 159,100 GSF residential
- Approx. 10,000 GSF preschool
- Includes 13% three bedroom units in Workforce Housing
- FAR = 3.49

PROS:

- Maximizes potential residential development
- Levels 2-7 are setback along NE (due to powerlines), softening the transition to adjacent low-rise buildings

CONS:

- Narrow, separated courtyards



NE L-Shape Workforce Building and Angled W Permanent Supportive Housing Bar

OPTION B

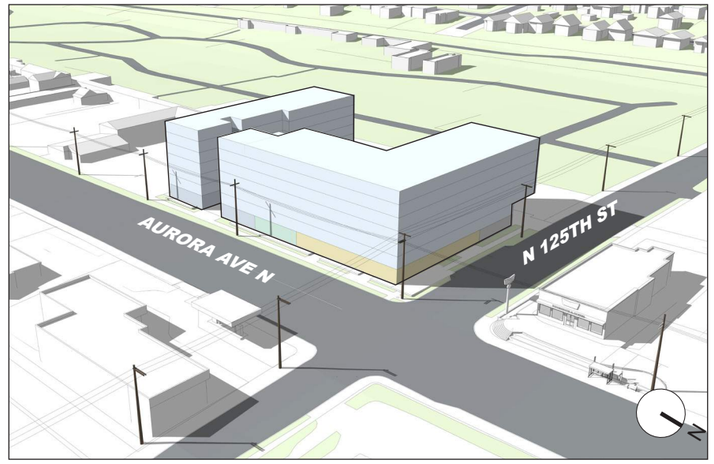
- Unit Count = Approx. 260 (165 WFH; 95 PSH)
- Approx. 152,000 GSF residential
- Approx. 10,000 GSF preschool
- Includes 11% three bedroom units in Workforce Housing
- FAR = 3.32
- Departure required for residential use at street level
- Departure required for compliant amenity area to include covered outdoor and indoor amenity areas.

PROS:

- Opportunity to connect driveway to adjacent parking lot
- Long facade along Aurora Ave will act as barrier from loud, busy street

CONS:

- Senior housing will have views to courtyard
- Courtyard broken up by driveway
- Entry to PSH building is within site, not off of street
- Single-loaded corridor along north is less efficient



NE L-Shape Workforce Building and S Permanent Supportive Housing Bar w/ Central Courtyard

OPTION C - PREFERRED

- Unit Count = Approx. 214 (124 WFH; 90 PSH)
- Approx. 132,500 GSF residential
- Approx. 10,000 GSF preschool
- Includes 13% three bedroom units in Workforce Housing
- FAR = 3.07
- Departure required for residential use at street level

PROS:

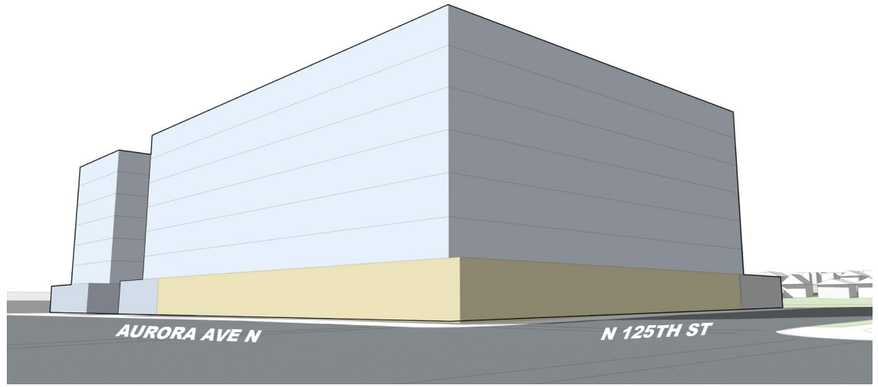
- Courtyard located to take advantage of western sunlight
- Ability for both buildings to have prominent building entries
- More space given between buildings and cemetery
- Optimal natural light provided to all sides of each building
- Strong street edge along N125th St and Aurora Ave N

CONS:

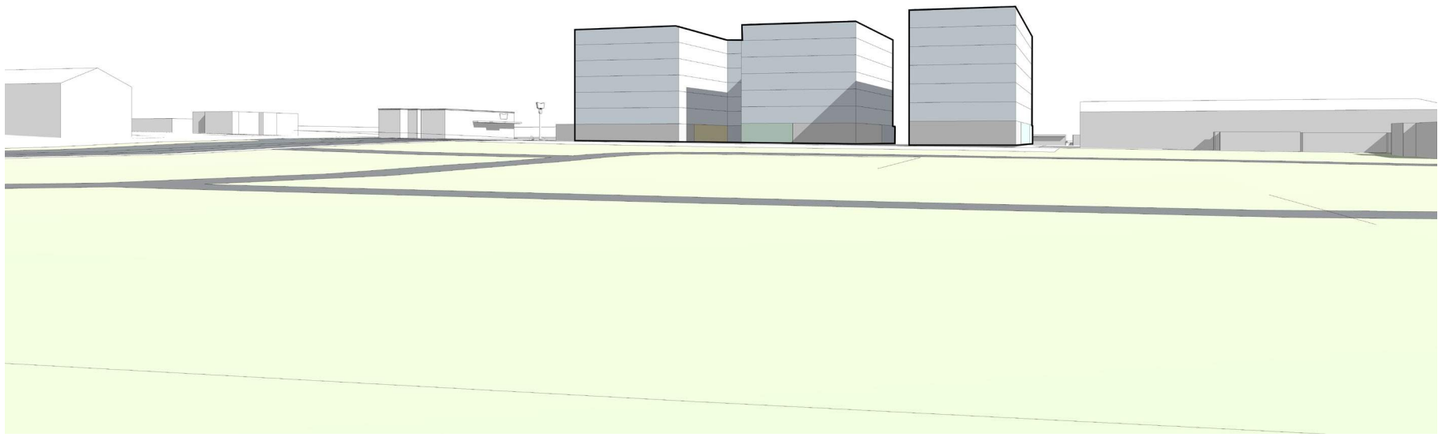
- Gap between buildings along Aurora Ave will let street noise into courtyard

MASSING OPTIONS - OPTION A

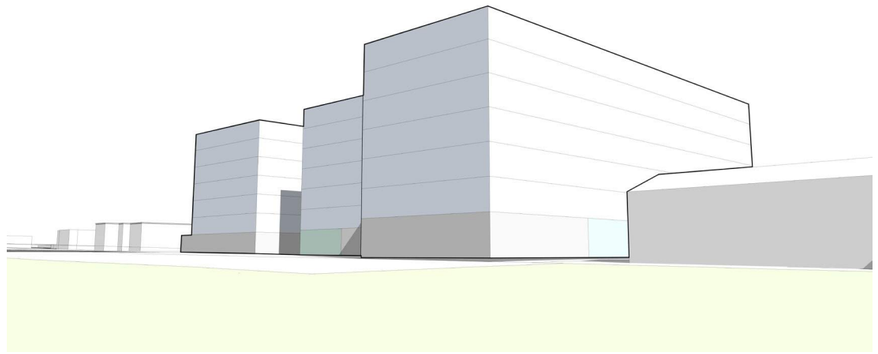




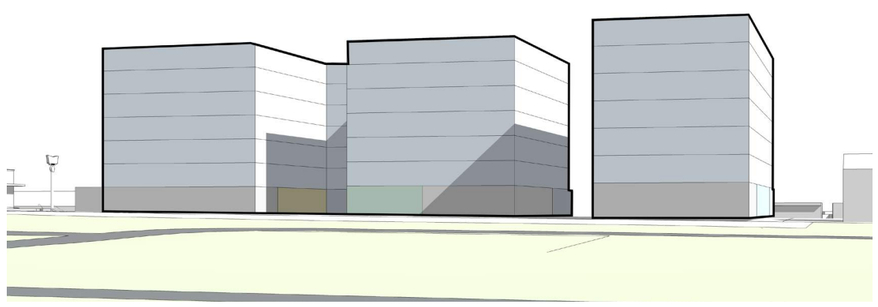
STREET LEVEL VIEW FROM THE CORNER OF AURORA AVE N AND N 125TH AVE



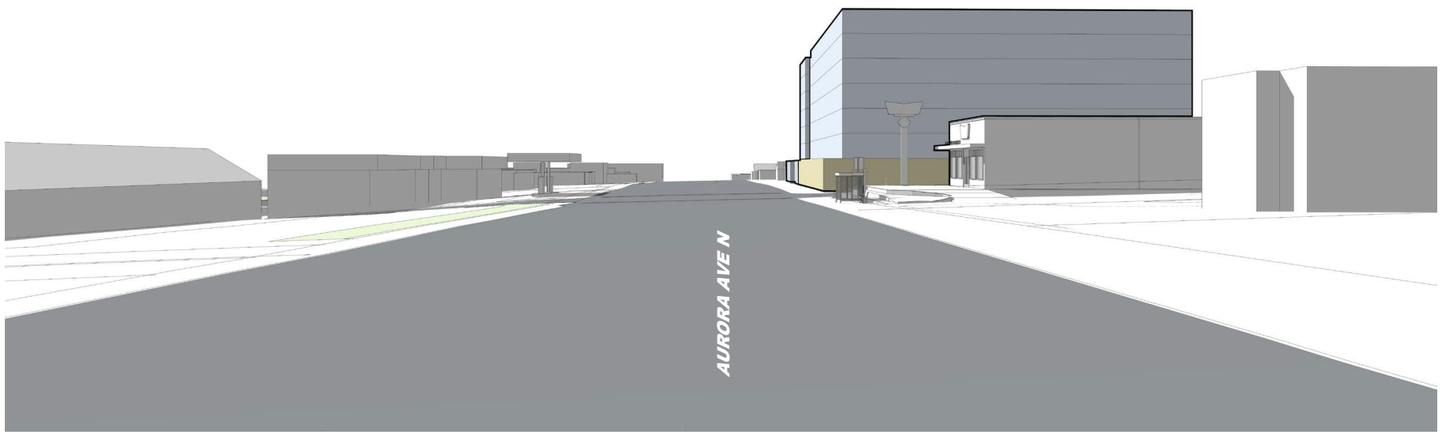
VIEW FROM INTERURBAN TRAIL



VIEW FROM CEMETERY



VIEW OF COURTYARD



STREET LEVEL VIEW FROM AURORA AVE N

FLOOR PLAN LAYOUTS - OPTION A

RESIDENTIAL

OUTDOOR SPACE

MEP

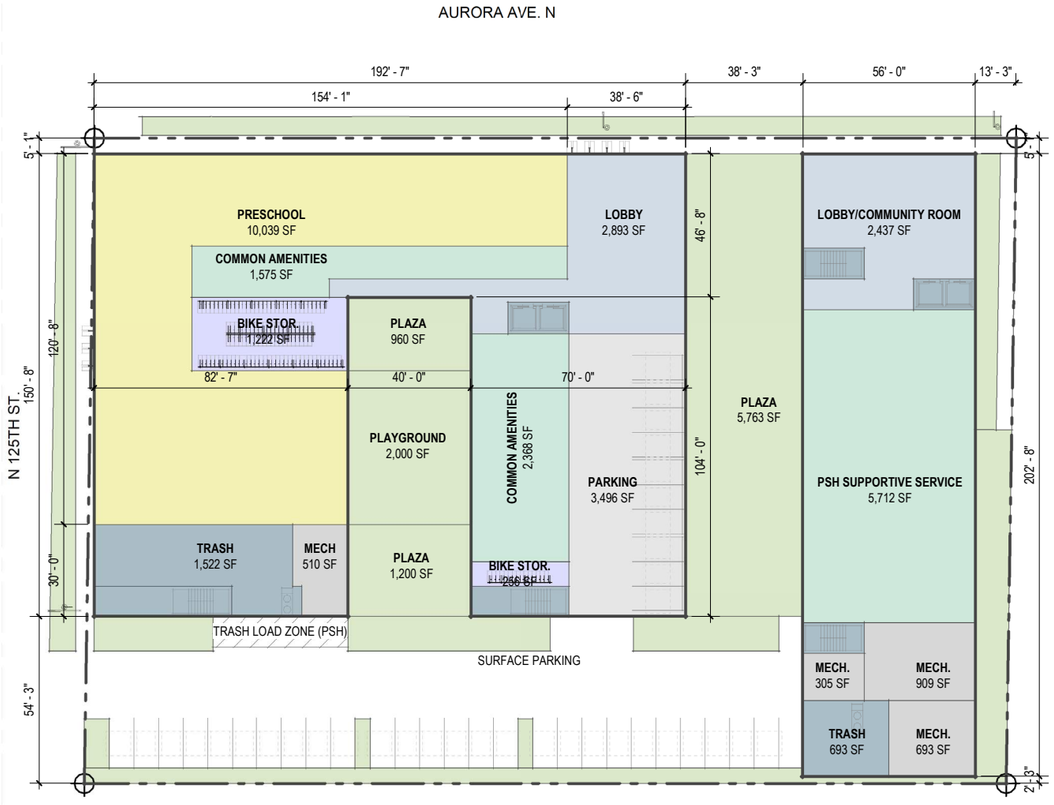
LOBBY/ CIRCULATION

INSTITUTION

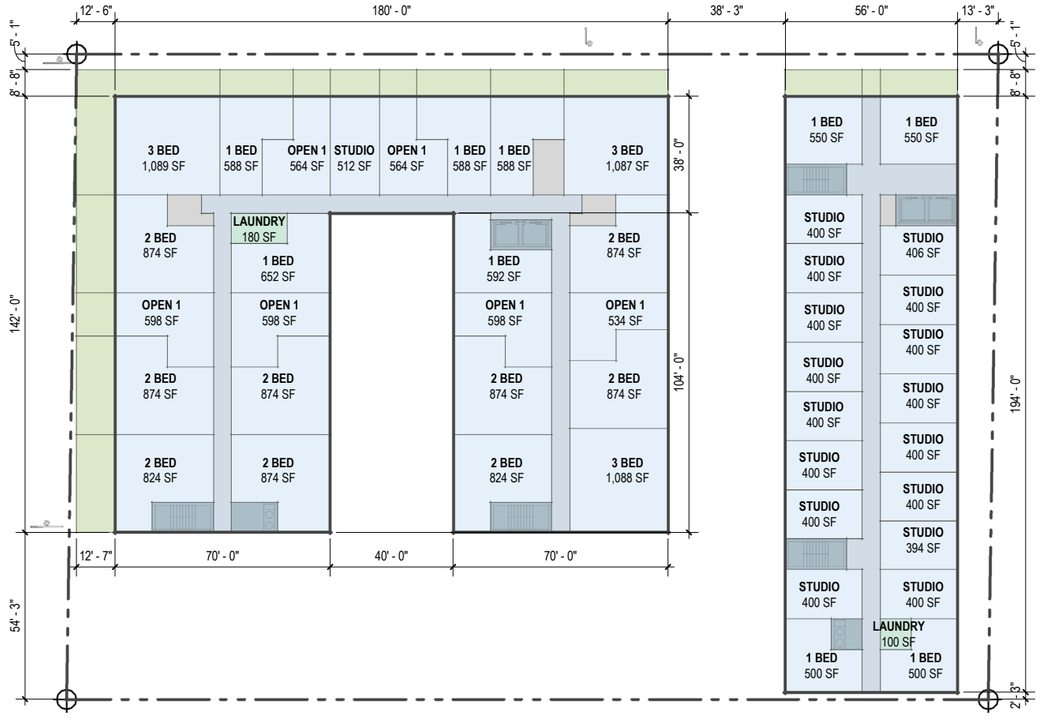
STORAGE

AMENITY SPACE

PARKING

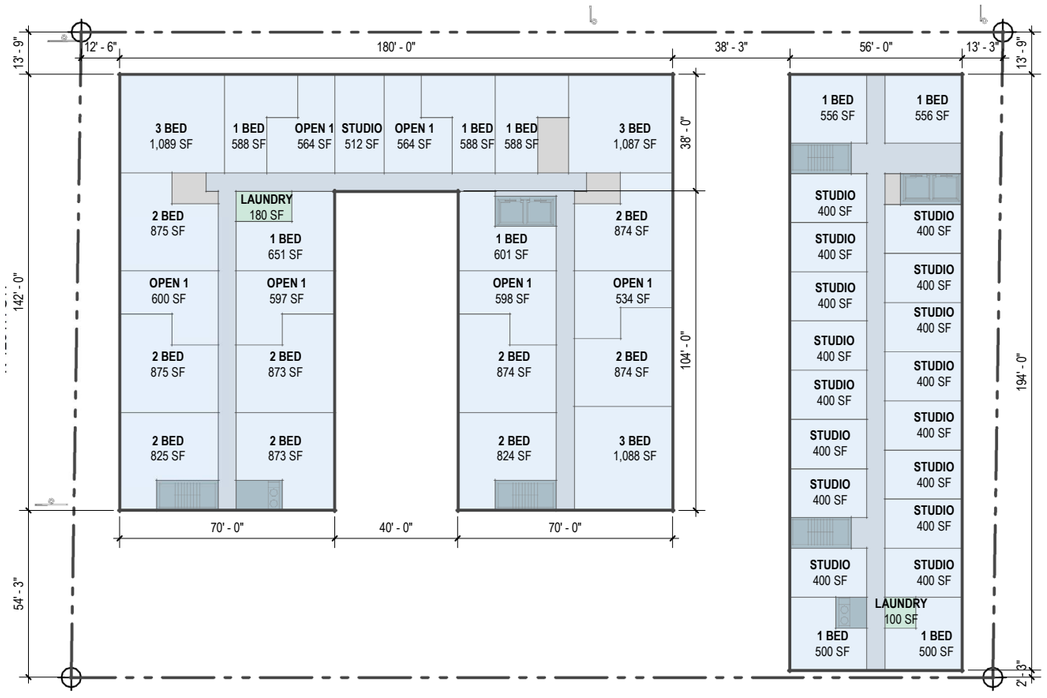


LEVEL 1 FLOOR PLAN

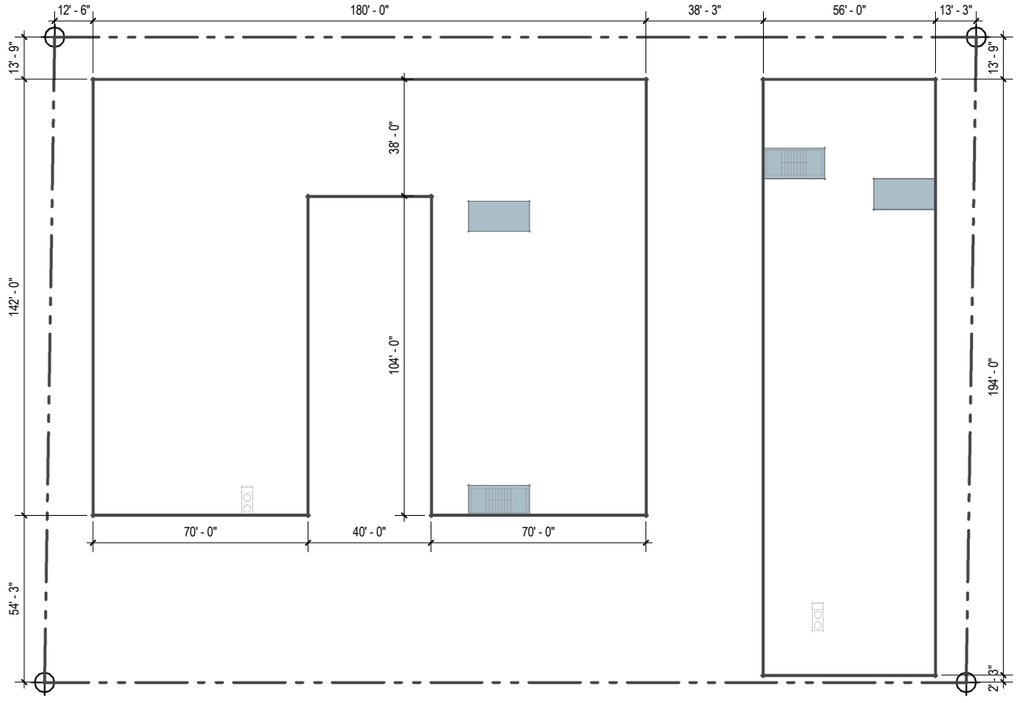


LEVEL 2 FLOOR PLAN

N



LEVELS 3-7 FLOOR PLAN

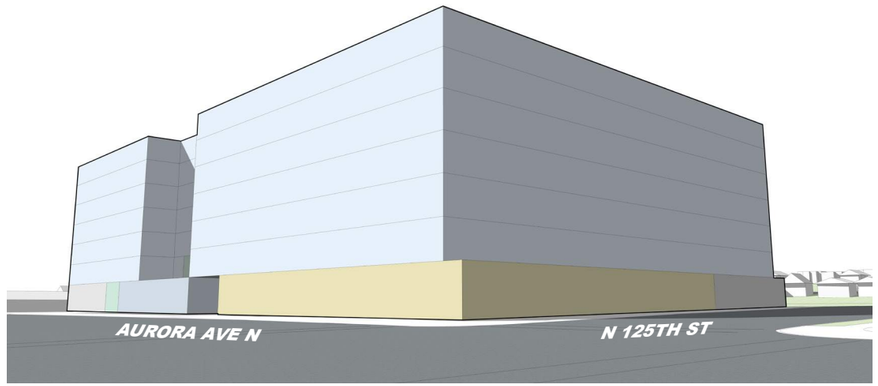


ROOF PLAN

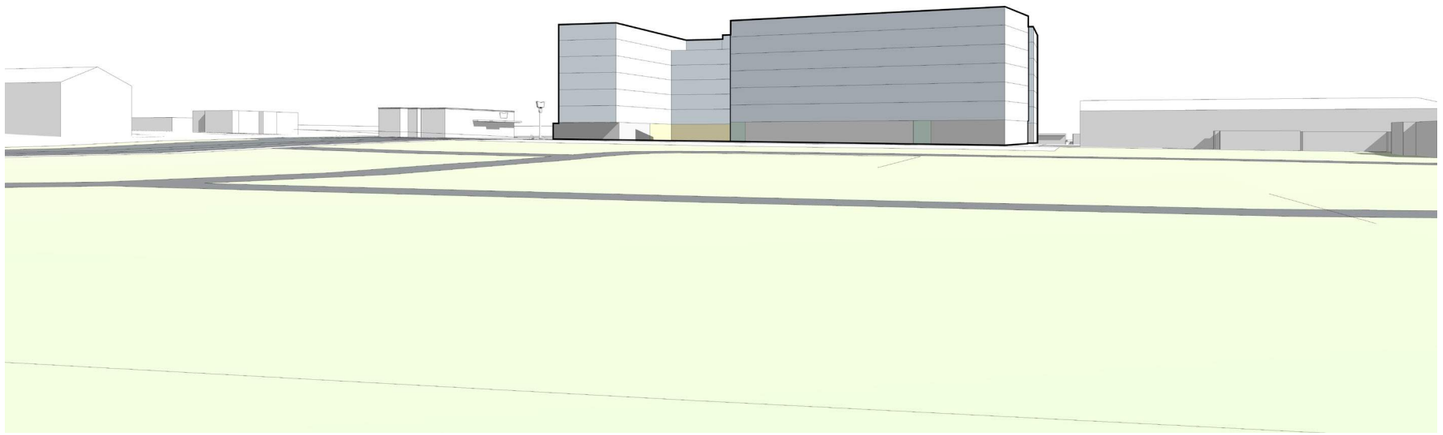
N

MASSING OPTIONS - OPTION B

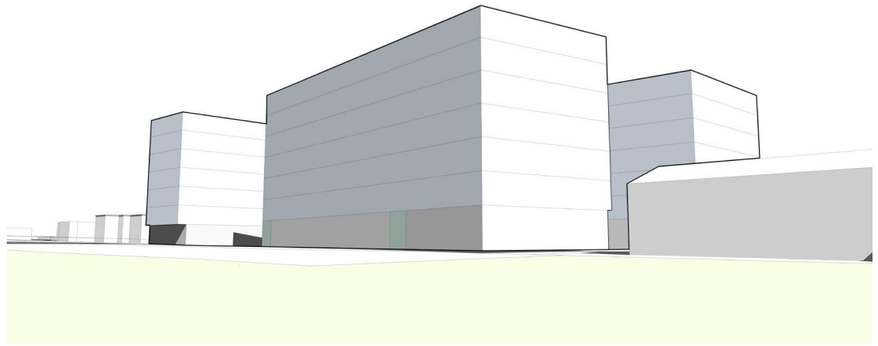




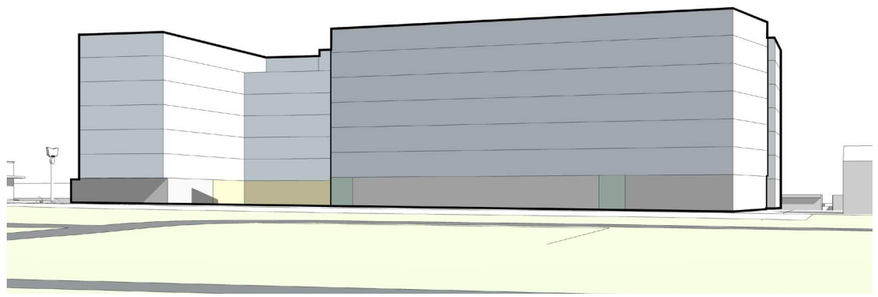
STREET LEVEL VIEW FROM THE CORNER OF AURORA AVE N AND N 125TH AVE



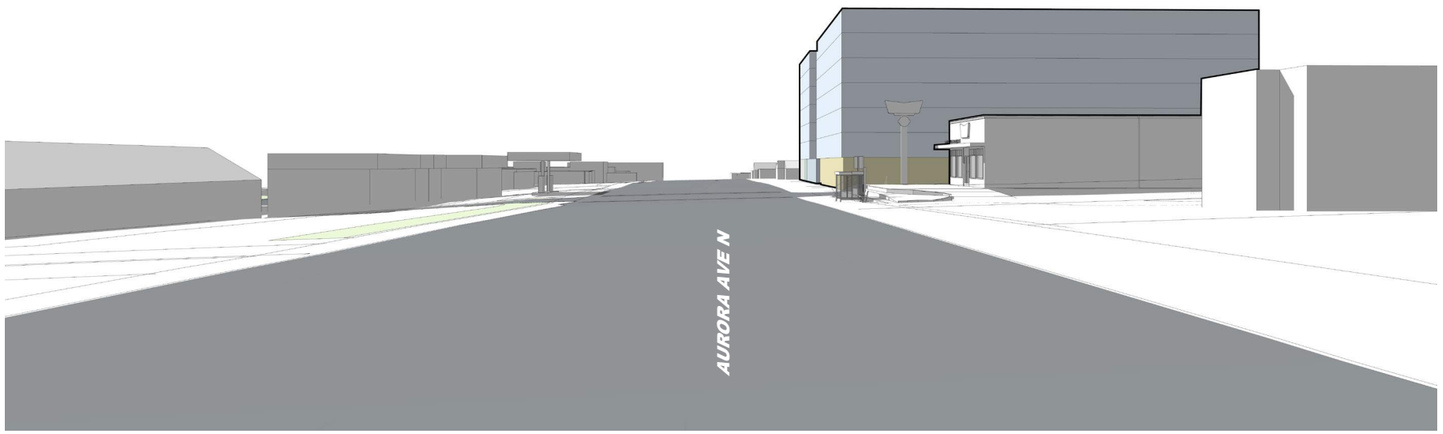
VIEW FROM INTERURBAN TRAIL



VIEW FROM CEMETERY



VIEW OF COURTYARD



STREET LEVEL VIEW FROM AURORA AVE N

FLOOR PLAN LAYOUTS - OPTION B

RESIDENTIAL

OUTDOOR SPACE

MEP

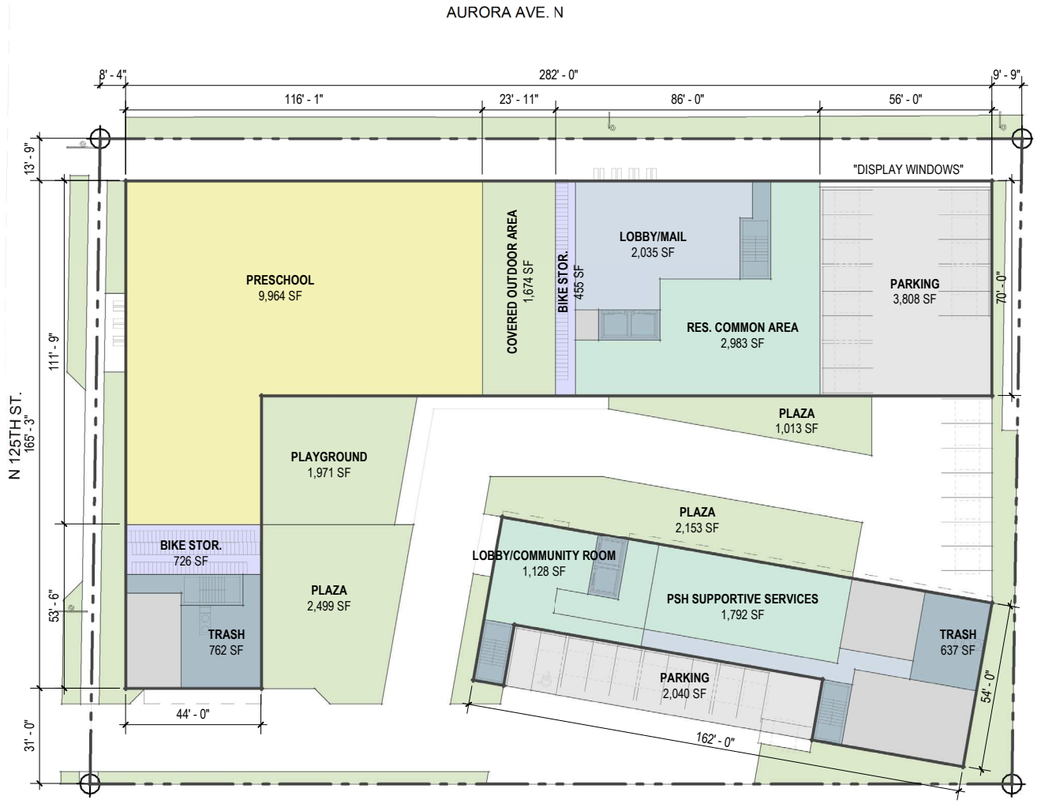
LOBBY/ CIRCULATION

INSTITUTION

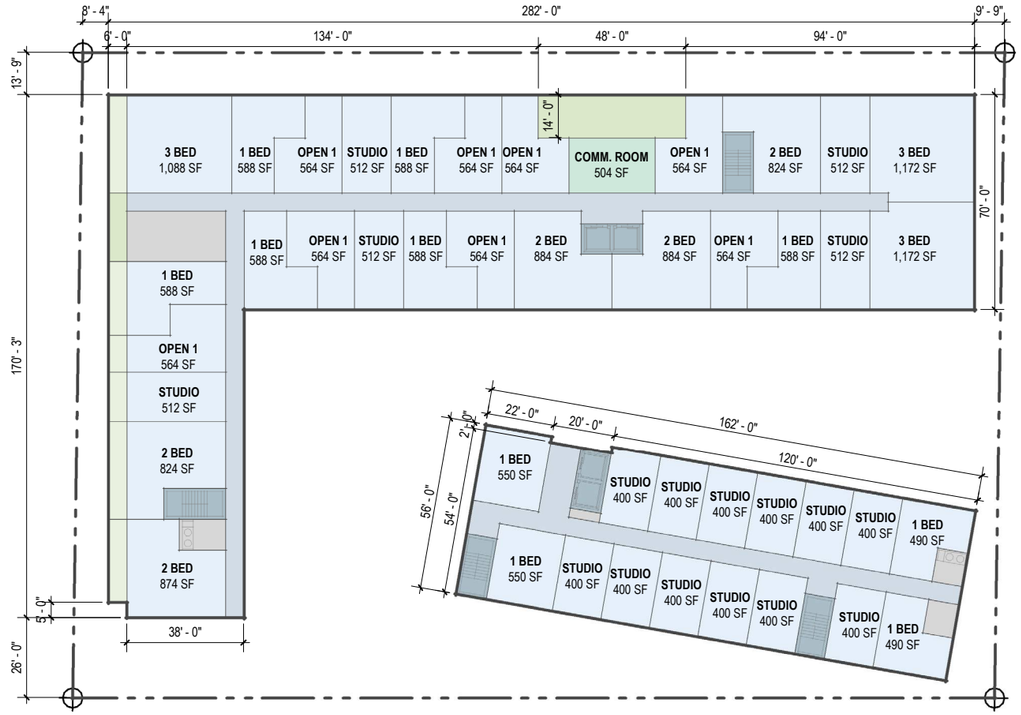
STORAGE

AMENITY SPACE

PARKING

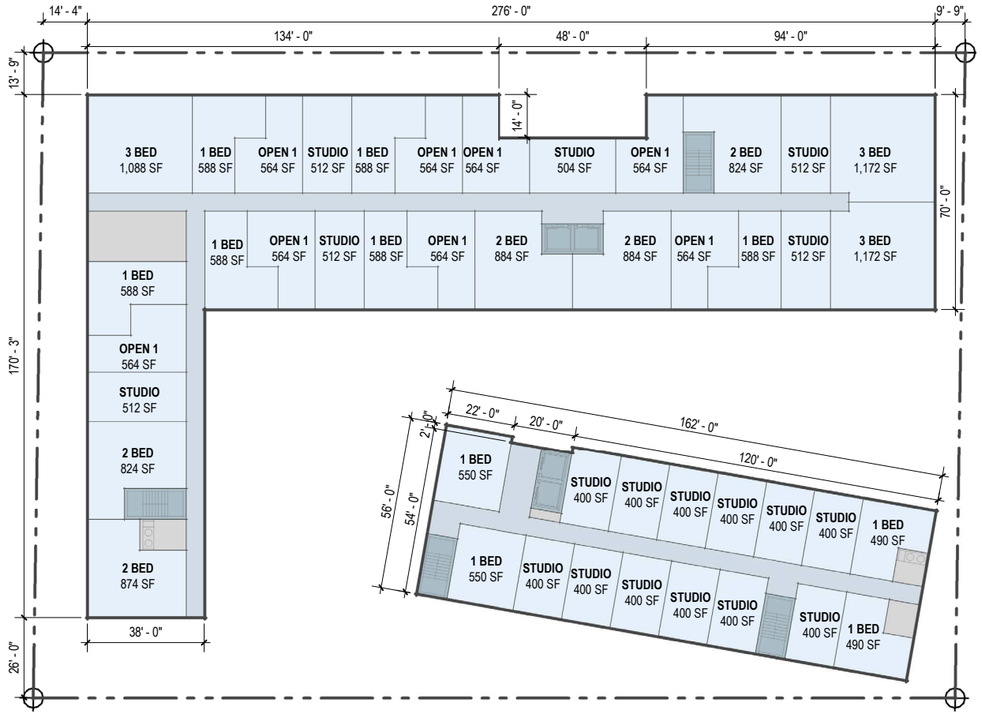


LEVEL 1 FLOOR PLAN

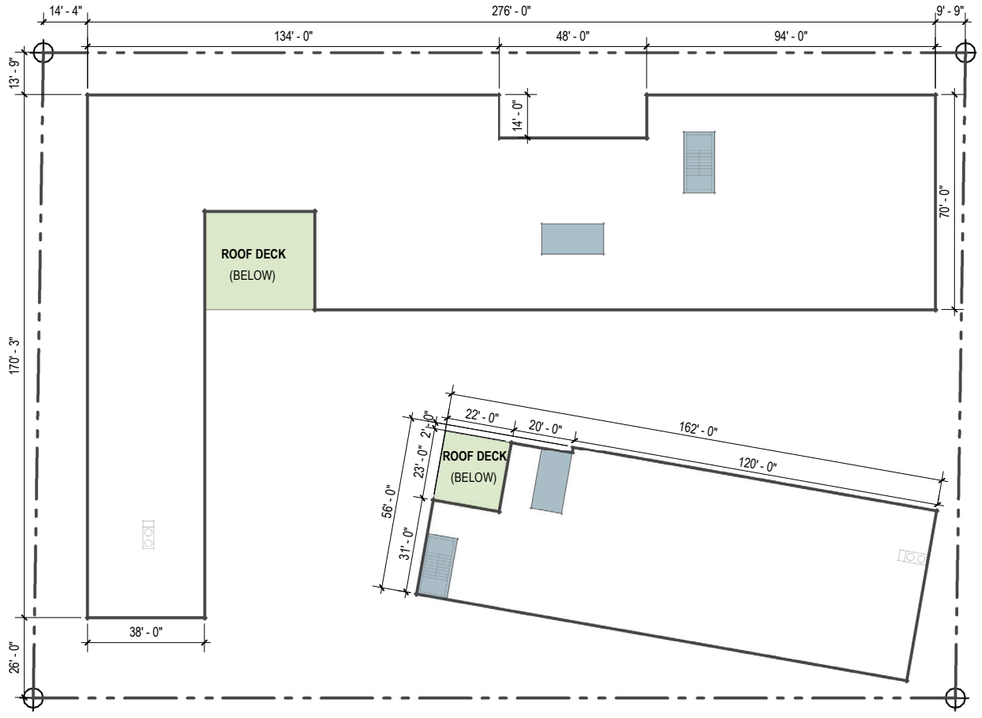


LEVEL 2 FLOOR PLAN

N



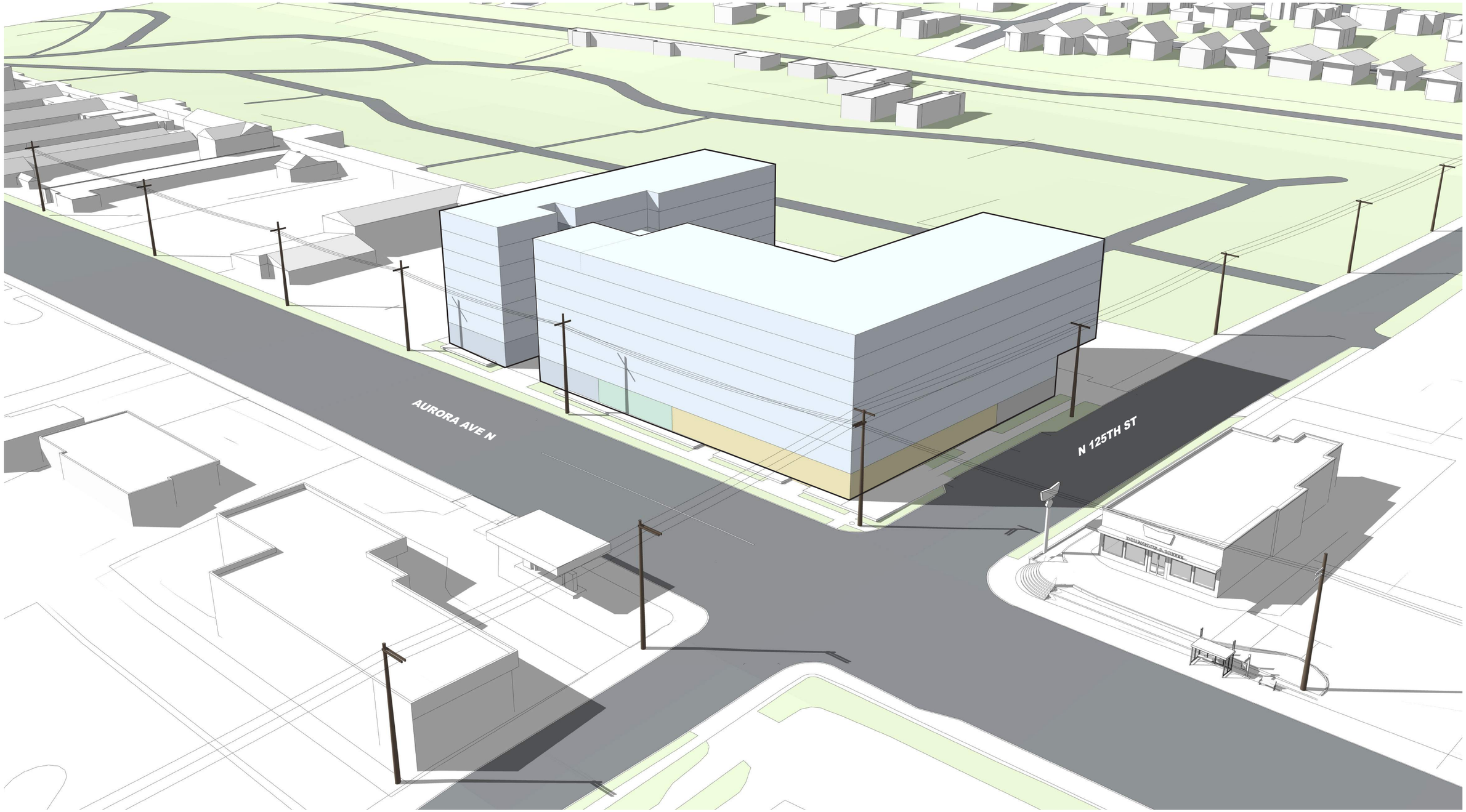
LEVELS 3-6 FLOOR PLAN

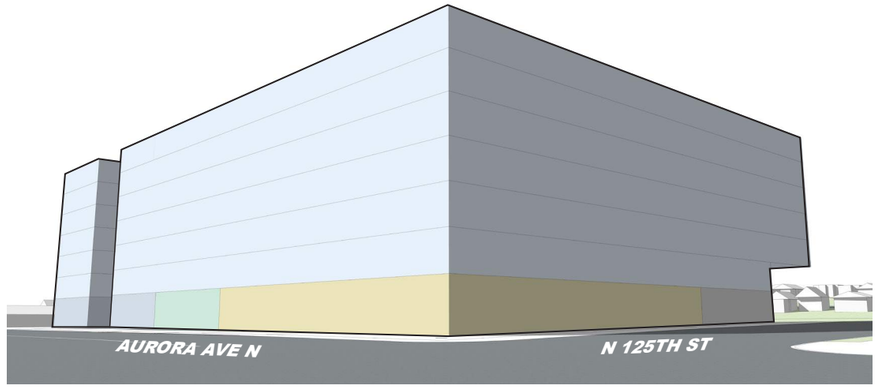


LEVEL 7 / ROOF PLAN

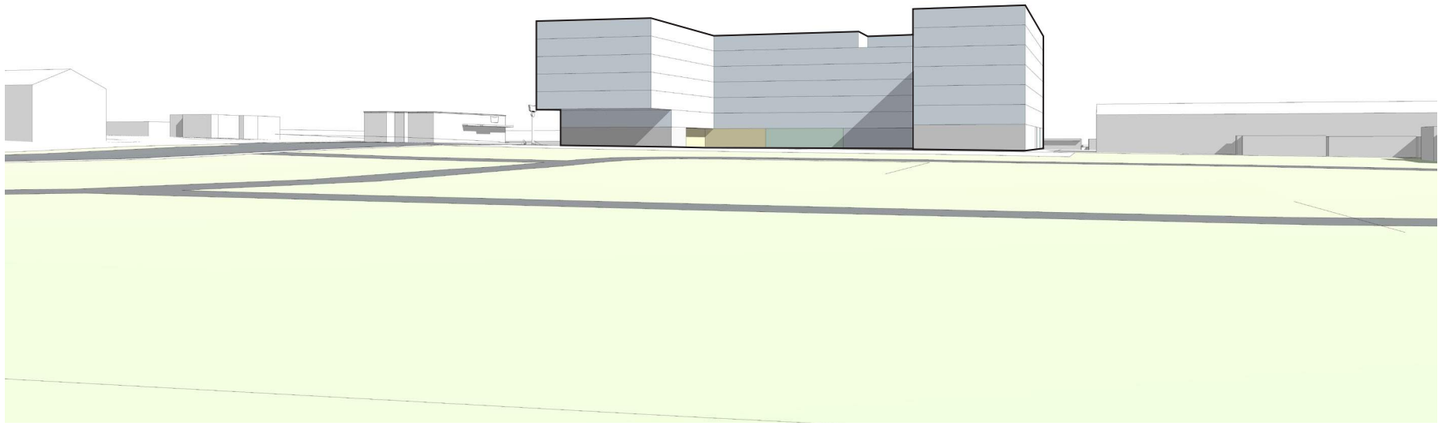
N

MASSING OPTIONS - OPTION C

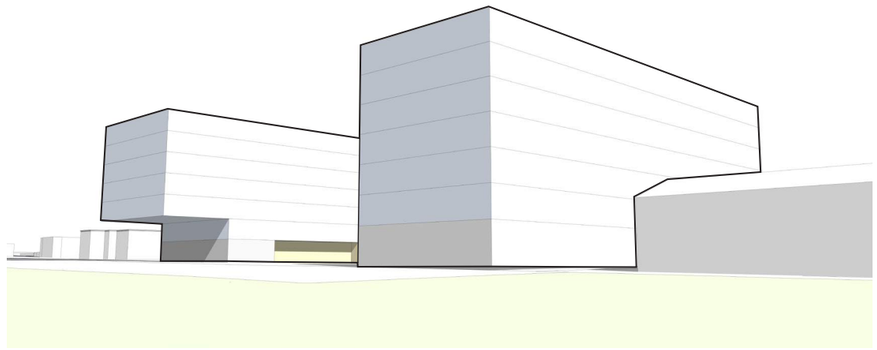




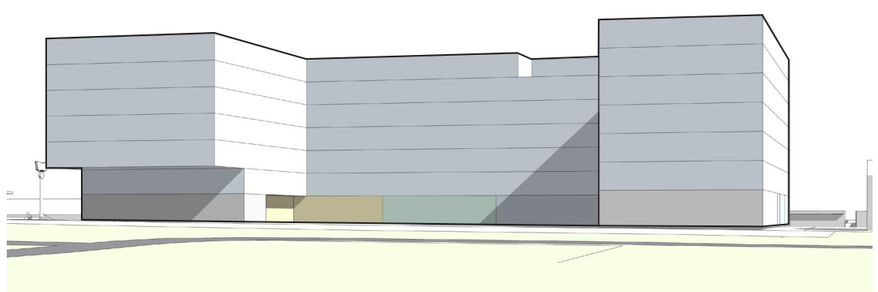
STREET LEVEL VIEW FROM THE CORNER OF AURORA AVE N AND N 125TH AVE



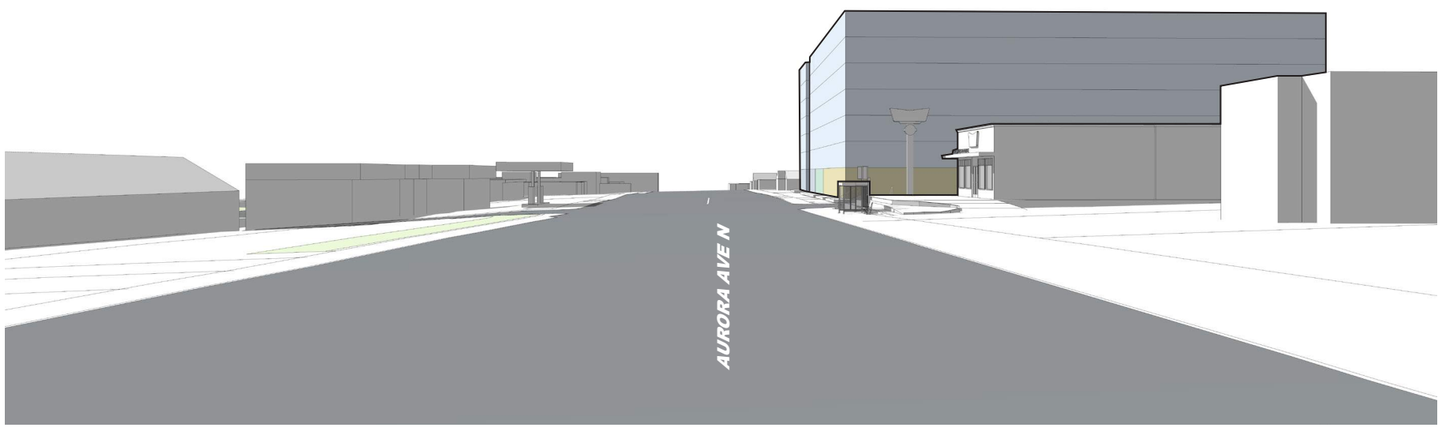
VIEW FROM INTERURBAN TRAIL



VIEW FROM CEMETERY



VIEW OF COURTYARD



STREET LEVEL VIEW FROM AURORA AVE N

FLOOR PLAN LAYOUTS - OPTION C

RESIDENTIAL

OUTDOOR SPACE

MEP

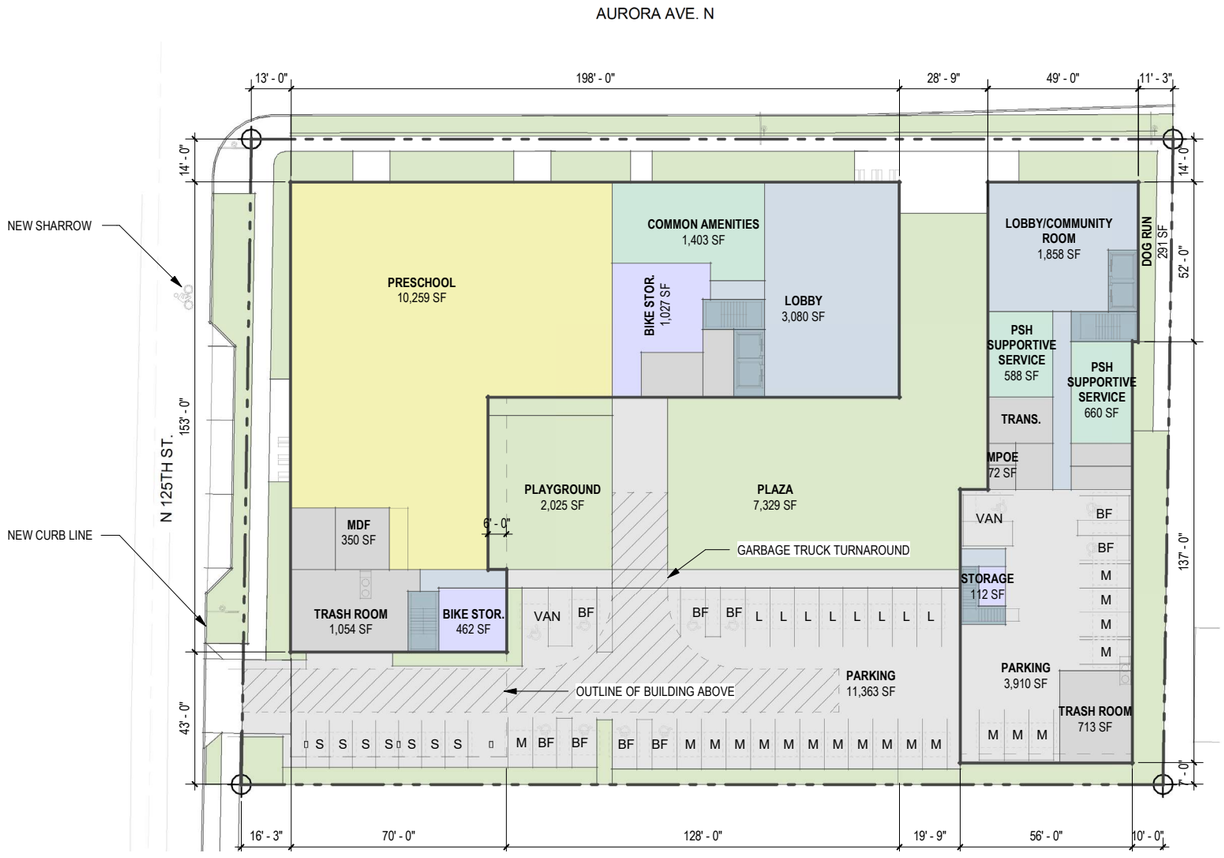
LOBBY/ CIRCULATION

INSTITUTION

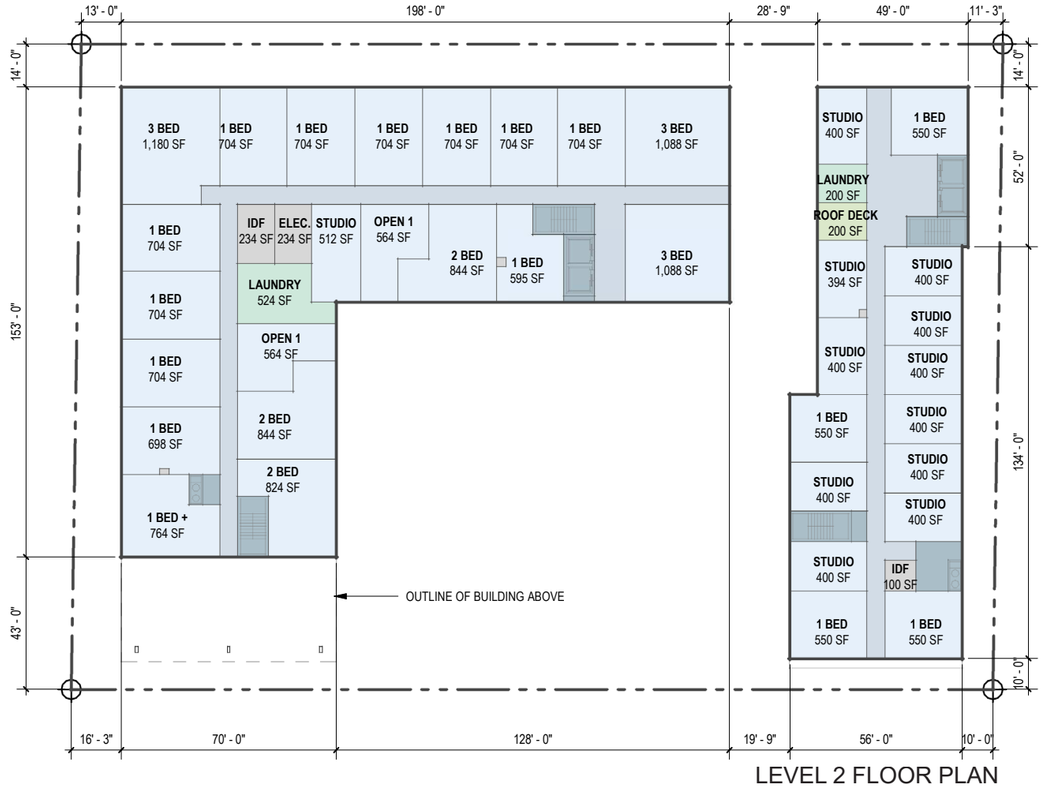
STORAGE

AMENITY SPACE

PARKING

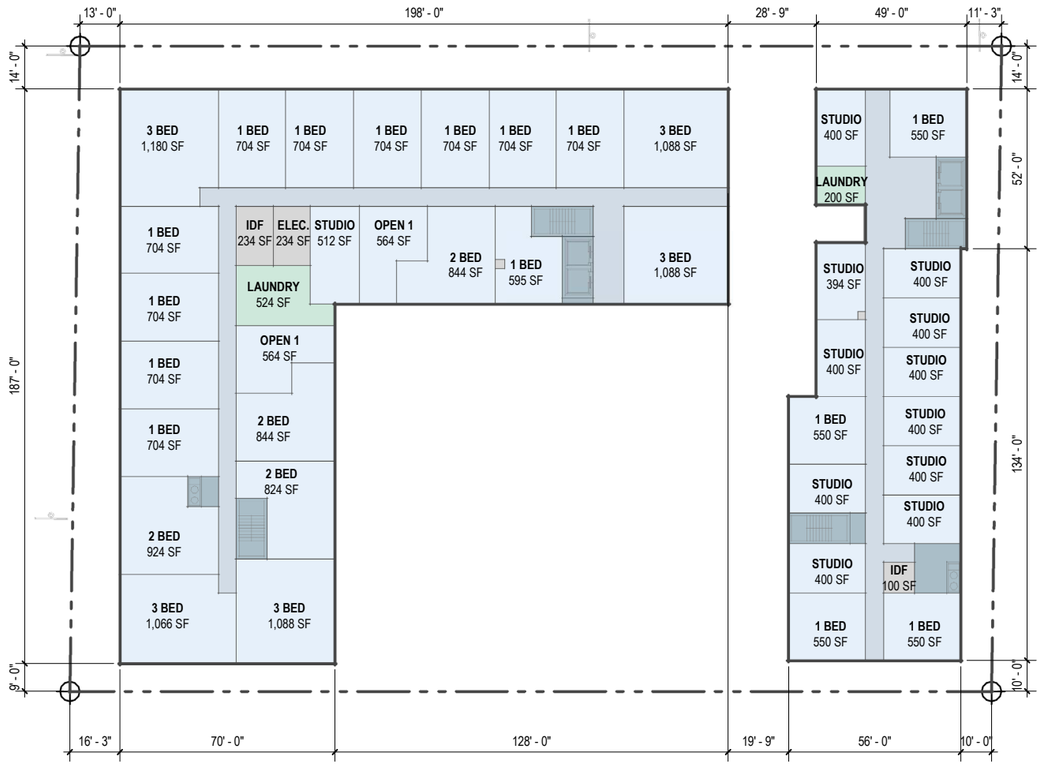


LEVEL 1 FLOOR PLAN

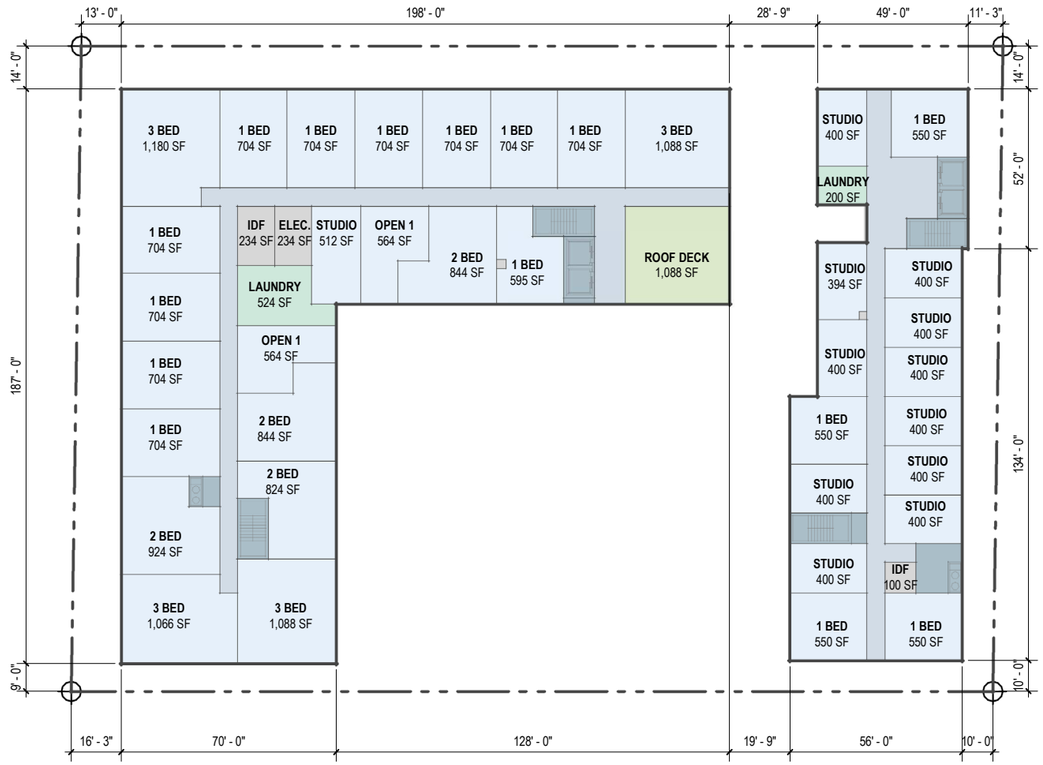


LEVEL 2 FLOOR PLAN

N



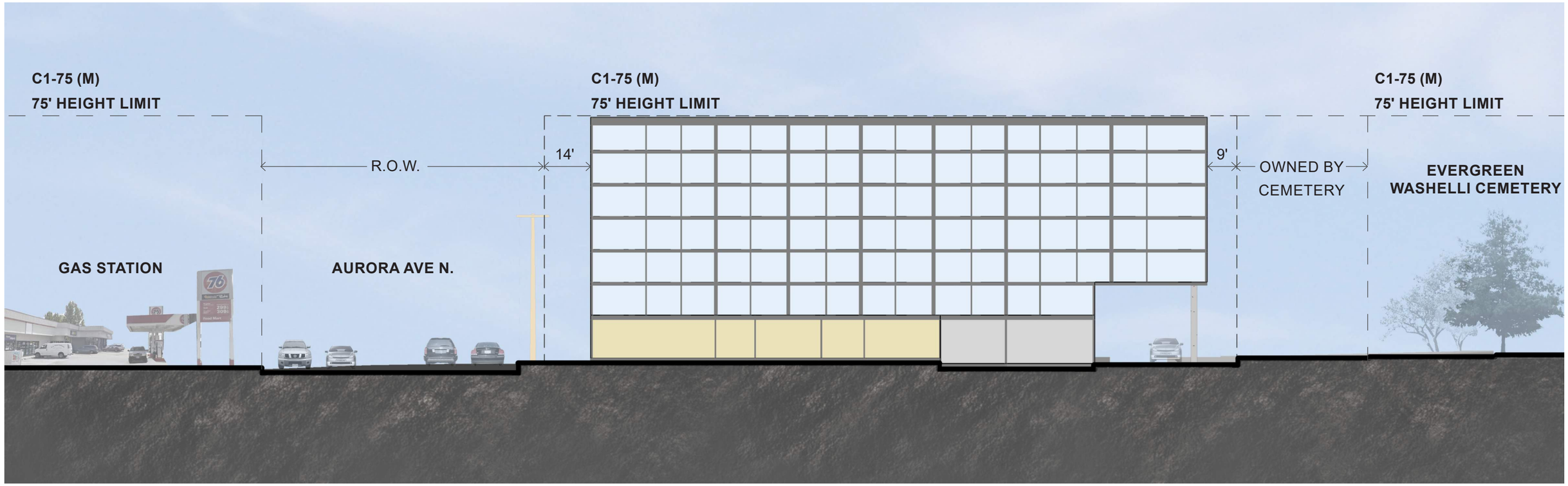
LEVELS 3-6 FLOOR PLAN



LEVEL 7 FLOOR PLAN

N

SECTION DIAGRAMS - OPTION C



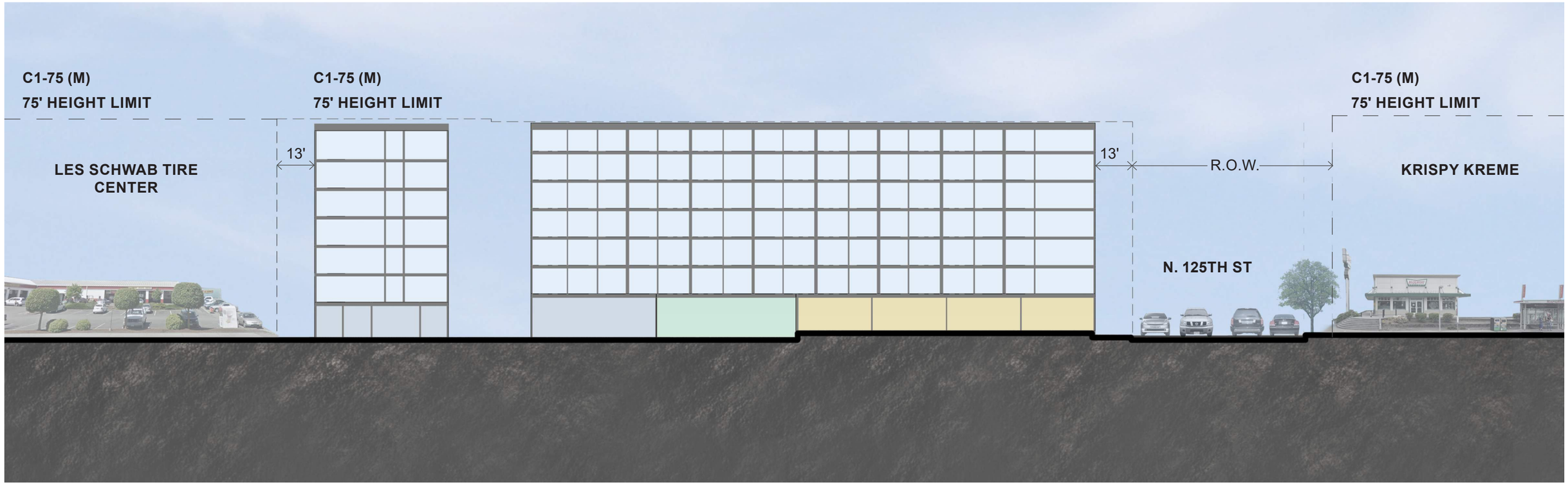
SECTION A-A

LEGEND

- **PRESCHOOL**
- **RESIDENTIAL**
- **BACK OF HOUSE**

KEY MAP





SECTION B-B

LEGEND

- **PRESCHOOL**
- **RESIDENTIAL**
- **LOBBY**
- **AMENITY**

KEY MAP



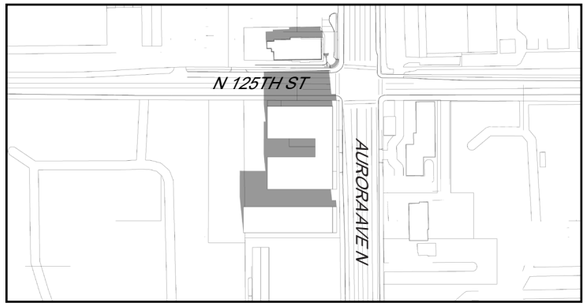
OPTION A - MASSING CONCEPTS - SUN STUDIES

MARCH 21st

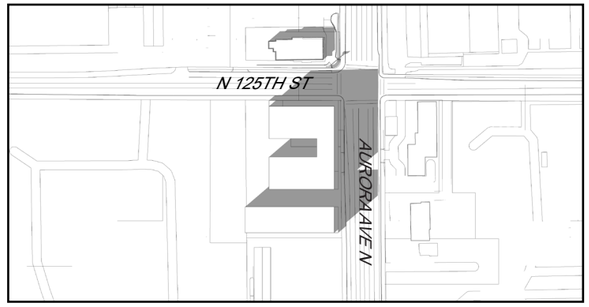
09:00 AM



12:00 PM



03:00 PM

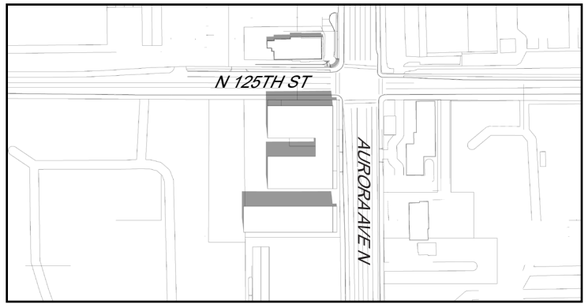


JUNE 21st

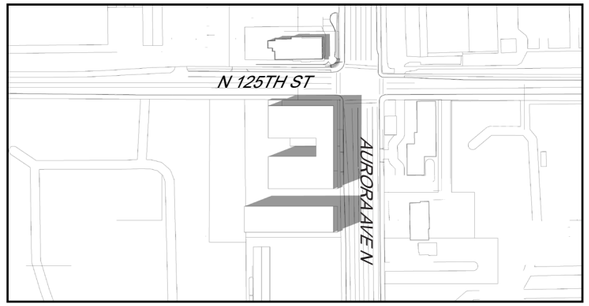
09:00 AM



12:00 PM



03:00 PM

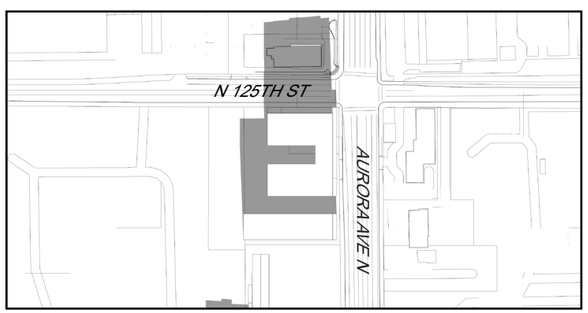


DECEMBER 21st

09:00 AM



12:00 PM



03:00 PM

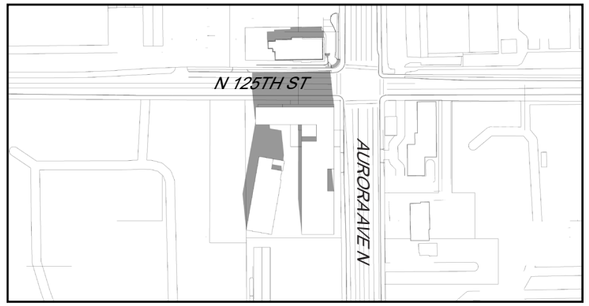


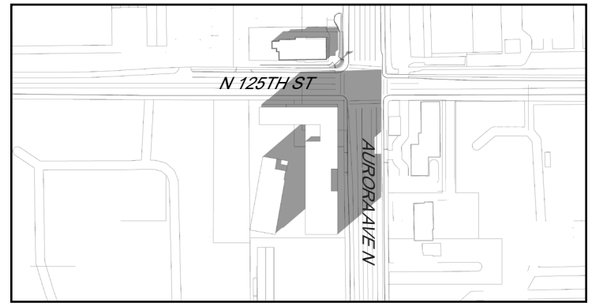
N

09:00 AM **12:00 PM** **03:00 PM**

MARCH 21st

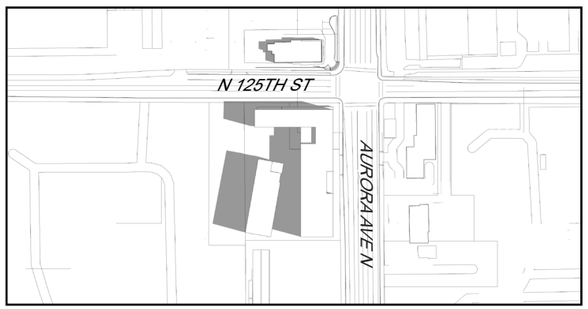


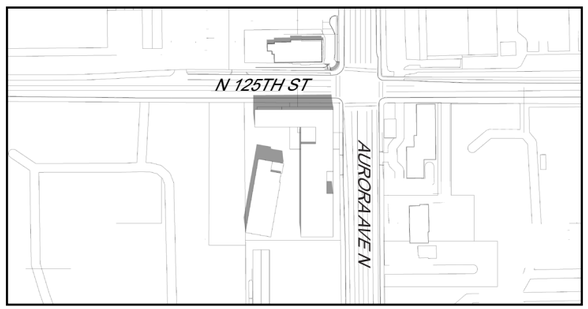


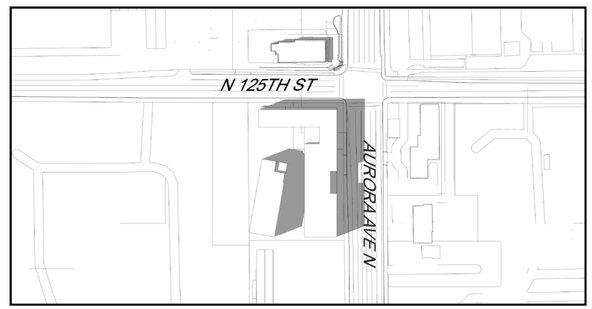


09:00 AM **12:00 PM** **03:00 PM**

JUNE 21st



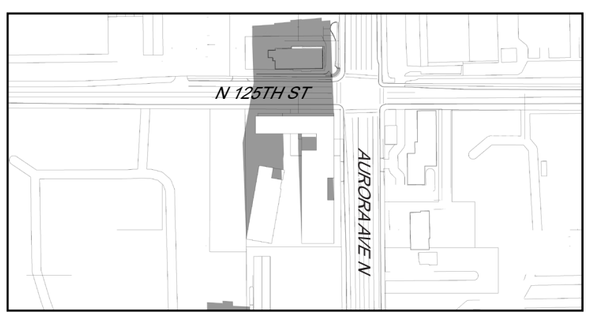




09:00 AM **12:00 PM** **03:00 PM**

DECEMBER 21st







N

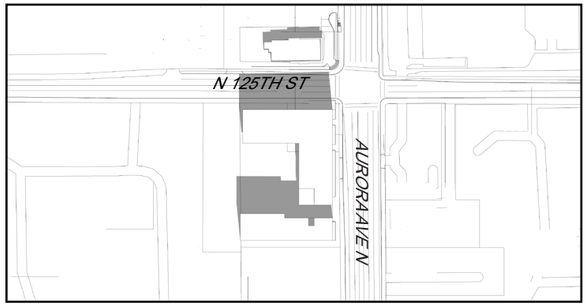
OPTION C - MASSING CONCEPTS - SUN STUDIES

MARCH 21st

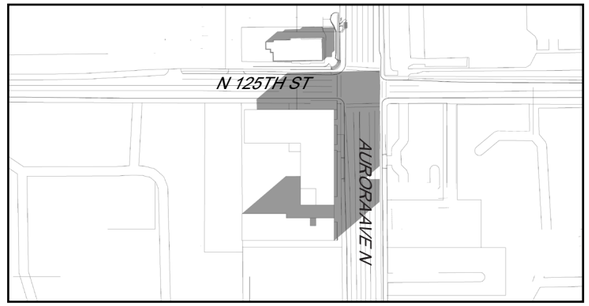
09:00 AM



12:00 PM

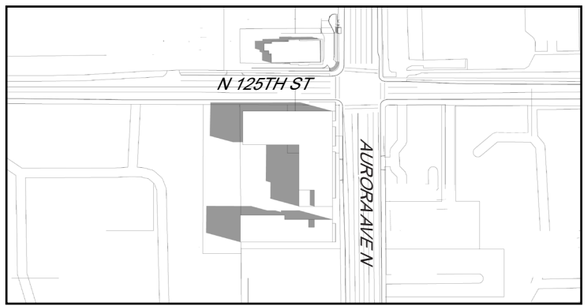


03:00 PM

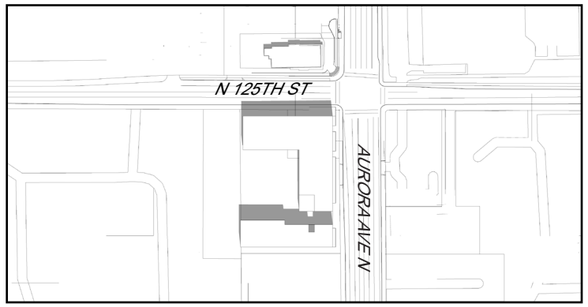


JUNE 21st

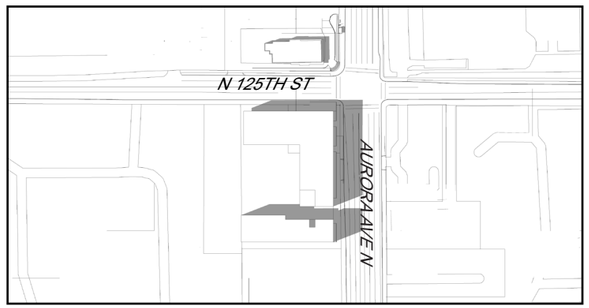
09:00 AM



12:00 PM



03:00 PM

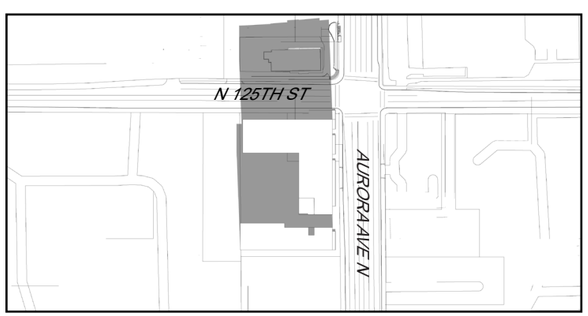


DECEMBER 21st

09:00 AM



12:00 PM

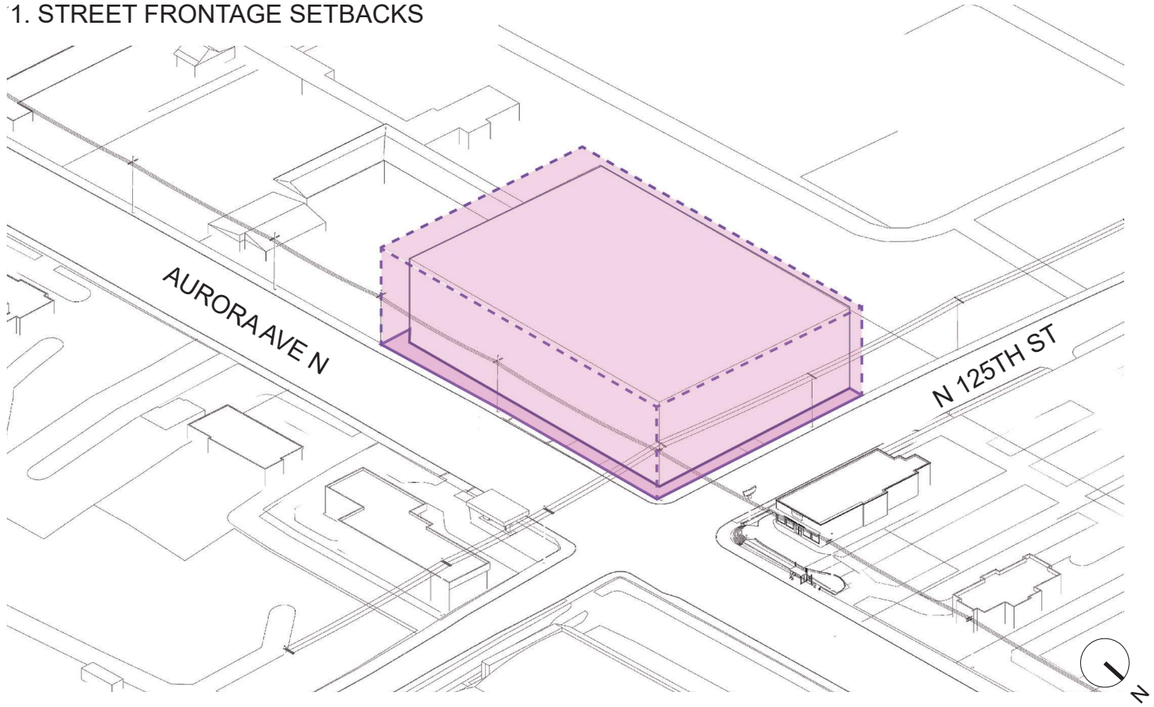


03:00 PM



N

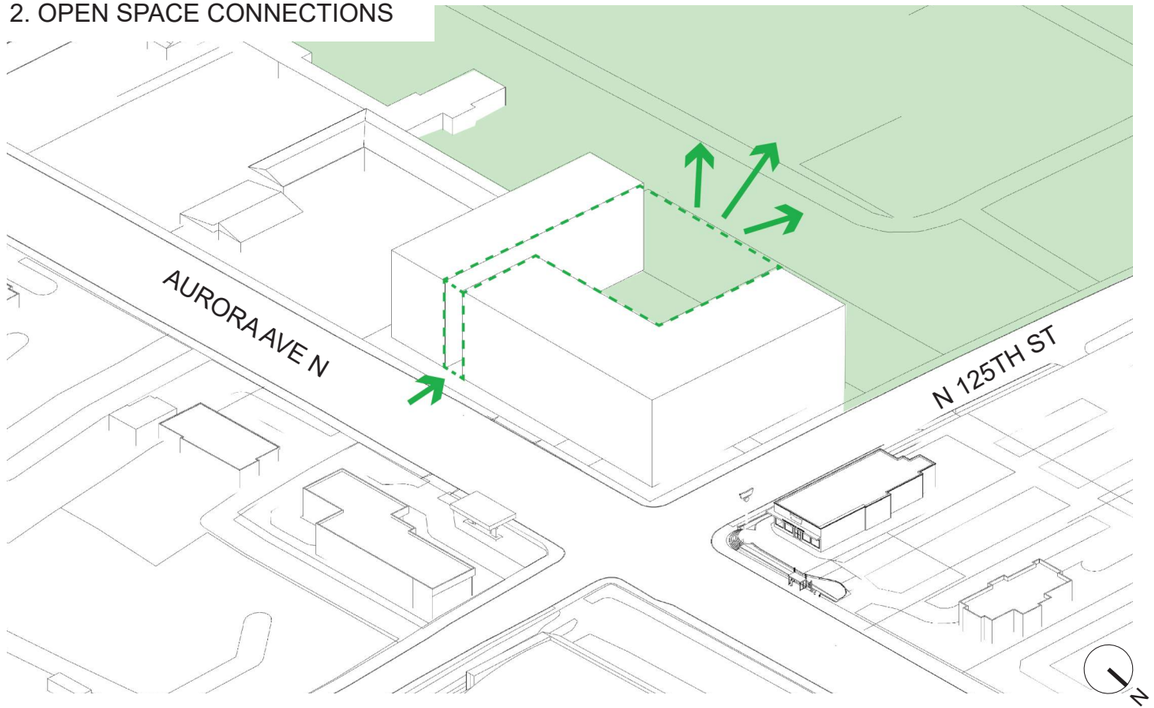
1. STREET FRONTAGE SETBACKS



The project sets back from both street frontages along Aurora Ave N and N 125th street to both accommodate required clearances from overhead power lines, and allow a deeper, more generous landscape buffer between the building and the streets it faces. Both Aurora and 125th are highly trafficked roads that do not provide a welcoming environment for pedestrians walking alongside them at this location. These setbacks will help to enhance this experience by creating a widened planting area along the sidewalk.

- CS2-B2 Adjacent Sites, Streets, and Open Spaces

2. OPEN SPACE CONNECTIONS

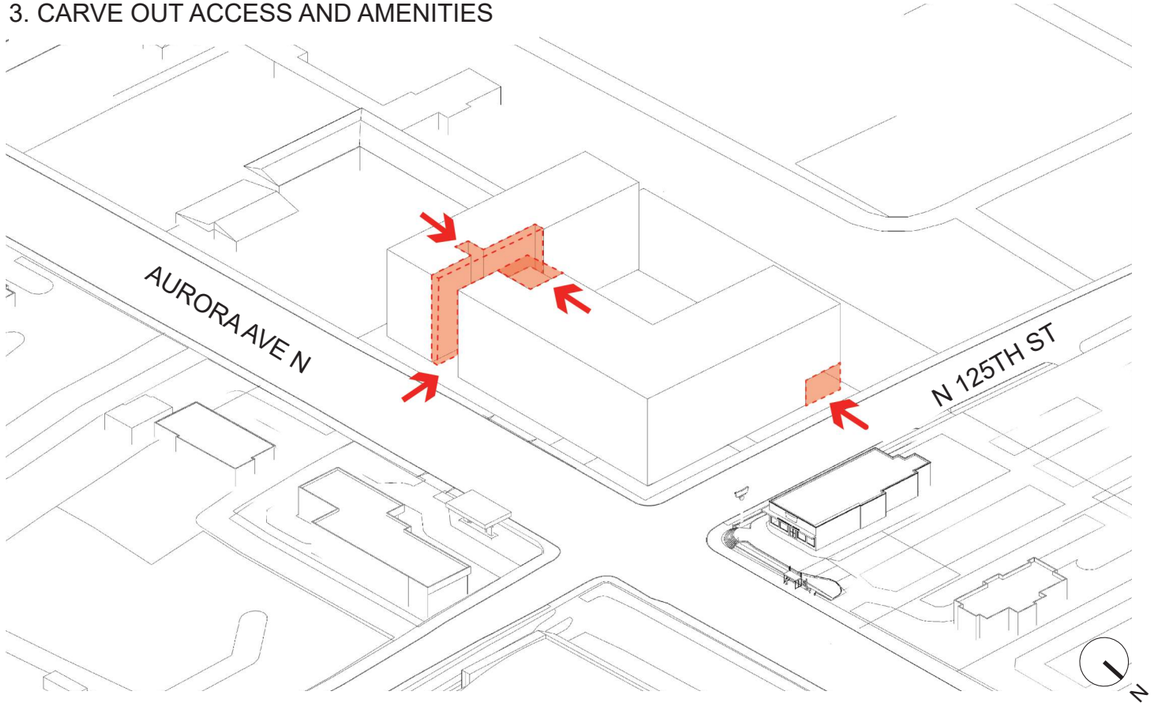


An aperture is created in the building mass separating the project into two buildings and allowing both light and a connection to the open space of the cemetery to pass through. The split is narrow as it meets the busy street front of Aurora, and widens to accommodate a courtyard, outdoor amenities, and a parking area facing the green expanse to the West.

- PL1-A-2 Network of Open Spaces
- PL1-B Walkways and Connections
- PL2-A Accessibility

BUILDING MASSING CONCEPT DEVELOPMENT

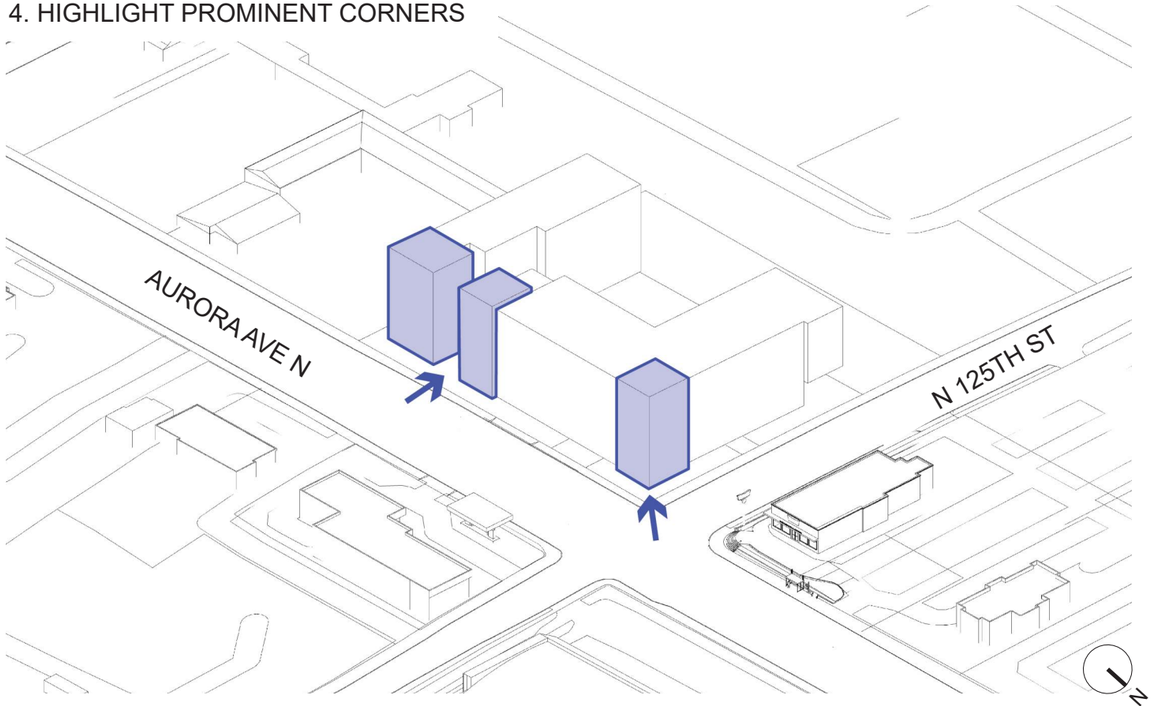
3. CARVE OUT ACCESS AND AMENITIES



Additional spaces are carved out of both building masses to widen the entry aperture along Aurora, create outdoor balcony and rooftop spaces for the residents within the buildings, and create a vehicular entrance to the parking areas along N 125th st.

- DC1-A-4 Arrangement of Interior Uses
- DC3-B-4 Open Space Uses and Activities

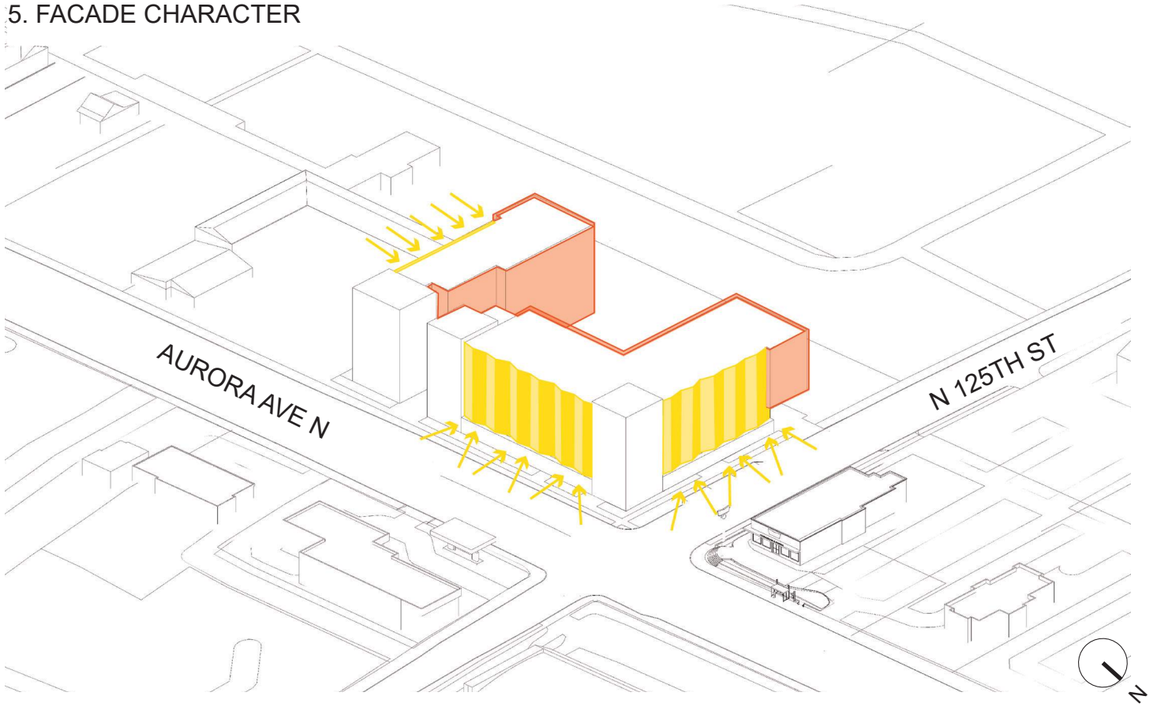
4. HIGHLIGHT PROMINENT CORNERS



A hierarchy of building massing is established by creating an emphasis on the project's prominent building corners. The massing is modulated at the street intersection of Aurora and 125th by stepping up the parapet height and stepping adjacent walls out of plane with the corner. A similar approach is applied off of Aurora where both of the building's main entries are paired together.

- CS3-A-4 Emphasizing Positive Neighborhood Attributes

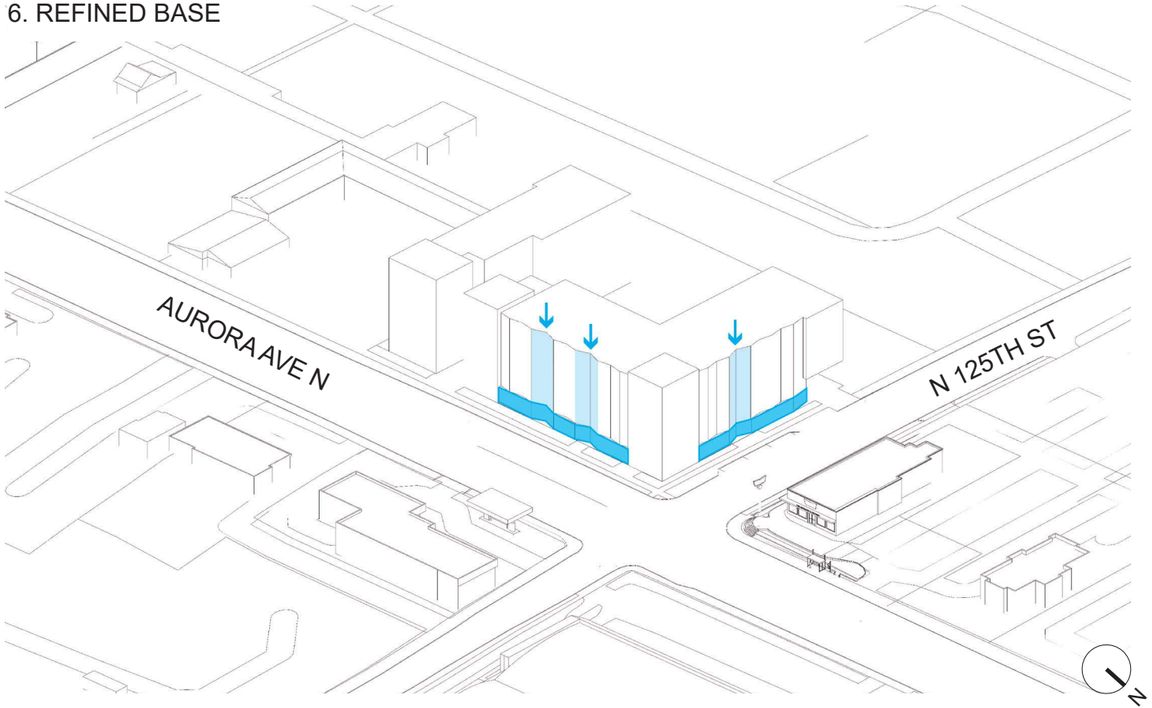
5. FACADE CHARACTER



The different facades of the buildings are given different treatment, with the outward more public facing elevations receiving one language (shown in yellow), and the inward more private elevations receiving a different language (shown in orange). The public elevations along Aurora and 125th have large scale modulation of angled bays, while the South facade of the South building will be a flattened version of that same angled language. The larger moves relates to the busier street frontage and is designed to be at a more vehicular scale. The private courtyard-side elevations will have smaller scale details relating more to a pedestrian scale. The use of these languages will help tie the two buildings together into one cohesive project.

- DC2-B1 Facade Composition

6. REFINED BASE



Along our more prominent facades, cues are taken from the folded mass above and brought down to create angled bends into the base of the building at key moments.

- DC2-C1 Visual Depth and Interest

PREFERRED MASSING OPTION C - MASSING REFINEMENT





STREET LEVEL VIEW FROM THE CORNER OF AURORA AVE N AND N 125TH AVE



VIEW FROM CEMETERY



VIEW OF COURTYARD



VIEW FROM INTERURBAN TRAIL



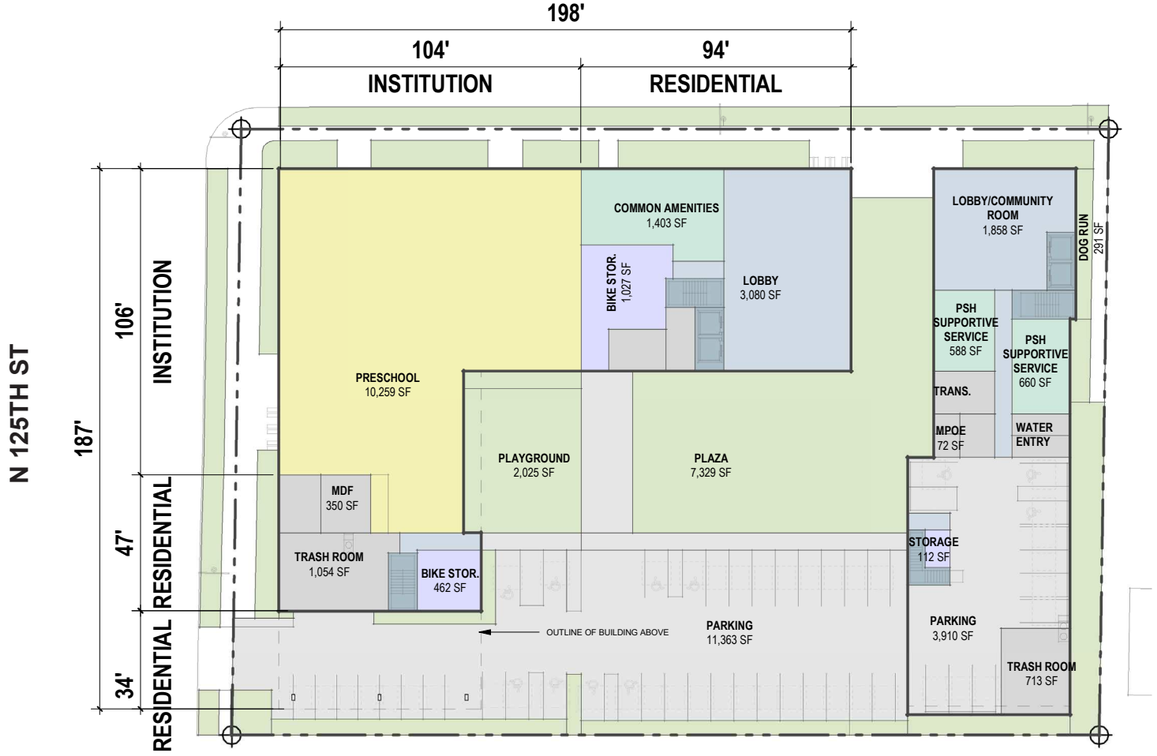
STREET LEVEL VIEW FROM AURORA AVE N

PAGE INTENTIONALLY LEFT BLANK

07 DEPARTURES

DEPARTURES

PROPOSED DEPARTURES			
DEPARTURE #	**DEVELOPMENT STANDARD REQUIREMENTS**	**REQUEST/PROPOSAL**	**PERTINENT DESIGN GUIDANCE AND JUSTIFICATION**
Departure #1	SMC 23.47A.005 Street Level Uses C. In all C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing façade within the Bitter Lake Village Hub Urban Village. SMC 23.41.004 E.2 Applicability f. Temporary provisions for affordable housing projects- If a project is exempt from design review, the Director may consider requests for departures from requirements related to residential uses.	To allow 47% of street-level, street-facing façade as residential use, along Aurora Avenue N. • The street-level facades will follow non-residential standards. Transparency requirements per SMC 23.47A.008.B.2 will be met. • The floor to floor height of the spaces is 13'. See diagram and calculations.	The street-level residential uses will consist of common amenities and entry lobby areas that will be designed to look and feel more like commercial space in character. With tall floor to floor heights and large storefront windows, the project will maintain a strong connection to neighborhood and be contextually appropriate (CS2-B2 Adjacent Sites, Streets, and Open Spaces). Since the lobby areas for the buildings will also be staffed and supervised, this also allows for more eyes on the street contributing to an enhanced sense of safety and security along Aurora (PL2-B Safety and Security).



TOTAL STREET FACING FACADE ALONG AURORA AVE N = 198'

23.47A.005C: 20% OF FACADE ALLOWED AS RESIDENTIAL USE = 198' x 20% = 40'

23.41.004E: PROPOSED FACADE AS RESIDENTIAL USE, USING DEPARTURE = 94' / 198' = 47%

TOTAL STREET FACING FACADE ALONG N 125TH ST = 187'

23.47A.005C: 20% OF FACADE ALLOWED AS RESIDENTIAL USE = 187' x 20% = 37'

23.41.004E: PROPOSED FACADE AS RESIDENTIAL USE, USING DEPARTURE = 81' / 187' = 43%

PROPOSED DEPARTURES			
DEPARTURE #	**DEVELOPMENT STANDARD REQUIREMENTS**	**REQUEST/PROPOSAL**	**PERTINENT DESIGN GUIDANCE AND JUSTIFICATION**
Departure #2	SMC 23.47A.032 Parking Location and Access B.3. Off-street parking may be located anywhere on a lot in C1 and C2 zones, except that structures with residential uses in C zones, structures in C zones with pedestrian designations, and structures in C zones across the street from residential zones shall meet the requirements for parking location for NC zones as provided in subsection 23.47A.032.B.1 SMC 23.47A.032 Parking Location and Access B.1.a. Parking shall not be located between a structure and a street lot line.	To allow parking between the south PSH building structure and N 125th St. See diagrams.	A small portion of the South PSH building will have parking between the building façade and street frontage. The PSH building is located 234'-0" away from the street lot line, and only 36'-0" of its façade will have parking in front of it (see diagram below). Because the North Workforce building's massing cantilevers out over the parking and drive access into the site, the prominence of the parking area from the street will be diminished. The orientation of the parking running north-south helps to further minimize the visual impact of the parking from outside of the site. The parking and curb cut location as shown also allows for easier vehicular access off of N 125th St, the quieter of our two street frontages (DC1-C Parking and Service Uses). The cantilevered overhang provided in the North Workforce building that allows covered views into the site creates a strong connection and sense of arrival from the streetscape of 125th to the interior parking, courtyard, and outdoor amenity area of the project. This visual and physical connection will strengthen the project's outdoor spaces with the surrounding neighborhood (PL1-A2 Network of Open Spaces). This opening is also intentionally located on the Northwest corner of the site which creates a symbolic connection towards the direction of the Bitter Lake Urban Village core.

