

Introduction

Project Address (Permit):
3805 Aurora Ave N Seattle, WA 98103

Project Addresses:
3805 & 3807 Aurora Ave N Seattle, WA 98103

Land Use Permit #:
3041598-LU

Construction Permit #:
7007246-CN

Early Design Guidance #:
3041709-EG

Early Design Guidance Meeting Type:
Administrative Design Review EDG Meeting

Design Team:
Developer: Castile Studios LLC
Architect: KVArchitecture Company
Landscape Architect: Pacific Landscape
Architecture (Tentative)

Legal Description

Tax Parcel Numbers: 1972201670 & 1972201665

PARCEL A:
LOT 13, BLOCK 20, DENNY & HOYT'S ADDITION TO THE CITY OF SEATTLE,
ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 136,
IN KING COUNTY, WASHINGTON; EXCEPT THAT PORTION CONDEMNED IN KING
COUNTY SUPERIOR COURT CAUSE NUMBER 236360 FOR AURORA AVENUE.

PARCEL B:
LOTS 14 AND 15, BLOCK 20, DENNY & HOYT'S ADDITION TO THE CITY OF SEATTLE,
ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 136,
IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 40 FEET THEREOF:

AND EXCEPT THAT PORTION CONDEMNED IN KING COUNTY SUPERIOR COURT
CAUSE NUMBER 236360 FOR AURORA AVENUE.

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

Number of residential units (approx.):
34 small efficiency studio units - floors B,
1, 2, 3 (tentative)

Number of commercial lodging use hotel
units (approx.):
22 units - floors 4 and 5 (tentative)

Amount of total commercial square
footage (approx.):
400 sf coffee shop space at ground level.
Lodging use and residential areas built to
dual R1 and R2 standards

Total Gross Floor Area (approx.):
24,000 sf

Number and location of parking stalls:
No motor vehicle parking planned.
Approx. 4 ST and 38 LT bicycle parking
spots planned.

Development Objectives Summary

Our proposed development’s primary objective is to provide efficient and affordable market rate workforce housing to the Fremont Urban Village with great access to transit and bicycle routes (Burke Gilman Trail). We aim to provide a mix of residential and lodging use with a small coffee shop to serve the residents of our building and the surrounding area. We plan to build all residential and lodging use areas to dual R1 and R2 standards to allow future possible efficient alterations to address changes in the future in this commercial zone. Our building’s design aims to balance providing a welcome to the Fremont area as one of the first buildings visible by heavy vehicular traffic heading North after crossing the Aurora bridge and queuing off of existing new developments on both sides of the block that feature flat roof forms and reserved, consistent fenestration patterns and street level siting for commercial



Community Outreach Summary

Community Outreach Plan

We conducted the following community outreach plan:

- Distributed Flyers and Canvassed all addresses in a 500ft radius on 1/26/2024
- Online Survey Website went live on 1/25/2024
- Conducted Drop In Hours at Fremont Library on 2/4/2024

Additionally, we were invited to present to the Fremont Neighborhood Council on 2/26/2024 via Zoom after concluding our planned in person community outreach initiatives and accepted the invitation. We presented our EDG draft and held questions/answers for the project.

Canvassing Comments

We spoke with someone at 38% of the addresses attempted while canvassing the 500ft radius surrounding the proposed building.

- The majority of residents thanked us for the flyer and made pleasant remarks on the design.
- Six residents expressed that they liked the conceptual design and had no critiques.
- One resident expressed their excitement for the general improvements to the area with new construction including our proposed building.
- One resident expressed concerns with the height of the building.
- Two residents expressed that the inclusion of greenery was important in the design (our early conceptual rendering did not include landscaping and street trees)

Drop In Comments

We held drop in hours on 2/4/2024 from 10am to 12pm at the Fremont Public Library. Three members of the public attended.

- Three attendees inquired about the projects affordable housing components, discussed MHA
- One attendee expressed concerns regarding parking impacts to the neighborhood; discussed urban village and frequent transit area
- One attendee expressed concern regarding drainage impacts to the alley from paving of a section of the alley
- One attendee inquired about any public art incorporated into the design
- Discussed general neighborhood improvements and the Aurora Reimagined Coalition
- One attendee inquired about solid waste management for the proposed building and how vandalism will be prevented
- One attendee inquired about solar's inclusion in the proposed building
- One attendee inquired about bicycle parking in the proposed building
- One attendee recommended the inclusion of air filters for intake air
- One attendee recommended darker colors or a maintenance schedule for exterior facades to handle soot produced from Aurora Ave N.
- One attendee expressed concerns about area safety and preventative measures to be included to minimize vandalism including grafitti
- One attendee inquired about the greenery to be included in the proposed design and recommended greenery along Aurora Ave N

Fremont Neighborhood Council Comments

Presented our early EDG draft progress and addressed previously heard comments in the presentation portion. Throughout the presentation and during the questions/answer portion:

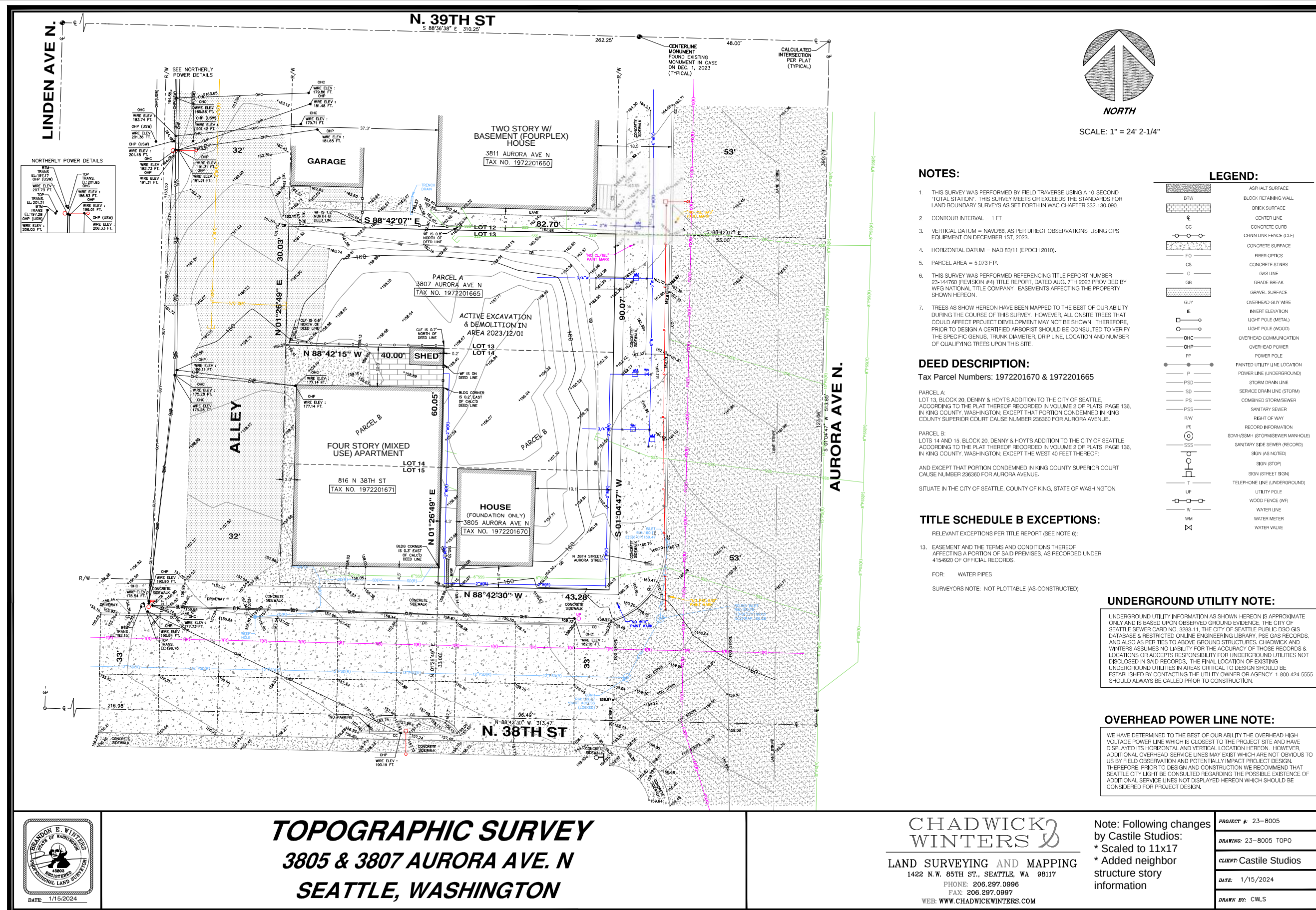
- Two attendees inquired about the projects affordable housing components, discussed MHA
- One attendee expressed excitement for design elements including our planned green building measures, rooftop deck, and added security from additional eyes on the street.
- One attendee expressed concerns regarding parking impacts to the neighborhood; discussed urban village and frequent transit area
- One attendee inquired about the greenery to be included in the proposed design and recommended greenery along Aurora Ave N
- Discussed general neighborhood improvements and the Aurora Reimagined Coalition
- One attendee expressed concern regarding drainage impacts to the alley from paving of a section of the alley
- One attendee asked for future updates to the project

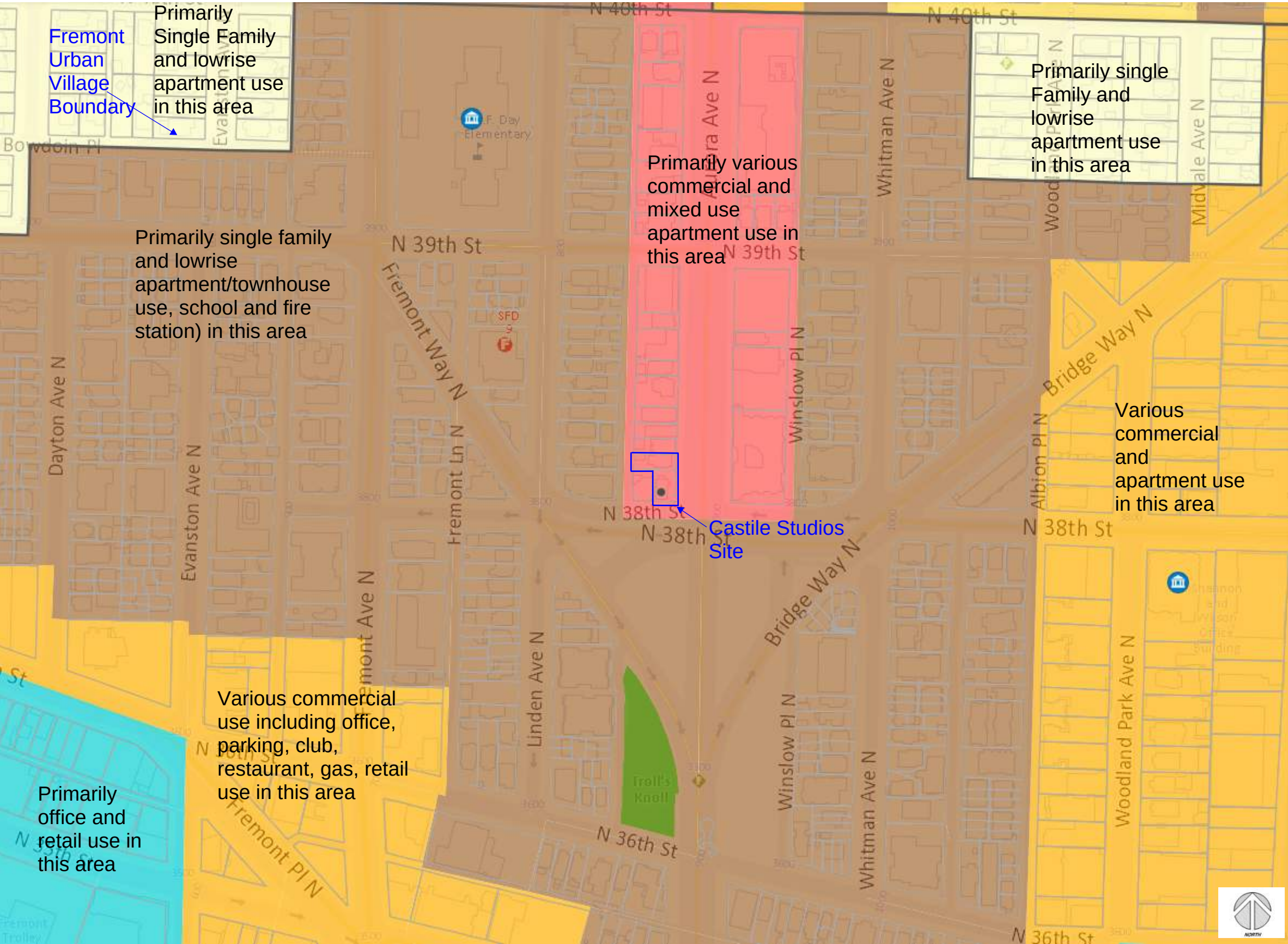
Online Survey Responses

Our online survey was available from 1/25/2024 to 3/4/2024. We received 17 completed online surveys. Please note we are not able to track that all responses are from unique individuals due to privacy concerns as specified by the department of neighborhoods.

- Twelve of the responses were from surveyees that described their connection as living close to the proposed project
- A variety of responses for most important considerations for the new building were received. The response with the most interest was affordability for residents/business with six.
- A variety of responses for desired small retail use were received. The response with the most interest was for a coffee shop with eight.
- A variety of responses for primary street considerations were received. The responses with the most interest were the pedestrian experience and street greenery as most important aspects of the street level design with six responses for each.
- Two surveyees expressed that they want as much additional housing in the area as possible.
- One surveyeee expressed that solid waste management was important to them.
- Three surveyees mentioned neighborhood safety and recommended incorporating design elements for security from vandalism
- One surveyee expressed the importance of air filters along Aurora, affordable housing, security, drainage impacts at the alley, construction staging, and the safety of the elementary school
- Two surveyees expressed concerns with view impacts of the building
- Seven surveyees expressed concerns with parking impacts of the building
- Two surveyees expressed a desire for larger/ family sized units
- Three surveyees stated that Aurora is dangerous for pedestrians, one mentioned a desire for a safe crossing at N 39th St

Existing Site Plan / Survey

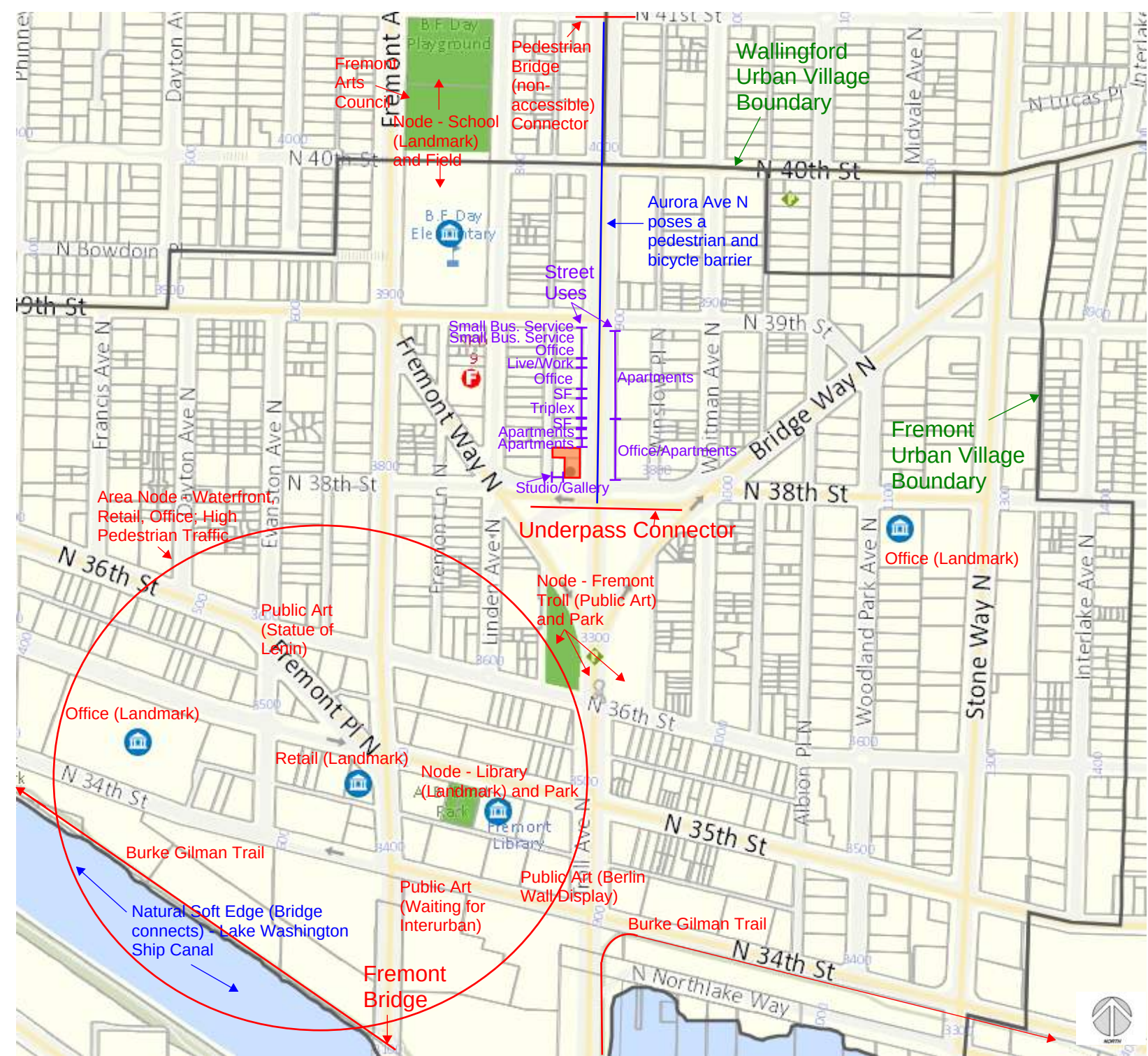




Our site is located within commercial zoning on Aurora Ave N within the Fremont Urban Village. There is a wide range of existing uses along Aurora Ave N. New construction on the block our property is located on is commercial residential multifamily in use. Our site is bordered by LR2 zoning to the West - with setback requirements on the alley due to a LR2 property across the alley. The site is walking distance to neighborhood commercial area near the Fremont bridge that includes a range of amenities within walking distance of our site.

Urban Design Analysis

Vicinity Map - Community



Amenities such as the library, Burke Gilman trail, ship canal waterfront, and a variety of restaurant and retail locations are in close proximity to the Southwest.



Aurora Ave N poses a pedestrian and bicycle barrier to the East, however the underpass crossing is immediately to the South of our site.

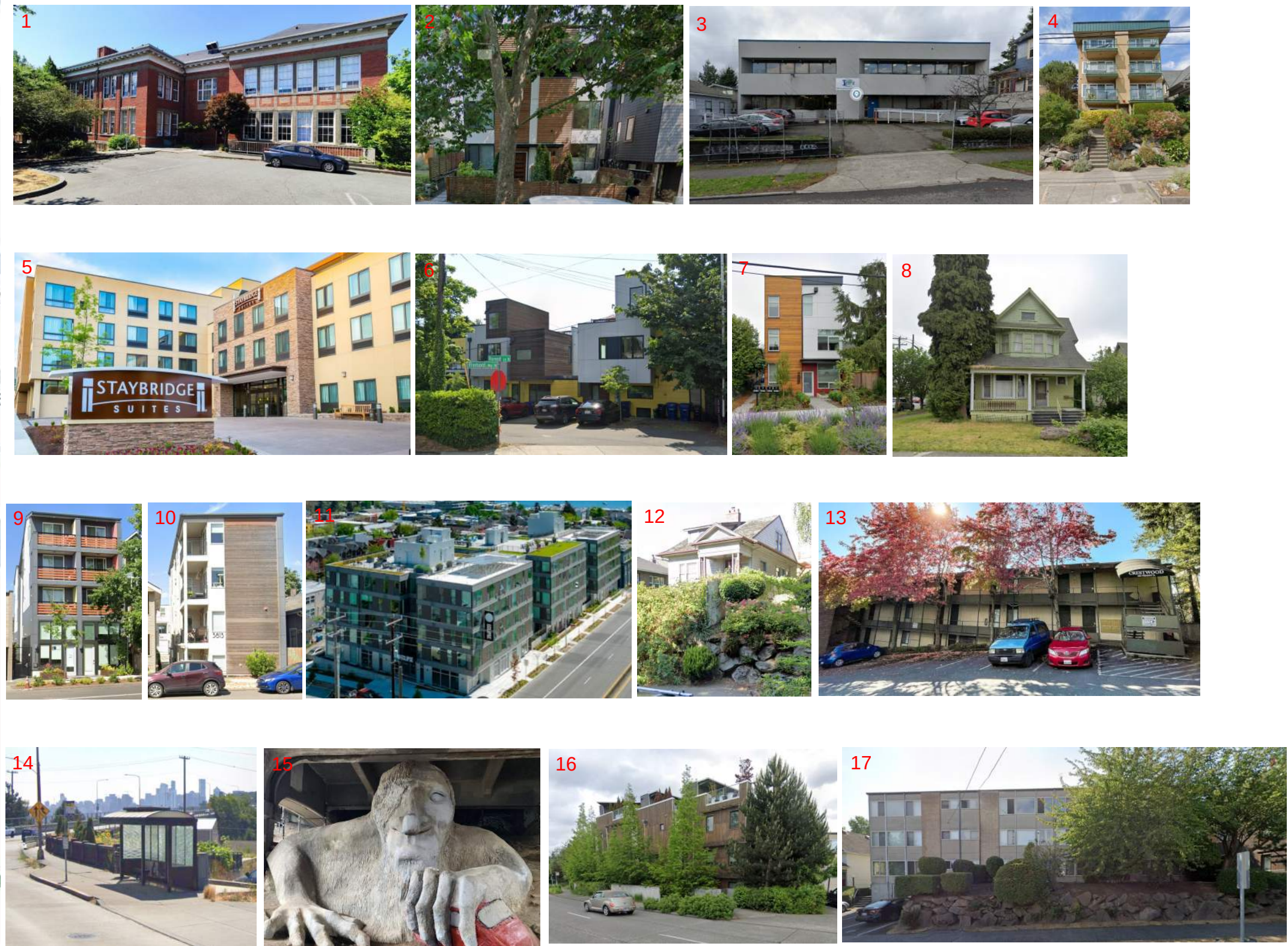
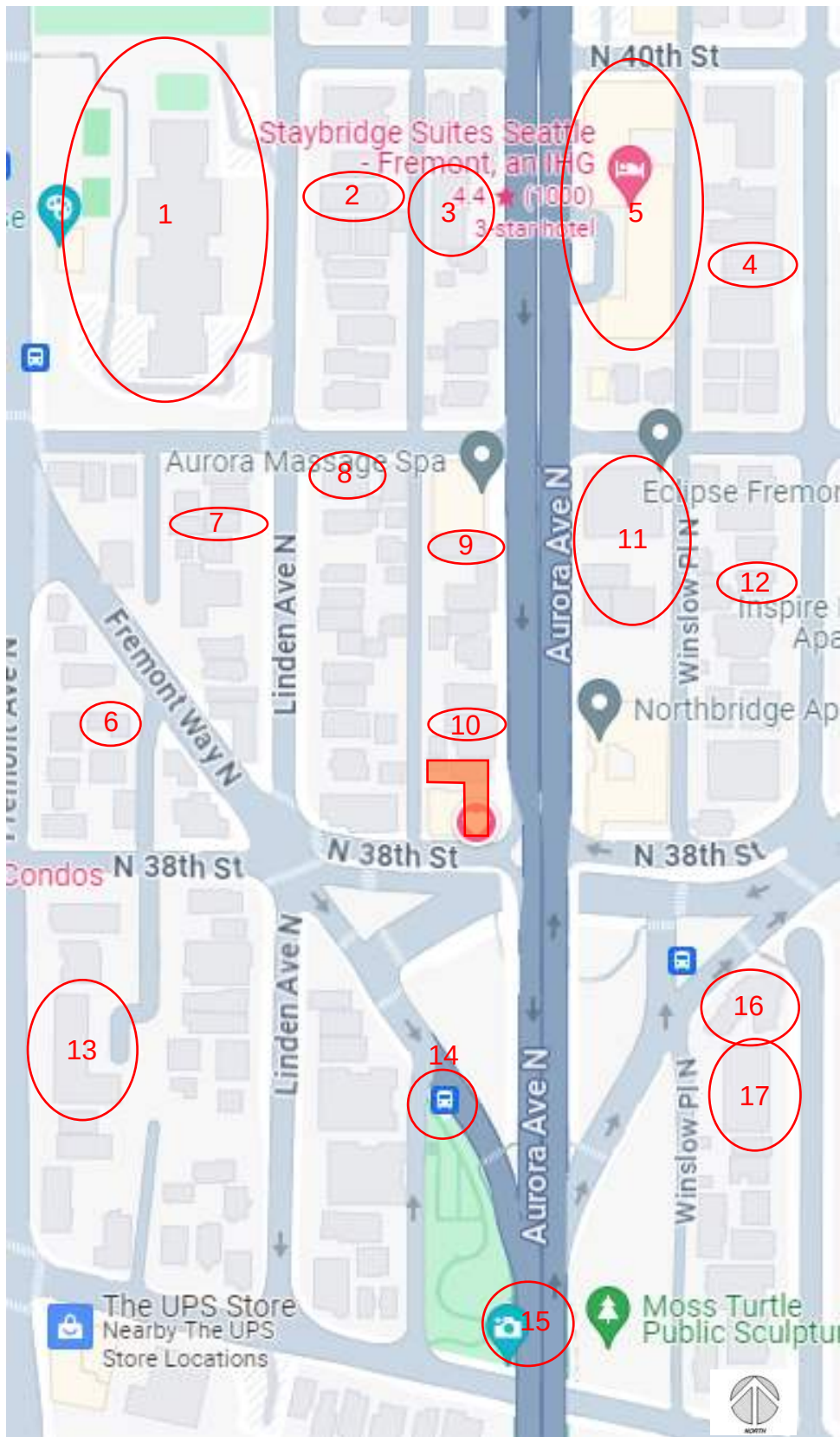
The Fremont Troll is nearby to the South. Using a gold accent color at our entry in variant 1 and variant 3 pay subtle homage to this Seattle landmark.



We seek to install public art wrap around the SCL pole on the corner of Aurora Ave N and NE 38th St in homage to the neighborhood character in the Fremont area and integrate the pole into the corner profile. Seeking a wrap of pole informed by other art. Various Fremont public art shown below.



A range of uses are present on the block our site sits on with small businesses and offices present. The majority of the block is of residential use. See Streetscape on Page 7.



West Side of Aurora Ave N - South to North



East Side of Aurora Ave N - North to South



North Side of N 38th St - West to East



Roof Forms

The majority of new construction and commercial buildings are using flat roof forms (w/ one new construction building using a pitched roof away from Aurora Ave N and appearing flat from the front). Older residential construction buildings are using a mix of pitched roof and flat roof forms - some of these properties are assumed to be near the end of their useful life.

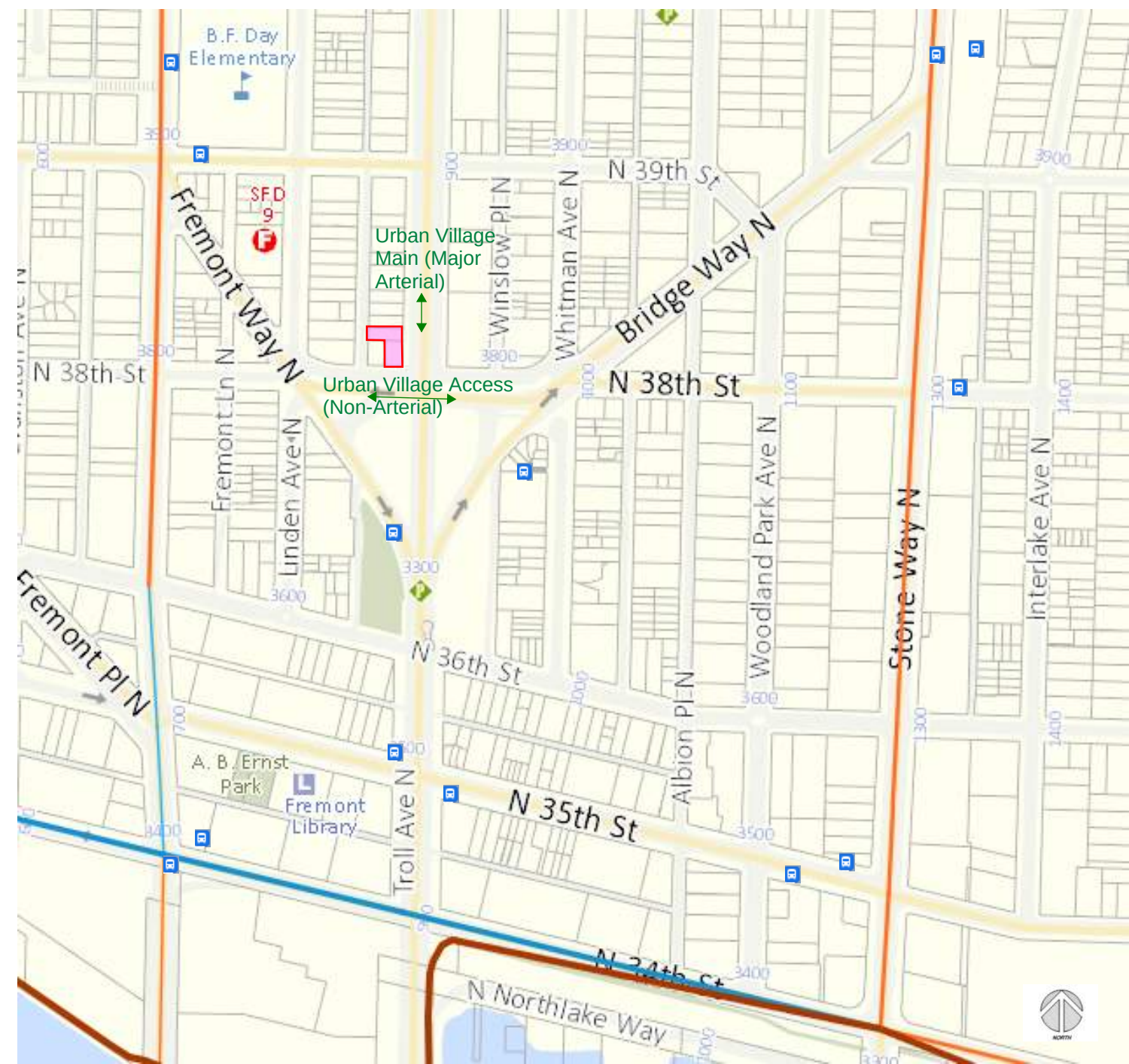
Parcel/siting pattern

Commercial uses are at street level. Residential uses are varied with some sited at street level and some on the West side of Aurora Ave N are stepped up from street level for access from the front and include a basement.

Fenestration Patterns

Fenestration patterns are conservative in new construction buildings. On the North side of Aurora Ave N, buildings have nearly lined up fenestrations. The new construction building on the North end of the East side of Aurora Ave N spans more than half of the block and includes a repeating alternating pattern for fenestrations level by level and the building steps in for light corridors.

Note: Structures on site have been demolished via vacancy based demolition permits previously



Multi-use Trails (Seattle Only)

Existing Bike Facilities

- Neighborhood Greenways
- Protected Bike Lanes
- Buffered Bike Lanes
- Painted Bike Lanes
- Climbing Lanes
- Sharrows
- Miscellaneous Off Street Bicycle Facility
- Unidentified

- Notes:**
- * No SDOT Streetscape Concept Plan in vicinity
 - * No BRT or LINK stations in vicinity.
 - * SDOT design standard set in ROW Improvements Manual. The property is not in a pedestrian designation.
 - * Site is in SDOT pedestrian master plan and transit master plan. Aurora Ave N is in the freight master plan.

Transit Access
The nearest bus stop to the South along Troll's Knoll Park provides convenient access to Downtown, Fremont, and Ballard.
The BRT E Line Rapid Ride travels on Aurora Ave N but does not stop in vicinity. The development team plans to join the community organization Aurora Reimagined Coalition in efforts to bring additional E Line bus stops to the area.

Pedestrian Access
Pedestrian access to the Fremont Bridge area and commercial and public amenities to the Southwest via multiple routes including N38th St to Fremont Ave N. Pedestrian to the East side of Aurora Ave N is via an underpass at N 38th St. There is challenges crossing Aurora Ave N as a pedestrian to the North - a non accessible pedestrian bridge is at N 41st St. The development team plans to join the community organization Aurora Reimagined Coalition in efforts to bring improvements to accessible walkability to the North.

Bicycle Access
The primary bike access is via Fremont Ave N via a painted bike lane. This connects to the Burke Gilman Trail to the South.

Vehicular Access and Traffic
The primary route from the North, South, and East to the property is via Aurora Ave N. The primary route from the West is Leary Way NW and N 39th St. There is substantial fast moving traffic along Aurora Ave N in this area. Traffic on Fremont Ave N is irregular due to regular drawbridge operation.





Note: Site photos are as taken by SDCI on the PASV. Some photos have been cropped to allow a clean presentation on a grid layout. Original site photos are available on the SDCI portal.

Zoning Data

Category	Item	Description
Overview	Zoning	C1-55 (M)
	Zoning Map	75
Overview	Overlay Zones/Districts	Fremont Urban Village; Frequent Transit Service Area
	Design Review	Administrative Design Review
Overview	MHA	Medium Area
	ECA	None
Overview	FAR Ratio (23.47A.013)	3.75
	Site	5,073 sf (King County)
Overview	Allowable Floor Area	3.75 X 5,073 = 19,023.75 sf
	Utilities	OH Power: Across Alley on West. Sewer and Water along Aurora Ave N. Natural Gas in Alley (Not planned).
Overview	Height (23.47A.012)	55'; Additional height allowances including for Solar, Greenhouse, Parapet, Guardrails.
	Allowed Uses (23.47.004)	Various Residential Uses; Lodging Uses; Various Commercial Uses Including Eating & Drinking Establishments, Various Automotive, Heavy, Marine and General Sales & Services, Offices, Medical Services, Laboratories, Food Processing, Entertainment; Parking; Utilities; Light & General Manufacturing; Live/Work Units; Institutional; Argicultural
Amenity	Minimum Amenity Area For Residential Use (23.47A.024)	5% of total gross residential floor area Balconies must be no less than 60sf and 6ft wide
Setback Req.'s	Abutting ROW and Commercial (23.47A.014)	No Applicable Setbacks
	Across Alley from Lowrise (23.47A.014.B.2 & 23.47A.014.B.4)	An upper-level setback is required along the portion of any rear or side lot line that abuts a lot or portion of a lot in an LR, MR, or HR zone or that abuts a portion of a lot that is zoned commercial. If the abutting lot is zoned both commercial and LR, MR, or HR and the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, the upper-level setback is measured perpendicular to the abutting lot line, as follows: a.Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet; and b.For each portion of a structure above 65 feet in height, additional setback at the rate of 1 foot of setback for every 10 feet by which the height of such portion exceeds 65 feet, up to a maximum setback of 20 feet. One-half of the width of an abutting alley may be counted as part of the required setback. For the purpose of this Section 23.47A.014, the alley width and the location of the rear lot line shall be determined prior to any dedication that may be required for alley improvement purposes.
Parking & Street ROW	Vehicle Parking Commercial (23.54.015.D.1)	In all commercial zones, no parking is required for the first 1,500 square feet of each business establishment or the first 15 fixed seats for motion picture and performing arts theaters.
	Vehicle Parking Residential (23.54.015 Table B.II.M)	No minimum requirement for all residential uses in commercial, RSL, and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area 1, 3.
Parking & Street ROW	Bicycle Parking Residential Ratio (23.54.015 Table D.D.2)	1:1 du long term; 1:20 du short term
	Bicycle Parking Comm. Eat/Drink Ratio (23.54.015 Table D.A.1)	1 per 5,000sf long term; 1 per 1,000sf short term
Parking & Street ROW	Aurora Ave N (Urban Village Main & Principal Arterial)	6' min. pedestrian sidewalk; 6' min. landscape zone
	38th Ave N (Urban Village Neighborhood Access)	Non-Arterial (Streets Illustrated); Deviation to be requested for 8' min. sidewalk as described in ROW improvements manual due to street constraints.
Landscape & Street Level Development Standards	Green Factor (23.47A.016)	> 0.3
	Residential Use (23.47A.005)	No % restriction applicable
Landscape & Street Level Development Standards	Blank Facades Residential Areas (23.47A.008)	a.For purposes of this Section 23.47A.008, facade segments are considered blank if they do not include at least one of the following:1)Windows;2)Entryways or doorways;3)Stairs, stoops, or porticos;4)Decks or balconies; or 5)Screening and landscaping on the facade itself. b.Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
	Blank Facades Commercial Areas (23.47A.008.B.2)	a. Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. b.Transparent areas of facades shall be designed and maintained to provide views into and out of the structure. Except for institutional uses, no permanent signage, window tinting or treatments, shelving, other furnishings, fixtures, equipment, or stored items shall completely block views into and out of the structure between 4 feet and 7 feet above adjacent grade. The installation of temporary signs or displays that completely block views may be allowed if such temporary sign complies with subsection 23.55.012.B.
Landscape & Street Level Development Standards	Floor to Floor Height Commercial (23.47A.008.B.4)	Height provisions for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
	Residential Grade Separation (23.47A.008.D)	1. At least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and 2.The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk



Design Guidelines

GUIDELINES - DESIGN FORM & CONTEXT

CS2 Urban Pattern and Form

A.2 Location in the City & Neighborhood - Architectural Presence

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high-profile" design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

C.1 Relationship to the Block - Corner Sites

Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

CS3 Architectural Context and Character

A.4 Emphasizing Positive Neighborhood Attributes - Evolving Neighborhood

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.

Noted Secondary Guidelines:

DC2.B.1 Facade Composition & DC2.C.3 Fit w/ Neighboring Buildings

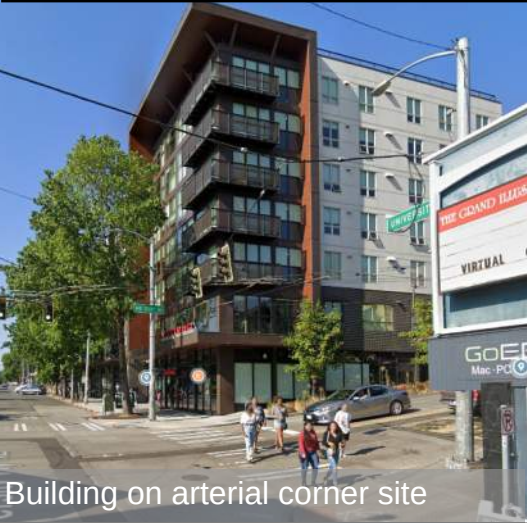
RESPONSE

The proposed building sits on the first corner on the West side of Aurora Ave N after crossing the Aurora Bridge. The block of Aurora Ave N between N 38th St and N 39th St is in a transitory phase with a few small midblock new construction buildings on the West side of the block and a large new construction building on the North end of the East side of the block.

We seek to provide a strong urban edge and provide a strong architectural presence on the corner - serving as a welcome to the Fremont Urban Village when entered via the Aurora Bridge.

We aim to help shape the character for future development on the West side of the block, while aiming to blend with existing new construction neighboring buildings by queuing on the flat roof forms, material choices, reserved consistent fenestration patterns, and street level siting for our commercial space.

Additionally, we plan to provide a consistent attractive facade composition around the building using the same pattern on the alley facade as the street facing facades and breaking up or low setback facades facing neighboring property with modulation where feasible and panel patterning.



Building on arterial corner site



New construction in evolving neighborhood

GUIDELINES - ENTRIES AND SITING

CS1 Natural Systems and Site Features

C.2 Topography - Land Form

Use the natural topography and/or other desirable land forms or features to inform the project design.

PL4 Active Transportation

A.2 Entry Locations and Relationships - Connections to All Modes

Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

Noted Secondary Guidelines:

PL2.A.1 Accessibility - Access for All, PL2.C.1 Weather Protection - Locations and Coverage, PL3.A.1 Entries - Design Objectives, PL3.B

Residential Edges - Security & Privacy, PL4.C.1 Planning Ahead for Transit - Influence on Project Design

RESPONSE

Our preferred design option places the commercial entry on the corner of Aurora Ave N and N 38th St and the pedestrian entrance on N 38th St. These locations along N 38th St provide the best access to the transit stop to the South around the underpass and the bicycle route on Fremont Ave N. Additionally, entry placement of the primary residential entry at this location best fits the topography of the site by placing the primary residential entrance at the lowest grade at ROW, minimizing the ramp length needed for accessible entry and allowing the basement level to fit into the grade increase along Aurora Ave N and provide grade separation from the sidewalk elevation for the street level basement units. We also seek to provide a residential edge along Aurora through setting the units back from the ROW and using landscaping in this space with an open face fence set along the ROW.

All entries to the building provide weather protection through canopies and modulation. The primary residential entry seeks to provide a sense of a semi-private, but inviting space by setting the entry back from the ROW in a recessed area that features landscaping.



Buildings meeting site topography with street level residential in comm. zones



Design Guidelines

GUIDELINES - SUSTAINABILITY

CS1 Natural Systems and Site Features

A.1 Energy Use - Energy Choices

At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

DC1 Project Uses and Activities

A.3 Arrangement of Interior Uses - Flexibility

Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

Noted Secondary Guidelines:

CS1.B.1 Sunlight and Natural Ventilation - Sun and Wind

RESPONSE

Our building intends to incorporate sustainability via our energy choices and through flexibility of use. The design will incorporate solar panels along the Northern edge of the building. Open Southern exposure will be maintained long term sunlight in this area. Additionally, we plan to use heat pump hot water heaters in the building and mount solar panels on a solar duct to collect heat for the intake air for the water heaters allowing them to operate more efficiently. The building form is designed in part to allow for the necessary shafts in this area to accommodate the ducting necessary for the intake air.

We also intend to include both R1 residential space and R2 residential space in the building. In addition, we intend to build all residential spaces to R1/R2 standards. By building to dual R1/R2 standards as allowed by the building code, we intend to make any transitions of use for portions of the building to be streamlined in the future to ensure the use of the building is best meeting residential area demands throughout its life.



Sustainable building elements - solar panels

GUIDELINES - RESIDENTIAL COMMUNITY AND CONTEXT

PL2 Walkability

B.1 Safety and Security - Eyes on 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.

DC3 Open Space Concept

B.4 Open Space Uses and Activities - 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), barbeques, resident meetings, and crafts or hobbies.

Noted Secondary Guidelines:

DC1A.4 Views and Connections

RESPONSE

Our design includes an amenity roof deck space that connects with the local natural environment via views of downtown Seattle, Lake Union, and Mount Rainer and seeks to provide a community space to promote social interactions between residents. We intend to include table space and seating to facilitate meeting, crafts, and hobbies. We are also exploring the inclusion of incorporating a rooftop greenhouse in this space to facilitate gardening by residents.

Our design includes a unit layout that includes fenestrations facing the public ROW for the large majority of units to increase eyes on the street on Aurora Ave N, N 38th St, and the alley to the West of the property.



Community rooftop deck amenity space



Increase eyes-on-street arterial

Architectural Massing Concepts

Conceptual Alternatives Overview

CONCEPT 1



This option places the primary residential entrance on N 38th St, in a location that provides the most convenient access to the nearest transit stop to the South, the nearest bike route to the West, and the Fremont bridge commercial area to the Southwest. Additionally, this location for the primary entrance is the lowest elevation along the street adjacent property lines - allowing for the shortest accessible ramp. The short ramp allows for additional greenery to be included in the setbacks adjacent to streets and allows for a more convenient accessible entrance to the building. A gold accent may be included at the entry as a subtle homage to the nearby Fremont Troll landmark.

This option includes the most a beveled modulation. This modulation shapes varies from other new construction along this block, but provides a distinct look for the prominent corner which is uniquely situation relative to other developments and serves as a pronounced welcome to the Fremont area from north traveling vehicle traffic on Aurora Ave N. The massing is further broken up by modulation near the North end of the Aurora facing facade.

CONCEPT 2



This option places the primary residential entrance on Aurora Ave N - the longer street facing facade adjacent to the property. This entrance location has some drawbacks relative to a N 38th St primary residential entrance because it is further away from the nearest transit, bicycle path access, and the Fremont Bridge commercial area. Additionally, due to the site topography the entrance requires an accessible ramp that uses additional length and square footage adjacent to the ROW relative to the other concepts, reducing the total greenery included at property setbacks along the ROW and requiring a less convenient access due to the increased length.

This option includes a prominent squared modulation on the corner. This option includes modulation on the North corner, to provide a more symmetrical appearance along the Aurora Ave N facing facade, with a longer non-modulated facade length for the central portion of the facade required. The addition of posts at the SE corner may be needed for structural considerations of this modulation. A modulation on the SW corner is also included

CONCEPT 3 (Preferred)



This option places the primary residential entrance on N 38th St, in a location that provides the most convenient access to the nearest transit stop to the South, the nearest bike route to the West, and the Fremont bridge commercial area to the Southwest. Additionally, this location for the primary entrance is the lowest elevation along the street adjacent property lines - allowing for the shortest accessible ramp. The short ramp allows for additional greenery to be included in the setbacks adjacent to streets and allows for a more convenient accessible entrance to the building. The gold accent is a subtle homage to the nearby Fremont Troll landmark.

This design aims to provide a prominent corner that fits the surrounding new construction closely. The design reduces the weight of the corner along the Aurora Ave N facade in favor of including two modulations along the length of the facade to break up the perceived massing of the Aurora Ave N facade to a greater degree than other concepts. Rectangular patterns found in other new construction on the block are used throughout the design.

This is the development team's preferred option due to the entrance location and reduced perceived massing.

Note: The development team has sought to provide varied massing concepts. Due to site constraints including lot square footage, shape, site topography, available FAR, respect for adjacent buildings, and location requirements of solid waste - there are challenges creating widely varying siting and layout of the proposed building. The development team has created varied concepts as possible while addressing the constraints posed by this site. All concepts are designed to be code compliant. The included fenestrations in the variants are conceptual at this stage. Specific window locations, sizing, and detailing - such as juliet decks are conceptual and not meant for formal review at this time, as we understand the early design guidance process is not meant to address this level of detail. There are no existing trees on site.

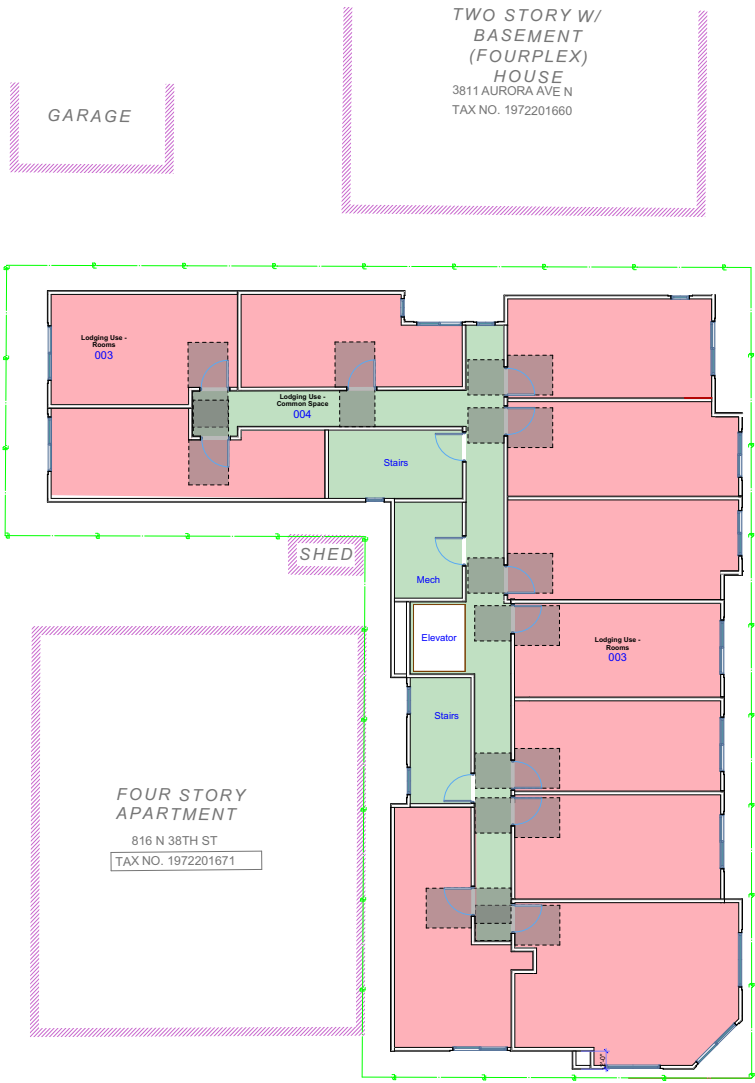
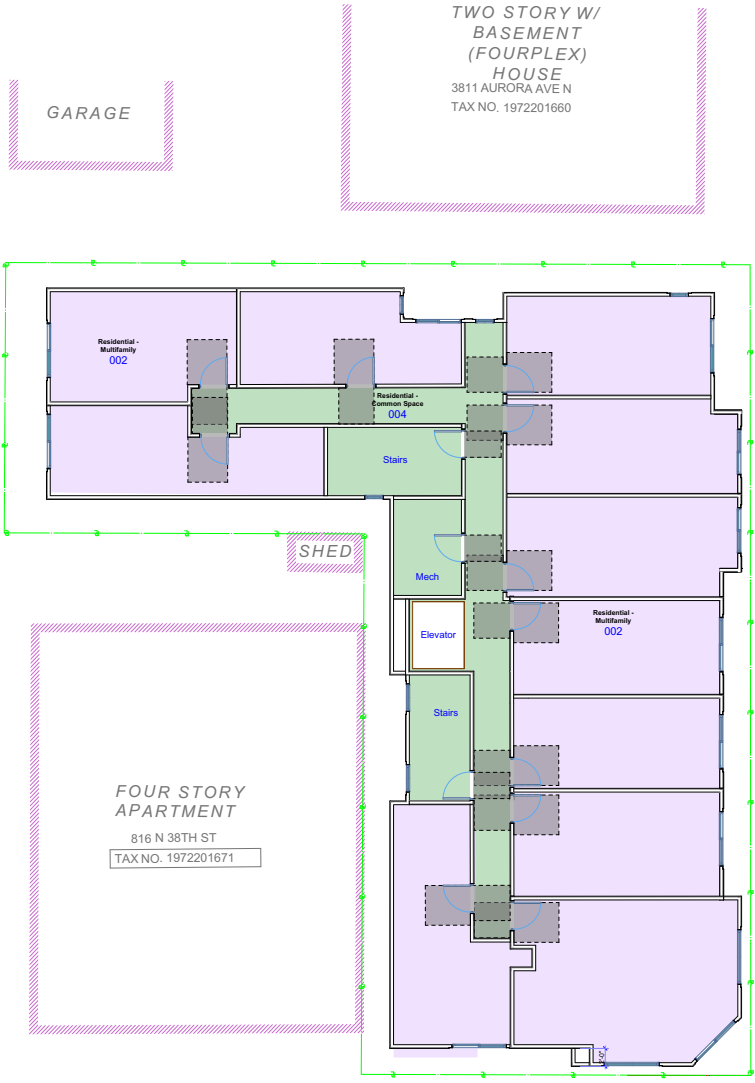
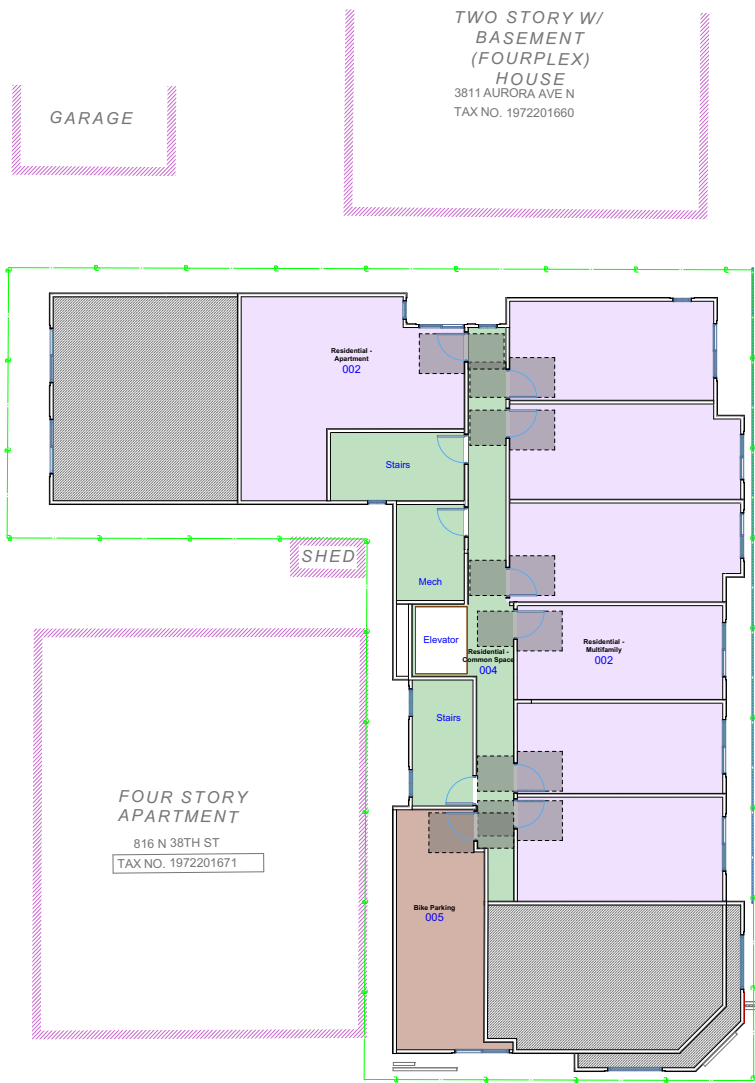
Conceptual design for paneling patterns and materials is shown below (on an early schematic concept). Paneling concepts are adaptable to the three massing variants. We understand there is not a formal review of these elements during early design guidance, but have included the design concepts to provide a better understanding of some design elements planned to be incorporated and how they impact the perceived massing of the proposed variants and we welcome early feedback on the proposed concepts.





Note: Neighboring building hidden





Bike Parking



Lodging Use Units



Common Space (Hallways/Mech/Etc..)

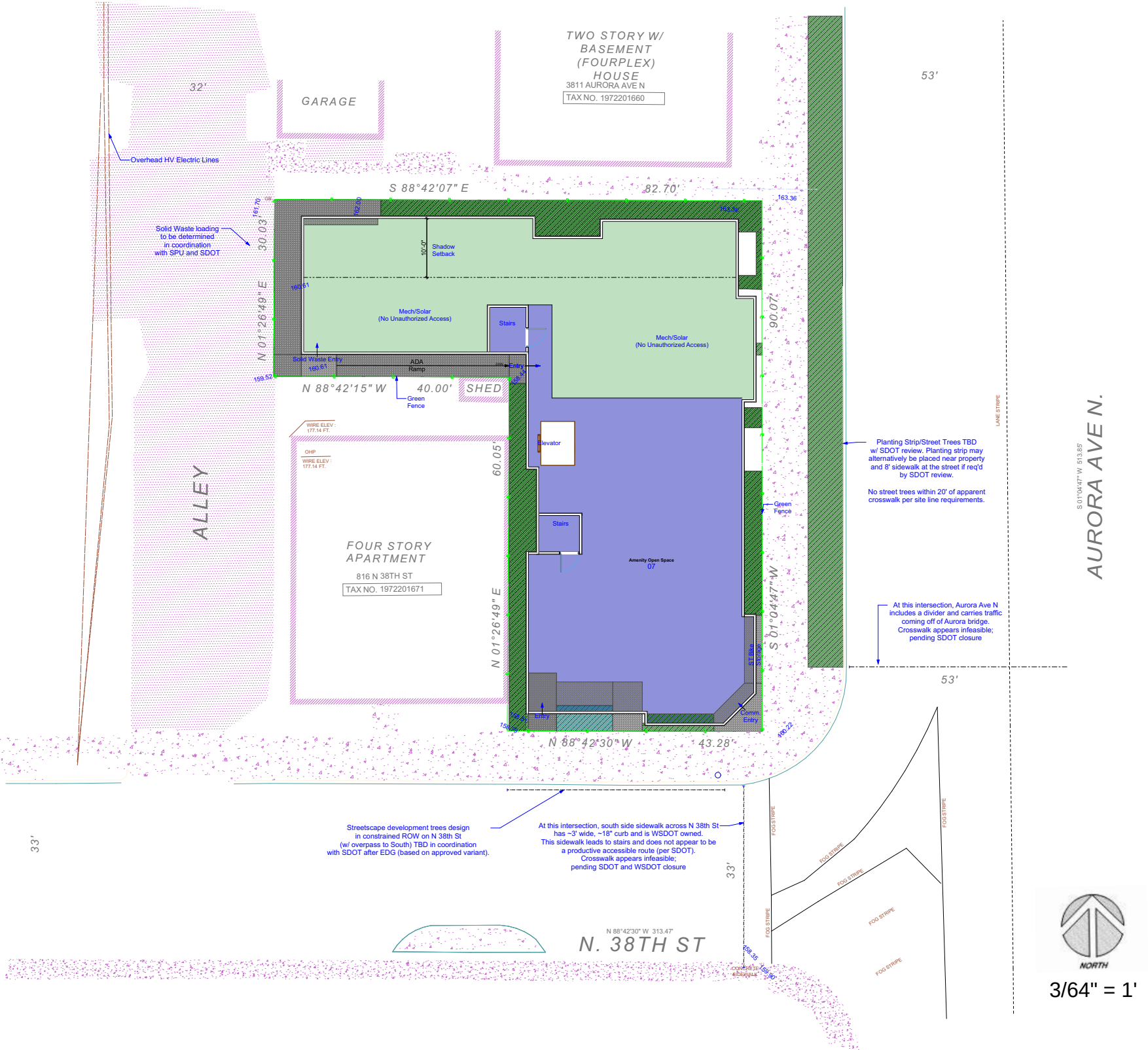


Residential - Apartment Units



3/64" = 1'

- Mechanical Area
- Common Amenity Roof Deck



March/September 21st

June 21st

December 21st

9 AM



12 PM



3 PM



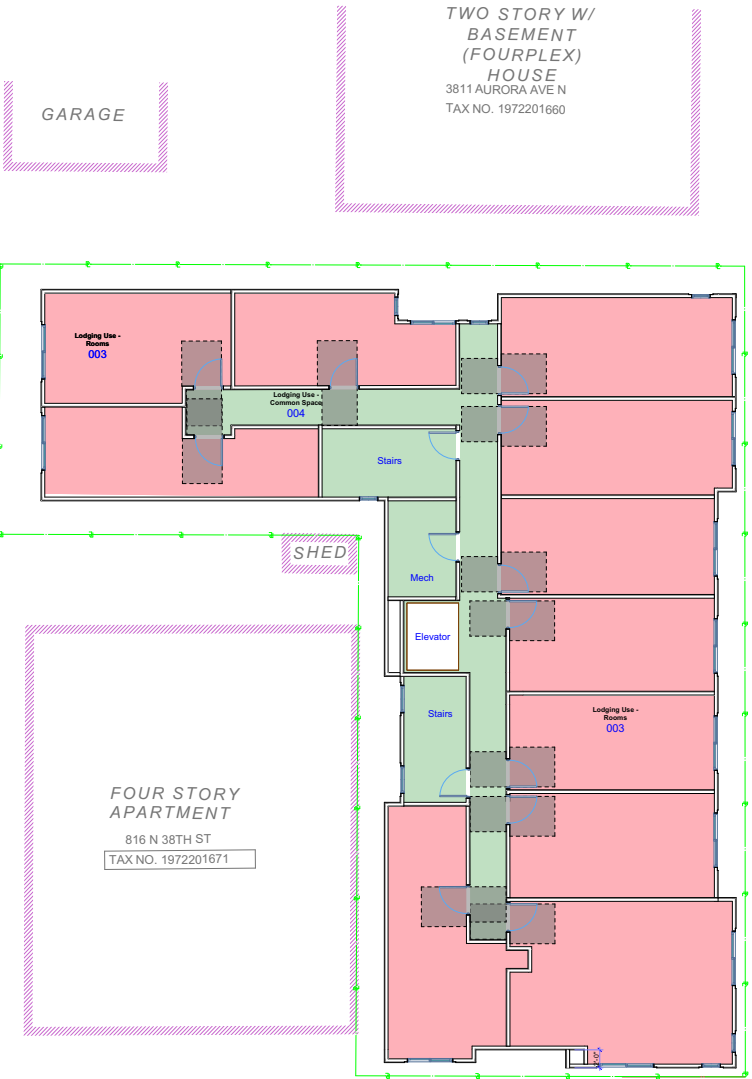
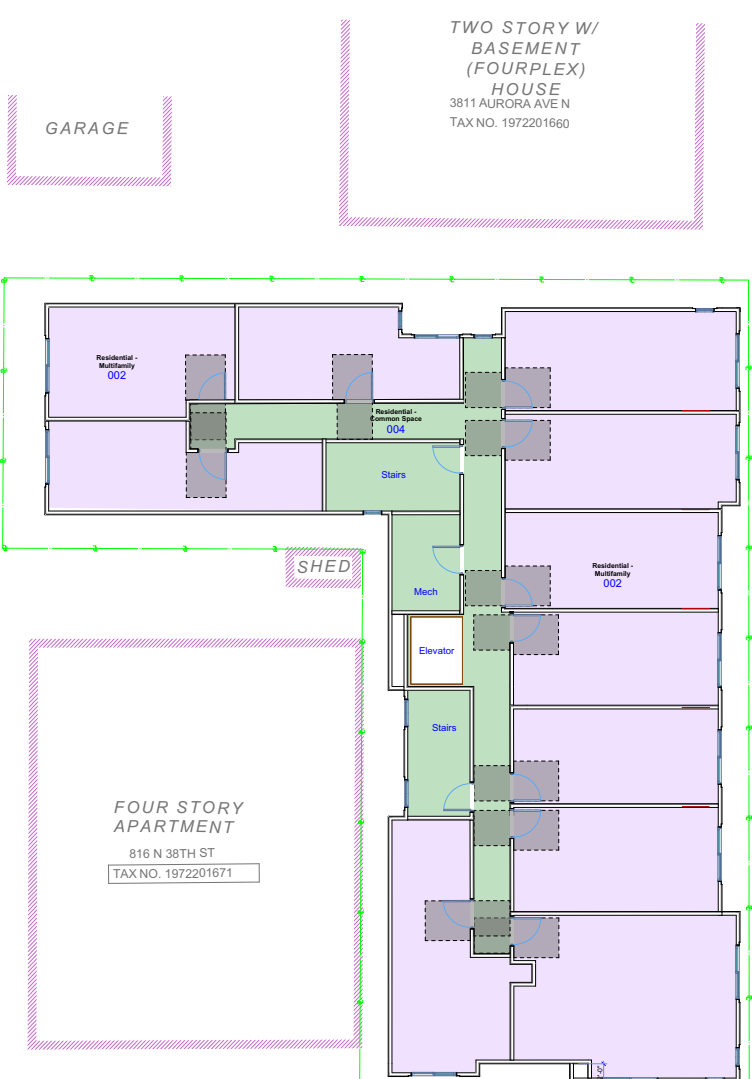
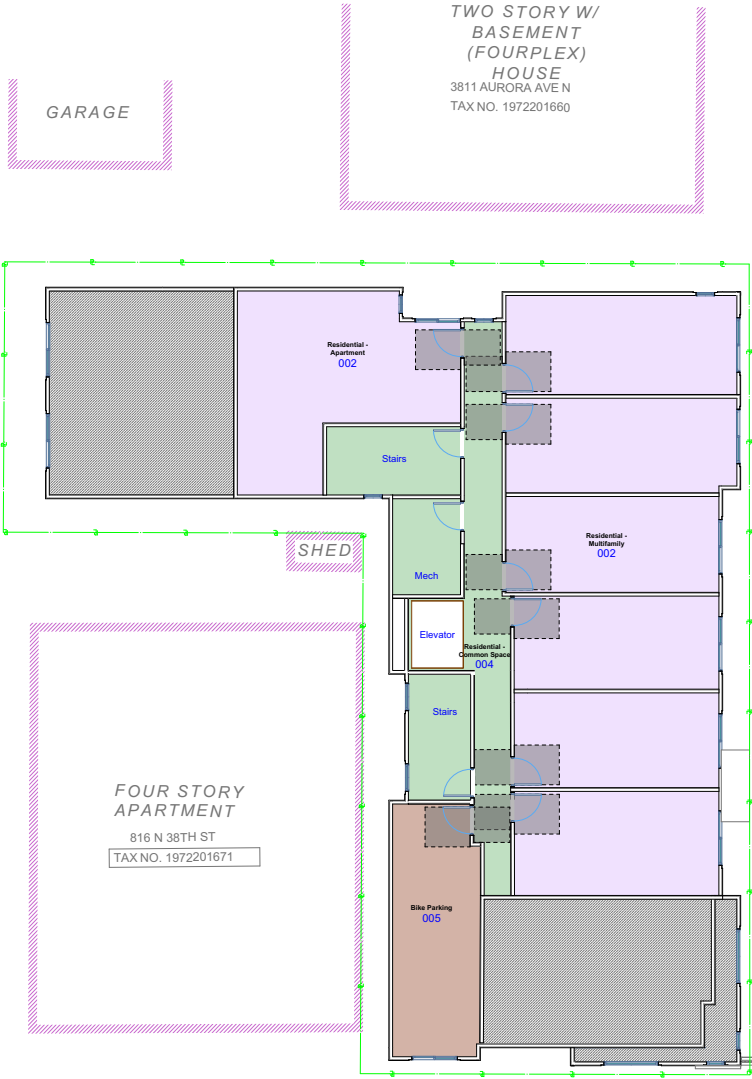
Note: No parks or plazas impacted; Orange outline is shadow projection of proposed structure on ground without surrounding structures present.



Note: Neighboring building hidden

- Commercial Space
- Common Space (Hallways/Mech/Etc..)
- Residential - Apartment Units
- Bike Parking
- Solid Waste (Exterior)





 Bike Parking

 Common Space (Hallways/Mech/Etc..)

 Lodging Use Units

 Residential - Apartment Units


NORTH
3/64" = 1'

- Mechanical Area
- Common Amenity Roof Deck



9 AM

March/September 21st



June 21st



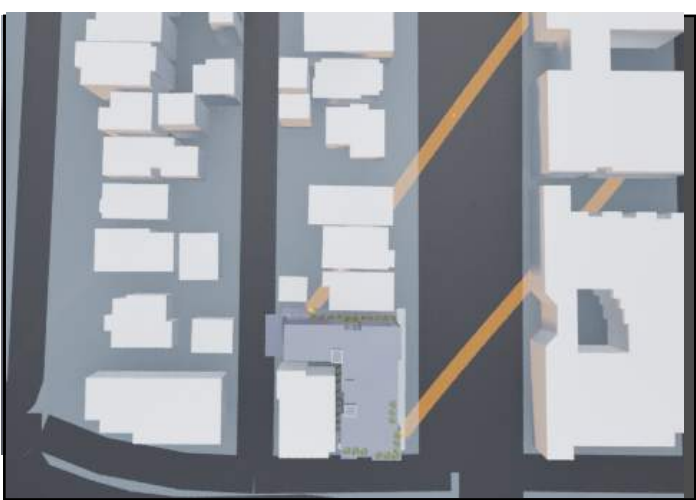
December 21st



12 PM



3 PM

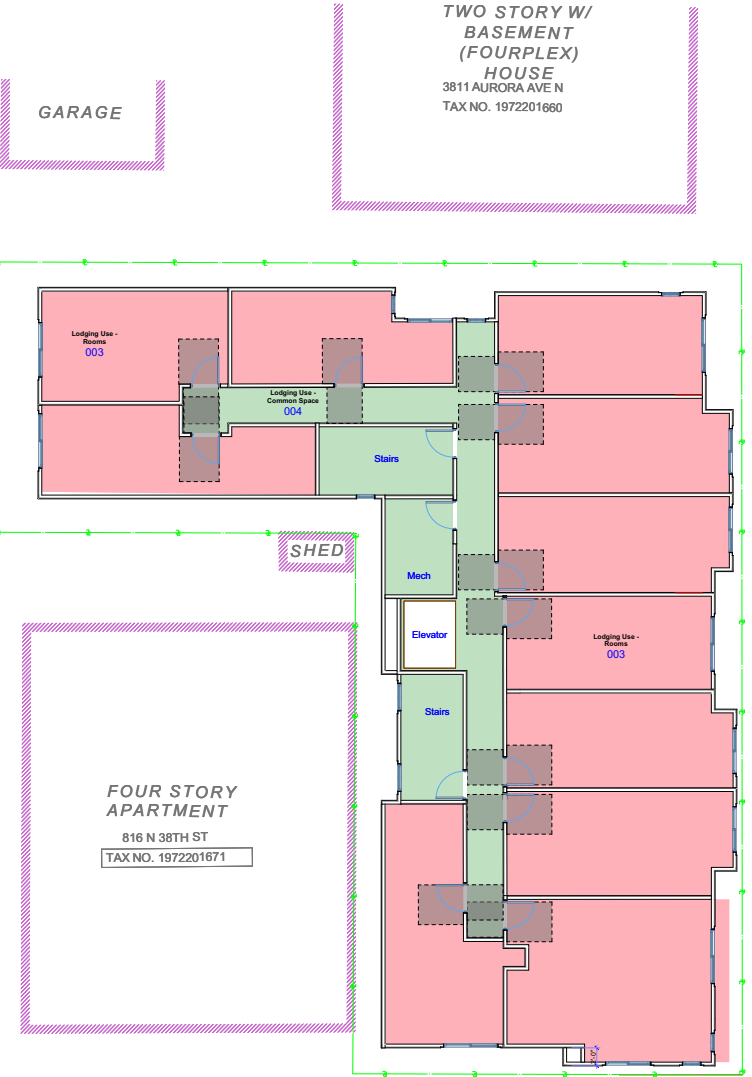
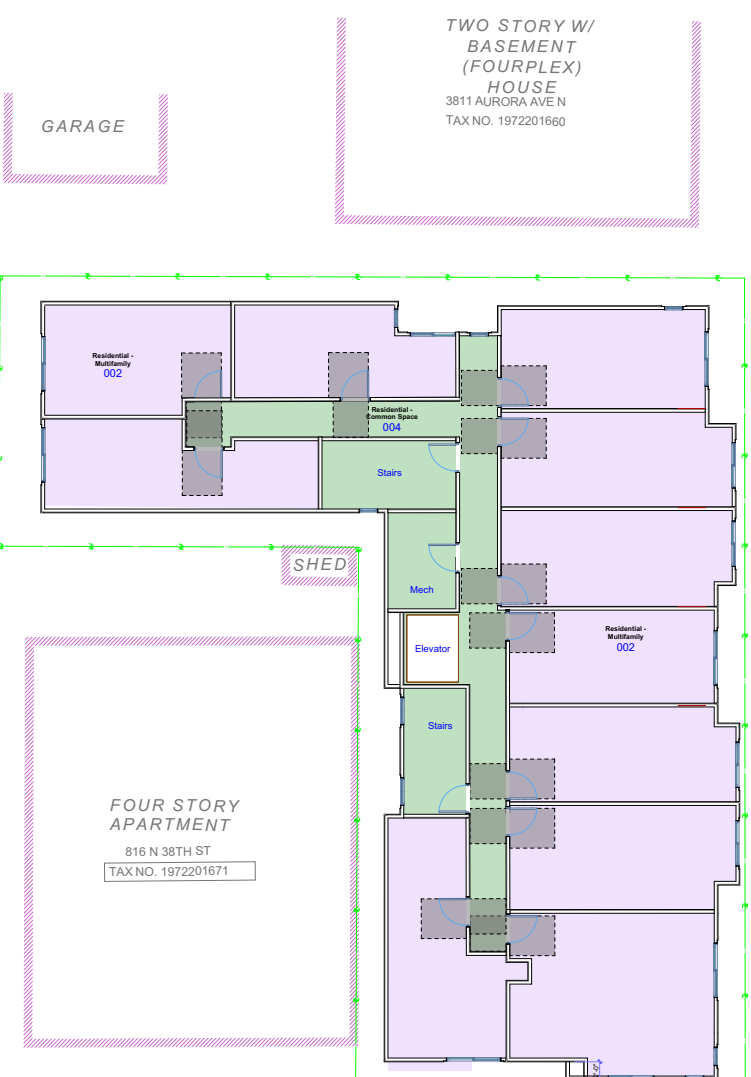
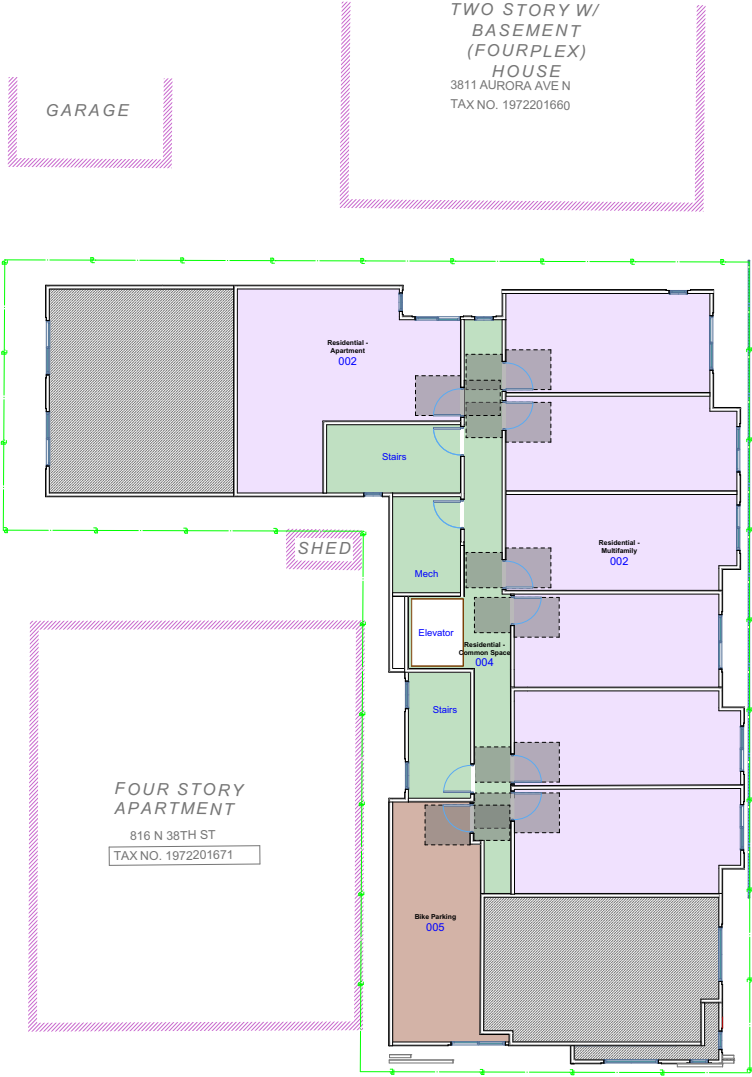


Note: No parks or plazas impacted; Orange outline is shadow projection of proposed structure on ground without surrounding structures present.



Concept 3 (Preferred) - Composite Site/Basement Floor Plan





Bike Parking



Common Space (Hallways/Mech/Etc..)



Lodging Use Units

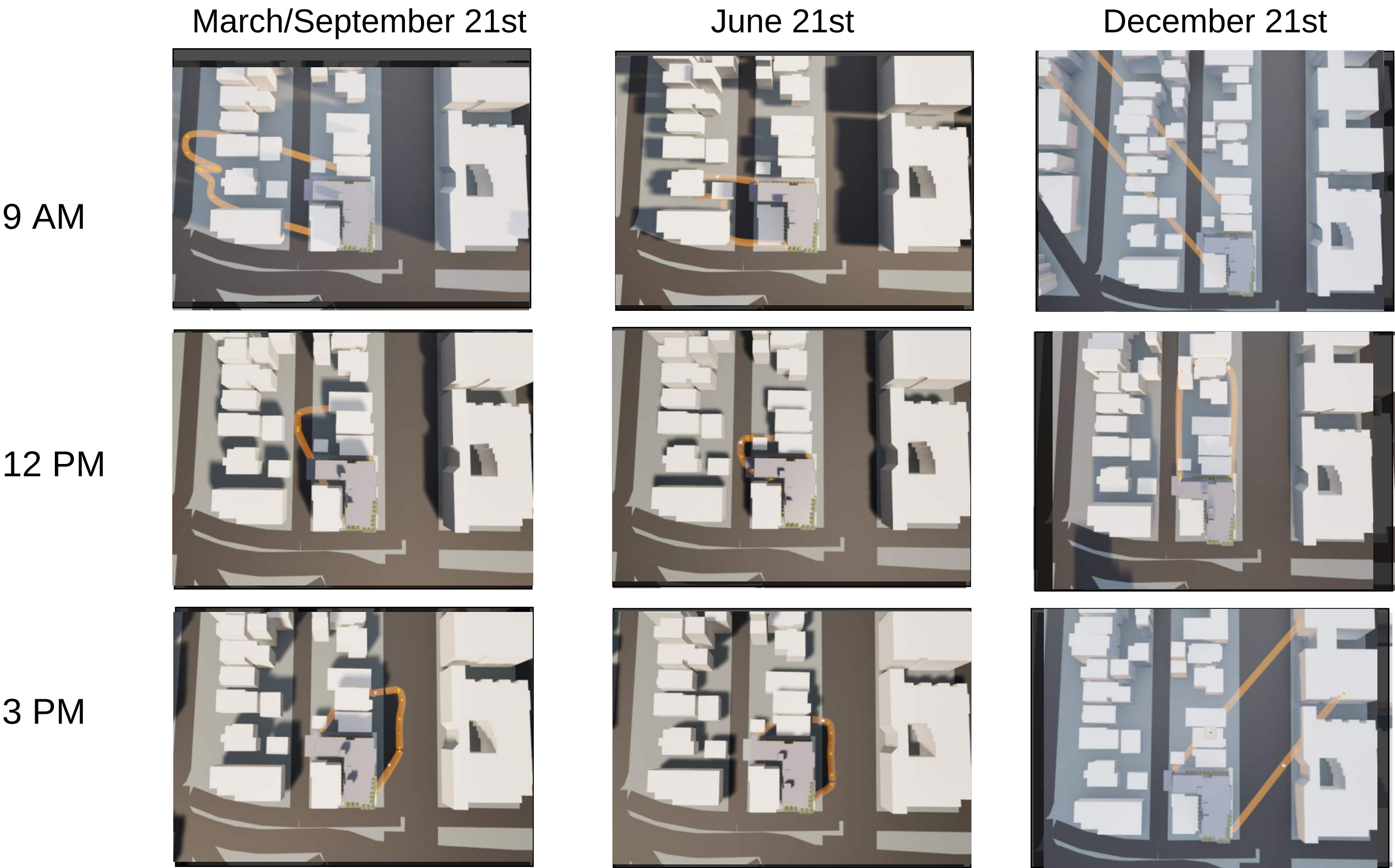


Residential - Apartment Units



3/64" = 1'





Note: No parks or plazas impacted; Orange outline is shadow projection of proposed structure on ground without surrounding structures present.

Cedar (and/or faux cedar) modulations



Non-square design at corner



Departures

No departure request is being made.

At the time of the pre-submittal conference, we previously intended to request a departure on street level development related to the difference between street grade and the basement floor. After a review of precedent calculations on approved projects and a minor revision of our conceptual plans, all massing concepts meet street level development standards and no departure request is required.