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PROJECT NARRATIVE

Greenlake Self-Storage involves the construction of a new four-story mini-warehouse building at the corner of Aurora Avenue N and N 93rd Street in the Aurora-Liction Springs Urban Village in Seattle.

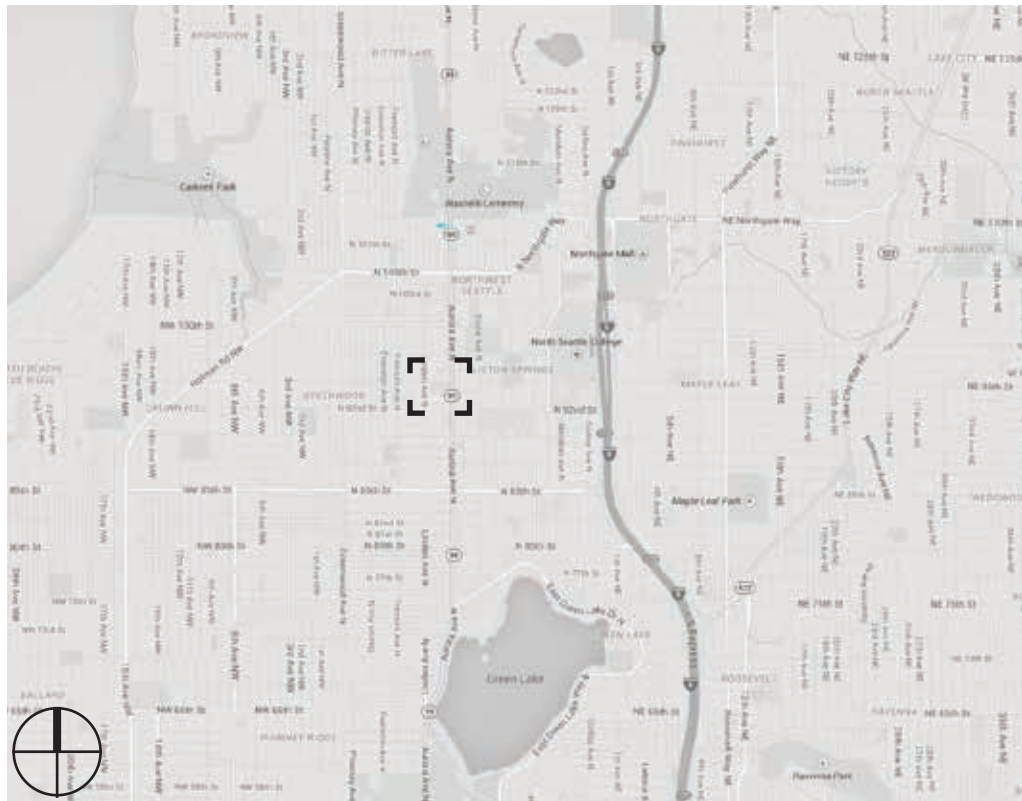
The project site, which consists of three separate parcels, is divided between two zones: C2-65 for the eastern three quarters of the property, and LR2 for the remaining portion of the property to the West. The site is bounded by Aurora Avenue N to the East, single-family residences to the South, Linden Avenue N to the West, and industrial buildings to the North. All existing structures on the property, which include a motel and an auto wreck garage, will be demolished.



Greenlake Self Storage

9309 Aurora Ave - DPD 3019569

INTRODUCTION
Introduction and Table of Contents



Lot Data

Parcels: 3126049034
 1532300095
 1532300105

Lot Area: 51,331 SF

Zone: C2-65 and LR2

Height Limit: 65'

Setbacks: Per SMC 23.47A.014 Along rear or side lot line abutting a residential zone, 10 feet for portions of structures above 13 feet in height to a maximum of 65 feet.

Parking: None required, but see options for amount provided.

ECA's: None

Proposed Building Preferred Option #3

Building Area: 137,604 SF

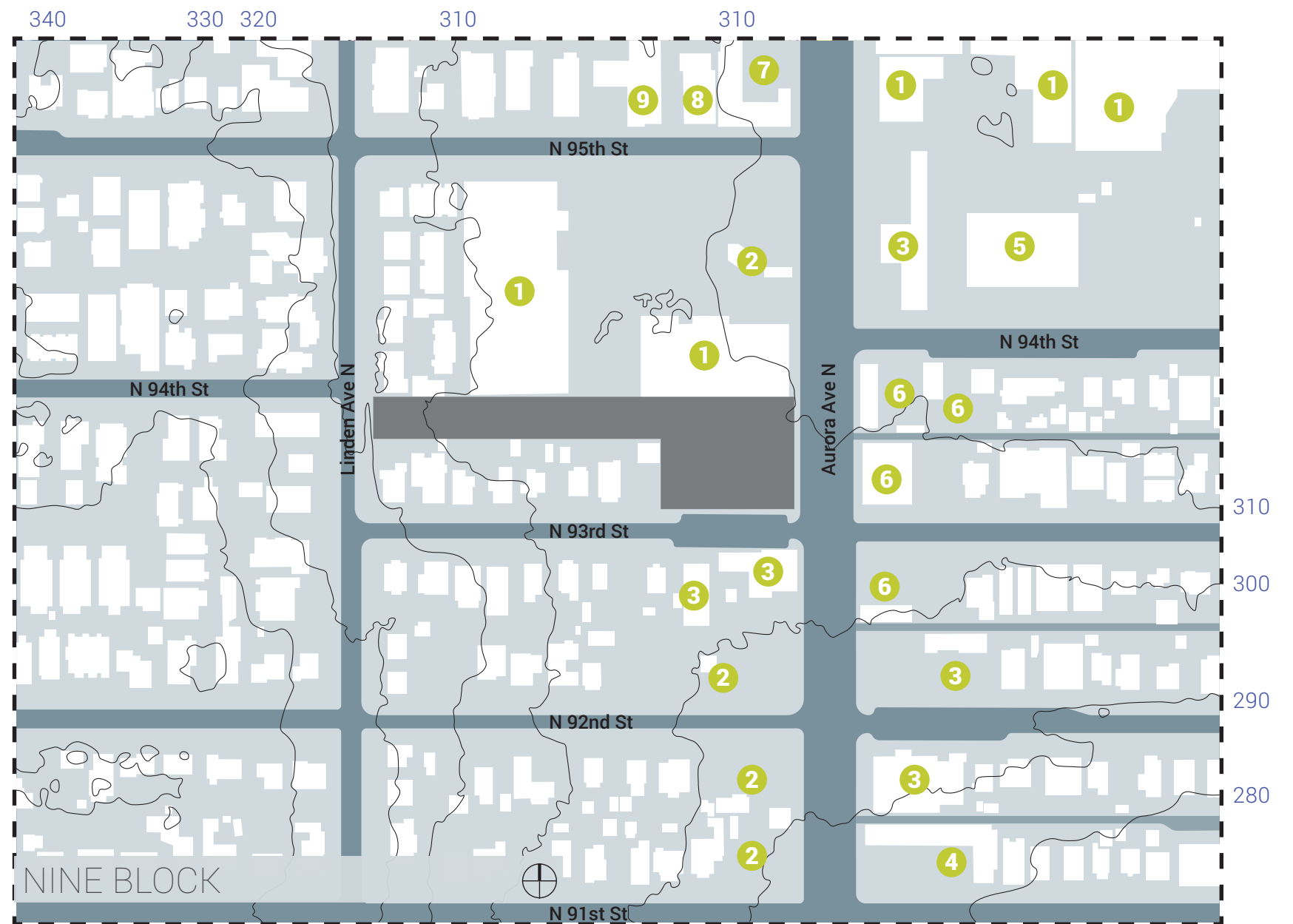
FAR Allowed: 4.25

FAR Proposed: 2.68

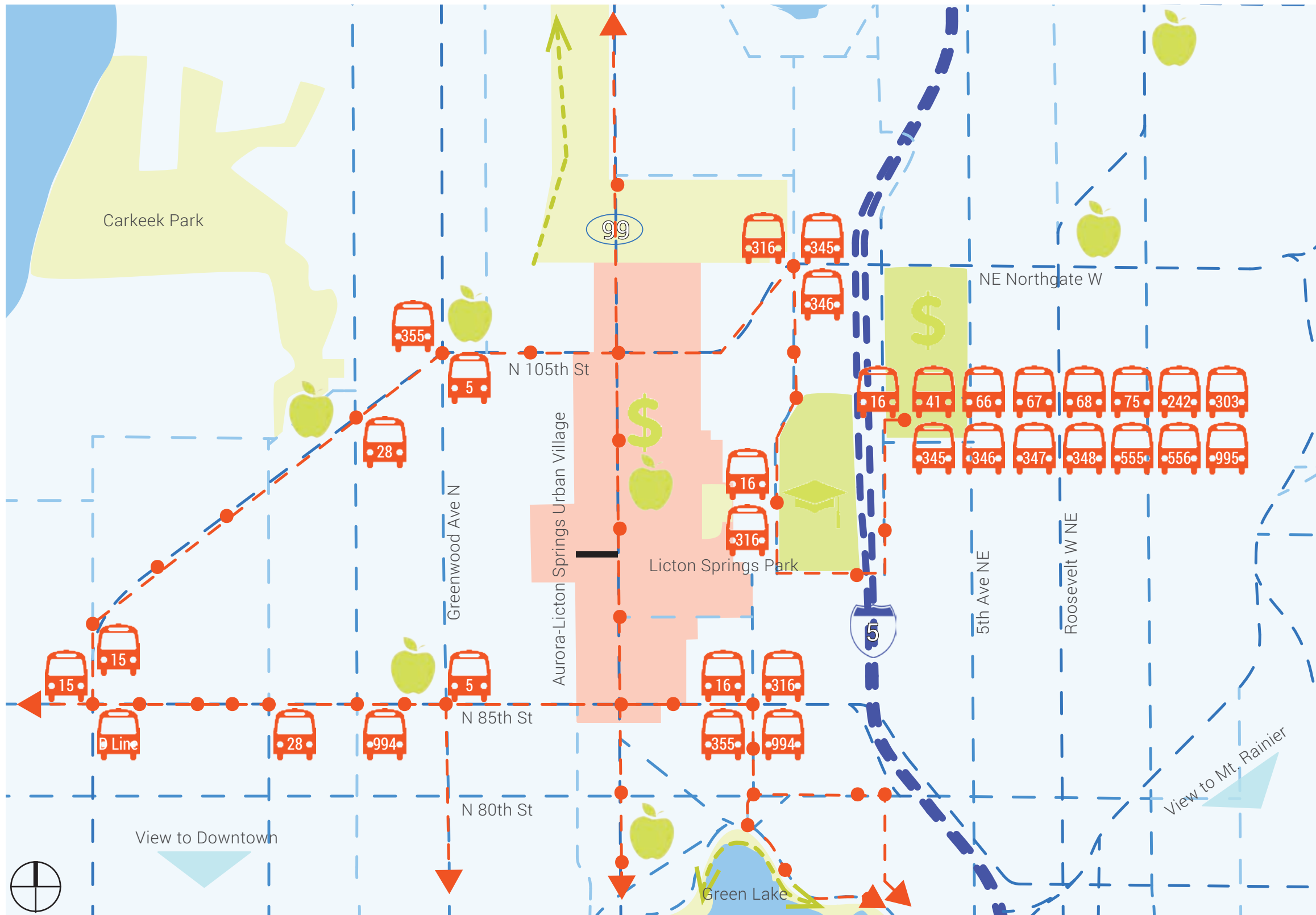
Floors: 4

Height: 50'

Parking: 16



- 1 Warehouse
- 2 Used Car Lot
- 3 Car Mechanic
- 4 Days Inn Aurora North
- 5 Puget Sound Energy
- 6 Dunn Lumber
- 7 Crown Inn & Market
- 8 Northwest Jui-Jitsu Club
- 9 AAA Spraying



- KEY**
- Interstate Freeways
 - Principal Arterials
 - Minor Arterials
 - Collector Arterials
 - Bike Paths
 - Bus Routes
 - Bus Stops
 - Transfers at Stop
 - North Seattle Community College
 - Grocery Stores
 - Commercial Centers
 - Scenic Views



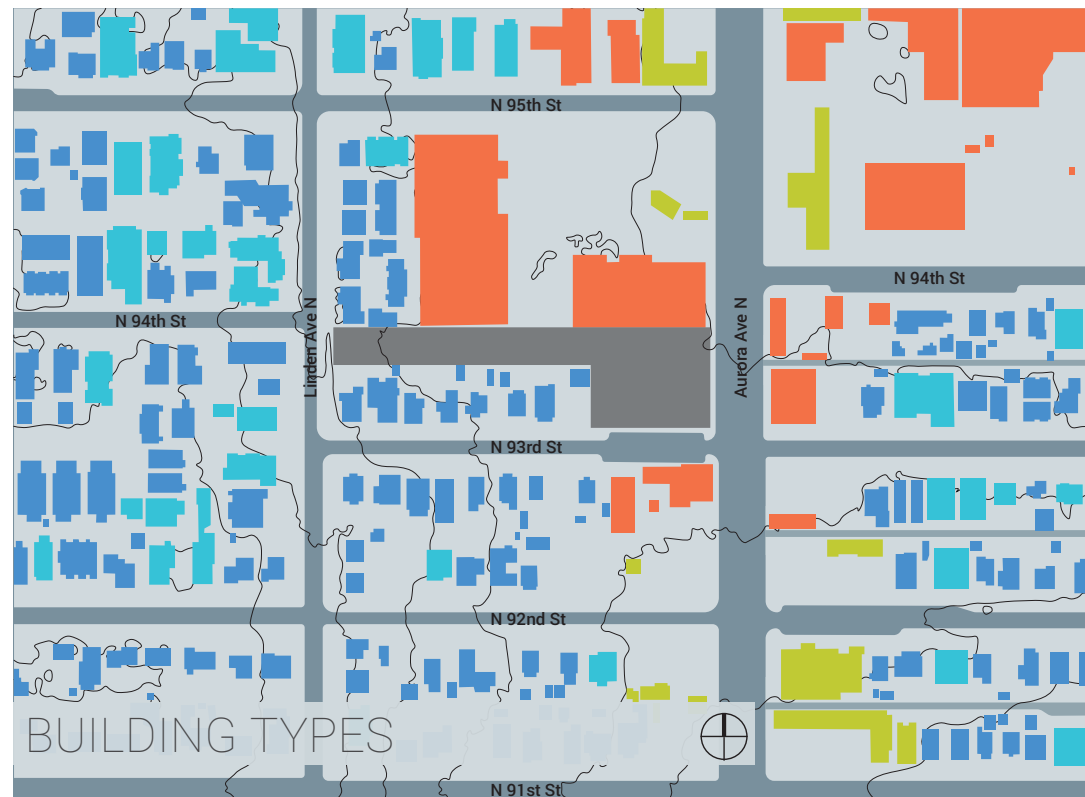
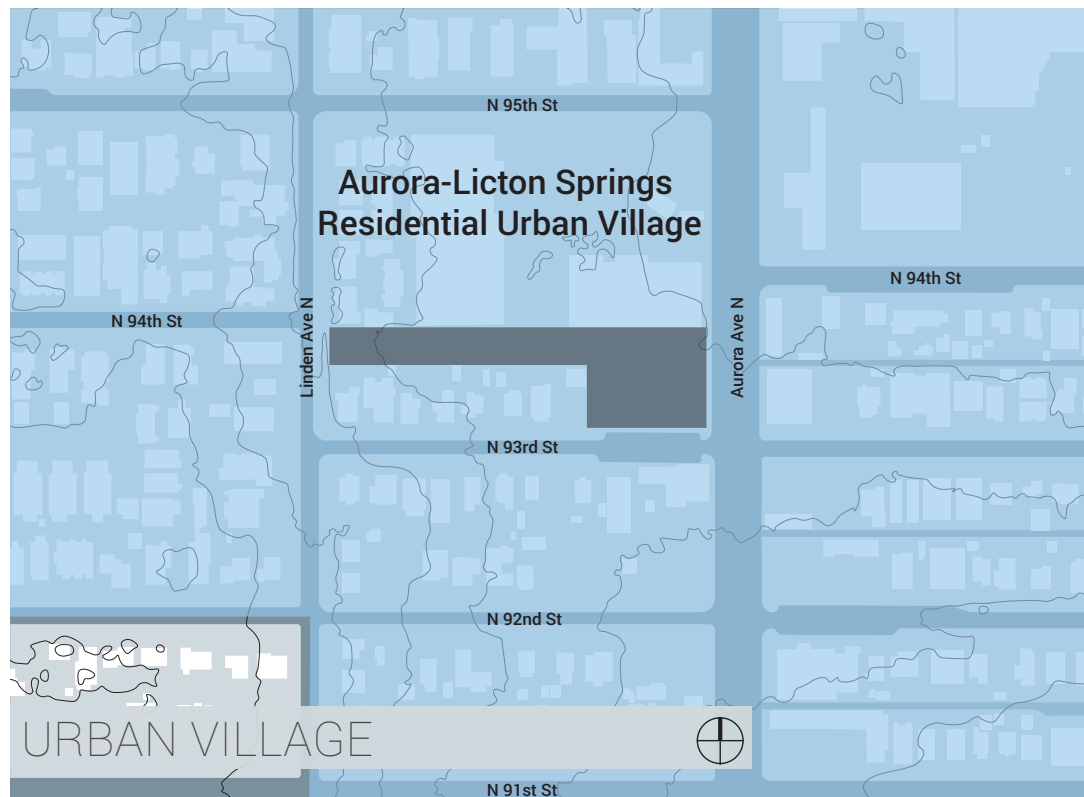
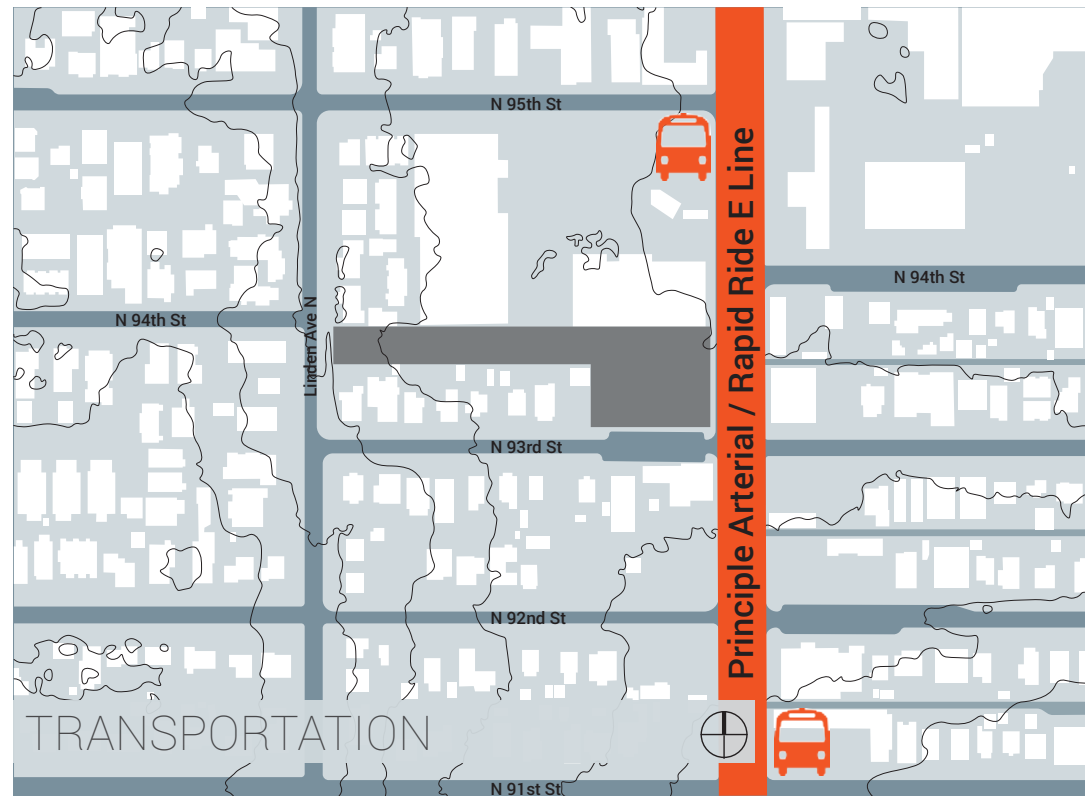
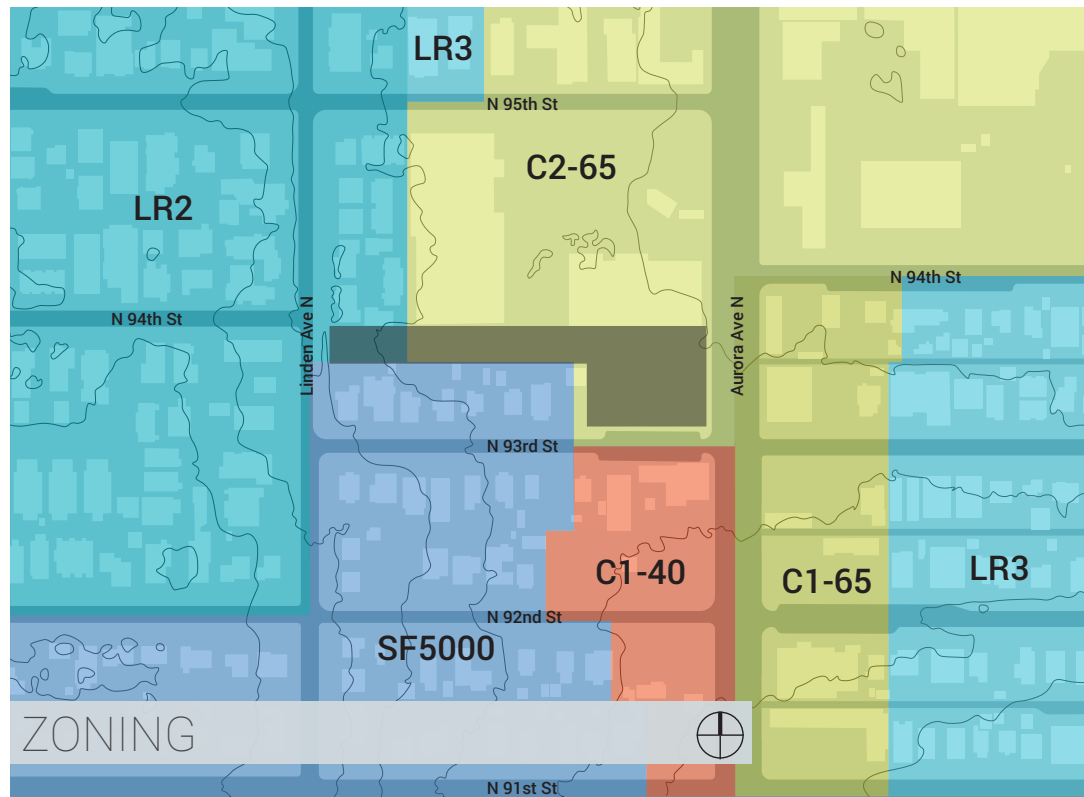
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SITE AERIAL

Maximum Massing Build-Out Permitted by the Seattle Land Use Code

Early Design Guidance

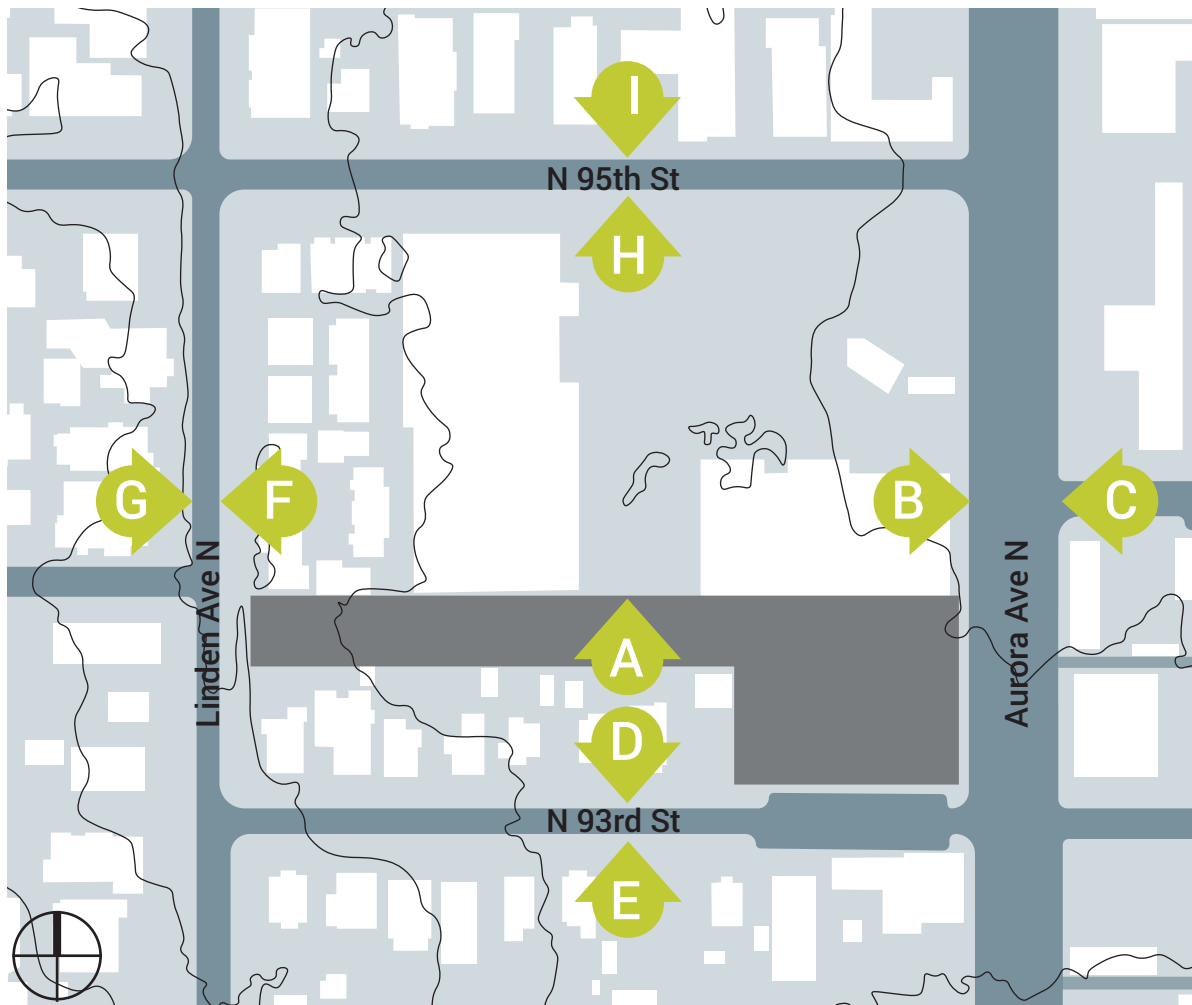
June 15, 2015



- SUBJECT PROPERTY
- SINGLE FAMILY RESIDENCE
- MULTI-FAMILY RESIDENCE
- COMMERCIAL
- WAREHOUSE



View from within the property looking due North. Commercial/Industrial neighbors to the North present a stark, unattractive face towards the property.



View looking East across Aurora Avenue N showing more examples of commercial and industrial neighbors characterized by blank walls, unremarkable facades, and miscellaneous items that are more suited to the "back of the house" rather than the street front.

6 STREET ELEVATIONS

Street Elevation Map



View from across Aurora Avenue N looking towards the project site. This view amply demonstrates the glaring lack of streetscape appeal endemic to the project's immediate vicinity, indicative of the physical deterioration that has been plaguing the area for years.



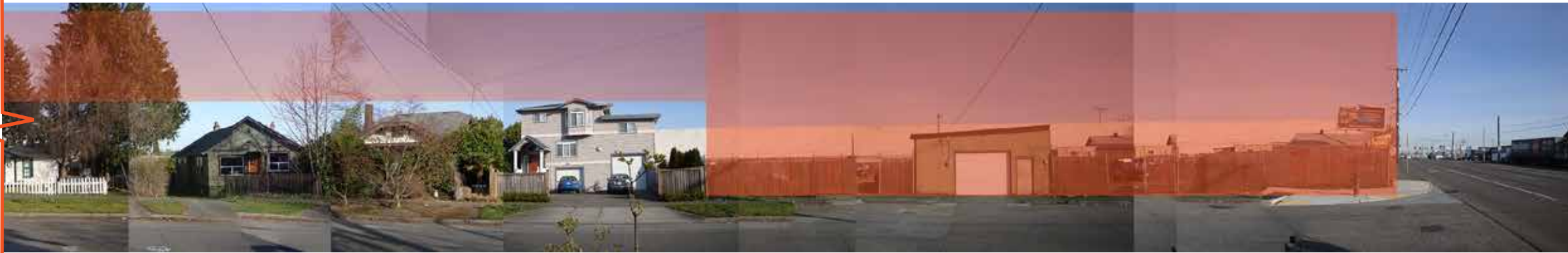
D View looking South across N 93rd Street. Single-family residences sit alongside a rather unappealing commercial use without the benefit of a proper transition or buffer.



E View of the project's Southerly residential neighbors as seen from N 93rd Street looking North. The optimized mass of the building (Option #1) is shown in the background to provide a sense of the project's relative scale.



F View of the residences West of the project across Linden Avenue N.





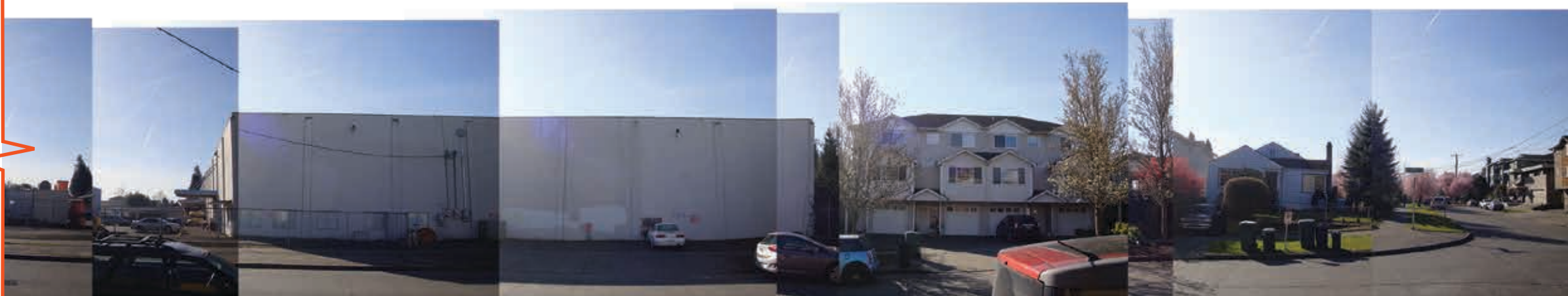
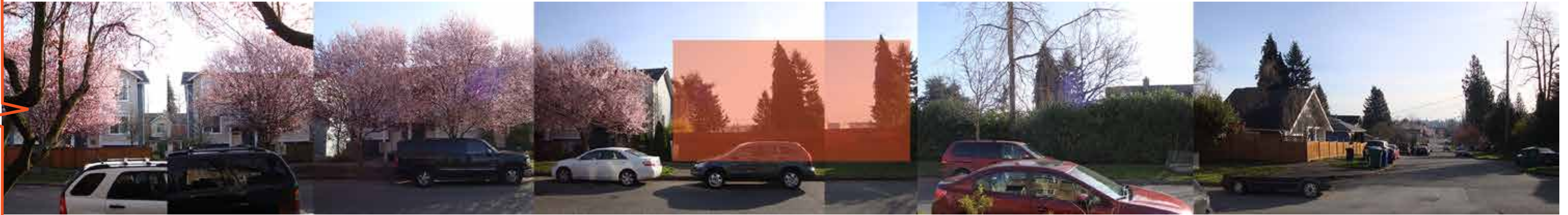
View across Linden Avenue N looking East showing the project's residential neighbors.



View of residential structures across N 95th Street looking North.



View of bland streetscape along N 95th Street looking South.



An analysis of the project's immediate context reveals the glaring absence of desirable design cues that could influence the development of the building design in a positive way. As a result, the project looks to the neighboring areas of Greenlake and Fremont – neighborhoods that enjoy a more attractive, dynamic and progressive social, economic and architectural milieu – to inform the design concept. The project also takes cues from outstanding precedents of the mini-warehouse building type in the Seattle area, most notably the Public Storage building on Fairview Avenue N in South Lake Union.

The guidelines identified as priorities for this project were selected on the basis of their relevance not only to the building's function, siting and scale, but more importantly, to the unique approach of transplanting design cues native to another context and establishing their presence in the local area, thereby setting a precedent in development that hopefully could reverse the continuing decline of the social, economic, moral and physical fabric of the community.



The new Starbucks on Aurora is a rare example of progressive development in the local area.



Seattle City Light on N 97th Street, another of the few examples of good development in the local area.



Theo Chocolate in Fremont was repurposed to showcase Seattle's rich architectural heritage.



Howard Park Apartments in Greenlake is a conservative reinterpretation of Seattle's heritage architecture.



Stone Way Apartments in Greenlake is a more progressive design approach melding the traditional with the contemporary in terms of form and materials.

12 CONTEXT SUMMARY

Mini-Warehouse or Self-Storage Building Type

The project is located in the C2-65 zone, where the mini-warehouse or self-storage use is permitted outright per the City of Seattle's Land Use Code. It is located in a commercial area not directly across the street from a residential zone and does not contain any residential use; therefore, street-level development standards, including transparency requirements and restrictions on blank façades, do not apply.

The mini-warehouse use is one particular use that can be situated in a highly urbanized setting and yet attract a very low volume of pedestrian and vehicular traffic even during peak periods of activity. Also, by the very nature of its function, a mini-warehouse generates very little noise, air or water pollution and material waste. It could therefore have a relatively quiet and unobtrusive presence in its setting.

Externally, the mini-storage building type differs significantly from most other building types because of the minimal overall requirement for fenestration or glazing. This is most apparent in multi-level storage buildings, which could have very large wall surfaces completely uninterrupted by openings. But there is also a growing trend in recent years towards using fenestration as a marketing tool, where large storefront windows are used to give the public a glimpse into the inner workings of a storage building. Internally, right angles and rectilinear geometries lend themselves to self-storage use, resulting in the most efficient and most profitable layout for rentable units.

"Form follows function" could therefore be strictly adopted as an underlying principle in designing a mini-warehouse building, given the relatively simple demands of this building typology, but there are certainly opportunities to endow a storage building with a visual and spatial character that elevates it above its mundane nature. Hopefully, the options presented in the following pages demonstrate this.



Examples of self-storage buildings with unattractive blank walls visible to the public. The project will use design solutions, such as greenscaping of walls or modulation to address this issue.



Examples of self-storage buildings where fenestration is used to advertise the internal function of the building. The project will take full advantage of this marketing opportunity.

Public Storage in South Lake Union

This building is located at 700 Fairview Avenue N in the fast-growing neighborhood of South Lake Union. It is a successful example of adaptive reuse and new construction that respects architectural heritage while being forward-looking at the same time.

It comprises a four-story building built as a modern-day backdrop to the façade of a century-old structure originally built by the Ford Motor Company as part of its Model T regional assembly plant in the early 1910's. The new four-story volume is clad in gray horizontal metal siding, while the older two-story foreground structure is covered in dark red masonry brick. Both volumes are punctuated by rows of expansive storefront windows that effectively advertise the activities that take place in the building's interior, dramatically so when lit up at night.

The preferred option for Greenlake Self-Storage, while borrowing freely from this precedent, does not intend to become a mere facsimile, but rather a successful example of a progressive building informed by and giving due respect to Seattle's rich architectural heritage and tradition.





Nighttime lighting emphasizing storage building's internal function



Modular greenwall in grid pattern using diverse plant species



Finish material contrast with brick and metal siding



Greenwall in grid pattern using modular system



Cor-Ten steel exterior finish



Storage corridors visible through storefront



Steel plate planters on roof deck garden



Slatted wood planters on roof deck garden



Juxtaposition of modern and traditional styles



Modular greenwall in grid pattern



Contemporary self-storage building using materials and modulation to reduce apparent bulk

CONTEXT & SITE

CS1 NATURAL SYSTEMS AND SITE FEATURES: USE NATURAL SYSTEMS AND FEATURES OF THE SITE AND ITS SURROUNDINGS AS A STARTING POINT FOR PROJECT DESIGN.

CS1-B Sunlight and Natural Ventilation

CS1-B-2 Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

Tall storefront windows, transoms, clerestories and skylights will be utilized to maximize the amount of daylight entering interior spaces and reduce the need for artificial illumination, particularly in the internal drive aisle(s). The proposed building's location relative to adjacent properties will cause minimal shading on residential neighbors, even in the winter months (Options 1, 2 and 3).

CS2 URBAN PATTERN AND FORM: STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.

CS2-A Location in the City and Neighborhood

CS2-A-1 Sense of Place: Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

Because there is very little in terms of desirable urban forms, patterns and character in the immediate context of the project, the building design will instead borrow and incorporate elements from surrounding desirable nodes with a more identifiable and attractive character, such as Greenlake and Fremont. This will be done with the expectation that the transplanted character will take root, flourish and spread in its new setting (Option 3).

CS2-A-2 Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. 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.

The subject area suffers from endemic architectural and social decay and a severe lack of investment. Our proposed project marks a distinct reversal of this current trend and will hopefully serve as a source of leadership in encouraging a new resurgence in the area. Toward this end, the building will be designed as a readily identifiable landmark with a strong architectural presence in the area, not by virtue of its size alone, but through the adept use of massing and articulation, detailing, textures, colors and materials (Option 3).

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2 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.

The proposed building will be designed to reinforce the street edge and enhance the streetscape with the use of pedestrian-oriented elements at street level, notably a colonnade that supports the upper floors on the Aurora Avenue frontage (Options 2).

CS2-B-3 Character of Open Space: Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use.

Sides of the building facing residential zones will have roof deck landscaping in the setback areas at Level 2, and greenscaping on the walls from Level 2 to the top of the parapet. This will provide a softening transition between different zones, with the vertical greenery serving as a visual extension of the residential neighbors' rear yards (Options 1, 2 and 3).

CS2-C Relationship to the Block

CS2-C-1 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.

The proposed building will reinforce the street wall at the SE portion of the site in order to establish a strong visual anchor at the corner of the street block. Accent materials and architectural elements will wrap around the SE building corner to emphasize the corner condition (Options 1, 2, and 3).

CS2-D Height, Bulk, and Scale

CS2-D-1 Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

With several large, unremarkable industrial precedents already in place in the local area, the proposed building will be a welcome addition to and improvement upon the existing urban landscape (Options 2 and 3).

CS2-D-3 Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

Building elevations facing residential zones will be devoid of windows overlooking adjacent properties, keeping the privacy of the neighbors intact. The proposed use, by its very nature, will be quiet and unobtrusive (Options 1, 2 and 3).

CS3 ARCHITECTURAL CONTEXT AND CHARACTER: CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1 Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2 Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

The design of the street-facing elevations will be a juxtaposition of traditional and modern styles. The SE volume of the building will pay tribute to Seattle's rich architectural heritage, with brick walls, parapets and pilasters crowned with cornices, while the long, northern block will be clad in a variety of modern metal siding profiles (Option 3).

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

By using diverse but compatible design vocabularies that link the old and the new, the building design will act as a physical catalyst for the potential evolution of the neighborhood's character, and will serve as a source of inspiration for similar projects in the area in the future (Option 3).

PUBLIC LIFE

PL1 CONNECTIVITY: COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.

PL1-A Network of Open Spaces

PL1-A-2 Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.

The arterial roadway adjacent to the site discourages human activity, so the building's expansive internal circulation space shall serve as a source of relief from the noise and pollution generated by the hundreds of cars and trucks that pass the site daily (Options 1, 2 and 3). In addition, the building frontage will be set back from Aurora Avenue to create a pedestrian environment that feels open and inviting, rather than confining and intimidating (Options 1 and 2).

PL1-B Walkways and Connections

PL1-B-1 Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

Paved walkways and striped crossings will establish the most direct pedestrian connection between the sidewalk and the main building entrance (Options 1, 2 and 3).

PL1-B-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.

A canopy and recessed entry portal will provide clear directional cues and create a sense of welcome at the building's primary entry point (Options 1, 2 and 3).

PL2 WALKABILITY: CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.

PL2-A Accessibility

PL2-A-1 Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design.

ADA compliant features and elements will be fully integrated into the architectural design (Options 1, 2 and 3).

PL2-B Safety and Security

PL2-B-1 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.

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

Extensive storefronts along Aurora Avenue will provide a wide field of vision from the building interior to the street in order to achieve transparency where appropriate and beneficial to building occupants (Options 1, 2 and 3).

PL2-B-2 Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

Sufficient exterior lighting will be installed in order to enhance the safety and security of building occupants, pedestrians and the building premises at night (Options 1, 2 and 3).

PL2-C Weather Protection

PL2-C-1 Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops

The primary building entrance will be protected from the weather by both a canopy (Option 1 and 3) and the overhanging projection of upper floors (Options 2 and 3).

PL2-C-2 Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

Gutters and downspouts will be integrated into the architectural design and, depending on their location on the building elevations, could either be highlighted as an architectural feature or made to appear as inconspicuous as possible (Options 1, 2 and 3).

PL2-D Wayfinding

PL2-D-1 Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

To guide building occupants into, out of, and throughout the building, features such as recessed entries and exits, directional signage, strategically located windows serving as orienting devices, and surface colors and materials will be integrated as wayfinding elements into the building design (Options 1, 2 and 3).

PL3 STREET-LEVEL INTERACTION: ENCOURAGE HUMAN INTERACTION AND ACTIVITY AT THE STREET-LEVEL WITH CLEAR CONNECTIONS TO BUILDING ENTRIES AND EDGES.

PL3-A Entries

PL3-A-1a Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Office/commercial lobbies should be visually connected to the street through the primary entry and sized to accommodate the range and volume of foot traffic anticipated.

Despite minimal pedestrian traffic along Aurora Avenue and the rest of the subject area, the building will nevertheless be designed to address the street and establish a commanding street presence. The primary building entrance and lobby will be directly accessible from the sidewalk and will be enclosed by large storefront windows to reinforce their physical and visual connection to the streetscape (Options 1, 2 and 3).

PL4 ACTIVE TRANSPORTATION: INCORPORATE DESIGN FEATURES THAT FACILITATE ACTIVE FORMS OF TRANSPORTATION SUCH AS WALKING, BICYCLING, AND USE OF TRANSIT.

PL4-A Entry Locations and Relationships

PL4-A-1 Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2 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.

The primary vehicle entry point to the site will be along Aurora Avenue – a major city thoroughfare – to make the site easily accessible to the main flow of vehicular traffic in the area (Options 1, 2 and 3). The most ideal location for vehicular exit is on 93rd Street, as it will have very minimal impact on traffic flow along Aurora (Option 3).

PL4-C Planning Ahead for Transit

PL4-C-1 Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking, and/or suggest logical locations for building entries, retail uses, open space, or landscaping.

An existing transit stop is located two hundred twenty five feet north of the project site, and for the convenience of pedestrians, the primary building entrance will be located as close to it as possible (Options 1, 2 and 3).

DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES: OPTIMIZE THE ARRANGEMENT OF USES AND ACTIVITIES ON SITE.

DC1-A Arrangement of Interior Uses

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

The layout of the building interior and extensive glazing on the Aurora Avenue frontage will make the storage function of the building readily apparent from the street (Option 2 and 3).

DC1-B Vehicular Access and Circulation

DC1-B-1 Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

Restricting the curb cut on Aurora Avenue to a vehicular entry only will minimize pedestrian and vehicle conflicts at that access point. All vehicles entering the site will be funneled through the building and out onto 93rd Street, which is an even less active pedestrian corridor (Option 3).

DC2 ARCHITECTURAL CONCEPT: DEVELOP AN ARCHITECTURAL CONCEPT THAT WILL RESULT IN A UNIFIED AND FUNCTIONAL DESIGN THAT FITS WELL ON THE SITE AND WITHIN ITS SURROUNDINGS.

DC2-A Massing

DC2-A-2 Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

The proposed building design will comply with land use code prescribed setbacks on sides abutting residential zones in order to ease the transition between zones. Large exterior surfaces on these sides will be subdivided visually through modulation and by applying variations and contrasts in the proposed vertical landscaping (Options 2 and 3).

DC2-B Architectural and Façade Composition

DC2-B-1 Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole.

DC2-B-2 Blank Walls: Avoid large blank walls along visible façades wherever possible.

Street-facing building elevations will be articulated with projections and recesses to create a visually interesting composition. Window fenestration and material changes will add to the complexity of the façades (Options 1, 2, and 3).

DC2-C Secondary Architectural Features

DC2-C-2 Dual Purpose Elements: Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions

Aside from aesthetics, exterior architectural features will serve other functions, such as wayfinding, weather protection and advertisement of the building's internal function (Options 2 and 3).

DC2-C-3 Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

The design of the building will make it compatible with the industrial, commercial, and single family precedents in the immediate area in terms of massing and scale, and will judiciously apply colors, textures and materials to make it both an unobtrusive addition to the existing urban landscape and a respectful neighbor to adjacent single family homes (Option 2 and 3).

DC2-D Scale and Texture

DC2-D-1 Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

The projection of upper floors along the Aurora Avenue frontage will create a colonnade that would serve as a pedestrian-oriented base to the building façade (Option 2).

DC3 OPEN SPACE CONCEPT: INTEGRATE OPEN SPACE DESIGN WITH THE DESIGN OF THE BUILDING SO THAT EACH COMPLEMENTS THE OTHER.

DC3-C Design

DC3-C-1 Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes.

New trees will be planted along Aurora Avenue and 93rd Street in order to reinforce existing street planting patterns in the neighborhood. Greenscaping abutting residential zones will soften the visual impact of the building on residential neighbors (Options 1, 2 and 3).

DC3-C-2 Amenities and Features: Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed.

Landscaping and hardscaping will be used to define and enhance the pedestrian environment along Aurora Avenue and 93rd Street (Options 1, 2 and 3).

DC4 EXTERIOR ELEMENTS AND FINISHES: USE APPROPRIATE AND HIGH QUALITY ELEMENTS AND FINISHES FOR THE BUILDING AND ITS OPEN SPACES.

DC4-A Exterior Elements and Finishes

DC4-A-1 Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2 Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

Brick (Option 3) and a variety of metal siding profiles (Option 1, 2, and 3) will predominate the palette of exterior materials. These finishes are aesthetically pleasing, durable, require very low maintenance throughout a building's life cycle, come in a variety of colors and textures, and are used extensively in the Seattle area.

DC4-B Signage

DC4-B-1 Scale and Character: Add interest to the streetscape with exterior signs

and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2 Coordination With Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

Proposed signage will be compatible with the architecture of the building and the general character of the streetscape and will not exceed existing design standards in this high-traffic retail corridor. Wherever practicable, signage elements will be integrated into the building design (Options 1, 2 and 3).

DC4-C Lighting

DC4-C-1 Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

Exterior lighting will be used to draw attention to special architectural and landscape elements, to advertise the building's function at night, and to enhance pedestrian safety along Aurora Avenue and 93rd Street (Options 1, 2 and 3).

DC4-C-2 Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

Exterior lighting will be rated, shielded, diffused, or directed so as to keep its effects within the boundaries of the project site and associated pedestrian spaces and away from the residential zones to the South and West (Options 1, 2 and 3).

DC4-D Trees, Landscape and Hardscape Materials

DC4-D-1 Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

Proposed greenscaping on walls will contain different plant species in order to create a diverse and visually appealing palette of greenery (Options 1, 2 and 3).

DC4-D-2 Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials

Walkways and other paved surfaces at street level will be finished in distinctive colors and textures in order to enhance the visual amenity of the pedestrian environment Along Aurora Avenue and 93rd Street (Options 1, 2 and 3).

DC4-D-3 Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

Plant selection will be based on the above listed criteria to achieve maximal plant survival over the long term (Options 1, 2 and 3).

DC4-D-4 Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

Street trees will be planted along Aurora Avenue and 93rd Street in order to establish a visual delineation between the project and the public realm (Options 1, 2 and 3).

23.47A.004 Permitted and prohibited uses

K.1 Mini-warehouses in all C2 zones.

- 1. Mini-warehouse uses are permitted outright. No conditional use permit required.

23.47A.008 Street-level development standards.

B. Non-residential street level requirements

- 2. Transparency
A. Sixty percent of the street-facing façade between 2 feet and 8 feet above sidewalk shall be transparent.
B. Transparent areas of the façade shall be designed and maintained to allow unobstructed views from the outside into the structure.
3. Height and depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average depth of at least 30 feet, and minimum depth of 15 feet from the street-level street-facing façade. If the combination of the requirements of section 23.47A.005 OR 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to non-residential use, the Director may modify the street-facing façade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be non-residential. Non-residential uses at the street level shall have a floor-to-floor height of at least 13 feet.

23.47.012 Structure height

A. The height limit for structures in NC zones and C zones is 30 feet, 40 feet, 65 feet, 125 feet, or 160 feet, as designated on the Official Land Use Map, Chapter 23.32. Structures may not exceed the applicable height limit, except as otherwise provided in this Section 23.47.012. (Project site in a C2-65 zone, therefore the maximum allowable building height is 65 feet)

23.47A.013 Floor area ratio

- A. Floor area ratio (FAR) limits apply to all structures and lots in all NC zones and C zones.
1. All gross floor area not exempt under subsection 23.47A.013.D is counted against the maximum gross floor area allowed by the permitted FAR.
3. Except as provided in subsection 23.47A.013.D.7, parking that is within or covered by a structure or portion of a structure and that is within a story that is not underground must be included in gross floor area calculations.
4. If a lot is in more than one zone, the FAR limit for each zone applies to the portion of the lot located in that zone.

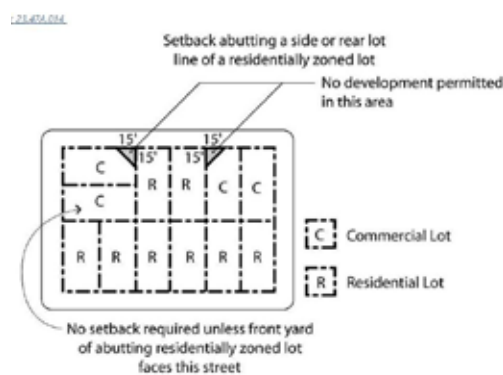
Table A for 23.47A.013: Maximum Floor Area Ratio (FAR) outside of the station area overlay district

- 1. Total FAR permitted on a lot that is solely occupied by residential use or non-residential use at a height limit of 65 feet has a maximum FAR of 4.25

23.47A.014 - Setback requirements

A minimum five (5) foot landscaped setback may be required under certain conditions and for certain uses according to Section 23.47A.016, Screening and landscaping standards. Requirements for lots abutting or across the alley from residential zones.

- 1. A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area.



Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot (Exhibit A for 23.47A.014).

2. A setback is required along any rear or side lot line that abuts a lot in a residential zone, as follows:

- a. Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet; and

C. A minimum five (5) foot landscaped setback may be required under certain conditions and for certain uses according to Section 23.47A.016, Screening and landscaping standards.

E. Structures in Required Setbacks.

- 8. Dumpsters and other trash receptacles, except for trash compactors, located outside of structures are not permitted within ten (10) feet of any lot line that abuts a residential zone and must be screened per the provisions of section 23.47A.016

23.47A.016 - Landscaping and screening standards

A. Landscaping requirements

- 1. The Director shall promulgate rules to foster the long-term health, viability, and coverage of plantings. The rules shall address, at a minimum, the type and size of plants, spacing of plants, use of drought-tolerant plants, and access to light and air for plants. All landscaping provided to meet the requirements of this Section 23.47A.016 shall comply with these rules.
2. Landscaping that achieves a Green Factor score of 0.3 or greater, pursuant to Section 23.86.019, is required for any lot with:

- b. Development, either a new structure or an addition to an existing structure, containing more than 4,000 new square feet of non-residential uses;

B. Street tree requirements.

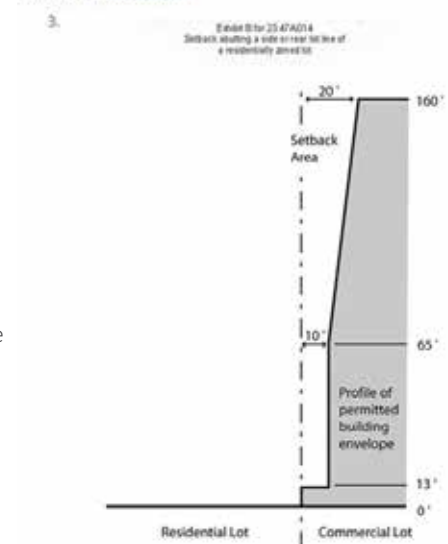
- 1. Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015. Existing street trees shall be retained unless the Director of Transportation approves their removal. The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided:

- a. To improve public safety;
b. To promote compatibility with existing street trees;
c. To match trees to the available space in the planting strip;
d. To maintain and expand the urban forest canopy;
e. To encourage healthy growth through appropriate spacing;
f. To protect utilities; and
g. To allow access to the street, buildings and lot.

D. Screening and landscaping requirements for specific uses.

- c. Screening of surface parking areas.
1. Three-foot-high screening is required along street lot lines.

Exhibit B for 23.47A.014



23.47A.032 - Parking location and access

A. Access to parking.

- 3. In C1 and C2 zones, access to off-street parking may be from a street, alley, or both when the lot abuts an alley.

B. Location of parking

- 3. Off-street parking may be located anywhere on a lot in C1 and C2 zones,

23.54.015 - Required parking

Per Table A for 23.54.015 Parking for non-residential uses other than institutions:

II. Non-residential Use Requirements for Specific Areas

- J. Non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District, if the non-residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the non-residential use. Has a no minimum parking requirement.

23.54.030 - Parking space standards

F. Curb cuts. The number of permitted curb cuts is determined by whether the parking served by the curb cut is for residential or nonresidential use, and by the zone in which the use is located.

- a. Number of curb cuts
2. For lots on principal arterials designated on the Arterial street map, Section 11.18.010, curb cuts are permitted according to Table B for 23.54.030. (Which states that street or easement frontage of the lot at 160 or less are only permitted 1 curb cut.)
b. Curb cut width. Curb cuts shall not exceed a maximum width of 10 feet except that:
1. For lots on principal arterials designated on the Arterial street map, Section 11.18.010, the maximum curb cut width is 23 feet;
c. Distance between curb cuts
1. The minimum distance between any two curb cuts located on a lot is 30 feet, except as provided in subsection 23.54.030.F.1.c.2).

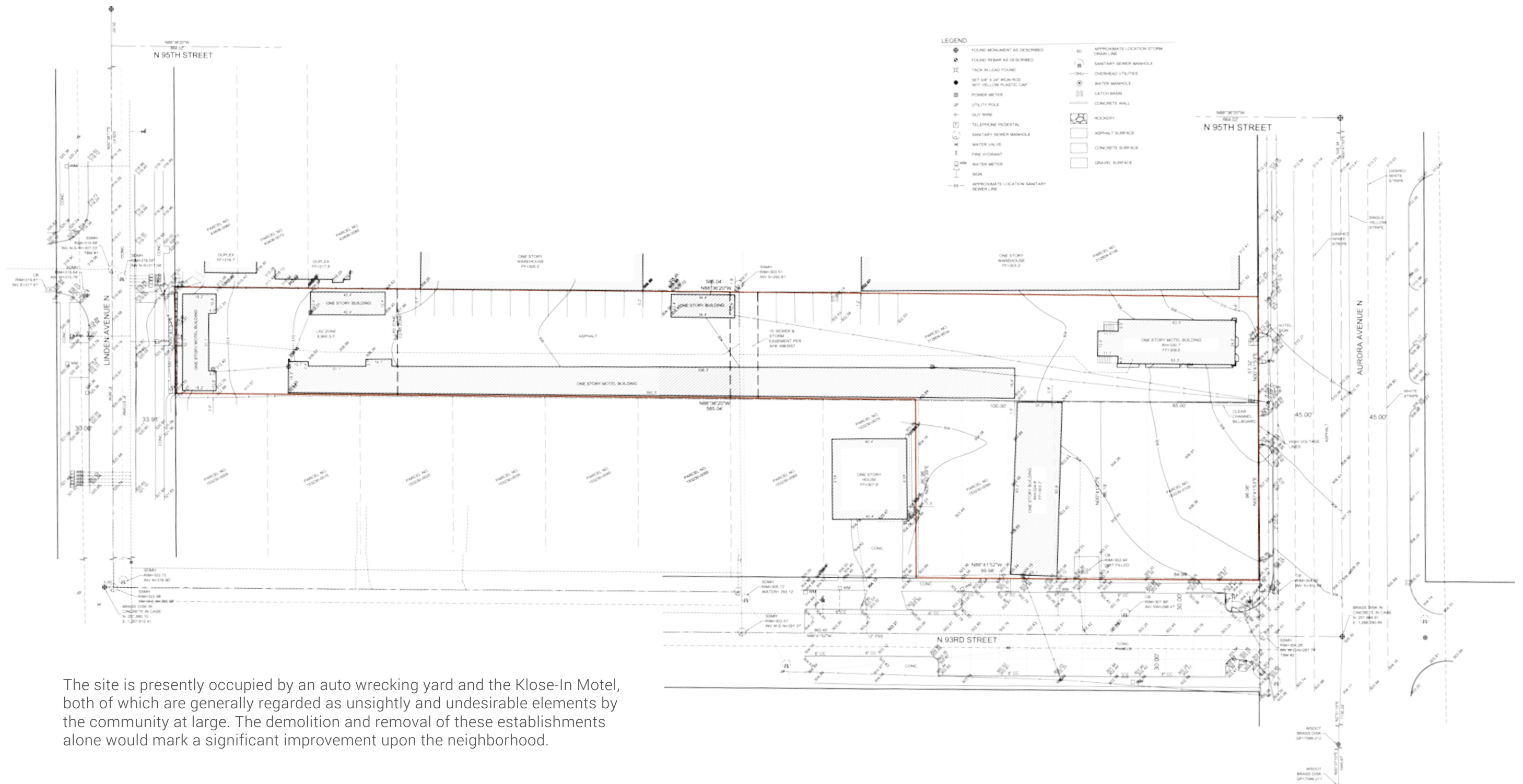
23.54.035 - Loading berth requirements and space standards

A. Quantity of Loading Spaces.

- 1. The minimum number of off-street loading berths required for specific uses shall be set forth in per Table A. (Section 23.54.035.) Which states that with a medium demand type of use, and a square feet of aggregate gross floor area of 60,001 to 160,000, the required number of loading berths is 2.
4. Uses shall be considered low-demand uses, medium-demand uses and high-demand uses, as follows. (See Table for 23.54.035 A.)

C. Standards for Loading Berths.

- 1. Width and Clearance. Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance.
2. Length.
b. Low- and Medium-demand Uses. Each loading berth for low- and medium-demand uses, except those uses identified in subsection C2d, shall be a minimum of thirty-five (35) feet in length unless reduced by determination of the Director as provided at subsection C2c.



The site is presently occupied by an auto wrecking yard and the Klose-In Motel, both of which are generally regarded as unsightly and undesirable elements by the community at large. The demolition and removal of these establishments alone would mark a significant improvement upon the neighborhood.



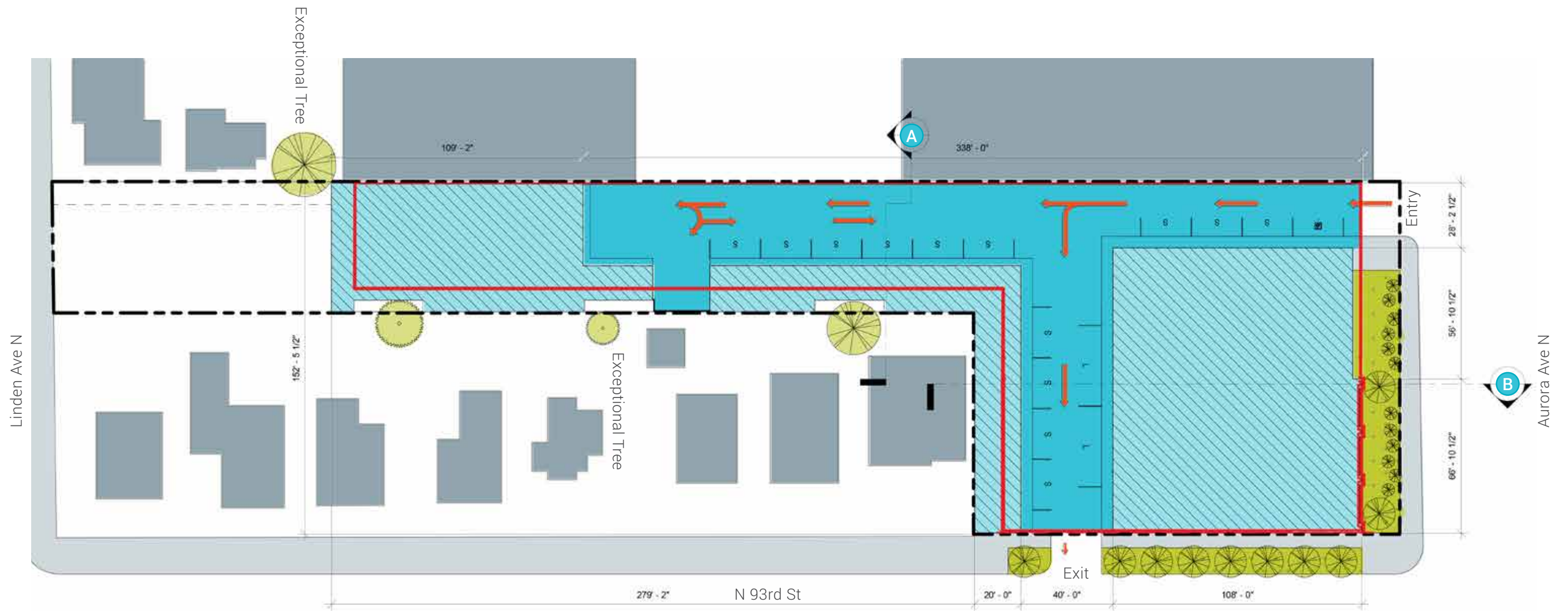


TREE LOCATIONS

Tree Inventory

1. Western red cedar, *Thuja plicata*, 19 inch DBH, 20 feet overhanging radial drip line (RDL)
2. Western red cedar, *Thuja plicata*, 13 inch DBH, 15 feet overhanging RDL
3. Atlas cedar, *Cedrus atlantica*, 31 inch DBH (two stems measuring 22 inches DBH each), 22 feet overhanging RDL.
This tree qualifies as Exceptional.
4. Atlas cedar, *Cedrus atlantica*, 9.5 inch DBH, 9 feet overhanging RDL.
5. Lawson cypress, *Chamaecyparis lawsonian*, 26 inch DBH, 15 feet overhanging RDL.
6. Lawson cypress, *Chamaecyparis lawsonian*, 14 inch DBH, 15 feet overhanging RDL.
7. Western hemlock, *Tsuga heterophylla*, 26 inch DBH, 16 feet overhanging RDL.
This tree qualifies as Exceptional.

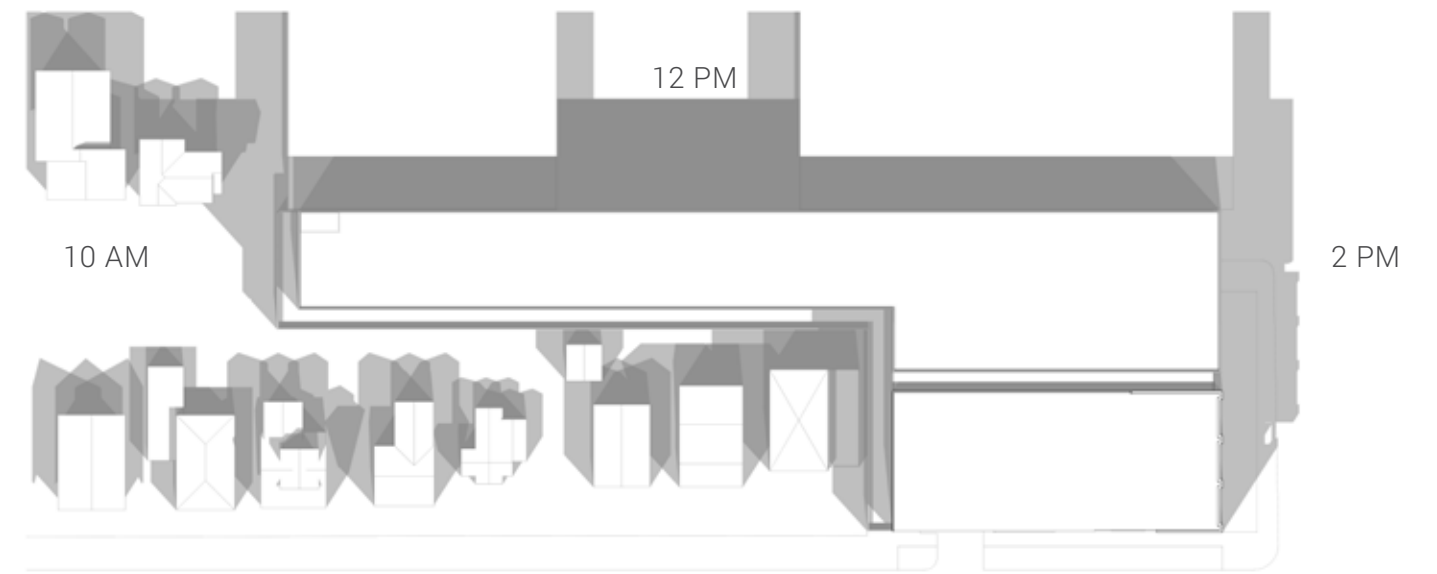
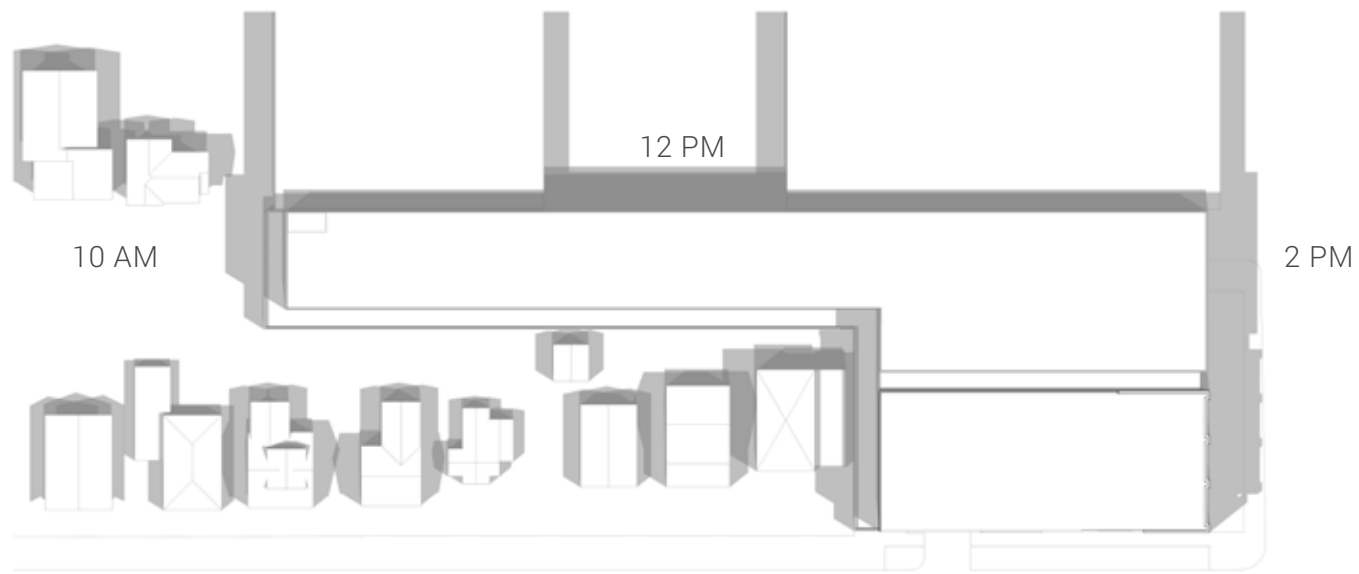
From Tree Inventory conducted by Kyle Henegar, arborist, on June 2, 2015



— Line of Building Above



● See page 31 for detail of building sections.



SUMMER SOLSTICE 
June 21st

SPRING AND FALL EQUINOXES 
March and September 21st

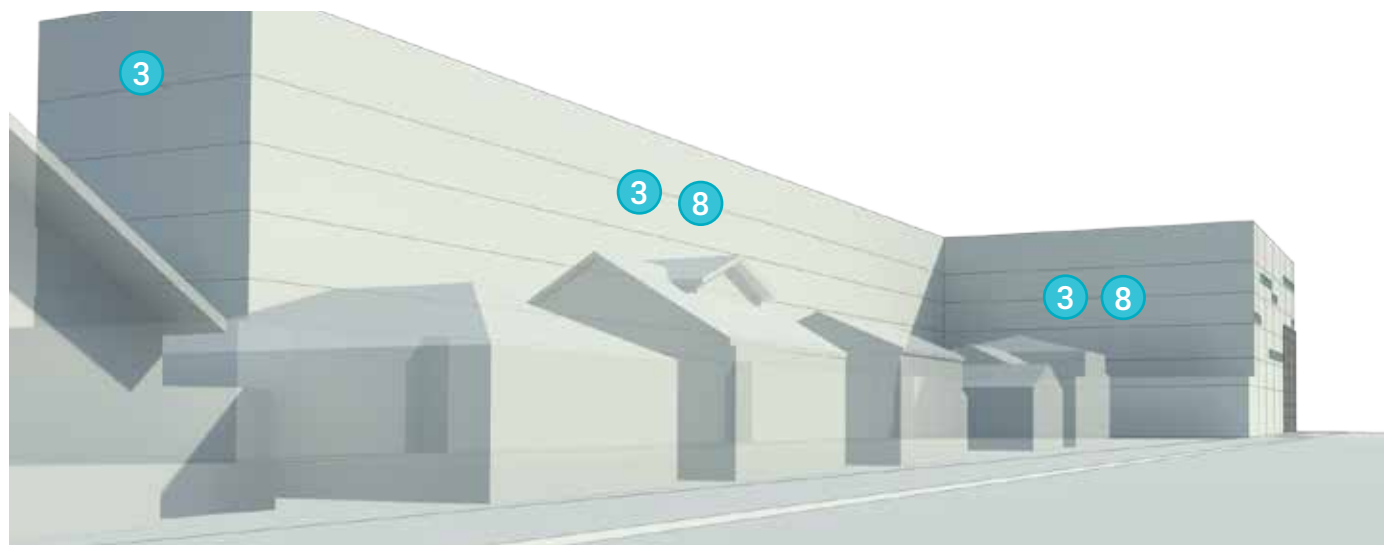
The overall solar impact of the project on neighboring buildings is very minimal. There will be very minimal shadows cast on the easternmost houses along 93rd and Linden in the morning during the winter months. Most of the shadow that is cast by the new building falls on the already blank walls and roof of the commercial/industrial buildings to the North.



WINTER SOLSTICE 
December 21st



SE PERSPECTIVE



SW PERSPECTIVE

DESIGN OPTION FOCUS POINTS

- 1 Natural Lighting** - *CS1-B*
Tall storefront windows, transoms, and clerestories maximize amount of daylight filtering through to building interior.
- 2 Corner Focal Point** - *CS2-C-1*
Accent materials/ surfaces to wrap around SE building corner to provide a strong visual anchor and urban edge to the street block.
- 3 Respecting the Neighbors** - *CS2-D-3*
No windows on elevations facing residential zones to preserve privacy of neighbors.
- 4 Transparent Street Level** - *PL2-B-1, PL2-B-3*
Extensive storefront provides wide field of vision from building interior to streetscape to enhance building occupant and pedestrian safety.
- 5 Weather Protection** - *PL2-C-1*
Main entry protection from weather by canopy.
- 6 Direct Pedestrian Connection** - *PL2-B-1, PL3-A-1a*
Paved walkways and crossings to establish direct street to building link. Internal driveways and parking to allow for internal unloading under full protection from the weather.
- 7 Facade Composition** - *DC2-B-1*
Material transitions to break up large wall surfaces and add visual interest to the streetfront facades.
- 8 Perceived Mass Reduction** - *DC2-A-2*
Land-use code prescribed setbacks to be applied to ease transition from low to high intensity development.

OPTION #1

Optimal FAR and Maximum Height

This massing option represents optimal utilization of the FAR and the land use code-prescribed building height limit, creating a massive building with an unmitigated volume. This option is the most profitable and most efficient in terms of number of units and net rentable floor area.

SITE

Site SF: 51,331 SF
 FAR Proposed: 3.46
 FAR Allowed: 4.25
 Floors: 6
 Height: 65'

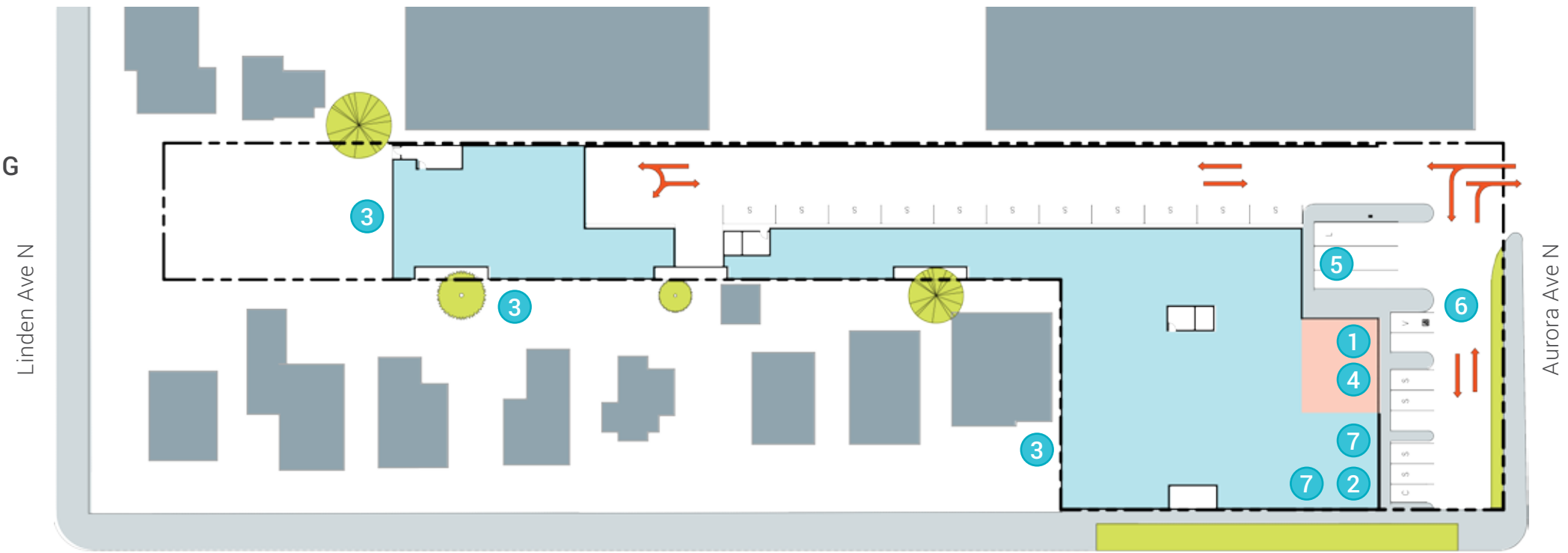
BUILDING

Total SF: 177,492 SF
 Rentable SF: 133,119 SF

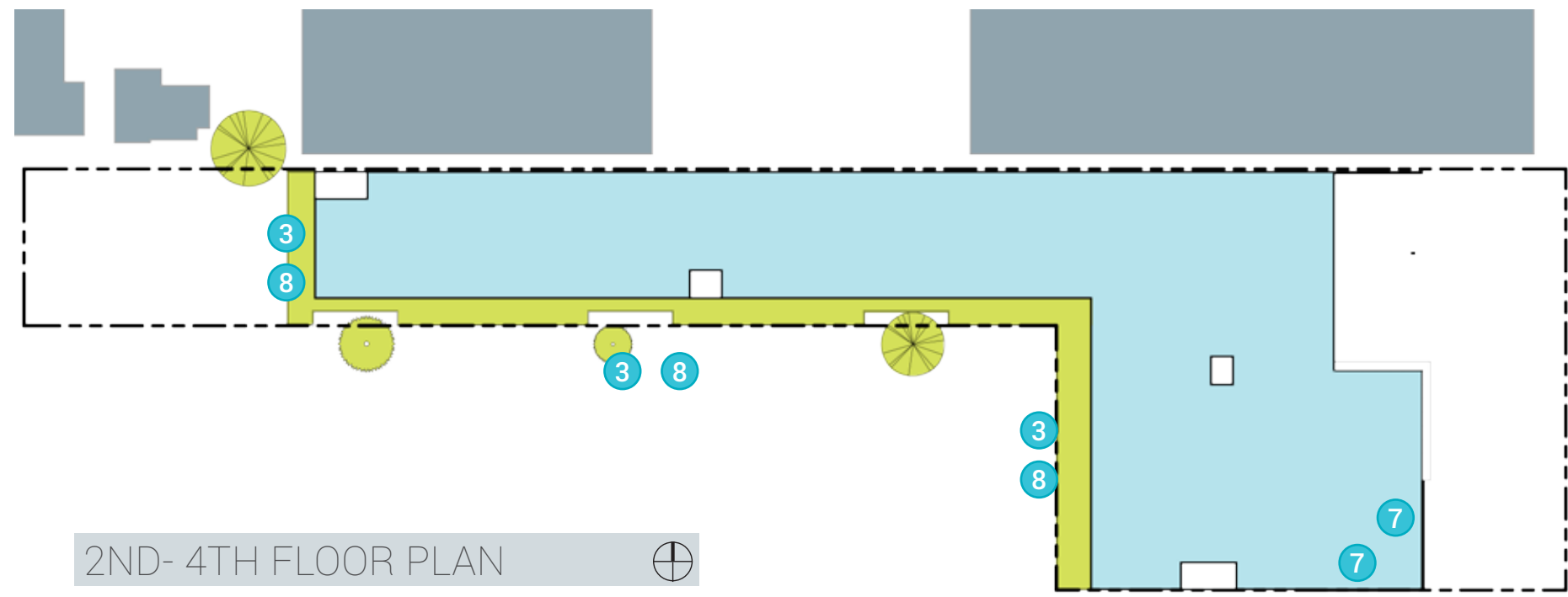
PARKING

Standard: 17
 Loading: 2
 Van Accessible: 1
 Total: 20

- STORAGE
- LOBBY
- LANDSCAPING



1ST FLOOR PLAN



2ND- 4TH FLOOR PLAN

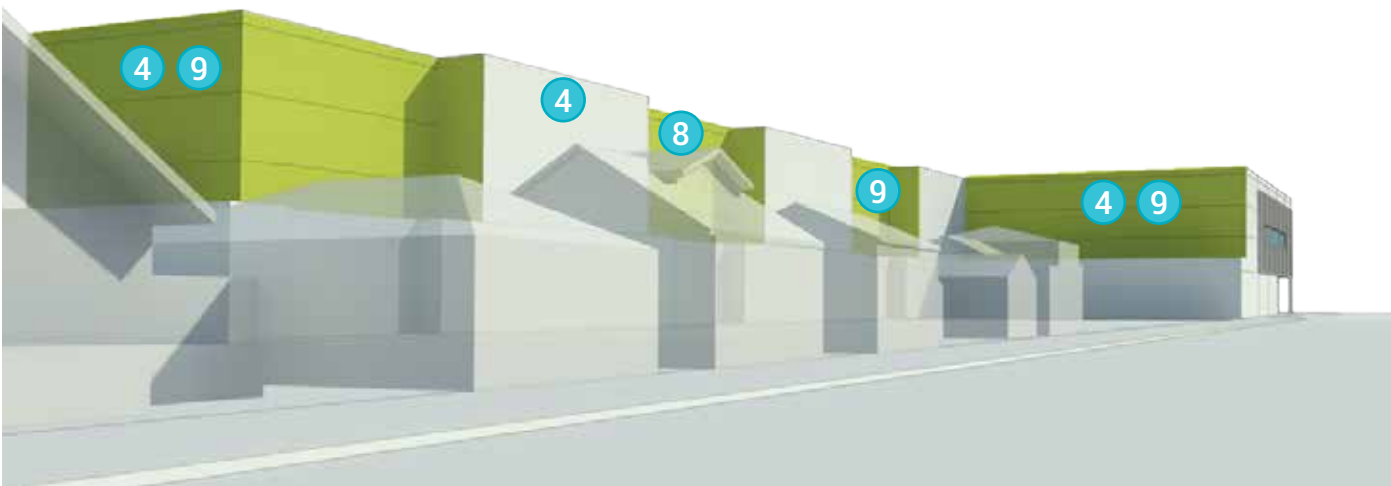


NE PERSPECTIVE

DESIGN OPTION FOCUS POINTS



SE PERSPECTIVE



SW PERSPECTIVE

- 1 Natural Lighting** - *CS1-B*
 Tall storefront windows and transoms maximize amount of daylight filtering through to building interior.
- 2 Establishing Architectural Presence** - *CS2-A-2*
 Building facades to use detailing, articulation and palette of texture, colors, and materials to create a strong identity and presence.
- 3 Corner Focal Point** - *CS2-C-1*
 Fenestration to wrap around SE building corner to provide a strong visual anchor and corner element.
- 4 Respecting the Neighbors** - *CS2-D-3*
 No windows on elevations facing residential zones to preserve privacy of neighbors.
- 5 Transparent Street Level** - *PL2-B-1, PL2-B-3*
 Extensive storefront provides wide field of vision from building interior to streetscape to enhance building occupant and pedestrian safety.
- 6 Weather Protection** - *PL2-C-1*
 Main entry protection from weather by the overhanging projection of upper levels.
- 7 Visibility of Use** - *DC1-A-1*
 Interior layout and storefronts to make the function of interior spaces readily apparent from the street.
- 8 Perceived Mass Reduction** - *DC2-A-2*
 Modulation and modular greenscaping on walls to break down large exterior surfaces to a relatable scale.
- 9 Landscape and Hardscape** - *DC4-D*
 Landscaping to be incorporated into architectural design with the use of roof gardens on Level 2 setback areas and greenscaped walls on the South and West sides of the building.

OPTION #2

Colonnaded Frontage

This option has a comparatively lower profile, with four stories instead of six. In order to optimize square footage, the upper floors are projected closer to Aurora Avenue, in the process creating a colonnade at street level. This gives the main façade the appearance of a floating mass, lending a light, airy feel to the street frontage.

SITE

Site SF: 51,331 SF
 FAR Proposed: 2.52
 FAR Allowed: 4.25
 Floors: 4
 Height: 48'

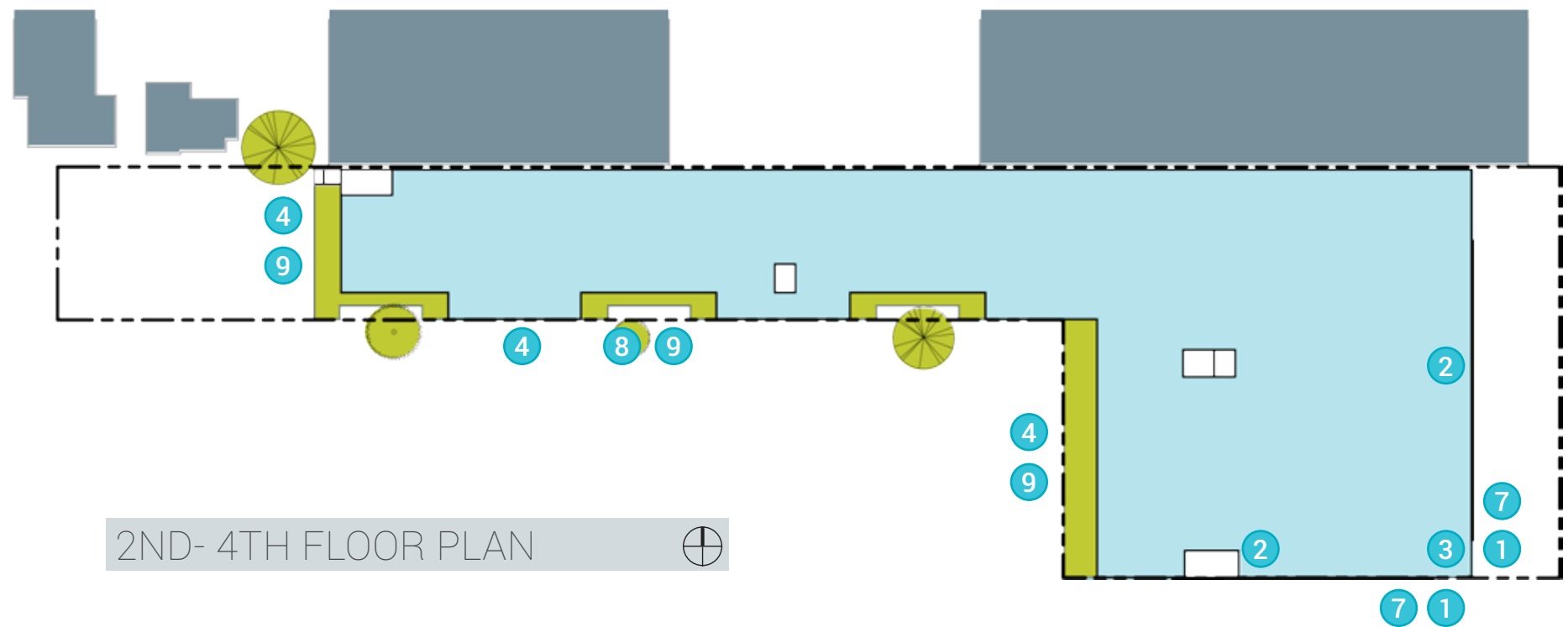
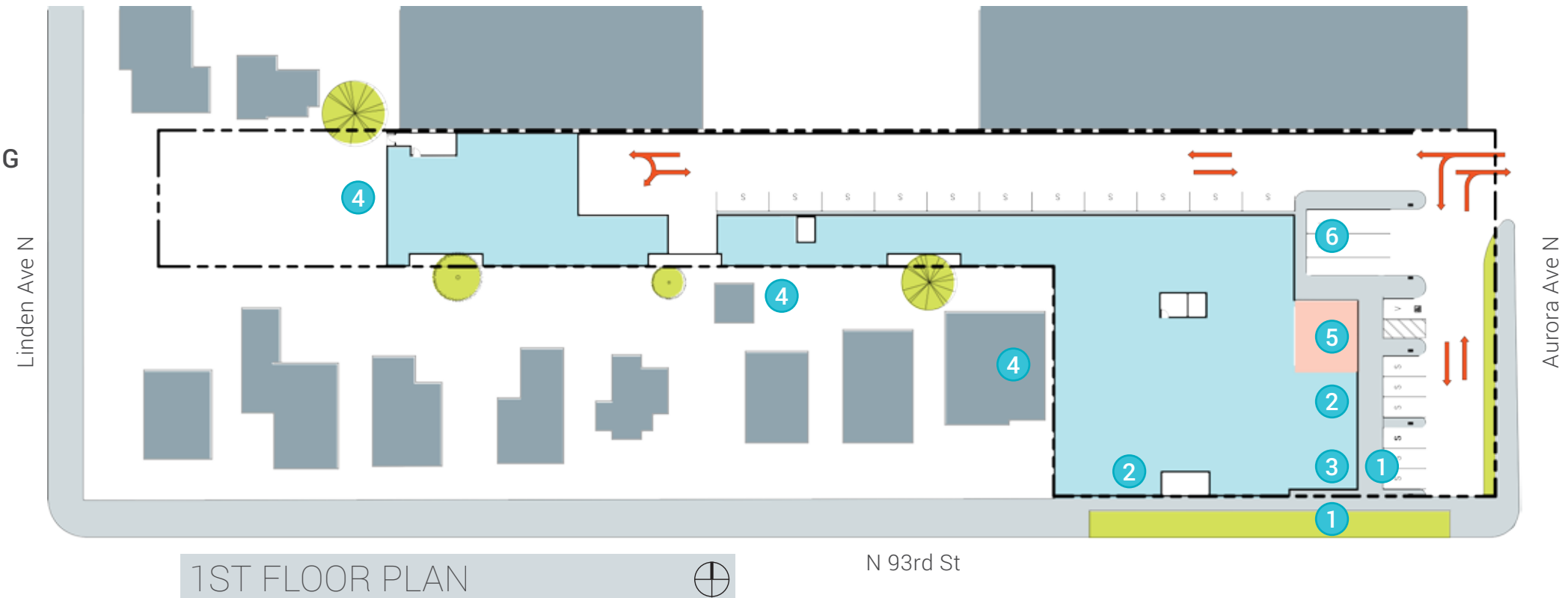
BUILDING

Total SF: 129,578 SF
 Rentable SF: 97,184 SF

PARKING

Standard: 17
 Loading: 2
 Van Accessible: 1
 Total: 20

- STORAGE
- LOBBY
- LANDSCAPING



NE PERSPECTIVE



SE PERSPECTIVE



SW PERSPECTIVE

DESIGN OPTION FOCUS POINTS

- 1 Natural Lighting** - CS1-B
Tall storefront windows and transoms maximize amount of daylight filtering through to building interior.
- 2 Establishing Architectural Presence** - CS2-A-2
Building facades to use detailing, articulation and palette of texture, colors, and materials to create a strong identity and presence.
- 3 Corner Focal Point** - CS2-C-1
Brick finish to wrap around SE building corner to provide strong visual anchor and urban edge to the block.
- 4 Respecting the Neighbors** - CS2-D-3
No windows on elevations facing residential zones to preserve privacy of neighbors.
- 5 Linking Past and Present** - CS3-A
Street frontage to be a compatible juxtaposition of traditional and modern styles to act as a physical embodiment of the neighborhood's evolving character.
- 6 Transparent Street Level** - PL2-B-1, PL2-B-3
Extensive storefront provides wide field of vision from building interior to streetscape to enhance building occupant and pedestrian safety.
- 7 Weather Protection** - PL2-C-1
Main entry protection from weather by canopy and overhanging projection of upper levels.
- 8 Visibility of Use** - DC1-A-1
Interior layout and storefronts to make the function of interior spaces readily apparent from the street.
- 9 Ease of Circulation** - DC1-B
Vehicle entry on Aurora and exit on 93rd to create efficient flow of vehicles through the site and minimize conflict points with pedestrians.
- 10 Perceived Mass Reduction** - DC2-A-2
Modulation and modular greenscaping on walls to break down large exterior surfaces to a relatable scale.
- 11 Landscape and Hardscape** - DC4-D
Landscaping to be incorporated into architectural design with the use of roof gardens on Level 2 setback areas and greenscaped walls on the South and West sides of the building.

OPTION #3 - Preferred

Split Volumes: Past and Present

This option could best be described as an amalgam of the traditional and the modern, with the former represented by the southern block rendered in brick and accent cornices echoing Seattle's landmark buildings, and the latter by the more subdued northern block clad in metal siding. A glazed vertical recess on the Aurora frontage acts as a hinge between these two contrasting volumes.

SITE

Site SF: 51,331 SF
 FAR Proposed: 2.68
 FAR Allowed: 4.25
 Floors: 4
 Height: 50'

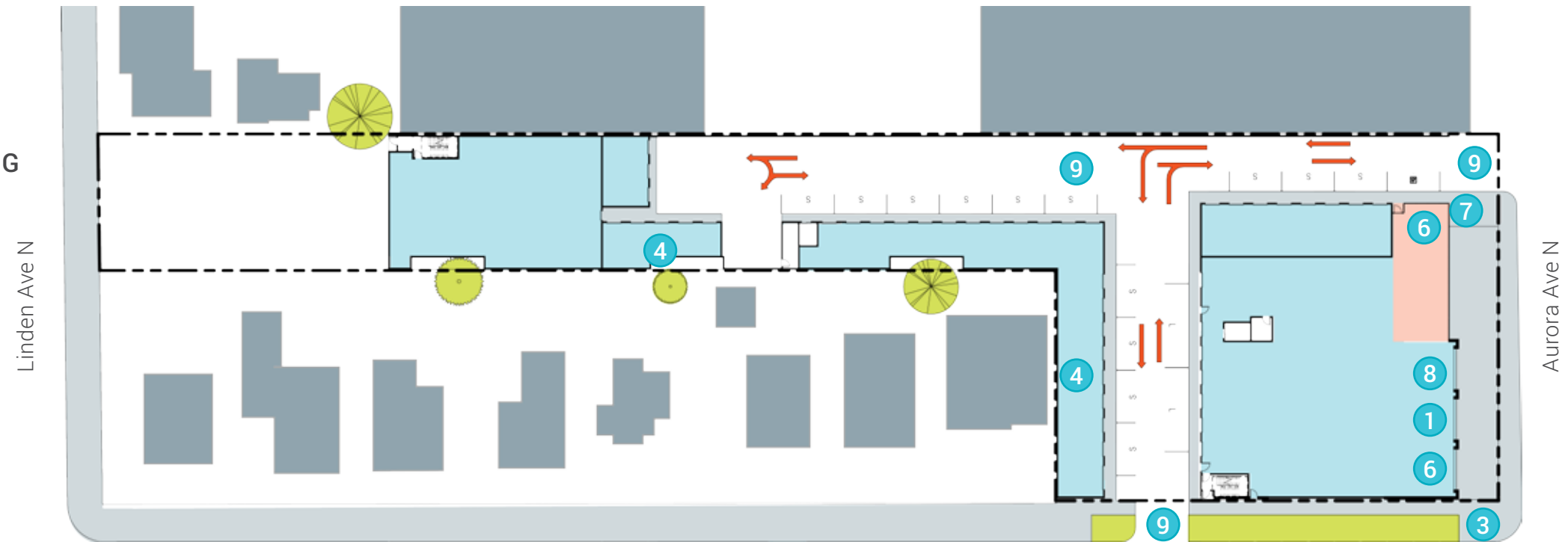
BUILDING

Total SF: 137,604 SF
 Rentable SF: 103,203 SF

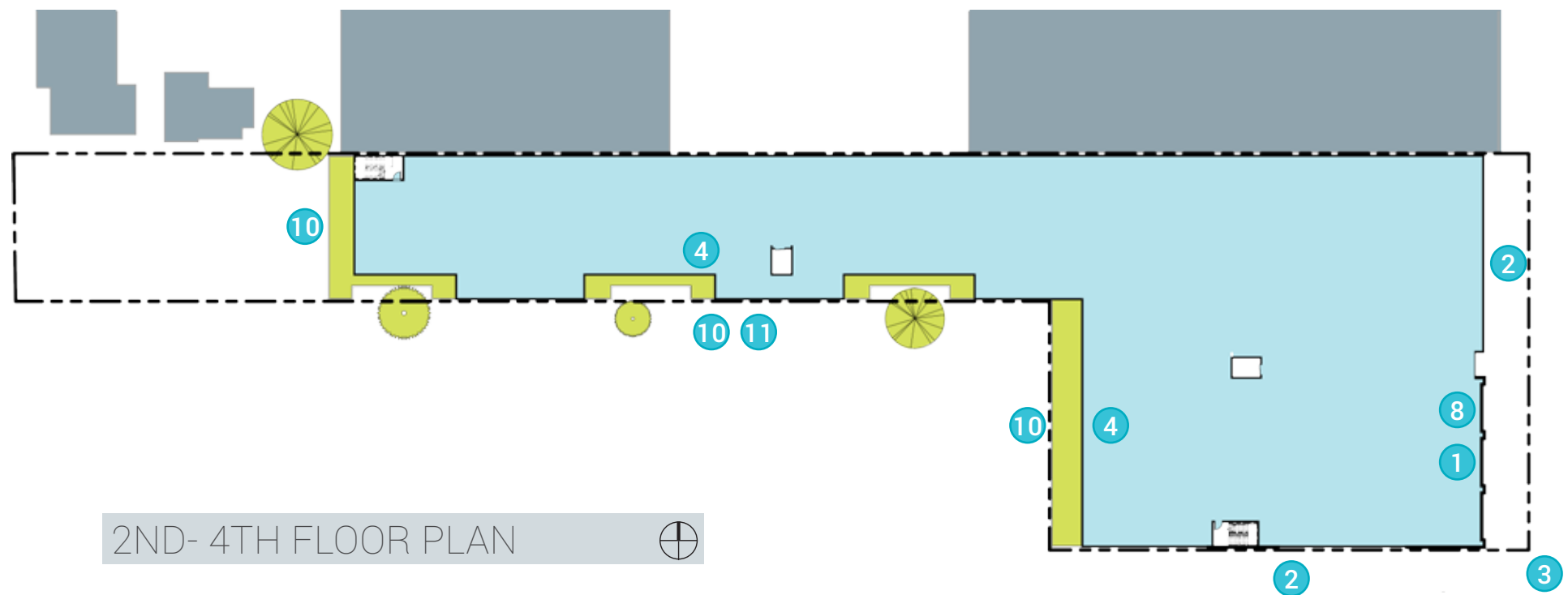
PARKING

Standard: 13
 Loading: 2
 Van Accessible: 1
 Total: 16

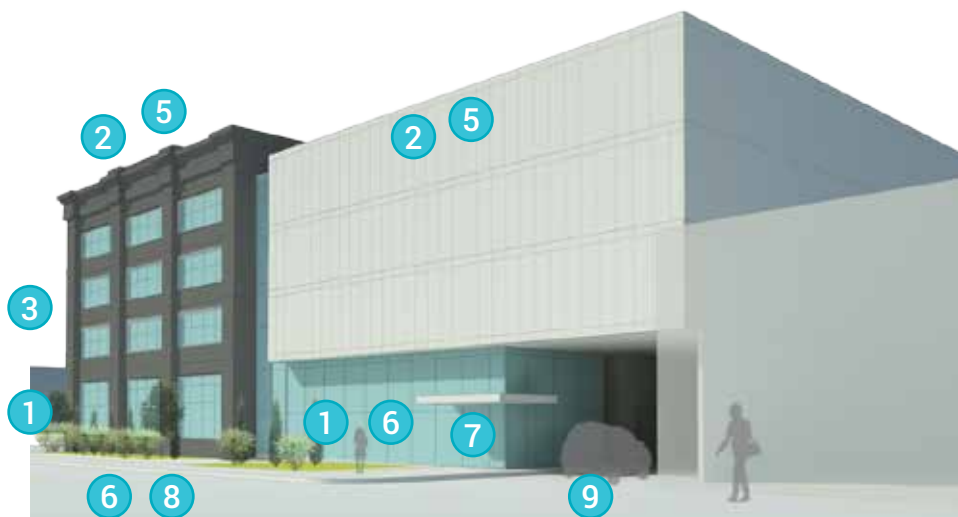
- STORAGE
- LOBBY
- LANDSCAPING



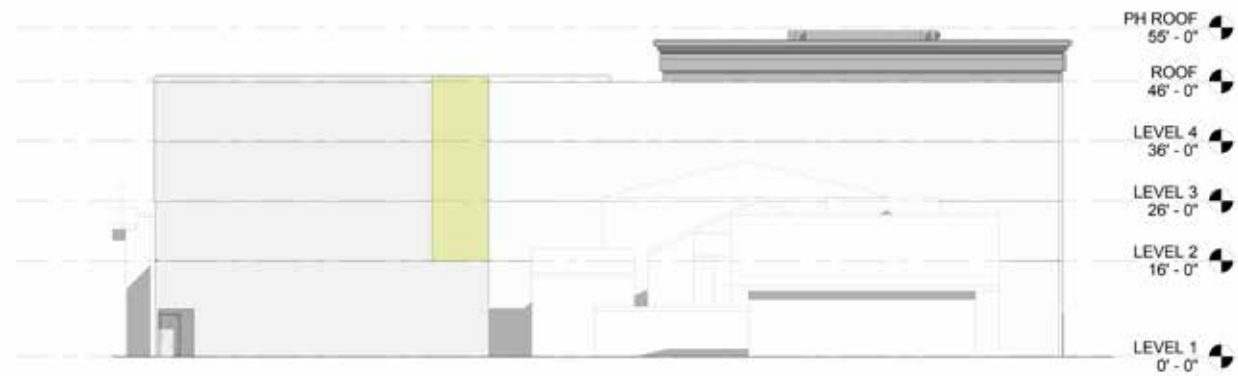
1ST FLOOR PLAN



2ND- 4TH FLOOR PLAN



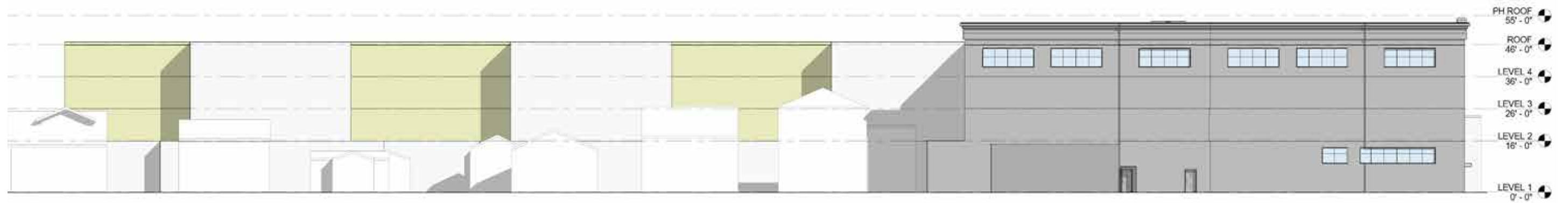
NE PERSPECTIVE



EAST ELEVATION



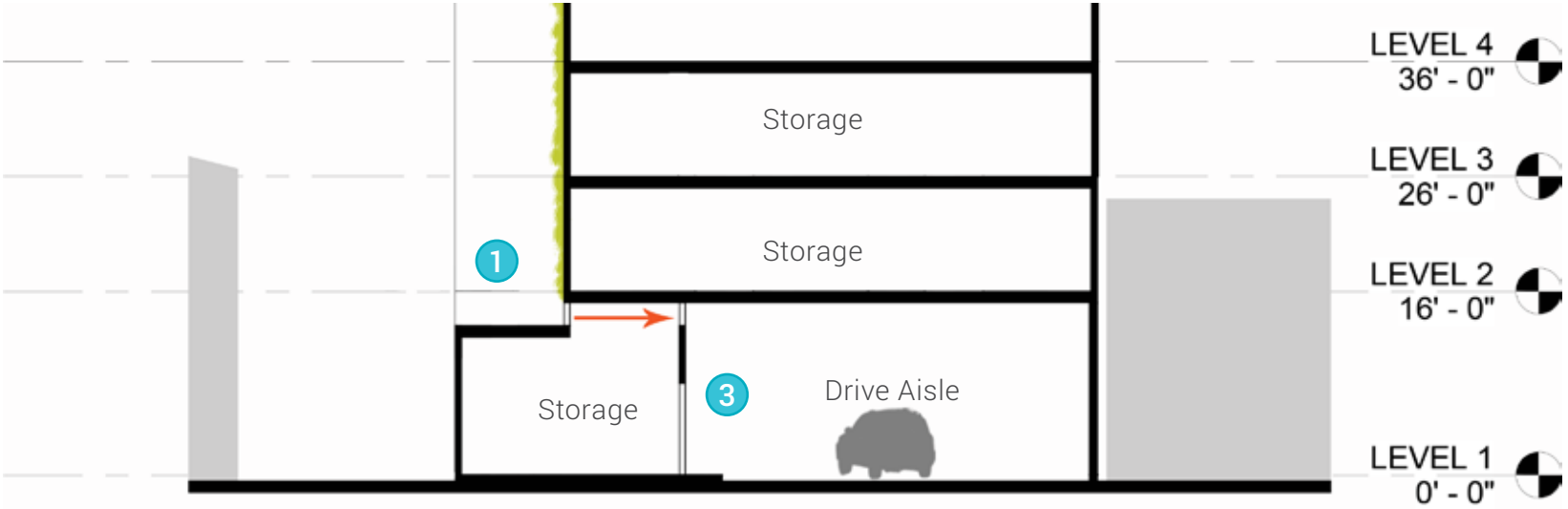
WEST ELEVATION



SOUTH ELEVATION

NATURAL LIGHTING - CS1-B

- 1 **Clerestories**
Clerestories at South and West facing walls at Level 1 to allow daylight to illuminate interior spaces.
- 2 **Storefront**
Tall storefront windows and transoms at East and South facing wall at Level 1 to maximize the amount of daylight filtering through to the building interior.
- 3 **Unit Partitions**
Unit partitions to terminate well below Level 2 slab to provide openings that will allow daylight to penetrate deeper into the building and illuminate interior hallways and internal drive aisles.



SECTION A-A



Aurora Avenue N
SECTION B-B



OPTION #1 *Optimal FAR and Maximum Height - Code Compliant*

Details

DESCRIPTION:

This massing option represents optimal utilization of the FAR and the land use code-prescribed building height limit, creating a massive building with an unmitigated volume. This option is the most profitable and most efficient in terms of number of units and net rentable floor area.

DATA

Floors:	6
Height:	65'
Total SF:	177,492 SF
FAR: (Maximum/Proposed)	4.25/3.46
Parking:	20

Pros

- FAR optimized.
- Building height maximized.
- Ideal net rentable area.
- Main building entry addresses Aurora Avenue, providing opportunities to capitalize on transit and pedestrian-oriented characteristics of the area.

Cons

- Massive building bulk/ volume.
- Unmitigated scale transition between zones.
- Severely utilitarian building envelope .
- Problematic internal vehicular circulation with long East-West drive aisle and single entry/exit point.
- Six-story option requires construction type to be 2-A, which is problematic from a cost standpoint.
- Unarticulated/unmodulated wall on South side facing residential zone.



OPTION #2 *Colonnaded Frontage - Requires Departure*

DESCRIPTION:

This option has a comparatively lower profile, with four stories instead of six. In order to optimize square footage, the upper floors are projected closer to Aurora Avenue, in the process creating a colonnade at street level. This gives the main façade the appearance of a floating mass, lending a light, airy feel to the street frontage.

DATA

Floors:	4
Height:	48'
Total SF:	129,578 SF
FAR: (Maximum/Proposed)	4.25/2.52
Parking:	20

- Pedestrian oriented frontage.
- Building bulk mitigated by colonnade at Aurora Avenue frontage.
- Modulated, greenscaped wall on South side facing residential zones reduces perceived bulk.

- Stark, utilitarian appearance.
- Problematic internal vehicular circulation with only East-West drive aisle and single entry/exit point.
- Required zoning departure to recapture rentable area lost due to modulation on South side.



OPTION #3 *Split Volumes: Past and Present - Requires Departure*

DESCRIPTION:

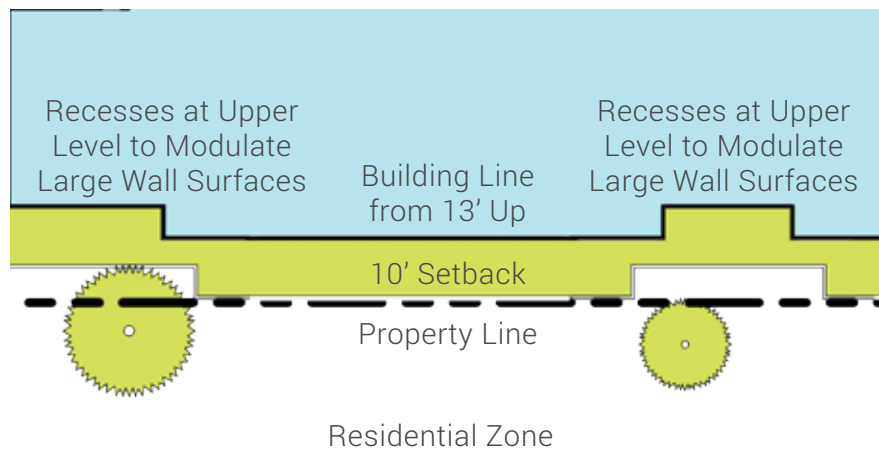
This option could best be described as an amalgam of the traditional and the modern, with the former represented by the southern block rendered in brick and accent cornices echoing Seattle's landmark buildings, and the latter by the more subdued northern block clad in metal siding. A glazed vertical recess on the Aurora frontage acts as a hinge between these two contrasting volumes.

DATA

Floors:	4
Height:	50'
Total SF:	137,604 SF
FAR: (Maximum/ Proposed)	4.25/2.68
Parking:	16

- Modulated, articulated massing for visual interest.
- Progressive design juxtaposed with traditional motifs creates a strong architectural presence.
- Clear separation of main point of contact for public functions (along Aurora Avenue) and services/ utilities (along 93rd Street).
- Generous fenestration at South-East block serves as life-size advertisement of building's inner workings.
- Efficient internal vehicular circulation with vehicular entry on Aurora Avenue and exit on 93rd Street.
- Modulated, greenscaped wall on South side facing residential zones reducing perceived bulk.

- Required zoning departure to recapture rentable area lost due to modulation on South side.

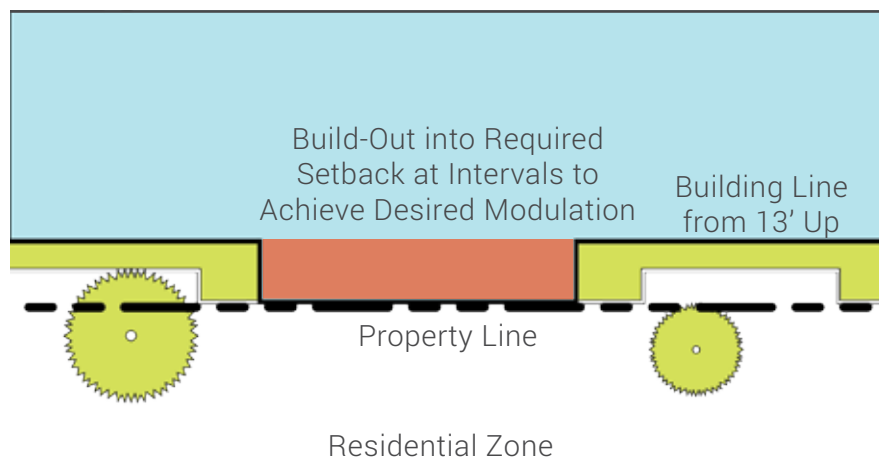


CODE COMPLIANT OPTION

Result: Desired modulation achieved, but results in the loss of 970 square feet of net rentable area, which the project cannot afford to incur, given the severe constraints already imposed by the extreme narrowness of the property for most of its East-West axis.

Recess at Level 1 to Avoid Tree Line

CODE COMPLIANT



DEPARTURE

Result: Desired modulation achieved while recapturing 1346 square feet of lost rentable area from Level 1 recesses and avoiding further reductions in leasable space.

Recess at Level 1 to Avoid Tree Line

DEPARTURE

SEATTLE LAND USE CODE REQUIREMENT

- 23.47A.014 – Setback Requirements
 B. Setback requirements for lots abutting or across the alley from residential zones.
 2. A setback is required along any rear or side lot line that abuts a lot in a residential zone, as follows:
 a. Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet;

Response

While observance of the above-required setback is a step in the right direction towards responding to the project's residential adjacencies, mere compliance with the requirement would result in a long, unbroken façade facing the neighbors to the south. Therefore, Options 2 and 3 will employ modulation to remedy the situation.

Modulation will serve a dual purpose:

1. It will mitigate the adverse visual impact of the otherwise long south-facing elevation by breaking down large wall surfaces into smaller ones that are more relatable to the scale of the adjacent residential structures; and
2. It will satisfy the requirements of the Seattle Tree Code on protection of exceptional trees, of which two – Tree #3 and Tree #7 as shown on page 21 of this packet – have been identified in an arborist's inventory of neighboring trees that overhang into the project site.

Tree #3 is not close enough to have an impact on the proposed building envelope, but Tree #7 is. For this reason, Level 1 of the building, which will be built almost to the lot line, will be recessed in the vicinity of Tree #7.

In order to achieve regularity and rhythm in modulation, recesses will also be provided in the vicinity of two other trees overhanging the same lot line. Naturally, these recesses will result in a net loss of rentable square footage.

Modulation will be applied throughout the entire height of the building elevation in order to reduce the perceived bulk of the building from the perspective of the neighbors to the south. But in order to avoid further reductions to the net rentable area which is the inevitable result of additional recesses at the upper levels, we are proposing instead to build into the required 10 foot setback area at regular intervals in order to achieve the desired modulation.