

The 12510 15th Avenue NE site is located along an active commercial corridor at the intersection of three neighborhoods: Pinehurst, Olympic Hills and Victory Heights. The area is composed of both single-family residents and multi-unit buildings (50%-50%). The project team seeks to design a multi-unit development with 8 live/work units, 32-townhouse units. The live-work component will further enhance the opportunity to respond to the already existing neighborhood context.

CONTEXT

Our intent is to interpret the community, history and character of the site in order to create an appealing and lasting design. We want to offer a smart and efficient layout with a unit mix that will be attractive to new and existing residents. Analyzing the existing surrounding developments will ensure a conscious approach to building siting for both residents and neighbors.

CONNECT

One of the great attributes of the site is its “walkability” and proximity to everyday commercial goods and services. In addition, its location near an active transit hub to other areas of the city is very beneficial. The project sits 100’ from the NE corner of 15th Ave NE and NE 125th Street, which is a well used westbound vehicular avenue for residents and the surrounding community to access I-5 and the Pinehurst community. The urban garden will also provide an opportunity for the residents and neighbors to gather in a landscaped setting. The elevated courtyard extends the urban garden connection with the residents and the entrances to their units.

COMMUNITY

The project’s demographics will direct the design to be economical, efficient and functional. The intent of the design is for the buildings to become a functional part of the community by providing street visibility, landscaped edges, and sensitive massing. By creating a strong presence along 15th Ave NE the development will provide an active transition between a predominately commercial sector to a residential based area.



PINEHURST/OLYMPIC HILLS/VICTORY HEIGHTS COMMUNITY



San Marine Apartment Building - example of Large Mixed-use project that could be constructed on the site. Hard commercial edge to street.



Neighborhood 3-story Apartment Building over common garage- example of common courtyard and pedestrian path and landscaping with absence of public plaza.



Nearby Thornton creek and park is one of the cornerstone's of this neighborhood. Providing as much landscaping and common area on site is a high priority.



Neighborhood large commercial complex broken down into smaller components to mediate to a more pedestrian scale.

The Pinehurst, Olympic Hills and Victory Hills Neighborhood have an eclectic mix of residential housing options from single family to large scale mutli-family developments. Some of the recent townhouse developments have made minimal attempts to create a connection between the buildings and the adjacent outdoor spaces and the larger community.

Newer developments have made positive strides in varying facades, materials and creating usable open spaces. There seems to be a new concerted effort to make the buildings an integral part of the community. The nearby Safeway was recently completed, and its apparent that it was designed and constructed with a pedestrian scale in mind. The facade is broken up into smaller components along with limiting the portions of the structure that have two-stories to them.

Other common community characteristics include:

- Eclectic mix of surrounding businesses
- Active pedestrian citizens
- Connection to the nearby Parks System
- Mature landscaping
- Increasingly self-sustaining community.
- Sustainable design practices
- Minimal community spaces
- Vehicle Focus Design - with on-grade parking lots

NEIGHBORING BUILDINGS



Adjacent 3-story condominium complex eclectic mix of ground level commercial at property line and recessed residential component.



Neighborhood 4-story Senior Housing complex with surface parking lot.



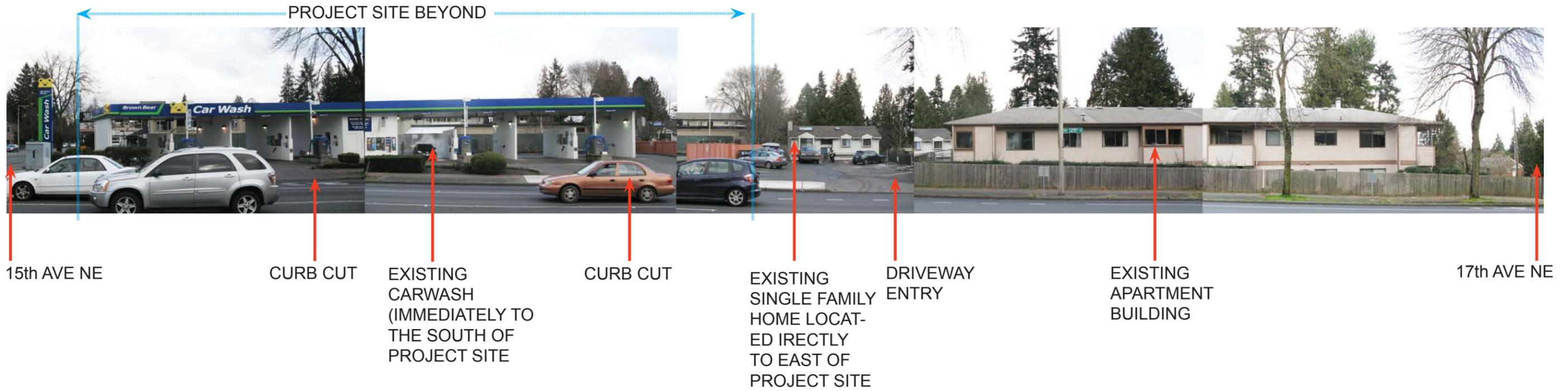
Neighborhood 3-story Apartment with surrounding surface parking lot, large uninviting facade, all hard surfaces, minimal landscaping



A VIEW FROM SITE WEST ACROSS 15TH AVE NE

Streetscape photos of 15th Ave NE from 125th Street to 127th street that show the wide range of building sizes and mix of uses along 15th in addition to their proximity to the sidewalk and property lines. Residential uses are more typical beyond this side of the street. Whereas commercial and mixed uses are more common along 15th to the north and south of the site. No alleys are provided in this area, therefore all vehicle traffic is accessed along 15th Ave NE.





A VIEW NORTH ACROSS NE 125TH ST

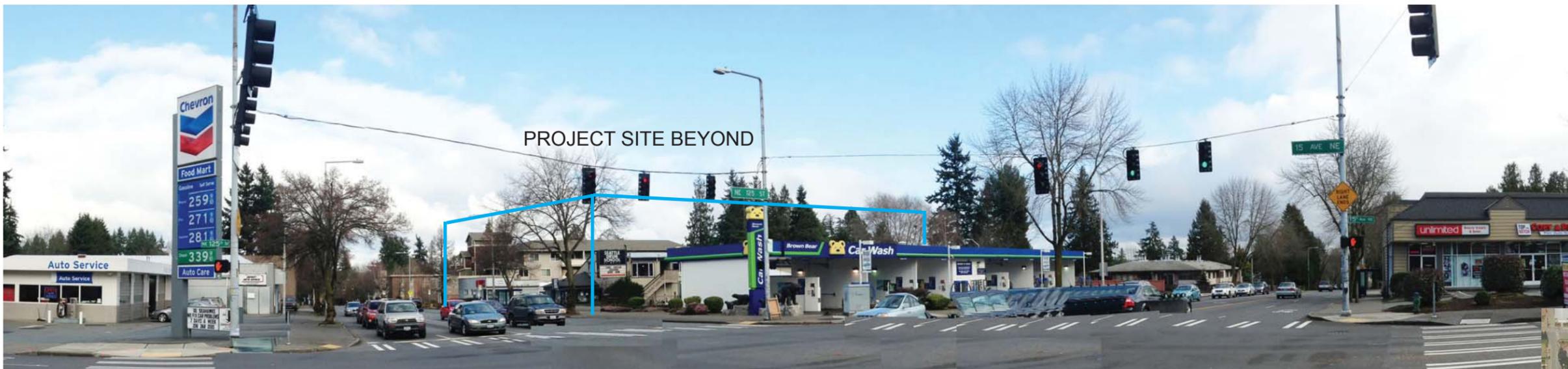
Streetscape photos of NE 125th Street from 15th Ave NE to 17th Ave NE.

The nearby terrain provides minimal restriction on where a curb cut can be located.





A VIEW SOUTHWEST ACROSS INTERSECTION - 125 TH ST NE & 15TH AVE NE



B VIEW NORTHEAST ACROSS INTERSECTION - 125 TH ST NE & 15TH AVE NE



PROJECT SITE



- A** ADJACENT PROPERTY COMMERCIAL COMPONENT AT GRADE LEVEL ALONG PROPERTY LINE
- EXISTING CURB CUT TO REMAIN
- PROPOSED CURB CUT
- EXISTING BUILDING TO BE REMOVED
- EXISTING CURB CUT TO BE REMOVED
- PROPOSED PLAZA LOCATION
- EXISTING BUILDING TO BE REMOVED
- EXISTING BUS SHELTER
- EXISTING CURB CUT TO BE MODIFIED
- LOCATE TRASH/ RECYCLING ENCLOSURE AT SW CORNER OF
- EXISTING STREET TREE TO REMAIN
- PROPOSED CURB CUT LOCATION
- LOCATE TRASH/ RECYCLING ENCLOSURE AT NW CORNER OF SITE

A VIEW EAST ACROSS 15TH AVE NE AT PROJECT SITE

Streetscape photos of 15TH AVE NE, centered on project site, from NE 125th Street to 127th street that show the wide range of building sizes and mix of uses along 125th. Residential uses are more typical east of the site. Whereas commercial and mixed uses are more common to the north and south of the site.

The nearby terrain provides minimal restriction on where a curb cut can be located along 15th Ave and there is no alley condition either.

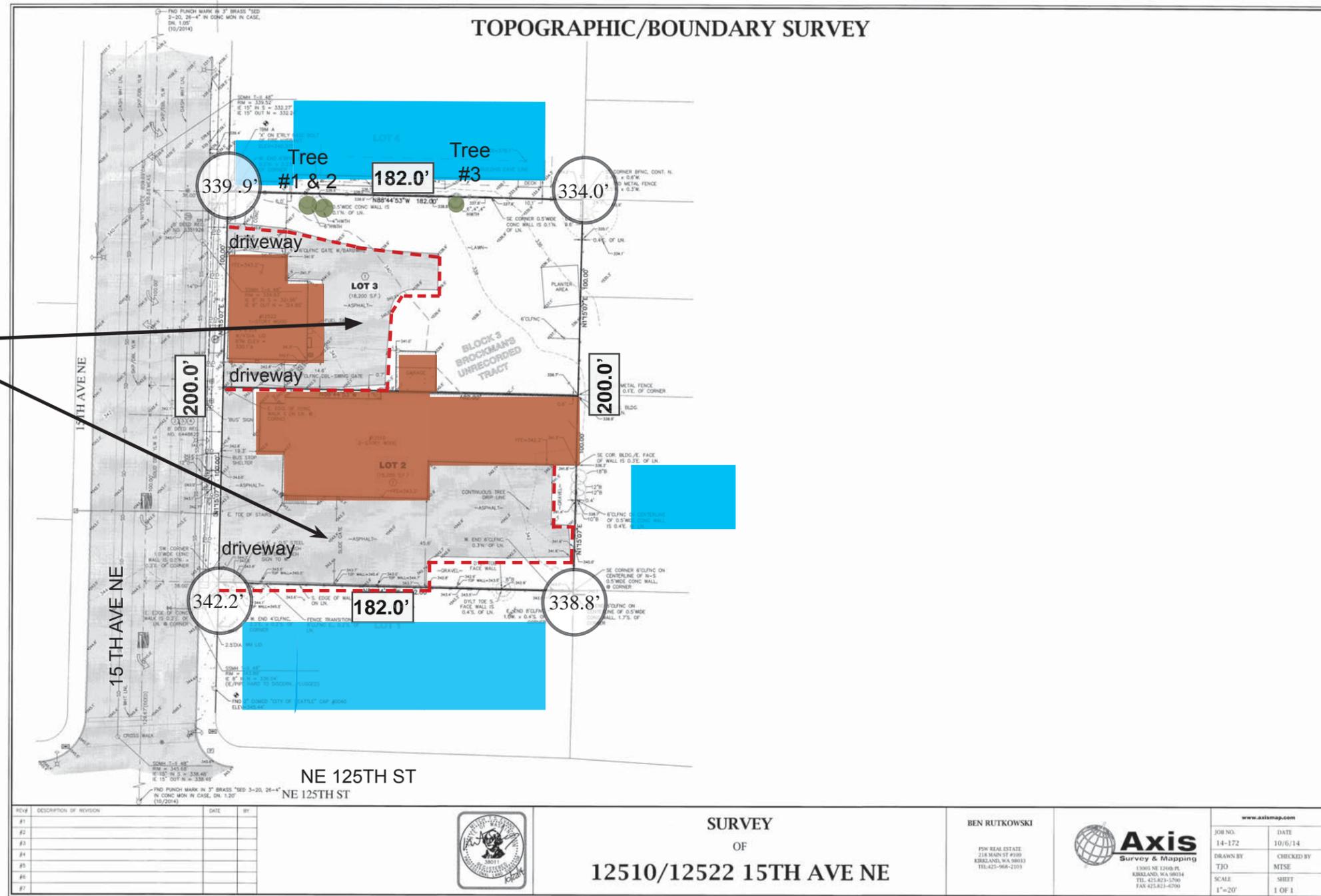


The existing 36,400 SF site drops approximately eight feet total from the SW corner to the NE corner. Dual curb cuts and drive aisles from the west side of the site will provide the best location for car access both ingress and egress onto site and replace the three curb cuts that are existing.

Two commercial structures (including garage outbuilding) & asphalt paving will be removed for the construction.

Existing asphalt paving to be removed

- Existing adjacent buildings
- Project affected trees
- Structures to be removed
- Exist. pavement or retaining walls to be removed



SURROUNDING USES OTHER THAN SINGLE FAMILY

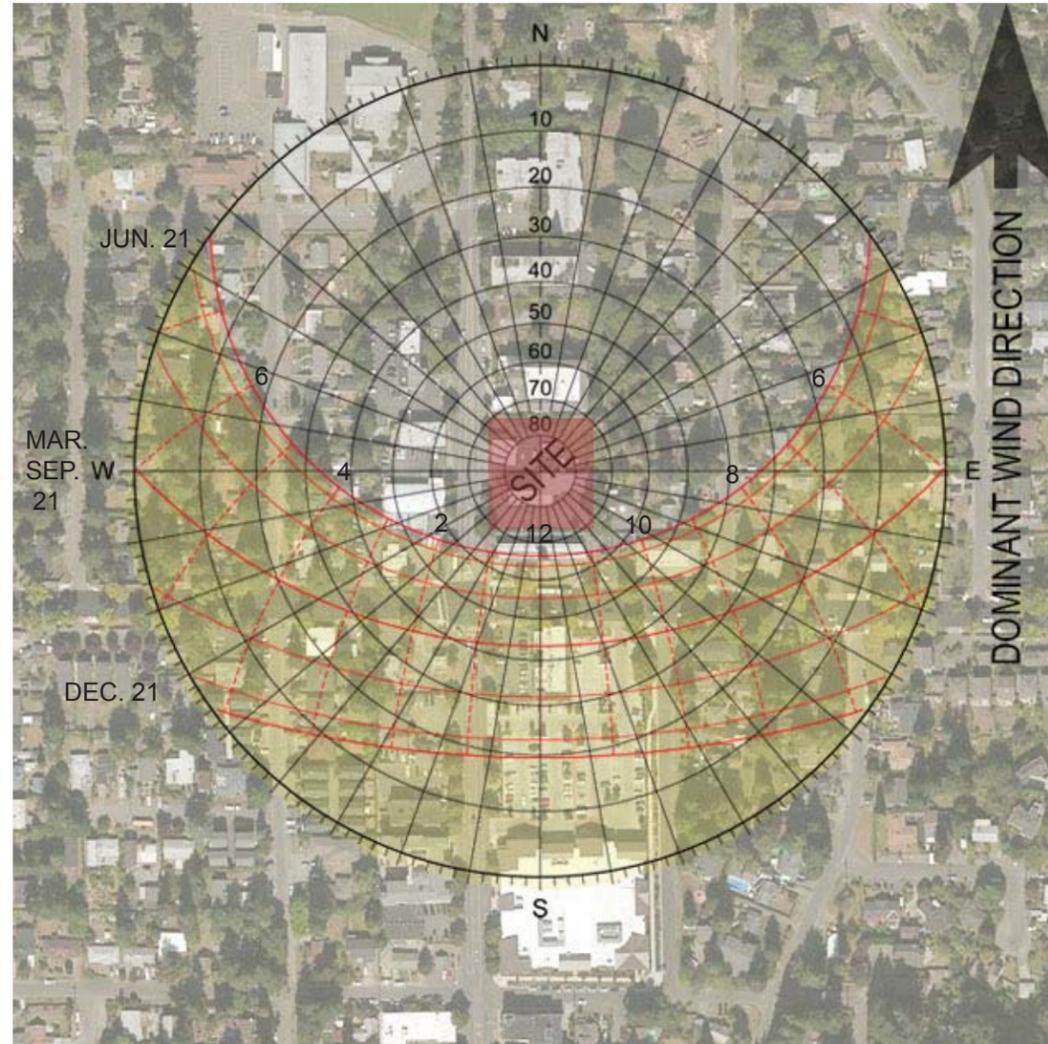
- RETAIL USE
- MULTI-FAMILY
- MIXED-USE RESIDENTIAL
- COMMERCIAL/OFFICE
- CHURCH

NEIGHBORING BUILDINGS

- A St. Matthews Parish/School
- B SAFEWAY
- C Pinehurst Court
- D Thorton Creek Condominiums
- E Car Wash
- F Auto Repair
- G Gas Station
- H Office
- I Retail



SOLAR ACCESS AND VIEWS

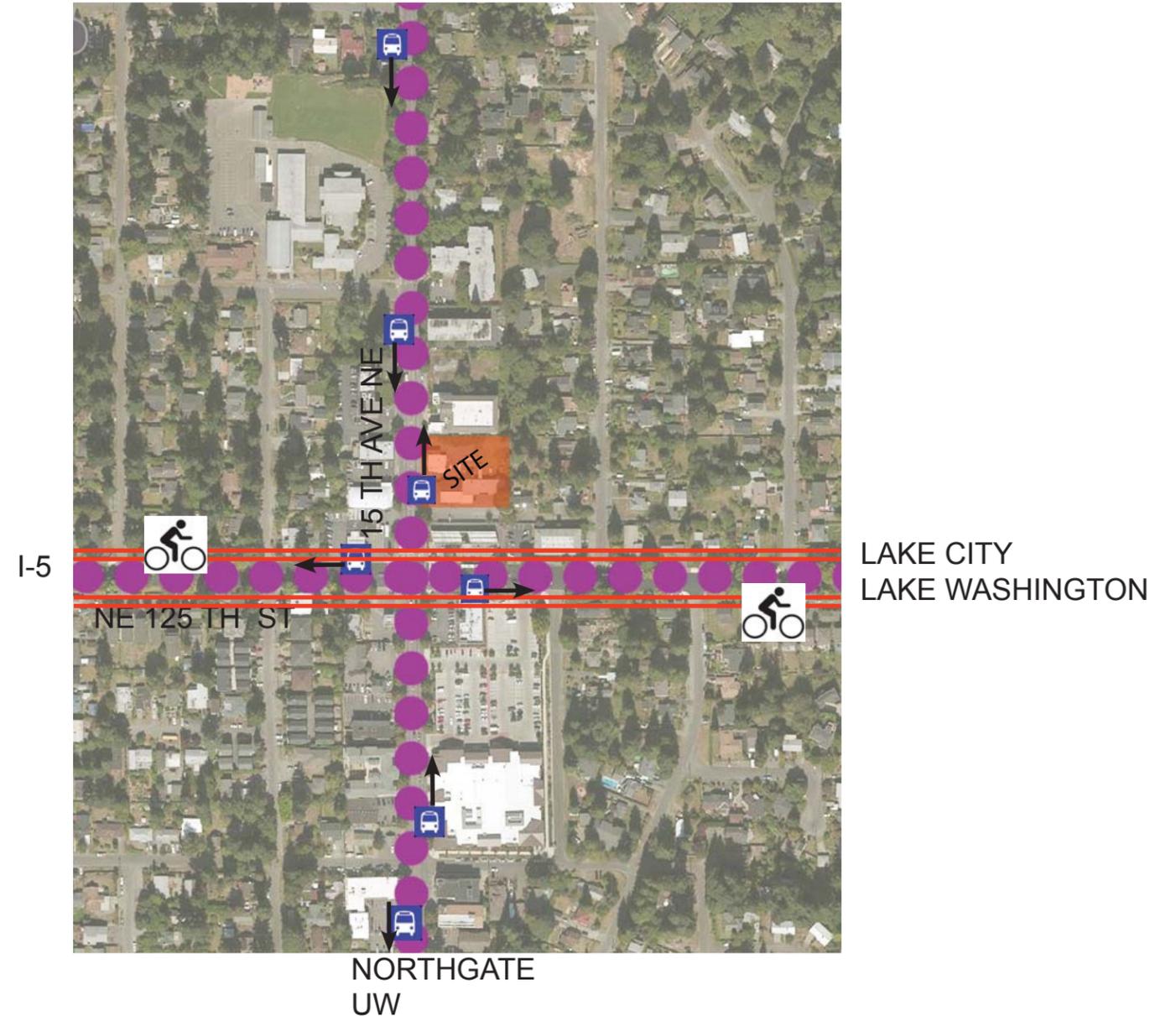


Best solar access is currently from the south, west and east due to the single and two story neighboring structures. The 3 story structure to the north will have little affect on sunlight. All townhome and live/work units should benefit from direct sunlight most of the year during mid-day hours.

Views will be blocked by the same buildings on the lower floors . There is a potential for good territorial views south, east and west on the upper floors. North views will be blocked by the 3 story structure.

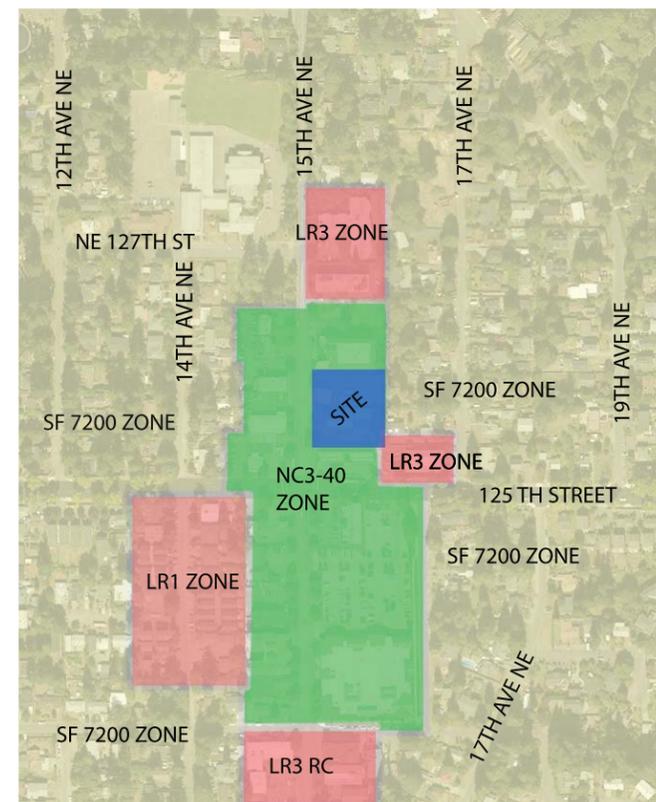


SHORELINE TRAFFIC / PEDESTRIAN PATTERNS



Most pedestrian and bicycle access will occur along the west of the site on 15th AVE NE. To the south 125th Street is more bicycle friendly and has a dedicated bicycle lane in both the east and west directions.

Vehicles will travel mostly south bound on 15th Ave NE. It is a main route for residents from the north to access NE 125th ST towards I-5 south and north, as well as towards the Northgate shopping district. Since there is no alley adjacent to the site, NE 15th ST is the best option for entry to the site. A bus stop is conveniently located right in front of the property on 15th Ave NE, but may need to shift further north to avoid drive aisle access and minimize vehicle conflicts. Bus routes connect residents to various other neighborhoods including the University, Lake City, Richmond Beach, Mountlake Terrace, Northgate Mall and Transit Center and regular routes to Downtown.



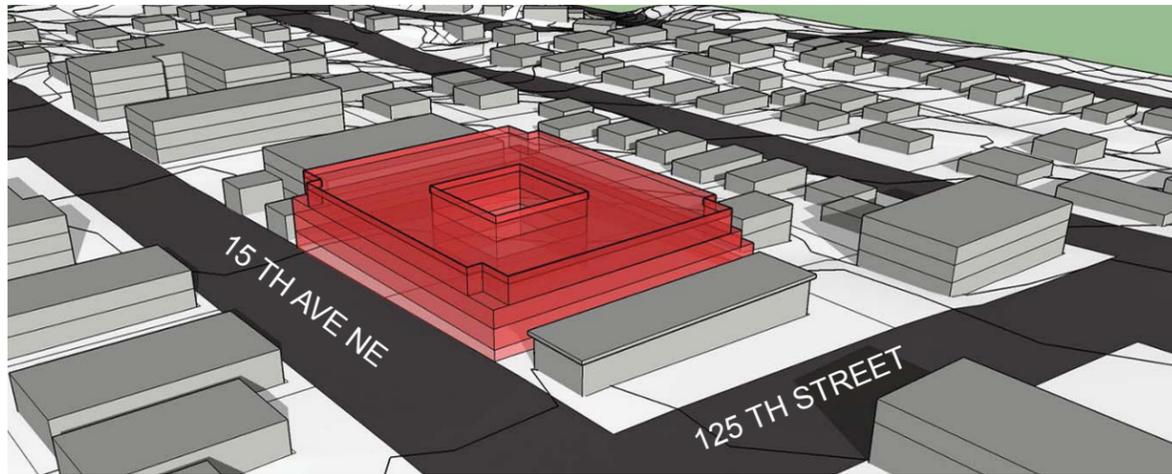
Land Use Code Summary

- 23.47A.002 Scope of Provisions
NC3-40 Neighborhood Commercial 3 (NC3) Zone
- 23.47A.004 Permitted and prohibited uses.
Table A Residential use is permitted outright subject to provisions of this title.
G.1. Live-work units are a permitted use, (4.) Deemed a non-residential use
The proposal complies with this section of the Land Use Code.
- 23.47.005 C.1. no more than 20% can be residential use
- 23.47.008 Street-level development standards
- 23.47A.012 Structure height.
Designated zone allows for height of forty (40) feet.
-1.a.1.a. Floor-to-floor height for live/work shall be a minimum 13' at the main floor.
J.2. Roof top features. Add 4'-0" for parapets, open railings, planters, etc.
J.4. Roof top features. Add 10'-0" for stair towers, elevators, etc.
The proposal complies with this section of the Land Use Code.
- 23.47.013D Floor Area Ratio (FAR) Limits.
A. All gross floor area not exempt is counted against the maximum gross floor area.
B. Maximum FAR allowed in NC3 zone = 3.25
The proposal complies with this section of the Land Use Code.
- 23.47A.014 Setbacks and separations.
Front 0'-0" if non-residential use is located at property line.
Rear 10'-0" minimum above 13'.
Side 5'-0" minimum
The proposal complies with this section of the Land Use Code.
- 23.47A.016 Landscaping standards.
A.2 Green Factor of 0.3 or greater required if more than 4 new dwelling units
B.1. Street trees required.
D.1. Screening of surface parking areas.
Table D - d.garbage dumpsters 6-foot high screening.
The proposal complies with this section of the Land Use Code.
- 23.47A.024 Amenity area.
A 5% of gross floor area (Residential Use).
B.1 All residents have access to at least one common or private amenity area
B.2 Shall not be enclosed
B.4 Common Amenity areas shall have a minimum horizontal dimension of 10 feet, and no area less than 250 sq feet
The proposal complies with this section of the Land Use Code.
- 23.47A.030 Required parking and loading.
Table A 23.54.015 - D. Live-work units
1 space for unit greater than 1,500 sq. ft.
Table B 23.54.015 - I. 1 space per dwelling unit.
The proposal complies with this section of the Land Use Code.

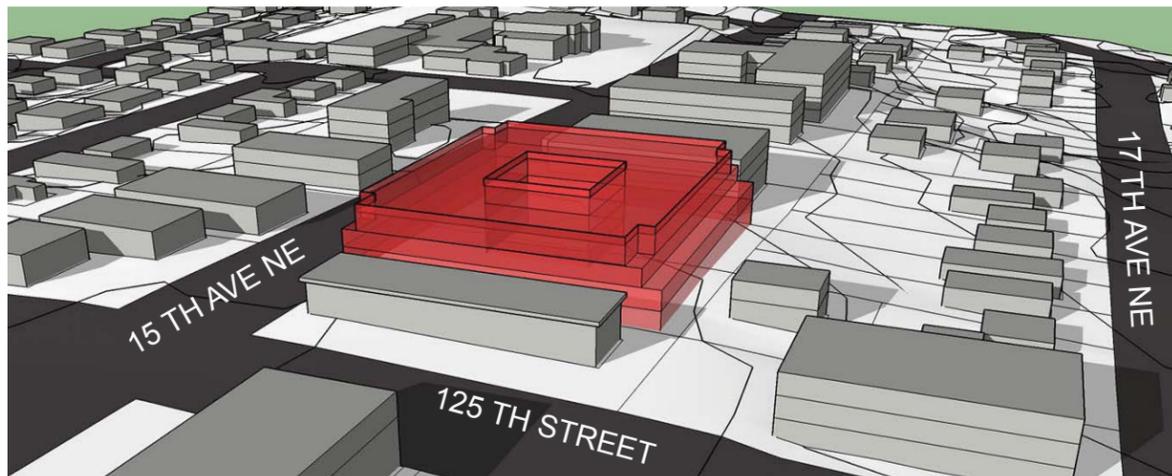
- 23.47A.032 A.1.b. Parking Access provided from street with one two-way curb cut.
B.1.a. Parking shall not be located between a structure and a street lot line.
The proposal complies with this section of the Land Use Code.
- 23.54.015 - Required parking
Table B 23.54.015 1 per dwelling unit.
K.1. Table E - Bicycle parking = 1 per 4 dwelling units = 10 req'd.
The proposal complies with this section of the Land Use Code.

Northgate Overlay District

- 23.71.030 - Development Standards for transition areas within the Northgate Overlay District B.2. Apply to development on lots in NC3-40 zones.
- 23.71.030.D.2. Rear Setback of 20 feet when abutting a SF residential zone.
D.4 - Setback shall be landscaped.
- 23.71.040.B. Density limits. Residential uses in commercial zones within North gate Overlay district.
Forty (40) foot height limit may not exceed a density of one (1) dwelling unit for every six hundred (600) square feet of lot area
The proposal complies with this section of the Land Use Code.
- 23.71.014- Open Space
A.1. Minimum of 10 percent of lot area shall be provided as landscaped or usable open space. A min. of 1/2 of required open space shall be landscaped open space and a min. of 1/3 of the required open space shall be usable open space.
8. Urban Garden - intended to provide color and visual interest to pe pedestrians and motorists and are characterized by such amenities as specialized landscaping, paving materials and public seating.
a. Location and Access - Urban gardens shall be located at or near sidewalk grade and adjacent to a public right-of-way or building lobby.
b. one public seating space for each twenty sf of garden area or one lineal foot of public seating for every twenty sf of garden shall be provided.
c. urban gardens shall be developed with unit paving and plant materials in a garden-like setting. Landscaping shall include a mix of seasonal and permanent plantings, including trees and shrubs. A water feature is encourage.
d. A minimum of seventy-five percent of the garden area shall receive solar exposure from 11 AM until 2 PM, between the spring and autumn equinox.
e. The garden shall be open to the public at least 5 days a week from 8 AM until 7 PM.
The proposal complies with this section of the Land Use Code.
- 23.71.036 - Maximum width & depth of structures:
Table A: Above a height of 30 feet, wall length shall not exceed 80% of the length of the abutting lot line, to a max. of 60'.



A VIEW FROM SOUTHWEST

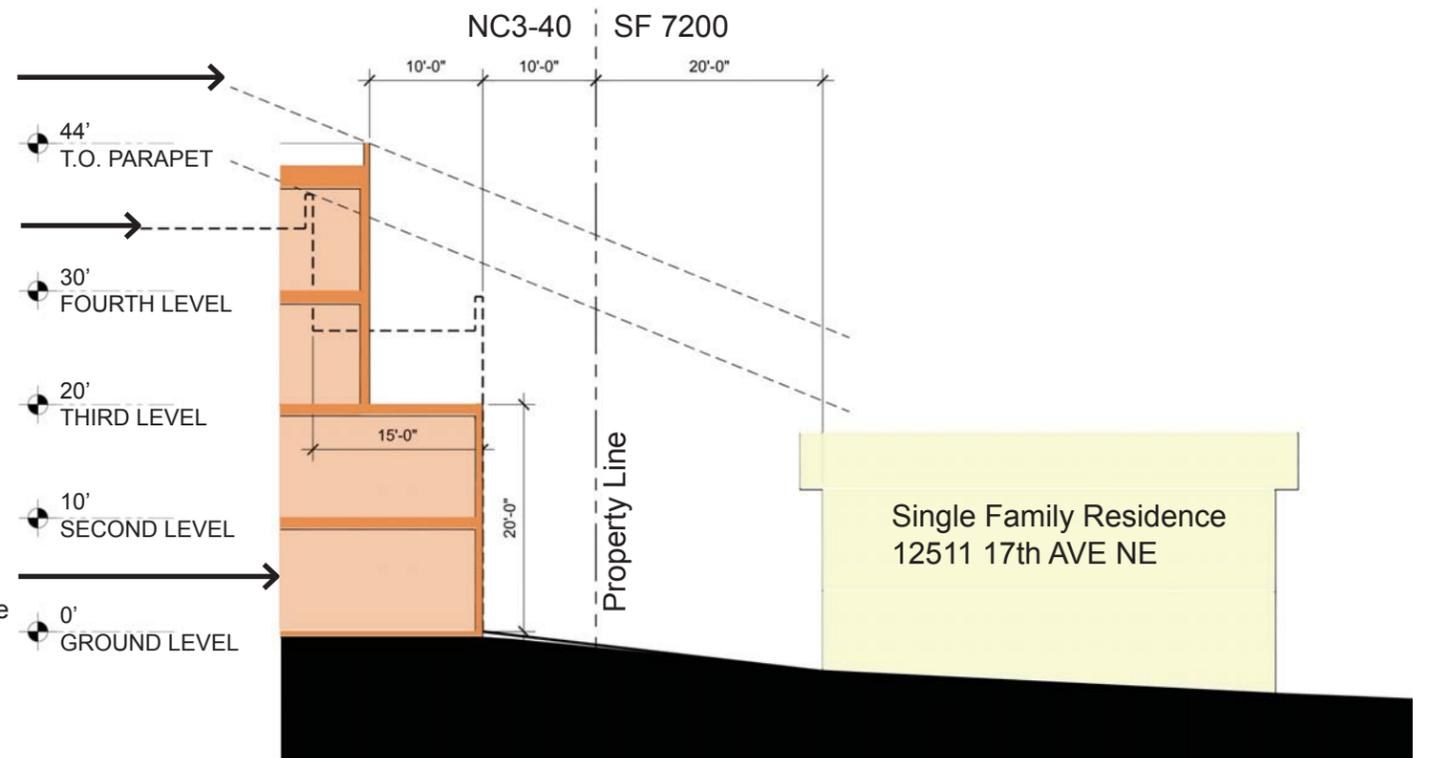


B VIEW FROM SOUTHEAST

Angle of Sun at fall & spring equinox @ 4 PM (approx. 21 degrees)

Outline of Proposed Townhouse Units Scheme 3 (shown dashed)

Outline of Code Compliant Building Envelope Mixed-Use Structure



EAST-WEST SITE SECTION - AT EAST PROPERTY LINE

Northgate Overlay District Setbacks

23.71.030-

D.2. Rear Setback of 10 feet for all portions of a commercial structure or mixed use structure twenty (20) feet or less in height.

D.3 - An additional rear setback of ten (10) feet is required for all portions of a commercial or mixed use structure exceeding twenty (20) feet.

Seattle Municipal Code

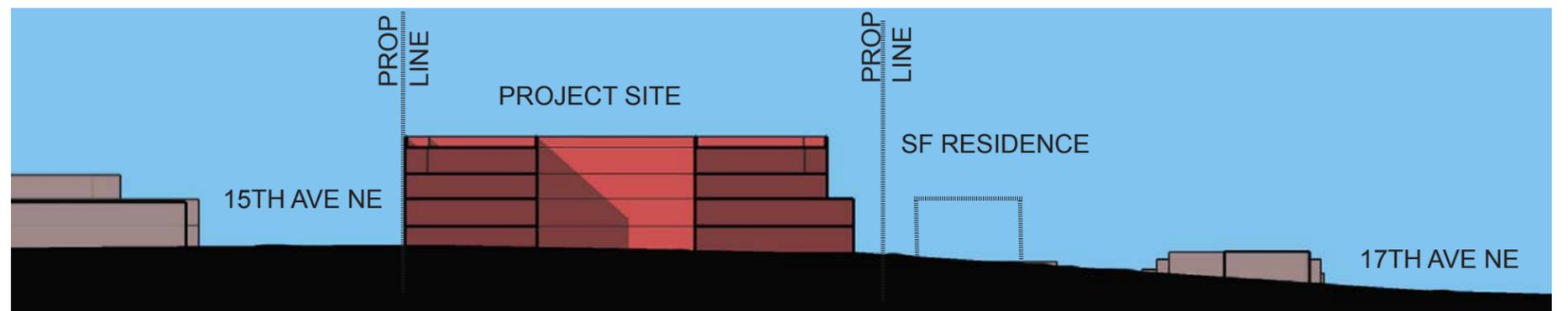
23.47A.014- Setbacks and separations.

Rear 0'-0" up to 13' above grade

Project Data:

Proposed Building Area = 118,200 gsf

Allowable FAR Building Area (3.25) = 118,300 g sf



EAST-WEST SITE SECTION LOOKING NORTH

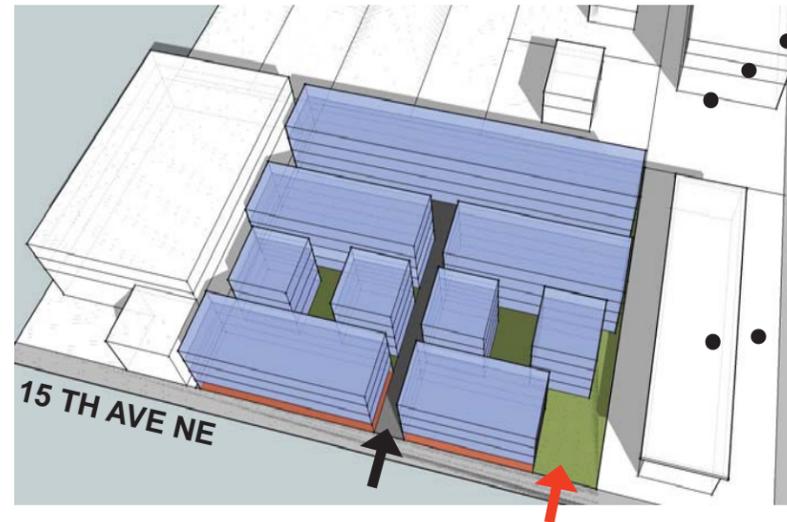


Design Process

This project is situated in a transition zone between low density commercial and a mix of single and multifamily residential. The commercial uses on 15th do not create a typical high density storefront streetscape and eventually ends a few properties to the north. Our goal was to create a series of small live-work duplexes to maximize the commercial visibility and keep with the transitional nature of the street. The residential units are also designed in smaller masses to create a residential scale in between the single family and multi-family structures.

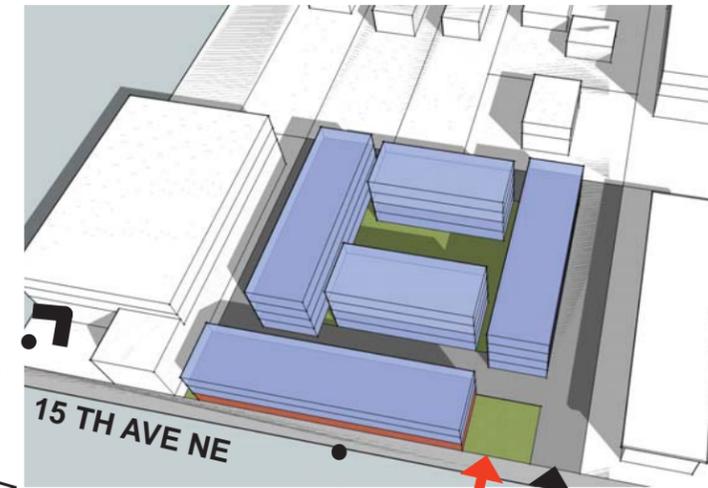
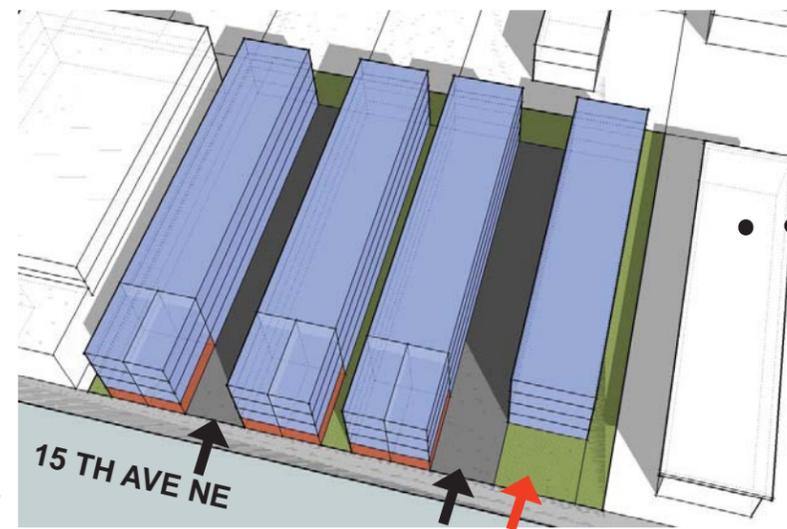
SINGLE ENTRY - BASE CONCEPT

- single point entry - minimize curbcuts
- "T"-layout, efficient
- urban garden at code required location for natural light exposure
- large massing on residential transition border (east property line)
- continuous live/work units on 15th ave



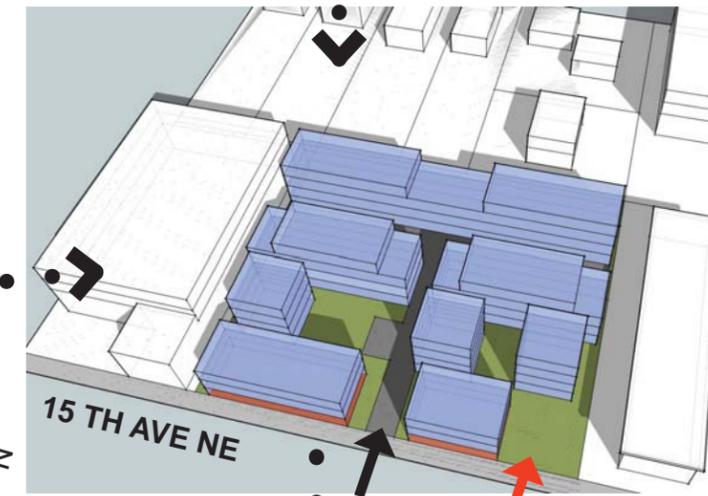
DOUBLE ENTRY - BASE CONCEPT

- straight forward "double loaded corridor scheme" with entry/exit drive-aisle
- breaks up mass at residential border on east side
- urban garden at code required location for natural light (southwest corner)
- continuous "Bars" of housing
- limits landscaping opportunities, pedestrian pass-throughs



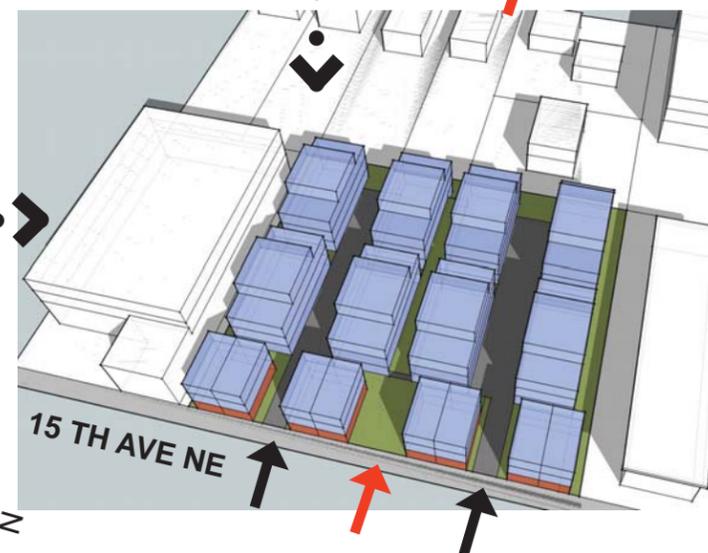
SCHEME 1

- simple entry/exit
- continuous live/work units
- circuitous drive aisle
- shared pedestrian & automobile entrances



SCHEME 2

- reduce unit levels at middle portion of townhouses adjacent to residential transition to be code compliant
- reduce levels at end units and live/work to minimize massing
- adds more open space
- provides few on-grade parking stalls
- variety of townhouse clusters



SCHEME 3 PREFERRED

- move urban garden to center and connect with raised entry plaza at townhouses
- break up townhouse massing in east-west orientation (code departure required)
- add live/work units to make a more urban setting on 15th Ave NE
- reduce levels at end units and live/works to minimize massing
- provides more on-grade parking
- separates central pedestrian & automobile access



Description:

The main purpose of this scheme is to illustrate the potential development of a single curb cut with continuous circular drive-aisle. Townhouse units are 4-stories tall. Public open space/park is located at southwest corner of site per code.

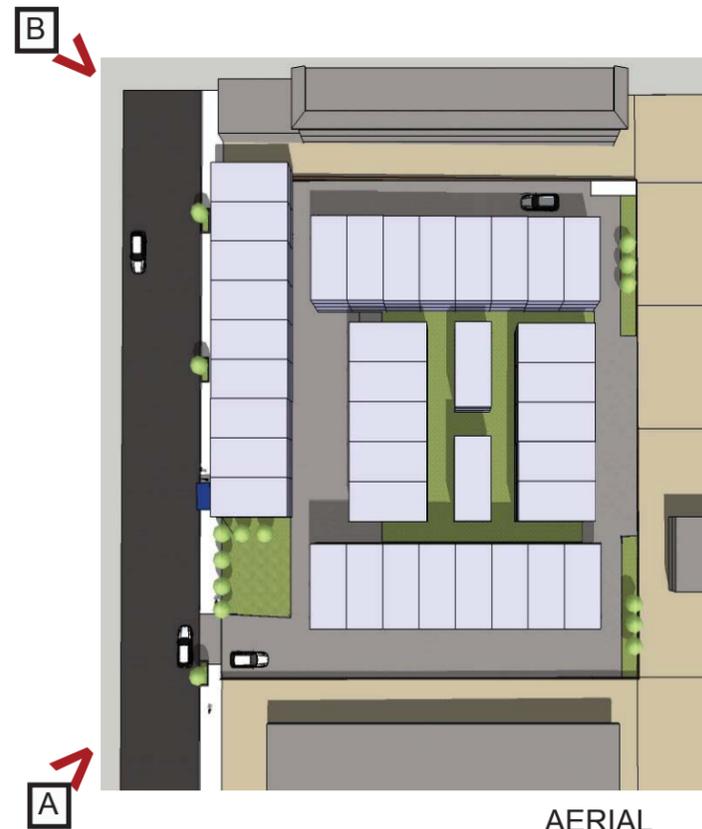
No code alternates/departures are requested or required.

Pros

- Single curb cut with simple circulation route
- Urban garden has ample sunlight exposure
- Compliant for required setbacks

Cons

- Less area for landscaping opportunities (due to circulation route)
- Close proximity between units and adjacent units, less "buffer"
- Continuous row of live-work units, monolithic
- No possible parking for Live-work units



AERIAL



A

VIEW FROM SOUTHWEST



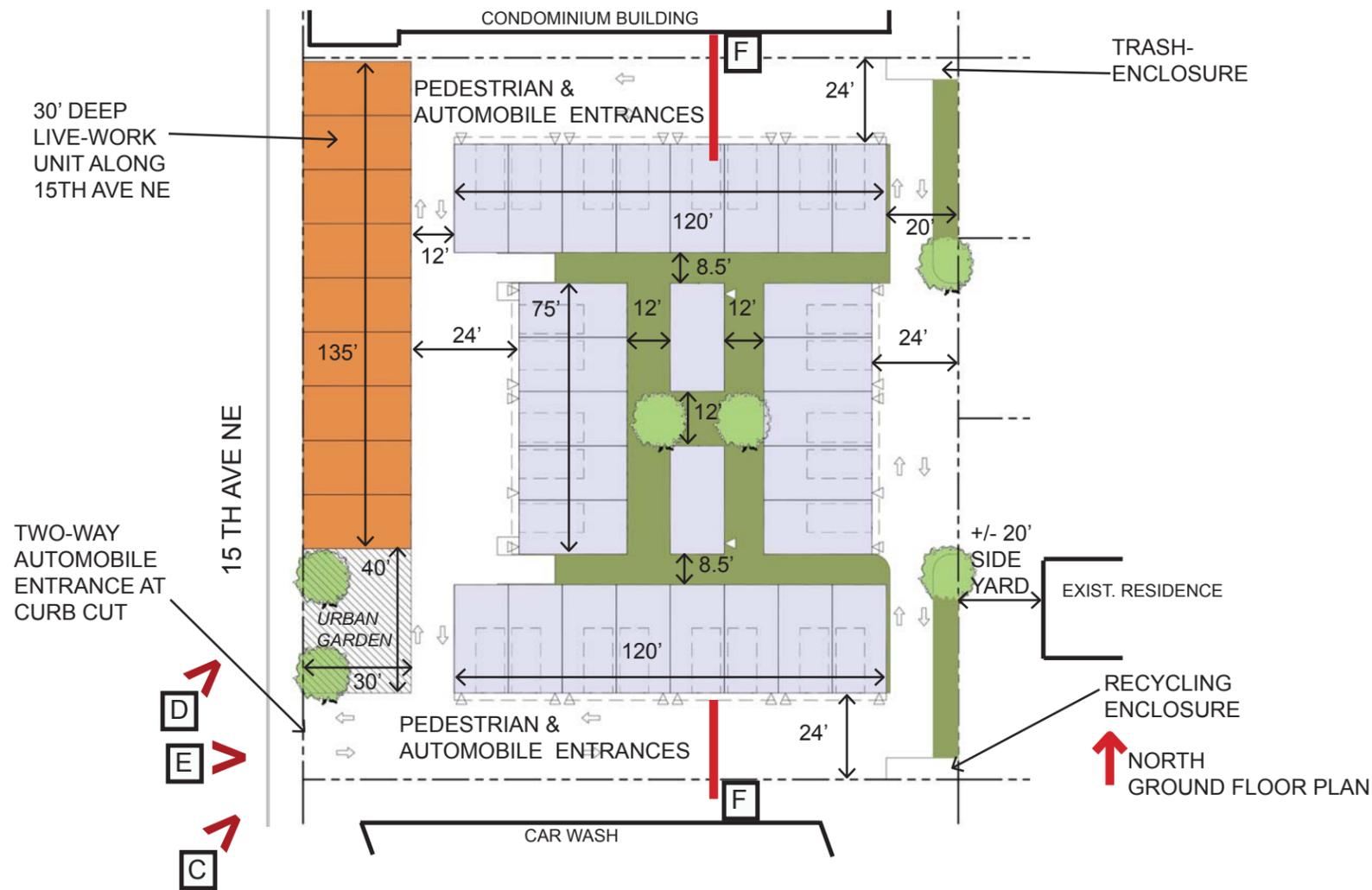
B

VIEW FROM NORTHWEST

Project Data:

Total Units: 37 (9 Live/Work Units & 28 Townhouse Units)
 Proposed FAR Building Area = 67,530 sf (57% of allowable FAR)
 Allowable FAR Building Area (3.25) = 118,300 sf
 On Grade parking: 2 Parking stalls, 26 garage stalls
 Landscaping & Usable Open Sapce: 5,410 gsf (14.86% of site);
 (including Urban Garden of 1,218 gsf)





C

STREET VIEW



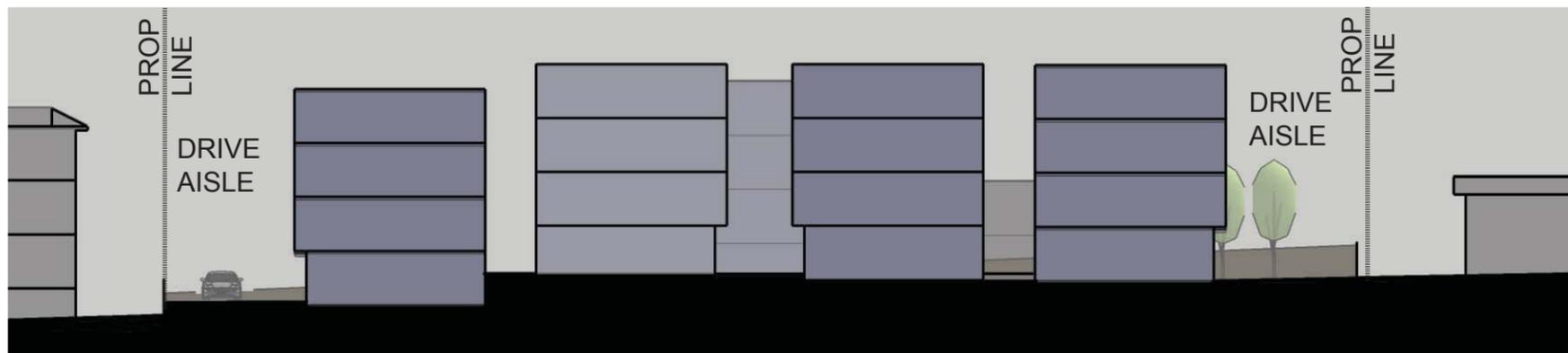
D

PARK VIEW



E

DRIVEWAY/PARK VIEW



F

NORTH-SOUTH SITE SECTION

Description:

This scheme uses a double loaded “T” plan with single driveway curb-cut. This is an efficient layout, however, there is a long and massive continuous row of units along the eastern property line. An additional four parking stalls are provided on grade, central to the site.

The public open space is located in the southwest corner of the property per code to help maximize solar exposure in afternoons, however it is bordered by both townhouse and live-work units and is cut-off from the overall site.

No code alternates/departures are requested or required.

Pros

- Efficient layout with limited corner units and windows.
- Additional landscaped areas for communal gathering

Cons

- Public open space/park is cut-off from majority of site and residents will be less inclined to activate this space if located here.
- Long continuous row of townhouse units facing Single Family residential houses
- Drive is mid-block however this will increase the car traffic congestion to one location during peak in-out times.
- Continuous Live-work run of units along 15th Ave NE.
- Shortage of parking stalls for townhouse units.
- Limited area for “backyard” landscaping
- Garbage/Recycling located at drive-aisle for convenience but in a highly visible setting.

Project Data:

Total Units: 39 (8 Live/Work Units & 31 Townhouse Units)
 Proposed FAR Building Area = 64,800 sf (54.78% of allowable FAR)
 Allowable FAR Building Area (3.25) = 118,300 sf
 On Grade parking: 4 Parking stalls, 27 garage stalls
 Landscaping & Usable Open Space = 6,281 gsf (17.26% of site);
 (including Urban Garden of 1,337 gsf)



AERIAL

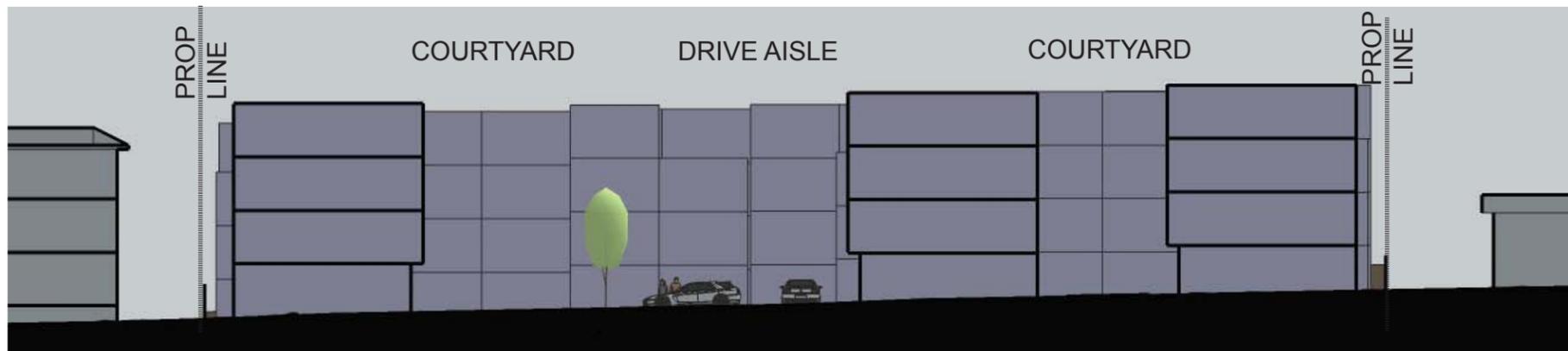


VIEW FROM SOUTHWEST



VIEW FROM NORTHWEST





Description:

This scheme uses two double loaded drive aisles with two curb cuts on 15th Ave NE which helps increase efficiency and maneuverability of traffic at ingress/egress of site. The public usable open space is located mid-block to maximize location and proximity to all units on the property. There is also an elevated courtyard for pedestrian access to units centered off of the urban garden that helps extend the landscaping and connection between the units and the plaza. The Live/work units are reduced to multiple clusters along street to better reflect the scale of the site. There are additional parking stalls and pathways through the middle of the site to help connect the units to the surroundings and reduce continuous building lines.

Minimal code alternates/departures are requested or required:

Departures:

Reduction of eastern property line setback from 20'-0" to 10'-0" for multi-family structures. For mixed-use structures reduction of setback to 10'-0" only above 20'-0". (SMC 23.71.030.D.1 & 2) - Allows for break in massing at middle of site, provides additional parking stalls and increased number of end unit types.

Relocation of required usable open space to center of lot in lieu of southwest corner (SMC 23.71.014.C.8.a-e); enhances connection to site and users for both residents and passers by.

Pros

- Increased connection (visually & physically) between the urban garden and the resident entrances.
- Garbage/recycling located at perimeter of site and more equidistant and convenient for all residents.
- Provides variety of unit types (including end units with surface parking and increased yard area.)
- There are 28 end-units that help maximize glazing openings and connection to the outdoors.
- Massing is reduced into more clusters for a more pedestrian friendly scale, less monolithic.

Cons

Project Data:

Total Units: 40 (8 Live/Work Units & 32 Townhouse Units)
 Proposed FAR Building Area = 61,200 sf (51.7% of allowable FAR)
 Allowable FAR Building Area = 118,300 sf
 On Grade parking: 10 Parking stalls, 28 garage stalls
 Landscaping & Usable Open Space = 7,271 gsf (19.98% of site)
 (including Urban Garden of 1,400 gsf)

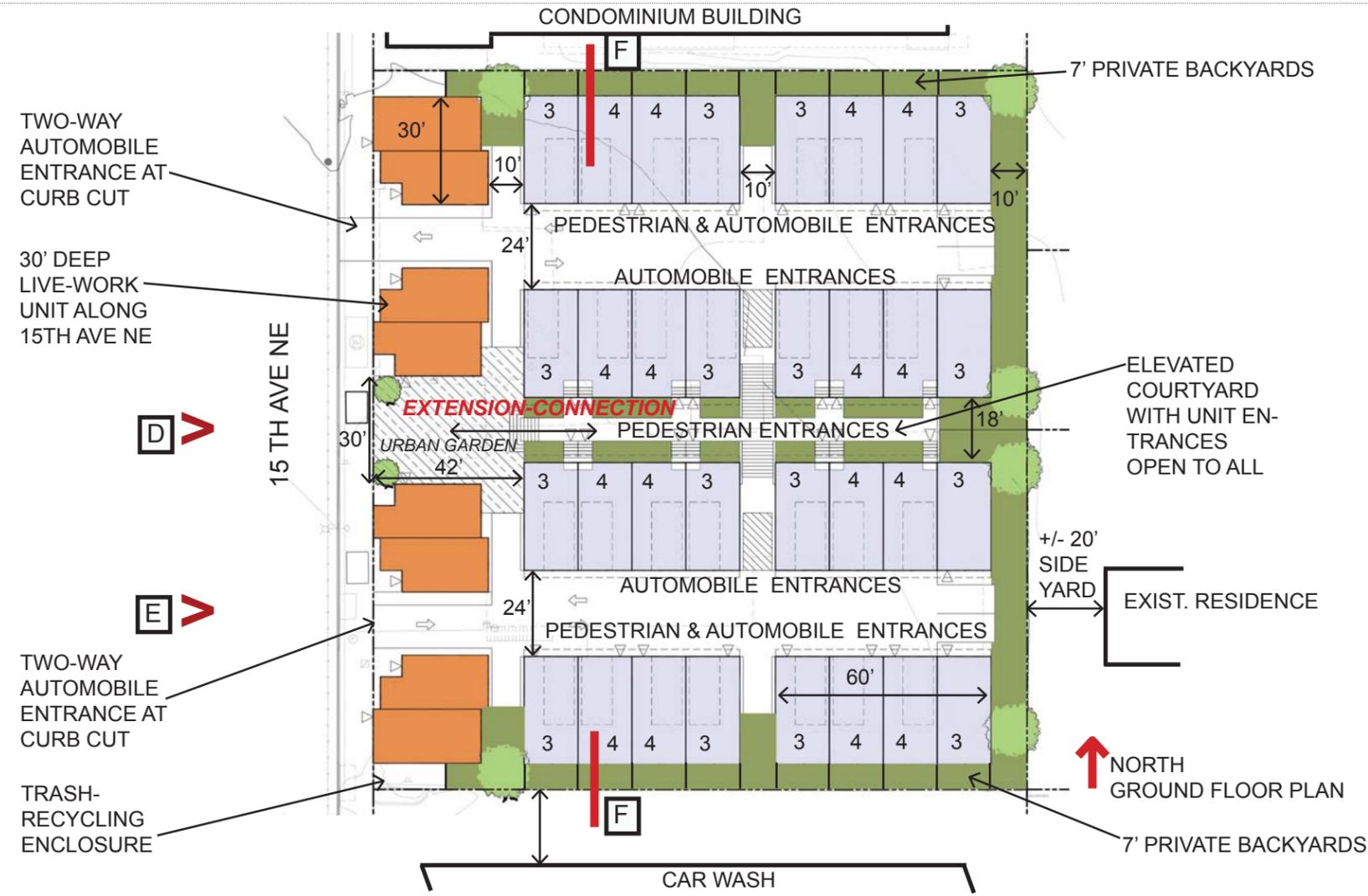


A VIEW FROM SOUTHWEST



B VIEW FROM NORTHWEST





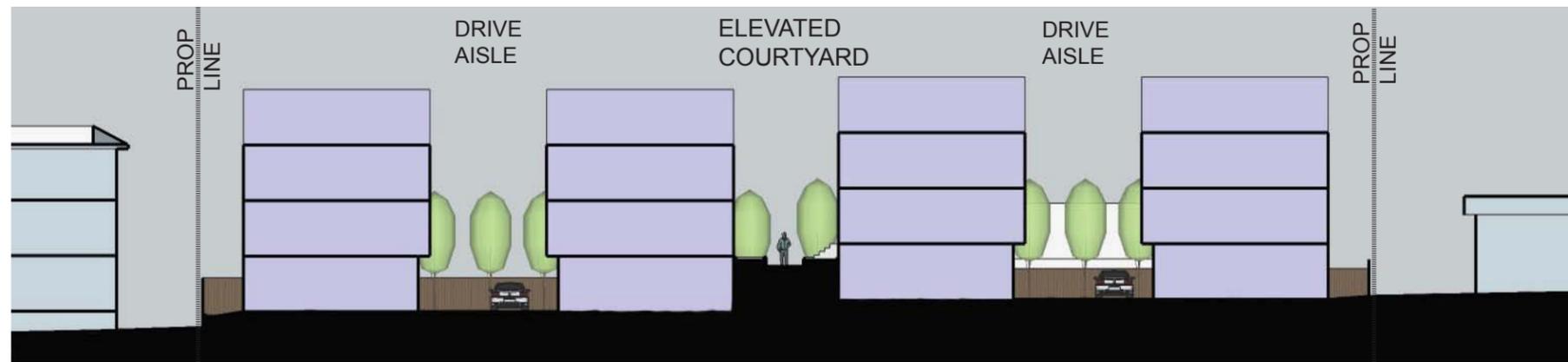
STREET VIEW



PODIUM & OPEN SPACE VIEW



DRIVEWAY VIEW



F NORTH-SOUTH SITE SECTION



CS - CONTEXT & SITE

CS2-B 2: Connection to the Street :

The siting of the live/work units along 15th Ave NE provide a more pedestrian friendly scale along with mid-block access for cars, pedestrians, and bicycles at the urban garden.

CS2-B 3: Character of Open Space :

The main plaza will provide a gathering space for residents and the general public along with additional areas for residents to interact.

CS2-C 2: Mid-Block Sites:

Response to adjacent properties in siting the building massing was a high priority along with breaking up the clusters of units into a smaller and more pedestrian friendly scale.

CS2-D 1: Existing Development and Zoning:

The proposed Live-work units height and size will meet the existing context that is already well established (3-stories if common up and down 15th) and is not intended to overpower any of the nearby properties along 15th Ave NE. The clustering of the townhouse units versus long continuous rows helps breakdown the overall massing to a more residential level of scale. The maximum potential development would be much more out of scale and the local context if constructed

CS2-D 3: Zone Transitions:

Positioning the townhouse units so they end at the east property line, versus continuing along that boundary helps provide view openings between structures for the residential units. The end units will be 3-stories along with a 10' wide landscaping buffer along that boundary that provides a softer transition as well.

CS3-A 4: Evolving Neighborhoods:

Within this existing neighborhood there is an eclectic mix of architectural styles and character that continues to change with each new project that is developed. The recent remodel/reconstruction of the Safeway project is a good example of recognizing that the scale for that project needed to be sensitive to the area residents and break up the "big-box" stereotype for this location.

PL - PUBLIC LIFE

PL1-B 3: Pedestrian Amenities:

Pedestrian and public open space amenity is provided at middle of site along public right of way enhancing opportunities for interaction and place gathering.

PL2-B 3: Street-Level Transparency:

Ensure transparency of street-level uses and include views into open spaces beyond where appropriate. Window glazing will be provided as much as possible.

PL3-B 3: Buildings with Live/Work Uses:

Active and transparent facades at the live/work units help activate the interaction between resident and passersby.

PL3-B 4: Interaction:

Provide opportunities with the urban garden, and gathering of the unit entries, for interaction between residents and nearby neighbors along.

DC - DESIGN CONCEPT

DC1-B1: Vehicle Access Location and Design:

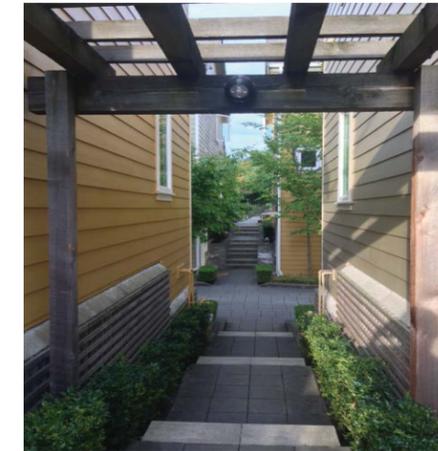
Dual access provides best opportunity for this to minimize the amount of surface paving (increasing landscaping) and divides the flow and potential amount of traffic.

DC2-C 1: Visual Depth and Interest:

Adding depth to facades through cantilevered portions, bay windows, and additional modulation will help add depth and create visual interest along the facade. Varying the materials by type, color, texture from level to level can also help enhance this effect.



- **MASSING**
Break up buildings to smaller and more residential scaled groups.
- **VARIATION**
Provide unit type and elevation variations to create an interesting experience through the project.
- **COMMUNITY**
Provide pedestrian areas of various sizes, for community members to congregate.
- **TEXTURE**
Use texture on drives and pathways to create an understanding of the access drives dual use for pedestrians and vehicles. Use various materials on buildings to break down mass and add visual interest.
- **SCALE**
Use both ground elevation and building elevation to make different visual experiences through the project and vary the building forms.





EQUINOX
MARCH 21/SEPT 21



SUMMER SOLSTICE
JUNE 21



WINTER SOLSTICE
DECEMBER 21



9 AM

12 PM

3 PM

