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VIEW FROM 15TH AVE LOOKING SOUTH



PINEHURST PROJECT LOOKING EAST

VIEW FROM INTERSECTION OF 125TH ST
AND 15TH AVE LOOKING NORTH

PINEHURST PROJECT LOOKING NORTHWEST

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 project team seeks to design a multi-unit development with 5 ground level retail spaces, one live-work unit and 38 townhouse units. The small pedestrian oriented retail will enhance varied 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.

One of the great attributes of the site is its transitional location between commercial, multifamily and single family residential. It also is in close 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.

Goals

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 with retail, residential and Live-Work units, the development will provide an active transition between a predominately office and auto-focused commercial area to a residential area.





DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

PROPOSED DEVELOPMENT



EXISTING CONTEXT

SURROUNDING USES
OTHER THAN SINGLE
FAMILY

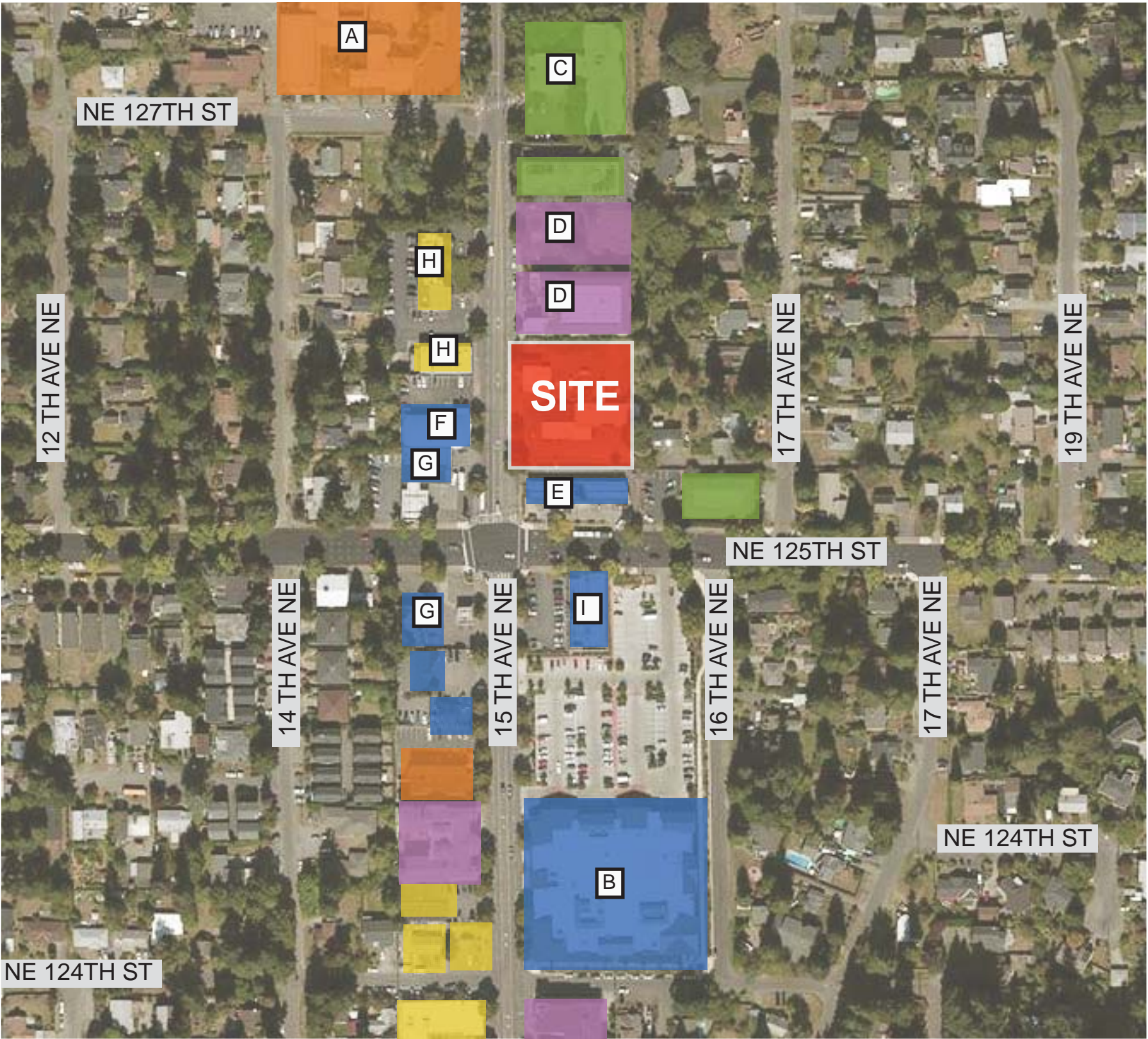
- RETAIL USE
- MULTI-FAMILY
- MIXED-USE
RESIDENTIAL
- COMMERCIAL/OFFICE
- CHURCH

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



11 TH AVENUE NE





7 PROJECT HISTORY - NARRATIVE



EDG JUNE 8, 2015

1. Massing Options and Design Concept.

- After considerable discussion, the Board generally preferred Scheme 1 due to the advantages of larger setbacks that the exterior drive provided. The Board especially appreciated the large setbacks at the north and south property lines, as this lessens the visual and privacy impacts to the existing residential structure to the north, and allows for mitigation of impacts of potential new development on the site to the south. The Board was less concerned about the setback to the east, as the existing structures are currently set back from the property line. (CS1-B, CS2-B, DC1-B, DC1-C, DC2-A)
- The Board also noted the potential for a hybrid of Scheme 1 and 2, which would use an L shaped drive, accessed at the north end of the site, to retain the larger setback on the north and allow the applicant more flexibility to arranging the units in response to site characteristics. (CS1-B, CS2-B, DC1-B, DC1-C, DC2-A)
- The Board appreciated the variation in height of the structures as presented in Schemes 2 and 3 that locate lower heights near the site boundaries, to lessen visual and privacy impacts on adjacencies (CS1-B, CS2-B, CS2-D)
- The Board requested more information demonstrating how the massing and unit design works with the topography and proposed grading. (DC2-A)
- The Board appreciated the consolidated trash collection areas. (DC1-C)

2. Circulation and Unit Orientation.

- The Board preferred a circulation pattern that utilizes one curb cut, to minimize the impact on the pedestrian environment along 15th Ave NE. (PL4-A, DC1-B, DC1-C)
- The pedestrian corridor, as presented in the preferred alternative, was supported in concept by the Board. The Board was concerned that as proposed, the width of the walkway in relation to the height of the adjacent buildings was not adequate to create a welcoming and functional space. (PL1-A, PL1-B, PL1-C, DC3-B)
- The Board was supportive of Scheme 1, and encouraged the applicant to design the drives as “woonerven” or shared streets, to accommodate pedestrians and vehicles, and to function as a shared open space instead of voids within the site. The design should integrate landscaping and green features into the design of the space. (CD3-A, PL1-B, PL1-C, PL2-B, DC1-C)
- The Board indicated preliminary support for departures that would decrease the width of the drive to provide more space for creating usable open spaces. (PL1-C, DC1-C, DC2-A, DC3-A, DC3-B, DC3-C)
- The Board requested sections and elevations that demonstrate the relationship of unit entries (both vehicular and pedestrian) with the drives and open spaces.
- The Board requested more detail about the design and character of the woonerf, including landscaping, hardscaping, and the how the units establish a relationship with the space. (PL3-A, DC3-B, DC4-D)

3. Urban Garden & Open Space Concept

- Overall, the Board was concerned that a successful open space concept, with spaces large enough to be functional as intended, was constrained by the number of units proposed. Units should be eliminated or rearranged to provide an opportunity for strengthening the overall building-open space relationship, and providing quality open spaces. (PL1-B, PL1-C, DC2-A, DC3-A, DC3-B)
- Design and locate the urban garden to be the focal point of the overall open space concept and to make a gesture towards the public realm. The Board discussed the location of the urban garden at length. Schemes 1 and 2 have the garden located to the north of the drive, allowing for maximum sun access. However, in both of these Schemes, the urban garden appears disconnected with the overall concept. In addition, the Board was concerned that if located at the south end of the site, the garden could be shaded by potential future development. (CS2-B, PL1-A, PL1-B, PL1-C, DC3-A, DC3-B, DC3-C)
- The Board encouraged activating the urban garden through design and integration with the surrounding uses. The Board supported the location of the urban garden in Scheme 3, as it functions as a semi-public space by providing an entry to the pedestrian corridor, and has the potential to tie into the programming of the adjacent structures. (PL1-A, PL2-B, DC3-A, DC3-B, DC3-C)
- The Board supported the idea of multi-use spaces, especially safe and defensible places for kids to play. The Board noted that removing or relocating the central units in Scheme 1 would provide an opportunity for a shared courtyard. (PL1-C, PL2-B, DC3-B)

4. Streetscape and Live-work Units

- The Board supported consolidating the live-work units, as opposed to breaking up the units into small groupings. The Board noted that the continuous edge as presented in Scheme 1 and Scheme 2 holds a strong street edge, and expresses a commercial/retail character. (CS2-C, CS3-A, PL3-B, DC2-A, DC2-E)
- The location of the live-work units should be pushed towards the south of the site to tie into and continue the commercial activity the intersection of 15th and 125th and help to establish the emerging commercial street wall. (CS2-C, CS3-A, PL3-B, DC2-A, DC2-E)
- The Board was concerned about the 30' depth of the live-work units. The design and layout of the live-work units should demonstrate the ability to be viable as retail spaces. The Board suggested deeper units, and designing the interior so all living spaces are located in the upper floors. (PL3-B)

FIRST RECOMMENDATION JUNE 13, 2016

- Walkways and Connections.** The Board noted its satisfaction with the alignment of the pedestrian spine with the urban garden. Consider angling the metal trellis over the garden. (PL1-B)
- Arrangement of Interior Uses.** Add large windows on the east facades of Buildings # 2, 4, 6, and 8 to take advantage of natural light as there will be a setback and plantings to ensure privacy. Consider balconies and other strategies to connect the townhouse interiors to the outdoors. (DC1-A)
- Open Space Concept.** The location and hard surface of the urban garden nicely segues into the proposed pedestrian walkway or spine between buildings # 3 through 6. The openness of the garden to 15th Ave creates safety concerns. The garden ought to be somewhat more enclosed by an open fence, berm or other landscape feature on the west and then spill over into the interior of the project site. Eliminate unit # 10 in building # 5 (the western most townhouse) and extend the garden to the other side of the driveway. This provides the residents with a more private, communal open space and gives the woonerf (a misnomer in this situation) more meaning as children and adults can easily move across the open spaces. The open spaces on each side of the driveway introduce a multi-use passageway in which children can play and other communal activities occur.

By expanding the urban garden across the drive aisle, unit #11 ought to become live/work. Increase the amount of glazing at Unit #2 (building # 10) and unit #11 (building # 5) to ensure that residents and clients have direct views into the urban garden, which will provide more security and promote a greater urban sensibility to the garden or plaza concept. The mailboxes can be moved to the back portion of the urban garden removed from the more public area. (DC3-A, DC3-B)

- Architectural Concept, Exterior Finish Materials.** The west elevations facing 15th Ave NE would benefit from the use of metal at the upper levels. The abundance of manufactured stone and fiber cement products on these elevations evokes a suburban setting which could be more suitable for the interior townhouses. The live/work units ought to have a commercial appearance

SECOND RECOMMENDATION MARCH 13, 2017

1. Façade Composition and Materials (CS3-A, DC4-D)

- The Board expressed disappointment that the design of the west elevation of Building 10 did not respond to the Board's guidance provided at the first Recommendation meeting. The Board had asked that the elevation express a strong commercial character, and instead the proposed fiber cement products evoke a more suburban setting. At the second Recommendation meeting, the Board recommended use of higher quality materials that reflect a stronger urban edge/commercial character.
- The proposal included the application of real wood at the ground level, and wood composite on levels two and three, which was supported by the Board. If, in the future, the proposed real wood material at ground level is changed to a wood composite, the Board noted that they would expect to review such a change.
- On the west elevations of Buildings 9 and 10 facing 15th Ave NE, a stone composite is proposed at ground level. This stone application is broken up with an alcove (at the space entrances) and is treated with what appears to be stained wood lap siding. The Board agreed this break in material application at ground level lacked cohesion and was not well integrated into the overall building design. The Board requested that additional detail be provided in the materials for the next meeting to clearly describe how the materials will join each other. Additionally, include larger scale images of the materials to include more detail than is shown in the second Recommendation packet.
- The Board supported the proportions of the west elevations facing the street, and agreed the canopies were placed successfully.

2. Urban Garden (PL1-I, DC3-I)

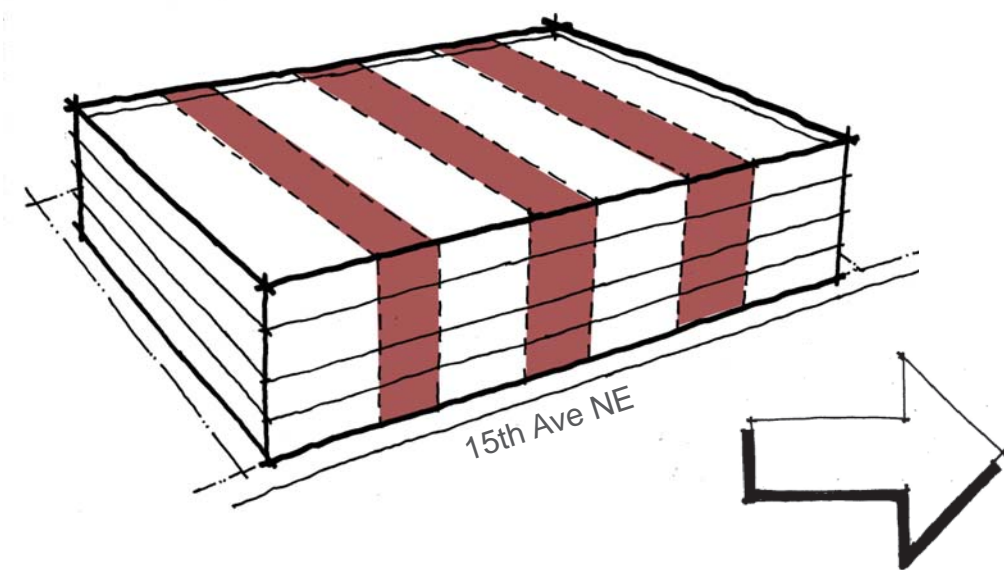
- The north elevation of Building 10 faces the urban garden, and is treated with minimal transparency. The Board was not supportive of this treatment and lack of transparency, and recommended additional glazing on this north elevation be provided to promote greater connection between the interior and exterior spaces. Eyes on the urban garden should be a priority.
- At the first Recommendation meeting, the Board provided guidance to increase the size of the urban garden by extending it east across the interior drive. Rather than increase the size of the garden, the applicant proposed a reduction to the required area by 133 square feet. The Board expressed disappointment with this proposal, finding no compelling reason how this design better meets the intent of the Design Guidelines and the Board's guidance.
- In addition to the size of the urban garden, the design of the garden was also discussed. As described by the applicant, no permanent furniture is proposed. The Board agreed that activation of this space is a priority: it should be permeable, a usable amenity for the neighborhood, and less like a patio – more like usable open space.
- During the applicant's presentation, it was noted that the maintenance of this urban garden would be the responsibility of the tenant in space “Retail 1,” abutting the urban garden to the south. The Board expressed concern with this proposal, noting that expecting one of the smallest retail units to provide maintenance for this urban garden did not appear sustainable.

3. Uses Along 15th Ave NE (CS2-C, PL2-II)

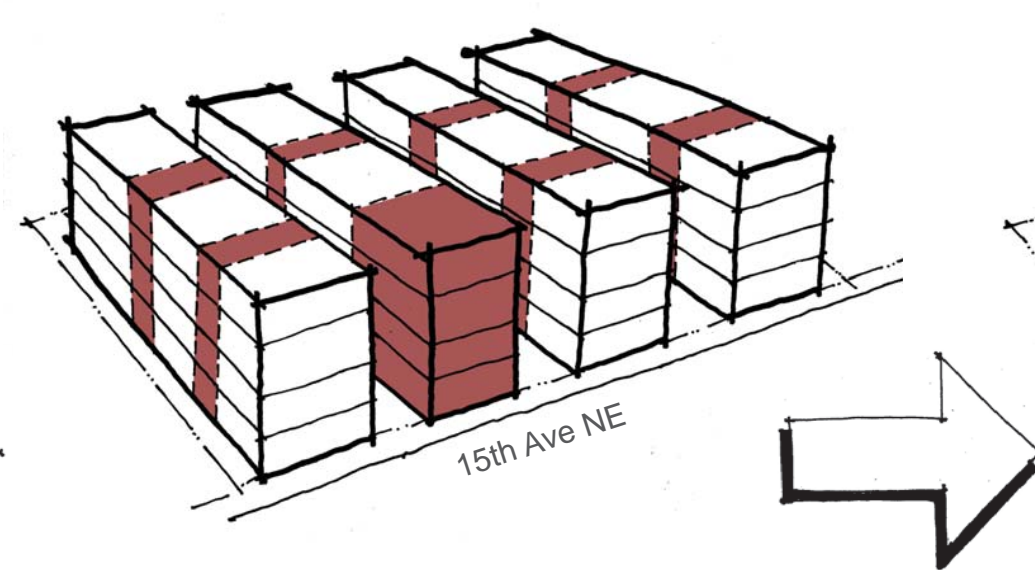
- At EDG and the first Recommendation meeting, the applicant proposed live/work units facing the street. During review of the MUP, the Land Use Code was updated to apply a pedestrian overlay to this portion of 15th Ave NE, designating the street a pedestrian street. With this designation came the requirement to prohibit live/work uses to 20% of the street-facing façade. In response to this code requirement, Buildings 9 and 10, facing 15th Ave NE, were modified to include: six small commercial spaces and one live/work space at ground level, with residential units above, accessed via the back of the building (east façade). The Board found this program to be quite similar to that of a live/work unit, which are strongly discouraged in the pedestrian zones per the Land Use Code.
- Furthermore, at the first Recommendation meeting, the Board asked the applicant to change the end (west) unit #10 within Building 5 (page 5, Recommendation Packet #2), from a townhouse unit to a residential use facing the urban garden and street. The project did not respond to this guidance. The Board expressed frustration with this programming, finding it to undermine the Code and design guidelines intent.

- Solid Waste and Recycle Storage (DC1-C).** The storage of solid waste and recycling was proposed along the north and south property lines abutting 15th Ave NE. The Board supported these two locations, but requested additional detail describing the proposed screening and access to and through the areas. As shown in the second Recommendation packet, it appears access is provided only from the street. This was not supported by the Board as they would like to see access also provided from the interior of the site. Gates were also requested.

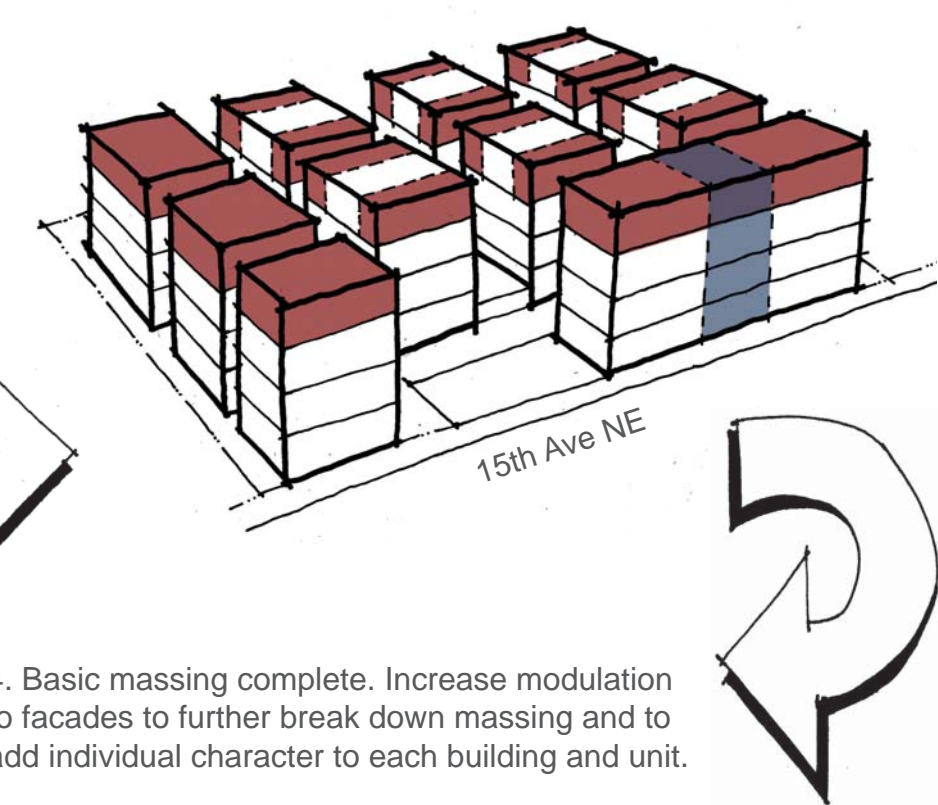
1. Started with the 40' maximum height and required setbacks. Removed east-west volumes for drives, access, courtyard and to lessen massing to the residential lots to the east.



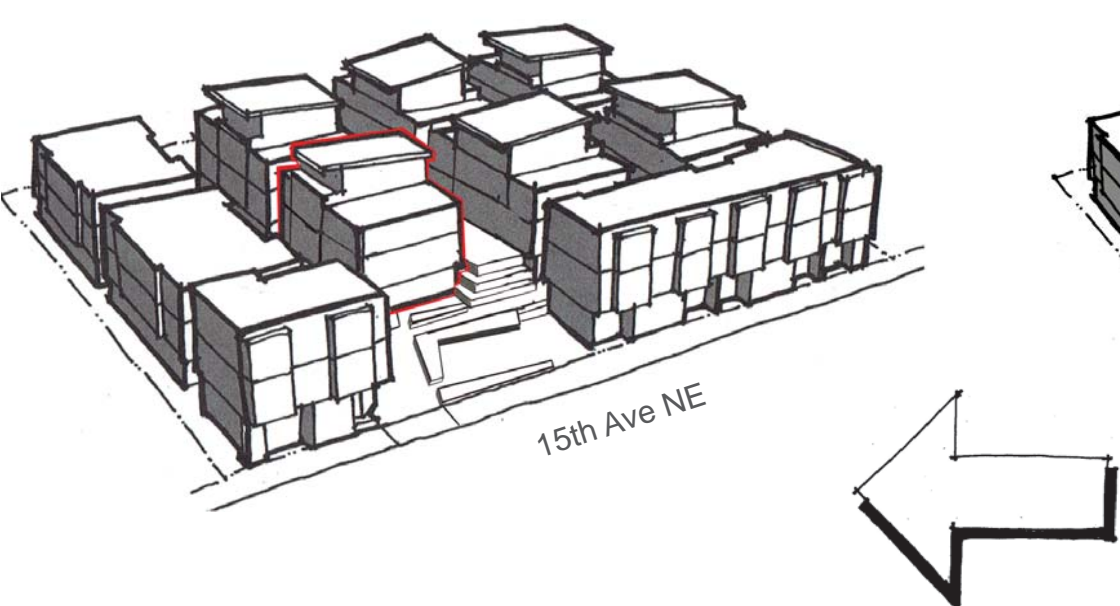
2. Removed north-south volumes for pedestrian access, increased end units and to lessen massing to the developments on the north and south. Created space for the Urban Garden.



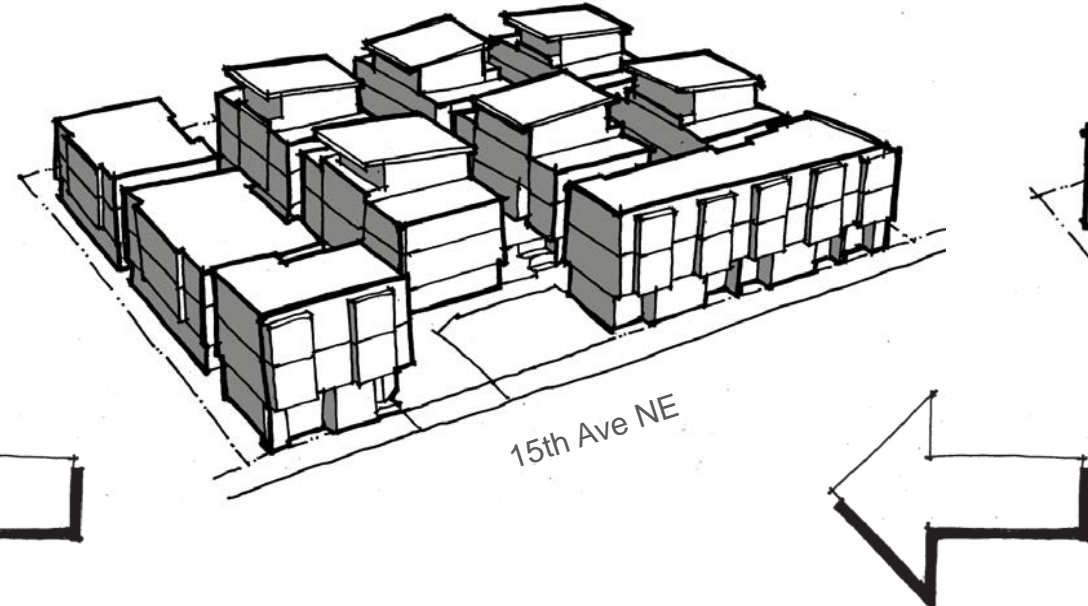
3. Reduced scale of units. North units reduced to 3 stories to lessen impact on existing north residential development. Street front units reduced to 3 stories but increased facade to create a more dynamic streetscape.



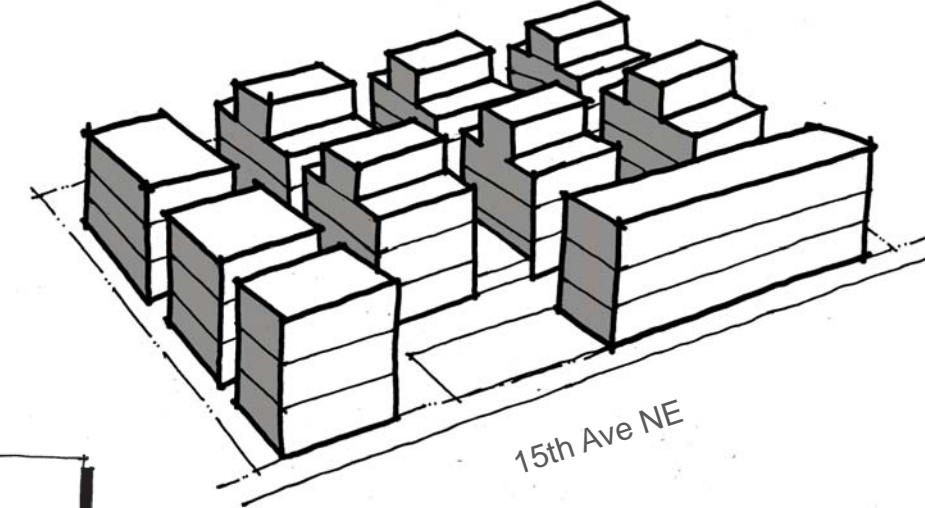
6. Building 5 redesigned to a smaller 3 unit building to allow more urban garden - per Recommendation Meeting #3.



5. Modulation and fenestration added to create a rhythm for the street facade and to express individual units. Materials and colors will add to this expression - per Recommendation Meeting #2.



4. Basic massing complete. Increase modulation to facades to further break down massing and to add individual character to each building and unit.



9 INTRODUCTION TO PRIORITIES & BOARD RECOMMENDATIONS

From our Second Recommendation Meeting on March 13, 2017, there were four main Priorities and Recommendations presented by the Board. The Design Team reviewed the pertinent Design Guidelines and reassessed the vision for the project. The following pages are the detailed recommendations and our responses and solutions to these items.

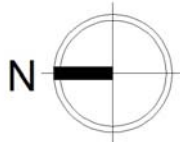
1. Façade Composition and Materials (CS3-A, DC4-D) pgs. 11-12
2. Urban Garden (PL1-I, DC3-I) pgs. 13-14
3. Uses Along 15th Ave NE (CS2-C, PL2-II) pgs. 16-19
4. Solid Waste and Recycle Storage (DC1-C) pg. 20



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.



- 1 FACADE COMPOSITION AND MATERIALS
- 2 URBAN GARDEN
- 3 USES ALONG 15TH AVENUE
- 4 SOLID WASTE AND RECYCLING STORAGE



1. Façade Composition and Materials (CS3-A, DC4-D)

a. The Board expressed disappointment that the design of the west elevation of Building 10 did not respond to the Board's guidance provided at the first Recommendation meeting. The Board had asked that the elevation express a strong commercial character, and instead the proposed fiber cement products evoke a more suburban setting. At the second Recommendation meeting, the Board recommended use of higher quality materials that reflect a stronger urban edge/commercial character.

Response: The fiber cement siding has been replaced with a high profile metal siding for above the commercial level. Brick for the entire commercial level is now being introduced to further emphasize urban and commercial character.

b. The proposal included the application of real wood at the ground level, and wood composite on levels two and three, which was supported by the Board. If, in the future, the proposed real wood material at ground level is changed to a wood composite, the Board noted that they would expect to review such a change.

Response: Stained cedar siding is still being considered for the ground level of the residential buildings, will remain so, and not expected to change. Board will be notified if such a change does occur.

c. On the west elevations of Buildings 9 and 10 facing 15th Ave NE, a stone composite is proposed at ground level. This stone application is broken up with an alcove (at the space entrances) and is treated with what appears to be stained wood lap siding. The Board agreed this break in material application at ground level lacked cohesion and was not well integrated into the overall building design. The Board requested that additional detail be provided in the materials for the next meeting to clearly describe how the materials will join each other. Additionally, include larger scale images of the materials to include more detail than is shown in the second Recommendation packet.

Response: The street level brick transitions to the upper level metal siding and Hardi-panel bay windows with a 12" continuous bent metal belly band as a common urban/street front material. Additional design changes include relocating and ganging together of the smaller alcove windows to provide a high visibility area for commercial addressing, larger retail windows along 15th street, and blade signage for every retail entry.

d. The Board supported the proportions of the west elevations facing the street, and agreed the canopies were placed successfully.

Response: Proportions of the west elevations remain. Canopies Remain.

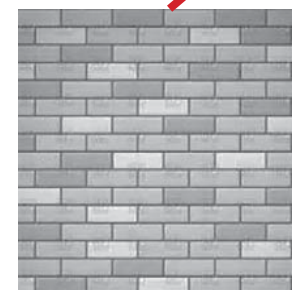
VIEW ALONG 15TH AVE



PAINTED METAL
CANOPIES



METAL BLADE
SIGNAGE



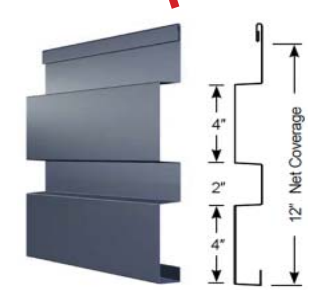
CONTINUOUS BRICK,
GROUND LEVEL



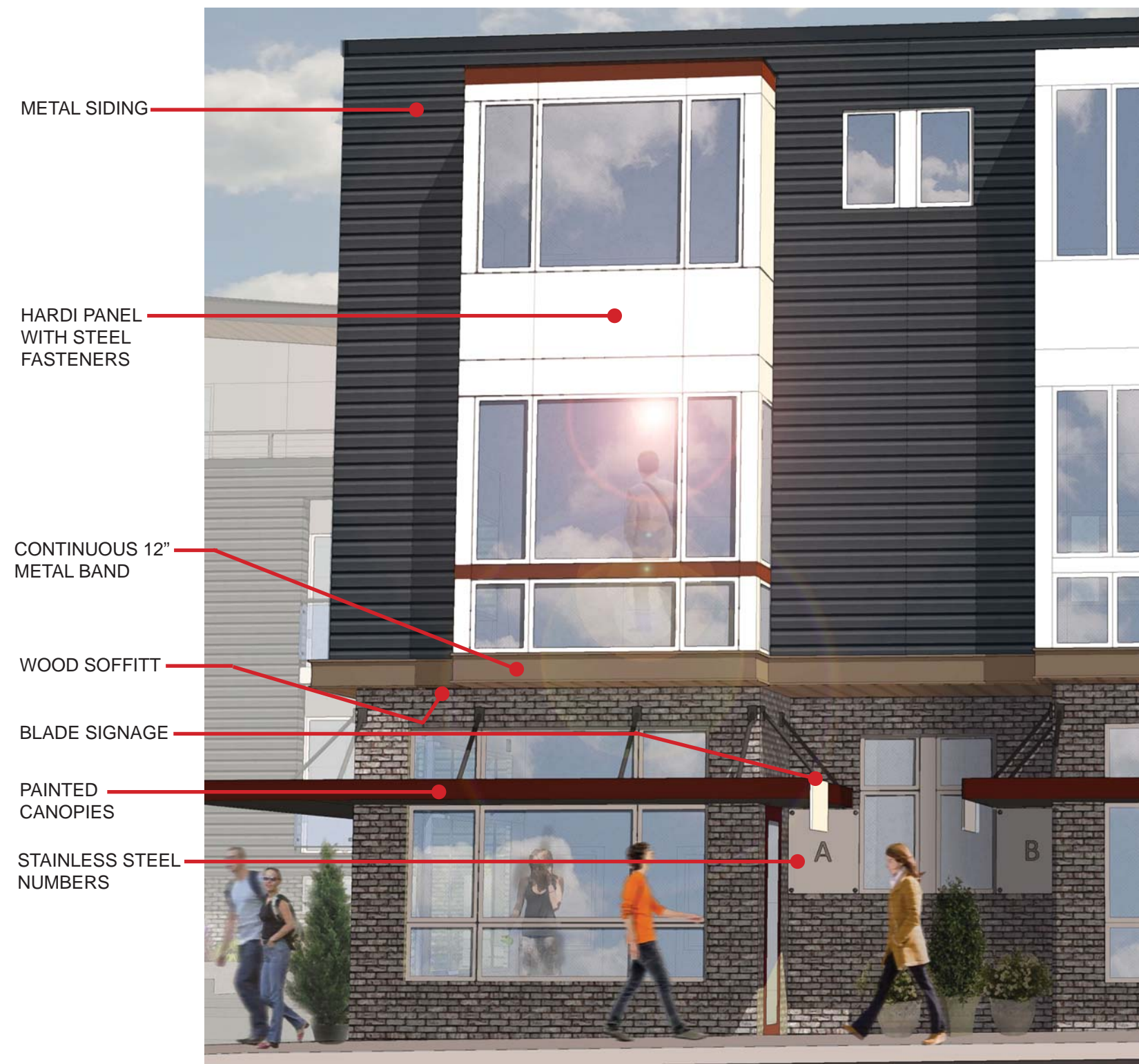
METAL BAND



HARDI PANEL



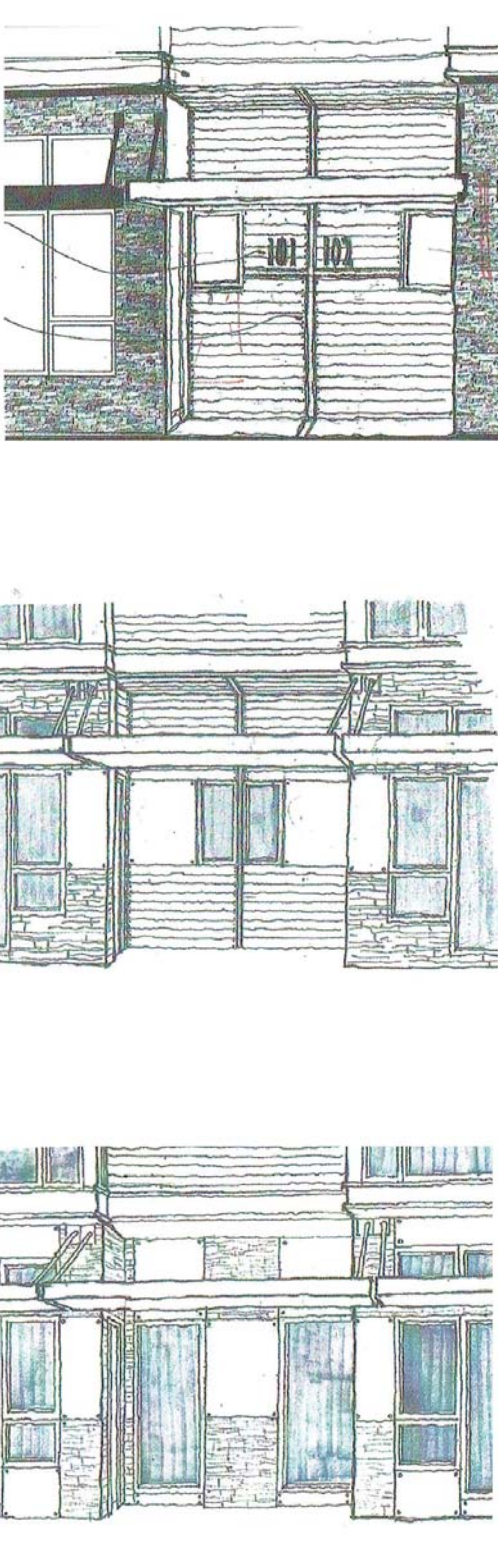
METAL SIDING



VIEW ALONG 15TH AVE



BUILDING SECTION AT
RETAIL ENTRY



DEVELOPMENT SECTIONS

SECOND RECOMMENDATION MEETING - MARCH 13, 2017

Urban Garden (PL1-I, DC3-I)

a. The north elevation of Building 10 faces the urban garden, and is treated with minimal transparency. The Board was not supportive of this treatment and lack of transparency, and recommended additional glazing on this north elevation be provided to promote greater connection between the interior and exterior spaces. Eyes on the urban garden should be a priority.

RESPONSE: The elevation of Building 10 has been redesigned to engage the courtyard and include additional courtyard space directly associated with the building Live-Work Unit.

b. At the first Recommendation meeting, the Board provided guidance to increase the size of the urban garden by extending it east across the interior drive. Rather than increase the size of the garden, the applicant proposed a reduction to the required area by 133 square feet. The Board expressed disappointment with this proposal, finding no compelling reason how this design better meets the intent of the Design Guidelines and the Board's guidance.

RESPONSE: As a result of removing a unit, the design has now extended the courtyard, meeting the code required open space square footage and includes activation of Building 10 as discussed above.

c. In addition to the size of the urban garden, the design of the garden was also discussed. As described by the applicant, no permanent furniture is proposed. The Board agreed that activation of this space is a priority: it should be permeable, a usable amenity for the neighborhood, and less like a patio – more like usable open space.

RESPONSE: Permanent seating has been provided per SMC 23.71.014 in the form of planter / seat walls equal to the 60 linear feet required.

d. During the applicant's presentation, it was noted that the maintenance of this urban garden would be the responsibility of the tenant in space "Retail 1," abutting the urban garden to the south. The Board expressed concern with this proposal, noting that expecting one of the smallest retail units to provide maintenance for this urban garden did not appear sustainable.

RESPONSE: The development team plans to provide maintenance via HOA for the Urban Garden and Central Courtyard landscape areas

CODE REQUIREMENTS

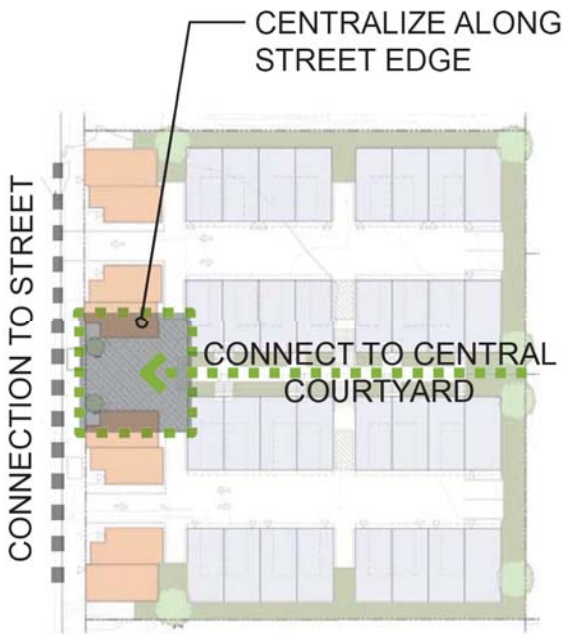
SMC 23.71.014

URBAN GARDEN: 1213 SF
(10% OF GROSS FLR AREA EQUALS
TOTAL SF OF OPEN SPACE)

SMC 23.71.014_A7: "THE DIRECTOR MAY REDUCE
THE TOTAL AMOUNT OF REQUIRED OPEN SPACE IF
THE OWNER PROVIDES OPEN SPACE PORTION OF THE
SITE ABUTTING THE MAJOR PEDESTRIAN STREET."

SEATING: 60 LINEAR FEET
(1 LINEAL FOOT SEATING PER 20 SF GARDEN)

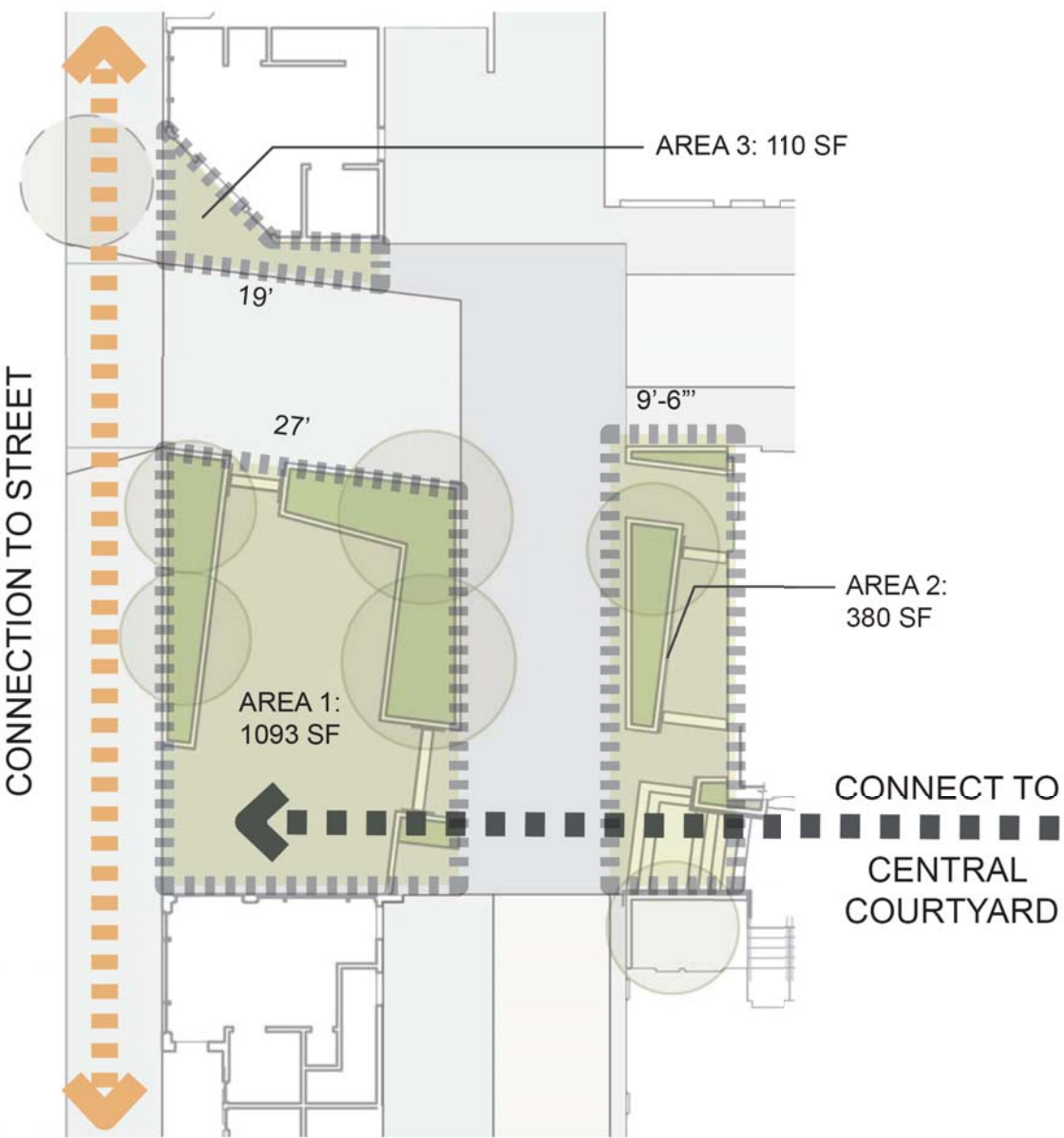
SOLAR ORIENTATION: SMC 23.71.014_C8
75% OF GARDEN SHALL RECEIVE SOLAR EXPOSURE
FROM 11 AM TO 2 PM BETWEEN SPRING AND
AUTUMN EQUINOX.



EDG OPT 3 PREFERRED

BOARD PREFERRED DIRECTION DID NOT MEET CODE FOR SOLAR ORIENTATION AND REQUIRES DEPARTURE REQUEST

SECOND RECOMMENDATION RESPONSE DIAGRAM FOR URBAN GARDEN



URBAN GARDEN	
AREA 1:	1093 SF
AREA 2:	380 SF
AREA 3:	110 SF

1583 TOTAL SQUARE FEET (EXCEEDS CODE BY 370 SF)



PLAZA ENLARGEMENT SCALE: 1/16" = 1'-0"



A URBAN GARDEN



B COURTYARD PAVERS | SCORED CONCRETE



C SITE WALLS (SEATING) AT PLAZA



D FLEXIBLE SEATING OPPORTUNITIES



15TH AVENUE NE

SCALE: 1/32" = 1'-0"



PLANTING



GROVE E



F VEHICULAR PAVERS | SCORED CONCRETE



G COURTYARD 'GROVE' GOLDSPIRE GINKGO

3. Uses Along 15th Ave NE (CS2-C, PL2-II)

a. At EDG and the first Recommendation meeting, the applicant proposed live/work units facing the street. During review of the MUP, the Land Use Code was updated to apply a pedestrian overlay to this portion of 15th Ave NE, designating the street a pedestrian street. With this designation came the requirement to prohibit live/work uses to 20% of the street-facing façade. In response to this code requirement, Buildings 9 and 10, facing 15th Ave NE, were modified to include: six small commercial spaces and one live/work space at ground level, with residential units above, accessed via the back of the building (east façade). The Board found this program to be quite similar to that of a live/work unit, which are strongly discouraged in the pedestrian zones per the Land Use Code.

Response: The location of the Pinehurst project is in a transitional state. Although the logic of the Zoning requirement of commercial in a pedestrian zone makes sense in a long term planning sense, what is currently required for this retail challenged site is small boutique commercial that is flexible but street interactive and clustered together in commercial character. This is what is being provided. Live work in function and character was talked about, accepted, and seen as a sensible solution for this site until a zoning switch on the Pinehurst site to pedestrian zone. Pedestrian zone as a general condition does not encourage live work. For this particular location, as conferred by the attending public, seeing a live work type of solution here made sense and was never strongly discouraged as a solution.

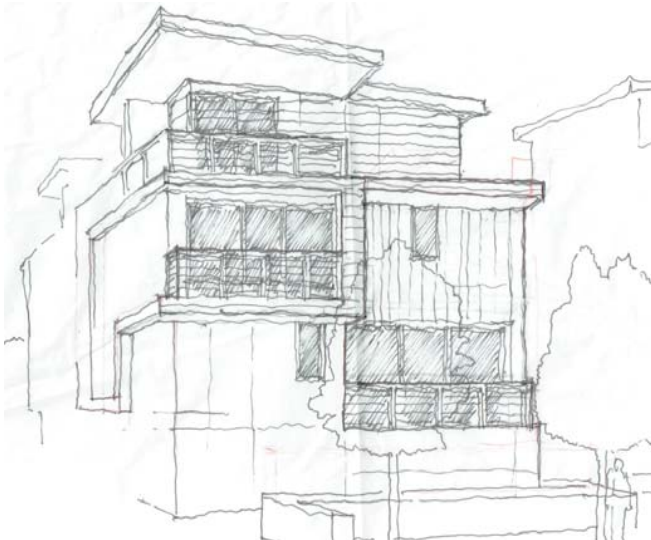
- Public Comment from June 8 2015 - Encourages applicant to design live work units that are flexible, as to accommodate commercial/retail uses in the future.
- Preferred the consolidated massing of the live-work units, as it expresses a more commercial character than units in smaller clusters.

b. Furthermore, at the first Recommendation meeting, the Board asked the applicant to change the end (west) unit #10 within Building 5 (page 5, Recommendation Packet #2), from a townhouse unit to a residential use facing the urban garden and street. The project did not respond to this guidance. The Board expressed frustration with this programming, finding it to undermine the Code and design guidelines intent.

Response: Building 5 has been completely redesigned to not only provide more Entry Court/Urban Garden square footage, but it's façade has been completely redesigned with a street level entry facing 15th, a "this is the front door" tower like character for the Entry Court/Urban Garden, and a rooftop terrace overlooking the Entry Court/Urban Garden. Furthermore, every unit interacting/facing the courtyard has been given additional windows and balconies, on every level, to enhance the Entry Court/Urban Garden urbane character.



VIEW ALONG 15TH AVE NE



DEVELOPMENT SKETCH



RETAIL WINDOW
EXAMPLE

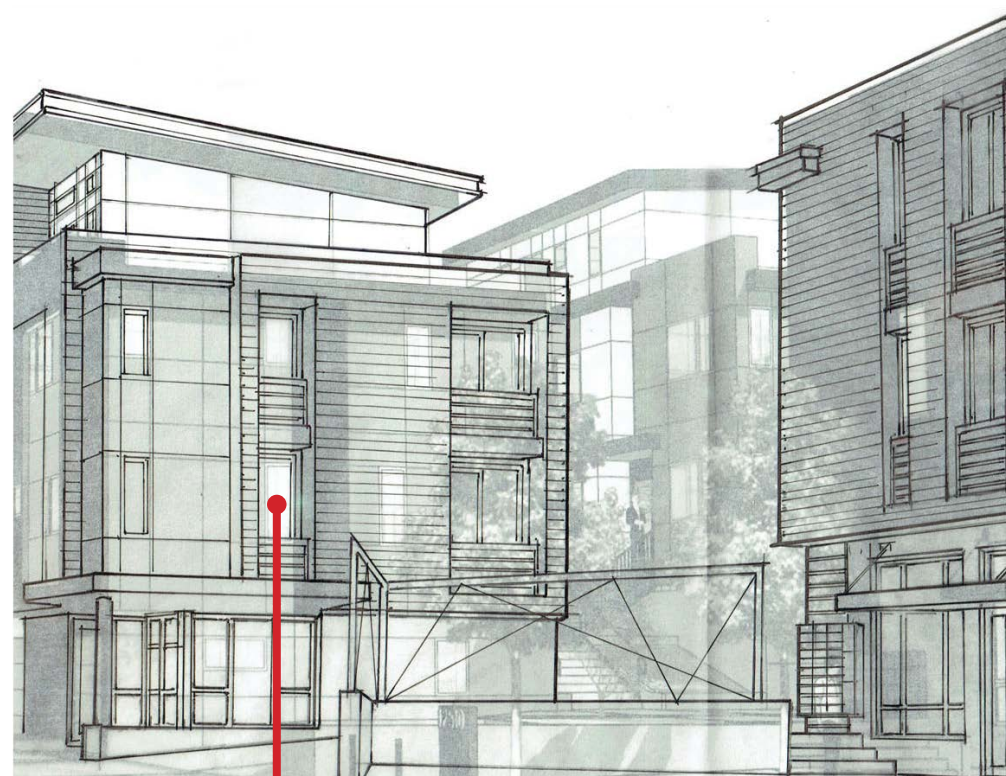


SMALL RETAIL CORNER EXAMPLE

EVOLUTION OF BUILDING #5 AND THE ARCHITECTURE OF THE URBAN GARDEN



2ND BOARD MEETING PRESENTATION
MARCH 13, 2017



DESIGN DEVELOPMENT

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.



CURRENT PROPOSAL

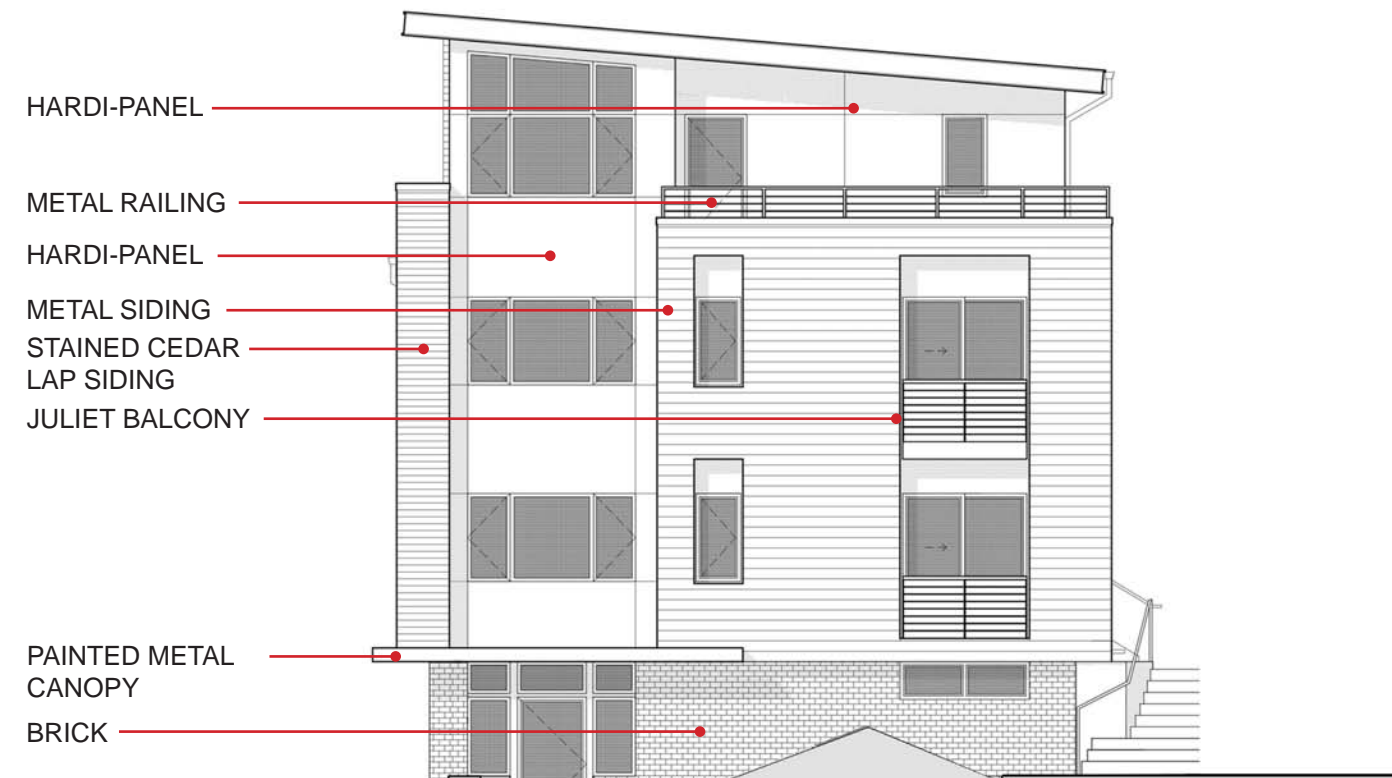
PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.



PREVIOUS PROPOSAL



CURRENT PROPOSAL - REVISED BUILDING 5



REVISED 3-UNIT BUILDING 5

FOOTPRINT OF PREVIOUS 4-UNIT BUILDING 5



URBAN GARDEN

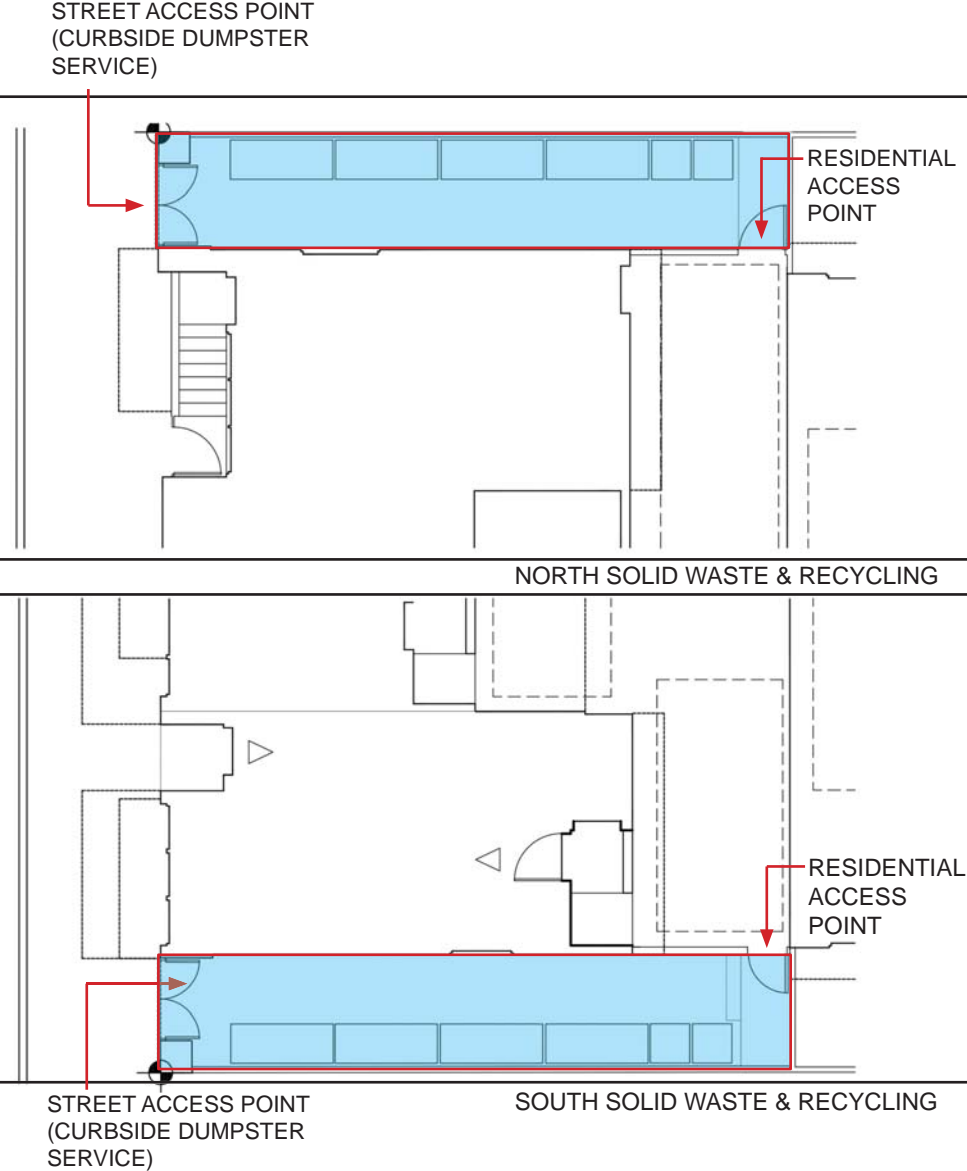


PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

4. Solid Waste and Recycle Storage (DC1-C).

The storage of solid waste and recycling was proposed along the north and south property lines abutting 15th Ave NE. The Board supported these two locations, but requested additional detail describing the proposed screening and access to and through the areas. As shown in the second Recommendation packet, it appears access is provided only from the street. This was not supported by the Board as they would like to see access also provided from the interior of the site. Gates were also requested.

Response: The North and South solid waste and recycling areas have both residential and street access. Design of the street access for the two areas has been incorporated into the character of the commercial buildings with gates of metal siding, a continuation of the canopies with a metal channel header, and piers of



SOUTH STREET ACCESS



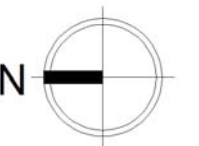
NORTH STREET ACCESS



DEPARTURE REQUESTS						
TYPE	SMC	SMC REQUIREMENT	DEPARTURE REQUESTED	REASON FOR DEPARTURE	PERTINENT DESIGN GUIDELINES	
NON-RESIDENTIAL MINIMUM DEPTH	23.47A.008.B.3	Non-residential shall extend an average of at least 30' and a minimum of 15' deep from the street level street facing façade.	Allow for a non-residential depth average of 19'-0" instead of 30'.	This shallower depth allows for parking behind the retail spaces that could be for tenant or commercial use which would increase the viability of the commercial use and minimize the parking impact on the site and surrounding neighborhood.	DC1 Project Uses and Activities DC1-C. PARKING & SERVICE USES -2. Visual Impacts - Instead of placing these stalls in a large consolidated lot, this design will allow for them to be tucked under the building and will have side screening from main public areas.	
URBAN GARDEN LOCATION	23.71.014.C.8.d	8. d.)Urban Garden location- 75% of garden area to receive solar exposure from 11AM to 2PM between spring and autumn equinox.	Location to be on the north side of the Building #10 in the center of the street front.	In the previous EDG meeting, the Urban Garden's best location was deemed to be centralized on the streetscape and connecting to the pedestrian corridor. The southern option, which may allow for more light was deemed as disconnected to the site and future development on the property to the south could shadow the Urban Garden. The landscape plan keeps the planted area to the north to allow for maximum sun exposure and the plant material is selected to grow in shaded locations.	DC1 Project Uses and Activities DC1-A. ARRANGEMENT OF INTERIOR USES -1 & 2 & 4 Visibility, Gathering Places, Views and Connection - This Urban Garden will be placed in the most prominent and visible location, also as required by the Northgate Overlay. By placing it in a heavy pedestrian traffic area and crossroad of the site; and near the street and retail, its use will be maximized. By placing it near the sidewalk and in line with the cross-site raised courtyard, visibility of the site will be enhanced. DC1 Project Uses and Activities DC1-B. Vehicular Access and Design-1 Access Location & Design - This departure will allow for a single curb cut to the project which will enhance the pedestrian experience on 15th Ave NE	
DRIVE AISLE WIDTH	23.54.030.E.2 & EXHIBIT C 23.54.030	2.)The minimum aisle width shall be provided for the largest vehicle served by the aisle. Large stalls require 12' at zero degree parking for one way and 20' for two way.	Reduce aisle zero degree parking allow for a 14' two-way aisle	The zero degree parking aisle reduction would allow for four stalls for the retail/residential units to be tucked under the building and screened from the public. It will alleviate potential street parking and provide useful guest parking. By Code a driveway width for the number of units this area services would be 10' for one or two traffic.	DC1 Project Uses and Activities DC1-C. PARKING & SERVICE USES-2 Visual Impacts - Instead of placing these stalls in a large consolidated lot, this design will allow for them to be tucked under the building and will have side screening from main public areas.	
DRIVE AISLE WIDTH	23.54.030.E.2 & EXHIBIT C 23.54.030	2.)The minimum aisle width shall be provided for the largest vehicle served by the aisle. Large stalls require 24' aisle for two way traffic.	Reduce aisle between garages to 22'	By allowing 22 foot aisles, there would be an additional 4' total to add to landscaped setbacks. 2 feet for the north property line and a foot each for the pedestrian corridor and the south property line.	DC1 Project Uses and Activities DC1-C. PARKING & SERVICE USES -3. Multiple Uses - Parking drives and areas will be designed to be used for multiple purposes, Landscaping, paving patterns and grade changes will make this area hospitable. DC2 Architectural Concept DC2-A. MASSING-1. Site Characteristics and Uses - This departure will allow for arrangement of the massing to best integrate open spaces and smaller unit clusters	
REAR SETBACK IN NORTHGATE OVERLAY	23.71.030.D.1	1) For multifamily structures, a rear setback required of 20 feet is required or the minimum required by the standards of the underlying zone for multifamily structures, whichever is greater.	Rear setback of 10' up to 31' where the building will step 15 feet back.	By allowing units closer to the rear setback, we can provide a separation of the units closer to the center of the site. This will allow for a smaller massing and more glazing for the end units. On the upper level, our units will setback an additional 15' and will have less solar impact than the code allowed height.	CS1 Natural Systems and Site Features CS1-B. SUNLIGHT & NATURAL VENTILATION-2. Daylight and Shading - This move maximizes the daylight for interior and exterior spaces by providing more separations between townhome clusters. Upper level setbacks minimize shading on adjacent sites. DC2 Architectural Concept DC2-A. MASSING-1. Site Characteristics and Uses - This departure will allow for arrangement of the massing to best integrate open spaces and smaller unit clusters.	
CODE ALTERNATIVE						
SOLID WASTE AND RECYCLABLES STORAGE	23.54.040.D.1	1.) For developments with nine units or more, the minimum horizontal dimension of required storage space is 12 feet.	Allow for a reduced width of 7'-4" at trash and recycling storage areas.	This will allow for two separate locations more conveniently located at the north and south ends of the site. It will also minimize the impact of a large single storage area. The combined area of the 2 storage areas meet the requirements for this sized project and unit count.	DC1 Project Uses and Activities DC1-C. PARKING & SERVICE USES -2. Visual Impacts - Instead of placing these refuse in a large consolidated area, this design will allow for them to be split on opposite sides of the development.	



- 1** NONRESIDENTIAL MINIMUM DEPTH
- 2** URBAN GARDEN LOCATION
- 3** DRIVE AISLE WIDTH 14'
- 4** DRIVE AISLE WIDTH 22'
- 5** REAR SETBACK IN NORTHGATE OVERLAY



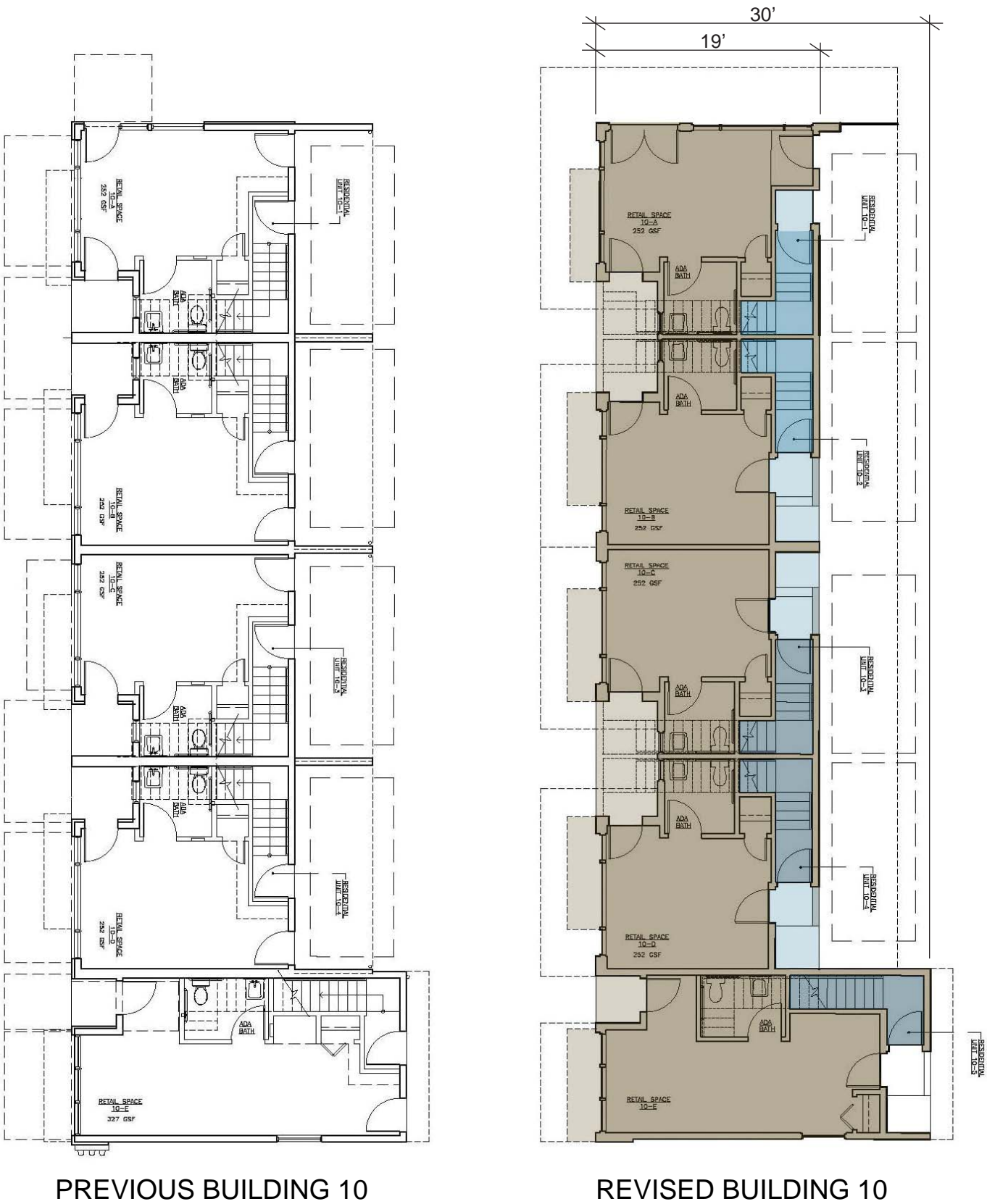
1. Non-Residential Minimum Depth (SMC 23.47A.008.B.3.):

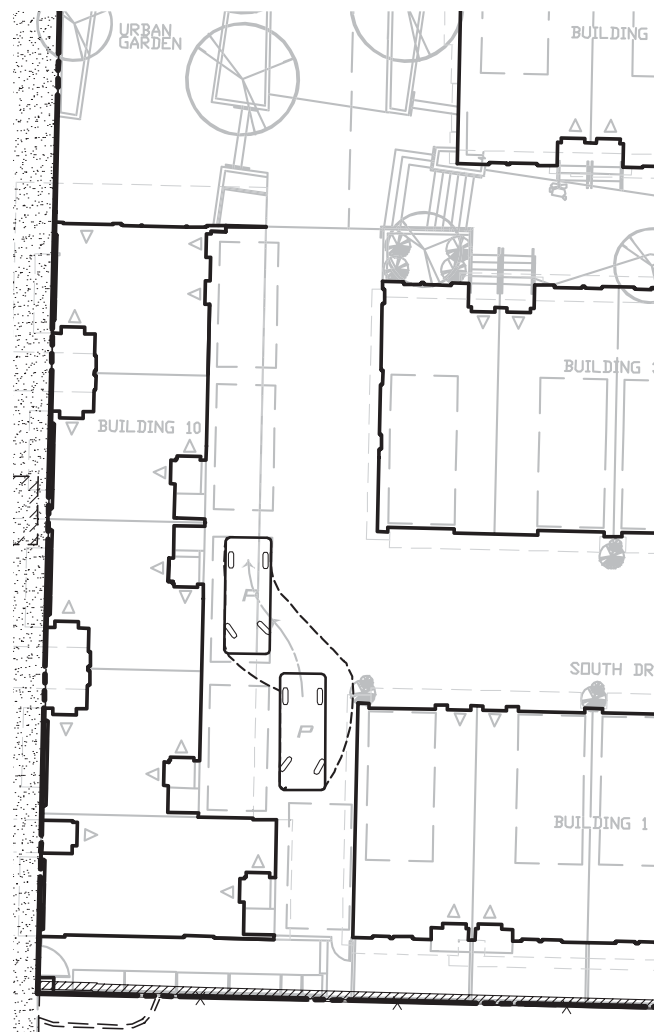
The Code requires that non-residential uses extend an average depth of at least 30-feet and a minimum depth of 15-feet from the street-level street-facing facade. The applicant proposes a reduction to this average depth requirement from 30-feet to 19-feet.

At the second Recommendation meeting, the Board questioned the viability of these micro-commercial spaces along 15th Ave NE, noting the design is overly similar to commercial viability the concerns behind typical live/work units, which are expressly not allowed in pedestrian zones for this reason. At the EDG meeting, this departure was not requested, and the proposed spaces met the 15-foot minimum/30-foot average requirement. At that time, the Board recommended these units be designed to be viable retail spaces. At the first Recommendation meeting, in response to the proposed reduction in average depth, the Board indicated an interest in the request, but it was not clear how the request better met the intent of the Design Guidelines. At the second Recommendation meeting, the Board expressed concern that access to these residential units could be compromised with the adjacent parallel parking stalls (along Building 10). The residential entries are not clear or easily accessible. As a potential solution, the Board suggested one vestibule to mitigate impacts to unit access. This departure requested as designed was not supported.

Response: Vestibules have now been introduced for the unit entries to ease and clearly identify unit access from the parking spaces. Partitions between stalls have been removed to allow better access to vestibules.

Design Guideline: DC1 Project Uses and Activities
DC1-C. PARKING & SERVICE USES -2. Visual Impacts - Instead of placing these stalls in a large consolidated lot, this design will allow for them to be tucked under the building and will have side screening from main public areas.





AUTO-TURN DIAGRAM



VIEW OF PARKING BEHIND BUILDING 10



- 3. Urban Garden & Open Space Concept**
- a. Design and locate the urban garden to be the focal point of the overall open space concept and to make a gesture towards the public realm. The Board discussed the location of the urban garden at length. Schemes 1 and 2 have the garden located to the north of the drive, allowing for maximum sun access. However, in both of these Schemes, the urban garden appears disconnected with the overall concept. In addition, the Board was concerned that if located at the south end of the site, the garden could be shaded by potential future development. (CS2-B, PL1-A, PL1-B, PL1-C, DC3-A, DC3-B, DC3-C) **Per the Boards direction, the Urban Garden was located per Option 3 Preferred Scheme**
- b. The Board encouraged activating the urban garden through design and integration with the surrounding uses. The Board supported the location of the urban garden in Scheme 3, as it functions as a semi-public space by providing an entry to the pedestrian corridor, and has the potential to tie into the programming of the adjacent structures. (PL1-A, PL2-B, DC3-A, DC3-B, DC3-C) **Adjacent structures now all have active edge along urban garden face along with providing a direct connection to the upper residential pedestrian corridor**

CODE REQUIREMENTS
SMC 23.71.014

URBAN GARDEN: 1213 SF
(10% OF GROSS FLR AREA EQUALS
TOTAL SF OF OPEN SPACE)

SEATING: 60 LINEAL FEET
(1 LINEAL FOOT SEATING PER 20 SF GARDEN)

SOLAR ORIENTATION: SMC 23.71.014_C8
75% OF GARDEN SHALL RECIEVE SOLAR EXPOSURE
FROM 11 AM TO 2 PM BETWEEN SPRING AND
AUTUMN EQUINOX.

PREVIOUS DEPARTURE REQUEST
REC #1: JUNE 13, 2016
REC #2: MARCH 13, 2017

PREVIOUS REQUEST FOR SIZE & LOCATION

URBAN GARDEN SIZE:
1110 SF (REQUEST FOR DEPARTURE OF 103 SF)

SOLAR ORIENTATION:
PREFERRED LOCATION DOES NOT MEET CODE, NOTED IN EDG 06.08.15

CURRENT DEPARTURE REQUEST

DEPARTURE REQUEST FOR LOCATION ONLY
BASED ON JUNE 8, 2015 EDG DIRECTION

URBAN GARDEN SIZE:
1583 SF (NO DEPARTURE REQUESTED)

SOLAR ORIENTATION:
PREFERRED LOCATION DOES NOT MEET CODE, NOTED IN EDG 06.08.15



BIRD'S EYE VIEW OF URBAN GARDEN



VIEW OF URBAN GARDEN FROM BUILDING 10

2. Drive Aisle Width (SMC 23.54.030.E.2.):

The Code requires that the minimum aisle width shall be provided for the largest vehicle served by the aisle. Large stalls require 24-foot aisle for two-way traffic. The applicant requests a reduction of the aisle width to 22-feet.

The applicant's justification for this reduction in drive aisle width was to allow for additional stalls abutting Building 10 and provide additional landscaping along the perimeter of the site within the setbacks, in conjunction with a vibrant shared open space design. The Board expressed concern that the design provides an insufficient response to guidance provided at the previous meetings, at which time the Board recommended large, usable, activated, shared open spaces. At the second Recommendation meeting, the Board noted that the north and south setbacks could be reduced to allow for a greater amount of area within the urban garden to ensure a successful shared open space. The Board requested diagrams illustrating how vehicles will maneuver into/out of the parking stalls adjacent Building 10. This departure requested as designed was not supported.

Response: As initially stated in the EDG of June 8, 2015, the board supported the 2 ft. decrease of the drive aisles to support the creation of more open spaces, in particular that of the central courtyard and the tenant side yards. This is still the people over cars design intent and overall theme of the Pinehurst project. Auto-turn diagrams have been included as requested.

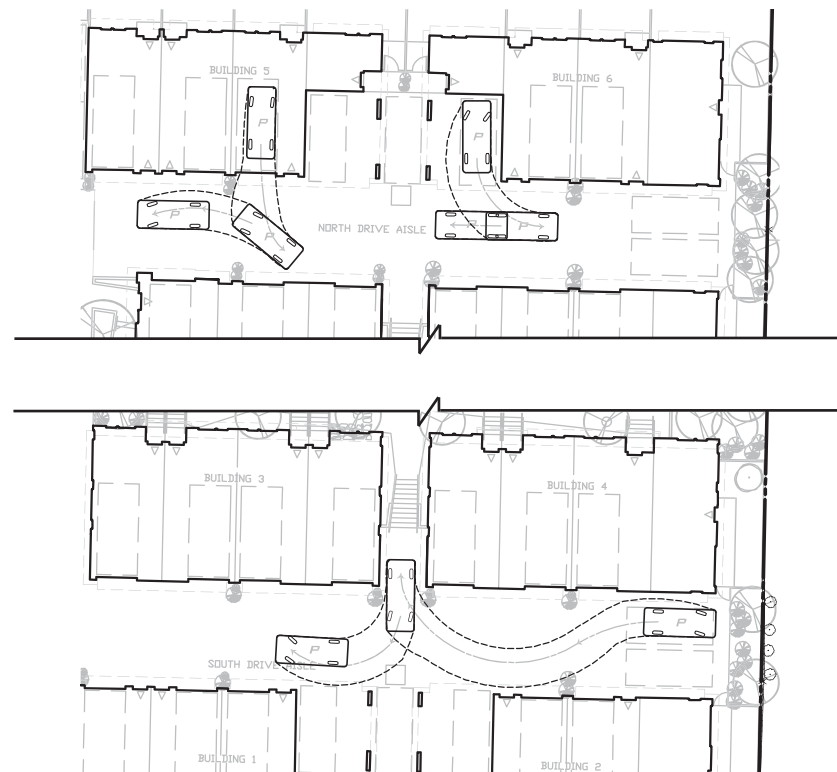
Design Guidelines:

DC1 Project Uses and Activities

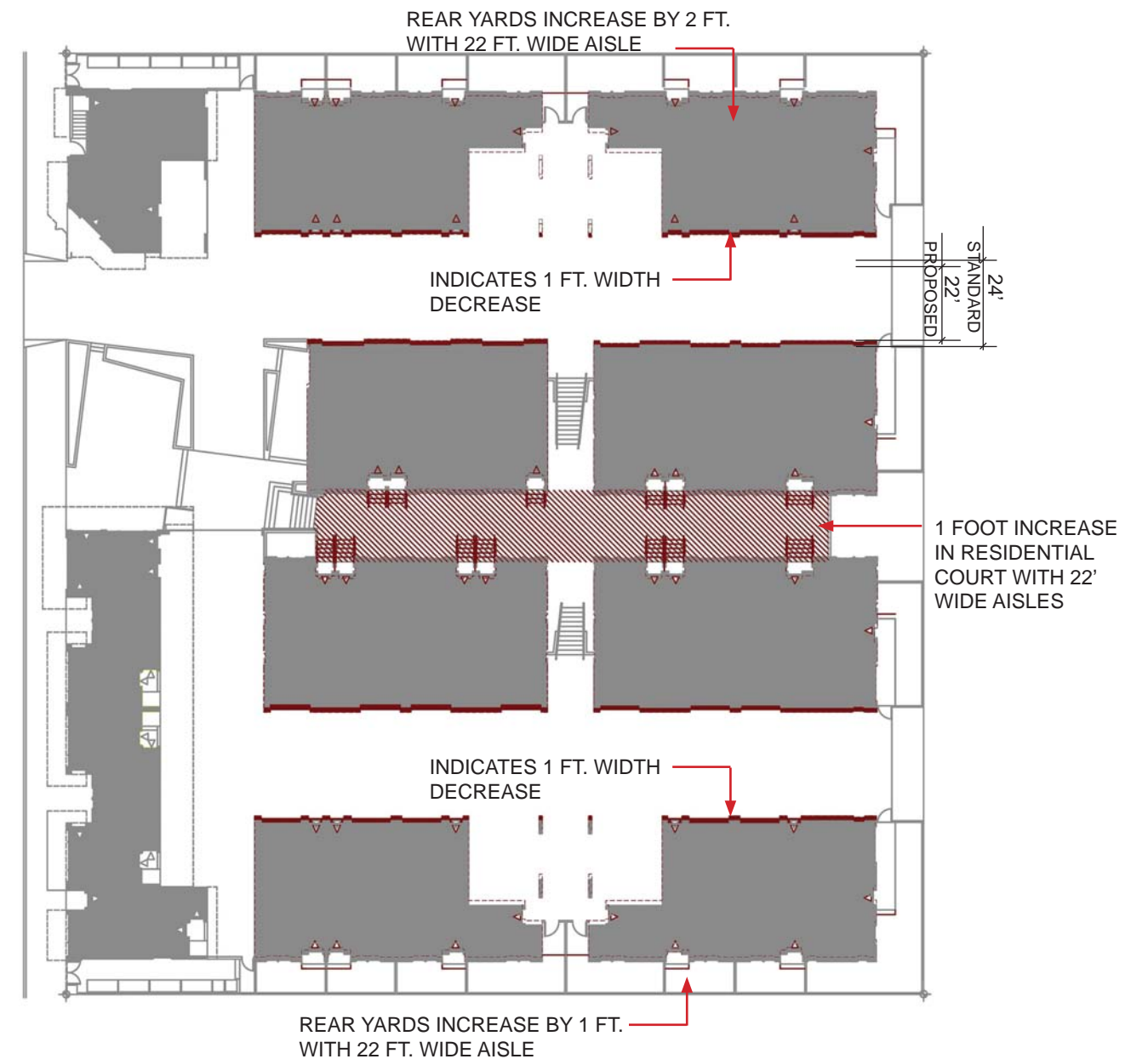
DC1-C. PARKING & SERVICE USES -3. Multiple Uses - Parking drives and areas will be designed to be used for multiple purposes, Landscaping, paving patterns and grade changes will make this area hospitable.

DC2 Architectural Concept

DC2-A. MASSING-1. Site Characteristics and Uses - This departure will allow for arrangement of the massing to best integrate open spaces and smaller unit clusters.



AUTO-TURN DIAGRAMS



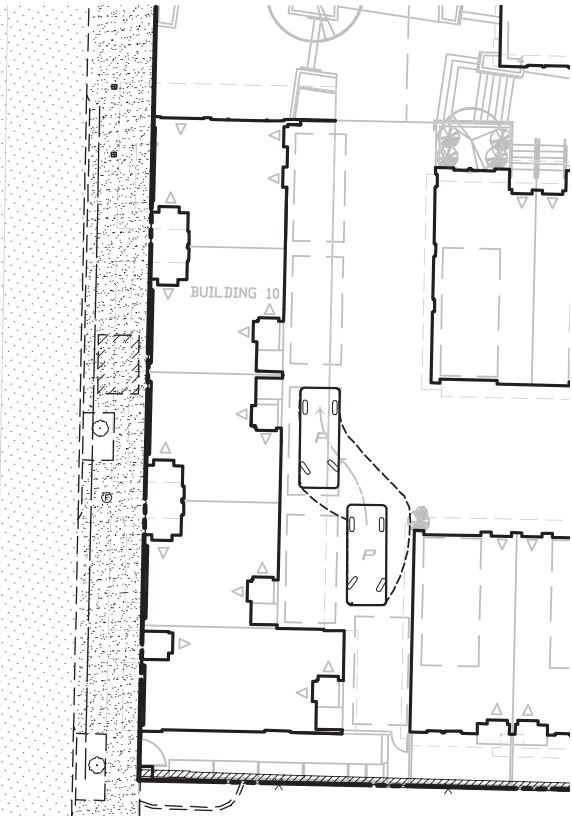
3. Drive Aisle Width (SMC 23.54.030.E.2.):

The Code requires that the minimum aisle width shall be provided for the largest vehicle served by the aisle. Large stalls require 12-feet for zero-degree parking for one-way, and 20-feet for two-way. The applicant proposes a reduction to 14-feet for a two-way aisle.

The applicant's justification for this reduction in drive aisle width was to allow for additional vehicular parking stalls abutting the east side of Building 10. The Board expressed concern that the reduced widths and parking as proposed would result in difficulty for vehicles maneuvering through the site, and that the drive aisles were not designed as was recommended at both the EDG and the first Recommendation meeting. At the previous meetings, the Board recommended the drive aisles be treated as shared streets that would accommodate both vehicles and pedestrians, functioning as shared open space rather than voids within the site. At previous meetings, as well as the second Recommendation meeting, the Board recommend additional landscaping and green features be incorporated into the design of these spaces. The Board requested diagrams illustrating how vehicles will maneuver through the site, and particularly into/out of the parking stalls adjacent Building 10. This departure requested as designed was not supported. (DC1-B, DC1-C)

Response: The structure and partitions (A) between these parking spaces have been removed to ease parking. An auto-turn diagram has been provided.

Design Guidelines:
DC1 Project Uses and Activities
DC1-C. PARKING & SERVICE USES-2 Visual Impacts - Instead of placing these stalls in a large consolidated lot, this design will allow for them to be tucked under the building and will have side screening from main public areas.



AUTO-TURN DIAGRAM



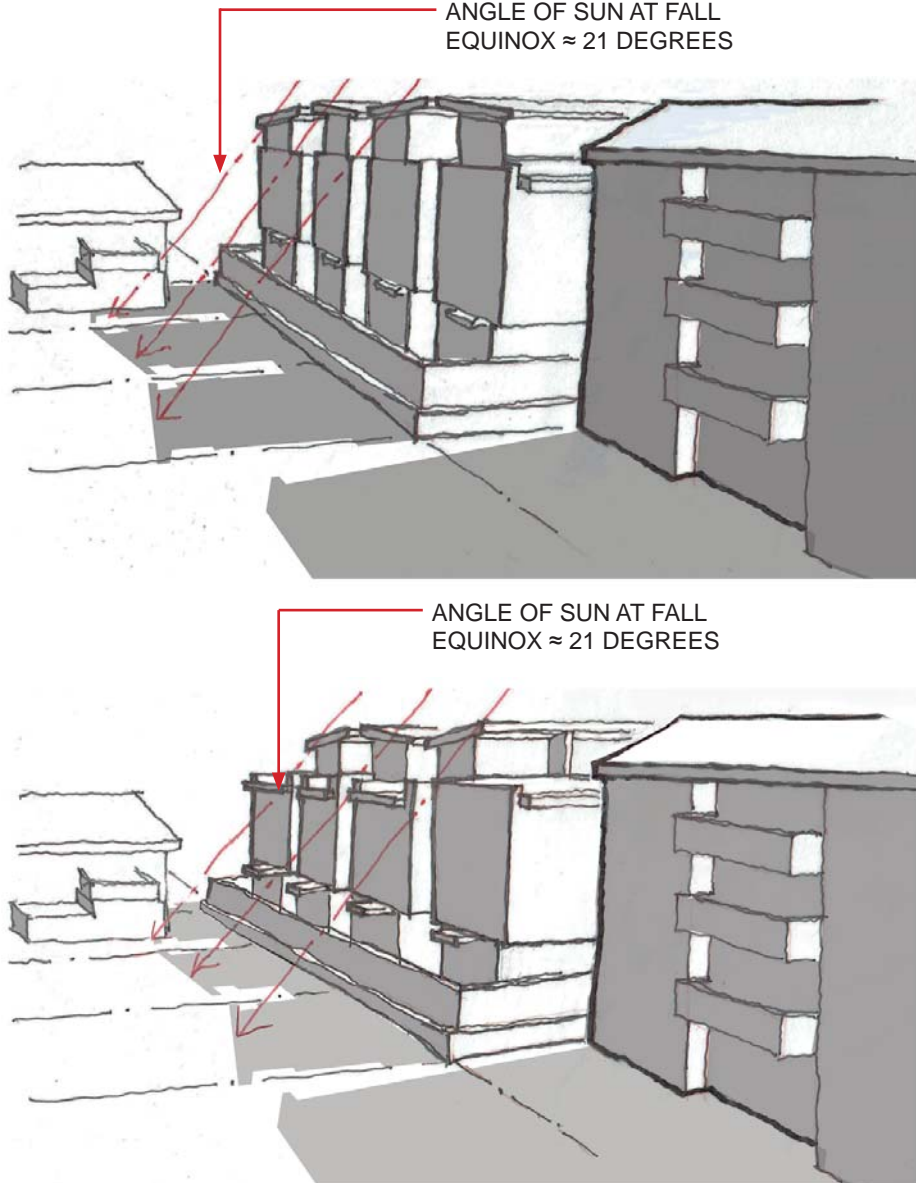
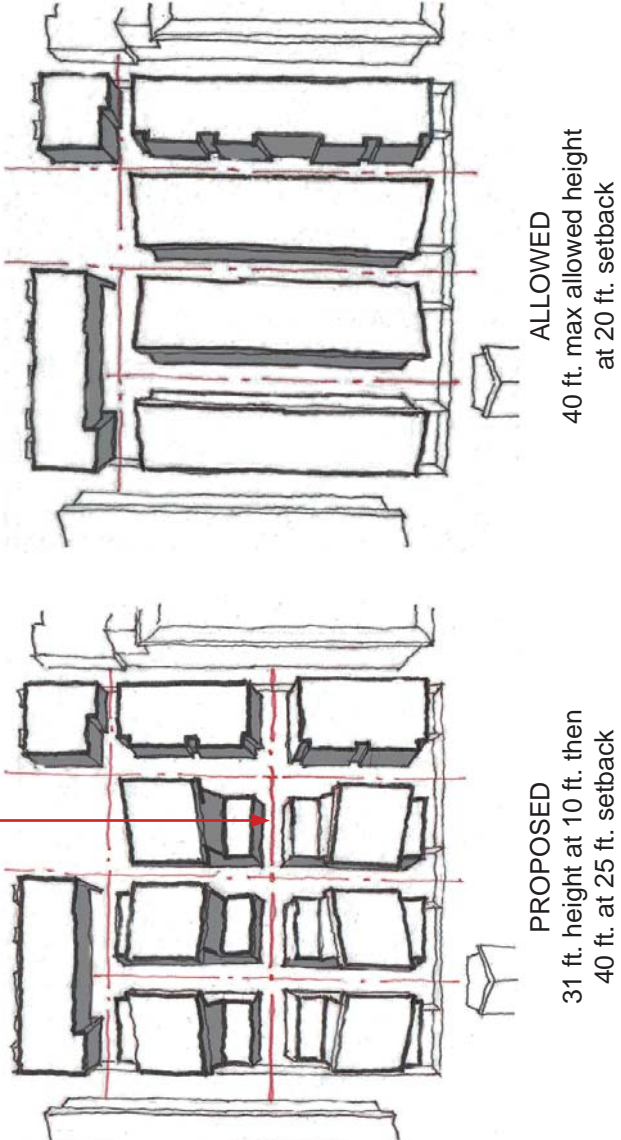
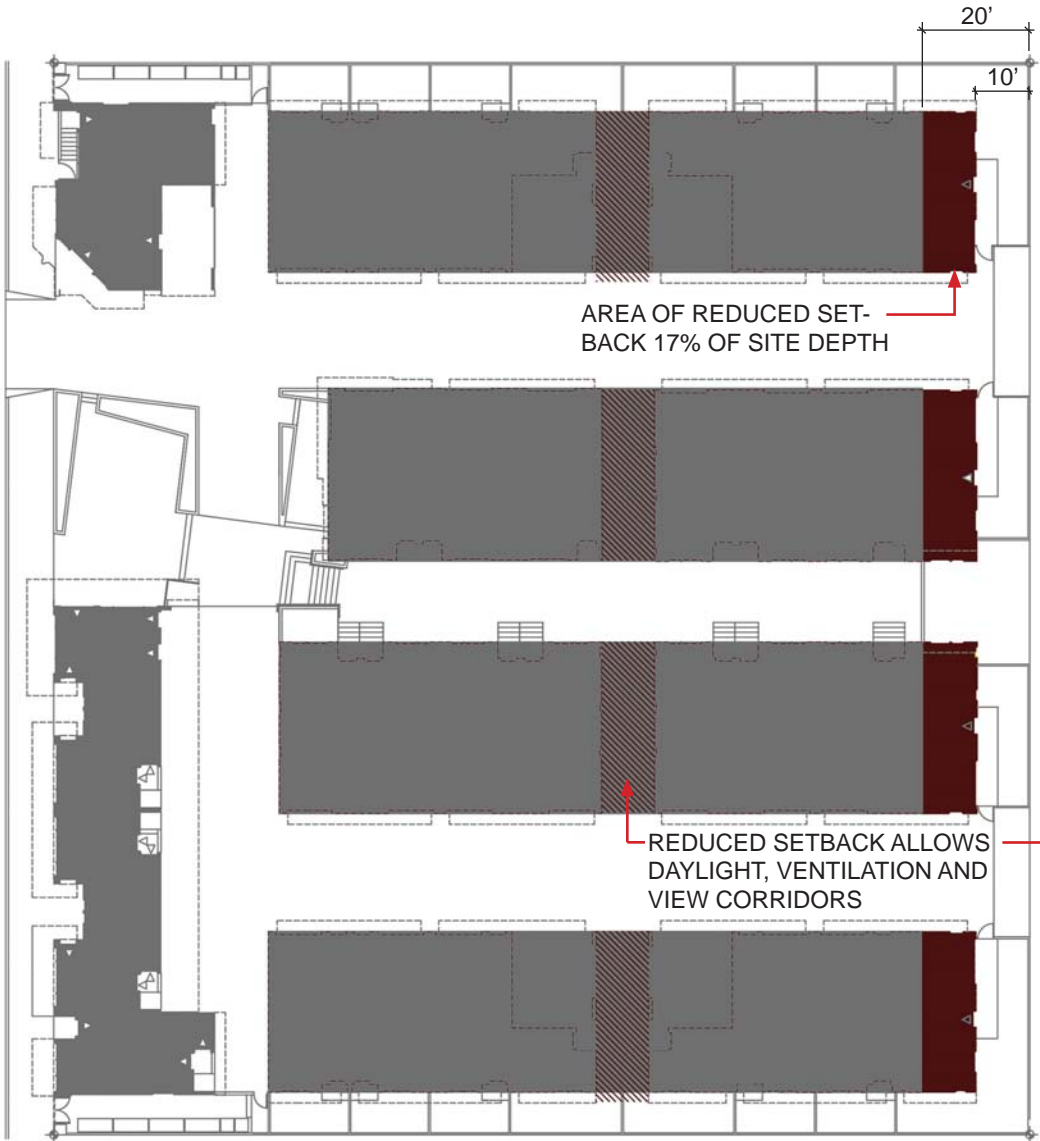
6. Rear Setback (SMC 23.71.030.D.1):

The Code requires a rear setback of 20-feet for multifamily structures, or the minimum required by the standards of the underlying zone for multifamily structures, whichever is greater. The applicant proposes a reduced setback of 10-feet.

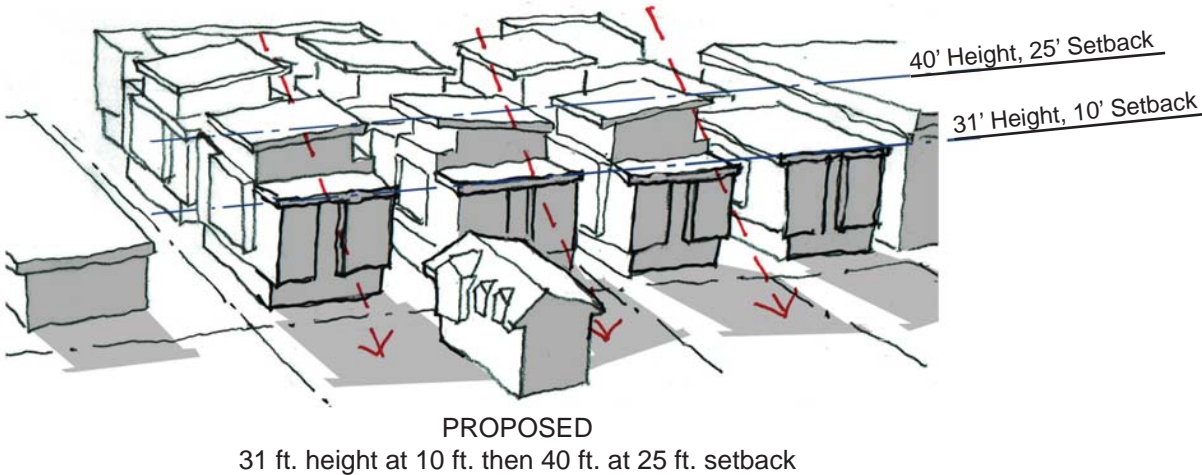
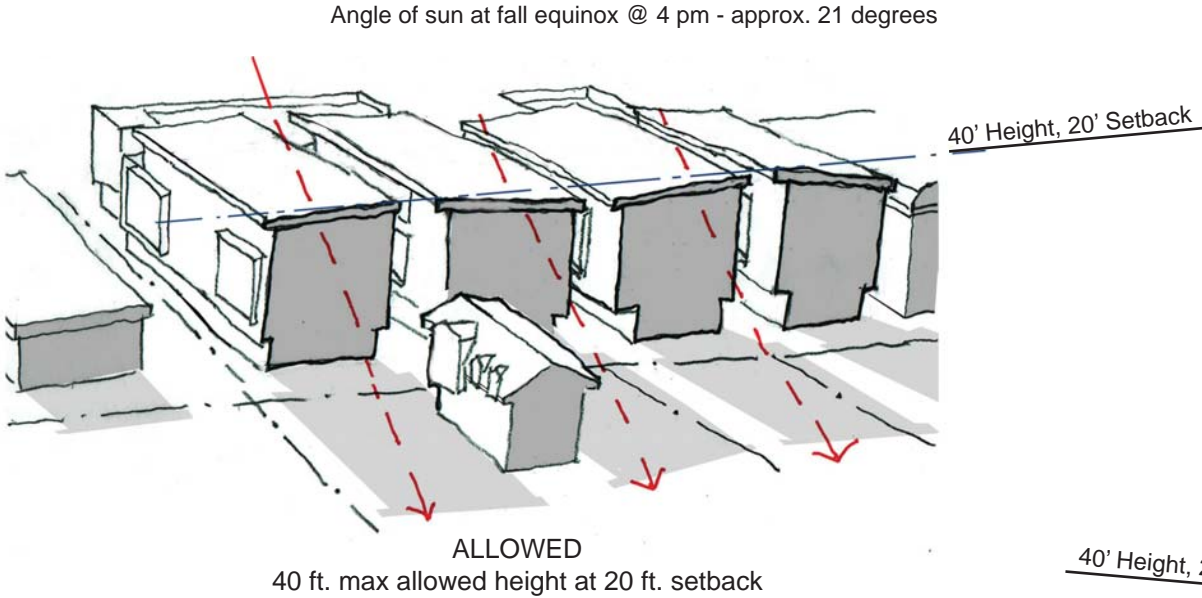
At the second Recommendation meeting, the Board discussed the magnitude of the departure request: a 50% reduction in required setback from 20-feet to 10-feet. The Board did not feel that this departure request better met the intent of the Design Guidelines, and that unit count and internal functionality appear to be self-imposed hardships that are not providing a successful resolution to the site design. The Board noted concerns regarding privacy, zone transitions, and availability of light and air to the adjacent single-family development to the west. The Board did not support the 50% reduction request. (CS1-B, CS2-D, CS2-III)

Response: By allowing units closer to the rear setback, we can provide a separation of the units closer to the center of the site. This will allow for a smaller massing and more glazing for the end units. On the upper level, our units will setback an additional 15' and will have less solar impact than the code allowed height.

Design Guidelines:
CS1 Natural Systems and Site Features
CS1-B. SUNLIGHT & NATURAL VENTILATION-2. Daylight and Shading - This move maximizes the daylight for interior and exterior spaces by providing more separations between townhome clusters. Upper level setbacks minimize shading on adjacent sites.



REDUCED SETBACK ALLOWS PROJECT TO TRANSITION INTO SINGLE-FAMILY BULK AND SCALE, RESPECTING CONTEXT OF ADJACENT SITES



ALLOWED
40 ft. max allowed height at 20 ft. setback



PROPOSED
31 ft. height at 10 ft. then 40 ft. at 25 ft. setback

EDG June 8, 2015 - Priorities & Board Recommendations:**1. Massing Options and Design Concept**

- a. After considerable discussion, the Board generally preferred Scheme 1 due to the advantages of larger setbacks that the exterior drive provided. The Board especially appreciated the large setbacks at the north and south property lines, as this lessens the visual and privacy impacts to the existing residential structure to the north, and allows for mitigation of impacts of potential new development on the site to the south. The Board was less concerned about the setback to the east, as the existing structures are currently set back from the property line. (CS1-B, CS2-B, DC1-B, DC1-C, DC2-A)



VIEW LOOKING SOUTHWEST



VIEW LOOKING WEST



VIEW LOOKING NORTHWEST



APPENDICES

SITE PLANS - LEVELS 1 AND 2

33

SITE PLANS - LEVELS 3 AND 4

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SITE SECTIONS / COLORED ELEVATIONS

1. SOUTH ELEVATION OF BLDGS 10-1-2 / 2. NORTH ELEVATION OF BLDGS 1-2

35

3. SOUTH ELEVATION OF BLDGS 3-4 / 4. NORTH ELEVATION OF BLDGS 4-3-10

36

5. SOUTH ELEVATION OF BLDGS 9-5-6 / 6. NORTH ELEVATION OF BLDGS 6-5-10

37

7. SOUTH ELEVATION OF BLDGS 9-7-8 / 8. NORTH ELEVATION OF 8-7-9

38

9. EAST ELEVATION OF BLDGS 2-4-6-8 / 10. WEST ELEVATION OF BLDGS 8-6-4-2

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11. EAST ELEVATION OF BLDGS 1-3-5-7 / 12. WEST ELEVATION OF 7-5-3-1

40

13. EAST ELEVATION OF BLDGS 10-9 / 14. WEST ELEVATION OF 9-5-10

41

MATERIALS - BUILDING 1-8

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SITE SECTIONS

43

SITE SHADOW STUDIES

44

WAYFINDING SIGNAGE

45

EXTERIOR LIGHTING

46

ZONING SUMMARY

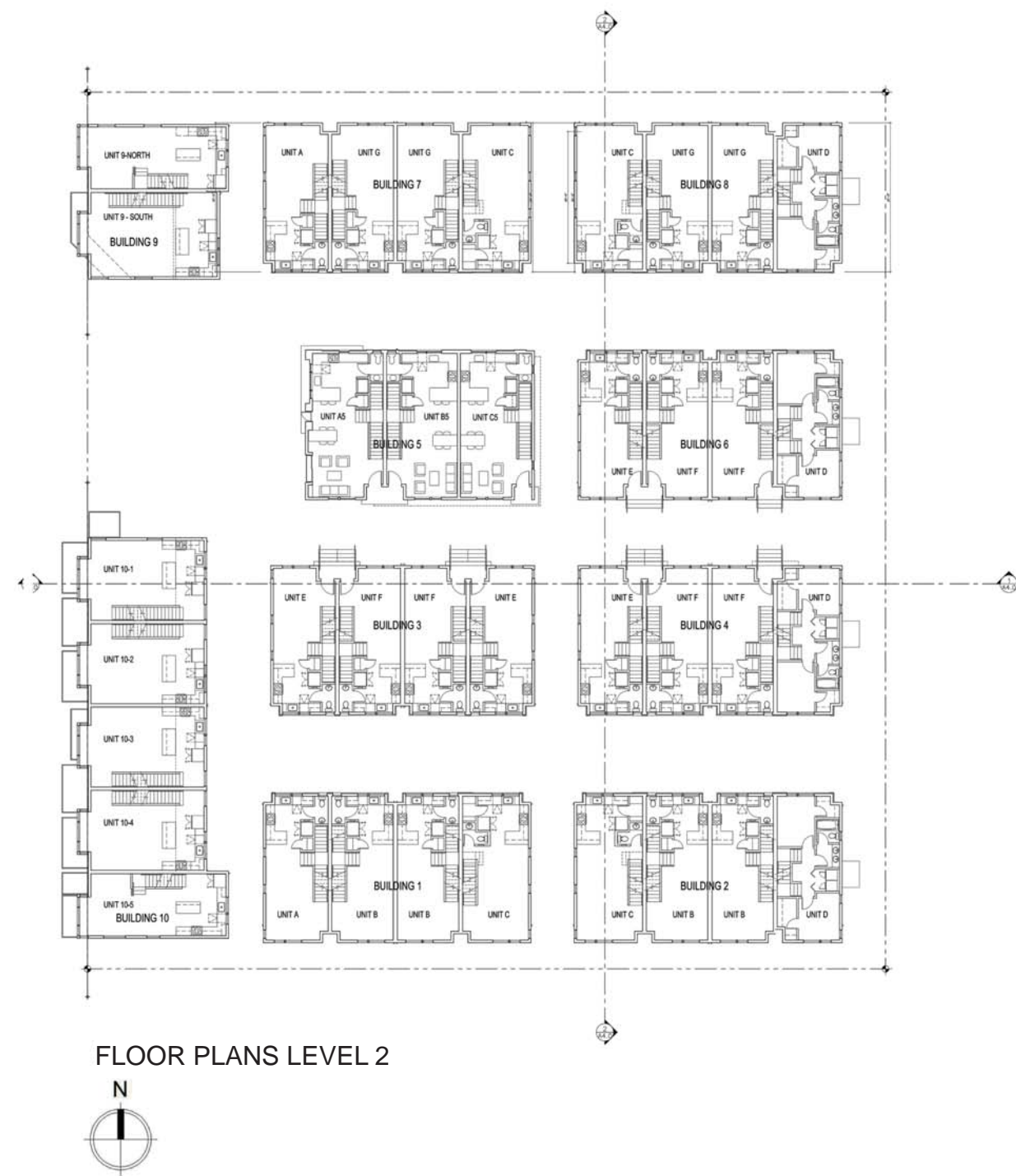
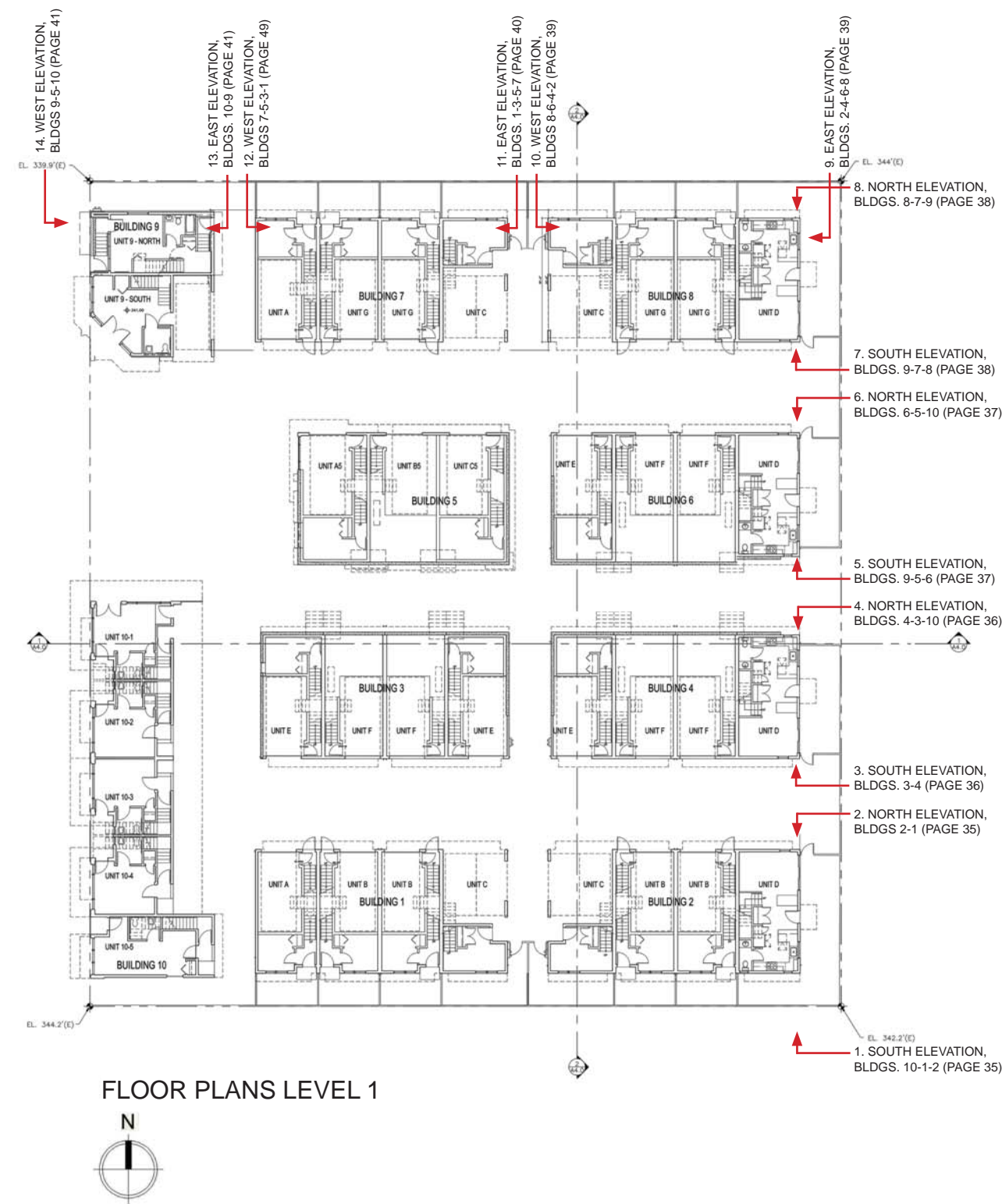
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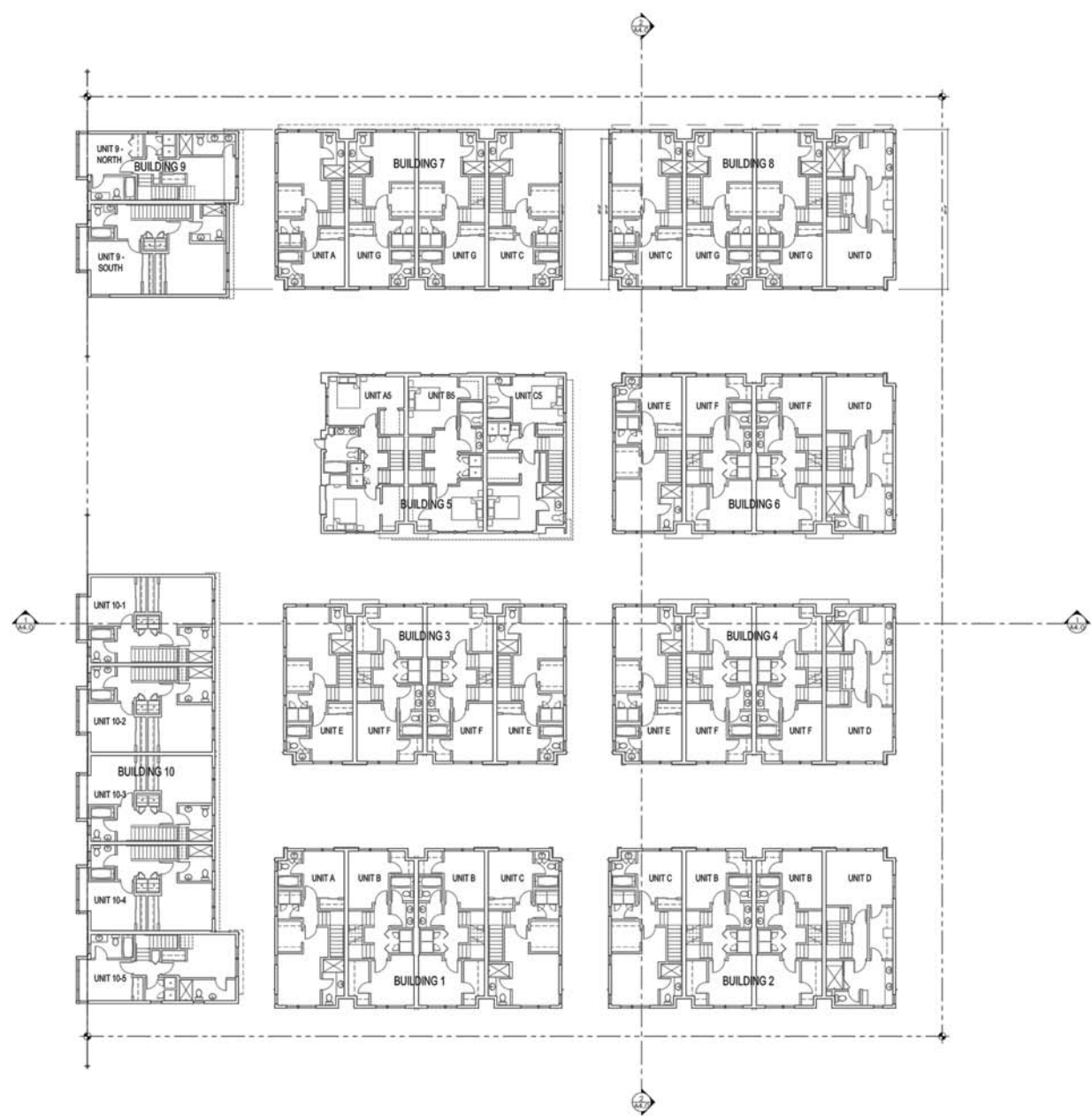
SITE ANALYSIS

48

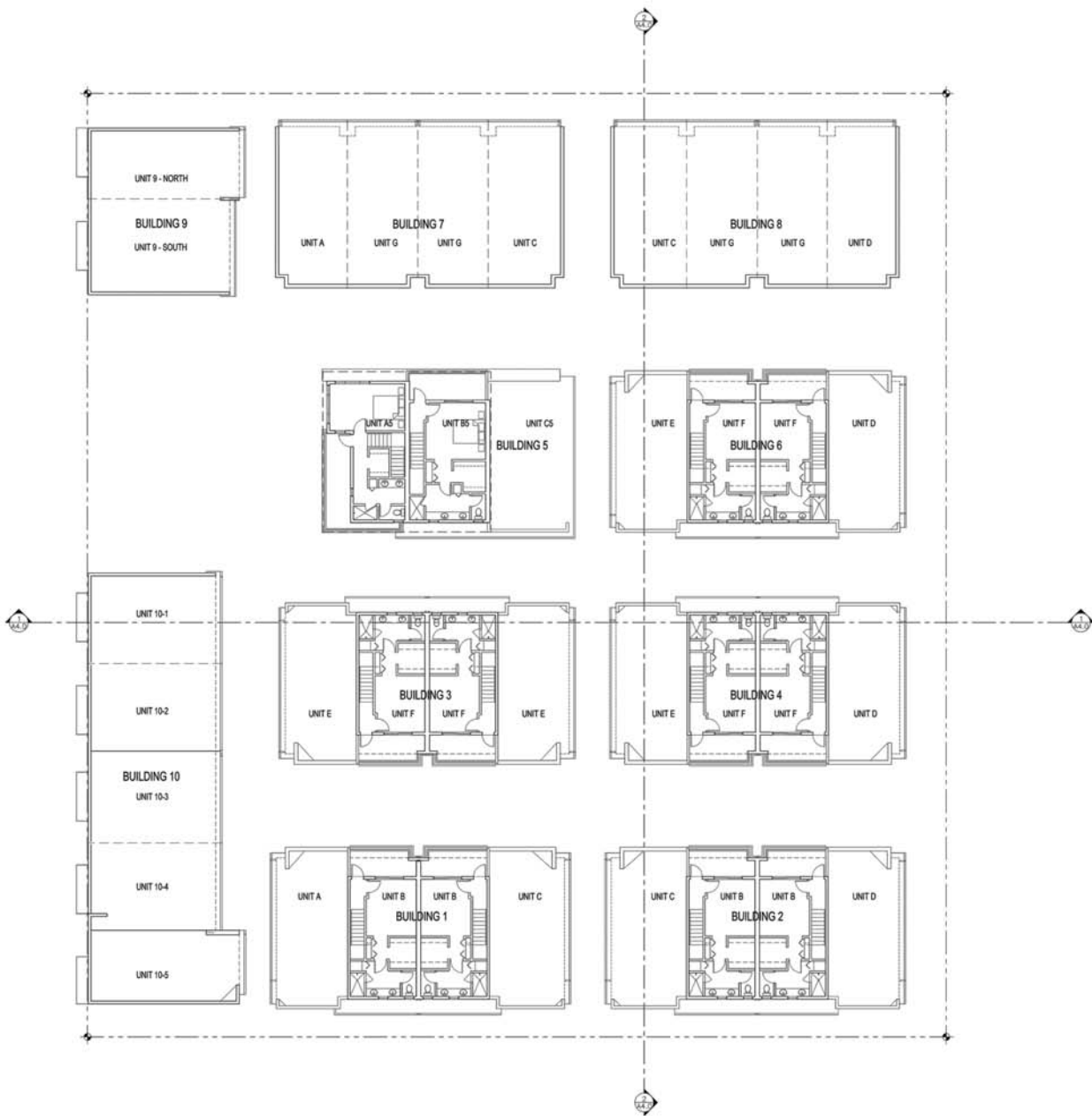
RECENT PROJECTS

49





FLOOR PLANS LEVEL 3



FLOOR PLANS LEVEL 4



2. NORTH ELEVATION, BUILDINGS 2-1



1. SOUTH ELEVATION, BUILDINGS 10-1-2



4. NORTH ELEVATION, BUILDINGS 4-3-10



3. SOUTH ELEVATION, BUILDINGS 3-4



6. NORTH ELEVATION, BUILDINGS 6-5-10



5. SOUTH ELEVATION, BUILDINGS 9-5-6



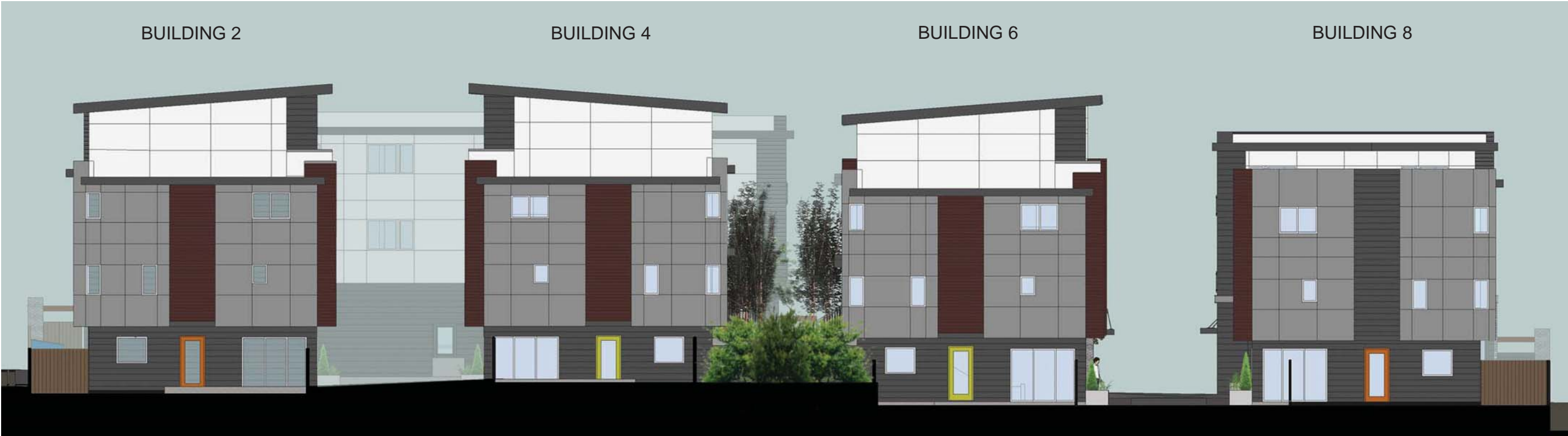
8. NORTH ELEVATION, BUILDINGS 8-7-9



7. SOUTH ELEVATION, BUILDINGS 9-7-8



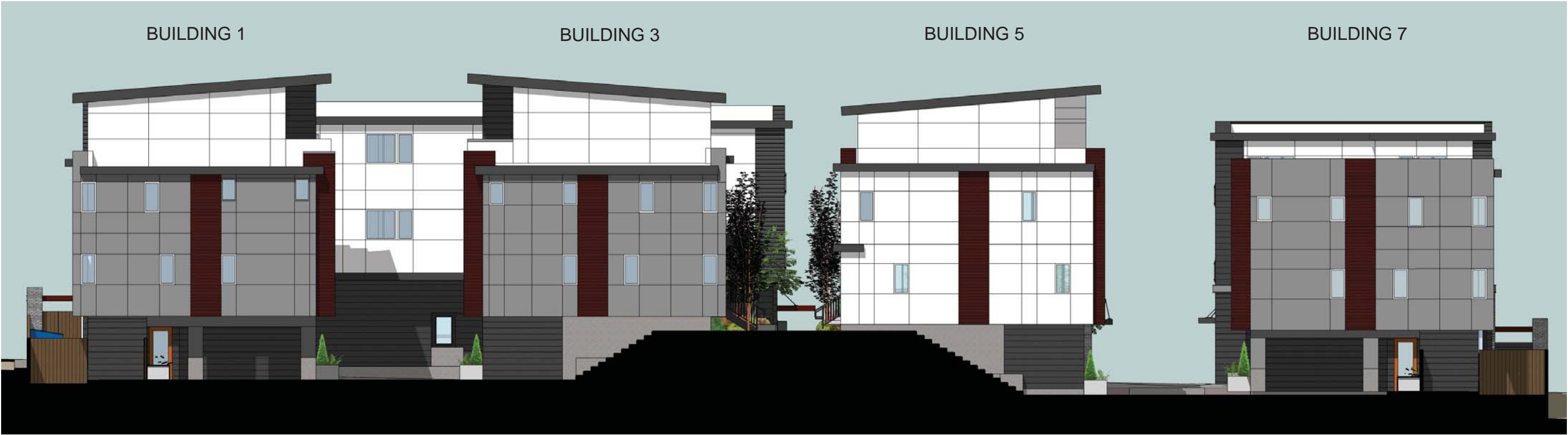
10. WEST ELEVATION, BUILDINGS 8-6-4-2



9. EAST ELEVATION, BUILDINGS 2-4-6-8



12. WEST ELEVATION, BUILDINGS 7-5-3-1



11. EAST ELEVATION, BUILDINGS 1-3-5-7



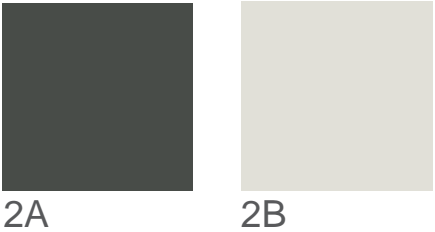
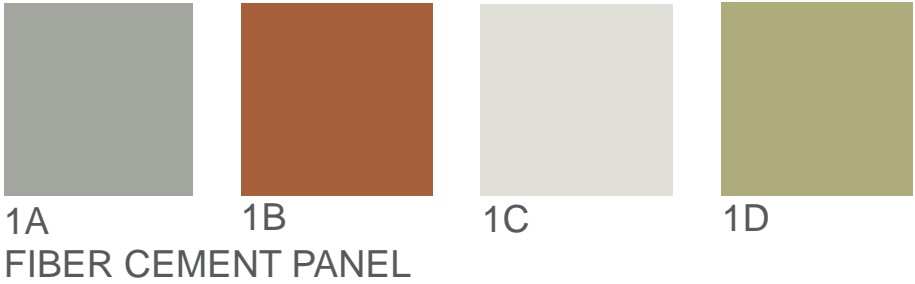
14. WEST ELEVATION, BUILDINGS 9-5-10



13. EAST ELEVATION, BUILDINGS 10-9



DRIVE-AISLE ELEVATION



FIBER CEMENT LAP
PAINTED CEMENT
LAP SIDING (3)

VINYL
WINDOWS

METAL RAILING



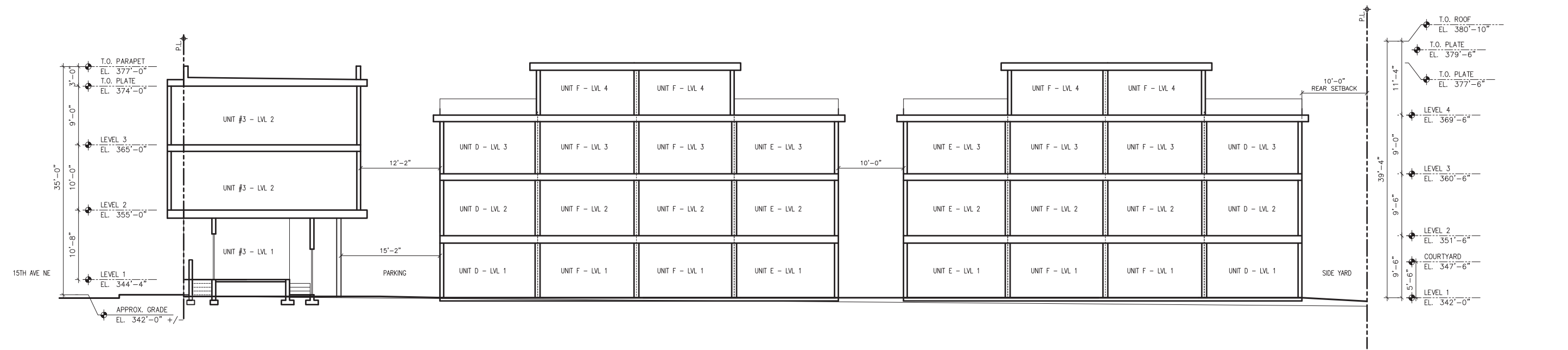
GARAGE DOOR

WOOD SOFFIT (4)

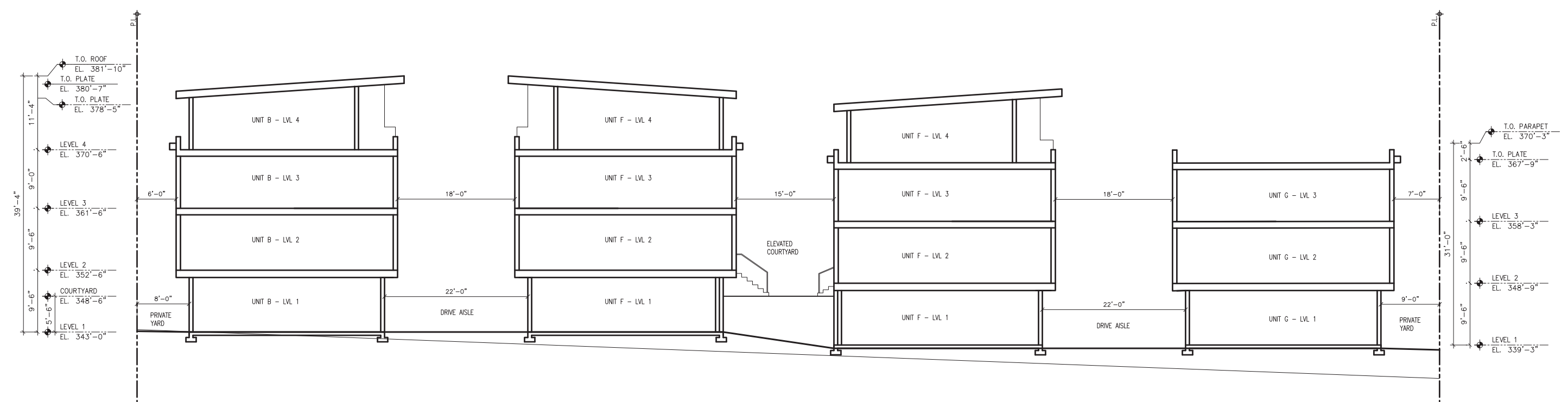


ELEVATED COURTYARD

43 SITE SECTIONS



SITE SECTION - EAST-WEST BUILDINGS 10, 3, 4



SITE SECTION - NORTH-SOUTH BUILDINGS 1, 3, 5, 7

DECEMBER



MARCH
SEPTEMBER



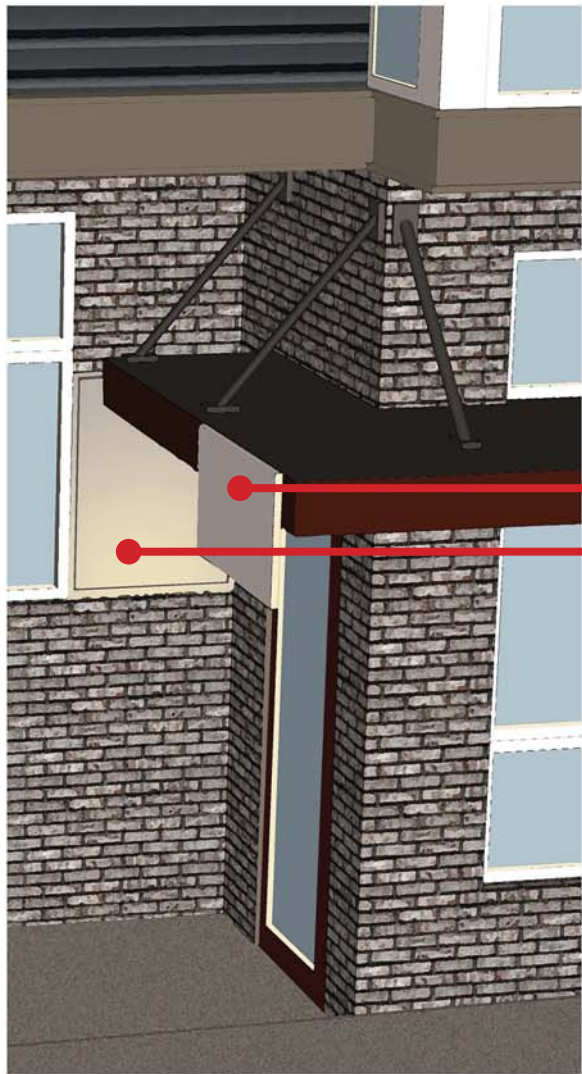
JUNE



9:30 AM

12:30

3:30 PM



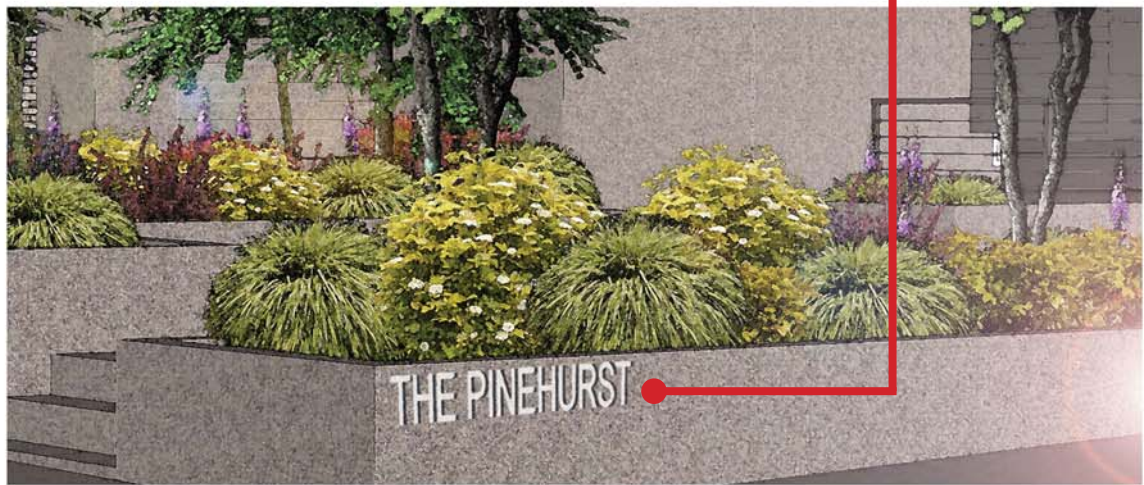
BLADE SIGNAGE



RETAIL IDENTIFIERS



PROJECT IDENTIFIER





Wall Sconce



Exterior Stair Lighting



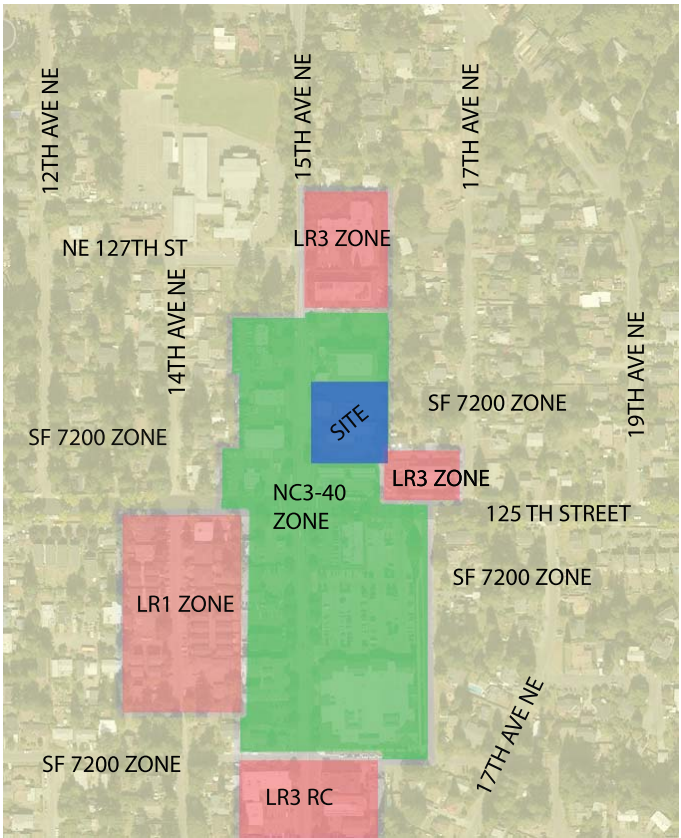
Landscape Path Lighting



Tree Up-Lighting



Site Lighting Plan

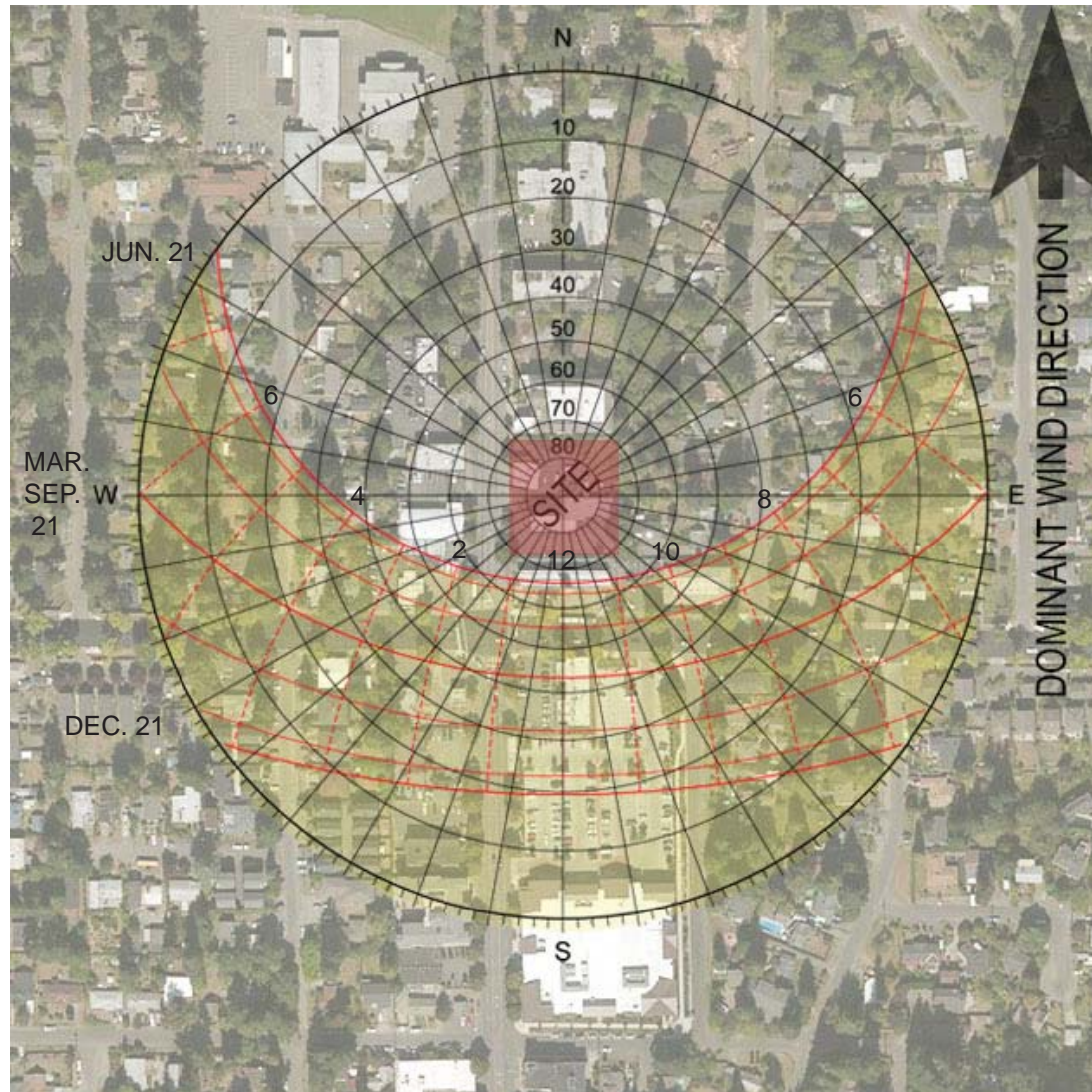


Land Use Code Summary

- 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
G.2. In pedestrian-designated zones, live-work units shall not occupy more than 20 % of the street-level facing facade.
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 0'-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.
Departure Requested - Reduced to 10' along SF Zone.
- 23.71.040.B.- Density limits. Residential uses in commercial zones within Northgate 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 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 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 encouraged.
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 with a departure for size and to locate urban garden at mid-site for maximum exposure, encourage use
- 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'.

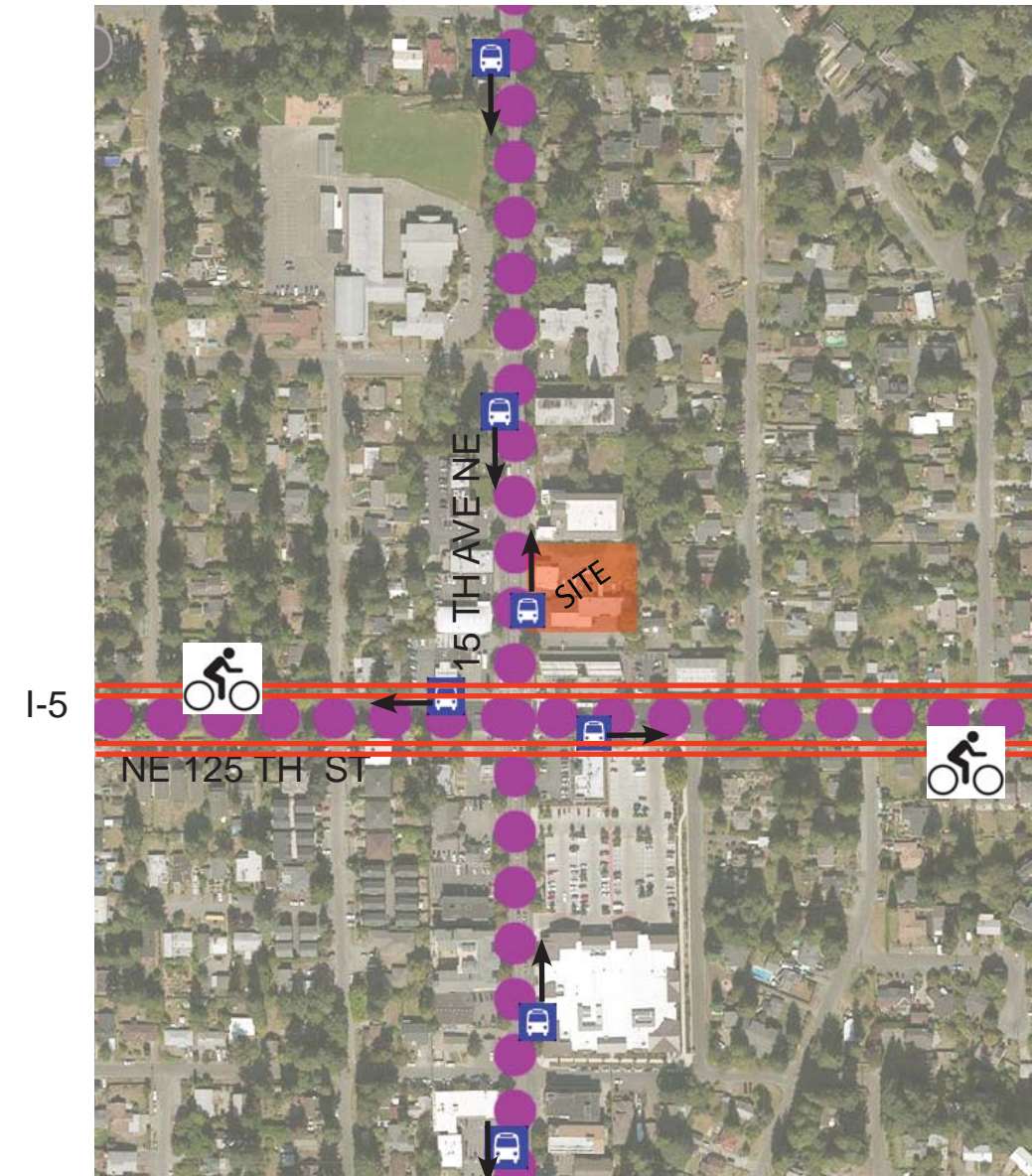
SOLAR ACCESS AND VIEWS



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

LAKE CITY
LAKE WASHINGTON

NORTHGATE
UW

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.



Beacon Hill -
Townhouse Project



Queen Anne Apartments-
Street Level



Queen Anne
Apartments



Beacon Hill - Multi-Family



Beacon Hill -
Water Feature at sidewalk



University Apartments - Recently Completed