

# PINEHURST APARTMENTS

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12303 15<sup>TH</sup> AVE NE

DCI Project #3022681

Early Design Guidance  
June 27<sup>th</sup>, 2016



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## PROJECT TEAM

### ARCHITECT

Studio19 Architects  
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Suite 300  
Seattle, WA 98104

### LANDSCAPE ARCHITECT

AHBL  
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Suite 1620  
Seattle, WA 98101

## SITE INFORMATION

**PROJECT NAME**  
Pinehurst Apartments

**PROJECT ADDRESS**  
12303/12309 15<sup>TH</sup> Ave NE  
Seattle WA 98125

**PARCEL NUMBERS**  
0820000035  
0820000030

**LOT AREA**  
15,613 SF

**ZONE**  
NC3P-40

**STREET FRONTAGE**  
NE 123<sup>RD</sup> Street  
15<sup>TH</sup> Ave NE

**DESIGN GUIDELINES**  
City of Seattle Comprehensive Plan Guidelines  
Northgate Neighborhood Design Guidelines

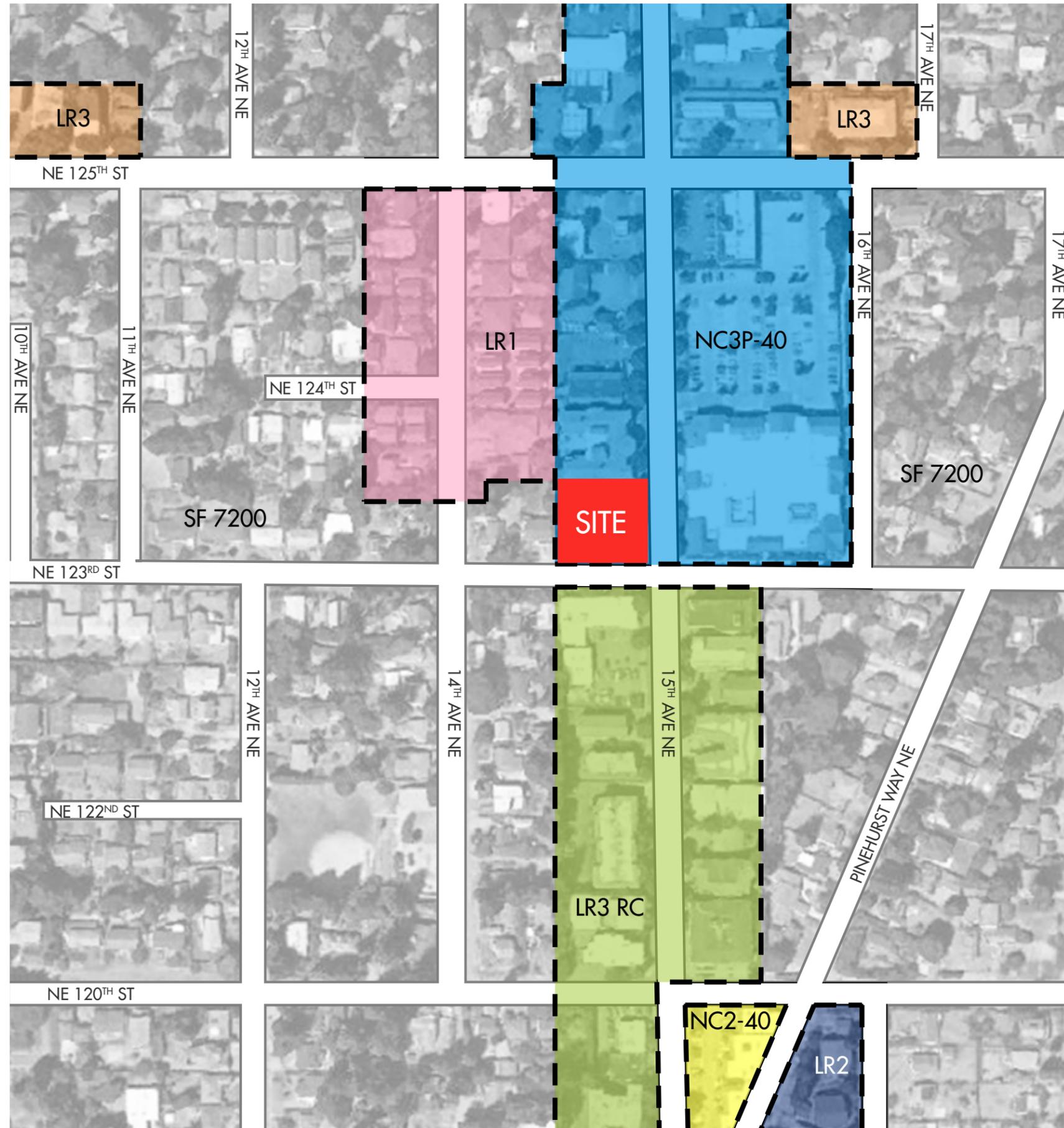


# ZONING SUMMARY

BASE ZONE  
NC3P-40

ADJACENT ZONES  
North: NC3P-40  
West: SF 7200  
South: LR3 RC  
East: NC3P-40

OVERLAY ZONES  
Northgate Overlay District  
Pedestrian Designated Zone



# ZONING/LAND USE SUMMARY

## SEATTLE MUNICIPAL CODE COMMERCIAL

### PERMITTED AND PROHIBITED USES | SMC 23.47A.004

- Live-work units: In all NC zones, live-work units are permitted outright and shall be deemed a nonresidential use
- In pedestrian-designated zones, live-work units shall not occupy more than 20% of street-level street-facing facade along designated principal pedestrian streets [15th Ave NE north of Lake City Way NE per SMC 23.47.005.D]

### STREET-LEVEL USES | SMC 23.47A.005

#### Residential uses at street level:

- Residential uses may occupy no more than 20% of street-level street-facing facade in all NC zones within the Northgate Overlay District
- Along designated principal pedestrian streets, one or more of the uses listed in 23.47.005.D are required along 80% of the street-level street facing facade

### STREET-LEVEL DEVELOPMENT STANDARDS | SMC 23.47A.008

#### 23.47A.008.A

- Blank facades may not exceed 20' in width between 2' and 8' above sidewalk, total of all blank facade segments may not exceed 40% of width of facade
- Street-level street facing facades shall be located within 10' of street lot line

#### 23.47A.008.B

- Non-residential street facade: 60% of facade between 2'-8' above sidewalk shall be transparent
- Non-residential uses shall extend an average depth of at least 30' and minimum of 15' from street facing facade
- Non-residential uses at street level shall have a floor-to-floor height of 13'

#### 23.47A.008.C

- In pedestrian-oriented zones: A minimum of 80% of the width of a structure's street level street-facing facade shall be occupied by street-level uses

#### 23.47A.008.D

- **At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry**

#### 23.47A.008.E

- Live-work units along street-level street-facing facades: minimum 15' deep

### STRUCTURE HEIGHT | SMC 23.47A.012

- 40' height limit as designated on Official Land Use Map
- 4' height bonus allowed if floor-to-floor-height of 13' provided at street level
- Stair and elevator penthouses may extend 16' above height limit

### FLOOR AREA RATIO | SMC 23.47A.013

- Base FAR: 3.0
- 3.25 FAR permitted in mixed use as long as either residential or non-residential uses base FAR
- Underground stories and stories no more than 4' above existing/finished grade exempt

### SETBACK REQUIREMENTS | SMC 23.47A.014

#### Setbacks for structures with residential uses when abutting a residentially-zoned lot:

- 15' for portion of structure between 13'-40' high
- Additional 2' setback for every additional 10' in height
- No entrance, window, or other opening permitted closer than 5' to abutting residential lot

### LANDSCAPING AND SCREENING STANDARDS | SMC 23.47A.016

- For 51-99 surface parking stalls: 25 sf landscaping required per parking space
- 1 tree required for every 10 parking spaces
- 3' high screening required along street lot lines
- 6' high screening + 5' landscape buffer required abutting residential zone

### AMENITY AREA | SMC 23.47A.024

- 5% of gross floor area required to be provided as amenity areas
- Minimum size of each amenity area: 250 sf, minimum horizontal dimension 10'

### PARKING LOCATION AND ACCESS | SMC 23.47A.032

- In pedestrian designated zones, if access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not principal pedestrian street
- Parking to the side of a structure shall not exceed 60' of street frontage
- In pedestrian designated zones, surface parking is prohibited abutting the street lot line along a principal pedestrian street

### REQUIRED PARKING | SMC 23.54.015

- Live-work units: 0 spaces required for units 1,500 sf or less
- Multifamily: 1 space per dwelling unit
- Retail: In commercial and pedestrian oriented zones, no parking required for first 1,500 sf of each business  
After 1,500 sf: 1 space for each 500 sf

## NORTHGATE OVERLAY DISTRICT

### SPECIAL LANDSCAPED ARTERIALS | SMC 23.71.012

- Adjacent to special landscaped arterials (15th Ave NE), owner shall provide a 6' planting strip + 6' sidewalk OR a 12' sidewalk without planting strip, along with street trees and pedestrian improvements

### OPEN SPACE | SMC 23.71.014

- In commercial zones with height limit of 40' or less, minimum of 10% lot area or 10% of proposed gross floor area shall be open space.
- Minimum 1/2 of required open space is landscaped
- Minimum 1/3 of required open space is usable
- Open space can be interior or exterior- interior can satisfy up to 20% of open space requirement
- Required landscaping of surface parking areas may count towards landscaped open space
- Usable open space shall be open to the public and provide barrier-free access

### DEVELOPMENT STANDARDS FOR TRANSITION AREAS | SMC 23.71.030

- Applies to lots in NC2 and NC3 zones abutting a lot in a SF, LR1, or LR2 zone
- Rear setback of 10' required for portions of structure between 0-20'
- Additional rear setback of 10' for portions of structure 20' or higher

### MAXIMUM WIDTH AND DEPTH OF STRUCTURES | SMC 23.71.036

- Applies to portions of a structure within 50' of a lot line abutting a less intensive residential zone
- NC2 and NC3 lots with height limit 40' or higher abutting SF, LR1, or LR2: Above a height of 30', wall length shall not exceed 80% of the length of the abutting lot line, to a maximum of 60'.

### DENSITY LIMITS FOR RESIDENTIAL USES IN COMMERCIAL ZONES | SMC 23.71.040

- 40' height limit: Density of 1 unit/600 sf lot area
- 20% increase in permitted density allowed as long as development meets street-level development standards set forth in SMC 23.47A.008.B

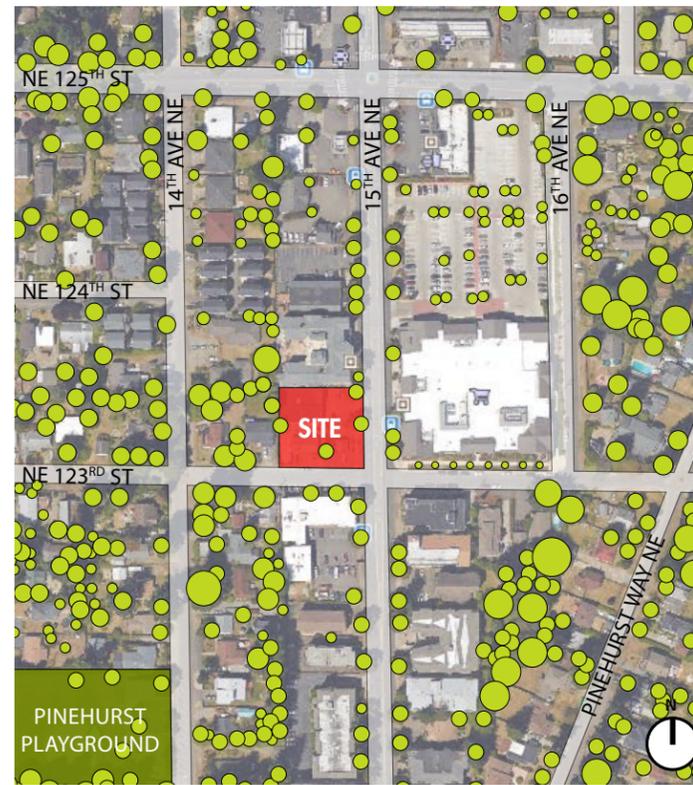
# SITE ANALYSIS CONTEXT MASSING/USES



# SITE ANALYSIS

## GREEN COVERAGE

15<sup>th</sup> Ave NE is classified as a special landscaped arterial and requires additional landscaping at the street edge. There are multiple street trees to the east of the site along 15<sup>th</sup> Ave S. Due to our site being mostly surrounded by single family zoning, there is a large amount of green coverage in the area, along with a park (Pinehurst Playground) 1/2 block away.

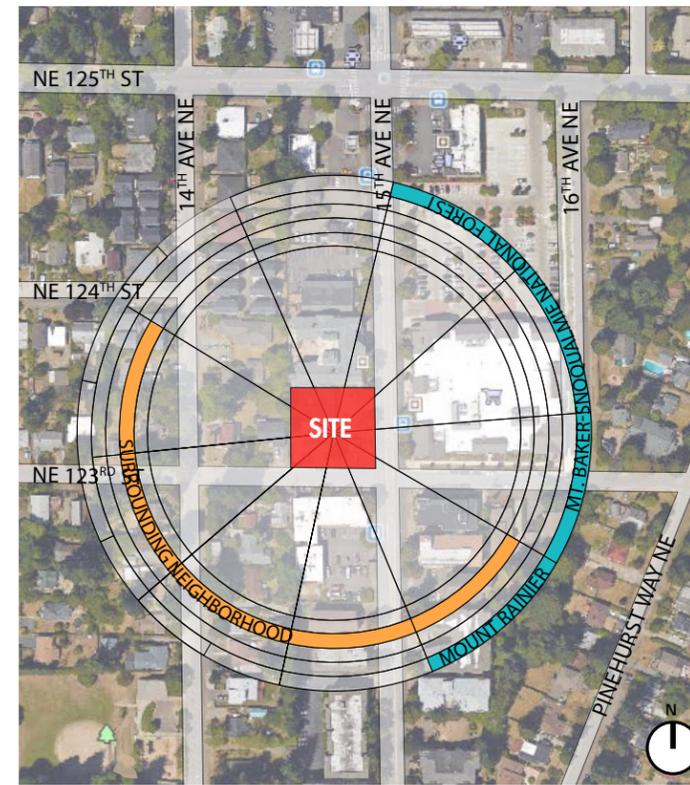


### TREES LEGEND

- Site
- Trees
- Park

## SIGNIFICANT VIEWS

There are no significant immediate ground level views from the project site. The upper floors and the building's rooftop potentially will have views of the surrounding neighborhood.

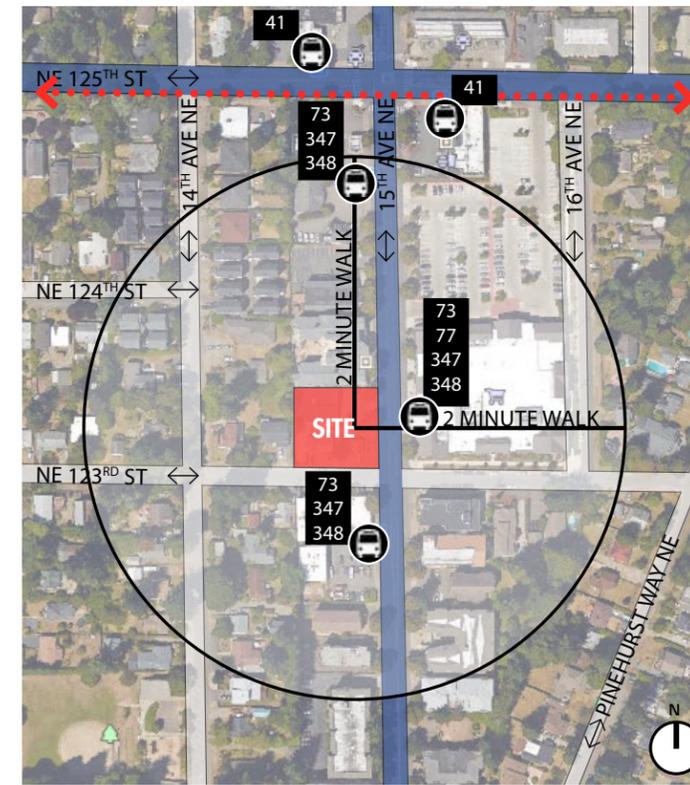


### VIEWS LEGEND

- Site
- Neighborhoods and Structures
- Natural Surroundings

## ACCESS OPPORTUNITIES + CONSTRAINTS

The site is surrounded by streets on the south and east side of the site. The streets include 15<sup>th</sup> Ave NE and NE 123<sup>rd</sup> Street. 15<sup>th</sup> Ave NE is the most active of the surrounding streets and is a major arterial in the Pinehurst area. There are multiple bus stops nearby. Within a half of a block there are stops that lead to places like Downtown Seattle, Northgate, Lake City, Jackson Park, Cowen Park, Richmond Beach, Mountlake Terrace, and North City. Also, along NE 125<sup>th</sup> Street there is a designated bike lane.

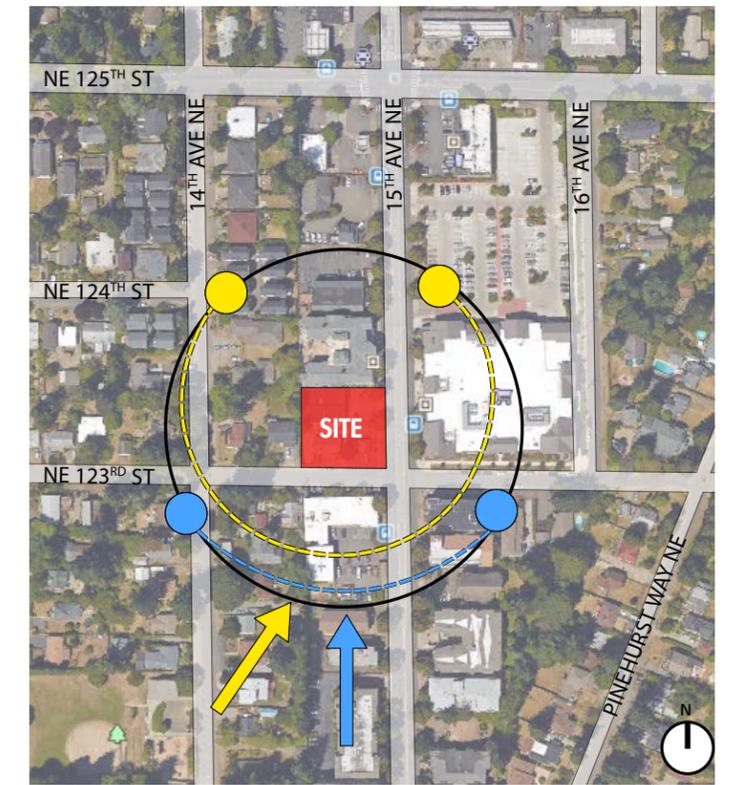


### ACCESS/CIRCULATION LEGEND

- Site
- Direction of Traffic
- Arterial Streets
- Bike Routes
- Bus Stops

## SOLAR EXPOSURE + PREVAILING WINDS

The site is enclosed by a 4-story apartment building to the north. To the south and east of the site are commercial buildings that don't exceed 16' in height. Due to the heights and location of these buildings, the proposed design will also have full sun exposure on the southern façade.



### SOLAR/WINDS LEGEND

- Site
- Summer Sun and Winds
- Winter Sun and Winds

# SITE ANALYSIS SURROUNDING BUILDINGS



**1- HERITAGE PLACE CONDO**  
12027 15<sup>TH</sup> AVE NE | CONDOMINIUM

This condominium is 4 stories tall. It sits south of the proposed building site. The entrance of this building is down a set of steps that leads to a landing below street-level.



**2- VOCATIONAL REHABILITATION**  
12063 15<sup>TH</sup> AVE NE | REHABILITATION CENTER

The design of this 1-story structure is a "L" shape with ground level parking. The structure is directly south of our site. Due to its height, the southern façade of our design will have views of Mount Rainier to the south. Also, the southern façade of our site will get direct sunlight from the south.



**3- 12056 15TH AVE NE APARTMENTS**  
12056 15<sup>TH</sup> AVE NE | MULTIUSE

This multi-use building is located southeast of the site. It sits on the property edge directly against the sidewalk. This 5-story building has an underground parking lot that can be accessed from 15<sup>TH</sup> Avenue NE.



**4 - SAN MARINO APARTMENTS**  
12317 15<sup>TH</sup> AVE NE | MULTIUSE

This project is located directly to the north of our project site. This 4-story mixed use building has street-level retail, 3-stories of apartments above, and underground parking.



**5- SAFEWAY**  
12318 15<sup>TH</sup> AVE NE | GROCERY STORE

This large grocery store and pharmacy is located directly across from our site to the east. It is a large one story building that stretches almost the entire block including the parking lot.



**6- BOUD'S PINEHURST PUB**  
11753 15<sup>TH</sup> AVE NE | PUB

This one story structure on the edge of the street giving a pedestrian friendly feel to the 15<sup>TH</sup> Avenue corridor. A parking lot is located on the side directly north of the building on the street corner of 15<sup>TH</sup> Ave and 120<sup>TH</sup> Street.



**7- CHAIYO**  
11749 15<sup>TH</sup> AVE NE | THAI CUISINE

This restaurant is located inside a one story structure against the sidewalk edge of 15<sup>TH</sup> Ave. There are a few parking spaces in the back but visitors mostly rely on street-level parking and pedestrians walking by.

**SITE CONTEXT** STREETScape



NE 123<sup>RD</sup> ST

**12303 & 12309**  
SITE FROM 15<sup>TH</sup> AVE NE

15<sup>TH</sup> Ave NE facing West



ACROSS 15<sup>TH</sup> AVE NE

NE 123<sup>RD</sup> ST

15<sup>TH</sup> Ave NE facing East

**SITE CONTEXT** STREETScape



14<sup>TH</sup> AVE NE

**12303 & 12309**  
SITE FROM NE 123<sup>RD</sup> STREET

15<sup>TH</sup> AVE NE

View of site facing North, from NE 123<sup>RD</sup> St



15<sup>TH</sup> AVE NE

**ACROSS NE 123RD ST**

14<sup>TH</sup> AVE NE

View from site facing South, from NE 123<sup>RD</sup> St



CS1.1 RESPONSE: RETAIN EXISTING NATURAL SYSTEMS

## CS1 NATURAL SYSTEMS & SITE FEATURES 1 RETAIN EXISTING NATURAL SYSTEMS & SITE FEATURES AS LANDSCAPING

Consider design strategies to preserve existing on-site natural habitats, significant vegetation or other natural features including drainage features that can be incorporated into the site design... features such as larger planting strips located adjacent to sidewalks can be used for landscaping to enhance the site and can effectively separate pedestrians from the impacts of traffic.

RESPONSE: The design retains and adds planting to the west property line to act as a buffer between the project and the adjacent single family zone. There are also additional planting areas along the north property line to buffer the edge with the existing mixed use building and residences alike. The design incorporates new landscaping along 123rd Street as well. A courtyard with new landscaping is designed in the center of the development for the residents and to break the massing down along the back of the project.

## CS2 URBAN PATTERN & FORM 3 HEIGHT, BULK & SCALE COMPATIBILITY

NC3-40' abutting Single-family, Lowrise 1 or 2:

- Step back the ground-level commercial space to match the established front setback pattern on the subject block.
- Pay particular attention to the depth of the commercial level and upper residential levels along the abutting lot line. Orient the massing away from the lot line of an abutting less intensive zone to the greatest extent possible.
- Soften the commercial facade on the abutting lot line with elements such as dense landscaping.
- Repeat residential architectural elements of surrounding buildings on portions of the commercial facade adjacent to such buildings.

RESPONSE: This site (zoned NC3P-40) abuts single family zoning (SF7200) to the west with no alley. All of the commercial space on this site is concentrated along 15th Ave NE, wrapping the corner of NE 123rd St in order to allow transparency and pedestrian engagement at the corner. There is no commercial space abutting the single family zone edge- only residential uses. The mass of the building steps back above the below grade parking garage adjacent to the single family zone. Wide and dense landscape buffers are designed to help soften and screen the zone transition.



CS2.2 CORNER LOTS AS GATEWAYS

## CS2 URBAN PATTERN & FORM 1 CORNER LOT TREATMENTS

New buildings should reinforce street corners and enhance the street level environment at these key pedestrian areas. Street corners are common areas for informal interaction, and the building's relationship to the street and related elements should promote comfort and interest within the public realm. Provide a building entry and additional building mass at the corner; and provide space for movement and activity.

RESPONSE: One of the key design strategies behind this project is to engage the intersection of 15th Ave NE and NE 123rd St by creating an inviting pedestrian experience and a dynamic building form. The rotation of the building to open up to the corner creates a wide pedestrian plaza with opportunities for café seating, planters, and/or benches, and helps create pedestrian visibility by softening the building edge at the intersection. Changes in paving material will help designate building entries and seating areas, and will add additional texture and visual interest to the street experience.

## CS2 URBAN PATTERN & FORM 4 SUPER BLOCK DEVELOPMENT

A large site should pay particular attention to massing and scale both in terms of its relationship to the surrounding area and within the site itself. Large monolithic structures are discouraged. Ideally, development on a large, super block-scale site should be arranged into multiple buildings that lend a human scale and provide for pedestrian permeability (see guideline PL3.I).

If multiple buildings are not feasible, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes. Within each volume the windows, doors and architectural elements should help define the scale of the structure.

RESPONSE: The development is not a super block, but the building is designed into three separate masses which brings down the scale of the project.

## CS2 URBAN PATTERN & FORM 2 CORNER LOTS AS GATEWAYS

New developments on corner lots can aid significantly in marking entry and defining an intersection by "announcing the block" through building forms and features that are visually stimulating and inviting. A gateway can have many forms: a literal gateway expressed through a building form or by the placement of features such as those outlined above.:

RESPONSE: The project site is not located at one of the defined Gateways, however it is a corner lot. The design will have a strong corner element and allow the retail to wrap the corner and engage the pedestrian. The residential entrance is pulled away from the corner to allow the corner to be the main design element and focus.

## CS3 ARCHITECTURAL CONTEXT & CHARACTER 1 STREETScape COMPATIBILITY

The architecture of individual buildings should relate to their surroundings. This does not necessarily mean a historical approach, but rather one that is sensitive to the surrounding urban, built and natural environments. In areas zoned for mixed-use development outside the retail core area, orient and design the commercial facade at street level to be compatible with the streetscape of the surrounding residential neighborhood.

RESPONSE: The ground floor retail space is concentrated along 15th Ave NE and wraps the corner of NE 123rd St to allow transparency and pedestrian engagement at the corner. This helps extend the street-level retail and pedestrian experience already established along 15th Ave NE and keeps the commercial spaces away from the single family zone transition. The residential entry is located on NE 123rd St, helping to transition between uses to the west.

# DESIGN GUIDELINES



PL1.1 RESPONSE: INCORPORATE OPEN SPACE

## PL1 CONNECTIVITY 1 INCORPORATE OPEN SPACE

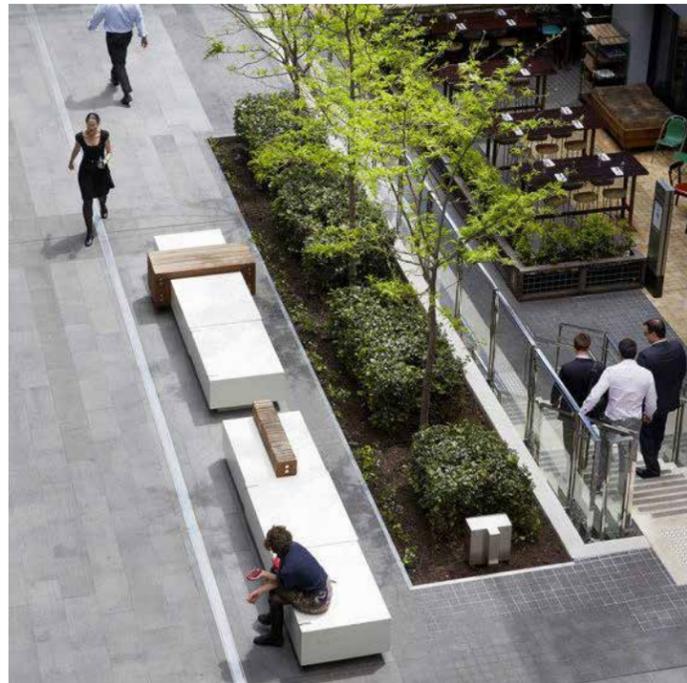
The Northgate Plan places a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas. The Northgate Overlay District (Chapter 23.71 of the Seattle Municipal Code) includes detailed and specific open space requirements, defining “usable open space” that are open to the public and abutting a sidewalk. The overlay categorizes such spaces by scale and function, ranging from small courtyard spaces to urban plazas and town squares.

RESPONSE: Rotating the building at the street edge provides more open space than is required along a special landscaped arterial, allowing plenty of space for café seating adjacent to retail spaces, public benches, places to gather, and landscaping. A large courtyard is provided above the first floor of the building for residents of the apartments. This courtyard will be landscaped and will essentially provide an outdoor living space for residents. There will also be public open space provided around the apartment entrance.

## PL2 WALKABILITY 2 STREETScape COMPATIBILITY

Northgate’s character as an urban place is influenced by the quality of its pedestrian environments, and therefore achieving high-quality design of streetscapes is essential. The community’s vision of an enhanced, pedestrian-oriented urban center environment can only be achieved by improving pedestrian network connectivity throughout the neighborhood along specially designated streets including Major Pedestrian Streets, Special Landscaped Arterials and Green Streets, as well as other access streets, and pedestrian connections across private property. The designated streets warrant special attention when designing landscaping, paving and pedestrian amenities.

RESPONSE: Helping define a strong street edge along 15th Ave NE will not only create continuity within this site’s block, but will help the larger overall goal of optimizing neighborhood walk ability within the Northgate neighborhood. Widening the sidewalk at the corner provides opportunities for several pedestrian amenities. The design provides space for café seating, benches, landscaping, and informal gathering.



PL2 RESPONSE: STREETScape COMPATIBILITY

## PL1 CONNECTIVITY 2 INTERIOR BLOCK PEDESTRIAN CONNECTIONS

Larger development sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. Such walkways, which could be for pedestrians only, for pedestrians and bikes or adjacent to vehicular access through the site, should meet the sidewalk of key pedestrian streets in an engaging and identifiable manner... In siting such street level interior block pedestrian connections, designers should analyze the subject site, and the relationship to surrounding properties, streets and activity areas.

RESPONSE: This project is not large enough to create interior block pedestrian connections, but the design will allow pedestrians to engage with the retail plaza at the street level along 15th Avenue.

## PL2 WALKABILITY 3 SUPERBLOCK DEVELOPMENT

One of the most important design considerations in meeting the goal of a pedestrian-friendly urban environment is to site and design street-level commercial uses that present a welcoming public face to buildings and to encourage human activity on the street.

RESPONSE: This project is not a superblock development.

## PL2 WALKABILITY 1 RESPOND TO SITE CHARACTERISTICS

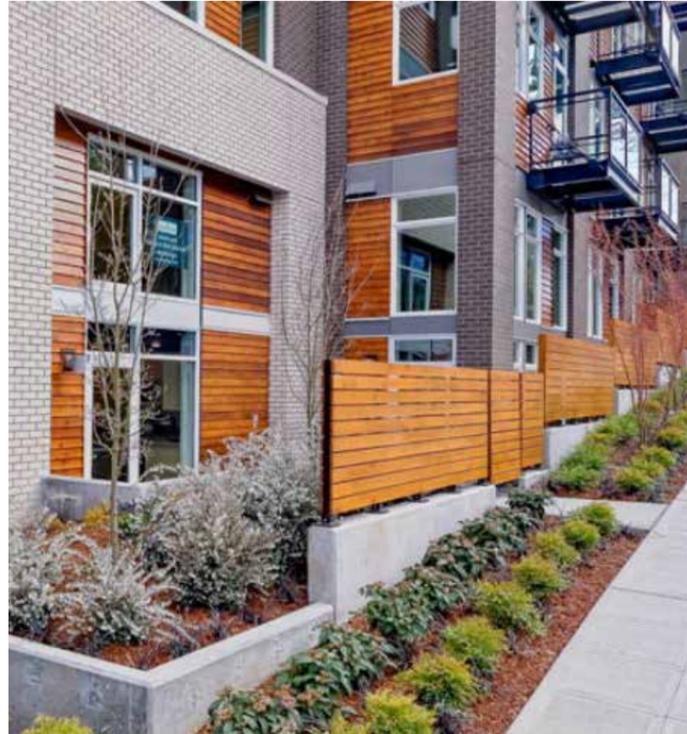
Try to match the grade of abutting public rights-of-way where properties meet. If there is a significant grade difference, create an attractive transition, using creative grading and landscaping. Be sure to incorporate pedestrian access, including walkways, stairs or similar features that can help build greater pedestrian connectivity.

RESPONSE: The retail spaces along 15th Ave NE will be entered at the existing grade of the sidewalk. The topography of the site slopes down to the west, so the residential lobby entrance will be a few feet above existing grade and reached by walking up a few steps. This will help add another textural element to the street edge and help create a sense of privacy upon entering the residential lobby.

## PL3 STREET-LEVEL INTERACTION 1 PROMOTE PEDESTRIAN INTERACTION

This area is unique in that the two main commercial corridors, 5th Avenue NE and NE Northgate Way, are designated as Major Pedestrian Streets and intersect at the northeast corner of the mall. The Major Pedestrian Street designation is intended to increase pedestrian circulation with an improved street level environment by creating a public realm that is safe, interesting and comfortable. New developments in these designated areas must comply with standards for types, dimensions and orientation of street level uses, and provide streetscape amenities such as overhead weather protection, seating, street trees and street lights. The guidance here and under Human Activity and Human Scale is of highest priority in helping to meet this objective.

RESPONSE: By extending the retail street edge to the intersection of 15th Ave NE and NE 123rd St, the intent of the project is to increase pedestrian circulation and improve the street level environment. Overhead weather protection, seating, street trees, and lighting will all be provided.



PL3.2 RESPONSE: HUMAN ACTIVITY

## PL3 STREET-LEVEL INTERACTION 2 HUMAN ACTIVITY

Sidewalks are the principal place of pedestrian movement and casual social interaction. Designs and uses should complement this function.

- Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities.
- Within active retail areas, proposed developments are encouraged to set back from the street-fronting property line to provide additional space abutting the sidewalk.
- Major Pedestrian Street designation calls for 12-foot sidewalks—however, 16-foot sidewalks are preferred in commercial areas, where appropriate.

RESPONSE: The rotation of the building and widening of the sidewalk allows plenty of opportunities for indoor/outdoor connections between the retail spaces along 15th Ave NE. The northeast corner of the retail edge starts 2' from the property line providing a 12' wide sidewalk and reaches approximately 22' at its widest area, allowing plenty of space for a variety of street edge treatments to enhance the pedestrian experience.

## PL3 STREET-LEVEL INTERACTION 5 COMMERCIAL & MIXED-USE BUILDINGS

- The ground floors of buildings should appear inviting to the public by containing commercial uses and open spaces with direct entry from the sidewalk... This includes providing multiple entries at the street.
- For corridors between commercial spaces, open-air passageways are generally more visible and more inviting than interior hallways. This can be an attractive, successful location for store entries, store windows and restaurant/cafe seating.
- Further articulate the street level facade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.

RESPONSE: The ground floor of the building along 15th Ave NE is completely dedicated to retail space, as well as part of NE 123rd St. This retail space may be divided and leased to separate tenants, allowing uses of multiple sizes. Multiple entrances along 15th Ave NE will be provided and all will be entered directly from the existing grade of the sidewalk. Street trees, exterior lighting, signage, and overhead weather protection will be provided.



PL3.5 RESPONSE: COMMERCIAL & MIXED-USE BUILDINGS

## PL3 STREET-LEVEL INTERACTION 3 STREET-LEVEL TRANSPARENCY

The intention of transparency in the street level facades of commercial and civic buildings is to provide for interaction between people in the interior of a building and people near the exterior of a building -- particularly on the sidewalk-- through a direct visual connection.

RESPONSE: The retail spaces along 15th Ave NE and wrapping the corner of NE 123rd St are designed to be completely transparent, in order to blur the edge between interior and exterior and promote visual connections between those inside the spaces and those passing by on the sidewalk. Allowing the retail spaces to spill out onto the sidewalk through café seating will further encourage connection and interaction along the street edge.

## DC1 PROJECT USES & ACTIVITIES 1 DESIGN OF PARKING LOTS NEAR SIDEWALKS

Interior landscaping, in addition to perimeter landscaping, should be installed to help soften the visual impact of surface parking and enhance natural site drainage. To meet this objective, consider the following:

- Interior landscaping: Use landscaping to break large areas into a series of smaller areas.
- Site landscaping strategically to minimize stormwater run-off;
- Plant a mixture of evergreen and deciduous trees for year-round greenery. Select types of trees, such as sapless trees, that do not impact parked cars.

RESPONSE: The preferred design for this project does not include surface parking, but rather encloses all of the parking below the street level of the building.

## PL3 STREET-LEVEL INTERACTION 4 LOTS ADJOINING PUBLIC OPEN SPACES

Strive for transitions between public, semi-public, semi-private and private space in the design of new development abutting public open space.

- Where appropriate, site commercial uses facing the public space with outdoor seating to enliven the space.
- Consider upper story balconies, terraces, and windows to provide visual interest and eyes and ears on the public open spaces for greater public safety.

RESPONSE: This lot does not adjoin a public open space.

## DC1 PROJECT USES & ACTIVITIES 2 LARGE SCALE, "SUPER BLOCK" DEVELOPMENT

Surface parking areas should be seen as a resource for the creation of public space. There are many site planning techniques and elements that can help create pedestrian-oriented space.

- The parking area should be laid out as an urban block, at a scale that promotes walking within.
- A network of clearly defined pedestrian walkways should serve as a "grid," connecting these walkways to uses within the site and to the larger street network in a safe and comfortable manner. The necessary elements—lighting, pavement and plantings—should be placed to support those pedestrian objectives.
- The space should be defined by buildings, and secondary structures such as shelters and small retail spaces (placed at corners) should further define the scale.

RESPONSE: This project is not a superblock development.

# DESIGN GUIDELINES



DC1.3 RESPONSE: PARKING AND VEHICLE ACCESS

## DC1 PROJECT USES & ACTIVITIES 3 PARKING STRUCTURES

Parking structures merit the same quality materials and finishes as the principal buildings in a development.

- Site parking structures away from Major Pedestrian Streets.
- Design a well-proportioned and unified parking structure.
- Parking structure facades should be treated with high quality materials and given vertical articulation and emphasis similar to the principal structure.

RESPONSE: The parking structure proposed for this project is fully enclosed and below the street level. Access for the below grade parking is located in the southwest corner of the site, off of NE 123rd St rather than 15th Ave NE, which is a busy arterial.

## DC1 PROJECT USES & ACTIVITIES 4 PARKING AND VEHICLE ACCESS

- Minimize Pedestrian/Vehicle Conflicts: Site and design driveways to minimize conflicts between vehicles and pedestrians.
- Locate Parking to the Rear: Where feasible, parking areas should be located to the rear of buildings that face NE Northgate Way, 1st Avenue NE, 5th Avenue NE, Roosevelt Way NE, 15th Avenue NE, NE 100th Street and NE 103rd Street.
- Encourage the Creation of Multi-Purpose Parking Areas

RESPONSE: The intent of the parking design on this project is to keep vehicular traffic away from pedestrian activity. As the primary pedestrian activity on this site will be occurring along 15th Ave NE, the entrance to the below grade parking is located in the southwest corner of the site, along NE 123rd St. This should minimize interaction and conflict between pedestrians and vehicles.

## DC1 PROJECT USES & ACTIVITIES 5 BICYCLE PARKING

When providing bicycle parking, consider incorporating features such as storage and wayfinding for bicycle users into the overall site plan and building design.

RESPONSE: Bicycle parking will be provided, both along the street for those visiting the retail spaces and in the parking garage for apartment residents.



DC2.1 RESPONSE: FOSTER HUMAN SCALE

## DC2 ARCHITECTURAL CONCEPT 1 FOSTER HUMAN SCALE

- Commercial and Mixed-Use Buildings: The ground level of the building must offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signs, overhead weather protection and ornamentation are encouraged.
- All New Developments: Exterior building materials should have a human scale; this helps people relate to the size of the building. Good examples include stone and brick. Non-modular exterior materials, such as stucco, and those in large modules, such as concrete panels, will need finer details to reduce the perceived bulk and create human scale.

RESPONSE: The ground level of the building, comprised of retail spaces along 15th Ave NE, will create pedestrian interest through a combination of a variety of materials, textures, and elements at the street edge. A glass façade at the first floor will create an interior/ exterior connection, while seating, changes in paving material, signs, and awnings will enhance the overall design and experience of the pedestrian.

## DC2 ARCHITECTURAL CONCEPT 2 UPPER STORIES

Recessing the upper stories of developments on arterials allows sunlight to pass onto the street and minimizes the impact of height on pedestrians.

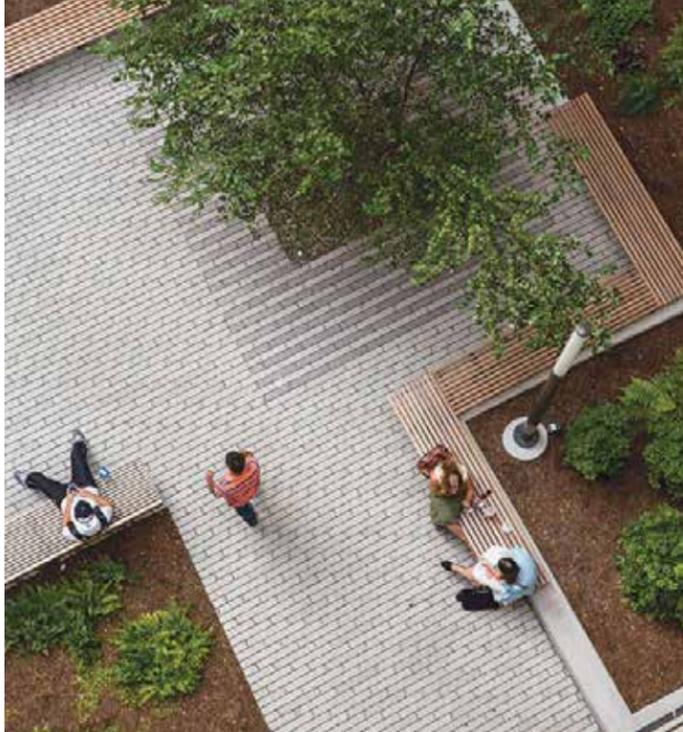
RESPONSE: Upper stories will have changes in massing and modulation to create visual interest and allow sunlight to pass through.

## DC3 OPEN SPACE CONCEPT 1 URBAN GARDENS

- New public spaces should provide as many seating opportunities as possible;
- Planter walls should be set at a height that allows for their use as seating; and
- Moveable chairs and tables are strongly encouraged.
- Courtyards: Elements such as planters, benches and steps can be sited to break down the scale of an open space, and provide comfortable seating and opportunities for viewing. Courtyards should be integrated with the scale, character and function of the adjoining building.

RESPONSE: The public space created at the street edge will provide plentiful opportunities for seating and planting. The courtyard provided above the first floor for residents will incorporate landscaping, seating, and resting areas to encourage the notion of an outdoor living space.

# DESIGN GUIDELINES



DC3.1 RESPONSE: URBAN GARDENS



DC4.1 RESPONSE: DESIGN SIGNAGE COMPATIBLE WITH HUMAN SCALE & CONSISTENT WITH ARCHITECTURAL CONCEPT

## DC3 OPEN SPACE CONCEPT 2 URBAN PLAZAS & TOWN SQUARES

Public space should be enclosed by active buildings around the perimeter to encourage its use and maintain its safety. Plazas and squares should be surrounded by pockets of activity: shops, stands, benches, displays, gardens. These various pockets of activity should all be next to paths and entrances to facilitate constant movement. The ultimate goal should be to gather enough people in and around these spaces so that they will overlap and spill in toward the center of the square.

RESPONSE: The development is not a town square. There will be public open space created along the street fronts to allow pedestrians opportunities for seating and interaction.

## DC3 OPEN SPACE CONCEPT 3 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

Consistent placement of the same types of street trees creates a unified theme in a pedestrian environment. Consider trees on surrounding sites and consult the City Arborist's recommended list when selecting street tree species.

RESPONSE: Landscaping will be provided along the street fronts to enhance the building as well as the north and west property lines to provide a buffer towards the adjacent uses.

## DC3 OPEN SPACE CONCEPT 4 USE LANDSCAPING DESIGN TO ENHANCE THE SITE

Consider design strategies to create natural features or systems that can be incorporated into the site design. For example, consider incorporating rain gardens or drainage swales that are aesthetically pleasing, would emphasize natural features and can create a pedestrian friendly environment by providing landscape designed features or areas of interest. Landscaping features such as larger planting strips can enhance the site and can effectively separate pedestrians from the impacts of traffic.

RESPONSE: Landscaping will be provided at the private courtyard for the benefit of the residents.

## DC4 EXTERIOR ELEMENTS & FINISHES 1 DESIGN SIGNAGE COMPATIBLE WITH HUMAN SCALE & CONSISTENT WITH ARCHITECTURAL CONCEPT

Signage should be designed so that it is appropriate for the scale and character desired in the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood. Signs should add interest to the street level environment. They can help unify the overall architectural concept of the building, or provide a unique identity for an individual business within the larger structure. While regulatory sign review is not in the purview of design review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines.

RESPONSE: Signage will be provided along all street fronts for both the pedestrian and the apartment user.

# SITE ANALYSIS SITE SURVEY

## LEGAL DESCRIPTION

PARCEL A (082000035)  
 THE SOUTH 60 FEET OF LOT 6, BLOCK 1, BIRD AND  
 ESRY'S GREEN LAKE HALF ACRE TRACTS,  
 ACCORDING TO THE PLAT THEREOF RECORDED IN  
 VOLUME 17 OF PLATS, PAGE 31, IN KING COUNTY,  
 WASHINGTON;

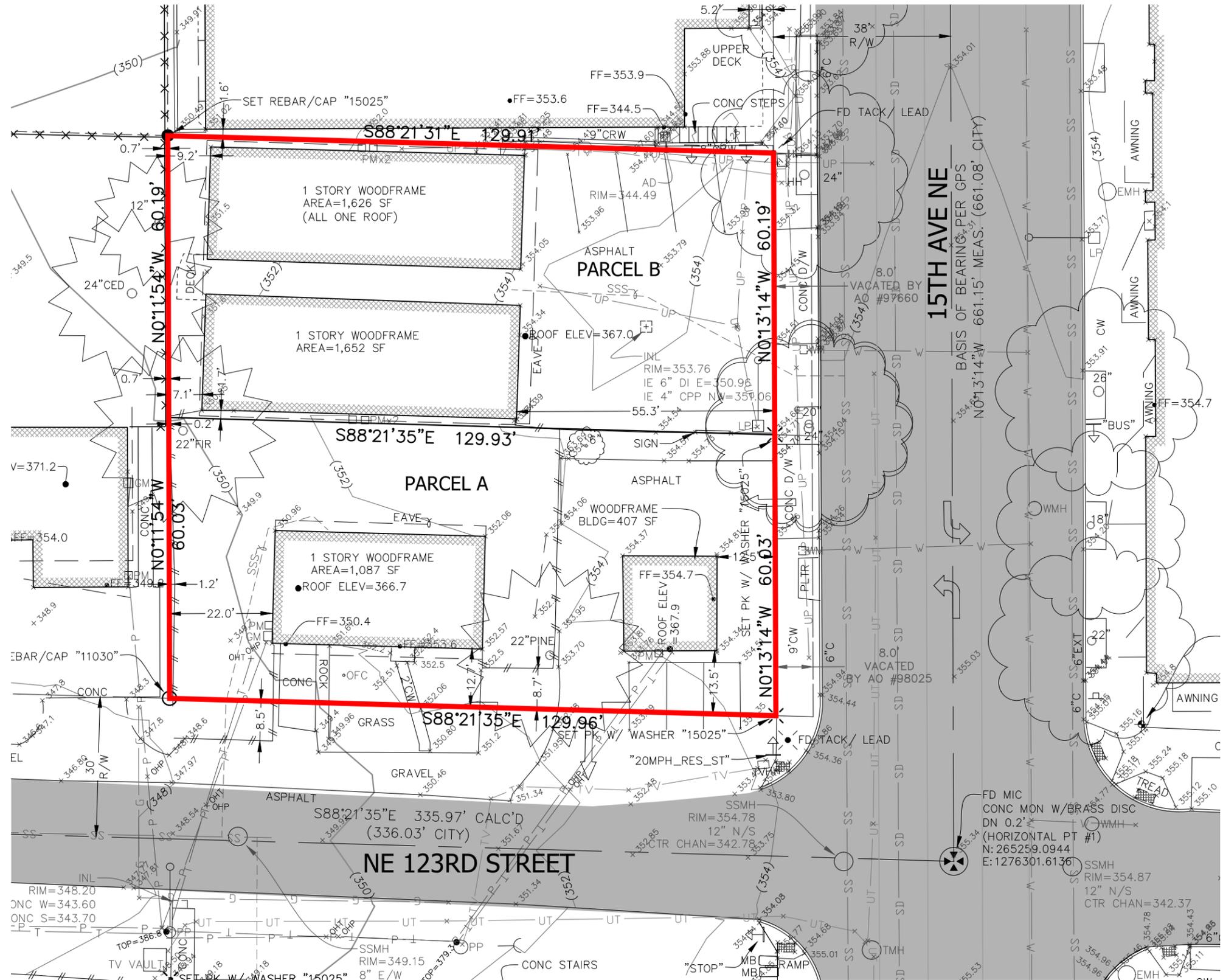
EXCEPT THE EAST 8 FEET CONVEYED TO THE CITY  
 OF SEATTLE FOR STREET BY DEED RECORDED UNDER  
 RECORDING NUMBER 6459397.

PARCEL B (082000030)  
 LOT 6, BLOCK 1, BIRD AND ESRY'S GREEN LAKE HALF  
 ACRE TRACTS, ACCORDING TO THE PLAT THEREOF  
 RECORDED IN VOLUME 17 OF PLATS, PAGE 31, IN  
 KING COUNTY, WASHINGTON;

EXCEPT THE SOUTH 60 FEET THEREOF;

ALSO EXCEPT THAT PORTION CONDEMNED FOR  
 STREET IN KING COUNTY SUPERIOR COURT CAUSE  
 NO. 695303.

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



# SITE ANALYSIS SITE PLAN



# SITE ANALYSIS DESIGN PRECEDENTS

As our site is located on 15th Ave NE along a designated pedestrian street, our goal is to help grow a strong pedestrian culture in the area. The use of finer grain materials, unexpected pops of color, and pockets of landscaping at the street edge will enliven and strengthen the pedestrian connection on our site and along 15th Ave NE. Providing transparency in the retail spaces at the first floor will provide eyes on the street and create activity both during the day and at nighttime. Our design intent of this development, inspired by the context of the site and future growth of the area, is:

- Urban living with an emphasis on pedestrian activity and safety
- Create a development coherent to the walkability of the Northgate neighborhood
- Strong street presence and transparency with emphasis on pedestrian interaction

SIMPLICITY IN FORM WITH CLEAR ARTICULATION



POPS OF COLOR AND METAL



LANDSCAPING TO ENLIVEN STREET



TRANSPARENCY AT STREET LEVEL ACTIVATES THE STREET



ROOF DECKS PROVIDE OUTDOOR LIVING

# DESIGN PROPOSAL MASSING CONCEPT 1

## CONCEPT 1

- Unit Count: 31 units
- Parking: 37 stalls
- Retail Space: 3,400 SF

The primary objectives of concept 1 are to create a strongly defined street corner, pull away from the single family zone to the west, and use the site's topography to our advantage. This option provides roughly half of the parking stalls as open surface parking, sloping down towards secured parking stalls below. The primary volume of this scheme is a tall mass cantilevering over the surface parking area, defining a strong retail corner at the street intersection. A defined corner element indicates the residential lobby at the north corner. This option also includes two live/work units with street frontage on NE 123rd St.

## PROS:

- Strongly defined street corner
- Retail along both 15th + 123rd
- Live/work units provide flexibility
- Roof deck overlooks activity along 15th + 123rd
- Massing pulls away from single family zone to the west

## CONS:

- Surface parking is less desirable and will require screening
- Smallest retail square footage of all 3 concepts
- Smaller amenity spaces for residents

## DEPARTURES:

- None requested

tall primary volume defines street corner

roof deck

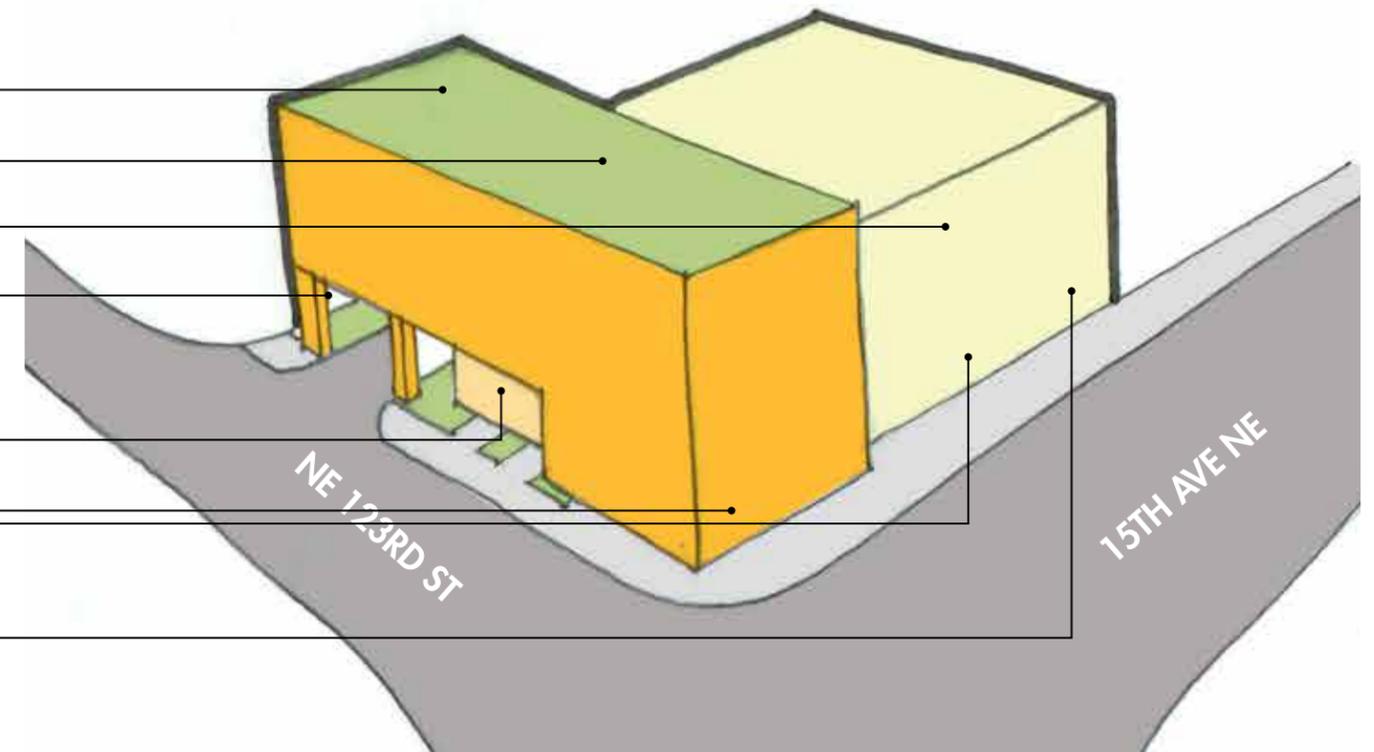
secondary volume

columns support primary volume cantilever over surface parking

live/work units

street level retail

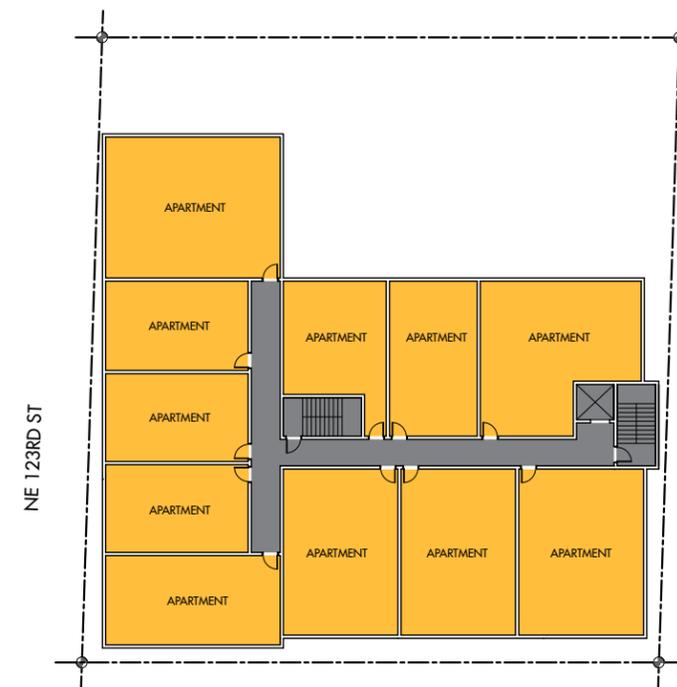
residential entry



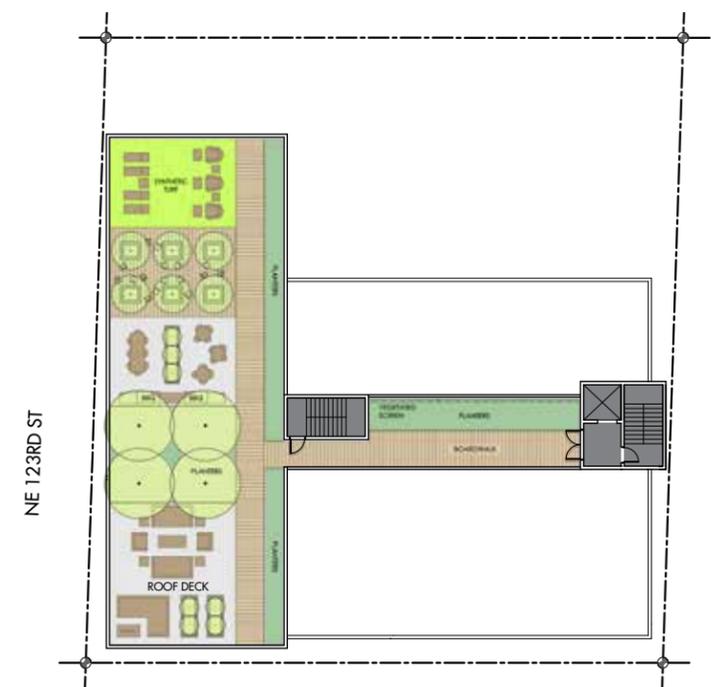
PARKING LEVEL



GROUND FLOOR PLAN



TYPICAL FLOOR PLAN



ROOF PLAN

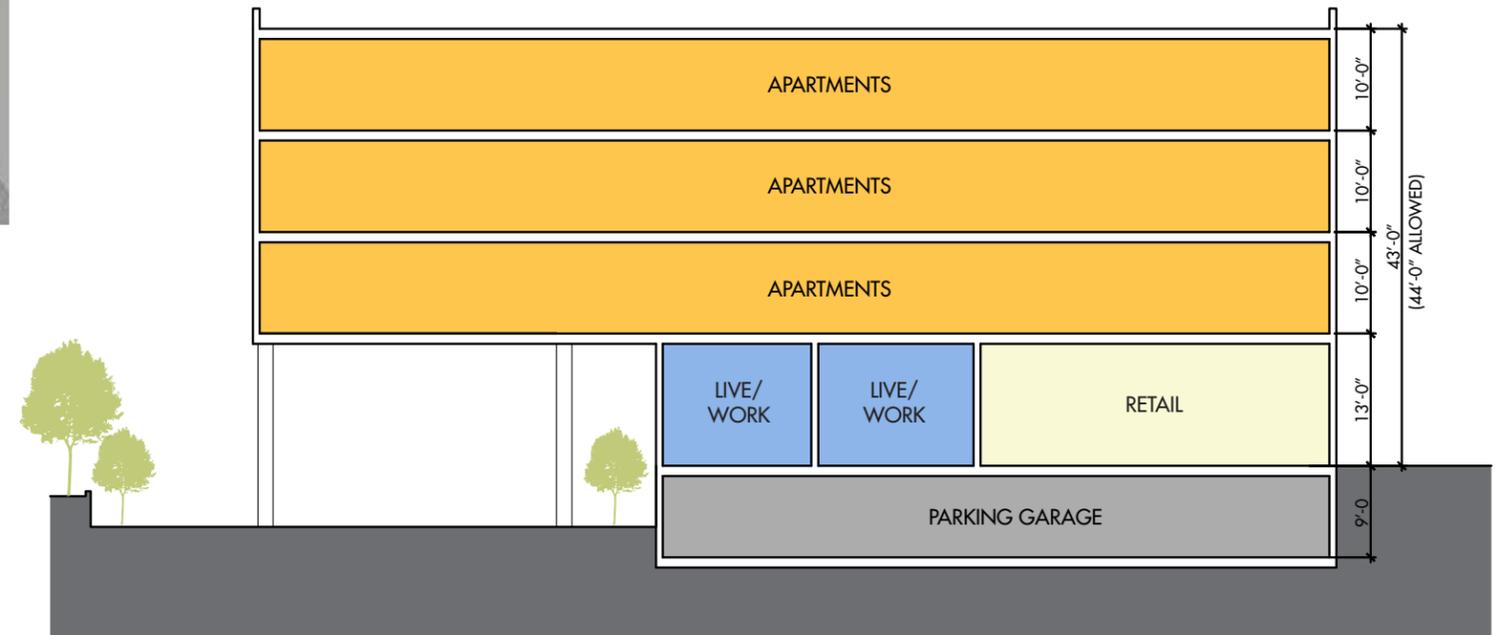
# DESIGN PROPOSAL MASSING CONCEPT 1



VIEW 2 AERIAL VIEW FROM WEST (REAR) OF SITE



VIEW 1 AERIAL VIEW FROM NE 123RD ST & 15TH AVE NE



SECTION

# DESIGN PROPOSAL MASSING CONCEPT 1



**VIEW 3** FROM CORNER OF 15TH AVE NE & NE 123RD ST



**VIEW 4** LOOKING SOUTH ALONG 15TH AVE NE



**VIEW 5** LOOKING EAST ALONG NE 123RD ST



**VIEW 6** STREET VIEW FROM CORNER OF 15TH AVE NE & NE 123RD ST

# DESIGN PROPOSAL MASSING CONCEPT 2

## CONCEPT 2

- Unit Count: 31 units
- Parking: 35 stalls
- Retail Space: 4,675 SF

Concept 2 seeks to create massing that starts low at the street corner and reaches its maximum height in the center of the site with two simple interlocking masses. The primary volume is a lower, wider volume, bisected by a taller, narrower volume in the center of the site that defines a small courtyard off of 15th Ave NE. All parking is provided below grade, part of it being open to the sky. The retail space wraps around the corner of 15th and 123rd. This concept reduces perceived massing from the street intersection and creates interesting pockets of space and relationships between the volumes and the outdoor spaces.

### PROS

- Reduced massing at street edges and intersection
- Lots of outdoor space and landscaping
- Retail space wraps street frontage of both streets
- Large ground floor amenity spaces

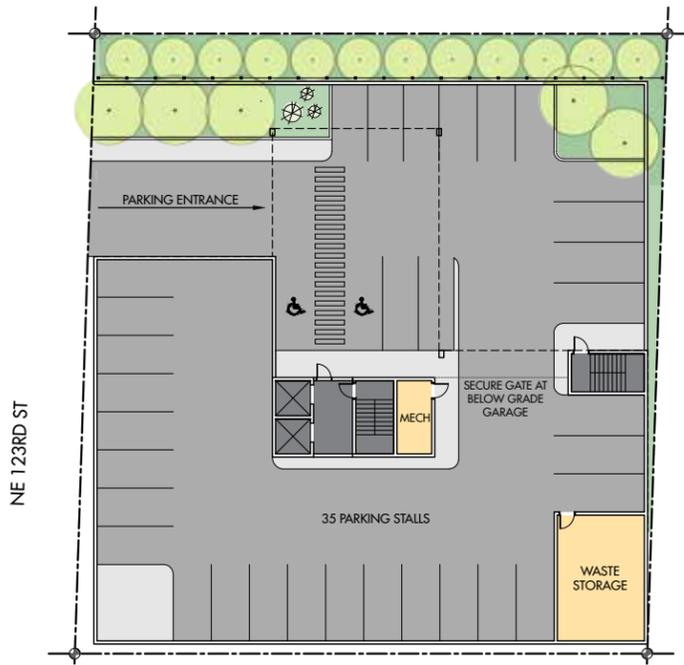
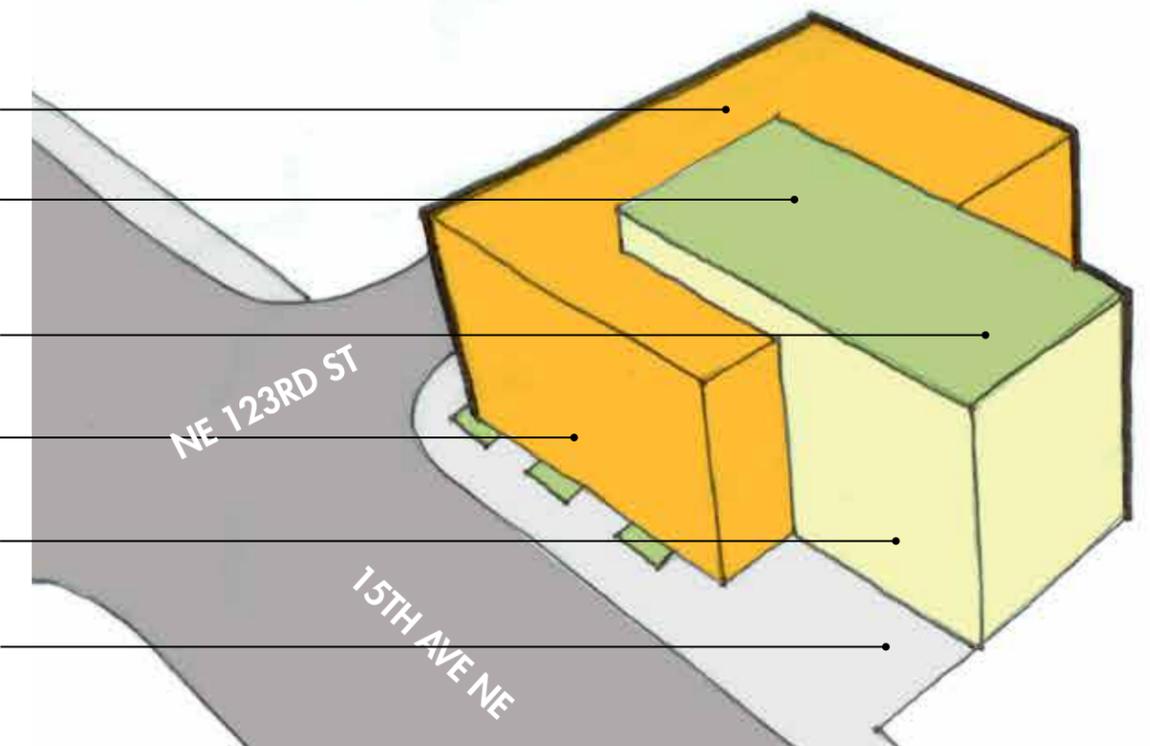
### CONS

- Requires departure along West property edge

### DEPARTURES:

- SMC 23.71.036: NC3 lot with 40' height limit abutting SF zone: Above a height of 30', wall length shall not exceed 80% of the length of the abutting lot line to a maximum of 60 feet.

- primary volume
- tall & narrow secondary volume creates courtyard along street edge
- roof deck
- street level retail
- residential entry
- entry courtyard



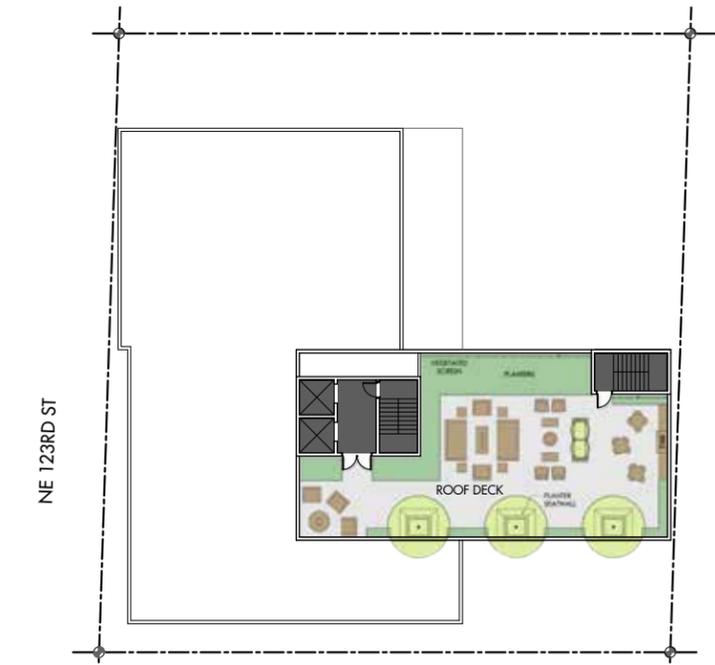
PARKING LEVEL



GROUND FLOOR PLAN



TYPICAL FLOOR PLAN



ROOF PLAN

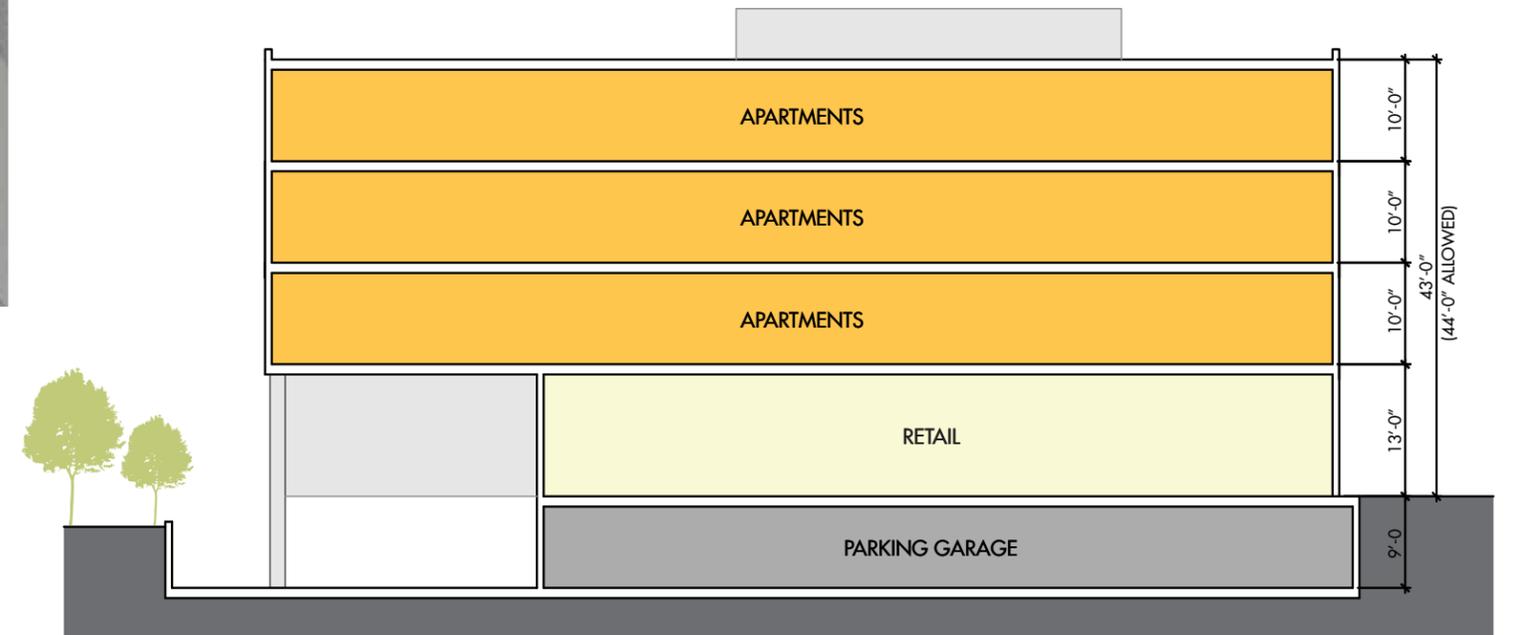
# DESIGN PROPOSAL MASSING CONCEPT 2



VIEW 2 AERIAL VIEW FROM WEST (REAR) OF SITE



VIEW 1 AERIAL VIEW FROM NE 123RD ST & 15TH AVE NE



SECTION

**DESIGN PROPOSAL** MASSING CONCEPT 2



**VIEW 3** FROM CORNER OF 15TH AVE NE & NE 123RD ST



**VIEW 4** LOOKING SOUTH ALONG 15TH AVE NE



**VIEW 5** LOOKING EAST ALONG NE 123RD ST



**VIEW 6** STREET VIEW LOOKING SOUTH ALONG 15TH AVE NE

# DESIGN PROPOSAL MASSING CONCEPT 3 (PREFERRED OPTION)

## CONCEPT 3

- Unit Count: 31 units
- Parking: 38 stalls
- Retail Space: 3,740 SF

The objectives of concept 3 are to provide the most livable unit design and create desirable outdoor spaces by activating the street with a dynamic, yet simple, design concept. This concept is a take on the traditional courtyard design, using two primary volumes and one small secondary volume connecting the two. The street-facing volume is rotated 5 degrees to gradually pull away from the street edge, creating a wide, active plaza space at the intersection. We take advantage of the full site on the street level above the parking garage, providing large amenity spaces, retail along the entirety of 15th Ave, and two small residential courtyards on the north and south of the site. A large courtyard between the two primary volumes above the first floor creates plenty of outdoor space for residents to enjoy. This concept also orients the longer dimension of each apartment to the exterior, providing more opportunities for windows throughout the apartment.

## PROS

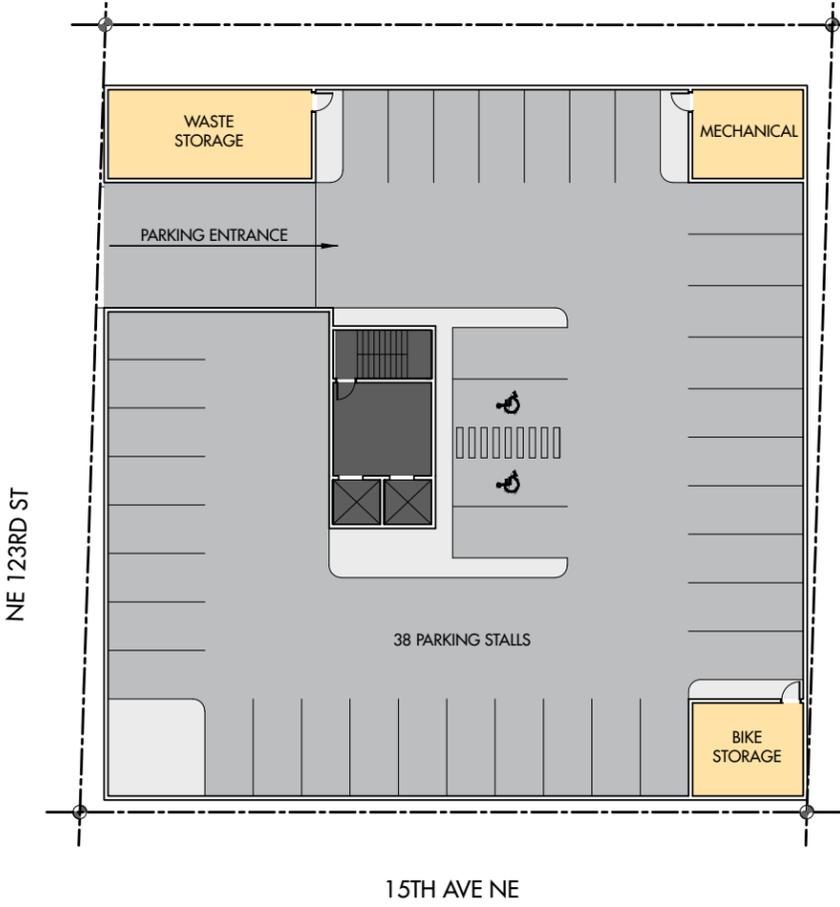
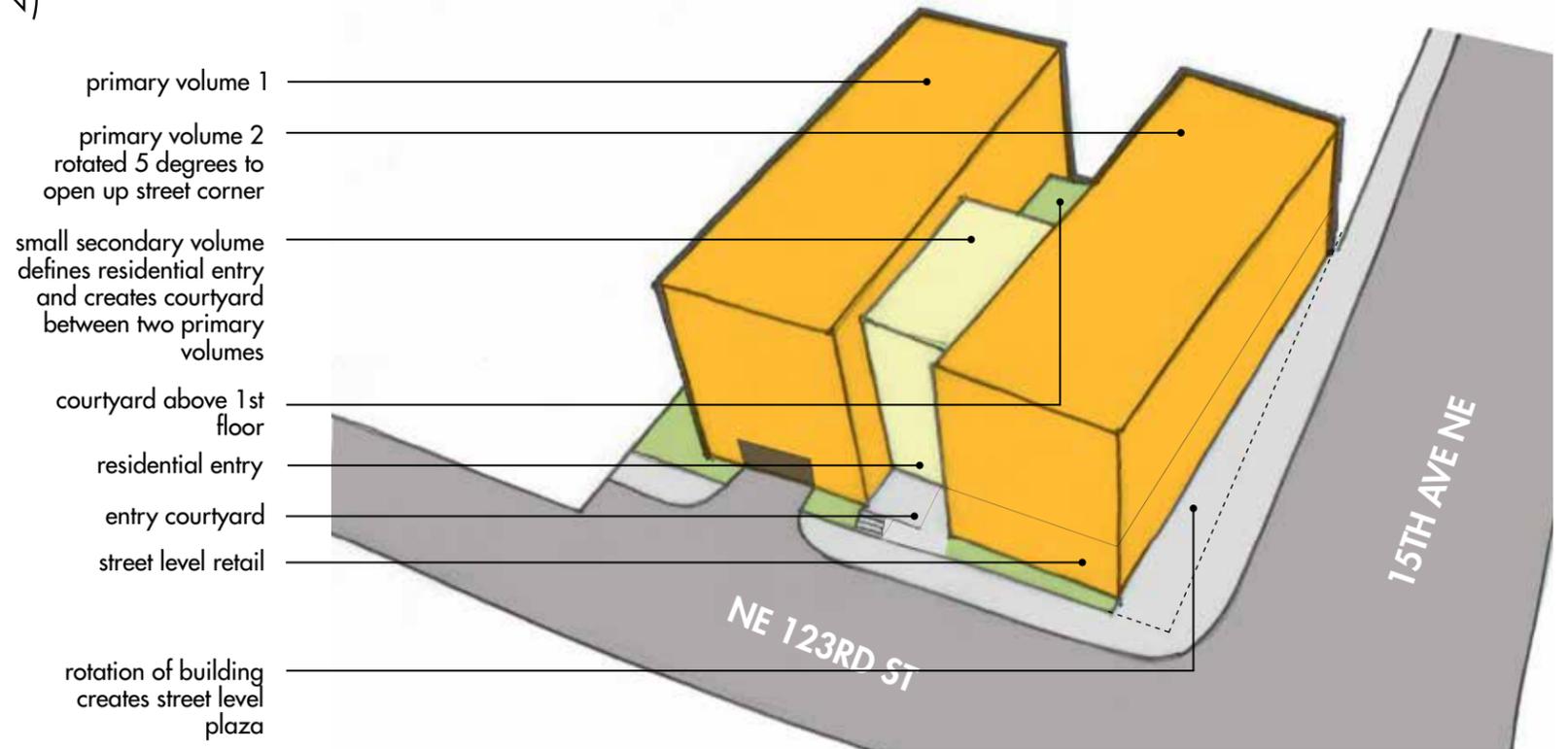
- Dynamic design activates street edge with wider plaza space
- Large interior courtyard for residents
- Abundant ground floor amenity spaces
- Apartment orientation allows more windows in units
- Retail along entirety of 15th Ave NE
- Parking concealed in below grade garage

## CONS

- More facade length along west property edge

## DEPARTURES:

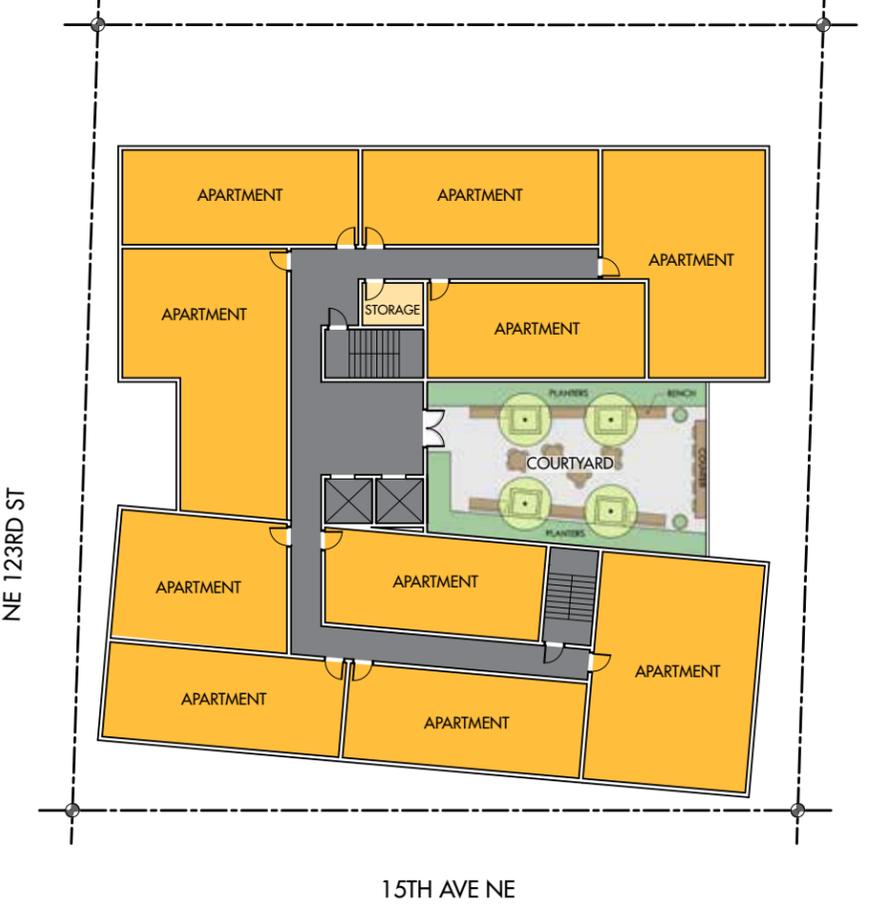
- SMC 23.71.036: NC3 lot with 40' height limit abutting SF zone: Above a height of 30', wall length shall not exceed 80% of the length of the abutting lot line to a maximum of 60 feet.



TYPICAL PARKING LEVEL

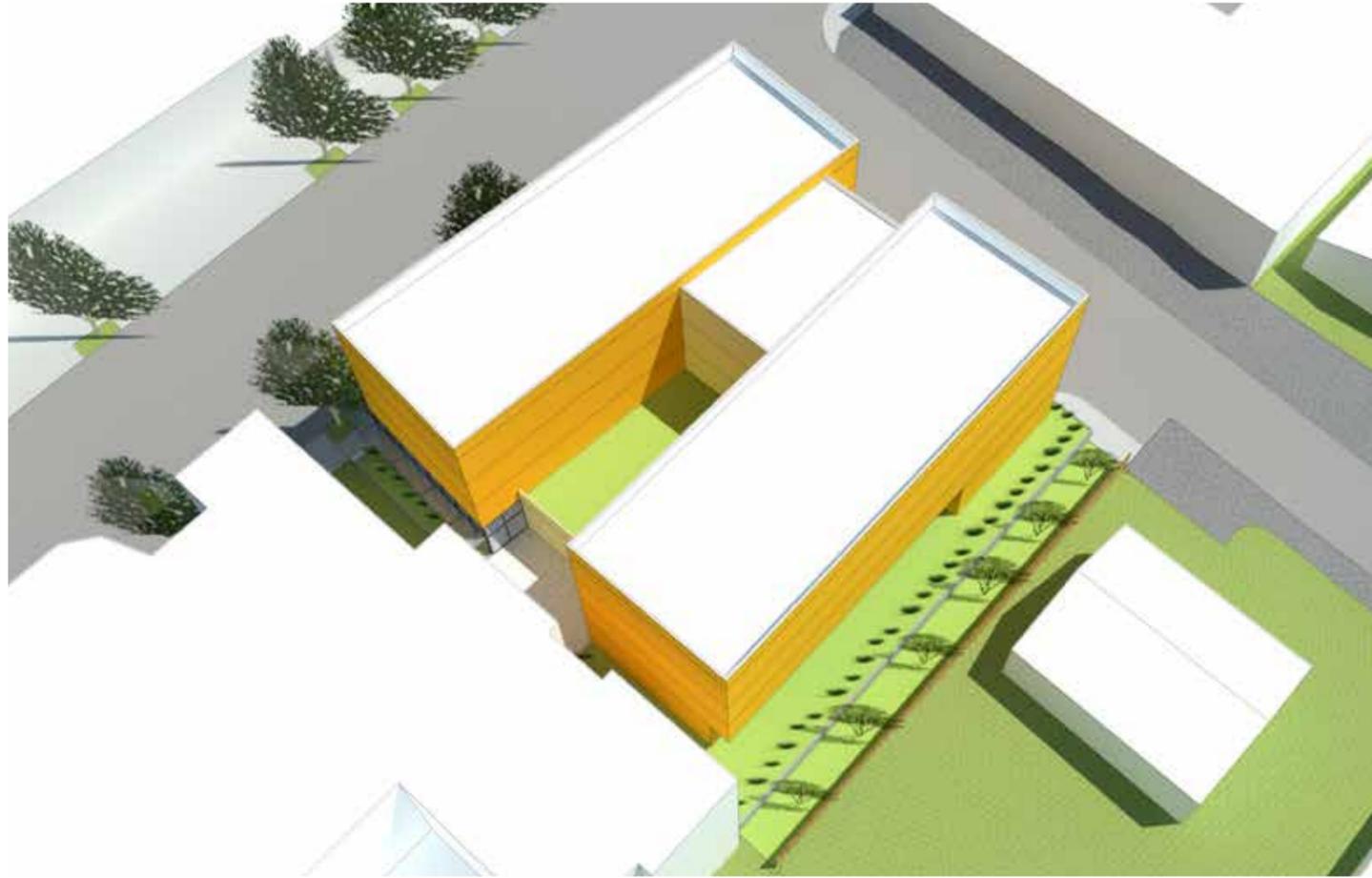


GROUND FLOOR PLAN



TYPICAL FLOOR PLAN

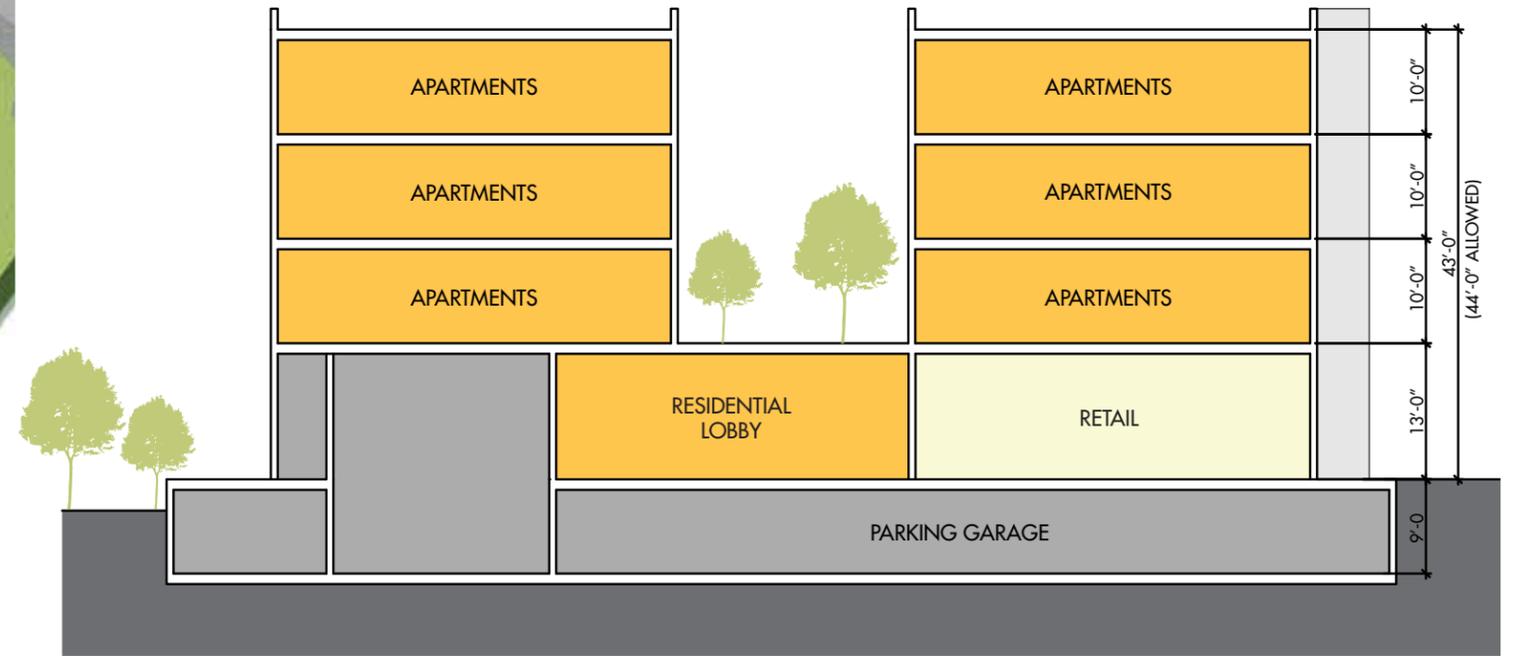
# DESIGN PROPOSAL MASSING CONCEPT 3 (PREFERRED OPTION)



VIEW 2 AERIAL VIEW FROM WEST (REAR) OF SITE



VIEW 1 AERIAL VIEW FROM NE 123RD ST & 15TH AVE NE



SECTION

# DESIGN PROPOSAL MASSING CONCEPT 3 (PREFERRED OPTION)



**VIEW 3** FROM CORNER OF 15TH AVE NE & NE 123RD ST



**VIEW 4** LOOKING SOUTH ALONG 15TH AVE NE



**VIEW 5** LOOKING TOWARDS RESIDENTIAL ENTRY



**VIEW 6** STREET VIEW FROM CORNER OF 15TH AVE NE & NE 123RD ST

# DESIGN PROPOSAL CONCEPT COMPARISON



## CONCEPT 1

### PROS:

- Strongly defined street corner
- Retail along both 15th + 123rd
- Live/work units provide flexibility
- Roof deck overlooks activity along 15th + 123rd
- Massing pulls away from single family zone to the west

### CONS:

- Surface parking is less desirable and will require screening
- Smallest retail square footage of all 3 concepts
- Smaller amenity spaces for residents

### DEPARTURES:

- None requested



## CONCEPT 2

### PROS

- Reduced massing at street edges and intersection
- Lots of outdoor space and landscaping
- Retail space wraps street frontage of both streets
- Large ground floor amenity spaces

### CONS

- Requires departure along West property edge

### DEPARTURES:

- SMC 23.71.036: NC3 lot with 40' height limit abutting SF zone: Above a height of 30', wall length shall not exceed 80% of the length of the abutting lot line to a maximum of 60 feet.



## CONCEPT 3 (PREFERRED OPTION)

### PROS

- Dynamic design activates street edge with wider plaza space
- Large interior courtyard for residents (private)
- Abundant ground floor amenity spaces
- Apartment orientation allows more windows in each unit
- Retail along entirety of 15th Ave NE
- Parking concealed in below grade garage

### CONS

- Requires departure along West property edge

### DEPARTURES:

- SMC 23.71.036: NC3 lot with 40' height limit abutting SF zone: Above a height of 30', wall length shall not exceed 80% of the length of the abutting lot line to a maximum of 60 feet.

# DESIGN PROPOSAL DEPARTURE DIAGRAMS

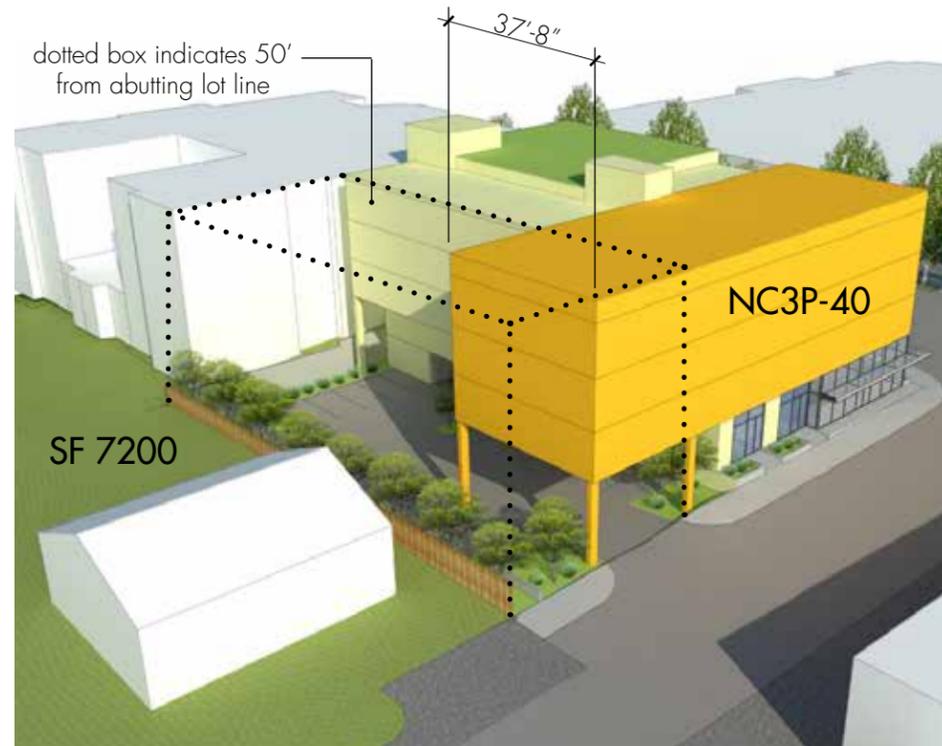
## DEPARTURE REQUESTED

### SMC 23.71.036: Maximum Width and Depth of Structures in Northgate Overlay District

- Applies to portions of a structure within 50' of lot line abutting less intensive residential zone
- When subject lot is NC3 with 40' height limit abutting SF zone: Above a height of 30', wall length shall not exceed 80% of the length of the abutting lot line to a maximum of 60 feet.

- Length of abutting lot line = 120'-3"
- $120'-3" \times 80\% = 96'-3"$
- 60' maximum allowed

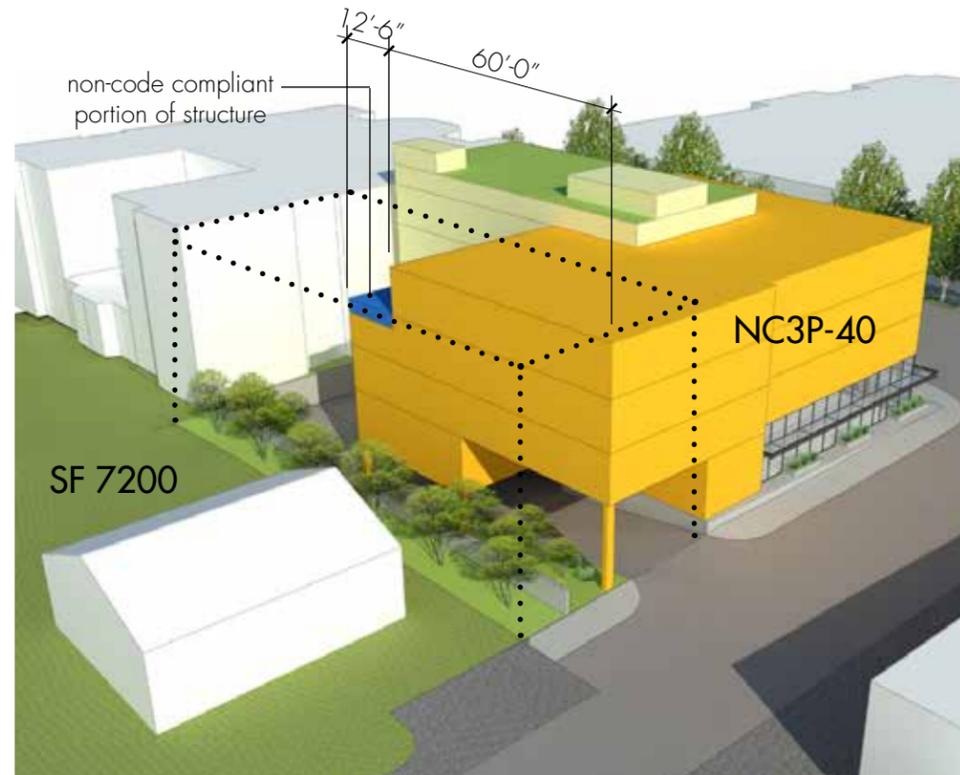
## CONCEPT 1



### CODE COMPLIANT

- No portions of structure exceed maximum allowed wall length.

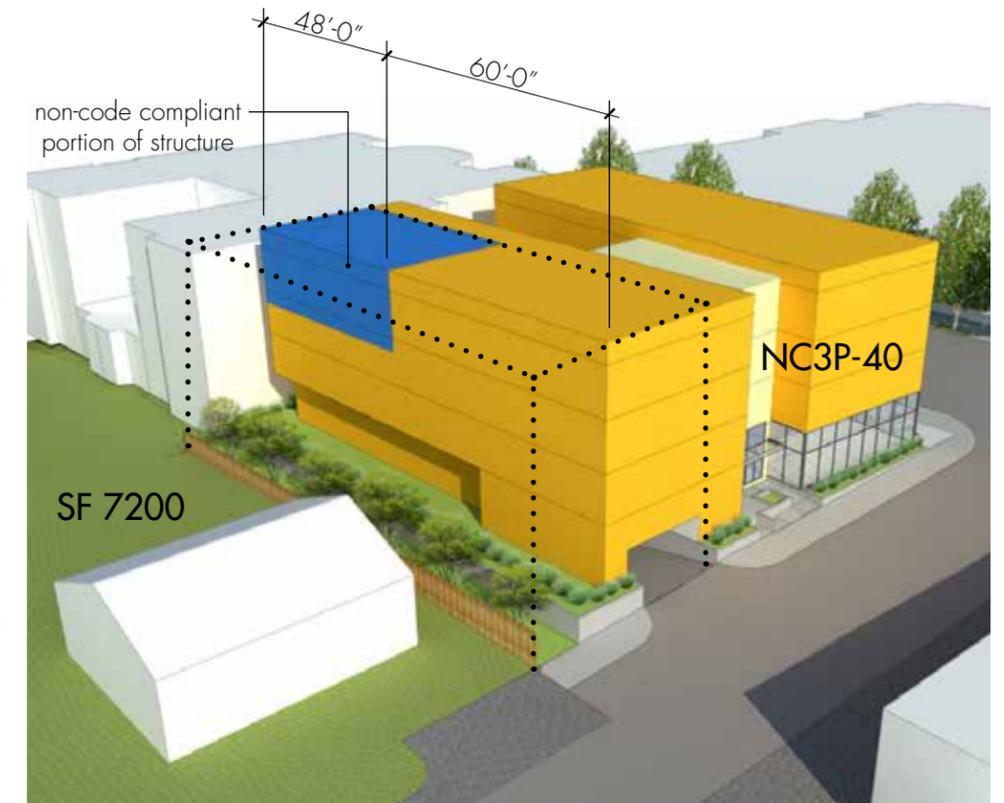
## CONCEPT 2



### DEPARTURE REQUESTED

- A small portion of the structure exceeds allowed maximum of 60'
- While massing on third floor is slightly wider than allowed, this will not create a huge impact on single-family home

## CONCEPT 3 (preferred)



### DEPARTURE REQUESTED

- A portion of the structure exceeds allowed maximum of 60'
- Landscape buffer will stretch entire width of residential zone line.

# DESIGN PROPOSAL SEASONAL SHADOW ANALYSIS



# DESIGN PROPOSAL SEASONAL SHADOW ANALYSIS



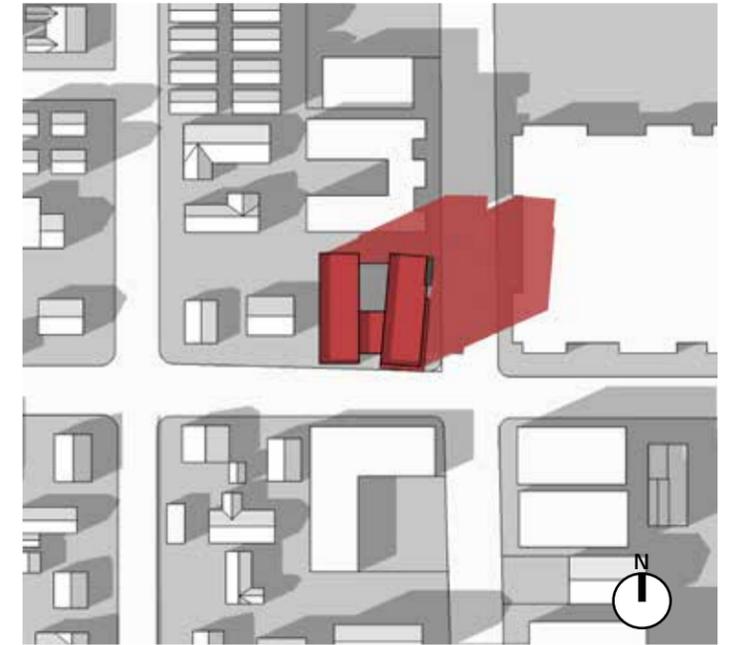
10 AM | AUTUMN EQUINOX  
September 23, 2015



12 PM | AUTUMN EQUINOX  
September 23, 2015



2 PM | AUTUMN EQUINOX  
September 23, 2015



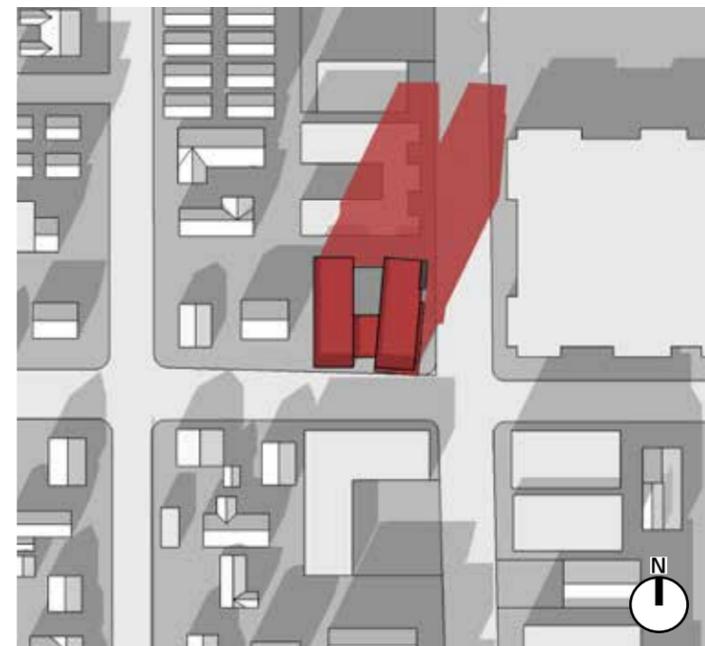
4 PM | AUTUMN EQUINOX  
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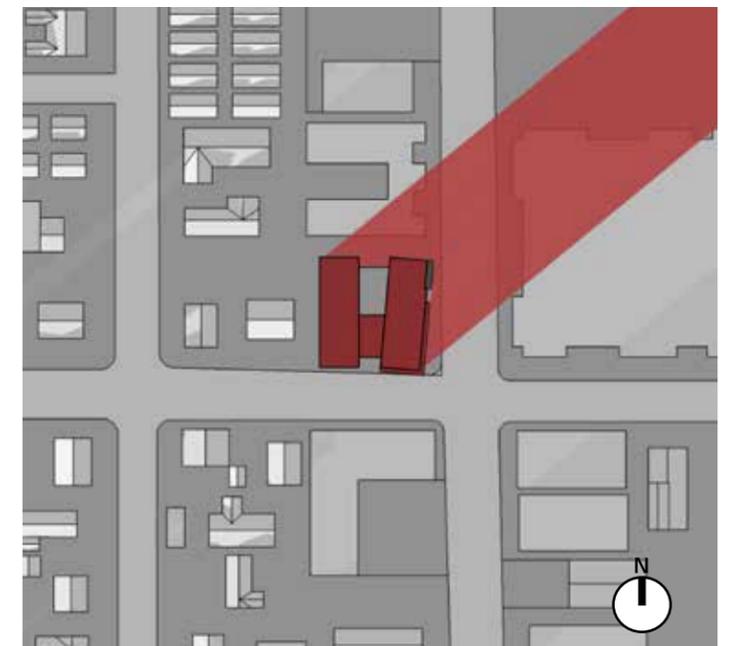
10 AM | WINTER SOLSTICE  
December 21st, 2015



12 PM | WINTER SOLSTICE  
December 21st, 2015



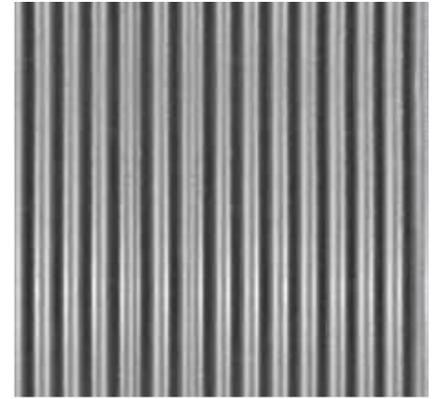
2 PM | WINTER SOLSTICE  
December 21st, 2015



4 PM | WINTER SOLSTICE  
December 21st, 2015

# SITE ANALYSIS DESIGN CONCEPTS

Development of the design of this project will consist of modulation at the street facade, design of glazing strategies, addition of decks, and material articulation to enhance the streetscape at the corner and along each street. Our proposed material palette consists of fiber cement siding with accents of wood and metal. Pops of bright color will add a vibrancy to the massing and modulation. Massing, modulation, and materials will work together to generate a thoughtful and engaging experience for pedestrians along the street edge and high quality of life and outdoor space for residents of the building.



CORRUGATED METAL ACCENTS



FIBER CEMENT PANEL SIDING



RED CEDAR ACCENTS

# DESIGN PROPOSAL LANDSCAPE INSPIRATION



The intent of the landscape design at ground level is to provide streetscape amenities to be enjoyed by residents, retail customers and passers-by. At the upper levels, a rooftop deck or courtyard level will be available to residents as a community and social space.

At street level, the two existing street trees will be protected and retained. Additional planters associated with the building entry and facades, along with surface parking planting- engage pedestrians and soften the hard surfaces.

At the rooftop and courtyard level, a series of paved outdoor rooms will allow for small to medium sized gatherings in various seating and dining areas. These spaces will be defined by above-grade planters, green wall elements, and changes in paving material. The planters will be deep enough to accommodate groundcovers, small shrubs and small trees. The three concepts include various elements such as barbecue grills, seating counters, freestanding fire pits, and a range of seating types. All of the planted landscape features on the project will contribute to meeting or exceeding Seattle Green Factor requirements.