

PULTE 2 DEGREES

11762 AURORA AVE N | SEATTLE, WA 98133

EARLY DESIGN GUIDANCE 2 | SDCI #3036031-EG | 12 JULY 2021 (MEETING DATE)

APPLICANT

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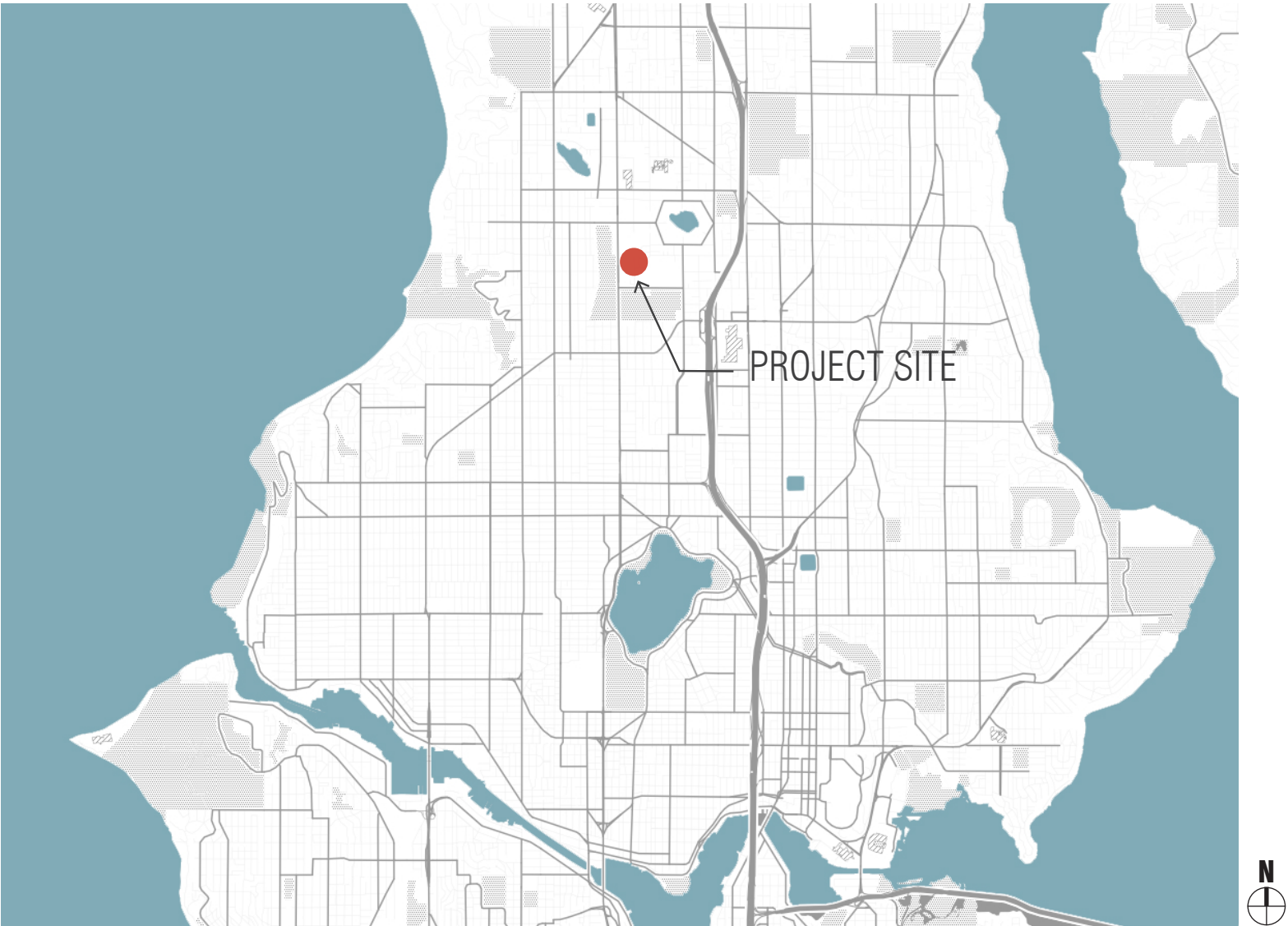


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PROJECT INFORMATION

PULTE 2 DEGREES

ADDRESS: 11762 AURORA AVE N, SEATTLE, WA 98133

SDCI PROJECT NUMBER: 3036031-EG

TOWNHOUSES

NUMBER OF RESIDENTIAL UNITS: 118 - 121

NUMBER OF PARKING STALLS: 152-157 (118-121 ENCLOSED GARAGE,34-36 SURFACE)

TOTAL BUILDING AREA: 182,300 GSF - 196,000 GSF

MIDRISE BUILDING

NUMBER OF RESIDENTIAL UNITS: 120

NUMBER OF PARKING STALLS: 156-161 (100 - 147 BASEMENT GARAGE, 14 - 56 SURFACE)

TOTAL BUILDING AREA: 224,900 GSF

OVERALL BUILDING AREA: 407,200 GSF - 420,900 GSF

PROJECT OBJECTIVE

The applicant’s objective is to positively contribute to the existing urban fabric in the growing Bitter Lake Urban Village. The ultimate goal of this project is to create a contextually responsive and inviting community that transitions between the busy Aurora Ave N commercial strips and the single-family residences of the adjacent residential neighborhood. The site is uniquely cradled between a variety of light industrial (north), commercial (west/south), and single-family residential properties (east) in the Bitter Lake Urban Village.

The applicant proposes to transform an existing golfing range with a mix of modern townhouses, midrise buildings and improved site features with frontage along a partially improved undeveloped Stone Ave N right-of-way.

The project will provide long standing and aesthetically pleasing 3-story townhouses and 5-story midrise buildings that will establish a level of design quality and urban form that is pedestrian friendly and provides access to open spaces, including an improved landscape, paved pedestrian/bike path, and stormwater detention facility within the undeveloped Stone Ave N right-of-way.

Specifically, the design proposes to achieve the following:

- Transform an underdeveloped lot and, in doing so, providing a variety of new housing opportunities within the Bitter Lake Urban Village and Aurora Ave N corridor while improving neighborhood security.
- Enhance an existing undeveloped Stone Ave N right-of-way with known drainage and water detention issues to be a landscaped public amenity for the community.
- Provide a variety of quality landscaped open spaces.
- Inhabit the site in a neighborly fashion by limiting height, bulk, and scale relative to what is allowed on the lot by code, easing transition between adjacent zones.



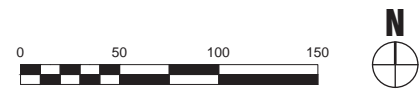
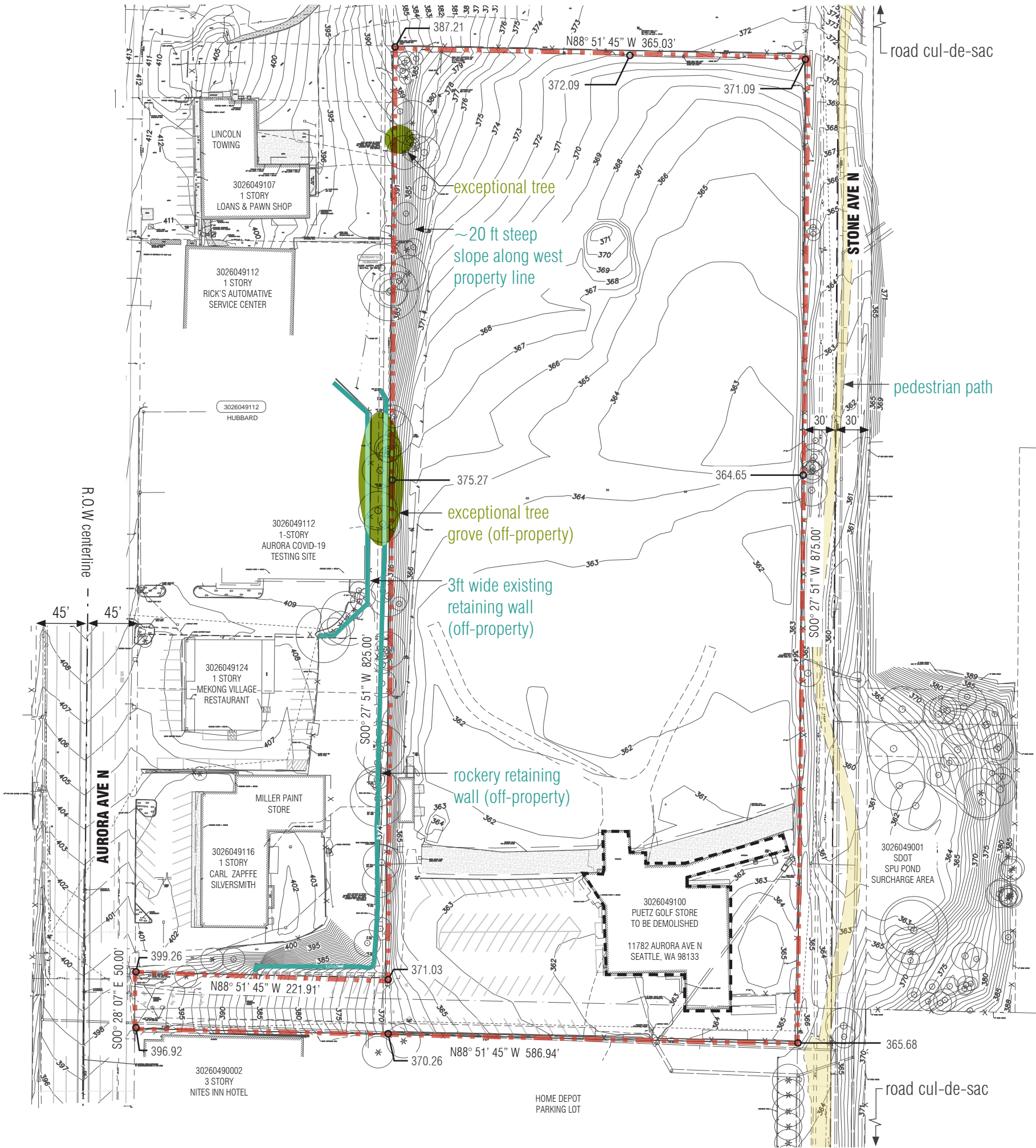
AERIAL PERSPECTIVE VICINITY MAP



PROPERTY SUMMARY & SURVEY

The site primarily fronts Stone Ave North to the east with a flag-shaped leg entry from Aurora Ave N from the southwest. The site is currently occupied by a 311,538 sf golf driving range and store zoned C1-75(M). The topography steeply slopes up approximately 20’ at the western property line. See Arborist Report for location of Exceptional Trees on site.

Project Addresses	11762 Aurora Ave N, Seattle, WA 98133
Parcel Numbers	302604-9100
Legal Descriptions	W 365 FT OF E 395 FT OF W 1/2 OF NW 1/4 OF NE 1/4 LESS N 480 FT ALSO POR OF W 1/2 OF W 1/2 OF NE 1/4 LY BETWN LNS PLW & 630 FT & 680 FT N RESPECTIVELY OF S LN OF NW 1/4 OF SW 1/4 OF NE 1/4 LESS CO RD LESS STATE HIWAY
Present Use	Amusement/Entertainment (Golf Driving Range/Open Space)
Year Built	1955 (to be demolished)
Building Area	16,376 SF (to be demolished)
Zoning	C1-75 (M)
Zoning Overlay	Bitter Lake Village (Hub Urban Village)
Infiltration Evaluation	Required
Parking Flexibility Area	Yes
Parcel Area	330,568 SF (7.59 ac) per Alta Survey 10/13/2020
FAR Limit	FAR Limit: 5.5 5.5 x 330,568 SF = 1,818,124 SF max building area



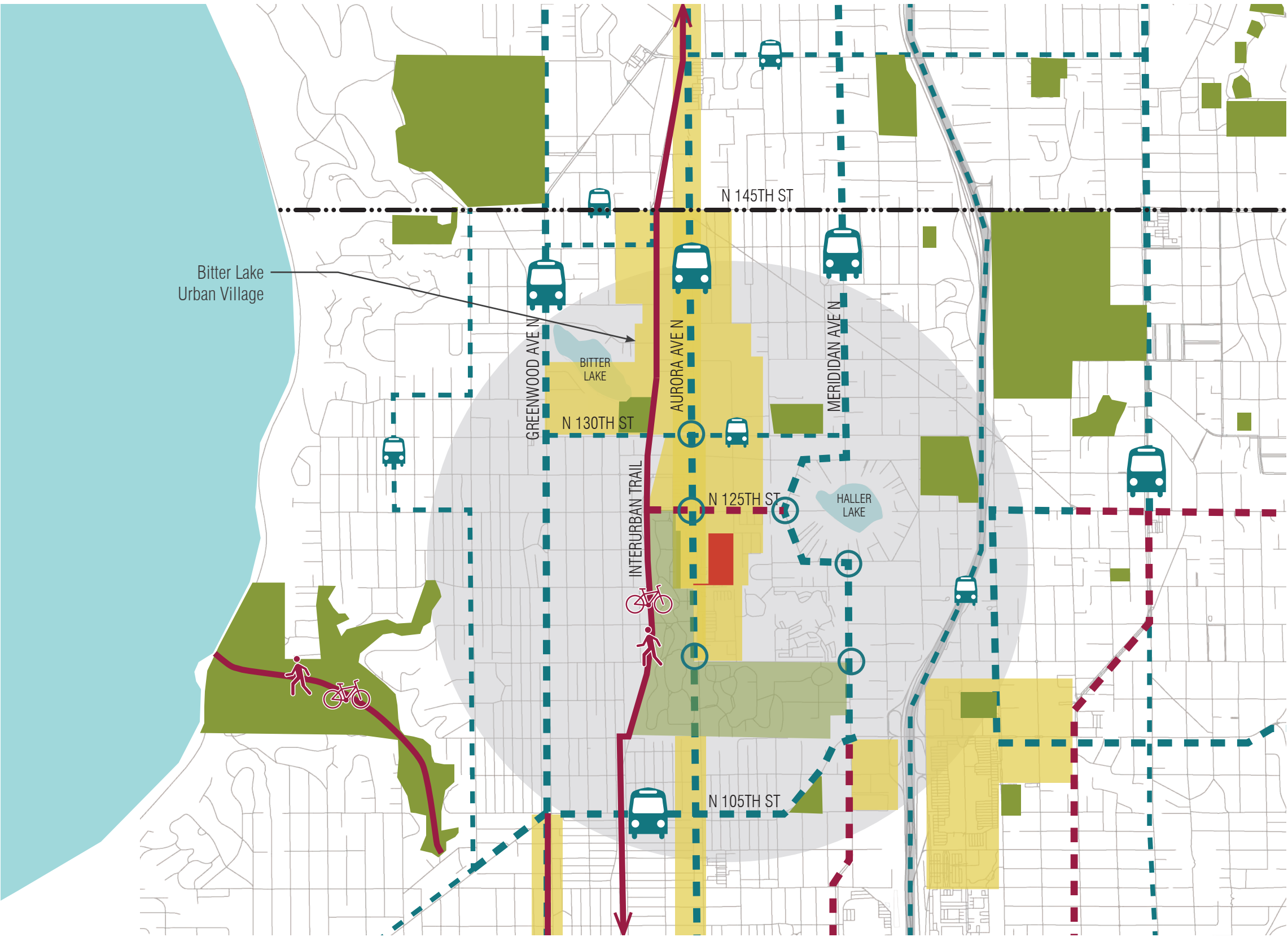
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EXISTING URBAN PATTERN

The site is located on the southern edge of the Bitter Lake Village Hub Urban Village, just east of Highway 99 (Aurora Avenue N) and west of Haller Lake. Interstate I-5 is located approximately 1 mile east of the site, just west of Northgate. The site has a high level of bus connectivity, due to its proximity to Aurora Avenue N, and is within blocks of the Interurban Trail; a 24-mile pedestrian trail that runs between Seattle and Everett. Additional outdoor amenities include the Bitter Lake Playfield, Carkeek Park along the waterfront, Haller Lake, and two nearby golf courses.

There is an existing pattern of big box stores and strip mall development in the immediate vicinity along Aurora Ave N. Additionally, Northgate Mall also includes many shopping and dining options.

- Site
- 20 - Minute Walkshed
- Public Park
- Cemetary
- Body of Water
- Areas of Interest (Commercial, Dining, Shopping, Bitter Lake Village Hub Urban Village)
- Major Bus Route
- Minor Bus Route
- Multiuse Trail
- Bike Lane on Street
- Street
- City Boundary
- Bus Stops Near Project



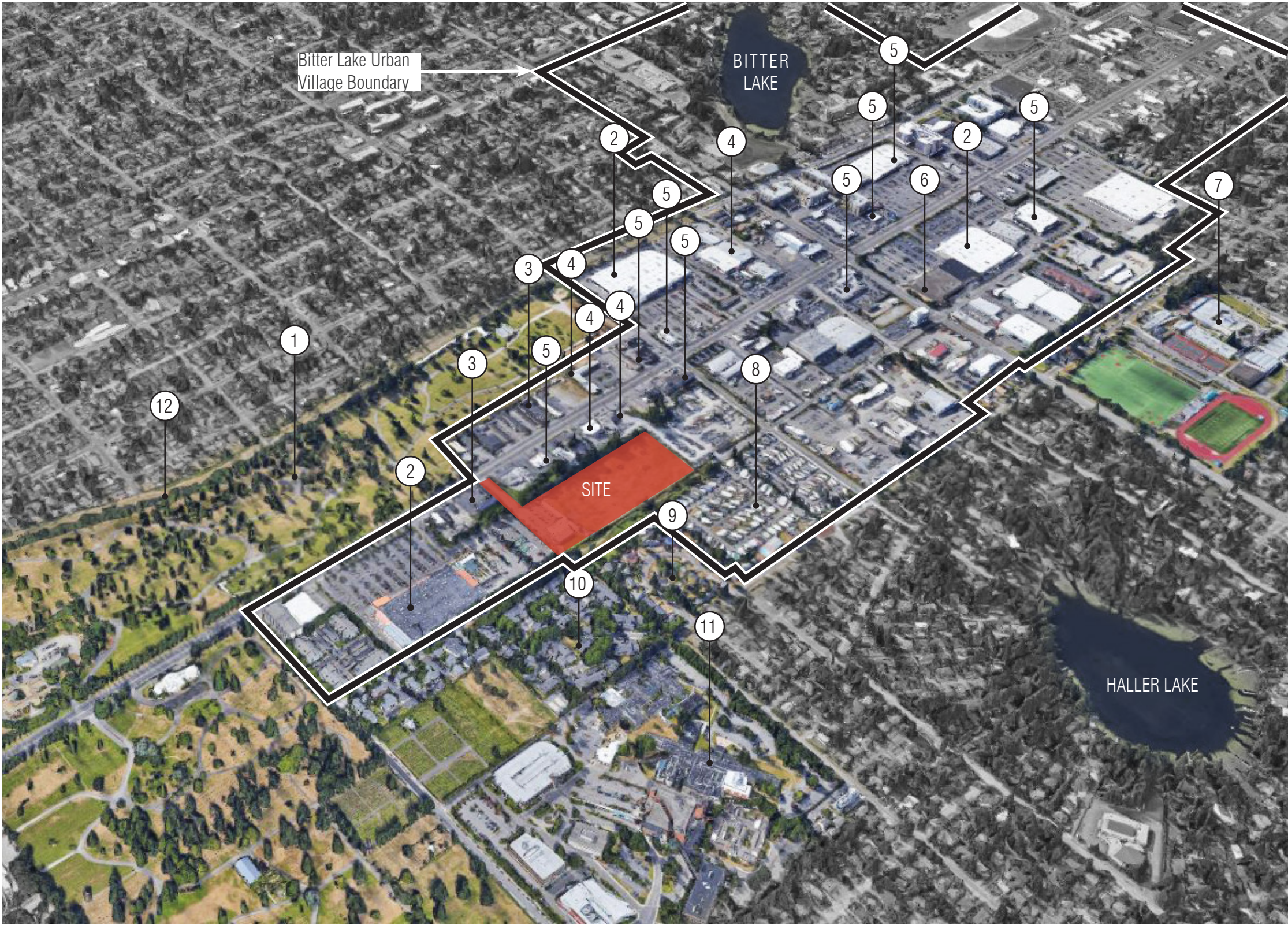
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CONTEXT ANALYSIS

NEIGHBORHOOD POINTS OF INTEREST

This project site lies east of Aurora between the commercial corridor and Halcyon mobile home park. A retail and commercial corridor lines both sides of Aurora Avenue and consists mainly of big-box-anchored retail shopping centers with a variety of restaurants, retail shops, automobile service centers, and motels scattered in between. UW Medicine’s Northwest Hospital and Medical Center, a major employer in the area, is situated on a 33-acre campus southwest of the site.

Outdoor public space and recreation opportunities include Northacres Park and Haller Lake to the northeast, and the 144-acre Evergreen Washelli Memorial Park, Seattle’s largest cemetery, to the south and west.

Aside from the above mentioned points of interest, the surrounding area is mainly single-family residential with a handful of religious institutions and schools.





1 CEMETARIES

8 min. 5 min.

- Cemetaries are located to the South and East side of the project site



2 BIG BOX STORES

VARIES VARIES

- Lowes is located North of the site and Home Depot is adjacent to the project site at the South



3 HOTELS

VARIES VARIES

- Several hotels can be found along Aurora Ave N. both North and South of the site



4 AUTOMOTIVE SERVICE

VARIES VARIES

- Services range from tire centers to automotive repair



5 COMMERCIAL

VARIES VARIES

- Dining, Gas, Fitness, Coffee, Convenience, Auto Sales



6 GROCERY STORE

VARIES VARIES

- Closest grocery store to site
- Ample parking available



7 INGRAHAM HIGH SCHOOL

30 min. 11 min.

- School located off of N.135th St



8 HALCYON MOBILE HOME PARK

5 min. 2 min.

- Located adjacent to the property site at the East along Stone Ave



9 SINGLE FAMILY RESIDENTIAL

VARIES VARIES

- Majority of development East and West of the site



10 LOW-RISE MIDRISE RESIDENTIAL

6 min. 4 min.

- Several apartment complexes are located off of Stone Ave N, south of the project site



11 UW MEDICAL CENTER NORTHWEST

13 min. 7 min.

- UW Medical campus including internal medicine and other specialized departments



12 INTERURBAN TRAIL

8 min. 5 min.

- North Seattle Church

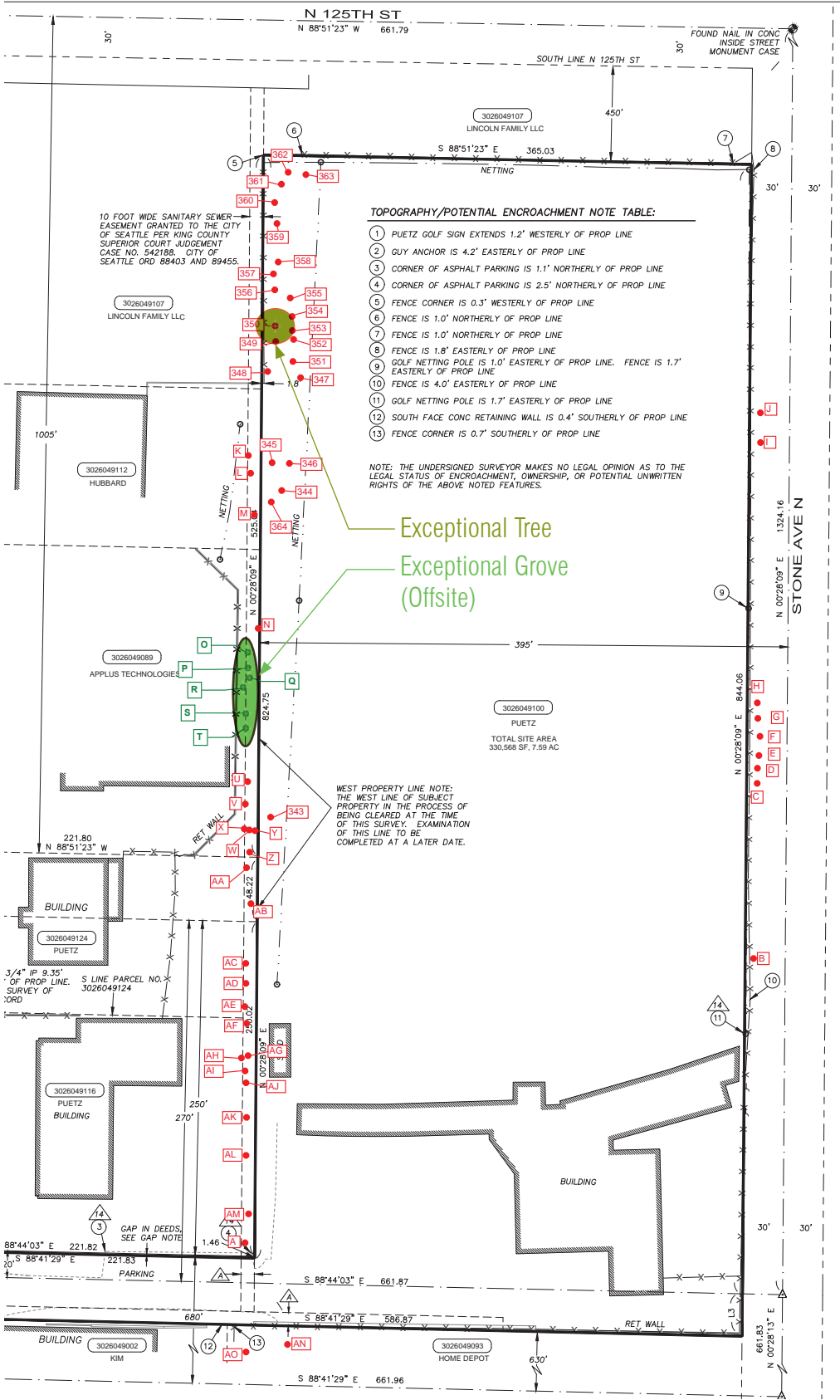
ARBORIST REPORT FINDINGS

The Preliminary Arborist Report created by Tree Solutions Inc., dated August 11, 2020, details the trees currently onsite and offsite. The arborist inventoried and assessed 22 on-site trees and 41 trees off-site, the majority of which were along the west property edge. There are 17 off-site Exceptional Trees and One on-site Exceptional Tree that meet the City of Seattle Exceptional Tree Criteria. One Exceptional Tree Grove (8 or more trees each with a diameter measuring 12” or greater, with continuously overlapping canopies) was found off-site and it includes trees with overhanging canopies.

The west edge of the property contains all the categorized Exceptional Trees and the Grove, all of which overhang the property line and are located along a steep slope. The east property line includes existing trees that may be removed to accommodate a larger detention pond in the Stone Ave N right-of-way and non-motorized trail.

Tree 350 is an exceptional Pacific Madrone (*Arbutus menziesii*) located immediately adjacent to the western property line with branches that are growing through the protective nylon netting for the driving range.

Our design options propose the removal of the exceptional Pacific Madrone to enable the primary vehicular driveway to be at the perimeter of the site to prioritize pedestrian and active transportation throughout the community. See EDG2 Option 1 “Commons” on page 16 and EDG2 Option 2 “Promenade” on page 22.



EXCEPTIONAL TREE: PACIFIC MADRONE (#350)

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ZONING

The site is in a strip of Commercial Zoned lots that line Aurora Ave N located within the Bitter Lake Village Hub Urban Village. The site is zoned C1-75 (M) and is surrounded by other C1-75 zoned lots in all directions. Commercial parcels span several blocks to the north and south, while the parcels transition to Low-Rise and Single-Family Zones several parcels over to the east and west of the site.

ALLOWED USES & HEIGHTS

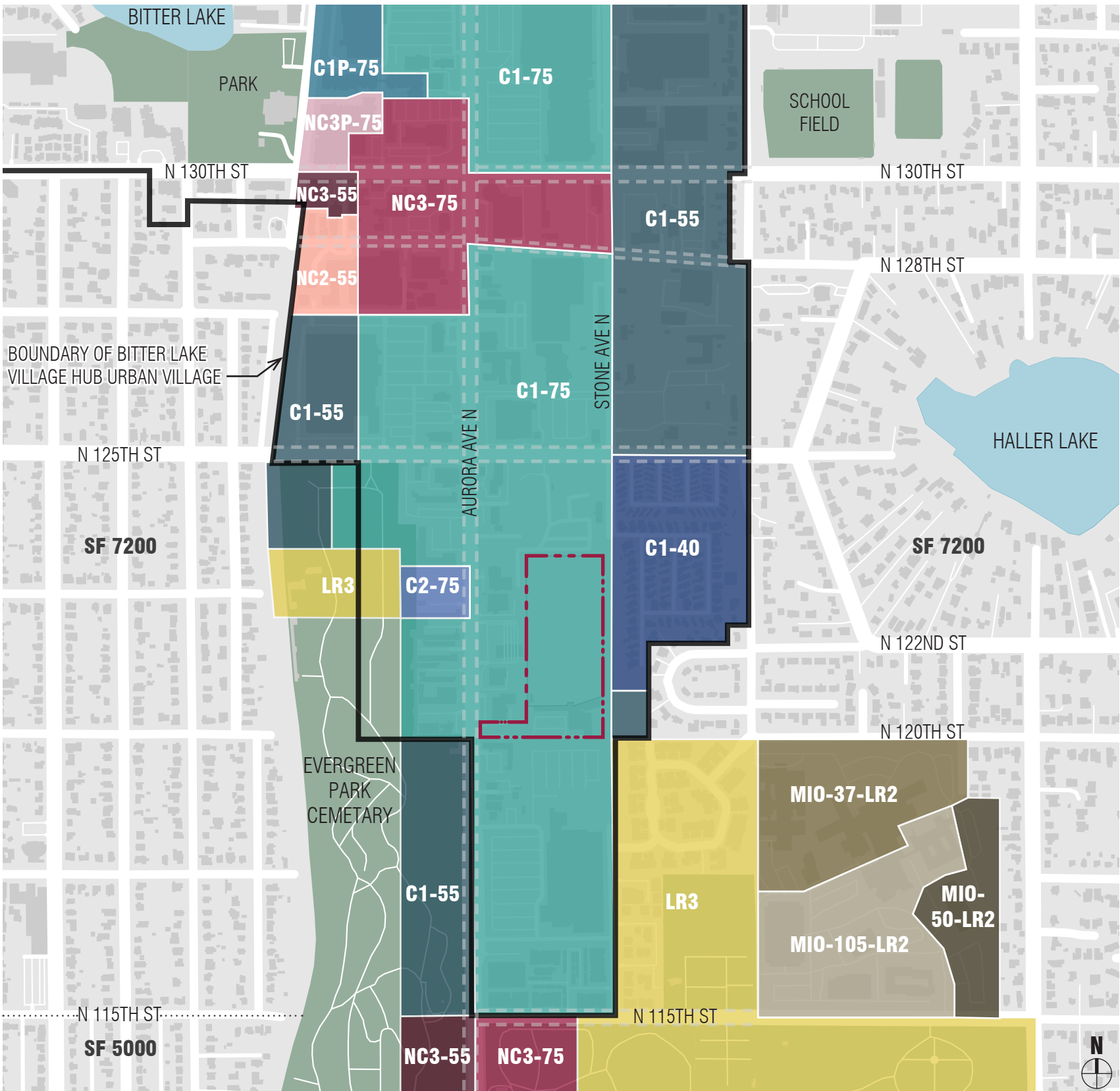
Commercial Zones C1-40 - C-75 allow for height limits ranging between 30' - 75', depending on locational criteria. Floor Area Ratio limits ranging between 2.5 and 5.5. Landscaping is required to have a Green Factor score of 0.30 or higher. Amenity Area equal to 5% of lot area required. All street-front street-facing buildings must have commercial use. However, residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façades. For structures that contain residential uses in C Zones, 60% of the street-facing façade must be transparent and have a floor-to-floor height of at least 13'. There are no minimum requirement for nonresidential or residential uses in an Urban Village with frequent transit. No setbacks are required in a C1-75 zone, except for zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.

Neighborhood Commercial Zones NC2-55 - NC3-75 allow for height limits ranging between 40' - 95', depending on locational criteria. Floor Area Ratio limits ranging between 3.0 and 5.5. Landscaping is required to have a Green Factor score of 0.30 or higher. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use. All street-front street-facing buildings must have commercial use. Live-work units are permitted outright and considered commercial use. Residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing façade depending on locational criteria. Where the floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. For structures that contain residential uses in NC Zones, 60% of the street-facing façade must be transparent and have a floor-to-floor height of at least 13'. There are no minimum requirement for nonresidential or residential uses in an Urban Village with frequent transit. Setbacks are dependent on locational criteria and the height of the building. For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.

Low-Rise Zones LR3 allow for a building height of 40' for townhouses and apartments. Floor Area Ratio limit ranges from 1.4 to 1.8. Landscaping is required to have a Green Factor score of 0.6 or higher. Amenity Area equal to 25% of lot area required.

Single Family Zones SF 7200 shall not exceed a lot coverage limit of 35% of the lot area. Building heights to 35', depending on the width of the lot. One parking space per dwelling unit is required and must be located in the structure or the rear or side yard. Typical building setbacks are 20' front yard, 25' rear yard, 5' side yard.

Legend for zoning map showing various zones and their corresponding colors and symbols.



MAXIMUM BUILDING VOLUME

ZONING: MHA C1-75 (M)



75' Base Height Limit

Parapets May Extend 4' Above Height Limit

Rooftop Features Up To 16' Above Height Limit; 25% of Roof Area Maximum

0' Minimum Rear Setback

5.5 FAR = 5.5 Stories if Site is Fully Built Out

Portions Above 65' Must Be Set Back From a Front Lot Line an Average of 8'

0' Minimum Side Setback

0' Minimum Front Setback

Residential Uses to Occupy no more than 20% of Street-Level, Street-Facing Facade

SMC SECTION	PROVISION
23.47A.004	PERMITTED USES Residential Uses + Live/Work Units
23.47A.004.G.3	LIVE/WORK UNITS In Bitter Village Hub, live-work units shall not occupy more than 20 percent of the street-level street-facing façade. Except where expressly treated as a residential use, live-work units shall be deemed a nonresidential use.
23.47.005.C.1.b	STREET-LEVEL USES Residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street facing facade
23.47A.008	STREET LEVEL DEVELOPMENT STANDARDS For Structures that contain Residential uses in C Zones: - Blank facades limited to 20’ in width between 2’ & 8’ above the sidewalk; total of all blank facades may not exceed 40% of façade width. - Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. - Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
SMC 23.47A.008.D.2	RESIDENTIAL ALONG STREET-LEVEL - The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. (exceptions can be granted) - At least one of the street-level street-facing facades shall have a visually prominent pedestrian entry - The floor of a dwelling unit located along the street-level street-facing façade shall be at least 4’ above or below sidewalk grade or be set back at least 10’ from the SIDEWALK. (Exceptions are possible)
23.47A.008.E	LIVE/WORK UNITS - The portion of each live-work unit must be a minimum of 300 square feet and must be located between the street and the residential portion of the live-work unit. - The non-residential portions of the unit shall extend the width of the street-level, street-facing facade, shall extend a minimum depth of 15 feet from the street-level, street-facing facade, and shall not contain any of the primary features of the residential (live) portion of the live-work unit. - Each live-work unit must have a pedestrian entry on the street-facing facade that is designed to be visually prominent and provide direct access to the non-residential portions of the unit
23.47A.012	STRUCTURE HEIGHT - 75’ feet base height limit - Additional 4’ allowed for parapets: 79’ - Additional 16’ allowed for stair & elevator penthouses: 91’
23.47A.013 23.47A.017	FLOOR AREA RATIO (FAR) - 75’: 5.5 - Parking that is within or covered by a structure or portion of a structure and that is within a story that is not underground shall be included in gross floor area calculations.
23.47A.014	SETBACKS - Front (south): Zero feet - Side (west & east): Zero feet - Rear (north): Zero feet

SMC SECTION	PROVISION
23.47A.014.C.1	- For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.
23.47A.014.G.5.a	- Fences, freestanding walls, and other similar structures 6 feet or less in height above existing or finished grade, whichever is lower, are permitted in required setbacks. The 6-foot height may be averaged along sloping grade for each 6-foot-long segment of the fence, but in no case may any portion of the fence exceed 8 feet.
23.47A.016	LANDSCAPING - Green factor: 0.30 - Street trees are required. Existing street trees shall be retained unless approved by Director of Transportation. - If a lot borders an unopened right-of-way (Stone Ave N) the Director may reduce or waive the street tree requirement along that. - 87 parking spaces = 2,175 sq ft minimum required landscape area. (Required landscape area = 25 sq ft per parking space.)
23.47A.016 Table A	
23.47A.024	AMENITY AREA - 5% of the total gross floor area in residential use - Bioretention facilities qualify as amenity areas - Common amenity areas shall have a minimum horizontal dimension of 10ft and no less than 250 sf in size.
23.47.032	ACCESS TO PARKING - When a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line, for purposes of this section only. Director has indicated Stone Ave N is preferred. - Access is permitted from the street, and limited to one two-way curb cut. - 3 Curb cuts permitted if street frontage of lot is between 240’-360’ (Current: 300’)
23.54.030	
23.54.015	AUTOMOBILE PARKING - (Table A) No minimum requirement for nonresidential uses in Urban Village with Frequent Transit - (Table B) No minimum requirement for residential uses in commercial zones within Urban Villages with Frequent Transit
23.54.015	BICYCLE PARKING - (Table D) 1 space per dwelling unit for midrise structures, None required for single family structures.
23.54.030	PARKING SPACE AND ACCESS STANDARDS - When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles (maximum). The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category - Townhouse Units = large vehicle minimum required
23.54.040	SOLID WASTE AND RECYCLABLES Residential uses: 51-100 dwelling units = 375 sf plus 4sf for each additional unit above 50 60 dwelling units (each midrise structure) = 415 sf x 2 midrise structures =830sf
23.58C.040	AFFORDABLE HOUSING - PAYMENT OPTION M – Low Area (Outside Downtown) = \$8.11/sf (RESIDENTIAL) until 2/28/2022 M – Low Area (Outside Downtown) = \$8.11/sf (COMMERCIAL) until 2/28/2022
23.58C.050	AFFORDABLE HOUSING - PERFORMANCE OPTION M – Low Area (Outside Downtown) = 5% (RESIDENTIAL) M – Low Area (Outside Downtown) = 5% (COMMERCIAL)

STREET LEVEL CONNECTION

PL2-B2 - LIGHTING FOR SAFETY

Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL3-A1d - INDIVIDUAL ENTRIES TO GROUND-RELATED HOUSING

Should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

PL3-B1 - SECURITY AND PRIVACY

Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

PL3-B2 - GROUND-LEVEL RESIDENTIAL

Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1, design strategies include:

- a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries;
- b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and
- c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy.

DC1-C2-C3 - MULTIPLE USES

Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in midrise projects.

DESIGN GUIDELINE RESPONSE (PL2-B2, PL3-A1d, PL3-B1, PL3-B2, & DC1-C2)

Facing the townhouse entries around courtyards provide opportunities for interaction with the immediate neighbors. The entry experience is a layered sequence of public and private gathering spaces mixed with landscaping to provide a natural separation between the public and private realms while also providing warmth and texture. The entry sequence will provide articulation, lighting and other pedestrian scaled elements to create a safe and inviting environment.

The driveways are designed as woonerfs, or ‘shared-use’ spaces to separate general vehicular from localized unit-access traffic while emphasizing a pedestrian priority throughout the townhouse community. The woonerfs will be designed to slow traffic and emphasize pedestrian use through narrowing street widths where sensible and using pedestrian scaled paving patterns. The separation will create a seamless transition for a pedestrian to find their way to all parts of the site safely including the non-motorized path along Stone Avenue North.



MASSING & MATERIALITY

DC2-C2 A1. 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. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

DC2-B1. FAÇADE COMPOSITION

Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.

DC2-C1 VISUAL DEPTH AND INTEREST

Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.

DC2-D1 HUMAN SCALE

Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

DC4-A1 - EXTERIOR FINISH MATERIALS

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

DESIGN GUIDELINE RESPONSE (DC2-C2, DC2-B1, DC2-C1, DC2-D1 & DC4-A1)

The intention is to utilize gable roof forms to articulate rhythm and to help imply individual unit makeup. The proposed building forms match the scale of the adjacent buildings, bridges, and transitional zones between surrounding uses. We will utilize site elements, landscaping and breaks in plane to break up our facades to create visual interest and depth. Blank walls will be minimized with decks, awnings, landscape elements and other human scale elements.



OPEN SPACE

CS1-B2 - DAYLIGHT & SHADING

Maximize daylight for interior and exterior spaces, minimize shading adjacent sites.

DC3-A1 - INTERIOR/EXTERIOR FIT

Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B3 - CONNECTIONS TO OTHER OPEN SPACE

Site and design project-related open spaces should connect with, or enhance, the uses and activities of other nearby public open space where appropriate. Look for opportunities to support uses and activities on adjacent properties and/or the sidewalk.

DC3-B4 - MULTIFAMILY OPEN SPACE

Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbeques, resident meetings, and crafts or hobbies.

DC3-C3 - SUPPORT NATURAL AREAS

Create an open space design that retains and enhances on-site natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife. If the site contains no natural areas, consider an open space design that offers opportunities to create larger contiguous open spaces and corridors in the future with development of other public or private projects.

DESIGN GUIDELINE RESPONSE (CS1-B2, DC3-A1, DC3-B3, DC3-B4 DC3-C3)

Our approach is to create a community environment that provides all residents with equal access to usable and desirable open space distributed throughout the site through a network of varying sized courtyards, major and minor paths, and a large central space to provide for a diverse range of activities. Additional pedestrian-friendly open space is proposed by using woonerfs in the residential drives of the site for impromptu pedestrian use.

Additionally, our goal is to beautify the existing SPU stormwater detention and utility trail in the unopened portion of Stone Avenue right-of-way and transform it into a community amenity shared by all, similar to the Interurban Trail by providing easy access to this newly beautified area by the community at large.



ARCHITECTURAL CONTEXT CHARACTER

CS3-A4 - 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.

CS2-B1 - SITE CHARACTERISTICS

Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-D1 - EXISTING DEVELOPMENT AND ZONING

Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

DESIGN GUIDELINE RESPONSE (CS3-A4, CS2-B1 & CS2-D1)

The Bitter Lake Urban Village is an evolving and transitional neighborhood slated for redevelopment in the future. Currently there is not a consistency of use, architectural style, or building size to respond to. We are providing a long standing and aesthetically pleasing product that will enhance the neighborhood by establish a level of design quality and urban form that is pedestrian friendly and provides access to open spaces.

The townhouses and midrise units range in heights of 40-60’, although the project has 75’ available in height, which is more in line with neighboring development. We respond to the site and location by creating walkable blocks and building mass that are more in line with neighboring development. Since the site is relatively depressed in relation to its surroundings, the scale and uses provide an appropriate transition between existing residential to the east and the commercial surrounding the property.

CONNECTIVITY

PL1-A1 - ENHANCING OPEN SPACE

Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.

PL1-A2 - ADDING TO PUBLIC LIFE

Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

PL1-B1 - PEDESTRIAN INFRASTRUCTURE

Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

CS1-D2 - OFF-SITE FEATURES

Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

DESIGN GUIDELINE RESPONSE (PL1-A1, PL1-A2, PL1-B1 & CS1-D2)

A main project goal is to create a pedestrian hierarchy for this large site that creates a self-contained community with key community-wide connections to Aurora Ave N and Stone Ave N. The design offers connectivity through a major mid-block walkway that traverses the site from North to South to encourage neighboring between the residents from all areas and an E-W connection at the midrise and townhouses to Stone Ave N.

The design enhances the non-motorized path along Stone Avenue North by formalizing and enlarging SPU drainage facility to handle future rainstorm events and establish a new 10’ wide non-motorized ‘nature trail’ that will connect both developed ends of Stone Ave N.



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MAJOR DESIGN INFLUENCES

Taking cues from the Seattle Design Guidelines and the project design goals diagrammed on the right, the design team’s intent for all two EDG options strive to make the following contributions to the surrounding neighborhood.

1. BUILDING ENVELOPE

- This diagram portrays the buildable envelope per zoning code requirements prior to any consideration of context or site opportunities.

2. SITE CONNECTION OPPORTUNITIES

- Vehicular access points are on the Northeast, Southeast, and Southwest corners.
- Pedestrian access points to the site can be organized in a way that connects to the surrounding neighborhood and builds upon area walking paths.

3. TRANSFORM UNDEVELOPED WATER DETENTION FACILITY INTO AN ENHANCED LANDSCAPED PROJECT FEATURE

- A desirable street-facing presence can be created with massing that forms a street “wall” along Stone Ave N, which is to be improved with an attractive landscaped feature. The proposed options all involve three-story massing along this frontage, creating a low-scale urban experience.
- Entries that face onto Stone Ave N help activate and humanize the right-of-way.
- Orienting unit entries and windows toward the street will provide “eyes on the street,” or defensible space that feels safe for passersby.

4. LEVERAGE TOPO / NATURAL BUFFERS TO INCOMPATIBLE ADJACENCIES

- Three of the site’s four main edges are heavily defined: to the West, a dense, vegetated buffer on a steep slope; to the North, a parking lot / junkyard; to the South, a parking lot for a big-box store. Note that the lot to the North has plans to be developed as a midrise residential project, making it a more welcoming frontage than the other two boundaries. To the East is the most porous and advantageous street frontage: a pedestrian connection, the missing link at the currently non-continuous Stone Ave N.
- The heavily defined edges of three of the four main property boundaries contribute to this project’s nature as an inward-facing development. With this in mind, there is ample opportunity to provide large outdoor recreational areas that serve the development itself.
- Topographically, the site is a “bowl,” with its steepest slope upward toward the west side of the site. This slope is significant enough that it provides a natural buffer between the site and the properties to the west.

5. EASE TRANSITION BETWEEN ADJACENT USES BY LIMITING HEIGHT, BULK, AND SCALE

- The site has been organized to work with the surrounding context’s scale and uses. To the North and West of the site are larger buildings, many commercial or retail. To the East is smaller-scale residential development. The buildings on the project site have been placed adjacent to the scale they are similar to.

6. PROVIDE A VARIETY OF CONNECTED QUALITY LANDSCAPED OPEN AREAS

- The following design options each propose a variety of sizes and proportions of common outdoor spaces.
- Pedestrian paths thread their way through the street “wall” directly from Stone Avenue N into the site and its additional walkways and outdoor amenity areas.

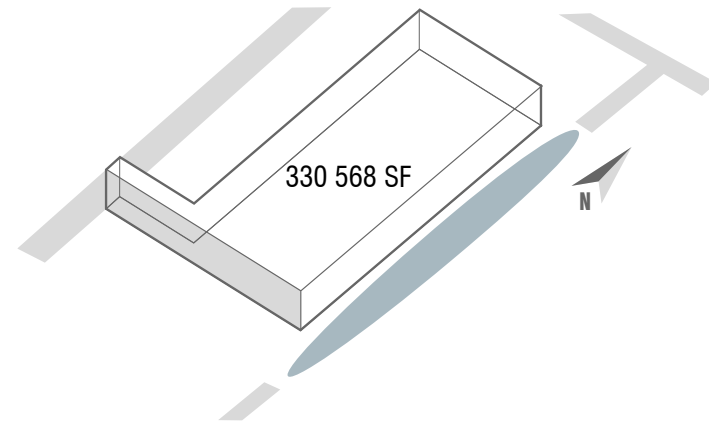
7. PRIORITIZE PEDESTRIAN CONNECTIVITY THROUGH A NETWORK OF PATHS

- Breaking up buildings at intervals of four to eight townhouse units provides a varied, fine-grained experience along the Stone Ave frontage.
- The projects’ revitalization of the North / South pedestrian link is a major improvement to neighborhood connectivity, and offers additional opportunities to connect on-site pedestrian walkways to the adjacent improved right-of-way.

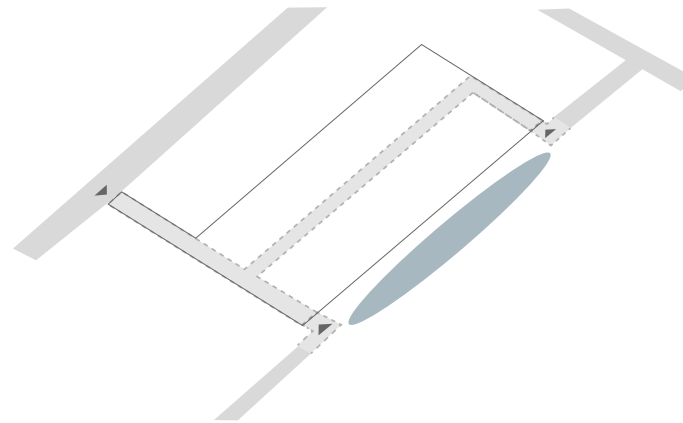
8. ORIENT BUILDINGS AND SPACES TO ENHANCE VIEWS TO NATURAL AREAS AND TO OPTIMIZE SOLAR ACCESS

- An advantage of locating the midrise buildings to the North is to preserve the solar access on the South portion of the site, where courtyards are interspersed among lower-scale townhouses.
- There is an opportunity to give future residents of the midrise buildings views of the Olympics and Cascade Mountains from upper-floor units. Putting the midrise buildings at the heighest part of the site - the Northwest corner - maximizes those potential views.

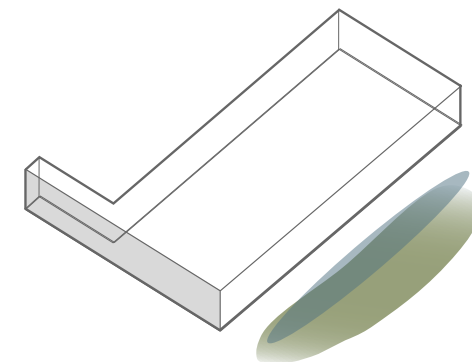
1. BUILDING ENVELOPE



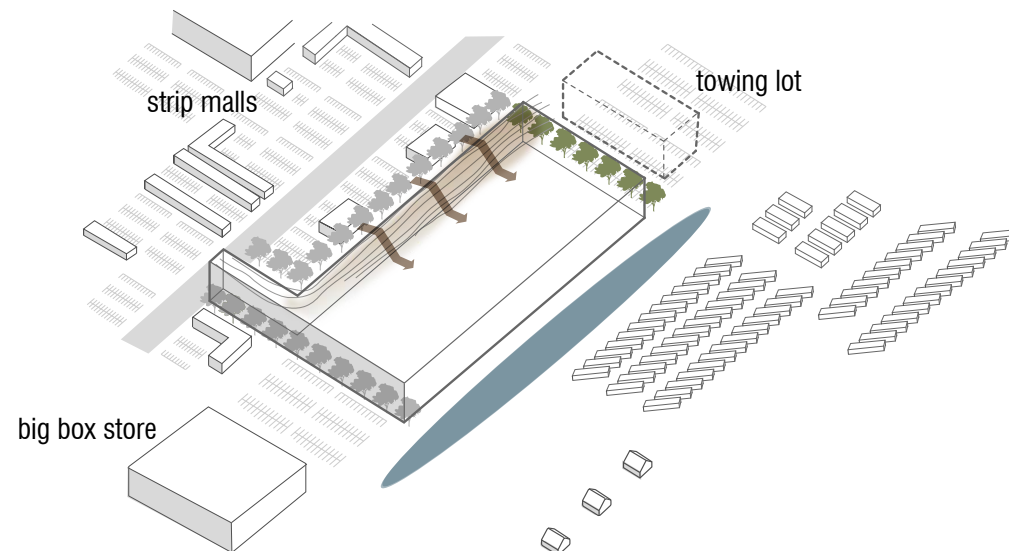
2. SITE CONNECTION OPPORTUNITIES



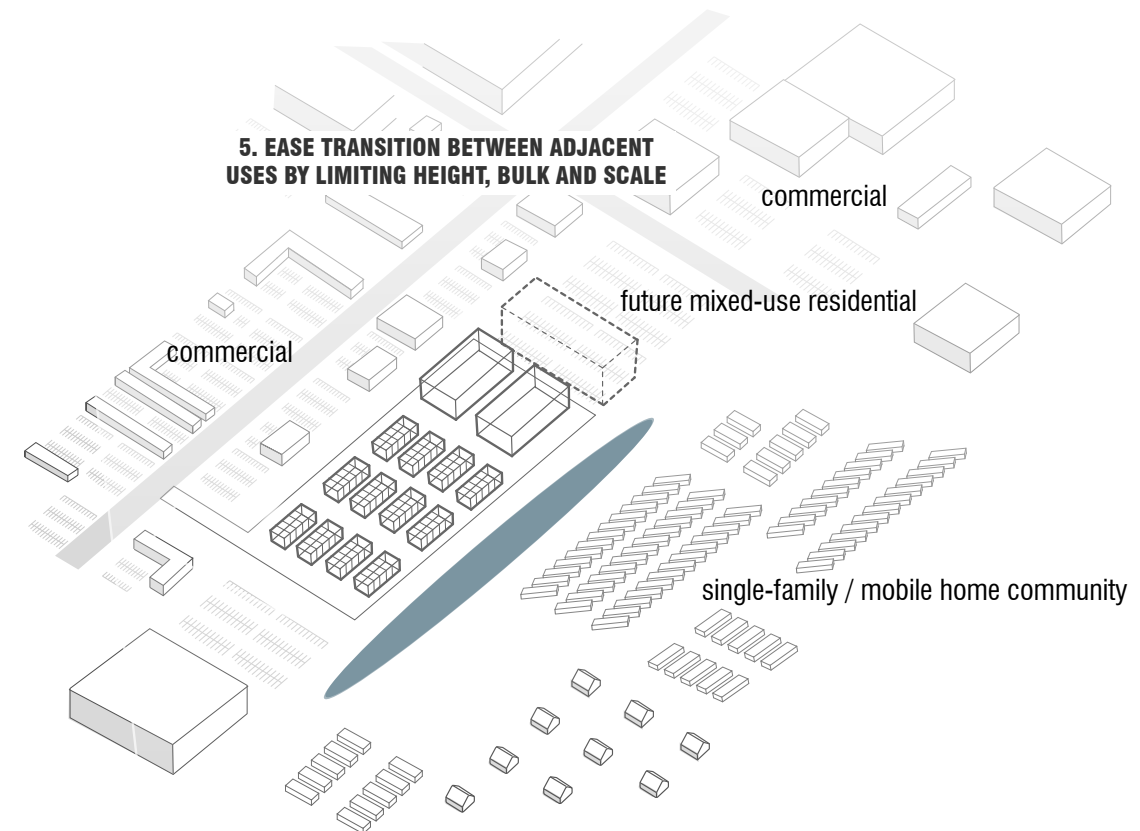
3. TRANSFORM UNDEVELOPED WATER DETENTION FACILITY INTO AN ENHANCED LANDSCAPED PROJECT FEATURE



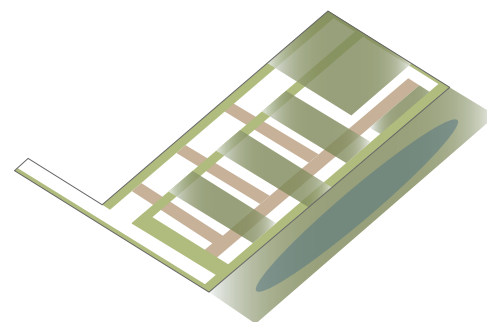
4. LEVERAGE TOPO / NATURAL BUFFERS TO INCOMPATIBLE ADJACENCIES



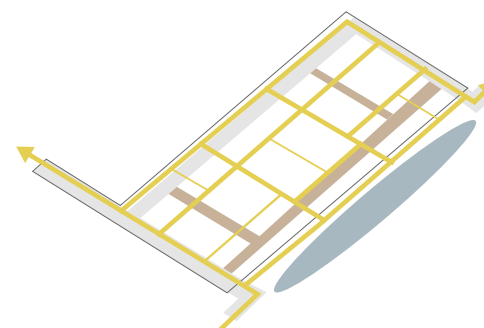
5. EASE TRANSITION BETWEEN ADJACENT USES BY LIMITING HEIGHT, BULK AND SCALE



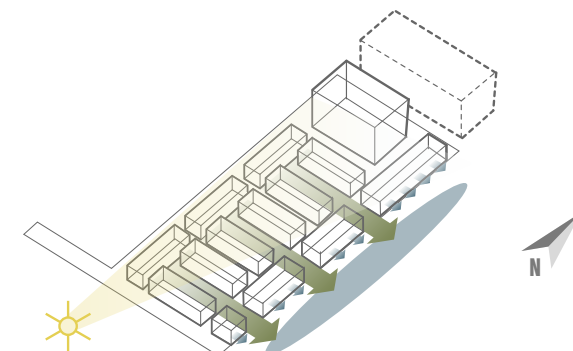
6. PROVIDE A VARIETY OF CONNECTED QUALITY LANDSCAPED OPEN SPACES



7. PRIORITIZE PEDESTRIAN CONNECTIVITY THROUGH A NETWORK OF PATHS



8. ORIENT BUILDINGS AND SPACES TO ENHANCE VIEWS TO NATURAL AREAS AND TO OPTIMIZE SOLAR ACCESS



SUMMARY OF EDG 1 BOARD COMMENTS

THREE SCHEMES 1a+b: concern regarding site planning, pedestrian circulation, architectural form and open space planning. Recognized positive aspects in Option 3 (refer to page 28) including the creation of a network of pedestrian and shared open spaces and the orientation of townhouse units toward the non-motorized path along the Stone Avenue North SPU detention facility. (CS1, DC1)

SITE PLANNING 2a: noted positive guideline-responsive elements in the site planning of Option 3 (refer to page 28): the location of the principal drive aisle around the perimeter of the townhouse area, the inclusion of shared open spaces and a pedestrian path, the open-ended termination of east-west circulation at the non-motorized path along Stone Ave N, the intention to develop interior drive aisles as woonerfs, and the orientation of residential entries at the east property line toward the trail and stormwater detention area at Stone Avenue North. (CS1, PL2, PL3, DC1, DC3)

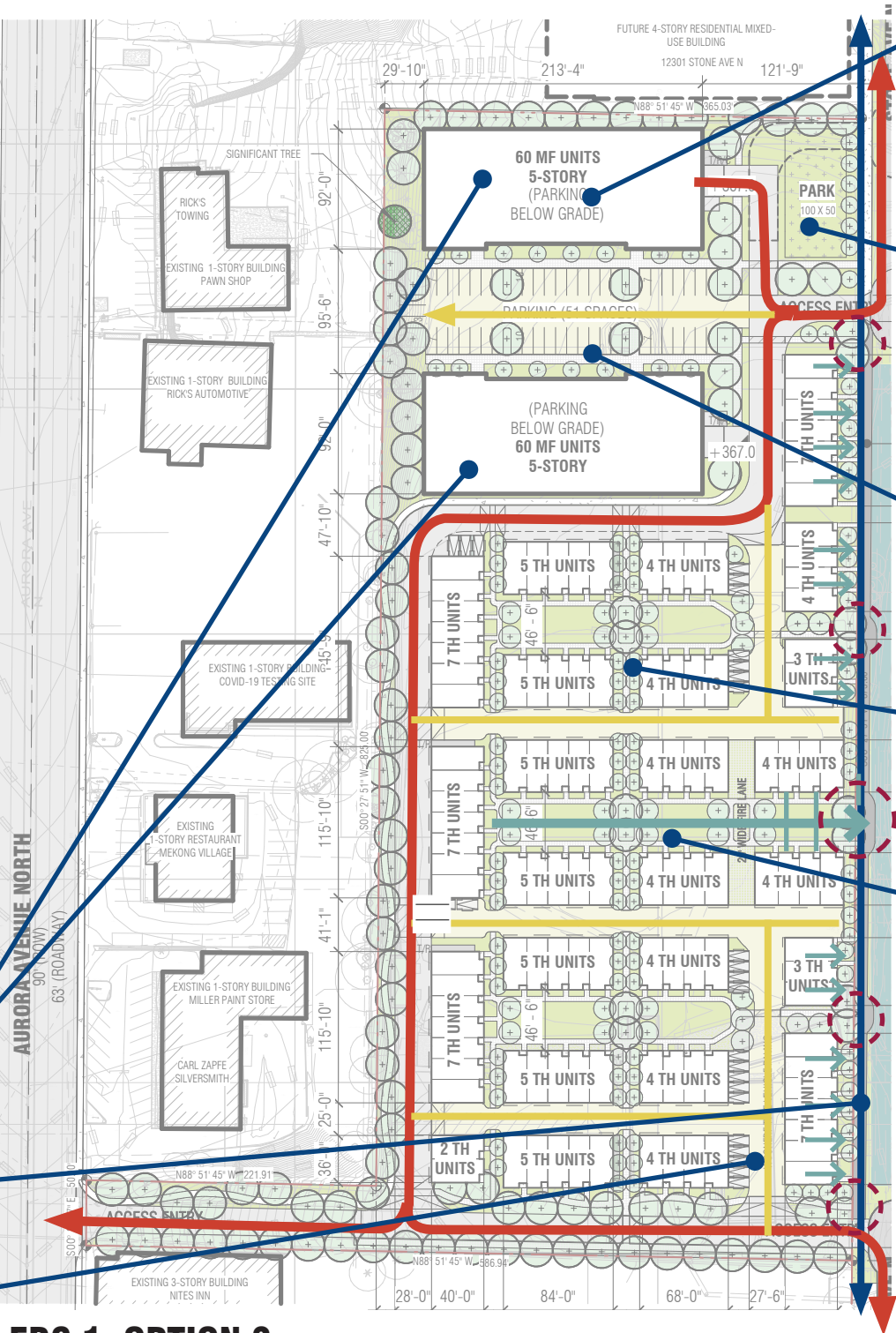
KEY ELEMENTS

- Principal drive aisle at Perimeter
- Internal Drive Aisles as Woonerfs
- Courtyards and Open Space
- Pedestrian Paths E-W & N-S
- Open-ended terminations of E-W paths
- Stone Ave Non-motorized path (off-site)
- Storm Water Detention
- Orientation of Buildings Towards Trail

SITE PLANNING 2b+c: Midrise structures not well incorporated with the larger site, noting the lack of connection to the network of open spaces and circulation.

SITE PLANNING 2d: Stone Avenue North: noted the importance of the North-South route to the larger neighborhood (PL2-B, PL3)

SITE PLANNING 2e: supported the intention to design interior circulation areas for shared pedestrians and vehicles use in the manner of a “woonerf”



EDG 1: OPTION 3

DESIGN CONCEPT AND ARCHITECTURAL CHARACTER 4a+b: agreed that the relationship between the architectural expression of the townhouses and the midrise structures was an important design issue and that explorations of this relationship should be developed for forthcoming meetings. (DC2, DC4)

OPEN SPACE 3d: supported the provision of a shared open space adjacent to the northeast access point but noted that its isolated location could limit its use and suggested that the space might be better used if it were reapportioned in the larger open space concept for the site. (CS2, DC1, DC3)

OPEN SPACE 3c: explore the creation of more open space by relocating surface parking below grade, noting that the greater latitude this would provide could help the project better respond to the guidance provided above. (DC3)

OPEN SPACE 3a: supported the intention to create a network of pedestrian paths and open spaces but agreed that the uniform regularity of arrangement had limited the viability of this system. (CS2-A, CS3-B, PL1, PL2, PL3, DC1, DC3)

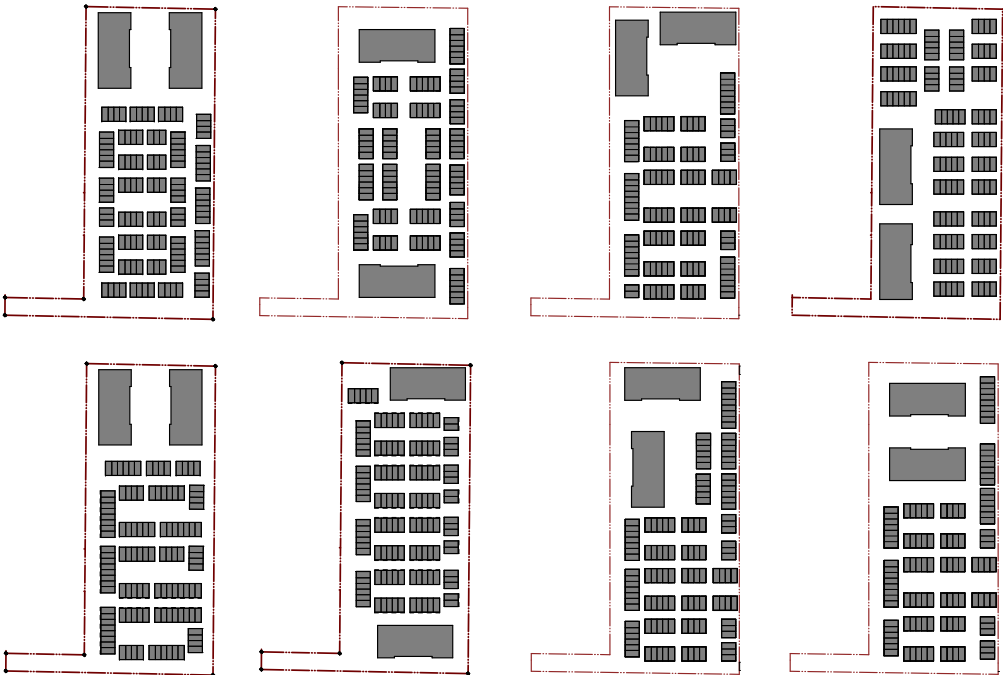
OPEN SPACE 3b: explore the creation of a larger central open space in the heart of the site as part of a strategy to provide wayfinding, placemaking and foster opportunities for human interaction as called for in the guidelines. (CS2-A, CS3-B, PL1, PL2, PL3, DC1, DC3)

1. THREE SCHEMES

- a. The Board noted the large size of the site and expressed concern regarding the limited degree of exploration provided in the packet, particularly around site planning, pedestrian circulation, architectural form and open space planning. The Board recommended the project return for a second Early Design Guidance meeting to present additional options to address those issues. (CS3, PL2, DC2, DC3)
- b. The Board did not recommend any of the proposed schemes move forward to MUP application but recognized positive aspects in EDG1 Option 3 (refer to page 28) that could be a base for further development, including the creation of a network of pedestrian and shared open spaces and the orientation of townhouse units toward the non-motorized path along the Stone Avenue North SPU detention facility. (CS1, DC1)

RESPONSE:

Additional site studies were done based on Option 3 from EDG1 as the basis for further development. These studies collectively explored site planning, pedestrian circulation, architectural form, and open space planning to arrive at two site plans, OPTION 1 “Commons” and OPTION 2 “Promenade”, both of which address the board’s concerns and create a more hierarchical and inviting community. Both options include a comprehensive and robust pedestrian network integrated among the abundance of shared open spaces located throughout the site. These open spaces and pedestrian network also directly relate with the non-motorized path along Stone Avenue North



1A+B, 2A+B - Site plan iterations

2. SITE PLANNING

- a. The Board noted a number of positive guideline-responsive elements in the site planning of EDG1 Option 3 (refer to page 28), among them the location of the principal drive aisle around the perimeter of the townhouse area, the inclusion of shared open spaces and a pedestrian path, the open-ended termination of east-west circulation at the non-motorized path along Stone Ave N, the intention to develop interior drive aisles as woonerfs, and the orientation of residential entries at the east property line toward the trail and stormwater detention area at Stone Avenue North. (CS1, PL2, PL3, DC1, DC3)

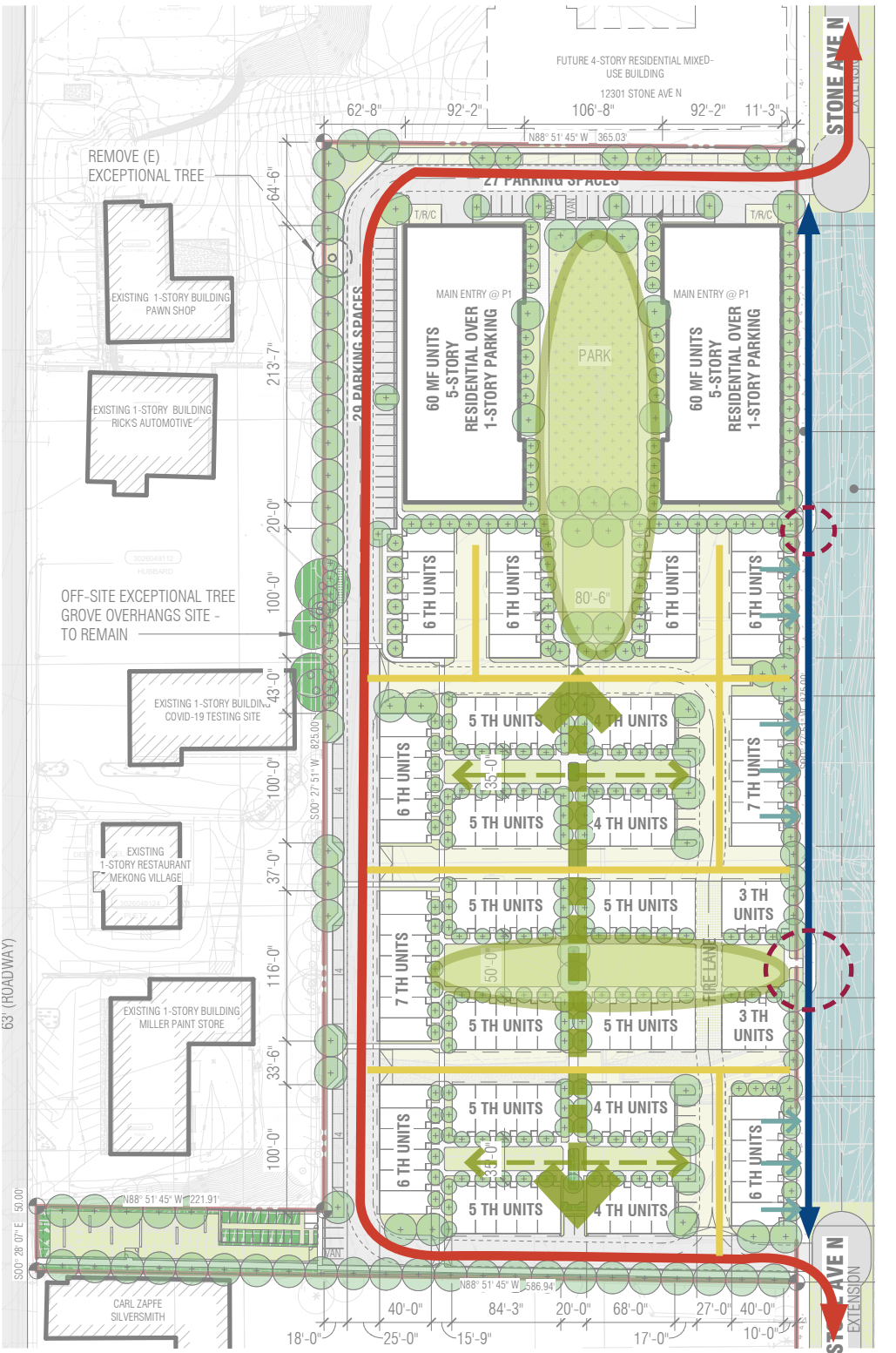
2A RESPONSE:

Additional site studies were done based on Option 3 from EDG1 as the basis for further development. All studies incorporate the site planning responses the board viewed favorably. Both of our revised options contain the following main priorities:

- Locate the principal drive aisle around the north and west perimeter of the development.
- Improve the shared ‘courtyard’ open space hierarchy and pedestrian network.
- Strengthen the open-ended termination east-west open space to the non-motorized path along Stone Ave by eliminating unnecessary minor connections to the path.
- Uphold the intention to develop interior driveways as woonerfs.
- Focus the orientation of residential entries along the east property line towards the non-motorized path along Stone Avenue North.



2A, 2B, 2C, 2D - site configuration of open space, network of paths and the principal perimeter drive aisle creates a coherent, pedestrian centric neighborhood development for Option 2 Promenade.



2A - site planning responses the board viewed favorably have been maintained as priorities in Option 1 - “Commons” (above) and Option 2 - “Promenade”.

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RESPONSES TO EDG BOARD RECOMMENDATIONS

- b. The Board agreed that the proposed location and configuration of the multifamily structures was not well incorporated with the larger site, noting the lack of connection to the network of open spaces and circulation, the undeveloped termination of the pedestrian path at a building sidewall, and their incongruous orientation around a large surface parking area. The Board provided guidance to explore a range of options in the location, massing, and configuration of the multifamily structures, as well as strategies to integrate their forms and open space with the larger project. (PL1, PL2, CS2, DC1, DC3)
- c. The Board agreed that the organization of the multifamily structures in Option 1 appeared better integrated with the larger project and provided guidance to explore this and additional forms (an “L” shape or “C” or similar) in conjunction with the development of the open space concept for the whole site (refer to page 28 for EDG1 Site Plan Options). The Board noted that the shape of these structures could be configured to help create the larger central open space discussed in the guidance below. (PL1, PL2, CS2, DC1, DC3)

2B+2C RESPONSE:

Additional site studies were conducted to evaluate how varied configurations of the midrise buildings would better correlate to the open space and pedestrian network. The two revised options reorient the midrise buildings around a large open space visibly associated with the midrise buildings and physically linked to the pedestrian network that guides a user to the townhouse units and their open spaces and open space associated with the townhouse units. Both options push the principal drive aisle and the midrise parking to the perimeter of the site, eliminating previously underutilized or disconnected open spaces. This resulted in a larger central open space than previously proposed. Deemphasizing the parking highlights how these options prioritize pedestrian uses and improves the open space network throughout the development.

Option 1, ‘The Commons,’ rotates the midrise buildings 90 degrees from the preferred EDG 1 option and locates the main vehicular driveway along the perimeter of the entirety of the development. This allows for the introduction of a centralized open space between the midrise buildings and a direct connection to the larger development’s open space network.

Option 2, ‘The Promenade,’ orients the buildings in an ‘L’ configuration and pushes the principal drive aisle to the perimeter of the site. This option introduces covered parking beneath an elevated park adjacent to the midrise buildings. This configuration retains all the favorable elements from the preferred EDG 1 (Option 3), while reducing the perceived prominence of the surface parking and eliminates the undesirable condition of the pedestrian path terminating at the midrise sidewall. This resulted in a large open space bordered by midrise buildings and ‘tuck-under’ townhouses that improves the physical connection between the townhouses and midrise residences.



2D Open and safe trail

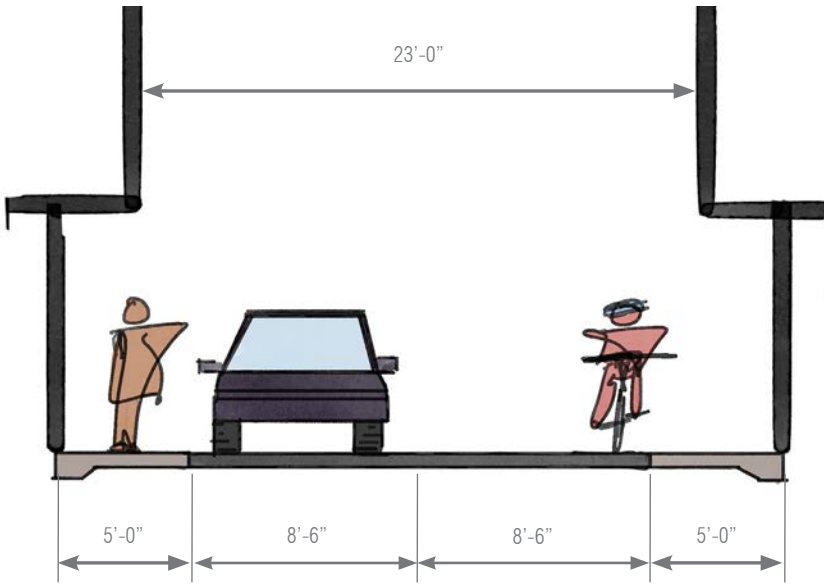
- d. Stone Avenue North: Echoing public comment, the Board noted the importance of this north-south route to the larger neighborhood and agreed that the design of the non-motorized trail and townhouses should help create an open, engaging and vibrant area that encourages human interaction and provides safety and security. (PL2-B, PL3)

2D RESPONSE:

The proposed Stone Ave N non-motorized path will be 10’ wide and connect the northern and southern Stone Ave N cul-de-sacs. This off-site path will be thoughtfully designed to be inviting and safe, pending SPU approval. Both proposed options orient the townhouse units along the eastern property line towards the east, facing the SPU detention facility. This configuration will encourage human interaction, provide eyes on the ‘street,’ and promotes safety and security.



2D The proposed Stone Ave N non-motorized path creates an open, engaging and vibrant area that encourages human interaction and provides safety and security (PL2-B, PL3)



2E Section through typical woonerf

- e. The Board supported the intention to design interior circulation areas for shared pedestrians and vehicles use in the manner of a “woonerf” (a Dutch word meaning “street park” and specifically, a street where pedestrians and cyclists have priority over motorists) and requested inclusion of details and a more complete explanation for the next meeting. See page 26-27 for woonerf details. (PL3, PL4, DC3)

2E RESPONSE:

Both revised options retain the woonerf concept proposed in the preferred EDG 1 (Option 3). All internal vehicular driveways act as woonerfs and provide additional pedestrian connections among the open spaces provided throughout the site and to Stone Ave N. Additionally, the width of the woonerfs have been increased by two feet (27’ total) to allow for a resident entourage zone to promote impromptu uses. Traffic calming strategies are also provided to enhance pedestrian security, such as bulb-out curbs, raised crosswalks (where necessary), and pedestrian-scaled paving patterns. See page 50-51 for woonerf details



2E Example of use of special paving, garage access and plant zones

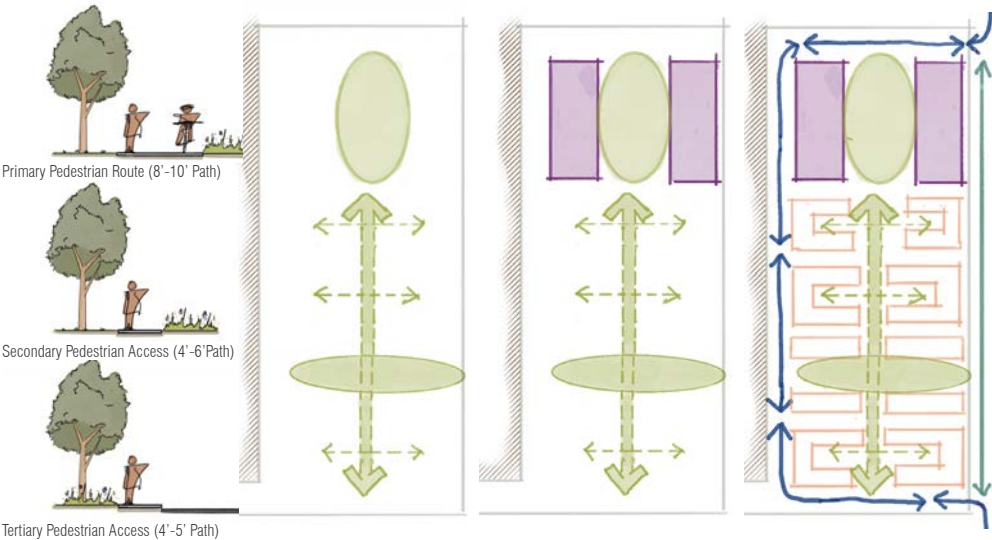
3. OPEN SPACE CONCEPT

- a. The Board supported the intention to create a network of pedestrian paths and open spaces but agreed that the uniform regularity of arrangement had limited the viability of this system. The Board provided guidance to develop this network with a greater degree of variety in the size, shape and location of those open spaces and organize them with legible hierarchy to facilitate wayfinding, provide opportunities for interaction among residents and neighbors, and help create a sense of place on this unique site. At the next EDG meeting, the applicant should provide a conceptual open space plan addressing these issues and the items described below. (CS2-A, CS3-B, PL1, PL2, PL3, DC1, DC3)
- b. The Board provided guidance to explore the creation of a larger central open space in the heart of the site as part of a strategy to provide wayfinding, placemaking and foster opportunities for human interaction as called for in the guidelines. (CS2-A, CS3-B, PL1, PL2, PL3, DC1, DC3)

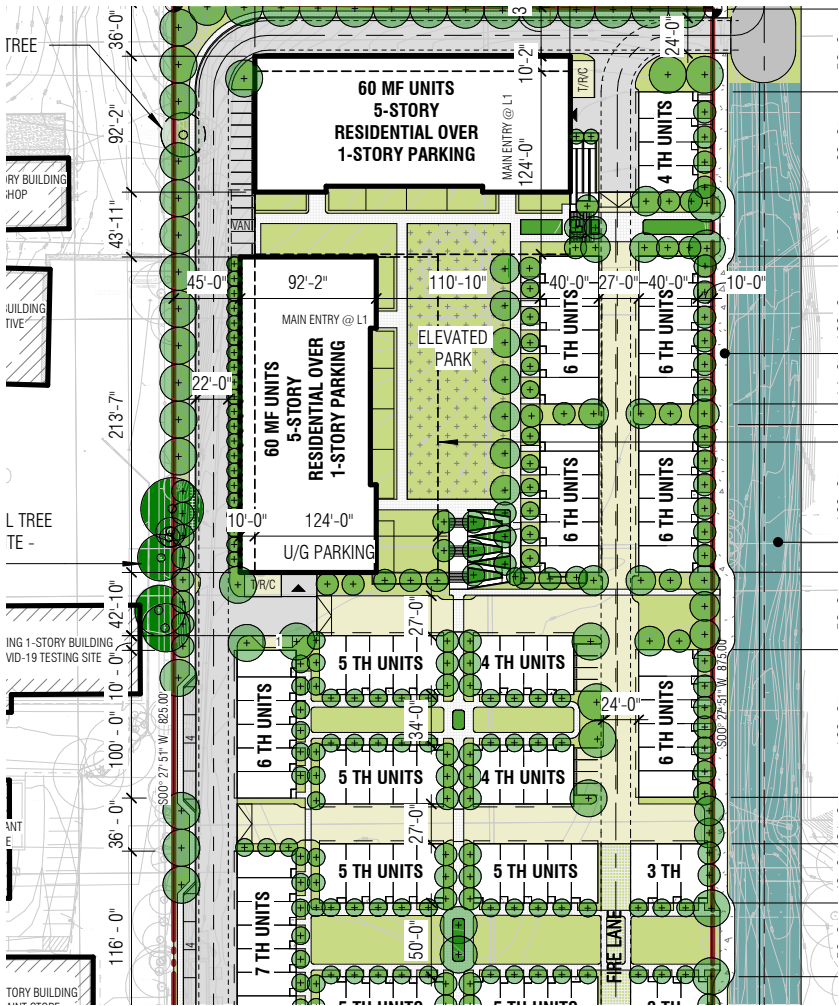
3A+3B RESPONSE:

Both proposed options provide vigorous opportunities for interaction among residents and neighbors by way of large open spaces and a robust pedestrian network that provides logical movement throughout the development. All residents have direct access to a large centralized open space, and all open spaces are interconnected by way of a hierarchal internal pedestrian network. Made possible by locating the main vehicular path along the perimeter of the site which de-emphasize the vehicle and encourages other modes of transportation/movement within the development and increase opportunities for neighboring and pedestrian interaction.

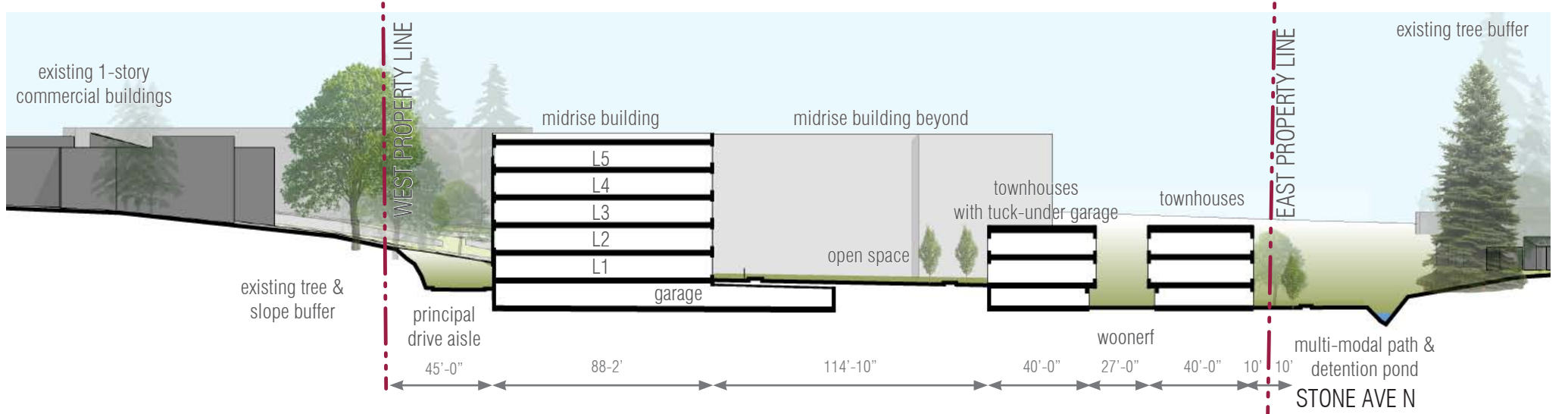
The pedestrian network contains paths that vary in width throughout the site, dependent upon their function. The path width directly correlates to the level of anticipated use. The wider the path, the heavier the expected traffic. The pedestrian path hierarchy is designed to foster wayfinding and reflect the open space hierarchy which follows a similar philosophy.



3A+B - Pedestrian path and open space hierarchy



3A+C - Option 2 "Promenade" covered parking creates large elevated central open space



3B - Expanded section of elevated park and central spine

- c. The Board recognized that the uniformity in the pattern of site development was tied to the limited amount of open space remaining after meeting the applicant's development goals. The Board provided guidance to explore the creation of more open space by relocating surface parking below grade, noting that the greater latitude this would provide could help the project better respond to the guidance provided above. (DC3)

3C RESPONSE:

Both revised options push the principal drive aisle to the perimeter of the site. Additionally, Option 1 "Commons" also relocates the surface parking to the north and west property lines, eliminating any internal underutilized open space which increases the size of the central open space. This option reduces the prominence of on-site surface parking.

In addition to the principal drive aisle being relocated to the perimeter of the site, Option 2 - "Promenade" includes a covered parking design, which culminates in a raised, centralized open space, directly adjacent to the midrise buildings and connected to the development's open space network.

- d. The Board supported the provision of a shared open space adjacent to the northeast access point but noted that its isolated location could limit its use and suggested that the space might be better used if it were reapportioned in the larger open space concept for the site. (CS2, DC1, DC3)

3D RESPONSE:

The reconfiguration of the midrise buildings and the associated open space no longer require a shared open space in the northeast corner of the site. The two proposed options now contain a large, centrally located, open space directly adjacent to the midrise buildings. (Refer to page 51 for enlarged park sections)

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RESPONSES TO EDG BOARD RECOMMENDATIONS

4. DESIGN CONCEPT AND ARCHITECTURAL CHARACTER

- a. The Board unanimously supported the simplicity, strong composition, contemporary character, and high-quality exterior materials shown. (CS3, DC2)
- b. The Board agreed that the relationship between the architectural expression of the townhouses and the midrise structures was an important design issue and that explorations of this relationship should be developed for forthcoming meetings. (DC2, DC4)

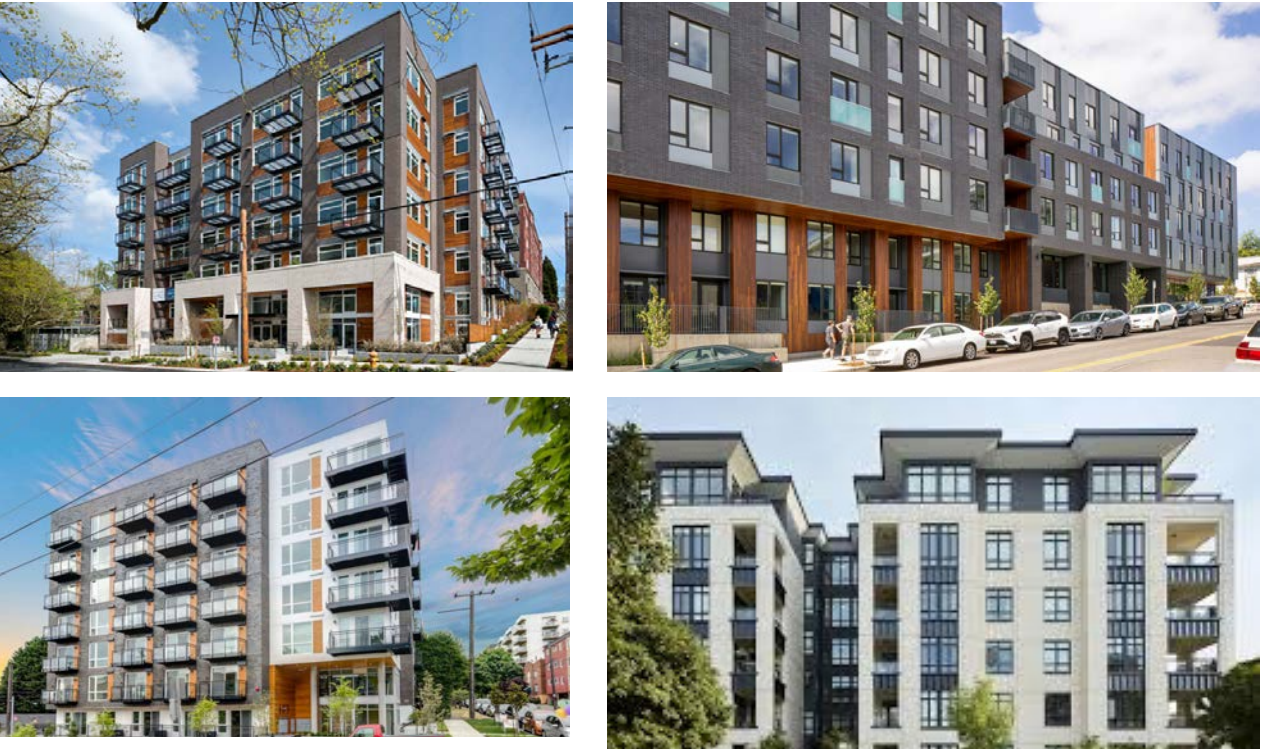
4A + 4B RESPONSE:

The intent is to provide simple, strong, contemporary design with high-quality materials, as proposed in the precedent images. While massing and building elements will remain consistent for each building typology, the creation of distinct material palettes will be used to create a connection between the architectural expression of the townhouses and the midrise buildings. Palettes will be defined by variations in primary and accent colors, finish, window pattern, and texture and will be explored in more detail during Design Review.

CHARACTER IMAGES



EXAMPLES OF MIDRISE STRUCTURES COMPLIMENTARY MATERIAL PALETTES TO CHARACTER IMAGES ABOVE



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EDG 1 OPTIONS COMPARISON (FOR REFERENCE)



DESIGN OPTION 1 - CENTRAL DRIVE (CODE COMPLIANT)
123 Townhouse Units, 120 Midrise Units

APPROVED EXCEPTIONS

- 6793451-EX: Stone Ave N Right of Way improvement Exception
- 6784482-EX: Steep Slope Exception

PROS

- Minimizes vehicular circulation area
- Significant amount of open space at each pod
- Good distribution of site parking throughout site.

CONS

- Overemphasizes the central vehicular drive which could become a raceway and splits the site.
- Reduces pedestrian circulation connectivity throughout the site
- Increased probability of vehicle headlight glare into adjacent properties at the ends of dead end driveways.
- Uninviting views for midrise units facing west.
- Garages facing the central vehicular drive may have difficulty exiting

DEPARTURES

- Parking location and access (23.47A.32.a&c)
- Parking space and access standards - curb cuts (23.54.030.f)



DESIGN OPTION 2 - THE ‘MIDWAY’
128 Townhouse Units, 120 Midrise Units

APPROVED EXCEPTIONS

- 6793451-EX: Stone Ave N Right of Way improvement Exception
- 6784482-EX: Steep Slope Exception

PROS

- Option with most units.
- Woonerf creates central pedestrian spine to encourage social interaction and connection to the non-motorized path along Stone Ave N.
- Midrise building orientation minimizes adjacency issues with development north of the site.

CONS

- Poor solar access of townhouses and midrise buildings.
- Courtyards are narrow and not as usable as other options; Midrise doesnt have direct access to usable open space.
- Parking not spread throughout site.
- Option has more space dedicated to roads; connectivity east to west is limited.

DEPARTURES

- Commercial Requirements at Street-level street-facing facade. (23.47A.004 & 2346.005)



DESIGN OPTION 3 - COURTYARDS (PREFERRED)
118 Townhouse Units, 120 Midrise Units

APPROVED EXCEPTIONS

- 6793451-EX: Stone Ave N Right of Way improvement Exception
- 6784482-EX: Steep Slope Exception

PROS

- Provides largest common amenity spaces in the middle of townhouse blocks.
- Woonerf driveways in townhouses and midrise parking emphasizes pedestrian and directs traffic to edge of residential areas.
- Pedestrian walkways from townhouse groupings have numerous connections to the Stone Ave N non-motorized path which minimize street crossing. Provides largest amenity space for courtyards.
- Eastern townhouse entries front onto the nonmotorized path along Stone Ave N to put eyes on this neglected part of the site.
- Western driveway buffers townhouses from steep slope.
- A small park adjacent to midrise give access to open space to midrise building

CONS

- Some units are backing blindly into the main access driveway.
- Midrise building is close to future mixed-use residential north of site.

DEPARTURES

- Parking location and access (23.47A.32.a&c)
- Parking space and access standards - curb cuts (23.54.030.f)

EDG 2 OPTIONS COMPARISON

CURRENT PROPOSAL: A FRESH TAKE ON AN OLD OPTION, AND AN ENTIRELY NEW IDEA**Option 1, ‘The Commons’**

This option rotates the midrise buildings 90 degrees from the preferred EDG option and locates the main vehicular driveway along the perimeter of the entirety of the development. This allows for the introduction of a centralized open space between the midrise buildings and a provides a direct connection to the townhouse open space and pedestrian network. This connection integrates the two unit types to unify the development.

Option 2 ‘The Promenade’

This option orients the buildings in an ‘L’ configuration and pushes the principal drive aisle to the perimeter of the site. This option introduces covered parking beneath an elevated park located directly adjacent to the midrise buildings. This configuration retains all the favorable elements from the preferred EDG 1 option, while reducing the perceived prominence of the surface parking and eliminates the undesirable condition of the pedestrian path terminating at the midrise sidewall in Option 3 from EDG1. This resulted in a large open space bordered by midrise buildings and ‘tuck-under’ townhouses that improves the physical connection between the townhouses and midrise residents.

**EDG2 OPTION 1 - “COMMONS”**

118 Townhouse Units, 120 Midrise Units

APPROVED EXCEPTIONS

- 6793451-EX: Stone Ave N Right of Way improvement Exception
- 6784482-EX: Steep Slope Exception

PROS

- Provides largest amenity area among both options.
- Principal drive aisle is at north and western edge of site to maximize open space and pedestrian connectivity.
- Woonerf driveways at townhouse emphasizes pedestrian and directs traffic to edge of residential areas.
- Eastern townhouse entries front onto the non-motorized path along Stone Ave N to put eyes on this neglected part of the site.
- Western principal drive aisle and parallel parking buffers townhouses from steep slope.

CONS

- Some units are backing blindly into the main access drive aisle.

DEPARTURES

- Parking space and access standards - curb cuts (23.54.030.f)
- Remove exceptional tree (25.11.080.A.2)

**EDG2 OPTION 2 - “PROMENADE”**

121 Townhouse Units, 120 Midrise Units

APPROVED EXCEPTIONS

- 6793451-EX: Stone Ave N Right of Way improvement Exception
- 6784482-EX: Steep Slope Exception

PROS

- Parking for midrise units is covered by an elevated central park which minimizes on-site car presence and increases pedestrian connectivity
- ‘Tuck under’ units along elevated park creates better connection between the midrise and townhouse residents.
- Woonerfs at townhouse emphasizes pedestrian use and directs traffic to edge of residential areas.
- Eastern townhouse entries front onto the non-motorized path along Stone Ave N to put eyes on this neglected part of the site.

CONS

- Elevated Park separated by 12 ft high grade change and mitigated through ramps and stepped retaining walls.
- Midrise entry for south building is deeper in the site.

DEPARTURES

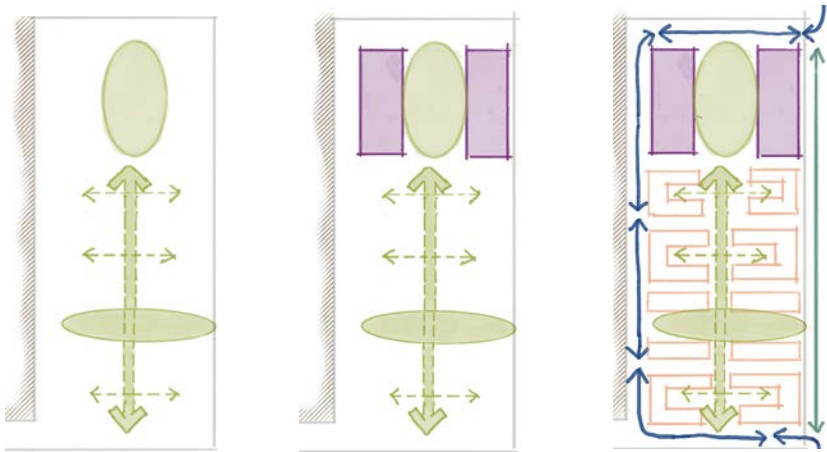
- Parking space and access standards - curb cuts (23.54.030.f)
- Remove exceptional tree (25.11.080.A.2)

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EDG 2 DESIGN OPTIONS

OPTION 1 - "COMMONS"

118 Townhouse Units, 120 Midrise Units

Option 1 locates midrise buildings North-South and principal vehicular driveway along the perimeter of the entirety of the development. This allows for the introduction of a centralized open space between the midrise buildings and a direct connection to the development's open space and pedestrian network.



ZONING CODE INFORMATION

Table with 4 columns: HEIGHT, SETBACK, FLOOR AREA RATIO, AMENITY AREA, PARKING. It details zoning requirements and proposed building specifications for Option 1.



REVISED EDG 1 PREFERRED OPTION - SOUTHWEST AERIAL VIEW



TOWNHOUSE DEVELOPMENT VIEWS



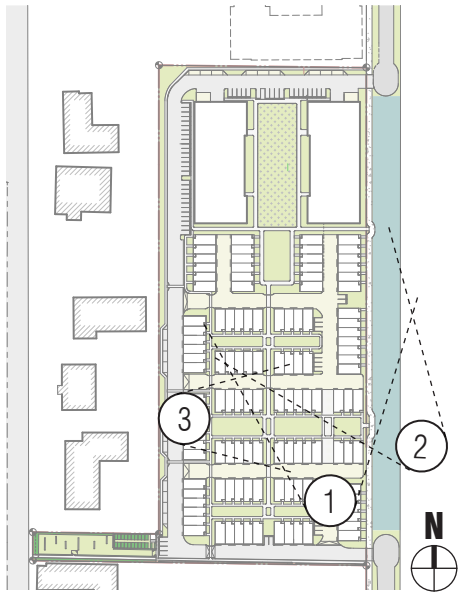
1 TOWNHOUSES - AERIAL VIEW



2 STONE AVE N FRONTAGE - SOUTHEAST

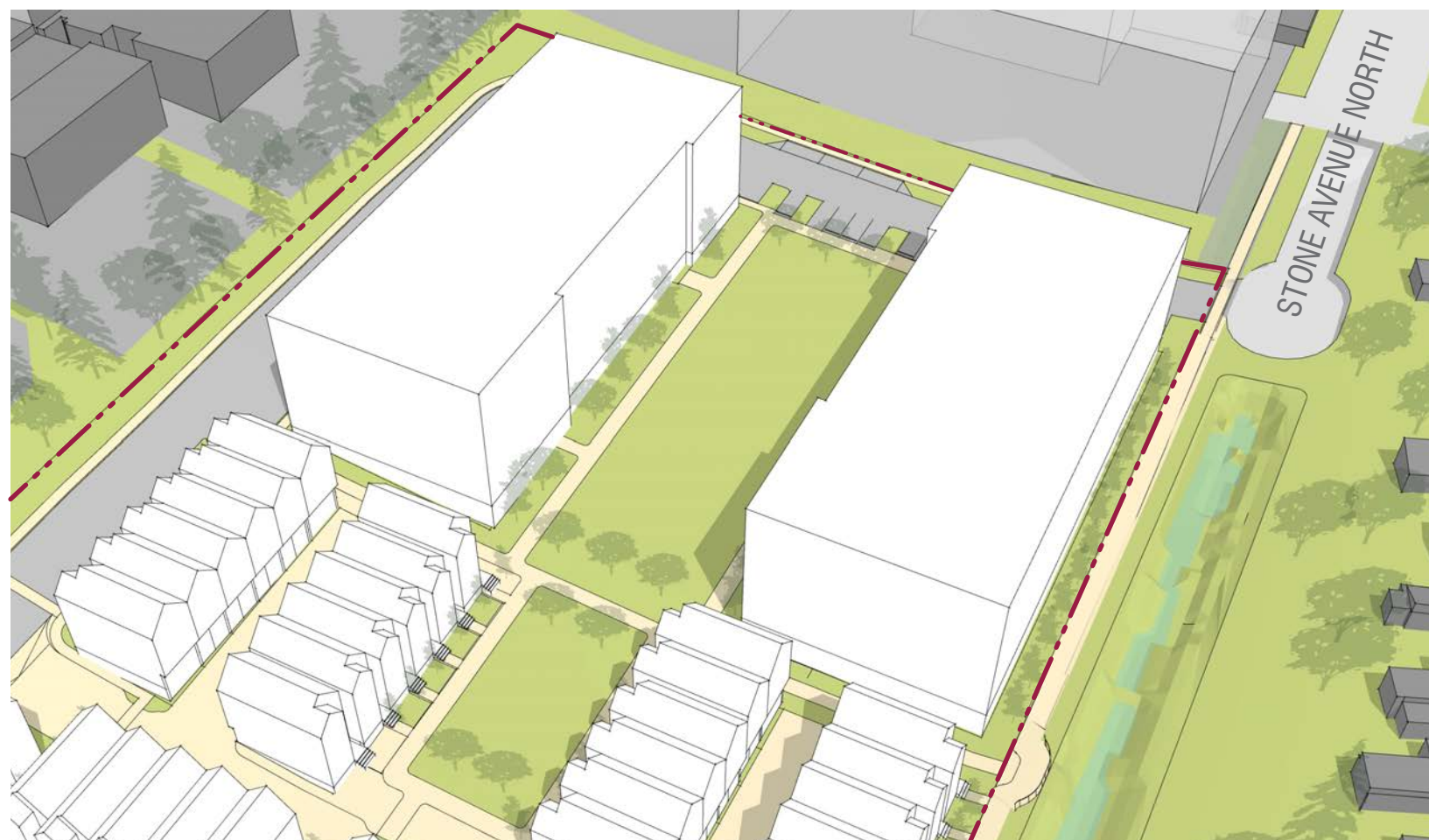


3 COURTYARD AT TOWNHOUSES

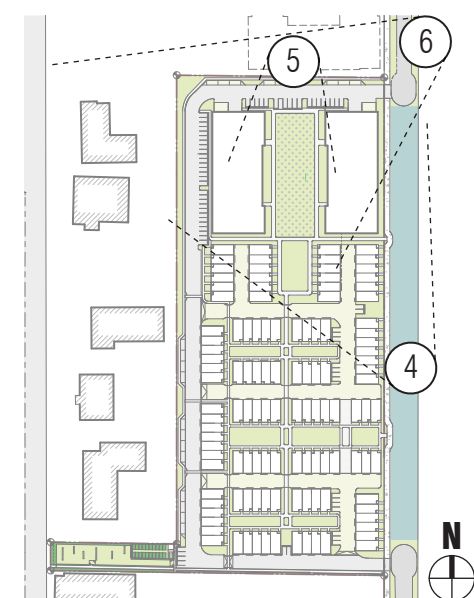


KEY PLAN

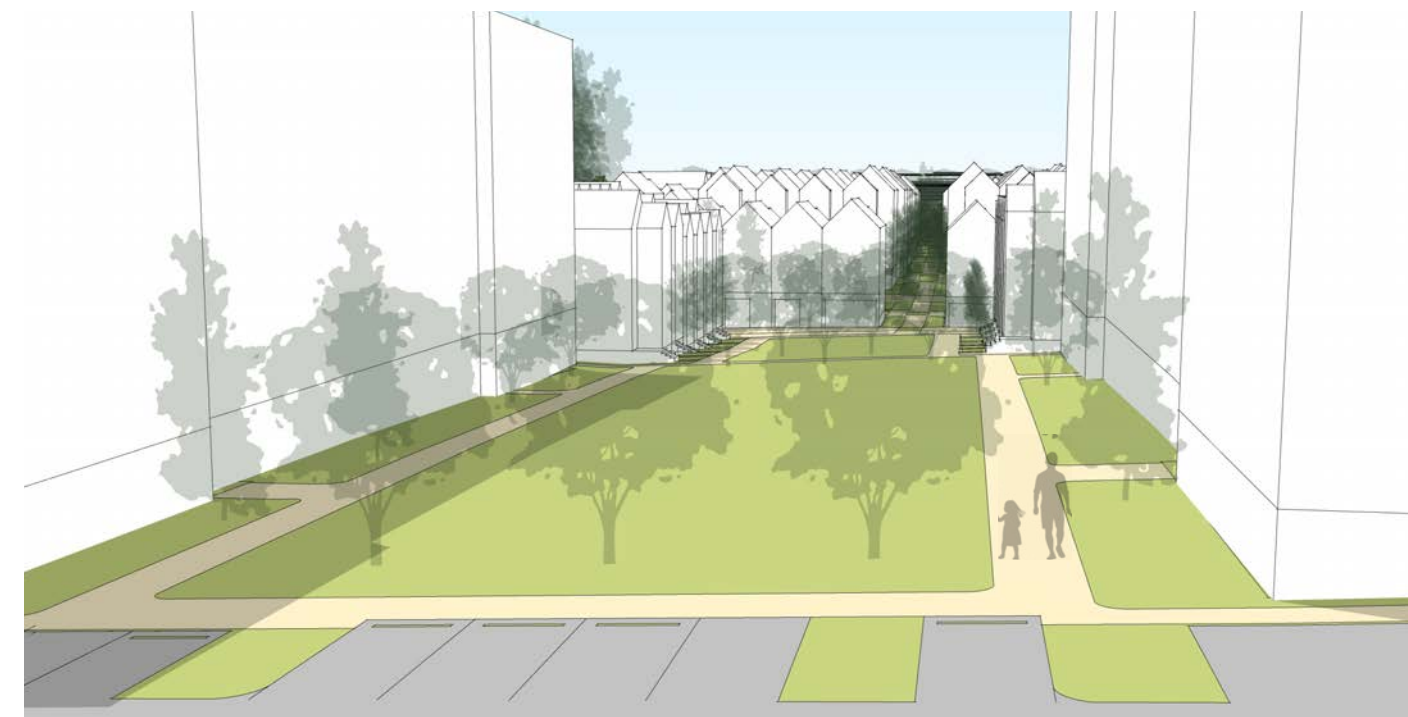
MIDRISE DEVELOPMENT VIEWS



④ MIDRISE BUILDINGS - AERIAL VIEW



KEY PLAN

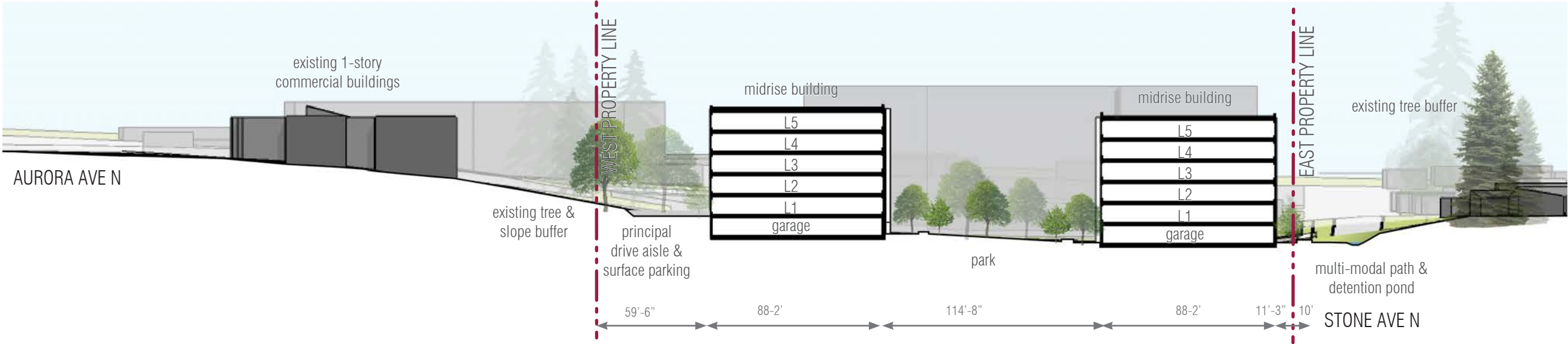


⑤ NORTH COURTYARD LOOKING SOUTH

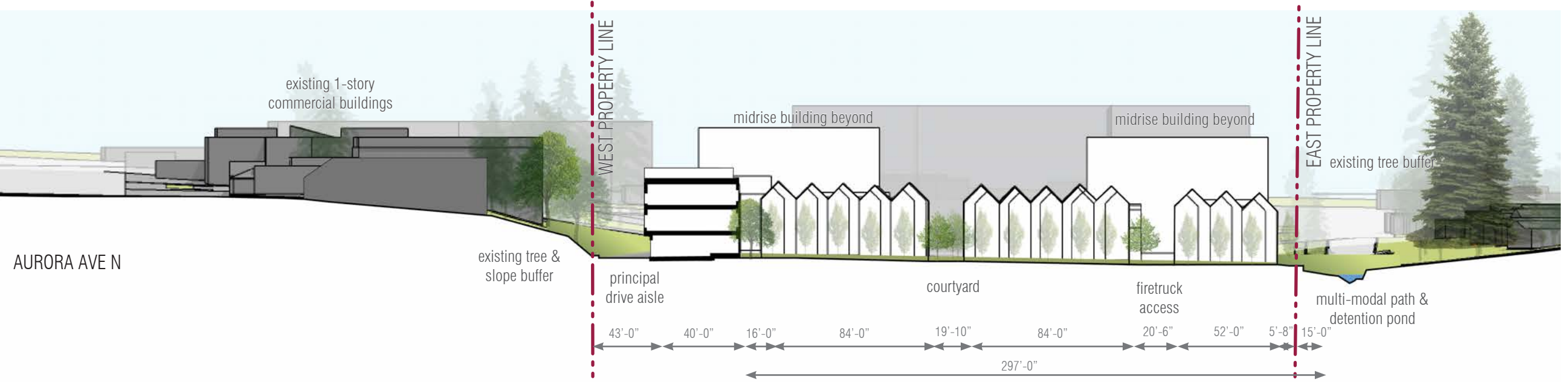


⑥ STONE AVE N FRONTAGE - NORTHEAST

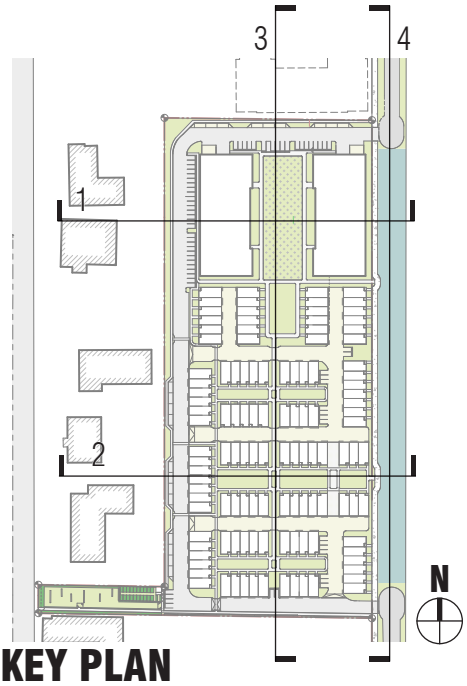
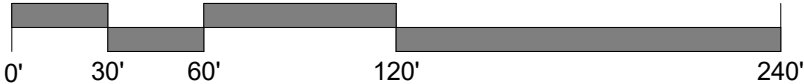
SITE SECTIONS



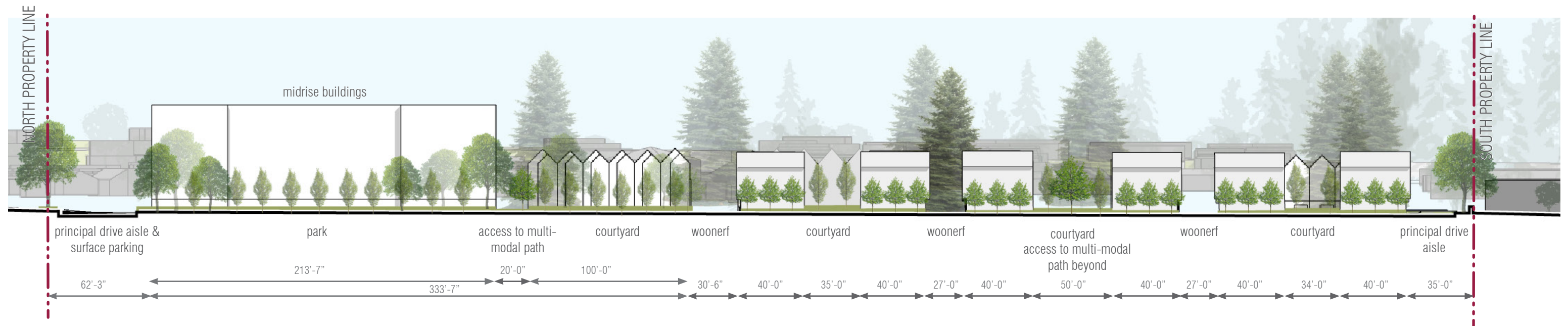
1 EAST / WEST SECTION THROUGH MIDRISE BUILDING & PARK



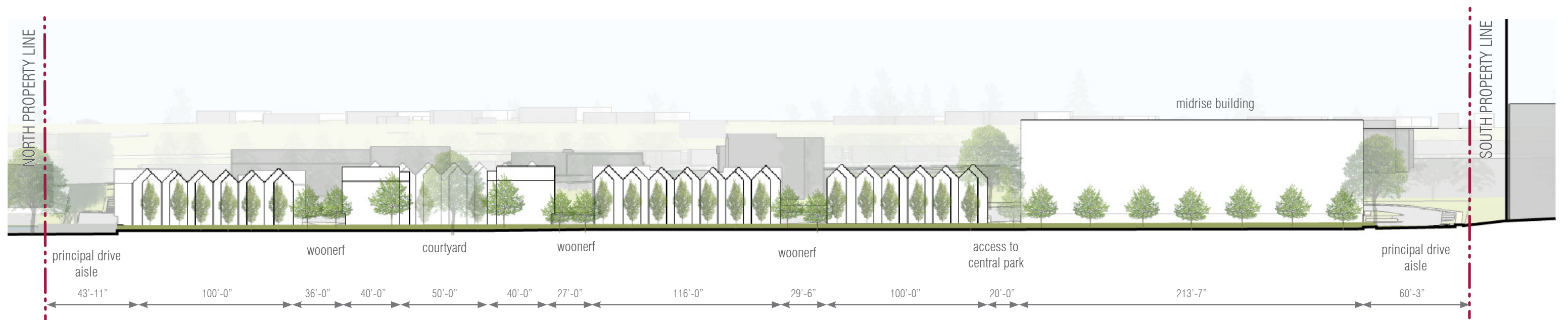
2 EAST / WEST SECTION THROUGH COURTYARD



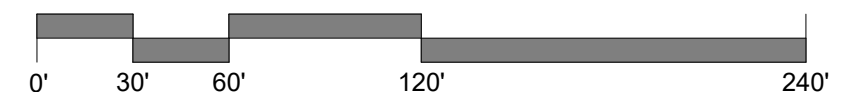
SITE SECTIONS



3 NORTH / SOUTH SECTION THROUGH CENTRAL AXIS



4 NORTH / SOUTH SECTION STONE AVENUE NORTH MULTI-MODAL PATH



SOLAR STUDY



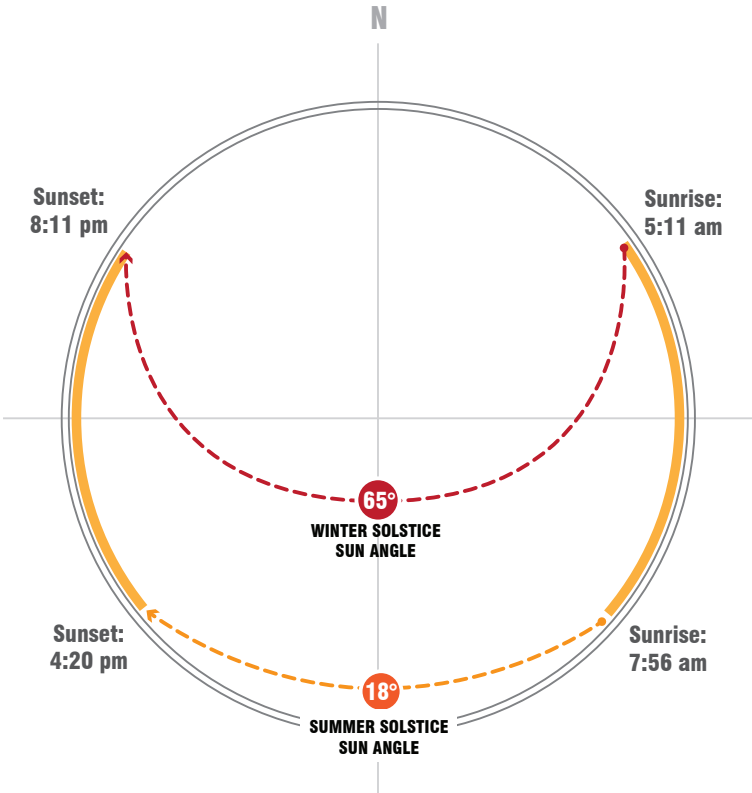
JUNE 21ST 9 AM



JUNE 21ST 12 PM



JUNE 21ST 3 PM



MARCH / SEPT 21ST 9 AM



MARCH / SEPT 21ST 12 PM



MARCH / SEPT 21ST 3 PM



DEC 21ST 9 AM



DEC 21ST 12 PM



DEC 21ST 3 PM



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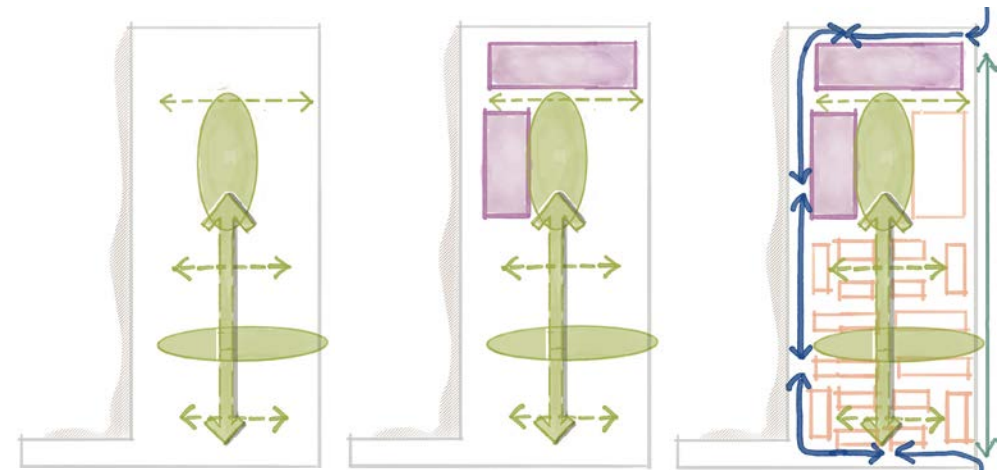
6.0

EDG 2 DESIGN OPTIONS

OPTION 2 - “PROMENADE”

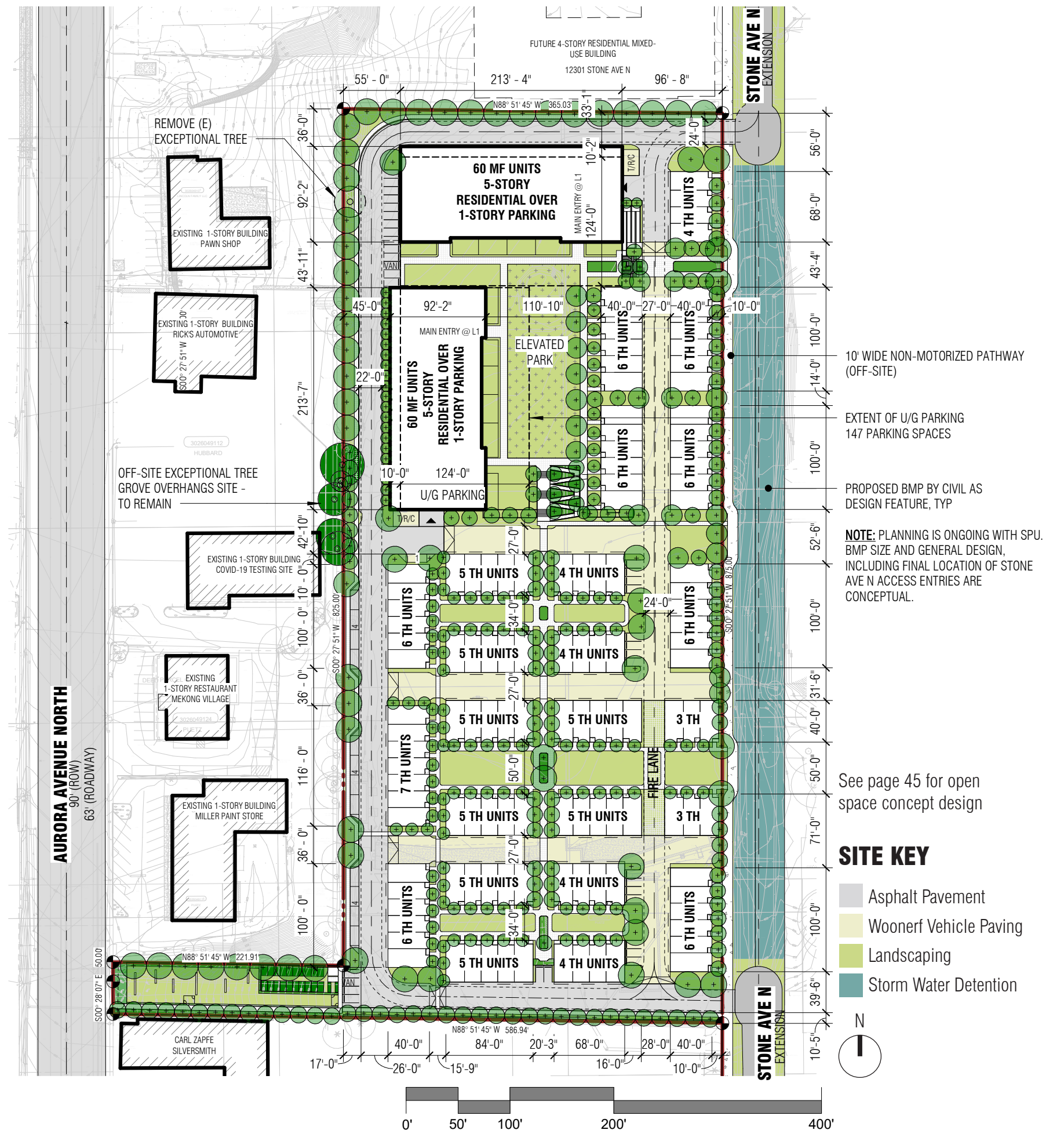
121 Townhouse Units, 120 Midrise Units

Option 2 orients the midrise buildings in an 'L' configuration and pushes the principal drive aisle to the perimeter of the site. This option introduces covered parking beneath an elevated park located directly adjacent to the midrise buildings. This configuration retains all the favorable elements from the preferred EDG1 option, while reducing the perceived prominence of the surface parking and eliminates the undesirable condition of the pedestrian path terminating at the midrise sidewall in Option 3 from EDG1. The result is a large open space bordered by midrise buildings and 'tuck-under' townhouses that improves the physical connection between the townhouses and midrise residents.



ZONING CODE INFORMATION

HEIGHT	75' BASE HT LIMIT 75' HT PROPOSED AT MIDRISE BUILDINGS 40' HT PROPOSED AT TOWNHOUSES		
SETBACK	MIN FRONT: 0'	MIN REAR: 0'	0' MIN SIDE
	PORTIONS OF STRUCTURES ABOVE 65' MUST BE SET BACK FROM A FRONT LOT LINE BY AN AVERAGE DEPTH OF 8'		
FLOOR AREA RATIO	425,780 SF / 330,568 SF = 1.28 FAR (5.5 MAX)		
AMENITY AREA	73,750 SF (29,500 SF MIN)		
PARKING	REQUIRED:	NONE	
	PROVIDED:	TOWNHOUSES COVERED: 121 TOWNHOUSES SURFACE: 36 MIDRISE COVERED: 147 MIDRISE SURFACE: 14 TOTAL: 318	



EDG 2 PREFERRED OPTION - 'L' MIDRISE - SOUTHWEST VIEW



TOWNHOUSE DEVELOPMENT VIEWS



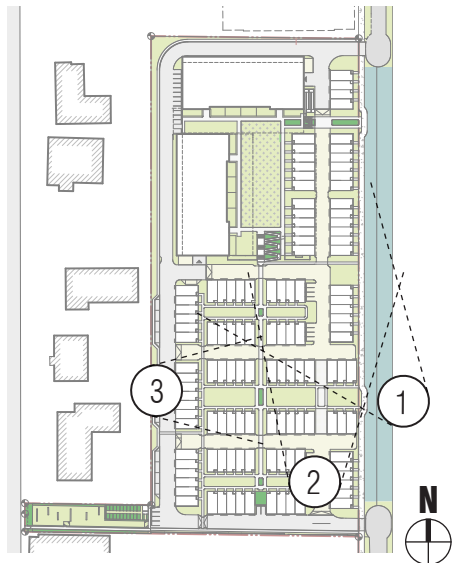
1 TOWNHOUSES - AERIAL VIEW



2 STONE AVE N FRONTAGE - SOUTHEAST

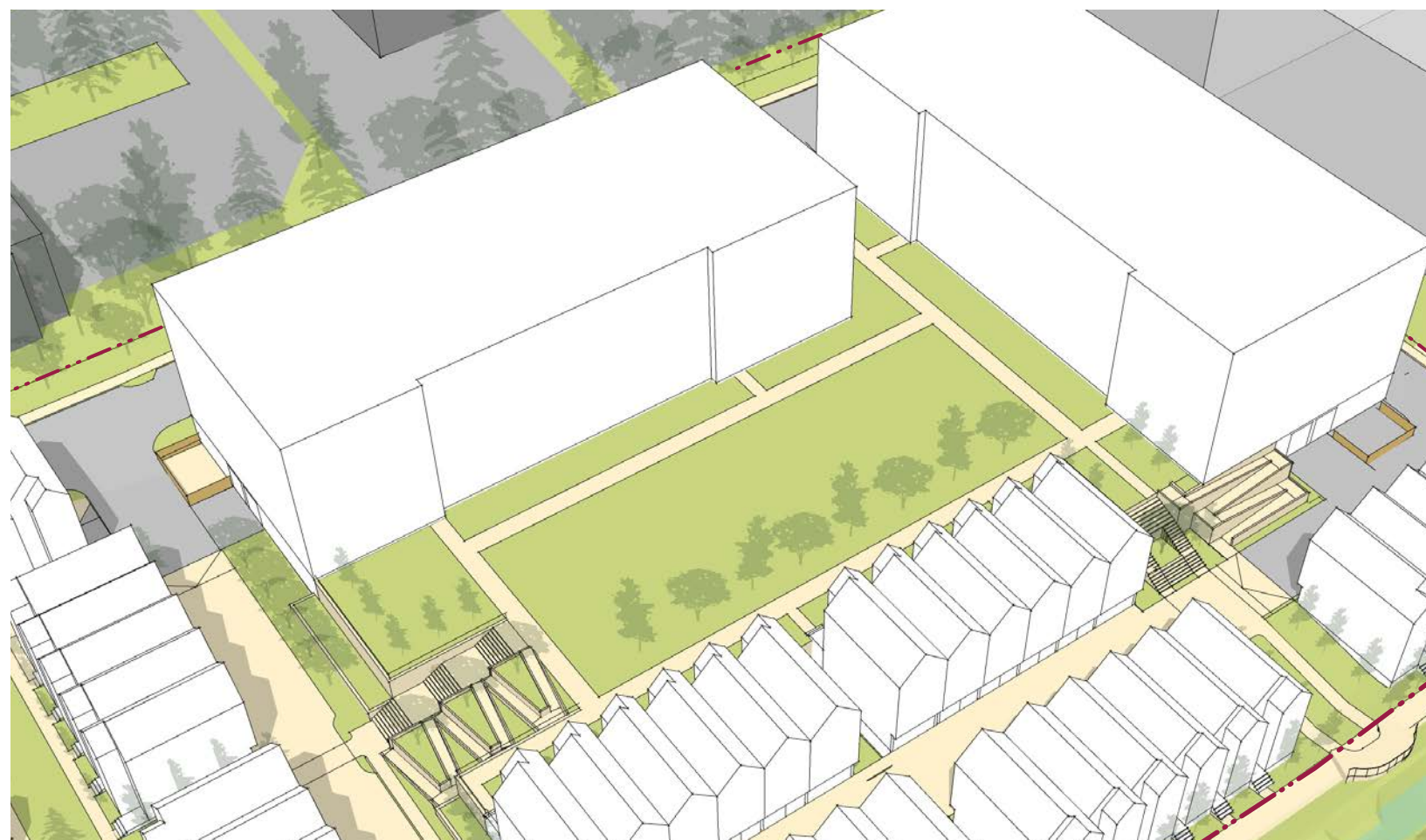


3 COURTYARD AT TOWNHOUSES



KEY PLAN

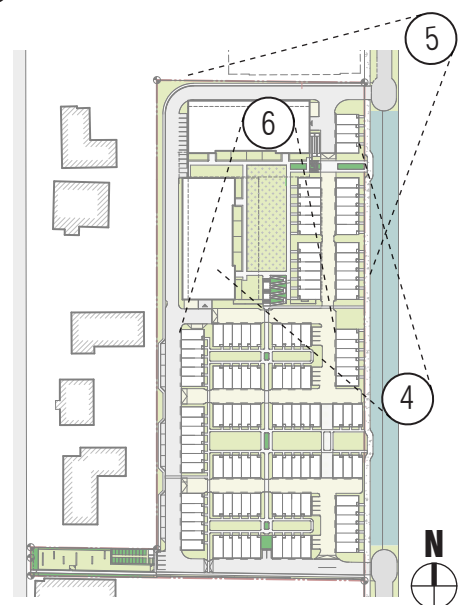
MIDRISE DEVELOPMENT VIEWS



④ MIDRISE BUILDINGS - AERIAL VIEW



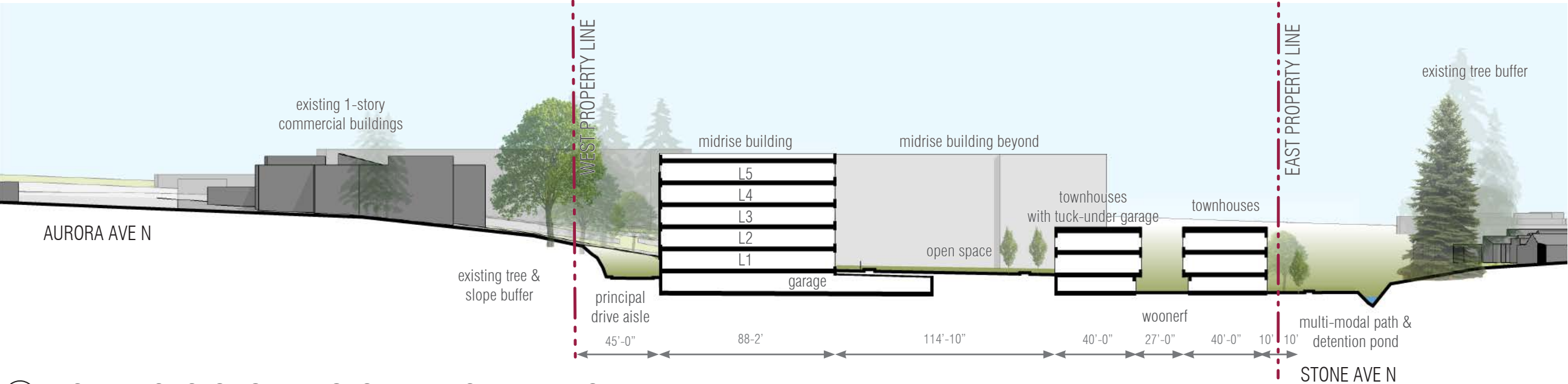
⑤ NORTHEAST AERIAL VIEW



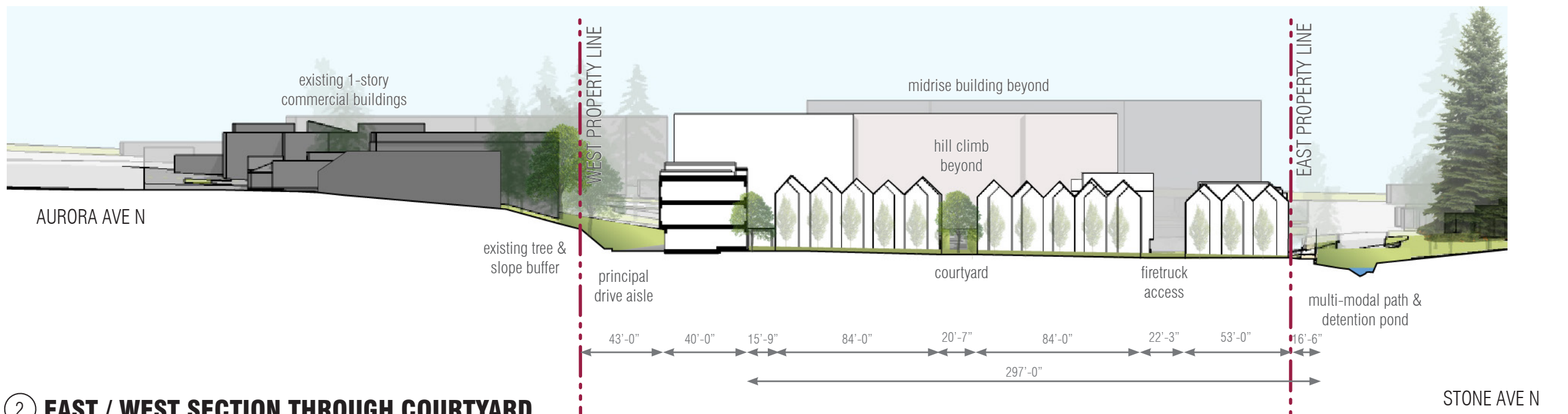
KEY PLAN



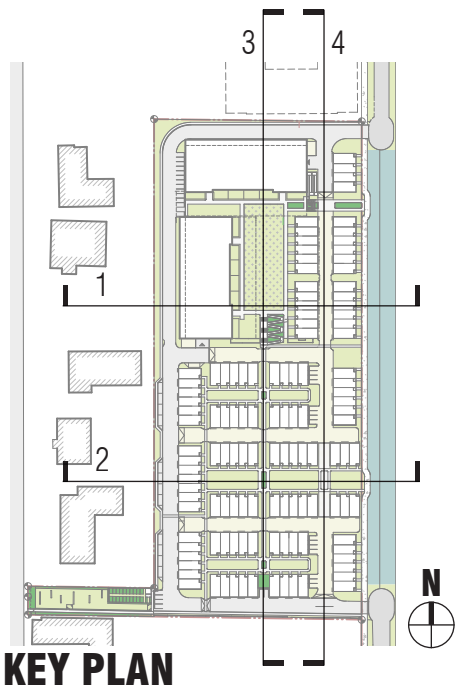
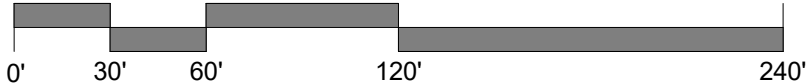
⑥ NORTH COURTYARD LOOKING SOUTH



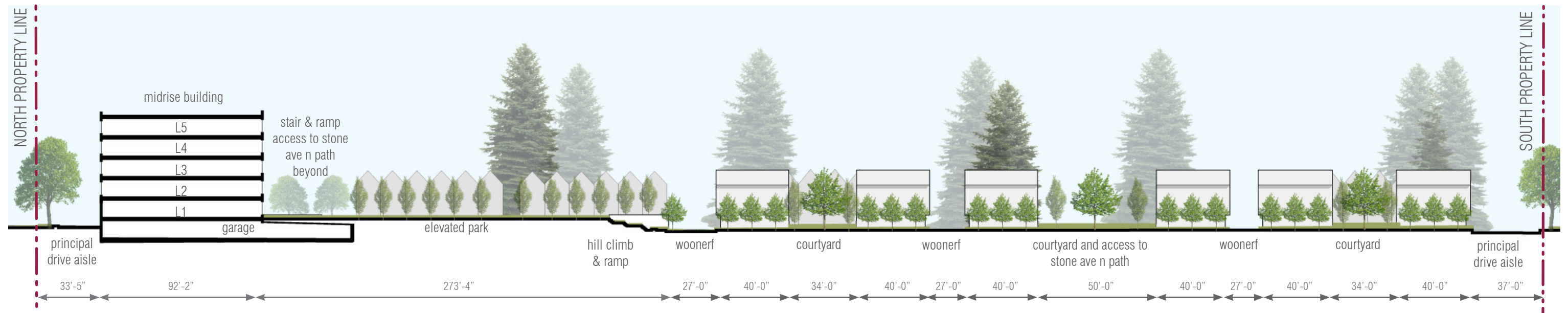
1 EAST / WEST SECTION THROUGH MIDRISE BUILDING



2 EAST / WEST SECTION THROUGH COURTYARD



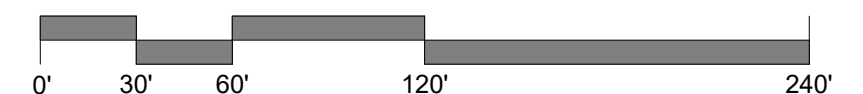
SITE SECTIONS



3 NORTH / SOUTH SECTION THROUGH CENTRAL AXIS



3 NORTH / SOUTH SECTION THROUGH DRIVEWAY



SOLAR STUDY



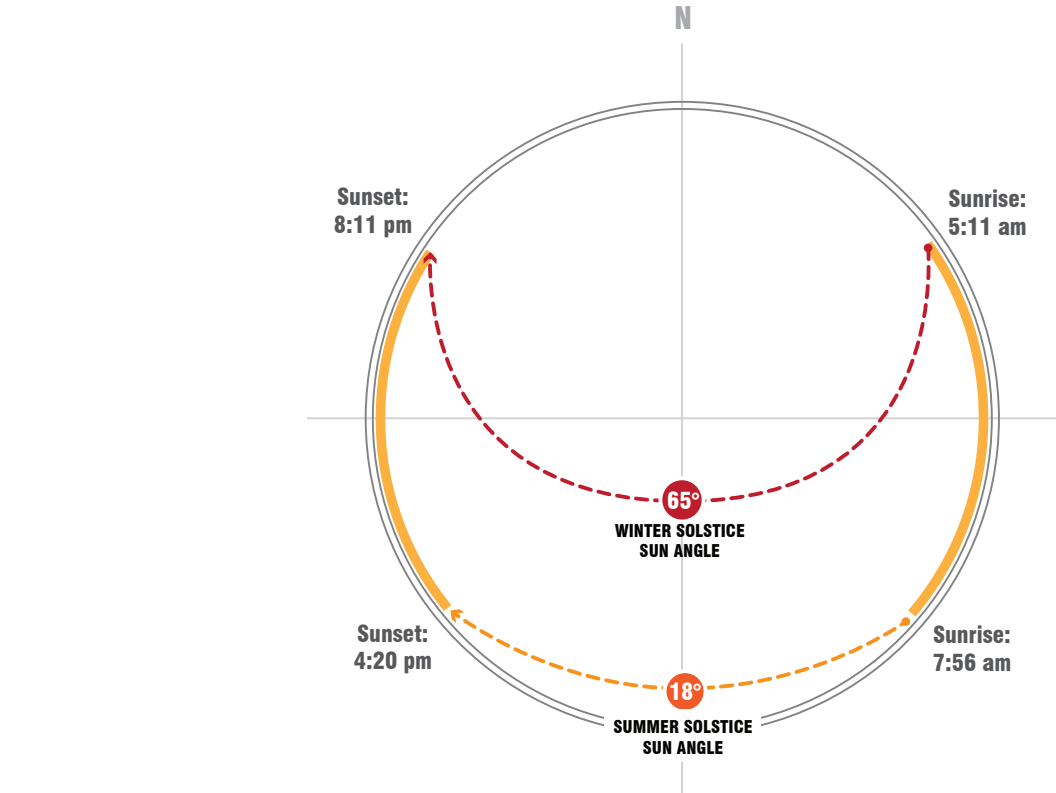
JUNE 21ST 9 AM



JUNE 21ST 12 PM



JUNE 21ST 3 PM



MARCH / SEPT 21ST 9 AM



MARCH / SEPT 21ST 12 PM



MARCH / SEPT 21ST 3 PM



DEC 21ST 9 AM

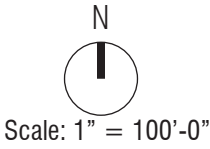


DEC 21ST 12 PM



DEC 21ST 3 PM





7.0

LANDSCAPE CONCEPTS

WOONERFS

DESIGN CONCEPT AND CHARACTER

A woonerf is a driveway shared by pedestrians, vehicles, and bicyclists equally. The project’s townhouse residential driveways are designed as woonerfs and used to increase the potential amenity area within the community. The design will serve to calm traffic and prioritize pedestrian safety and primacy which are essential in creating a strong neighborhood character. The woonerf will include the following design goals:

WOONERF DESIGN CONCEPTS:



- **Pedestrian Space First** - Use pedestrian scaled paving types, minimize use of curbs and signs to emphasize the street as a pedestrian space first.



- **Activate Edges** - Provide planters, greenery at edges to encourage residents to use the woonerf. Prioritize windows, balconies toward the woonerf to create ownership, security, social connectivity,



- **Right-sized Width** – keep woonerfs narrow as much as possible to calm the flow of traffic



- **Support Perpendicular Movement** - provide movements via paving patterns or complementary activities across either side of the woonerf to encourage impromptu crossings

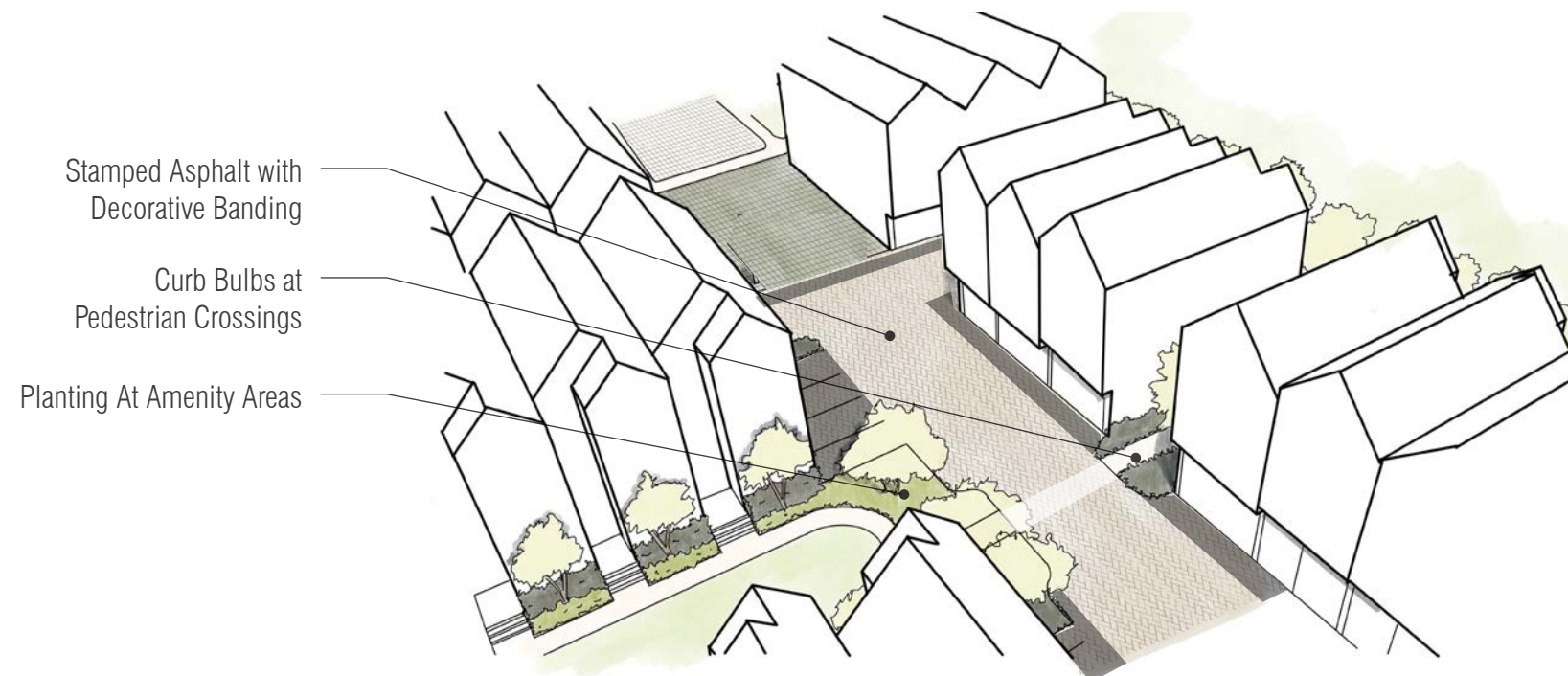


- **Gateways** – gateways act as a landmark to denote meaning to the community and its visitors to treat this space differently than a typical road.

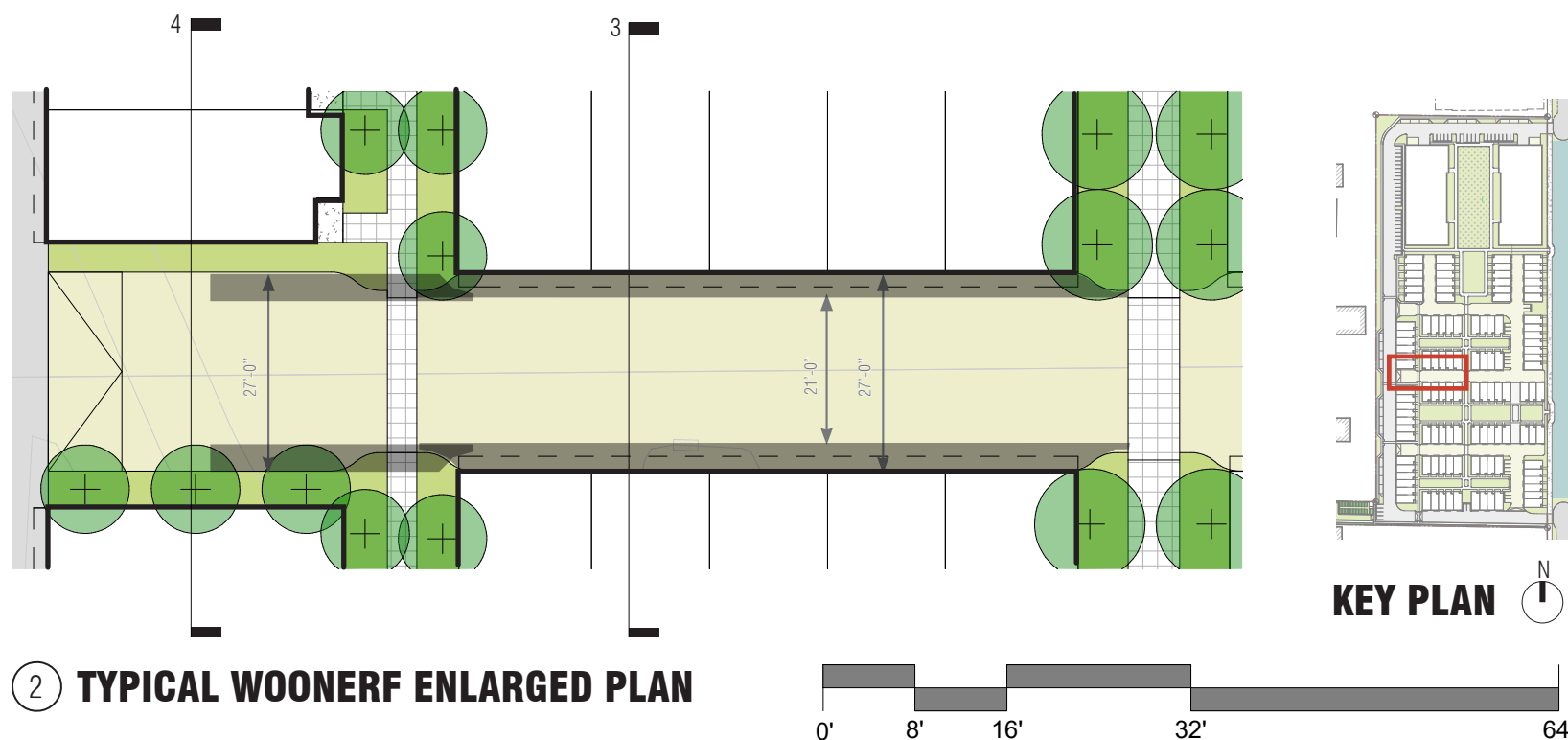
MATERIALITY



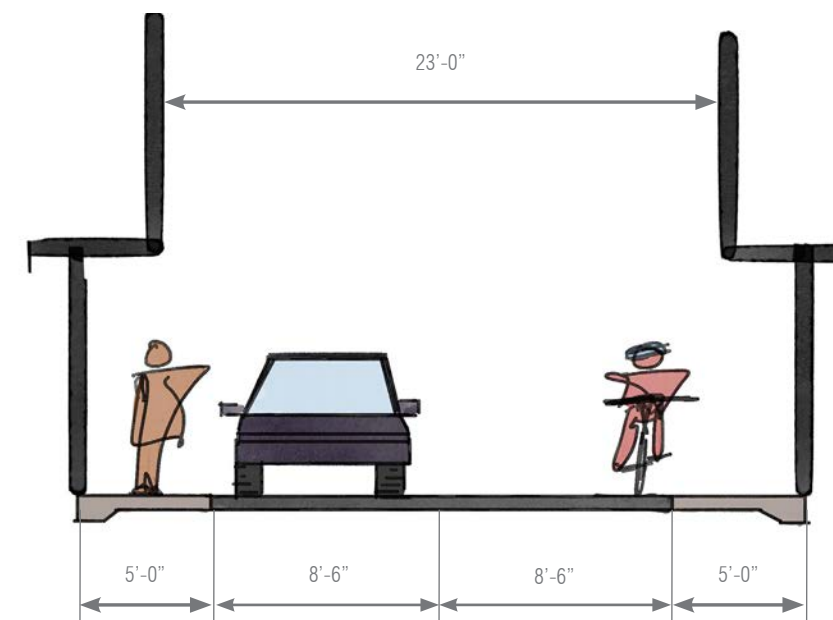
WOONERF CONCEPTS



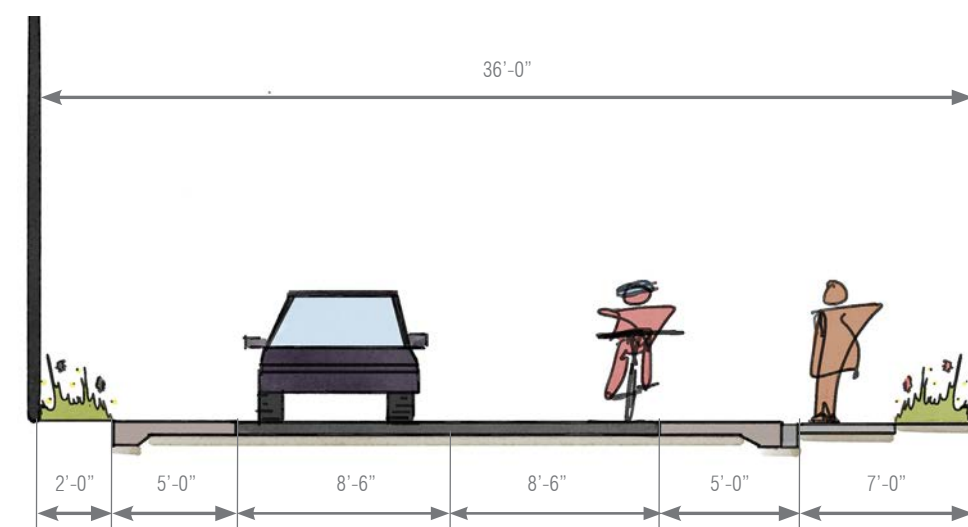
1 TYPICAL WOONERF CHARACTER SKETCH



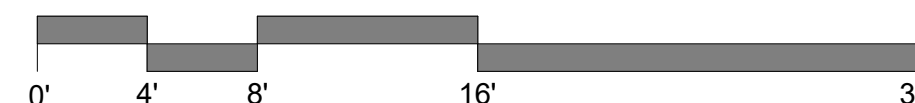
2 TYPICAL WOONERF ENLARGED PLAN



3 TYPICAL WOONERF SECTION



4 TYPICAL WOONERF CROSSING



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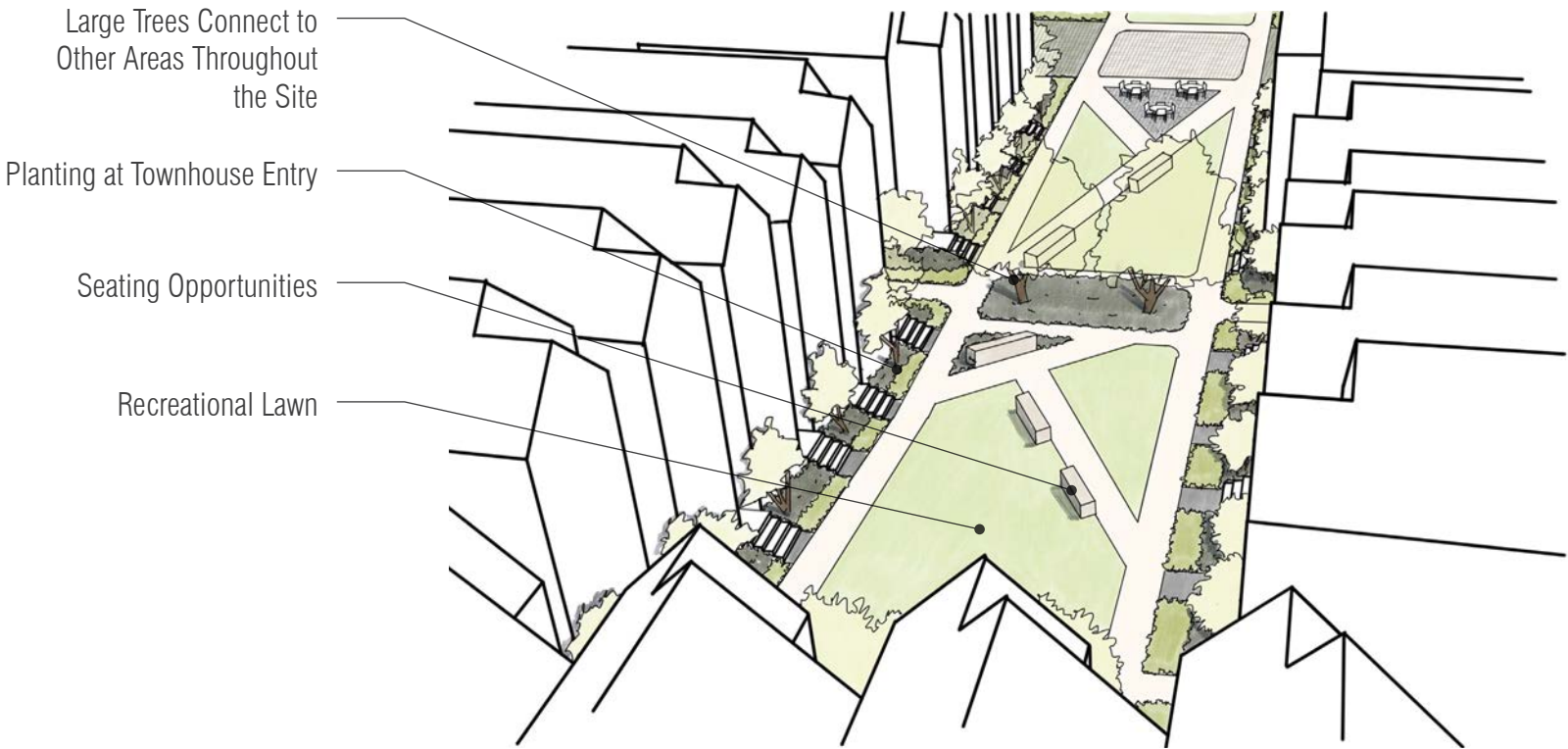
LANDSCAPE CONCEPTS

COMMON AMENITY SPACE

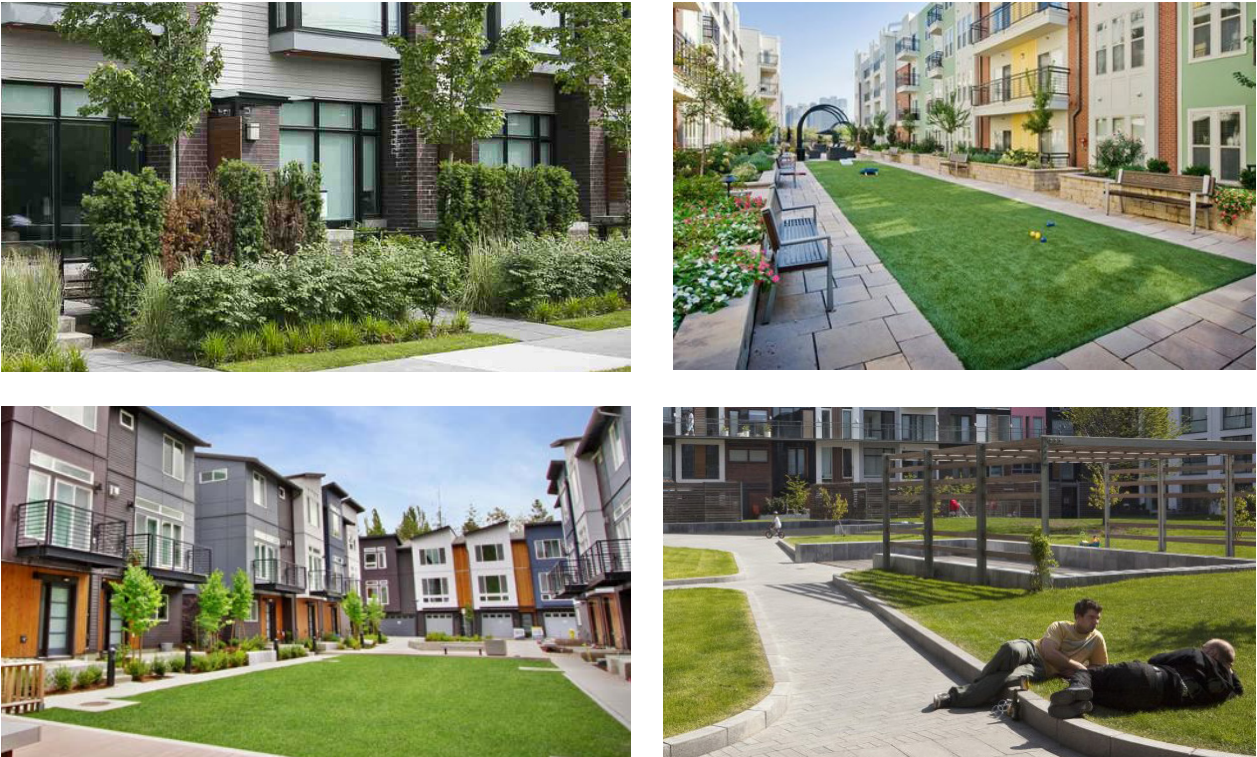
DESIGN CONCEPT AND CHARACTER

Placing community amenity space strategically throughout the site encourages residents to not only experience the open space opportunities outside their front door, but throughout the site as well.

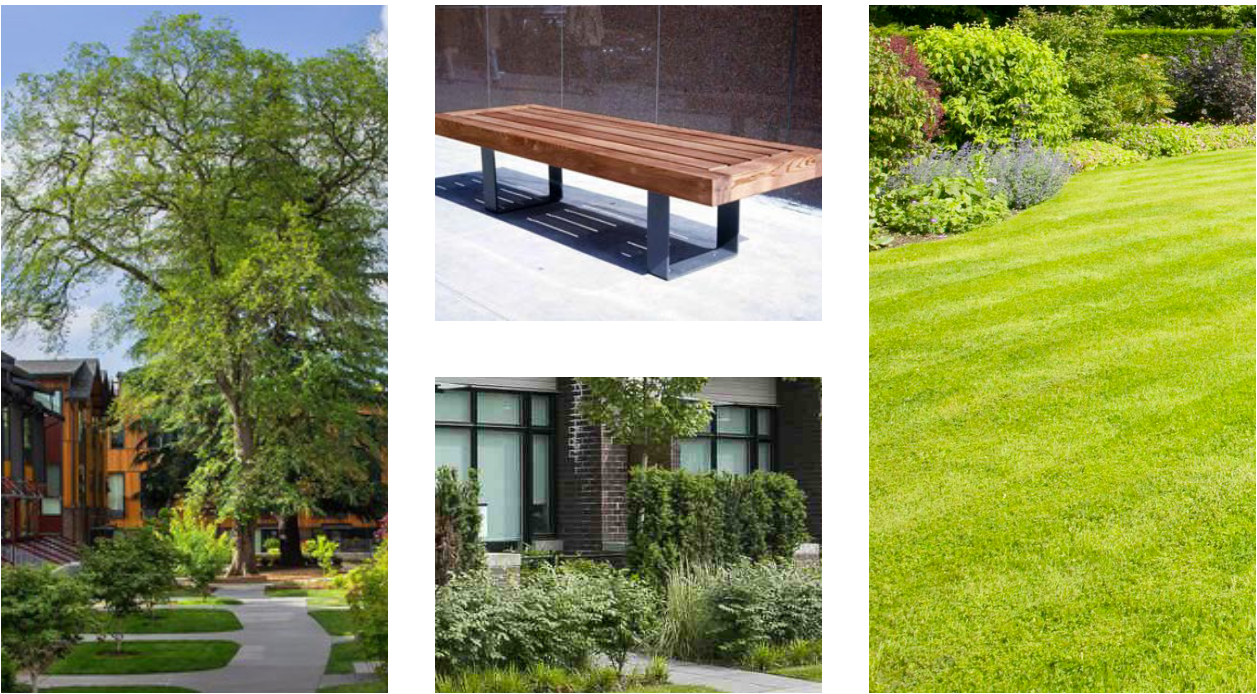
These common amenity spaces have the opportunity to vary in material character and planting to provide a different atmosphere while still maintaining several core attributes such as seating opportunities and recreational turf to attract residents.



CHARACTER IMAGES



MATERIALITY



MULTI-MODAL PATH INSPIRATIONS

DESIGN CONCEPT AND CHARACTER

Placing community amenity space strategically throughout the site encourages residents to not only experience the open space opportunities outside their front door, but throughout the site as well.

These common amenity spaces have the opportunity to vary in material character and planting to provide a different atmosphere while still maintaining several core attributes such as seating opportunities and recreational turf to attract residents.



CHARACTER IMAGES



MATERIALITY



7.0

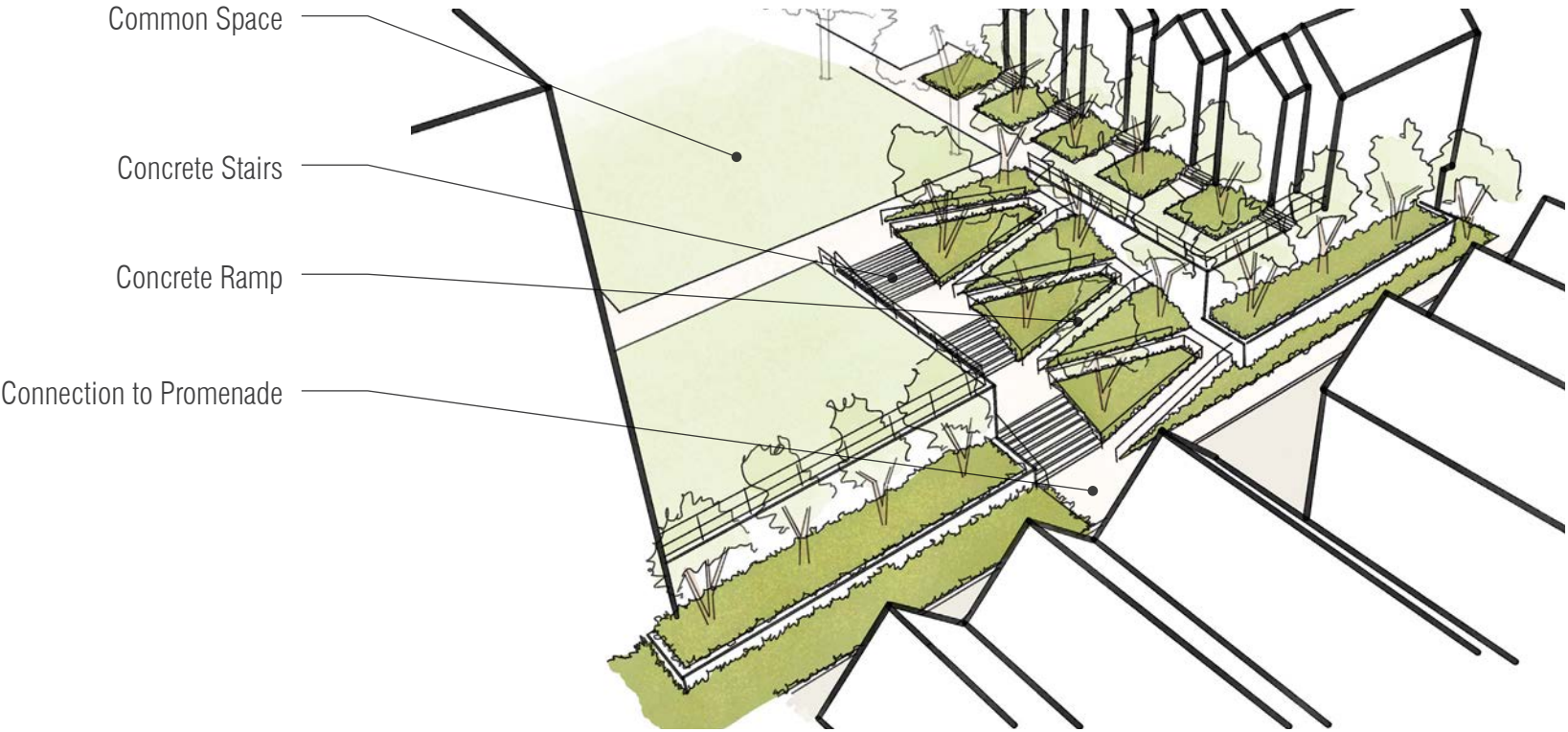
LANDSCAPE CONCEPTS

THE COMMONS HILL CLIMB

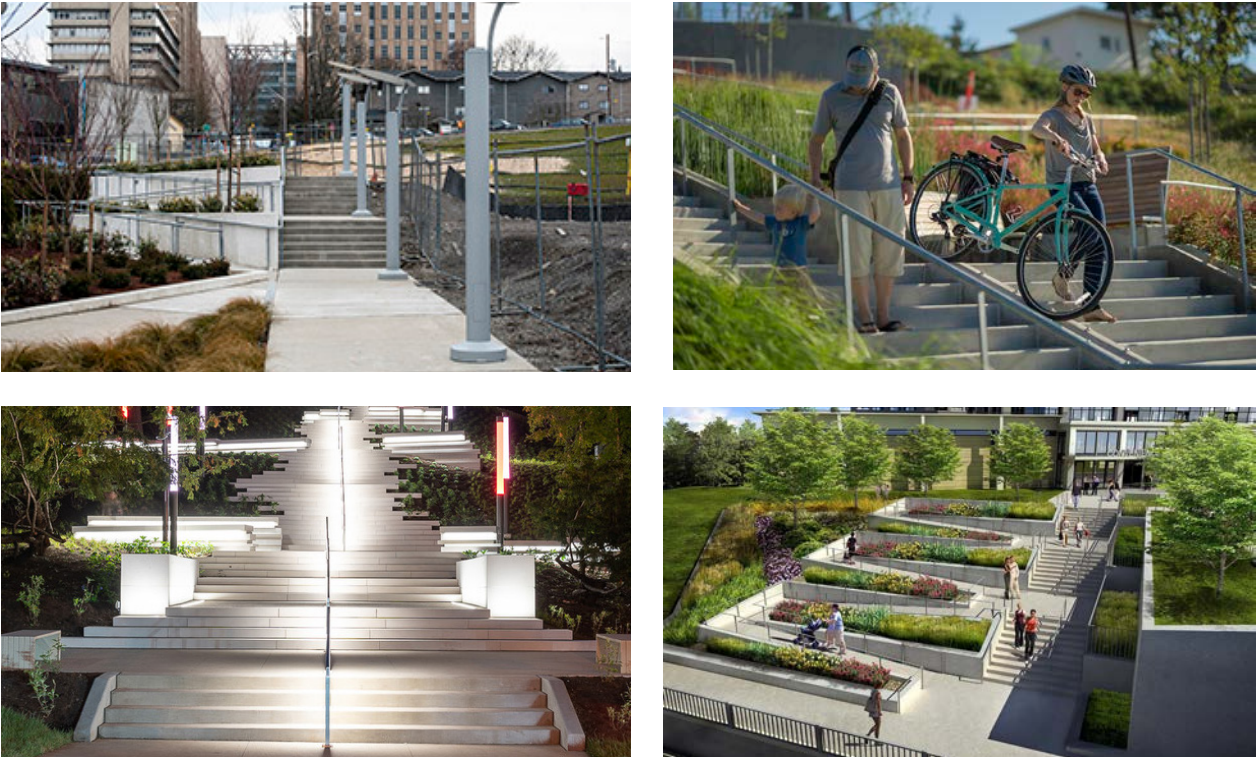
DESIGN CONCEPT AND CHARACTER

By relocating the midrise building parking below grade we have the opportunity to create a raised common space that overlooks the remainder of the site.

For residence to access this raised park we are providing a signature hill climb surrounded with planting to create a sensory-driven experience up to the common space, or down to the townhouses and common amenity areas below.



CHARACTER IMAGES



MATERIALITY



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PEDESTRIAN WAYFINDING

DESIGN CONCEPT AND CHARACTER

Pedestrian circulation through the site is based on a hierarchy of sidewalk widths and conditions. To encourage circulation throughout the site generous sidewalk widths are oriented along the center of the townhouse clusters as well as the non-motorized trail. From there, secondary routes act as collector routes, providing access to and from the townhouses.

Large trees are aligned along the primary pedestrian route through the three amenity spaces towards the large common space in the north, which is further lined with similar large tree species.

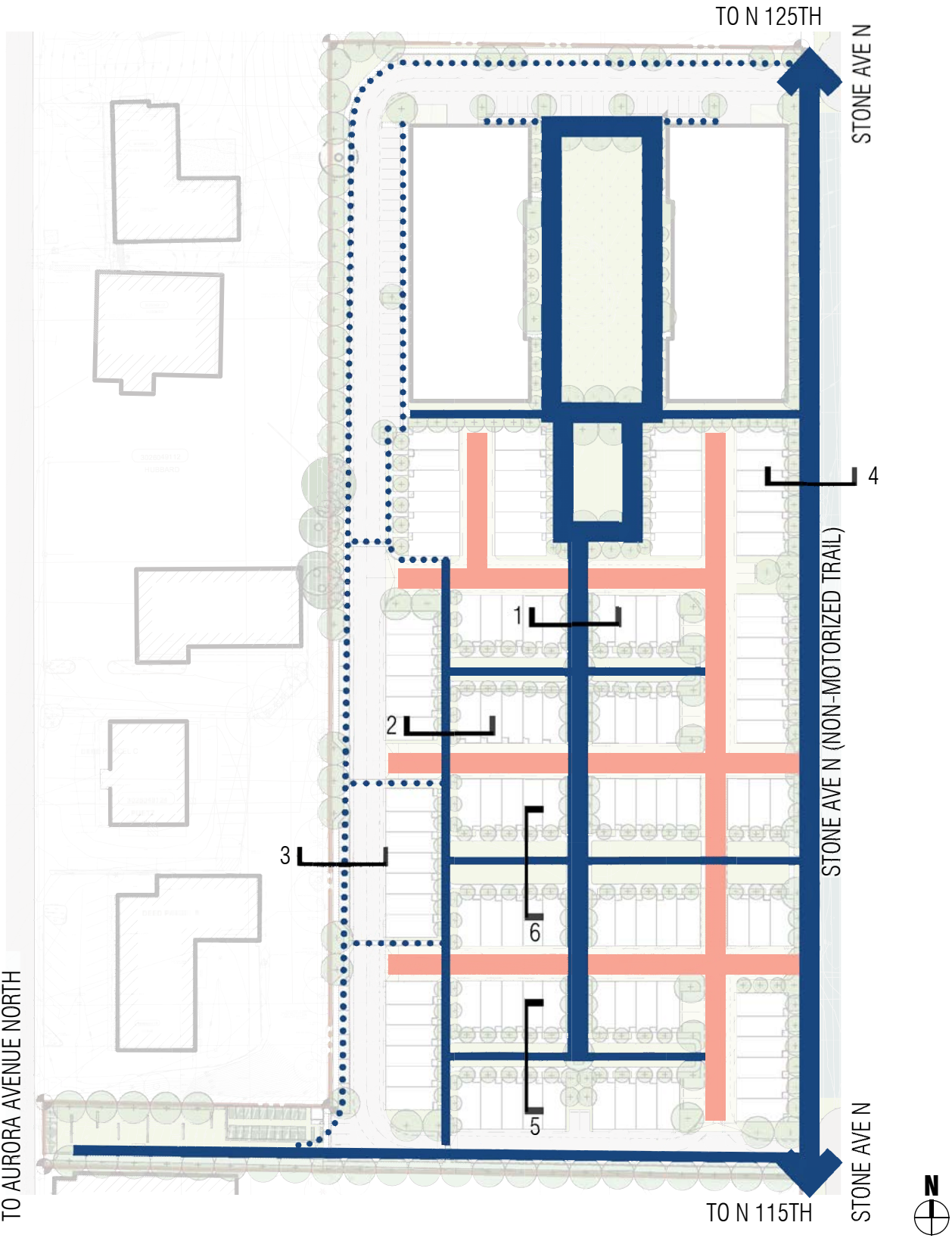
Secondary routes are more residential in character, typically flanked on both sides by generous planting or turf and medium sized trees. The tertiary route is reserved for access along the perimeter of the property to access the parallel parking and has typical roadside planting and trees.

Woonerfs act as infill, completing a non-motorized network throughout the site to encourage pedestrians and cyclists to navigate the neighborhood amenities, as well as connections to the greater Seattle area.

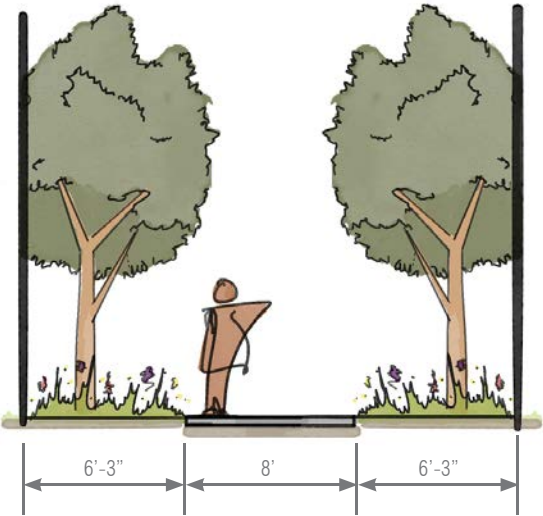
KEY

Pedestrian Wayfinding

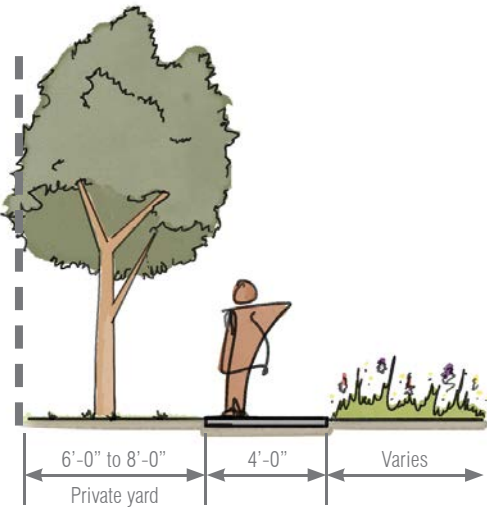
- Primary Pedestrian Route (8'-10' Path)
- Secondary Pedestrian Access (4'-6'Path)
- Tertiary Pedestrian Access (4'-5' Path)
- Pedestrian Accessible Woonerf



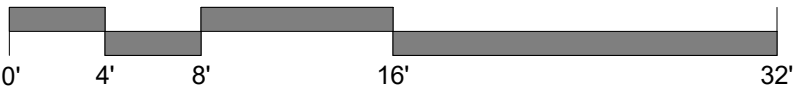
CHARACTER SECTIONS

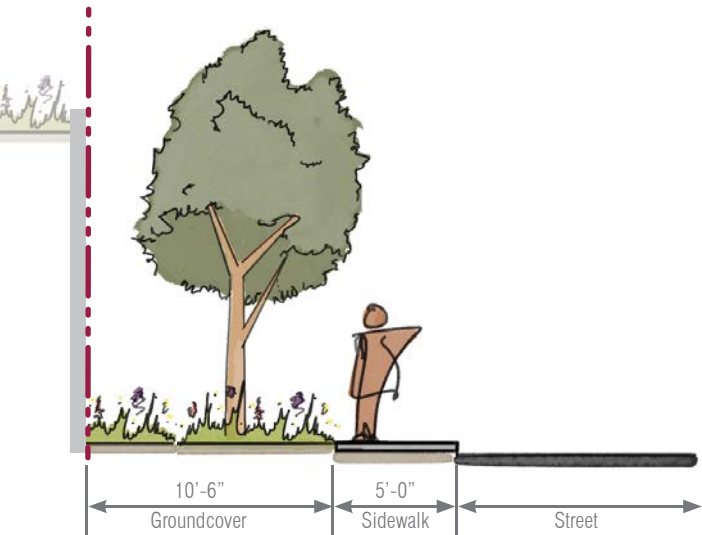


① Typical Primary Pedestrian Route (8'-10' Path)

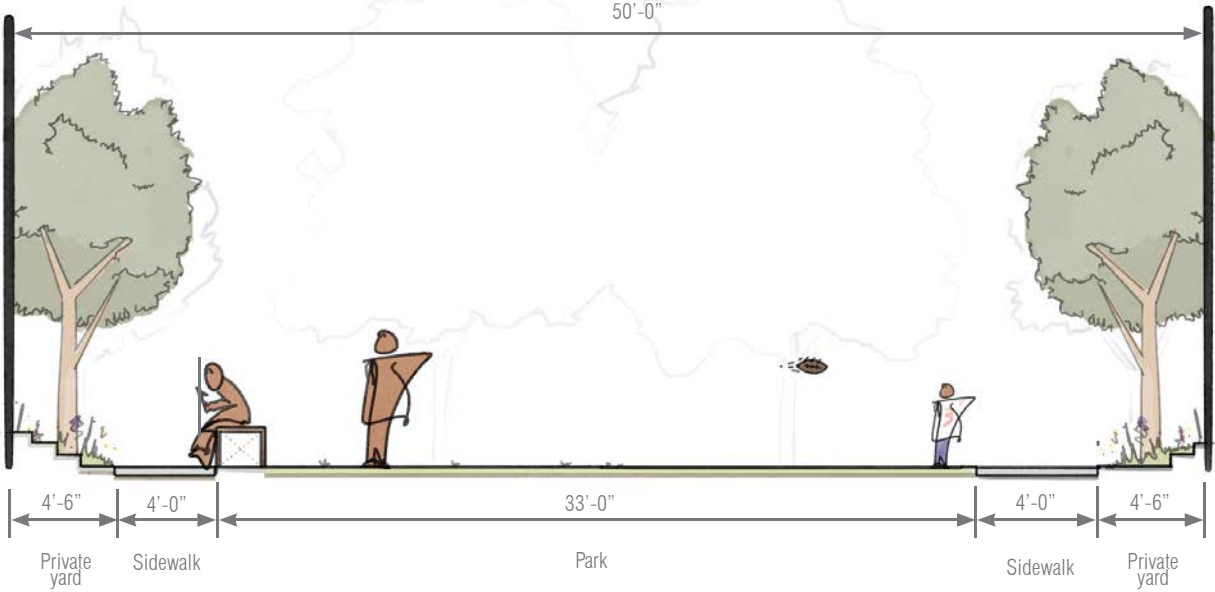


② Typical Secondary Pedestrian Access (4'-6' Path)

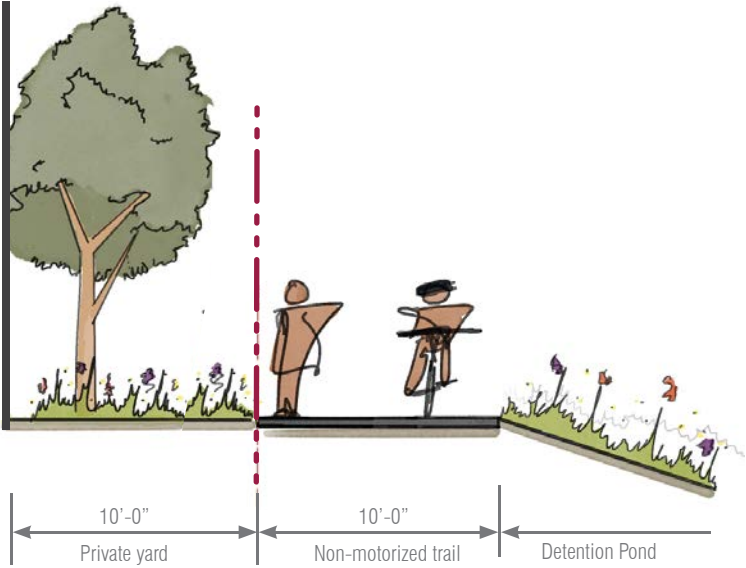




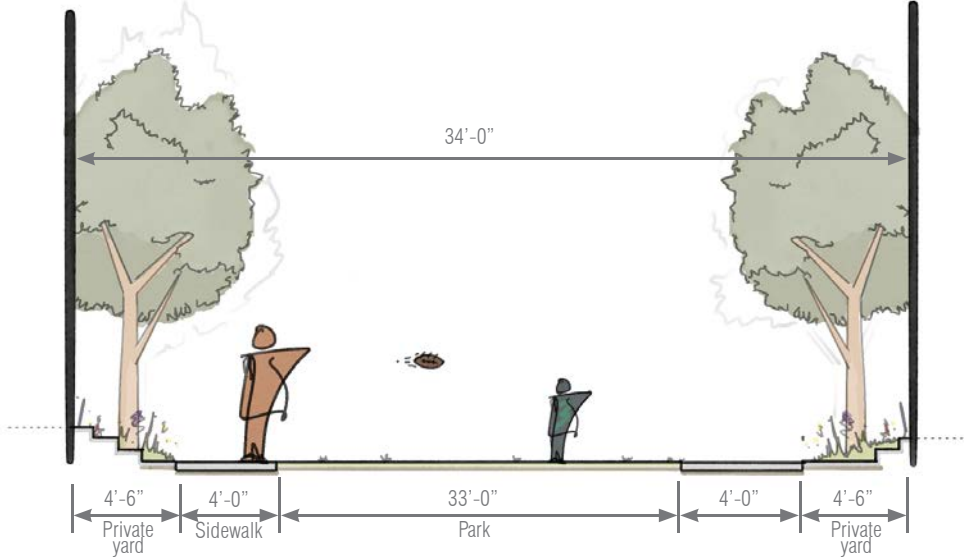
③ Typical Tertiary Pedestrian Access (4'-5' Path)



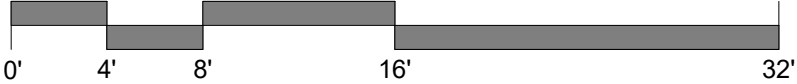
⑤ Typical Large courtyard



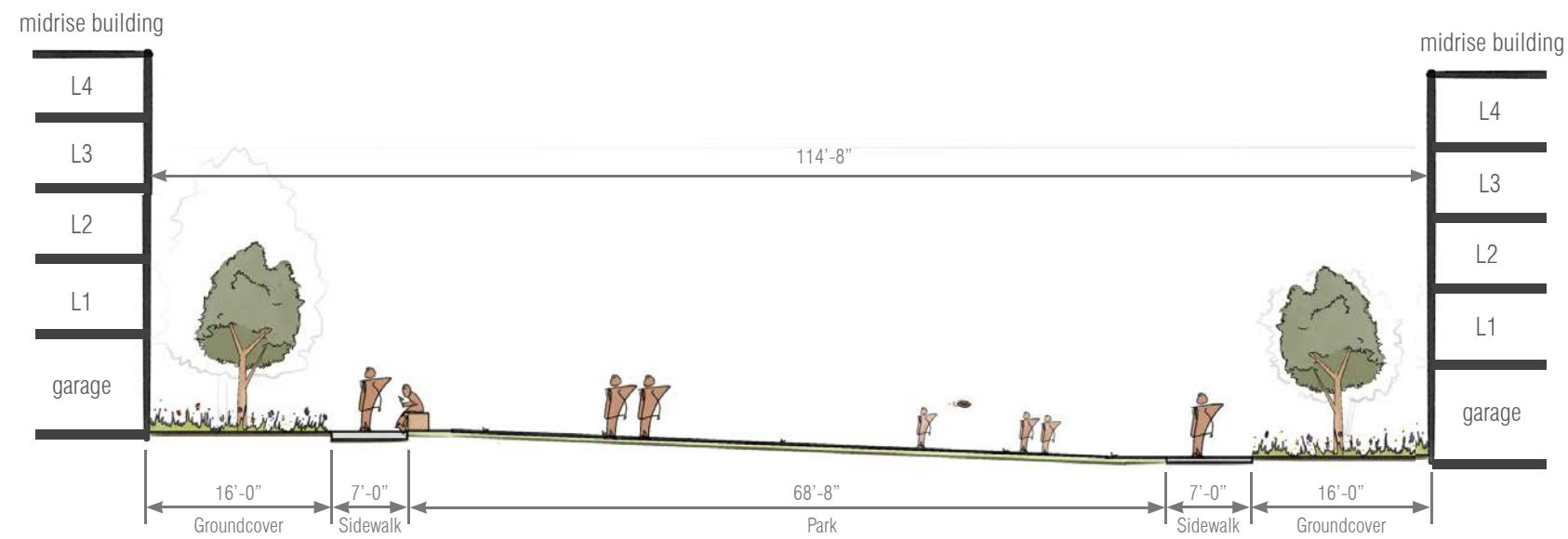
④ Non-motorized trail & detention pond



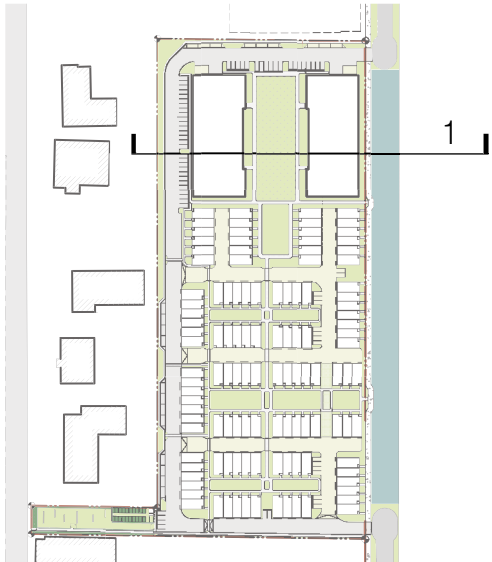
⑥ Typical Small courtyard



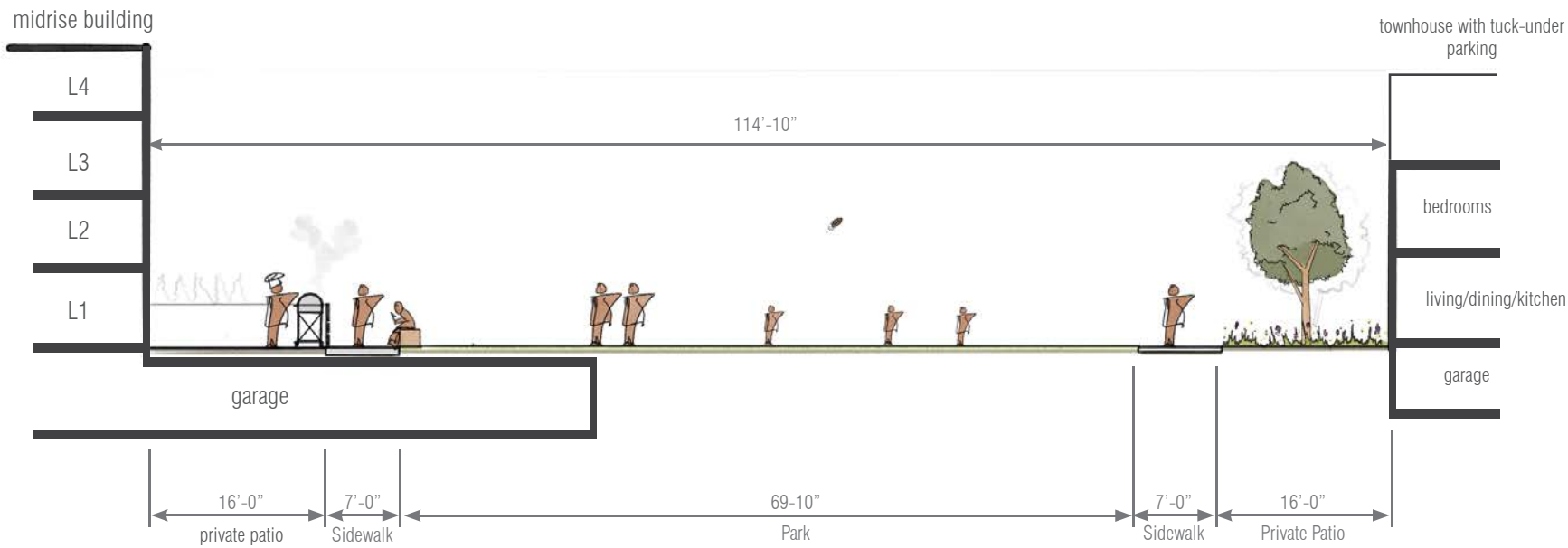
OPEN SPACE HIERARCHY - ENLARGED PARK SECTIONS



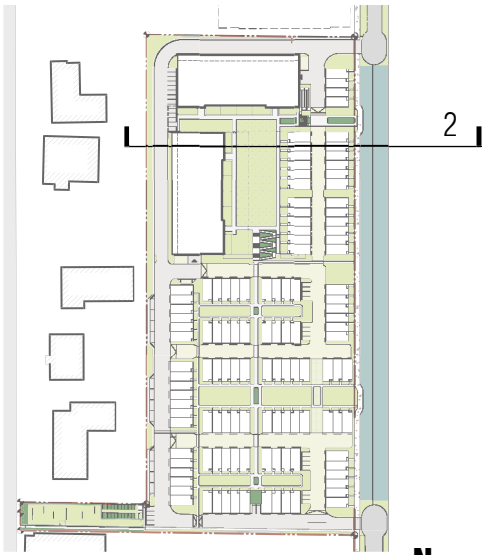
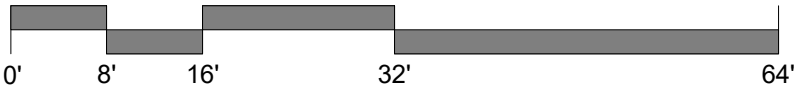
1 PARK - OPTION 1 "COMMONS"



KEY PLAN - OPT 1



2 PARK - OPTION 2 "PROMENADE"



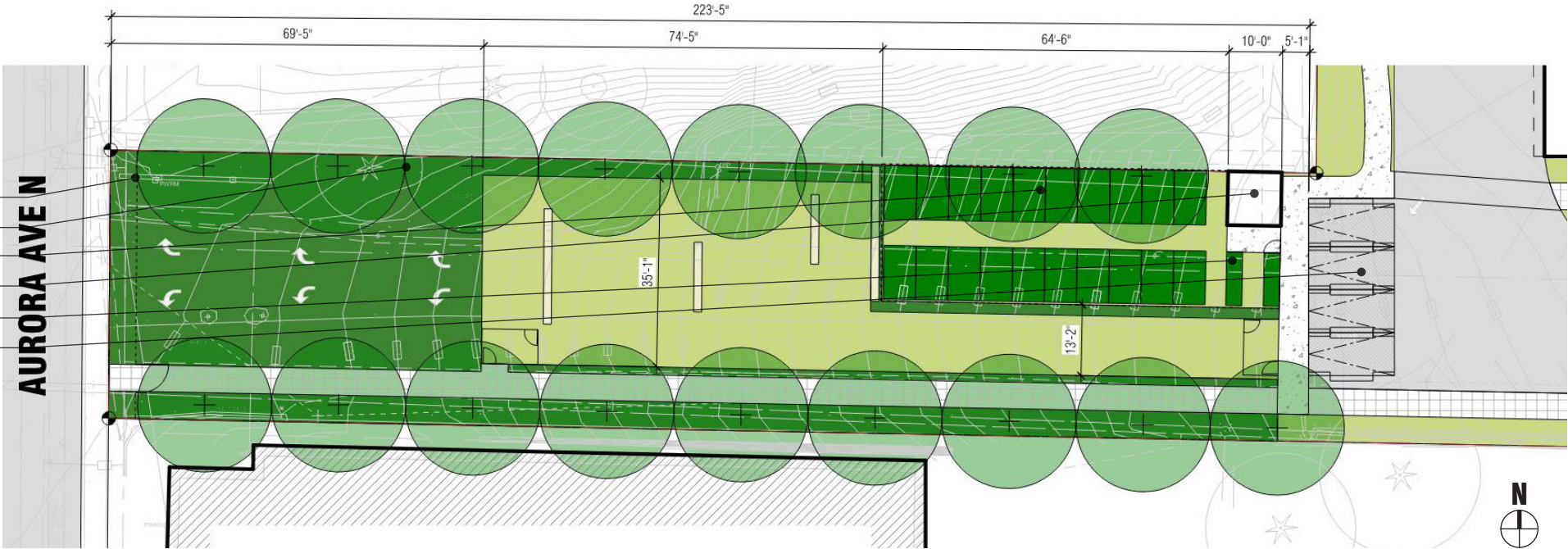
KEY PLAN - OPT 2

DOG LEG STUDIES

OPTION 1 - PREFERRED

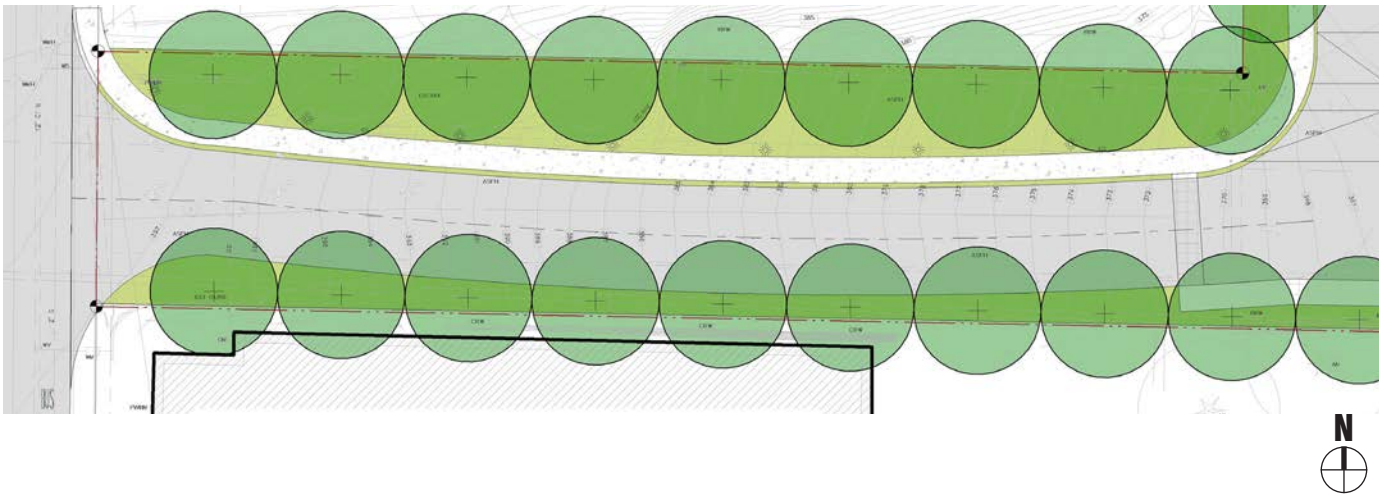
The previous site access will be converted into additional amenities for site residents: a large dog park and a P-Patch with ADA accessible plots and a small garden shed for storage. Access off Aurora Ave will be limited to a resident-only locking gate with security fence during overnight hours to enhance safety and discourage camping.

- Security Fence with Locking Gate
- Terraced Dog Park
- P-Patch Plot (6' X 10')
- Locking Storage Shed
- ADA Accessible P-Patch Plots
- Parking with Van Accessible Space



ALTERNATE OPTION - MAINTAIN RIGHT-IN / RIGHT-OUT AURORA ACCESS

Our client has reviewed the vehicular entry and the safety concerns associated described by both SDOT and our concerns related to safety. After further analysis, we agree with SDOT and propose to close this area to vehicular access to Aurora Ave N in favor of our Option 1 Preferred. This alternate option is provided as reference if for any reason the DRB or city entity decides it should remain. In this option, the road is re-aligned to favor right-out access, and also encourages drivers to take slower speeds when coming downhill.



PLANT PALETTE



“Autumn Brilliance” Amalanchier



Mountain Hemlock



Vine Maple



Tufted Hairgrass



Creeping Mahonia



Flowering Currant



Red Twig Dogwood



Deer Fern



Slough Sedge

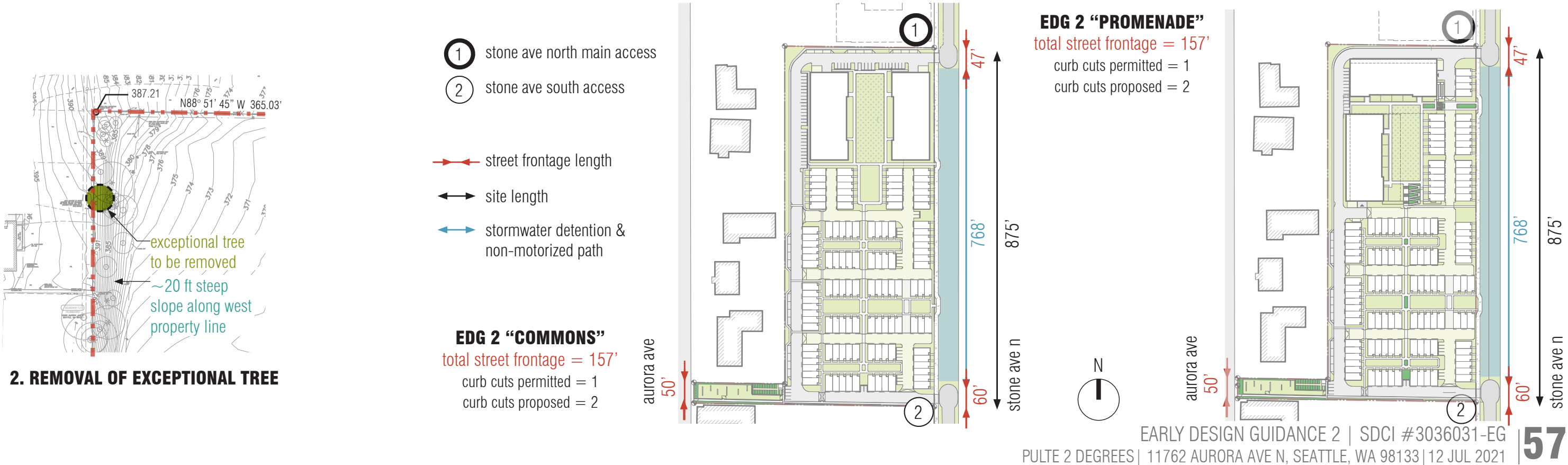


Epimedium



Kinnickinnik

	CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	RATIONALE
1	23.54.030 - Parking space and access standards.	<p>3. For lots on principal arterials as designated by the Seattle Department of Transportation, curb cuts are permitted according to Table B for 23.54.030:</p> <ul style="list-style-type: none">Street or easement frontage of the lot: 160 feet or less Number of curb cuts permitted: 1Street or easement frontage of the lot: 160-320 feet Number of curb cuts permitted: 2Street or easement frontage of the lot: 320-480 feet Number of curb cuts permitted: 3	<p>EDG 2 OPTION 1 “COMMONS” Street Frontage = 157’ Curb Cuts Permitted = 1 Curb Cuts Proposed = 2 DEPARTURE REQUESTED</p> <p>EDG 2 OPTION 2 “ PROMENADE” Street Frontage 157’ Curb Cuts Permitted = 1 Curb Cuts Proposed = 2 DEPARTURE REQUESTED</p>	<p>A main objective of the project proposal is to prioritize pedestrian use, connectivity and to enhance natural features. The project balances the need to provide adequate vehicular access to the site for residents and first responders, and maximizing the area of open space and non-motorized public path at the east edge of the site. However this in turn reduces the effective street frontage on the lot, thereby also decreasing the number of curb cuts permitted. The east property line length, which runs parallel to the Stone Ave N right-of-way is 875’ which would have permitted 5 curb cuts outright.</p> <p>PL1-A1 - ENHANCING OPEN SPACE / PL1-A2 - ADDING TO PUBLIC LIFE / PL1-B1 - PEDESTRIAN INFRASTRUCTURE / CS1-D2 - OFF-SITE FEATURES Instead of elongating the street, maximizing the length of the existing stormwater detention facility and landscaped amenity provides more acreage for accessible open space that will benefit the public. Enhancing this area will promote and enhance the existing natural habitats. This amenity also reduces vehicular traffic through Stone Ave N, prioritizing safe and secure pedestrian use N-S along Stone Ave. The E-W connection between Aurora provide a new pedestrian connection through the block between N 115th Street and N 125th Street, enhancing neighborhood connectivity.</p>
2	25.11.080.A.1 - Exceptional trees	<p>1. If the Director determines that an exceptional tree is located on the lot of a proposed development, and the tree is not proposed to be preserved, the project shall go through streamlined design review as provided in Section 23.41.018 if the project falls below the thresholds for design review established in Section 23.41.004.</p>	<p>DIRECTOR’S DECISION Removal of exceptional tree</p>	<p>For our EDG1 we attempted to preserve the existing exceptional tree however after additional direction by the NW DRB and site analysis, we found that removing the tree would improve the quality and location of open public amenity space for the development.</p>





OPTION 1 - "COMMONS"

118 Townhouse Units, 120 Midrise Units



OPTION 2 - "PROMENADE"

121 Townhouse Units, 120 Midrise Units

APPENDIX

COMMUNITY OUTREACH

PRINTED OUTREACH

Outreach Type: POSTERS, HIGH IMPACT

- **Requirement:** Direct mailings to residences and businesses within approximately 500 ft radius of the proposed site.
- **What we did:** We developed a full-color project poster and mail to residents and businesses within a 500-foot radius of the project. We kept an address log of each location where the poster is sent. Posters included SDCI project number, address and email address, as well as basic project information that directed interested parties to the project website and project survey.
- **Date completed:** 10/26/20

ELECTRONIC / DIGITAL OUTREACH

Outreach Type: WEBSITE, HIGH IMPACT

- **Requirement:** Interactive project website, with public commenting function.
- **What we did:** We created a project website that included a description of the project, details about the project team, details surrounding zoning, context and site map and relevant past projects completed by the project team. We also included a link to the Seattle Services Portal, project email address and details about the overall timeline. A link to provide comments was included on the site, along with a link to a project survey.
- **Date completed:** 10/28/20

Outreach Type: ONLINE SURVEY, HIGH IMPACT

- **Requirement:** Online survey
- **What we did:** We created a brief project survey that is tailored to the project and included an opportunity to provide specific feedback about notable project and site components.
- **Date completed:** 10/28/20

EQUITY

Required Equity Outreach: The groups from the Bitter Lake neighborhood snapshot were notified using the methods of outreach listed above.

- **What we did:** The flyer was translated into Spanish. The flyer was also emailed to the community groups listed on the DON snapshot. The website had a space for visitors to comment and was also translated into Spanish. The online survey was also translated into Spanish.
- **Date completed:** 10/06/20

Opportunity to Provide Online Input on the

11762 Aurora Ave N Project

ABOUT THE PROJECT

This project proposes the development of 124 townhomes and 100 apartment units, including 87 on-grade and 100 covered parking spaces for both projects. Development will also improve an existing undeveloped section of Stone Avenue N as a bio-retention area and new landscaping.

What: Let us know what you think! Visit our website at AuroraAveNProject.com to learn more about this new project, including the team’s proposed vision and approach.

Survey: Take our online survey to share your thoughts about the project site and components. (Survey located on the project website.)

Comments: Provide additional comments via our comment form or by email at AuroraAveProject@earlyDRoutreach.com.



CITY OF SEATTLE REQUIRED OUTREACH FOR 11762 AURORA AVE N

ADDITIONAL PROJECT DETAILS

Project Address: 11762 Aurora Ave N, Seattle, WA 98133	Additional Project Information on Seattle Services Portal via the Project Number: 3036031-EG	Project Email: AuroraAveProject@earlyDRoutreach.com
Contact: Natalie Quick		Note that emails are returned within 2-3 business days, and are subject to City of Seattle public disclosure laws.
Applicant: Pulte Homes		

This effort is part of the City of Seattle’s required outreach process, in advance of Design Review.

COMMUNITY OUTREACH SUMMARY

WHAT WE HEARD FROM THE COMMUNITY:

Design-Related Comments:

- One respondent said development street access is the most important consideration for the exterior space of this property, and inquired whether the project team will propose driving access to Stone Ave N from the NE and SE corners of the development, and whether the project team proposes making Stone Ave N on the east side of the development into a park-like, non motorized area.
- One respondent said that unobstrusive access to city streets is valued the most when it comes to new developments built in this neighborhood because of the influx of new traffic.
- One respondent expressed concern that project access up the existing driveway at the Southwest corner of the project (going west to Aurora Ave N) is unsafe because it is a steep driveway and that lane is also used by the Rapid Ride E Line; the respondent encouraged the project team to instead create access out the East side onto Stone Avenue and upgrade Stone Avenue so traffic can go North and South to increase safety.
- One respondent expressed concern that the “non-motorized road” is a mistake and that it should be a regular street to accomodate cars going in and out of the project.

Non-Design Related Comments:

- 100 percent of survey respondents said parking is the most important element when it comes to design of a new building on this property
- One respondent inquired whether the white line paralleling Stone Ave N indicates future fencing.
- One respondent noted that a few winters ago the Puetz Golf Course was under a foot of water for about ten days.
- One respondent encouraged the project team to work with the City of Seattle to find a place for the current homeless community on-site to go.

Miscellaneous Comments:

- One respondent expressed concern that he had not yet obtained answers to questions about project traffic flow.

BOARD & VELLUM RESPONSE:

- Thank you for reaching out and sharing your concerns. We seek to prioritize vehicular and pedestrian safety, especially with a development of this size, and we are working with SPU, SDOT, and WDOT to provide additional access points into the site. We are aware that there is a homeless encampment adjacent to our site and plan to work with the appropriate city agencies to address it.



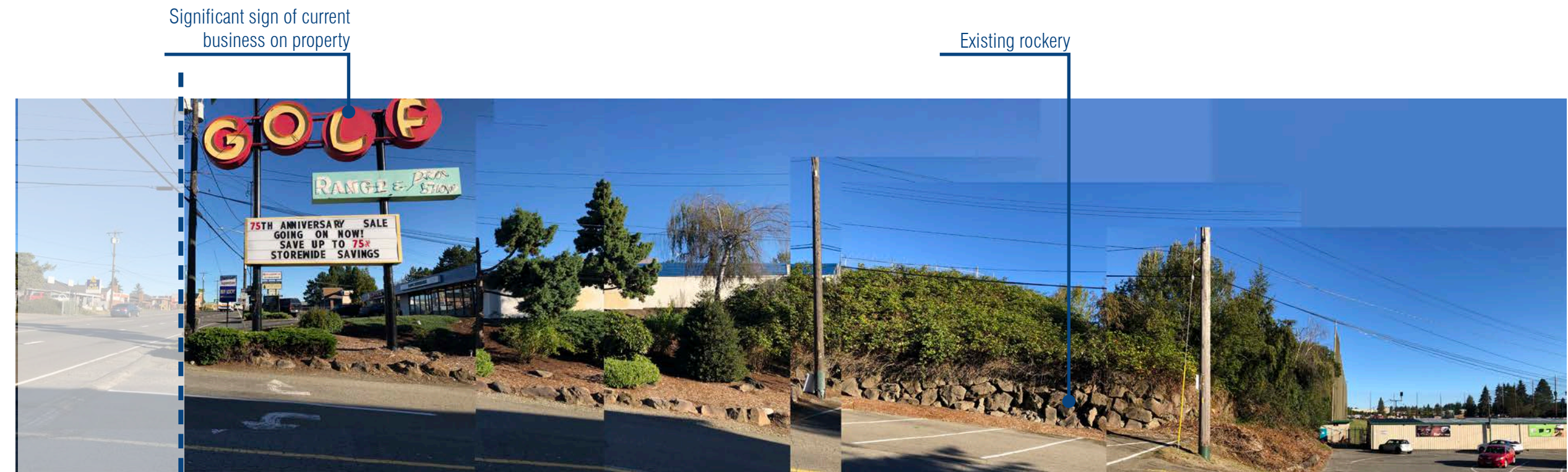
STREET ELEVATION A: EAST SIDE AURORA AVE N



STREET ELEVATION B: SOUTH PANHANDLE

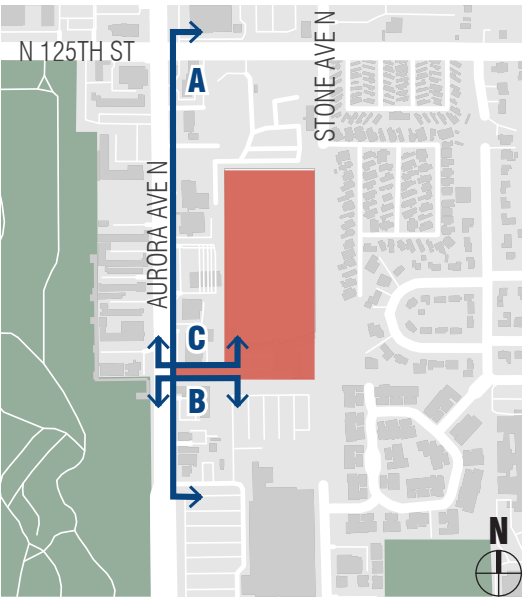


STREET ELEVATION A, CONTINUED



STREET ELEVATION C: NORTH PANHANDLE

KEY MAP



Current tow truck yard beyond



SITE ELEVATION D: FACING NORTH

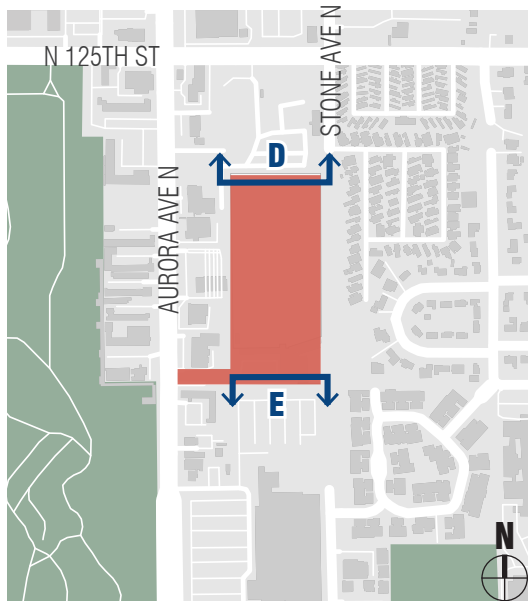
Home Depot parking lot



SITE ELEVATION E: FACING SOUTH



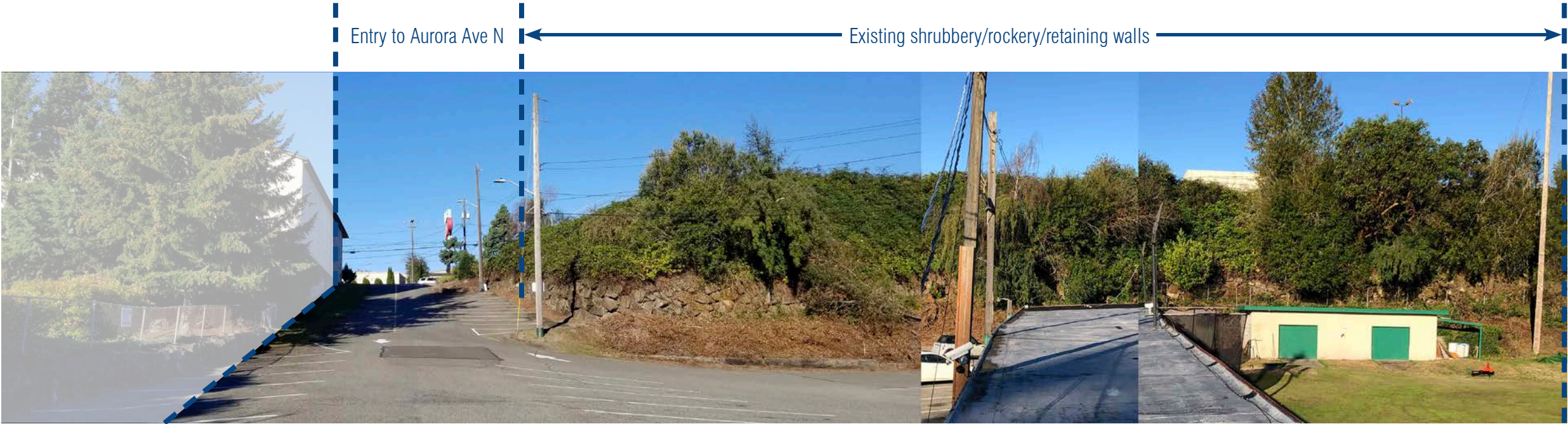
KEY MAP



SITE ELEVATION D, CONTINUED

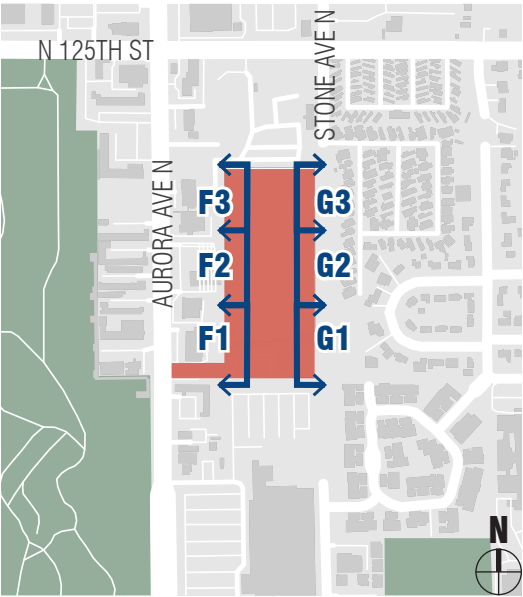


SITE ELEVATION E, CONTINUED

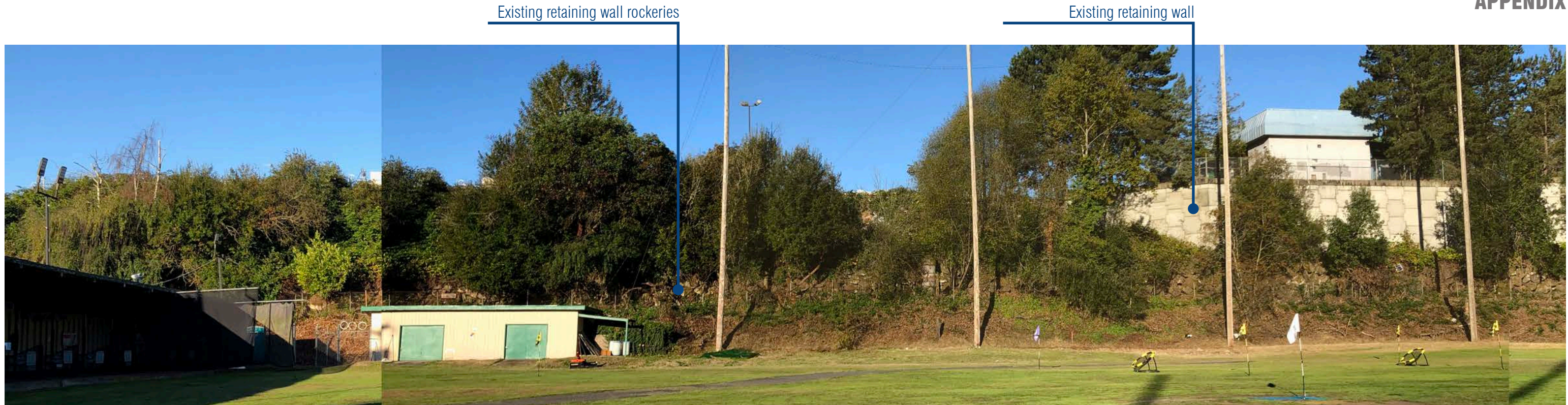


SITE ELEVATION F1: FACING WEST

KEY MAP



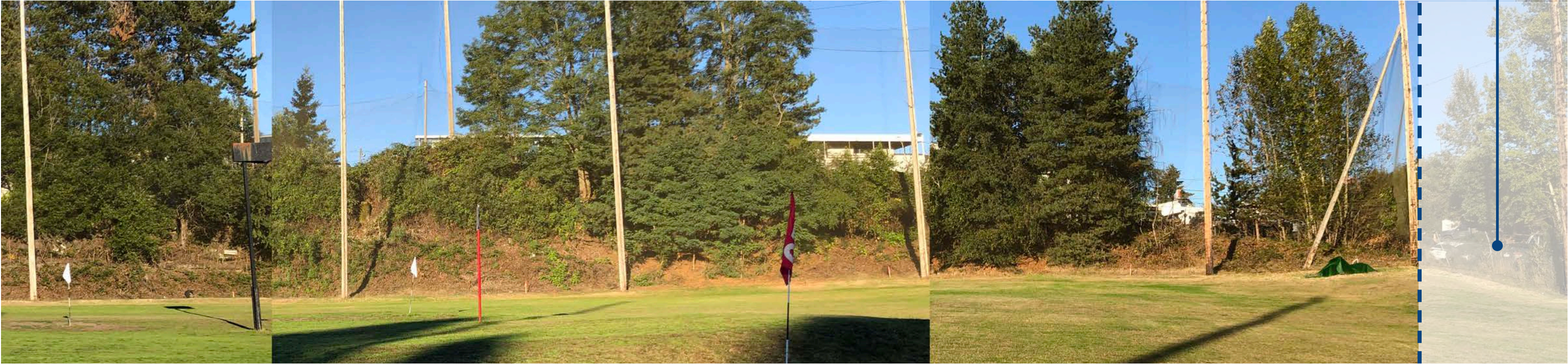
SITE ELEVATION G1: FACING EAST (TOWARDS STONE AVE N ROW)



SITE ELEVATION F2: FACING WEST



SITE ELEVATION G2: FACING EAST (FACING STONE AVE N ROW)



SITE ELEVATION F3: FACING WEST



SITE ELEVATION G3: FACING EAST