

# PULTE 2 DEGREES

DESIGN RECOMMENDATION | SDCI #3036032-LU | 13 JUNE 2022

ADDRESS: 12201 STONE AVE N | SEATTLE, WA 98133

## APPLICANT

PULTE HOMES OF WASHINGTON  
3535 FACTORIA BLVD SE #600  
BELLEVUE, WA 98006  
(425) 216-3405

## ARCHITECT (TH)+ LANDSCAPE

BOARD & VELLUM  
115 15TH AVE. E. SUITE 100  
SEATTLE, WA 98112  
(206) 707-8895

## ARCHITECT (MIDRISE)

DAHLIN GROUP  
10900 NE 8TH SUITE 1120  
BELLEVUE, WA 98004  
(425) 453-5388





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PROJECT INFORMATION

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 an undeveloped section of Stone Ave N right-of-way.

The project will provide high-quality 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. The proposed design provides pedestrian and bicycle access to common open spaces both on and off site by proposing to improve Stone Ave N right-of-way with a stormwater detention facility and multimodal path. The design connects onsite pedestrian and landscape improvements with the proposed off site improvements tying the proposed community with the surrounding neighborhood.

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 currently used as a stormwater detention facility by SPU into a landscaped public amenity for the community while preserving the stormwater detention functionality.
- Provide a variety of quality landscaped open spaces on site.
- 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.

ADDRESS:

12201 STONE AVE N, SEATTLE, WA 98133

SDCI PROJECT NUMBER:

3036032-LU

TOWNHOUSES

NUMBER OF RESIDENTIAL UNITS:

122

NUMBER OF PARKING STALLS:

157 (122 GARAGE, 35 SURFACE)

TOTAL BUILDING AREA:

238,653 GSF

MIDRISE BUILDING

NUMBER OF RESIDENTIAL UNITS:

120

NUMBER OF PARKING STALLS:

155 (142 GARAGE, 13 SURFACE)

TOTAL BUILDING AREA:

244,985 GSF

OVERALL BUILDING AREA:

483,638 GSF

PROJECT LOCATION MAP



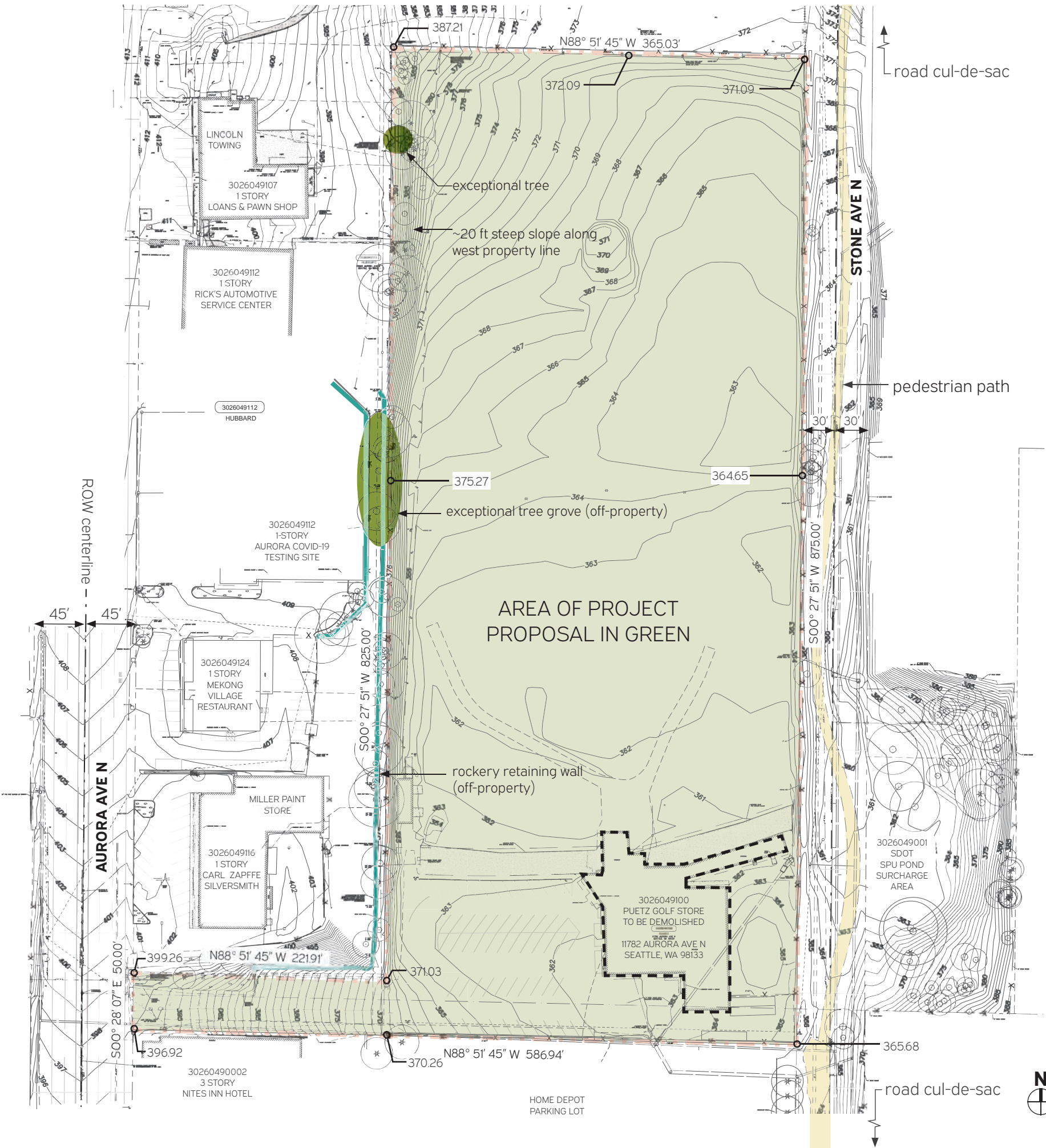
AERIAL PERSPECTIVE VICINITY MAP



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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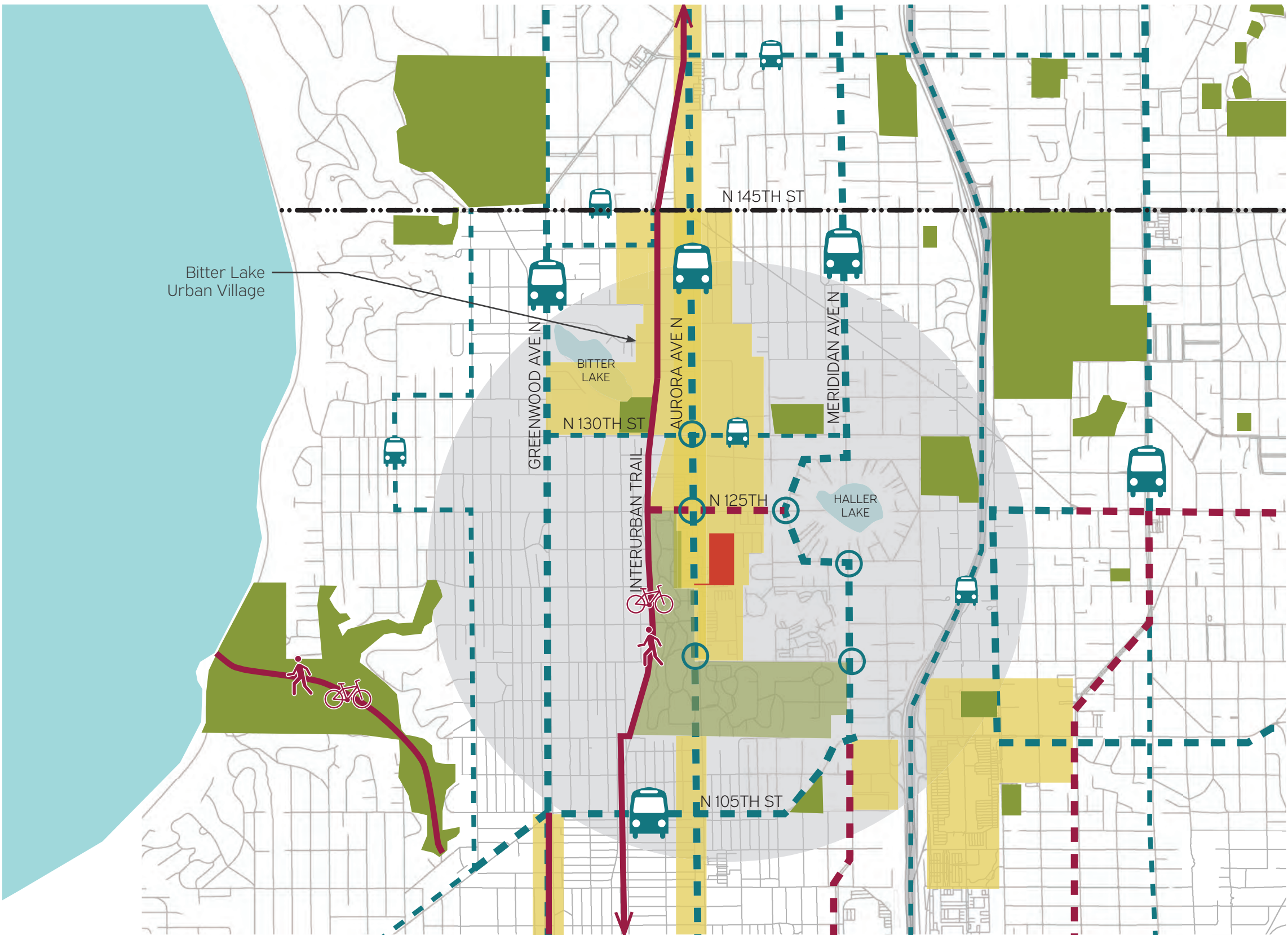
## CONTEXT ANALYSIS

### 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



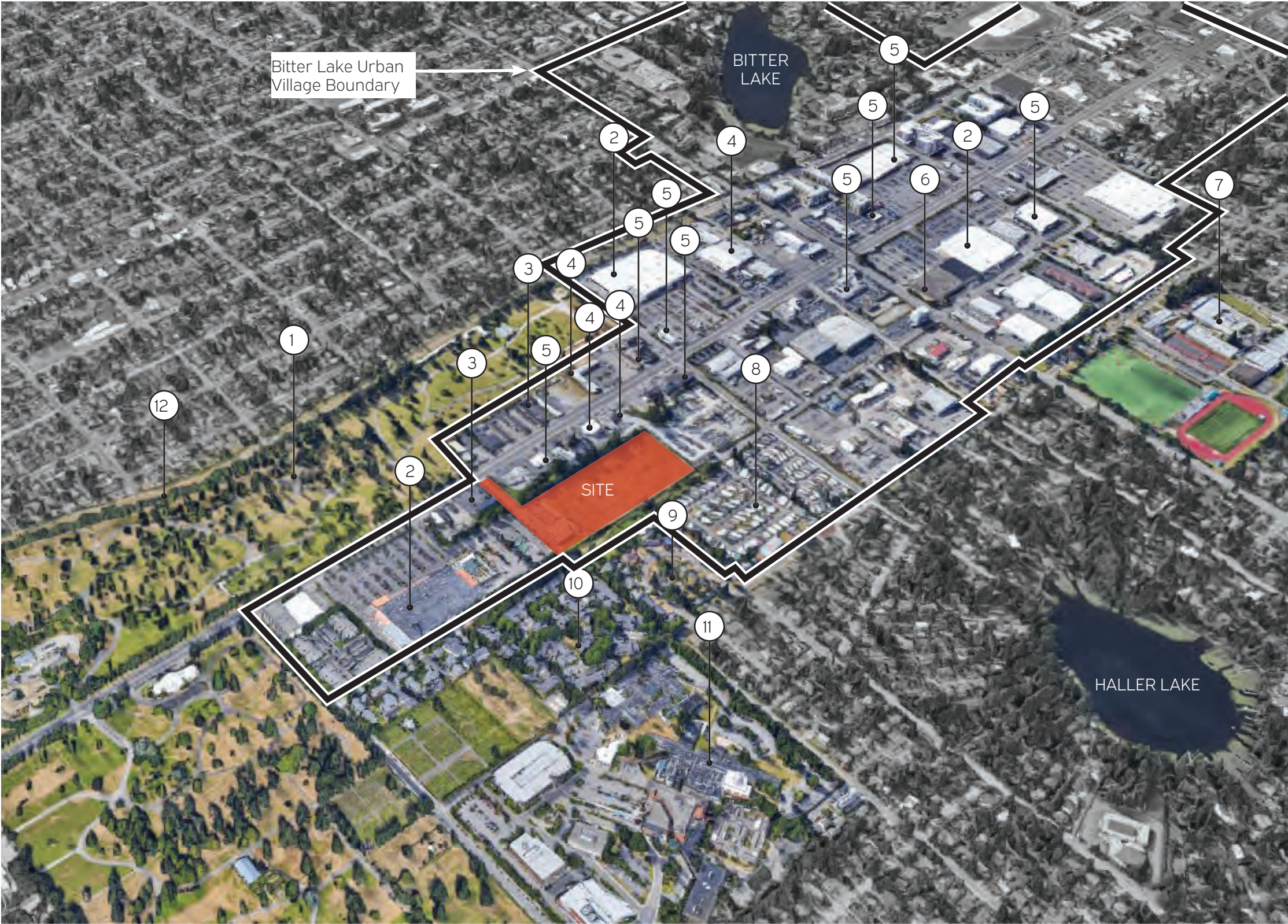


NEIGHBORHOOD POINTS OF INTEREST

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 visual open space via the 144-acre Evergreen Washelli Memorial Park, Seattle’s largest cemetery, to the south and west.

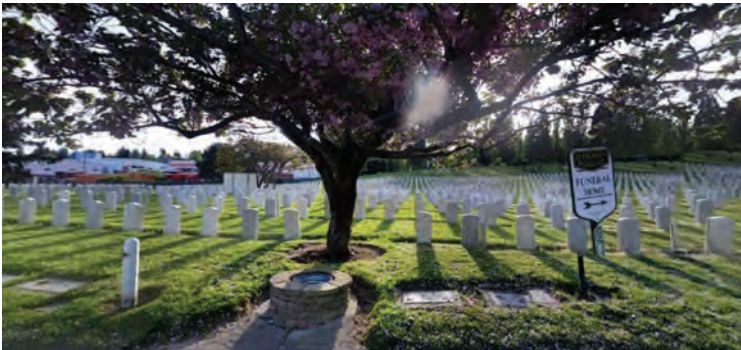
Aside from the above mentioned points of interest, the surrounding area is mainly single-family residential with a handful of religious institutions and schools.





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## CONTEXT ANALYSIS



### 1 CEMETARIES

8 min. 5 min.

- Cemeteries 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, and revised August 4, 2021 details the trees currently on-site and off-site. The arborist inventoried and assessed 22 on-site trees and 41 trees off-site, the majority of which were along the west property edge. The 17 off-site Exceptional Trees form an exceptional tree grove per Seattle criteria of 8+ trees with 12”+ DBH with continuously overhanging canopies.

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

## EXCEPTIONAL TREE TO BE REMOVED

PACIFIC MADRONE (#350)

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. The tree is in good health and structural condition. It has a trunk diameter at standard height of 15.4 inches and a canopy ranging from 10.6 feet to 21.1 feet in various directions.

If retained, the tree would require protection fencing around the critical root zone diagrammed to the right. However, the proposed site plan involves the removal of the exceptional tree in order to give adequate space to the courtyard, parking, and circulation areas to the east of it. Please refer to page 24 for a exceptional tree retention study for further discussion and a diagram showing possible site plan layout if this tree were to be retained.

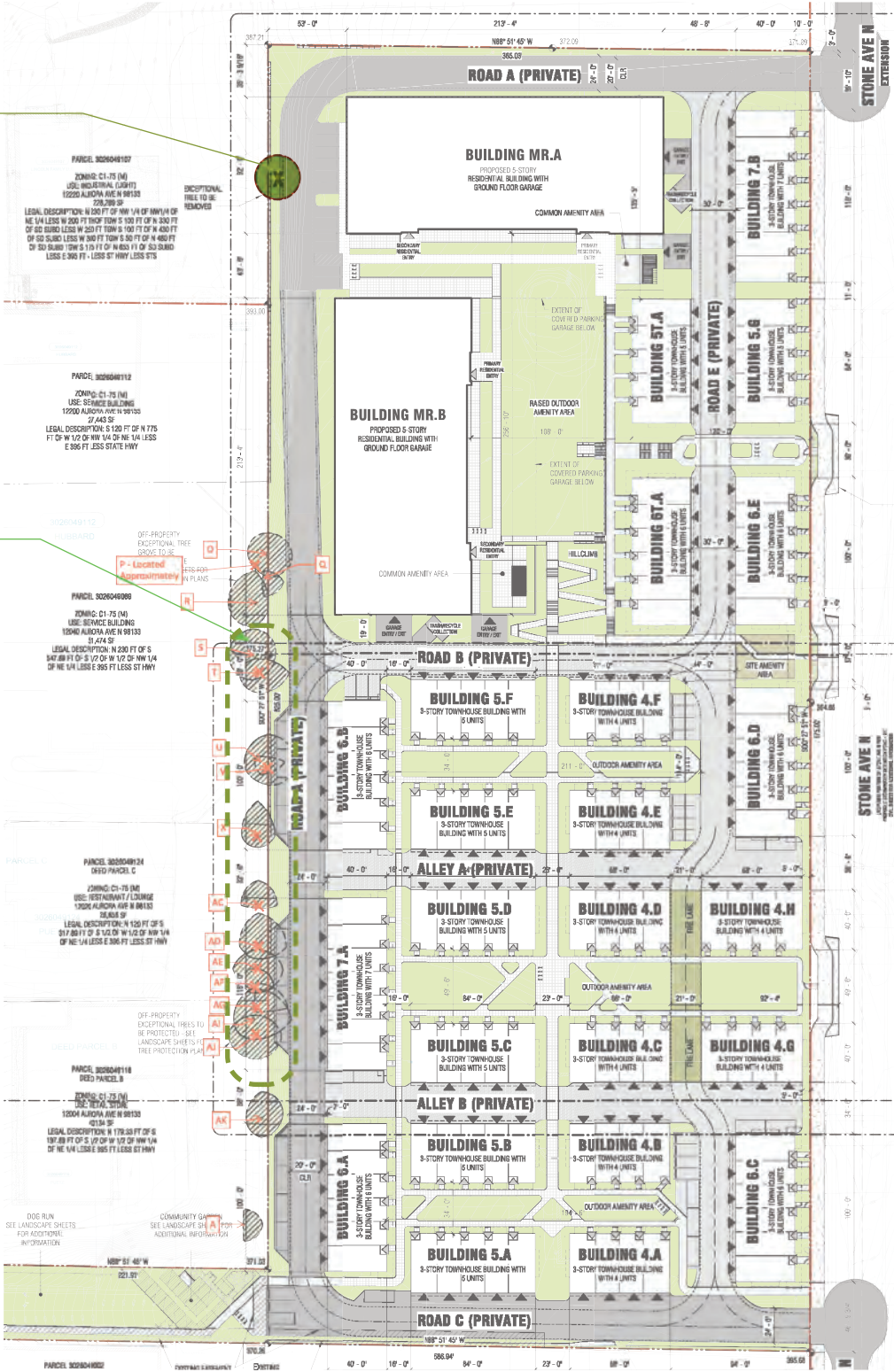
## EXCEPTIONAL GROVE (OFF-SITE)

TREES (P, S, T, V, X, AC, AD, AE, AF, AG,, AJ)

Most of the exceptional trees are growing out of, or at the top of, a rock retaining wall. Due to the long-term issues that trees growing in rock retaining walls can cause, such as destabilization and pushing rocks out of the wall, the arborist recommends removing all of the trees that are growing out of the rock retaining wall and some of the trees growing at the top of the retaining wall. According to Seattle Municipal Code 25.11.090.A exceptional trees and trees over 24-inches diameter at standard height (DSH) removed in association with development must be replaced with at least one new tree for each tree removed. Tree replacements must achieve a canopy cover at maturity which meets or exceeds existing canopy cover.

Exceptional Tree - To be removed (#350)

Exceptional Grove (Offsite)





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## CONTEXT ANALYSIS

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.

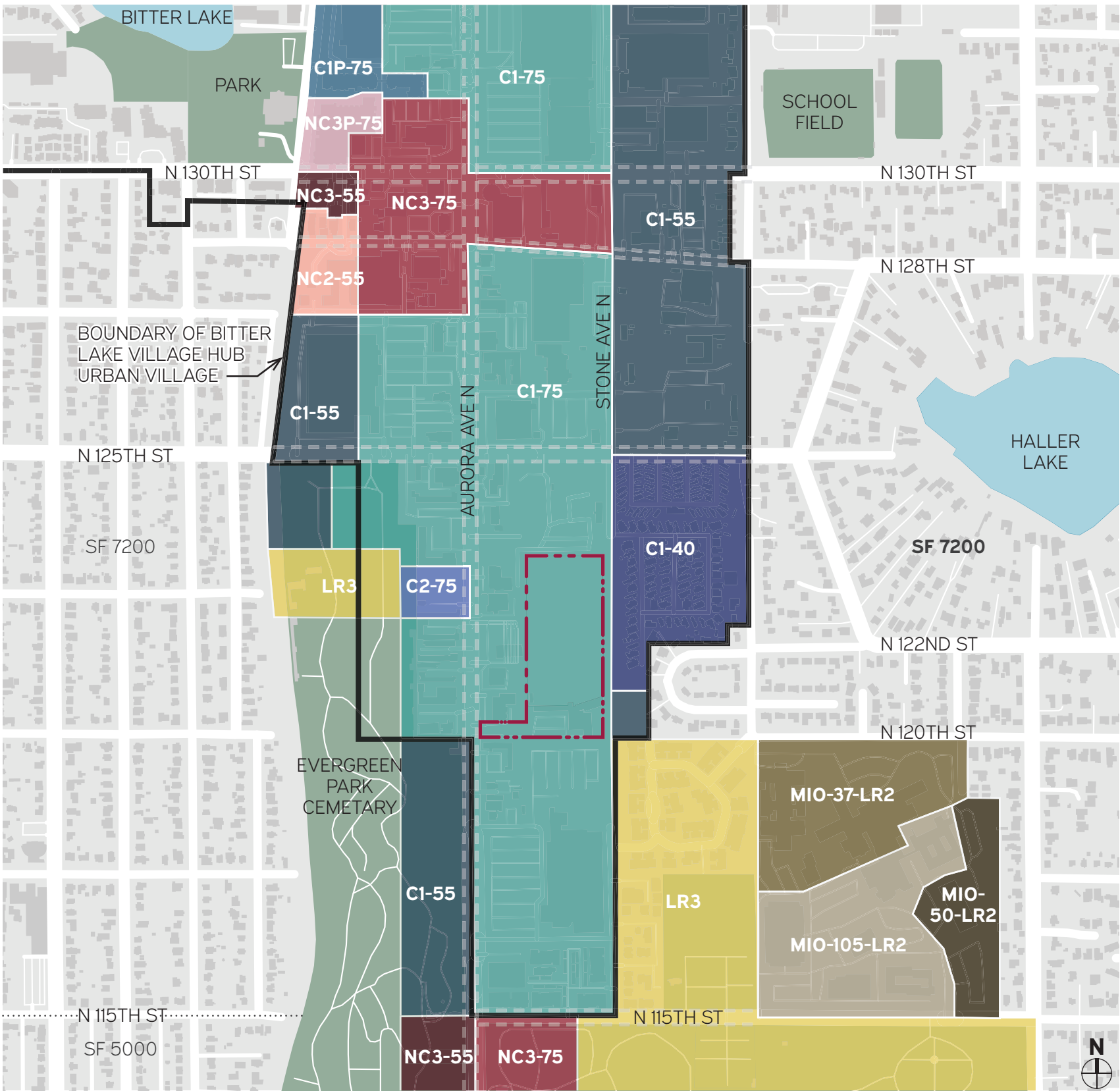
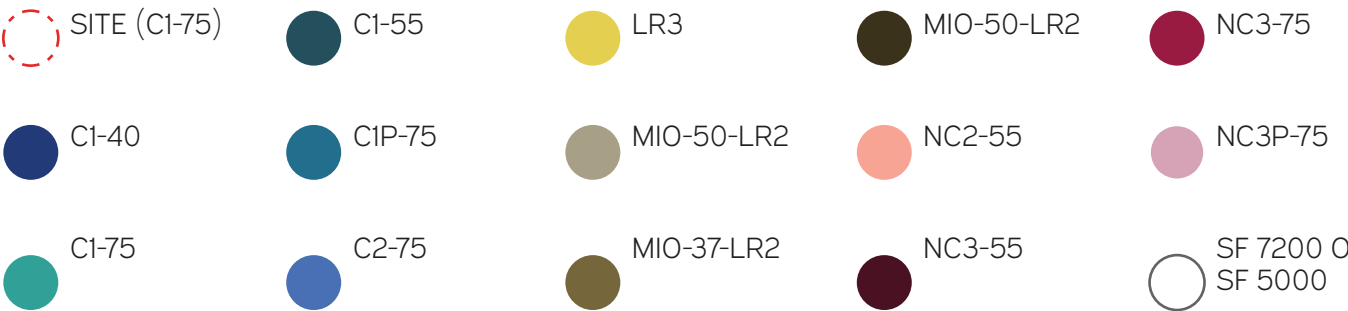
### ALLOWED USES & HEIGHTS

**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.

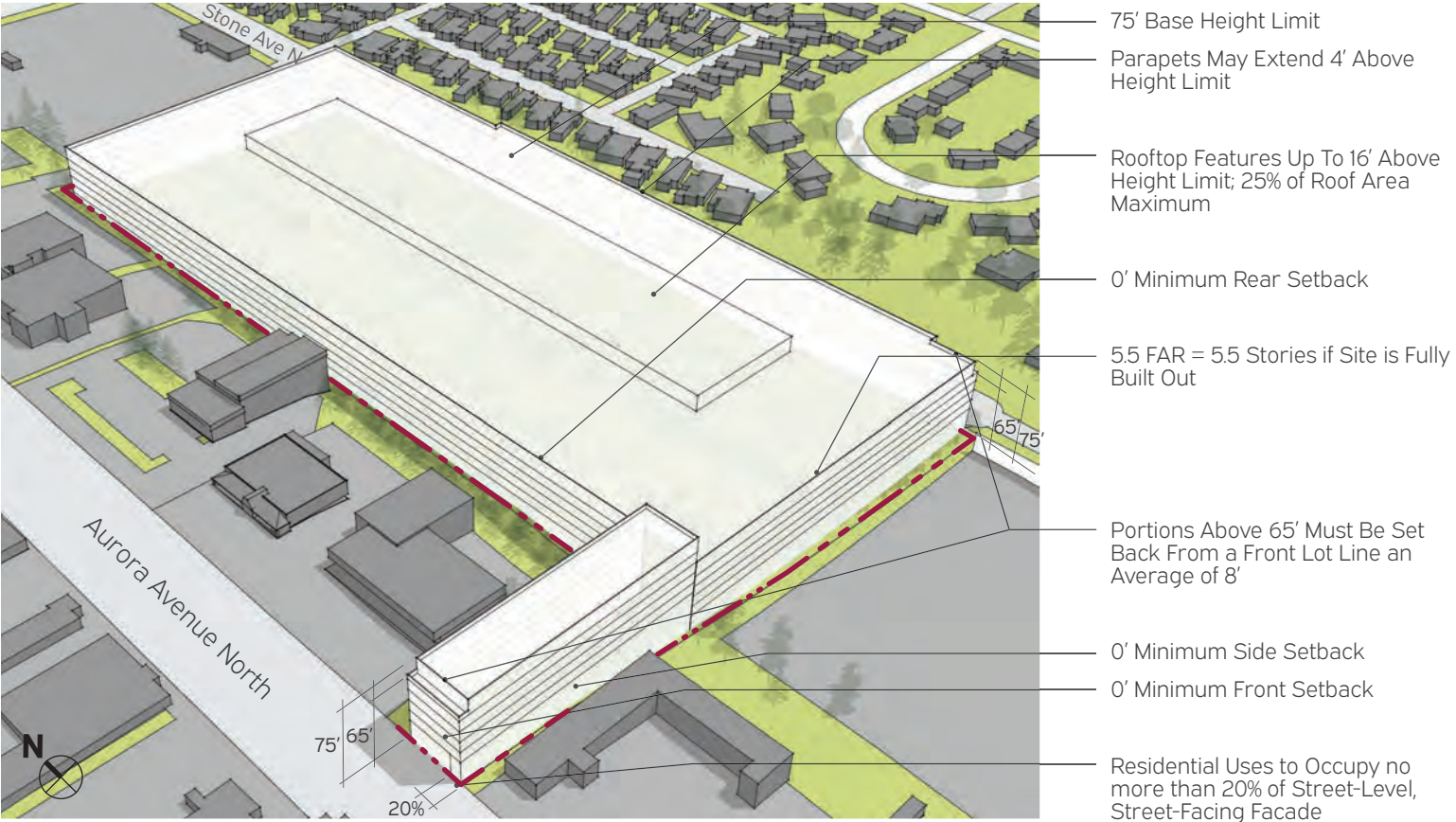
**Single Family Zones SF 7200** shall not exceed a lot coverage limit of 35% of the lot area. Building heights to 35', depending on the width of the lot. One parking space per dwelling unit is required and must be located in the structure or the rear or side yard. Typical building setbacks are 20' front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





ZONING: MHA C1-75 (M)

SMC SECTION	PROVISION
23.47A.004	<b>PERMITTED USES</b> Residential Uses + Live/Work Units
23.47A.004.G.3	<b>LIVE/WORK UNITS</b> <i>No live-work units proposed.</i>
23.47.005.C.1.b	<b>STREET-LEVEL USES</b> <i>No building structures proposed along Aurora Ave N.</i> <i>No building structures proposed along opened portion of Stone Ave N.</i>
23.47A.008	<b>STREET LEVEL DEVELOPMENT STANDARDS</b> <i>No building structures proposed along Aurora Ave N.</i> <i>No building structures proposed along opened portion of Stone Ave N.</i>
SMC 23.47A.008.D.2	<b>RESIDENTIAL ALONG STREET-LEVEL</b> <i>No building structures proposed along Aurora Ave N.</i> <i>No building structures proposed along opened portion of Stone Ave N.</i>
23.47A.008.E	<b>LIVE/WORK UNITS</b> <i>No live-work units proposed.</i>
23.47A.012	<b>STRUCTURE HEIGHT</b> - 75 feet base height limit. - Additional 4’ allowed for parapets & additional 16’ allowed for stair & elevator penthouses = 95’ total
23.47A.013 23.47A.017	<b>FLOOR AREA RATIO (FAR)</b> - 75 feet: 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	<b>SETBACKS</b> - Front (south): Zero feet      Side (west & east): Zero feet      Rear (north): Zero feet
23.47A.014.C.1	- Zones with a height limit of 75’: portions of structures above 65’ must be set back from the front lot line by an average depth of 8’.
23.47A.014.G.5.a	- Fences, freestanding walls, and other similar structures 6’ or less in height above existing or finished grade, whichever is lower, are permitted in required setbacks. The 6’ height may be averaged along sloping grade for each 6-foot-long segment of the fence, but may not exceed a height of 8’.
23.47A.016	<b>LANDSCAPING</b> - Green factor: 0.30 - Street trees are required. Existing street trees to remain, 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.
23.47A.024	<b>AMENITY AREA</b> - 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 10’ & no less than 250 SF in size.



MAXIMUM BUILDING VOLUME

23.47.032	<b>ACCESS TO PARKING</b> - When a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line. 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	<b>AUTOMOBILE PARKING</b> - No minimum requirement for non-residential uses in Urban Village with Frequent Transit and residential uses in commercial zones within Urban Villages with Frequent Transit .
23.54.030	<b>PARKING SPACE AND ACCESS STANDARDS</b> - When more than 5 parking spaces are provided, a minimum of 60% of the parking spaces shall be striped for medium vehicles (maximum). The minimum size for a medium parking space shall 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	<b>SOLID WASTE AND RECYCLABLES</b> Residential uses: 51-100 dwelling units = 375 SF plus 4 SF for each additional unit above 50 60 dwelling units (each midrise structure) = 415 SF x 2 midrise structures = 830 SF
23.58C.040	<b>AFFORDABLE HOUSING - PAYMENT OPTION</b> M – Low Area (Outside Downtown) = \$8.11/sf (RESIDENTIAL) until 2/28/2022



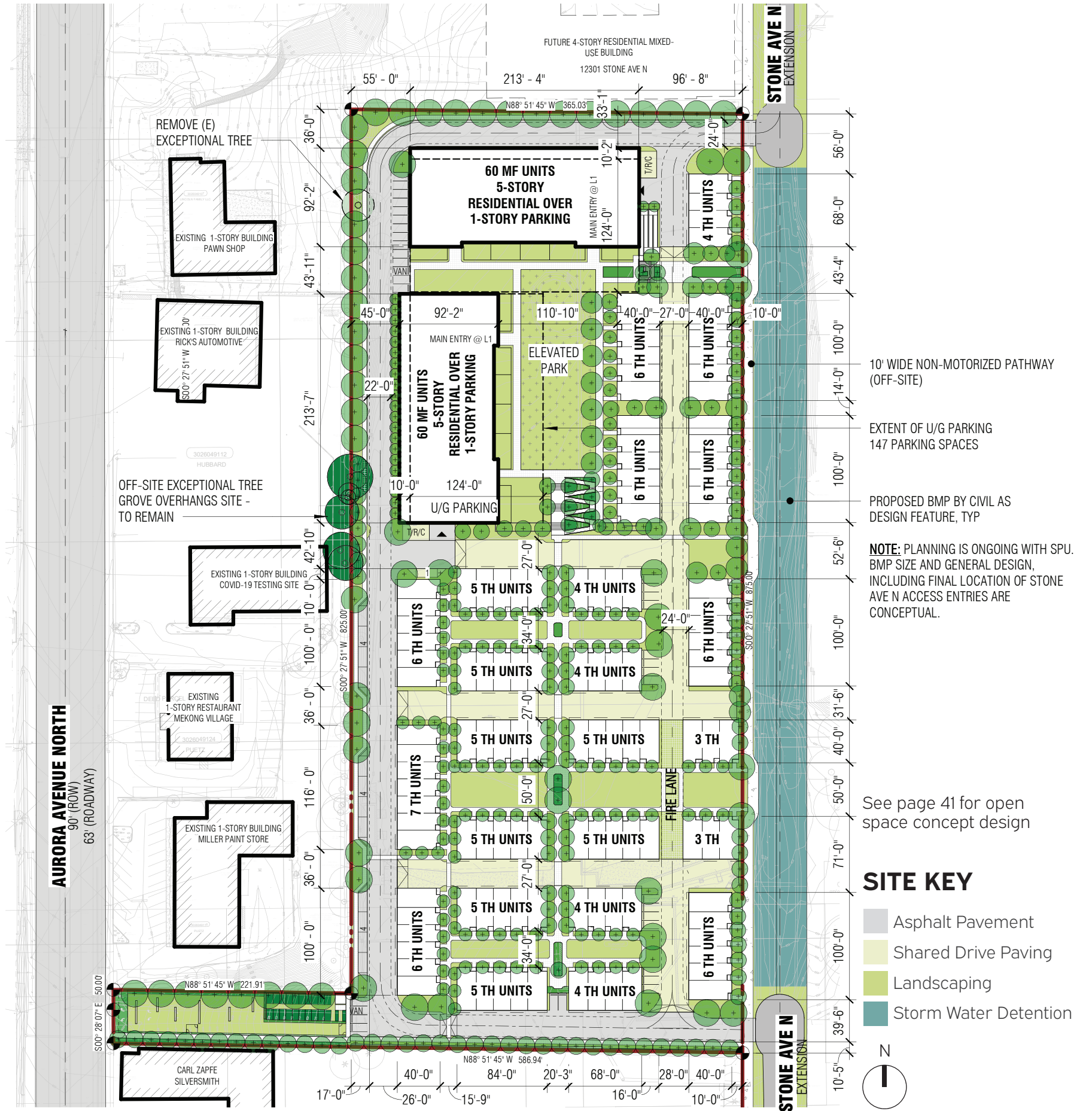
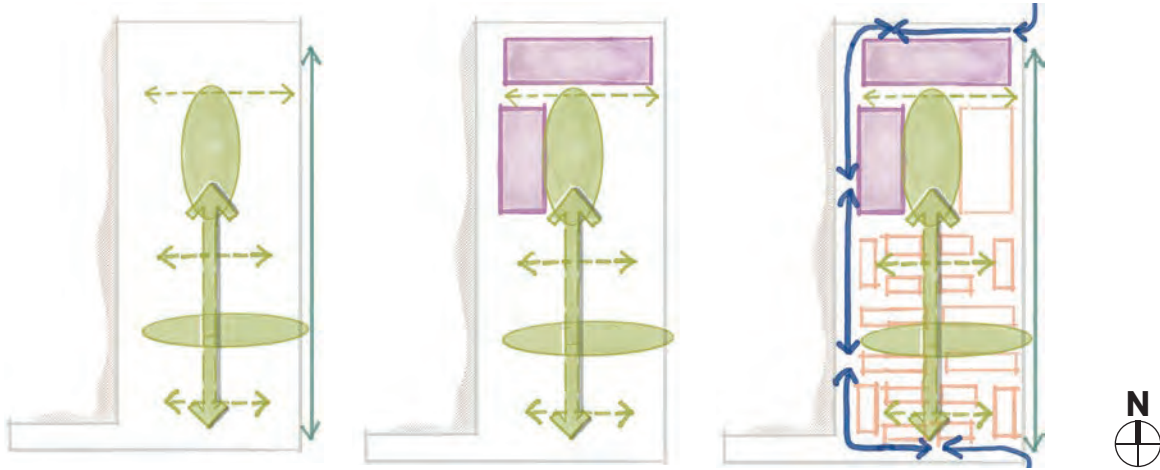
## DESIGN CONCEPT

## SELECTED EARLY DESIGN GUIDANCE (MEETING 2)

### OPTION - "PROMENADE"

121 Townhouse Units, 120 Midrise Units

The Board preferred option 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.





## DESIGN GUIDELINE PRIORITIES

### CS1 - NATURAL SYSTEMS AND SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

- CS1-A: Energy Use
  - CS1-A-1: Energy Choices
- CS1-B: Sunlight and Natural Ventilation
  - CS1-B-1: Sunlight and Wind
  - CS1-B-2: Daylight and Shading
  - CS1-B-3: Managing Solar Gain
- CS1-C: Topography
  - CS1-C-1: Land Form
- CS1-C-2: Elevation Changes
- CS1-D: Plants and Habitat
  - CS1-D-1: On-Site Features
  - CS1-D-2: Off-Site Features
- CS1-E: Water
  - CS1-E-1: Natural Water Features
  - CS1-E-2: Adding Interest with Project Drainage

#### DESIGN RESPONSE:

The site planning response uses the existing sloped grade by locating the mid-rise buildings adjacent to other existing and future mid-rise buildings to the north while allowing better access to sunlight for the rest of the project site. In the Stone Ave N right-of-way, there is an existing detention pond owned by SPU. Our design response incorporates this as a landscaped amenity by adding additional landscaping, increasing its drainage capacity while including a public non-motorized path that connects the neighborhood from north to south.



### CS2 - URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

- CS2-A: Location in the City and Neighborhood
  - CS2-A-1: Sense of Place
  - CS2-A-2: Architectural Presence
- CS2-D: Height, Bulk, and Scale
  - CS2-D-1: Existing Development and Zoning
  - CS2-D-2: Existing Site Features
  - CS2-D-3: Zone Transitions
  - CS2-D-4: Massing Choices
  - CS2-D-5: Respect for Adjacent Sites

#### DESIGN RESPONSE:

Our design response provides the majority of residents with immediate access to a centralized open space via townhouse courtyards or the raised outdoor amenity area as a result of locating the main vehicular path along the perimeter of the site. These open spaces are interconnected by way of a hierarchal internal pedestrian network. The pedestrian network contains paths that vary in width throughout the site, dependent upon their function and level of anticipated use. The pedestrian path hierarchy is designed to foster wayfinding and reflect the open space hierarchy.

### CS3 - ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

- CS3-A: Emphasizing Positive Neighborhood Attributes
  - CS3-A-1: Fitting Old and New Together
  - CS3-A-2: Contemporary Design
  - CS3-A-3: Established Neighborhoods
  - CS3-A-4: Evolving Neighborhoods
- CS3-B: Local History and Culture
  - CS3-B-1: Placemaking
  - CS3-B-2: Historical/Cultural References

#### DESIGN RESPONSE:

Our design response showcases simple, strong, contemporary design with high-quality materials. 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 mid-rise buildings.

Exterior material palettes are defined by variations in primary and accent colors, finish, window pattern, and texture.





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## DESIGN CONCEPT

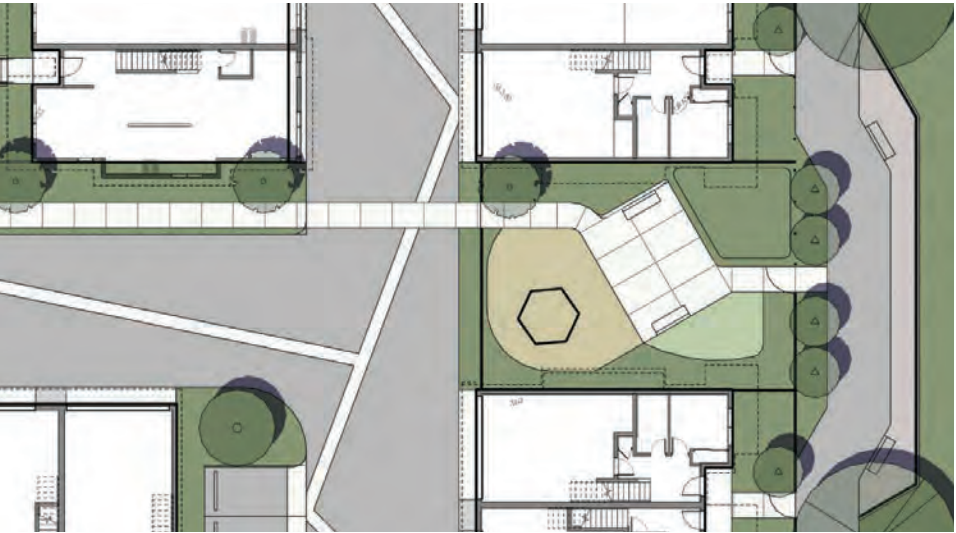
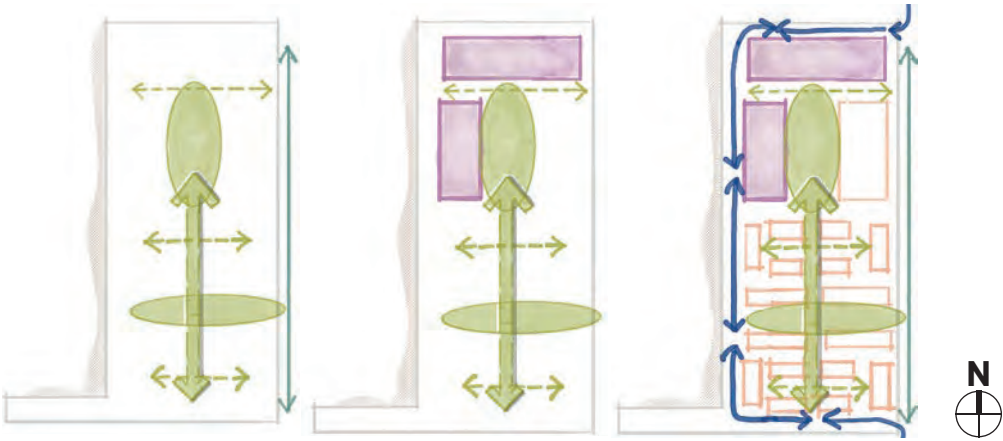
### PL1 - CONNECTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them.

- PL1-A: Network of Open Spaces
  - PL1-A-1: Enhancing Open Space
  - PL1-A-2: Adding to Public Life
- PL1-B: Walkway and Connections
  - PL1-B-1: Pedestrian Infrastructure
  - PL1-B-2: Pedestrian Volumes
  - PL1-B-3: Pedestrian Amenities
- PL1-C: Outdoor Uses and Activities
  - PL1-C-1: Selecting Activity Areas
  - PL1-C-2: Informal Community Uses
  - PL1-C-3: Year-Round Activity

#### DESIGN RESPONSE:

Our design response provides for pedestrian connectivity by locating the main vehicular path along the perimeter of the site to allow for large clearly delineated open spaces within the mid-rise and townhouse areas. The pedestrian network contains paths that vary in width throughout the site, dependent upon their function and level of anticipated use. Primary, heavily used paths are wider while secondary paths for more semi-private use are narrower. The pedestrian path hierarchy is designed to foster wayfinding and reflect the open space hierarchy which follows a similar philosophy.



### PL2 - WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

- PL2-A: Accessibility
  - PL2-A-1: Access for All
  - PL2-A-2: Access Challenges
- PL2-B: Safety and Security
  - PL2-B-1: Eyes on the Street
  - PL2-B-2: Lighting for Safety
  - PL2-B-3: Street-Level Transparency
- PL2-C: Weather Protection
  - PL2-C-1: Locations and Coverage
  - PL2-C-2: Design Integration
  - PL2-C-3: People-Friendly Spaces
- PL2-D: Wayfinding
  - PL2-D-1: Design as Wayfinding

#### Design Response:

Our design response subdivides the uniquely large site into smaller, walkable blocks to improve access, wayfinding and 'eyes-on-the-street' for the community by fronting outdoor amenity spaces, such as courtyards, raised outdoor amenity, and Stone Ave N non-vehicular pedestrian path with townhome entries. Driveways are designed as woonerf-inspired shared drive aisles, using stamped asphalt patterning to create a pedestrian welcoming environment to support safety and neighborhood interactions. These features create a unique and attractive pedestrian experience.

### PL3 STREET-LEVEL INTEGRATION

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

- PL3-A: Entries
  - PL3-A-1-c: Common Entries to Multistory Residential Buildings
  - PL3-A-1-d: Individual Entries to Ground-related Housing
- PL3-A-2: Ensemble of Elements
- PL3-B: Residential Edges
  - PL3-B-1: Security and Privacy
  - PL3-B-2: Ground-Level Residential
  - PL3-B-4: Interaction

#### DESIGN RESPONSE:

The Board noted the importance of the three entry points where the project meets the public right-of-way. The primary north and south entries along Stone Ave N are limited by the extents of the storm detention pond in the ROW and adjacent multimodal path. This creates an entry throat to the project. A monument sign signals entry to the project.

The connection to Aurora has been eliminated, in favor of providing amenity spaces that are accessible to all (PL2-A), and contribute to site security and safety through site activation (PL2-B). See page 88, 99 and 101 for views of these three points where the project meets the right-of way.







PL4 - ACTIVE TRANSPORTATION

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

- PL4-A: Entry Locations and Relationships
  - PL4-A-1: Serving all Modes of Travel
  - PL4-A-2: Connections to All Modes
- PL4-B: Planning Ahead for Bicyclists
  - PL4-B-1: Early Planning
  - PL4-B-2: Bike Facilities
  - PL4-B-3: Bike Connections

Design Response:

Our design response includes an extensive pedestrian network throughout the site. Vehicular drive aisles which intersect with this pedestrian network include traffic-calming measures inspired by woonerf design and provide safe connections to the multi-modal path proposed along Stone Ave N. This path prioritizes connections to existing bus and bike lanes along N 125th St and N 115th St. Bike parking is also located throughout site to encourage non-vehicular access by both residents and visitors.



DC1 - PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

- DC1-A: Arrangement of Interior Uses
  - DC1-A-1: Visibility
  - DC1-A-2: Gathering Places
  - DC1-A-3: Flexibility
  - DC1-A-4: Views and Connections
- DC1-B: Vehicular Access and Circulation
  - DC1-B-1: Access Location and Design
  - DC1-B-2: Facilities for Alternative Transportation
- DC1-C: Parking and Service Uses
  - DC1-C-1: Below-Grade Parking
  - DC1-C-2: Visual Impacts
  - DC1-C-3: Multiple Uses
  - DC1-C-4: Service Uses

DESIGN RESPONSE:

As a result of locating the main vehicular path along the perimeter of the site our design response arranges residential structures in a way that provides all residents with immediate access to a variety of open landscaped spaces. The townhouse courtyards and raised courtyard feature gathering areas, open fields, and open-air shelters for active and passive activities that compliment the surrounding architecture and take advantage of views.



DC2 - ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

- DC2-A: Massing
  - DC2-A-1: Site Characteristics and Uses
  - DC2-A-2: Reducing Perceived Mass
- DC2-B: Architectural and Façade Composition
  - DC2-B-1: Façade Composition
  - DC2-B-2: Blank Walls
- DC2-C: Secondary Architectural Features
  - DC2-C-1: Visual Depth and Interest
  - DC2-C-2: Dual Purpose Elements
  - DC2-C-3: Fit with Neighborhood Buildings
- DC2-D: Scale and Texture
  - DC2-D-1: Human Scale
  - DC2-D-2: Texture
- DC2-E: Form and Function
  - DC2-E-1: Legibility and Flexibility

DESIGN RESPONSE:

Our design response locates the mid-rise buildings along the Northwest corner of the site next to similar development to reduce its perceived mass and townhouses along the Southeast portion of the site next to existing townhouse and single-family development across Stone Ave N. The townhouse architecture consists of a series of gabled roofs and distinct material palettes to create interest and reduce scale.



# 3.0

## DESIGN CONCEPT

### DC3 - OPEN SPACE CONCEPT

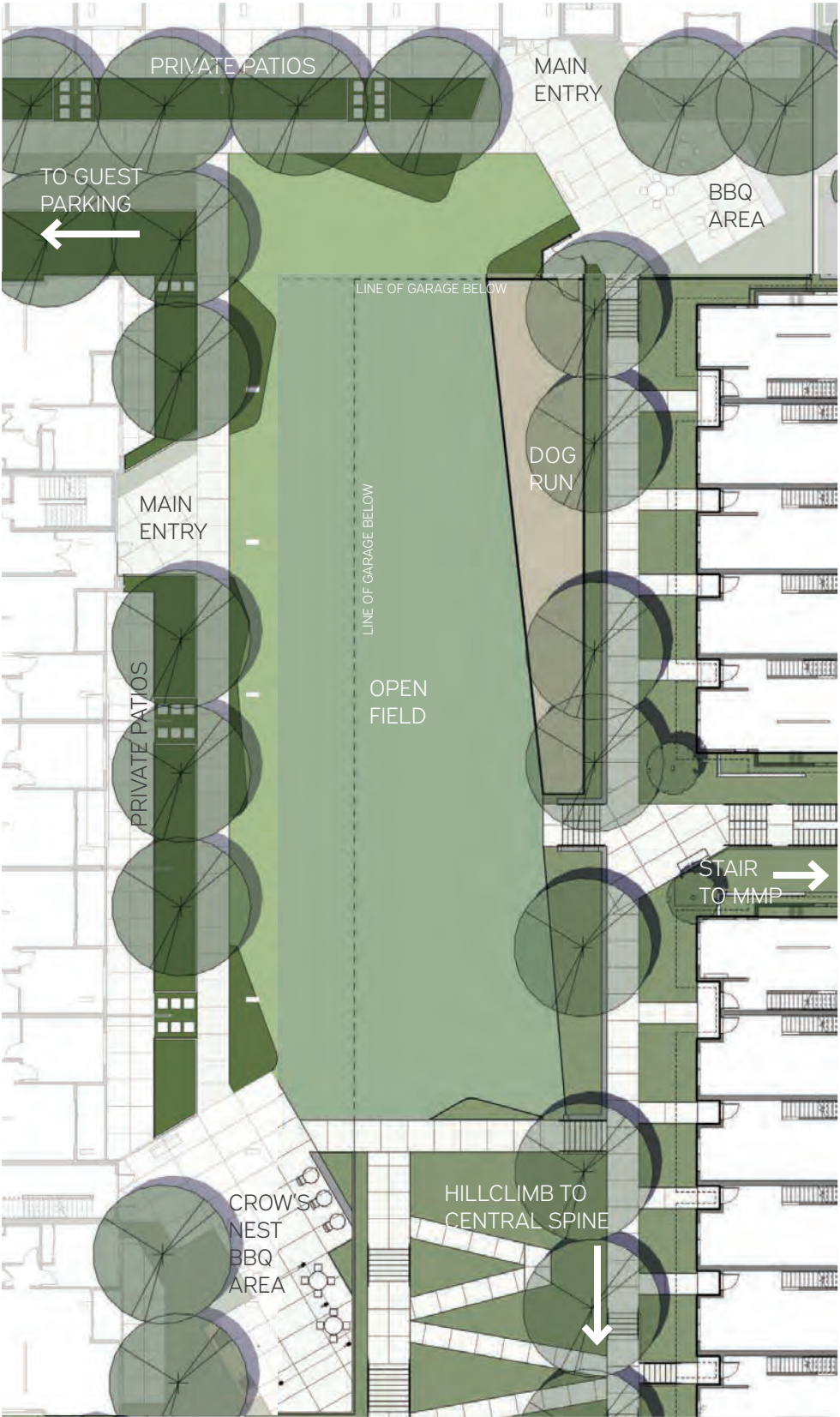
Integrate open space design with the design of the building so that each complements the other.

- DC3-A: Building-Open Space Relationship
  - DC3-A-1: Interior/Exterior Fit
- DC3-B: Open Space Uses and Activities
  - DC3-B-1: Meeting User Needs
  - DC3-B-2: Matching Uses to Conditions
  - DC3-B-3: Connections to Other Open Space
  - DC3-B-4: Multifamily Open Space
- DC3-C: Design
  - DC3-C-1: Reinforcing Existing Open Space
  - DC3-C-2: Amenities and Features
  - DC3-C-3: Support Natural Areas

#### DESIGN RESPONSE:

**Our design response provides open spaces fronting all unit entries connected by a pedestrian network. Each open space provides amenity area for active and passive uses framed by living spaces to provide security and activity in the open space. The Stone Ave N retention pond is proposed to include a defined non-vehicular multimodal path that connects to the community beyond and improves the drainage capacity of the area.**

**The raised outdoor amenity area is emphasized by its prominent location and careful design of two “hill climbs” that access the raised courtyard, one of which includes an accessible ramp.**



### DC4 - EXTERIOR ELEMENTS AND FINISHES

Use appropriate and high-quality elements and finishes for the building and its open spaces.

- DC4-A: Building Materials
  - DC4-A-1: Exterior Finish Materials
  - DC4-A-2: Climate Appropriateness
- DC4-B: Signage
  - DC4-B-1: Scale and Character
  - DC4-B-2: Coordination with Project Design
- DC4-C: Lighting
  - DC4-C-1: Functions
  - DC4-C-2: Avoiding Glare
- DC4-D: Trees, Landscape and Hardscape Materials
  - DC4-D-1: Choice of Plant Materials
  - DC4-D-2: Hardscape Materials
  - DC4-D-3: Long Range Planning
  - DC4-D-4: Placemaking

#### DESIGN RESPONSE:

**Our design response showcases simple, strong, contemporary design with high-quality materials. 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 mid-rise buildings. The trees, landscape elements, and finishes will complement the architecture and provide planting choices suitable for the PNW climate with accent plantings in key areas to accentuate special site amenity areas and features.**













### SUMMARY OF EDG 2 BOARD COMMENTS

TWO PROPOSED SCHEMES 1A+B+C: unanimously supported Option 2 (Promenade) noting in particular, the location of living space on the first floors of the adjacent structures, more appropriate scale of the townhouses proposed for the northeast corner of the site, and the flatness of grade proposed for open space. (DC1, DC2-A, DC3, CS2-A, CS2-D, CS3-B, PL1, PL2, PL3)

SITE PLANNING 2A: highlighted the importance of connecting elevated courtyard to the rest of the site, both visually and physically. (PL2, DC1, DC3)

SITE PLANNING 2C: expressed concern regarding the blank wall condition at the southwest corner of the open space and should include uses or design treatments at the street level that have human scale and are designed for pedestrians. (DC1, DC2-2, PL2)

#### KEY ELEMENTS

-  Principal drive aisle at Perimeter
-  Internal Drive Aisles as Shared drive aisles
-  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 2E: recognized the code requirement to provide a sidewalk along the vehicle driveway at north and west but had concerns regarding its location outboard of the drive and the likelihood of its use. The Board asked the applicant to explore relocating this to the inboard side of the property or eliminating it completely. (DC1, PL1, PL2)

OPEN SPACE CONCEPT & PEDESTRIAN NETWORK 3C: noted the importance of the path to Aurora Ave. N. Explore connecting this to the central pedestrian path as this would strengthen the pedestrian network and support alternative modes of transportation. (PL4, DC3)



### EDG 2: PREFERRED OPTION

TWO PROPOSED SCHEMES 1D: recognized that this scheme would require removal of an Exceptional tree. Include an arborists report and an alternate design that could retain this tree and demonstrate how the proposed design responds to the Design Guidelines better than the alternate design that retains this tree. (DC1, DC3)

SITE PLANNING 2B: expressed concern that the view south from the elevated courtyard had the potential to be mostly of garage doors and a narrow pedestrian path. Design should be refined to provide a view that supports the wayfinding and placemaking aspects of the site planning strategy. (CS3, DC1-A, DC3)

SITE PLANNING 2D: strongly supported the character and articulation of design elements shown in the Hill Climb precedent images (p. 50) and agreed that a successful design would require a similar level of care and rigor in the planning and composition of elements. (DC1, CS1, PL2, DC3)

DESIGN CONCEPT & ARCHITECTURAL CHARACTER 4C: supported precedents shown in the first EDG packet (for their simplicity, strong composition, contemporary character, and high-quality exterior materials) and supported the intention to connect the architectural languages of the townhouses and multifamily structures. (CS3, DC2, DC4)

OPEN SPACE CONCEPT & PEDESTRIAN NETWORK 3A + 3B: central pedestrian path should be strengthened and emphasized to highlight its primary role in the legibility and function of these systems. Explore a variety of approaches to distinguish the pedestrian path. The Board agreed that widening the path would be of particular value and provided guidance to explore strategies to do so. (DC3, CS2-A, CS3-B, PL1, PL2, PL3, DC1)

OPEN SPACE CONCEPT & PEDESTRIAN NETWORK 3D: agreed that the lack of articulation at the southern termination of this path appeared inconsistent with the open space concept and provided guidance to explore options to either connect to the Aurora path or articulate as a place, if it remained the termination. (DC3)



# 3.0

## DESIGN CONCEPT

### 1. TWO SCHEMES

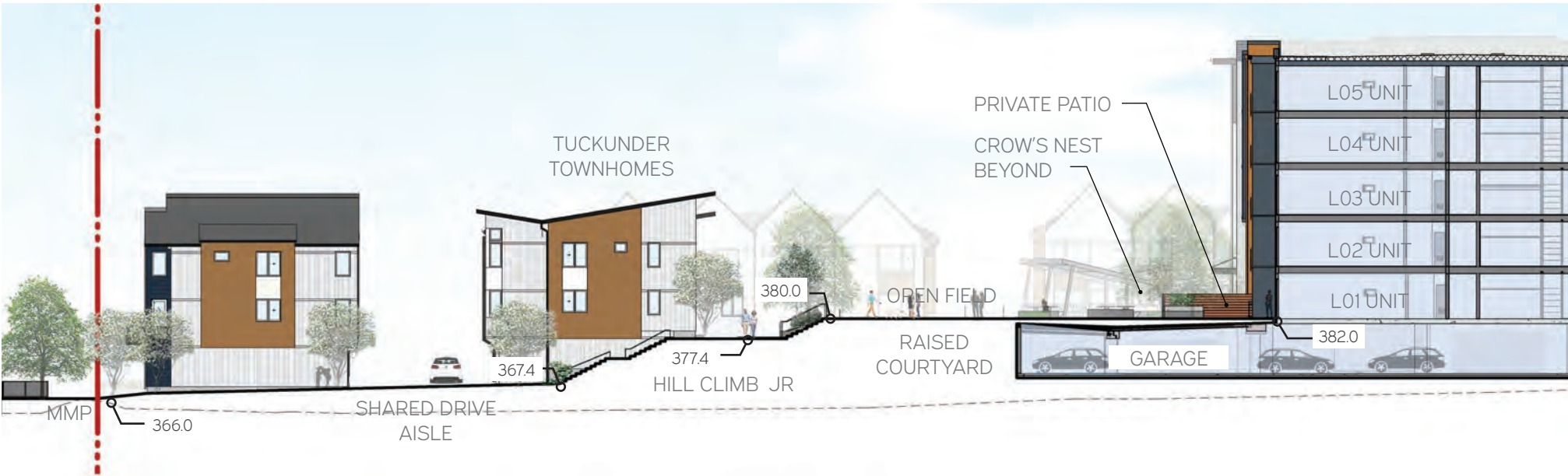
- A. The Board expressed appreciation for the evolution of the design in response to their previous guidance and recognized both positive and negative aspects of the two proposed schemes. The Board noted the similarity in planning of the townhouse areas in both schemes and that the principal difference between the two lay in the organization of the multifamily structures and shared open space. (DC1, DC3)
- B. The Board expressed concern regarding the character of the shared open space in Option 1 (Commons), noting that the ground floor parking level would not activate the open space, provide opportunities for interaction among residents, or help create a sense of place. (PL1, CS2-A, CS3-B, PL3, DC1, DC3)
- C. The Board unanimously supported Option 2 (Promenade) noting in particular:
  - i. The location of living space on the first floors of the adjacent structures, where it would have the potential to activate the open space and create opportunities for interaction. (CS2-A, CS3-B, PL1, PL3, DC1, DC3)
  - ii. The more appropriate scale of the townhouses proposed for the northeast corner of the site in response to existing context, where the project abuts an area of less intensive development. (CS2-D, DC2-A)
  - iii. The flatness of grade proposed for the open space in Option 2, versus the slight slope proposed in Option 1, which the Board agreed would be noticeable and could limit its use. (DC1, PL2)



1A-1B-1C - raised courtyard open space with adjacent ground floor living areas , townhouses at northeast corner of site and flat grade.

**1A - 1C RESPONSE:**  
Design Option 2 “Promenade” was chosen based on the Board support for its location of living space on the first floors along shared open space. The character of the raised courtyard in this scheme is activated by the living spaces on the adjacent levels in the midrise building and townhouse units that surround it (see page 42). The multi-modal path (see page 51) and the interior courtyards orient their primary entries, stoops & balconies towards the shared open spaces to promote site activation as well. See page 29 for a study on how our proposed design addresses the board’s desire for flat grade at the raised courtyard.

We continue to propose townhouses at the Northeast corner of the site facing the multimodal path (see view on page 88), instead of the midrise structure with ground level garage of EDG Option 1. The townhomes provide a more appropriate scale and adjacent use to the multi-modal path and site entrance.

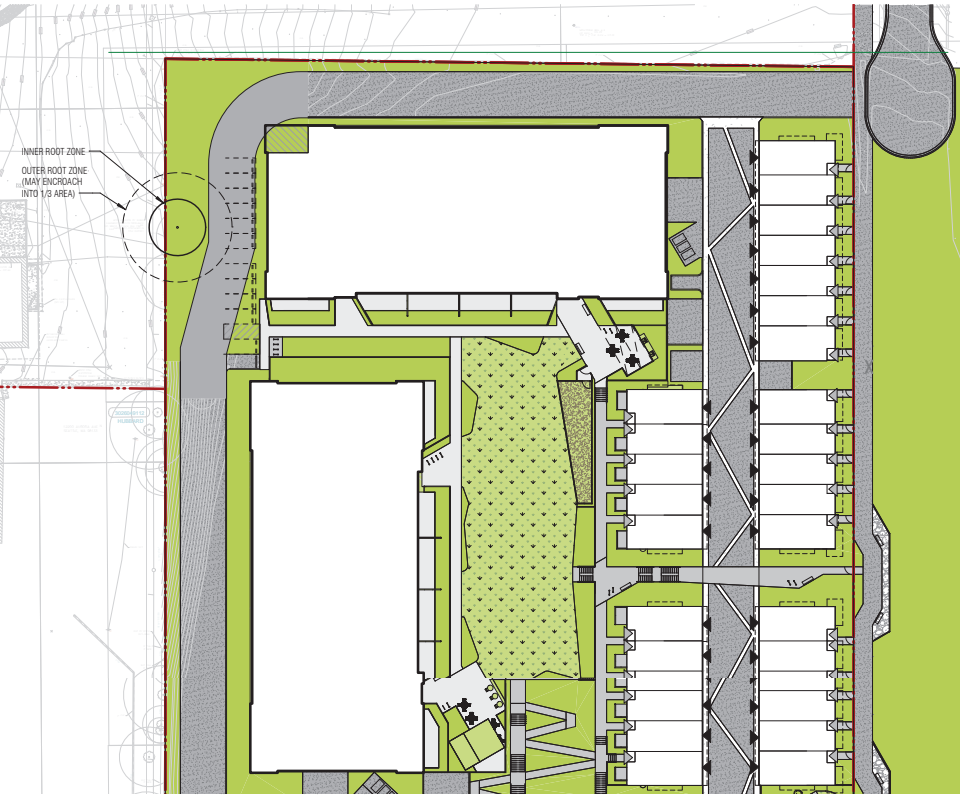


1C - activity at edges of raised courtyard open space

- D. While supporting Option 2, the Board recognized that this scheme would require removal of an Exceptional tree. The Board asked that complete information be provided for the next review phase, including an arborists report detailing the tree’s condition and preservation requirements and demonstration of the necessity of its removal in this scheme. Include in the packet an alternate design that could retain this tree and demonstrate how the proposed design responds to the Design Guidelines better than the alternate design that retains this tree. (DC1, DC3)

**1D RESPONSE:**  
The partial site plan study below shows a plan configuration that would retain the exceptional tree in question, which would compromise the clarity of site circulation, and the size and usability of the raised courtyard area. It would also create an inaccessible and undefined landscape area at the northwest corner of the site. Therefore, the current Design Recommendation proposal still involves removing this exceptional tree. Please refer to page 24 for our full exceptional tree retention analysis. Please refer to page 9 for a photo of the exceptional tree, its condition as described in the arborist report, and what protective measures would be required to retain it.

Since the site was originally a golf driving range, the property does not currently have any existing trees in the interior of the site. Despite the proposed loss of this exceptional tree, the submittal proposes the addition of over 150 trees across the site and many more on-site trees. The number of new trees proposed will create a new canopy infrastructure that will bolster the current site conditions.



1D alternate site study showing impacts of exceptional tree preservation





**2A** - views to raised courtyard - from Stone Ave N (top) and from central spine (middle and bottom)



**2B** - elevation of townhomes from the view south of the courtyard.

## 2. SITE PLANNING

- A. The Board agreed that the elevated courtyard would be a unique and interesting feature and highlighted the importance of connecting this space to the rest of the site, both visually and physically. In particular, the Board identified views from the courtyard to the rest of the site, from the site to the courtyard, and the pedestrian connection between them as critical design elements. (PL2, DC1, DC3)
- B. The Board expressed concern that the view south from the elevated courtyard had the potential to be mostly of garage doors and a narrow pedestrian path. The Board gave guidance that the design should be refined to provide a view that supports the wayfinding and placemaking aspects of the site planning strategy. (CS3, DC1-A, DC3)

### 2A +2B RESPONSE:

This option was chosen in part for the distinctiveness of the raised courtyard amenity, which provides a counterpoint to the other open spaces on site, in addition to the programming opportunities of the "hill climb" circulation areas that access it. The views to and from the raised courtyard have been considered carefully to strengthen wayfinding and aesthetic effect of the townhouse buildings. The raised courtyard connects visually to the rest of the site with the central North-South axis.

Typically, the composition of the townhouses have a primary 'front' side facing courtyards and open spaces, and a secondary 'rear' side facing the shared drive aisles. For the townhouses that lie directly south of the raised courtyard, the garage facade responds to this adjacent common amenity by providing unique elements that recognize the high visibility and pedestrian activation of the courtyard edge. Juliet balconies are provided at the units adjacent to the central axis to encourage pedestrian activation and serve as wayfinding elements toward this central path. The addition of wood-tone accent panel blocking is a recurring architectural element that is found throughout the raised courtyard, while still respecting the townhouses' warm color palette scheme.

We have provided stylish contemporary garage doors with lites that are more pedestrian friendly, incorporated landscaping and trees and trees to soften this transition. We have also widened the central spine from 21 feet to a more generous 25 feet width. The wood-tone siding is also a recurring accent element along the central path, providing a cohesiveness to these primary pedestrian edges.



**2A+2B** evolution from edg 2 (top) and proposed (bottom) of views south from raised courtyard illustrating material cohesion, pedestrian activation and widening of central spine strategies



3.0  
DESIGN CONCEPT



2A + 2B - view from "Crow's Nest" amenity structure looking southeast



### 2. SITE PLANNING (CONTINUED)

- C. The Board expressed concern regarding the blank wall condition (created by the parking level) at the southwest corner of the open space and agreed that the composition of this area should include uses or design treatments at the street level that have human scale and are designed for pedestrians. (DC1, DC2-B2, PL2)
- D. The Board strongly supported the character and articulation of design elements shown in the Hill Climb precedent images (p. 50) and agreed that a successful design would require a similar level of care and rigor in the planning and composition of elements. (DC1, CS1, PL2, DC3)



2C + 2D - hill climb character and screened garage wall

#### 2C RESPONSE:

In the proposed design, the exposed area of blank wall at the garage level adjacent to the central hill climb is mitigated with several design strategies. To add visual interest to the concrete structure, the wall will have dense climbing vine plantings and an open guardrail (DC2-B2). The grade at the garage wall is raised slightly, in concert with the ramp and stairs that slope upward toward the raised courtyard, which partly buries the blank wall. In addition, planting areas are proposed directly adjacent and on to the wall, with tall, dense planting to screen the wall and blend the parking garage mass with the overall design of the hill climb.

#### 2D RESPONSE:

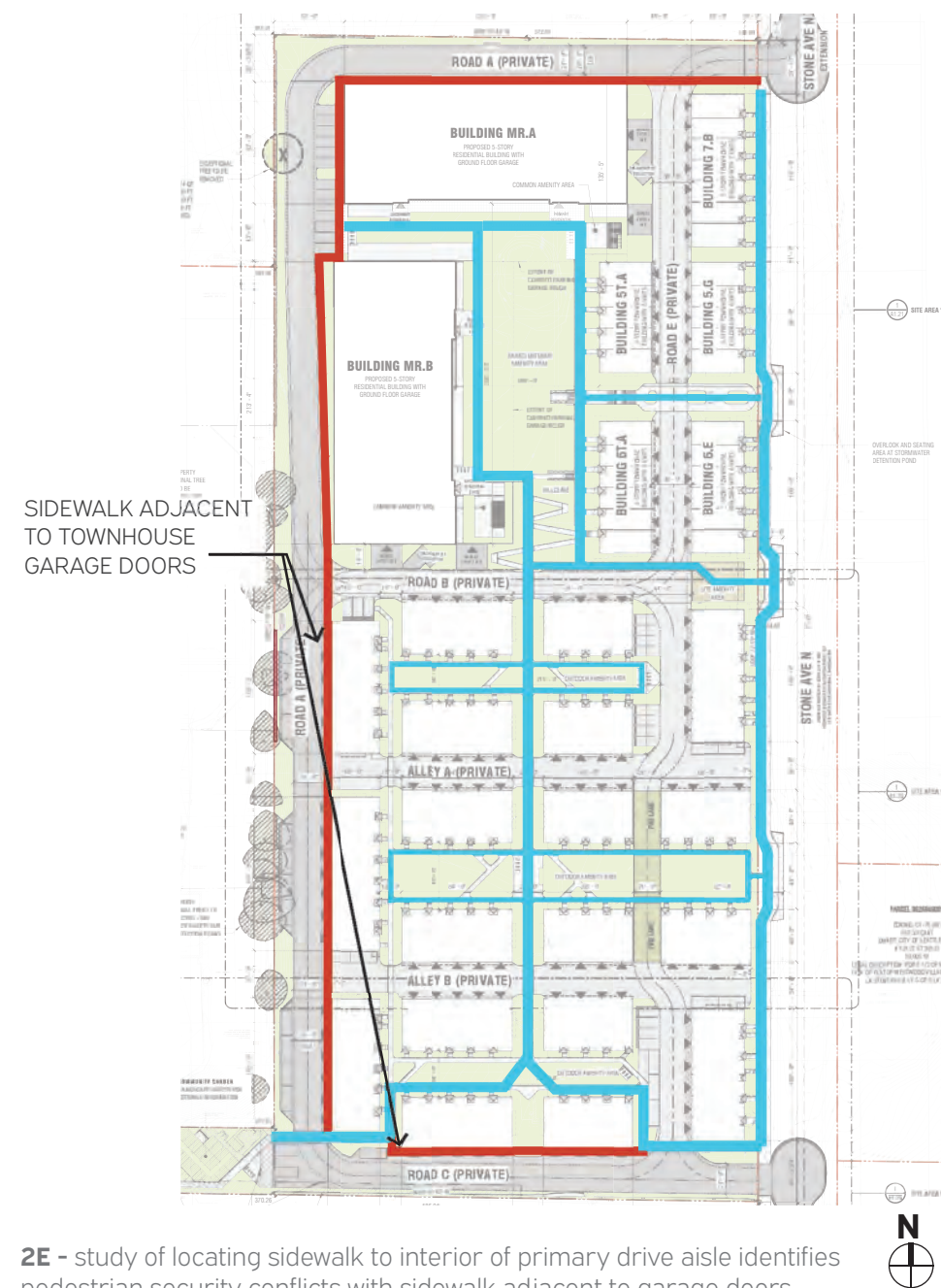
To create a safe and comfortable walking environment up to the elevated courtyard, a wide, thoughtfully designed ADA compliant pedestrian ramp and integrated stair is proposed to connect the elevated courtyard to the central spine. Our design proposal uses a variety of landscape elements along the blank walls and inclusion of spaced-out planting areas between each switchback to soften the hardscape elements. Visibility towards neighboring townhouses also provides 'eyes on the street' for this critical juncture, while pedestrian-scale lighting provides increased visibility while being used as wayfinding up and down the hill climb. (PL2, DC1).

The addition of the "Crow's Nest" amenity structure on top of the garage plinth provides opportunity for all-weather pedestrian activation and provides a visual landmark throughout the site. It has been carefully integrated to become part of the hill climb's composition of elements through the use of dynamic roof forms and structure, and angled orientation that mimic the angles of the pedestrian ramps (DC3).



2C + 2D - hill climb aerial evolution at edg 2 (left) and proposed (right) showing addition of "Crow's Nest" amenity structure.

- E. The Board recognized the code requirement to provide a sidewalk along the vehicle driveway at north and west but had concerns regarding its location outboard of the drive and the likelihood of its use. The Board asked the applicant to explore relocating this to the inboard side of the property or eliminating it completely. (DC1, PL1, PL2)



2E - study of locating sidewalk to interior of primary drive aisle identifies pedestrian security conflicts with sidewalk adjacent to garage doors.

#### 2E RESPONSE:

The walkway along the vehicular drive has been removed in response to the concern over its isolated location. Relocating the walkway to the interior side of the perimeter drive create additional concerns as pedestrian walking paths are directly in front of garage doors creating unsafe conditions. A departure is requested to remove the walkway entirely in the proposed design, clarifying the use of the loop road as an main vehicular-only circulation path on the site, while directing all pedestrian-oriented traffic to the main circulation paths within the rest of the development See page 117 for full analysis.



# 3.0

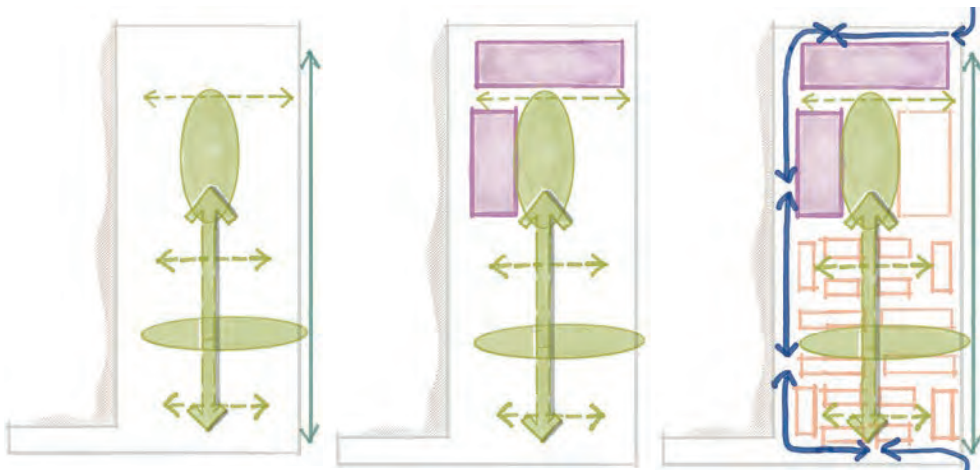
## DESIGN CONCEPT

### 3. OPEN SPACE CONCEPT AND PEDESTRIAN NETWORK

- A. The Board noted that the central pedestrian path (featured in both options) was a critical design element in the open space concept and pedestrian network, and that it should be strengthened and emphasized to highlight its primary role in the legibility and function of these systems. (CS2-A, CS3-B, PL1, PL2, PL3, DC1, DC3)
- B. The Board requested exploration of a variety of approaches to strengthen and distinguish the pedestrian path, including through hardscape, site furnishings, and landscape. The Board agreed that widening the path would be of particular value and provided guidance to explore strategies to do so. The Board noted in particular the possibility of reallocating space to this path which is currently shown as parallel parking along the west property line and/or the associated sidewalk. (DC3, CS2-A, CS3-B, PL1, PL2, PL3, DC1)
- C. The Board noted the importance of the path to Aurora Ave. N. with its many transit options and provided guidance to explore connecting this to the central pedestrian path as this would strengthen the pedestrian network and support alternative modes of transportation. (PL4, DC3)
- D. The Board agreed that the lack of articulation at the southern termination of this path appeared inconsistent with the open space concept (diagram, page 38) and provided guidance to explore options to either connect to the Aurora path or articulate as a place, if it remained the termination. (DC3)
- E. The Board reiterated their previous support for the shared drive aisle concept and particularly the use of specialty paving. (DC1, PL2)

#### 3A+3B RESPONSE:

The central North-South walkway has been widened to 25' (previously 20'-3" as proposed at the second Early Design Guidance meeting) to strengthen its importance. Furthermore, amenity areas have been located along it with covered structures, seating, and other features to emphasize its primary role in site circulation (PL1, PL2, DC3, CS2-A). The North-South axis, as the central connector of the otherwise discrete courtyards, has been enhanced with landscaping (PL3).



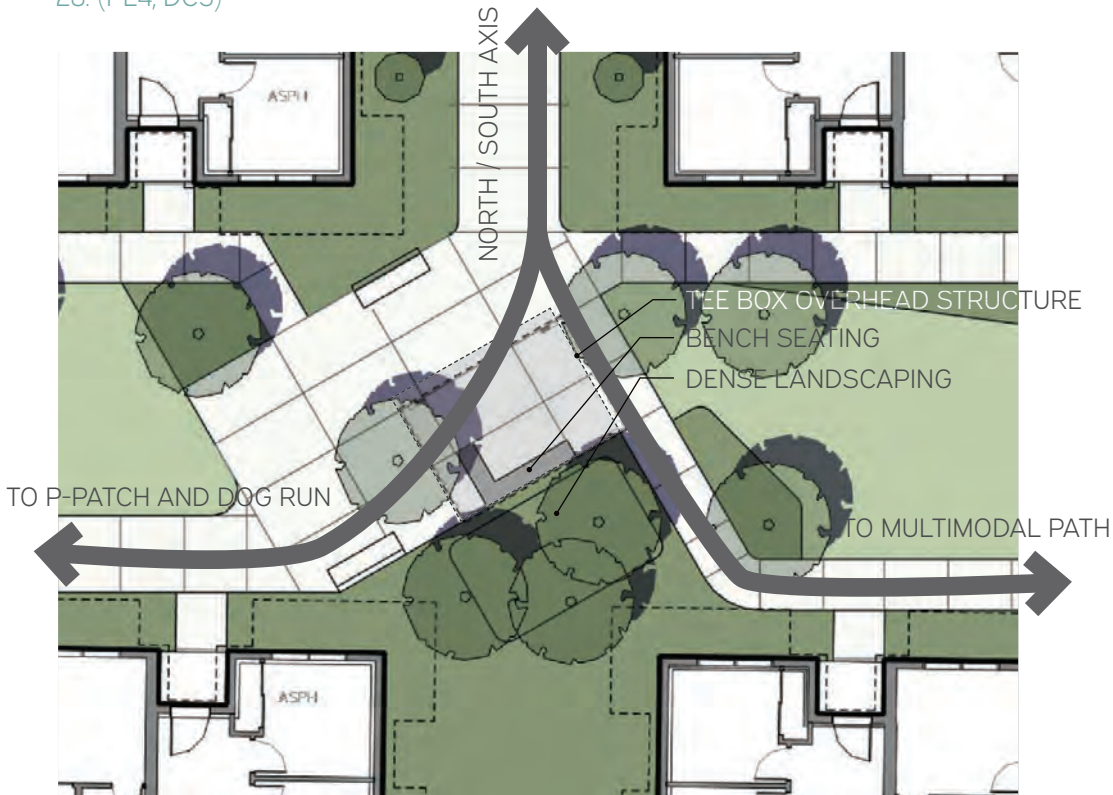
3A, 3C, 3D - pedestrian circulation routes



3C + 3D - entry to dog run and p-patch from the end of North-South axis

#### 3C + 3D RESPONSE:

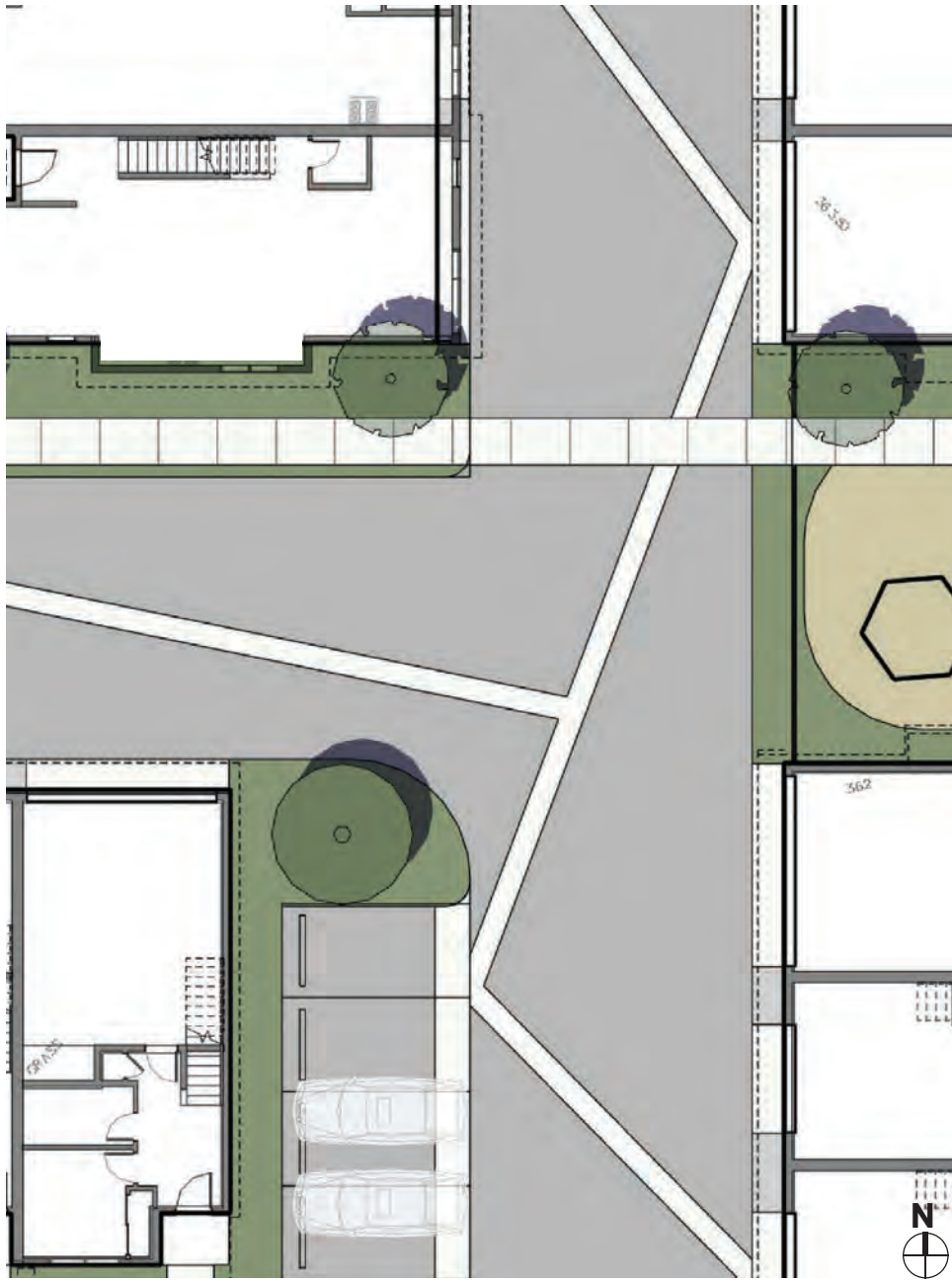
The southern terminus of the central North-South pedestrian spine has been punctuated with an enlarged seating area with several benches. It is also "capped" with dense landscaping and "Tee Box" overhead structure that acknowledges the node as the end point of the path. To maintain a smooth circulation flow, diagonal paths have been added to the North-South axis that divert pedestrians to Stone Way N to the East or the dog run and P-patch to the West. See study on page 28. (PL4, DC3)



3C + 3D - termination of Central Spine North-South axis

#### 3E RESPONSE:

The woonerf locations from EDG 2 are proposed to be share drive aisles with woonerf-like characteristics to provide traffic calming measures to improve pedestrian safety. The proposed paving at the shared drive aisles are asphalt paving with a ricocheting paving band running the length of the pavement. This texture differentiates it from the unadorned asphalt paving at the vehicular loop road, and enhances the sense that these secondary roadways are pedestrian-oriented areas. See additional traffic calming measures which take their cue from woonerf design tenets on page 48. (DC1, PL2)



3E - shared drive aisle paving



4. DESIGN CONCEPT AND ARCHITECTURAL CHARACTER

A. The Board noted their previous support for the precedents shown in the first EDG packet (for their simplicity, strong composition, contemporary character, and high-quality exterior materials) and supported the intention to connect the architectural languages of the townhouses and multifamily structures as demonstrated in the precedents included in this EDG-2 packet. (CS3, DC2, DC4)

**4A RESPONSE:**  
The townhouse building, mid-rise building, and site elements were developed with high-quality materials that work together as a cohesive whole. The facade materials of the townhouses share a language and color scheme with the facade materials of the mid-rise buildings. The townhouse structures adjacent to the mid-rise buildings, lining the raised courtyard, reference the design of the mid-rise buildings in particular with their use of deep overhangs, horizontal rooflines and accent panels. .

The facade materials throughout consist of a curated palette of painted fiber cement board in a coordinated rhythm of board & batten and lap siding textures, along with metal picket railings and dark flashing accents. To reinforce the four courtyards as distinct but connected areas, two complementary color schemes have been developed and applied in an alternating pattern. The structures facing the multimodal path, raised courtyard and central green share color scheme A, while the townhomes facing the more intimate courtyards share the warmer color scheme B.

The courtyard level main entries of the midrise buildings are strengthened through the use of contrast specialty material, projected overhead metal awnings, building signage and a simple setback from the upper level plane to provide a better ground level experience and enhance wayfinding (PL-3).

BUILDING NAME AND ADDRESS MOUNTED ON STAND OFF LETTERING

PROJECTED OVERHEAD AWNING



CONTRAST SPECIALTY STONE CLADDING AT ENTRY BLANK WALL

ENTRY DOORS & RELATIVE WALL SETBACK FROM PLANE ABOVE

4A - subtle variation of cohesive color scheme B at both midrise building A (left) and B (right) and simple contemporary design elements to enhance main entries



4A - midrise building character cohesive with adjacent townhouse building character

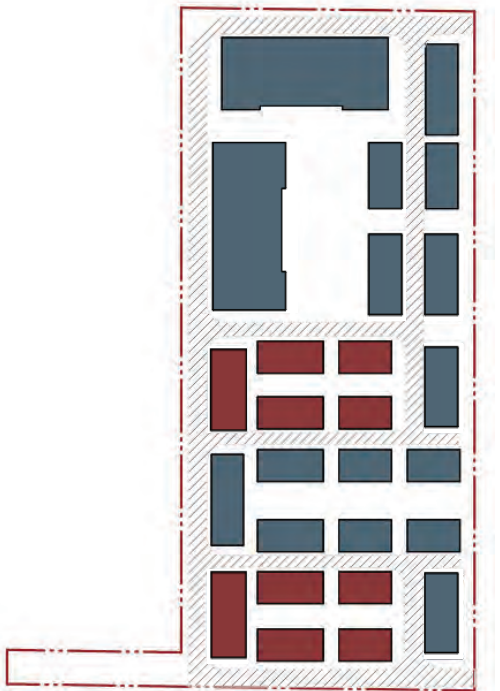


COLOR SCHEME A



COLOR SCHEME B

4A - coordination of color scheme A and B at townhouse



4A - color scheme layout



# 3.0

## DESIGN CONCEPT

### STUDY - EXCEPTIONAL TREE RETENTION ANALYSIS

The site plan supported by the design review board at the EDG2 meeting recognize that it would require removal of an exceptional tree and has asked for an alternate design that could retain this tree and demonstrate how our proposed design responds to the Design Guidelines better than the alternate design which keeps the exceptional tree.

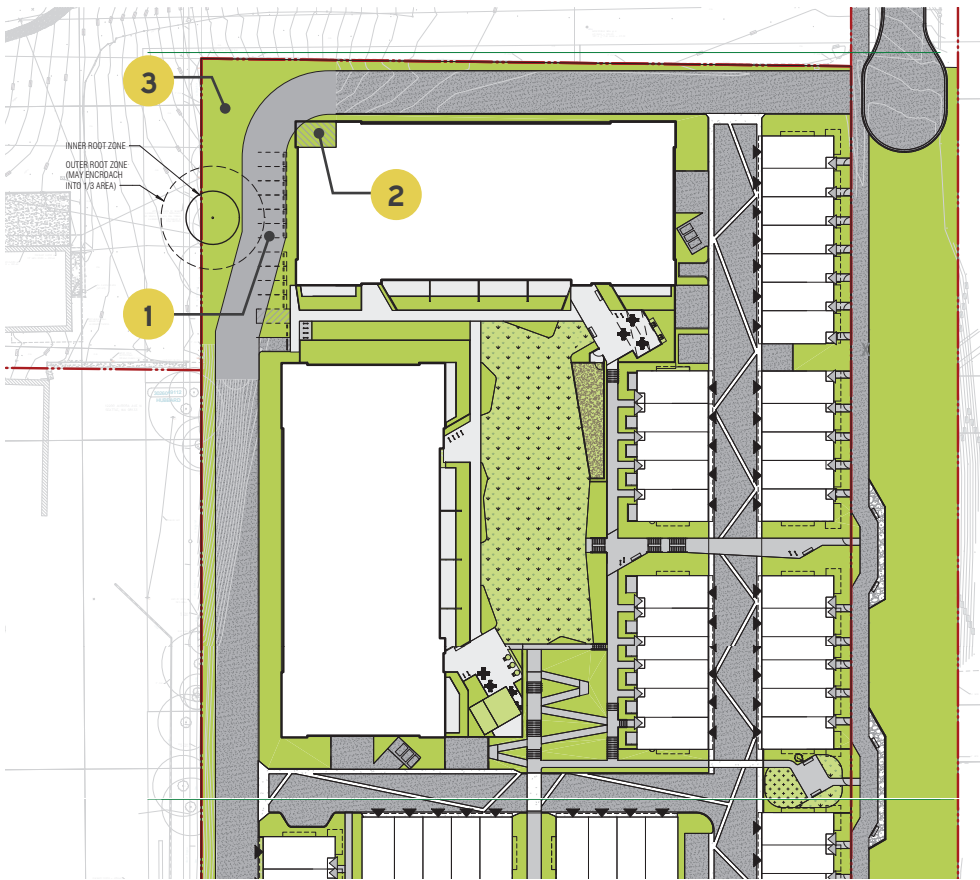
In response to the DRB comments from EDG2 (1d), The alternate site plan study shows a site plan configuration that would retain the exceptional tree. Shifting the perimeter road to avoid the inner root zone would result in the following impacts to the proposed plan:

- 1 Reduction of 12, mostly accessible, parking spaces serving the midrise buildings. (DC1-C)
- 2 Removal of the corner of the MR. A building resulting in loss of 5 2-bedroom units.
- 3 Creation of an inaccessible and undefined landscaped area at the northwest corner of the property which could unintentionally invite undesired activities to occur and create a safety issue in the future. (PL1-A, DC3-A)

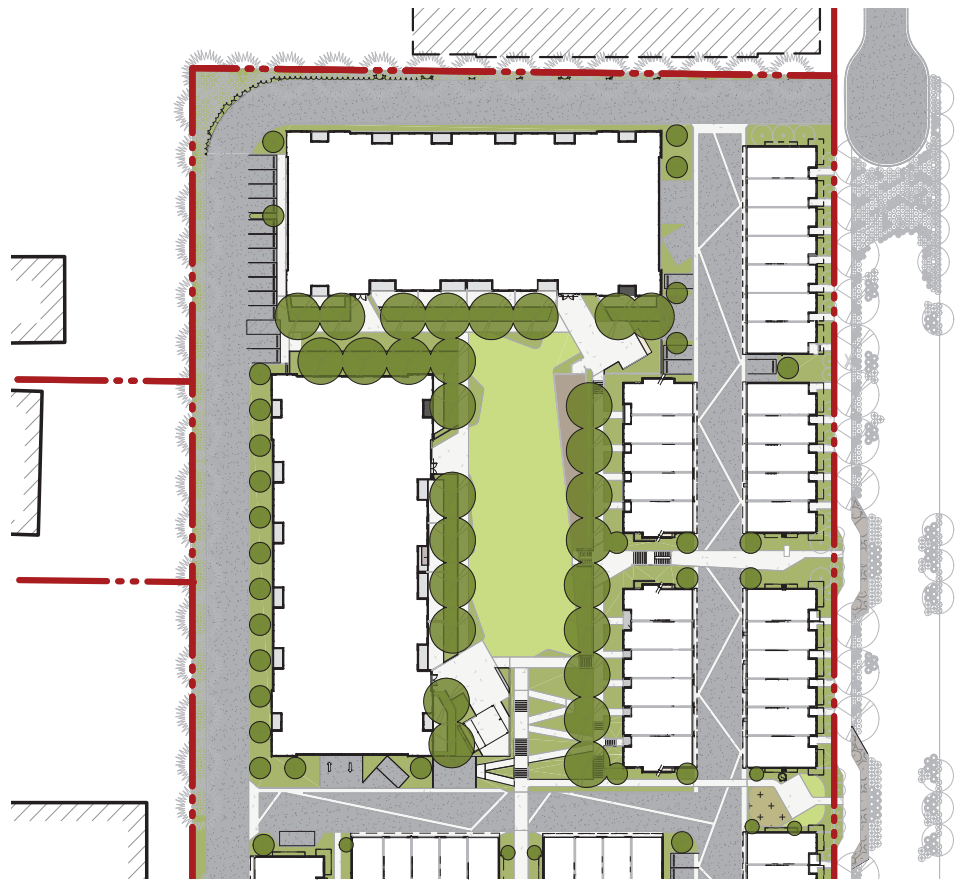
Alternate site plans were studied which move the midrise buildings and raised courtyard east to retain the parking and midrise building A intact, but this would result in the loss of a 7-Townhouse building at the NE corner of the site. It would also compromise the clarity of site circulation, creating a drastically different site plan that was selected at the EDG2.

Based on this study, the current Design Recommendation proposal provides a better response to the Design Guidelines .

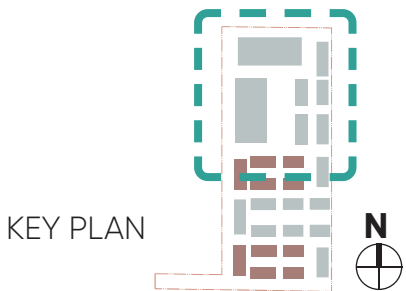
Please refer to page 9 for a photo of the exceptional tree, its condition as described in the arborist report, and what protective measures would be required to retain it.



SITE PLAN STUDY - preservation of exceptional tree impacts



PROPOSED SITE PLAN - proposed design with removal of exceptional tree





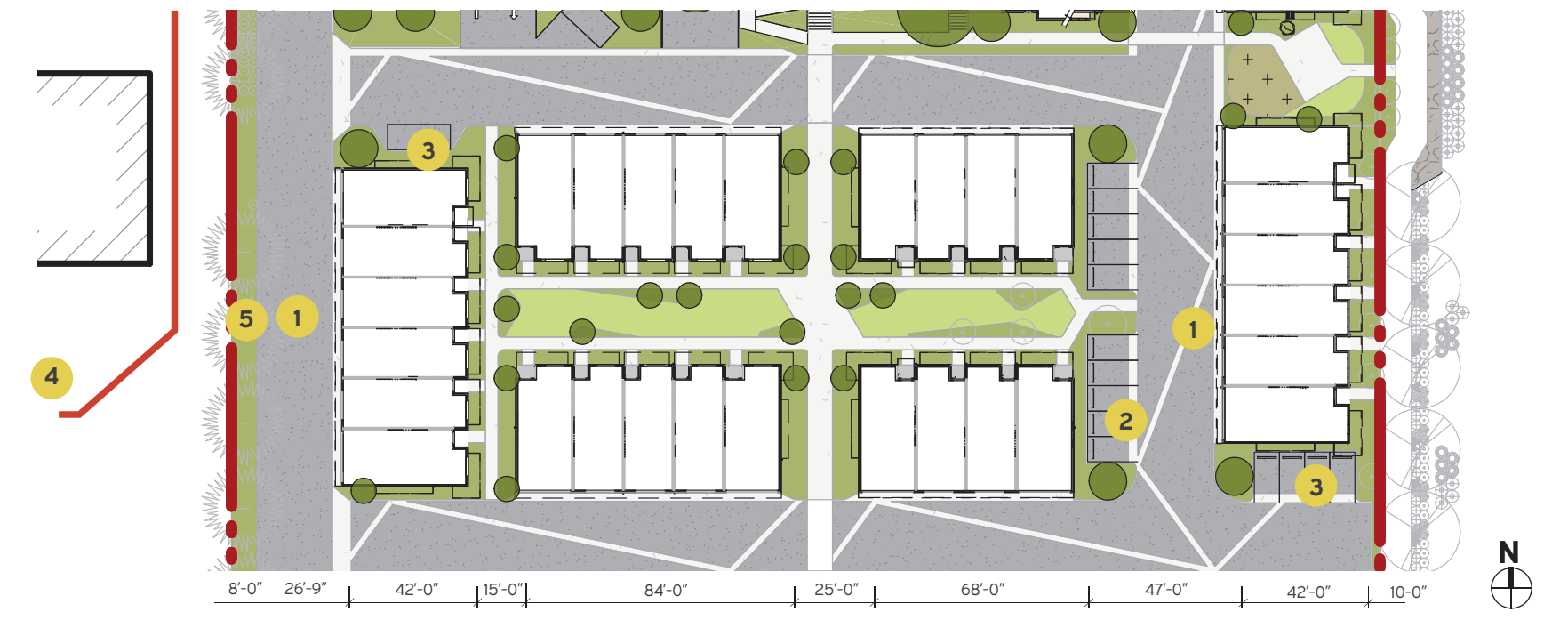
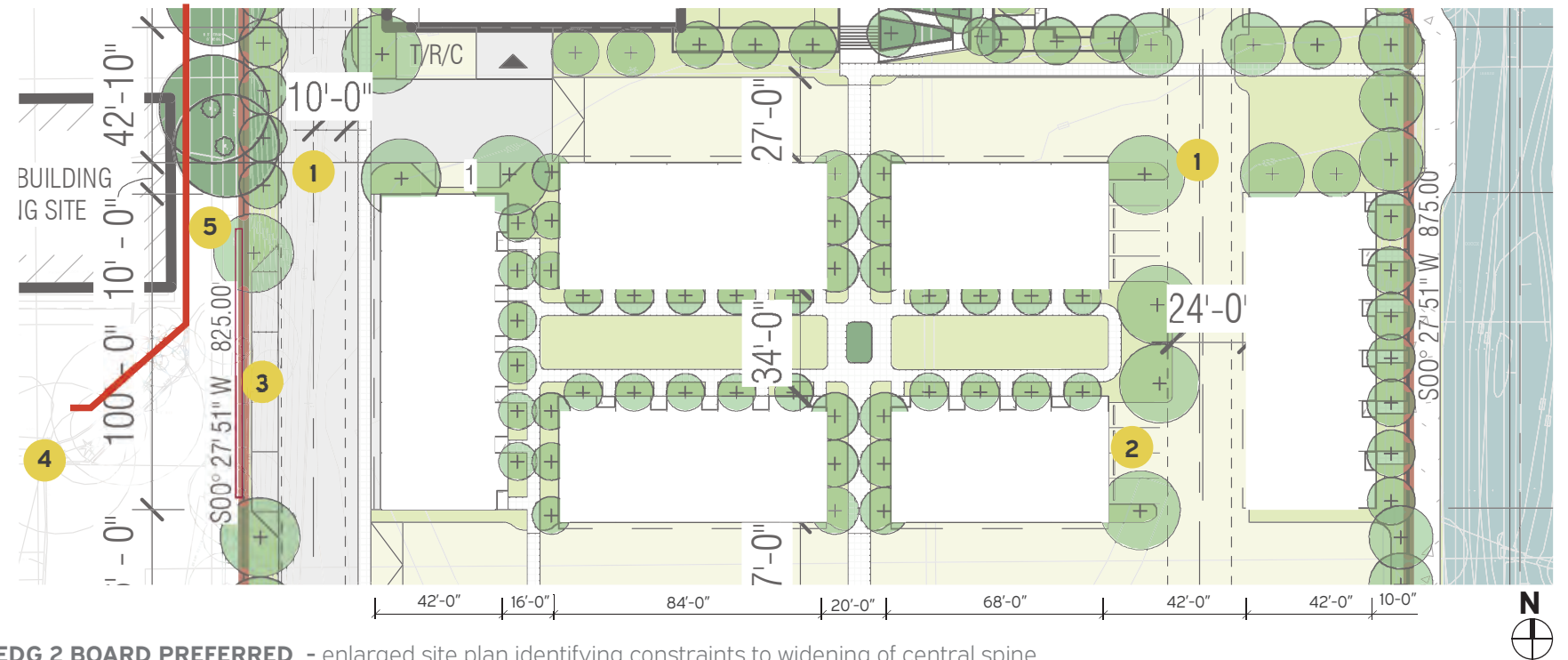
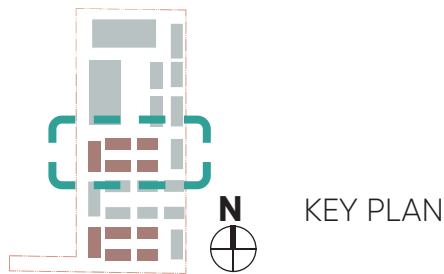
# STUDY - CENTRAL SPINE WIDTH ANALYSIS

In response to the Board comments from EDG2 (3a, 3b), the proposed design increases the width of the central pedestrian pathway by approximately 5 feet (25 feet total) compared to the EDG2 board preferred design.

To highlight this central pedestrian path as a primary element of the overall pedestrian network, key site amenities are incorporated along the path to create opportunities for social interaction. Elements include benches, differential paving, marked crossings, and weather-protected structure at the southern terminus (the Tee Box). See detailed description of these site amenity areas on page 46, 53, and 54 of this proposal. The placement of these elements occur at critical courtyard nodes to strengthen its function and legibility as a social axis. The physical design and wider sidewalk width is designed to foster interactions with residents of the community.

The proposed width of the central spine open space is a result of an extensive analysis that takes into account the following constraints:

- 1 City of Seattle Land Use Code Requirements for "Access Easement"
- 2 Developer Programmatic Requirement for Guest Parking
- 3 Board recommendation to relocate parallel parking and associated sidewalk along the western private road into the interior of the site. (PL1-A, PL2-B)
- 4 Townhouse distance from existing off-site retaining walls that impact views and access to daylight.
- 5 Necessary grading and construction tolerances for proposed retaining walls along western property line





# 3.0

## DESIGN CONCEPT

### STUDY - AURORA AVE N ACCESS

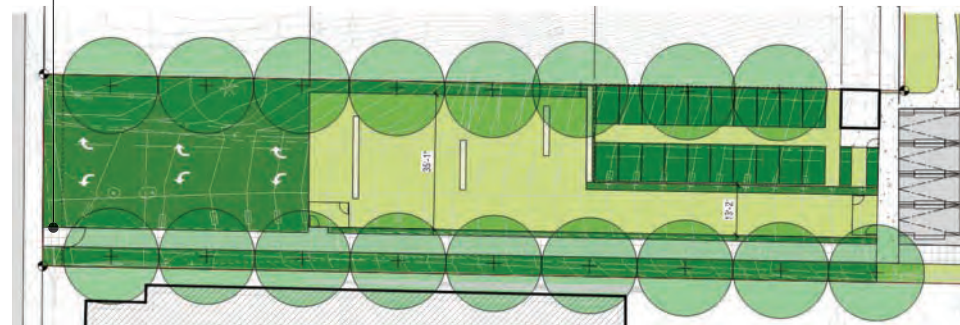
After EDG 2, the team consulted an accessibility expert who verified an accessible pathway would be required in this area if we provide **ANY** connection to Aurora Ave. The 26' grade difference along this section would require extensive ramping. Unfortunately, the EDG 2 plan below does not meet code requirements for accessibility and is unfeasible. Furthermore, a quick study of travel distance to Aurora Ave bus stops (next page) show that there is not a significant travel distance difference between connecting through the dog leg versus walking through the much more pedestrian friendly Stone Ave N where traffic is calmer, grade is relatively flat.

Therefore we are providing two options based on relevant Design Board guidance from EDG 2:

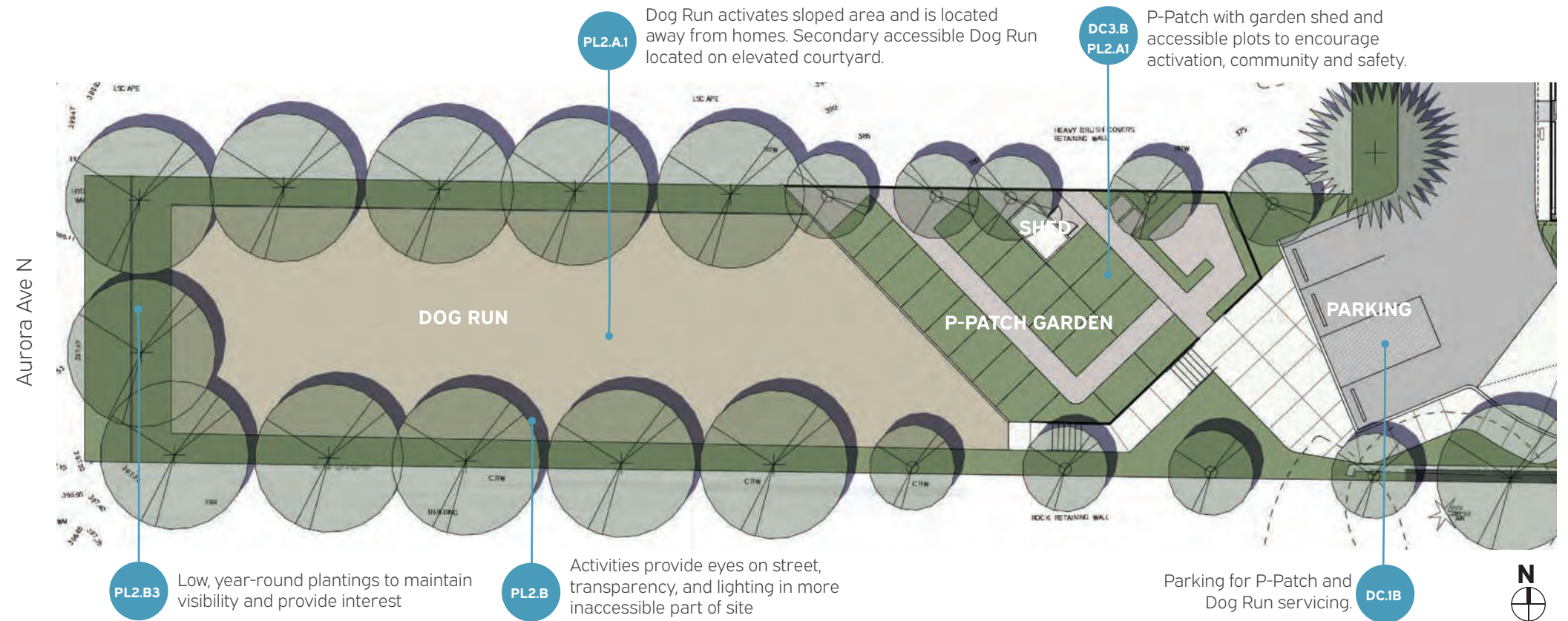
1. **RECOMMENDATION MEETING PREFERRED** - Provide a P-Patch and Dog Run with no connection to Aurora Ave (see preferred option to upper right) (PL1A, PL2A, PL2.B, DC3)
2. **AURORA AVE N ACCESS STUDY:** No P-Patch and no Dog Run with accessible connection to Aurora Ave N - see Aurora Access Study to lower right (PL2.A, PL1B, PL4)

Our preferred design excludes access to Aurora Ave in favor of generous amenities for the community: a large dog run and community garden with accessible plots (PL2.A). These amenities will activate this portion of the site and increase safety and security.

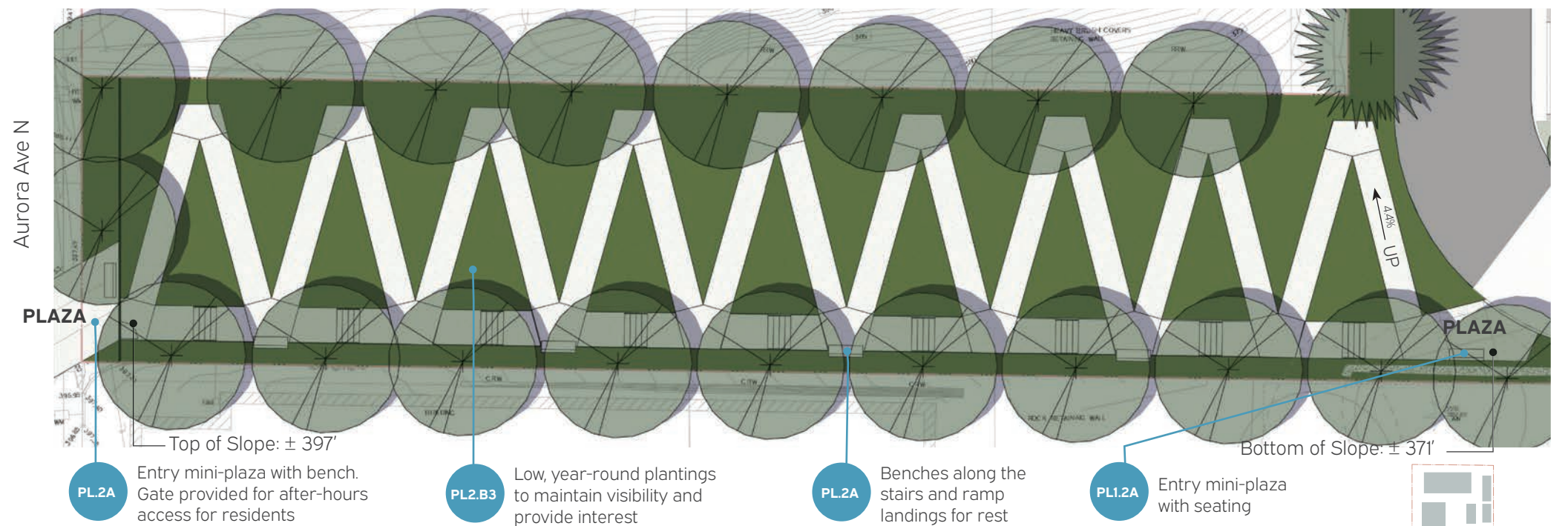
**EDG 2 FEEDBACK "3c:** The Board noted the importance of the path to Aurora Ave. N. with its many transit options and provided guidance to explore connecting this to the central pedestrian path as this would strengthen the pedestrian network and support alternative modes of transportation. (PL4, DC3)"



EDG 2 - dog leg plan (NOT ACCESSIBLE CODE COMPLIANT)



RECOMMENDATION MEETING PREFERRED - dog leg plan features pedestrian-activated amenities to activate this area of the site.



AURORA AVE N ACCESS STUDY - code compliant public access







RECOMMENDATION MEETING **PREFERRED** - section showing severity of existing grading, which are better suited for a dog run






EXISTING CONDITIONS ALONG AURORA AVE N

Lack of pedestrian infrastructure connecting project site to existing bus stops along Aurora and high-speed traffic create unsafe walking conditions.



AURORA AVE N BUS STOP DISTANCE STUDY

Alternate routes through Stone Ave N instead of Aurora Ave N were studied. The South Route was longer by only 0.09 miles, and provided a flatter slope. The North Route was both shorter and flatter. Due to insignificant distance differences and unsafe pedestrian conditions on Aurora Ave N (see aerial view at left), we propose to eliminate the pedestrian connection to Aurora in favor of redirecting foot traffic along the more pedestrian-friendly Stone Ave N connecting routes.

ROUTE	AVG DISTANCE	AVERAGE SLOPE
 Dog Leg Route <i>Existing Condition</i>	.40 mi	4.8%
 South Route	.49 mi <i>0.09 mi longer</i>	2.0% <i>2.8% flatter</i>
 North Route	.31 mi <i>0.09 mi shorter</i>	4.0% <i>0.8% flatter</i>



# 4.0

## DESIGN PROPOSAL

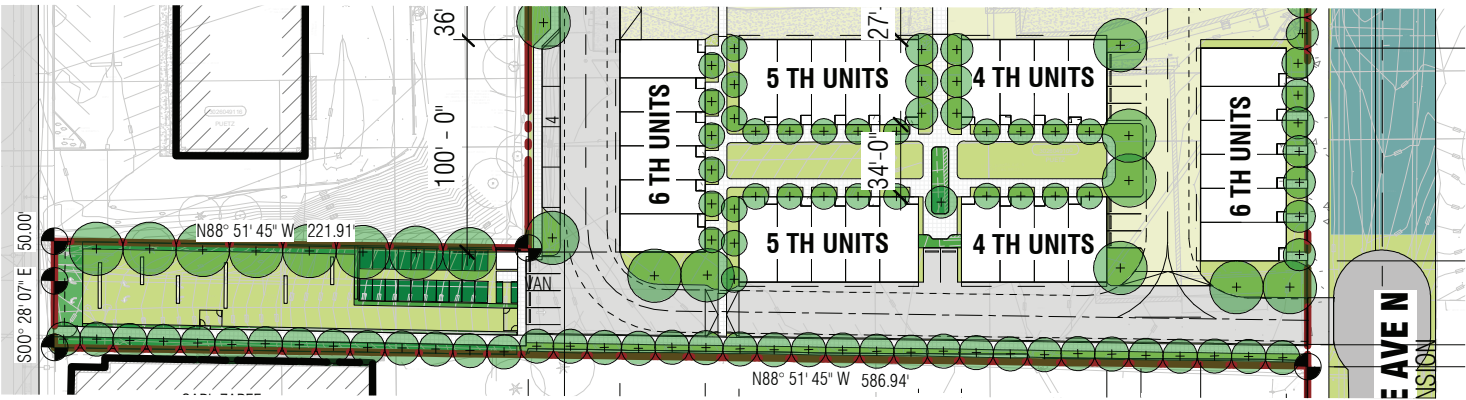
### STUDY - SOUTH TERMINUS

The south terminus is composed of three major nodes (1) the Tee Box, (2) the Dog Leg and (3) the south Stone Ave Way N site entry.

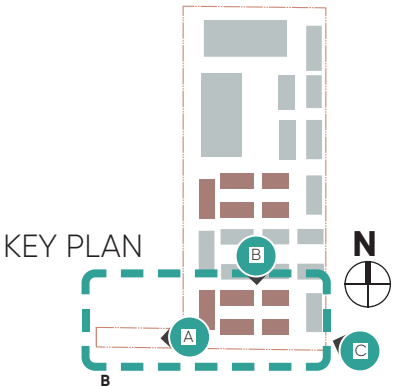
The central spine ends at the south with the Tee Box shelter. This structure serves as a node and way-finding landmark to direct pedestrian circulation west towards the dog park & p-patch gardens, and east towards the south site entry and surrounding neighborhood. Plantings and trees visually obstruct views towards the Home Depot parking lot, and low fencing screens two parking spaces tucked between the townhouse buildings. The tee box is angled and forks the foot traffic east and west. To reinforce the preferred pedestrian circulation route, a hierarchy of path widths reinforces this connection to the other site nodes.

Additional common open space opportunity that conclude the pedestrian experience is the P-Patch. The small plaza in front allows for staging of work parties for the garden. Adjacent to this is the dog park, which activates an under served portion of the site and meets the needs of dog owners in the community.

The South Terminus provides a level, walkable route to the east that is suitable for cyclist and pedestrian access to bus stops north and south of the community (see appendix for additional information). This shallow grade does not require a series switchbacks (as is required through the Dog Leg) and ensures a walkable route for pedestrians regardless of age or mobility capabilities.



EDG 2 BOARD PREFERRED - south terminus



DESIGN RECOMMENDATION - south terminus



A - dog leg p-patch and dog run



B - view from central spine looking south to tee box



C - stone ave way n - south entry



## STUDY - RAISED COURTYARD GRADE STUDY

At the EDG 2 meeting, the board provided the following guidance related to a central site design feature - the raised courtyard:

### 1. TWO SCHEMES -

C. The Board unanimously supported Option 2 (Promenade) noting in particular:

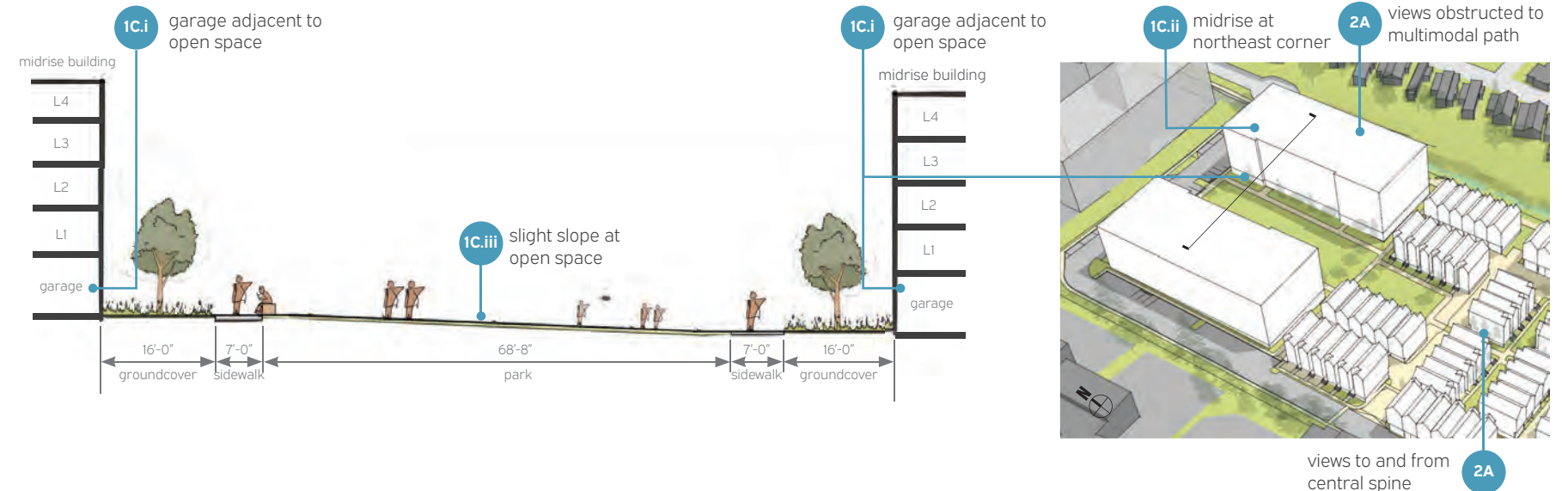
- 1C.i The location of living space on the first floors of the adjacent structures, where it would have the potential to activate the open space and create opportunities for interaction. (CS2-A, CS3-B, PL1, PL3, DC1, DC3)
- 1C.ii The more appropriate scale of the townhouses proposed for the northeast corner of the site in response to existing context, where the project abuts an area of less intensive development. (CS2-D, DC2-A)
- 1C.iii The flatness of grade proposed for the open space in Option 2, versus the slight slope proposed in Option 1, which the Board agreed would be noticeable and could limit its use. (DC1, PL2)

### 2. SITE PLANNING -

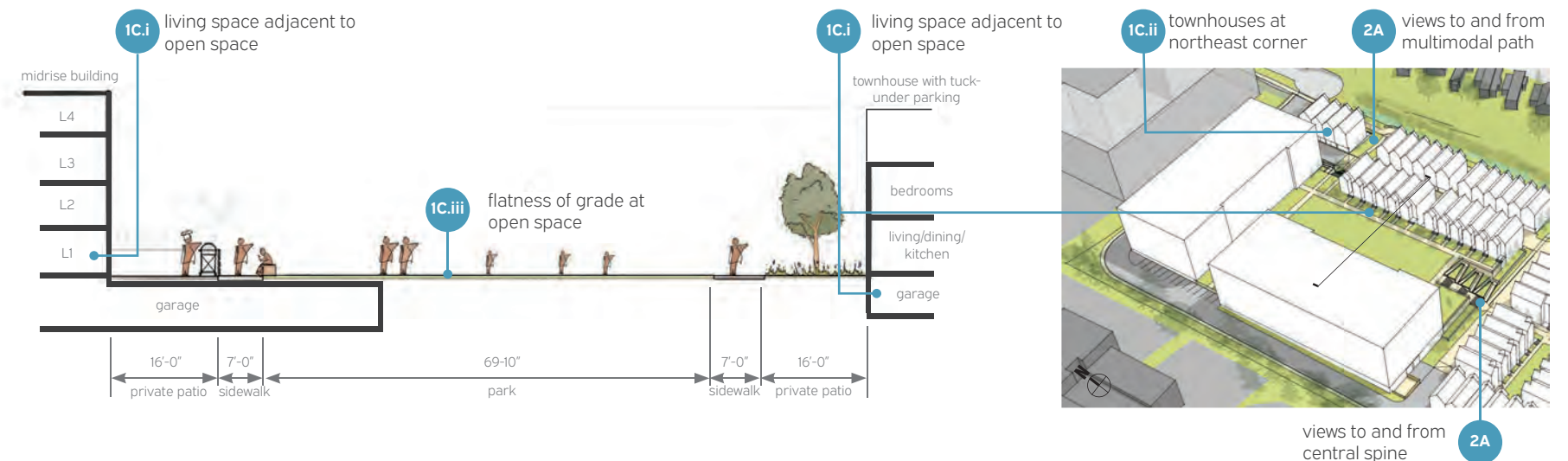
- 2.A The Board agreed that the elevated courtyard would be a unique and interesting feature and highlighted the importance of connecting this space to the rest of the site, both visually and physically. In particular, the Board identified views from the courtyard to the rest of the site, from the site to the courtyard, and the pedestrian connection between them as critical design elements. (PL2, DC1, DC3)"

Our proposed design includes a large dog run and a 3'-4" to 4'-0" elevation change that occurs at the east edge of the raised courtyard that provide a human scaled buffer zone with the townhouses. This study identifies the rationale and benefits of this elevation change. The two Raised Courtyard study schemes are as follows:

1. **RECOMMENDATION MEETING PREFERRED** - an accessible large dog run - complementary to the non-ADA accessible dog run located at the southwest dog leg - is located at the north east edge of the open flat space. It has been strategically located to be beyond the limits of the underground parking structure due to construction requirements. It runs parallel to the flat open space to provide as much usable open flat space as possible. The 3'-4" to 4'-0" elevation change that occurs at the raised courtyard and east path serve as a noise and privacy buffer between the raised courtyard / dog run and the townhouse units to the east, creates a more intimate and human scaled relationship to the open space, while maintaining visual connection to the courtyard. (CS2-A, PL1, PL3, DC1, DC3)
2. **ALTERNATE FLAT GRADE STUDY** - To provide more direct access from the townhouse entries to the raised open space, this design studies limiting the grade elevation change to only what is required for drainage purposes (PL2). To increase direct connection from the east edge townhouses to the courtyard, the ADA accessible dog run is smaller. This decrease in size limits the dog run to smaller dog use, increasing the likelihood of dogs using the open field instead. The lack of elevation change also provides a less intimate scale between the open space and townhouse units.



EDG 2 - OPTION 1 (COMMONS) - enlarged park section (left) 3D aerial (right)

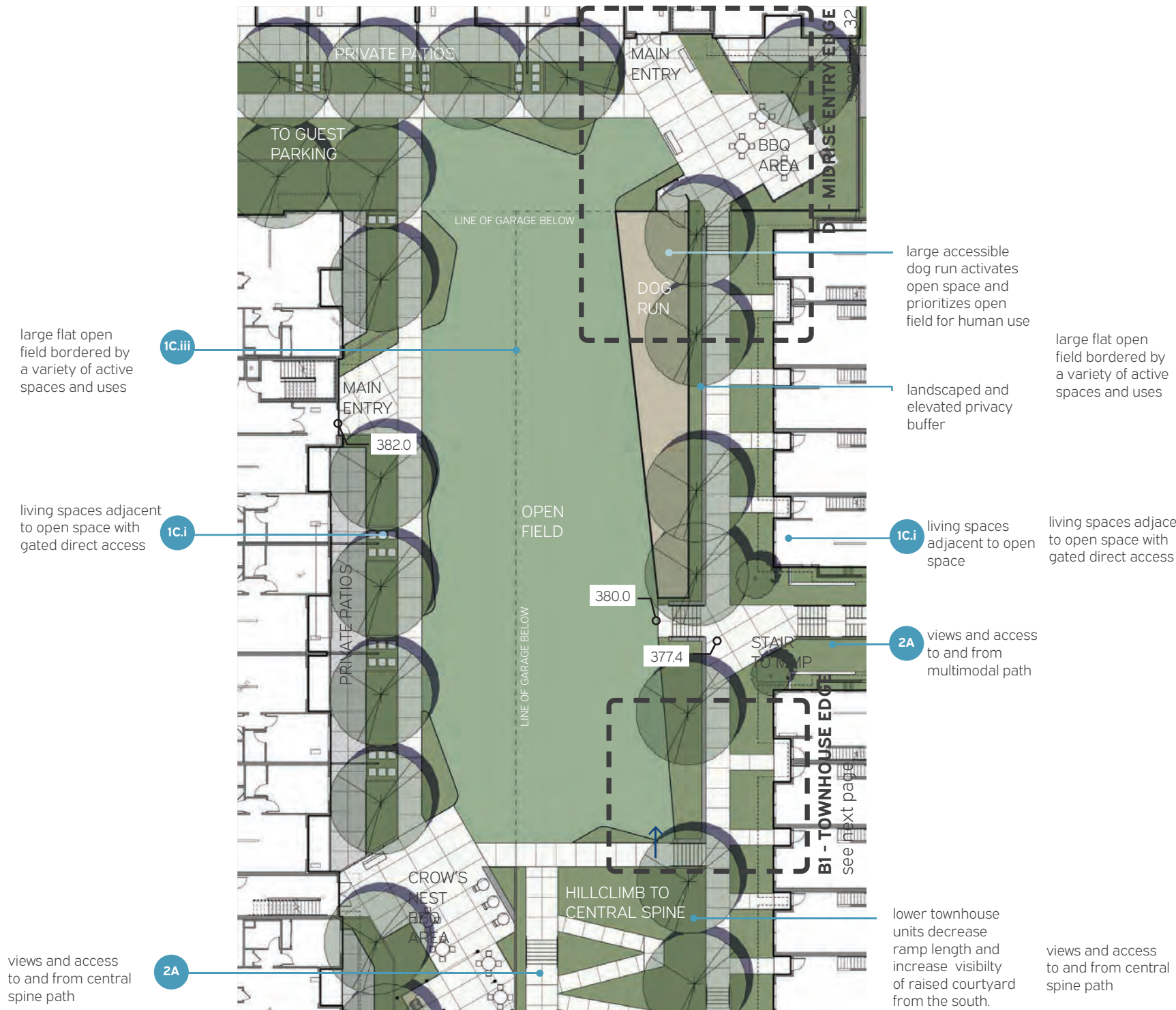


EDG 2 BOARD PREFERRED - OPTION 2 (PROMENADE) - enlarged park section (left) 3D aerial (right)

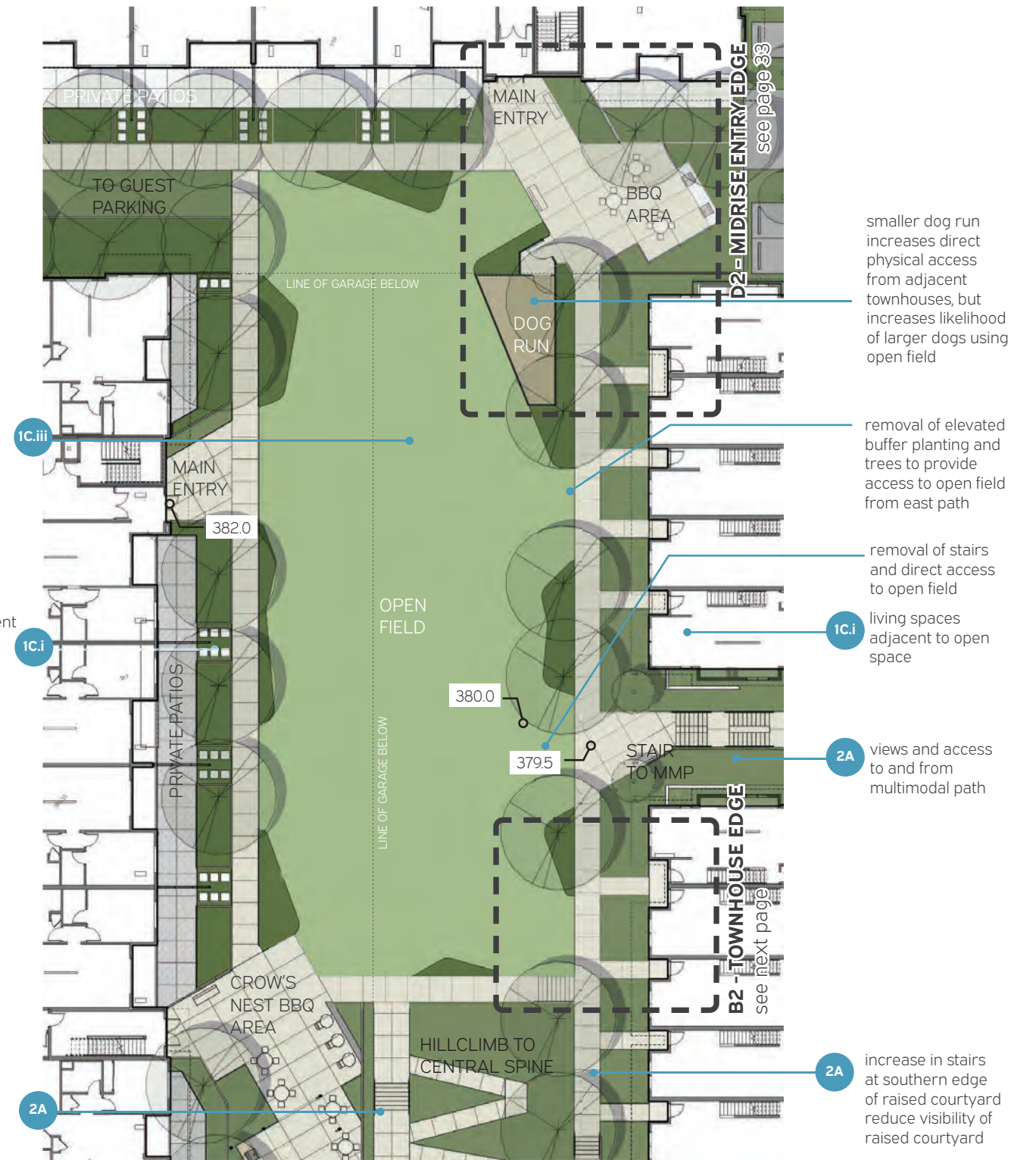
## COMPARISON OF EDG 2 COURTYARD OPTIONS AND RELEVANT BOARD GUIDANCE



## STUDY - RAISED COURTYARD GRADE STUDY (CONTINUED)



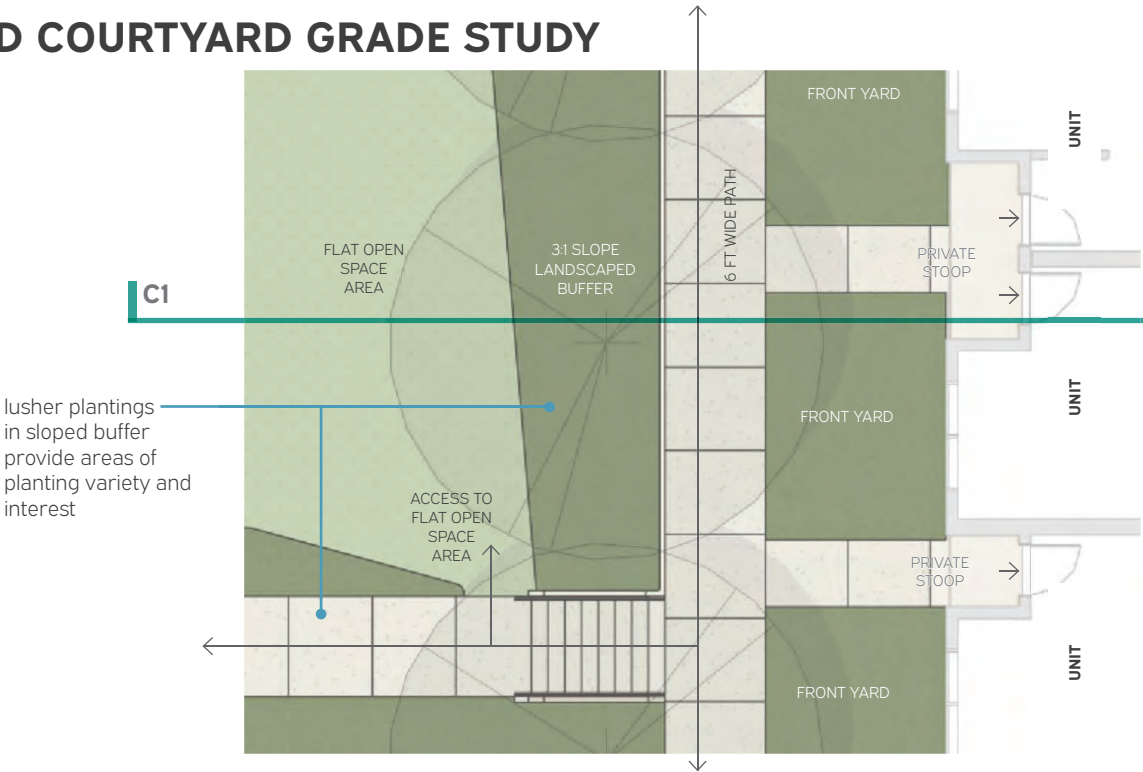
**A1 - RECOMMENDATION MEETING PREFERRED** - raised courtyard plan



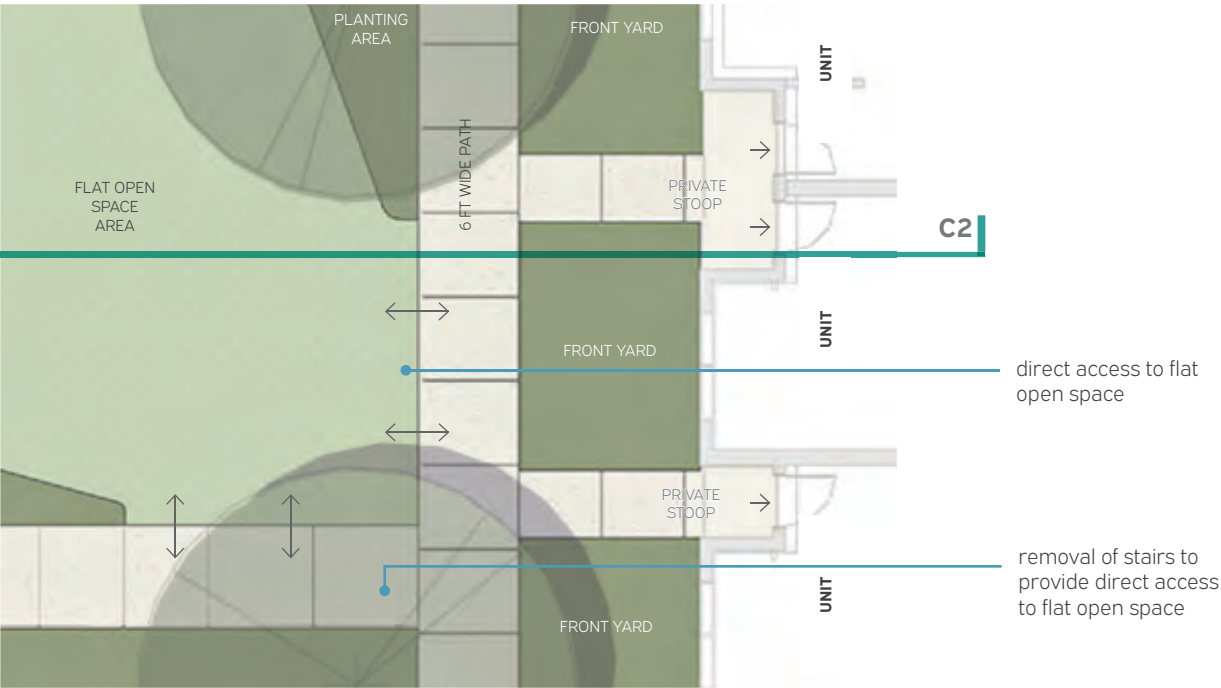
## A2 - ALTERNATE FLAT GRADE STUDY - raised courtyard plan



STUDY - RAISED COURTYARD GRADE STUDY



B1 - RECOMMENDATION MEETING **PREFERRED** - townhouse edge section



B2 - ALTERNATE FLAT GRADE STUDY - townhouse edge section



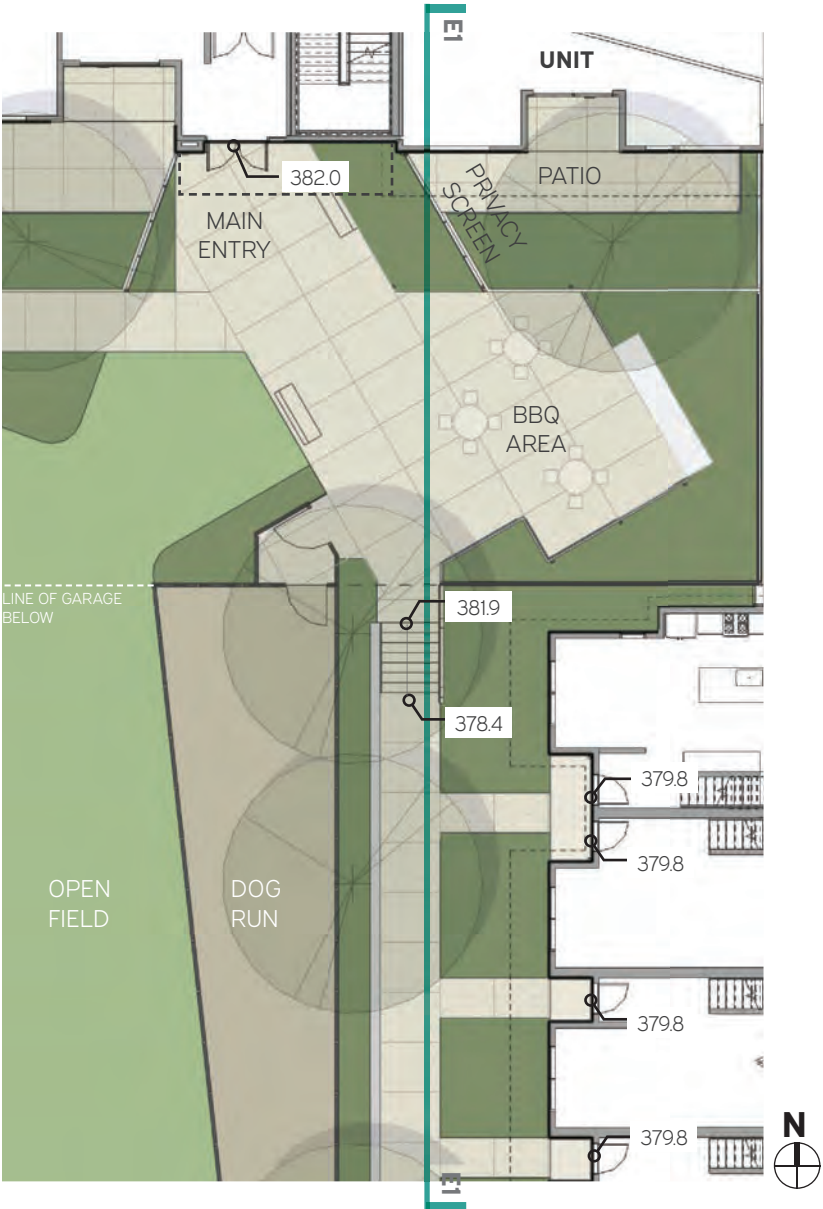
C1 - RECOMMENDATION MEETING **PREFERRED** - townhouse edge section



C2 - ALTERNATE FLAT GRADE STUDY - townhouse edge section



STUDY - RAISED COURTYARD GRADE STUDY (CONTINUED)



D1 -RECOMMENDATION MEETING **PREFERRED** -  
raised courtyard northeast quadrant

The preferred design acknowledges and works with the challenges of the linear dog run amenity. Sinking the pedestrian path creates a distinct townhouse transition zone from private residential use to the adjacent common uses.



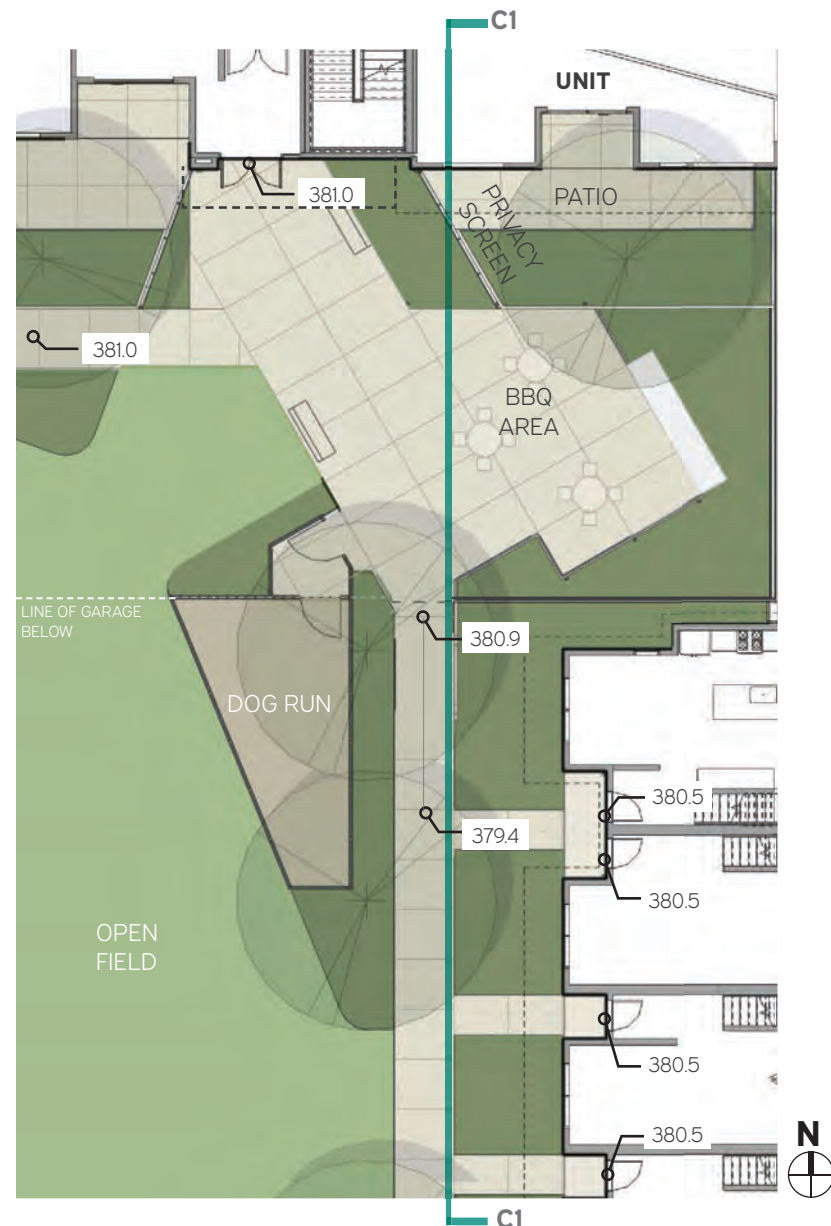
VIEW OF TUCKUNDER TOWNHOUSES FROM NORTHWEST



E1 - RECOMMENDATION MEETING **PREFERRED** - section through raised courtyard east pedestrian path



## STUDY - RAISED COURTYARD GRADE STUDY (CONTINUED)



**D2 - ALTERNATE FLAT GRADE STUDY** -  
raised courtyard northeast quadrant

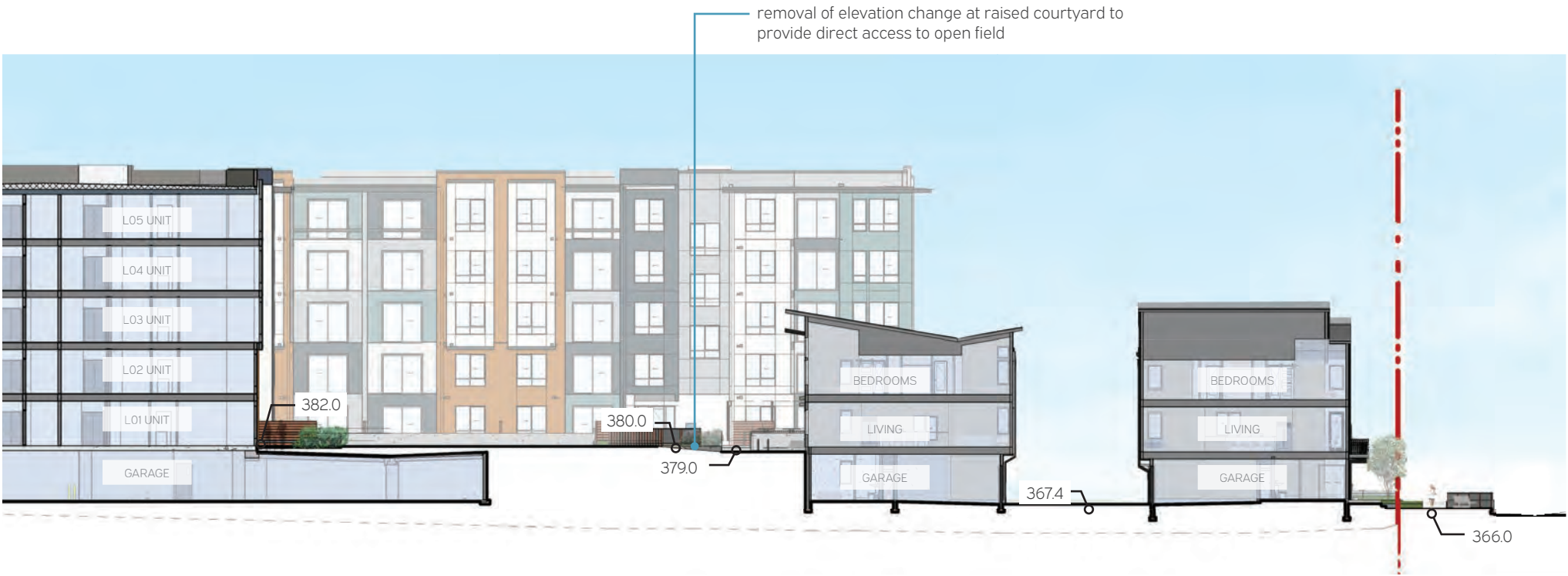


**E2 - RECOMMENDATION MEETING PREFERRED** - section through raised courtyard east pedestrian path

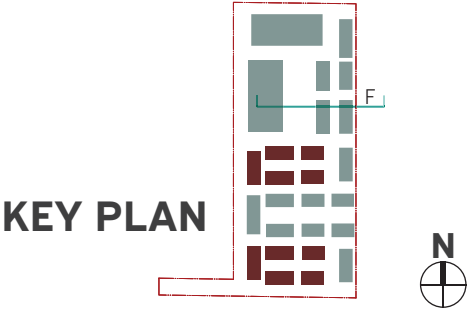




F1 - RECOMMENDATION MEETING **PREFERRED** - raised courtyard section



F2 - ALTERNATE FLAT GRADE STUDY - raised courtyard section







**RECOMMENDATION MEETING PREFERRED -**  
**G1 -** midrise raised courtyard edge



**H1 -** view looking north from east path

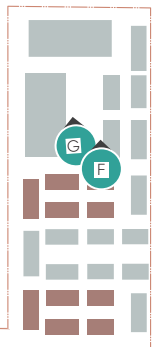


**ALTERNATE FLAT GRADE STUDY -**  
**G2 -** view looking north from east path



**H2 -**view looking north from east path

KEY PLAN





RECOMMENDATION MEETING - AERIAL OVERVIEW



- 1 RAISED COURTYARD
- 2 HILL CLIMB
- 3 MULTIMODAL PATH
- 4 PERIMETER DRIVE AISLE
- 5 INTERIOR COURTYARDS
- 6 MIDRISE BUILDINGS
- 7 SHARED DRIVE AISLES
- 8 DOG RUN
- 9 CROW'S NEST
- 10 TEE BOX
- 11 P-PATCH
- 12 PLAYGROUND





EDG 2 BOARD PREFERRED - AERIAL OVERVIEW



- 1 RAISED COURTYARD
- 2 HILL CLIMB
- 3 MULTIMODAL PATH
- 4 PERIMETER DRIVE AISLE
- 5 INTERIOR COURTYARDS
- 6 MIDRISE BUILDINGS
- 7 SHARED DRIVE AISLES
- 8 DOG RUN
- 9 CROW'S NEST
- 10 TEE BOX
- 11 P-PATCH
- 12 PLAYGROUND





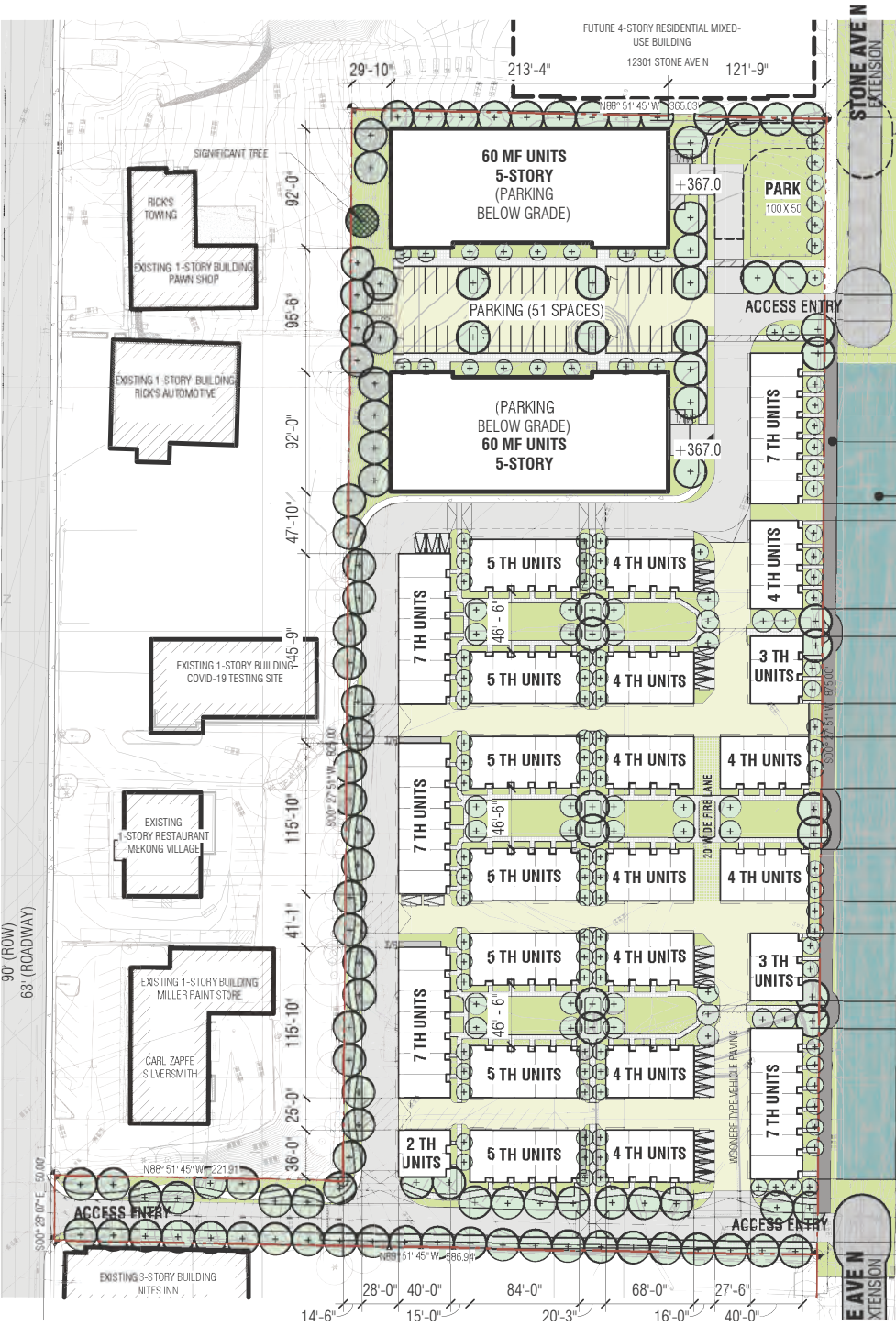
RECOMMENDATION MEETING COMPARISON - AERIAL OVERVIEW



- 1 RAISED COURTYARD
- 2 HILL CLIMB
- 3 MULTIMODAL PATH
- 4 PERIMETER DRIVE AISLE
- 5 INTERIOR COURTYARDS
- 6 MIDRISE BUILDINGS
- 7 SHARED DRIVE AISLES
- 8 DOG RUN
- 9 CROW'S NEST
- 10 TEE BOX
- 11 P-PATCH
- 12 PLAYGROUND

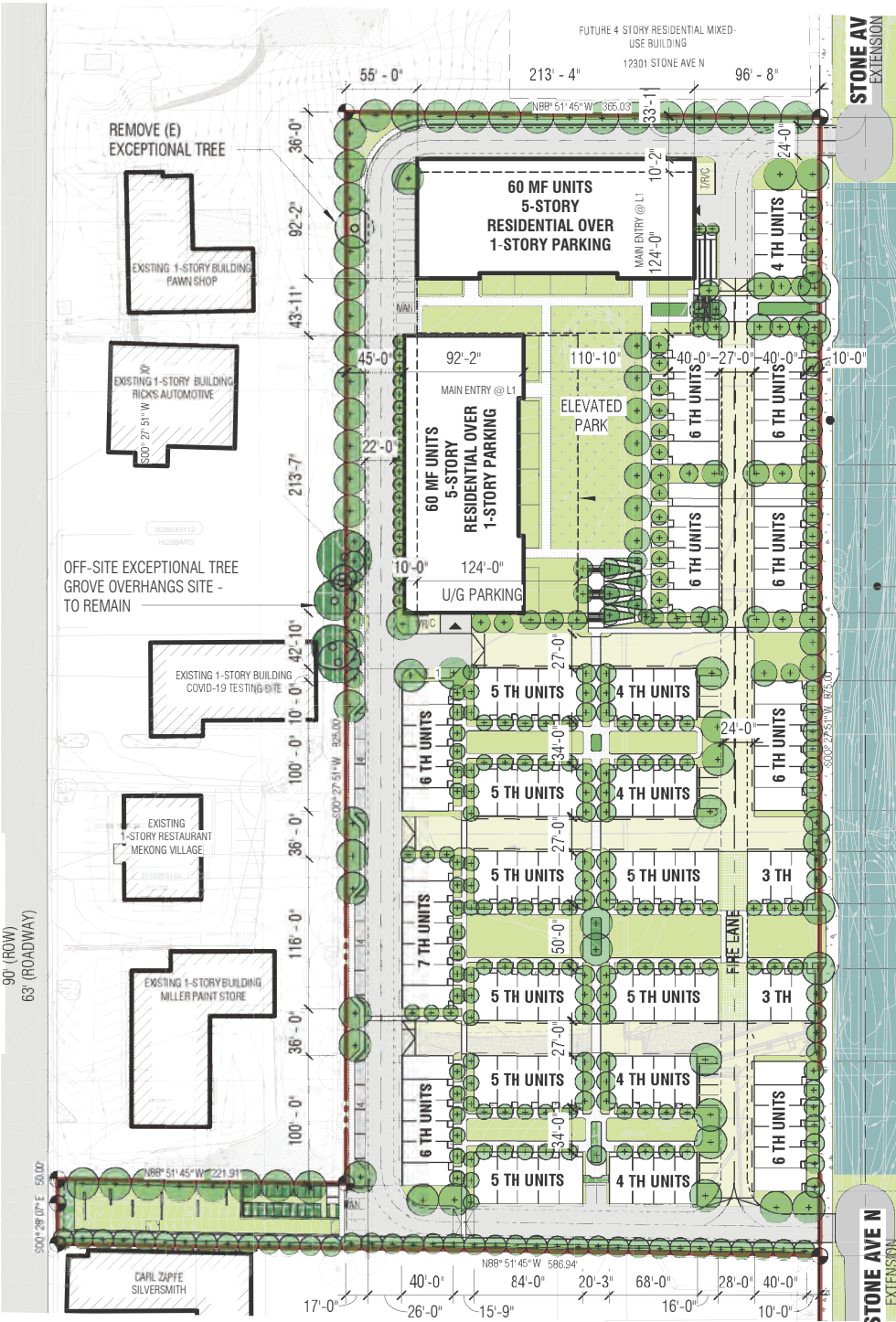


SITE PLAN EVOLUTION



EDG 1: PREFERRED OPTION

118 Townhouse Units, 120 Midrise Units



EDG 2: BOARD PREFERRED OPTION

122 Townhouse Units, 120 Midrise Units



RECOMMENDATION MEETING

122 Townhouse Units, 120 Midrise Units





# 3.0






## DESIGN CONCEPT

### SITE CIRCULATION CONCEPT

Building upon the board’s preferred EDG 2 Option, the site circulation concept has been further refined. The outer pedestrian tertiary path loop has been eliminated to clarify the separation between vehicular & pedestrian traffic. At the interior of the site, pedestrian-only circulation paths weave together courtyards and connect them to the Stone Avenue N multi-modal pathway.

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.

#### CIRCULATION KEY ELEMENTS

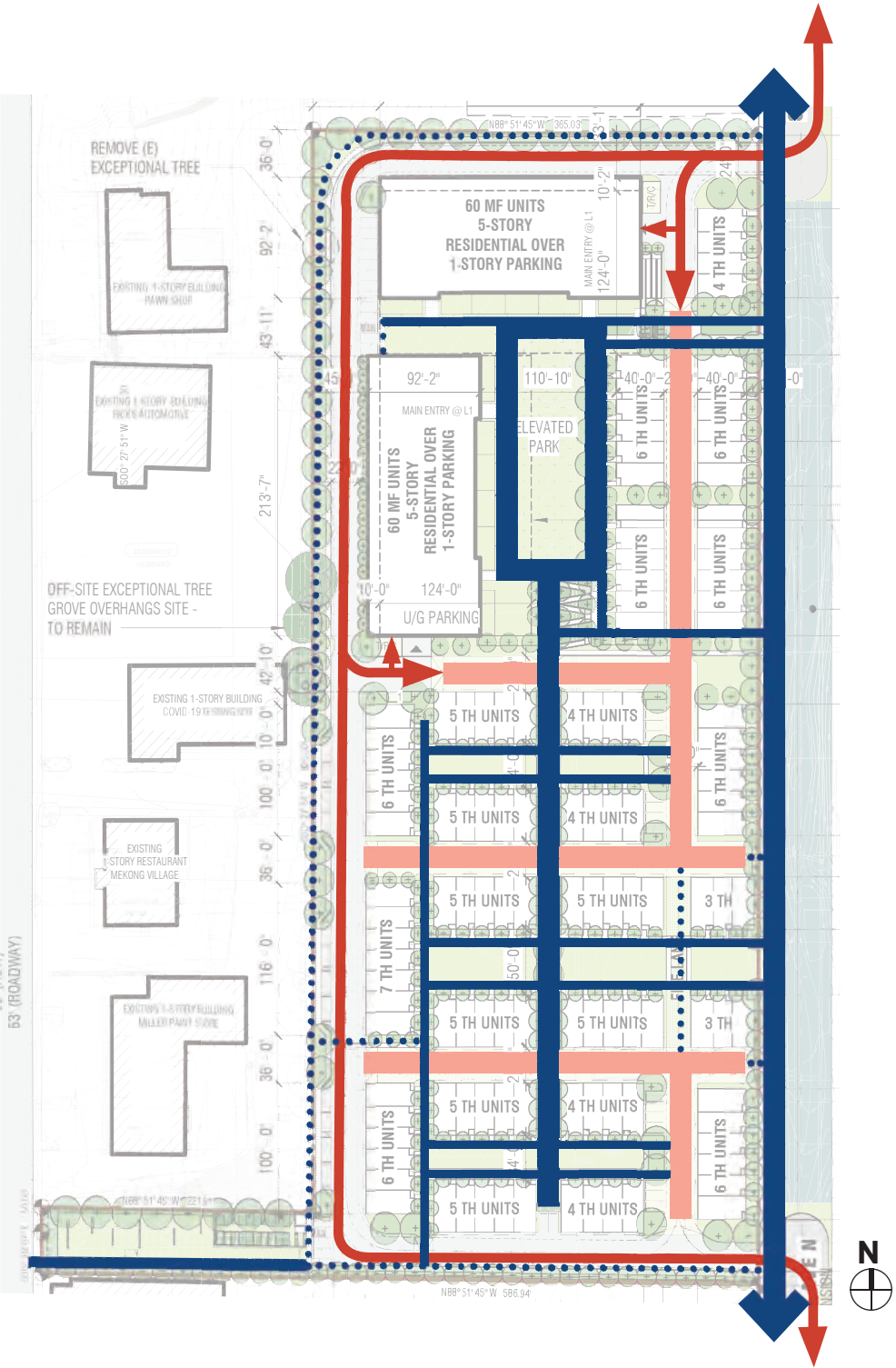
-  Principal Drive Aisle at Perimeter  
*Vehicular Traffic*
-  Shared Drive Aisle  
*Shared Vehicular & Pedestrian Traffic*
-  Primary Pedestrian Route  
*8'-10' Path*
-  Secondary Pedestrian Access  
*4'-6' Path*
-  Tertiary Pedestrian Access  
*4'-5' Path*

The **principal drive aisle** is located at the perimeter of the site. Pedestrian crossings have been minimized - with pedestrian crossings clearly marked with a change of paving.

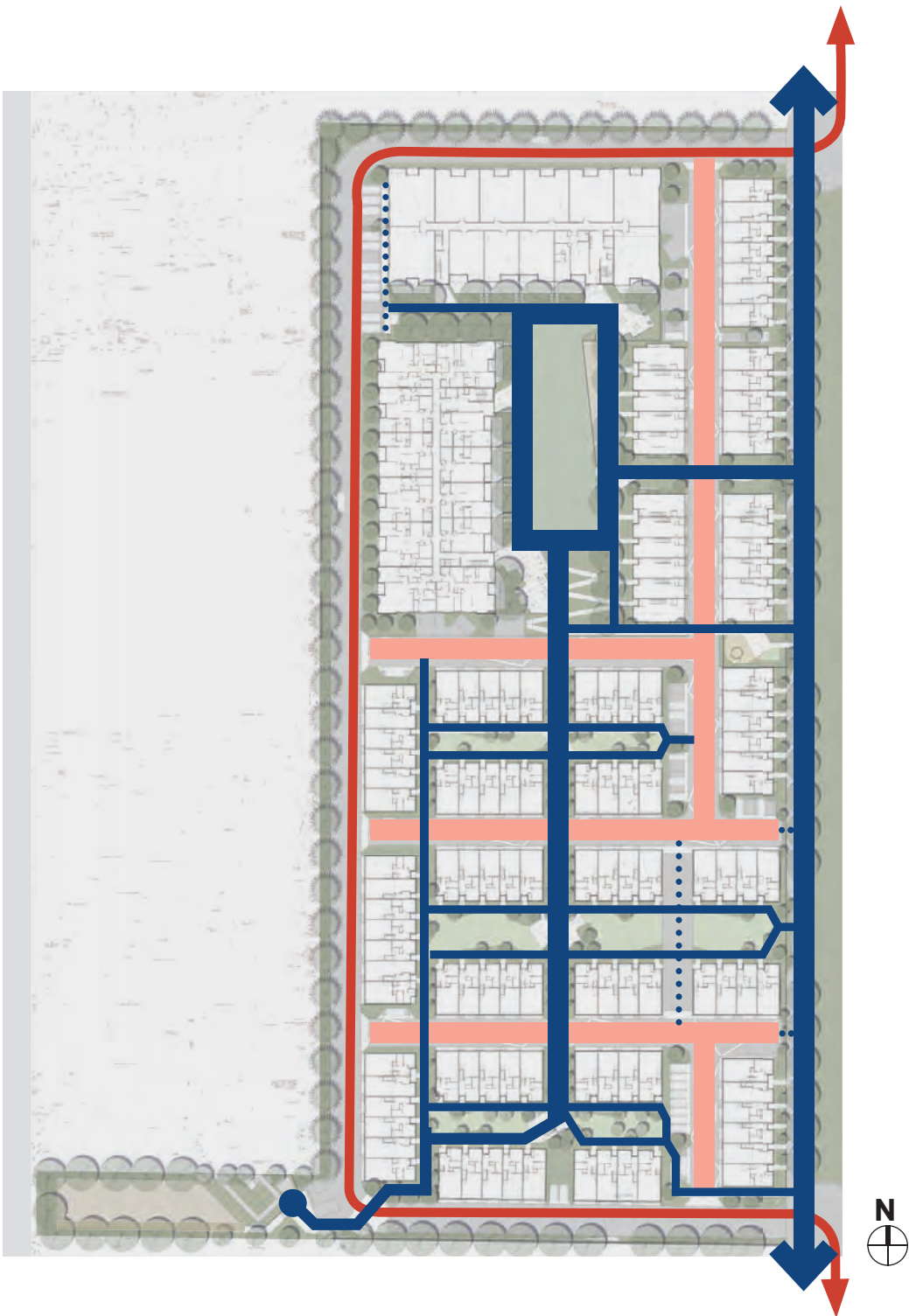
This vehicular road feeds into localized **shared drive aisles** to access garage entries throughout the project. These also act as infill, completing a non-motorized network throughout the site to encourage pedestrians and cyclists to navigate the neighborhood amenities, as well as connections to the greater Seattle area.

Large trees are aligned along the **primary pedestrian route** through the three courtyard spaces towards the raised courtyard open space to the north, which is further lined with similar large tree species.

**Secondary pedestrian routes** are more residential in character, typically flanked on both sides by generous planting or turf and medium sized trees. The **tertiary pedestrian route** is reserved for access to vehicular parking along the primary drive, and to stitch pedestrian-only connections at shared drive aisles to complete the pedestrian prioritized network. This has typical roadside planting and trees.



EDG 2 - site circulation and pedestrian hierarchy diagram



RECOMMENDATION MEETING - site circulation and pedestrian hierarchy diagram

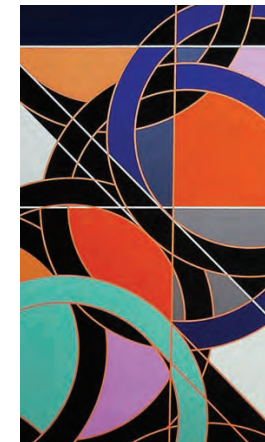


## SITE DESIGN CONCEPT AND CHARACTER

Placing community amenity spaces 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 varied and interesting atmosphere while still maintaining several core attributes such as seating opportunities and recreational turf to attract residents.

References to the site's history are reflected in the site's character and amenity structures, creating a sense of place rooted in the optimism first envisioned from the Puetz driving range. Key elements that contribute to the site's character include, strong geometries, clean lines, roof forms with deep overhangs, dynamic lines that reflect the movement of the sport, circular elements and expansive greens.



exterior inspiration imagery



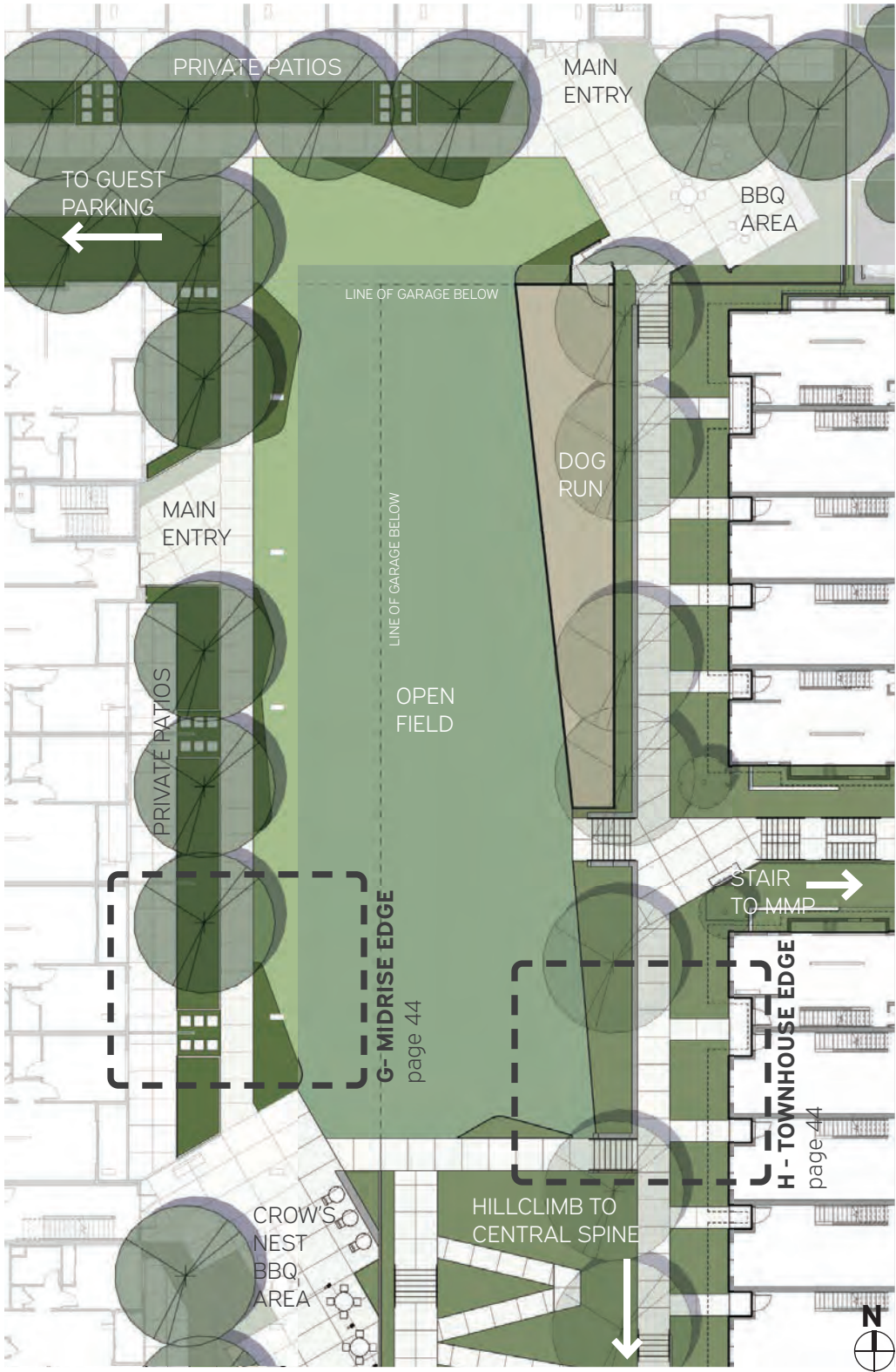


SITE DESIGN FEATURE - RAISED COURTYARD

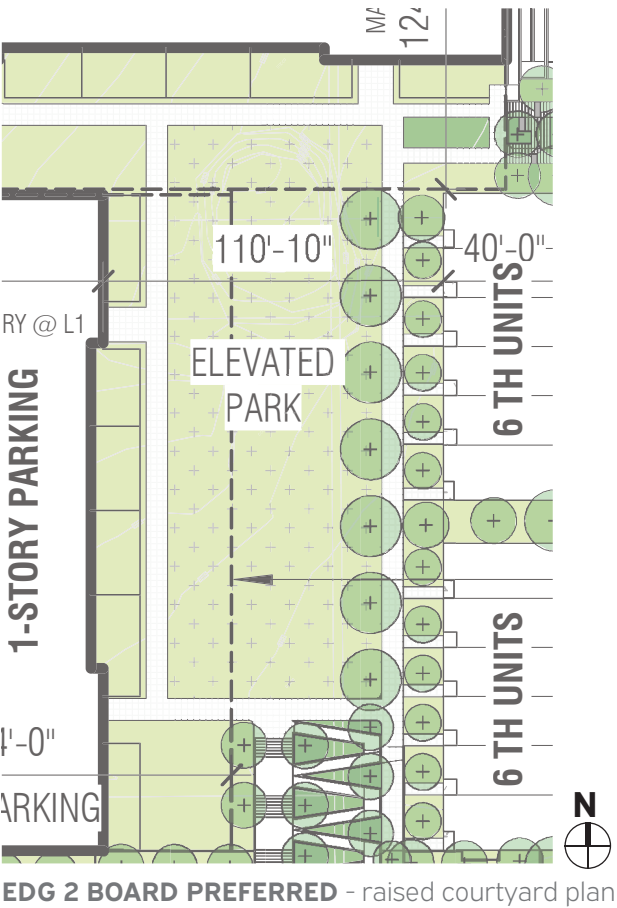
The raised courtyard is a unique and central feature for this community development. Residential living spaces are strategically oriented to surround the raised courtyard. At the midrise building edges, low planters between the raised courtyard and the midrise private residential units provide visual connection while allowing some screening from the larger public area. On the east, townhouse front entrances open up into the larger space, where a gently sloping planter provides a border between the larger active turf area and the less active townhouse stoops.

Common amenities provide a variety of activities surrounding the open field including a BBQ area to the north east as well as the crow's nest BBQ area. The latter is a covered metal structure permitting year-round all-weather gathering.

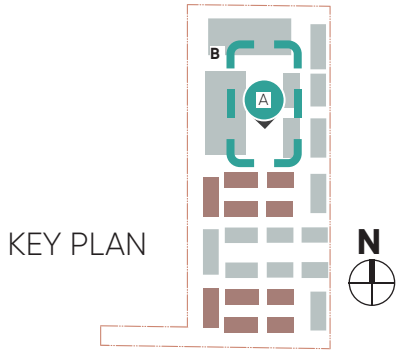
An accessible large dog run - complementary to the non-ADA accessible dog run located at the southwest dog leg - is located at the north east edge of the open flat space. It has been strategically located to be beyond the limits of the underground parking structure due to construction requirements. It runs parallel to the flat open space to provide as much usable open flat space as possible. Providing the large fenced dog run allows multiple users to use the raised courtyard in a safe a secure way.



A - raised courtyard enlarged plan showing multiple site activating elements



B - raised courtyard looking south showing extent of flat open space



KEY PLAN



SITE DESIGN FEATURE - RAISED COURTYARD

The hillclimb connections to the raised courtyards provide critical sightlines to and from the open field. At these major axis, the height of the midrise buildings provide a background focal point that draw your eye towards the raised courtyard (see C+D).

Multiple strategies are provided to enhance residential privacy & security while activating the edges of the raised courtyard. The 3'-4" to 4'-0" elevation change that occurs at the raised courtyard and east path (see E and next page) serve as a noise and privacy buffer between the raised courtyard / dog run and the townhouse units to the east, creates a more intimate and human scaled relationship to the open space, while maintaining visual connection to the courtyard. The ground floor units at both midrise units also include private gated patios that are buffered by low planters and trees (see F and next page).



C - view from south looking toward raised courtyard



D - view from multi modal path looking toward raised courtyard



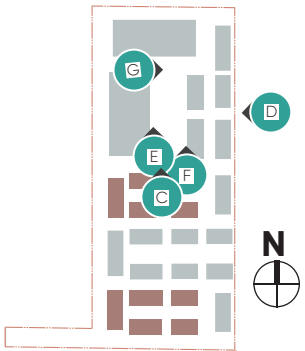
E - view looking north from raised courtyard west path showing midrise edge condition to raised courtyard



F - view looking north from raised courtyard east path showing townhouse edge condition to raised courtyard



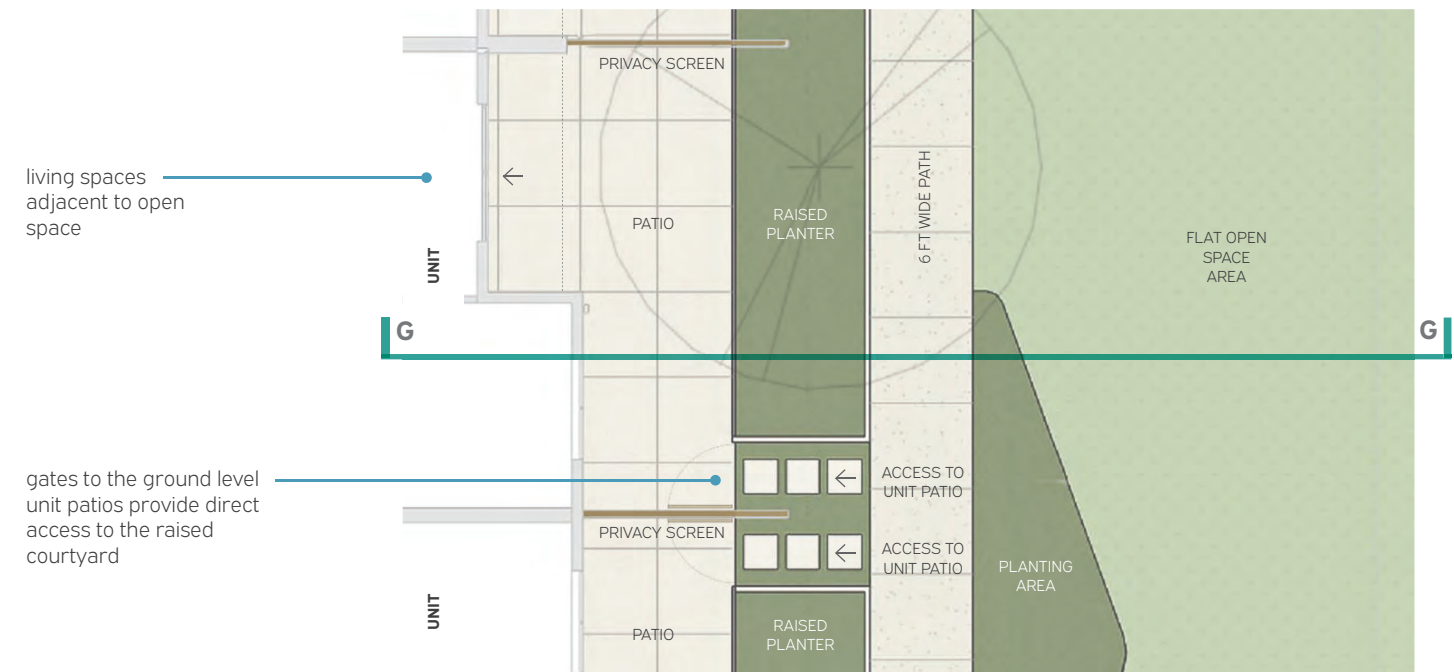
G - view from looking north from raised courtyard east path showing townhouse edge condition to raised courtyard



KEY PLAN



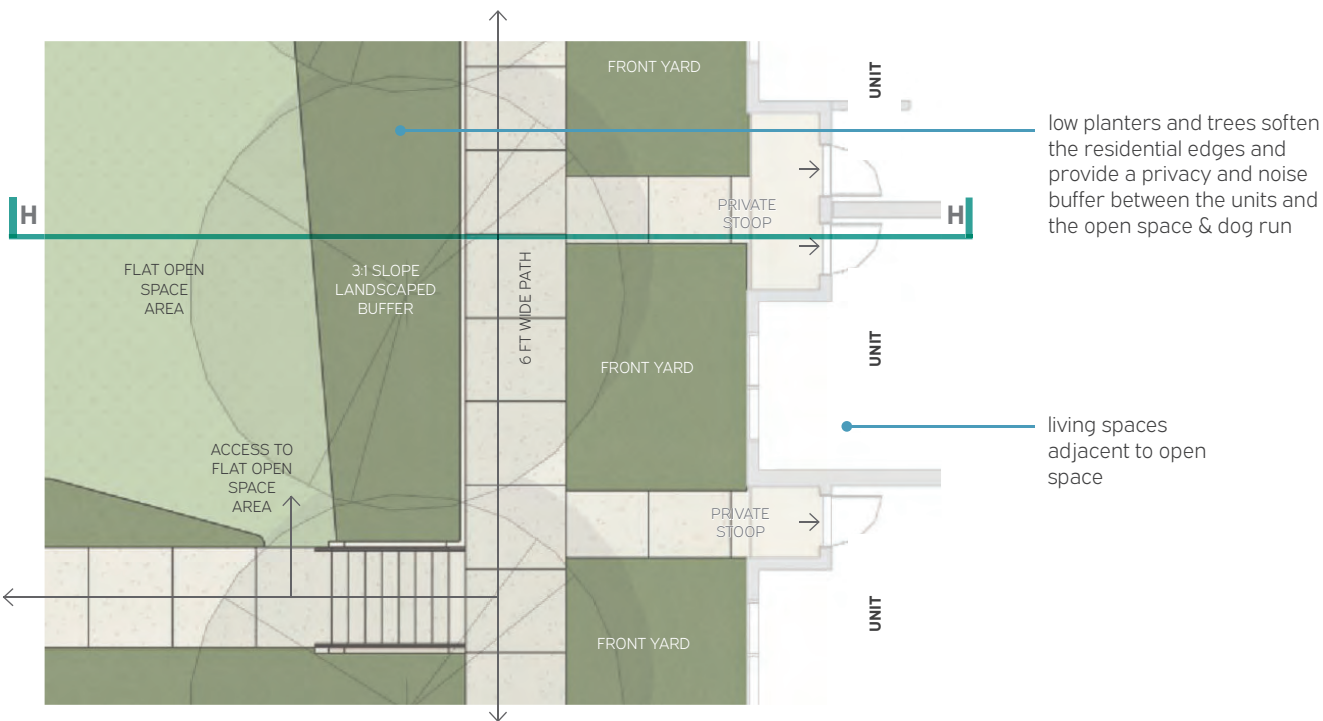
SITE DESIGN FEATURE - RAISED COURTYARD



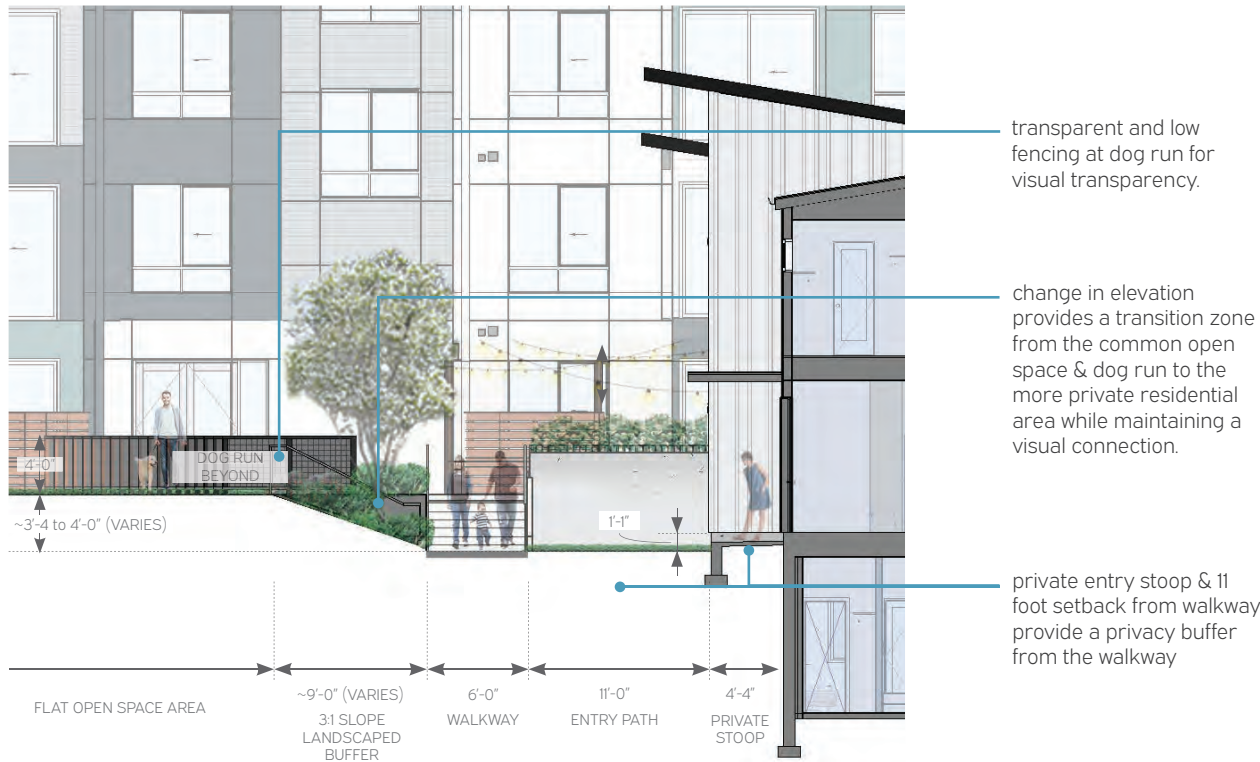
MIDRISE EDGE - enlarged plan



G - MIDRISE EDGE - enlarged plan (above) and section (below)



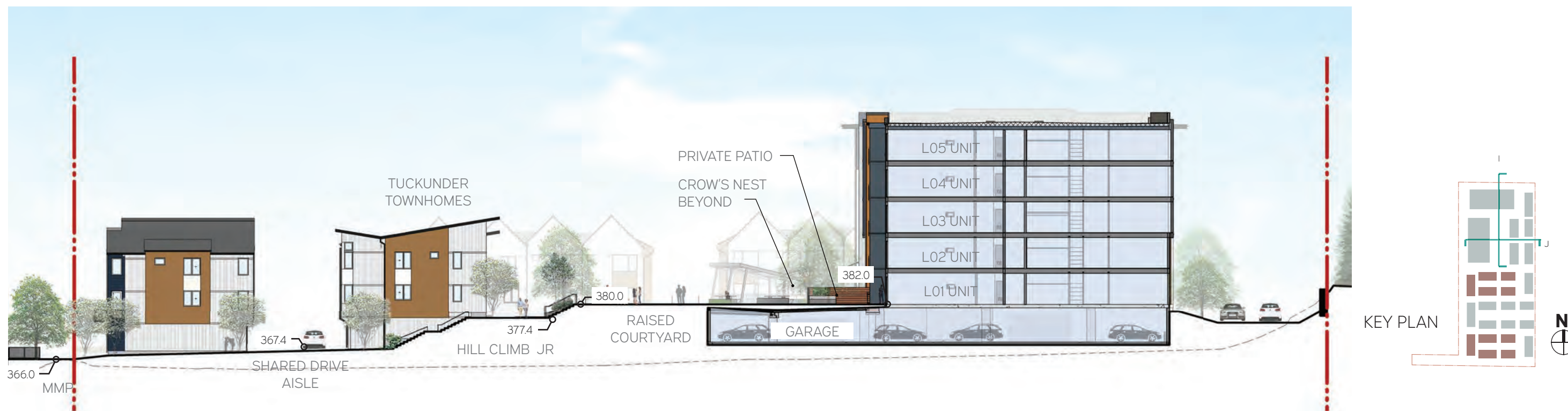
TOWNHOUSE EDGE - enlarged plan



H - TOWNHOUSE EDGE - enlarged plan (above) and section (below)



SITE DESIGN FEATURE - RAISED COURTYARD





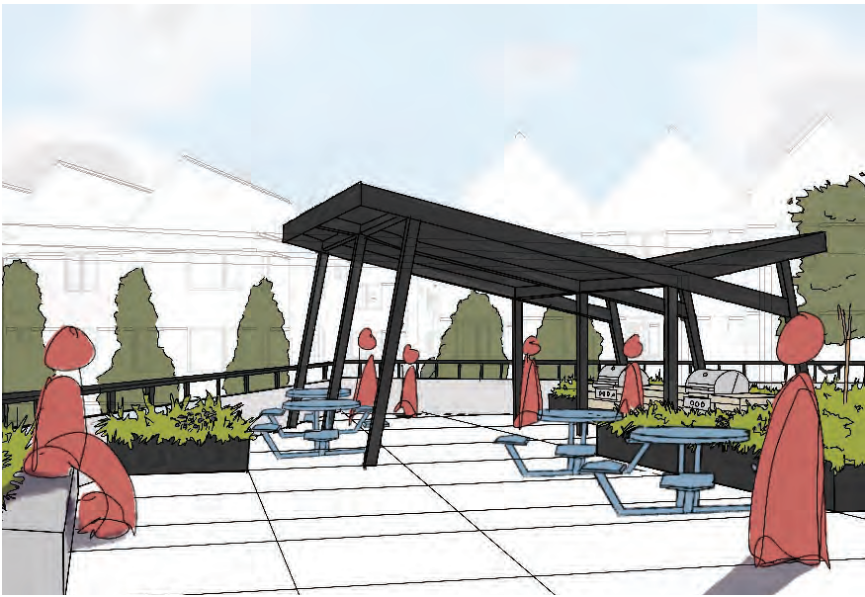
4.0  
DESIGN PROPOSAL

SITE DESIGN FEATURE - HILL CLIMB

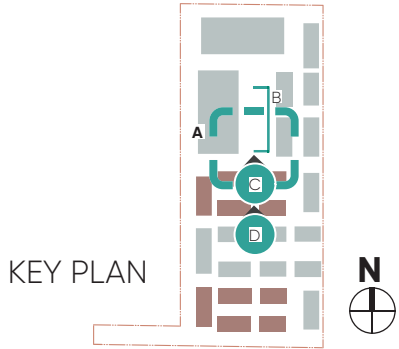
The Hill Climb is located at the northern end of the central spine, which links the multifamily buildings and townhome courtyards, and provides a major axis through the site.

The Hill Climb is situated to provide several modes of traversing the slope: a series of standard cast-in-place-concrete stairs centered on the Central Spine, and ramp to facilitate wheeled access (strollers, bikes, wheelchair, etc) to all the recreational facilities throughout the site (PL2).

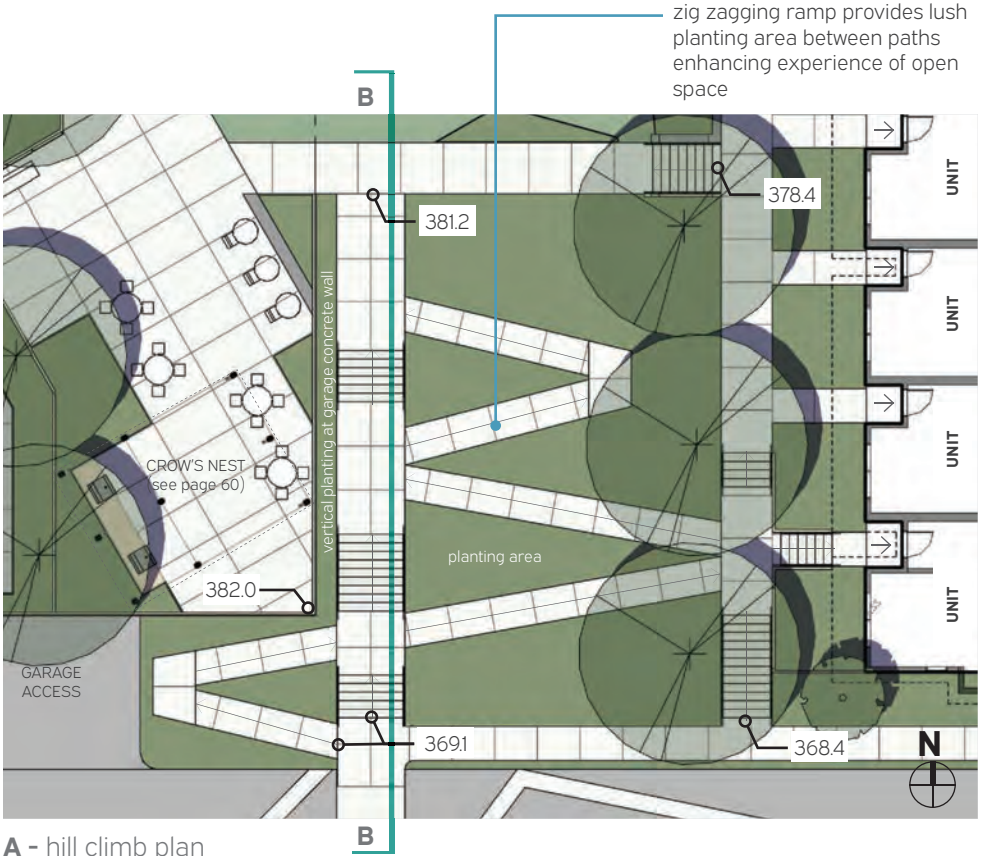
Situated atop the Hill Climb is the Crow's Nest (see page 74 for plans and elevations) an outdoor gathering area with a feature structure acting as an anchoring element for community residents as well as a visual beacon to those moving through the site (. The slope of the Hill Climb will showcase both seasonal and architectural planting, celebrating both the unique structure and design language of the site, while providing visual, textural, and olfactory experiences for residents.



A - conceptual crow's nest design intent repeats butterfly roof language



KEY PLAN



A - hill climb plan



B - hill climb section



C - hill climb view from the South



D - wide stairs draw your eyes up at N-S axis

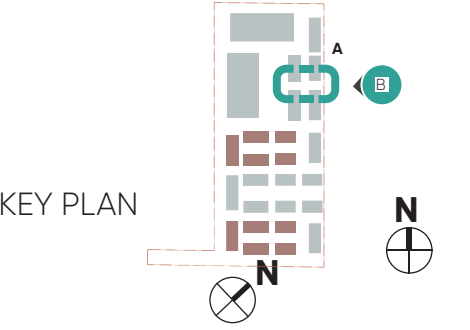
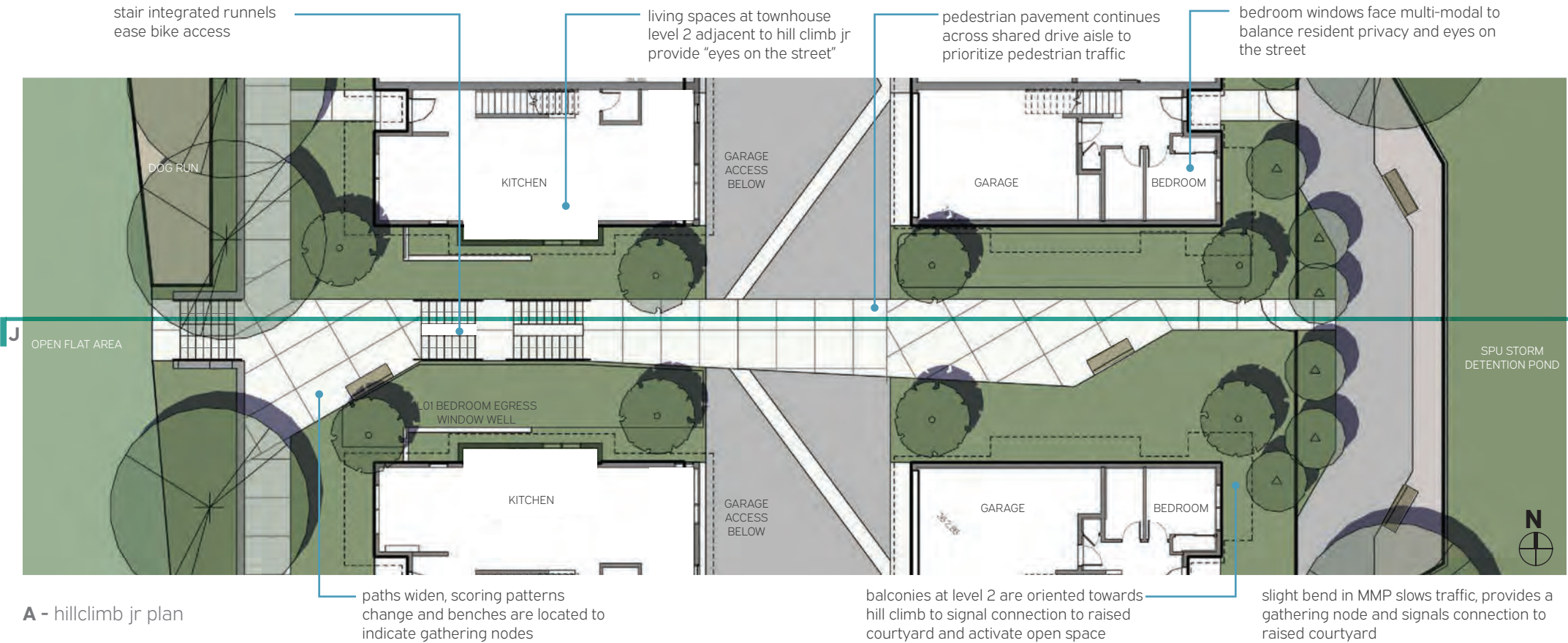


SITE DESIGN FEATURE - HILL CLIMB JR

The Hillclimb Jr is a secondary pedestrian path that connects the Multi-Modal Path (MMP) to the raised courtyard. A lookout at the bottom of the climb provides a visual landmark and wayfinding node. Clear sightlines to the midrise building balconies and decks, as well as wide stairs invite residents to walk up to the raised courtyard.

A pedestrian gate is proposed to provide a sense of defensible space for the community. Townhomes are oriented with second level kitchen windows overlooking the hillclimb jr path allow additional “eyes on the street” for pedestrian safety, while maintaining privacy for the townhouse residents.

See page 45 for section JJ.





# 4.0

## DESIGN PROPOSAL

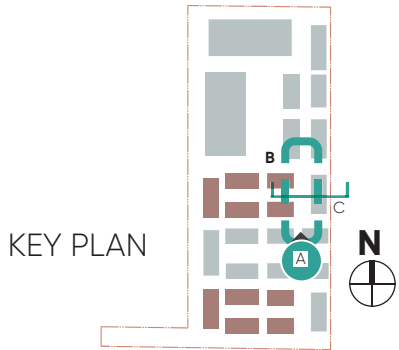
### SITE DESIGN FEATURE - SHARED DRIVE AISLE

Shared drive aisles are featured as localized large-scale interior circulation of the site. They acknowledge that motorized vehicles require access to parking spaces. Woonerf-inspired strategies are used to encourage travel at much slower speeds and to prioritize pedestrian use and include:

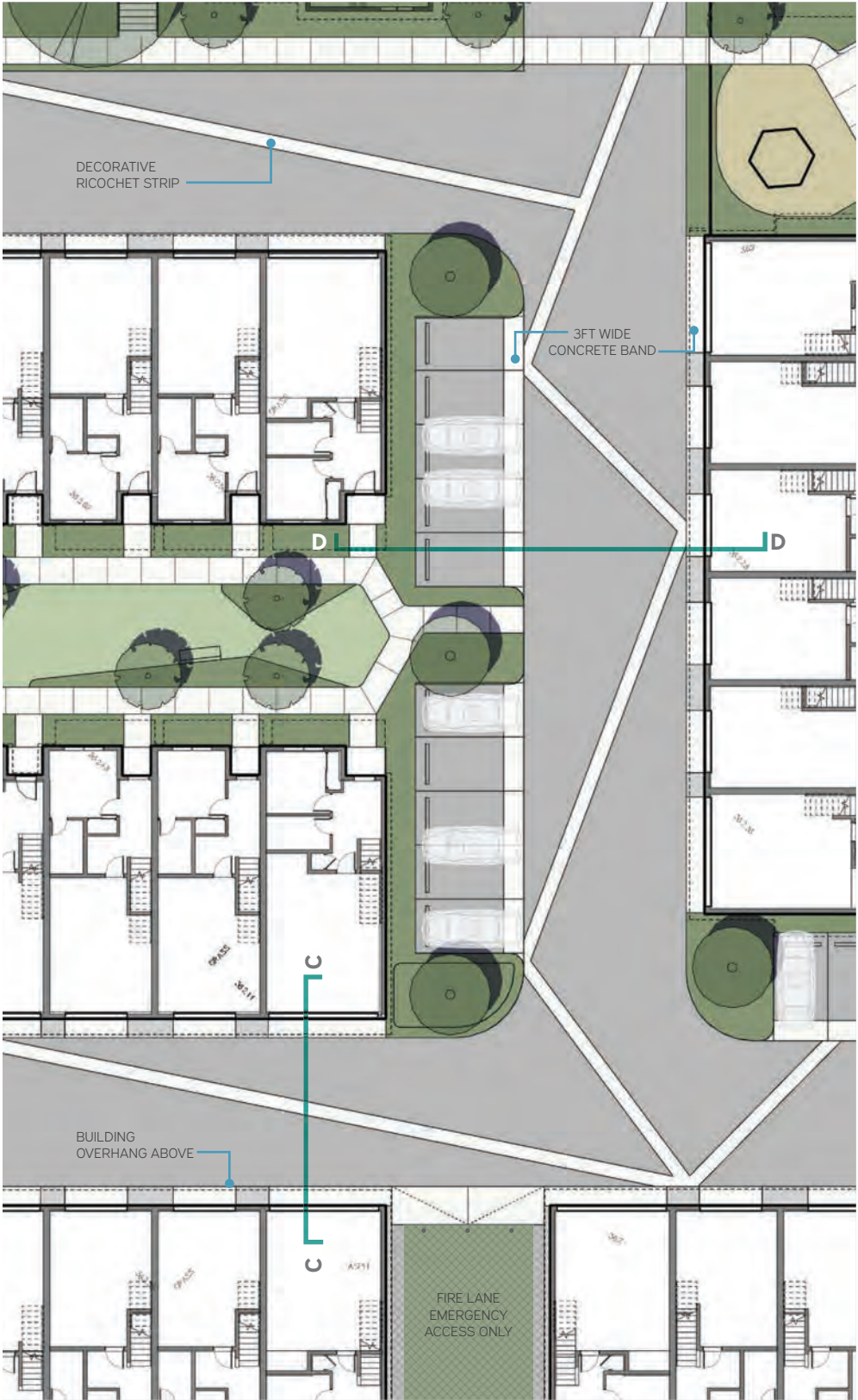
- The shared drive aisle is tabled from the exterior vehicle only circulation of the site. This creates a threshold and signals to drivers that they are entering a low-speed shared circulation zone
- They are asphalt paved, with 2'-6" wide concrete drive aprons flanking the drive lane to minimize the appearance of width for motorized vehicles.
- A decorative strip of cast in place concrete ricochets back and forth throughout the shared drive aisle, reminiscent of golf balls bouncing along the site. The sweeping motion leads the eye to the shoulders of the shared drive aisle, working to increase pedestrian visibility.



A - shared drive aisle looking north



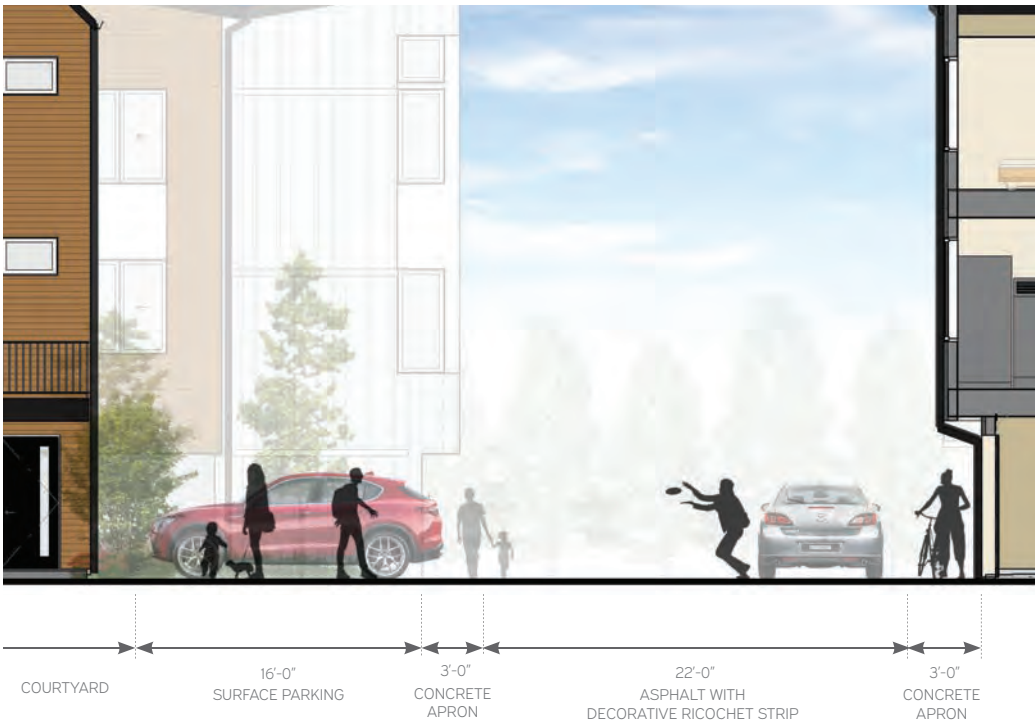
KEY PLAN



B - typical shared drive aisle plan



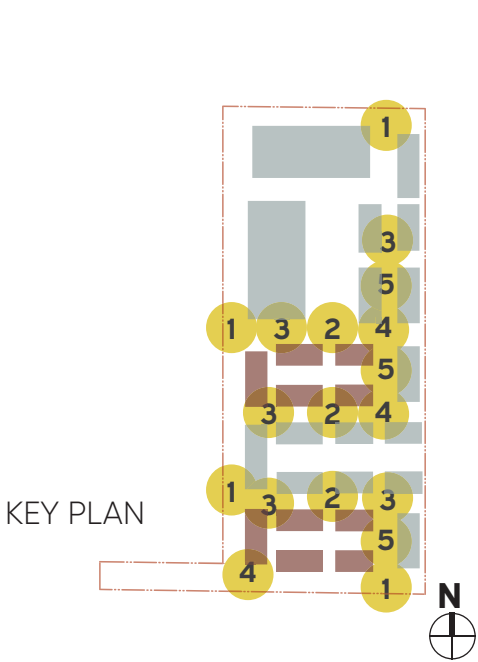
C - typical shared drive aisle section



D - east shared drive aisle section at interior courtyard



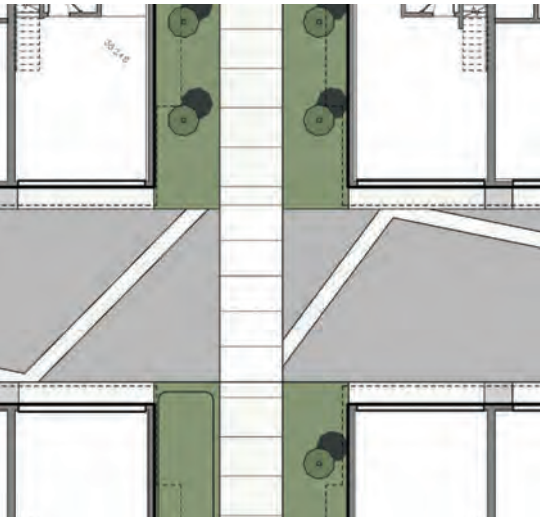
# SHARED DRIVE AISLE - TRAFFIC CALMING DESIGN STRATEGIES



**1** Tabled pavement acts as a gateway for the shared drive aisle network.



**2** Reduced lane widths and curb bulbs reduce traffic speed.

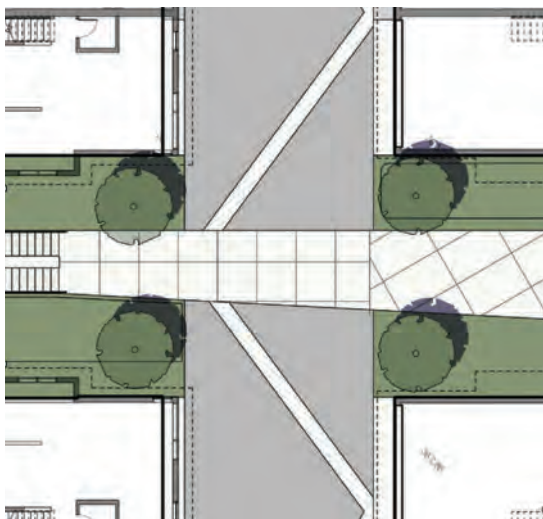


**3** Greenery at edges encourage residents to utilize shared drive aisle.

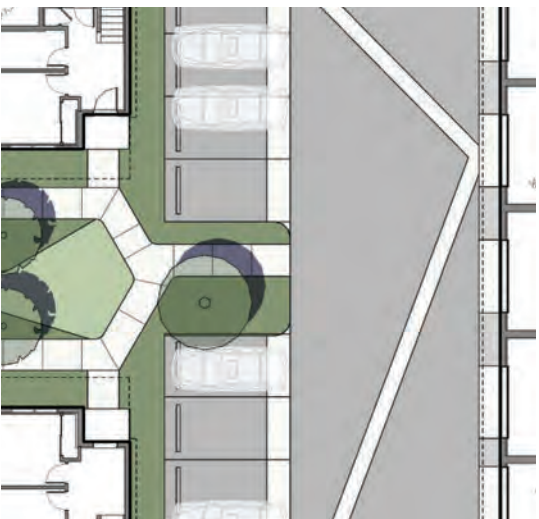


SHARED DRIVE AISLES - traffic calming design strategies

**4** Pedestrian-scale paving and an absence of raised curbs highlights pedestrian-first use.



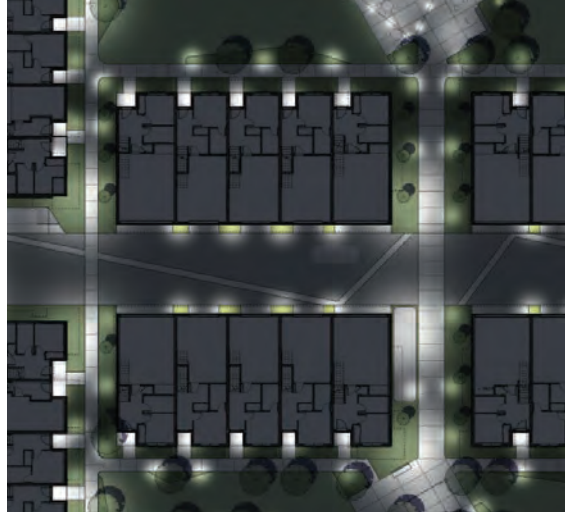
**5** Strategically placed planters & lighting activate the shared drive aisle and provide boundaries to courtyards.



**6** Ground-level lighting delineates shared use areas from pedestrian only green spaces.



**7** Overhead soffit lighting allows for extended use.





# 4.0

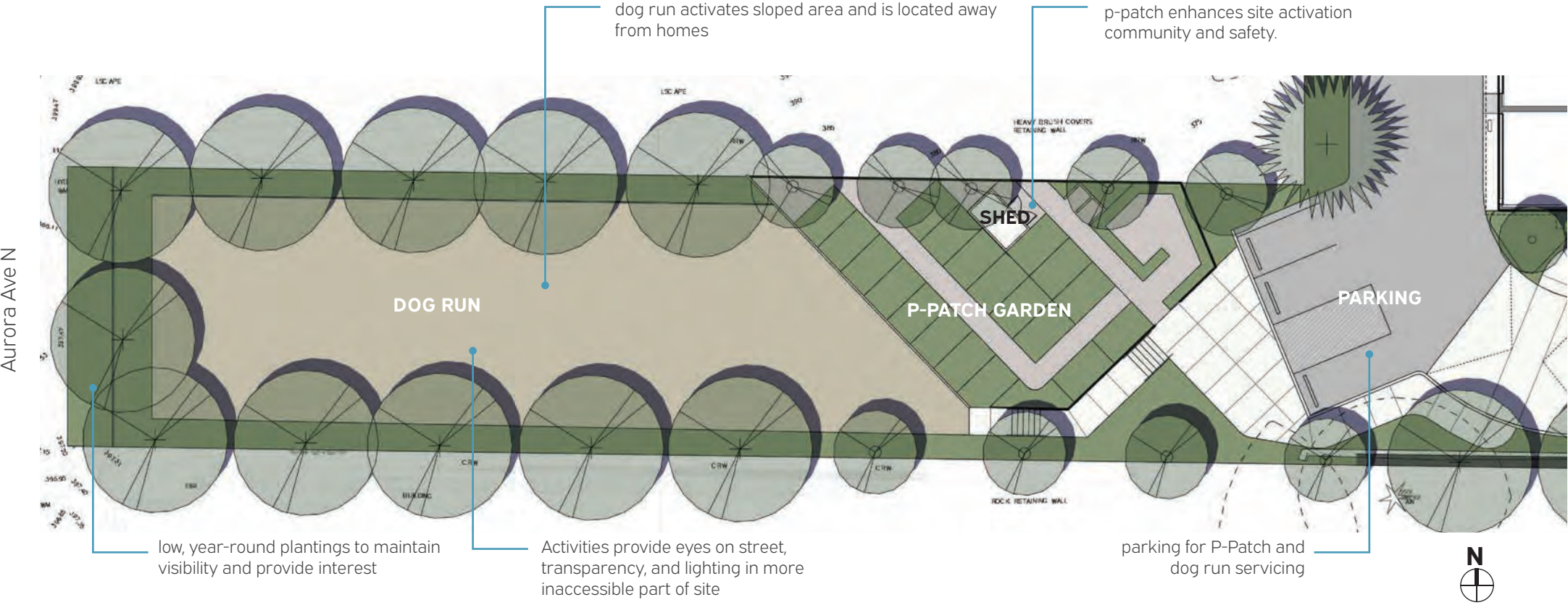
## DESIGN PROPOSAL

### SITE DESIGN FEATURE: DOG LEG

Connecting the community to Aurora Ave N would create a tedious pedestrian system that reduces walkability of the neighborhood while creating environmental safety issues, therefore the previously access to Puetz driving range is converted into feature elements for resident use. See Aurora Access study on page 26.

The dog run allows for larger dogs to exercise properly. It is located in this area to minimize noise and other environmental factors for residents of the community (PL2). An accessible dog park is located at the raised courtyard.

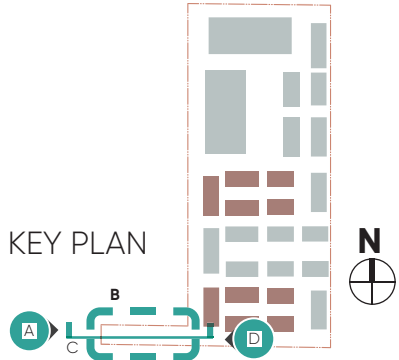
The P-patch garden offers standard size plots to be utilized by members of the community, as well as a shed for tool storage (see page 76) and area for composting. Additionally, the P-patch offers accessible ADA-compliant plots (DC3, PL2).



C - dog leg plan



B - section looking North



KEY PLAN



D - Aurora Avenue Street View



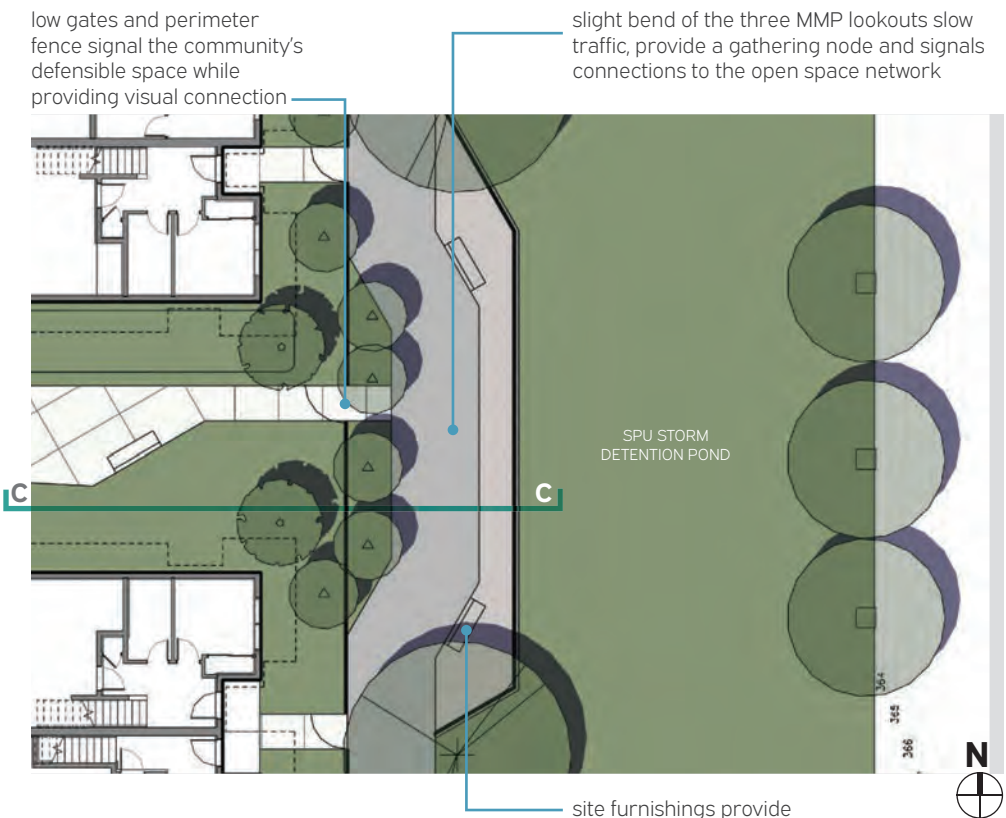
A - P-Patch and dog run looking west



SITE DESIGN FEATURE - MULTIMODAL PATH

The Mutli-Modal Path (MMP), a recreational feature for use by residents and the larger neighborhood, runs along the eastern edge of the community. The MMP is a 10'-0" wide asphalt path that provides several opportunities for rest along the length of the site, fronting the stormwater facility located in the Stone Avenue right-of-way. These overlooks throughout the site provide MMP users with opportunities to connect with native vegetation and wildlife.

The stormwater facility is planted using several strategies: trees with seasonal interest line the MMP, and on the townhome side smaller scale trees complete the alley. A gentle slope highlighting native, drought tolerant riparian planting acts as a planted buffer down into the facility. At the north and south ends of the facility, the planting strategy highlights dense native plants that also act as a physical deterrent for any trespassing from Stone Avenue into the facility.



A - typical lookout plan



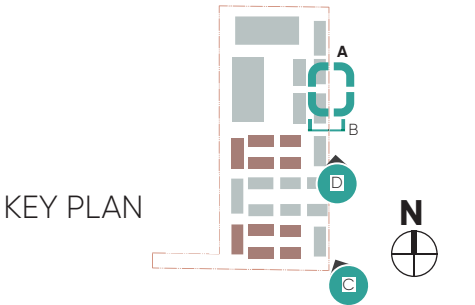
B - section at multimodal path lookout looking north



C - multimodal path from stone ave n south site entry



D - multimodal path looking North



KEY PLAN

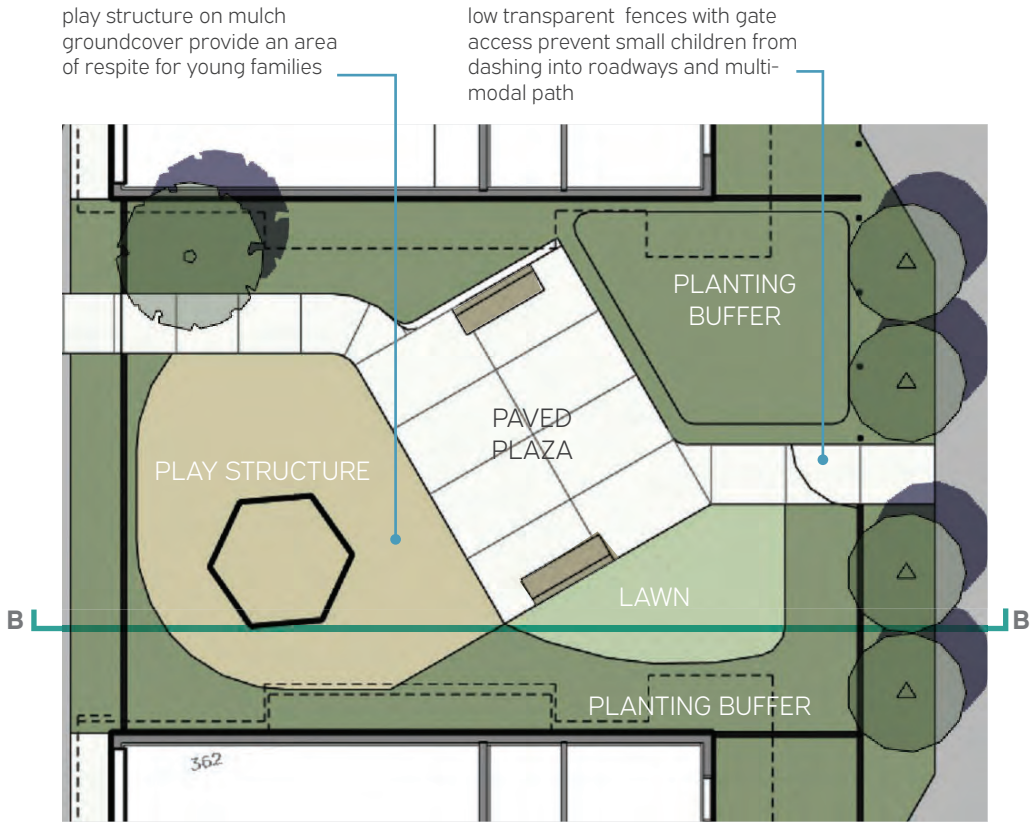


4.0  
DESIGN PROPOSAL

SITE DESIGN FEATURE: PLAYGROUND

The playground is nestled between two rows of townhomes, and can be directly accessed from the Hill Climb. This location provides residents throughout the site to conveniently access the playground. It is also located adjacent to the Multi-Modal Path (MMP) which allows families to utilize several recreational opportunities without needing to traverse the entirety of the site.

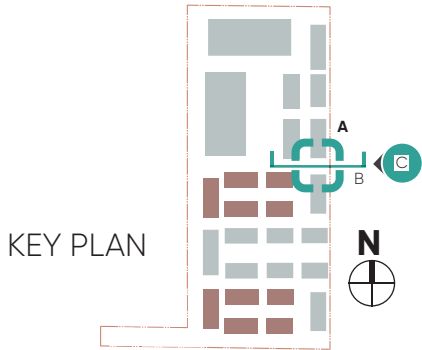
The play area features a climbable structure aimed at children aged 5-12, a smaller play element for children under 5 years old, both situated within appropriate fall-rated surfacing. The eastern portion of the playground features a lawn, and is buffered with heavy planting, with the playground separated from the MMP by an access gate. A paved plaza with bench seating is located between the MMP and the play structures, allowing parents to maintain visibility throughout the playground.



A - playground plan



B - section at playground looking north



KEY PLAN

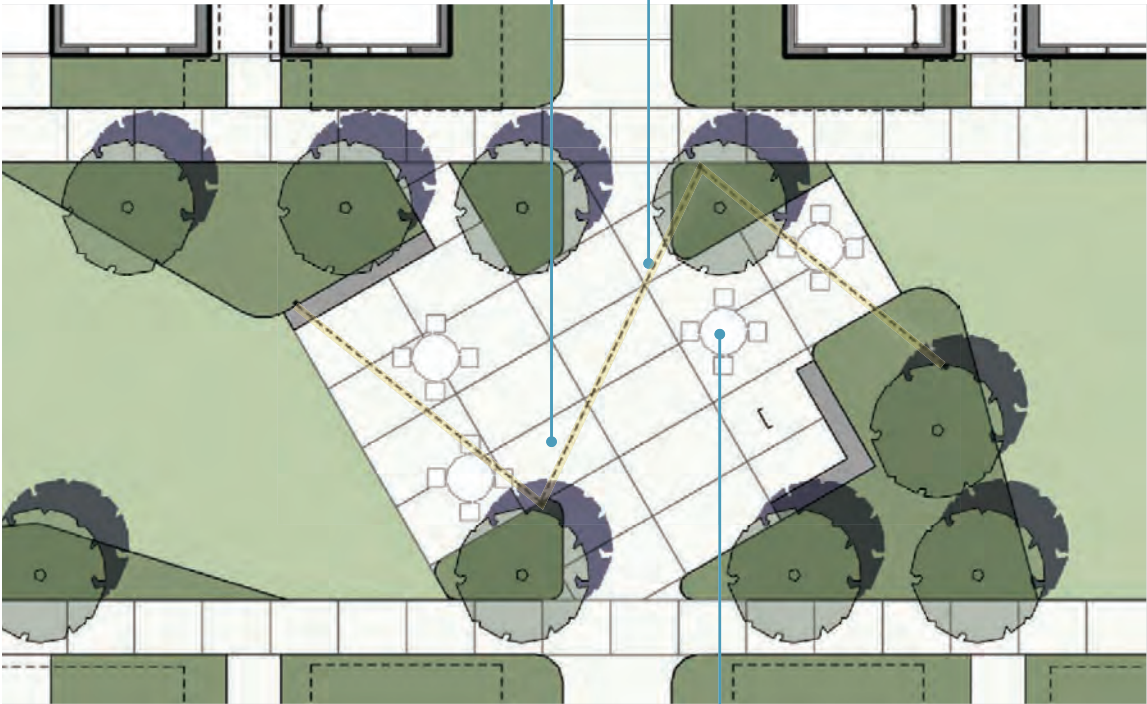


C - view of playground looking west



angled hardscape pattern provide interest and contrast to the layouts perpendicular layouts

overhead light enhances security and placemaking



A - plan at central interior townhouse courtyard

benches, bike racks and site furnishings provide opportunity for human activation



B - section at interior courtyards looking north

### SITE DESIGN FEATURE: INTERIOR COURTYARDS

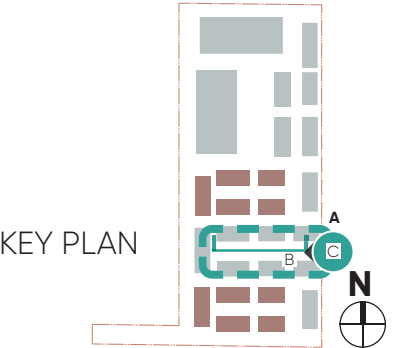
A series of courtyards are located throughout the site as both amenities to the immediate townhouses, and the expanded community. Each courtyard is situated to different uses to maximize recreation opportunities to site residents.

The North Courtyard features seating and open lawns. The proximity to the elevated courtyard and playground provides an opportunity for lower intensity activities.

The Central Courtyard is elongated and serves as an additional large scale gathering space for the larger community. The central gathering space is bifurcated by the Central Spine, allowing for various size gatherings.



C - central interior courtyard looking west



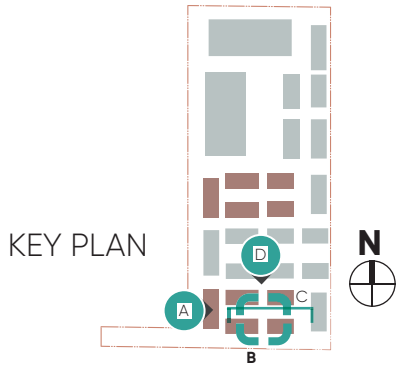


SITE DESIGN FEATURE: TEE BOX

The south courtyard bookends the central spine. It features an overhead structure that creates a small gathering space, appended to a small paved plaza. The structure is oriented to direct foot traffic from the central spine towards the dogleg. To reinforce the preferred pedestrian circulation route, a hierarchy of path widths reinforces this connection to other site amenities. See page 76 for plans and elevations.



A - conceptual tee box intent



B - plan of tee box and central townhouse courtyard



C - site section at tee box and central townhouse courtyard



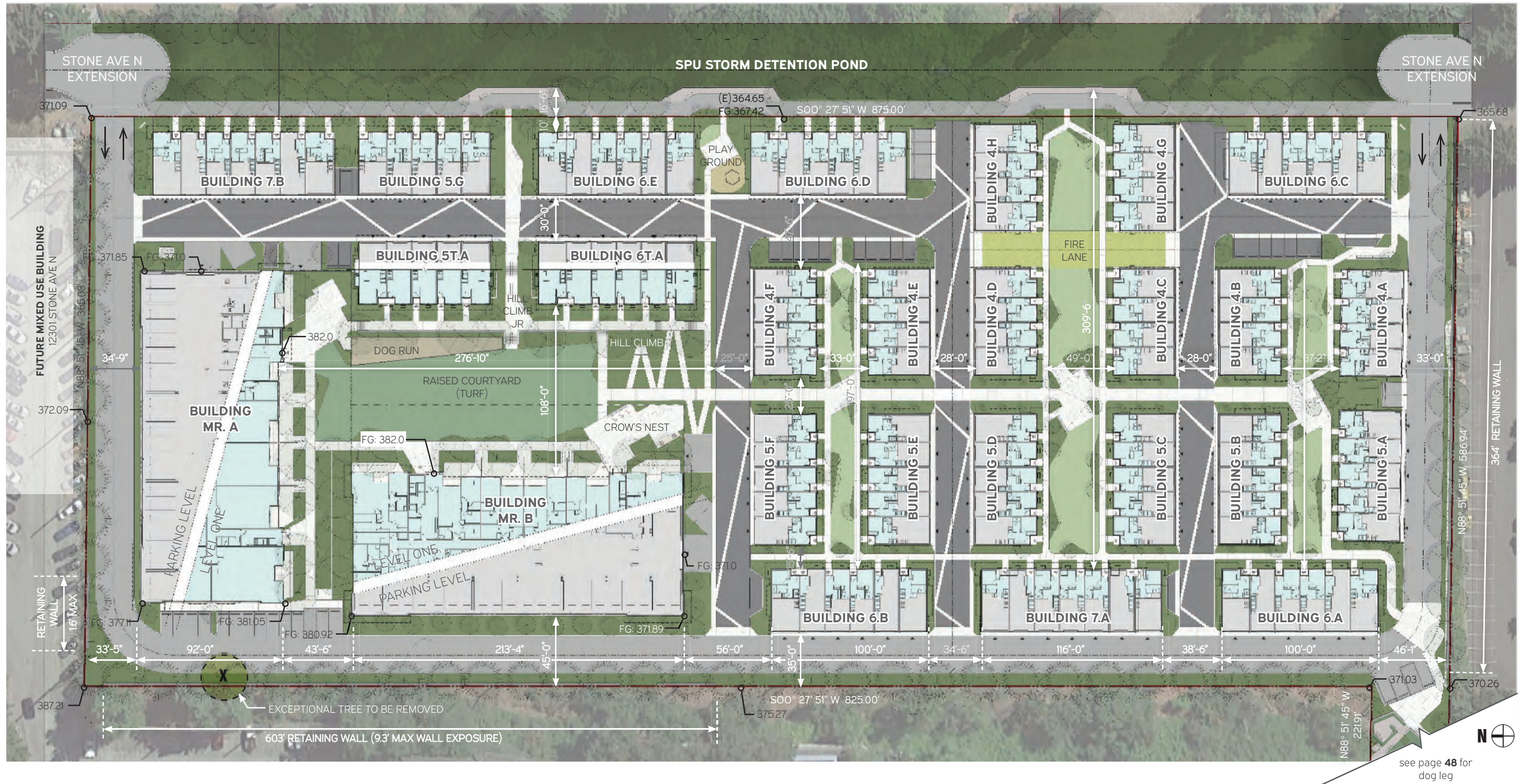
D - view of tee box looking south



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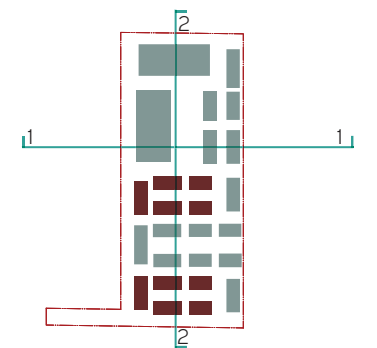
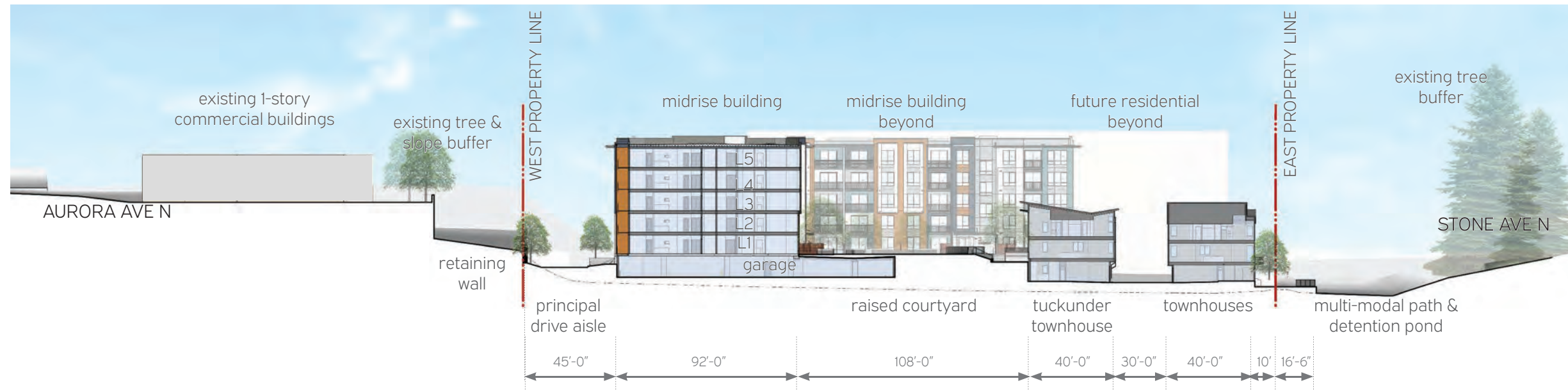


COMPOSITE LANDSCAPE / HARDSCAPE GROUND PLANE PLAN





# SITE SECTIONS



1 EAST / WEST SECTION - RAISED COURTYARD AT MIDRISE BUILDING

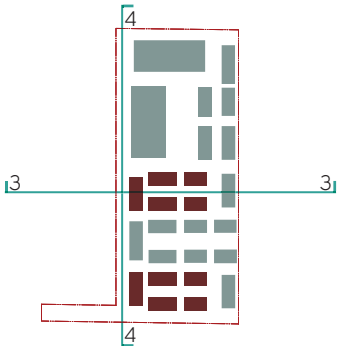
KEY PLAN



2 NORTH / SOUTH SITE SECTION - HILL CLIMB



SITE SECTIONS



3 EAST / WEST SITE SECTION - SMALL COURTYARD

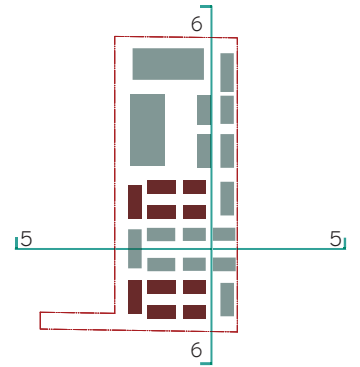
KEY PLAN



4 NORTH / SOUTH SITE SECTION - PRINCIPAL DRIVE AISLE



SITE SECTIONS



5 EAST / WEST SITE SECTION - LARGE COURTYARD

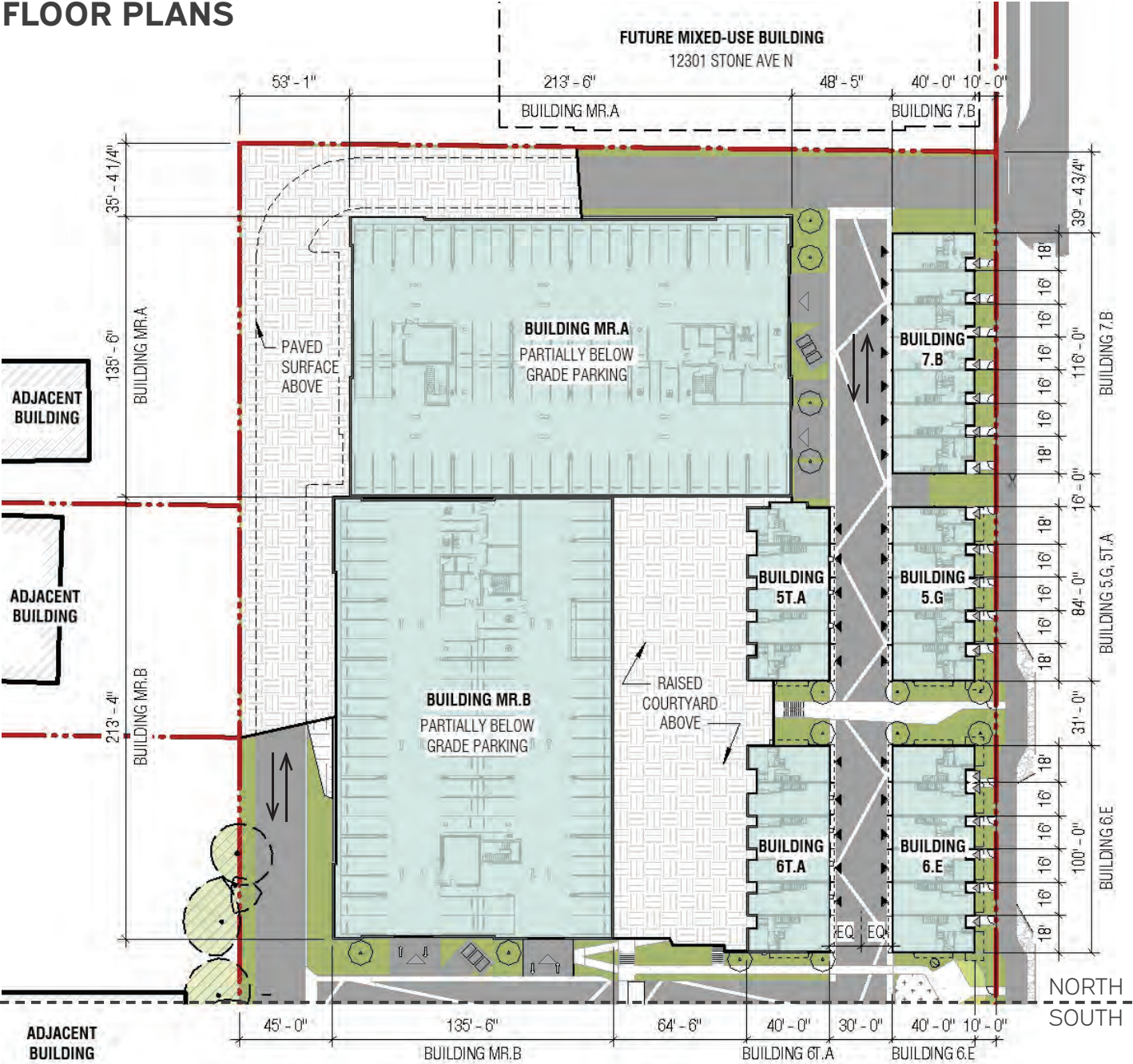
KEY PLAN



6 NORTH / SOUTH SITE SECTION - EAST DRIVE AISLE



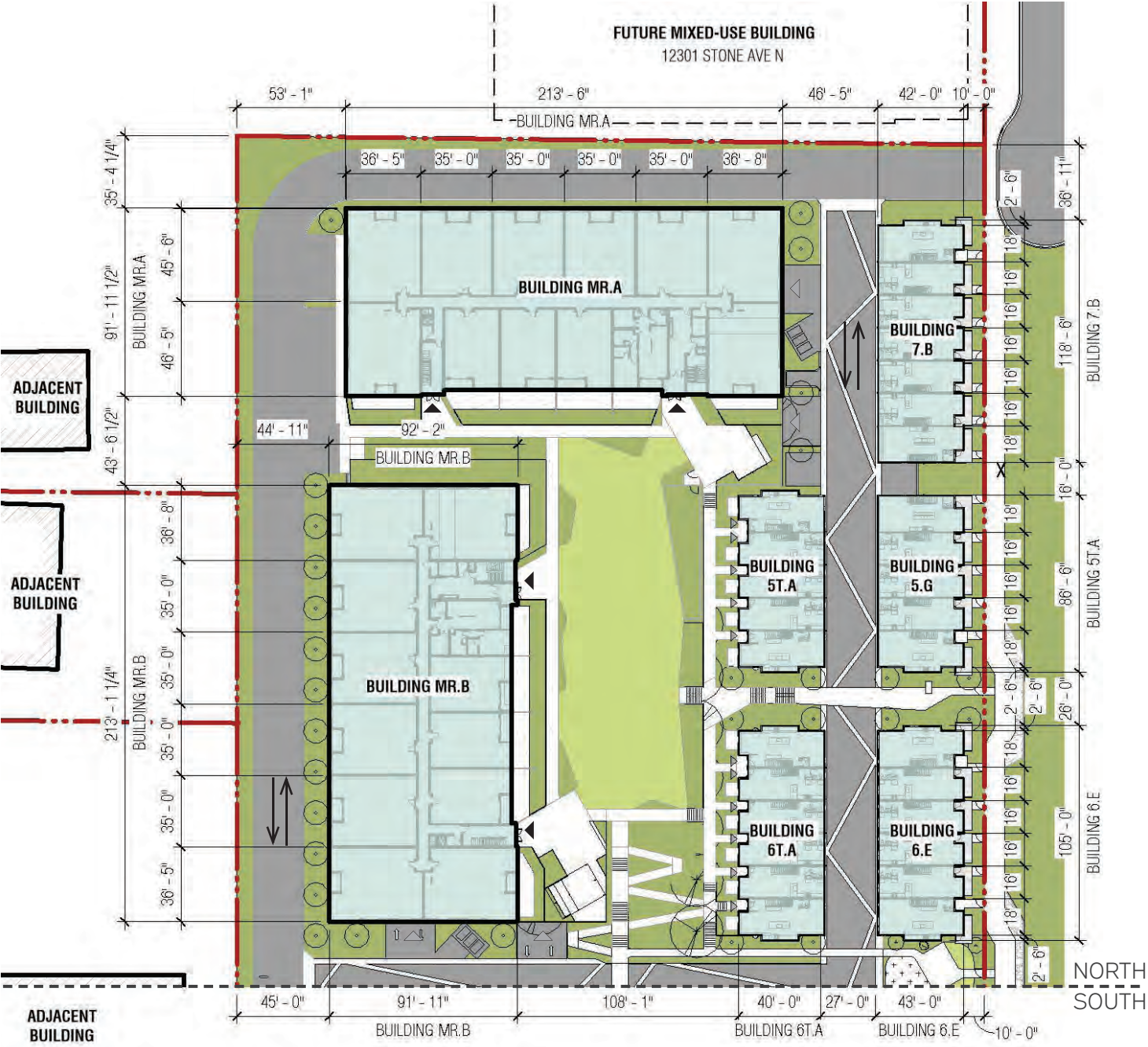
FLOOR PLANS



LEVEL 1 FLOOR PLAN - NORTH

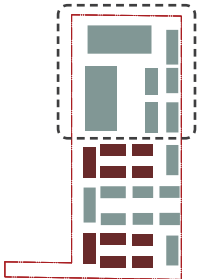
PROGRAMMING KEY

- Interior Building Area
- Grassy Area
- Planting Area
- Hardscape
- Vehicular Access
- Overhead Structure
- Residential Entries
- Garage Entries



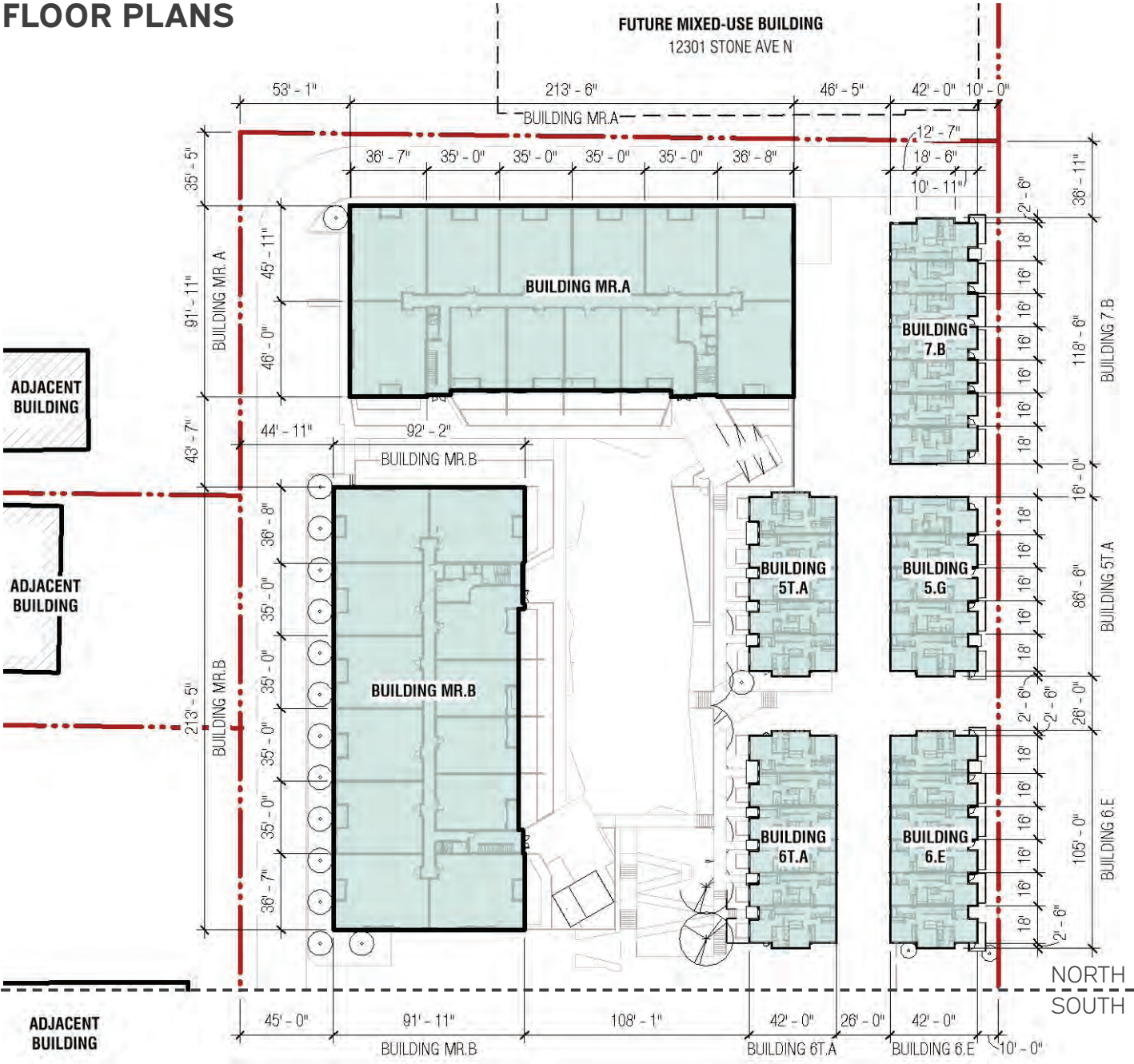
LEVEL 2 FLOOR PLAN - NORTH

KEY PLAN





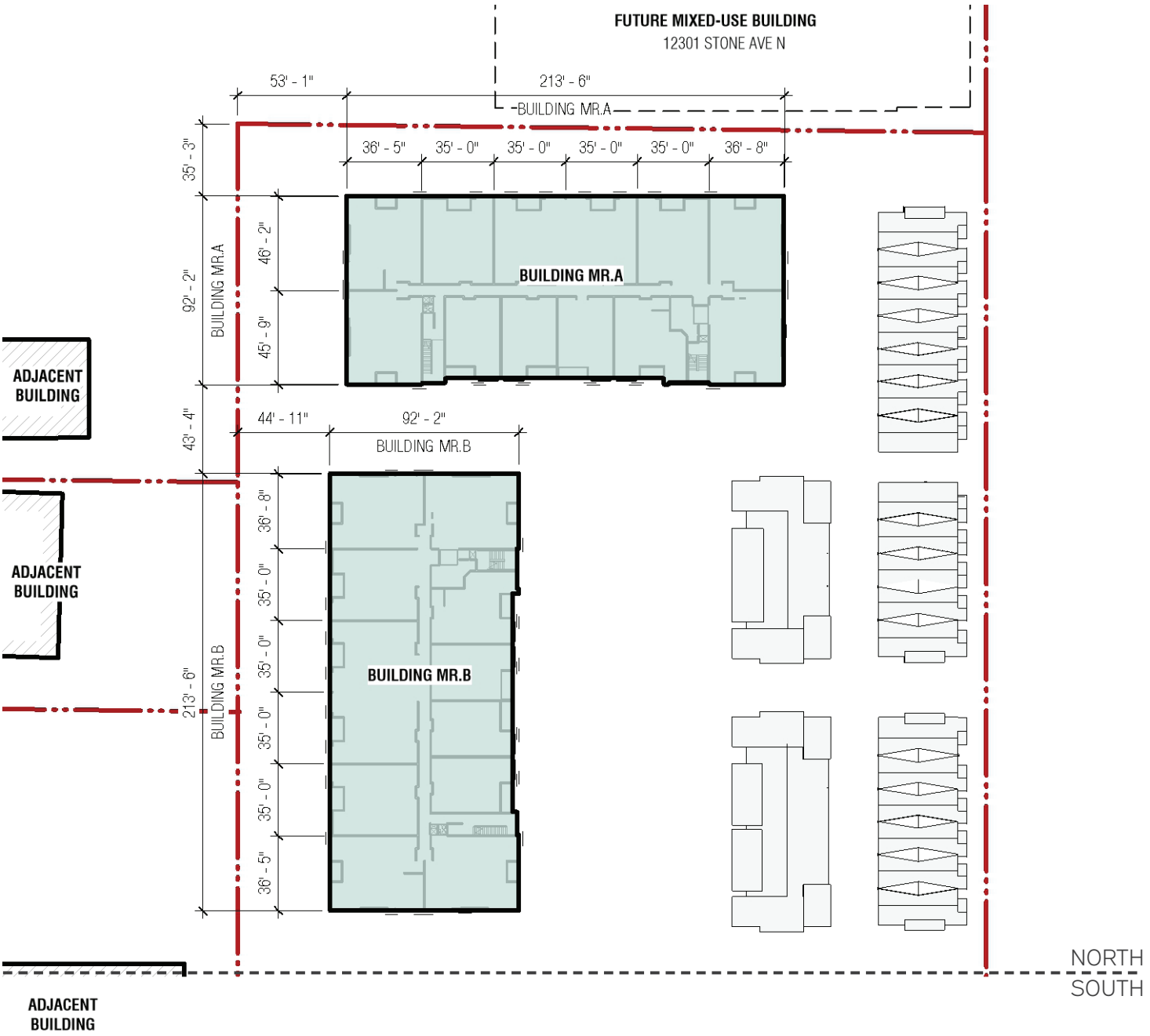
FLOOR PLANS



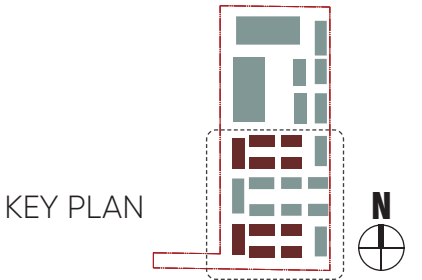
LEVEL 3 FLOOR PLAN - NORTH

PROGRAMMING KEY

- |                        |                     |
|------------------------|---------------------|
| Interior Building Area | Vehicular Access    |
| Grassy Area            | Overhead Structure  |
| Planting Area          | Residential Entries |
| Hardscape              | Garage Entries      |

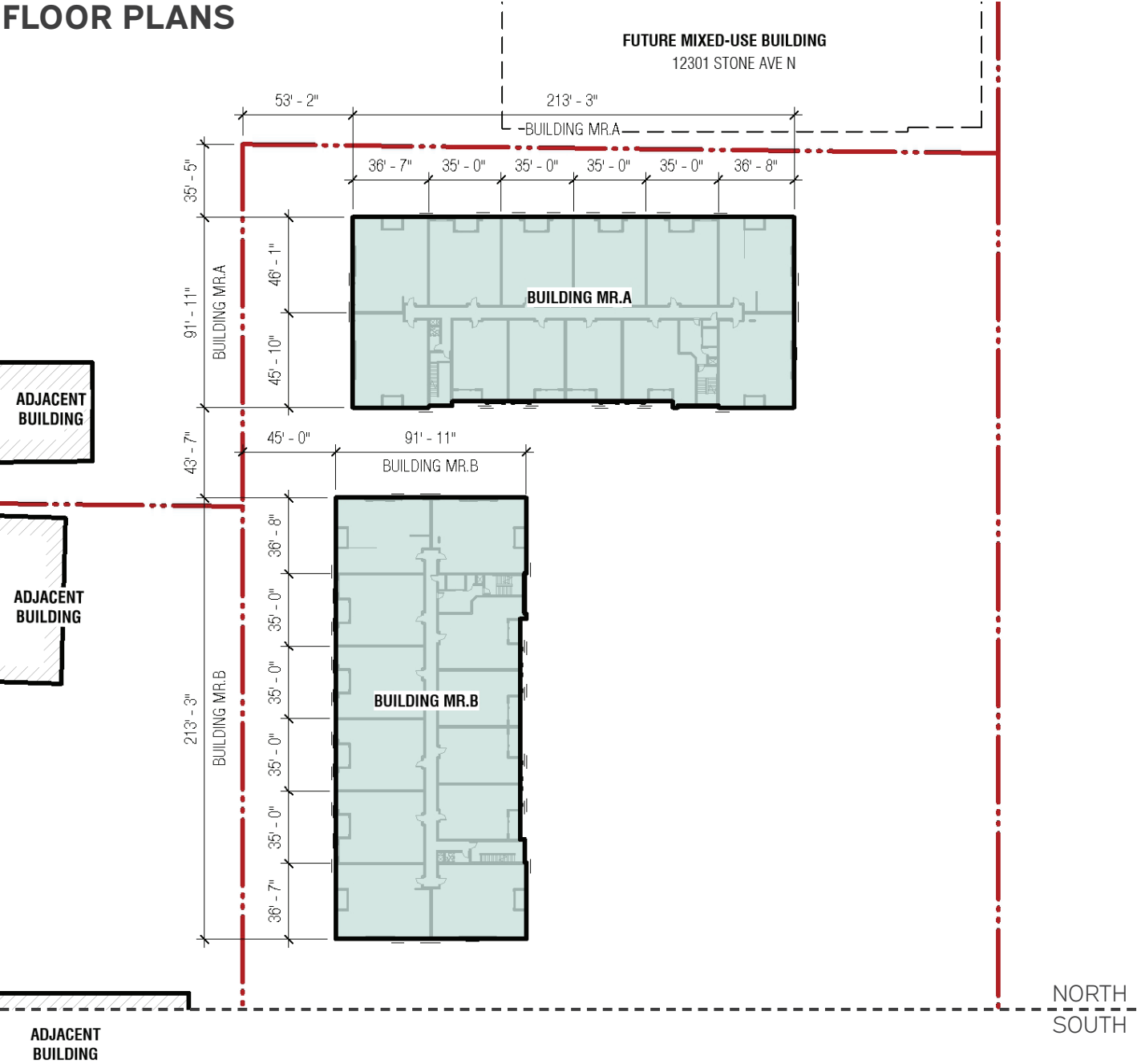


LEVEL 4 FLOOR PLAN - NORTH





FLOOR PLANS



LEVEL 5 FLOOR PLAN - NORTH

PROGRAMMING KEY

- Interior Building Area

Grassy Area

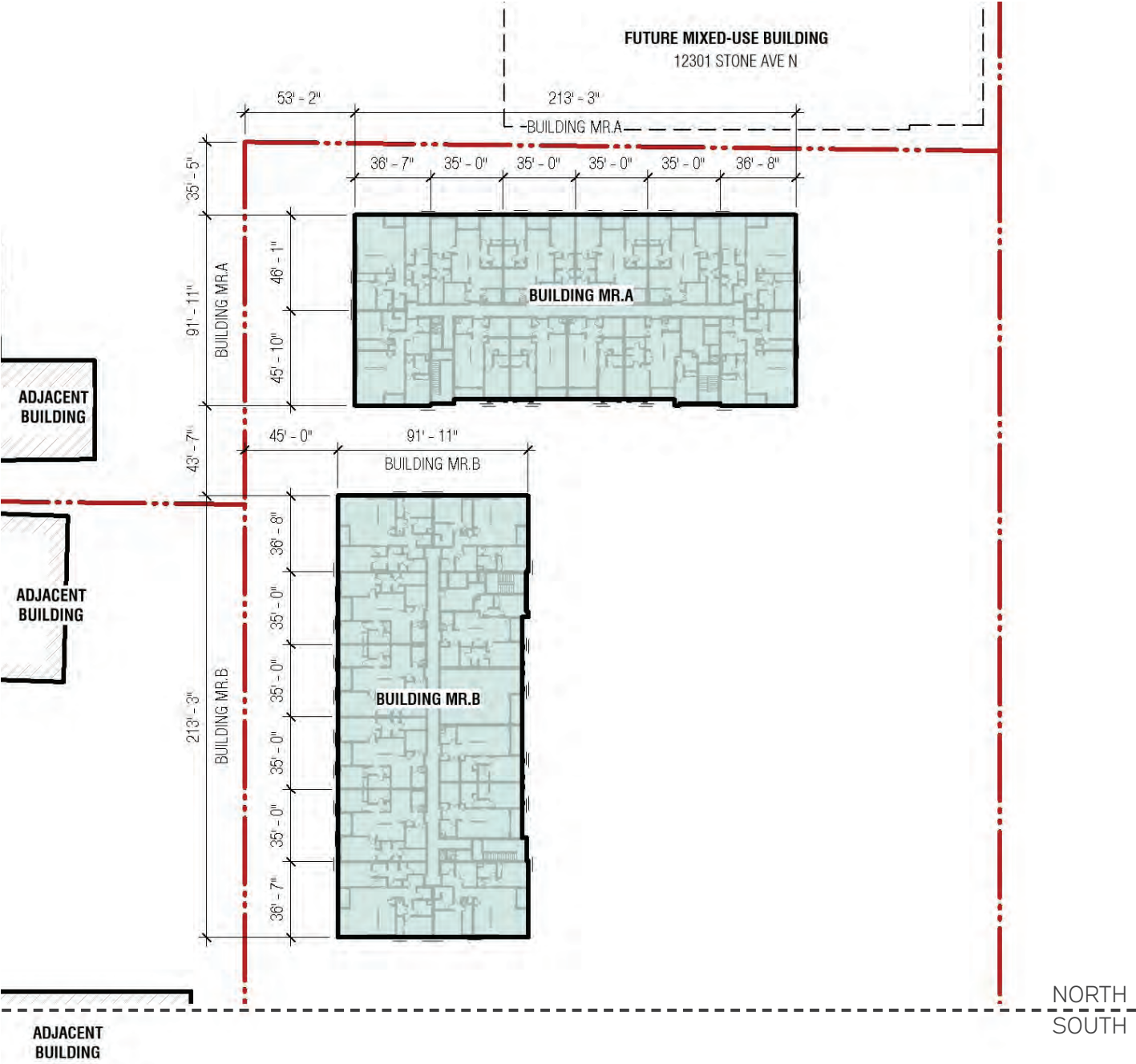
Planting Area

Hardscape
- Vehicular Access

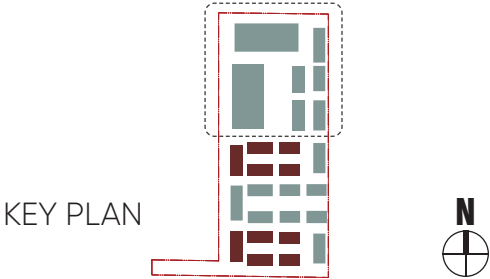
Overhead Structure

Residential Entries

Garage Entries



LEVEL 6 FLOOR PLAN - NORTH



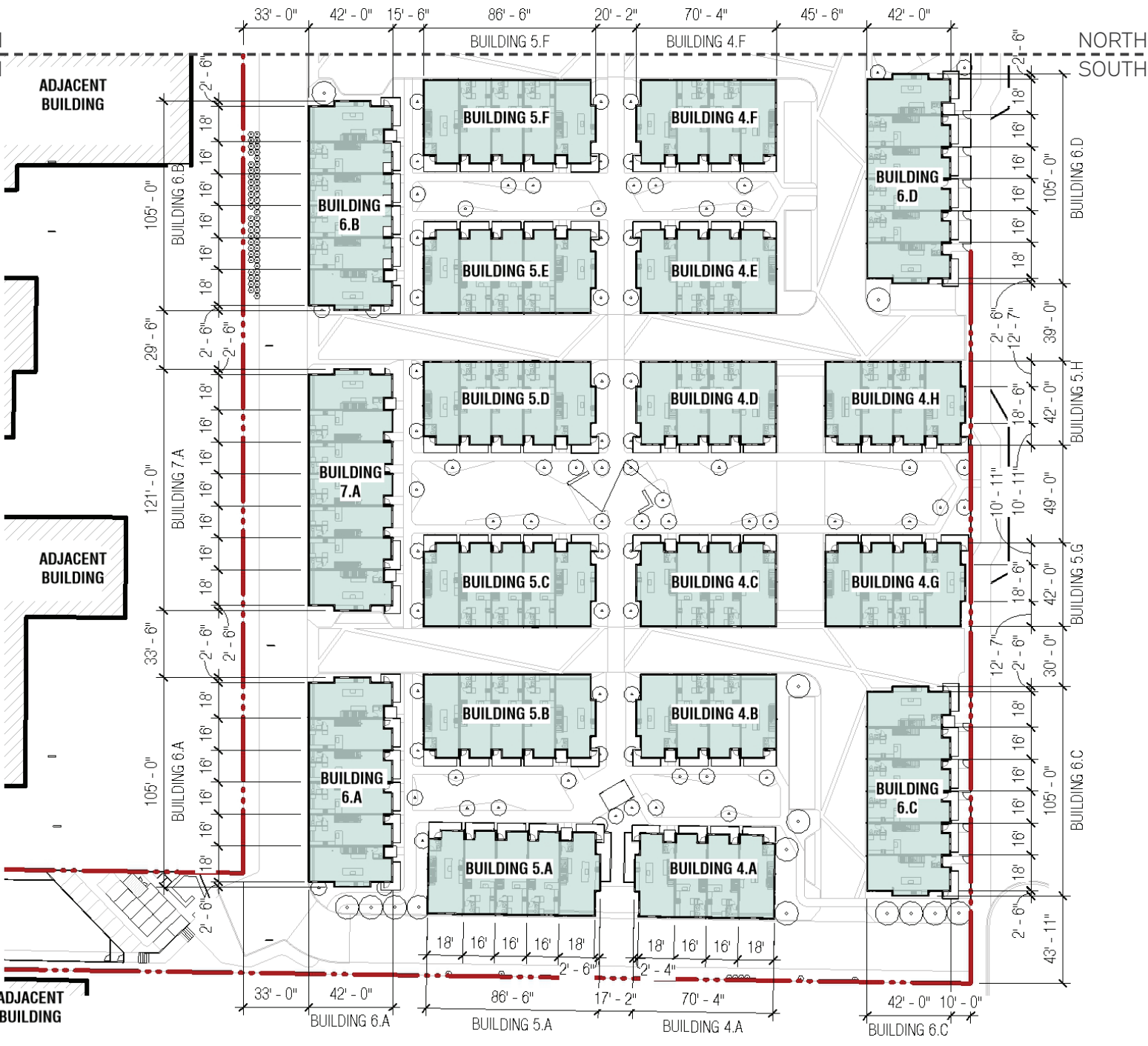




LEVEL 1 FLOOR PLAN - SOUTH

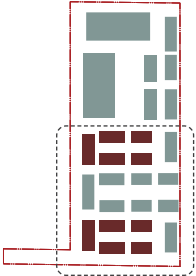
PROGRAMMING KEY

- Interior Building Area
- Grassy Area
- Planting Area
- Hardscape
- Vehicular Access
- Overhead Structure
- Residential Entries
- Garage Entries



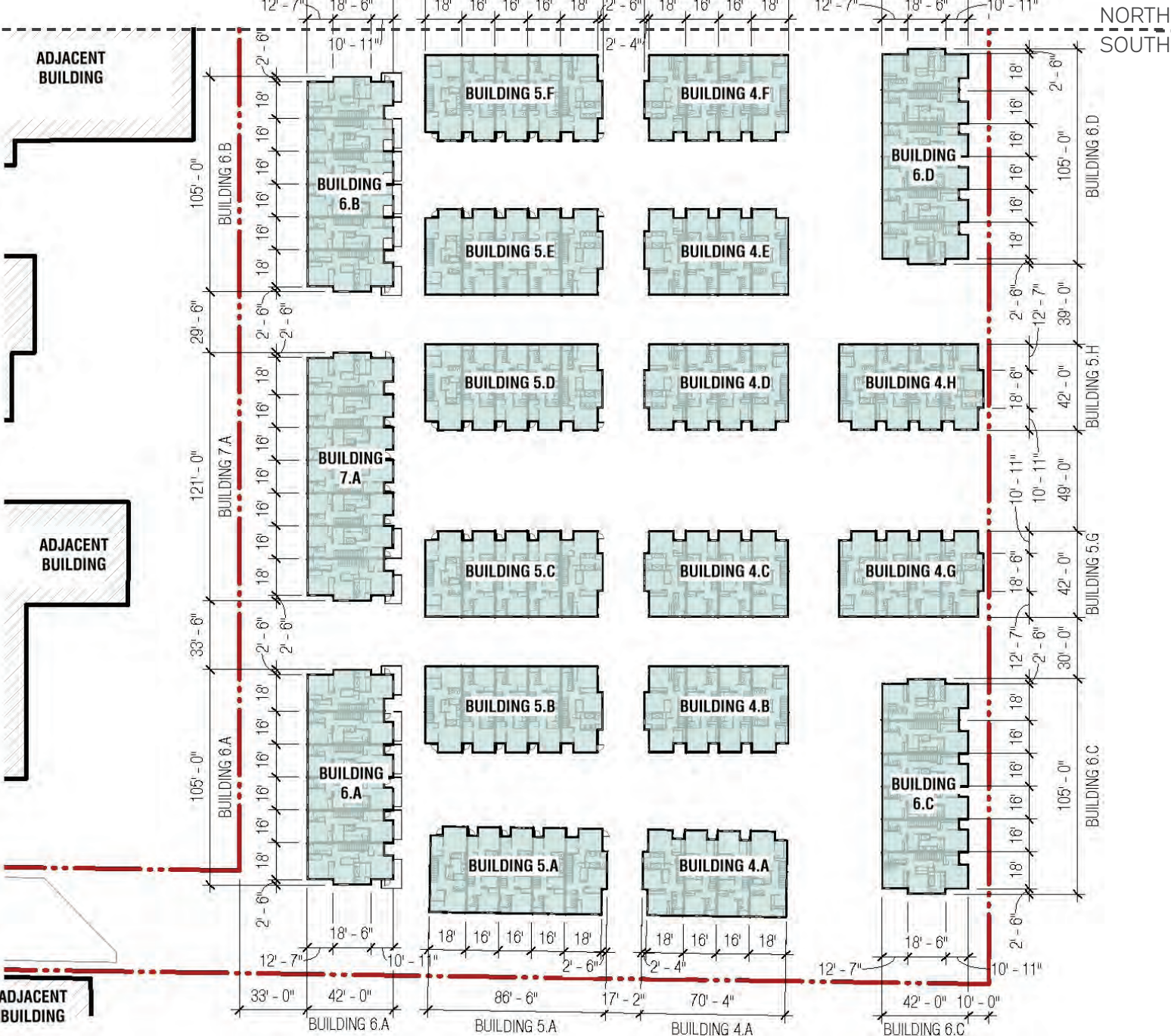
LEVEL 2 FLOOR PLAN - SOUTH

KEY PLAN





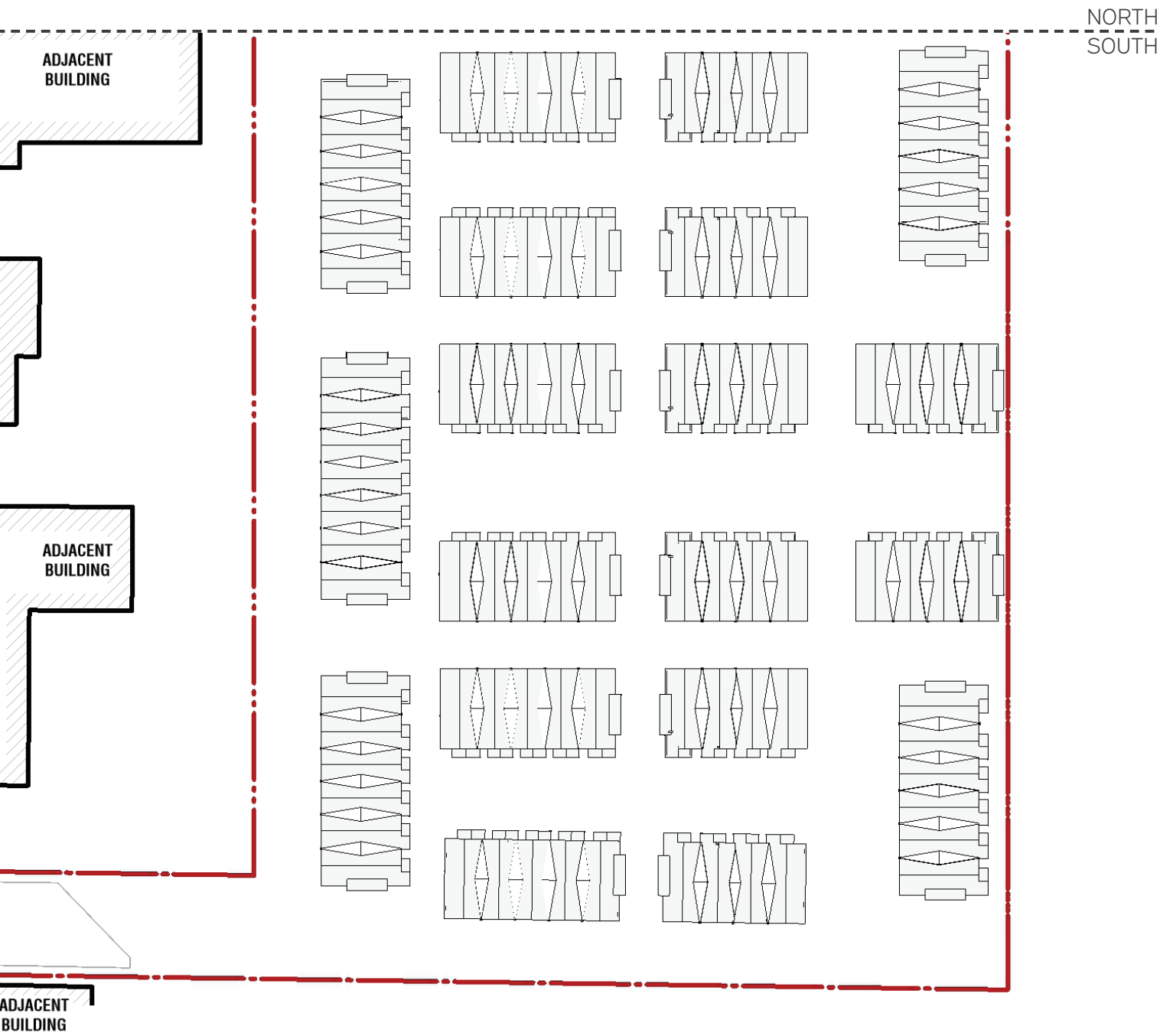
4.0  
DESIGN PROPOSAL



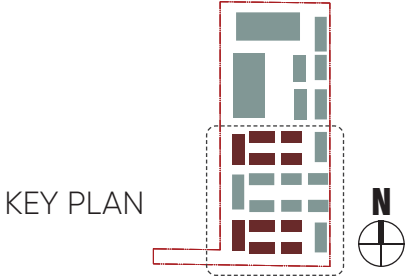
LEVEL 3 FLOOR PLAN - SOUTH

PROGRAMMING KEY

- Interior Building Area
- Grassy Area
- Planting Area
- Hardscape
- Vehicular Access
- Overhead Structure
- Residential Entries
- Garage Entries



LEVEL 4 FLOOR PLAN - SOUTH





BUILDING MATERIALS PALETTE - TOWNHOMES



COLOR SCHEME - A



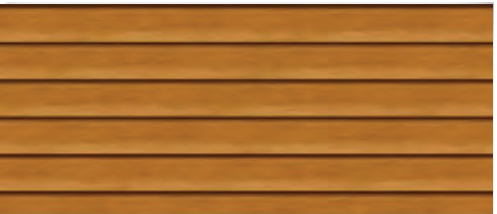
① ASPHALT SHINGLES  
COLOR: CHARCOAL GRAY  
MANUFACTURER: GAF, OR EQUIVALENT



② FIBER CEMENT SIDING - WHITE  
PANEL THICKNESS: 5/16" - SMOOTH  
PATTERN: BOARD AND BATTEN  
BATTENS: 2-1/2" WIDE X 3/4" THICK  
PAINT FINISH: SW ICE CUBE  
MANUFACTURER: ALLURA, OR EQUIVALENT



③ ACCENT FIBER CEMENT SIDING  
PANEL THICKNESS: 5/16" - SMOOTH  
PATTERN: LAP - 5 1/4" EXPOSURE  
COLOR: SW GALE FORCE (A) OR SW FIREWEED (B)  
MANUFACTURER: ALLURA, OR EQUIVALENT



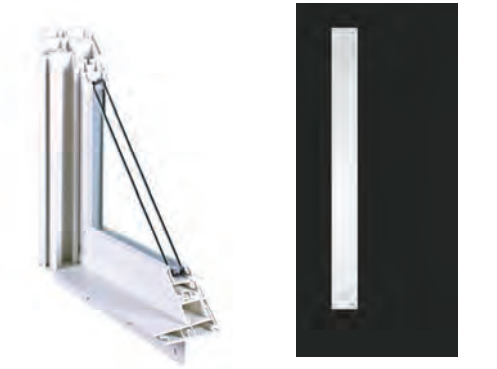
④ WOOD-TONE FIBER CEMENT SIDING  
PATTERN: LAP - 5 1/4" EXPOSURE - SMOOTH  
EXPOSURE: WOOD GRAIN  
FINISH: "CEDAR"  
MANUFACTURER: ALLURA, OR EQUIVALENT



⑤ FASCIA & TRIM  
PAINT FINISH: SW TRICORN BLACK

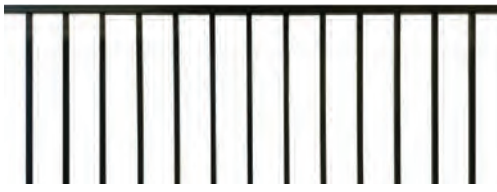


⑥ CAST-IN-PLACE CONCRETE  
SMOOTH FINISH



⑦ VINYL WINDOWS  
FRAME COLOR: WHITE  
MANUFACTURER: VPI, PLYGEM OR EQUIVALENT

⑧ FIBERGLASS ENTRY DOORS  
FINISH: BLACK - WHITE  
AT WHITE SIDING  
MANUFACTURER: THERMA-TRU



⑨ METAL DECKS & RAILINGS - BLACK  
MATERIAL: ALUMINUM OR STEEL  
POWDER COAT FINISH: BLACK



⑩ METAL DOOR CANOPY  
MATERIAL: ALUMINUM OR STEEL  
POWDER COAT FINISH: BLACK



COLOR SCHEME - B



BUILDING MATERIALS PALETTE - MIDRISE BUILDINGS



① FIBER CEMENT PANEL - SMOOTH  
COLOR: SW LAZY GRAY OR SW ICE CUBE  
MANUFACTURER: ALLURA, OR EQUIVALENT



② FIBER CEMENT LAP SIDING  
PANEL THICKNESS: 5/16" - SMOOTH  
PATTERN: LAP - 5 1/4" EXPOSURE  
COLOR: SW LAZY GRAY OR SW HIGHLY REFLECTIVE WHITE  
MANUFACTURER: ALLURA, OR EQUIVALENT



③ ACCENT FIBER CEMENT SIDING  
PANEL THICKNESS: 5/16"  
PATTERN: LAP - 5 1/4" EXPOSURE  
COLOR: SW GALE FORCE OR SW PEACOCK PLUME  
MANUFACTURER: ALLURA, OR EQUIVALENT



④ ACCENT FIBER CEMENT PANEL  
PANEL THICKNESS: 5/16"  
FINISH: SMOOTH PANEL  
COLOR: SW PEACOCK PLUME  
MANUFACTURER: ALLURA, OR EQUIVALENT



⑤ FASCIA & TRIM  
PAINT FINISH: SW TRICORN BLACK



⑥ VINYL WINDOWS & PATIO DOORS  
FRAME COLOR: WHITE  
MANUFACTURER: VPI, PLYGEM OR EQUIVALENT



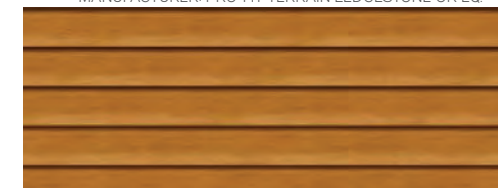
⑦ CAST-IN-PLACE CONCRETE  
SMOOTH FINISH, SNAP-TIE PATTERN



⑧ STONE  
COLOR: ARCTIC  
PATTERN: 4" H X 8", 12", OR 20" L  
MANUFACTURER: PRO-FIT TERRAIN LEDGESTONE OR EQ



⑨ METAL DECKS - BLACK  
MATERIAL: ALUMINUM OR STEEL  
POWDER COAT FINISH: BLACK



⑩ WOOD-TONE LAP SIDING  
PATTERN: LAP - 5 1/4" EXPOSURE  
FINISH: "CEDAR"  
MANUFACTURER: ALLURA, OR EQUIVALENT





MATERIAL BOARD

Actual images of proposed materials in natural daylight. See material specifications on preceding pages for more information.



SHERWIN WILLIAMS LAZY GRAY



SHERWIN WILLIAMS GALE FORCE



WOOD-TONE FIBER CEMENT - CEDAR



SHERWIN WILLIAMS ICE CUBE



SHERWIN WILLIAMS FIREWEED



SHERWIN WILLIAMS PEACOCK PLUME



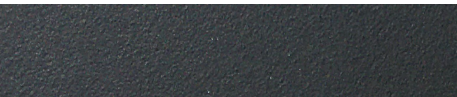
ASPHALT SHINGLES:  
CHARCOAL GRAY



FIBERGLASS DOORS - BLACK



VINYL WINDOWS - WHITE



DECKS AND CANOPIES - METAL  
WITH BLACK POWDER COAT



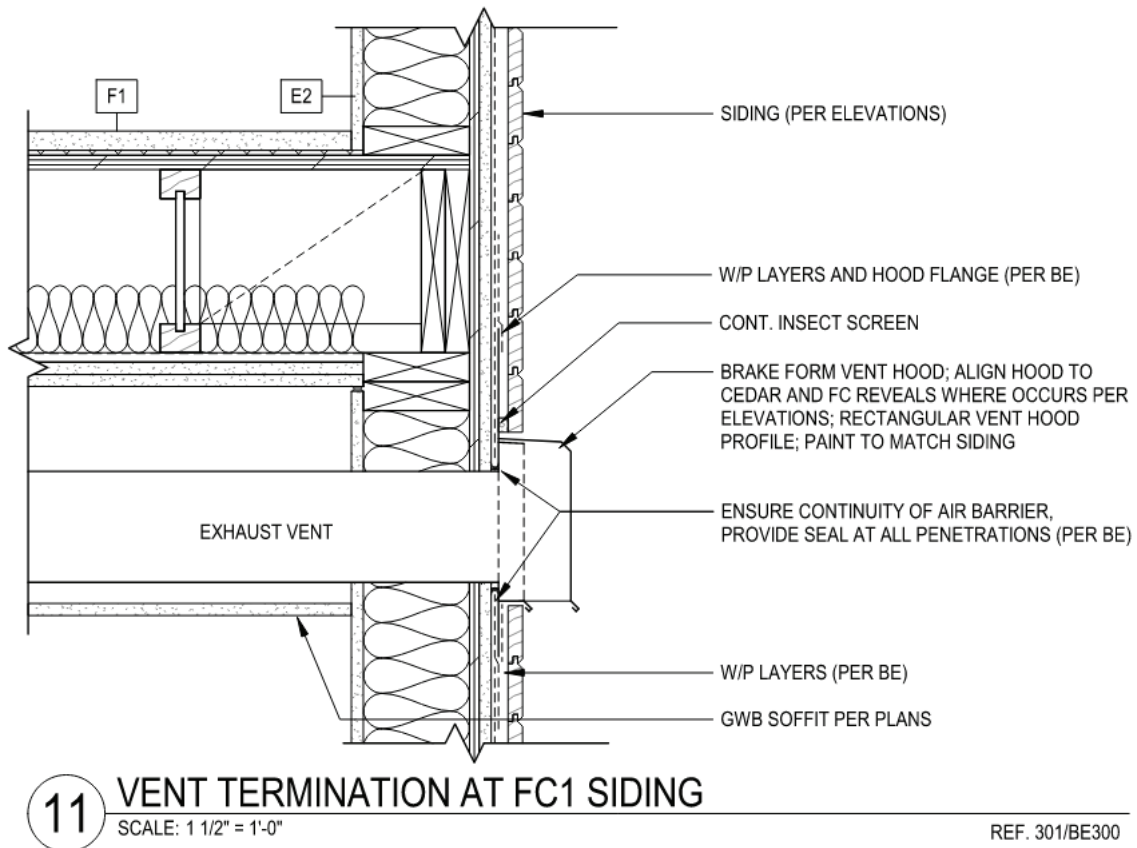
LEDGESTONE - ARCTIC



MATERIAL BOARD SUBMITTED WITH DESIGN RECOMMENDATION MATERIALS



VENT SHROUD DETAIL





TUCKUNDER TOWNHOUSE BUILDING ELEVATIONS

SEE BUILDING SECTIONS & ELEVATIONS IN CONTEXT ON PAGE 102 THROUGH PAGE 116 FOR BUILDING CORNER SPOT ELEVATIONS AND SCALE FIGURES.



FRONT ELEVATION



SIDE ELEVATION



BACK ELEVATION

6-PACK

METAL VENT SHROUD,  
PAINTED BLACK AT WOOD  
TONE SIDING

METAL VENT SHROUD,  
PAINTED WHITE TO  
MATCH ADJACENT SIDING,  
CENTERED ON WINDOWS

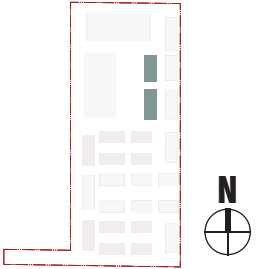


SIDE ELEVATION



5 - PACK

KEY PLAN





MID-RISE BUILDING A ELEVATIONS

SEE BUILDING SECTIONS & ELEVATIONS IN CONTEXT ON PAGE 102 THROUGH PAGE 116 FOR BUILDING CORNER SPOT ELEVATIONS AND SCALE FIGURES. REFER TO PAGE 91 FOR RENDERINGS OF MID-RISE BUILDINGS



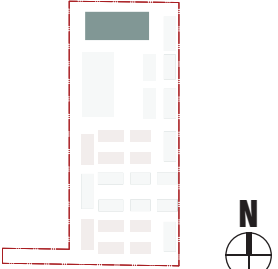
SOUTH ELEVATION



NORTH ELEVATION



EAST/WEST ELEVATION



KEY PLAN



MIDRISE BUILDING B ELEVATIONS

SEE BUILDING SECTIONS & ELEVATIONS IN CONTEXT ON PAGE 102 THROUGH PAGE 116 FOR BUILDING CORNER SPOT ELEVATIONS AND SCALE FIGURES.



WEST ELEVATION

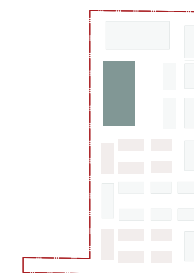
METAL VENT SHROUD,  
PAINTED TO MATCH  
ADJACENT SIDING



EAST ELEVATION



NORTH/SOUTH ELEVATION



KEY PLAN



COLOR SCHEME A - TYPICAL TOWNHOUSE BUILDING ELEVATIONS -

SEE BUILDING SECTIONS & ELEVATIONS IN CONTEXT ON PAGE 102 THROUGH PAGE 116 FOR BUILDING CORNER SPOT ELEVATIONS AND SCALE FIGURES.



FRONT ELEVATION



SIDE ELEVATION



BACK ELEVATION



SIDE ELEVATION

5-PACK



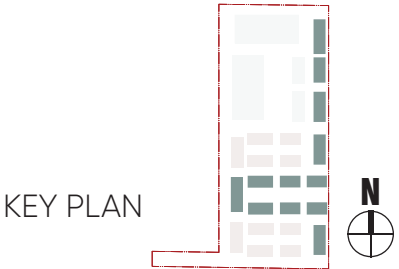
4 - PACK



7 - PACK (A)



7 - PACK (B)



KEY PLAN

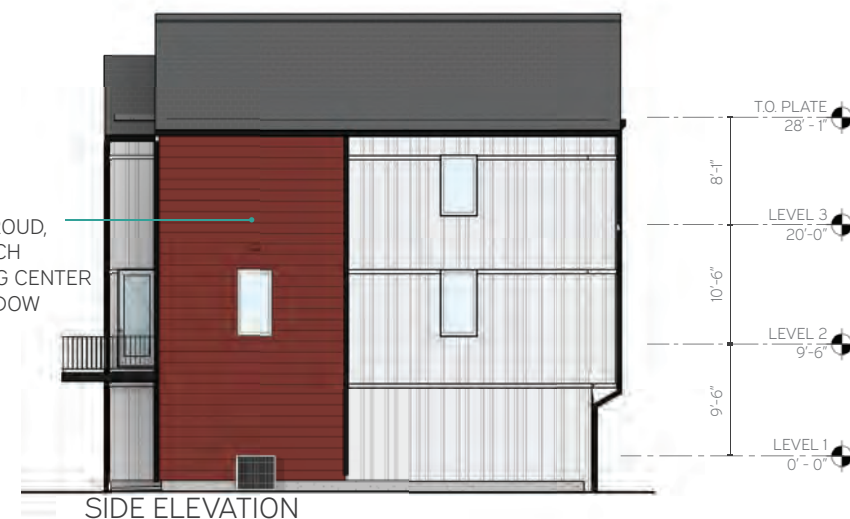


# TYPICAL TOWNHOUSE BUILDING ELEVATIONS - COLOR SCHEME - B

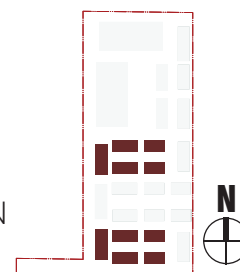
SEE BUILDING SECTIONS & ELEVATIONS IN CONTEXT ON PAGE 102 THROUGH PAGE 116 FOR BUILDING CORNER SPOT ELEVATIONS AND SCALE FIGURES.



METAL VENT SHROUD,  
PAINTED TO MATCH  
ADJACENT SIDING CENTER  
ALIGNED TO WINDOW

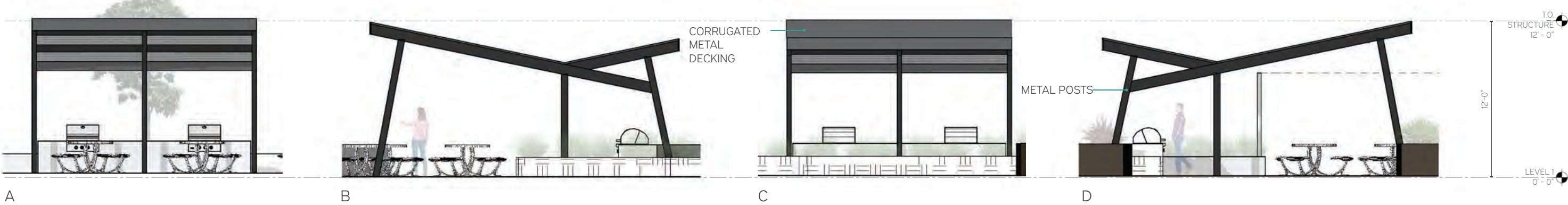


METAL VENT SHROUD,  
PAINTED WHITE TO  
MATCH ADJACENT SIDING,  
CENTERED ON WINDOWS

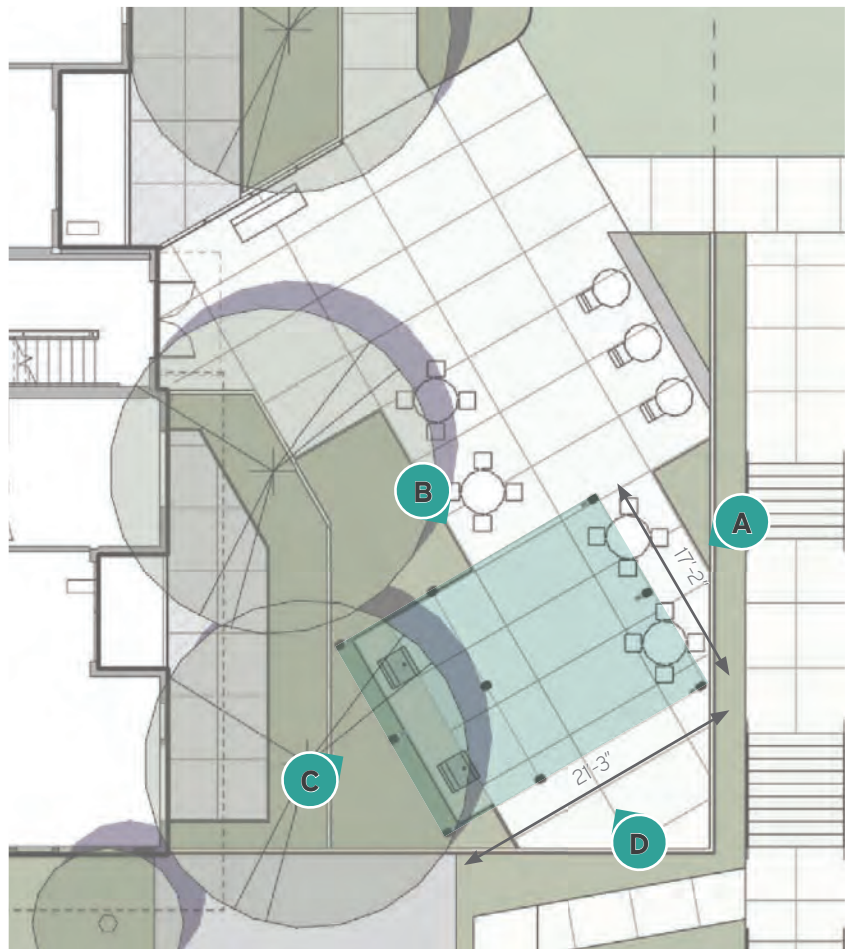




ACCESSORY STRUCTURES: CROW’S NEST



CROW’S NEST ELEVATIONS



CROW’S NEST FLOOR PLAN



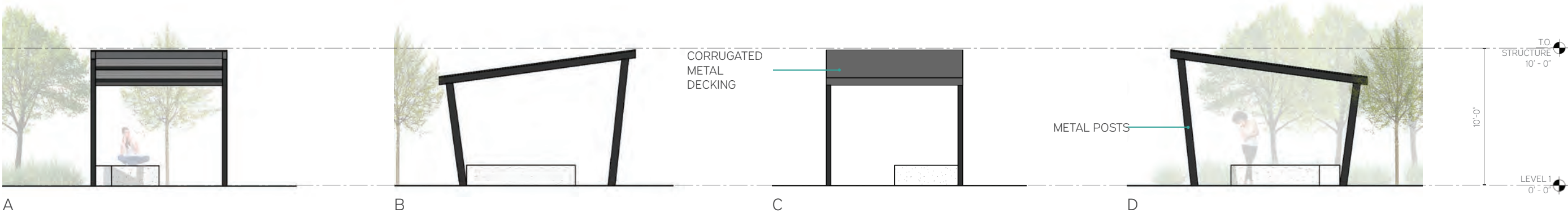
CROW’S NEST 3D VIEW



KEY PLAN



ACCESSORY STRUCTURES: TEE BOX



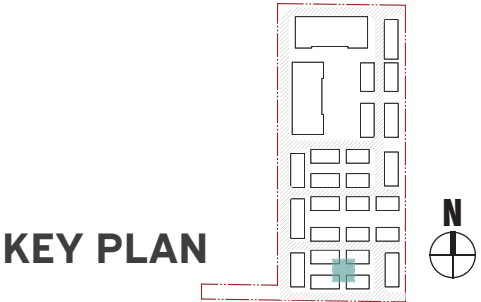
TEE BOX ELEVATIONS



TEE BOX FLOOR PLAN



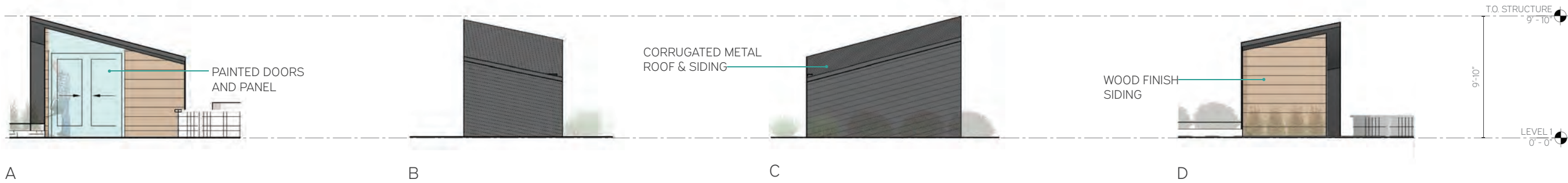
TEE BOX 3D VIEW



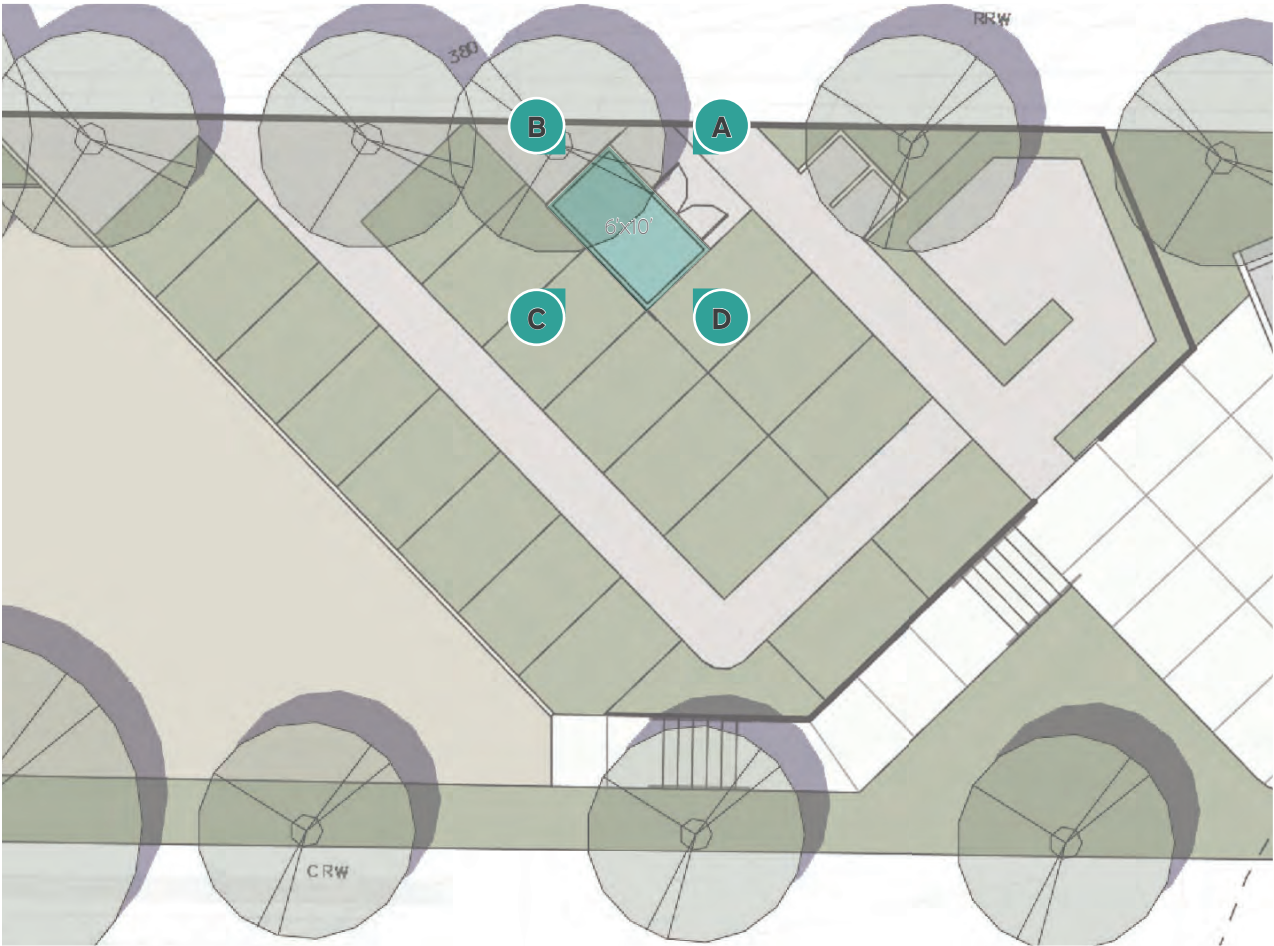
KEY PLAN



ACCESSORY STRUCTURES: GARDEN SHED



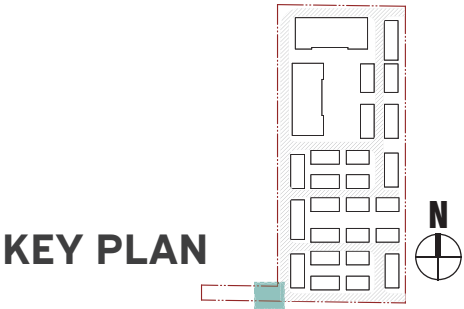
GARDEN SHED ELEVATIONS



GARDEN SHED FLOOR PLAN



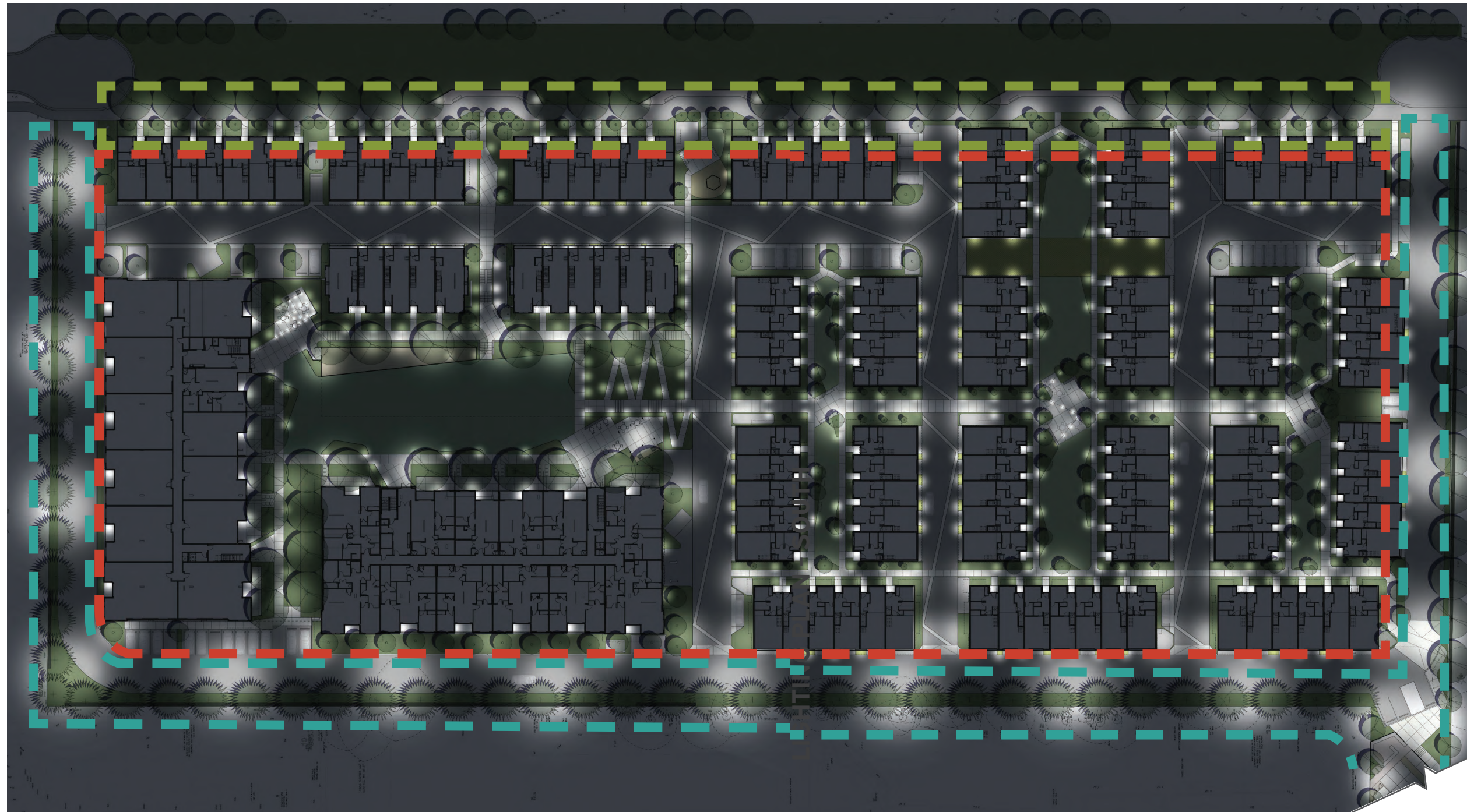
GARDEN SHED 3D VIEW



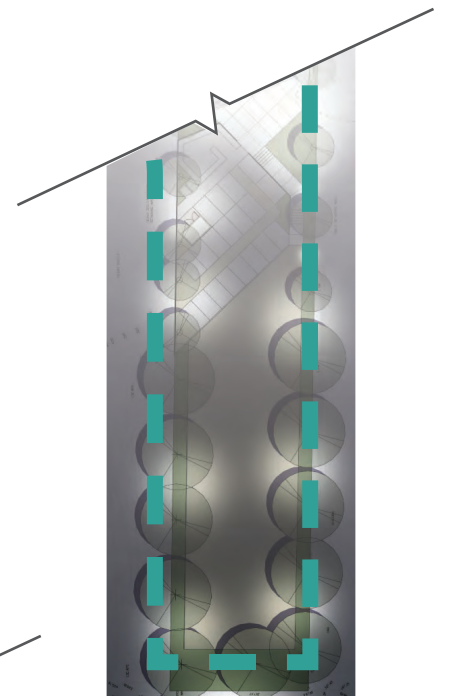
KEY PLAN



LIGHTING AND SECURITY PLAN



- SITE LIGHTING
- MULTI-MODAL PATH LIGHTING
- PRIVATE ROAD & DOG LEG LIGHTING





LIGHTING | SECURITY PLAN

SITE LIGHTING



LED Recessed Light



LED Area Light



LED Path Light



LED Sconce

PRIVATE ROAD & DOG LEG LIGHTING



Street Light



LED Area Light



LED Path Light

MULTI-MODAL PATH LIGHTING



LED Area Light



LED Path Light

Lighting to meet SMC 23.47A.022 requirements





SITE ELEMENTS

FURNISHINGS



BENCHES



BIKE RACKS



PICNIC TABLES

FENCES & SCREENS



SITE FENCING



PRIVACY SCREEN

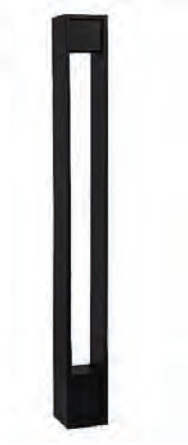


CONCRETE WALL

LIGHTING



POST



BOLLARD



STRING LIGHTING

Lighting to meet SMC 23.47A.022 requirements

MATERIALS



CONCRETE



BOARDFORM GREENWALL



GRASSCRETE



PLANTING & LAWN



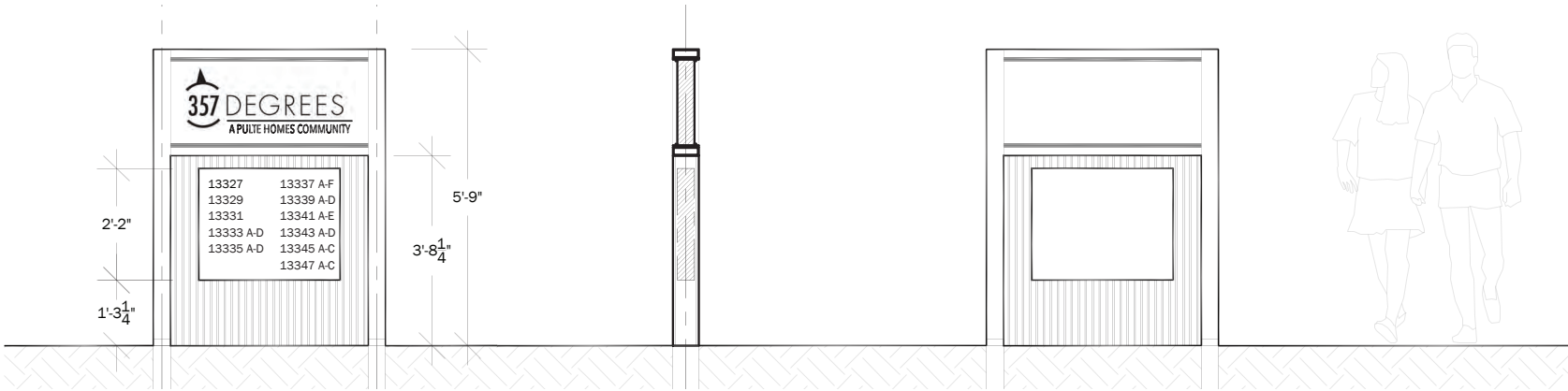
WOOD CHIPS



ASPHALT



SIGNAGE



1 MONUMENT SIGN (SIMILAR)  
DRAWINGS FROM DEVELOPER'S PREVIOUS PROJECT



2 BUILDING IDENTITY (SIMILAR)  
(LEFT) SIGNAGE LOCATION AT ENTRY, 3D VIEW (RIGHT) FROM DEVELOPER'S PREVIOUS PROJECT

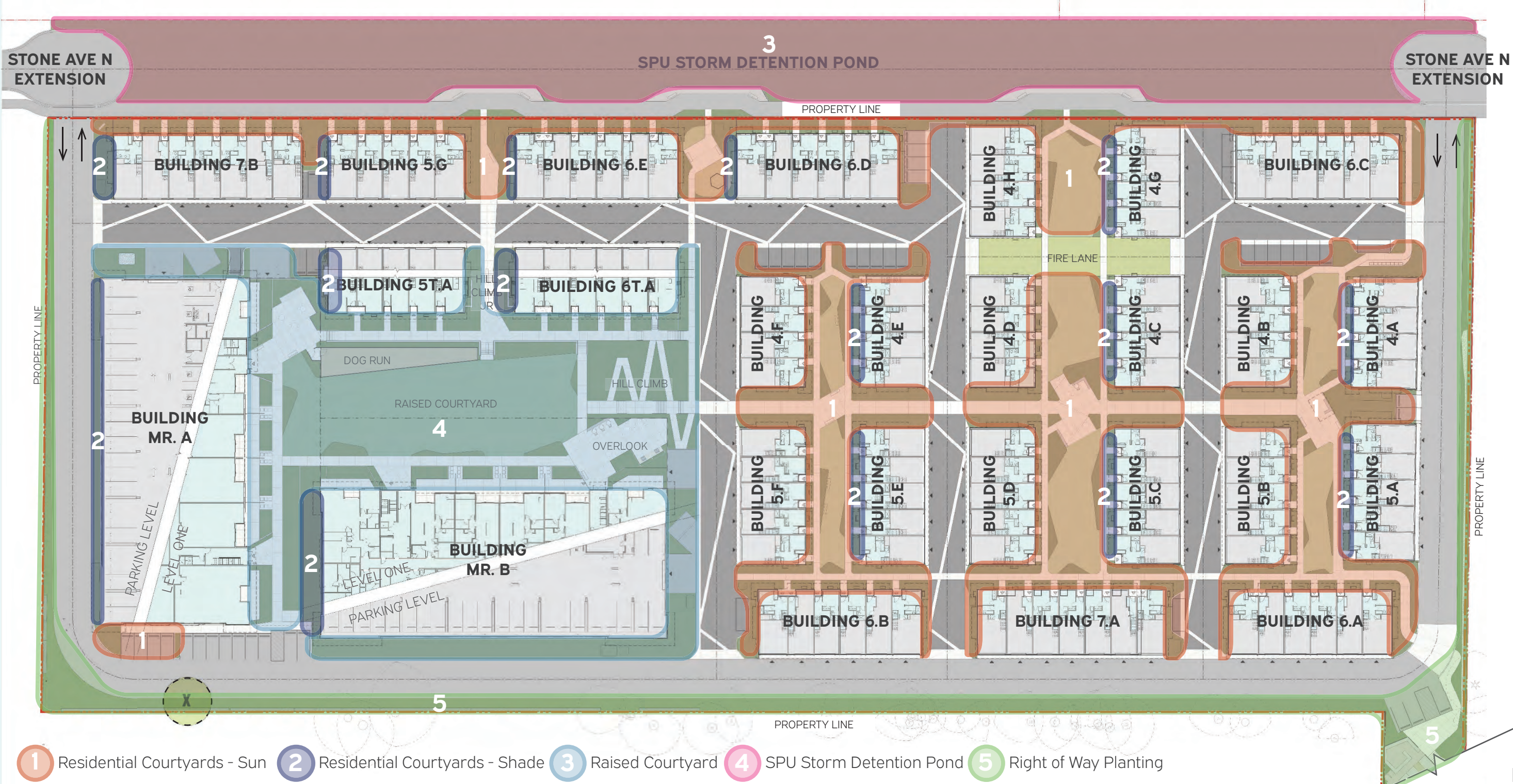


3 BUILDING ADDRESS





PLANTING PLAN





4.0

DESIGN PROPOSAL

TREES

QTY.	TAG	BOTANICAL NAME	COMMON NAME	CAL.	MIN. HT	CONT.
47	AFAB	ACER FREEMANII 'AUTUMN BLAZE	AUTUMN BLAZE MAPLE	2 1/2"	6' - 0"	B&B
9	ARBM	ACER RUBRUM 'BOWHALL'	BOWHALL MAPLE	2 1/2"	6' - 0"	B&B
39	AGPD	AMALANCHIER X GRANDIFLORA 'PRINCESS DIANA'	PRINCESS DIANA SERVICEBERRY	2 1/2"	6' - 0"	B&B
28	CJKT	CERCIDIPHYLLUM JAPONICU	KATSURA TREE	2 1/2"	6' - 0"	B&B
61	EWWD	CORNUS 'EDDIES WHITE WONDER	EDDIES WHITE WONDER DOGWOOD	2 1/2"	6' - 0"	B&B
20	CDBH	CRATAEGUS DOUGLASII	BLACK HAWTHORNE	2 1/2"	6' - 0"	B&B
45	LSSS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE'	LIQUIDAMBAR 'SLENDER SILHOUETTE'	2 1/2"	6' - 0"	B&B
50	MRBC	MALUS ' RED BARRON'	RED BARRON CRAB APPLE	2 1/2"	6' - 0"	B&B
45	PMDF	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2 1/2"	6' - 0"	B&B

SHRUBS

QTY.	TAG	BOTANICAL NAME	COMMON NAME	CONT.	MIN. HT
234	BCPB	BERBERIS CANDIDULA	PALELEAF BARBERRY	3 GAL	2' - 0"
594	CAKF	CALAMAGROTSIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	3 GAL	2' - 0"
67	DOZN	DAPHNE ODORA 'ZUIKO NISHIKI' - WINTER DAPHNE	WINTER DAPHNE	3 GAL	2' - 0"
248	DCHG	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	3 GAL	2' - 0"
163	DEBF	DRYOPTERIS ERYTHROSORA 'BRILLIANCE'	BRILLIANCE AUTUMN FERN	3 GAL	2' - 0"
700	FGBM	FOTHERGILLA GARDENII 'BLUE MIST'	DWARF FOTHERGILLA	3 GAL	2' - 0"
218	HHLR	HELLEBORUS X HYBRIDUS	LENTON ROSE	1 GAL	2' - 0"
266	LSGF	LIASSTRIS SPICATA	GAY FEATHER	3 GAL	2' - 0"
1002	MRCM	MAHONIA REPENS	CREEPING MAHONIA	3 GAL	2' - 0"
1156	NDGS	NANDINA DOMESTICA 'GULF STREAM	GULF STREAM HEAVENLY BAMBOO	3 GAL	2' - 0"
400	PMSF	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	3 GAL	2' - 0"
162	RNNR	ROSA NUTKANA	NOOKTA ROSE	3 GAL	2' - 0"
502	SHDS	SARCOCOCCA HOOKERIANA VAR. HUMILIS	DWARF SWEETBOX	3 GAL	2' - 0"
561	SPSS	SPIREA BETULIFOLIA	SHINY LEAF SPIREA	3 GAL	2' - 0"
126	SDSB	SPIREA DOUGLASII	STEEPLEBUSH	3 GAL	2' - 0"
103	SYAS	SYMPHORICARPOS ALBUS	SNOWBERRY	3 GAL	2' - 0"

GROUND COVER

QTY	TAG	BOTANICAL NAME	COMMON NAME	SIZE	OC SPACING
	SWSM	40% DWARF TALL FESCUE, 25% RED FESCUE, 15% DWARF PERENNIAL RYE 'BARCLAY', 15% WASHINGTON NATIVE WILDFLOWER SEED MIX, 5% COLONIAL BENTGRASS	STORMWATER TRACT "LOW GROW" SEED MIX	SEED	18"
614	AUUK	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	4" POT	18"
8372	BGBA	BOUTELOUA GRACILIS	BLUE GAMMA GRASS	4" POT	18"
3695	CPTS	CAREX PACHYSTACHYA	THICK-HEADED SEDGE	4" POT	18"
1975	FCBS	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	4" POT	18"
	MULCH	MULCH	MULCH		



DOGWOOD



HEAVENLY BAMBOO



FOTHERGILLA



BLUE GRAMA GRASS



SNEEZEWEED

RESIDENTIAL COURTYARDS - SUN



WINTER DAPHNE



SARCOCOCCA



LENTEN ROSE



AUTUMN FERN



SWORD FERN



KINNIKINNICK

RESIDENTIAL COURTYARDS - SHADE





KATSURA TREE  
RAISED COURTYARD



HEAVENLY BAMBOO



SNEEZEWEED



BLUE GRAMA GRASS



KINNIKINNICK



DOUGLAS FIR  
RIGHT-OF-WAY PLANTING



SHINY LEAF SPIREA



TUFTED HAIR GRASS



MAHONIA



SWORD FERN



KATSURA TREE  
SPU STORM DETENTION POND



STEEPLEBRUSH



THINK-HEADED SEDGE



SNOWBERRY



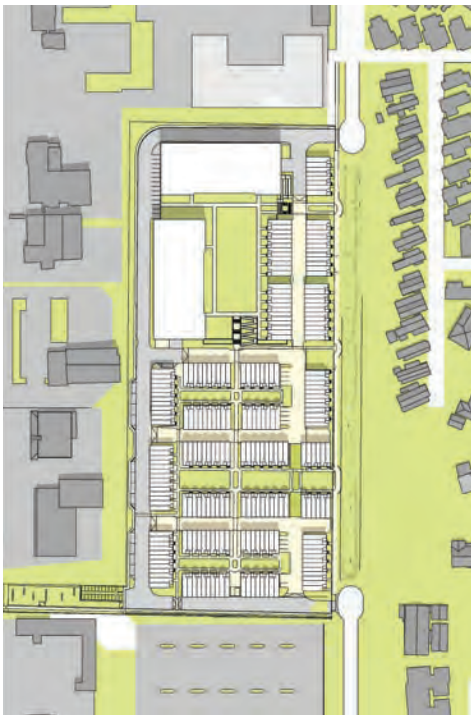
PALE LEAF BARBERRY



SOLAR STUDY



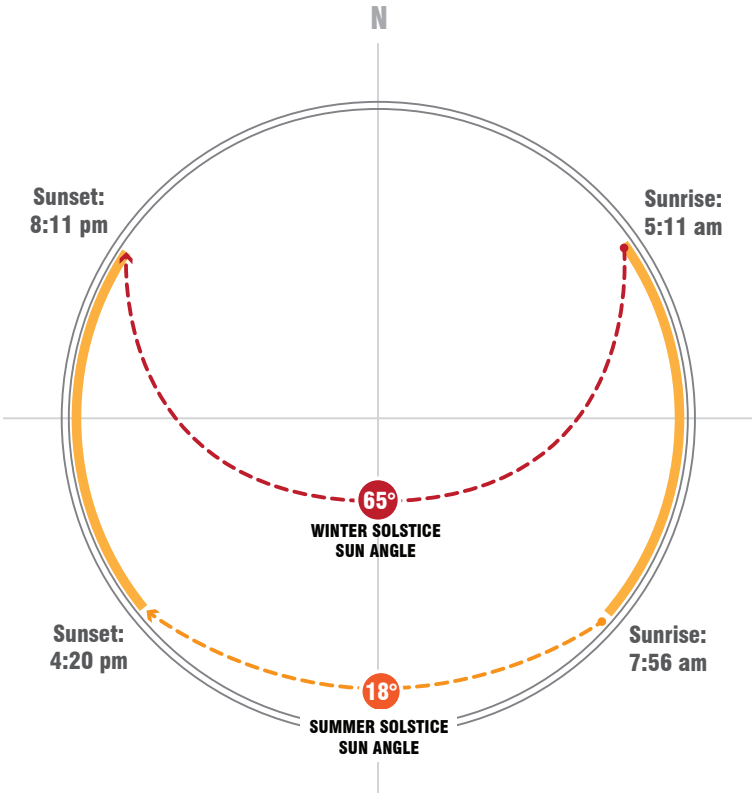
JUNE 21ST 9 AM



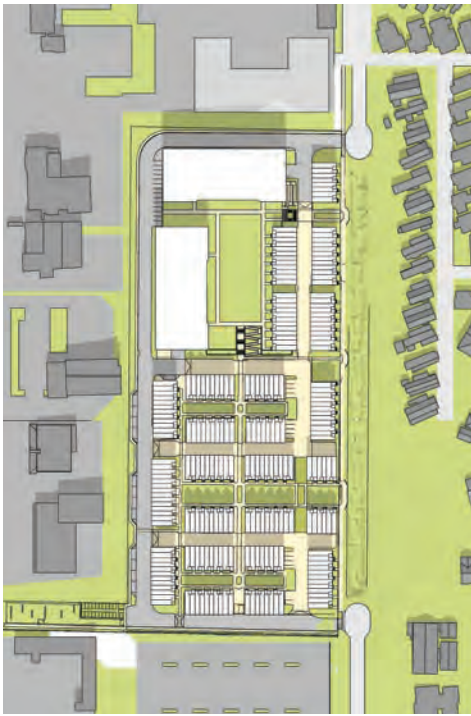
JUNE 21ST 12 PM



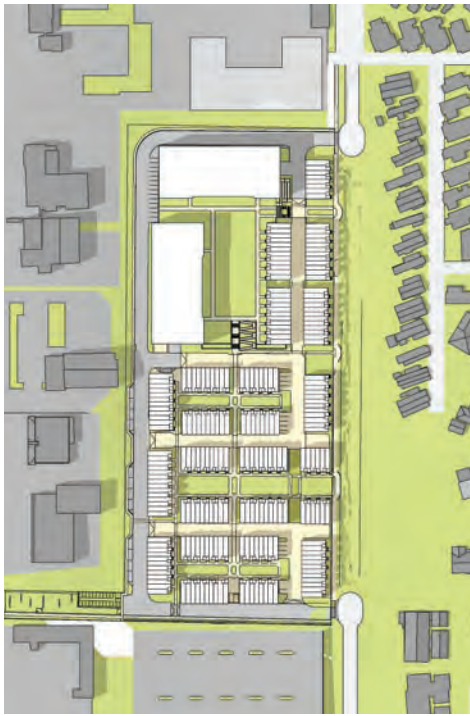
JUNE 21ST 3 PM



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





SOUTHEAST AERIAL VIEW



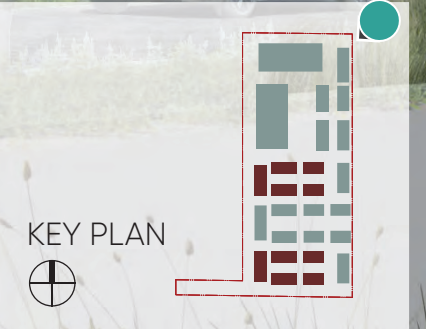


EAST AERIAL VIEW



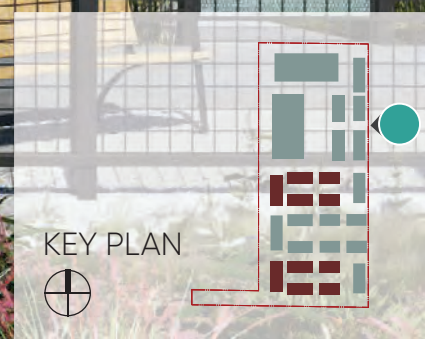


2 DEGREES  
APARTMENTS



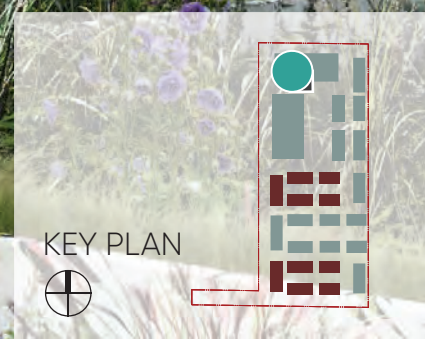
STONE AVE NORTH - NORTH ENTRY





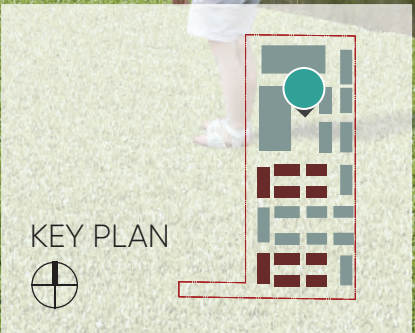
HILL CLIMB JR FROM MULTI MODAL PATH





RAISED COURTYARD LOOKING EAST





LOOKING SOUTH AT CENTRAL NORTH SOUTH AXIS

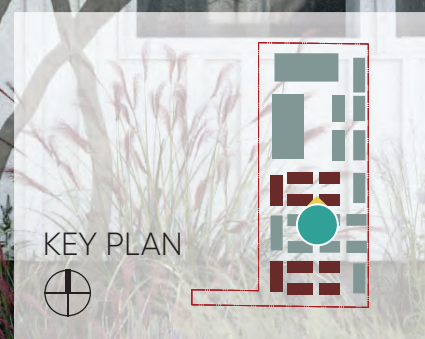




KEY PLAN

HILL CLIMB





LOOKING NORTH FROM CENTRAL SPINE



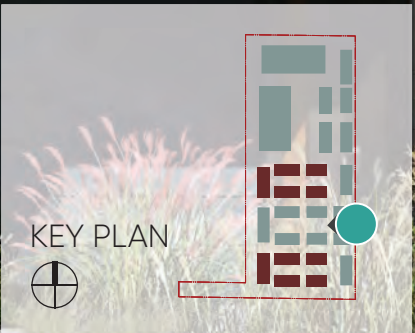


KEY PLAN



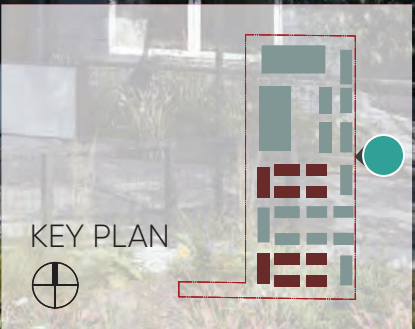
LOOKING SOUTH FROM CENTRAL SPINE AT CENTRAL GREEN





CENTRAL GREEN





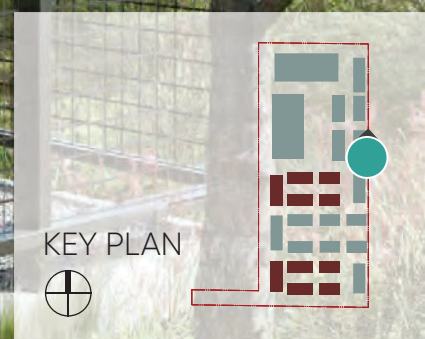
MULTI MODAL PATH LOOKOUT AND PLAYGROUND





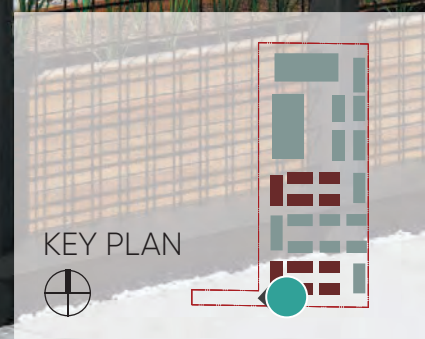
SHARED DRIVE AISLE LOOKING NORTH





MULTI MODAL PATH LOOKING NORTH



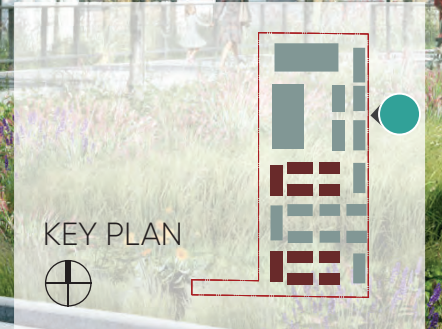


DOG LEG LOOKING WEST





 **DEGREES**  
A PUBLIC HOUSING COMMUNITY



STONE AVENUE NORTH - SOUTH ENTRY





KEY PLAN



LOOKING SOUTH FROM THE OVERLOOK



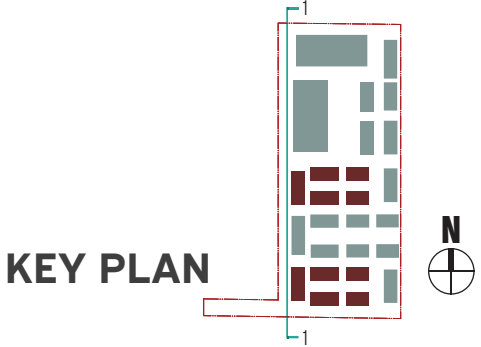
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BUILDING ELEVATIONS



SECTION ELEVATION 1 - WEST DRIVE AISLE



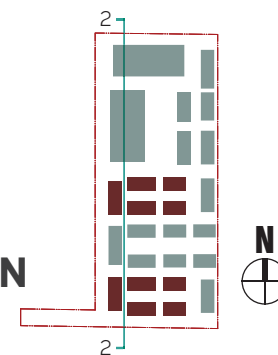


BUILDING ELEVATIONS



SECTION ELEVATION 2 - WEST BUILDINGS

KEY PLAN

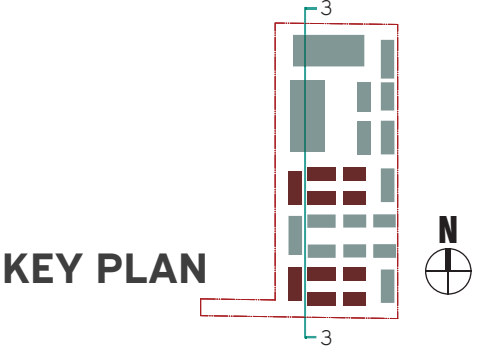




BUILDING ELEVATIONS



SECTION ELEVATION 3 - WEST BUILDINGS

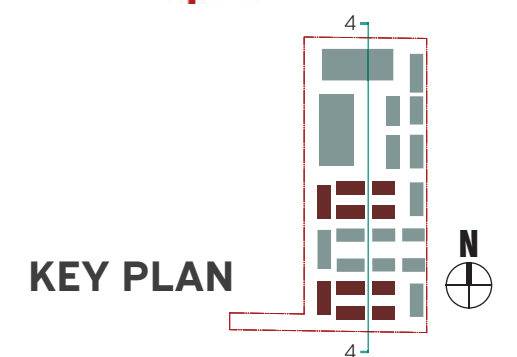




BUILDING ELEVATIONS



SECTION ELEVATION 4 - CENTRAL SPINE LOOKING WEST

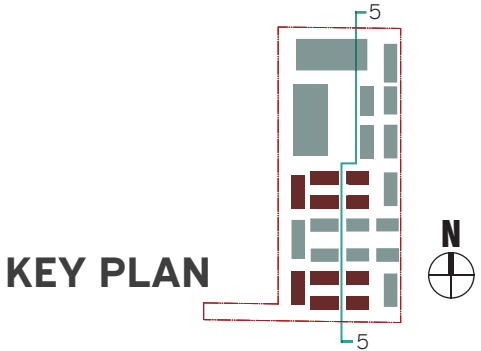




BUILDING ELEVATIONS



SECTION ELEVATION 5 - CENTRAL SPINE LOOKING EAST



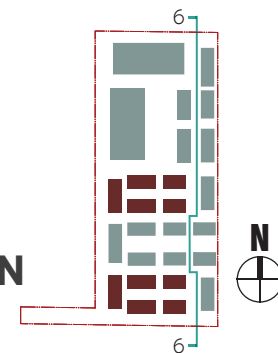


BUILDING ELEVATIONS



ELEVATION 6 - EAST DRIVE AISLE LOOKING WEST

KEY PLAN

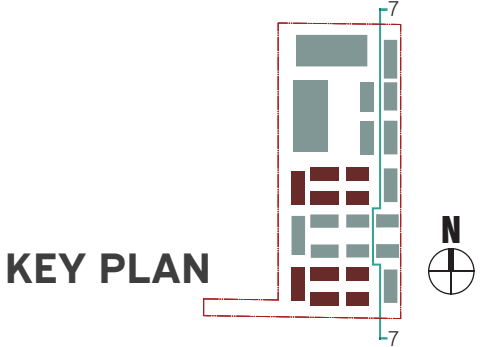




BUILDING ELEVATIONS



ELEVATION 7 - EAST DRIVE AISLE LOOKING EAST



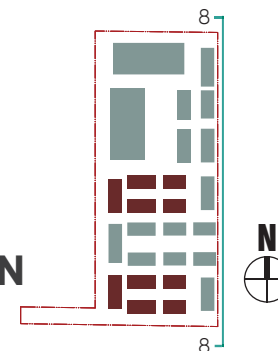


BUILDING ELEVATIONS



ELEVATION 8 - MULTI-MODAL PATH LOOKING WEST

KEY PLAN





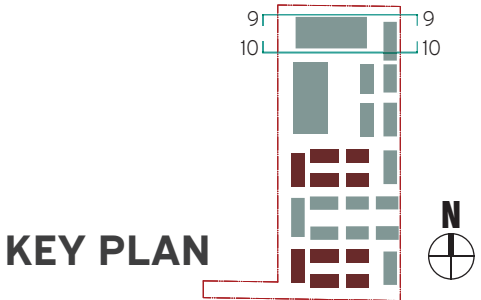
BUILDING ELEVATIONS



ELEVATION 9 - MR.A LOOKING SOUTH



ELEVATION 10 - MR.A LOOKING NORTH



KEY PLAN



BUILDING ELEVATIONS

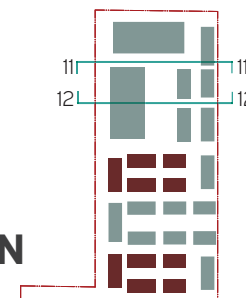


ELEVATION 11 - MR. B LOOKING SOUTH



ELEVATION 12 - HILLCLIMB JR LOOKING SOUTH

KEY PLAN





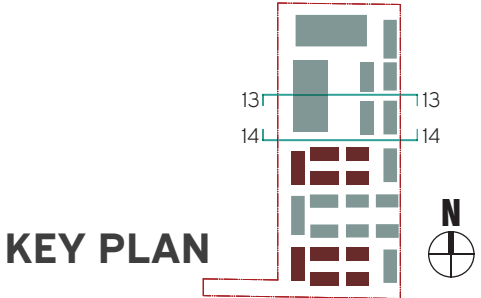
BUILDING ELEVATIONS



ELEVATION 13 - HILL CLIMB JR LOOKING SOUTH



ELEVATION 14 - MR.B LOOKING NORTH





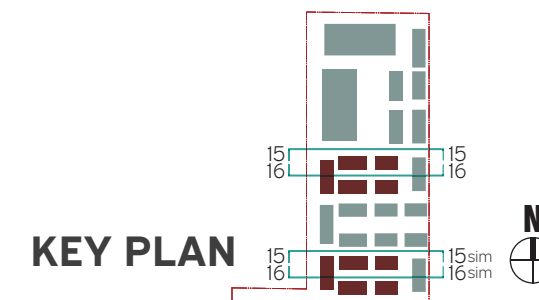
BUILDING ELEVATIONS



ELEVATION 15 - SHARED DRIVE AISLE LOOKING SOUTH



ELEVATION 16 - COURTYARD LOOKING NORTH





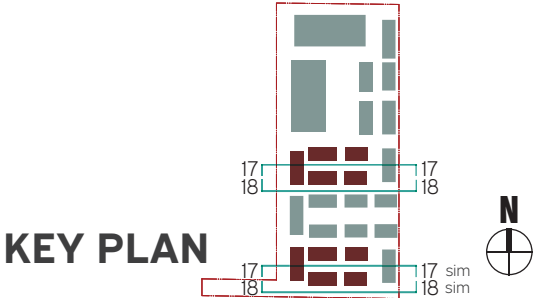
BUILDING ELEVATIONS



ELEVATION 17 - SMALL COURTYARD LOOKING SOUTH



ELEVATION 18 - SHARED DRIVE AISLE LOOKING NORTH



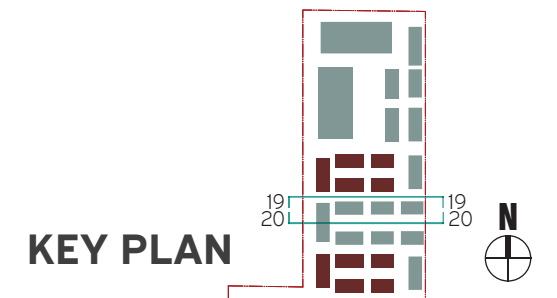




**ELEVATION 19 - SHARED DRIVE AISLE LOOKING SOUTH**



**ELEVATION 20 - LARGE COURTYARD LOOKING NORTH**





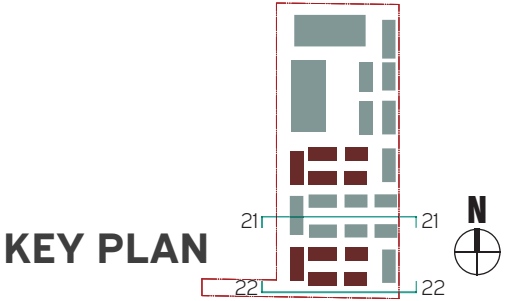
BUILDING ELEVATIONS



ELEVATION 21 - LARGE COURTYARD LOOKING SOUTH



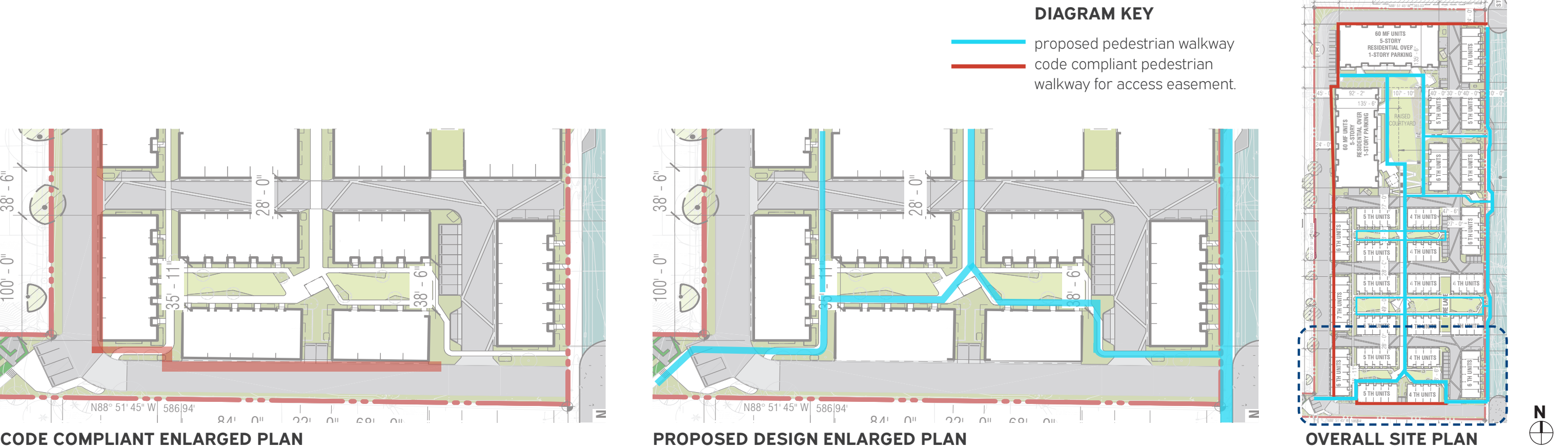
ELEVATION 22 - LOOKING NORTH





DEPARTURES

	CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	RATIONALE
#1	<b>SMC 23.53.025.D.7</b>  Vehicle Access Easements Serving Ten or more Residential Units.	One pedestrian walkway shall be provided, extending the length of the easement.	<b>PROPOSED DESIGN:</b> Relocate required pedestrian walkway for private road into interior of site to support the larger pedestrian connectivity.  <b>DEPARTURE REQUESTED</b>	<p>Incorporating the perimeter road's required pedestrian walkway into the rest of the site is a direct response to the Board's comments (3b) to strengthen and distinguish the central pedestrian path.</p> <p>by removing pedestrian activity at the perimeter main drive aisle and limiting the perimeter of the site to vehicular circulation only, a safer and more secure pedestrian-first network is strengthened within the development. The project maintains pedestrian connectivity through an abundance of pedestrain paths from residences to open space, amenities and to the street grid to the northeast &amp; southeast (PL2-B)</p> <p>By relocating the pedestrian walkway to the site interior and reducing the vehicle access easements to a minimum of 24' as referenced in SMC 23.53.025.D. 2 the design proposal also creates a stronger pedestrian hierarchy through wider pedestrian paths and landscape. It also increases the open space area thus strengthening the open space concept. (PL1-A1, PL1-B1, PL2-D, DC-3)</p> <p><b>PL1-A1 - ENHANCING OPEN SPACE   PL1-B1 - PEDESTRIAN INFRASTRUCTURE   PL2-B - SAFETY AND SECURITY</b></p> <p><b>PL2-D - WAYFINDING   DC-3 - OPEN SPACE CONCEPT</b></p>

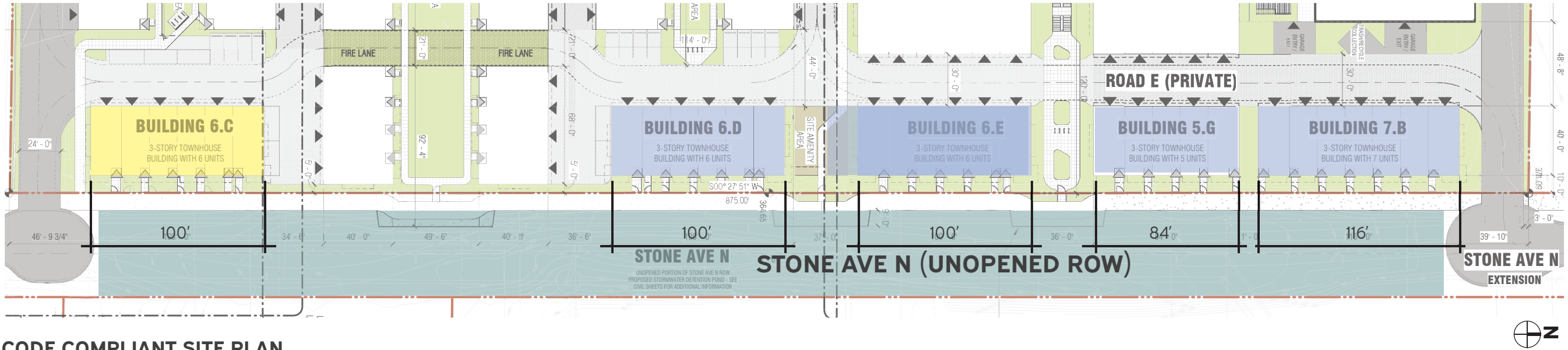




DEPARTURES (CONTINUED)

	CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	RATIONALE
#2	<b>SMC 23.47A.005.C.1.B</b>  Residential uses at street level	In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in C1 zones within the Bitter Lake Village Hub Urban Village.  .	<b>PROPOSED DESIGN:</b>  100% of the street-level-street-facing facade is residential use. Because Stone Ave N is an undevelopable ROW, the development is not 'street-facing'.  <b>DEPARTURE REQUESTED</b>	Stone Ave N, our main street front, is unopened due to existing drainage pond in the right-of-way which our project is working with SPU to improve its capacity. Since Stone Ave N will remain an unopened right-of-way at this location, commercial uses would be inaccessible to the public, and therefore undesirable to commercial tenants. The proposed multi-modal pathway is proposed to be wider than a standard sidewalk and promotes connectivity to the community at large. This encourages pedestrian activity, interaction and will promote safety, eliminating concerns that accompany empty and unused commercial spaces.  <b>CS2-C - RELATIONSHIP TO BLOCK   DC1-B - VEHICULAR ACCESS AND CIRCULATION   CS2-B - ADJACENT SITES, STREETS, AND OPEN SPACES   PL3- STREET LEVEL INTERACTION</b>
#3	<b>SMC 2347A.008.D</b>  Street-level development standards: Where residential uses are located along a street-level, street-facing facade	Where residential uses are located along a street-level, street-facing facade:  1. At least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and  2. 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.	<b>PROPOSED DESIGN:</b> Facade facing Stone Ave N proposed does not provide visually prominent pedestrian entry at Buildings 4.G & 4.H.  Dwelling Unit in Building 4.G & 4.H located within 10 feet of sidewalk, and at grade.  <b>DEPARTURE REQUESTED</b>	Instead of facing the Stone Ave N multi-modal path, the primary pedestrian entries of Townhome Buildings 4.G and 4.H are all oriented to face the large central courtyard strengthening the open space hierarchy. The site paths within this courtyard are the primary pedestrian path and act as the "street" for these dwelling units.  This orientation further provides clarity in wayfinding for pedestrians traveling along the multi-modal path, encouraging them to turn into the open courtyard.  For the dwelling units in Building 4.G and 4.H that are along the multi-modal path, residential use privacy is maintained by keeping ground level windows oriented away from Stone Ave N. In addition, habitable areas with openings facing Stone Ave N are more than 4ft above sidewalk level, since they are on the second level.  <b>(CS2-B - ADJACENT SITES, STREETS, AND OPEN SPACES   PL3- STREET LEVEL INTERACTION</b>



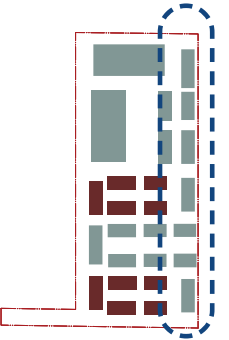


**CODE COMPLIANT SITE PLAN**

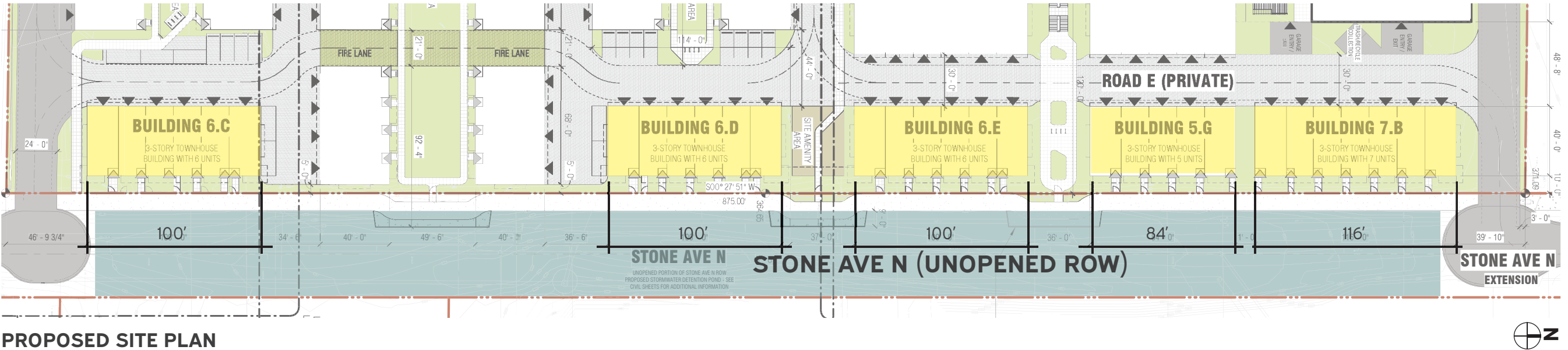
TOTAL STREET-LEVEL STREET-FACING:

$100' + 100' + 100' + 84' + 116' = 500'$

$500' \times 20\% = 100'$  Residential allowed



**KEY PLAN**



**PROPOSED SITE PLAN**

**DIAGRAM KEY**

- residential uses
- unopened right-of-way
- commercial uses

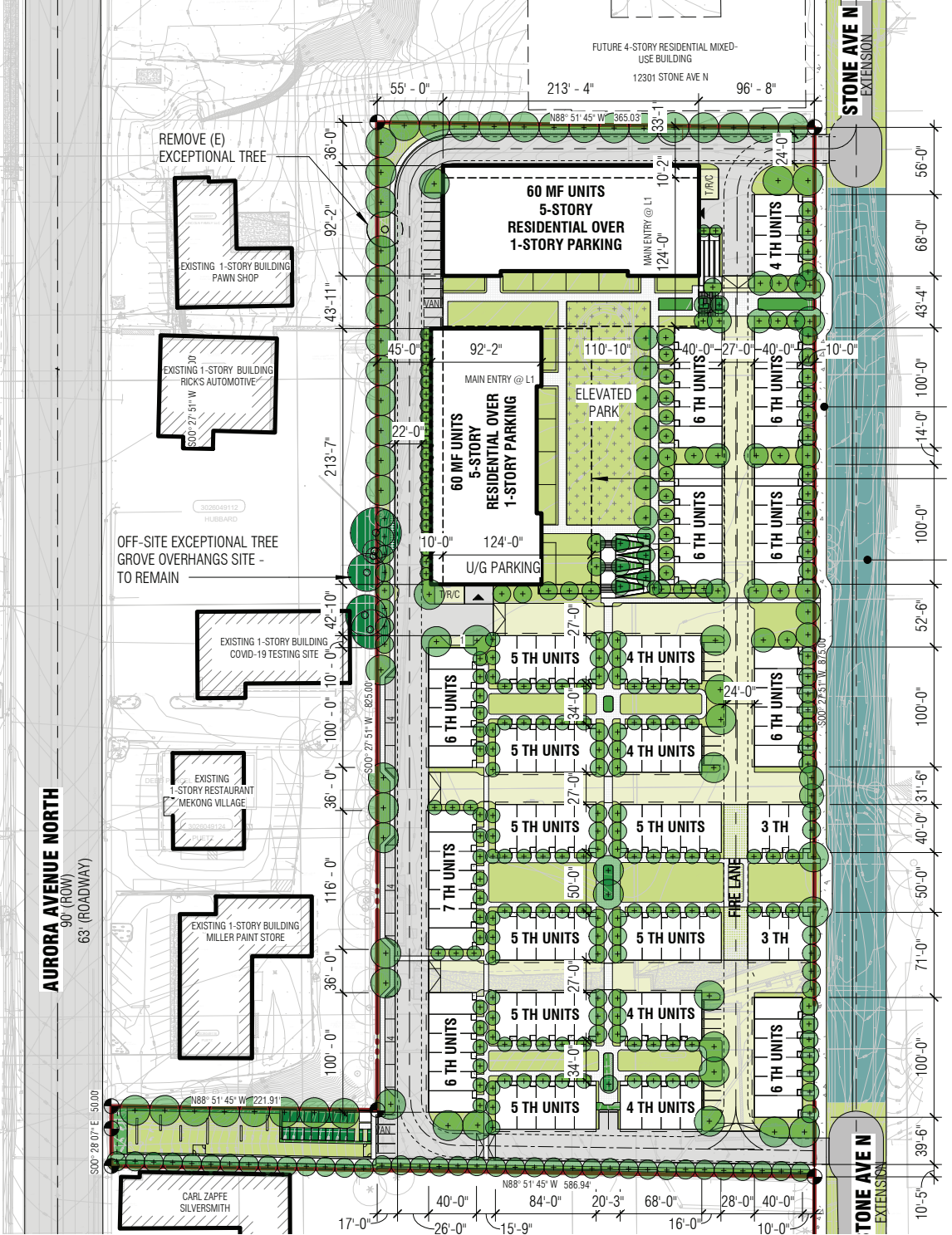


# APPENDIX





**OPTION 1 - "COMMONS"**  
118 Townhouse Units, 120 Midrise Units



**OPTION 2 - "PROMENADE"**  
121 Townhouse Units, 120 Midrise Units





## PREVIOUS WORK: PULTE HOMES



66 Degrees Townhomes - Redmond



275 Degrees Townhomes - Bainbridge Island



Urbane Village Townhome - Bothell

## PREVIOUS WORK: DAHLIN GROUP



Bond - Redmond



Flyway - Kenmore



Linq - Kenmore



PREVIOUS WORK: BOARD & VELLUM



357 Degrees Townhomes - Seattle



357 Degrees Townhomes - Seattle



17th Ave E Townhomes - Seattle



Carkeek Park Townhomes - Seattle



Carkeek Park Townhomes - Seattle



Shoreline Townhomes



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](http://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](mailto:AuroraAveProject@earlyDRoutreach.com).



CITY OF SEATTLE REQUIRED OUTREACH FOR 11762 AURORA AVE N

ADDITIONAL PROJECT DETAILS

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

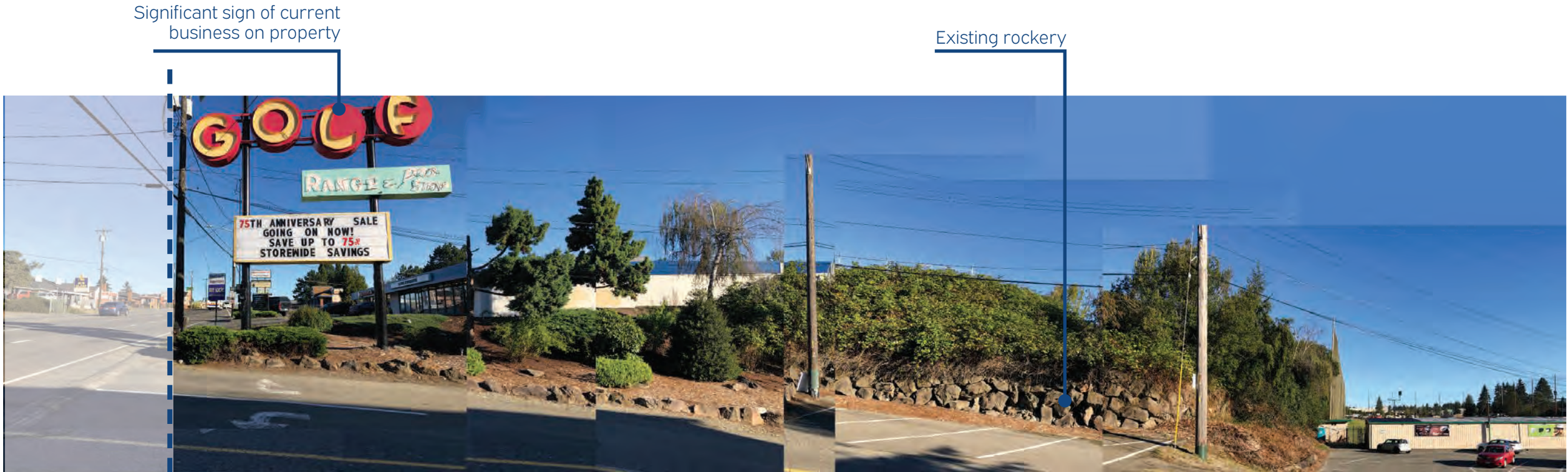


STREET ELEVATION B: SOUTH PANHANDLE

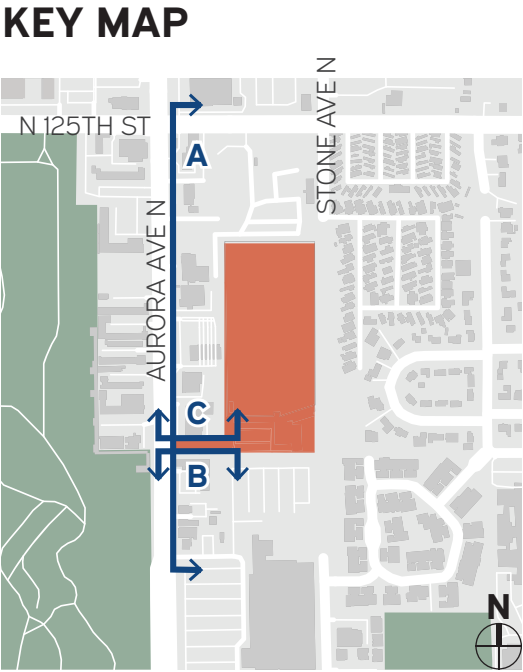




STREET ELEVATION A, CONTINUED



STREET ELEVATION C: NORTH PANHANDLE







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



← Current tow truck yard beyond →



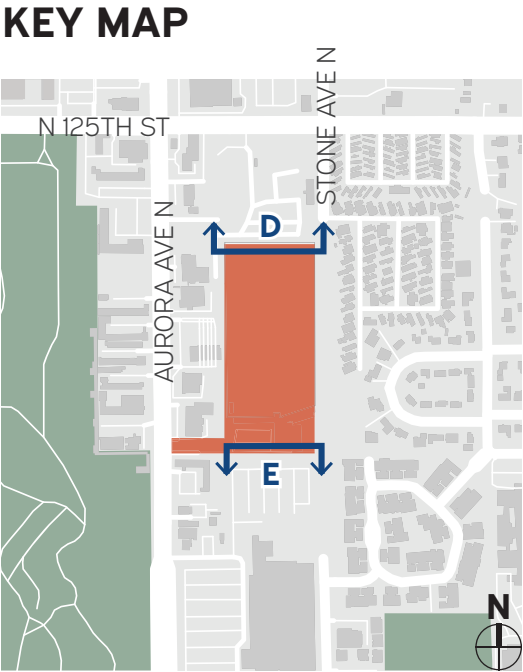
**SITE ELEVATION D: FACING NORTH**

Home Depot parking lot



**SITE ELEVATION E: FACING SOUTH**





SITE ELEVATION D, CONTINUED



SITE ELEVATION E, CONTINUED



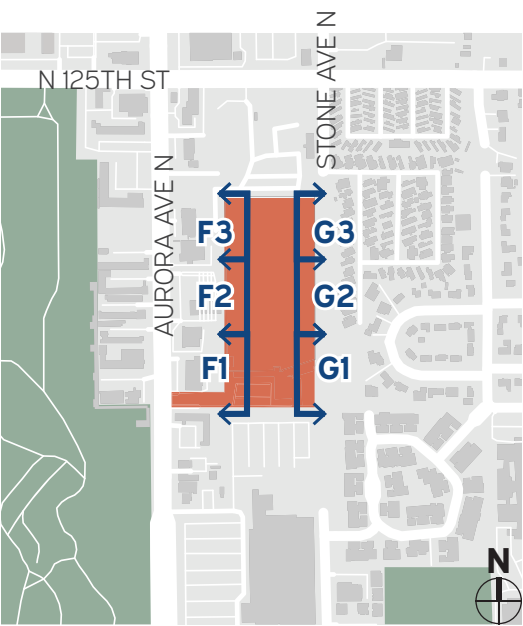
Entry to Aurora  
Ave N

Existing shrubbery/rockery/retaining walls



**SITE ELEVATION F1: FACING WEST**

**KEY MAP**



Stone Ave N ROW



**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