

PULTE 2 DEGREES

11762 AURORA AVE N | SEATTLE, WA 98133
EARLY DESIGN GUIDANCE | SDCI #3036031-EG | 22 FEBRUARY 2021 (PRINT DATE)
15 MARCH 2021 (MEETING DATE)

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 (MULTIFAMILY)

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



PAGE LEFT INTENTIONALLY BLANK

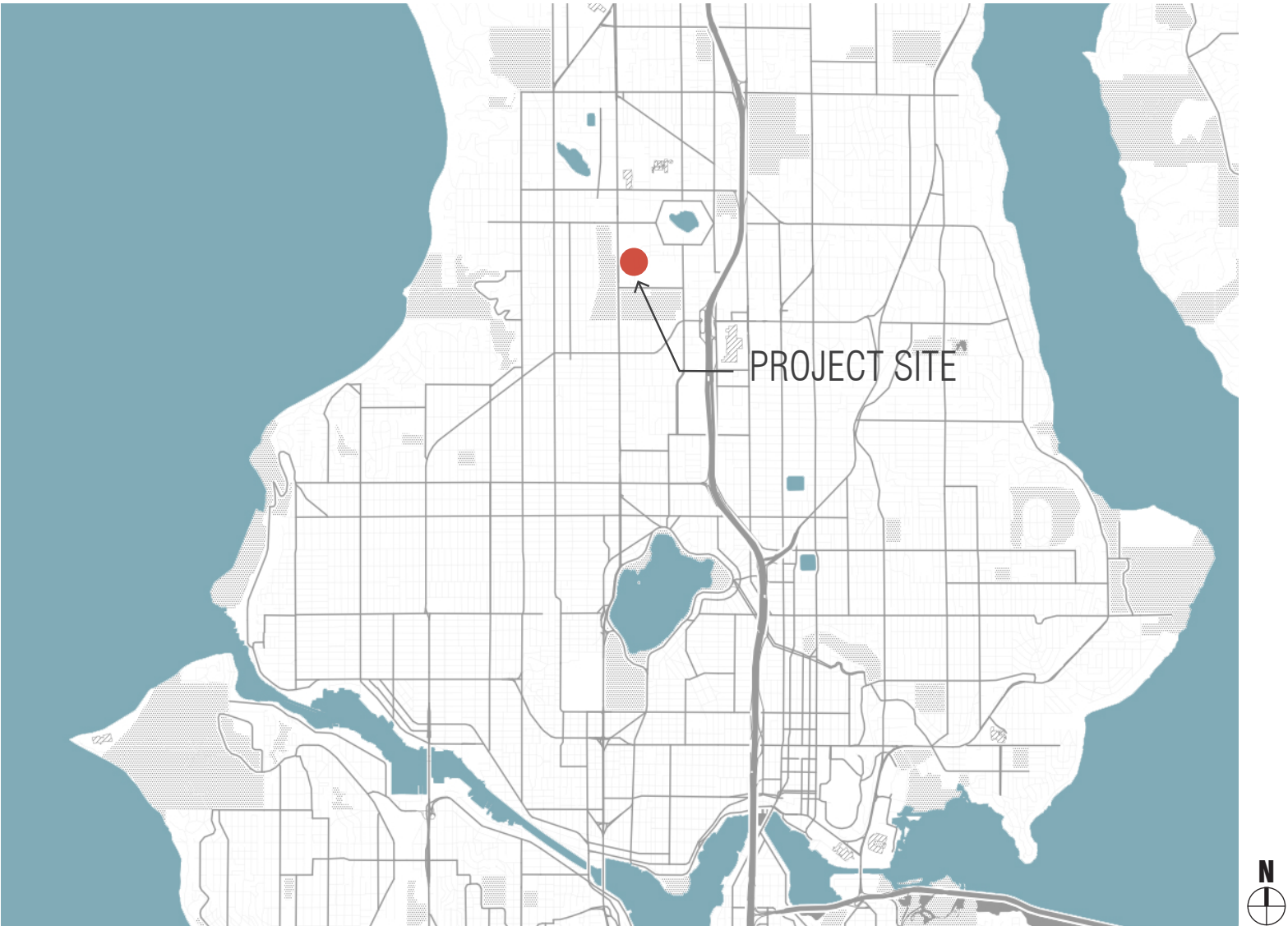


TABLE OF CONTENTS

- 1. PROJECT INFORMATION
 - Previous Work, Project Details, Survey, and Community Outreach
- 2. CONTEXT ANALYSIS
 - Neighborhood, Street Elevations, Arborist Report, Existing Urban Pattern
- 3. ZONING & LAND USE REGULATIONS
 - Land Use Regulations
- 4. SEATTLE DESIGN GUIDELINES
 - Design Guidelines and Compliance Diagram
- 5. DESIGN CONCEPTS
 - Site Opportunity + Constraints, Site plans, Building massing, Option Summary, Unit Plans
- 6. CONCEPTUAL FLOOR PLAN
 - 16' x 40' Unit Layout, 18' x 40' Unit Layout, Multifamily Unit Plans
- 7. LANDSCAPE CONCEPTS
 - Preferred Landscape Option, Precedent Images
- 8. DESIGN INFLUENCE
 - Neighborhood Design Cues, Facade Design Precedents

1.0

PROJECT INFORMATION

PULTE 2 DEGREES

ADDRESS:11762 AURORA AVE N, SEATTLE, WA 98133

SDCI PROJECT NUMBER:3036031-EG

TOWNHOMES

NUMBER OF RESIDENTIAL UNITS:118 - PREFERRED OPTION

NUMBER OF PARKING STALLS:262 (236 ENCLOSED GARAGE, 26 SURFACE)

TOTAL BUILDING AREA:196,300 GSF - 228,000 GSF

MULTIFAMILY BUILDING

NUMBER OF RESIDENTIAL UNITS:120 - PREFERRED OPTION

NUMBER OF PARKING STALLS:151 (100 BASEMENT GARAGE, 51 SURFACE)

TOTAL BUILDING AREA:224,900 GSF

OVERALL SITE LOT AREA: 433,700 GSF - 460,400 GSF

PROJECT OBJECTIVE

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

The applicant proposes to transform an existing golfing range with a mix of modern townhomes, mid-rise building and improved site features with frontage along a partially improved extension of Stone Ave N.

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

Specifically, the design proposes to achieve the following:

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



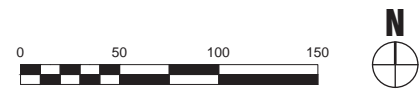
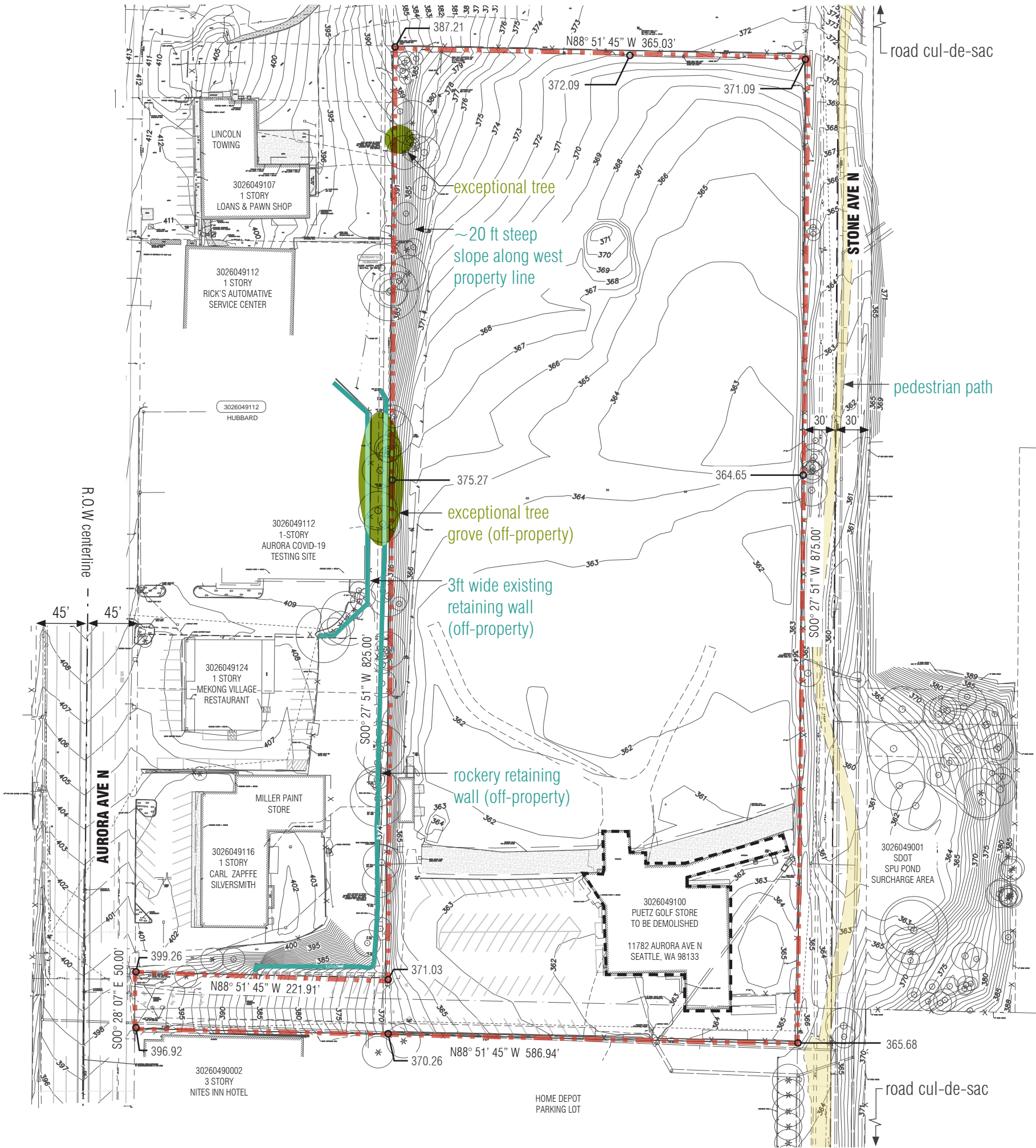
AERIAL PERSPECTIVE VICINITY MAP



PROPERTY SUMMARY & SURVEY

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

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



1.0

PROJECT INFORMATION

COMMUNITY OUTREACH

PRINTED OUTREACH

Outreach Type: POSTERS, HIGH IMPACT

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

ELECTRONIC / DIGITAL OUTREACH

Outreach Type: WEBSITE, HIGH IMPACT

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

Outreach Type: ONLINE SURVEY, HIGH IMPACT

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

EQUITY

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

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

Opportunity to Provide Online Input on the 11762 Aurora Ave N Project

ABOUT THE PROJECT

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

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

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

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



ADDITIONAL PROJECT DETAILS

Project Address:
11762 Aurora Ave N, Seattle, WA 98133
Contact: Natalie Quick
Applicant: Pulte Homes

Additional Project Information on Seattle Services Portal via the Project Number:
3036031-EG

Project Email:
AuroraAveProject@earlyDRoutreach.com
Note that emails are returned within 2-3 business days, and are subject to City of Seattle public disclosure laws.

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.

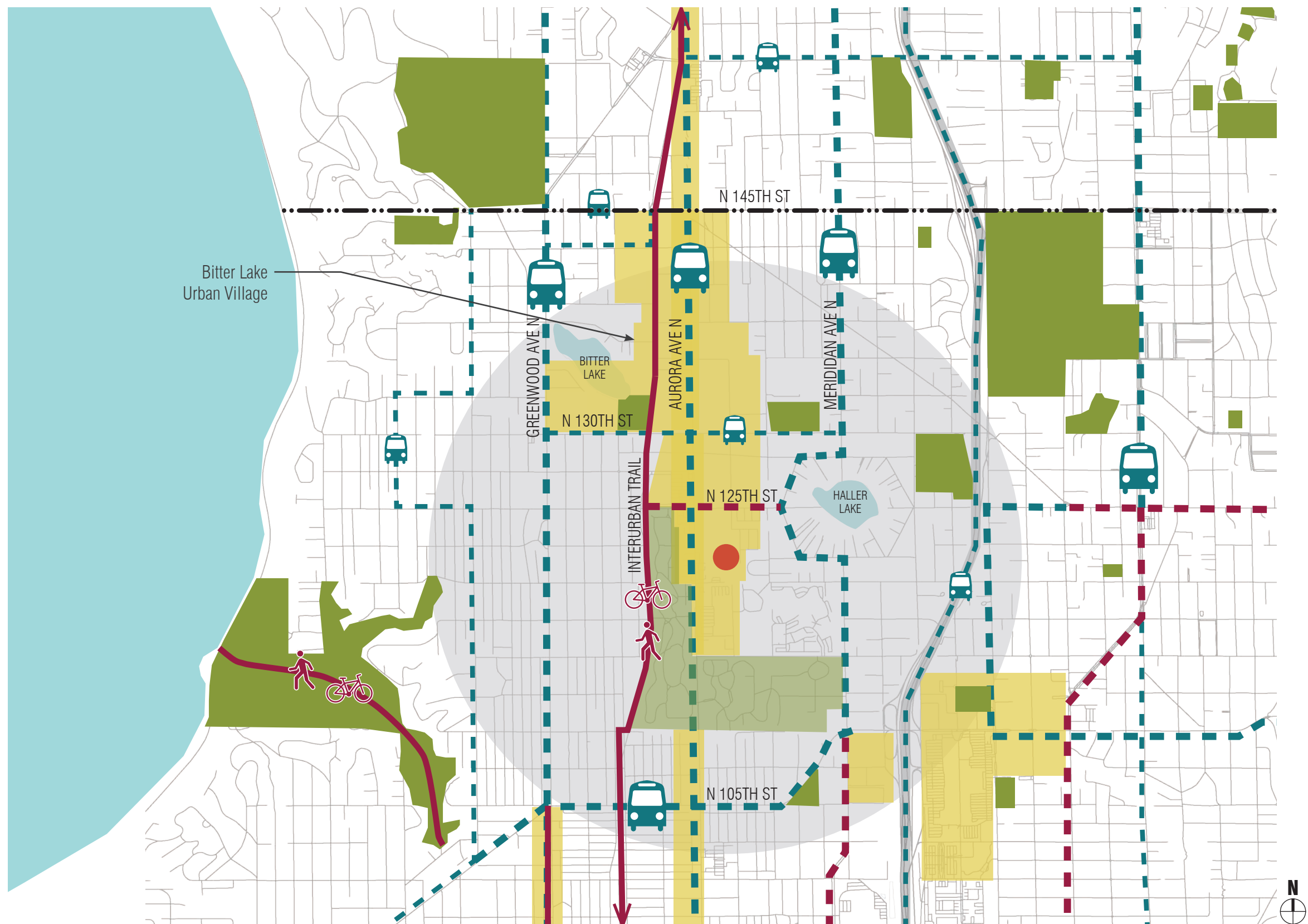


PAGE LEFT INTENTIONALLY BLANK

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.



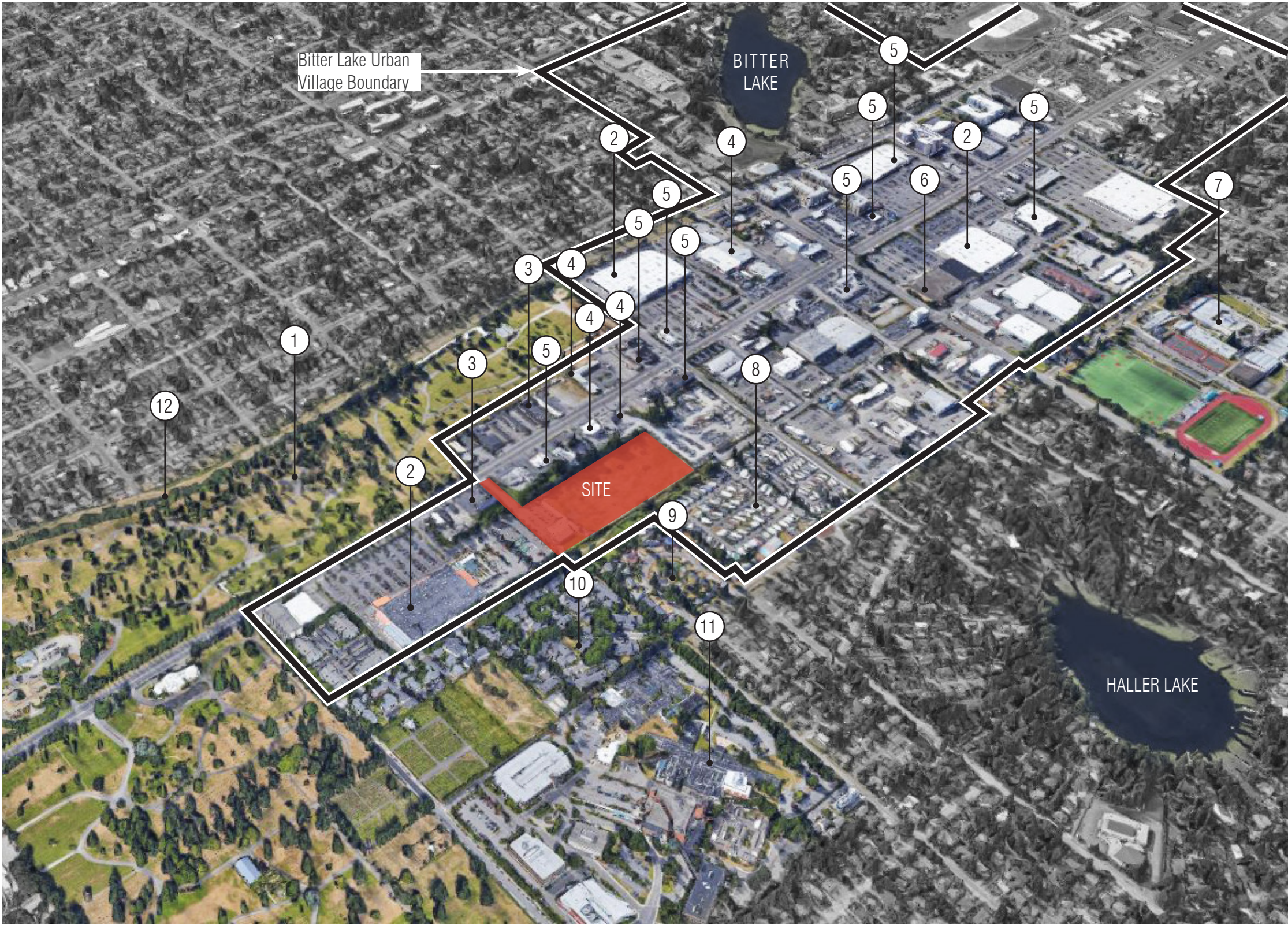
2.0
CONTEXT ANALYSIS

NEIGHBORHOOD POINTS OF INTEREST

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

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

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





1 CEMETARIES

8 min. 5 min.

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



2 BIG BOX STORES

VARIES VARIES

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



3 HOTELS

VARIES VARIES

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



4 AUTOMOTIVE SERVICE

VARIES VARIES

- Services range from tire centers to automotive repair



5 COMMERCIAL

VARIES VARIES

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



6 GROCERY STORE

VARIES VARIES

- Closest grocery store to site
- Ample parking available



7 INGRAHAM HIGH SCHOOL

30 min. 11 min.

- School located off of N.135th St



8 HALCYON MOBILE HOME PARK

5 min. 2 min.

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



9 SINGLE FAMILY RESIDENTIAL

VARIES VARIES

- Majority of development East and West of the site



10 LOW-RISE MULTIFAMILY 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



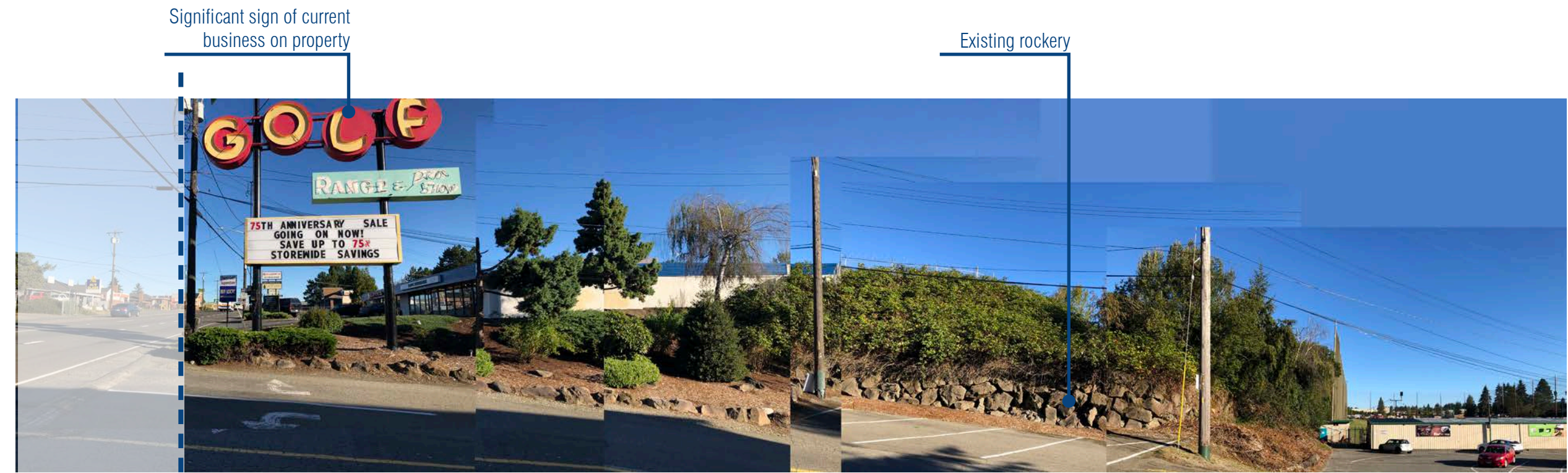
STREET ELEVATION A: EAST SIDE AURORA AVE N



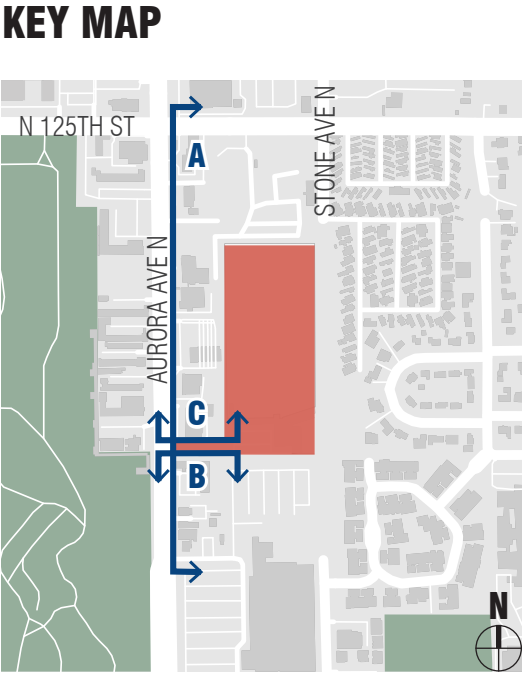
STREET ELEVATION B: SOUTH PANHANDLE

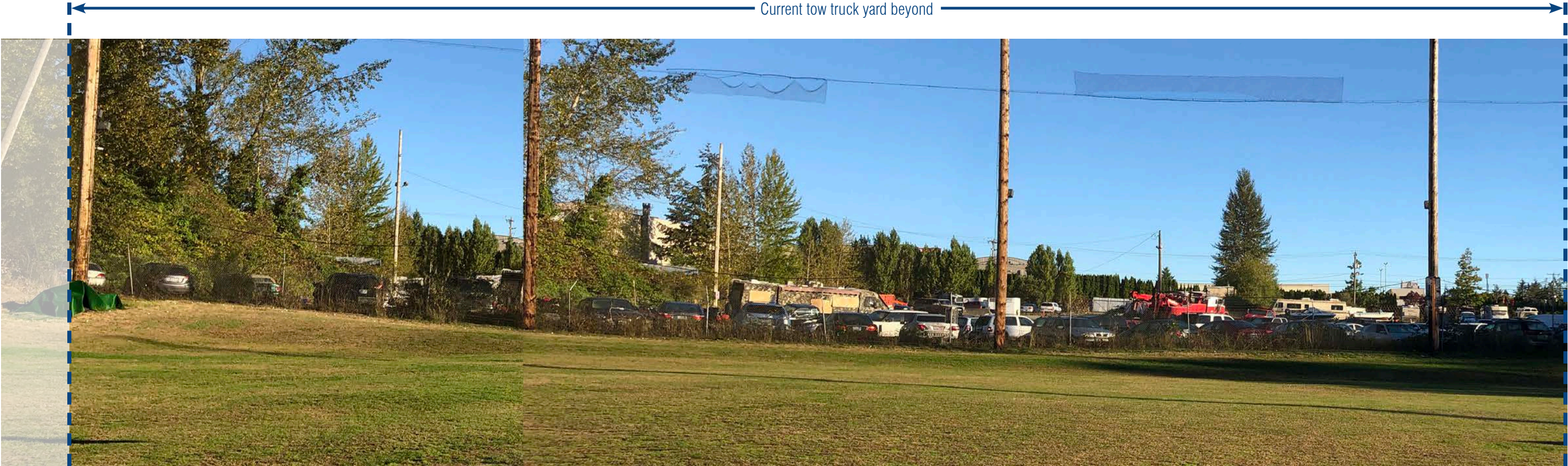


STREET ELEVATION A, CONTINUED



STREET ELEVATION C: NORTH PANHANDLE





SITE ELEVATION D: FACING NORTH

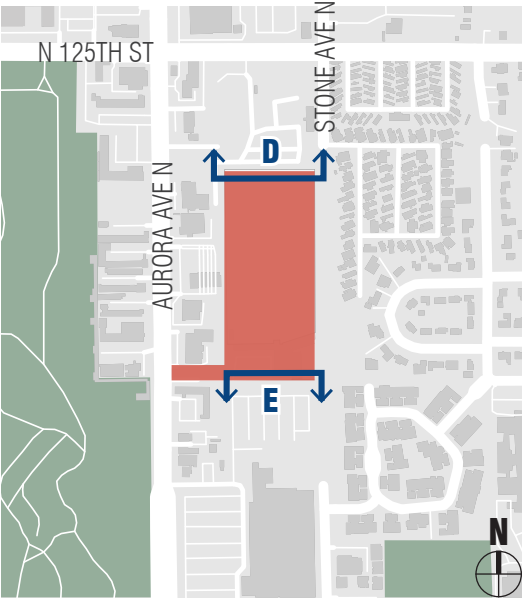
Home Depot parking lot



SITE ELEVATION E: FACING SOUTH



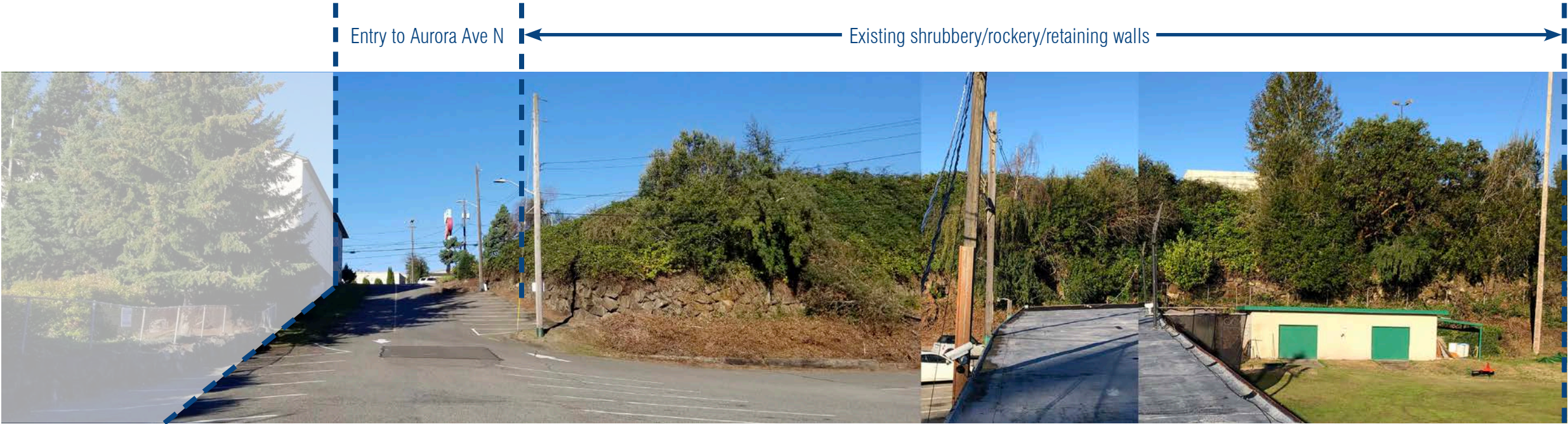
KEY MAP



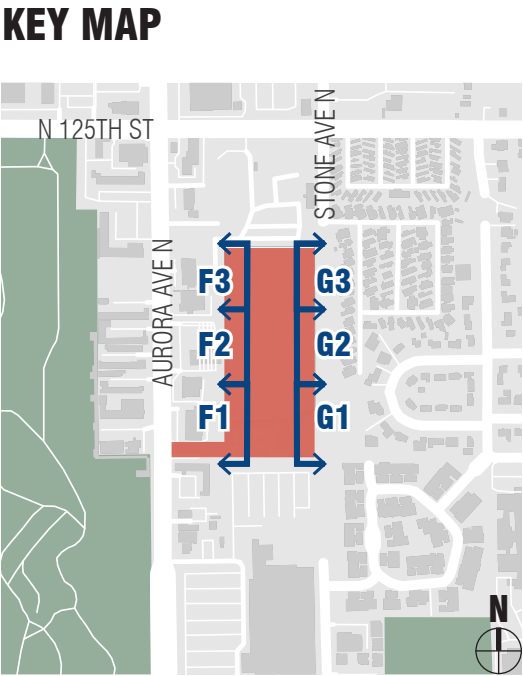
SITE ELEVATION D, CONTINUED



SITE ELEVATION E, CONTINUED



SITE ELEVATION F1: FACING WEST



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



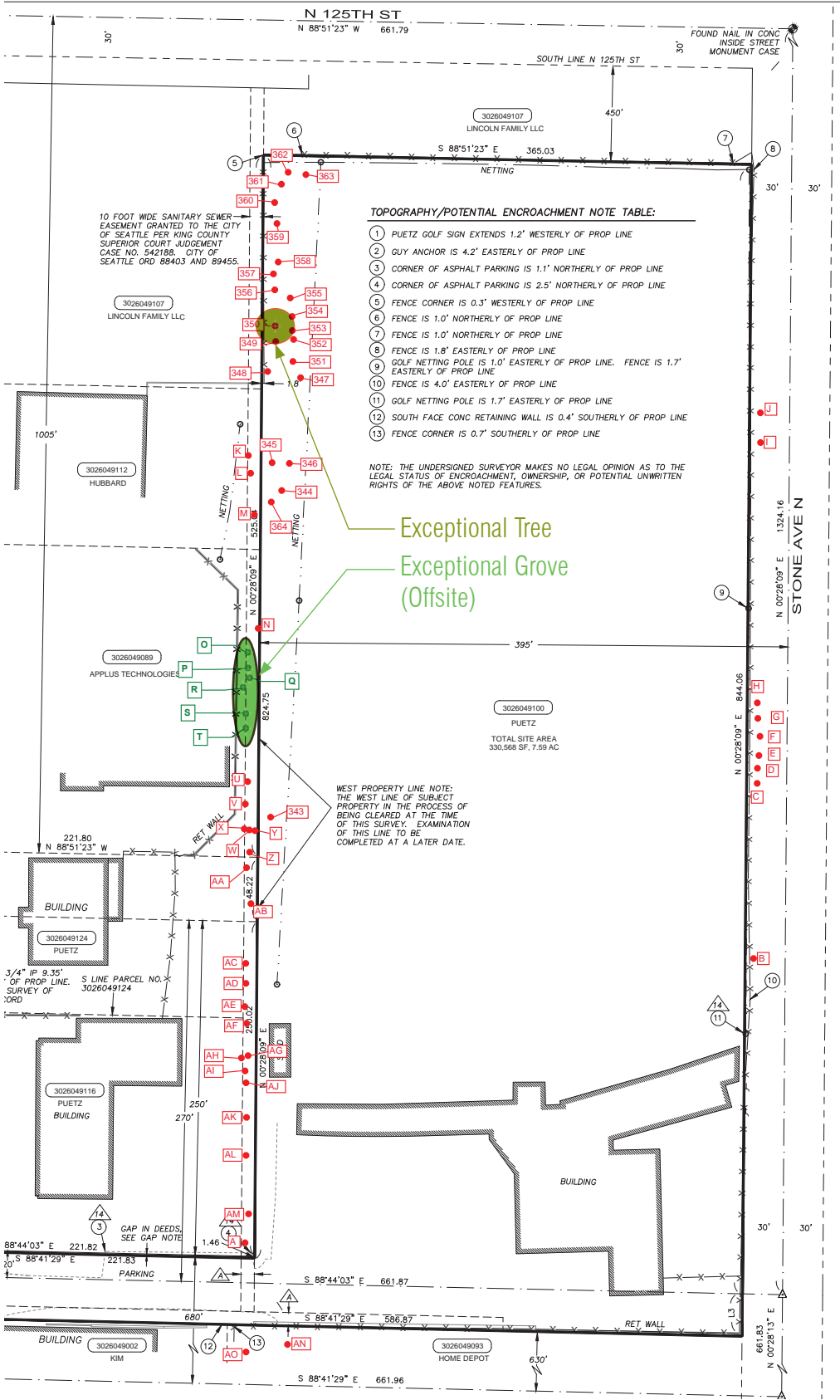
SITE ELEVATION G3: FACING EAST

ARBORIST REPORT FINDINGS

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

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

Tree 350 is an exceptional Pacific Madrone (*Arbutus menziesii*) located immediately adjacent to the western property line with branches that are growing through the protective nylon netting for the driving range. Given it’s proximity to the property line, care will be taken to site buildings away from the critical root zone, allowing for minimal disturbance within the drip line while giving adequate distance for tree protection fencing during the construction phase.



EXCEPTIONAL TREE: PACIFIC MADRONE (#350)

PAGE LEFT INTENTIONALLY BLANK

ZONING

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

ALLOWED USES & HEIGHTS

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

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

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

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

SITE (C1-75)

C1-55

LR3

MIO-50-LR2

NC3-75

C1-40

C1P-75

MIO-50-LR2

NC2-55

NC3P-75

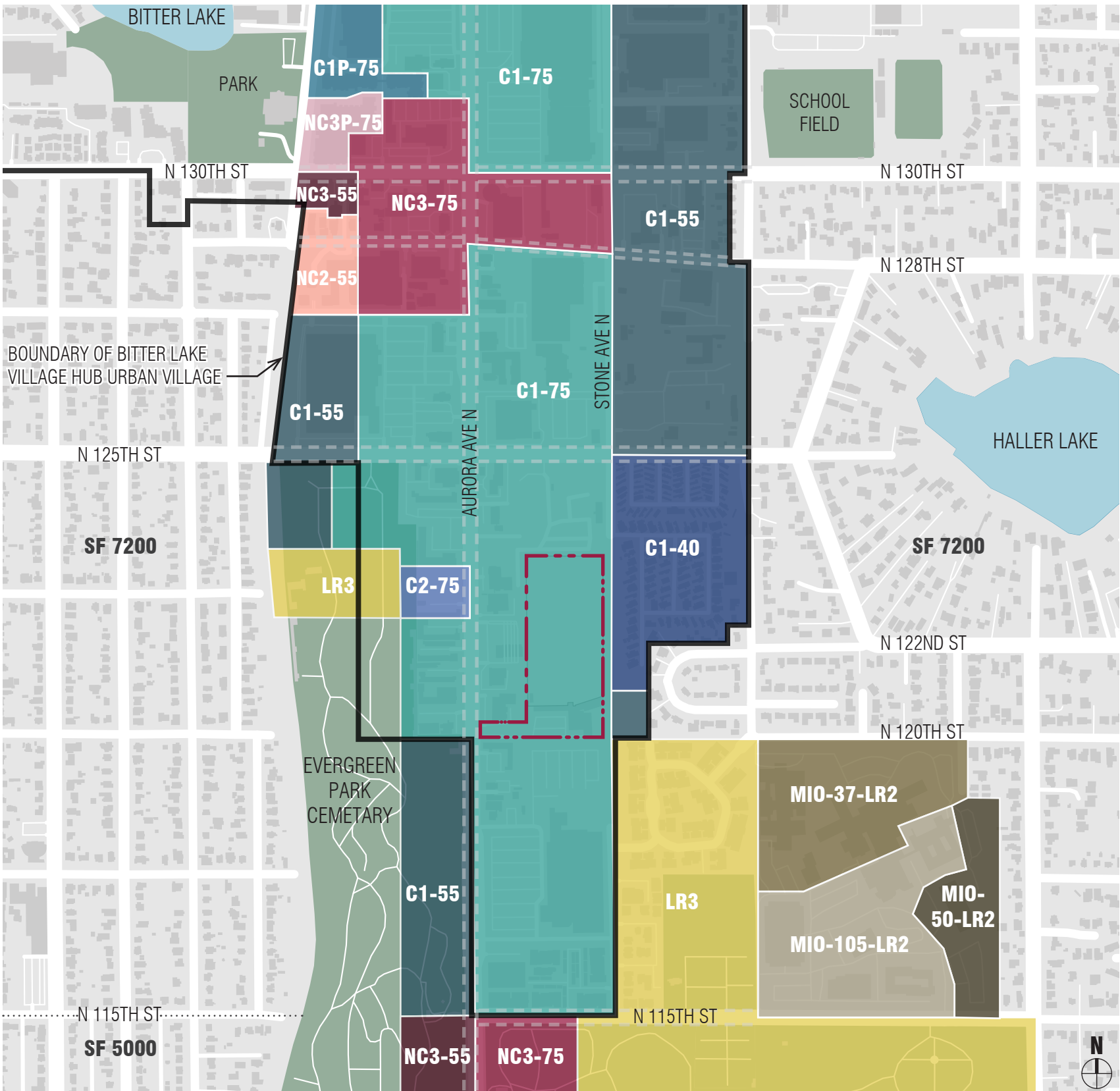
C1-75

C2-75

MIO-37-LR2

NC3-55

SF 7200 OR SF 5000



MAXIMUM BUILDING VOLUME

ZONING: MHA C1-75 (M)



SMC SECTION	PROVISION	SMC SECTION	PROVISION
23.47A.004	PERMITTED USES Residential Uses + Live/Work Units	23.47A.014.C.1	- For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.
23.47A.004.G.3	LIVE/WORK UNITS In Bitter Village Hub, live-work units shall not occupy more than 20 percent of the street-level street-facing façade. Except where expressly treated as a residential use, live-work units shall be deemed a nonresidential use.	23.47A.014.G.5.a	- Fences, freestanding walls, and other similar structures 6 feet or less in height above existing or finished grade, whichever is lower, are permitted in required setbacks. The 6-foot height may be averaged along sloping grade for each 6-foot-long segment of the fence, but in no case may any portion of the fence exceed 8 feet.
23.47.005.C.1.b	STREET-LEVEL USES Residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street facing facade	23.47A.016	LANDSCAPING - Green factor: 0.30 - Street trees are required. Existing street trees shall be retained unless approved by Director of Transportation. - If a lot borders an unopened right-of-way (Stone Ave N) the Director may reduce or waive the street tree requirement along that. - 87 parking spaces = 2,175 sq ft minimum required landscape area. (Required landscape area = 25 sq ft per parking space.)
23.47A.008	STREET LEVEL DEVELOPMENT STANDARDS For Structures that contain Residential uses in C Zones: - Blank facades limited to 20’ in width between 2’ & 8’ above the sidewalk; total of all blank facades may not exceed 40% of façade width. - Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. - Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.	23.47A.016 Table A	
SMC 23.47A.008.D.2	RESIDENTIAL ALONG STREET-LEVEL - The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. (exceptions can be granted) - At least one of the street-level street-facing facades shall have a visually prominent pedestrian entry - The floor of a dwelling unit located along the street-level street-facing façade shall be at least 4’ above or below sidewalk grade or be set back at least 10’ from the SIDEWALK. (Exceptions are possible)	23.47A.024	AMENITY AREA - 5% of the total gross floor area in residential use - Bioretention facilities qualify as amenity areas - Common amenity areas shall have a minimum horizontal dimension of 10ft and no less than 250 sf in size.
23.47A.008.E	LIVE/WORK UNITS - The portion of each live-work unit must be a minimum of 300 square feet and must be located between the street and the residential portion of the live-work unit. - The non-residential portions of the unit shall extend the width of the street-level, street-facing facade, shall extend a minimum depth of 15 feet from the street-level, street-facing facade, and shall not contain any of the primary features of the residential (live) portion of the live-work unit. - Each live-work unit must have a pedestrian entry on the street-facing facade that is designed to be visually prominent and provide direct access to the non-residential portions of the unit	23.47.032	ACCESS TO PARKING - When a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line, for purposes of this section only. Director has indicated Stone Ave N is preferred. - Access is permitted from the street, and limited to one two-way curb cut. - 3 Curb cuts permitted if street frontage of lot is between 240’-360’ (Current: 300’)
23.47A.012	STRUCTURE HEIGHT - 75’ feet base height limit - Additional 4’ allowed for parapets: 79’ - Additional 16’ allowed for stair & elevator penthouses: 91’	23.54.030	AUTOMOBILE PARKING - (Table A) No minimum requirement for nonresidential uses in Urban Village with Frequent Transit - (Table B) No minimum requirement for residential uses in commercial zones within Urban Villages with Frequent Transit
23.47A.013 23.47A.017	FLOOR AREA RATIO (FAR) - 75’: 5.5 - Parking that is within or covered by a structure or portion of a structure and that is within a story that is not underground shall be included in gross floor area calculations.	23.54.015	BICYCLE PARKING - (Table D) 1 space per dwelling unit for multifamily structures, None required for single family structures.
23.47A.014	SETBACKS - Front (south): Zero feet - Side (west & east): Zero feet - Rear (north): Zero feet	23.54.015	PARKING SPACE AND ACCESS STANDARDS - When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles (maximum). The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category - Townhouse Units = large vehicle minimum required
		23.54.040	SOLID WASTE AND RECYCLABLES Residential uses: 100+ = 3575 sf plus 4sf for each additional unit above 100 50 dwelling units (multifamily structure) = 375 sf
		23.58C.040	AFFORDABLE HOUSING - PAYMENT OPTION M1 – Medium Area (Outside Downtown) = \$7.00/sf (RESIDENTIAL) until 2/28/2021 M1 – Medium Area (Outside Downtown) = \$7.00/sf (COMMERCIAL) until 2/28/2021
		23.58C.050	AFFORDABLE HOUSING - PERFORMANCE OPTION M1 – Medium Area (Outside Downtown) = 5% (RESIDENTIAL) M1 – Medium Area (Outside Downtown) = 5% (COMMERCIAL)

ARCHITECTURAL CONTEXT CHARACTER

CS3-A4 - EVOLVING NEIGHBORHOODS

In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS2-B1 - SITE CHARACTERISTICS

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

CS2-D1 - EXISTING DEVELOPMENT AND ZONING

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

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

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

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

CONNECTIVITY

PL1-A1 - ENHANCING OPEN SPACE

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

PL1-A2 - ADDING TO PUBLIC LIFE

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

PL1-B1 - PEDESTRIAN INFRASTRUCTURE

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

CS1-D2 - OFF-SITE FEATURES

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

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

A main project goal is to create a pedestrian infrastructure for this large site that compliments the townhome block layout. In response, the design offers a through-block pedestrian connection that traverses the site from North to South to encourage neighboring between the residents and to the undeveloped portion of Stone Ave N.

The design enhances the undeveloped Stone Ave N right-of-way by formalizing and enlarging SPU drainage facility to handle future rainstorm events and establish a new 8’ wide non-motorized ‘nature trail’ that will connect both developed ends of Stone Ave N. The townhome block would connect to the ‘nature trail’ as well that will make the undeveloped portion of Stone Ave N an open space amenity for the development and greater community.



STREET LEVEL CONNECTION

PL2-B2 - LIGHTING FOR SAFETY

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

PL3-A1d - INDIVIDUAL ENTRIES TO GROUND-RELATED HOUSING

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

PL3-B1 - SECURITY AND PRIVACY

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

PL3-B2 - GROUND-LEVEL RESIDENTIAL

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

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

DC1-C2-C3 - MULTIPLE USES

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

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

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

The driveways are designed as woonerfs to separate through traffic from the unit-access traffic. We have determined the unit-access vehicular pathways will be treated as shared-use woonerfs and will be designed to encourage slower traffic and pedestrian use. By creating this separation, it will create a seamless transition for a pedestrian to find their way to all parts of the site safely including the improved storm water detention pond.



MASSING & MATERIALITY

DC2-C2 A1. SITE CHARACTERISTICS AND USES

Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

DC2-B1. FAÇADE COMPOSITION

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

DC2-C1 VISUAL DEPTH AND INTEREST

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

DC2-D1 HUMAN SCALE

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

DC4-A1 - EXTERIOR FINISH MATERIALS

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

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

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



OPEN SPACE

CS1-B2 - DAYLIGHT & SHADING

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

DC3-A1 - INTERIOR/EXTERIOR FIT

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

DC3-B3 - CONNECTIONS TO OTHER OPEN SPACE

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

DC3-B4 - MULTIFAMILY OPEN SPACE

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

DC3-C3 - SUPPORT NATURAL AREAS

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

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

Our approach is to create a community environment that provides all residents with access to usable and desirable open space distributed throughout the site through the use of courtyards and pedestrian friendly paving that provides additional shared-use open space (or woonerfs) in residential driveways and the midrise parking area.

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



MAJOR DESIGN INFLUENCES

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

1. BUILDING ENVELOPE

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

2. SITE CONNECTION OPPORTUNITIES

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

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

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

4. LEVERAGE TOPO / NATURAL BUFFERS TO INCOMPATIBLE ADJACENCIES

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

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

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

6. PROVIDE A VARIETY OF CONNECTED QUALITY LANDSCAPED OPEN AREAS

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

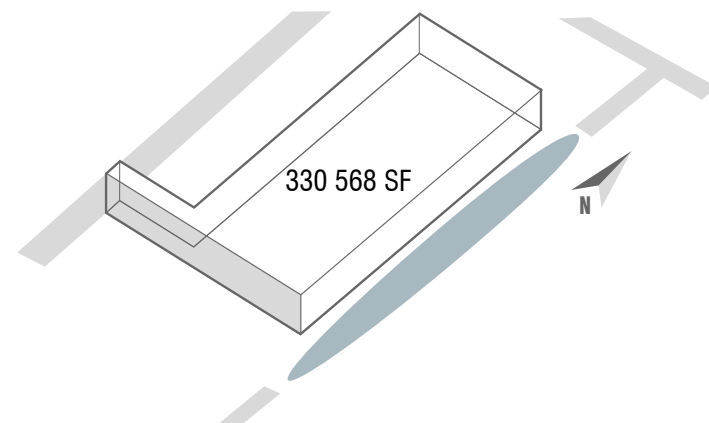
7. PRIORITIZE PEDESTRIAN CONNECTIVITY THROUGH A NETWORK OF PATHS

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

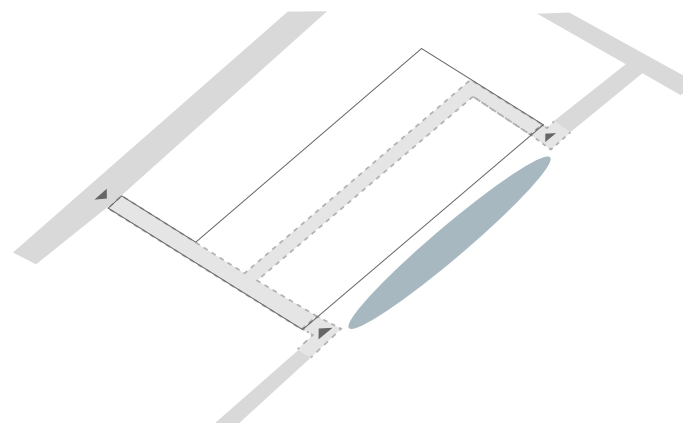
8. ORIENT BUILDINGS AND SPACES TO ENHANCE VIEWS TO NATURAL AREAS AND TO OPTIMIZE SOLAR ACCESS

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

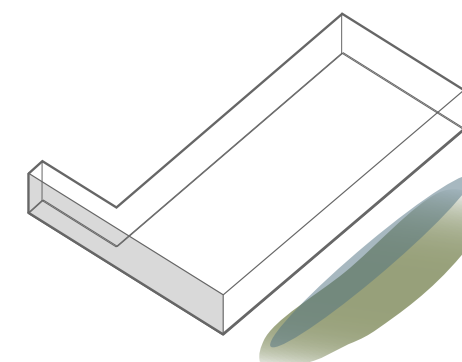
1. BUILDING ENVELOPE



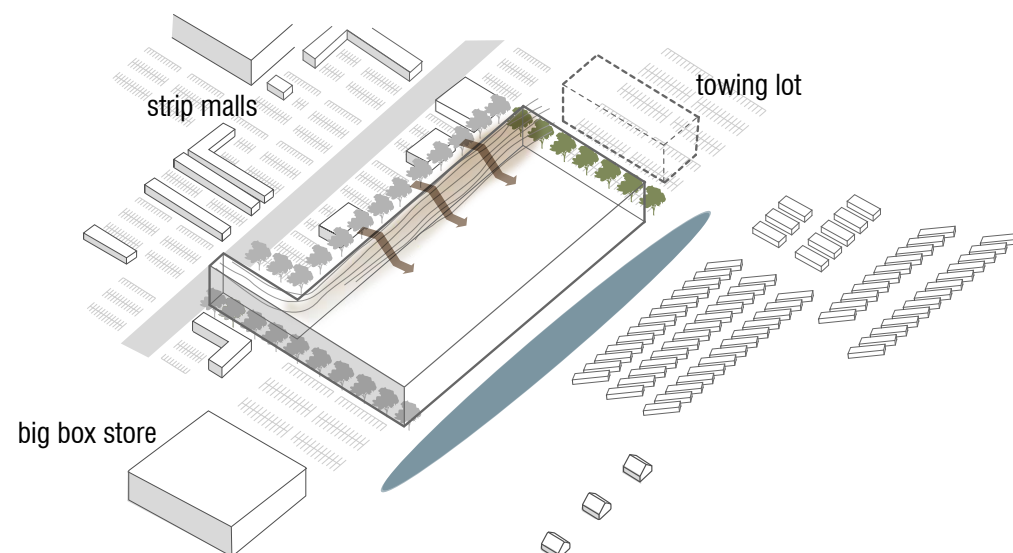
2. SITE CONNECTION OPPORTUNITIES



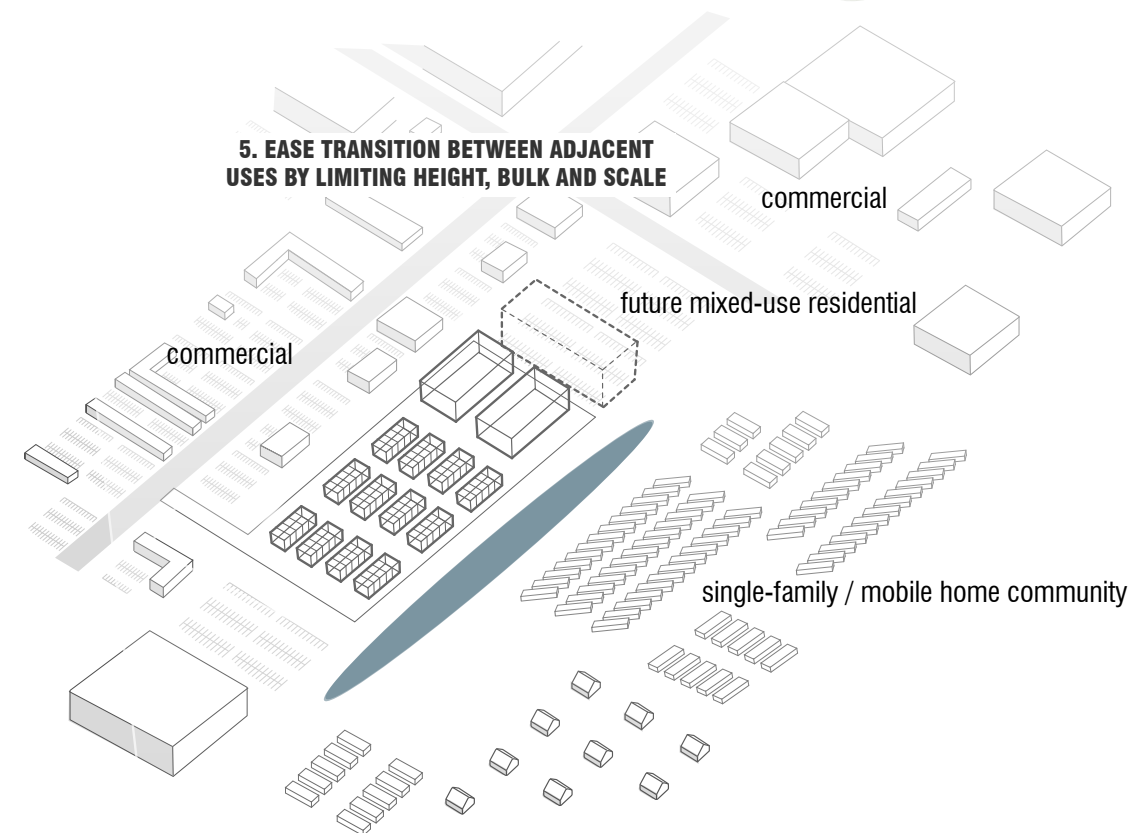
3. TRANSFORM UNDEVELOPED WATER DETENTION FACILITY INTO AN ENHANCED LANDSCAPED PROJECT FEATURE



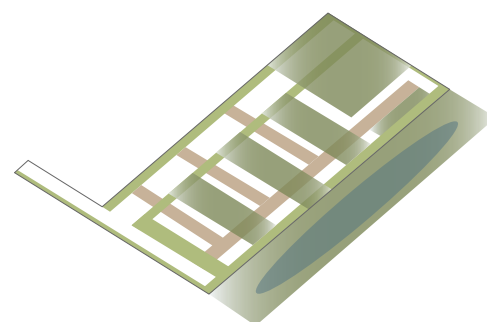
4. LEVERAGE TOPO / NATURAL BUFFERS TO INCOMPATIBLE ADJACENCIES



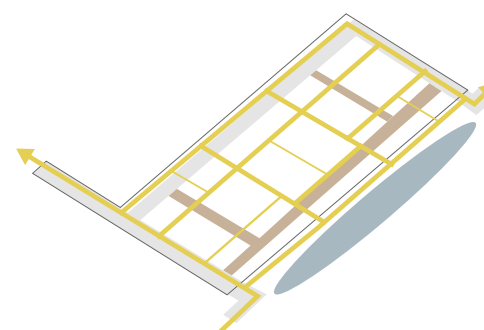
5. EASE TRANSITION BETWEEN ADJACENT USES BY LIMITING HEIGHT, BULK AND SCALE



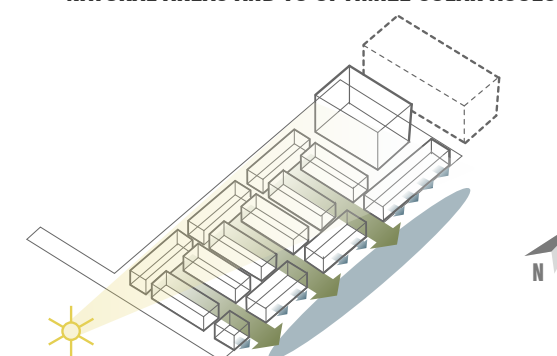
6. PROVIDE A VARIETY OF CONNECTED QUALITY LANDSCAPED OPEN SPACES



7. PRIORITIZE PEDESTRIAN CONNECTIVITY THROUGH A NETWORK OF PATHS



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



SITE PLAN ITERATIONS

The large size of the property gave us the unique opportunity to explore a wide variety of variations based on the developers program goals. The exercise gave us a deep understanding of the site’s opportunities, constraints, and adjacencies.



Open Courtyard



Porous Courtyards



Central Block Parks



Multifamily Bar Bell



Two Multifamily Buildings on SW



One N-S Multifamily Bulding



One E-W Multifamily Bulding



All Townhome Variation 1



All Townhome Variation 2



All Townhome Variation 3

PAGE LEFT INTENTIONALLY BLANK

5.0

DESIGN CONCEPTS

DESIGN OPTION 1 - ‘CENTRAL DRIVE’ (CODE COMPLIANT)

A centrally located North-South oriented drive is emphasized in this code compliant option. It bisects the site with groupings of townhouses to the east and west, which are accessed off of dead-end drive aisles. The multifamily unit buildings are located in the Northwest corner of the site, reducing their presence as viewed from the street frontage and pedestrian corridor along Stone Avenue N. In this option, site circulation is clearly delineated between vehicular and pedestrian uses. Pedestrian walkways would feel safe but the central spine could encourage driving at faster speeds.

PROS

- Minimizes vehicular circulation area compared to other options
- Good amount of open space in each townhome pod and distribution of site parking throughout site.
- Multifamily buildings use slope grading to diminish sense of height.
- Good massing transition between higher density to north and west and single-family community to the east.

CONS

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

ZONING CODE INFORMATION

HEIGHT	75' BASE HT LIMIT
	75' HT PROPOSED AT MIDRISE BUILDINGS
	40' HT PROPOSED AT TOWNHOUSES
SETBACK	0' MIN REAR
	0' MIN SIDE
	0' MIN FRONT
	PORTIONS OF STRUCTURES ABOVE 65' MUST BE SET BACK FROM A FRONT LOT LINE BY AN AVERAGE DEPTH OF 8'
FLOOR AREA RATIO	452,882 GSF / 330,568 SF = 1.37 FAR (5.5 MAX)
AMENITY AREA	68,000 SF (21,275 SF MIN)



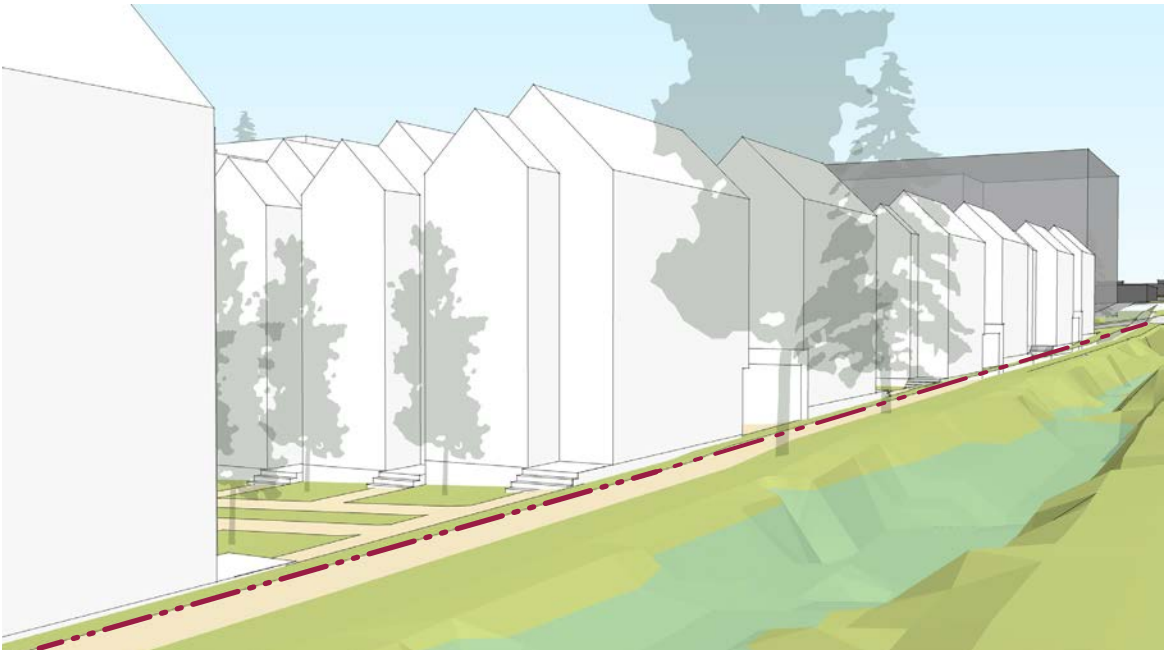
DESIGN OPTION 1 - SOUTHWEST AERIAL VIEW



DESIGN OPTION 1 - TOWNHOUSE DEVELOPMENT VIEWS



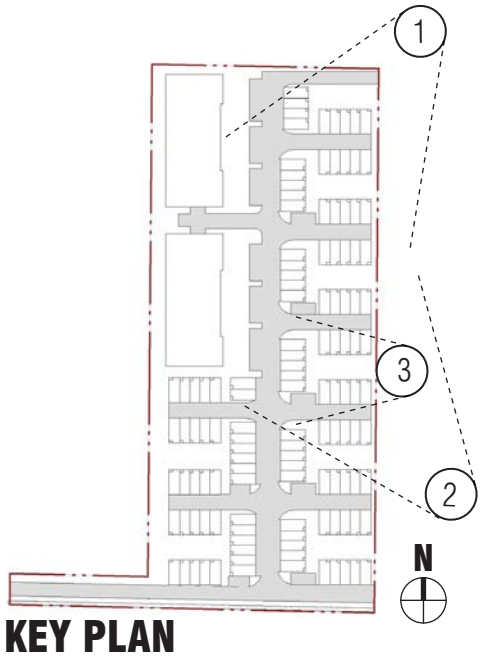
① **STONE AVE N FRONTAGE - NORTHEAST**



② **STONE AVE N FRONTAGE - SOUTHEAST**



③ **TYPICAL COURTYARD AT TOWNHOUSES**

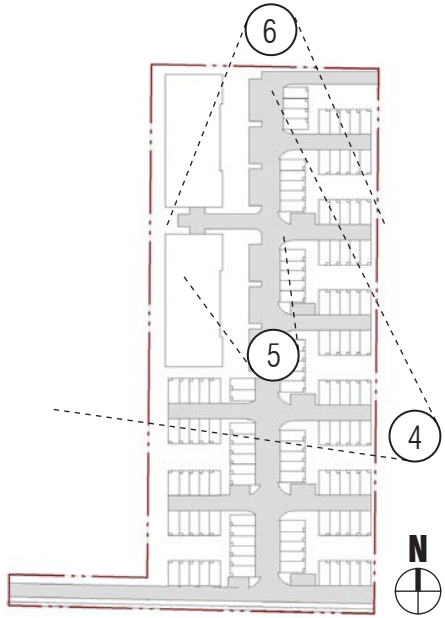


KEY PLAN

DESIGN OPTION 1 - MULTIFAMILY DEVELOPMENT VIEWS



④ MULTIFAMILY BUILDINGS - AERIAL VIEW



KEY PLAN

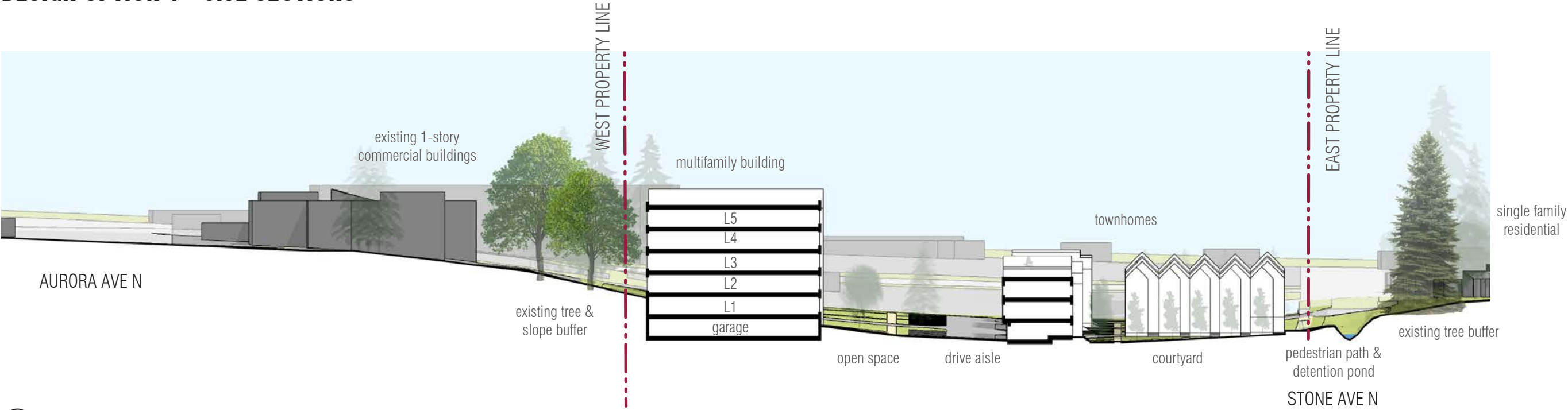


⑤ CENTRAL DRIVE LOOKING NORTH

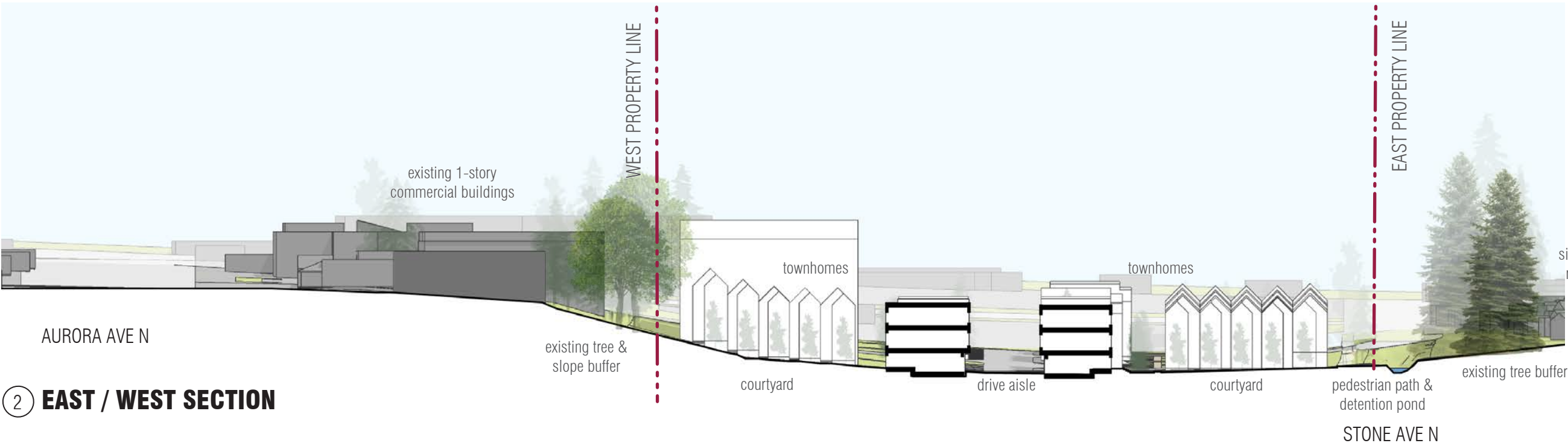


⑥ CENTRAL DRIVE LOOKING SOUTH

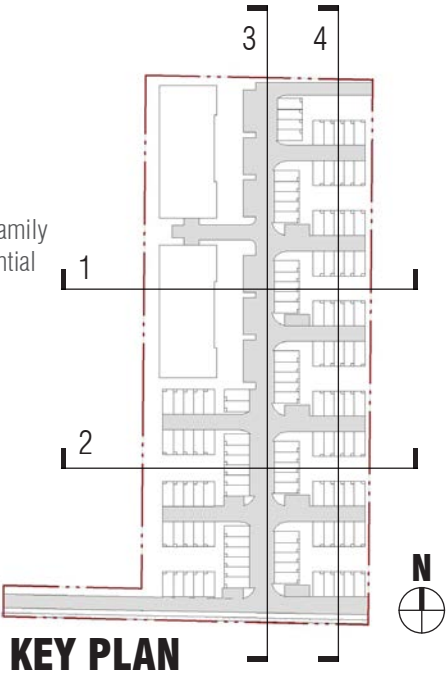
DESIGN OPTION 1 - SITE SECTIONS



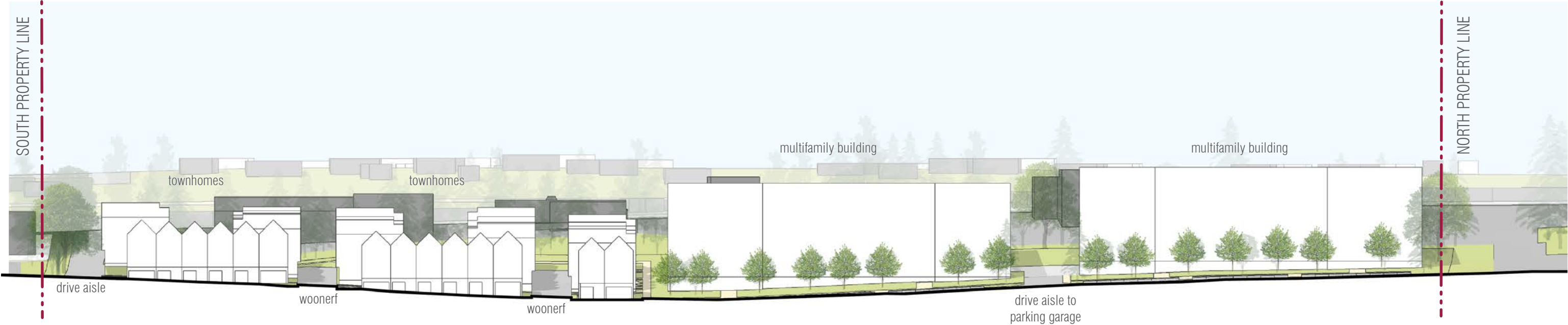
1 EAST / WEST SECTION



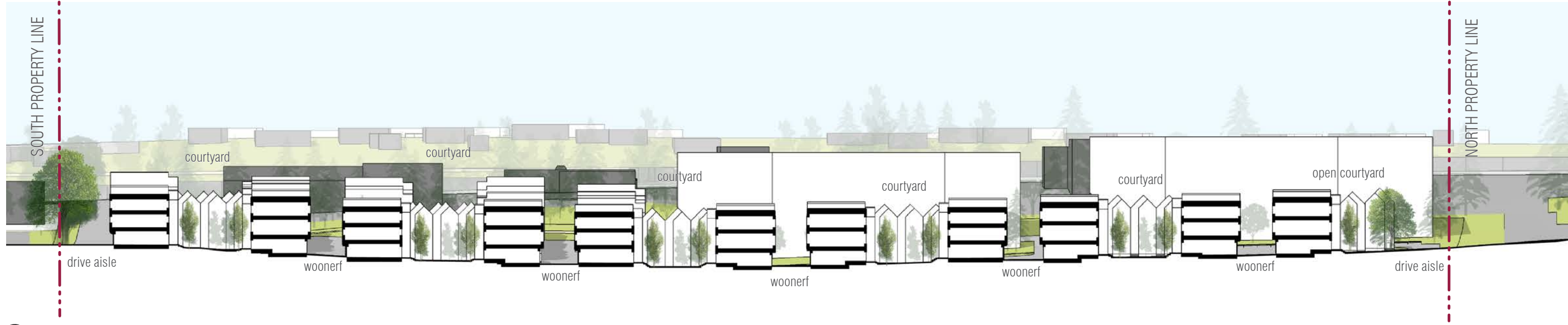
2 EAST / WEST SECTION



DESIGN OPTION 1 - SITE SECTIONS



3 NORTH / SOUTH SECTION THROUGH CENTRAL AISLE



4 NORTH / SOUTH SECTION THROUGH TOWNHOUSE COURTYARDS

DESIGN OPTION 1 - TRANSPORTATION DIAGRAM

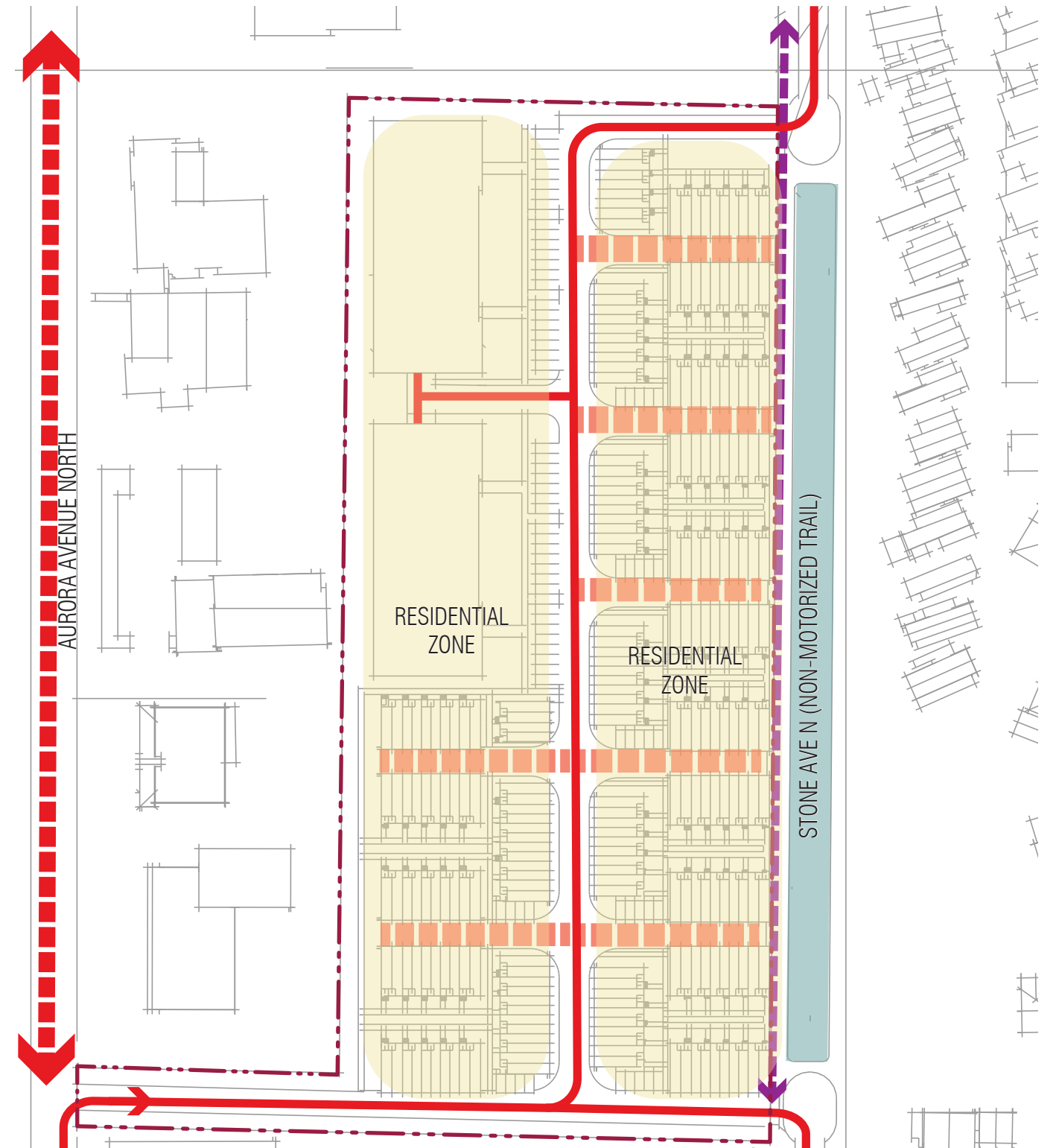
A centrally located North-South oriented drive is emphasized in this code compliant option. It bisects the site with groupings of townhouses to the east and west, which are accessed off of dead-end drive aisles.

TAKEAWAYS

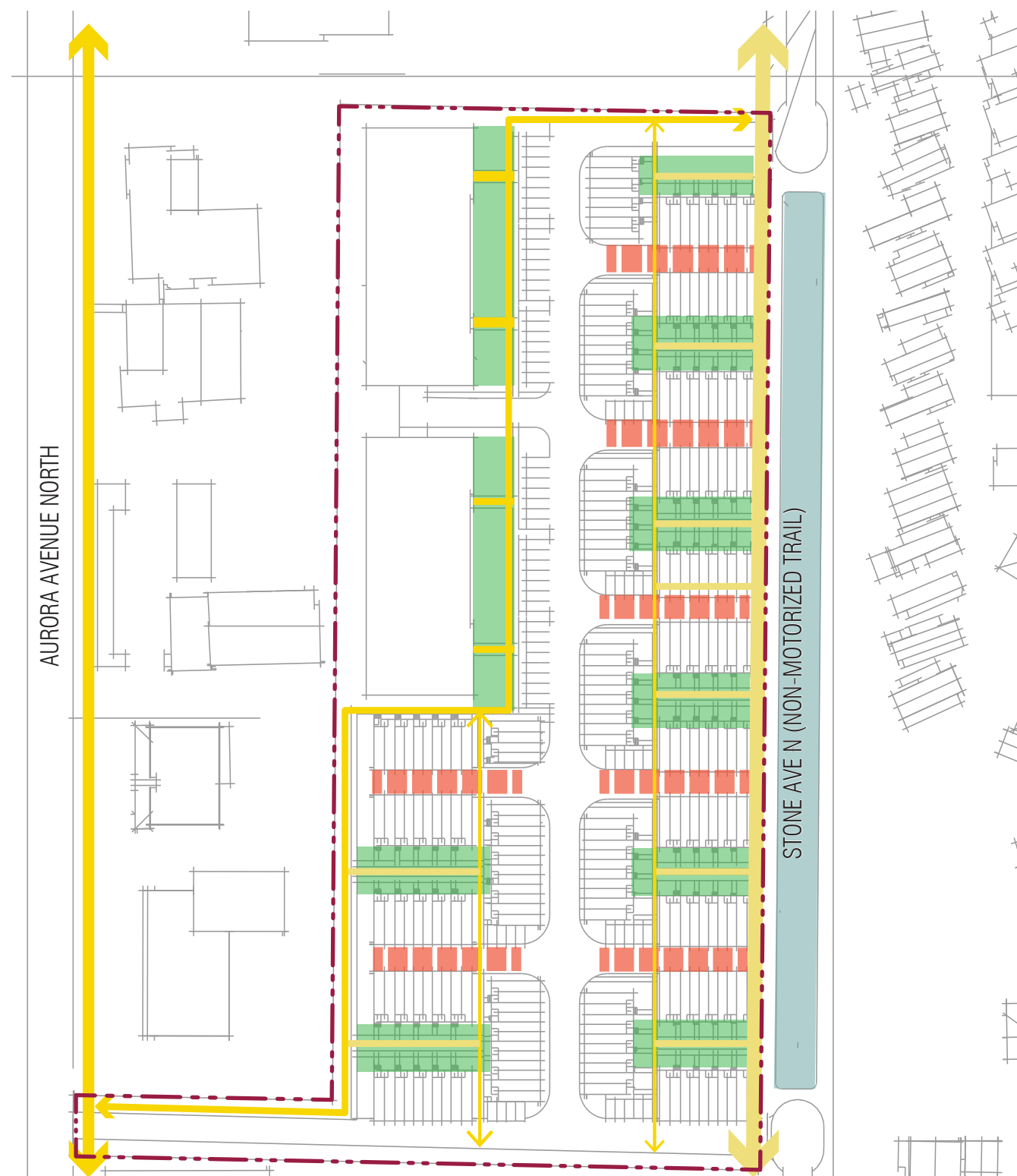
- Restricting use of the Aurora Ave N entry to a 'right turn in only' will limit dangerous traffic crossings occurring on busy Aurora Ave N.
- Maintaining the right turn off of Aurora Ave N will also serve as an emergency vehicle entry only.
- Central vehicular drive minimizes vehicular circulation through site.
- Beautify the existing non-motorized trail with improved surfaces, landscaping and other flourishes to invite bikers around community and residents to use this as a path to get to the city protected bike lanes on N 125th which eventually leads to the Interurban Trail

KEY

- █ Vehicular
- █ Woonerf/Shared
- █ Bicycle
- █ Stormwater Detention



DESIGN OPTION 1 - PEDESTRIAN DIAGRAM



KEY

- Open Space
- Pedestrian
- Woonerf/Shared
- Stormwater Detention

TAKEAWAYS

- Locating woonerfs through the residential E-W access drives will create spaces that are welcoming to pedestrians but also allow drivers to pass. This will note to drivers that this is a private area. Design cues in the street will also tell the driver to slow down.
- Locating courtyards off of non-motorized trail gives the sense of a larger open space.
- Courtyards feed into non-motorized trail to provide a semi-private transition to the townhome's front doors.
- Pedestrian connection east-west is not present.
- Minor sidewalks connecting each courtyard encourages connectivity between townhome clusters
- Large open space fronting multifamily buildings encourages security.

DESIGN OPTION 1 - SOLAR STUDY



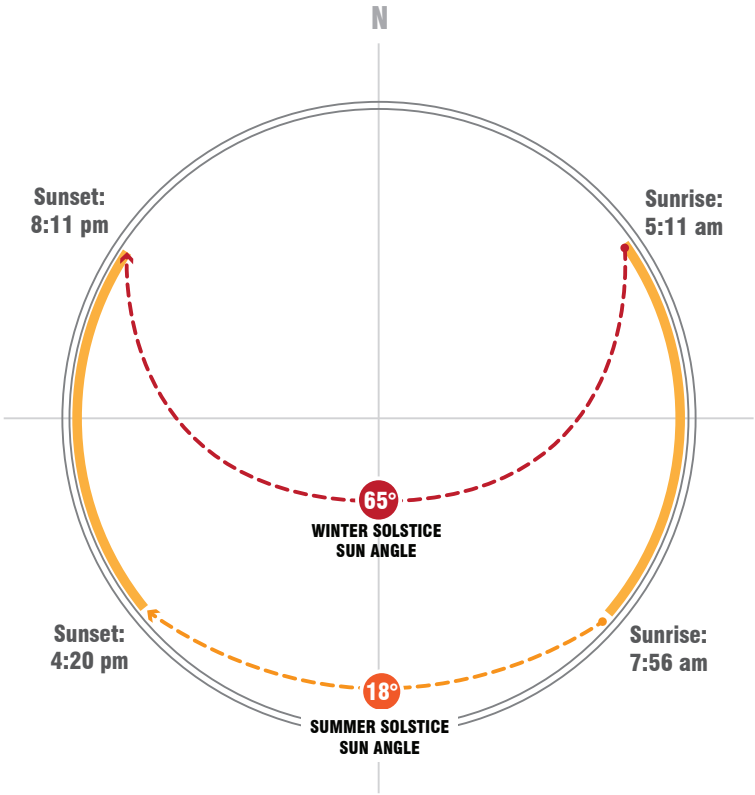
JUNE 21ST 9 AM



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



PAGE LEFT INTENTIONALLY BLANK

5.0

DESIGN CONCEPTS

DESIGN OPTION 2 - THE ‘MIDWAY’

This option orients the townhomes north-south to create two linear parks to encourage neighboring and a central woonerf spine (The Midway) that connects to the non-motorized path along Stone Ave N. Since the Midway is not bordered by garages, the spine can be playful and pedestrian focused. The eastern townhomes face Stone Ave N to provide security of the non-motorized path. The extension of Stone Ave N at the site’s Northwest corner is longer in this option than the other two options, and the Multifamily building fronts onto it. This will require a departure from the code section regarding commercial uses at street frontages.

PROS

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

CONS

- Poor solar access of townhomes and multifamily buildings.
- Courtyards are narrow and not as usable as other options; Multifamily doesn’t have direct access to usable open space.
- Parking not spread throughout site.
- Option has more space dedicated to roads; connectivity east to west is limited.
- More garages back out to thoroughfares

ZONING CODE INFORMATION

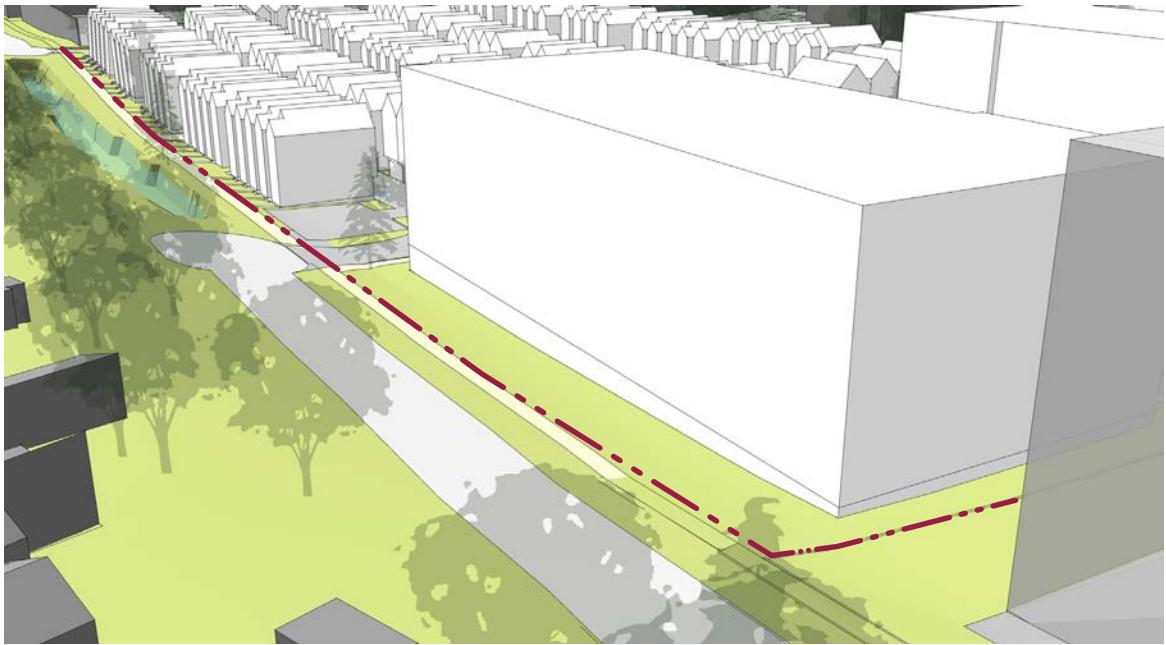
HEIGHT	75’ BASE HT LIMIT
	75’ HT PROPOSED AT MIDRISE BUILDINGS
	40’ HT PROPOSED AT TOWNHOUSES
SETBACK	0’ MIN REAR
	0’ MIN SIDE
	0’ MIN FRONT
	PORTIONS OF STRUCTURES ABOVE 65’ MUST BE SET BACK FROM A FRONT LOT LINE BY AN AVERAGE DEPTH OF 8’
FLOOR AREA RATIO	440,000 GSF / 330,568 SF = 1.3 FAR (5.5 MAX)
AMENITY AREA	47,000 SF (19,850 SF MIN)



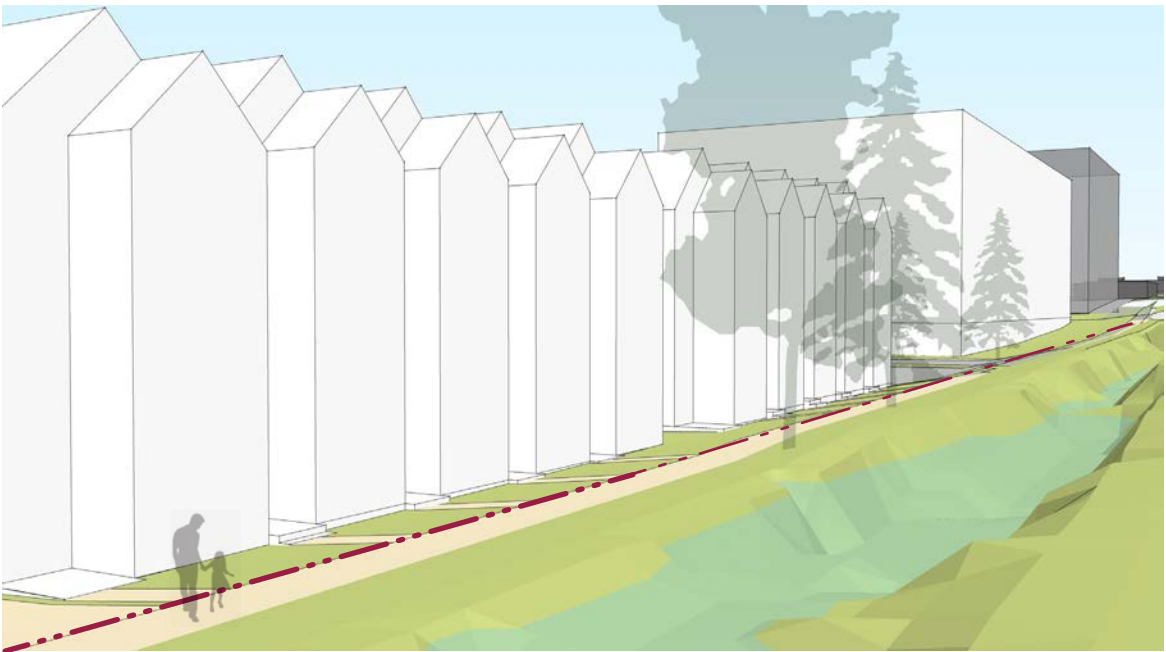
DESIGN OPTION 2 - SOUTHWEST AERIAL VIEW



DESIGN OPTION 2 - TOWNHOUSE DEVELOPMENT VIEWS



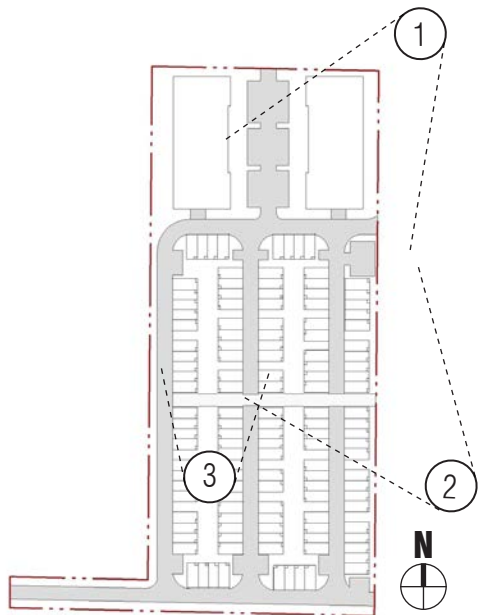
① **STONE AVE N FRONTAGE - NORTHEAST**



② **STONE AVE N FRONTAGE - SOUTHEAST**

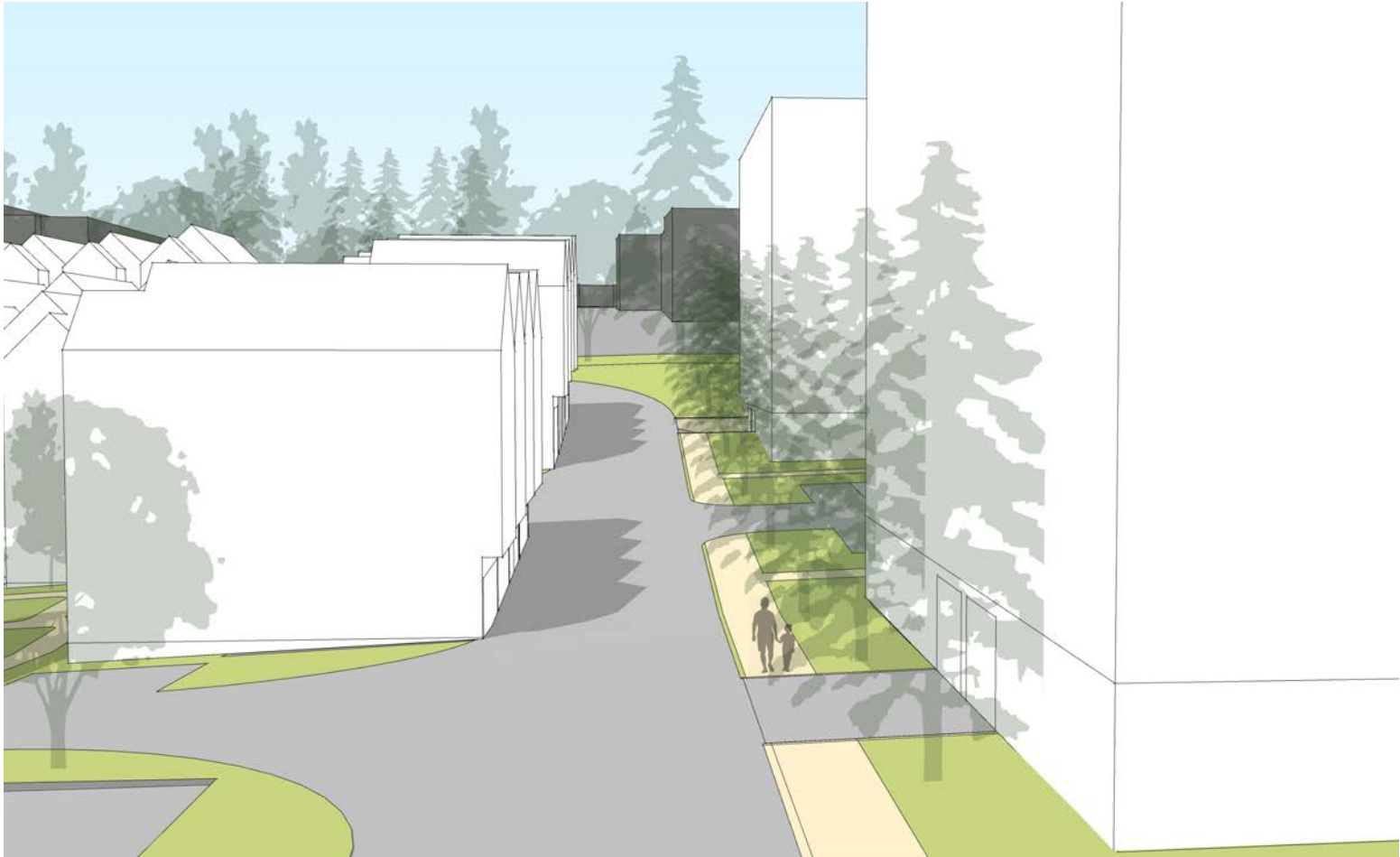


③ **TYPICAL COURTYARD AT TOWNHOUSES**

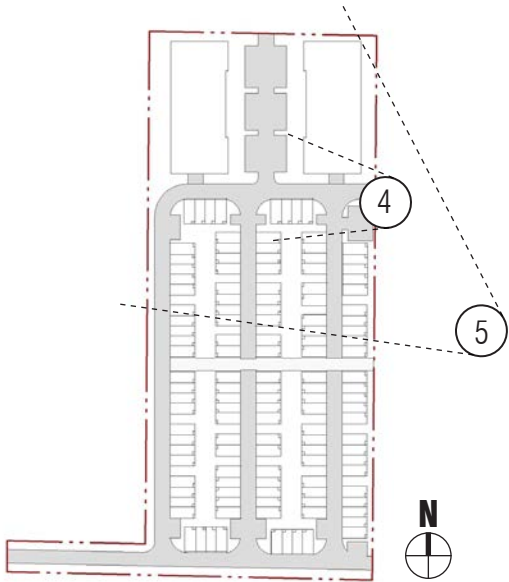


KEY PLAN

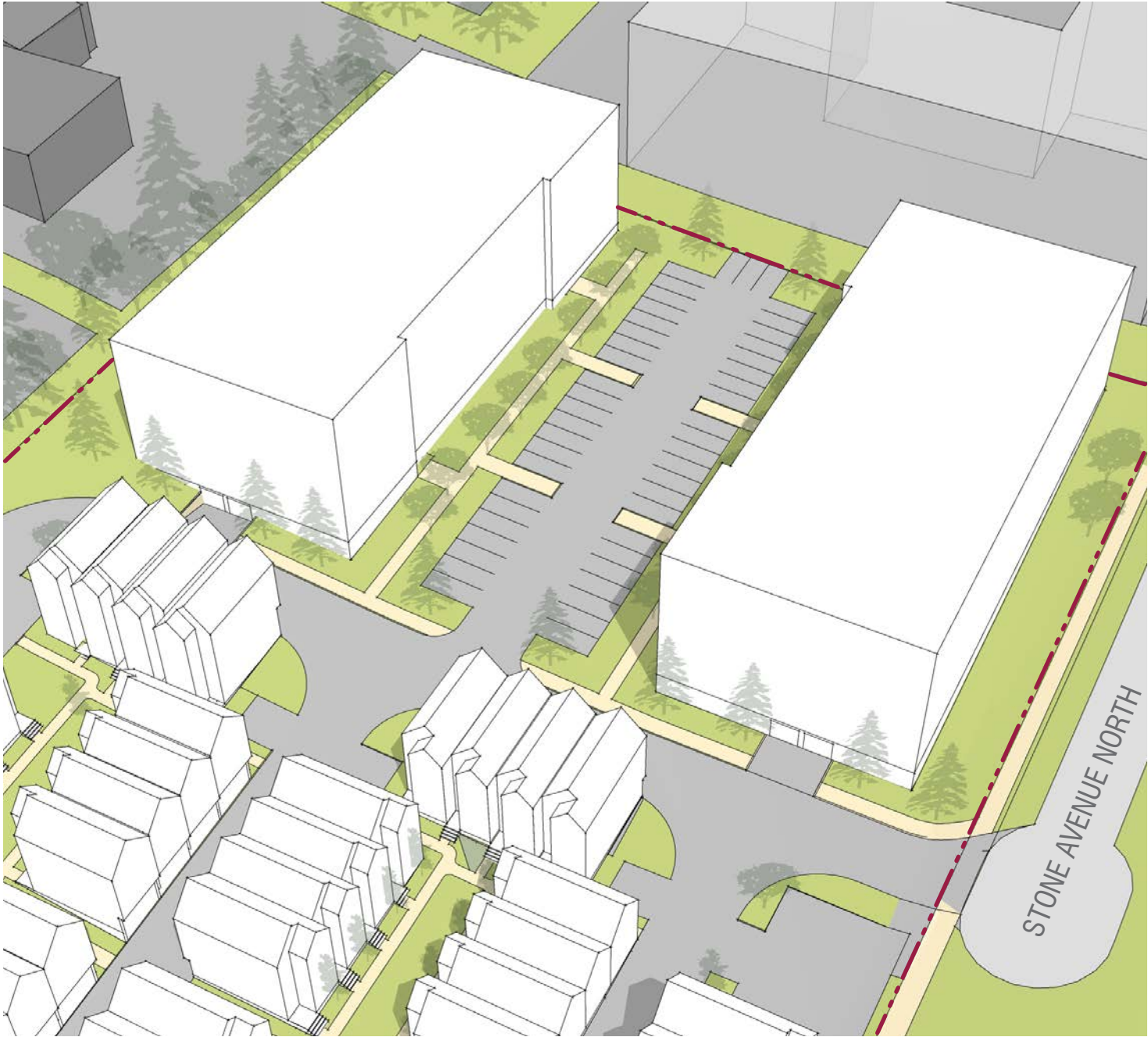
DESIGN OPTION 2 - MULTIFAMILY DEVELOPMENT VIEWS



④ TRANSITION FROM MIDRISE BUILDINGS TO TOWNHOUSES

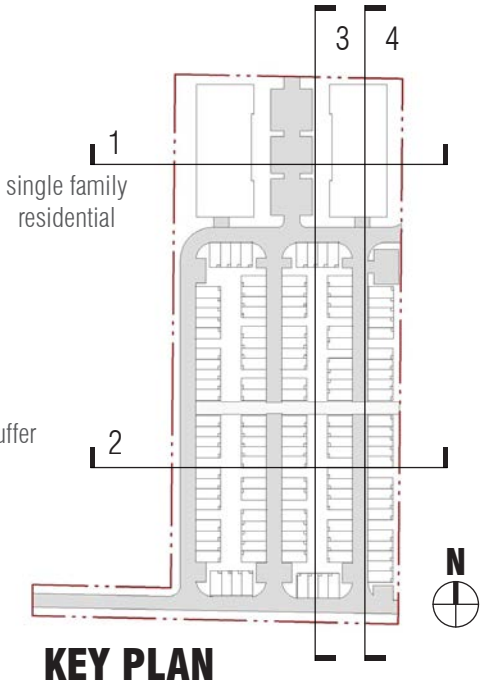
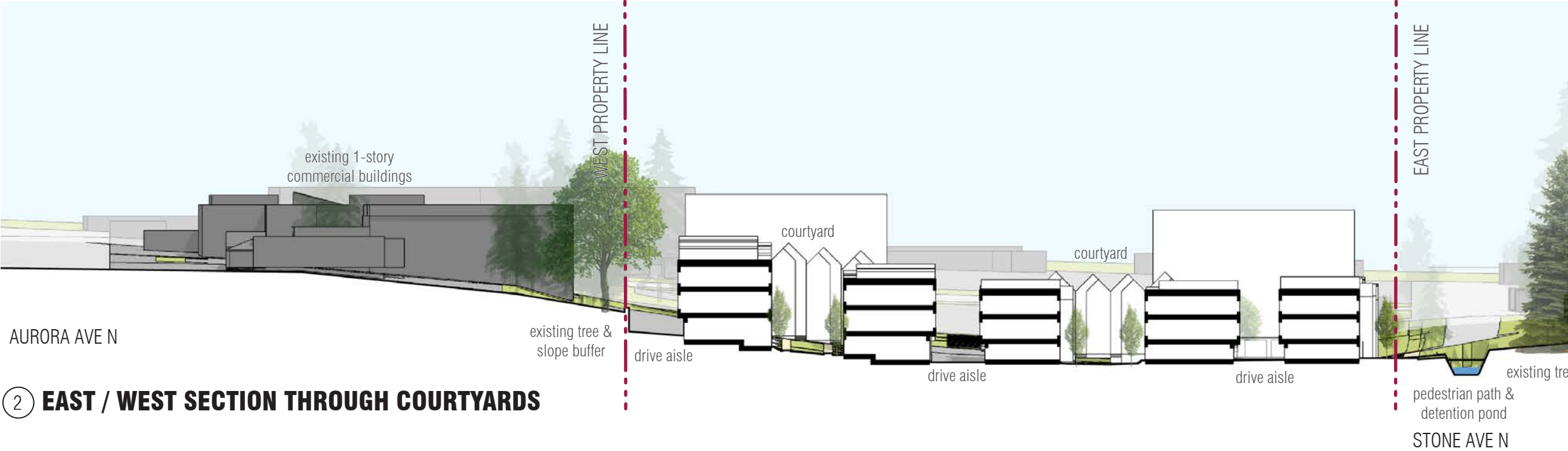
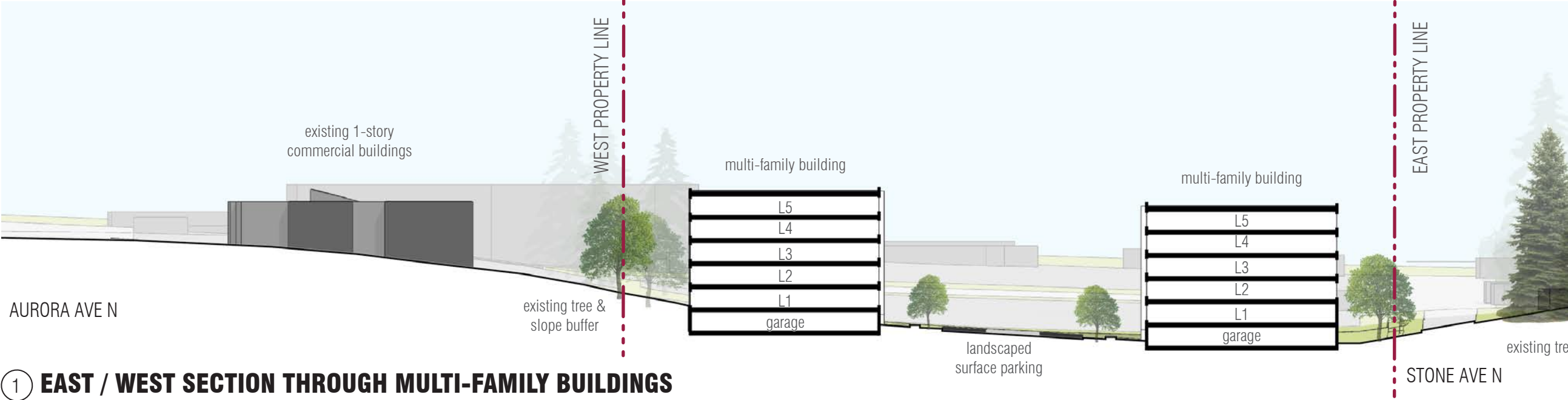


KEY PLAN

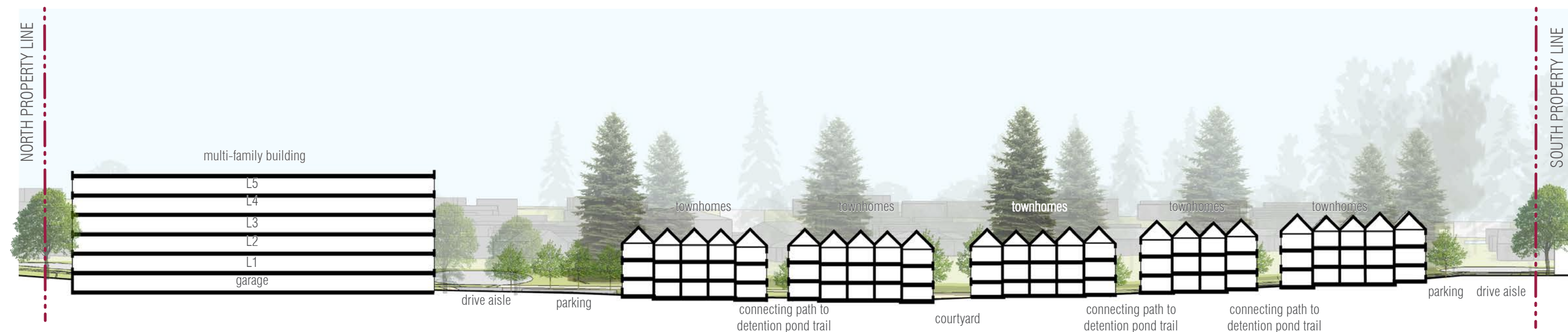


⑤ MULTIFAMILY BUILDINGS - AERIAL VIEW

DESIGN OPTION 2 - SITE SECTIONS



DESIGN OPTION 2 - SITE SECTIONS



③ NORTH / SOUTH SECTION THROUGH BUILDINGS ALONG STONE AVENUE



④ NORTH / SOUTH SECTION THROUGH COURTYARD

DESIGN OPTION 2 - TRANSPORTATION DIAGRAM

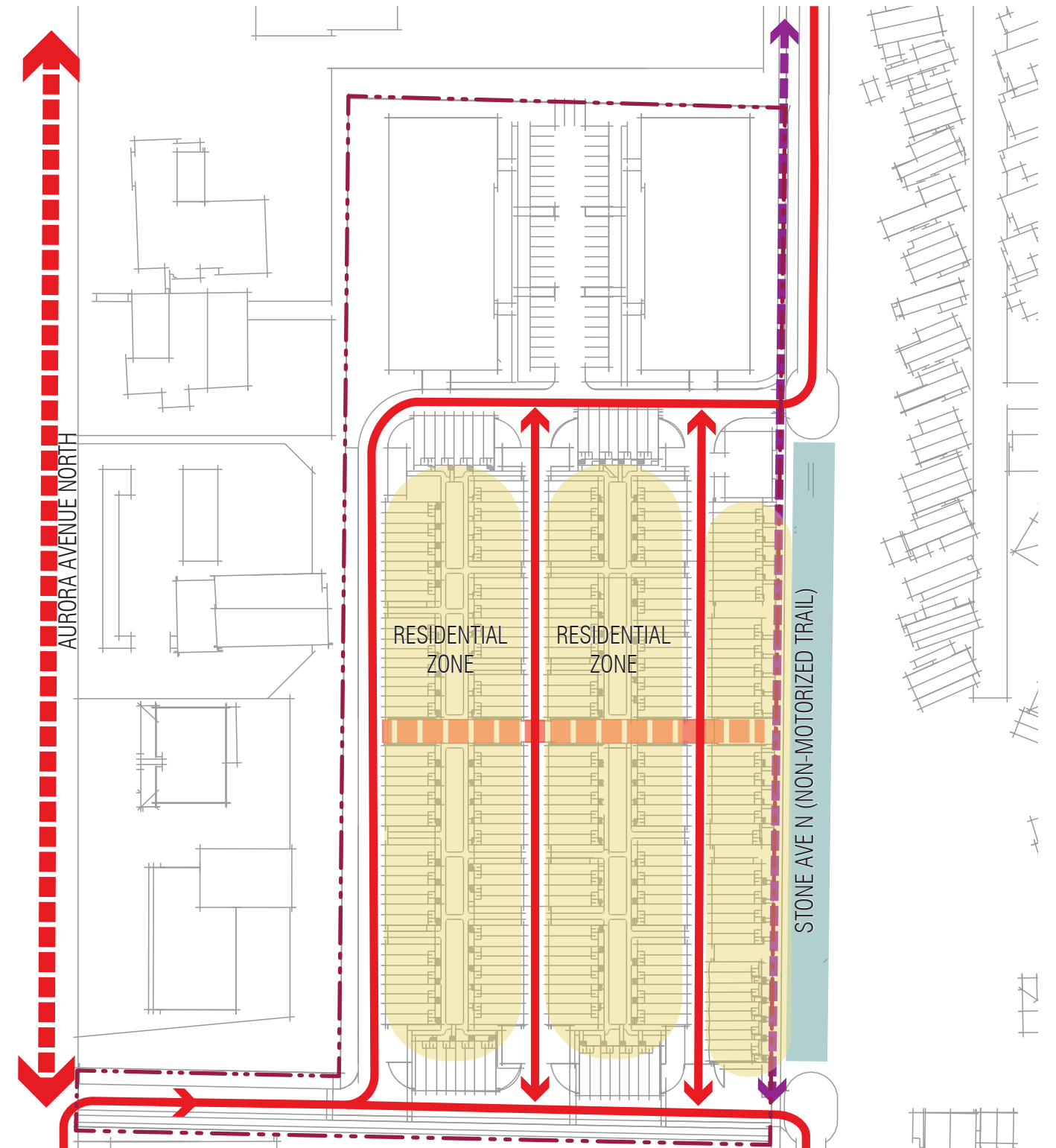
This option orients the townhomes north-south to create two linear parks to encourage neighboring and a central woonerf spine (The Midway) that connects to the non-motorized path along Stone Ave N.

TAKEAWAYS

- Restricting use of the Aurora Ave N entry to a 'right turn in only' will limit dangerous traffic crossings occurring on busy Aurora Ave N.
- Maintaining the right turn off of Aurora Ave N will also serve as an emergency vehicle entry point.
- Vehicular traffic separates the site into 4 sections but minimizes intrusion into the townhome courtyards in contrast to the other options.
- Central woonerf creates informal vehicular shortcut for residents to traverse the site.
- Beautify the existing non-motorized trail with improved surfaces, landscaping and other flourishes to invite bikers around community and residents to use this as a path to get to the city protected bike lanes on N 125th which eventually leads to the Interurban Trail

PLAN

- █ Vehicular
- █ Woonerf/Shared
- █ Bicycle
- █ Stormwater Detention



DESIGN OPTION 2 - PEDESTRIAN DIAGRAM



PLAN

- Open Space
- Pedestrian
- Woonerf/Shared
- Stormwater Detention

- TAKEAWAYS**
- Locating woonerf in the middle of the site gives a central point to access the non-motorized trail and opportunities for community events, block parties, etc.
 - Since garages are not fronting this woonerf there is an opportunity to play with space to emphasize pedestrian use.
 - E-W paths offset to encourage residents to use the 'Midway' but creates opportunities to 'bump' into each other which can encourage community.
 - The site design creates a repetition to improve walkability by eliminated long monotonous straight paths
 - Beautify the existing non-motorized trail with improved surfaces, landscaping and other flourishes to invite people to use this as a jogging/walking path to get to the Bitter Lake Town center without walking along Aurora Ave N
 - Locating townhome entries along the non-motorized trail puts 'eyes-on-the-street' and helps encourage security of the trail.

DESIGN OPTION 2 - SOLAR STUDY



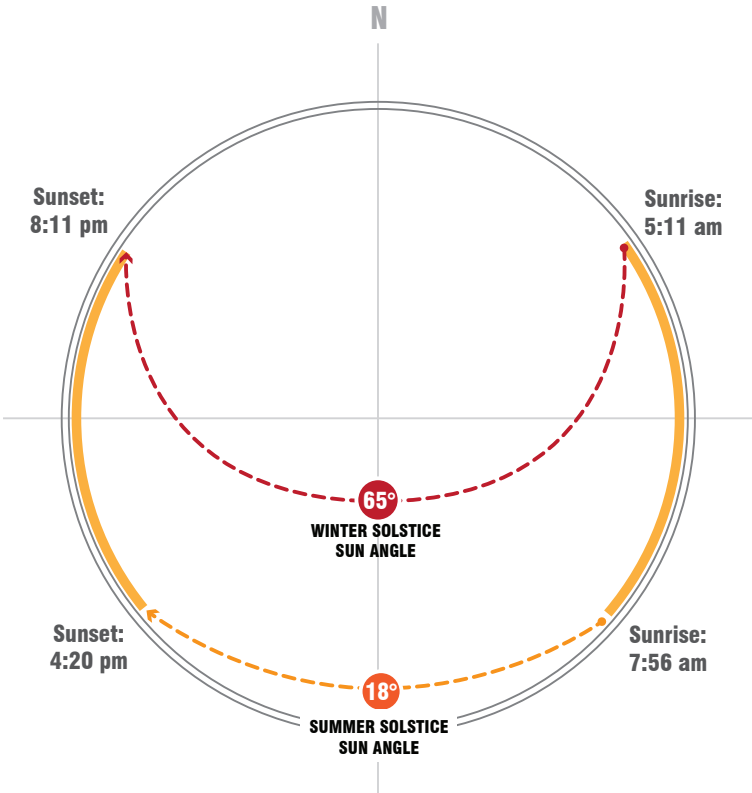
JUNE 21ST 9 AM



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



PAGE LEFT INTENTIONALLY BLANK

5.0

DESIGN CONCEPTS

DESIGN OPTION 3 - ‘COURTYARD’ (PREFERRED)

This design option organizes townhouse blocks around large common courtyards with a central block connecting directly to the non-motorized path along Stone Ave N. The multifamily buildings are oriented East-West for solar access.

Vehicular circulation is pushed to the edge of the townhomes to prioritize pedestrian use throughout the site. Woonerf areas mix vehicle and pedestrian circulation that will calm traffic and encourage pedestrian use, play, and other activities. A fire access lane will be made of grasscrete to create a green visual connection to Stone Ave N.

PROS

- Provides largest common amenity spaces in the middle of townhouse blocks.
- Woonerf-type drive aisles in townhome and multifamily parking emphasizes pedestrian and directs traffic to edge of residential areas.
- Pedestrian walkways from townhouse groupings have numerous connections to the Stone Ave N nonmotorized path which minimize street crossing.
- Eastern townhouse entries front onto the nonmotorized path along Stone Ave N to put eyes on this neglected part of the site.
- Western drive aisle buffers townhomes from steep slope and adjacent properties.
- A small park adjacent to the multifamilys give equal access to open space for all unit types.

CONS

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

ZONING CODE INFORMATION

HEIGHT	75’ BASE HT LIMIT
	75’ HT PROPOSED AT MIDRISE BUILDINGS
	40’ HT PROPOSED AT TOWNHOUSES
SETBACK	0’ MIN REAR
	0’ MIN SIDE
	0’ MIN FRONT
	PORTIONS OF STRUCTURES ABOVE 65’ MUST BE SET BACK FROM A FRONT LOT LINE BY AN AVERAGE DEPTH OF 8’
FLOOR AREA RATIO	421,200 SF / 330,568 SF = 1.27 FAR (5.5 MAX)
AMENITY AREA	47,800 SF (29,500 SF MIN)



DESIGN OPTION 3 - SOUTHWEST AERIAL VIEW



DESIGN OPTION 3 - TOWNHOUSE DEVELOPMENT VIEWS



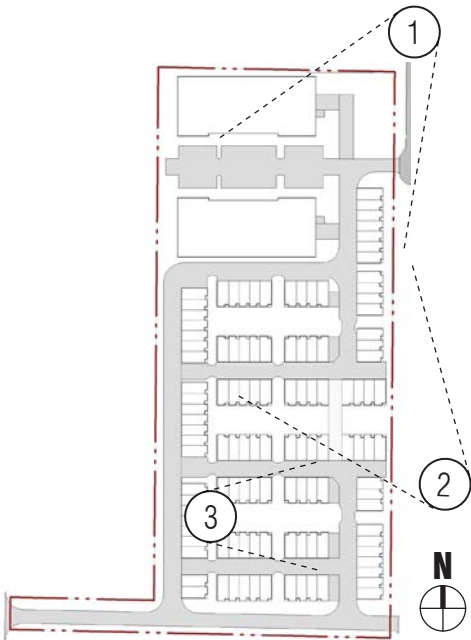
① STONE AVE N FRONTAGE - NORTHEAST



② STONE AVE N FRONTAGE - SOUTHEAST



③ COURTYARD AT TOWNHOUSES

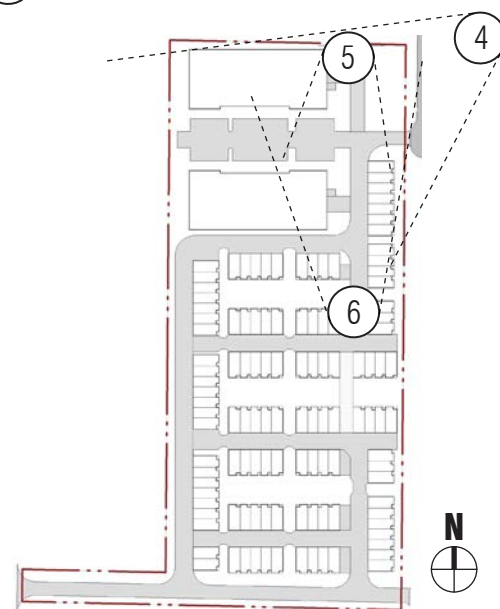


KEY PLAN

DESIGN OPTION 3 - MULTIFAMILY DEVELOPMENT VIEWS



④ MULTIFAMILY BUILDINGS - AERIAL VIEW



KEY PLAN

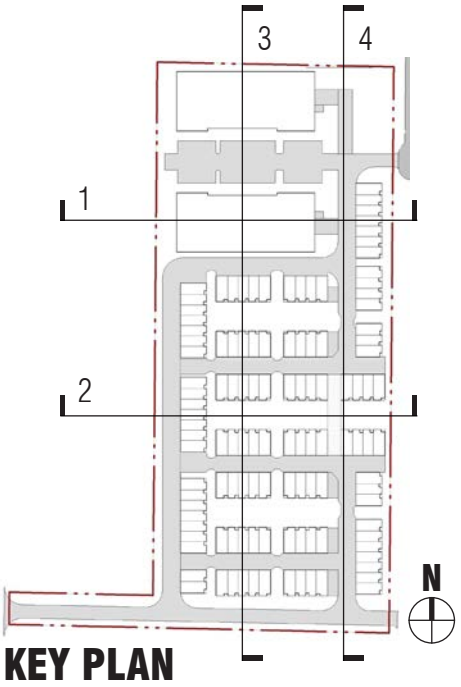
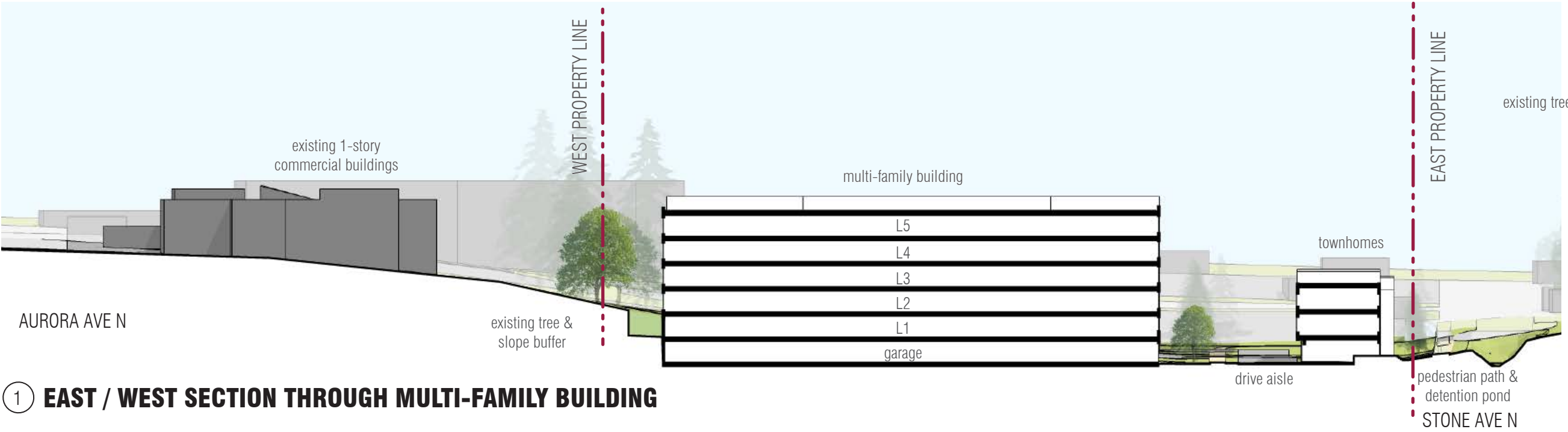


⑤ CENTRAL DRIVE LOOKING SOUTH

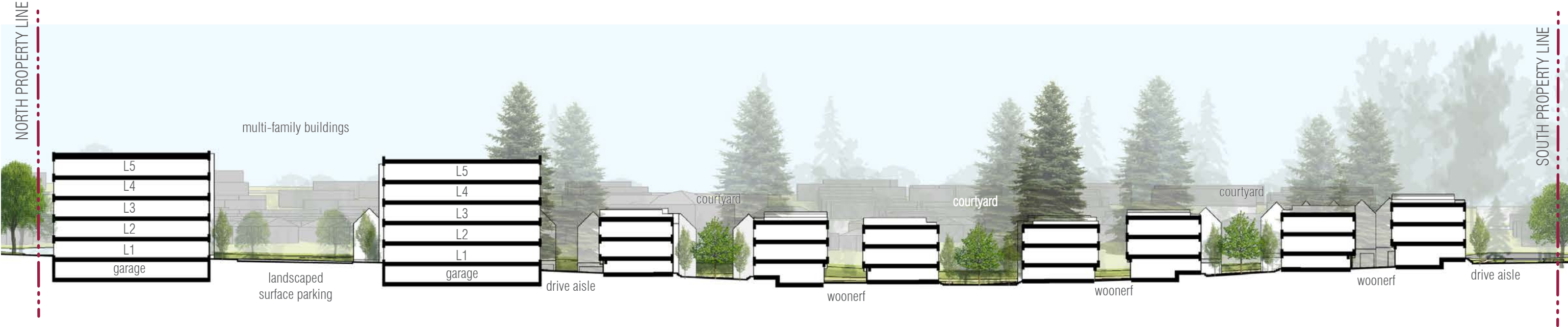


⑥ CENTRAL DRIVE LOOKNG NORTH

DESIGN OPTION 3 - SITE SECTIONS



DESIGN OPTION 3 - SITE SECTIONS



3 NORTH / SOUTH SECTION THROUGH COURTYARDS



4 NORTH / SOUTH SECTION THROUGH WOONERF

DESIGN OPTION 3 - TRANSPORTATION DIAGRAM

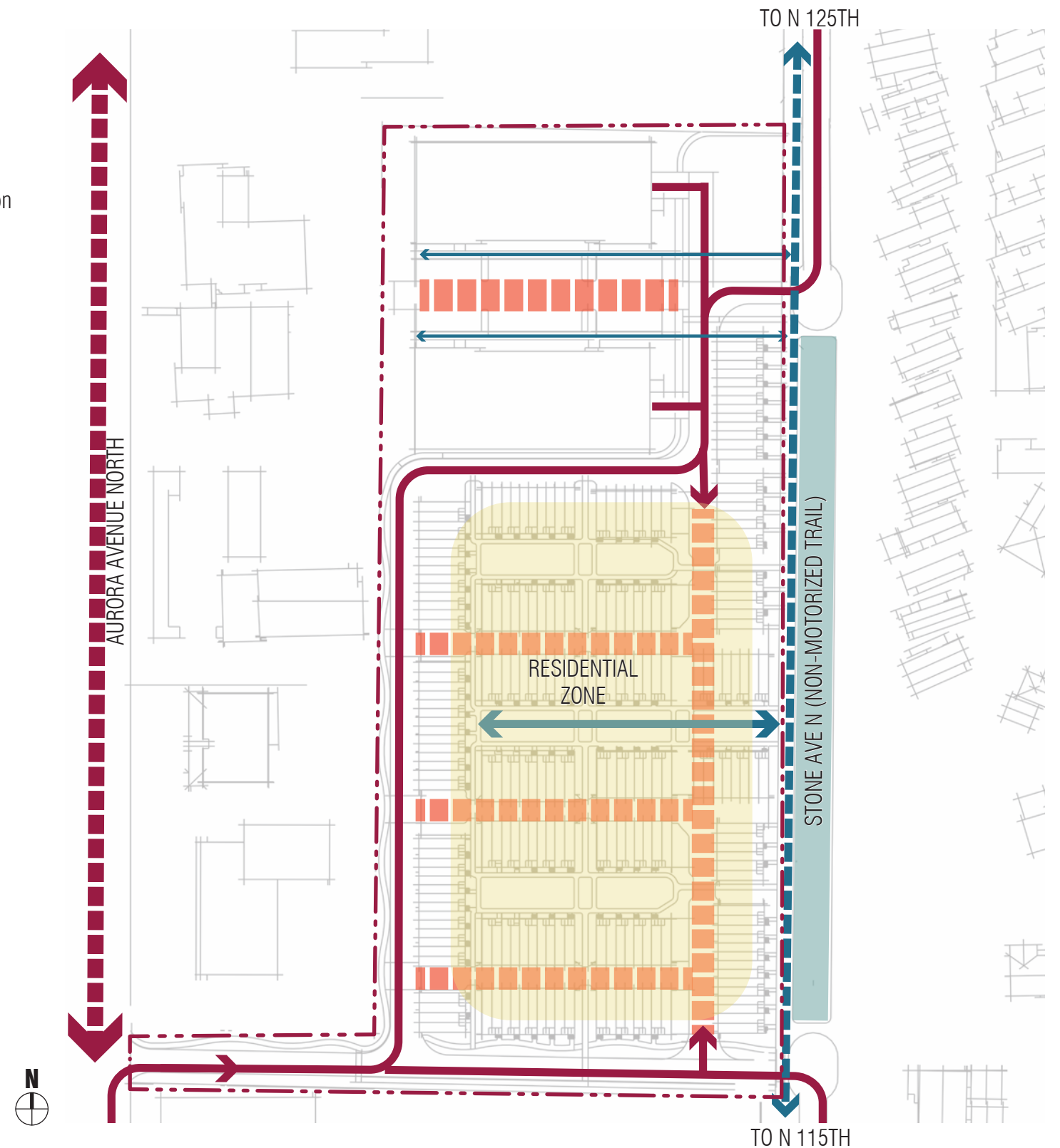
This design option takes all site and context considerations (grade, uses, solar, security, etc) to create a hierarchy of transportation modes that creates a clear delineation and prioritization of pedestrian modes.

TAKEAWAYS

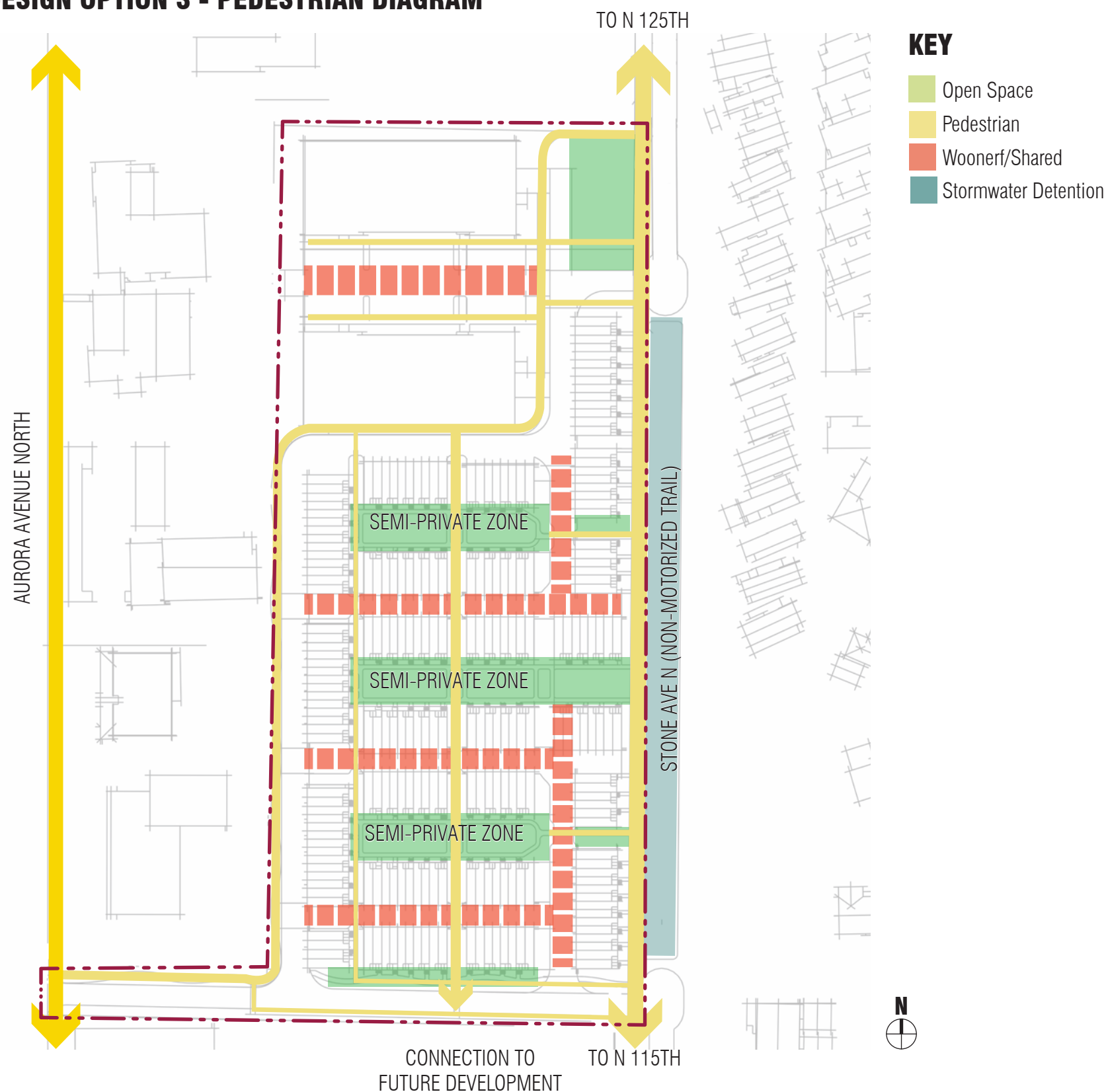
- Restricting use of the Aurora Ave N entry to a 'right turn in only' will limit dangerous traffic crossings occurring on busy Aurora Ave N.
- Maintaining the right turn off of Aurora Ave N will also serve as an emergency vehicle entry point.
- Create a clear path for general traffic to flow through the site without intruding on the main residential 'semiprivate zone'.
- Locating woonerfs through the residential E-W access drives, N-S to indicate 'local access only'
- Beautify the existing non-motorized trail with improved surfaces, landscaping and other flourishes to invite bikers around community and residents to use this as a path to get to the city protected bike lanes on N 125th which eventually leads to the Interurban Trail

KEY

- Vehicular
- Woonerf/Shared
- Bicycle
- Stormwater Detention



DESIGN OPTION 3 - PEDESTRIAN DIAGRAM



TAKEAWAYS

- Locating woonerfs through the residential E-W access drives will create spaces that are welcoming to pedestrians but also allow drivers to pass. This will note to drivers that this is a semiprivate area. Design cues in the street will also tell the driver to slow down.
- Create access connecting Aurora Avenue N and Stone Ave N on the edge of the residential area. This will be primarily served by people that are not residents a way to get through. This path will curve to create interest and introduce landscaped opportunities.
- Create semi-semiprivate pedestrian paths through each block so residents can explore each green area. This will create opportunities to create 'bump' into each other and get to know their community.
- Create access points between the non-motorized trail to the semiprivate courtyards. To give easy access for residents.
- The site design creates a repetition that improves walkability by eliminated long monotonous straight paths
- Beautify the existing non-motorized trail with improved surfaces, landscaping and other flourishes to invite people to use this as a jogging/walking path to get to the Bitter Lake Town center without walking along Aurora Ave N
- Locating townhome entries along the non-motorized trail puts 'eyes-on-the-street' and helps encourage security of the trail.

DESIGN OPTION 3 - SOLAR STUDY



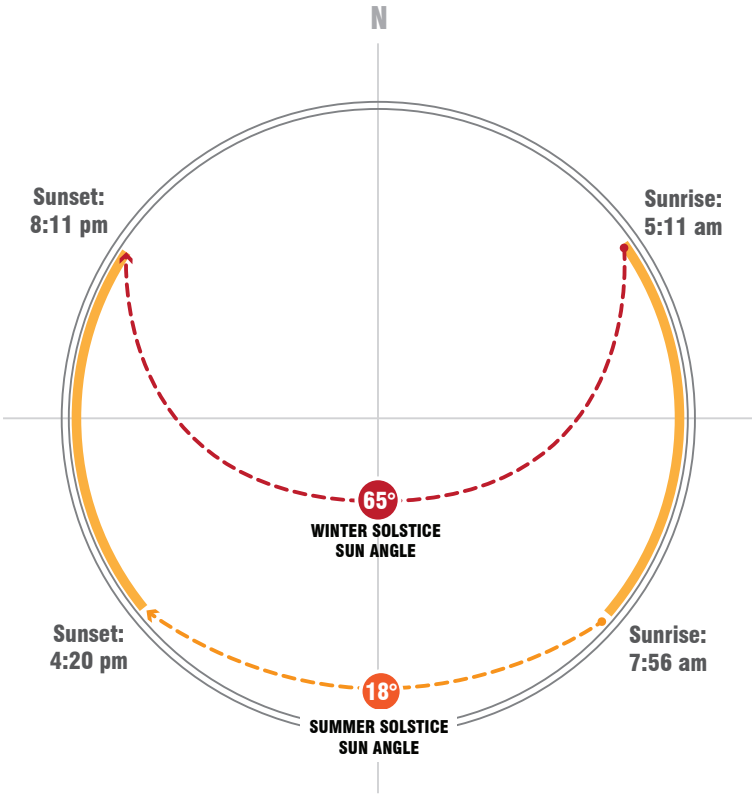
JUNE 21ST 9 AM



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



DESIGN OPTIONS - COMPILED



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

APPROVED EXCEPTIONS

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

PROS

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

CONS

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

DEPARTURES

- None



DESIGN OPTION 2 - THE 'MIDWAY'
128 Townhouse Units, 120 Multifamily Units

APPROVED EXCEPTIONS

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

PROS

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

CONS

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

DEPARTURES

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



DESIGN OPTION 3 - COURTARDS (PREFERRED)
118 Townhouse Units, 120 Multifamily Units

APPROVED EXCEPTIONS

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

PROS

- Woonerf drive aisles in townhome and multifamily parking emphasizes pedestrian and directs traffic to edge of residential areas.
- Pedestrian walkways from townhouse groupings have numerous connections to the Stone Ave N nonmotorized path which minimize street crossing. Provides largest amenity space for courtyards.
- Eastern townhouse entries front onto the nonmotorized path along Stone Ave N to put eyes on this neglected part of the site.
- Western drive aisle buffers townhomes from steep slope.
- A small park adjacent to multifamily give access to open space to multifamily building

CONS

- Multifamily building is close to future mixed-use residential north of site.

DEPARTURES

- None

PAGE LEFT INTENTIONALLY BLANK

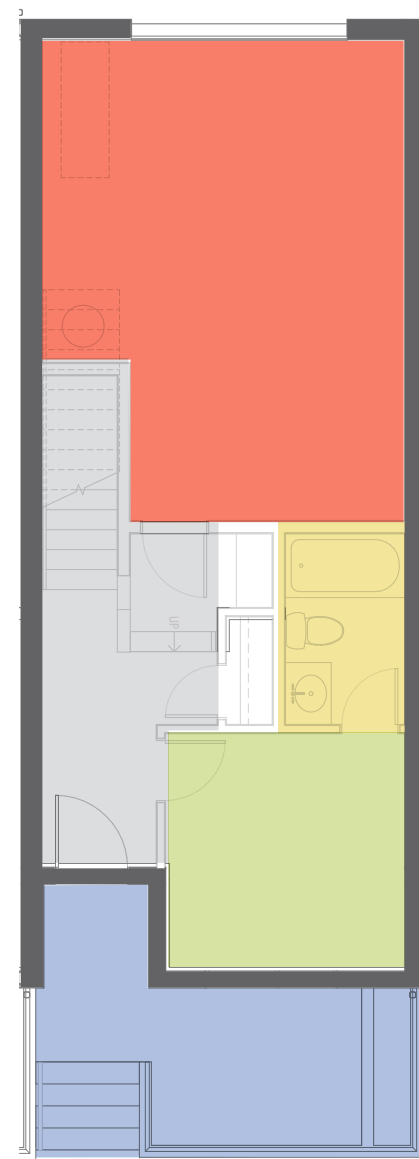
TOWNHOUSE 16' X 40' UNIT PLAN

16' X 40' UNIT LOCATIONS

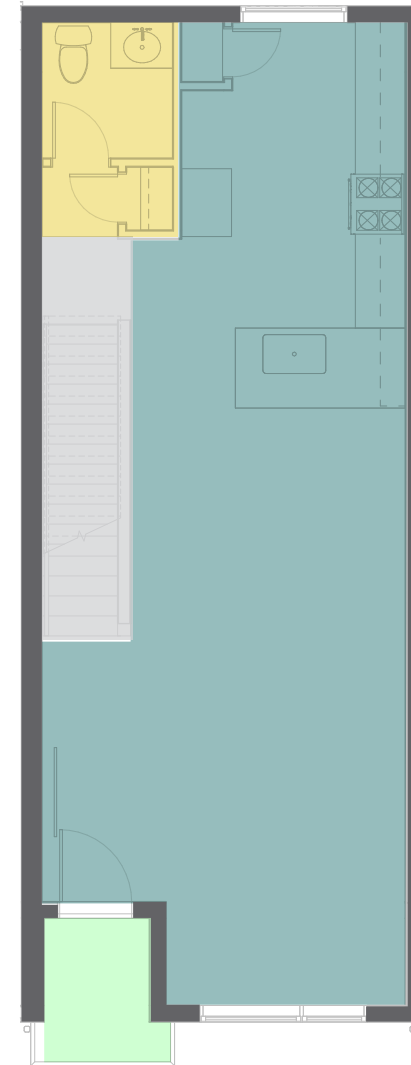
Option 3



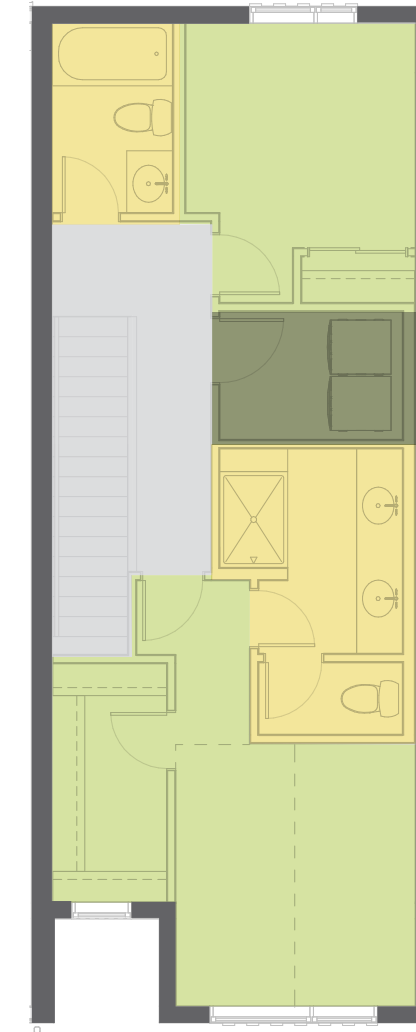
- Circulation
- Garage
- Living + Dining + Kitchen
- Bedroom
- Bathroom
- Outdoor Space
- Flex



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

6.0

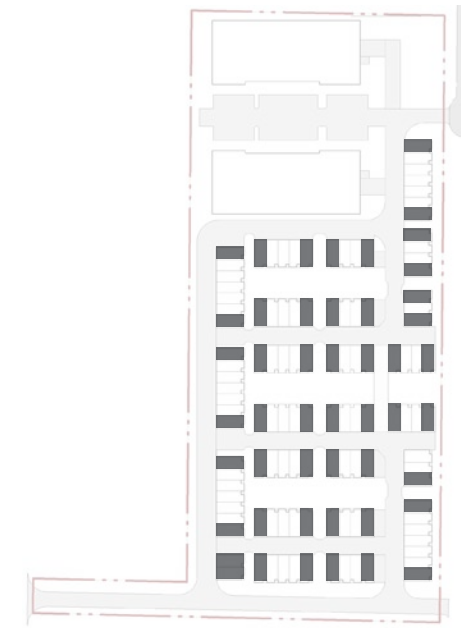
CONCEPTUAL FLOOR PLANS

TOWNHOUSE

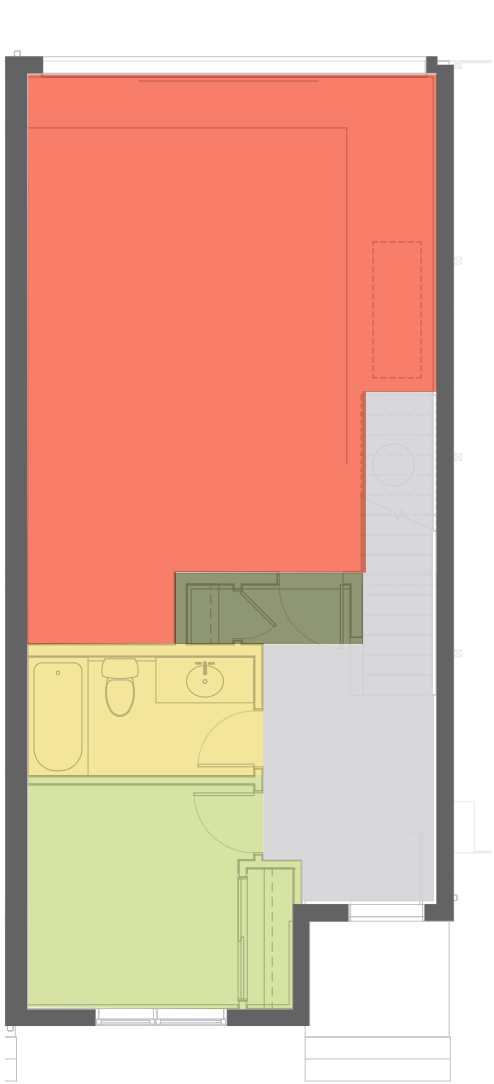
18' X 40' UNIT PLAN

18' X 40' UNIT LOCATIONS

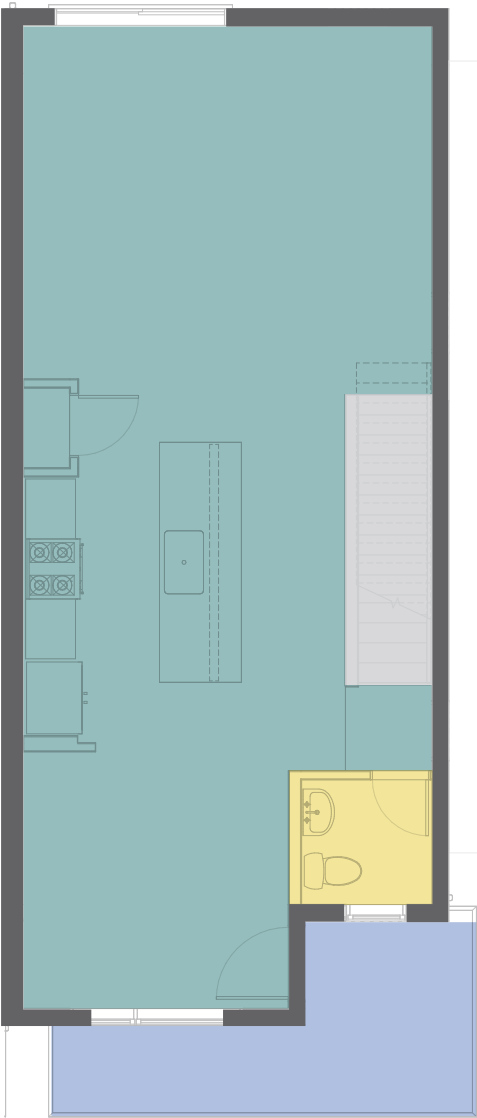
Option 3



- Circulation
- Garage
- Living + Dining + Kitchen
- Bedroom
- Bathroom
- Outdoor Space
- Flex



FIRST FLOOR



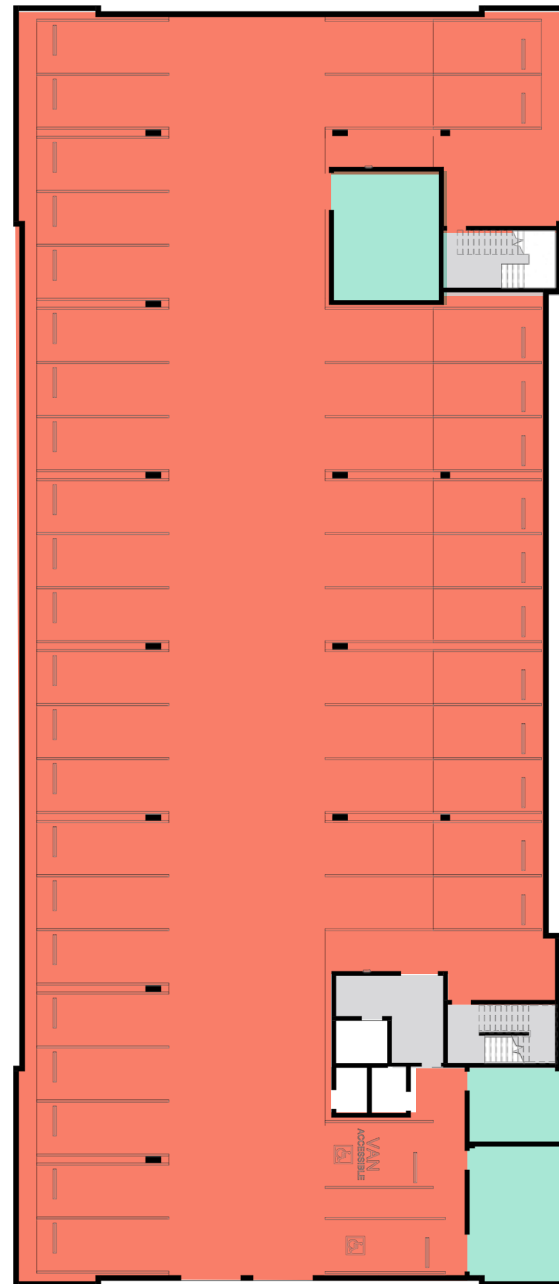
SECOND FLOOR



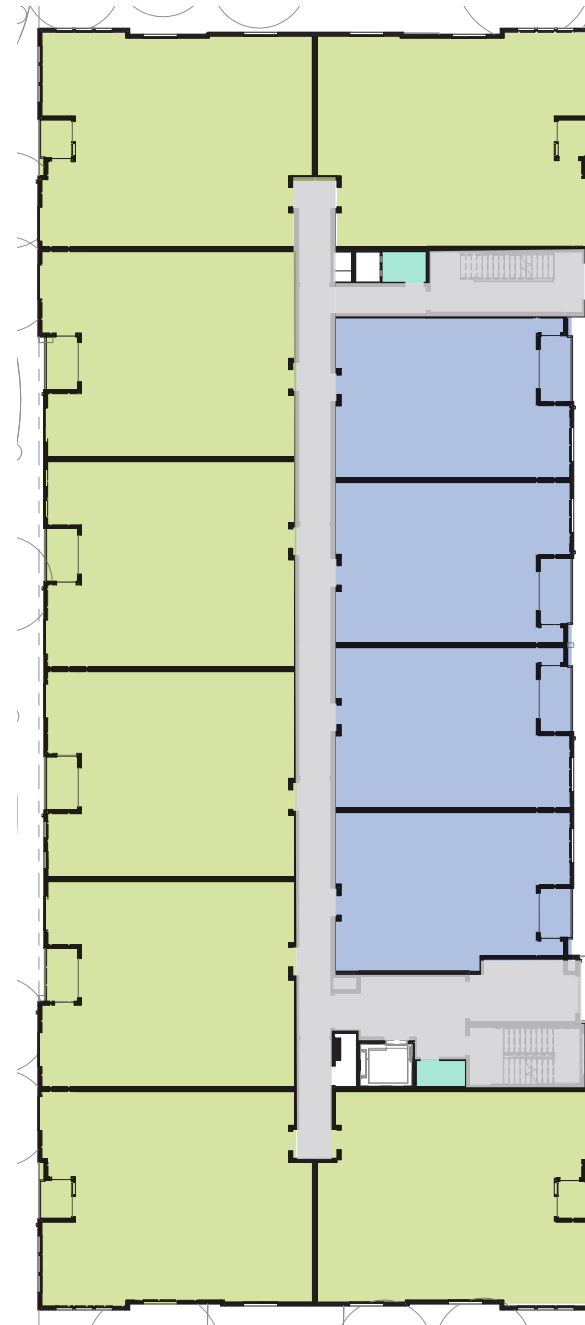
THIRD FLOOR

MULTIFAMILY BUILDING

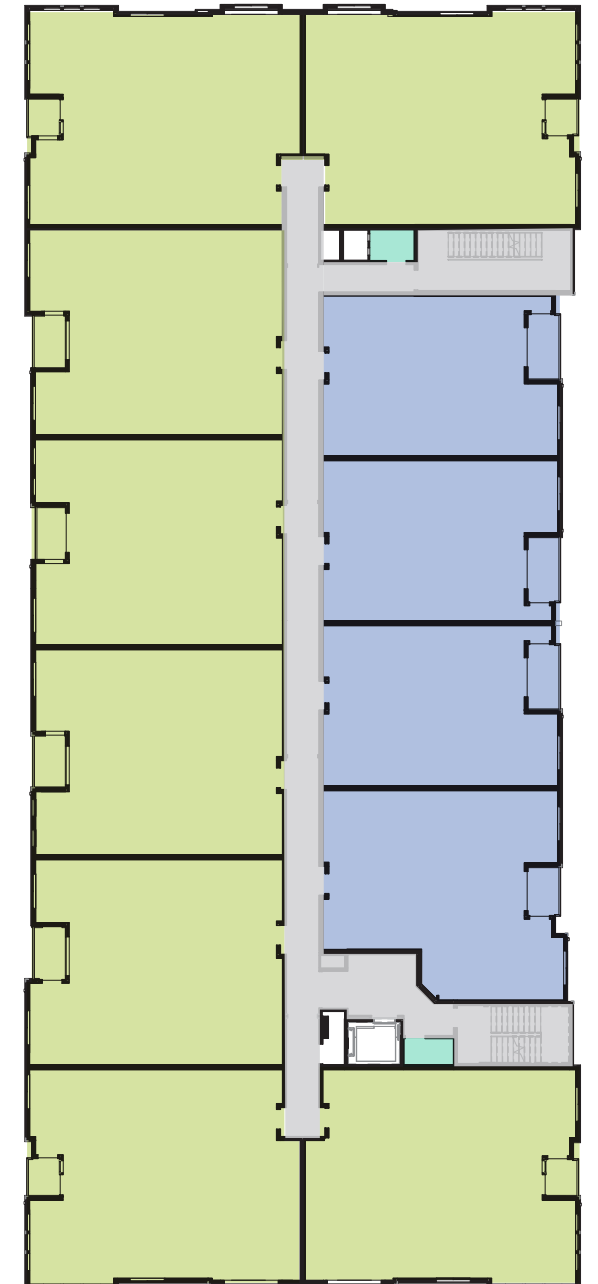
- Circulation
- Parking Garage
- Utility Room
- 1 Bedroom
- 2 Bedroom



GARAGE LEVEL



LEVEL 1



TYPICAL FLOOR PLAN (2-5)

7.0

LANDSCAPE CONCEPTS

Exceptional Tree

Buffer Planting Along Property Line

Striped Pavement at Woonerf Entry

Residential Plating at Unit Entries, typ

Trash & Recycling, typ

Site Access

Aurora Avenue North

RICK'S TOWING

EXISTING 1-STORY BUILDING PAWN SHOP

EXISTING 1-STORY BUILDING RICK'S AUTOMOTIVE

EXISTING 1-STORY BUILDING COVID-19 TESTING SITE

EXISTING 1-STORY RESTAURANT MEKONG VILLAGE

EXISTING 1-STORY BUILDING MILLER PAINT STORE

CARL ZAPPE SILVERSMITH

EXISTING 3-STORY BUILDING NITES INN

FUTURE 4-STORY RESIDENTIAL MIXED-USE BUILDING

5-STORY, 60-UNIT BUILDING

5-STORY, 60-UNIT BUILDING

TOWNHOMES 7-UNIT

TOWNHOMES 5 UNITS

TOWNHOMES 5 UNITS

TOWNHOMES 7-UNIT

TOWNHOMES 5 UNITS

TOWNHOMES 5 UNITS

TOWNHOMES 7-UNIT

TOWNHOMES 5 UNITS

TOWNHOMES 5 UNITS

TOWNHOMES 7-UNIT

TOWNHOMES 5 UNITS

TOWNHOMES 5 UNITS

TOWNHOMES 7-UNIT

TOWNHOMES 5 UNITS

TOWNHOMES 5 UNITS

TOWNHOMES 7-UNIT

TOWNHOMES 5 UNITS

TOWNHOMES 5 UNITS

TOWNHOMES 7-UNIT

TOWNHOMES 5 UNITS

PARKING (61 SPACES)

PARK

Stone Ave N Detention Pond

Stone Ave N Extension
Site Access

Planting Buffer Between Units and Trail

Raised Pavement at Woonerf Entries, typ

Common Amenity Space

Curb-bulbs at Pedestrian Crossing, typ

"Festival Street" Fire Lane

Common Amenity Space

Non-Motorized Trail

Townhomes, typ

Common Amenity Space

Woonerf, typ

All Large Trees Spaced at 25'-0", typ

Raised Pedestrian Crossings

Site Access

Stone Ave N Extension



Scale: 1" = 100'-0"

COMMON AMENITY SPACE INSPIRATIONS



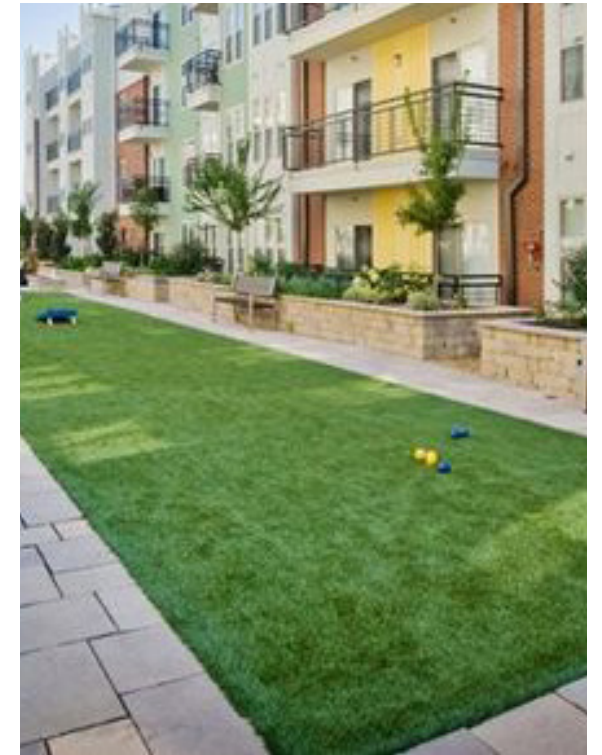
Character Sketch



Individual Garden Planting



Dedicated Pedestrian Paths



Recreation Amenity



Screening & Individual Entrances

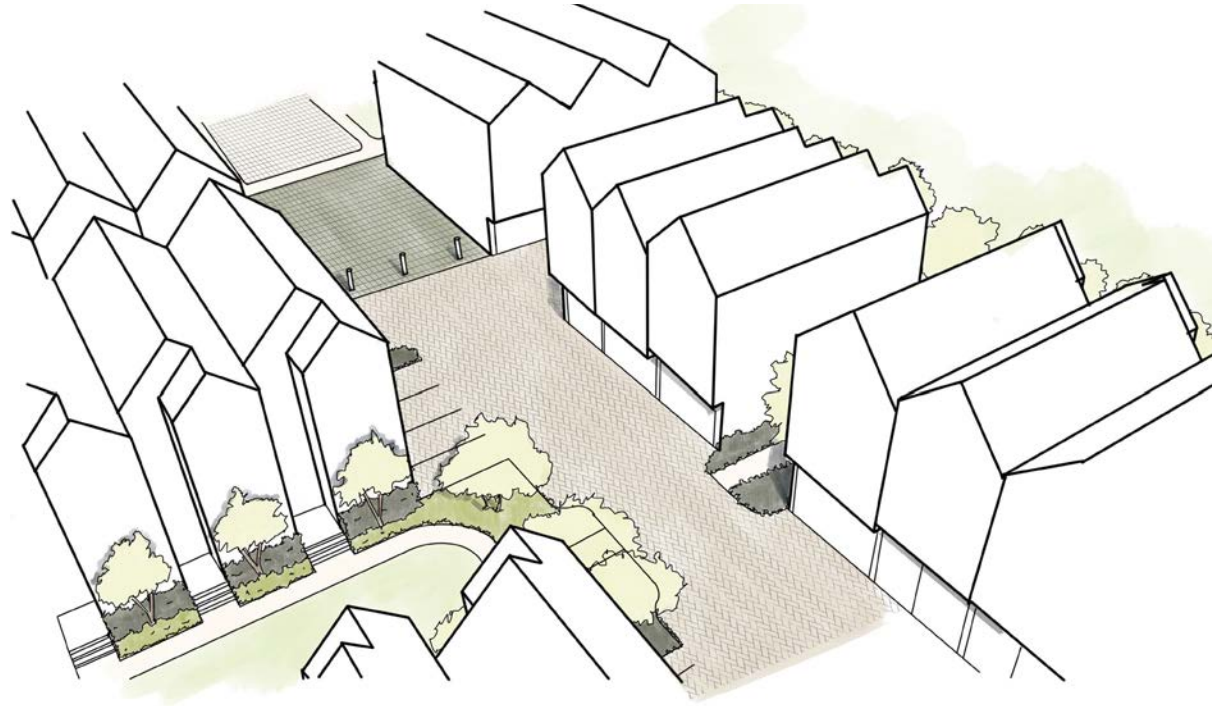


Amenity Space

7.0

LANDSCAPE CONCEPTS

WOONERF INSPIRATIONS



Character Sketch



At Grade Planting at Common Amenity Spaces



Shared Recreational Access



Recreation & Garage Access



Special Paving Throughout Woonerf

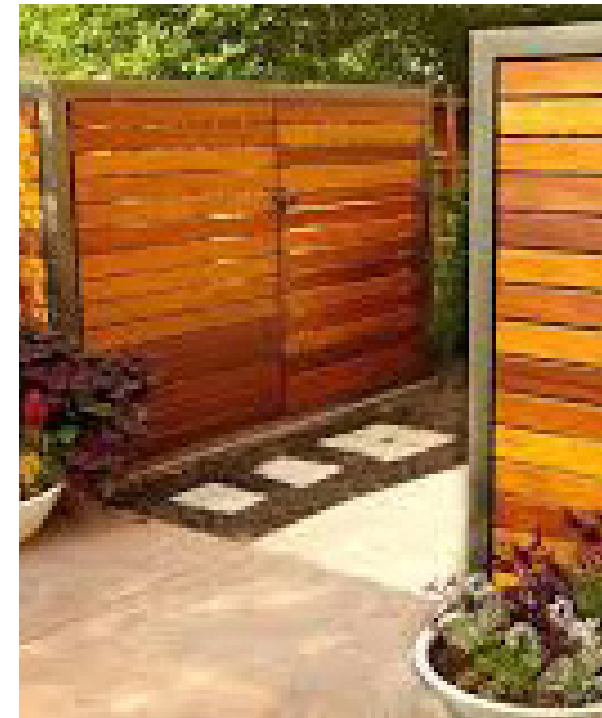
SITE ELEMENT INSPIRATIONS



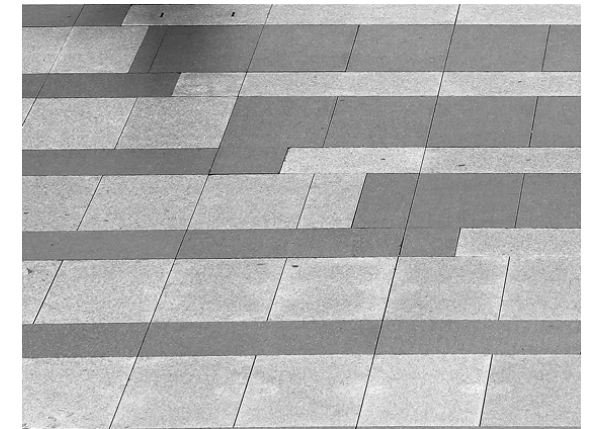
Common Seating



Screening



Trash / Recycling Screening



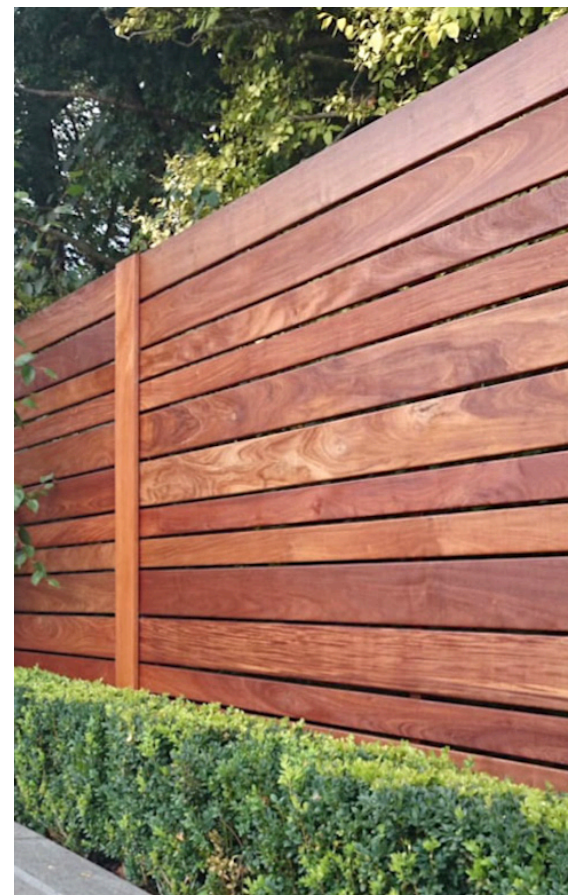
Paving Options



Paving Options



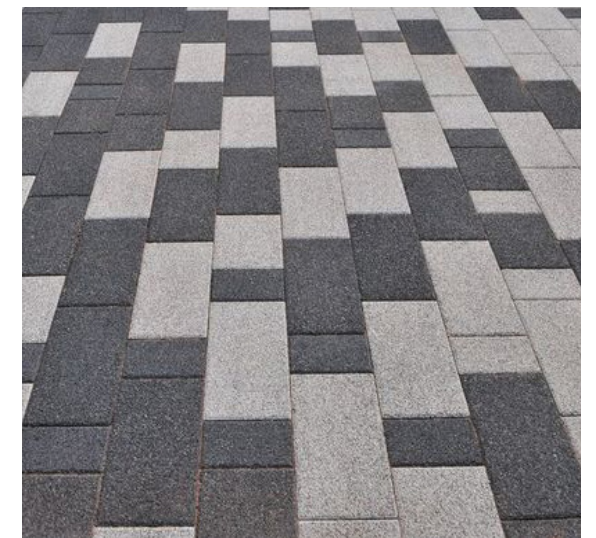
Vegetative Screening



Screening



Bicycle Parking



Paving Options

PLANT PALETTE



"Autumn Brilliance" Amalanchier



Mountain Hemlock



Vine Maple



Tufted Hairgrass



Creeping Mahonia



Flowering Currant



Red Twig Dogwood



Deer Fern



Slough Sedge



Epimedium



Kinnickinnik

MULTI-MODEL PATH INSPIRATIONS



Paved Pathway



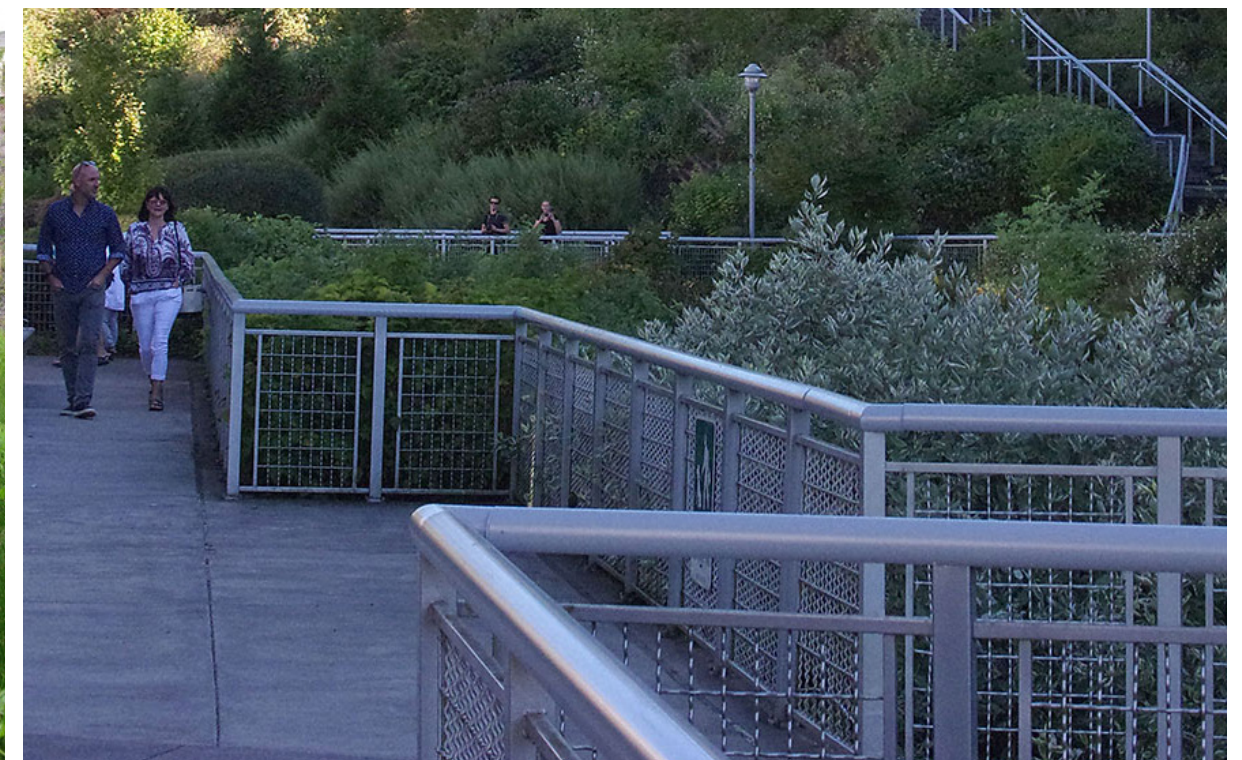
Residential Connection to Path



Native Planting & Grasses



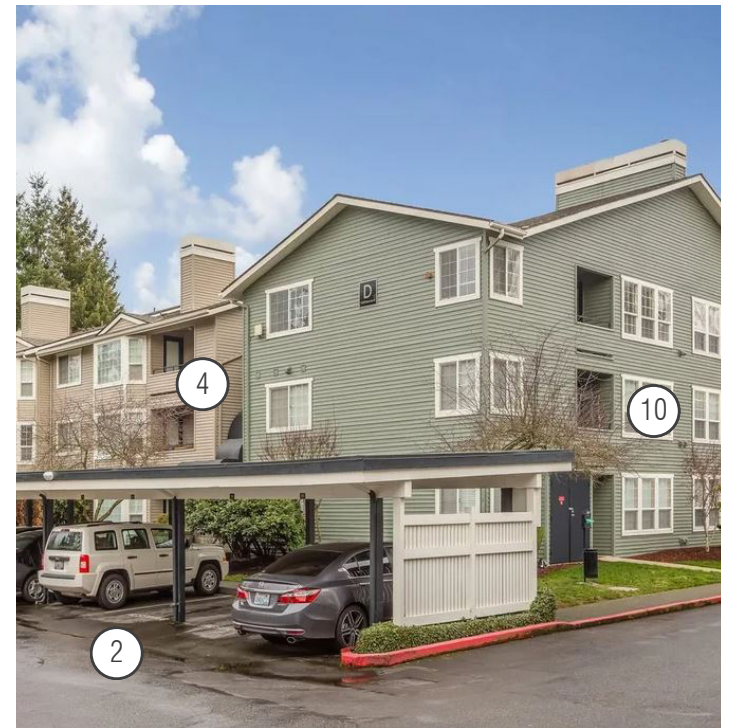
Naturalized Stormwater Facility



Protective Barrier at Overlook

EXISTING RELEVANT NEIGHBORHOOD CHARACTER

- ① Simple Material Palette
- ② Shared Driveway Access
- ③ Woonerf style street
- ④ Private Balconies
- ⑤ Street Facing Access
- ⑥ Articulated Massing
- ⑦ Appropriate Contextual Scale
- ⑧ Pitched or Gable Roof Forms
- ⑨ Landscaping as a Screening Element
- ⑩ Simple Window Patterning
- ⑪ Prominent Entries



SITE PLANNING DEVELOPMENT INSPIRATION



Central driveway lined with landscaping and structured to be pedestrian friendly
To encourage use of the space, overhead lighting and awnings are provided
Landscaping to soften driveway/building edges where sensible.



Strong block layout to strengthen path hierarchy
Different colors to denote between townhomes



Scaled landscaping to soften feel of space
Pedestrian-scaled building materials
Maximize opportunities for daylighting



Articulated entrances off of central drive court
Lighting for security and safety
Different paving types to denote pedestrian areas



Pedestrian-friendly paving materials
Eyes on street



Planting elements to define edges of public and private
Varied open spaces

FACADE DESIGN INSPIRATION



Modulation with articulated roof forms
 Restrained material palette
 Weather protection at entries



Emphasized unit entries with weather protection
 Flat roof articulation
 Simple material transitions



Repetitive and rhythmic pattern created by gable roof forms
 Defined street facing entries



Layered transition from public to private
 Landscaping as screening element
 Unit height and scale



Modulation with articulated roof forms
 Street facing entries elevated from finished grade
 Weather protection at entries



Articulated roof forms
 Clean lines
 Restrained material palette
 Simple material transitions

MULTIFAMILY RESIDENTIAL FACADE INSPIRATION



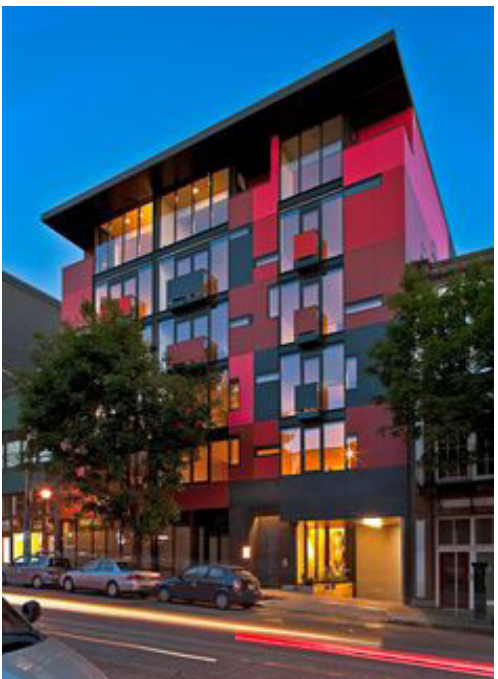
Intimate neighborhood experience
Wayfinding through articulation
Distinction through complimentary color



Geometric abstraction with meditative patterning
Contemporary design with familiar materiality
Edge-defining forms



Layering intersects with transparency
Material warmth at street level
Pattern breaks down mass



Energetic facade
Strong street edge
Playful surface geometry

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



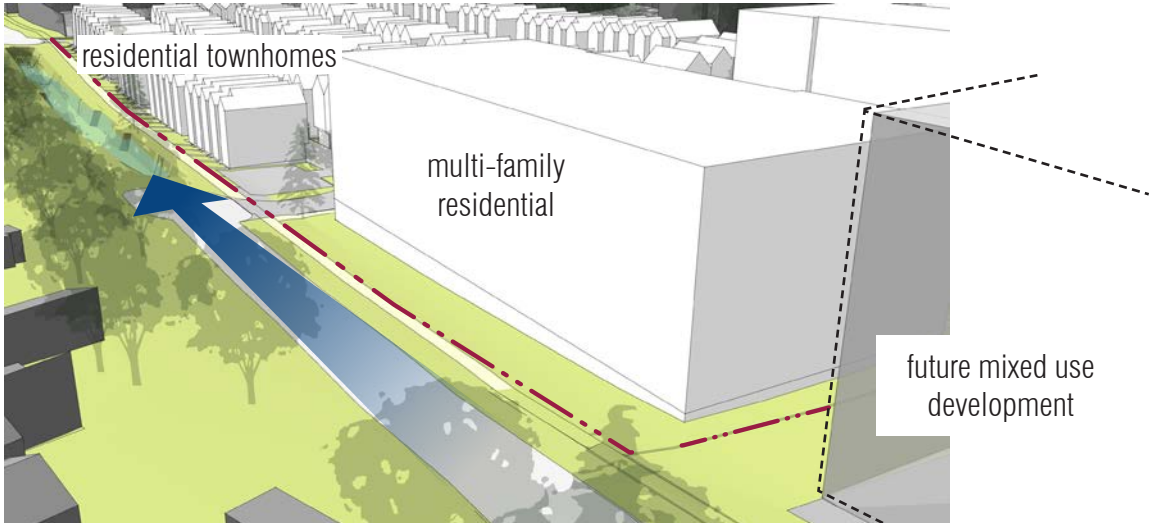
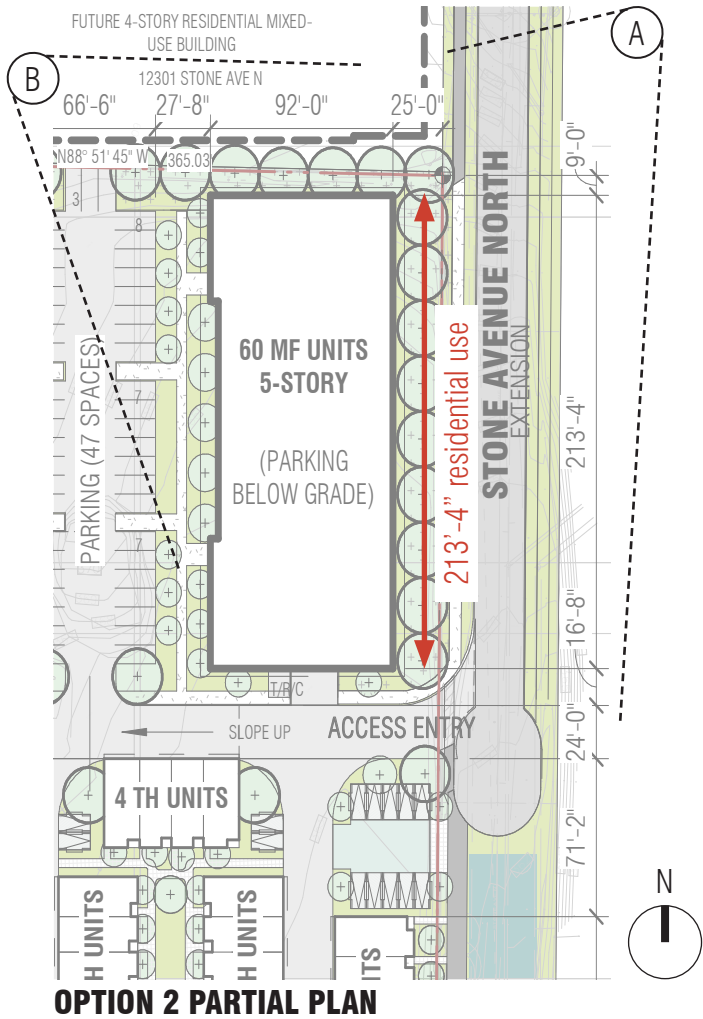
Carkeek Park Townhomes - Seattle



Shoreline Townhomes

9.0
DEPARTURES

	CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	RATIONALE
1	23.47A.005 -Street-level uses C. Residential uses at street level	1. 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 the following circumstances or locations: b. In all NC and C1 zones within the Bitter Lake Village Hub Urban Village, except lots abutting Linden Avenue North, north of North 135th Street	Applicable to: OPTION 2 Street Frontage = 300' 20% Residential Permitted = 60' Proposed Residential = 213.3' DEPARTURE REQUESTED	The proposed departure addresses architectural and site context and character. CS2-B1 - SITE CHARACTERISTICS This use will enhance the unique site feature of the public landscaped amenity by providing a use compatible in noise and activity intensity. The site is also depressed relative to the adjacent property across this portion of Stone Ave N thereby acknowledging that the commercial use intended by this code section would not be beneficial and compatible with its surroundings. CS2-D1 - EXISTING DEVELOPMENT AND ZONING Providing residential use creates a transition not only in height and bulk, but also in intensity of use. It provides a respectful and appropriate gradient from the future mixed use development at the adjacent north property, to the park-like quality of open space pond public amenity.



	CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	RATIONALE
2	23.47A.032 – Parking location and access A.&C. Access to Parking	3. In NC zones, if access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. When lots fronts on 2 or more streets, the Director will determine which of the streets will be considered the front lot line, for purposes of this section only. In making a determination, the Director will consider the criteria outlined under 23.47A.032.C.	Type I, Director Decision, based on criteria outlined under 23.47A.032.C OPTION 1 Street Frontage = 157' Curb Cuts Proposed = 3 DEPARTURE REQUESTED	A main objective of the project proposal is to prioritize pedestrian use, connectivity and to enhance natural features. The project balances the need to provide adequate vehicular access to the site for residents and first responders, and maximizing the area of open space and non-motorized public path at the east edge of the site. However this in turn reduces the effective street frontage on the lot, thereby also decreasing the number of curb cuts permitted. The east property line length, which runs parallel to the Stone Ave N right-of-way is 875' which would have permitted 5 curb cuts outright. The dog leg that connects Aurora Ave to the site would be best maintained as both a well-lit vehicular and pedestrian connection to the principal arterial. Due to its unique narrow site constraints and adjacent strip mall commercial uses, a vehicular drive, with right turn only access and exit would also help maintain adequate activity to enhance site security for a E-W pedestrian connection from Stone Ave to Aurora, a major public transit corridor. PL1-A1 - ENHANCING OPEN SPACE / PL1-A2 - ADDING TO PUBLIC LIFE / PL1-B1 - PEDESTRIAN INFRASTRUCTURE / CS1-D2 - OFF-SITE FEATURES Instead of elongating the street, maximizing the length of the existing stormwater detention facility and landscaped amenity provides more acreage for accessible open space that will benefit the public. Enhancing this area will promote and enhance the existing natural habitats. This amenity also reduces vehicular traffic through Stone Ave N, prioritizing safe and secure pedestrian use N-S along Stone Ave. The E-W connection between Aurora would create a new pedestrian connection through the block between N 115th Street and N 125th Street, enhancing neighborhood connectivity.
	23.54.030 – Parking space and access standards. F. Curb cuts.	2. For lots on principal arterials as designated by the Seattle Department of Transportation, curb cuts are permitted according to Table B for 23.54.030: <ul style="list-style-type: none">Street or easement frontage of the lot: 160 feet or less Number of curb cuts permitted: 1Street or easement frontage of the lot: 160-320 feet Number of curb cuts permitted: 2Street or easement frontage of the lot: 320-480 feet Number of curb cuts permitted: 3	OPTION 2 Street Frontage 400' Curb Cuts Proposed = 3 NO DEPARTURE REQUIRED OPTION 3 Street Frontage = 215' Curb Cuts Proposed = 2 NO DEPARTURE REQUIRED	

- 1

stone ave north main access
- 2

stone ave south access
- 3

aurora ave access
- street frontage length
- site length
- stormwater detention & non-motorized path

