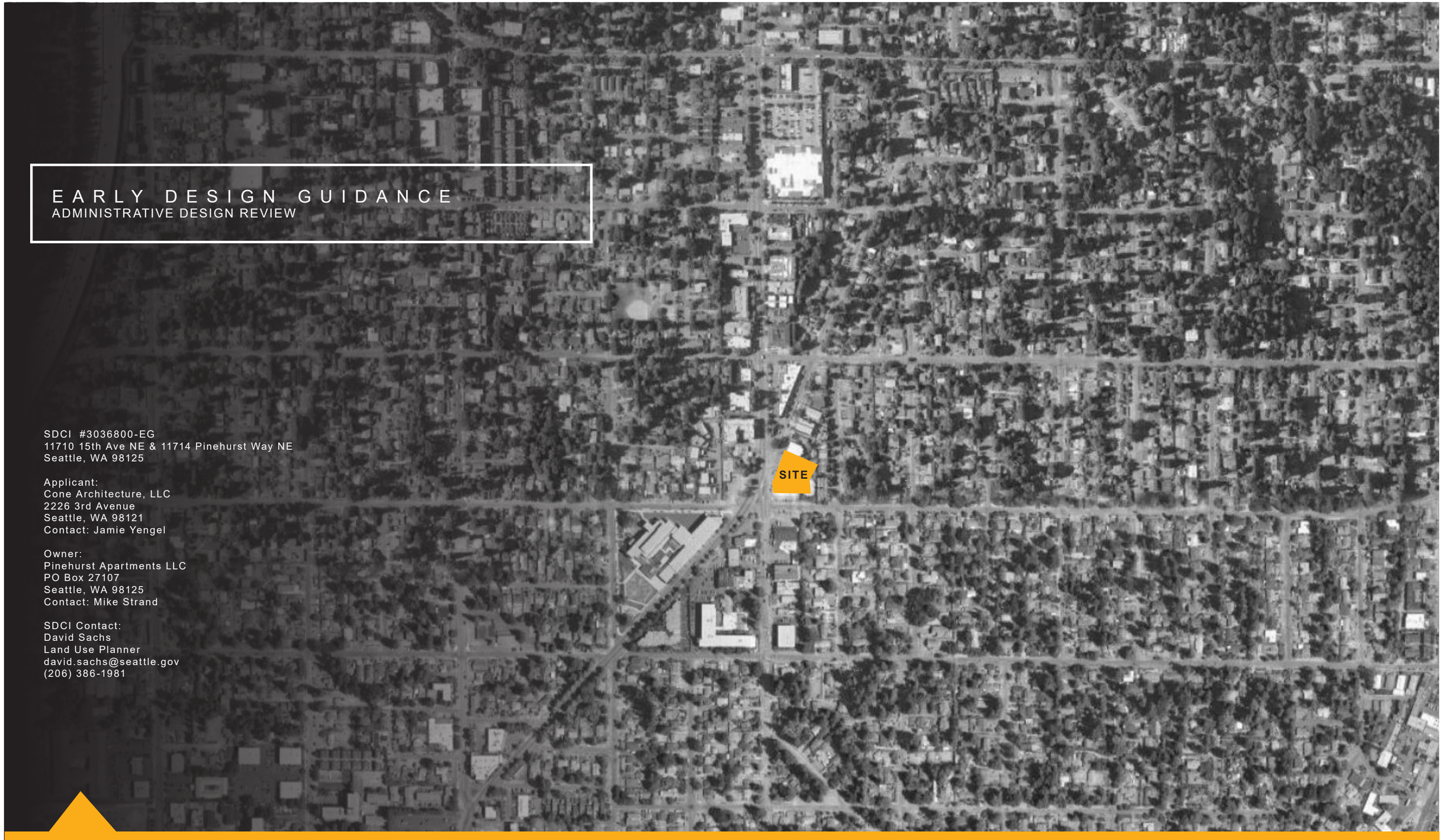
EARLY DESIGN GUIDANCE
ADMINISTRATIVE DESIGN REVIEW

SDCI #3036800-EG
11710 15th Ave NE & 11714 Pinehurst Way NE
Seattle, WA 98125

Applicant:
Cone Architecture, LLC
2226 3rd Avenue
Seattle, WA 98121
Contact: Jamie Yengel

Owner:
Pinehurst Apartments LLC
PO Box 27107
Seattle, WA 98125
Contact: Mike Strand

SDCI Contact:
David Sachs
Land Use Planner
david.sachs@seattle.gov
(206) 386-1981



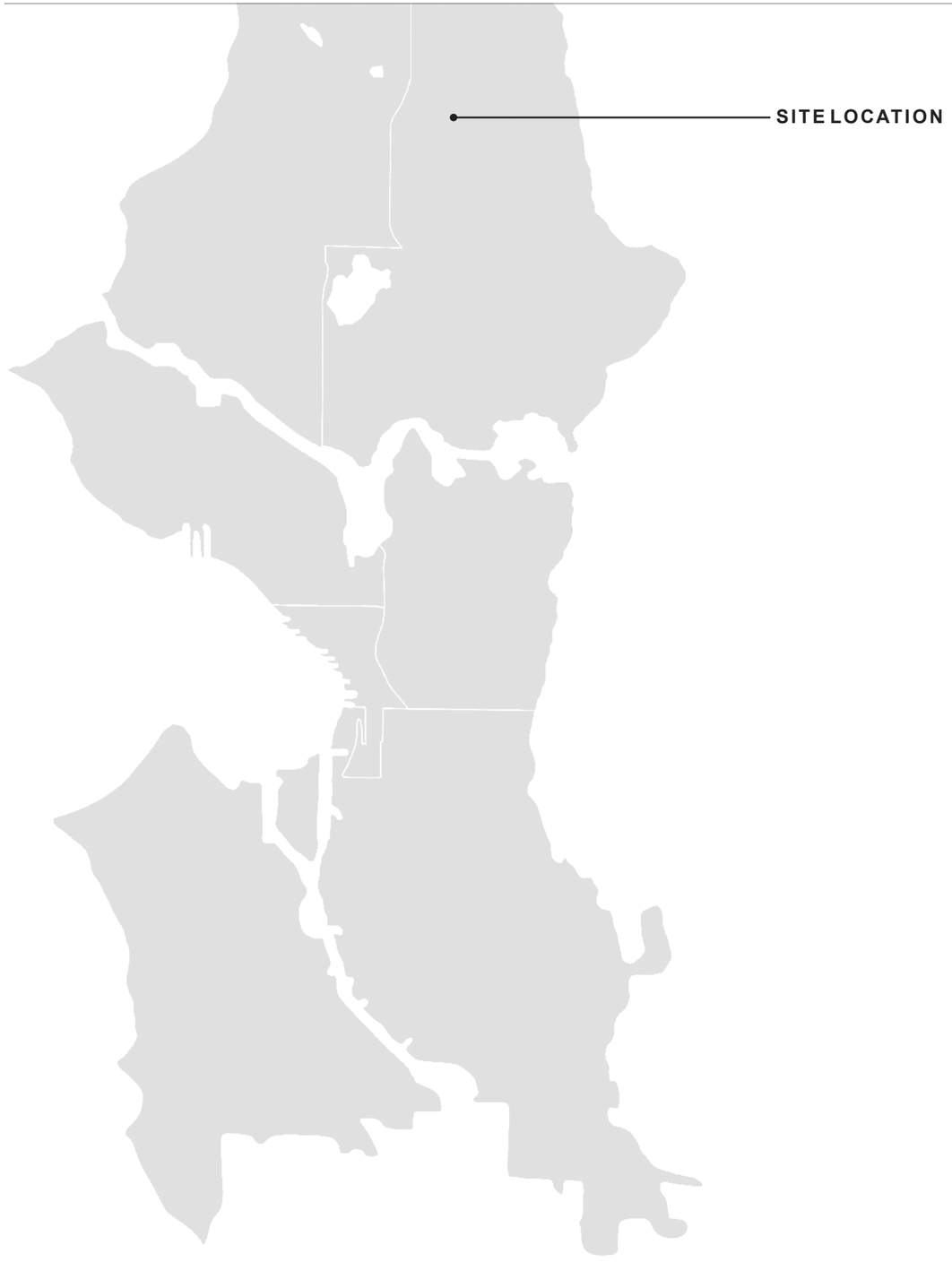


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VICINITY MAP



EXISTING SITE

The project site consists of two parcels (APN 6798100785 / 6798100780), facing two streets: Pinehurst Way NE and 15th Ave NE. The site is irregular in shape and measures approximately 16,290 square feet. It is currently unoccupied, and has little grade change with no exceptional trees located on site. In the immediate site vicinity there are a mix of single family residential, multi family, commercial and educational. To the South East along Pinehurst is Hazel Wolf K-8 School and to the north along 15th is the Pinehurst playground.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned NC2-55(M), indicating that structures may go up to 55'-0" plus applicable height bonuses. The NC2 zoning continues north and south of the site. Directly abutting the east side of the site is a LR2 zone. The subject parcel is located within the Northgate Overlay and those standards will be applied to this project.

DEVELOPMENT OBJECTIVES

This project proposes a mix of twelve live-work units and townhouses with twelve parking stalls. The development will serve as a transition from the busy commercial zone along Pinehurst and 15th to the single family homes and townhouses to the east and west of the site, while adding appropriate density to the area. The project will contain family-sized units to connect with the many public green spaces, grocery stores, and educational buildings found within a fifteen minute walk from the site. It also aims to respect the existing neighborhood through appropriate massing, proportion, and material.

NEIGHBORHOOD DEVELOPMENT

The Northgate district is culturally, economically, and architecturally diverse. The site sits along 15th Ave NE and Pinehurst Way NE which provides fast access to the many commercial buildings, educational establishments, public amenities, and residential buildings. The streets provide connection to the neighborhood with many bus stops and a protected bike lane. The neighborhood also consists of numerous parks, amenities, and schools.

SITE LOCATION

11710 15th Ave NE & 11714
Pinehurst Way NE
Seattle, WA 98125

ZONING SUMMARY

Zone: NC2-55 (M)
Overlay: Northgate District

PROJECT PROGRAM

Site Area: 16,290 SF
Number of Residential Units: 6
Number of live-works: 6
Number of Parking Stalls: 12
Allowable FAR= 3.75, 61,088 SF
Approx. FAR= 20,000 SF
Approx. SF Per Unit= 1,500 SF - 2,100 SF
Approx. GSF = 24,000 SF
Design Review: Administrative
(Between 15,000 and 35,000 GSF)

COMMUNITY OUTREACH SUMMARY

1. Printed Outreach:
Cone Architecture administered direct mailings to residences and businesses within an approximate 500 ft radius of the proposed site, 11710 15th Ave NE & 11714 Pinehurst Way NE, Seattle, WA 98126. The flier that was mailed provided the project address, SDCI record number, applicant name, brief description, reason for outreach, how to share thoughts and feedback with a survey link, a project website link, where additional information about the project can be found, and a site location map.

Date: Fliers were mailed 08/06/2020
Materials attached: Flier and Mailing List

2. Electronic/Digital Outreach:
Cone Architecture designed an online survey through Survey Monkey that provided a brief summary, address of the project, SDCI record number, information about the interactive website, email address to provide feedback, where additional information can be found, a collection of information statement, site plan, and five questions.

Survey link: https://www.surveymonkey.com/r/6CPNLLV
Public informed by: Printed Outreach Flier and Interactive Website
Date Survey Launched: 07/29/2020
Date Survey Closed: 08/31/2020

Cone Architecture received eleven (11) responses to the survey that was created through Survey Monkey:
- (8) respondents said they live close to the project.
- (2) respondents said they live in the general area.
- (1) respondent said they also visit the area often for work/ leisure.

What is most important to you about the new development of this property:
- (8) respondents said 'affordable for residents/businesses'
- (5) respondents said 'designed with sustainability in mind'
- (4) respondents said 'is nice looking'
- (1) respondent said 'looks unique and interesting'
- (4) respondents said 'designed to family-friendly'
- (1) respondent said 'quality of construction'

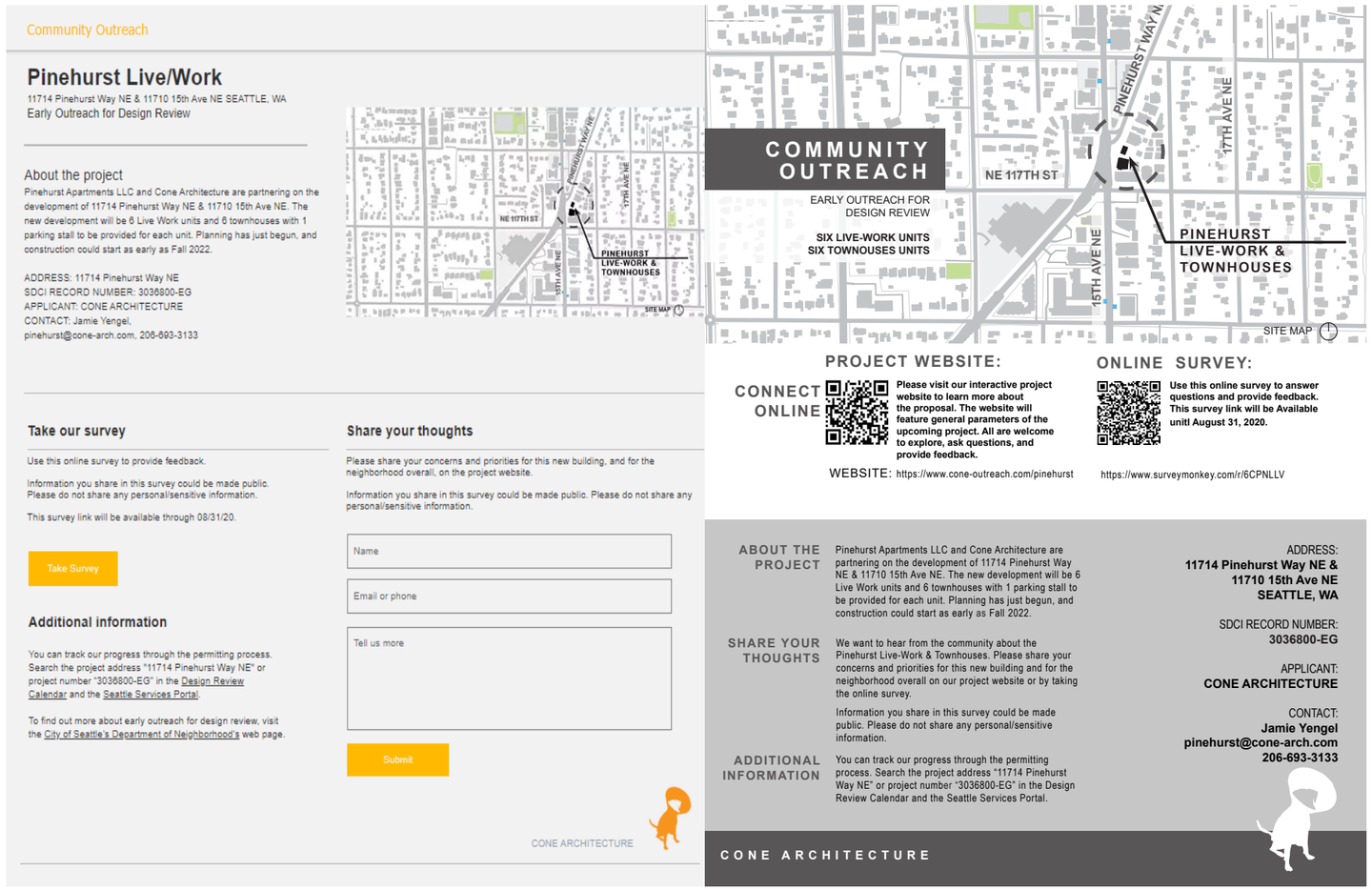
What concerns do you have about this project:
- (6) respondents said 'construction noise/impacts'
- (3) respondents said 'wont like the way it looks'
- (7) respondents said 'that it will not be affordable'
- (5) respondents said 'will feel out of scale from the other buildings nearby'
- (5) respondents said 'parking and driving in the area will be more difficult'
- (1) respondent said 'lack of retail'
- (1) respondent said 'my privacy'

Is there anything else specific about this property/ area that is important:
- (1) respondent said 'How many live /work properties end up
  giving life to the street? This is right in the center of Pinehurst and has the opportunity to contribute to a lively walkable area. It feels unfortunate that there's no ground floor retail. If that's not possible, it would be great if the design placed a lot of consideration on making the sidewalk / street feel like a walkable, bike friendly, and inviting place'
- (1) respondent said ' Do they really want to live by a laundromat & car repair place?'

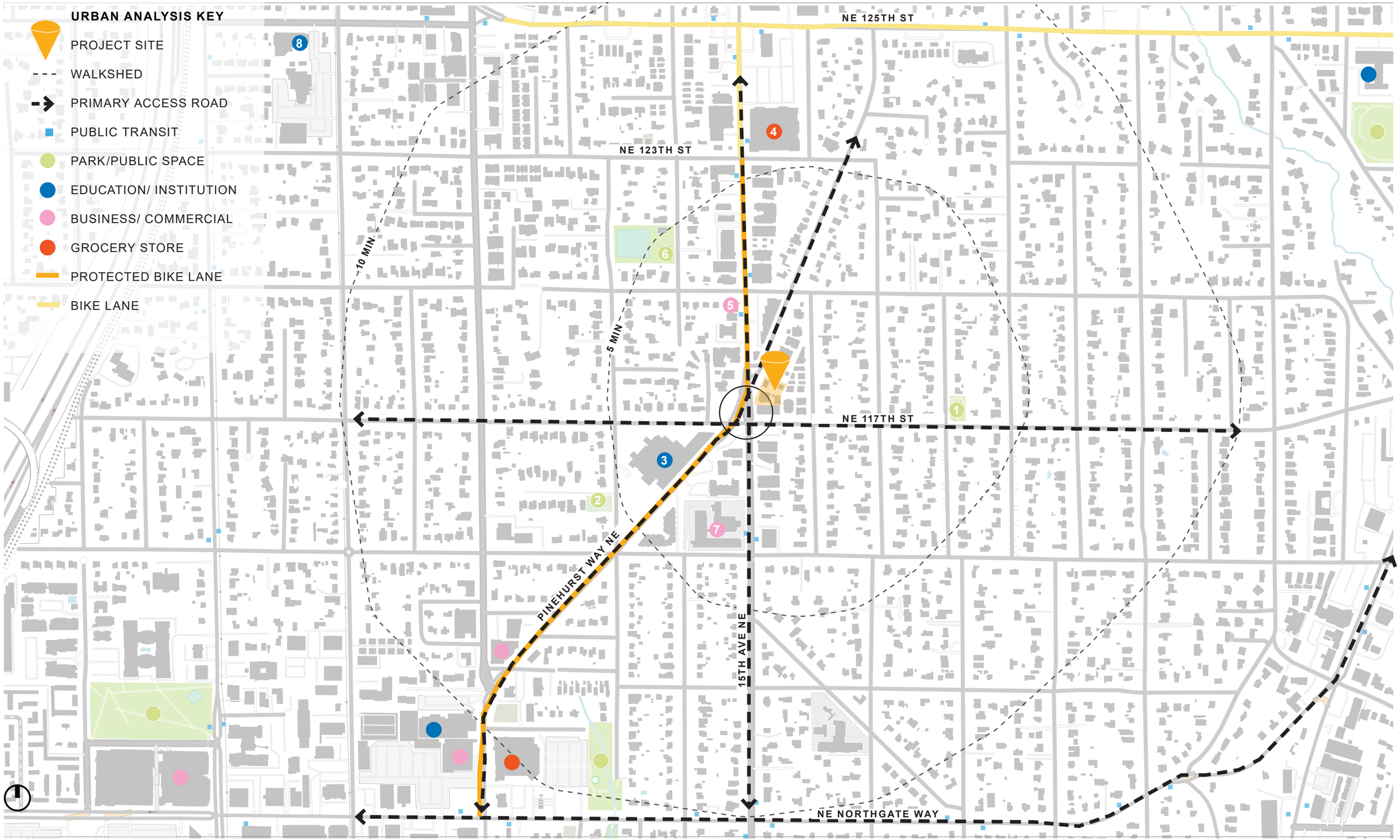
3. Additional Electronic/Digital Outreach:
Cone Architecture designed an interactive website that provided a brief summary, address of the project, SDCI record number, email address to provide feedback, where additional information can be found, a collection of information statement, site plan, and five questions.

Website link: https://www.cone-outreach.com/pinehurst
Public informed by: Printed Outreach Flier and Survey
Date Website Launched:08/10/2020
Date Website Closed:08/31/2020

Cone Architecture received zero (0) responses from the interactive website

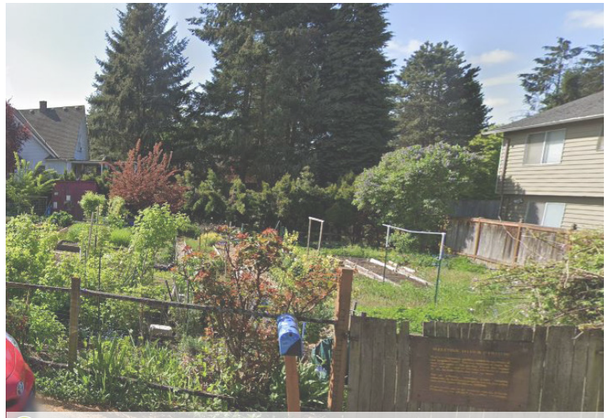



I-5
ROOSEVELT WAY NE
NE 125TH ST
PINEHURST WAY NE
NE 117TH ST
15TH AVE NE
NE NORTHGATE WAY


URBAN ANALYSIS KEY
PROJECT SITE
WALKSHED
PRIMARY ACCESS ROAD
PUBLIC TRANSIT
PARK/PUBLIC SPACE
EDUCATION/ INSTITUTION
BUSINESS/ COMMERCIAL
GROCERY STORE
PROTECTED BIKE LANE
BIKE LANE
NE 125TH ST
NE 123RD ST
NE 117TH ST
NE NORTHGATE WAY
PINEHURST WAY NE
15TH AVE NE
10 MIN
5 MIN
1
2
3
4
5
6
7
8



1 PINEHURST POCKET PARK



2 PINEHURST P-PATCH GARDEN



3 HAZEL WOLF K-8 SCHOOL



4 GROCERY STORE



5 NEIGHBORHOOD PUB



6 PINEHURST PLAYGROUND



7 COGIR OF NORTHWEST SENIOR LIVING



8 BILLINGS MIDDLE SCHOOL

ZONING ANALYSIS

Address:	11710 15th Ave NE & 11714 Pinehurst Way NE
APN:	679810-0780, 679810-0785
Zone:	NC2-55 (M)
Lot Size:	16,290 sf
Urban Village:	No
ECA:	Salmon Watershed
Pedestrian Area:	No
Station Overlay:	No
Other Overlay:	Northgate Overlay District
Parking Flexibility:	No
Infiltration Eval. Req'd:	No
SEPA Review:	Required
Design Review:	Required

23.47.A.004 Use:	Live-work units permitted outright, Residential units permitted outright
23.47.A.005.G.1 Residential Use:	Limited to 20% street level, street-facing facade Exceptions per SMC 23.71.044, approved through MUP
23.47.A.012 Structure height:	55'-0"
23.47.A.013 Floor Area Ratio:	3.75 (61,087.5 SF)
23.47.A.014.B.2 Setbacks Rear:	10' for portions of structures above 13' in height to a maximum of 65' See Northgate Analysis for additional setback requirements.
23.47.A.016.A Landscaping Req'd.:	Green Factor score of 0.3 or greater
23.47.A.024 Amenity Area:	5% of total gross floor area in residential use (.05 x 16,290 SF) = 3,054
23.54.015 Parking Requirement:	Live/Work — 0 per unit <1,500 sf; 1 per unit 1,500-2,500sf Residential —1 per unit
23.54.040 Solid Waste Storage:	9-15 dwelling units: 150 SF Commercial under 5,000 sf = 82 sf

Mixed use development containing residential and non-residential uses shall meet storage space requirements for residential development plus 50% requirement for non-residential development. Storage space for garbage may be shared, but separate recycling shall be provided. Developments with 9 or more units require a minimum storage dimension of 12'.



NORTHGATE OVERLAY DISTRICT ANALYSIS

23.71.030 Development standards for transition areas

Rear Setback between NC and LR zones: 10' for portions 20' of less in height AND additional 10' for portions exceeding 20'

23.71.036 Maximum width and depth of structures
The maximum width and depth requirements of this section shall apply only to portions of a structure within 50 feet of a lot line abutting, or directly across a street right-of-way that is less than 80 feet in width, from a less intensive residential zone

NC2 abutting LR2: Above a height of 30 feet, wall length shall not exceed 80% of the length of the abutting lot line, to a maximum of 60 feet.

23.71.010 Green Street Type III (Pinehurst)
Street and pedestrian improvements required which meet SDOT standards.

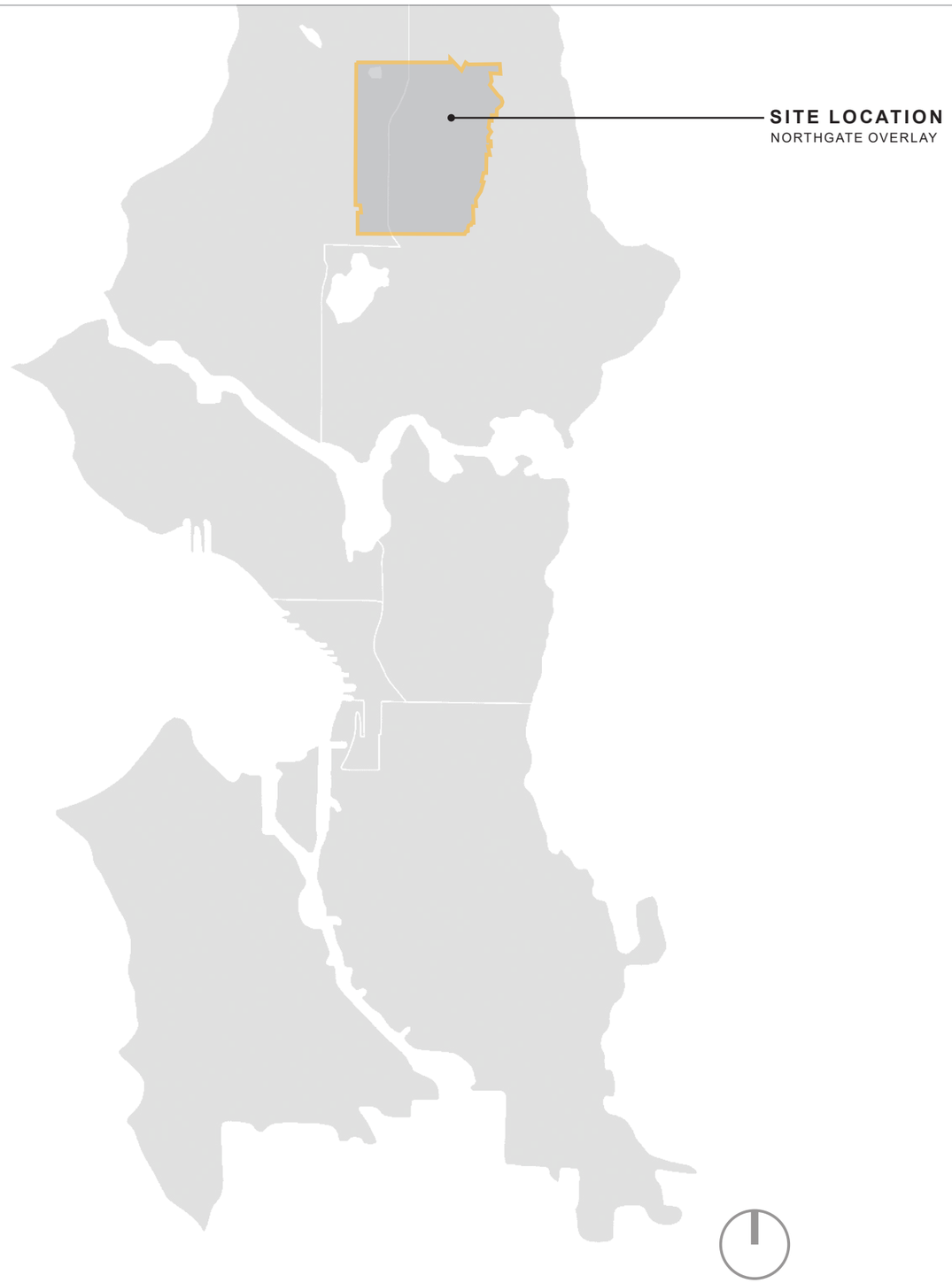
23.71.012 Special Landscaped Arterials (15th Ave NE)
Provide the following:
1. Street trees meeting SDOT standards
2. N/A
3. 6' planting strip + 6' sidewalk OR 12' sidewalk without planting strip
4. Pedestrian improvements per SDOT such as special pavers, lighting, benches, planting boxes

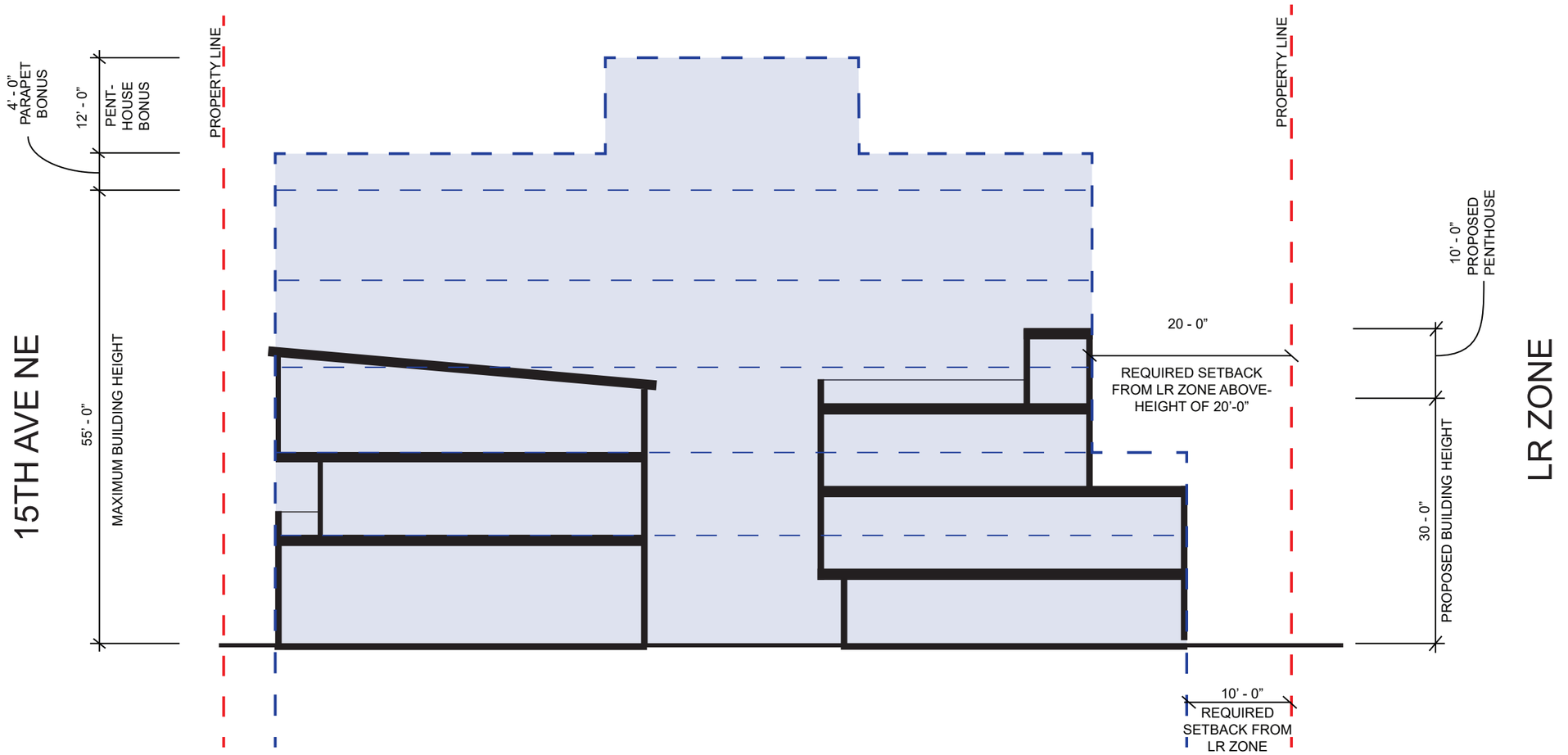
23.71.014 Open Space
A minimum of 15% of lot area (or 15% proposed GFA at applicant's option) shall be provided as usable open space for all COMMERCIAL and MIXED USE substantial development

Type of Open Space Required:
Lanscaped: 1/3 total required open space
Usable: 1/5 total required open space
The remainder shall be either type or payment made to Northgate Open Space Fund
Note: In no case shall required landscaped open space be reduced to less than the minimum percentages required in A1 and A2 of this section. Required landscaping of surface parking areas may could toward the landscpaed open space requirement.

23.71.014.B.1 Landscaped Open Space
Provided outdoors in the ground or in permanently installed beds, planters, or containers which can't be readily removed. It shall have a minimum horizontal dimension of 6'.

23.71.014.A Usable Open Space
Minimum size per Table 23.71.014.A and located within 3' of elevation of abutting sidewalks, provide access of at least 10' in width and barrier free access.
Exterior Open Space shall be provided as active or passive park, courtyard, public meeting space, terrace, town square, urban garden, urban plaza, landscaped interior block pedestrian connection or urban trail. It shall meet size requirements of 23.71.014.C and be screened from streets and parking areas by landscaping, fence, or wall.





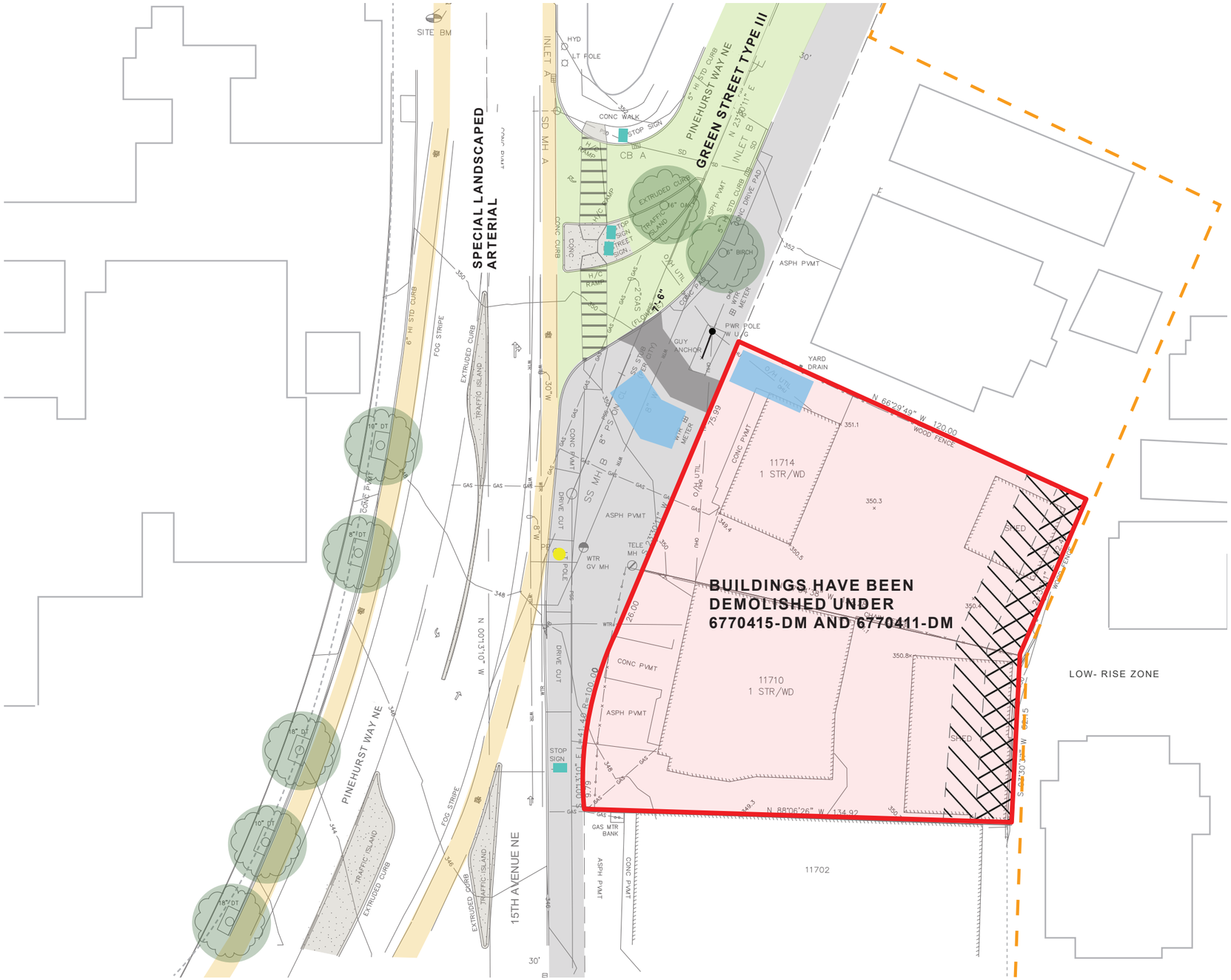
NC2-55(M) MAXIMUM DEVELOPMENT ENVELOPE VS. PROPOSED

SITE CONSTRAINTS

- 15th Ave NE is an arterial and contains bike lanes. Existing curb cuts to be removed and restored to SDOT standards.
- Proposed curb cut is constrained to Pinehurst Way NE, the non-arterial street, per direction of SDOT
- Solid waste pick-up is constrained to Pinehurst Way NE per direction of SPU. Solid waste staging to be located along Pinehurst and/or at the northeast corner of the site.
- Existing Power Pole at northeast corner of site requires a minimum distance of 7'-6" from a proposed driveway. SDOT will permit the driveway to be less than 7'-6" from the termination of the guy wire.
- Setbacks from adjacent LR zone required along east property line.

URBAN ANALYSIS KEY

- PROJECT SITE
- PROPOSED DRIVEWAY
- LOW RISE ZONE
- STREET LIGHT POLE
- STREET SIGNS
- SOLID WASTE STORAGE/STAGING
- EXISTING TREE
- POWER POLE WITH GUY WIRE
- BIKE LANE
- UPPER LEVEL SETBACK
- LOWER LEVEL SETBACK
- EXISTING HARD SURFACE
- GREEN STREET

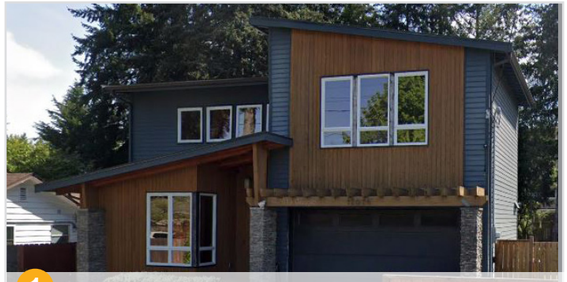




NEIGHBORHOOD DESIGN ELEMENTS

The neighborhood is a mix of uses, scales and density so the design elements are just as diverse. Between the uses there is an apparent attempt to connect to the outdoors and open spaces. The majority of older homes in the neighborhood are predominantly capped by gable roofs. Newer townhomes were built with a mix of pitched roofs and flat roofs with either expressive roofs or large decks. Landscaped front yards are predominantly found in this neighborhood among the single family homes. There is a strong emphasis on upper level decks and connection to the street.

This project aims to strike a balance between old and new with a combination of pedestrian focused entries on all of the live work units and a strong connection to the open space with upper level decks and unique roof forms. There will be a large focus on the open space, landscaping and pedestrian experience that is characteristic of this neighborhood.



1 SHED ROOF FORMS



5 UNIQUE COMMERCIAL FACADE COMPOSITION



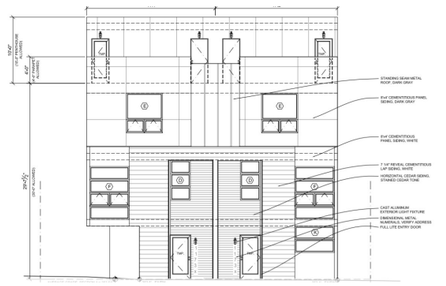
2 DECK SPACE FACING SHARED DRIVEWAY



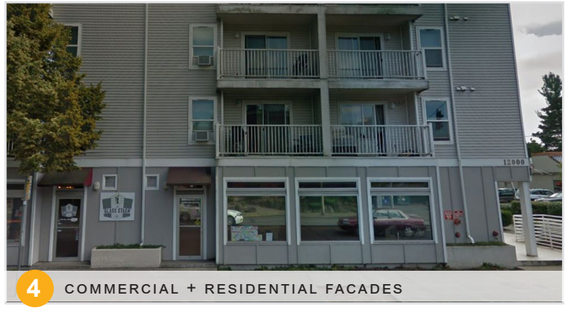
6 NEUTRAL COLOR PALLET AND SIMPLE MASSING



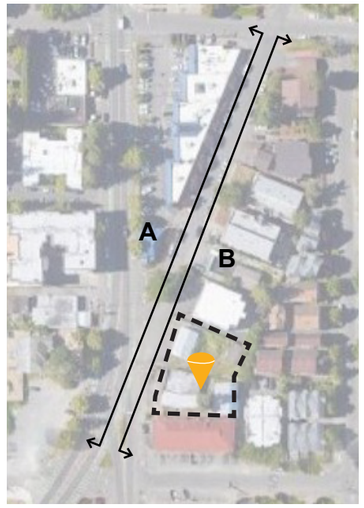
3 STREET FACING TOWNHOUSES



7 NEW DEVELOPMENT - STREET FACING TOWNHOMES



4 COMMERCIAL + RESIDENTIAL FACADES



COMMERCIAL USE
1 STORY
PITCHED ROOF FORMS

COMMERCIAL USE
1 STORY
FLAT ROOF FORMS

ACROSS FROM SITE

NE 117TH ST



NE 120TH ST

(A) PINEHURST WAY NE

APARTMENT
2 STORIES
PITCHED ROOF FORMS

APARTMENT
2 STORIES
PITCHED ROOF FORMS

APARTMENT
3 STORIES
SHED ROOF FORMS

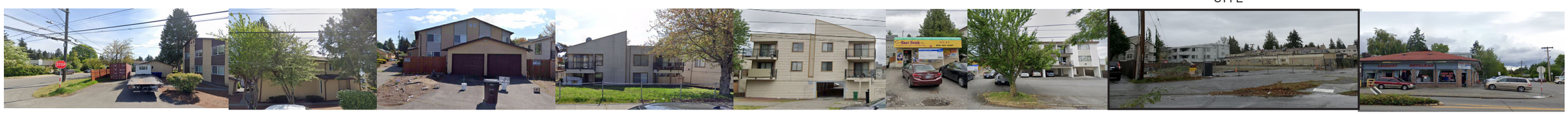
COMMERCIAL USE
1 STORY
FLAT ROOF
FORMS

APARTMENT
3 STORIES
FLAT ROOF
FORMS

SITE

COMMERCIAL USE
1 STORY
PITCHED ROOF FORMS

NE 120TH ST



NE 117TH ST

(B) PINEHURST WAY NE



BIRDS EYE VIEW - PINEHURST NEIGHBORHOOD

PROPOSED PROJECT SITE
- The project site consists of two parcels
- Total Site Area = 16,290 SF and measures 150' wide at the west edge/105' at the east and 120' deep at the north and 135' at the south.
- The two parcels currently are currently empty. Buildings were demolished under 6770415-DM and 6770411-DM.

TOPOGRAPHY
- 1' to 2' of grade change through out whole site at the east / west direction

ADJACENT BUILDINGS AND USES
- North: Existing 3-story apartment building (NC2-55(M))
- East: Existing 4-story apartment and 3-story townhouses (LR2 (M))
- South: Existing 1-story commercial building (NC2-55 M))
- West: Existing 1-story commercial building across the street (NC2-55 (M)

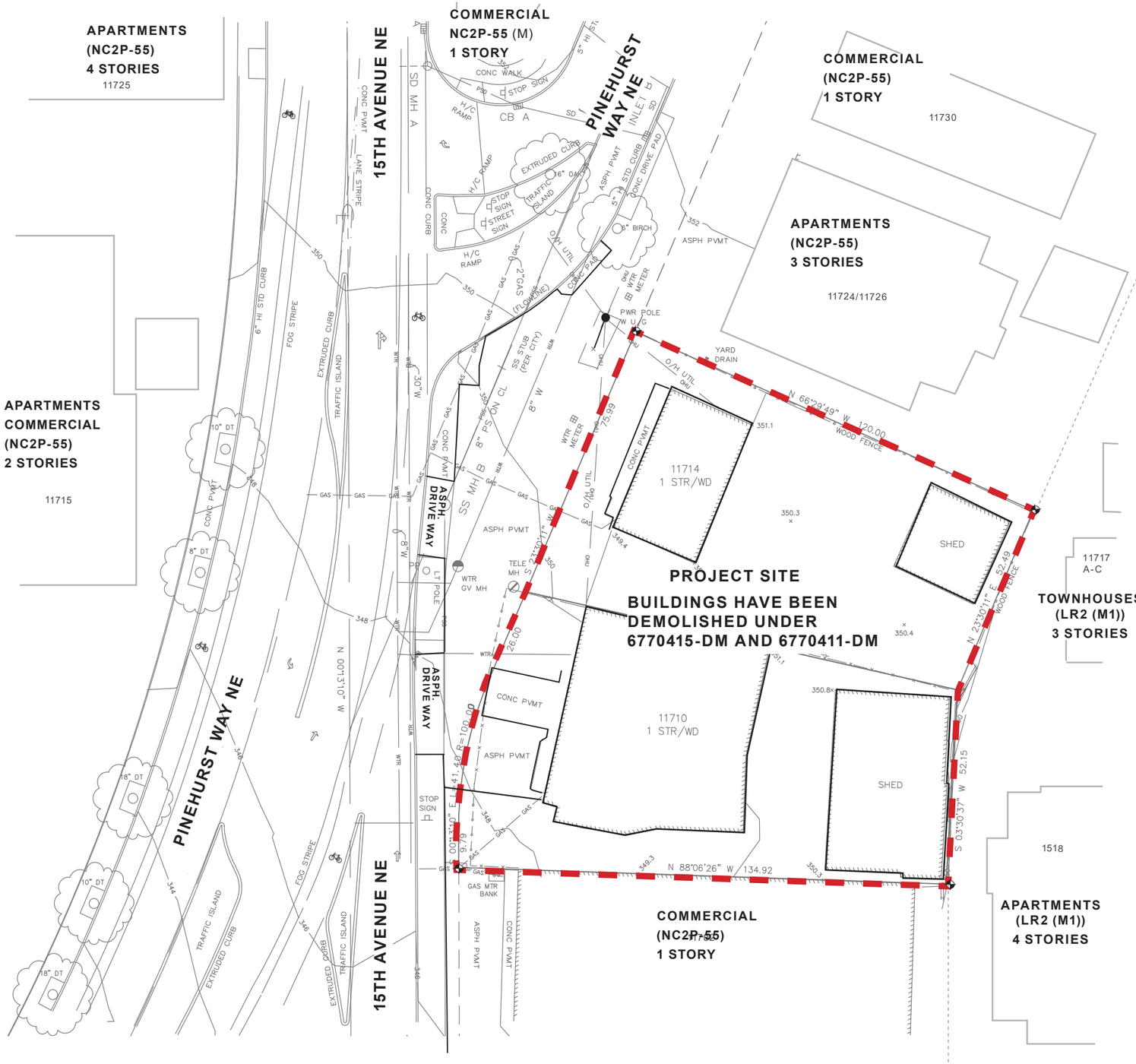
TRAFFIC PATTERNS
- 15th Ave NE intersects Pinehurst Way NE immediately adjacent the site
- Majority of the traffic flow travels north on Pinehurst Way NE and continues onto 15th Ave NE
- Bicycle lanes are located on both sides of Pinehurst Way NE transitioning to 15th Ave NE.

STREET-SCAPE
- There is a right-of-way of significant size immediately west of the site that currently contains two large curb cuts and is infilled with concrete.

TREES
- No trees are located on site

LEGAL DESCRIPTION
Parcel # 679810-0780
PINEHURST ADD
Plat Block:
Plat Lot: 148

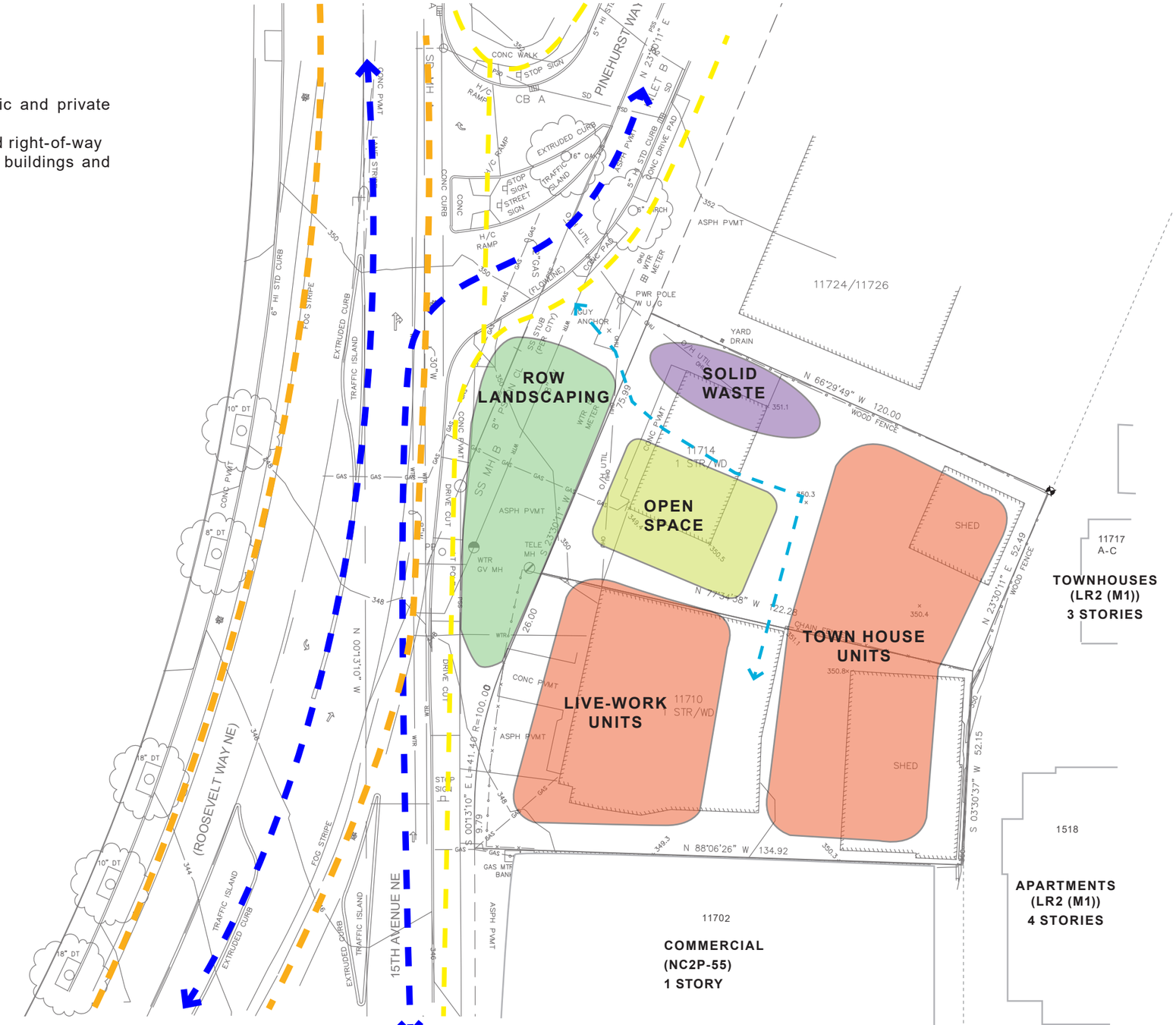
Parcel # 679810-0785
PINEHURST ADD
Plat Block:
Plat Lot: 149



EXISTING CONDITIONS - SURVEY

SITE CONCEPT

- Vehicular access from curb cut along Pinehurst Way NE
- Live-Work units at the street edge for interaction with streetscape
- Townhouses located at rear of site respond to low-rise scale to east
- Open Space adjacent the right-of-way providing opportunity to connect public and private areas
- Pedestrian access to live-work units and open space through newly landscaped right-of-way
- Rear yards for townhouses provide ground level amenity and buffer between buildings and neighbors
- Strategic paving and planting to guide pedestrians and vehicles
- Solid waste storage/staging at northeast for pickup from Pinehurst



SITE CONCEPT KEY:

VEHICLES

BICYCLES

PEDESTRIAN ACCESS

VEHICULAR ACCESS



STREETSCAPE LANDSCAPING

PL1. CONNECTIVITY
1. INCORPORATE OPEN SPACE

The Northgate Plan places a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas.

PL2. WALKABILITY
II. STREETSCAPE COMPATIBILITY

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



ENHANCED PEDESTRIAN EXPERIENCE



PRECEDENT IMAGE - HUXLEY APTS (MITHUN)

DC3. OPEN SPACE CONCEPT
A. BUILDING-OPEN SPACE RELATIONSHIP

1. 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.

PL3. STREET-LEVEL INTERACTION
V. COMMERCIAL AND MIXED-USE BUILDINGS

i. The ground floors of buildings should appear inviting to the public by containing commercial uses and open spaces with direct entry from the sidewalk. Vary these features in size, width and depth to accommodate a variety of appropriate uses and activities for the site and vicinity. This includes providing multiple entries at the street.



STREET LEVEL ACTIVATION



BUILDINGS ARRANGED FOR BETTER PEDESTRIAN EXPERIENCE

CS2. URBAN PATTERN AND FORM
IV. SUPER BLOCK DEVELOPMENT

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

DC2. ARCHITECTURAL CONCEPT
II. UPPER STORIES

Design Should be Defined Block by Block
Recessing the upper stories of developments on arterials allows sunlight to pass onto the street and minimizes the impact of height on pedestrians.



UPPER LEVEL MODULATION



REDUCED SCALE AND MASSING

CS2. URBAN PATTERN AND FORM
III. HEIGHT, BULK AND SCALE

New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the facade. The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts of development, particularly at the upper levels.

DC3. OPEN SPACE CONCEPT
I. URBAN GARDENS

Increase Publicly Accessible Open Spaces and Connections Between Them i. New public spaces should provide as many seating opportunities as possible; ii. Planter walls should be set at a height that allows for their use as seating; and iii. Moveable chairs and tables are strongly encouraged.



INTERACTIVE GARDEN

PL1. CONNECTIVITY (NORTHGATE)	**Complement and contribute to the network of open spaces around the site and the connections among them.**	
PL1. I. Incorporate Open Space	The Northgate Plan places a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas.	The proposed design will encourage interaction with the building and the open space. The large right of way creates a nice buffer against the busy streets ensuring a safe, accessible and comfortable space that is characteristic of the neighborhood.

PL2. WALKABILITY (NORTHGATE)	**Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**	
PL2. II. Streetscape compatibility	The community's vision of an enhanced, pedestrian-oriented urban center environment can only be achieved by improving pedestrian network connectivity throughout the neighborhood along specially designated streets including Major Pedestrian Streets, Special Landscaped Arterials and Green Streets, as well as other access streets, and pedestrian connections across private property.	The pedestrian experience will be an important part of the design. The proposal will improve the pedestrian network and also build off of the existing street rhythm to pull users across the right of way and engage with the buildings and open space.

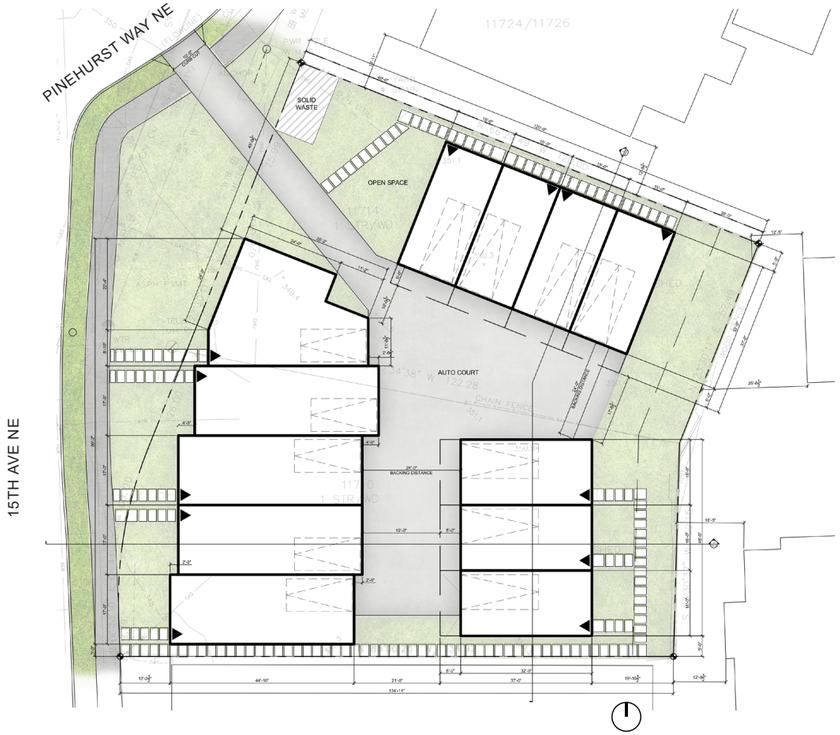
PL3. STREET LEVEL INTERACTION (NORTHGATE)	**Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**	
PL3.V. Commercial and Mixed-Use Buildings	i. The ground floors of buildings should appear inviting to the public by containing commercial uses and open spaces with direct entry from the sidewalk. Vary these features in size, width and depth to accommodate a variety of appropriate uses and activities for the site and vicinity. This includes providing multiple entries at the street.	The ground floor of the live-work street facing units will be inviting to the public with entries directly off of the right of way. The pathways will be integrated through the right of way landscaping to create a compelling approach experience for the public and private users.

DC3. OPEN SPACE CONCEPT (CITYWIDE)	**Integrate open space design with the design of the building so that each complements the other**	
DC3. A. Building Open Space Relationship	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.	The proposed buildings have been thoughtfully placed to engage with the open space and enhance the interior uses. The street facing live work units engage directly at the ground floor. The second level steps back to allow for a deck at the living level to connect with the outdoor space.

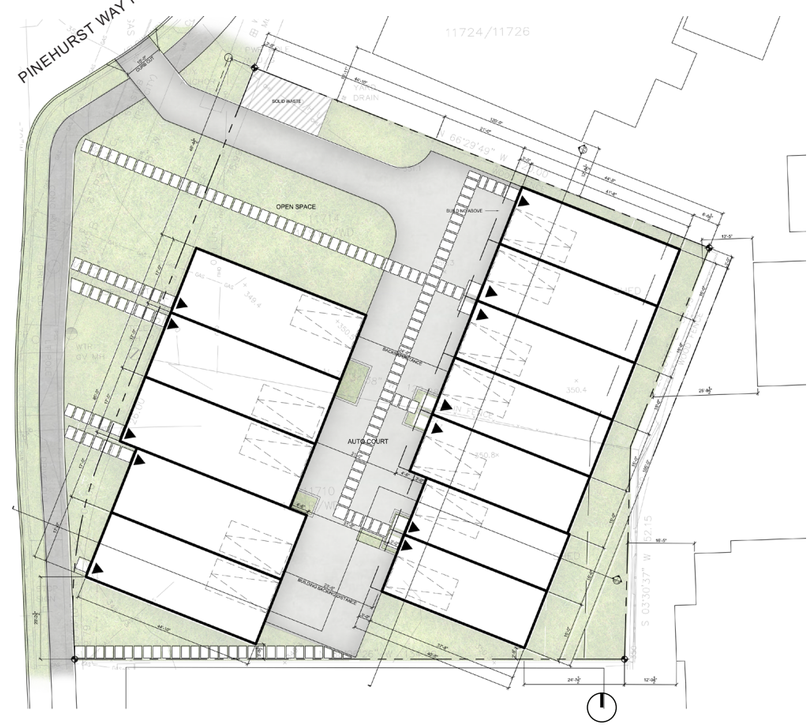
CS2. URBAN PATTERNS AND FORM (CITYWIDE)	**Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**	
CS2. III. Height, Bulk + Scale	iii. New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the facade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings.	The design will incorporate modulation through the use of both massing and materials to break up the facade. Entries will be clearly defined from the overall building by incorporating texture and detailing at the street level for pedestrian scale.

CS2. URBAN PATTERNS AND FORM (NORTHGATE)	**Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**	
CS2. IV. Super Block Development	A large site should pay particular attention to massing and scale both in terms of its relationship to the surrounding area and within the site itself. Large monolithic structures are discouraged. Ideally, development on a large, super block-scale site should be arranged into multiple buildings that lend a human scale and provide for pedestrian permeability.	The units have been separated into multiple buildings to reduce the mass as well as create a better circulation experience for the users. The live work functions sit in front of the townhouses to create a buffer between the public to private realm.

DC2. ARCHITECTURAL CONCEPT (NORTHGATE)	**Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**	
DC2. II. Upper Stories	Design Should be Defined Block by Block recessing the upper stories of developments on arterials allows sunlight to pass onto the street and minimizes the impact of height on pedestrians.	The second level of the live work units steps back to allow for a deck at the living level to connect with the outdoor space. This also creates a strong definition of uses in those mixed use buildings. The scale appears smaller and more approachable to the public.
DC3. OPEN SPACE CONCEPT (NORTHGATE)	**Use appropriate and high quality elements and finishes for the building and its open spaces.**	
DC3. I. Urban Gardens	Increase Publicly Accessible Open Spaces and Connections Between Them i. New public spaces should provide as many seating opportunities as possible; ii. Planter walls should be set at a height that allows for their use as seating; and iii. Moveable chairs and tables are strongly encouraged.	An urban garden will be incorporated into the open space as a way to connect the public and private uses to share a space that will provide active interaction on the site. Seating and landscaping will be proposed to encourage use.







OPTION ONE

Option One contains 12 units, 5 live-work units and 7 townhouses. The live-work units are located in one building oriented along 15th. The other two buildings contain townhouses, one located at the north edge of the site, the other at the south, behind the live-work units.

Driveway access occurs from Pinehurst and enters diagonally into the site. All unit garages are accessed off of an auto court. Pedestrian entry is separated from the auto entry and circulates along the perimeter of the site. One combined solid waste enclosure is provided at the north of the site as close to the curb cut as possible. The required Northgate Open Space is provided at the North of the site adjacent to the live-works, driveway and townhouses.

The live-work units create a strong street presence and the option offers a large rear setback for yard space. The proposal is challenging for pedestrian access by creating long and separate pathways along the perimeter. The open space is divided from the street and the right-of-way by the solid waste storage area and the driveway so would not be the most welcoming to the public.

Option One is code compliant.

OPTION TWO

Option Two contains 12 units, 6 live-work units and 6 townhouses. 4 live-work units are located in one building oriented along Pinehurst, and 2 live-work units face 15th in the south building that also contains 3 townhouses. The north building contains 3 townhouses all of which have garages, as do the south three townhouses. 2 Live Work units have garages and the remaining are surface parked along the east.

Driveway access occurs from Pinehurst and then turns into a shared autocourt. Pedestrian entry is separated from the auto entry and circulates along the perimeter of the site. One combined solid waste enclosure is provided at the north of the site as close to the curb cut as possible. The street facing units are separated so that the required Northgate Open Space is adjacent to 15th and oriented between the Live Work units.

The scheme breaks down the massing along the street and the open space is highly visible from 15th and inviting to the public. The live-work units also follow the street pattern of both 15th and Pinehurst. The proposal is also challenging for pedestrian access and the circulation is dominated by the driveway and large autocourt. The townhouses have no ground yard space.

Option Two seeks one departure for building depth within 50' of the LR zone.

OPTION THREE (PREFERRED)

Option Three contains 12 units, 5 live-work units and 7 townhouses. 5 of the live-work units are in located in one building oriented along Pinehurst. The 7 townhouses are placed behind and parallel to the front building and all units have garages.

Driveway access occurs from Pinehurst and then turns into a shared autocourt. Pedestrian entry to the townhouses is combined with the autocourt in the same linear manner. One combined solid waste enclosure is provided at the north of the site as close to the curb cut as possible. The required Northgate Open Space is provided at the North of the site adjacent to the live-works but south of the driveway and solid waste.

This option has a highly visible street presence along 15th Ave and the massing sits parallel to Pinehurst. The open space is located adjacent to the largest part of the right-of-way to be more inviting to the public and help activate the street and the live-work units. The combined trash is separated from open space by the driveway. The townhouses have rear yard space as well as roof deck amenity. The simplified massing allows for easier wayfinding for both public and private use. Though the townhouse pedestrian entries are shared with the autocourt the simple path with open sight lines help with visibility and safety.

Option Three seeks two departures to reduce the required rear setback.

OPTION ONE

DISTINGUISHING FEATURES
- 5 Live Work units + 7 Townhouse units
- 12 Garages
- 3-story units
- Roof decks at townhouses
- 19,397.1 SF FAR
- 4 unit types:
- (1) Live Work unit include 3 bedrooms
- (4) Live Work units include 2 bedrooms
- (4) Townhouse units include 2 bedrooms and roof deck
- (4) Townhouse units include 2 bedrooms
- Open space located at Northeast
- Code compliant

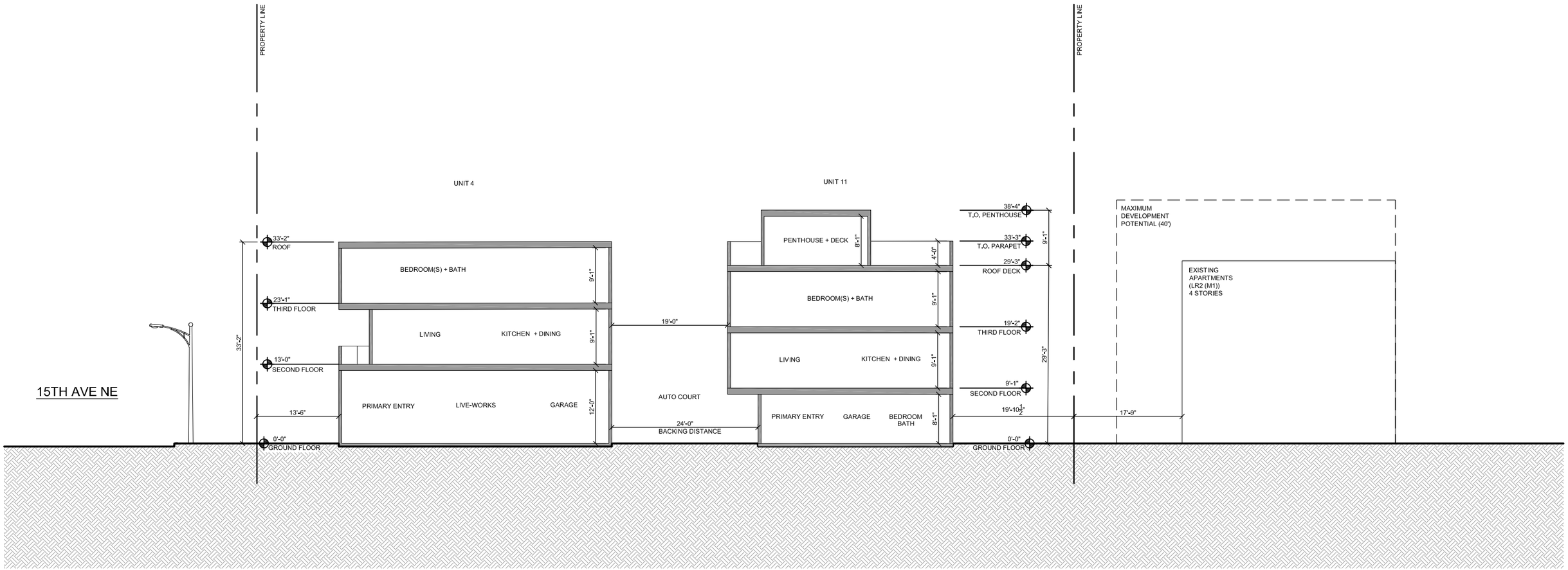
OPPORTUNITIES
- Strong street presence of Live Work units along 15th Ave
- Combined trash located near curb cut
- Exceeds code minimum setback adjacent to LR zone

CONSTRAINTS
- No efficient and convenient pedestrian access to rear units
- South path is limited to 3' adjacent to the Live Work units
- Large amount of space dedicated to the Autocourt
- No yard space for the North townhouses
- Open space behind solid waste storage is not inviting to the public

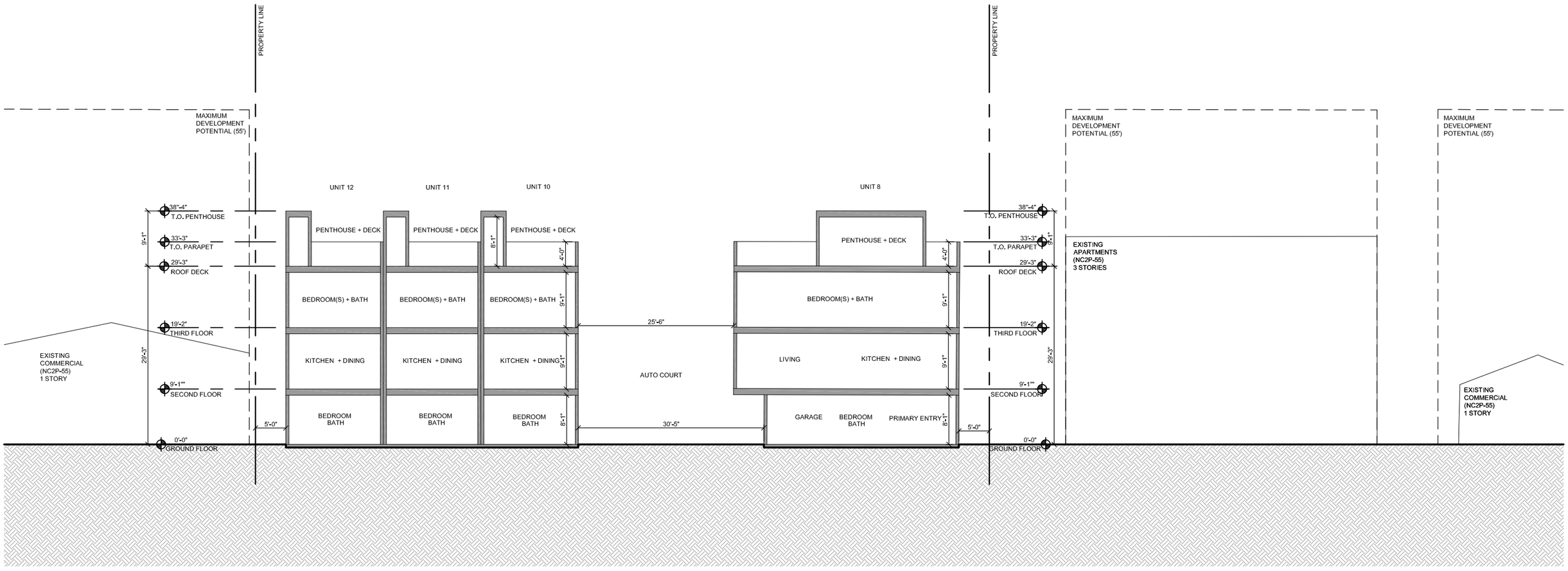
DEPARTURES REQUESTED:
- No departures requested



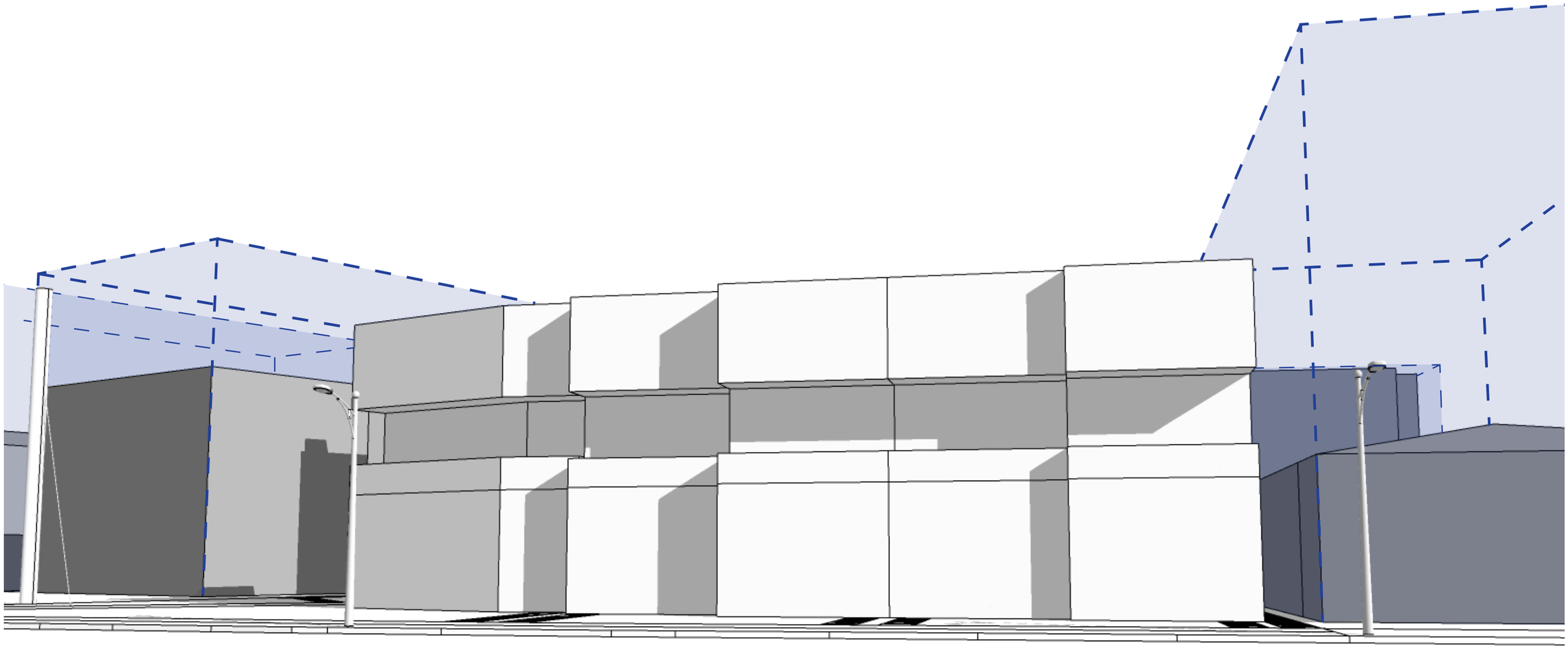
SITE PLAN - OPTION 1



SITE SECTION LOOKING NORTH

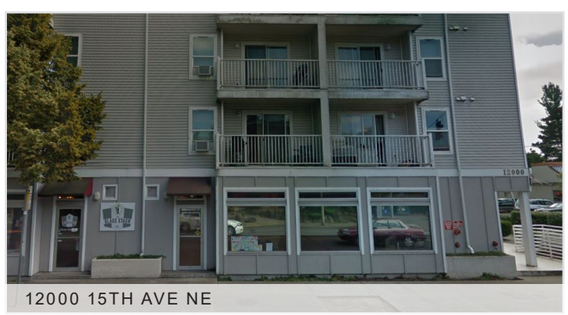


SITE SECTION LOOKING WEST



15TH AVE NE

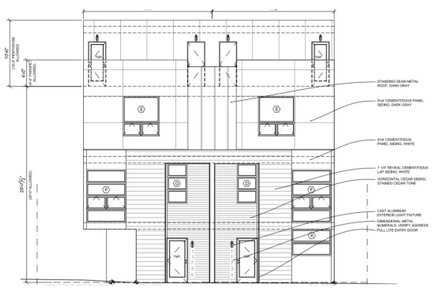
VIEW OF SOUTHWEST CORNER OF SITE



12000 15TH AVE NE



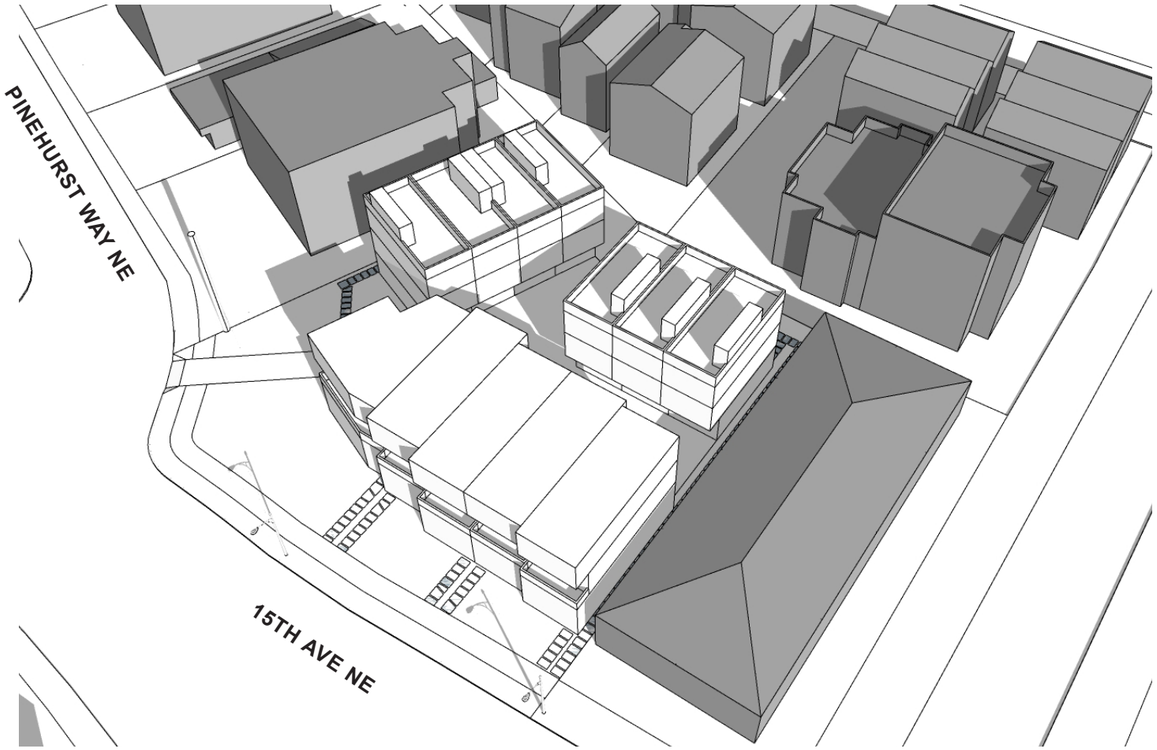
1238 NE 117TH ST



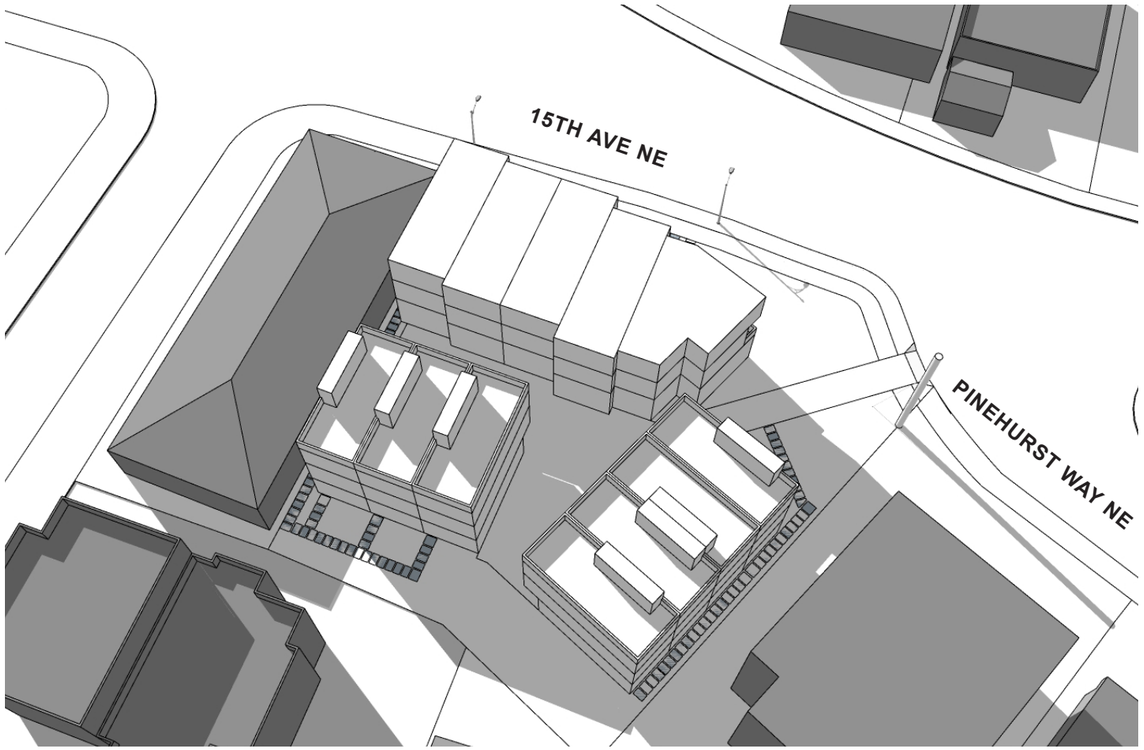
11730 PINEHURST WAY NE

NEIGHBORHOOD PRECEDENT IMAGES

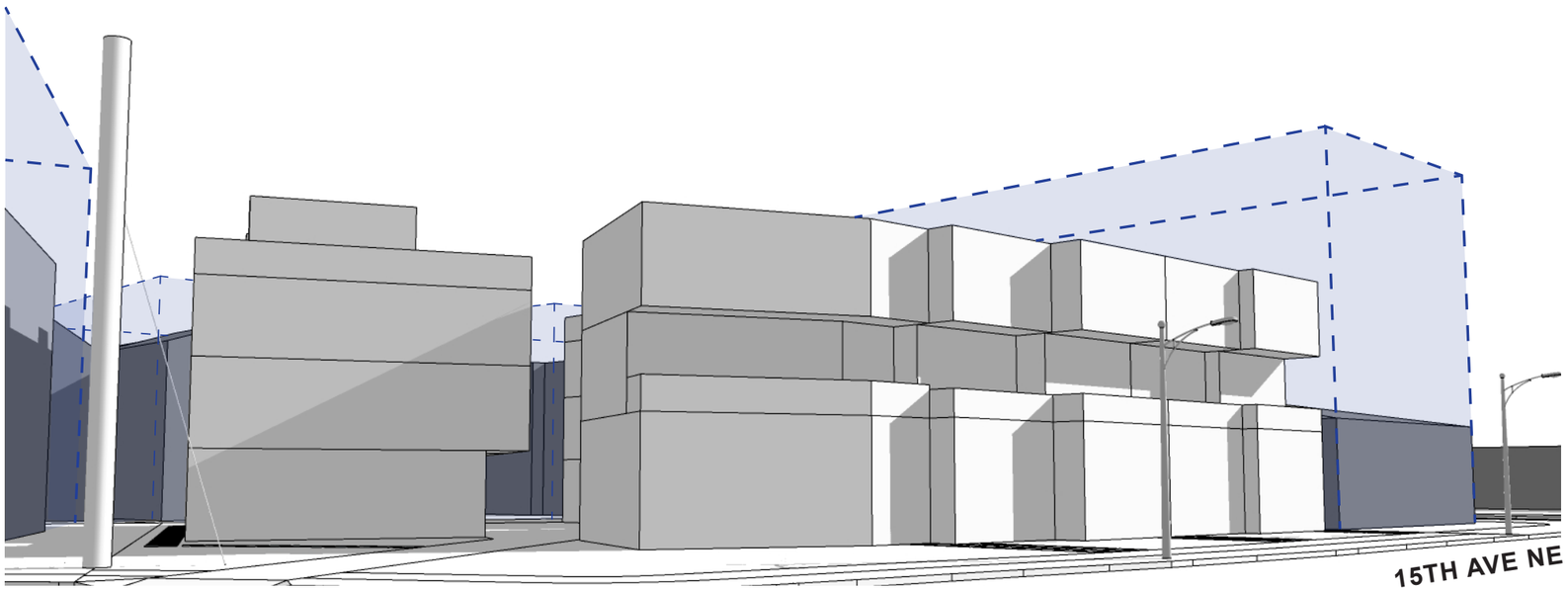
MAXIMUM DEVELOPMENT POTENTIAL



VIEW OF SOUTHWEST CORNER OF SITE



VIEW OF NORTHEAST CORNER OF SITE



MAXIMUM DEVELOPMENT POTENTIAL

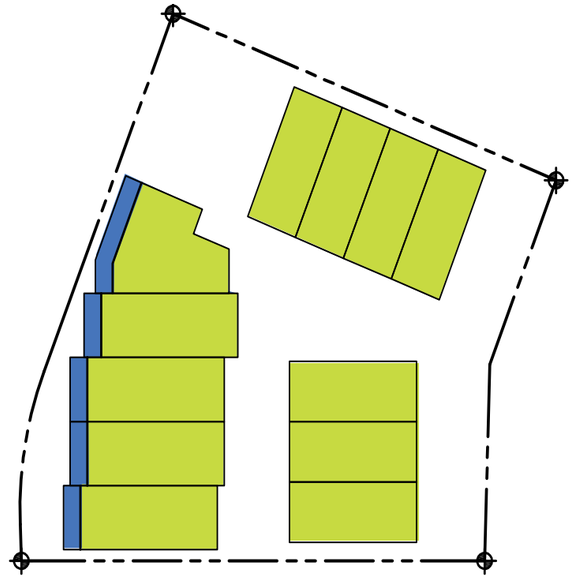
VIEW OF NORTHWEST CORNER OF SITE

PROGRAM KEY

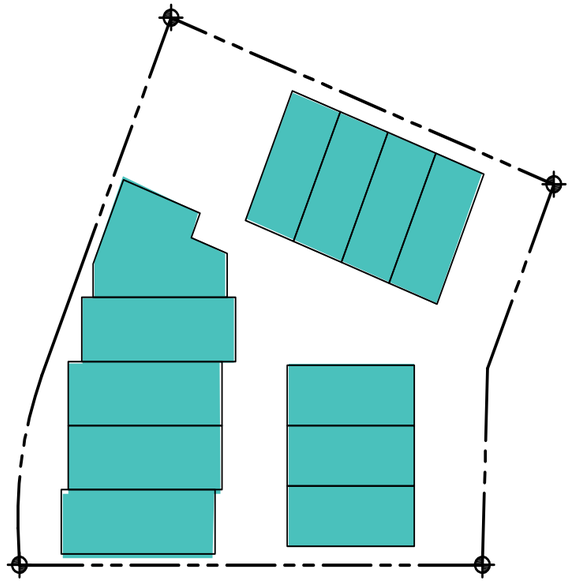
- ENTRY+GARAGE+LIVE WORK
- ENTRY+LIVE WORK
- ENTRY+GARAGE+BEDROOM+BATH
- LIVING+KITCHEN+DINING+DECK
- BEDROOM(S)+BATH
- DECK



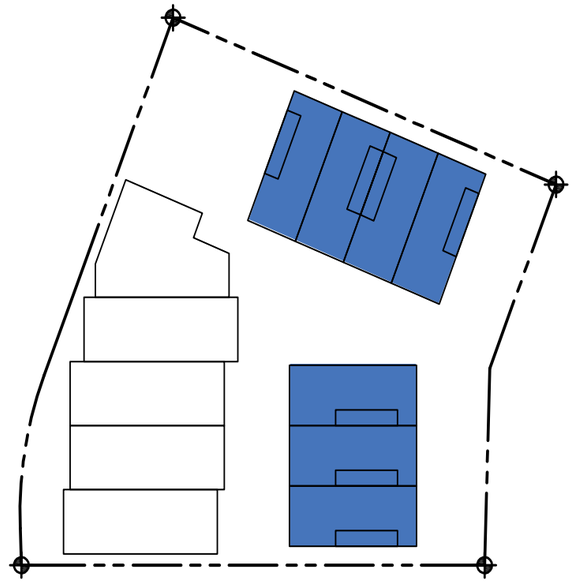
FIRST FLOOR PLAN



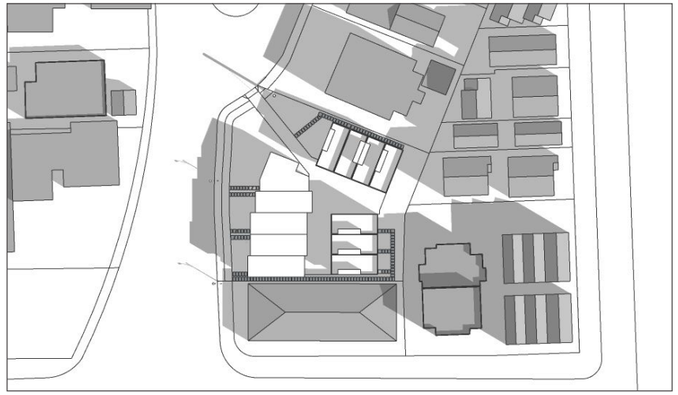
SECOND FLOOR PLAN



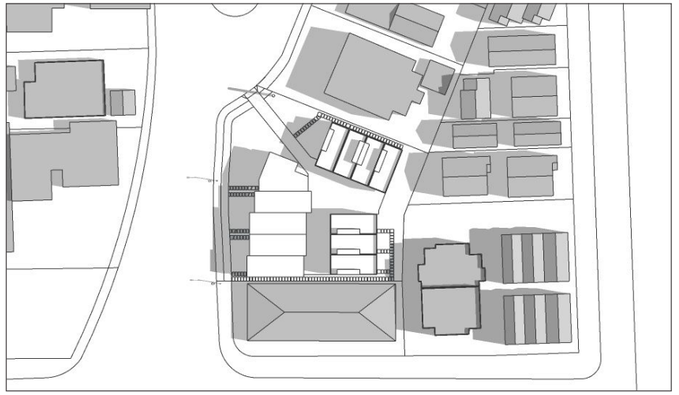
THIRD FLOOR PLAN



ROOF PLAN



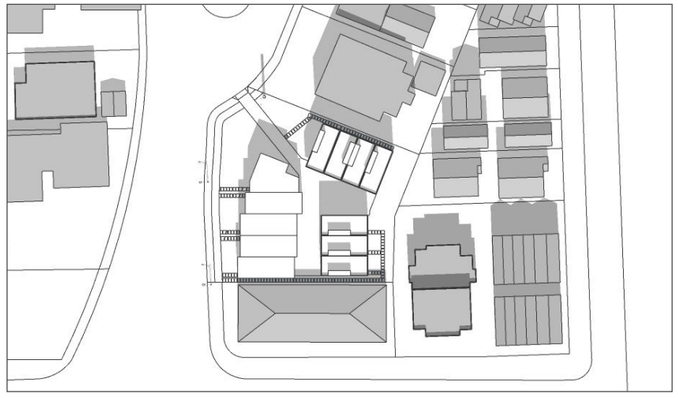
MARCH / SEPTEMBER 21, 9 AM



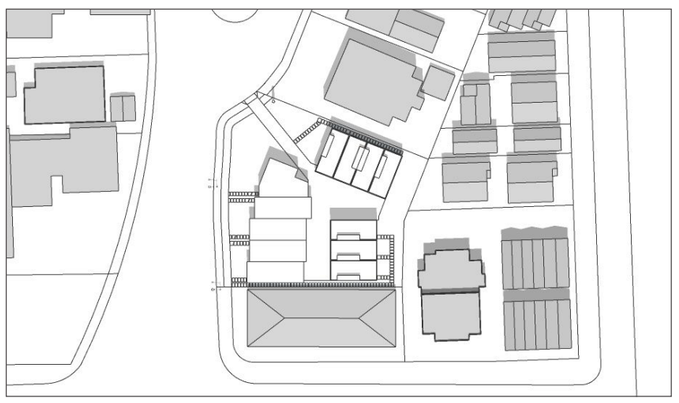
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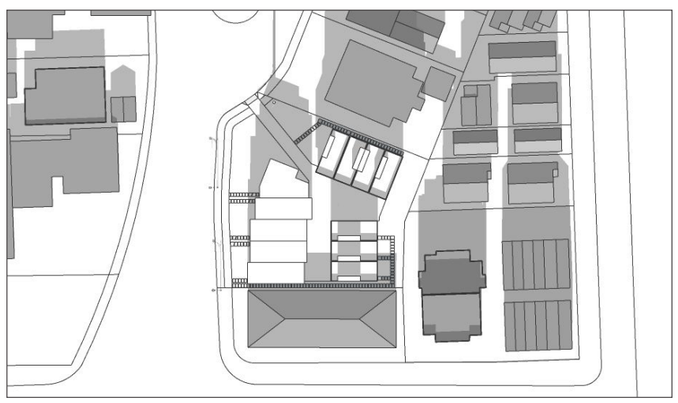
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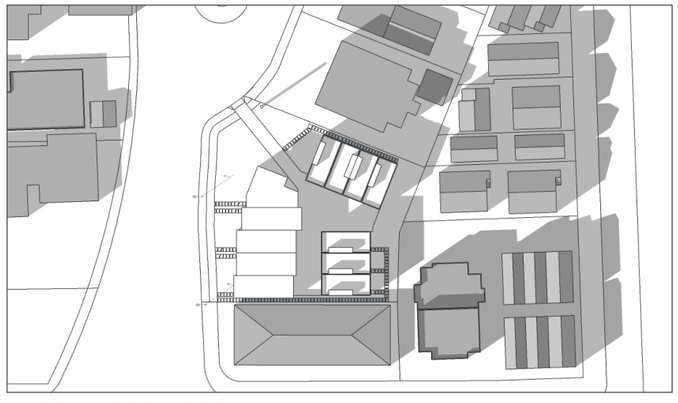
MARCH / SEPTEMBER 21, 12 PM



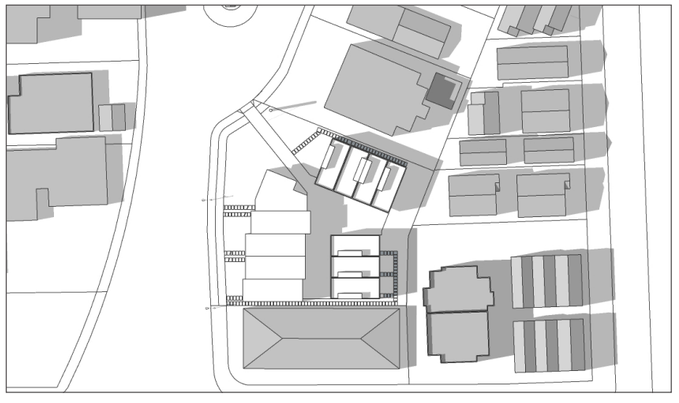
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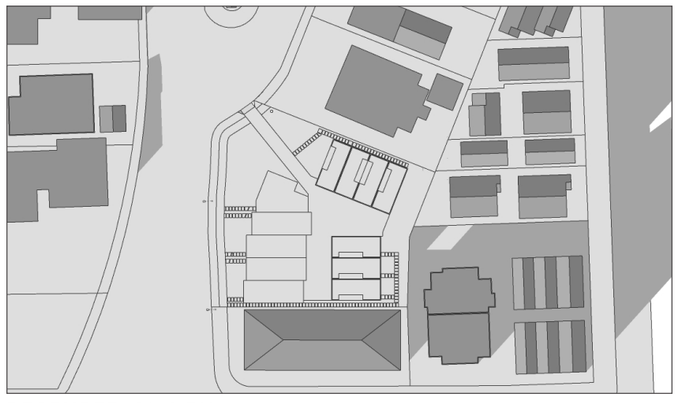
DECEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



JUNE 21, 3 PM



DECEMBER 21, 3 PM

OPTION TWO

DISTINGUISHING FEATURES

- 6 Live Work units + 6 Townhouse units
- 8 Garages, 4 surface stalls
- 3-story units
- Roof decks on townhouses
- 19,766 SF FAR
- 4 unit types:
- (2) Live Work unit include 3 bedrooms
- (2) Live Work units include 2 bedrooms
- (2) Live Work units include 2 bedrooms
- (6) Townhouse units include 3 bedrooms

OPPORTUNITIES

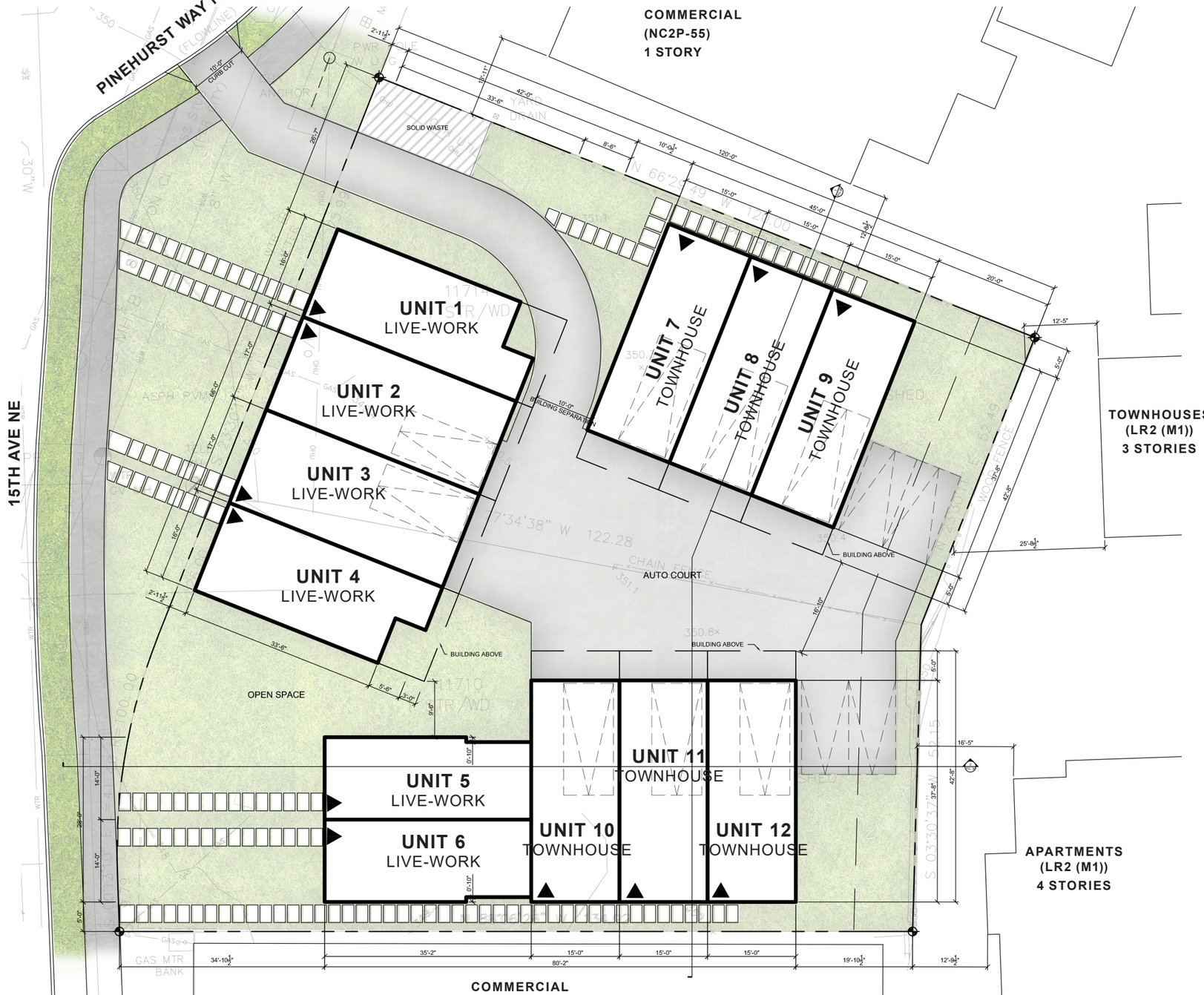
- Variety of Live Work street presence along 15th Ave
- Combined trash located near curb cut and away from units and Open Space
- Exceeds code minimum setback adjacent to LR zone
- Open Space at the SW corner is inviting off of 15th and separated from auto access

CONSTRAINTS

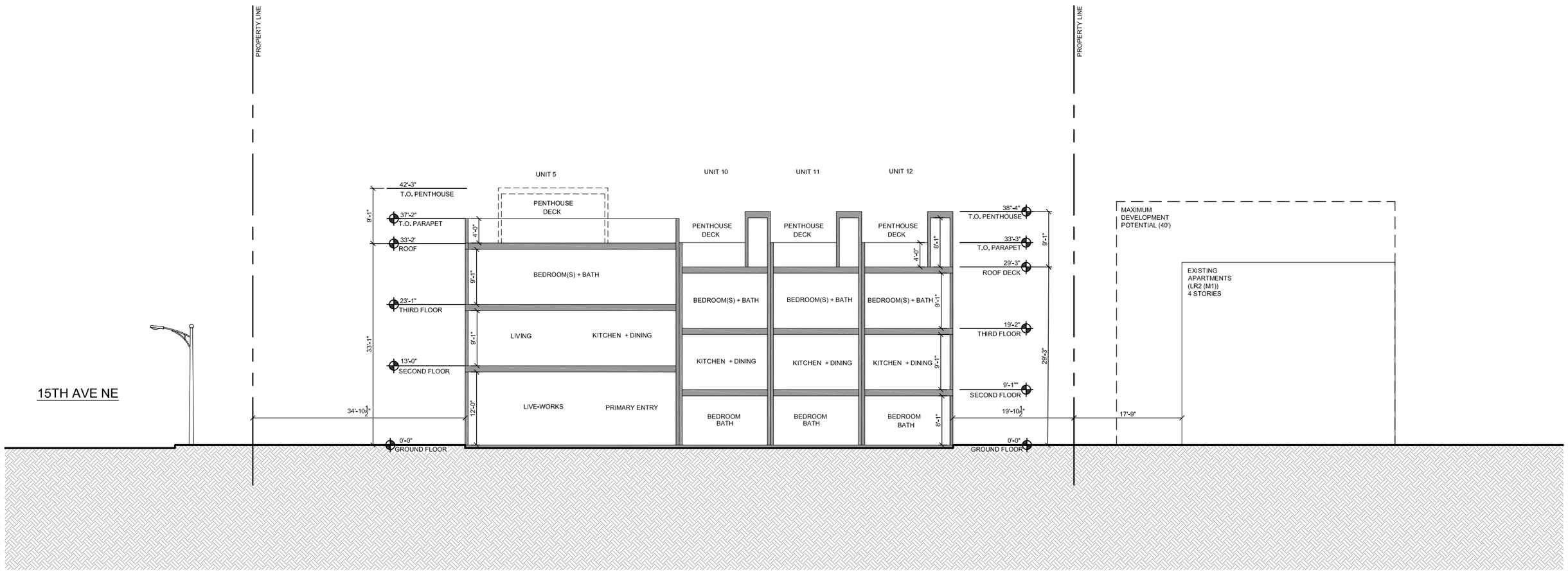
- No efficient and convenient pedestrian access to rear units
- Large amount of space dedicated to the Autocourt
- Autocourt entry is convoluted
- There is limited yard space for all townhouses
- Southern live work units farther from street

DEPARTURES REQUESTED:

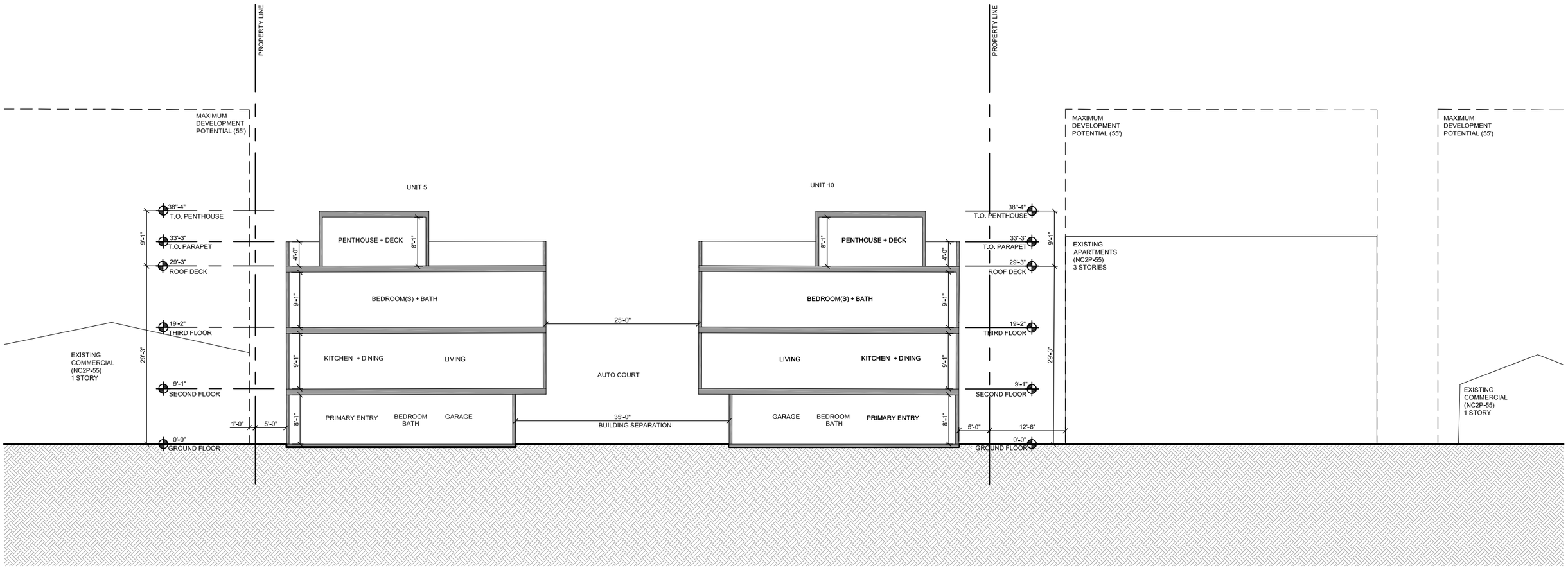
- Building depth at LR transition for the South building



SITE PLAN - OPTION 2



SITE SECTION LOOKING NORTH



SITE SECTION LOOKING WEST



15TH AVE NE

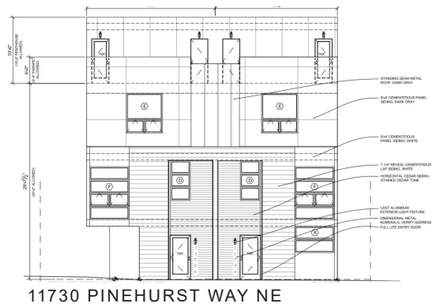
VIEW OF SOUTHWEST CORNER OF SITE



12026 14TH AVE NE



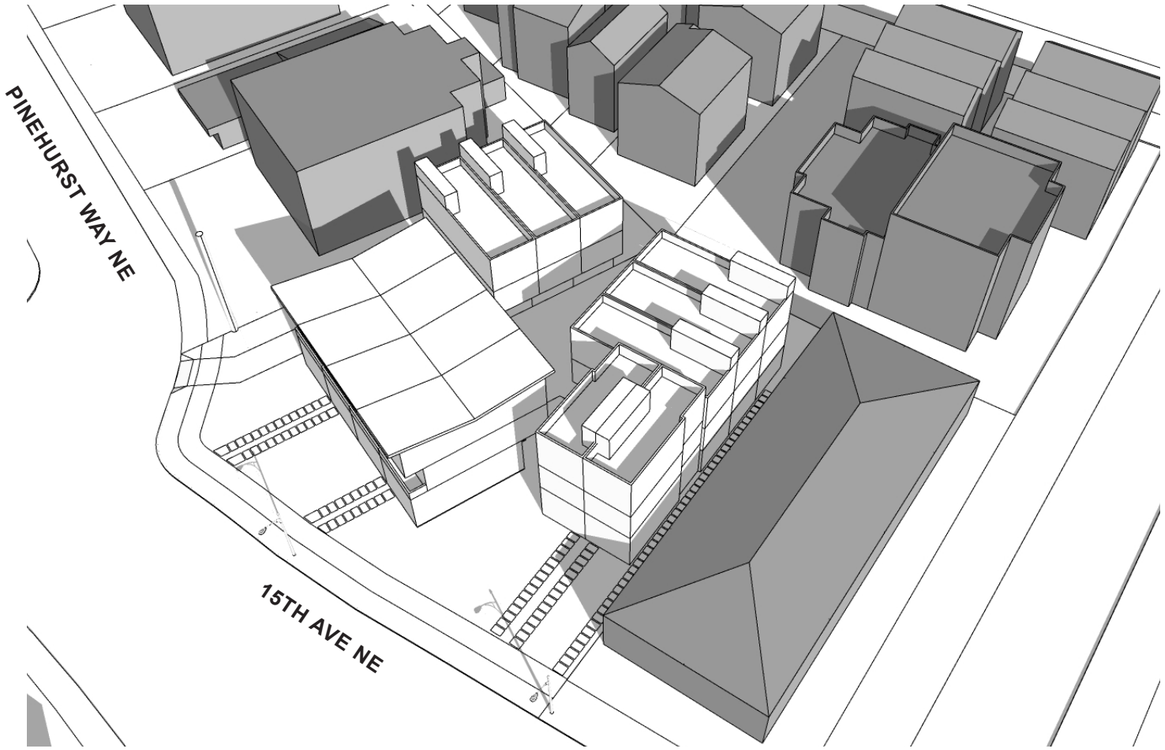
12000 15TH AVE NE



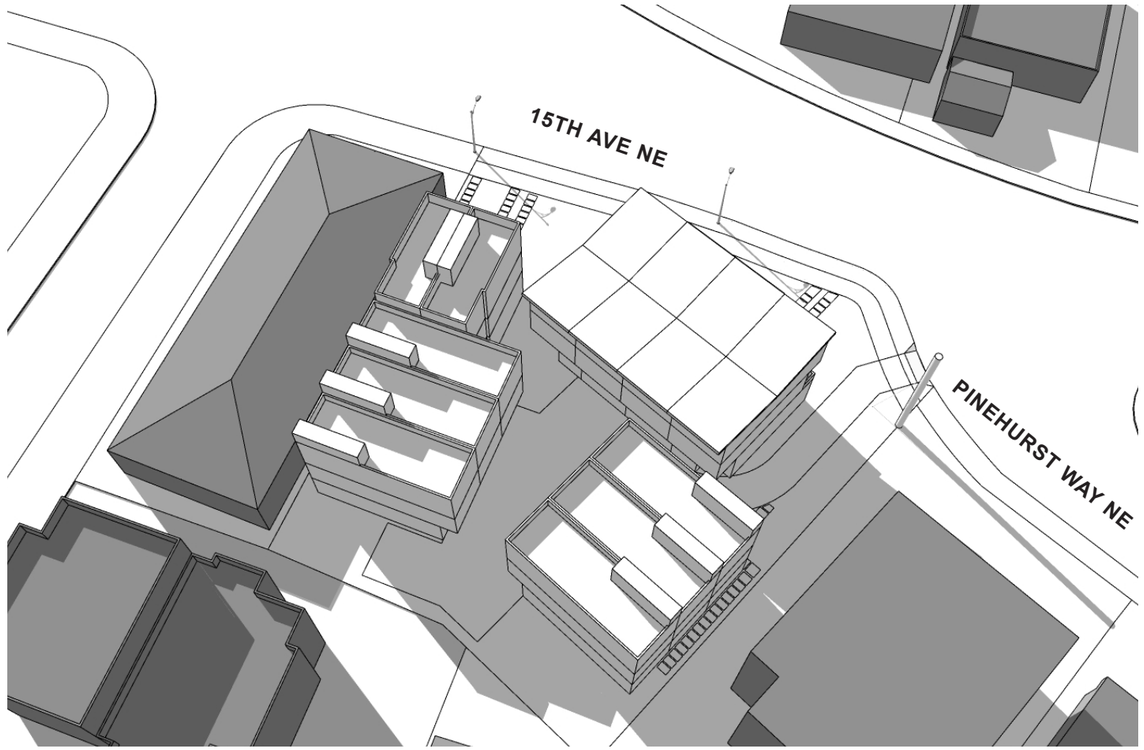
11730 PINEHURST WAY NE

NEIGHBORHOOD PRECEDENT IMAGES

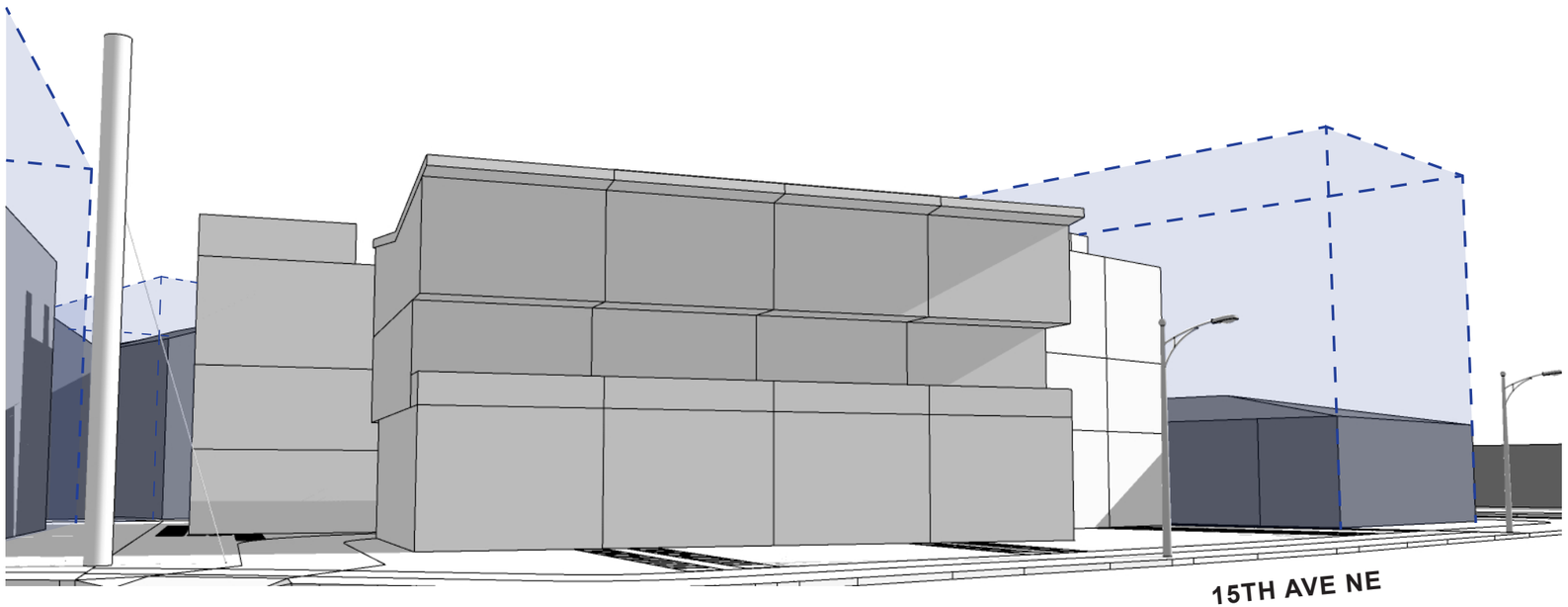
MAXIMUM DEVELOPMENT POTENTIAL



VIEW OF SOUTHWEST CORNER OF SITE



VIEW OF NORTHEAST CORNER OF SITE

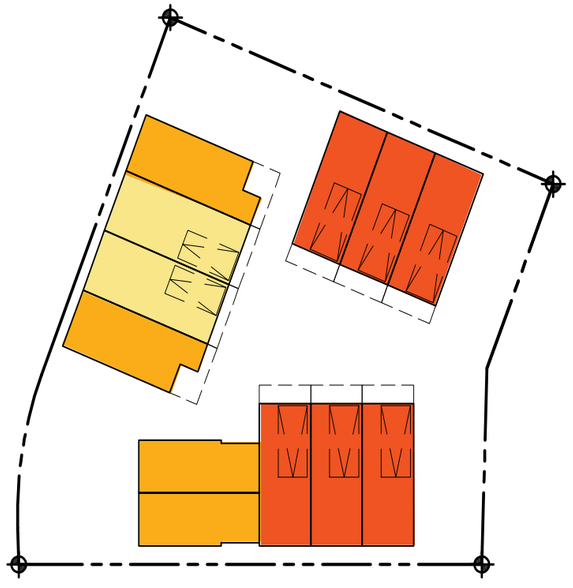


MAXIMUM DEVELOPMENT POTENTIAL

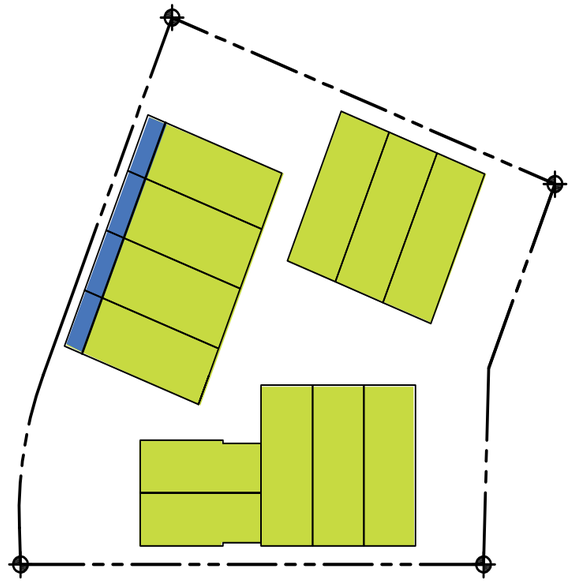
VIEW OF NORTHWEST CORNER OF SITE

PROGRAM KEY

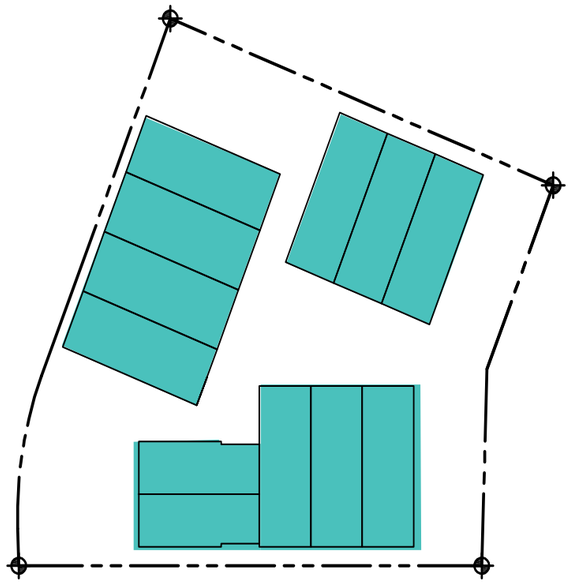
- ENTRY+GARAGE+LIVE WORK
- ENTRY+LIVE WORK
- ENTRY+GARAGE+BEDROOM+BATH
- LIVING+KITCHEN+DINING+DECK
- BEDROOM(S)+BATH
- DECK



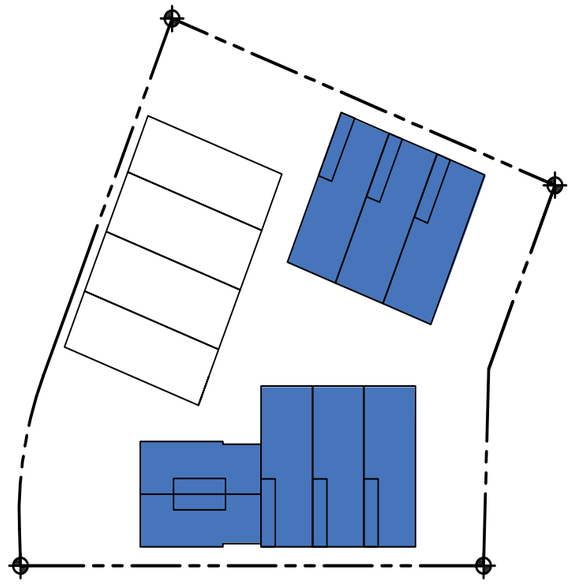
FIRST FLOOR PLAN



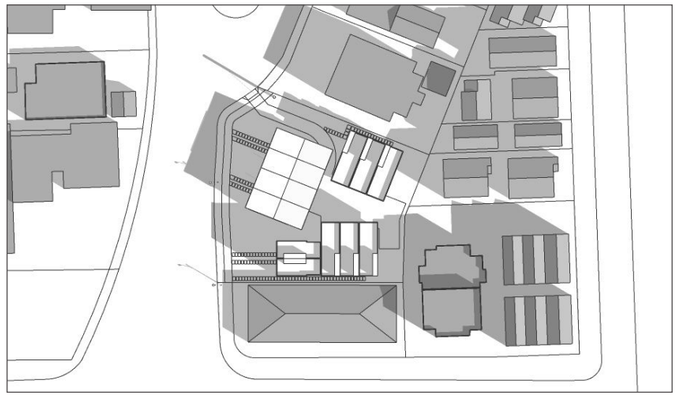
SECOND FLOOR PLAN



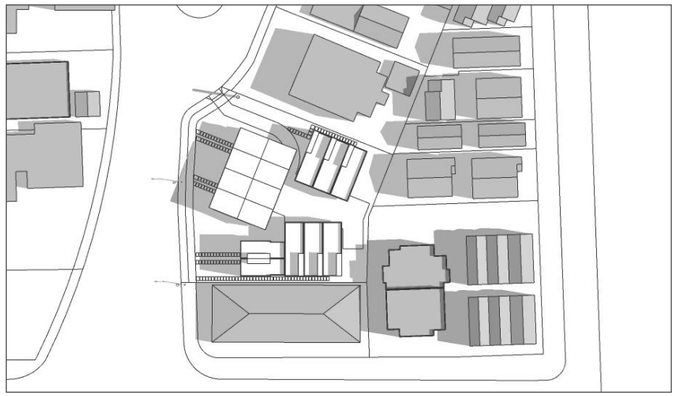
THIRD FLOOR PLAN



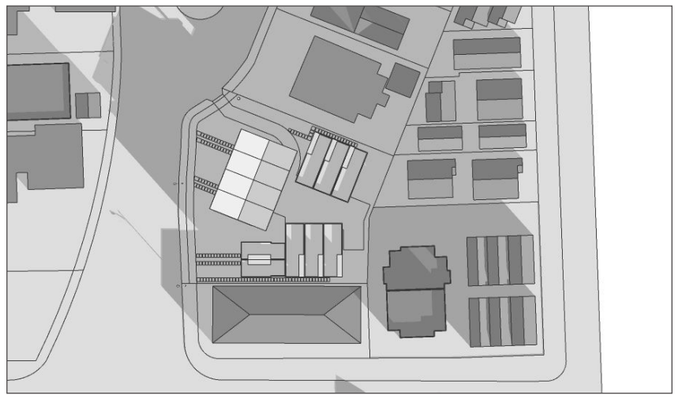
ROOF PLAN



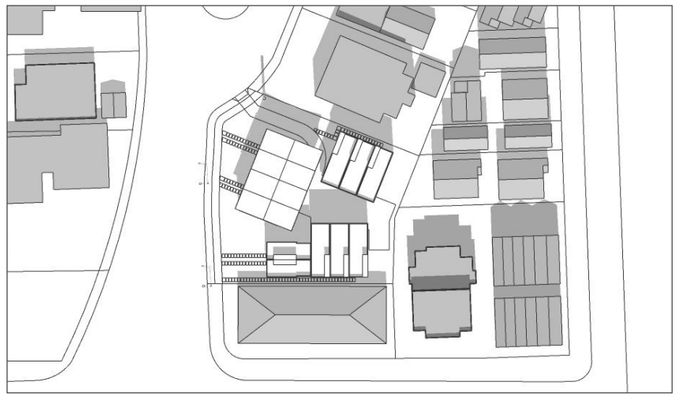
MARCH / SEPTEMBER 21, 9 AM



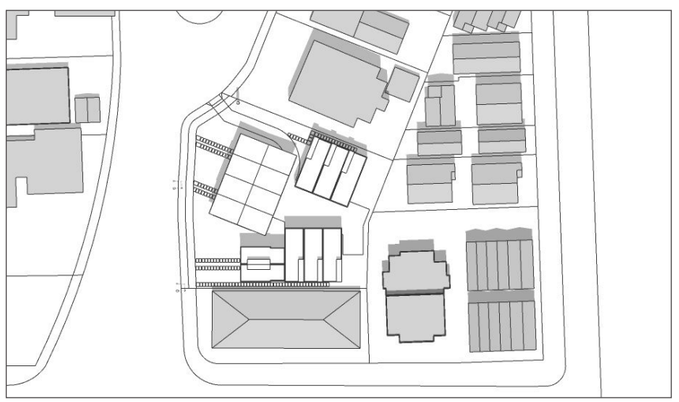
JUNE 21, 9 AM



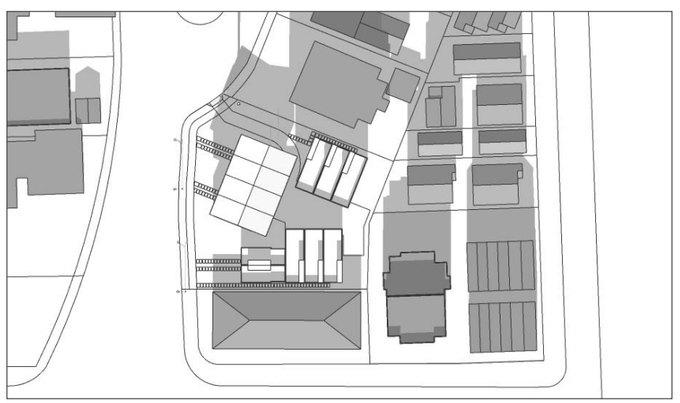
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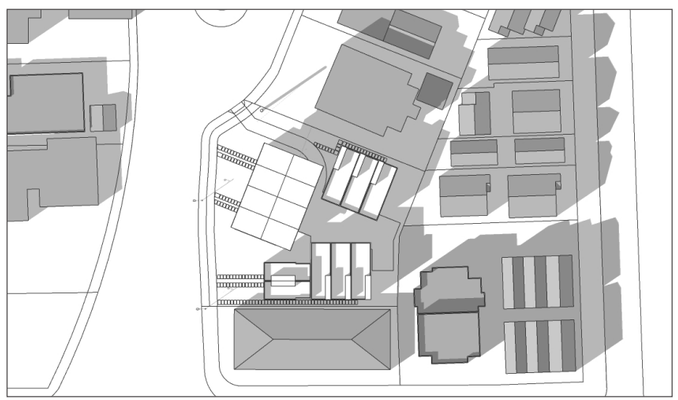
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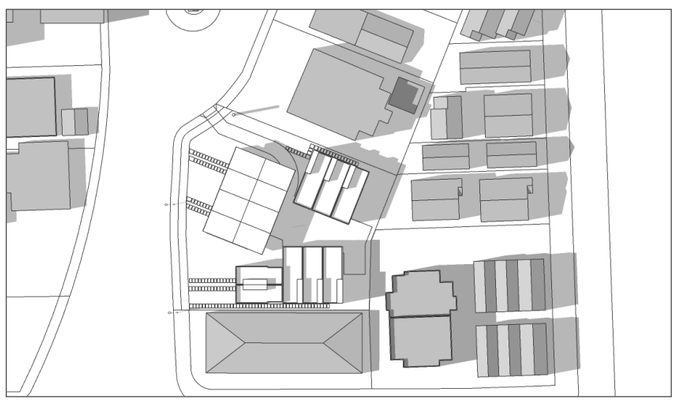
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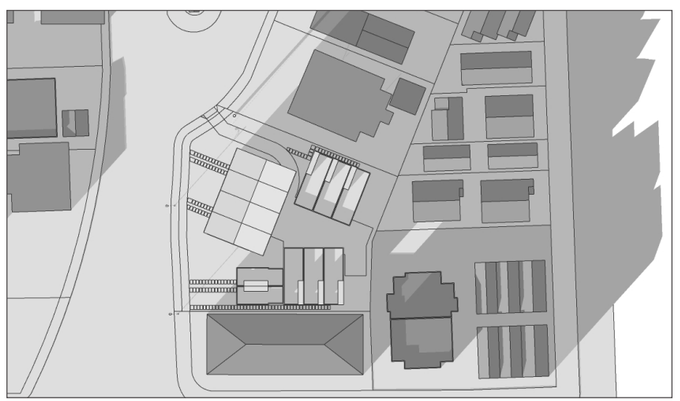
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MARCH / SEPTEMBER 21, 3 PM



JUNE 21, 3 PM

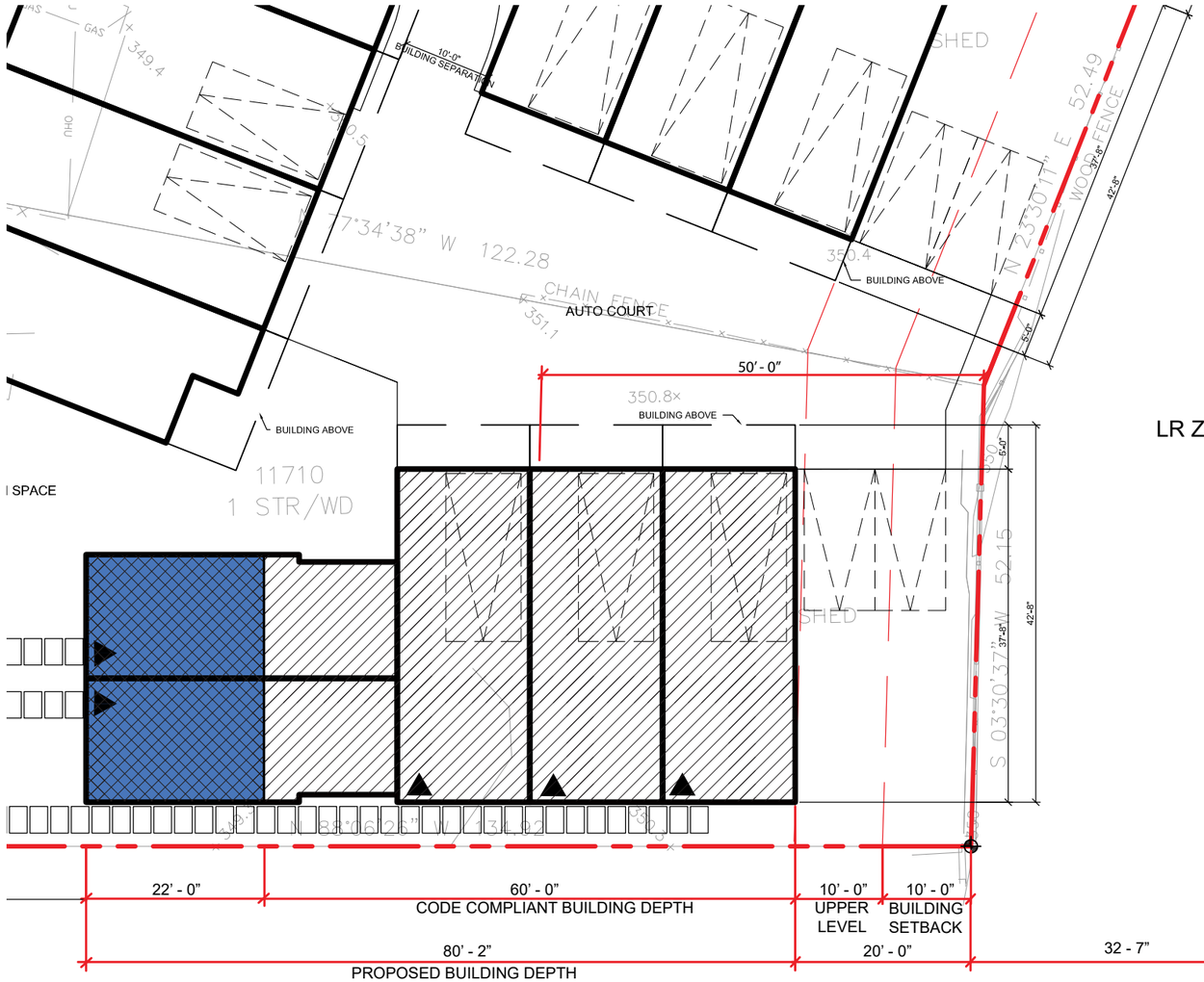


DECEMBER 21, 3 PM

KEY

DEPARTURE REQUEST

CODE COMPLIANT



OVERALL DEVELOPMENT DESIGN STANDARD
SMC 23.71.036 TABLE A
MAXIMUM WIDTH AND DEPTH OF STRUCTURES

CODE REQUIREMENT:
Maximum depth requirement applies to portions of structure(s) within 50 feet of a lot line abutting a less intensive residential zone.

Subject lot NC2 abutting Residential Zone LR2:
Above a height of 30 feet, wall length shall not exceed 80% of the length of the abutting lot line, to a maximum of 60 feet.

DEPARTURE REQUEST:
To increase the maximum building depth to 80'-2" above a height of 30 feet (a 34% increase).

RATIONALE FOR DEPARTURE:

Building depth is calculated for the entirety of a building with any portion of the structure within 50' of the LR zone. So while only the east 30' of the building is within the 50' setback from the LR zone, the entire building has a depth exceeding 60' and therefore requires a departure.

The departure allows for the live-work until to be set back from the street and connected to the townhouse units at the east. Open space, both landscaped and usable urban garden, is located between the sidewalk and the live-work units. The position of this open space provides a wider landscaped buffer along the narrowest portion of the right-of-way, reducing the height and massing of the building as perceived from the sidewalk. Additionally, the open space draws the public on to the site, activating this space and the live-work units. Additionally, the open space in front of the live-work units can act as a spill-out space for the businesses.

Design Guideline: PL1.I, PL2.II, DC3.A

OPTION THREE

DISTINGUISHING FEATURES

- 5 Live Work units + 7 Townhouse units
- 12 Garages
- 3-story units
- Roof decks at townhouses
- 19,397.1 SF FAR
- 3 unit types:
- (2) Live Work unit include 3 bedrooms
- (3) Live Work units include 2 bedrooms
- (7) Townhouse units include 2 bedrooms and roof deck

OPPORTUNITIES

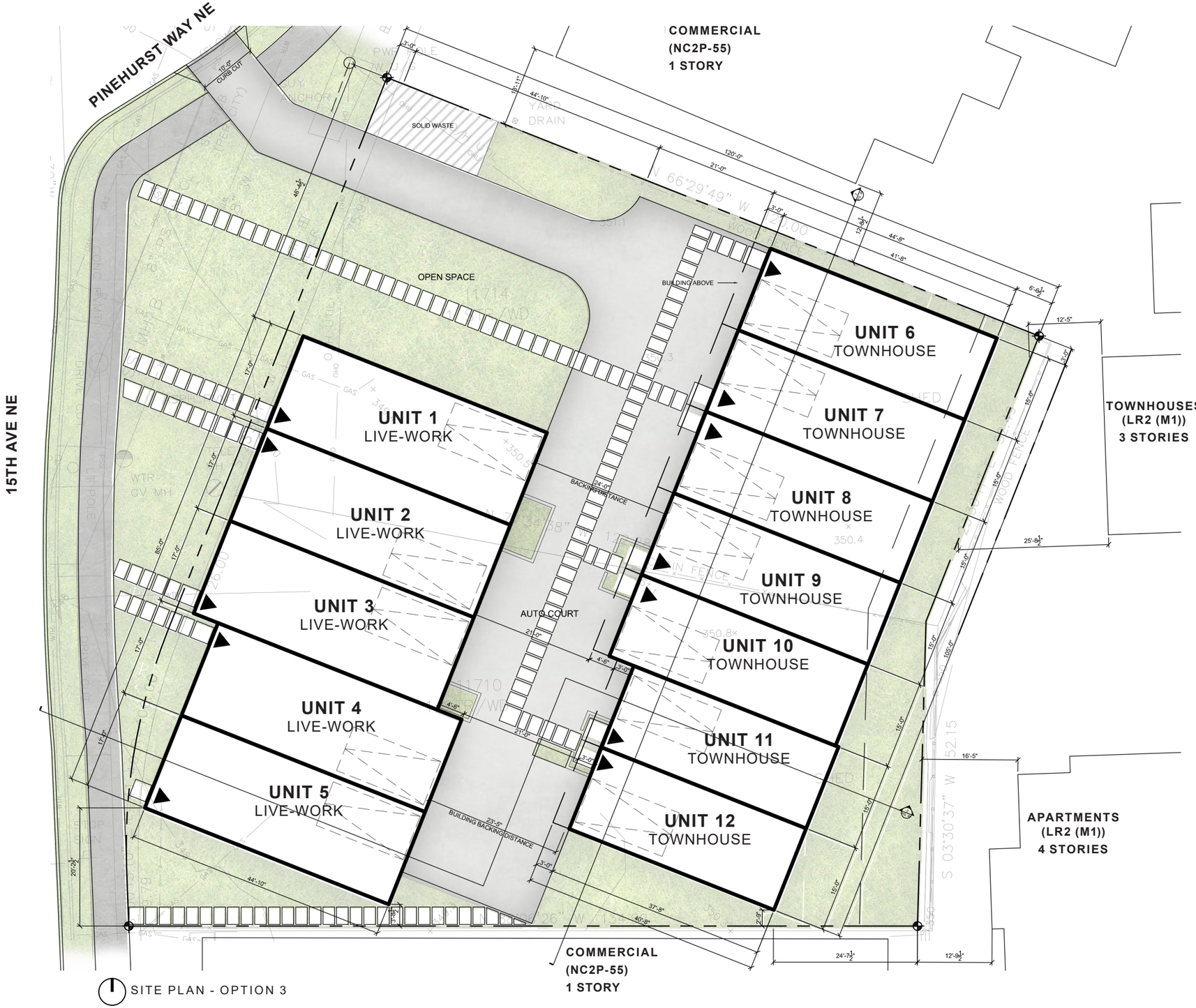
- Strong street presence of Live Work units along 15th Ave
- The open space is located at the largest part of the Right Of Way to be more inviting to the public and help activate the street and the live work units
- Combined trash located near curb cut and separated from open space by the driveway
- The simplified auto court helps with safety and visibility
- The townhouses have ground level yard space as well as roof deck amenity
- Simplified massing allows for easier wayfinding for both public and private use

CONSTRAINTS

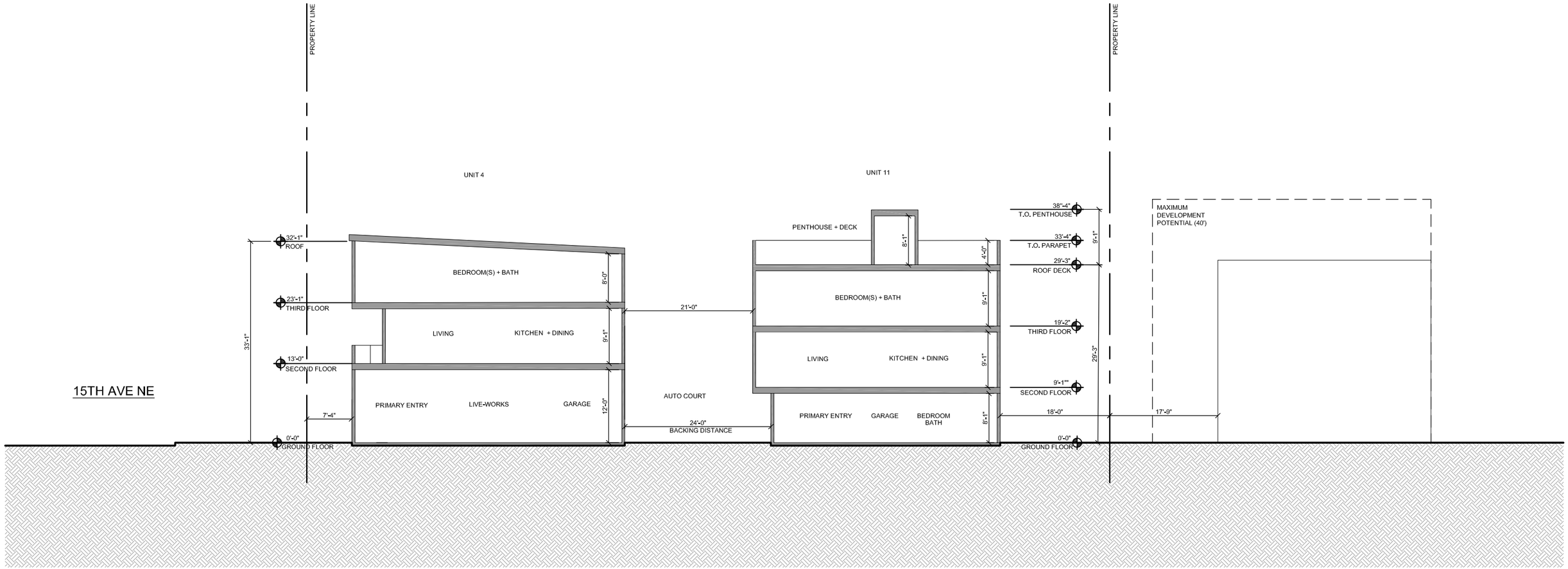
- The pedestrian entries for the townhouses are off of the autocourt

DEPARTURES REQUESTED:

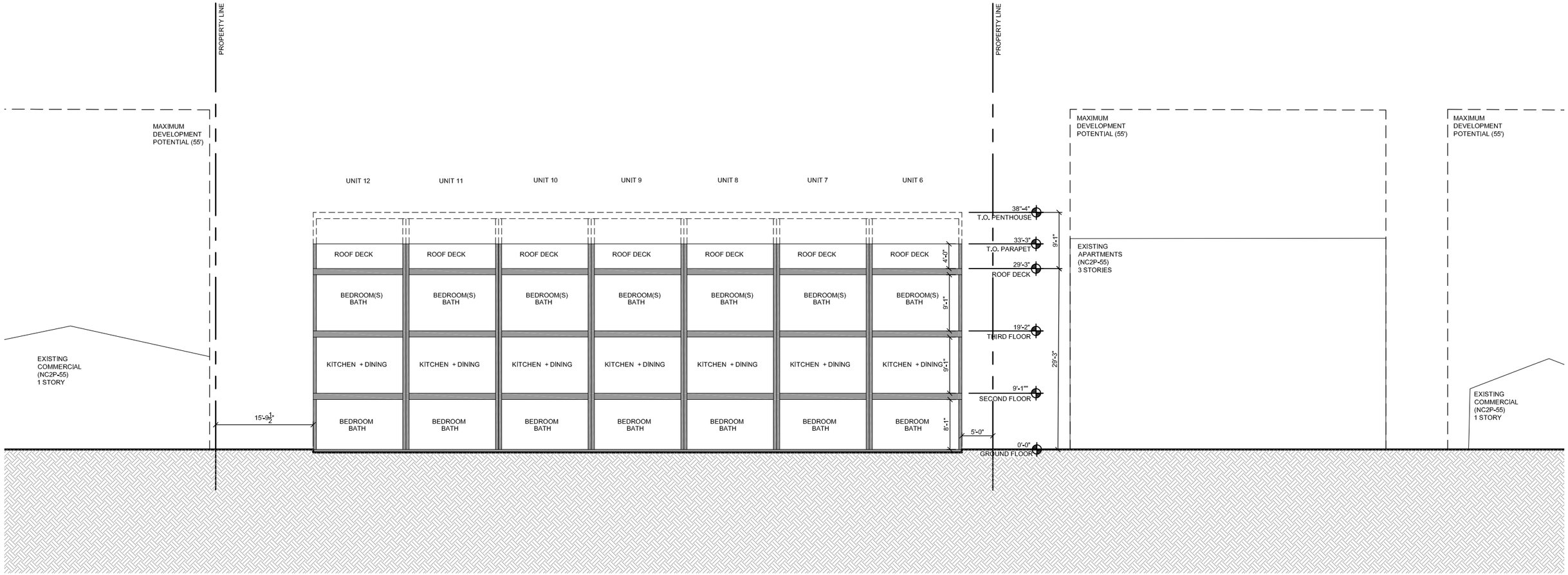
- Departure for Rear setback of East building



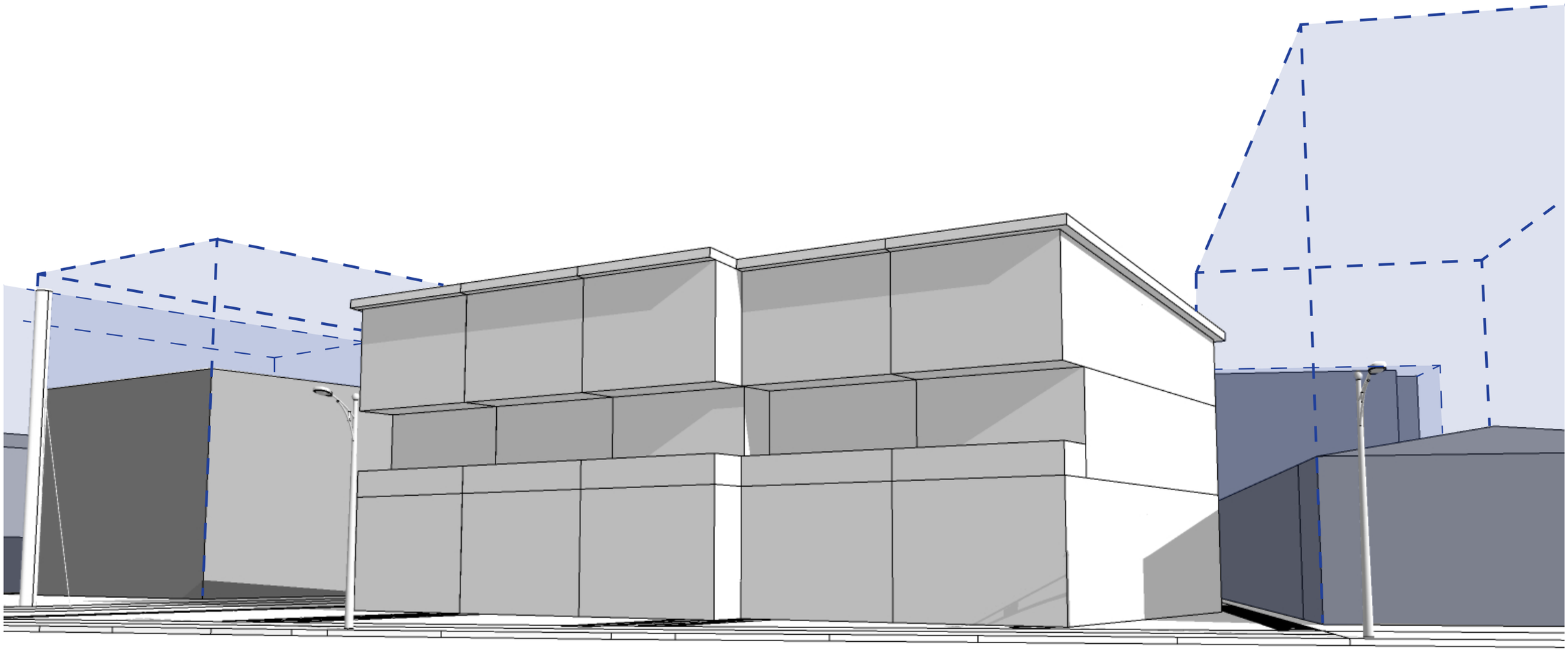
SITE PLAN - OPTION 3



SITE SECTION LOOKING NORTH



SITE SECTION LOOKING WEST

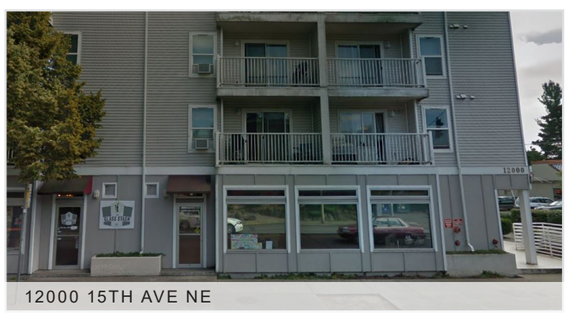


15TH AVE NE

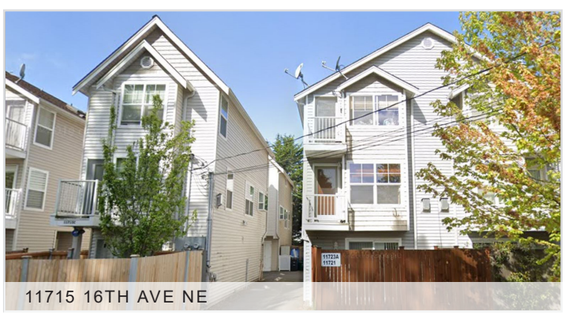
VIEW OF SOUTHWEST CORNER OF SITE



12026 14TH AVE NE



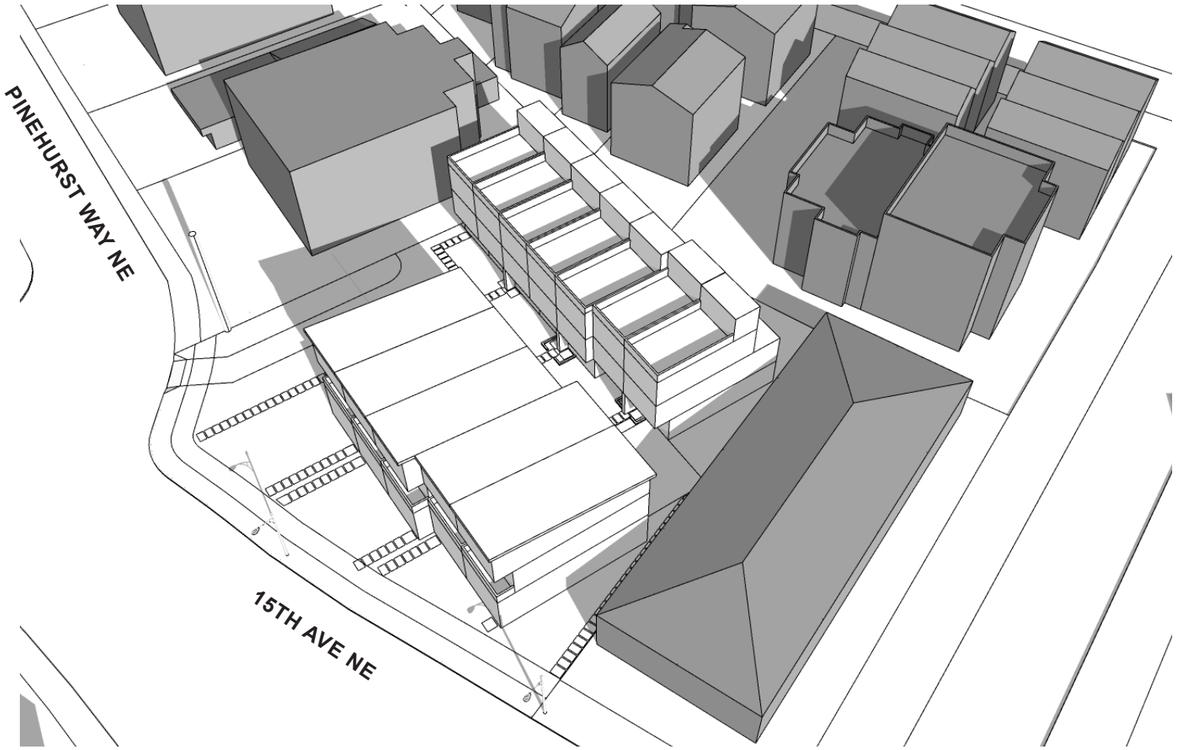
12000 15TH AVE NE



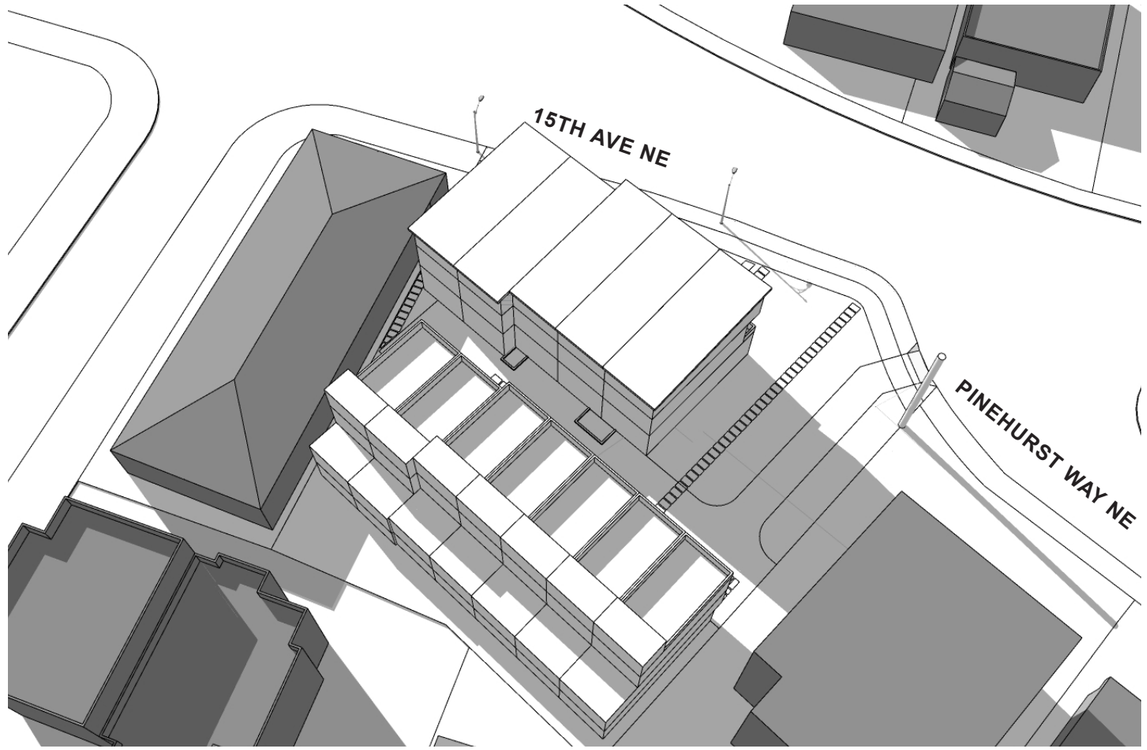
11715 16TH AVE NE

MAXIMUM DEVELOPMENT POTENTIAL

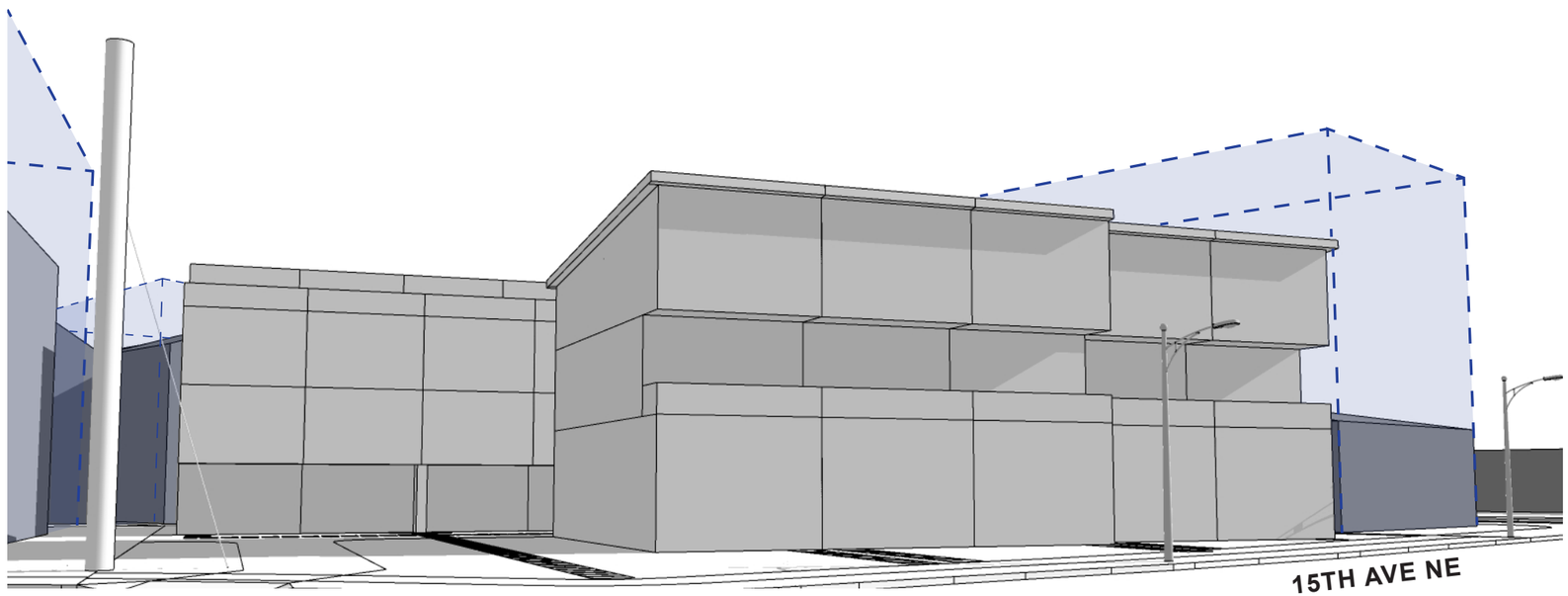
NEIGHBORHOOD PRECEDENT IMAGES



VIEW OF SOUTHWEST CORNER OF SITE



VIEW OF NORTHEAST CORNER OF SITE

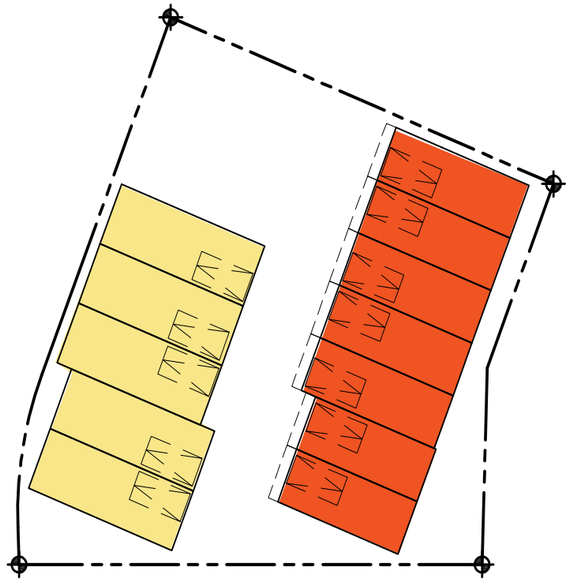


MAXIMUM DEVELOPMENT POTENTIAL

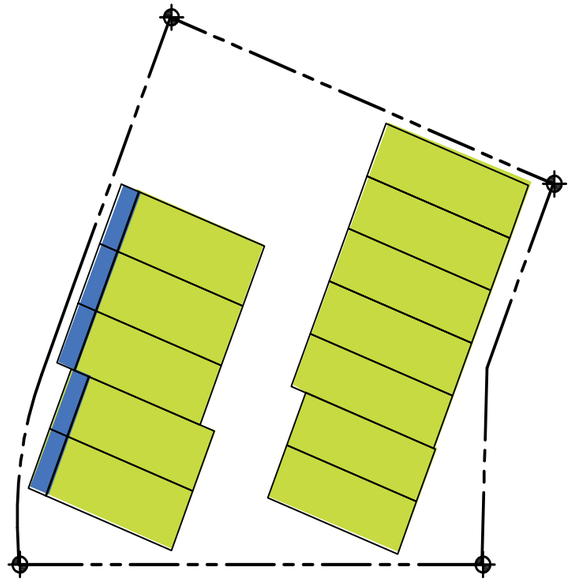
VIEW OF NORTHWEST CORNER OF SITE

PROGRAM KEY

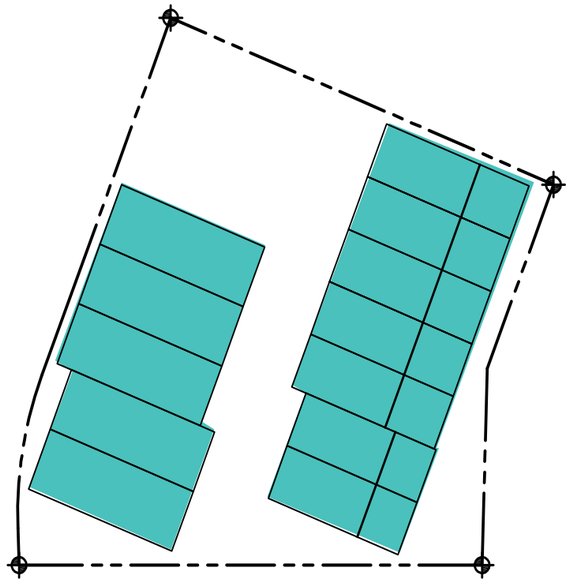
- ENTRY+GARAGE+LIVE WORK
- ENTRY+LIVE WORK
- ENTRY+GARAGE+BEDROOM+BATH
- LIVING+KITCHEN+DINING+DECK
- BEDROOM(S)+BATH
- DECK



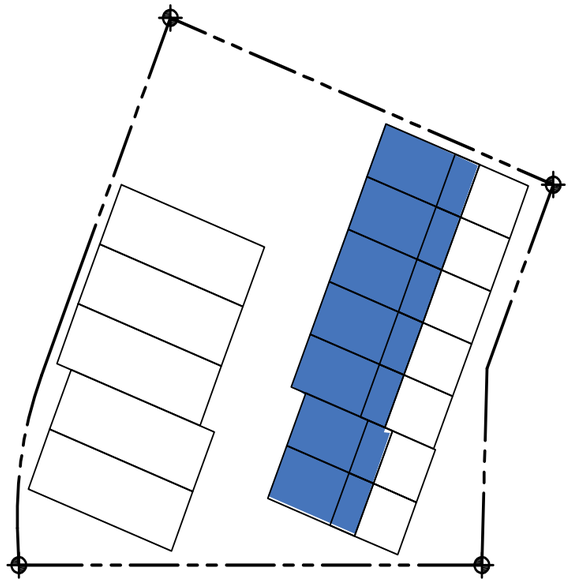
FIRST FLOOR PLAN



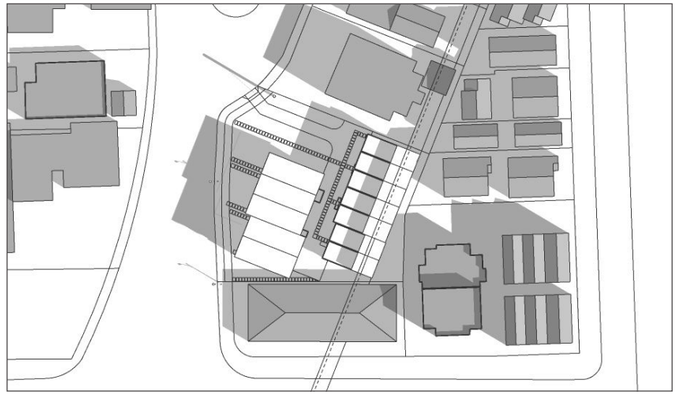
SECOND FLOOR PLAN



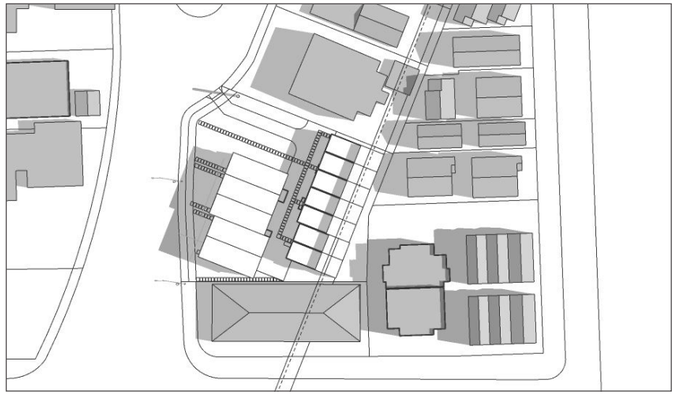
THIRD FLOOR PLAN



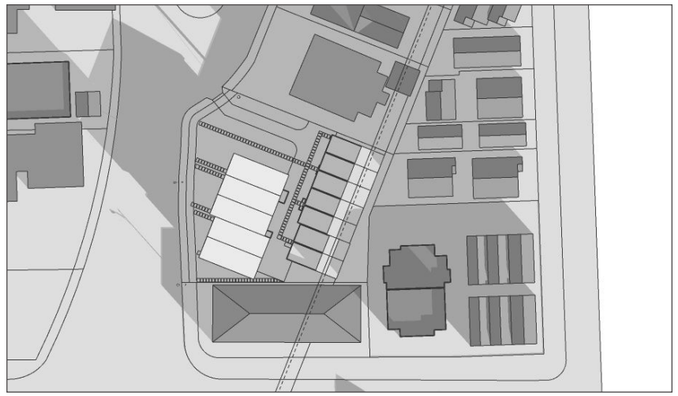
ROOF PLAN



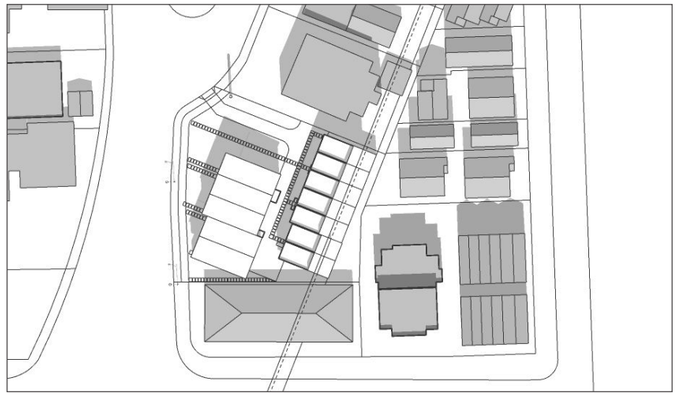
MARCH / SEPTEMBER 21, 9 AM



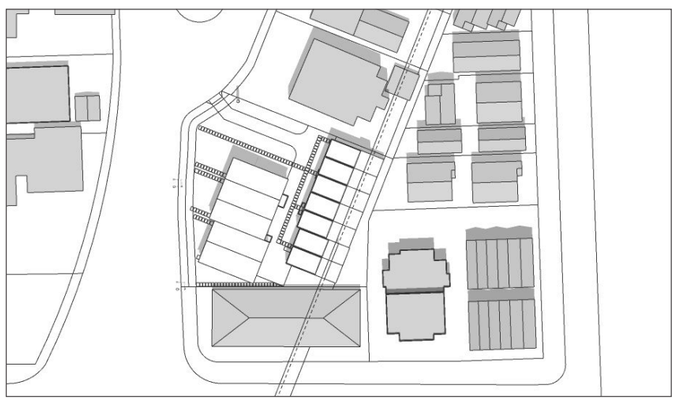
JUNE 21, 9 AM



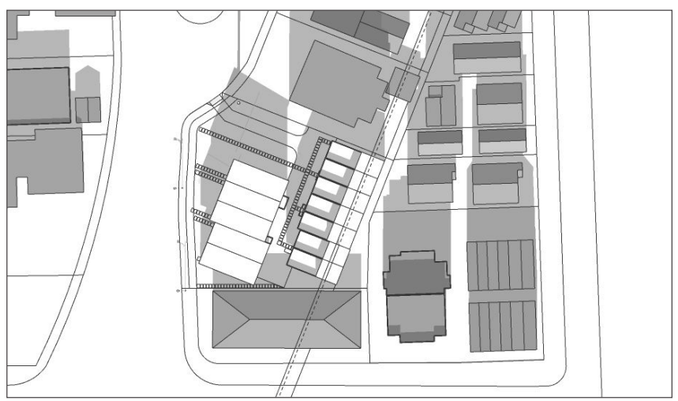
DECEMBER 21, 9 AM



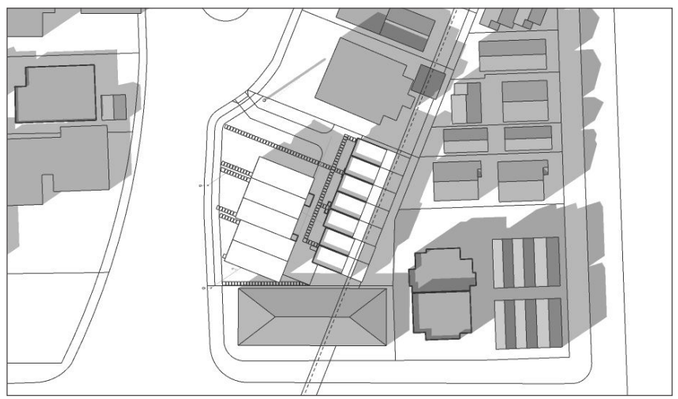
MARCH / SEPTEMBER 21, 12 PM



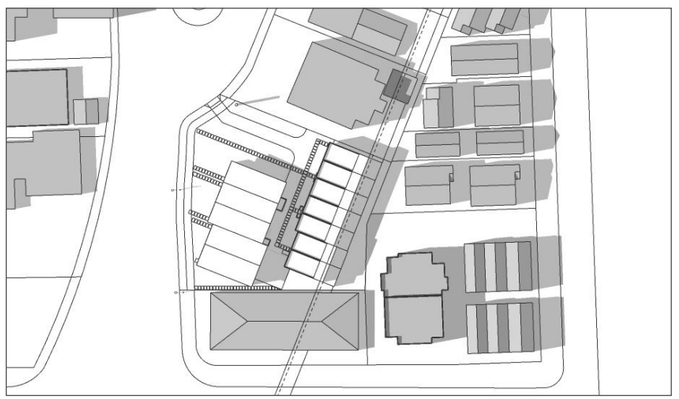
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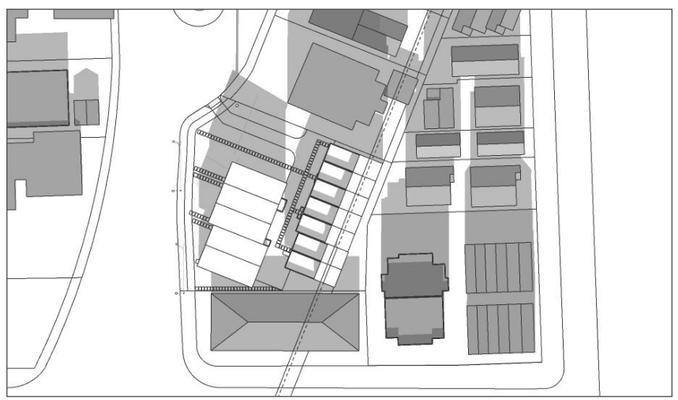
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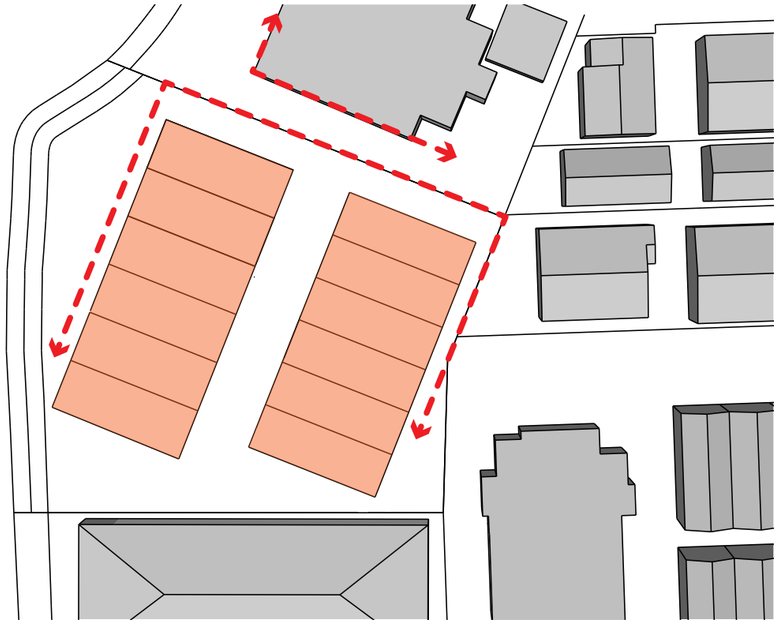
MARCH / SEPTEMBER 21, 3 PM



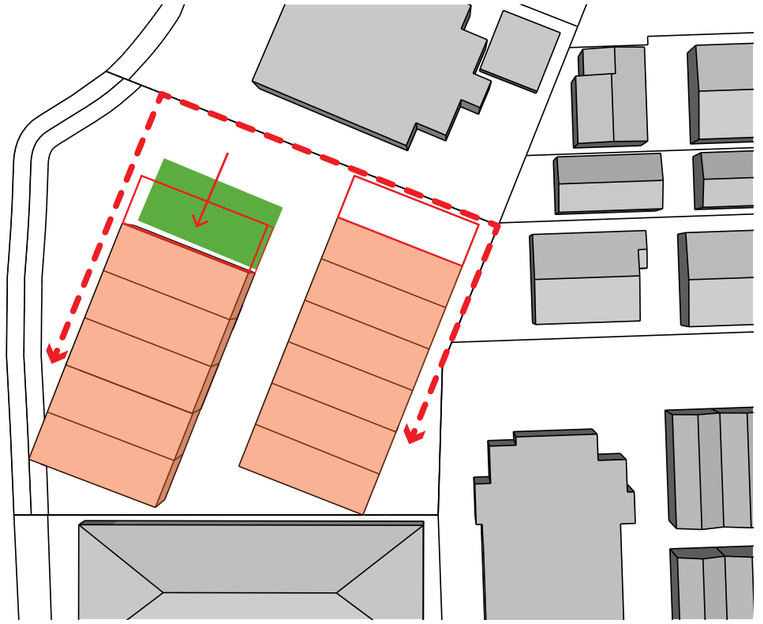
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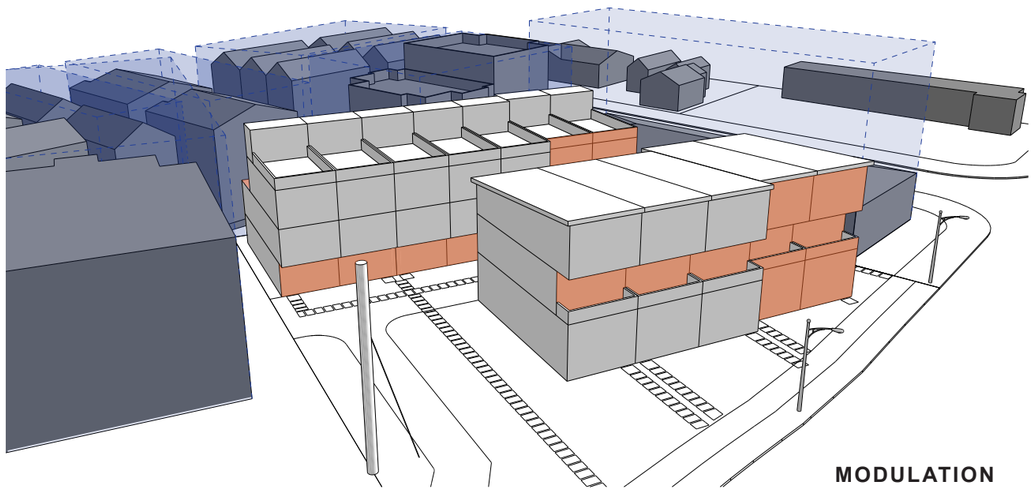
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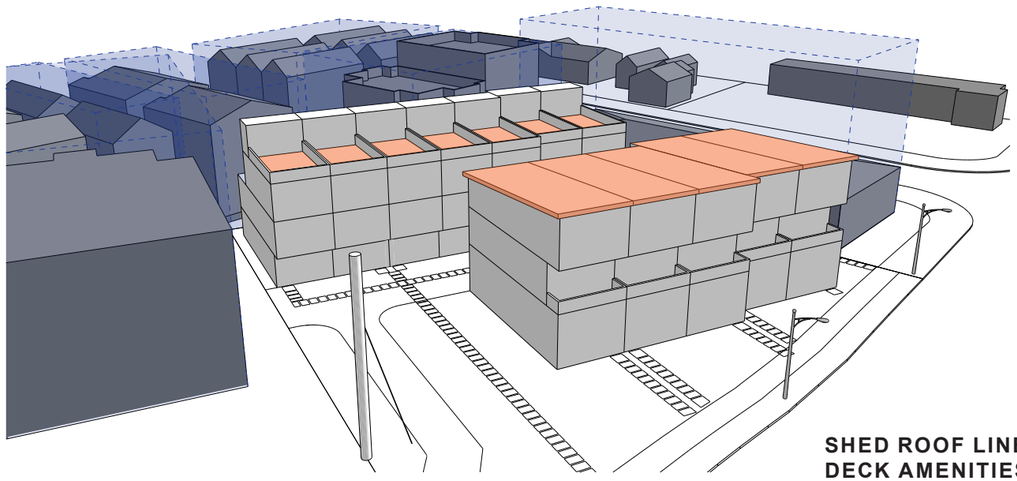
ALIGN BUILDINGS WITH PROPERTY LINES AND ADJACENT BUILDING



MOVE STREET FACING UNITS SOUTH AND RELOCATE UNIT 6 TO REAR OF LOT TO CREATE COMMUNIAL OPEN SPACE



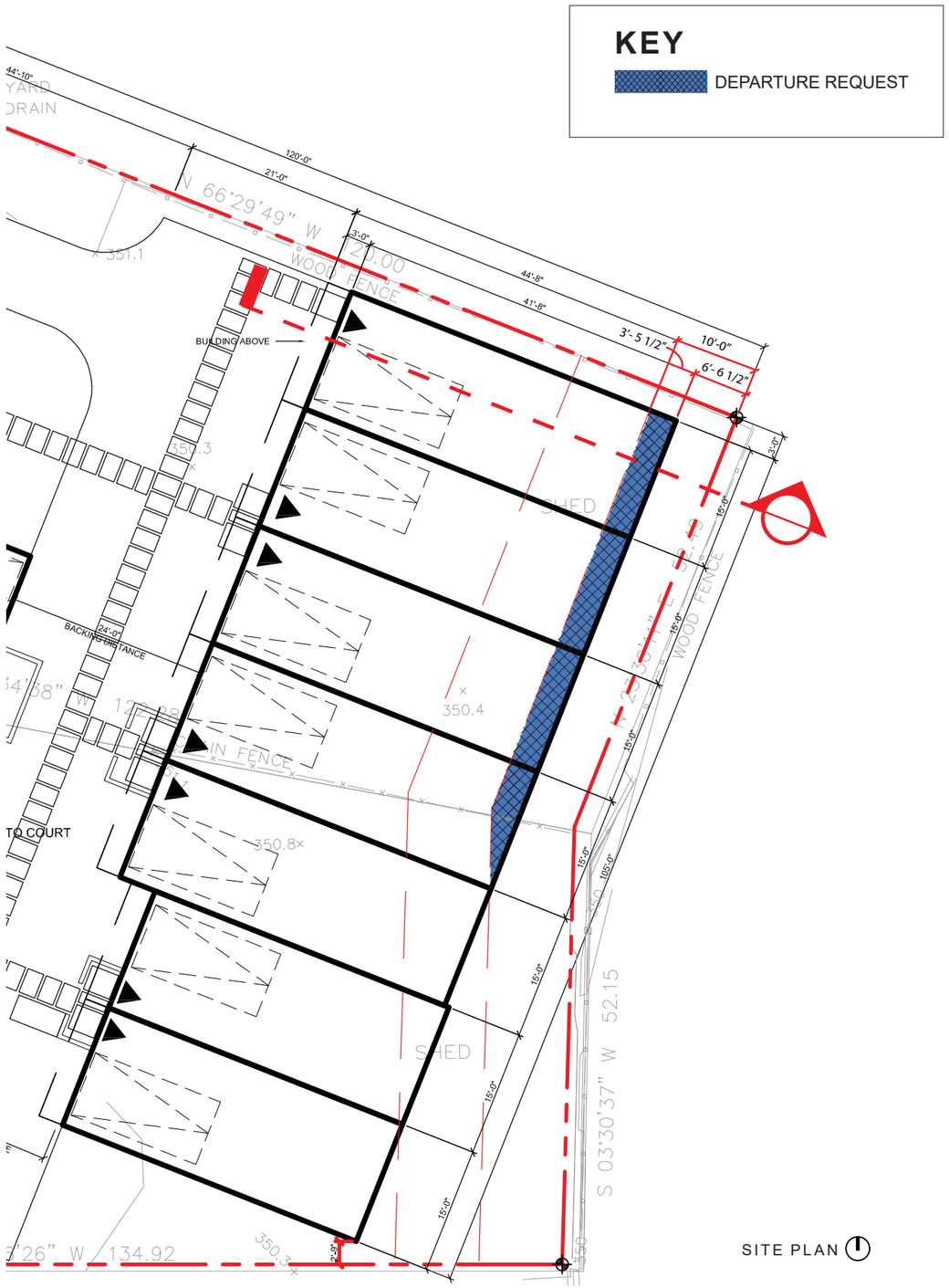
MODULATION



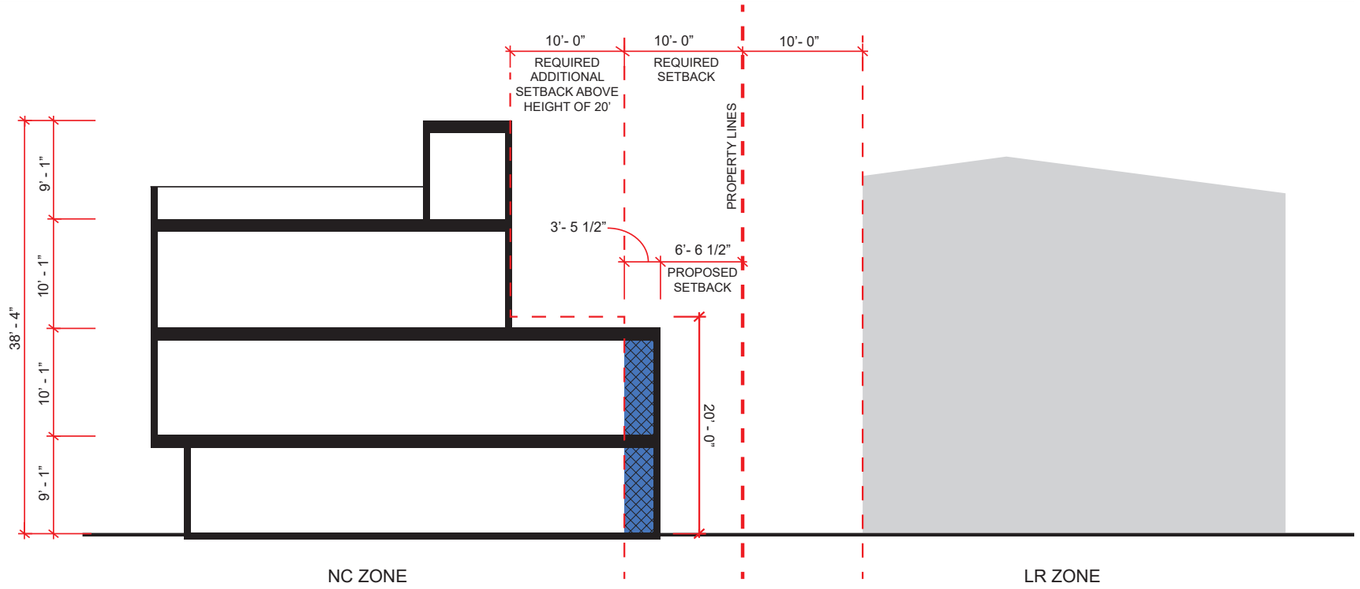
SHED ROOF LINE AND DECK AMENITIES

MAXIMUM DEVELOPMENT POTENTIAL

CONCEPT



SITE PLAN



BUILDING SECTION

OVERALL DEVELOPMENT DESIGN STANDARD
SMC 23.71.030.D.2
DEVELOPMENT STANDARDS FOR TRANSITION AREAS WITHIN THE NORTHGATE OVERLAY DISTRICT

CODE REQUIREMENT:
Where a lot zoned NC2 with a height limit of 40 feet or greater abuts or is across an alley from a lot zoned LR2 a rear setback of 10 feet is required for all portions of the structure 20 feet or less in height and an additional rear setback of 10 feet is required for all protions of the structure exceeding 20 feet.

DEPARTURE REQUEST:
To reduce the rear setback under a height of 20 feet to 6'-6 1/2" (a 35% reduction).

RATIONALE FOR DEPARTURE:

The departure allows for a clear and central open space and simple, linear circulation through the site. Additionally, this proposal is significantly under the maximum development potential and its height and scale is in alignment with the low-rise zone this design standard is intended to protect.

Design Guideline: PL1.I, PL2.II, CS2.III