

EARLY DESIGN GUIDANCE
ADMINISTRATIVE DESIGN REVIEW

DCI # 3037311-EG
12312 14th Ave NE
Seattle, WA 98125

Applicant:
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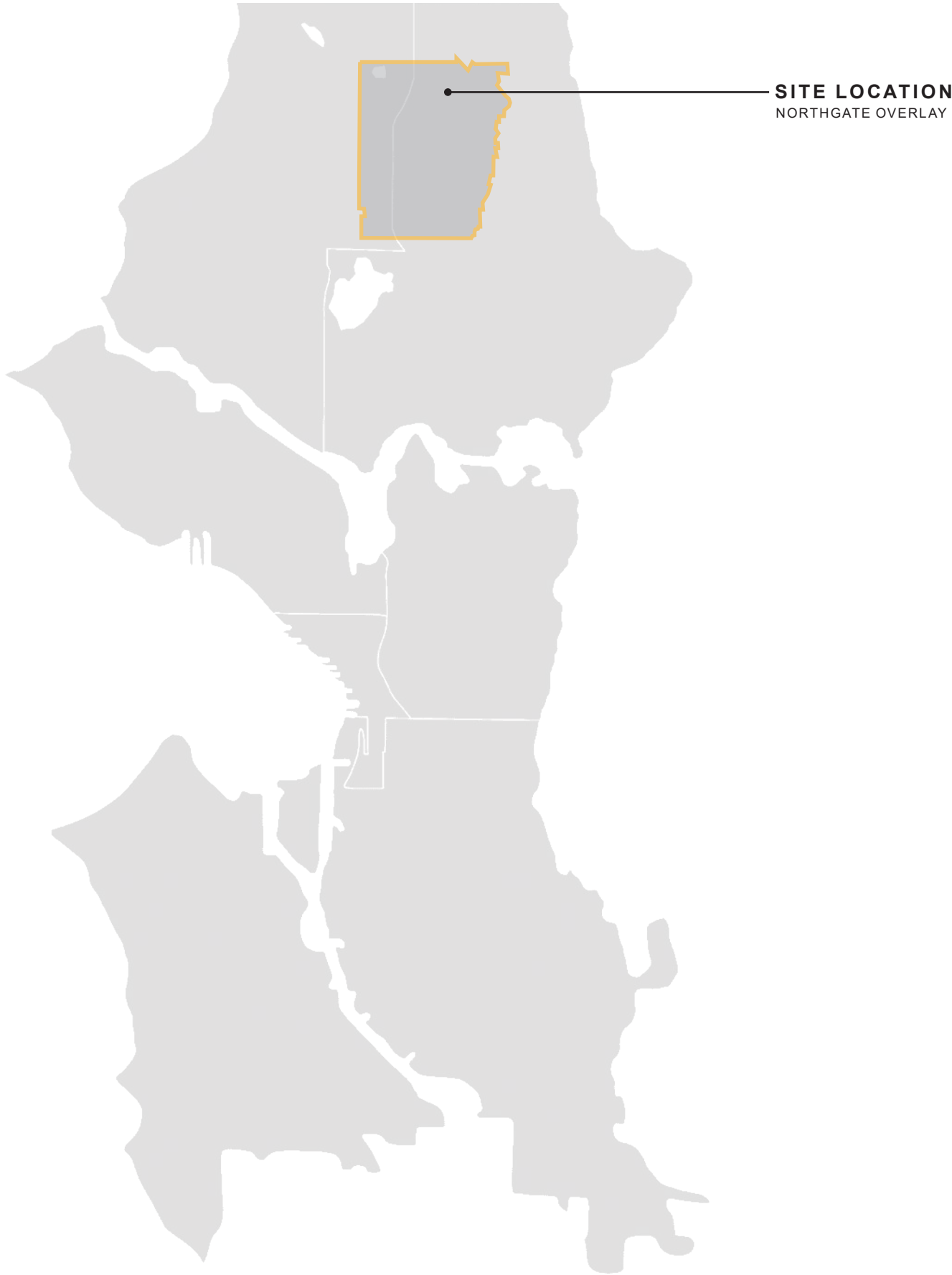
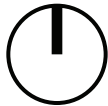


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VICINITY MAP

EXISTING SITE

This project site consists of two parcels (APN 082000-0021 & 082000-0020) a mid block site located on 14th AVE NE. Immediately adjacent to the site to the north and across 14th AVE NE are townhouses, to the south 2 single family homes, and a 4 story apartment building to the east. The subject parcels total 16,570 sf and measure approximately 120’ feet in the north-south direction and 137’ feet in the east-west direction. The site slopes upward east to west approximately 8 feet, and currently contains one two (2) single family homes with surface parking.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR1(M), indicating that the structure may go up to 30’-0” plus additional applicable height bonuses. This site is uniquely placed adjacent to a single family zoning and directly adjacent to a large development with a neighborhood commercial zoning. Parking is not required, however the project will offer 10 surface parking stalls and 6 garages to support of the family sized units proposed on the preferred option.

DEVELOPMENT OBJECTIVES

This project proposes the construction of seven (7) new rowhouse and nine (9) townhouse units and will be providing sixteen (16) parking spaces. As this development increases the density of the neighborhood, it aims to respect the existing residential scale through appropriate massing, proportion, and materials. While also setting a strong precedent for other future development in the area. Along 14th AVE NE, the new homes will engage the neighborhood with street facing entries, stoops, and upper level decks to activate the pedestrian realm at the sidewalk and right-of-way. Internally, the proposed development creates a micro-community of interaction between pedestrian circulation, residential entries, and light vehicular activity. Overall, the development will add to the variety of the 3 stories townhomes in the neighborhood, complementing the existing traditional residential community.

NEIGHBORHOOD DEVELOPMENT

The northgate district has seen a lot of new development in the recent years, rooted in residential character, however, near the busy commercial Pinehurst Way NE to the east of the proposed site, new multifamily and apartment buildings are quickly changing the character of the neighborhood. The immediate blocks are a mix of multi-family townhomes, commercial buildings, and single-family homes. There are a variety of commercial buildings along 15th AVE NE, which includes several gas stations, coffee shops, local businesses, and a grocery store within walking distance. In addition, the bike lane located just to the east of the site connects to the protected bike lanes along Pinehurst way, making this an ideal neighborhood for the increase in density proposed.



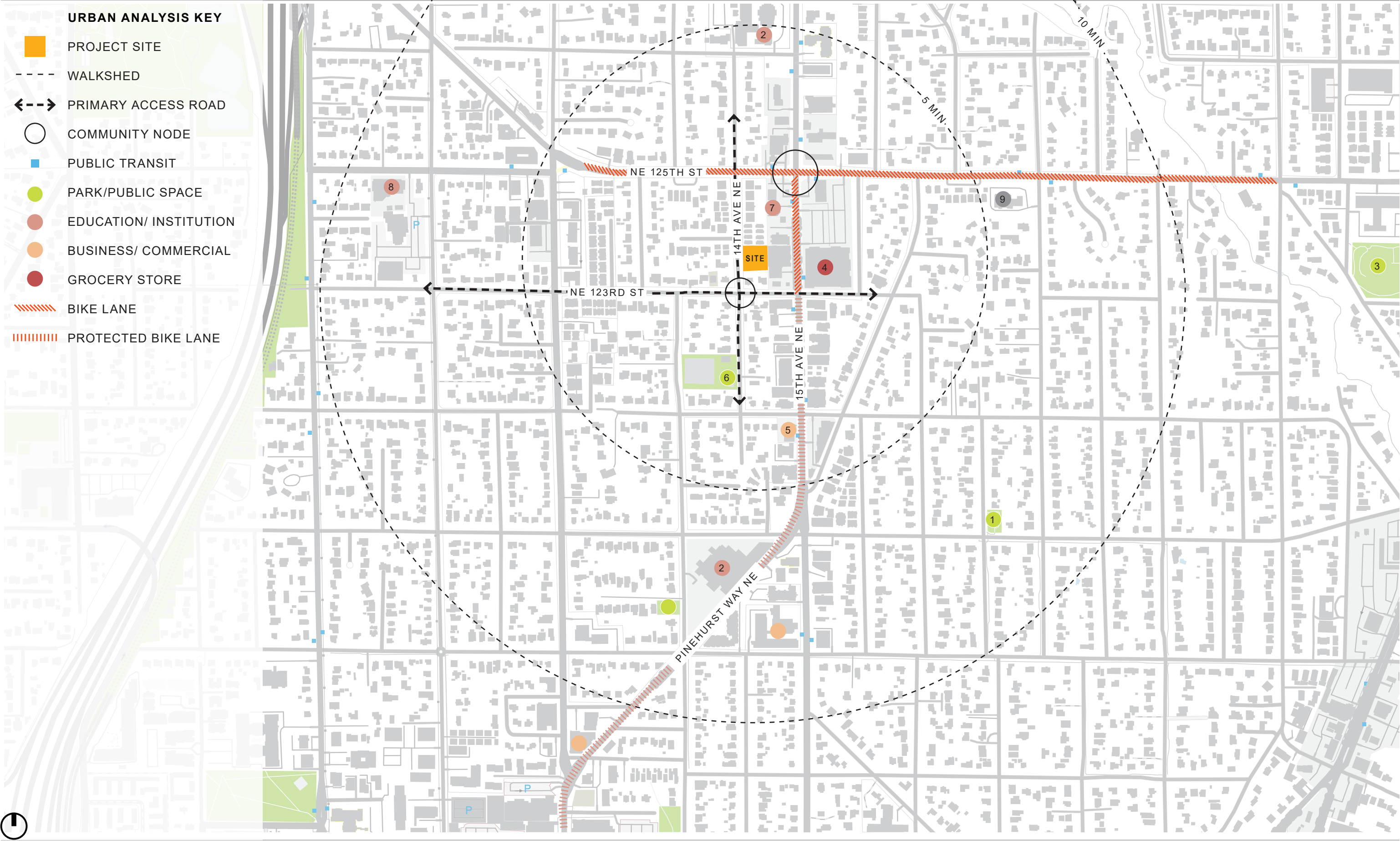
SITE LOCATION
12316 & 12312 14TH AVE NE,
Seattle, WA 98125

ZONING SUMMARY
Zone: LR1 (M)
Overlay: Northgate Overlay District

PROJECT PROGRAM
Site Area: 16,581.94 SF
Number of Residential Units: 16
Number of Parking Stalls: 14
Allowable FAR: 1.3 (21,534 SF)
Proposed FAR: 1.2 (20,532 SF)

Design Administrative
(Between 15,000 and 35,000 GSF)

Departure Requested: (2), page 31





1 PINEHURST POCKET PARK



2 HAZEL WOLF K-8 SCHOOL



3 VIRGIL FLAIM PARK



4 GROCERY STORE



5 NEIGHBORHOOD PUB



6 PINEHURST PLAYGROUND



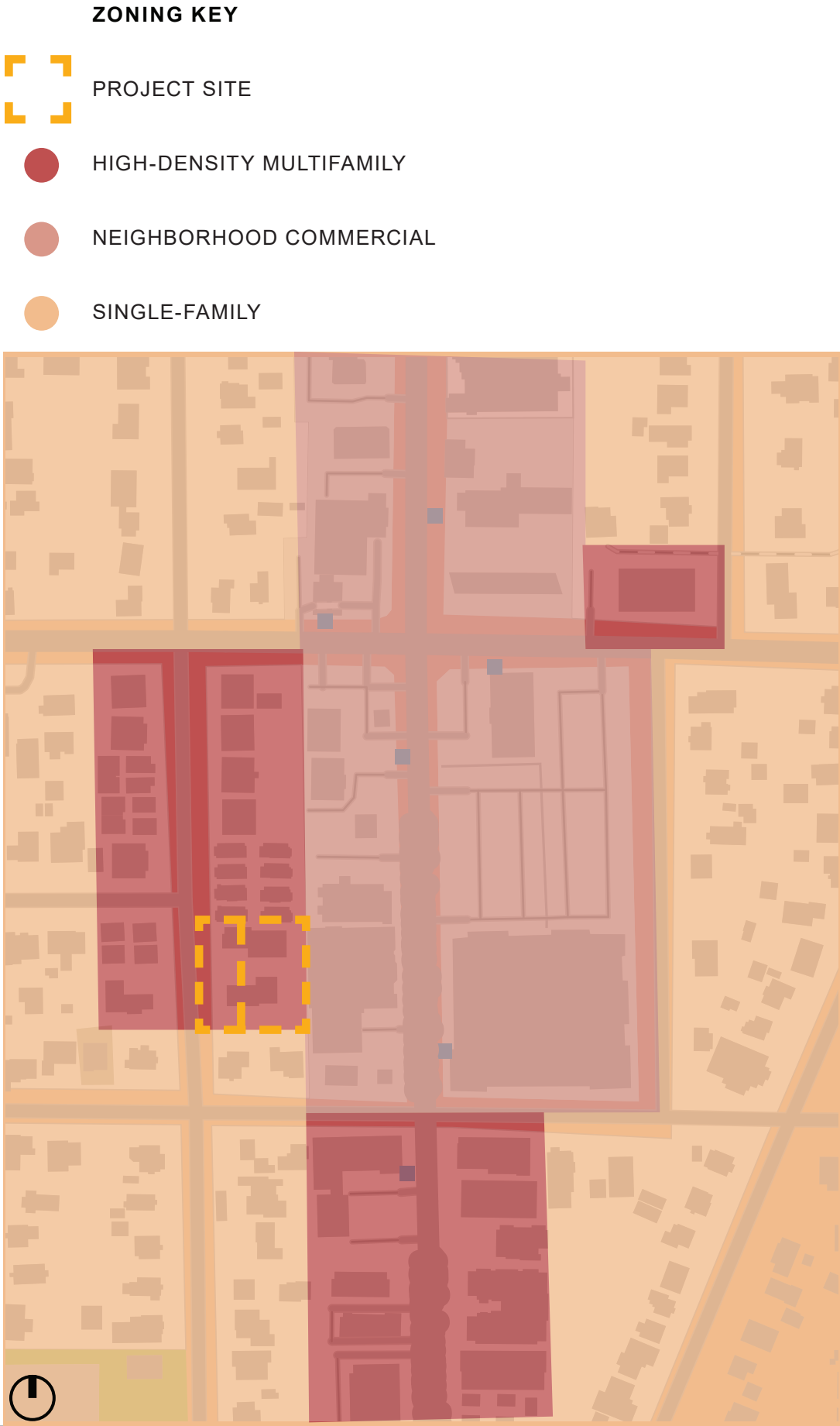
7 NORTHGATE VETERINARY CLINIC



8 BILLING MIDDLE SCHOOL



9 COMMUNITY CHURCH



Addresses: 12322 & 12312 14TH AVE NE, 98125 Seattle, WA
Parcel #: 082000-0021 & 082000-0020
Zoning: LR-1(M)
Overlays: Northgate Overlay
Site Area: 5,005 SF & 11,515 SF

23.45.504 PERMITTED USES
Permitted outright: Residential - Rowhouses, Townhouses

23.45.514 STRUCTURE HEIGHT	
Zoning:	LR1(M)
Allowed Maximum Base Height:	30'-0"
3'-0" additional allowed for shed roof:	33'-0"
4'-0" additional allowed for rooftop features (parapets, clerestories, etc.):	34'-0"
5'-0" additional allowed for gable roof:	35'-0"
10' additional allowed for stair penthouses:	40'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT
The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ("average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.45.510 FLOOR AREA RATIO
Maximum FAR (per parcel): 1.3

23.45.522 AMENITY AREA
Required: 25% of lot area (SF)
A minimum of 50% is required at ground level (SF)

23.45.527 BUILDING WIDTH LIMIT AND MAXIMUM FACADE LENGTH
Structure width:
Rowhouses: No Limit
Townhouses: 60'-0"

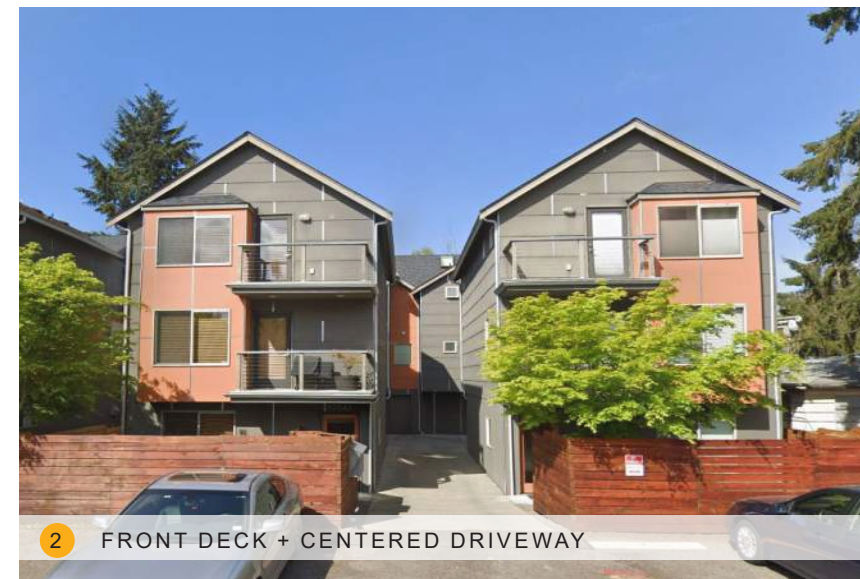
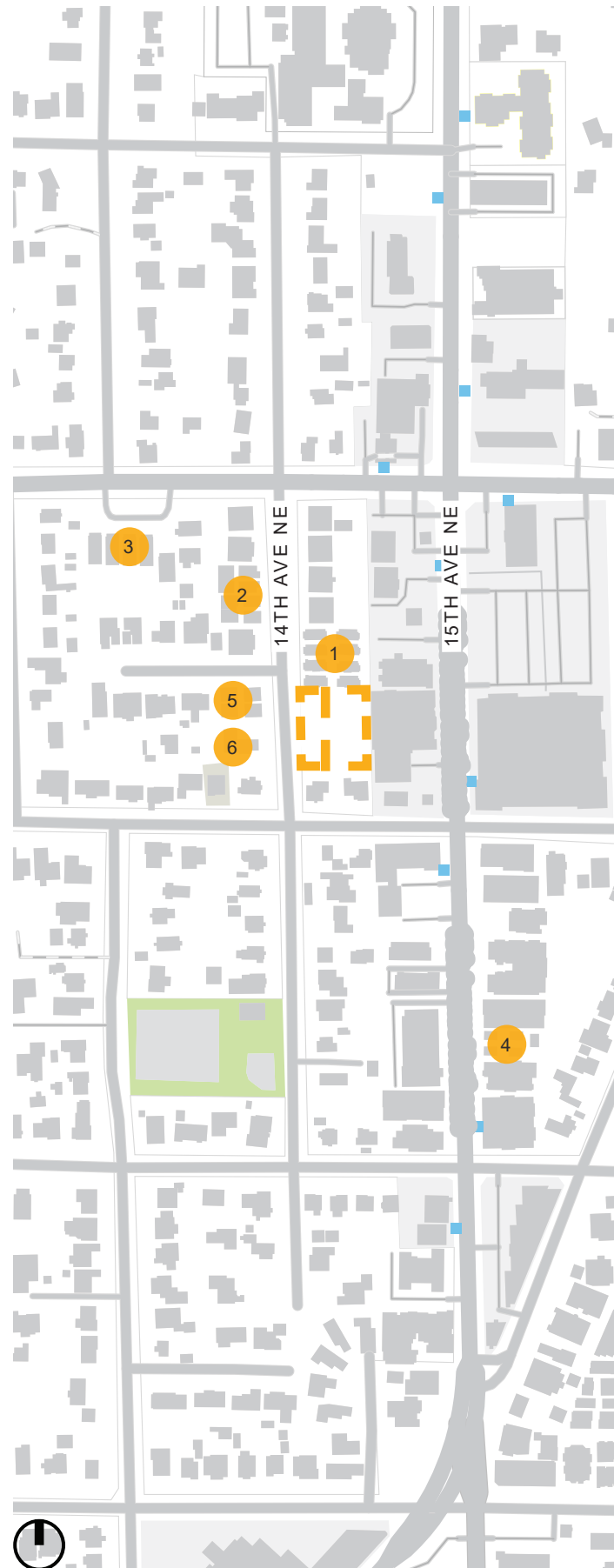
Facade length: 65% of lot depth for portions within 15'-0" of a side lot line that is not a street or alley, and 40'-0" for a rowhouse unit located within 15'-0" of a side lot line that abuts a single family zone

23.45.524 LANDSCAPING AND SCREENING STANDARDS
• In LR zones, green factor score of .60 or greater, per Section 23.45.524, is required for any lot with development containing more than one new dwelling unit.
• Street trees are required when any development is proposed, except as provided in subsection 23.45.524.B.2 and section 23.53.015.
• Existing street trees shall be retained unless the director of transportation approves their removal.
• The Director, in consultation with the director of transportation, will determine the number, type and placement of street trees to be provided.

23.54.015 REQUIRED PARKING
The project is located within a frequent transit service area, therefore parking is not required.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
Residential uses proposed to be located on separate platted lots, for which each dwelling unit will be billed separately utilities, shall provide one storage area per dwelling unit that has minimum dimensions of 2 feet by 6 feet.

Residential, 9-15 dwelling units: 150 SF
The minimum horizontal dimension of required storage space is 12 feet.



NEIGHBORHOOD IN TRANSITION

Due to the process of up zoning, this neighborhood has become a mix of old and new. We noticed that along with older single family homes, this neighborhood contains a great mix of older townhomes as well. This parcel is located in the frequent zone, therefore parking is not required. However we have a high demand for vehicular parking in this area, as seen in the number of driveway cuts located on 14th Ave NE. Our goal will be to minimize the size of the gap as much as possible, to help keep the rhythm at the street and to provide less paving area.

DESIGN ELEMENTS

Older homes in the neighborhood feature gable roofs, lap siding, and cedar fence. In addition, most of the single family homes in the neighborhood contain stairs, decks, and front porches along the front facade. Newer townhomes were built with a mix of pitched roofs and flat roofs, we hope to incorporate this mix in the design of this lot to better fit with the evolving neighborhood.

PALETTE OF MATERIALS

As a transitional rowhouse and townhouse development, the project will incorporate entry sequences with stoops, stairs, and high quality, textural materials to activate the pedestrian realm. Special design focus on the street facing rowhouses such as a sloped roof, larger glazing with trim, and residential scaled siding such as lap with the intent to create a strong street presence along 14th Ave. See images to the left and on the next page, for street views and notable neighborhood design ques.





BIRDS EYE VIEW - NEIGHBORING DEVELOPMENT

FLYER SENT OUT IN THE MAIL ON 12/07/2020

PINEHURST TOWN HOUSES

COMMUNITY ENGAGEMENT AND OUTREACH



PROJECT INFORMATION

12316 & 12312 14th Ave NE
Seattle, WA
Project address/Proyecto Dirección

3037311-EG
SDCI record number/
Número de registro SDCI

Emily Morgan, Cone Architecture
Applicant/Solicitante

pinehurst16@cone-arch.com
206-693-3133
Contact/Contacto

Sobre el proyecto

Blackwood Builder Group y Cone Architecture se asocian para el desarrollo en 12316 & 12312 14TH AVE NE, Seattle, WA 98125. El nuevo desarrollo será de 16 casas con estacionamiento. La plan del proyecto acaba de comenzar y la construcción podría comenzar en la primavera de 2022.

Comparta sus ideas

Quisiéramos saber la opinión de la comunidad acerca del proyecto de Pinehurst Rowhouses. Por favor, comparta sus preocupaciones y sus prioridades acerca de este nuevo desarrollo y para el vecindario en general en el sitio web del proyecto o mediante la encuesta en línea.

La información que compartan en esta encuesta podría hacerse pública. Por favor, no comparta ninguna información personal o sensible.

Visite **www.cone-outreach.com/pinehurst16-b**

Por favor, visite nuestra página web del proyecto interactivo para saber más sobre esta propuesta. El sitio web presenta planes preliminares y parámetros generales del proyecto. Todos son bienvenidos a indagar, hacer preguntas y proporcionar retroalimentación.



Haga una encuesta en línea

Utilice esta encuesta en línea para dar su opinión. Esta encuesta estará disponible del 12/07/20 al 12/28/20.

Información Adicional

Puede seguir nuestro progreso a lo largo del proceso de autorización. Busque la dirección del proyecto o el número de proyecto en "Design Review Calendar" y/o en el "Seattle Sevices Portal" (Portal de Servicios de Seattle).

About the project

Blackwood Builder Group and Cone Architecture are partnering on the development of 12316 & 12312 14TH AVE NE, Seattle, WA 98125. The new development will be 16 townhouses with surface parking. Planning has just begun, and construction

Share your thoughts

We want to hear from the community about the Pinehurst townhouses. Please share your concerns and priorities for this new building and for the neighborhood overall at the interactive website or by taking the online survey. Information you share in this survey could be made public. Please do not share any personal/sensitive information.

Visit **www.cone-outreach.com/pinehurst16-a**

Please visit our interactive project website to learn more about the proposal. The website features preliminary site plans and general parameters of the upcoming project. All are welcome to explore, ask questions, and provide feedback.



Take an online survey

Use this online survey to provide feedback. This survey link will be available from 12/07/20 to 12/28/20.

Additional information

You can track our progress through the permitting process. Search the project address or project number in the Design Review Calendar and the Seattle Services Portal.



CONE ARCHITECTURE

SUMMARY OF COMMENTS HEARD DURING PUBLIC OUTREACH:

MISCELLANEOUS COMMENTS:

- That it is affordable for future residents

PARKING AND TRAFFIC COMMENTS:

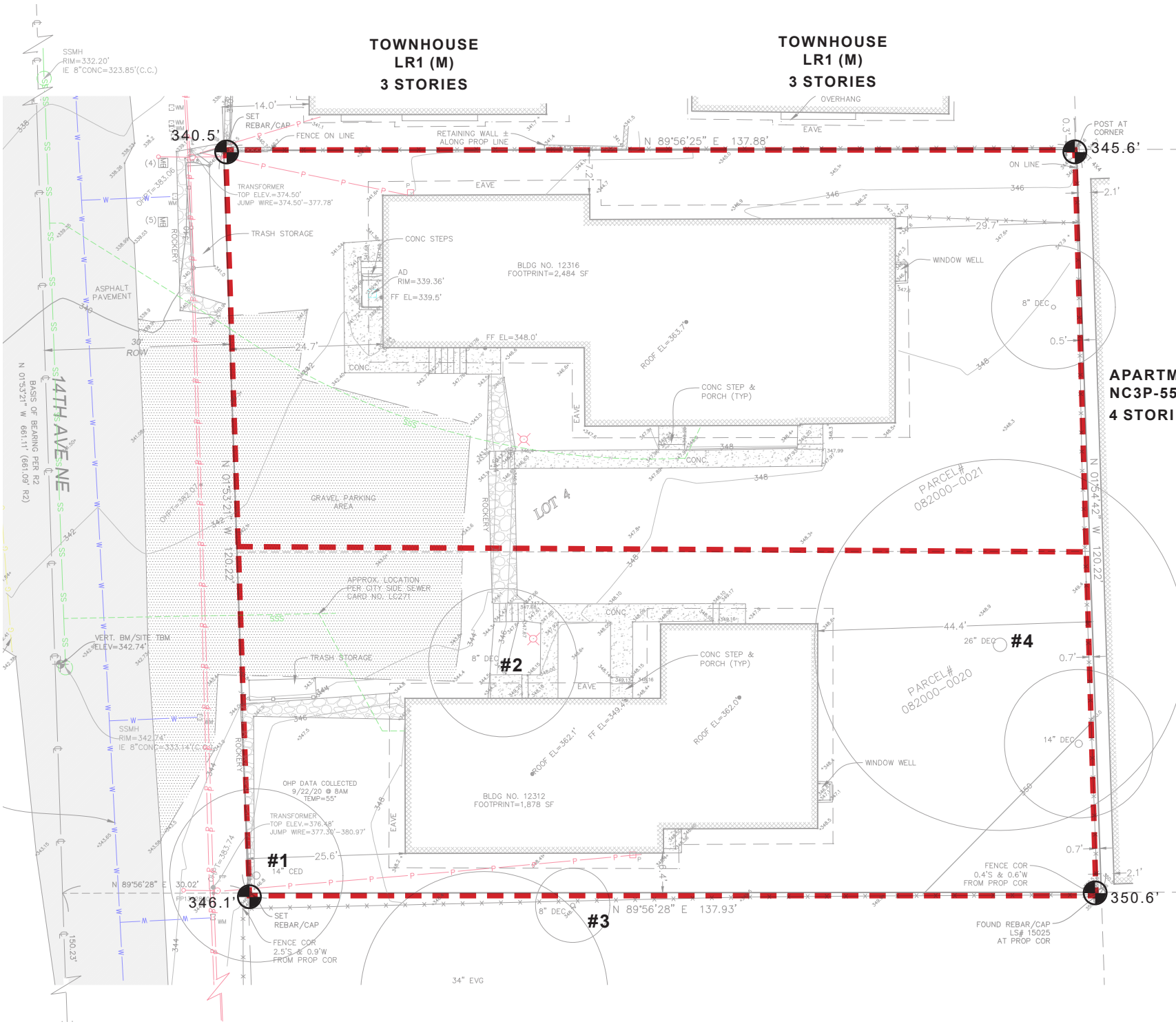
- Concerns about providing enough parking stalls for new residents withing the site, to avoid crowded residential streets
- Request to provide new improved sidewalk
- That too much parking is being provided, prefers open green space

DESIGN COMMENTS:

- That it fits into the context of wood exteriors and shingle roofs present on older developments
- Hopes to see more family sized units and ground floor bedrooms for more accessible units

PINEHURST TOWNHOMES # 3037311-EG

C O N E ARCHITECTURE



SURVEY

PROPOSED PROJECT SITE

- Two parcels located on 14th Ave NE, between NE 125th Street and NE 124th Street
- Site Area = Combined 16,570SF rectangular in shape, measures roughly 120' wide by 137' deep.
- Site currently contains (2) single family homes

TOPOGRAPHY

- Approximately 8'-0" slope up diagonally across site from NW corner to SE corner

ADJACENT BUILDINGS AND USES

- To the north and across 14th Ave are townhouses- high density multifamily Zoning LR1(M)
- To the south, single family homes - single family Zoning SF 7200
- To the east, abutting the rear of the site is a 4 story mixed use apartment building - Neighborhood commercial Zoning NC3P-55(M)

STREET-SCAPE

- Currently there is no sidewalk along 14th Ave NE, a sidewalk and street trees will be upgraded as part of this project

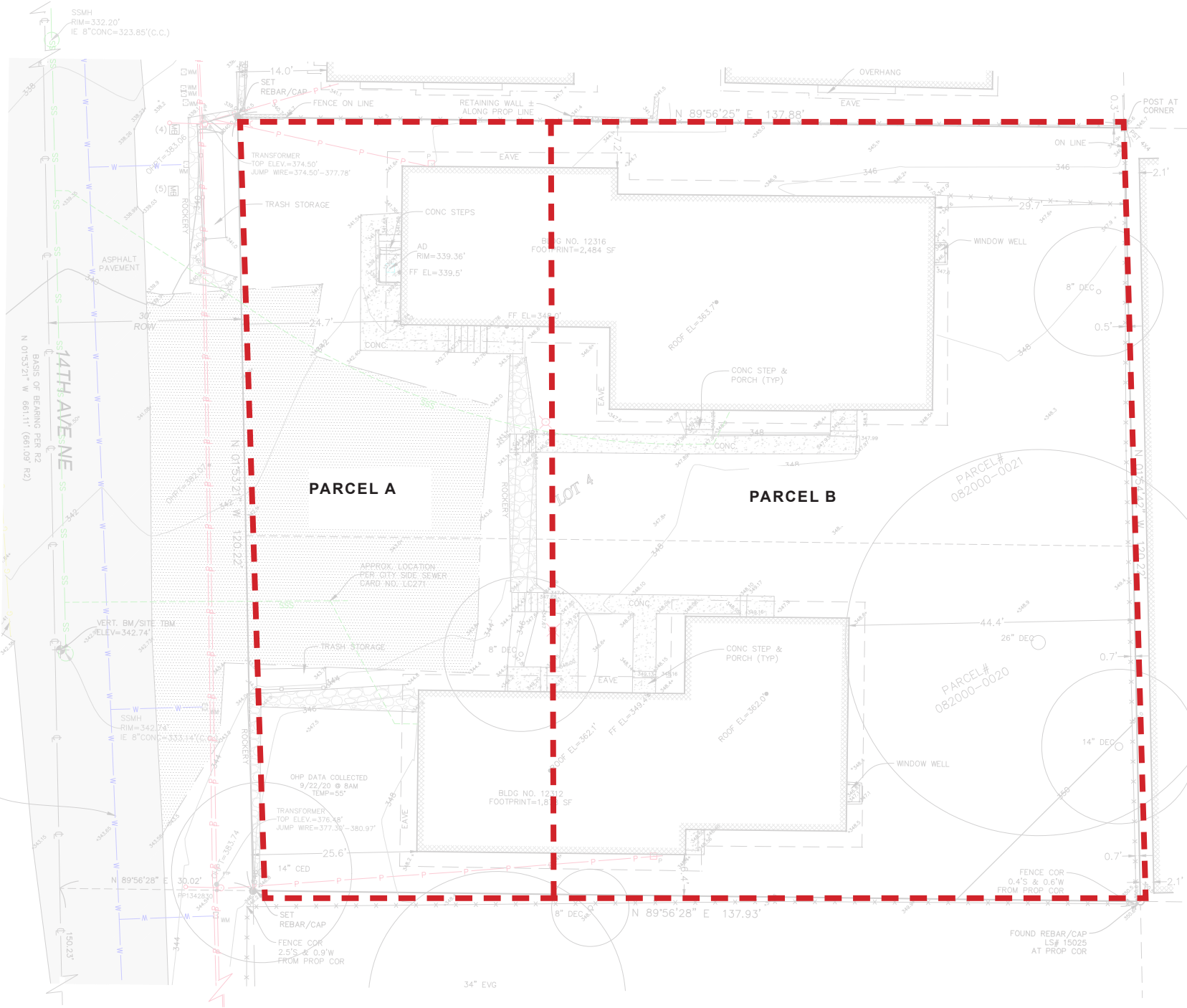
TREES

- No exceptional trees located on site per arborist report:

TREE SURVEY

Per Shoffner Consulting, LLC. Arborist Report (16/06/2020)

TREE #	SPECIES	SIZE INCHES	EXCEPTIONAL	COMMENTS
1	Western red cedar	16	No	Poor condition, good health. Topped below power lines. Does not meet the threshold diameter to be classified as exceptional.
2	Flowering cherry	6	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.
3	Douglas fir	26	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional. Located offsite to the south.
4	Siberian elm	24	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.



PROPOSED PARCELS

PARCEL A (UNDER PENDING LBA 3037340-LU) - 12312 14TH AVE NE 98125
3037311-EG

Street Front: 14TH AVE NE
Lot Area: 5,055 SF
Use: Rowhouse
Maximum FAR (1.3): 6,571.5 SF
GROSS SQUARE

Setbacks:
Front 5' min.
Rear 7' avg. / 5' min.
Side 3.5' min.
Allowed height limit: 30'
Required Amenity Area: 1,263 SF (631 @ Ground)
Maximum Facade Length: No Limit

LEGAL DESCRIPTION (UNDER PENDING LBA 3037340-LU)

LOT 4, BLOCK 1, BIRD AND ESRY'S GREEN LAKE HALF ACRES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17, PAGE 31, RECORDS OF KING COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 4;
THENCE NORTH 89°56'25" EAST 42.05 FEET, ALONG THE NORTH LINE OF SAID LOT 4;
THENCE SOUTH 01°54'42" EAST 120.22 FEET TO THE SOUTH LINE OF SAID LOT 4;
THENCE NORTH 89°56'28" WEST 42.05 FEET, TO THE SOUTHWEST LINE OF SAID LOT 4;
THENCE NORTH 01°53'21" WEST 120.22 FEET, TO THE POINT OF BEGINNING;
SUBJECT TO EASMENT NUMBER 1, SHOWN AND DESCRIBED HERE ON.

PARCEL B (UNDER PENDING LBA 3037340-LU) - 12322 14TH AVE NE 98125
Permitted Under Seperate Permit Number # 3037542-EG

Street Front: None
Lot Area: 11,515 SF
Use: Townhouse
Maximum FAR (1.3): 14,968.5 SF

Setbacks:
Front 7' avg. / 5' min.
Rear 7' avg. / 5' min.
Side 5' min.
Allowed height limit: 30'
Required Amenity Area: 28,7875 SF (1439 @ Ground)
Maximum Facade Length: 60'

LEGAL DESCRIPTION (UNDER PENDING LBA 3037340-LU)

LOT 4, BLOCK 1, BIRD AND ESRY'S GREEN LAKE HALF ACRES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17, PAGE 31, RECORDS OF KING COUNTY, WASHINGTON; COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 4;
THENCE NORTH 89°56'25" EAST 42.05 FEET, ALONG THE NORTH LINE OF SAID LOT 4 TO THE POINT OF THE BEGINNING;
THENCE SOUTH 01°54'42" EAST 120.22 FEET TO THE SOUTH LINE OF SAID LOT 4;
THENCE NORTH 89°56'28" EAST 95.83 FEET TO THE SOUTHEAST LINE OF SAID LOT 4;
THENCE NORTH 01°54'42" WEST 120.22 FEET TO THE NORTHEAST LINE OF SAID LOT 4;
THENCE NORTH 89°56'25" WEST 95.83 FEET TO THE POINT OF BEGINNING;

PRIORITY DESIGN GUIDELINES

EARLY RESPONSE



CS2.B ADJACENT SITES, STREETS, AND OPEN SPACES

2. CONNECTION TO THE STREET

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the street scape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)— in siting and designing the building.

Along the street facing units we are proposing a shed roof line to minimize bulk of the stair towers as well as to fit within the existing residential scale context. Locating roof deck closer to the street, to further bring down the scale and the street presence. Along the street we are also breaking down the massing, and proposing 3 buildings, continuing the rhythm of the townhomes to the north. This allows for more visibility and stronger connection to the street, with additional building separations and separate pedestrian pathways connecting to the sidewalk. Each rowhouse entry will include private stoop with amenity space, activating the public realm.



CS2.C – RELATIONSHIP TO THE BLOCK

2. MID-BLOCK SITES

Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors.

There are a variety of townhomes along 14th AVE NE that have a combination of pitched roofs and roof decks facing the street. We propose to continue the strong residential edge found here, by implementing pitched roofs in addition to the roof decks on the rowhouses. In addition, we propose 3 separate rowhouse buildings along the front of the site, continuing the street edge created by the townhomes to the north. Breaks in the massing for a pedestrian pathway and driveway continue the rhythm of the existing neighbors. This also allows for views to the interior of the site, repeating the existing mid-block design with centered driveways found in this neighborhood.



CS3.A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

4. 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.

The proposed design response to the existing grade change between the rowhouses and townhomes structures to respond to the existing site topography. The project has used design moves to lessen the effects of proposed parking and building bulk on the site by thoughtfully positioning the buildings on the site to minimize paving area dedicated to parking, and trash collection within site, and allowing open areas towards the single-family zoning. Taking inspiration from the existing context for materiality and forms help the proposed development connect to the established neighborhood pallet.



PL2.D WAYFINDING

Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

All rowhouses have direct access from the street, while the townhomes share a pedestrian pathway, also leading to common areas. The goal represented in the preferred option is to create a simple, linear line of access that is separated from the vehicular driveway. This allows for opportunities to implement clear areas for signage, landscaping buffers, and encourage interaction between residents.

PRIORITY DESIGN GUIDELINES

EARLY RESPONSE



PL3.3.A STREET LEVEL INTERACTION

D.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.

In addition to the 6’ 6” front set back proposed in the preferred option for the rowhouse structures, we propose pushing the entry door further in to create an entry alcove. This allows for weather protection, personalization, and opportunities for additional privacy buffers to be located along the front property line. Individual address numbers, lighting and landscape will add to the assemble of entry elements that will compose the 3 rowhouse buildings.



PL4.A ACTIVE TRANSPORTATION

2. ENTRY LOCATIONS AND RELATIONSHIPS

Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

The townhouse’s front entries have a direct access from the right of way for each unit. The townhomes’ s entries are positioned along the east property line, all access from one main pedestrian path. The east entries allow for a clear separation between the parking at the center of the site and the residential entries. There is one point of entry for vehicles which connect to the center court with a mix of surface parking and garage parking stalls.



DC2.B ARCHITECTURAL CONCEPT

1. FACADE COMPOSITION

Design all building facades, 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

Materials and glazing strategies will be explored in the recommendation phase of design review but initial thoughts on materials will complement the existing neighborhood. Board and Batten, lap siding and warm high-quality accents like cedar will be explored to respond to the traditional residential context as well as mimic the color pallet found on the rowhouses across the street. The same attention to scale and composition will be implemented on the rear units, to create a cohesive group of residential buildings that fit into existing context.



DC1.B PROJECT USES AND ACTIVITIES

B. VEHICULAR ACCESS AND CIRCULATION

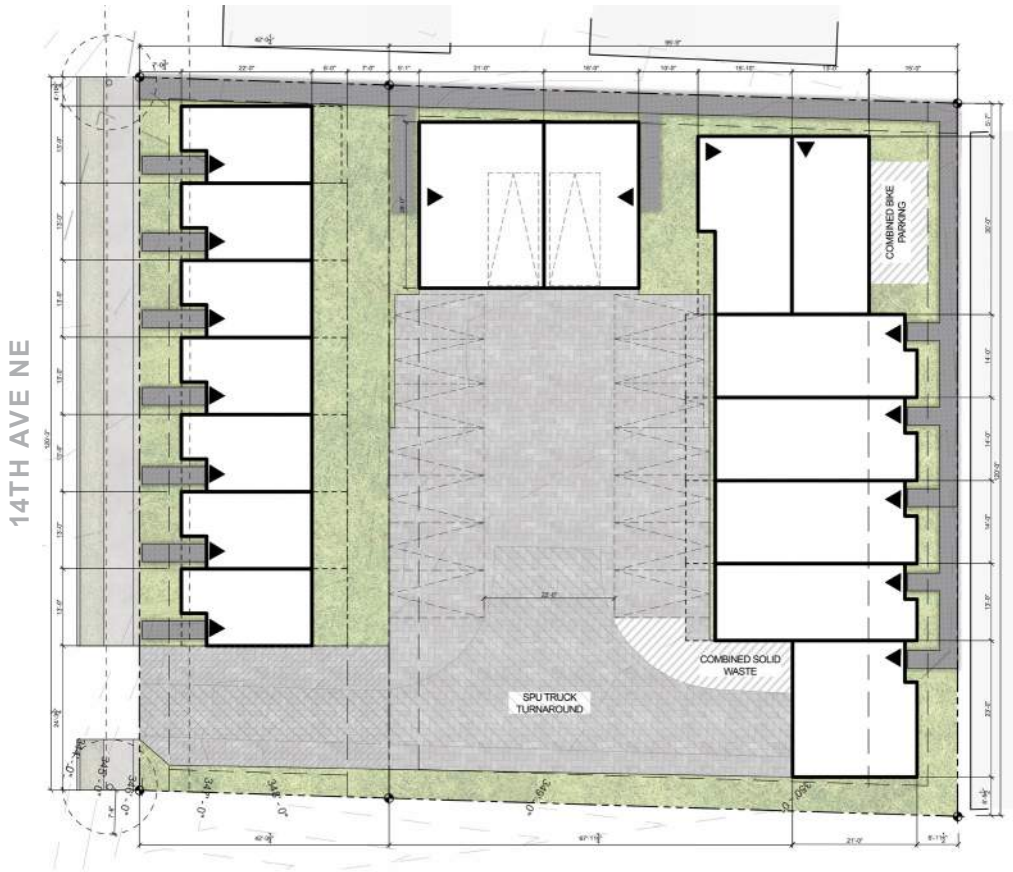
Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or

Separating the pedestrian and vehicular circadian has been studies in our EDG options, to help create safe and pleasant conditions for all users. Our preferred option provides a separate pedestrian path with adjacent amenity spaces. On the preferred proposal, we are asking for a departure in order to reduce the curb cut width. This reduction is found in most of the development on this street, where a rhythm is established based on the 10’-0” driveway width. This minimizes the impact of the vehicular access on the right of way, and relates more to the existing context.

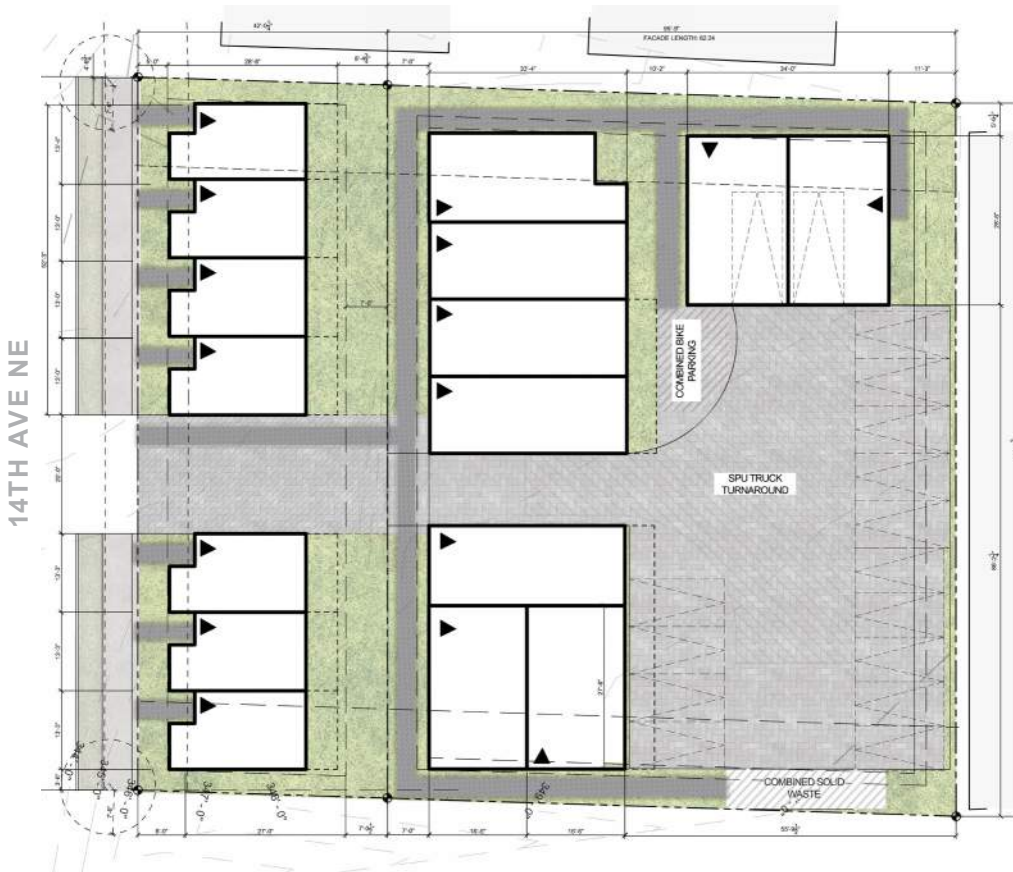
PARCEL A -
12312 14TH AVE NE
3037311-EG

PARCEL B -
12322 14TH AVE NE
PERMITTED UNDER SEPERATE
3037542-EG



PARCEL A -
12312 14TH AVE NE
3037311-EG

PARCEL B -
12322 14TH AVE NE
PERMITTED UNDER SEPERATE
3037542-EG



PARCEL A -
12312 14TH AVE NE 98125
3037311-EG

PARCEL B -
12322 14TH AVE NE
PERMITTED UNDER SEPERATE
3037542-EG



OPTION ONE (CODE COMPLIANT)

Option One proposes 16 units. The 3 buildings are primarily oriented to create a curb cut to the south. This orientation allows for simple linear massing along 14th AVE NE and separation between the single families to the south. However it results in large continuous facades, along the west and east sides, and a pedestrian pathway along the north, abutting the existing townhomes. The combined solid waste is located near the curb cut, and the combined bike parking along the pedestrian path on the east. This option provides two garages, a centralized parking area, and 14 surface stalls.

While this option is fully code compliant, it lacks the opportunity for building modulation, glazing opportunities and open space for resident interaction within the site.

Option One is fully code compliant and seeks no departures.

OPTION TWO (CODE COMPLIANT)

Option Two proposes 16 units. The 5 buildings are oriented to the front of the site, providing a centralized combined access and more opportunities for view corridors. Bringing the open space to the east, placing the bulk of the buildings towards 14th Ave NE, the LR zoning, and single family zoning. This orientation allows for more separation between the 4 story apartment building to the east, in the other hand a gate or buffer alike will need to be provided in order to shield cars that are visible from street. The pedestrian path is centralized, however we have concerns for lack of separation between vehicles and pedestrians. Privacy is also a concern with this option, since there is minimal separation between the rowhouses and the townhomes. The combined solid waste is located away from units, while the combined bike parking is centralized. This option provides 2 garages, and 14 surface parking stalls.

While this option provides more opportunities for modulation and glazing, it also dedicates a large paving area to vehicular access and parking.

Option Two is fully code compliant and seeks no departures.

OPTION THREE (PREFERRED)

Option Three proposes 16 units. The 6 buildings are oriented to create a centralized and efficient parking area. This orientation allows for more view corridors, more corner units and in consequence, more glazing opportunities. This also creates a better pedestrian experience, by separating vehicular and pedestrian access, while maintaining the centralized pedestrian pathway. The massing proposed with this option responds directly to the existing context, providing less continuous facades, and maintaining the existing street rythem. A variety of units are proposed, the larger grouping of units are placed closer to the larger scaled NC 55 building to the east, while proposing smaller buildings towards the SF and LR zoning. This option proposes 6 garages, and 10 surface stalls. Providing less surface stalls and more units with garages, allows for individual bike parking locations, more usable living spaces, and less paving areas overall.

Option Three seeks two departures:
[1] Reduction to the required easement width of curb cut.
[2] Increase to the east facade length

OPTION ONE - CODE COMPLIANT

DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 14 Surface parking stalls + 2 Garages
- 16 roof decks
- 19,374 SF FAR (21,534 SF Allowed)
- 2-3 bedrooms in each unit type
- Code compliant

OPPORTUNITIES

- Efficient centralized parking
- Combined trash location near curb cut
- Large separation between rowhouses and townhouses
- Separation between single families to the south
- 7 unit types
- Separation between vehicular and pedestrian access

CONSTRAINTS

- 3 buildings
- Less view corridors and corner units for glazing opportunities
- Large massing facing street
- Townhouse entries facing neighbors to the east
- Large building with no breaks along east property line
- Curb cut does not maintain street rhythm found on neighboring parcels
- Low FAR count
- Pedestrian pathway allows for less interaction between residents, and less landscaping opportunities
- 1 Combined bike parking location

DEPARTURES REQUESTED:

- No departures requested

PARCEL A -
12312 14TH AVE NE
3037311-EG

PARCEL B -
12322 14TH AVE NE
PERMITTED UNDER SEPERATE # 3037542-EG



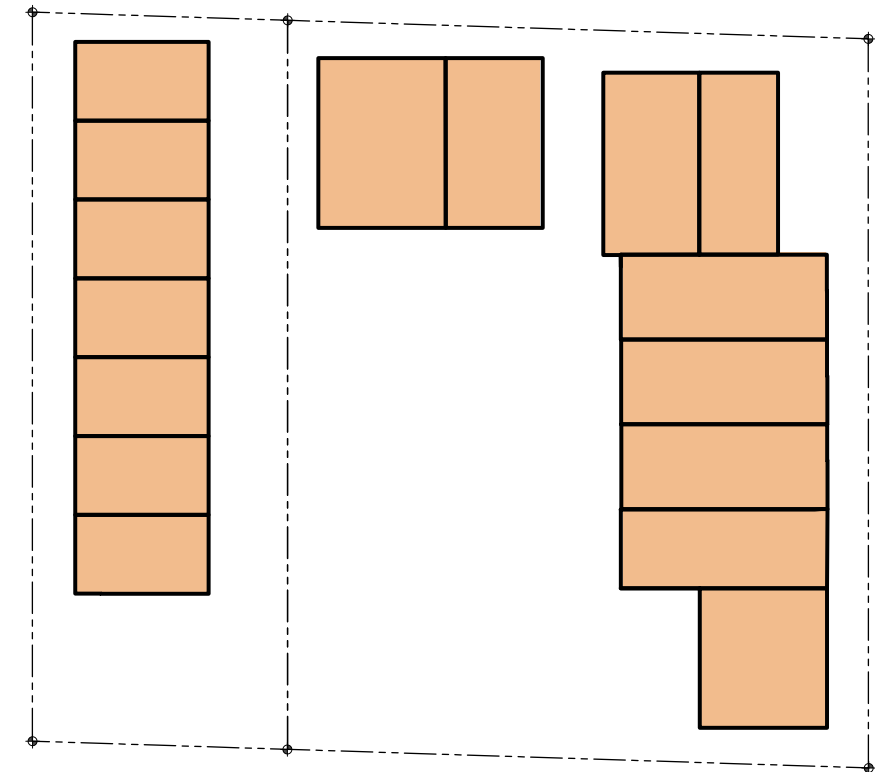
SITE PLAN - OPTION 1 ①

PROGRAM KEY

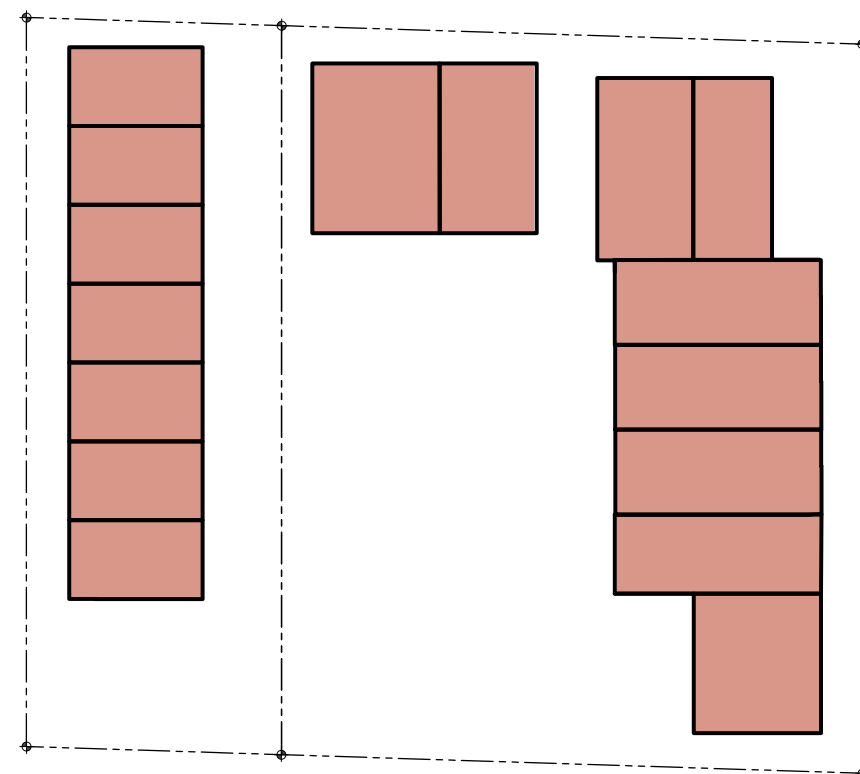
- ENTRY+BEDROOM+BATH
- ENTRY+GARAGE
- LIVING+KITCHEN+DINING
- PRIMARY SUITE +BATH
- ROOF DECK



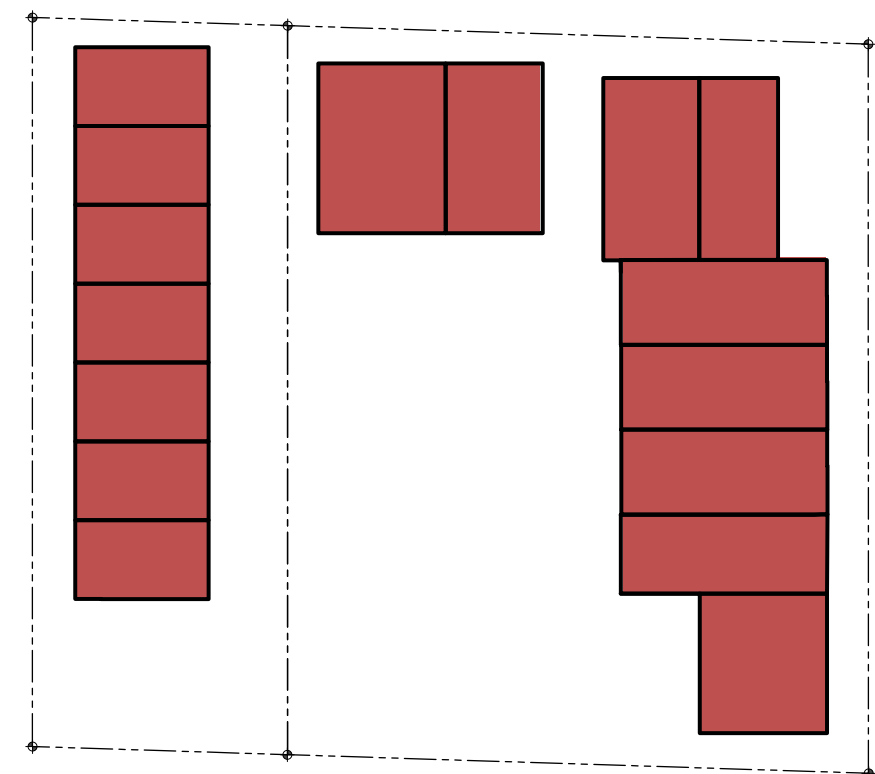
FIRST FLOOR PLAN 1



SECOND FLOOR PLAN 1



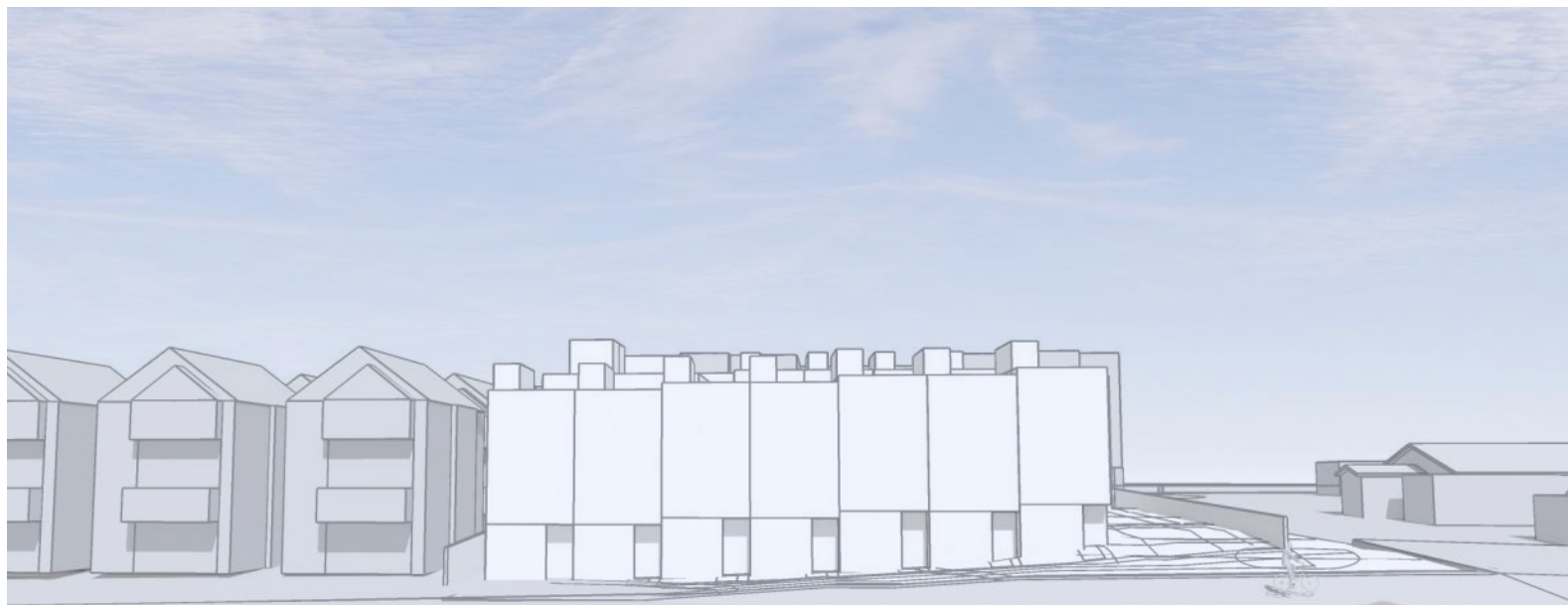
THIRD FLOOR PLAN 1



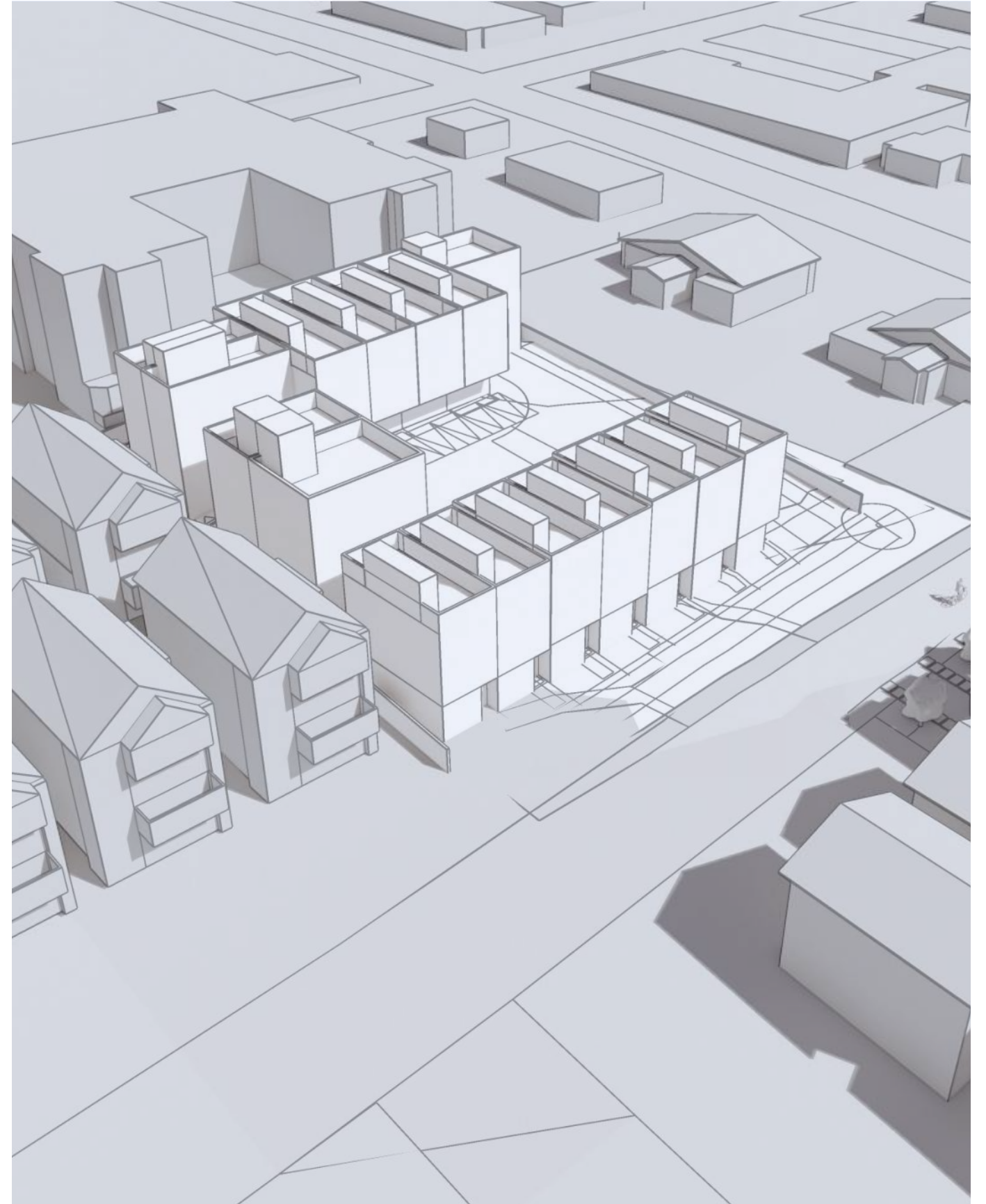
ROOF PLAN 1



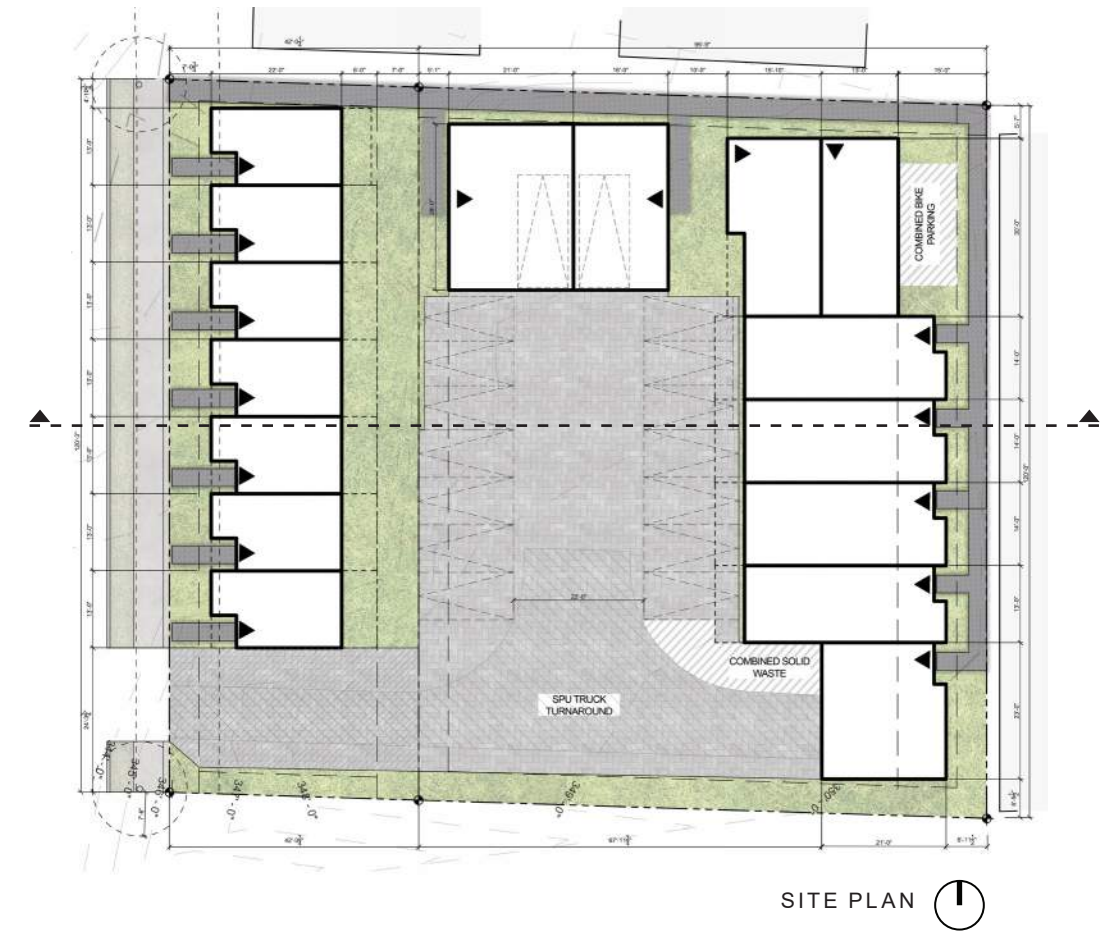
VIEW OF SOUTHEAST CORNER OF SITE



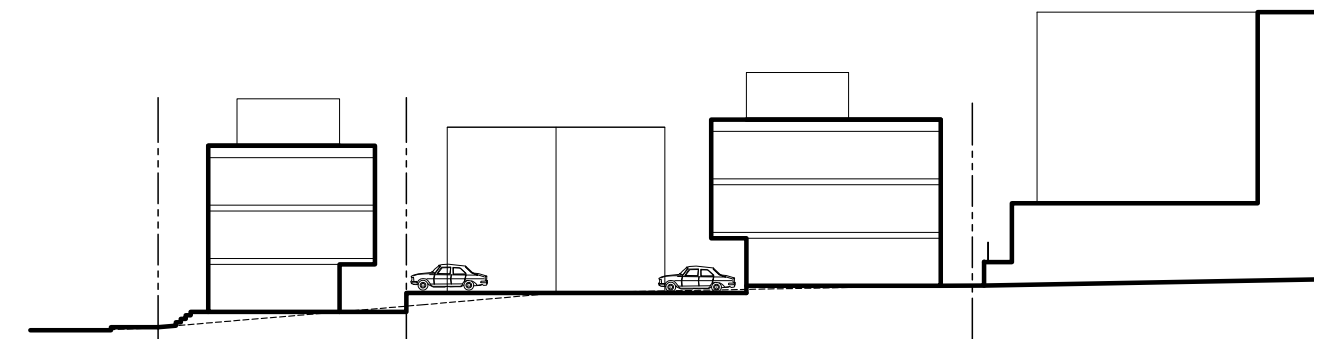
14TH AVE NE - STREET FRONT



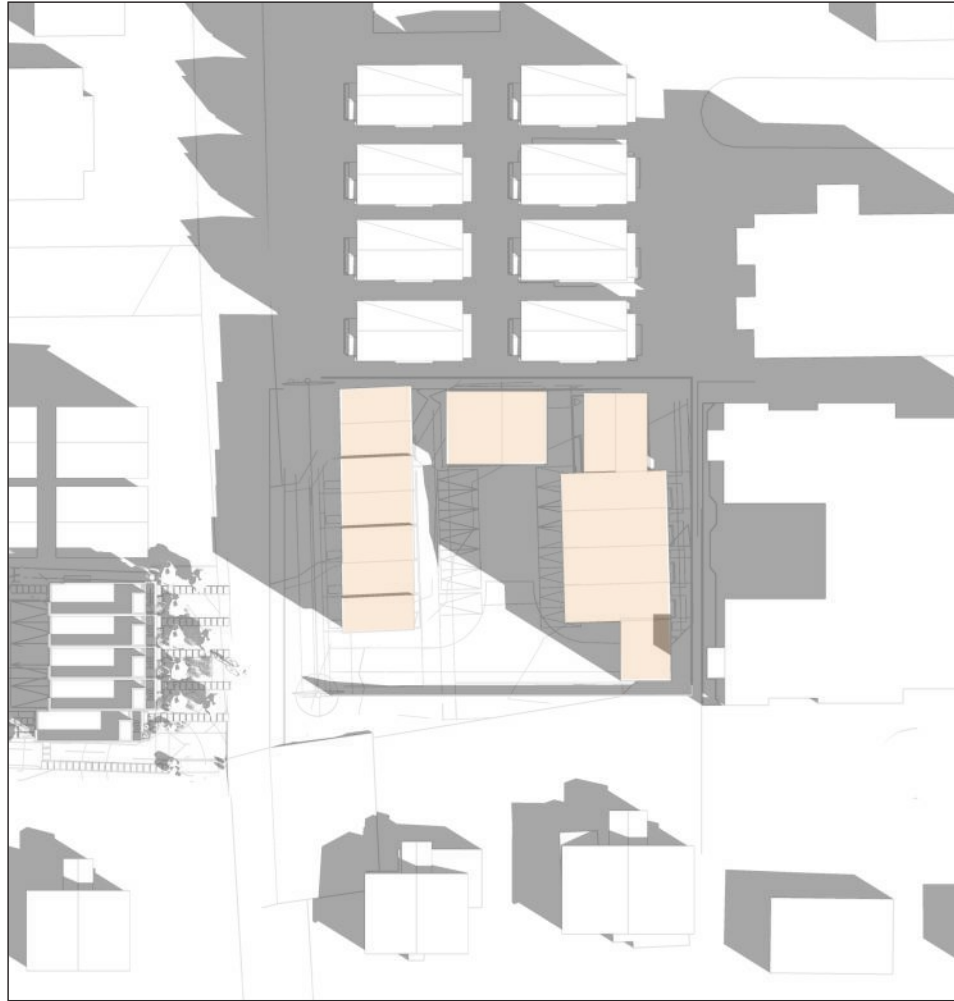
OVERVIEW OF MASSING



SITE PLAN ①



SITE SECTION - LOOKING NORTH



MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



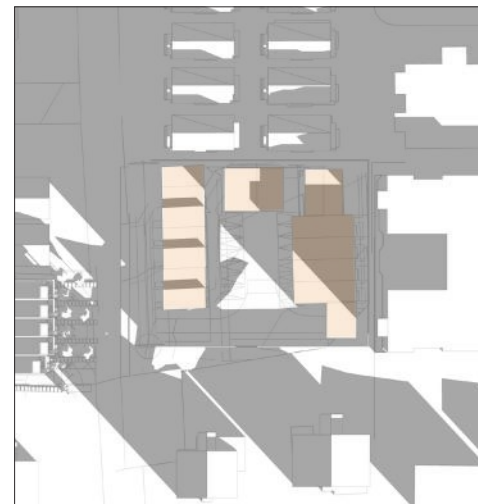
JUNE 21, 9 AM



JUNE 21, 12 PM



JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

OPTION TWO - CODE COMPLIANT

DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 14 Surface parking stalls + 2 Garages
- 16 roof decks
- 19,183 SF FAR (21,534 SF Allowed)
- 2-3 bedrooms in each unit type
- Code compliant

OPPORTUNITIES

- Parking located at the rear of site
- Combined trash located away from units
- Large separation between the east neighbor
- Centralized break on street frontage
- 5 buildings
- More opportunities for views and glazing
- 6 unit types

CONSTRAINTS

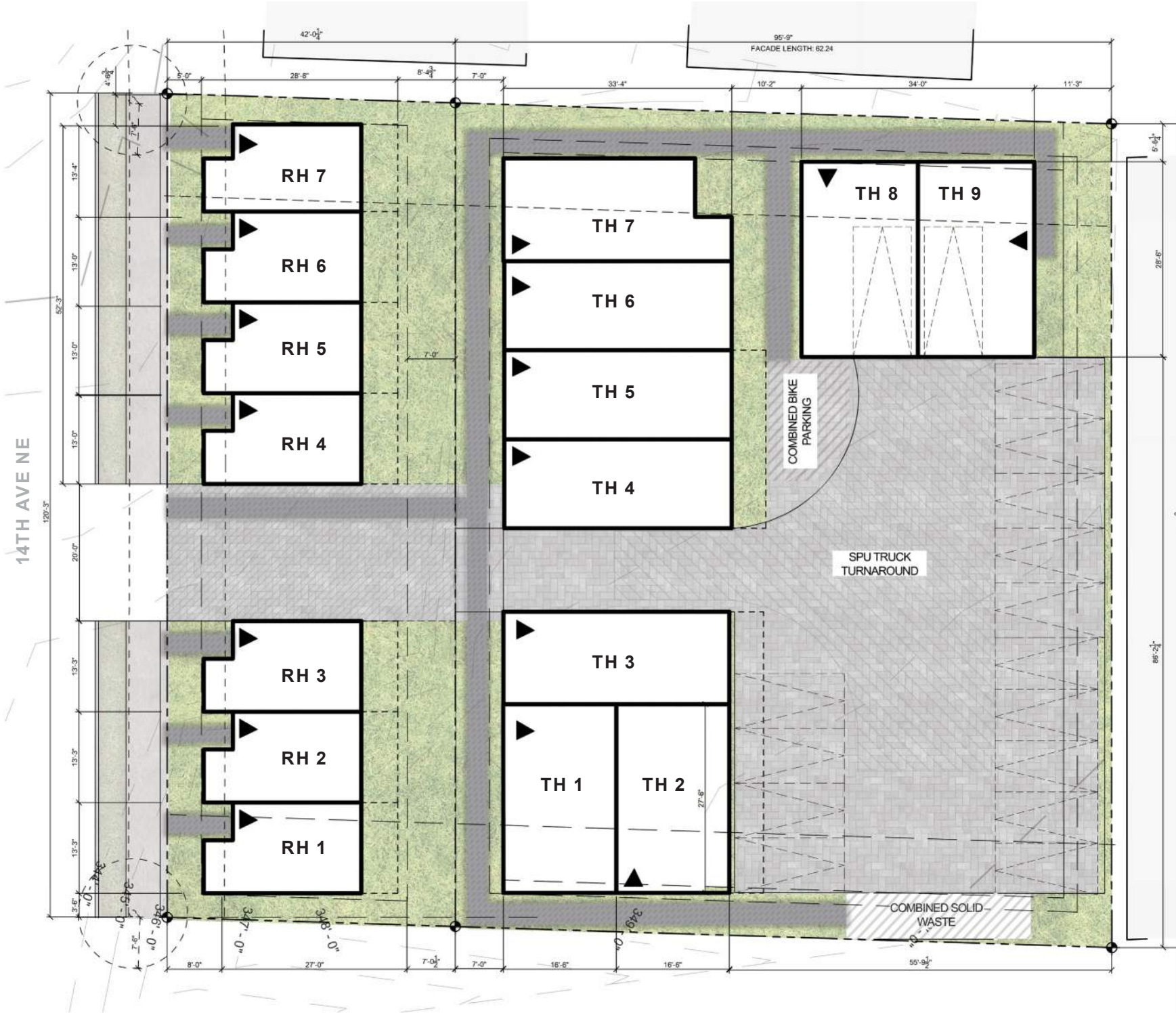
- Large massing located towards the north townhouse neighbors and front of site
- Minimal separation between rowhouses and townhouses
- More massing located near single families to the south
- Screening needed for visible parking from street
- 1 Combined bike parking location
- Centralized pedestrian pathways creates concerns for vehicular access and pedestrian access separations
- Low FAR count

DEPARTURES REQUESTED:

- No departures requested

PARCEL A -
12312 14TH AVE NE
3037311-EG

PARCEL B -
12322 14TH AVE NE
PERMITTED UNDER SEPERATE # 3037542-EG



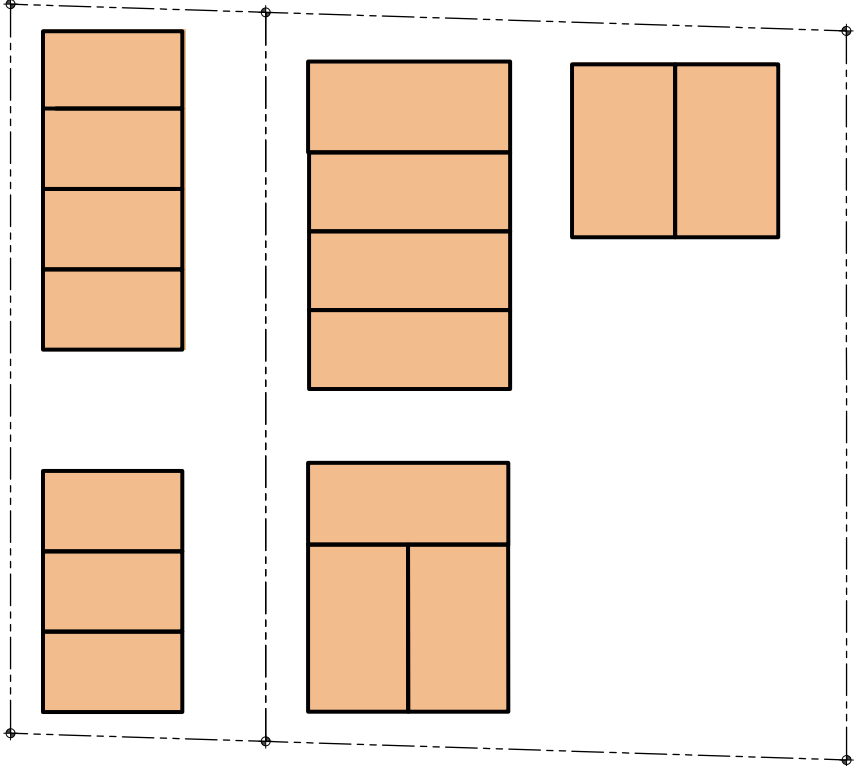
SITE PLAN - OPTION 2 ①

PROGRAM KEY

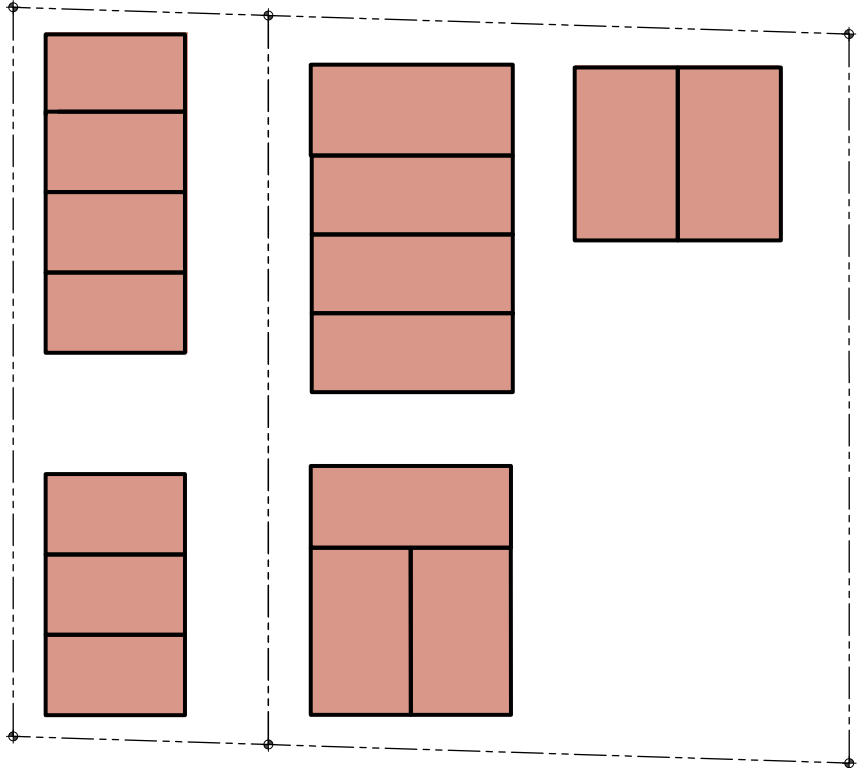
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- ENTRY+GARAGE
- LIVING+KITCHEN+DINING
- PRIMARY SUITE +BATH
- ROOF DECK



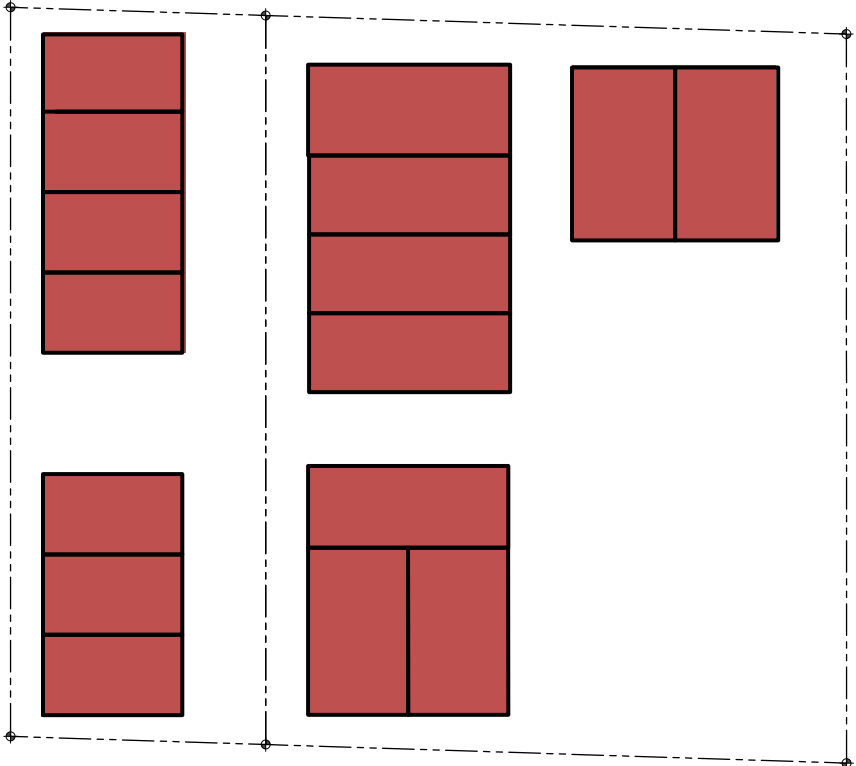
FIRST FLOOR PLAN 1



SECOND FLOOR PLAN 1



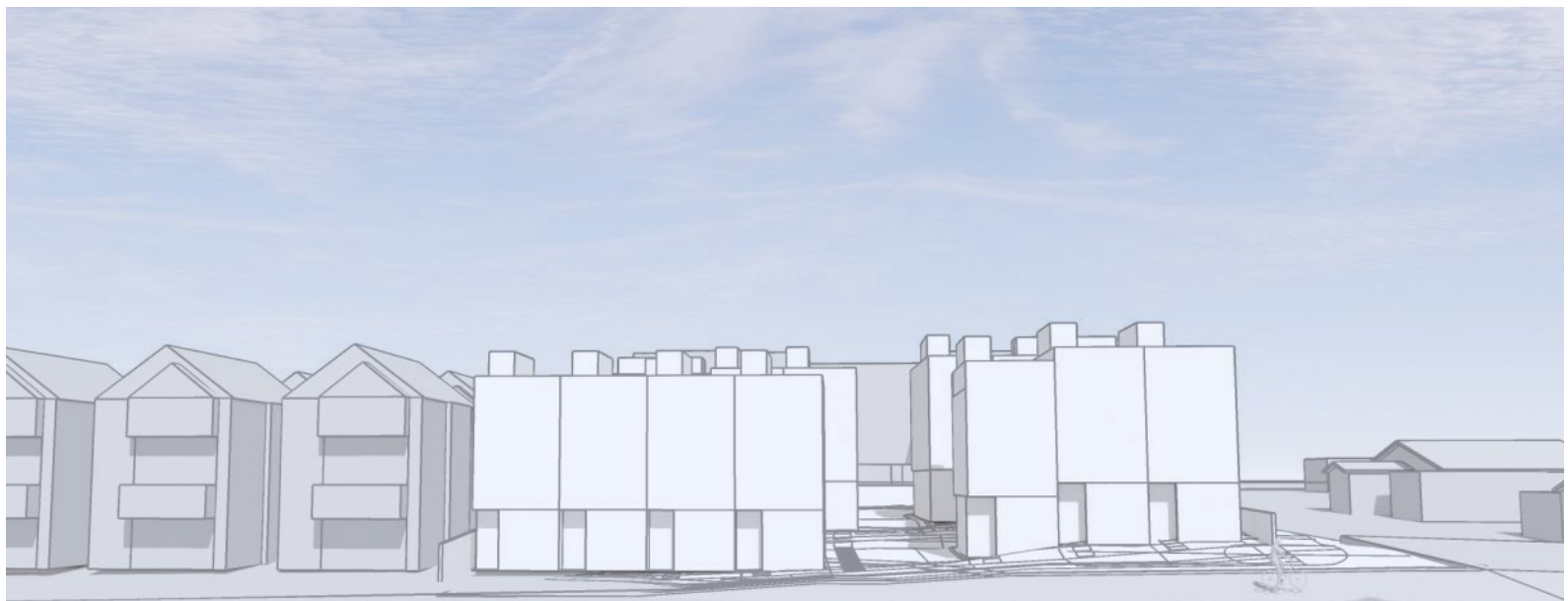
THIRD FLOOR PLAN 1



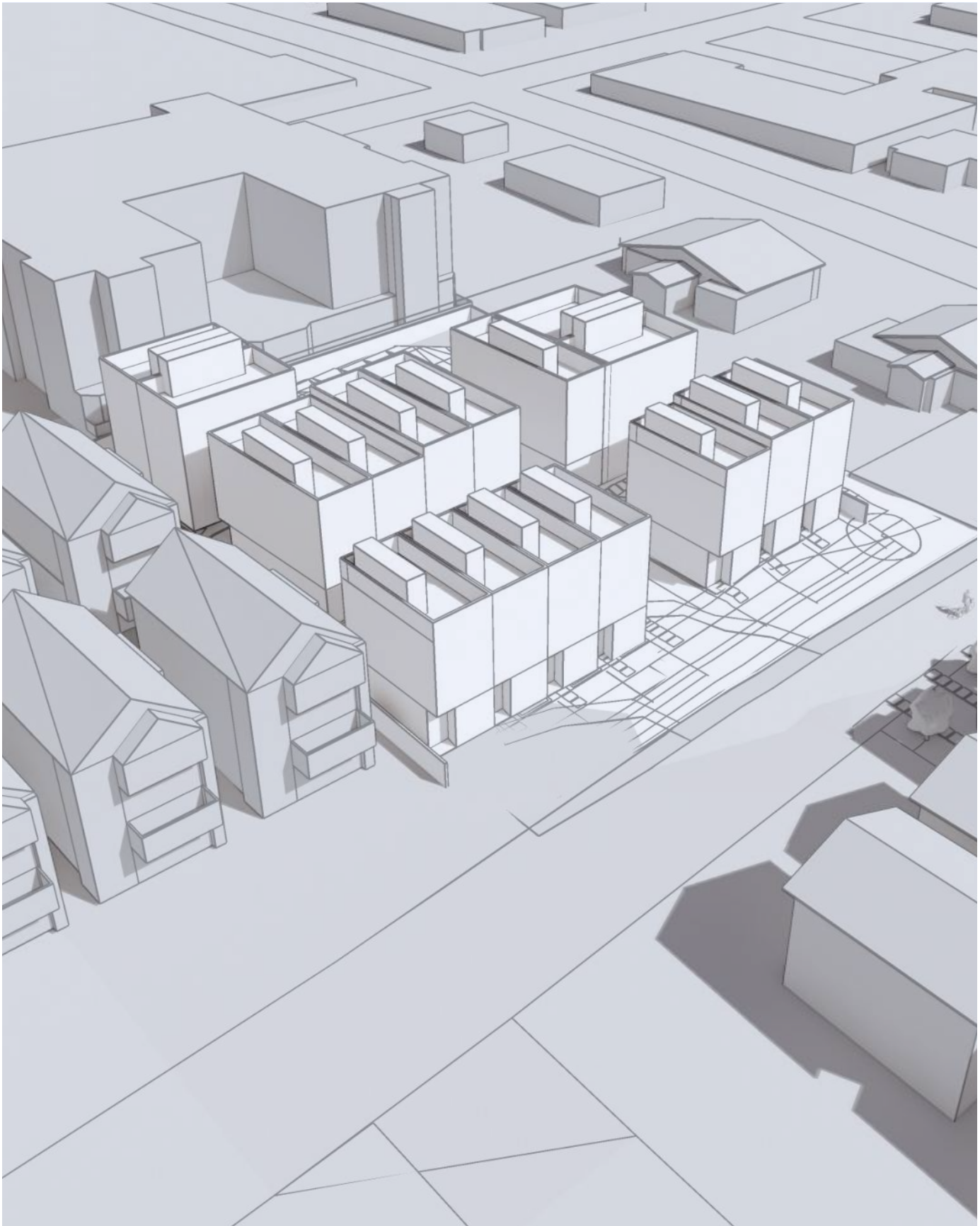
ROOF PLAN 1



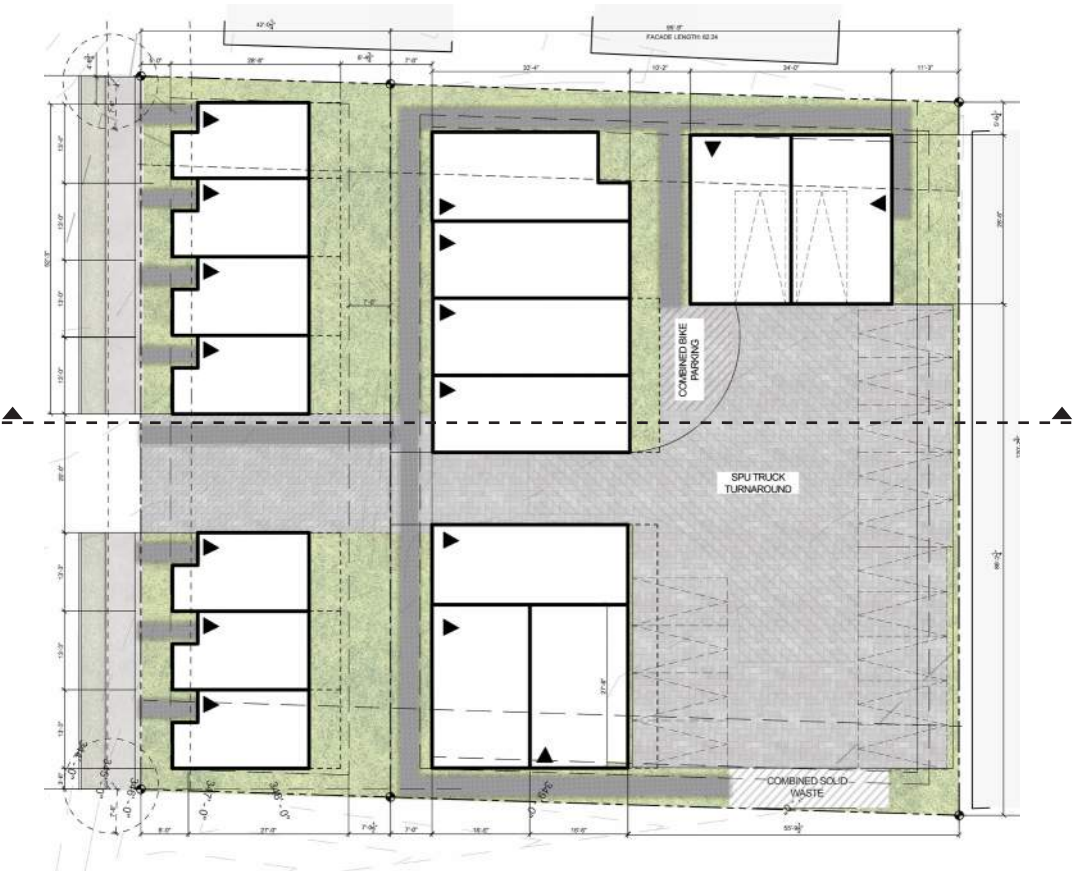
VIEW OF SOUTHEAST CORNER OF SITE



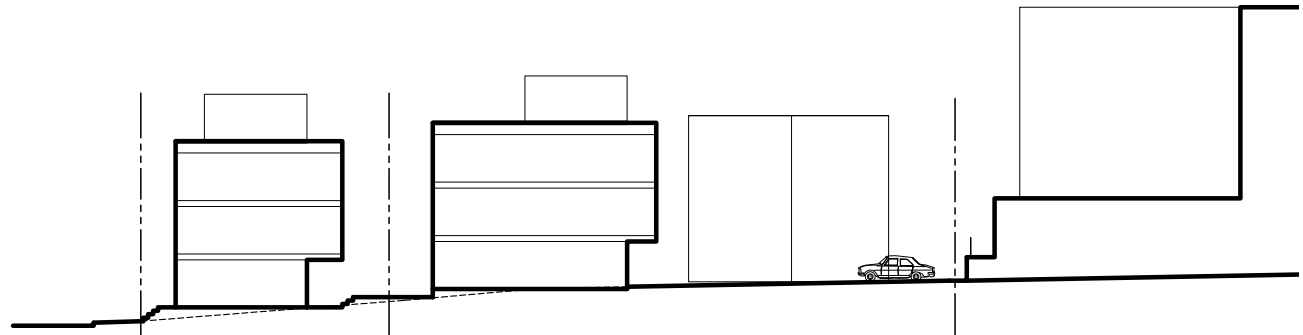
14TH AVE NE - STREET FRONT



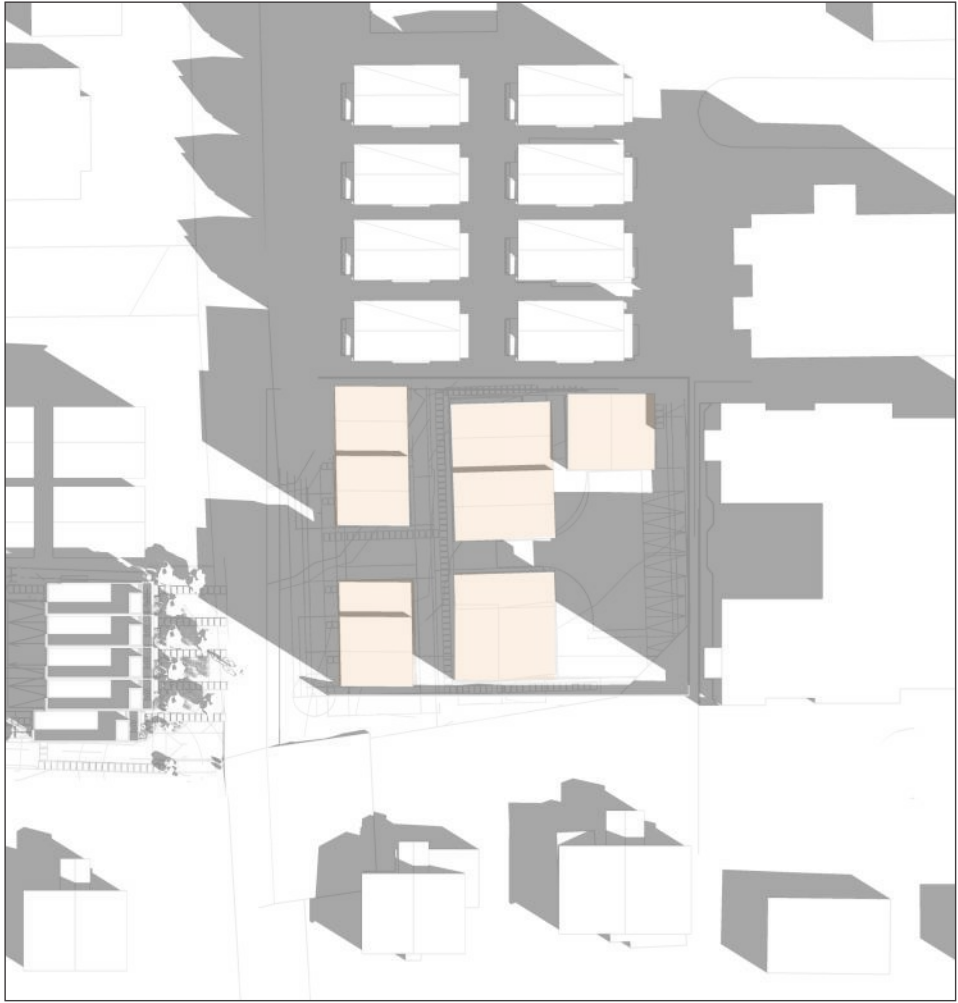
OVERVIEW OF MASSING



SITE PLAN 1



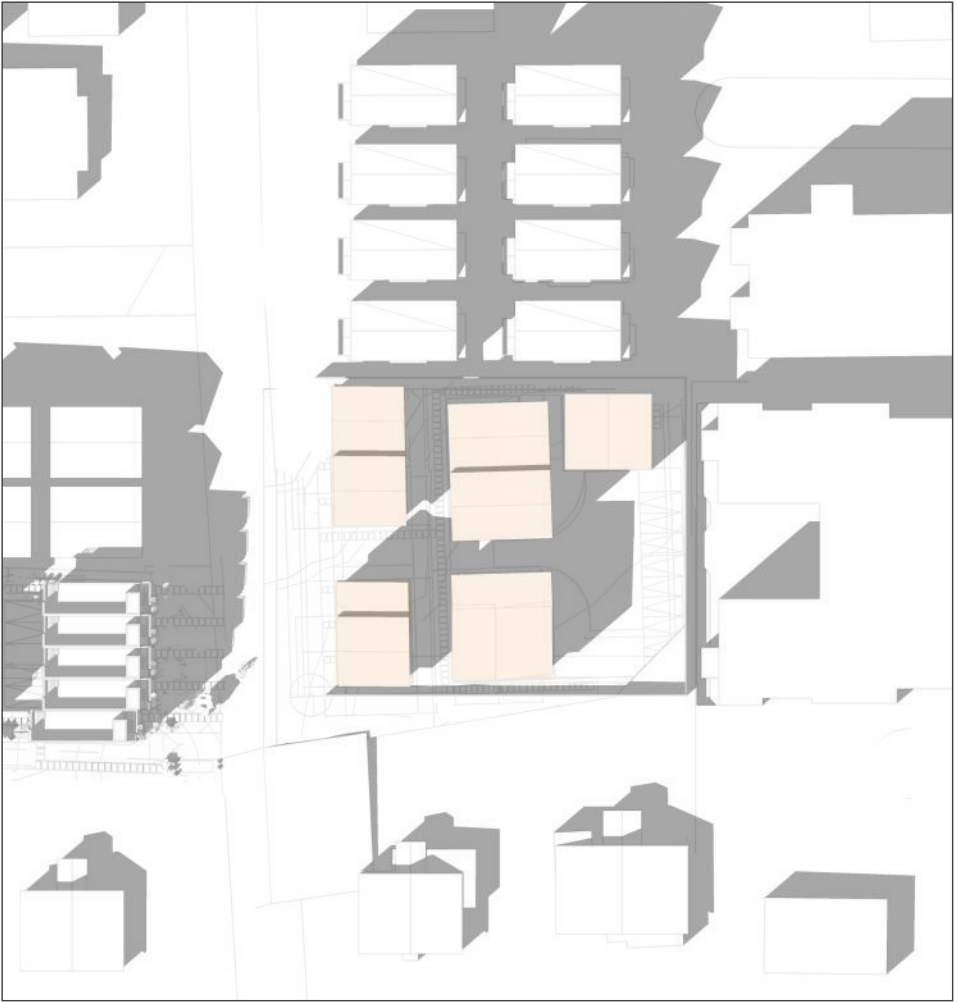
SITE SECTION - LOOKING NORTH



MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



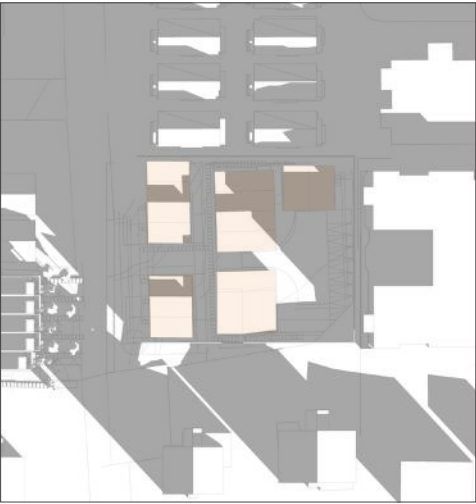
JUNE 21, 9 AM



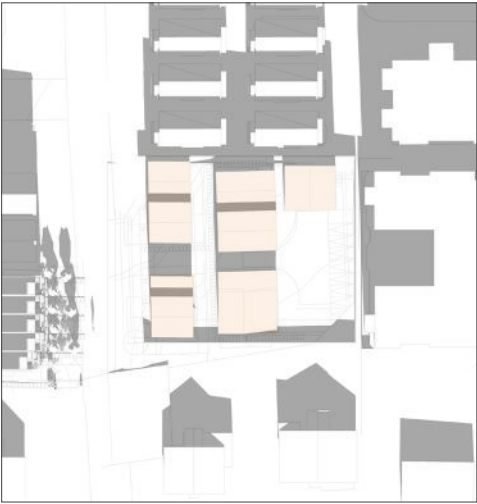
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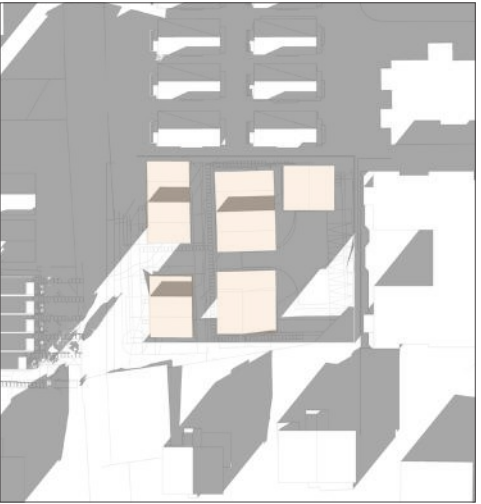
JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

OPTION THREE - PREFERRED

DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 10 Surface parking stalls + 6 Garages
- 16 roof decks
- 20,532 SF FAR (21,534 SF Allowed)
- 2-4 bedrooms in each unit type
- 2 Departures Requested

OPPORTUNITIES

- Efficient centralized parking
- Less paving surface for parking, More interior usable space given to units with use of garages
- Combined trash location centralized
- Large separation between rowhouses and townhouses
- 6 buildings:
- More views, glazing opportunities and view corridors created by southern facing open space and multiple breaks between buildings
- 6 unit types
- Separation between vehicular and pedestrian access
- Pedestrian path is not located against the north property lines, allows for more interaction between residents
- Street rythem is consistent with curb cuts founds on neighboring developments
- More visibility to the center of the site from the street
- Individual bike parking proposed for better usability and security
- More open green areas, opportunities for landscaping

CONSTRAINTS

- Townhouse entries facing neighbors to the east
- Large massing on southeast corner of site

DEPARTURES REQUESTED:

- 1. Reduction of 25% to the curb cut easement
- 2. Increase of 5.8% to the east facade length

PARCEL A -
12312 14TH AVE NE
3037311-EG

PARCEL B -
12322 14TH AVE NE
PERMITTED UNDER SEPERATE # 3037542-EG

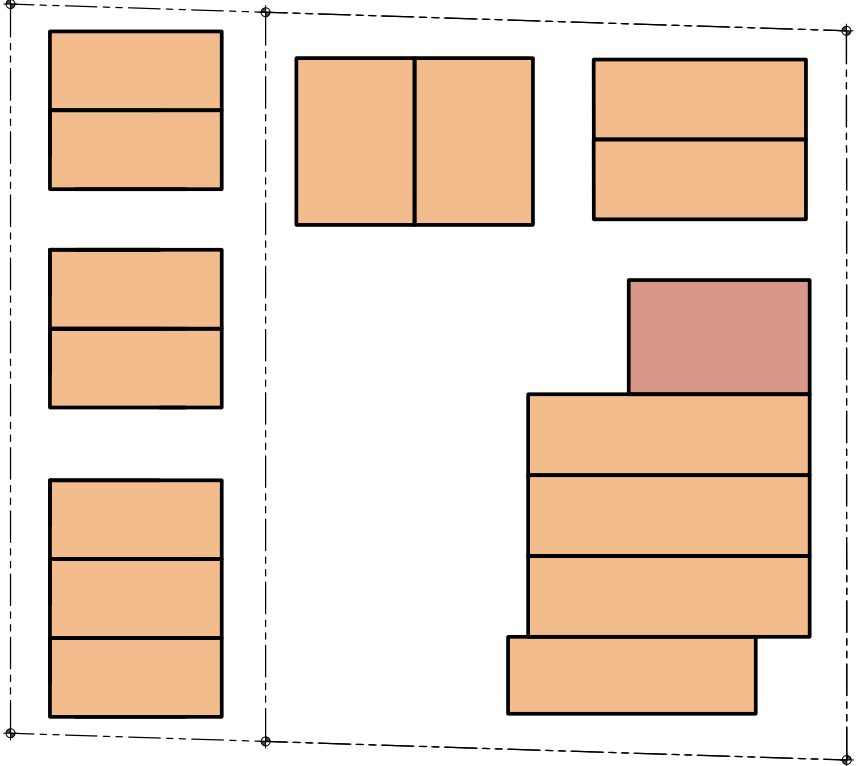


SITE PLAN - OPTION 3 ①

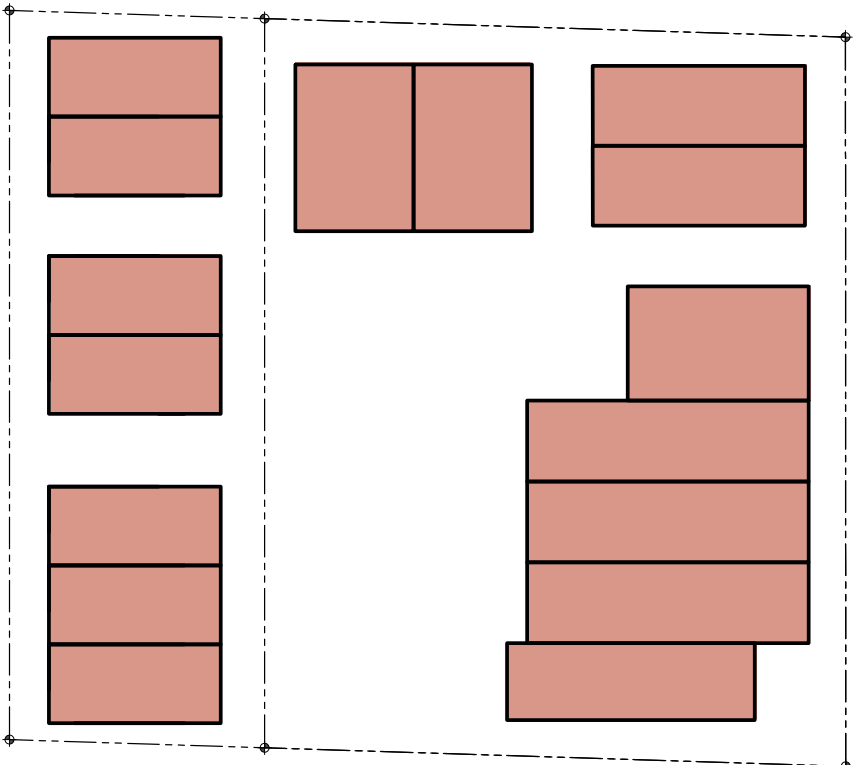
- PROGRAM KEY**
- ENTRY+BEDROOM+BATH
 - ENTRY+GARAGE
 - LIVING+KITCHEN+DINING
 - PRIMARY SUITE +BATH
 - ROOF DECK



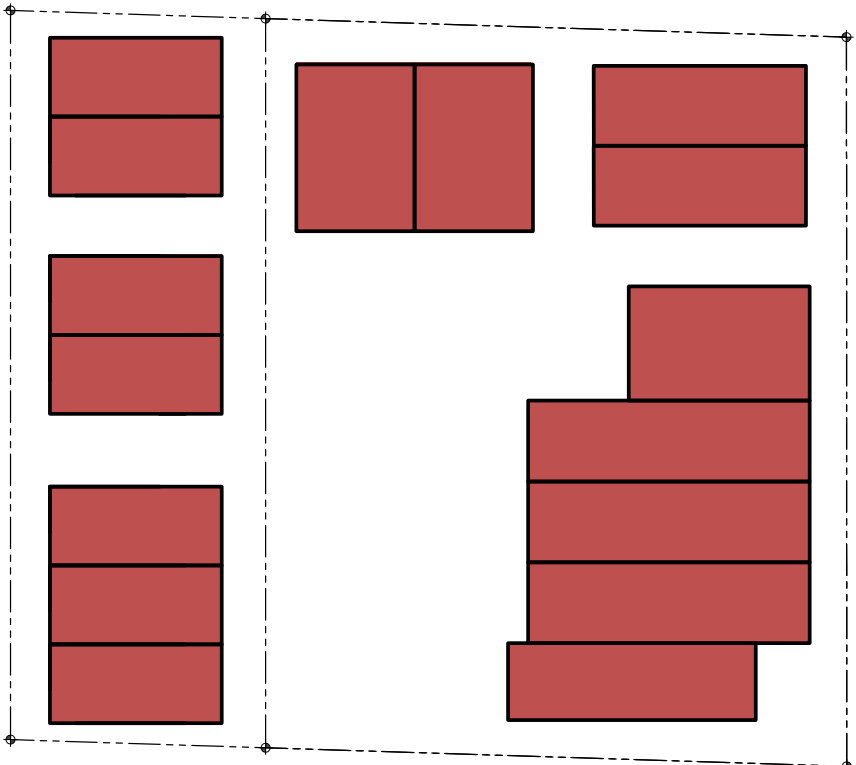
FIRST FLOOR PLAN 1



SECOND FLOOR PLAN 1



THIRD FLOOR PLAN 1



ROOF PLAN 1



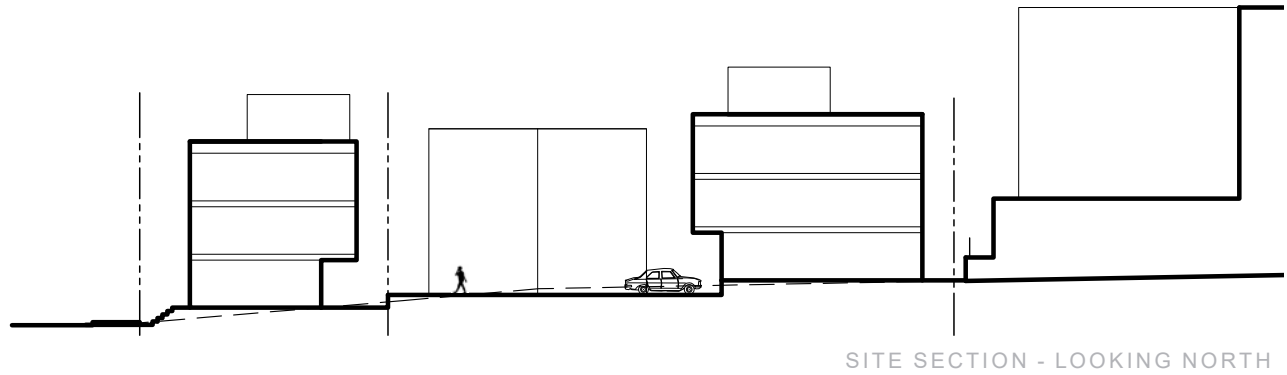
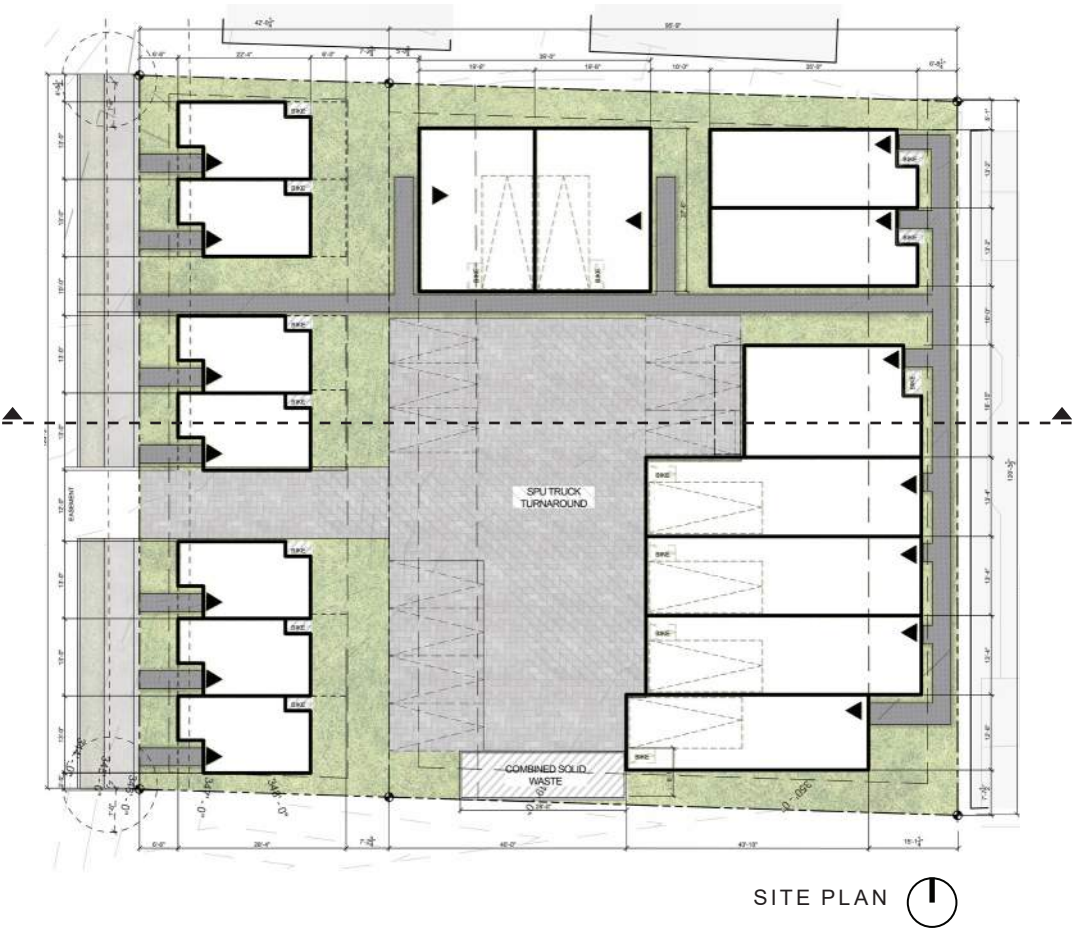
VIEW OF SOUTHEAST CORNER OF SITE

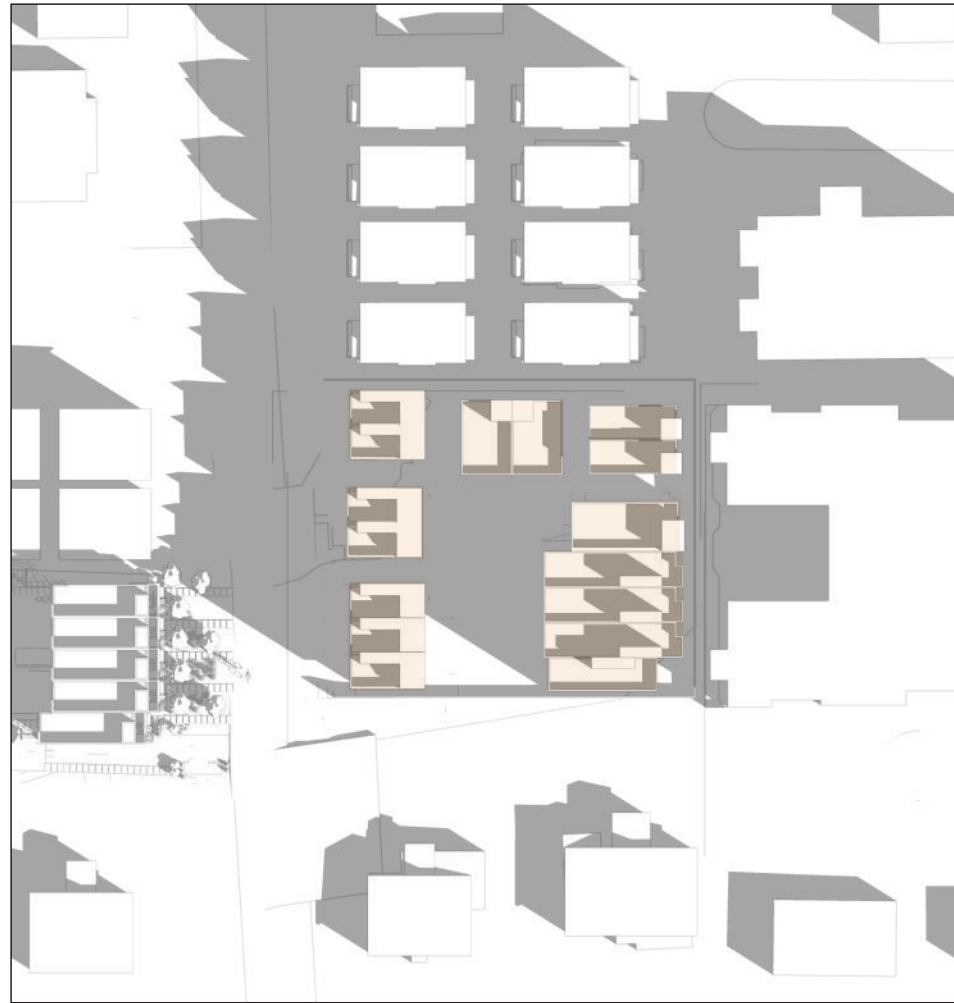


14TH AVE NE - STREET FRONT



OVERVIEW OF MASSING





MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

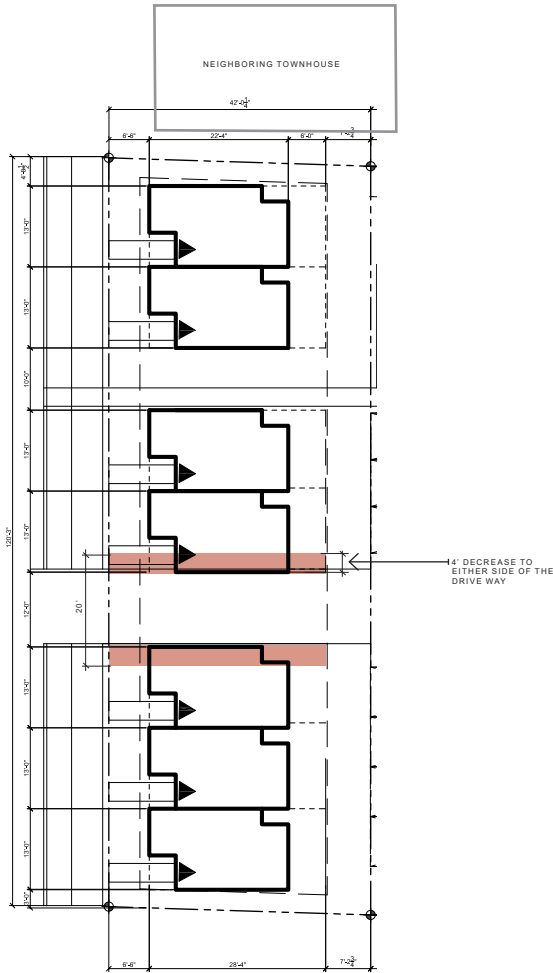
OPTION 3 (PREFERRED)
DEPARTURE 1:

DESIGN STANDARD
SMC 23.53.025.D
ACCESS EASEMENT STANDARDS

CODE REQUIREMENT:
Vehicle Access Easements Serving Ten or more Residential Units.
Easement width shall be a minimum of 32 feet; The easement shall provide a surfaced roadway of at least 20 feet wide...

DEPARTURE REQUEST:
To allow for the driveway to be a minimum of 12'

RATIONALE FOR DEPARTURE:
The code compliant easement would mean that a large portion of the street edge would be dedicated to paving, rather than landscaping or pedestrian scaled elements. This project would better align with the design guidelines and existing context by reducing the width of the driveway in order to minimize the visual impact that vehicular access and circulation has on the street edge.
DESIGN GUIDELINE: PL2.A.1, DC1.C.2



SITE PLAN - OPTION 3

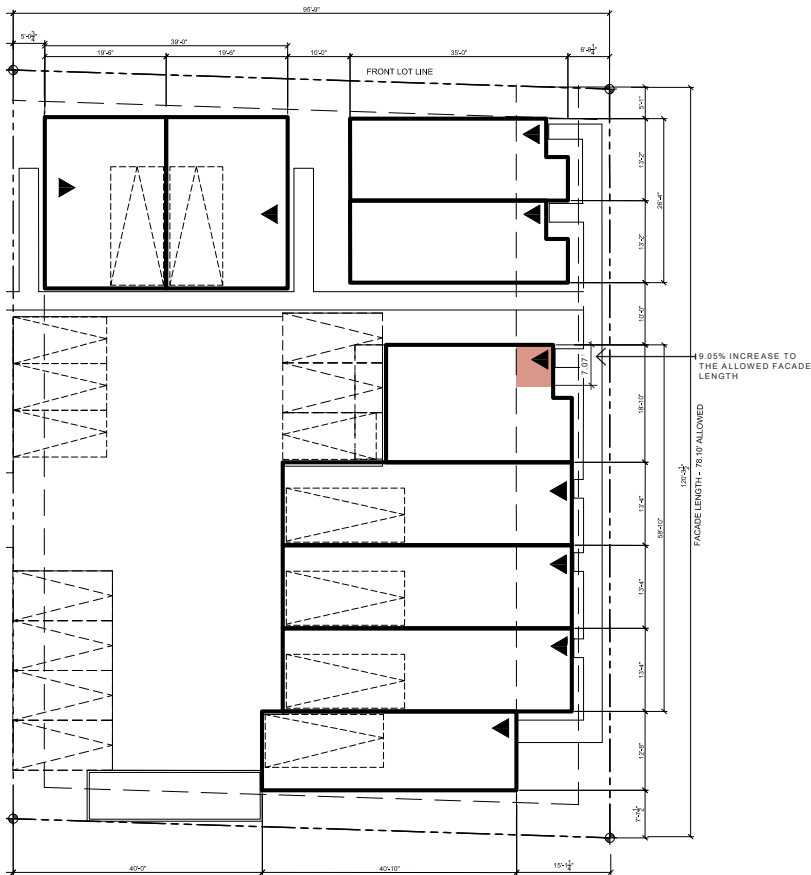
OPTION 3 (PREFERRED)
DEPARTURE 2:

DESIGN STANDARD
SMC 23.45.527
FACADE LENGTH

CODE REQUIREMENT:
The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line...

DEPARTURE REQUEST:
To allow for the combined maximum facade length to be increased from 78.10' (65%) to 85.17' (70.8%), a 9.05% increase.

RATIONALE FOR DEPARTURE:
The diagram illustrates the area where the building footprint could not occupy per facade length requirements. This results in smaller units in order to accommodate the 16 units on site, compact parking area on the interior of the site would not be feasible without pushing the units further east, and bringing more of the bulk of the development toward the NC zoned 4 story apartment building. This also allows for more units with interior garages, minimizing paving area for parking.
DESIGN GUIDELINE: PL3.A.D, DC2.B.1



SITE PLAN - OPTION 3



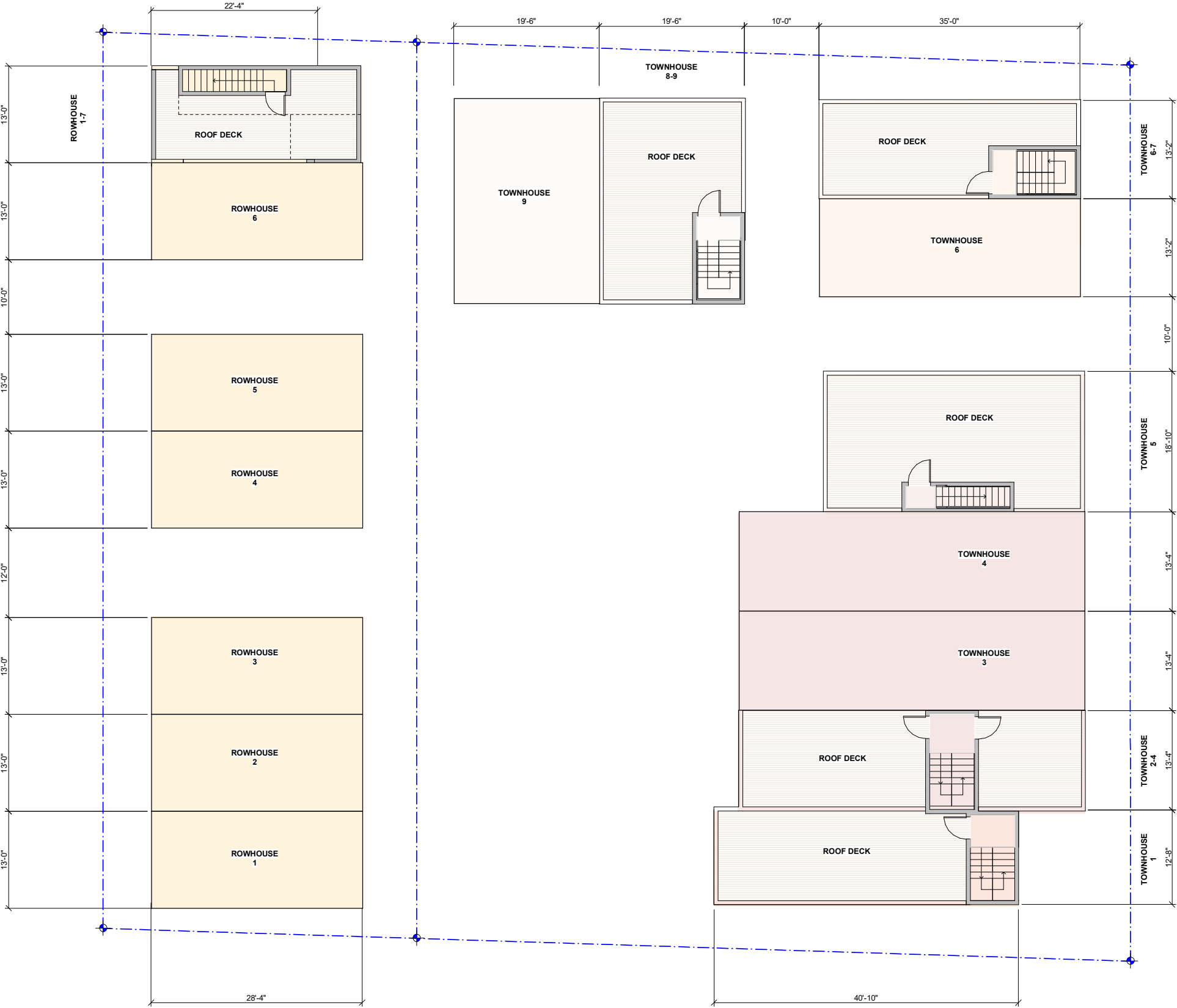
FIRST FLOOR PLANS



SECOND FLOOR PLANS 1



THIRD FLOOR PLANS



ROOF PLANS



OPTION 1



OPTION 2



OPTION 3 - PREFERRED OPTION

INSPIRATION:



HORIZONTAL LAP



ENTRY MATERIAL+TRIM



GARAGE DOORS + LIGHTING



LARGE GLAZING GROUPS



SCALED MATERIALS + HIGHLIGHTED ENTRY

WETMORE TOWNHOUSES 3307 WETMORE AVE S, SEATTLE, WA



85TH ROWHOUSE + TOWNHOMES - 2020, 2024, 2100, 2106 NE 85TH STREET



E HOWELL TOWNHOMES - 1111 E HOWELL ST



MALDEN TOWNHOUSES - 321 MALDEN AVE E



10TH AVE TOWNHOMES - 410 / 414 10TH AVE E, SEATTLE ,WA



FIRST HILL TOWNHOMES - 1327 MINOR AVE



PINEHURST TOWNHOMES # 3037311-EG

EARLY DESIGN GUIDANCE
ADMINISTRATIVE DESIGN REVIEW

DCI # 3037542-EG
12322 14th Ave NE
Seattle, WA 98125

Applicant:
Cone Architecture, LLC
1319 N 49th St
Seattle, WA 98103
Contact: morgan@cone-arch.com

Owner:
Blackwood Holdings
15620 HWY 99, Suit 11
Lynwood, WA 98087
Contact: Aaron Mounsey

DCI Contact:
Carly Guillory
carly.guillory@seattle.gov
206-684-0720

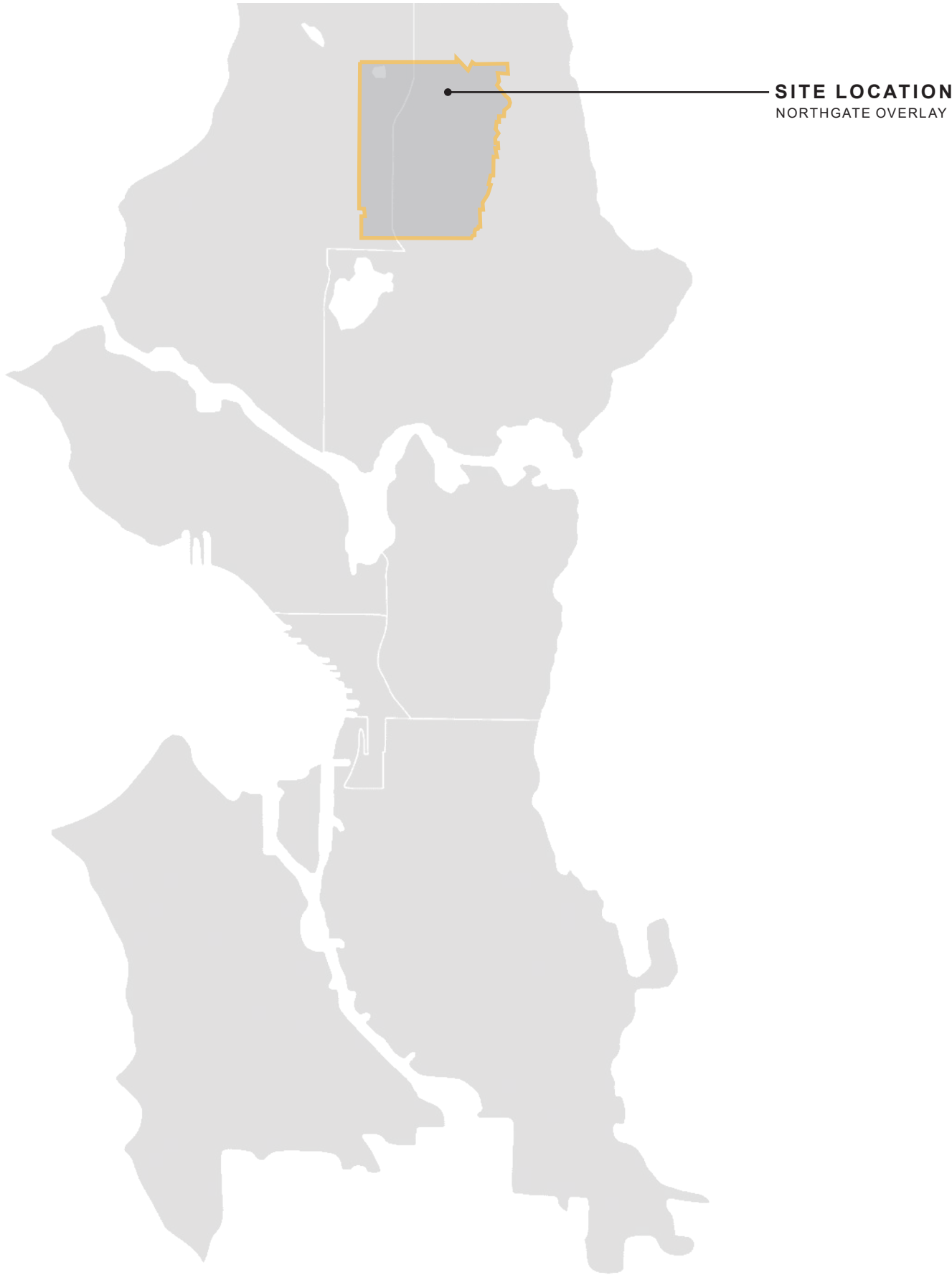
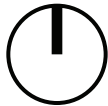


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VICINITY MAP

EXISTING SITE

This project site consists of two parcels (APN 082000-0021 & 082000-0020) a mid block site located on 14th AVE NE. Immediately adjacent to the site to the north and across 14th AVE NE are townhouses, to the south 2 single family homes, and a 4 story apartment building to the east. The subject parcels total 16,570 sf and measure approximately 120’ feet in the north-south direction and 137’ feet in the east-west direction. The site slopes upward east to west approximately 8 feet, and currently contains one two (2) single family homes with surface parking.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR1(M), indicating that the structure may go up to 30’-0” plus additional applicable height bonuses. This site is uniquely placed adjacent to a single family zoning and directly adjacent to a large development with a neighborhood commercial zoning. Parking is not required, however the project will offer 10 surface parking stalls and 6 garages to support of the family sized units proposed on the preferred option.

DEVELOPMENT OBJECTIVES

This project proposes the construction of seven (7) new rowhouse and nine (9) townhouse units and will be providing sixteen (16) parking spaces. As this development increases the density of the neighborhood, it aims to respect the existing residential scale through appropriate massing, proportion, and materials. While also setting a strong precedent for other future development in the area. Along 14th AVE NE, the new homes will engage the neighborhood with street facing entries, stoops, and upper level decks to activate the pedestrian realm at the sidewalk and right-of-way. Internally, the proposed development creates a micro-community of interaction between pedestrian circulation, residential entries, and light vehicular activity. Overall, the development will add to the variety of the 3 stories townhomes in the neighborhood, complementing the existing traditional residential community.

NEIGHBORHOOD DEVELOPMENT

The northgate district has seen a lot of new development in the recent years, rooted in residential character, however, near the busy commercial Pinehurst Way NE to the east of the proposed site, new multifamily and apartment buildings are quickly changing the character of the neighborhood. The immediate blocks are a mix of multi-family townhomes, commercial buildings, and single-family homes. There are a variety of commercial buildings along 15th AVE NE, which includes several gas stations, coffee shops, local businesses, and a grocery store within walking distance. In addition, the bike lane located just to the east of the site connects to the protected bike lanes along Pinehurst way, making this an ideal neighborhood for the increase in density proposed.



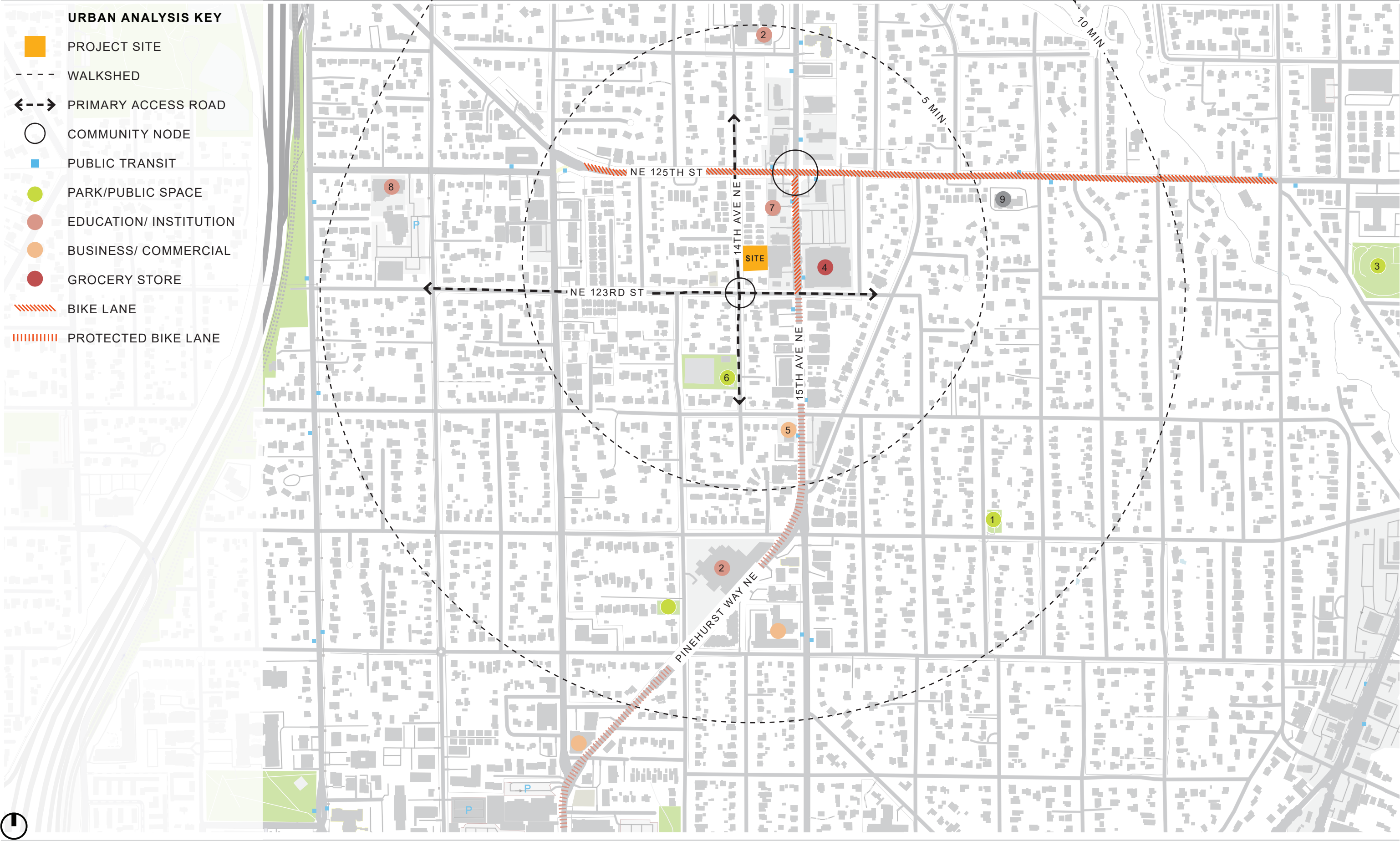
SITE LOCATION
12316 & 12312 14TH AVE NE,
Seattle, WA 98125

ZONING SUMMARY
Zone: LR1 (M)
Overlay: Northgate Overlay District

PROJECT PROGRAM
Site Area: 16,581.94 SF
Number of Residential Units: 16
Number of Parking Stalls: 14
Allowable FAR: 1.3 (21,534 SF)
Proposed FAR: 1.2 (20,532 SF)

Design Administrative
(Between 15,000 and 35,000 GSF)

Departure Requested: (2), page 31





1 PINEHURST POCKET PARK



2 HAZEL WOLF K-8 SCHOOL



3 VIRGIL FLAIM PARK



4 GROCERY STORE



5 NEIGHBORHOOD PUB



6 PINEHURST PLAYGROUND



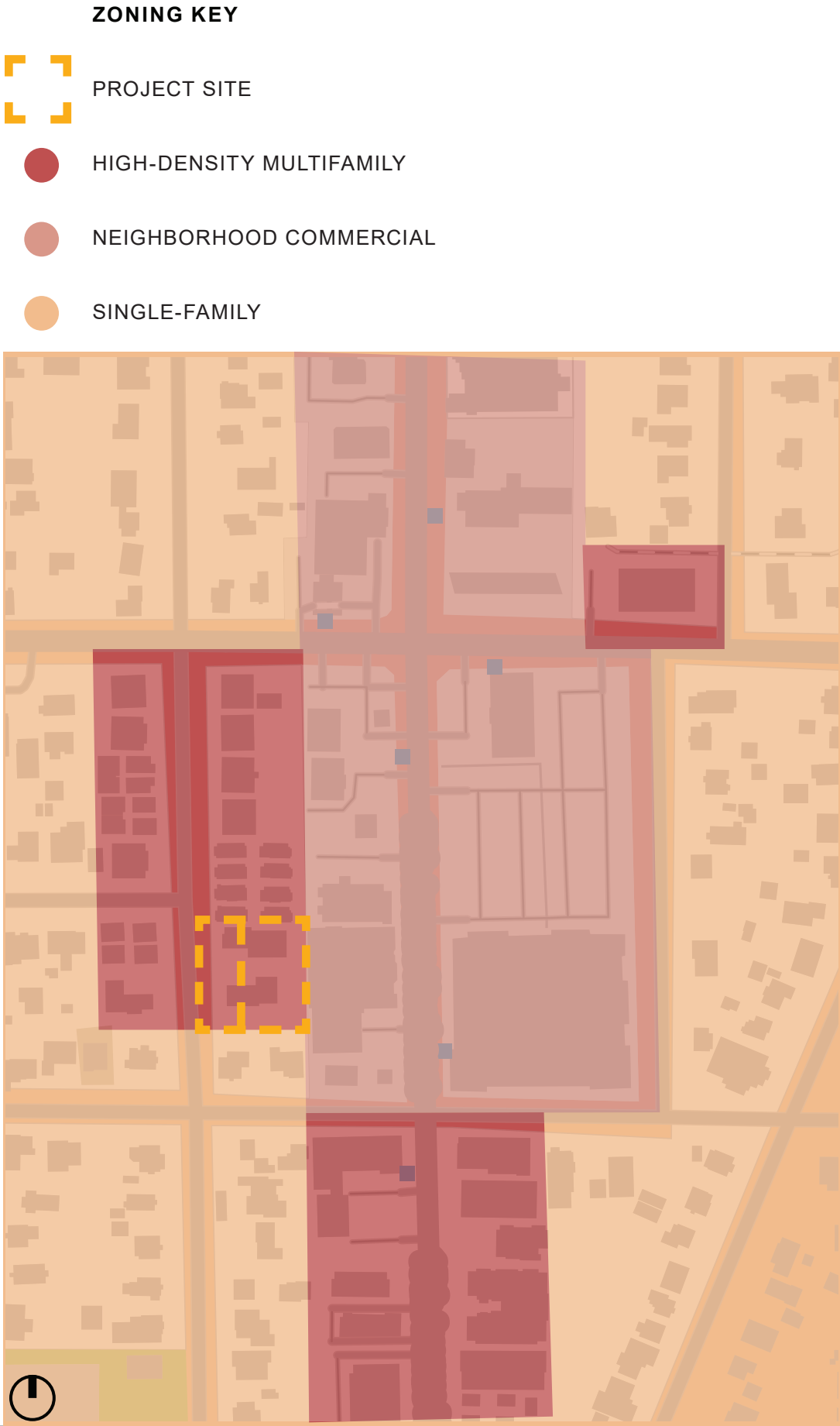
7 NORTHGATE VETERINARY CLINIC



8 BILLING MIDDLE SCHOOL



9 COMMUNITY CHURCH



Addresses: 12322 & 12312 14TH AVE NE, 98125 Seattle, WA
Parcel #: 082000-0021 & 082000-0020
Zoning: LR-1(M)
Overlays: Northgate Overlay
Site Area: 5,005 SF & 11,515 SF

23.45.504 PERMITTED USES
Permitted outright: Residential - Rowhouses, Townhouses

23.45.514 STRUCTURE HEIGHT	
Zoning:	LR1(M)
Allowed Maximum Base Height:	30'-0"
3'-0" additional allowed for shed roof:	33'-0"
4'-0" additional allowed for rooftop features (parapets, clerestories, etc.):	34'-0"
5'-0" additional allowed for gable roof:	35'-0"
10' additional allowed for stair penthouses:	40'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT
The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ("average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.45.510 FLOOR AREA RATIO
Maximum FAR (per parcel): 1.3

23.45.522 AMENITY AREA
Required: 25% of lot area (SF)
A minimum of 50% is required at ground level (SF)

23.45.527 BUILDING WIDTH LIMIT AND MAXIMUM FACADE LENGTH
Structure width:
Rowhouses: No Limit
Townhouses: 60'-0"

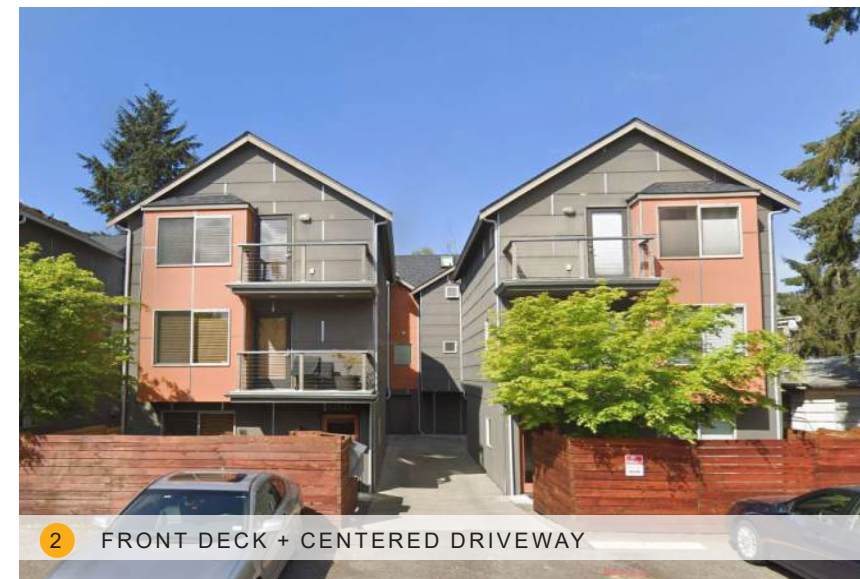
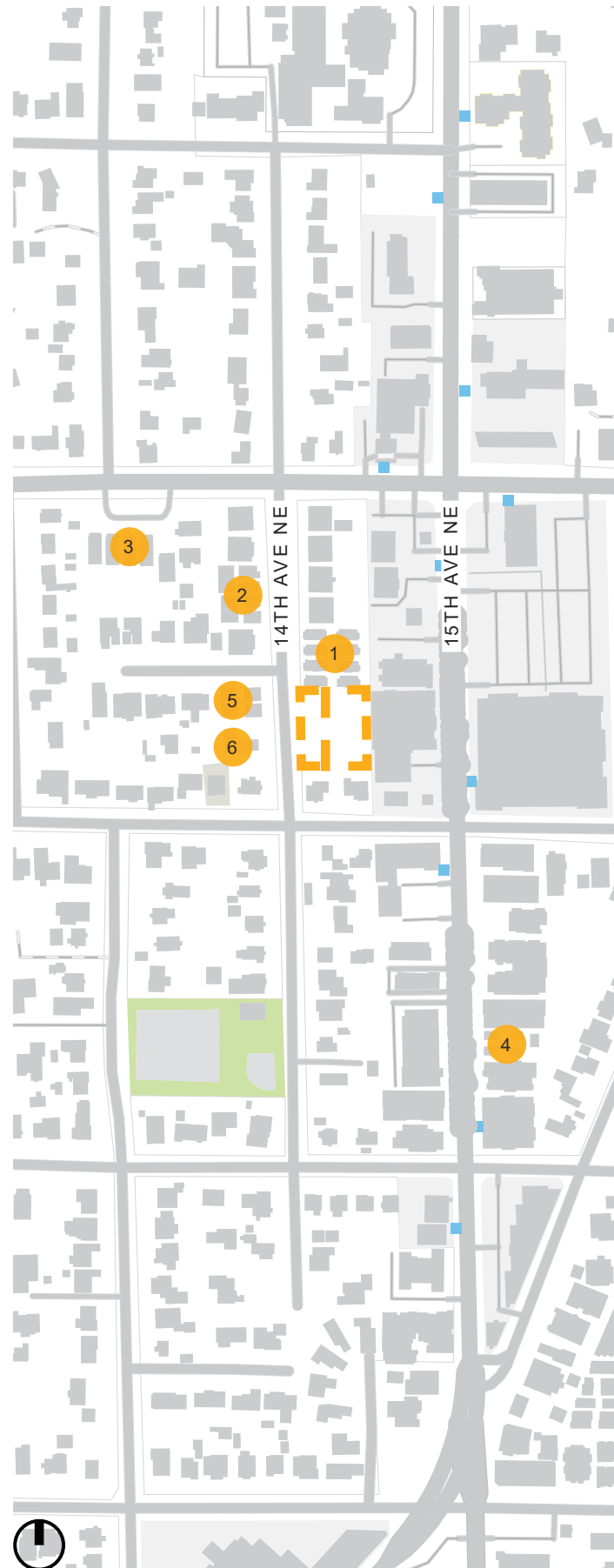
Facade length: 65% of lot depth for portions within 15'-0" of a side lot line that is not a street or alley, and 40'-0" for a rowhouse unit located within 15'-0" of a side lot line that abuts a single family zone

23.45.524 LANDSCAPING AND SCREENING STANDARDS
• In LR zones, green factor score of .60 or greater, per Section 23.45.524, is required for any lot with development containing more than one new dwelling unit.
• Street trees are required when any development is proposed, except as provided in subsection 23.45.524.B.2 and section 23.53.015.
• Existing street trees shall be retained unless the director of transportation approves their removal.
• The Director, in consultation with the director of transportation, will determine the number, type and placement of street trees to be provided.

23.54.015 REQUIRED PARKING
The project is located within a frequent transit service area, therefore parking is not required.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
Residential uses proposed to be located on separate platted lots, for which each dwelling unit will be billed separately utilities, shall provide one storage area per dwelling unit that has minimum dimensions of 2 feet by 6 feet.

Residential, 9-15 dwelling units: 150 SF
The minimum horizontal dimension of required storage space is 12 feet.



NEIGHBORHOOD IN TRANSITION

Due to the process of up zoning, this neighborhood has become a mix of old and new. We noticed that along with older single family homes, this neighborhood contains a great mix of older townhomes as well. This parcel is located in the frequent zone, therefore parking is not required. However we have a high demand for vehicular parking in this area, as seen in the number of driveway cuts located on 14th Ave NE. Our goal will be to minimize the size of the gap as much as possible, to help keep the rhythm at the street and to provide less paving area.

DESIGN ELEMENTS

Older homes in the neighborhood feature gable roofs, lap siding, and cedar fence. In addition, most of the single family homes in the neighborhood contain stairs, decks, and front porches along the front facade. Newer townhomes were built with a mix of pitched roofs and flat roofs, we hope to incorporate this mix in the design of this lot to better fit with the evolving neighborhood.

PALETTE OF MATERIALS

As a transitional rowhouse and townhouse development, the project will incorporate entry sequences with stoops, stairs, and high quality, textural materials to activate the pedestrian realm. Special design focus on the street facing rowhouses such as a sloped roof, larger glazing with trim, and residential scaled siding such as lap with the intent to create a strong street presence along 14th Ave. See images to the left and on the next page, for street views and notable neighborhood design ques.





BIRDS EYE VIEW - NEIGHBORING DEVELOPMENT

FLYER SENT OUT IN THE MAIL ON 12/07/2020

PINEHURST TOWN HOUSES

COMMUNITY ENGAGEMENT AND OUTREACH



PROJECT INFORMATION

12316 & 12312 14th Ave NE
Seattle, WA
Project address/Proyecto Dirección

3037311-EG
SDCI record number/
Número de registro SDCI

Emily Morgan, Cone Architecture
Applicant/Solicitante

pinehurst16@cone-arch.com
206-693-3133
Contact/Contacto

Sobre el proyecto

Blackwood Builder Group y Cone Architecture se asocian para el desarrollo en 12316 & 12312 14TH AVE NE, Seattle, WA 98125. El nuevo desarrollo será de 16 casas con estacionamiento. La plan del proyecto acaba de comenzar y la construcción podría comenzar en la primavera de 2022.

Comparta sus ideas

Quisiéramos saber la opinión de la comunidad acerca del proyecto de Pinehurst Rowhouses. Por favor, comparta sus preocupaciones y sus prioridades acerca de este nuevo desarrollo y para el vecindario en general en el sitio web del proyecto o mediante la encuesta en línea.

La información que compartan en esta encuesta podría hacerse pública. Por favor, no comparta ninguna información personal o sensible.

Visite **www.cone-outreach.com/pinehurst16-b**

Por favor, visite nuestra página web del proyecto interactivo para saber más sobre esta propuesta. El sitio web presenta planes preliminares y parámetros generales del proyecto. Todos son bienvenidos a indagar, hacer preguntas y proporcionar retroalimentación.



Haga una encuesta en línea

Utilice esta encuesta en línea para dar su opinión. Esta encuesta estará disponible del 12/07/20 al 12/28/20.



Información Adicional

Puede seguir nuestro progreso a lo largo del proceso de autorización. Busque la dirección del proyecto o el número de proyecto en "Design Review Calendar" y/o en el "Seattle Sevices Portal" (Portal de Servicios de Seattle).

About the project

Blackwood Builder Group and Cone Architecture are partnering on the development of 12316 & 12312 14TH AVE NE, Seattle, WA 98125. The new development will be 16 townhouses with surface parking. Planning has just begun, and construction

Share your thoughts

We want to hear from the community about the Pinehurst townhouses. Please share your concerns and priorities for this new building and for the neighborhood overall at the interactive website or by taking the online survey. Information you share in this survey could be made public. Please do not share any personal/sensitive information.

Visit **www.cone-outreach.com/pinehurst16-a**

Please visit our interactive project website to learn more about the proposal. The website features preliminary site plans and general parameters of the upcoming project. All are welcome to explore, ask questions, and provide feedback.



Take an online survey

Use this online survey to provide feedback. This survey link will be available from 12/07/20 to 12/28/20.

Additional information

You can track our progress through the permitting process. Search the project address or project number in the Design Review Calendar and the Seattle Services Portal.

CONE ARCHITECTURE



SUMMARY OF COMMENTS HEARD DURING PUBLIC OUTREACH:

MISCELLANEOUS COMMENTS:

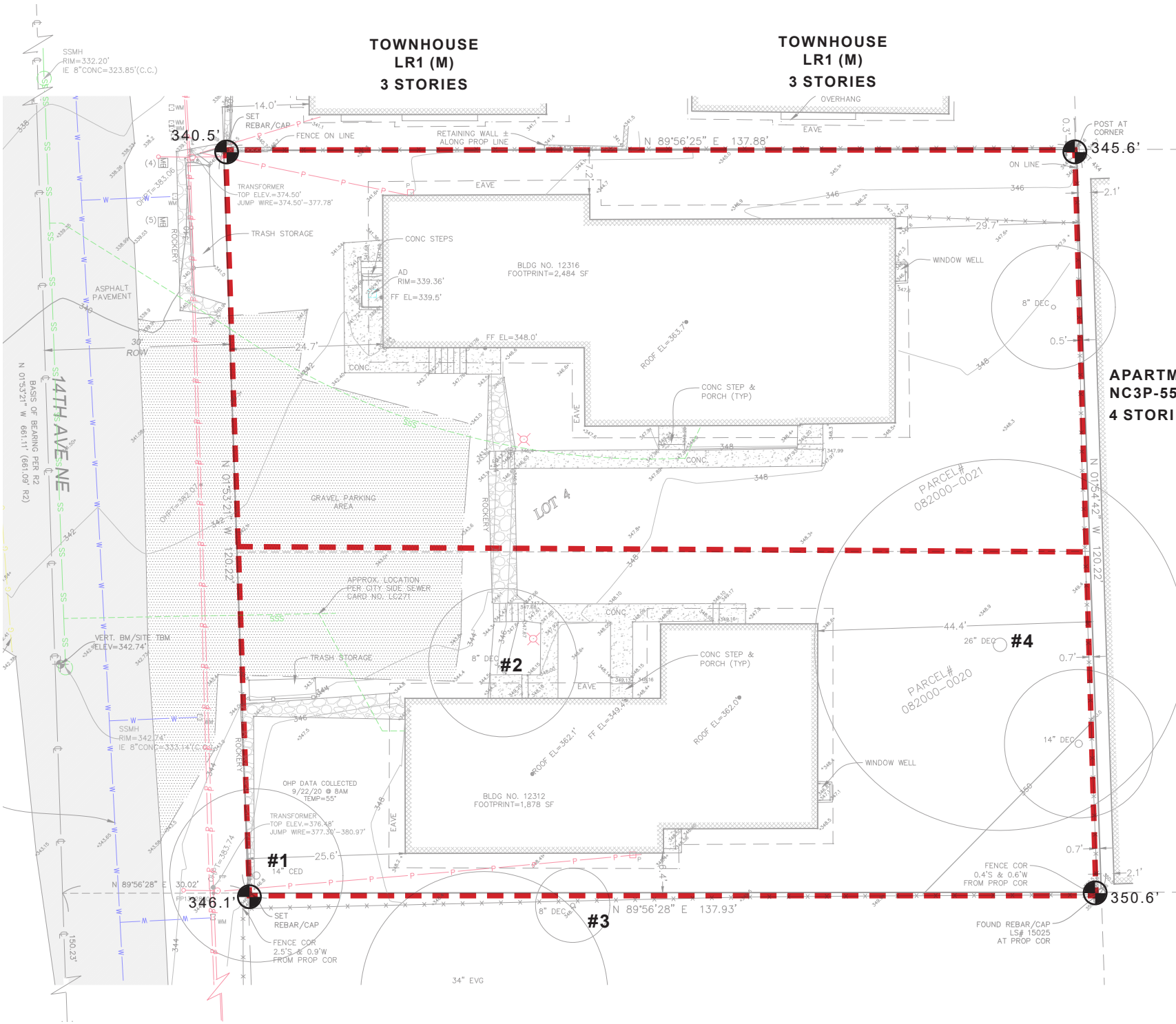
- That it is affordable for future residents

PARKING AND TRAFFIC COMMENTS:

- Concerns about providing enough parking stalls for new residents withing the site, to avoid crowded residential streets
- Request to provide new improved sidewalk
- That too much parking is being provided, prefers open green space

DESIGN COMMENTS:

- That it fits into the context of wood exteriors and shingle roofs present on older developments
- Hopes to see more family sized units and ground floor bedrooms for more accessible units



PROPOSED PROJECT SITE

- Two parcels located on 14th Ave NE, between NE 125th Street and NE 124th Street
- Site Area = Combined 16,570SF rectangular in shape, measures roughly 120' wide by 137' deep.
- Site currently contains (2) single family homes

TOPOGRAPHY

- Approximately 8'-0" slope up diagonally across site from NW corner to SE corner

ADJACENT BUILDINGS AND USES

- To the north and across 14th Ave are townhouses- high density multifamily Zoning LR1(M)
- To the south, single family homes - single family Zoning SF 7200
- To the east, abutting the rear of the site is a 4 story mixed use apartment building - Neighborhood commercial Zoning NC3P-55(M)

STREET-SCAPE

- Currently there is no sidewalk along 14th Ave NE, a sidewalk and street trees will be upgraded as part of this project

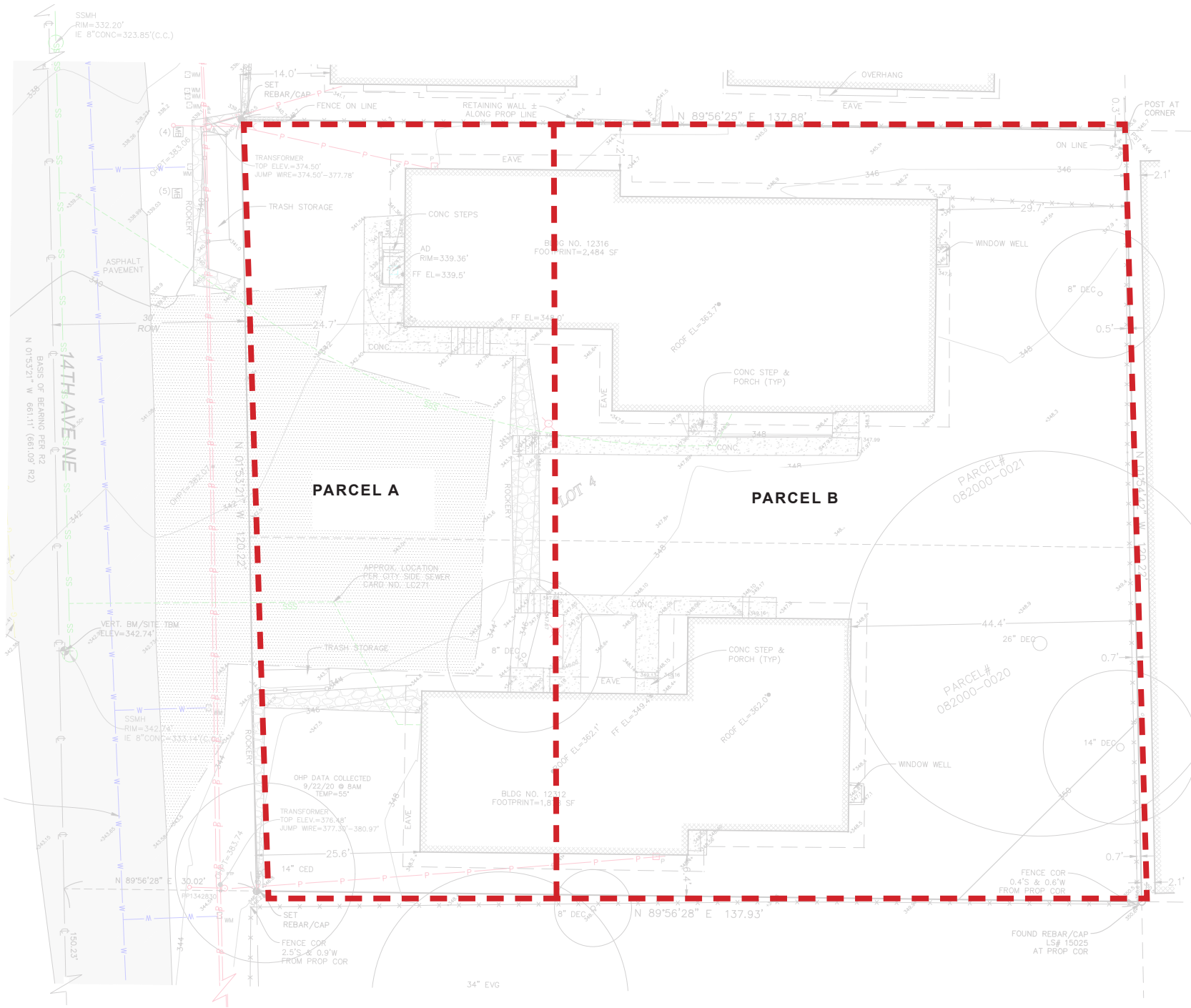
TREES

- No exceptional trees located on site per arborist report:

TREE SURVEY

Per Shoffner Consulting, LLC. Arborist Report (16/06/2020)

TREE #	SPECIES	SIZE INCHES	EXCEPTIONAL	COMMENTS
1	Western red cedar	16	No	Poor condition, good health. Topped below power lines. Does not meet the threshold diameter to be classified as exceptional.
2	Flowering cherry	6	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.
3	Douglas fir	26	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional. Located offsite to the south.
4	Siberian elm	24	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.



PROPOSED PARCELS

PARCEL A (UNDER PENDING LBA 3037340-LU) - 12312 14TH AVE NE 98125
Permitted Under Seperate Permit Number # 3037311-EG

Street Front: 14TH AVE NE
Lot Area: 5,055 SF
Use: Rowhouse
Maximum FAR (1.3): 6,571.5 SF
Aproximate Proposed FAR: 6,570 SF
Aproximate Proposed Gross SF: 7,469 SF

Setbacks:
Front 5' min.
Rear 7' avg. / 5' min.
Side 3.5' min.
Allowed height limit: 30'
Required Amenity Area: 1,263 SF (631 @ Ground)
Maximum Facade Length: No Limit

LEGAL DESCRIPTION (UNDER PENDING LBA 3037340-LU)
LOT 4, BLOCK 1, BIRD AND ESRY'S GREEN LAKE HALF ACRES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17, PAGE 31, RECORDS OF KING COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 4;
THENCE NORTH 89°56'25" EAST 42.05 FEET, ALONG THE NORTH LINE OF SAID LOT 4;
THENCE SOUTH 01°54'42" EAST 120.22 FEET TO THE SOUTH LINE OF SAID LOT 4;
THENCE NORTH 89°56'28" WEST 42.05 FEET, TO THE SOUTHWEST LINE OF SAID LOT 4;
THENCE NORTH 01°53'21" WEST 120.22 FEET, TO THE POINT OF BEGINNING;
SUBJECT TO EASMENT NUMBER 1, SHOWN AND DESCRIBED HERE ON.

PARCEL B (UNDER PENDING LBA 3037340-LU) - 12322 14TH AVE NE 98125
3037542-EG

Street Front: None
Lot Area: 11,515 SF
Use: Townhouse
Maximum FAR (1.3): 14,968.5 SF
Aproximate Proposed FAR: 13,299 SF
Aproximate Proposed Gross SF: 14,407 SF

Setbacks:
Front 7' avg. / 5' min.
Rear 7' avg. / 5' min.
Side 5' min.
Allowed height limit: 30'
Required Amenity Area: 28,7875 SF (1439 @ Ground)
Maximum Facade Length: 60'

LEGAL DESCRIPTION (UNDER PENDING LBA 3037340-LU)
LOT 4, BLOCK 1, BIRD AND ESRY'S GREEN LAKE HALF ACRES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17, PAGE 31, RECORDS OF KING COUNTY, WASHINGTON;
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 4;
THENCE NORTH 89°56'25" EAST 42.05 FEET, ALONG THE NORTH LINE OF SAID LOT 4 TO THE POINT OF THE BEGINNING;
THENCE SOUTH 01°54'42" EAST 120.22 FEET TO THE SOUTH LINE OF SAID LOT 4;
THENCE NORTH 89°56'28" EAST 95.83 FEET TO THE SOUTHEAST LINE OF SAID LOT 4;
THENCE NORTH 01°54'42" WEST 120.22 FEET TO THE NORTHEAST LINE OF SAID LOT 4;
THENCE NORTH 89°56'25" WEST 95.83 FEET TO THE POINT OF BEGINNING;
TOGETHER WITH EASEMENT NUMBER 1, SHOWN AND DESCRIBED HERE ON.

PRIORITY DESIGN GUIDELINES

EARLY RESPONSE



CS2.B ADJACENT SITES,
STREETS, AND OPEN SPACES

2. CONNECTION TO THE STREET

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the street scape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)— in siting and designing the building.

Along the street facing units we are proposing a shed roof line to minimize bulk of the stair towers as well as to fit within the existing residential scale context. Locating roof deck closer to the street, to further bring down the scale and the street presence. Along the street we are also breaking down the massing, and proposing 3 buildings, continuing the rhythm of the townhomes to the north. This allows for more visibility and stronger connection to the street, with additional building separations and separate pedestrian pathways connecting to the sidewalk. Each rowhouse entry will include private stoop with amenity space, activating the public realm.



CS2.C – RELATIONSHIP TO THE
BLOCK

2. MID-BLOCK SITES

Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors.

There are a variety of townhomes along 14th AVE NE that have a combination of pitched roofs and roof decks facing the street. We propose to continue the strong residential edge found here, by implementing pitched roofs in addition to the roof decks on the rowhouses. In addition, we propose 3 separate rowhouse buildings along the front of the site, continuing the street edge created by the townhomes to the north. Breaks in the massing for a pedestrian pathway and driveway continue the rhythm of the existing neighbors. This also allows for views to the interior of the site, repeating the existing mid-block design with centered driveways found in this neighborhood.



CS3.A EMPHASIZING POSITIVE
NEIGHBORHOOD ATTRIBUTES

4. 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.

The proposed design response to the existing grade change between the rowhouses and townhomes structures to respond to the existing site topography. The project has used design moves to lessen the effects of proposed parking and building bulk on the site by thoughtfully positioning the buildings on the site to minimize paving area dedicated to parking, and trash collection within site, and allowing open areas towards the single-family zoning. Taking inspiration from the existing context for materiality and forms help the proposed development connect to the established neighborhood pallet.



PL2.D WAYFINDING

Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

All rowhouses have direct access from the street, while the townhomes share a pedestrian pathway, also leading to common areas. The goal represented in the preferred option is to create a simple, linear line of access that is separated from the vehicular driveway. This allows for opportunities to implement clear areas for signage, landscaping buffers, and encourage interaction between residents.

PRIORITY DESIGN GUIDELINES

EARLY RESPONSE



PL3.3.A STREET LEVEL INTERACTION

D.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.

In addition to the 6’ 6” front set back proposed in the preferred option for the rowhouse structures, we propose pushing the entry door further in to create an entry alcove. This allows for weather protection, personalization, and opportunities for additional privacy buffers to be located along the front property line. Individual address numbers, lighting and landscape will add to the assemble of entry elements that will compose the 3 rowhouse buildings.



PL4.A ACTIVE TRANSPORTATION

2. ENTRY LOCATIONS AND RELATIONSHIPS
Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

The townhouse’s front entries have a direct access from the right of way for each unit. The townhomes’ s entries are positioned along the east property line, all access from one main pedestrian path. The east entries allow for a clear separation between the parking at the center of the site and the residential entries. There is one point of entry for vehicles which connect to the center court with a mix of surface parking and garage parking stalls.



DC2.B ARCHITECTURAL CONCEPT

1. FACADE COMPOSITION
Design all building facades, 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

Materials and glazing strategies will be explored in the recommendation phase of design review but initial thoughts on materials will complement the existing neighborhood. Board and Batten, lap siding and warm high-quality accents like cedar will be explored to respond to the traditional residential context as well as mimic the color pallet found on the rowhouses across the street. The same attention to scale and composition will be implemented on the rear units, to create a cohesive group of residential buildings that fit into existing context.



DC1.B PROJECT USES AND ACTIVITIES

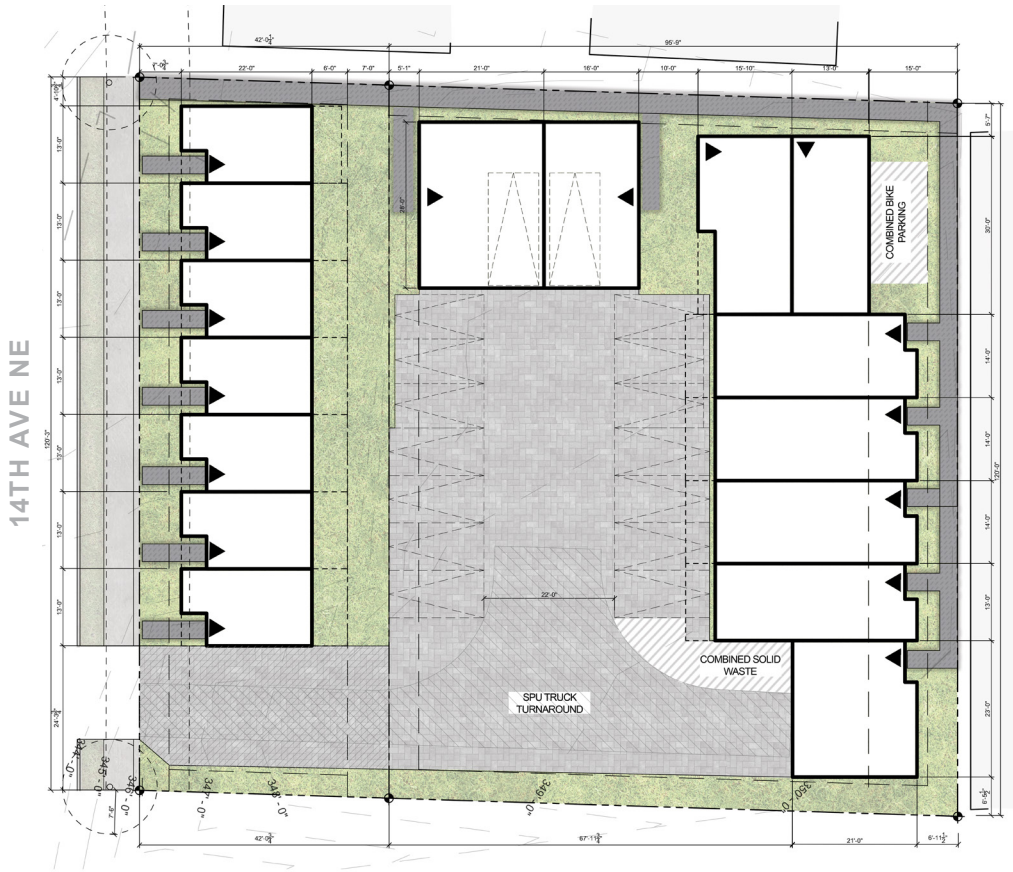
B. VEHICULAR ACCESS AND CIRCULATION
Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or

Separating the pedestrian and vehicular circadian has been studies in our EDG options, to help create safe and pleasant conditions for all users. Our preferred option provides a separate pedestrian path with adjacent amenity spaces. On the preferred proposal, we are asking for a departure in order to reduce the curb cut width. This reduction is found in most of the development on this street, where a rhythm is established based on the 10’-0” driveway width. This minimizes the impact of the vehicular access on the right of way, and relates more to the existing context.

PARCEL A -
12312 14TH AVE NE
PERMITTED UNDER SEPERATE
3037311-EG

PARCEL B -
12322 14TH AVE NE
3037542-EG



OPTION ONE (CODE COMPLIANT)

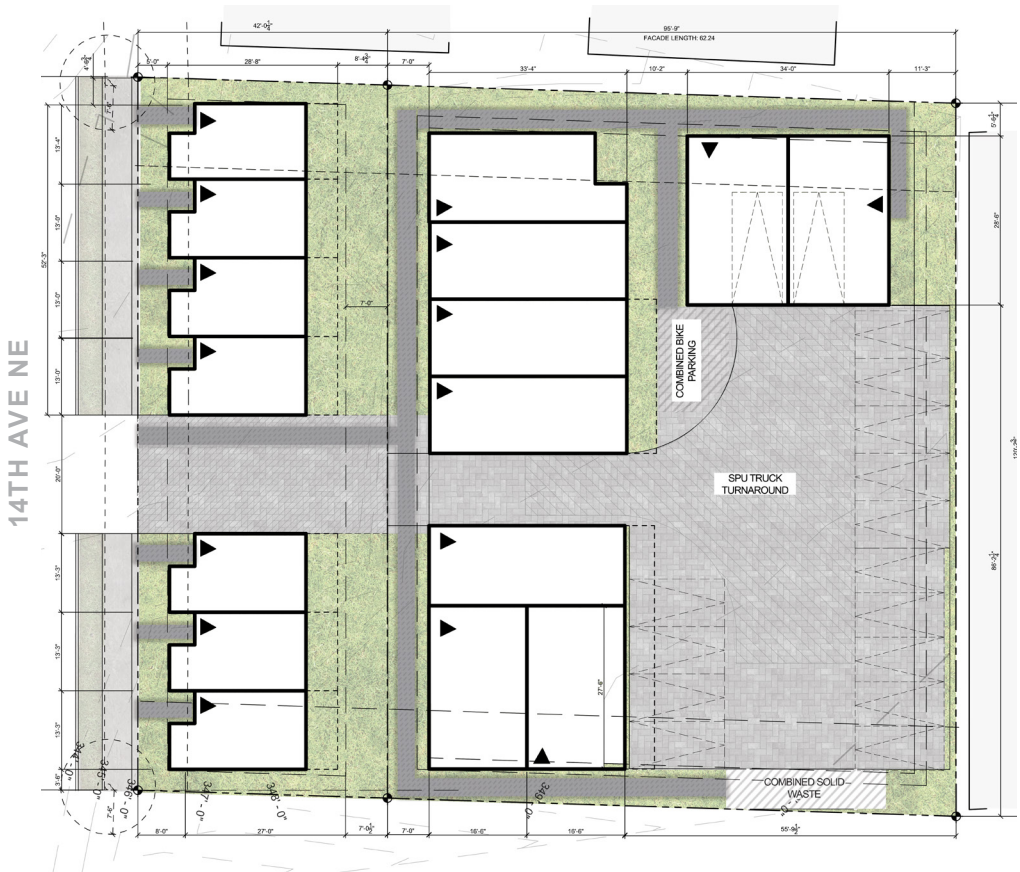
Option One proposes 16 units. The 3 buildings are primarily oriented to create a curb cut to the south. This orientation allows for simple linear massing along 14th AVE NE and separation between the single families to the south. However it results in large continuous facades, along the west and east sides, and a pedestrian pathway along the north, abudding the existing townhomes. The combined solid waste is located near the curb cut, and the combined bike parking along the pedestrian path on the east. This option provides two garages, a centralized parking area, and 14 surface stalls.

While this option is fully code compliant, it lacks the opportunity for building modulation, glazing opportunities and open space for resident interaction within the site.

Option One is fully code compliant and seeks no departures.

PARCEL A -
12312 14TH AVE NE
PERMITTED UNDER SEPERATE
3037311-EG

PARCEL B -
12322 14TH AVE NE
3037542-EG



OPTION TWO (CODE COMPLIANT)

Option Two proposes 16 units. The 5 buildings are oriented to the front of the site, providing a centralized combined access and more opportunities for view corridors. Bringing the open space to the east, placing the bulk of the buildings towards 14th Ave NE, the LR zoning, and single family zoning. This orientation allows for more separation between the 4 story apartment building to the east, in the other hand a gate or buffer alike will need to be provided in order to shield cars that are visible from street. The pedestrian path is centralized, however we have concerns for lack of separation between vehicles and pedestrians. Privacy is also a concern with this option, since there is minimal separation between the rowhouses and the townhomes. The combined solid waste is located away from units, while the combined bike parking is centralized. This option provides 2 garages, and 14 surface parking stalls.

While this option provides more opportunities for modulation and glazing, it also dedicates a large paving area to vehicular access and parking.

Option Two is fully code compliant and seeks no departures.

PARCEL A -
12312 14TH AVE NE
PERMITTED UNDER SEPERATE
3037311-EG

PARCEL B -
12322 14TH AVE NE
3037542-EG



OPTION THREE (PREFERRED)

Option Three proposes 16 units. The 6 buildings are oriented to create a centralized and efficient parking area. This orientation allows for more view corridors, more corner units and in consequence, more glazing opportunities. This also creates a better pedestrian experience, by separating vehicular and pedestrian access, while maintaining the centralized pedestrian pathway. The massing proposed with this option responds directly to the existing context, providing less continuous facades, and maintaining the existing street rythem. A variety of units are proposed, the larger grouping of units are placed closer to the larger scaled NC 55 building to the east, while proposing smaller buildings towards the SF and LR zoning. This option proposes 6 garages, and 10 surface stalls. Providing less surface stalls and more units with garages, allows for individual bike parking locations, more usable living spaces, and less paving areas overall.

Option Three seeks two departures:
[1] Reduction to the required easement width of curb cut.
[2] Increase to the east facade length

OPTION ONE - CODE COMPLIANT

DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 14 Surface parking stalls + 2 Garages
- 16 roof decks
- 19,374 SF FAR (21,534 SF Allowed)
- 2-3 bedrooms in each unit type
- Code compliant

OPPORTUNITIES

- Efficient centralized parking
- Combined trash location near curb cut
- Large separation between rowhouses and townhouses
- Separation between single families to the south
- 7 unit types
- Separation between vehicular and pedestrian access

CONSTRAINTS

- 3 buildings
- Less view corridors and corner units for glazing opportunities
- Large massing facing street
- Townhouse entries facing neighbors to the east
- Large building with no breaks along east property line
- Curb cut does not maintain street rhythm found on neighboring parcels
- Low FAR count
- Pedestrian pathway allows for less interaction between residents, and less landscaping opportunities
- 1 Combined bike parking location

DEPARTURES REQUESTED:

- No departures requested

PARCEL A -
12312 14TH AVE NE
PERMITTED UNDER SEPERATE # 3037311-EG

PARCEL B -
12322 14TH AVE NE
3037542-EG



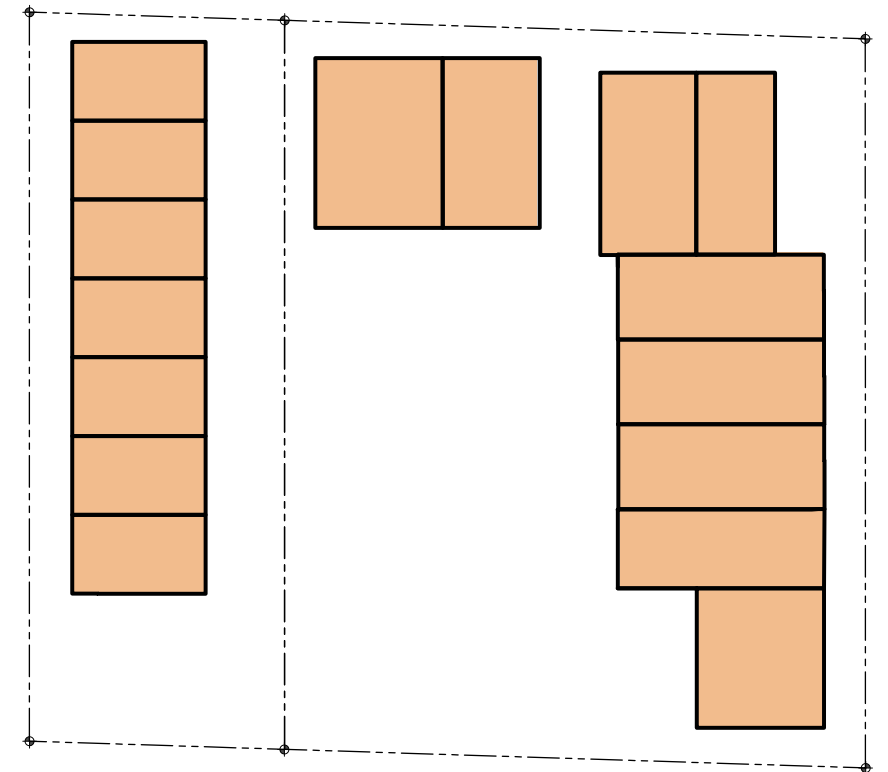
SITE PLAN - OPTION 1 ①

PROGRAM KEY

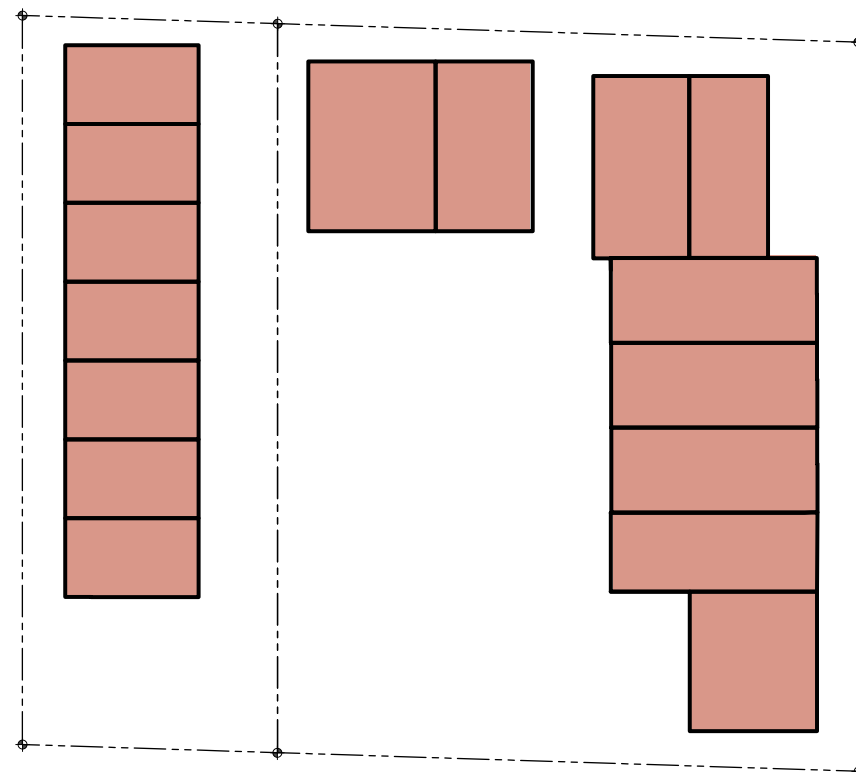
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- ENTRY+GARAGE
- LIVING+KITCHEN+DINING
- PRIMARY SUITE +BATH
- ROOF DECK



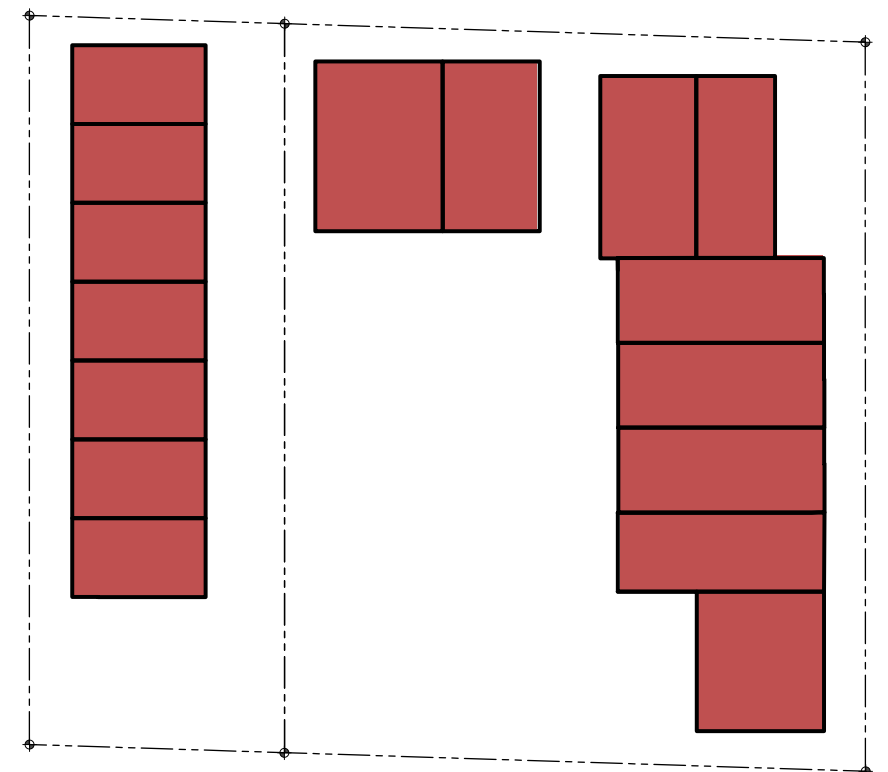
FIRST FLOOR PLAN



SECOND FLOOR PLAN



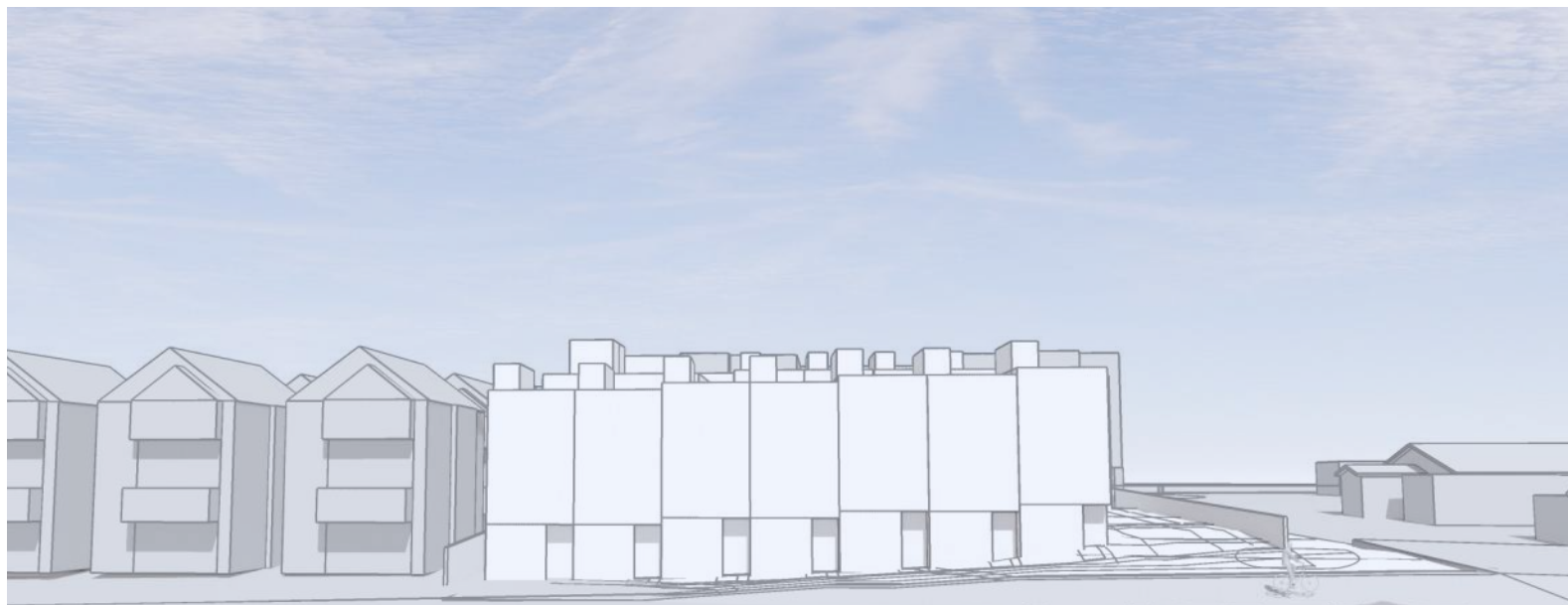
THIRD FLOOR PLAN



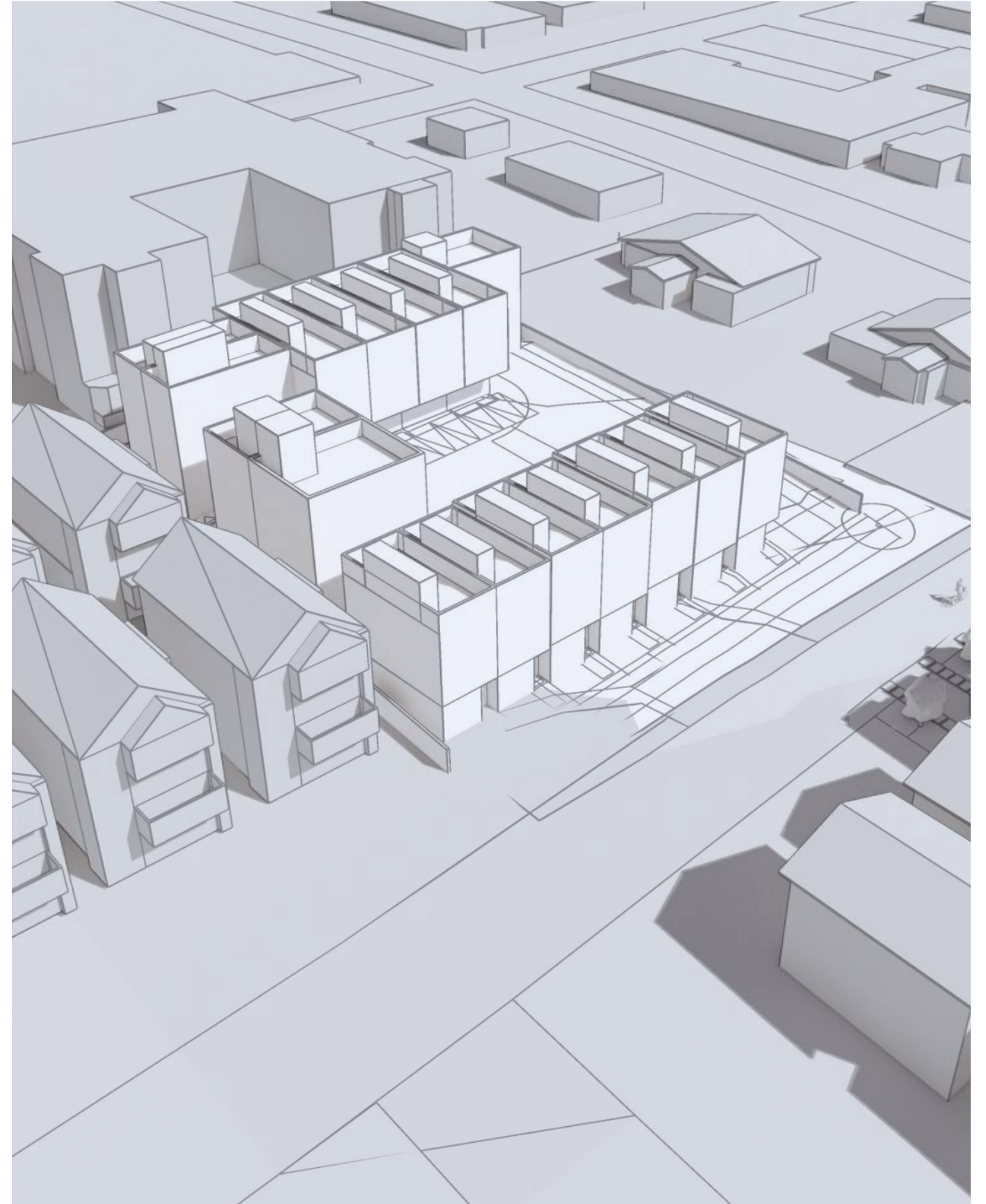
ROOF PLAN



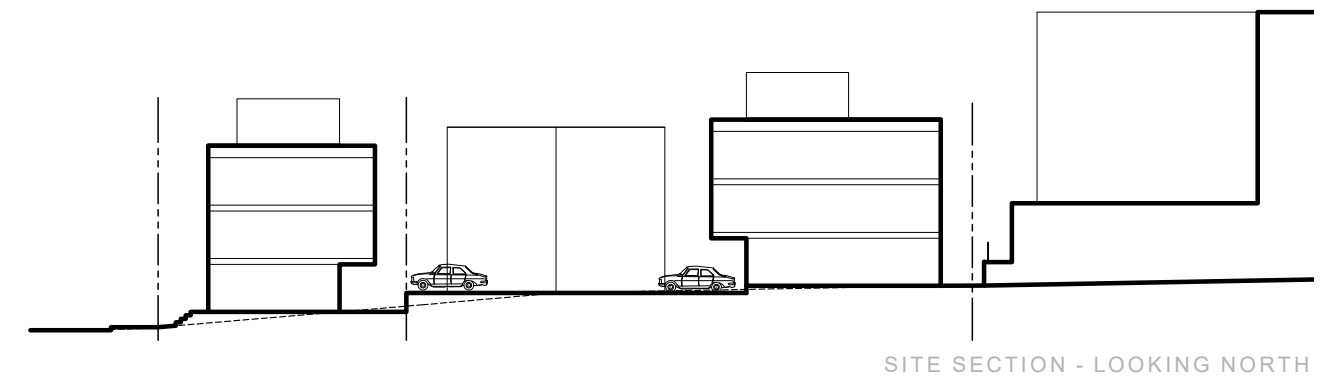
VIEW OF SOUTHEAST CORNER OF SITE

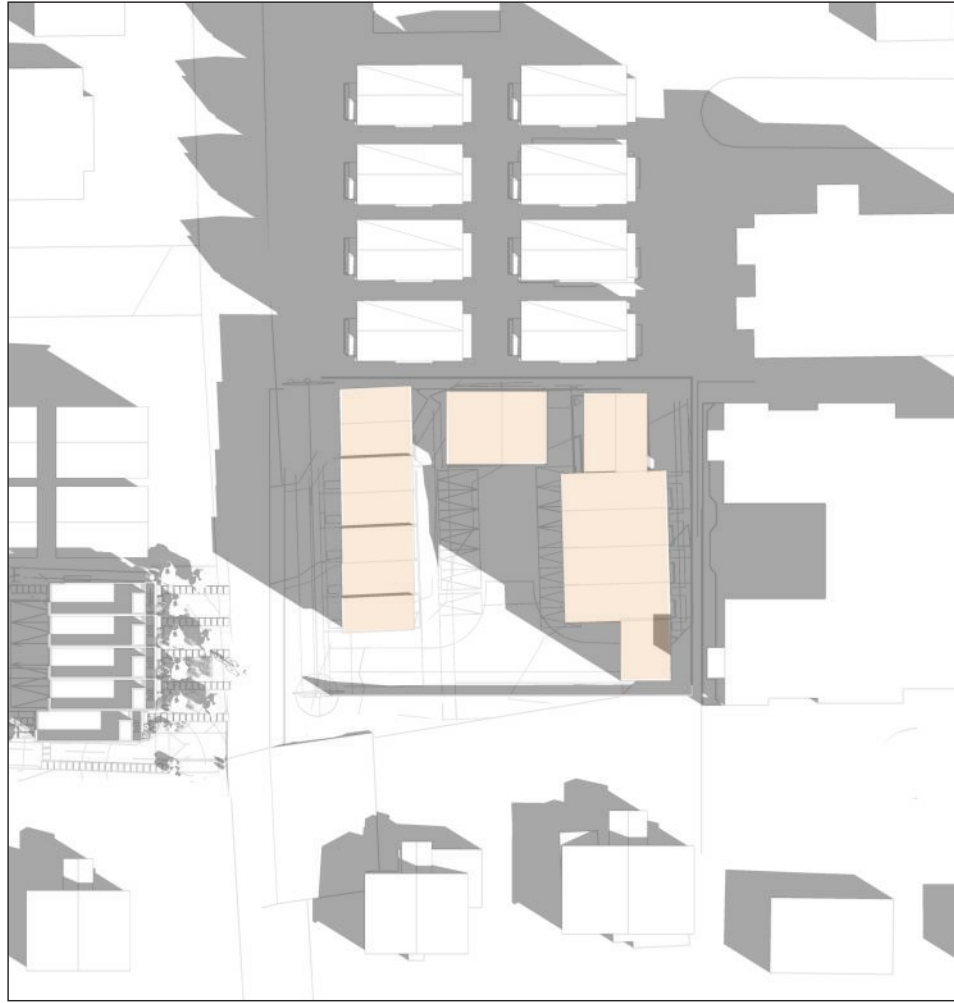


14TH AVE NE - STREET FRONT



OVERVIEW OF MASSING





MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



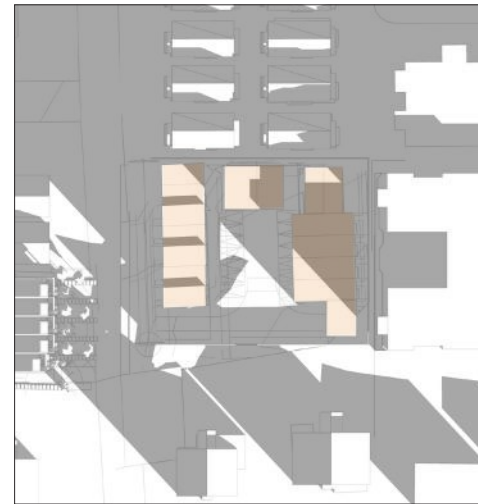
JUNE 21, 9 AM



JUNE 21, 12 PM



JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

OPTION TWO - CODE COMPLIANT

DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 14 Surface parking stalls + 2 Garages
- 16 roof decks
- 19,183 SF FAR (21,534 SF Allowed)
- 2-3 bedrooms in each unit type
- Code compliant

OPPORTUNITIES

- Parking located at the rear of site
- Combined trash located away from units
- Large separation between the east neighbor
- Centralized break on street frontage
- 5 buildings
- More opportunities for views and glazing
- 6 unit types

CONSTRAINTS

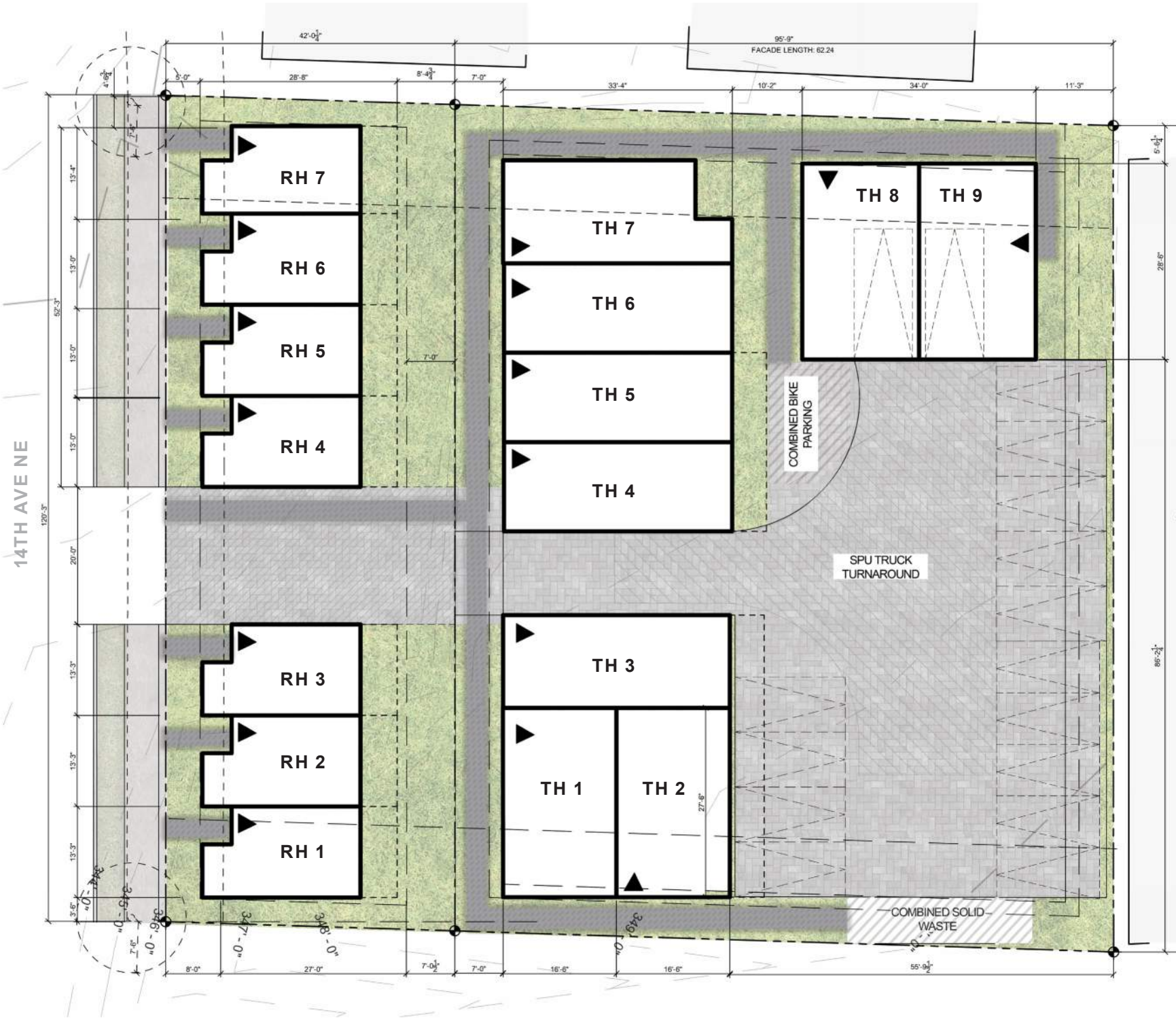
- Large massing located towards the north townhouse neighbors and front of site
- Minimal separation between rowhouses and townhouses
- More massing located near single families to the south
- Screening needed for visible parking from street
- 1 Combined bike parking location
- Centralized pedestrian pathways creates concerns for vehicular access and pedestrian access separations
- Low FAR count

DEPARTURES REQUESTED:

- No departures requested

PARCEL A -
12312 14TH AVE NE
PERMITTED UNDER SEPERATE # 3037311-EG

PARCEL B -
12322 14TH AVE NE
3037542-EG



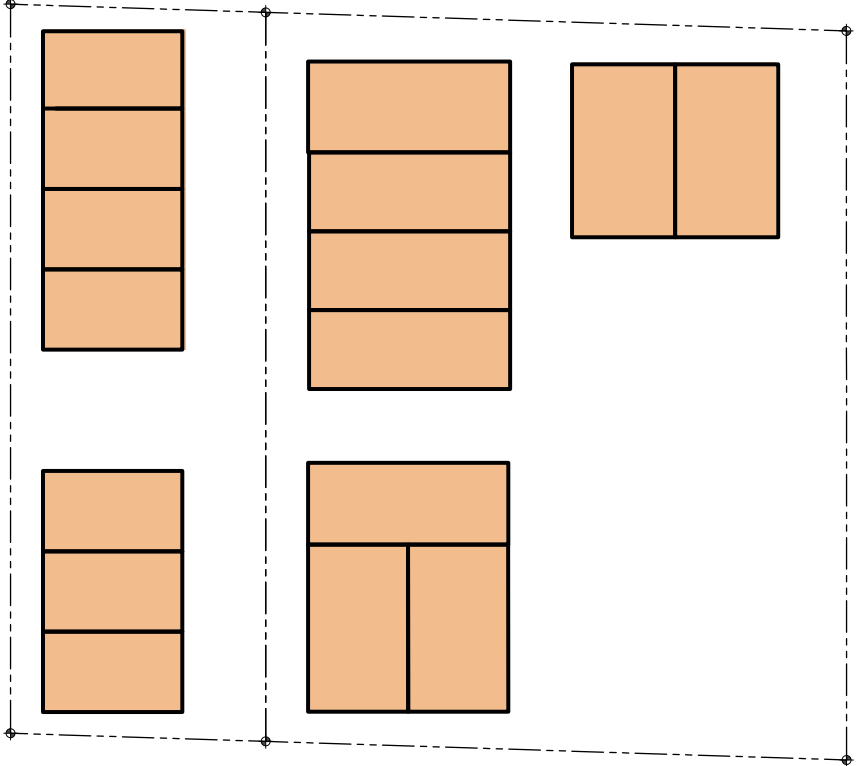
SITE PLAN - OPTION 2 ①

PROGRAM KEY

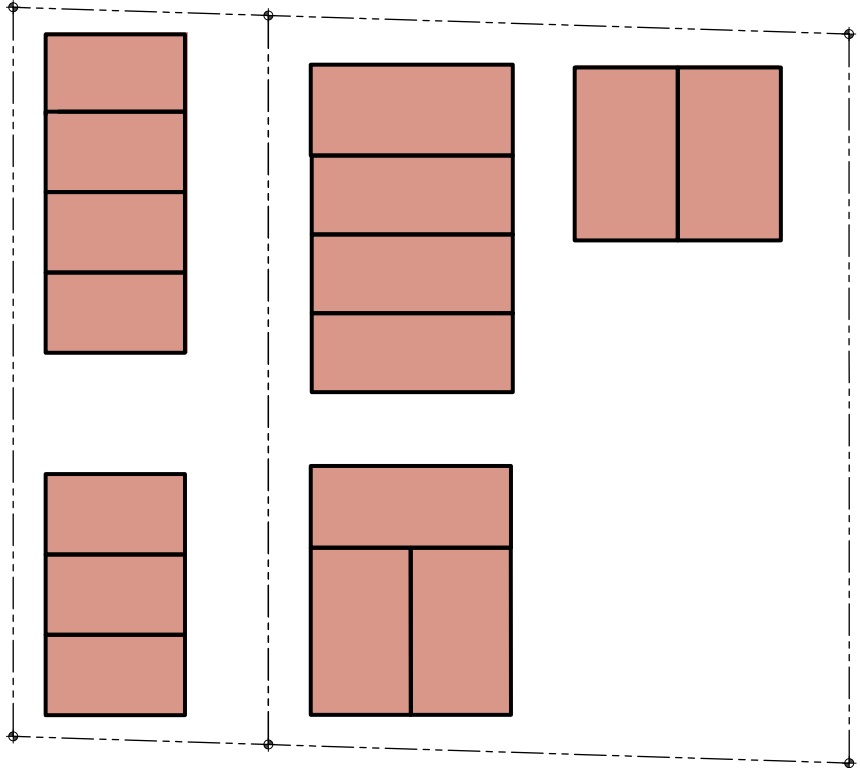
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- ENTRY+GARAGE
- LIVING+KITCHEN+DINING
- PRIMARY SUITE +BATH
- ROOF DECK



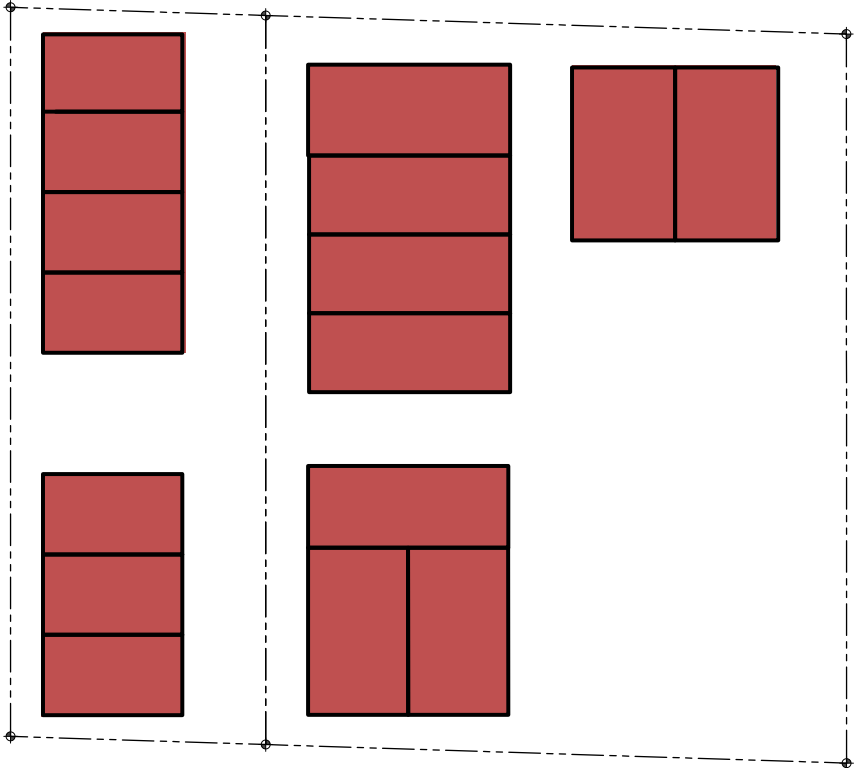
FIRST FLOOR PLAN



SECOND FLOOR PLAN



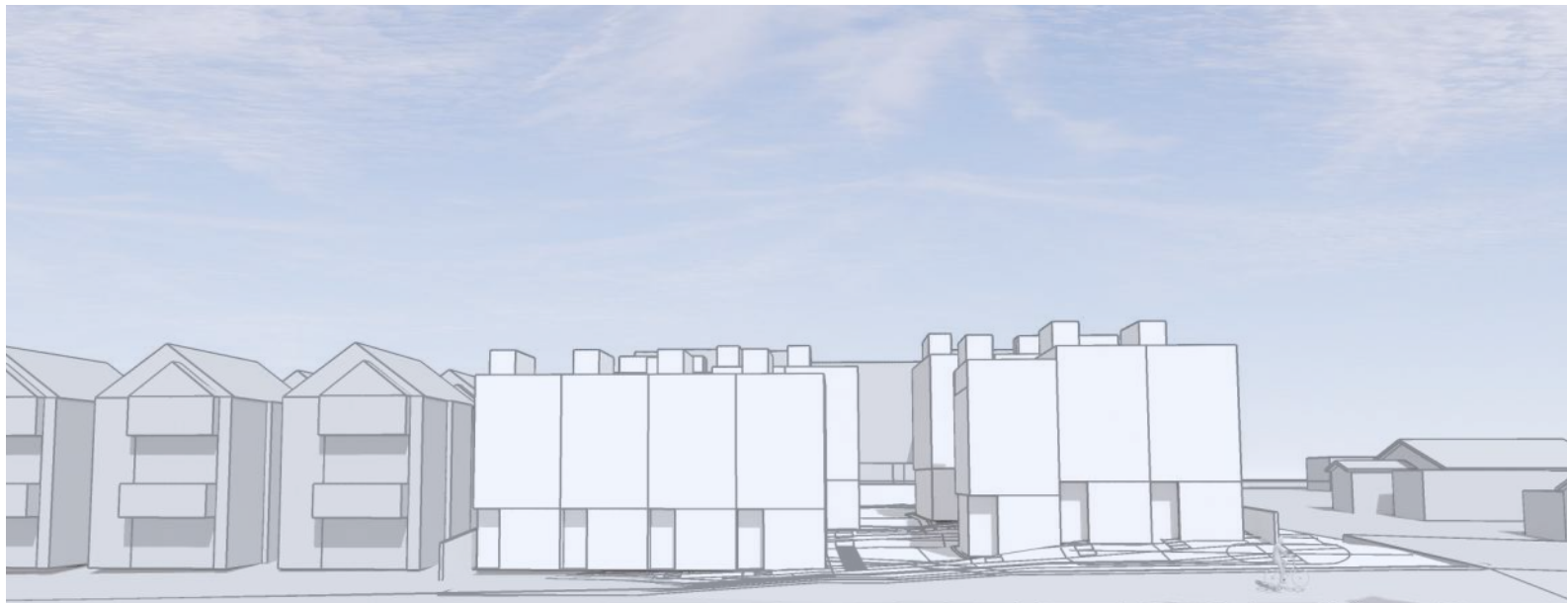
THIRD FLOOR PLAN



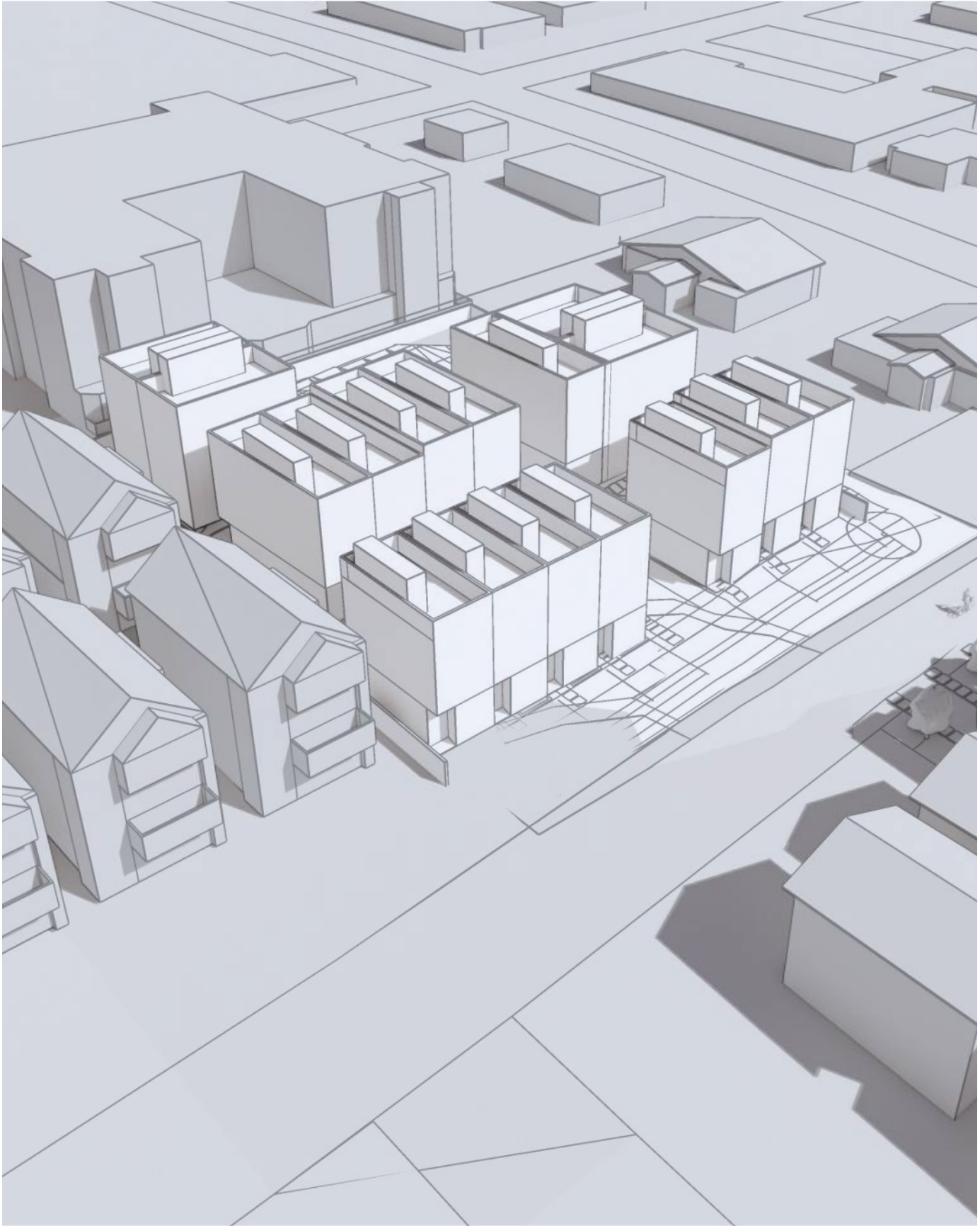
ROOF PLAN



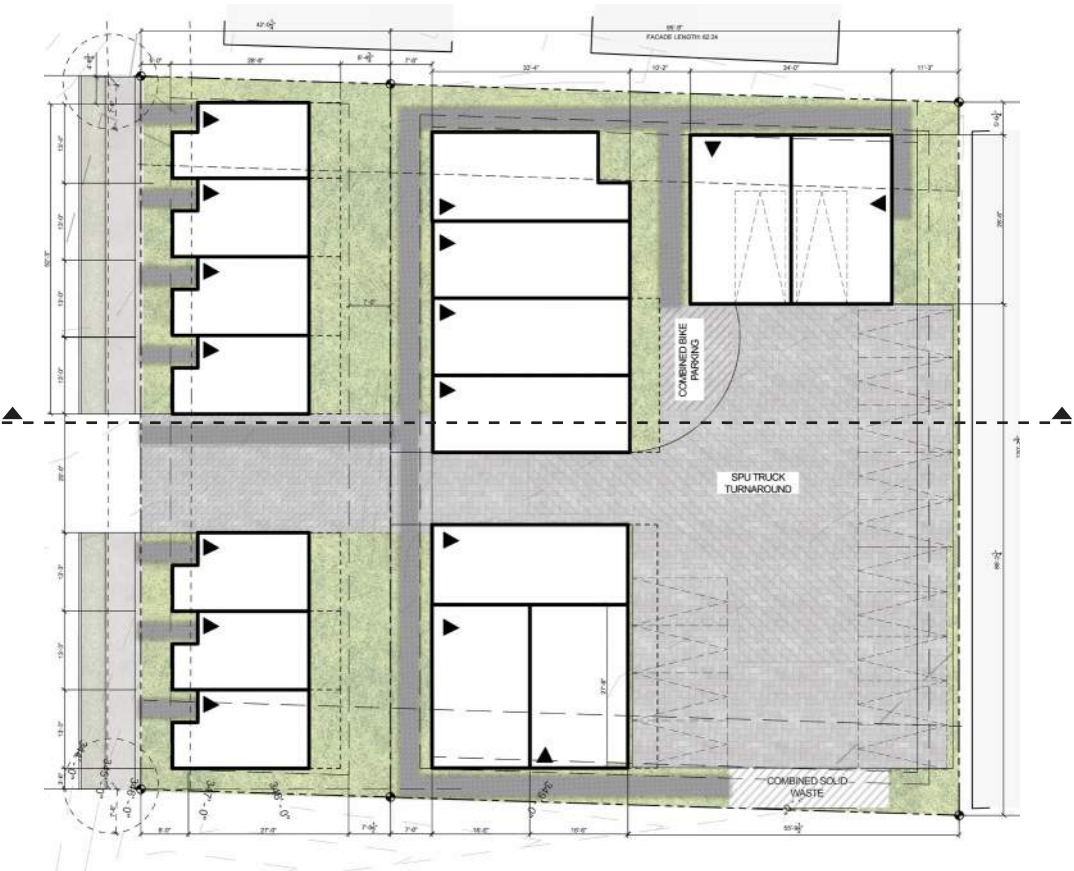
VIEW OF SOUTHEAST CORNER OF SITE



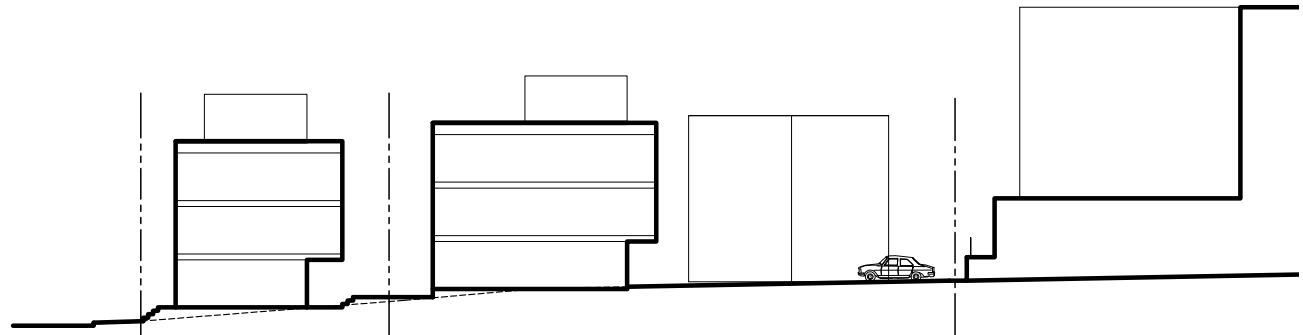
14TH AVE NE - STREET FRONT



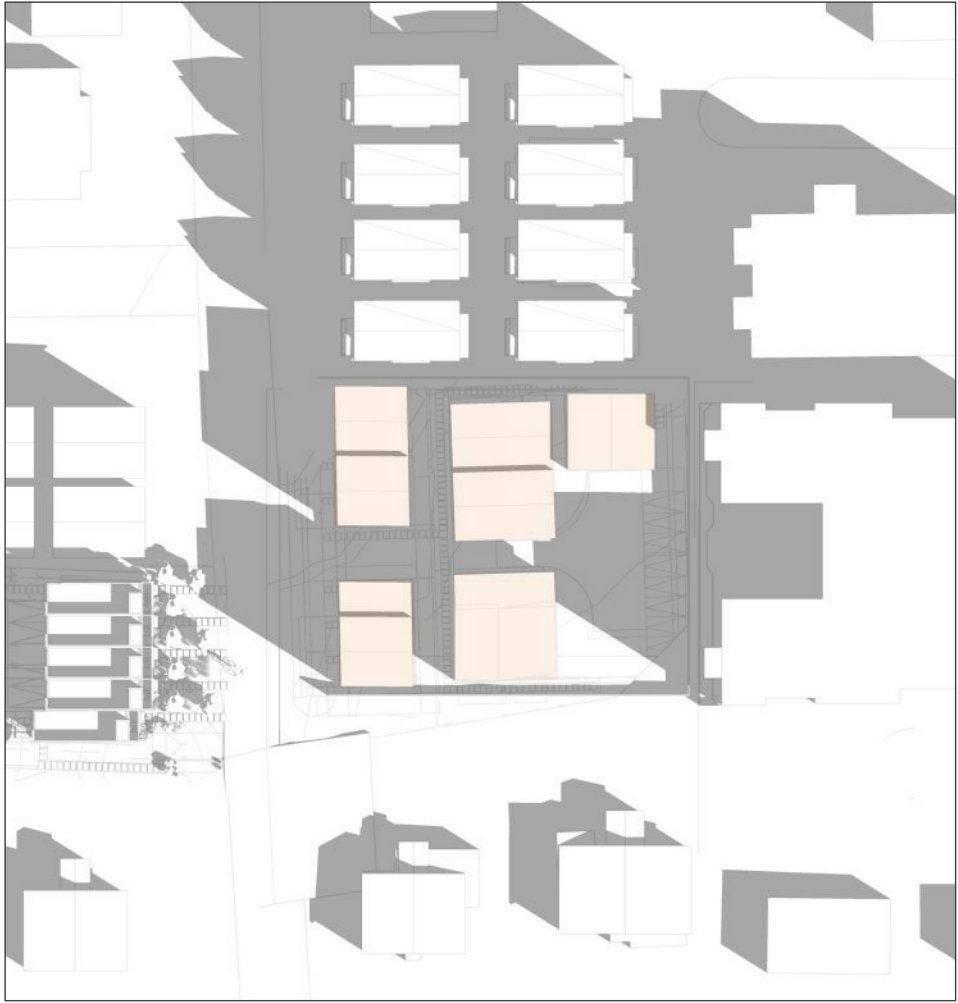
OVERVIEW OF MASSING



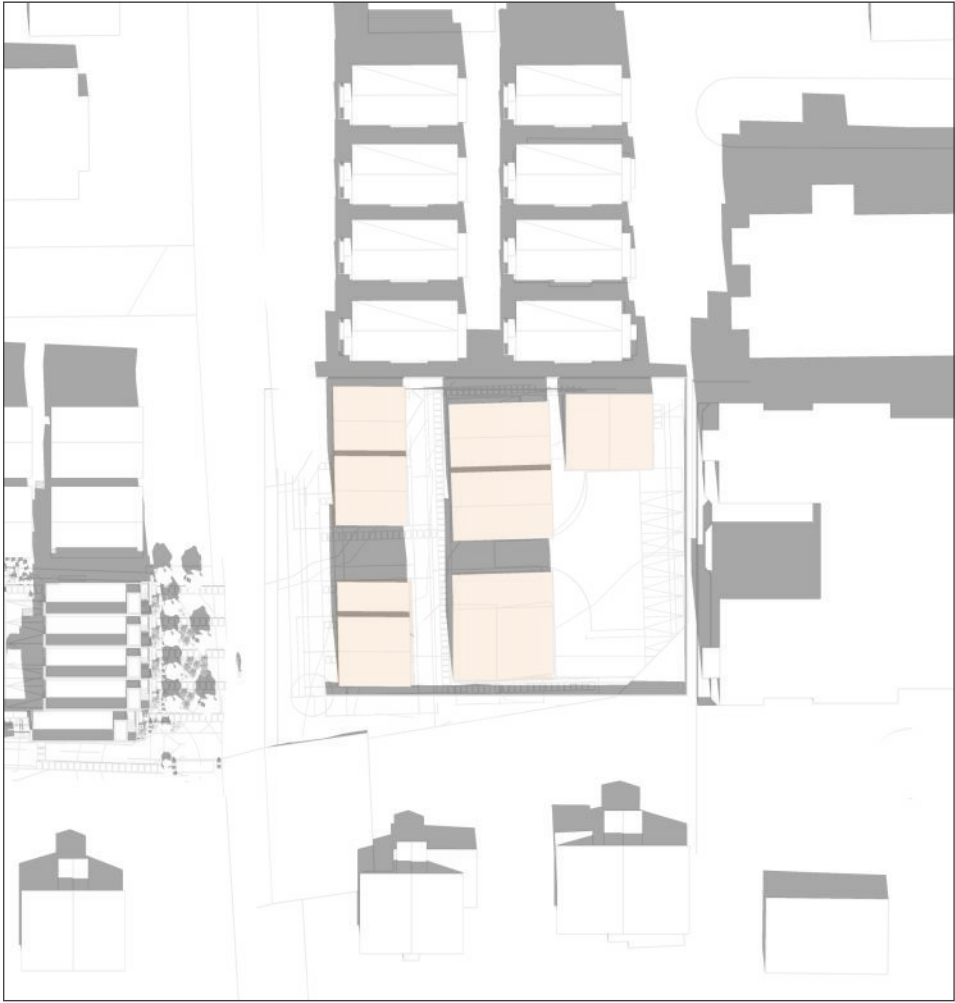
SITE PLAN ①



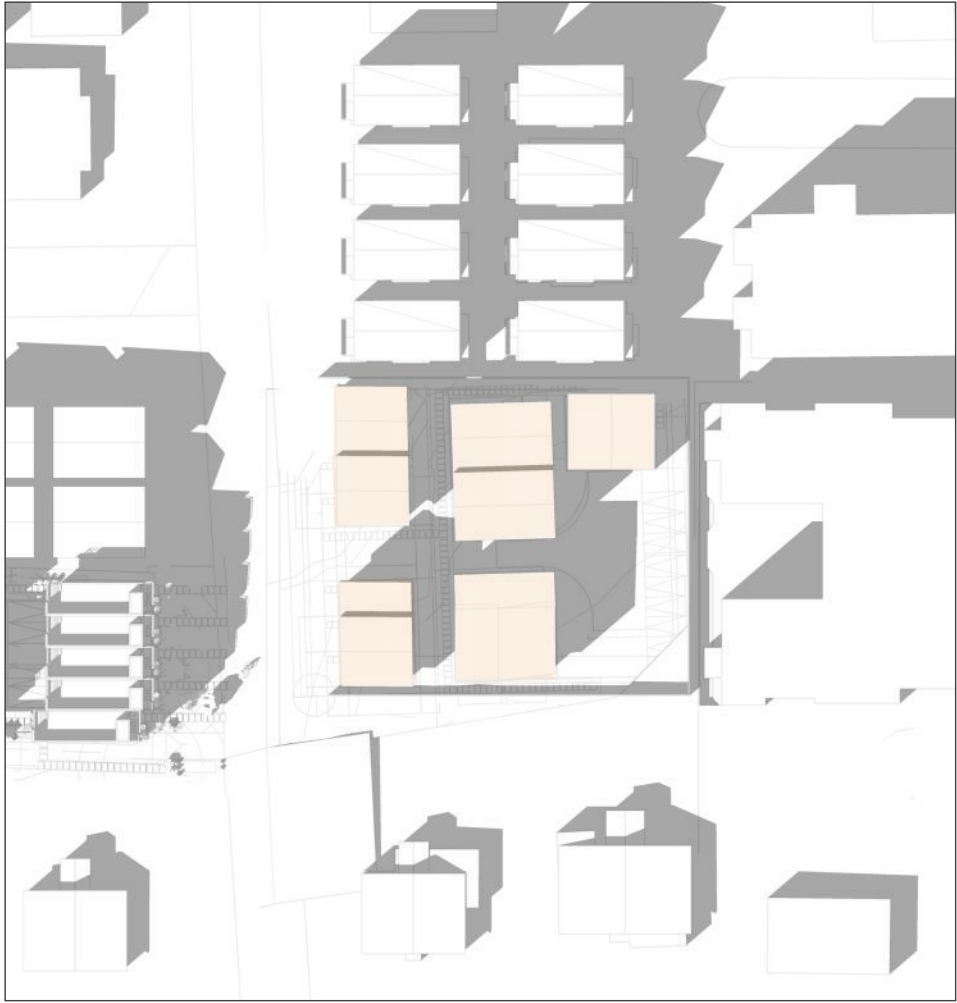
SITE SECTION - LOOKING NORTH



MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



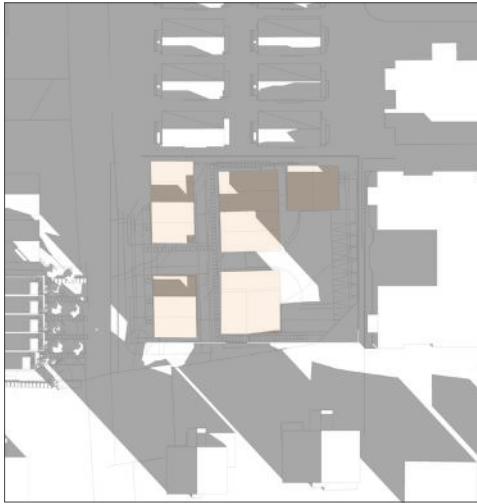
JUNE 21, 9 AM



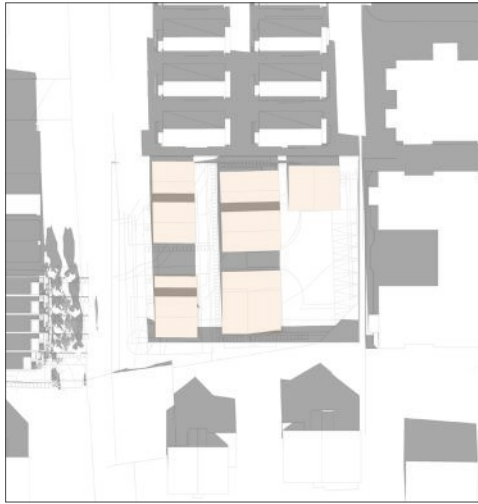
JUNE 21, 12 PM



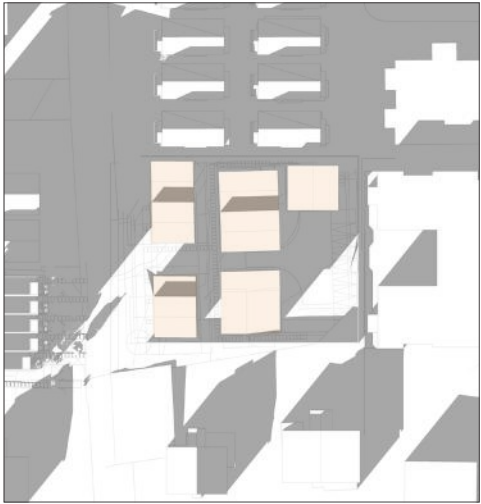
JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

OPTION THREE - PREFERRED

DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 10 Surface parking stalls + 6 Garages
- 16 roof decks
- 20,532 SF FAR (21,534 SF Allowed)
- 2-4 bedrooms in each unit type
- 2 Departures Requested

OPPORTUNITIES

- Efficient centralized parking
- Less paving surface for parking, More interior usable space given to units with use of garages
- Combined trash location centralized
- Large separation between rowhouses and townhouses
- 6 buildings:
- More views, glazing opportunities and view corridors created by southern facing open space and multiple breaks between buildings
- 6 unit types
- Separation between vehicular and pedestrian access
- Pedestrian path is not located against the north property lines, allows for more interaction between residents
- Street rythem is consistent with curb cuts founds on neighboring developments
- More visibility to the center of the site from the street
- Individual bike parking proposed for better usability and security
- More open green areas, opportunities for landscaping

CONSTRAINTS

- Townhouse entries facing neighbors to the east
- Large massing on southeast corner of site

DEPARTURES REQUESTED:

- 1. Reduction of 25% to the curb cut easement
- 2. Increase of 5.8% to the east facade length

PARCEL A -
12312 14TH AVE NE
PERMITTED UNDER SEPERATE # 3037311-EG

PARCEL B -
12322 14TH AVE NE
3037542-EG

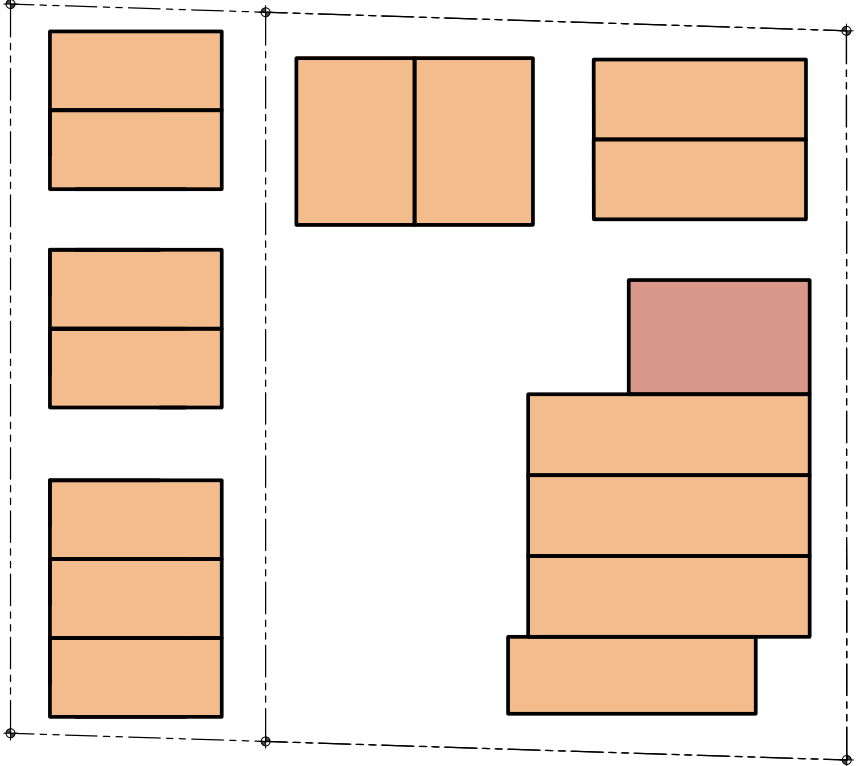


SITE PLAN - OPTION 3 ①

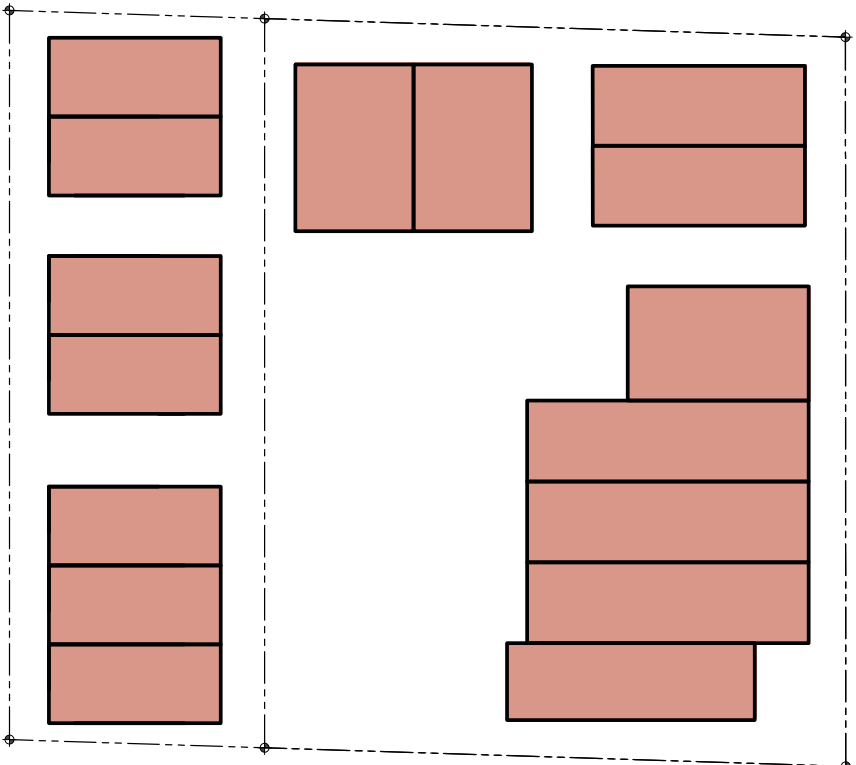
- PROGRAM KEY**
- ENTRY+BEDROOM+BATH
 - ENTRY+GARAGE
 - LIVING+KITCHEN+DINING
 - PRIMARY SUITE +BATH
 - ROOF DECK



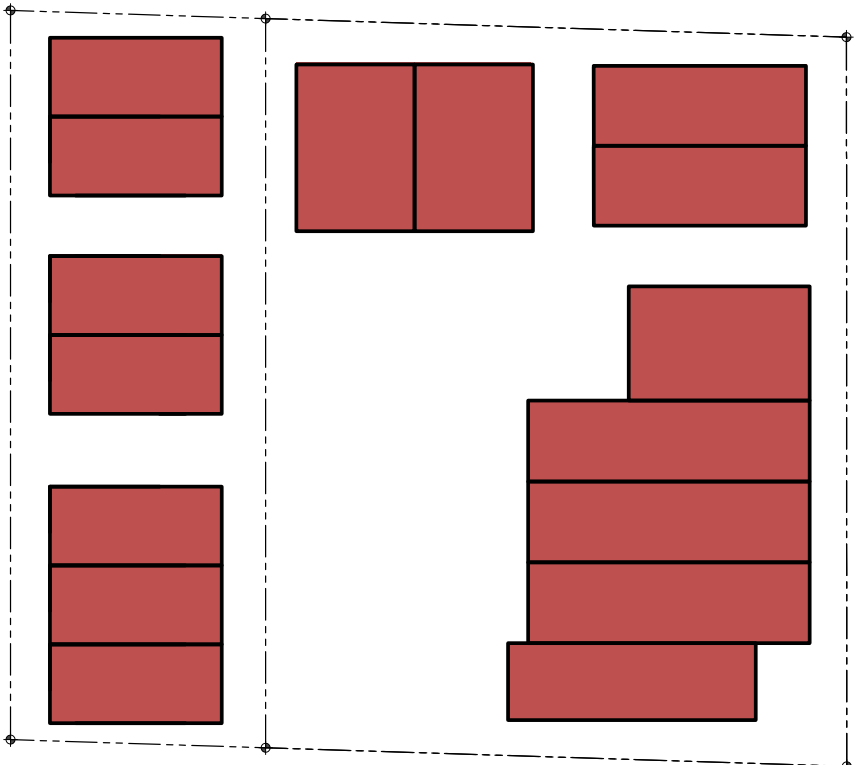
FIRST FLOOR PLAN 1



SECOND FLOOR PLAN 1



THIRD FLOOR PLAN 1



ROOF PLAN 1



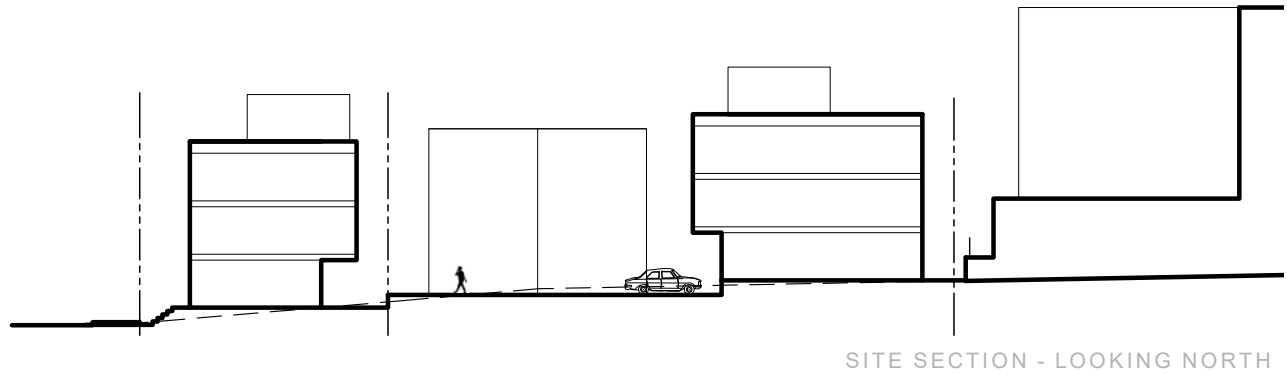
VIEW OF SOUTHEAST CORNER OF SITE

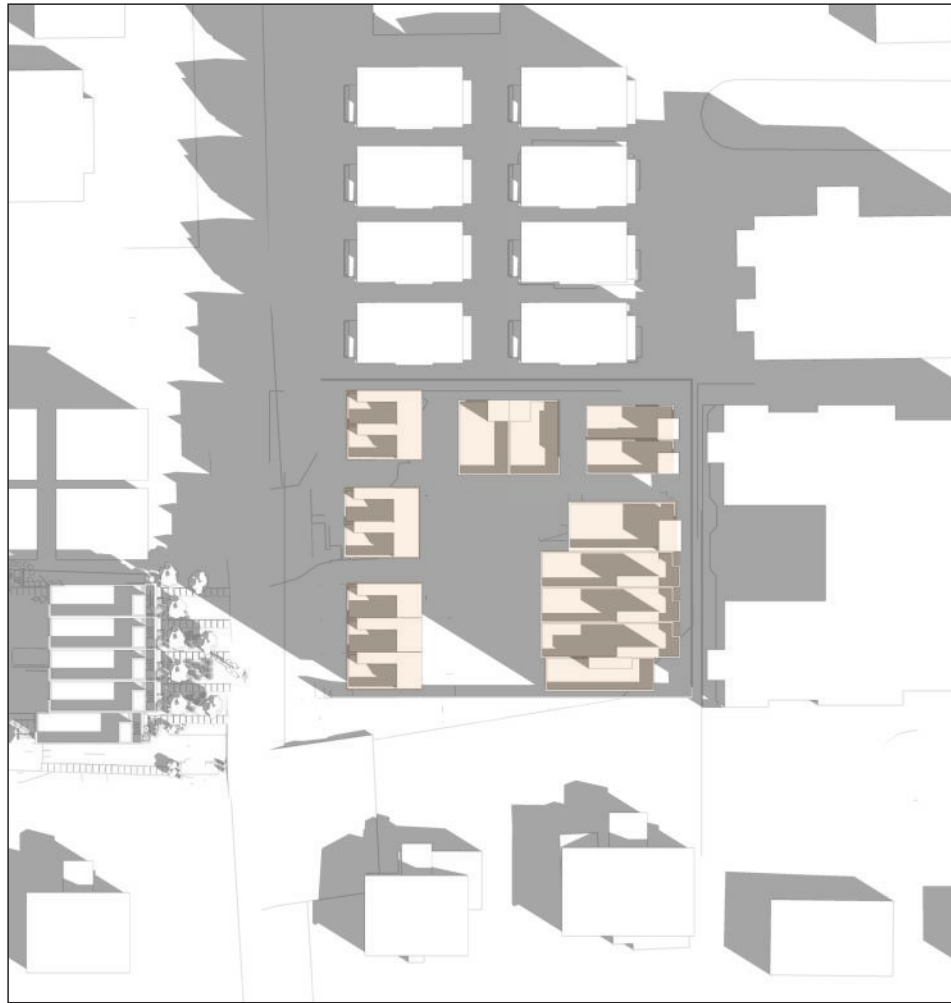


14TH AVE NE - STREET FRONT



OVERVIEW OF MASSING





MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

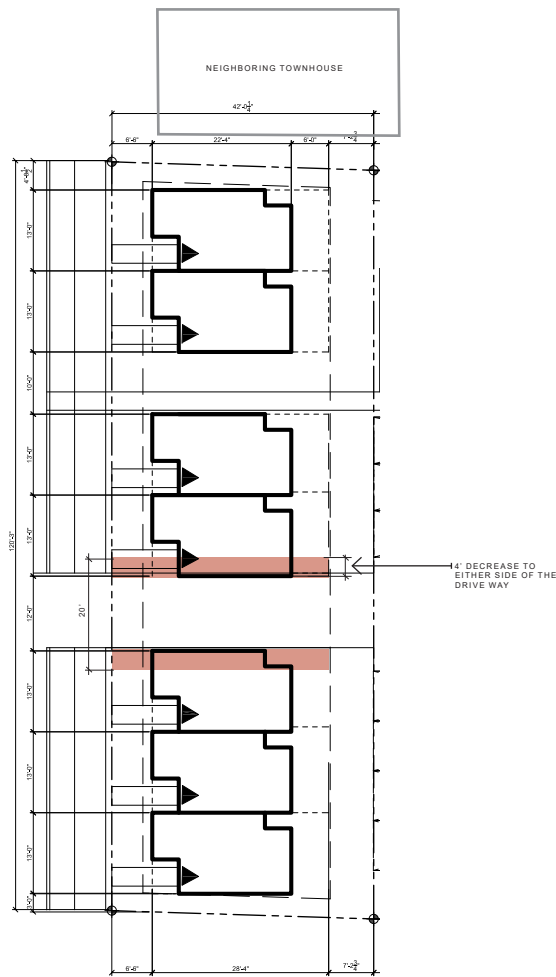
OPTION 3 (PREFERRED)
DEPARTURE 1:

DESIGN STANDARD
SMC 23.53.025.D
ACCESS EASEMENT STANDARDS

CODE REQUIREMENT:
Vehicle Access Easements Serving Ten or more Residential Units.
Easement width shall be a minimum of 32 feet; The easement shall provide a surfaced roadway of at least 20 feet wide...

DEPARTURE REQUEST:
To allow for the driveway to be a minimum of 12'

RATIONALE FOR DEPARTURE:
The code compliant easement would mean that a large portion of the street edge would be dedicated to paving, rather than landscaping or pedestrian scaled elements. This project would better align with the design guidelines and existing context by reducing the width of the driveway in order to minimize the visual impact that vehicular access and circulation has on the street edge.
DESIGN GUIDELINE: PL2.A.1, DC1.C.2



SITE PLAN - OPTION 3

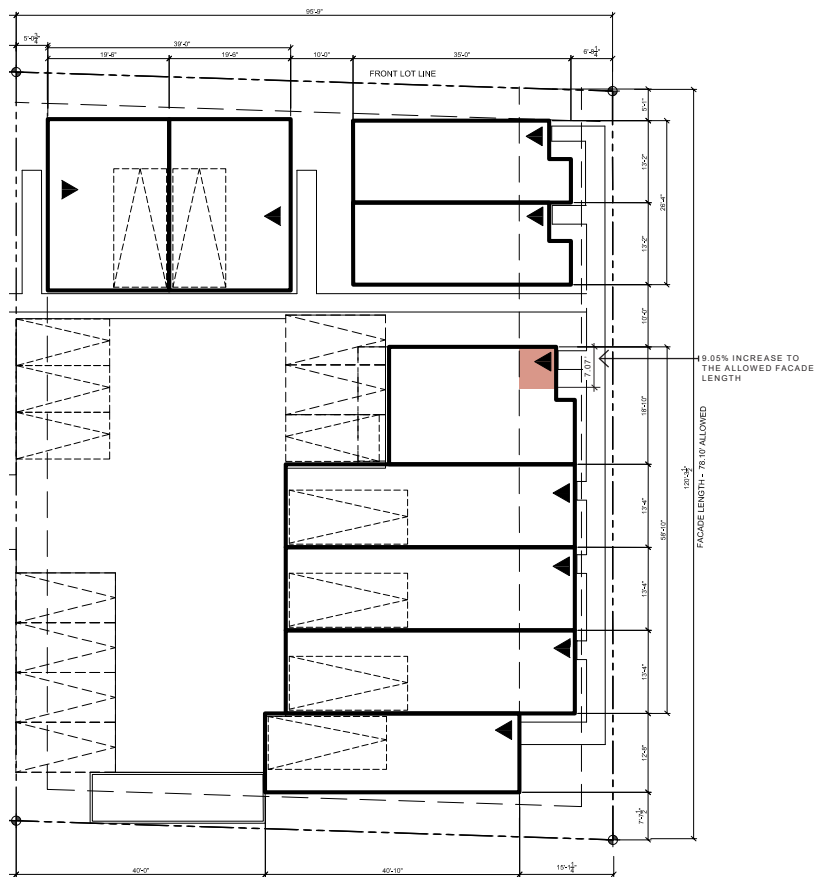
OPTION 3 (PREFERRED)
DEPARTURE 2:

DESIGN STANDARD
SMC 23.45.527
FACADE LENGTH

CODE REQUIREMENT:
The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line...

DEPARTURE REQUEST:
To allow for the combined maximum facade length to be increased from 78.10' (65%) to 85.17' (70.8%), a 9.05% increase.

RATIONALE FOR DEPARTURE:
The diagram illustrates the area where the building footprint could not occupy per facade length requirements. This results in smaller units in order to accommodate the 16 units on site, compact parking area on the interior of the site would not be feasible without pushing the units further east, and bringing more of the bulk of the development toward the NC zoned 4 story apartment building. This also allows for more units with interior garages, minimizing paving area for parking.
DESIGN GUIDELINE: PL3.A.D, DC2.B.1



SITE PLAN - OPTION 3



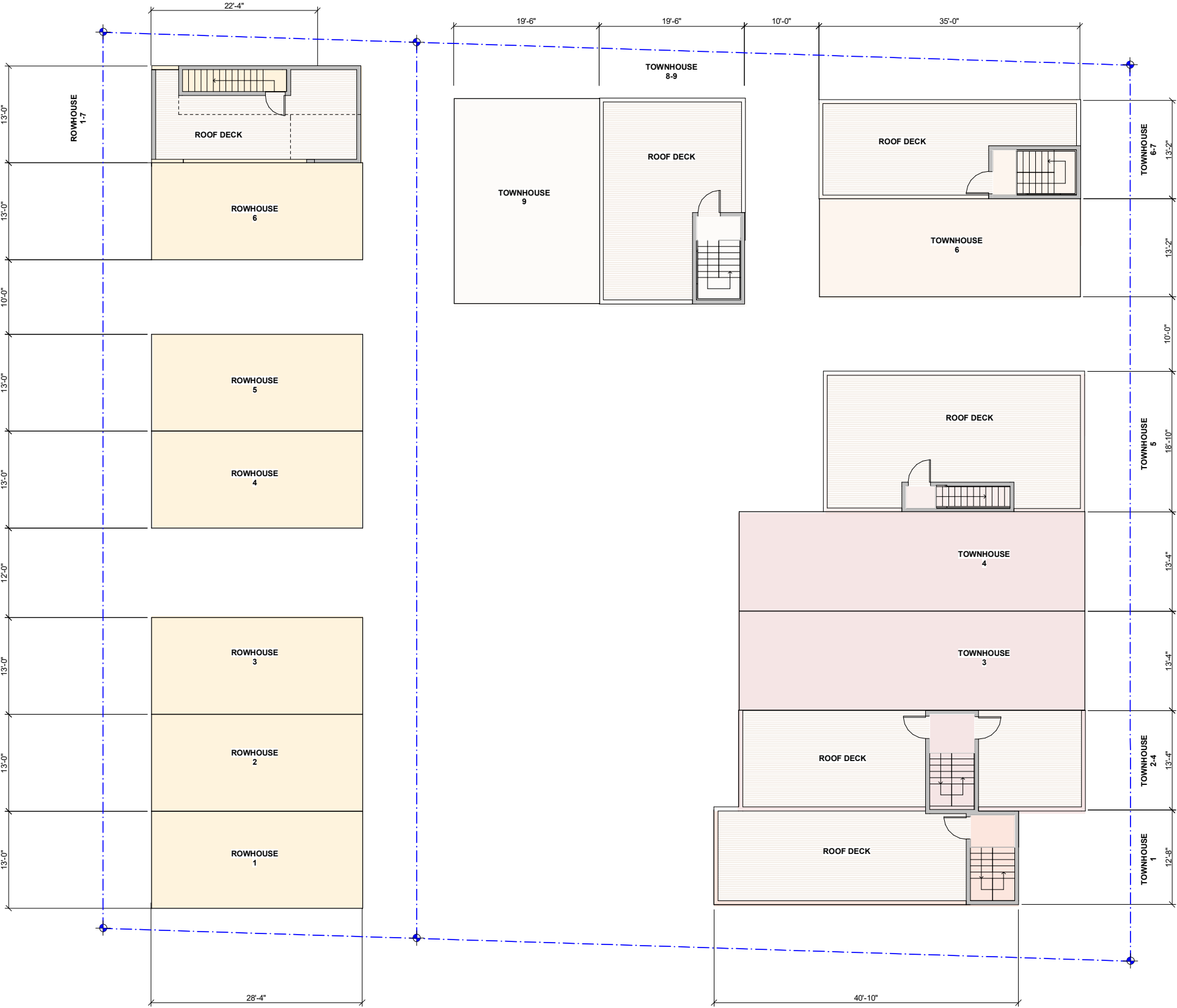
FIRST FLOOR PLANS



SECOND FLOOR PLANS 1



THIRD FLOOR PLANS



ROOF PLANS



OPTION 1



OPTION 2



OPTION 3 - PREFERRED OPTION

INSPIRATION:



HORIZONTAL LAP



ENTRY MATERIAL+TRIM



GARAGE DOORS + LIGHTING



LARGE GLAZING GROUPS



SCALED MATERIALS + HIGHLIGHTED ENTRY

WETMORE TOWNHOUSES 3307 WETMORE AVE S, SEATTLE, WA



85TH ROWHOUSE + TOWNHOMES - 2020, 2024, 2100, 2106 NE 85TH STREET



E HOWELL TOWNHOMES - 1111 E HOWELL ST



MALDEN TOWNHOUSES - 321 MALDEN AVE E



10TH AVE TOWNHOMES - 410 / 414 10TH AVE E, SEATTLE ,WA



FIRST HILL TOWNHOMES - 1327 MINOR AVE

