

12301 STONE AVENUE NORTH

EARLY DESIGN GUIDANCE 2 | SDCI PROJECT #3029876 | NW DRB JUNE 4, 2018
DESIGN PROGRESSION FROM 1st EDG



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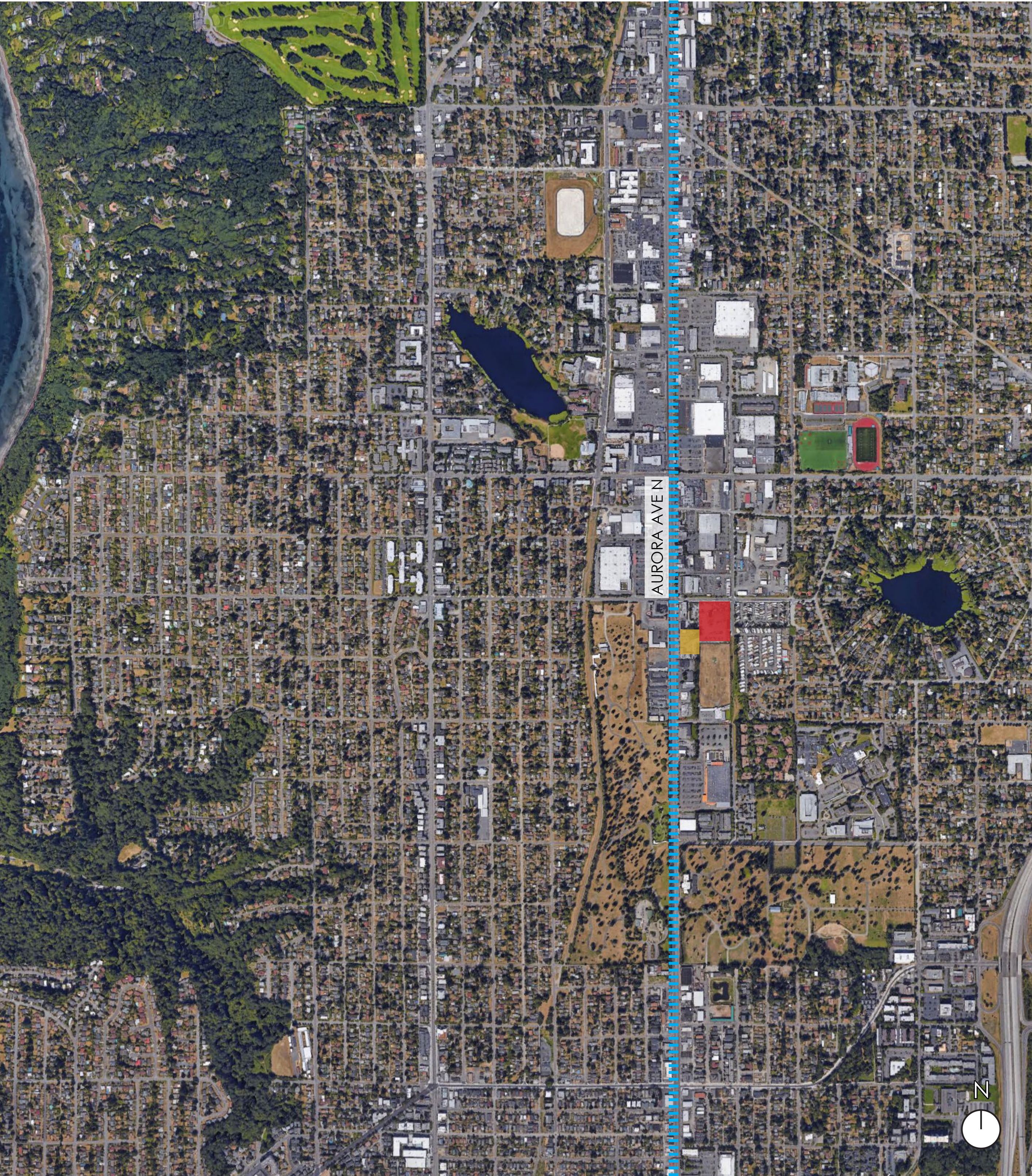


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12301 STONE AVE N
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JUNE 04, 2018

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DEVELOPMENT OBJECTIVES

Existing Site:

Address: 12301 Stone Ave N.
Location: East of Aurora Ave N. | South of 125th St.
Site Area: 4.12 acres
Existing Development: Lincoln Towing

Project Description and Vision:

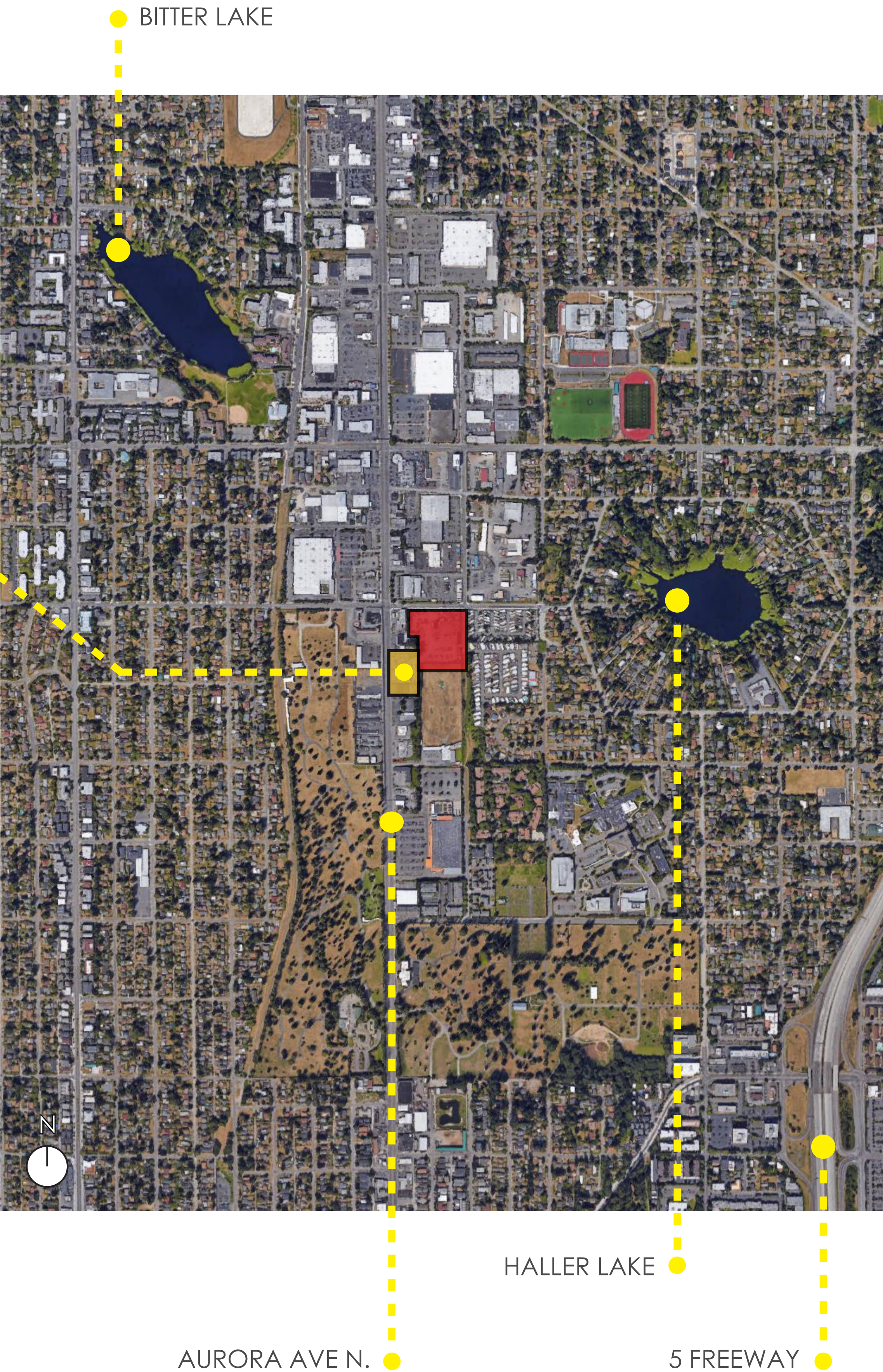
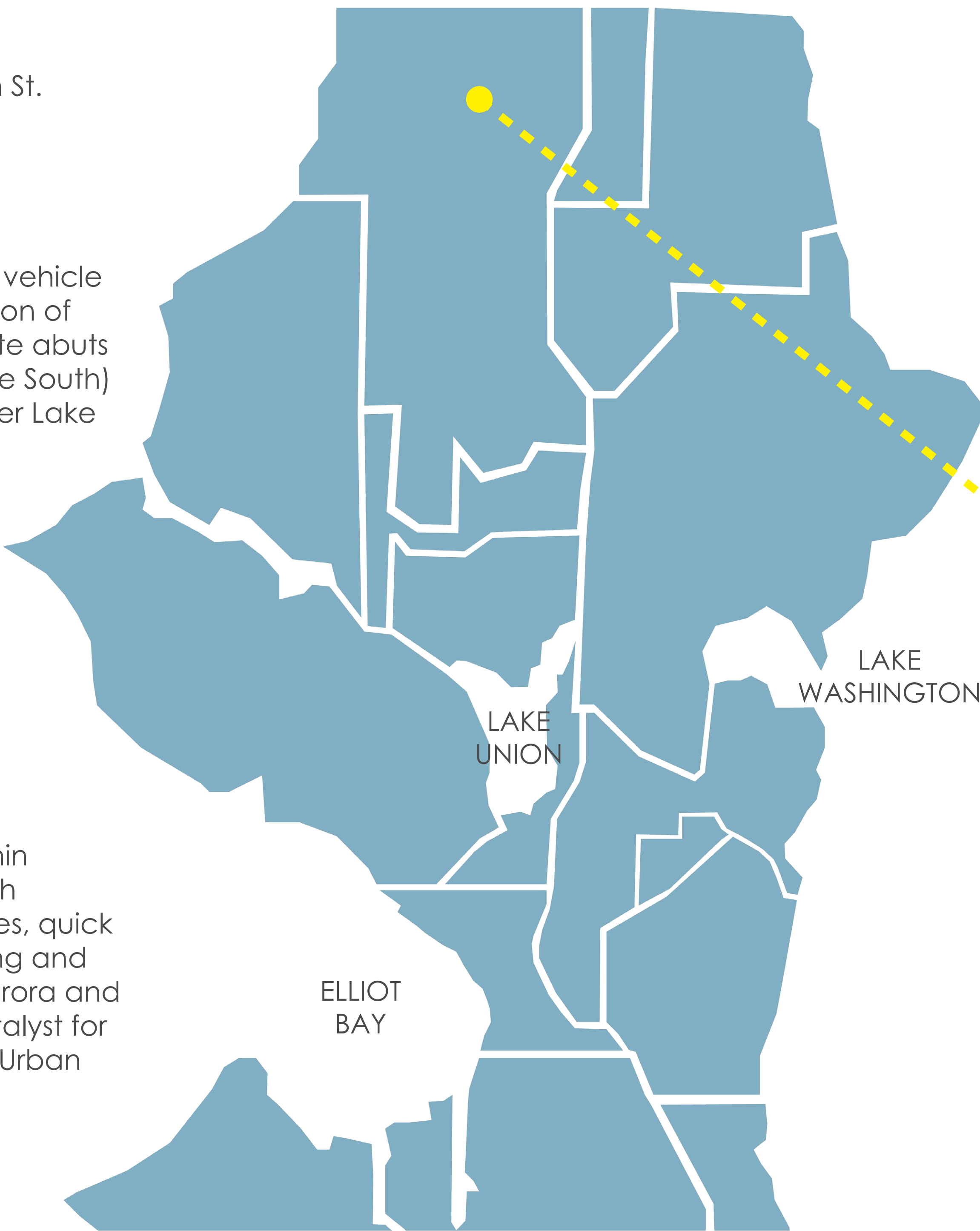
The subject site, known as “Lincoln Towing”, is a vehicle tow and storage site located near the intersection of Aurora Avenue N and North 125th Street. The site abuts the Puetz golf driving range and pro shop (to the South) and falls within the Broadview - Bitter Lake - Haller Lake Neighborhood Plan.

In an effort to address the rapidly growing housing and commercial demand in the neighborhood, the 4.12 acre site is proposed for development into modern townhomes and live/work spaces with frontage on N. 125th Street, and Stone Ave N.

The objective is to transform the underutilized tow yard parcel by replacing it with a high quality, mixed use development that will create more engaging, urban streetscapes within the neighborhood. While providing residents with commercial opportunity, amenities, open spaces, quick access to public transit, nearby trails, and existing and future neighborhood-serving commercial on Aurora and Linden the proposed project can serve as a catalyst for improvements within this southern extent of the Urban Village.

Project Program:

Number of Live/Work Units: 3
Number of Residential Units: 125
Number of Parking Stalls: 148 resident + 3 guest+10 street
Area of Residential Use: Approximately 181,555 sq ft
Area of Garage use: Approximately 45,582 sq ft
Total Area: Approximately 229,652 sq ft

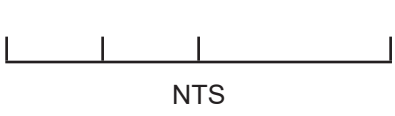


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DEVELOPMENT OBJECTIVES

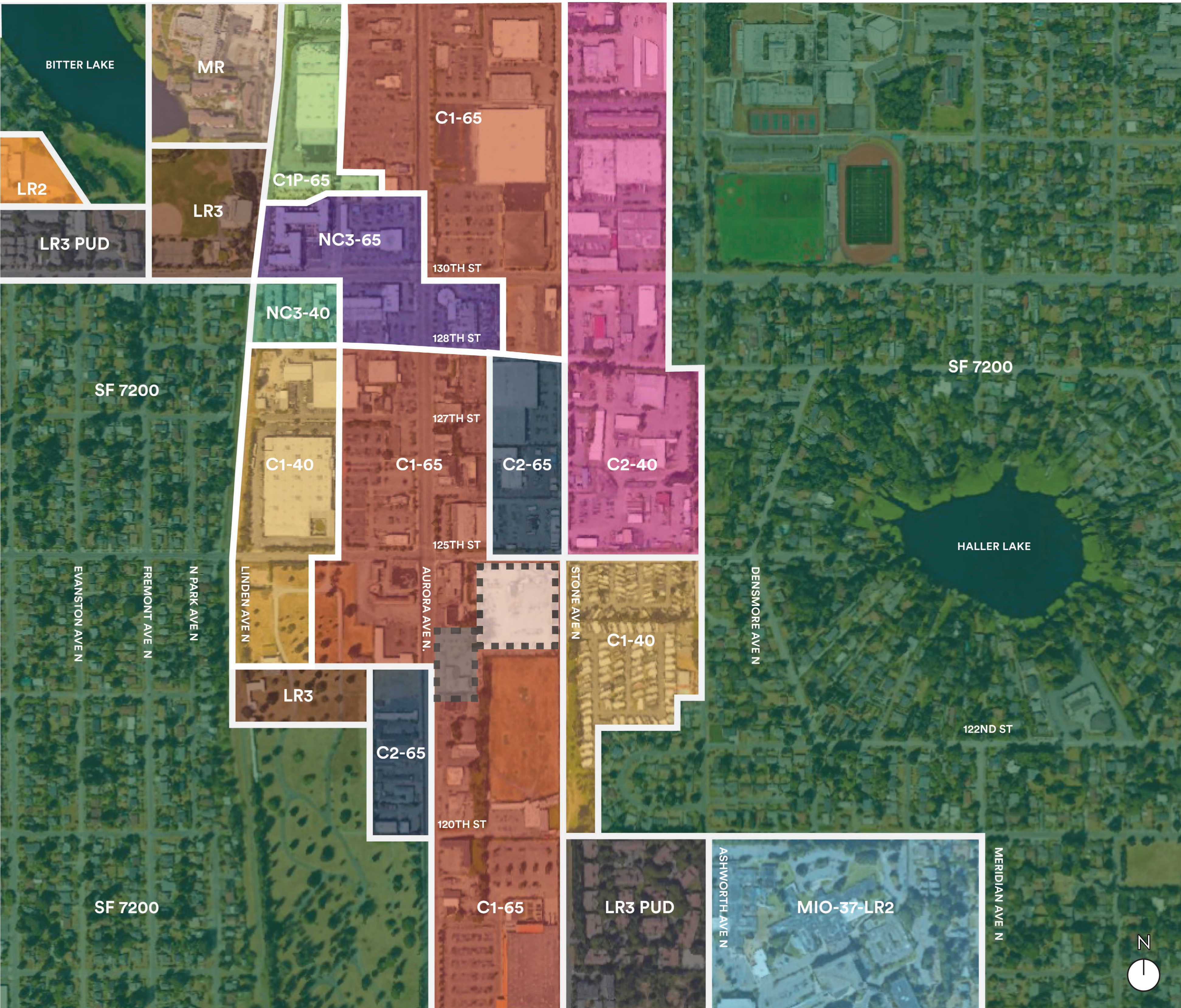
ZONING MAP

The areas along Aurora Ave N. are predominantly commercial driven, with residential areas surrounding to the East and West of the site. With the future of the Bitter Lake Urban Village Neighborhood plan, this area will eventually be infused with both commercial and residential spaces, and areas for play. The result will be focal points where residents can shop, gather, work, and live.

Existing Zoning: Commercial 1-65
Comprehensive Plan Land Use: Hub Urban Village
Neighborhood Planning Area: Broadview - Bitter Lake - Haller Lake
Overlay: Bitter Lake Urban Village

LEGEND: CURRENT ZONING

	SITE
	FUTURE MIXED USE FRONTING AURORA
	C1-65 COMMERCIAL 1-65
	C1P-65 COMMERCIAL PEDESTRIAN 1-65
	C1-40 COMMERCIAL 1-40
	C2-40 COMMERCIAL 2-40
	C2-65 COMMERCIAL 2-65
	LR2 LOWRISE 2
	LR3 LOWRISE 3
	LR3 PUD LOWRISE 3 PLANNED UNIT DEVELOPMENT
	MR MIDRISE
	MIO-37-LR2 MAJOR INSTITUTION OVERLAY 37- LOWRISE 2
	NC3-40 NEIGHBORHOOD COMMERCIAL 3-40
	NC3-65 NEIGHBORHOOD COMMERCIAL 3-65
	SF 7200 SINGLE FAMILY 7200



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ZONING MAP

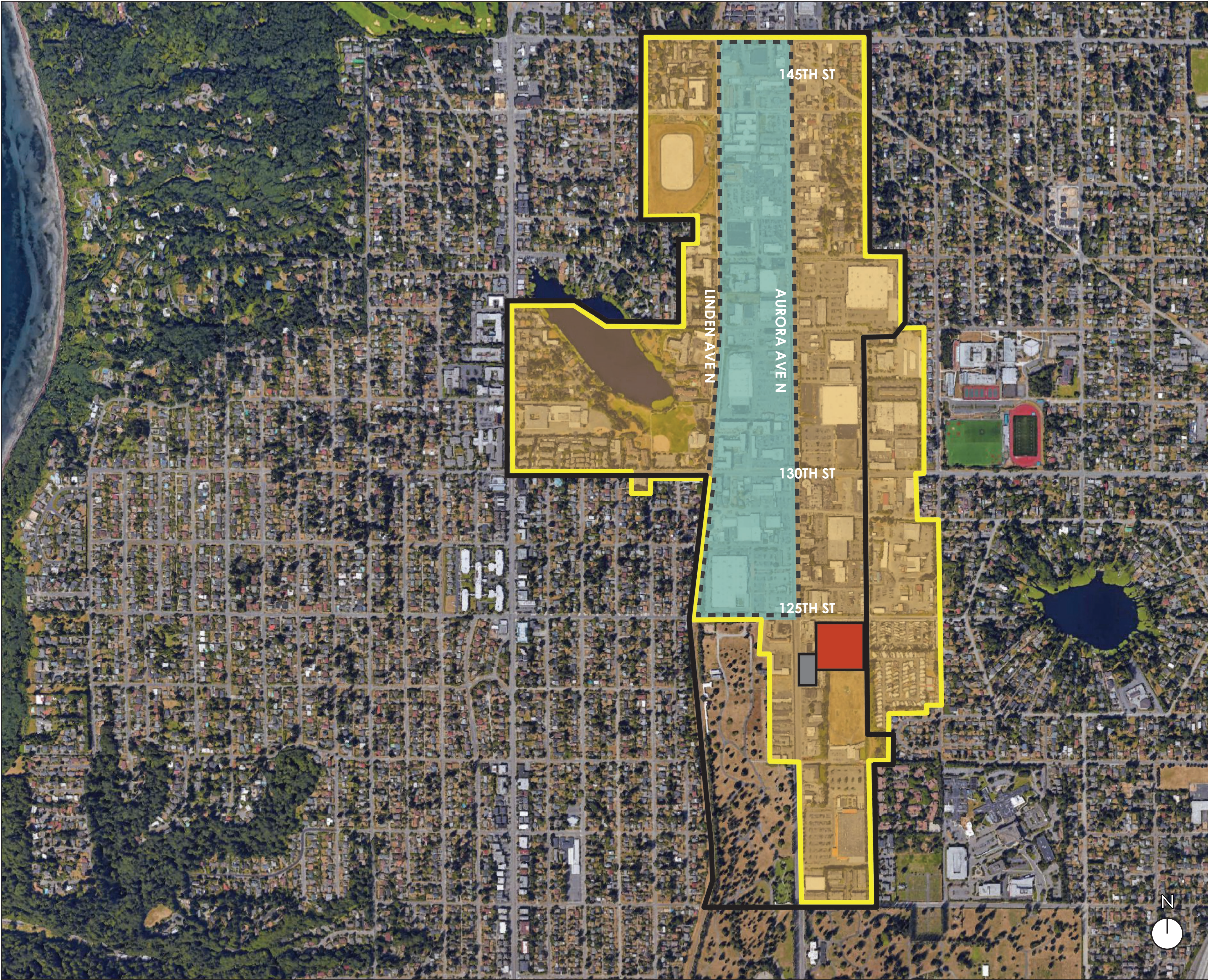
NEIGHBORHOOD

BITTER LAKE URBAN VILLAGE

The Bitter Lake Urban Village is composed of the Bitter Lake Neighborhood (West of Aurora) and Haller Lake Neighborhood (East of Aurora). Running down the middle of the village is Aurora Avenue N., where numerous businesses both large and small currently reside. In the Broadview, Bitter Lake, Haller Lake Neighborhood Plan, most recently updated in March 2012, the community has created a vision for the Bitter Lake Urban Village to be filled with flourishing businesses, housing, open space, and areas for connectivity (socially and through transportation). Together these elements will help to create a healthy and vibrant neighborhood. The City's two-year plan shares this vision and aims to create more funding toward new developments and infrastructure to meet the Urban Village's needs.

LEGEND:

-  SITE
-  FUTURE MIXED USE FRONTING AURORA
-  BITTER LAKE VILLAGE HUB URBAN VILLAGE
-  AREAS SUBJECT TO THE SPECIAL DEVELOPMENT STANDARDS

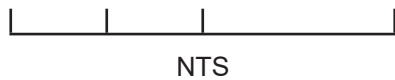


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NEIGHBORHOOD

VICINITY MAP

TRANSIT

The RapidRide E line stops at the intersection of Aurora Avenue N. and N 125th Street just a few steps away from the site's Northwest corner. This line of transit travels between Downtown Seattle and Aurora Village. The King County Metro routes 345 and 346 along 130th Street are also in close proximity.









CYCLING

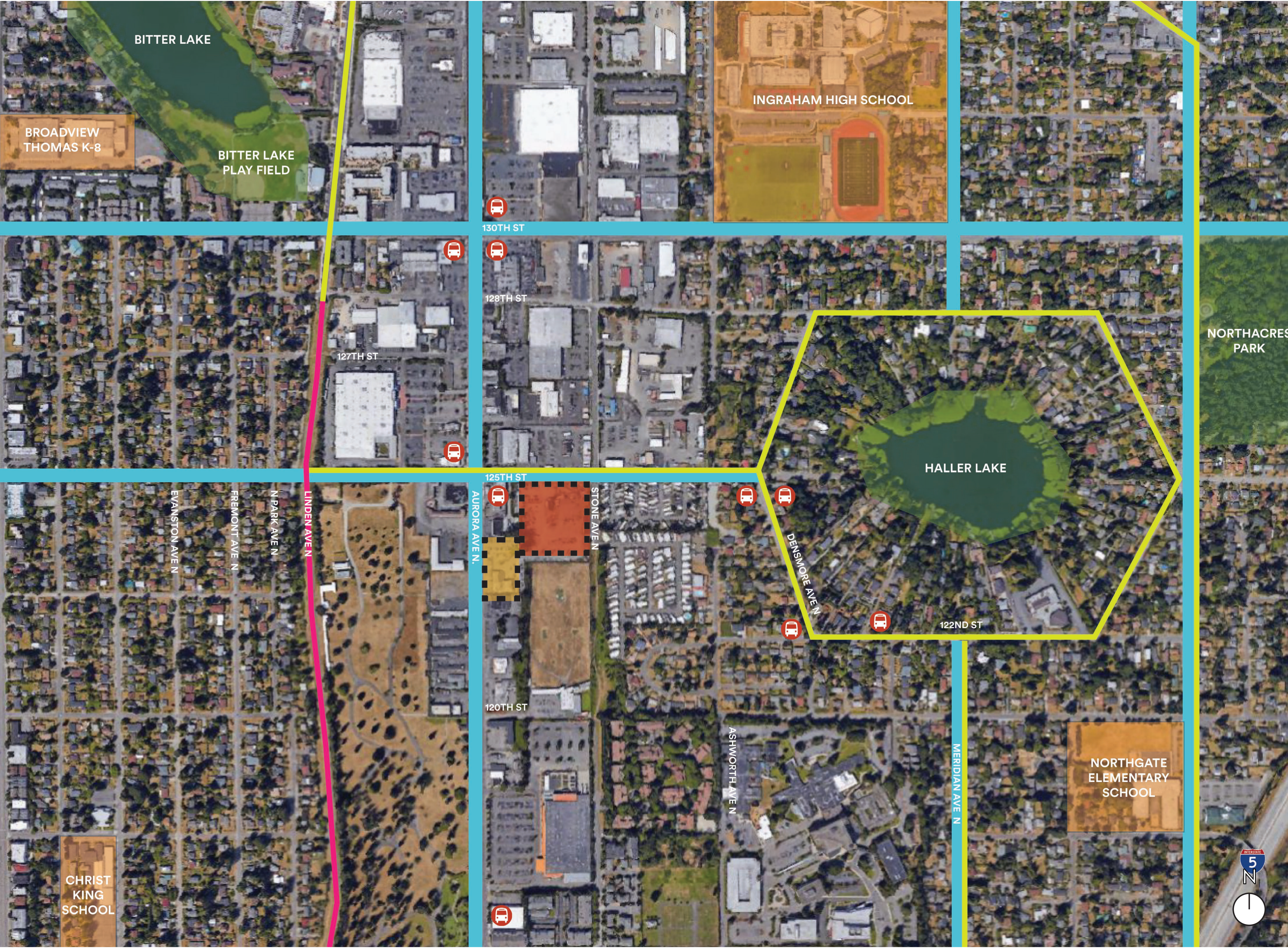
There are currently no bike lanes along Aurora Avenue N., however, on N. 125th Street there are dedicated bike lanes that can lead to either Bitter Lake, Haller Lake, or to the Multi-use Trail along Linden Ave. Bike lanes along Aurora Avenue N. have been proposed in the framework and may be added in the future.

RECREATION

The site is walking distance to two small lakes in north Seattle, Bitter Lake and Haller Lake. At the edge of Bitter Lake sits a community center as well as a play field where families can participate in a variety of sports and programs.

LEGEND:

-  SITE
-  FUTURE MIXED USE FRONTING AURORA
-  TRANSIT STOPS
-  TRANSIT ROUTES
-  BIKE LANES
-  MULTI-USE TRAIL
-  RECREATION
-  SCHOOLS

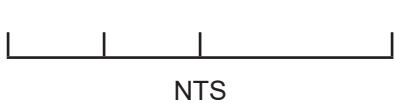


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VICINITY MAP

EXISTING BUILDINGS IN IMMEDIATE CONTEXT



1. COMMERCIAL / BIG BOX

The majority of the immediate surroundings both North and South of 125th along Aurora are C1 (Vehicle-served) commercial. This currently creates a pattern of large scale buildings and parking lots along the lots fronting Aurora Avenue N.

2. LIGHT INDUSTRIAL

Although the neighborhood is in transition, examples of a few light industrial land uses still remain in the vicinity of the site.

3. RESIDENTIAL

A variety of existing residential land uses are within close proximity to the site. Most notably the mobile home park to the East on Stone Ave N., and the new developments near 130th and Linden. The majority of the balance of housing within the neighborhood is single family dwellings as well as small older multi-dwellings.

4. LIMITED REFERENCES

The mix of mostly vehicular focused retail, light industrial and low density residential beyond provide limited architectural reference for the proposed development in this transitioning neighborhood.

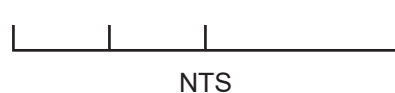


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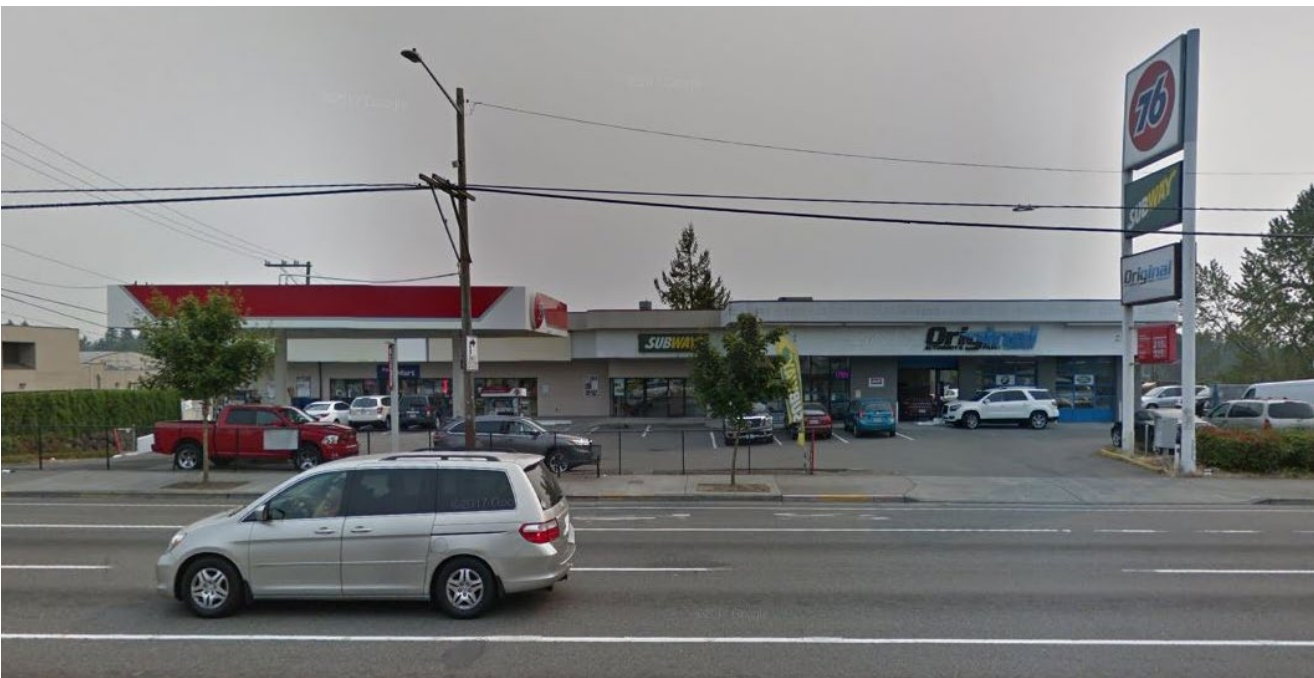
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EXISTING BUILDINGS

PROJECT VICINITY USE- PHOTOS OF SURROUNDING SITES



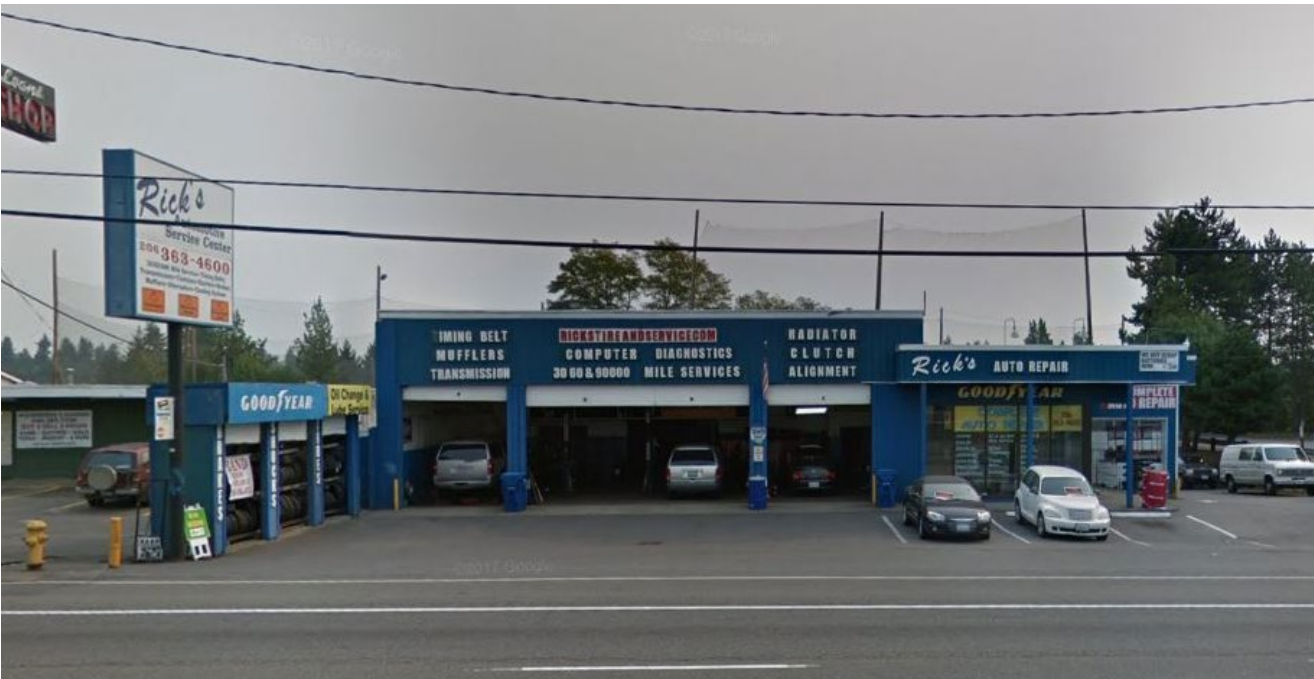
Ⓐ 76 Gas Station, Subway, and Original Autobody



Ⓑ Mary's Dispensary



Ⓒ Lincoln Towing



Ⓓ Rick's Tire and Service Center



Ⓔ 12th Street Grill, Motor Inn



Ⓕ Les Schwab Tires



Ⓖ Seattle Tonics Glass Shop



Ⓗ Cochran, Inc.



Ⓘ Krispy Kreme



Ⓙ Lowe's



Ⓚ Halcyon Mobile Home Park



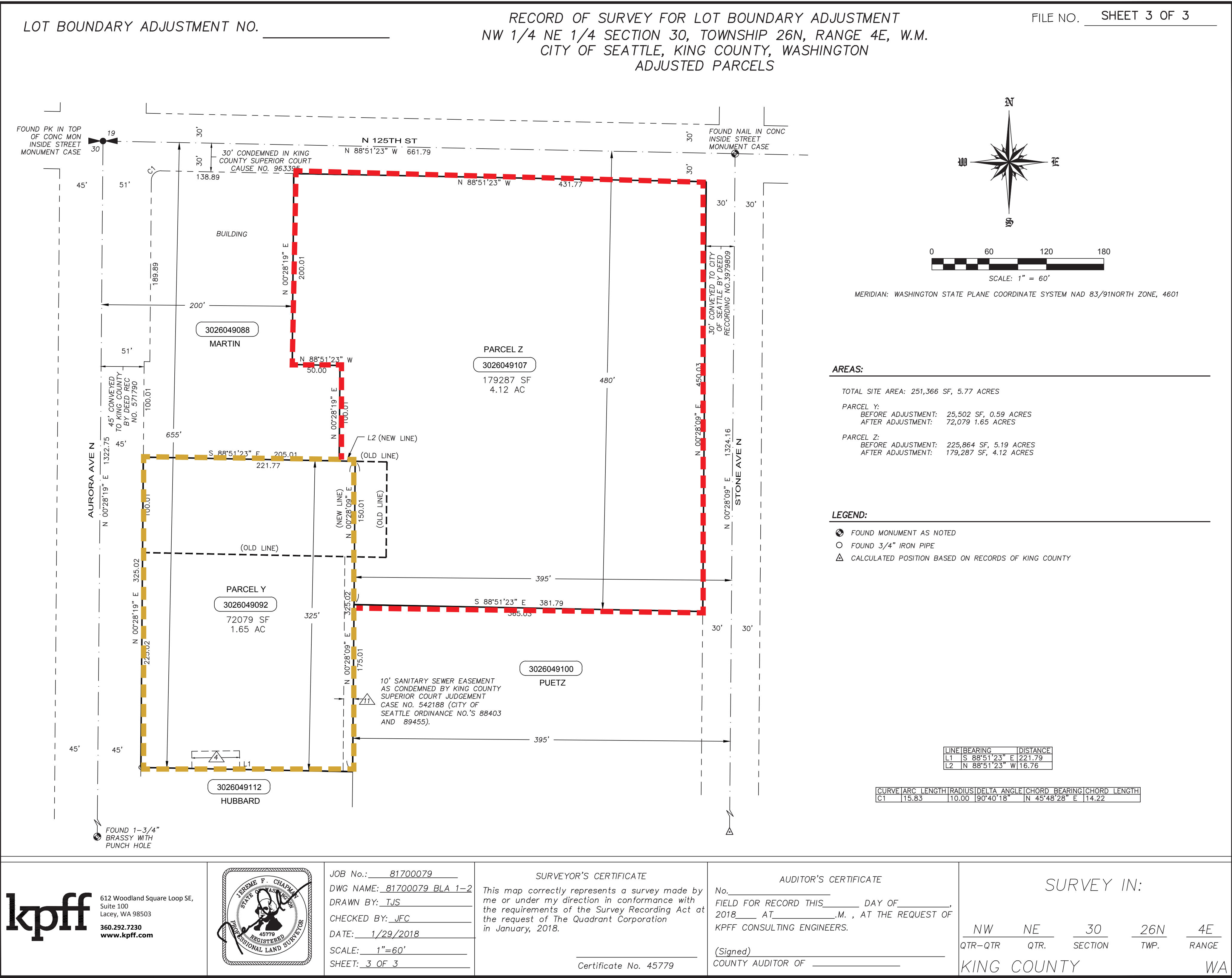
Ⓛ King County Household Waste

SITE SURVEY

The subject site consists of a somewhat irregularly shaped parcel that jogs behind the commercial corner parcel on Aurora and joins with additional land South of the corner fueling station and Subway where Lincoln Towing fronts Aurora. While the parcel on N. 125th St. and Stone Ave N. and the parcel fronting Aurora are under the same ownership, the mixed-use site along Aurora will be the subject of a future, separate EDG application.

Notable site features on the existing property consist of the following:

- Steep man made slope at the SW corner
- Existing structure for the towing company exists along the Aurora frontage.
- Perimeter fence constructed of welded steel rims
- Gradual slope from West to East along 125th allowing for stepped buildings that will follow the terrain.
- Recent R.O.W. improvements including new sidewalks have been completed along 125th.
- Two curb cuts along 125th currently allow vehicular access from the North.

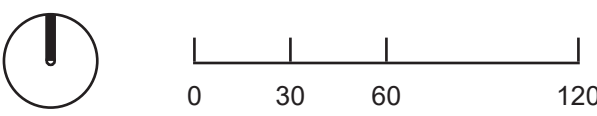


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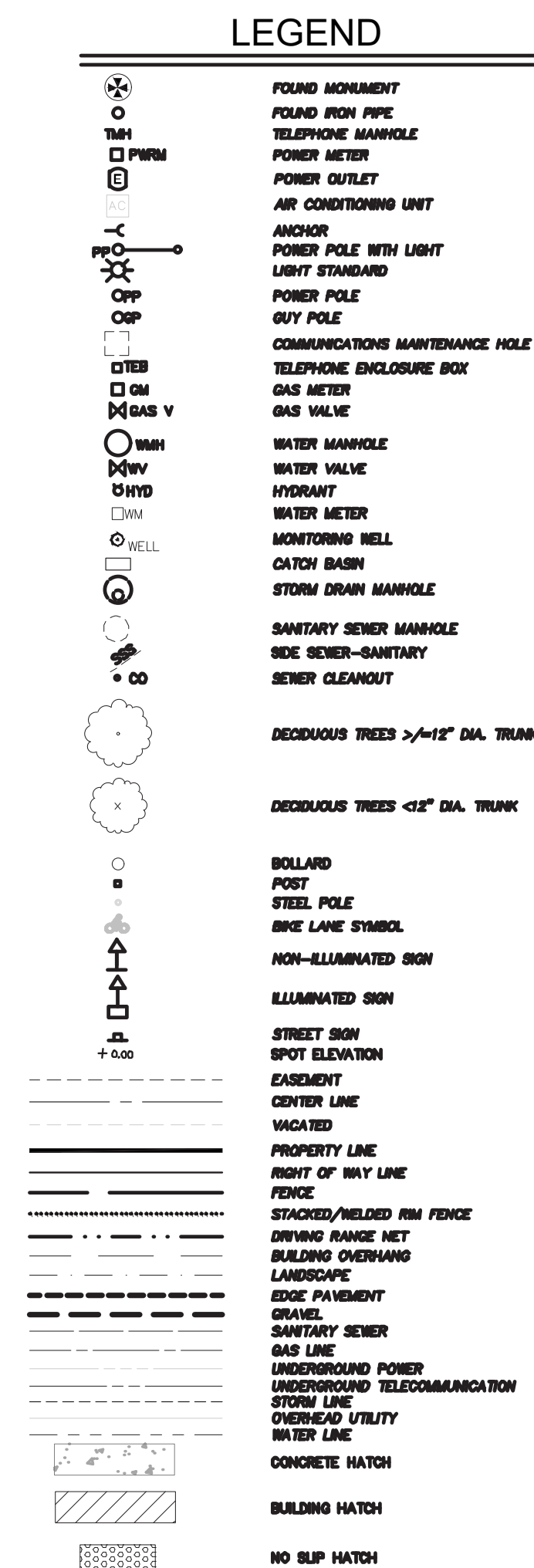
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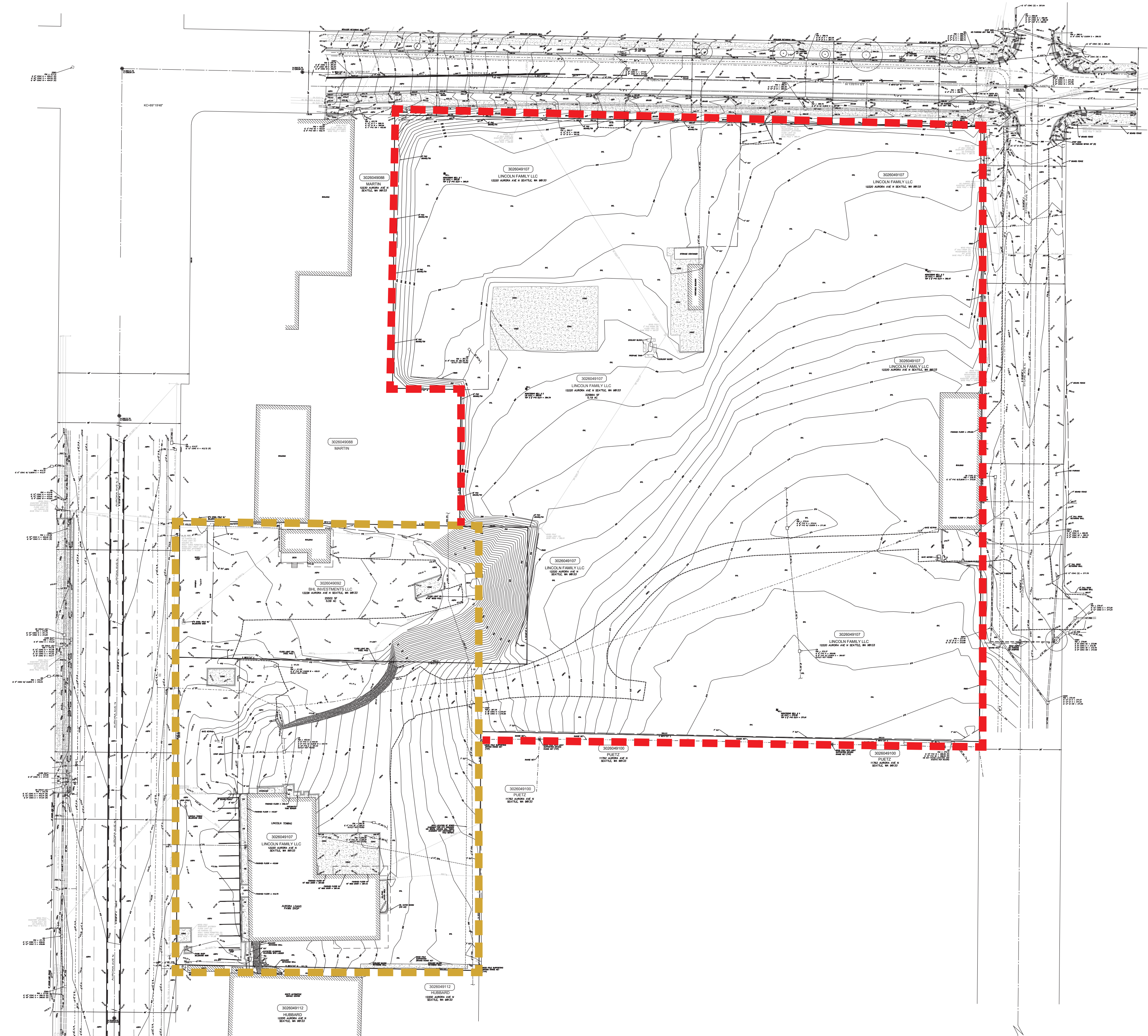
SITE SURVEY

SITE TOPOGRAPHY



ABBREVIATIONS

GIL	GRAVEL
DRY	DRIVEWAY
WE	WATER SERVICE
GS	GAS SERVICE
ASPH	ASPHALT
CON	CONCRETE WALK
ED	ELECTRICAL DUCT
CONC	CONCRETE
CLF	CHAIN LINK FENCE
TD	TELEPHONE CONDUIT
ELEC	ELECTRIC
SSS	SANITARY SIDE SEW
ECO	ELECTRICAL CONDUIT
PS	PIPE SEWER COMBIN
LS	LANDSCAPE
TD	TELEPHONE DUCT
THH	TELEPHONE HANDHO
PSS	PIPE SANITARY SEW
PS	PIPE SEWER COMBIN
PSD	PIPE STORM DRAIN
SD	SIDE
W	WATER
G	GAS









SITE ANALYSIS

The proposed project will be developed on the Lincoln Towing site, specifically the portion along N. 125th St. and Stone Ave N.. (A future EDG submittal is anticipated for the development of a mixed-use project along the Aurora frontage. See yellow highlighted area on site aerial to right). Directly to the East of the project site is the Halycon Manufactured Home Community, and directly South is the Puetz Driving Range and Pro Shop. The immediate surrounding buildings consist of a mix of brake and transmission shops, the Home Depot, motels, large commercial buildings, and residential buildings. Further west of Aurora and South of the Home Depot site is the extensive Evergreen Washelli cemetery.

Notable site features include a steep man made slope at the southwestern edge of the development site, extensive sloped frontage along new right-of-way improvements on N. 125th Street, and Stone right-of-way frontage that faces the mobile home park immediately adjacent to the East. The surrounding topography of the area allows for some slight terracing from North to South to allow for potential vistas toward the Puetz driving range site below. Also of note is the existence of a trailhead at the termination of the Stone Ave N. R.O.W. used by the community as a North-South connector for pedestrians and bicyclists.

The site sits just East of Aurora Ave N., a major state highway that connects downtown Seattle to all areas North. It runs through the heart of the Bitter Lake Urban Village, with an estimate of over 37,000 daily car trips. The city's vision for Aurora Ave N. is for it to continue to serve as a regional transit and auto route, as well as a corridor with an array of neighborhood-oriented goods and services. It's intersecting street, North 125th, provides direct access to Haller Lake to the east, and a neighborhood of single family homes to the west.

-  SITE
-  FUTURE MIXED USE FRONTING AURORA
-  TRANSIT STOPS
-  TRANSIT ROUTES
-  BIKE LANES
-  MULTI-USE TRAIL



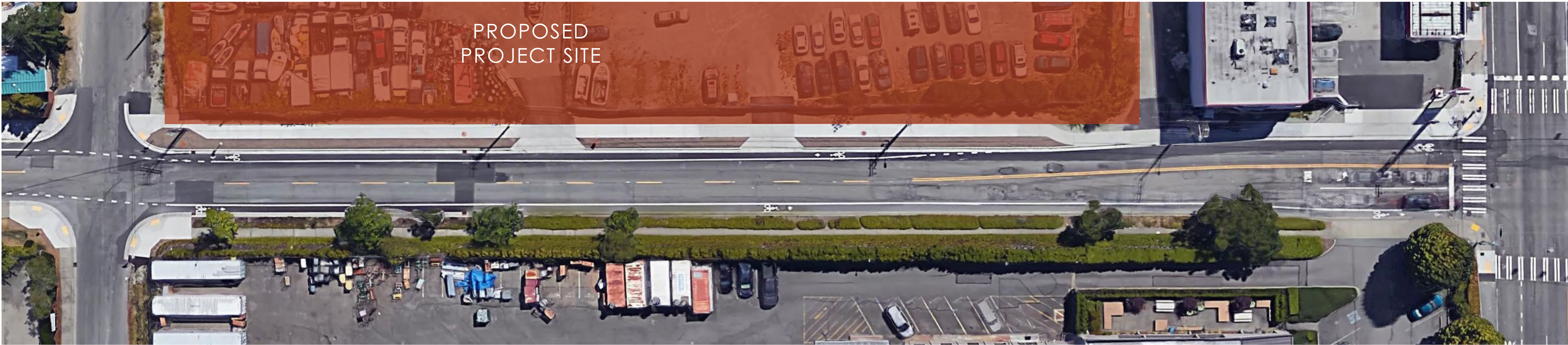
N. 125TH ST ELEVATIONS

NORTH ELEVATION

Proposed Project Site



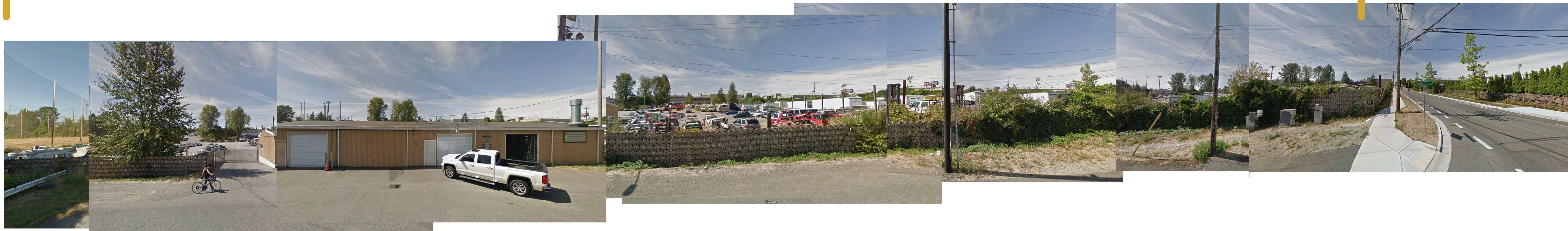
Project Site (Looking South)



STONE AVE N. ELEVATIONS

EAST ELEVATION

Proposed Project Site

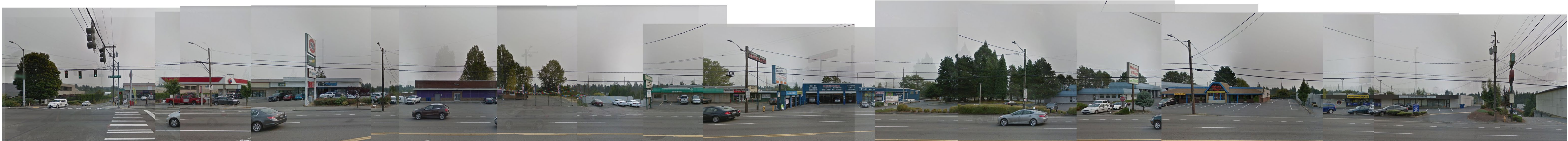
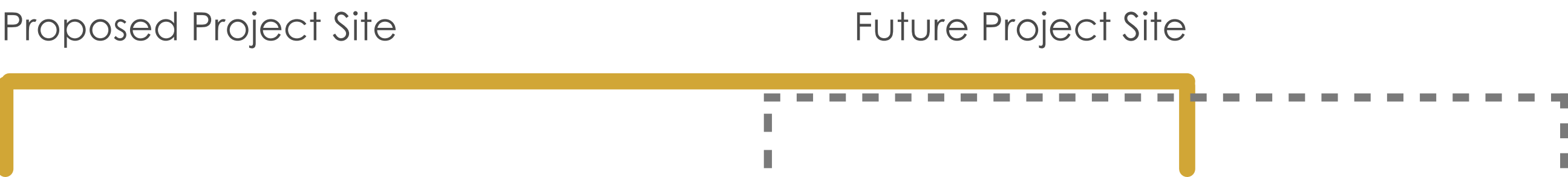


Project Site (Looking West)



AURORA AVE N. ELEVATIONS

WEST ELEVATION



Project Site (Looking East)



ZONING SYNOPSIS

SITE OVERVIEW	
Zoning	C1-65 (Commercial 1): An auto-oriented, primarily retail/service commercial area. Building types are a variety of commercial structures with extensive surface parking and multi-story office or residential buildings.
Overlay	Bitter Lake Village (Hub Urban Village)
Lot Area	4.12 acres
COMPLIANCE SUMMARY	
Requirement	Permitted Uses / SMC 23.47A.004 Uses permitted include drinking establishments, restaurants, office space, retail sales and services, live/work units and residential uses.
Provided	Residential and potentially live/work uses are proposed. A separate project on an adjacent site fronting Aurora Ave N that would be used for high-density mixed-use buildings with residential, ground floor commercial, and structured parking.
Requirement	Street-Level Uses / SMC 23.47A.005 On street level, residential uses are limited to 20% of the street-facing façade. Mini warehouses, warehouses, or utility uses may not abut a street-facing facade in a structure that contains more than one residential dwelling unit.
Provided	The project is seeking a departure from this requirement with respect to maximum street facing residential.
Requirement	Street-Level Development Standards / SMC 23.47A.008 Street-level development standards limit blank segments of the street-facing façade to 20 feet in width, and totaling less than 40% of the structure along the street. Street-level street-facing façades must be located within 10 feet of the lot line, and 60% of the street-facing façade between 2 to 8 feet above the sidewalk shall be transparent. Non-residential uses, residential uses and live/work units have specific bulk and dimensional requirements.
Provided	All street-facing facades will keep blank wall segments under 20ft with the required transparency, and residential unit entries will all include a prominent pedestrian access.
Requirement	Structure Height / SMC 23.47A.012 Structure height is limited to 65 feet.
Provided	Proposed building heights for updated Option 2 range from 36 to 50 feet.

COMPLIANCE SUMMARY	
Requirement	Floor Area Ratio / SMC 23.47A.013 The total floor area ratio (FAR) for a mix of uses is 4.75, with no one use exceeding an FAR of 4.25.
Provided	The proposed FAR in the preferred scheme is 0.92.
Requirement	Setback Requirements / SMC 23.47A.014 Setbacks are required for lots abutting single-family zones.
Provided	The project does not abut a single family zone and meets required setbacks
Requirement	Landscaping and Screening Standards / SMC 23.47A.016 Landscaping is required to achieve a Green Factor score of 0.3 or greater. Screening is required for dumpsters and outdoor storage.
Provided	Landscaping area achieves a Green Factor of 0.3 and all refuse and storage will be interior to the units.
Requirement	Amenity Area / SMC 23.47A.024 Amenity areas are required in an amount equal to 5% of the total gross floor area in residential use.
Provided	Amenity areas are being provided at 5% of total gross floor area.
Requirement	Required Parking and Loading / SMC 23.47A.030 & SMC 23.54.015 There is no minimum parking requirement for non-residential and residential uses in urban villages located within 1,320 feet of a street with frequent transit service. There are minimum bicycle parking
Provided	Parking will be provided at a ratio of 1.32 per dwelling unit, with 5 additional off-street guest spaces, and 7 new on-street spaces on Stone.
Requirement	Parking Location and Access / SMC 23.47A.03223.54.015 Required parking shall be located within 800 feet from the lot using it. Parking to the side of a structure shall not exceed 60 feet of street frontage.
Provided	Proposed parking is located within attached garages or within 100 ft from the Unit Entry if uncovered parking. All parking is located within or behind street-facing units, and is screened from public street frontages.



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ZONING SYNOPSIS

DESIGN GUIDELINES (Seattle City-Wide Design Guidelines)

The team has evaluated the applicable Design Guidelines and identified the following guidelines as priorities for this site:

<div>CS2 Urban Pattern and Form</div> <div>Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.</div>	<div>Response:</div> <div>Because of the infill nature of the development, the project will establish a positive new pattern and building form along both of its street-facing facades, creating a new architectural presence on the public streets that will replace what was previously a wall of welded rims with stored automobiles behind.</div>	<div>PL2 Walkability</div> <div>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.</div>	<div>Response:</div> <div>The proposed streetscape includes sidewalks, street trees and lighting that encourage pedestrian activity. The street-level residential units provide “eyes on the street” and activate the sidewalks that encourage safe pedestrian activity. Street-facing units will provide exterior lighting and porches on the public streets which will help create a safer, more residential character than the existing fence along N. 125th Street.</div>
<div>CS3 Architectural Context and Character</div> <div>Contribute to the architectural character of the neighborhood.</div>	<div>Response:</div> <div>The Bitter Lake Urban Village neighborhood is evolving primarily to the North and West between 130th and 145th and between Aurora and Linden. The proposed project will begin to establish a new character for a block currently existing as a more industrial, unwalkable stretch along 125th. As such, this development will enhance the visual qualities of the existing lot and set a new character for future development in the neighborhood.</div>	<div>PL4 Active Transportation</div> <div>Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.</div>	<div>Response:</div> <div>The sidewalks and streetscapes connect to existing sidewalks allowing for seamless connections for pedestrians to access services and transit. Bike repair space and storage will also be provided to encourage bicycling.</div>
<div>PL1 Connectivity</div> <div>Complement and contribute to the network of open spaces around the site and the connections among them.</div>	<div>Response:</div> <div>One key focus of this development is to connect sidewalks and greenspace within the development to the existing sidewalks and pathways that exist in the neighborhood. For example, the project includes connections to the informal pathway within the unimproved Stone Avenue right-of-way that is frequented by surrounding neighbors.</div>	<div>DC4 Exterior</div> <div>Elements and Finishes Use appropriate and high quality elements and finishes for the building and its open spaces.</div>	<div>Response:</div> <div>We envision the design character of the project to be Northwest Transitional, offering varied design elements and high quality materials that will begin to establish a new cleaner and ordered building vocabulary. The proposed material palette would consist of durable claddings that would be both sustainable and low-maintenance, while adding visual contrast through color variation.</div>



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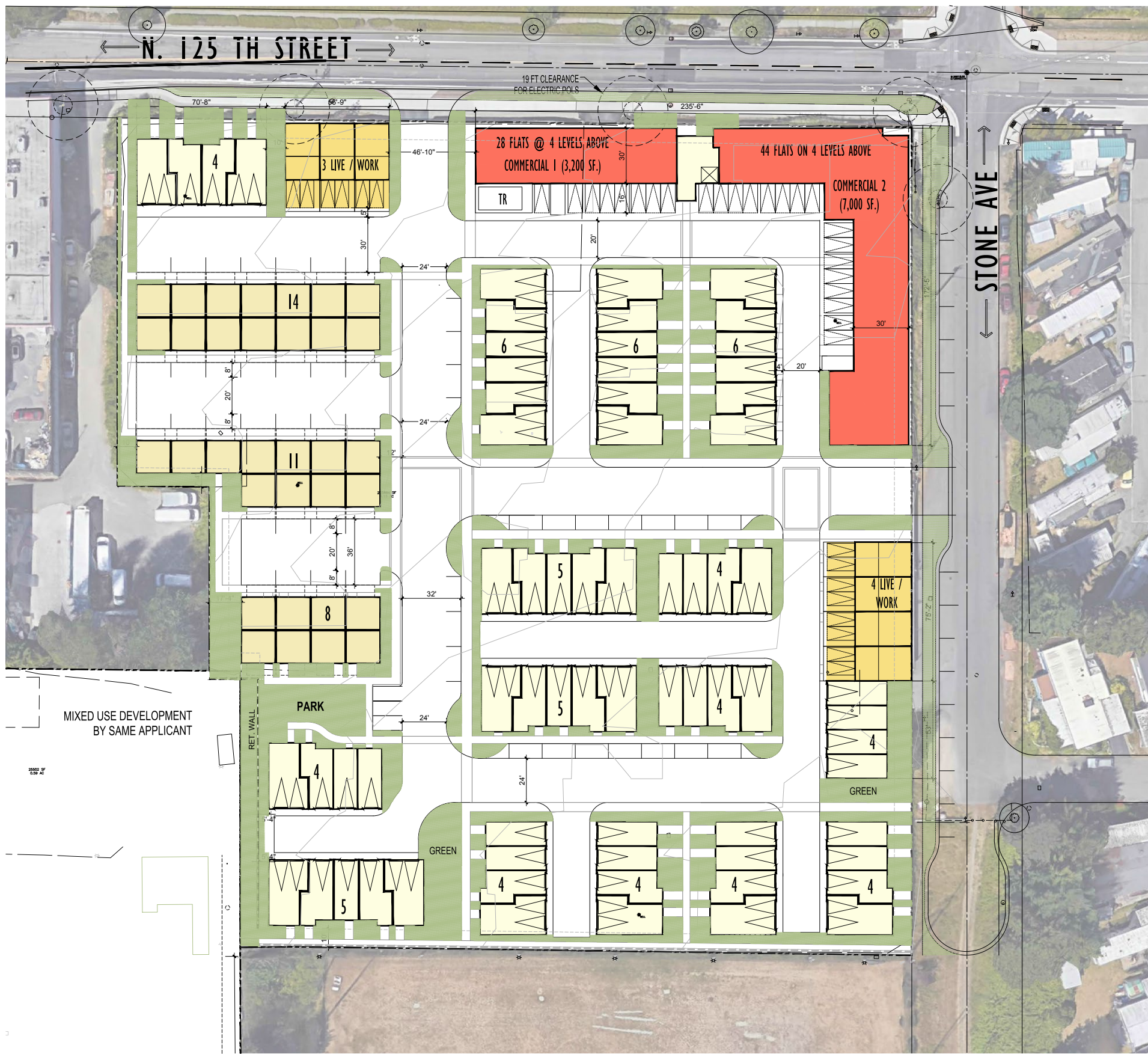


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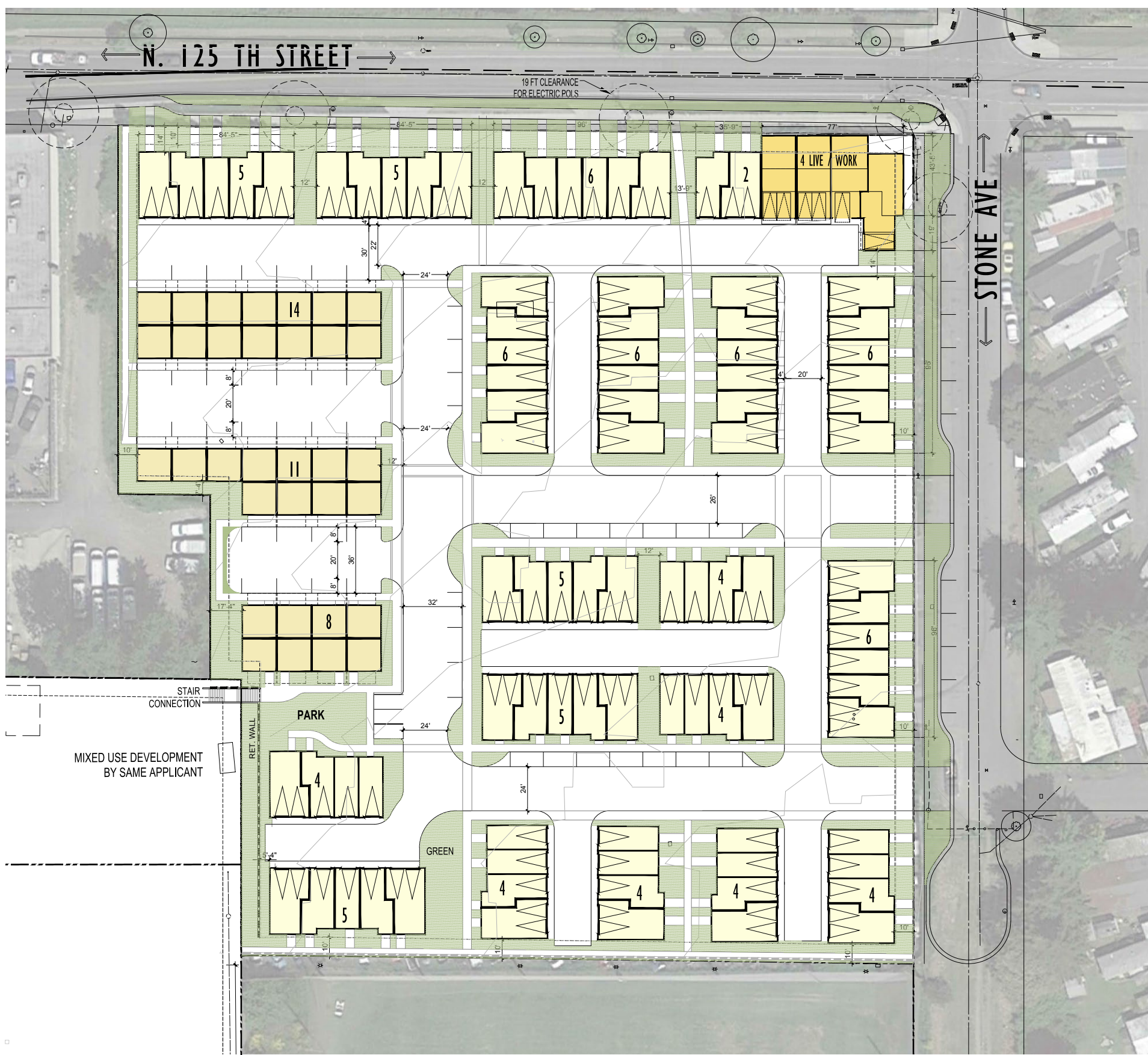
DESIGN GUIDELINES

EDG1 COMPARISONS (FOR REFERENCE)



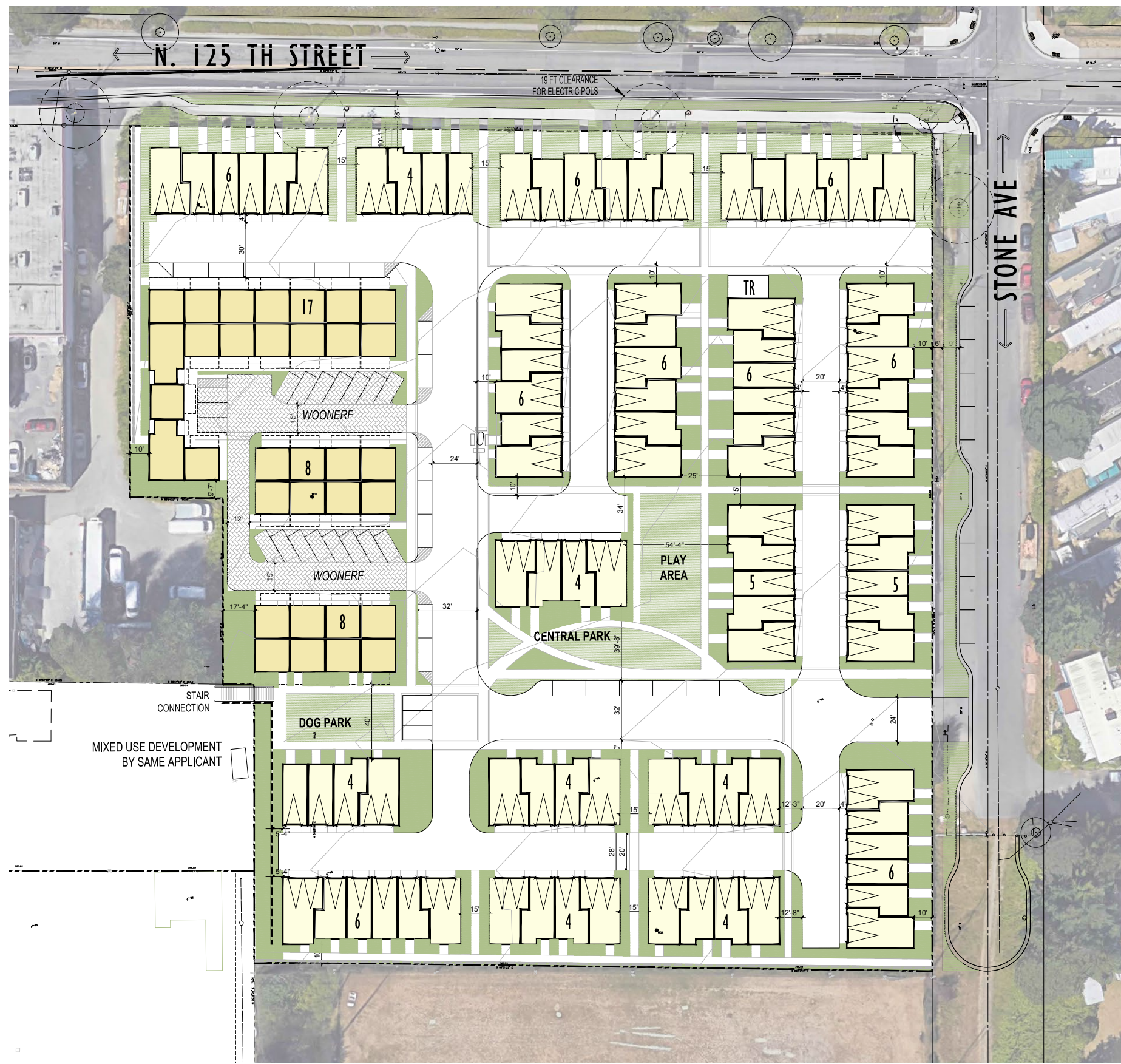
OPTION A1: CODE COMPLIANT

- Integrates mixed-use buildings with residential townhome units and Live/Work units.
- Corner mixed-use building contains 1 ground floor of commercial/retail and 4-stories of stacked flats.
- Remaining street-facing frontages are 20% Live/Work units and 20% residential town homes.
- Orients massing to urban corner at the intersection of 125th and Stone Ave N.
- Proposed buildings are pulled to zoning setbacks to create walkable urban community.
- New curb cut along 125th St. to create a visual point of entry and allow for access to the commercial parking.
- Additional vehicular ingress/egress location would be provided on Stone Ave N.
- A central paseo would run from N 125th all the way through to the Puetz driving range site.



OPTION A2: LIVE/ WORK UNITS

- 20% of street-facing façade along 125th St. and Stone Ave N are Live/Work units.
- Offers balance of residential and ground floor commercial spaces on neighborhood streets.
- Live/Work units would be designed to accommodate future retail uses in the event that the market for retail use increases in the area.
- A departure would be required to provide 80% Residential.
- Without commercial use, the curb cut at N. 125th is not necessary like it is in Option A1.
- Option maintains N. 125th Street as a through-transit route serving the broader neighborhood.
- Main project drive would be located centrally on Stone Ave N.
- A central paseo would run from N 125th all the way through to the Puetz driving range site.
- A community park/ open space will be provided at the Southwest corner of the site.
- Residents will benefit from a stairwell access to the future mix-used development from the same

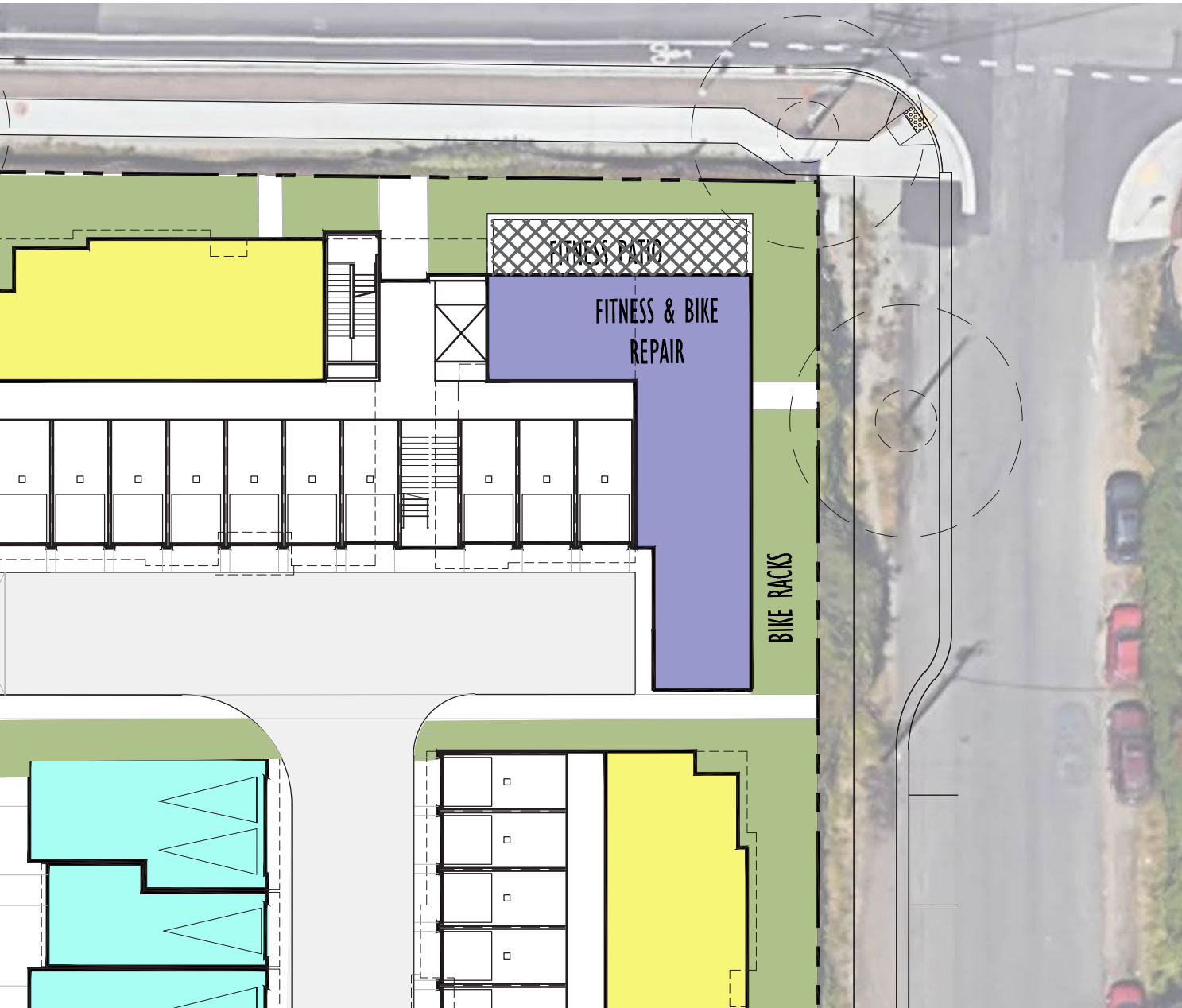


OPTION A3: PREFERRED- 100% RESIDENTIAL

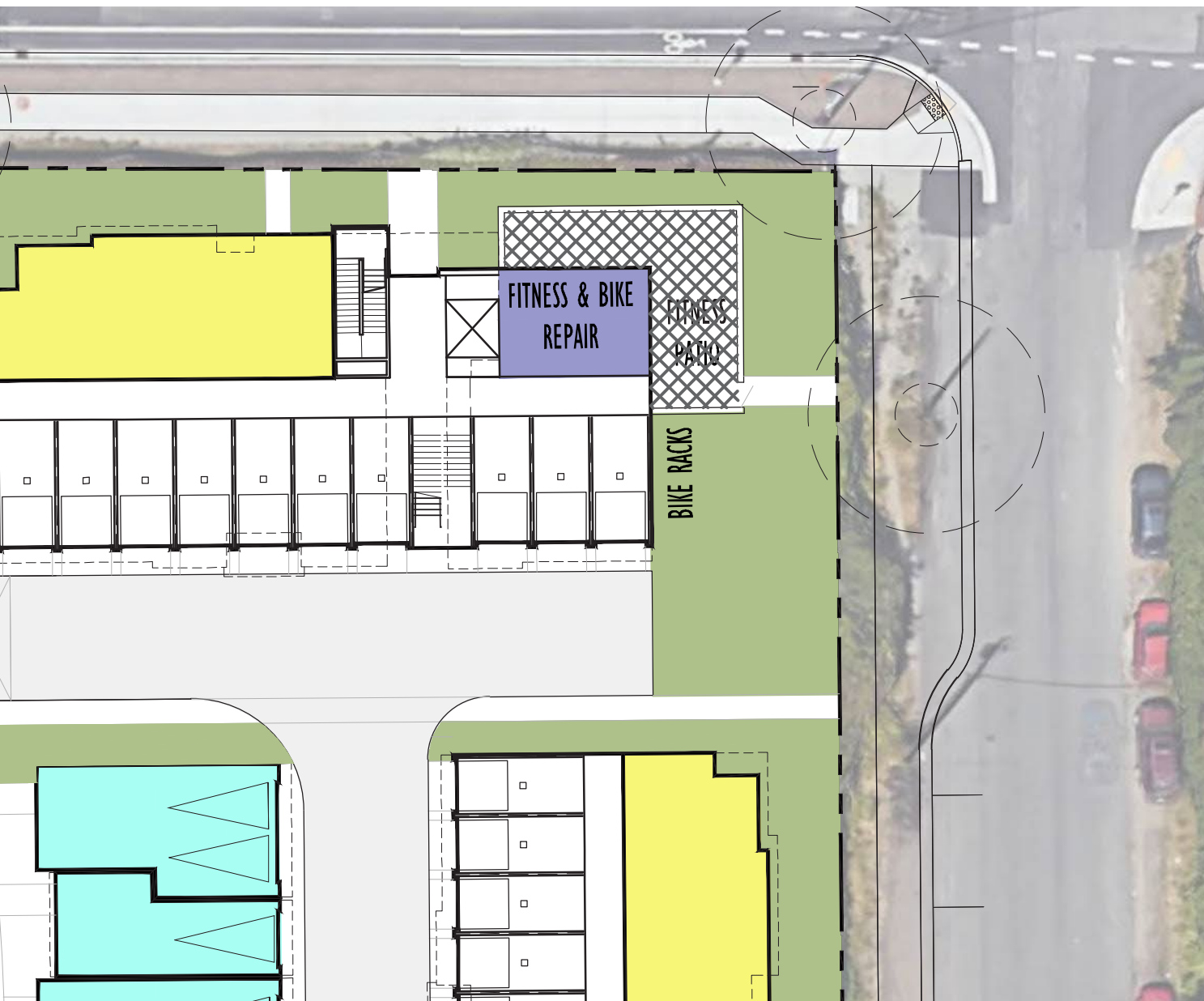
- 125 Residential Units
- Along N. 125th street, a continuous deep setback averaging to 23 ft is maintained with no curb cuts.
- New townhomes will front the recently reconstructed R.O.W. along 125th, providing for direct unit entries that define an urban edge along the public street.
- The sidewalk on 125th would turn onto a new landscaped parkway along Stone that would enhance a pedestrian-focused experience drawing pedestrian traffic from 125th to the trailhead at the south of the project site.
- A large 8,000 sf. centrally placed open space that would include pockets for neighbor socialization, but also a kids play area.
- A 2,200 sf dog park would be provided at the Southwest corner of the site.
- Residents will benefit from a stairwell access to the future mix-used development from the same client along Aurora Ave N.

EDG2 COMPARISON - UPDATED A2 WITH SUB ALTERNATES

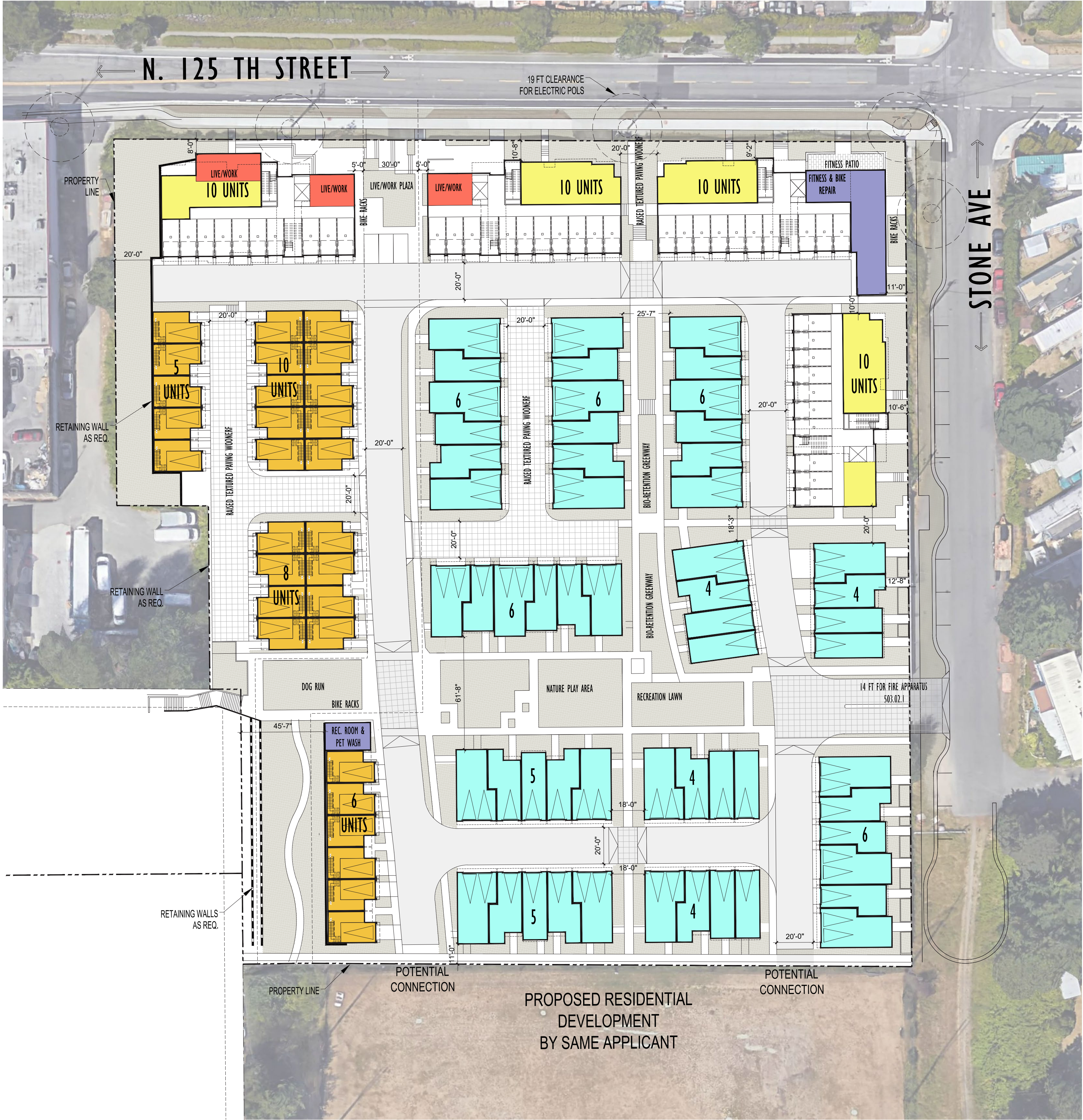
SUB-ALTERNATES: 125TH & STONE



EXPANDED CORNER INTERIOR AMENITY



CORNER AMENITY w/ EXPANDED PATIO AND GREEN SPACE



PROGRESSED OPTION A2 LIVE/ WORK UNITS

- The location of live/work spaces are relocated to tie in towards the directions of aurora avenue and the relationship of live/work to the site outdoor space is enhanced around a live/work plaza which also connects the interior of the site to 125th
- 125th maintains setbacks allowing for terraces and landscape on the approach to live/work spaces and common entrances for upstairs residential units
- The centrally placed open space is enlarged by 40%, becoming more of a focal point from the main entry and connects all the way out to 125th and to the South with bio-swale greenways and raised crosswalks for safe pedestrian access into and through the site.
- Outdoor spaces large and small throughout the site are programmed for activities such as neighbor socialization, children's play area, dog run, play lawn and greenway walks. Fitness and bicycle repair with a patio and green space connect to the neighborhood at the Northeast corner of the site.
- Multiple unit types and massing react to the site surroundings as this project transitions from the commercial to the West to single family in the East.
- Variation in uses along 125th in particular presents opportunity for unique massing elements and accents for each building while maintaining a harmonious architectural language.



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EDG2 OPTION COMPARISON

RECOMMENDATIONS: Massing and Layout Configuration



HEIGHT AND DENSITY DIAGRAM

Updated proposal includes a variety of building massings placed in response to site context and localized massing as relevant to use and location



LIVE/WORK AND INTERIOR AMENITY DIAGRAM

Updated proposal includes the maximum 20% allowable live/work along N 125th closer to Aurora Ave and centered around work/live plaza. Interior amenity spaces and adjacent exterior open space anchor key points of connection.

EDG 1 REPORT

The Board discussed the three massing alternatives, which differ in the amount of non-residential (commercial space and live-work units) on the development site. Option 1 has the largest non-residential program with a mixed-use structure, characterized by a different height and bulk when compared to the townhouses and live-work units, located at the corner of Stone Avenue North and N. 125th Street. In general, the Board was supportive of the massing of the townhouse structures as the residential scale was more appropriate to the surrounding neighborhood context but was concerned with the layout of the structures on the development site. (CS2-D-1. Existing Development and Zoning)

The Board was concerned with lack of diversity in the massing geometry if a departure was granted to maximize residential uses along the street frontages of both Stone Avenue North and N. 125th Street. The Board recommended including non-residential structures that front N. 125th Street and located at the northwest corner of the development site. The Board also indicated future support for a departure request to create smaller scale commercial spaces. (DC2-A-1. Site Characteristics and Uses)

The Board supported the grouping of the residential townhouse units into structures that were more appropriate in height, bulk, and scale when compared to the neighboring context. The Board also supported the staggering of these units in each of these structures to break up the façades. (CS2-C-3. Full Block Sites, DC2-C-1. Visual Depth and Interest, DC2-D-1. Human Scale)

The Board was concerned with the layout and entries of the townhouse structures located along the southern portion of the development site. The Board recommended reconfiguring these units to improve the primary entry conditions for these units. The Board requested additional information illustrating this design is shown at the next meeting. (PL2-D. Wayfinding, PL3-A-1. Design Objectives)

DESIGN PROGRESSION

In response to the boards feedback regarding massing and layout the team has focused on the design progression of option A2 from EDG1.

Live/work uses now occur along the first floor N 125th street frontage of stacked flat buildings. The hub of activity for these uses is moved closer to Aurora Avenue around a new live/work plaza. Each building along N 125th varies in form and transparency based on the micro conditions of its location. These variations may include reacting to location adjacent to the plaza, the mix of live/work and residential uses in the building, the terraces necessary to respond the grade of N 125th, or the presence of community amenity space. The overall proposal also contains several townhome formats along with the live-work / stacked flat buildings for more variety in scale, form and arrangement.

This scheme keeps the massing in smaller 3-4 story buildings. Massing is weighted towards the western edge of the site nearest Aurora Avenue and to the north closest to N 125th. This allows for the scale of development to respectfully step down as it heads towards the single family uses to the East and South on Stone Avenue. The proposed massing appropriately reinforces the N 125th street edge while providing opportunities for pedestrian flow into the site and nodes for potential pedestrian and bicycle activity to activate the street.

All units will have prominent entry points designed to be attractive and hardscaped or landscaped commensurate with their audience. Work/live space will have large terraced entrances to provide the opportunity for blending indoors and out. Stacked flats will have broader approaches with opportunity for catching up with a neighbor. Townhomes will have a row home entry or garden stoop depending on the density of their location. Towards the south and eastern portions of the property entries will be developed as garden stoops. The number of entries facing south has been reduced and an image provided on page 21 to clarify the programming intent of this space with private outdoor space and garden style landscaping which will benefit from access to southern light.

RECOMMENDATIONS: Pedestrian and Vehicular Access



EDG 1 REPORT

The Board supported the use of pedestrian pathways to allow for pedestrian traffic to permeate the development site from the public right of way and to break up the massing of the proposal. The Board recommended a prominent pedestrian pathway connecting to N. 125th Street be used to organize the layout of the site and separate use types. The Board also suggested commercial activity could be primarily located west of this pathway and have it serve as a gateway into the community. (PL1-B-1. Pedestrian Infrastructure, PL1-B-3. Pedestrian Amenities)

The Board was concerned with the potential conflict between pedestrian activity and vehicles accessing the site. The Board recommended developing a design that minimizes the impact of the drive aisles throughout the site. The Board also recommended incorporating traffic calming elements such as raised crosswalks or including woonerfs to promote pedestrian safety. (DC1-B-1. Access Location and Design, DC1-C-3. Multiple Uses)

DESIGN PROGRESSION

In response to the boards feedback regarding pedestrian and vehicular access the team has focused on the design progression of option A2 from EDG1, but with the goal of providing the access from option A3 and improving upon that further.

Multiple pedestrian access points from N 125th have been provided. Included is a more commercial hardscaped access via the live/work plaza located on the Western portion of the site facing N 125th and a more subdued pedestrian greenway access that widens out as it approaches the enlarged central open space and provides the opportunity to fan in all directions.

Vehicular access has been simplified primarily to a straightforward loop and vehicular only drive aisles have been limited to provide additional open space with pedestrian connections supported by several woonerf locations. Pedestrian access along the greenway and all the way to the southern end of the site is provided with additional safety from raised crossings and site lighting.



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EDG RECOMMENDATIONS

RECOMMENDATIONS: Landscape, Open Space, Safety, Security



PROPOSED RAISED ENHANCED PAVER CROSSWALK AND SITE LIGHTING

EDG 1 REPORT

The Board supported the design of the landscaping as shown, highlighting the treatment of the Stone Avenue North Street frontage and central open space areas. The Board recommended exploring how the layout of the structures on site can be designed to maximize the size and usability of the open space areas on the development site. (PL1-A-1. Enhancing Open Space, PL1-C-1. Selecting Activity Areas)

The Board was concerned with the relationship between the central residential units and proposed open space.

The board recommended exploring a different orientation of these units that would create more appropriate primary entries. The Board also recommended the open space is programmed to minimize conflict with the nearby units. (PL3-A-3. Individual Entries, DC3-B-1. Meeting User)

Echoing public comment, the Board was concerned with the overall safety of the public open space areas on the development site. The Board suggested the applicant utilize fencing or a gate to secure some areas of the site while keeping the others open. (PL2-B. Safety and Security)



PROPOSED GARDEN STOOP TOWNHOME ENTRY VARIATION WITH PRIVATE OPEN

DESIGN PROGRESSION

In response to the boards feedback regarding landscape and open space the team has focused on the design progression of option A2 from EDG1, but with the goal or providing the open space from option A3 and improving upon that further.

The central open space has been expanded to provide room for active endeavors and additional space for landscape buffer between the units facing the open space while still maintaining their sought after opportunity to look out onto the open space. It is anticipated that this relationship and ease of pedestrian access will make these very desirable locations. Primary entries will be located on multiple facades for variety throughout the development including in particular a side arrangement on end units to activate more elevations.

Smaller open spaces are also available throughout the site including a dog run to the West, a patio extension from the fitness and bicycle repair amenity space at the Northeast Corner and the newly proposed live/work plaza further west along N 125th. Each of these connect to off site access via sidewalks, bicycle routes or the western stair for convenient access up to Aurora Avenue.

Lines of sight and lighting will be key components in the finer landscape detailing of the sight with a focus to provide a safe well lit environment conducive to pedestrian activity both during the day and the evening. The intent is to reinforce security through eyes in all directions and promotion of foot traffic with well designed pedestrian access points.



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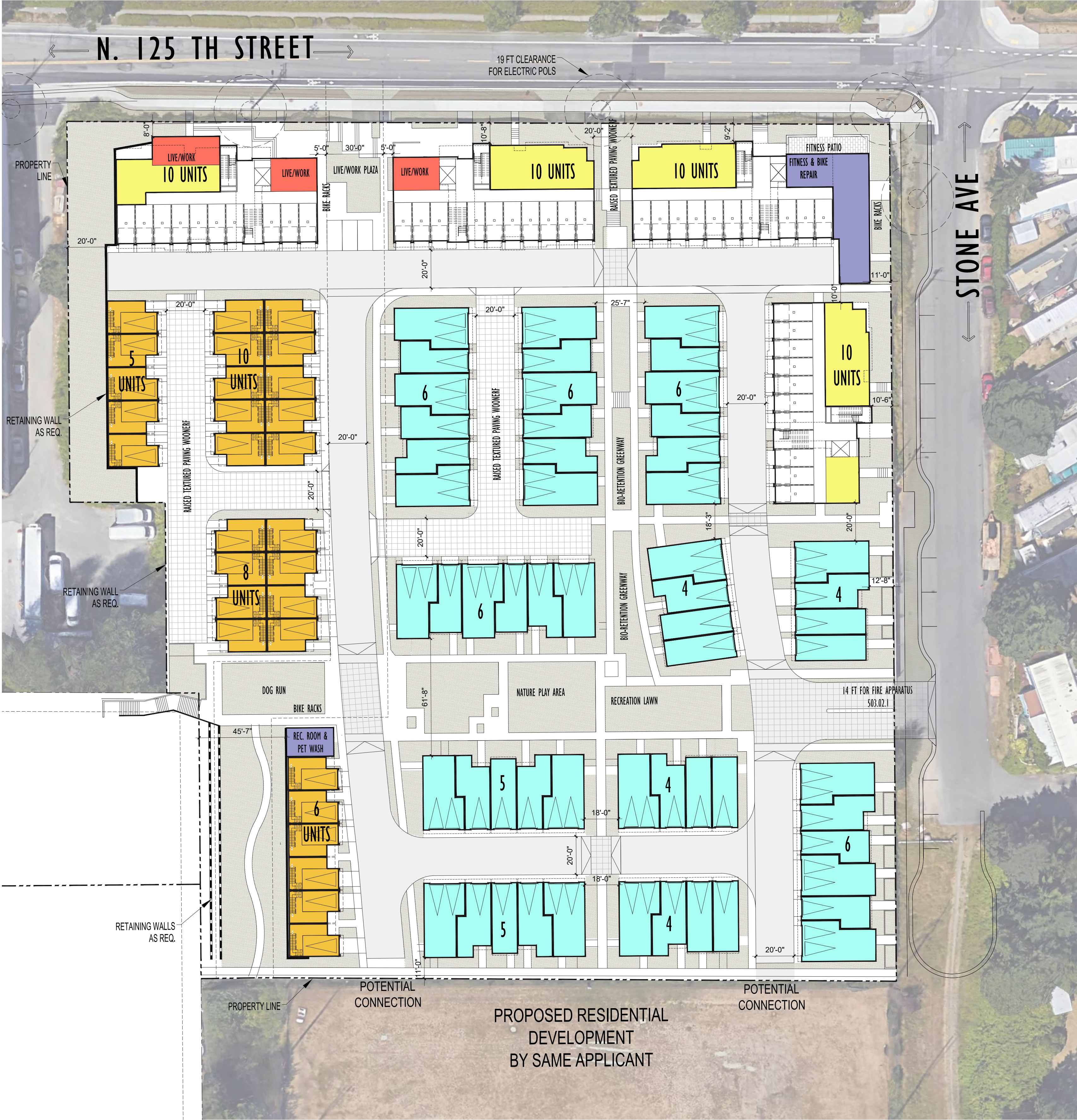


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EARLY DESIGN GUIDANCE 2
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EDG RECOMMENDATIONS

PREFERRED OPTION UPDATED A2
LIVE/WORK UNITS @ 125th



LINCOLN SITE			BUILDING TYPES						125 UNITS							
Satched Flats			Flats						Fee-Simple Housing Units							
	Unit Size	#	L/W -2A	L/W-3A	Flat 2A	Flat 2B	Flat 3A	Flat 3B								
4 Stories	10 Plex	4	1,470 SF	1,820 SF	1,215 SF	1,340 SF	1,390 SF	1,630 SF	40 UNITS	32%	Plan 1 1,390 SF	Plan2 1,600 SF	Plan3 1,200 SF	Plan4 1,250 SF	Plan5 1,400 SF	Plan6 1,750 SF
	14 Plex	0	1 UNITS	2 UNITS	3 UNITS	12 UNITS	10 UNITS	12 UNITS								
Fee Simple Housing Units																
Type A - 3 Stories	Unit Size															
	4 Plex	4														
	5 Plex	2														
Type B - 3 Stories	6 Plex	5														
	3 Plex	0														
	5 Plex	0														
Type C - 4 Stories	5 plex	1														
	6 plex	1														
	8 plex	1														
	10 plex	1														

In Option A2, first floor street-facing facades along 125th Street become live/work units to offer some balance of residential and ground floor commercial spaces on this neighborhood street. There is currently not a market for retail uses in this area, but the live/work units would be designed to accommodate commercial uses and access. In the event that demand increases as the neighborhood evolves, the spaces would be available to small businesses or neighborhood retail. This approach will require a departure to provide more than 20% of the street frontage as residential.

Providing the opportunity for smaller more neighborhood commercial uses along the N 125th Street frontage limits the number of vehicle trips and lessens the need for a new curb cut at N. 125th Street. This option continues to maintain N. 125th Street as a through-transit route serving the broader neighborhood as preferred by SDOT.

Live/work units will be design to provide the applicable 13' floor to floor height and maintain the minimum 15' work space depth along 125th and facing the front portion of the new live/work plaza space which connects pedestrians and visually ties into the site.

Enhanced central open space is tied to smaller spaces and the neighborhood through strong pedestrian connections via the north/south pedestrian greenway and new live/work plaza. Paved space dedicated solely to vehicles has been brought to a minimum through expanded open space and inclusion of several woonerfs within smaller niches of the site. Community amenities are also located in the form of a rec. room to the west end of the site overlooking the central open space, and at the north east corner of the site a fitness and bicycle repair space provide indoor and outdoor opportunities and locate close to neighborhood access to running and bicycle trails.

PARKING PROVIDED		
Unit Type	Stalls per unit	Total
L/W - 2A	1	1
L/W-3A	1	2
Flat 2A	1	3
Flat 2B	1	12
Flat 3A	1	10
Flat 3B	1	12
Plan 1	1	29
Plan2	1	0
Plan3	1	10
Plan4	1	10
Plan5	1	13
Plan6	2	46
Total garage stalls		148
Ongrade stalls (Guest)		3
On Stone Ave (Guest)		10
Total Stalls Provided		161
Avg. Stalls per unit		1.3



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SITE PLAN

23



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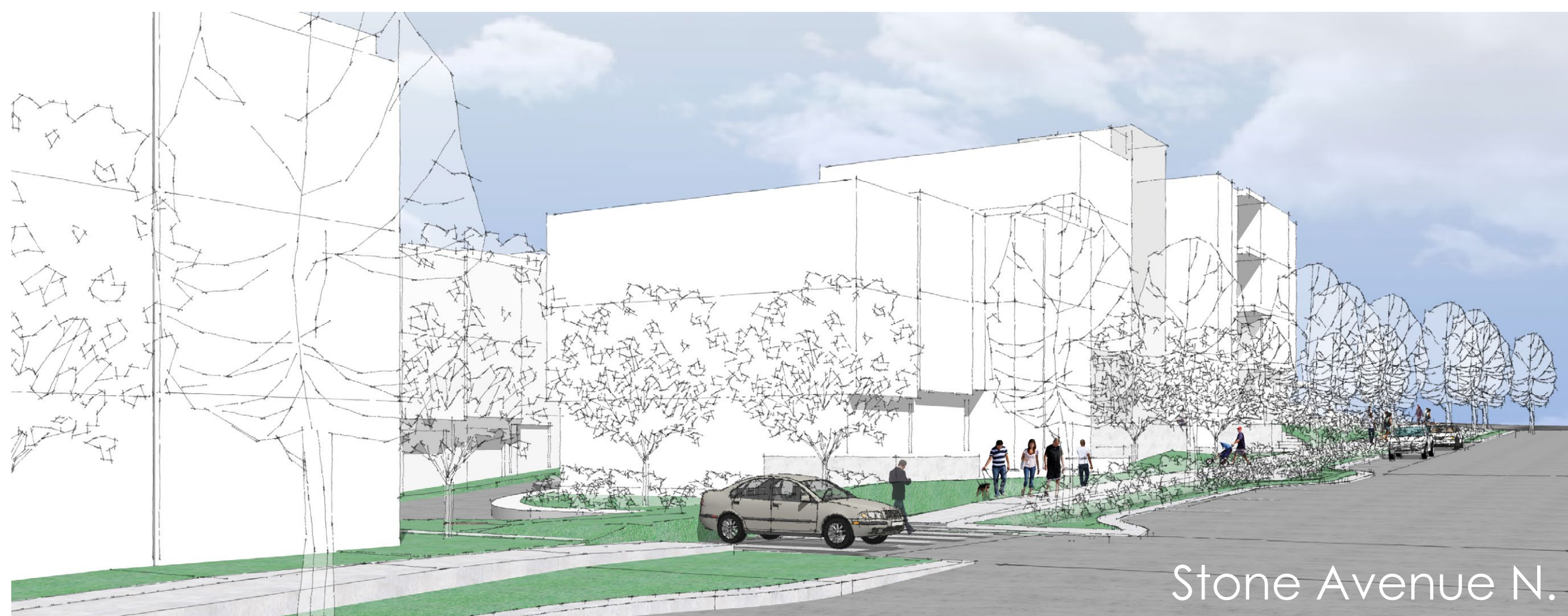
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SITE MASSING

24



Main Entry @ Stone Ave



Stone Avenue N.



Community Open Space



Pedestrian Link through Plaza



Live/Work Plaza

SUB ALTERNATE: 125th AND STONE CORNER



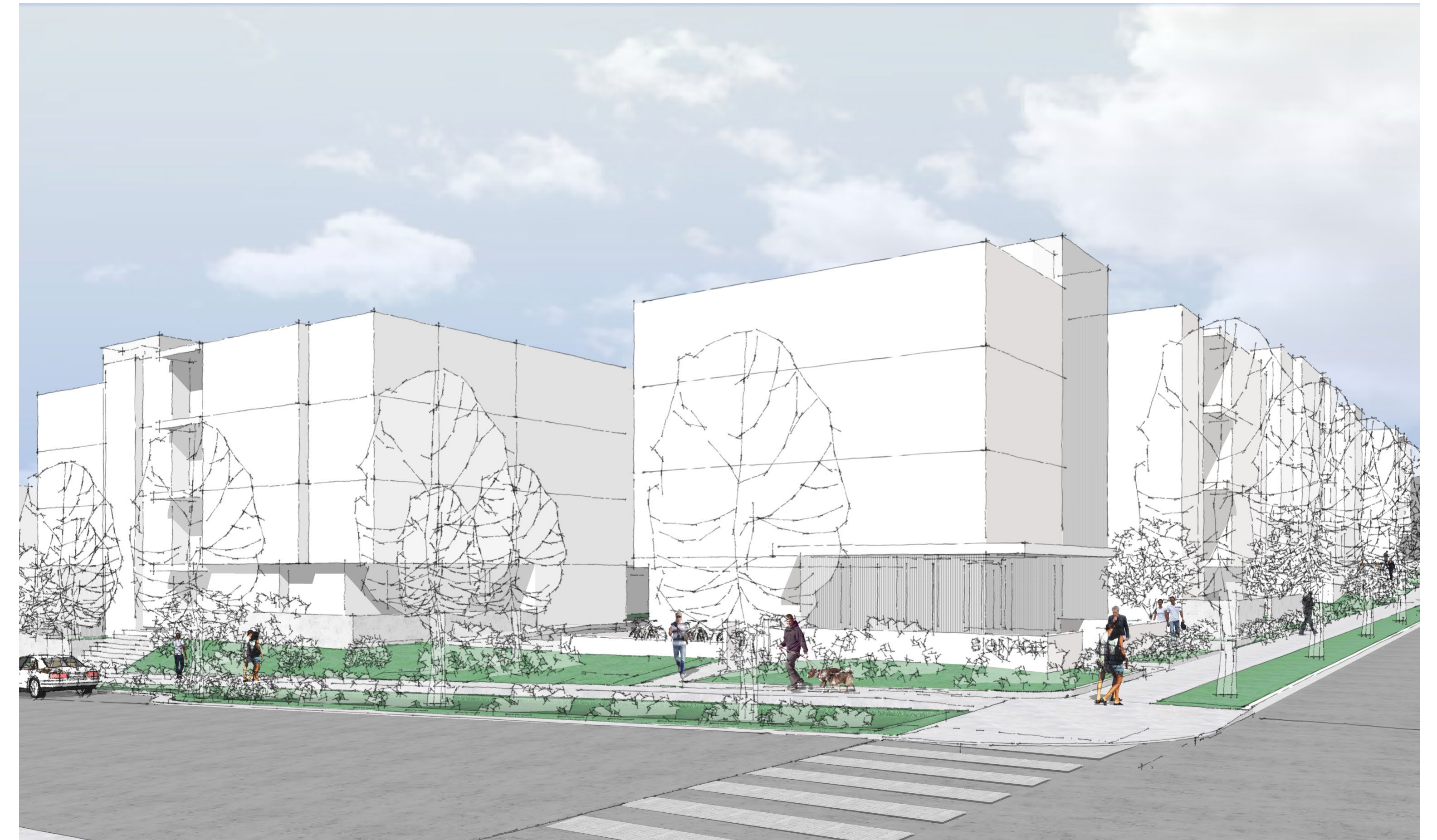
SUB ALTERNATE 125TH & STONE: EXPANDED CORNER INTERIOR AMENITY



Corner view

As a sub-alternate to the site plan the above massing proposes to extend the one story corner amenity at 125th and Stone further East into the corner and South along Stone Avenue.

This scenario adds to the potential interior amenity space, lines the Eastern edge of the corner building with more active space and closes down views into the development between the two corner buildings.



SUB ALTERNATE 125TH & STONE: CORNER AMENITY w/ EXPANDED PATIO AND GREEN SPACE



Corner view

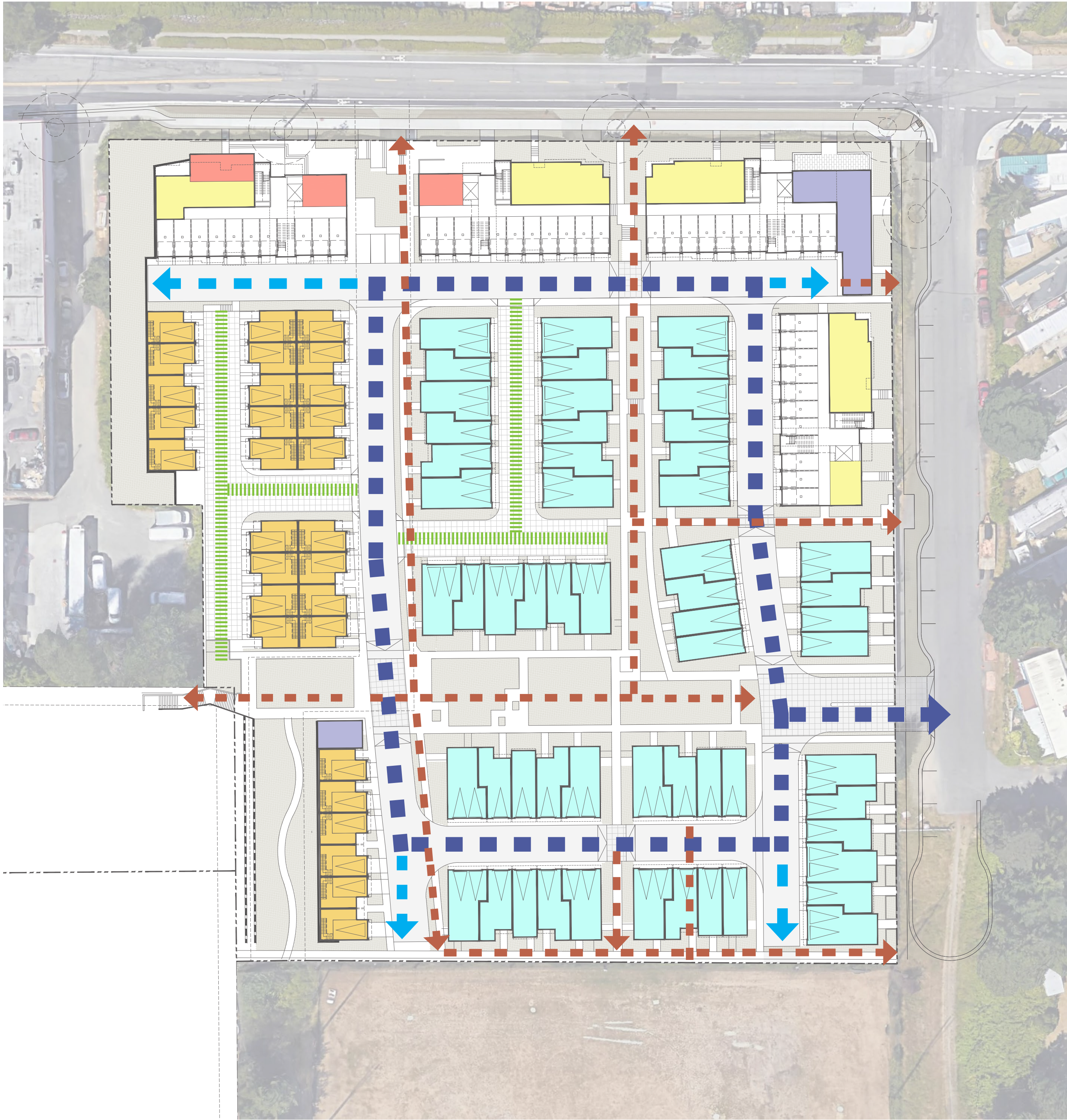
As a sub-alternate to the site plan the above massing proposes to keep interior amenity space at the corner to within the building footprint and dedicate the remainder of the corner to open space.

A bicycle repair center and fitness room make up the interior amenities at this corner. Those uses are extended into the enlarged programmed corner open space with bike racks and a patio. The patio is envisioned as a flexible space that could be used for bike maintenance, stretching or taking a break after a long work out or ride.

SITE MOVEMENT ANALYSIS

LEGEND:

- MAJOR VEHICULAR MOVEMENT
- NEIGHBORHOOD VEHICULAR MOVEMENT
- WOONERF LIVING STREET WITH SLOW AUTO MOVEMENT
- PEDESTRIAN MOVEMENT
- NODE / OPEN SPACE
- LIVE/WORK UNITS
- RESIDENTIAL FLATS
- RESIDENTIAL FEE-SIMPLE UNITS
- RESIDENTIAL AMENITY



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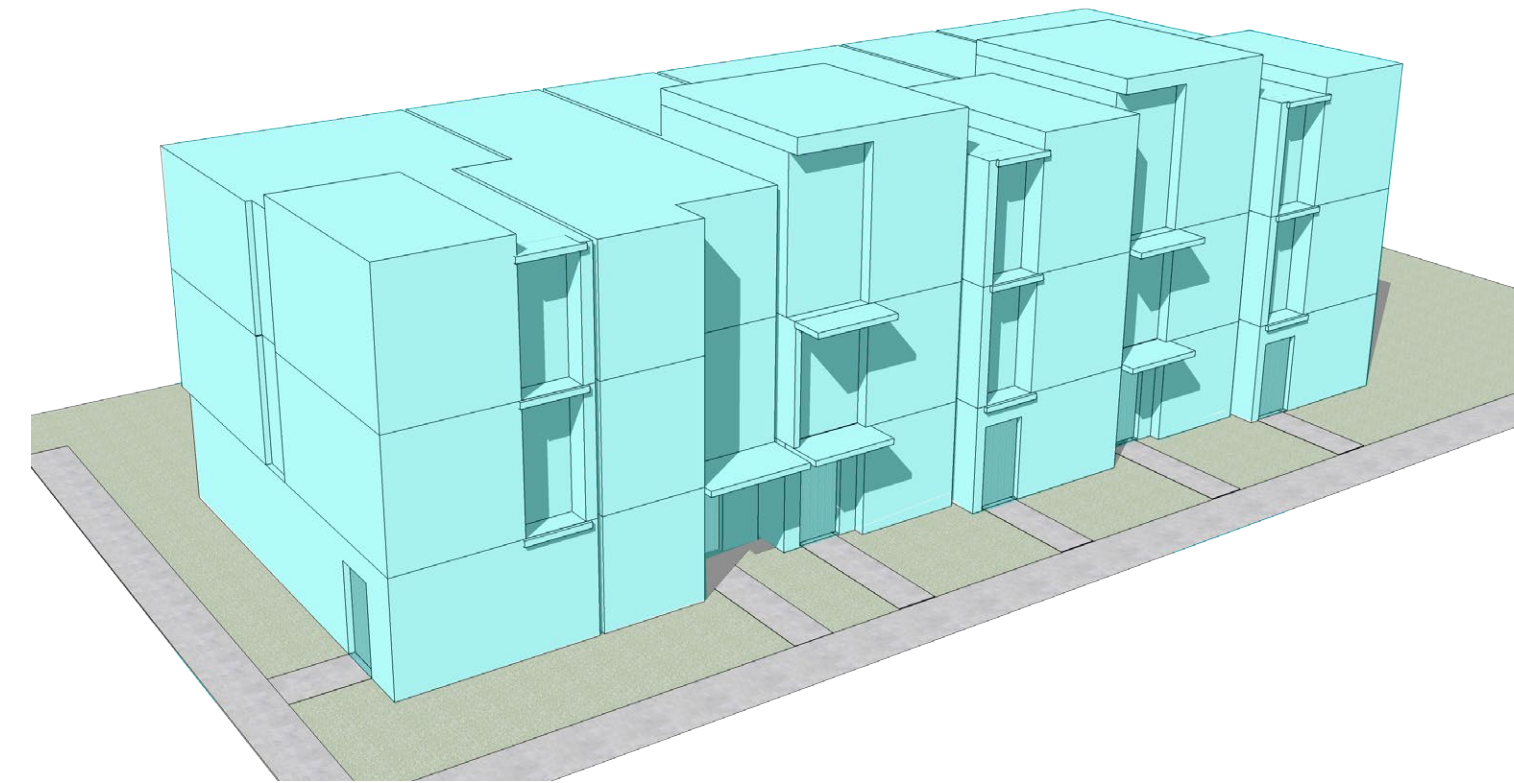


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SITE MOVEMENT ANALYSIS

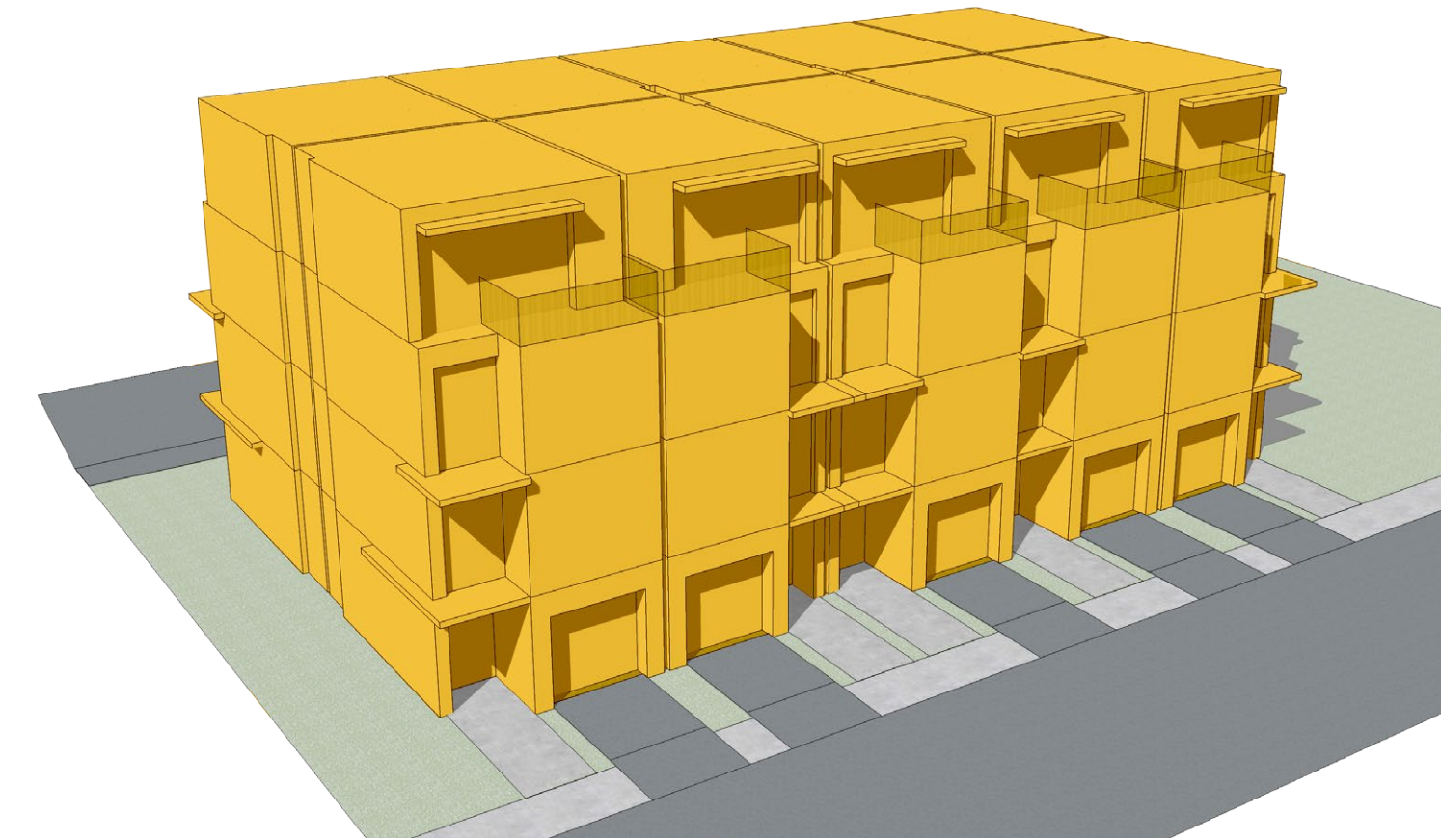
TYPE A



**FEE-SIMPLE UNITS
TYPE A - 6 PLEX**

3 STORY BUILDING
6 RESIDENTIAL UNITS

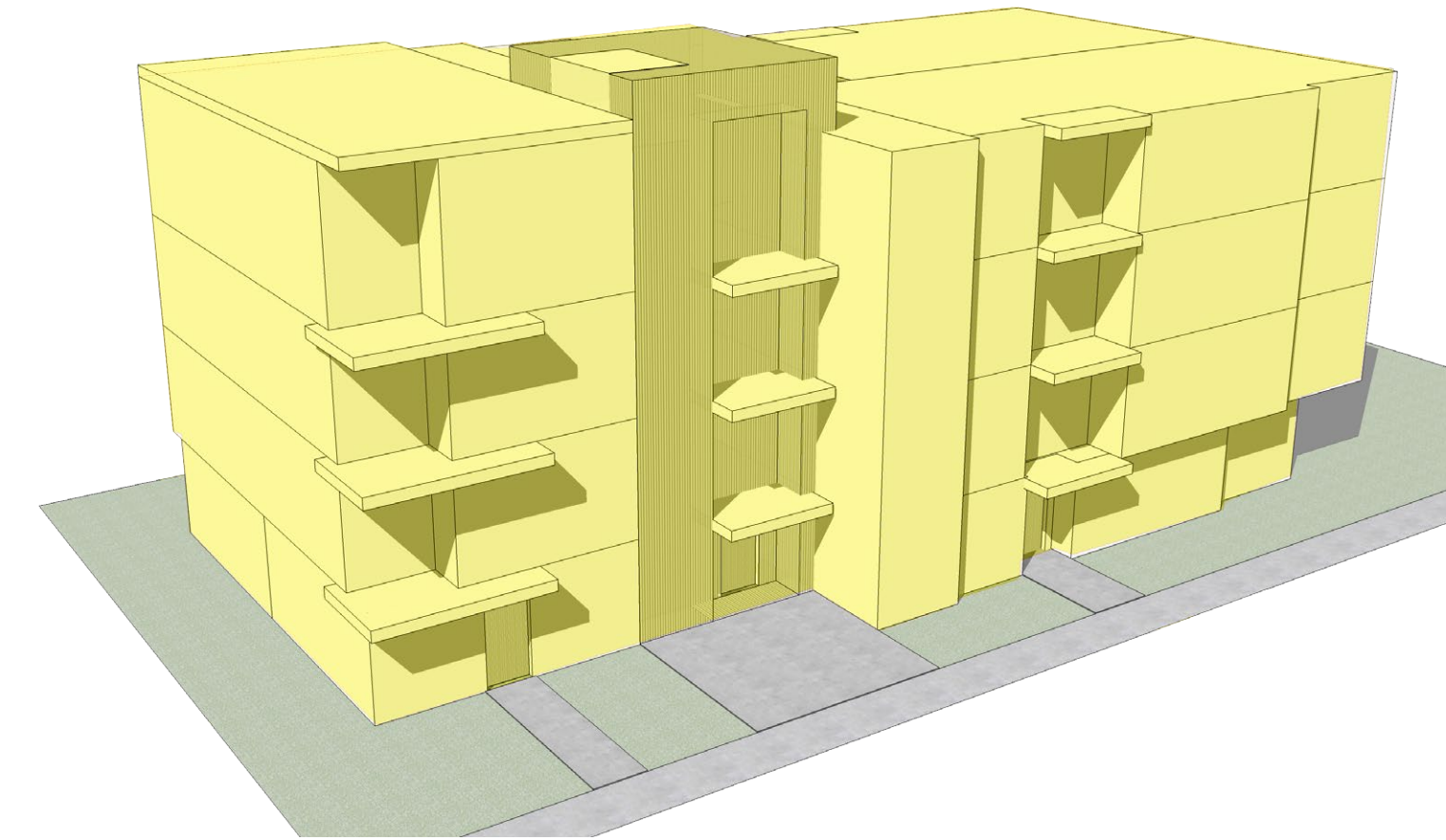
TYPE C



**FEE-SIMPLE UNITS
TYPE C - 10 PLEX**

4 STORY BUILDING
10 RESIDENTIAL UNITS

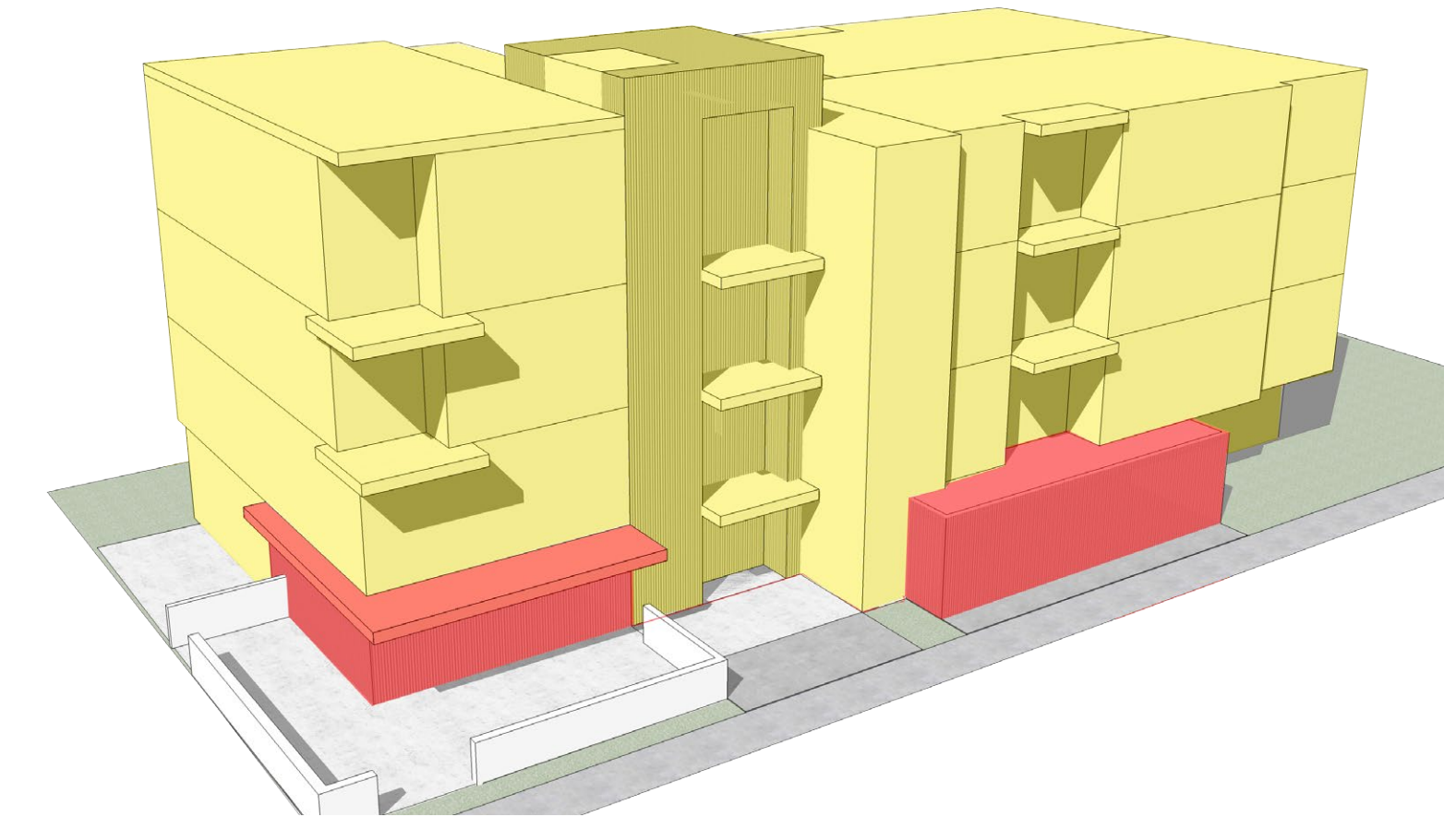
FLATS



**STACKED FLATS
RESIDENTIAL - 10 PLEX**

4 STORY BUILDING
10 RESIDENTIAL FLATS

FLATS L/W



**STACKED FLATS
LIVE / WORK - 10 PLEX**

4 STORY BUILDING
8 RESIDENTIAL FLATS
2 LIVE WORK UNITS

SAMPLE OF STACKED FLATS WITH LIVE WORK. ALL BUILDINGS TO HAVE LIVE WORK OR AMENITY SPACE AT THE CORNER.

TYPE A

FLATS

TYPE C

FLATS L/W



SHADOW STUDY



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SHADOW STUDY



6 DOG PARK



7 TOWNHOUSE ENTRIES



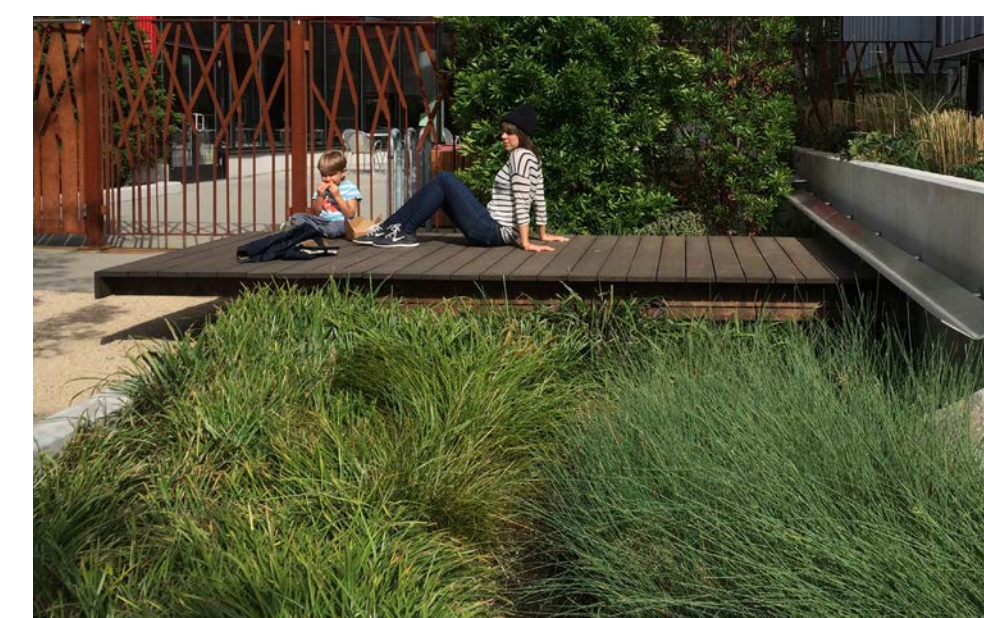
1 PLAZA AREAS AND SIDEWALK



2 BIORETENTION SWALE



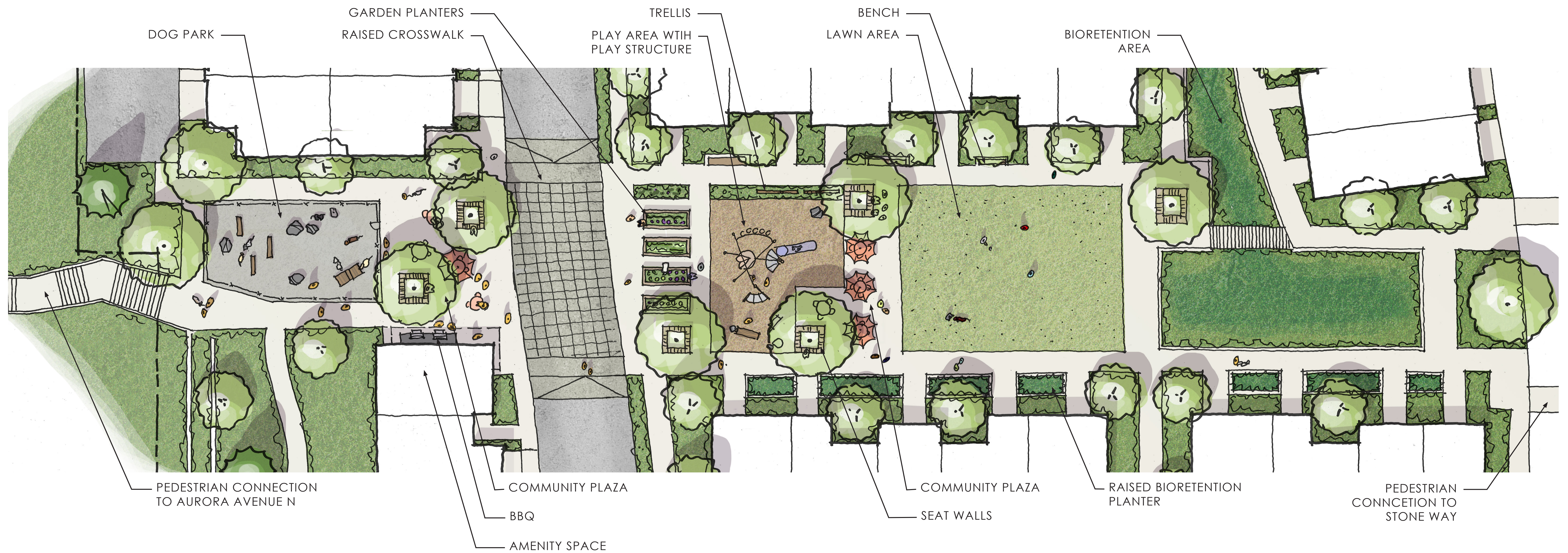
3 BIORETENTION PLANTER

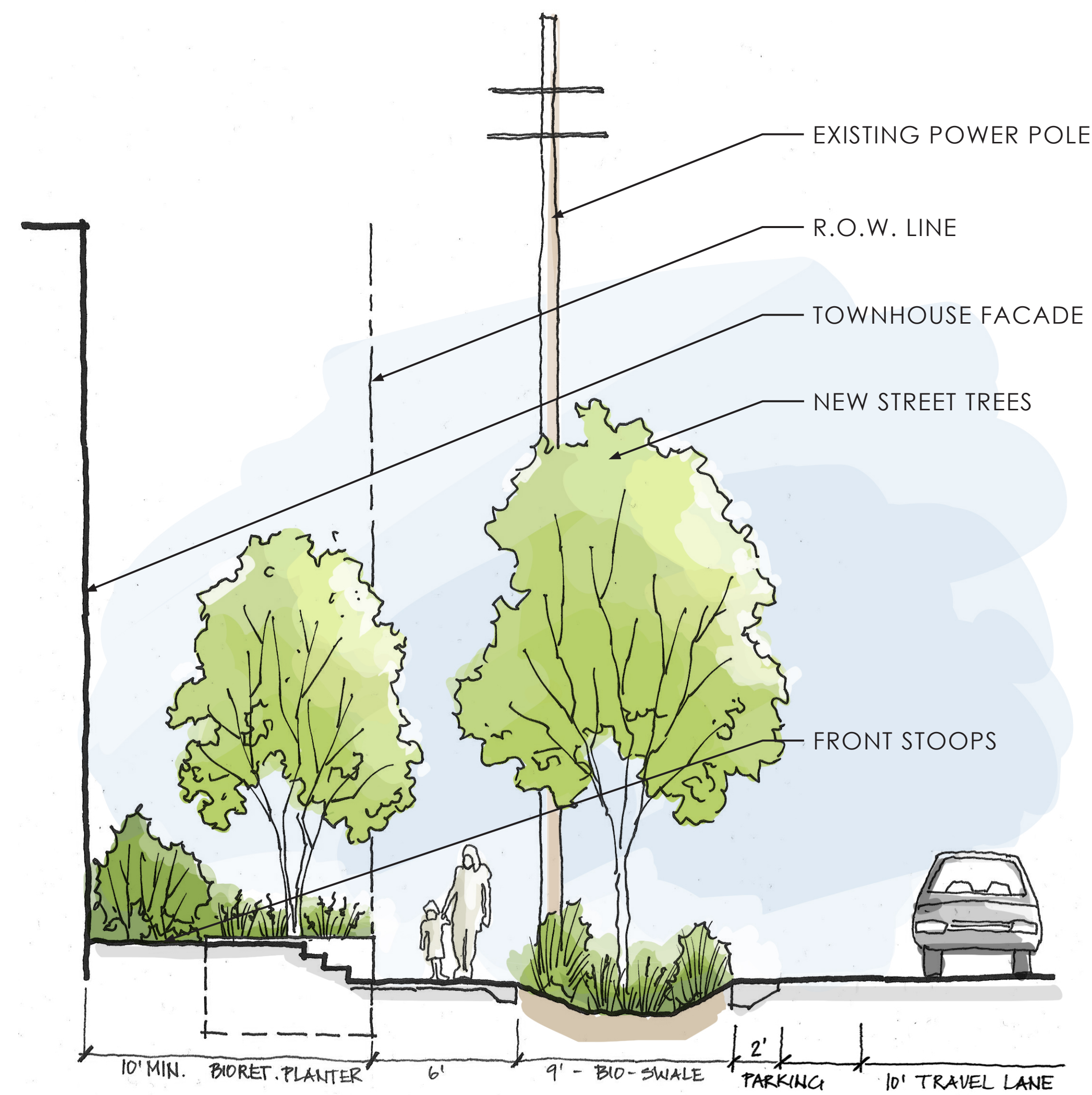


4 BIORETENTION PLANTER IN COURTYARD

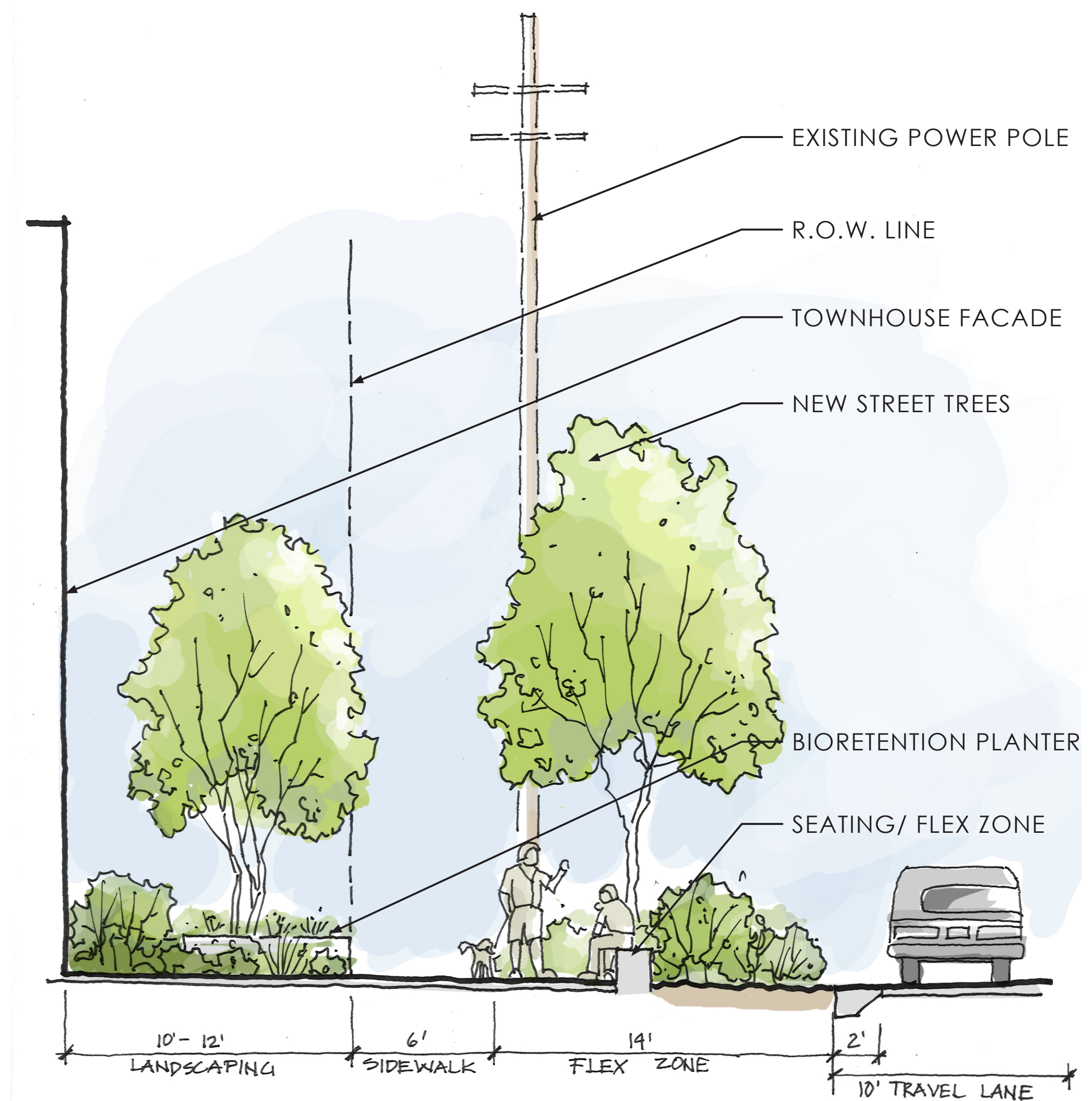


5 NATURE PLAY AREA

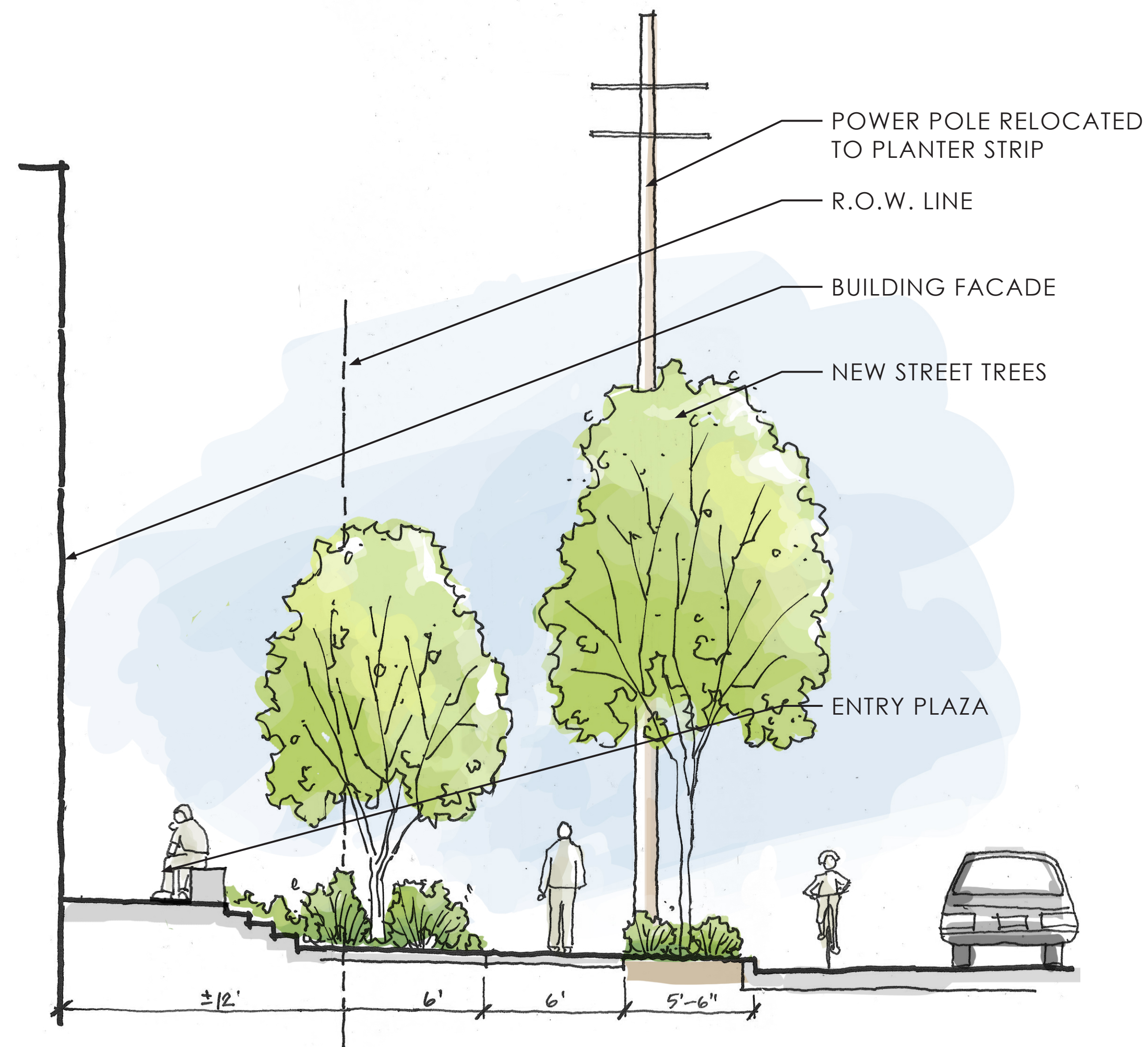




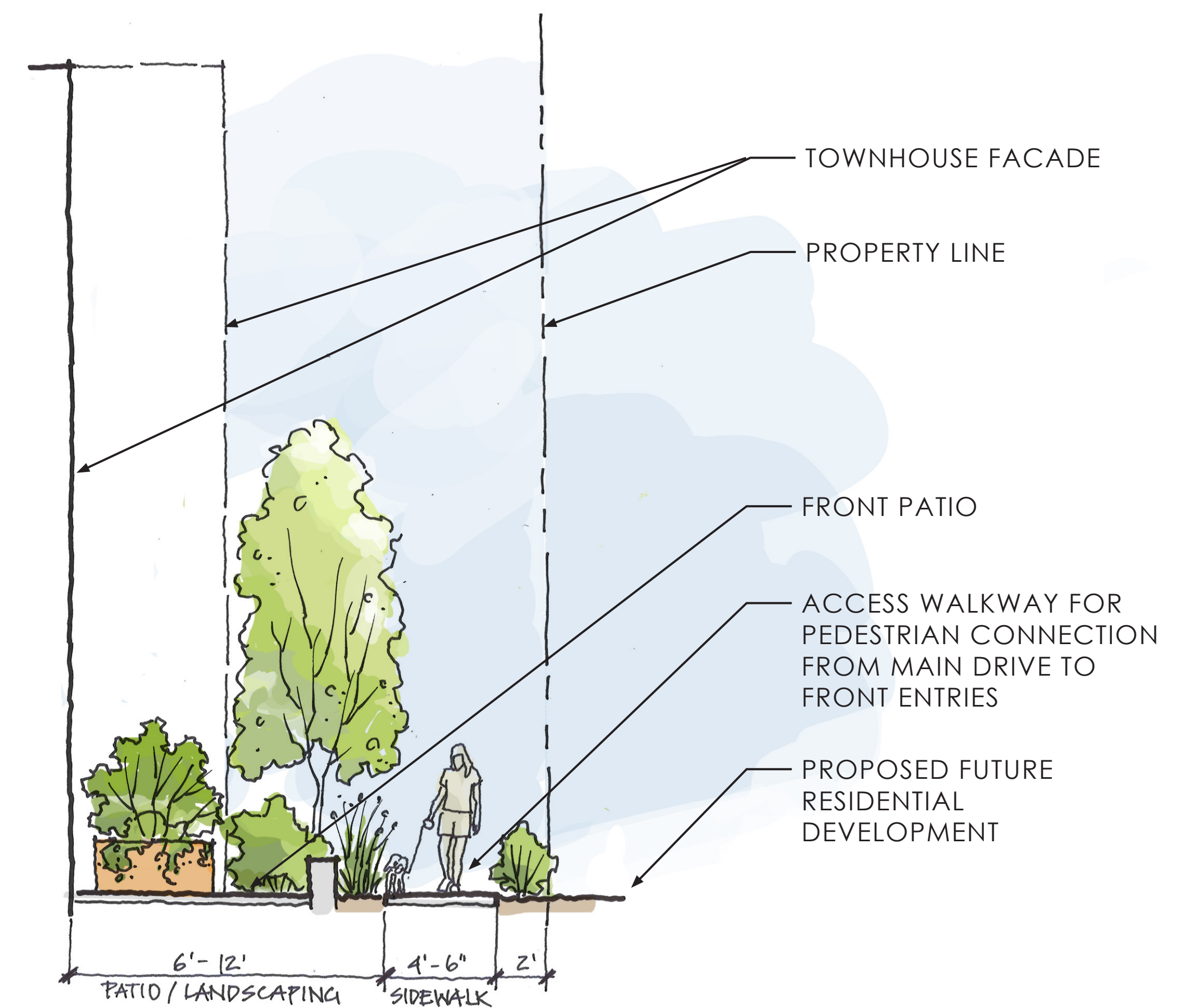
STONE WAY ELEVATION



STONE WAY FLEX ZONE ELEVATION



NORTH 125TH STREET ELEVATION



SOUTH WALK ELEVATION



ACER FREEMANII
'JEFFERSRED'



NYSSA SYLVATICA
BLACK TUPELO



ACER CIRGINATUM
VINE MAPLE



STEWARTIA PSEUDOCAMELLIA
JAPANESE STEWARTIA



PSEUDOTSUGA MENZIESII
DOUGLAS FIR



THUJA PLICATA
WESTERN RED CEDAR



CERCIDIPHYLLUM JAPONICUM
KATSURA



VACCINIUM OVATUM
EVERGREEN HUCKLEBERRY



MAHONIA NERVOSA
LOW OREGON MAHONIA



GAULTHERIA SHALLON
SALAL



TRIBES SANGUINEUM
FLOWERING CURRANT



RHODODENDRON YAKU.
RHODODENDRON



CORNUS S. 'ARCTIC FIRE'
ARCTIC FIRE REDTWIG



CORNUS STOL. 'KELSEY'
KELSEY DOGWOOD



ARCTOSTAPHYLOS UVA-URSI
KINNIKINNICK



MAHONIA REPENS
CREEPING MAHONIA



POLYSTICHUM MUNITUM
SWORD FERN



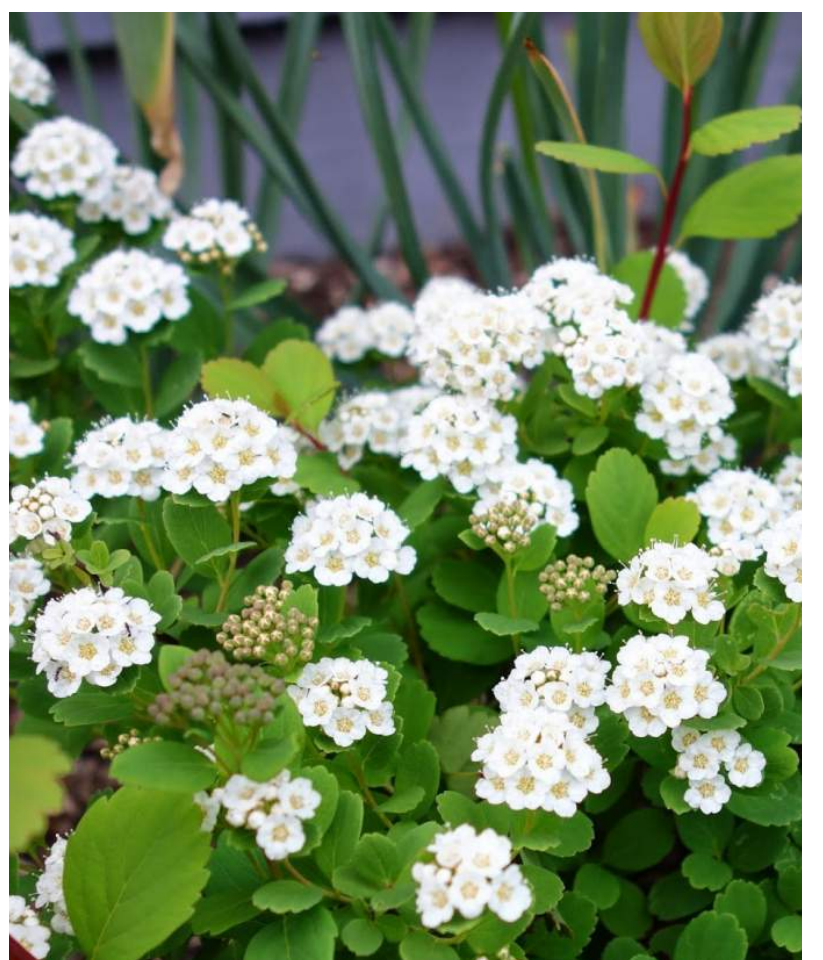
FRAGARIA CHILOENSIS
BEACH STRAWBERRY



ANEMONE HYBRIDA
JAPANESE ANEMONE



LIRIOPE MUSCARI
LILYTURF



SPIRAEA BETULIF. LUCIDA
SHINY LEAF SPIREA

ANTICIPATED DEPARTURES

Code Requirement
SMC 23.47A.005 &
23.47A.004.G.3

Within the C-1 zone, residential and Live/Work uses are generally permitted outright. However, residential uses are limited to 20 percent of the street-level street-facing façade in C1 zones within the Bitter Lake Village Hub Urban Village. Live/Work units are also restricted to no more than 20 percent of the street-level façade in the Bitter Lake Village Hub Urban Village.

Provided

This project seeks a departure from the requirement to provide no more than 20% residential units along the Stone Ave and N 125th Street street-facing frontages. The project proposes provision of non-residential uses on the site through 20% live/work frontage along N 125th closest to Aurora Avenue.

Purpose

Commercial uses are not currently viable at this site, and there is no indication they will be viable in the near future. The City Council and the Bitter Lake and Haller Lake communities have recently been engaged in intensive planning efforts in this area, concentrated around the reconstructed Linden Ave N., North of N. 130th Street. In 2016, these efforts culminated in the City Council's adoption of new rezones and regulations in the Bitter Lake Village Hub Urban Village intended to create a walkable, dense, mixed-use neighborhood center along the reconstructed Linden Ave N., North of N 130th Street. Notably, the area that is the focus of these efforts, and the new development standards, is located north away from the project site. The community, and the City Council, recognized during the planning process that it is not appropriate to extend these standards south to the subject site area, where current land use patterns and redevelopment options would not render them viable (see Map depicting special development standards in SMC 23.47A.009).

Aurora Avenue N. is zoned and appropriate for large commercial uses. This site, which is located east of Aurora adjacent to a mobile home park and several auto repair shops, is not conducive to large scale commercial development. N.125th Street and Stone Ave N. do not receive the desired traffic counts sufficient to make larger commercial spaces along these frontages feasible. The market demand analysis further suggests that additional commercial within more residentially-focused streets would also not be in demand nor sustainable at this time. Thus the focus of this project is to develop high-quality residential with a live/work component to the maximum 20% allowable.

The live/work component provides the flexibility in the future for small business owners or small pedestrian focused neighborhood commercial to provide further activation and services as needed. The proposal provides the best opportunity to bring much needed development to the site now and allow for the property to continue to evolve with the neighborhood in the future as more commercial uses and spaces are in demand. Since the limitation on live/work is not departable, and larger commercial development is not compatible with the surrounding neighborhood, the proposal requests a departure from the 20% maximum allowable residential for the remainder of the frontage.

The requested departure for more than 20% residential frontage is essential for a project in this location to be viable now and respectful of its siting within the neighborhood, while still providing an opportunity to act as a catalyst for additional mixed-use and commercial development in the Urban Village.

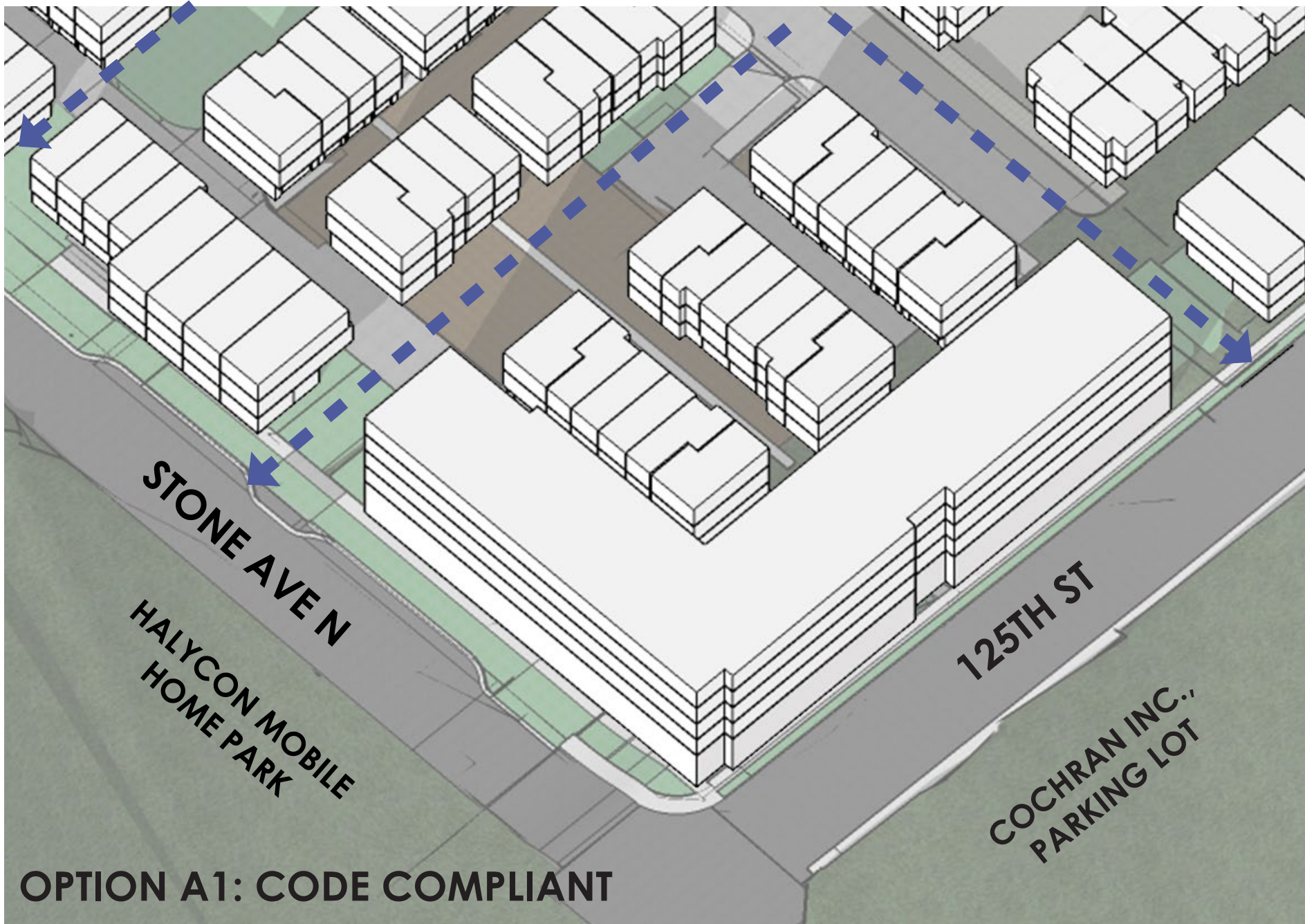
In addition to the fact that there is limited to no demand for retail at this location, the requested departure would allow the project to better meet the intent of the following Citywide Design Guidelines:

CS2.B.2 Connection to the Street – With respect to the proposed development's connection to the street, the live/work and residential buildings will be more in keeping with the existing residential neighborhood character already established along N 125th Street and Stone Ave N. near Haller Lake.

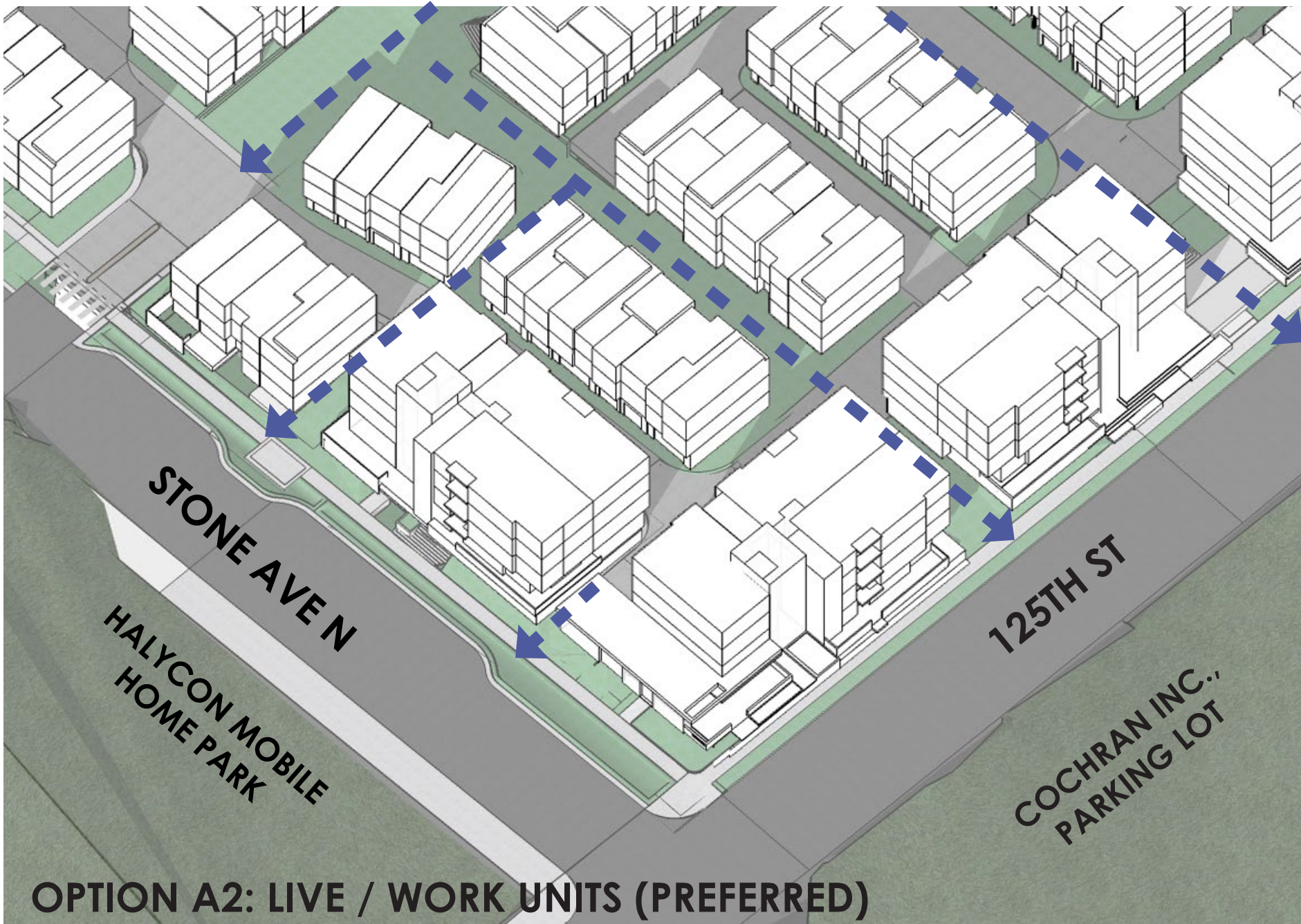
CS2.D.1 Existing Height Bulk & Scale – The live/work and residential massing is more in keeping with the height and bulk of the neighborhood and the scale of surrounding existing buildings. A larger mixed use building at the corner of Stone Ave. N. would not adequately transition down to the residential scale of the surroundings.

PL1.B.1 Pedestrian Infrastructure – Having the smaller footprint of the individual live/work and residential will create a more permeable site that allows for more points of pedestrian connectivity from internal project paths out to the public streets. A larger mixed-use building with additional parking would create a more vehicle-dominated use that would limit opportunities for openings and pedestrian connections.

PL2.B.1 Eyes on the Street – By providing continuous live/work and residential uses that are street-facing as proposed, the project increases "eyes on the street" along both public street frontages. Dead retail, or retail that is closed at night, would not accomplish the same level of safety for the community.



Option A1: CODE COMPLIANT



Option A2: LIVE / WORK UNITS (PREFERRED)



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ANTICIPATED DEPARTURES
BASED ON OPTION A2