

12301 STONE AVENUE NORTH

DESIGN REVIEW RECOMMENDATION (DRAFT) | SDCI PROJECT #3029876-LU | NW DRB
May 13th 2019 MEETING



Architect:
KTGY Group, Inc.
12555 W. Jefferson Boulevard
Suite 100
Los Angeles, CA 90066
Contact: Keith McCloskey



Applicant:
Quadrant Homes
15900 SE Eastgate Way
Suite 300
Bellevue, WA 98008
Contact: Barbara Yarrington

WEISMAN**DESIGN**GROUP

Landscape Architect:
Weisman Design Group Inc.
2329 E. Madison Street
Seattle, WA 98112
Contact: Nick Hagan

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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:

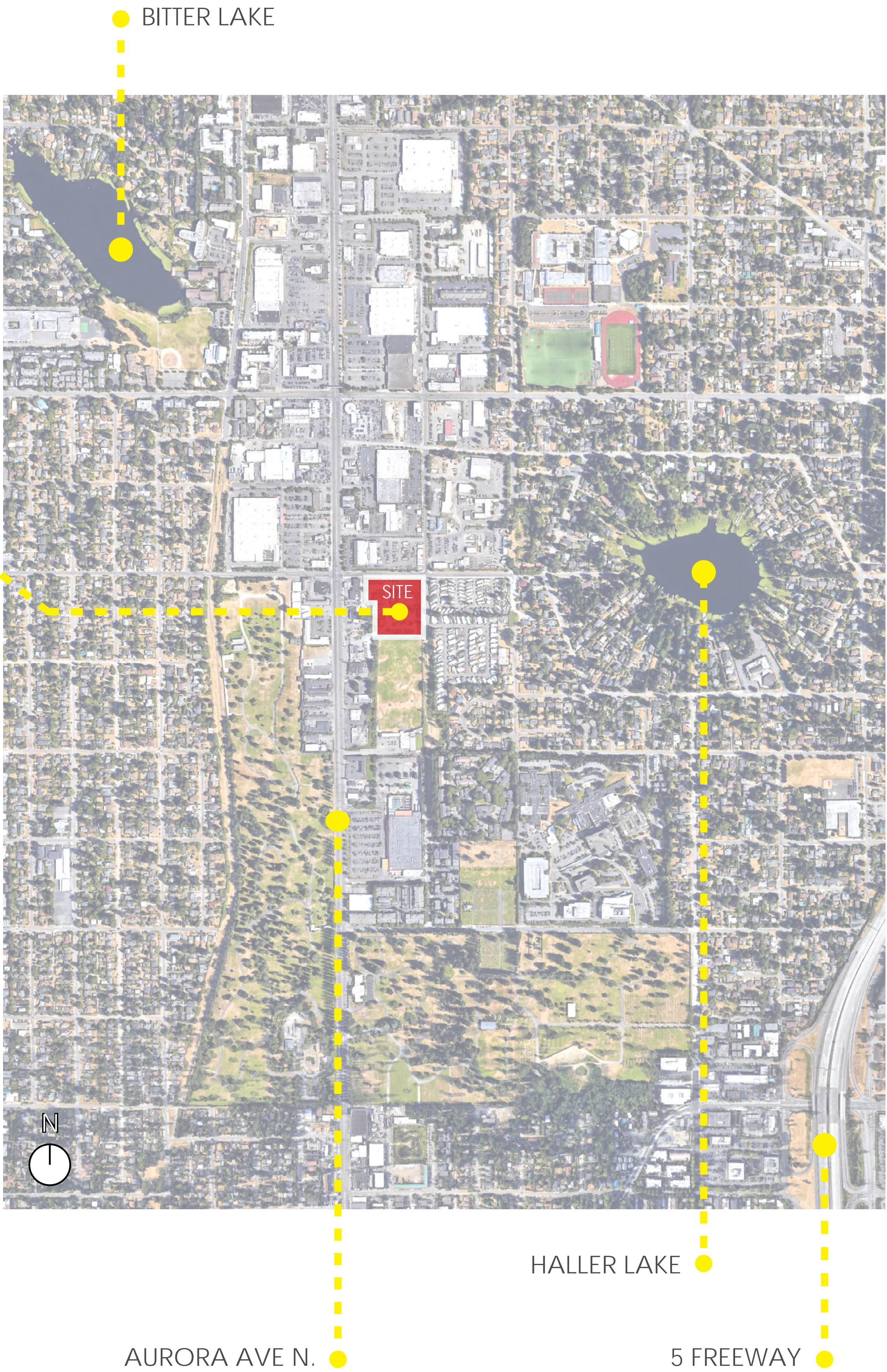
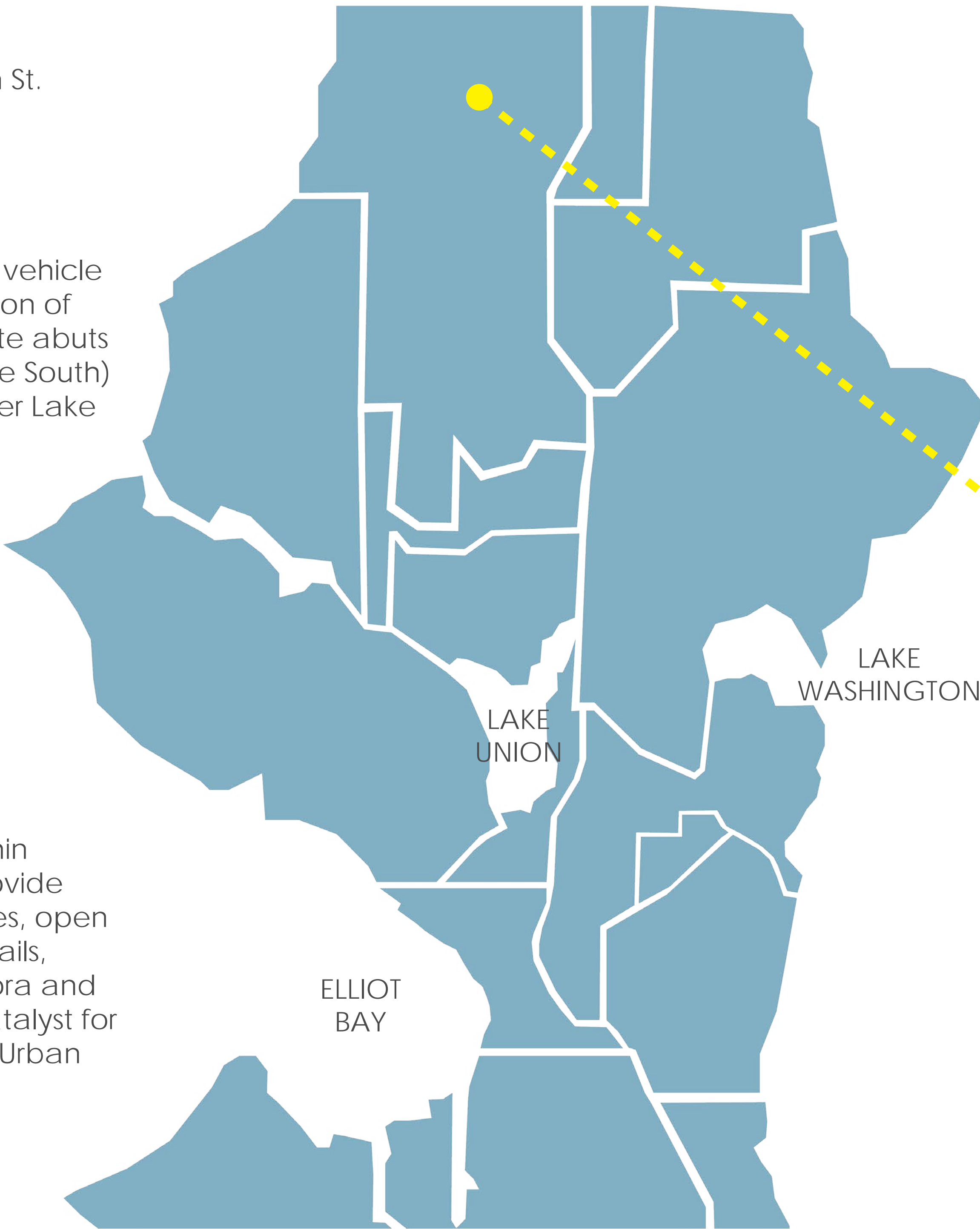
The subject site, known as “Lincoln Towing”, is a vehicle tow and storage site located near the intersection of Aurora Avenue N and North 125th Street. The site abuts the Puetz golf driving range and pro shop (to the South) and falls within the Broadview - Bitter Lake - Haller Lake Neighborhood Plan.

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. The proposed design will provide residents with commercial opportunity, amenities, open spaces, quick access to public transit, nearby trails, and 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 : 113
Number of Parking Stalls: 154 residential stalls in garages
+ 2 Surface parking spaces for guests.
Area of Residential Use : Approximately 180,041 sq ft
Area of Garage use : Approximately 39,760 sq ft
Total Area : Approximately 219,801 sq ft

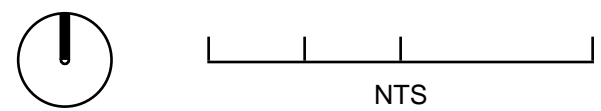


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DEVELOPMENT
OBJECTIVES

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

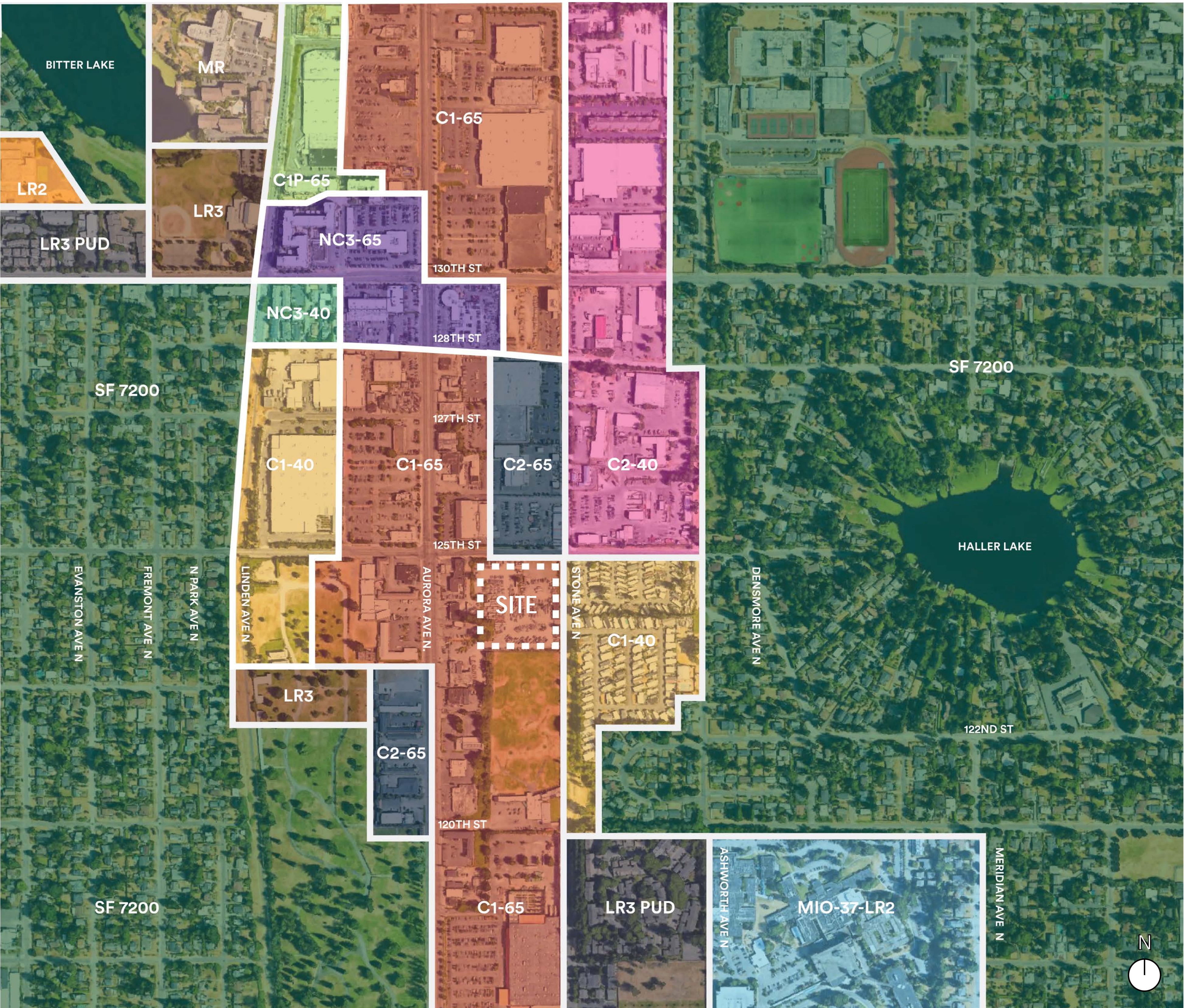
Comprehensive Plan Land Use: Hub Urban Village

Neighborhood Planning Area: Broadview - Bitter Lake - Haller Lake

Overlay: Bitter Lake Urban Village

LEGEND: CURRENT ZONING

	SITE	
	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

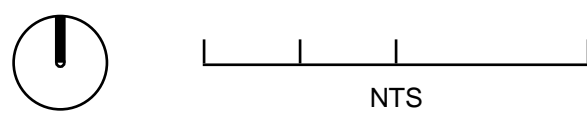


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ZONING MAP

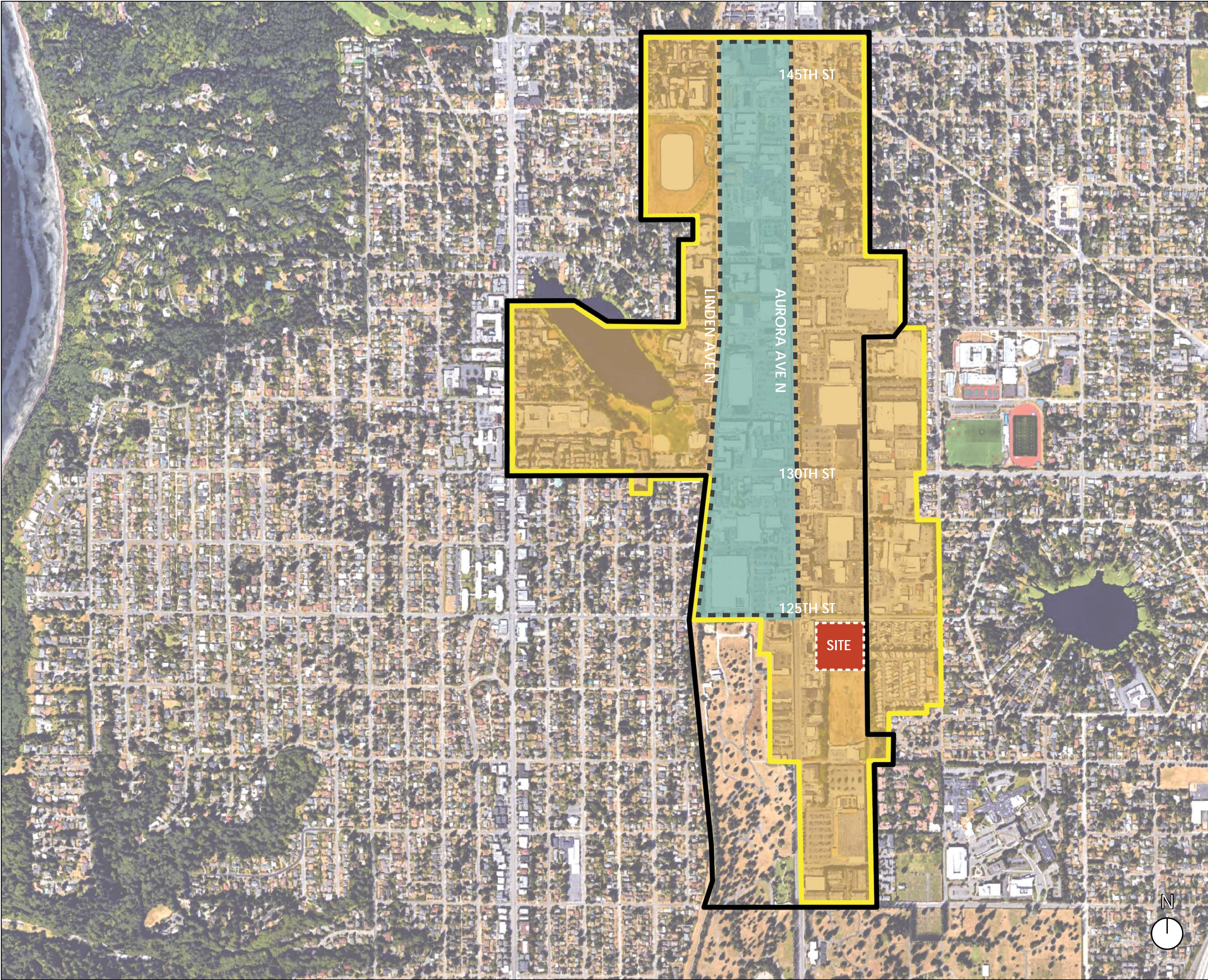
NEIGHBORHOOD

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
-  BITTER LAKE VILLAGE HUB URBAN VILLAGE
-  URBAN VILLAGE
-  AREAS SUBJECT TO THE SPECIAL DEVELOPMENT STANDARDS

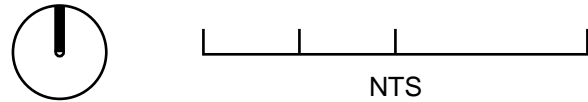


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NEIGHBORHOOD

VICINITY MAP & SITE ANALYSIS

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

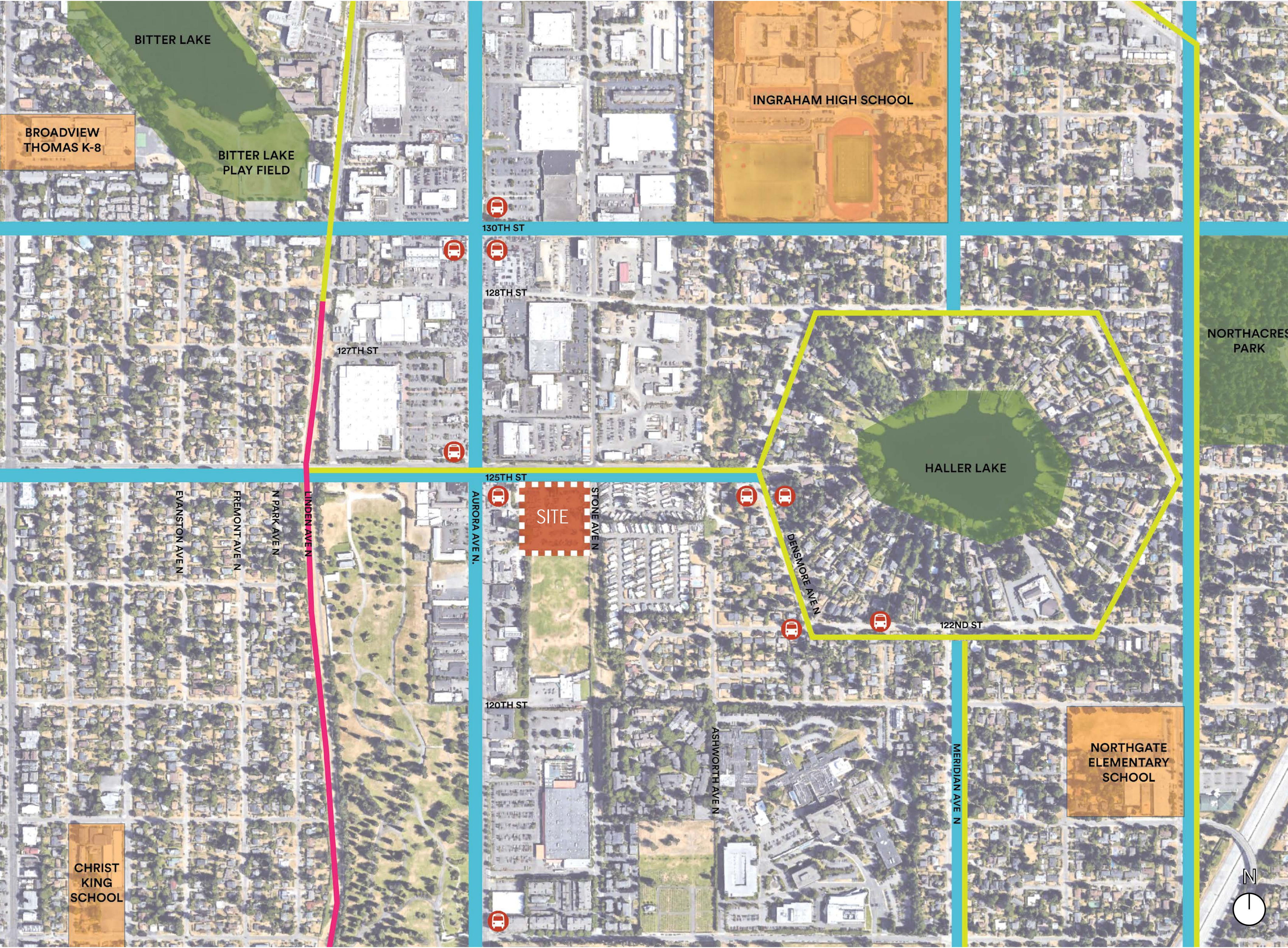
There are currently no bike lanes along Aurora Avenue N., however, on N. 125th Street there are dedicated bike lanes that can lead to either Bitter Lake, Haller Lake, or to the Multi-use Trail along Linden Ave. Bike lanes along Aurora Avenue N. have been proposed in the framework and may be added in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

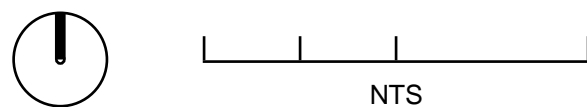


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VICINITY MAP

EXISTING USES IN SURROUNDING VICINITY



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.

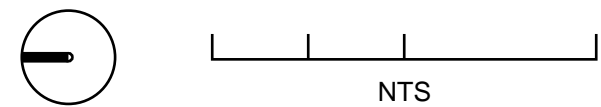


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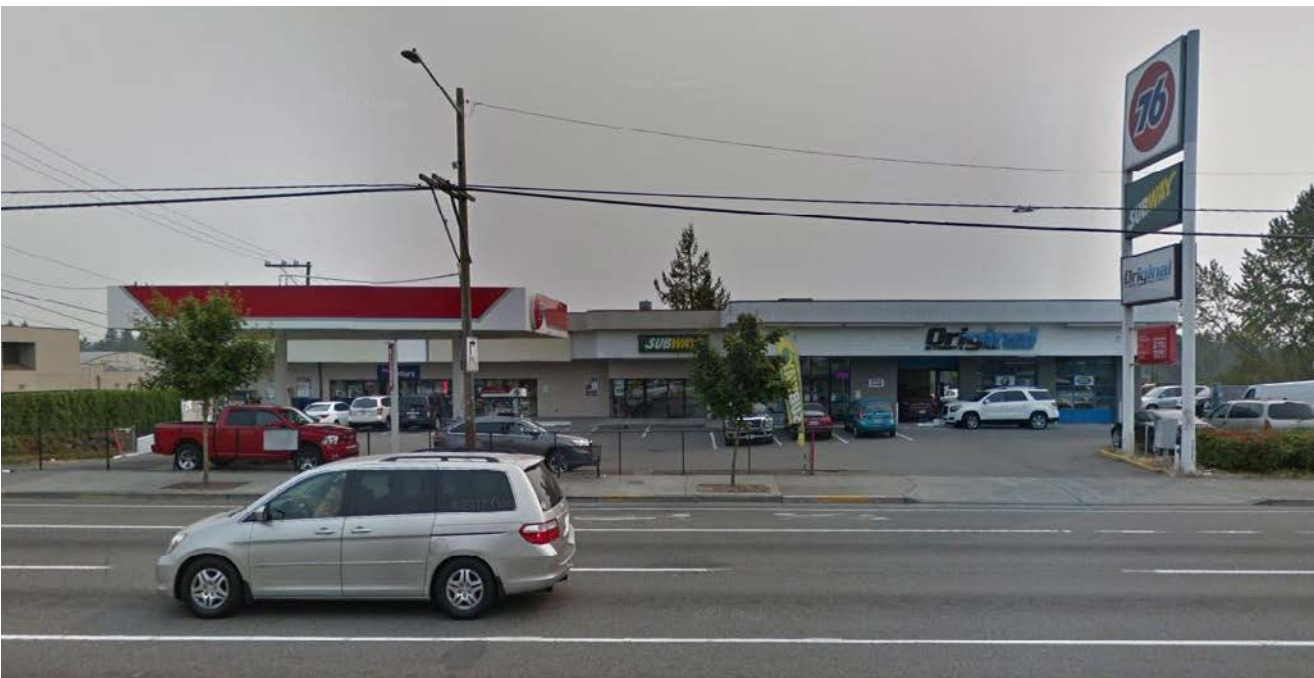
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EXISTING BUILDINGS

PROJECT SITE SURROUNDING PHOTOS



Ⓐ 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



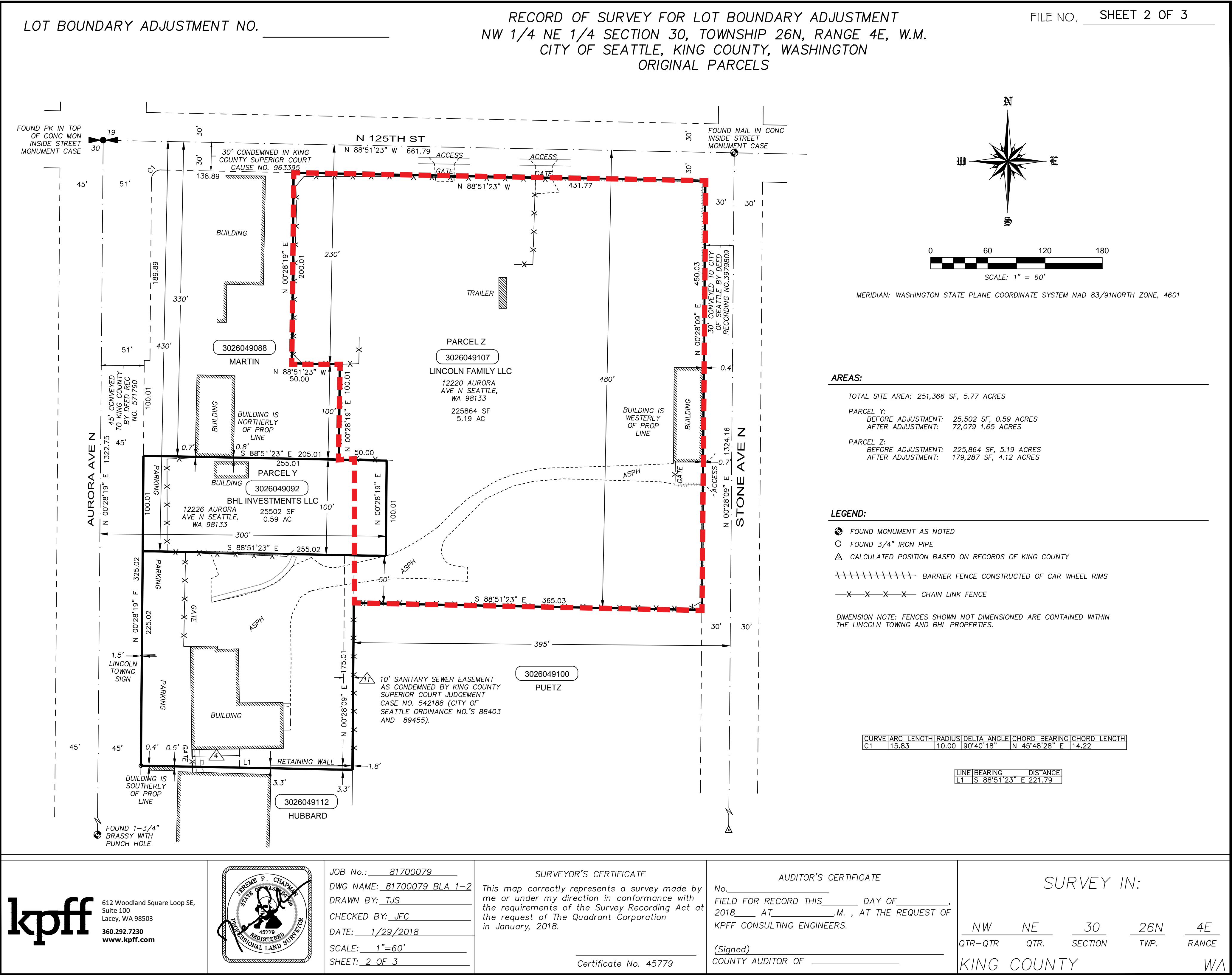
Ⓛ King County Household Waste

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

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

- Steep man made slope at the SW corner
- Perimeter fence constructed of welded steel rims
- Gradual slope down West to East along N 125th.
- Gradual slope down North to South along Stone Ave N
- Recent R.O.W. improvements including new sidewalks along 125th.
- Two curb cuts along 125th currently allow vehicular access from the North.

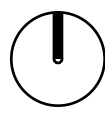


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SITE SURVEY

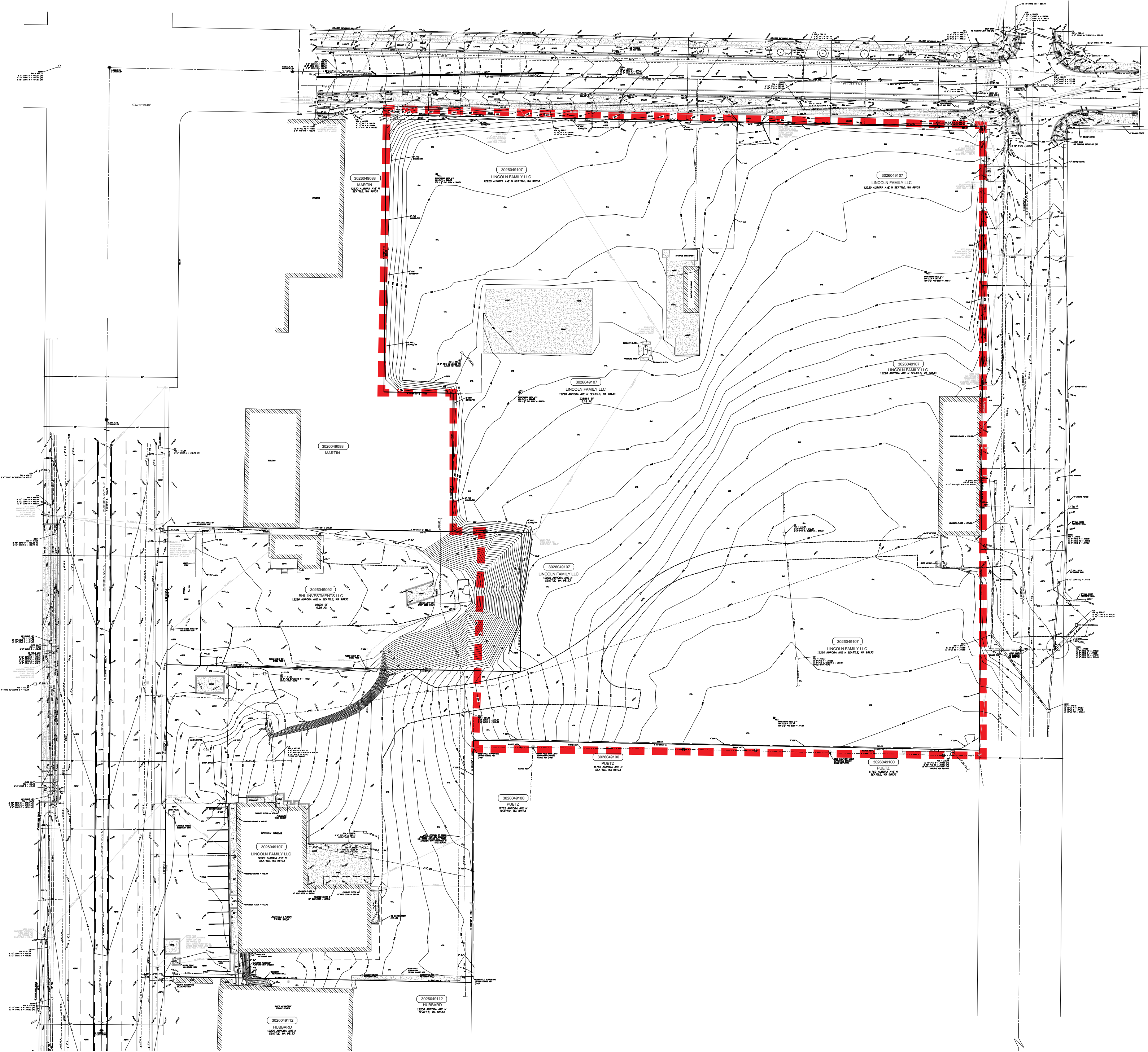
SITE TOPOGRAPHY

LEGEND

	FOUND MONUMENT		EASEMENT CENTER LINE
	FOUND IRON PIPE		VACATED
	TELEPHONE MANHOLE		PROPERTY LINE
	POWER METER		RIGHT OF WAY LINE
	POWER OUTLET		FENCE
	AIR CONDITIONING UNIT		STACKED/WELDED RIM FENCE
	ANCHOR		DRIVING RANGE NET
	POWER POLE WITH LIGHT		BUILDING OVERHANG
	LIGHT STANDARD		LANDSCAPE
	POWER POLE		EDGE PAVEMENT
	GUY POLE		GRAVEL
	COMMUNICATIONS MAINTENANCE HOLE		SANITARY SEWER
	TELEPHONE ENCLOSURE BOX		GAS LINE
	GAS METER		UNDERGROUND POWER
	GAS VALVE		UNDERGROUND TELECOMMUNICATION
	WATER MANHOLE		STORM LINE
	WATER VALVE		OVERHEAD UTILITY
	HYDRANT		WATER LINE
	WATER METER		CONCRETE HATCH
	MONITORING WELL		BUILDING HATCH
	CATCH BASIN		NO SLIP HATCH
	STORM DRAIN MANHOLE		
	SANITARY SEWER MANHOLE		
	SIDE SEWER-SANITARY		
	SEWER CLEANOUT		
	DECIDUOUS TREES >12" DIA. TRUNK		
	DECIDUOUS TREES <12" DIA. TRUNK		
	BOLLARD		
	POST		
	STEEL POLE		
	BIKE LANE SYMBOL		
	NON-ILLUMINATED SIGN		
	ILLUMINATED SIGN		
	STREET SIGN		
	SPOT ELEVATION		

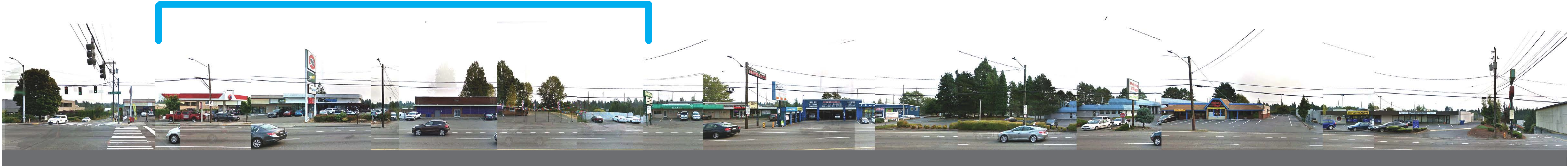
ABBREVIATIONS

GVL	GRAVEL
DWY	DRIVEWAY
WS	WATER SERVICE
GS	GAS SERVICE
ASPH	ASPHALT
CW	CONCRETE WALK
ED	ELECTRICAL DUCT
CONC	CONCRETE
CLF	CHAIN LINK FENCE
TCD	TELEPHONE CONDUIT
ELEC	ELECTRIC
SSS	SANITARY SIDE SEWER
ECD	ELECTRICAL CONDUIT
PS	PIPE SEWER COMBINED
LSCAPE	LANDSCAPE
TD	TELEPHONE DUCT
THH	TELEPHONE HANDHOLE
PSS	PIPE SANITARY SEWER
PS	PIPE SEWER COMBINED
PSD	PIPE STORM DRAIN
SD	SERVICE DRAIN
W	WATER
G	GAS



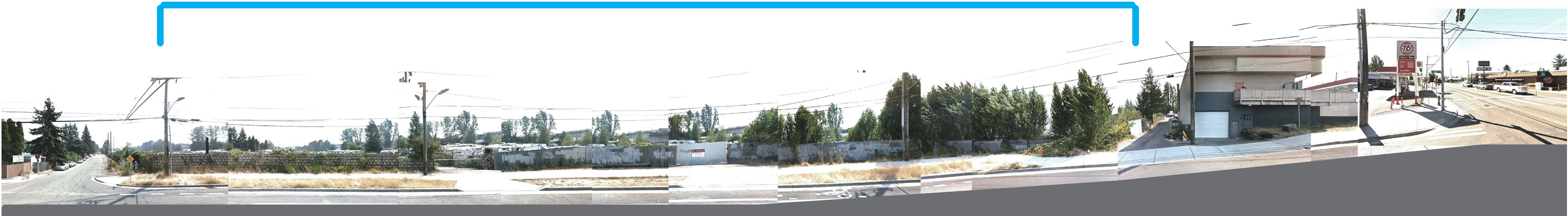
SITE CONTEXT STREET VIEWS

Proposed Project Site Behind



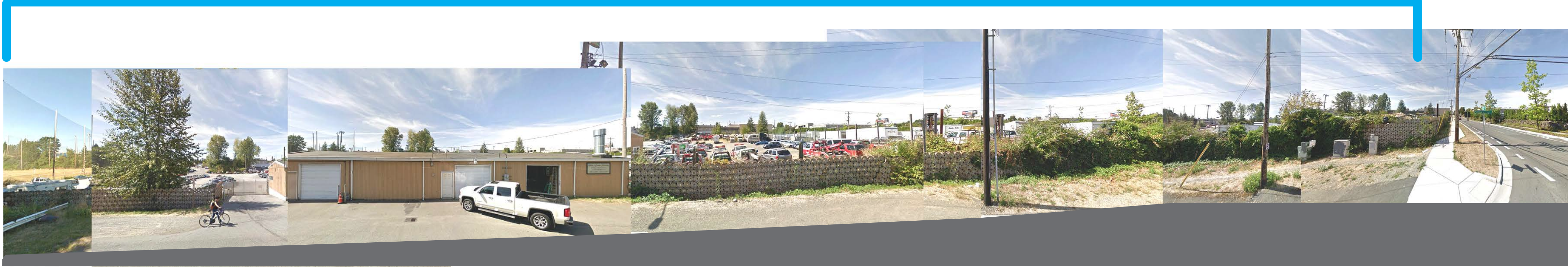
① East Side of Aurora Ave. N

Proposed Project Site

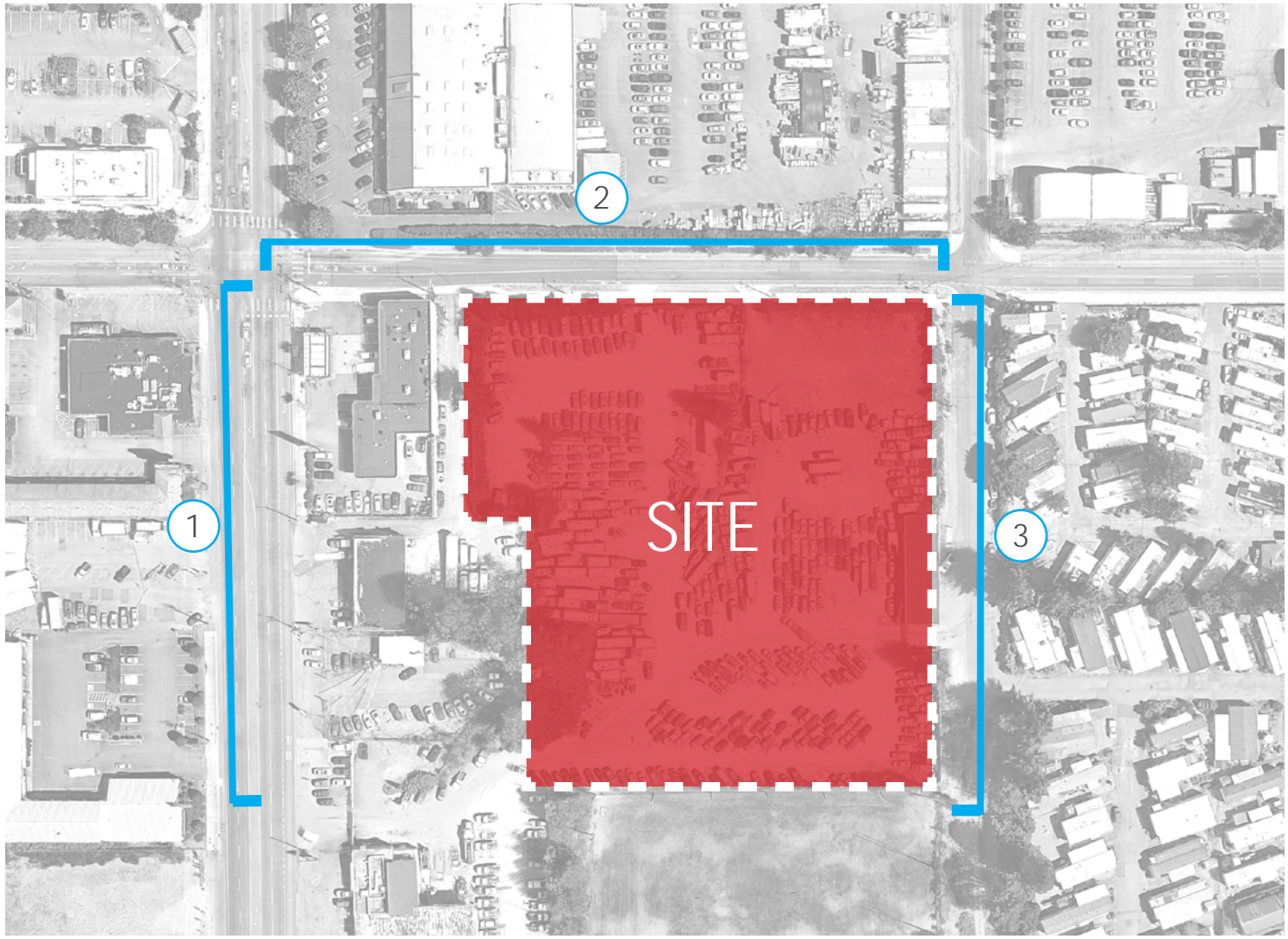


② South Side of N 125th St.

Proposed Project Site



③ West Side of Stone Ave. N



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 live/work uses are proposed.
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. The project proposes 20% live/work use along N 125th St. with remaining residential use and 100% residential use along Stone Ave. N
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 of non-residential uses 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-level street-facing facades have blank wall segments under 20ft with. All non-residential use street-level street-facing facades meet rain transparency requirements. All residential unit entries will all include a prominent pedestrian access with either a raised stoop or patio, or sidewalk level patio entry. Private patios are also separate from sidewalk by cascaded areas (retention areas).
Requirement	Structure Height / SMC 23.47A.012 Structure height is limited to 65 feet in C1-65 zone.
Provided	Proposed building heights measured from the average grade plane 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 is 1.23
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 over 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.
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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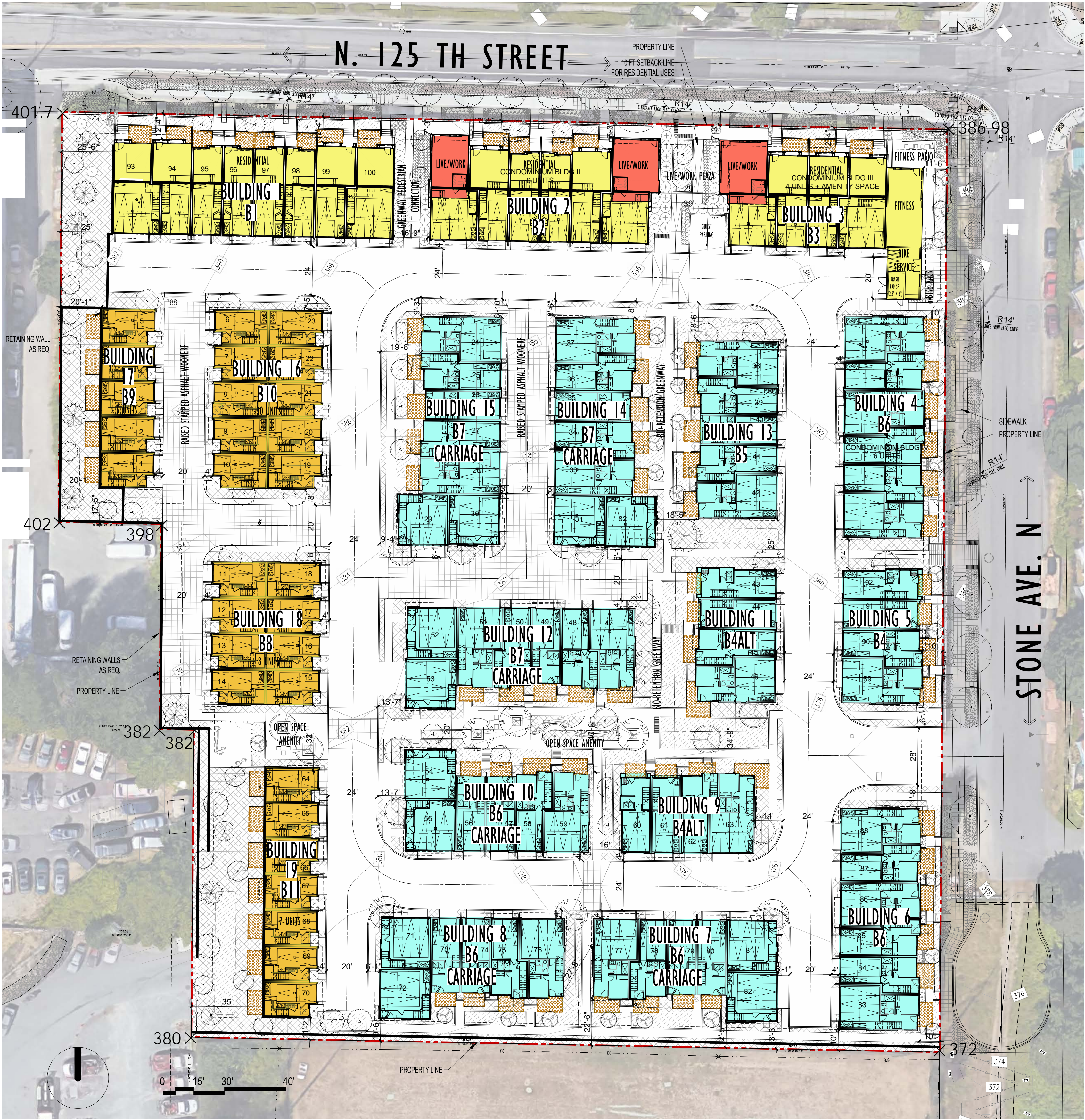


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ZONING SYNOPSIS

COMPOSITE SITE PLAN



Unit Count & Parking Calculation

Unit Count		Parking Provided	
Live / Work Townhome Units	3 UNITS	(8'-6" x 19'-0") Large size	6
3-4 Story Split Townhome Units	15 UNITS	(8'-6" x 19'-0") Large size	18
3 Story Townhome Units	56 UNITS	(8'-6" x 19'-0") Large size	76
3 Story Carriage Townhome Units	12 UNITS	(8'-6" x 19'-0") Large size	24
4 Story Townhome Units	30 UNITS	(8'-6" x 19'-0") Large size	30
Total	116 UNITS	Garage Parking	154
		Ongrade Parking (Guest)	2
		Total Provided	156

Density Calculations

Density Allowed	N/A
Total Units Proposed	116 UNITS
Density Provided	28.18 du/ac

Lot Coverage

Lot Coverage Required	N/A
Total built footprint proposed	70,870 SF
Total Site Area	179,287 SF
Lot Coverage proposed	39.5%
Lot Coverage allowed	

Enclosed Amenity Area

Fitness center & bike repair @ Stone & 125th	910 SF
Total Amenity Area provided	910 SF

FAR Calculation Summary

Building Type	# Buildings	Gross Fl. Area	Total	Chargeable Fl. Area	Total
B1	1	18,105 SF	18,105 SF	18,105 SF	18,105 SF
B2	1	14,388 SF	14,388 SF	14,388 SF	14,388 SF
B3	1	11,724 SF	11,724 SF	11,724 SF	11,724 SF
B4	1	7,276 SF	7,276 SF	7,276 SF	7,276 SF
B4 ALT	2	7,330 SF	14,660 SF	7,330 SF	14,660 SF
B5	1	9,626 SF	9,626 SF	9,626 SF	9,626 SF
B6	2	12,079 SF	24,158 SF	12,079 SF	24,158 SF
B6 CARRIAGE	3	10,685 SF	32,055 SF	10,685 SF	32,055 SF
B7 CARRIAGE	3	13,117 SF	39,351 SF	13,117 SF	39,351 SF
B8	1	13,124 SF	13,124 SF	13,124 SF	13,124 SF
B9	1	7,968 SF	7,968 SF	7,968 SF	7,968 SF
B10	1	16,436 SF	16,436 SF	16,436 SF	16,436 SF
B11	1	10,930 SF	10,930 SF	10,930 SF	10,930 SF
Total	19		219,801 SF		219,801 SF
Indoor Amenity Areas Proposed			910 SF		
Total Chargeable Gross Fl. Area			219,801 SF		
Total Lot Area			179,287 SF		
FAR Proposed			1.23		
FAR Allowed (Residential)			4.25		

The proposed site plan remains similar to the EDG2 Preferred Option A2, with improvements as desired by the EDG2 comments:

- The stacked flats buildings along N 125th St have been changed to 3-4 story split-level townhomes allowing for individual defined entries with private raised, sunken, or sidewalk level patios to every unit. These buildings also better adapt to the grade change between N 125th St and the internal street. They are designed with south facing decks off the 4th floor to step the building massing down to the 3-story towns behind.
- The Live/work plaza and flanking units shifted east to align with the main north-south greenway for better pedestrian connectivity and activation of the plaza.
- Private patios were added to units fronting Stone Ave N for better separation from the public way.
- The unit count was reduced from 125 to 116 units and three units remain as live/work along N 125th St.
- Live/work units provided are 30' average depth, wider than the 15' min., and taller than the 13' min. floor to floor height required by zoning, giving the desired commercial character.

The site plan continues to be a mix of four building typologies including 3-story townhouses, 3-4 story split-level townhouses, 3-4 story split level townhouses with live/work space, and 4-story townhouses. Each building is designed to integrate with the natural topography of the site. Private patios are provided on most units to help transition from public and private zones. Enhanced central open space connects to the relocated live/work plaza and other common open spaces with the surrounding neighborhood utilizing pedestrian connections like the north/south greenway. The safe passage of pedestrians throughout the site has also been enhanced since EDG2 with the introduction of woonerfs and raised street crossings. Fitness and bicycle repair are appropriately located on the corner of N 125th St and Stone Ave N to connect easily to existing running and biking trails.



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COMPOSITE SITE PLAN

14

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 unit patios/entries provide “eyes on the street” and activate the sidewalks that encourage safe pedestrian activity. Street-facing units will provide exterior lighting and patios 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>The design character of the project is Northwest Transitional, offering varied design elements and high quality materials that begins to establish a new cleaner and ordered building vocabulary. The proposed material palette consists of durable claddings that are sustainable and low-maintenance, while adding visual contrast through color variation.</div>



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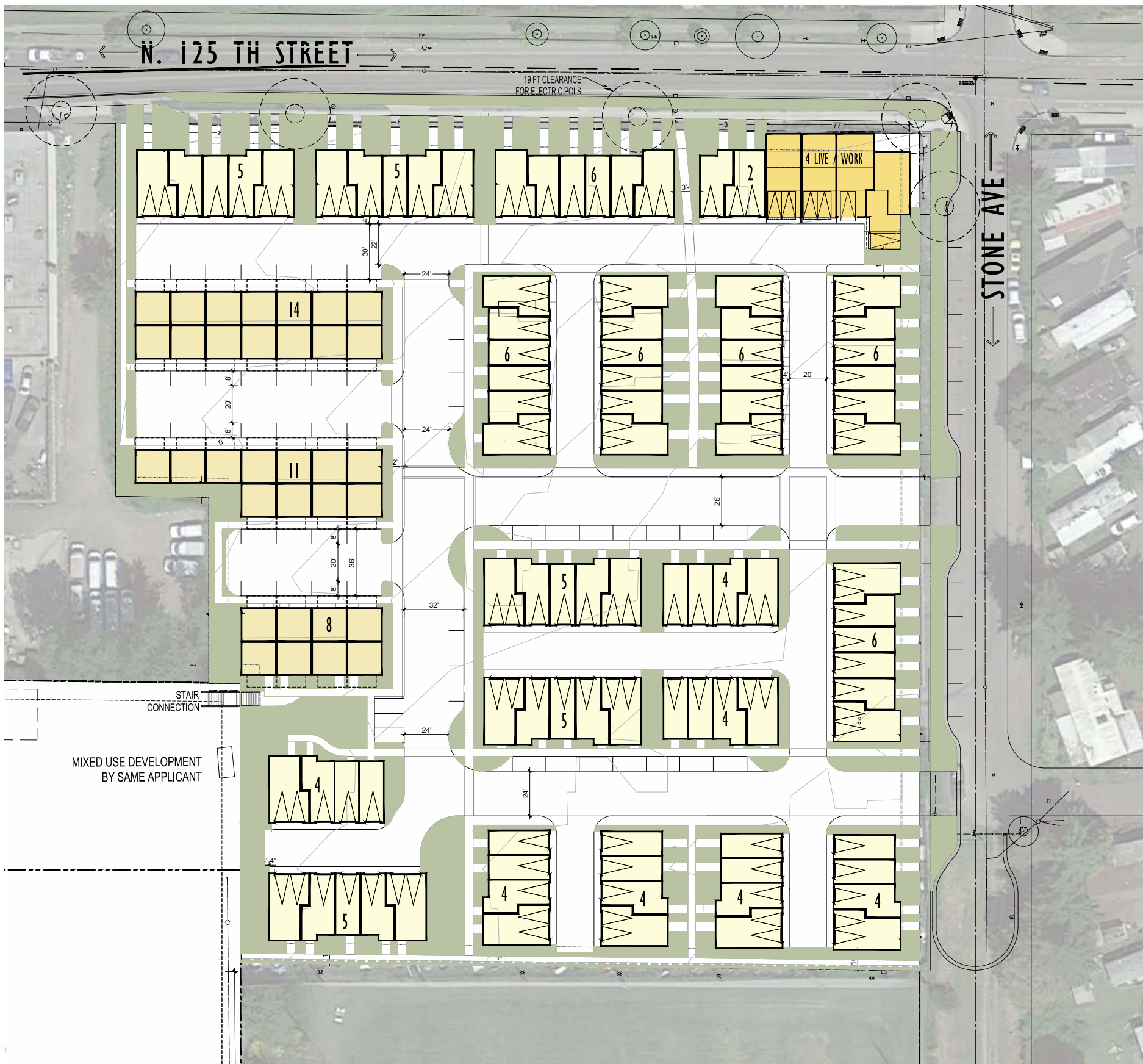
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DESIGN GUIDELINES

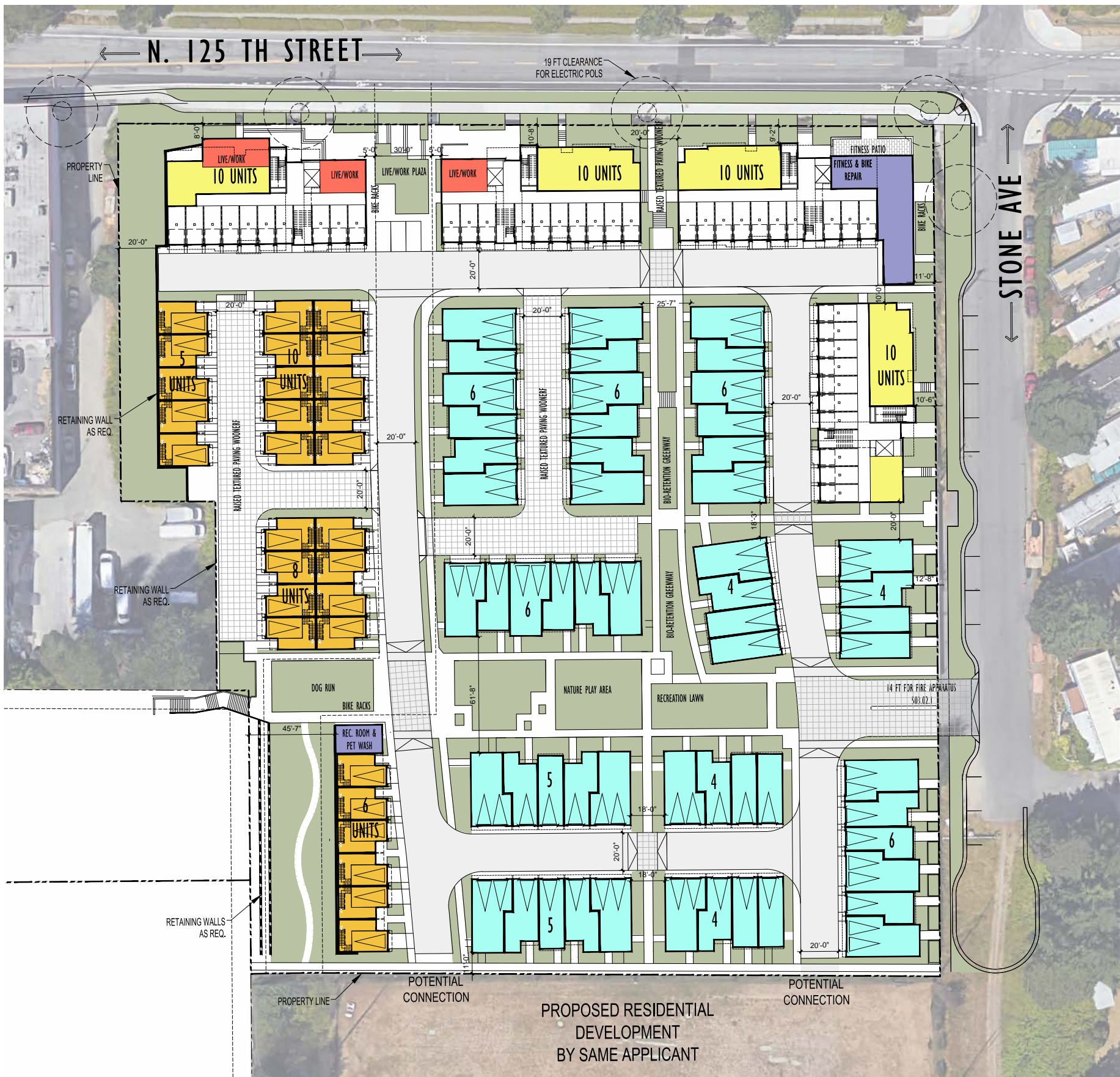
15

EDG 1 - EDG 2 SITE PLAN COMPARISON



EDG1 OPTION A2: LIVE / WORK UNITS

- 20% of street-facing facade along N 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 accomodate future retail uses in the event that the market for retail uses in the area.
- A departure would be required to provide 80% Residential.
- Without commercial use, the curb cut at N 125th St. is not necessary like it is in Option A1.
- Option maintains N 125th St. 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 St. 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 future mix-used development from the same client along Aurora Ave. N



EDG2 PROGRESSED OPTION A2: LIVE / WORK UNITS

- Live/work spaces locate closer to Aurora Avenue. Live/work spaces grouped around a live/work plaza which also connects the interior of the site to 125th
- 125th maintained varied setbacks allowing for terraces and landscape on the approach to live/work spaces and common entrances for upstairs residential units
- A large centrally placed open space is a focal point from the main entry and connects 125th to the South property line with bio-swale greenways and raised crosswalks for safe pedestrian access into and through the site.
- Large and small outdoor spaces are spread throughout the site are programmed for neighbor socialization, play, and gathering. 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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EDG 1-EDG 2 SITE PLAN
COMPARISONS

EDG 2 BOARD COMMENTS & DESIGN RESPONSE

1 Massing and Layout Configuration

The Board supported the design evolution of the overall site configuration as well as the incorporation of different massing typologies to provide more variation throughout the proposal. The Board also supported the inclusion of an outdoor amenity area/plaza, creating a major pedestrian connection from the interior of the development site to N. 125th Street. There were concerns over activating this space and The Board recommended developing a design that will promote outdoor activity, suggesting the applicant explore relocating the public amenity space from the corner of Stone Avenue North and N. 125th Street to that central node. (CS2-D-1. Existing Development and Zoning)

Project Response

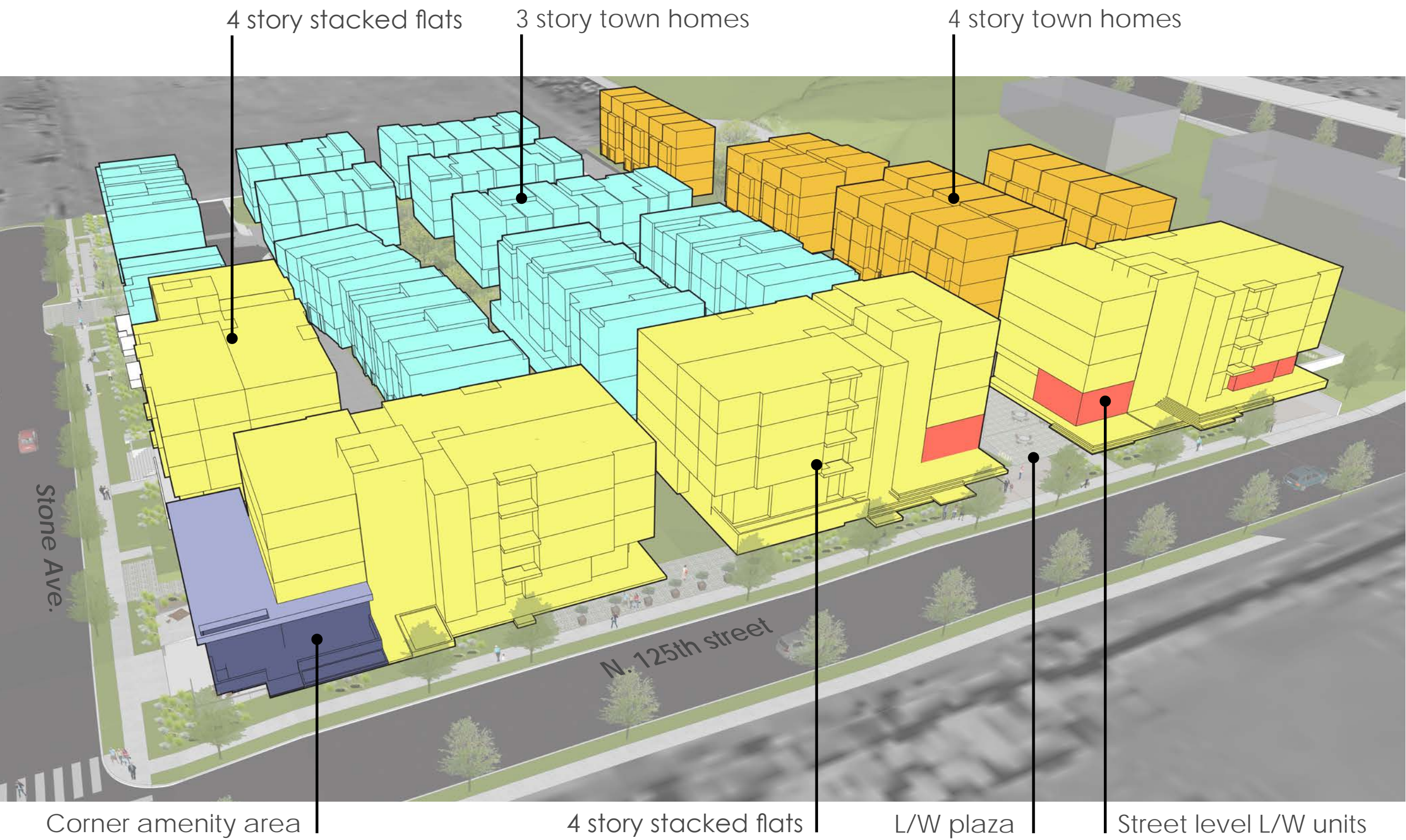
The overall site configuration and massing typologies remain very similar to the EDG2 Progressed Option A2. The residential fitness and bike repair area remain at the corner of N 125th and Stone Ave N because during our exploration of the request to move them we determined that the live/work plaza and the live/work units flanking the plaza would be best served aligned with the main north to south greenway. The previous 4-story flats building typology along N 125th St was changed to a new split level 3-4 story townhouse. The diverse massing of these buildings is similar to the previous building typology with some marked improvements including: accentuated entry door massing for each unit, individual unit raised or sunken private patio entries, and taller plate heights at most of the living room and all of the live/work spaces along N 125th St.

1.a The Board supported the diversity in the massing geometry proposed and the inclusion of non-residential structures that front N. 125th Street at the northwest corner of the development site. (DC2-A-1. Site Characteristics and Uses)

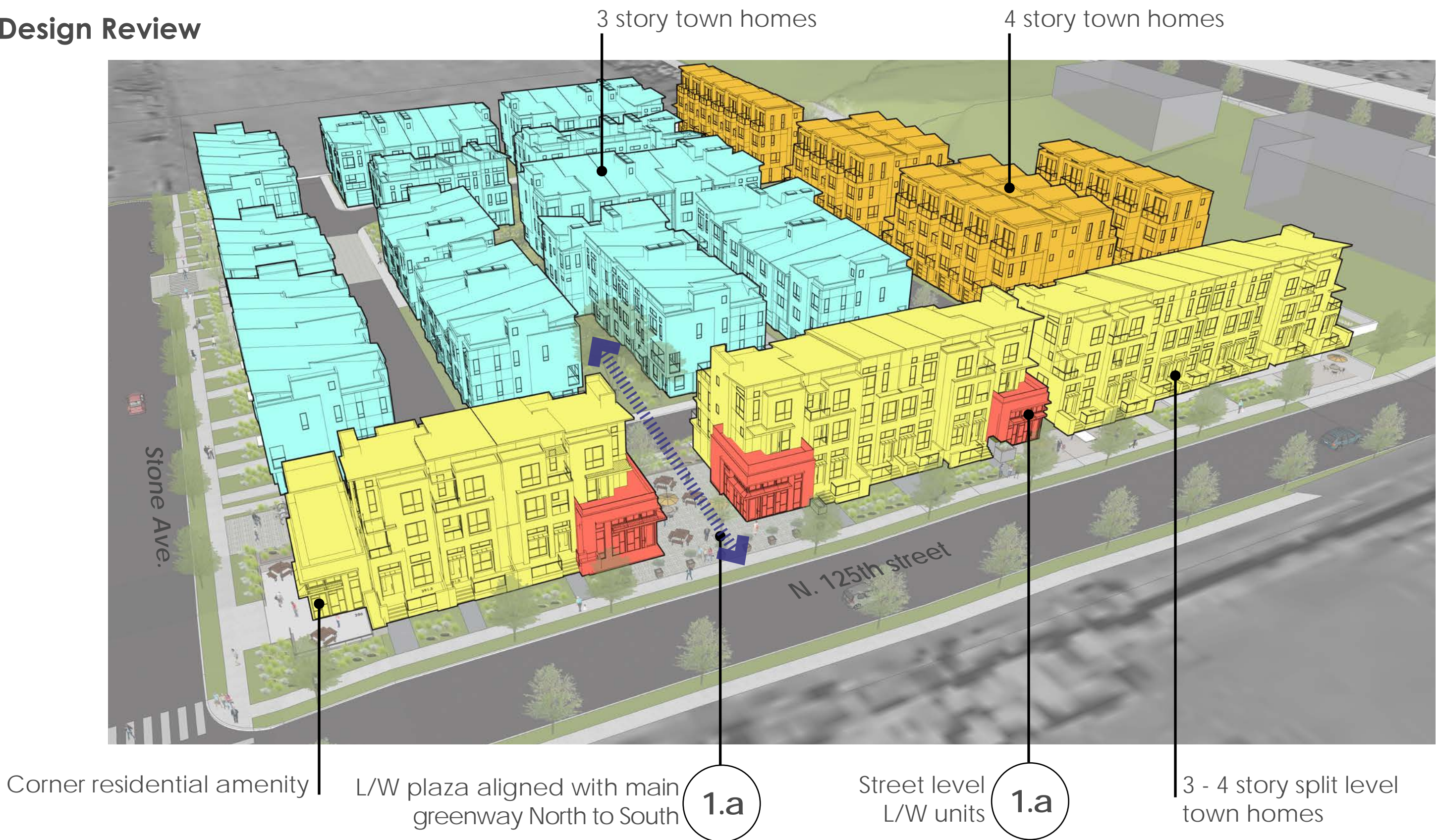
Project Response

The live/work plaza remains flanked by non-residential live/work spaces, but it was shifted to the east to align with primary north-south axis and bio-retention greenway for better pedestrian connectivity and activation of the outdoor plaza. The live/work spaces have been enlarged and were moved closer and more level with the adjacent sidewalks for improved accessibility.

EDG 2



Design Review



- 1.b** The Board supported the gradual reduction in height, bulk, and scale of the massing as a response 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)

Project Response

The height, bulk, and scale of the building massing continues to be considerate of the surrounding neighborhood context. Each building massing steps with the grade, as well as steps down in number of stories as they become closer to the existing and/or proposed residential uses to the south and east.
The new split level 3-4 story building typology along N 125th St. for example, now incorporates south facing decks to help step down to the lower 3-story massing of the proposed townhome buildings behind.

- 1.c** The Board remained concerned with the layout and entry location of the townhouse structures located along the southern portion of the development site. The Board acknowledged the updated design is an improvement upon the previous, but recommended that the issue is resolved through a change in massing type/orientation or through a design that is complementary to the property being developed to the south.
(PL2-D. Wayfinding, PL3-A-1. Design Objectives)

Project Response

There are only two buildings that front the southern property boundary and both have been revised to improve the unit entry conditions. We have incorporated carriage units on the ends of these buildings and pushed the other units north providing approximately 22' setback to the entry doors at all except two units. Also, those units that are setback 22' now have generous private patios and additional landscaping buffer to give more separation from public to private.

- 1.d** Corner Expression at Stone Avenue North and N. 125th Street:

- 1.d.i** The Board supported the glazing and commercial expression of the amenity space at the corner of Stone Avenue North and N. 125th Street but discussed locating this space adjacent to the public plaza to promote activation and strengthen the commercial feel at that portion of the site. (PL2-D. Wayfinding, PL3-A-1. Design Objectives)

Project Response

The residential fitness and bike repair spaces remain at the corner of Stone Ave N and N 125th St and continue to have tall glazing and a commercial expression visually activating the corner. Also, we have further promoted the commercial presence and public activation of this portion of the site by relocating the live/work plaza and flanking live/work units to the east aligned with the primary north-south axis. This alignment combined with the plaza now able to be more level with the sidewalk not only activates the corner but promotes connection to the rest of the site.

- 1.d.ii** The Board recommended designing a structure to adequately hold the corner and block views to the garages on site. The Board also discussed potentially locating access for service vehicles off Stone Avenue North near this corner massing, which could serve as secondary flexible amenity space when not in use.
(PL2-D. Wayfinding, PL3-A-1. Design Objectives)

Project Response

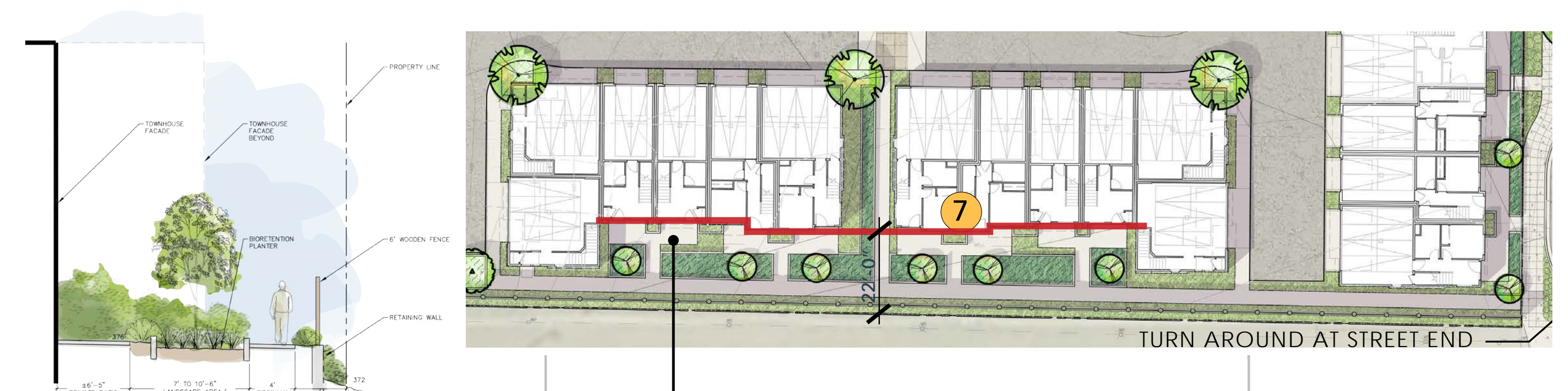
The building features a strong massing and commercial detail at the corner of N 125th St and Stone Ave N. Height is reduced in consideration of the adjacent single-story residential use to the East. Garages are not visible from this corner, nor are they visible along Stone Ave N. Buildings on the site have been better aligned with the project entry off Stone Ave N making the central open space amenity the first visible element upon entry.

South facing decks incorporated to step down the massing towards 3 story Town homes behind



- 1.b** 3-Story town homes steps with grading to reduce massing & limit blank facade segments.

L/W use is leveled with adjacent sidewalk for accessibility & activation of plaza



- 1.c** Unit entries to have private patios with landscaping buffer at south edge.

- 1.c** Unit entries are setback 22ft. and have private patios with additional landscaping buffer at south property boundary.



- 1.d.i** Live work plaza is flanked by two L/W spaces. Tall glazing is introduced to enhance the commercial expression.



- 1.d.ii** 125th & Stone Ave corner. The height is reduced by strong massing with a commercial gesture emphasized.

2 Architectural Concept:

2.a The Board encouraged the applicant to play close attention to detailing in the development of an overarching architectural concept that can be applied to the individual structures. Areas of potential concern included the treatment of the entries and garages, the delineation of non-residential spaces, and overall user experience of the site. (PL2-D. Wayfinding, PL3-A-1. Design Objectives)

Project Response
The proposed elevations have an overarching concept with the consistent use of certain massing gestures, as well as a consist vocabulary for the application of materials and colors. Entries are enhanced with color or materials, massing gestures, private patios, and/or protective awnings. Non-Residential Live/work entries are characterized by their own unique color/material use, as well as glazing typology, and awning detail.

2.b The Board was concerned with the impact of the grade changes on the façades of the structures, specifically the potential for creating blank wall conditions. The Board recommended the applicant identify these problem areas and utilize design treatments to minimize their impact on the pedestrian experience. (PL2-D. Wayfinding, PL3-A-1. Design Objectives)

Project Response
The buildings have been designed to step with the grades to diminish the possibility of blank wall conditions. A positive result of these improvements, and the change of the building typology along N 125th St to 3-4 story split level towns has been the creation of private patios and taller living and live/work spaces with more glazing fronting the street. Even where blank walls occur, we have provided planar breaks and creative use of materials to diminish their appearance. We are currently, meeting the blank wall façade limitations for street-facing street-level facades.



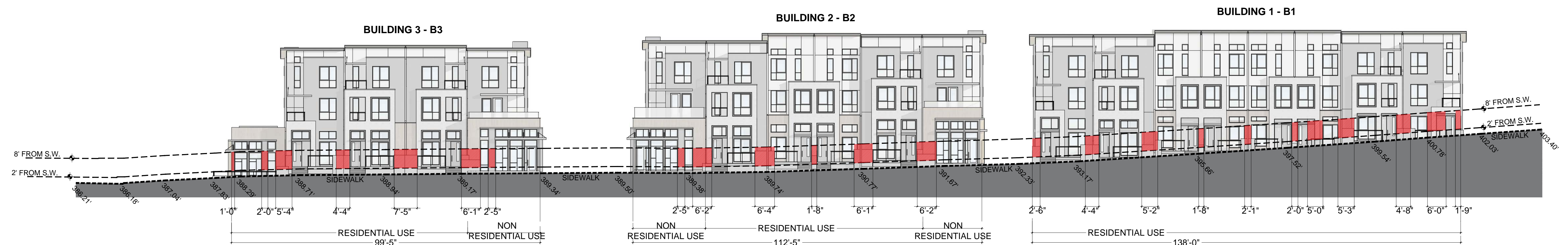
2.a Building 2 - (B2) : Emphasized commercial gesture at the corner L/W units. Residential unit entries are distinguished by raised private patios, tall brick elements and awnings.



2.a Building 18 - (B8) : Consistent use of color, materials & massing elements create a steady rhythm along the street for the 4 story town homes.



2.a Building 6 - (B6) and Building 14 - (B7) : Repetition of rectangular massing elements, combined with consistent placement of contrasting colors and materials continue to define the elevation vernacular.
* Primary features for all building typologies include : Grand pitched roof gestures, deep eaves, rectangular massing elements.



2.b BUILDING 3 - B3
BLANK FACADE PERCENTAGE: 29.8% < 40% MAX. ALLOWED
MAXIMUM BLANK SEGMENT WIDTH : 6'-1" < 20FT MAX. ALLOWED

BUILDING 2 - B2
BLANK FACADE PERCENTAGE: 25.5% < 40% MAX. ALLOWED
MAXIMUM BLANK SEGMENT WIDTH : 6'-4" < 20FT MAX. ALLOWED

BUILDING 1 - B1
BLANK FACADE PERCENTAGE: 33.0% < 40% MAX. ALLOWED
MAXIMUM BLANK SEGMENT WIDTH : 6'-0" < 20FT MAX. ALLOWED



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RESPONSE TO EDG2

19

3 Pedestrian and Vehicular Access/Circulation:

3.a The Board supported the proposed design elements used to address the potential conflict between pedestrian activity and vehicles accessing the site. These elements included raised crosswalks and pavement differentiation to slow vehicles and promote pedestrian safety. (DC1-B-1. Access Location and Design, DC1-C-3. Multiple Uses)

Project Response

Raised crosswalks, pavement differentiation, and woonerfs have all been utilized to promote the slowing of vehicles and a safe pedestrian environment.

3.b The Board was concerned with the visibility of the garage doors to the individual units and their impact on the pedestrian experience throughout the site. The Board recommended utilizing landscaping and architectural detailing to minimize the visual impact and create a more pleasant experience. (DC1-B-1. Access Location and Design, DC1-C-3. Multiple Uses)

Project Response

More garage door variation and colors, as well as landscape shrubbery have been incorporated to minimize the visual impact of garage doors. The number of doors have also been diminished as a result of the change from stacked flat building typology with repetitive single garage garages to the split-level towns with single and two car garages varied together.

3.c The Board was concerned with the visitor experience navigating the large site and the location of visitor parking spaces. The Board recommended locating visitor parking so that the spaces are convenient to pedestrian access points and incorporate various wayfinding elements (lighting, signage, etc.) to aid in navigating the site. (DC1-B-1. Access Location and Design, DC1-C-3. Multiple Uses)

Project Response

Visitor parking is located directly behind the live/work plaza and nearest to those spaces that will most commonly be used by the public, the live/work units. Signage and lighting shall also be incorporated to aid in navigating the site and buildings.



3.b Building 2 - (B2) Rear elevation : Differentiation of garage doors at 3-4 story split level townhomes and L/W units.



3.b Building 16 - (B10) West elevation - Woonerf side : Garage doors and unit entry doors coupled making the ground level facade more pedestrian oriented.



3.b Building 7 - (B6) carriage North elevation : Garage doors have a variety. 2 car garage doors to have some glazing and a single car garage doors to be solid and in a different color.

4 Landscaping and Open Space:

4.a The Board supported the design of the landscaping and open space as shown, highlighting the development of the public plaza, central open space, and smaller amenity areas. The Board recommended exploring the proposed concept of “vista points” and improve views to and from these open space areas. (PL1-A-1. Enhancing Open Space, PL1-C-1. Selecting Activity Areas)

Project Response

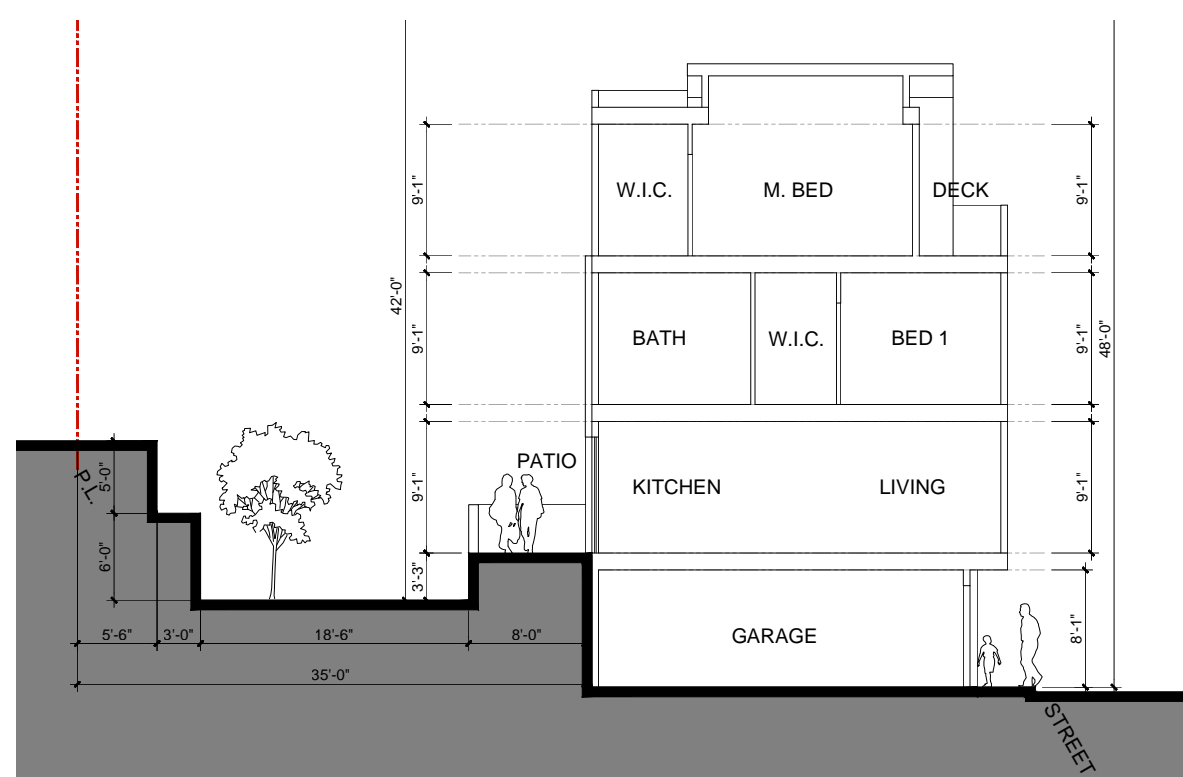
As a response to EDG 2 recommendations, we have looked in to opportunities to make improvements to achieve more contiguous open space with connected vista points and a better pedestrian flow. Some of the notable adjustments : To allow for private ground level patios (off 2nd floor) of buildings 17 and 19, alignment of the live/work plaza with the main north-south greenway, and accommodation of private patios along both N 125th St and Stone Ave N.



4.b The Board was concerned with the relationship between the residential units and proposed open space located at the southwest corner of the site. The Board directed the applicant to provide additional graphics illustrating the relationship between the units, open space, and the change in grade at that location. The Board suggested this space may be best suited for private amenity area. (PL3-A-3. Individual Entries, DC3-B-1. Meeting User Needs)

Project Response

Upon further review of both the southwest building 19 and west building 17 relationship to the grading, we decided to bury the garage level of these buildings. This allowed for private fenced patios accessed off the unit 2nd floor living/kitchen area. The area outside of these proposed private yards shall be common area landscape. Since the retaining is now taken up by the building wall at the back of the garage, the entire area behind these buildings is sloped much more gradually than previously proposed.



4.b At building 17 and 19 - 4 story town homes, higher grade level at the back gives an opportunity to offer an extra private patio area off the kitchen at 2nd level.



5 Safety and Security:

5.a The Board was concerned with the separation of public and private spaces especially near the live work units at the plaza and along the interior amenity areas. The Board recommended utilizing landscaping and changes in topography to clearly delineate areas and provide a buffer from public to private. (PL2-B. Safety and Security)

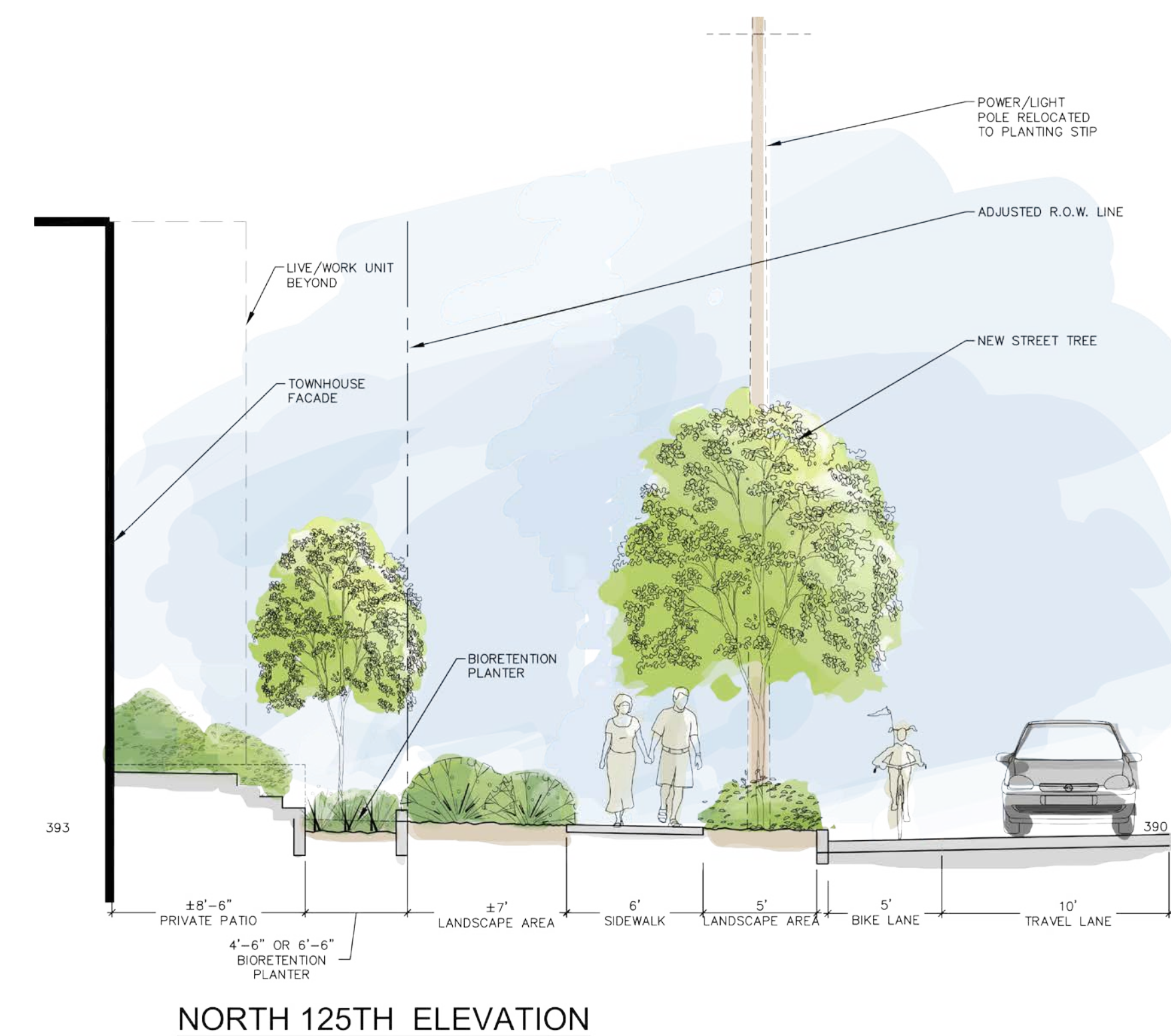
Project Response

The buildings along N 125th street are now split-level towns and incorporate individual raised or sunken patios separated from the sidewalk with an additional passive landscape buffer area. In contrast, the live/work unit entries have been designed to match the level of the adjacent sidewalk or live/work plaza to further define the public zone from private zones of the unit entries.

5.b The Board supported the proposed elevation of the primary residential entries to strengthen the separation of public and private throughout the site. (PL2-B. Safety and Security)

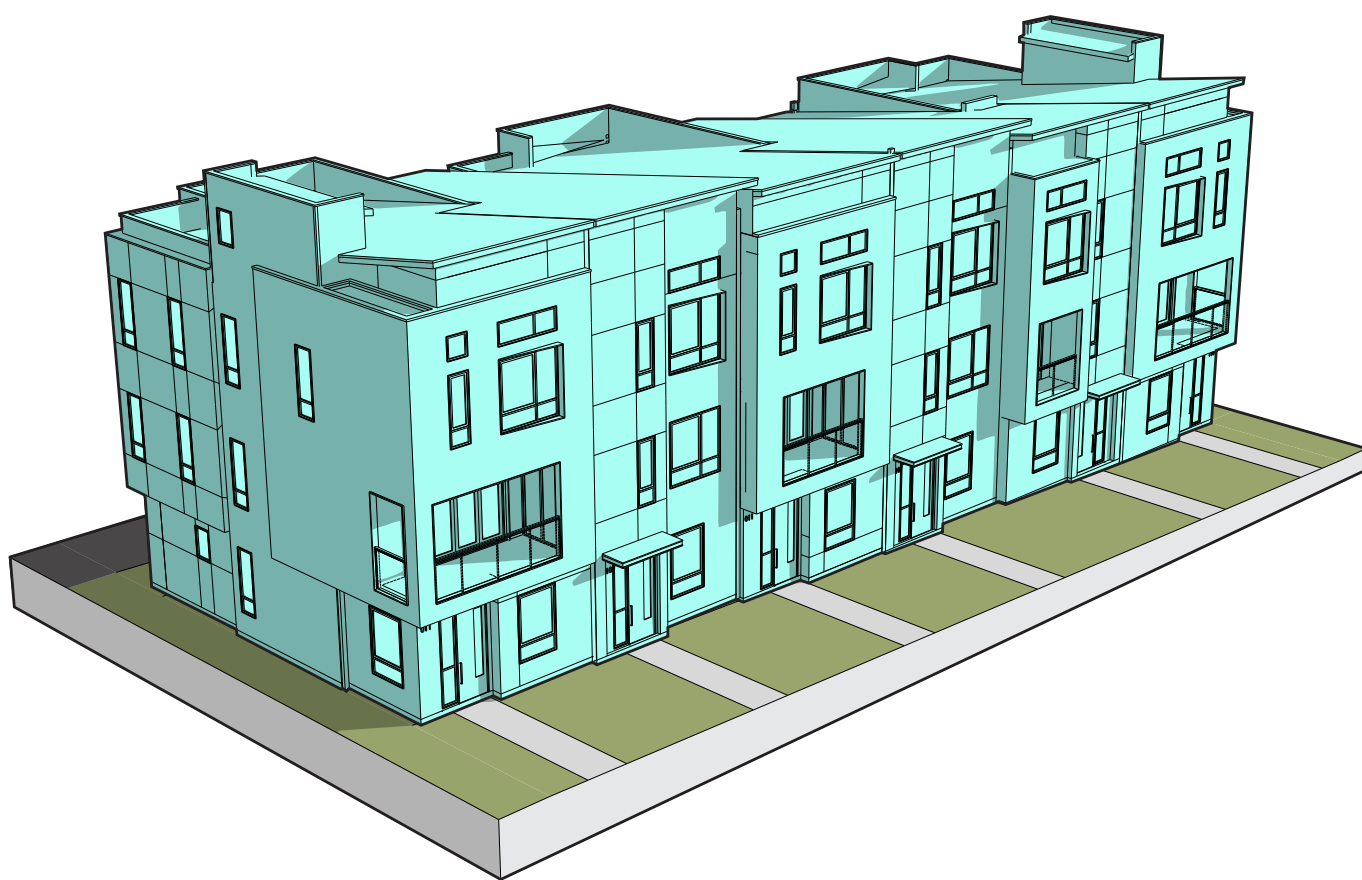
Project Response

Primary residential continue to be defined by color materials, massing, and detail elements such as awnings. We have also further defined the residential entry separation with private patios along the street-facing facades.



BUILDING TYPOLOGY

TYPE A



FEE SIMPLE TOWNHOUSE UNITS
6 PLEX

3-STORY BUILDING
6 RESIDENTIAL UNITS

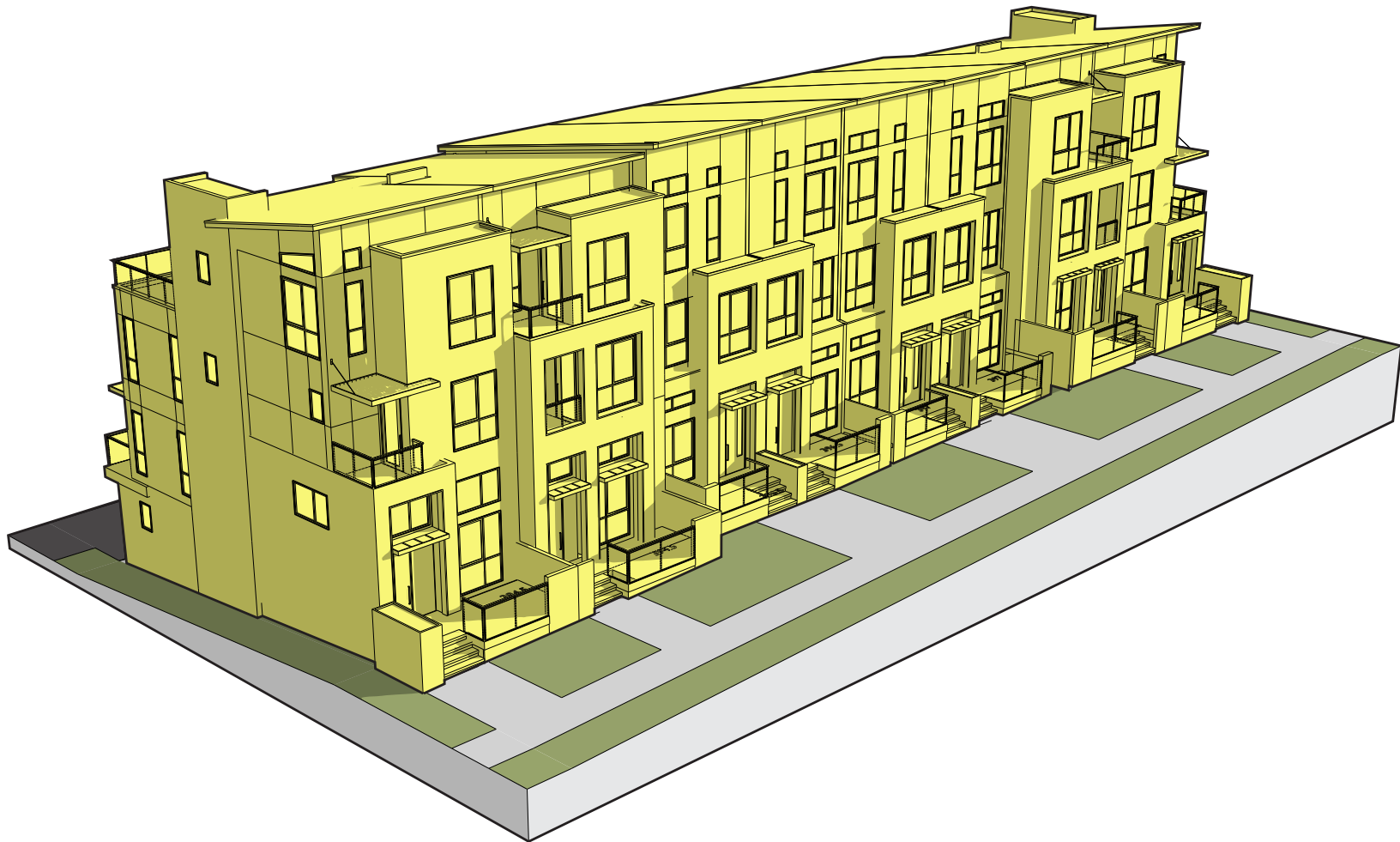
TYPE C



FEE SIMPLE TOWNHOUSE UNITS
10 PLEX

4-STORY BUILDING
10 RESIDENTIAL UNITS

TYPE B



FEE SIMPLE TOWNHOUSE UNITS
8 PLEX

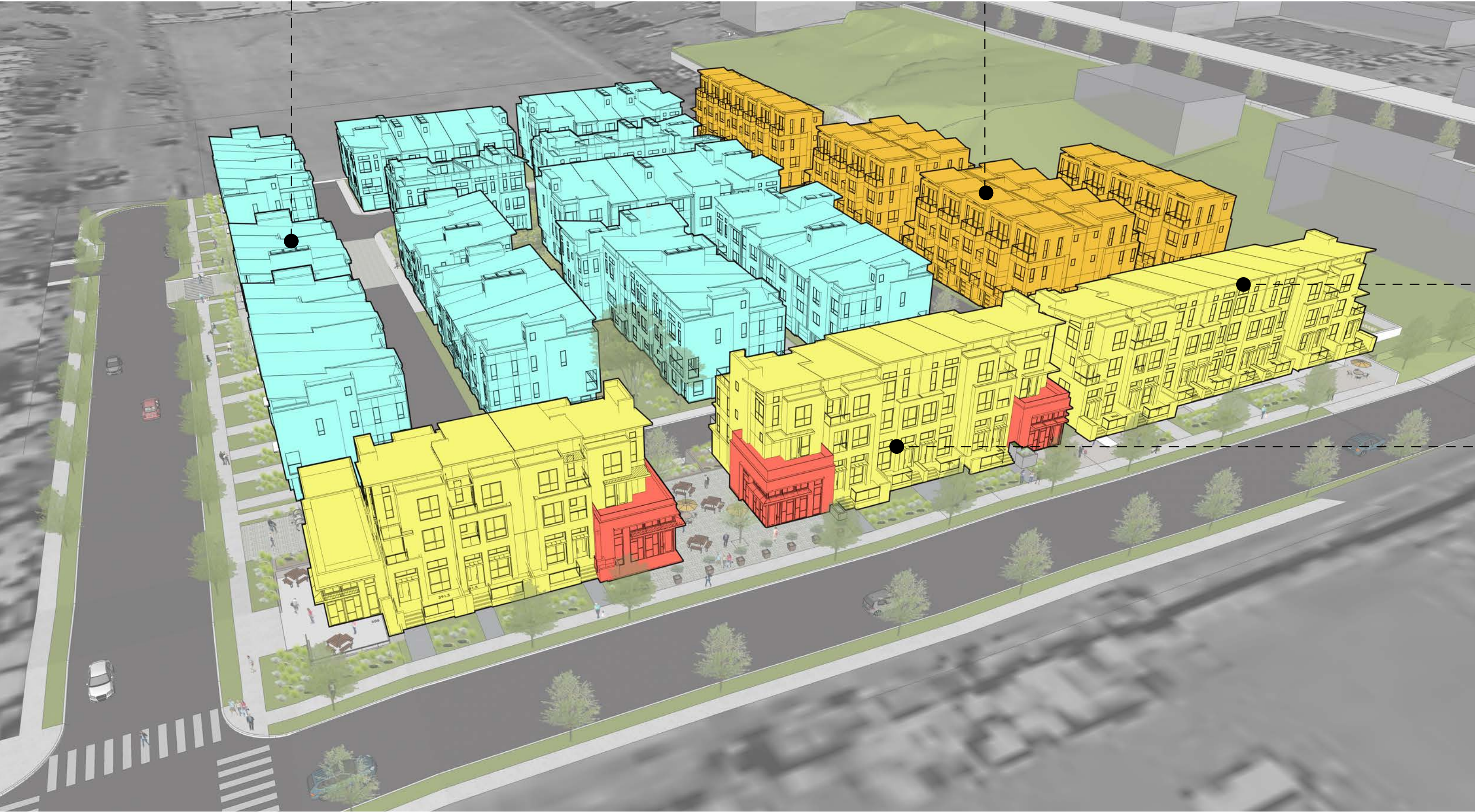
3- 4 STORY SPLIT LEVEL BUILDING
8 RESIDENTIAL UNITS

TYPE B (WITH LIVE / WORK)

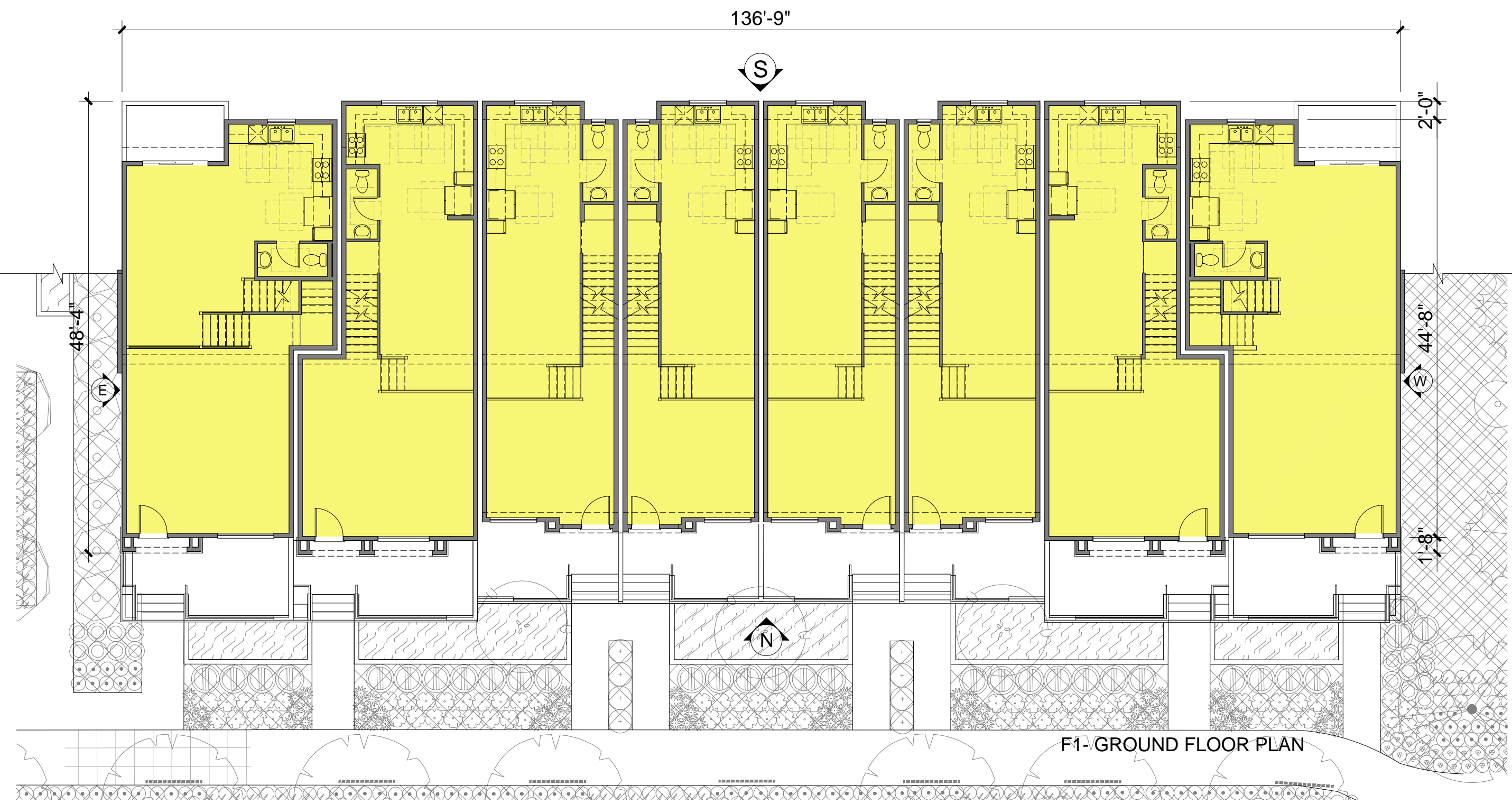
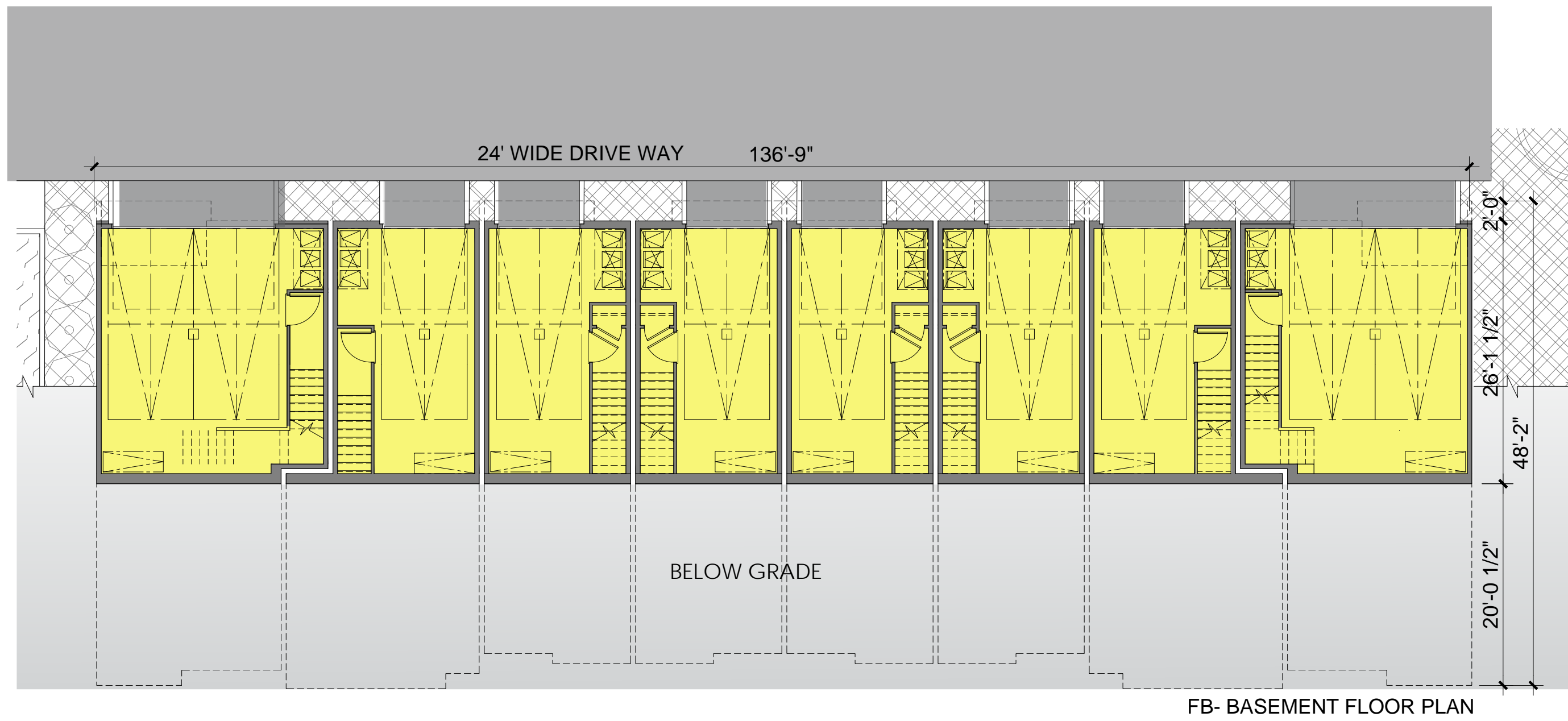
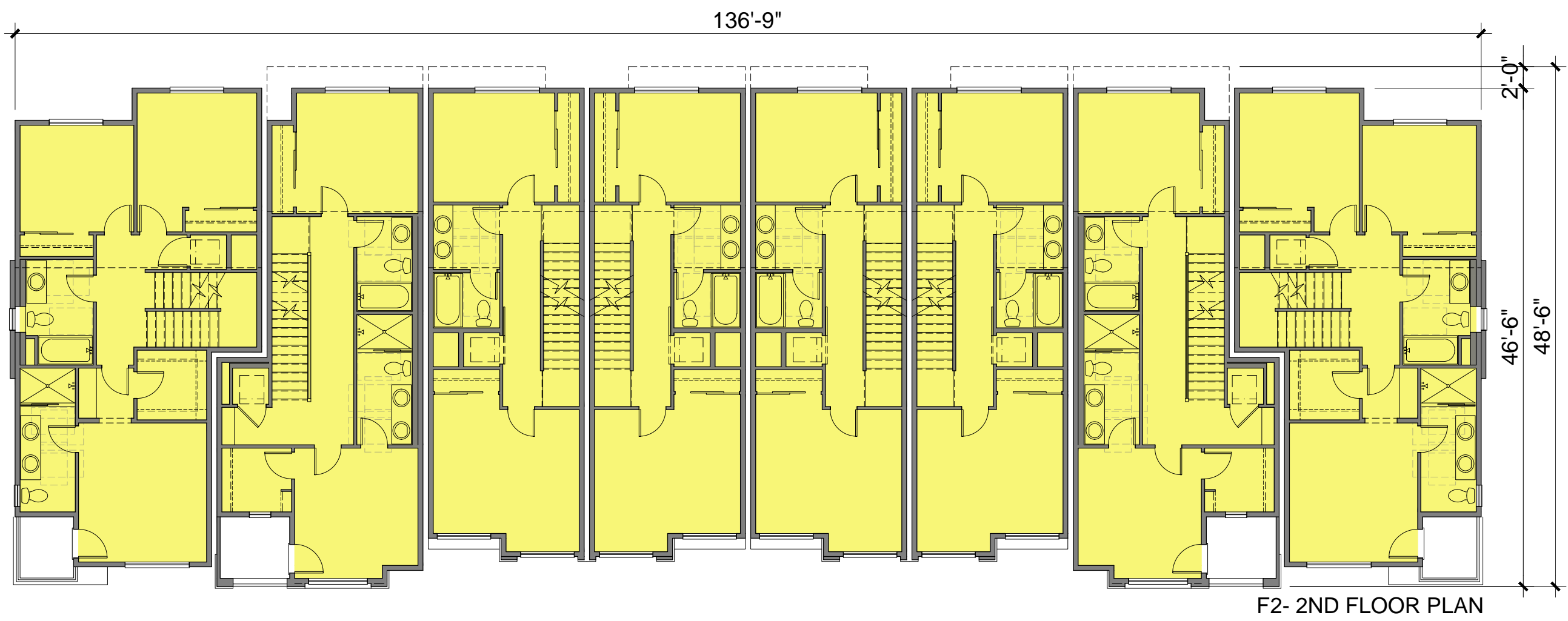
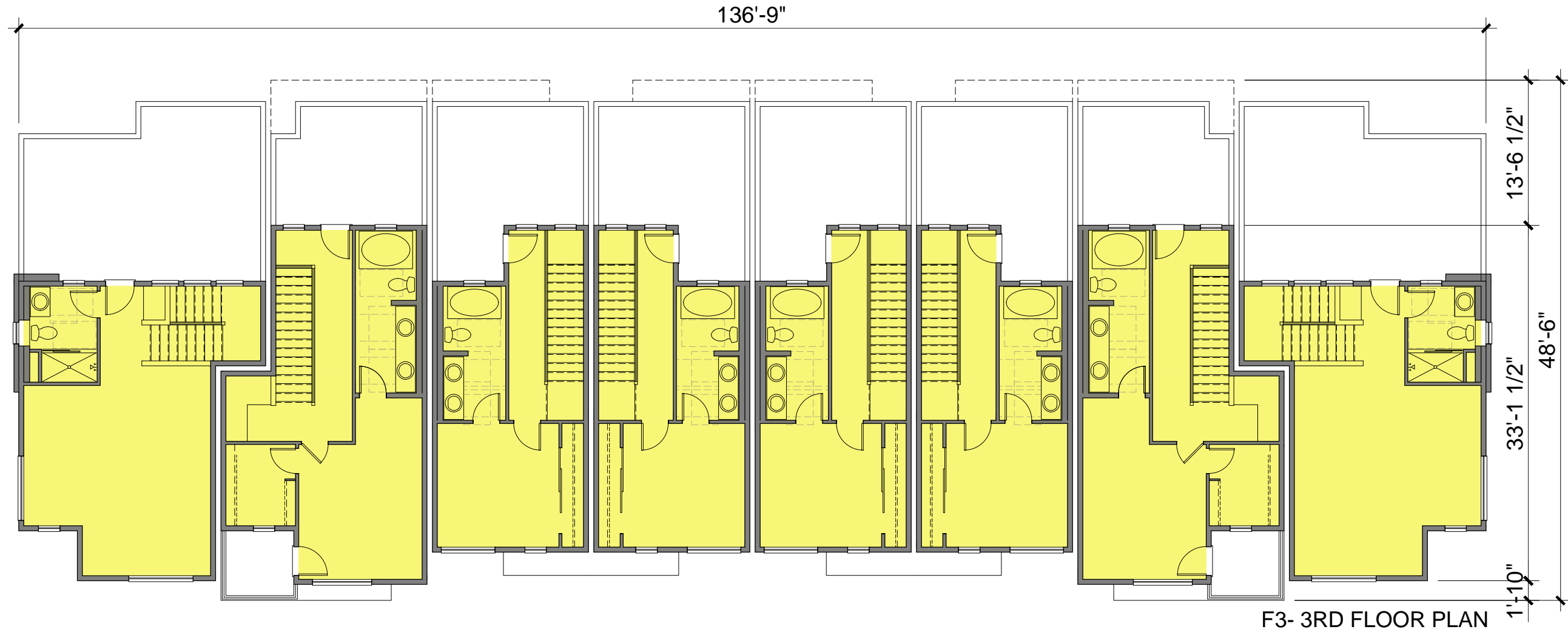


CONDOMINIUM TOWNHOUSE UNITS
6 PLEX

3-4 STORY SPLIT LEVEL BUILDING
4 RESIDENTIAL UNITS W/ 2 LIVE/WORK UNITS



BUILDING 1 (B1) FLOOR PLANS



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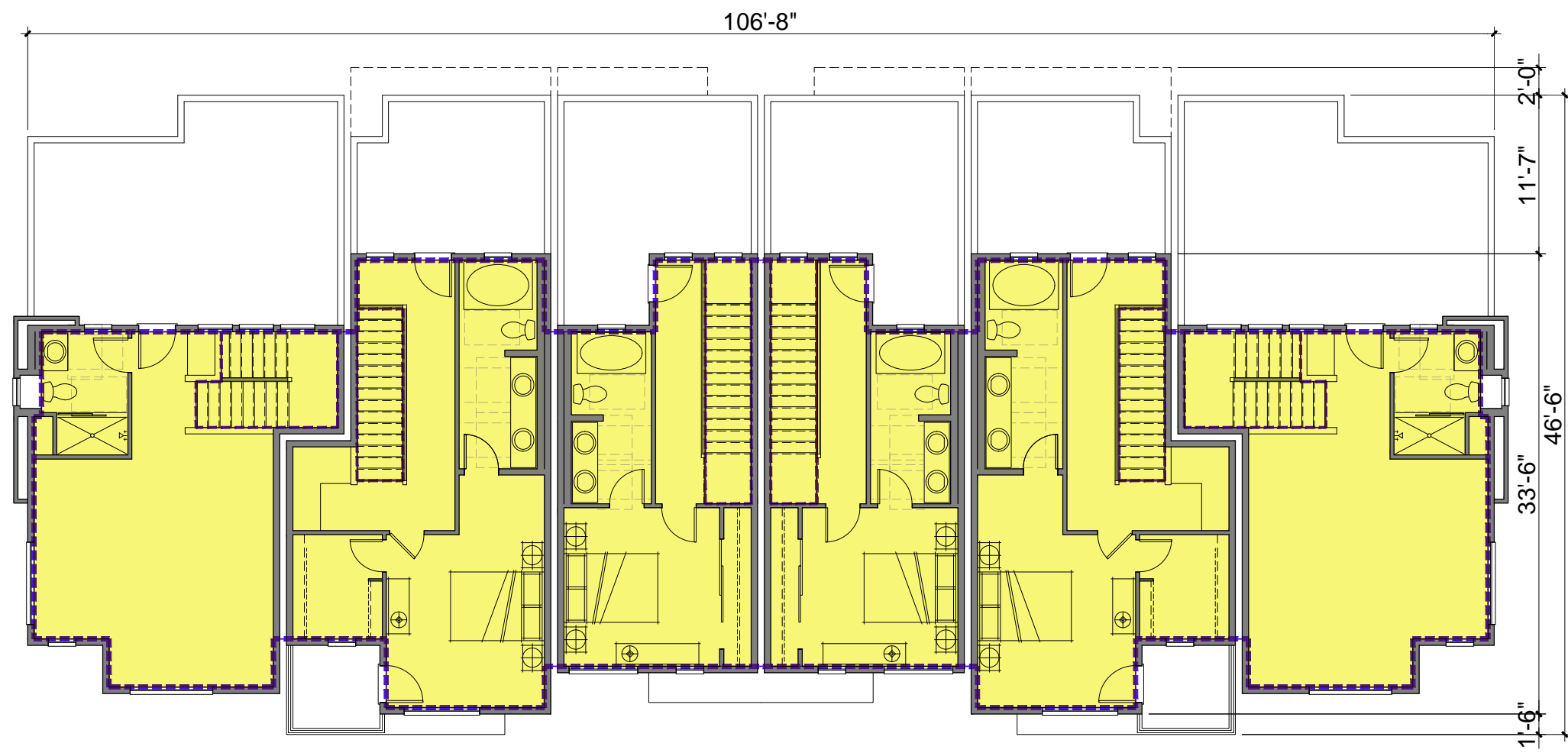
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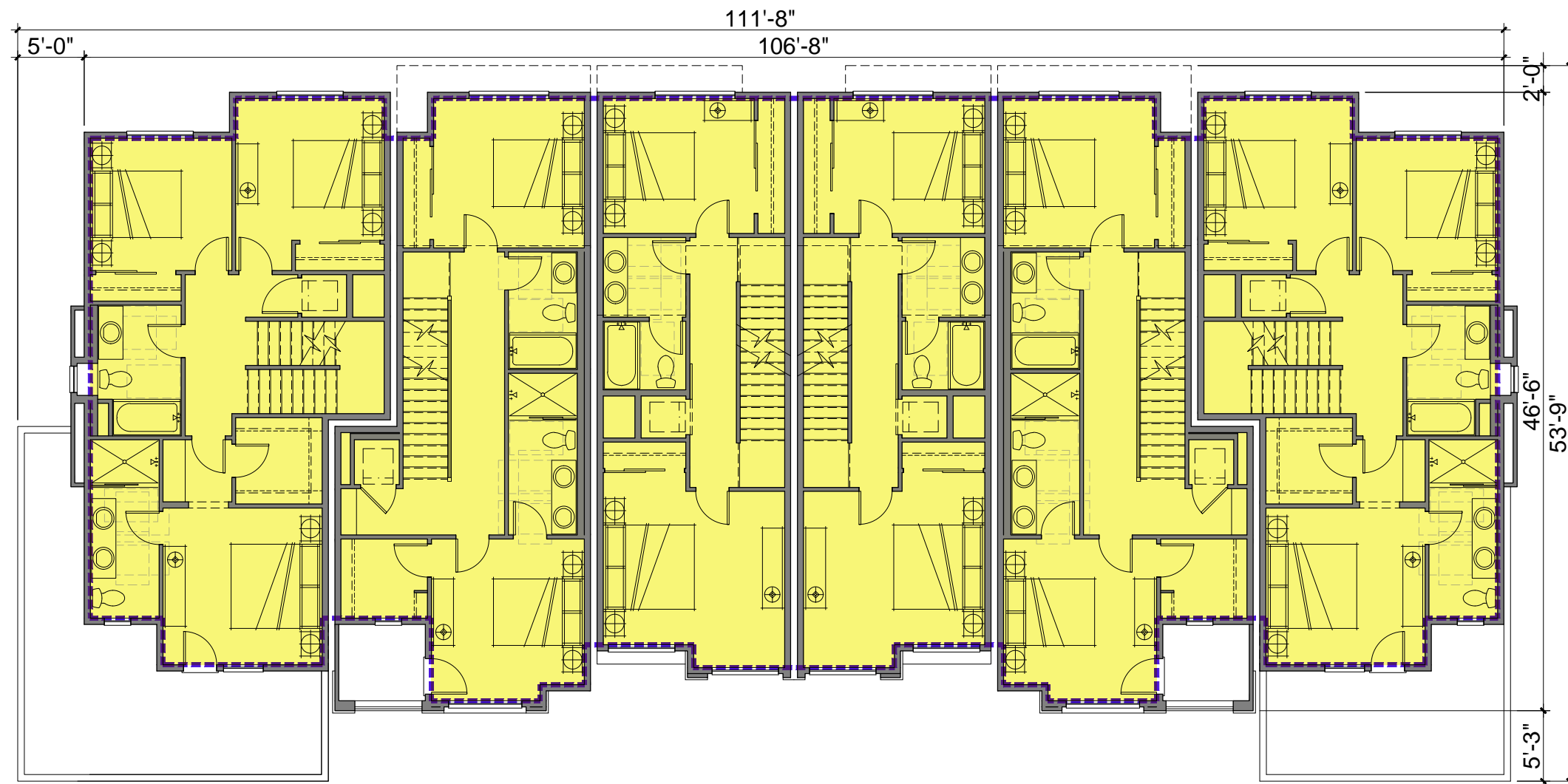
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BUILDING 1 (B1)
FLOOR PLANS

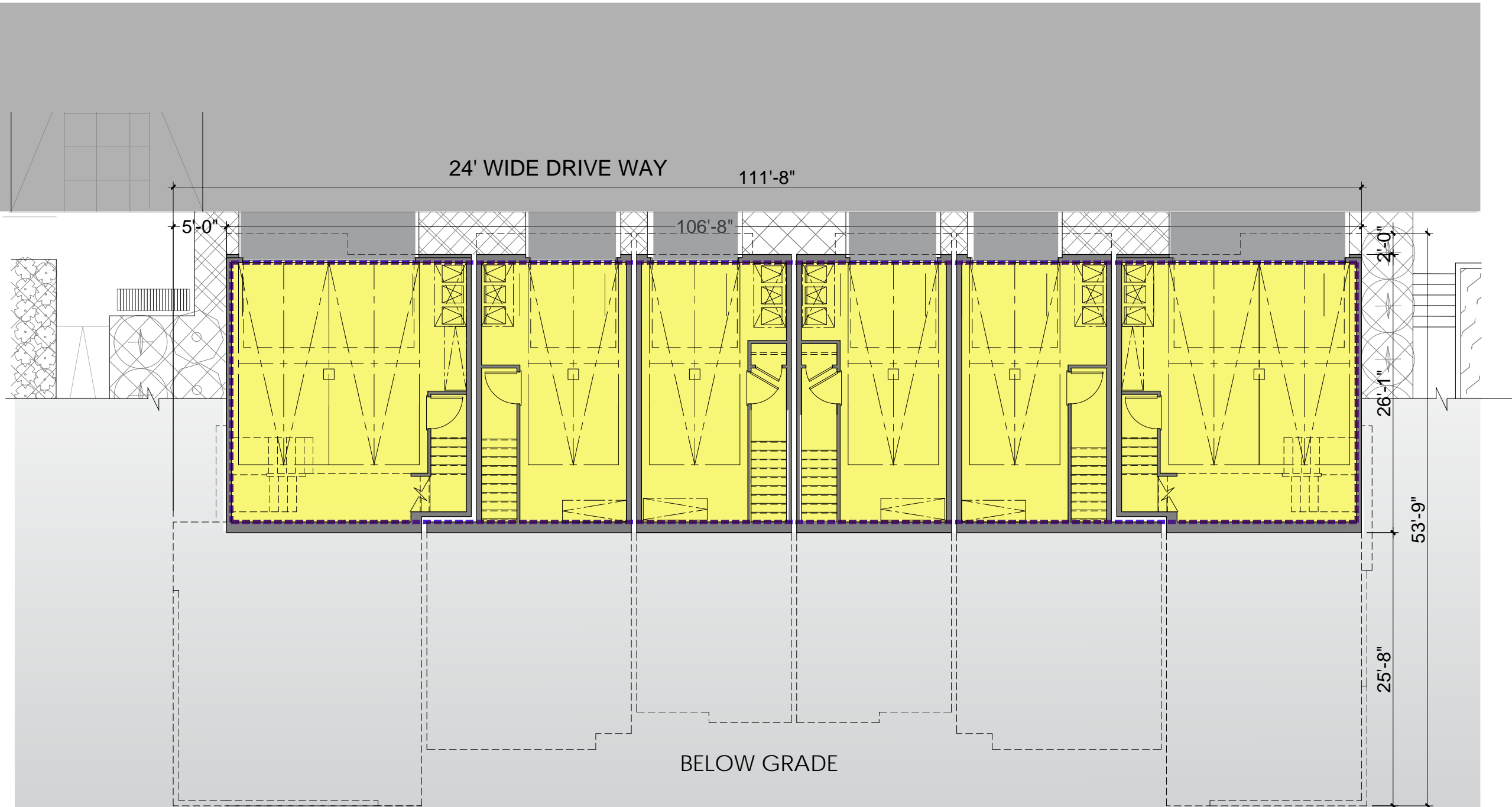
BUILDING 2 (B2) FLOOR PLANS



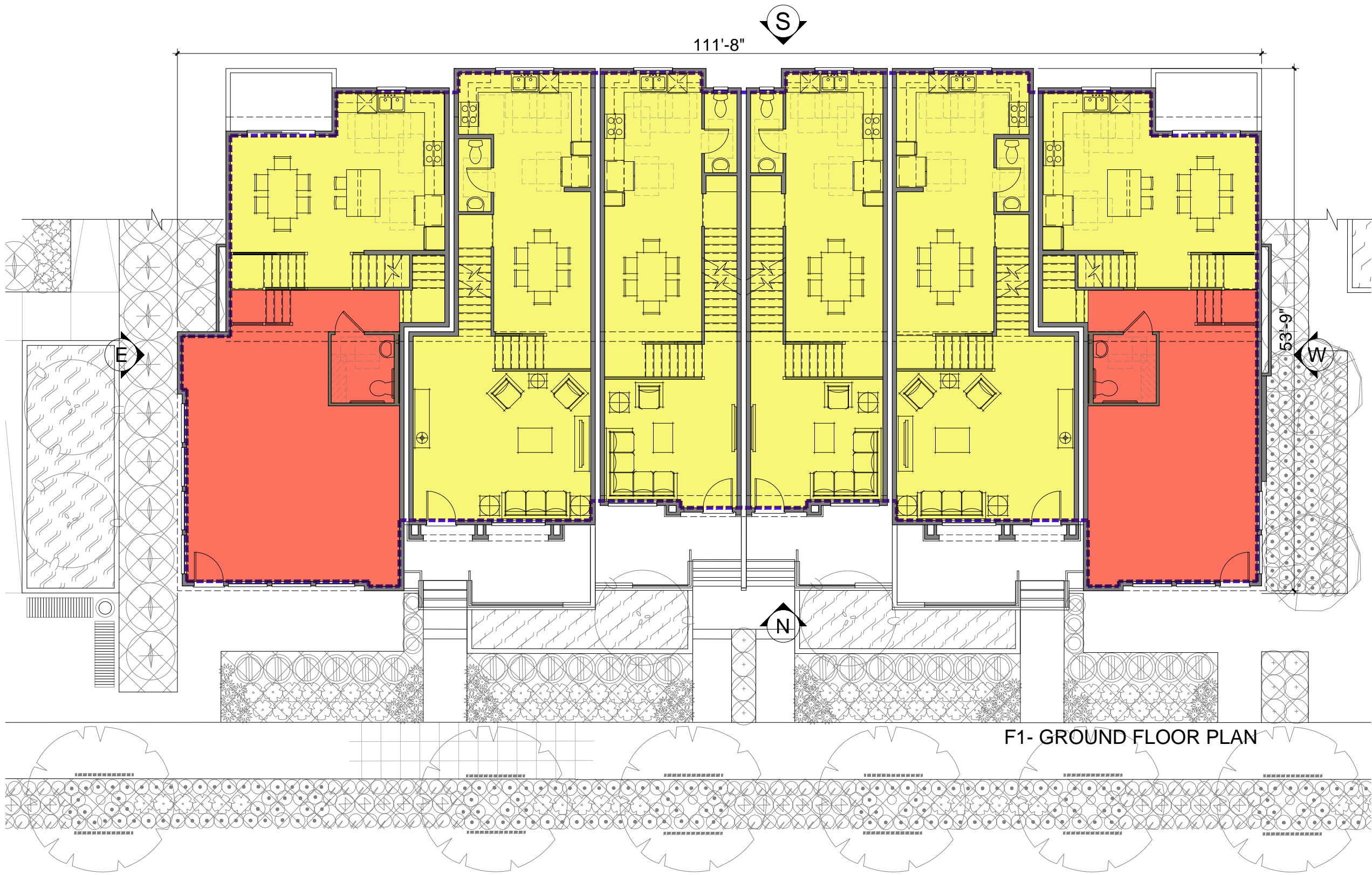
F3- 3RD FLOOR PLAN



F2- 2ND FLOOR PLAN



FB- BASEMENT FLOOR PLAN



F1- GROUND FLOOR PLAN



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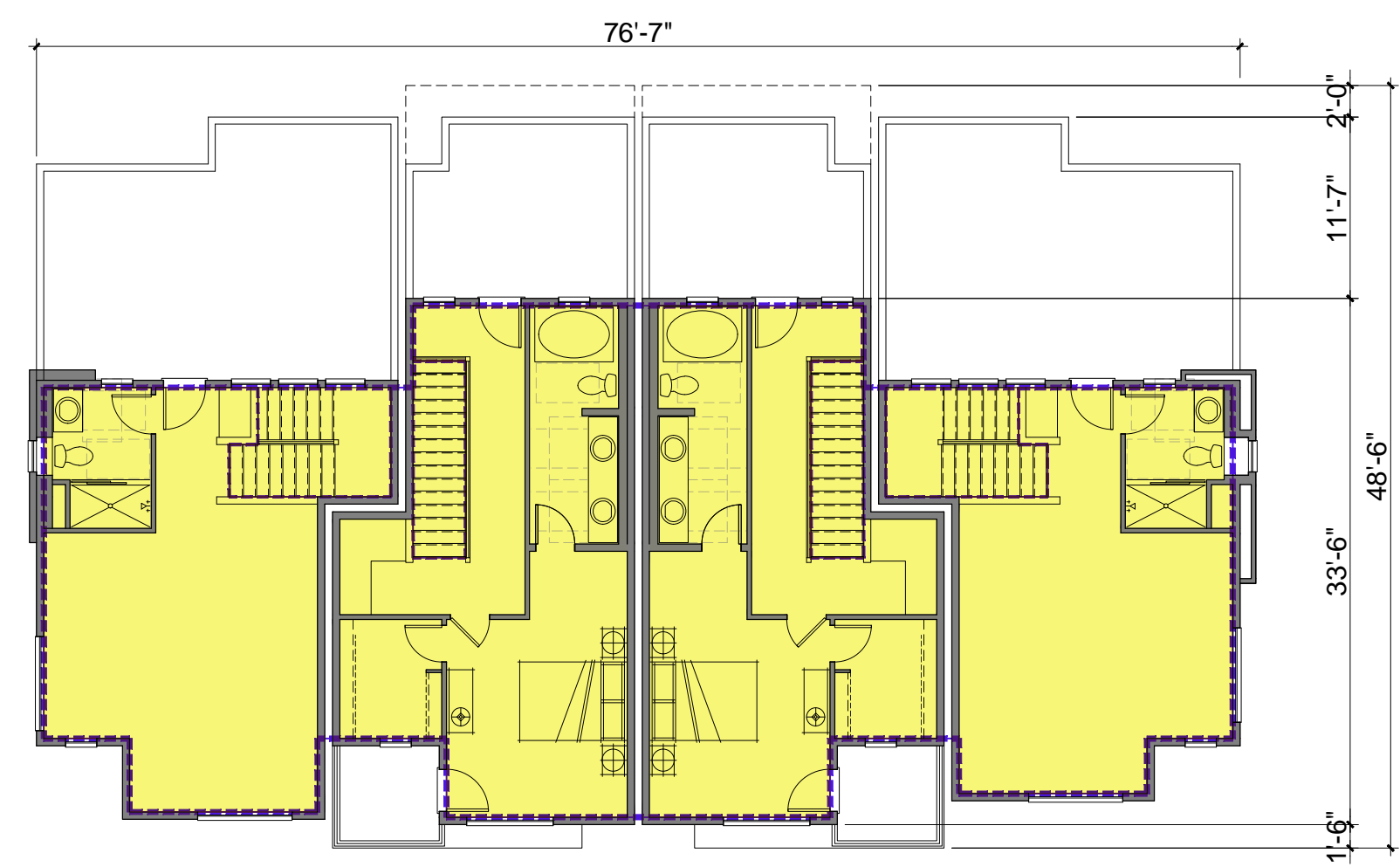
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BUILDING 2 -(B2)
FLOOR PLANS

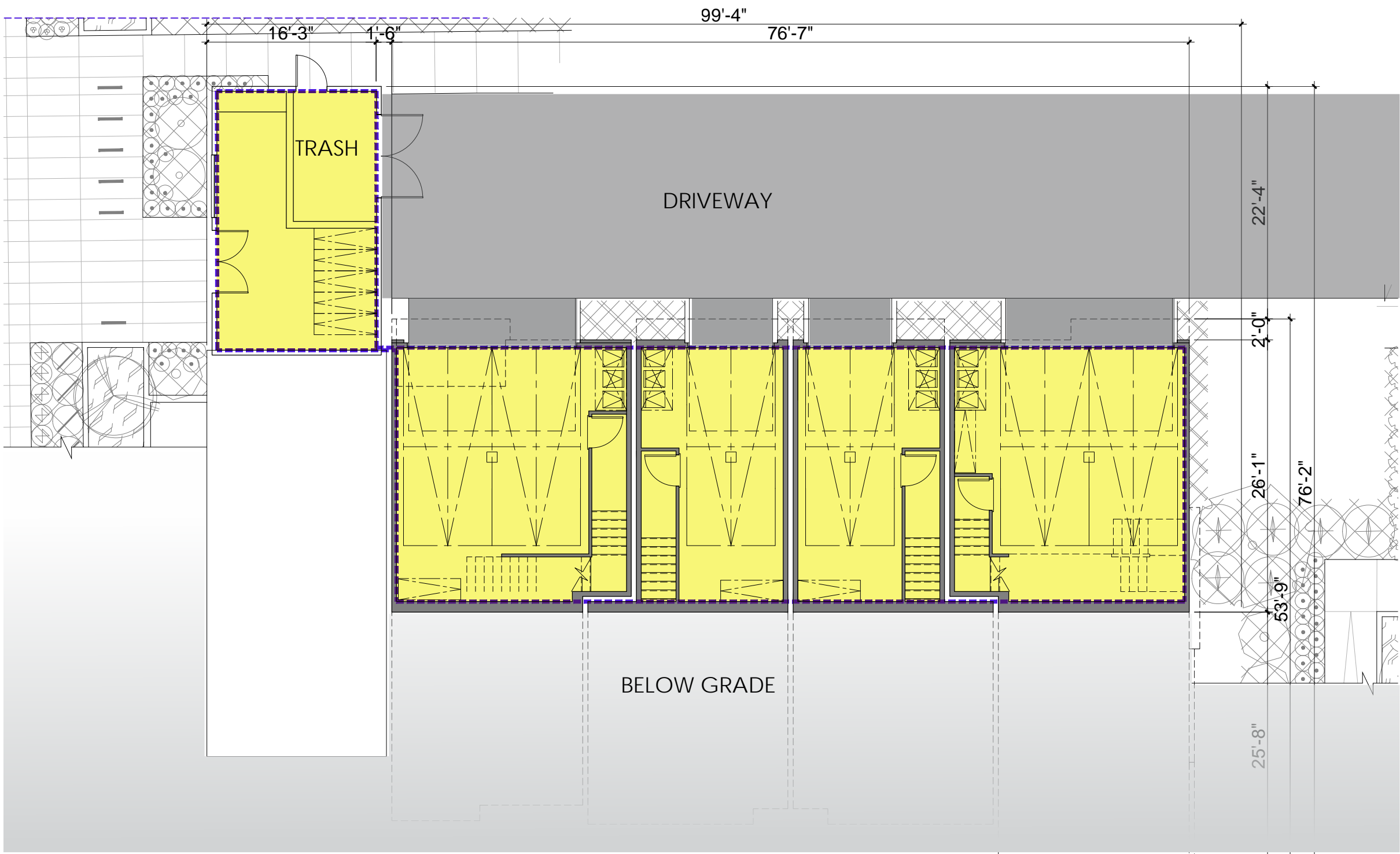
BUILDING 3 (B3) FLOOR PLANS



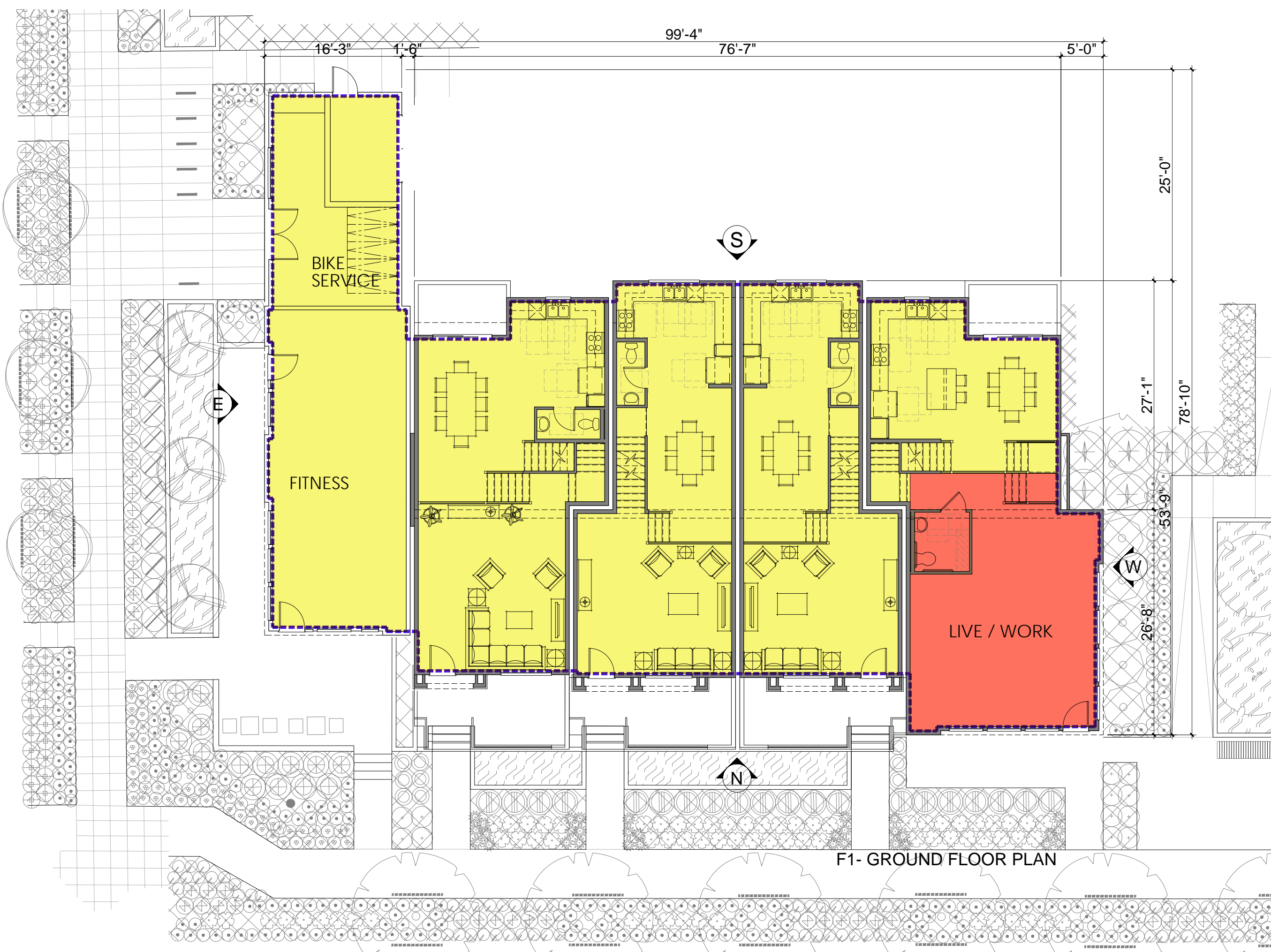
F3- 3RD FLOOR PLAN



F2- 2ND FLOOR PLAN



FB- BASEMENT FLOOR PLAN



F1- GROUND FLOOR PLAN

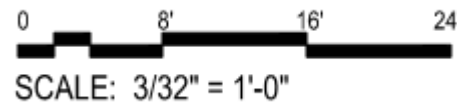


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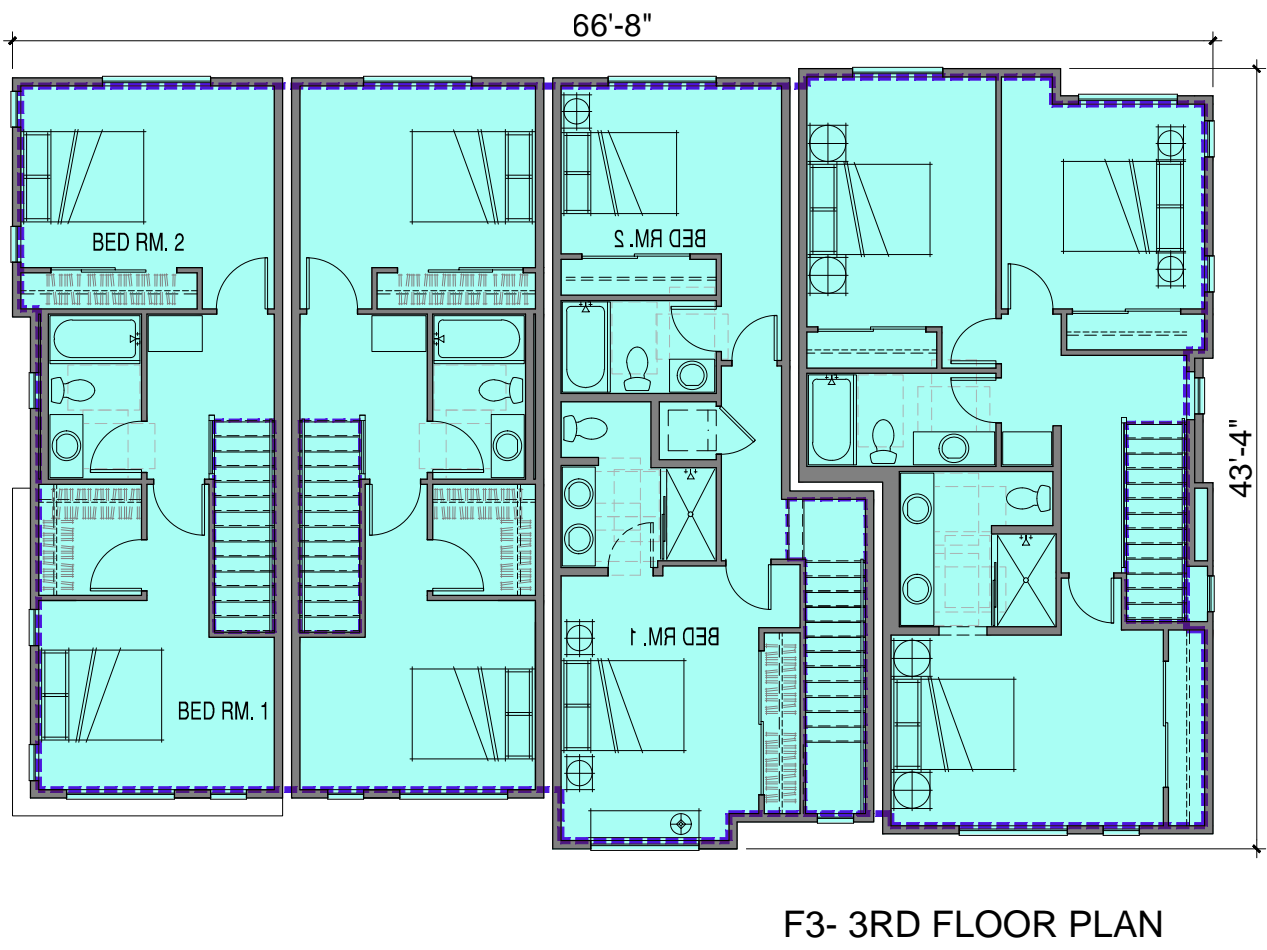
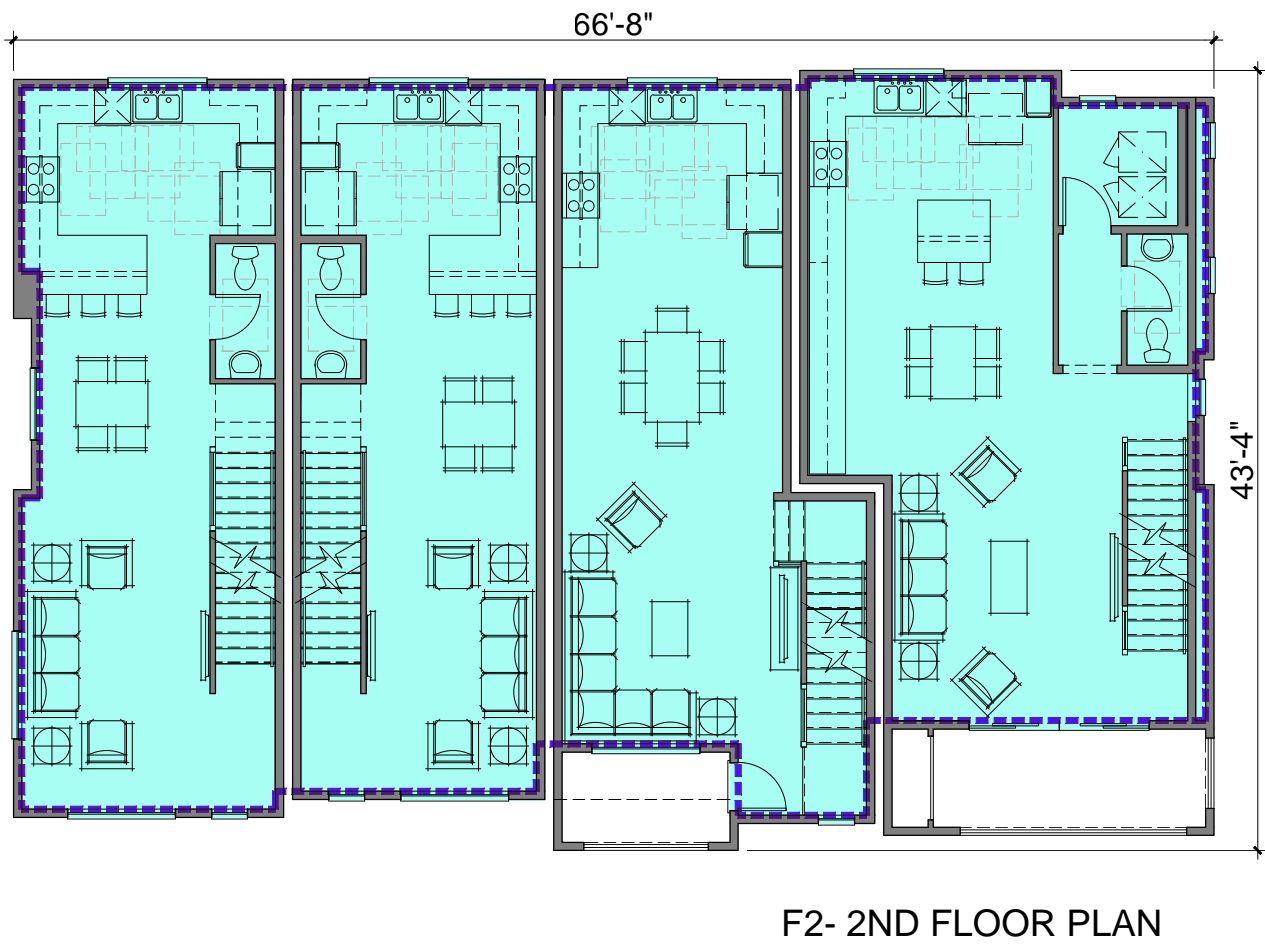
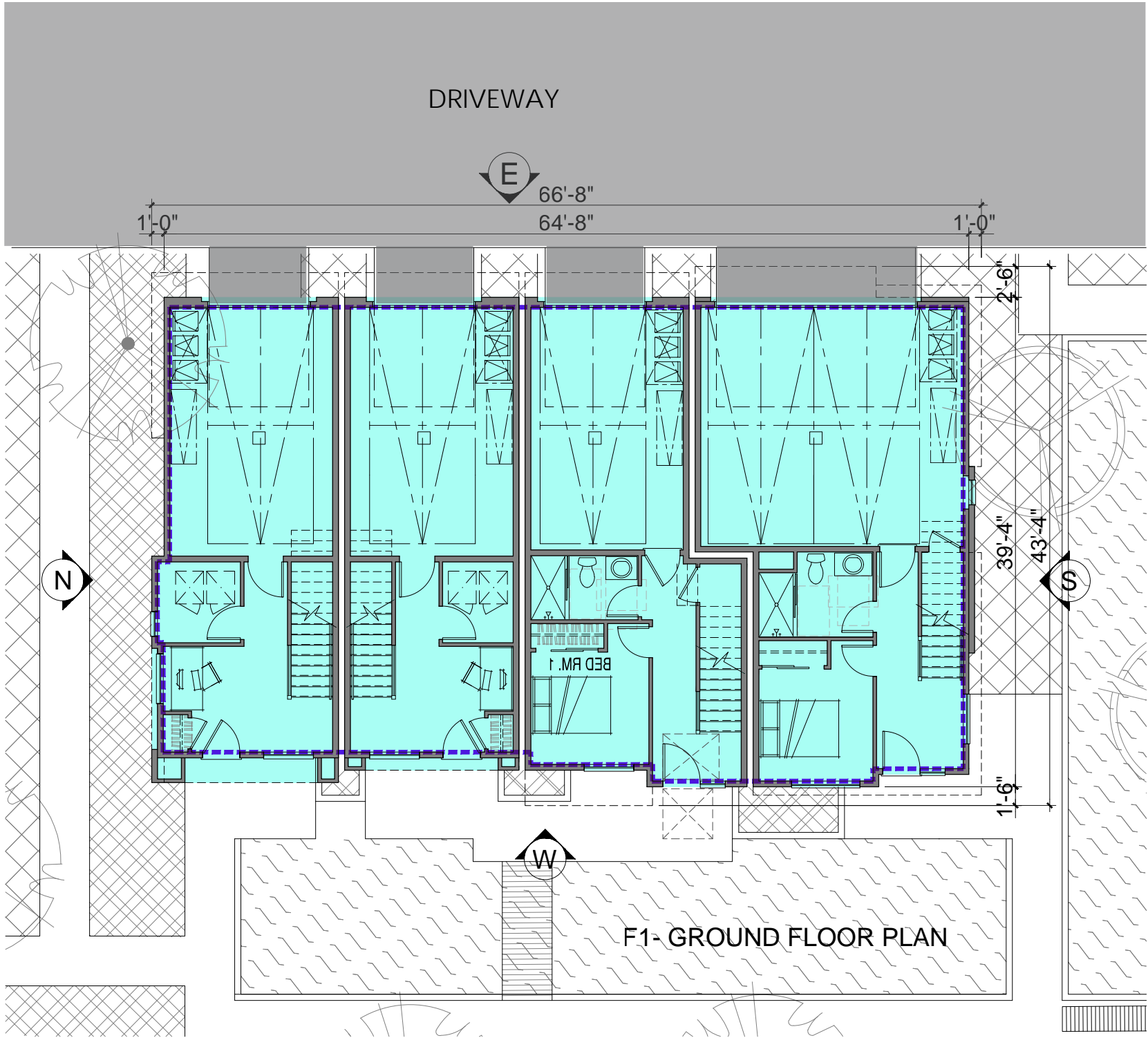
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BUILDING 3 (B3)
FLOOR PLANS

BUILDING 11 (B4) FLOOR PLANS

BUILDING 5 & 9 SIMILAR

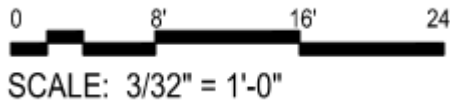


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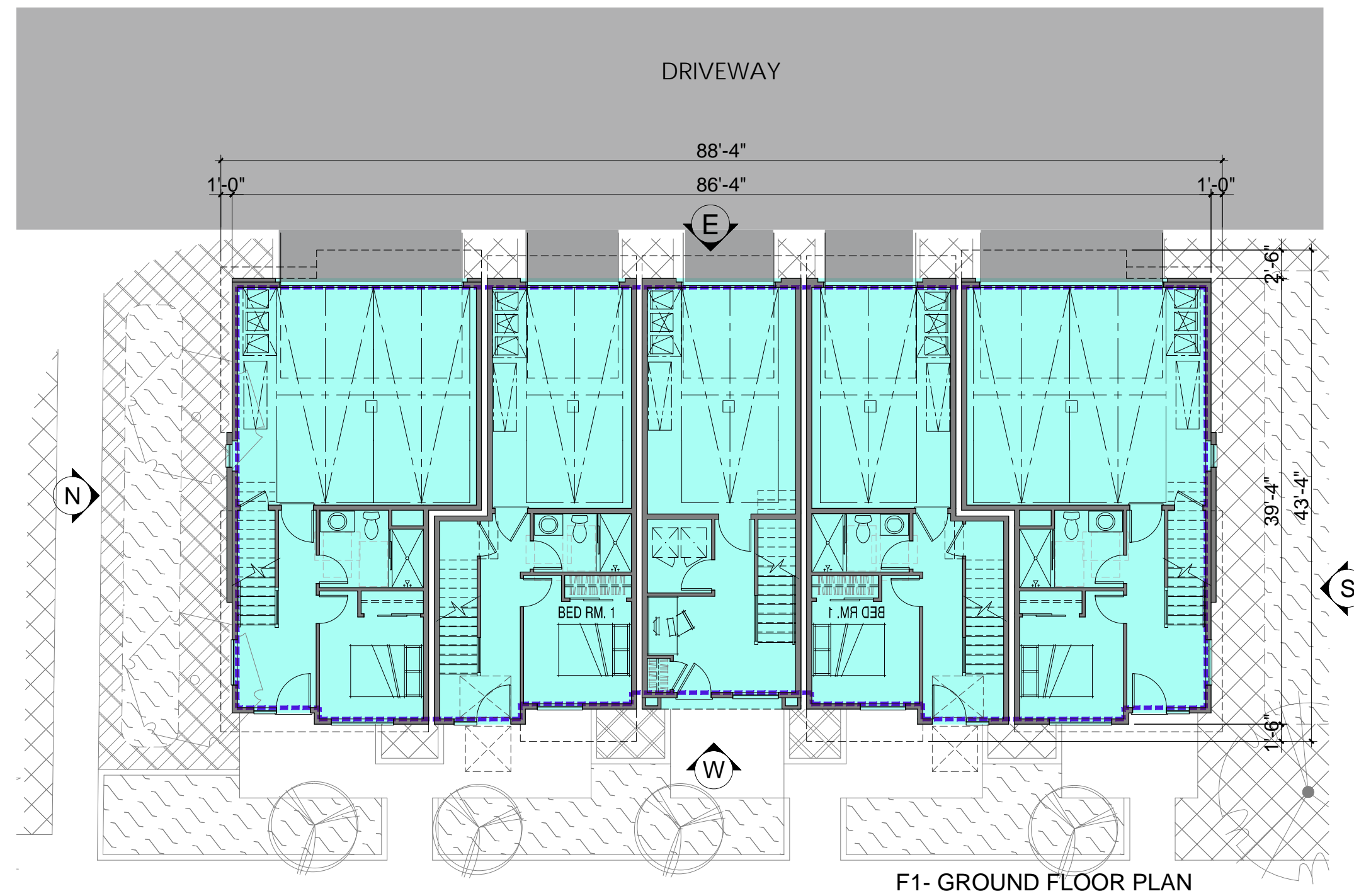
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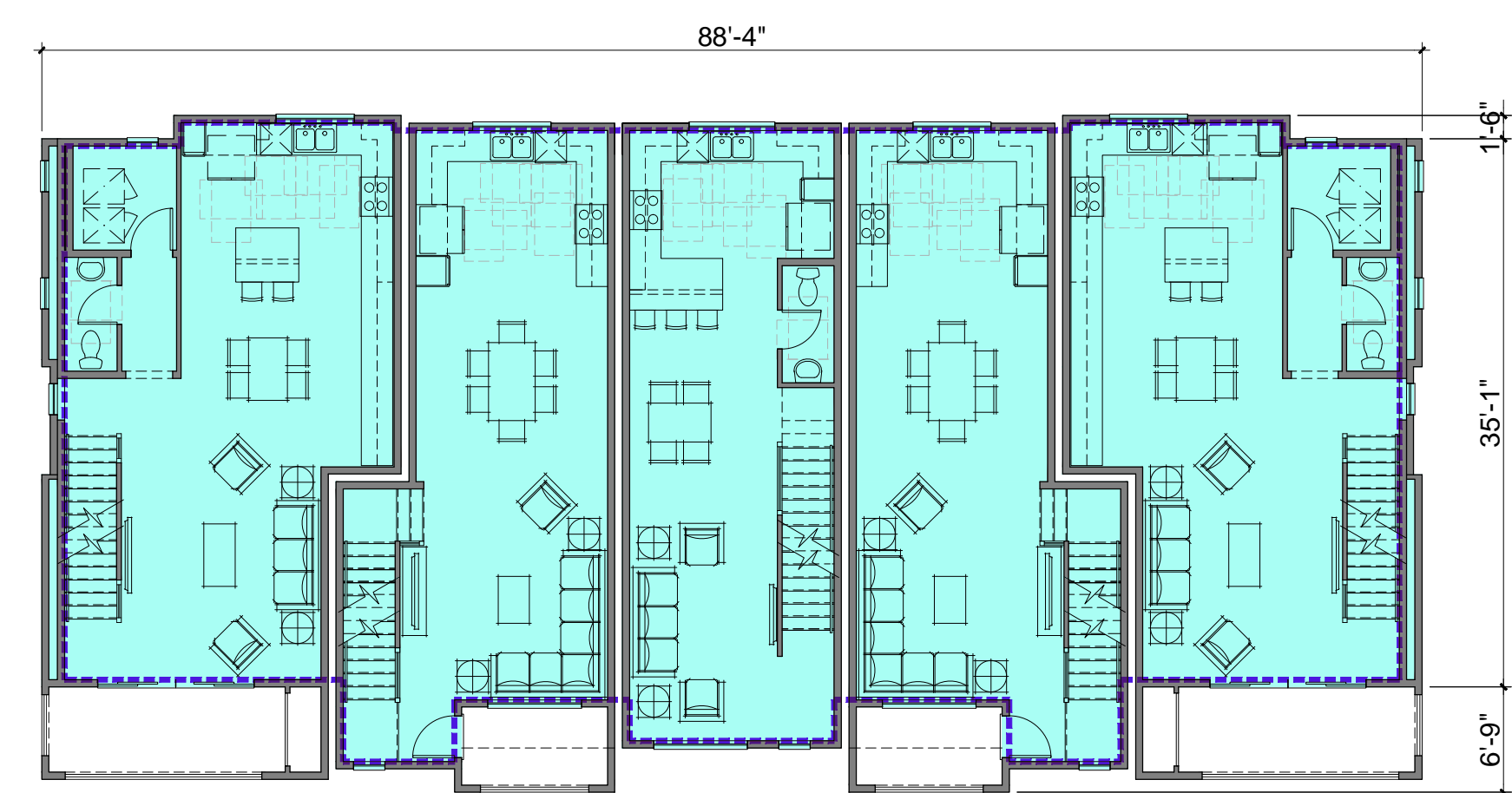


BUILDING 11 (B4 ALT)
FLOOR PLANS

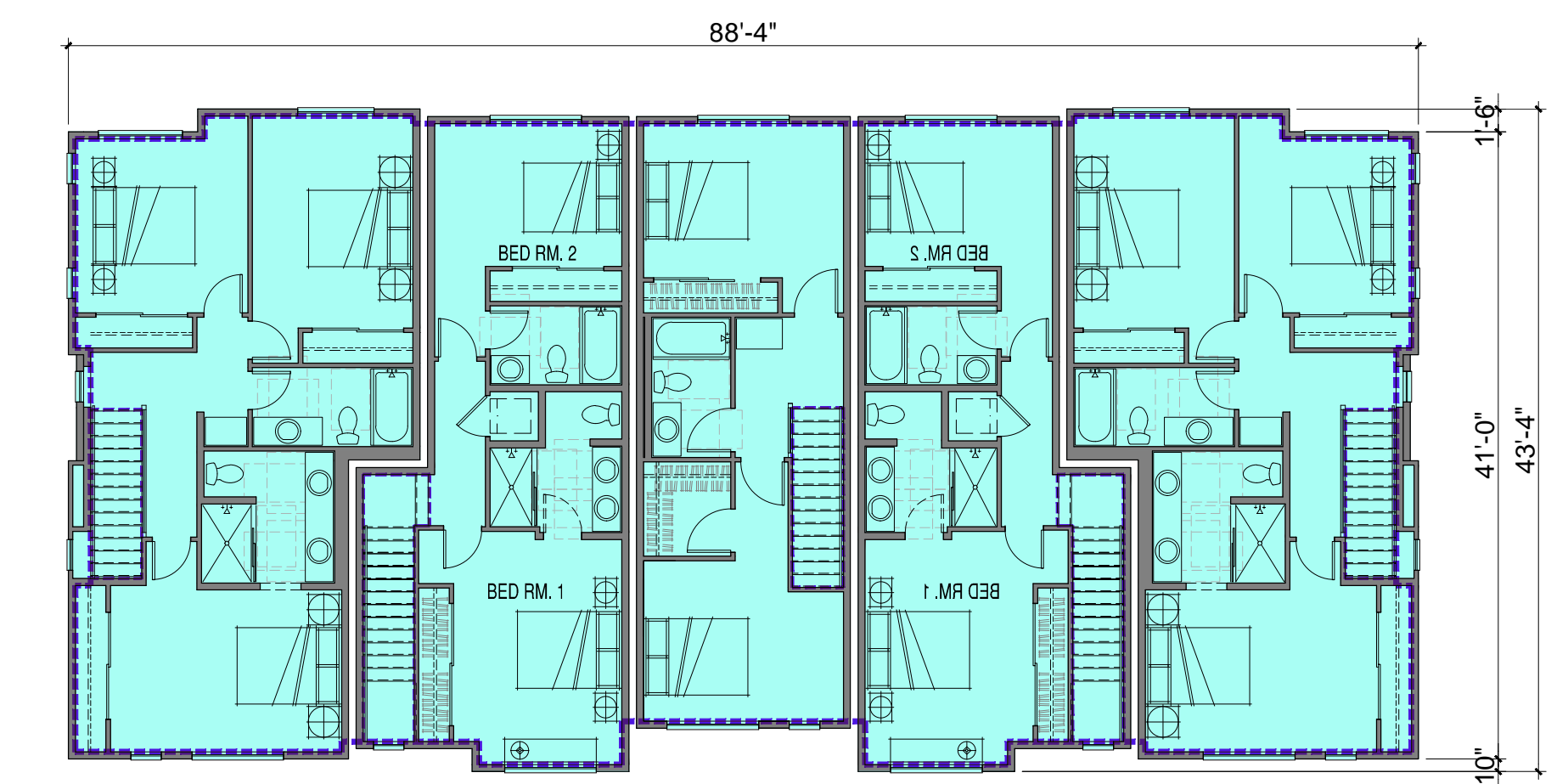
BUILDING 13 (B5) FLOOR PLANS



F1- GROUND FLOOR PLAN



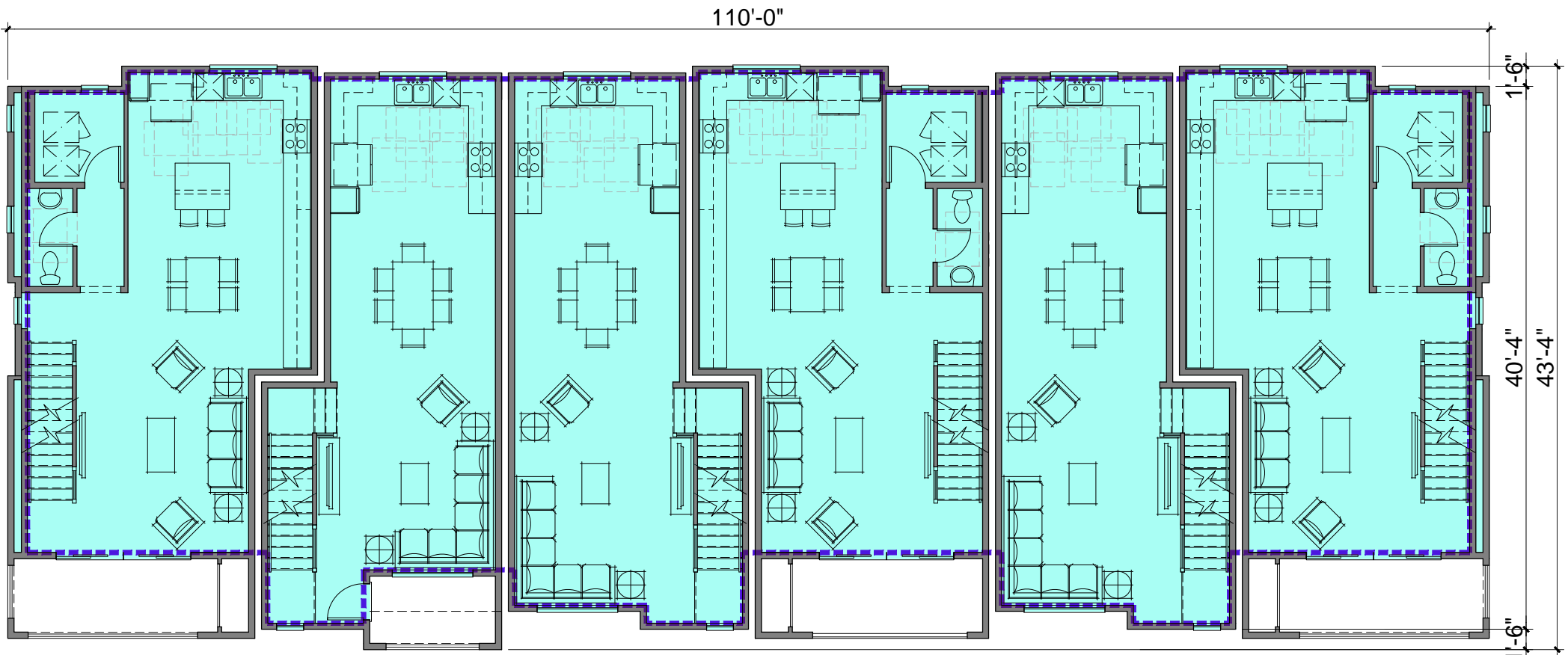
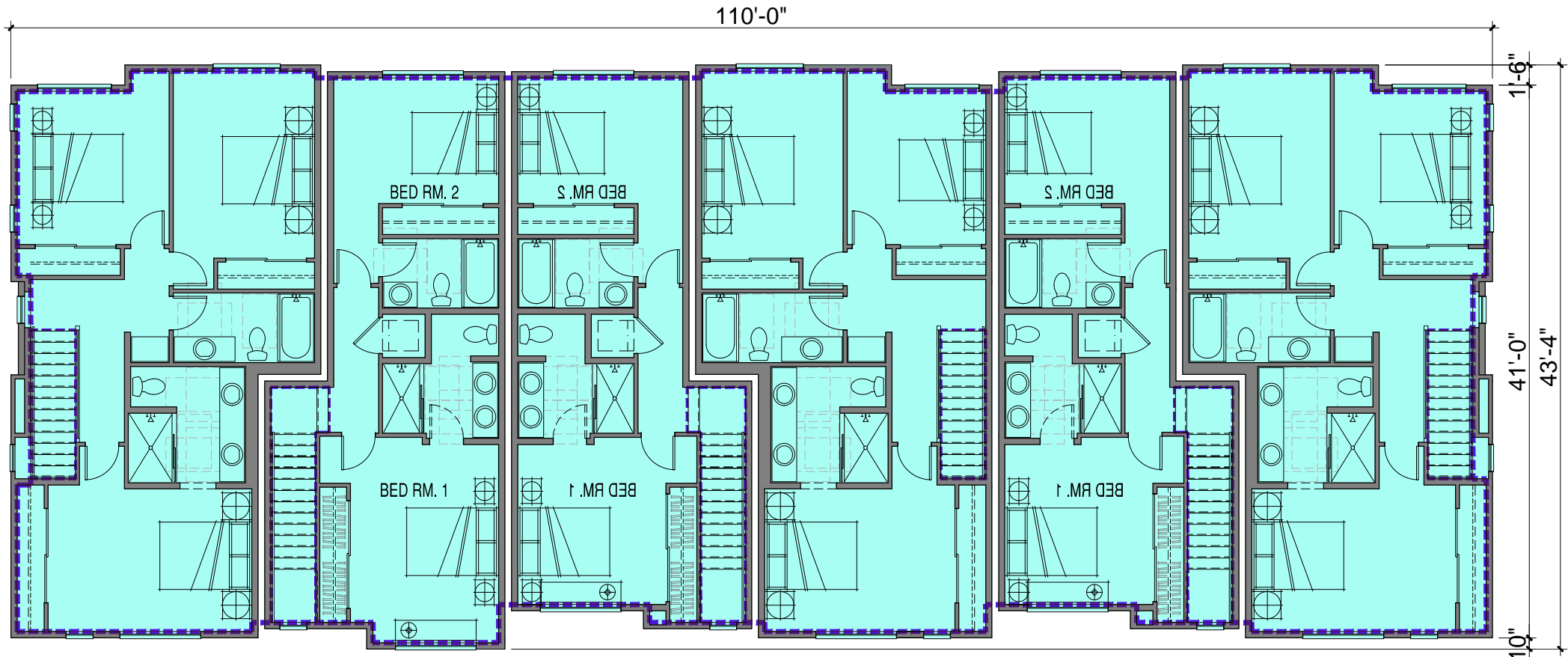
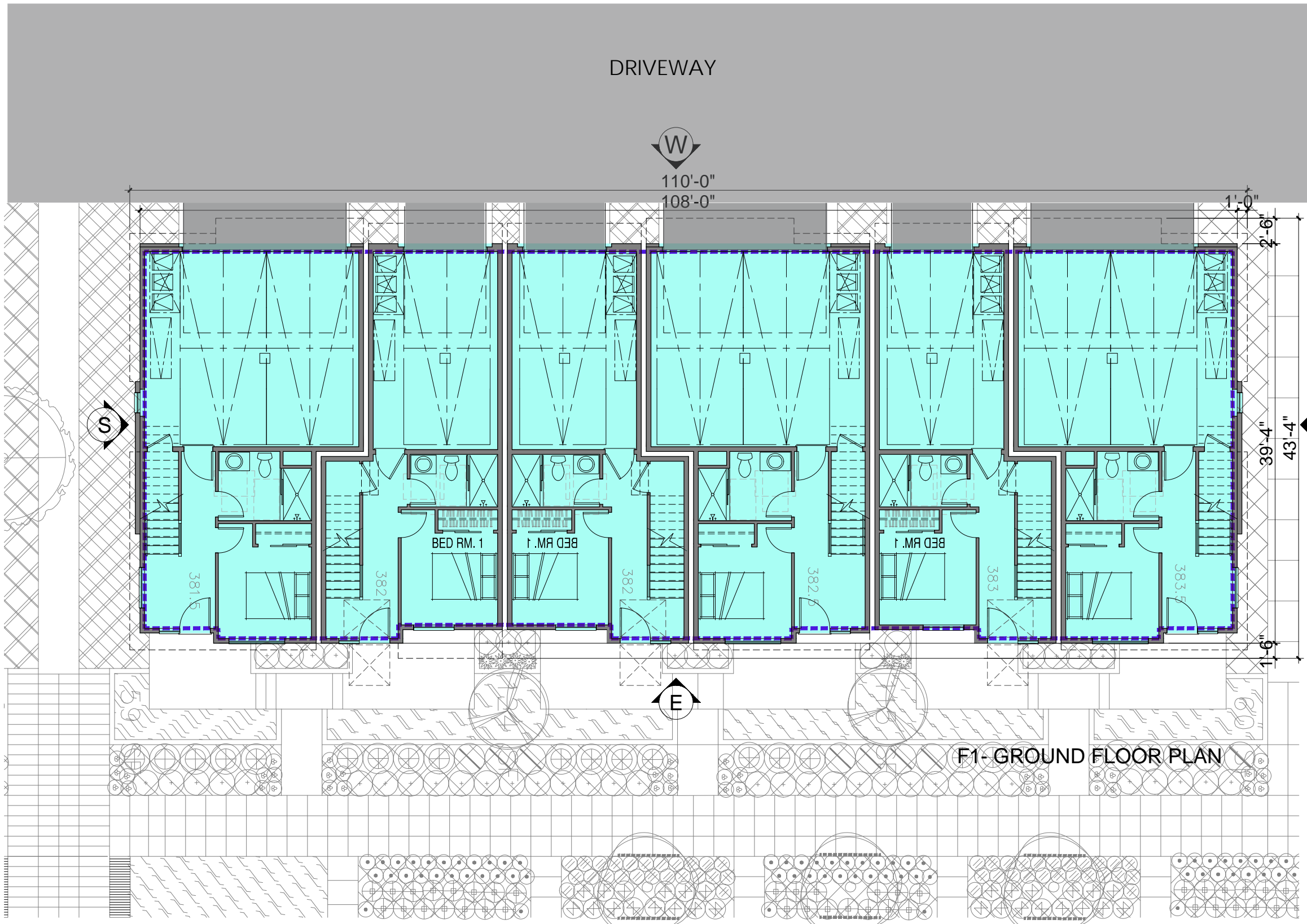
F2- 2ND FLOOR PLAN



F3- 3RD FLOOR PLAN

BUILDING 4 (B6) FLOOR PLANS

BUILDING 6 SIMILAR



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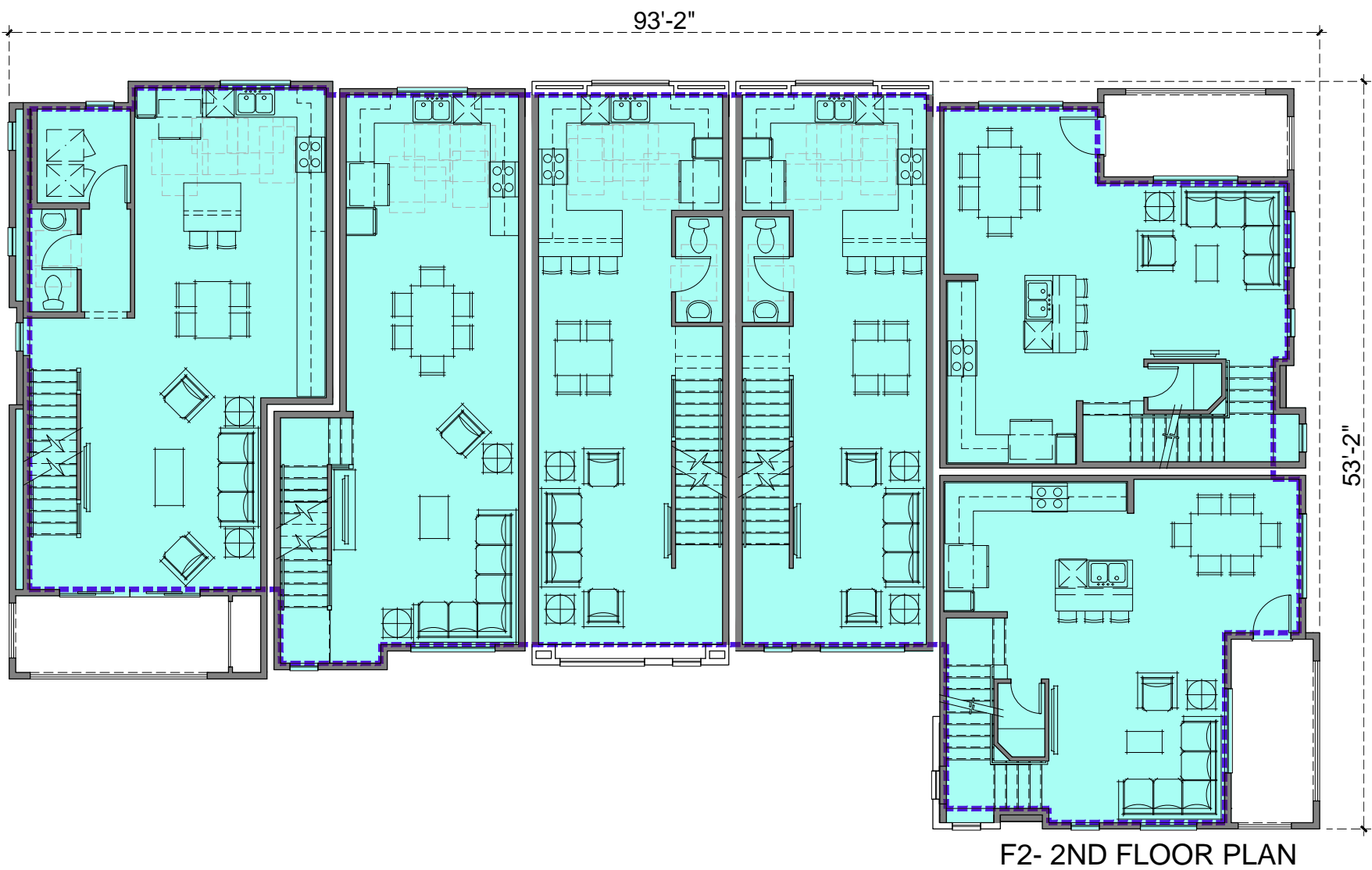
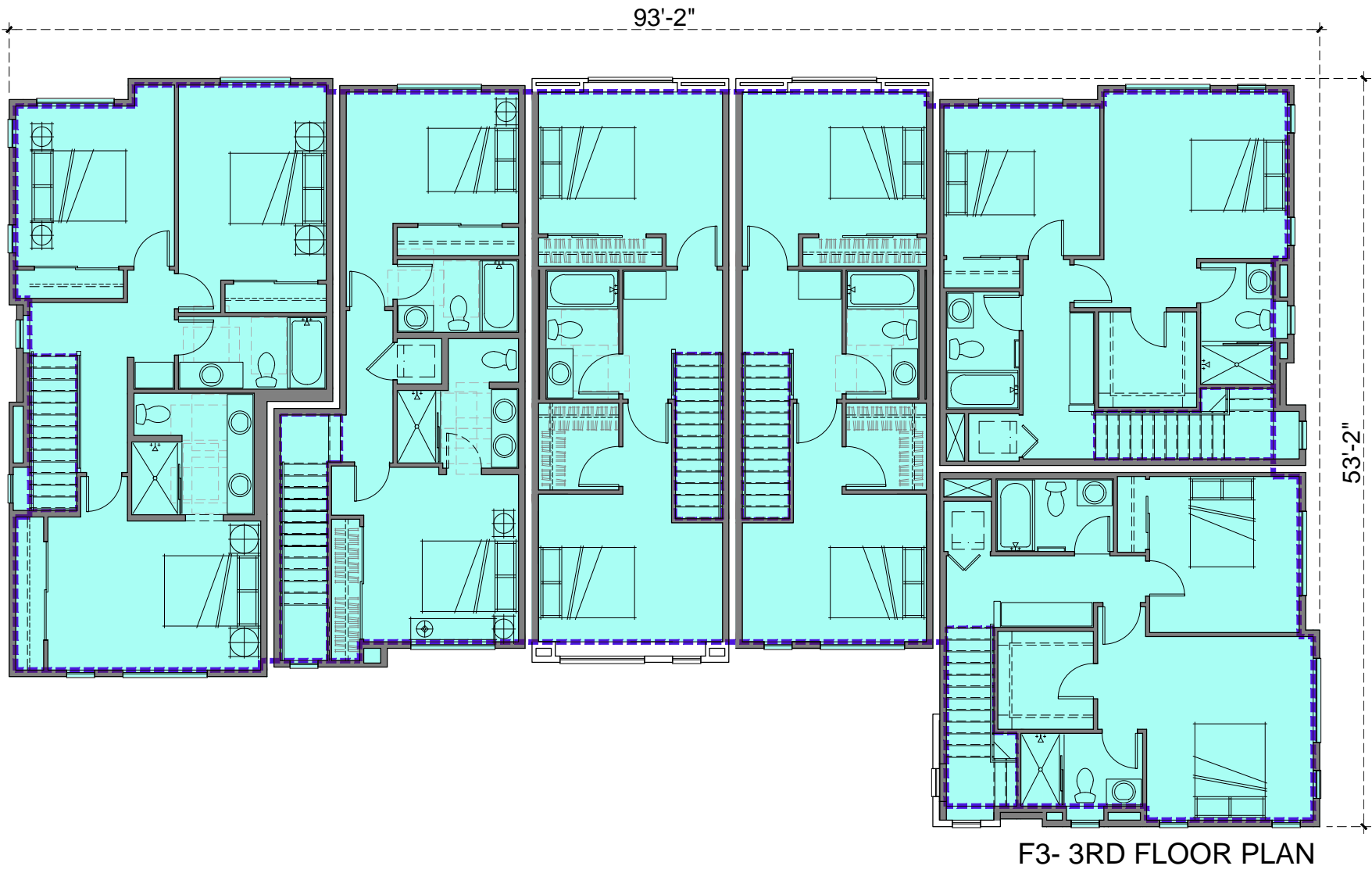
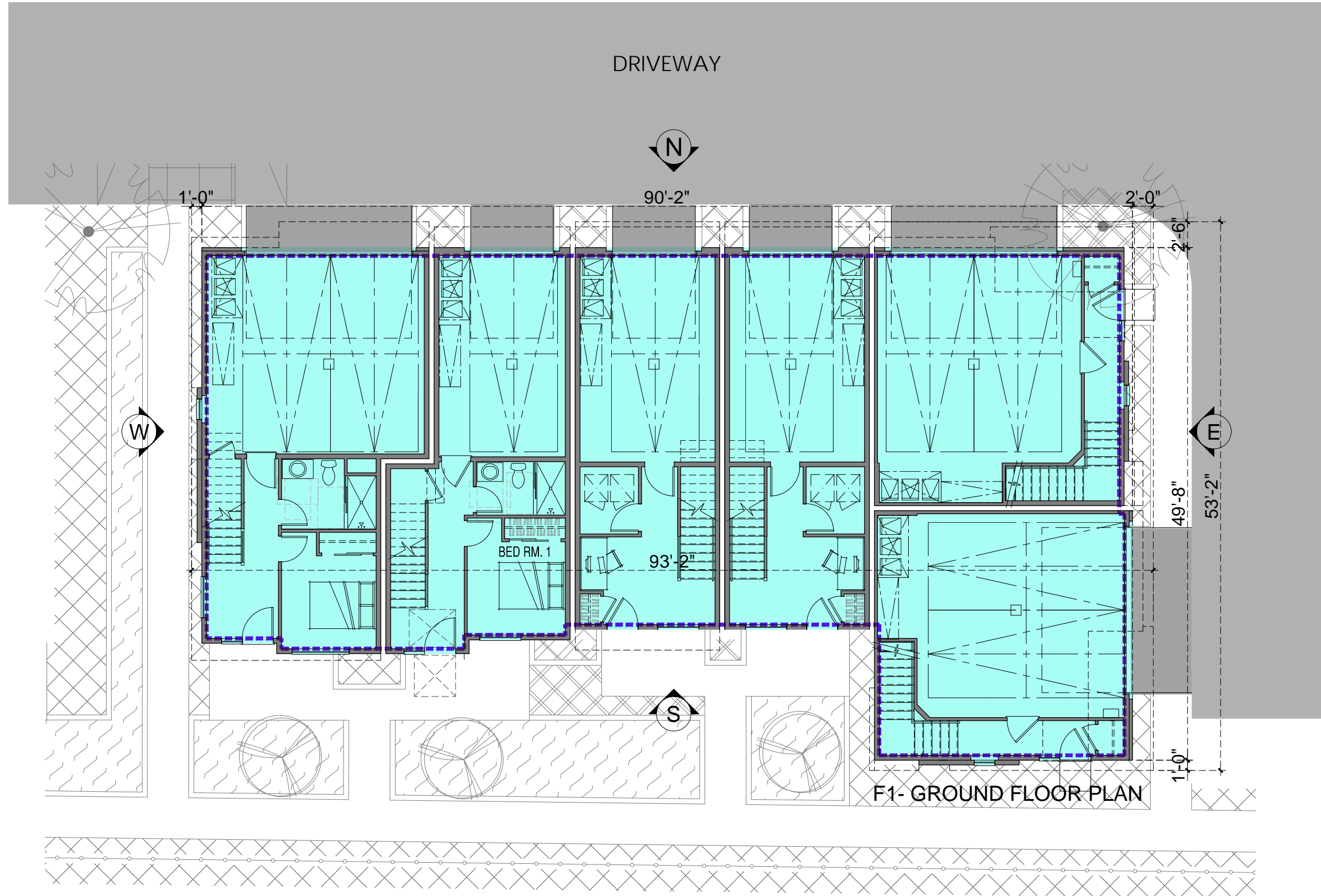
DESIGN REVIEW RECOMMENDATION
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0 8' 16' 24'
SCALE: 3/32" = 1'-0"

BUILDING 4 (B6)
FLOOR PLANS

BUILDING 7 (B6 CARRIAGE) FLOOR PLANS

BUILDING 8 & 10 SIMILAR

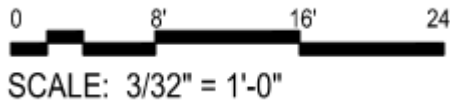


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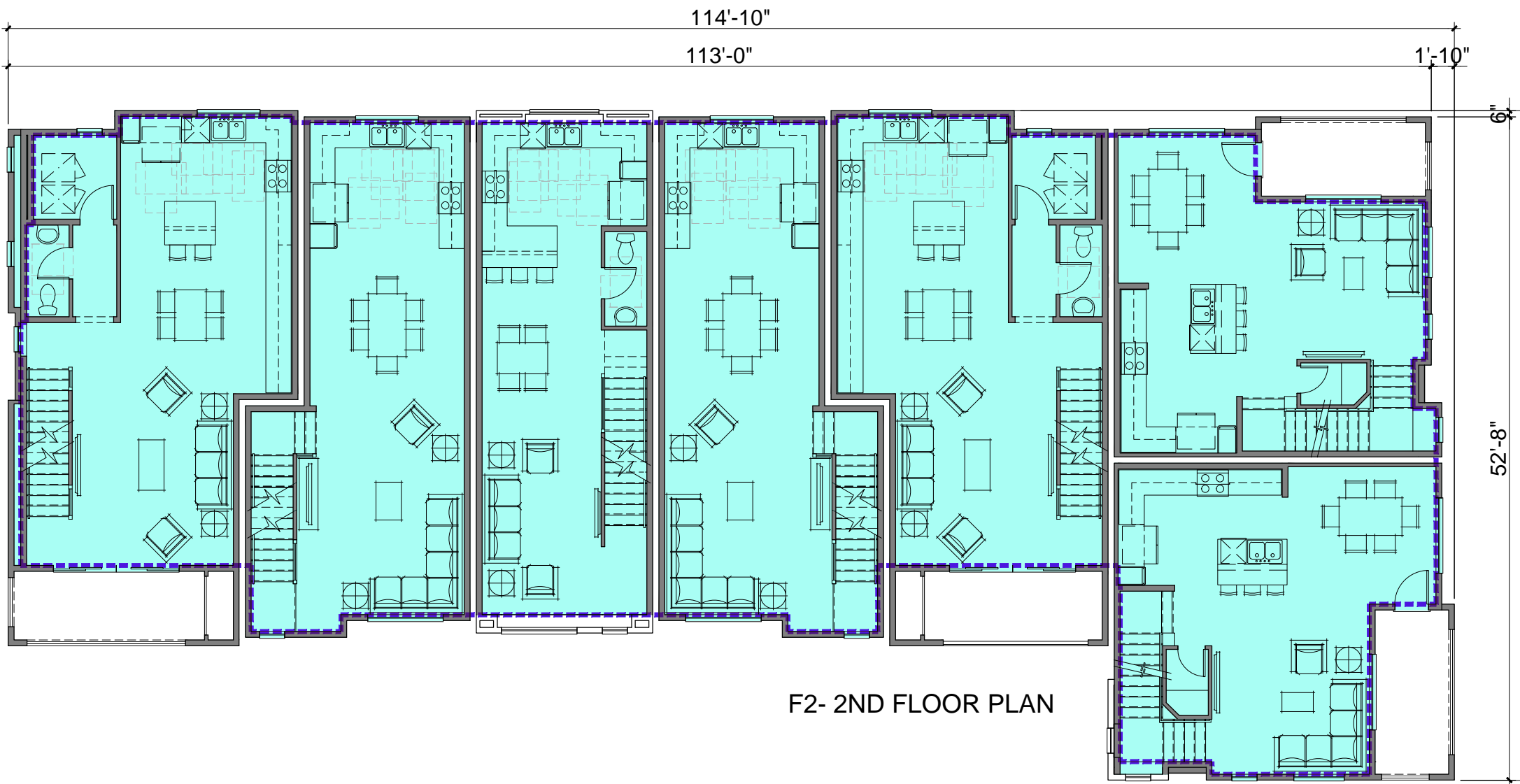
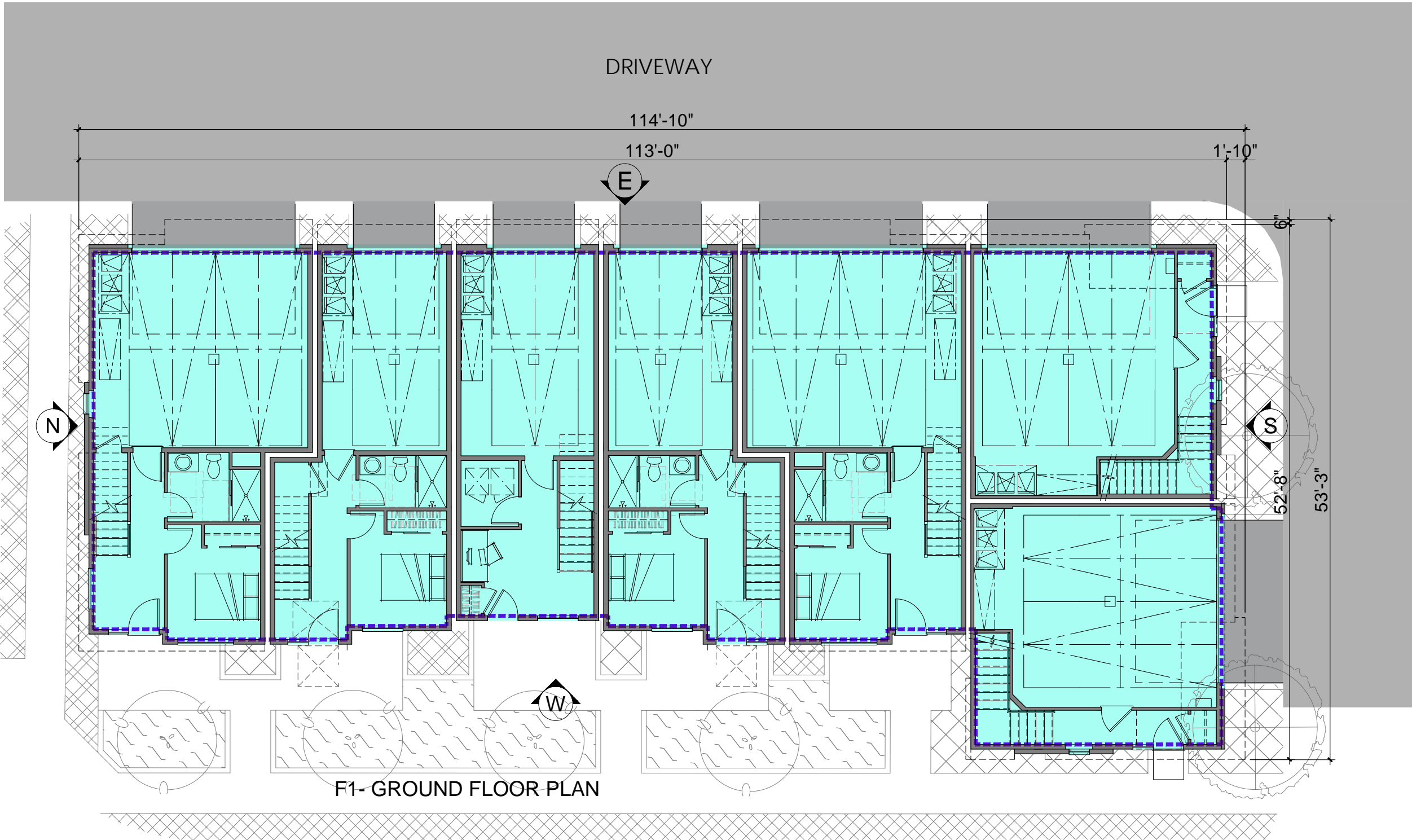
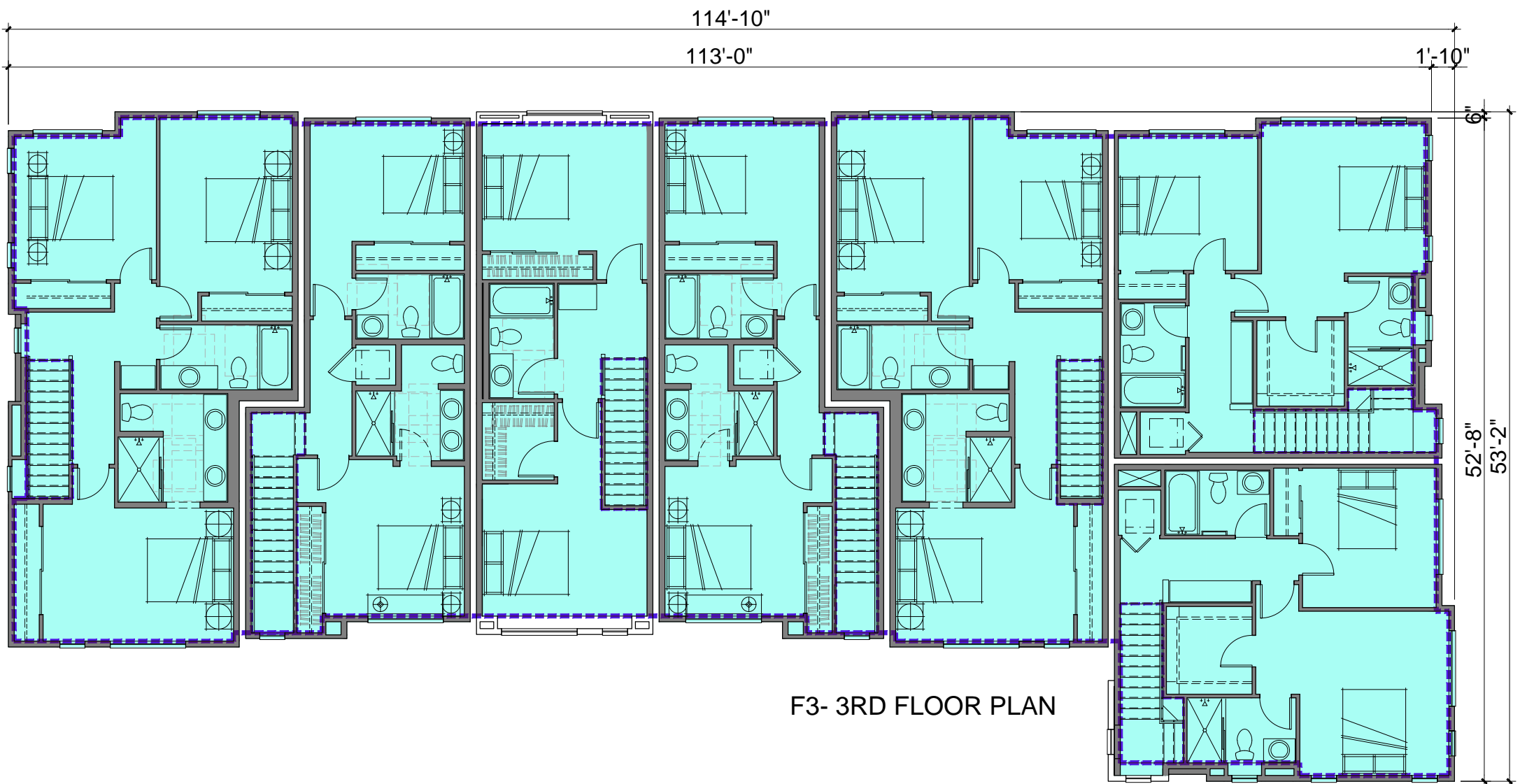
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BUILDING 7 (B6 CARRIAGE)
FLOOR PLANS

BUILDING 15 (B7 CARRIAGE) FLOOR PLANS

BUILDING 12 & 14 SIMILAR

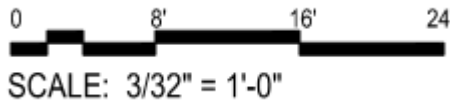


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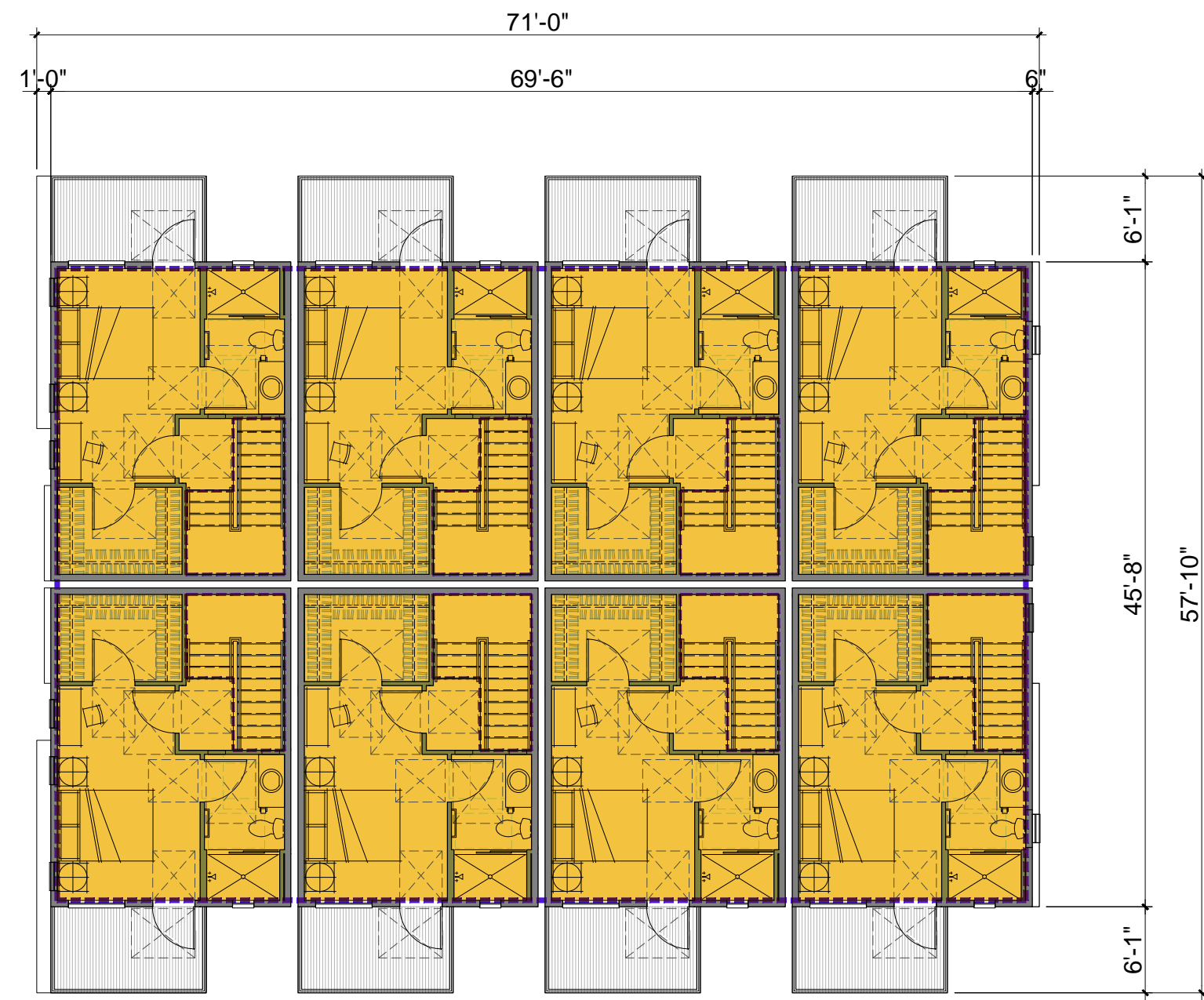
DESIGN REVIEW RECOMMENDATION
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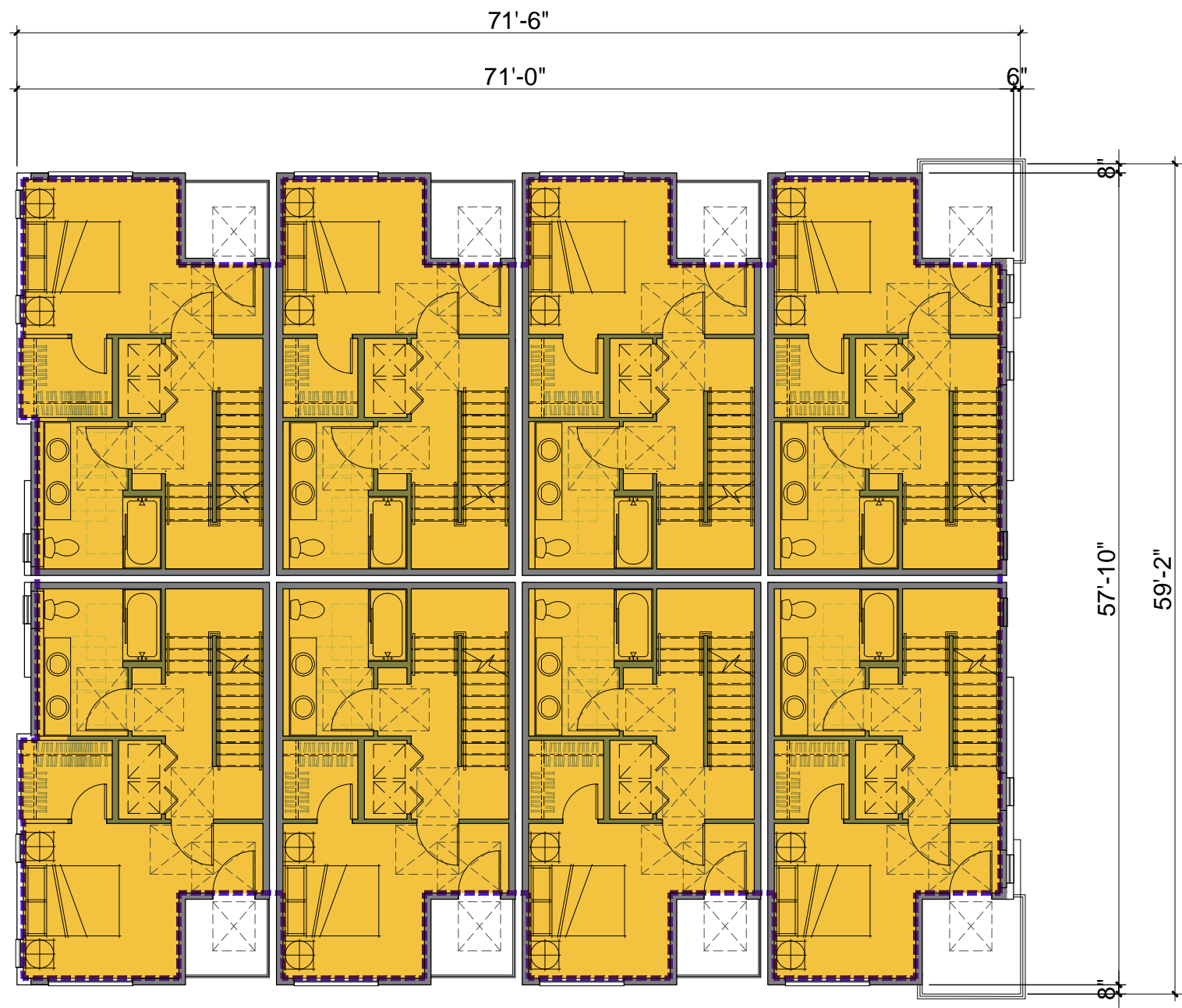
BUILDING 15 (B7 CARRIAGE)
FLOOR PLANS

BUILDING 18 (B8) FLOOR PLANS

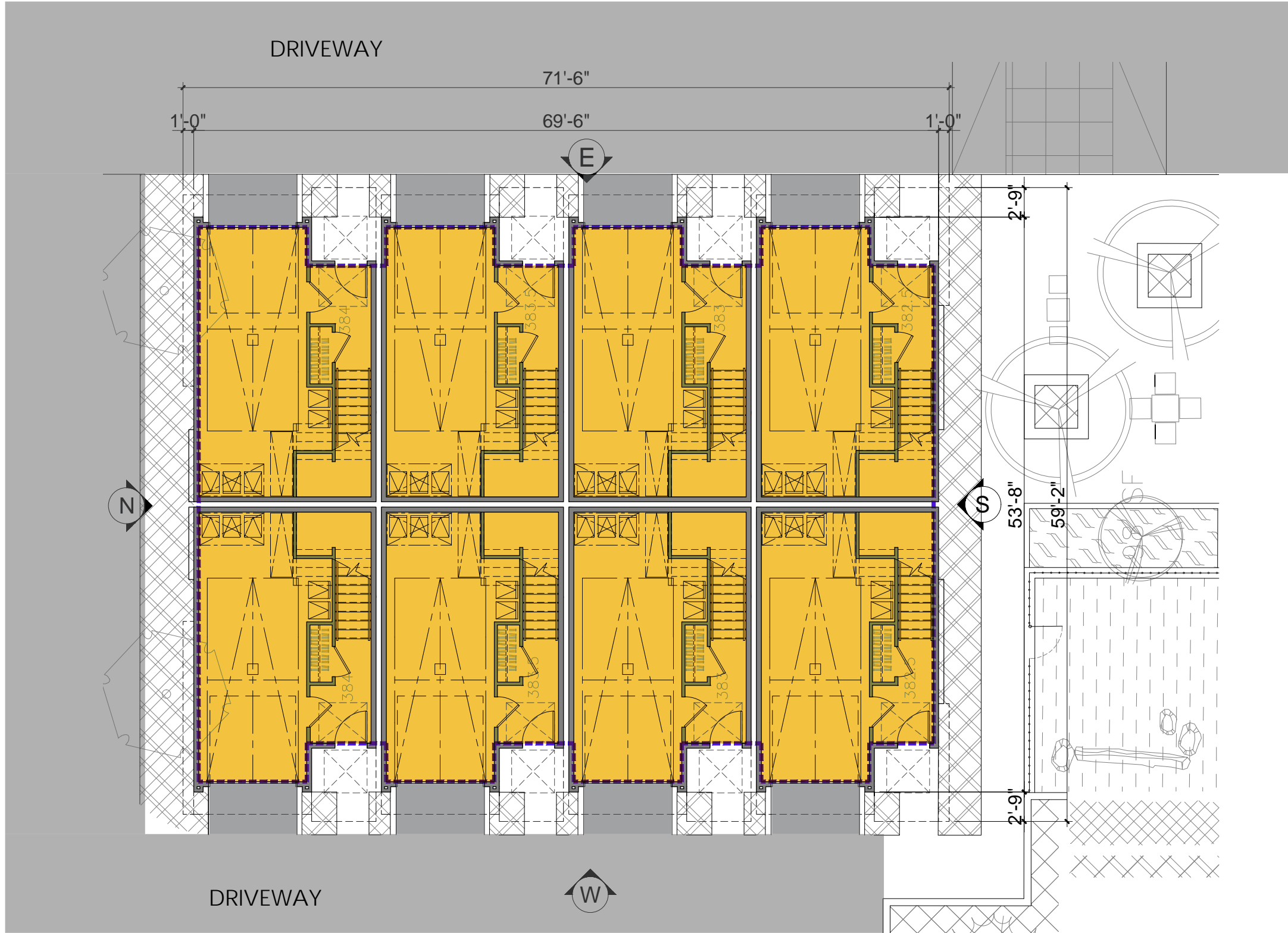
BUILDING 16 SIMILAR



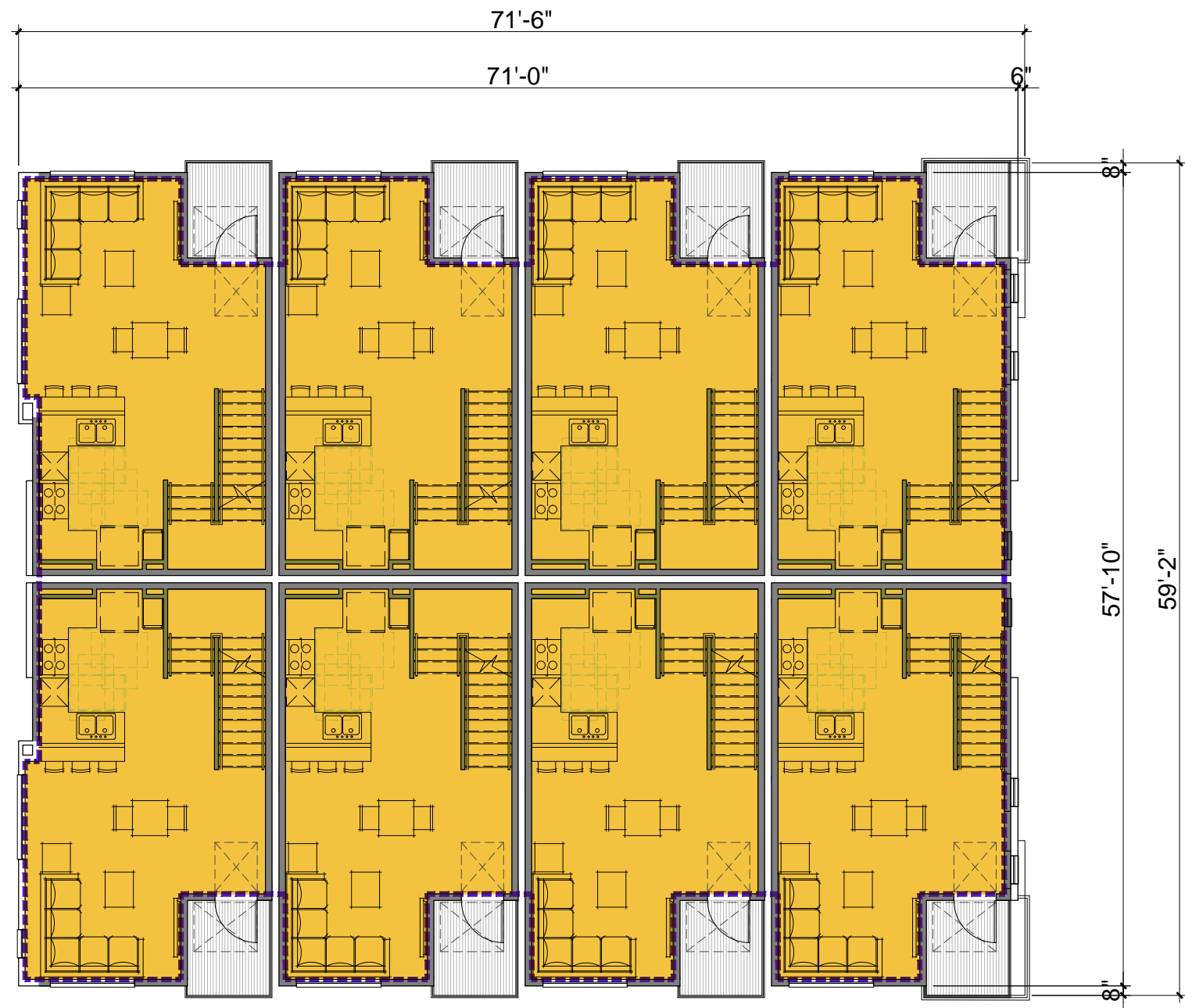
F4- 4TH FLOOR PLAN



F3- 3RD FLOOR PLAN



F1- GROUND FLOOR PLAN



F2- 2ND FLOOR PLAN

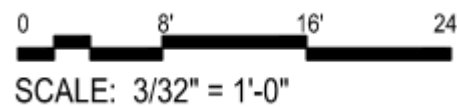


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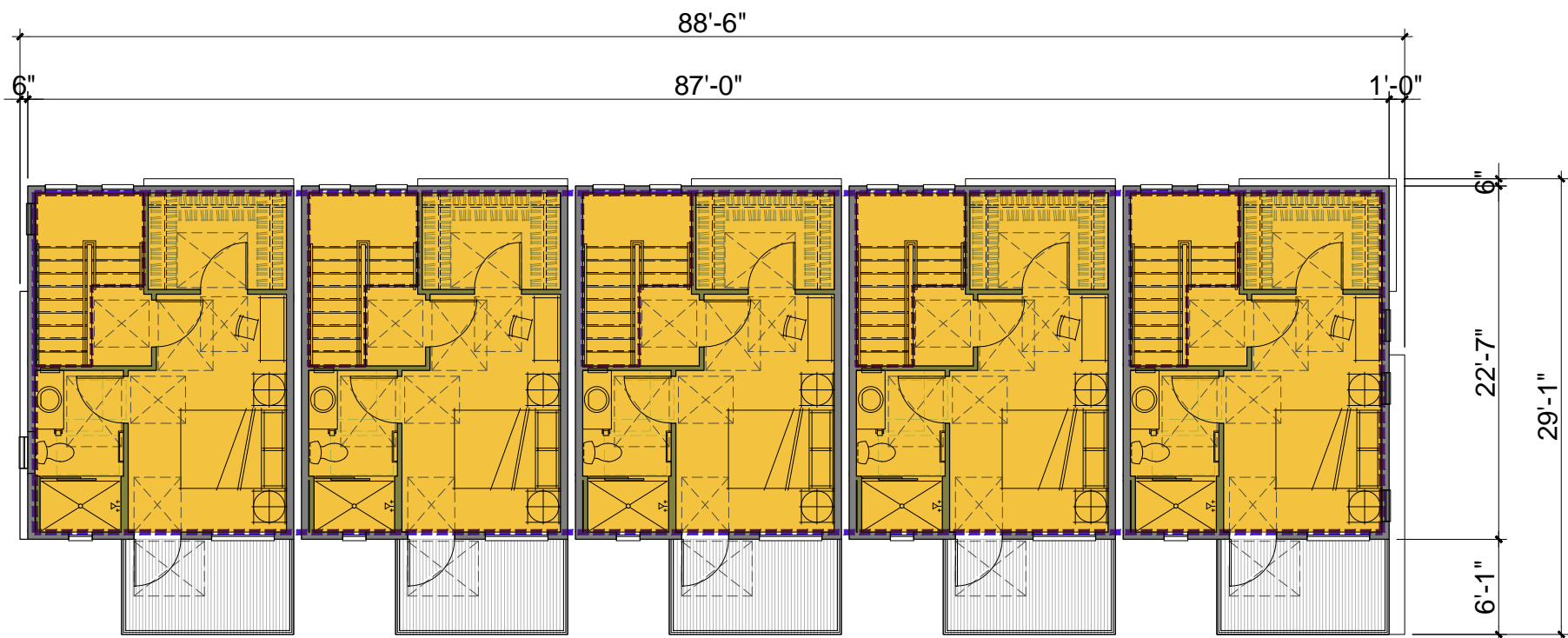
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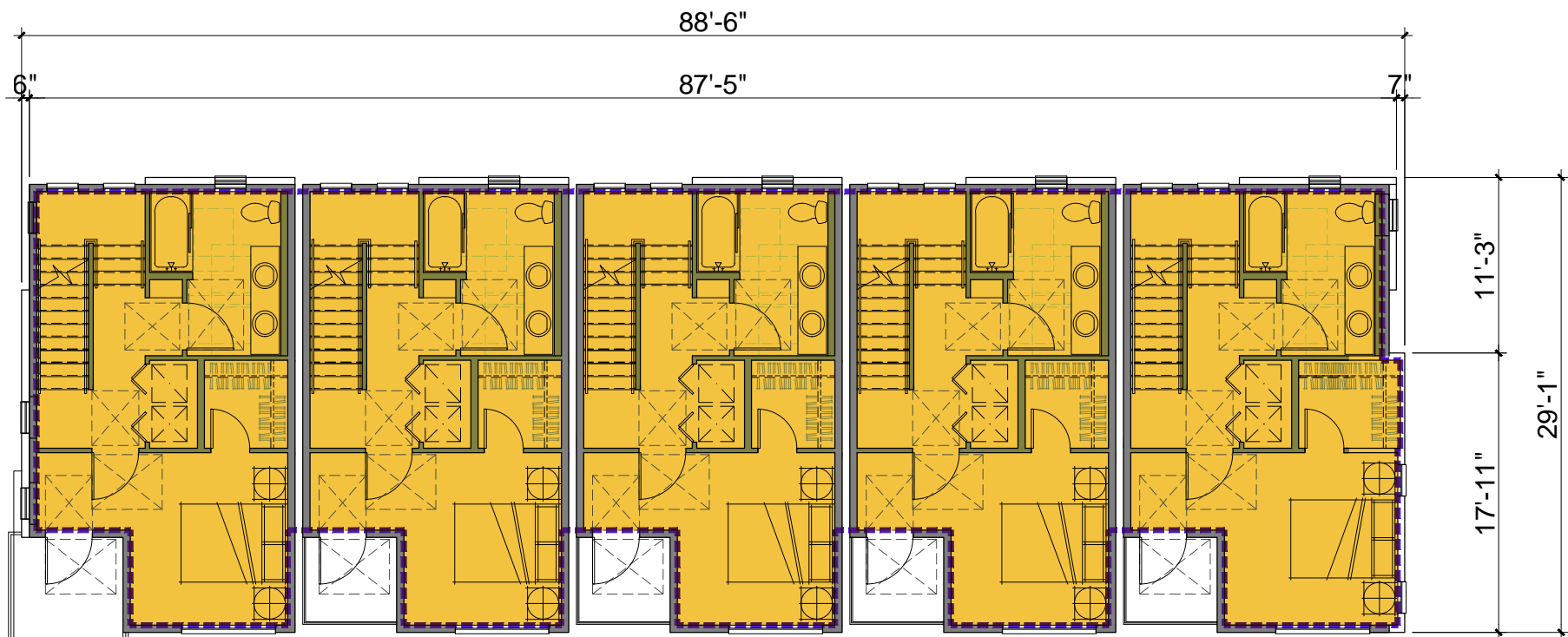
BUILDING 18 (B8)
FLOOR PLANS

BUILDING 17 (B9) FLOOR PLANS

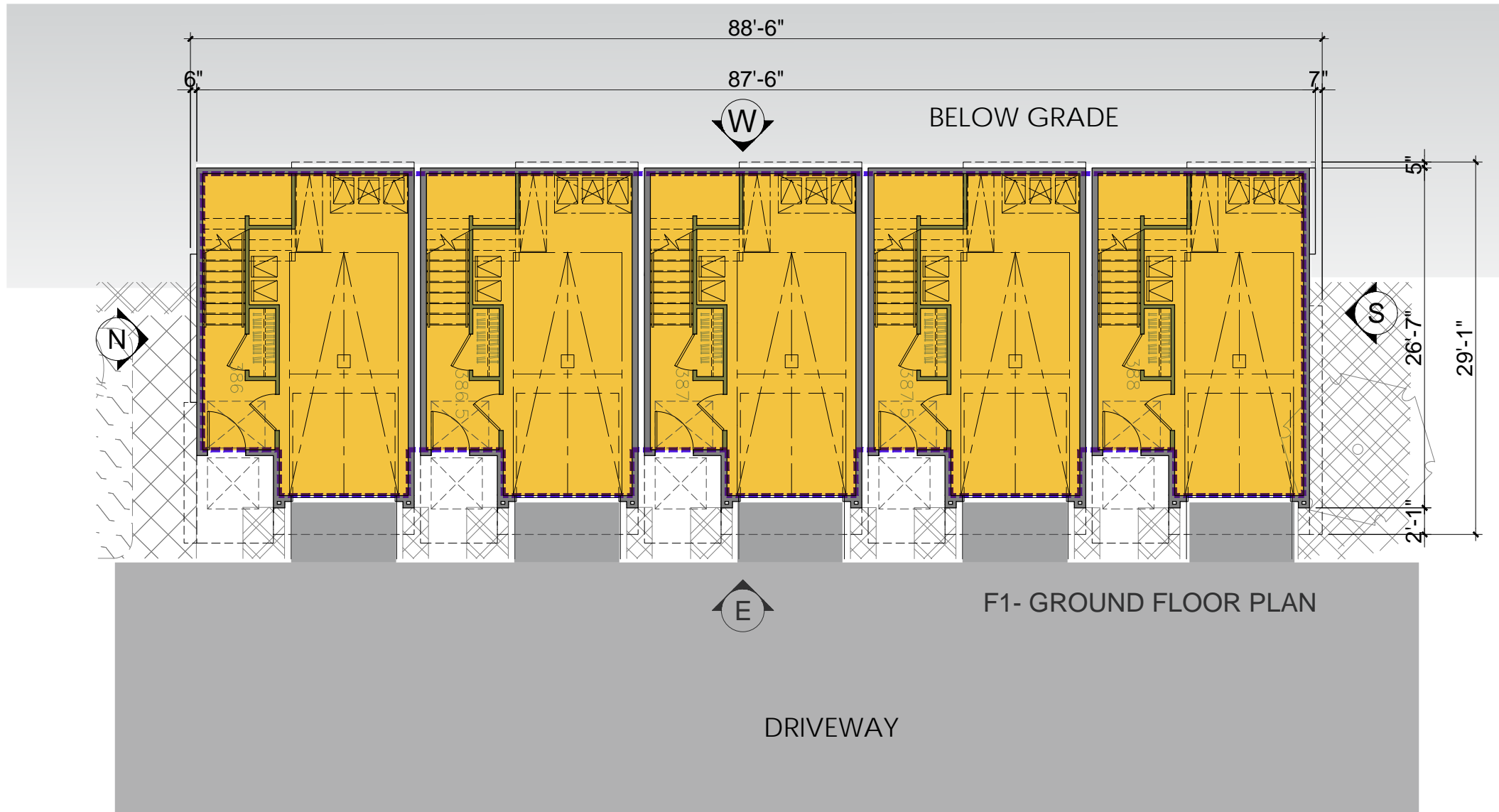
BUILDING 19 SIMILAR



F4- 4TH FLOOR PLAN



F3- 3RD FLOOR PLAN



F1- GROUND FLOOR PLAN



F2- 2ND FLOOR PLAN

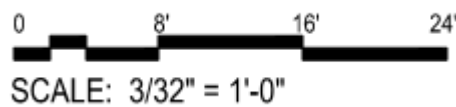


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SCALE: 3/32" = 1'-0"

BUILDING 17 (B9)
FLOOR PLANS



6 DOG PARK



7 TOWNHOUSE ENTRIES



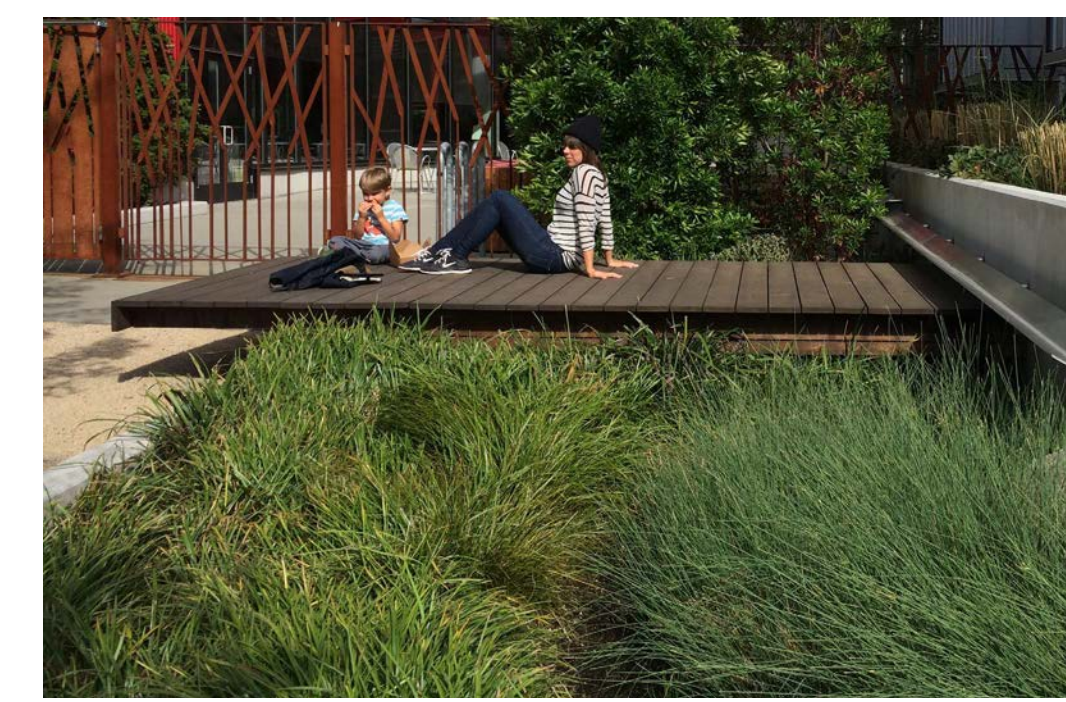
1 BIKE PARKING & PLAZA AREAS



2 STREETScape PLANTINGS



3 BIORETENTION PLANTER & SEATING AT STREET



4 BIORETENTION & SEATING IN COURTYARD



5 NATURE PLAY AREA





DOG PARK

COMMUNITY PLAZA
AMENITY SPACE

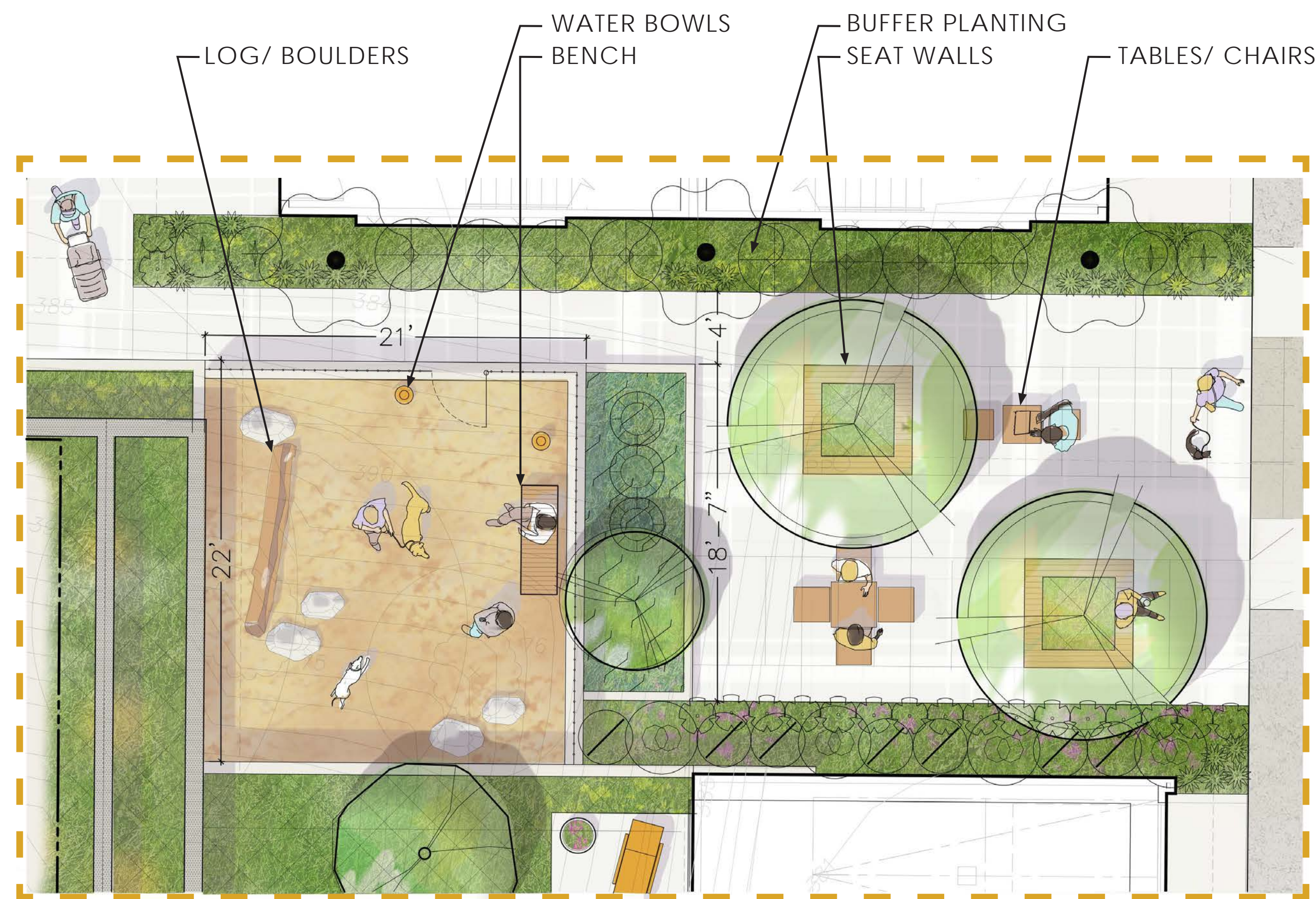
RAISED CROSSWALK

COMMUNITY PLAZA
SEAT WALLS

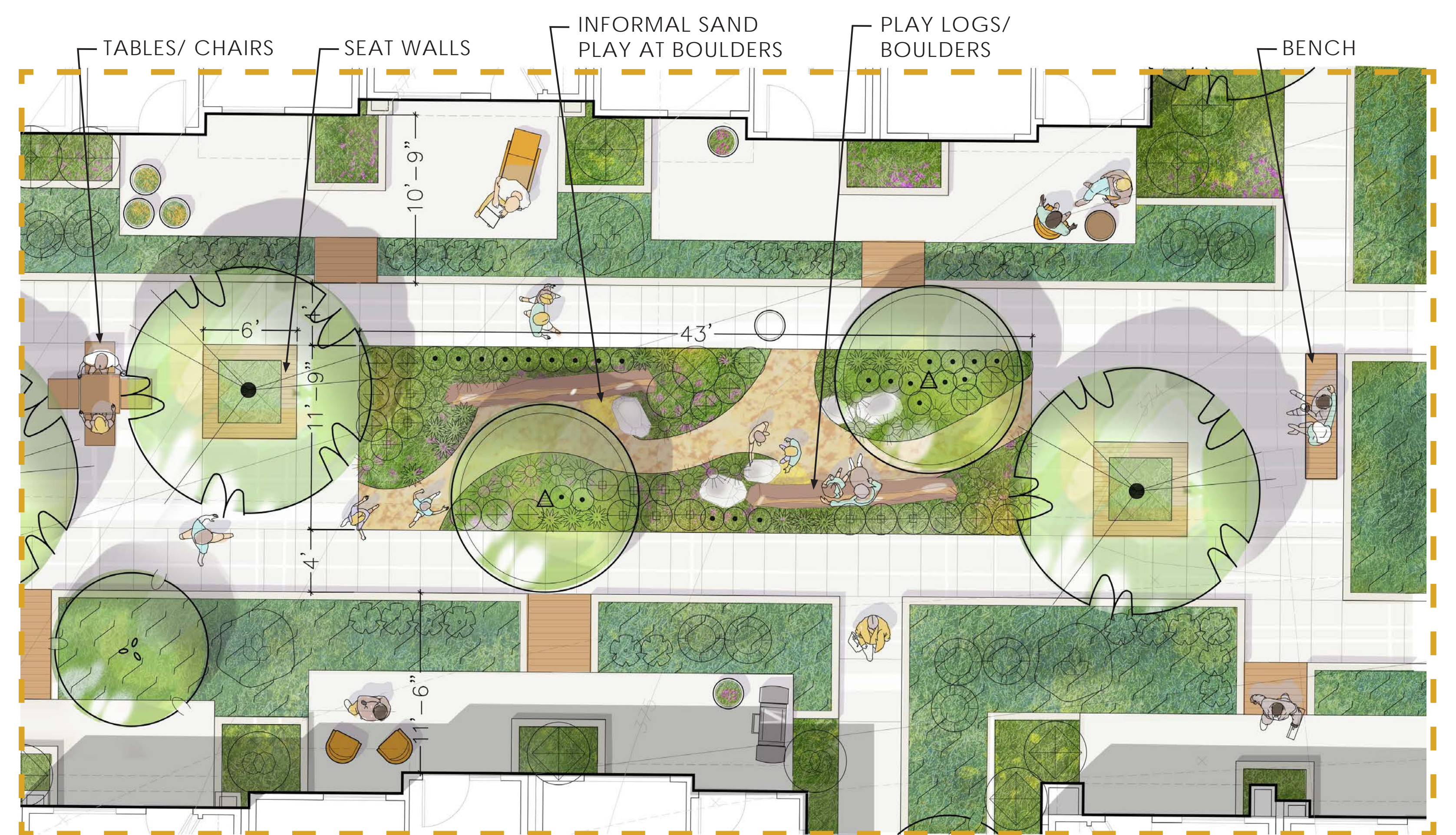
NATURE PLAY AREA

BIORETENTION PLANTERS
PRIVATE PATIOS/ ENTRIES

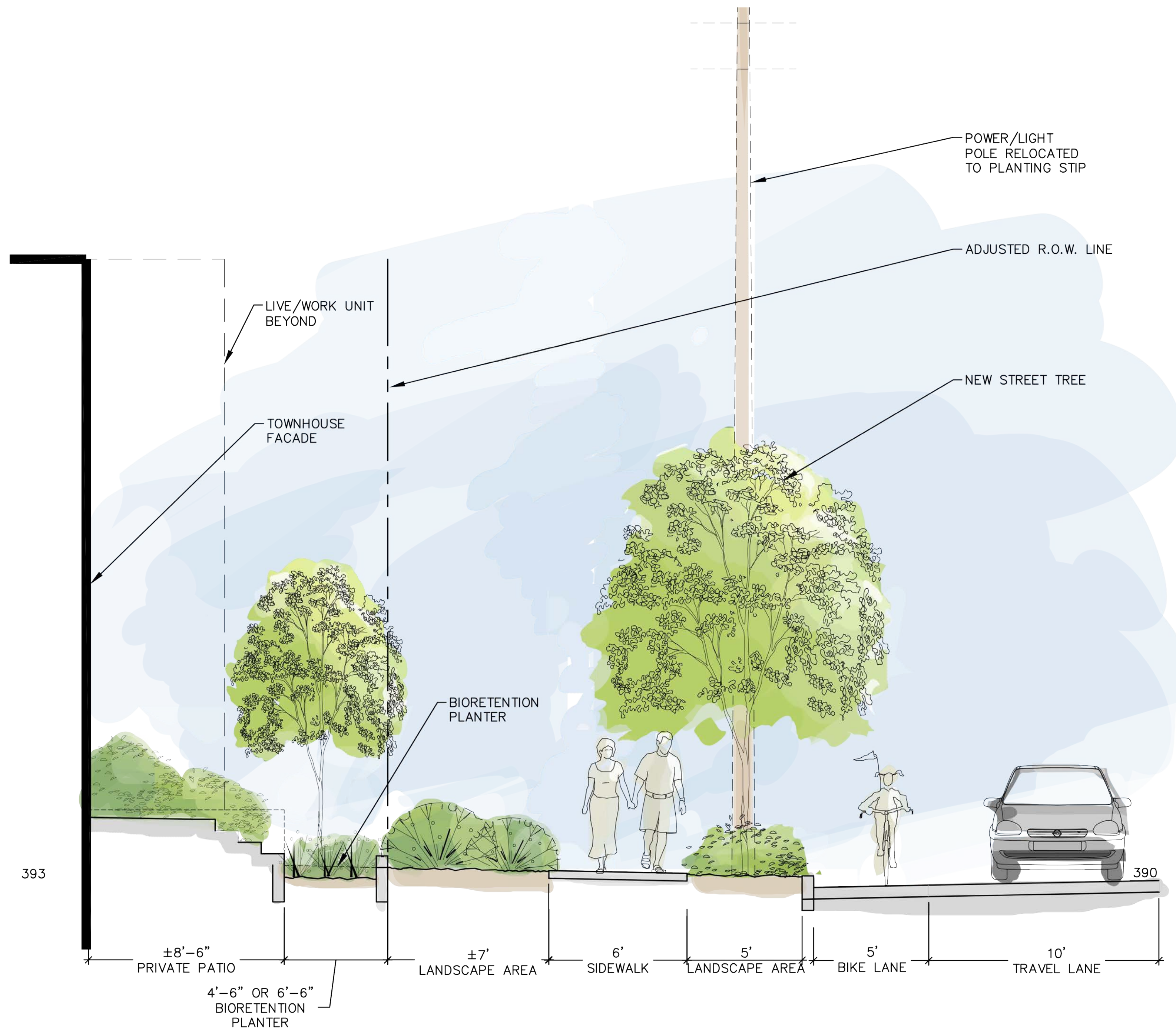
PEDESTRIAN CONNCTION
TO STONE WAY



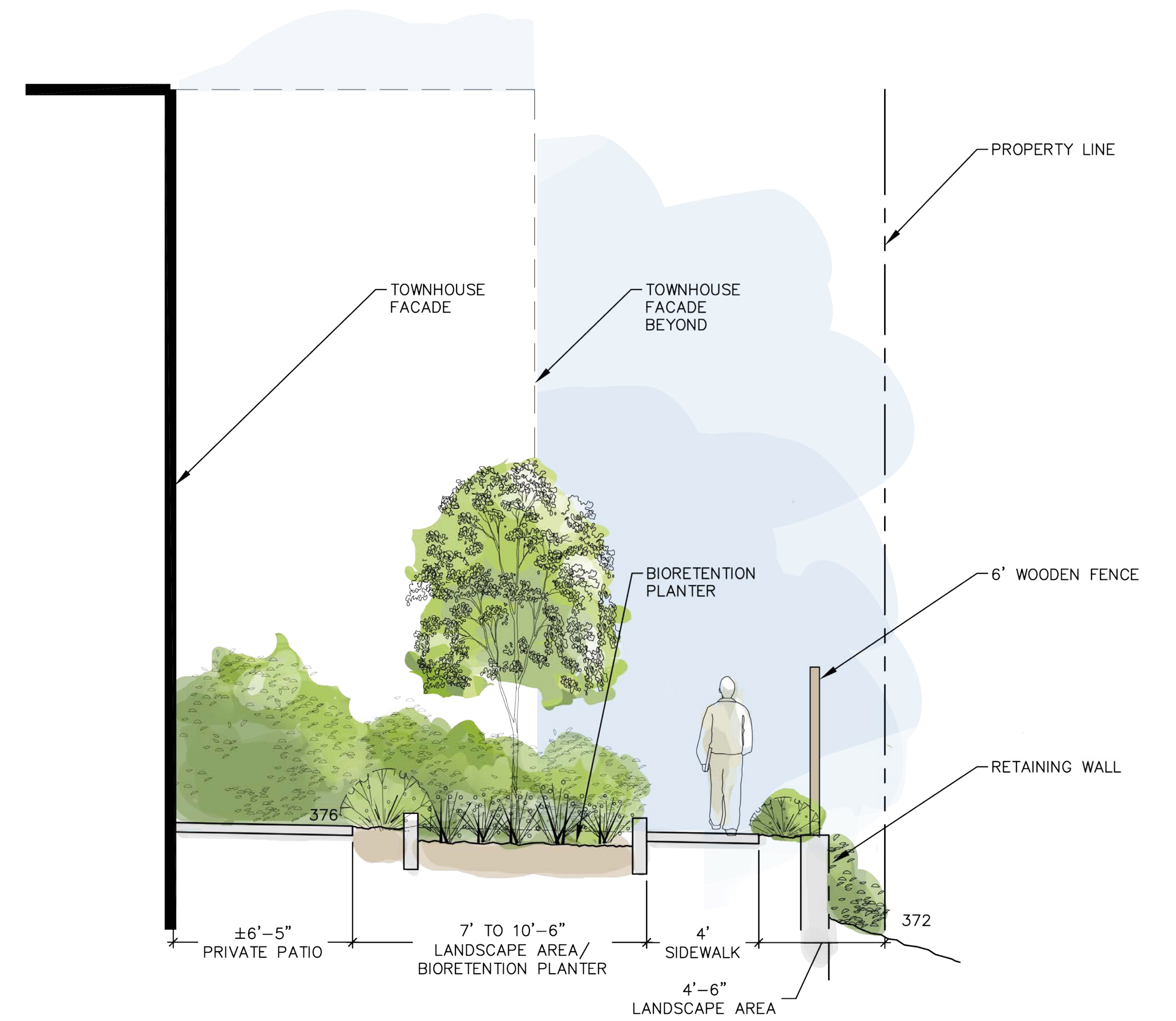
DOG PARK AND COMMUNITY PLAZA ENLARGEMENT



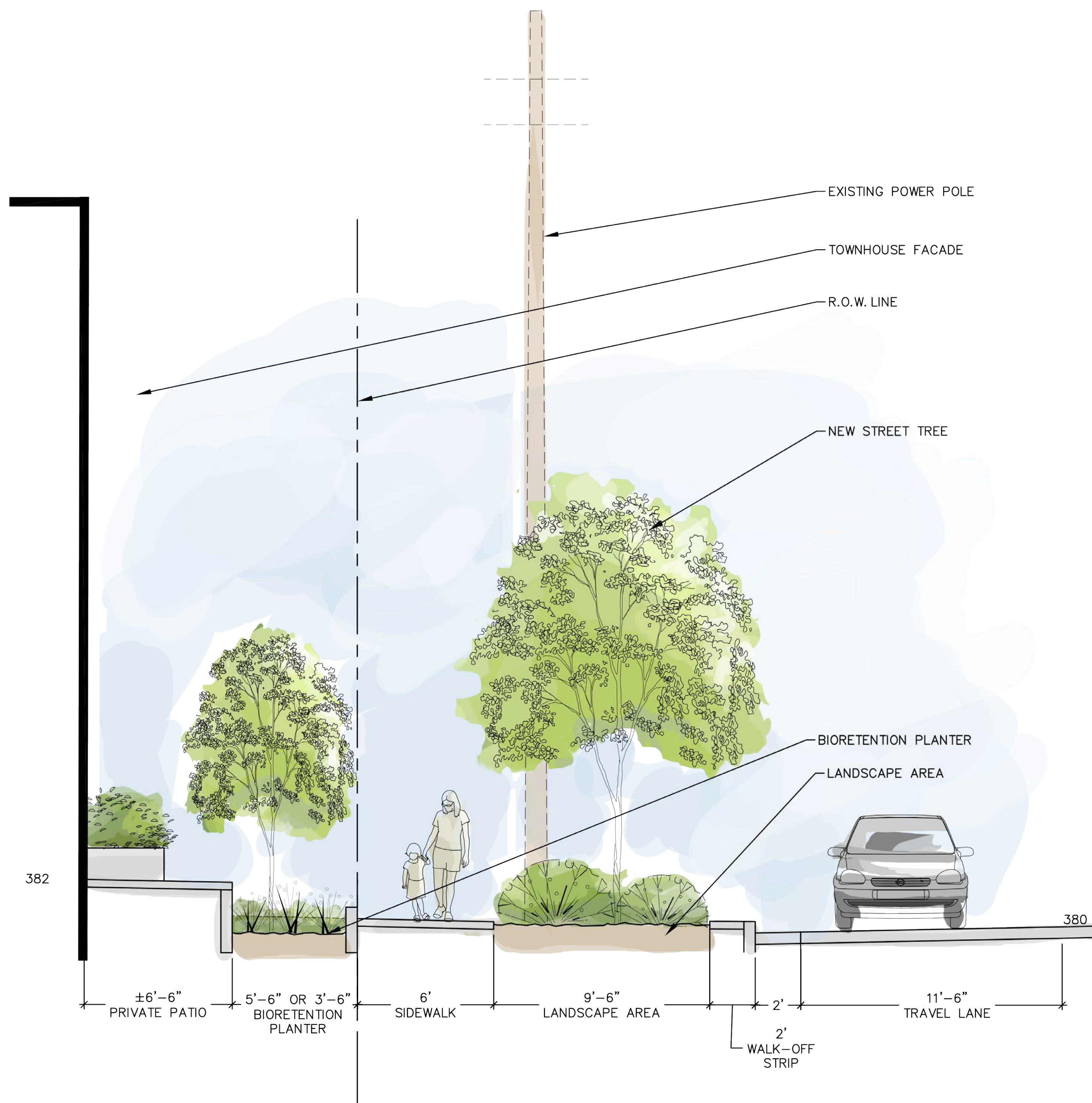
NATURE PLAY AREA ENLARGEMENT



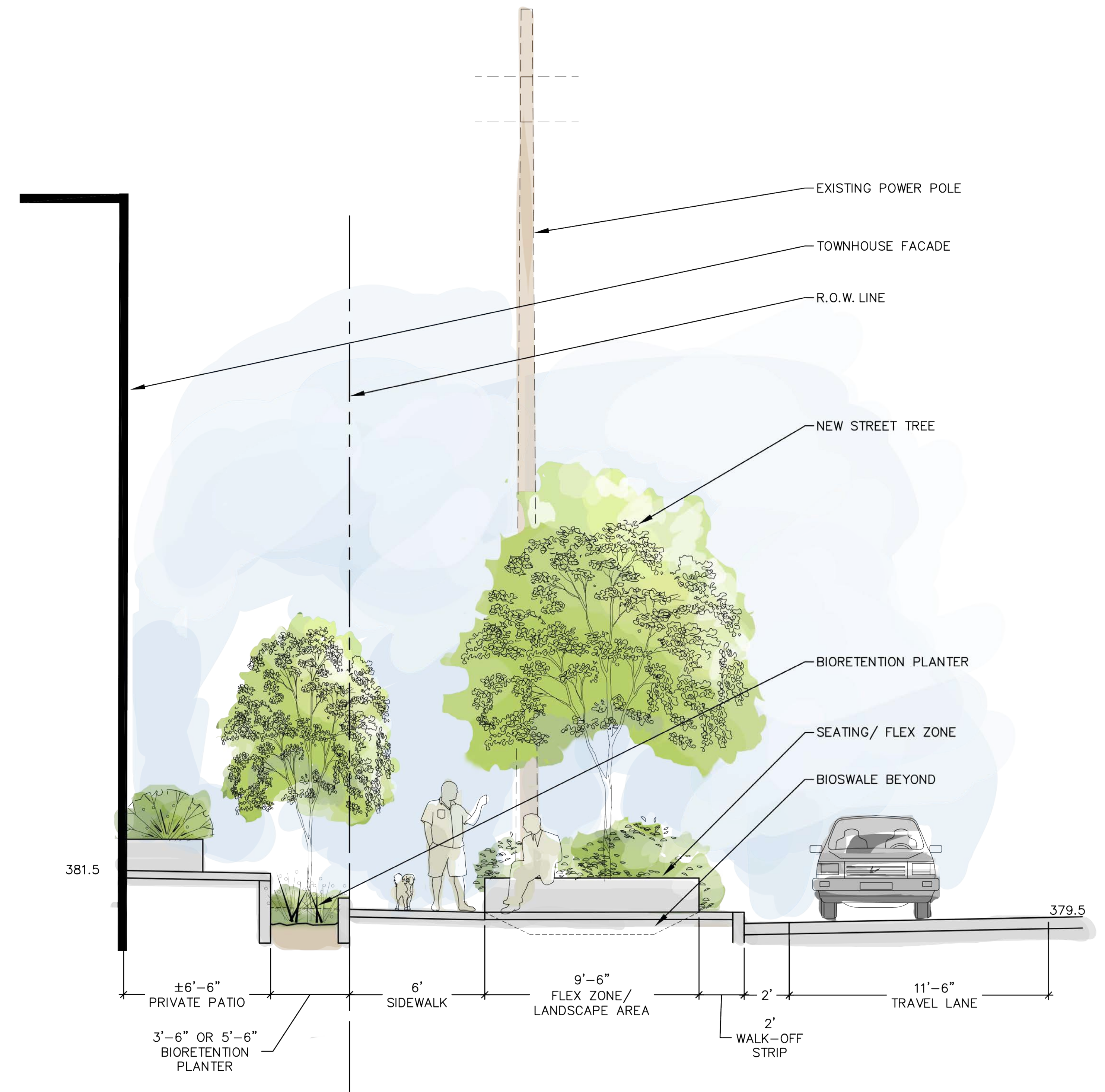
NORTH 125TH ELEVATION



SOUTH WALK ELEVATION



STONE WAY ELEVATION



STONE WAY FLEX ZONE ELEVATION



FAGUS SYLVATICA
GREEN BEECH



MAGNOLIA VIR. 'JIM WILSON'
SWEET BAY MAGNOLIA



CARPINUS JAPONICUS
JAPANESE HORNBEAM



ACER CIRCINATUM
VINE MAPLE



CERCIDIPHYLLUM JAPONICUM
KATSURA



THUJA PLICATA 'HOGAN'
HOGAN CEDAR



PSEUDOTSUGA MENZIESII
DOUGLAS FIR



VACCINIUM OVATUM
EVERGREEN HUCKLEBERRY



MAHONIA NERVOSA
LOW OREGON MAHONIA



GAULTHERIA SHALLON
SALAL



RIBES SANGUINEUM
FLOWERING CURRENT



SYMPHORICARPUS ALBUS
SNOWBERRY



CORNUS SER. 'ARCTIC FIRE'
ARCTIC FIRE REDTWIG



CORNUS STOL. 'KELSEY'
KELSEY DOGWOOD



HYDRANGEA QUE. 'PEE-WEE'
KINNIKINNICK



MAHONIA REPENS
CREEPING MAHONIA



POLYSTICHUM MUNITUM
SWORD FERN



SPIRAEA BET. 'TOR'
BIRCHLEAF SPIREA



ANEMONE HYBRIDA
JAPANESE ANEMONE



HEMEROCALLIS X
'STELLA DE ORO'
DWARF DAYLILY



LIRIOPE MUSCARI
LILYTURF

PROPOSED STREET ELEVATIONS



N. 125TH STREET ELEVATION



STONE AVE. N. ELEVATION

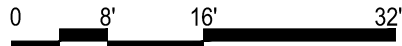


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STREET ELEVATIONS

3-4 STORY SPLIT LEVEL TOWNHOME & LIVE/WORK UNIT ELEVATIONS


BUILDING 2 (B2) ELEVATIONS SHOWN
BUILDING 1 & 3 SIMILAR

COLOR SCHEME A : BUILDING 1-3


- A1



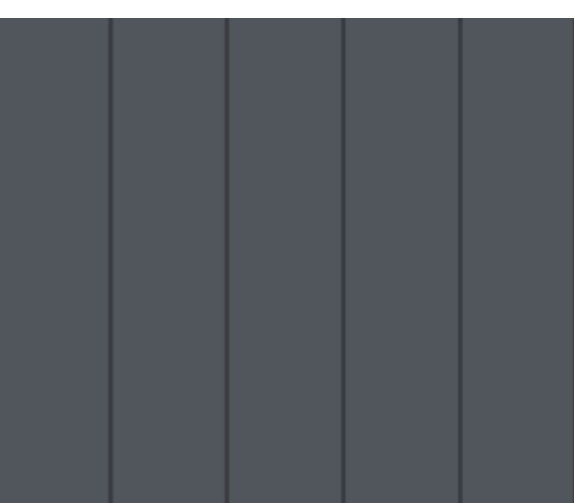
Fiber cement board cladding w/ rainscreen system.
Color 1 - SW 6028 Cultured Pearl
- B1




Metal ext. wall cladding
Rustic Copper finish.
Corten Steel or Sim.
- B2



Brick veneer
- C1



Fiber cement v-groove siding w/ rainscreen system.
Color 1 - SW 7605 Gale Force
- R



Composite single roofing.



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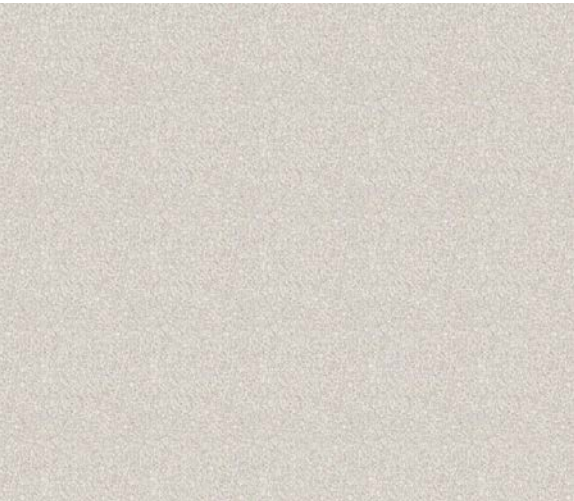
3-4 STORY SPLIT LEVEL
TOWNHOME & LIVE/WORK
UNIT ELVATIONS

4-STORY TOWNHOME UNIT ELEVATIONS

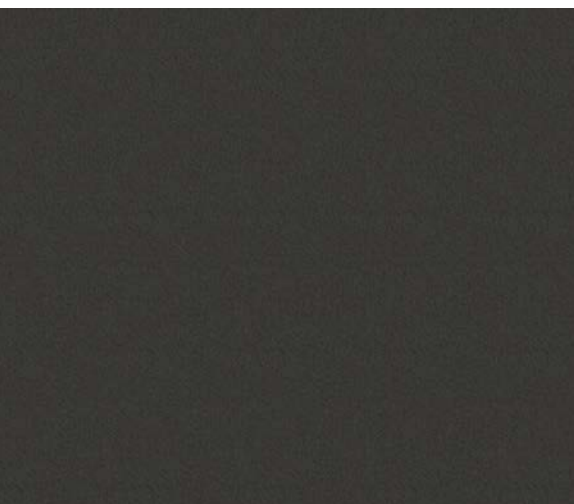
BUILDING 17 (B9) ELEVATIONS SHOWN
BUILDING 19 SIMILAR

COLOR SCHEME C : BUILDING 17 & 18

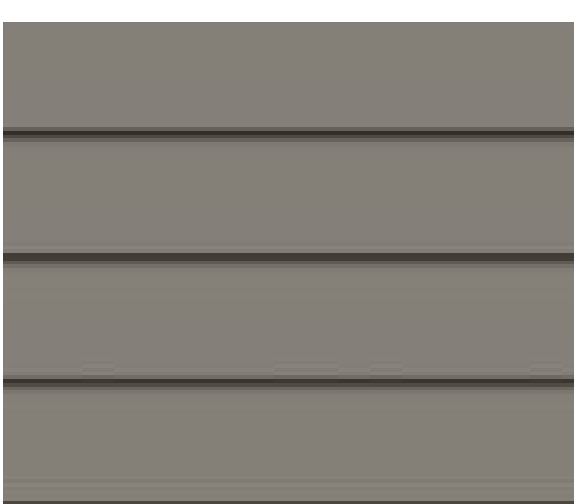
- A1




Fiber cement board cladding w/ rainscreen system.
Color 1 - SW 6028
Cultured Pearl
- A2




Fiber cement board cladding w/ rainscreen system.
Color 2 - SW 7069
Iron Ore
- D3



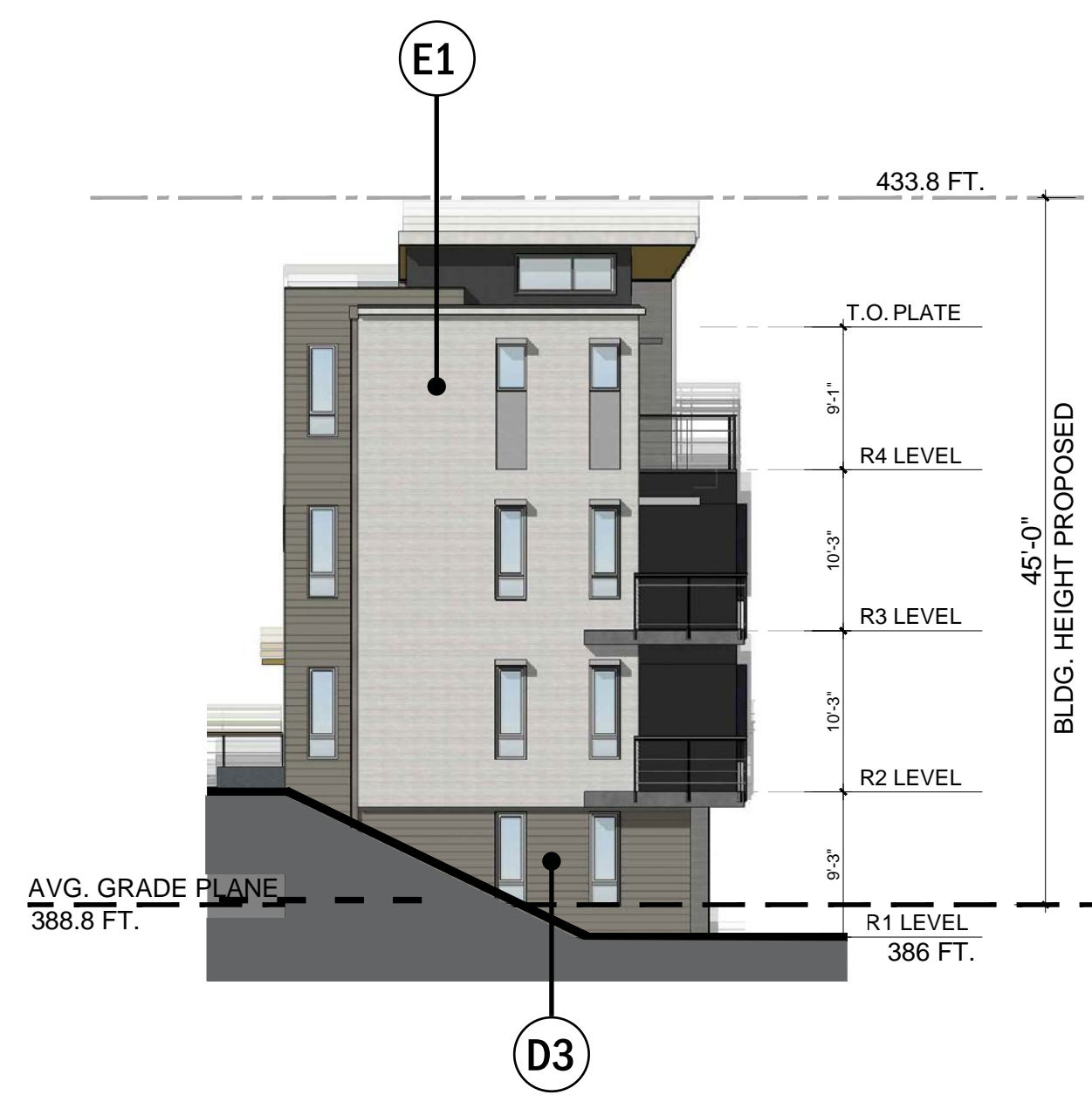
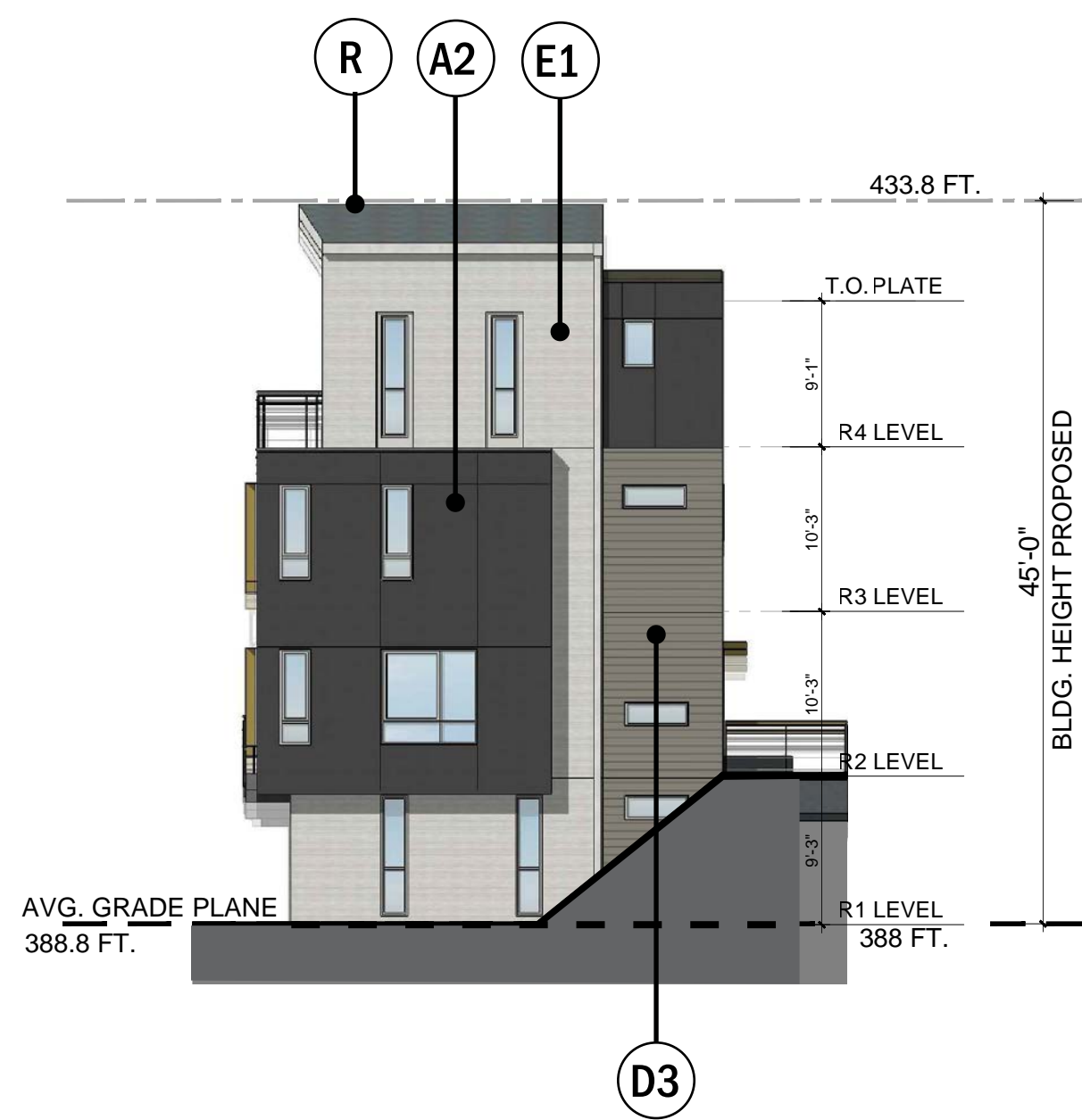
Fiber cement board cladding w/ rainscreen system.
Color 2 - SW 7508
Taveren Taupe
- E1



Boral Nickle Gap siding w/ rainscreen system.
Rustic finish
SW 7641 Colonnade Gray
- R



Composite single roofing.




4-STORY TOWNHOME UNIT ELEVATIONS

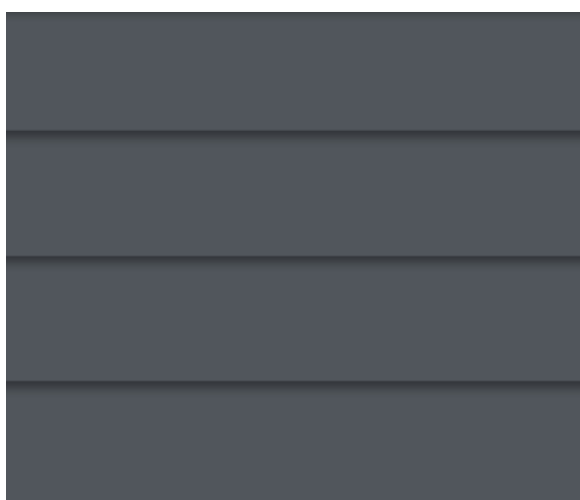
BUILDING 16 (B10) ELEVATIONS SHOWN
BUILDING 18 SIMILAR MATERIALS & COLOR PALETTE

COLOR SCHEME C : BUILDING 16 & 19


- 3A




Fiber cement board cladding w/ rainscreen system.
Color 1 - SW 6028
Cultured Pearl
- D1



Fiber cement board cladding w/ rainscreen system.
Color 3 - SW 7605
Gale Force
- E2



Boral Nickle Gap siding w/ rainscreen system.
Rustic finish
SW 6062 Rugged Brown
- R



Composite single roofing.



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4-STORY TOWNHOME
UNIT ELVATIONS

3-STORY TOWNHOME UNIT ELEVATIONS

BUILDING 6 (B6) ELEVATIONS SHOWN
BUILDINGS 5, 7, 10, 11,12,13 SIMILAR MATERIALS & COLOR PALETTE

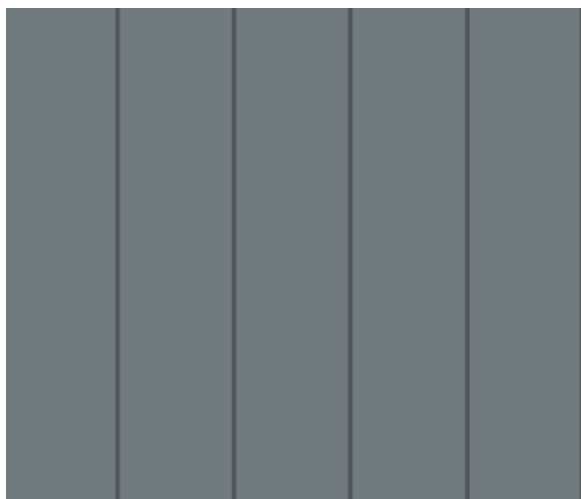
COLOR SCHEME D : BUILDING 5,6,7,10,11,12,13

3A



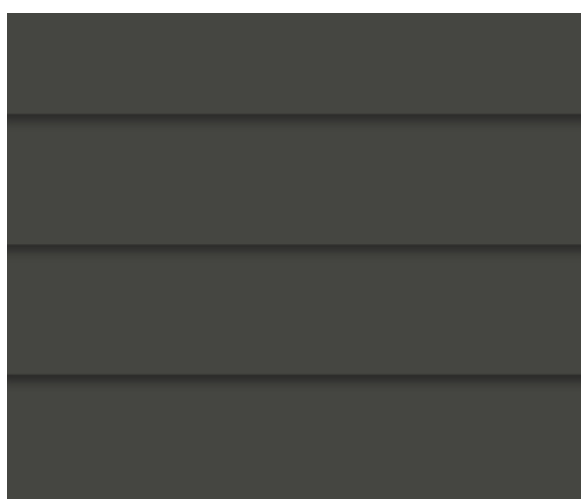
Fiber cement board cladding w/ rainscreen system.
Color 1 - SW 6028 Cultured Pearl

C2




Fiber cement v-groove siding w/ rainscreen system.
Color 3 - SW 6256 Serious Gray

D2

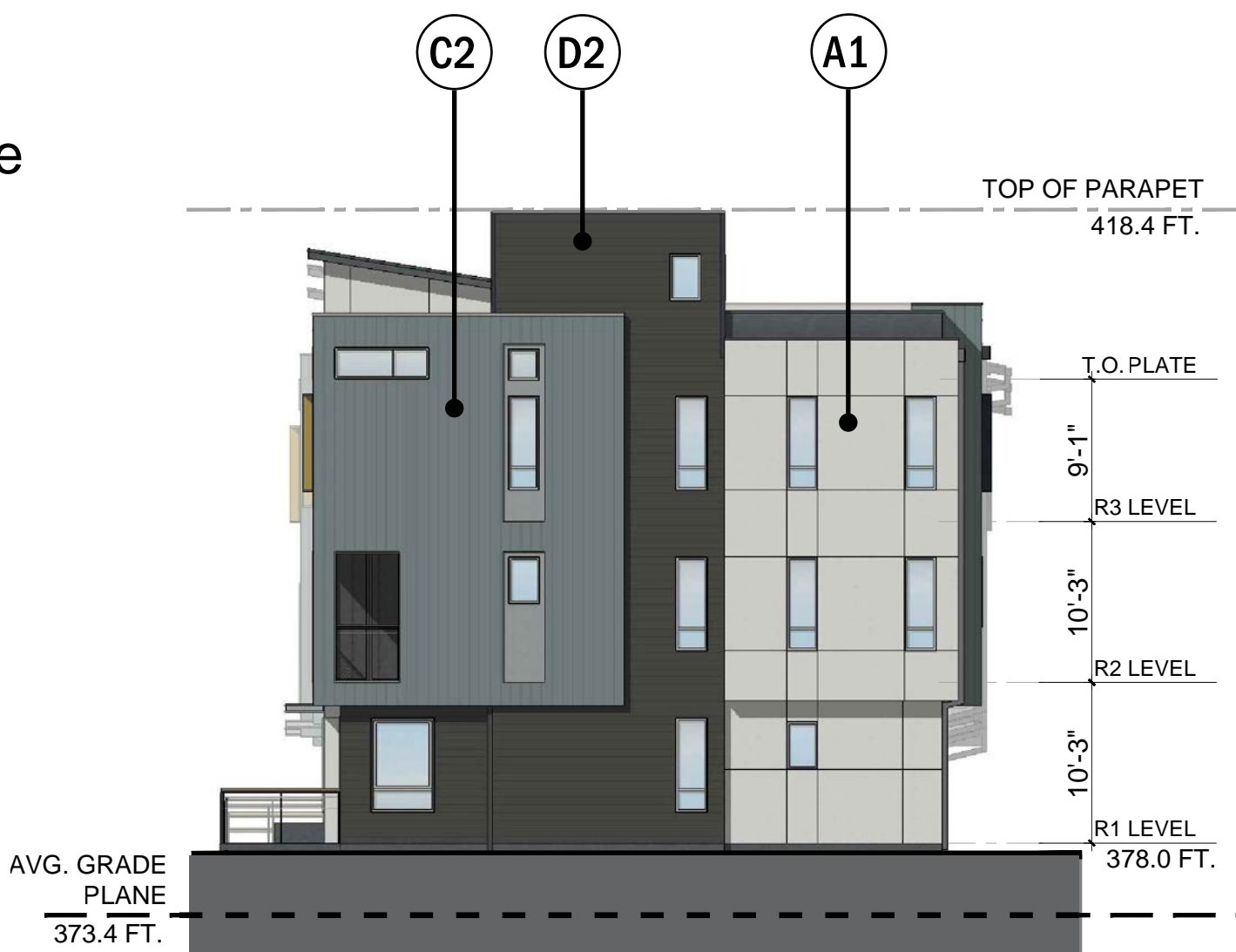


Fiber cement board cladding w/ rainscreen system.
Color 1 - SW 7069 Iron Ore

R



Composite single roofing.



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3-STORY TOWNHOME
UNIT ELVATIONS

3-STORY TOWNHOME UNITS ELEVATIONS

BUILDING 15 (B7 CARRIAGE) ELEVATIONS SHOWN
BUILDING 4, 8, 9, 14,15 SIMILAR MATERIALS & COLOR PALETTE

COLOR SCHEME E : BUILDINGS 4,8,9,14,15

- A1** Fiber cement board cladding w/ rainscreen system.
Color 1 - SW 6028 Cultured Pearl
- C3** Fiber cement v-groove siding w/ rainscreen system.
Color 2 - SW 7020 Black Fox
- D3** Fiber cement board cladding w/ rainscreen system.
Color 2 - SW 7508 Taveren Taupe
- R** Composite single roofing.



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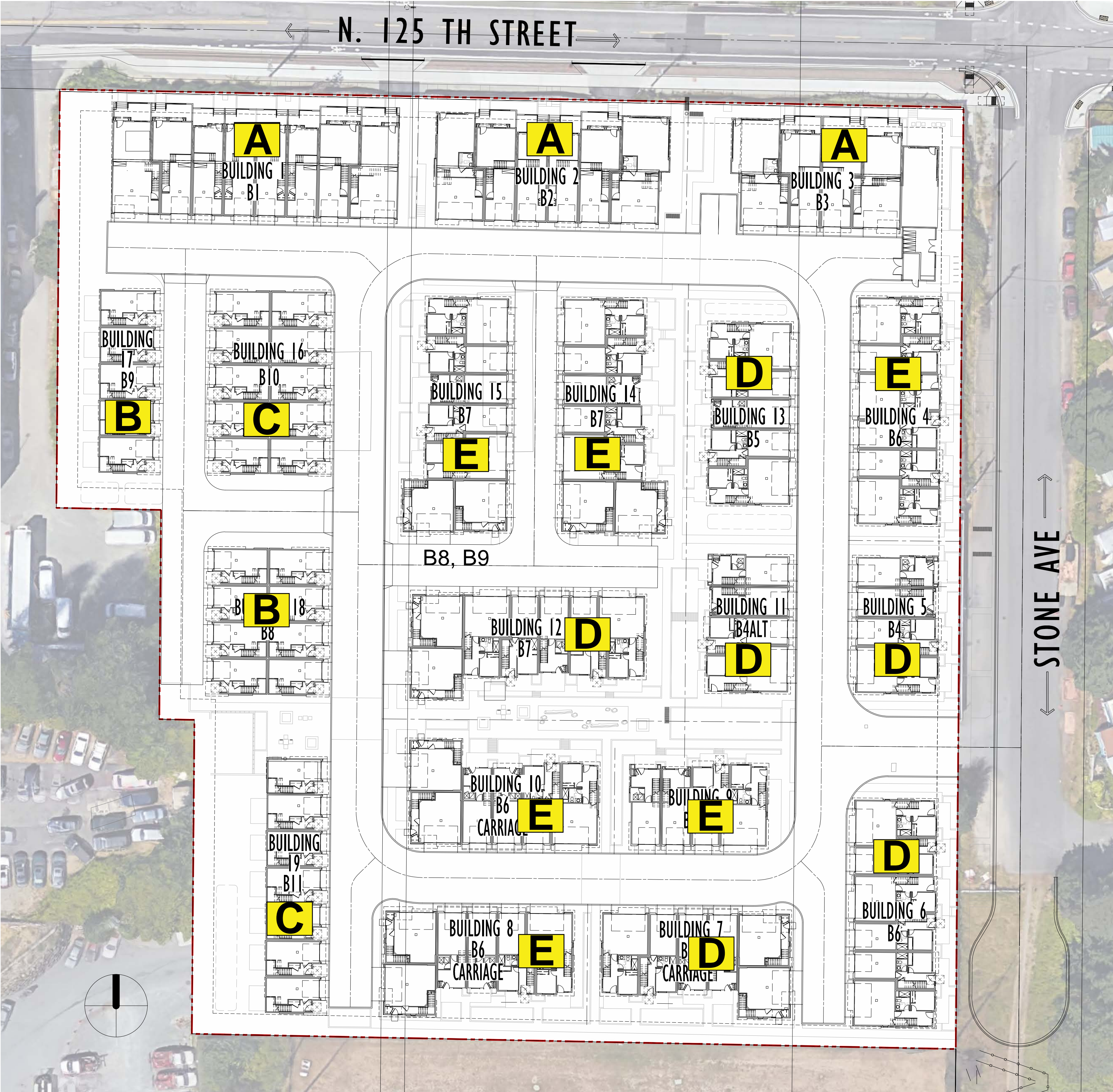


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3-STORY TOWNHOME
UNIT ELVATIONS

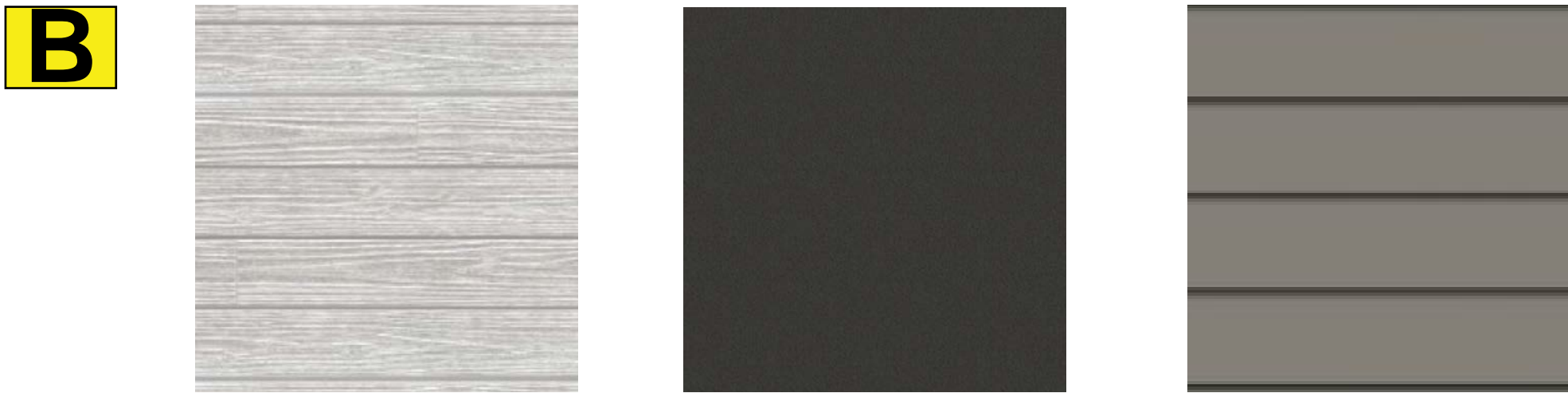
COLOR & MATERIAL SCHEME PLOTTING



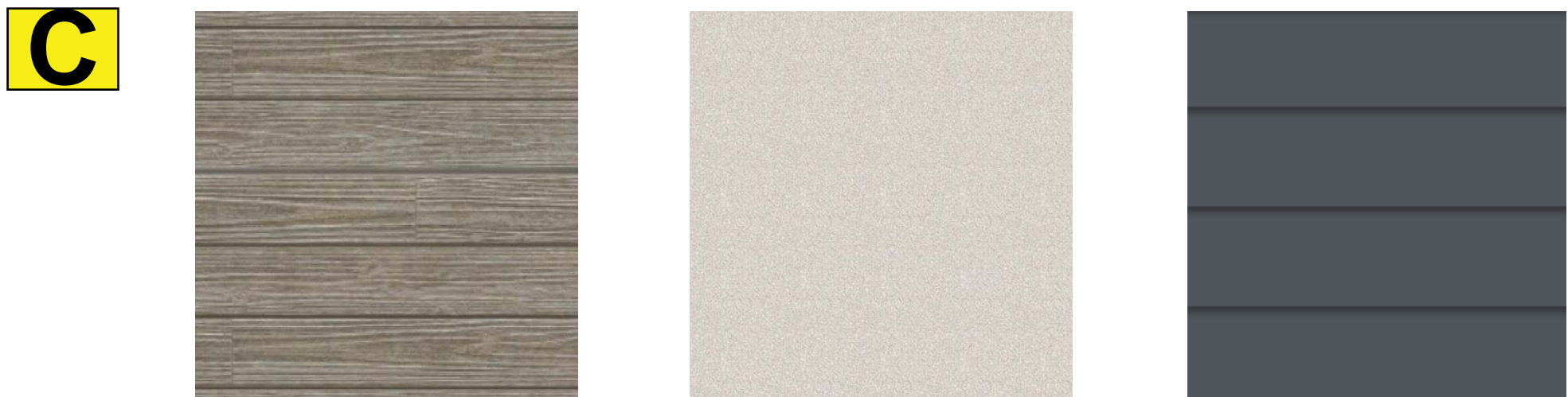
COLOR SCHEME A



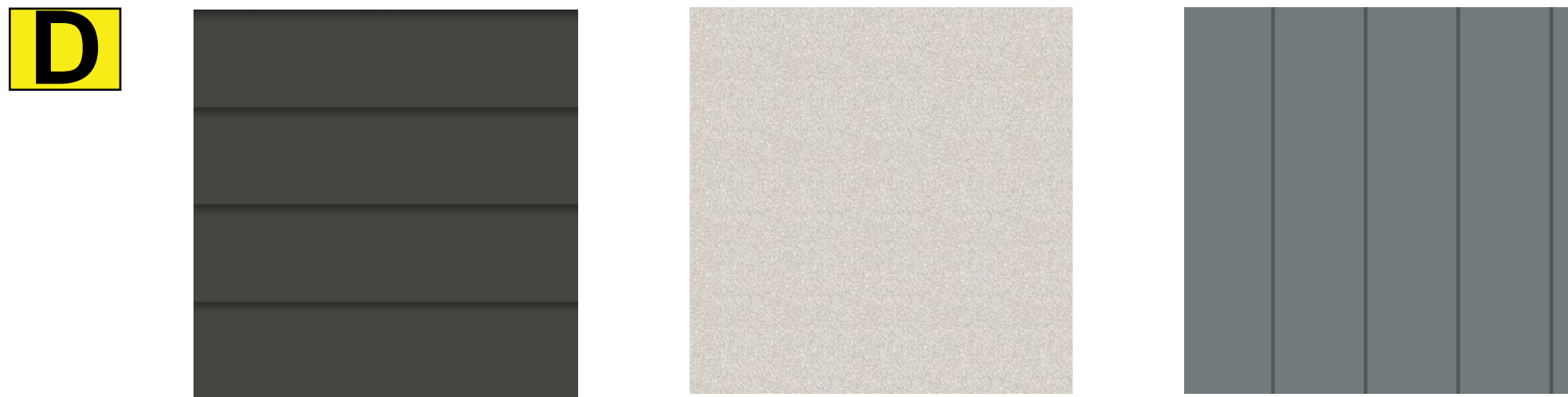
COLOR SCHEME B



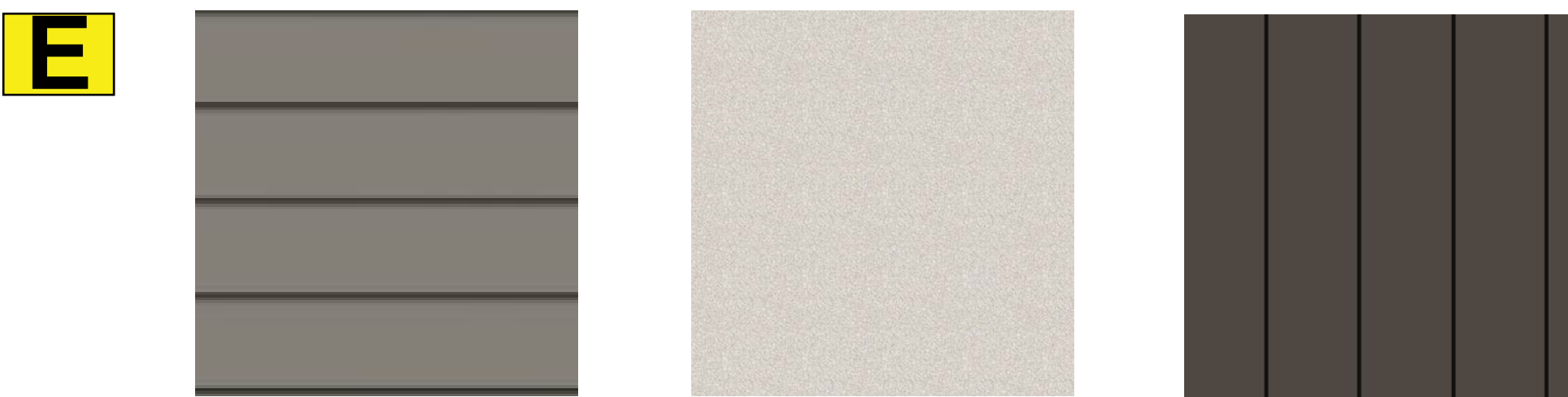
COLOR SCHEME C



COLOR SCHEME D



COLOR SCHEME E



SITE AERIAL RENDERING



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SITE AERIAL RENDERING

N 125TH ST. AND STONE AVE. N RENDERING



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N 125TH ST. & STONE AVE. N
RENDERING

MAIN ENTRY AT STONE AVE. N RENDERING



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MAIN ENTRY AT
STONE AVE. N RENDERING

LIVE/WORK PLAZA AT N 125TH ST. RENDERING



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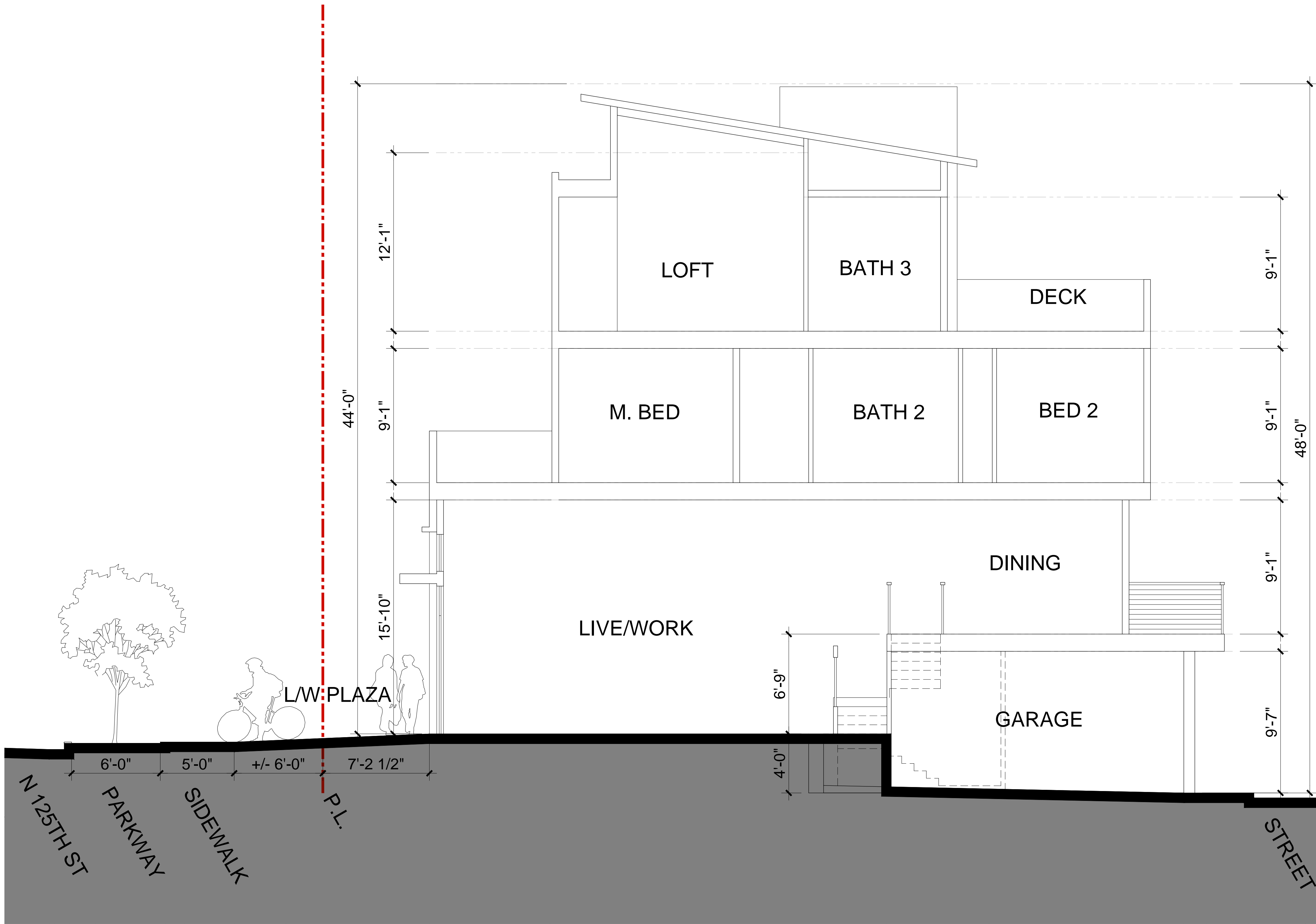
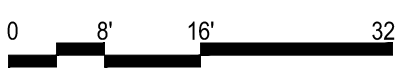
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LIVE/WORK PLAZA AT
N 125TH ST. RENDERING

BUILDING SECTIONS: 3-4 Story split level townhomes with Live/Work



KEY PLANS



SECTION A



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BUILDING SECTIONS

BUILDING SECTIONS: 3-4 Story split level townhomes with Live/Work



KEY PLANS

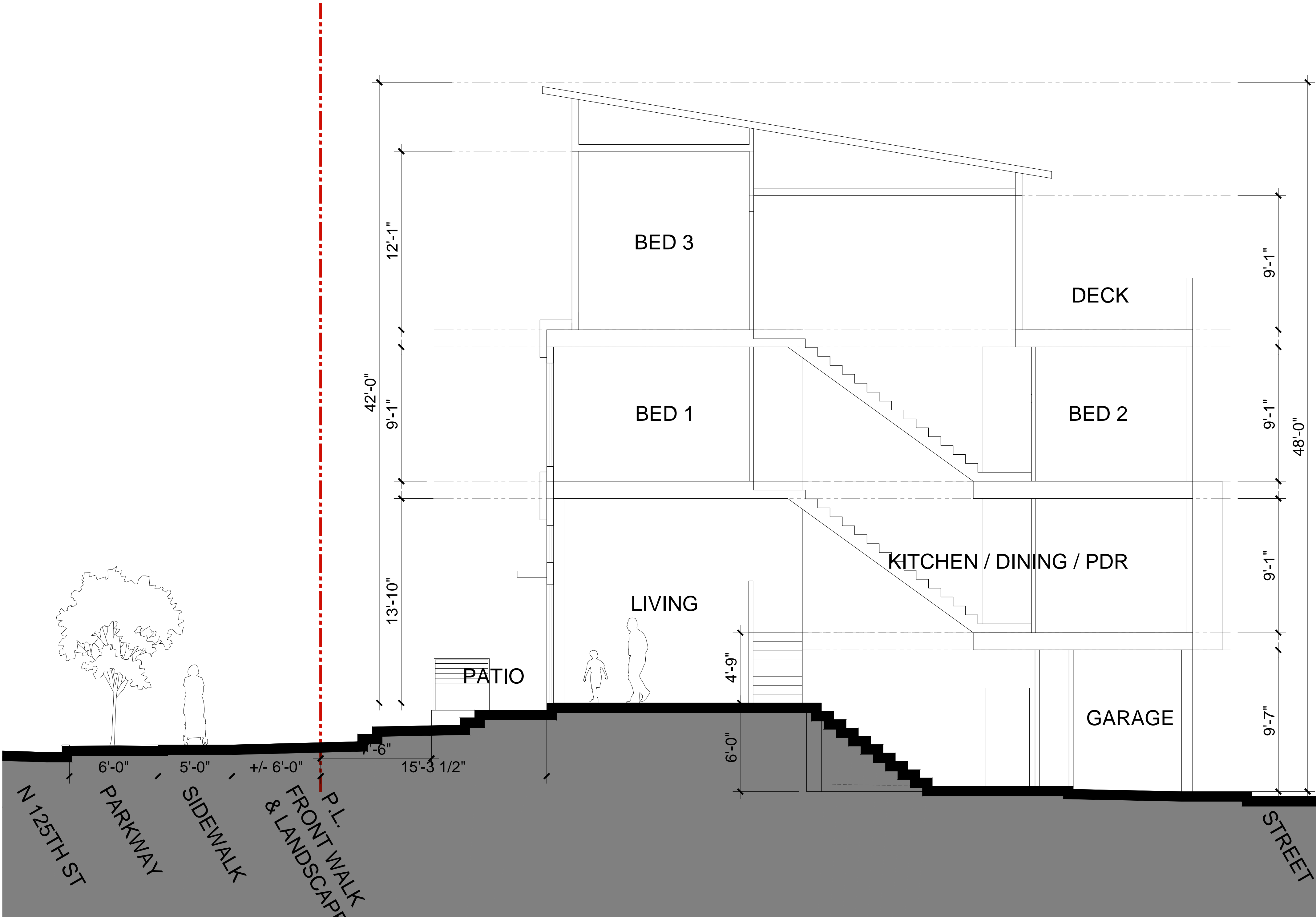


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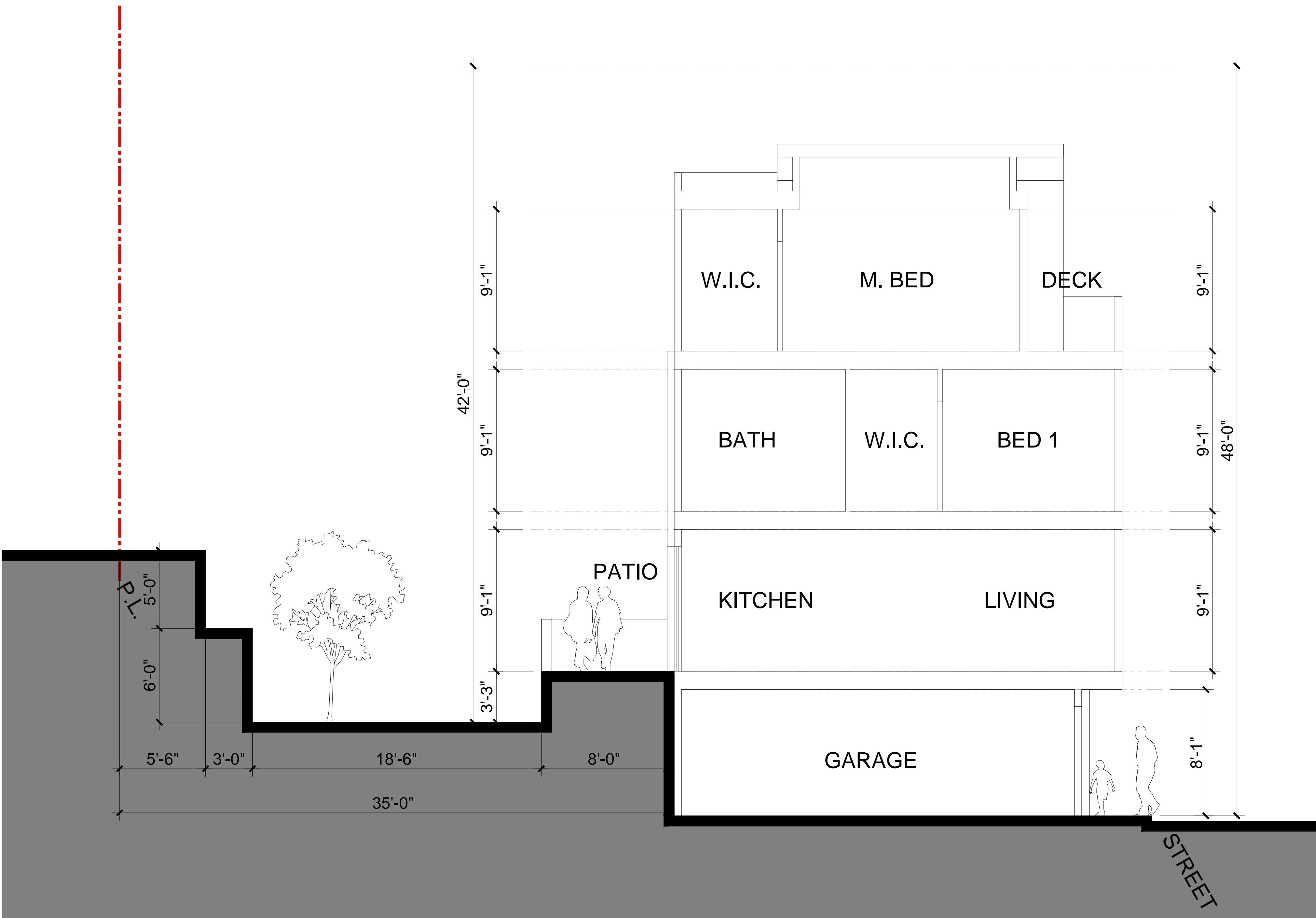
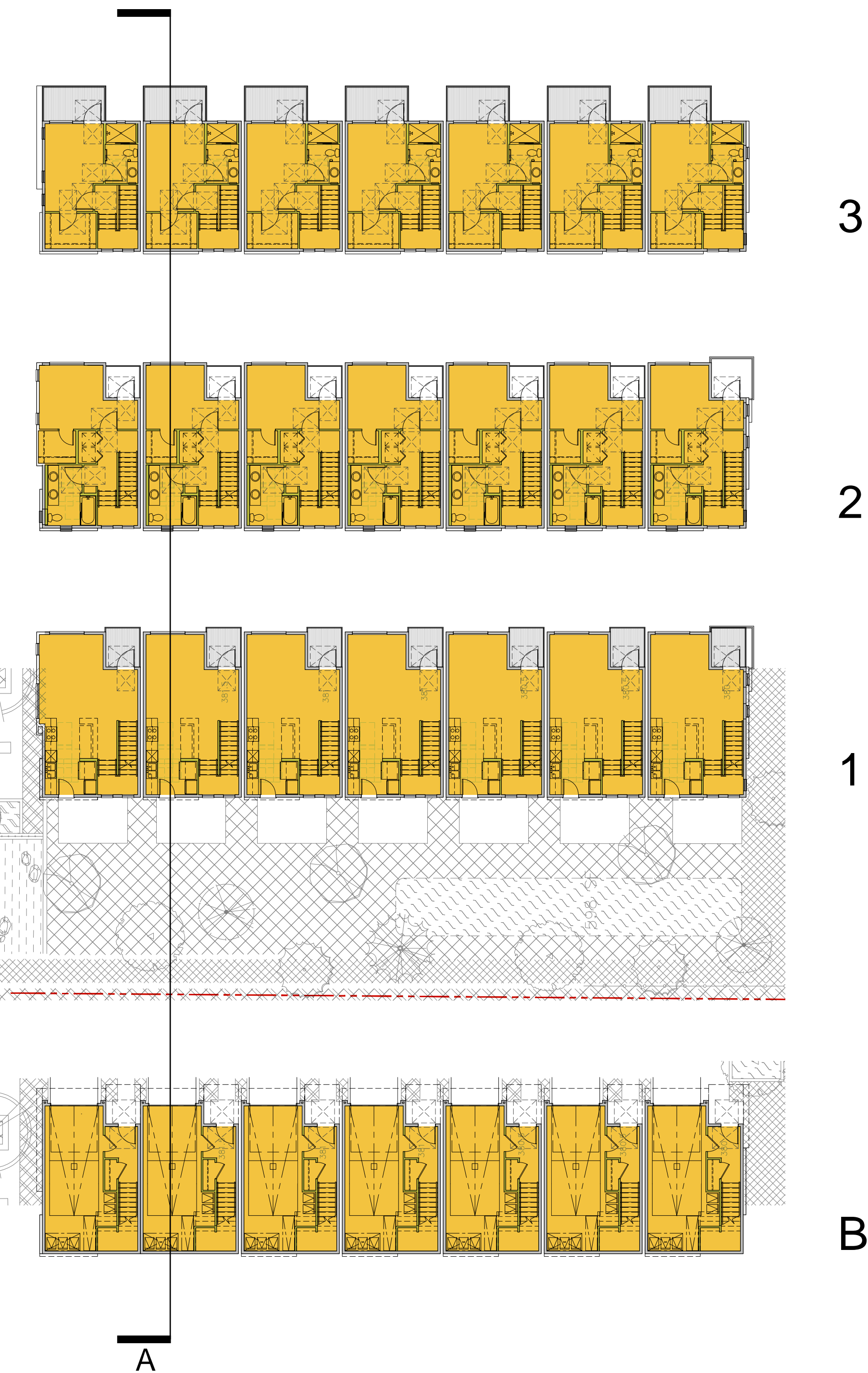
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SECTION B

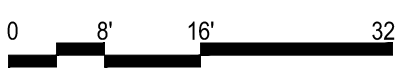


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BUILDING SECTIONS: 4-Story Townhomes



KEY PLANS



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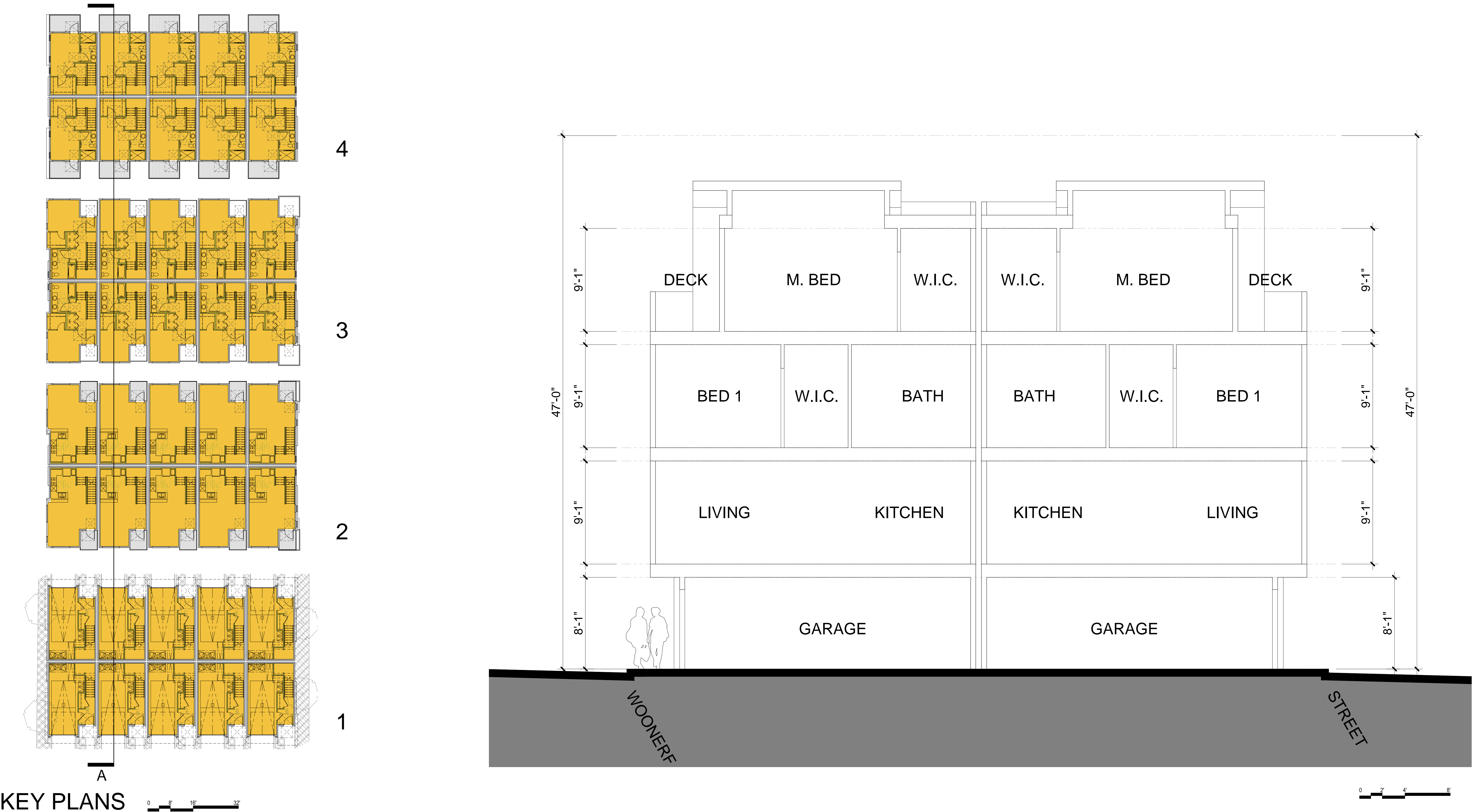


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BUILDING SECTIONS

BUILDING SECTIONS: 4-Story Townhomes



KEY PLANS



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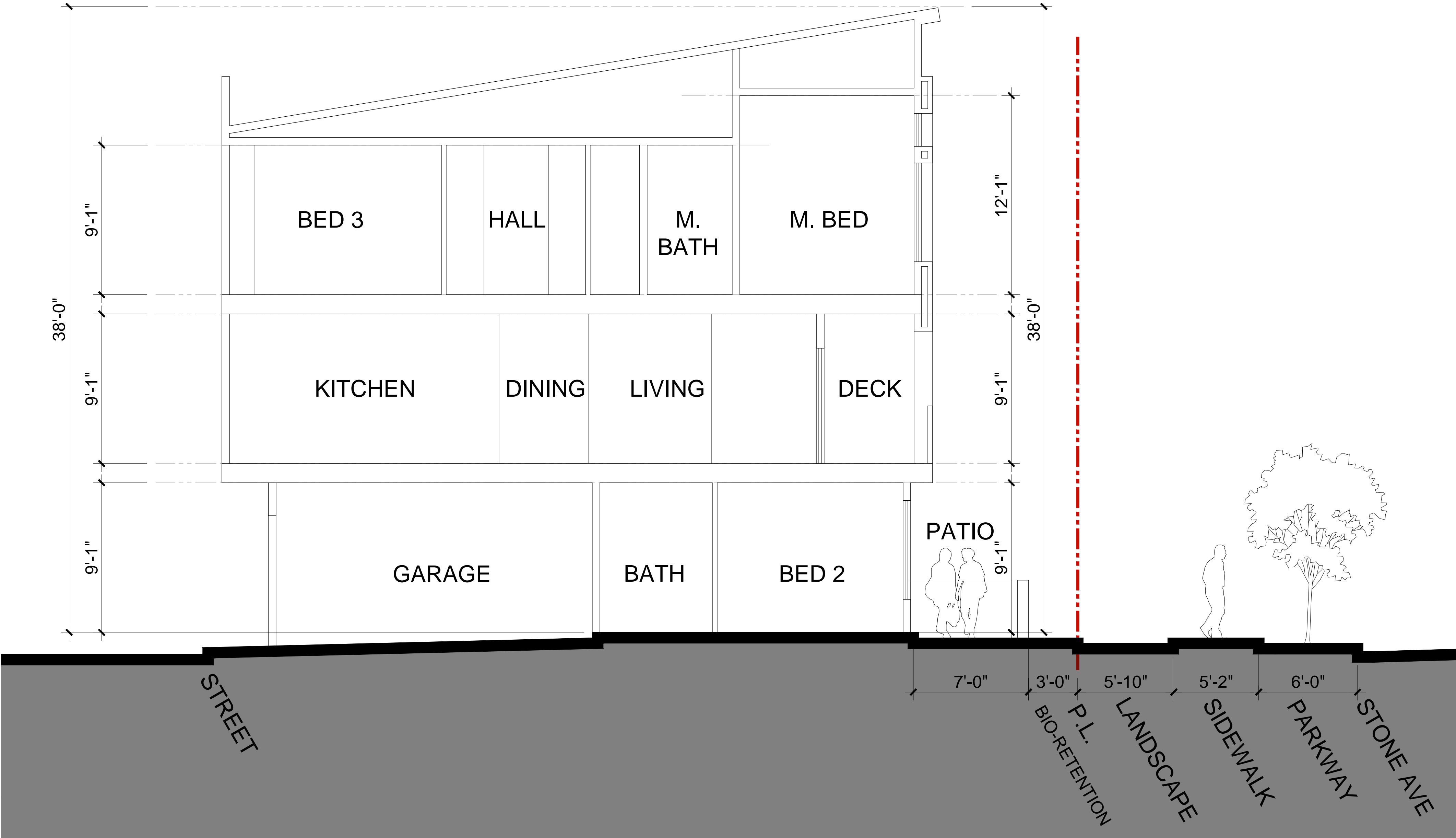


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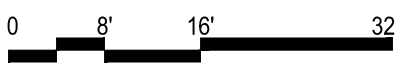
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BUILDING SECTIONS

BUILDING SECTIONS: 3-Story Townhomes



KEY PLANS



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BUILDING SECTIONS

REQUESTED DEPARTURE

Code Requirement
SMC 23.47A.005C

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.

REQUESTED DEPARTURE

This project requests:

A departure from the requirement to provide no more than 20% residential use along the street-level street-facing facades of Stone Ave N and N 125th St.

The project proposes:

82% residential use along N 125th St.
(Remaining 18% to be 3 live/work units)

100% residential use along Stone Ave N.

BOARD SUPPORT OF THIS DEPARTURE AT EDG 2

At the time of the second Early Design Guidance, the Board supported the departure from SMC 23.47A.005C along Stone Avenue North and N 125th Street:

- As noted in the EDG2 Report, The Board remained in support for this departure for the street frontage along Stone Avenue North, noting that residential uses along this street frontage are more appropriate to the neighboring context and zone transition.

The Board also indicated support for this departure for the street frontage along N. 125th Street due to the inclusion of live-work uses and a public plaza, which is a more appropriate design response to the neighboring context and zoning.
(CS2-D-1. Existing Development and Zoning, CS2-D-3. Zone Transitions)

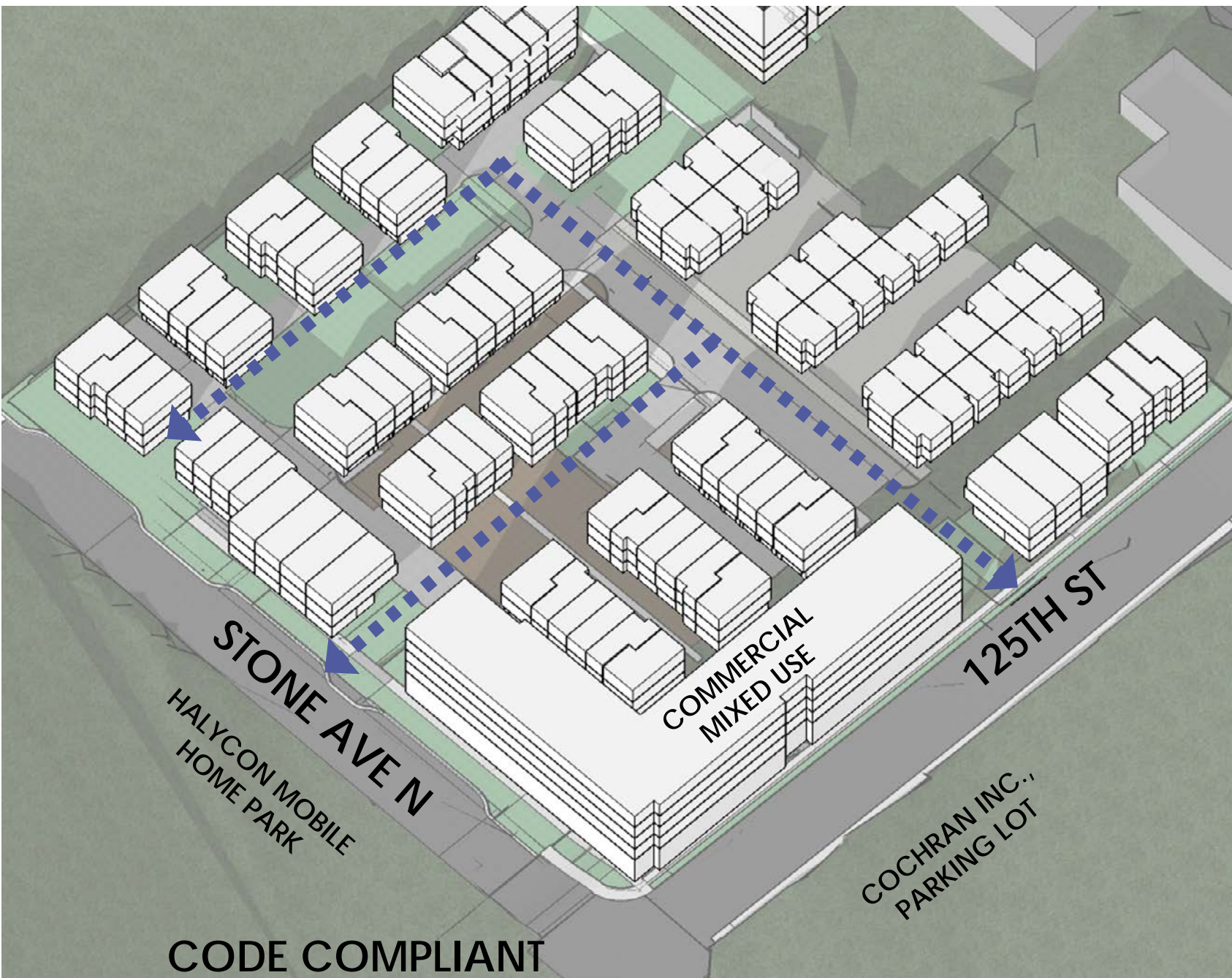
In addition to the fact that there is limited to no demand for retail at this location, the requested departure would allow the project to better meet the intent of the following Citywide Design Guidelines:

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.

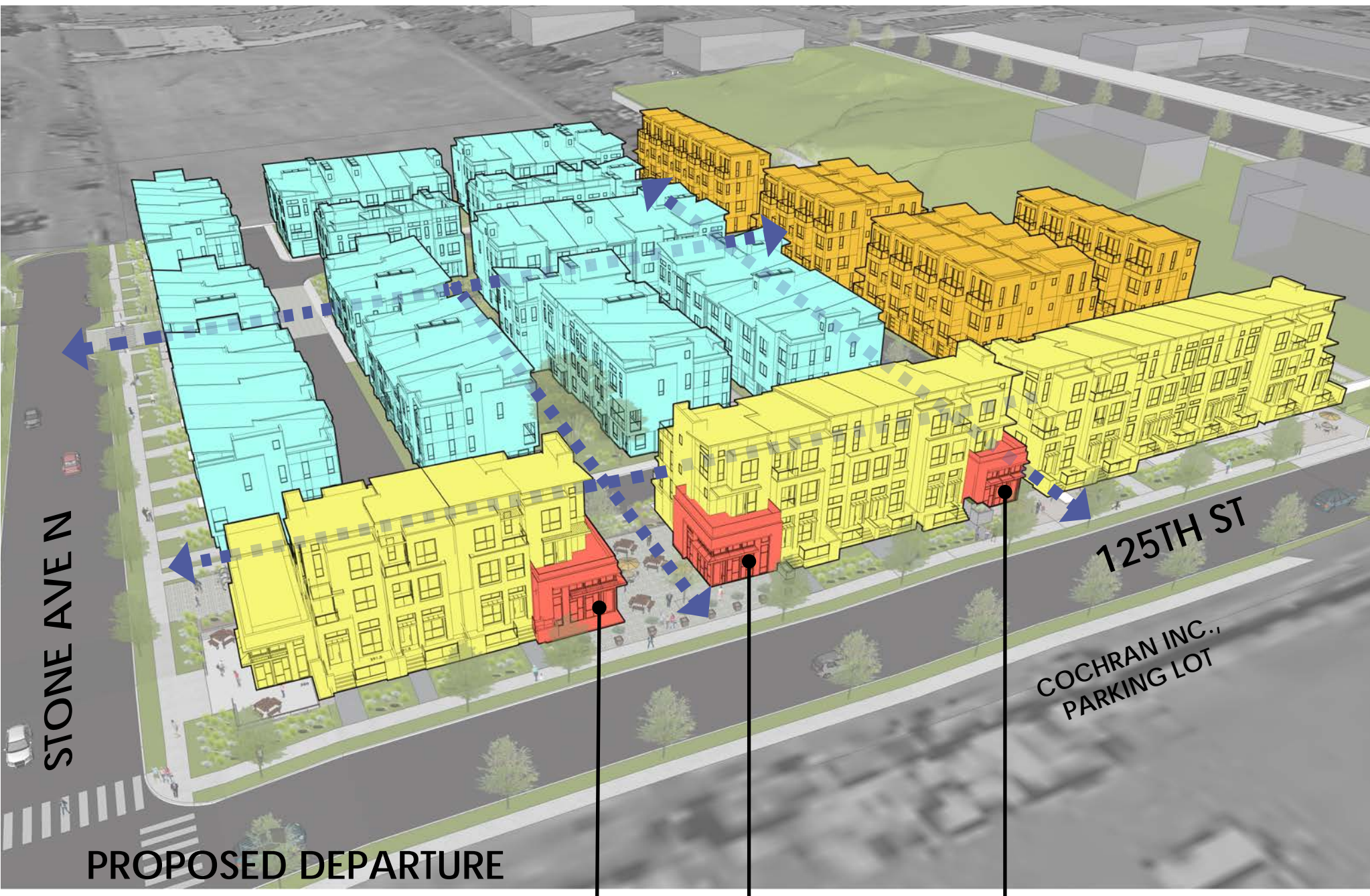
CS2.D.1 Existing Height Bulk & Scale – The live/work and residential massing is more in keeping with the height and bulk of the neighborhood and the scale of surrounding existing buildings. A larger mixed use building at the corner of Stone Ave. N. would not adequately transition down to the residential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



.....> Pedestrian Access to Stone Ave N. and 125th St



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REQUESTED DEPARTURE

SHADOW STUDY

JUNE 21st

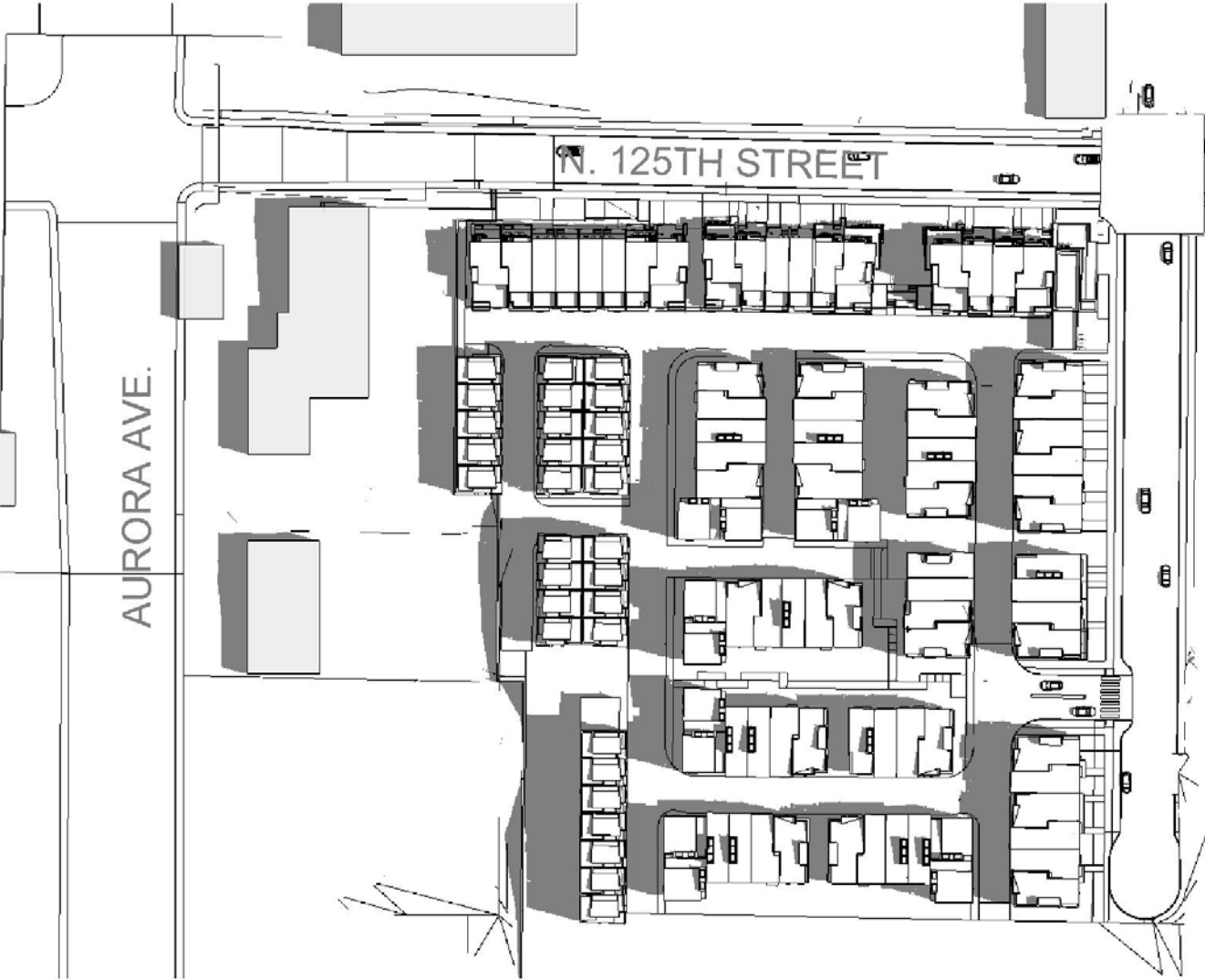
MARCH 20th /
SEPTEMBER 22nd

DECEMBER 21st

9.00 AM

NOON

3.00 PM

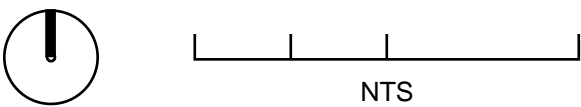


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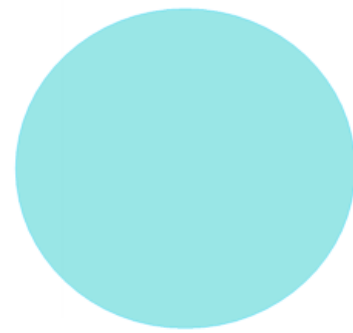
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SHADOW STUDY

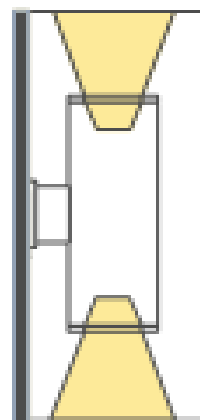
LIGHT SPILLAGE STUDY

Street Lights



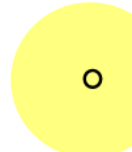
Exterior wall Mounted Lights

Vessel - Model WS-W91
Light Source : High output LED
Finish : Black | Bronze



Pedestrian Pole Lights

UDE - 20001
Light Linear Denver 1 Single Head
Light Source : LED CRI > 80
Finish: Pre paint - Black, Aluminum
(13'-20' Height, 50'-60' Spacing)



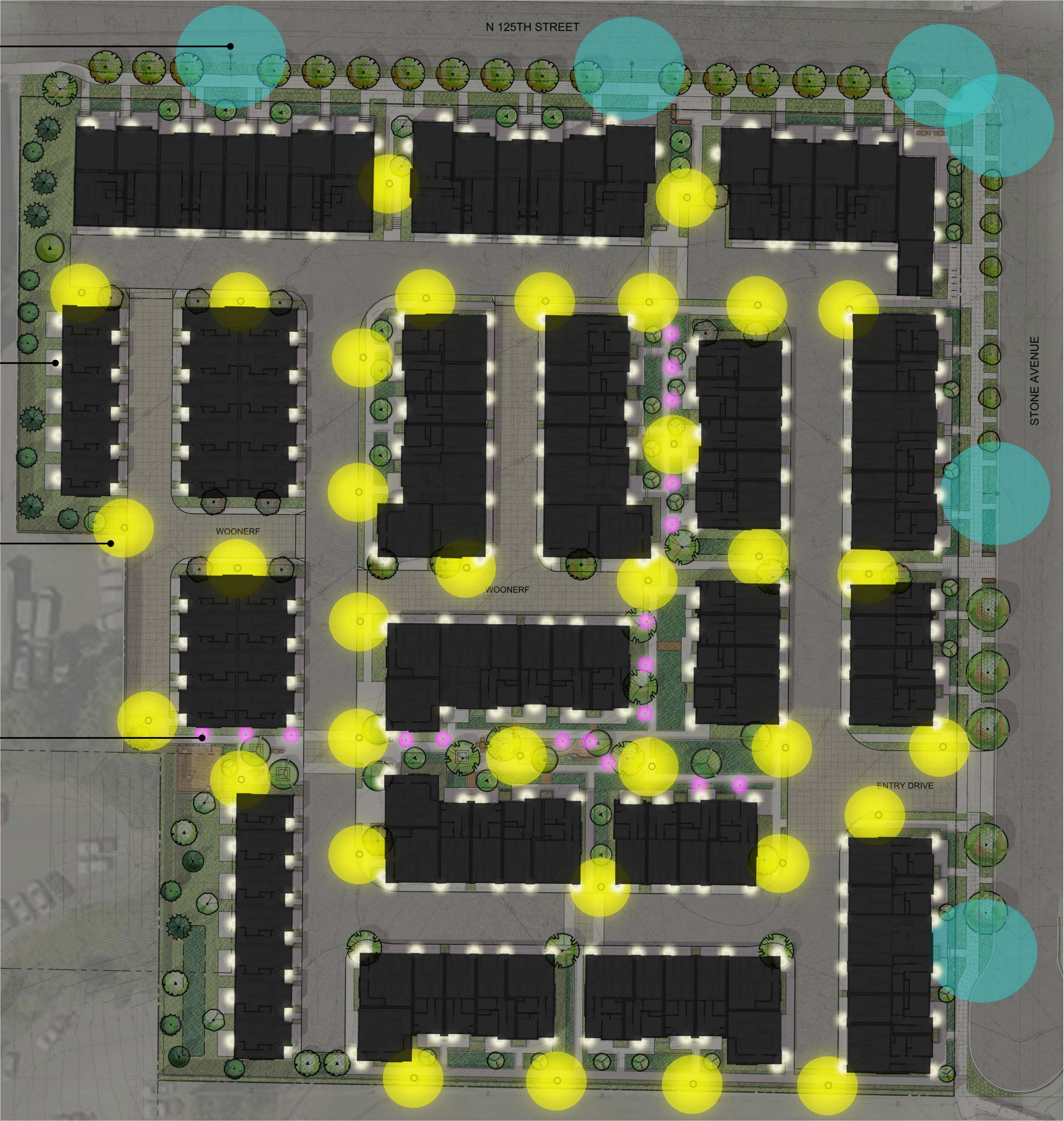
Landscape Path Lights

UTU-10166 Taurus 2 Bollard
Light Source : LED CRI > 80
Finish: Pre paint - Black, Aluminum
(3'-4' Height, 15'-20' Spacing)

UTU-10166
Taurus 2 Bollard



Diameter 7.3" | Height 41.4"/43" | Weight 18.5 lbs
IP65 - Suitable For Wet Locations
IK08 - Impact Resistant (Vandal Resistant)



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LIGHT SPILLAGE STUDY