

NORTH CITY SUB-AREA PLAN

CITY OF SHORELINE, WASHINGTON



COMPREHENSIVE PLAN AMENDMENT

ADOPTED JULY 2001

TABLE OF CONTENTS

OVERVIEW

The North City Sub-Area Plan	2
The Origins of the North City Sub-Area Plan	3
Principles of Neighborhood Planning	4
The Planning Process	6
The Shoreline North City Sub-Area Plan Charette Log	7
The Charrette Team	8
Context	9

THE NORTH CITY SUB-AREA PLAN

Phases of Future Development of 15th Avenue NE	10
Area Analysis	11
Redevelopment Potential Anaysis	12
Redevelopment Concept	13
5-Year Plan Illustration	14
15-Year Plan Illustration	15
Land-use / Overlay Zones	16
Building Heights and Setbacks	17
Building Type	18
Midblock Circulation Network	19

STREETSCAPE IMPROVEMENTS

Project Descriptions	21
15th Avenue NE Existing Conditions	22
15th Avenue NE Proposed Improvements	24
Illustrative Streetscape Plan 15th Avenue NE	26
Traffic Calming on Residential Streets	27
Local Street - Pedestrian Facility Options	28

DEMONSTRATION PROJECTS

Site 1: SW Corner of 15th Avenue NE and NE 180th Street	30
Site 2: W Corner of 15th Avenue NE and NE 177th Street	32
Site 3: SE Corner of 15th Avenue NE and NE 177th Street	34
Site 4: SW Corner of 15th Avenue NE and NE 175th Street	36
Site 5: SE Corner of 15th Avenue NE and NE 177th Street	37

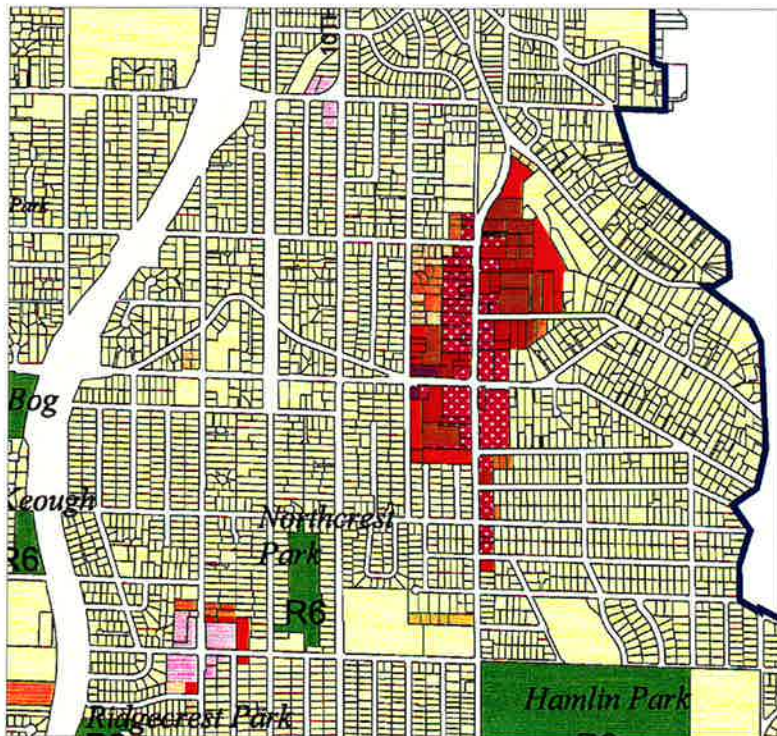
OVERVIEW

THE NORTH CITY SUB-AREA PLAN

North City has a unique opportunity. More people are moving into the area and redevelopment is beginning to occur. Now is the moment to encourage and guide development toward the making of great neighborhoods. 15th Avenue NE is the commercial core of North City. It has great views, good traffic (customer) flow, and deep lots; all components for development opportunity. However, for the most part, 15th Avenue NE is an auto-oriented service street, uninviting to walking. The businesses are making great efforts to enliven the Avenue, but their job is made difficult by the lack of pedestrian amenities. They are islands separated by parking lots. For the past three years, the City, the business community, and the neighborhoods have been working on a vision and a plan for North City. They have recognized the potential to finally be linked together along an attractive shopping mainstreet that can serve as the social core for the neighborhoods of North City. The making of this Neighborhood Mainstreet is the core of the Sub-Area Plan.

THE PURPOSE OF THE SUB-AREA PLAN IS TO:

- Provide a planning policy framework, unique to North City.
- Preserve the privacy and safety of existing neighborhoods.
- Act as an incentive to redevelopment, particularly along 15th Avenue NE.
- Provide design direction for the improvement of 15th Avenue NE.



Comprehensive Plan Land Use Element Policy LU VII states: Increase the vitality and economic development in the North City through a public/private effort. Economic Development Policy ED 11 states: Recognize the North City business district a local commercial area that is ready for revitalization to thrive and better serve the local community.

THE ORIGINS OF THE NORTH CITY SUB-AREA PLAN

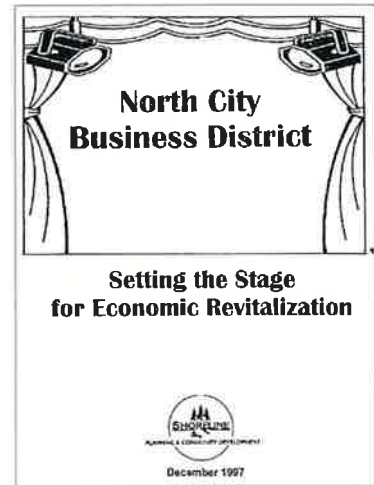
In 1998 the City adopted its Comprehensive Plan. In order to address the special needs of the city's neighborhoods, the plan calls for the creation of 'sub-area' plans. A sub-area plan provides a finer grain of specificity regarding zoning and design guidelines. The North City area was designated as the City's first sub-area plan. Since then, there have been two City sponsored North City projects. The first was the "North City Business District, Setting the Stage for Revitalization" project. One of the primary recommendations of this project was to create an overall plan for the area.

The second project was the "North City Business District, Guidelines of Future Improvement Projects." At the core of this project were two public workshops, which provided citizens with opportunities to participate in the creation of design guidelines for the North City Business District. These guidelines play a foundational role in the sub-area plan.

This Sub-Area Plan is the culmination of this preceding work. It describes the policy and recommends elements to change the Development Code.

SITE SPECIFIC POLICIES OF NORTH CITY SUB-AREA PLAN:

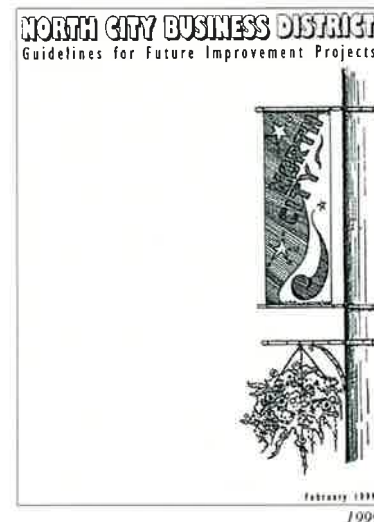
- 15th Avenue NE from the Safeway site south of NE 175th Street to the intersection of NE 180th Street serves as the service core for North City. Over time, it will be transformed into a "Main Street", with a lively street character, and local services; similar to the Lake City area only with housing and/or offices above.
- The heart of North City is along 15th Avenue NE between NE 175th and NE 177th Streets. The corner of NE 175th Street is the gateway to the area. The new Walgreens, the renovated storefronts on the west side and the location of the neighborhood street of NE 177th Street, give this segment the greatest retail potential. The plan therefore requires first floor retail here. Retail is allowed, along with residential, along the rest of the street.
- In order to maintain the spatial quality of a neighborhood main street, the buildings along 15th Avenue NE are required to step back from the street as they get higher.
- In order to establish a walkable shopping environment, 15th Avenue NE is reduced to three lanes, the middle lane functioning as the left turn lane. This configuration will slow traffic without impeding flow.
- Inasmuch as the economic feasibility of new development depends on parking, the City should take an active role in providing common parking for 15th Avenue NE. (See the "North City Sub-area Plan Economic Analysis," under separate cover).



1997



1998 Comprehensive Plan



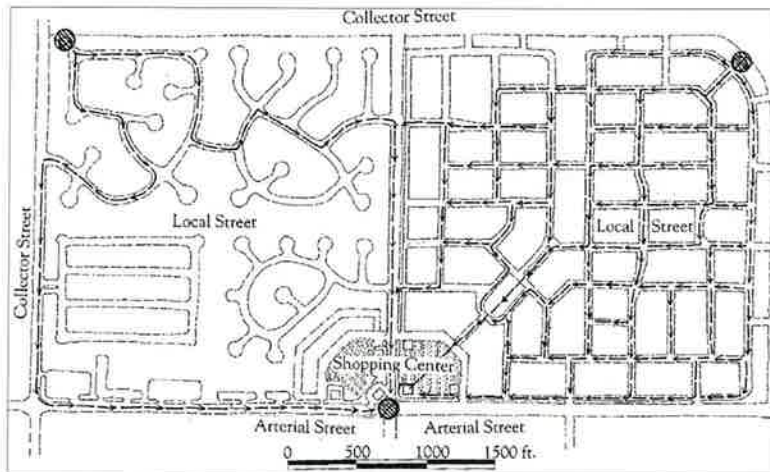
1999

PRINCIPLES OF NEIGHBORHOOD PLANNING

The following principles were presented at the opening evening of the Charrette. They are based on the work of the previous neighborhood workshops, and observations of local and national examples. There was a general acceptance on the part of the Charrette participants that these principles should be present in the North City Plan.

Great Neighborhoods have the following characteristics:

THERE IS A SAFE, CONVENIENT AND INTERESTING NETWORK OF WALKABLE STREETS.



Walkable Streets: Blocks that are too big, like those on the left create inconvenient distances for walking. The blocks on the right are small, city size blocks, designed for easy circulation.

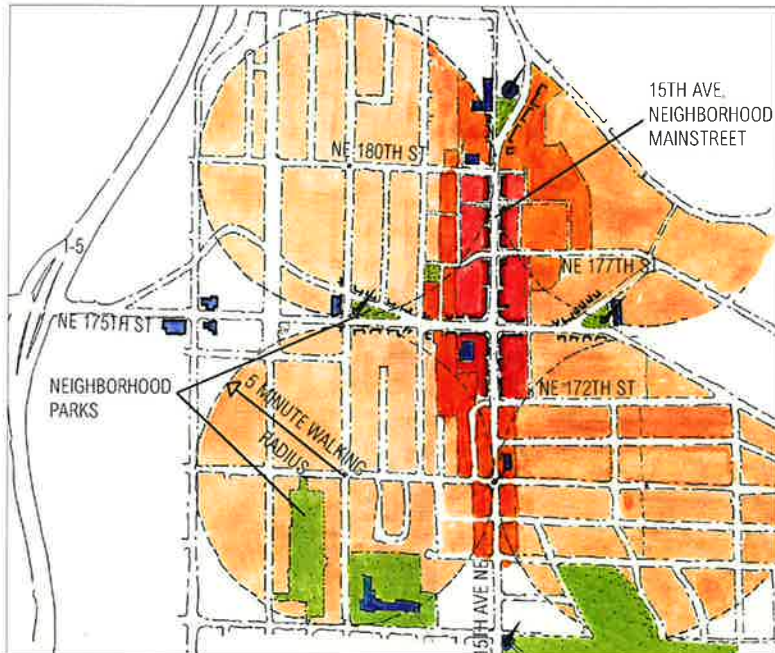


Walkable Streets: Interesting architecture and eyes on the street contribute to an inviting place to walk.

- It is convenient to walk or bike because the blocks are not too big (generally no more than a 1,400 feet perimeter).
- It is safe to walk in the neighborhood because there are “eyes-on-the-street,” provided by means of windows, doors and porches along with the passing traffic.
- People frequently walk in the neighborhood because of the interesting architecture and landscaping. Conversely, parking lots and other “dead zones” are located behind buildings, rather than along the sidewalk.
- Neighborhood Mainstreets work best when they are narrow enough for people to see into the shop windows across the street. It is also important for traffic to move slowly, ideally 15 to 25 mph. On-street parking is critical for the success of storefront retail.

SOME BASIC DAILY NEEDS ARE WITHIN A FIVE MINUTE WALK, INCLUDING SHOPS, WORKPLACES, PARKS, AND TRANSIT.

- Shopping centers and corner stores are connected to neighborhoods by walkable streets. No one should have to walk through a parking lot to get to the store or to the bus.
- Children are able to walk to the park without crossing a busy street.



Application of Neighborhood Planning principles to North City.



Daily Needs: A corner grocery store with apartments above



Daily Needs: 15th Ave. is envisioned to be like Lake Street, except with office and housing above the retail



Neighborhood Parks: Children should be able to walk to a park without crossing a busy street

THERE ARE CHOICES IN HOUSING.

- A variety of housing is available within the neighborhood to accommodate a variety of ages and economic levels.



Choices of Housing: Townhouses can be made compatible with Apartments through Architectural Guidelines



Choices of Housing: Work/live units combined with a small park



Choices of Housing: These townhouses fit comfortably within a small lot single family neighborhood

THE SHORELINE NORTH CITY SUB-AREA PLAN CHARRETTE LOG

TUESDAY, JUNE 20TH

- Afternoon:* LCA team tours study area
Kick-off meeting with City Staff
Meetings with demonstration site owners and developers
- Evening:* Public Meeting: review of planning principles and plan concepts, and market research findings.

WEDNESDAY, JUNE 21ST

- Morning:* LCA team develops plan alternatives based on Tuesday's meetings
- Afternoon:* Review concepts with City Staff
Meetings with owners and developers
Public "pin-up" review session
- Evening:* LCA revises plans based on afternoon meetings

THURSDAY, JUNE 22ND

- Morning:* Meetings with City Staff
Meetings with owners and developers
- Afternoon:* LCA team finalizes plans
- Evening:* Public Presentation of Plan, including urban design, transportation, codes and financial and market analysis

FRIDAY, JUNE 23RD

- Morning:* Final meetings with City Staff
LCA team makes final revisions to plan documents
- Afternoon:* Public Gallery of Plan documents on public display

** Neighbors and members of the general public stopped by at their convenience through the Charrette and provided their input of the work in progress.*

In all the Charrette had 40 hours of open public session.

THE CHARRETTE TEAM

LENNERTZ COYLE & ASSOCIATES DESIGN TEAM

Steve Coyle, AIA, Principal
David Garber, Designer
Oliver Kuehne, Designer
Bill Lennertz, AIA, Principal-in-charge
Laurence Qamar, AIA, Principal
Jeff Thierfelder, Designer

ARCHITECTURAL CONSULTANTS

Marcy McInelly, AIA, Urbsworks, Inc.
Charles Wenzlau, AIA, Wenzlau Architects

ECONOMIC CONSULTANT

Ed Starkie, Leland Consulting Group

CIVIL ENGINEERING CONSULTANT

Paul Fuesel, KPG

THE CITY OF SHORELINE

Mayor Scott Jepsen
Deputy Mayor Ronald Hansen
Councilmember Cheryl Lee
Planning Commission Chairman Marlin Gabbert
Planning Commissioner Kevin McAuliffe
Tim Stewart, Planning & Development Services Director
Bill Conner, Public Works Director
Anna Koloušek, Project Manager, Planning & Development Services Assistant Director
Paul Cornish, Public Works Capital Projects Manager
Joanne Dillon, Planning & Development Services Management Analyst
Brian Krueger, Planning & Development Services Technical Assistant
Ross Cutshaw, Planning & Development Services Economic Development Coordinator
Mark Gibbs, University of Washington Graduate Student

NORTH CITY BUSINESS ASSOCIATION

PROPERTY OWNERS AND NORTH CITY

THE CITIZENS OF SHORELINE



First charrette night opened by Anna Koloušek



The team meets with property owners



Bill Lennertz and Marcy McInelly present ideas...



...to an interested audience



Final drawings are displayed in a gallery...



...for the public to study closely

CONTEXT

The edges of the North City Sub-area Plan are formed by I-5 (west), city limits (east), NE 165th Street and Hamlin Park (south), and NE 195th Street (north).



North City is a suburban area developed in the “50s and 60s”. The area contains mostly single-family detached housing bisected by 15th Avenue NE, an auto-oriented commercial strip (classified as principal arterial). The buildings are mostly one to two stories high and their footprints typically cover only a small portion of their sites. A major portion of each commercial site is reserved for parking and auto access. Surface parking lots present the opportunity to insert new uses, densities, and/or mix of activities that will contribute to a viable neighborhood.

15th Avenue NE, especially along its westside, has site amenities conducive to redevelopment. The lots along 15th Avenue NE are unusually deep, up to 300 feet. This depth has the potential to accommodate substantial parking on site. 15th is also unique in that it runs along a ridge that provides views of the Olympic Mountains to the west.

Additionally, the economic research conducted by Leland Consulting Group indicates that “the market area for retail is potentially strong in North City.” LCG estimates that by the year 2004, the area could support approximately 140,000 square feet of retail. (See the “North City Sub-area Plan Economic Analysis”). This combination of site and economic amenities translates into the potential for a scale of development that can support quality services for the neighborhood.



15th Ave. at the beginning of the era of development



15th Ave. NE looking North



NE 177th St. at 15th Ave. NE looking East



NE 177th St. at 15th Ave. NE looking East



NE 177th St. at 15th Ave. NE looking West



The original service station, now Texaco

THE NORTH CITY SUB-AREA PLAN

PHASES OF FUTURE DEVELOPMENT OF 15TH AVENUE NE



Existing Conditions







5 Year Plan

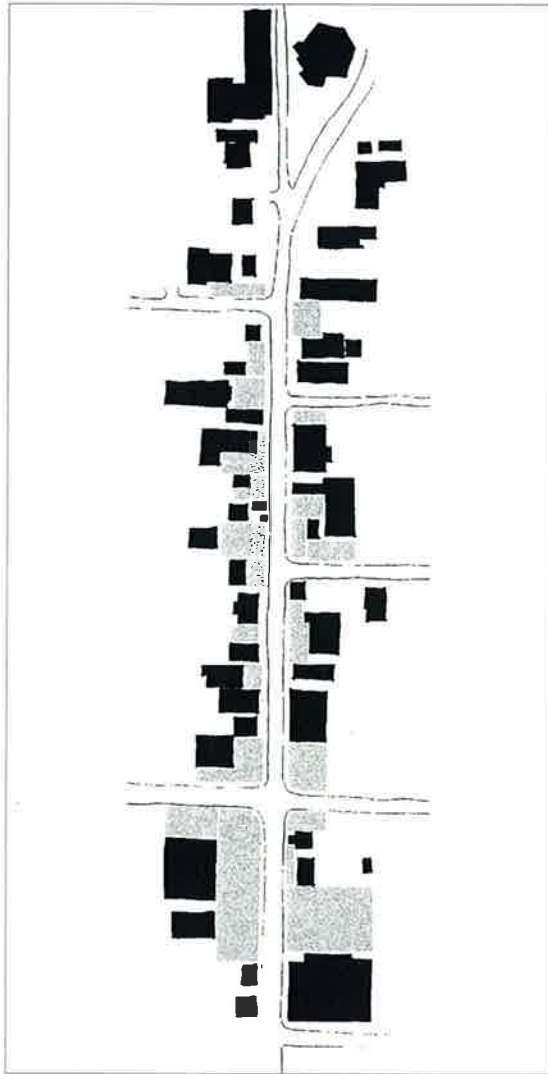
This series of images illustrates the potential future development of 15th Avenue NE. An aerial photograph shows the existing conditions. Illustrative plans show the conditions 5 years and 15 years from today.




15 Year Plan

-  New commercial / mixed-use buildings
-  New residential buildings
-  Existing buildings
-  Civic buildings

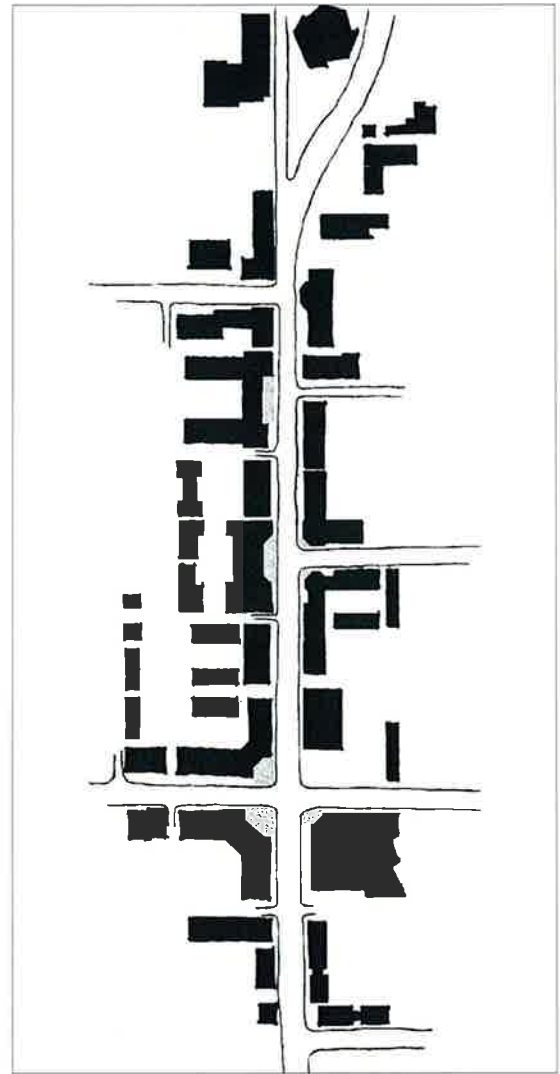
AREA ANALYSIS




Existing Building Pattern along 15th Avenue NE

 *Parking lots and undeveloped land create arbitrary streetscape*

Currently, 15th Avenue NE is dominated by a pattern of single use, low rise buildings, separated from the street by parking lots. Most of the structures in the area are not of high architectural or historic value. Given the traffic volume on 15th Avenue NE and NE 175th Street, many properties are underdeveloped. The existing streetscape does not provide a pleasant, pedestrian- friendly environment and discourages citizens from spending more time in the area than necessary.

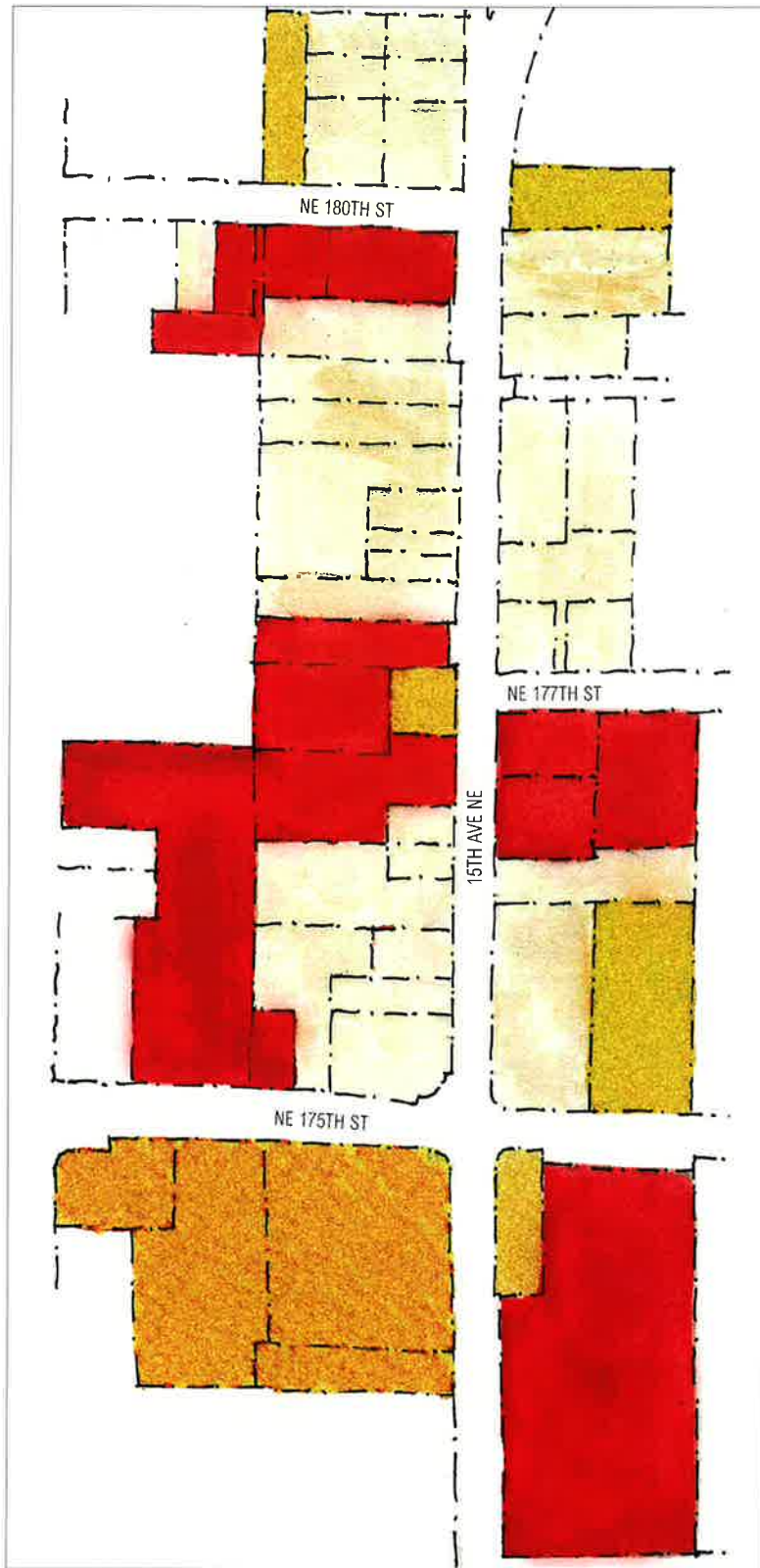


Proposed Building Pattern along 15th Avenue NE (15+ years)

 *Purposefully placed plazas create interesting streetscape*

The proposed 15 Year Plan shows 15th Avenue NE as a main street with buildings tight to the sidewalk. The resulting streetscape is tight and urban, the space is well defined by the surrounding buildings. Deeper setbacks of buildings in selected areas create small plazas and make the walking or driving experience visually more interesting.

REDEVELOPMENT POTENTIAL ANALYSIS



All parcels in the study area were evaluated for potential redevelopment, based upon the physical characteristics of the lot, the condition of existing structures currently on the lot, the redevelopment interests of property owners, and the possibility of lot assemblage of adjoining properties.

There are three classifications representing timespans in which properties are likely to be redeveloped. One to five years, six to 15 years, and more than 15 years.

The demonstration projects were designed on properties with predominantly high redevelopment potential (1-5 years).

DEVELOPMENT TIMELINE

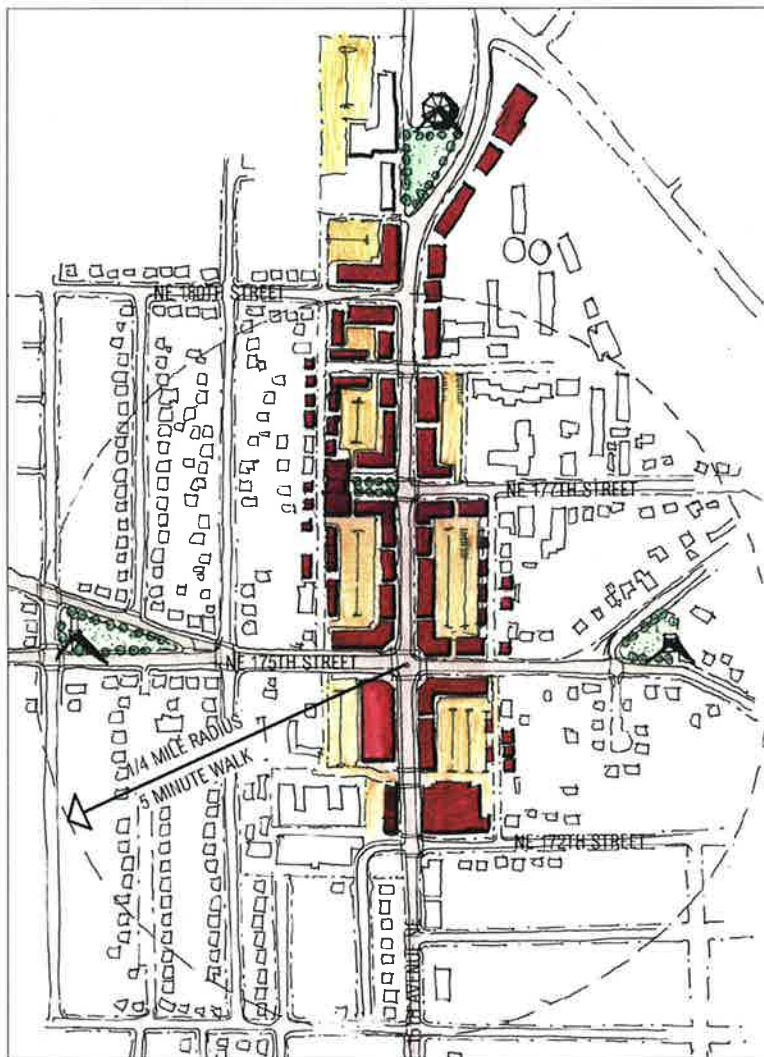
- 1 - 5 years
- 6-15 years
- 15+ years

REDEVELOPMENT CONCEPT FOR THE NORTH CITY BUSINESS DISTRICT (NCBD)

As an important local street, 15th Avenue NE carries enough traffic to support a significant amount of retail. At the same time, the traffic burden is small enough to allow for on-street parking and to create a pedestrian-friendly main street with a vital mix of retail, offices, and housing.

The diagram below shows a concept that converts 15th Avenue NE into a main street, with buildings tight to the sidewalk and housing above ground floor retail.

The tighter streetscape slows down traffic and creates a safer and more pleasant pedestrian environment. The storefront windows on the sidewalk create many interests for shoppers and window shoppers to spend more time in their own neighborhood, supporting local businesses.



It takes the average person about five minutes to walk a quarter of a mile. Most people would be inclined to leave their cars at home to get to destinations within a five minute walk, as long as it is interesting, convenient and safe. One of the principles of good neighborhood design is to provide amenities within a quarter mile of each residence so people can walk or bike there easily.

The diagram shows the proposed main street with the assumed "center" at the intersection of 15th Avenue NE and NE 175th Street. The circle roughly shows the area within a quarter of a mile of the center. Residents in shown area are likely to walk to the stores and restaurants on 15th Avenue NE. The surrounding residential character of this business district should remain.

5 YEAR PLAN ILLUSTRATION



DEMONSTRATION SITES



Site 1: SW of 15th Ave. & 180th St.



Site 2: W of 15th Ave. & 177th St.



Site 3: SE of 15th Ave. & 177th St.



Site 4: SW of 15th Ave. & 175th St.

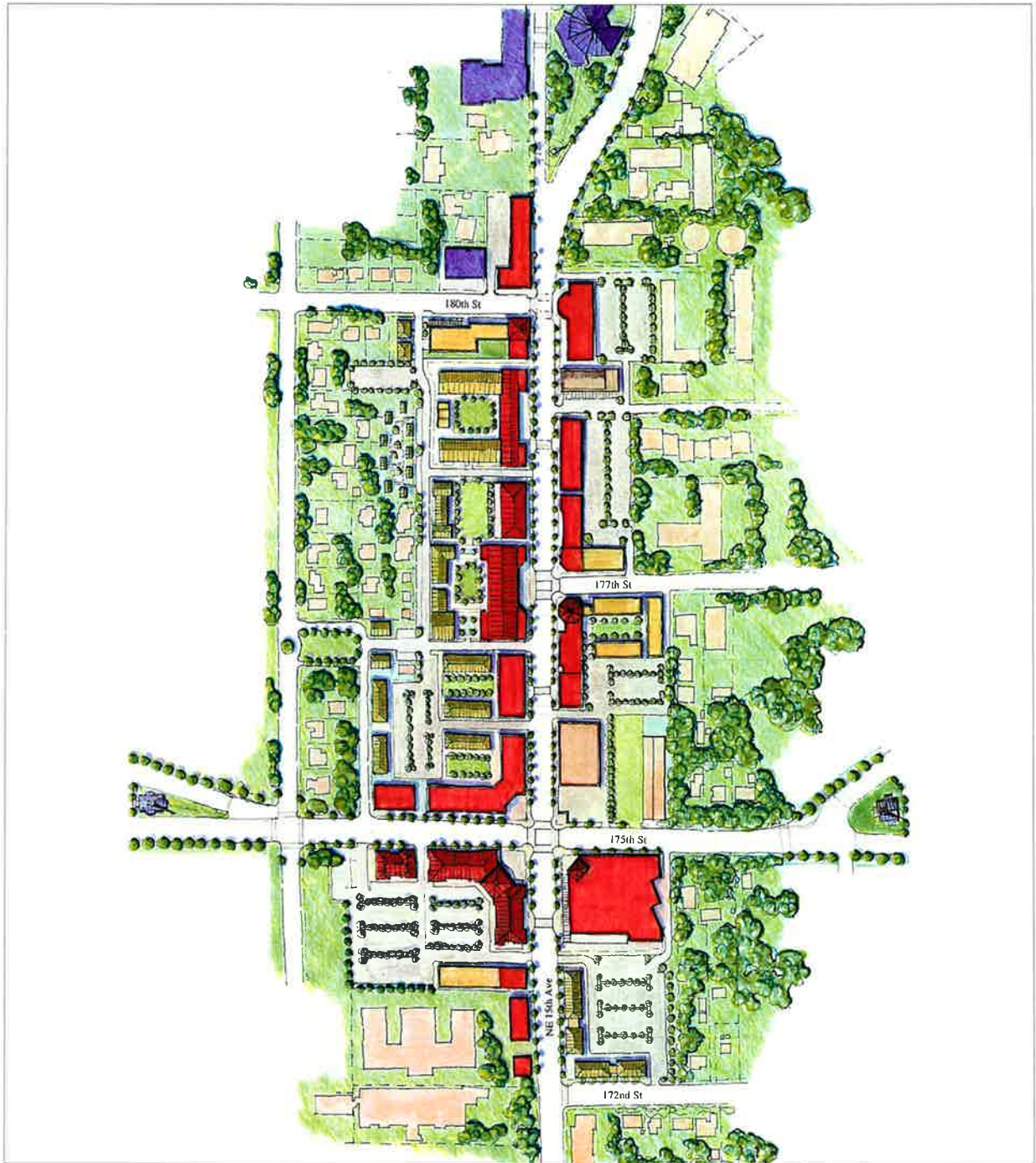


Site 5: SE of 15th Ave. & 175th St.

In the 5-Year Plan Illustration, the properties with the greatest redevelopment potential have led the 15th Avenue NE transformation into a walkable neighborhood Mainstreet. Multi-story, mixed-use buildings line the sidewalk, with parking located on street and behind the building. The new buildings have ground floor retail, and step back from the street above the three-story level. Towers punctuate the important corner sites. 15th Avenue NE is now a three lane, tree-lined street. Traffic has slowed below 25 mph; turn lanes allow a functional flow. Mid-block crosswalks facilitate the development of "retail walking loops," by allowing shoppers to easily cross the street at frequent intervals.

- New commercial / mixed-use buildings
- New residential buildings
- Existing buildings
- Civic buildings

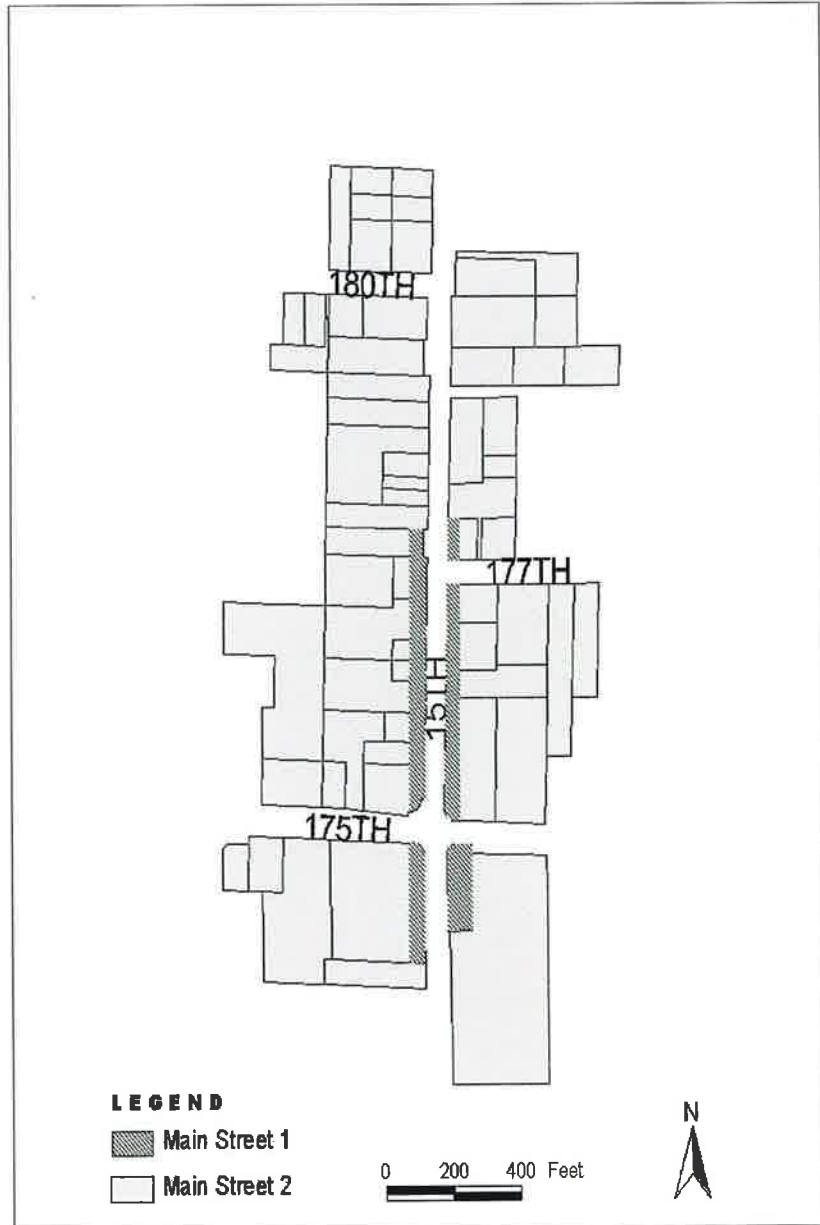
15 YEAR PLAN ILLUSTRATION



In the 15 Year Plan Illustration, 15th Avenue NE has been completely redeveloped. The Avenue is now completely lined with mixed-use buildings. The ground floors of buildings between NE 175th and NE 177th Streets are entirely retail as prescribed by the code. Ground floors outside this core are either retail or residential as dictated by the market. A complete system of interconnected alleys has been developed to link the parking lots and decks from behind, freeing the streetscape for the best part of the building: the storefronts and building entrances.

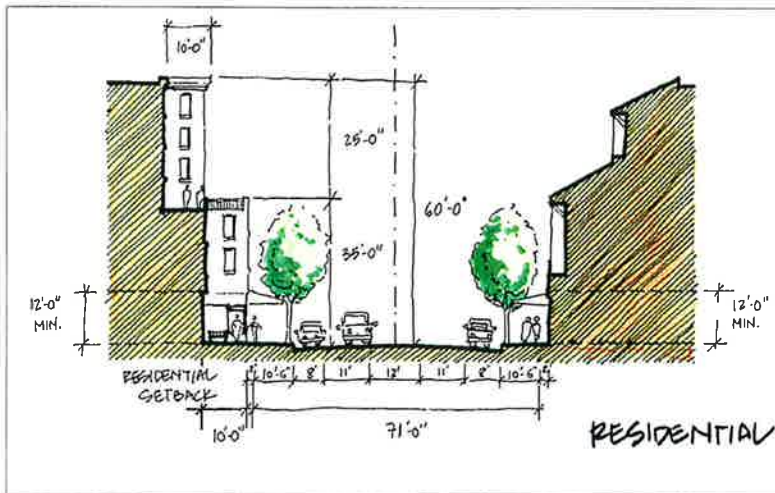
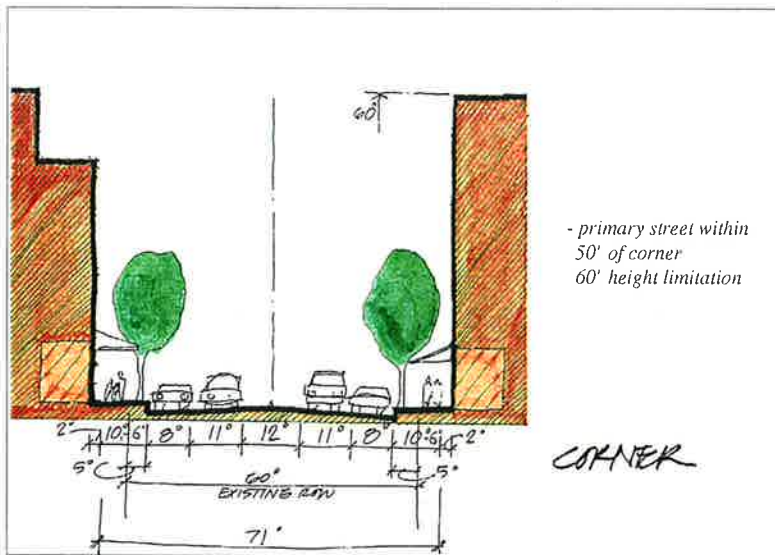
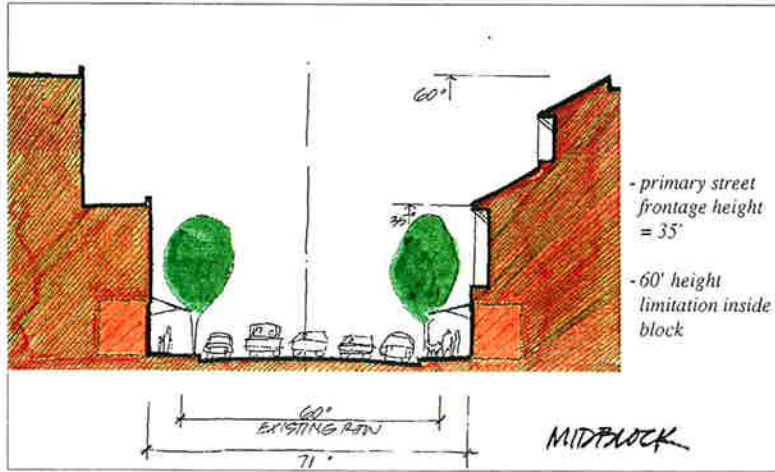
- New commercial / mixed-use buildings
- New residential buildings
- Existing buildings
- Civic buildings

LAND-USE / OVERLAY ZONES



This diagram shows proposed changes to the land-use designation throughout the study area. The entire area is a mixed-use zone allowing for retail, office and high density residential use. A portion of the area between 175th St. and just north of 177th St. requires ground floor retail fronting on 15th Ave. This will establish a lively main street core that can extend to the north or south if the market allows for it and landowners choose to do so. Residential uses are also allowed on the ground floor outside of the core area.

BUILDING HEIGHTS AND SETBACKS



Height Limitations:

- at building front, 35'-0"; 60'-0" height after 10'-0" setback.
- at building front, within 50'-0" of corner, 60'-0".
- at new alley building front, 35'-0"; 60'-0" height after 10'-0" setback.

Floor-to-floor Heights:

12' required at ground level.

Allows storefront with transom windows above doors and primary windows.

Corners:

While 60'-0" heights are allowed without setbacks on corners, this should only be done when a corner emphasis is desired. In general, it is recommended that buildings step back after 50'-0" on corners.

Within Main Street 2, residential uses are allowed at ground level, if the following standards are met:

- First level must be set back from back of sidewalk 10'-0".
- First level construction must be 1 hour fire rating and 12'-0" floor to floor height.

BUILDING TYPES

The following three diagrams are illustrations of possible redevelopment scenarios of a portion of the study area. The different schemes can be seen as alternative scenarios, or as phasing diagrams showing the build-out over time. These diagrams show that the proposed changes to the zoning, and the proposed alley system allow for a variety of redevelopment patterns, while assuring a continuous street wall along 15th Avenue NE that helps create the desired main street character.

The thick solid lines indicate required building fronts, the dashed lines indicate typical wall locations.

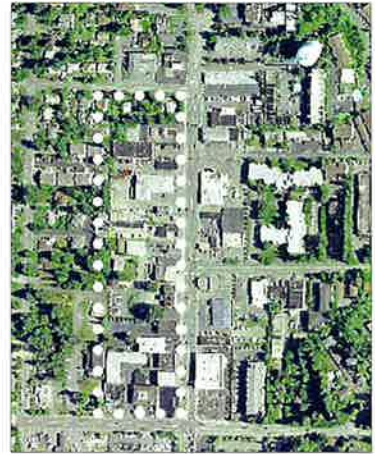
SCHEME A:

Mixed-use buildings are fronting on 15th Avenue NE, NE 180th and NE 175th Streets.

The area between the buildings and the alley to the rear of the blocks functions as a shared parking zone. This zone can also accommodate projections of larger retail spaces with structured parking underneath.

SCHEME B:

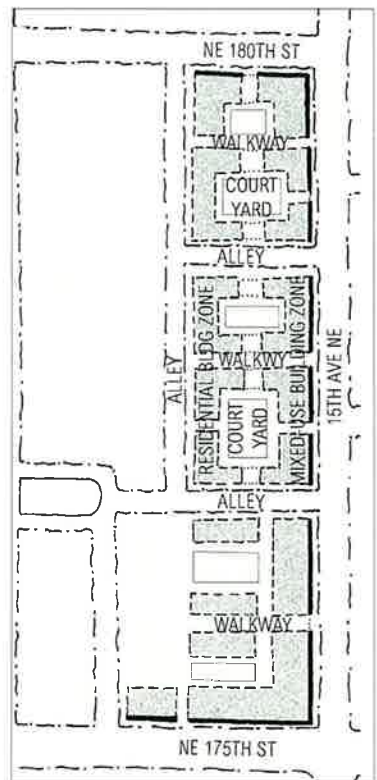
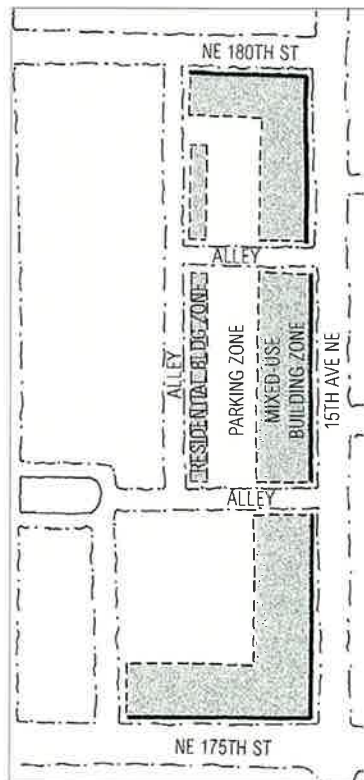
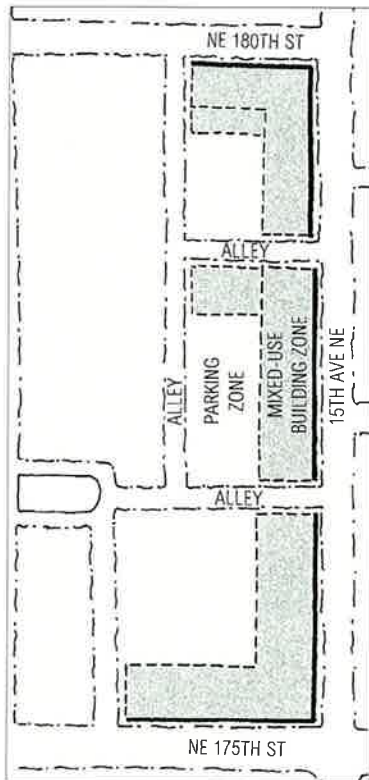
In addition to the mixed-use buildings fronting on 15th Avenue NE there is a residential building zone facing out to the rear alley, taking advantage of the western views. The area between the building zones is used for shared parking.



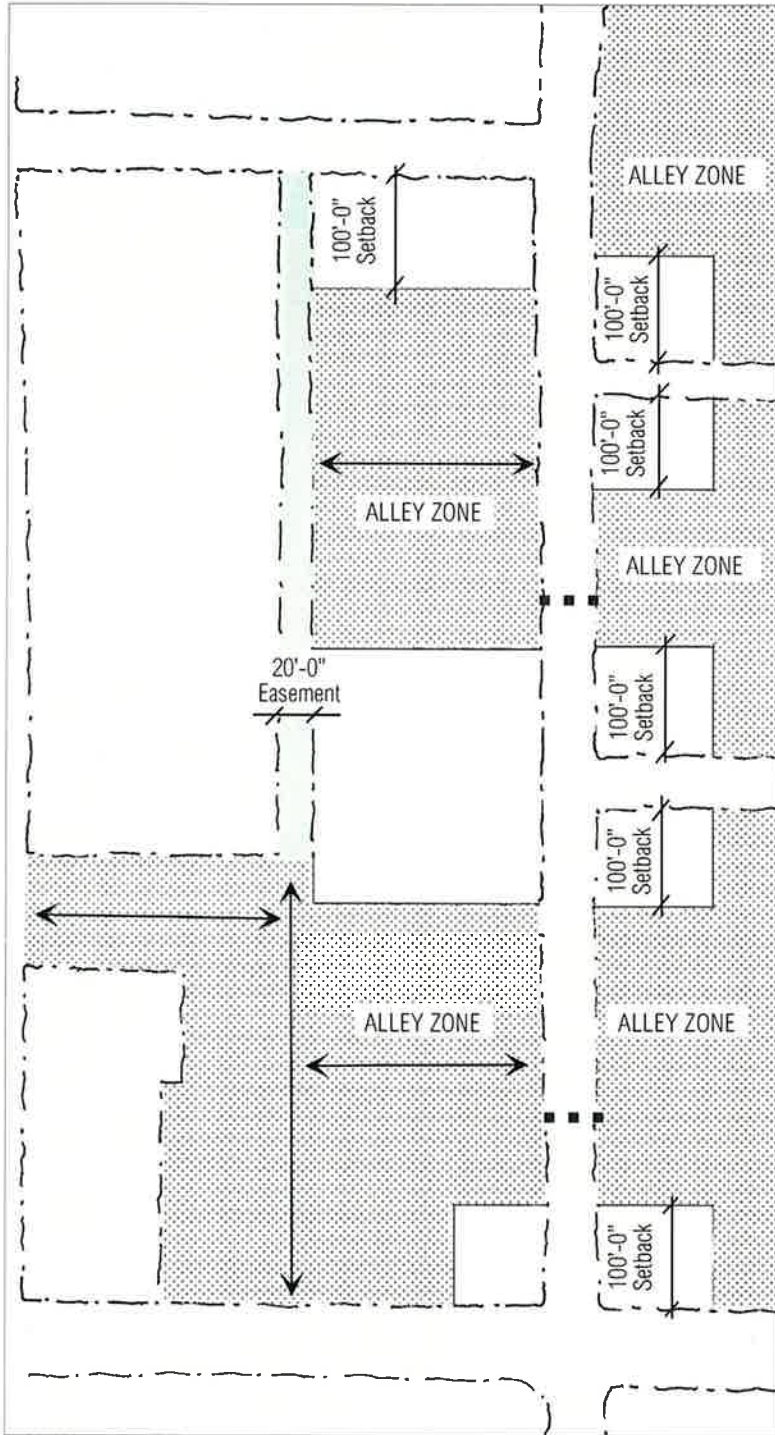
Location within the Study Area

SCHEME C:





At a maximum build-out, mixed-use buildings along 15th Avenue NE are complemented by residential buildings shaping a sequence of courtyards. Shared parking takes place underneath the courtyards in parking decks accessed from the rear alley.



MIDBLOCK CIRCULATION NETWORK



A system of alleys and access lanes provides easy access to buildings and parking lots in the rear of the properties. This secondary circulation system also helps avoid too many curb cuts on NE 15th Avenue that would disrupt the desired main street character. An alley in the rear of the properties west of NE 15th Avenue connects NE 180th and NE 175th Streets. Only a portion of the alley system is specifically located on the adjacent diagram. In order to allow for maximum flexibility of alley locations the adjacent diagram shows alley zones where alleys are permitted. There are no alleys or access lanes allowed within 100 ft from an intersection, or 50 ft from a pedestrian crosswalk. The minimum distance between two alleys is 200 ft, the maximum distance is 500 ft.

-  Area where access lanes or alleys are permitted
-  Required 20' alley easement
-  Indicates required connection; location flexible within alley zone
-  Midblock pedestrian crossings must be at least 50'-0" from an alley curb cut or a street

STREETSCAPE IMPROVEMENTS

GOAL:

Create a retail/pedestrian-friendly “main street” district along 15th Avenue NE between NE 172nd Street and just north of NE 180th Street.

POLICIES:

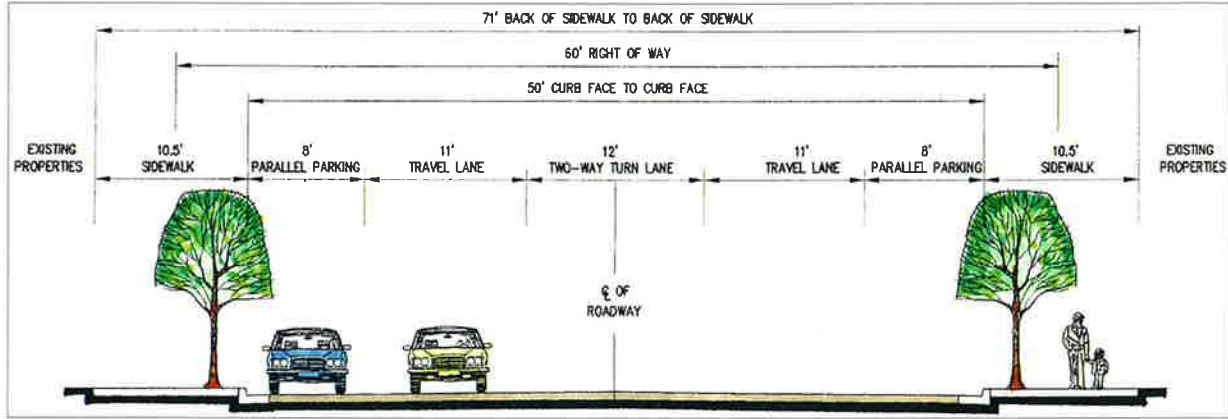
1. 15th Avenue NE is the ‘Achilles’ heel of future retail development because it is too auto-oriented. It is not conducive for comfortable pedestrian and ‘Main Street’ retail activity.

15th Avenue NE is a principal arterial. There is a need to “slow the traffic flow” through the retail district to make it safer and friendlier for pedestrians. Safe crossings should be provided.

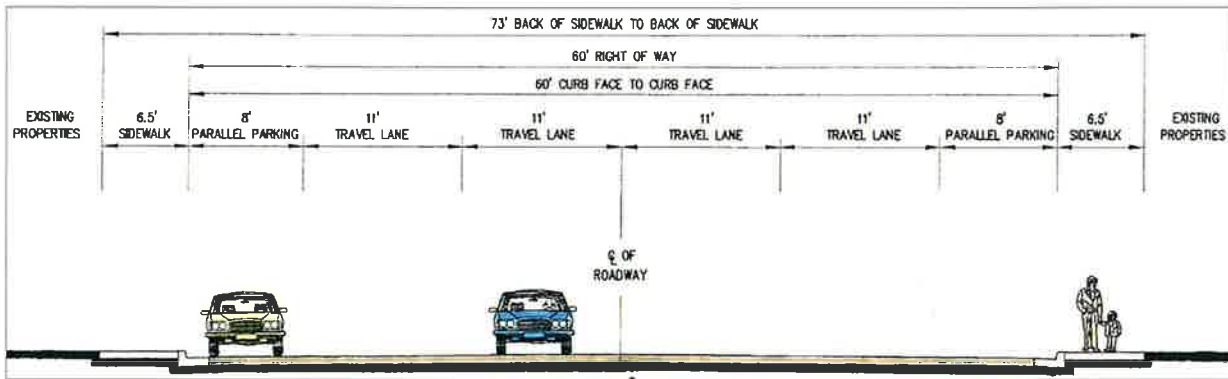
2. Because the arterial 15th Avenue NE appears to carry a high volume of through traffic from Seattle to Snohomish County north, it is assumed that any roadway narrowing may reduce volumes and potentially “redirect” traffic. Traffic calming should be constructed on residential streets susceptible to cut-through traffic.
3. The pedestrian center of the “main street” district appears to be at the intersection of 15th Avenue NE and NE 177th Street. Pedestrians should be given priority over autos.
4. Provide on street parking to separate traffic from pedestrians. Provide parking lots and decks behind building. Provide alleyway access.
5. Auto circulation and parking is very limited on 15th Avenue NE. Create secondary auto circulation through alleys with imbedded parking decks.
6. Pedestrian connections and facilities are lacking in the adjacent neighborhood streets and should be improved.

PROJECT DESCRIPTION

During the charrette four options for the design of 15th Avenue NE were considered. The consensus at the charrette was to proceed with the three lane option shown below.



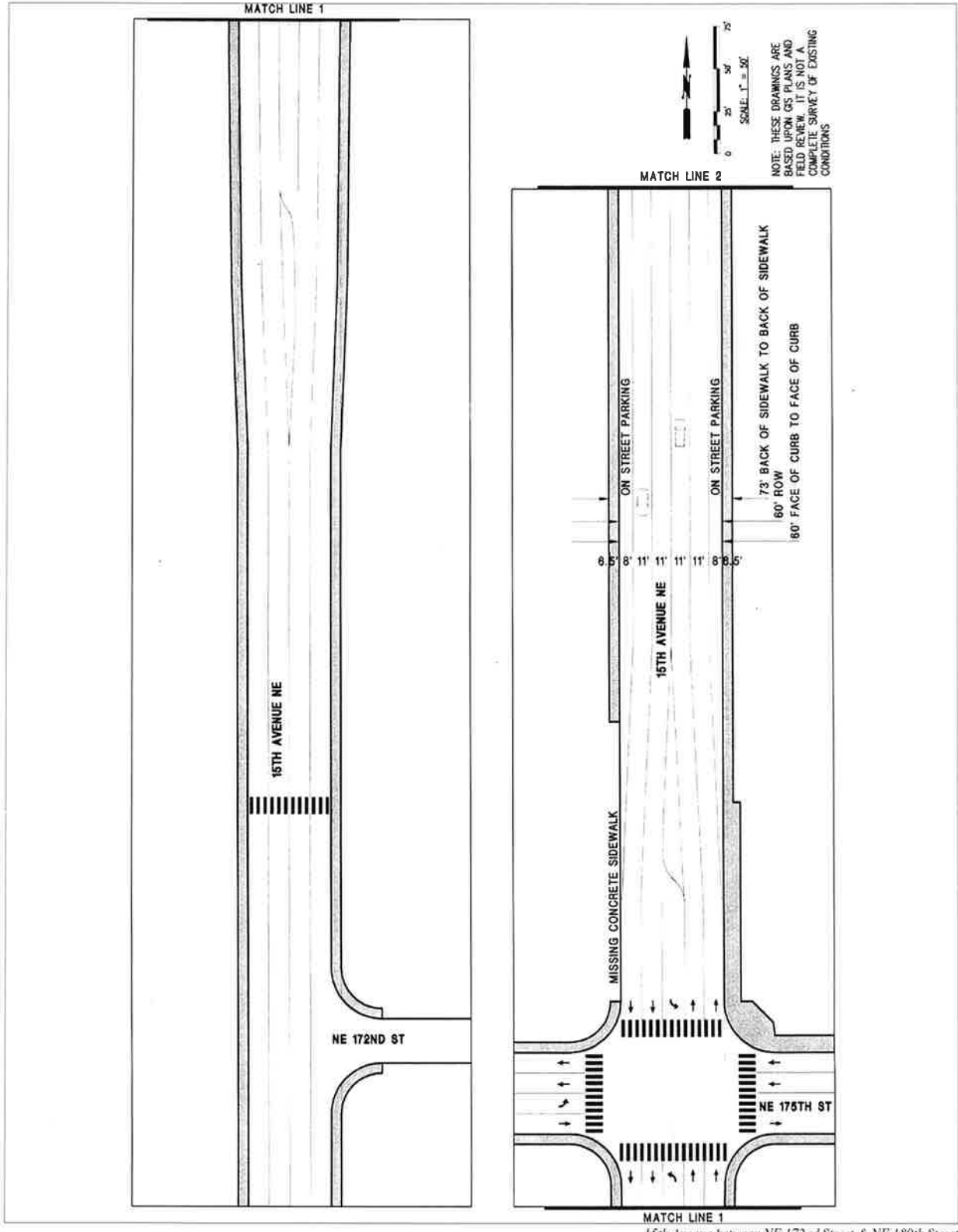
Assume project limits: NE 172nd Street to 400' north of NE 180th Avenue Street. New roadway section provide (2) 11' travel lanes, (1) 12' center turn lane, (2) 8' on-street parallel parking, curb bulbs for pedestrian crossing, 10' wide sidewalks and underground utilities.



The existing 15th Avenue NE street section is dominated by the four travel lanes. Sidewalks are only six and a half feet, which is less than the minimum ten feet required for a Neighborhood Mainstreet.

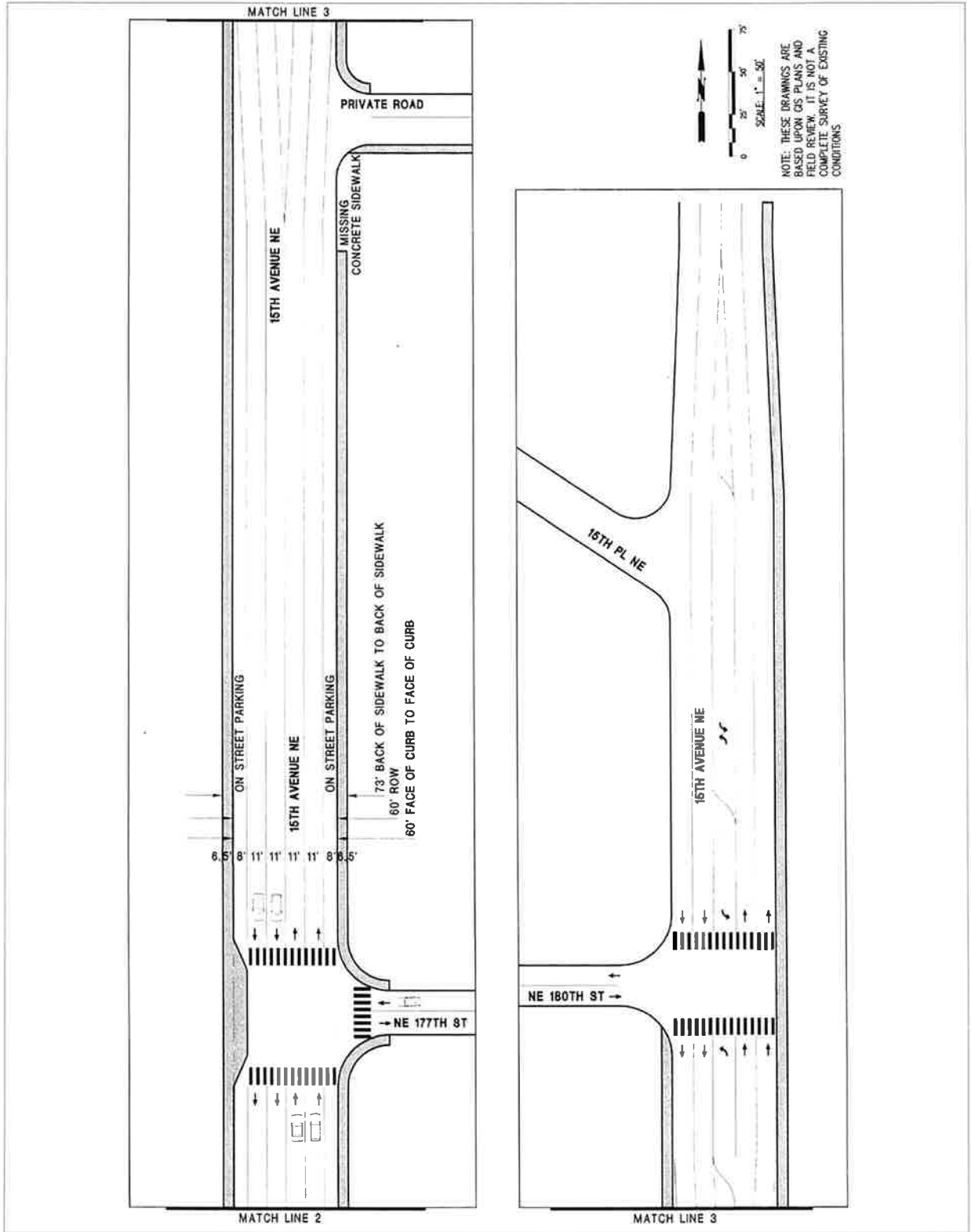
The following four pages show the engineered drawings of 15th Avenue NE between NE 172nd and NE 180th Streets, two illustrating the existing conditions, and two illustrating the proposed improvements.

15TH AVENUE NE EXISTING CONDITIONS



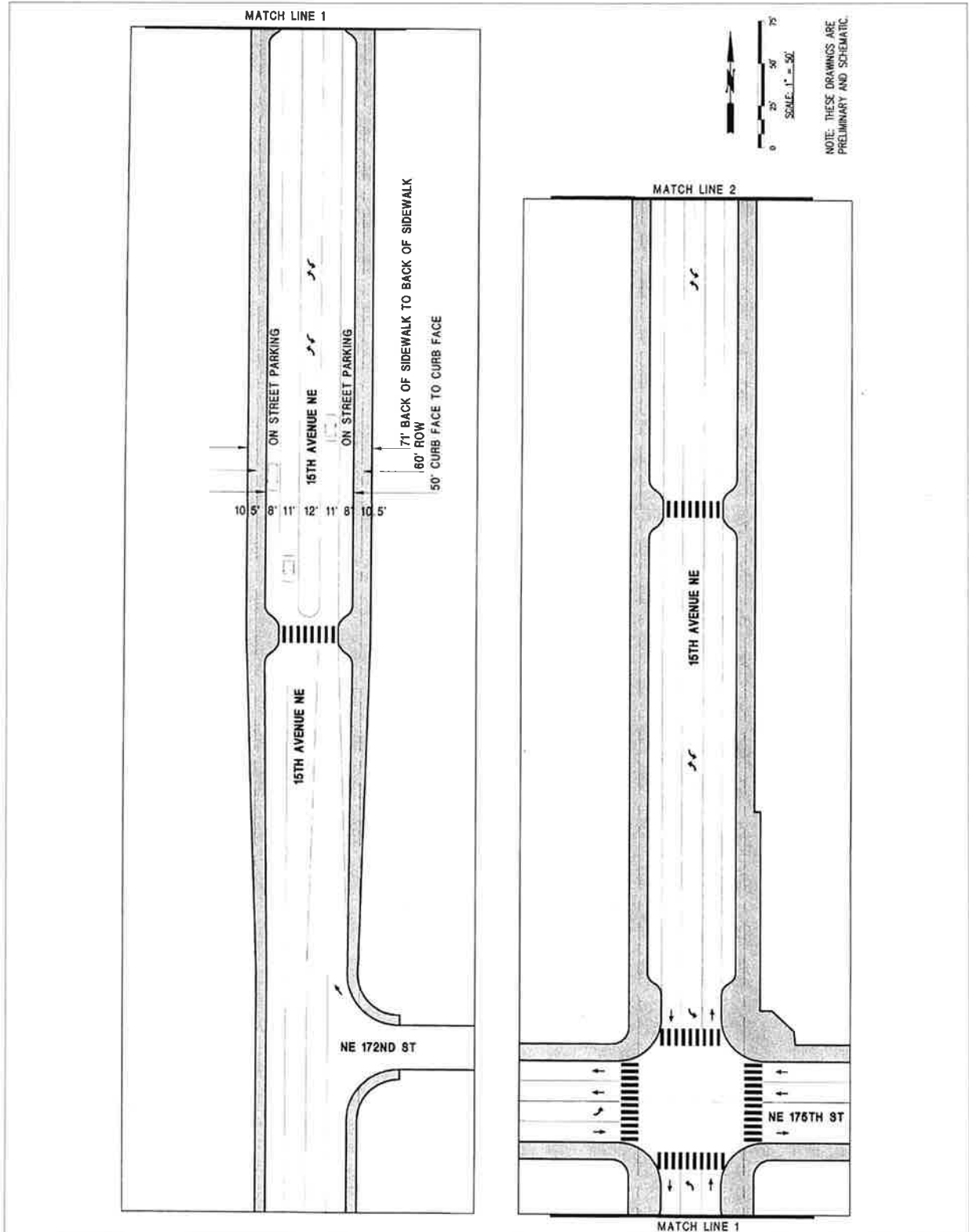
15th Avenue between NE 172nd Street & NE 180th Street

15TH AVENUE NE EXISTING CONDITIONS (CONTINUED)



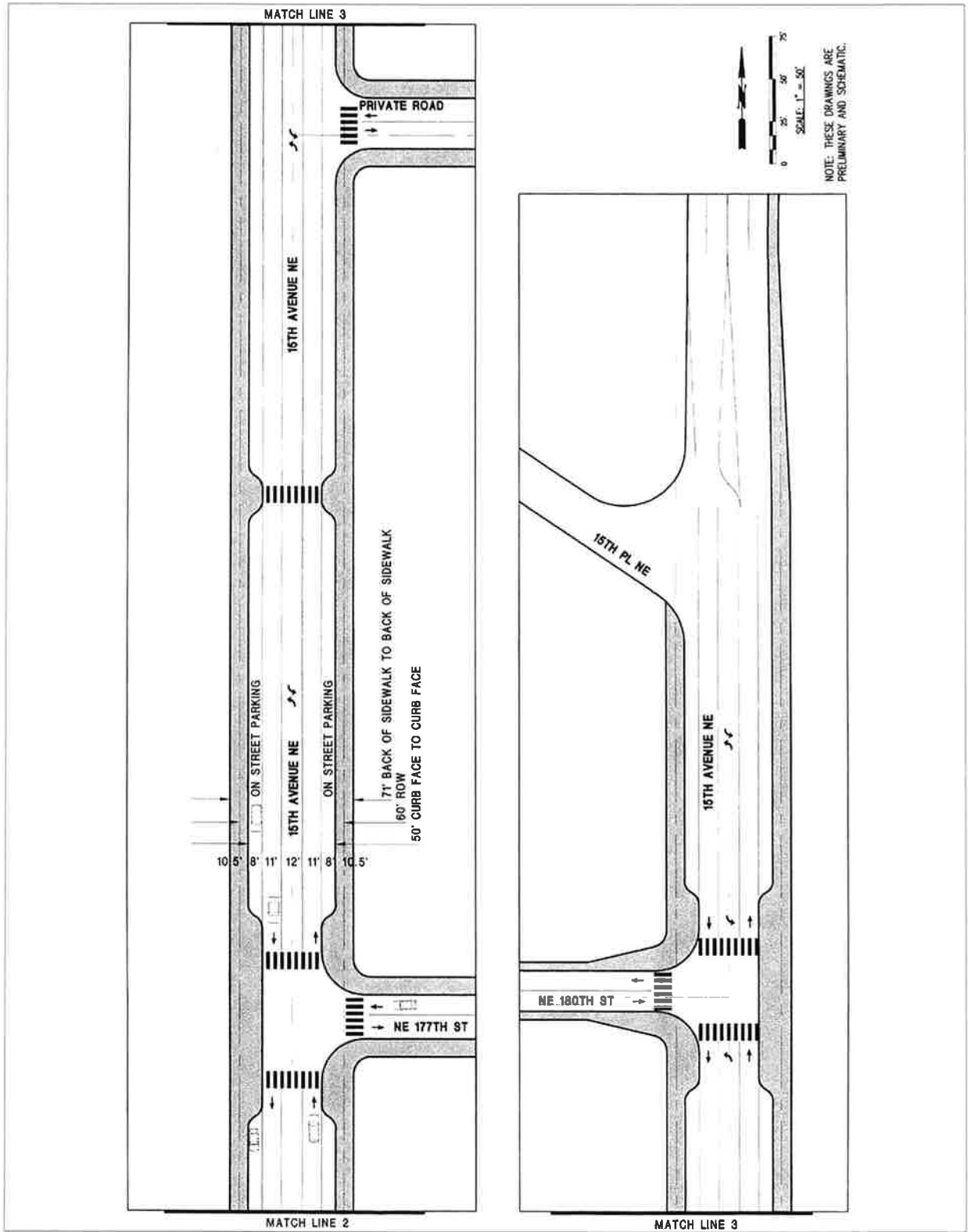
15th Avenue NE between NE 172nd Street & NE 180th Street (continued)

15TH AVENUE NE PROPOSED IMPROVEMENTS



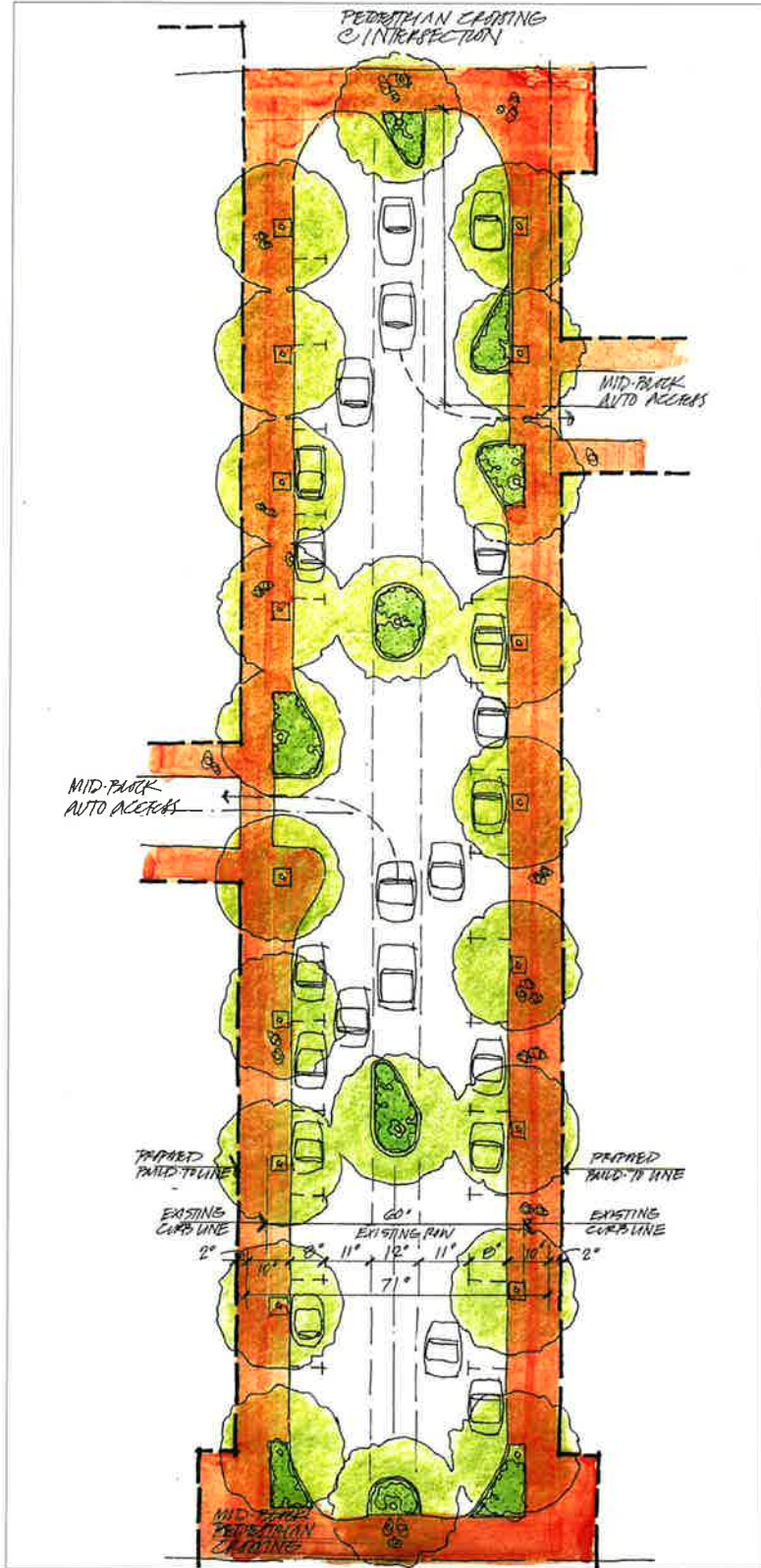
15th Avenue NE between NE 172nd Street & NE 180th Street

15TH AVENUE NE PROPOSED IMPROVEMENTS (CONTINUED)



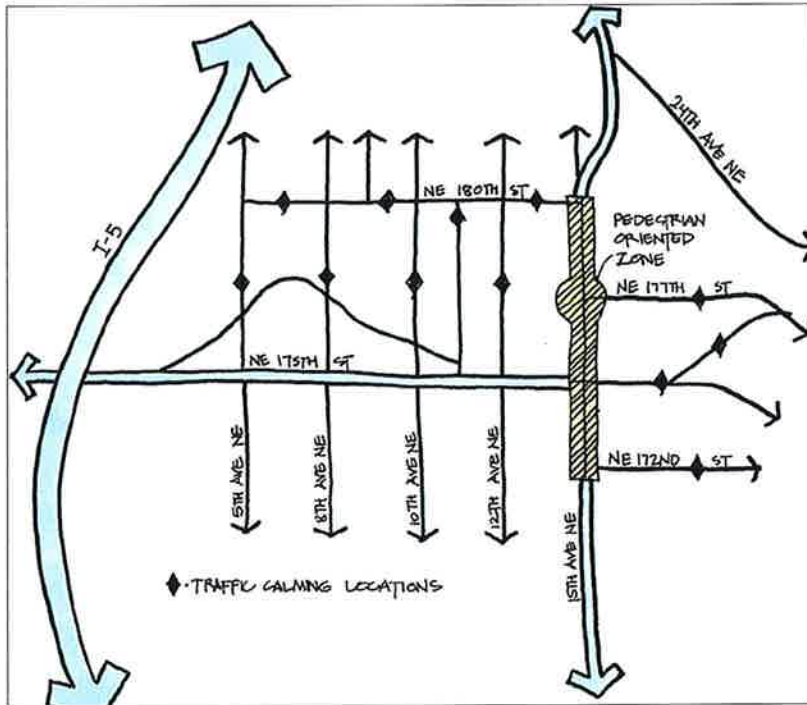
15th Avenue between NE 172nd Street & NE 180th Street (continued)

ILLUSTRATIVE STREETSCAPE PLAN 15TH AVENUE NE

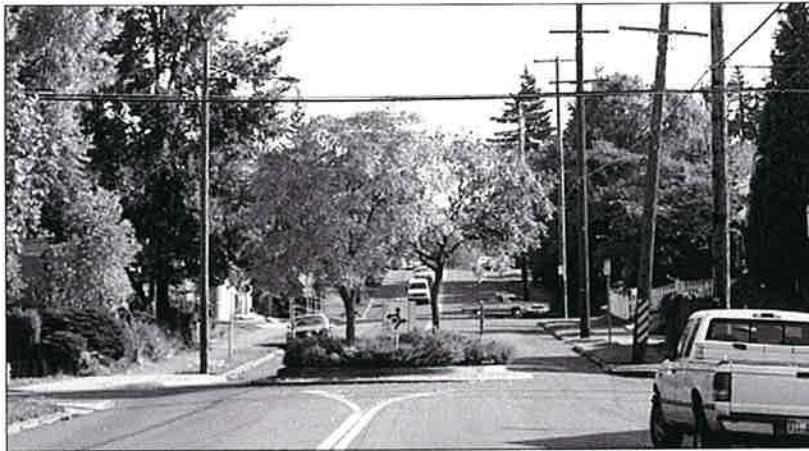


This plan illustrates a short stretch of 15th Avenue NE with proposed changes to the streetscape. The number of lanes is reduced to three, one travel lane in each direction, and one center turn lane that allows for easy access to mid-block alleys, and can contain median strips or pedestrian refuges. The sidewalks are widened and street trees have been added to create a more pedestrian-friendly environment. On-street parking creates a buffer between the traffic lanes and the sidewalks, and provides visible and convenient access to businesses.

TRAFFIC CALMING ON RESIDENTIAL STREETS



This illustrative diagram shows potential for locations of traffic calming devices in residential streets.



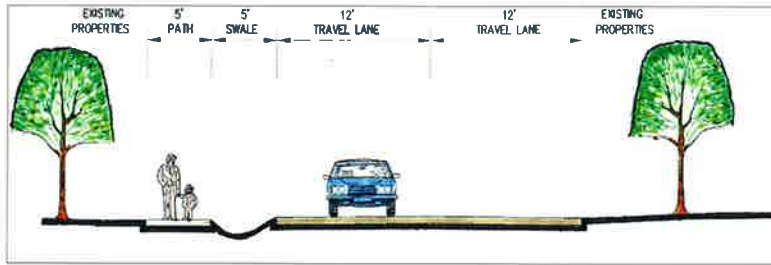
A small planted island in the middle of an intersection creates a roundabout. Motorists have to slow down to drive around it. The planting also provides a visual closure of the streetscape, discouraging cut-through traffic.



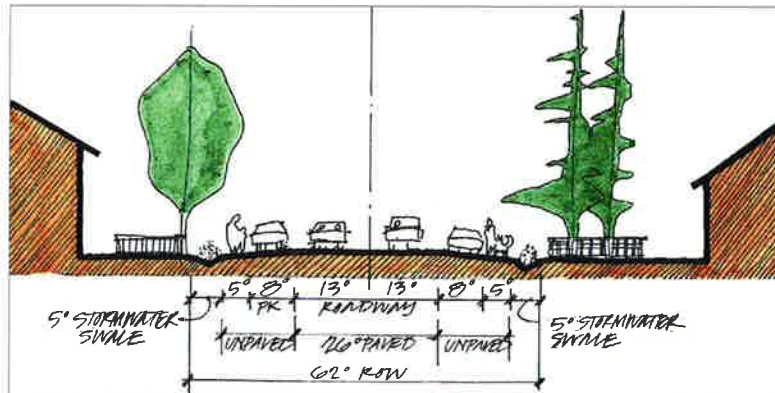
Curb extensions at intersections shorten crossing distances and improve the visibility of pedestrians to drivers. Curb extensions visually narrow down the perceived street width and thus slow down traffic.

LOCAL STREET - PEDESTRIAN FACILITY

The following examples show the use of drainage swales instead of conventional curb and gutter drains for local streets. This is an economical solution to low impact areas. The swales serve as an immediate stormwater treatment device. The top diagram places the path on the other side of the swale. The bottom diagram uses on street parking on both sides next to the path with the swale on the outside



Option A - Pathway and Drainage Swale on one Side



Option B - Sidewalks and Drainage Swale on both Sides

DEMONSTRATION PROJECTS

In addition to the urban design concepts, five sites or site assemblages with high redevelopment potential were closely examined and schematic design drawings for the buildings were created. These demonstration projects explore design solutions for the specific sites, and test recommendations for changes to the City's Zoning Code and Design Guidelines.

They also show how to integrate a mix of uses to create a livelier and friendlier built environment.



SITE 1:
SW corner of 15th Avenue NE
& NE 180th Street

SITE 2:
W corner of 15th Avenue NE
& NE 177th Street

SITE 3:
SE corner of 15th Avenue NE
& NE 177th Street

SITE 4:
SW corner of 15th Avenue NE
& NE 175th Street

SITE 5:
SE corner of 15th Avenue NE
& NE 175th Street

SITE 1: SW CORNER OF 15TH AVENUE NE & NE180TH STREET



A mixed-use building rises up to five stories at the corner of 15th Avenue NE and NE 180th Street. The building combines groundfloor retail with four live/work units and 61 flats on top of a parking deck. The parking structure is entered from a back alley taking advantage of the sloping site. Across the alley are six town houses and additional surface parking. The heights of the structures step down to allow for a smooth transition to the existing residential area to the west.



Floor Plan at Street Level

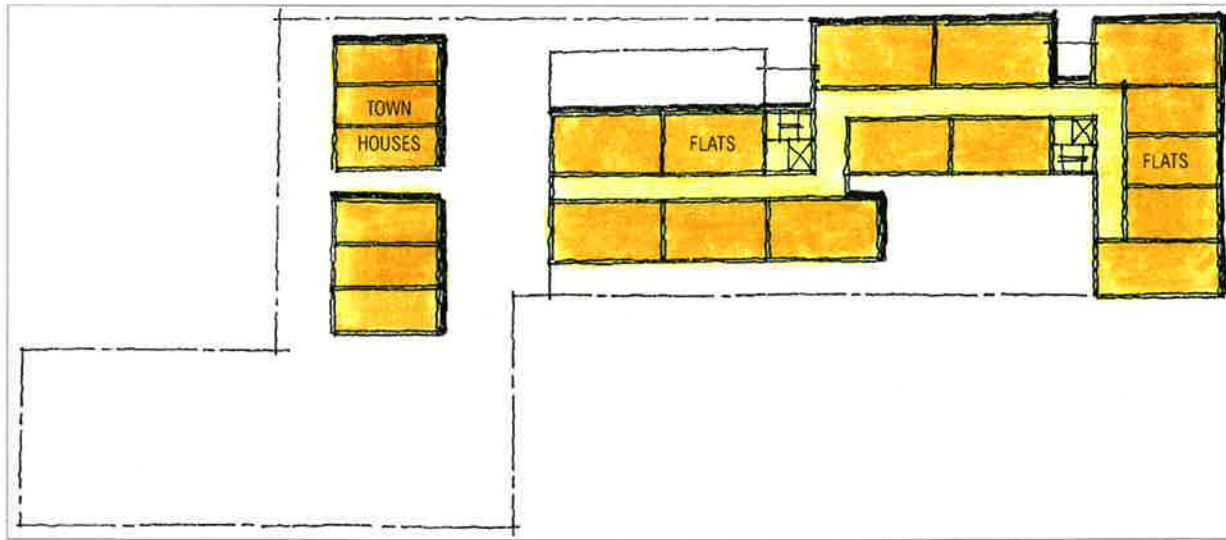


Section through Site

SITE 1: SW CORNER OF 15TH AVENUE NE & NE180TH STREET



Floor Plan at Lower Level

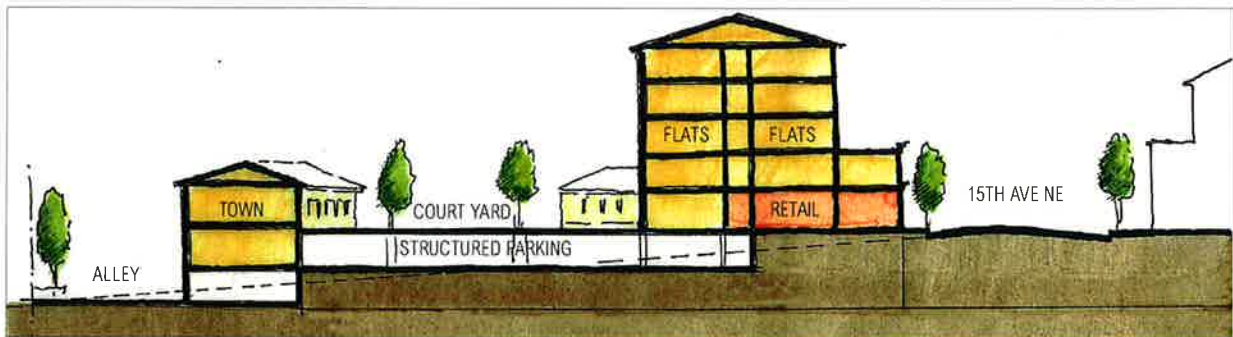


Floor Plan at Upper Level

SITE 2: W CORNER OF 15TH AVENUE NE & NE 177TH STREET

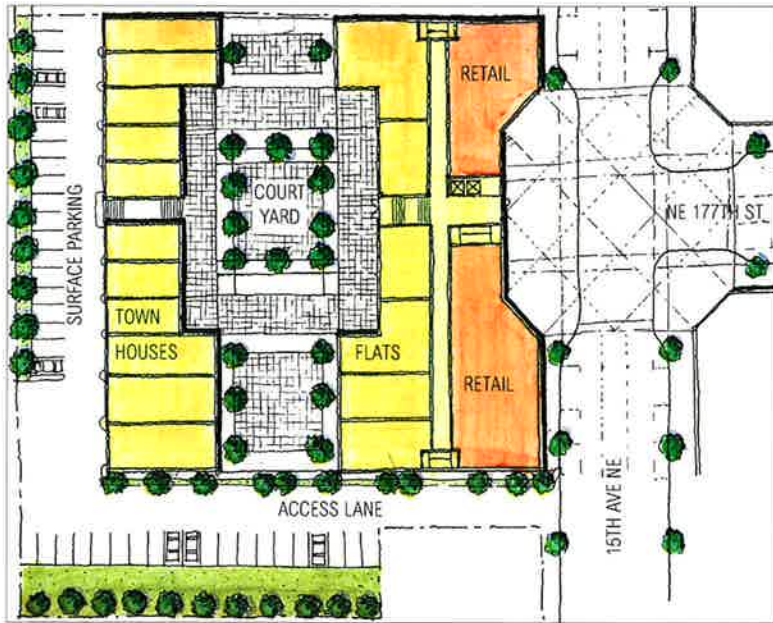


This development scheme takes advantage of the site's central location and prominence at the terminus of NE 177th Street located at the mid-point of the 15th Avenue NE "main street". The building facade is beveled back, forming a forecourt and a deepened sidewalk plaza, ideal for restaurant or cafe seating.



Site Section looking North

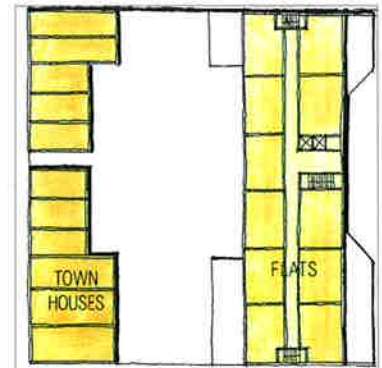
SITE 2: W CORNER OF 15TH AVENUE NE & NE 177TH STREET



Ground Floor Plan



Lower Floor Plan



Upper Floor Plan



Alternate Ground Floor Plan

Two options were developed, each with a five story apartment building with ground floor retail up to the street, and a courtyard enclosed by two story townhouses to the rear of the lot on top of a covered parking deck. A new access lane to the side of the lot provides access to the on-site parking, and connects with the rear alley.

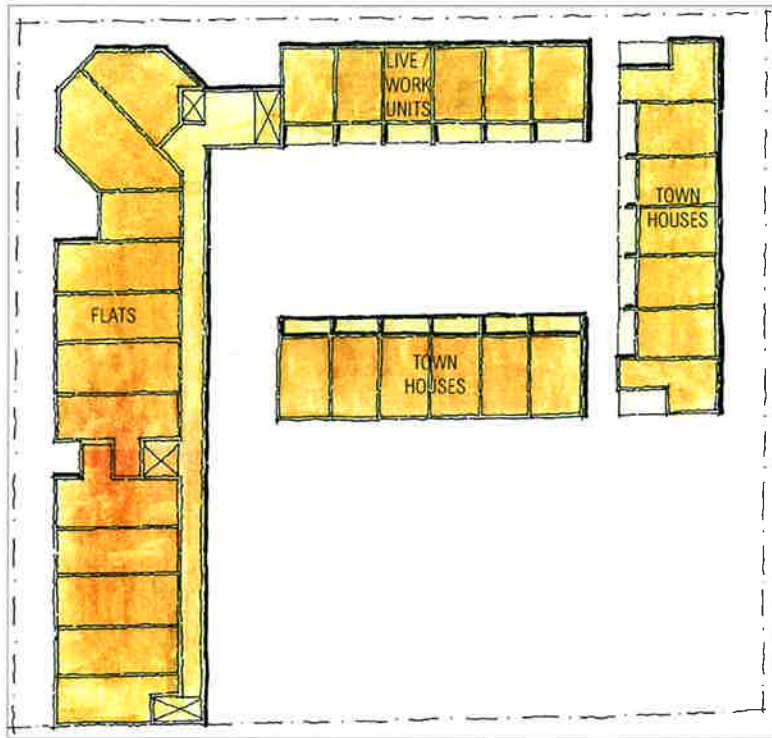
SITE 3: SE CORNER OF 15TH AVENUE NE & NE 177TH STREET



Ground Floor Plan

This development scheme combines a residential courtyard surrounded by townhouses with live/work units, flats, and ground floor retail. A tower marks the corner of 15th Avenue NE and NE 177th Street, and allows for a passageway into the courtyard. This provides convenient pedestrian access to the town houses and live/work units. The buildings along 15th Avenue NE and NE 177th Street gradually step down in height, allowing a smooth transition to neighboring buildings. The retail spaces and flats share a surface parking lot in the center of the block, while the town houses have ground-floor garages under the dwelling unit accessed from a rear alley. The retail is concentrated along 15th Avenue NE, whereas NE 177th Street is lined with live/work units that could contain offices or artists' work-shops on the ground floor.

SITE 3: SE CORNER OF 15TH AVENUE NE & NE 177TH STREET



Upper Floor Plan



Site Section looking North



Site Section looking West

SITE 4: SW CORNER OF 15TH AVENUE NE & NE 175TH STREET



This design proposes an office building with potential for institutional and civic uses at the corner of 15th Avenue NE and NE 175th Street.

A tower marks the corner, and its wings form a small plaza inviting pedestrians with a grand gesture.

There is extensive parking on two levels, taking advantage of a considerable drop in elevation between the front and the back of the property. Above the parking structure are four to five stories of office space. Portions of the complex could host the Postal Service, currently located on the site.



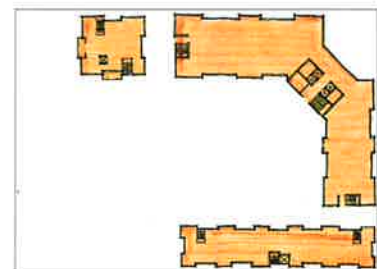
Ground Floor Plan at 15th Ave



Lower Parking Level at 175th St



Upper Parking Level



Upper Floor Plan



Site Section

SITE 5: SE CORNER OF 15TH AVENUE NE & NE 175TH STREET



This design shows a new Safeway store built right at the corner of 15th Avenue NE and NE 175th Street, a prime retail location with excellent visibility and traffic volume. The store is lined with small retail stores along NE 175th Street and 15th Avenue NE to create an interesting, open facade.

Two schemes were designed, Option A, with surface parking surrounded by town houses in the southern portion of the lot, and Option B, with structured parking and housing on top. The deck provides a raised courtyard hiding the cars underneath. A wide stairway connects the courtyard deck with an entrance plaza to the Safeway store on the ground floor.

In both cases, the parking is accessed from an alley in the back and a lane off 15th Avenue NE approximately in the center of the block.

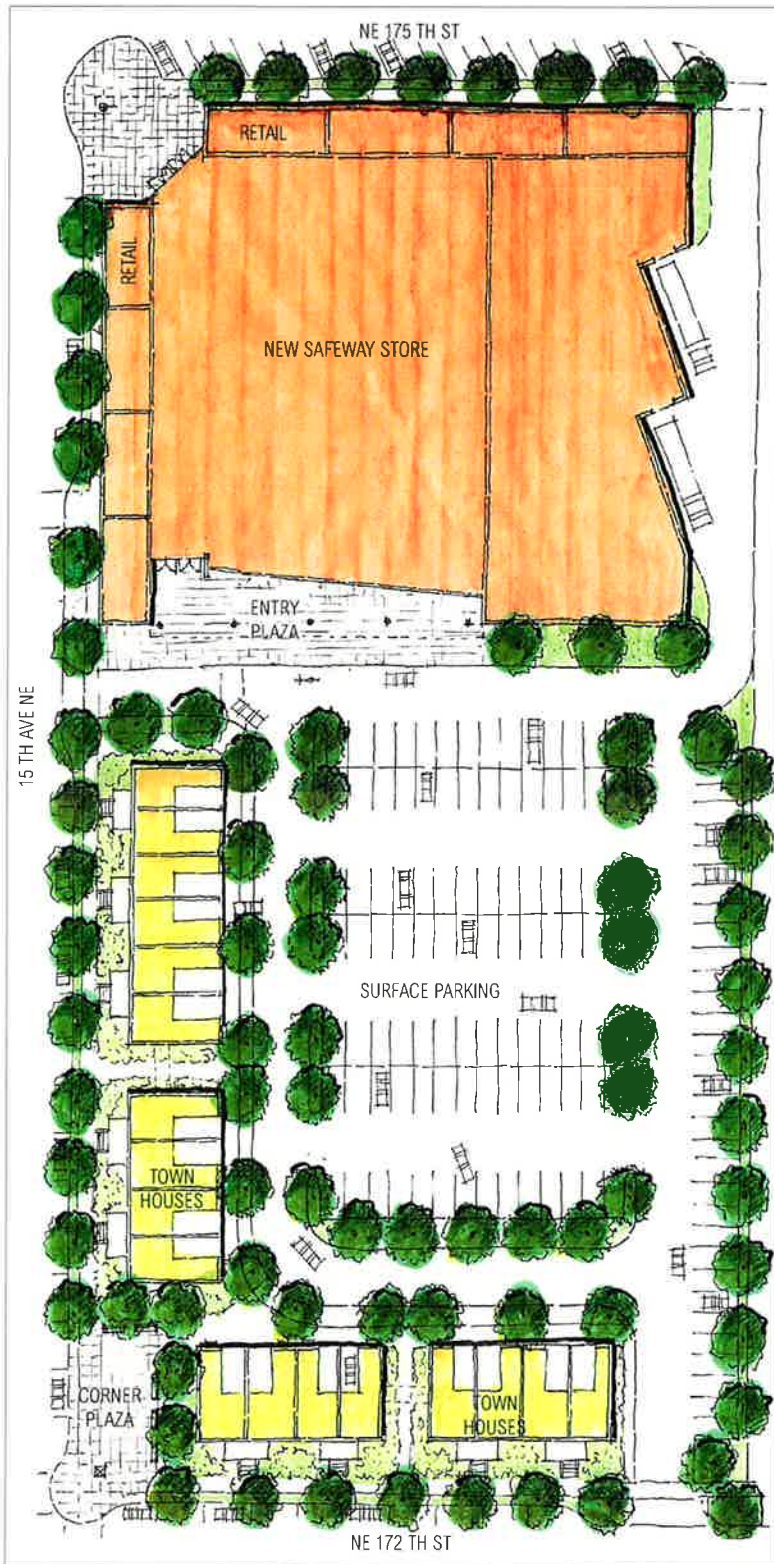


Option A - Site Section



Option B - Site Section

SITE 5: SE CORNER OF 15TH AVENUE NE & NE 175TH STREET



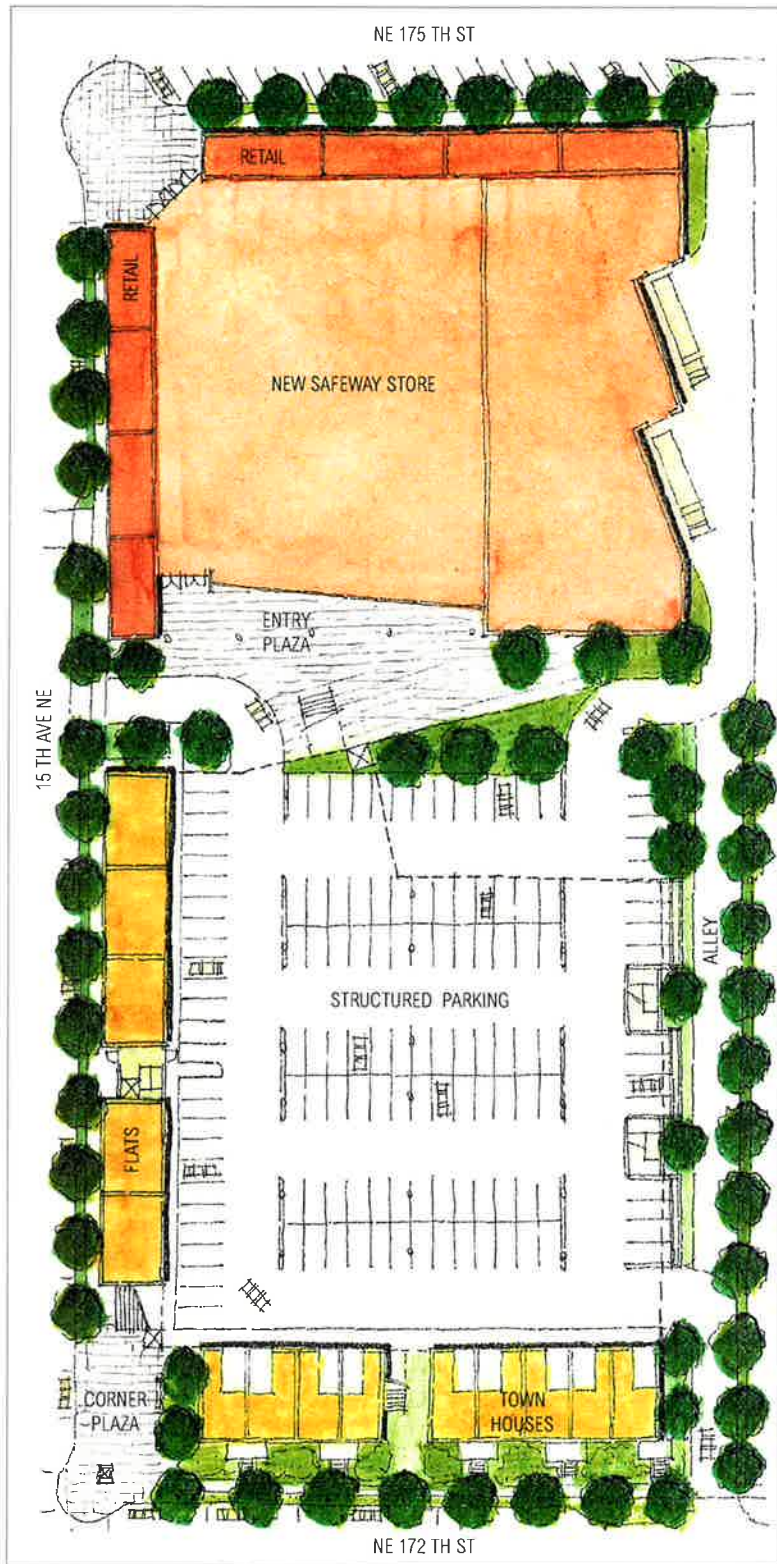
Option A - Ground Floor Plan

OPTION A

This floor plan shows townhouses along the perimeter of the southern half of the site, and a surface parking lot in the rear. The garages of the houses are accessed from a lane surrounding the parking lot.

The corner of 15th Avenue NE and NE 172nd Street offers a small public square lined with trees and benches.

SITE 5: SE CORNER OF 15TH AVENUE NE & NE 175TH STREET



Option B - Ground Floor Plan

OPTION B

Four story residential buildings are facing 15th Avenue NE, town houses form the edge along NE 172nd Street. The mid-block parking structure is covered by a deck. Two and three story buildings are built on top of the deck enclosing a court yard.



Option B - Upper Floor Plan

