

SITE

VICINITY MAP



EXISTING VIEW FROM THE NORTHWEST:
INTERSECTION OF NE NORTHGATE WAY & 5TH AVENUE NE

DEVELOPMENT OBJECTIVES

NORTHGATE II IS A MIXED-USE DEVELOPMENT LOCATED ON A MID-BLOCK SITE IMMEDIATELY EAST OF THE 507 NORTHGATE APARTMENTS. NORTHGATE II PROPOSES APPROXIMATELY 238 WORK-FORCE HOUSING UNITS IN FIVE STORIES, OVER ONE LEVEL OF STREET-FRONT RETAIL AND COMMERCIAL SPACE TOTALING APPROXIMATELY 16,000GSF. PARKING FOR APPROXIMATELY 325 AUTOS WILL BE PROVIDED BEHIND THE RETAIL SPACES, HIDDEN FROM THE PEDESTRIAN AND IN A SINGLE LEVEL OF UNDERBUILDING PARKING ACCESSED FROM THE REAR ALLEY. THE OBJECTIVE OF THE PROJECT IS TO INCREASE THE AMOUNT AND TYPES OF HOUSING IN THIS WELL ESTABLISHED URBAN NEIGHBORHOOD, WHILE INCREASING THE AVAILABLE SMALL-SHOP COMMERCIAL RETAILERS AND SERVICES AND KEEPING PARKING OFF THE NEIGHBORHOOD STREETS.



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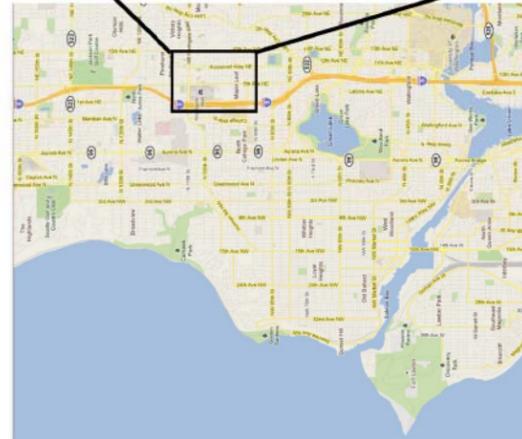
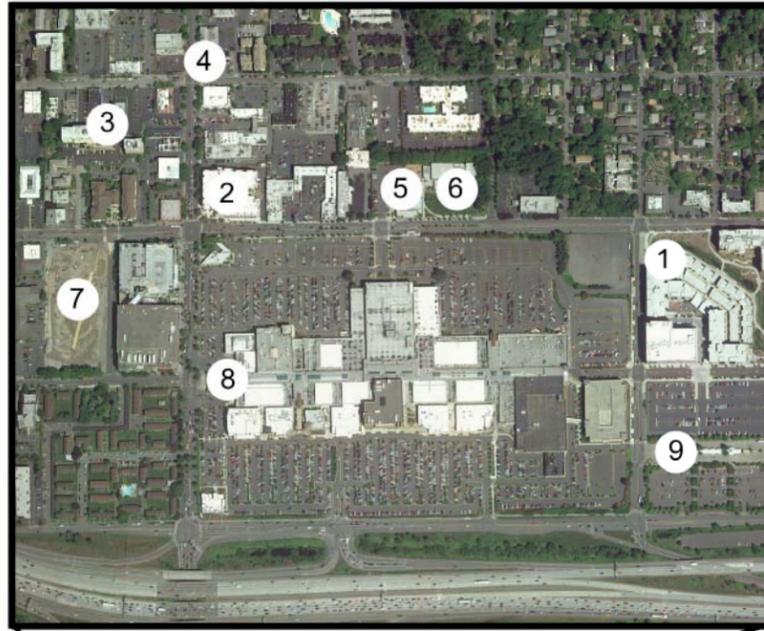
EXISTING VIEW FROM THE NORTH:
FACING SITE FROM NE NORTHGATE WAY



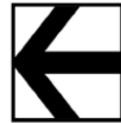
EXISTING VIEW FROM THE NORTHWEST:
FACING SITE FROM NE NORTHGATE WAY

NORTHGATE M-U PHASE II
525 NE NORTHGATE WAY
SEATTLE, WA 98125

COVER PAGE
EARLY DESIGN GUIDANCE MEETING
12/01/2011



VICINITY MAPS



THE NEIGHBORHOOD SURROUNDING NORTHGATE II HAS BEEN TRANSITIONING OVER THE LAST DECADE FROM AN AUTO ORIENTED, RETAIL-CENTRIC ENVIRONMENT TO A MORE RESIDENTIAL AND SERVICES VILLAGE. AUTO TRAFFIC IS SOMEWHAT DIMINISHED, WHILE PEDESTRIAN TRAFFIC IS GROWING. THUS, THE STREET FRONTAGE DESIGN OF ANY NEW PROJECT IS IMPORTANT IN HOW IT PRESENTS ITSELF TO THE PUBLIC-WAY AND HOW IT INVITES THE PEDESTRIAN TO EXPLORE.

THE CHARACTER OF THE NEIGHBORHOOD IS ALSO RE-EMERGING. AND ALUMINUM AND GLASS. PARKING LOTS AND SINGLE STORY, SINGLE USER RETAILING HAVE ALREADY GIVEN WAY TO MORE INTENSIVE DEVELOPMENT, WITH A DEMONSTRATED PREFERENCE FOR INTENSIVE STREET FRONT RETAIL FORMING THE BASE FOR HOUSING ABOVE AND PARKING BEHIND OR BELOW.



1. THORTON BUILDING



2. 507 NORTHGATE MIXED-USE AT NORTHGATE WAY & 5TH



3. MULTI-FAMILY AND RETAIL

EXTERIOR BUILDING MATERIALS HAVE ALSO BEEN ENRICHED. STUCCO AND STAINED CEDAR SIDING IS GIVING WAY TO MORE PERMANENT MATERIALS SUCH AS BRICK AND BLOCK, CEMENT BOARD, DESIGN ALTERNATIVES SUGGESTED BY THE NEIGHBORHOOD CHARACTERISTICS ARE, FIRST, TO CAPTURE THE MOMENTUM OF ALL THE RECENT TRENDS, AND SECOND, ENHANCE THESE TRENDS WITH REFINED MASSING AND MATERIALS. WALKS WHERE POSSIBLE; THUS, CERTAIN URBAN DESIGN FEATURES EMERGE, INCLUDING:

- PROVIDE MAXIMUM RETAIL SPACE ALONG AND ABUTTING THE SIDEWALK FRONTAGE, AND WIDEN THE SIDE
- KEEP THE RETAIL SPACES CLOSE TO THE GRADE OF THE SIDEWALKS;
- VACATE EXISTING MULTIPLE CURB-CUTS FROM THE ARTERIAL AND LIMIT VEHICULAR ACCESS TO THE ONE SHARED DRIVE TO THE WEST OF THE SITE;
- MAXIMIZE RESIDENTIAL DENSITY TO TAKE FULL ADVANTAGE OF THE NEARBY RETAIL AND PROFESSIONAL SERVICES, RESTAURANTS AND PUBLIC TRANSIT OPTIONS, AS WELL AS EXISTING ROADS, UTILITIES AND INFRA-STRUCTURES;
- TAKE ARCHITECTURAL INSPIRATION FROM EXISTING NEIGHBORHOOD BUILDING MASSINGS, MATERIALS, COLORS AND TEXTURES. IN PARTICULAR, NOTE THE USES OF BRICK AND BLOCK, STEEL CANOPIES, STOREFRONTS ALONG SIDEWALKS, VARIATIONS AND ARTICULATIONS OF SIDING MATERIALS, AND EARTHTONE COLORS WITH STRONGER ACCENTS



4. SLEEP COUNTRY ACROSS 8TH AVE NE



5. SEATTLE PUBLIC LIBRARY- NORTHGATE BRANCH



6. NORTHGATE COMMUNITY CENTER



7. HUBBARD HOMESTEAD PARK
4 MINUTES WALKING

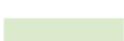
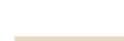


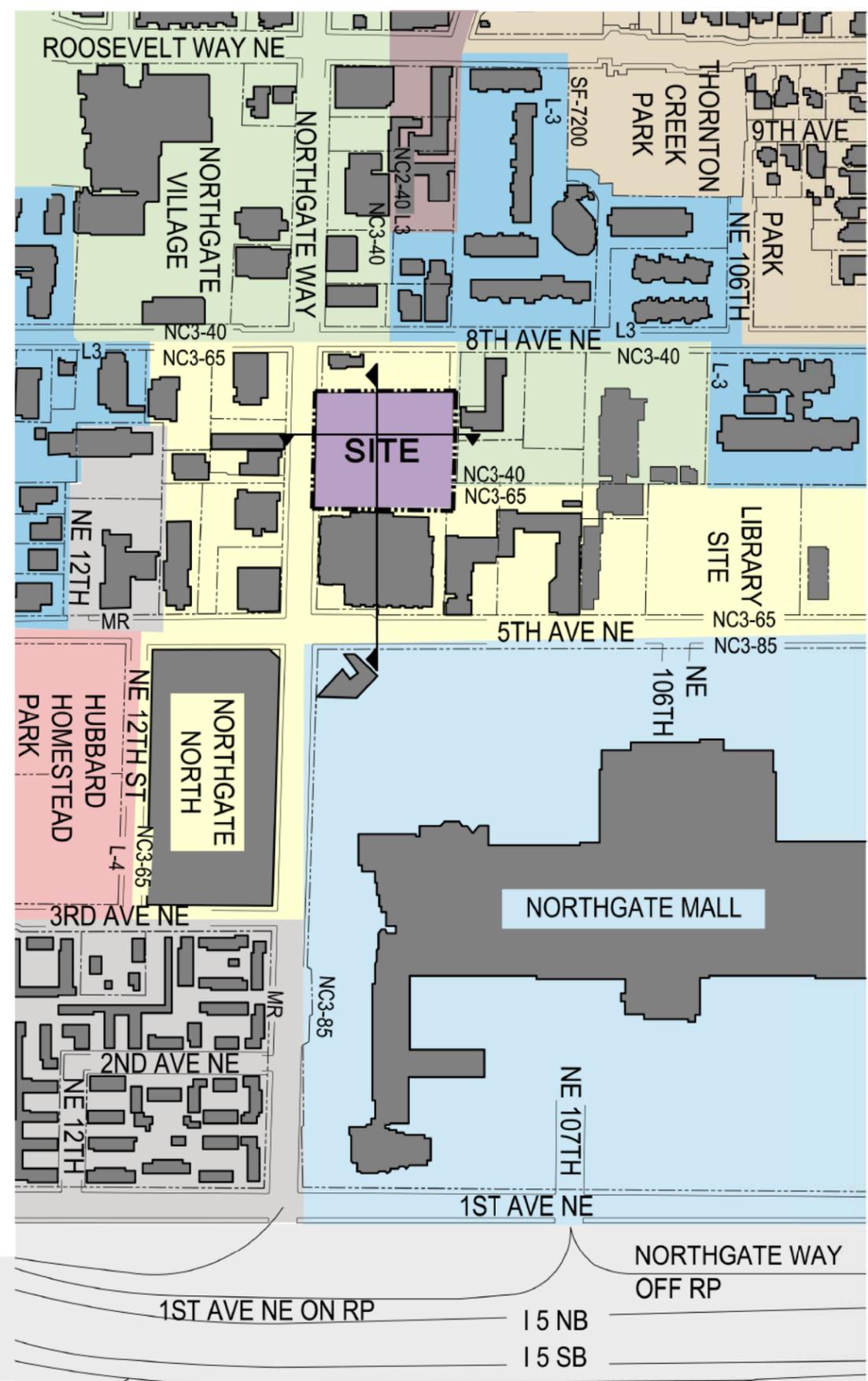
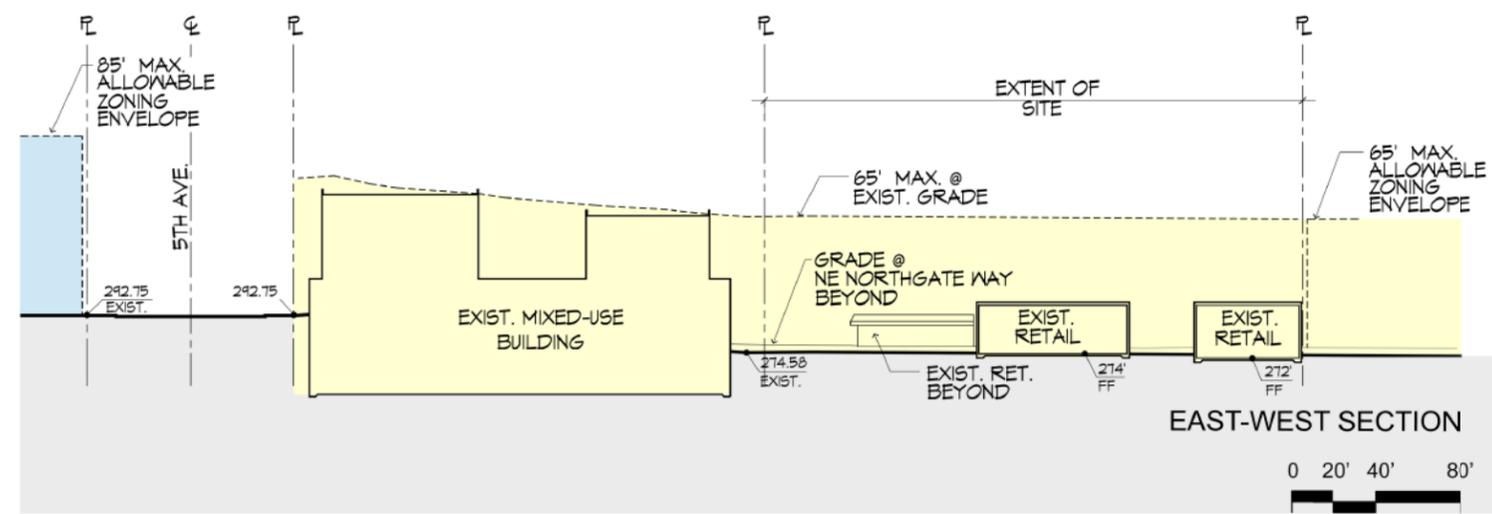
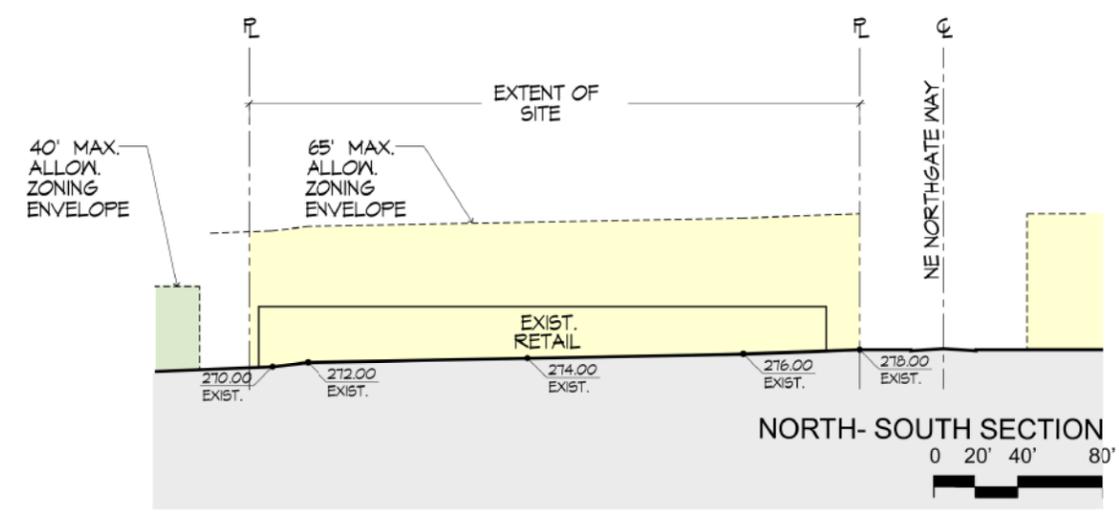
8. NORTHGATE MALL
4 MINUTES WALKING



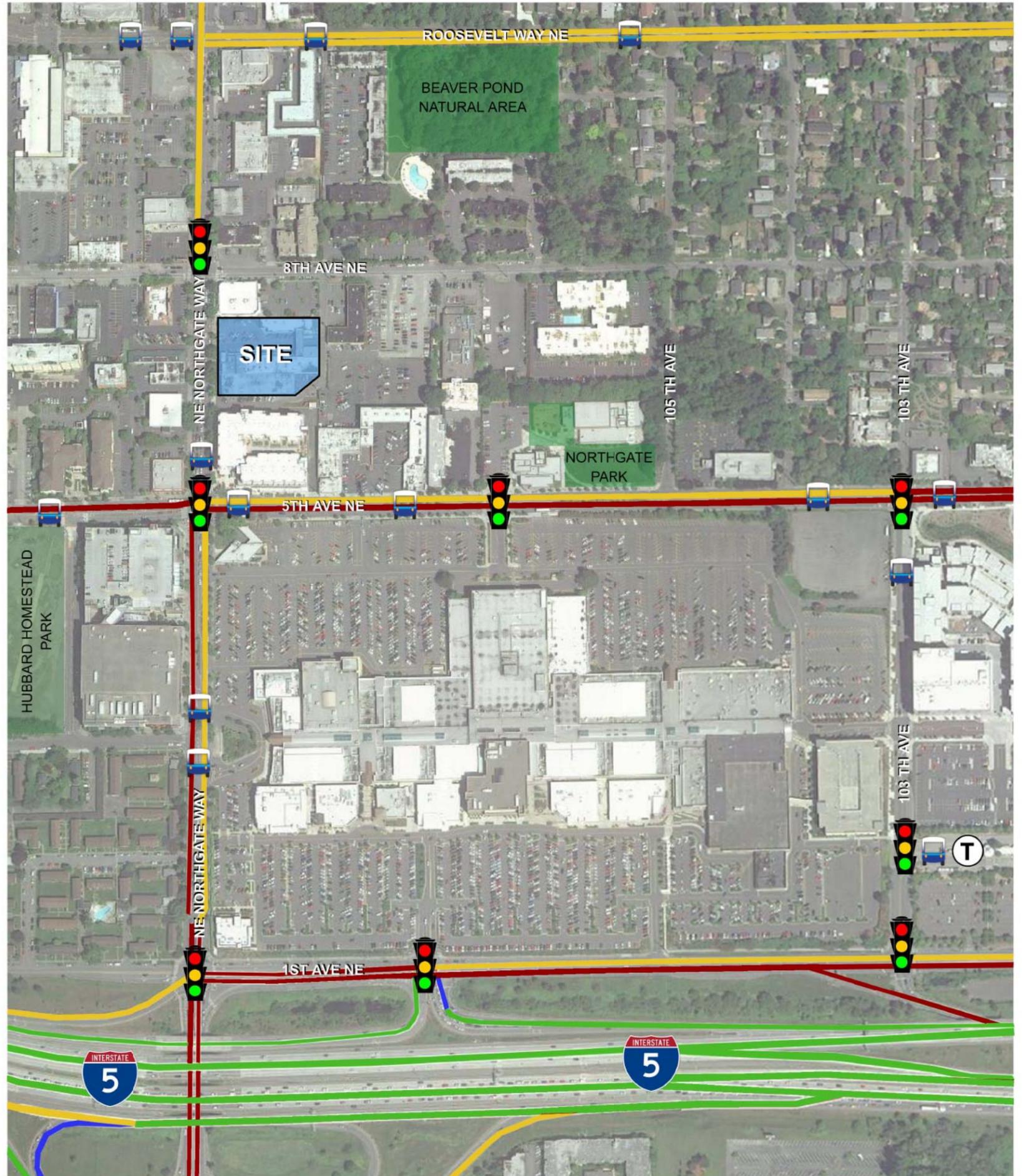
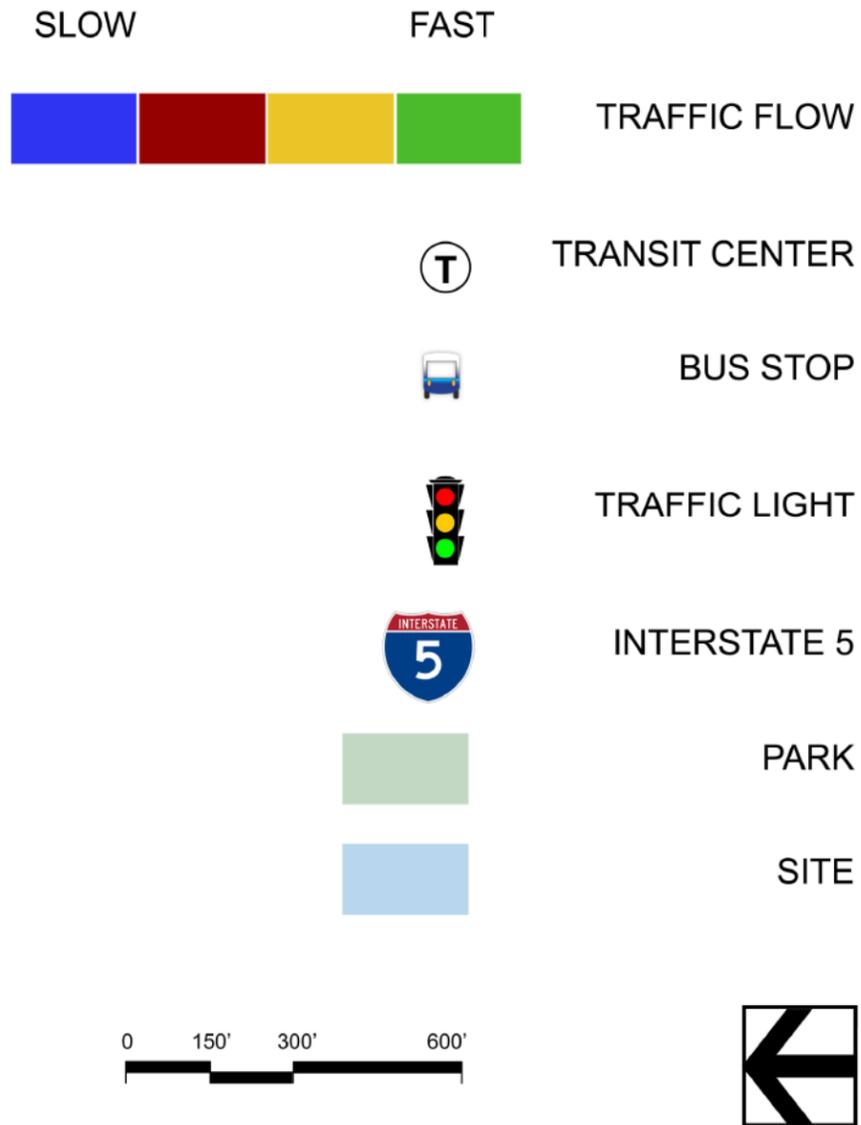
9. TRANSIT CENTER
10 MINUTES WALKING

LEGEND:

	L-3		NC2-40
	L-4		NC3-40
	MR		NC3-65
	SF-7200		NC3-85

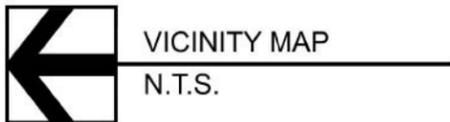
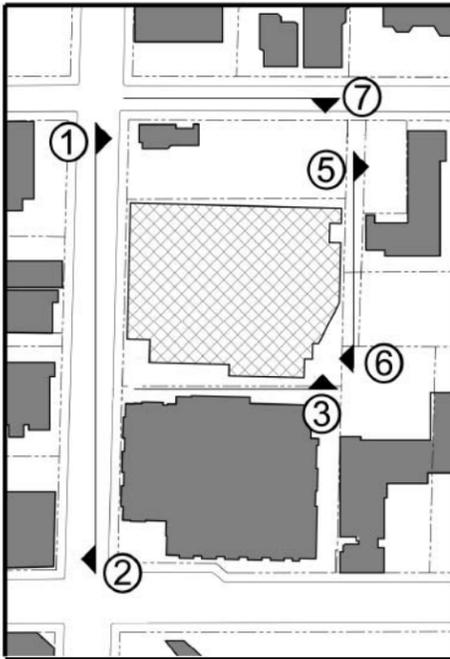


LEGEND:





3. ELEVATION LOOKING EAST TOWARD THE SITE FROM ACCESS DRIVE



7. 8TH AVENUE NE- WEST ELEVATION (PROJECT SITE BEYOND)



6. ALLEY LOOKING NORTH TOWARD THE SITE



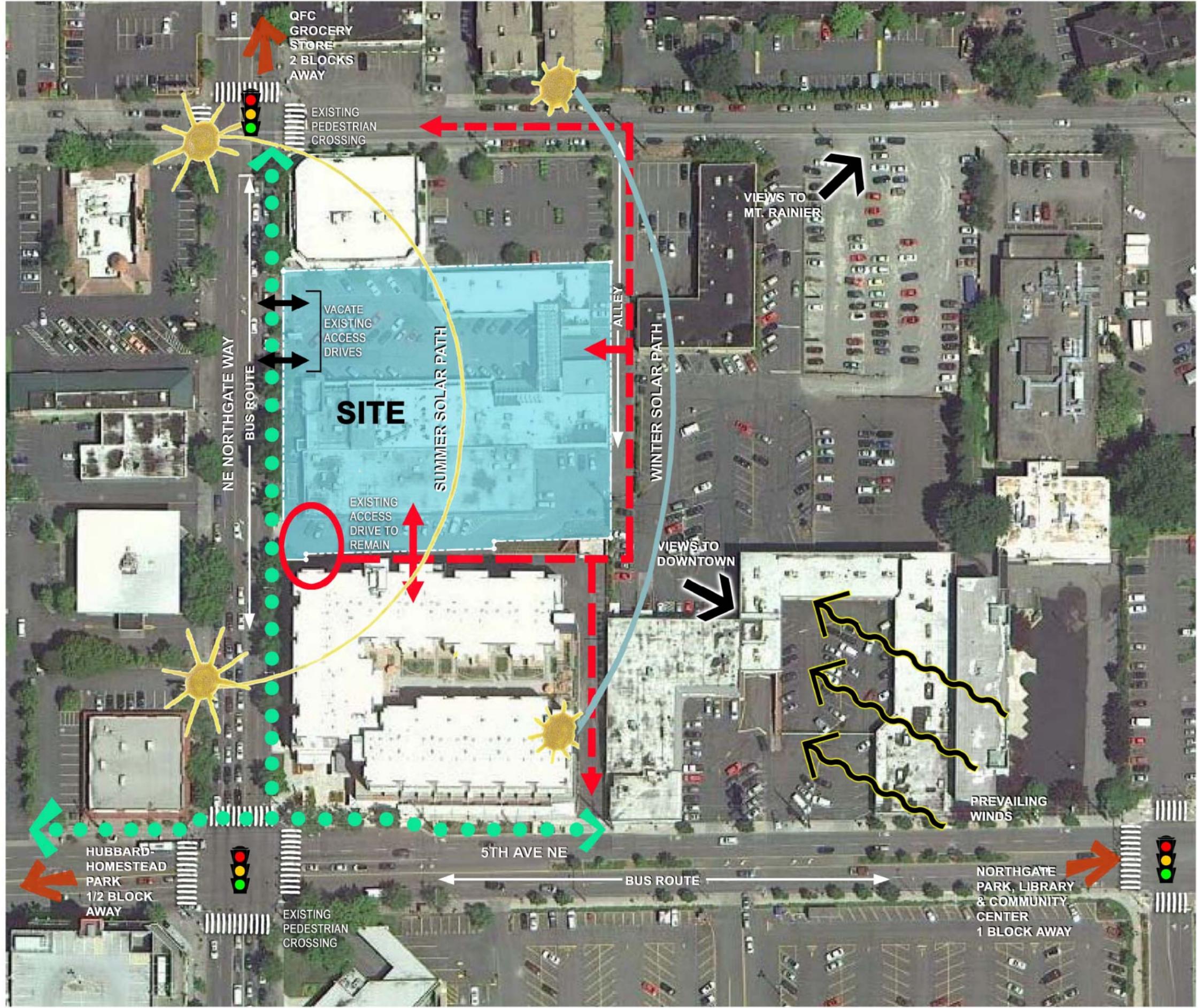
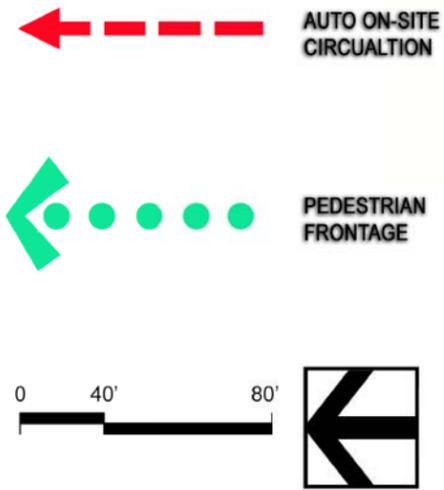
5. ALLEY LOOKING SOUTH FROM THE SITE



2. NE NORTHGATE WAY- LOOKING NORTH ACCROSS FROM THE SITE



1. NE NORTHGATE WAY- LOOKING SOUTH TOWARD THE SITE





***C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY**

New multi-story developments are encouraged to consider methods to integrate building's upper and lower levels. Furthermore, modulation of the building's facade provides visually more appealing facade.

*** D-11 COMMERCIAL TRANSPARENCY**
Commercial storefront ensures visual interaction between pedestrians and the building itself. Spiking the interest of the passer-by improves the ties between building and street and neighborhood users.



*** D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES**

Design projects to attract pedestrians to the commercial corridors (NE Northgate Way). Larger sites are encouraged to incorporate pedestrian walkways and open spaces, to create breaks in the street wall and encourage movement through the site and to the surrounding area.



***A-2 STREETScape COMPATIBILITY**

New development will provide articulated street facade, along with inviting and direct street entry.



*** B-1 HEIGHT, BULK AND SCALE COMPATIBILITY**

New buildings should express architectural methods including modulation, color, texture, entries, materials and detailing to break up the facade- particularly important to long buildings...



***A-7 RESIDENTIAL OPEN SPACE**

Urban infill projects that cover the entire parcel don't have opportunity for public open space at grade. Providing terraces or roof terraces addresses this disadvantage

***A-4 HUMAN ACTIVITY**

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm.



*** E-1 LANDSCAPE TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITE**

Street trees and additional plantings within the right-of-way and adjacent to pedestrian entries can enhance the overall pedestrian experience



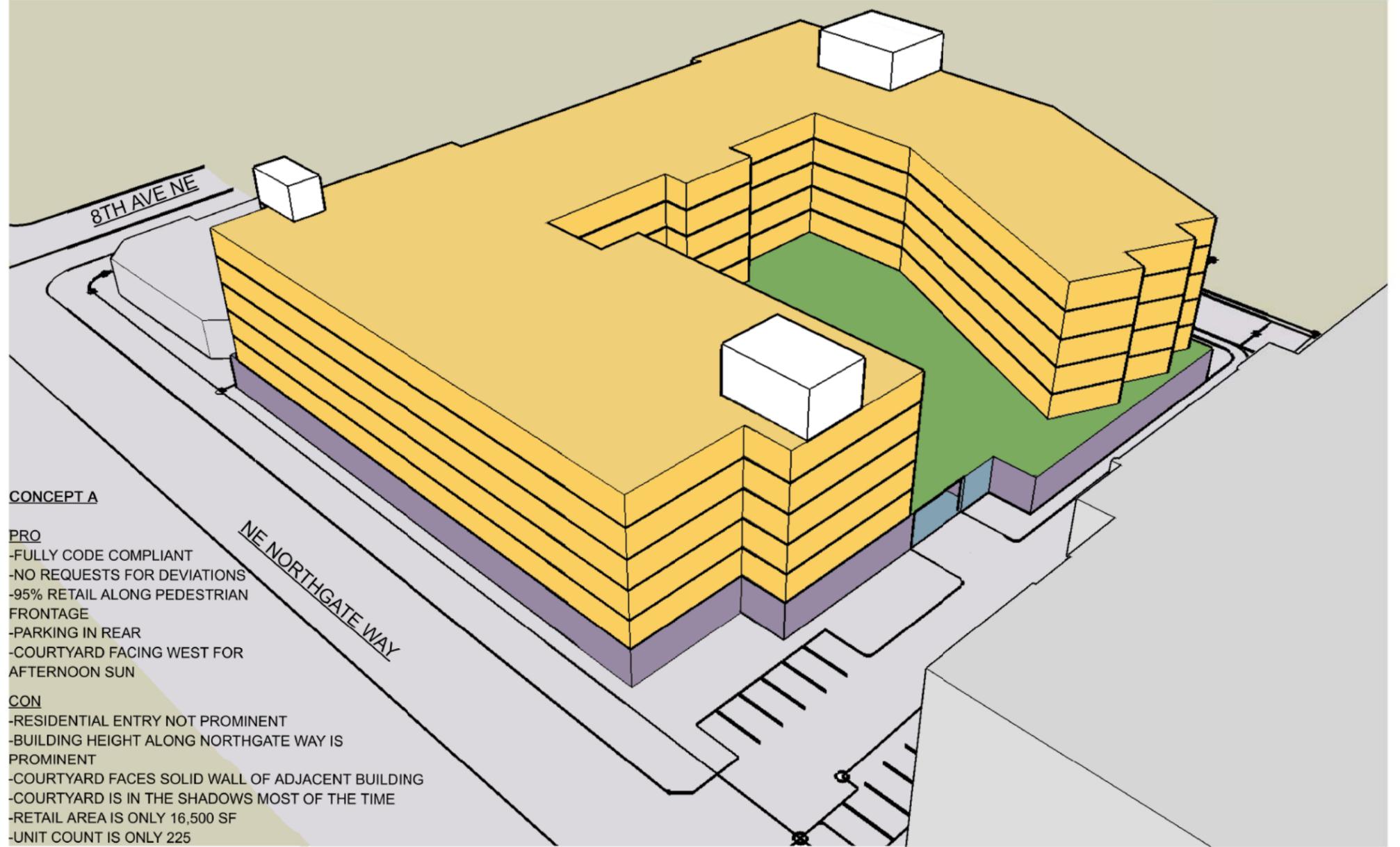
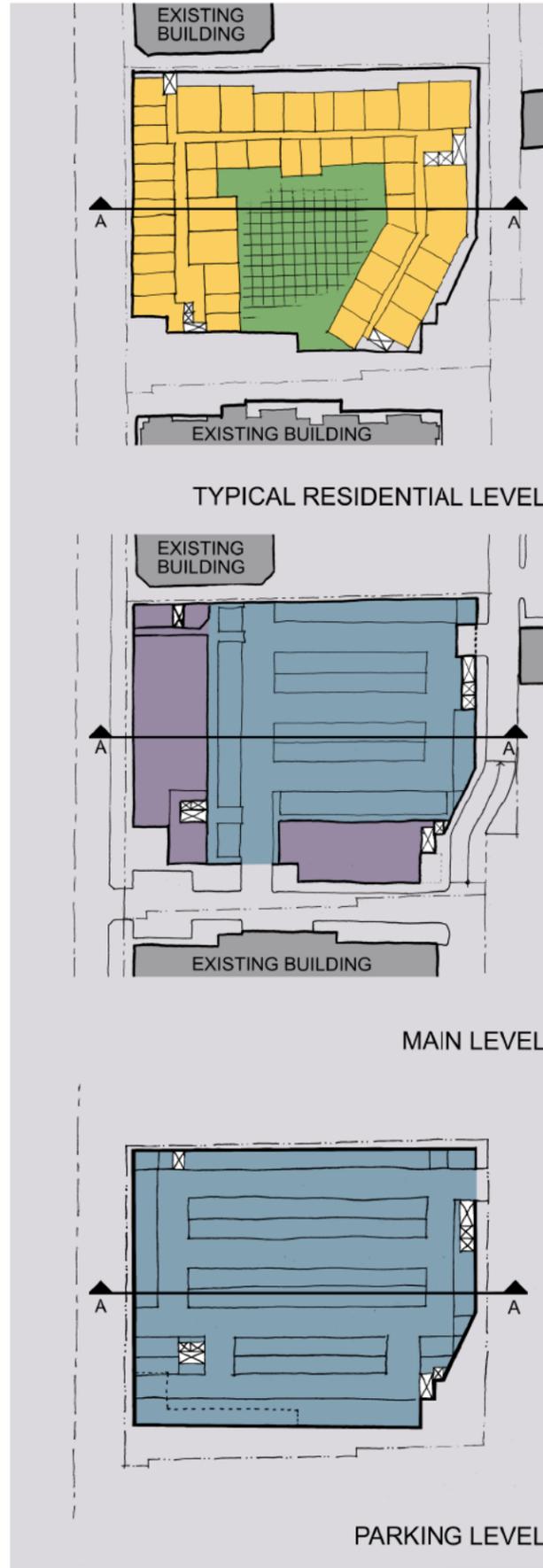
*** D-9 COMMERCIAL SIGNAGE**

Signage on a project to be incorporated in building design. It can make visual connections and emphasize the relationship between different projects within the same neighborhood.

*** A-8 PARKING AND VEHICLE ACCESS**

Parking structure for the project is encouraged to be incorporated within the building. Locating access to parking garage as far away as possible from high-traffic NE Northgate Way, and away from commercial front is of importance.

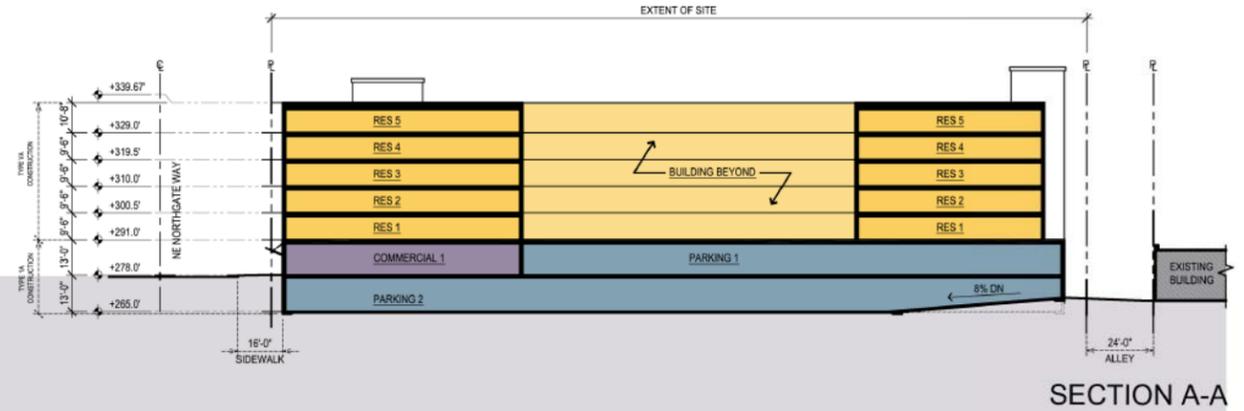


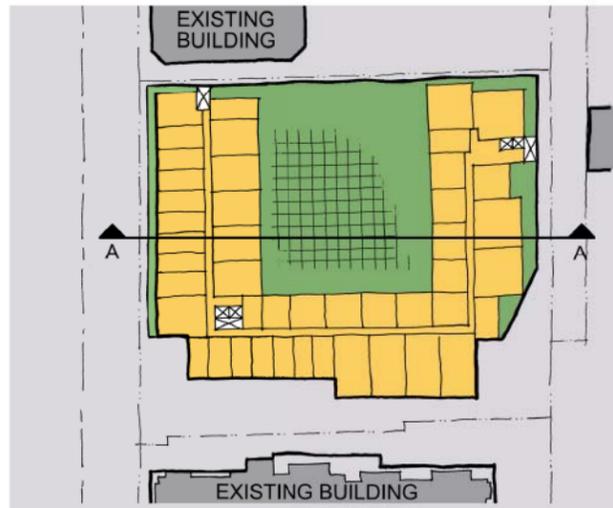


- PRO**
- FULLY CODE COMPLIANT
 - NO REQUESTS FOR DEVIATIONS
 - 95% RETAIL ALONG PEDESTRIAN FRONTAGE
 - PARKING IN REAR
 - COURTYARD FACING WEST FOR AFTERNOON SUN
- CON**
- RESIDENTIAL ENTRY NOT PROMINENT
 - BUILDING HEIGHT ALONG NORTHGATE WAY IS PROMINENT
 - COURTYARD FACES SOLID WALL OF ADJACENT BUILDING
 - COURTYARD IS IN THE SHADOWS MOST OF THE TIME
 - RETAIL AREA IS ONLY 16,500 SF
 - UNIT COUNT IS ONLY 225

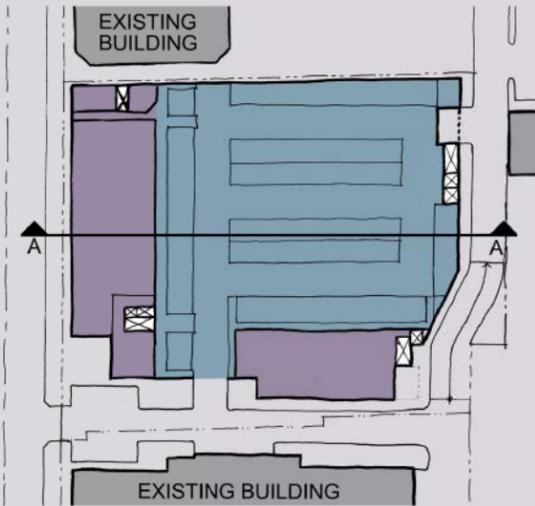
- RESIDENTIAL
- LANDSCAPED AREAS WITH HARDSCAPE
- COMMERCIAL SPACES
- PARKING
- CIRCULATION

LEGEND

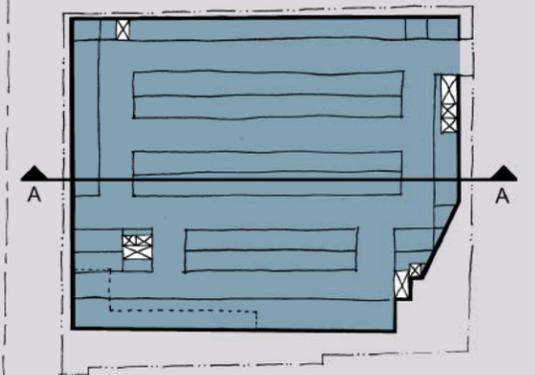




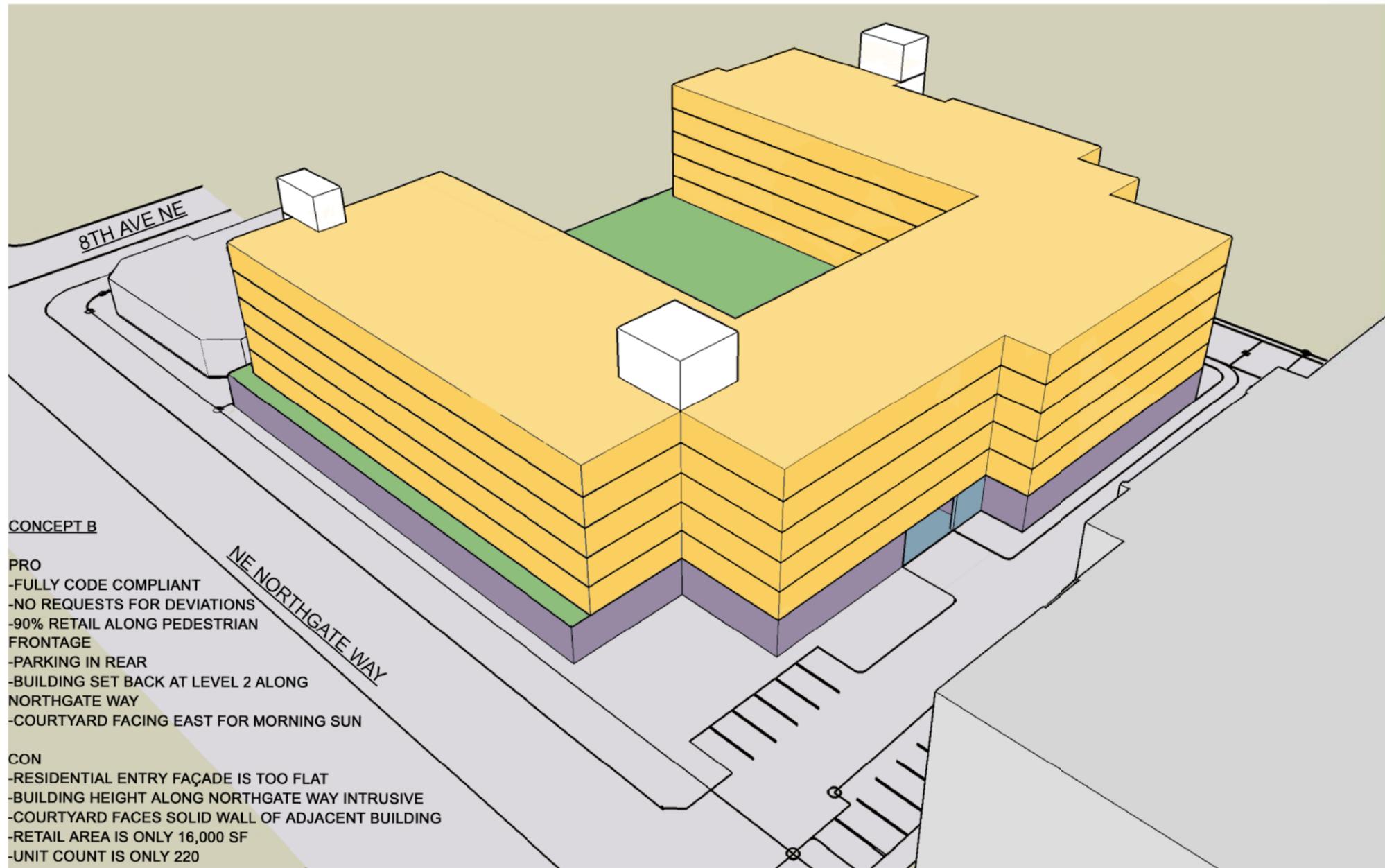
TYPICAL RESIDENTIAL LEVEL



MAIN LEVEL



PARKING LEVEL



CONCEPT B

PRO

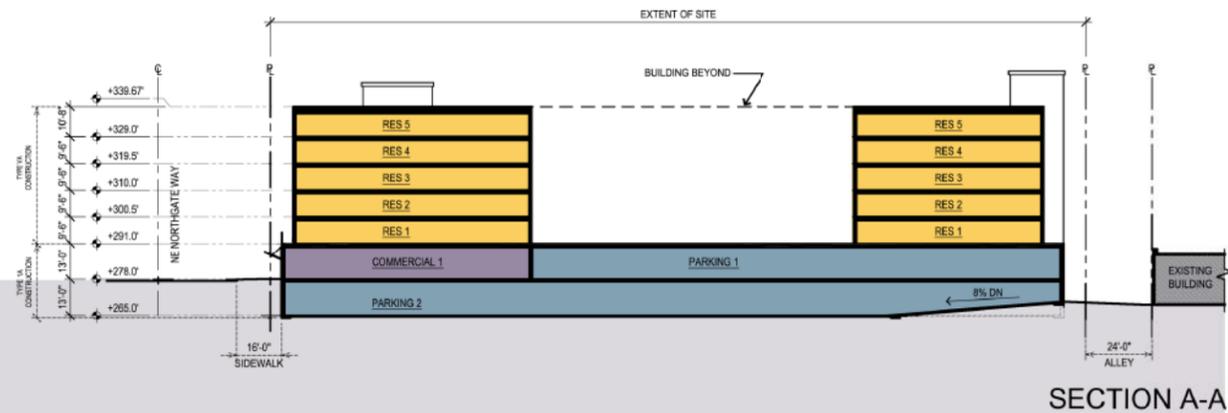
- FULLY CODE COMPLIANT
- NO REQUESTS FOR DEVIATIONS
- 90% RETAIL ALONG PEDESTRIAN FRONTAGE
- PARKING IN REAR
- BUILDING SET BACK AT LEVEL 2 ALONG NORTHGATE WAY
- COURTYARD FACING EAST FOR MORNING SUN

CON

- RESIDENTIAL ENTRY FAÇADE IS TOO FLAT
- BUILDING HEIGHT ALONG NORTHGATE WAY INTRUSIVE
- COURTYARD FACES SOLID WALL OF ADJACENT BUILDING
- RETAIL AREA IS ONLY 16,000 SF
- UNIT COUNT IS ONLY 220

- RESIDENTIAL
- LANDSCAPED AREAS WITH HARDSCAPE
- COMMERCIAL SPACES
- PARKING
- CIRCULATION

LEGEND



0 60' 120' 240'



0 30' 60' 120'

