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DESIGN REVIEW RECOMMENDATION MEETING

NORTHGATE M-U PHASE II
525 NE Northgate Way

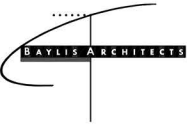
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COVER SHEET
DESIGN REVIEW RECOMMENDATION MEETING
11/19/2012



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

OVERVIEW SUMMARY

DESIGN REVIEW RECOMMENDATION MEETING
11/19/2012

OVERVIEW SUMMARY

THE 525 NORTHGATE PROJECT IS A RESPONSE TO THE EVER-INCREASING DEMANDS OF AN URBAN NEIGHBORHOOD, SUPPORTING VARIED LIFESTYLES ALONG WITH VIBRANT RETAIL BUSINESSES, THUS UTILIZING THE EXISTING INFRASTRUCTURE AND ADDING SOCIAL NETWORK NECESSARY FOR A LONG-TERM VALUE TO THE NEIGHBORHOOD.

THE PROJECT PROPOSES 318,933 OF GROSS SQUARE FOOTAGE, SIX STORIES OF MIXED-USE BUILDING OVER ONE LEVEL OF BELOW GRADE PARKING. THE TOP FIVE STORIES ARE RESIDENTIAL USE WITH A MIX OF 266 WORK-FORCE HOUSING UNITS OF VARIOUS TYPES INCLUDING STUDIOS, OPEN 1 BEDROOMS, ONE BEDROOM, ONE BEDROOM PLUS DEN AND TWO BEDROOMS AND ONE-STORY OF RETAIL SPACE ON THE MAIN LEVEL OF 24,600 SF. 270 PARKING SPACES ARE SPLIT BETWEEN TWO LEVELS OF PARKING GARAGE AND INCLUDING 4 EXTERIOR.

AT THE SECOND EDG MEETING THERE WERE 3 RECOMMENDATIONS THAT WERE MADE AND SEVERAL DESIGN GUIDELINES IDENTIFIED. BELOW IS A SUMMARY OF THE RECOMMENDATIONS FROM THAT MEETING AND OUR RESPONSE TO HOW WE HAVE ADVANCED THE DESIGN TO ANSWER. ADDITIONALLY ON THE FOLLOWING PAGE IS A COMPREHENSIVE LIST OF THE PERTINENT GUIDELINES IDENTIFIED AND AGAIN OUR RESPONSE. THEN THROUGHOUT THE PACKET ON INDIVIDUAL SHEET WE USE SMALLER BULLET POINTS TO HIGHLIGHT KEY DESIGN ISSUES THAT ARE A PART OF OUR COMPREHENSIVE RESPONSE.

RECOMMENDATIONS FROM THE SECOND EDG:

THE BOARD APPROVED OF THE CHAMFERED CORNER WITH A RESIDENTIAL ENTRY AT THE NE BUILDING CORNER. IT FELT HOWEVER, THAT MORE OF AN EXPRESSION OF "THIS IS A RESIDENCE" WAS NEEDED AT THAT CORNER ENTRY.

THE EXPRESSION OF RESIDENTIAL ENTRY AT THE NORTHEAST CORNER HAS BEEN FURTHER ENHANCED AS FOLLOWS:

- THE MASSING OF THE ENTRY TOWER PROVIDES A VERTICAL ELEMENT WITH A GLASS LOBBY ON EACH FLOOR, CREATING AN URBAN LIVING ROOM AND A TRANSPARENT PATTERN TO THE MASS.
- THE CORNER OF THE TOWER, ARTICULATED WITH FLOOR TO CEILING GLASS WINDOWS, IS WELL EXPOSED TO THE PEDESTRIAN TRAFFIC ON THE SIDEWALK.
- AS THE TOWER CONNECTS TO THE SIDEWALK, THE EXTERIOR MATERIAL IS CHANGED TO A WARM, HUMAN SCALE WOOD PANEL. THIS RESIDENTIAL MATERIAL CREATES A UNIQUE IDENTITY ALONG THE COMMERCIAL STREET.
- THE ENTRY IS SETBACK SO AS TO PROVIDE A TRANSITION SPACE CONSISTENT WITH OTHER GUIDELINES AND TO CREATE MORE OPEN SPACE THAN WAS PREVIOUSLY SHOWN.
- THE SETBACK AREA IS HEAVILY LANDSCAPED TO PROVIDE A MORE RESIDENTIAL FEEL.
- A UNIQUE CANOPY THAT IS ONLY USED AT THE RESIDENTIAL ENTRIES PROVIDES SHELTER AND SIGNIFICANCE.
- DIGNIFIED SIGNAGE WILL BE PROVIDED TO IDENTIFY THE RESIDENTIAL ENTRANCE.

THESE DESIGN FEATURES, COMBINED WITH ITS LOCATION WITHIN THE BUILDING COMPOSITION GIVE DISTINCTION SOUGHT.

THE BOARD ENCOURAGED THE USE OF PEDESTRIAN LEVEL AMENITIES, SUCH AS SEATING, LUSH PLANTING STRIPS AND OTHER LANDSCAPE.

THE 16' WIDE SIDEWALK ALONG NORTHGATE WAY INCLUDES A CONTINUOUS PLANTING STRIP TO PROTECT PEDESTRIANS FROM BUSY AUTO TRAFFIC. THIS PLANTING STRIP HAS LANDSCAPING AS ALLOWED BY SDOT, BALANCING THE DESIRE FOR LUSH LANDSCAPING WITH SDOT'S NEEDS FOR TRAFFIC FLOW AND SAFETY. THE PEDESTRIAN SIDEWALK EXPERIENCE IS CARRIED DOWN THE WEST ACCESS DRIVE WHERE PLANTINGS ARE USED IN THE 18' WIDE PORTIONS OF SIDEWALK, NECKING DOWN TO 9' WHERE PARKING OCCURS. IN BOTH AREAS A PATTERN OF STREET LEVEL AMENITY SUCH AS HIGHLY DURABLE, TEXTURED MATERIAL, LARGE WINDOWS, CANOPIES AND LIGHTS COMPLETE THE PEDESTRIAN EXPERIENCE. EXTERIOR BENCHES ARE LOCATED NEAR THE RESIDENTIAL ENTRY AND MIDWAY DOWN THE WEST ACCESS DRIVE SIDEWALK.

THE BOARD STATED THERE IS A NEED FOR A SAFE PEDESTRIAN CONNECTION ALONG THE SOUTHERN EASEMENT TO 5TH AVENUE NE AND THAT PEDESTRIAN SAFETY IS A STRONG PRIORITY THROUGHOUT THE SITE.

THE PROPERTY TO THE WEST IS UNDER SEPARATE OWNERSHIP, PRECLUDING PEDESTRIAN SAFETY ENHANCEMENTS ON THAT PARCEL. WITHIN THE PROPERTY BOUNDARY OF THIS PROJECT, WE HAVE PROVIDED PLANTINGS AT THE SOUTHWEST CORNER TO BUFFER THE SIDEWALK SPACE FROM THE DRIVEWAY, AND A TRAFFIC CALMING PATTERN WILL BE PROVIDED ACROSS THE ACCESS ROAD FOR PEDESTRIANS WHO CHOOSE TO WALK ACROSS THE ALLEYWAY ALONG THE SOUTHERN BOUNDARY OF THE ADJACENT PARCEL. IT SHOULD BE NOTED THAT THE CITY LAND USE POLICIES ENCOURAGE PEDESTRIAN ACTIVITY ALONG NORTHGATE WAY, NOT THE SOUTHERN ALLEY, AND AS SUCH THE BUILDING DESIGN ATTEMPTS TO FOCUS PEDESTRIAN ACCESS TO THE NORTH.

BELOW IS A COMPREHENSIVE RESPONSE THE BUILDING DESIGN AND DESIGN TEAM HAS MADE TO SYSTEMATICALLY ADDRESS THE KEY GUIDELINES ADDRESSED BY THE BOARD AT THE SECOND EDG. THE LOCATION WHERE THE APPLICATION CAN BEST BE SEEN IS NOTED.

A. SITE PLANNING:

A.3 ENTRANCES VISIBLE FROM THE STREET. ENTRIES SHOULD BE CLEARLY IDENTIFIABLE AND VISIBLE FROM THE STREET. THE RETAIL ENTRY IS APPROPRIATELY POSITIONED IN THE NORTHWEST CORNER OF THE SITE TO MAXIMIZE VISIBILITY FOR VEHICULAR AND PEDESTRIAN CUSTOMERS. VISIBILITY AND IDENTIFICATION IS ENHANCED BY:

- A LARGE ENTRY COURT TO ENCOURAGE HUMAN ACTIVITY;
- A RAISED CANOPY TO PROVIDE A VISUAL CUE OF A SIGNIFICANT ENTRANCE; AND
- EXPANSIVE USE OF GLASS TO PROVIDE TRANSPARENCY AND A BREAK IN THE TYPICAL RHYTHM OF THE BUILDING MASS.

SIGNAGE THAT MEETS THE CITY CODE STANDARDS, IS APPROPRIATE TO NORTHGATE WAY AND IS CONSISTENT WITH 507 NORTHGATE'S SIGNAGE WILL ALSO BE PROVIDED TO ENHANCE VISIBILITY AND IDENTIFICATION. THE RESIDENTIAL ENTRIES ARE LOCATED AT THE NORTHEAST AND SOUTHWEST CORNERS OF THE BUILDING, CREATING A VISIBLE RESIDENTIAL ENTRANCE WHILE AT THE SAME TIME MAKING THEM SEPARATE AND DISTINCT FROM THE RETAIL AREA. THE NORTHEAST ENTRANCE ALONG NORTHGATE WAY IS INTENDED TO BE THE PRIMARY POINT OF RESIDENT ACCESS TO THE STREET FRONT FOR GROCERY SHOPPING, RESTAURANT DINING AND RECREATION AT HUBBARD PARK. THE SOUTHWEST ENTRANCE IS A SECONDARY ENTRANCE FOR ACCESSING THE TRANSIT CENTER, COMMUNITY CENTER AND 24 HOUR FITNESS. TWO ADDITIONAL ENTRIES INSIDE THE PARKING GARAGE PROVIDE ACCESS POINTS FOR RESIDENTS FROM THEIR CARS. BOTH PEDESTRIAN ENTRIES ARE IDENTIFIED BY A SIGNATURE CURVED, TRANSLUCENT CANOPY WITH VISIBLE YET UNOBTUSIVE RESIDENTIAL SIGNAGE ATTACHED. AT THE NORTHEAST ENTRANCE, THE RESIDENTIAL ENTRY IS RECESSED FROM THE COMMERCIAL STOREFRONT, CREATING A SENSE OF PRIVACY FROM NORTHGATE WAY WHILE ALSO PROVIDING A BUILDING CUE THAT IS THEN REINFORCED WITH A CHANGE OF MATERIAL AT THE STREET LEVEL (REFER TO SHEETS 07, 09, 10, 11).

A.4 HUMAN ACTIVITY: NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO ENCOURAGE HUMAN ACTIVITY ON THE STREET. HUMAN ACTIVITY ON THE STREET IS ENCOURAGED THROUGH 16' WIDE SIDEWALKS ALONG NORTHGATE WAY THAT INCLUDE A CONTINUOUS, LANDSCAPED PLANTING STRIP THAT PROVIDES A SENSE OF ELEGANCE AND SAFETY. AT THE RETAIL ENTRY THE BUILDING IS PULLED BACK FROM THE ROAD EVEN FURTHER, CREATING A PLAZA THAT ACCOMMODATES THE ADDITIONAL ACTIVITY THAT WILL OCCUR AT THIS ENTRANCE. PEDESTRIAN-ORIENTED FRONTAGE WITH LARGE WINDOWS DIVIDED INTO AN INTERESTING PATTERN PROVIDES VISUAL INTERACTION BETWEEN INSIDE AND OUTSIDE USERS. LASTLY, OVERHEAD WEATHER PROTECTION PROVIDES SHELTER AND ITS VARYING HEIGHTS AND SHAPES PROVIDE INTEREST AND ANOTHER EXPRESSION OF THE BUILDING RHYTHM (REFER TO SHEETS 07, 09, 10, 11).

A.6 TRANSITION BETWEEN RESIDENCE AND STREET. FOR RESIDENTIAL PROJECTS, THE SPACE BETWEEN THE BUILDING AND THE SIDEWALK SHOULD PROVIDE SECURITY AND PRIVACY FOR RESIDENTS AND ENCOURAGE SOCIAL INTERACTION AMONG RESIDENTS AND NEIGHBORS. THE CONTINUOUS LANDSCAPE STRIP ALONG THE WIDE SIDEWALK PROVIDES A SENSE OF SECURITY. THE RECESSED RESIDENTIAL ENTRANCE ALONG NORTHGATE WAY ENHANCES PRIVACY. EXERCISE ROOMS AND BALCONIES FOR THE AMENITY SPACES HAVE VIEWS INTO THE RETAIL COURTYARD AND OVERLOOK NORTHGATE WAY, ENGAGING INSIDE RESIDENTS WITH OUTSIDE ACTIVITY. THIS UNIQUE ASPECT PROVIDES FOR BOTH SOCIAL INTERACTION AND SECURITY/PRIVACY (REFER TO SHEETS 07, 09, 10, 11).

A.8 PARKING AND VEHICLE ACCESS. SITING SHOULD MINIMIZE THE IMPACT OF AUTOMOBILE PARKING AND DRIVEWAYS ON THE PEDESTRIAN ENVIRONMENT, ADJACENT PROPERTIES, AND PEDESTRIAN SAFETY. THE PROJECT WILL ELIMINATE TWO CURB CUTS FROM NORTHGATE WAY BY CONSOLIDATING ACCESS TO ONE SHARED DRIVEWAY WITH THE 507 BUILDING. THIS CREATES A LOGICAL VEHICLE ACCESS ZONE AND IMPROVES THE SAFETY FOR PEDESTRIANS. UPON COMPLETION OF THIS PROJECT, WALLACE WILL HAVE REDUCED THE NUMBER OF CURB CUTS ON NORTHGATE WAY BETWEEN 5TH AND 8TH FROM FOUR TO ONE. IN ADDITION, TWO CURB CUTS WERE ELIMINATED ALONG 5TH AVENUE WITH THE 507 NORTHGATE PROJECT. SIDEWALKS HAVE BEEN WIDENED FROM 8' TO 16'. PEDESTRIAN CROSSING AREAS ARE HIGHLIGHTED WITH PATTERNED CONCRETE. EXTERIOR PARKING HAS BEEN REDUCED TO ONLY FIVE PARALLEL STALLS, WITH ALL OTHER PARKING WITHIN THE GARAGE. PARKING AND VEHICULAR ACCESS DRIVEWAYS ARE ALSO LOCATED AWAY FROM NEIGHBORING PROPERTIES. THESE EFFORTS MINIMIZE THE IMPACTS OF AUTOMOBILE PARKING AND DRIVEWAYS ON THE PEDESTRIAN ENVIRONMENT AND ADJACENT PROPERTIES. THEY ALSO ADDRESS PEDESTRIAN SAFETY CONCERNS (REFER TO SHEETS 11, 12).

B. HEIGHT, BULK AND SCALE

B.1 HEIGHT, BULK AND SCALE COMPATIBILITY. PROJECTS SHOULD BE COMPATIBLE WITH THE SCALE OF DEVELOPMENT ANTICIPATED BY THE APPLICABLE LAND USE POLICIES FOR THE SURROUNDING AREA AND SHOULD BE SITED AND DESIGNED TO PROVIDE A SENSITIVE TRANSITION TO NEAR-BY, LESS INTENSIVE ZONES. PROJECTS ON ZONE EDGES SHOULD BE DEVELOPED IN A MANNER THAT CREATES A STEP IN PERCEIVED HEIGHT, BULK, AND SCALE BETWEEN ANTICIPATED DEVELOPMENT POTENTIAL OF THE ADJACENT ZONES. THE PROJECT SITE IS MID-BLOCK AND SURROUNDED BY PARCELS THAT CONTAIN THE SAME NC3-65 ZONING, SO THERE IS NO ADJACENT LOWER DENSITY PARCEL THAT MIGHT CAUSE TRANSITION CONCERNS. IMMEDIATELY TO THE WEST, AND 15' UPHILL, IS THE 65' TALL 507 NORTHGATE BUILDING, WHICH WILL STILL BE HIGHER THAN THE 70' TALL BUILDING WE PROPOSE HERE. IN DECEMBER OF 2009 THE CITY COMPLETED THE FEIS FOR THE NORTHGATE URBAN CENTER REZONE, CALLING FOR THE ZONING IN THIS AREA TO BE INCREASED TO A MINIMUM OF NC3-85 AND A MAXIMUM OF NC3-125, AND THIS ACTION WAS SUPPORTED BY THE NORTHGATE STAKEHOLDERS. SO THE PROJECT IS COMPATIBLE WITH DEVELOPMENT ANTICIPATED BY SEATTLE'S LAND USE POLICIES. THE MASSING ITSELF IS BROKEN DOWN WITH BAYS AND OTHER VERTICAL ELEMENTS THAT PROVIDE RHYTHM AND PATTERN AS WELL AS HUMAN SCALE AROUND ALL SIDES OF THE BUILDING. THE PATTERN OF BAYS IS USED IN MULTIPLE WAYS TO PROVIDE A CHANGE IN PATTERN AND ALSO A CONSISTENCY. FOR EXAMPLE, SOME BAYS ARE NOT FULL HEIGHT WHILE OTHERS ARE, CREATING STEPS AND INTEREST ALONG THE WALLS WHILE AT THE SAME TIME YIELDING A CONSISTENT PATTERN. EVEN THOUGH THIS PROJECT IS NOT ON A ZONE EDGE, THE HOUSING MASS ALONG THE EAST SIDE IS STEPPED BACK TO PROVIDE LIGHT, VIEWS AND PRIVACY BUFFERS FOR THE EASTERN UNITS IN ANTICIPATION OF THE EVENTUAL CONSTRUCTION OF AN 85' TALL BUILDING TO THE EAST (REFER TO SHEETS 10, 11, 12, 13).

C. ARCHITECTURAL ELEMENTS AND MATERIALS

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY. BUILDING DESIGN ELEMENTS, DETAILS AND MASSING SHOULD CREATE A WELL-PROPORTIONED AND UNIFIED BUILDING FORM AND EXHIBIT AN OVERALL ARCHITECTURAL CONCEPT. BUILDINGS SHOULD EXHIBIT FORM AND FEATURES IDENTIFYING THE FUNCTIONS WITHIN THE BUILDING. IN GENERAL, THE ROOFLINE OR TOP OF THE STRUCTURE SHOULD BE CLEARLY DISTINGUISHED FROM ITS FA ADE WALLS. THE BUILDING CONCEPT USES A SIMPLE FORM WITH BAY EXTRUSIONS, CREATING A BACKGROUND FOR THE BAYS AND AN EXPRESSION OF THE ROOF LINE. THE RESIDENTIAL ENTRIES PROVIDE THE STARTING AND STOPPING POINTS FOR THE STREETSCAPE PATTERN, BRING THE MASSING DOWN TO THE SIDEWALK AND ANNOUNCE ENTRY POINTS. THE COMMERCIAL ENTRY IS THE CORNER ANCHOR OF THE WALL PATTERN, RAISED UP TO ANNOUNCE A HUB OF ACTIVITY. BETWEEN THESE THREE ELEMENTS, THE BAY EXTRUSIONS STEP ALONG THE FA ADE IN A PATTERN THAT IS MET AT THE STREETSCAPE WITH THE PEDESTRIAN-ORIENTED FRONTAGE AND CANOPIES. THE BAY PATTERN IS REPEATED ON THE EAST AND WEST SIDES OF THE BUILDING FOR CONSISTENCY AND PROPORTIONALITY, BUT IS ALSO MODIFIED IN PLACES TO REFLECT DIFFERENT UNIT TYPES AND CREATE OPPORTUNITIES FOR ADDITIONAL COLOR AND PATTERNS, PROVIDING A RICHNESS OF CHARACTER. CONSISTENT COLORS ARE USED FOR EITHER ACCENT OR MASSING TO CREATE A LOGICAL, UNIFYING PATTERN (REFER TO SHEETS 09, 10, 11, 12, 13, 14).

C-3 HUMAN SCALE. THE DESIGN OF NEW BUILDINGS SHOULD INCORPORATE ARCHITECTURAL FEATURES, ELEMENTS, AND DETAILS TO ACHIEVE A GOOD HUMAN SCALE. THERE ARE MANY ARCHITECTURAL ELEMENTS AND FEATURES THAT PROVIDE HUMAN SCALE, INCLUDING:

- USE OF BRICK IN THE COMMERCIAL BASE TO PROVIDE THE BACKGROUND SCALE FOR THE PEDESTRIAN EXPERIENCE.
- THE STOREFRONT WINDOWS WERE GIVEN A PATTERN WITH THEIR MULLIONS THAT PROVIDES INTEREST AND A BREAK UP OF HEIGHT.
- OVERHEAD WEATHER PROTECTION IN AN ALTERNATING PATTERN OF STYLE IS USED FOR BOTH FUNCTION AND INTEREST.
- WALL MOUNTED SCONCES ROUND OUT THE COMPOSITION.
- AT THE RESIDENTIAL ENTRY A CHANGE OF MATERIAL TO WOOD PROVIDES INTEREST AND A MATERIAL THAT IS UNIQUELY CONSIDERED BOTH RESIDENTIAL AND HUMAN.
- AT THE PRIVATE RESIDENTIAL TERRACE, TRELLISES AND SEAT WALLS PROVIDE ELEMENTS TO BRING THE SPACE TO A HUMAN LEVEL (REFER TO SHEETS 09, 10, 11, 14).

C-4 EXTERIOR FINISH MATERIALS. BUILDING EXTERIORS SHOULD BE CONSTRUCTED OF DURABLE AND MAINTAINABLE MATERIALS THAT ARE ATTRACTIVE EVEN WHEN VIEWED UP CLOSE. MATERIALS THAT HAVE TEXTURE, PATTERN, OR LEND THEMSELVES TO A HIGH QUALITY OF DETAILING ARE ENCOURAGED.

- BRICK IS THE DOMINANT MATERIAL ALONG THE STREETSCAPE, PROVIDING HIGH TEXTURE AND QUALITY.
- ALUMINUM STOREFRONT WINDOWS ARE OF HIGH QUALITY AND OFFER SUPERIOR TRANSPARENCY FROM THE STREET FRONT TO THE RETAIL SPACE.
- METAL SIDING THAT IS BOTH DURABLE AND TEXTURED IS USED IN TWO DIFFERENT PATTERNS AND LOCATIONS.
- BAYS OF PAINTED CEMENTITIOUS SIDING PROVIDE SMOOTH TEXTURE AND EASY MAINTENANCE AS WELL AS IMPORTANT LINES IN THE MASSING
- WOOD PANELS AT THE RESIDENTIAL ENTRY PROVIDE AN ATTRACTIVE ENTRY MATERIAL THAT HONORS THE ENVIRONMENTAL QUALITIES FOR WHICH THE NORTHGATE URBAN CENTER IS STRIVING. (REFER TO SHEETS 09, 10, 11, 12, 13, 14, 15).

D. PEDESTRIAN ENVIRONMENT

D.1 PEDESTRIAN OPEN SPACES AND ENTRANCES. CONVENIENT AND ATTRACTIVE ACCESS TO THE BUILDING'S ENTRY SHOULD BE PROVIDED. TO ENSURE COMFORT AND SECURITY, PATHS AND ENTRY AREAS SHOULD BE SUFFICIENTLY LIGHTED AND ENTRY AREAS SHOULD BE PROTECTED FROM THE WEATHER. THE ENTRIES ARE CONVENIENT AND ATTRACTIVE FOR THE SAME REASONS THEY ARE VISIBLE AND IDENTIFIABLE AS DESCRIBED IN DETAIL IN A-3 ABOVE. THE ATTRACTIVENESS OF THE STREETSCAPE IS ENHANCED BY THE PLANTINGS, BUILDING MATERIALS, CANOPIES AND LIGHTING. THIS EXTENDS DOWN THE WEST ACCESS DRIVE BEYOND THE RETAIL AND TO THE THE SOUTHWEST RESIDENTIAL ENTRY ACCESS. PLEASE SEE THE LIGHTING PLANS WHICH INDICATE THAT THE STREET FRONTS WILL BE WELL LIT WITH PLEASANT BUILDING LIGHTING (SEE ALSO D.10 BELOW). AT THE RETAIL ENTRY THE COURTYARD AT THE MAIN ENTRY AREA IS OPEN AND VISUALLY INVITING, PROVIDING A SAFE, COMFORTABLE ENVIRONMENT AS WELL AS ATTRACTIVE AND COMPATIBLE WITH THE LARGE GLASS AND LIGHTING ABOVE. THE NORTHEAST CORNER IS CHAMFERED WITH ADDITIONAL LANDSCAPING TO PROVIDE PLEASANT OPEN SPACE AT THIS RESIDENTIAL ENTRYWAY (REFER TO SHEETS 09, 10, 11).

D.2 BLANK WALLS. BUILDINGS SHOULD AVOID LARGE BLANK WALLS FACING THE STREET, ESPECIALLY NEAR SIDEWALKS. WHERE BLANK WALLS ARE UNAVOIDABLE THEY SHOULD RECEIVE DESIGN TREATMENT TO INCREASE PEDESTRIAN COMFORT AND INTEREST. EVERY EFFORT HAS BEEN MADE TO ELIMINATE BLANK WALLS FROM THE VIEW OF NORTHGATE WAY AND THE WEST ACCESS DRIVE. ALONG THE EAST WALL AT THE GROUND FLOOR (WHERE THE CURRENT BUILDING IS A NON-DESCRIPT BLANK WALL RUNNING ALONG THE PROPERTY LINE), THE BUILDING IS STEPPED BACK AND PROVIDES A UNIQUE PATTERN OF PLANTINGS AND GREEN SCREEN WITH VINES. THE SOUTH WALL WILL ALSO BE ADORNED WITH LANDSCAPING AND GREEN WALLS, CREATING PATTERN AND TEXTURE. THE GREEN SCREEN PATTERNS AROUND THE BUILDING ARE LOCATED TO ALIGN WITH ELEMENTS FROM THE HOUSING MASS ABOVE SUCH THAT A VISUAL CONTINUITY AND COMPREHENSIVENESS IS ACHIEVED (REFER TO SHEETS 12, 13).

D-5. VISUAL IMPACTS OF PARKING STRUCTURES. THE VISIBILITY OF ALL AT-GRADE PARKING STRUCTURES OR ACCESSORY PARKING GARAGES SHOULD BE MINIMIZED. THE PARKING POTION OF A STRUCTURE SHOULD BE ARCHITECTURALLY COMPATIBLE WITH THE REST OF THE STRUCTURE AND STREETSCAPE. OPEN PARKING SPACES AND CARPORTS SHOULD BE SCREENED FROM THE STREET AND ADJACENT PROPERTIES. NONE OF THE GARAGE ENTRANCES ARE VISIBLE FROM NORTHGATE WAY OR 5TH AVENUE. PARKING ACCESS TO THE GARAGE FLOORS ARE FROM TWO SIMPLE PORTALS OFF OF A SHARED ACCESS DRIVE. AS NOTED ABOVE, GREEN SCREEN AND LANDSCAPING WILL BE USED TO OBSCURE THE BLANK WALLS CREATED BY THE PARKING GARAGE ON THE EAST AND SOUTH SIDES OF THE BUILDING (REFER TO SHEETS 07, 11, 12, 13).

D-7. PERSONAL SAFETY AND SECURITY. PROJECT DESIGN SHOULD CONSIDER OPPORTUNITIES FOR ENHANCING PERSONAL SAFETY AND SECURITY IN THE ENVIRONMENT UNDER REVIEW. THE CONTINUOUS PLANTING STRIPS AND 16' WIDE SIDEWALKS ALONG NORTHGATE WAY PROVIDE A SENSE OF SECURITY FROM VEHICLES. PEDESTRIAN CROSSING AREAS WILL BE INDICATED BY EXTENDING THE SIDEWALK PAVING MATERIAL INTO THE STREET IN THESE AREAS. ADDITIONALLY, THE LARGE AMOUNT OF PEDESTRIAN ORIENTED FRONTAGE WITH BIG CLEAR WINDOWS PROVIDES VISUAL INTERACTION FOR PEDESTRIANS ON NORTHGATE WAY. THE BUILDING LIGHTING PLANS INDICATE LIGHTING THAT WILL PROVIDE NIGHTTIME SAFETY. THE BUILDING OPERATIONS WILL INCLUDE SECURED GARAGE GATES AND RESIDENTIAL ENTRANCES, AS WELL AS SECURITY PATROLS AND FULL TIME MAINTENANCE EMPLOYEES ON-SITE (REFER TO SHEETS 07, 09, 10, 11, 17, 18).

D-9. COMMERCIAL SIGNAGE. SIGNS SHOULD ADD INTEREST TO THE STREET FRONT ENVIRONMENT AND SHOULD BE APPROPRIATE FOR THE SCALE AND CHARACTER DESIRED IN THE AREA. THE SIGNAGE CONCEPT WILL BE COMPLIANT WITH CITY CODES, CONSISTENT WITH OTHER SIGNAGE ALONG NORTHGATE WAY AND RESPONSIVE TO THE SIGNAGE ALONG THE STREET-FRONT OF THE 507 NORTHGATE PROJECT. THE SIGNAGE WILL BE DESIGNED TO ADD VISUAL INTEREST AND VISIBILITY FOR THE RETAIL CUSTOMER WHILE AT THE SAME TIME NOT DETRACTING FROM THE LIVING EXPERIENCE OF THE RESIDENTS (REFER TO SHEET 15).

D-10. COMMERCIAL LIGHTING. APPROPRIATE LEVELS OF LIGHTING SHOULD BE PROVIDED IN ORDER TO PROMOTE VISUAL INTEREST AND A SENSE OF SECURITY FOR PEOPLE IN COMMERCIAL DISTRICTS DURING EVENING HOURS. LIGHTING MAY BE PROVIDED BY INCORPORATION INTO THE BUILDING FA ADE, THE UNDERSIDE OF OVERHEAD WEATHER PROTECTIONS, ON AND AROUND STREET FURNITURE, IN MERCHANDISING DISPLAY WINDOWS, IN LANDSCAPED AREAS, AND/OR ON SIGNAGE. LIGHTING ALONG THE STREET FRONT IS COMPRISED OF MOUNTED SCONCES THAT REINFORCE THE RHYTHM OF THE BUILDING. DOWN LIGHTING IN THE CANOPIES OFFERS GENERAL ILLUMINATION. AT THE MAIN RETAIL ENTRY A SIMPLE PATTERN OF DOWN LIGHTS OFFERS A UNIQUE TREATMENT ENHANCING THE SPACE AND PROVIDING A VISUAL REFERENCE FOR EVENING USERS. ALONG THE SOUTHERN ACCESS, BUILDING MOUNTED SECURITY LIGHTING WILL BE PROVIDED(REFER TO SHEET 17).

D-12. RESIDENTIAL ENTRIES AND TRANSITIONS. FOR RESIDENTIAL PROJECTS IN COMMERCIAL ZONES, THE SPACE BETWEEN THE RESIDENTIAL ENTRY AND THE SIDEWALK SHOULD PROVIDE SECURITY AND PRIVACY FOR RESIDENTS AND A VISUALLY INTERESTING STREET FRONT FOR PEDESTRIANS. RESIDENTIAL BUILDINGS SHOULD ENHANCE THE CHARACTER OF THE STREETSCAPE WITH SMALL GARDENS, STOOPS AND OTHER ELEMENTS THAT WORK TO CREATE A TRANSITION BETWEEN THE PUBLIC SIDEWALK AND PRIVATE ENTRY. THE RESIDENTIAL ENTRIES AND TRANSITIONS ARE LOCATED AS FAR AWAY FROM THE COMMERCIAL ZONES AS POSSIBLE WHILE AT THE SAME TIME PROVIDING THE RESIDENTS QUALITY POINTS OF ACCESS TO THE STREET FRONT. THE NORTHGATE WAY ENTRY IS STEPPED BACK FROM THE STREET TO PROVIDE PRIVACY AND A TRANSITION FROM THE SIDEWALK, AND LANDSCAPING CREATES VISUAL INTEREST. VISIBILITY IS ENHANCED AS NOTED IN A-3 ABOVE THOUGH THE USE OF CURVED CANOPIES, SIGNAGE AND A CHANGE IN BUILDING MATERIALS. RESIDENTIAL ENTRIES WILL HAVE SECURED ACCESS. WOOD PANELING IS ALSO PROVIDED TO ENHANCE THE QUALITY OF THE RESIDENTIAL ENTRY AND PROVIDE A SOFTER, MORE RESIDENTIAL FEEL (REFER TO SHEETS 07, 09, 11).

E. LANDSCAPING

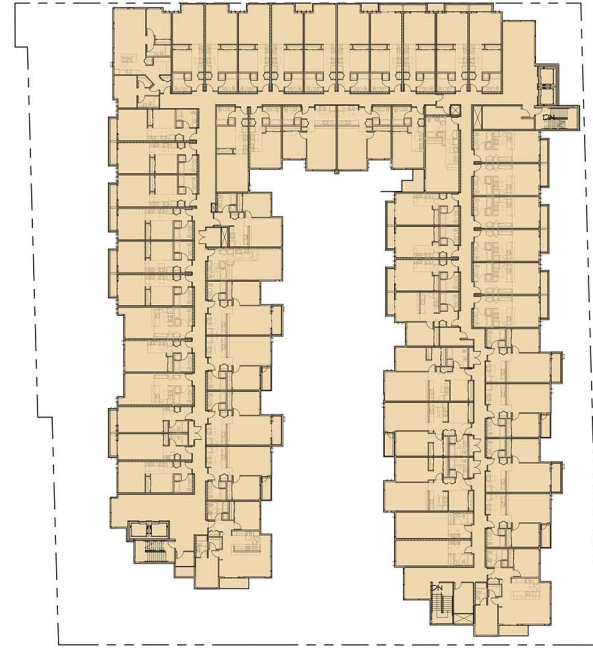
E.1 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES. WHERE POSSIBLE, AND WHERE THERE IS NOT ANOTHER OVERRIDING CONCERN, LANDSCAPING SHOULD REINFORCE THE CHARACTER OF NEIGHBORING PROPERTIES AND ABUTTING STREETSCAPES. ALONG THE EAST PROPERTY LINE THE CHAMFERED CORNER CREATES A LANDSCAPED OPEN SPACE THAT ENHANCES THE EXISTING WALKWAY, OFFERS VISUAL OPENNESS TO THE NEIGHBORING BUILDING AND PROVIDES TRANSITION BETWEEN THE RESIDENTIAL ENTRY, THE SIDEWALK AND THE COMMERCIAL AREAS. IN ADDITION, WHILE THE PROPERTY TO THE EAST CURRENTLY LOOKS AT AN UNTREATED BLANK WALL, THAT WALL WILL BE REPLACED WITH A BUFFER OF LANDSCAPING AND GREEN WALL ALONG THE ENTIRE EASTERN SIDE OF THE 525 BUILDING. THE SOUTH SIDE OF THE SITE PROVIDES A PATTERN OF GREEN SCREENS WITH VINES AND PLANTINGS TO CREATE AN EDGE TO THE EXISTING SURFACE PARKING LOT, ENHANCING IT FROM ITS CURRENT CONDITION CONSIDERABLY WHILE ALSO ADDRESSING BLANK WALLS THAT ENCLOSE THE STRUCTURED PARKING. A LETTER OF SUPPORT FROM THE PROPERTY OWNER TO THE SOUTH HAS BEEN PROVIDED TO THE PLANNER (REFER TO SHEETS 04, 12, 13).

E.2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE. LANDSCAPING, INCLUDING LIVING PLANT MATERIAL, SPECIAL PAVEMENTS, TRELLISES, SCREEN WALLS, PLANTERS, SITE FURNITURE, AND SIMILAR FEATURES SHOULD BE APPROPRIATELY INCORPORATED INTO THE DESIGN TO ENHANCE THE PROJECT. THE LANDSCAPE DESIGN OFFERS MANY FEATURES TO ENHANCE THE PROJECT. SIDEWALK PLANTING WITH THE CONTINUOUS PLANTING STRIP OFFERS BOTH SAFETY AND VISUAL INTEREST WITH THE USE OF COLOR. PAVEMENT PATTERNS ARE EXTENDED PAST THE GARAGE ENTRY AS A VISUAL CUE FOR SAFETY. GREEN SCREEN ELEMENTS ARE COMBINED WITH PLANTINGS ALONG THE EAST AND SOUTH FOR TEXTURE AND PATTERN. SITE BENCHES ARE LOCATED ALONG THE STREETSCAPE, AND AT THE PRIVATE TERRACE, SITE FURNITURE AND SEAT WALLS OFFER RESIDENTS AN EXTERIOR OASIS(REFER TO SHEETS 04, 05, 06, 08).

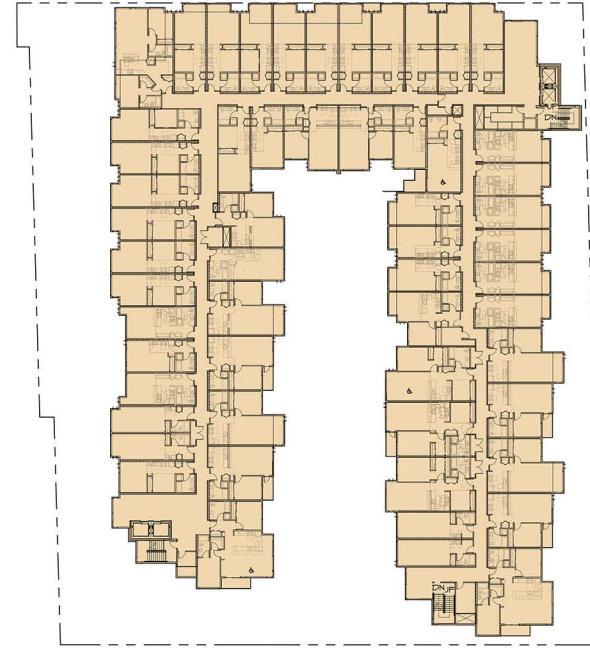


NORTHGATE M-U PHASE II
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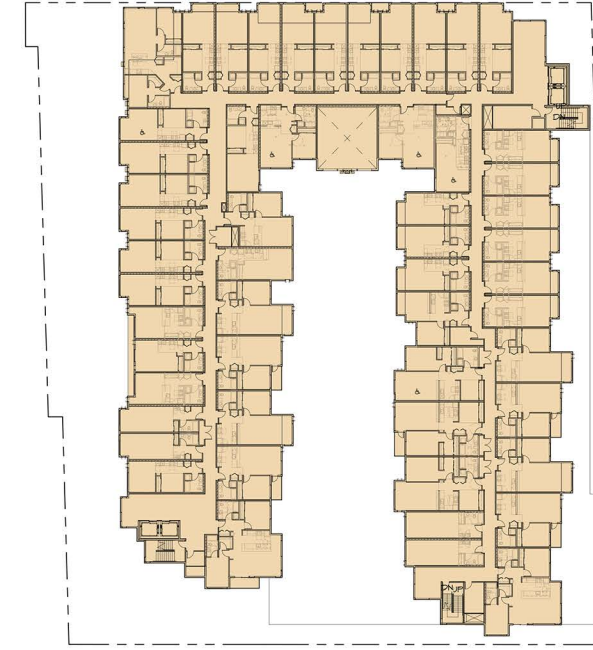
SUMMARY OF APPLICABLE DESIGN GUIDELINES
DESIGN REVIEW RECOMMENDATION MEETING
11/19/2012



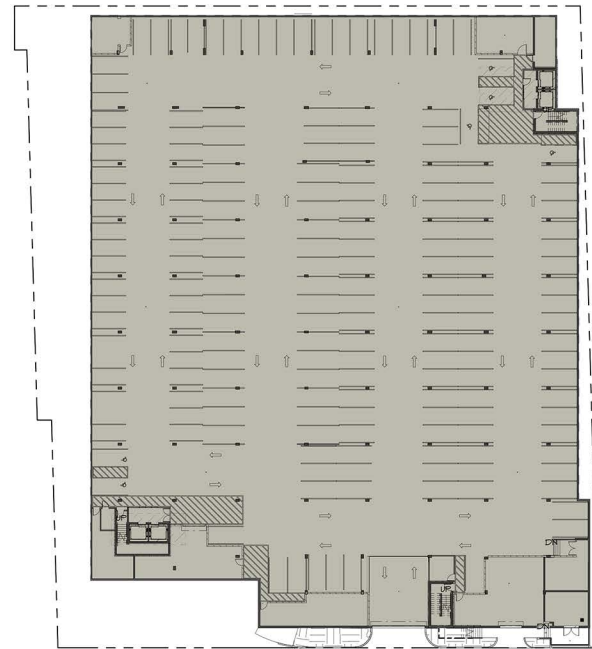
6- RESIDENTIAL LEVEL 5 (333.66')



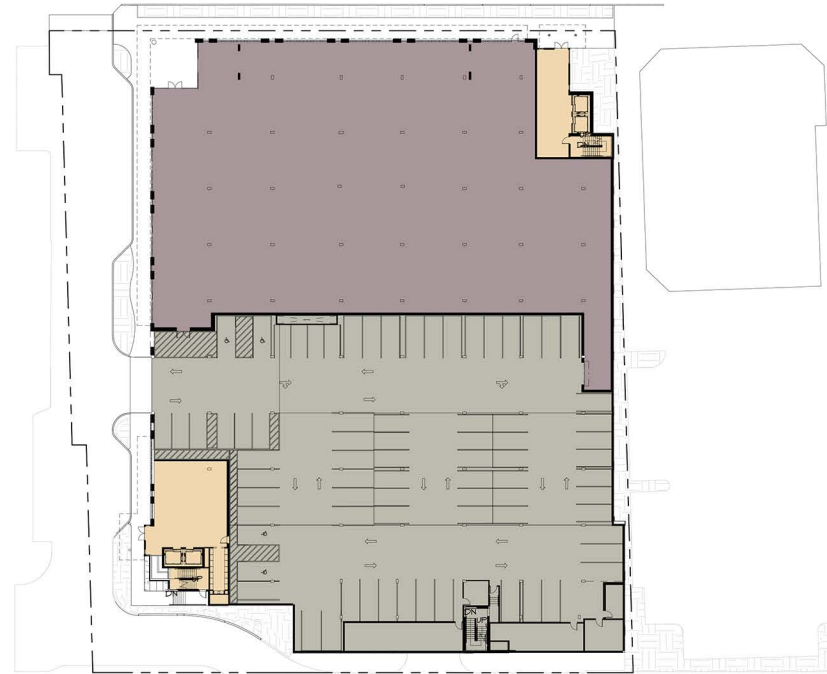
5- RESIDENTIAL LEVEL 3-4 (314.58'/324.12')



4- RESIDENTIAL LEVEL 2 (305.04')



1- PARKING LEVEL (268.00')



2- MAIN LEVEL (278.33')



3- RESIDENTIAL LEVEL 1 (295.50')

LEGEND
RESIDENTIAL
COMMERCIAL
PARKING



0 4 8 16 32 64



OVERALL LANDSCAPE PLAN

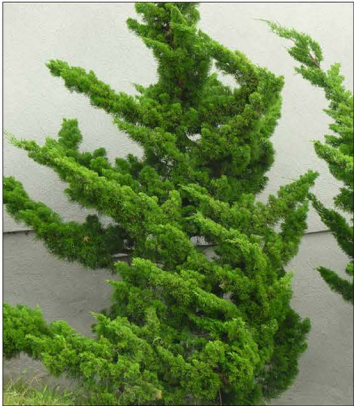
TERRACE



AMELANCHIER LAEVIS 'SNOWCLOUD' /
SNOWCLOUD SERVICEBERRY



PRUNUS X YEDOENSIS 'AKEBONO' /
SKEBONO CHERRY



JUNIPERUS CHINENSIS VAR. TORULOSA



CHAEMCYPARIS OBTUSA / HINOKI CYPRESS



ILEX X M. 'MON NIEVES' / SCALLYWAG HOLLY



TAXUS X MEDIA 'DENSIFORMIS' / DENSE
SPREADING YET



LONICERA NITIDA 'LEMON BEAUTY' / LEMON
BEAUTY BOX HONEYSUCKLE



SPIREA B. 'ANTHONY WATERER' / SPIREA



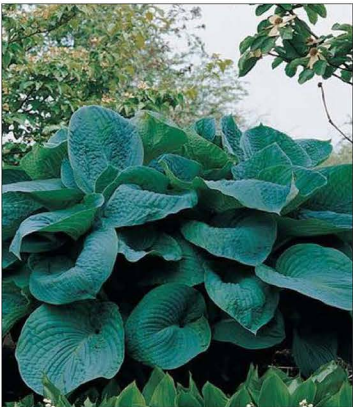
HYDRANGEA PANICULATA 'JANE' / LITTLE
LIME HYDRANGEA



HEUCHERA V. 'CARAMEL' / CARAMEL CORAL
BELLS



GEUM TANGERINE / TANGERINE GEUM



HOSTA X. 'BIG DADDY' / BIG DADDY HOSTA



CHASMANTHUS LATIFOLIUM / SEA OAT GRASS



FRAGARIA CHILOENSIS / BARREN
STRAWBERRY (**GROUND COVER)



SEDUM TILES - **GREEN ROOF

SOUTH/EAST FOUNDATIONS



BUXUS M. 'KOREANA' / KOREN BOXWOOD



LONICERA NITIDA 'LEMON BEAUTY' / LEMON
BEAUTY BOX HONEYSUCKLE



HEBE 'RED EDGE' / RED EDGE HEBE



HYDRANGEA PANICULATA 'JANE' / LITTLE
LIME HYDRANGEA



LIRIOPE MUSCARI / LIRIOPE



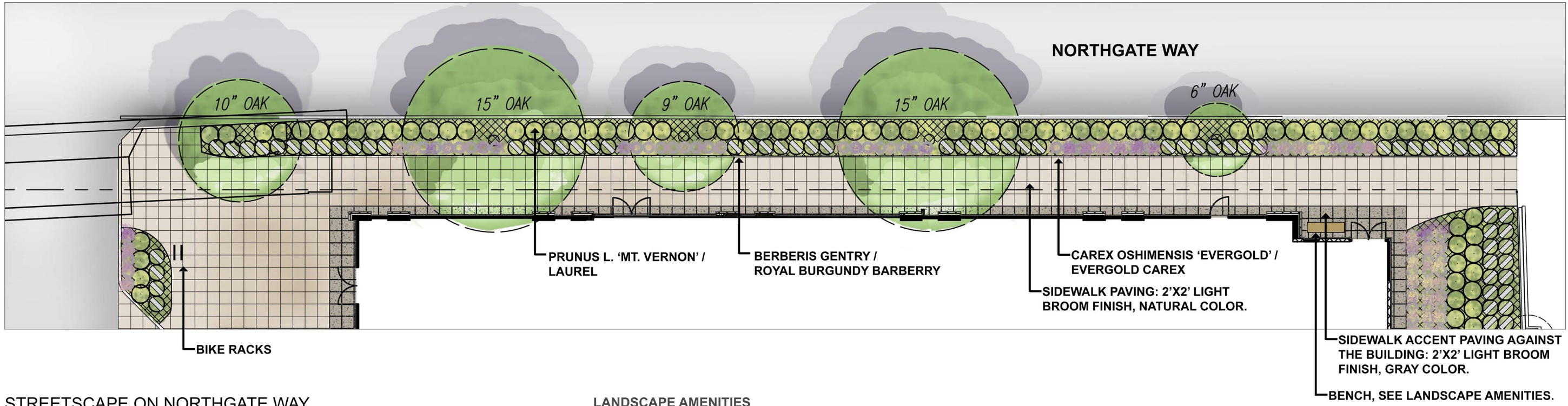
ASARUM CAUDATUM / WILD GINGER



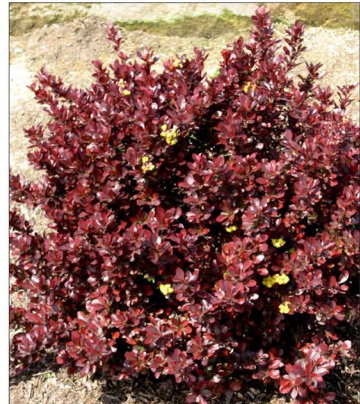
CAREX OSHIMENSIS 'EVERGOLD' /
EVERGOLD CAREX



PARTHENOCISSUS TRICUSPIDATA /
BOSTON IVY (**VINE)



STREETSCAPE ON NORTHGATE WAY



BERBERIS GENTRY / ROYAL BURGUNDY BARBERRY



PRUNUS L. 'MT. VERNON' / LAUREL



CAREX OSHIMENSIS 'EVERGOLD' / EVERGOLD CAREX

LANDSCAPE AMENITIES



LANDSCAPE FORMS: 35 STAY BENCH



FAIR WEATHER SITE FURNISHINGS: INVERTED U-SHAPED BR-3 BIKE RACK

WEST ENTRIES, BETWEEN PHASES I & II



ACER RUBRUM 'BOWHALL' / BOWHALL MAPLE



LONICERA NITIDA 'LEMON BEAUTY' / LEMON BEAUTY BOX HONEYSUCKLE



HEBE 'RED EDGE' / RED EDGE HEBE



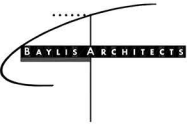
SPIREA B. 'MONHUD' / GOLDEN SUNRISE SPIREA



LIRIOPE MUSCARI / LIRIOPE

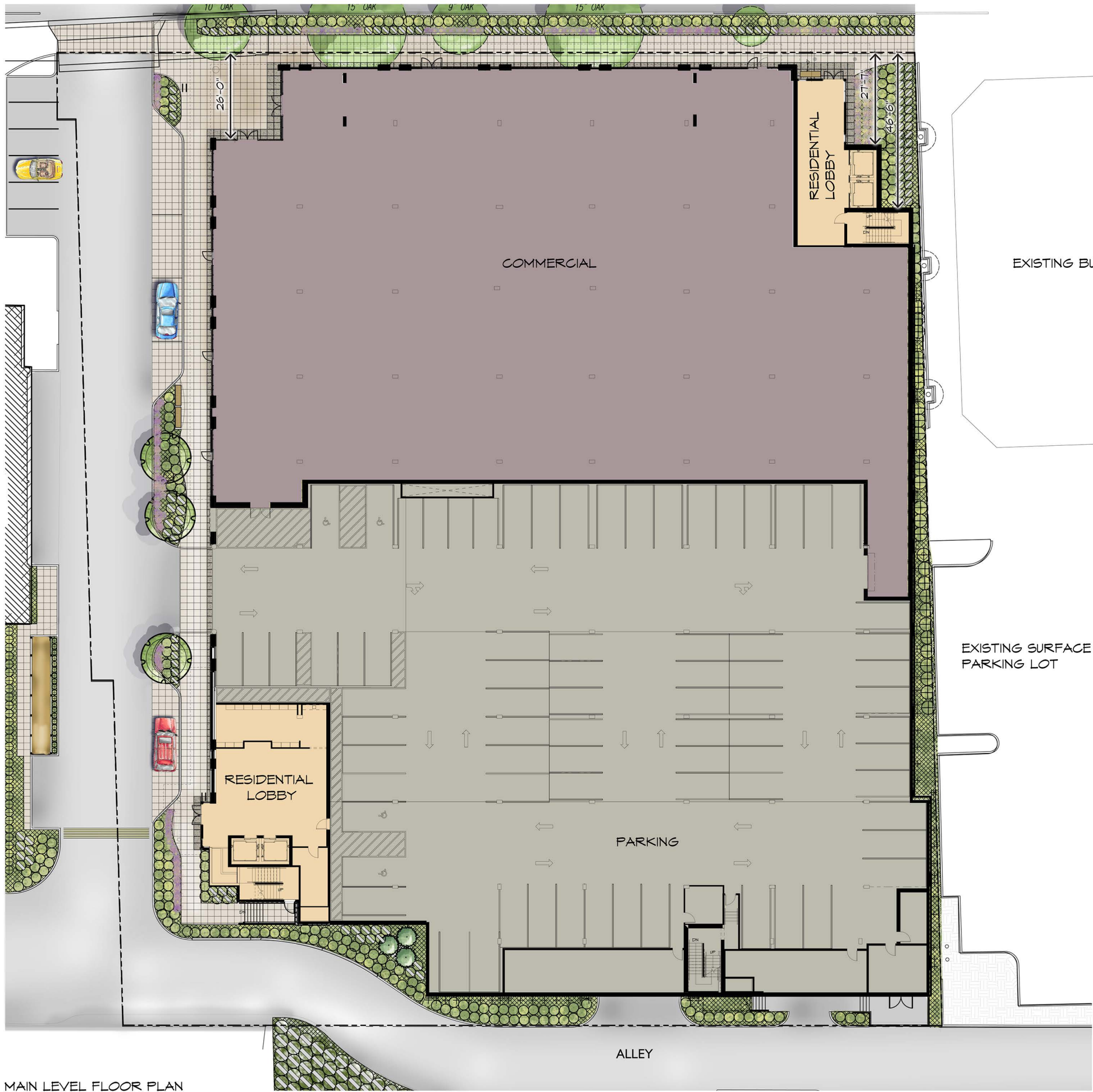


FRAGARIA CHILOENSIS / BARREN STRAWBERRY (**GROUND COVER)



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

MAIN LEVEL FLOOR PLAN
DESIGN REVIEW RECOMMENDATION MEETING
11/19/2012



- FOLLOWING THE BOARD'S SUGGESTION, COMMERCIAL SPACES ALONG THE WEST FACADE WERE COMBINED AND NO LONGER EXTEND PAST THE GARAGE ENTRY.
- CONSISTENT WITH BOARD RECOMMENDATION, ENHANCED LANDSCAPING STRIP ALONG NORTHGATE WAY'S 16' SIDEWALK IS PLANNED, HOWEVER THIS DOES REQUIRE A DESIGN DEPARTURE.
- PREVIOUSLY APPROVED BY THE BOARD, THE CHAMFERED NE CORNER, LUSHLY LANDSCAPED, EMPHASIZES THE RESIDENTIAL ENTRY TRANSITION AND REINFORCES DESIGN CONTINUITY WITH THE ADJACENT 507 NORTHGATE PER A-6 & E-1.
- LANDSCAPE BUFFERING AND DEFINITION OF PEDESTRIAN PATH AT SW CORNER, CONSISTENT WITH THE BOARD'S RECOMMENDATION.
- PROMINENT RETAIL AND RESIDENTIAL ENTRIES CLEARLY VISIBLE FROM STREET PER A-3.
- RETAIL CORNER IS SITED FOR HUMAN ACTIVITY AND PEDESTRIAN OPEN SPACE PER A-4.
- RESIDENTIAL LOBBY ENTRY AT STREET LEVEL SET BACK FROM THE STREET PROVIDES A TRANSITION SPACE PER A-6.
- PARKING ACCESS IS SHARED WITH 507 NORTHGATE, ELIMINATING 2 CURB CUTS AND ENHANCING SAFETY PER A-8 & D-7.

DEPARTURE REQUEST			
REQUEST	STANDARD	PROPOSAL	RATIONALE
REZONE	NC3-65	NC3-85	INCREASING URBAN DENSITY
STREET LOT LINE SET BACK INCREASE	10'	VARIABLE (NW CORNER- 26'-0"; NE CORNER- 27'-6" AT ELEVATOR AND 46'-6" AT STAIR TOWER)	NW CORNER- CREATING SAFE, WEATHER PROTECTED INTERACTION SPACE FOR PEDESTRIANS; NE CORNER- SOFTENING PROJECT EDGE FOR SMOOTHER TRANSITION TO ADJACENT PROPERTY
CONTINUOUS PLANTING STRIP	PER LAND USE CODE SECTION 23.71.008.E.3 PLANTING STRIPS ARE PROHIBITED ALONG MAJOR PEDESTRIAN STREETS	CONTINUOUS PLANTER STRIP BETWEEN DRIVEWAY AT NW PROPERTY CORNER AND EAST PROPERTY EDGE, AT A WIDTH OF 5' WIDE.	PROVIDE A SAFE AND COMFORTABLE PEDESTRIAN ROUTE ALONG A BUSY VEHICULAR ROUTE. THERE ARE NO PROPOSED BUS STOPS OR PARALLEL PARKING ZONES ALONG THIS FRONTAGE. A PLANTER STRIP ENHANCES THE STREETSCAPE CHARACTER BY INCREASING THE AMOUNT OF LANDSCAPE PROVIDED, AND IT IMPROVES THE PLANTING CONDITION FOR EXISTING STREET TREES.

LEGEND

- RESIDENTIAL
- COMMERCIAL
- PARKING
- AMENITIES



MAIN LEVEL FLOOR PLAN



- AMENITY AREAS ABOVE THE RETAIL ENTRY AND PORTIONS OF NORTHGATE WAY OFFER DIRECT VISUAL CONNECTIONS ALLOWING SOCIAL INTERACTION AMONG RESIDENTS AND NEIGHBORS PER A-6.
- CHAMFERED NE CORNER CONTINUES UP THE BUILDING MASS CREATING A STRONG RESIDENTIAL CORNER TOWER AND ENHANCING THE VISUAL INTERACTION WITH THE STREET LEVEL PEDESTRIAN AND RESIDENTIAL USER PER C-2 & A-6.
- THE SOUTHERN EXPOSURE FOR THE RESIDENTIAL PRIVATE TERRACE ALLOWS MAXIMUM DAY LIGHT ACCESS FOR THE TERRACE FACING UNITS PER C-2.
- NORTHGATE WAY AND WEST ACCESS DRIVE UNITS HAVE BAYS IN A CONSISTENT MODULATING PATTERN FOR CONCEPT CONSISTENCY AND BULK AND SCALE CONTROL PER B-1 & C-2.
- EAST ELEVATION UNITS ARE MODULATED WITH BAYS AND DECKS FOR ENABLING CASCADE VIEWS PER B-1.
- EAST FACING UNITS AT THE TERRACE LEVEL HAVE ACCESS TO PRIVATE DECKS CONSISTENT WITH B-1 GUIDELINE GOALS.
- PRIVATE TERRACE WITH TRELLIS, SEAT WALLS AND SEATING AREAS PROVIDES HUMAN SCALE AS WELL AS ENHANCING THE SITE FOR THE RESIDENTIAL USERS PER C-3.
- PRIVATE TERRACE MATERIALS USE DURABLE QUALITY PAVERS AND BLOCK WALLS PER C-4.

LEGEND

RESIDENTIAL	COMMERCIAL
PARKING	AMENITIES





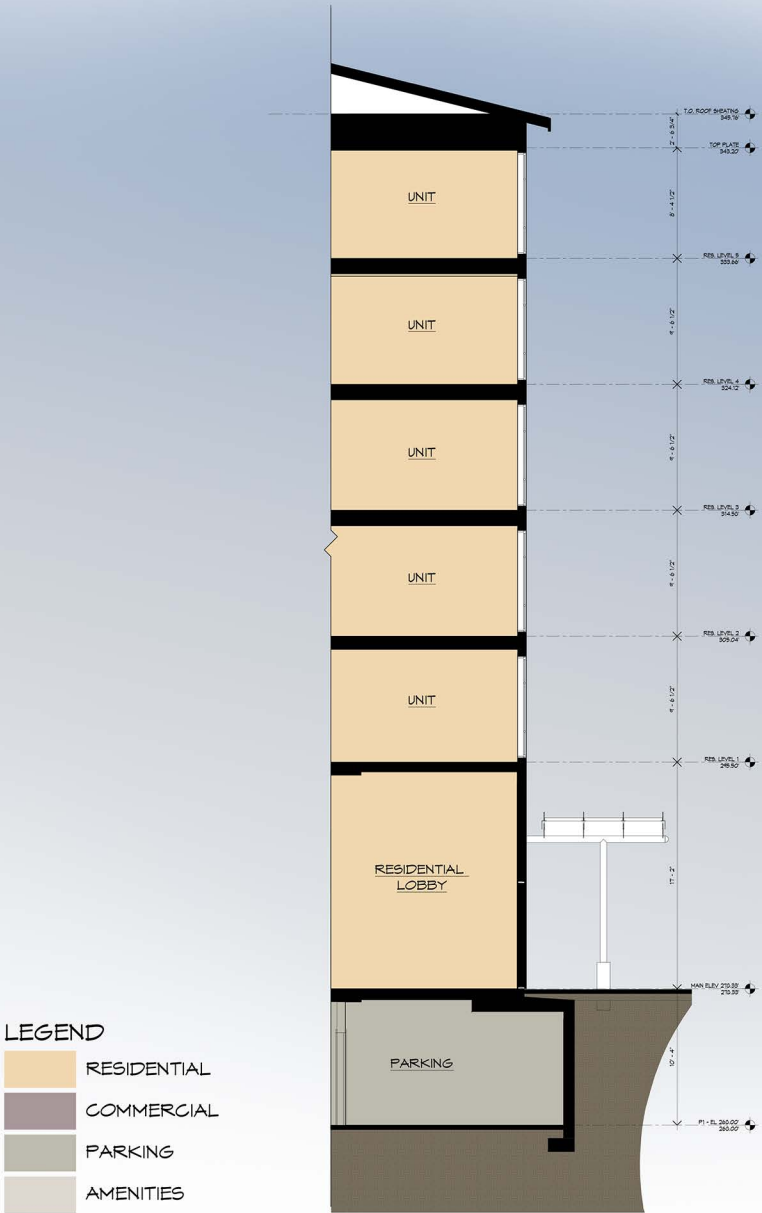
NORTHGATE M-U PHASE II
525 NE NORTHGATE WAY
SEATTLE, WA 98125

ELEVATION- PARTIAL NORTHEAST, RES. LOBBY ENTRY
DESIGN REVIEW RECOMMENDATION MEETING
11/19/2012

- NE RESIDENTIAL ENTRY, AS RECOMMENDED BY THE BOARD, HAS BEEN TREATED TO EXPRESS ITSELF AS A RESIDENTIAL ENTRY THROUGH THE USE OF WOOD PANEL SIDING AT THE BASE, A UNIQUE ENTRY CANOPY, PULLED BACK POSITION FROM SIDEWALK CREATING A TRANSITIONAL SPACE (A-6) AND TRANSPARENT, SEMI-PUBLIC LOBBIES THAT PROVIDE A TRANSITION BETWEEN THE PRIVATE RESIDENTIAL AREAS AND THE PUBLIC STREET. (IMAGE 2 & 4)
- THE CONTINUOUS PLANTING STRIP ALONG NORTHGATE WAY PROVIDES A LUSH STREETScape AMENITY ALONG WITH STREET BENCH AND WELL DETAILED AND HIGHLY TEXTURED BUILDING MATERIALS, FOLLOWING THE BOARD'S RECOMMENDATION. (IMAGE 3 & 4)
- BOTH THE RETAIL AND RESIDENTIAL ENTRIES ARE VISIBLE FROM THE STREET, EACH WITH TRANSITIONAL SPACES THAT PROMOTE ACTIVITY PER A-3 & A-4. (IMAGE 2 AND 1 & 4 ON P.11)
- THE DESIGN FOLLOWS GUIDELINE B-1 & C-2 IN MULTIPLE WAYS:
 - A SIMPLE BACKGROUND MASS PROVIDES DEFINITION OF THE ROOFLINE
 - THE LARGE RETAIL CORNER MASS REINFORCES THE FACADE CONCEPT AND PROVIDES A VISUAL CUE FOR THE ENTRANCE POINT. (IMAGE 4 P.11)
 - STEPPED UP BAYS IMPLY ACTIVITY AT RESIDENTIAL AMENITY SPACES WHILE COMBINING WITH OVERALL COMPOSITION OF FACADE. (IMAGE 1 P.11)
 - THE USE OF COLOR GIVES BALANCE TO THE COMPOSITION OF RETAIL AND RESIDENTIAL, AND A COMMONALITY AND PROMINENCE TO BOTH.
- A MIX OF CANOPY STYLES AND STOREFRONT WITH A MULLION PATTERN ENHANCES THE HUMAN SCALE TO THE PEDESTRIAN STREETScape CONSISTENT WITH GUIDELINE C-3
- EXTERIOR MATERIALS AND COLORS ENHANCE THE STREETScape AND REINFORCE DIFFERENT USES AS WELL AS BUILDING PATTERNS SUCH AS:
 - THE BRICK BASE AND A GREATER QUANTITY OF TRANSPARENT WINDOWS THAN IS REQUIRED BY CODE DEFINE THE PEDESTRIAN LEVEL
 - WOOD ACCENTS AT THE RESIDENTIAL ENTRY PROVIDE HUMAN SCALE INTEREST
 - ACCENT COLOR ON THE CANOPIES ADDS PLAYFULNESS



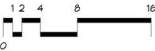
3- RESIDENTIAL LOBBY USES A MASSING SETBACK, AT TRANSITION BETWEEN COMMERCIAL AND RESIDENTIAL, TO PROVIDE A VISUAL CUE, REINFORCED WITH A CHANGE OF MATERIAL AT THE STREET LEVEL AND A SPECIAL RESIDENTIAL ENTRY CANOPY, TO GREATE DISTINCTIVENESS.



ELEVATION KEY NOTES	
E1	METAL COPING
E2	SMOOTH CEMENTITIOUS SIDING
E3	VINYL WINDOWS
E4	VERTICAL METAL SIDING
E5	METAL RAILING
E6A	42" GLASS RAILING
E6B	42" MESH RAILING
E7	METAL AWNING W/GLASS PANELS AND LIGHTING FIXTURES
E8	MASONRY VENEER
E9	STOREFRONT WINDOWS
E11	METAL LANDSCAPE SCREENS
E12	CONCRETE COLUMN
E13	ARCHITECTURAL CONCRETE WITH REVEAL LINES
E15	BLADE SIGNAGE
E16	METAL AWNING W/CURVED GLASS PANELS
E17	METAL LOUVERS
E18	SPANDREL GLASS
E19	GLASS RESIDENTIAL ENTRY CANOPY
E20	CEMENTITIOUS LAP SIDING
E21	METAL VENT HOOD
E22	METAL ROOFING
E23	METAL TRIM
E24	CEDAR TRELLIS ON CONCRETE POSTS
E25	GARAGE DOOR
E26	DIVIDER WALLS
E27	METAL BOLT-ON BALCONIES
E28	MANUFACTURED WOOD SIDING PRODUCT
E29	SMOOTH METAL SIDING
E30	FIREPLACE

1- SECTION AT NE RESIDENTIAL LOBBY

2- NORTH ELEVATION - PARTIAL NORTHEAST, RESIDENTIAL LOBBY ENTRY





5- PEDESTRIAN ORIENTATED FRONTAGE PROVIDES VISUAL INTERACTION BETWEEN INSIDE AND OUTSIDE USERS WHILE OVERHEAD WEATHER PROTECTION SERVES AS SHELTER, CREATES INTEREST AND EXPRESSES THE BUILDING RHYTHM.



4- STREETSCAPE ACTIVITY IS ENCOURAGED AND SAFETY IS ACHIEVED THRU THE CONTINUOUS PLANTING STRIP ALONG NORTHGATE WAY.

ELEVATION KEY NOTES

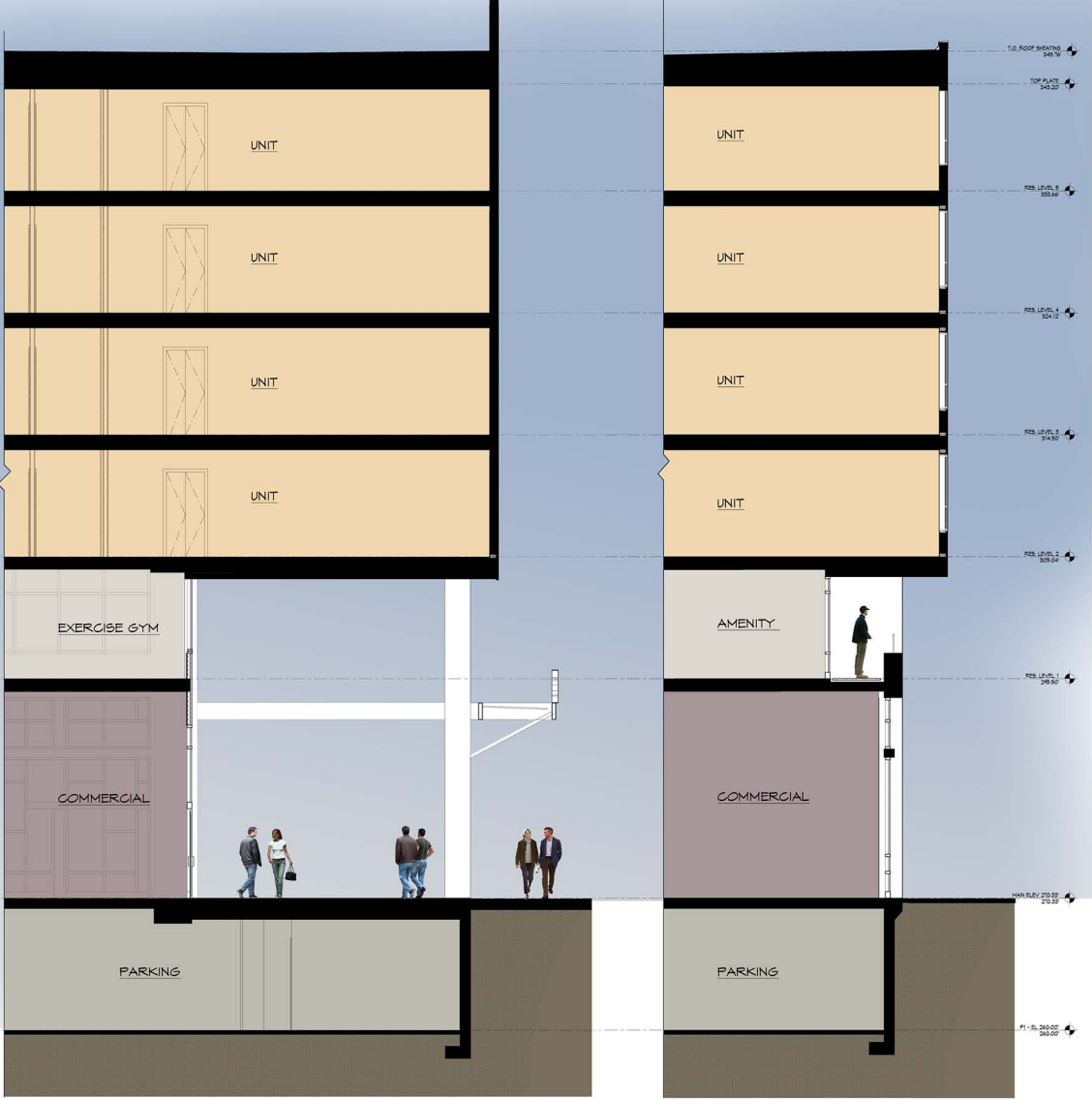
- | | | | |
|--|--|------------------------------------|--------------------------------------|
| E1 METAL COPING | E8 MASONRY VENEER | E17 METAL LOUVERS | E24 CEDAR TRELLIS ON CONCRETE POSTS |
| E2 SMOOTH CEMENTITIOUS SIDING | E9 STOREFRONT WINDOWS | E18 SPANDREL GLASS | E25 GARAGE DOOR |
| E3 VINYL WINDOWS | E11 METAL LANDSCAPE SCREENS | E19 GLASS RESIDENTIAL ENTRY CANOPY | E26 DIVIDER WALLS |
| E4 VERTICAL METAL SIDING | E12 CONCRETE COLUMN | E20 CEMENTITIOUS LAP SIDING | E27 METLA BOLT-ON BALCONIES |
| E5 METAIL RAILING | E13 ARCHITECTURAL CONCRETE WITH REVEAL LINES | E21 METAL VENT HOOD | E28 MANUFACTURED WOOD SIDING PRODUCT |
| E6A 42" GLASS RAILING | E15 BLADE SIGNAGE | E22 METAL ROOFING | E29 SMOOTH METAL SIDING |
| E6B 42" MESH RAILING | E16 METAL AWNING W/CURVED GLASS PANELS | E23 METAL TRIM | E30 FIREPLACE |
| E7 METAL AWNING W/GLASS PANELS AND LIGHTING FIXTURES | | | |



1- NORTH ELEVATION- PARTIAL NORTHWEST, COMMERCIAL ENTRY

LEGEND

 RESIDENTIAL
 COMMERCIAL
 PARKING
 AMENITIES



2- SECTION AT NW COMMERCIAL ENTRY

3- SECTION AT AMENITY NORTHGATE WAY

- THE PATTERN OF PEDESTRIAN LEVEL AMENITY EXPERIENCE IS REPEATED FOR CONCEPT CONSISTENCY, WITH BENCHES AND LUSH PLANTING BEDS PER THE BOARD'S RECOMMENDATION. (IMAGE 2)
- 18' WIDE SIDEWALK, 9' AT PARKING, AND LANDSCAPING IS CONTINUED DOWN THIS FA ADE TO PROMOTE PEDESTRIAN SAFETY ENHANCE THE SITE AND ENCOURAGE PEDESTRIAN ACTIVITY ON THE STREETS. (IMAGE 2 & 3)
- RETAIL AND RESIDENTIAL ENTRIES ARE HIGHLY VISIBLE FROM THE STREET PER GUIDELINE A-3. (IMAGE 1 & 3)
- AN INVITING RETAIL ENTRY PLAZA ENCOURAGES HUMAN ACTIVITY PER A-4. (IMAGE 1)
- A SIMPLE BUT DEFINED GARAGE PORTAL MINIMIZES THE IMPACT OF AUTO ACCESS PER A-8.
- THE RESIDENTIAL ENTRY TOWER BOOKENDS THE FA ADE, CAPTURING THE SIMPLE BAY EXTRUSIONS AND PROVIDING CONCEPT CONSISTENCY WITH THE NORTHGATE FA ADE PER C-2.
- THE GARAGE ENTRY IS TREATED WITH DURABLE MATERIALS AROUND A CONTRASTING PORTAL MINIMIZING ITS IMPACT ON THE FA ADE PER D-5. (IMAGE 1)
- EXTERIOR MATERIALS ARE CONSISTENT WITH THE NORTHGATE WAY FA ADE, HIGHLIGHTING THE CONCEPT CONSISTENCY AS WELL AS ACCENTING HUMAN SCALE ELEMENTS SUCH AS CANOPIES, TRIM AND BRICK FIELDS PER C-3 & C-4.



3- RETAIL ENTRY ANCHORS NW CORNER OF THE SITE WITH ITS ENTRY NOTCH, GLASS AND RAISED CANOPY SIGNALS A SIGNIFICANT ZONE ENCOURAGING HUMAN ACTIVITY.



2- HUMAN SCALE ARCHITECTURAL FEATURES, ELEMENTS, AND DETAILS, SUCH AS BRICK BASE, PATTERNED STOREFRONT WINDOWS, OVERHEAD CANOPIES AND WALL MOUNTED SCONCES USED EXTENSIVELY.

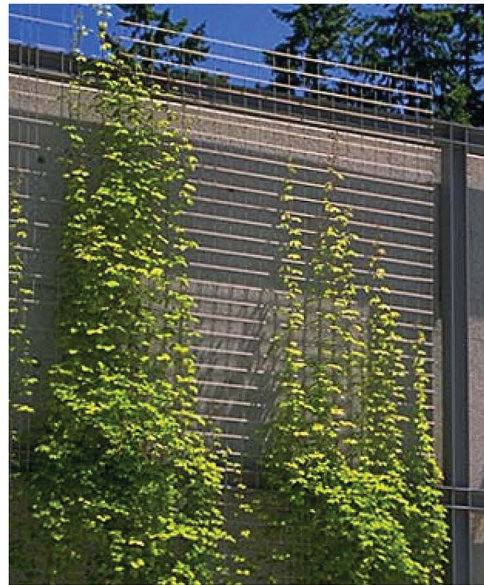




4- PARTIAL ELEVATION – NORTH TERRACE

ELEVATION KEY NOTES

- | | | | |
|-----|---|-----|----------------------------------|
| E1 | METAL COPING | E20 | CEMENTITIOUS LAP SIDING |
| E2 | SMOOTH CEMENTITIOUS SIDING | E21 | METAL VENT HOOD |
| E3 | VINYL WINDOWS | E23 | METAL TRIM |
| E4 | VERTICAL METAL SIDING | E24 | CEDAR TRELLIS ON CONCRETE POSTS |
| E5 | METAL RAILING | E25 | GARAGE DOOR |
| E6A | 42" GLASS RAILING | E26 | DIVIDER WALLS |
| E6B | 42" MESH RAILING | E27 | METAL BOLT-ON BALCONIES |
| E7 | METAL AWNING W/GLASS PANELS AND LIGHTING FIXTURES | E28 | MANUFACTURED WOOD SIDING PRODUCT |
| E8 | MASONRY VENEER | E29 | SMOOTH METAL SIDING |
| E9 | STOREFRONT WINDOWS | E30 | FIREPLACE |
| E11 | METAL LANDSCAPE SCREENS | | |
| E12 | CONCRETE COLUMN | | |
| E13 | ARCHITECTURAL CONCRETE WITH REVEAL LINES | | |
| E15 | BLADE SIGNAGE | | |
| E16 | METAL AWNING W/CURVED GLASS PANELS | | |
| E17 | METAL LOUVERS | | |
| E18 | SPANDREL GLASS | | |
| E19 | GLASS RESIDENTIAL ENTRY CANOPY | | |



1- VERTICAL GREEN WALL EXAMPLE

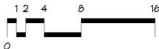
- THIS ELEVATION FRONTS AN AUTO FOCUSED ACCESS DRIVE AND AS SUCH PLANTING IS USED TO BUFFER THE EDGES, ESPECIALLY NEAR THE RESIDENTIAL ENTRY WHERE THE PEDESTRIAN ACTIVITY IS DISCOURAGED. (IMAGE 4)
- THE AUTO ACCESS IS LOCATED AT SHARED ACCESS DRIVES, MINIMIZING THE IMPACTS TO PEDESTRIANS AND CREATING A DISTINCT AUTO ZONE PER A-8.
- METAL SIDING AND WELL DETAILED SIDING BAYS ARE OF DURABLE QUALITY MATERIALS PER C-4. (IMAGE 2 & 4)
- THE PATTERN OF GREEN SCREEN MINIMIZES THE IMPACT OF THE BLANK WALLS AND GARAGE ENTRY PER D-2 & D-5. (IMAGE 2)

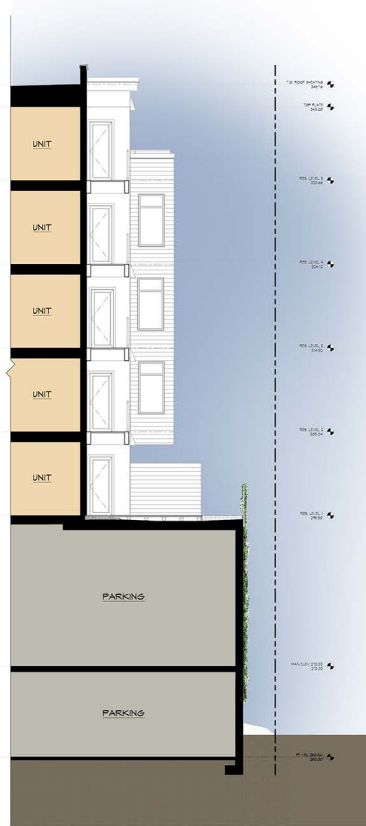


3- PEDESTRIAN SAFETY AT THE SOUTH IS ENCOURAGED THRU THE BUFFERING OF THE AUTO ZONE FOCUSING ACTIVITY TO NORTHGATE WAY



2- SOUTH ELEVATION





5- SECTION AT EAST PROPERTY LINE



4- EAST VIEW TRANSITION OF SURFACE PARKING LOT ENHANCES EDGES AND TREATS BLANK WALLS WITH UNIQUE PATTERN OF PLANTINGS AND GREEN SCREEN WITH VINES.

LEGEND		ELEVATION KEY NOTES			
<div></div>	RESIDENTIAL	E1	METAL COPING	E16	METAL AWNING W/CURVED GLASS PANELS
<div></div>	COMMERCIAL	E2	SMOOTH CEMENTITIOUS SIDING	E17	METAL LOUVERS
<div></div>		E3	VINYL WINDOWS	E18	SPANDREL GLASS
<div></div>	PARKING	E4	VERTICAL METAL SIDING	E19	GLASS RESIDENTIAL ENTRY CANOPY
<div></div>	AMENITIES	E5	METAL RAILING	E20	CEMENTITIOUS LAP SIDING
<div></div>		E6A	42" GLASS RAILING	E21	METAL VENT HOOD
		E6B	42" MESH RAILING	E22	METAL ROOFING
		E7	METAL AWNING W/GLASS PANELS AND LIGHTING FIXTURES	E23	METAL TRIM
		E8	MASONRY VENEER	E24	CEDAR TRELLIS ON CONCRETE POSTS
		E9	STOREFRONT WINDOWS	E25	GARAGE DOOR
		E11	METAL LANDSCAPE SCREENS	E26	DIVIDER WALLS
<div>E1</div>		E12	CONCRETE COLUMN	E27	METAL BOLT-ON BALCONIES
<div>E5</div>		E13	ARCHITECTURAL CONCRETE WITH REVEAL LINES	E28	MANUFACTURED WOOD SIDING PRODUCT
<div>E9</div>		E15	BLADE SIGNAGE	E29	SMOOTH METAL SIDING
<div>E6</div>				E30	FIREPLACE



1- EAST ELEVATION



- THE CHAMFERED NE CORNER PREVIOUSLY APPROVED BY BOARD IS RETAINED AND COMPLIES WITH THE RESIDENTIAL ENTRY TRANSITION SPACE REQUIREMENT OF D-12, ASSUMING THE DESIGN DEPARTURE IS GRANTED.
- IN ORDER TO SOFTEN A BLANK WALL, PER E-1 & D-2, LOW LEVEL PLANTING AND VERTICAL GREEN SCREEN WITH LUSH VINE PLANTING IS PROVIDED TO THE EDGES OF THE NEIGHBORING SURFACE PARKING LOT. (IMAGE 1)
- MODULATION OF THE FA ADE, DECKS AND BUILDING COLORS PROVIDES VISUAL DETAIL INTEREST PER B-1. (IMAGE 1 & 4)
- RESIDENTIAL SETBACK FROM THE ADJACENT PROPERTY LINE ABOVE THE PARKING LEVEL PROVIDES A TRANSITION BETWEEN EXISTING AND NEW THAT ALLOWS THE BUILDING USERS SEPARATION FROM PARKING ACTIVITY ON THE ADJACENT SITEAS WELL AS ANTICIPATES POSSIBLE FUTURE DEVELOPMENT THE NEIGHBORING NC-65 ZERO LOT LINE SITE. THIS IS CONSISTENT WITH B-1. (IMAGE 4 & 5)



2- EXISTING VIEW ALONG EAST PROPERTY LINE LOOKING NORTH



3- PARTIAL ELEVATION - EAST TERRACE



2- PRIVATE RESIDENTIAL TERRACE (EAST VIEW) - A TRELLIS WITH A SEATING ZONE IS USED IN MULTIPLE SPOTS OFFERING GROUP ACTIVITY AREAS



4- PRIVATE RESIDENTIAL TERRACE (WEST VIEW) - OFFERS GATHERING SPACE FOR PEOPLE PROVIDING GREEN BUFFER BETWEEN ACTIVITY AND LIVING SPACES

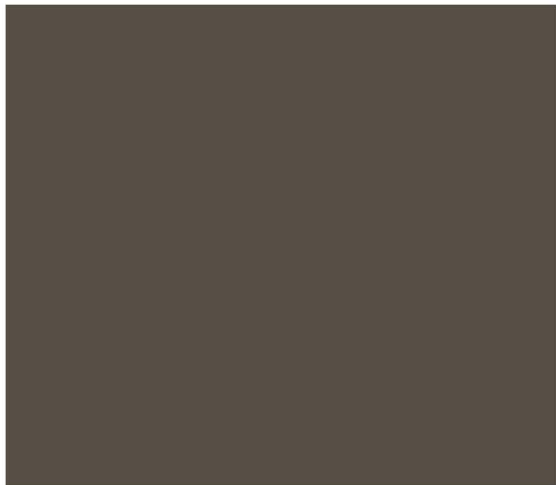
- THE PRIVATE TERRACE WITH MULTIPLE SEATING SPACES AND HUMAN SCALE ELEMENTS SUCH AS TRELLISES AND LOW LEVEL PLANTINGS CREATES A TRANSITION SPACE THAT ENCOURAGES SOCIAL INTERACTION AMONG RESIDENTS PER A-6.
- ELEVATIONS AT THE TERRACE FOLLOW A SIMILAR PATTERN OF FORM AND COLOR FOR CONCEPT CONSISTENCY AND A UNIFIED FORM, HOWEVER SOME VARIATIONS ARE INTRODUCED TO DEVELOP TEXTURE AND INTEREST.

ELEVATION KEY NOTES

- | | | | |
|--|--|------------------------------------|--------------------------------------|
| E1 METAL COPING | E8 MASONRY VENEER | E17 METAL LOUVERS | E24 CEDAR TRELLIS ON CONCRETE POSTS |
| E2 SMOOTH CEMENTITIOUS SIDING | E9 STOREFRONT WINDOWS | E18 SPANDREL GLASS | E25 GARAGE DOOR |
| E3 VINYL WINDOWS | E11 METAL LANDSCAPE SCREENS | E19 GLASS RESIDENTIAL ENTRY CANOPY | E26 DIVIDER WALLS |
| E4 VERTICAL METAL SIDING | E12 CONCRETE COLUMN | E20 CEMENTITIOUS LAP SIDING | E27 METAL BOLT-ON BALCONIES |
| E5 METAL RAILING | E13 ARCHITECTURAL CONCRETE WITH REVEAL LINES | E21 METAL VENT HOOD | E28 MANUFACTURED WOOD SIDING PRODUCT |
| E6A 42" GLASS RAILING | E15 BLADE SIGNAGE | E22 METAL ROOFING | E29 SMOOTH METAL SIDING |
| E6B 42" MESH RAILING | E16 METAL AWNING W/CURVED GLASS PANELS | E23 METAL TRIM | E30 FIREPLACE |
| E7 METAL AWNING W/GLASS PANELS AND LIGHTING FIXTURES | | | |



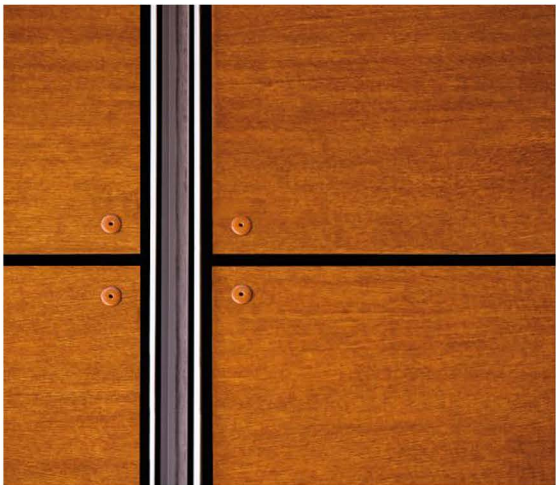
1- PARTIAL ELEVATION - WEST TERRACE



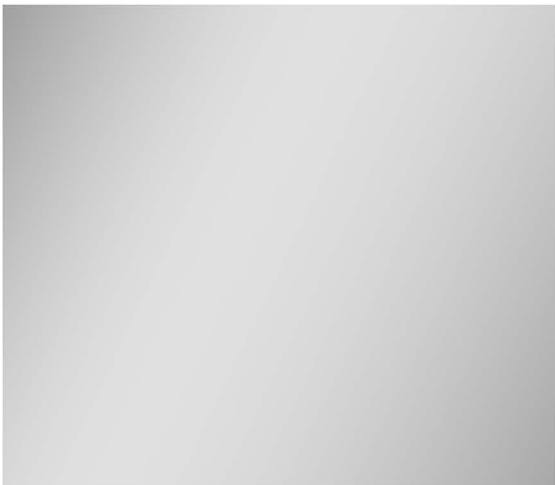
SMOOTH CEMENTITIOUS PANEL 1



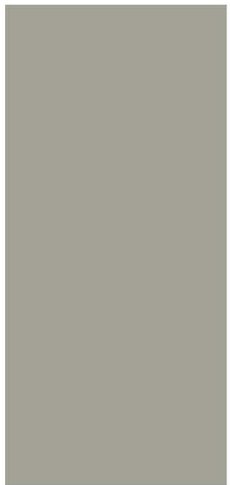
SMOOTH CEMENTITIOUS PANEL 2
AND SMOOTH METAL PANEL



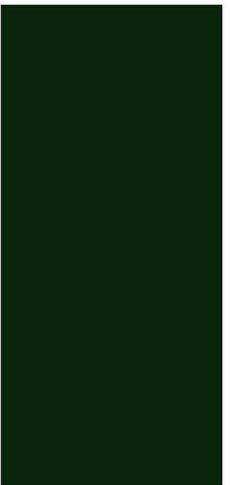
WOOD ACCENT SIDING



ALUMINUM STOREFRONT
METAL RAILING



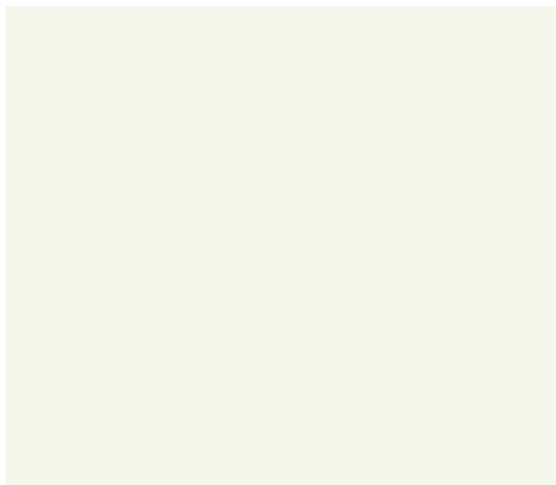
VINYL WINDOWS



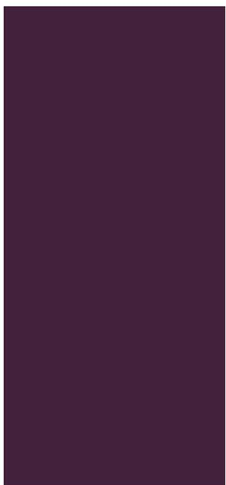
GREEN SCREEN



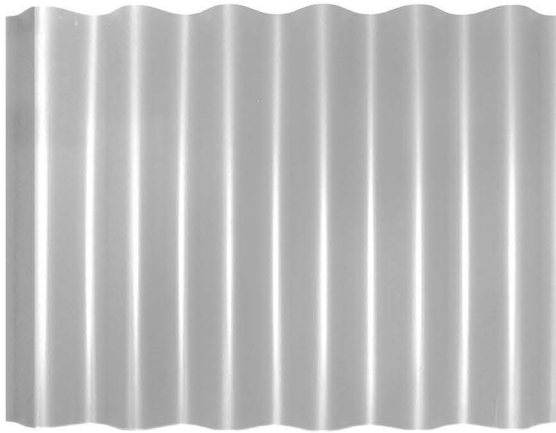
LAP SIDING



SMOOTH CEMENTITIOUS PANEL 3



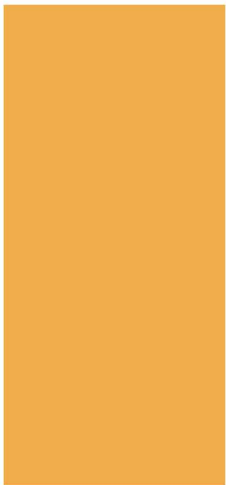
ACCENT COLOR 1



CORRUGATED METAL SIDING



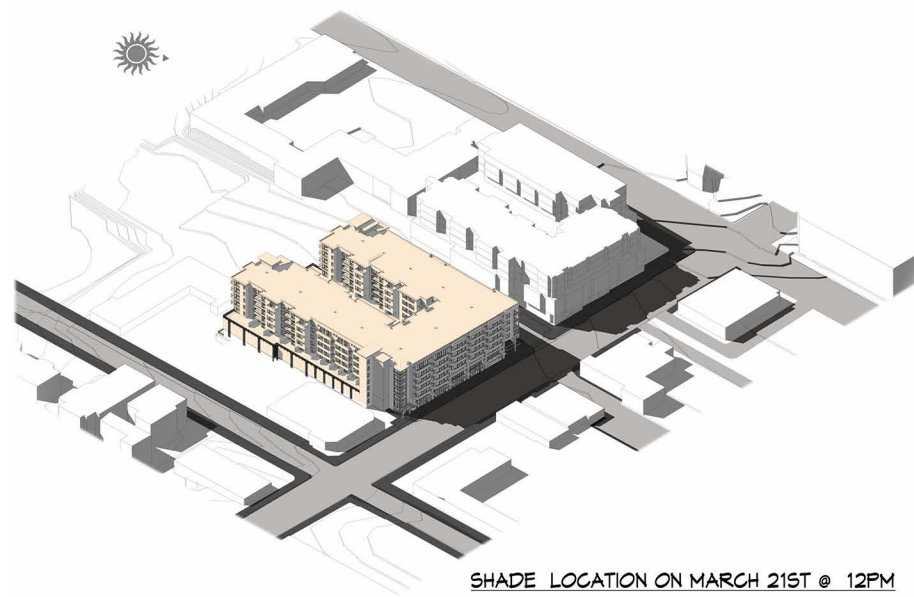
MASONRY



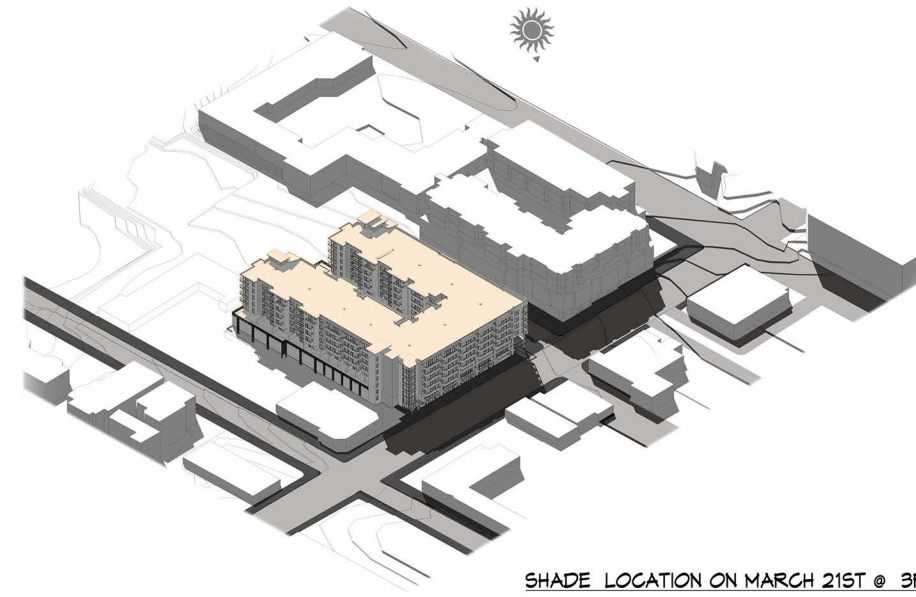
ACCENT COLOR 2



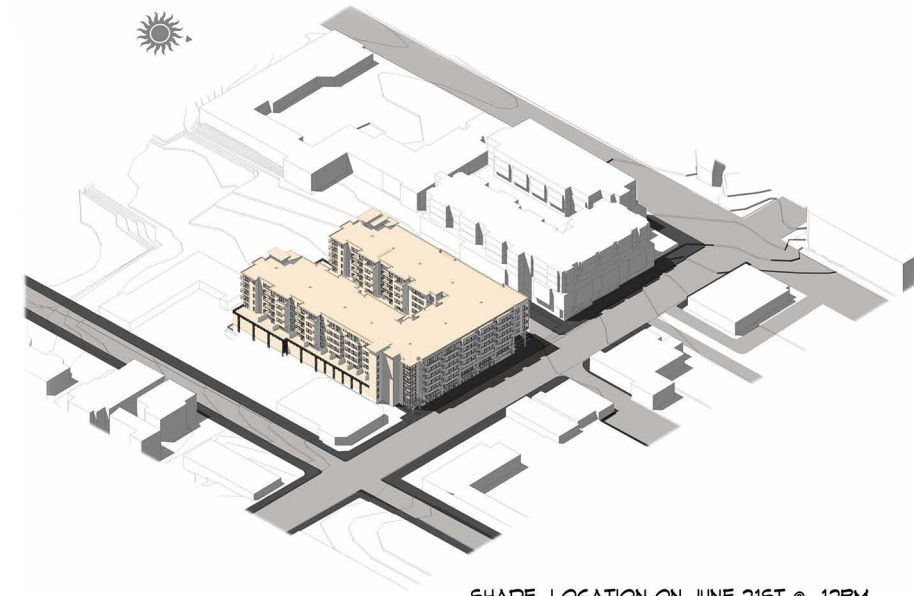
TYPICAL SIGNAGE



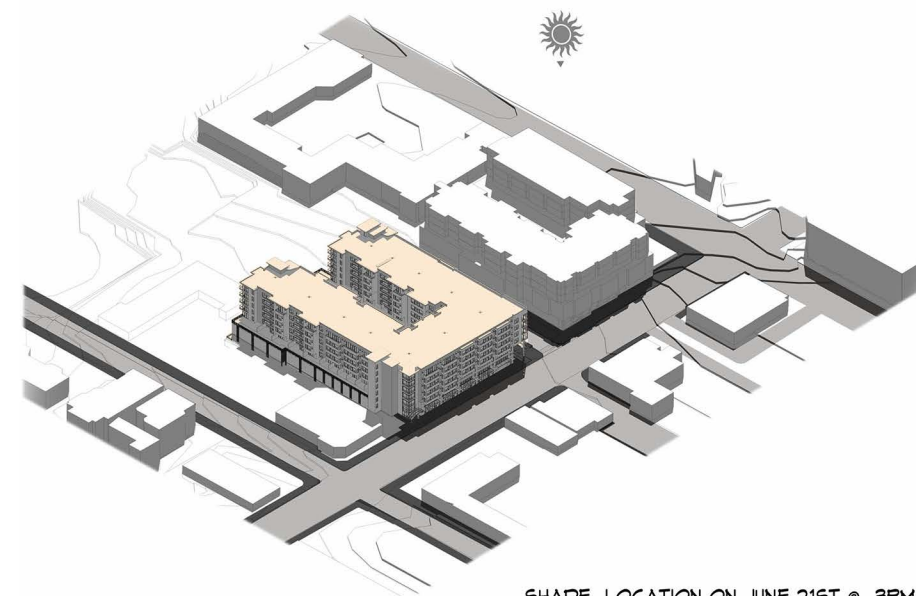
SHADE LOCATION ON MARCH 21ST @ 12PM



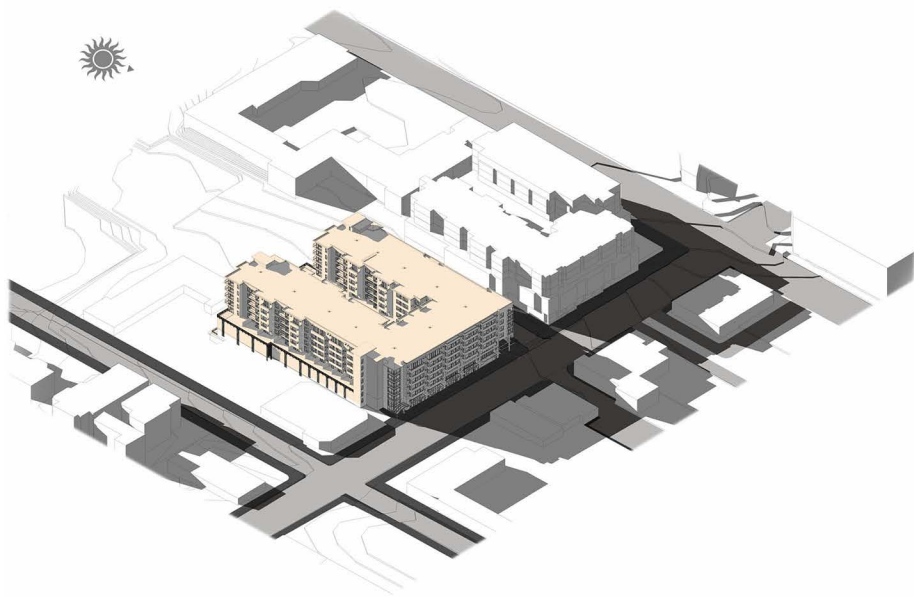
SHADE LOCATION ON MARCH 21ST @ 3PM



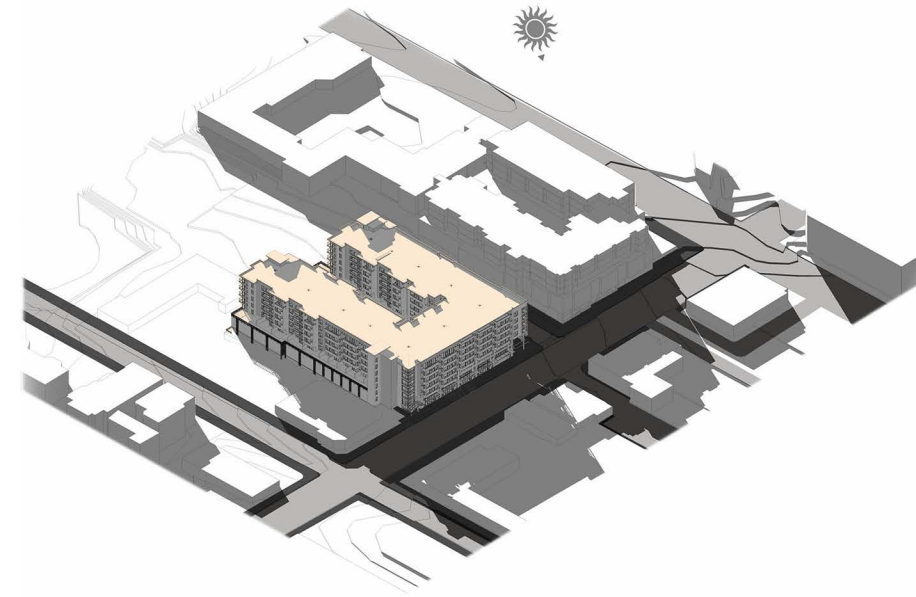
SHADE LOCATION ON JUNE 21ST @ 12PM



SHADE LOCATION ON JUNE 21ST @ 3PM

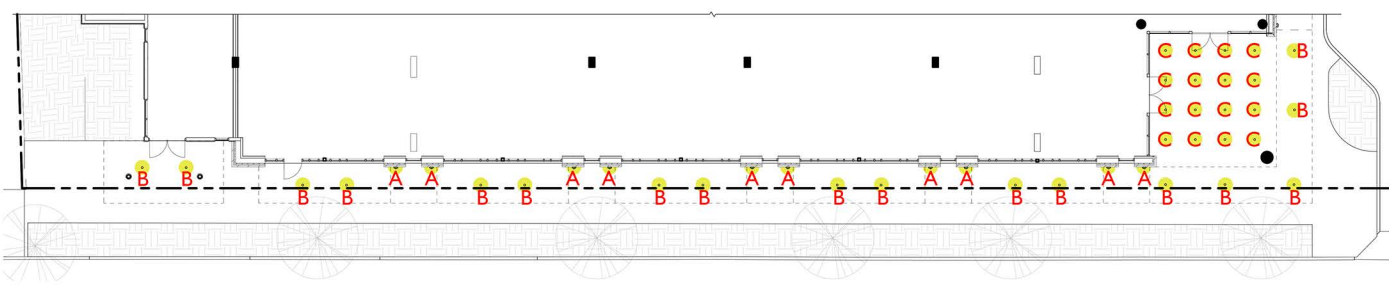


SHADE LOCATION ON DECEMBER 21ST @ 12PM

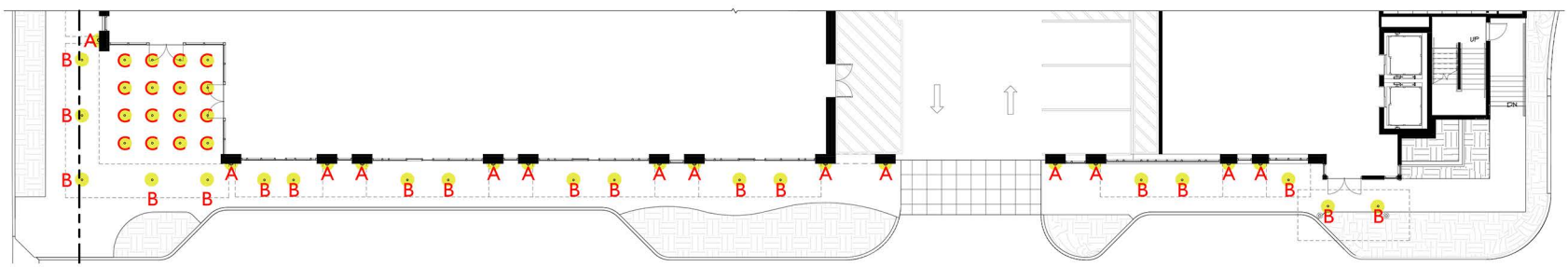


SHADE LOCATION ON DECEMBER 21ST @ 3PM

- CONSISTENT WITH D-10, THE PROJECT PROVIDES APPROPRIATE LIGHT LEVELS AND INTEREST WITH WALL MOUNTED SCONCES. THESE REINFORCE THE BUILDING RHYTHM AND INTERPLAY WITH THE OVERHEAD WEATHER PROTECTION.
- DOWN LIGHTING IS PROVIDED UNDER MAIN HORIZONTAL CANOPIES FOR GENERAL ILLUMINATION OF THE SIDEWALK PER D-10.
- SECURITY LIGHTING WILL BE PROVIDED ALONG SOUTH ACCESS DRIVE PER D-7.
- FIXTURES PLACED AT THE STREET LEVEL WITH SCONCES ON WALLS REINFORCE THE BUILDING PATTERN FOR C-2 CONCEPT CONSISTENCY.



MAIN LEVEL NORTHGATE WAY- CONCEPTUAL LIGHTING



MAIN LEVEL WEST DRIVE- CONCEPTUAL LIGHTING



PEDESTRIAN STREETSCAPE CONCEPTUAL LIGHTING AT NW CORNER



WALL SCONCE



SURFACE CAN FIXTURE

- LEGEND
- A - WALL SCONCE
 - B - SURFACE CAN FIXTURE
 - C - INCAN LIGHT FIXTURE

- PATHWAY LIGHTING AT COMMON RESIDENTIAL AREAS PROVIDES DIRECTIONAL AS WELL AS SAFETY ILLUMINATION CONSISTENT WITH D-7 & D-10.
- PRIVATE PATIO LIGHTS WILL FEATURE DARK SKY FIXTURES CONSISTENT WITH LEED REQUIREMENTS.



PRIVATE PATIO CONCEPTUAL LIGHTING



PATHWAY LIGHTING



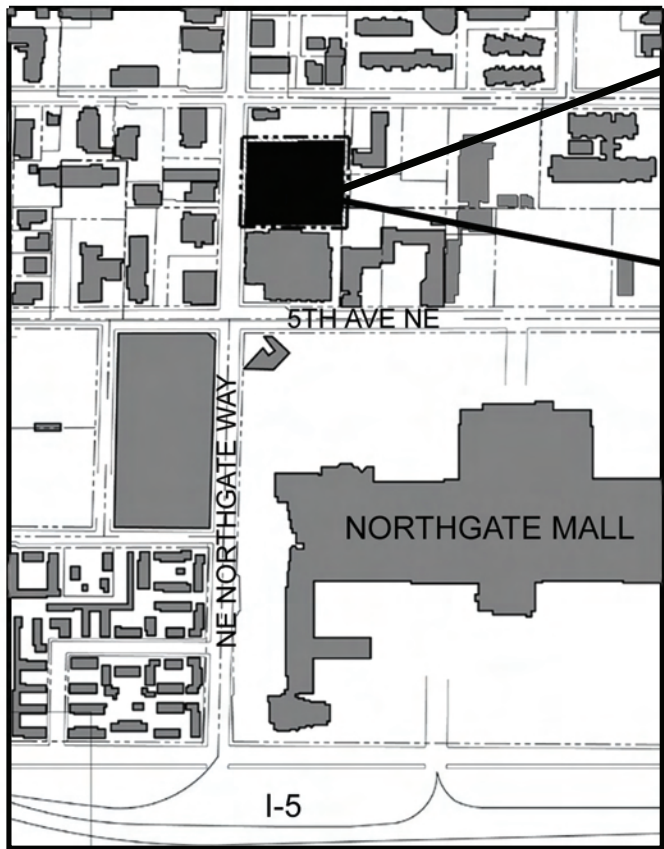
UNIT DECK DOWN LIGHTING



LEGEND
D - EXTERIOR UNIT DOWN LIGHT
E - STEP LIGHT

RESIDENTIAL LEVEL 1 - CONCEPTUAL PRIVATE PATIO LIGHTING PLAN





SITE



VICINITY MAP



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

CONTENTS

- 01 COVER PAGE
- 02 NEIGHBORHOOD CONTEXT
- 03 ZONING CODE SUMMARY/ MAP
- 04 TRAFFIC FLOW AND TRANSPORTATION
- 05 STREETScape
- 06 SITE ANALYSIS
- 07 DESIGN GUIDELINES APPLICABLE TO PROJECT
- 08 CONCEPT 'A' AND CONCEPT 'B' RECAP
- 09 CONCEPT 'C' RECAP
- 10 CONCEPT 'D' PREFERRED PLANS PI AND MAIN
- 11 CONCEPT 'D' PREFERRED PLANS RI AND R-TYP
- 12 CONCEPT 'D' PREFERRED SECTION
- 13 CONCEPT 'D' PREFERRED ELEVATIONS
- 14 CONCEPT 'D' PREFERRED PERSPECTIVES
- 15 LANDSCAPE CONCEPT
- 16 LANDSCAPE CONCEPT



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



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

DEVELOPMENT OBJECTIVES

525 NORTHGATE IS A MIXED-USE DEVELOPMENT LOCATED ON A MID-BLOCK SITE IMMEDIATELY EAST OF THE 507 NORTHGATE APARTMENTS. 525 NORTHGATE PROPOSES APPROXIMATELY 252 WORK-FORCE HOUSING UNITS IN FIVE STORIES, OVER ONE LEVEL OF STREET-FRONT RETAIL AND COMMERCIAL SPACE TOTALING APPROXIMATELY 16,000GSF. PARKING FOR APPROXIMATELY 265 AUTOS WILL BE PROVIDED BEHIND THE RETAIL SPACES, HIDDEN FROM THE PEDESTRIAN VIEW STRUCTURED PARKING GARAGE ACCESSED FROM THE REAR AND SIDE ALLEY.

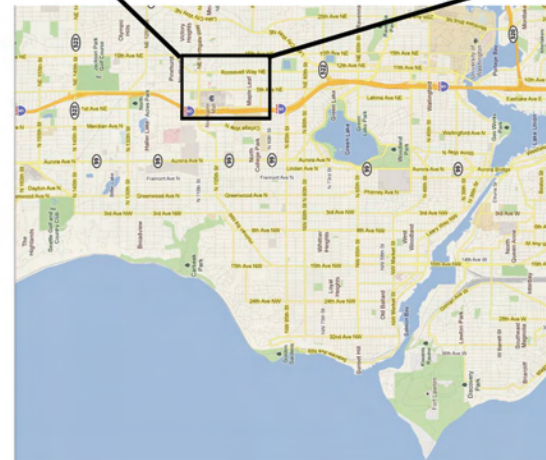
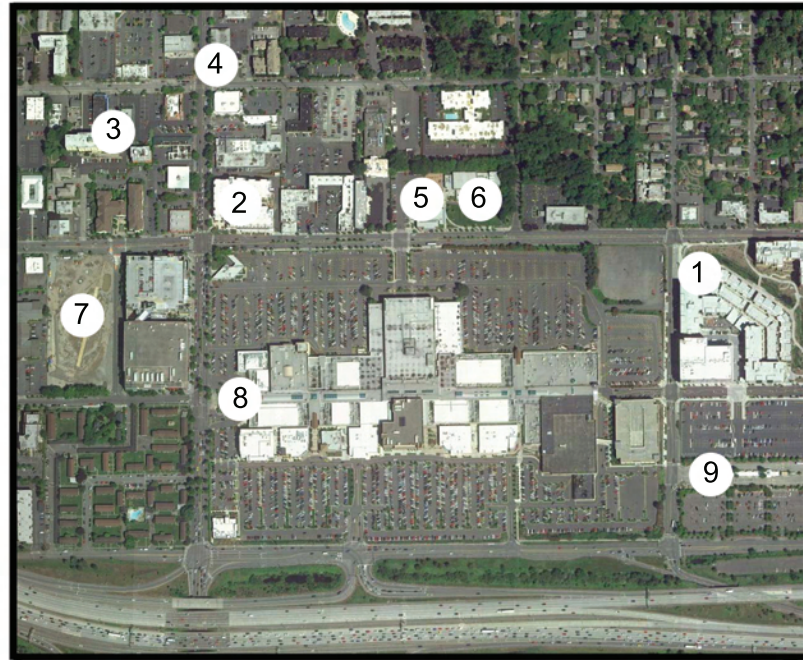
THE OBJECTIVE OF THE PROJECT IS TO INCREASE THE AMOUNT AND TYPES OF HOUSING IN THIS WELL ESTABLISHED URBAN NEIGHBORHOOD, WHILE INCREASING THE AVAILABLE SMALL-SHOP, COMMERCIAL RETAILERS AND SERVICES AND KEEPING PARKING OFF THE NEIGHBORHOOD STREETS AND OUT OF PEDESTRIAN VIEW.



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

COVER PAGE
EARLY DESIGN GUIDANCE MEETING
04/16/2012

01



VICINITY MAPS



THE NEIGHBORHOOD SURROUNDING 525 NORTHGATE 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. 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, BLOCK, CEMENT BOARD, AND METAL SIDING. 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 INFRASTRUCTURES;
- 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




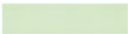
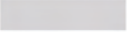
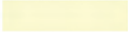




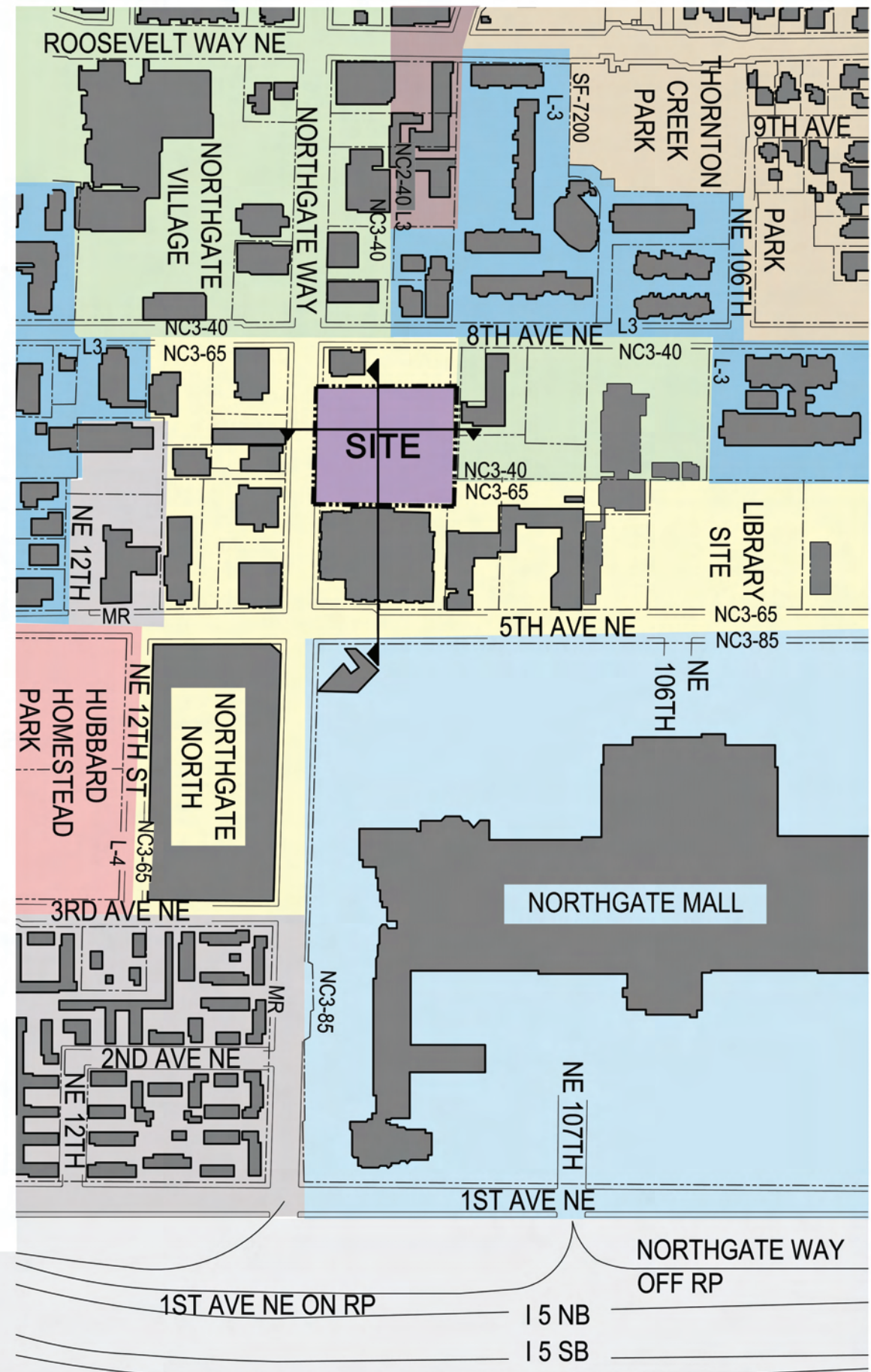
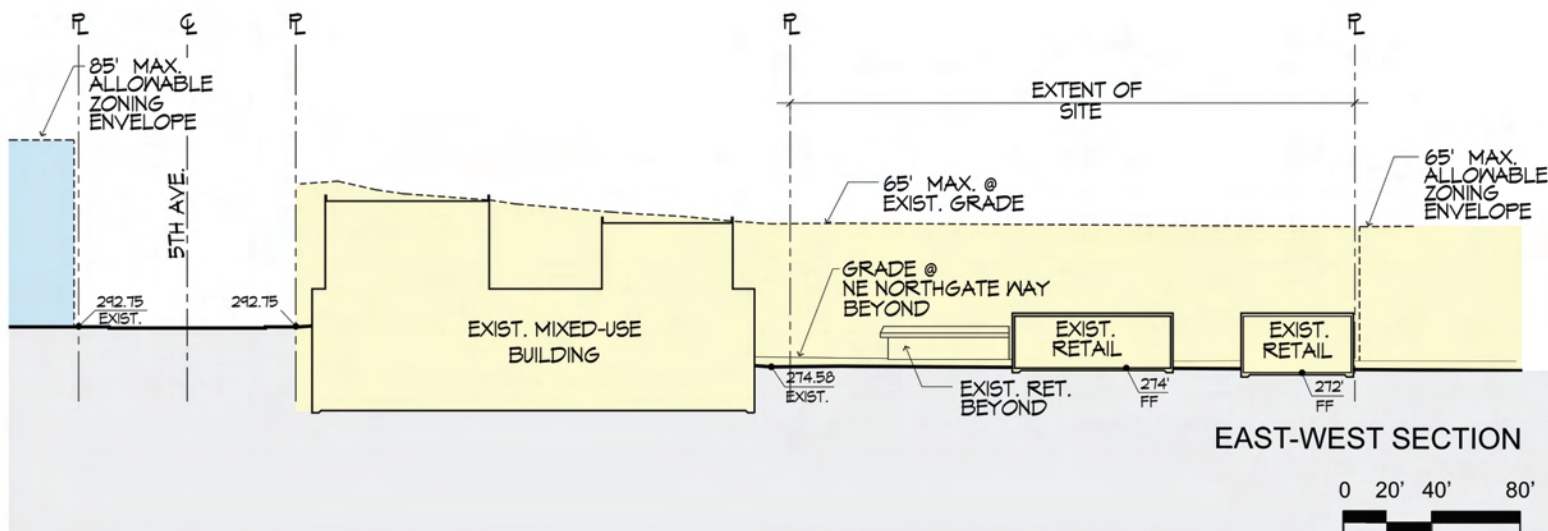
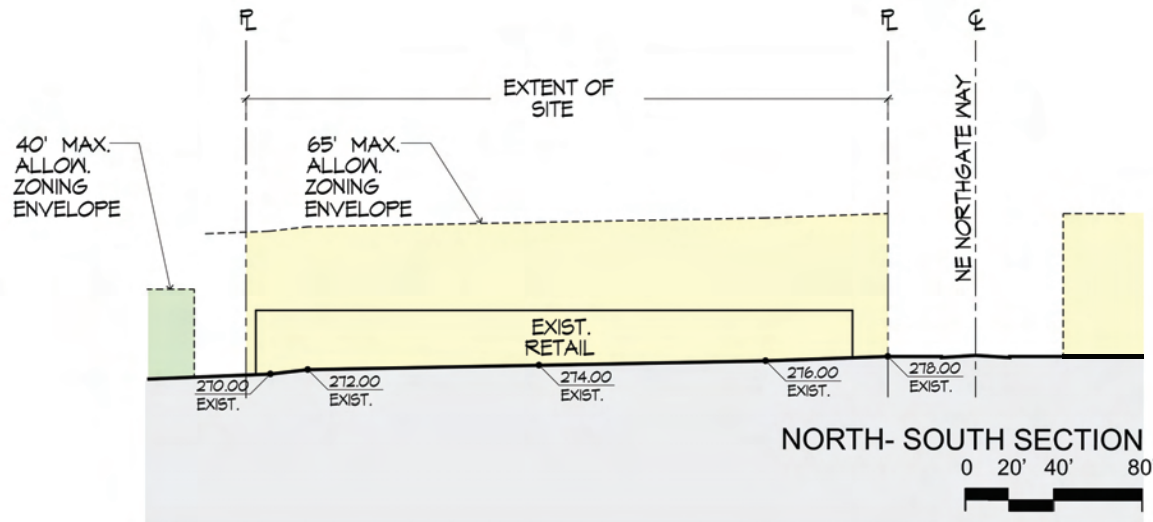
8. NORTHGATE MALL
4 MINUTES WALKING



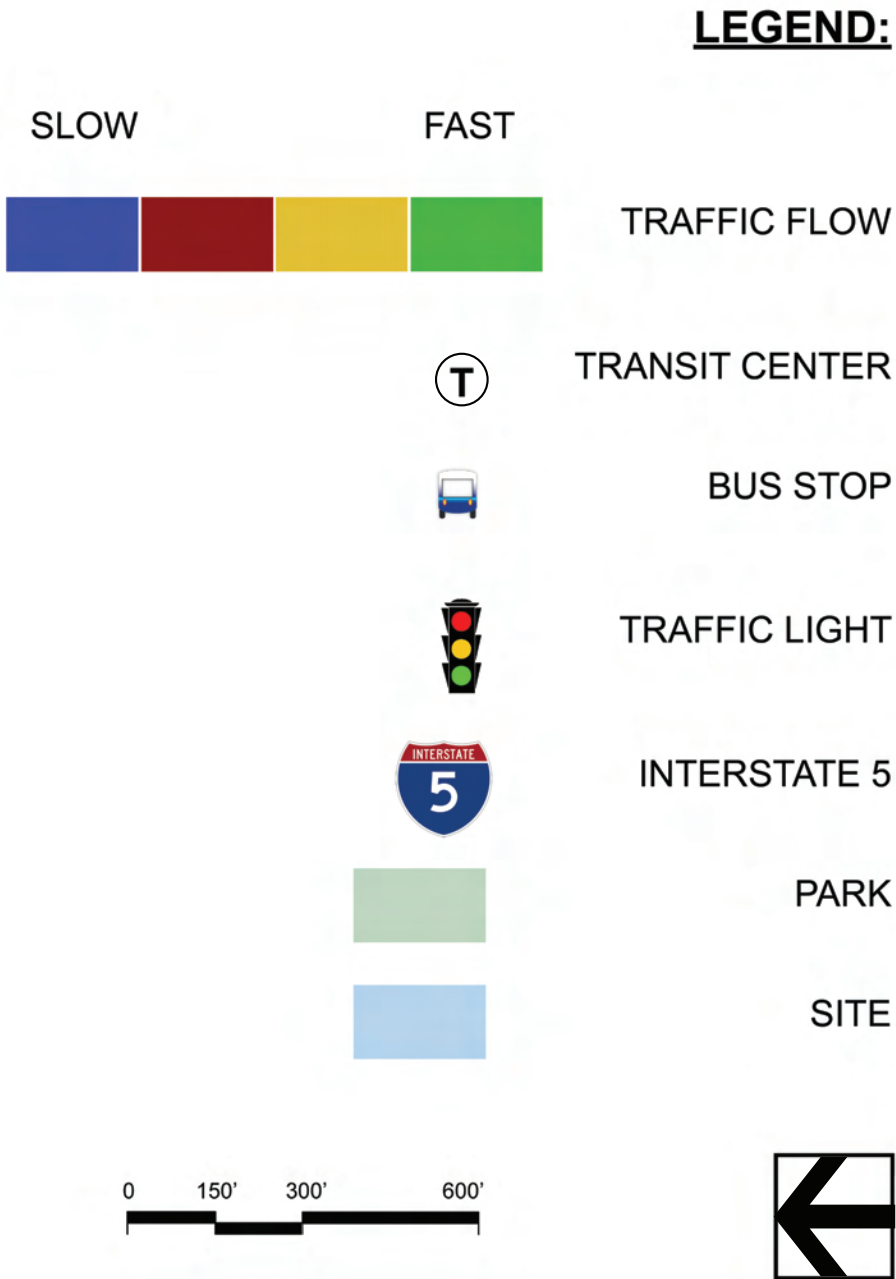
9. TRANSIT CENTER
10 MINUTES WALKING

LEGEND:

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



THE 525 NORTHGATE SITE WILL USE AN EXISTING CURB CUT FOR VEHICLES FROM NORTHGATE WAY. TWO OTHER EXISTING CURB CUTS WILL BE VACATED. ADDITIONALLY, THE SITE IS WALKING DISTANCE TO THE TRANSIT CENTER, PARK & RIDE, AND MANY BUS STOPS. TRAFFIC FROM THE SITE IS NOT ANTICIPATED TO HEAD DOWN SOUTH ON 8TH BUT NORTH INSTEAD. HOWEVER, MOSTLY TRAFFIC IS ANTICIPATED OUT TO NORTHGATE WAY OR 5TH AVENUE.





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



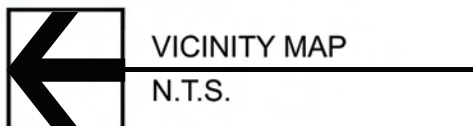
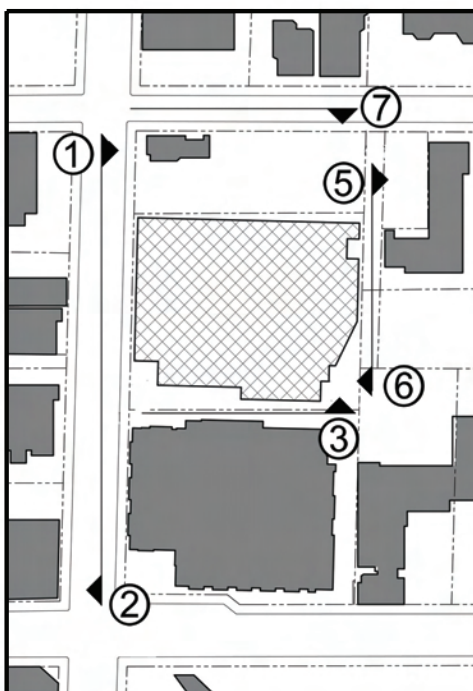
5. ALLEY LOOKING SOUTH FROM THE SITE

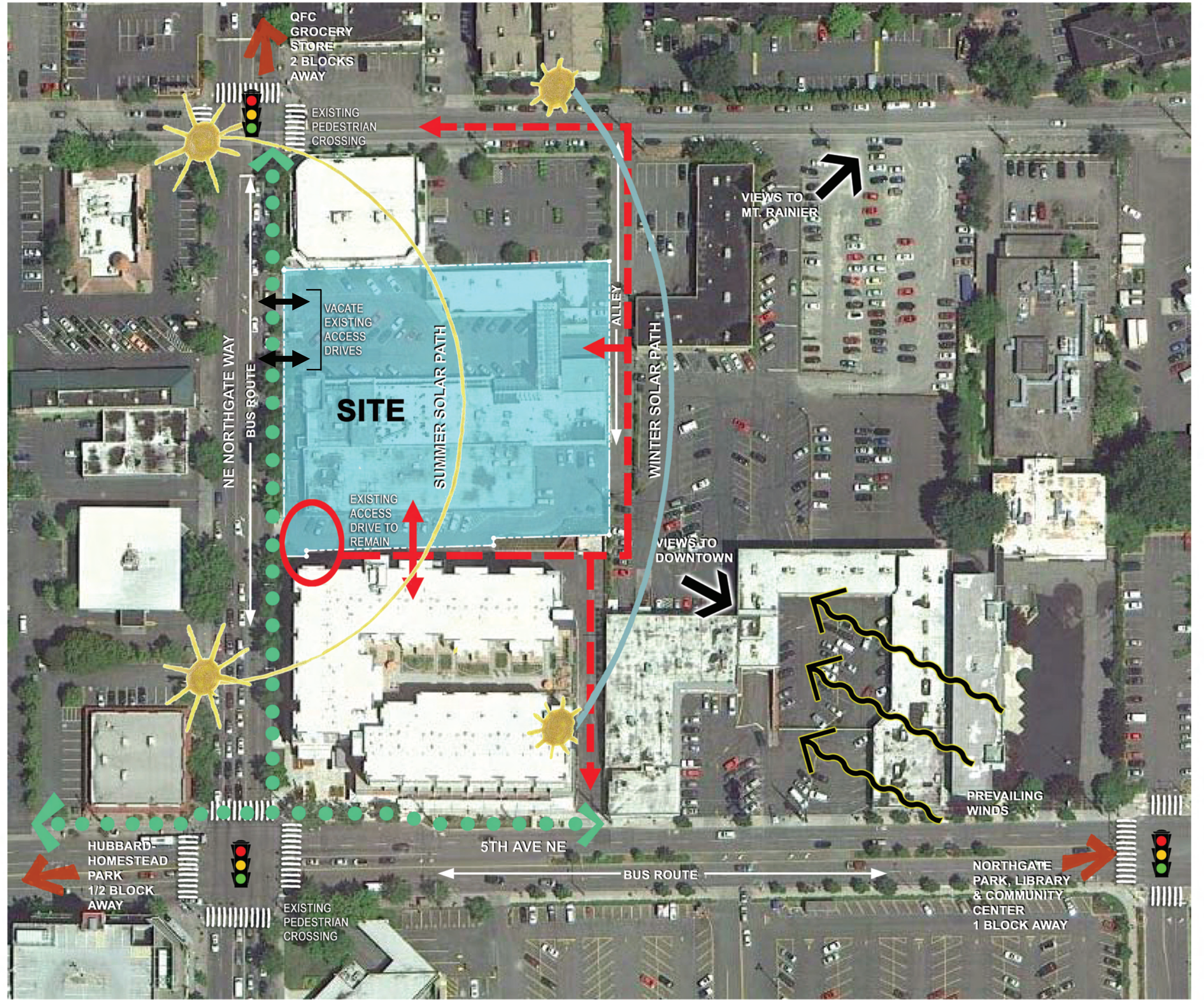
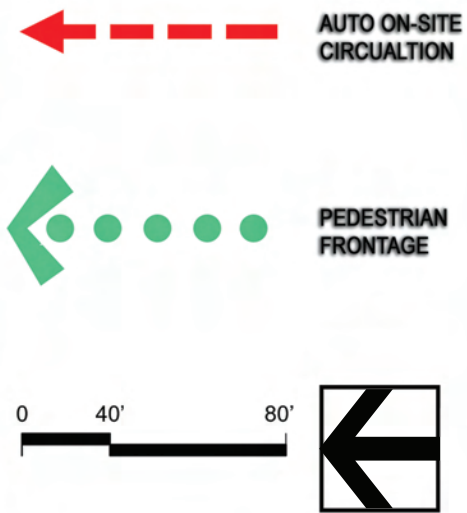


2. NE NORTHGATE WAY- LOOKING NORTH ACCROSS FROM THE SITE



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.



*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

* 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 façade- particularly important to long buildings...



*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



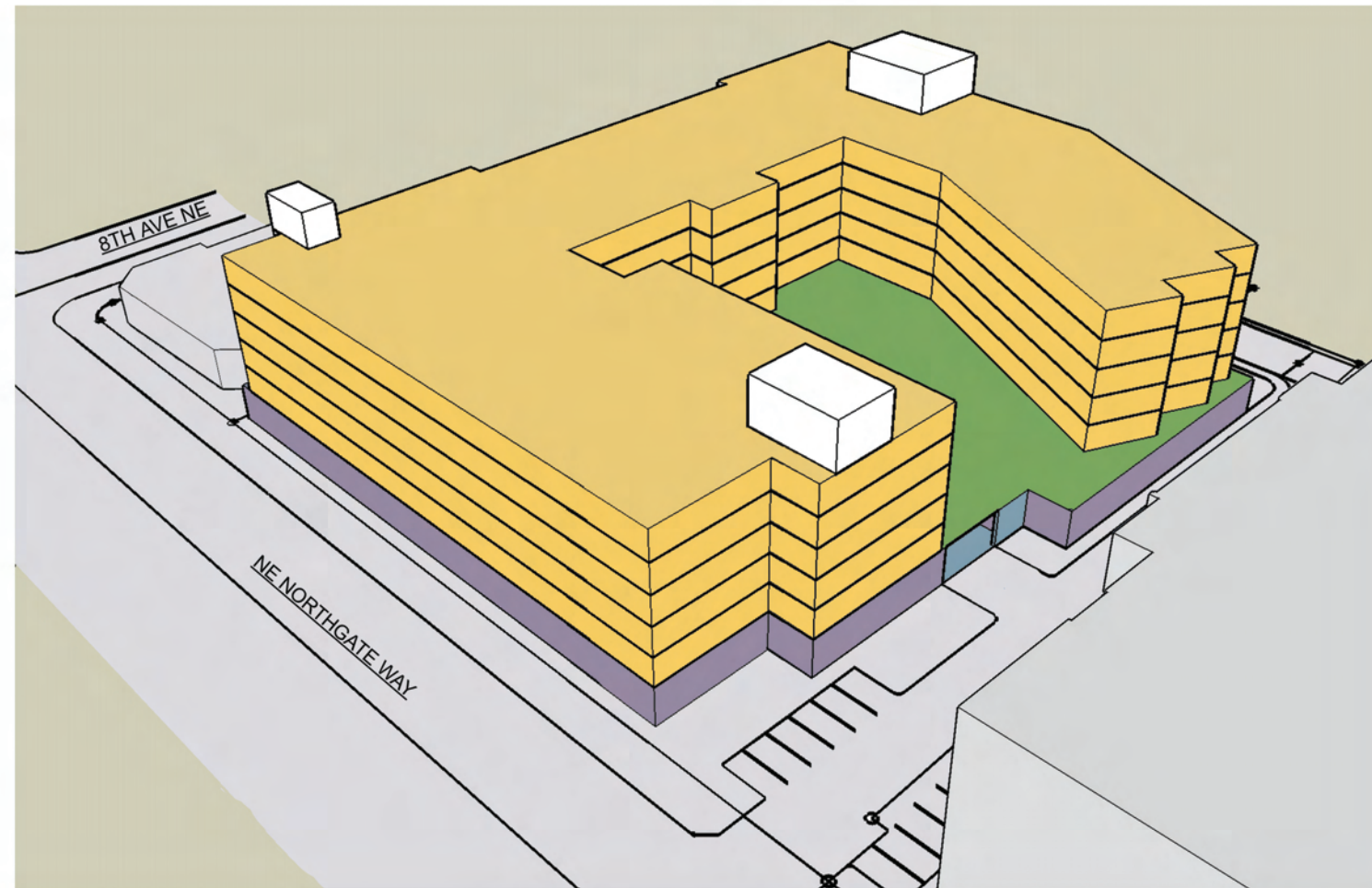
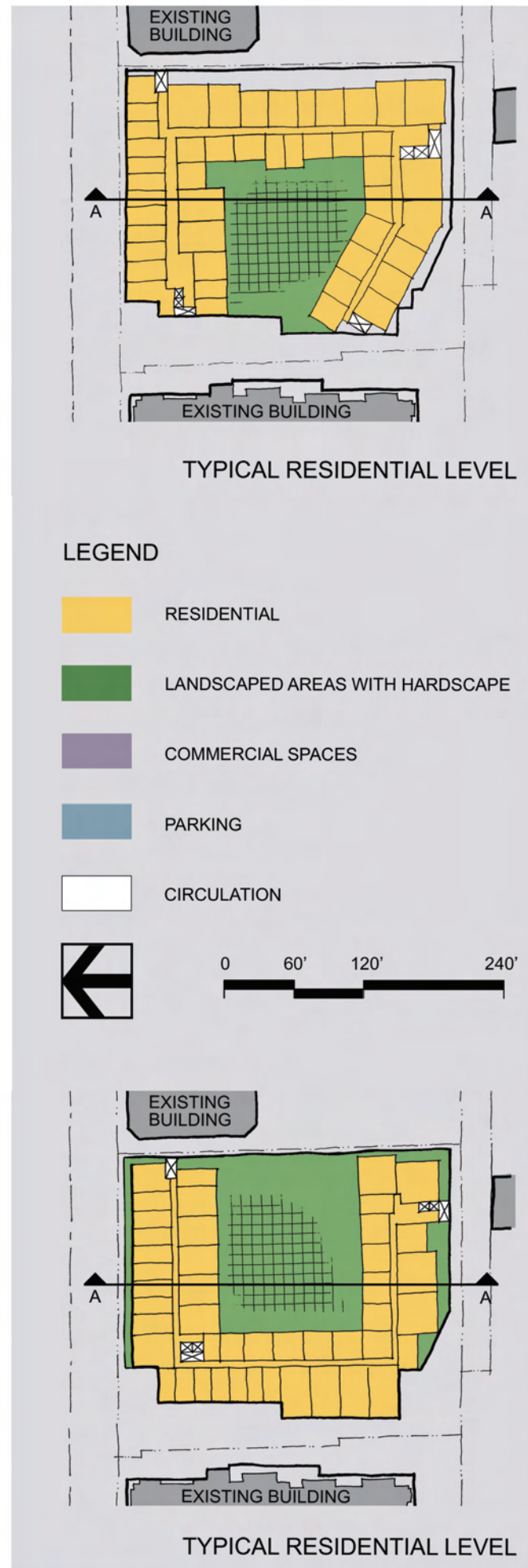
* D-9 COMMERCIAL SIGNAGE

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.

* A3/D12 ENTRANCES VISIBLE FROM THE STREET/RESIDENTIAL ENTRIES AND TRANSITIONS

Entries that are distinguishable from one another, especially the residential entry are important. They enhance the pedestrian experience and for the residential entry, having a prominence aids in promoting activity on the street.

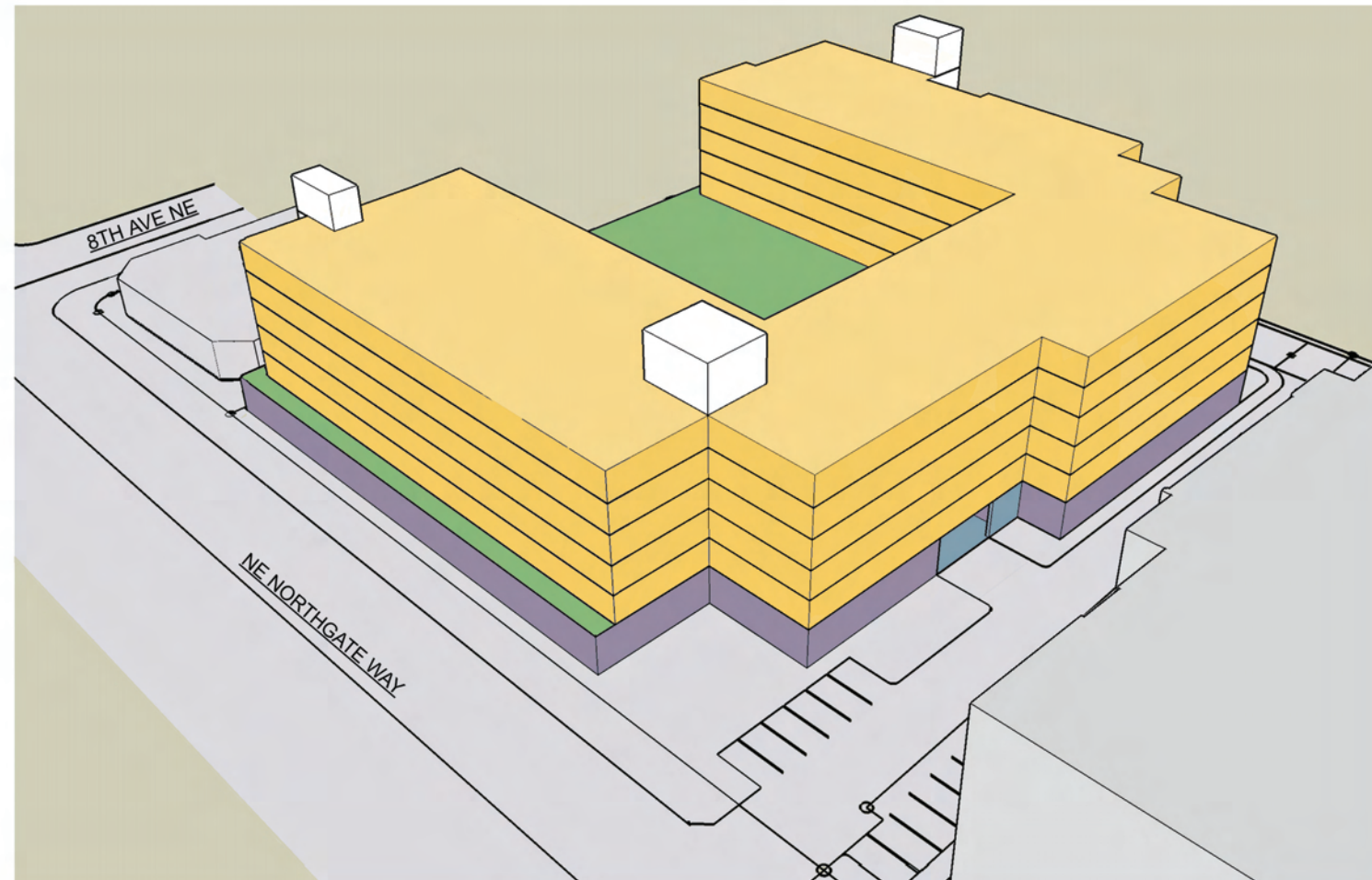




CONCEPT 'A'

- PRO**
- FULLY CODE COMPLIANT
 - NO REQUESTS FOR DEVIATIONS
 - 95% RETAIL ALONG PEDESTRIAN FRONTAGE
 - PARKING IN REAR
 - COURTYARD FACING WEST FOR AFTERNOON SUN

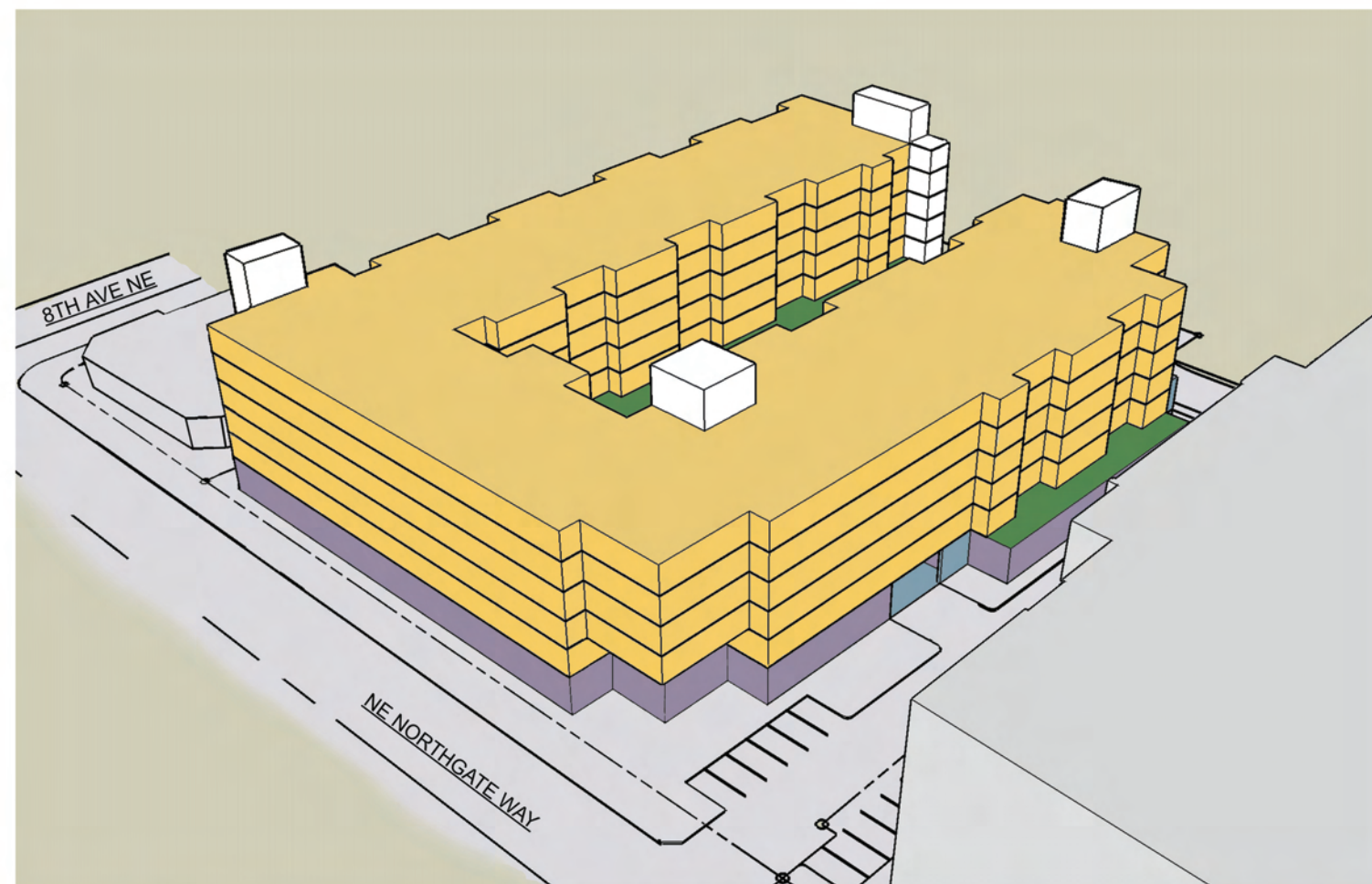
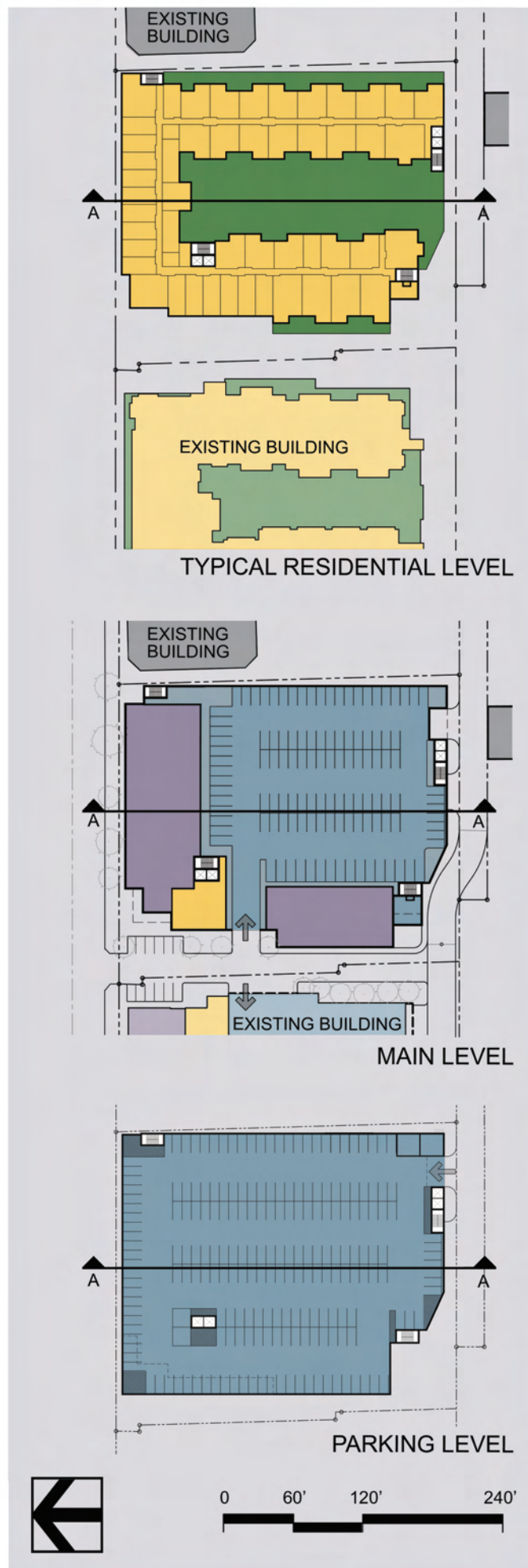
- CON**
- RESIDENTIAL ENTRY NOT PROMINENT
 - BUILDING HEIGHT ALONG NORTHGATE WAY IS PROMINENT
 - COURTYARD FACES SOLID WALL OF ADJACENT BUILDING
 - COURTYARD IS IN THE SHADOWS MOST OF THE TIME
 - RETAIL AREA IS ONLY 16,500 SF
 - UNIT COUNT IS ONLY 225



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



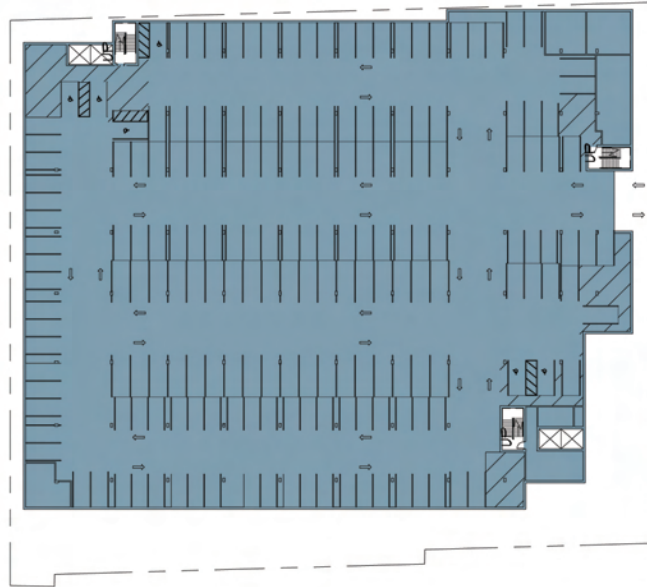
CONCEPT 'C'

- PRO
- FULLY CODE COMPLIANT
 - NO REQUESTS FOR DEVIATIONS
 - 90% RETAIL ALONG PEDESTRIAN FRONTAGE
 - PARKING IN REAR
 - COURTYARD FACING SOUTH FOR YEAR-ROUND NOON-DAY SUN
 - RESIDENTIAL ENTRY IS TWO STORY FOR A STRONGER PRESENCE
 - UNIT COUNT IS 238, BETTER FULFILLING THE CITY'S DENSITY GOALS
- CON
- BUILDING HEIGHT ALONG NORTHGATE WAY PROMINENT
 - RETAIL AREA IS ONLY 16,000 SF
 - FAR IS ONLY 4.13

LEGEND

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

TYPICAL PARKING LEVEL



PREFERRED CONCEPT 'D'

- FULLY CODE COMPLIANT
- NO REQUESTS FOR DEVIATIONS
- 90% RETAIL ALONG PEDESTRIAN FRONTAGE
- STRUCTURED PARKING ACCESS FROM 2 POINTS
REDUCING CONGESTION
- COURTYARD FACING SOUTH FOR YEAR-ROUND
NOON-DAY SUN
- RESIDENTIAL ENTRY IS TWO STORY FOR A STRONGER
PRESENCE
- UNIT COUNT IS 252, BETTER FULFILLING THE CITY'S
DENSITY GOALS
- PROMINENT RESIDENTIAL ENTRY AT NORTHGATE WAY
- BUILDING HEIGHT ALONG NORTHGATE WAY MAXIMIZES
TRANSPARENCY OPTIONS
- PROMINENT RETAIL ENTRY
- STREETSCAPE PLANTING FROM NORTHGATE WAY
SIMILAR DOWN ACCESS DRIVE
- TRAFFIC CALMING DOWN ACCESS DRIVE PROMOTES
SAFETY
- NE CORNER PULLED BACK TO ADDRESS CONCERNS OF
NEIGHBORING PROPERTY OWNER

LEGEND

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



TYPICAL RESIDENTIAL LEVEL



PREFERRED CONCEPT 'D'

THE AMENITY SPACE IS THE BRIDGING/BUFFERING SPACE BETWEEN THE STREETScape ACTIVITY AND THE APARTMENT USERS. RESPONDING TO THE BOARD'S REQUEST TO HAVE AN EXTERIOR SPACE ON THE NORTH SIDE WE CREATED A DECK AREA FOR DRAWING OUT THE USER TO INTERACT WITH THE STREET. HOWEVER, GIVEN THAT THIS SPACE COULD ALSO BE CONSIDERED SEMI-PUBLIC WE DEVELOPED INTERIOR SPACES THAT VIEW OUT AND ALLOW VIEWS IN BUT STILL ALLOW FOR SOME USER PRIVACY. THIS IS MOST APPARENT IN THE ELEVATIONS. ADDITIONALLY, THE AMENITY SPACE IS THRU BUILDING ALLOWING FOR SOUTHERN LIGHT TO PENETRATE THRU AND CONNECT THE APARTMENT USERS TO THE STREETSCAPES. THE INCREASED ASSOCIATION BETWEEN THE UPPER RESIDENTIAL SPACE AND THE STREET LEVEL PEDESTRIAN WILL ALLOW FOR ENGAGEMENT IN THE DAY AND ALSO MAINTAIN EYES ON THE STREET FOR SAFETY AT NIGHT WHEN THE RETAIL IS CLOSED.

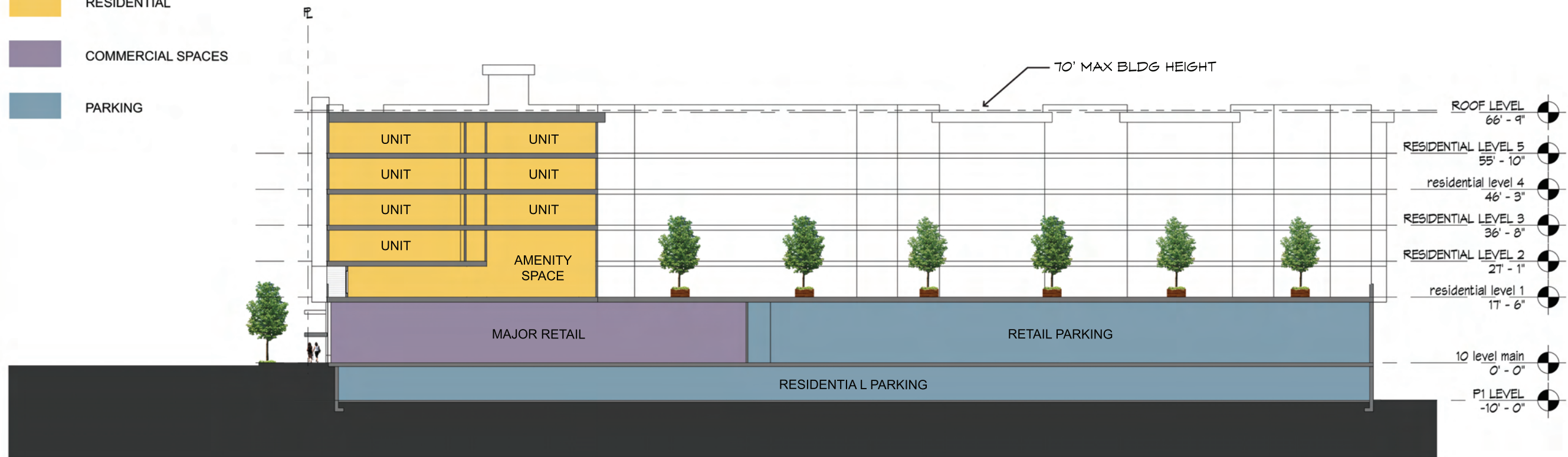
LEGEND

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

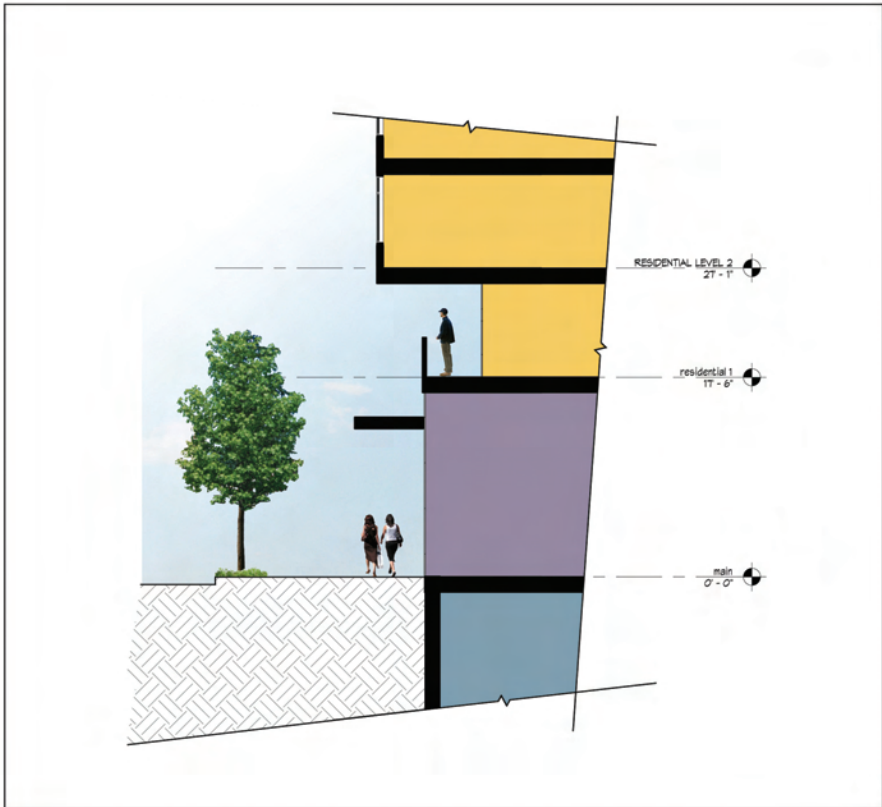


LEGEND

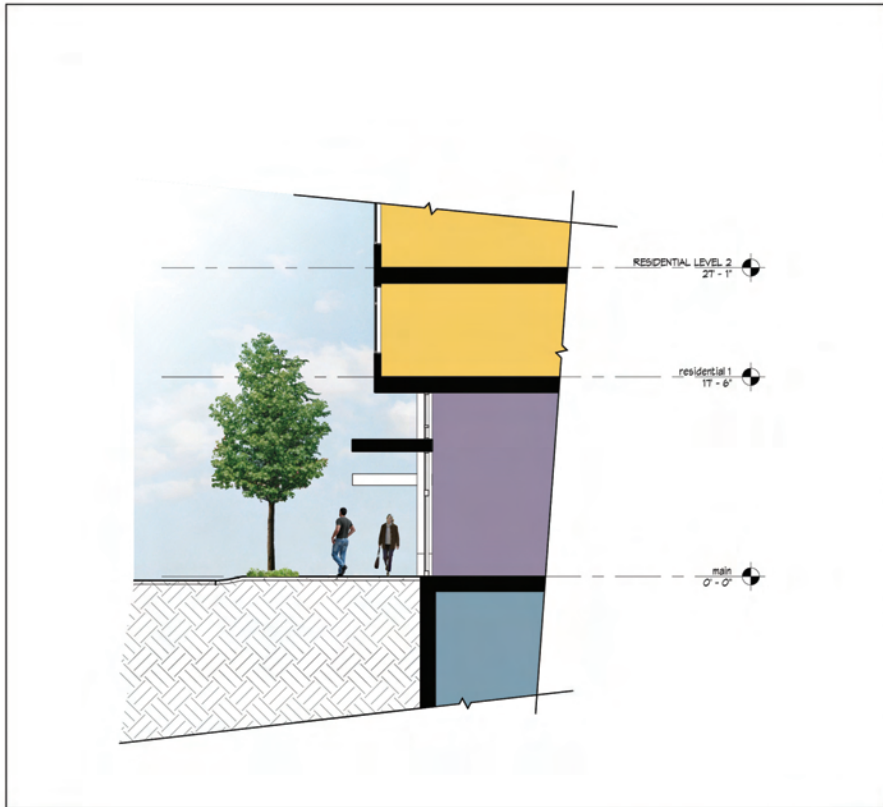
- RESIDENTIAL
- COMMERCIAL SPACES
- PARKING



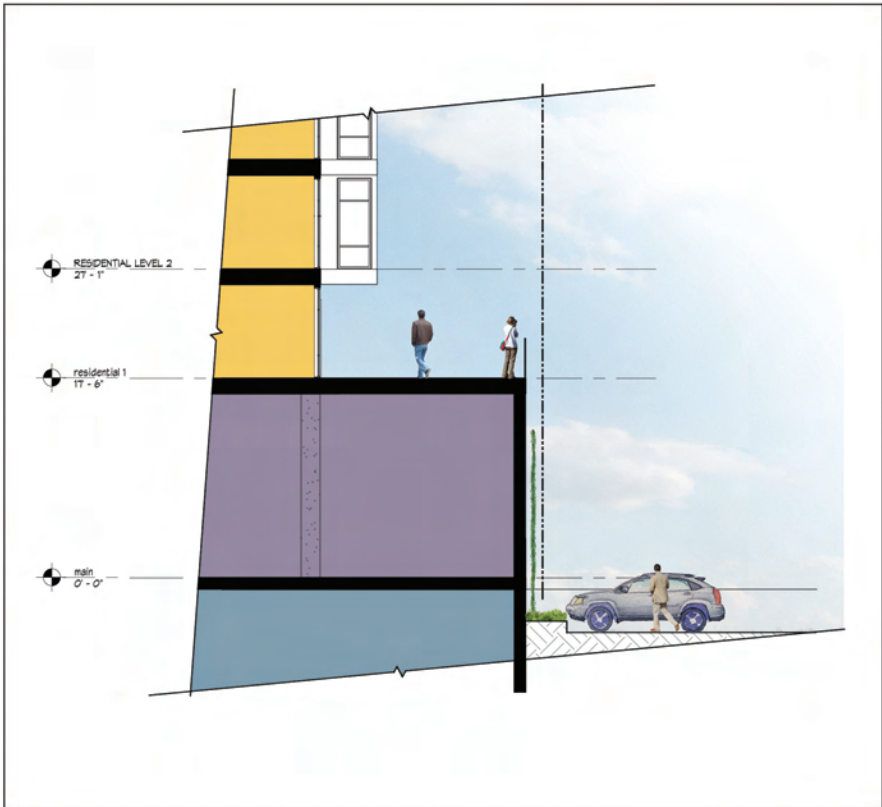
OVERALL SECTION



SECTION AT NORTHGATE WAY



SECTION AT ACCESS DRIVE



SECTION AT EAST PROPERTY LINE



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

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

CONCEPT 'D' PREFERRED ELEVATIONS
EARLY DESIGN GUIDANCE MEETING
04/16/2012



KEY PLAN



AERIAL VIEW



VIEW B



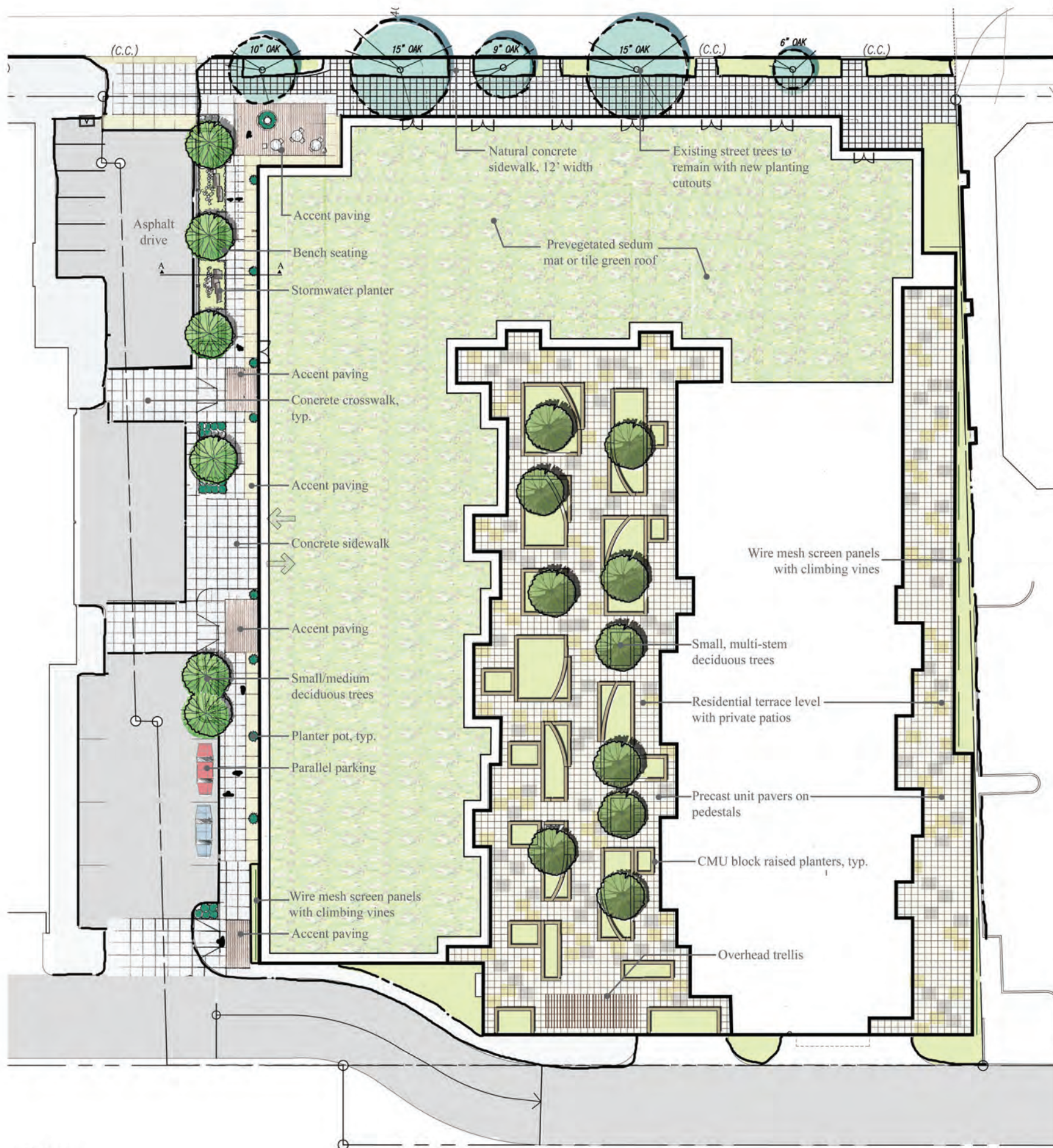
VIEW A



VIEW C



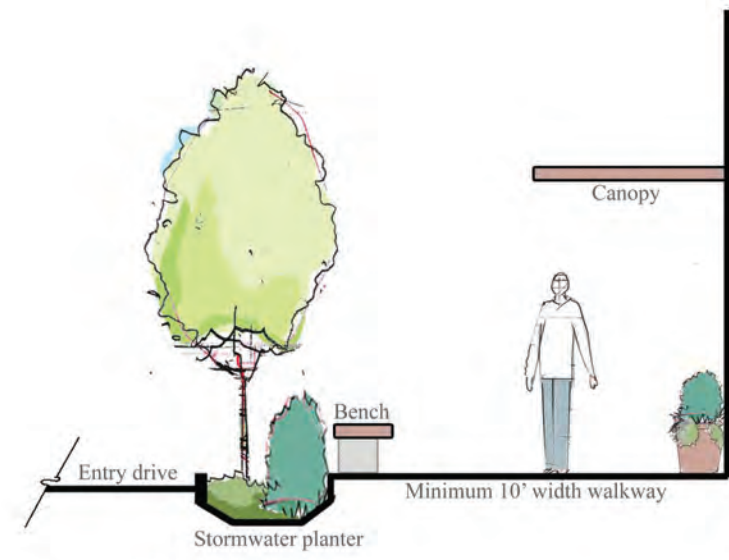
VIEW D



PLAN
Scale: 1/16" = 1'-0"



WEST PERSPECTIVE LOOKING NORTH



SECTION A-A
Scale: 3/8" = 1'-0"



Street Level - Stormwater planters & seating



Street Level - Planter pots with seasonal interest



Street Level - Hardwood bench seating



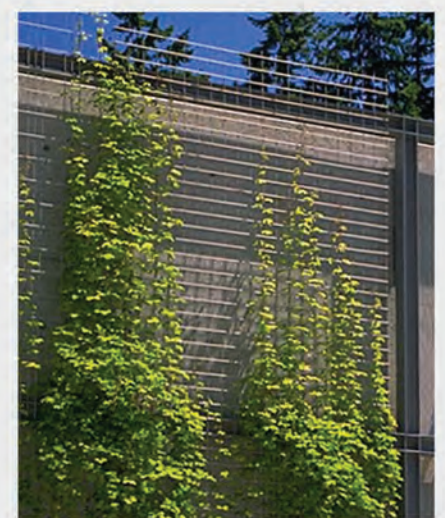
Terrace Level - Overhead shade structure



Terrace Level - Private patios, shared outdoor space with seating, lush plantings



Street Level - Stormwater planters



Akebia quinata / Five leaf akebia vine



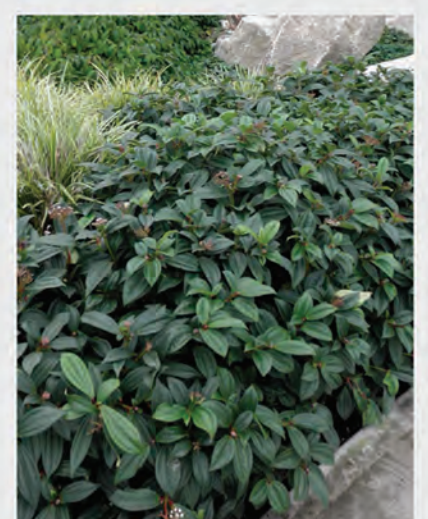
Taxus x media 'Hicksii' / Upright Yew



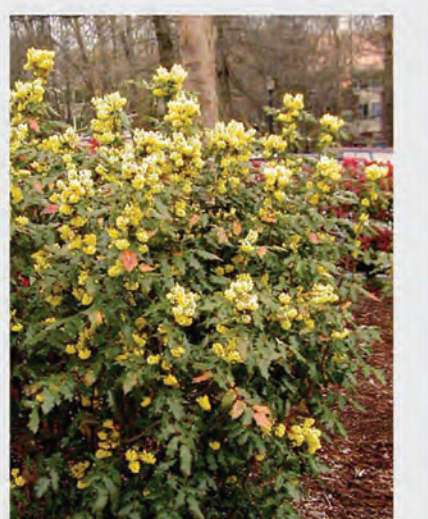
Carex 'Kaga nishiki' / Gold Fountains Sedge



Ribes sanguineum / Flowering currant



Viburnum davidii / David's viburnum



Mahonia aquifolium / Oregon grape



Cornus s. 'Kelseyii' / Kelsey dogwood



Roof Level - Sedum tile vegetated roof