

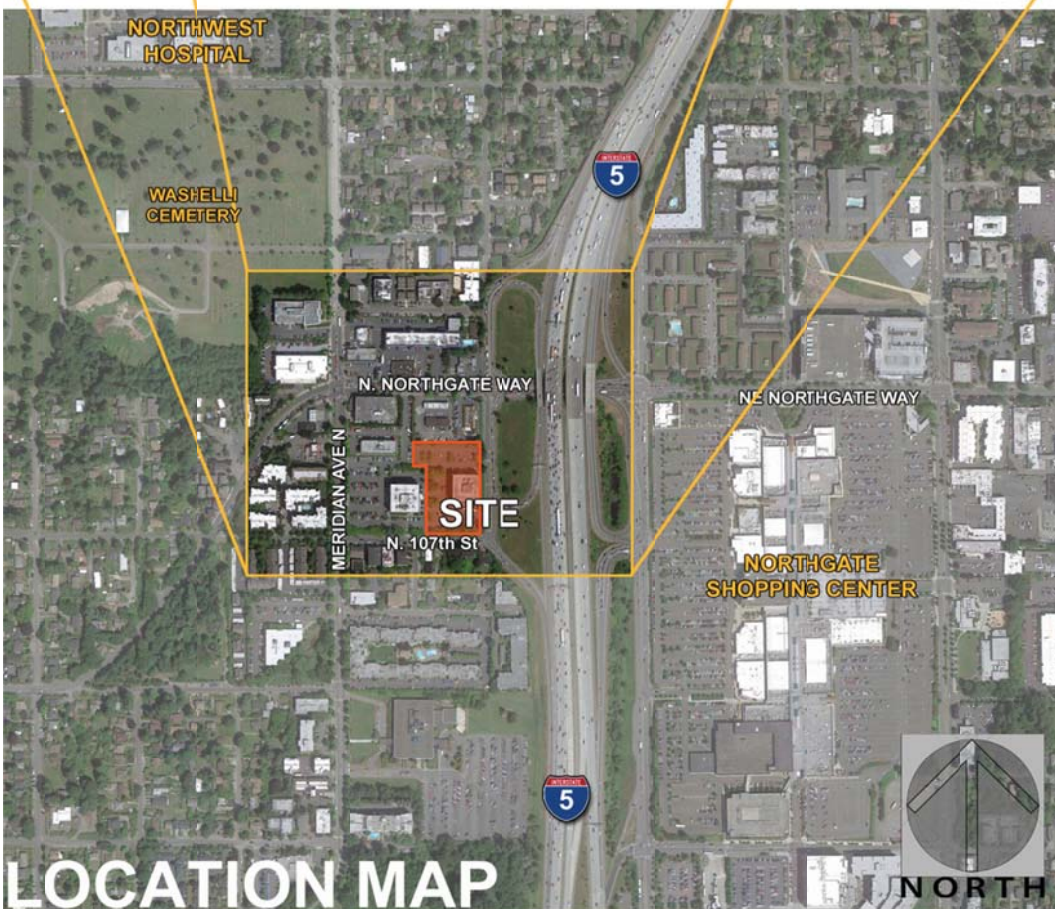
NORTHWAY CAMPUS  
2150 North 107<sup>th</sup> Street      Seattle, Washington 98133

**A new medical office facility serving the North Seattle Area**

Intentionally Blank







## CONTACTS:

### Applicant/Developer:

First Western Development Services, Inc.  
8129 Lake Ballinger Way, #104  
Edmonds, WA 98026  
425.329.0848

### Property Owner:

Pan Pacific Properties  
116 Warren Avenue North  
Seattle, WA 98109  
206.441.8866

### Architect:

DDG Architects  
8383 158th Ave NE, Suite 380  
Redmond, WA 98052  
425.285.9992

## SHEET INDEX

COVER SHEET	SHT 1
SITE/PROJECT INFORMATION	3
SITE INFORMATION	
CONTACTS	
STATEMENT OF DEVELOPMENT OBJECTIVES	
LOCATION / VICINITY MAPS	
CONTEXT ANALYSIS & EXISTING CONDITIONS	
Vicinity Map w/ Context Photos	4
Block Photos / Photomontages	5
Streetscape Photos / Photo Montages	6
9-Block Axonometric	7
Zoning / Potential	
Existing Uses	
Site Analysis	8
Existing Block Plan/Site Plan & Access	9
Survey (Page 1)	10
Survey & Tree Survey (Northern Portion)	11
Survey & Tree Survey (Southern Portion)	12
SITE PLAN –	13
LAND USE CODE INFO – TITLE 23	14
DESIGN GUIDELINES:	
NORTHGATE URBAN CTR & OVERLAY DIST.	15-17
DESIGN ALTERNATIVE ONE	18
DESIGN ALTERNATIVE TWO	19
DESIGN ALTERNATIVE THREE (PREFERRED)	20
SHADOW STUDIES (ALT 1 – 3)	21-23
DESIGN DEPARTURE DISCUSSION POINTS	24

## SITE INFORMATION:

**SITE ADDRESS:** 2150 N 107<sup>TH</sup> St, 98133

**PARCEL NUMBER:** 292604-9277

**SITE AREA:** 100,635 SF (2.31ac)

**ZONING:** NC3-85

**OVERLAY:** Northgate Overlay District

### LEGAL DESCRIPTION:

PARCEL D OF SEATTLE SHORT PLAT SP-77-16 REC AF #7704070707 SD PLAT DAF POR OF NW 1/4 OF SW 1/4 OF SW 1/4 DESC AS FOLG BEG AT NE COR SD SUBD TH N 88-20-28 W ALG N LN SD SUBD 30 FT TO W LN C:ORLISS AVE N TH S 00-19-35 W ALG SD W LN 239.06 FT TO TPOB TH CONTG S 00-19-35 W 392.80 FT TO N LN OF N 107TH ST TH N 88-17-19 W ALG SD N LN 577.15 FT TO POC TH ON CRV RGT RAD 10 FT THRU ARC DIST 15.95 FT TAP OF TAN ON E LN MERIDIAN AVE N TH N 00-26-29 E ALG SD E LN 451.53 FT TH S 88-20-28 E ON A LN PLT N LN SD SUBD 232.06 FT TH N 00-26-29 E 132.03 FT TO S LN OF N NORTHGATE WAY TH S 88-20-28 E ALG SD N LN 62.59 FT TH S 00-19-35 W 201.06 FT TH S 88-20-28 E 291.09 FT TO TPOB POR TAXABLE

## STATEMENT OF DEVELOPMENT OBJECTIVES:

Goal: Redevelop and enhance an existing 1970 era office project to provide expansion space for an existing medical provider in the area. The new construction would include approximately 88,000 SF of new medical office space on six floors and the addition of an approximate 510 stall structured parking facility. In addition, the existing 85,000 SF office building will be remodeled and upgraded.

Medical uses in the Northgate area have a long history. The recent merger of Northwest Hospital and UW Medicine has positioned the west side of I-5 at Northgate as the predominate location for expansion of outpatient care facilities. This site is currently underdeveloped and provides the opportunity to allow development of new offices that will benefit from excellent exposure and access to I-5, without impacting local streets.

We believe that this project will encourage other adjacent properties to redevelop as the growing demand for medical uses in the area expands.

<b>Objective - New Gross Floor Area of Medical Office:</b>	<b>88,000 SF</b>
<b>Objective - Remodel Existing Gross Floor:</b>	<b>85,000 SF</b>
<b>Total Commercial Floor Area Proposed:</b>	<b>173,000 SF</b>
<b>Parking Rate (Goal):</b>	<b>1/300 SF</b>
<b>Structured Parking Stalls Provided (Goal):</b>	<b>+/- 570 Stalls</b>
<b>Residential and Live Work Units Provided:</b>	<b>None</b>





5 The Polyclinic



6 7-Eleven & Nexus Hotel



7 Saffron Restaurant & Nexus Hotel



9 Chevron Station



10 Northgate Apartments



4 Everest College



3 Shell Station & Arby's



2 Meridian North Office Bldg



1 Apartments



8 McDonald's & 76 Station



11 Stanford's Restaurant



12 Northgate Shopping Center Overview



13 Interstate 5 from SE Corner of Site



15 Apartments



14 Apartments

## VICINITY MAP W/ CONTEXT PHOTOS





**DDG ARCHITECTS**  
 8383 158th Avenue NE, Suite 380  
 Redmond, Washington 98052  
 425.285.9992 www.ddgarchitects.com

**NORTHWAY CAMPUS**  
 2150 North 107th Street Seattle, Washington 98133

Early Design Guidance Proposal Packet  
 SEATTLE DEPARTMENT OF PLANNING AND DEVELOPMENT

## BLOCK PHOTOS





STREETSCAPE VIEW OF INTERSTATE 5 TO THE EAST



STREETSCAPE VIEW OF SE CORNER OF SITE



STREETSCAPE VIEW OF INTERSTATE 5 TO THE EAST



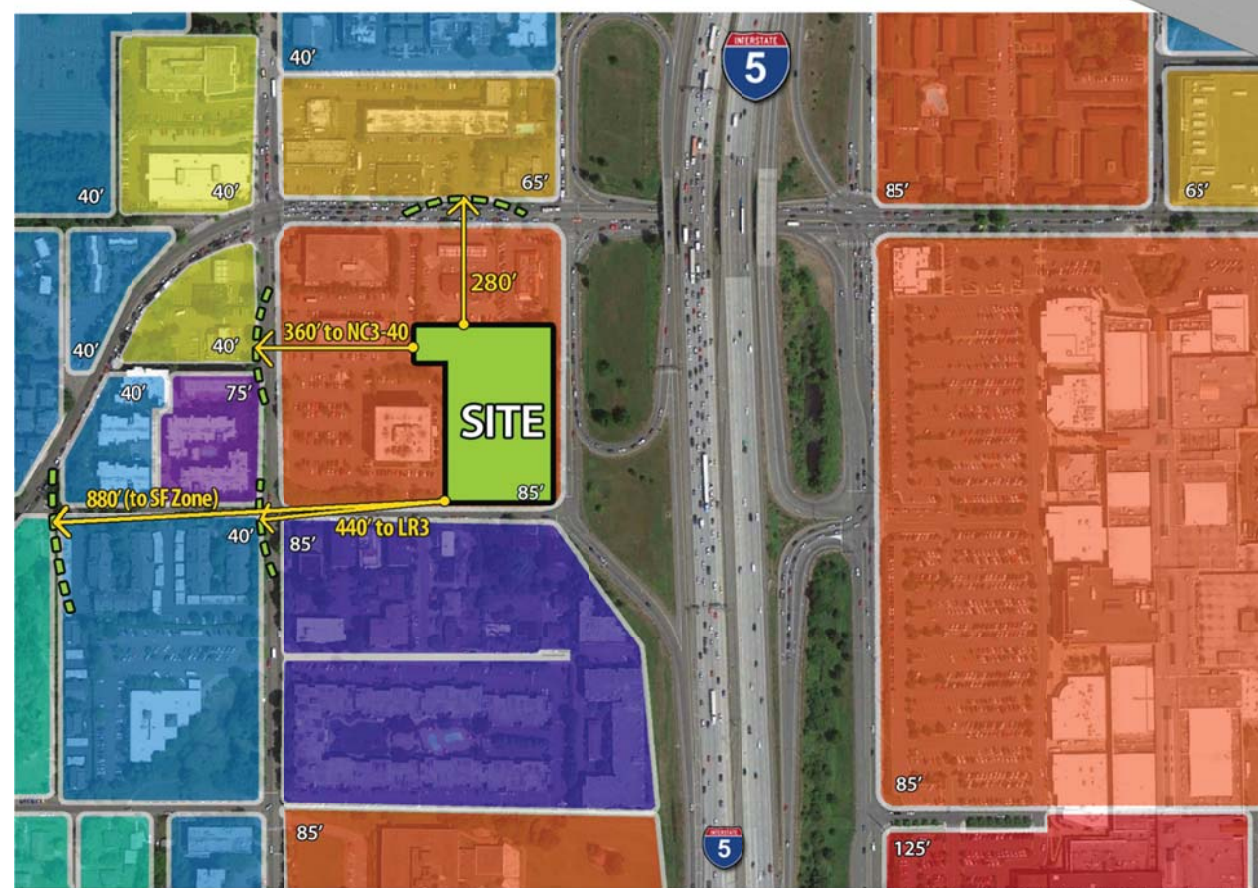
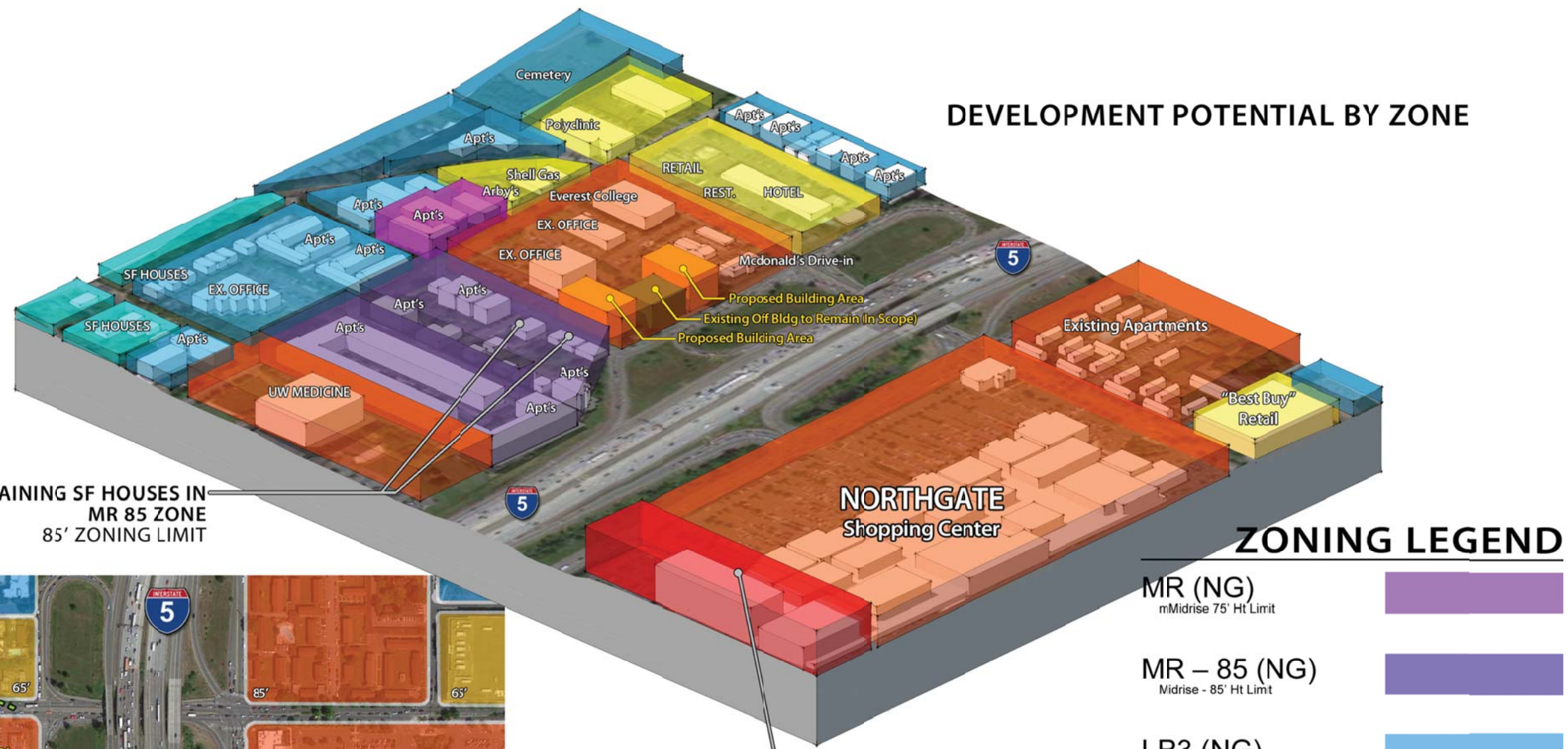
STREETSCAPE SOUTH ON MERIDIAN AVENUE NORTH



STREETSCAPE VIEW OF N 107th STREET

# STREETSCAPE PHOTOS / PHOTO MONTAGES





### ZONING LEGEND

MR (NG) mMidrise 75' Ht Limit	
MR - 85 (NG) Midrise - 85' Ht Limit	
LR3 (NG) Lowrise 3 - 40' Ht Limit	
SF 7200 (NG) Residential - Single Family	
NC3 - 40 (NG) Neighborhood Commercial 40' Ht Limit	
NC3 - 65 (NG) Neighborhood Commercial 65' Ht Limit	
NC3 - 85 (NG) Neighborhood Commercial - 85' Ht Limit	
NC3 - 125 (NG) Neighborhood Commercial 125' Ht Limit	



# SITE ANALYSIS

## OBSERVATIONS & STRATEGIES RELATING TO SITE CONDITIONS:

### SOLAR:

The site is well exposed to the east and southeast. Lower sun angles early in the date may provide challenges for heat gain and glare. East facades may want to utilize sun shades or enhanced glazing. To the west, topography may block the late date sun.

### WIND:

Users and patients should be protected from undesirable effects or wind/exposure. Strategies may include:

- Position building elements to surround the patient drop off areas and entries.
- Careful placement of landscaping for wind and sun.
- Physical shelters/screens.

### NOISE:

The major noise producer is the adjacent Interstate Freeway to the east. Placement of the building and landscaping elements can help protect pedestrians on the site especially around the entries and plaza.

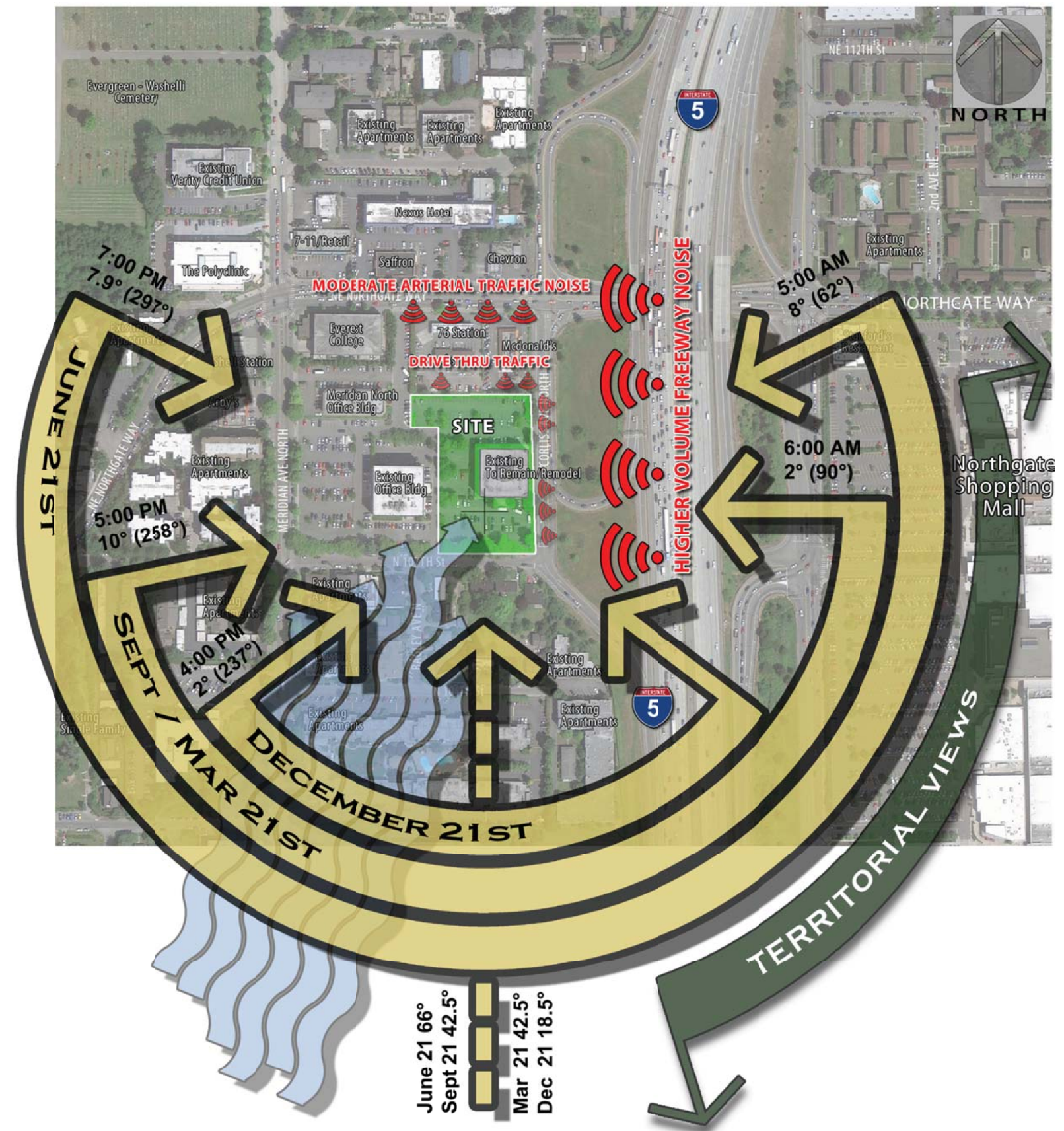
We believe the combination of I-5 traffic noise and that generated from NE Northgate Way could be the most detrimental to the medical spaces. The best strategy may be to place the medical/patient uses away from those sources and protect it with less critical uses.

Lesser noise sources will exist on the northern property line from the drive through and gas station/Starbucks activity.

Outgoing noise will be relatively light based on the use. If emergency electrical generators are used, they would be enclosed or have sufficient attenuation to prevent any nuisance on the adjacent sites or to the users within.

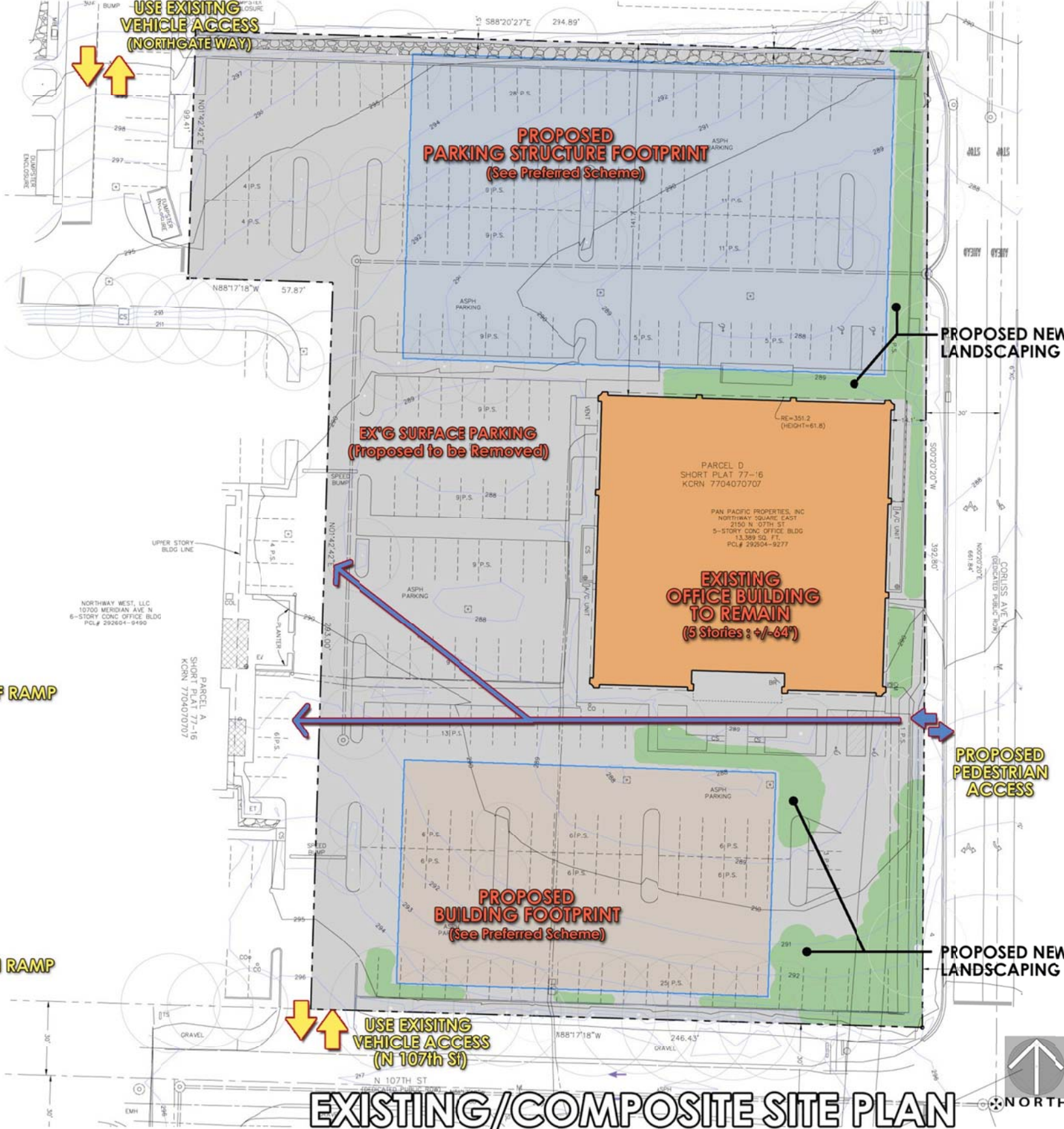
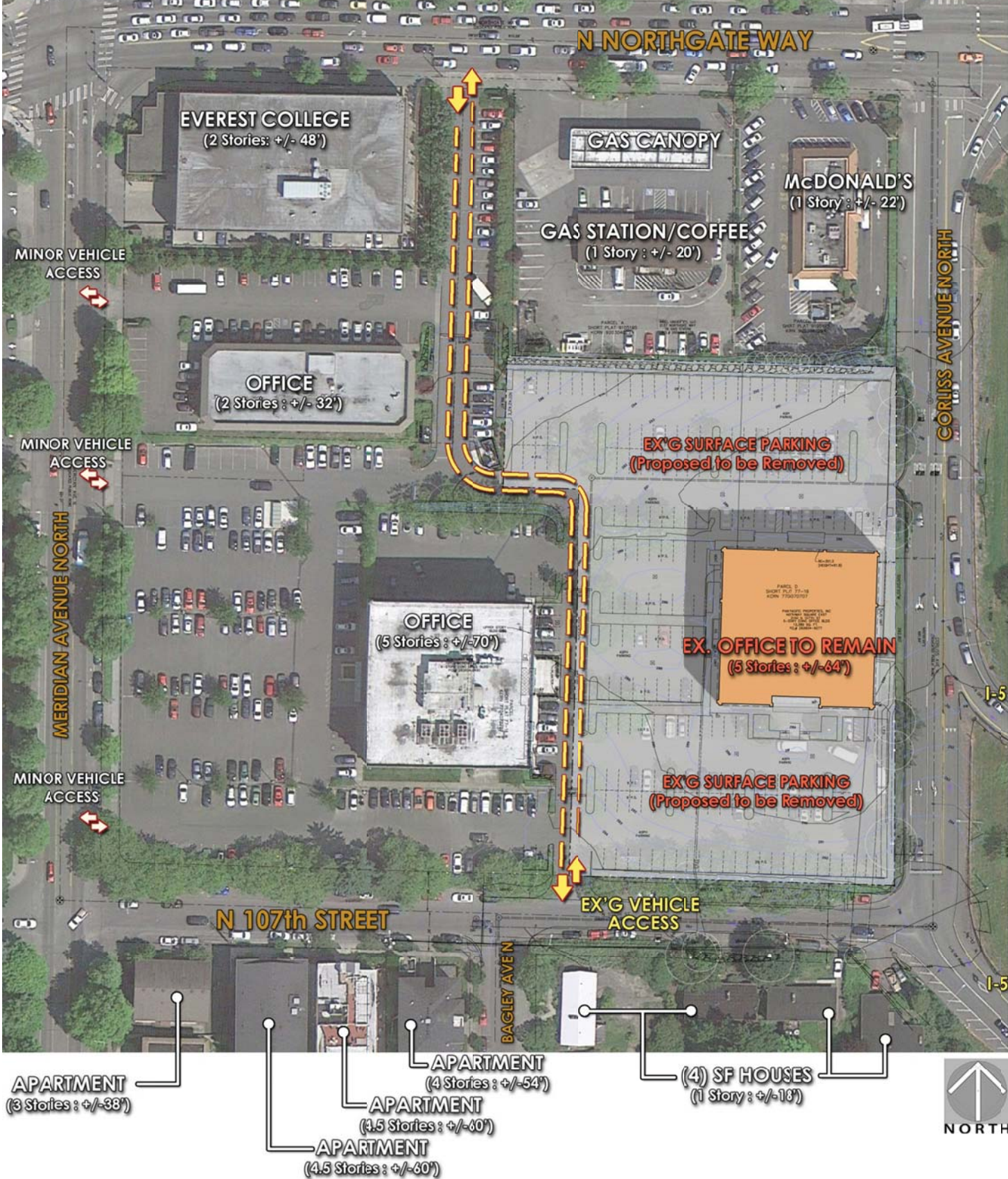
### VIEWS:

The interstate freeway allows for territorial views to the east and southeast. Office space can be oriented in combination with glazing to take advantage of this amenity. There will also be view opportunities for exterior spaces as well.





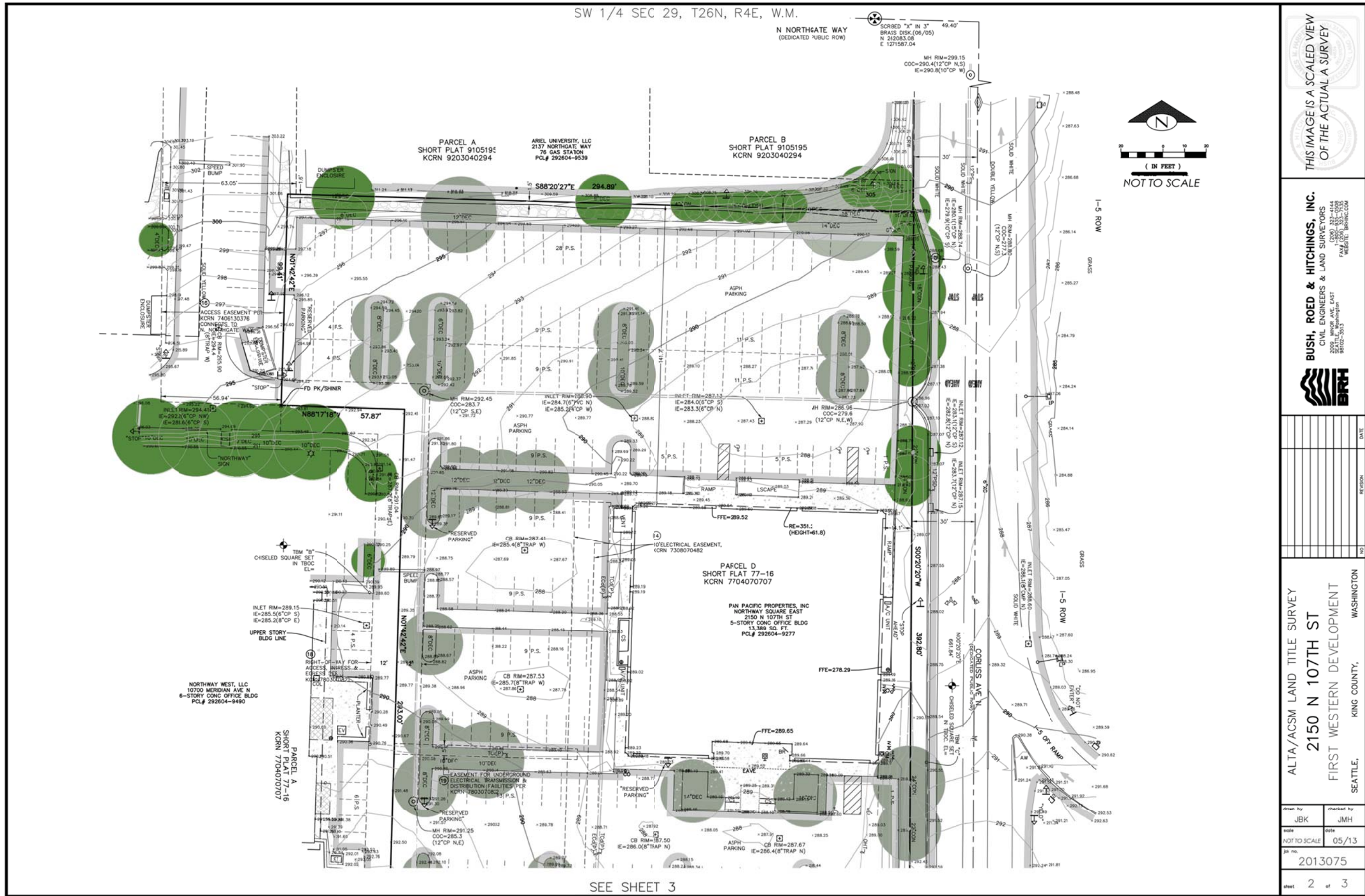
EXISTING BLOCK SITE PLAN



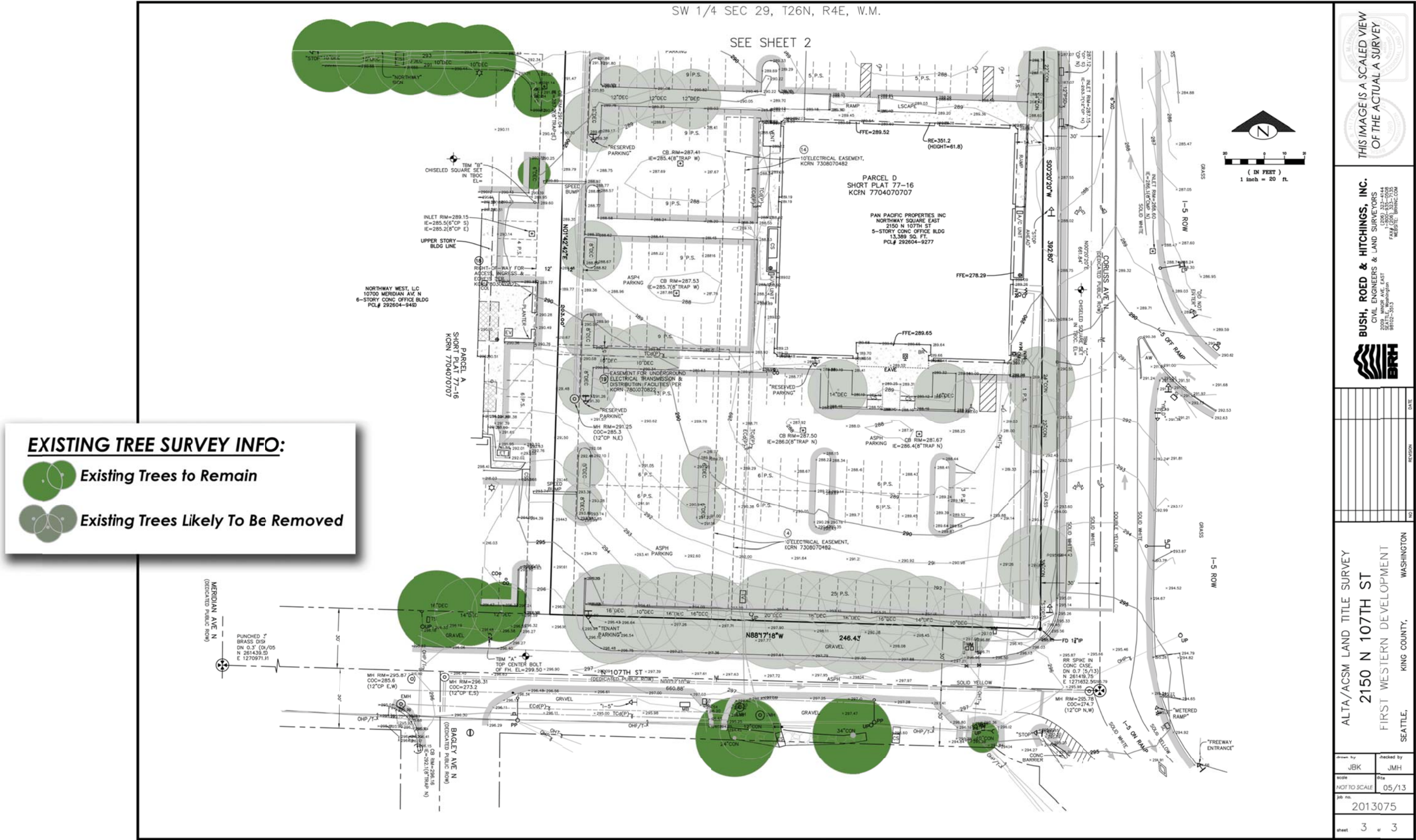












EXISTING TREE SURVEY INFO:

- Existing Trees to Remain
- Existing Trees Likely To Be Removed

THIS IMAGE IS A SCALED VIEW OF THE ACTUAL A SURVEY

**BUSH, ROED & HITCHINGS, INC.**  
CIVIL ENGINEERS & LAND SURVEYORS  
2009 MAJOR AVE. EAST  
SEATTLE, WA 98102-3513  
TEL: (206) 333-7135  
FAX: (206) 333-7135  
WWW.BRHSURV.COM

NO.	REVISION	DATE

ALTA/ACSM LAND TITLE SURVEY  
2150 N 107TH ST  
FIRST WESTERN DEVELOPMENT  
SEATTLE, KING COUNTY, WASHINGTON

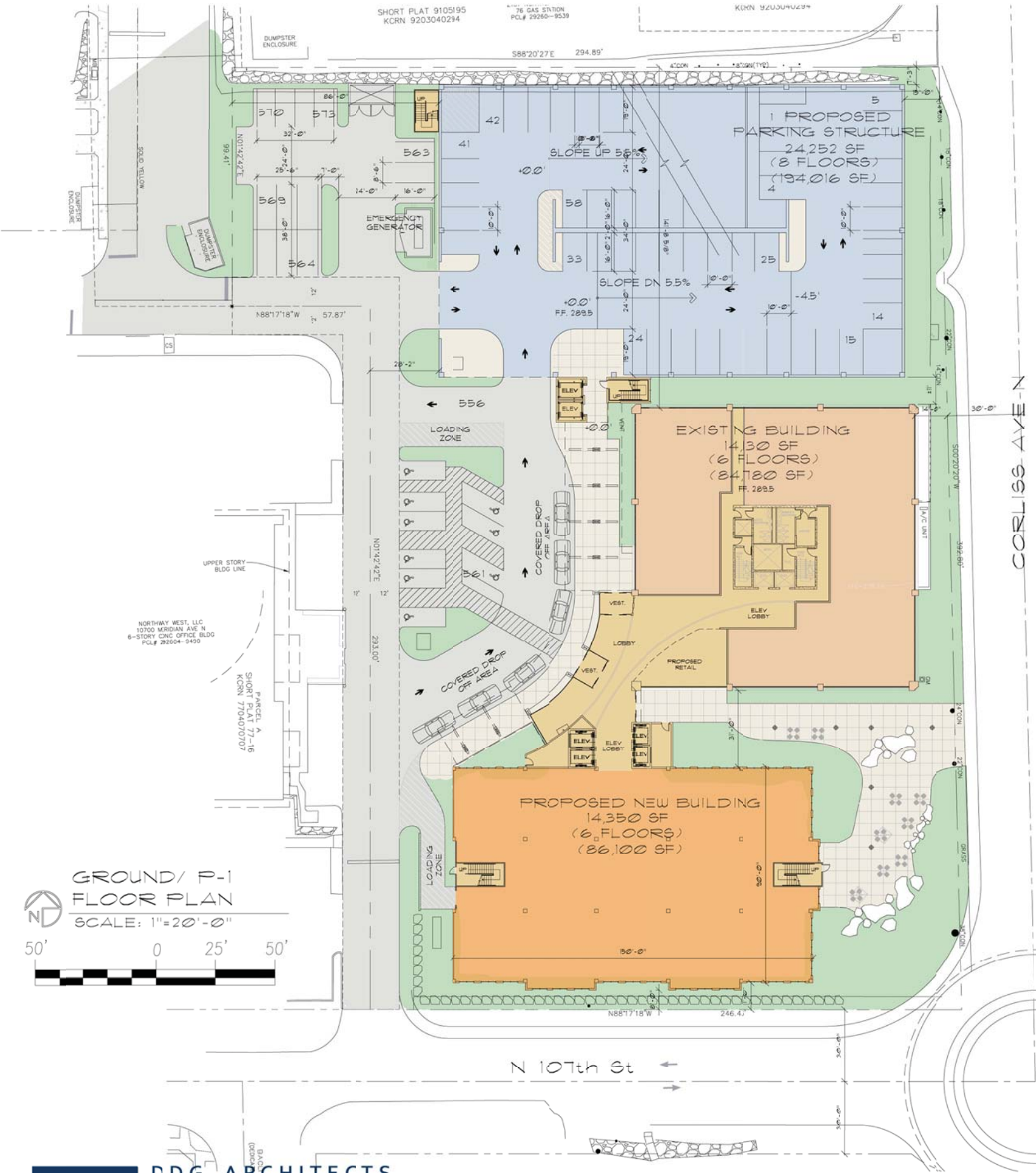
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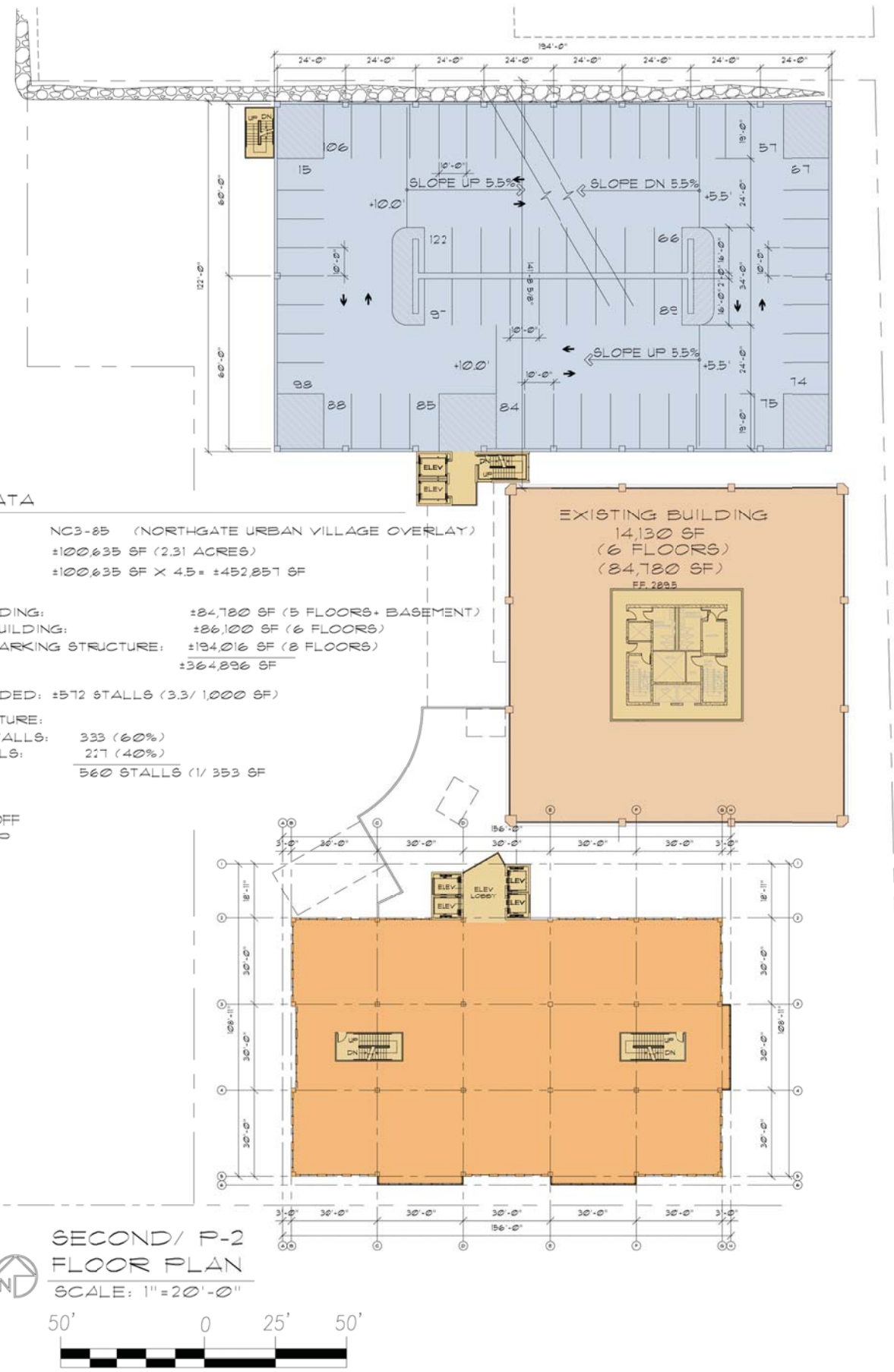
### PROJECT DATA

ZONING:	NC3-85 (NORTHGATE URBAN VILLAGE OVERLAY)
SITE AREA:	±100,835 SF (2.31 ACRES)
F.A.R.:	±100,835 SF X 4.5 = ±452,857 SF
BUILDING AREA:	
EXISTING BUILDING:	±24,780 SF (5 FLOORS+ BASEMENT)
PROPOSED BUILDING:	±26,100 SF (6 FLOORS)
PROPOSED PARKING STRUCTURE:	±194,016 SF (8 FLOORS)
TOTAL:	±364,896 SF
PARKING PROVIDED:	±572 STALLS (3.3/ 1,000 SF)
PARKING STRUCTURE:	
8'-6" WIDE STALLS:	333 (60%)
10' WIDE STALLS:	271 (40%)
TOTAL:	560 STALLS (1/ 353 SF)

I-5 OFF  
RAMP

I-5 ROW

I-5 ON





LAND USE CODE INFORMATION (TITLE 23):

PROPOSED USE:	Medical Office (Permitted)	23.47A.004	NOISE STANDARDS:	NOT CONSISTENT W/USE	23.47A.018
STREET LEVEL USE REQ'S:	N/A	23.47A.005	ODOR STANDARDS:	NOT CONSISTENT W/USE	23.47A.020
CONDITIONAL USES:	N/A	23.47A.006	LIGHT & GLARE		23.47A.022
MAJOR PHASED DEV'S:	N/A	23.47A.007	AMENTITY AREAS:	N/A (NO RESIDENTIAL USE)	23.47A.024
STREET LEVEL DEV. STDS		23.47A.008	LANDMARK DISTRICTS/STRUCTURES	N/A	23.47A.027
APPLICATION:	YES FOR STRUCTURES IN NC ZONES		STDS FOR DRIVE-IN BUSINESSES	N/A	23.47A.028
BLANK FACADES	< 20 LF &/OR <40%		REQUIRED PARKING & LOADING:		23.47A.030
TRANSPARENCY:	60% 2'-8' SHALL BE TRANSPARENT		REQUIRED PARKING:	1/500 SF REQUIRED - Table A-(B.7)	23.54.015
STDS FOR SPECIFIC AREAS:	N/A	23.47A.009		1/300 SF PROPOSED	
MAX SIZE OF NON RES USE	N/A	23.47A.010	LOADING BERTHS:	(2) REQ'D – LOW DEMAND	23.54.035
OUTDOOR ACTIVITIES:	REQ'S DO NOT APPLY	23.47A.011	PARKING LOCATION & ACCESS	ALLEY OR SIDE STREET ENTRANCE	23.47A.032
STRUCTURE HEIGHT LIMIT:	85 FEET	23.47A.012	ASSISTED LIVING FACILTIES	N/A	23.47A.035
FLOOR AREA RATIO (FAR):	4.5	23.47A.013	TRANSITIONAL ENCAMPMENTS	N/A	23.47A.036
ALLOWABLE AREA BY FAR:	4.5 x 100,635 SF = 452,857 SF		KEEPING OF ANIMALS	N/A	23.47A.037
BUILDING SETBACKS:	ZERO	23.47A.014	HOME OCCUPATIONS:	N/A	23.47A.038
VIEW CORRIDORS	N/A	23.47A.015	PROVISIONS FOR PET DAYCARE CTRS	N/A	23.47A.039
LANDSCAPING & SCREENING		23.47A.016			
GREEN FACTOR:	SCORE .03 REQUIRED				
STREET TREE REQUIREMENTS:	APPLIES				
SCREENING:	REQ'D FOR SURFACE PARKING				



# DESIGN GUIDELINES: NORTHGATE URBAN CENTER & OVERLAY DISTRICT

## COMMUNITY GOAL 1: PROVIDE DIRECT & CONVENIENT PATHWAYS, COMFORT, VISUAL INTEREST & ACTIVITY FOR PEDESTRIANS

### 1.1 RESPOND TO SITE CHARACTERISTICS

The site is generally flat however the surrounding topography slopes up towards the north end of the site. There is a +/- 16' tall retaining wall at the north property line transitioning to the neighboring properties. The sidewalk along Corliss is largely aligned with the on-site grading providing an opportunity to allow pedestrians to access the site mid-block.

- Suggest: placing taller elements against the retaining wall to reduce relative scale.
- Suggest: Providing pedestrian path through to center of block off of Corliss

### 1.2 STREETScape CAPABILITY

#### Streetscape Design:

- Suggest: Promoting pedestrian paths through side at around the perimeter to provide access to public transportation and amenities.
- Provide bicycle racks and on grade access at pedestrian connections to encourage use.
- Suggest providing street level landscaping and trees to mitigate massing and enhance a more human scale and sensitivity at the street level.
- Suggest providing open spaces around the site that are accessible physically and visually from pedestrian areas to reduce scale and promote pedestrian interaction.

#### Commercial & Mixed Use Buildings:

- Suggest providing transparent ground floor facades and direct pedestrian access to the site to humanize the scale of the project.
- Suggest looking for open air passageways for pedestrian circulation through site. May be sheltered or covered in part to protect from weather elements.
- Suggest providing plaza/outdoor space that is open to pedestrian pathways.
- Provide street trees and landscaping.

### 1.3 PROMOTE PEDESTRIAN INTERACTION

#### Human Activity:

- Since the uses are not retail in character, suggest placing portions of the buildings back from the sidewalk to allow for more green areas and tree.
- Though Corliss is not a major pedestrian route suggest providing design that reduces the long linear path. Suggest varying landscape elements and possible meanders in the path.

### 1.3 (Continued)

#### Superblock Development:

- Though not located directly on a major pedestrian suggest locating buildings in a manner that promotes a pedestrian friendly environment with interesting pedestrian connections.
- Suggest removing or screening existing harsh surface parking environment that occupies 80 to 90% of the existing open space.
- Internal vehicular circulation should be treated with similar landscape elements and pedestrian amenities as discussed in ROW areas.
- Suggest providing exterior plaza(s) or enhance building drop off areas at entries. In keeping with the medical use, provide weather protection at drop-off areas.
- If surface parking elements remain, provide enhanced walkways, lighting and landscaping elements to soften the impact.

#### Street Level Transparency:

Though the use is not retail and does not rely on pedestrian / street interaction and entries transparency can be encouraged through materials, variation and scale

- Suggest transparent ground level glazing vs. mirrored glass.
- Create variation in depth thru landscape, building placement and transparency
- Suggest elements along the pedestrian path that break up long converging perspective lines in the sidewalk or building elements.

#### Parking and Vehicle Access:

Minimize Pedestrian / Vehicle Conflicts:

- Suggest using existing curb cuts and familiar traffic patterns along Northgate way and NE 107<sup>th</sup> Street.

Locate Parking to the Rear

- Suggest consolidating parking away from Northgate Way and block corners.
- Suggest limiting parking frontage along perimeter streets.

Encourage the Creation of Multi-Purpose Parking Areas

- Suggest opening plaza opportunities to the pedestrian / street environment
- Provide bicycle storage at public areas to encourage use.

Bicycle Parking

- Provide storage, way finding & a variety of opportunities to promote use.

### 1.4 FOSTER HUMAN SCALE

This use is large given the scale of older pre-existing uses in the area but in scale with the zoning and building heights set for the area as it develops.

#### Commercial Buildings:

- Though the medical users will want a central entry that has protections for weather suggest providing elements that humanize the perceived scale at the pedestrian level.



# DESIGN GUIDELINES: NORTHGATE URBAN CENTER & OVERLAY DISTRICT

## COMMUNITY GOAL 2: DESIGN IDENTITY SHOULD BE DEFINED BLOCK BY BLOCK

### 2.1 STREETScape COMPATIBILITY

This zone and the surrounding sites are mix of existing buildings and scales that have not developed within the limits of the zone. There are few elements in the vicinity that would drive a long term theme or character. Most of the uses along Northgate way are smaller retail entities such as gas stations, single story retail and fast food. Sensitivity in this context should be centered on general aspects of scale, proportion and organization that will provide an example for future development in the area within the zoning guidelines.

**Façade Proportions:**

- Suggest varying the size of structures to break down the scale within the site.

**Building Setbacks:**

- Suggest varying setbacks to the extent possible to break down the scale at the street level.

**Placement of Windows and Bays:**

- Suggest providing clear glazing at street level and varying elements in scale to break down the massing. In parking structures, providing transparent openings in concert with landscape elements.

**Location of Entries:**

- With a centralized entry / drop-off desired with protections from weather the connection to the street environment can be used to create variety and breaks in massing.

**Exterior Materials:**

- Suggest varying materials at the street and lower levels to mitigate scale at the street level and as viewed from the I-5 corridor.

### 2.2 CORNER LOTS TREATMENTS

This lot encompasses the corner at N 107<sup>th</sup> and Corliss, however it is not on a key pedestrian street. There may be advantages to opening up this corner environment in a manner that provides more ground level uses and allows views past the structures. Such open spaces can incorporate the suggested features of varied paving materials, landscaping, seating, etc.

Corner Lots as Gateways: Not applicable

### 2.3 HEIGHT, BULK AND SCALE COMPATIBILITY

This site does not fall under the categories listed, however steps can be used as previously discussed to aid in the transition to neighboring properties including but not limited to pedestrian scale variation, landscaping, setbacks and street level points of interest.

The zoning in the area supports the same 85' height limit as the subject site

**Super Block Development:**

- Monolithic buildings are discouraged in favor of multiple structures.
- Suggest breaking down elements thru a hierarchy of volumes.

**Upper Stories:**

- Suggest setting back buildings or upper stories to allow more light at the street level.
- Varying the heights of multiple structures can break down the perceived scale.

### 2.4 DESIGN SIGNAGE COMPATIBLE WITH HUMAN SCALE & CONSISTENT WITH ARCHITECTURAL CONCEPT

Because there is limited need for street level signage beyond way finding, the impact of signage at the street level will have less of an impact than with other typical uses with this zone. Efforts will be maintained to provide signage that is unified within the design at the street level. Box signs and post mounted signs are not needed with this type of project.

There will be a need for signage that is visible and identifiable from I-5, but that signage will have little perceptible impact street level uses.



# DESIGN GUIDELINES: NORTHGATE URBAN CENTER & OVERLAY DISTRICT

## COMMUNITY GOAL 3: INCREASE PUBLICLY ACCESSIBLE OPEN SPACES AND CONNECTIONS BETWEEN THEM

### 3.1 INCORPORATE OPEN SPACE

- Suggest looking for opportunities to provide open space that is accessible to pedestrians.
- Suggest looking for opportunities to provided stopping points along the pedestrian path.

#### Interior Block Pedestrian Connections

- Suggest creating an east/west pedestrian path that connects the Corliss to the interior of the site in keeping with the concept for future pedestrian routes on private properties.

#### Lots Adjoining Public Open Spaces

This largely does not apply, though there is the open space provided by the freeway right of way. This area is not appropriate for users, but some strategies can be used. The site will be visible from the right of way therefore the massing strategies discussed previously will help with the perceived scale from further distances. The open volume provided by the freeway corridor will further drive light into the Corliss and N 107<sup>th</sup> pedestrian environments.

#### Hierarchy of Open Spaces

##### Urban Gardens / Courtyards / Urban Plazas / Town Squares

- Suggest creating plaza or courtyard areas that have multiple seating opportunities and landscape elements. Moveable chairs and table are encouraged.
- The corner of N 107<sup>th</sup> and Corliss, could be a good location for a courtyard. Seating can be provided and other amenities. Simultaneously this provides a scale reducing opportunity.

### 3.2 DESIGN OF PARKING LOTS NEAR SIDEWALKS

It is the owners desire to significantly eliminate the surface parking quantity that currently exists on the site. Any remaining areas in the schemes are encouraged to provide interior landscaping appropriate and integrated with the design. A mixture of evergreen and deciduous species is encouraged as well as thoughtful integration with signage.

#### Large Scale, "Super Block" Development

If interior surface parking areas are provided it is encouraged that they provide landscaping and the same enhancements and strategies as would be used for street environments.

### 3.3 PARKING STRUCTURES

The strategy to provide a centralized parking structure to largely eliminate surface parking accomplishes several of the general design guideline directives.

- Suggest locating structures away from major pedestrian streets (N/A)
- Suggest incorporating building materials and elements that unify the structure with the balance of the development.
- Provide design elements to largely screen cars.

### 3.4 LANDSCAPING

#### LANDSCAPING TO REINFORCE DESIGN COUNTIUTY WITH ADJACENT SITES

- Suggest using street trees under the guidance of the City Arborist
- Suggest using landscape species and types that fit and provide green elements regardless of season.

#### LANDSCAPING TO ENHANCE THE BULDING AND / OR SITE

- Careful consideration is to be placed on landscaping at corners to maintain sight lines and mark pathways.
- Use native, drought tolerant species and avoid invasive plants.

## COMMUNITY GOAL 4: LANDSCAPE DESIGN TO ENHANCE THE SITE OR ADDRESS SPECIAL SITE CONDITIONS

### 4.1 RETAIN EXISTING NATURAL SYSTEMS AND SITE FEATURES AS LANDSCAPING

Existing trees will be maintained as shown and enhanced with new trees.

- Protect and maintain existing trees to remain on site as indicated on the tree survey.
- Suggest providing new street trees along N 107<sup>th</sup> that will develop and provide the same mature character and scale that exists on adjacent streets like Meridian Ave N. where the area building massing is masked by mature trees.

### 4.2 USE LANDSCAPING DESIGN TO ENHANCE THE SITE

- Suggest using landscape species at areas of interest, to mark pathways and promote human scale at the pedestrian level.
- Suggest looking for low impact design / surface water drainage schemes where possible.
- The existing interior landscape environment which largely consists of surface parking will be eliminated and replaced with an integrated landscape design that enhances the overall site design.



## DESIGN ALTERNATIVE ONE DESCRIPTION

Construct new 6-story medical office building north of the existing 5-story building. Parking is provided in a 7-story open parking structure on the south end of the site serving both the existing and new buildings. A common drop off/entry is provided on the west side of the buildings, protected from the elements and the noise coming from the freeway.

## ADVANTAGES:

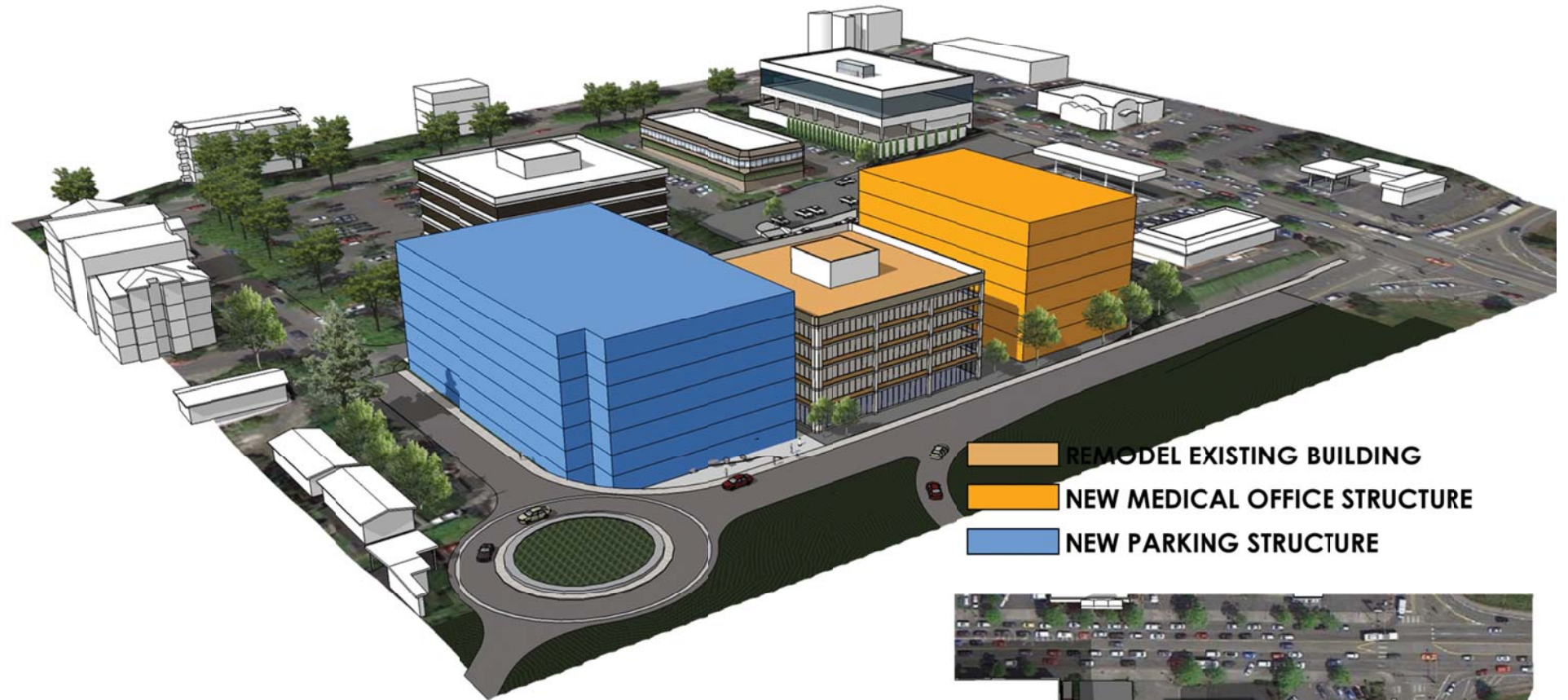
- The new medical office space is located closer to the pedestrian and vehicular patterns along Northgate Way.
- Drop off areas are protected from wind/cold elements.
- Surface Parking is largely eliminated on in this scheme.

## CHALLENGES:

- The larger parking structure element is out of scale with the smaller structures to the south.
- The parking structure largely occupies the southeast corner of the site, blocking visual access to the northwest from neighboring properties to the south.
- The parking element is the most prominent element.
- A higher percentage of vehicles may be encouraged to use 107<sup>th</sup> for direct access to the parking structure.

## DESIGN GUIDELINE APPLICATION/COMMENTARY:

- **1.3** Parking and Vehicle Access: Scheme reuses existing curb cuts.
- **1.3** Promote Pedestrian Interaction: This scheme provides the fewest opportunities at N107th and Corliss of the 3 schemes discussed.
- **1.3** Having the parking structure at the south provides less opportunity to erode the corner at 107<sup>th</sup> and Corliss which causes the structure to seem larger.
- **2.2** Corner Lot Treatments: This scheme does not provide that same setback that is shown in the 3<sup>rd</sup> scheme.
- **2.3** The 3 building elements accomplish the multiple building guideline, but to a lesser extent.
- **3.1** Potential open space is more internalized on the site with less obvious opportunities for pedestrians to take advantage of potential courtyards or plazas.





DESIGN ALTERNATIVE TWO DESCRIPTION

The new medical office structure is erected directly adjacent and south of the existing building. The parking structure is located on the north portion of the site. A larger open space is created on the western/internal portion of the site.

ADVANTAGES:

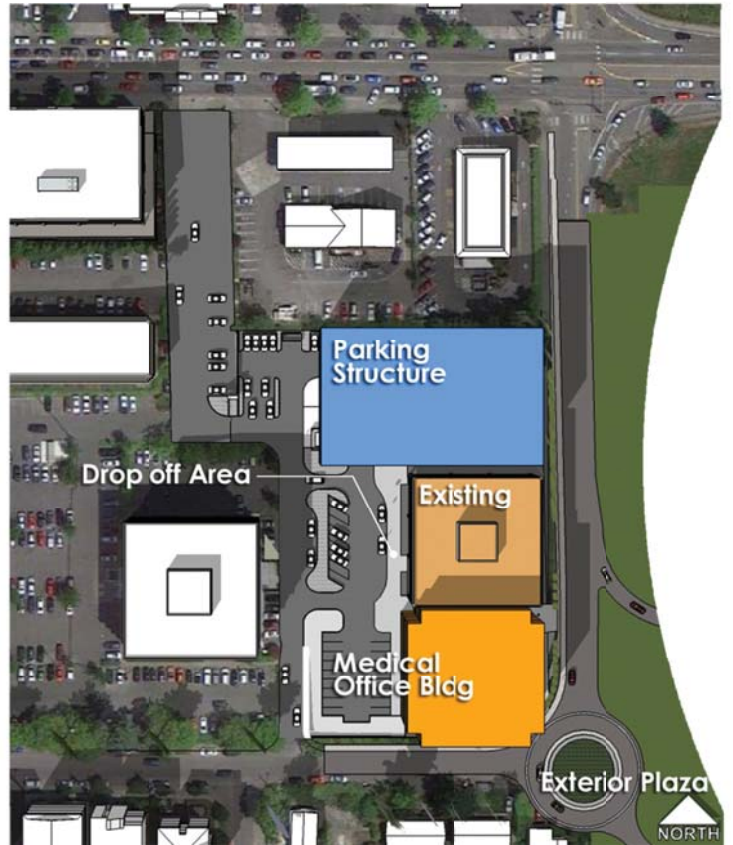
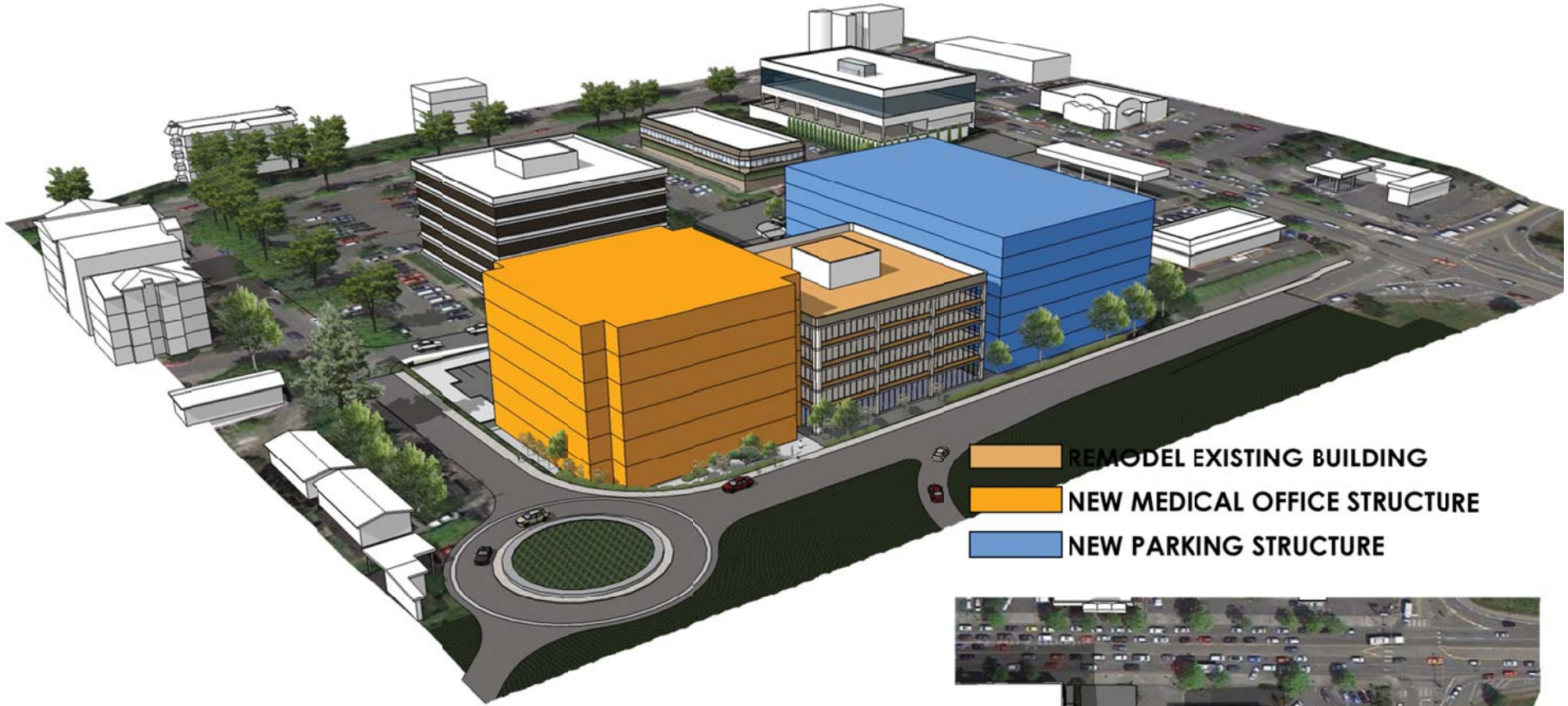
- The new medical office and existing are together in one massing element.
- Drop off areas are protected from wind/cold elements.
- The center of the site is more open providing more sunlight to the entry area.
- Surface Parking is largely eliminated on this site.

CHALLENGES:

- The new construction largely occupies the southeast corner of the site, blocking visual access to the northwest.
- The most prominent aspect of the overall facility is the parking element.
- The floor to floor heights will not match due to the medical. This was an early scheme that lead to the 3<sup>rd</sup> and preferred scheme.

DESIGN GUIDELINE APPLICATION/COMMENTARY:

- **1.3** Parking and Vehicle Access: Scheme reuses existing curb cuts.
- **1.3** Promote Pedestrian Interaction: This scheme provides more open space on the south side with views into the site off of N 107<sup>th</sup> St.
- **1.3** Having the parking structure at the north allows it to sit 16' below the adjacent grade to the north effectively reducing the perceived height by the same 16'.
- **2.3** The 3 building elements are distinct, and vary in height, but accomplishes less than scheme 3 in terms of breaking down the massing thru multiple building elements.
- **3.1** Potential open space is more open to the side walk pedestrian zone on 107<sup>th</sup>, but this openness is better enhanced in scheme 3.
- **3.2** The lineal feet of parking structure along the street frontage is greatly reduced in this scheme compared to alternative 1. (124' along Corliss, vs. 380' combined along Corliss and 107<sup>th</sup> in Scheme 1.





DESIGN ALTERNATIVE THREE DESCRIPTION

The new medical use is placed south of the existing structure in a separate structure. The building is held back away from the corner providing an opportunity for an outdoor plaza area and pedestrian access through the site. A separate parking structure accommodating the entire parking load is concentrated on the northern portion against the existing retaining wall, which keeps the massing to a larger extent below grade against the north property line.

ADVANTAGES:

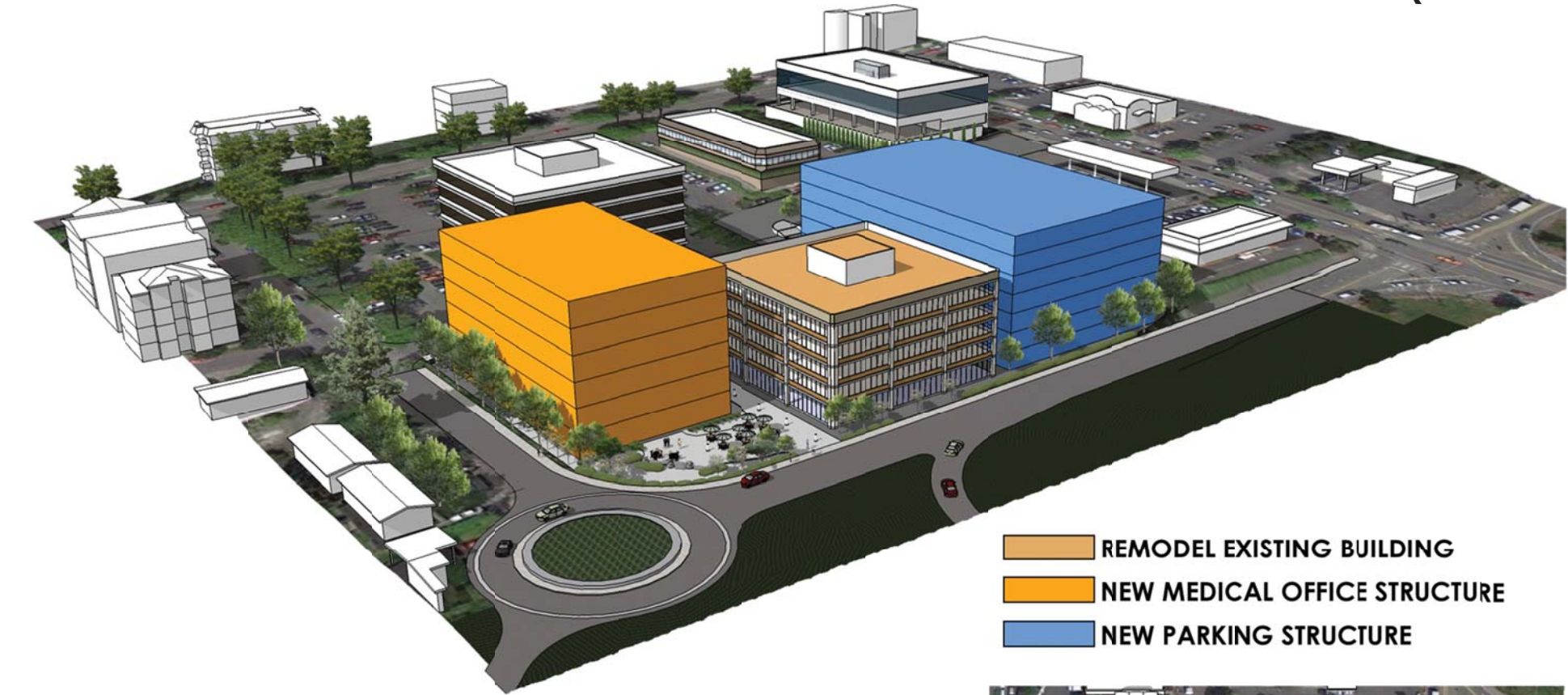
- The building massing is broken into 3 discernable shapes.
- The plaza on the southeast corner opens up the views past the site for neighboring properties.
- By eroding the corner back, the massing is perceptibly smaller.
- This scheme promotes a more distributed use of the vehicle access points.
- All surface parking is eliminated on the site.
- Smaller design elements on the smaller structures can be added to help tie the new and existing elements together.
- Access to views from the new and existing spaces are greater while maintaining better views past the structures.

CHALLENGES:

- By keeping the existing structure in place, which is the more sustainable solution, the site suggestions a travel distance that is longer than desirable between parking areas and building entry. (this is true for all schemes, suggesting weather protections for pedestrians on the west side of the existing building.
- Existing street and perimeter trees may have to be pruned and/or replaced to maintain in kind screening.

DESIGN GUIDELINE APPLICATION/COMMENTARY:

- **1.3** Parking and Vehicle Access: Scheme reuses existing curb cuts.
- **1.3** Promote Pedestrian Interaction: This scheme provides the greatest opportunity for pedestrian paths through the site and the greatest opportunity for the medical uses at grade which provides more transparency at the street level along Corliss and 107<sup>th</sup>.
- **1.3** Having the parking structure at the north allows it to sit 16' below the adjacent grade to the north effectively reducing the perceived height by the same 16'.
- **2.3** Multiple building schemes: in this configuration there is a notable reduction in the perceived mass of the project.
- **3.1** Potential open space is located on the corner providing greater access by pedestrians and is a more credible stopping/resting point for pedestrians moving back and forth from the apartments to the south and the Northgate shopping areas.



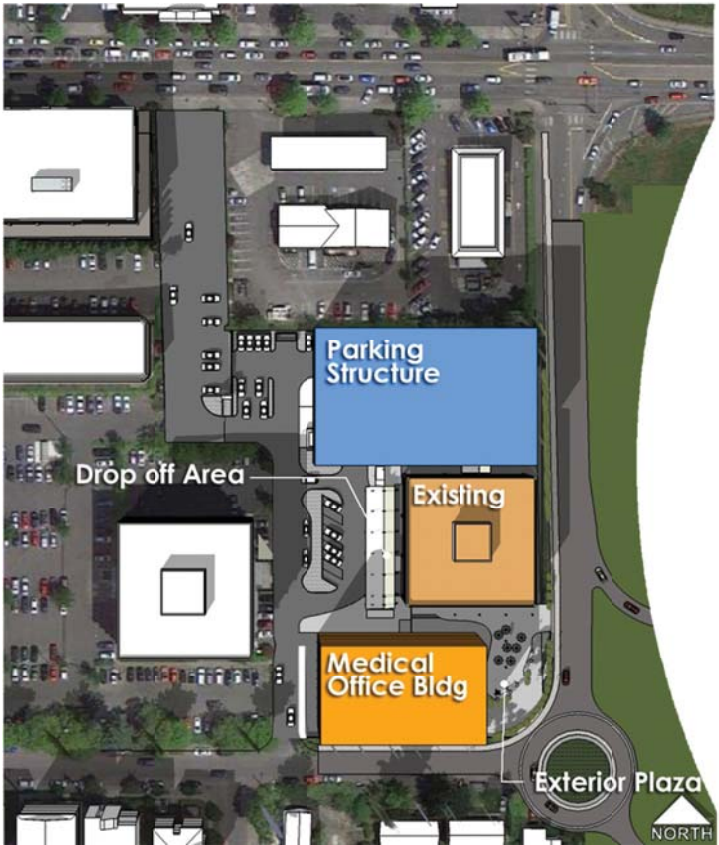
- REMODEL EXISTING BUILDING
- NEW MEDICAL OFFICE STRUCTURE
- NEW PARKING STRUCTURE



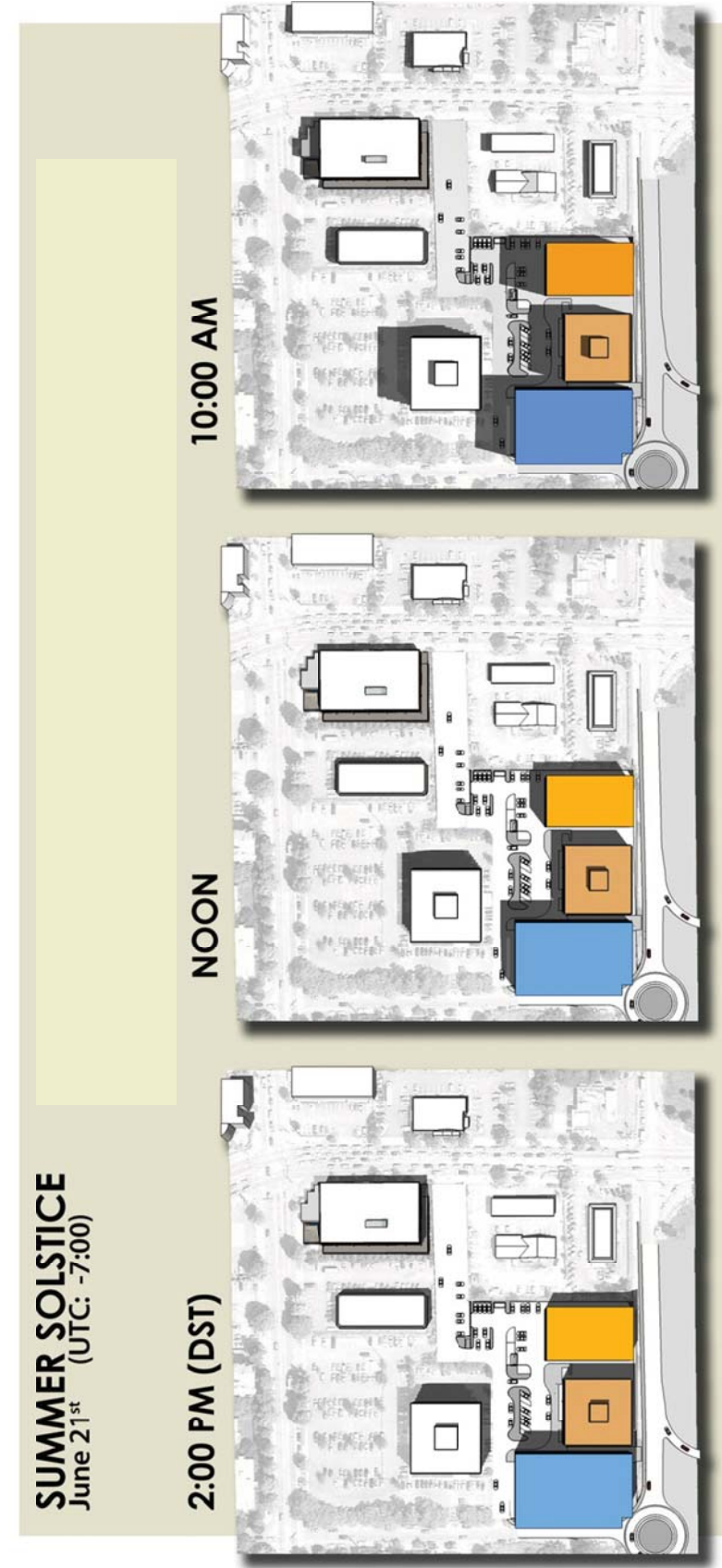
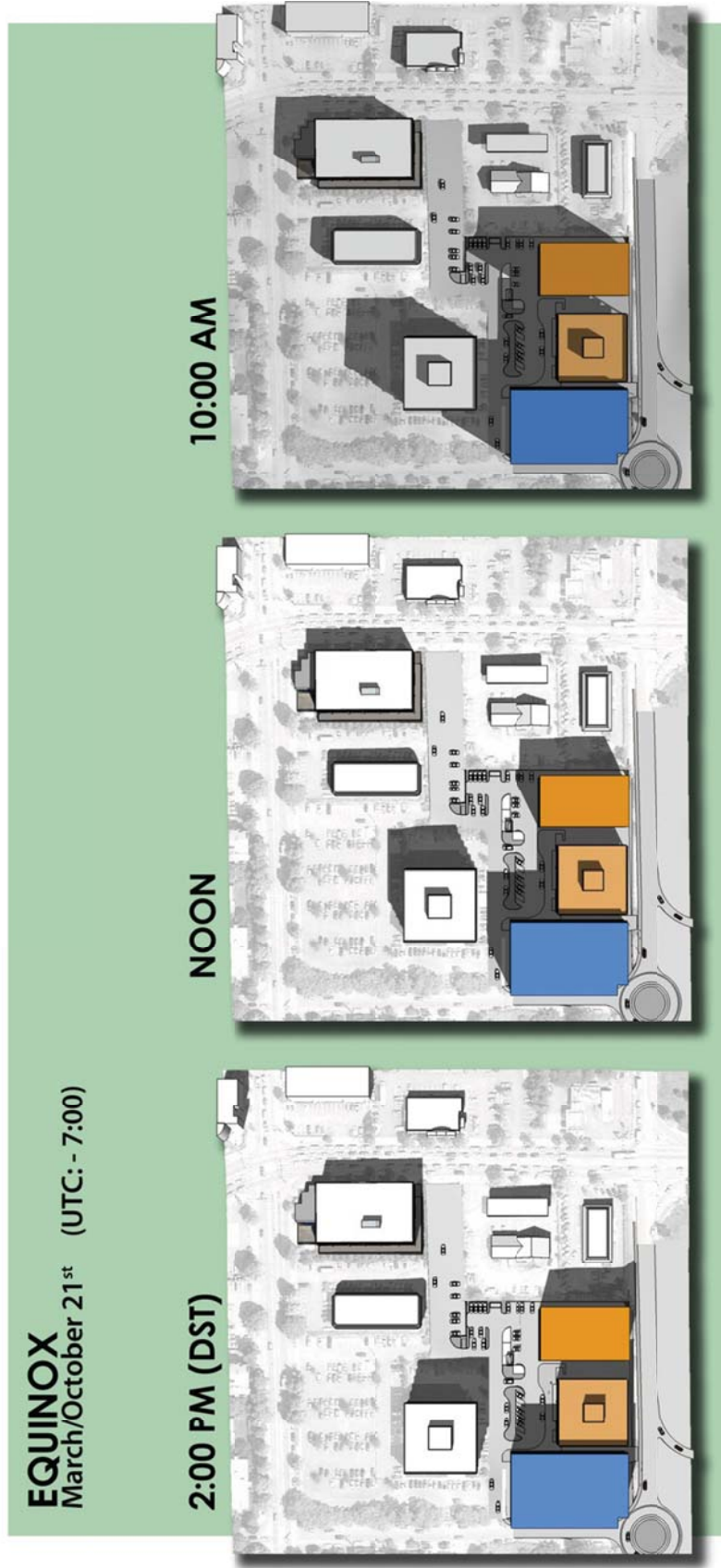
Exterior Plaza



Drop-Off Area







SHADOW STUDY:  
**DESIGN OPTION ONE**



**WINTER SOLSTICE**  
December 21<sup>st</sup> (UTC: -8:00)

2:00 PM



NOON



10:00 AM



**EQUINOX**  
March/October 21<sup>st</sup> (UTC: -7:00)

2:00 PM (DST)



NOON



10:00 AM



**SUMMER SOLSTICE**  
June 21<sup>st</sup> (UTC: -7:00)

2:00 PM (DST)



NOON



10:00 AM



## SHADOW STUDY: DESIGN OPTION TWO



**WINTER SOLSTICE**  
 December 21<sup>st</sup> (UTC: -8:00)

2:00 PM



NOON



10:00 AM

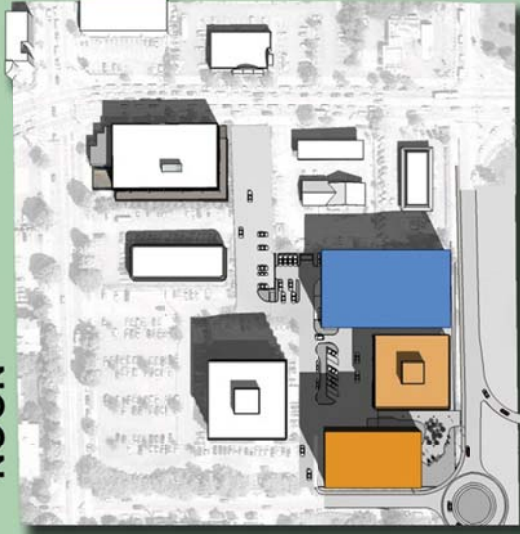


**EQUINOX**  
 March/October 21<sup>st</sup> (UTC: -7:00)

2:00 PM (DST)



NOON



10:00 AM



**SUMMER SOLSTICE**  
 June 21<sup>st</sup> (UTC: -7:00)

2:00 PM (DST)



NOON



10:00 AM



SHADOW STUDY:  
**DESIGN OPTION THREE** (Preferred)



# POTENTIAL DESIGN DEPARTURES

All 3 design alternative that are provided for discussion are largely compliant with the zoning code, though there are notable advantages as the schemes have developed. Scheme 3 has proven to be the leading scheme in terms of satisfying the program requirements and the design guideline points.

For this early design guidance meeting we have not discovered many clear departure needs. There are some areas that will promote discussion and they are listed below.

## Potential Departure Discussion Points:

1.

Screening Parking vs Transparency at Street Level

Design Guideline 1.3  
23.47A.008

Design Guideline 3.2

"The intention of transparency in the street level facades of commercial and civic buildings is to provide for interaction between people in the interior of a building and people near the exterior of a building, Particularly on the sidewalk through direct visual connection."

"The façade should be designed to visually screen cars"
2.

Loading Berths

23.54.035

(2) Required: Low Demand

## Commentary:

Both goals of course make sense but may not account for the quality of the transparency. It isn't difficult to propose schemes that mitigate both to a certain degree, however strictly speaking they are potentially at odds with each other. It will help to establish a ground work for this as it develops.

It was anticipated that the parked cars would be screened by c wall element of a certain height, leaving the open space above transparent to the extent that it provides a contrast from the adjacent solid building elements. The structure is already set back 15' from the right of way providing ample opportunity for landscape elements in the foreground and / or sidewalk amenities or stopping ponts.

The proposal does not show a reduction in the number of loading berths. They are simply separated. One is anticipated to serve for normal trucks as described in the zoning code. The other however is anticipated to be used for pick-ups/deliveries relating to common medical uses. Smaller vehicles with more frequent stops occur and usually of a much shorter duration. The open surface location allows for stops without backing which may create a safer pedestrian environment. It is also more efficient for the operator.

END