

EARLY DESIGN GUIDANCE



# Northgate Apartments

10720 5th Avenue NE, Seattle, WA 98125

10715 8th Avenue NE, Seattle, WA 98125

EARLY DESIGN GUIDANCE  
JANUARY 12, 2015  
PROJECTS #3017692 & #3019072

DEVELOPMENT OBJECTIVES

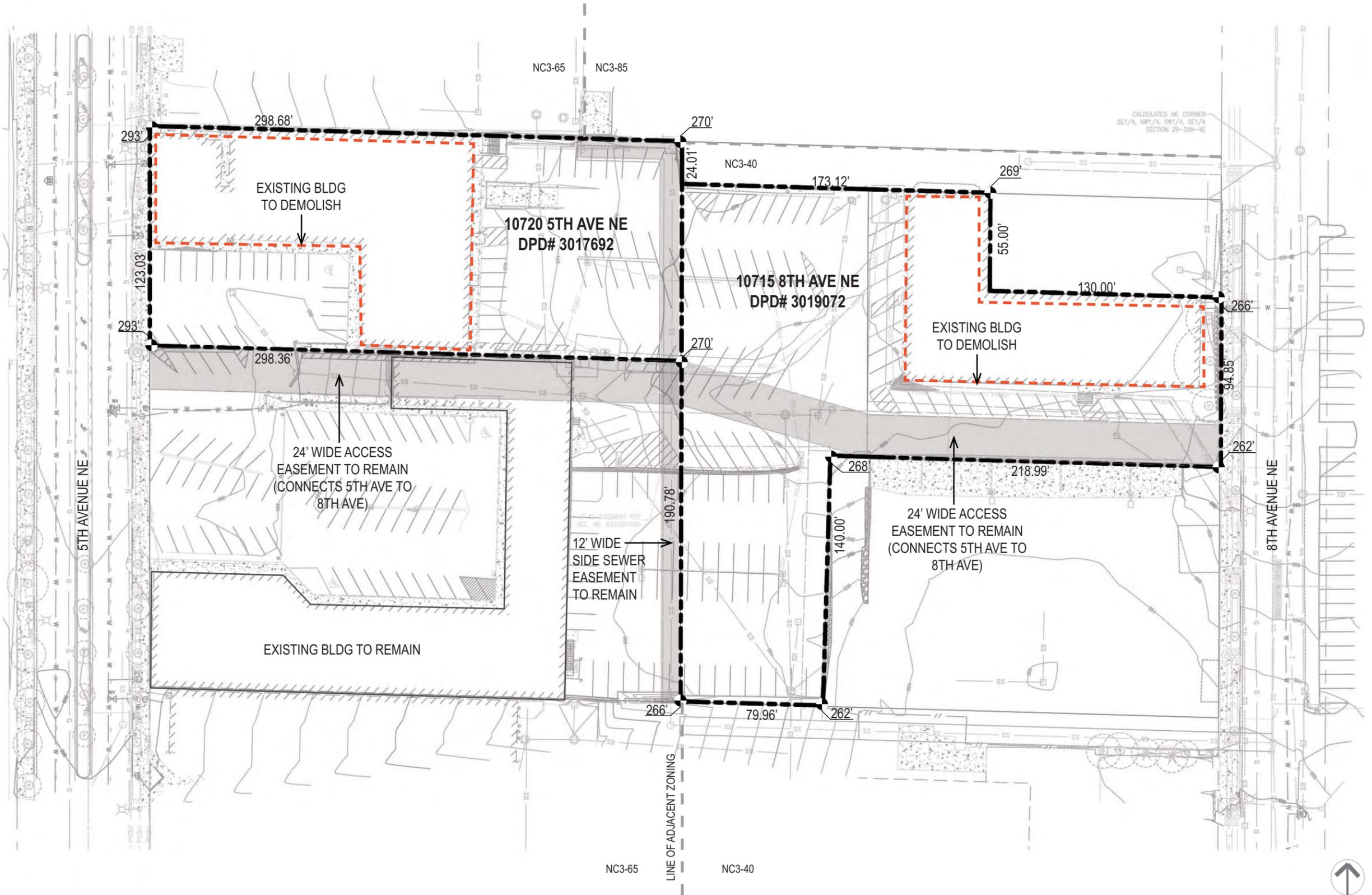
PROJECT DESCRIPTION

Located on a through-block site, the Northgate Apartments project will build upon existing urban fabric in the Northgate Urban Center. The Northgate Apartments will be comprised of two buildings. The West 7-story building will include below-grade parking, retail sales along 5th Avenue, and residential apartments and amenities. The 4-story East building will include residential apartments as well as live-work units. The development objectives for this project are as follows (all values are approximate):

West Building (DPD# 3017692)	
Number of residential units:	143 Units
Retail sales and services:	2,650 sf
Number of parking stalls:	
residential (structured)	94
non-residential (structured)	7
East Building (DPD# 3019072)	
Number of residential units:	83 Units
Number of live/work units:	3 Units
Number of parking stalls:	
residential (surface)	32
Combined Parcels Development Total	
Number of residential units:	226 Units
Number of live/work units:	3 Units
Number of parking stalls:	133
Retail sales and services:	2,650 sf

PROJECT INFORMATION

Zoning / Lot Size:	NC3-40 / 56,830 SF NC3-65 / 36,718 SF
Overall Lot Size:	86,398 SF
Overlay:	Northgate Urban Center & Northgate Overlay District (Within Northgate Core Area)
Pedestrian Zone:	No
Mapped ECA:	Salmon Watershed & Peat
Major Pedestrian St:	5th Avenue (As designated in Northgate Overlay District)
Codes:	Seattle Land Use Code (current edition)



**NEIGHBORHOOD CONTEXT**

Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

**NORTHGATE CONTEXT**

The site is located within the Northgate Core Area of the Northgate Overlay District and is also within the Northgate Urban Center. Northgate is a dense retail and vehicular oriented corridor which in recent years is incorporating more dense residential uses and improved pedestrian amenities and connectivity. The site is in a predominantly mixed-use area with retail commercial nodes and multi-family buildings. Located half a block south of a major intersection of NE Northgate Way and 5th Avenue NE, the site is near primary entrances and exits to I-5 and the Northgate Transit Center.

**IMMEDIATE NEIGHBORHOOD CONTEXT**

The predominate architecture of the neighborhood is 1-2 story commercial structures that are car oriented strip malls. Northgate Mall is the neighborhood's predominate structure and efforts have been made to move toward a more pedestrian oriented edge with the addition of exterior focused restaurant and commercial opportunities. More recent development consists of 5-7 story mixed-use multi-family projects. Primary use of materials consist of CMU block, painted concrete, cement board paneling, metal siding and stucco.

**ADJACENT AND NEARBY STREETS**

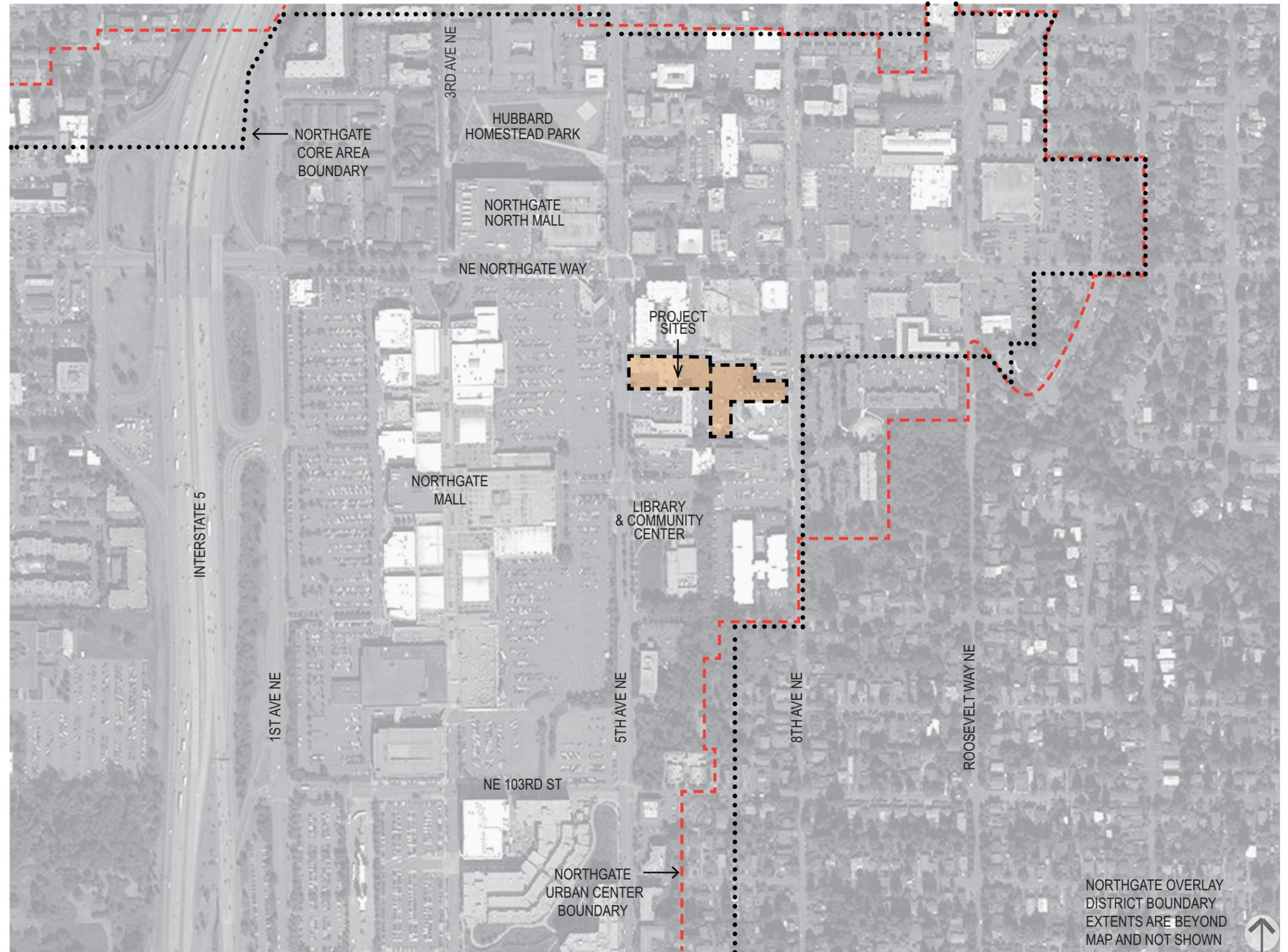
The site is on a through-lot and currently accessed from existing curb cuts along both 5th Avenue along the Western property line and from 8th Avenue along the Eastern property line. An access easement runs in the East-West direction through the project site and the site immediately to the South. 5th Avenue is a four-lane road with a center turn lane & planted median and is designated as a Major Pedestrian Street by the Northgate Overlay District. It serves as a North-South pedestrian link between NE Northgate Way and the transit and community amenities present to the South of the site. A shared bike lane is marked in both directions. The major intersection of 5th Avenue and NE Northgate Way is located approximately one half block to the North. 8th Avenue is a primarily a local access road to residential areas. Continuous sidewalks are present only on the Western side of the street and vehicular traffic is forced to turn right at the intersection of 8th Avenue and NE Northgate Way.

**VIEWS AND AMENITIES**

Anticipated views will mostly be territorial to the East over a mature treed neighborhood with the possibility of views toward the Cascades on the uppermost residential levels. Views to the West face the Northgate Mall parking area which will allow significant access to light and air. The majority of pedestrian focused amenities will revolve around the access to transportation and neighborhood commercial nodes located within a one block walk.

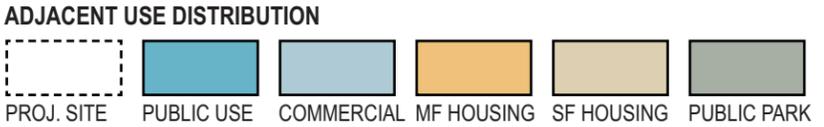
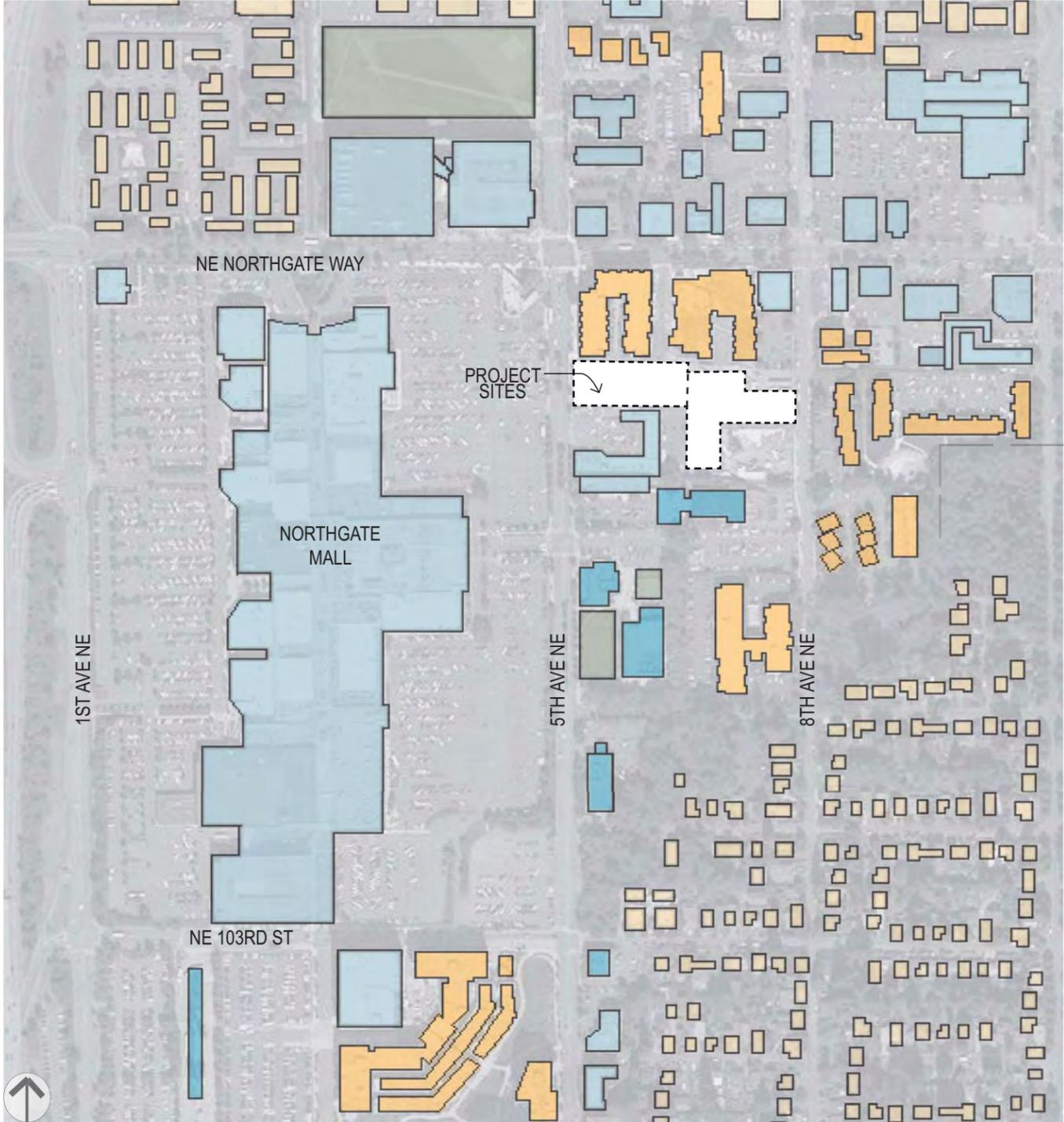
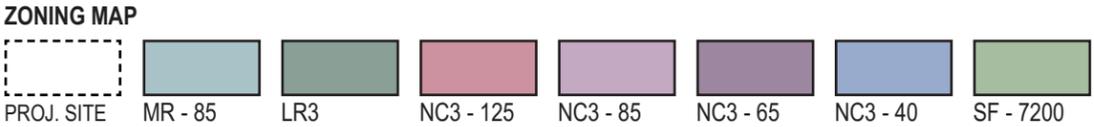
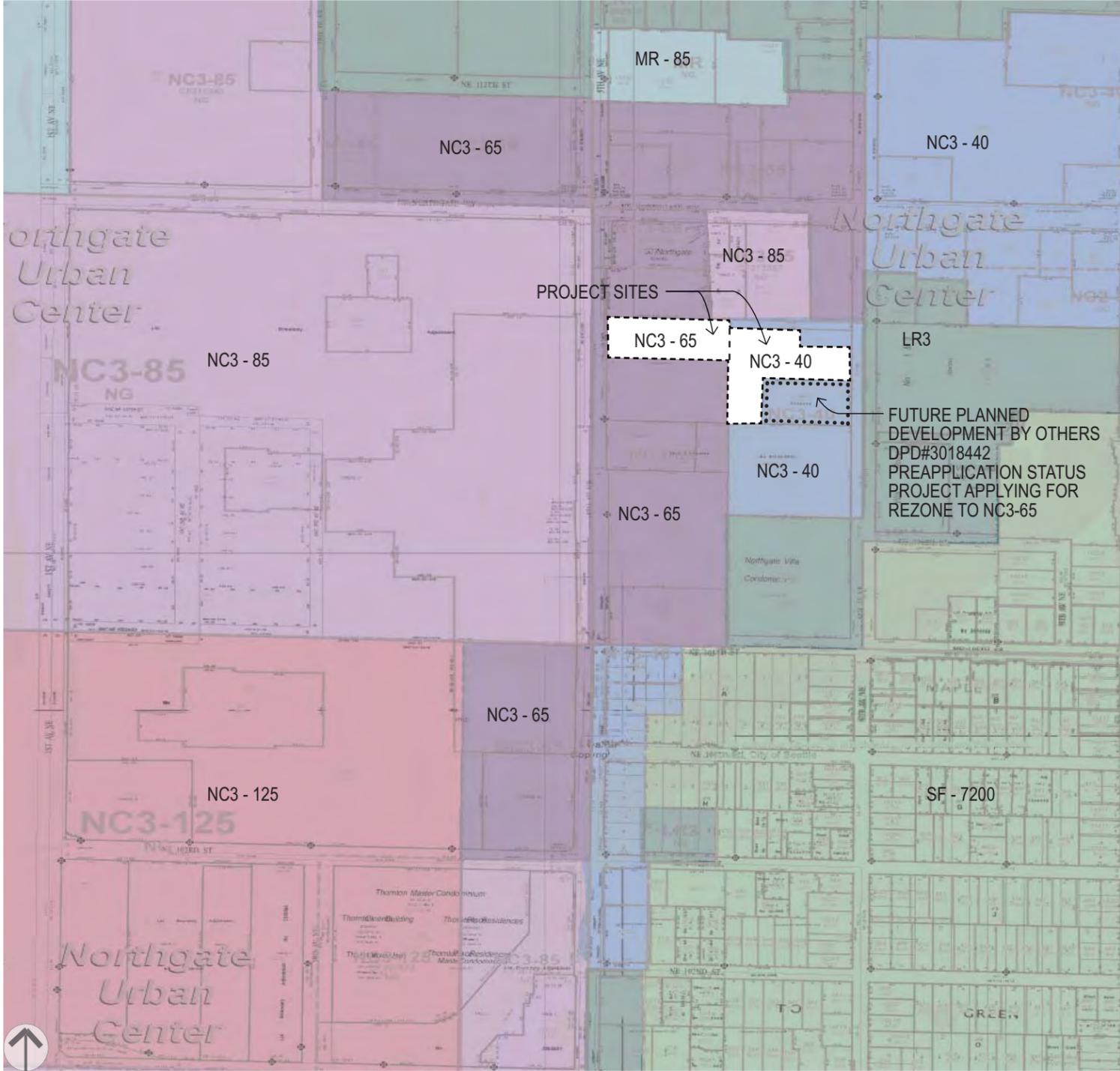
**FUTURE PROJECTS**

According to city records, the vacant parcel to the Southeast of the site will be developed with a multi-family structure in a similar timeframe to this site's development. Many of the surrounding commercial sites are under developed by current land use code. The density in the neighborhood will substantially increase as these parcels are developed.



NORTHGATE NEIGHBORHOOD

**CONTEXT ANALYSIS: ZONING & SURROUNDING USES**



CONTEXT ANALYSIS: COMMUNITY NODES & POINTS OF INTEREST



POINTS OF INTEREST

- 1. Northgate Mall
- 2. Public Library & Community Center
- 3. 507 NE Northgate Way
- 4. Hubbard Homestead Park
- 5. Kindred Hospital - Northgate
- 6. P-Patch community garden
- 7. Thornton Creek Apartments
- 8. Northgate Transit Center



# CONTEXT ANALYSIS: EXISTING NOTABLE ARCHITECTURAL & SITING PATTERNS



## EXISTING PATTERN LOCATIONS

1. 525 NE Northgate Way - Sidewalk at access road
2. 507 NE Northgate Way - Sidewalk along 5th Ave NE
3. 10728 8th Avenue NE - Low rise residential streetscape
4. 525 NE Northgate Way - Leasing office entry along access road
5. 507 NE Northgate Way - Corner of 5th Ave NE & NE Northgate Way
6. 10548 5th Avenue NE, Seattle Public Library - Crossing at 5th Ave NE
7. 507 NE Northgate Way - Leasing office entry along 5th Ave NE
8. 10548 5th Avenue NE, Seattle Public Library - Inner courtyard



## DESIGN CUES

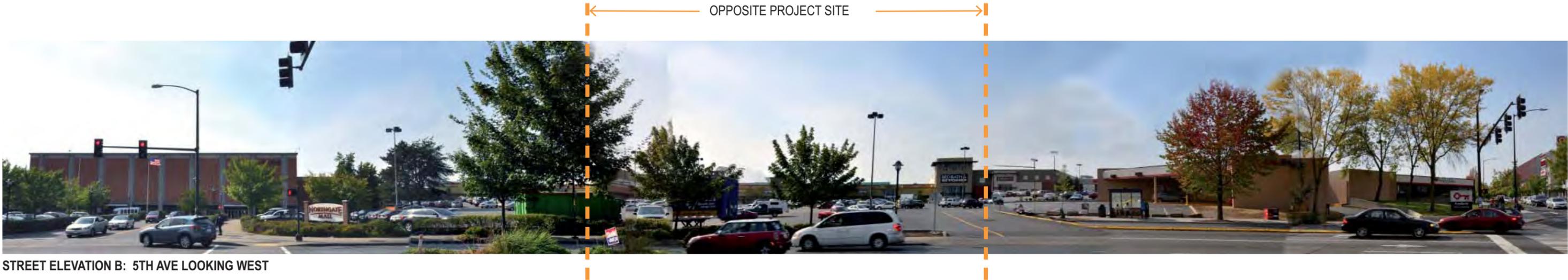
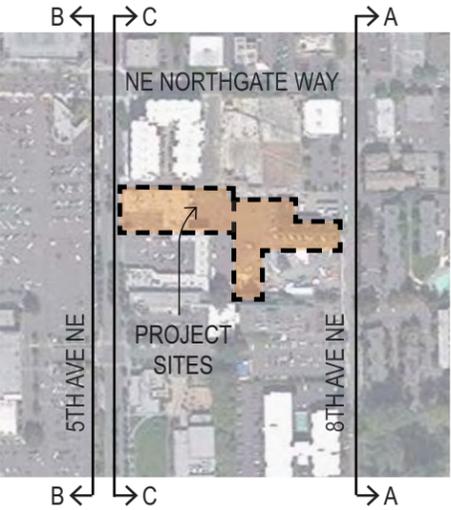
- Wide sidewalks with places of rest and plantings
- Sidewalk awnings for pedestrian friendly environment
- Residential scale emphasized with street setbacks in low-rise zone
- Human scale residential covered entries
- Open plaza areas at street intersections
- Facade transparency along streetscape and site access points
- Public art within landscape areas



**CONTEXT ANALYSIS: STREET ELEVATIONS**



STREET ELEVATION A: 8TH AVE LOOKING EAST



STREET ELEVATION B: 5TH AVE LOOKING WEST

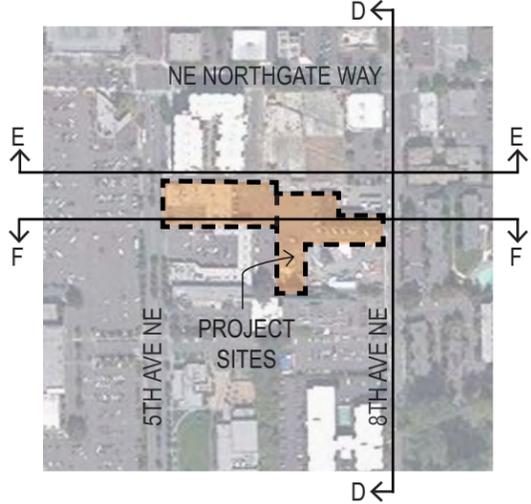


STREET ELEVATION C: 5TH AVE LOOKING EAST

**CONTEXT ANALYSIS: STREET ELEVATIONS**



STREET ELEVATION D: 8TH AVE LOOKING WEST

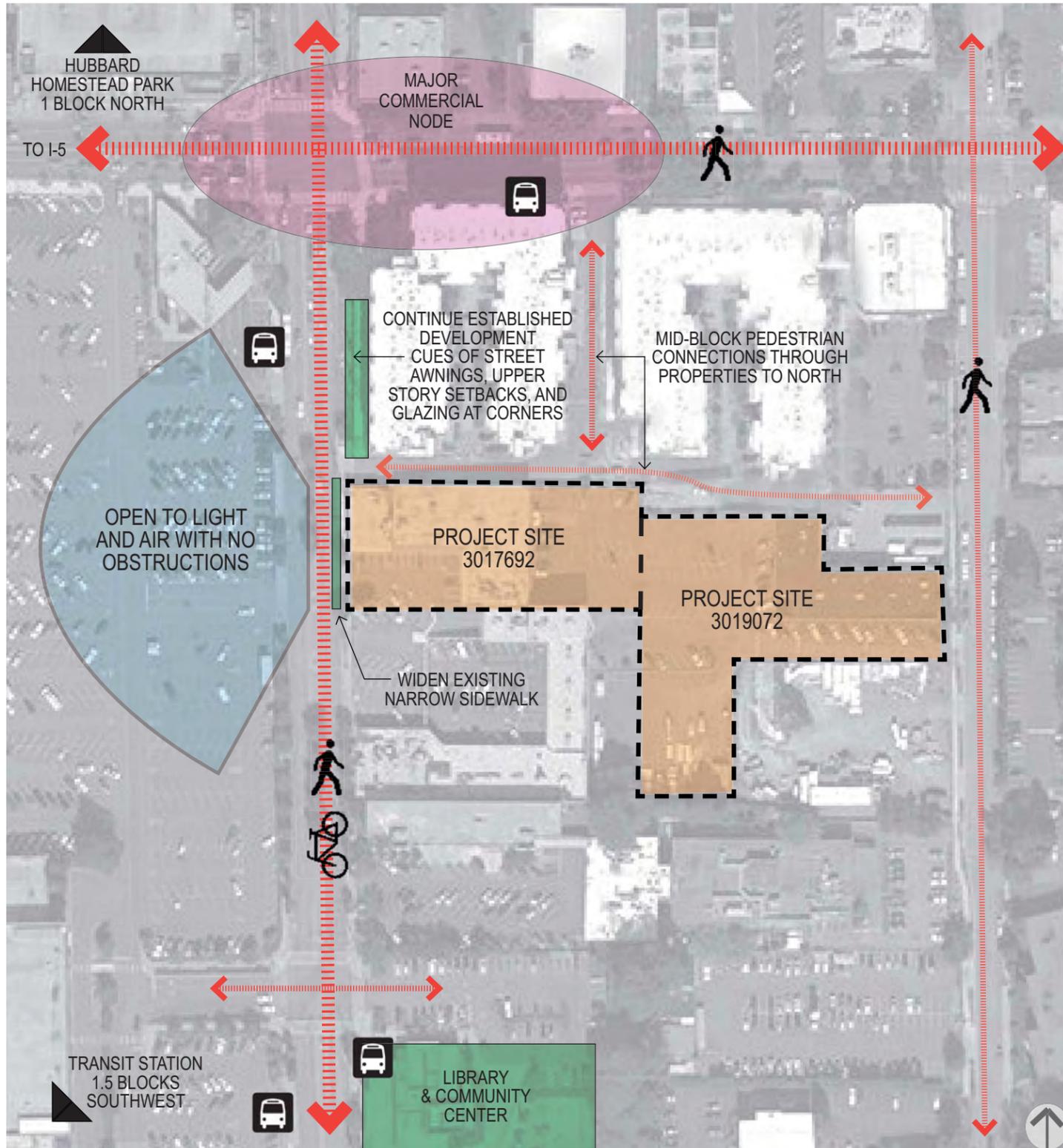


STREET ELEVATION E: NORTHERN PROPERTY LINE LOOKING NORTH

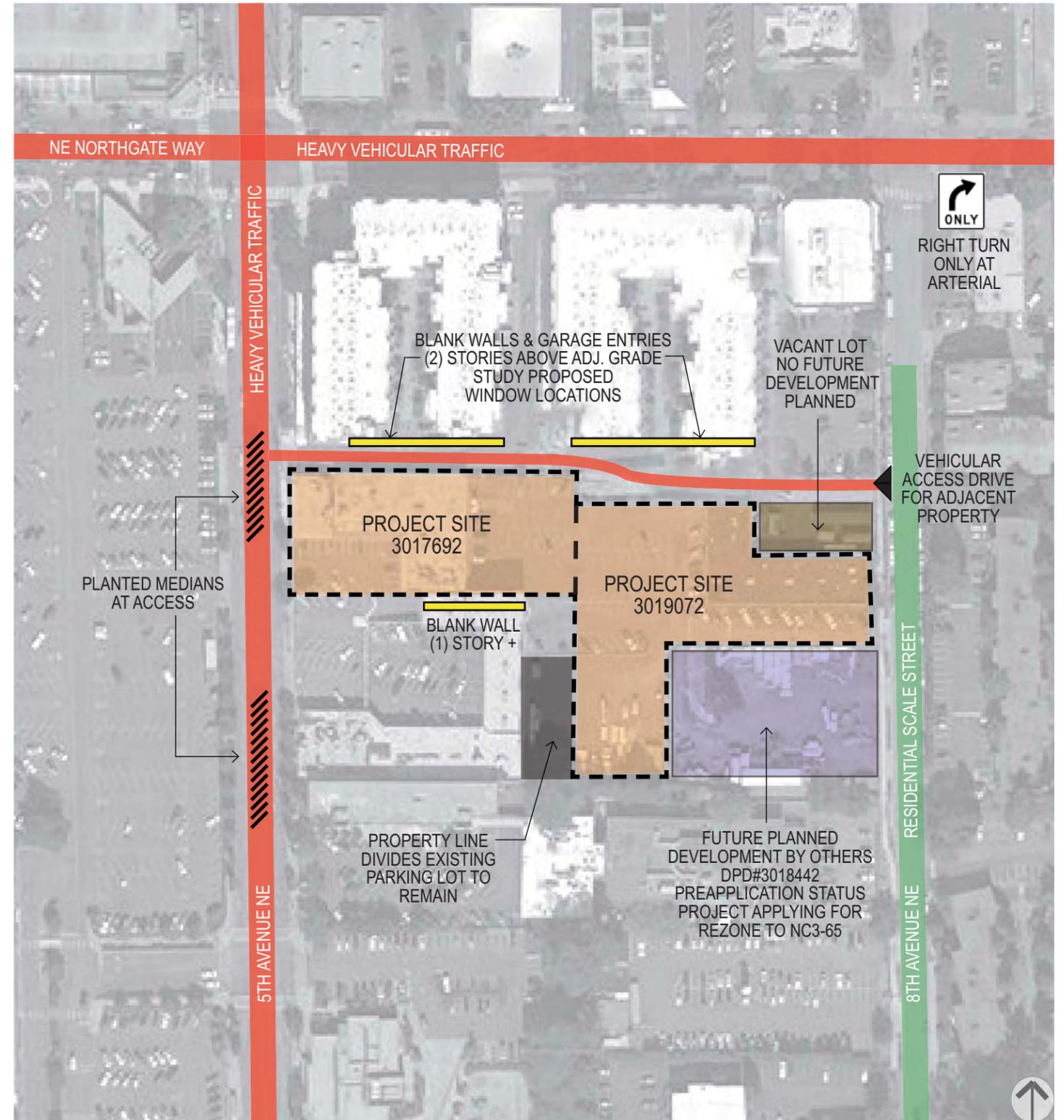


STREET ELEVATION F: SOUTHERN PROPERTY LINE ALONG EASEMENT LOOKING SOUTH

# EXISTING SITE CONDITIONS: OPPORTUNITIES & CONSTRAINTS



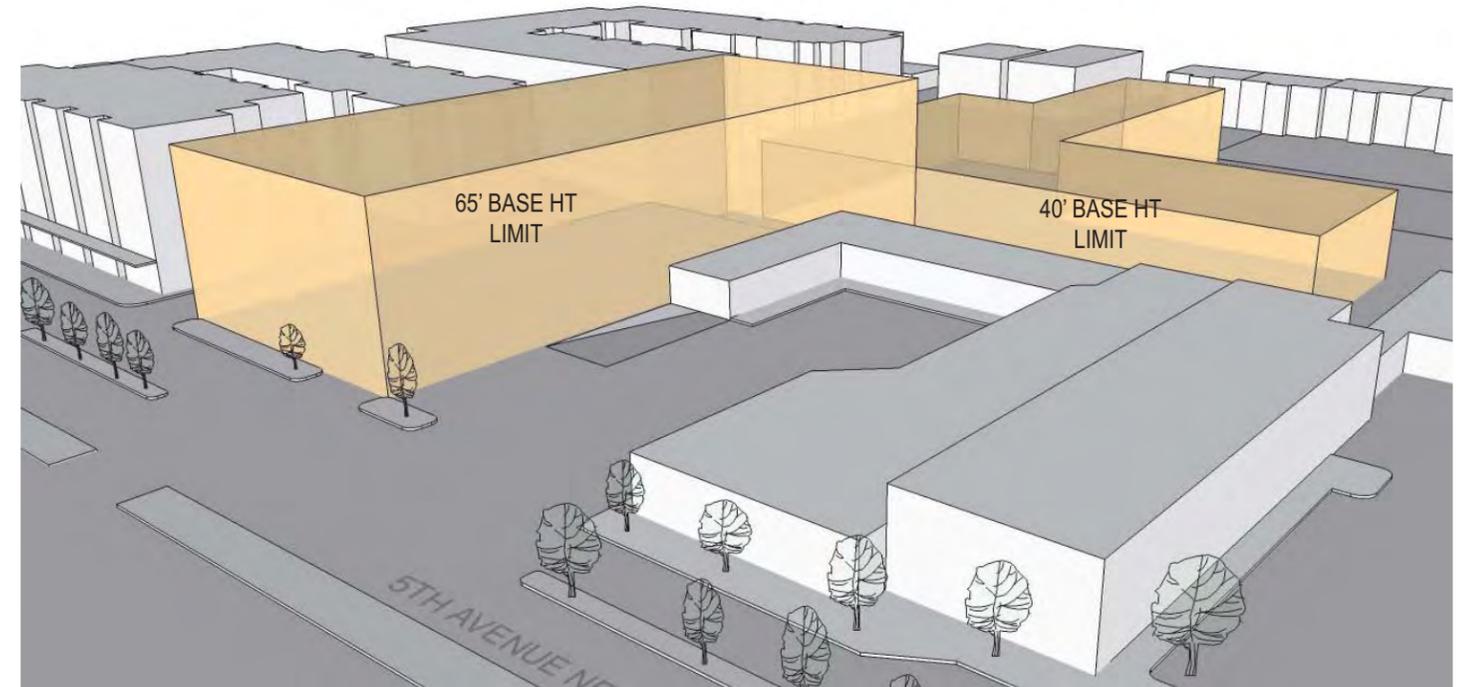
OPPORTUNITIES



CONSTRAINTS

**ZONING ANALYSIS: SEATTLE COMMERCIAL (23.47A) & NORTHGATE OVERLAY (23.71)**

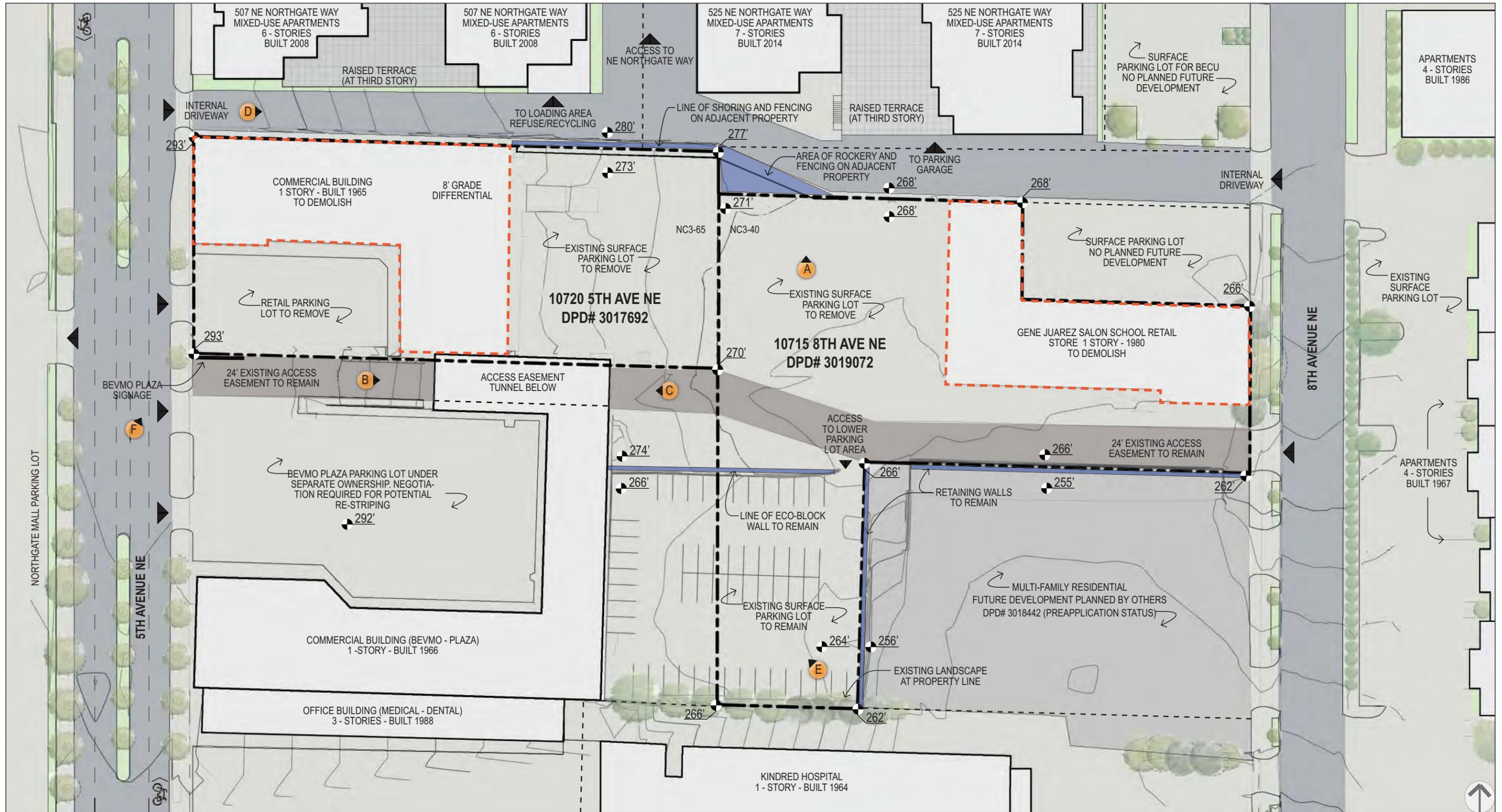
- 23.47A.005.C Residential uses limited to 20% of street-level street-facing facades within the Northgate Overlay District.
- 23.47A.008 & 23.71.008 Blank street facade segments between 2'- 8' above the sidewalk may not exceed 20' in width.  
Maximum 40% of overall facade width allowed to be blank facades.  
Required street-level uses (retail) shall equal 60% minimum of frontage lot width.  
Required street level uses (retail) shall equal 80% minimum of structure width.  
Street-level street facing facades shall be located within 10 feet of the street lot line unless other approved open spaces are provided.  
(A minimum of a 12' wide sidewalk shall be provided per Northgate Overlay)  
Minimum of 60% total facade between 2'- 8' required to be transparent.
- 23.47A.013 FAR Limits: 40' height zone 3.00 / 3.25 (residential / non-residential) & 65' height zone 4.25 / 4.75 (residential / non-residential)
- 23.47A.016 Surface Parking Requirements: Landscaped area is required at surface parking areas per 23.47A.016.D1a and table C. Each area must be at least 100 sf and contained with permanent curbs or barriers. Width of area shall be no less than 4 feet.
- 23.47A.024 Amenity areas required in an amount equal to 5% of total gross floor area in residential use.
- 23.47A.032 & 23.71.016.F2a Parking access for a lot abutting two streets shall be from one of the side street lot lines.  
Parking within a structure shall be separated from street-level street-facing facades by another permitted use.
- 23.54.015 & 23.71.016 No required parking for Residential use in Urban Center  
Non-residential use of general sales and service (retail) to meet minimum and maximum stall counts per table A for 23.71.016.  
A parking waiver for non-residential use for the first 2,500 sf in a structure is allowed per 23.54.015D3 and 23.71.016  
At a major pedestrian street (5th Avenue), parking waived for the first 5,000 sf (maximum overall) for street-level retail sales and service uses.
- 23.71.014 Northgate Overlay District Open Space: NC3-40 zone requires 10% of site area for landscaping and usable public open space.  
NC3-65 zone requires 15% of site area for landscaping and usable public open space.
- 23.71.040 NC3-40 zone, density is limited to 1 unit / 600 sf of lot area, unless mixed use present then density increases by 20%  
NC3-65 zone has no density limit



ZONING ENVELOPE

**DEPARTURE REQUESTS ANTICIPATED**

LAND USE CODE	CODE ITEM	DEPARTURE DESCRIPTION	OPTIONS	DESIGN RATIONALE
SMC 23.71.014.A1	Usable Open Space: For 40' height zones, provide 1/3 of 10% of site as Usable Open Space	Provide a portion of the required of Usable Open Space square footage from NC3-40 Easterly Parcel in combination with Usable Open Space provided for NC3-65 Westerly Parcel.	A,B	Combining the Usable Open Space square footage for both parcels along the Major Pedestrian Street of 5th Avenue NE provides an increased area for public use along the highest pedestrian traffic area for the project.
SMC 23.71.014.A2	Landscape Open Space: For zones with more than 40' heights, provide 1/3 of 15% of site as Landscape Open Space	Provide a portion of the required Landscape Open Space square footage from NC3-65 Westerly Parcel in combination with Landscape Open Space provided for NC3-40 Easterly Parcel.	B	Combining the Landscape Open Space square footage for both parcels at interior of project site allows for concentrated green space.
SMC 23.71.008.D2	Curb cut to parcel shall be along the street which is not a Major Pedestrian Street	Requested relocation of an existing 2-way curb cut along 5th Ave. NE into proposed retail parking area.	A	Due to length of overall lot, it is impractical for public way finding to require retail vehicular traffic to access lot from 8th Avenue NE to provided retail parking stalls.
SMC 23.47A.032.B1b	Street-level parking must be separated from street-level street-facing facades by another permitted use.	Enclosed parking proposed along 5th Avenue NE accessed from an existing curb cut to be relocated.	A	Parking use will be screened with plantings and landscape elements.



**A NORTH PROPERTY LINE**

The site abuts two lots (507 & 525 NE Northgate Way), both recently developed mixed-use buildings. The buildings each contain similar amenities and uses as the proposed project. The buildings incorporate raised terraces above two-levels of parking adjacent to the North property line creating multiple blank wall conditions. Existing fencing on top of an exposed shoring add to the overall height of the blank walls.



**A NORTH PROPERTY LINE**

**B EASEMENT LOOKING EAST ON ADJACENT PROPERTY**

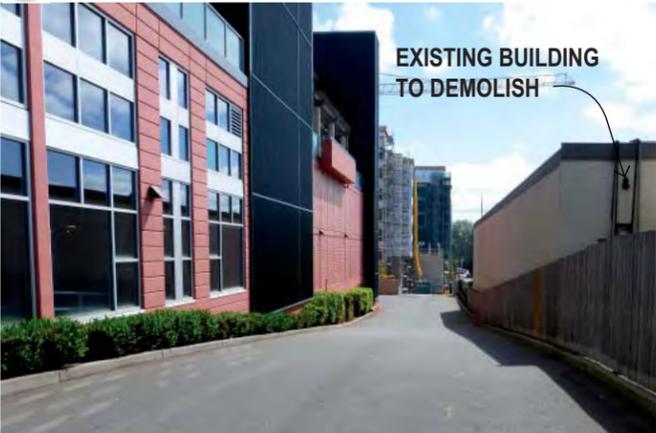
An existing building on the adjacent property to the South is located above and within the access easement adjacent to the site. The building is to remain, creating both a blank wall condition along the Southern property line, as well as a "tunnel" that must be retained.



**B EASEMENT LOOKING EAST ON ADJACENT PROPERTY**

**D INTERNAL DRIVEWAY TO 507 & 525 NE NORTHGATE WAY**

The driveway for access to lots 507 & 525 NE Northgate Way are used for parking access and trash removal for those development projects. It's anticipated that pedestrians will also use this through block access once the development at 525 is complete, though no sidewalks are provided in the East-West direction.



**D INTERNAL DRIVEWAY TO 507 & 525**

**E ADJACENT SURFACE PARKING LOT TO REMAIN**

A North-South property line divides an existing surface parking lot so that half the parking area is on the proposed development lot and the remainder on the adjacent property which is under separate ownership. Due to an 8 foot grade differential between the parking area and its Northern edge, the access point to the parking area is in the proposed development and must be retained for shared access.



**E ADJACENT SURFACE PARKING LOT TO REMAIN**

**F PROPERTY SIGNAGE & EASEMENT ENTRY FROM 5TH AVE**

Current curb cuts along 5th Avenue NE do not align with the access easement. Current signage is also within the access easement and would need to be addressed as part of the proposed development.



**F PROPERTY SIGNAGE & EASEMENT ENTRY FROM 5TH AVE**



**C EASEMENT LOOKING WEST ON ADJACENT PROPERTY**

**CONTEXT AND SITE**

CS1: *Natural Systems and Site Features* - Use natural systems and features of the site and its surroundings as a starting point for project design by incorporating strategies for site orientation, ventilation, daylighting, existing land formations and vegetation, and natural drainage systems.

CS2.A1: *Location, Sense of Place* - Emphasize attributes that give Seattle, the neighborhood and the site its distinctive sense of place. Enhance areas where a strong identity already exists and create a sense of place where the physical context is less established.

CS2.A2: *Location, Architectural Presence* - Evaluate the degree of visibility or architectural presence that is appropriate given the context, and design accordingly. Buildings that contribute to a strong street edge are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

CS2.B1: *Adjacencies, Site Characteristics* - Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots.

CS2.B2: *Adjacencies, Connection to the street* - Identify opportunities for the project to make a strong connection to the street.

CS2.B3: *Adjacencies, Character of Open Space* - Contribute to the character and proportion of surrounding open spaces.

CS2.C2: *Relationship to Block, Mid-Block Sites* - Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings. Where adjacent properties are underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

CS2.D1: *Height Bulk and Scale, Development and Zoning* - Review the height, bulk, and scale of neighboring buildings and those anticipated by zoning to determine an appropriate complement and/or transition.

CS2.D2: *Height Bulk and Scale, Site Features* - Use changes in topography, site shape, and vegetation to successfully respond to adjacent properties.

CS2.D3: *Height Bulk and Scale, Zone Transitions* - Provide an appropriate transition or complement to the adjacent zone(s). Create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2.D4: *Height Bulk and Scale, Adjacent Sites* - Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

CS3: *Architectural Context and Character* - Contribute to the architectural character of the neighborhood by emphasizing positive neighborhood attributes and exploring local history and culture.

**PUBLIC LIFE**

PL1.A: *Connectivity* - Design the building and open spaces to positively contribute to a broader network of opens spaces throughout the neighborhood and seek opportunities to foster human interaction.

PL2.A: *Accessibility* - Provide access for people of all abilities in a manner that is fully integrated into the project design. Add features to assist pedestrians in navigating sloped sites or other challenges.

PL2.B1: *Safety and Security, Eyes on the Street* - Create a safe environment by providing lines of site and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

PL2.B2: *Safety and Security, Lighting for Safety* - Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2.B3: *Safety and Security, Transparency* - Ensure transparency of street-level uses, where appropriate, by keeping views open into spaces behind walls or plantings at corners, or along narrow passageways.

PL2.C3: *Weather Protection, People-Friendly Space* - Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the facade.

PL3.A1: *Entries, Design Objectives* - Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Differentiate residential and commercial entries with design features and amenities specific to each.

PL3.A2: *Entries, Ensemble of Elements* - Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3.B: *Residential Edges* - Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the neighboring streets / buildings. This is particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk.

PL3.C: *Retail Edges* - Engage passersby with opportunities to interact with the building interior using glazing and transparency. Allow spaces for activities to extend into the public areas.

PL4: *Active Transportation* - Provide safe and convenient access points for all modes of travel. Consider existing and future bicycle traffic to and through the site so that access and connections are integrated into the project along with modes of travel.

**DESIGN RESPONSE TO CONTEXT AND SITE GUIDELINES**

The streetscape along 5th Avenue NE is in transition. The project proposes to continue design cues established by the recent development to the North to reinforce the existing positive siting patterns. Methods of engaging the streetscape will include widened sidewalks with places of rest in the form of benches, plantings, and paving patterns, overhead weather protection, entries to retail articulated and accessed on-grade from sidewalk spaces, and appropriate use of materials. In addition, the project proposes upper level setbacks over the retail podium to relate to upper level setbacks present at the structure to the North.



STREETSCAPE PRECEDENCE

**DESIGN RESPONSE TO PUBLIC LIFE GUIDELINES**

An established pedestrian connectivity route between 5th Avenue NE and 8th Avenue NE exists. Currently, pedestrians, cyclists, and vehicles share the route with undefined pathways through the easement. Proposed project will define pedestrian and vehicular pathways to safely separate these modes of transportation while creating a strong connector to the outlining neighborhood.

Entries points will be of considerable importance for this site, especially due to strong 5th Avenue retail presence and length of the overall site and multiple buildings. Project proposes distinct human scale entries, articulated with material use, modulation, awnings, and located along the pedestrian pathways to provide distinct way finding for tenants and the public.



RESIDENTIAL ENTRY PRECEDENCE

**DESIGN CONCEPT**

- DC1.B: *Vehicular Access and Circulation* - Choose locations for vehicular access, service uses and delivery areas that minimize conflict between vehicles and non-motorists.
- DC1.C: *Parking and Service Uses* - Locate parking below grade wherever possible. Locate surface parking on lower or less visible portions of the site. Reduce the visual impacts of parking lots, parking structures, entrances, and related infrastructure.
- DC2.A: *Massing* - Use secondary architectural elements to reduce perceived mass. Consider recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.
- DC2.B: *Architectural and Facade Composition* - Design all facades considering the composition and architectural expression of the building as a whole. Avoid large blank walls along visible portions of facades.
- DC2.C: *Secondary Architectural Features* - Add depth to facades where appropriate by incorporating secondary elements into the facade design. Use design elements to achieve a successful fit between a building and its neighbors.
- DC2.D: *Scale and Texture* - Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, walls, exterior spaces in a manner consistent with the architectural concepts.
- DC3.A1: *Building-Open Space Relationship* - Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.
- DC3.B4: *Open Spaces, Multifamily Open Space* - Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.
- DC3.C2: *Design, Amenities and Features* - Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed.
- DC4.A1: *Building Materials, 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.
- DC4.C: *Lighting* - Use lighting to both increase site safety in all locations used by pedestrians and to highlight architectural and landscape details while avoiding off-site night glare and light pollution.

**NORTHGATE DESIGN GUIDELINES**

GOALS AND OBJECTIVES:

1. Provide direct and convenient pathways, comfort, visual interest and activity for pedestrians.
2. Design identity should be defined block by block
3. Increase publicly accessible open spaces and connections between them.
4. Landscape design to enhance the site or address special site conditions.

PL1.2: *Interior Block Pedestrian Connections* - Encourage pedestrian walkways and open spaces. The Northgate Transit Center/future light rail station and adjacent mixed-use transit-oriented development (TOD) with its urban plaza and access to the Thornton Creek Water Quality Channel as well as the Northgate Civic Center and Hubbard Homestead Park are important pedestrian destinations.

PL2.2: *Streetscape Compatibility* - The community's vision of an enhanced, pedestrian-oriented urban center environment can only be achieved by improving pedestrian network connectivity throughout the neighborhood along specially designated streets.

DC1.4.1: *Minimize Pedestrian/Vehicle Conflicts* - Site and design driveways to minimize conflicts between vehicles and pedestrians. This is especially important along 5th Avenue NE. Minimize the number of curb cuts and width of driveways along the streets.

DC2.1: *Foster Human Scale* - The ground level of the building must offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Exterior building elements should have human scale.

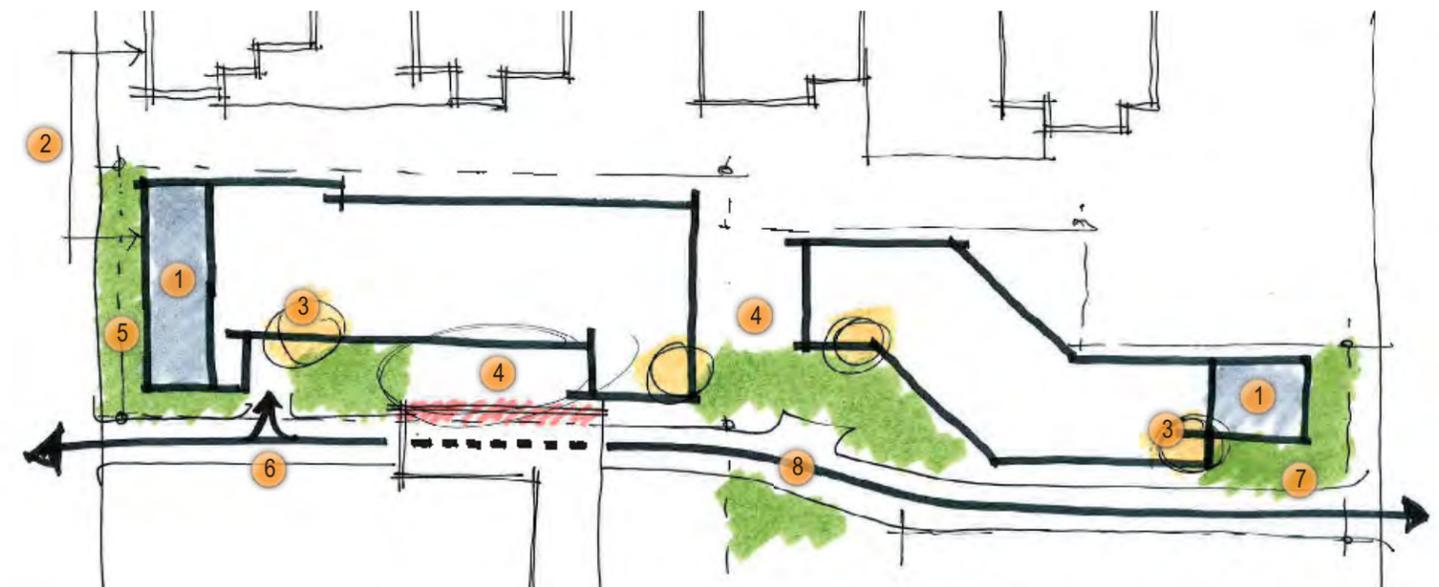
DC3.3: *Landscaping to Reinforce Design* - Quality landscaping is an essential component of the built urban form. Good use of existing and new landscaping adds considerable value to the design of new development and blends new development with surrounding areas, and reduces storm water runoff. Consider design strategies to create natural features or systems that can be incorporated into the site design.

**DESIGN RESPONSE TO DESIGN CONCEPT GUIDELINES**

Project proposes the use of modulation, upper story setbacks, and railing elements to address the overall building massing and bulk, height, and scale. Particular attention will be paid to exterior amenity spaces, their relationship to the interior spaces, as well as their connection to the public open spaces. Due to the length of the project site, several opportunities exist to maintain these connections throughout the project site and connect the development to the neighborhood through a series of open spaces and landscaped areas.



MODULATION PRECEDENCE AT STREETScape AND INTERIOR COURTS



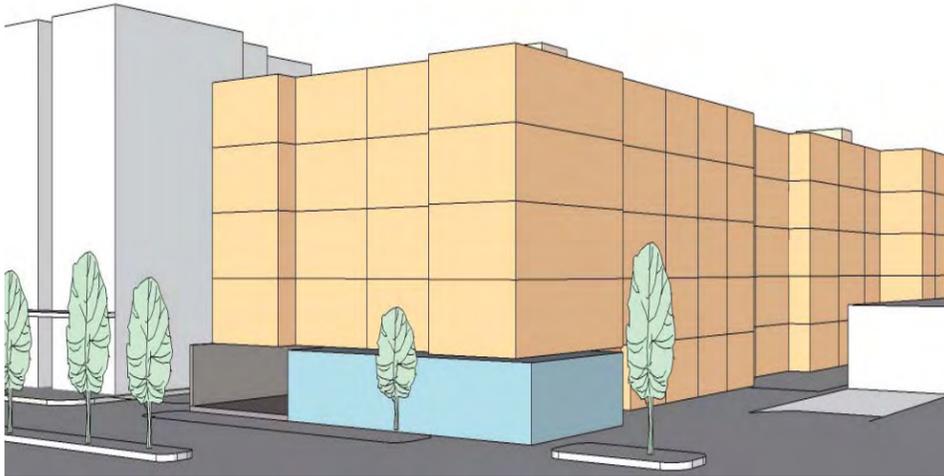
SEATTLE GUIDELINES

- 1 CS2.B2 Adjacencies, Connections to the Street
- 2 CS2.C2 Relationship to Block, Mid-Block Sties
- 3 PL3.A1 Entries, Design Objectives
- 4 DC3.B4 Multi-Family Open Space

NORTHGATE NEIGHBORHOOD GUIDELINES

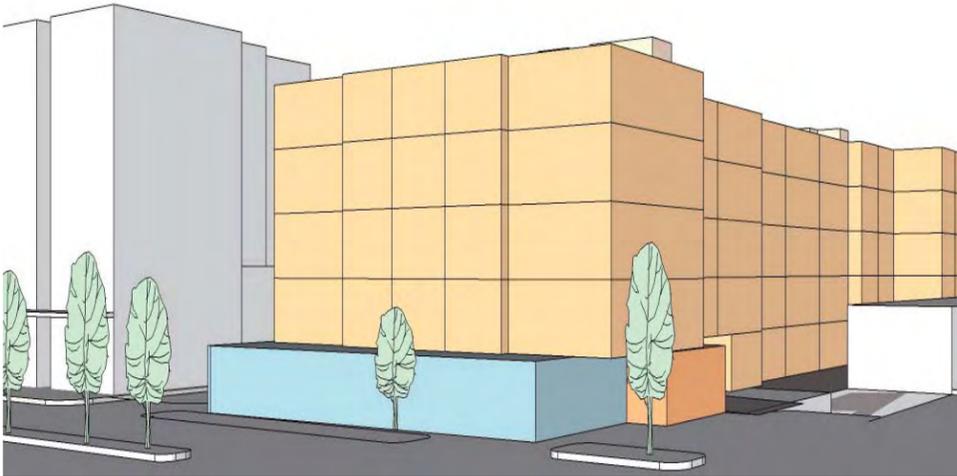
- 5 CS3 (I) Streetscape Compatibility
- 6 DC1 (IV) Parking and Vehicle Access
- 7 DC3 (I) Urban Gardens
- 8 PL1.2 Pedestrian Connections

PLAN DIAGRAM - CONCEPT SKETCH REPONSE TO GUIDELINES



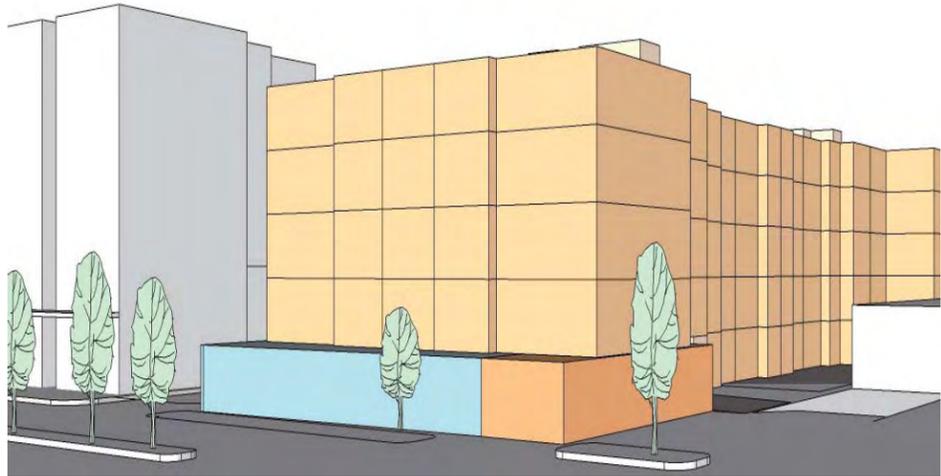
**OPTION A**

- PROS:**
- Large Open Space oriented toward South along 5th Ave. NE
  - Siting allows for possibility of pedestrian connection to adjacent properties to the North
  - Residential tower upper story setback along 5th Ave. NE relates to established street facade patterns
- CONS:**
- Parking along Street-Level Street-Facing façade at prominent NW corner creates blank wall condition



**OPTION B**

- PROS:**
- Strong corner Open Space provided at SW corner along 5th Ave. NE
  - Retail parking provided from access easement to maintain strong retail presence along 5th Ave. NE
  - Residential tower upper story setback along 5th Ave. NE relates to established street facade patterns
- CONS:**
- Tenant open space at pool is too large to create a cohesive active area.
  - Units flanking main amenity outdoor space
  - Residents need to cross parking access to reach 5th Avenue Lobby



**OPTION C (PREFERRED / CODE COMPLIANT)**

- PROS:**
- Open Space equally distributed on both 5th and 8th Avenues
  - Retail parking provided from access easement to maintain strong retail presence along 5th Ave. NE
  - Amenities concentrated around pool and separated from easement increasing privacy for tenants
  - Secondary lobby access point near 8th Avenue allows additional pedestrian connectivity for tenants
  - Residential tower upper story setback along 5th Ave. NE relates to established street facade patterns
  - Increased East Building setback to matches residential scale of 8th Ave. NE
- CONS:**
- Large area of site landscaped to NE only benefits a few tenants due to location
  - Residents need to cross parking access to reach 5th Avenue Lobby



COMPOSITE SITE PLAN: OPTION A



**OPTION A**

**PROS:**

- Large Open Space oriented toward South along 5th Ave. NE
- Siting allows for possibility of pedestrian connection to adjacent properties to the North
- Residential tower upper story setback along 5th Ave. NE relates to established street facade patterns

**CONS:**

- Parking along Street-Level Street-Facing façade at prominent NW corner creates blank wall condition

**DEVELOPMENT OBJECTIVES**

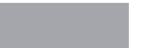
West Building (DPD# 3017692)  
 Number of residential units: 143 Units  
 Retail sales and services: 2,200 sf  
 Number of parking stalls:  
     residential (structured) 94  
     non-residential (structured) 7

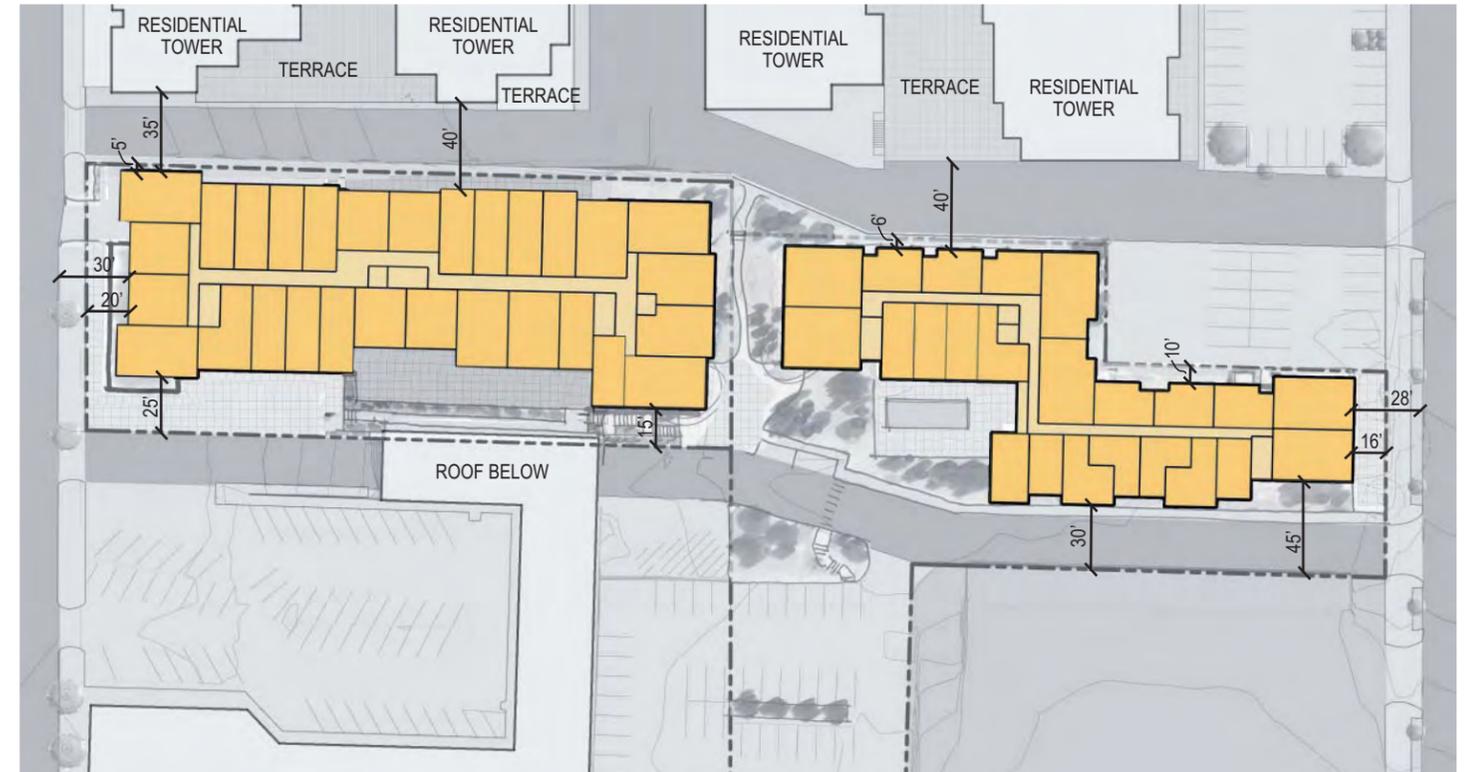
East Building (DPD# 3019072)  
 Number of residential units: 84 Units  
 Number of live/work units: 2 Units  
 Number of parking stalls:  
     residential (surface) 30

**POTENTIAL DEPARTURES**

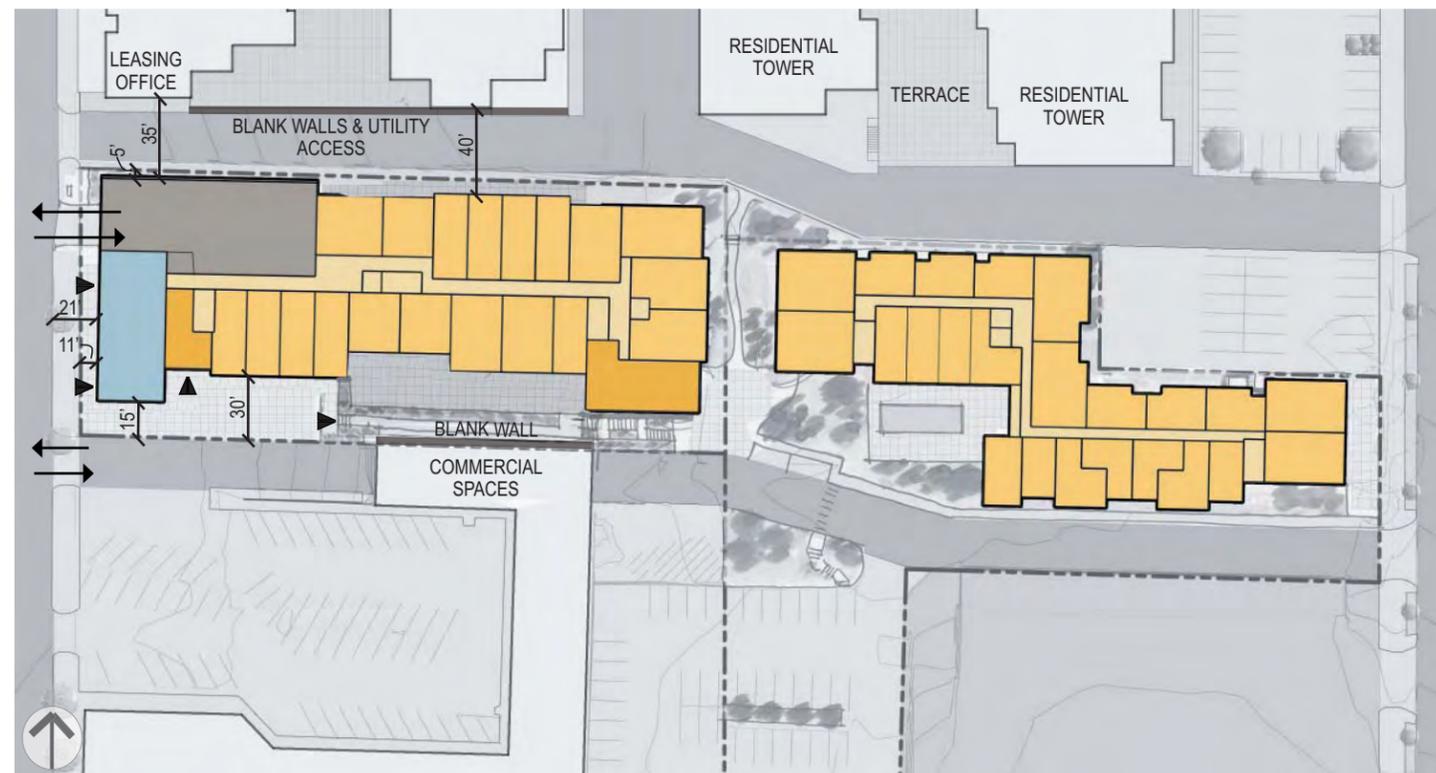
- Usable Open Space
- Relocated Curb Cut
- Parking Use along Street-Facade

**LEGEND**

					
Common	Residential	Circulation	Commercial	Live / Work	Parking / Utility



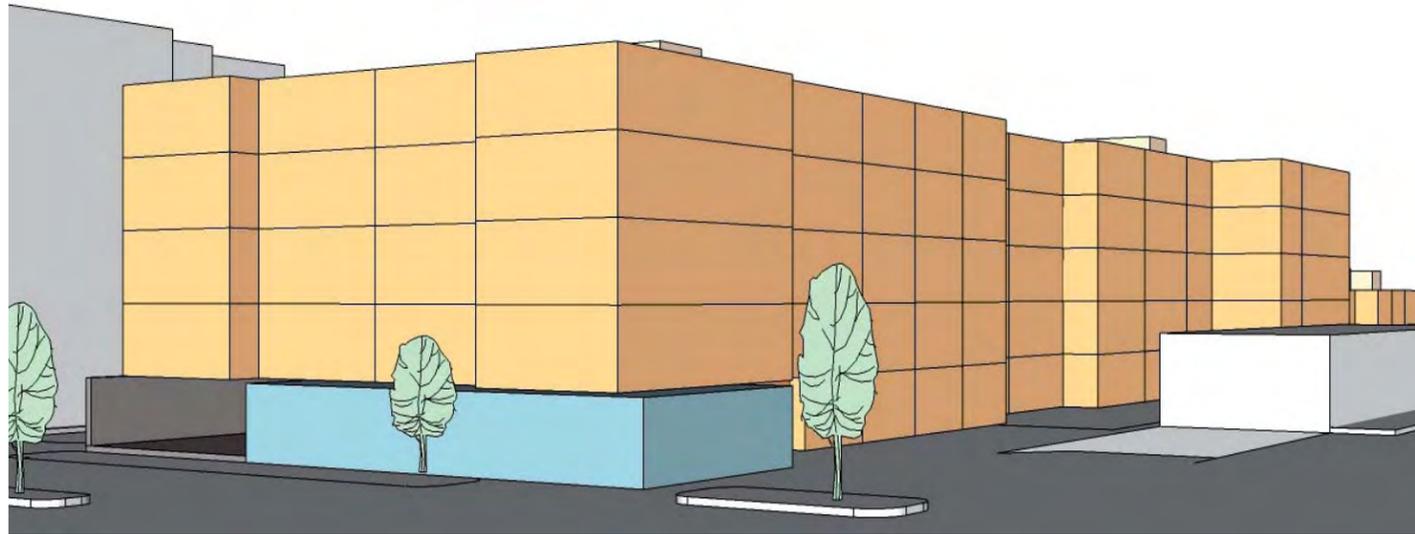
TYPICAL RESIDENTIAL LEVEL



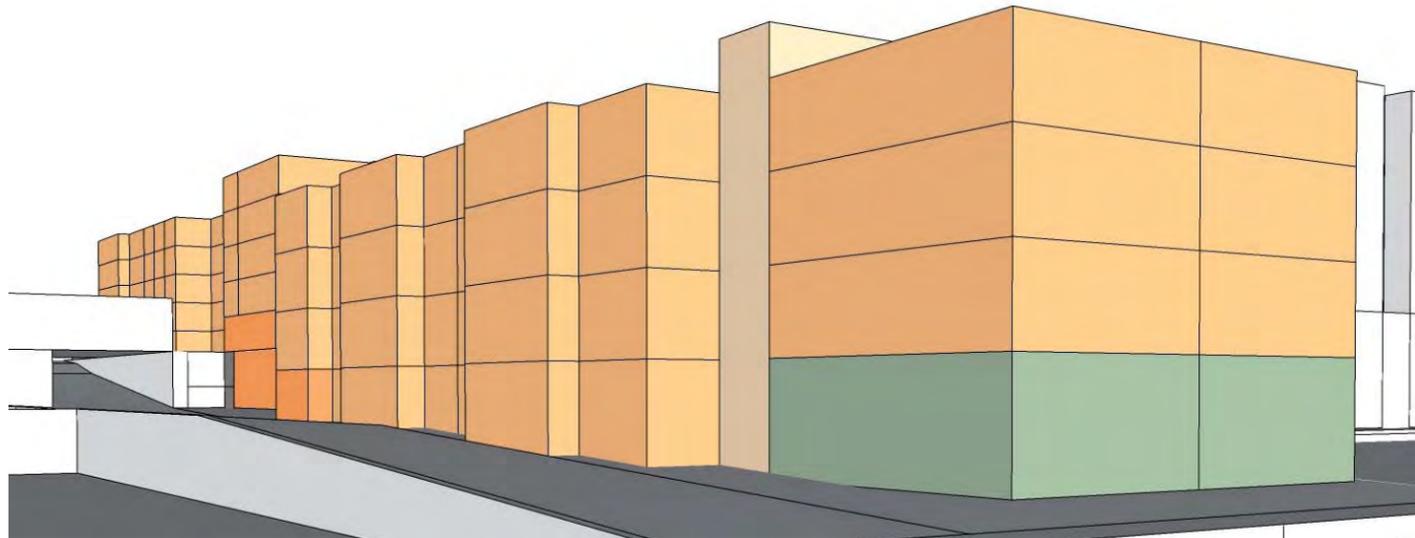
RETAIL LEVEL - 5TH AVENUE NE



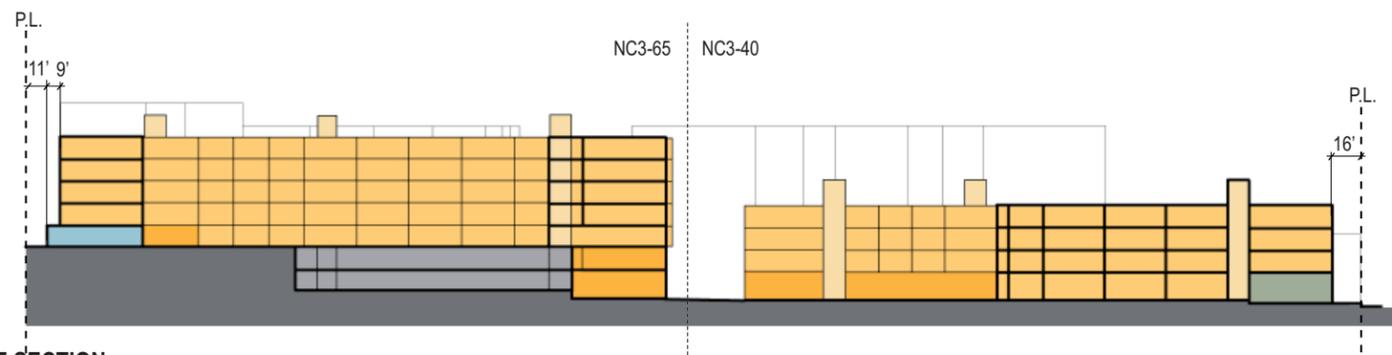
GROUND LEVEL - 8TH AVENUE NE



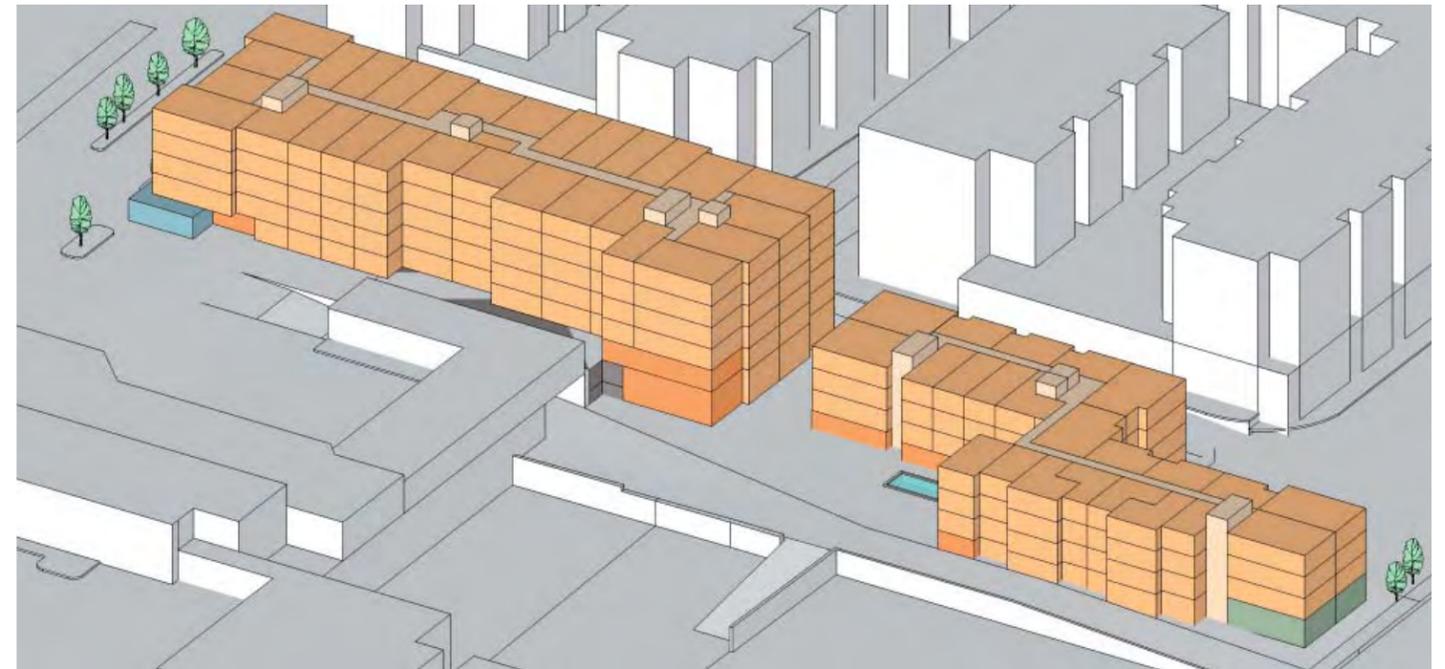
VIEW FROM 5TH AVENUE



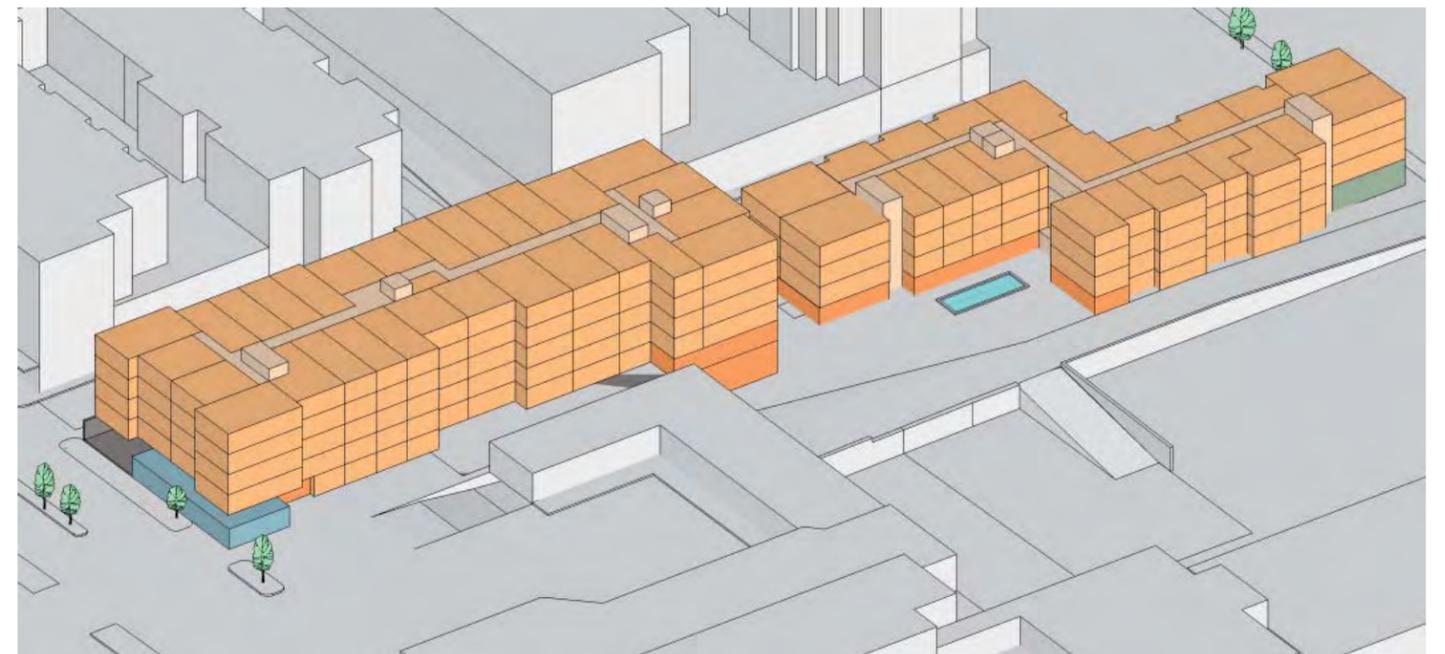
VIEW FROM 8TH AVENUE



SITE SECTION



VIEW LOOKING NORTHWEST



VIEW LOOKING NORTHEAST



**OPTION B**

**PROS:**

- Strong corner Open Space provided at SW corner along 5th Ave. NE
- Retail parking provided from access easement to maintain strong retail presence along 5th Ave. NE
- Residential tower upper story setback along 5th Ave. NE relates to established street facade patterns

**CONS:**

- Tenant open space at pool is too large to create a cohesive active area
- Units flanking main amenity outdoor space
- Residents need to cross parking access to reach 5th Avenue Lobby

**DEVELOPMENT OBJECTIVES**

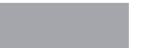
West Building (DPD# 3017692)  
 Number of residential units: 140 Units  
 Retail sales and services: 2,900 sf  
 Number of parking stalls:  
     residential (structured) 94  
     non-residential (structured) 7

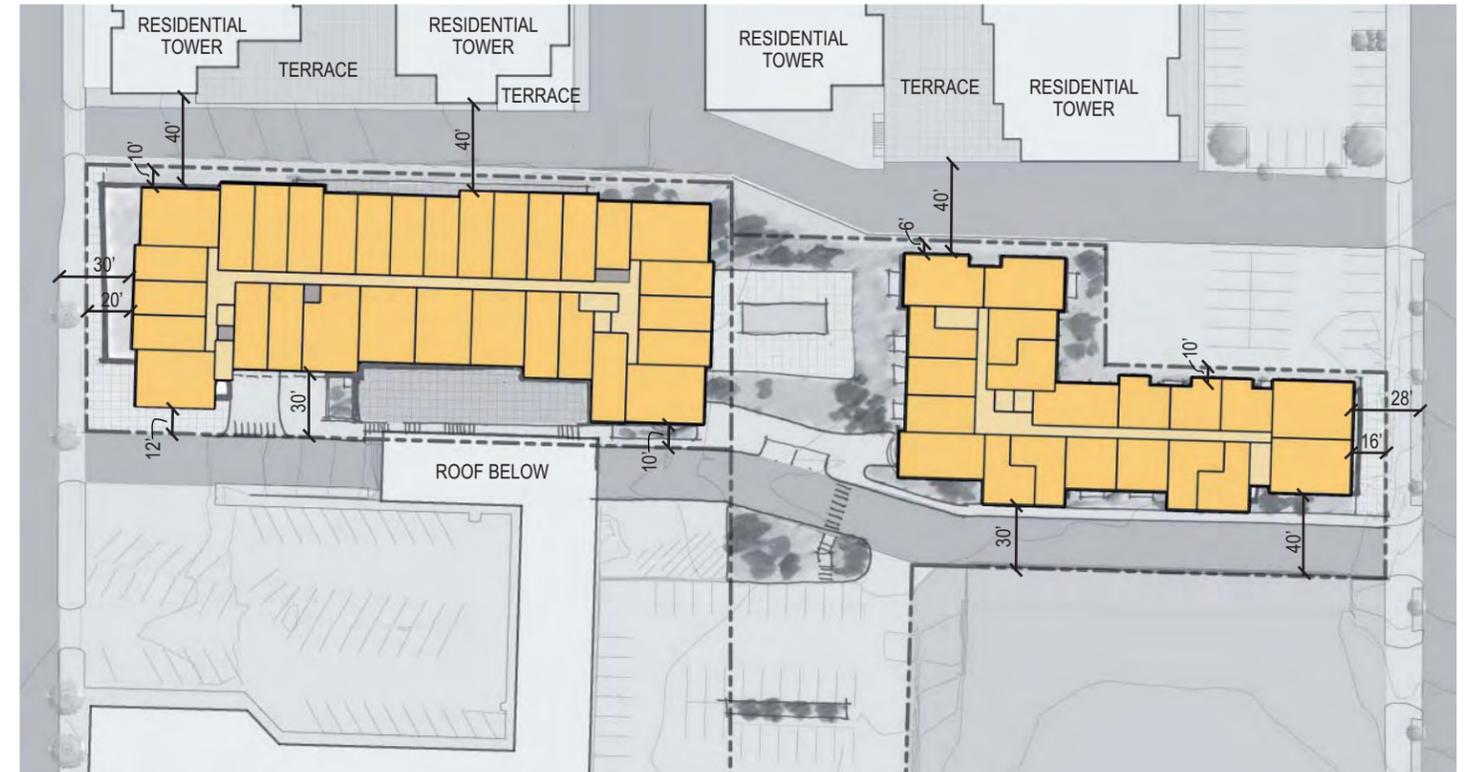
East Building (DPD# 3019072)  
 Number of residential units: 77 Units  
 Number of live/work units: 2 Units  
 Number of parking stalls:  
     residential (surface) 30

**POTENTIAL DEPARTURES**

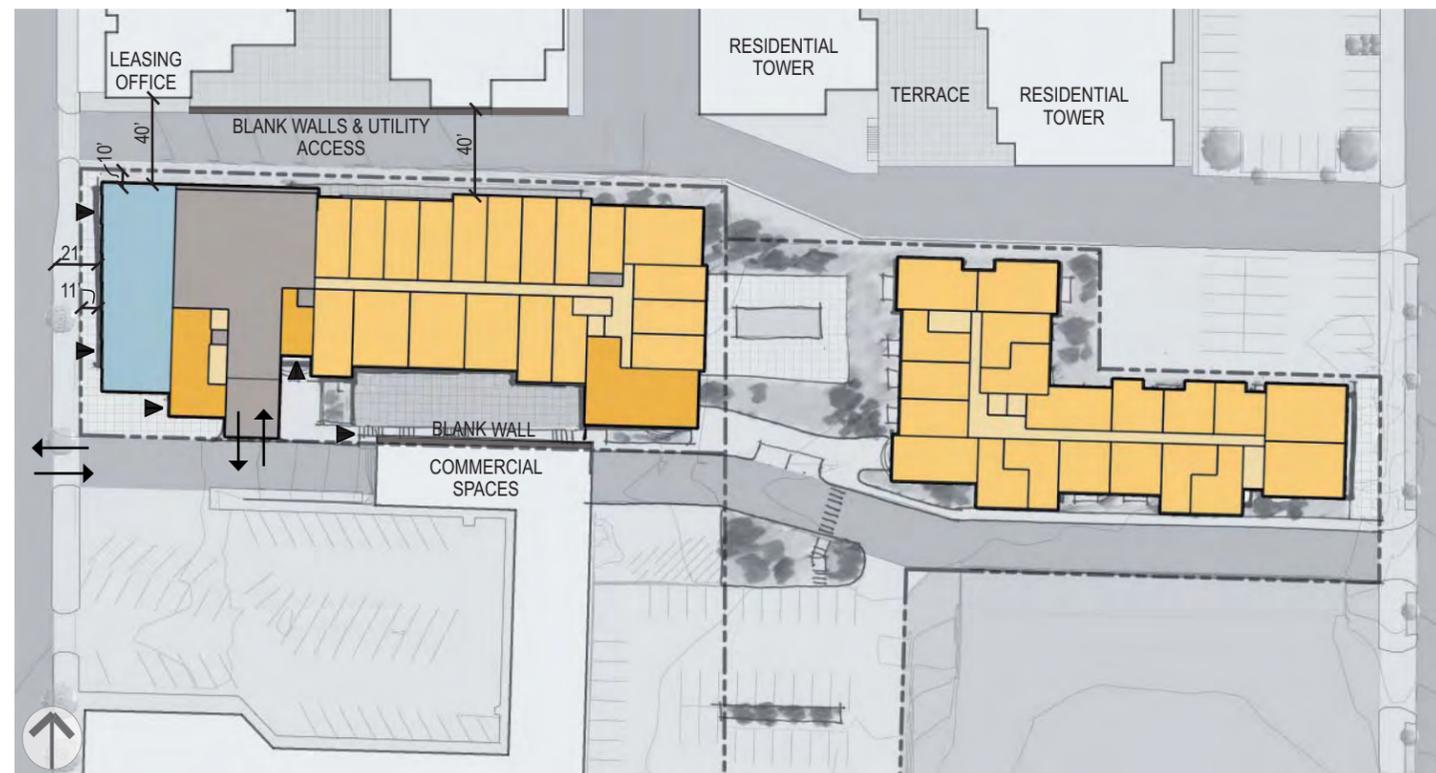
- Usable Open Space
- Landscape Area

**LEGEND**

					
Common	Residential	Circulation	Commercial	Live / Work	Parking / Utility



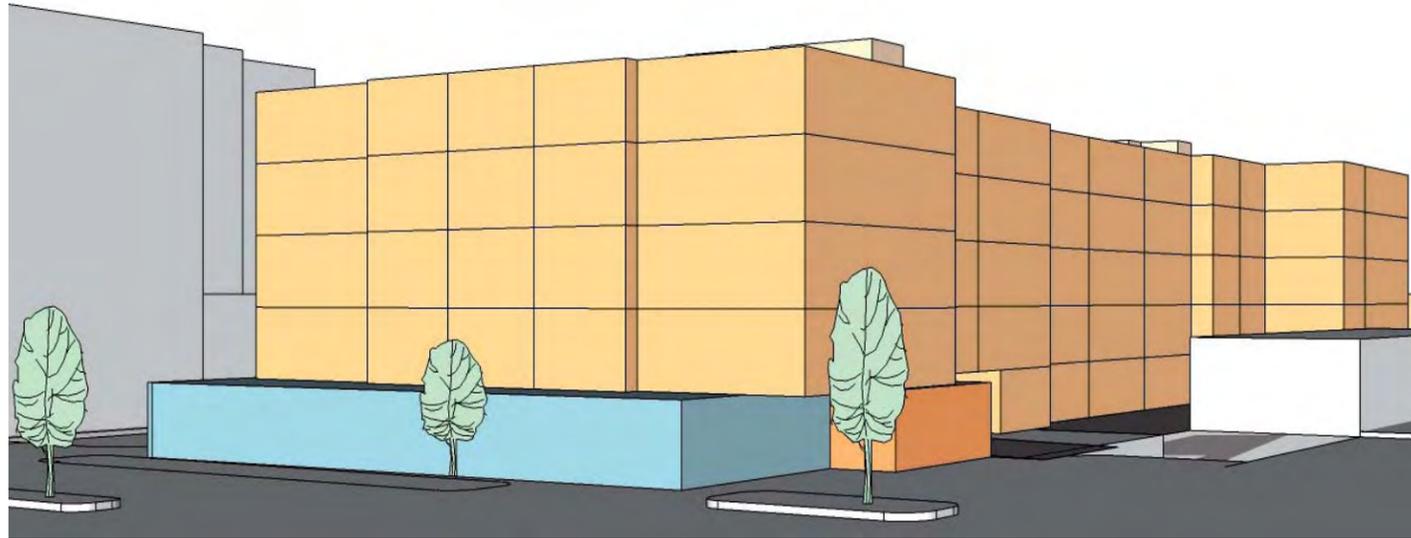
TYPICAL RESIDENTIAL LEVEL



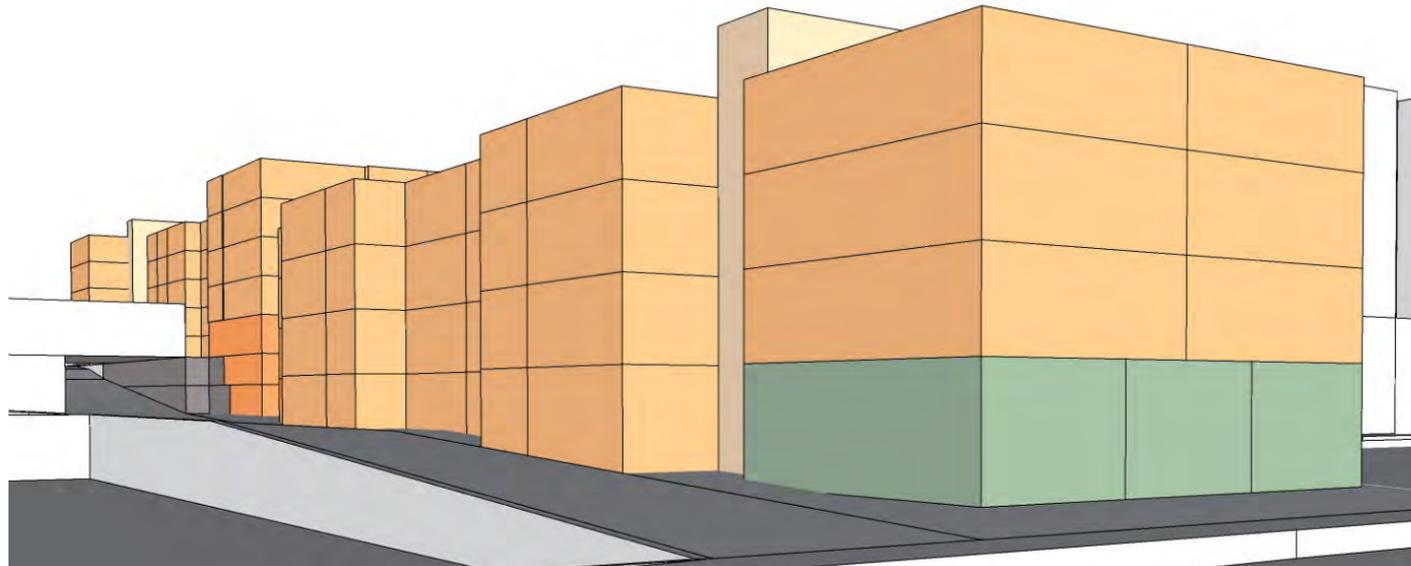
RETAIL LEVEL - 5TH AVENUE NE



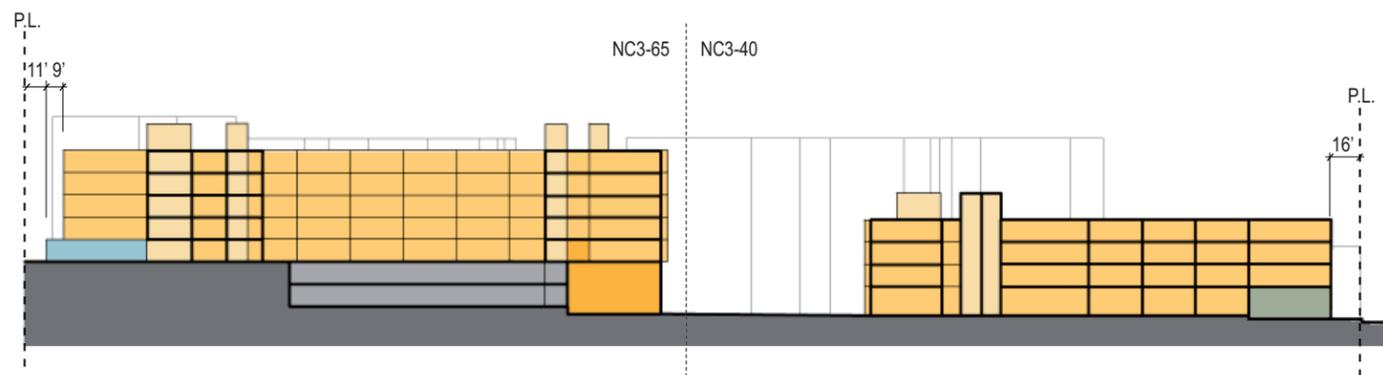
GROUND LEVEL - 8TH AVENUE NE



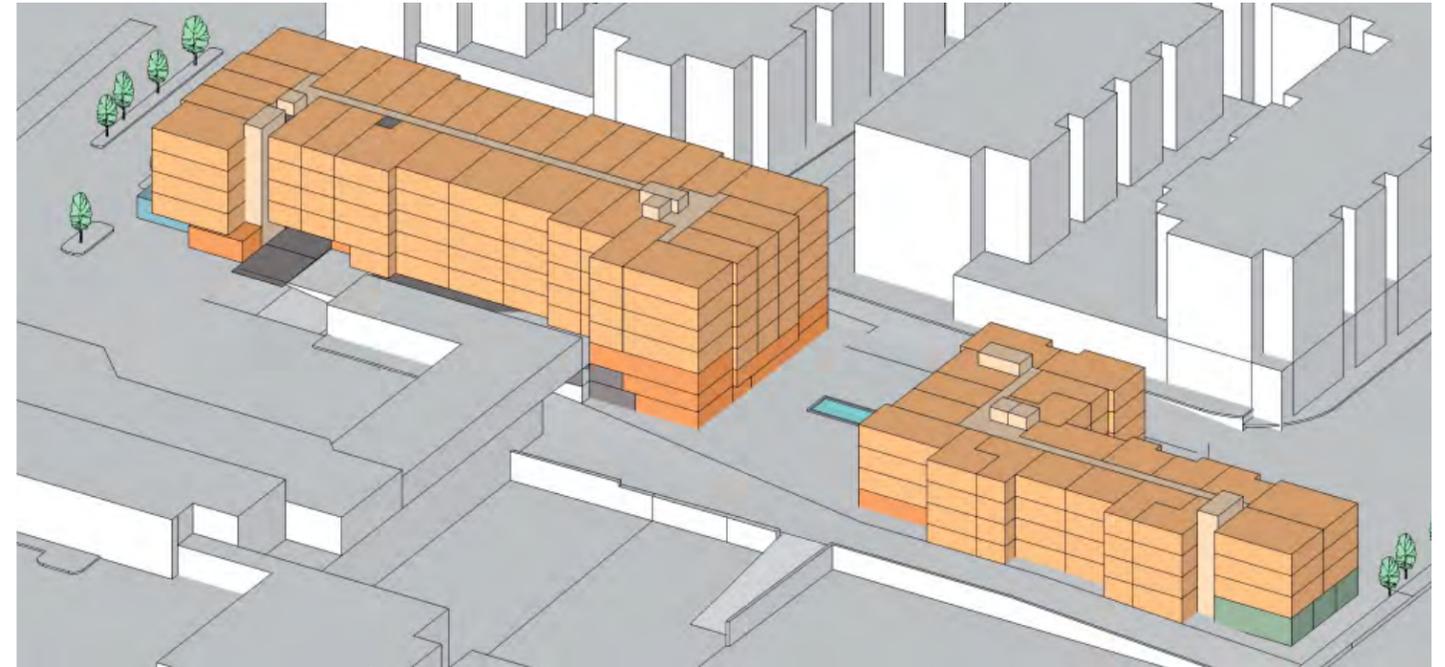
VIEW FROM 5TH AVENUE



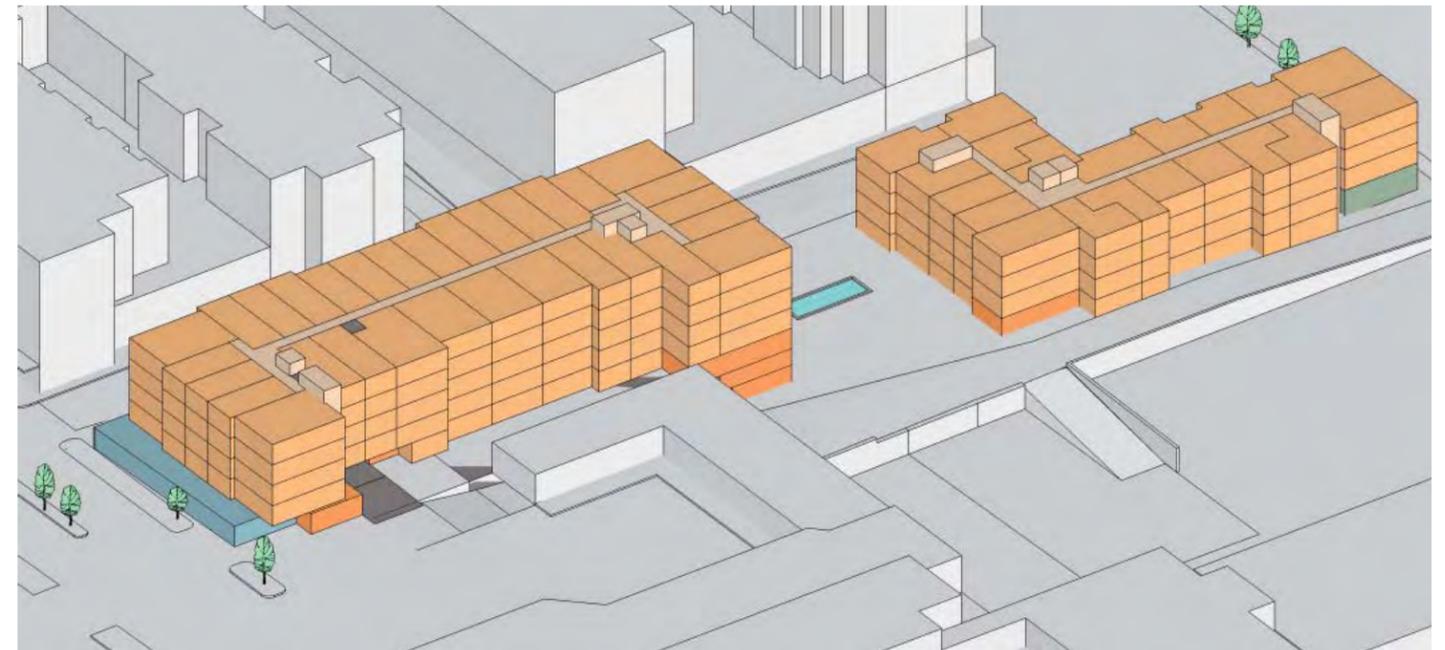
VIEW FROM 8TH AVENUE



SITE SECTION



VIEW LOOKING NORTHWEST



VIEW LOOKING NORTHEAST

# COMPOSITE SITE PLAN: OPTION C (PREFERRED / CODE COMPLIANT)



# ARCHITECTURAL CONCEPTS: OPTION C (PREFERRED / CODE COMPLIANT)

## OPTION C (PREFERRED / CODE COMPLIANT)

- PROS:**
- Open Space equally distributed on both 5th and 8th Avenues
  - Retail parking provided from access easement to maintain strong retail presence along 5th Ave. NE
  - Amenities concentrated around pool and separated from easement increasing privacy for tenants
  - Secondary lobby access point near 8th Avenue allows additional pedestrian connectivity for tenants
  - Residential tower upper story setback along 5th Ave. NE relates to established street facade patterns
  - Increased East Building setback to matches residential scale of 8th Ave. NE

- CONS:**
- Large area of site landscaped to NE only benefits a few tenants due to location
  - Residents need to cross parking access to reach 5th Avenue Lobby

**DEVELOPMENT OBJECTIVES**

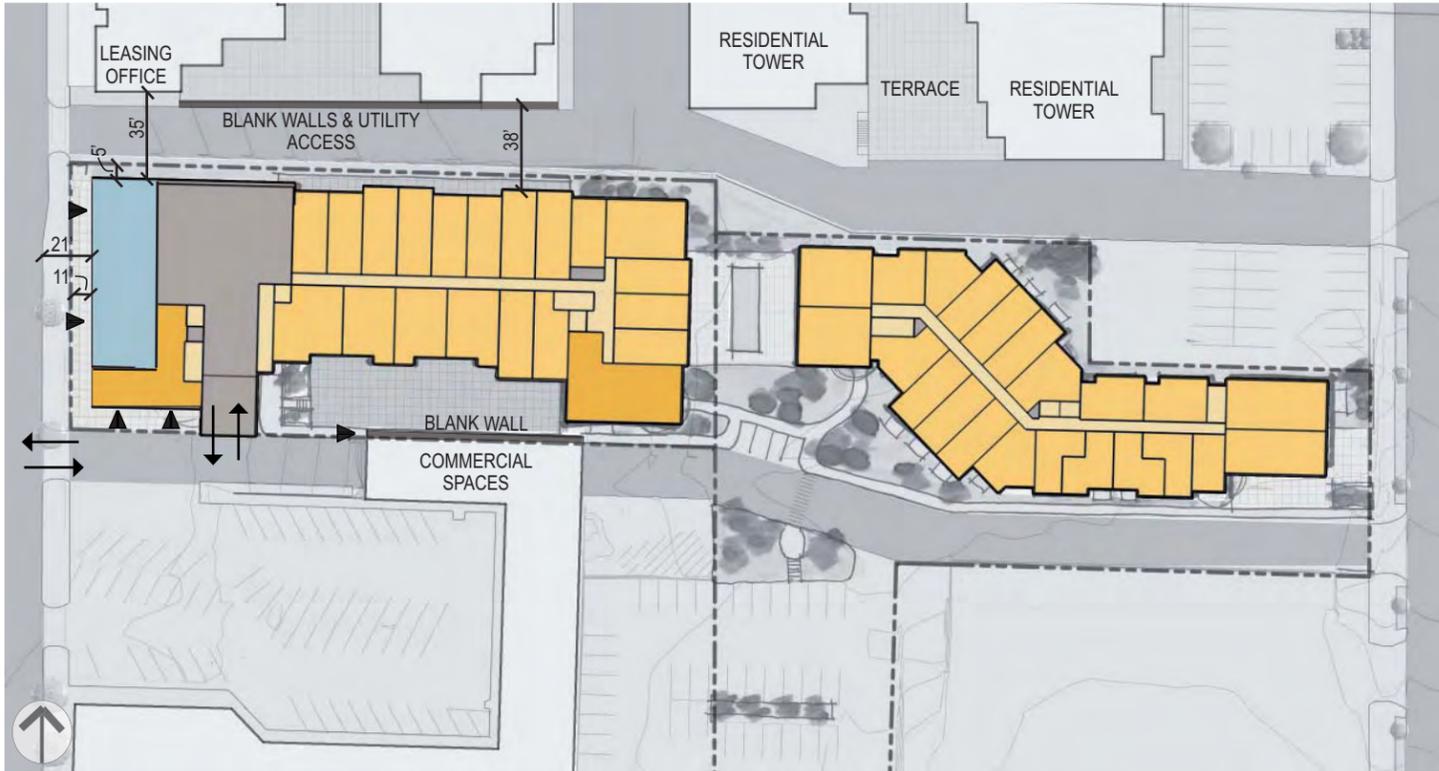
West Building (DPD# 3017692)	
Number of residential units:	143 Units
Retail sales and services:	2,650 sf
Number of parking stalls:	
residential (structured)	94
non-residential (structured)	7
East Building (DPD# 3019072)	
Number of residential units:	83 Units
Number of live/work units:	3 Units
Number of parking stalls:	
residential (surface)	32
<b>POTENTIAL DEPARTURES</b>	
None Anticipated	

**LEGEND**

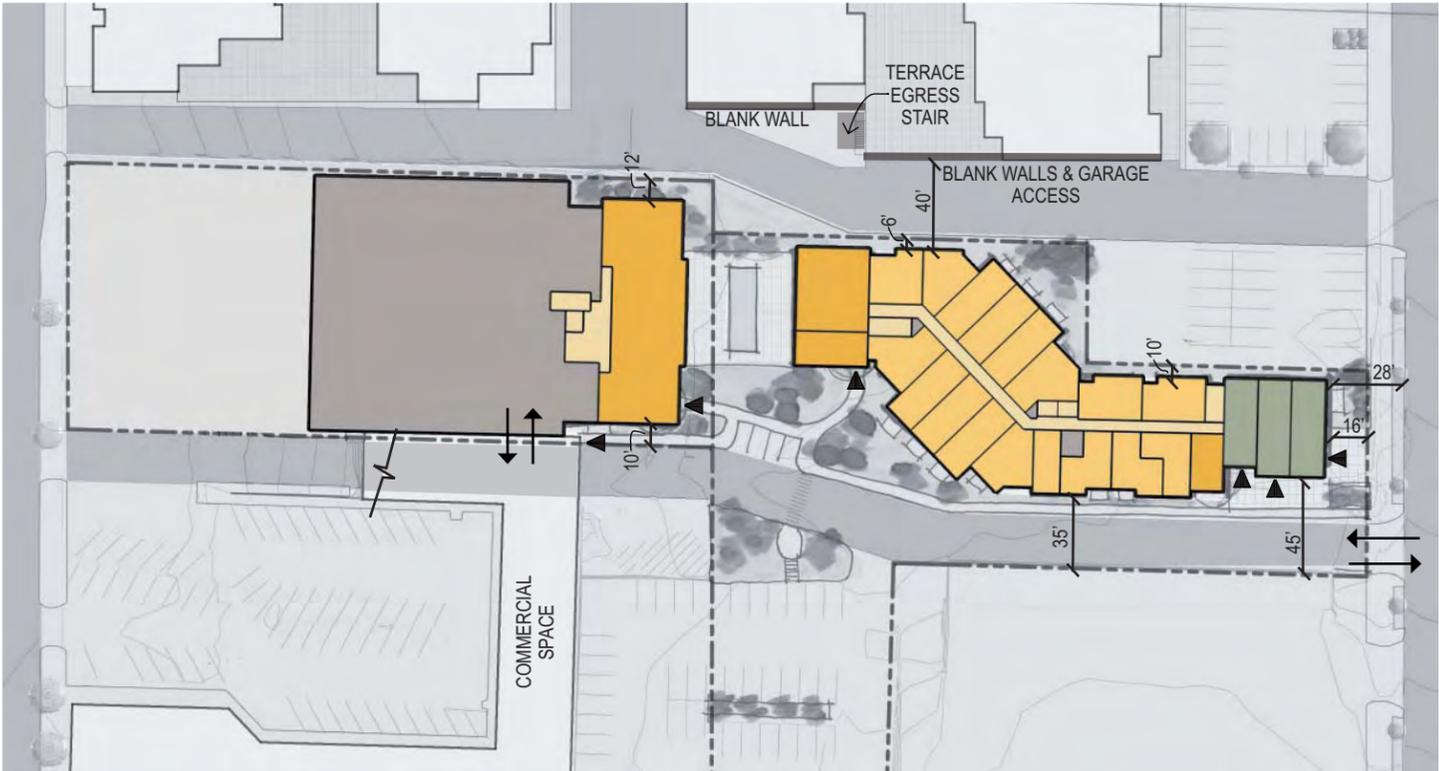
Common	Residential	Circulation	Commercial	Live / Work	Parking / Utility



TYPICAL RESIDENTIAL LEVEL

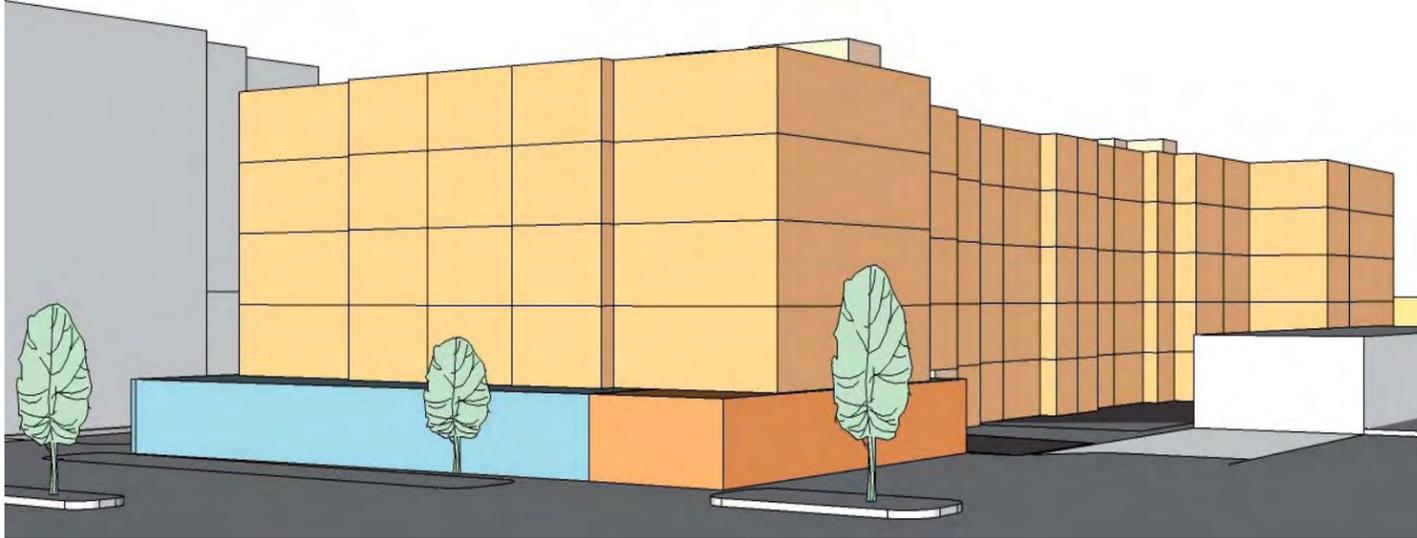


RETAIL LEVEL - 5TH AVENUE NE



GROUND LEVEL - 8TH AVENUE NE

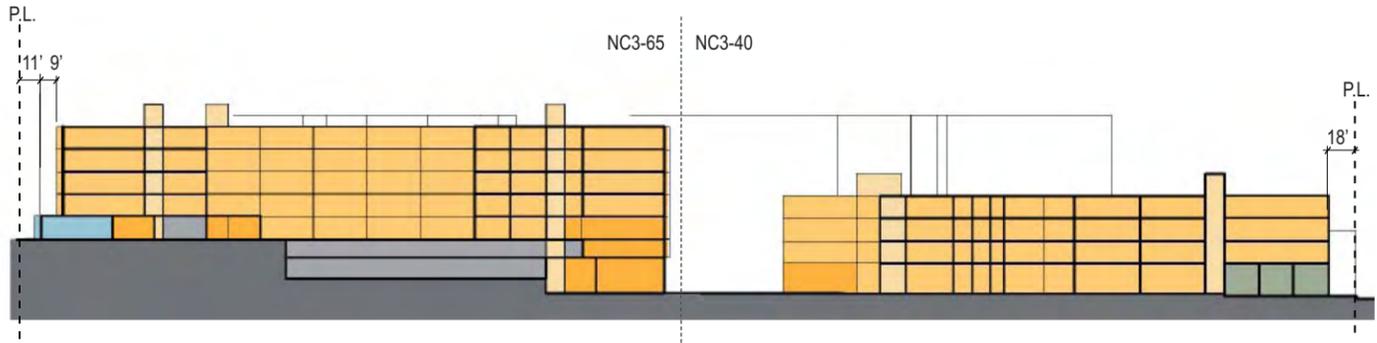
ARCHITECTURAL CONCEPTS: OPTION C (PREFERRED / CODE COMPLIANT)



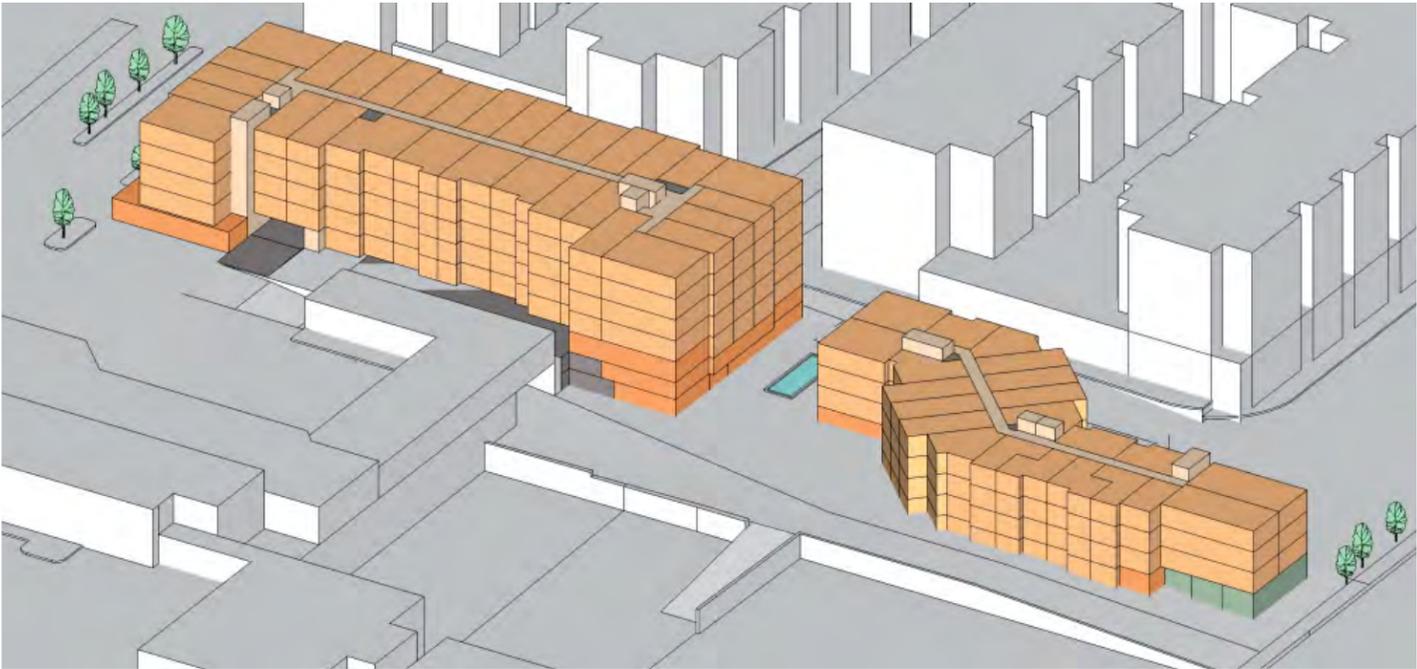
VIEW FROM 5TH AVENUE



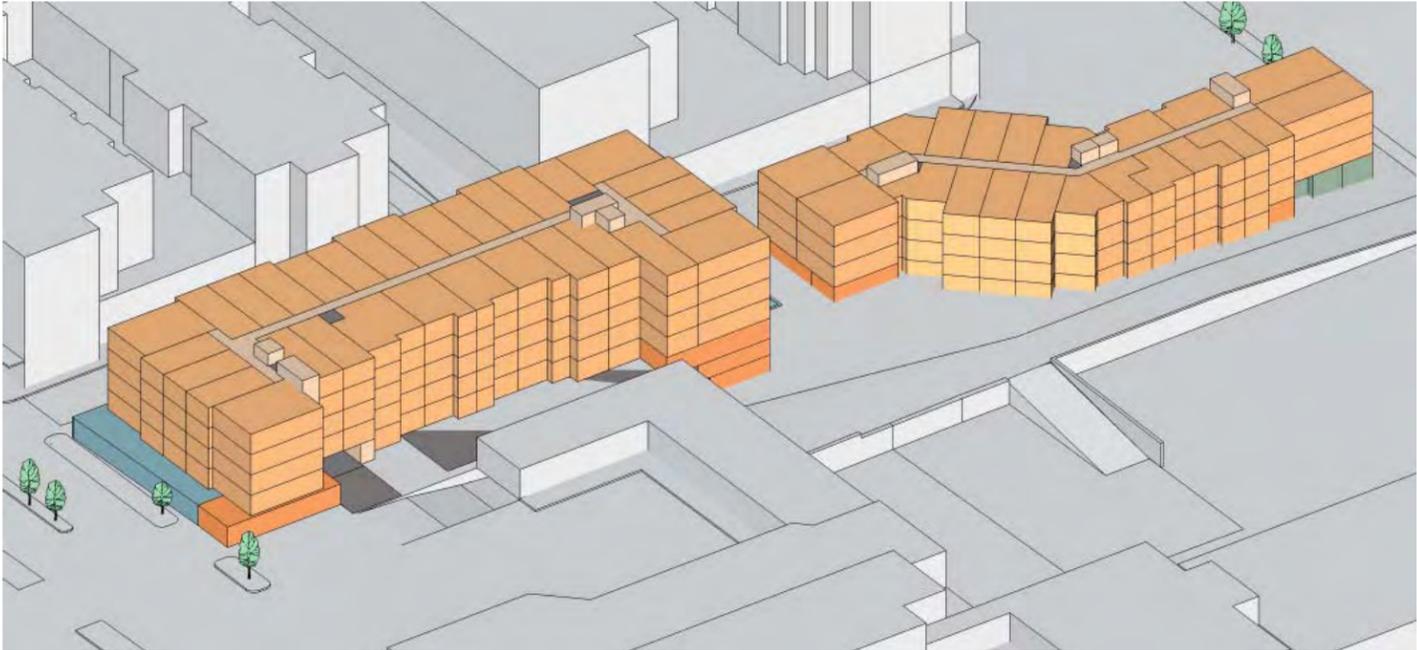
VIEW FROM 8TH AVENUE



SITE SECTION

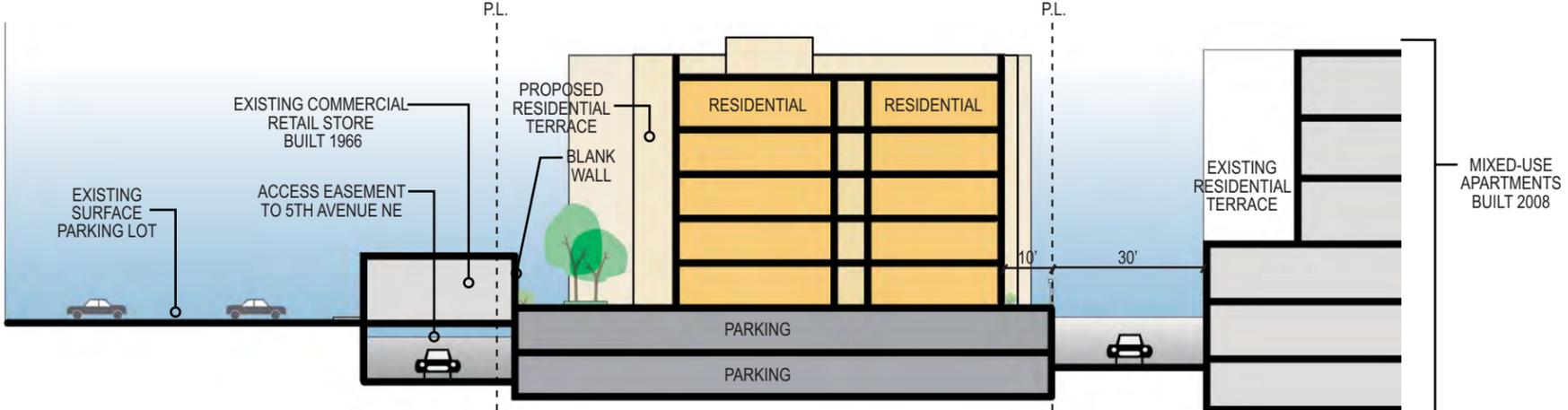


VIEW LOOKING NORTHWEST

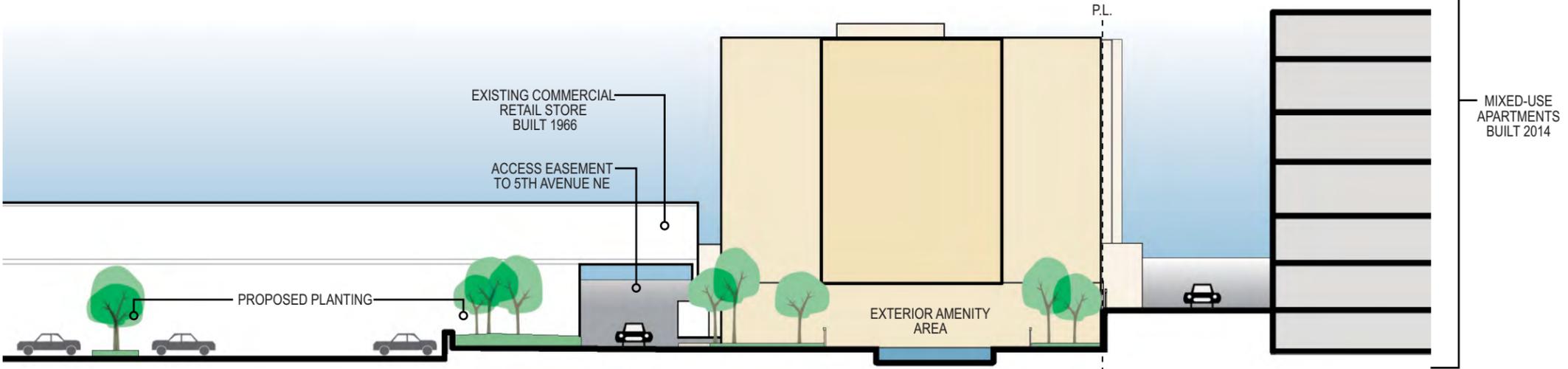


VIEW LOOKING NORTHEAST

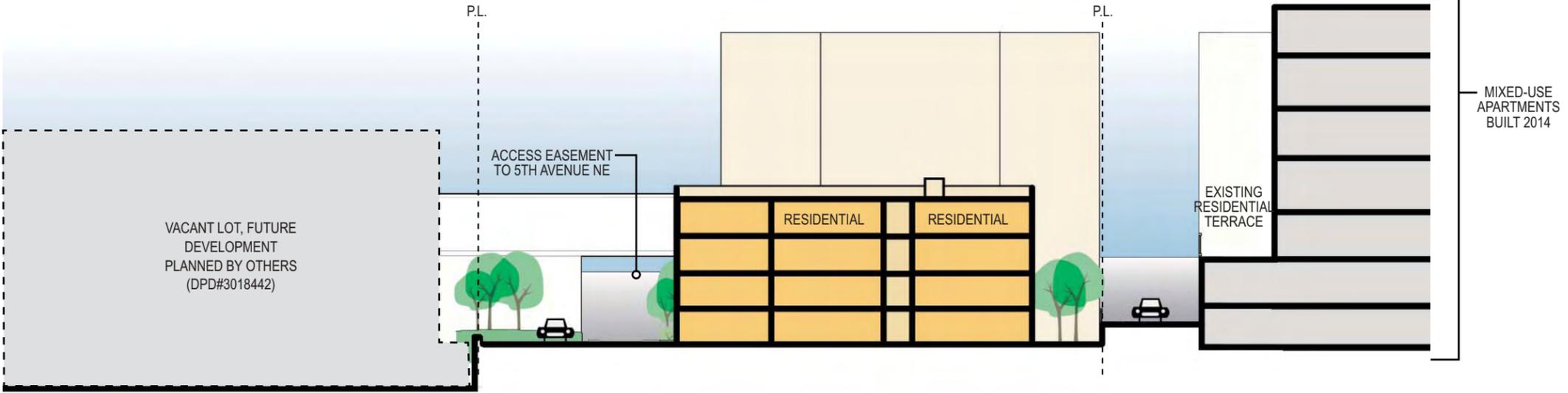
# ARCHITECTURAL CONCEPTS: OPTION C (PREFERRED / CODE COMPLIANT)



SECTION A



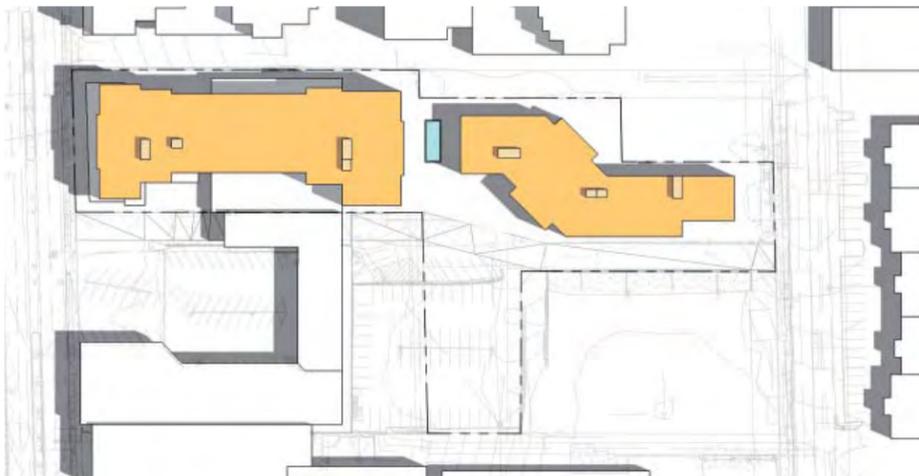
SECTION B



SECTION C



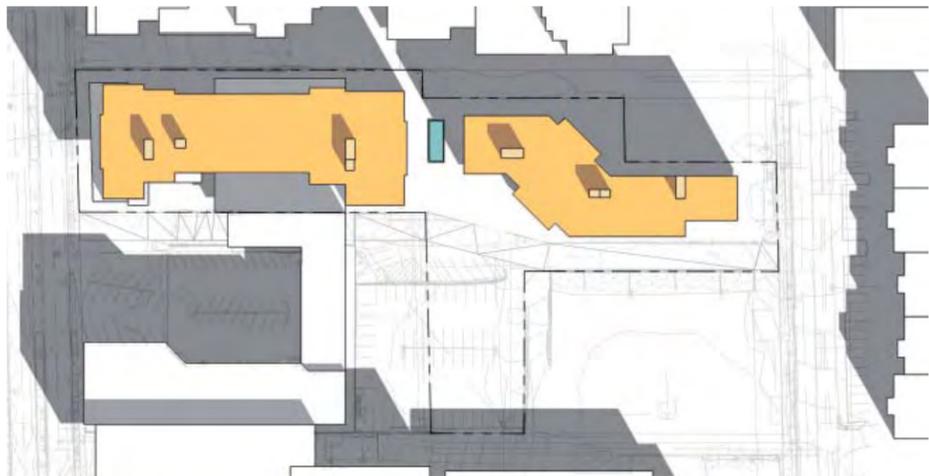
STUDY: SUN & SHADOWS FOR OPTION C (PREFERRED)



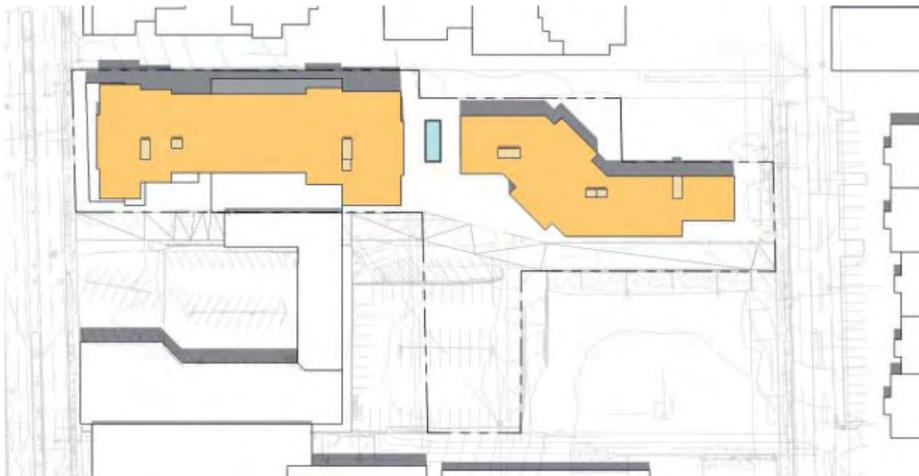
10AM - SUMMER SOLSTICE



10AM - EQUINOX



10AM - WINTER SOLSTICE



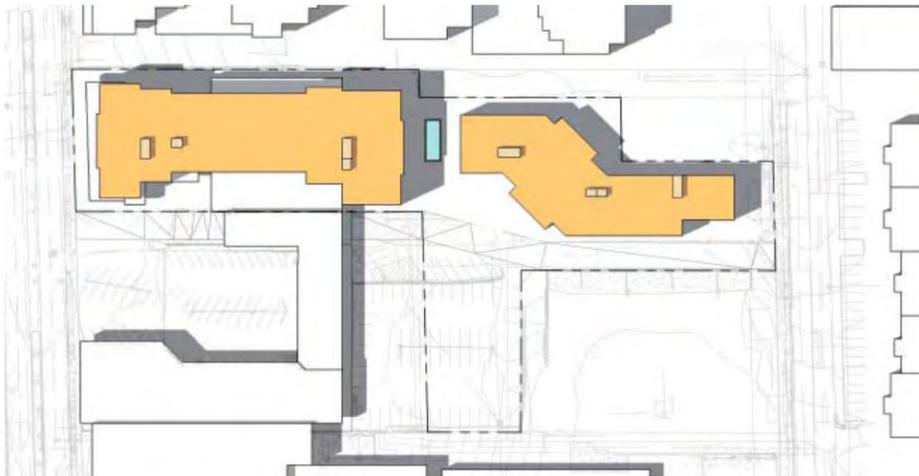
NOON - SUMMER SOLSTICE



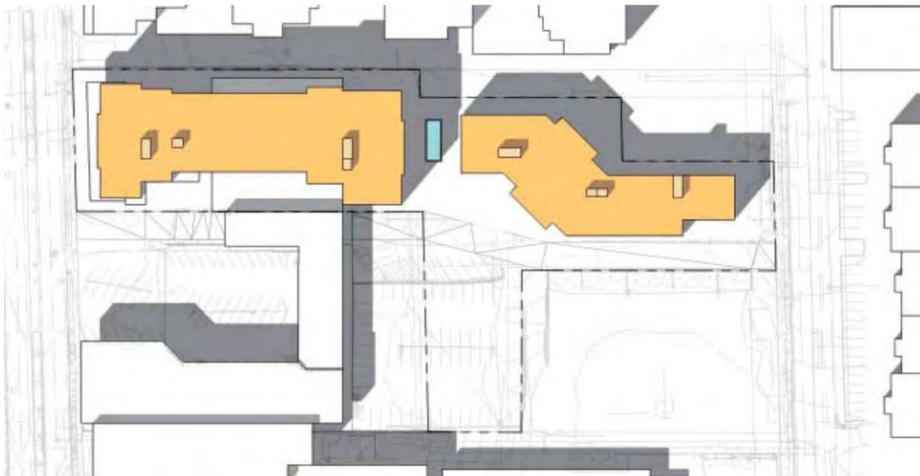
NOON - EQUINOX



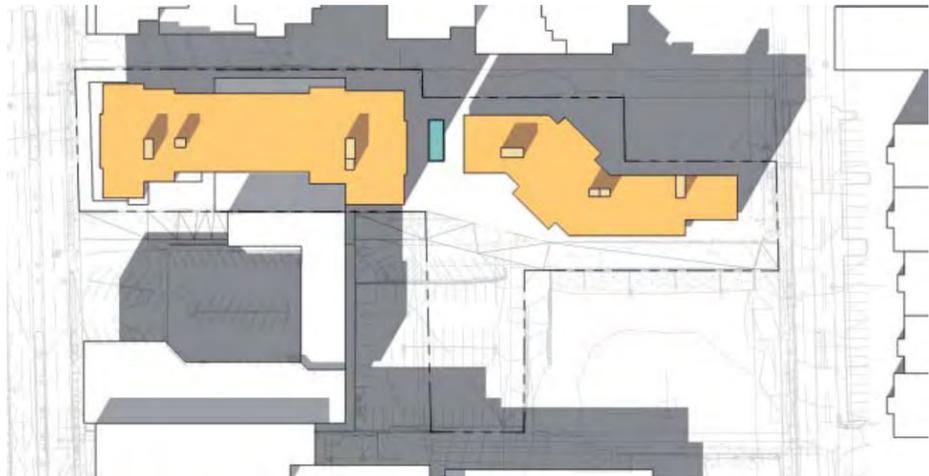
NOON - WINTER SOLSTICE



2PM - SUMMER SOLSTICE

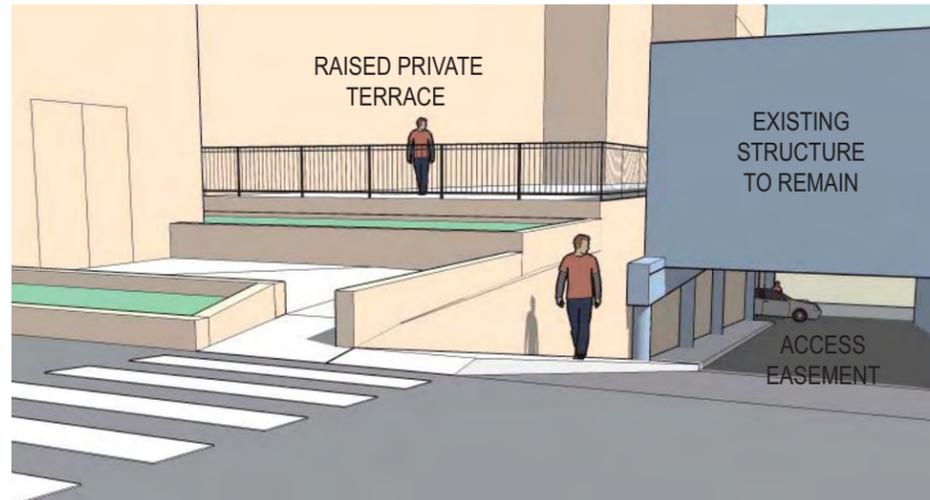


2PM - EQUINOX



2PM - WINTER SOLSTICE

# STUDY: EAST TO WEST PEDESTRIAN CONNECTIVITY

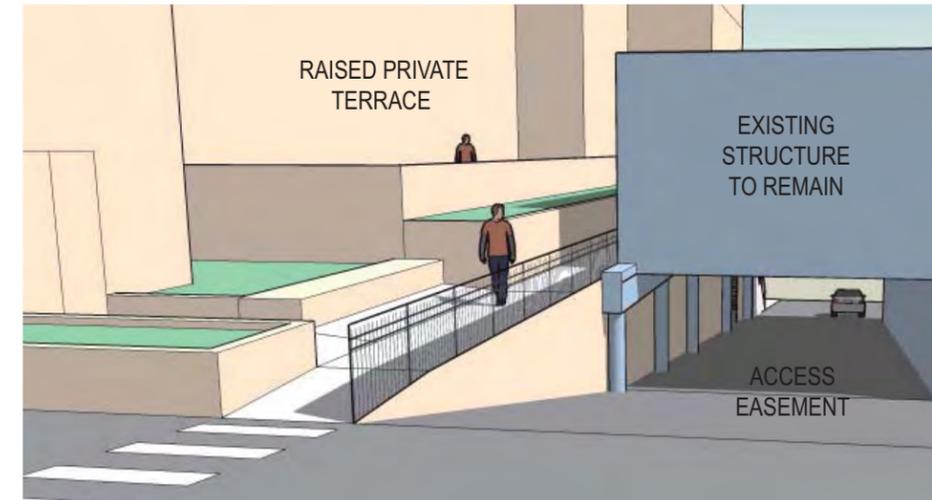


OPTION 1: VIEW LOOKING NE

**OPTION 1: CONTINUOUS PATHWAY AT GRADE**  
 Create a continuous pedestrian path in the East/West direction through the site adjacent to the property line, along the existing easement, and continuous below the existing structure.

**PROS:**  
 -Pathway follows the existing gradual slope and avoids a steep stair climb for pedestrians  
 -Follows an established pedestrian route

**CONS:**  
 -Pathway crosses garage entry traffic  
 -Not open to sunlight and air under structure



OPTION 2: VIEW LOOKING NE

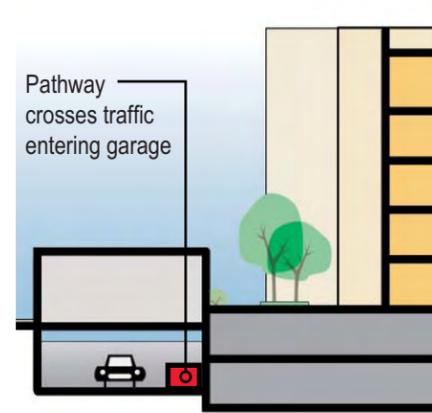
**OPTION 2: PEDESTRIAN STAIRWAY**  
 Create a pedestrian path through the site in the East/West direction between the neighboring existing structure and the proposed residential terrace.

**PROS:**  
 -Pathway protected from traffic and garage entry  
 -Open to sunlight and air

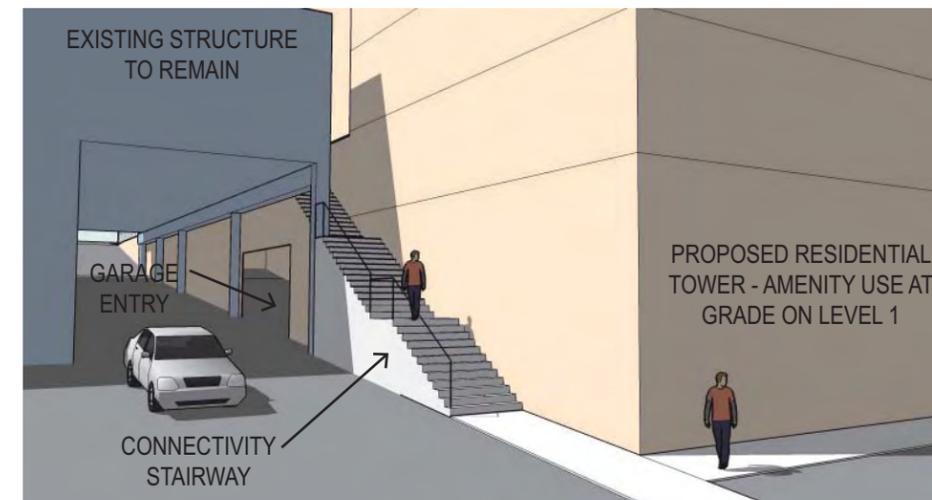
**CONS:**  
 -Creates 2.5 to 3 flights of stairway (25 to 28 foot grade differential from terrace to lower courtyard)  
 -Increases height of existing blank wall along terrace  
 -Privacy between private residential areas and public use decreased



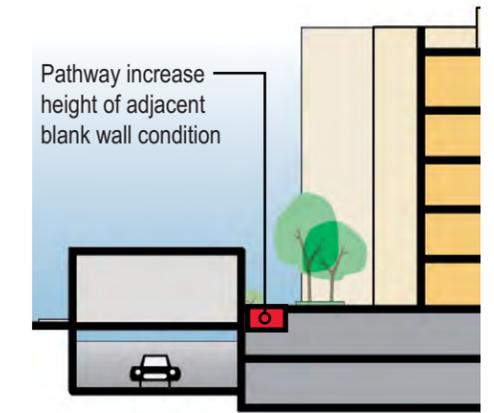
OPTION 1: VIEW LOOKING NW FROM LOWER COURTYARD



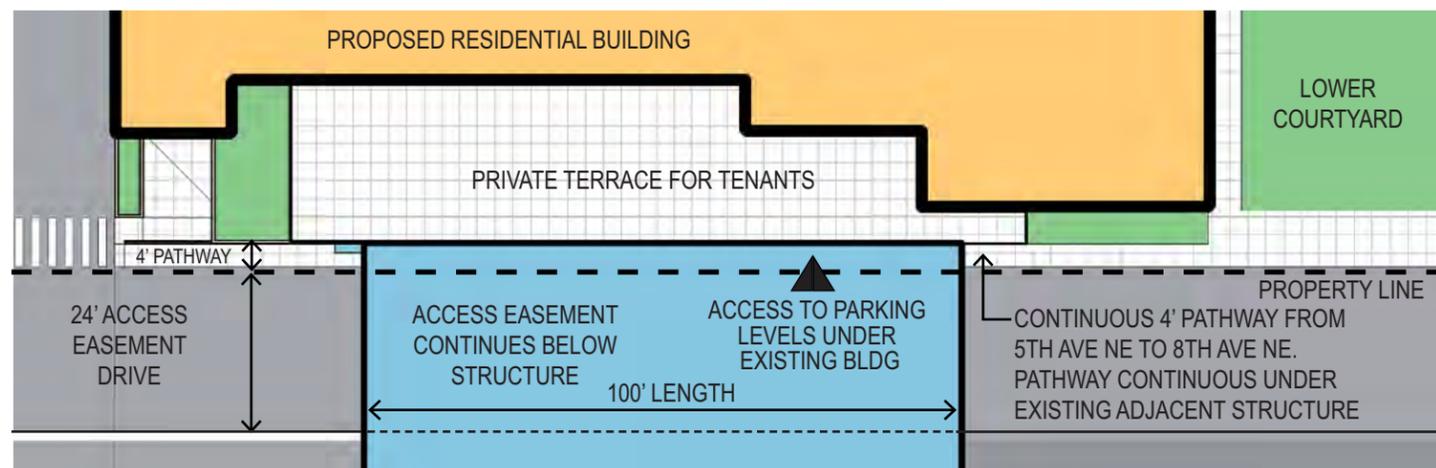
OPTION 1: SECTION



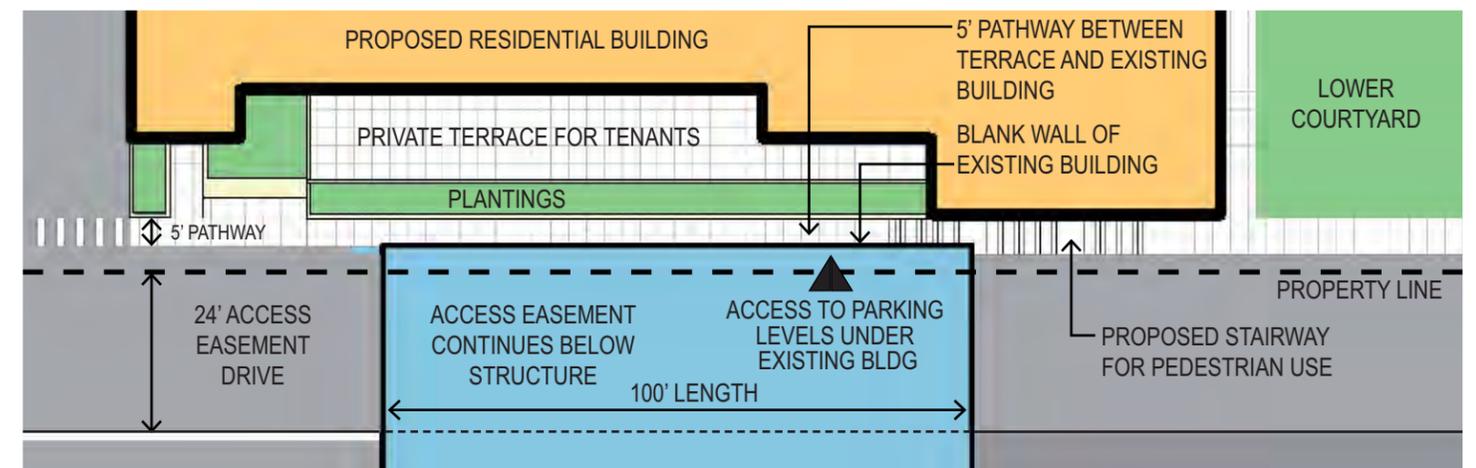
OPTION 2: VIEW LOOKING NW FROM LOWER COURTYARD



OPTION 2: SECTION



OPTION 1: PLAN - CONTINUOUS PATHWAY AT GRADE



OPTION 2: PLAN - PEDESTRIAN STAIRWAY



CONCEPT SKETCH OF PREFERRED OPTION C - VIEW FROM 5TH AVENUE



MASSING ARTICULATION AT ENTRY  
MASSING ARTICULATION AT PODIUM  
HUMAN SCALE AWNING AT ENTRY



RETAIL STOREFRONT GLAZING WRAPS BUILDING CORNER  
USE OF TEXTURAL MATERIAL AT SIDEWALK AWNING  
CONCRETE PODIUM BASE



USABLE OPEN SPACE PAVING  
PATTERN, BENCHES, & PLANTINGS  
ADJACENT & ENGAGED TO RETAIL  
FRONTAGE & SIDEWALK



CONTEMPORARY USE OF VARIED MATERIALS TO ARTICULATE PODIUM  
FROM TOWER & RETAIL USE TRANSITION TO RESIDENTIAL USE

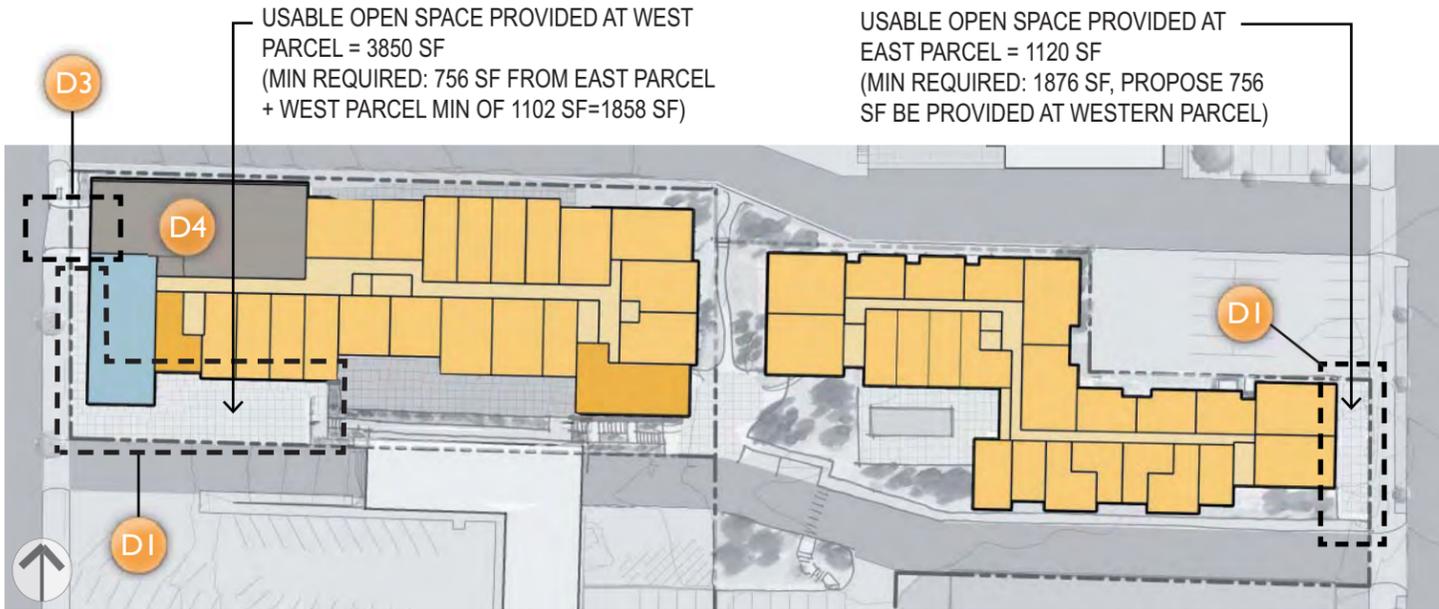


RETAIL STREET FRONTAGE  
ENGAGED TO SIDEWALK WITH  
UPPER STORY RESIDENTIAL TOWER  
SETBACK TO REDUCE BULK & SCALE

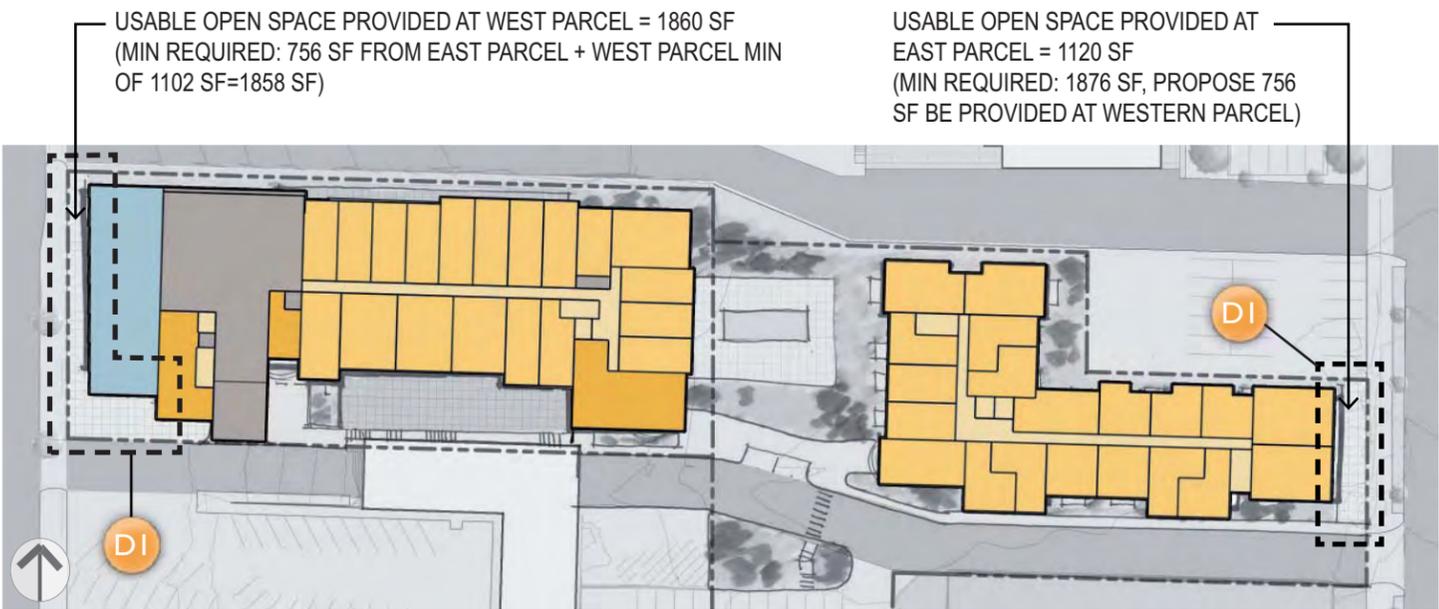
DEPARTURE NUMBER	LAND USE CODE SECTION	ITEM	CODE REQUIREMENT	DEPARTURE REQUESTED	OPTIONS	DESIGN RATIONALE
1	SMC 23.71.014.A1	Quantity of Usable Open Space	Usable Open Space: For 40' height zones, provide 1/3 of 10% of site as Usable Open Space	Provide a portion of the required of Usable Open Space square footage from NC3-40 Easterly Parcel in combination with Usable Open Space provided for NC3-65 Westerly Parcel.	A & B	Combining the Usable Open Space square footage for both parcels along the Major Pedestrian Street of 5th Avenue NE provides an increased area for public use along the highest pedestrian traffic area for the project.
2	SMC 23.71.014.A2	Quantity of Landscaped Open Space	Landscape Open Space: For zones with more than 40' heights, provide 1/3 of 15% of site as Landscape Open Space	Provide a portion of the required Landscape Open Space square footage from NC3-65 Westerly Parcel in combination with Landscape Open Space provided for NC3-40 Easterly Parcel.	B	Combining the Landscape Open Space square footage for both parcels at interior of project site allows for concentrated green space.
3	SMC 23.71.008.D2	Curb Cut	Curb cut to parcel shall be along the street which is not a Major Pedestrian Street	Requested relocation of an existing 2-way curb cut along 5th Ave. NE into proposed retail parking area.	A	Due to length of overall lot, it is impractical for public way finding to require retail vehicular traffic to access lot from 8th Avenue NE to provided retail parking stalls.
4	SMC 23.47A.032.B1b	Parking Use	Street-level parking must be separated from street-level street-facing facades by another permitted use.	Enclosed parking proposed along 5th Avenue NE accessed from an existing curb cut to be relocated.	A	Parking use will be screened with plantings and landscape elements.

**D2 DEPARTURE 2 CALCULATION FOR OPTION B**

LANDSCAPE OPEN SPACE PROVIDED AT WEST PARCEL = 2219 SF MIN REQUIRED = 4404 SF (1817 SF WEST PARCEL MIN) (2587 SF WEST PARCEL OPEN SPACE "REMAINDER") PROPOSE 2185 SF OF LANDSCAPE AREA BE PROVIDED AT EASTERN PARCEL (4404 - 2219 = 2185 SF)	LANDSCAPE OPEN SPACE PROVIDED AT EAST PARCEL = 6751 SF MIN LANDSCAPE OPEN SPACE REQUIRED = 5993 SF (2185 SF FROM WEST PARCEL) (2842 SF EAST PARCEL MIN) (966 SF EAST PARCEL OPEN SPACE "REMAINDER")
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OPTION A: DEPARTURE DIAGRAM



OPTION B: DEPARTURE PLAN DIAGRAM