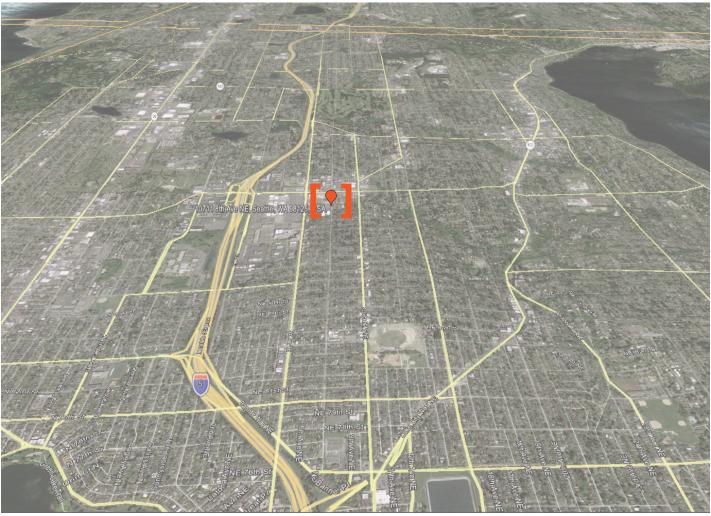
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VICINITY MAP

PROJECT TEAM

OWNER Wallace Properties - Northgate Eighth LLC Contact: Kevin Wallace

ARCHITECT **Baylis Architects** Contact: Kevin Cleary, Ann Williamson

LANDSCAPE ARCHITECT Brumbaugh & Associates Contact: Kristen Lundquist

baylis architects

NORTHGATE EIGHTH LLC

1



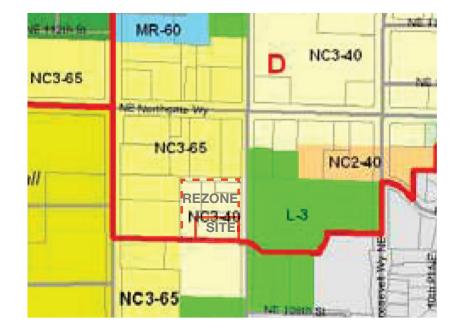
EXISTING SITE

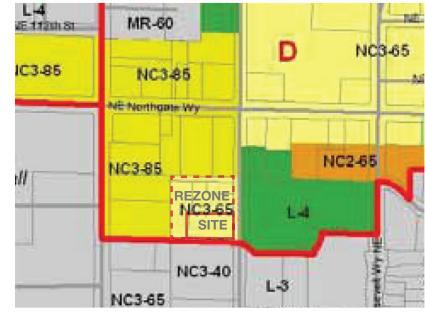
NORTHGATE FEIS

REZONE

Consistent with the City's Northgate Urban Center Rezone 2009 FEIS ("2009 FEIS"), the Applicant is seeking an area-wide rezone from NC3-40 to NC3-65. The 2009 FEIS analyzed three rezone alternatives for the site and surrounding parcels. Alternatives 1 and 2 would have changed the zoning to NC3-65, and Alternative 3 would have changed the zoning to NC3-125. The 2009 FEIS alternatives garnered near unanimous stakeholder support, including support from the Maple Leaf Community Council. The City has yet to complete the rezone, so the Applicant and other property owners have initiated applications to implement the City's planning process. The site is within the 1/2 – mile walk-shed to the Northgate Transit Center and future light rail station (see Figure Aerial Photo of Vicinity / Urban Context on next page).

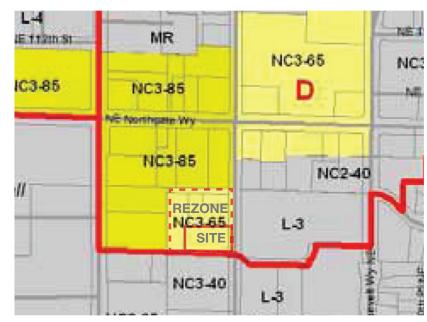
If the rezone is granted, the proposed height increase coupled with the special exception to street-level retail uses will allow for the development of between 74 to 84 additional residential units over what would be permitted under the existing NC3-40 zoning. As noted in the City's planning documents, this rezone will provide additional residential density to support the existing commercial uses along NE Northgate Way and 5th Avenue NE and leverage the City's transit investments.



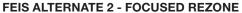


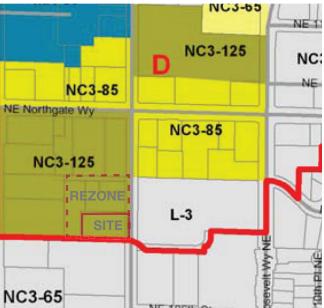
EXISTING ZONING

FEIS ALTERNATE 1 - BROAD REZONE



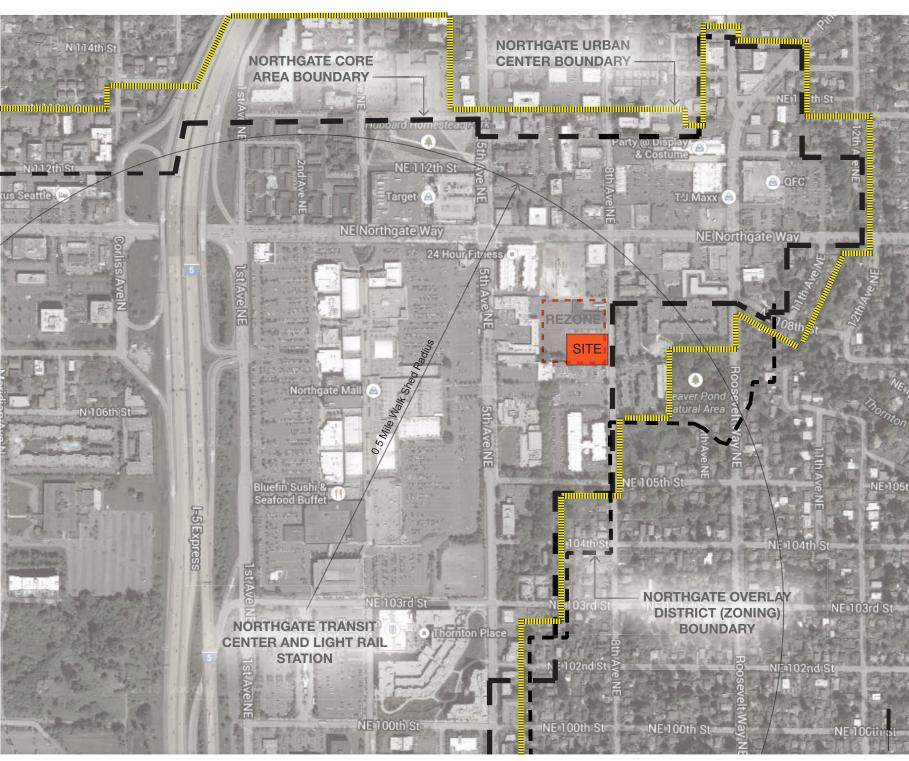
JE 112th St ÷I. NC3-65





FEIS ALTERNATE 3 - URBAN DESIGN FRAMEWORK

PROPOSAL



DEVELOPMENT OBJECTIVE

The Northgate Eight Ave NE Mixed Use building will infill an underused and outdated urban site located between the retail surrounding Northgate Mall and the older multifamily buildings that grew up around the edges of this area retail destination. The site, located south of Northgate Way on 8th Ave NE, will provide a transition between single purpose retail on 5th Ave NE and the lower density multi-family walk-ups east of 8th Ave NE. The added living units will contribute to the safety of the area with additional eyes on 8th as well as the through-block connector that is regularly used to access 5th Ave NE transportation, retail and services. The project will support the through-block connector with landscape and lighting as well as contribute to the economic growth and stability of the neighborhood. The site improvements will extend the green streets of 8th Ave NE toward the north and provide a connection to the Thornton Creek green area to the south. The site is in the transit walk-shed radius.

PROGRAM

Number of Resider Live / Work Units: Number of Parking Total area:

PROJECT DESCRIPTION

EXISTING SITE -

The project site consists of a single parcel previously used for construction staging. The large gravel lot slopes from north to the south and is located in a swale with retaining walls to the north supporting an E/W through block connector to 5th Ave and to the west, which supports a neighboring retail parking lot. The treeless site has an improved right of way with sidewalk, street trees and a landscape strip. Overhead high voltage power lines run the length of the east property line at the edge of the street right of way.

ADDRESS

PARCEL # ZONING

OVERLAYS

LOT AREA STREETS

AERIAL PHOTO OF VICINITY / URBAN CONTEXT

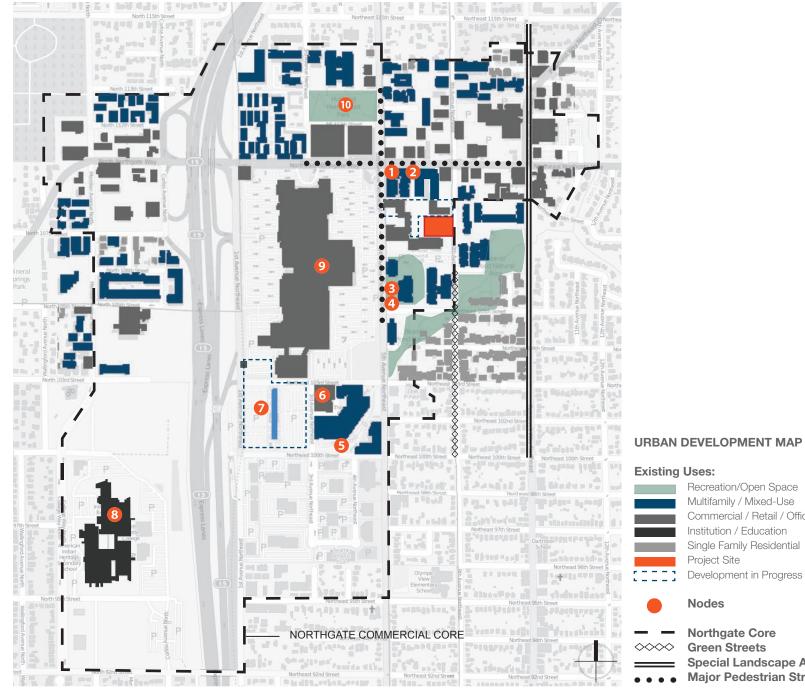
ntial Units:	78 - 148
	3 - 17
g Stalls:	70 - 138
	114,000 - 152,000 SF

- 10711 8TH Avenue NE,
- Seattle WA 98125
- 2926049535
- NC3-40 No pedestrian overlay -
- Ref. DPD Zoning Map #16
- Rezone application for NC3-65 #3018442
- Northgate Urban Center 23.61
- Northgate Overlay District Ref 23.71
- (including Frequent Transit within 1/4 mile)
- 30,898 SF
- 8th Ave NE Access Street

CONTEXTUAL URBAN ANALYSIS

a. PLACE

Surrounding uses, buildings, community nodes, points of interest



URBAN USES / NORTHGATE CORE/ OPEN SPACES



1 507 at the Enclave - Mixed Use





5 Thorton Creek water channel



Recreation/Open Space Multifamily / Mixed-Use Commercial / Retail / Office Institution / Education Single Family Residential

Development in Progress

Special Landscape Arterial Major Pedestrian Street

Northgate Core

Green Streets

Project Site

Nodes

Northgate Transit Center



9 Northgate Retail Mall





2 525 at the Enclave - Retail





3 Northgate Library & Community Green 4 Northgate Community Center

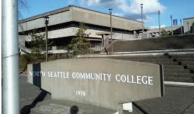






6 Thorton Creek Multi Plex Cinema





8 North Seattle Community College





10 Hubbard Homestead Park



NEIGHBORHOOD DEVELOPMENT -

Northgate Mall is the central hub of the growing Northgate neighborhood. A post-war, suburban malltype shopping center, built in 1950, it has grown and morphed as the needs, economy and fashions of the northern Seattle neighborhood changed. The 60's and 70's brought Northwest Hospital and the North Seattle Community College to the area west of I-5. 1992 brought the Metro bus transit center / park & ride south of the mall and will be finishing the link light rail station in 2020. In the 90's Northgate was designated an Urban Center which envisioned a higher density, compact, walkable, transit-oriented community to which new jobs and new residents would gravitate. Since that time a Library, Community Center, two different parks and community garden have been built. In 2009 the City finished an FEIS, which analyzed three rezone alternatives for the Northgate Urban Center. The FEIS recommended increasing the zoning height limit for increased density.

The project site is located on the east edge of the Northgate Core and Urban Center. The general character of this area and the surrounding blocks is a mix of retail and residential uses and densities. The Northgate Mall to the west has the highest concentration of people, retail and parking with the blocks becoming progressively less dense as one moves to the north, south and east. The retail and taller apartment buildings tend to follow Northgate Way and 5th Ave NE moving to low rise housing then out to the single family areas. Given the higher density development zone of the Northgate area and the strengthening economy, many under utilized sites are targeted for re-development. The two parcels to the north of the site, which run from 5th Ave NE to 8th Ave NE, are currently in the Design Review Process.

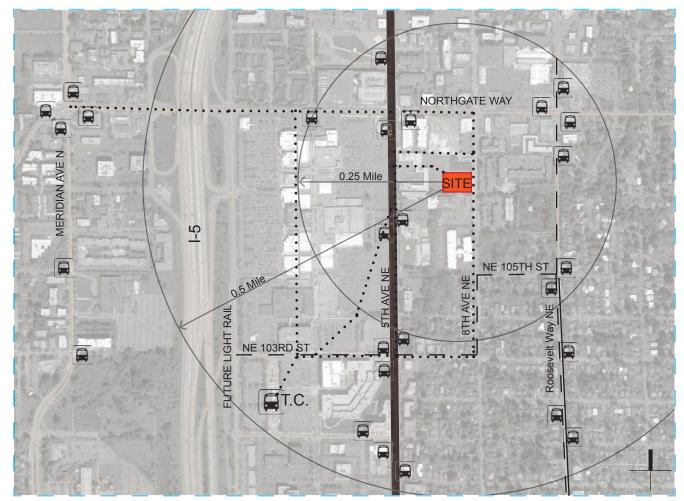
ACCESS AND TOPOGRAPHY

8th Ave, an access street, is further designated a green street one block south of the site and runs through the Thornton Creek water way. To the north 8th Ave NE has a right only turn onto Northgate Way, a major transit and pedestrian street. The site is connected to 5th Ave NE, a major transit street, by a +- 24' wide vehicular easement.

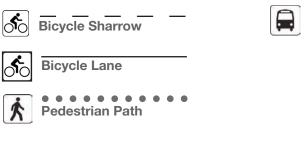
The site sits in a bowl. Northgate Way sits 16' higher to the north, and 5th Ave NE is 27' higher to the west. Views will be territorial for the most part, except from the upper floors where there may be the possibility of Cascade views.

ZONING AND OVERLAY DESIGNATION -

The parcel, currently zoned NC3-40, is on the east edge of the Northgate Core Area and the Northgate Urban Center and in the middle of the Northgate Overlay District. The developer has applied for a map Rezone of the property to NC3-65. The area immediately surrounding the site is NC3-65 to the west, NC3-40 to the north (part of the map rezone), NC3-40 to the south and LR3 across the street to the east. The site, located in the frequent transit corridor, sits within the peat settlement area and salmon watershed.



TRANSPORTATION NODES / BUS, BICYCLE AND PEDESTRIAN ROUTES / TRAFFIC





Vehicular, Bus, Bike, Pedestrian Ways

5

BUS ROUTES AND TIMES

- 16 Northgate Wallingford every 20 min.s
- 41 Northgate Downtown every 15/10/5 min.s / peak
- 68 Northgate U-Village every 30 min.s
- 75 Northgate Lake City every 30/15 min / peak
- 242 Northgate Overlake every 30 min.s
- 347 Northgate Ridgecrest every 30 min.s
- 348 Northgate North City every 30 min.s

NEIGHBORHOOD CONTEXT

a. PLACE

Immediate vicinity uses, buildings, community nodes, points of interest





1 3 and 4 story Apartments



2 Kindred Health Clinic



3 Beaver Pond Natural Area



4 Through Block Easement from 8th to 5th Ave



5 4 story Apartments

9 BLOCK AERIAL / VICINITY MAP











Raised patio, planters and steps with art



2 Colored walk, seating, planters and overhead protection



Integrated landscape, lighting, stairs and storefronts



4 Lowered Live Work units, integrated with landscape and seating



SITE IN CONTEXT / PRECEDENTS / DESIGN CUES



6 Landscaped sidewalk and lower live work units



6 Successful tall green wall example



Raised amenity courtyard



7

b. **IDENTITY**

Existing buildings, new projects, design cues





c. ZONING ANALYSIS

PERMITTED USES -23.47A.004.A TABLE A Live/ Work 23.47A.004 G subject to section Residential - 20% street level street facing façade 23.47A.005.C.f STREET-LEVEL DEVELOPMENT STANDARDS 23.47A.008.A Blank facade segments < 20' length Total blank facade < 40% length facing street Street facade setback < 10' from lot line Non-Residential Street Level requirements 23.47A.008.B Transparency > 60% street facing facade btw 2'-8' abv. sidewalk Fl. to Fl. height min. 13' Residential Street Level requirements 23.47A.008.D Residential use max. 20% street level facade 4' above, 4' below, max. 10' from P.L. **STRUCTURE HEIGHT -**23.47A.012.A

Base Height Limit of 40' Additional height of 4' if street level retail is 13' floor to floor Additional height of 4' if street level residential use 4' above grade Additional height of 3' for Peat Settlement Total height max. 51', no additional story Rezone - Base Height Limit of 65' Additional height of 3' for Peat Settlement Total height of 68'

FLOOR AREA RATIO -

23.47A.013

40' ht. Residential Use only 3 Mixed Use 3.25 (no Station Area Overlay) 65' ht. Residential Use only 4.25 Mixed Use 4.75

SETBACK REQUIREMENTS -

No setbacks required -Seattle City Light requires 13' and 25' setbacks from their power lines.

LANDSCAPING AND SCREENING REQUIREMENTS -23.47A.016

Landscaping that achieves a Green Factor Score of 0.30 is required Street trees required

Parking at street façade is not applicable. Landscape buffer is not required Garbage screening is not applicable if containers located within structure

AMENITY AREA -

23.47A.024

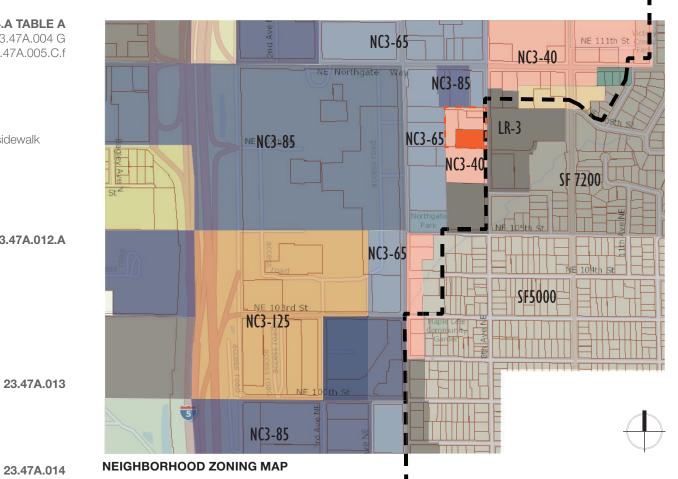
23.54.040.A.3

Amenity areas required shall be equal to 5% of the total gross residential floor area (GRFA). All residents shall have access to minimum one amenity area, either public or private and such areas may not be enclosed.

SOLID WASTE AND RECYCLABLES -

Trash and recyclables area shall be a minimum of 575 SF for residential units over 100 with an additional 4 SF per unit over 50.

Trash and recyclables area for non-residential uses shall have 82 SF for area less than 5,000 SF



REQUIRED PARKING -

23.47A.030

No minimum parking requirement for residential or commercial uses within Northgate Overlay District per frequent transit overlay

PARKING LOCATION AND ACCESS -

23.47A.032.A.1.b

If no alley access, one street frontage, access is permitted from street, (1) 2 way curb cut and (1) garage door 23.54.030.D2 - 22'-24' driveway, max. 15% driveway slope, 22'-25' curb cut

BICYCLE PARKING -

23.54A.015 K

Bicycle parking is required, equivalent to 1 space for every 4 residential units and 1 space for every 4,000 SF of commercial use.

8

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NORTHGATE OVERLAY DISTRICT -

NC3-40 requires 10% of site area for landscaping and usable open space. NC3-65 requires 15% of site area for landscaping and usable open space.

DENSITY LIMITS

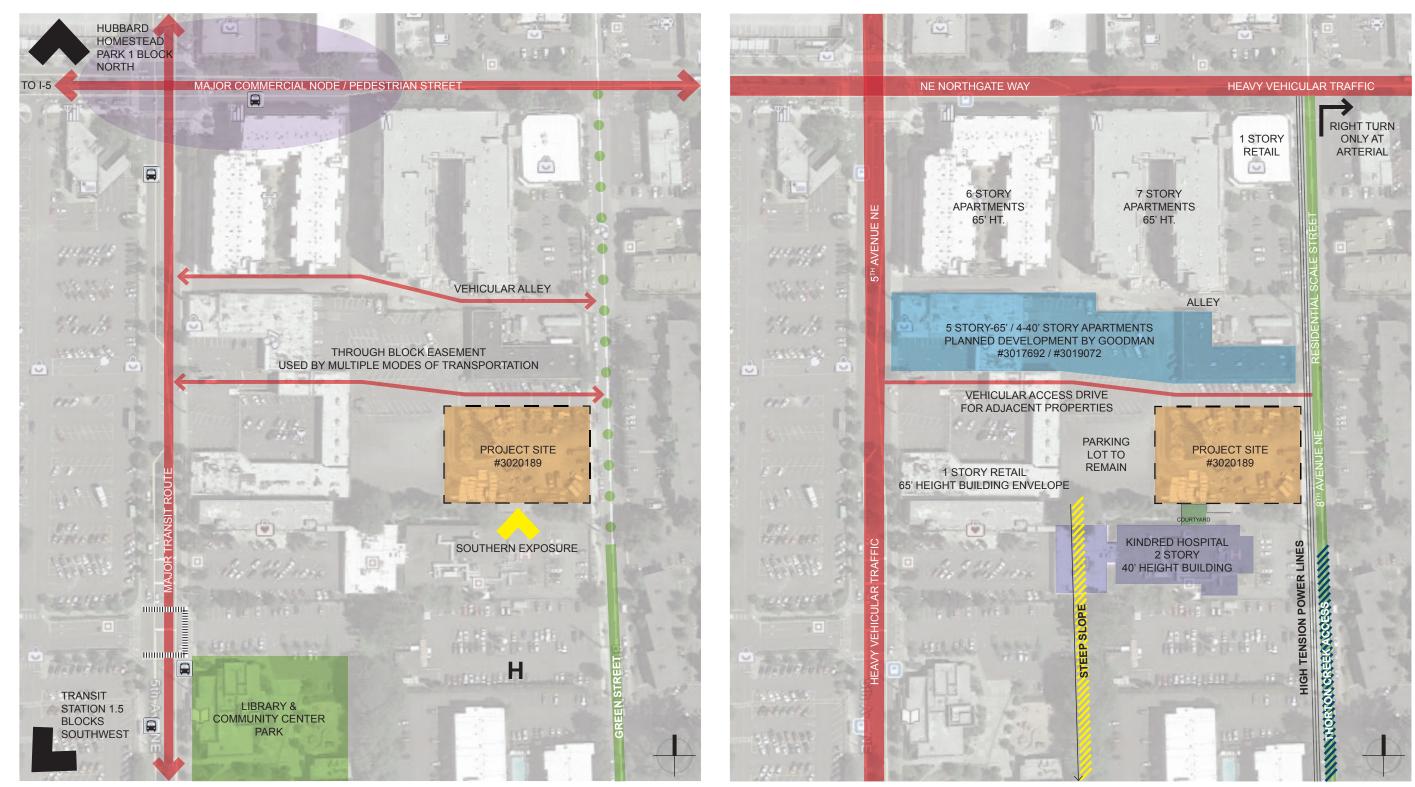
Open Space

NC3-40 density limited to 1/600 SF lot area + 20% w/ MU NC3-65 no density limit

23.71.000

23.71.040

SITE ANALYSIS



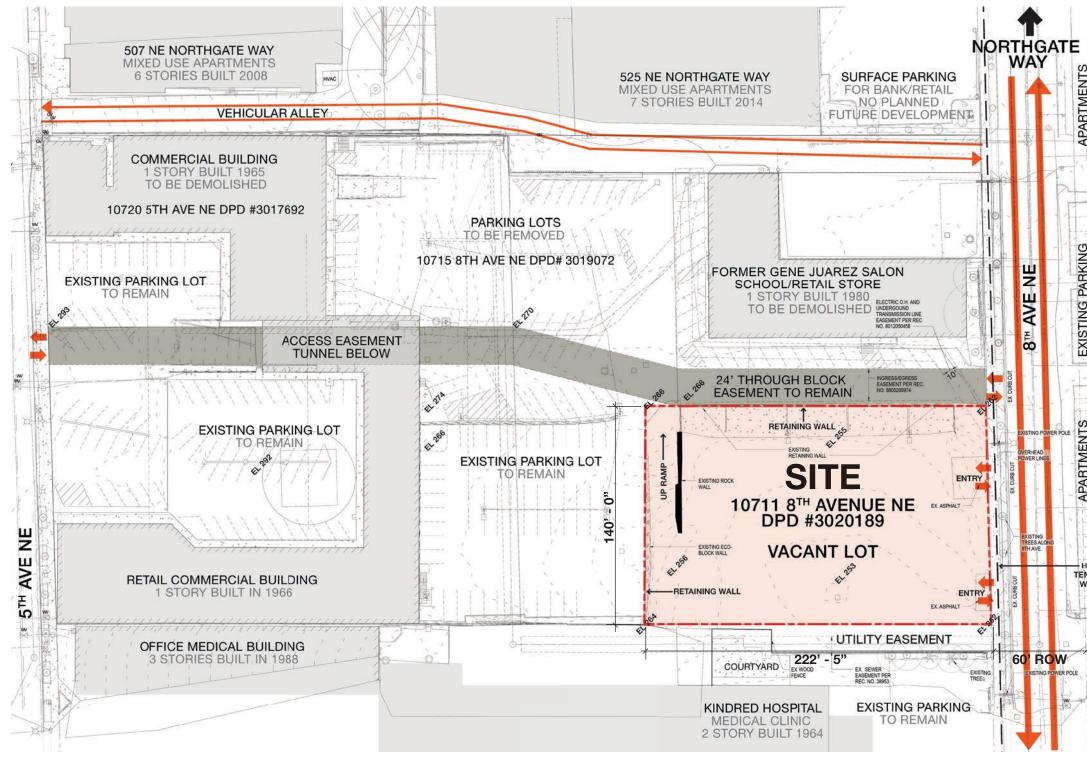
OPPORTUNITIES

CONSTRAINTS

a. **OPPORTUNITIES AND CONSTRAINTS**

9

b. EXISTING SITE PLAN



SITE PLAN

10

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PLAN KEY

RESIDENTIAL STREET TRAFFIC
VEHICULAR ALLEY TRAFFIC
VEHICULAR ACCESS



В

 $507 \mbox{ and } 525 \mbox{ buildings on Northgate Way}$

NOTE: HIGH TENSION POWER LINES



STREET ELEVATION A-A: VEHICULAR EASEMENT LOOKING NORTH TO PROPOSED GRE DEVELOPMENT - PART OF REZONE APPLICATION FROM 40' TO 65'



STREET ELEVATION B-B: VEHICULAR EASEMENT LOOKING SOUTH ACROSS SITE - KINDRED HOSPITAL TO SOUTH OF SITE

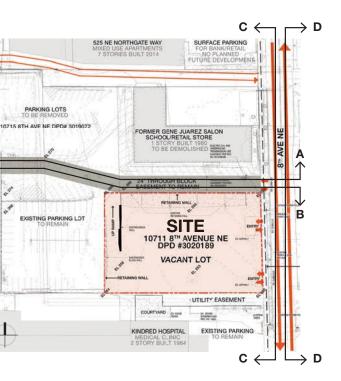


STREET ELEVATION C-C: 8TH AVE NE LOOKING WEST



c. STREETSCAPES

Neighborhood Street Elevations



11

TO BEAVER POND

DESIGN GUIDELINES

a. NORTHGATE NEIGHBORHOOD DESIGN GUIDELINES

Goals: Bring increased vitality to neighborhood through increased residential density, promoting connectivity, livability and trans/multi-modality use

CONTEXT AND SITE -

CS2 URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area by designing the character, form and function of the building to respond to surrounding context both existing and future planning.

IV. Super Block Development -

Design buildings to reduce the massing of the over all block, paying particular attention to the massing and scale of the structures; creating human scale features and elements and providing pedestrian permeability.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood by emphasizing positive neighborhood attributes, incorporating local flavor and strengthen the identity of the block.

RESPONSE:

The scale of the super block will be broken down by strengthening the through-block easement located north of the property. This will be achieved by orienting units toward the easement and providing them with front porches, landscaping, lighting and a walk alongside the easement. The easement is used by locals to access transit, retail and services. Enhancing the street ROW along 8th will provide a connection to the Thornton Creek green belt area, which is just south of the site. This will be done with additional trees and landscaping. See image 1 below.

PUBLIC LIFE -

CONNECTIVITY PL1

Complement and contribute to the network of open spaces around the site and the connections among them by improving pedestrian movement throughout the area, creating quality spaces, pathways, connecting sites, street systems, public open space and parks.

I. Incorporate Open Space -

Public spaces that are accessible, comfortable, and in proximity to routes to high activity areas.

II. Interior Block Pedestrian Connections-

Incorporate pedestrian walkways, open spaces, create breaks in street wall, movement through site and promote a variety of modes of travel.

PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features by providing direct and convenient pathways with safe, comfortable and visually interesting elements.

I. Respond to Site Characteristics-

Create transitions, use creative grading, landscaping, pedestrian access, walkways, stairs or similar features to help build greater pedestrian connectivity.

II. Streetscape compatibility-

Quality pedestrian environment, improving pedestrian network connectivity throughout the neighborhood, special attention designing landscaping, paving, pedestrian amenities, and enhance transit/multi-modal use.

RESPONSE:

The project will provide accessible walks to strengthen the existing neighborhood connections including landscape, seating and lighting to improve the pedestrian experience. See image 2, 3 & 4 below.

DESIGN CONCEPT -

ARCHITECTURAL CONCEPT DC2

which offer pedestrian interest along the sidewalk. I. Foster Human Scaleinterest and human scale.

DC3 OPEN SPACE CONCEPT

complements the other. I. Urban Gardens elements to enhance new public spaces.

RESPONSE

The building concept addresses the surrounding neighborhood with the incorporation of units at grade with front patios and porches which look out onto the site and block. The units provide eyes on the street for safety. Live work units are provided per code, and will liven the street facade and ROW with landscaped courtyards. An upper level south facing courtyard containing both private and public spaces provides areas for resident interaction as well as provide modulation for the south building elevation. The density of units will provide increased vitality to neighborhood. See image 5 & 6 below.



Landscaped Public Walk



2 Public Seating



8 Public Bike Racks



4 Seating, Landscape at Public Entry



5 Landscaped Courtyard

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Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings by attention to neighboring structures and providing human scale elements and use of materials

Introduce windows, entrances, and architectural details which offer pedestrian

Integrate open space design with the design of the building so that each

- Provide seating opportunities, planter walls set at seat heights, courtyard
- III. Landscaping to Reinforce Design Continuity with Adjacent Sites
- Integrate new and existing landscaping to blend into the local environment, reduce
- storm water runoff and connect to neighborhood green areas.







6 Landscaped Residential Patio

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.

B. Sunlight and Natural Ventilation

Take advantage of solar exposure and natural ventilation available, maximize

daylight for interior/exterior spaces, minimize shading on adjacent sites and manage solar gain.

C. Topography-

Use existing desirable land forms to inform project design for location of structures and enhance open space.

D. Plants and Habitat-

Provide opportunities to connect to off-site habitats, green areas, and landscape areas.

CS2 URBAN PATTERN AND FORM

Strengthen most desirable forms, characteristics, and patterns of streets, block faces, and open spaces in neighborhood.

B. Adjacent Sites, Streets and Open spaces-

Site informed design from topography, streets, green areas making a connection to the street and neighborhood.

D. Height, Bulk and Scale-

Relate mid-block site to surrounding scale of development both existing and anticipated future growth through successful siting and fit with adjacent properties.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood

A. Emphasizing Positive Neighborhood Attributes-

Creatively fit together old and new forms; and in transitional neighborhoods explore ways for new development to establish a positive and desirable context for others to build upon.

RESPONSE:

The building is oriented to capture the sunlight in its center courtyard and provide modulation to soften the impact on the building next door. The height brings density and fills the low spot of the block, bringing increased activity and vitality to the middle of this long bowl-shaped super block.

See image 7 below.

PUBLIC LIFE -

PL1 CONNECTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them by improving pedestrian movement throughout the area, creating quality spaces, pathways, connecting sites, street systems, public open space and parks.

A. Net Work of Open Spaces-

Enhance open space to positively contribute to broader network of open spaces in neighborhood by fostering human interaction.

B. Walkways and Connections-

Support pedestrian connections within and outside the project by allowing flow, providing lighting, landscaping, and other amenities.

PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features by providing direct and convenient pathways with safe, comfortable and visually interesting elements. A. Accessibility

Provide access for people of all abilities, fully integrated into the project design. B. Safety and Security-

Provide a safe environment through natural opportunity for surveillance, exterior illumination and street level transparencies.

ACTIVE TRANSPORTATION PL4

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

C. Planning Ahead for Transit

Identify where nearest transit stops and pedestrian routes are and include features and connections within project design to support transit access and connections.

RESPONSE:

The project will enhance the streetscape and easement with abundant landscaping and amenities. It will provide adequate lighting for safety and security, while improved sidewalks will encourage pedestrian use. The added activity will encourage neighborhood participation in creating a safer environment. The easement enhancement will coordinate with the planned improvements for the project to the north. See image 8, 9, & 10 below.

DESIGN CONCEPT -

b.

DC2 ARCHITECTURAL CONCEPT

pedestrian interest A. Massing-

buildings, using secondary elements to reduce perceived mass. B. Architectural and Facade Composition Facade design to support building composition while avoiding blank walls along pedestrian ways, providing scale and texture with secondary elements.

DC3 OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other. A. Building Open Space Relationships Develop interior/exterior spaces to relate well to each other and support project functions

B. Open Space Uses and Activities interaction.

RESPONSE

The building concept draws its cues from the surrounding neighborhood buildings and retail shops. The building will step back along 8th Ave in response to the power lines and lower residential buildings to the east. The mouth of the 'U' shaped building faces south, breaking up the building length, reducing the scale in relationship to the neighboring hospital. It sits back from the west parking lot and northern easement to provide space for entry porches, landscape, public benches, lighting and pedestrian walks. See image 11 & 12 below.



Interior Courtyard



8 L/W with Public Walk-Landscape



9 Entry Amenities



10 Sidewalk Amenity, Bike Rack



SEATTLE DESIGN GUIDELINES

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings by attention to neighboring structures and providing human scale elements and use of materials which offer

13

Arrange massing in relationship to topography, site characteristics and adjacent

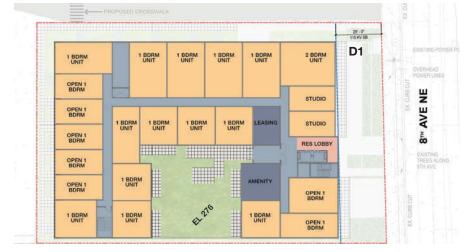
Match uses to conditions, relate and connect to other open spaces, design common and private open spaces for use by all residents, encourage activity and





12 Courtyard Amenities

SUMMARY OF MASSING OPTIONS - EDG 1



OPTION 1 - 40' HEIGHT BASICALLY CODE COMPLIANT

Development Objectives:

Number of Residential Units: Number of Live Work Units: Number of Enclosed Parking Stalls:

Pros:

• 40' option minimally shadows future development to north during winter months

61 units

15 units

123 stalls

- Live Work units facing the west parking area and north easement promotes connectivity, safety and walkability
- South facing upper level courtyard provides building modulation in relationship to neighboring medical clinic and sunlight into the building interior

Cons:

- Lower unit density does not give same boost to area economic health and vitality
- Building envelope inconsistent with the direction given by the Northgate stakeholders and the Northgate Urban Center FEIS rezone alternatives
- Lower density does not leverage transit investments



OPTION 2 - 65' HEIGHT WITH REZONE 'I' CONCEPT

Development Objectives:

Number of Residential Units:	
Number of Live Work Units:	
Number of enclosed Parking Stalls:	

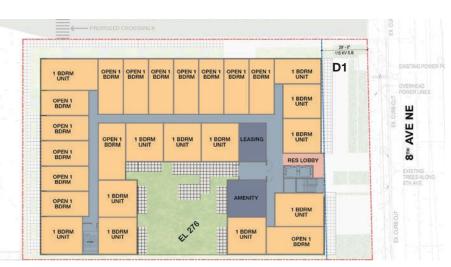
138 units 3 units 137 stalls

Pros:

- Walk is provided on south side of easement giving east / west access
- Ground level units to north and west provide additional safety and security to easement and west parking lot, providing eyes on the street.
- West façade is stepped back for power lines and relief to lower height neighbors to east
- Building envelope consistent with the rezone
- Leverage transit investments

Cons:

- 65' option moderately shadows future north development during mid-winter months
- Potential amenity space reduced
- South facing upper level courtyard views into neighboring medical clinic



[PREFERRED]

Development Objectives:

Number of Residential Unit Number of Live Work Units: Number of enclosed Parkin

Pros:

- clinic

- West façade is stepped back for power lines and relief to lower height neighbors to east
- Higher unit density gives boost to area economic health and vitality
 - Higher % of amenity space
 - Building envelope consistent with the rezone
 - Leverage transit investments

Cons:

months

POTENTIAL DESIGN DEPARTURE SUMMARY

Departure Number	Land Use Code Section	Item	Code Requirement	Departure Requests	Options	Design Ratio
D1	23.47A.008.A.3			Required setback, 13' and 20' from power and high tension lines which parallel east property line		Setback requ Live Work and
D2	23.47A.024.B	-	5% of gross residential area required as amenity area, uncovered	Provide north side modulation	2	Provided for '

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OPTION 3 - 65' HEIGHT WITH REZONE 'U' CONCEPT

S:	148 units
	3 units
ng Stalls:	138 stalls

• Internal facing upper level courtyard provides privacy to neighboring medical

- Walk is provided on south side of easement giving east / west access • Ground level units to north and west provide additional safety and security to easement and west parking lot, providing eyes on the street.

• 65' option moderately shadows future north development during mid-winter

tional

quired for safety, provides area for open space between and sidewalk

or 'I' shape option

SUMMARY OF MASSING OPTIONS - EDG 2

Per design review board input from the first EDG, the three massing options shown below represent the concepts identified by the board for the 2nd EDG.



OPTION 1 - 'L' CONCEPT 65' HT

Development Provided:

Number of Residential Units:	123 units
Number of Live Work Units:	3 units
Number of Enclosed Parking Stalls:	102 stalls

Pros:

- 'L' option provides 11,707 SF of amenity space
- South facing upper level courtyard sets back the building in relationship to the hospital to the south

Cons:

- Lower unit density does not support area economic health, vitality and transit investments
- Only using 73% of the allowable FAR
- 24 fewer dwelling units (based on the preferred option)
- The parking garage lacks efficiency due to internal ramping - 25 fewer parking stalls



OPTION 2 - 'I' CONCEPT 65' HT

Development Provided:

evelopinent reviaca.	
Number of Residential Units:	133 units
Number of Live Work Units:	3 units
Number of enclosed Parking Stalls:	106 stalls

Pros:

- North facade is stepped back from the ingress egress easement above the P2 level, reduces shadows on the development to the north
- Provides deeper patios for some units on level 3

Cons:

- Amenity areas are split, larger areas for individual units, less communal area for community gatherings
- Only using .76% of allowable FAR
- 14 fewer dwelling units (based on the preferred option)
- The parking garage lacks efficiency due to internal ramping - 21 fewer parking stalls



Development Provided:

Number of Residential Units:	143 units
Number of Live Work Units:	3 units
Number of enclosed Parking Stalls:	106 stalls

Pros:

SETBACK AT

LEVEL 4 & 5

- Internal facing upper level courtyard provides privacy to neighboring medical clinic
- Larger centralized courtyard for benefit of all tenants • North facade is stepped at 40' height to minimize
- shadows

Cons:

- 4 fewer dwelling units (based on the preferred option)
- The parking garage lacks efficiency due to internal ramping - 21 fewer parking stalls

DESIGN DEPARTURE SUMMARY

Departure Number	Land Use Code Section	Item	Code Requirement	Departure Requests	Options	Desi
D1	23.47A.008.A.3	Relationship of commercial to sidewalk	1 / 5	Required setback, 13' and 20' from power and high tension lines which parallel east property line	1, 2, 3A, 3B	Setb Live

OPTION 3A AND B - INVERTED 'U' CONCEPT 65' HT - [B PREFERRED]

Development Objectives:

Number of Residential Units:
Number of Live Work Units:
Number of enclosed Parking Stalls:

147 units 3 units 127 stalls

Pros:

- Internal facing upper level courtyard provides privacy to neighboring medical clinic
- 2 parking levels with separate garage entrances allow for west facing dwelling units on the second level as well as additional parking stalls
- West facade provides units at grade for safety and security of parking lot to the west
- Ground level units to north provide additional safety and security to easement providing eyes on the street
- East façade is stepped back at 17' and 40' for power lines and relief to lower height neighbors to east
- Higher unit density gives boost to area economic health and vitality

Cons:

None

sign Rational

tback required for safety, provides area for open space between ve Work and sidewalk

MASSING STUDIES

a. OPTION 1 - 'L' CONCEPT 65' HT

Development Provided:

Number of Residential Units:	123 units
Number of Live Work Units:	3 units
Number of Enclosed Parking Stalls	102 stalls

Departure:

 Commercial setback within 10' of sidewalk – power poles and high tension wires require 13' to 20' setbacks from poles, public patios provided at front entry of residential and Live Work units

Pros:

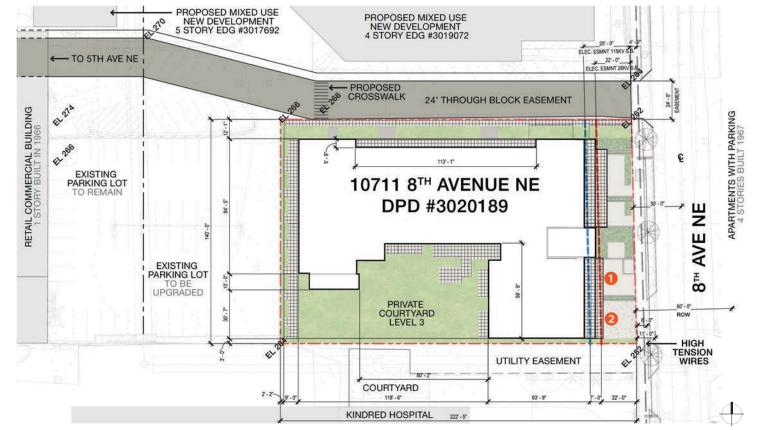
- 'L' option provides 11,707 SF of amenity space
- Upper level courtyard wraps around SW corner of building, set back in relationship to the hospital to the south
- North and East facades step back at levels 4 and 5

Cons:

- Lower unit density does not support area economic health, vitality and transit investments
- Only using 73% of allowable FAR
- 24 fewer dwelling units (based on the preferred option)
- The parking garage lacks efficiency due to internal ramping 25 fewer parking stalls

Typical:

- Residential lobby, L/W units are accessed from adjacent sidewalk elevations
- Residential lobby and L/W entrances are separated
- Units at grade face north easement, with patio, pedestrian sidewalk the length of the easement
- East facade is stepped at 17' and 40'



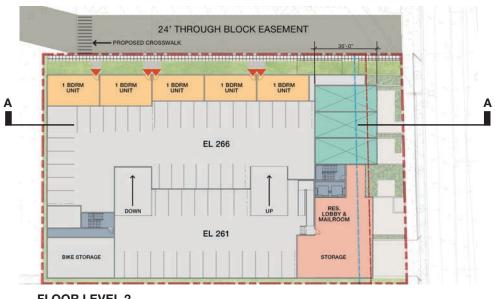
SITE PLAN



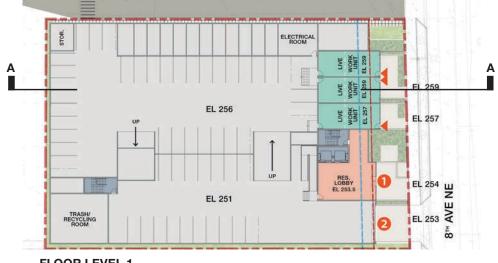
P2 GARAGE ENTRY



FLOOR LEVEL 3-7



FLOOR LEVEL 2

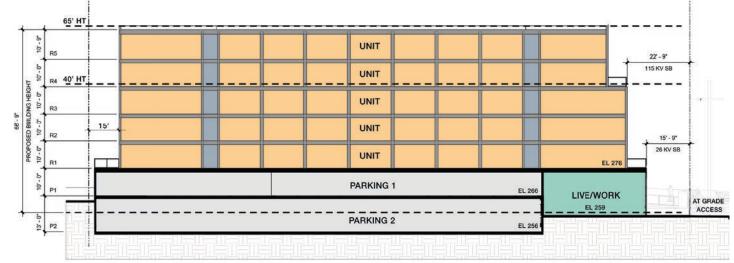


FLOOR LEVEL 1



10711 8TH AVENUE NE | DPD #3020189

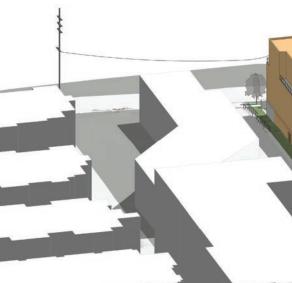
A-A BUILDING SECTION WEST-EAST











NORTH / WEST VIEW THROUGH EASEMENT

VIEW FROM 8TH AVENUE LOOKING SOUTH AND WEST



OPTION 1 - 'L' CONCEPT 65' HT

2ND EARLY DESIGN GUIDANCE | 08.24.2015, 6:30pm

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b. OPTION 2 - 'I' CONCEPT 65' HT

Development Provided:

Number of Residential Units:	133 units
Number of Live Work Units:	3 units
Number of enclosed Parking Stalls	106 stalls

Departure:

• Commercial setback within 10' of sidewalk – power poles and high tension wires require 13' to 20' setbacks from poles, public patios provided at front entry of residential and Live Work units

Pros:

- North facade is stepped back from the ingress/egress easement above the P2 level, reduces shadows on the development to the north
- Provides deeper patios for some units on level 3

Cons:

- Amenity areas are split, larger areas for individual units, less communal area for use of entire community •
- Only using .76% of allowable FAR •
- 14 fewer dwelling units (based on the preferred option)
- The parking garage lacks efficiency due to internal ramping 21 fewer parking stalls Typical:
- Residential lobby, L/W units are accessed from adjacent sidewalk elevations •
- Residential lobby and L/W entrances are separated ٠
- Units at grade face north easement, with patio, pedestrian sidewalk the length of the easement •
- West facade is stepped at 10'
- East facade is stepped at 17' and 40' •

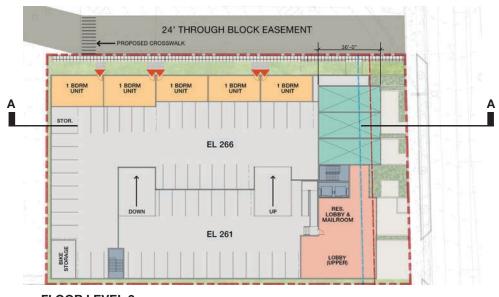


P2 GARAGE ENTRY 2

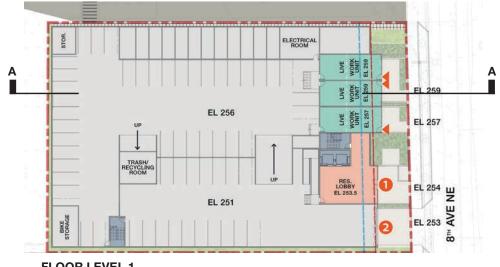




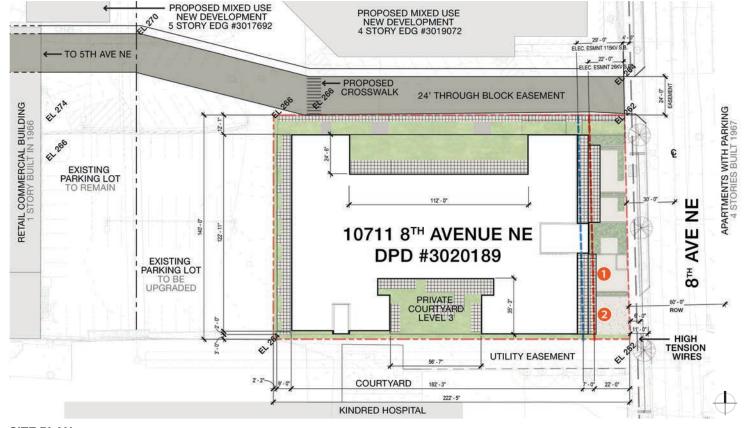
Α



FLOOR LEVEL 2







SITE PLAN

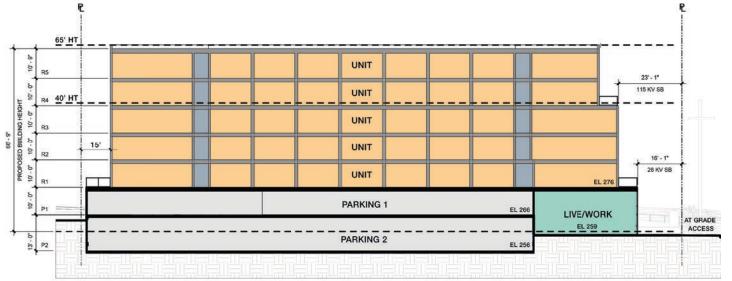
OPTION 2 - 'I' CONCEPT 65' HT





STREET VIEW OF LIVE/WORK UNITS AND EASEMENT CONNECTION

NORTH / WEST VIEW THROUGH EASEMENT





VIEW FROM 8TH AVENUE LOOKING SOUTH AND WEST

A-A BUILDING SECTION WEST-EAST

2ND EARLY DESIGN GUIDANCE | 08.24.2015, 6:30pm

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c. OPTION 3A - INVERTED 'U' CONCEPT 65' HT

Development Provided:

Number of Residential Units:	143 units
Number of Live Work Units:	3 units
Number of enclosed Parking Stalls	106 stalls

Departure:

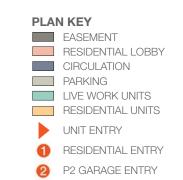
- Commercial setback within 10' of sidewalk power poles and high tension wires require 13' to 20' setbacks from
- poles, public patios provided at front entry of residential and Live Work units

Pros:

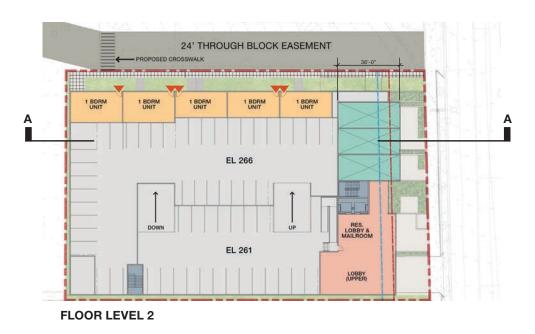
- Internal facing upper level courtyard provides privacy to neighboring medical clinic
- Larger centralized courtyard for benefit of all tenants
- North facade is stepped at 40' height to minimize shadows

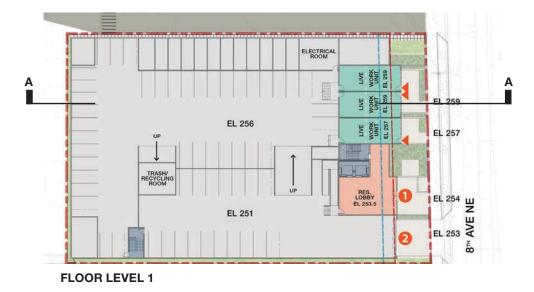
Cons:

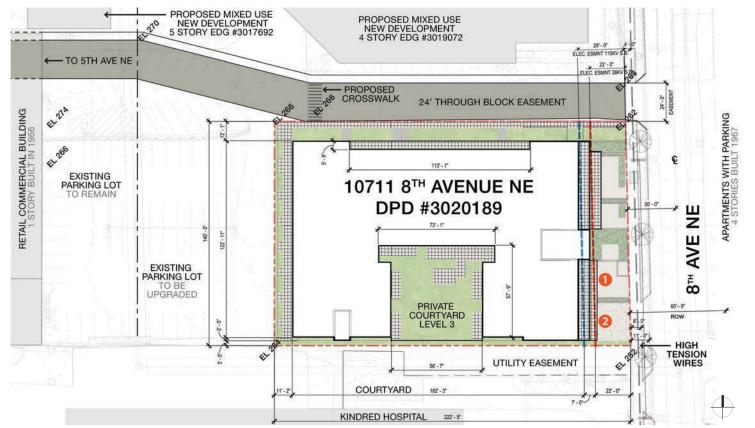
- 4 fewer dwelling units (based on the preferred option)
- The parking garage lacks efficiency due to internal ramping 21 fewer parking stalls
- Typical:
- Residential lobby, L/W units are accessed from adjacent sidewalk elevations
- Residential lobby and L/W entrances are separated
- Units at grade face north easement, with patio, pedestrian sidewalk the length of the easement
- East facade is stepped at 17' and 40'



A OPEN 1 DDRM OPEN 1 DDRM OPEN 1 DDRM 1







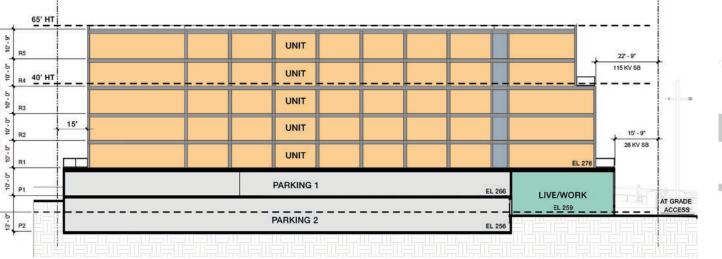
SITE PLAN



P

A-A BUILDING SECTION WEST-EAST

VIEW FROM 8TH AVENUE LOOKING SOUTH AND WEST



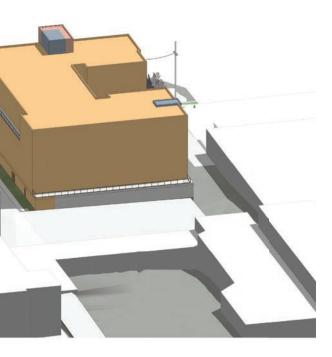




STREET VIEW OF LIVE/WORK UNITS AND EASEMENT CONNECTION

NORTH / WEST VIEW THROUGH EASEMENT

OPTION 3A - INVERTED 'U' CONCEPT 65' HT



2ND EARLY DESIGN GUIDANCE | 08.24.2015, 6:30pm

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d. OPTION 3B - INVERTED HYBRID 'U' CONCEPT 65' HT [PREFERRED]

Development Objectives:

Number of Residential Units:	147 units
Number of Live Work Units:	3 units
Number of enclosed Parking Stalls	127 stalls

Departures:

• Commercial setback within 10' of sidewalk - power poles and high tension wires require 13' to 20' setbacks from poles, public patios provided at front entry of residential and Live Work units

Pros:

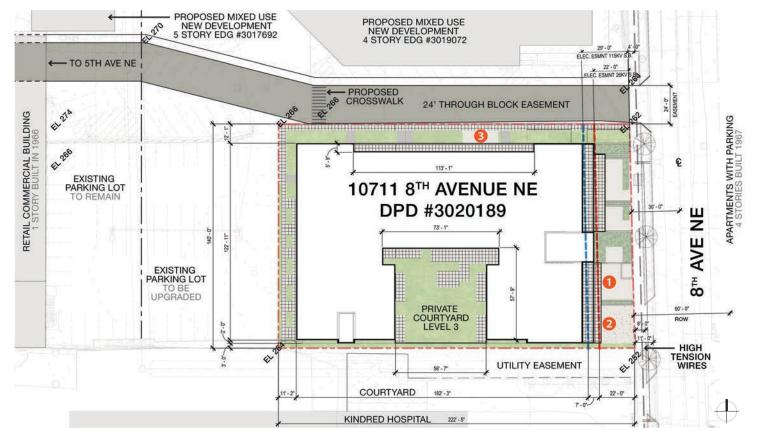
- Internal facing upper level courtyard provides privacy to neighboring medical clinic
- 2 parking levels w/ separate entrances allow west facing dwelling units on 2nd level and additional parking stalls •
- West facade provides units at grade which provide "eyes on street" safety and security to west parking lot •
- North facade is stepped at 40' height to reduce shadowing on property to north •
- Higher unit density gives boost to area economic health and vitality

Cons:

None

Typical:

- Residential lobby, L/W units are accessed from adjacent sidewalk elevations for ease of access •
- Residential lobby and L/W entrances are separated for pedestrian clarity •
- Units at grade face north easement, with patio, pedestrian sidewalk the length of the easement to engage through block pedestrian access
- East facade is stepped at 17' and 40' for relief to lowrise units across 8th



SITE PLAN



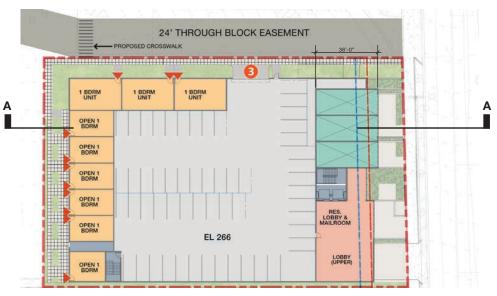
2



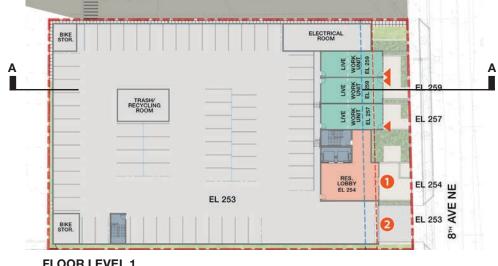
- PARKING
- LIVE WORK UNITS
- **RESIDENTIAL UNITS**
- UNIT ENTRY
- RESIDENTIAL ENTRY O
 - P2 GARAGE ENTRY

3 P1 GARAGE ENTRY





FLOOR LEVEL 2



FLOOR LEVEL 1

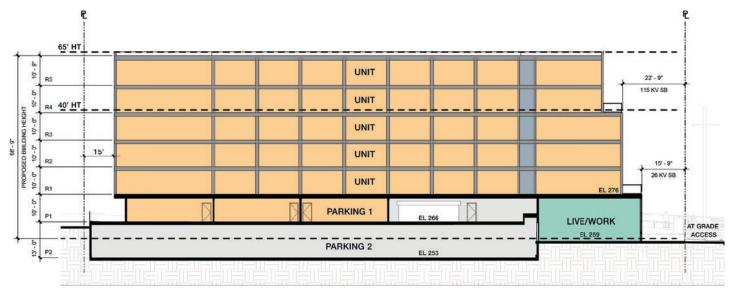






STREET VIEW OF LIVE/WORK UNITS AND EASEMENT CONNECTION

NORTH / WEST VIEW THROUGH EASEMENT





VIEW FROM 8TH AVENUE LOOKING SOUTH AND WEST

A-A BUILDING SECTION WEST-EAST

OPTION 3B - INVERTED HYBRID 'U' CONCEPT 65' HT [PREFERRED]

2ND EARLY DESIGN GUIDANCE | 08.24.2015, 6:30pm

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PREFERRED OPTION - 3B

a. **DESIGN NARRATIVE**

Promotes neighborhood vitality with density

- This option supports the Northgate FEIS goals with a 65' building height, 147 dwelling units and 3 live work units
- · Leverages transit investments by providing safe, accessible dwelling units within walking distance of the transit center

Connectivity

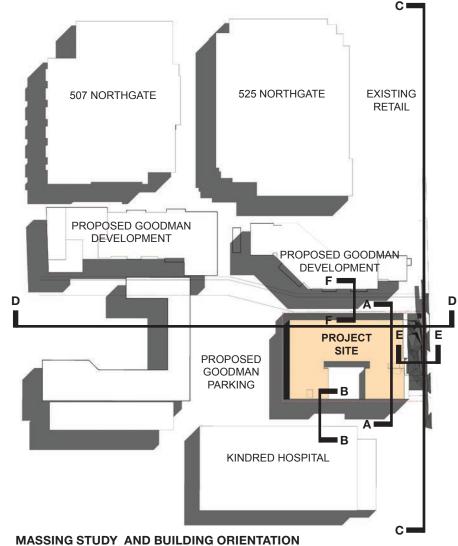
- Provides grade level unit entries on 3 sides of building to connect tenants to the site and enliven the pedestrian atmosphere (Per EDG comment 2A)
- Populates the easement and street frontage public area with benches, lighting and landscape to enhance community • interaction, neighborhood safety and contribute to green spaces (Per EDG comment 3B)
- Live Work facing 8th Ave NE provides retail / office opportunities, public spaces accessible from the sidewalk (Per EDG comment 2C)
- Continuity of Live Work from new project to the north

Reduction of scale

- Facing Lowrise Residential to east deep set back of building podium, set back of units above the podium at 17' and set back of levels 4/5 at 40' height, landscape, street trees, sidewalk amenities (Per EDG comment 2D)
- Facing Medical to the south landscaped courtyard provides deeply modulated building, breaks up massing, reduces scale, opens up building interior to sunlight and air while protecting privacy of hospital to the south green screen on podium walls at the garage levels softens walls and maintains privacy for clinic, solid walls shields large hospital windows from parking garage lights, keeps rodents out of garage and deters vagrancy (Per EDG comment 4B)
- Facing New Development to the north building set back 12' from the 24' easement, breaks up wall on easement with unit entries, patios, landscaping, sidewalk to protect pedestrian facade steps at 40' for levels 4 / 5 (Per EDG comment 3A & 3B)

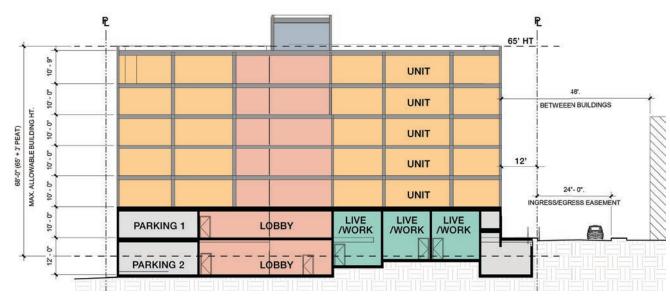
Livability

- Enhance / Activate community environment with open space along existing street and easement with landscape, benches lighting, wayfinding and access via easement to transit, services and retail (Per EDG comment 3B)
- Foster safety and security with more units facing the street, easement and parking areas, more eyes and ears on the street (Per EDG comment 4A)
- Extend the look and feel of the green streets along 8th (Per EDG comment 3C)
- Larger lobby (Per EDG comment 2B)





ELEVATION STUDY WITH LIVE WORK AND RESIDENTIAL ENTRY LOOKING WEST AND SOUTH

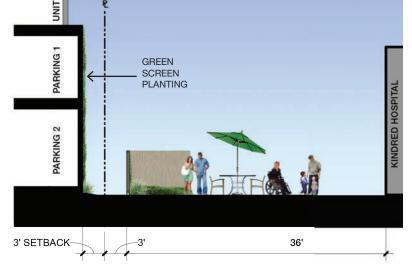


BUILDING SECTION A-A NORTH-SOUTH

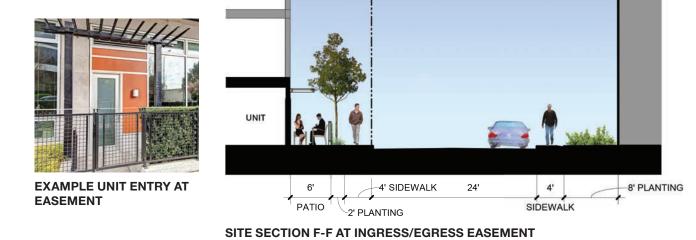
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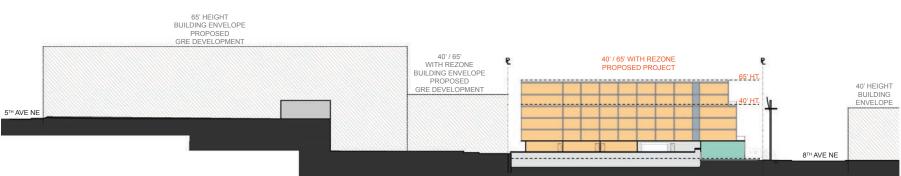




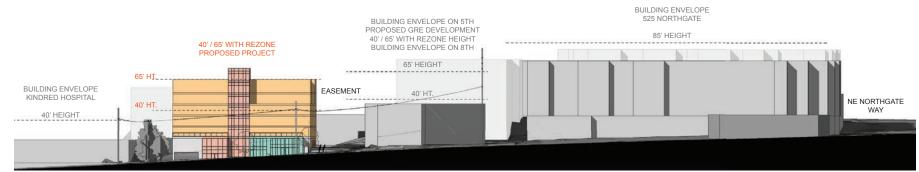
SECTION B-B AT PROJECT SOUTH PL AND HOSPITAL COURTYARD



EAST / WEST - STREET SECTION D-D PROPOSED BUILDING MASSING STUDY

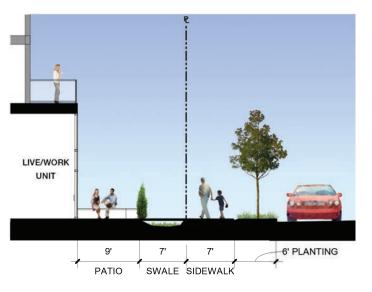


STREET SECTION C-C 65' MASSING STUDY AND IMPACT ON ADJACENT BUILDINGS ALONG 8TH AVENUE

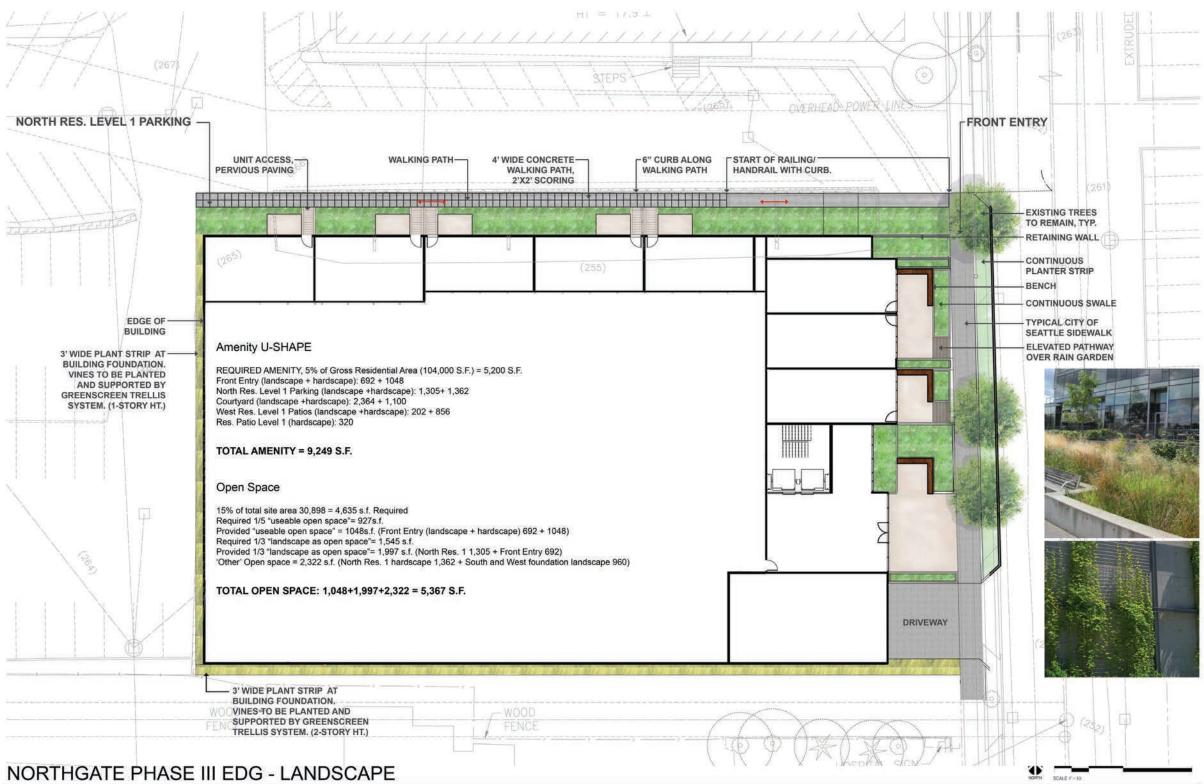


2ND EARLY DESIGN GUIDANCE | 08.24.2015, 6:30pm

AVE NE



c. LANDSCAPE DESIGN OPTION 3A



8.13.2015





NORTHGATE PHASE III EDG - LANDSCAPE - OPTION 3A

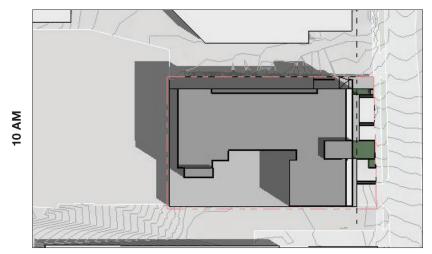
8.13.2015

2ND EARLY DESIGN GUIDANCE | 08.24.2015, 6:30pm

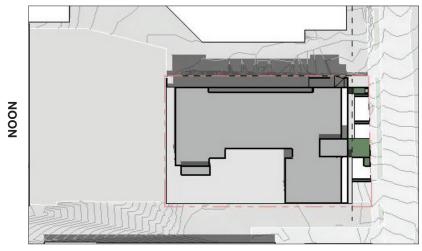
27

SUN - SHADOW STUDIES

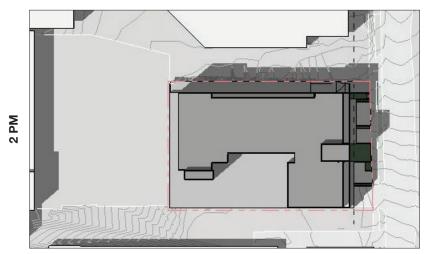
a. SUN - SHADOW STUDY OPTION 1



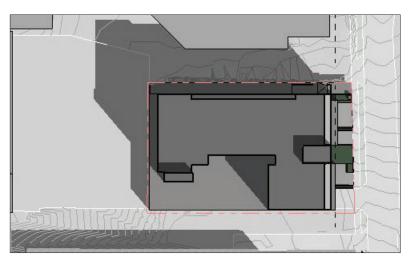
SUMMER SOLSTICE



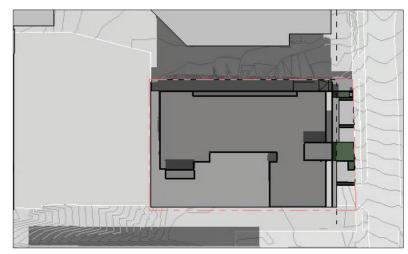
SUMMER SOLSTICE



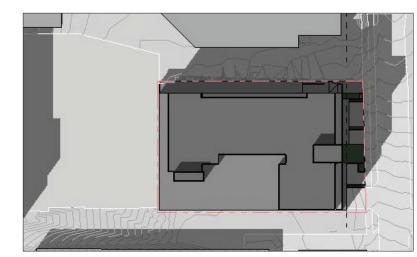
SUMMER SOLSTICE



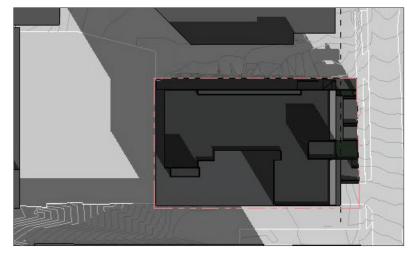
EQUINOX



EQUINOX





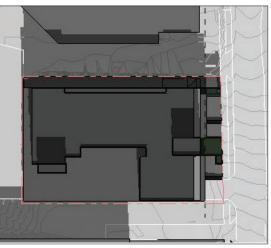




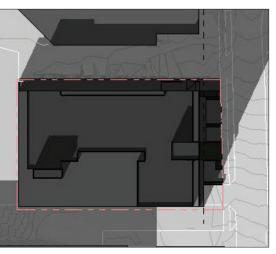


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WINTER SOLSTICE

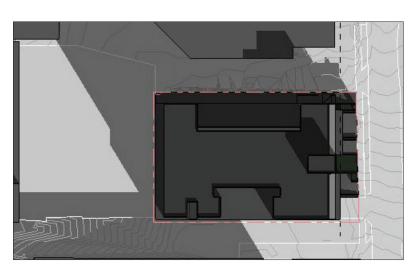


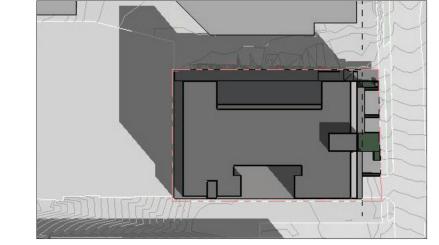
WINTER SOLSTICE



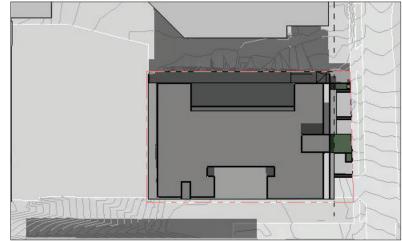
WINTER SOLSTICE



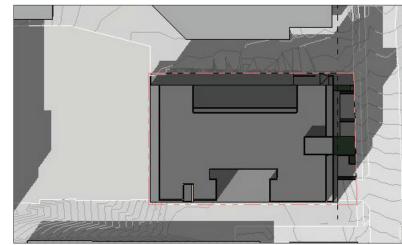




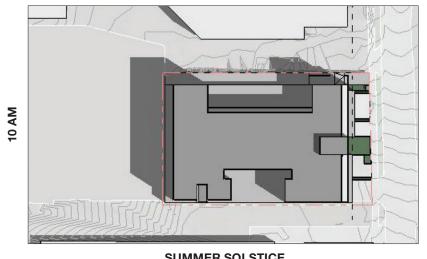
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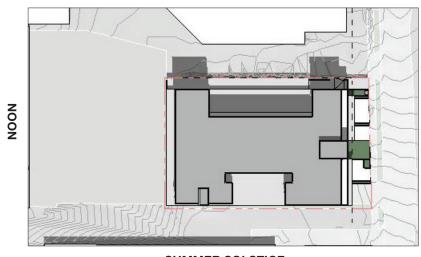
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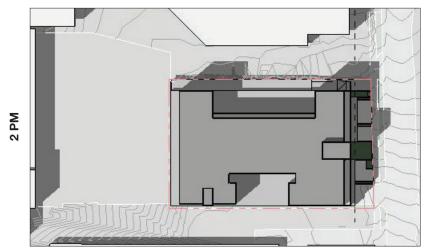
EQUINOX



SUMMER SOLSTICE

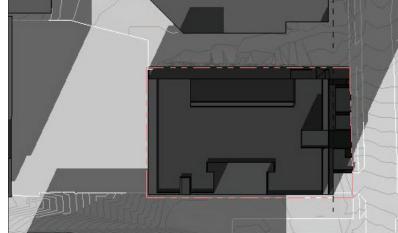


SUMMER SOLSTICE



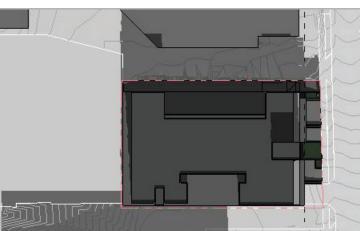
SUMMER SOLSTICE





WINTER SOLSTICE

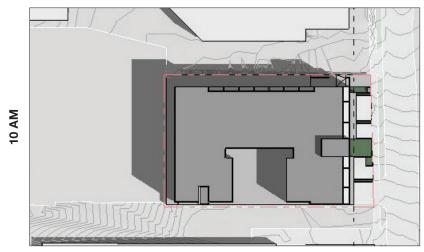




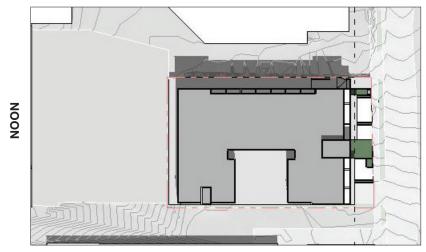
WINTER SOLSTICE

b. SUN - SHADOW STUDY OPTION 2

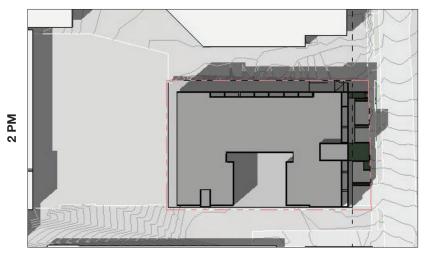
c. SUN - SHADOW STUDY OPTION 3 [PREFERRED]



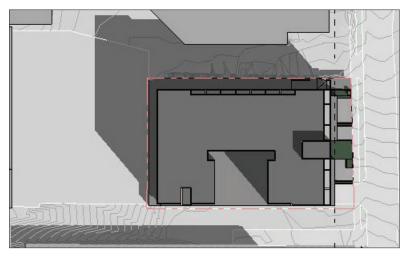
SUMMER SOLSTICE



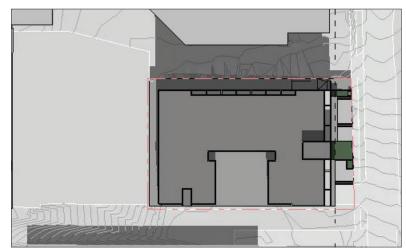
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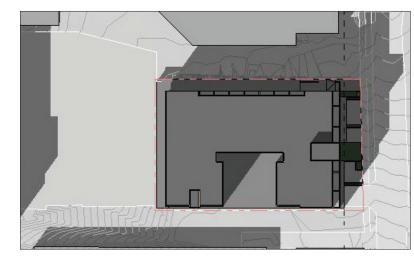
SUMMER SOLSTICE



EQUINOX



EQUINOX



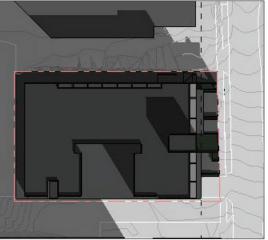
EQUINOX







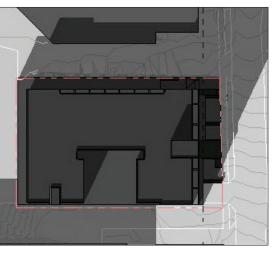
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WINTER SOLSTICE



WINTER SOLSTICE



WINTER SOLSTICE

RELEVANT WORK



GREEN LAKE MIXED-USE APARTMENTS



507 NORTHGATE APARTMENTS



VELO APARTMENTS - STONEWAY



GREEN LAKE MIXED-USE APARTMENTS



507 NORTHGATE APARTMENTS



LINK APARTMENTS - WEST SEATTLE





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525 NORTHGATE APARTMENTS



RAY APARTMENTS

PRESCOTT WALLINGFORD APARTMENTS - STONEWAY