



Northgate Apartments Phase II

10700 5th Avenue NE Seattle, WA

EARLY DESIGN GUIDANCE - 2ND MEETING
NOVEMBER 5, 2018
PROJECT #3030779

DEVELOPMENT OBJECTIVES

PROJECT DESCRIPTION

The Northgate Apartments project will build upon existing urban fabric in the Northgate Urban Center. The 7-story building will include below-grade parking, retail sales along 5th Avenue, and residential apartments and amenities. The development objectives for this project are as follows (all values are approximate):

Number of residential units:	235 Units
Retail sales and services:	4698 sf
Number of parking stalls:	
Residential (structured)	216
Non-residential (structured)	14

PROJECT INFORMATION

Zoning / Lot Size: NC3-65 / 57,935 SF
 Overlay: Northgate Urban Center & Northgate Overlay District (Within Northgate Core Area)
 Pedestrian Zone: No
 Mapped ECA: 40% Steep Slope, Peat Settlement Prone
 Major Pedestrian St: 5th Avenue (As designated in Northgate Overlay District)
 Codes: Seattle Land Use Code (current edition)

PROJECT TEAM

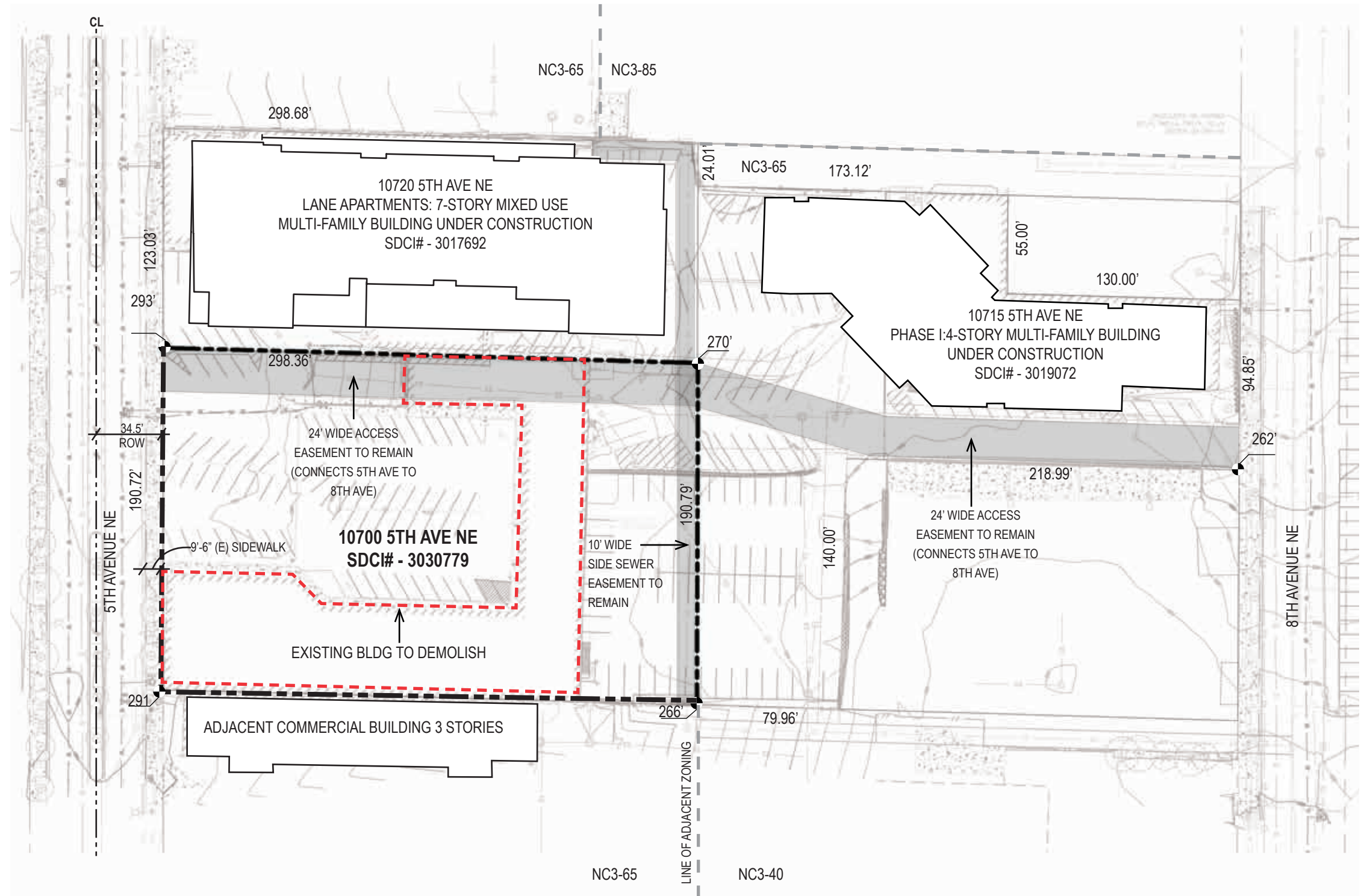
Applicant: GRE Fifth Avenue Investors LLC
 2801 Alaskan Way Suite 310
 Seattle, WA. 98121

Architect: GROUPARCHITECT
 1735 Westlake Ave. N.
 Suite 200
 Seattle, WA. 98109

Landscape Architect: LA Studios LLC
 15200 52nd Avenue South
 Suite 210
 Seattle, WA 98188

LEGAL DESCRIPTION

FOLG POR OF SW 1/4 OF NW 1/4 OF SW 1/4 OF SE 1/4-S 1/2 LESS S 18 FT THOF & N 1/2 LESS N 123 FT THOF LESS ST



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

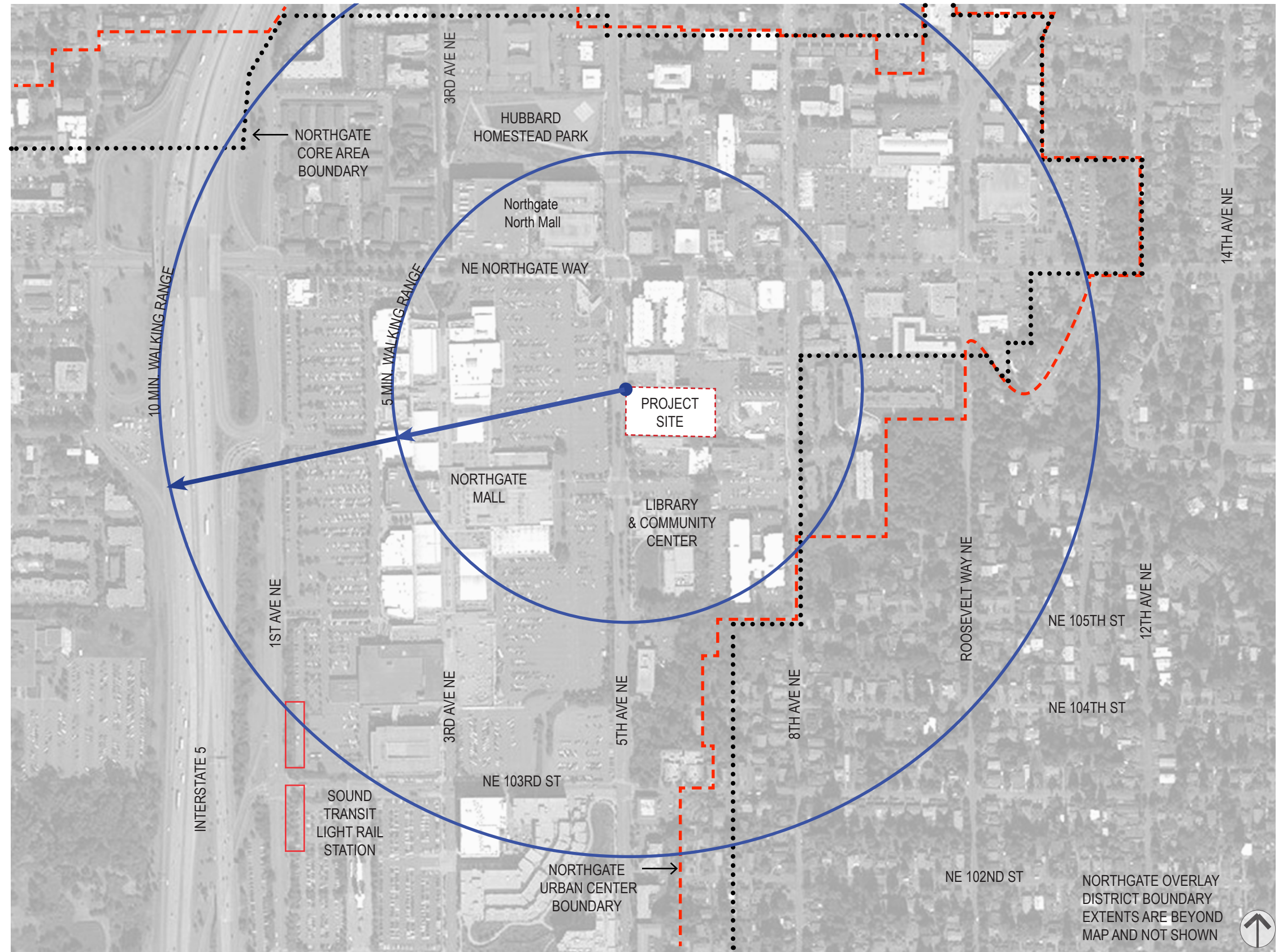
The site fronts on 5th Avenue NE and is adjacent on the north to a through-lot access easement and drive that connects 5th Avenue NE to 8th Avenue NE. Fifth Avenue NE is a four-lane road with a center turn lane & planted median and is designated as a Major Pedestrian Street by the Northgate Overlay District. 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 intersections of 5th Avenue NE and NE Northgate Way is located approximately one half block to the North. Continuous sidewalks are present along 5th Avenue NE and vehicular traffic is restricted to right in / right out turning movements on 5th Avenue.

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.

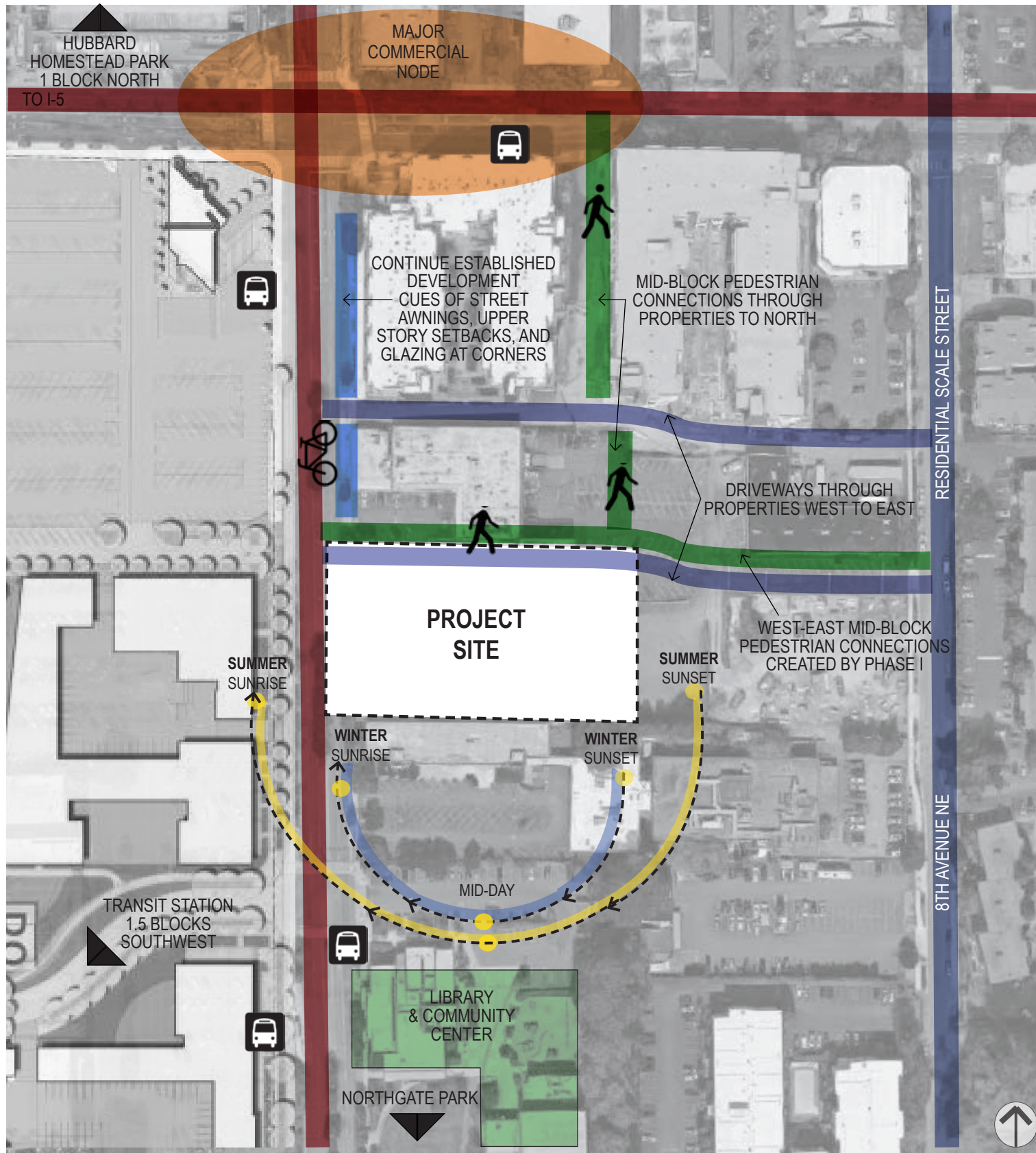
FUTURE PROJECTS

According to city records, the parcel to the east of the site is currently under construction with a multi-family structure containing 140 dwelling and live-work units. Many of the surrounding commercial sited are under developed by current land use code. The density in the neighborhood will substantially increase as these parcels are developed. The project immediately to the North is a related project (Lane Apartments) and is currently under construction.

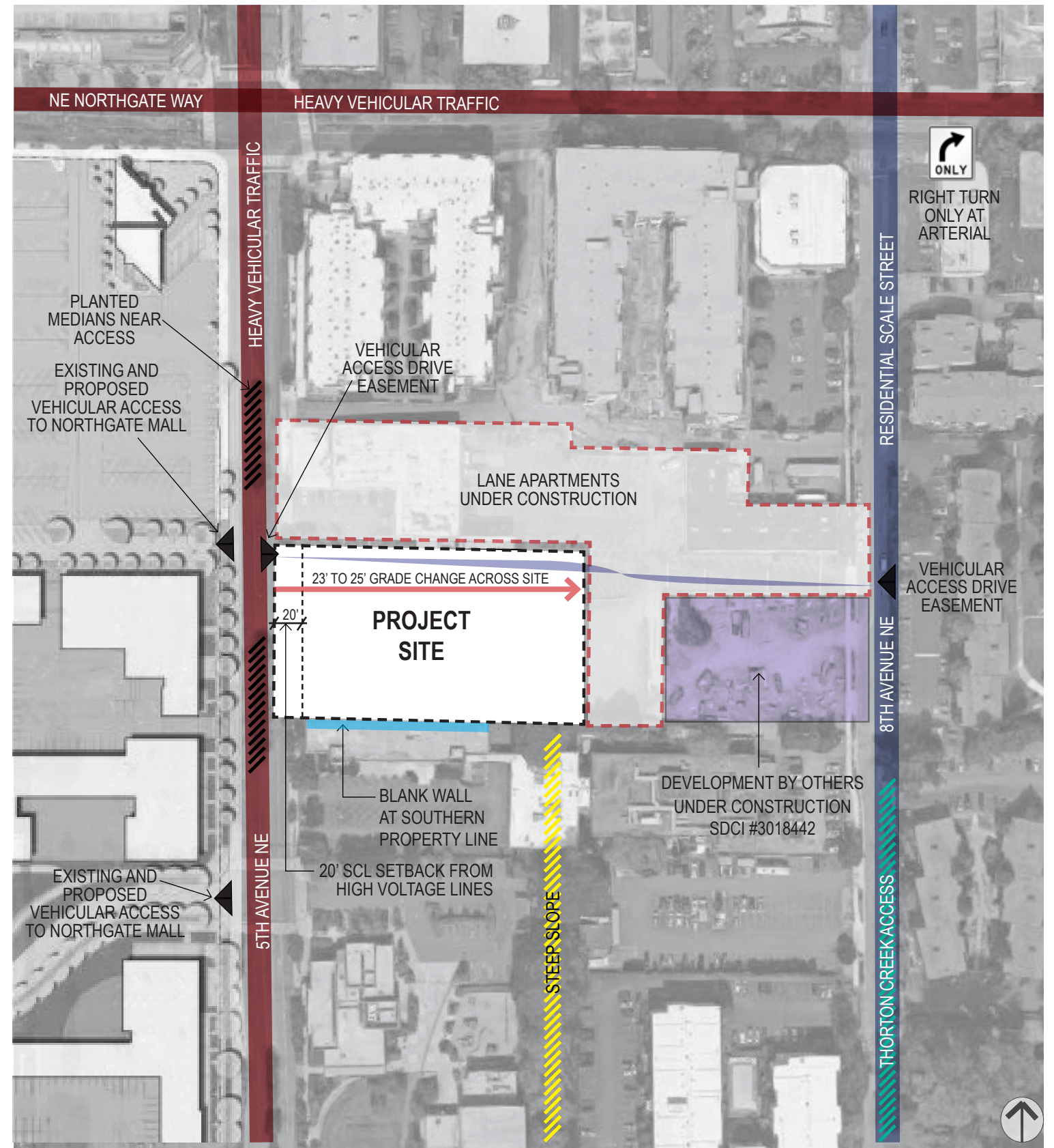


NORTHGATE NEIGHBORHOOD

URBAN DESIGN ANALYSIS: OPPORTUNITIES & CONSTRAINTS

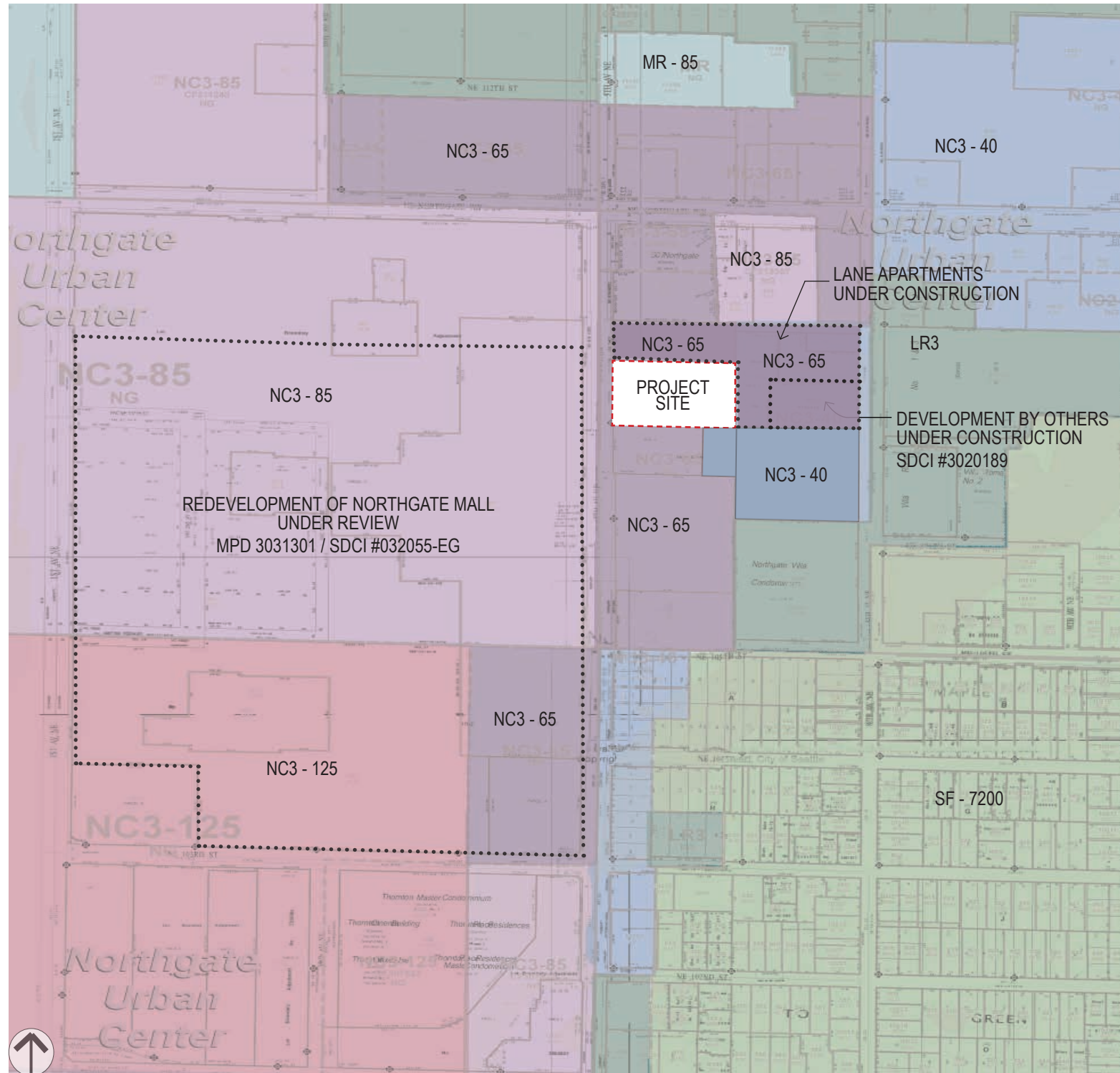


OPPORTUNITIES

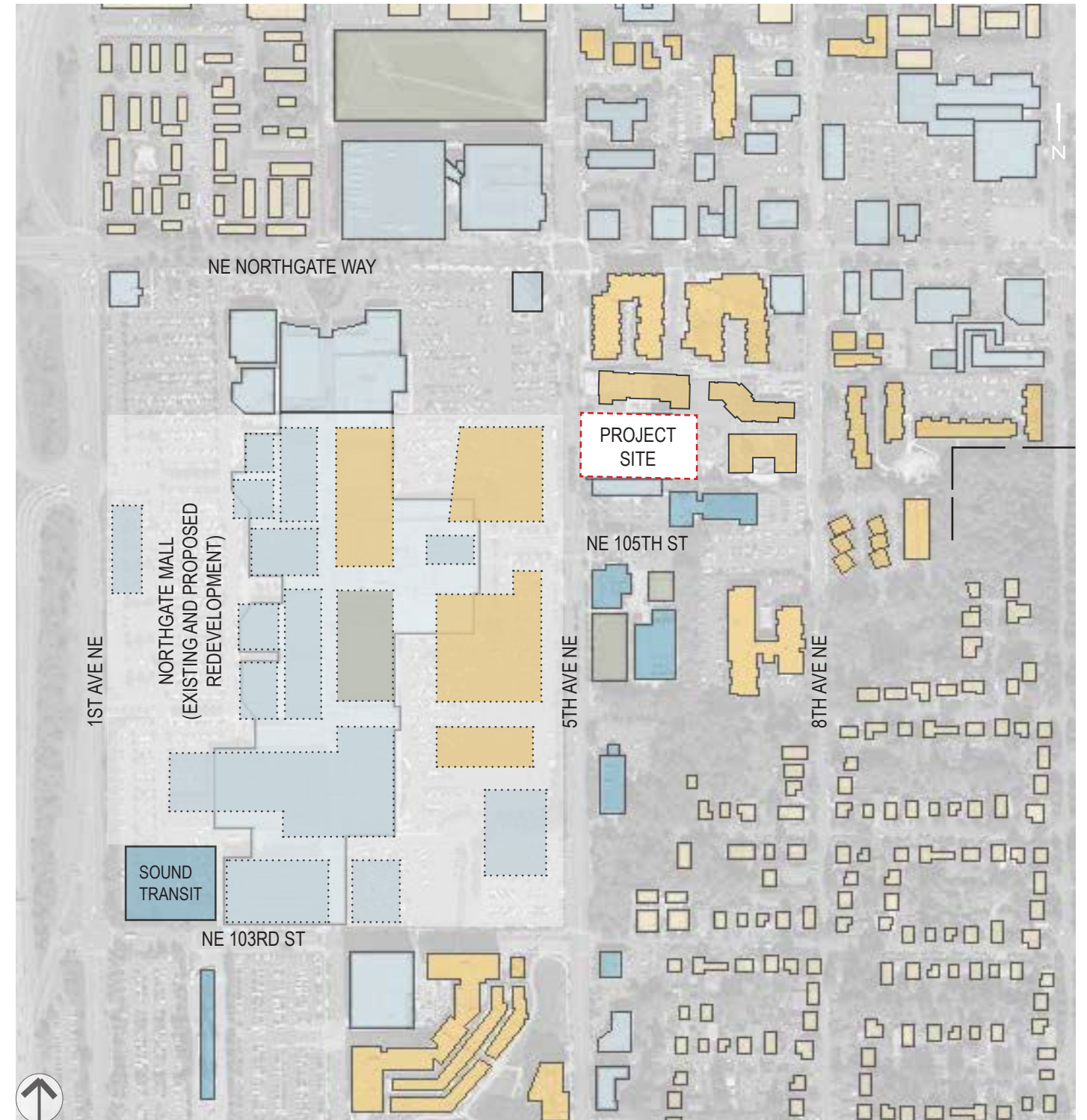
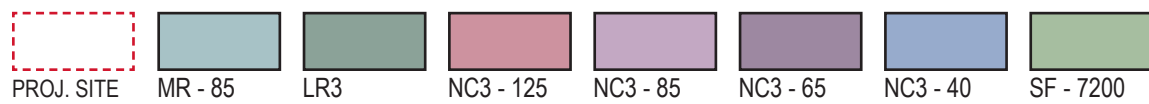


CONSTRAINTS

URBAN DESIGN ANALYSIS: ZONING & SURROUNDING USES



ZONING MAP

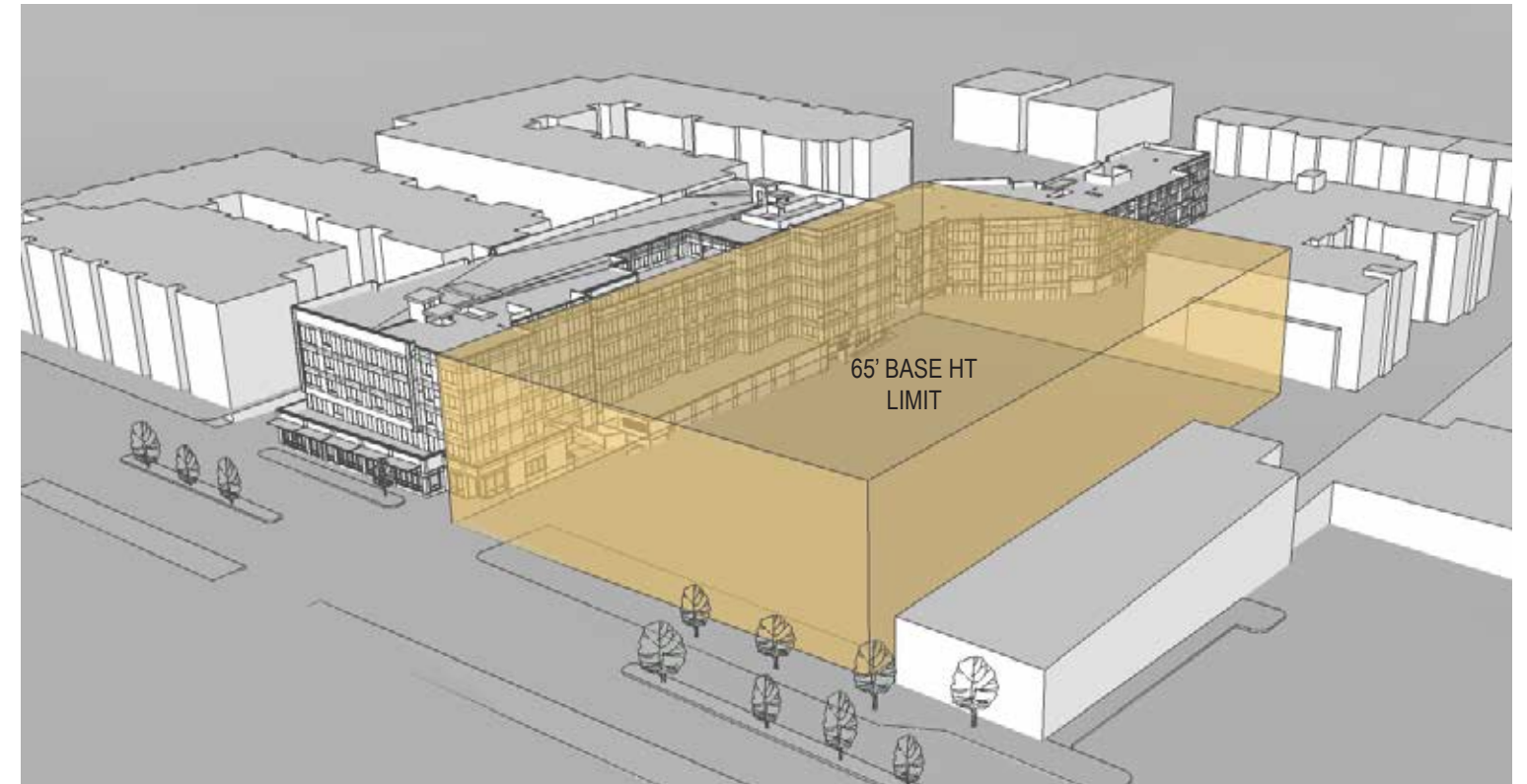


ADJACENT USE DISTRIBUTION



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: 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 No required parking for Residential or Non-Residential use in Urban Center
23.54.015K & table D Bicycle parking shall be in a convenient location for users with access to long-term bicycle parking separated from vehicular entries.
Residential long-term bike stalls req'd = 1 per 4 dwelling unit / 1 per SEDU
Residential short-term bike stalls req'd = 1 per 20 dwelling units
Non-residential long-term bike stalls req'd = 1/4000 SF
Non-residential short-term bike stalls req'd = 1/2000 SF
- 23.71.014 Northgate Overlay District Open Space: NC3-65 zone requires 15% of site area for landscaping and usable public open space.
- 23.71.040 NC3-65 zone has no density limit
- 23.71.008.E3 Planting strips are prohibited along major pedestrian streets
Departure Requested

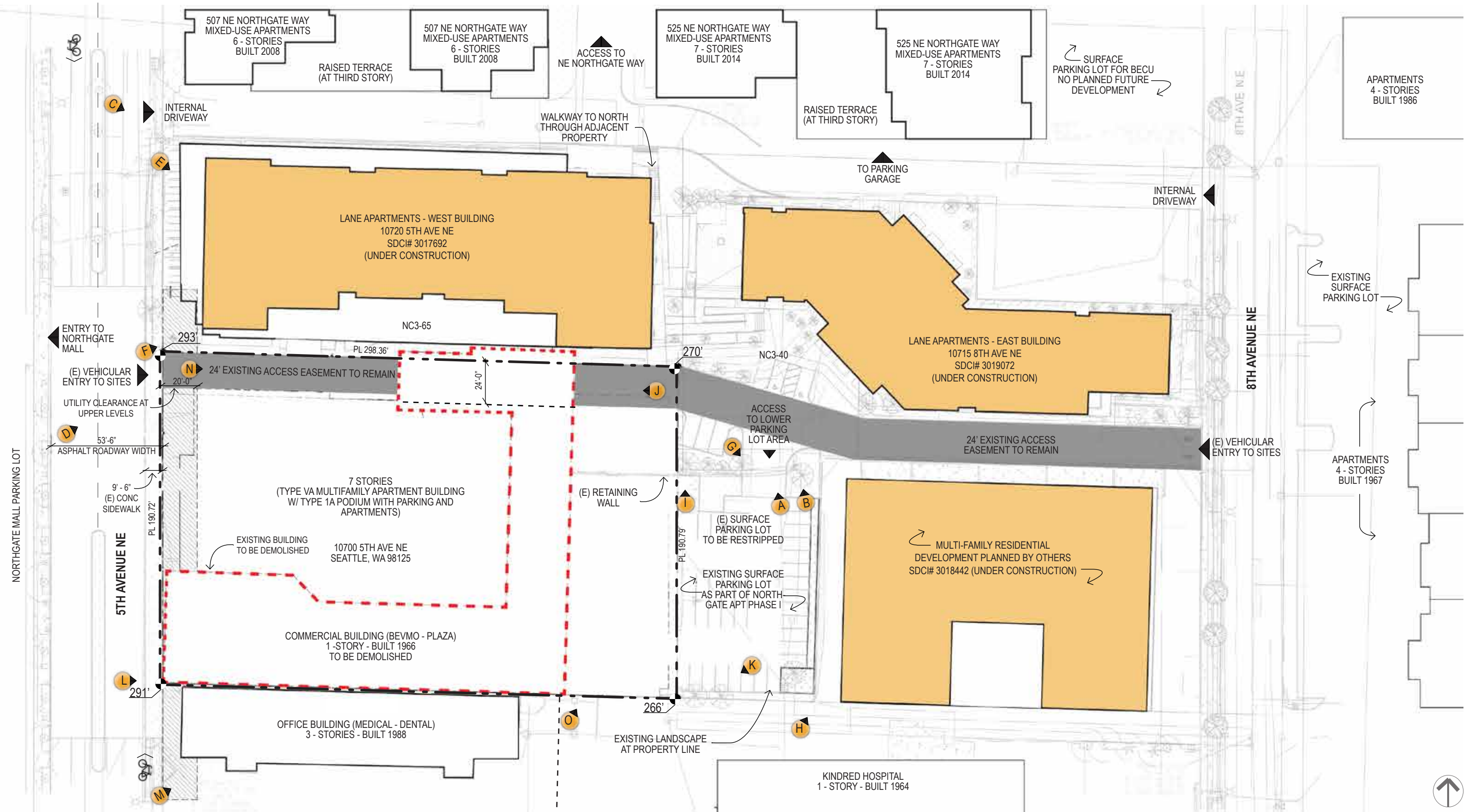


ZONING ENVELOPE

DEPARTURE REQUESTS ANTICIPATED

LAND USE CODE	CODE ITEM	DEPARTURE DESCRIPTION	DESIGN RATIONALE
23.71.008.E3	Planting strips are prohibited along major pedestrian streets	To provide a planting strip between 5th Ave NE & the sidewalk (*major pedestrian street)	The planting strip provides desired separation between pedestrians and vehicular traffic, creating an enhanced sense of safety and comfort. (CS3-1.i, Response to context & PL2-11.v, Green space)

SITE PLAN: EXISTING CONDITIONS



URBAN DESIGN ANALYSIS: SITE PHOTOS & FUTURE DEVELOPMENTS

A LANE APARTMENTS ENTRIES & EASEMENT CONNECTION

The NE corner of the development property shares a connection to the planned centrally located main entries to the Lane Apartments West & East buildings. The access easement bisects the two phases at this location and serves to provide vehicular access to the lowest level of parking for Phase II from this location.

B PEDESTRIAN WALKWAY TO NORTH

Between the Lane Apartments West & East buildings is a Neighborhood Pedestrian Walkway which provides a mid-block connection to the properties to the North. The proposed project has the opportunity to continue this development pattern and connect to this established pathway. (Under construction)

C LANE APARTMENTS FROM 5TH AVE NE

Lane Apartments retail frontage (under construction).

D LANE APARTMENTS LOOKING SW CORNER

Lane Apartments retail frontage and residential lobby/leasing office (under construction).

E LANE APARTMENTS 5TH AVE RETAIL

Lane Apartments retail frontage (under construction)

F LANE APARTMENTS CONNECTIONS TO STREET

Lane Apartments open plaza area along 5th Avenue NE and just North of the access driveway easement. Within this plaza is a 10 foot tall sculpture which serves as a way finding marker for the development and the pedestrian and vehicular entry point. The residential lobby/leasing office entry is accessed from this plaza area (under construction).

G H ADJACENT PROPERTY TO EAST

Wallace Properties multi-family project located to the east of the project site and fronting 8th Avenue NE (under construction).



A LANE APARTMENTS ENTRIES & EASEMENT CONNECTION



B PEDESTRIAN WALKWAY TO NORTH



C LANE APARTMENTS FROM 5TH AVE NE



D LANE APARTMENTS LOOKING SW CORNER



E LANE APARTMENTS 5TH AVE RETAIL



F LANE APARTMENTS CONNECTIONS TO STREET



G ADJACENT PROPERTY - EAST FACADE
(IMAGES FROM WALLACE PROPERTIES - DRB PACKET)



H ADJACENT PROPERTY - SOUTH FACADE
(IMAGES FROM WALLACE PROPERTIES - DRB PACKET)

URBAN DESIGN ANALYSIS: SITE PHOTOS & FUTURE DEVELOPMENTS

I NORTH PROPERTY LINE

The site abuts two lots (10720 & 10715 8th Ave NE), Lane Apartments. The building contains similar amenities and uses as the proposed project. The building incorporates raised terraces above two-levels of parking adjacent to the North property line creating a driveway between Lane Apartments & Phase II.

J ACCESS DRIVEWAY EASEMENT LOOKING WEST

Once the existing building "tunnel" is demolished, the access driveway easement will become open to light and air. This easement provides vehicular and pedestrian access between 5th Avenue NE and 8th Avenue for all adjacent properties and the neighborhood.

K SOUTH PROPERTY LINE AT THE SURFACE PARKING LOT

Currently a shared surface lot with the Lane Apartments property.

L SOUTH PROPERTY LINE

The adjacent building to the South (Fifth Avenue Professional Center) maintains a zero lot line condition to the property line for the length of the structure.

M FIFTH AVENUE PROFESSIONAL CENTER

The adjacent building primarily faces toward the South. Fifth Avenue engagement is limited to planting areas.

N ACCESS DRIVEWAY EASEMENT LOOKING EAST

Once the existing building "tunnel" is demolished, the access driveway easement will become open to light and air. This easement provides vehicular and pedestrian access between 5th Avenue NE and 8th Avenue for all adjacent properties and the neighborhood.

O SOUTH PROPERTY LINE & GRADING CHANGE FROM ADJACENT PROPERTY

On the adjacent properties to the South, there are significant grade changes and some mature trees.

P LOWER LOT GRADE CHANGE

The grade changes along the eastern property line approximately 4' from North to South.



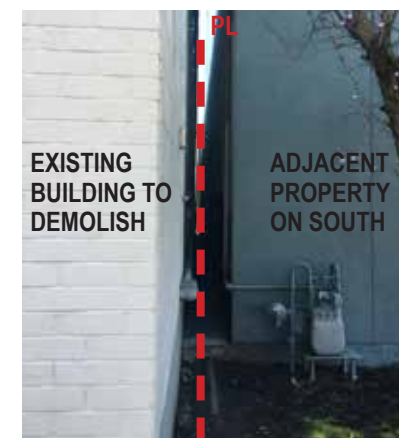
I EAST PROPERTY LINE LOOKING NORTH



J EASEMENT LOOKING WEST



K SOUTH PROPERTY LINE AT THE SURFACE PARKING LOT



L SOUTH PROPERTY LINE



M FIFTH AVENUE PROFESSIONAL CENTER



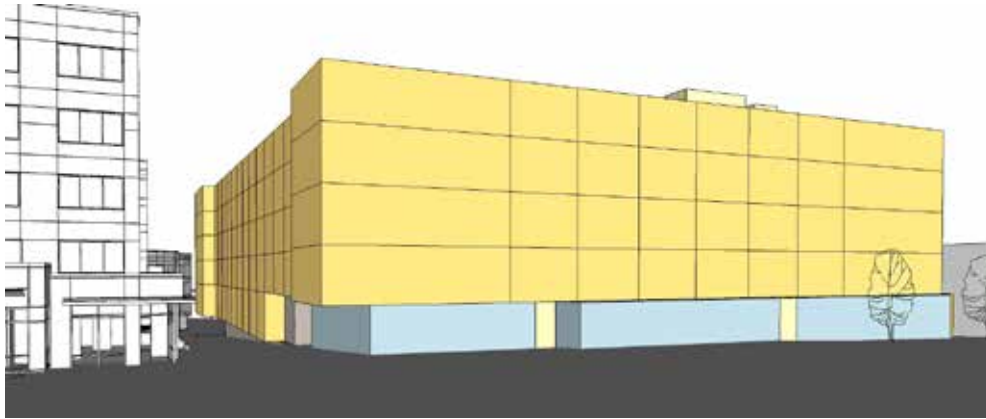
N EASEMENT LOOKING EAST



O SOUTH PROPERTY LINE & GRADING CHANGE FROM ADJACENT PROPERTY



P LOWER LOT GRADE CHANGE



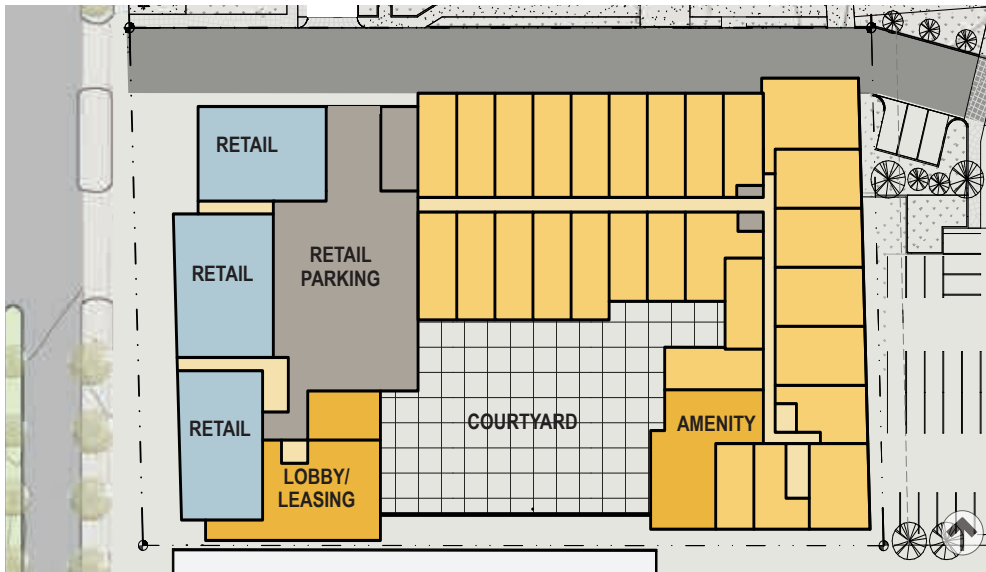
OPTION A: SOUTHERN COURTYARD CONCEPT (CODE COMPLIANT)

- PROS:**
- Southern exposure for courtyard
 - NW corner frontage setback aligns with 5th Ave. Plaza provided by Lane Apartments to North & provides visual access for vehicular traffic & way-finding provided by Lane Apartments artwork
- CONS:**
- Tower "wall" fronts the neighborhood pedestrian connection pathway along the access drive to the North creating a "canyon effect"
 - Residential lobby disconnected from major access points to site for both vehicular & pedestrian traffic & main lobbies at center of the site serving Lane Apartments
 - Massing does not relate to adjacent Lane Apartments terrace modulation

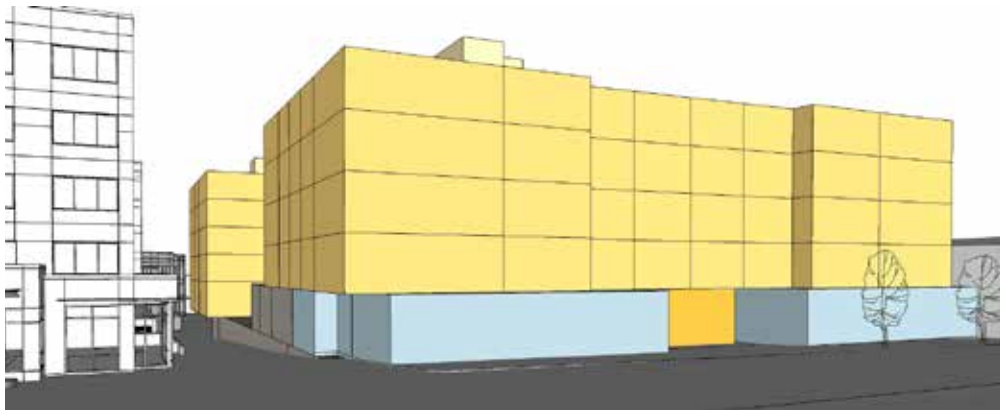
DEVELOPMENT OBJECTIVES:

Number of residential units -	234 units
Retail sales and services -	5,313 Sf
Retail parking stalls -	235
Residential parking stalls -	14

DEPARTURE REQUESTED: None.



OPTION A - STREET LEVEL PLAN



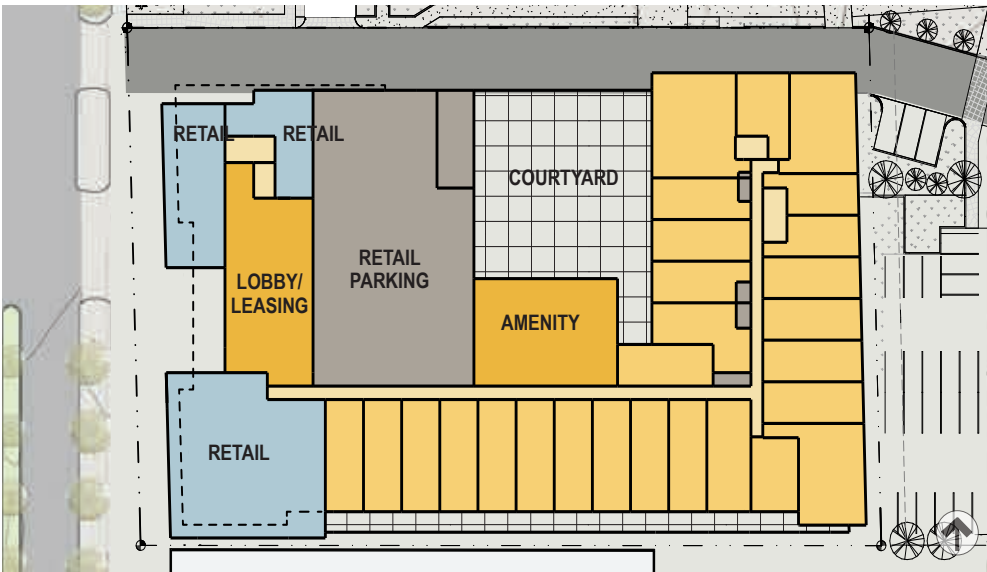
OPTION B: 5TH AVE PLAZA CONCEPT

- PROS:**
- Major modulation breaks up frontage along 5th Ave.
 - Northern amenity courtyard provides interest & sunlight to pedestrian connection pathway
 - Northern amenity courtyard compliments massing of Lane Apartments
- CONS:**
- Long facade toward South
 - Residential lobby interrupts retail frontage continuity
 - Residential lobby disconnected from major access points to site for both vehicular & pedestrian traffic
 - Possible security concerns with mid block courtyard
 - Building footprint occupies NW corner of the site limiting vehicular access views and turns back on 5th Ave Plaza way-finding artwork
 - Northern facing outdoor space for residents

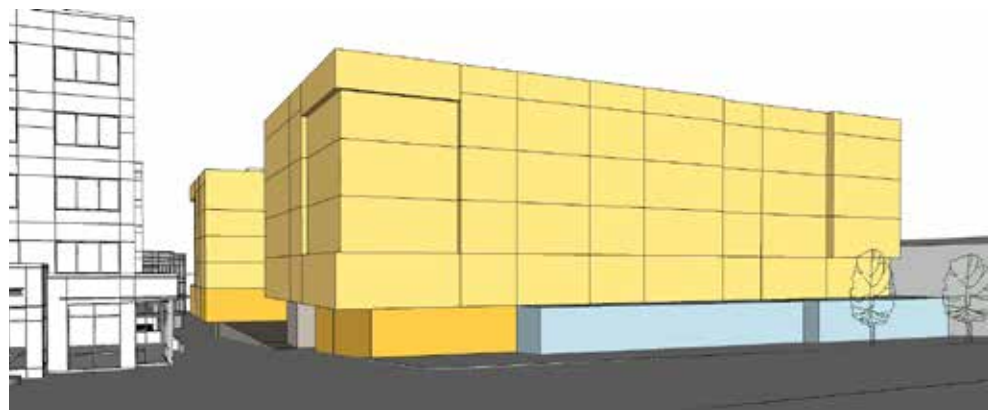
DEVELOPMENT OBJECTIVES:

Number of residential units -	238 Units
Retail sales and services -	6,113 sf
Retail parking stalls -	235
Residential parking stalls -	14

DEPARTURE REQUESTED: Provide a planting strip along 5th Ave NE, a major pedestrian street



OPTION B - STREET LEVEL PLAN



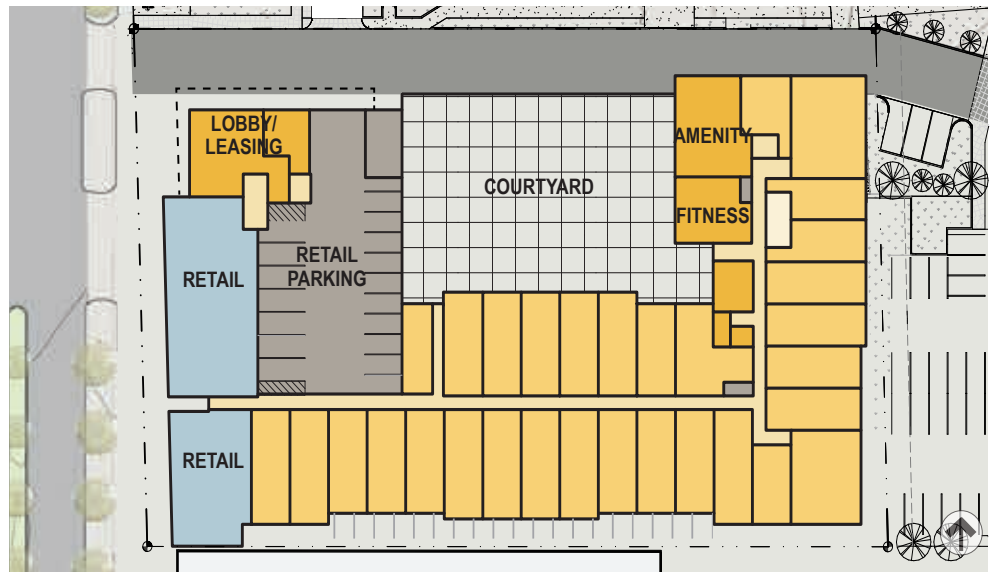
OPTION C: NORTHERN COURTYARD CONCEPT (PREFERRED)

- PROS:**
- Residential lobby at NW corner setback allows for distinct tower entry and contiguous retail frontage to the South
 - Residential lobby is near major vehicular & pedestrian access points to site
 - Northern amenity courtyard provides interest & sunlight to pedestrian connection pathway
 - Northern amenity courtyard compliments massing of Lane Apartments
 - NW corner frontage setback aligns with 5th Ave. Plaza provided by Lane Apartments to North & provides visual access for vehicular traffic & way-finding provided by Lane Apartments artwork
 - Eastern lobby at level 1 compliments common entry points at Lane Apartments
- CONS:**
- Long facade toward South
 - Northern facing outdoor space for residents

DEVELOPMENT OBJECTIVES:

Number of residential units -	235 Units
Retail sales and services -	4,228 sf
Retail parking stalls -	235
Residential parking stalls -	14

DEPARTURE REQUESTED: Provide a planting strip along 5th Ave NE, a major pedestrian street



OPTION C - STREET LEVEL PLAN



VIEW LOOKING SOUTHWEST



VIEW LOOKING SOUTHEAST

BOARD COMMENT SUMMARY (EDG 1; AUGUST 6, 2018)

MASSING: Massing should respond to the surrounding context in relationship to transit, pedestrian access and the adjacent structures. Further massing development needs to consider: east facade's relationship to topography, relationship to Lane Apartments, and creating a pedestrian scale along 5th Ave and the access easement.

ACCESS: Access to the site should prioritize pedestrians and bicyclists over motor vehicles. Further development should consider: minimizing vehicular garage access points, easily accessible bicycle access and storage, creating a pleasant pedestrian experience along the access easement, establishing an entry court at the east lobby, and reducing trash collection impacts for pedestrians.

FACADE COMPOSITION: The Board supported the intention to compliment but not mimic the design aesthetic of the Lane Apartments.

LANDSCAPE CONCEPT: The Board was supportive of the landscape comments.

ARRANGEMENT OF USES: The Board recommended activation of the access easement through the arrangement of uses and supported a second northeast corner lobby.

REFINED OPTION C SUMMARY OF RESPONSES

MASSING: The project proposes to respect the adjacent Lane Apartment context by aligning east & west facades and mid-building courtyard amenities. Further project development includes creating a pedestrian friendly northern facade by locating amenity uses and green walls oriented toward the access easement area. The east plaza area has been developed to engage the central arrival court of Lane Apartments and the North-South pedestrian connection.

ACCESS: The project has eliminated parking access points, added bicycle rooms near all major site arrival points, and has enhanced an East lobby arrival location, which compliments the arrival court at the Lane Apartments.

FACADE COMPOSITION: The project proposes to maintain the concept of complimenting Lane Apartments to the North, with consistent 5th Avenue upper level setbacks, respect for secondary datum lines in facade treatment, and complimentary selection of materials and colors.

LANDSCAPE CONCEPT: The project proposes to maintain the concepts for landscape as shown at EDG 1 with modifications along the easement and the east facade frontage which support the revisions to ground level massing proposed.

ARRANGEMENT OF USES: The project proposes to locate amenity uses along much of the northern facade instead of parking to engage the access easement. The second lobby remains at the northeast corner and has been further developed by including 2nd story amenity overlooks to the exterior and an enhanced exterior plaza space.

REFINED OPTION C: CONCEPT SUMMARY

- PROS:**
- Residential lobby at NW corner setback allows for distinct tower entry and contiguous retail frontage to the South
 - Northern amenity courtyard provides interest & sunlight to pedestrian connection pathway
 - Northern amenity courtyard compliments massing of Lane Apartments
 - NW corner frontage setback aligns with 5th Ave. Plaza provided by Lane Apartments to North & provides visual access for vehicular traffic & way-finding provided by Lane Apartments artwork
 - Eastern lobby at Level 1 compliments common entry points at Lane Apartments
 - Amenity uses along Northern facade activates and buffers parking uses from pedestrian realm
 - Provides internal ramping in garage to reduce garage entry impacts
 - Provides bike rooms easily accessible from both 5th and 8th Avenue
 - Provides an east lobby entry plaza to compliment Lane Apartments central arrival court

- CONS:**
- Long facade toward South
 - Northern facing outdoor space for residents

DEVELOPMENT OBJECTIVES:

Number of residential units -	235 Units
Retail sales and services -	4,698 SF
Residential parking stalls -	216
Retail parking stalls -	14

PROGRAM CHANGES FROM EDG1 OPTION C:

- No change to unit count
- Residential parking reduced from 235 stalls to 216 (19 stall difference)
- No change to retail parking stall count

DEPARTURE REQUESTED: Provide a planting strip along 5th Ave NE, a major pedestrian street

BOARD COMMENTS - MASSING:

1A The Board discussed the three massing options and agreed there was a lack of response to the surrounding context including the relationship to transit, pedestrian access and the Lane Apartment structures. The Board would like to review a 4th massing option at a second EDG meeting. (CS2-C-2, PL2-III, PL3-i, PL4-B)

RESPONSE: Option C has been further explored as a refined fourth option. As desired for a mid-block site, the proposal responds to the adjacent Lane Apartment massing along 5th Avenue with lower retail massing and respecting established datum lines. Along 5th Avenue and the center arrival point of the block, the project proposes a continuing a network of open spaces established by Lane Apartments, including provided an open space at the NW corner of the site along 5th Ave and an East Plaza space to compliment central three-building arrival point. Within the center of the project, a North facing courtyard is proposed to align with the Lane Apartment mid-site modulation and provide upper level setbacks bringing sunlight and openness to the established interior block pedestrian connection. Please refer to provided study exhibits explaining site access / configuration with respect to pedestrian / bicycle / vehicular usage and further explanation of the history of the site with respect to the development of the access easement in the Lane Apartments development and the current design proposal. (CS2-C-2, PL1-A, PL1-II)

1B The east facade was discussed relative to the grade change. The board provided guidance to further develop the relationship of the eastern facade to the topography, particularly at the ground plane. (CS1-C, CS2-C-2)

RESPONSE: Grade changes and relationship of East facade to lower level residential units and pedestrian connections has been further explored and documented, most notably with the development of the East Plaza. Please see the project's response to item 2F, mid block north/south connections and new exhibits on sheets 31-32.

1C The Board agreed that the massing form should acknowledge pedestrian connections and create a pedestrian scale along 5th Ave NE and the access easement. (PL2-III, PL3-I)

RESPONSE: The project responds to the pedestrian environment by placing amenity uses along the Northern easement facade, including the Level 1 Lobby at the East, a Fitness Room at Level 2, and relocating the primary resident Amenity Lounge at the Level 3 Courtyard. These uses add visual activity and eliminate or greatly reduce the blank walls associated with the parking uses at the partially below grade Levels 1 and 2, reducing the visual impact of parking uses and creating views and connections from interior uses to exterior activity (DC1-A4, DC1-C). The courtyard level one-story Amenity Lounge creates a unique place for user congregation while activating the adjacent courtyard and the access easement. The massing is further broken down by separating the Level 3 Lounge from the Level 2 Fitness spaces, keeping the pedestrian scale intact while differentiating the interior uses at each space. Additionally, the removal of the residential driveway entry along the easement eliminates the visual impacts of parking uses. Remaining blank walls will be covered by cascading planting from courtyard planters above to soften the wall and provide interest. Please see exhibit on sheet 29.

1D The Board provided guidance to further study the relationship and massing response between the proposal and the Lane Apartment structures, including sunlight access and the angle of the east building. (CS2-C-2, DC-2-A)

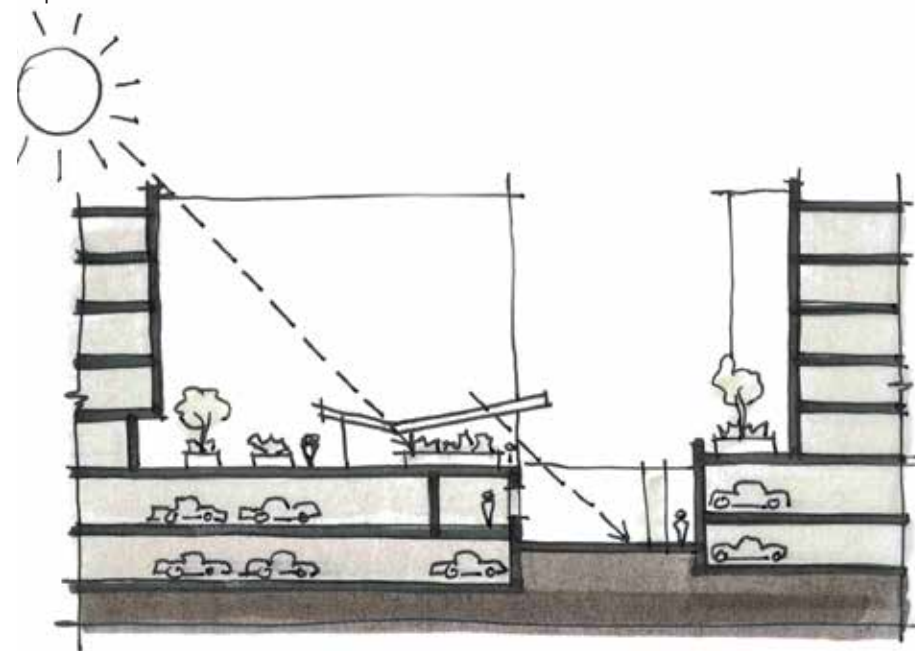
RESPONSE: The proposed project orients the courtyard North to both mirror the tower massing of the adjacent Lane Apartments project while also pulling the tower away from the access easement and the pedestrian environment. This design gesture reduces the perceived massing from the pathway and maximizes daylight for both projects for the greatest number of dwelling units as well as both open space courtyards. The North courtyard also provides access to light and air for the pedestrians at the grade level. Rather than mimic the angle of the Lane Apartments East Building massing, the project proposes to angle the massing of the East lobby parallel to the North-South pedestrian connection. The angle of this massing provides an opportunity for an East Plaza area which establishes a strong connection to the continuation of the pathway as well as compliment the central arrival area created by Lane Apartments. See page 29 for examples of the massing at the common courtyards. (DC2-A, PL1-B)

1E The Board would like to better understand privacy impacts between Lane Apartments West Building and the proposal and requested privacy studies showing the relationship to adjacent building windows. (CS2-D-5)

RESPONSE: A privacy study has been created showing the uses in the proposed project versus Lane Apartments, the distance between projects, and window overlap conflicts. In most cases, the windows slightly overlap but privacy is mitigated by the distance between structures. Please see the privacy study exhibit on sheet 35.

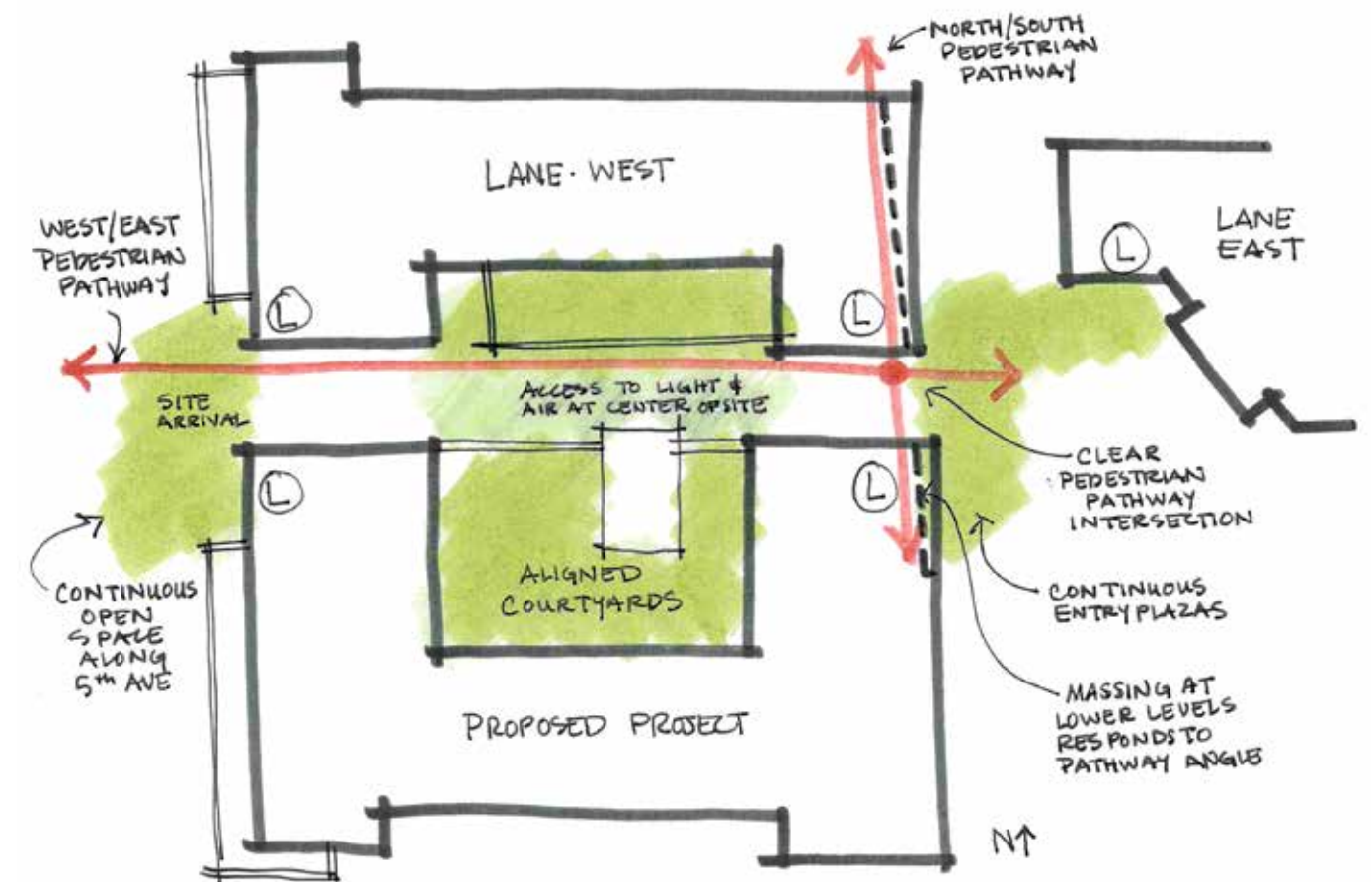
1F The Board requested additional perspective views from the east of the site looking west toward the massing. (CS1-C, CS2-C-2)

RESPONSE: Please see exhibits on sheets 32-33 for the additional requested views.

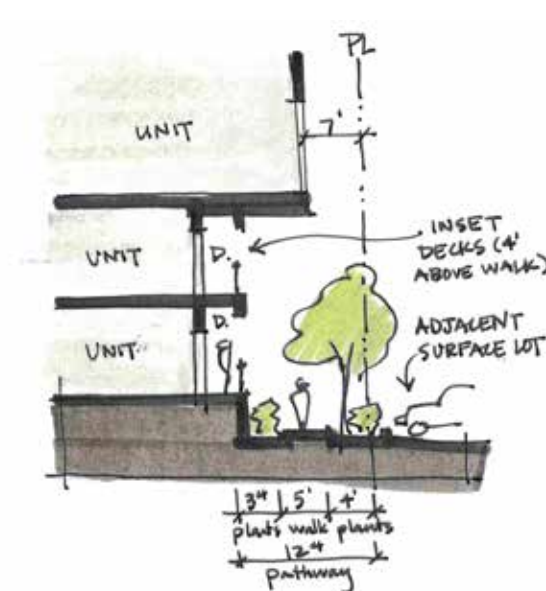


1D SUN ACCESS AT COURTYARD AND EASEMENT

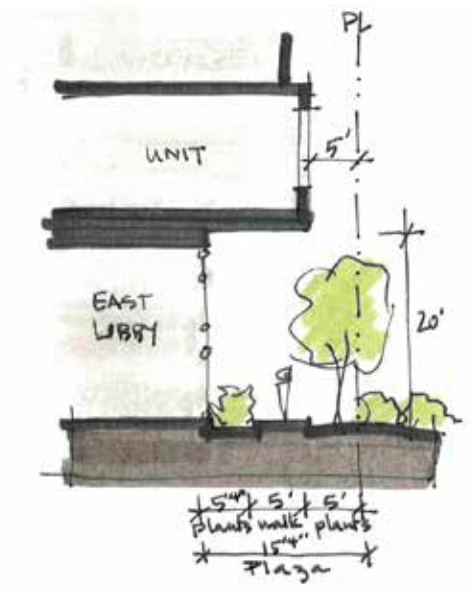
EDG 2: DESIGN RESPONSE TO GUIDANCE



1A 1D MASSING AND ACCESS STUDY



1B EAST FACADE SECTION AT UNITS



1B EAST FACADE SECTION AT LOBBY & EAST PLAZA

BOARD COMMENTS - ACCESS:

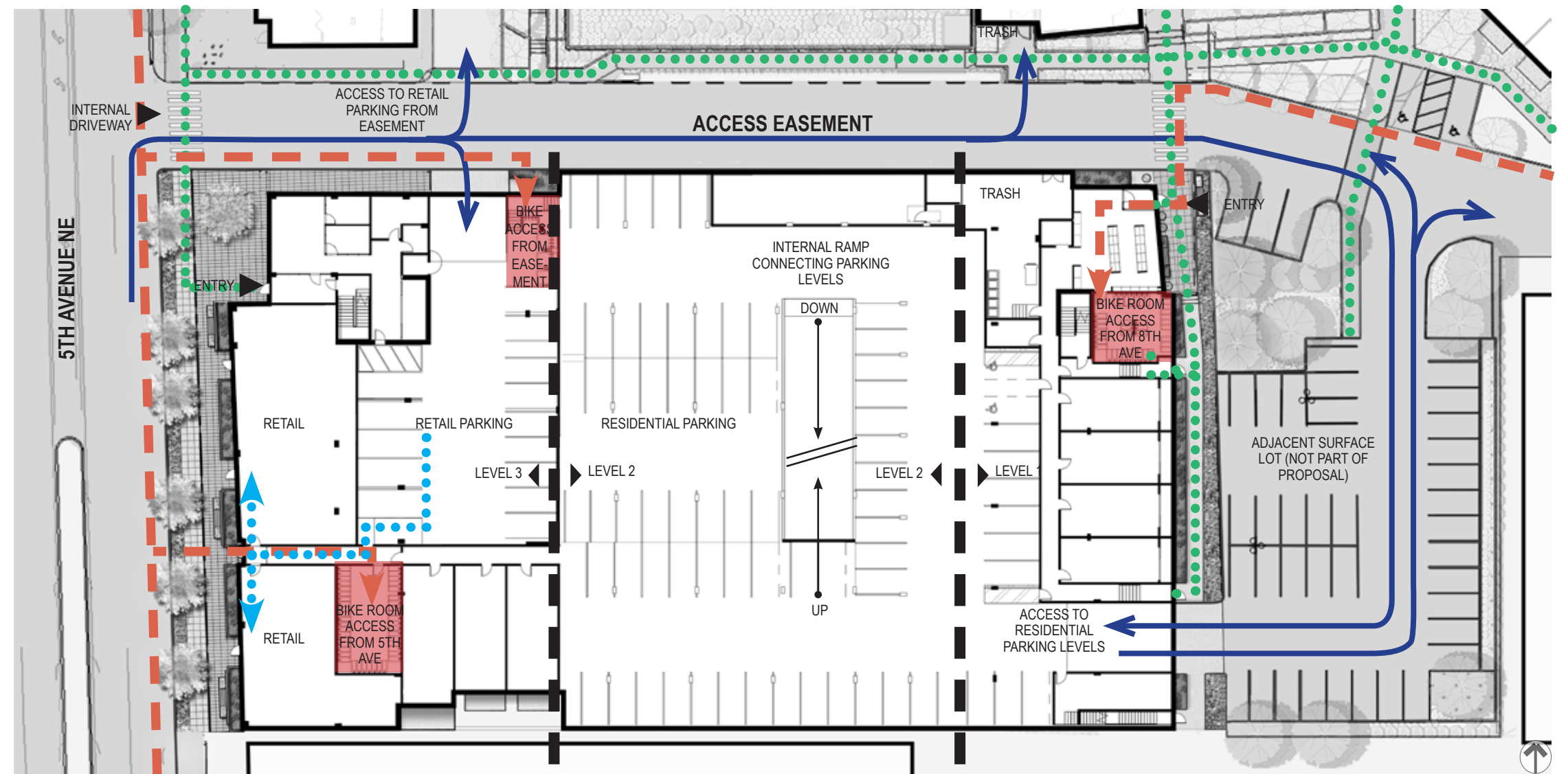
- 2A The Board agreed that the massing was predominately focused on vehicular access and provided guidance to prioritize pedestrian and bicyclist access over vehicles. (PL3-I, PL4-B, DC1-C)
- 2B The Board was concerned with the number of garage entry points and the negative impact to the pedestrian experience and safety. The Board provided guidance to minimize garage entry points and create efficient vehicular access, including study of combined internal vehicular access. Multiple garage access points should be justified by the Design Guidelines. (DC1-C, PL3-I)

RESPONSE: Per the Board's guidance, a residential garage vehicular access along the access easement has been eliminated to reduce pedestrian / vehicular conflicts and reduce the visual impact of the parking uses. Primary residential vehicular access to the parking garage is provided through the Eastern adjacent surface parking lot and the parking garage has been redesigned to include an internal speed ramp to access the upper level of parking. The elimination of the parking access from the easement removes the visual impact of the garage opening from the pedestrian realm, reduces the volume of turning traffic and sightline impacts, and allows for the other more active interior uses to be located along the north facade, such as the amenity spaces, to activate the access easement and reduce blank walls. In order to support the success of the retail spaces, parking dedicated to retail is provided as no street parking is present along 5th Ave. The project proposes to retain the retail vehicular entry along the access easement in order to provide a direct and convenient pathway for pedestrians to the 5th Ave retail location as encouraged by the Northgate Guideline DC1-IV Community Goals. A sidewalk from the garage to 5th Ave is provided in addition to convenient internal entries directly into the retail areas. The parking garage is located behind the retail uses along 5th Ave, as encouraged by Northgate Guideline DC1-IVii Locate Parking to Rear (along 5th Avenue NE). The location of both Lane Apartments and the proposed curb cuts across from one another is ideal in terms of minimizing risk of turning traffic collisions while simultaneously consolidating areas of potential pedestrian / vehicle conflicts.

- 2C The Board discussed the proximity to transit and future light rail station and gave guidance to provide bicycle access and storage from the 5th Avenue NE facade that is easily accessible and adequately sized. (PL4-B, PL4-C)

RESPONSE: The project welcomes the close proximity to transit and celebrates it by encouraging the use of bicycles via extensive bike parking on the premises. The project provides three main bike parking areas, which are conveniently located near major site arrival points. A long term bike parking room added to level 3, with ride-up access off 5th Avenue NE, houses 44 bikes. At the eastern lobby at Level 1, a second long term bike room is located immediately off the main lobby for ease of access and houses 39 bikes. Both locations have ride-up access from the exterior. Short term bike parking at the retail parking garage for both retail and residential guests has been provided with a separate entry from the retail driveway to avoid bicycle and vehicular conflicts. Additionally, in anticipation of high bicycle transit use, within one of the long term bike rooms, the project proposes bike wash and repair stations.

EDG 2: DESIGN RESPONSE TO GUIDANCE



COMPOSITE SITE PLAN WITH ACCESS POINTS AND GROUND LEVEL USES

- PEDESTRIAN MOVEMENT - RETAIL ARRIVED BY CAR
- PEDESTRIAN MOVEMENT - PUBLIC & RESIDENTS
- — — BICYCLE ACCESS
- BIKE ROOM
- ➔ VEHICULAR TRAFFIC

BOARD COMMENTS - ACCESS:

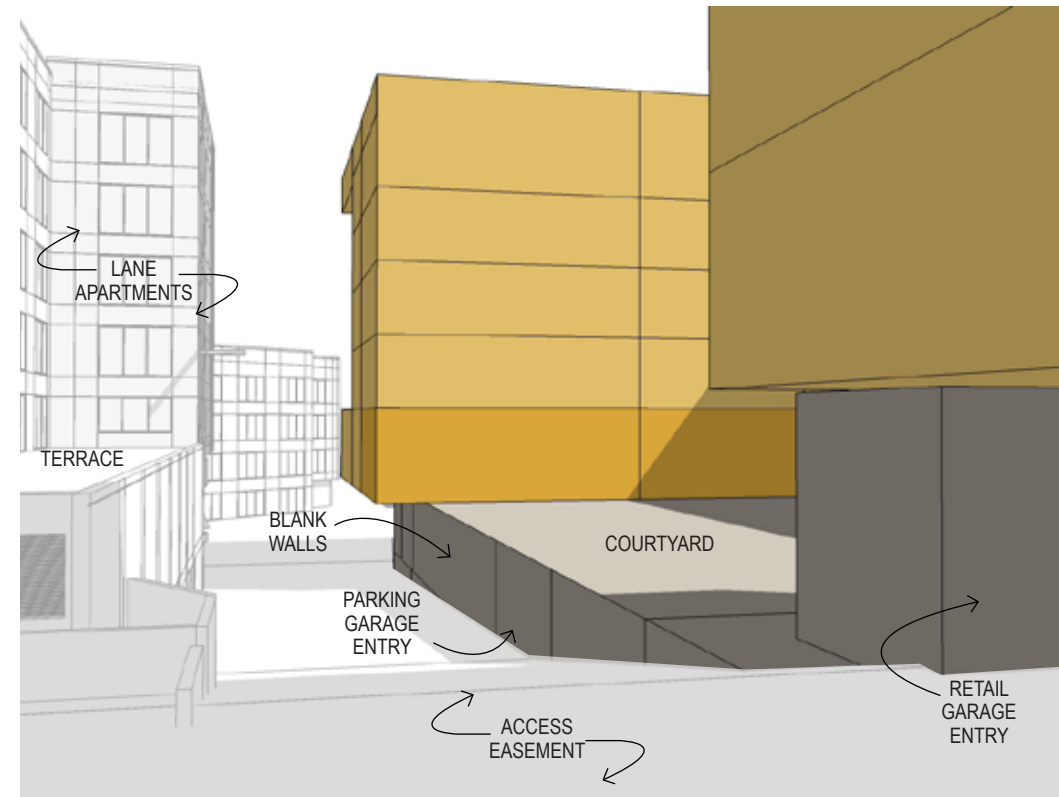
2D The Board felt the massing options created a canyon-like experience of garage walls through the access easement. The Board provided guidance to further develop the character of the access easement, creating a pleasant pedestrian experience and considering how safety will be addressed. The Board also provided guidance to integrate the courtyard with the pedestrian experience through the access easement. (PL3-I)

RESPONSE: The project proposes the following strategies to create a pleasant and safe pedestrian experience: Removing one of the vehicular entry points from the easement to reduce potential pedestrian and vehicular conflicts, locating active uses along the lower story massing (such as amenity spaces, bike room entry, and exterior plaza spaces) to engage the exterior sidewalk space, buffer the visual impact of the parking use with other more active uses where the steep grades allow for transparency and employ green wall strategies where transparent uses are infeasible. In addition, the Northern facing courtyard allows upper level setbacks along the internal walkway bringing sunlight to the sidewalk. At the courtyard level, a relocated Amenity Lounge provides an active use along the courtyard edge. Flanking the Amenity Lounge are generous planters which provide visual interest and an opportunity for sun exposure for cascading plantings to create green walls at blank wall locations along the easement. For more information, please see the project's response to item 1C, pedestrian scale and additional studies on sheet 29. (PL3-III)

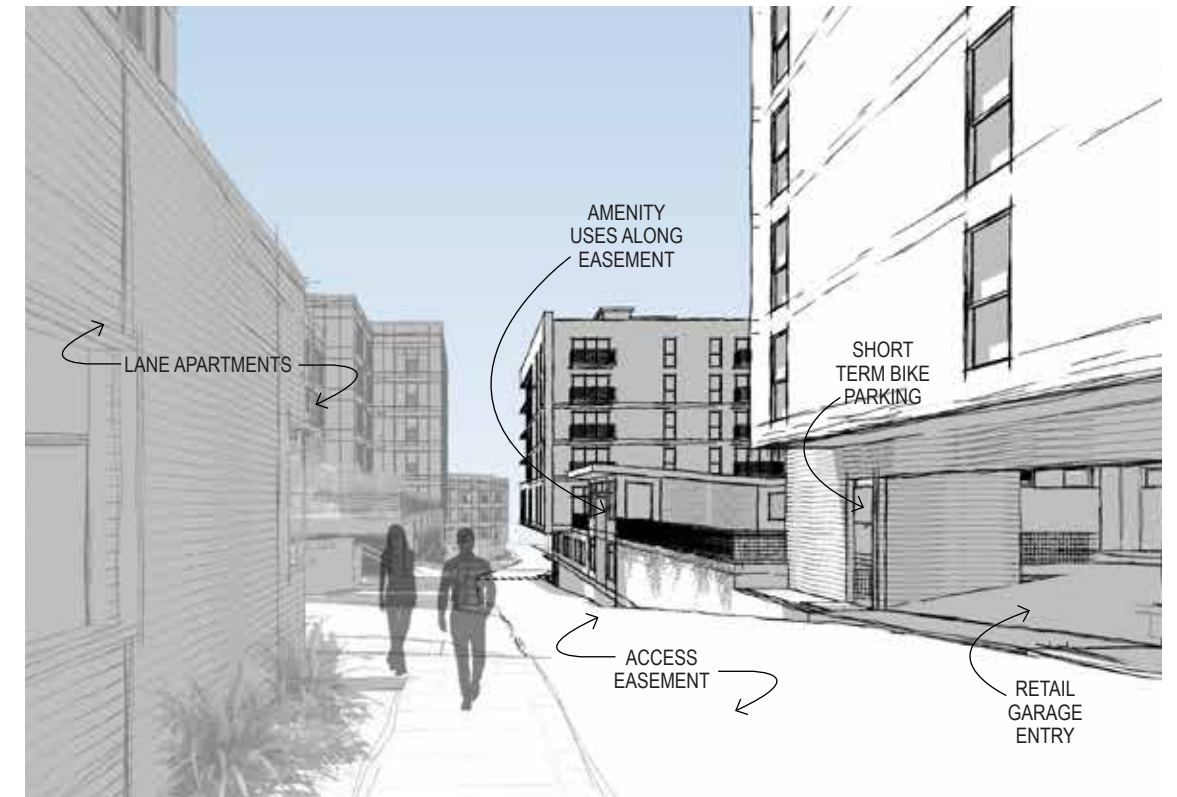
2E Noting that the project is not required to provide parking, the Board requested study of providing pedestrian access on the south side of the access easement. (PL3-I)

RESPONSE: The project does not propose an additional sidewalk on the South side of the easement both to reduce pedestrian / vehicle conflict at driveways / crossings as well as to reinforce pedestrian travel along easiest path and line of sight. The sidewalk constructed on the north side of the access easement already provides to the public and to residents a simple, easily accessible and visually distinct point of connection between 5th Avenue NE and 8th Avenue NE. As such, users can see continuously from one street to the other and visually identify their entire path of travel for the entire length of the walkway. Providing a path on the south side of the access easement would force users to cross the easement mid-block to the north side before reaching the easterly site currently being constructed by Wallace Properties. This site has no sidewalks on their northern property edge. The pedestrian crossing due to this condition could be hazardous to pedestrians and is easily avoided by not providing the south sidewalk at all. Exhibits showing the preferred access easement configuration and the requested study of adding the southern sidewalk can be found on sheets 29-30.

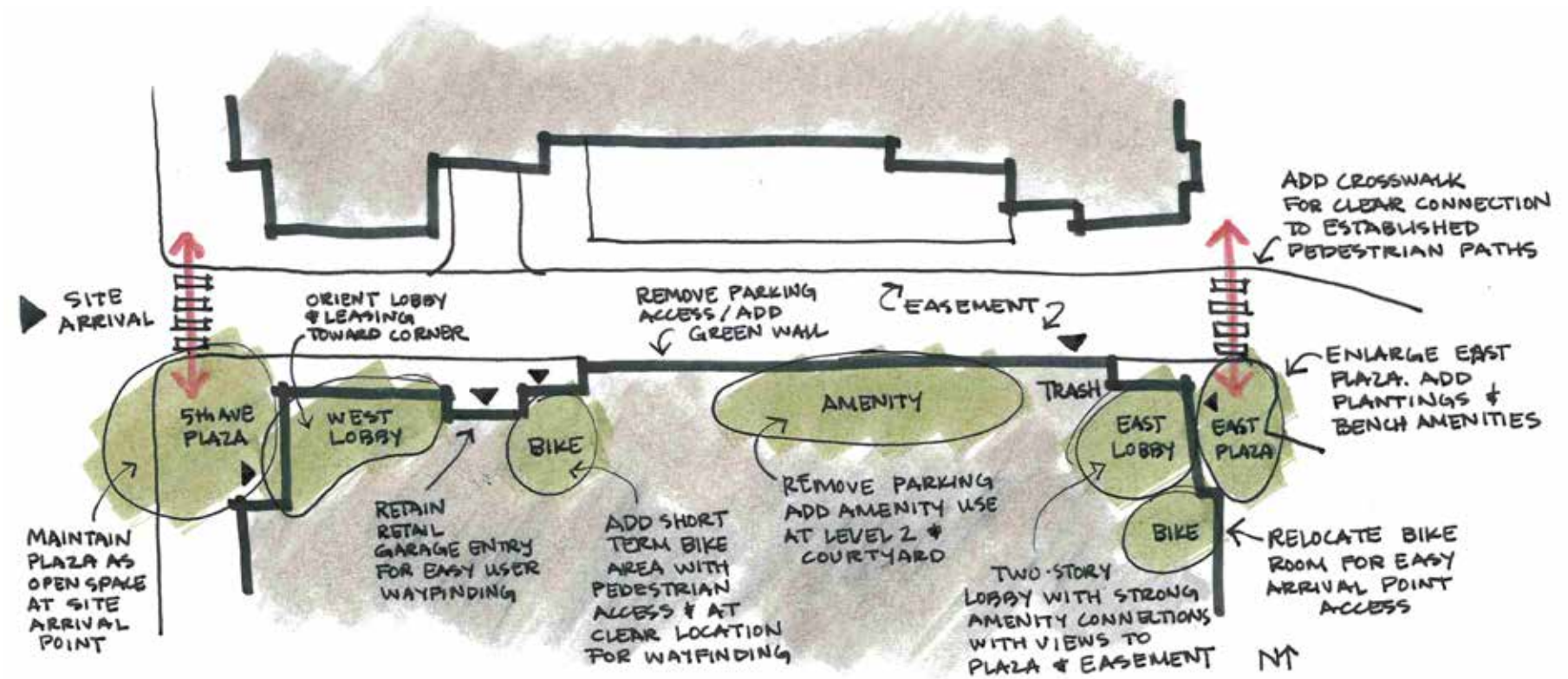
EDG 2: DESIGN RESPONSE TO GUIDANCE



EDG 1: VIEW TRAVELING EAST ALONG EASEMENT



EDG 2: VIEW TRAVELING EAST ALONG EASEMENT



2D DESIGN RESPONSE CHANGES TO PEDESTRIAN EXPERIENCE DEVELOPMENT ALONG EASEMENT

BOARD COMMENTS - ACCESS:

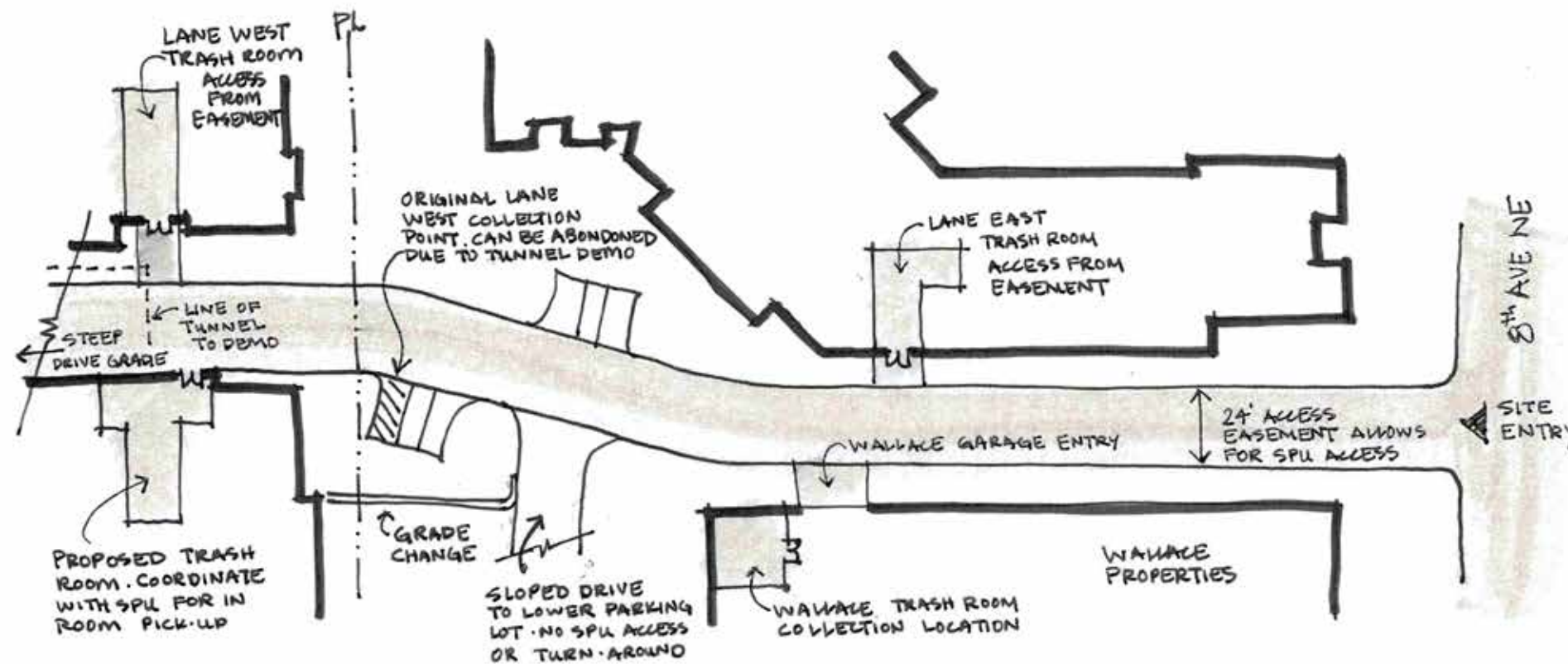
2F The mid-block north/south pedestrian connection established with Lane Apartments and other developments to the north was discussed and the Board recommended the proposal continue this pedestrian connection along the eastern property line and further develop the entry court at the secondary lobby, complementary to the mid-site plaza of Lane Apartments. (PL1-II, PL3-I)

RESPONSE: The project maintains its proposal to continue the established North-South pedestrian pathway for the full length of its Eastern facade as depicted in the exhibits added in this packet. The lower level massing of Lane Apartments follows the angle of the pedestrian connection with access to the Lane's amenity spaces and its East Building lobby from this pathway. The proposed project responds architecturally by maintaining the same angle parallel to the pathway to relate both entries and encourage pedestrians to continue along this path, arriving at the new East lobby. A crosswalk across the easement will be provided for safety. The proposed project's lobby will be accessed from the pathway, with the path stepping down, following the existing 4' grade change, as it passes dwelling units with recessed decks. The path is landscaped on both sides to provide a buffer between pedestrians and the adjacent building and surface parking. The dwelling units feature decks which are approximately 4 feet above the pathway providing privacy for the units and "eyes on the street" for safety and security. Please see the exhibit on sheets 28, 31-32.

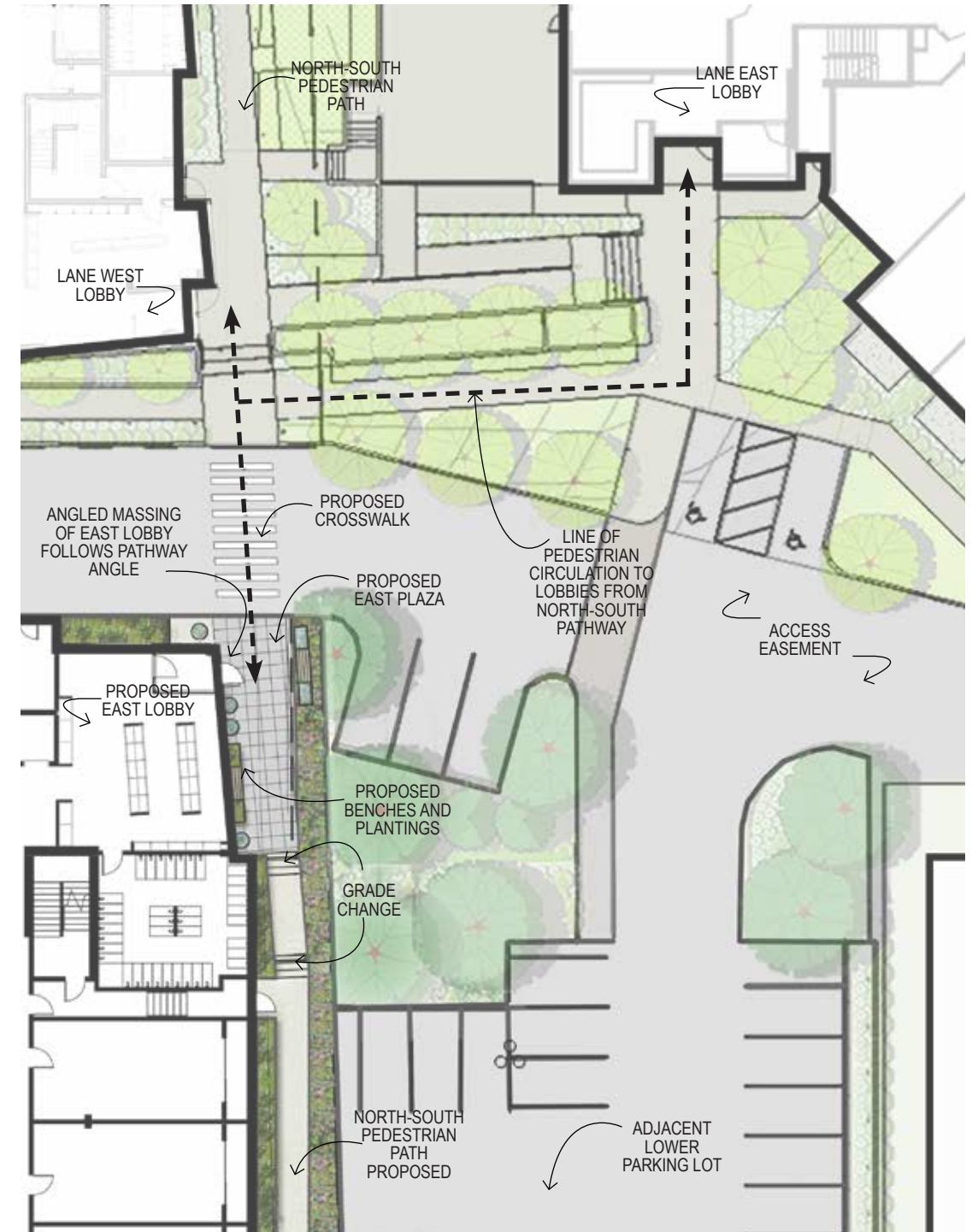
2G The Board was concerned that the trash storage and staging location was harmful to the pedestrian experience and requested study of other locations. (DC1-C, PL3-I)

RESPONSE: As noted in new exhibits in this packet, the original design of the Lane Apartments did not anticipate a latter phase of development. Negotiations with the neighboring site (the current proposal's site) resulted in a central refuse/recycle collection area that did not substantially alter the existing surface parking stalls (design or count) nor impact pickup by SPU for containers on collection day. The central location shown in the Lane Apartments design represents the location and design as agreed upon by all parties including SPU. The design team is currently working with SPU to investigate in-room pick-up for both Lane Apartments and the proposed project to avoid the exterior staging of trash. It should be noted however that this may be impossible due to the grading of the existing access easement paving since grading at collection areas is strictly regulated by SPU and already determined by the Lane project given that it is nearing completion of construction. The proposed project already locates our in-building refuse/recycling room along the Northern facade with direct access to the roadway. We have investigated the placement of an alternate location at the lower East parking lot which proved infeasible. The lower parking lot is not accessible to SPU trucks and even if it was, the trash room bring located along the Eastern facade would require the staging area would have to be consolidated between both projects which could prove further undesirable.

EDG 2: DESIGN RESPONSE TO GUIDANCE



2G EASEMENT TRASH ROOM LOCATIONS AND SPU ACCESS



2F MID-BLOCK PEDESTRIAN CONNECTION

BOARD COMMENTS - FACADE COMPOSITION:

3A The Board supported the intention to complement but not mimic the design aesthetic of Lane Apartments. At the second EDG meeting the Board would like to review precedent images to better understand the design concept for the facade composition. (DC2-B, CS2-C-2)

RESPONSE: The project proposes to maintain the concept of complimenting Lane Apartments to the North, with consistent 5th Avenue upper level setbacks, respect for secondary datum lines in facade treatment, and complimentary selection of materials and colors. Please see the exhibits on sheets 36 for material concepts and facade treatment precedent images.

BOARD COMMENTS - LANDSCAPE CONCEPT:

4A The Board was generally supportive of the indicated landscape concept. (DC3-III, DC3-C, DC4-D)

RESPONSE: The project proposes to maintain the concepts for landscape as shown at EDG 1 with modifications along the easement and the East facade frontage which support the revisions to ground level massing proposed. In addition, the east plaza has been enhance with plantings and benches to compliment the Lane Apartments arrival court.

BOARD COMMENTS - ARRANGEMENT OF USES:

5A The Board did not express a preference for the location of the lobby along 5th Avenue NE but recommended activation of the access easement through the arrangement of uses. (DC1-A)

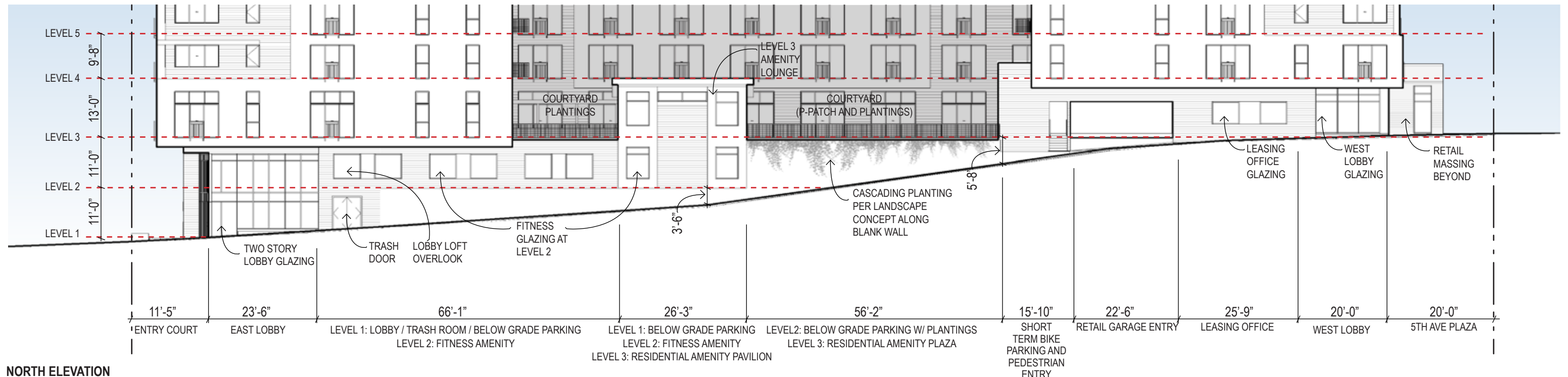
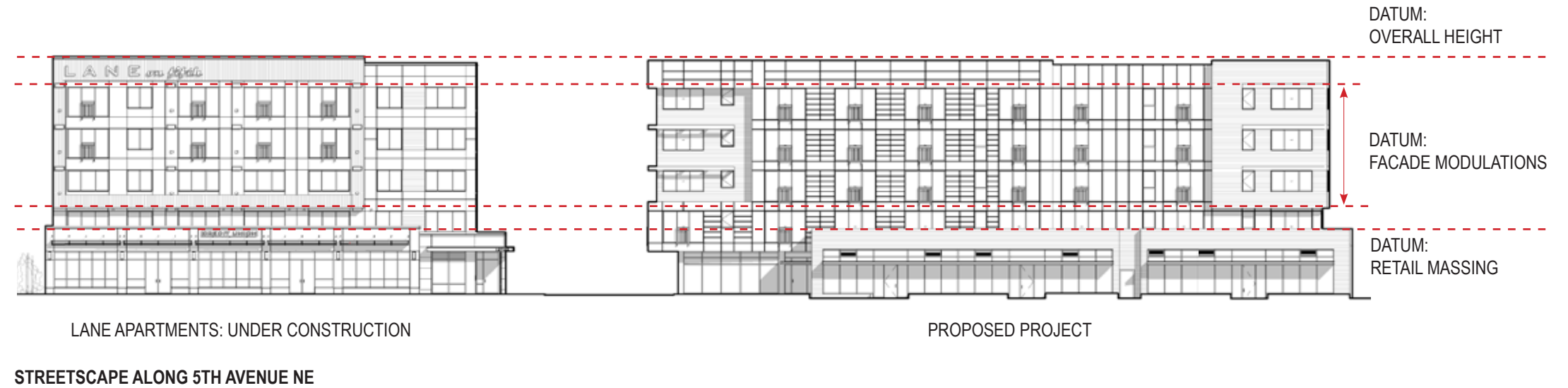
RESPONSE: The project proposes to locate amenity uses along the North facade as a buffer between the access roadway and the parking uses in order to create visual interest within the pedestrian realm, "eyes on the street", and activation of the space. The project proposes to maintain the 5th

Avenue street level uses proposed in Option C at the EDG1 meeting. Please see the exhibit on sheets 28.

5B The Board supported a secondary lobby located at the northeast corner which responds to the mid-site plaza created by Lane Apartments. (DC1-A, DC3-A)

RESPONSE: The project proposes to maintain the secondary lobby at the northeast corner of the site. This lobby location is angled toward the arrival courtyard established by the Lane Apartment development to create a cohesive three-building entry heart for all the sites. Please see exhibit on sheet 34.

EDG 2: DESIGN RESPONSE TO GUIDANCE



NORTH ELEVATION



(BASE IMAGE FROM WALLACE PROPERTIES - DRB PACKET)



VIEW FROM 5TH AVENUE - LOOKING SOUTHEAST

Northgate Apartments Phase II
10700 5th Ave NE Seattle, WA 98125



VIEW LOOKING SOUTHWEST

Northgate Apartments Phase II
10700 5th Ave NE Seattle, WA 98125

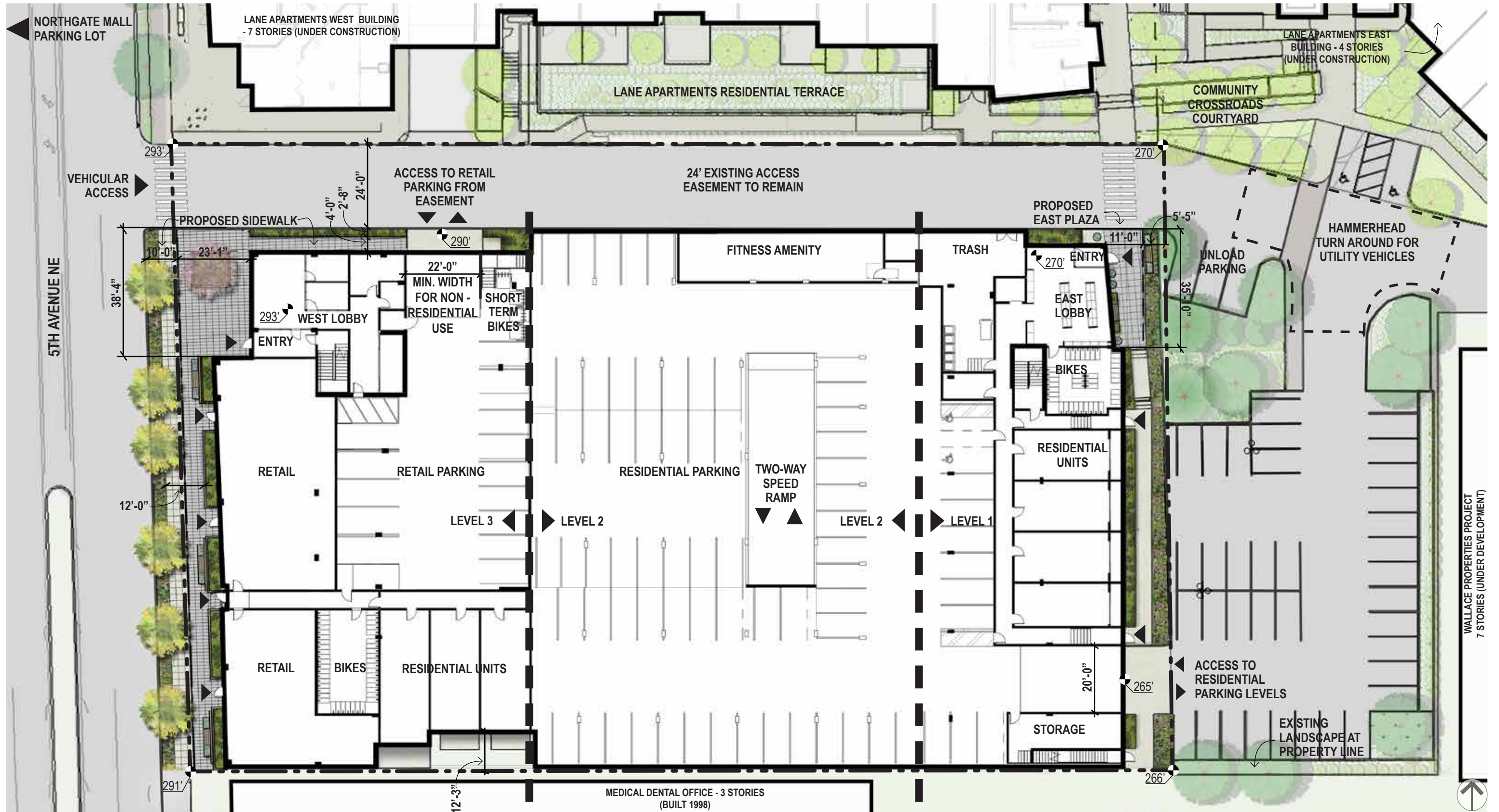


VIEW LOOKING NORTHEAST

Northgate Apartments Phase II
10700 5th Ave NE Seattle, WA 98125



VIEW FROM BALCONY - LOOKING TO RESIDENTIAL AMENITY PLAZA

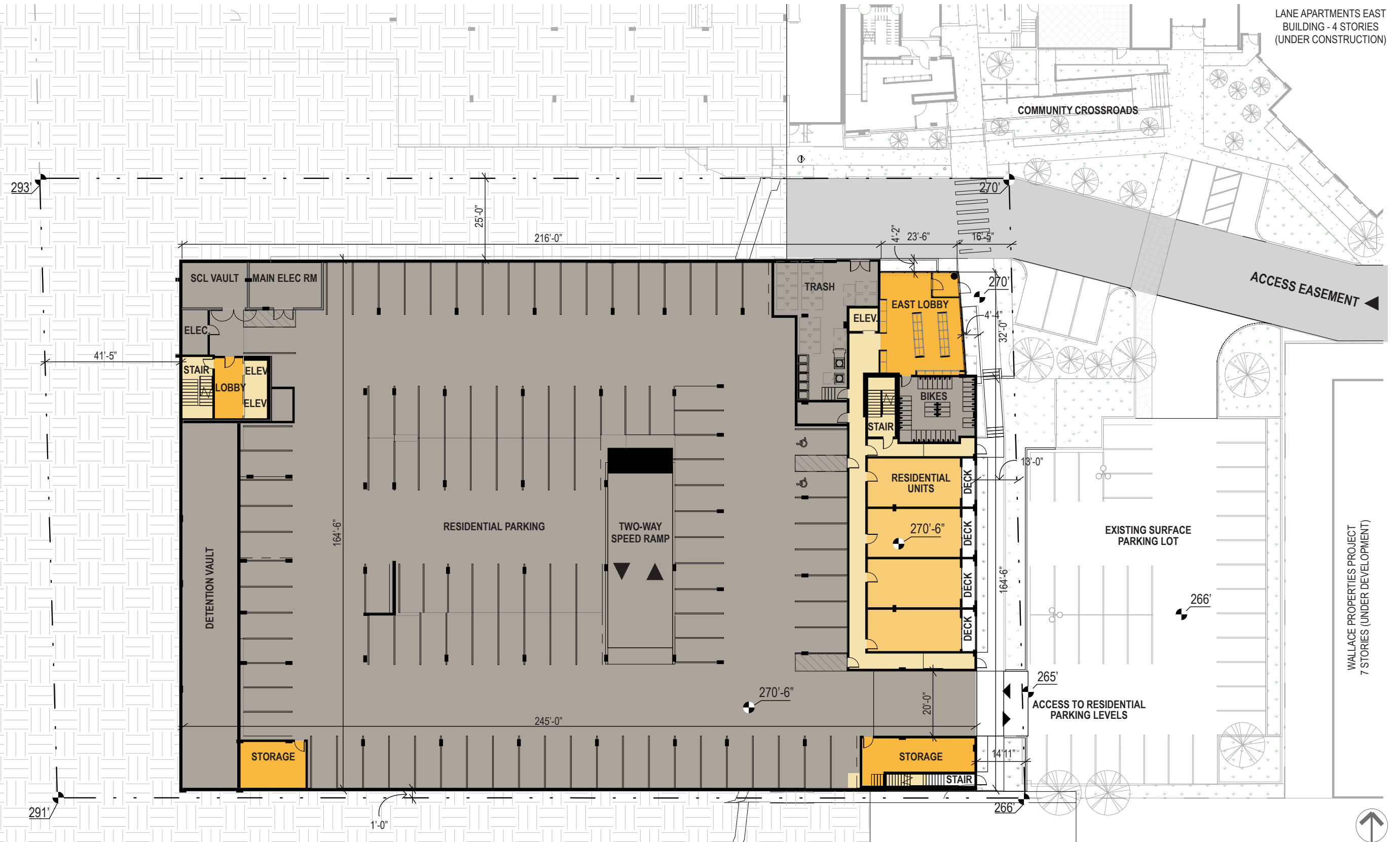


COMPOSITE SITE PLAN

LEGEND

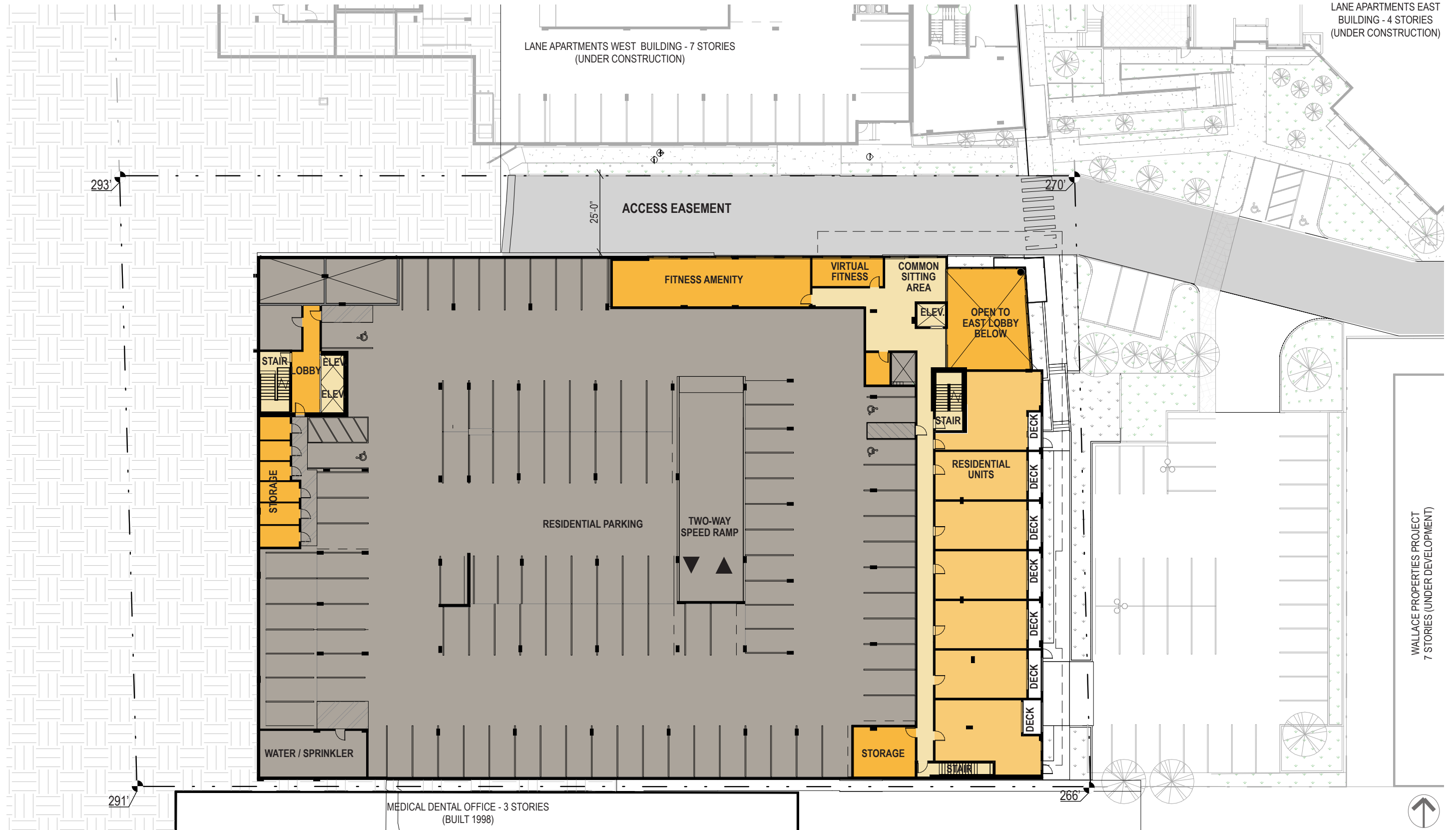
- AMENITY
- RESIDENTIAL
- CIRCULATION
- COMMERCIAL
- UTILITY

LANE APARTMENTS EAST BUILDING - 4 STORIES (UNDER CONSTRUCTION)

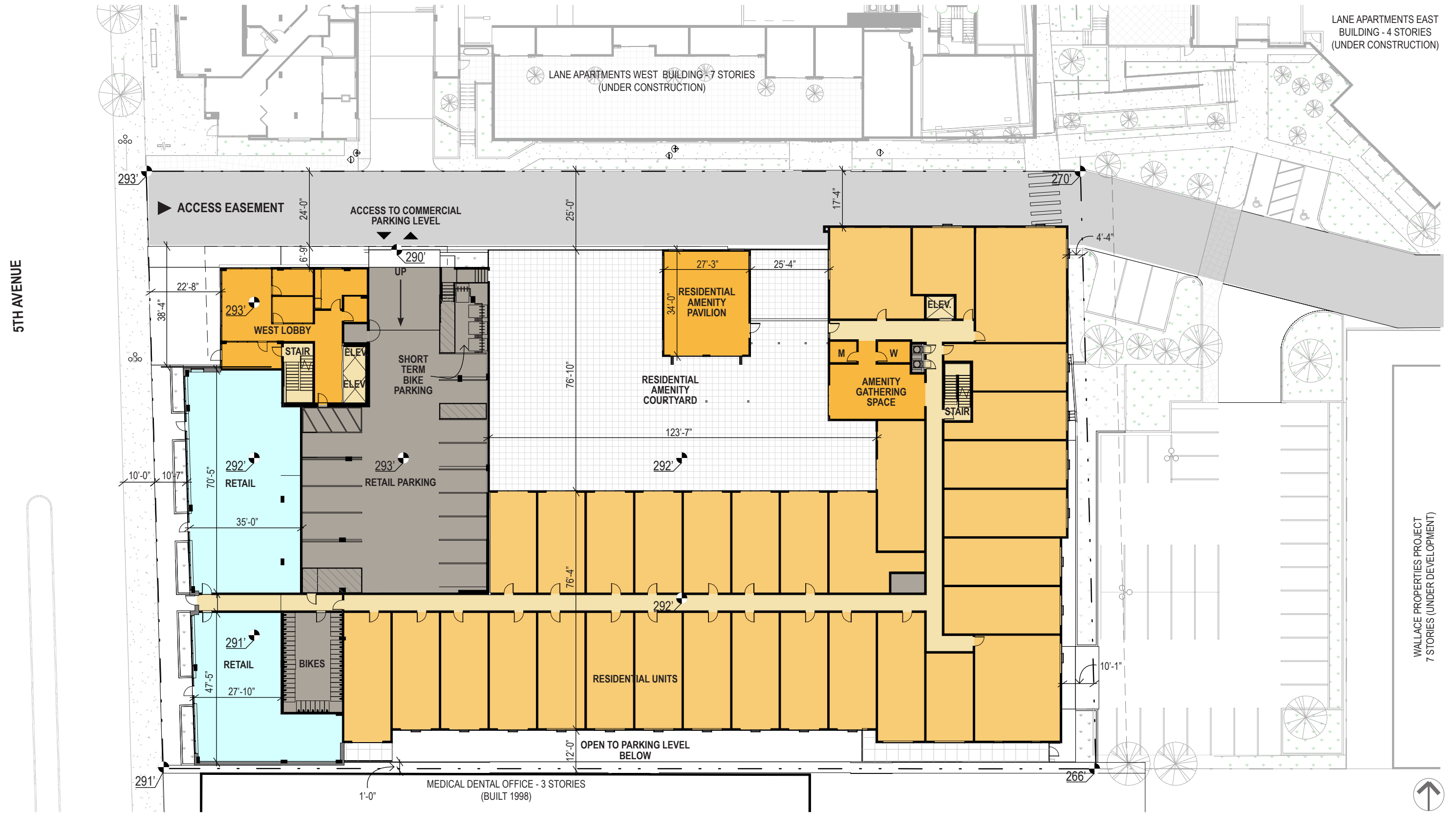


LEVEL 1 FLOOR PLAN

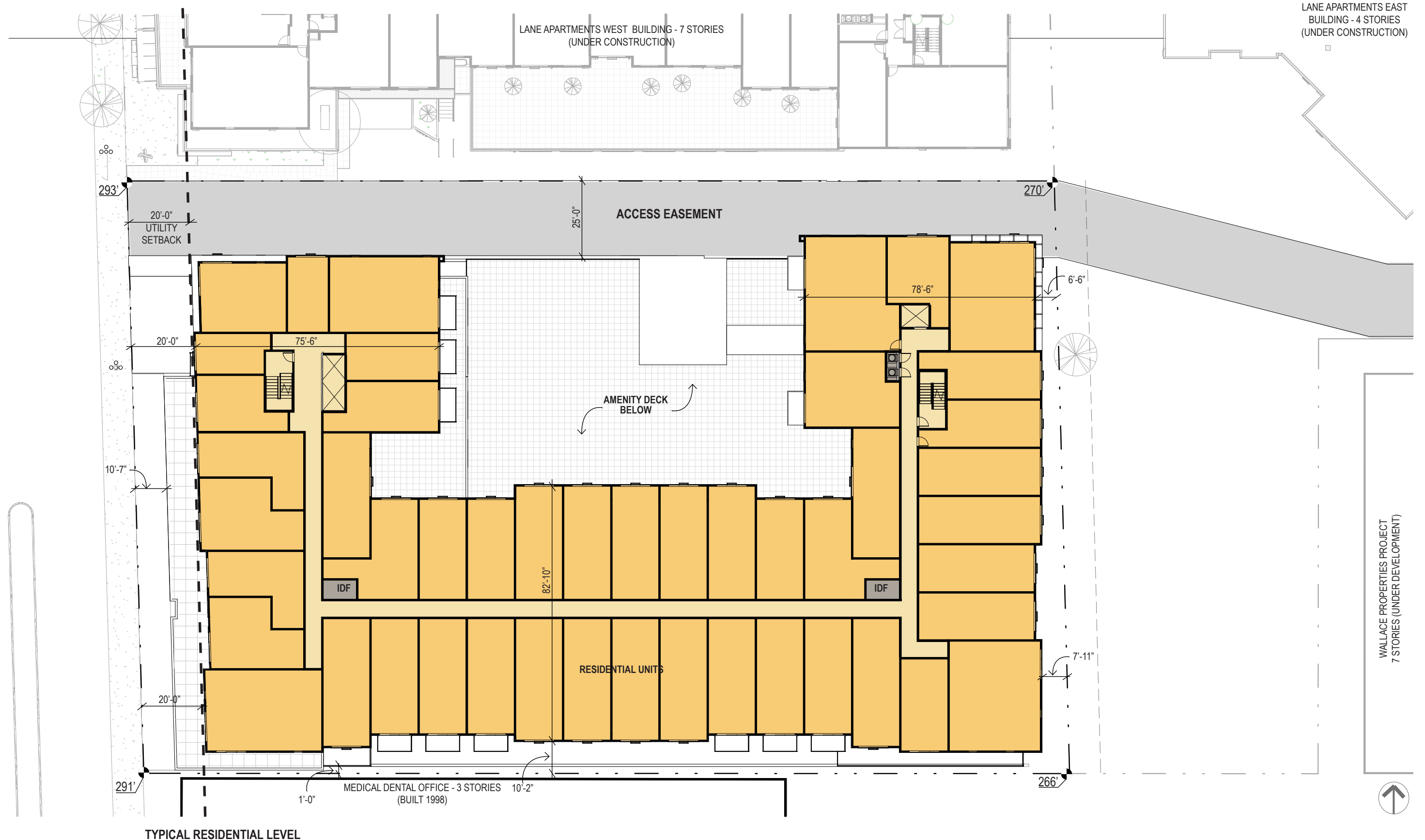
WALLACE PROPERTIES PROJECT
7 STORIES (UNDER DEVELOPMENT)

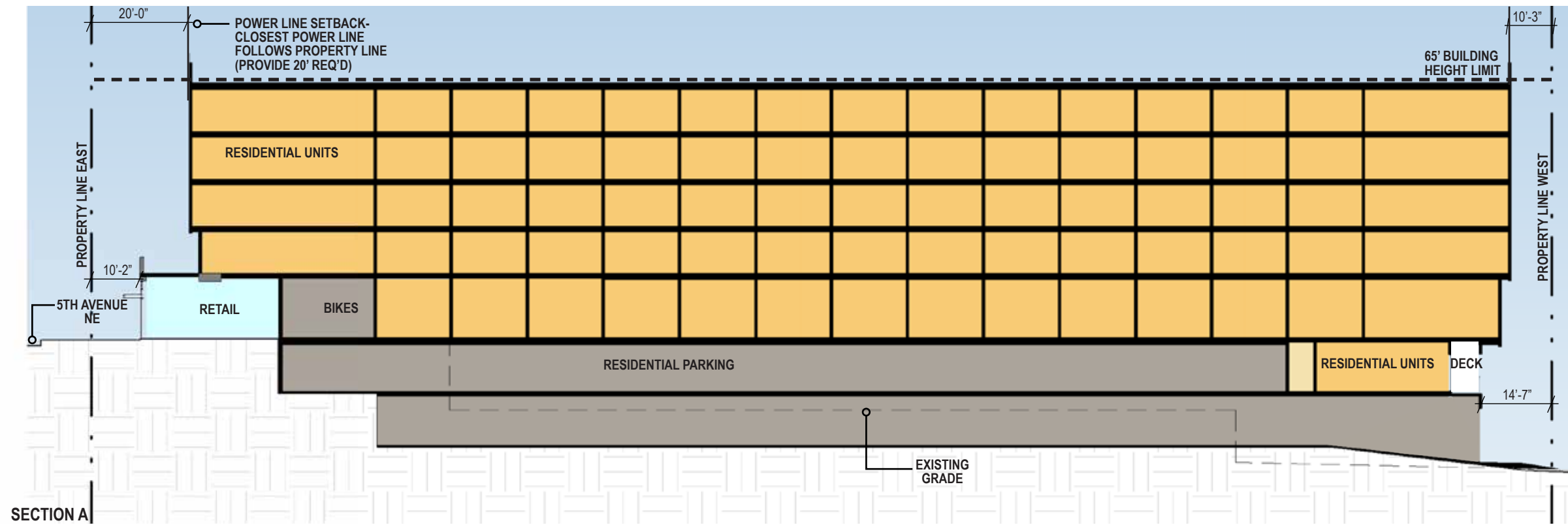
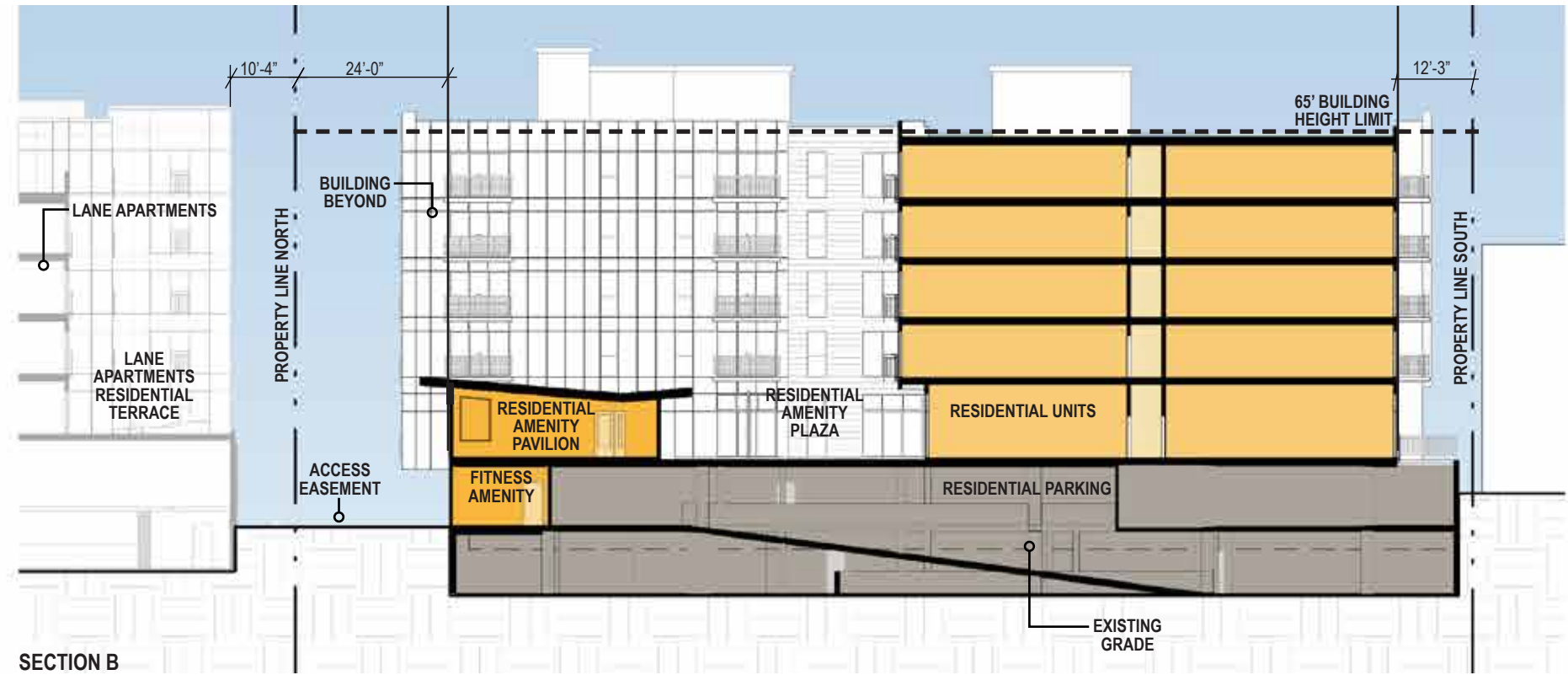


LEVEL 2 FLOOR PLAN

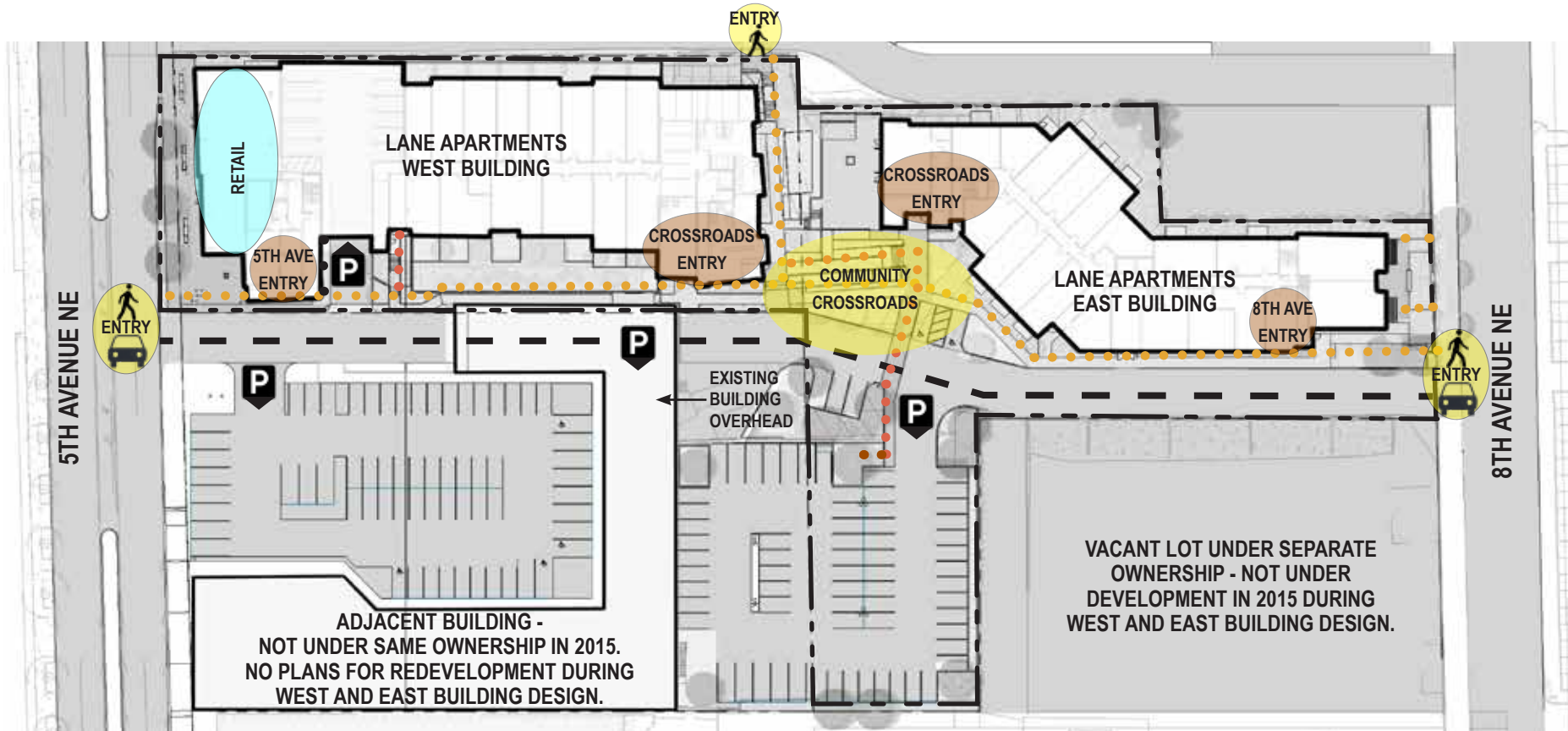


LEVEL 3 FLOOR PLAN

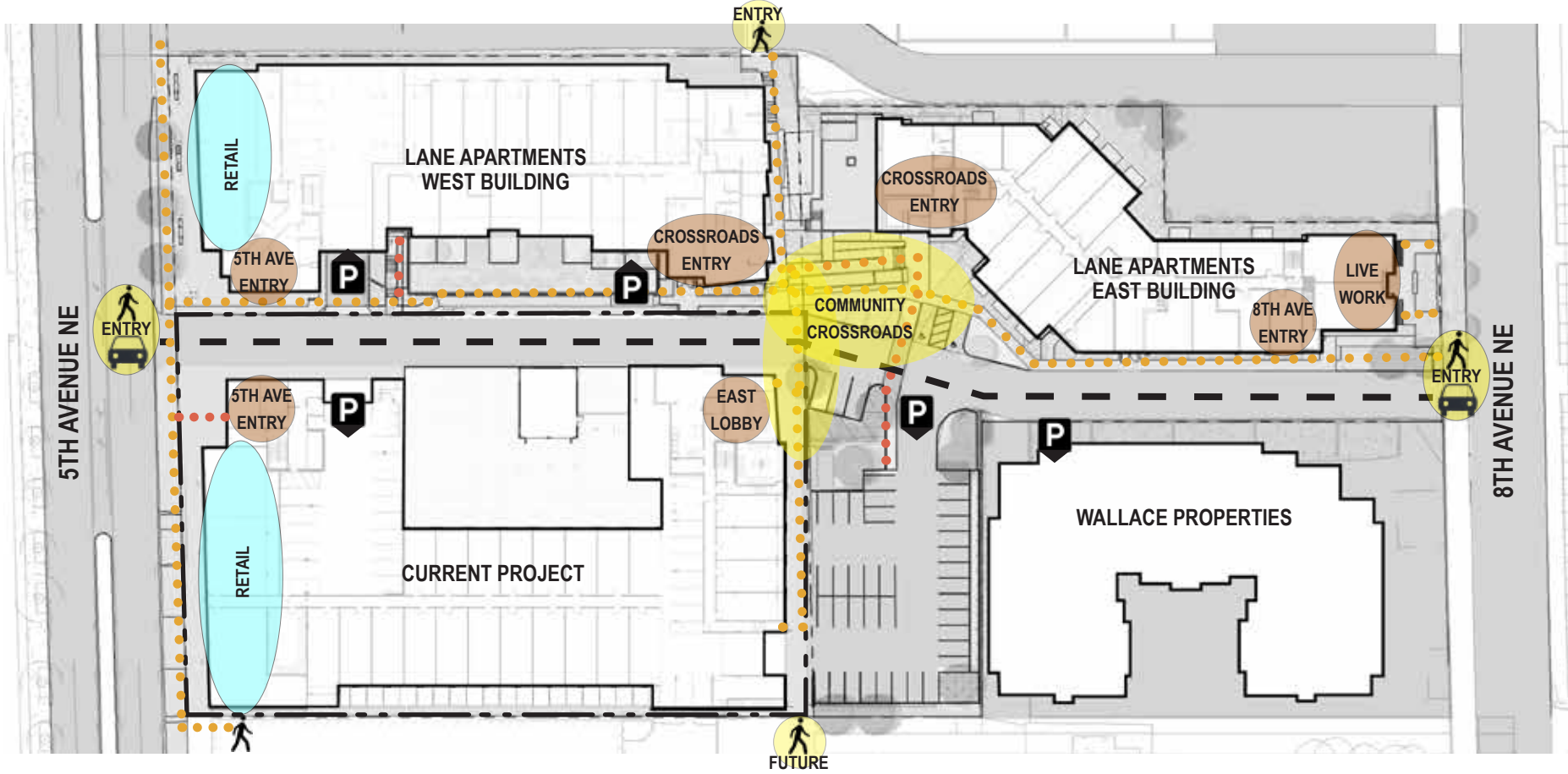




EDG 2 RESPONSE: SITE DESIGN + CIRCULATION



OCTOBER 2015: CONTEXT AND DESIGN PROPOSAL FOR ON-SITE CIRCULATION



CURRENT PROPOSAL

CIRCULATION CONCEPT

When Lane Apartments was designed, there were no development plans for the Northgate Apartments Phase II project. Therefore, site circulation had to take into effect the presence of an encroaching overhead structure which created a "tunnel" over the shared access easement. The project proposed to connect 5th Avenue NE to 8th Avenue NE with a continuous pedestrian sidewalk. Due to the extreme grade change along the access easement at the South edge of the West Building and the presence of the "tunnel", access to interior uses where not proposed along the drive aisle. Instead, the building pulled back from the Southern property line allowing space for decorative concrete wall treatment, pedestrian access and plantings. The center of the site was envisioned as a "crossroads", where a North-South pedestrian pathway would intersect with the West-East pathway, providing a restful respite from the traffic of 5th Avenue NE to enter the buildings and be a drop-off pick-up meeting location.

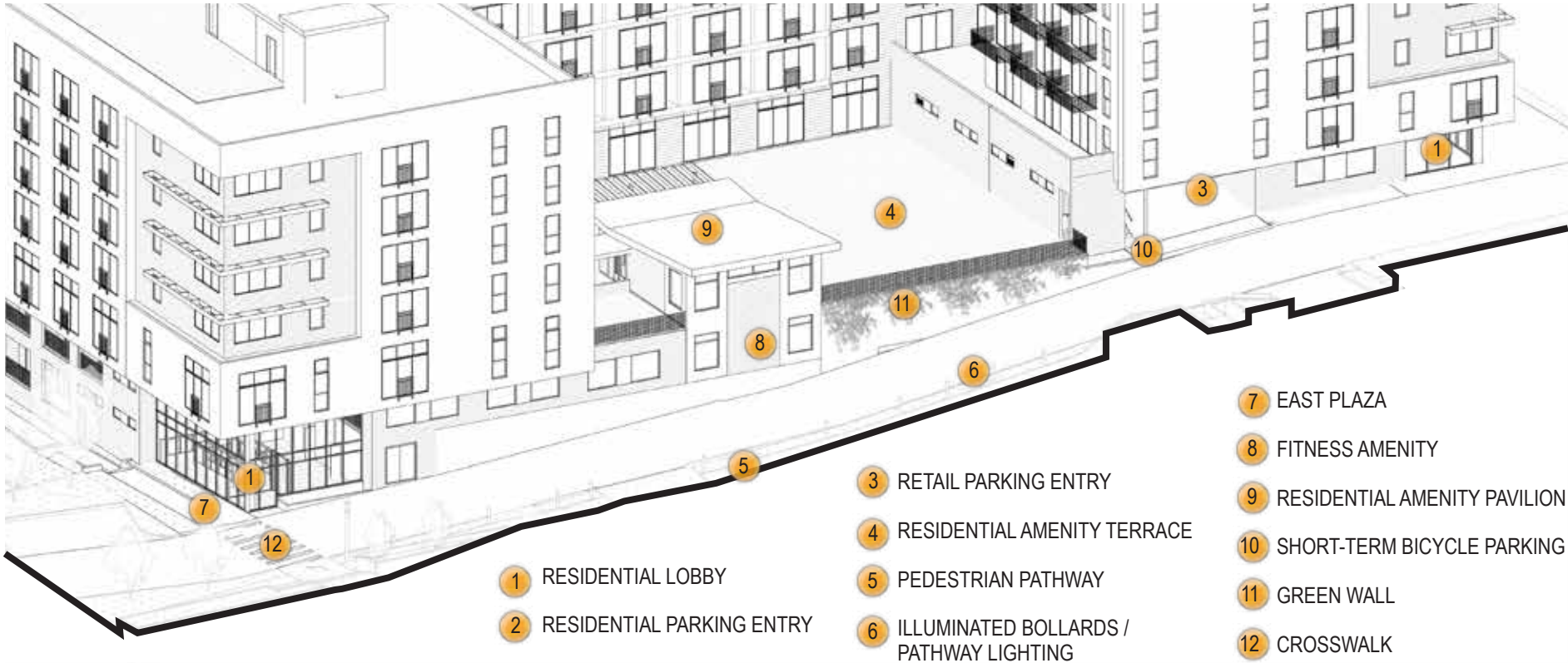
CIRCULATION CONCEPT

The current development proposes to continue the North-South pedestrian pathway along its entire Eastern frontage. Although no future developments intents are known for the properties to the South, this allows a connection if and when the opportunity arises. The project proposes to provide an East Plaza as a widened North-South pedestrian pathway located at an East Lobby location. The East Plaza reinforces the "community crossroads" concept, bringing the proposed development entry sequence into the established center arrival point of Lane Apartments.

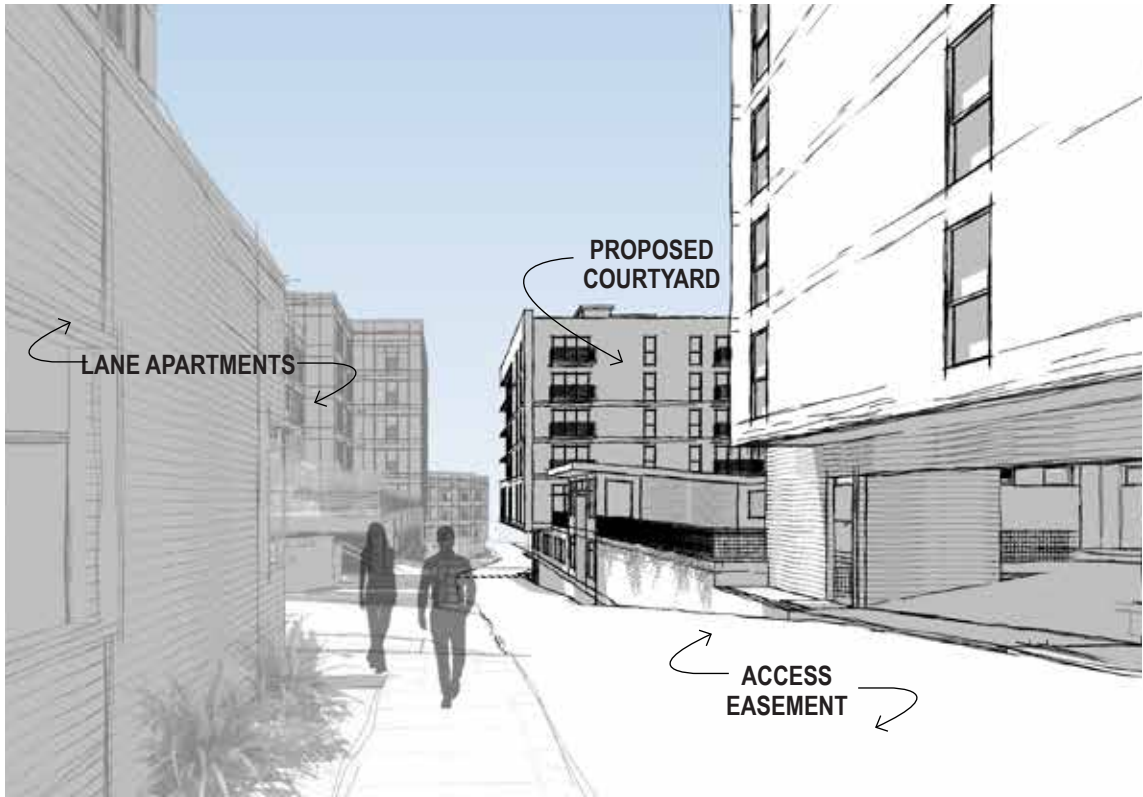
LEGEND

- PEDESTRIAN ACTIVITY
- PUBLIC TRANSPORTATION
- AUTOMOBILE ACCESS
- PARKING ACCESS
- PUBLIC PEDESTRIAN PATH
- RESIDENT PEDESTRIAN PATH
- VEHICULAR TRAFFIC
- SITE ARRIVAL POINTS
- RESIDENTIAL ENTRIES
- COMMERCIAL ACTIVITY

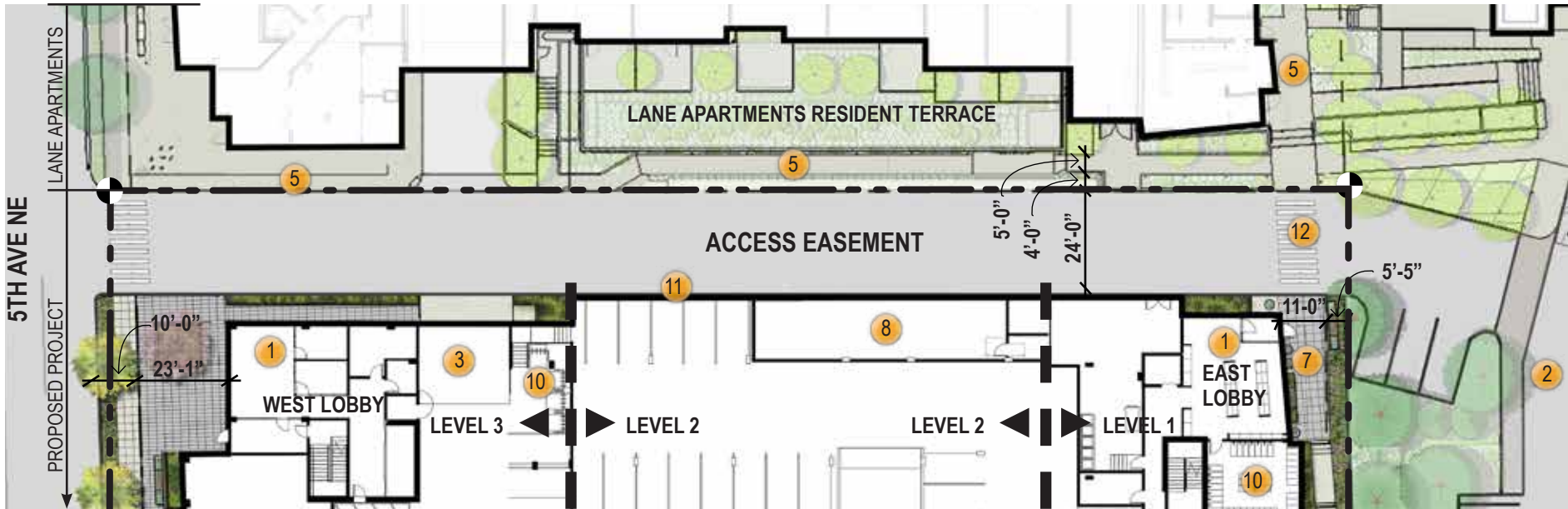
EDG 2 RESPONSE: ACCESS EASEMENT ACTIVATION (PREFERRED)



VIEW FROM ACCESS EASEMENT - LOOKING SOUTHWEST



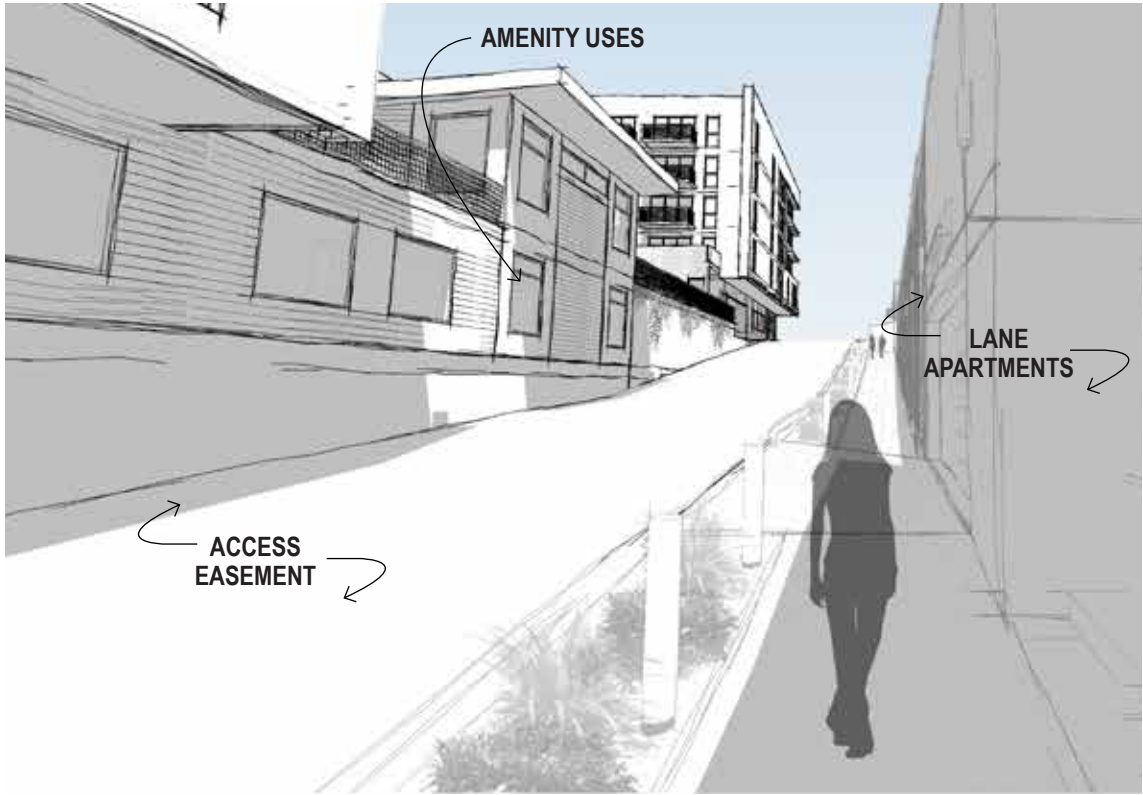
PERSPECTIVE FROM ACCESS EASEMENT - LOOKING EAST



COMPOSITE SITE PLAN

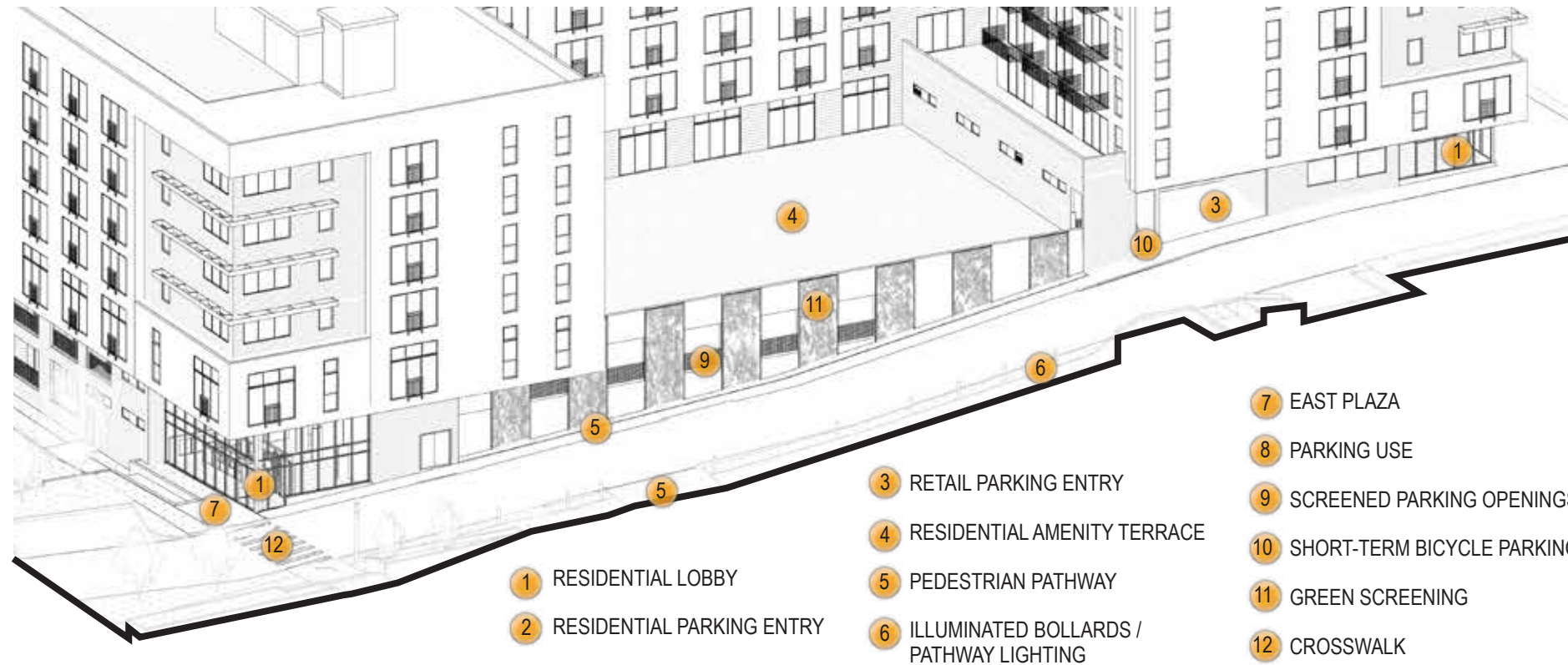
- PROS:
- East-West pathway provided is continuous between 5th Ave NE to 8th Ave NE without needing to cross easement.
 - Lobby and amenity interior activities provide visual interest for pedestrians
 - Green wall provided at blank wall condition
 - Courtyard provides planting interest and pedestrian scaled architectural feature of amenity pavillion which is integrated into lower massing facade treatment
 - Arrival & destination points of pathway are visible between 5th & 8th Avenues providing improved wayfinding for pedestrians

- CONS:
- All through site pedestrian traffic occurs on north side of easement
 - To accommodate amenity uses and internal parking ramp, parking provided is reduced by 19 stalls from EDG1 preferred option



PERSPECTIVE FROM ACCESS EASEMENT - LOOKING WEST

EDG 2 RESPONSE: ACCESS EASEMENT ACTIVATION

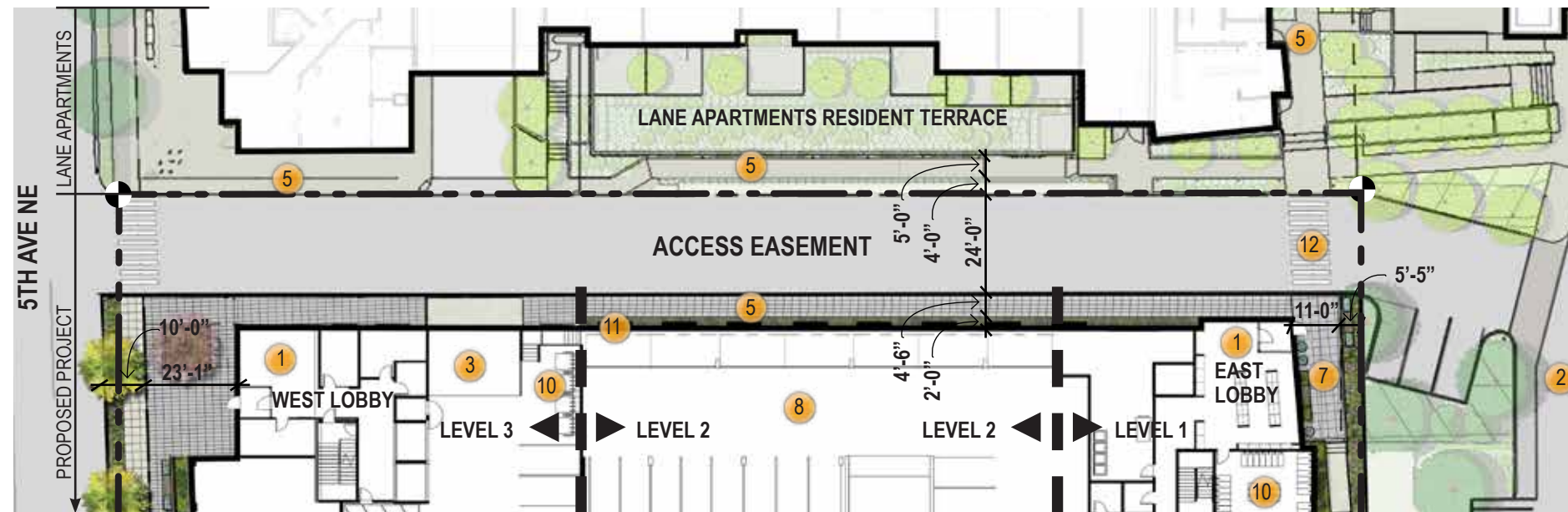


- 1 RESIDENTIAL LOBBY
- 2 RESIDENTIAL PARKING ENTRY
- 3 RETAIL PARKING ENTRY
- 4 RESIDENTIAL AMENITY TERRACE
- 5 PEDESTRIAN PATHWAY
- 6 ILLUMINATED BOLLARDS / PATHWAY LIGHTING
- 7 EAST PLAZA
- 8 PARKING USE
- 9 SCREENED PARKING OPENINGS
- 10 SHORT-TERM BICYCLE PARKING
- 11 GREEN SCREENING
- 12 CROSSWALK

VIEW FROM ACCESS EASEMENT - LOOKING SOUTHWEST



PERSPECTIVE FROM ACCESS EASEMENT - LOOKING EAST



COMPOSITE SITE PLAN

PROS:

- Pedestrian pathway provided between West and East lobbies without need to cross easement
- Green screen and screened parking openings provide visual interest along pathway and screen parking use

CONS:

- Southern pathway provided "dead-ends" at eastern property line. Recent adjacent developments do not provide a southern pathway to connect to.
- All through site pedestrian traffic is forced to cross easement to northern pathway at eastern property line
- To accommodate pathway and internal parking ramp, parking provided is reduced by 27 stalls from EDG1 preferred option



PERSPECTIVE FROM ACCESS EASEMENT - LOOKING WEST

EDG 2 RESPONSE: NORTH TO SOUTH PEDESTRIAN CONNECTION

- 1 RESIDENTIAL LOBBY W/ ANGLED MASSING
- 2 RESIDENTIAL PARKING ENTRY
- 3 NORTH-SOUTH PEDESTRIAN PATHWAY
- 4 EAST-WEST PEDESTRIAN PATHWAY
- 5 ILLUMINATED PATHWAY LIGHTING
- 6 EAST PLAZA BENCHES & PLANTINGS
- 7 LOAD / UNLOAD PARKING STALLS
- 8 LANE APARTMENTS WEST BUILDING ENTRY
- 9 CROSSWALK
- 10 LANE APARTMENTS EAST BUILDING ENTRY
- 11 ACCESSIBLE PARKING
- 12 ACCESSIBLE RAMPING BETWEEN LANE LOBBIES



LEVEL 1 FLOOR PLAN

Northgate Apartments Phase II
10700 5th Ave NE Seattle, WA 98125





PERSPECTIVE FROM GARAGE ENTRANCE - LOOKING NORTHEAST

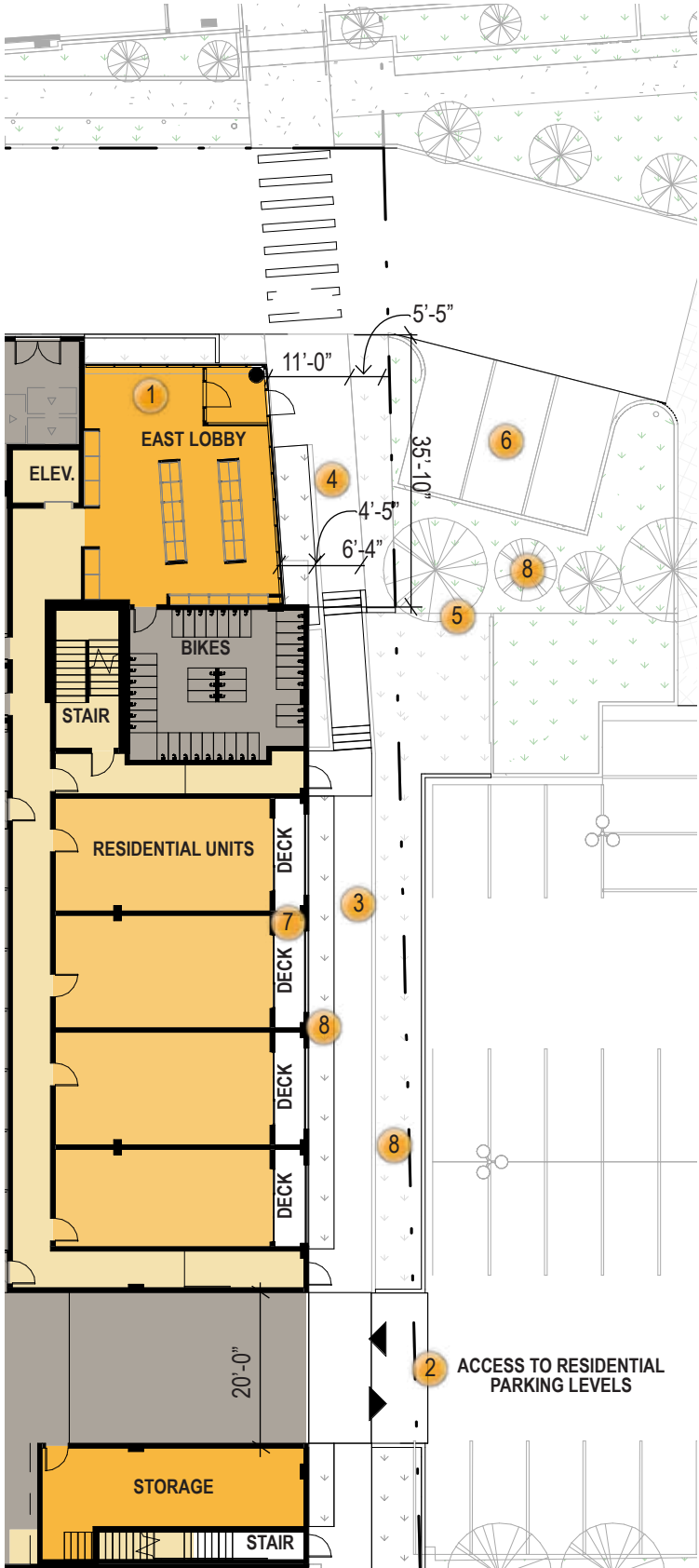
The North-South pedestrian pathway continues along the entire frontage of the Eastern facade in anticipation of future development to the South. Along this facade, the grade changes approximately 4 feet from the East Lobby location to the adjacent lower parking lot and access to the proposed structured parking access. The uses along this facade include the East Lobby at the corner at the grade of the central court area of the Lane Apartments, unit and unit decks masking the parking level use, and the garage entry. This natural grade change is ideal as it elevates the level of the units above the sidewalk, perfectly balancing unit privacy and protection from headlight glare with “eyes on the street” activation of the adjacent surface parking lot. The area between the building and property line will provide plantings and an interesting walkway buffering the pedestrians from adjacent parking use.

- 1 TWO-STORY EAST LOBBY
- 2 NORTH-SOUTH PEDESTRIAN PATHWAY
- 3 ADJACENT SURFACE PARKING LOT
- 4 STRUCTURED PARKING ENTRY
- 5 UNIT INSET DECKS
- 6 CROSSWALK AT EASEMENT
- 7 SECOND STORY AMENITY OVERLOOK TO LOBBY AND EASEMENT
- 8 BIO-RETENTION PLANTER
- 9 TRASH ROOM ACCESS



PERSPECTIVE FROM ACCESS EASEMENT - LOOKING SOUTHWEST

The East Lobby architecturally engages the pedestrian connection established to the North by angling the massing to align with the Lane Apartments West Lobby angle and the angle of the path itself. The Lobby is proposed as a two-story space with generous glazing area to fully engage with the arrival court under construction at Lane Apartments. In addition to the proposed amenity use windows on the Northern facade, amenity areas located on the second floor have direct views to the exterior toward the central courtyard with overlooks into the lobby space.



LEVEL 1 FLOOR PLAN - EAST FACADE

Northgate Apartments Phase II
10700 5th Ave NE Seattle, WA 98125

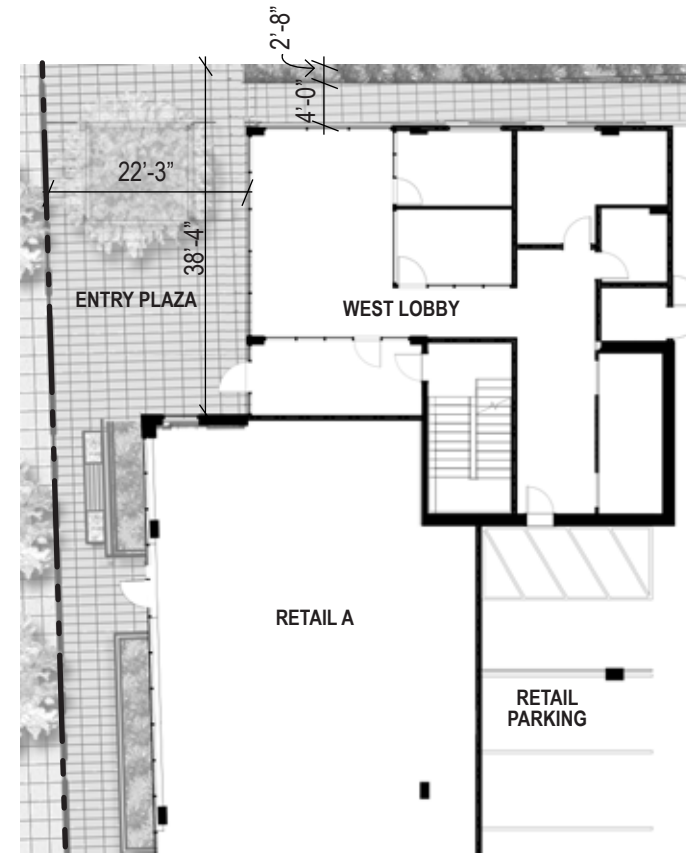


PERSPECTIVE OF EAST FACADE - LOOKING WEST

- 1 RESIDENTIAL LOBBY WITH ANGLED MASSING
- 2 RESIDENTIAL PARKING ENTRY
- 3 NORTH-SOUTH PEDESTRIAN PATHWAY
- 4 EAST PLAZA
- 5 GRADE CHANGE
- 6 LOAD / UNLOAD PARKING STALLS
- 7 INSET RESIDENTIAL DECKS
- 8 LANDSCAPING

WEST LOBBY

The West Lobby will be the main public entry due to its prominence on 5th Avenue NE. A landscaped entry plaza is provided at the Northwest corner of the site in respect to the 5th Avenue Plaza provided by Lane Apartments. The recessed lobby massing allows for openness at the ground level providing visual queues, to both pedestrian and vehicular traffic, the location of the main site access. The openness provides visibility for vehicles entering and exiting 5th Avenue NE and thus maintaining pedestrian and vehicular safety.



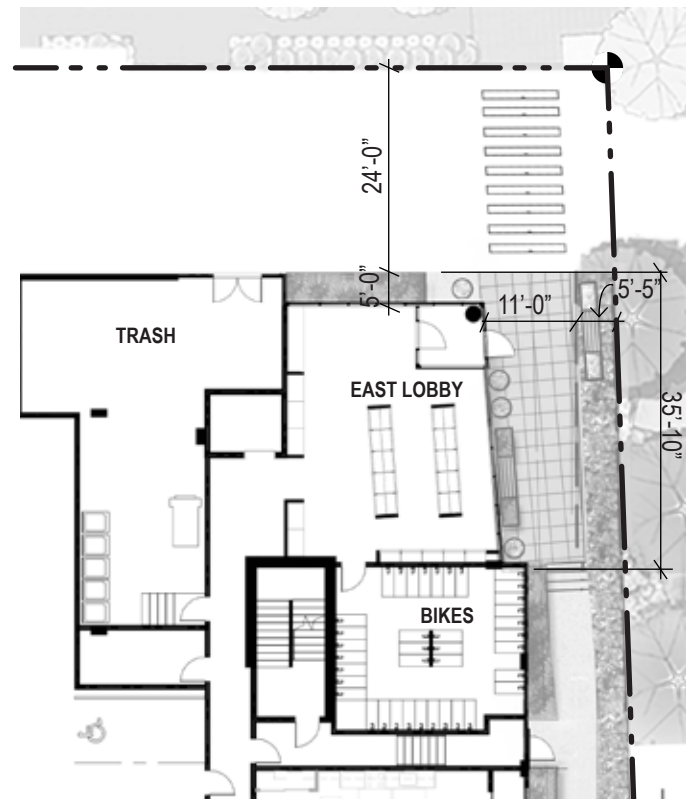
WEST LOBBY PLAN - 5TH AVENUE



WEST LOBBY PERSPECTIVE

EAST LOBBY

The East Lobby will be a main tenant entry arrival point given its proximity and relationship to the Lane Apartments arrival court, adjacency to the intersection of the North-South and East-West pedestrian pathways, and the opportunity for unload/loading removed from the quick paced vehicular traffic of 5th Avenue NE.



EAST LOBBY PLAN

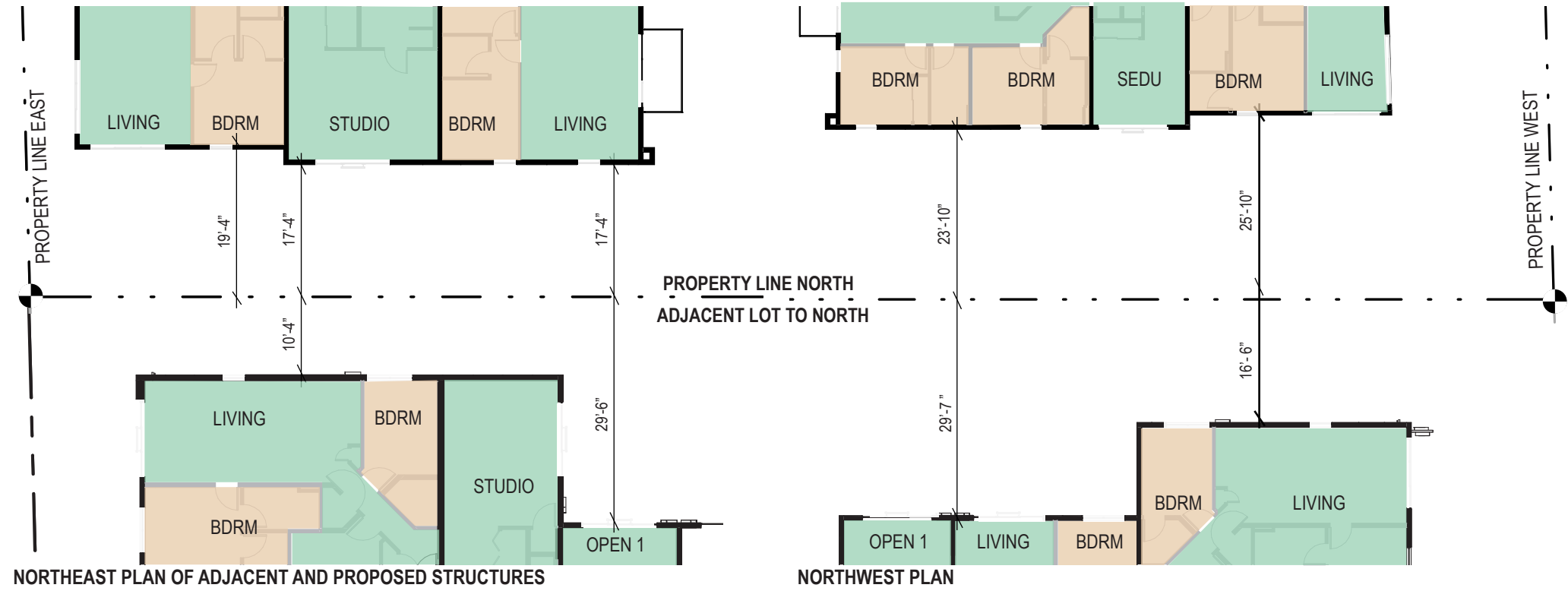


EAST LOBBY PERSPECTIVE

PRIVACY STRATEGIES

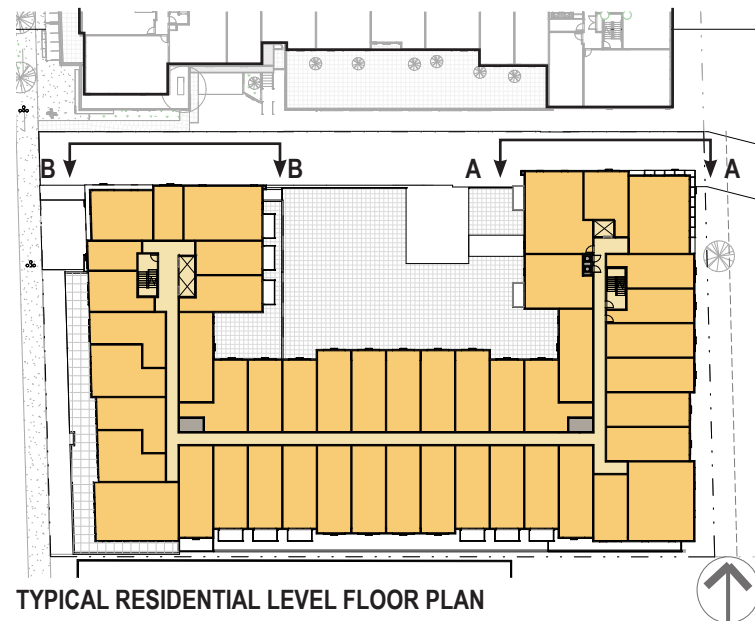
The proposed development has approximately the same floor levels as Lane Apartments. The project has set the levels based on the grade relationship to 5th Avenue NE, limiting the opportunity for offset floor levels for privacy concerns. Fortunately, Lane Apartment units mostly face West and East at the tower ends limiting the number of Southern facing windows. The proposed development also faces the majority of the glazing area at end units toward the West and East limiting window conflicts. Offsets of windows have been provided when possible.

The distances between facades of the proposed development and Lane Apartments are generous within this urban setting and range from 28'-8" to 53'-5" (and beyond at the courtyard modulation not shown).



NORTHEAST PLAN OF ADJACENT AND PROPOSED STRUCTURES

NORTHWEST PLAN



TYPICAL RESIDENTIAL LEVEL FLOOR PLAN

ADJACENT BUILDING WINDOW & USE LEGEND

- BEDROOM / BATH
- LIVING ROOM
- COMMON AREA



ELEVATION A



ELEVATION B

EDG 2 RESPONSE: MATERIALITY AND CONCEPT IMAGES



CEMENT PANEL SIDING - TOWER ACCENT

Cement board lap siding with prefabricated flashing reveals and a closed-joint rain screen system. Paint color "Golden Plumeria" (SW9019) by Sherwin Williams.



CEMENT PANEL SIDING - TOWER

Cement board lap siding with prefabricated flashing reveals and a closed-joint rain screen system. Paint color "Toque White" (SW 7003) by Sherwin Williams.



CEMENT PANEL SIDING - TOWER

Cement board lap siding with prefabricated flashing reveals and a closed-joint rain screen system. Paint color "Green Black" (SW-6994) by Sherwin Williams.



EXPOSED CONCRETE - AT RETAIL

Architectural concrete walls with board form texture.



EXPOSED CONCRETE - AT EASEMENT

Architectural concrete walls with cast reveal joints.



WOOD GRAIN FINISHED METAL - CORNER TOWER ACCENTS / 5TH AVE PLAZA / EASTERN LOWER FACADE

Synthetic wood paneling with horizontal jointing



ACCENTUATED CORNER MODULATION HIGHLIGHTING A CHANGE IN MATERIALS



RECESSED FACADE TO ARTICULATE MATERIAL CHANGE



GROUND LEVEL TRANSPARENCY & OVERHANG ACCENT TO IDENTIFY ENTRIES



INTEGRATION OF PANEL AND WOOD SIDING



USE OF MATERIALS TO EMPHASIZE MODULATION

STUDY: SUN & SHADOWS FOR OPTION C (PREFERRED)



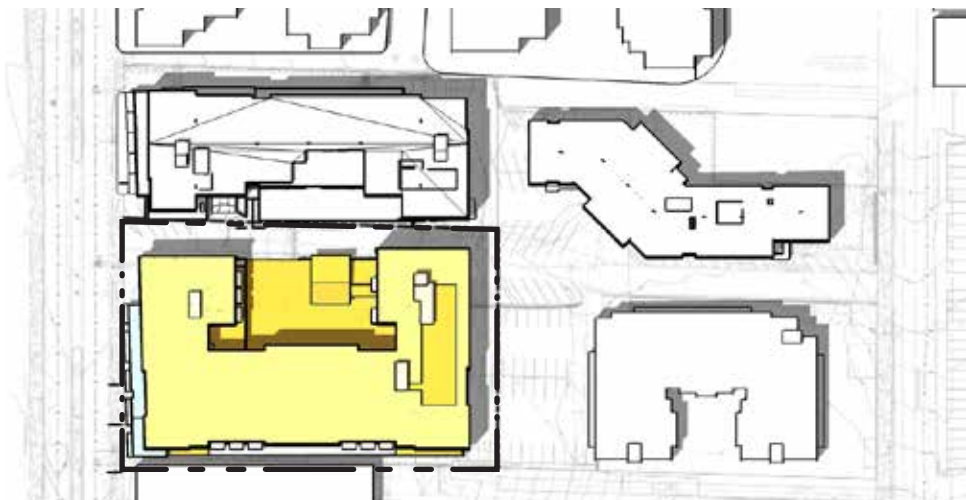
10AM - SUMMER SOLSTICE



10AM - EQUINOX



10AM - WINTER SOLSTICE



NOON - SUMMER SOLSTICE



NOON - EQUINOX



NOON - WINTER SOLSTICE



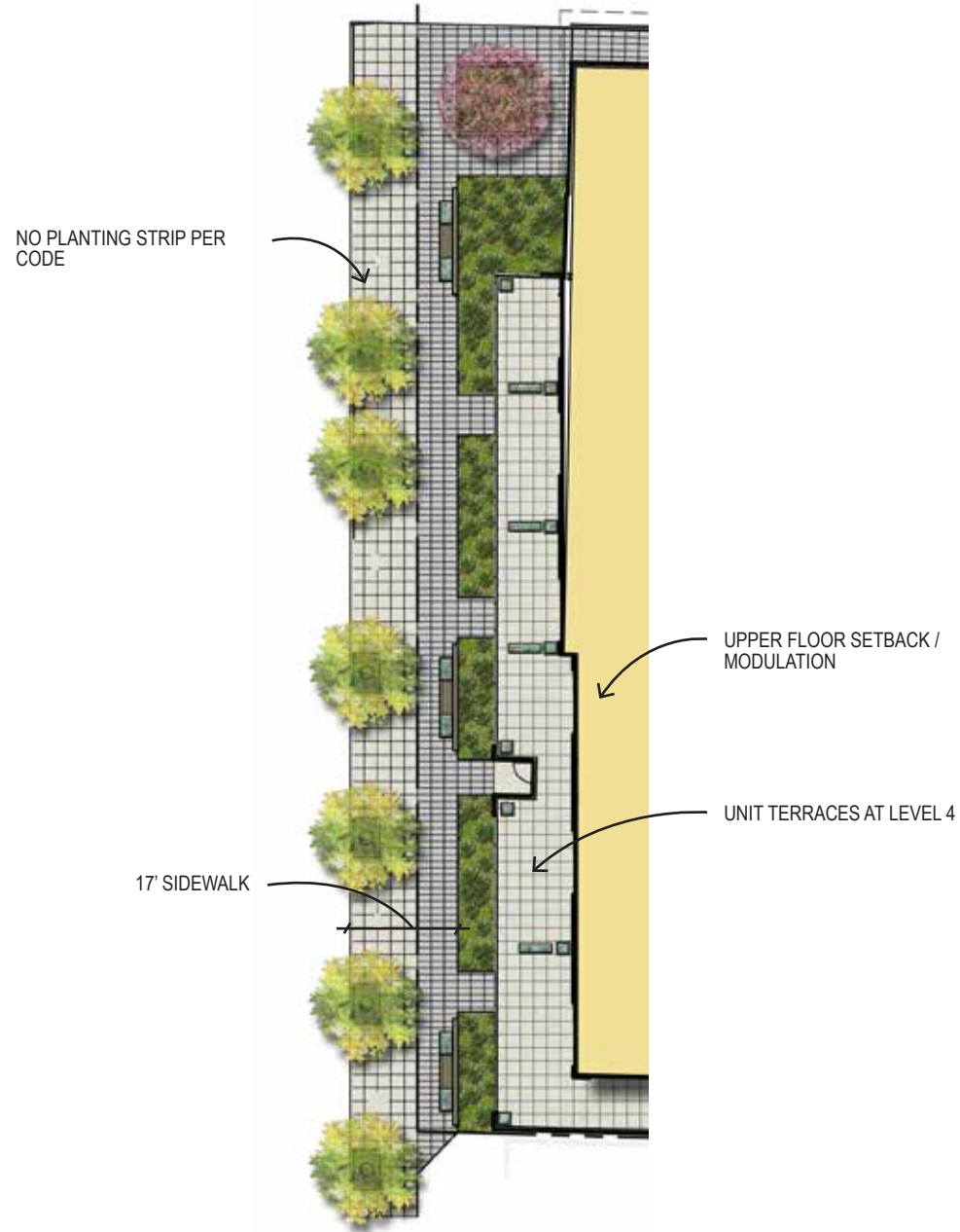
2PM - SUMMER SOLSTICE



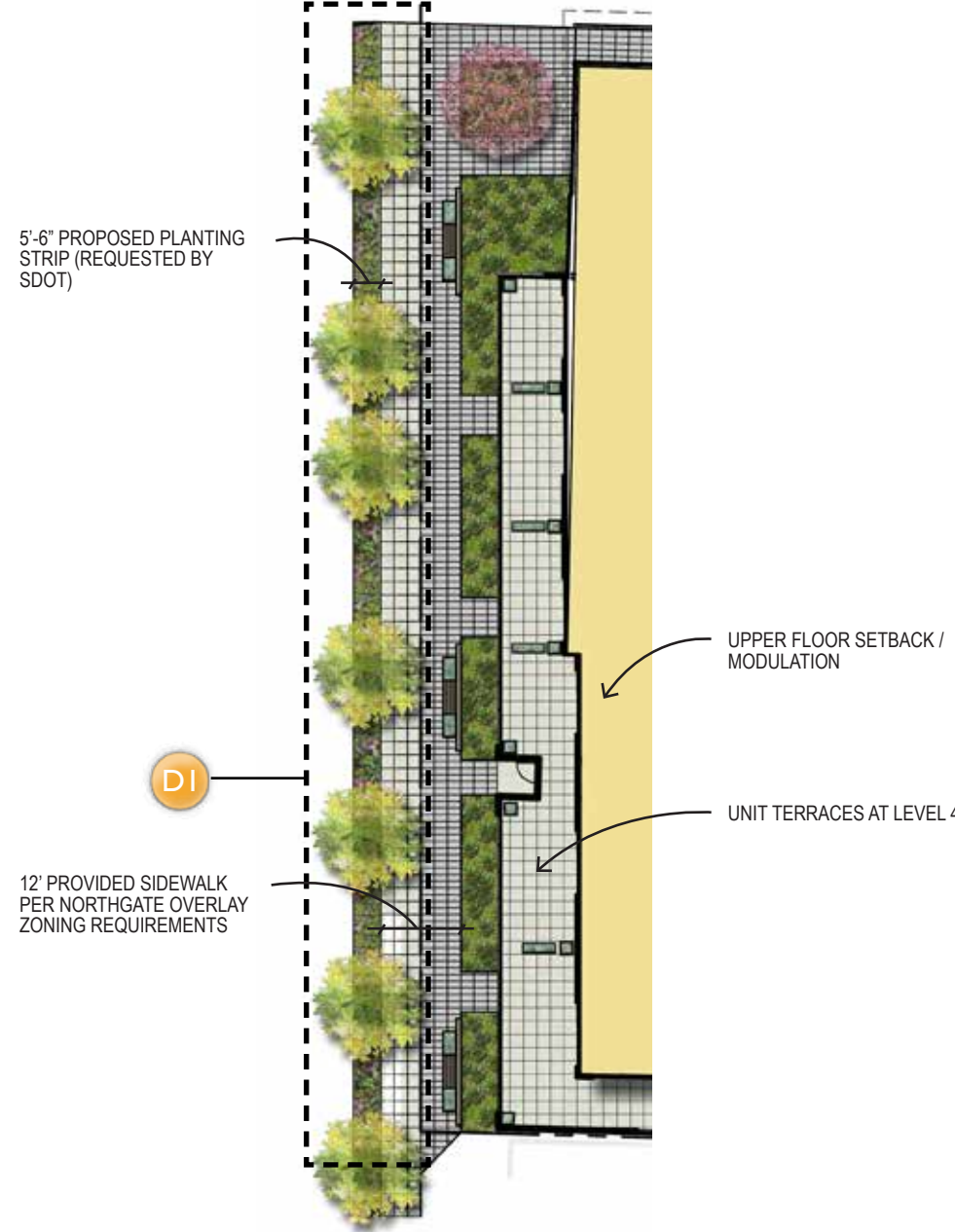
2PM - EQUINOX



2PM - WINTER SOLSTICE



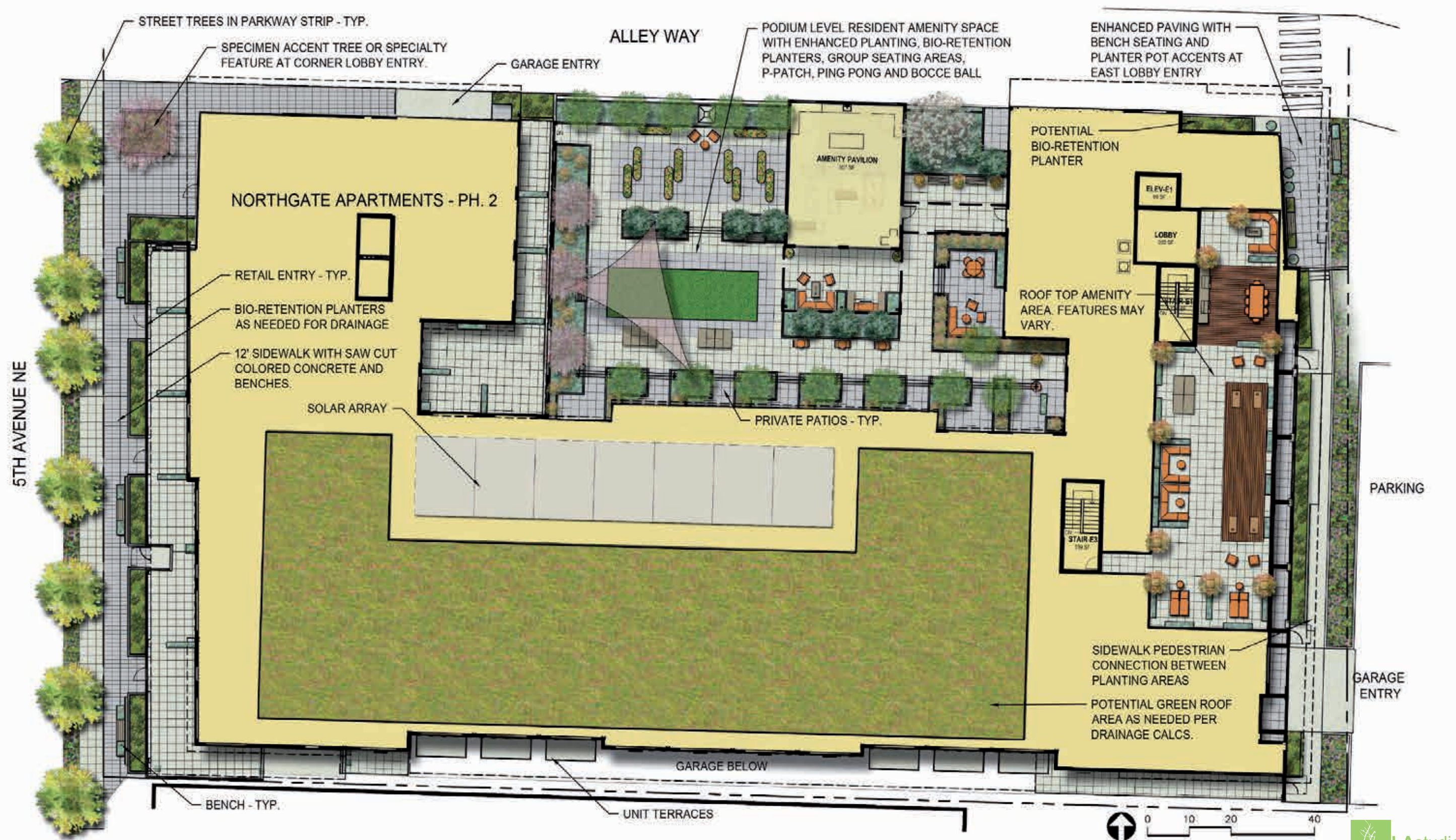
CODE COMPLIANT STREETScape PLAN



DEPARTURE STREETScape PLAN



DEPARTURE NUMBER	LAND USE CODE SECTION	ITEM	CODE REQUIREMENT	DEPARTURE REQUESTED	DESIGN RATIONALE
DI	23.71.008.E3	Planting strips along major pedestrian streets	Planting strips are prohibited along major pedestrian streets	To provide a planting strip between 5th Ave NE & the sidewalk (*major pedestrian street)	The planting strip provides desired separation between pedestrians and vehicular traffic, creating an enhanced sense of safety and comfort. (CS3-1.i, Response to context & PL2-11.v, Green space)



PLANT & AMENITY CHARACTER IMAGES



DWF FOUNTAIN GRASS



RED FLOWERING CURRANT



CAREX



DWF NANDINA



FEATHER REED GRASS



EDDIE'S WW DOGWOOD



FOREST GREEN OAK



ANGELINA STONECROP



KNOCKOUT ROSE



BLACK MONDO GRASS



LAVENDER



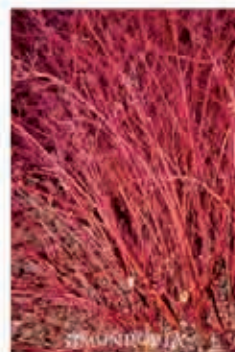
DAY LILLY



BOSTON IVY



GREEN ROOF SEDUM MIX



KELSEY DOGWOOD



DEER FERN



PRIVOT HONEYSUCKLE



AMENITY CHARACTER IMAGES

APPENDIX

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 / Future Light Rail Station



URBAN DESIGN 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. 10700 5th Ave NE, Northgate Apt Phase I - West building along 5th Ave NE
8. 10548 5th Avenue NE, Seattle Public Library - Inner courtyard



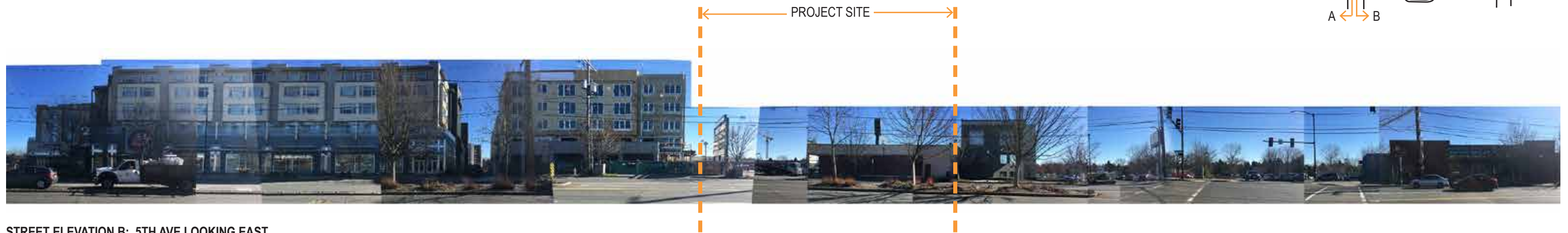
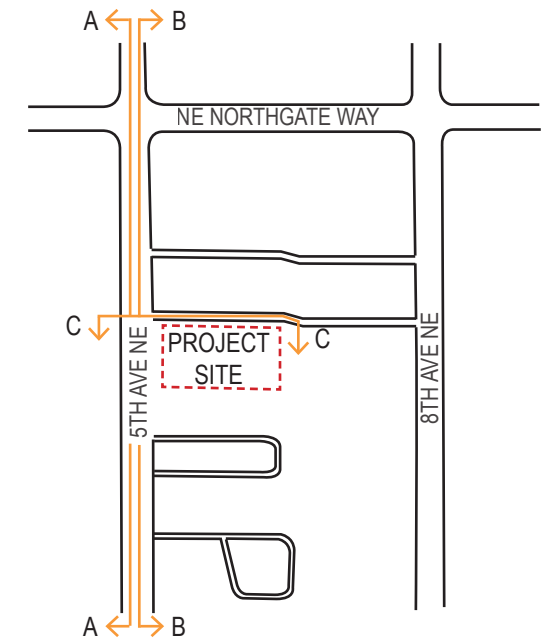
DESIGN CUES

- 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

URBAN DESIGN ANALYSIS: STREET ELEVATIONS



STREET ELEVATION C: SOUTHERN PROPERTY LINE ALONG EASEMENT LOOKING SOUTH

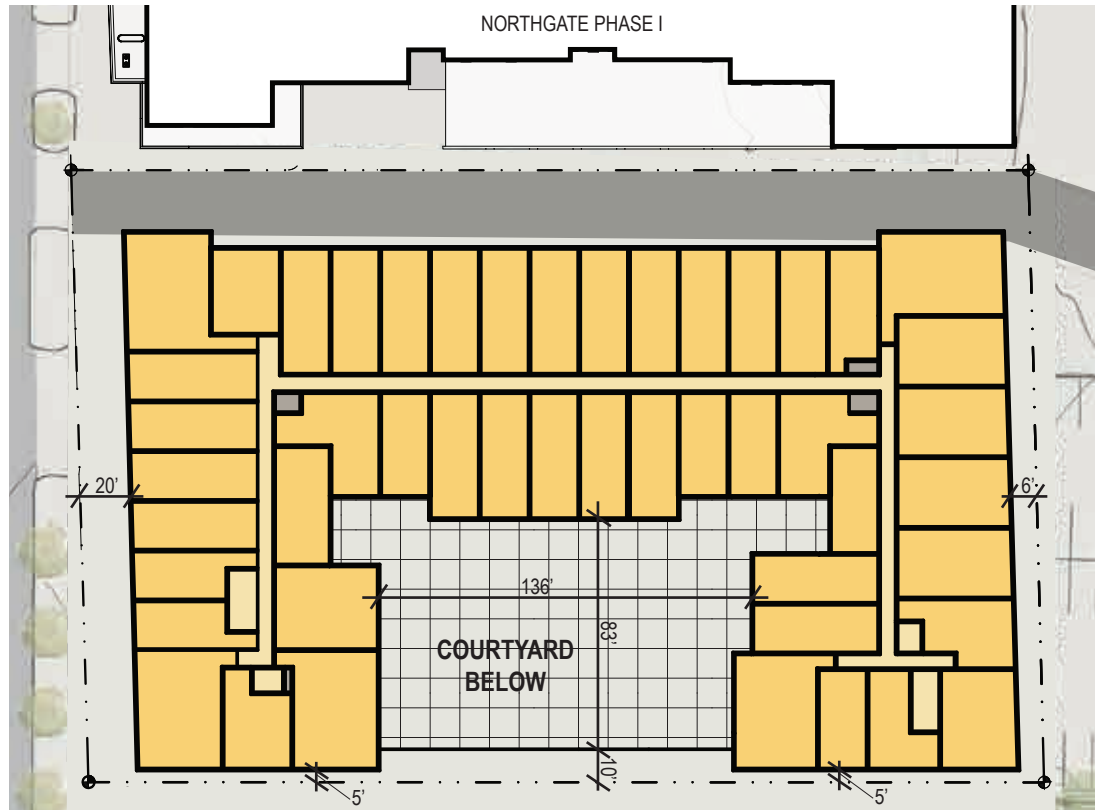


STREET ELEVATION B: 5TH AVE LOOKING EAST

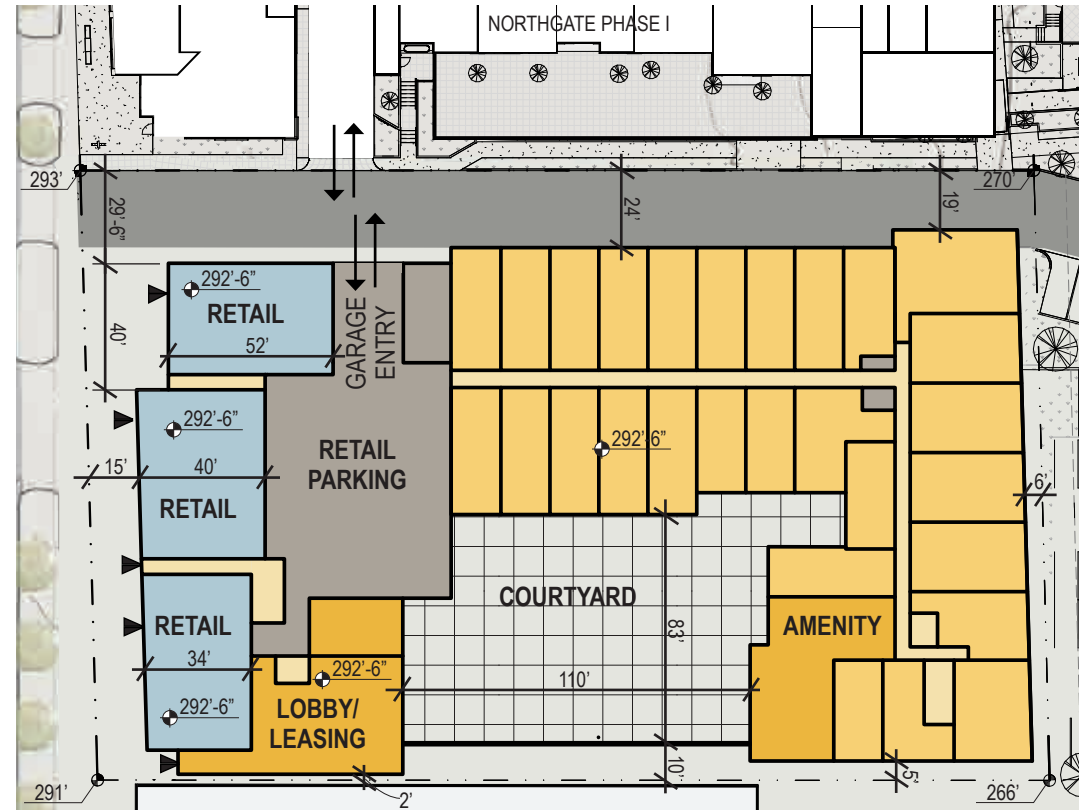


STREET ELEVATION A: 5TH AVE LOOKING WEST

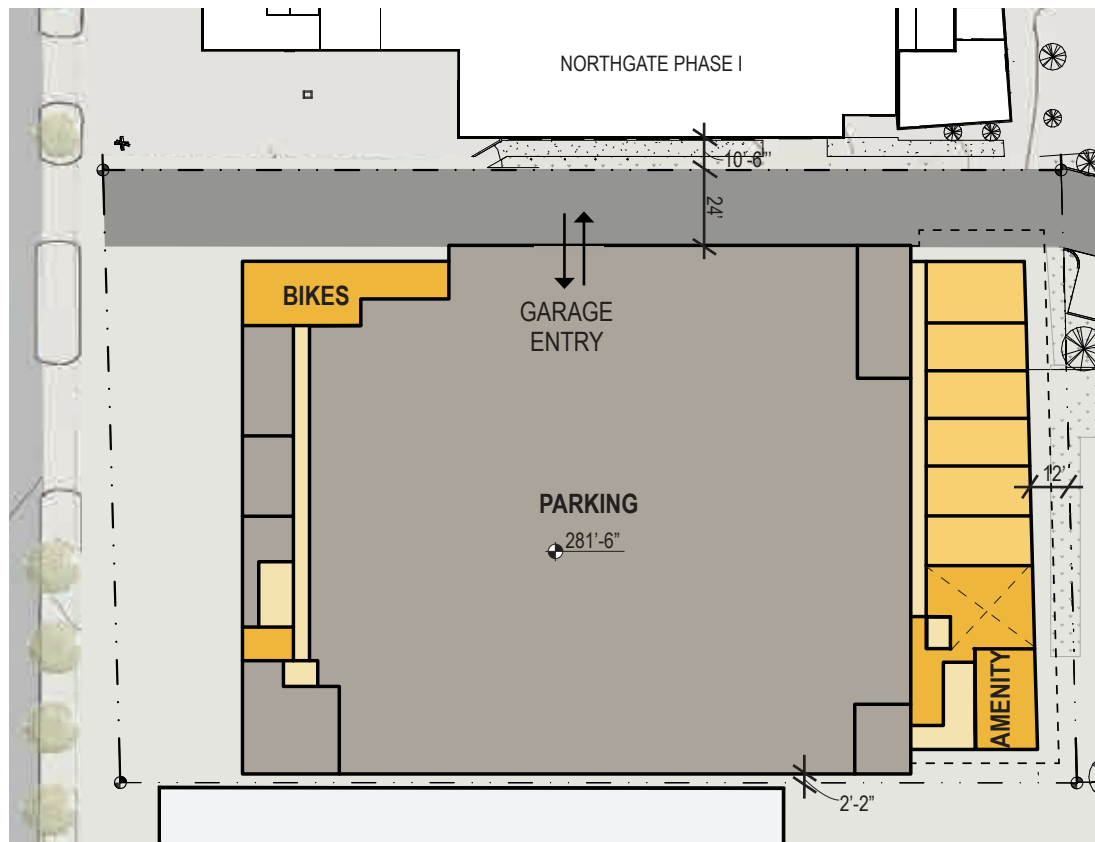
ARCHITECTURAL CONCEPTS: OPTION A (CODE COMPLIANT)



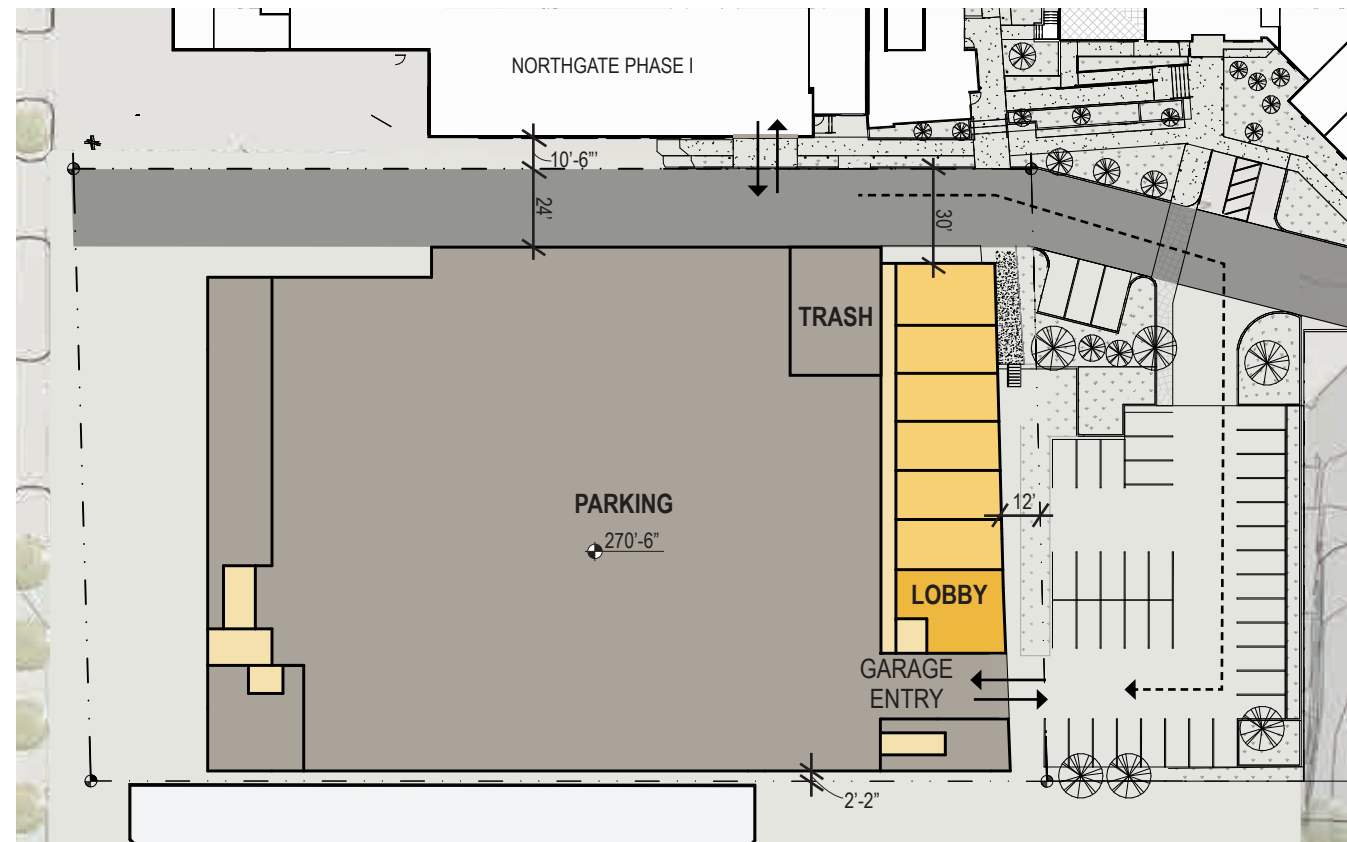
TYPICAL RESIDENTIAL LEVEL



LEVEL 3 - STREET LEVEL



LEVEL 2



LEVEL 1

CONCEPT : SOUTHERN COURTYARD

PROS:

- Southern exposure for courtyard
- NW corner frontage setback aligns with 5th Ave. Plaza provided by Phase I to North & provides visual access for vehicular traffic & way-finding provided by Phase I artwork

CONS:

- Tower "wall" fronts the neighborhood pedestrian connection pathway along the access drive to the North creating a "canyon effect"
- Residential lobby disconnected from major access points to site for both vehicular & pedestrian traffic & main lobbies at center of the site serving Phase I
- Massing does not relate to adjacent Phase I terrace modulation

DEVELOPMENT OBJECTIVES

Number of residential units:	234 units
Retail sales and services:	5,313 Sf
Number of parking stalls:	182

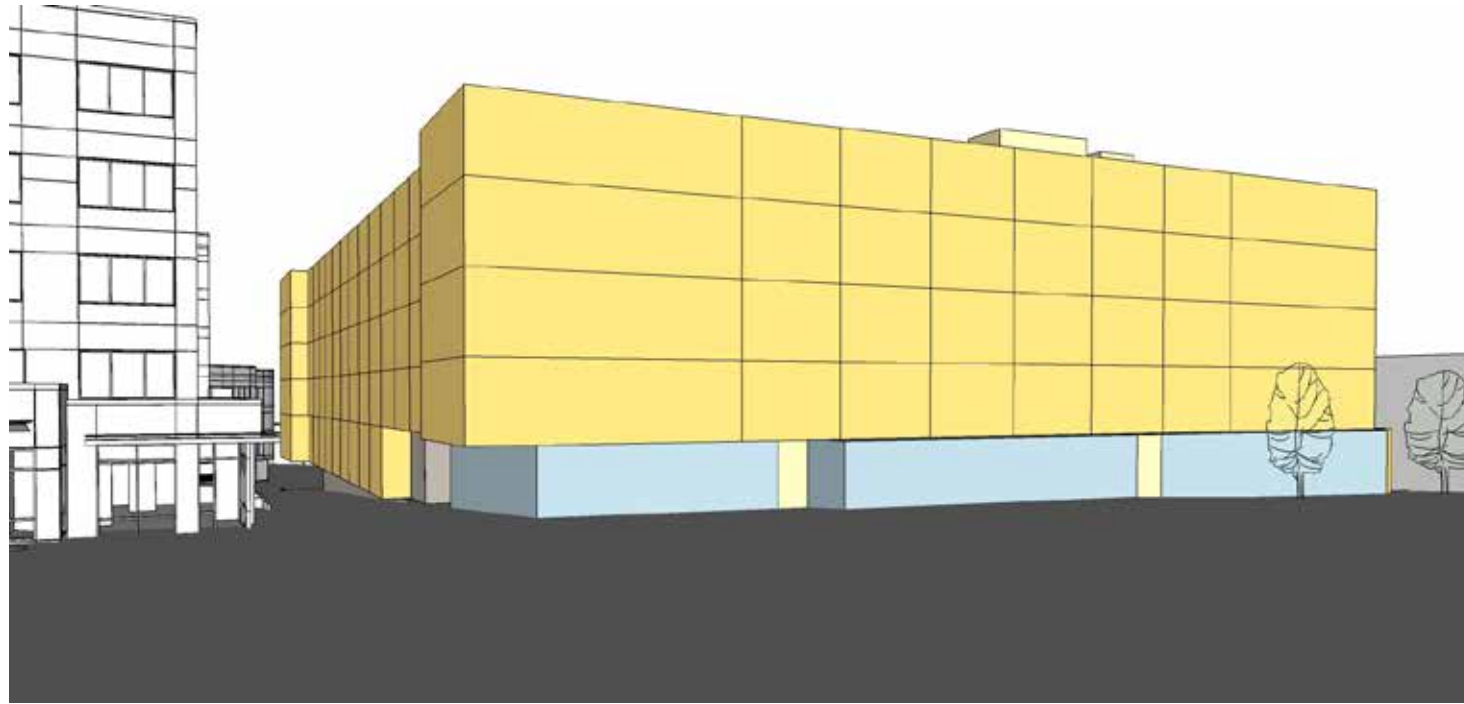
POTENTIAL DEPARTURES

- None

LEGEND

- AMENITY
- RESIDENTIAL
- CIRCULATION
- COMMERCIAL
- UTILITY

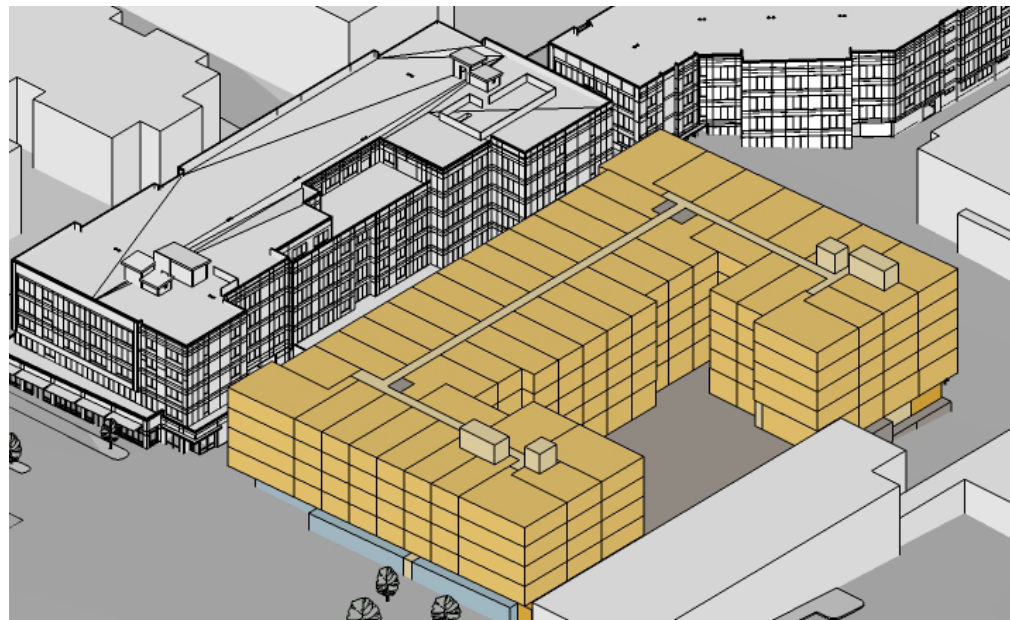




VIEW FROM 5TH AVENUE - LOOKING SOUTHEAST



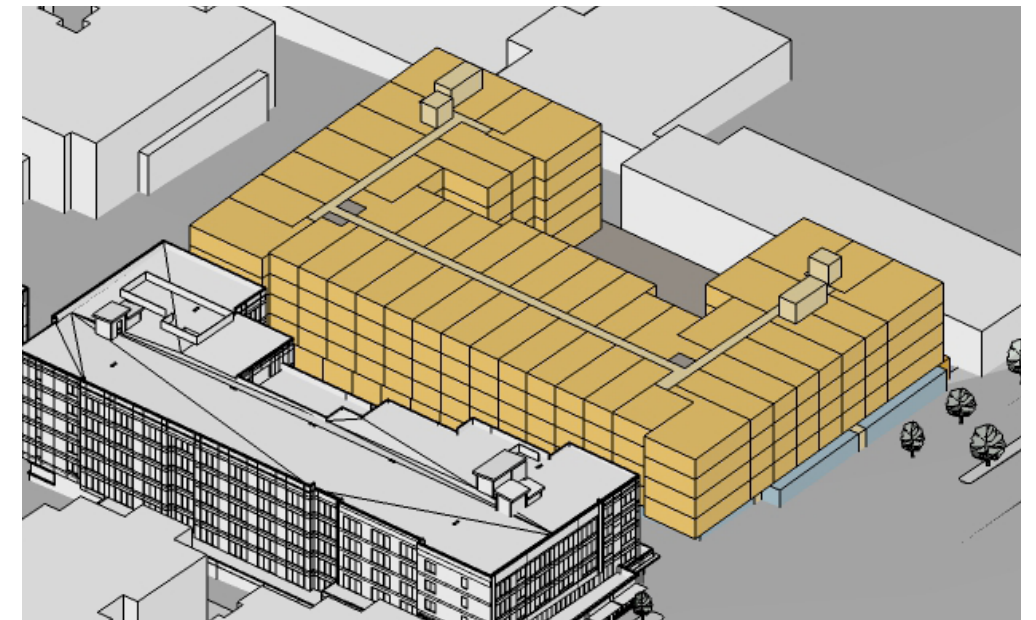
VIEW FROM 5TH AVENUE - LOOKING NORTHEAST



VIEW LOOKING SOUTHWEST

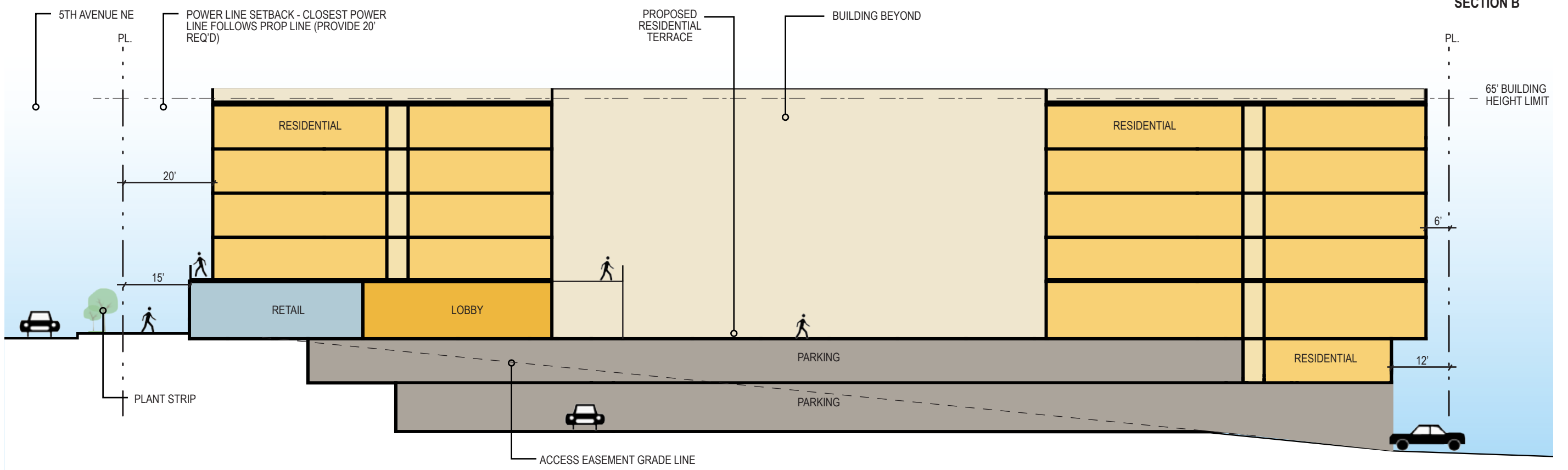
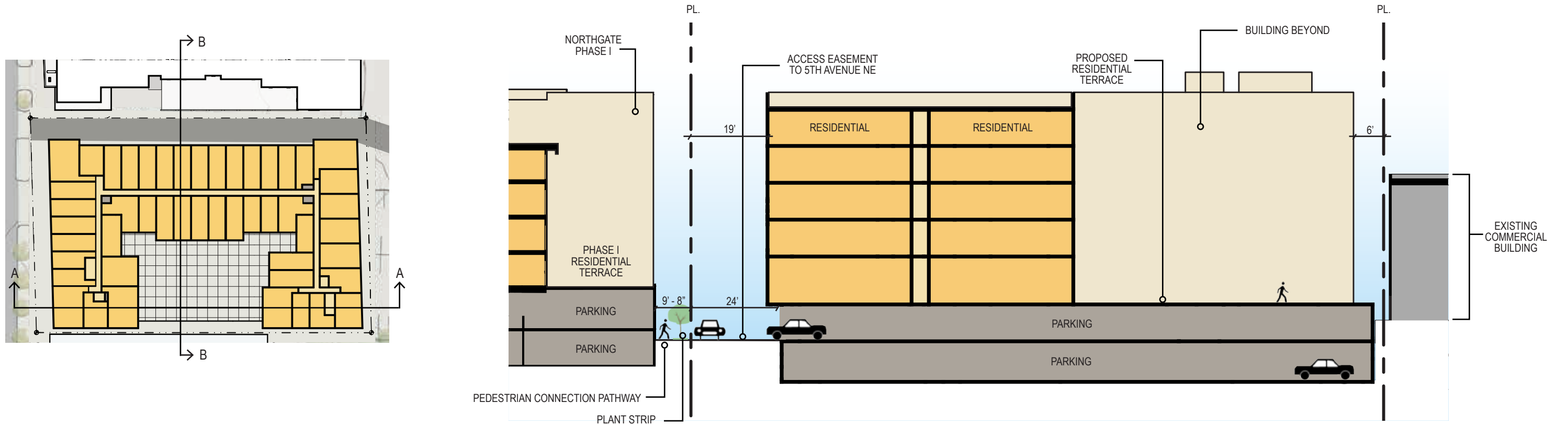


VIEW LOOKING SOUTHEAST



VIEW LOOKING NORTHWEST

ARCHITECTURAL CONCEPTS: OPTION A (CODE COMPLIANT)



SECTION A

ARCHITECTURAL CONCEPTS: OPTION B

CONCEPT : 5TH AVE PLAZA

PROS:

- Major modulation breaks up frontage along 5th Ave.
- Northern amenity courtyard provides interest & sunlight to pedestrian connection pathway
- Northern amenity courtyard compliments massing of Phase I

CONS:

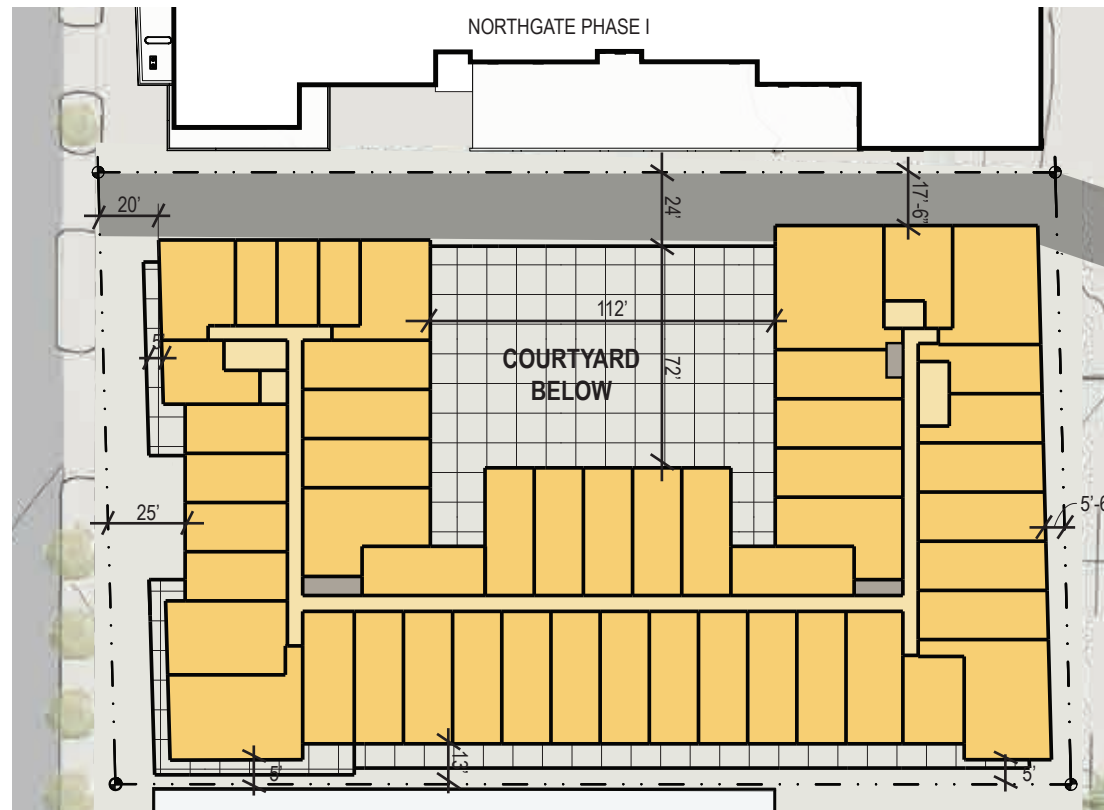
- Long facade toward South
- Residential lobby interrupts retail frontage continuity
- Residential lobby disconnected from major access points to site for both vehicular & pedestrian traffic
- Possible security concerns with mid block courtyard
- Building footprint occupies NW corner of the site limiting vehicular access views and turns back on 5th Ave Plaza way-finding artwork
- Northern facing outdoor space for residents

DEVELOPMENT OBJECTIVES

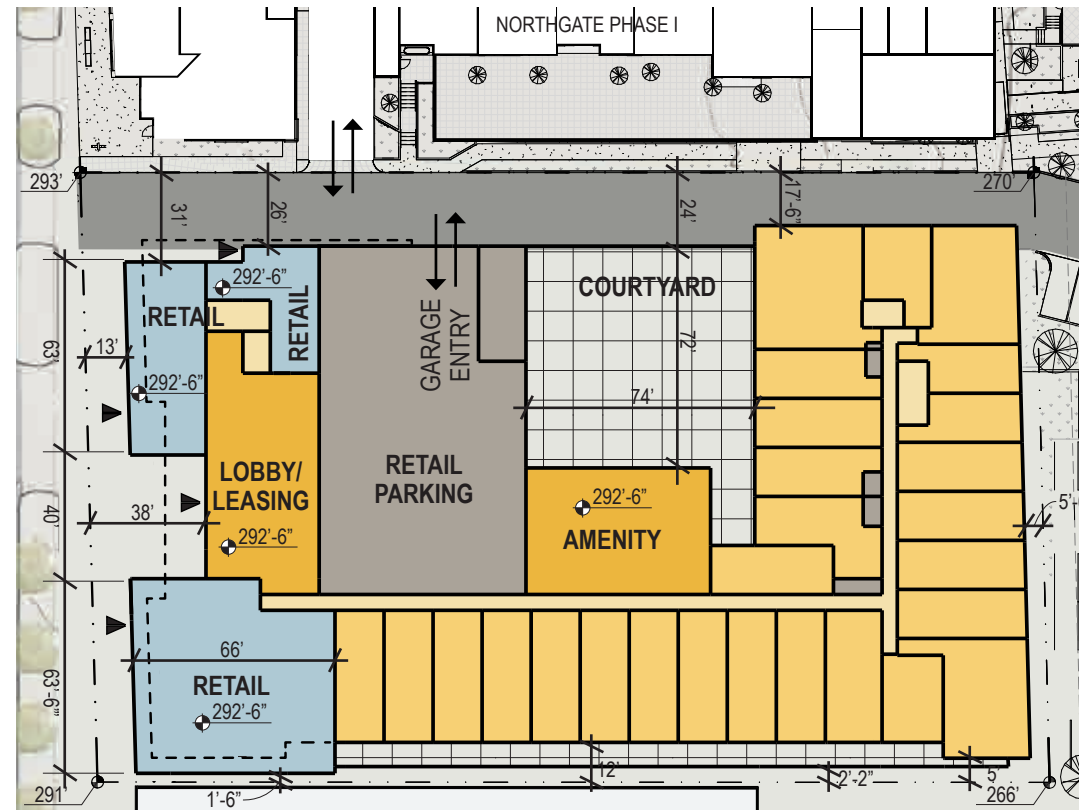
Number of residential units:	238 units
Retail sales and services:	6,113 Sf
Number of parking stalls:	182 stalls

POTENTIAL DEPARTURES

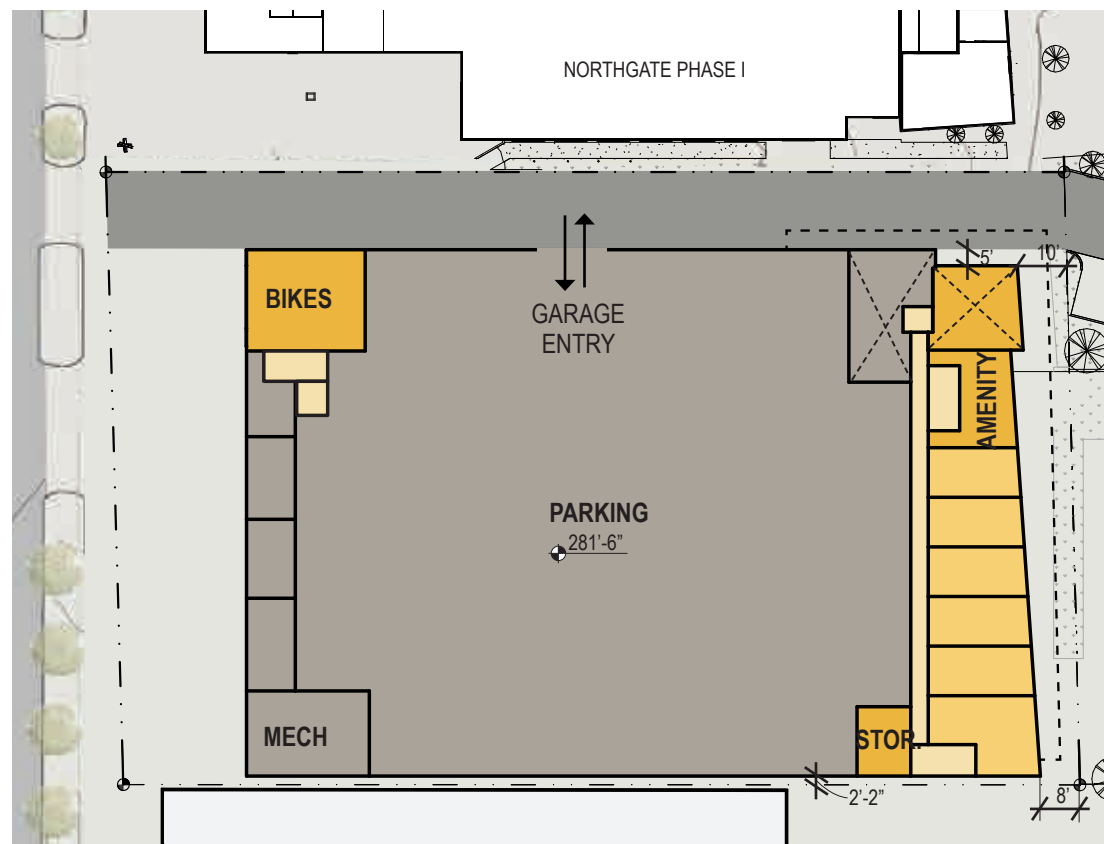
- Planting strips along major pedestrian streets



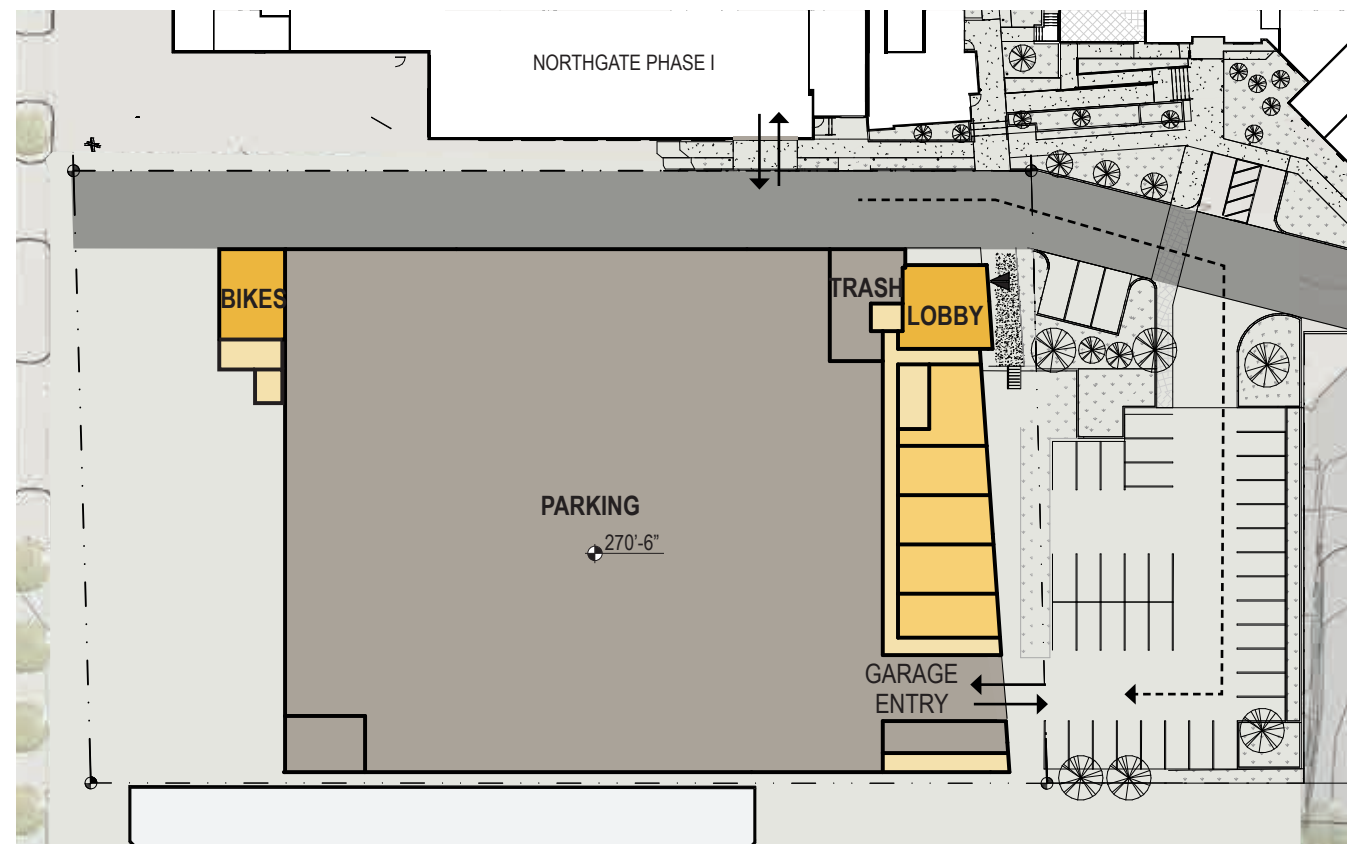
TYPICAL RESIDENTIAL LEVEL



LEVEL 3



LEVEL 2

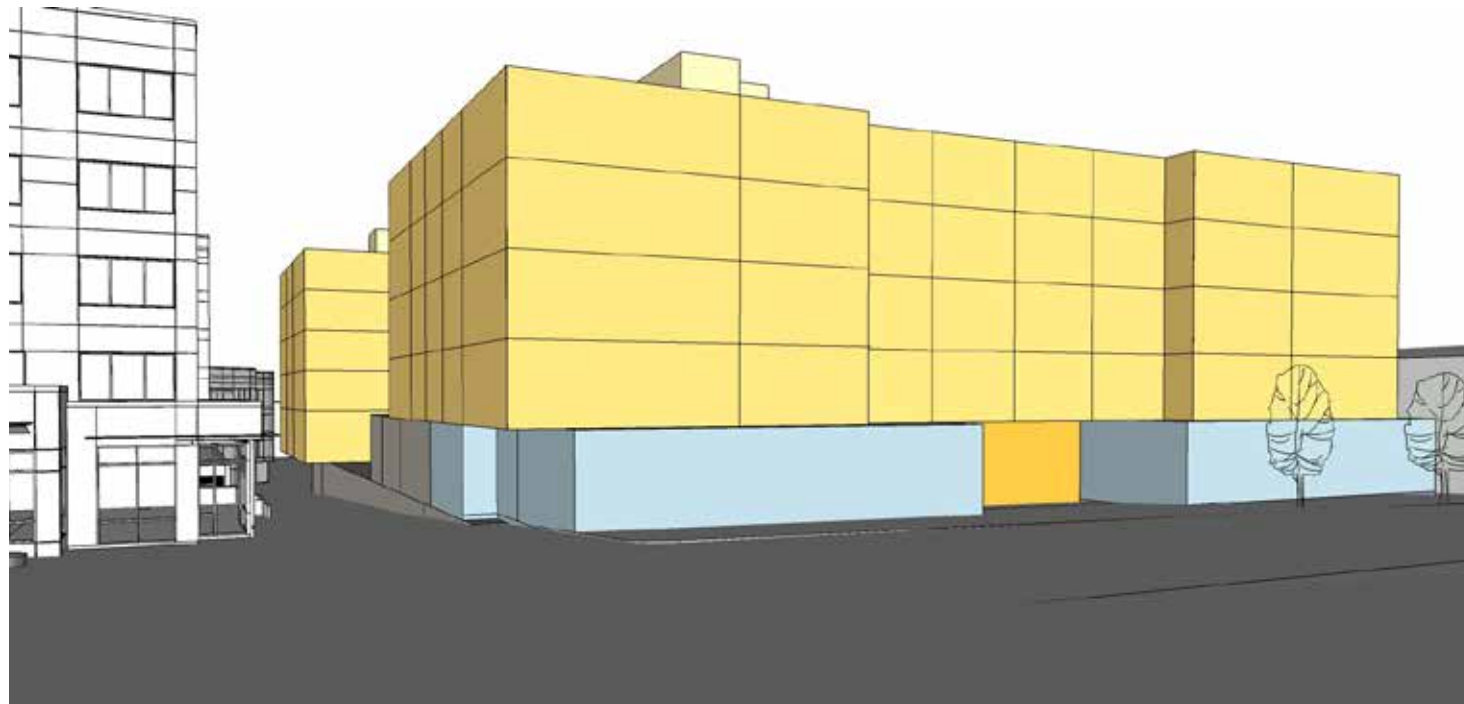


LEVEL 1

LEGEND

- AMENITY
- RESIDENTIAL
- CIRCULATION
- COMMERCIAL
- UTILITY

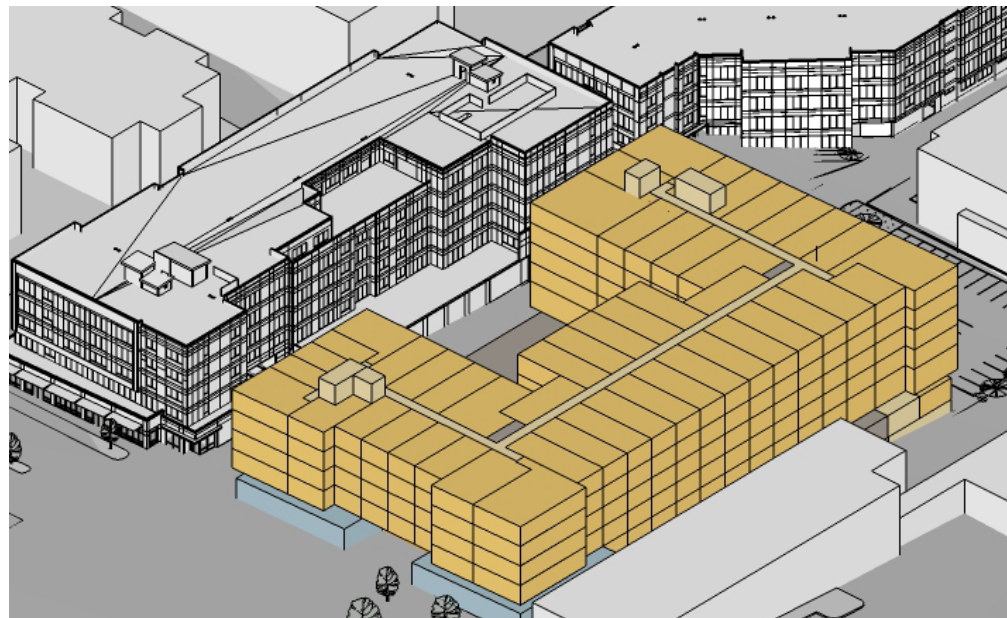




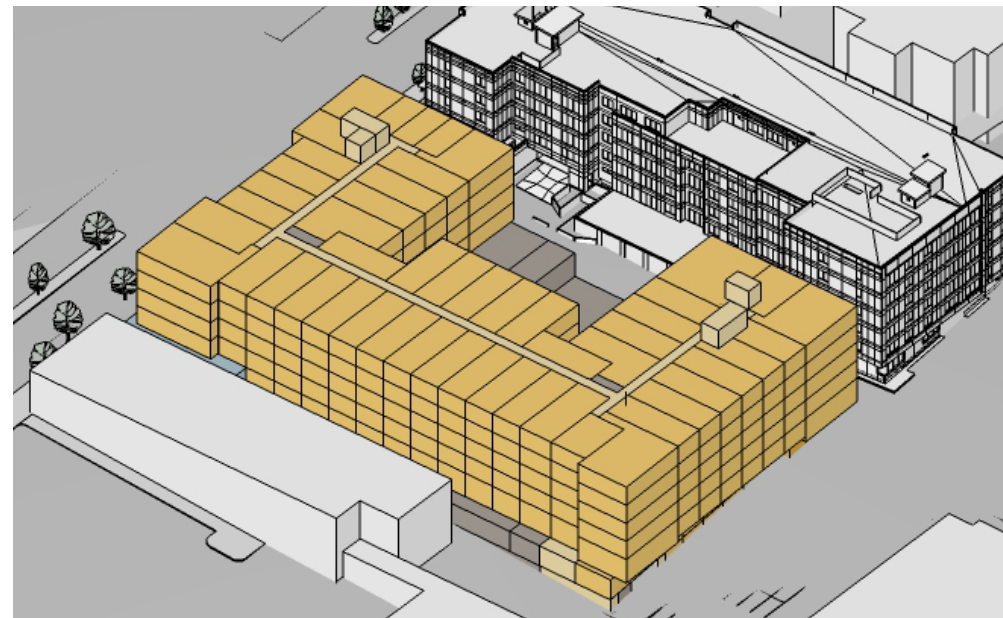
VIEW FROM 5TH AVENUE - LOOKING SOUTHEAST



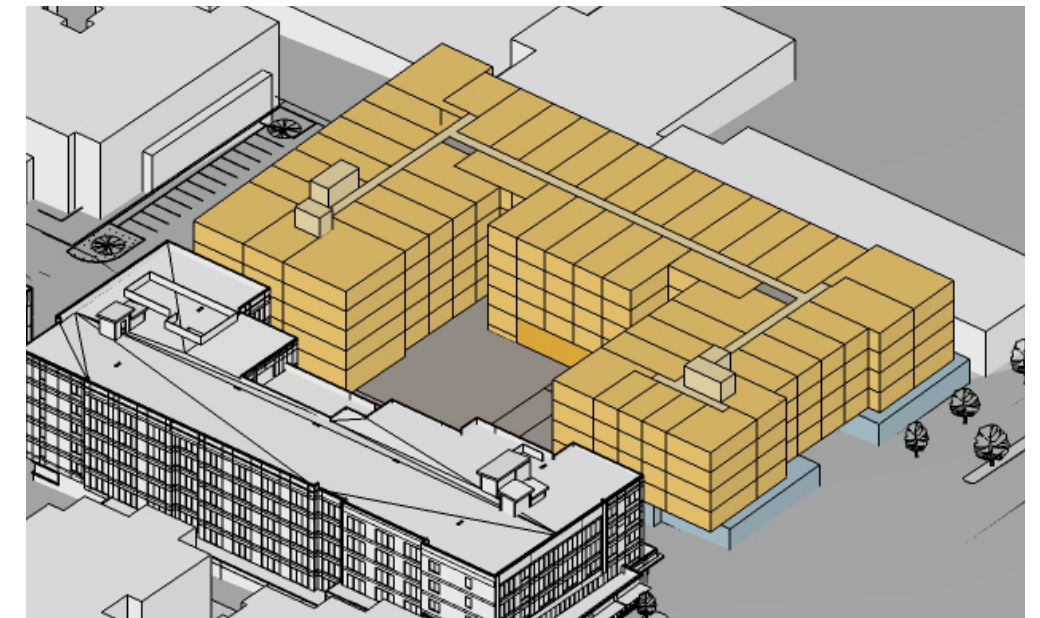
VIEW FROM 5TH AVENUE - LOOKING NORTHEAST



VIEW LOOKING SOUTHWEST

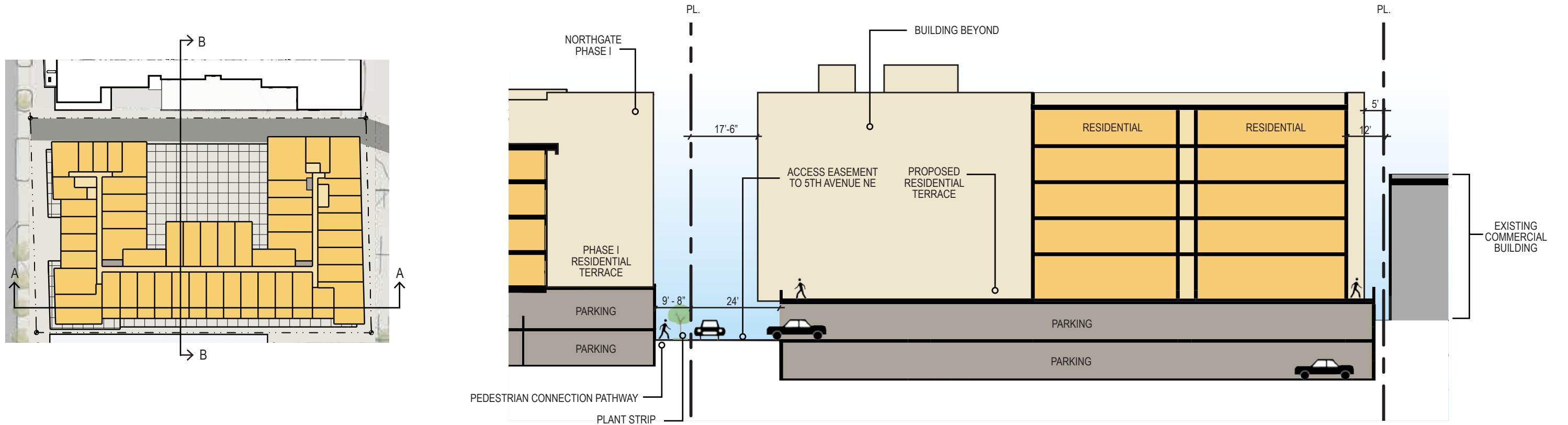


VIEW LOOKING SOUTHEAST

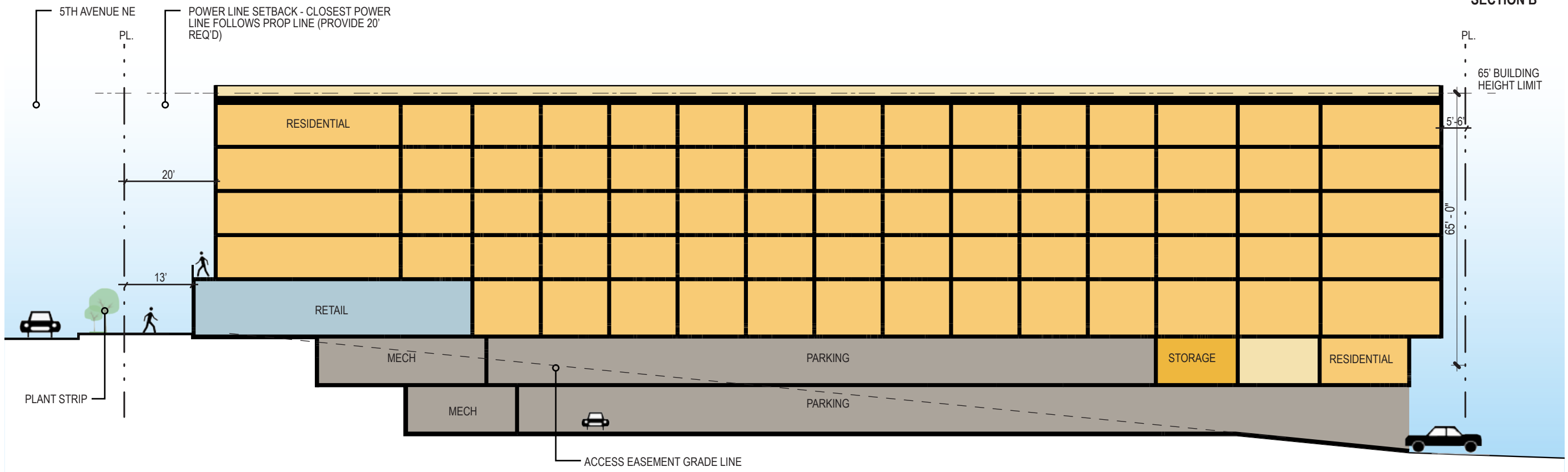


VIEW LOOKING NORTHWEST

ARCHITECTURAL CONCEPTS: OPTION B

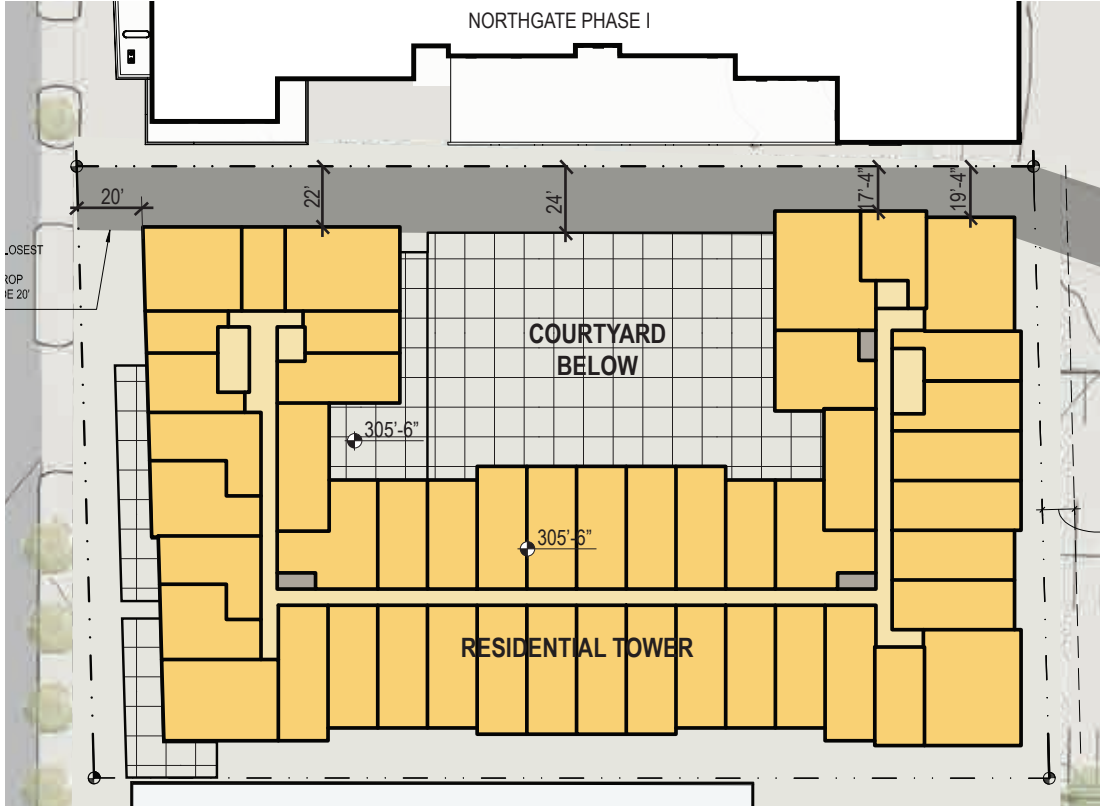


SECTION B

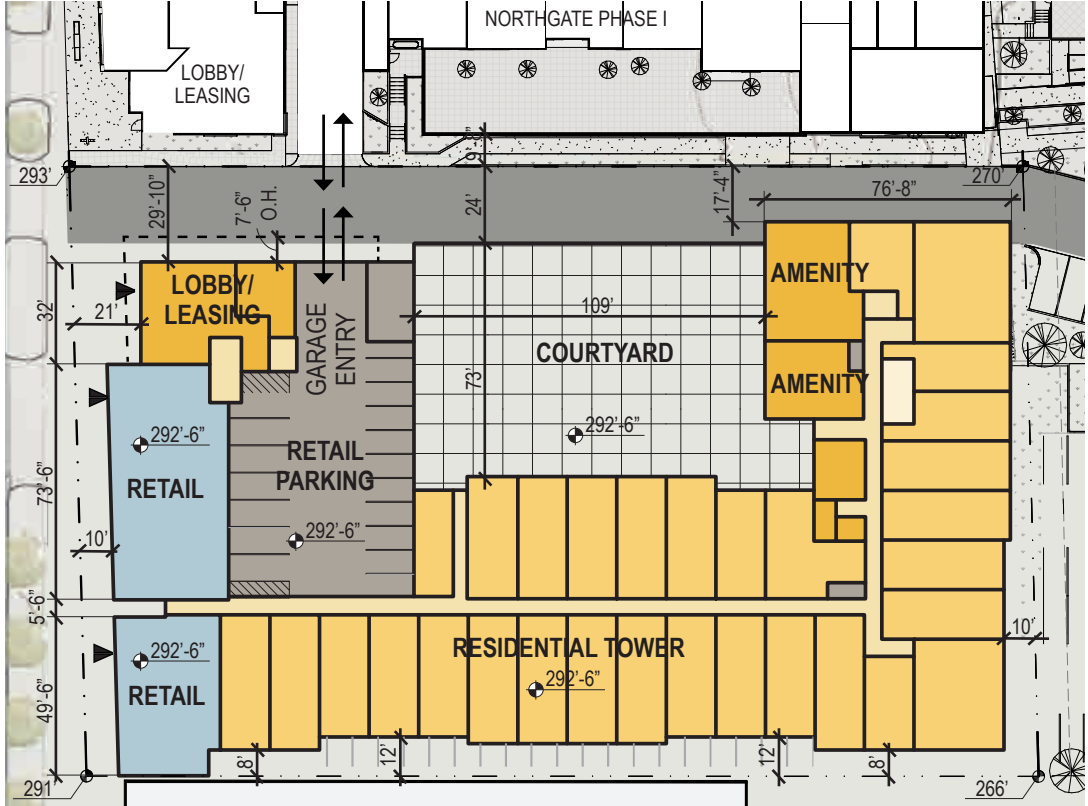


SECTION A

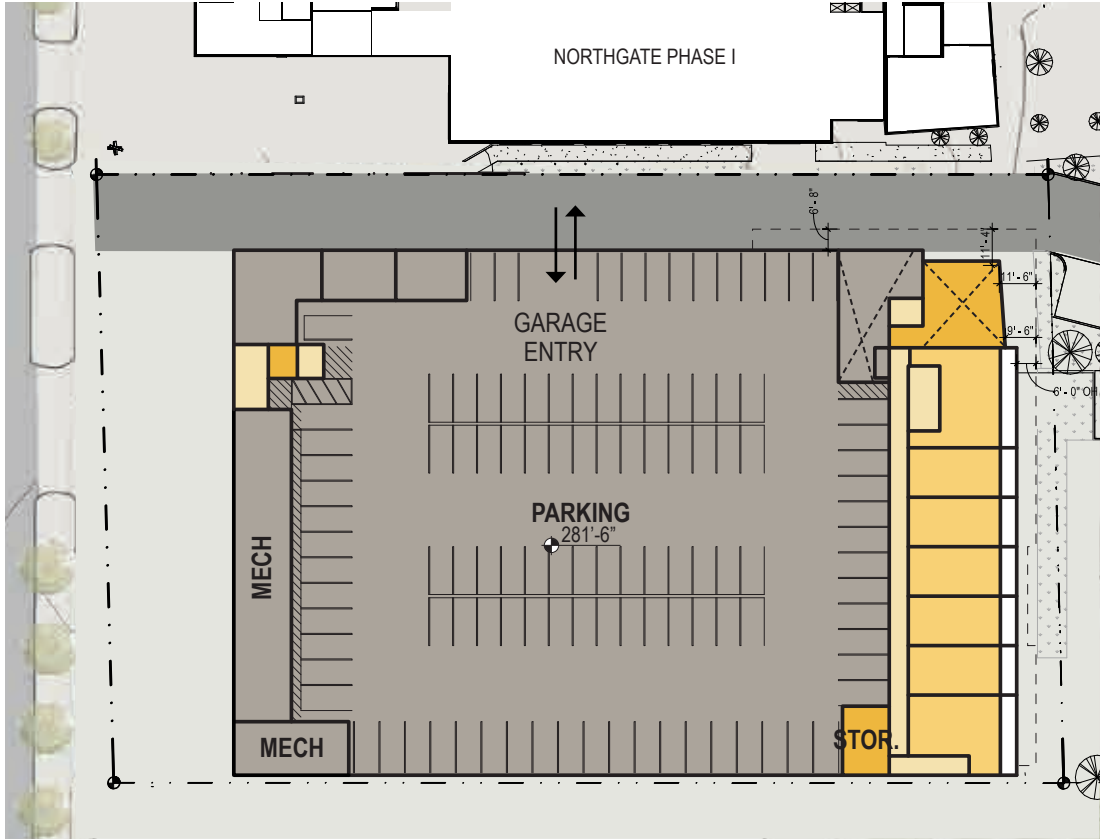
ARCHITECTURAL CONCEPTS: OPTION C (PREFERRED)



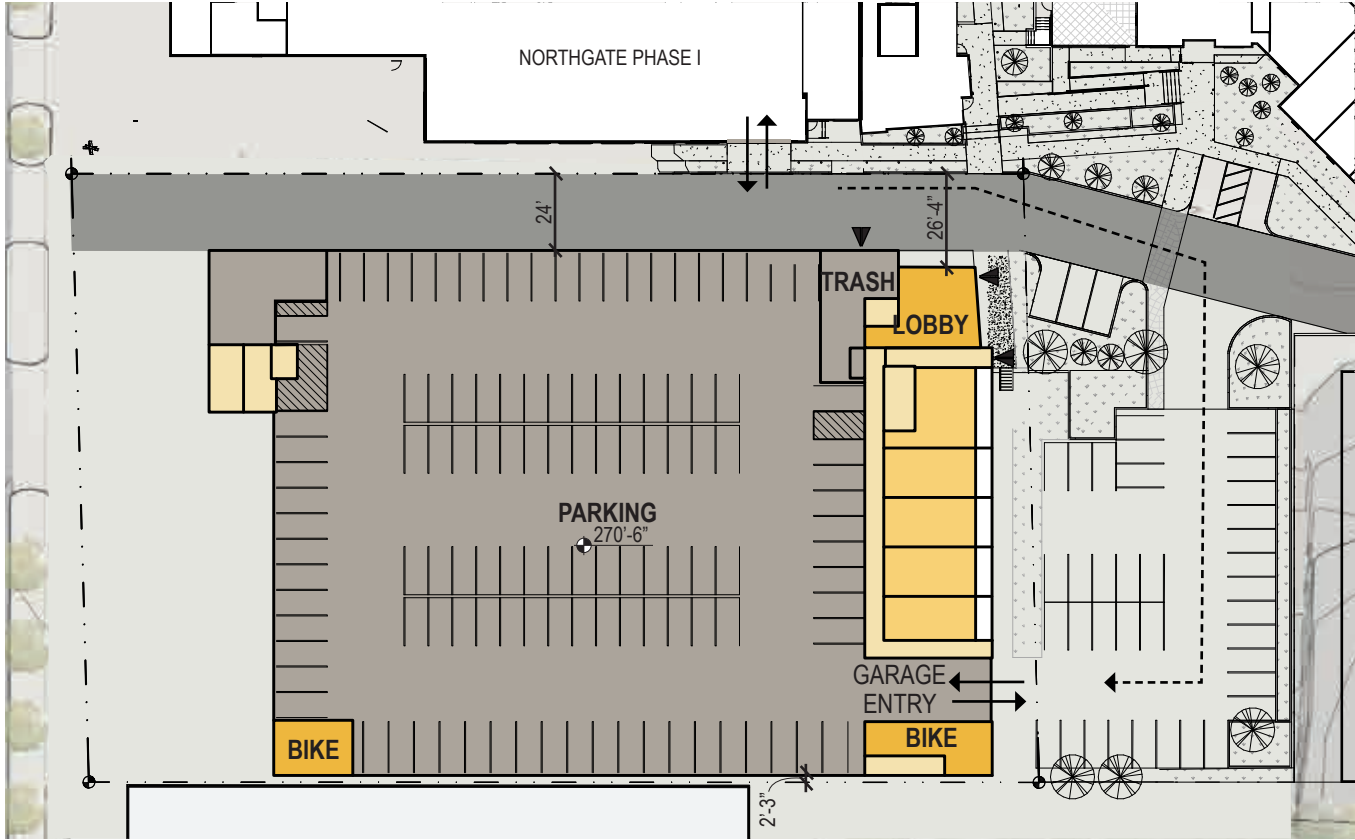
TYPICAL RESIDENTIAL LEVEL



LEVEL 3



LEVEL 2



LEVEL 1

CONCEPT : NORTHERN COURTYARD

- PROS:**
- Residential lobby at NW corner setback allows for distinct tower entry and contiguous retail frontage to the South
 - Residential lobby is near major vehicular & pedestrian access points to site
 - Northern amenity courtyard provides interest & sunlight to pedestrian connection pathway
 - Northern amenity courtyard compliments massing of Phase I
 - NW corner frontage setback aligns with 5th Ave. Plaza provided by Phase I to North & provides visual access for vehicular traffic & way-finding provided by Phase I artwork
 - Eastern lobby at level 1 compliments common entry points at Phase I

- CONS:**
- Long facade toward South
 - Northern facing outdoor space for residents

DEVELOPMENT OBJECTIVES

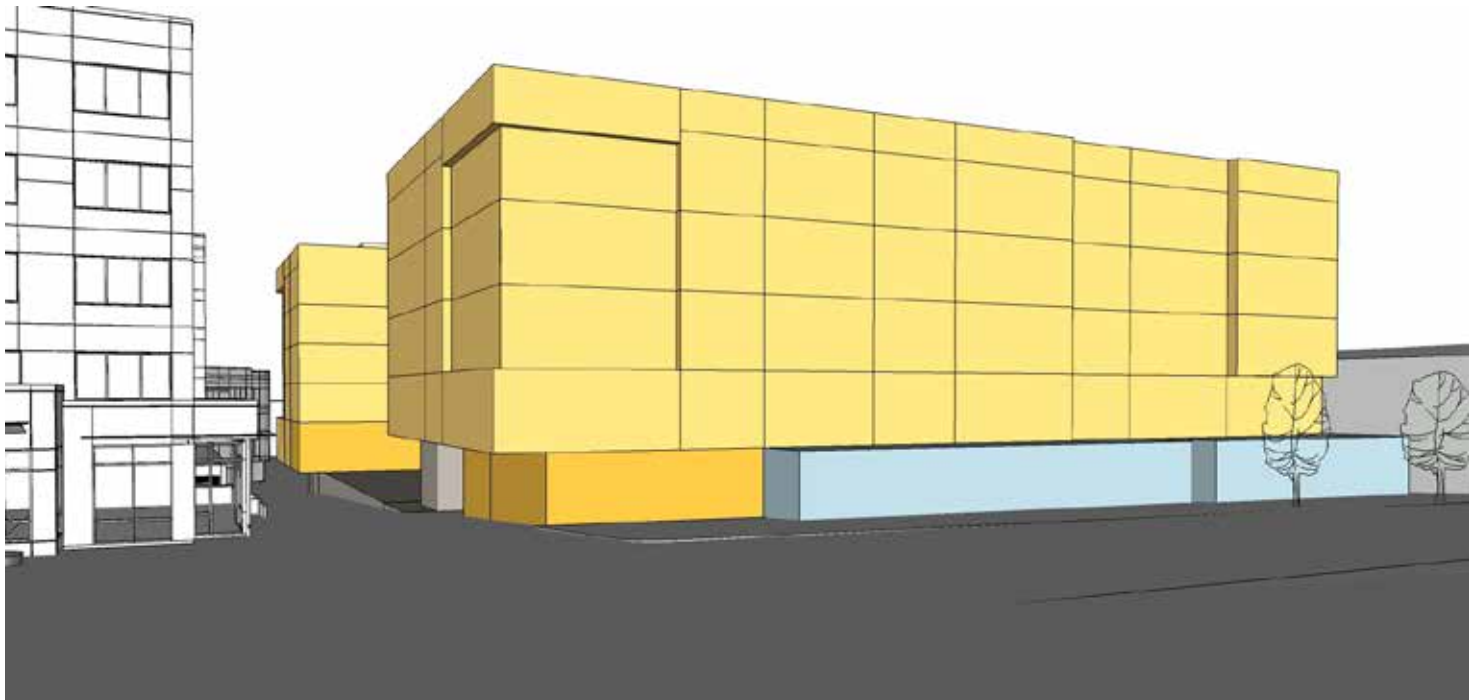
Number of residential units:	235 Units
Retail sales and services:	4,187 sf
Number of parking stalls:	182

- POTENTIAL DEPARTURES**
- Planting strips along major pedestrian streets

LEGEND

- AMENITY
- RESIDENTIAL
- CIRCULATION
- COMMERCIAL
- UTILITY

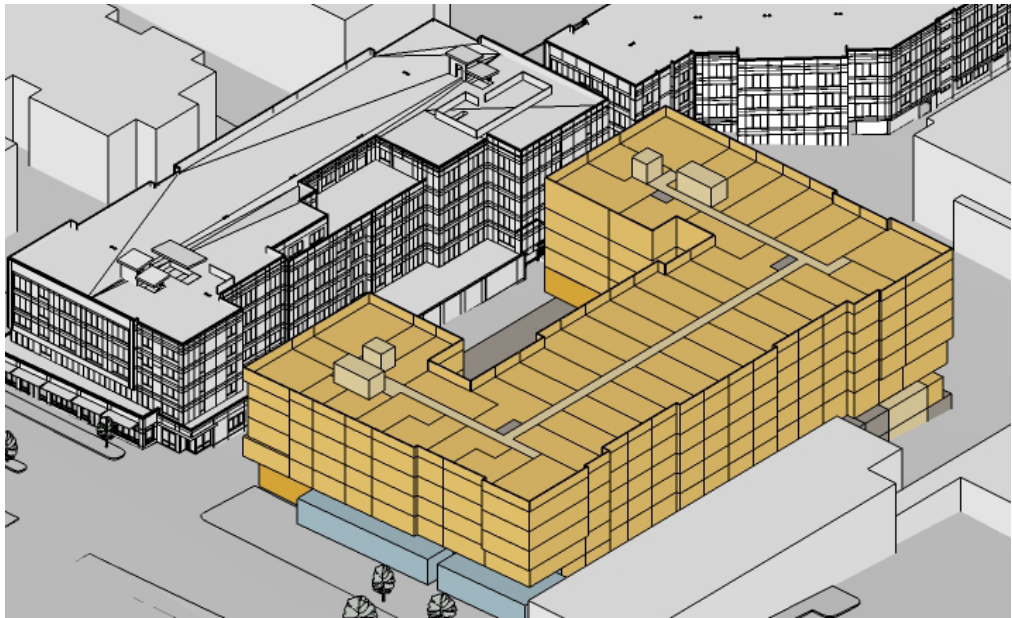




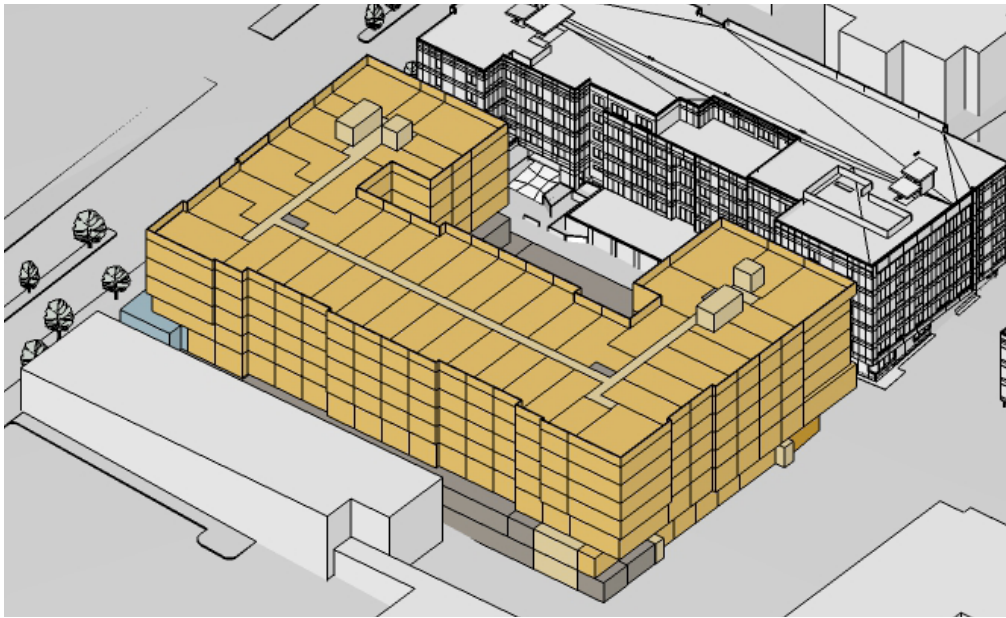
VIEW FROM 5TH AVENUE - LOOKING SOUTHEAST



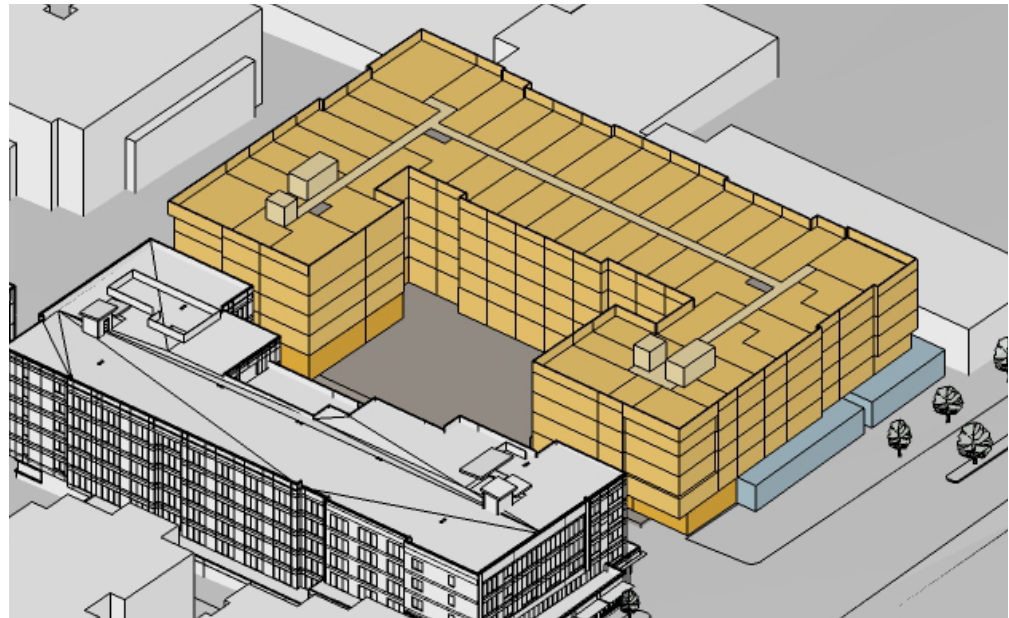
VIEW FROM 5TH AVENUE - LOOKING NORTHEAST



VIEW LOOKING SOUTHWEST

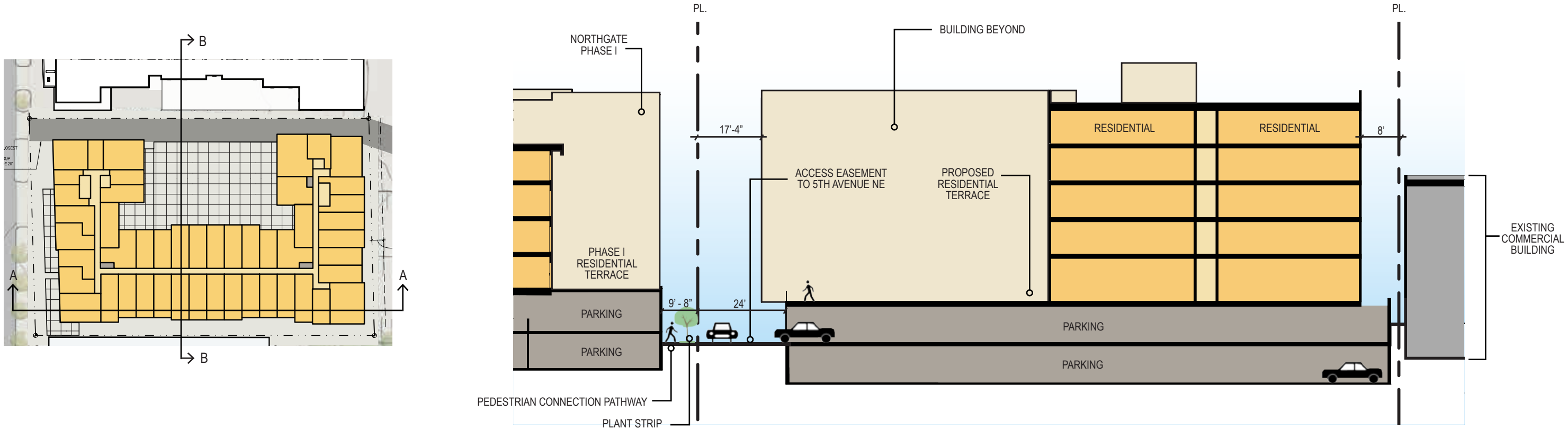


VIEW LOOKING SOUTHEAST

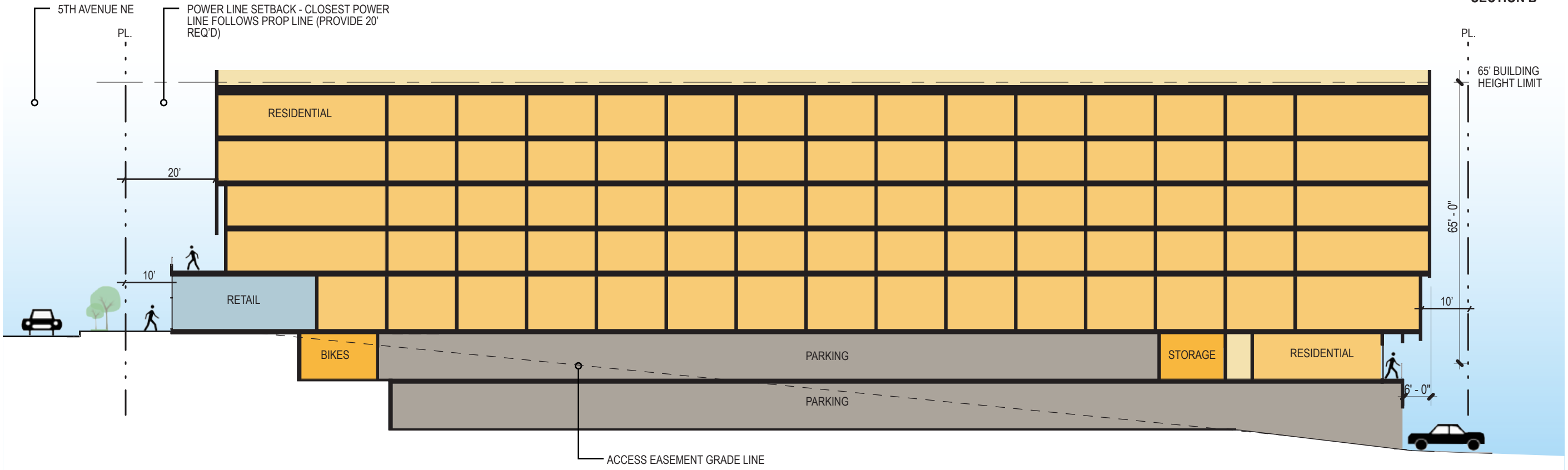


VIEW LOOKING NORTHWEST

ARCHITECTURAL CONCEPTS: OPTION C (PREFERRED)



SECTION B



SECTION A