



11201 Roosevelt Way NE, Seattle WA 98125

A Proposed Apartment Development Project

EARLY DESIGN GUIDANCE DRAFT PACKET

December 16th, 2019

PROJECT# 3035092-EG

PROJECT INFORMATION

PROJECT ADDRESS
11201 ROOSEVELT WAY NE
SEATTLE, WA 98125

SDCI PROJECT #
3035092

EDG #
1

CONTACTS

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LANDSCAPE ARCHITECT
KAREN Kiest LANDSCAPE ARCHITECTS
111 WEST JOHN STREET, SUITE 306
SEATTLE, WA 98119

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KAREN Kiest
206-323-6032
KKiest@KK-LA.COM

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IS PROPERTY INVESTMENTS, LLC
411 1ST AVE S
SEATTLE, WA 98104

CONTACT:
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LSOLDANO@INTRACORPHOMES.COM

CONTENTS

1.0 DEVELOPMENT OBJECTIVES & SUMMARY OF PUBLIC OUTREACH	6-7
2.0 SITE PLAN	10-13
3.0 URBAN DESIGN ANALYSIS	16-35
4.0 ZONING DATA	38-41
5.0 DESIGN GUIDELINES	44-47
6.0 ARCHITECTURAL MASSING CONCEPTS	50-77
7.0 LANDSCAPE	80-83



1.0 project summary

DEVELOPMENT OBJECTIVES & SUMMARY OF PUBLIC OUTREACH

PROJECT INFORMATION

3.4
THE PROPOSED DEVELOPMENT SEEKS TO CREATE A NEW MULTI-FAMILY RESIDENTIAL COMMUNITY WITHIN THE NORTHGATE NEIGHBORHOOD. WITH THE NORTHGATE LINK LIGHT RAIL EXTENSION PLANNED OPENING IN 2021, HOUSING DENSITY IS NEEDED IN THIS AREA TO SUPPORT THE PLANNED PUBLIC TRANSIT.

A POSITIVE AND SAFE PEDESTRIAN EXPERIENCE IS THE DESIGN GOAL AT THE STREET LEVEL. RESIDENTS ABOVE WILL SERVE AS AN EXTRA LAYER OF “LIGHTS ON” SECURITY TO THE PEDESTRIANS ON ROOSEVELT WAY NE. AN ARRAY OF UNIT TYPES INCLUDING STUDIOS, 'URBAN ONE-BEDROOMS', ONE-BEDROOM, AND TWO BEDROOM UNITS WILL SEEK TO ACCOMMODATE A DIVERSE MIXTURE OF TENANTS.

THE PROPOSED MIXED-USE BUILDING INCLUDES LIVE-WORK UNITS AND AMENITY SPACE FACING ROOSEVELT WAY NE WITH RESIDENTIAL UNITS BEYOND. FOUR LEVEL OF RESIDENTIAL UNITS SIT ABOVE THE GROUND LEVEL . UNDERGROUND PARKING IS PROVIDED WITH ACCESS OFF ROOSEVELT WAY NE AT THE INTERSECTION OF ROOSEVELT WAY NE AND NE 112TH ST.

THE SITE IS LOCATED NORTHWEST OF THE INTERSECTION OF ROOSEVELT WAY NE AND NE 112TH ST. THE SITE SHARES A SINGLE RIGHT-OF-WAY(ROW) FRONTAGE ON ROOSEVELT ALONG THE EASTERN PROPERTY LINE. THIS SINGLE ROW ACCESS PRESENTED UNIQUE SITE CHALLENGES WHICH INFORMED THE DEVELOPMENT OF THE DESIGN OPTIONS.

SITE DESIGN CHALLENGES

VEHICLE ACCESS - THE ROOSEVELT FRONTAGE IS A PRINICIPAL ARTERIAL WITH A PROTECTED BIKE LANE. THE SITE IS ALSO LOCATED CLOSE TO TWO INTERSECTIONS (ROOSEVELT +NE 112TH ST AND PINEHURST +ROOSEVELT) DUE TO THE LIMITED FRONTAGE (230') AND PROXIMITY TO TWO OTHER INTERSECTIONS THE SAFEST VEHICLE ACCESS LOCATION IS WITHIN THE ROOSEVELT+NE 112TH ST INTERSECTION. VEHICLE ACCESS AT ANY OTHER LOCATION WOULD BE RESTRICTED TO RIGHT-IN/RIGHT-OUT ACCESS. PROVIDING VEHICLE ACCESS AT THE INTERSECTION ALLOWS FOR SIGNAL-CONTROLLED ACCESS INTO AND OUT OF THE PARKING GARAGE. THIS YIELDS THE SAFEST CONDITIONS FOR PEDESTRIANS, BICYLISTS, VEHICLES ON THE ARTERIAL, AND FOR VEHICLES ENTERING AND EXITING THE SITE.

SERVICE ACCESS - DUE TO THE PRESENCE OF A PROTECTED BIKE LANE ALONG ROOSEVELT, SDOT AND SPU WILL NOT ALLOW SOLID-WASTE COLLECTION SERVICES TO BACK OUT ONTO ROOSEVELT. SOLID-WASTE COLLECTION AND TRUCK MANEUVERING MUST OCCUR ON-SITE FOR PEDESTRIAN, BIKE AND VEHICLE SAFETY. THE DESIGN OPTIONS EXPLORE PROVIDING SOLID-WASTE SERVICES AT GRADE-LEVEL AS WELL AS COLLECTION COMPLETELY CONTAINED WITHIN THE PARKING GARAGE. COLLECTION WITHIN THE PARKING GARAGE IS PREFERRED BECAUSE IT MOVES THE SERVICES AWAY FROM THE VALUABLE SITE SETBACKS. FURTHERMORE, SERVICE VEHICLE ACCESS WILL BE AT A CONTROLLED INTERSECTION AND PROVIDE THE SAFEST ENVIRONMENT FOR THE NORTHGATE COMMUNITY. BICYLISTS, VEHICLES ON THE ARTERIAL, AND FOR VEHICLES ENTERING AND EXITING THE SITE.

PROJECT DATA

- 3.1
RESIDENTIAL UNITS
291-300
- 3.2
LIVE/WORK
4-7
- 3.3
PARKING
209-215 STRUCTURED STALLS

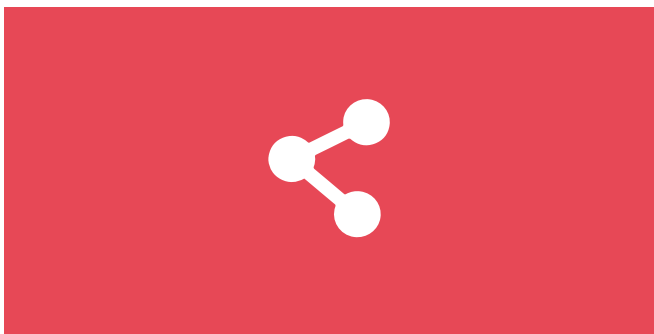
PUBLIC OUTREACH

THE PROJECT TEAM WORKED WITH NATALIE QUICK CONSULTING TO REACH OUT AND RECEIVE PUBLIC INPUT ON THE PROPOSED PROJECT. PRINTED OUTREACH, ELECTRONIC OUTREACH, AND IN-PERSON OUTREACH ALL TOOK PLACE IN THE MONTHS OF AUGUST AND SEPTEMBER. A COMMUNITY MEETING WAS HELD AT THE NORTHGATE COMMUNITY CENTER ON SEPTEMBER 5, 2019.

THERE WERE NO ATTENDEES AT THE MEETING. NO COMMENTS WERE RECEIVED FROM THE PRINTED AND/OR ELECTRONIC OUTREACH.



OPEN SPACE



CONNECTION



SITE SAFETY



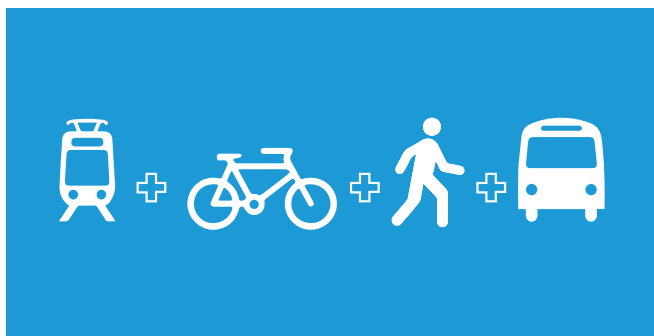
LIGHTS-ON



LANDSCAPE



SECURITY



TRANSIT ORIENTED DESIGN



NEIGHBORHOOD BENEFIT



DENSITY

GOALS

OPEN SPACE

Large landscaped setbacks improve site sustainability

CONNECTION

Preferred massing allows for possibility of future creation of pedestrian connection at south property line

SITE SAFETY

Vehicle and service access to provide safest environment for pedestrians, bicycles and vehicles

LIGHTS ON

Residential units add lights + life to Roosevelt site

LANDSCAPE

Integrated landscape concept seeks to blend existing trees with new open space concept

SECURITY

Residential units add security by providing 'eyes on the street' building and site design to utilize access control to ensure security

TRANSIT ORIENTED DESIGN

Maximize residential development potential near northgate transit center

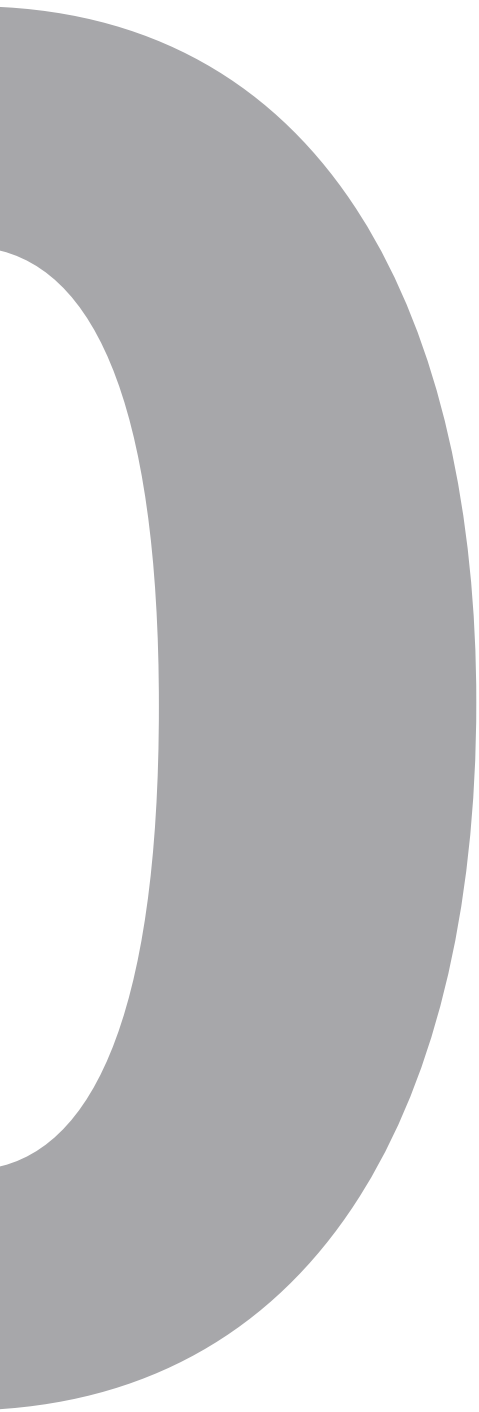
NEIGHBORHOOD BENEFIT

Public open space at northeast corner to provide comfortable, usable open spaces for public

DENSITY

Stacked housing provides desired density near transit hub





2.0 structures footprints + uses
SITE PLAN

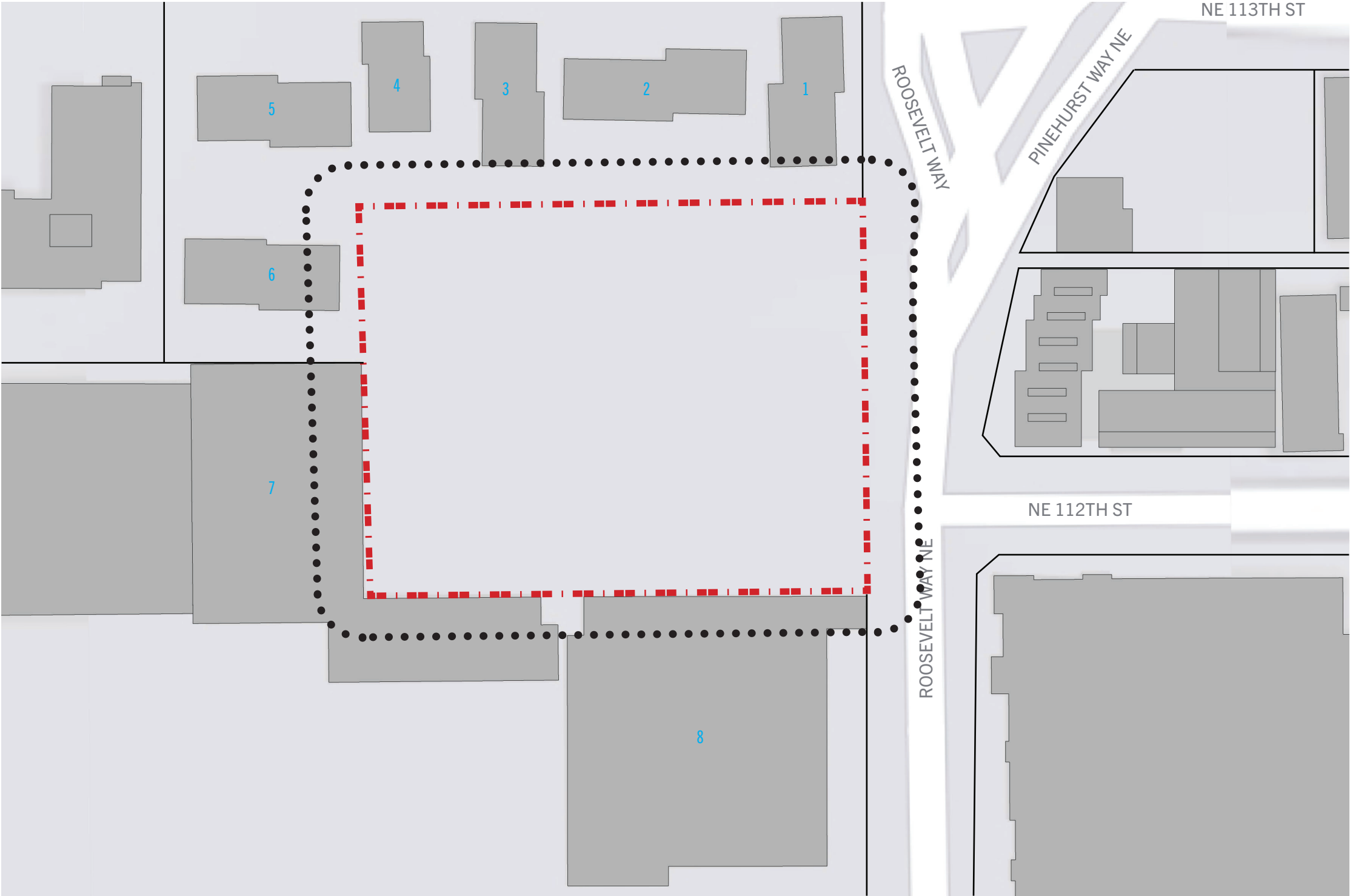
- KEY
- 30' OFFSET LINE
 - PROJECT PROPERTY LINE
 - LOT LINE
 - STRUCTURE

APARTMENTS

- 1 2-STORIES
- 2 2-STORIES
- 3 2-STORIES
- 4 2-STORIES
- 5 2-STORIES
- 6 2-STORIES

SHOPPING CTR (COMMUNITY)

- 7 2-STORIES
- 8 2-STORIES



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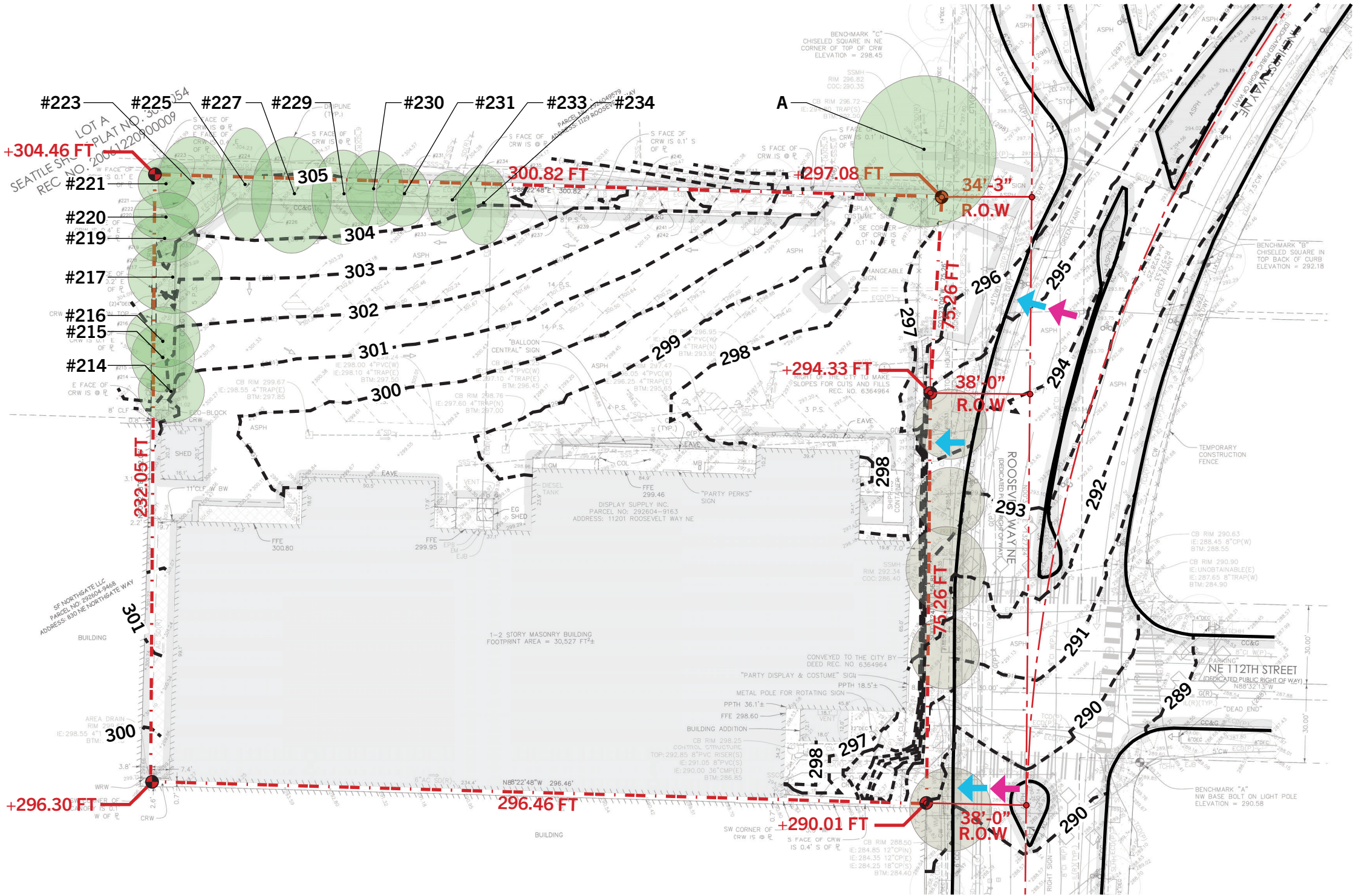
SURVEY

LEGAL DESCRIPTION

The north 232 feet of the south 630.5 feet of the east half of the east half of the northwest quarter of the southeast quarter of section 29, township 26 north, range 4 east, W.M., in king county, Washington; except the east 30 feet thereof; and except that portion thereof conveyed to the city of seattel for road purposes by deed recorded under recording number 6364964; situate in the county of king, state of washington

KEY

- EXISTING VEHICULAR ACCESS
- EXISTING PEDESTRIAN ACCESS
- CURB EDGE
- STREET CENTERLINE
- STREET TREE
- EXCEPTIONAL TREE
- SPOT ELEVATIONS
- TOPOGRAPHY
- STRUCTURE
- PROJECT PROPERTY LINE





Arborist Report DRAFT		Project No. TS - 6854
TO:	Intracorp c/o Lis Soldano	
SITE:	11201 Roosevelt Way NE, Seattle, WA 98125	
RE:	Tree Inventory and Assessment	
DATE:	September 3, 2019	
PROJECT ARBORIST:	Tyler Bunton ISA Certified Arborist #PN-8715A ISA Qualified Tree Risk Assessor	
	Andrea Starbird Arborist Technician	
REVIEWED BY:	Joseph Sutton-Holcomb ISA Certified Arborist #PN-8397A ISA Qualified Tree Risk Assessor	
ATTACHED:	Table of Trees	
REFERENCED PLANS:	Topographic and Boundary Survey (8/22/19)	

Summary
This report documents the site visit by Tyler Bunton and Andrea Starbird of Tree Solutions Inc. on July 31, 2019 to the above referenced site. Lis Soldano of Intracorp asked us to complete a tree inventory and assessment for development planning purposes.

We inventoried and assessed thirty-two (32) trees on this lot. Based on the City of Seattle Municipal Code (SMC 25.11), trees measuring six (6) inches or greater in diameter at standard height (DSH) are required to be assessed for development projects. We tagged each tree with an aluminum tree tag. The tree identifiers used in this report correspond to the number on each tag.

Of the trees assessed, one (1) met the exceptional tree criteria outlined in the Seattle Director’s Rule 16-2008¹.

We found one (1) exceptional tree grove on site. The City defines an exceptional grove as eight (8) or more trees each with a diameter measuring twelve (12) inches or greater with continuously overlapping canopies.

There were six (6) adjacent trees that required documentation for this property. Trees on neighboring properties were documented if they appeared to be greater than 6 inches diameter and their driplines

¹ Sugimura, D.W. “DPD Director’s Rule 16-2008”. Seattle, WA, 2009

extended over the property line. All trees on adjacent properties were estimated from the subject site or public property such as the adjacent right of way. We used an alphabetical tree identifier for off-site trees.

A summary of our recommendations are:

- Provide plans to Tree Solutions Inc. when available.
- Update driplines of tree 216, 217, 227, and 229 on the Topographic and Boundary Survey to reflect driplines in the table of trees.
- Site planning around exceptional trees and exceptional tree groves must follow the guidelines outlined in SMC 25.11.050².
- All pruning should be conducted by an ISA Certified Arborist and following ANSI A300 specifications³.
- Follow tree protection specifications in Appendix B.

Observations
Site
The 69,696 square foot site fronts Roosevelt Way NE in the Northgate neighborhood of Seattle. One commercial retail structure with a paved parking area currently exists on site.

According to Seattle Department of Construction and Inspections GIS map there are no environmentally critical areas on site.

Site Trees
All trees on-site were located on the north and west sides of the parking area and were either Douglas-fir (*Pseudotsuga menziesii*) trees or vine maples (*Acer circinatum*).

There is one exceptional grove on site consisting of trees 214, 216, 217, 219, 220, 221, 223, 225, 227, 229, 230, 231, 233, and 234. There are also six trees (218, 222, 224, 226, 228, 232) within the exceptional grove that do not meet the exceptional criteria.

Off-site Trees
Six off-site trees had canopies overhanging the site. Five of these trees are littleleaf linden (*Tilia cordata*) street trees located along Roosevelt Way NE. Since these trees are in the right-of-way, they are owned and regulated by the Seattle Department of Transportation. An urban forestry permit is required to remove any of these trees, or to prune more than 15% of live foliage, or any branch or root greater than 2 inches in diameter.

One off-site tree was a honeylocust (*Gleditsia triacanthos*) located on the property to the north.

² Seattle Municipal Code 25.11.050. General Provisions for Exceptional Trees
³ ANSI A300 (Part 1) – 2017 American National Standards Institute. American National Standard for Tree Care Operations: Tree, Shrub, and Other Woody Plant Maintenance: Standard Practices (Pruning). New York: Tree Care Industry Association, 2017.

We have attached the Topographic and Boundary Survey to serve as the site map and a table of trees that has detailed information about each tree.

Discussion—Construction Impacts
This report is preliminary as we have not reviewed design or construction plans for this area.

Recommendations

- Provide plans to Tree Solutions Inc. when available.
- Update driplines of tree 216, 217, 227, and 229 on the Topographic and Boundary Survey to reflect driplines in the table of trees.
- Site planning around exceptional trees and exceptional tree groves must follow the guidelines outlined in SMC 25.11.050⁴.
- All pruning should be conducted by an ISA Certified Arborist and following ANSI A300 specifications⁵.
- Follow tree protection specifications in Appendix B.

Respectfully submitted,

Tyler Bunton, ISA Certified Arborist PN-8715A

⁴ Seattle Municipal Code 25.11.050. General Provisions for Exceptional Trees
⁵ ANSI A300 (Part 1) – 2017 American National Standards Institute. American National Standard for Tree Care Operations: Tree, Shrub, and Other Woody Plant Maintenance: Standard Practices (Pruning). New York: Tree Care Industry Association, 2017.

From: [Lucas Branham](#)
To: [Austin Weller](#)
Subject: FW: 11201 Roosevelt Way NE
Date: Wednesday, September 18, 2019 10:24:29 AM
Attachments: [image002.png](#)

Lucas Branham, AIA
Architect | Project Manager

studio **MENG STRAZZARA**
2001 Western Ave, STE 200 | Seattle WA 98121-2114
P 206.587.3797
www.studioms.com

From: Goodall, George <George.Goodall@seattle.gov>
Sent: Friday, August 30, 2019 7:03 AM
To: Lucas Branham <LBranham@studioms.com>; Ted Dimof <TedD@brhinc.com>
Subject: RE: 11201 Roosevelt Way NE

With the 95 or so foot long fire apparatus access road at the northeast corner of the site, as shown on the sketch you sent, all portions of the ground floor exterior will meet the access requirements of 2015 Seattle Fire Code 503 (no portion exceeds 375 feet walking travel distance from Roosevelt Way or the end of the access road). The indicated bollards at the start of the fire apparatus access road must be eliminated, and the fire apparatus access road must be designed, constructed, marked, and signed at outlined in section 503 and Appendix D of the Fire Code. All this will need to be clearly shown and specified on the plans submitted for the project building permit.

George Goodall
Seattle Fire Department

From: Lucas Branham [<mailto:LBranham@studioms.com>]
Sent: Thursday, August 29, 2019 16:35
To: Goodall, George <George.Goodall@seattle.gov>; Ted Dimof <TedD@brhinc.com>
Subject: RE: 11201 Roosevelt Way NE

Hi George,

Thank you for the information below.

Our understanding is that we can accommodate this code section by providing a smaller fire access road as our building is fully-sprinklered (see attached). By providing a fire access lane at the north end of the project, we are able to obtain less than 375’ access to the furthest portion of the building.

Since no fire access road would be required around the entire building, would an open area for access need to be provided? If so, what is the minimum dimension of this open area?

Best,

Lucas Branham, AIA
Architect | Project Manager

studio **MENG STRAZZARA**
2001 Western Ave, STE 200 | Seattle WA 98121-2114
P 206.587.3797
www.studioms.com

From: Goodall, George <George.Goodall@seattle.gov>
Sent: Thursday, August 29, 2019 3:29 PM
To: Ted Dimof <TedD@brhinc.com>
Cc: Lucas Branham <LBranham@studioms.com>
Subject: RE: 11201 Roosevelt Way NE

Yes, I can answer this question.

Note that if the building is protected throughout by automatic sprinklers that the normal 150 foot figure is increased to 375 feet for the maximum dimension of any portion of the exterior at the ground level to fire apparatus access (i.e., the adjacent public street) per 2015 Seattle Fire Code 503.1.1 exception 1.1. This increase will likely eliminate any need for an onsite private fire apparatus access road.

George Goodall
Seattle Fire Department
206-386-1454

From: Ted Dimof [<mailto:TedD@brhinc.com>]
Sent: Thursday, August 29, 2019 12:51
To: Goodall, George <George.Goodall@seattle.gov>
Cc: LBranham@studioms.com
Subject: 11201 Roosevelt Way NE

Hi George,

We are working on a project located at 11201 Roosevelt Way NE, currently the Display and Costume Supply store.

We have some questions regarding fire truck access which the architect Lucas Branham from studio Meng Strazzara, copied in this email, would like to discuss.

Would you be the correct person to inquire with on fire access issues?

Thanks

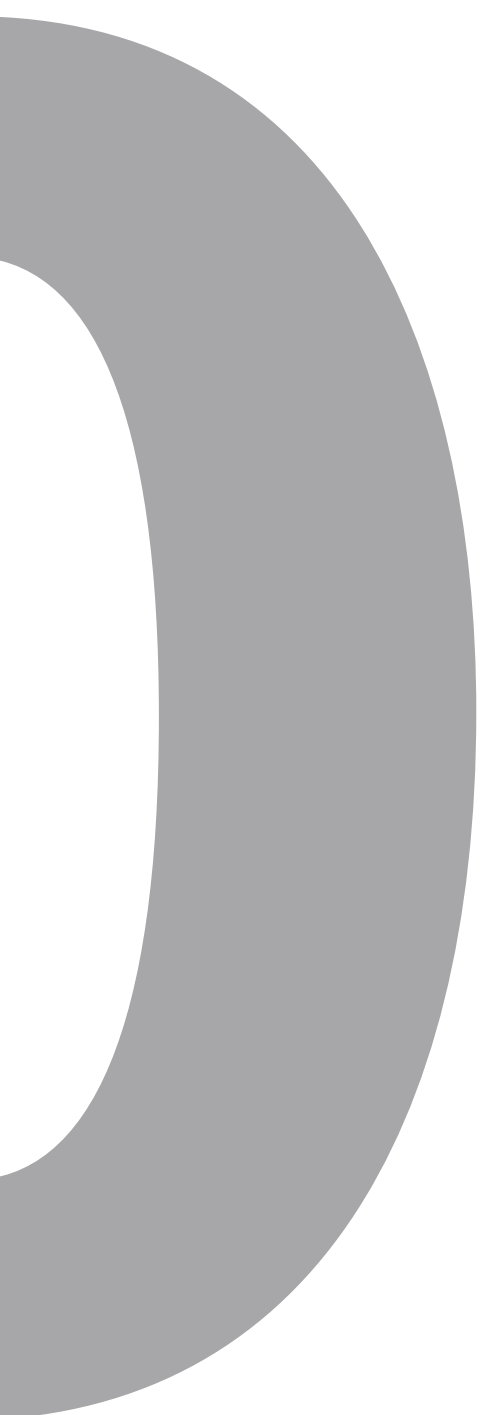
Ted



Ted Dimof, PE
Engineering Division Manager / Principal

Bush, Roed & Hitchings, Inc.
2009 Minor Avenue East
Seattle, WA 98102
(206) 323-4144 (office)
(206) 720-3572 (direct)
(206) 323-7135 (fax)
tedd@brhinc.com
www.brhinc.com

30



3.0 northgate urban center
URBAN DESIGN ANALYSIS

URBAN CENTER

Densest of Seattle’s neighborhoods. They act as both regional centers and local neighborhoods that offer a diverse mix of uses.

KEY

URBAN CENTER

HUB URBAN VILLAGE

RESIDENTIAL URBAN VILLAGE

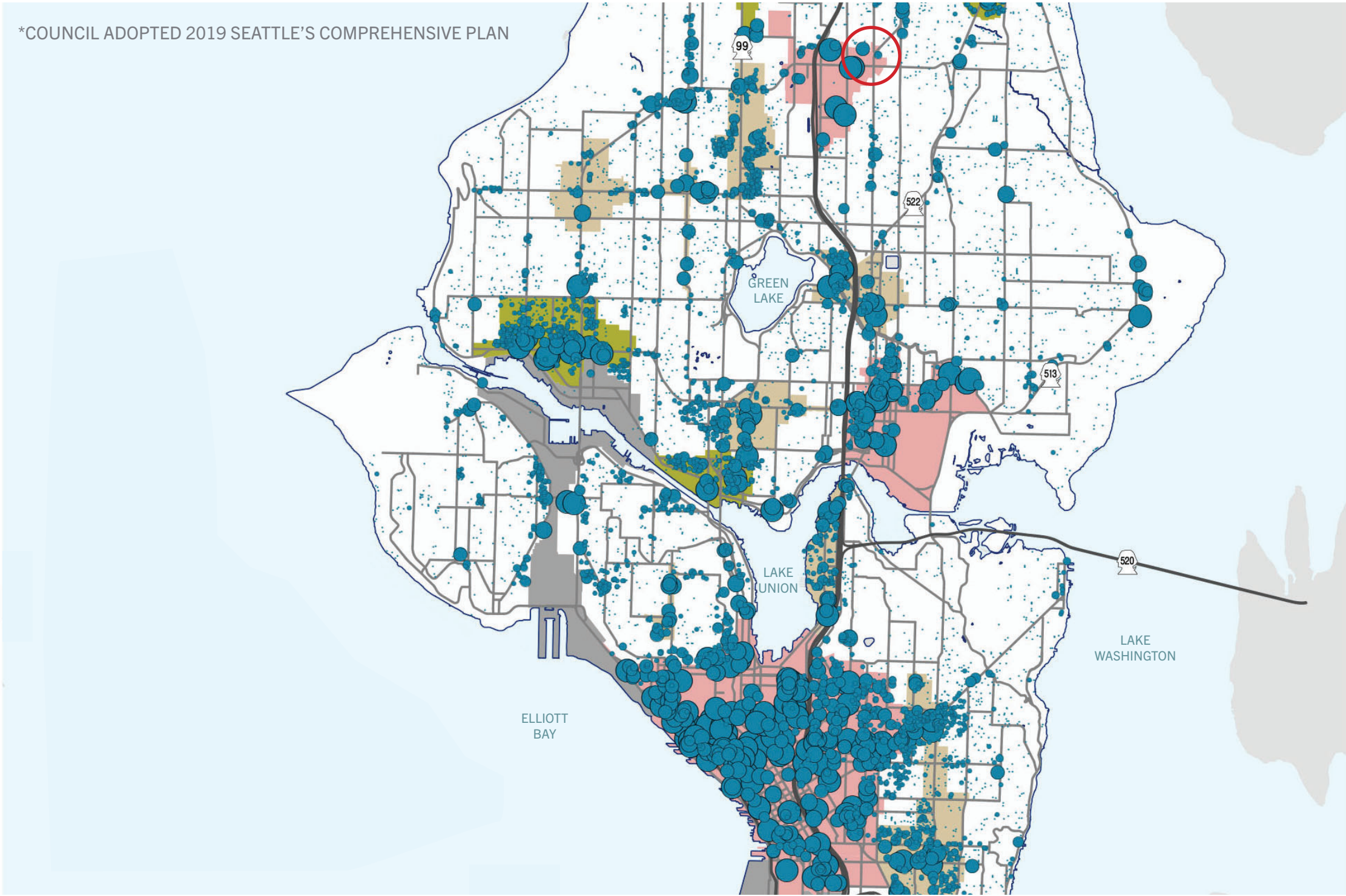
MANUFACTURING INDUSTRIAL

REMAINDER OF THE CITY

HOUSING UNITS BUILT 1995-2014

- 1
- 2-5
- 6-10
- 11-20
- 21-50
- 51-100
- 100+

PROJECT VICINITY








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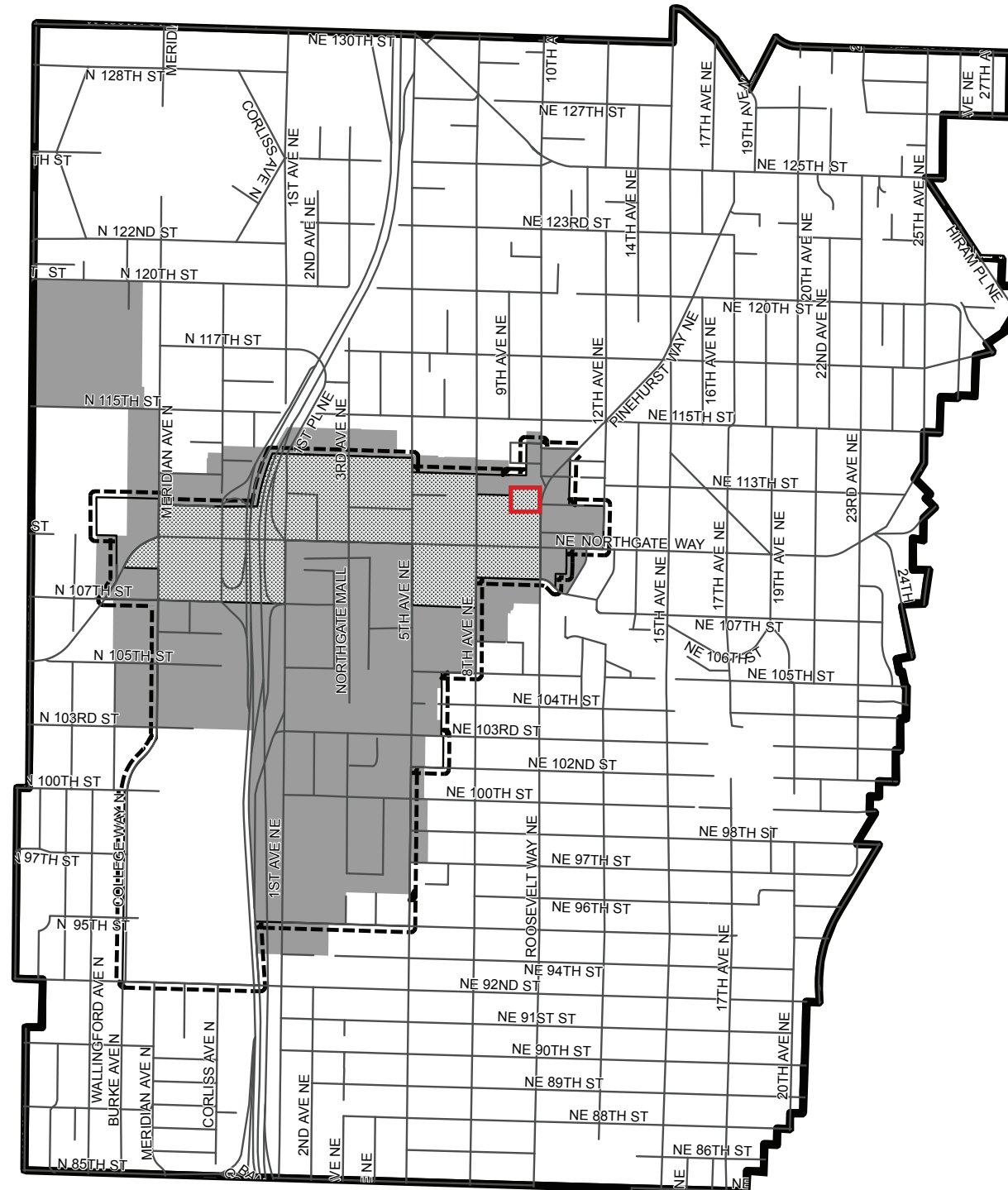
NORTHGATE URBAN CENTER

The goals and objectives supporting the Northgate vision provide context and clarity for the design guidelines. Four key goals broadly define the community vision and provide the framework for the Northgate Urban Center and Overlay District Design Guidelines:

1. Provide direct and convenient pathways, comfort, visual interest and activity for pedestrians.
2. Design identity should be defined block by block.
3. Increase publicly accessible open spaces and connections between them.

KEY

-  NORTHGATE OVERLAY DISTRICT
-  NORTHGATE URBAN CENTER
-  NORTHGATE CORE
-  NORTH CORE SUBAREA
-  PROJECT PROPERTY



0 625 1250 2500



3.0 northgate neighborhood guidelines

URBAN DESIGN ANALYSIS

INTERIOR BLOCK PEDESTRIAN CONNECTIONS

The illustration depicts existing and potential future pedestrian routes in the heart of the Northgate Urban Center. When development occurs, designers should consider the opportunities to incorporate interior block pedestrian pathways that add to the network.

The existing conditions at the south and southwest property lines consist of zero lot-line buildings with 20' to 25' solid walls. As the adjacent property currently exists, an attempt to provide a through-block connection would create a dead-end pathway. This unsafe condition is not desirable for project residents and the public. Therefore, a private landscaped pathway is proposed to provide a safe and secure environment.

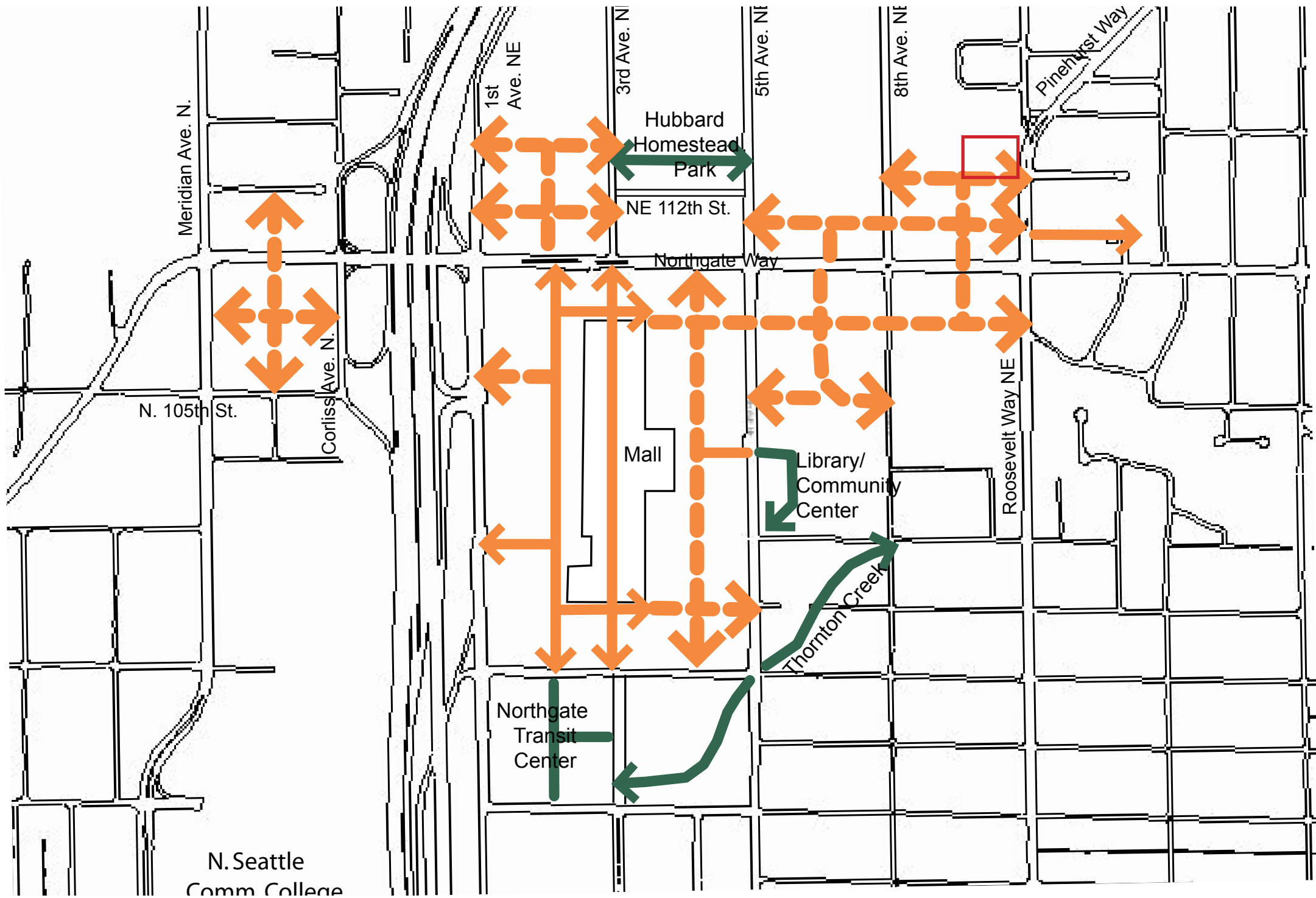
KEY

EXISTING PEDESTRIAN ROUTES ON PRIVATE PROPERTIES

POTENTIAL FUTURE PEDESTRIAN ROUTES ON PRIVATE PROPERTIES

EXISTING PEDESTRIAN ROUTES ON PUBLIC PROPERTIES

PROJECT PROPERTY

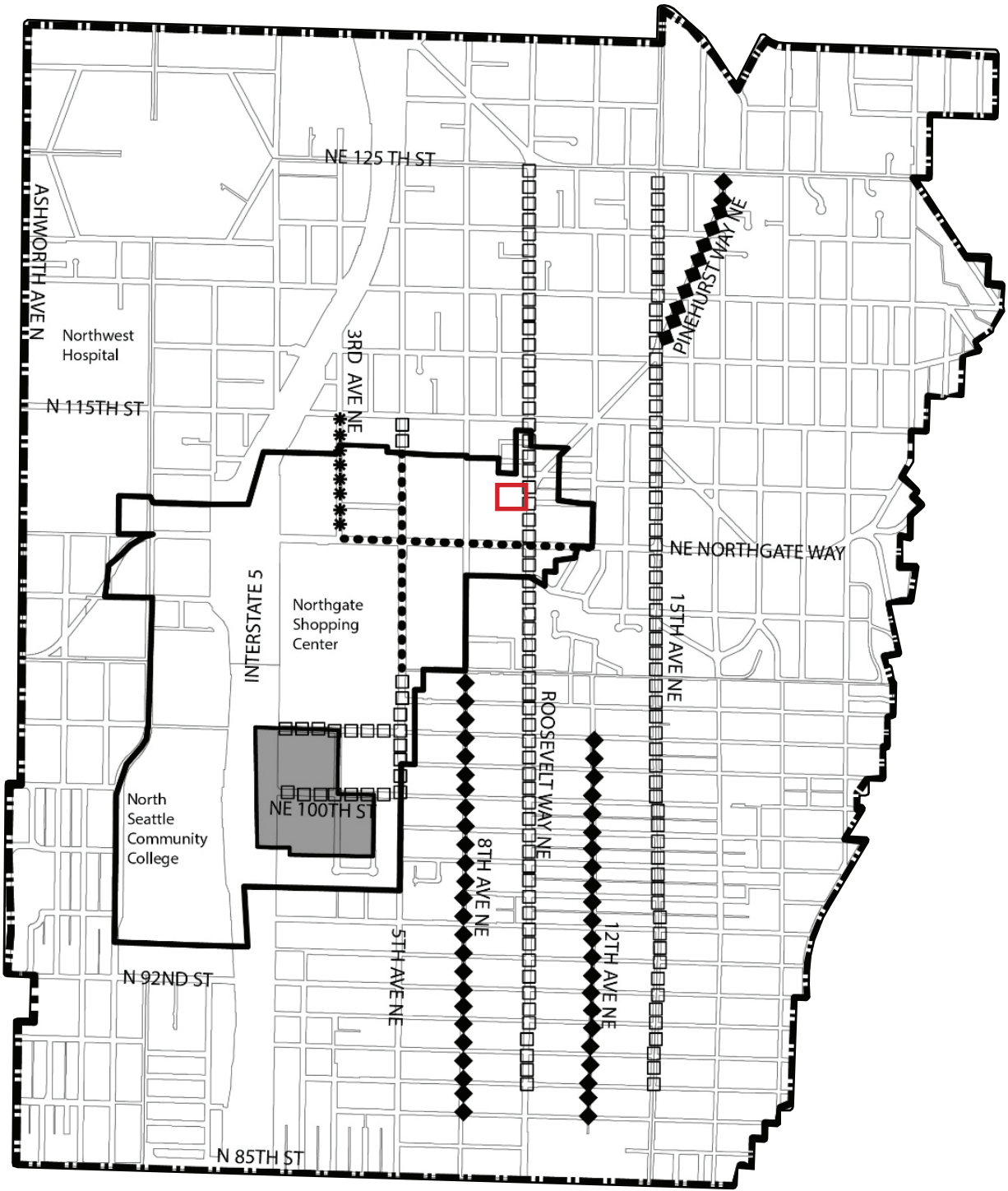


Special landscaped arterials are those arterials identified on Map A.B. If an owner proposes substantial development on lots abutting special landscaped arterials, the owner shall provide the following:

1. Street trees meeting standards established by the Director of Seattle Department of Transportation.
2. A 6 foot planting strip and 6 foot sidewalk if the lot is zoned SF, LR1, or LR2.
3. A 6 foot planting strip and a 6 foot sidewalk, or, at the owner's option, a 12 foot sidewalk without a planting strip, if the lot is zoned NC2, NC3, RC, LR3, or MR.
4. Pedestrian improvements, as determined by the Director of the Seattle Department of Transportation, such as, but not limited to special pavers, lighting, benches and planting boxes.

KEY

- NORTHGATE OVERLAY DISTRICT
- NORTHGATE CORE AREA
- SM-NG ZONES AREA NOT PART OF
- **** GREEN STREET TYPE II
- ◆◆◆ GREEN STREET TYPE III
- SPECIAL LANDSCAPED ARTERIAL
- MAJOR PEDESTRIAN STREET
- PROJECT PROPERTY



0 625 1250 2500



3.0 future development

URBAN DESIGN ANALYSIS

KEY



APPLIED

1 10712 5TH AVE NE #3030779

2 8829 ROOSEVELT WAY NE #3028940

3 401 NE NORTHGATE WAY #3031301



APPROVED

4 1004 NE 112TH ST #3019728

5 12303 15TH AVE NE #3022681

6 12522 15TH AVE NE #3019514

7 10733 MERIDIAN AVE N #3017071



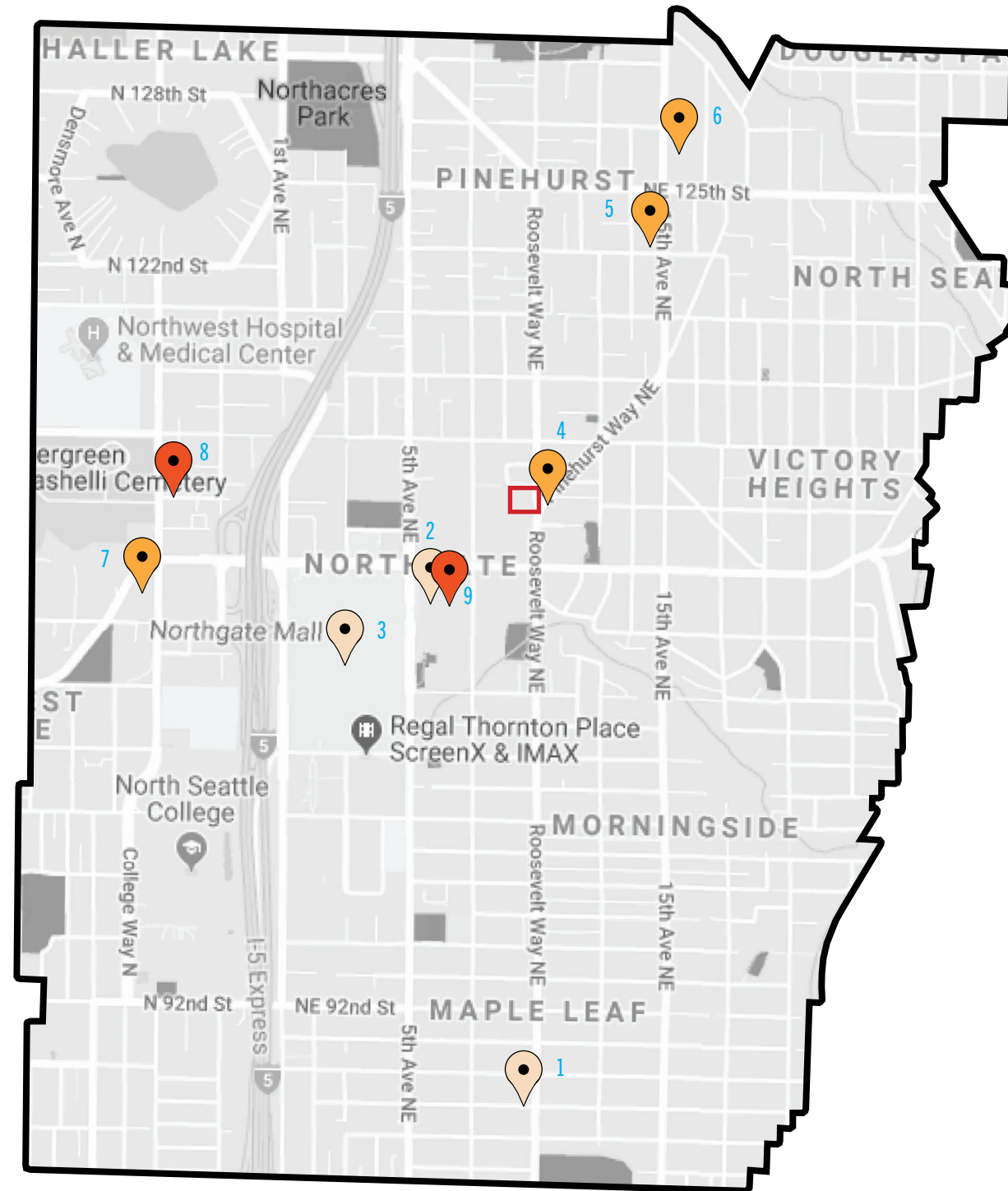
COMPLETED THIS YEAR

8 11224 MERIDIAN AVE N #3032770

9 10715 8TH AVE NE #3019072

NORTHGATE OVERLAY DISTRICT

PROJECT PROPERTY



0	625	1250	2500
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2.0 SITE PLAN

3.0 URBAN DESIGN ANALYSIS

4.0 ZONING DATA

5.0 DESIGN GUIDELINES

6.0 ARCHITECTURAL MASSING CONCEPTS

7.0 LANDSCAPE

studio **MENG
STRAZZARA**



APPLIED

1 **8829 ROOSEVELT WAY NE #3028940**

Council Land Use Action to rezone a 15,118 sq. ft. portion of land from NC2P-40' (Neighborhood Commercial 2, Pedestrian Overlay with a 40' height limit) to NC2P-55'(M) (Neighborhood Commercial 2, Pedestrian Overlay with a 55' height limit). Project includes a 5-story, 69-unit apartment building with general retail sales and service. Parking for 63 vehicles proposed.

2 **10712 5TH AVE NE #3030779**

7-story, 235-unit apartment building with retail. Parking for 209 vehicles proposed. Existing building to be demolished.

3 **401 NE NORTHGATE WAY #3031301**

Allow a major phased development with 12 new buildings. Project includes an indoor participant sports facility (NHL), office, retail, restaurants, and hotel. Parking for 2,818 vehicles proposed. Existing buildings to be demolished. Five buildings to remain.

APPROVED

4 **1004 NE 112TH ST #3019728**

Allow a residential and retail development with 13, four-story townhouses and 7, four-story live-work units. Parking for 18 vehicles to be provided.

5 **12303 15TH AVE NE #3022681**

Allow a 4-story, 31-unit apartment building. Parking for 35 vehicles proposed.

6 **12522 15TH AVE NE #3019514**

Allow 8, 3-story townhouse buildings (38 units total). Surface parking for 13 vehicles and garages for 25 vehicles to be provided (total 38 vehicles).

7 **10733 MERIDIAN AVE N #3017071**

Allow a 5-story building with 140 hotel rooms in an environmentally critical area. Parking for 127 vehicles to be located in a below-grade garage.

COMPLETED THIS YEAR

8 **11224 MERIDIAN AVE N #3032770**

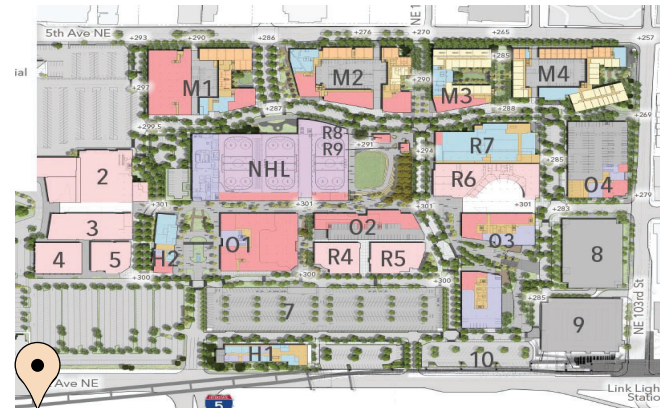
4-story, 57-unit apartment building. Parking for 40 vehicles proposed. Existing building to remain.

9 **10715 8TH AVE NE #3019072**

4-story apartment building with 81 units and 2 live-work units.



2



3



5



6



8



9

3.0 land use
URBAN DESIGN ANALYSIS

COMMERCIAL

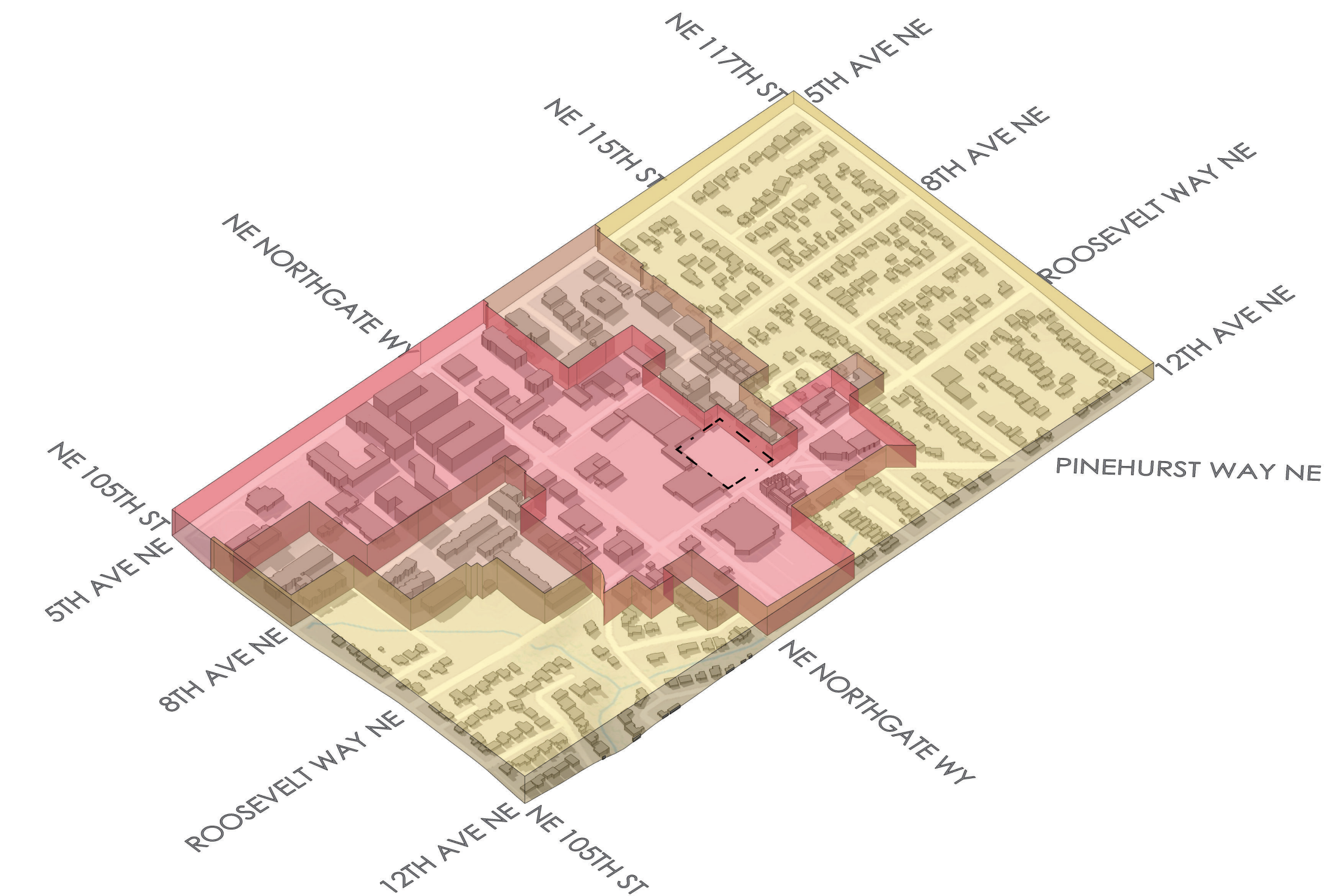
KEY

SINGLE FAMILY

MULTI-FAMILY

COMMERCIAL

PROJECT PROPERTY LINE



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NEIGHBORHOOD COMMERCIAL 3

The project site is located within the NC3-55 zone. The NC3-55 zone is a larger pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail businesses. Land uses include supermarkets, restaurants, offices, hotels, clothing shops, business support services, and residences that are compatible with the area's mixed-use character. Building types are single-purpose commercial structures, multi-story mixed use and residential structures. Non-residential uses typically occupy the street front. 25,000 square feet is the maximum size for some commercial uses.

KEY

	SINGLE FAMILY 7200	SF 7200
	RESIDENTIAL SMALL LOT	RSL
	LOWRISE 2	LR2
	LOWRISE 3	LR3
	MIDRISE	MR
	NEIGHBORHOOD COMMERCIAL 2	NC2
	NEIGHBORHOOD COMMERCIAL 3	NC3
	PROJECT PROPERTY LINE	



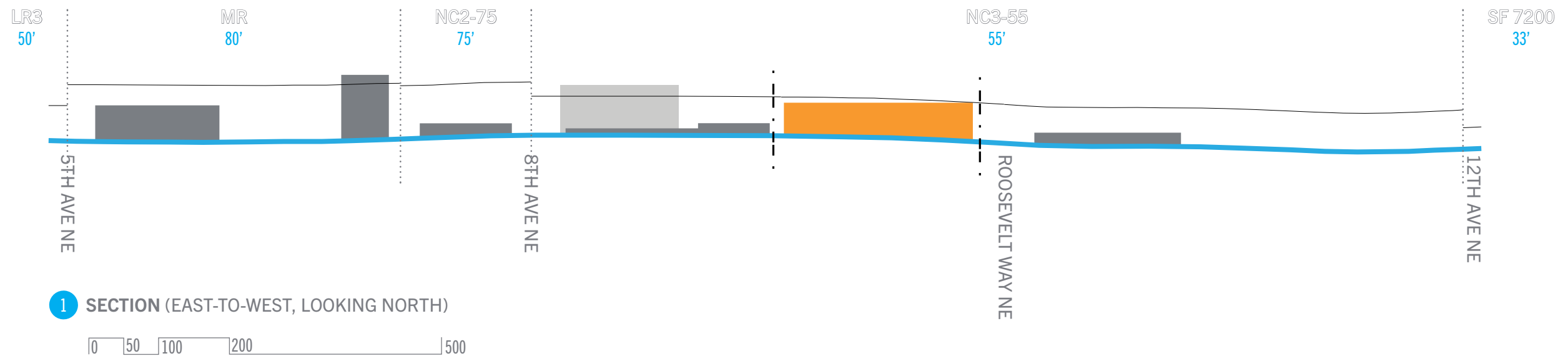
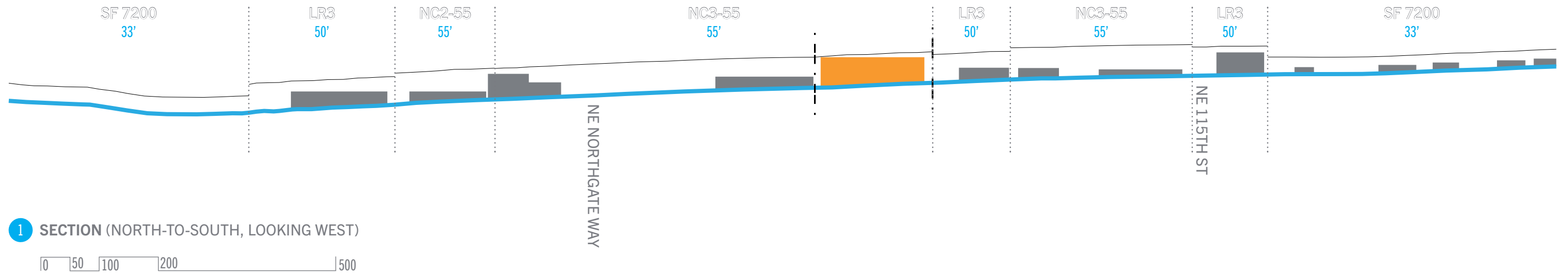
0 150 300 450 600



SITE CROSS SECTION



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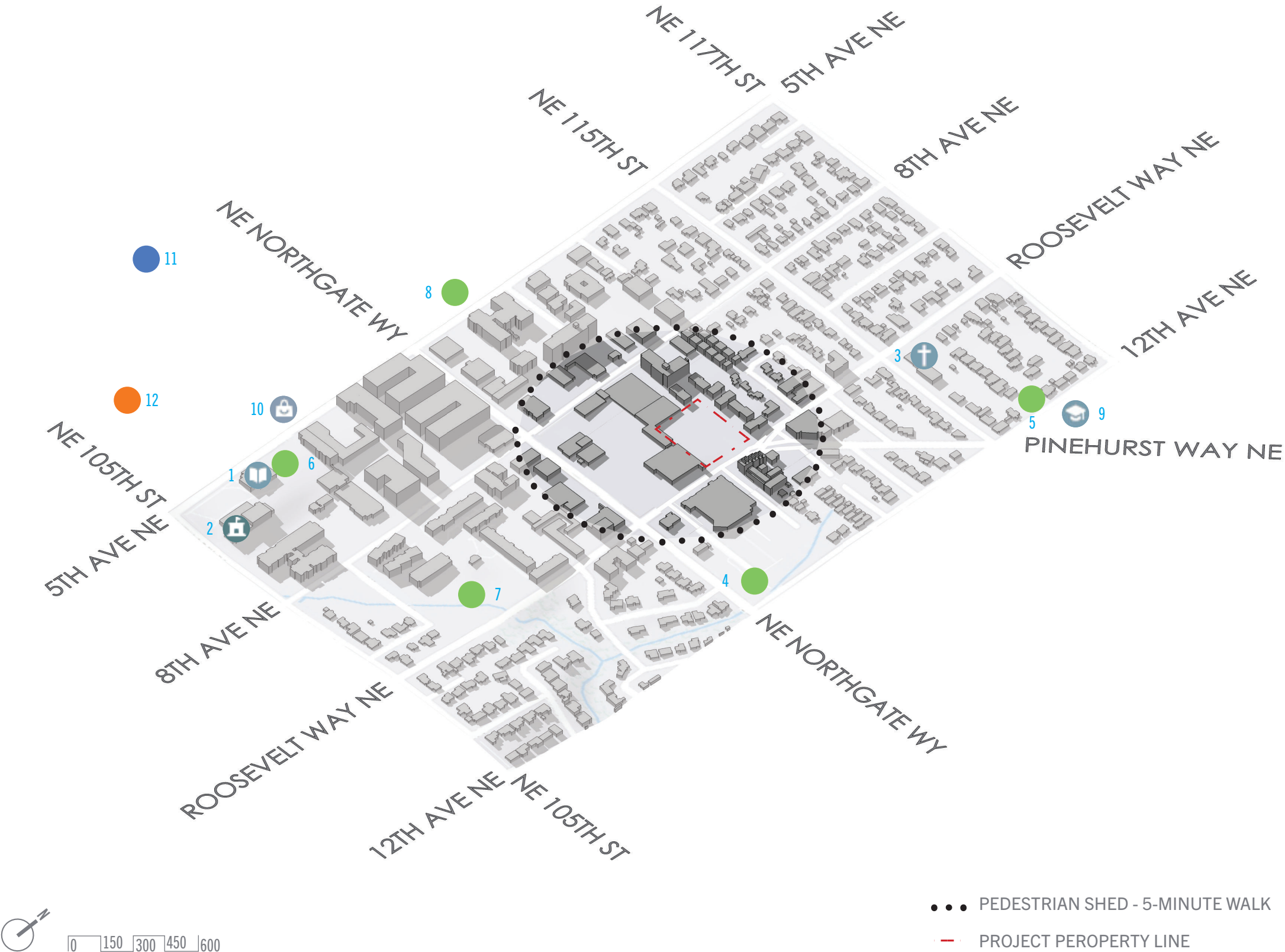
KEY

- PROPOSED MASSING
- EXISTING CONTEXT BUILDINGS
- ZONE CHANGE
- HEIGHT LIMIT
- GROUND
- PROJECT PROPERTY LINE

3.0 landmark / destinations
URBAN DESIGN ANALYSIS

KEY

- LIBRARY
 - 1 NORTHGATE - SEATTLE PUBLIC LIBRARY
- COMMUNITY CENTER
 - 2 NORTHGATE COMMUNITY CENTER
- RELIGIOUS
 - 3 SEATTLE LAMP FIRST PRESBYTERIAN
- NATURAL
 - 4 VICTORY CREEK PARK
 - 5 PINEHURST P-PATCH GARDEN
 - 6 NORTHGATE PARK
 - 7 BEAVER POND NATURAL AREA
 - 8 HUBBARD HOMESTEAD
- EDUCATION
 - 9 HAZEL WOLF K-8 ESTEM SCHOOL
- SHOPPING
 - 10 NORTHGATE MALL RE-ENVISIONING
- TRANSPORTATION
 - 11 NORTHGATE LINK LIGHTRAIL
- ENTERTAINMENT
 - 12 NHL PRACTICE FACILITY



... PEDESTRIAN SHED - 5-MINUTE WALK
- - - PROJECT PEROPERTY LINE

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KEY



LIBRARY

1

NORTHGATE - SEATTLE PUBLIC LIBRARY



COMMUNITY CENTER

2

NORTHGATE COMMUNITY CENTER



RELIGIOUS

3

SEATTLE LAMP FIRST PRESBYTERIAN



NATURAL

4

VICTORY CREEK PARK

5

PINEHURST P-PATCH GARDEN

6

NORTHGATE PARK

7

BEAVER POND NATURAL AREA

8

HUBBARD HOMESTEAD



EDUCATION

9

HAZEL WOLF K-8 ESTEM SCHOOL



SHOPPING

10

NORTHGATE MALL RE-ENVISIONING



TRANSPORTATION

11

NORTHGATE LINK LIGHTRAIL



ENTERTAINMENT

12

NHL PRACTICE FACILITY



1



2



3



4



5



6



7



8



9



10



11

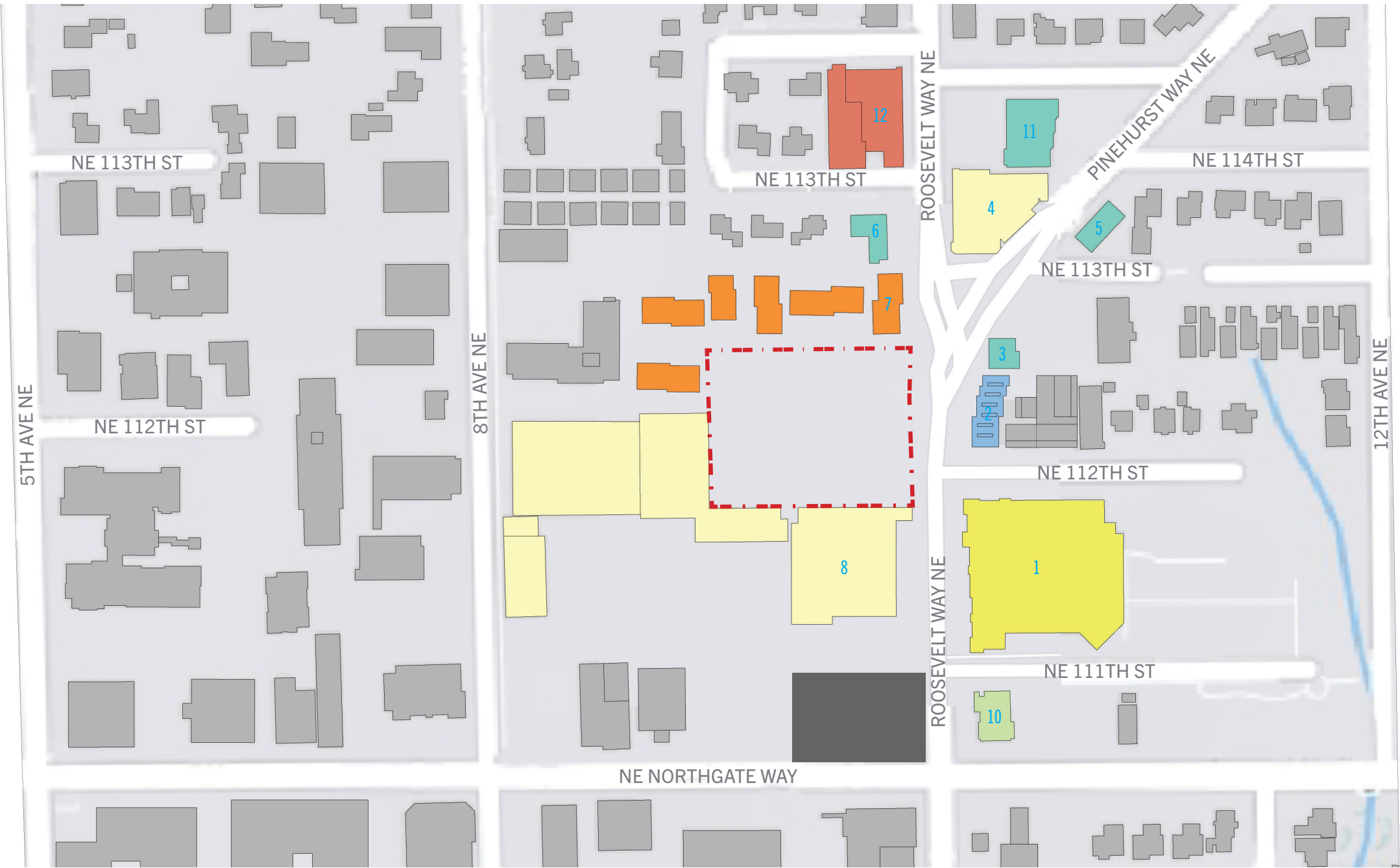


12

3.0 street level uses
URBAN DESIGN ANALYSIS

KEY

- SUPERMARKET
- COMMERCIAL
- VACANT COMMERCIAL
- RETAIL
- OFFICE
- RESTAURANT / LOUNGE
- APARTMENTS
- WAREHOUSE
- PROJECT PROPERTY LINE



0 50 100 200 500

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PHOTOS

KEY

1	GROCERY STORE	572450-0615
2	COMMERCIAL	572450-0591
3	OFFICE	572450-0420
4	RETAIL STORE	572450-0385
5	OFFICE	572450-0352
6	OFFICE	271110-0005
7	APARTMENTS	292604-9579
8	RETAIL	292604-9468
9	VACANT COMMERCIAL	292604-9119
10	RESTAURANT / LOUNGE	572450-0819
11	OFFICE	572450-0205
12	WAREHOUSE	271110-0040



3.0

nine-block area site axon

URBAN DESIGN ANALYSIS



- ● ● 9-BLOCK BOUNDARY AREA
- PROJECT PEROPERTY LINE

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3.0 access & mobility
URBAN DESIGN ANALYSIS

TRANSPORTATION

Bus Lines
41, 67, 75, 347, 348

Northgate Link Light Rail Station

STREET CHARACTERISTICS

ROOSEVELT WAY NE

Street Type: Urban Village Main
Arterial Classification: Principal
Urban Village P-Zone: No

KEY

GENERAL

- 5-MINUTE WALK
- BUS STOP
- PROJECT PROPERTY LINE
- URBAN CENTER

STREET TYPE DESIGNATION

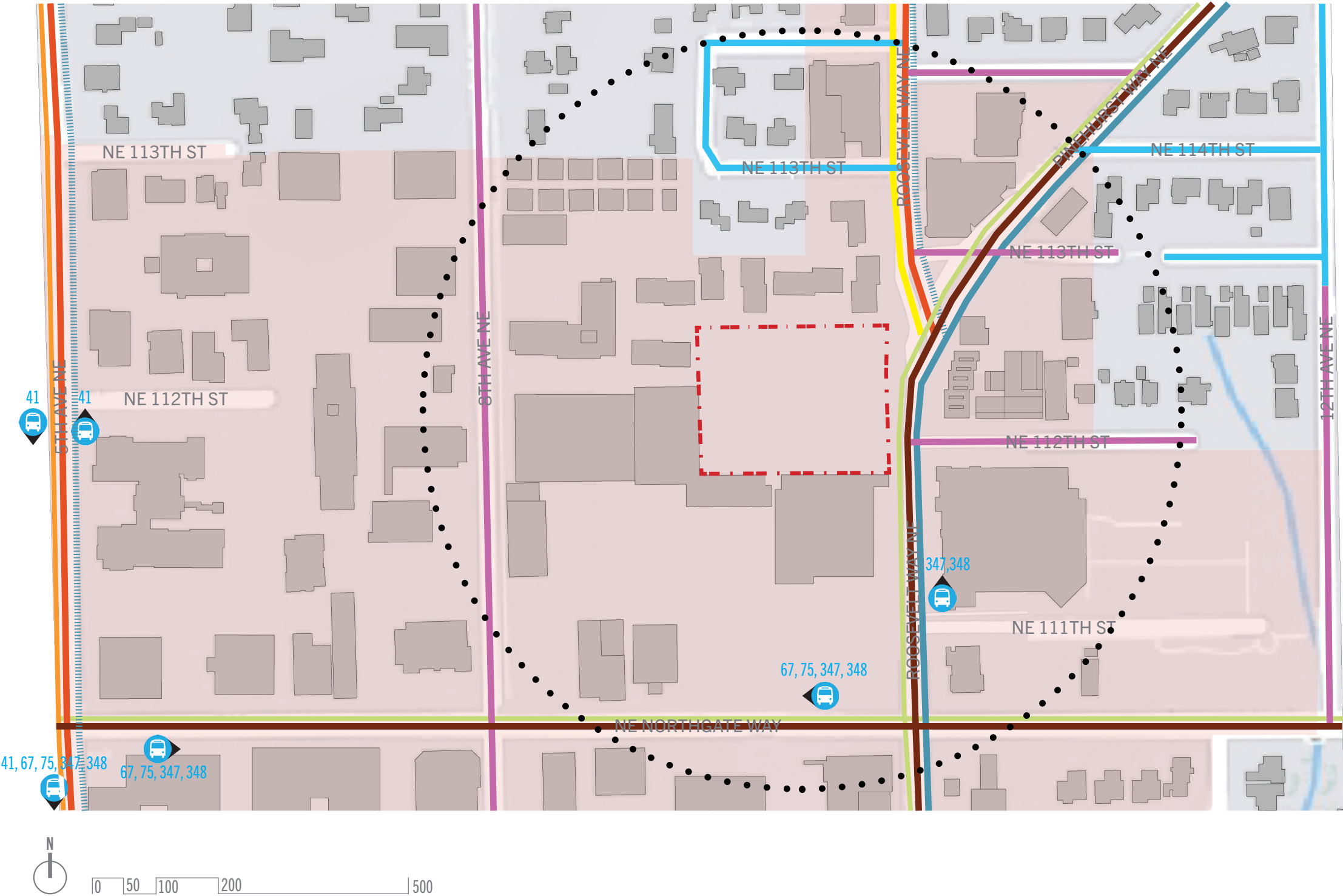
- URBAN VILLAGE MAIN
- NBHD YIELD STREET
- URBAN VILLAGE NBHD ACCESS
- URBAN VILLAGE NBHD

BIKE FACILITIES

- SHARROW
- PROTECTED BIKE LANE

ARTERIAL CLASSIFICATION

- MINOR ARTERIAL
- COLLECTOR ARTERIAL
- PRINCIPAL ARTERIAL



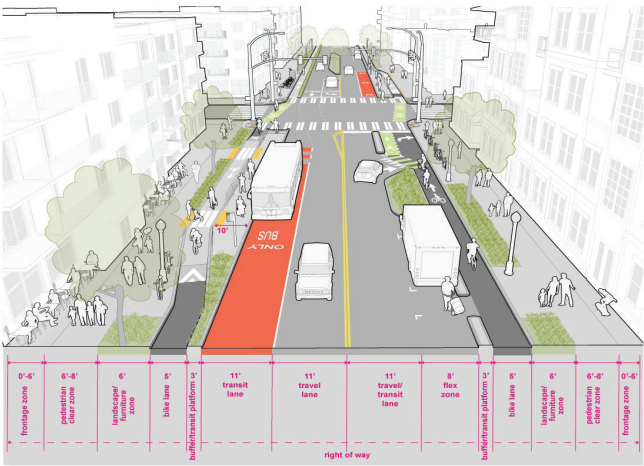
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ROOSEVELT WAY NE

STREET TYPE

2.8 URBAN VILLAGE MAIN

While Urban Village Main Streets must accommodate the movement of people and goods through the Urban Center or Village, the design of these streets encourages slower speeds and clearly communicates that walking, bicycling and transit access are prioritized.



TYPICAL STREET CLASSIFICATION(S)

Principal Arterials

PUBLIC SPACE PROGRAMMING
Sidewalk cafes, Parklets, Streateries, Public Plaza Activation (special activities permit), Vending, Public art, Wayfinding.

GREENING
Street trees, permeable pavement for sidewalks, landscaping, rain gardens, sloped or walled bioretention cells (pursuant to vertical wall policy).

PEDESTRIAN
Urban Village Main Streets may have a pedestrian designation in the Seattle Municipal Code that requires new development to conform to specific design standards that result in more pedestrian-friendly street environments and help generate pedestrian activity. Streets with these designations will require sidewalks with 8’ of a pedestrian clear zone to accommodate higher pedestrian volumes. Minimize curb cuts and driveways to maximize pedestrian safety by reducing conflict points (See Seattle Land Use Code Section F for more information on curb cuts and driveways). Pedestrian scaled lighting is appropriate for Urban Village Main Streets.

BICYCLE
Protected bike facilities or in-street minor separation, on streets with BMP recommendations.

FREIGHT
Urban Village Main streets that are part of the citywide Freight network must be accommodated. If there are two intersecting major truck streets, a 30’ curb radius is required.

TRANSIT
Frequent transit service on many Urban Village Main streets; limited connections to light rail service.

CURB LANE / FLEX ZONE
Alleys shall serve as the primary loading and parking access needs. Short term parking and loading are critical to serve the urban village retail cores but may be more appropriately located on Urban Village Neighborhood streets to prioritize

mobility over storage and loading in these dense areas with high multimodal needs.

ROW WIDTH - MINIMUM
65’

EXISTING ROW WIDTH
75’

ROW NET
10’

CURB RADII
25’

BICYCLE MASTER PLAN
Protected Bike Lane

TRANSIT MASTER PLAN
Frequent Transit Network

FREIGHT MASTER PLAN
Minor Freight

PEDESTRIAN MASTER PLAN
Priority Investment Network

3.0 existing site

URBAN DESIGN ANALYSIS

PARCELS

292604-9163

SITE ADDRESS

11201 ROOSEVELT WAY NE 98125

PROPERTY TYPES

C

LAND SQ/FT

68,989

ACRES

1.60

BUILDING DESCRIPTION

WAREHOUSE STORE

OF BUILDINGS AGGREGATED

1

PREDOMINANT USE

WAREHOUSE STORE (458)

SHAPE

RECT OR SLIGHT IRREG

STORIES

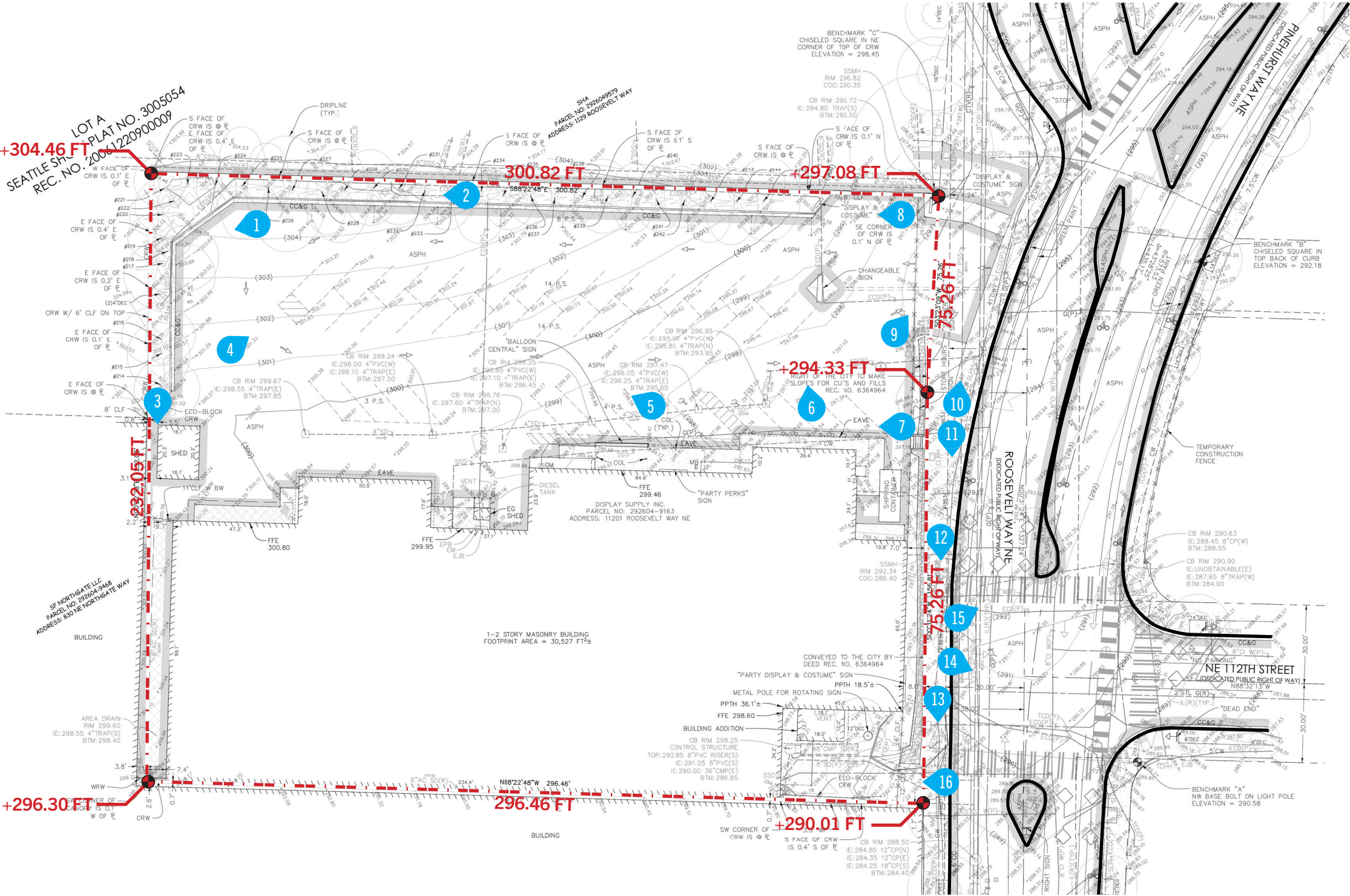
2

HEIGHT

17'

GROSS SQ / FT

32,009



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KEY

- 1 NW PROPERTY LOOKING E
- 2 N PROPERTY LINE LOOKING W
- 3 W PROPERTY LINE LOOKING S
- 4 ON-SITE (W) LOOKING N AT TREES
- 5 ON-SITE (E) LOOKING NW AT TREES
- 6 ON-SITE (E) LOOKING N AT TREES
- 7 ON-SITE LOOKING E
- 8 NE PROPERTY LINE LOOKING E
- 9 EX. VEHICLE ACCESS LOOKING NE
- 10 EX. SIDEWALK LOOKING N
- 11 EX. SIDEWALK LOOKING S
- 12 NW ROOSEVELT-112 INTERSECTION
- 13 SW ROOSEVELT/112 INTERSECTION
- 14 EX. SIDEWALK LOOKING SE
- 15 EX. SIDEWALK LOOKING NE
- 16 SE PROPERTY LINE LOOKING E



1



2



3



4



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6



7



8



9



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11



12



13



14

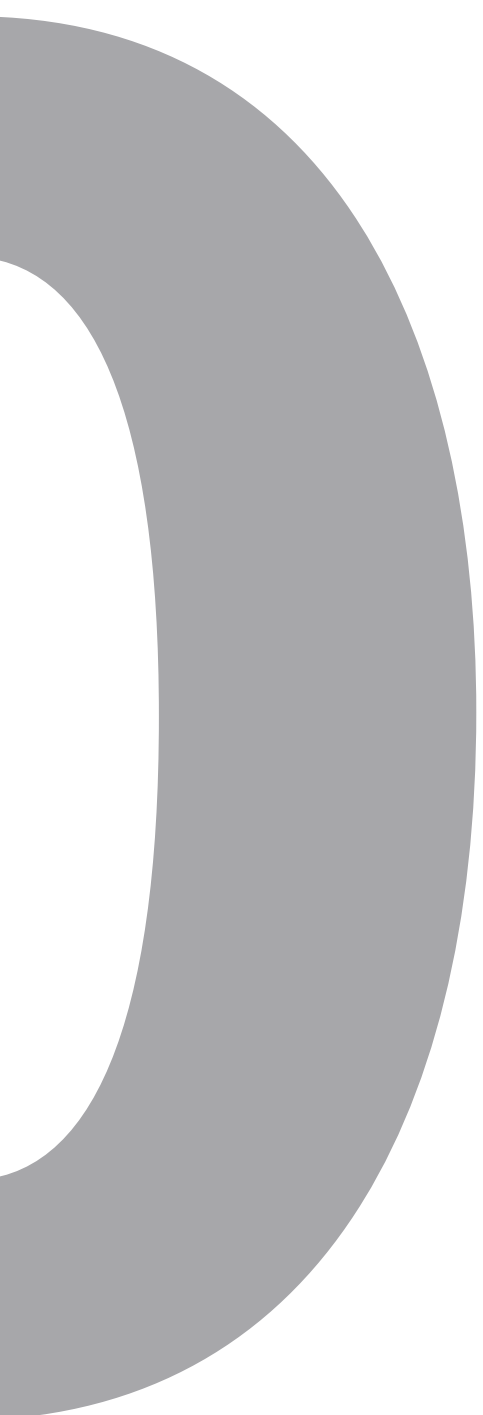


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16





APPLICABLE DEVELOPMENT STANDARDS

SEATTLE MUNICIPAL CODE,
TITLE 23.47A, COMMERCIAL

ADDRESS
11201 ROOSEVELT WAY NE
SEATTLE, WA 98125

PARCEL #
292604-9163

ZONING
NEIGHBORHOOD COMMERCIAL 3
NC3-55 (M)

URBAN VILLAGE OVERLAY
NORTHGATE
URBAN CENTER

PEDESTRIAN AREA
NO

STREET DESIGNATIONS
ROOSEVELT WAY NE
PRINCIPAL ARTERIAL
URBAN VILLAGE MAIN
PROTECTED BIKE LANE

STATION AREA OVERLAY
NO

FREQUENT TRANSIT
YES

DESIGN GUIDELINES
CITYWIDE DESIGN GUIDELINES
NORTHGATE NEIGHBORHOOD DESIGN
GUIDELINES

LOT AREA
68,989 SF

PERMITTED USES
RESIDENTIAL, COMMERCIAL

STREET LEVEL USES
RESIDENTIAL (23.47A.005.C.1)
NO MORE THAN 20%OF THE STREET-LEVEL
STREET-FACING FACADE

FAR
3.75

MAX BUILDING HEIGHT
55 FT

SETBACK(S)
0’ @ EAST, SOUTH, AND PARTIAL WEST
10’ UPPER LEVEL @ NORTH AND PARTAIL
WEST(ADJACENT TO RESIDENTIAL ZONE)
15’ X 15’ TRIANGLE AT NORTHEAST CORNER

GREEN FACTOR
0.3

AMENITY AREA
5% OF TOTAL RESIDENTIAL GSF

PARKING
NO MINIMUM

CURRENT BUILDING
YEAR BUILT 1952
NOT HISTORIC LANDMARK
NOT ON CHARACTER STRUCTURE LIST

23.47A.004 TABLE A - USES
FOLLOW CHART FOR PERMITTED USES AND SF
SEE ALSO 23.47A.010

23.47A.005.C.1
RESIDENTIAL USES AT STREET LEVEL
RESIDENTIAL USES MAY OCCUPY, IN
AGGREGATE, NO MORE THAN 20% OF THE
STREET-LEVEL STREET FACING FACADE.

23.47A.008.A.2
BLANK FACADES
B. BLANK SEGMENTS OF THE STREET-
FACING FACADE BETWEEN 2 FEET AND
8 FEET ABOVE THE SIDEWALK MAY NOT
EXCEED 20 FEET IN WIDTH.
C. THE TOTAL OF ALL BLANK FACADE
SEGMENTS MAY NOT EXCEED 40
PERCENT OF THE WIDTH OF THE FACADE
OF THE STRUCTURE ALONG THE STREET.

3. STREET-LEVEL, STREET-FACING FACADES
SHALL BE LOCATED WITHIN 10 FEET
OF THE STREET LOT LINE, UNLESS
WIDER SIDEWALKS, PLAZAS, OR
OTHER APPROVED LANDSCAPED OR
OPEN SPACES ARE PROVIDED.

23.47A.008.A.3
STREET LEVEL STREET FACING FACADES
STREET-LEVEL STREET FACING FACADE
SEGMENTS SHALL BE LOCATED WITHIN 10
FEET OF THE STREET LOT LINE, UNLESS WIDER
SIDEWALKS, PLAZAS, OR OTHER APPROVED
LANDSCAPED OR OPEN SPACES ARE REQUIRED.

23.47A.008.B.2
TRANSPARENCY
60% OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK SHALL BE TRANSPARENT.

23.47A.008.B.3
NON-RESIDENTIAL DEPTH
NON-RESIDENTIAL USES SHALL EXTEND AN AVERAGE DEPTH OF AT LEAST 30 FEET AND A MINIMUM DEPTH OF 15 FEET FROM THE STREET-LEVEL STREET-FACING FACADE.

23.47A.008.D.2
DWELLING UNIT ALONG STREET-LEVEL
THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET-LEVEL STREET-FACING FACADE SHALL BE AT LEAST 4 FEET ABOVE OR 4 FEET BELOW SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK.

23.47A.012
STRUCTURE HEIGHT
NC3-55 (M): 55’

23.47A.013
TABLE A FLOOR AREA RATIO OUTSIDE STATION AREA OVERLAY
NC3-55 (M): 3.75 FAR

23.47A.014
SETBACK
0’ (WHERE ADJACENT TO COMMERCIAL ZONE)

15’ SIDE/REAR TRIANGLE SETBACK ABUTTING RESIDENTIAL LOT LINE

10’ FOR PORTIONS OF STRUCTURES ABOVE 13’ IN HEIGHT TO A MAXIMUM OF 65’ (WHERE ADJACENT TO RESIDENTIAL ZONE)

23.47A.024
AMENITY AREA
5% OF THE TOTAL RESIDENTIAL GSF

23.54.015
OFFSTREET PARKING REQUIREMENTS
TABLE A (NON-RESIDENTIAL) & TABLE B (RESIDENTIAL)
NO MIN. REQUIREMENTS FOR NON-RESIDENTIAL AND RESIDENTIAL USES IN URBAN CENTERS OR THE STATION AREA OVERLAY DISTRICT

TABLE A FOR 25.54.030
CURB CUTS FOR NON-ARTERIAL STREET
GREATER THAN 80 FEET UP TO 160 FEET: 2 CURB CUTS PERMITTED

APPLICABLE DEVELOPMENT STANDARDS

SEATTLE MUNICIPAL CODE,
TITLE 23.71, NORTHGATE OVERLAY

23.71.012
SPECIAL LANDSCAPED ARTERIALS
IF AN OWNER PROPOSES SUBSTANTIAL DEVELOPMENT ON LOTS ABUTTING SPECIAL LANDSCAPED ARTERIALS, THE OWNER SHALL PROVIDE THE FOLLOWING:
3. A 6 FOOT PLANTING STRIP AND A 6 FOOT SIDEWALK, OR, AT THE OWNER’S OPTION, A 12 FOOT SIDEWALK WITHOUT A PLANTING STRIP, IF THE LOT IS ZONED NC2, NC3, RC, LR3, OR MR.

23.71.014.A
OPEN SPACE FOR >40 FEET HT.
15% OF LOT AREA.
- 1/3 SHALL BE LANDSCAPED OPEN SPACE.
MIN. WIDTH 6 FEET
- 1/5 SHALL BE USEABLE OPEN SPACE OPEN TO PUBLIC, W/IN 3’ ELEV. FROM SIDEWALK.
MIN. WIDTH 10 FEET & ADA ACCESSABLE.
3. OPEN SPACE MAY BE PROVIDED AS INTERIOR OR EXTERIOR OPEN SPACE. INTERIOR OPEN SPACE MAYBE USED TO SATISFY 20% OF THE OPEN SPACE REQUIREMENT.
8. OPEN SPACE FUND- IN LIEU OF PROVIDING THE REMAINDER OF OPEN SPACE, OWNER MAY MAKE A PAYMENT TO THE NORTHGATE AREA OPEN SPACE FUND, IF SUCH A FUND IS ESTABLISHED BY THE CITY COUNCIL. AN IN-LIEU PAYMENT SHALL EQUAL THE ASSESSED VALUE OF THE LAND AND IMPROVEMENTS WHICH WOULD OTHERWISE HAVE BEEN PROVIDED AS OPEN SPACE.

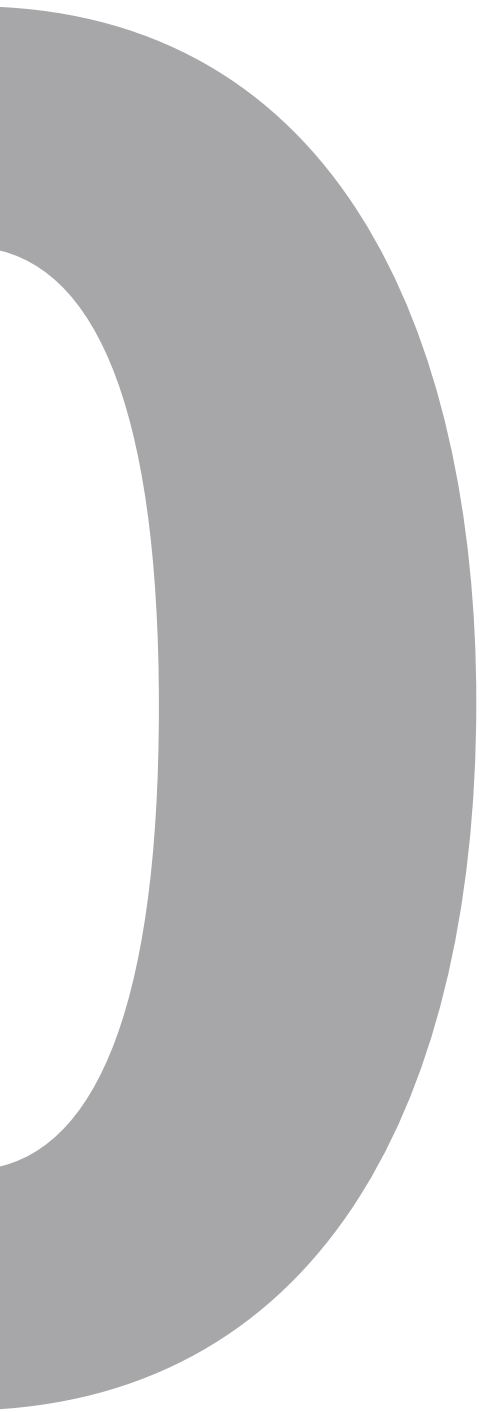
23.71.014.B
OPEN SPACE DEVELOPMENT STANDARDS
1. LANDSCAPED OPEN SPACE
A. SHALL BE PROVIDED OUTDOORS IN THE GROUND OR IN PERMANENTLY INSTALLED BEDS, PLANTERS, OR IN LARGE CONTAINERS WHICH CANNOT BE READILY REMOVED.
B. SHALL HAVE A MIN. HORZ. DIM. OF 6 FEET.
2. USABLE OPEN SPACE
A. SHALL BE OPEN TO PUBLIC.
B. SHALL BE LOCATED WITHIN 3 FEET OF THE ELEVATION OF ABUTTING SIDEWALKS, PROVIDE ACCESS OF AT LEAST 10 FEET IN WIDTH AND PROVIDE BARRIER-FREE ACCESS.
3. USABLE OPEN SPACE- EXTERIOR
C. EXTERIOR USEABLE OPEN SPACE SHALL BE SCREENED FROM STREETS AND PARKING AREAS BY LANDSCAPING, A FENCE OR A WALL.
4. USABLE OPEN SPACE- INTERIOR
B. INTERIOR USABLE OPEN SPACE SHALL PROVIDE DIRECT PEDESTRIAN CONNECTIONS, WITH A CLEAR PATH AT LEAST TEN FEET WIDE, TO EXTERIOR USEABLE OPEN SPACE OR PUBLIC RIGHT-OF-WAY.

23.71.044 - STANDARDS FOR RESIDENTIAL USES IN COMMERCIAL ZONES WITHIN THE NORTHGATE OVERLAY DISTRICT
A.IN C AND NC ZONES WITH HEIGHT LIMITS LESS THAN EIGHT-FIVE (85) FEET, RESIDENTIAL USES, IN AGGREGATE, MAY EXCEED 20% OF THE STREET-LEVEL STREET-FACING FACADE ONLY AS A SPECIAL EXCEPTION UNDER THE FOLLOWING CONDITIONS OR CRITERIA:
1.EITHER:
A.DUE TO LOCATION OR PARCEL SIZE, THE PROPOSED SITE IS NOT SUITED FOR COMMERCIAL DEVELOPMENT; OR

B.THERE IS SUBSTANTIAL EXCESS SUPPLY OF LAND AVAILABLE FOR COMMERCIAL USE NEAR THE LOT, AS EVIDENCED BY CONDITIONS SUCH AS LACK OF COMMERCIAL ACTIVITY IN EXISTING COMMERCIAL STRUCTURES FOR A SUSTAINED PERIOD, COMMERCIAL STRUCTURES IN DISREPAIR, OR VACANT OR UNDERUSED COMMERCIALLY ZONED LAND; AND
2.THE RESIDENTIAL STRUCTURE WOULD NOT INTERRUPT AN ESTABLISHED COMMERCIAL STREET FRONT. AS USED IN THIS SUBSECTION, THE PHRASE “ESTABLISHED COMMERCIAL STREET FRONT” MAY INCLUDE A STREET FRONT INTERSECTED BY STREETS OR ALLEYS, AND SOME LOTS WITH NO CURRENT COMMERCIAL USE.
B.WHEN PERMITTED, STRUCTURES WITH RESIDENTIAL USES EXCEEDING 20 PERCENT OF THE STREET-LEVEL STREET-FACING FACADE ARE SUBJECT TO THE FOLLOWING DEVELOPMENT STANDARDS:
1.IN ALL C AND NC ZONES WITH A HEIGHT LIMIT OF 40 FEET OR LESS, THE DEVELOPMENT STANDARDS FOR RESIDENTIAL STRUCTURES IN LOWRISE 3 ZONES, EXCEPT THAT NO FRONT SETBACK IS REQUIRED.
2.IN ALL C AND NC ZONES WITH A HEIGHT LIMIT OF 65 FEET, THE DEVELOPMENT STANDARDS FOR RESIDENTIAL STRUCTURES IN MIDRISE ZONES, EXCEPT THAT NO FRONT SETBACK IS REQUIRED.

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5.0 northgate neighborhood design guidelines
DESIGN GUIDELINES

CS CONTEXT & SITE

CS1-1
NATURAL SYSTEMS AND SITE FEATURES
RETAIN EXISTING NATURAL SYSTEMS AND SITE
FEATURES AS LANDSCAPING

Consider design strategies to preserve existing on-site natural habitats, significant vegetation or other natural features including drainage features that can be incorporated into the site design.

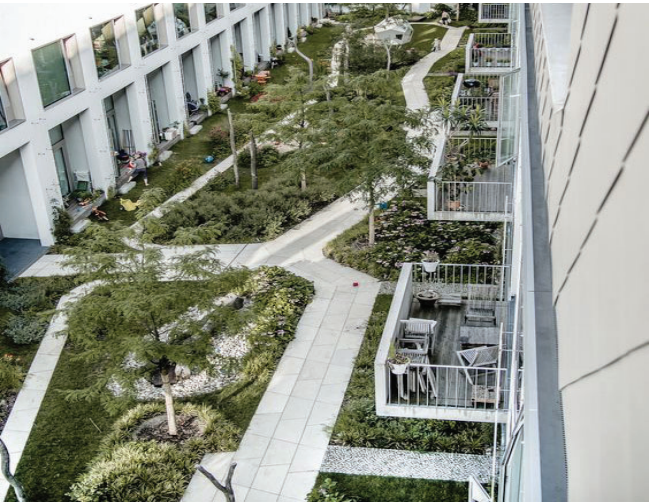
RESPONSE
An exceptional tree and and exceptional grove of trees are located along the north and northeast property lines. The preferred design option will preserve these mature trees and incorporate them with new proposed landscaping to provide a mixture of new and old planting.



CS2-4
URBAN PATTERN AND FORM
SUPER BLOCK DEVELOPMENT

A large site should pay particular attention to massing and scale both in terms of its relationship to the surrounding area and within the site itself. If multiple buildings are not feasible, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes. Within each volume the windows, doors and architectural elements should help define the scale of the structure.

RESPONSE
Multiple buildings are not feasible for this particular site due to the following: 1. Limited right-of-way frontage creates restrictions for building occupants to safely egress building in an emergency 2. The design goal to provide open space allowing the preservation of existing trees. Building massing is broken down using deep courtyards which give the appearance of multiple buildings when viewed from the south while mature evergreen trees screen north walls. Further architectural facade treatments separate the building into multiple perceived massings.



CS3-1
ARCHITECTURAL CONTEXT AND CHARACTER
STREETScape COMPATIBILITY

The architecture of individual buildings should relate to their surroundings. In areas zoned for mixed-use development outside the retail core area, orient and design the commercial facade at street level to be compatible with the streetscape of the surrounding residential neighborhood.

RESPONSE
The commercial oriented uses are placed along the Roosevelt Way NE arterial where commercial uses presently exist. The ground-level building elevations are planned have aligned entries with the sloping pedestrian right-of-way to provide accessible entrances for the live-work units.

PL PUBLIC LIFE

PL1-1
CONNECTIVITY
INCORPORATE OPEN SPACE

The Northgate Plan places a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas.

RESPONSE
The generous open space around the perimeter of the site will be heavily landscaped and contribute positively to the surrounding neighborhood. Mature trees at the north and East property will provide privacy and shading between the properties.



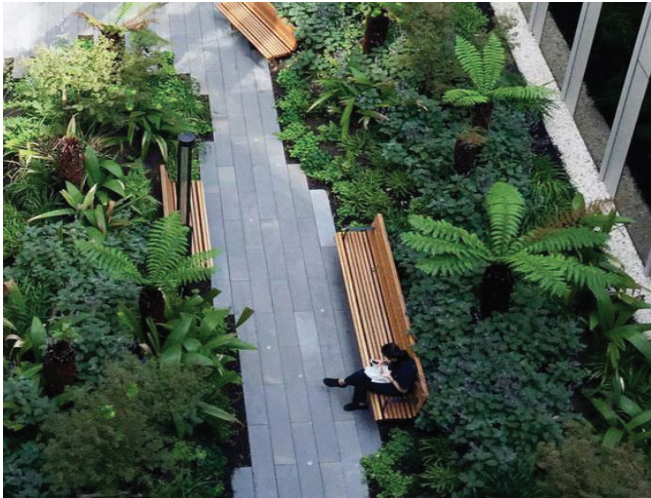
PL1-2

CONNECTIVITY

INTERIOR BLOCK PEDESTRIAN CONNECTIONS

Larger development sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. Such walkways, which could be for pedestrians only, for pedestrians and bikes or adjacent to vehicular access through the site, should meet the sidewalk of key pedestrian streets in an engaging and identifiable manner.

RESPONSE
The existing conditions at the south and southwest property lines consist of zero lot-line buildings with 20' to 25' solid walls. As the adjacent property currently exists, an attempt to provide a through-block connection would create a dead-end pathway. This unsafe condition is not desirable for project residents and the public. Therefore, a private landscaped pathway is proposed to provide a safe and secure environment.



PL2-1

WALKABILITY

RESPOND TO SITE CHARACTERISTICS

Try to match the grade of abutting public rights-of-way where properties meet. Be sure to incorporate pedestrian access, including walkways, stairs or similar features that can help build greater pedestrian connectivity.

RESPONSE
The project entries are brought down along the Roosevelt frontage to match the existing grade with live-work unit entries in order to minimize use of stairs and to provide accessible design. The lifestyle center and public open space are designed to be level with grade, allowing pedestrian movement and activity to happen freely in these spaces.

PL3-3

STREET-LEVEL INTERACTION

STREET-LEVEL TRANSPARENCY

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

RESPONSE
A goal of the project is to provide the commercial spaces as well as the residential lifestyle center with high levels of glazing to provide a transparent ground level facade that encourages activity and engagement through visual connection.



PL3-5

STREET-LEVEL INTERACTION

COMMERCIAL AND MIXED-USE BUILDINGS

The ground floors of buildings should appear inviting to the public by containing commercial uses and open spaces with direct entry from the sidewalk. Further articulate the street level facade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.

RESPONSE
The ground floor spaces are deliberately brought down to the sidewalk to invite pedestrians into these public spaces during the daytime. Thoughtful placing of landscaping, exterior lighting, and incorporation of the existing street trees will combine to create a safe, pedestrian friendly streetscape.

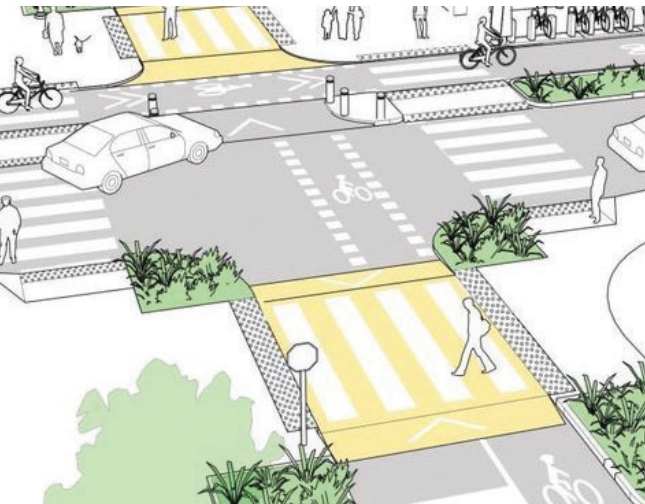
5.0 northgate neighborhood design guidelines
DESIGN GUIDELINES

DC DESIGN CONCEPT

DC1-4
PROJECT USES AND ACTIVITIES
PARKING AND VEHICLE ACCESS

Minimize Pedestrian/Vehicle Conflicts: Site and design driveways to minimize conflicts between vehicles and pedestrians. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.

RESPONSE
The proposed vehicle access is located within the Roosevelt Way NE and NE 112th St. intersection to provide signalized, controlled access into the parking garage in order to minimize conflicts between vehicles and pedestrians. Service access proposed within parking garage to limit number of curb cuts on the street.



DC1-5
PROJECT USES AND ACTIVITIES
BICYCLE PARKING

When providing bicycle parking, consider incorporating features such as storage and wayfinding for bicycle users into the overall site plan and building design

RESPONSE
Short-term bike parking along frontage will be incorporated into landscaping design. Covered public open space allows for opportunity for additional covered bike parking integrated near the main building entryway.

DC2-1
ARCHITECTURAL CONCEPT
FOSTER HUMAN SCALE

Commercial and Mixed-Use Buildings: The ground level of the building must offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. All New Developments: Exterior building materials should have a human scale; this helps people relate to the size of the building.

RESPONSE
The street facing ground level of the building will look to utilize high levels of glazing to relate to pedestrians. Entrances to the live-work units and the main building will be placed to strengthen the street edge and create an inviting atmosphere.



DC3-1
OPEN SPACE CONCEPT
URBAN GARDENS

Courtyards: Elements such as planters, benches and steps can be sited to break down the scale of an open space, and provide comfortable seating and opportunities for viewing. Courtyards should be integrated with the scale, character and function of the adjoining building.

RESPONSE
Courtyards are utilized to integrate with the character and function of the residential character of the building. The placement of the courtyards to the south help break down the scale of the building. The open space of the courtyards will be a blend of hardscape and landscaping providing usable urban garden spaces.



DC3-3

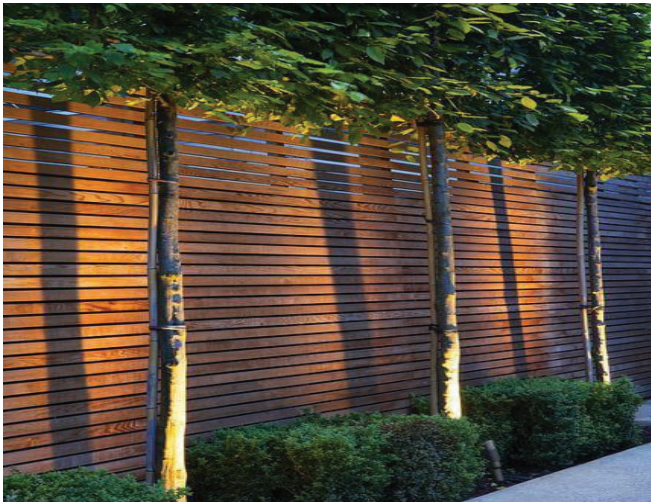
OPEN SPACE CONCEPT

LANDSCAPING TO REINFORCE DESIGN

CONTINUITY WITH ADJACENT SITES

Landscaping to Enhance the Building and/or Site: Quality landscaping is an essential component of the built urban form. Good use of existing and new landscaping adds considerable value to the design of new development and blends new development with surrounding areas, and reduces stormwater runoff.

RESPONSE
The preferred design seeks to optimize the use of both new and existing landscaping to enhance the building and adjacent sites. Landscaping will seek to blend mature existing evergreen trees at the north and northwest corner lot lines with new landscaping to create pleasant year round screening with the adjacent residential property.



DC3-4

OPEN SPACE CONCEPT

USE LANDSCAPING DESIGN TO ENHANCE THE SITE

Consider design strategies to create natural features or systems that can be incorporated into the site design. For example, consider incorporating rain gardens or drainage swales that are aesthetically pleasing, would emphasize natural features and can create a pedestrian friendly environment by providing landscape designed features or areas of interest.

RESPONSE
Landscaping design to utilize bio-retention to provide sustainable use of natural features and enhance the site.

DC4-1

EXTERIOR ELEMENTS AND FINISHES

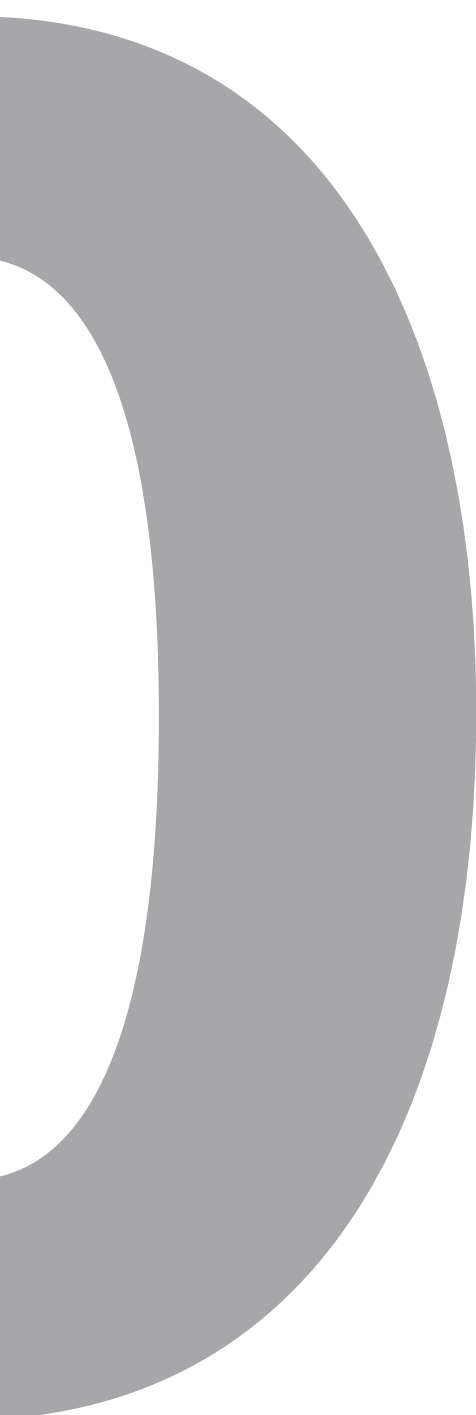
DESIGN SIGNAGE COMPATIBLE WITH HUMAN SCALE AND CONSISTENT WITH ARCHITECTURAL CONCEPT

Signage should be designed so that it is appropriate for the scale and character desired in the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood. Signs should add interest to the street level environment.

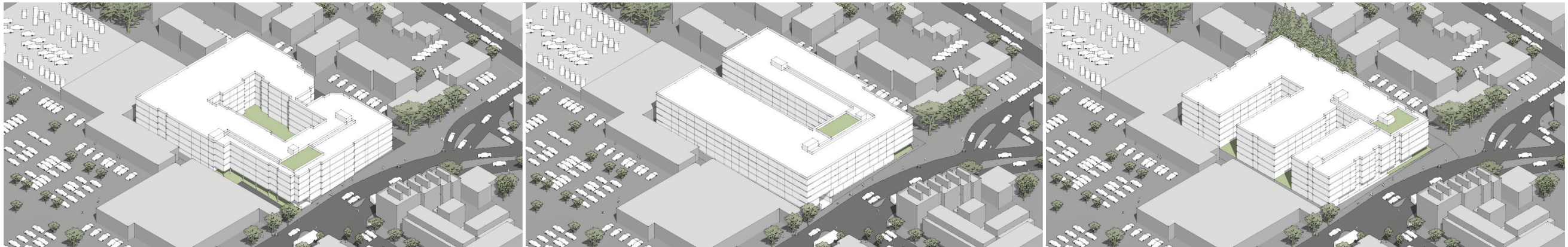
RESPONSE
A goal of the project is to provide the commercial spaces as well as the residential lifestyle center with high levels of glazing to provide a transparent ground level facade that encourages activity and engagement through visual connection.







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	OPTION 1	OPTION 2	OPTION 3 - PREFERRED
CONCEPT	O	U	E
# UNITS	294	300	291
LIVE/WORK	5 UNITS	7 UNITS	4 UNITS
FAR UTILIZATION	100%	100%	94%
AMENITY	5,000 SF	5,000 SF	5,000 SF
PARKING STALLS	RESIDENTIAL REQ'D = 0 PROP'D = 215	RESIDENTIAL REQ'D = 0 PROP'D = 209	RESIDENTIAL REQ'D = 0 PROP'D = 210
OPPORTUNITIES	<ul style="list-style-type: none">• MAXIMUM DEVELOPMENT POTENTIAL• PRIVATE COURTYARD AMENITY	<ul style="list-style-type: none">• MAXIMIZES COMMERCIAL LIVE-WORK UNITS• SOLID-WASTE COLLECTION WITHIN PARKING GARAGE• PUBLIC OPEN SPACE AT EXTENDED ROW FRONTAGE	<ul style="list-style-type: none">• LARGE PERIMETER SETBACKS• PRESERVATION OF MAJORITY OF ON-SITE MATURE TREES• SOUTH FACING COURTYARDS• SOLID-WASTE COLLECTION WITHIN PARKING GARAGE
CONSTRAINTS	<ul style="list-style-type: none">• REMOVES EXCEPTIONAL TREE + GROVE• FIRE ACCESS ROAD CONFLICTS• BULKY MASSING DOES NOT RESPOND TO CONTEXT• SOLID WASTE COLLECTION AT RESIDENTIAL ZONE EDGE	<ul style="list-style-type: none">• REMOVES EXCEPTIONAL TREE + GROVE• POOR LR3 ZONE TRANSITION TO NORTH• EXTERIOR EGRESS PATHS REQUIRED ON NORTH AND SOUTH	<ul style="list-style-type: none">• REDUCED BUILDING FOOTPRINT REQUIRES MULTI-LEVEL PARKING TO MEET DESIRED VEHICLE PARKING RATIO
COMPLIANCE	DEPARTURES: CURB CUT LOCATION FOR FIRE LANE ACCESS	NO DEPARTURES	NO DEPARTURES

6.0 option 1

ARCHITECTURAL MASSING CONCEPTS

DESCRIPTION

Option 1 maximizes the development potential for the site by pushing the massing outwards to +/- 10' of the north, south, and west property lines. Required fire access road is provided at the south end of the site. Solid-waste service access provided at the north end of the site with required turn-around.

SUMMARY

STORIES: 6
1 below-grade
5 above-grade

UNIT COUNT: 294

FLOOR AREA: 258,000 SF residential

PARKING: 215 stalls

OPPORTUNITIES

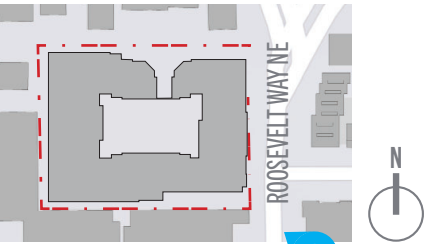
- maximum development potential
- private courtyard amenity
- maximizes vehicle parking

CONSTRAINTS

- removes exceptional tree
- removes exceptional grove
- fire access road conflicts with existing pedestrian crossing
- bulky massing does not respond to context
- poor residential zone transition to north
- placement of solid waste collection at northeast significantly impacts proposed massing for required truck turnaround

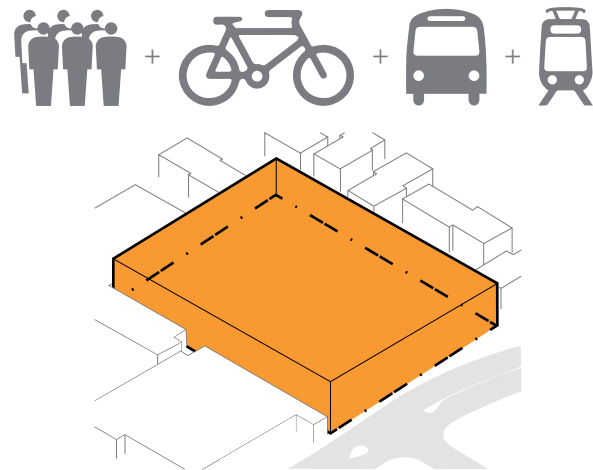


1 AERIAL VIEW looking north-west



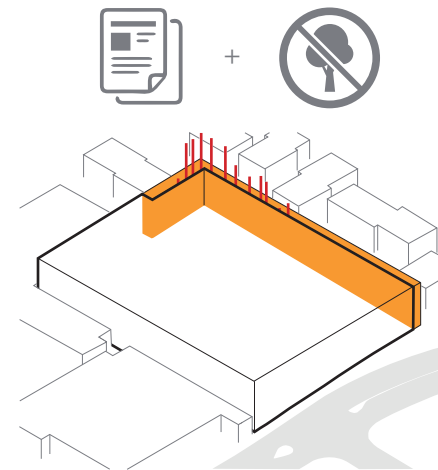
KEY PLAN

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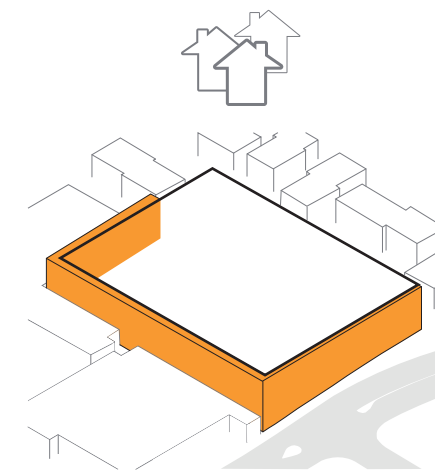
EXTRUDE SITE

The site is extruded to provide maximum density within the Northgate Transit Overlay Area.



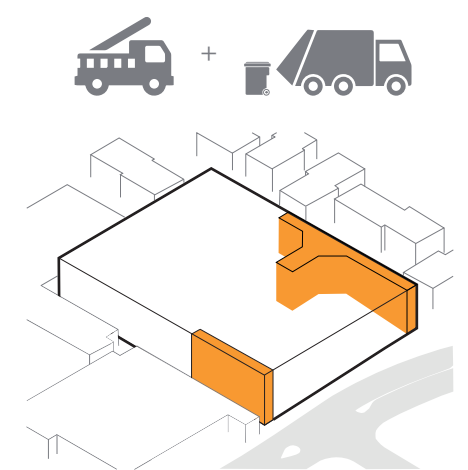
REQUIRED RELIEF

The adjacent LR3 residential zone requires a 10' minimum setback. If the minimum setback were used, all exceptional trees would require removal.



ADDITIONAL RELIEF

In order to meet the glazing requirements to allow units, 10' setbacks are provided at the west and south portion adjacent to commercial zone. A 1'-2'6" setback is provided at the Roosevelt frontage.



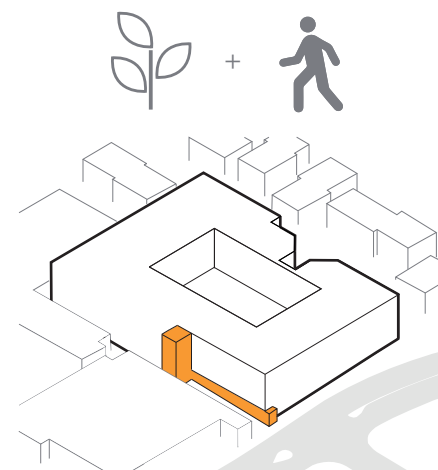
SERVICE SETBACKS

The required fire access is proposed at the Southeast corner and required solid-waste collection with truck turnaround is provided at the Northeast corner.



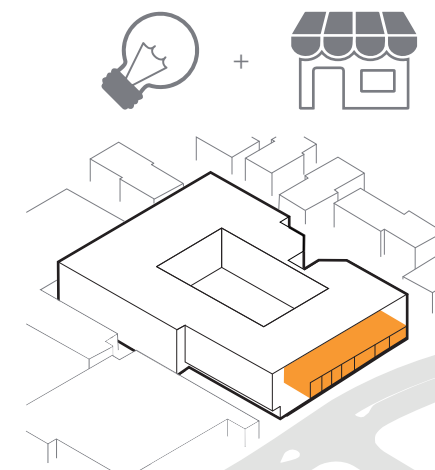
INTERNAL SCOOP

Space is carved from the inner portion of the site to create an internal courtyard with units facing within.



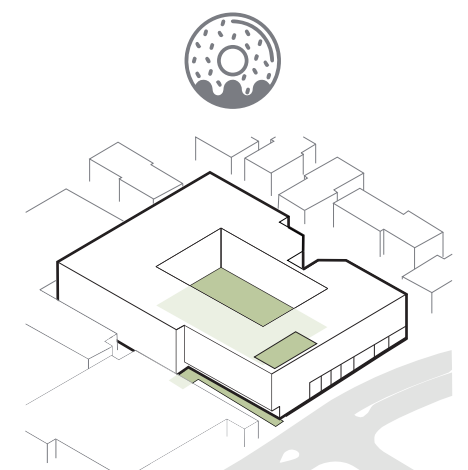
PUBLIC OPEN SPACE

Public open space is created by pushing the massing in at the Southeast corner of site.



COMMERCIAL CHARACTER

The commercial live/work spaces will be located at the Northeastern edge of the ground floor.



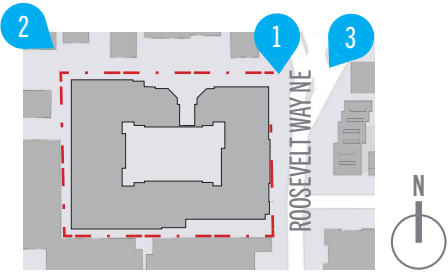
PROPOSED MASSING

The O Concept is servicable but awkward. The many design constraints limit the viability of this option within the fabric of the Northgate neighborhood.

6.0 option 1
ARCHITECTURAL MASSING CONCEPTS



- 1 PEDESTRIAN VIEW *looking south down Roosevelt Way NE from sidewalk*
- 2 AERIAL VIEW *looking south-east*
- 3 PEDESTRIAN VIEW *looking south-west down Pinehurst Way NE*

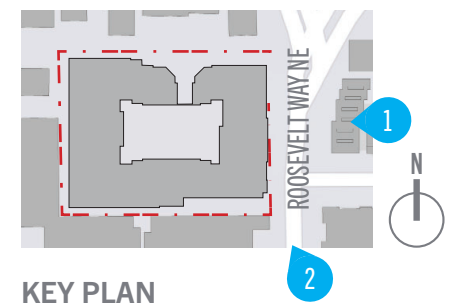


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- 1 PEDESTRIAN VIEW *looking north up Roosevelt Way NE*
- 2 AERIAL VIEW *looking west at Roosevelt Way NE street frontage*

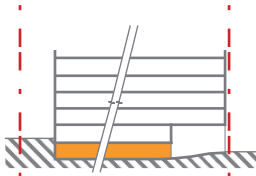
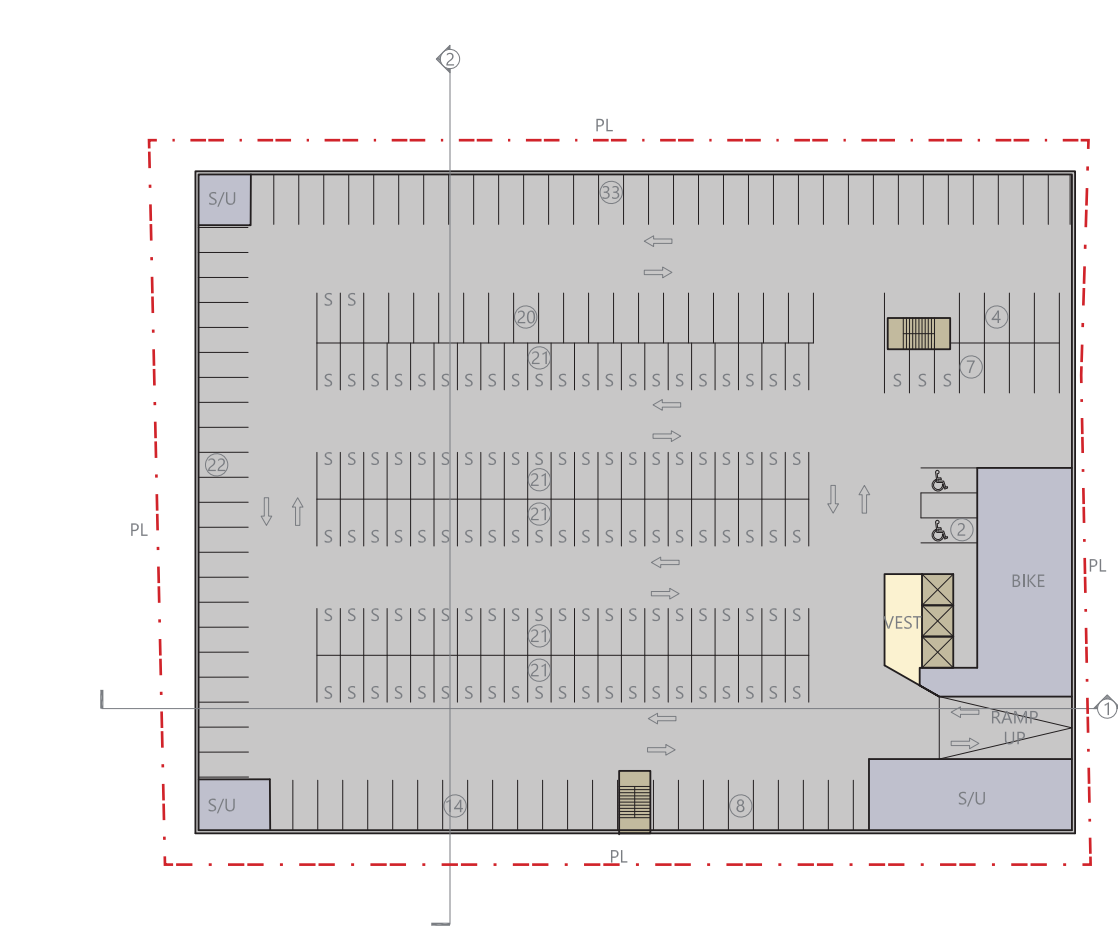


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6.0 option 1

ARCHITECTURAL MASSING CONCEPTS



KEY SECTION

PLAN (PARKING)

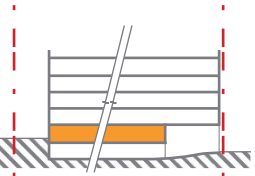
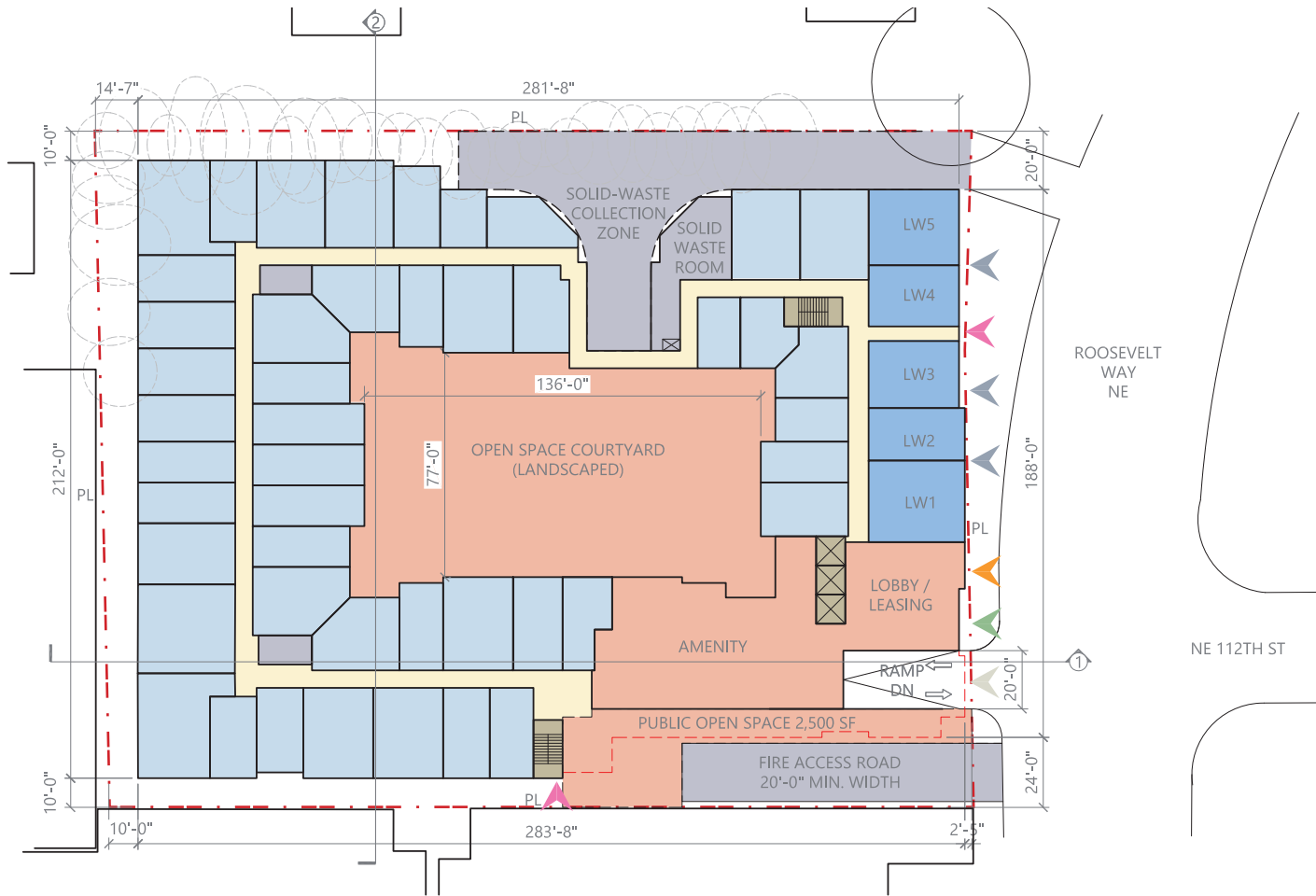
0 10 20 40 80



PROGRAM

- | | | | |
|-----------------------------|------------------------|-------------|---------|
| BUILDING SERVICES / STORAGE | HORIZONTAL CIRCULATION | AMENITY | PARKING |
| RESIDENTIAL | VERTICAL CIRCULATION | LIVE / WORK | TRASH |

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KEY SECTION

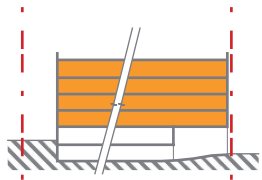
PLAN (R1)

0 10 20 40 80



ACCESS

- | | | |
|------------------|-------------------|------|
| VEHICULAR ACCESS | RESIDENTIAL ENTRY | BIKE |
| LIVE-WORK ENTRY | EGRESS | |



KEY SECTION

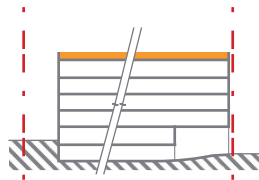
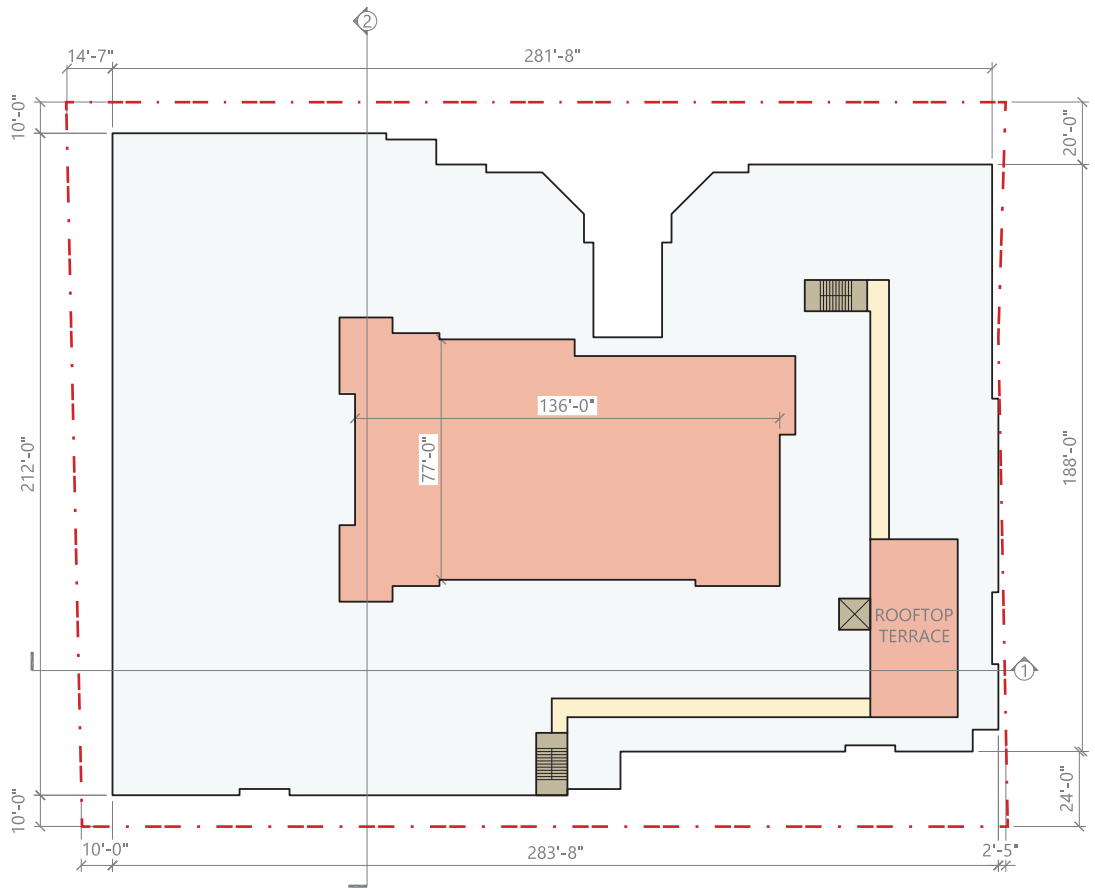
PLAN (R2-R5)

0 10 20 40 80



PROGRAM

- | | | |
|-----------------------------|------------------------|-------------|
| BUILDING SERVICES / STORAGE | HORIZONTAL CIRCULATION | AMENITY |
| RESIDENTIAL | VERTICAL CIRCULATION | LIVE / WORK |



KEY SECTION

PLAN (ROOF)

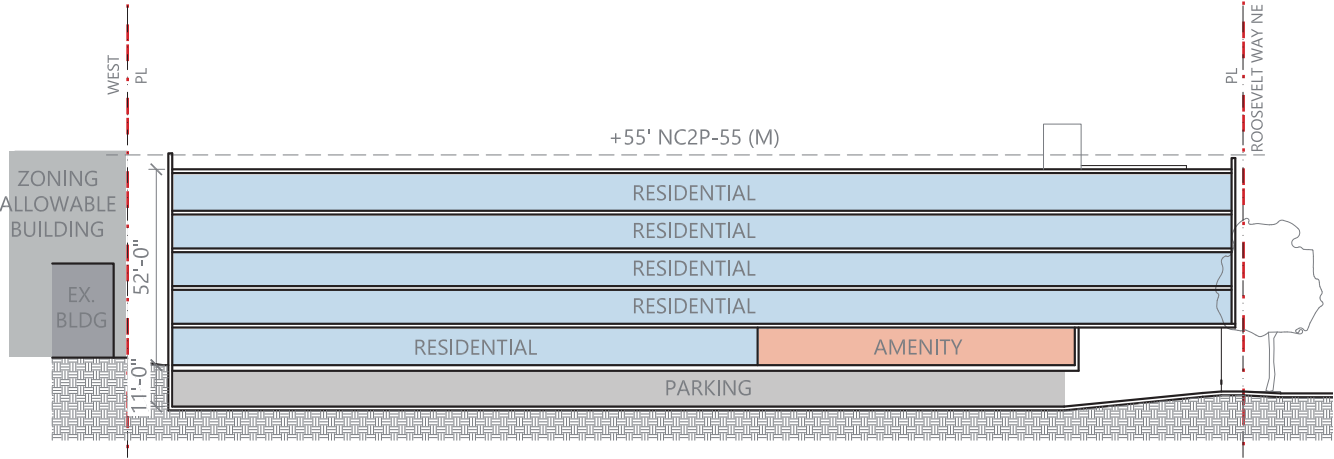
0 10 20 40 80



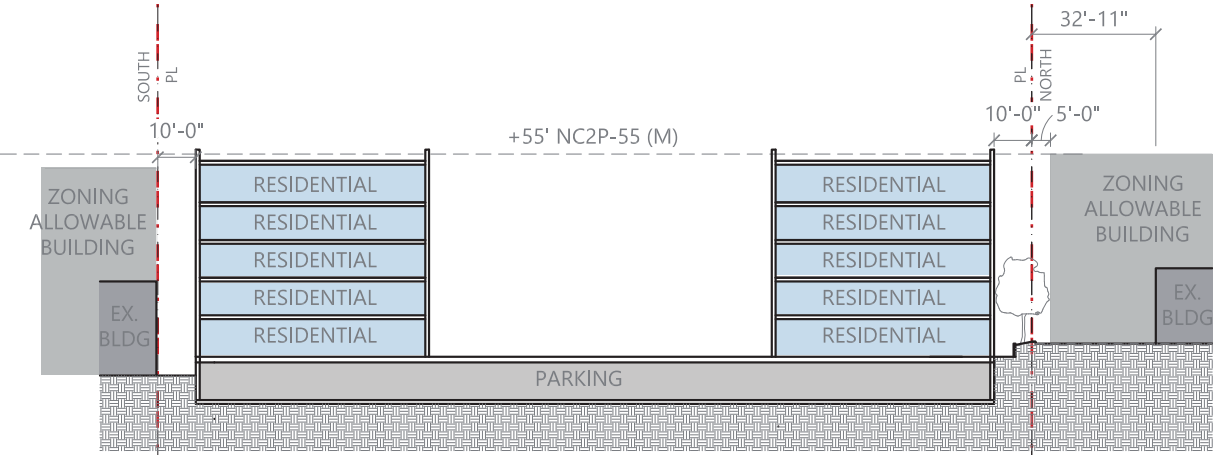
ACCESS

- | | |
|------------------|-------------------|
| VEHICULAR ACCESS | RESIDENTIAL ENTRY |
| LIVE-WORK ENTRY | EGRESS |

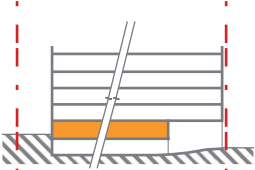
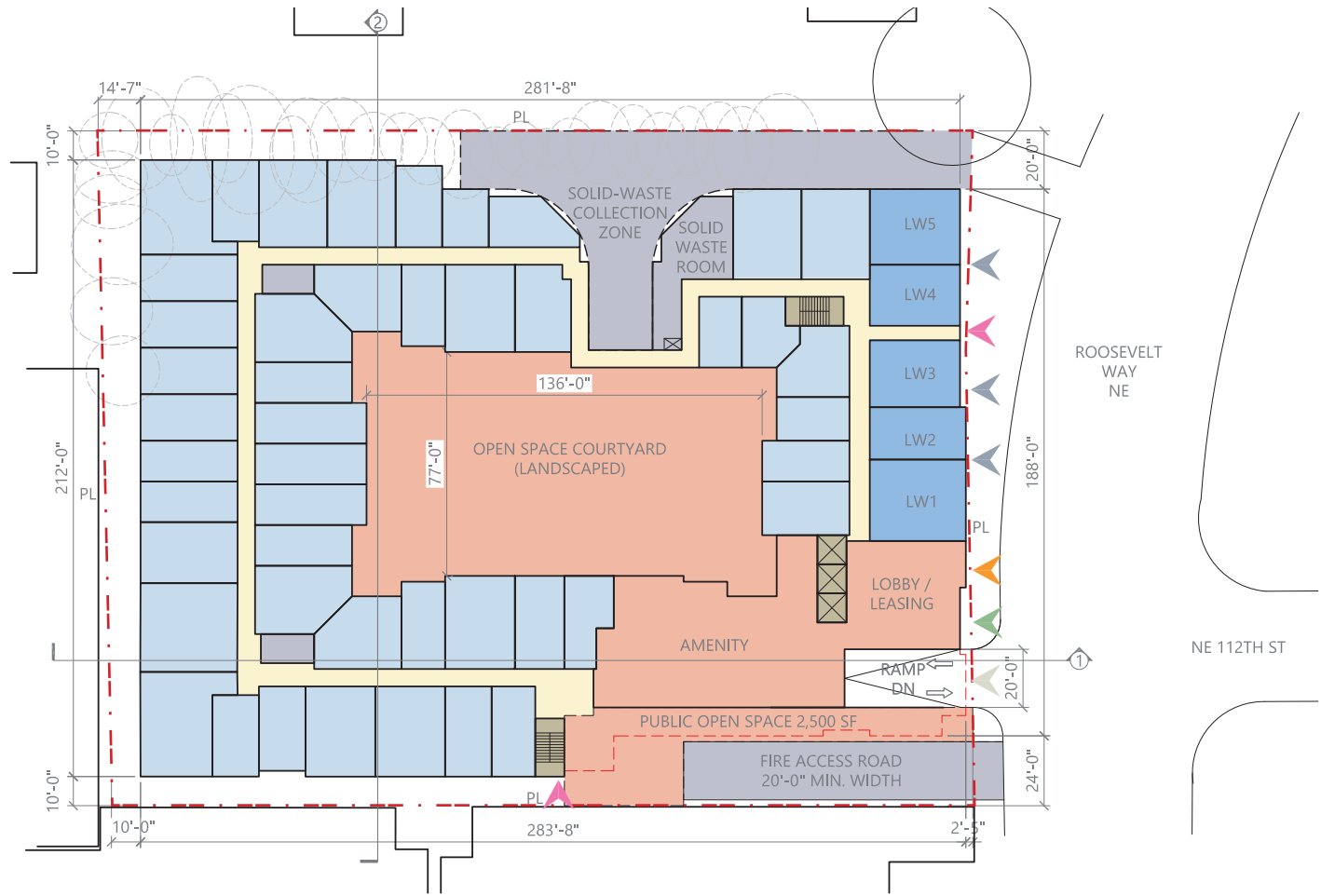
6.0 option 1
ARCHITECTURAL MASSING CONCEPTS



SECTION (1) 0 10 20 40 80



SECTION (2) 0 10 20 40 80



KEY SECTION

PLAN (R1) 0 10 20 40 80

PROGRAM

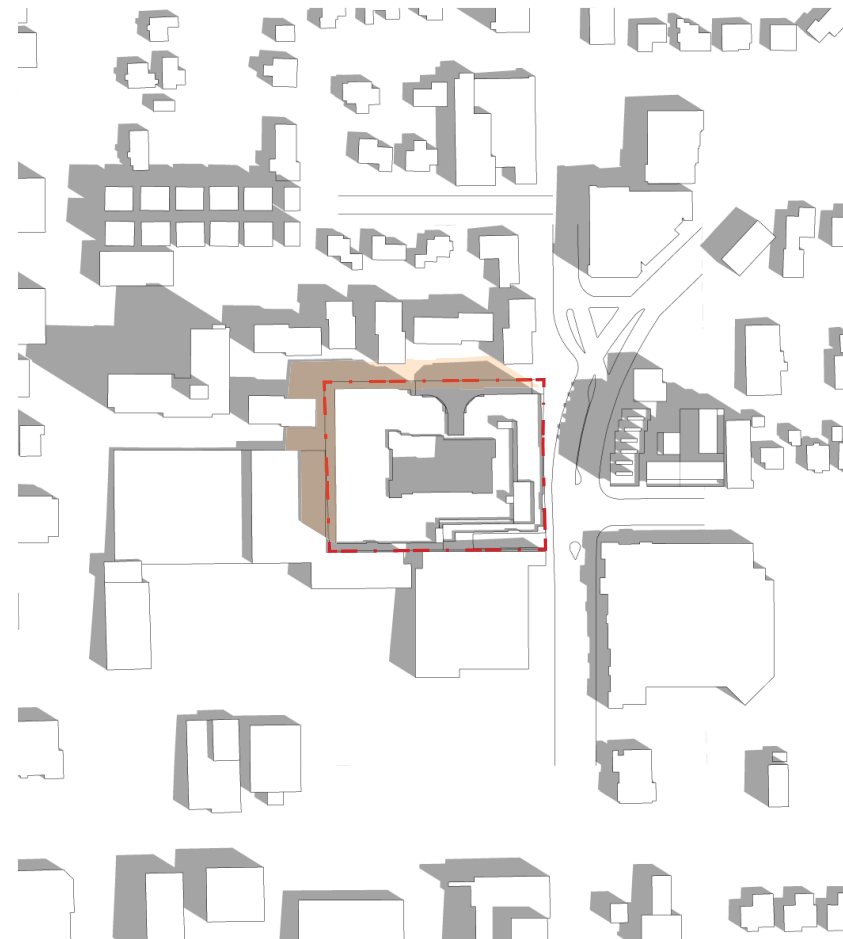
- | | | | |
|-----------------------------|------------------------|-------------|---------|
| BUILDING SERVICES / STORAGE | HORIZONTAL CIRCULATION | AMENITY | PARKING |
| RESIDENTIAL | VERTICAL CIRCULATION | LIVE / WORK | TRASH |

ACCESS

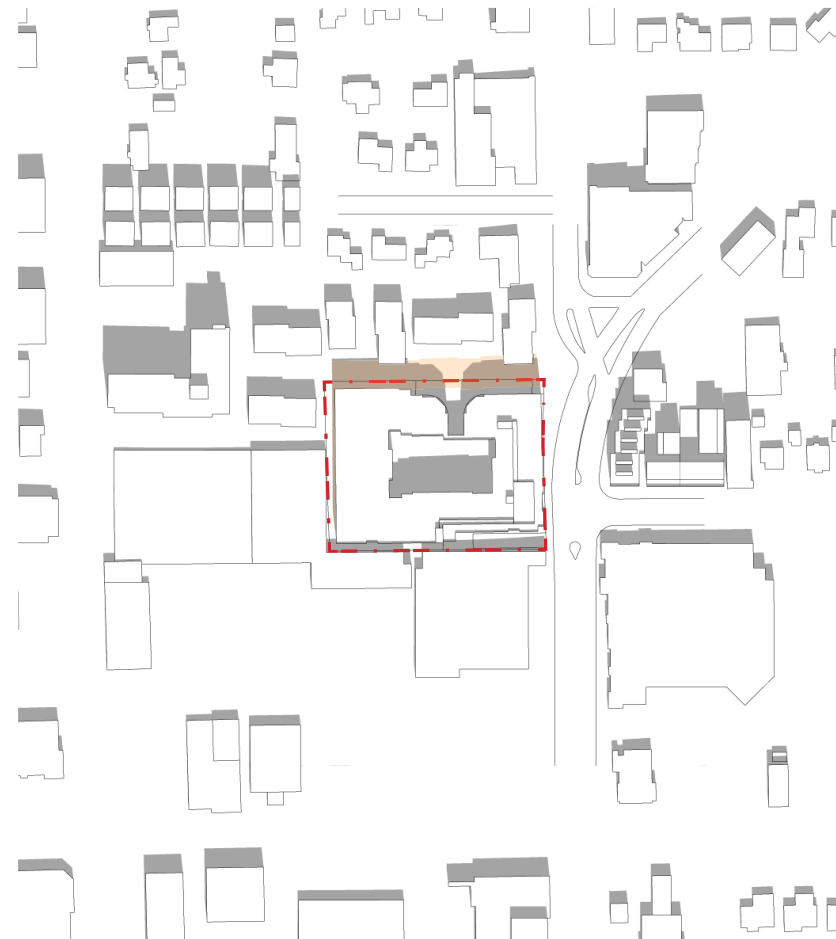
- | | | |
|------------------|-------------------|------|
| VEHICULAR ACCESS | RESIDENTIAL ENTRY | BIKE |
| LIVE-WORK ENTRY | EGRESS | |

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9AM
SPRING & FALL EQUINOX



NOON
SPRING & FALL EQUINOX

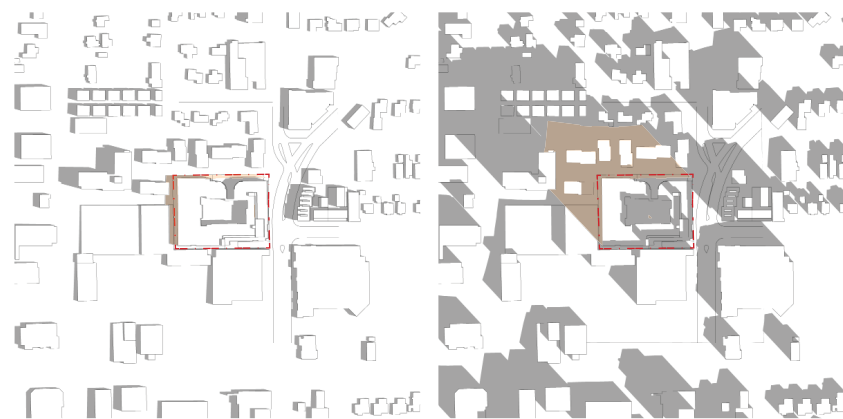


3PM
SPRING & FALL EQUINOX



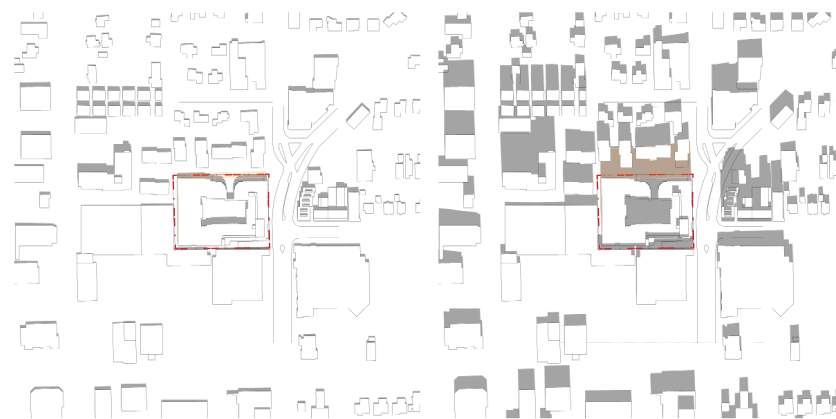
SUMMER

WINTER



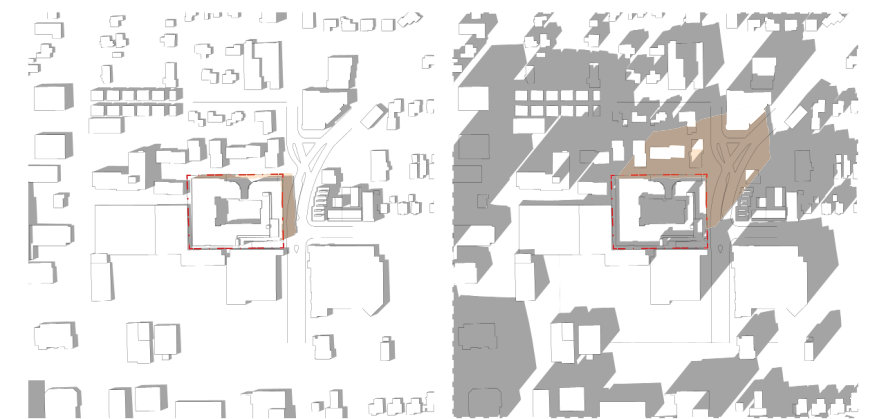
SUMMER

WINTER



SUMMER

WINTER



6.0 option 2

ARCHITECTURAL MASSING CONCEPTS

DESCRIPTION

Option 2 pushes the massing to the north, south, and east property lines with units lining a long E-W oriented courtyard. The massing attempts to engage the street while open space is minimally provided around the perimeter and within the courtyard. The required fire access road is located at the NE corner and solid-waste services occurs within the covered parking garage.

SUMMARY

STORIES: 6
1 below-grade
5 above-grade

UNIT COUNT: 300

FLOOR AREA: 258,000 SF residential

PARKING: 209 stalls

OPPORTUNITIES

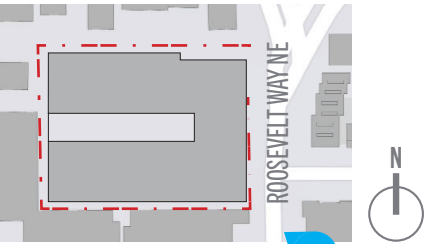
- maximizes commercial live-work units
- solid-waste collection within parking garage
- public open space at extended row frontage

CONSTRAINTS

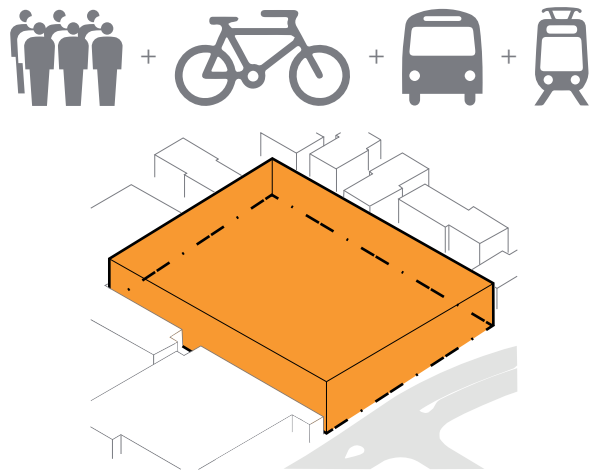
- removes exceptional tree
- removes exceptional grove
- poor Ir3 zone transition to north
- exterior egress paths required on north and south



1 AERIAL VIEW looking north-west

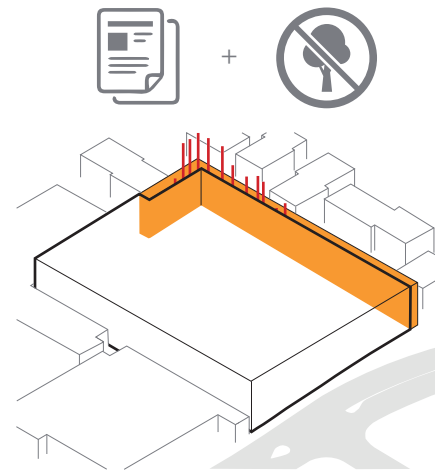


KEY PLAN



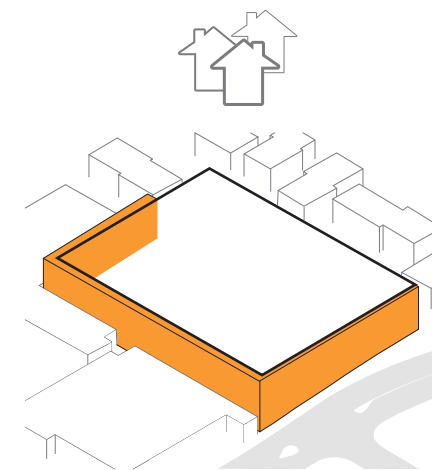
EXTRUDE SITE

The site is extruded to provide maximum density within the Northgate Transit Overlay Area.



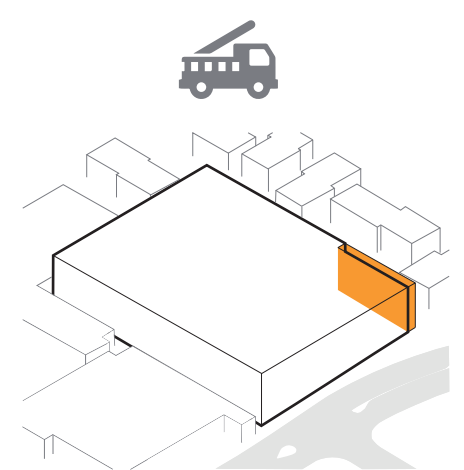
REQUIRED RELIEF

The adjacent LR3 residential zone requires a 10' minimum setback. If the minimum setback were used, all exceptional trees would require removal.



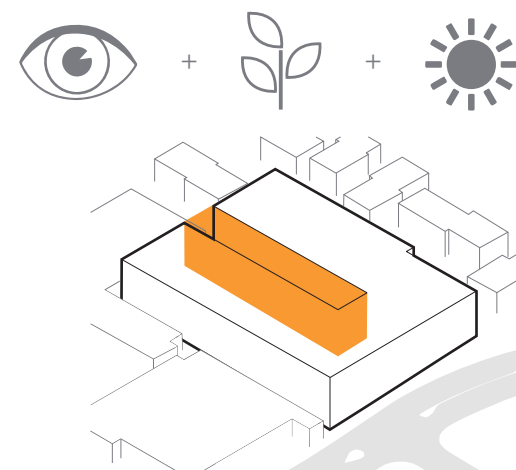
ADDITIONAL RELIEF

In order to meet the glazing requirements to allow units, 10' setbacks are provided at the west and south portion adjacent to commercial zone. A 1'-2'6" setback is provided at the Roosevelt frontage.



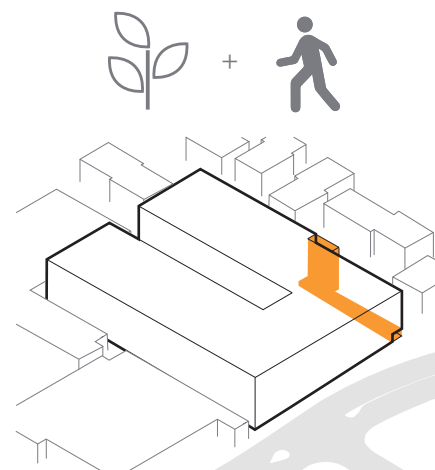
SERVICE SETBACKS

The required fire access is proposed at the Northeast corner. Required solid waste collection will occur within the parking garage structure.



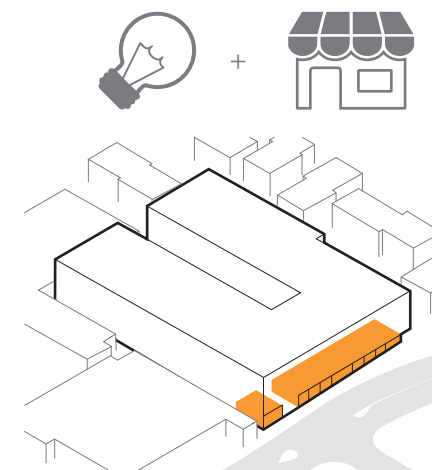
INTERNAL SCOOP

Space is carved from the inner portion of the site all the way to the western edge of the massing with residential units facing within.



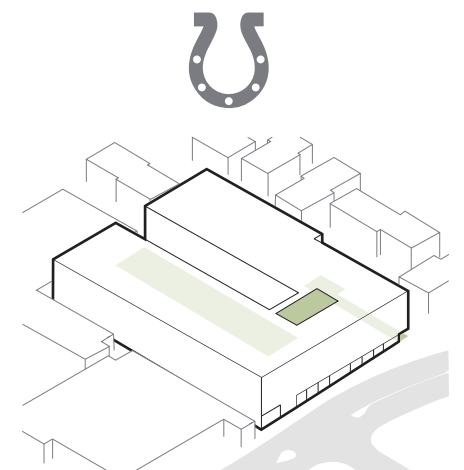
PUBLIC OPEN SPACE

Public open space is created by pushing the massing in at the Northeast corner of site, adjacent to the extended Roosevelt right-of-way frontage.



COMMERCIAL CHARACTER

The commercial live/work spaces will be located along the Eastern edge of the ground floor, flanking the vehicle entrance.

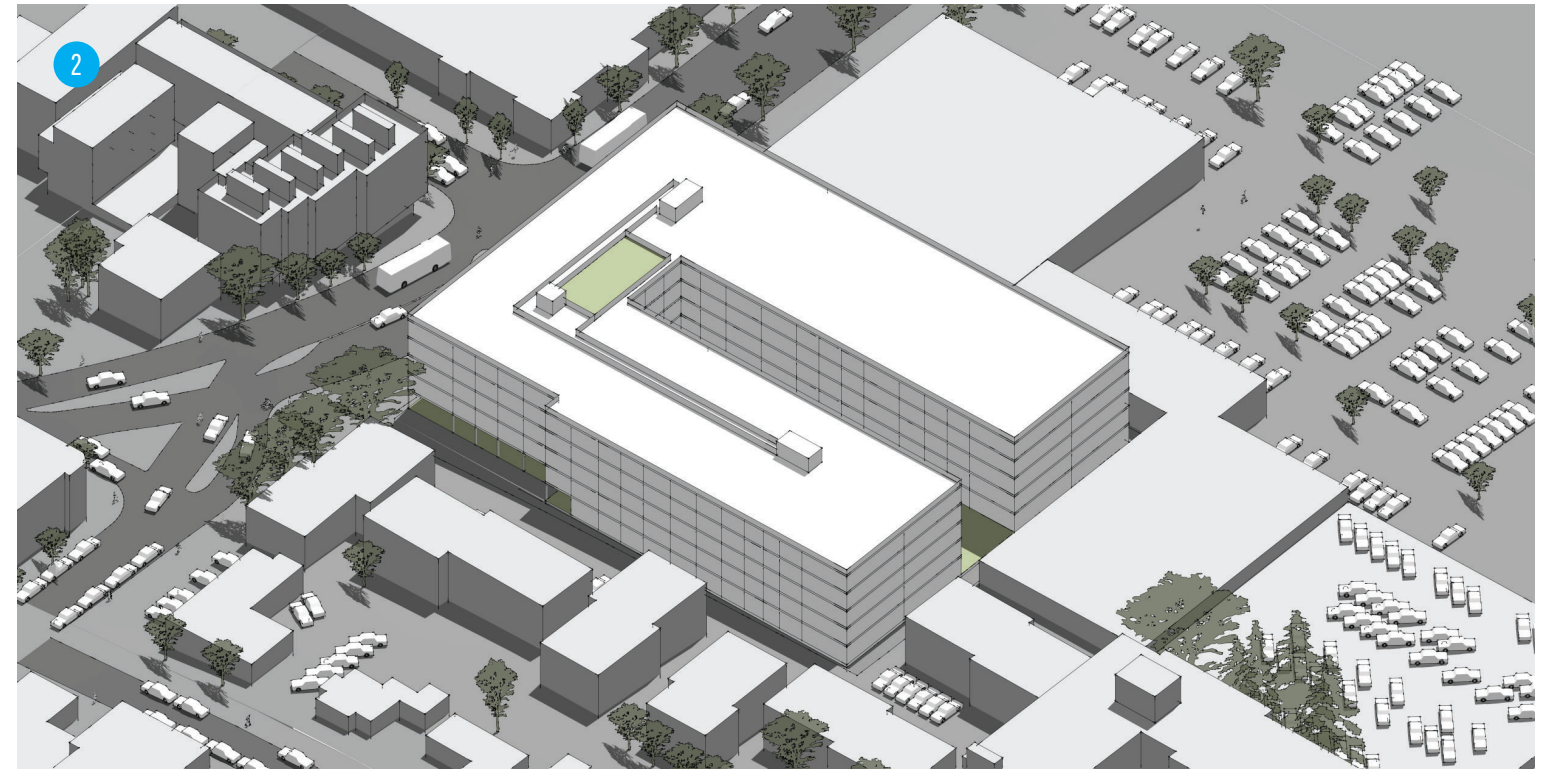
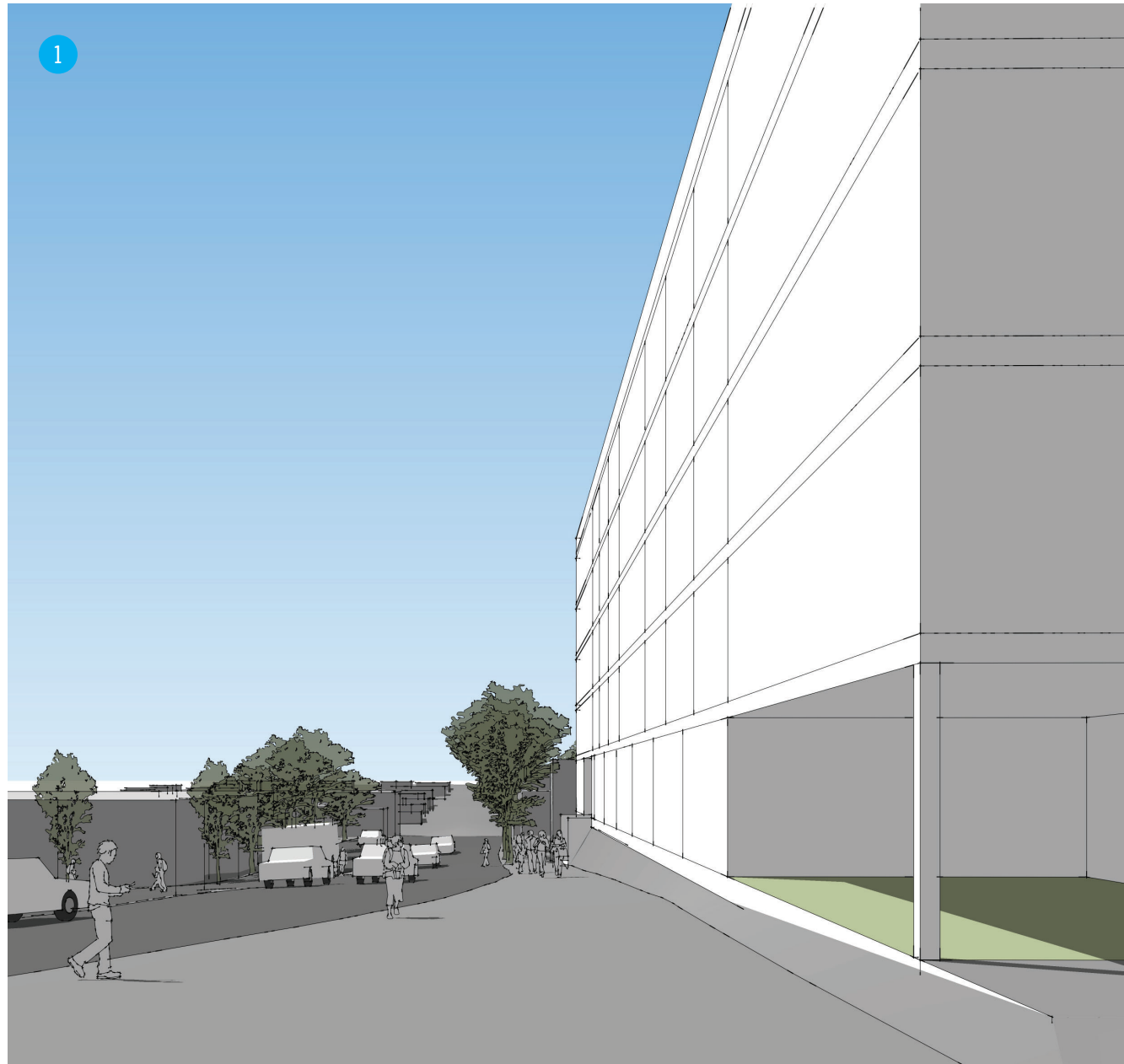


PROPOSED MASSING

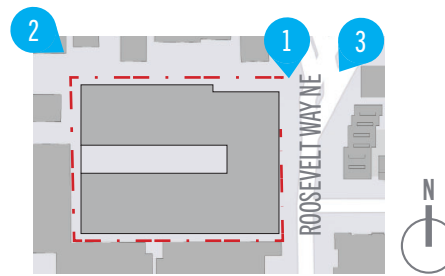
The U Concept is a model of efficiency and density. It places the fire and service access in more desirable locations which adhere better to the design guidelines. However, the open space is limited and existing site trees would require removal.

6.0 option 2

ARCHITECTURAL MASSING CONCEPTS



- 1 PEDESTRIAN VIEW** *looking south down Roosevelt Way NE from sidewalk*
- 2 AERIAL VIEW** *looking south-east*
- 3 PEDESTRIAN VIEW** *looking south-west down Pinehurst Way NE*

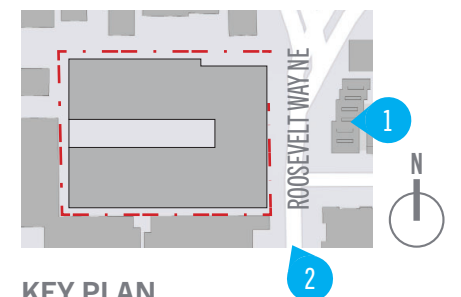


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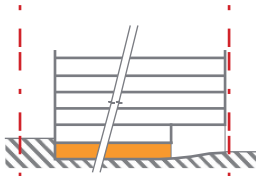
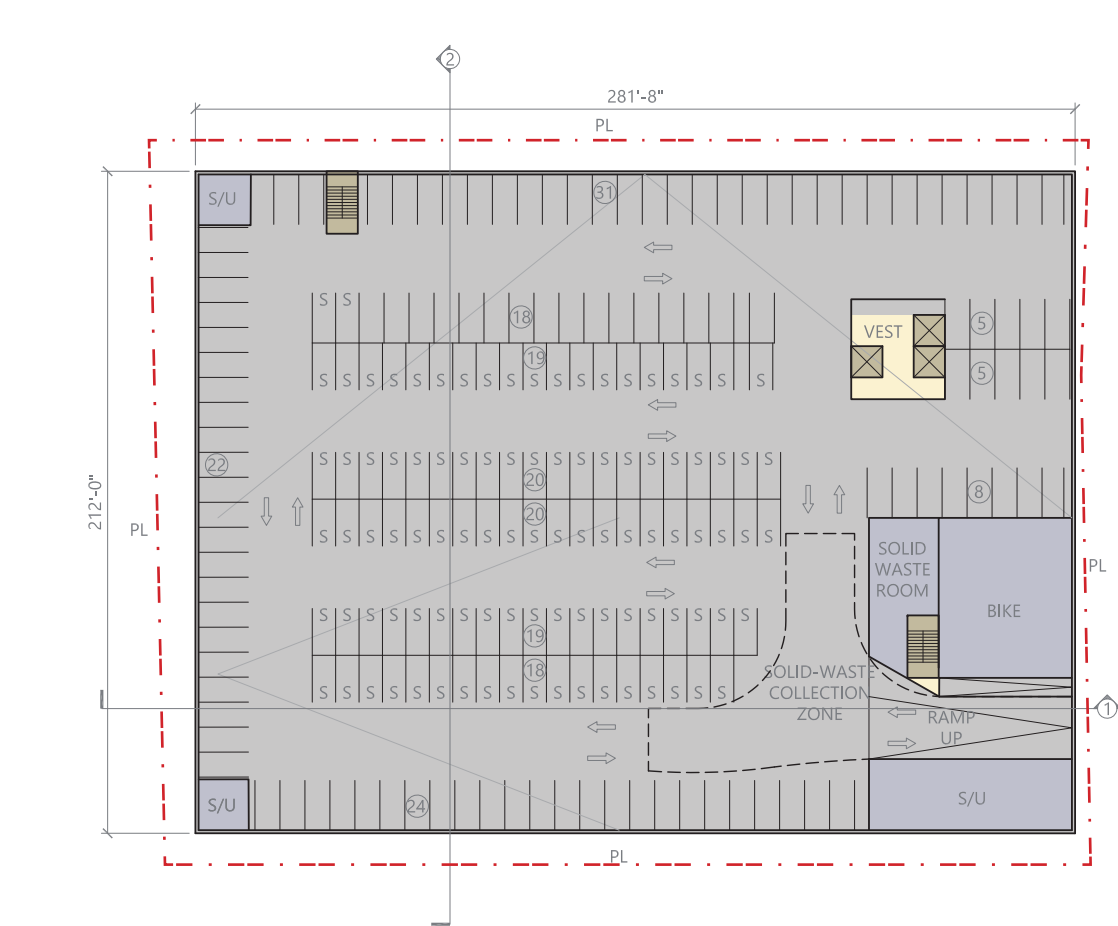
- 1 PEDESTRIAN VIEW *looking north up Roosevelt Way NE*
- 2 AERIAL VIEW *looking west at Roosevelt Way NE street frontage*



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6.0 option 2
ARCHITECTURAL MASSING CONCEPTS



KEY SECTION

PLAN (PARKING)

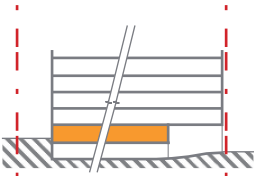
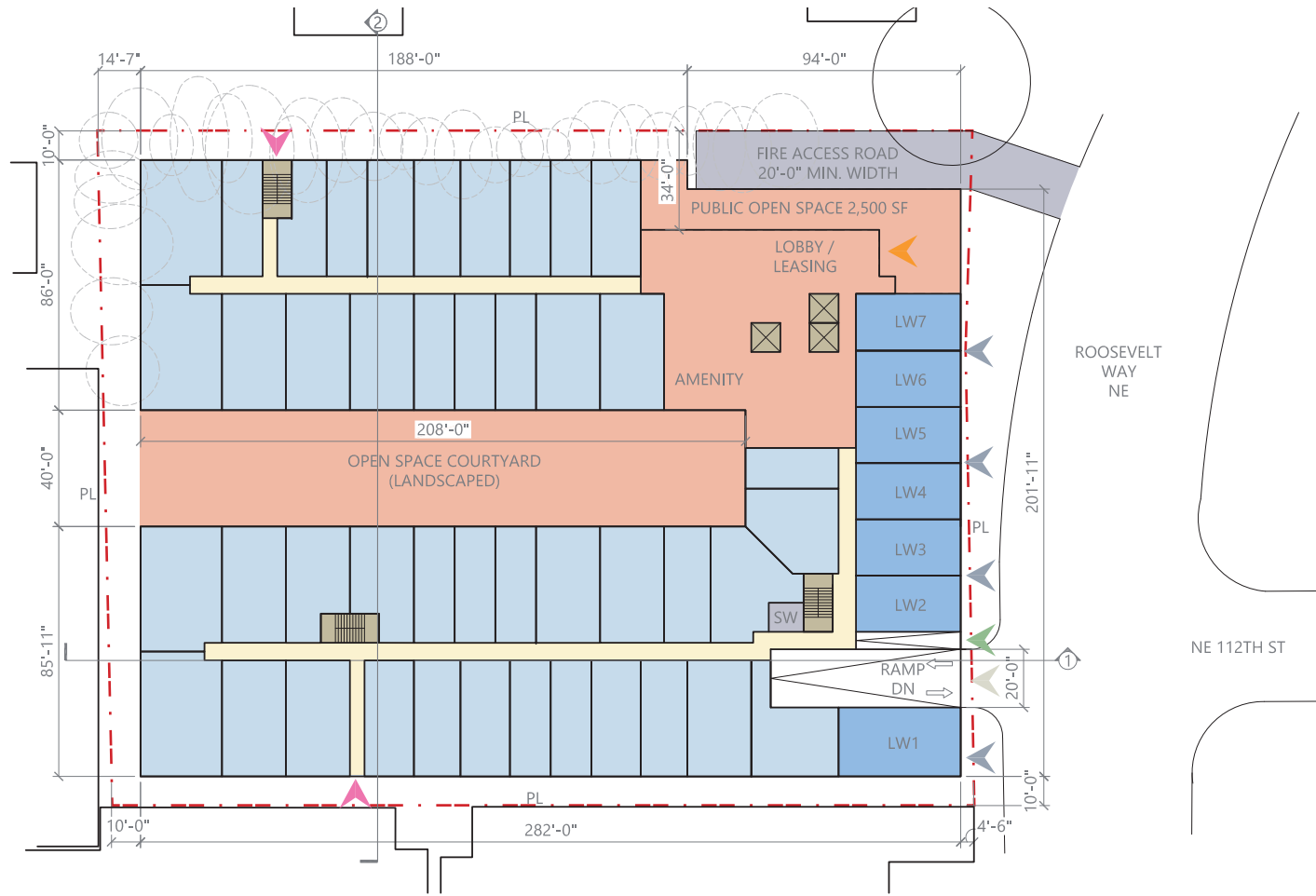
0 10 20 40 80



PROGRAM

- | | | | |
|-----------------------------|------------------------|-------------|---------|
| BUILDING SERVICES / STORAGE | HORIZONTAL CIRCULATION | AMENITY | PARKING |
| RESIDENTIAL | VERTICAL CIRCULATION | LIVE / WORK | TRASH |

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KEY SECTION

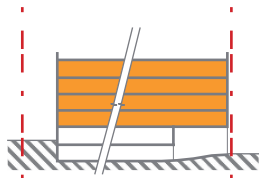
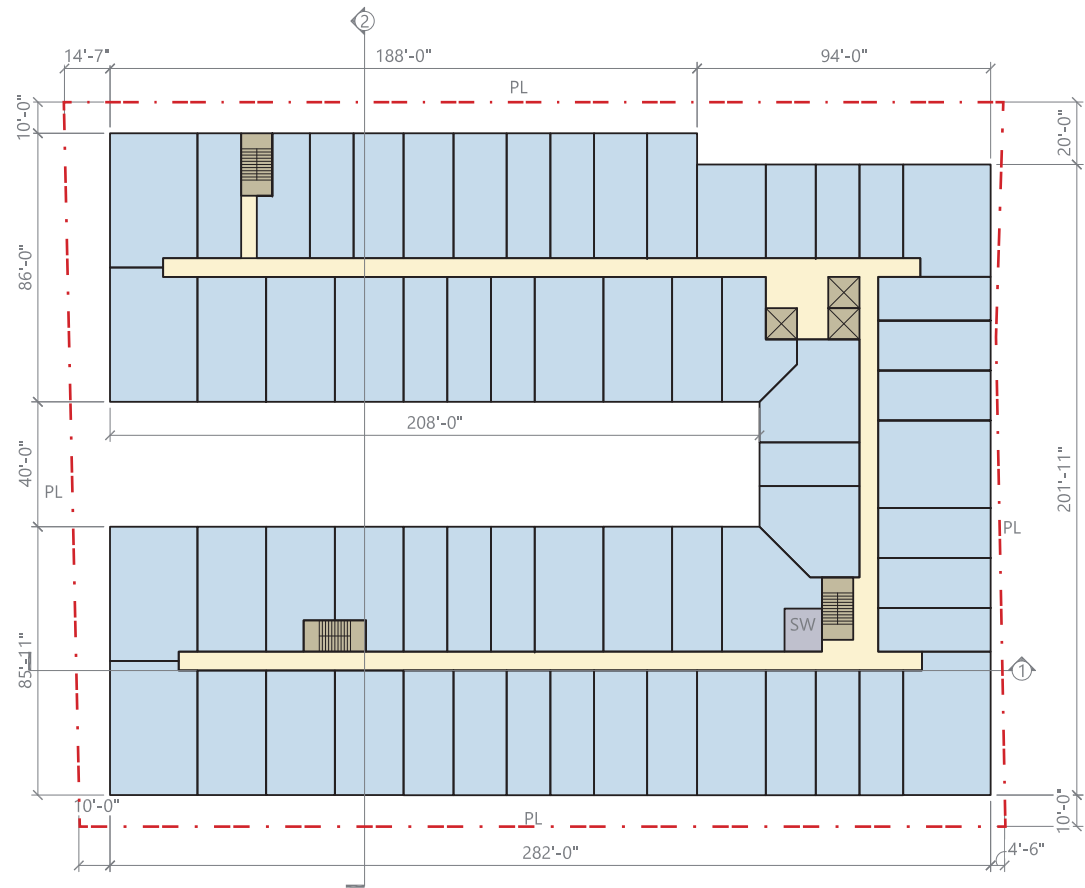
PLAN (R1)

0 10 20 40 80



ACCESS

- | | | |
|------------------|-------------------|------|
| VEHICULAR ACCESS | RESIDENTIAL ENTRY | BIKE |
| LIVE-WORK ENTRY | EGRESS | |



KEY SECTION

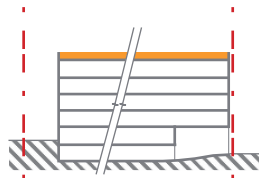
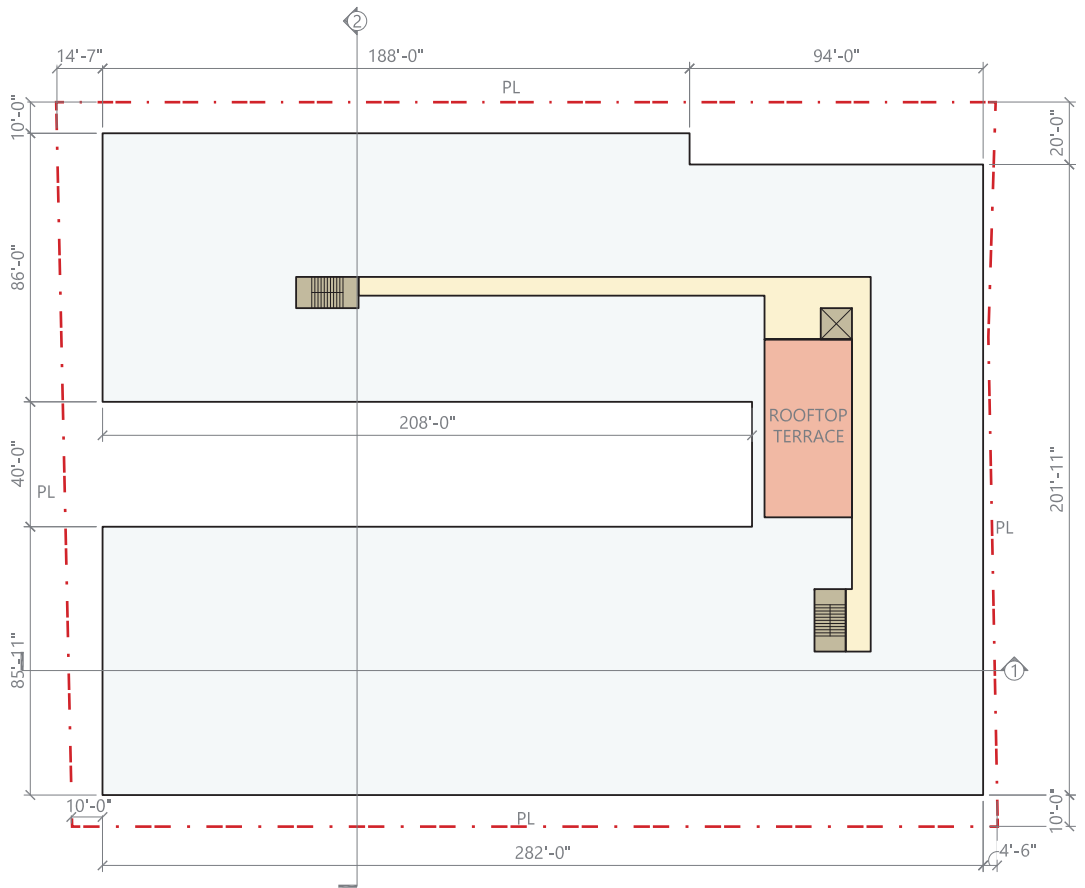
PLAN (R2-R5)

0 10 20 40 80



PROGRAM

- | | | |
|-----------------------------|------------------------|-------------|
| BUILDING SERVICES / STORAGE | HORIZONTAL CIRCULATION | AMENITY |
| RESIDENTIAL | VERTICAL CIRCULATION | LIVE / WORK |



KEY SECTION

PLAN (ROOF)

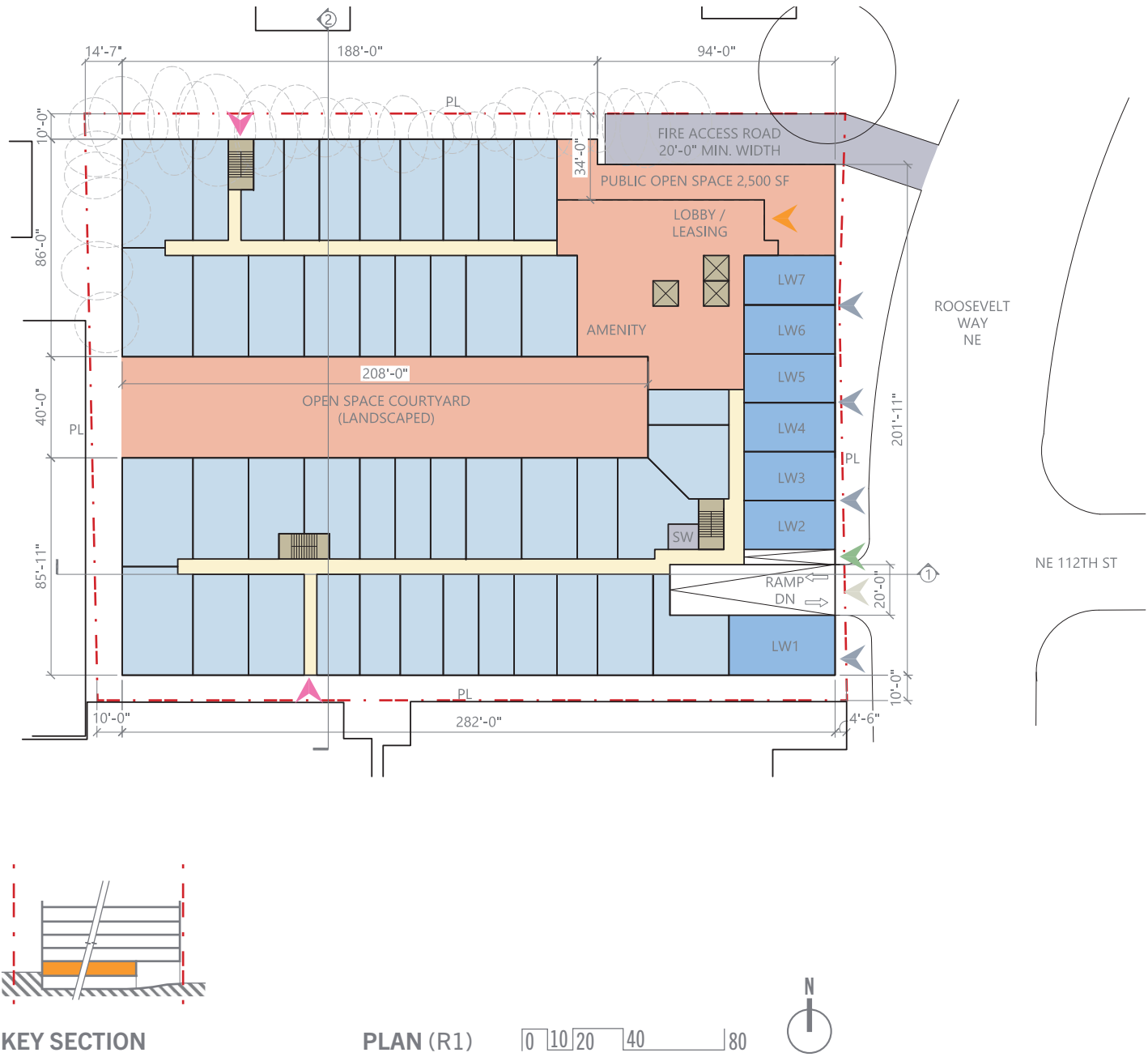
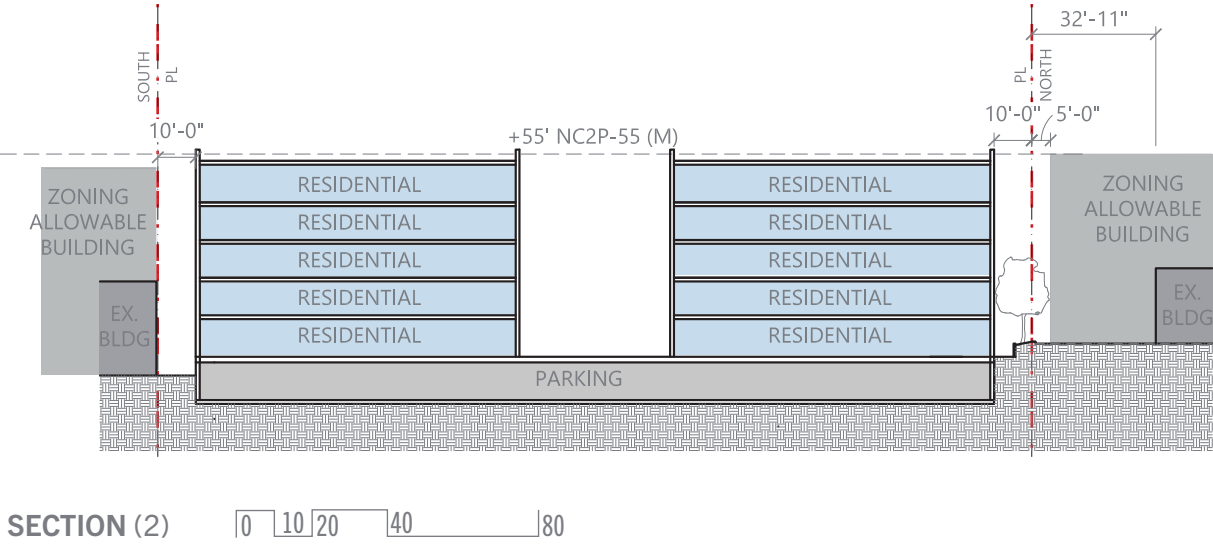
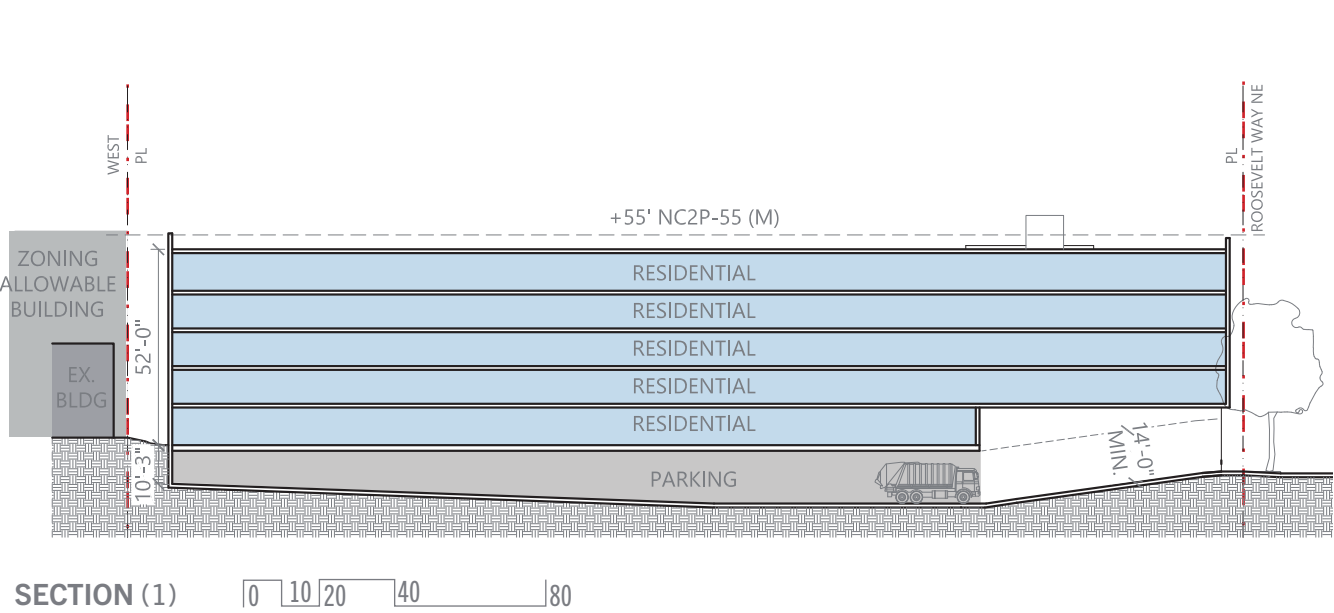
0 10 20 40 80



ACCESS

- | | |
|------------------|-------------------|
| VEHICULAR ACCESS | RESIDENTIAL ENTRY |
| LIVE-WORK ENTRY | EGRESS |

6.0 option 2
ARCHITECTURAL MASSING CONCEPTS



PROGRAM

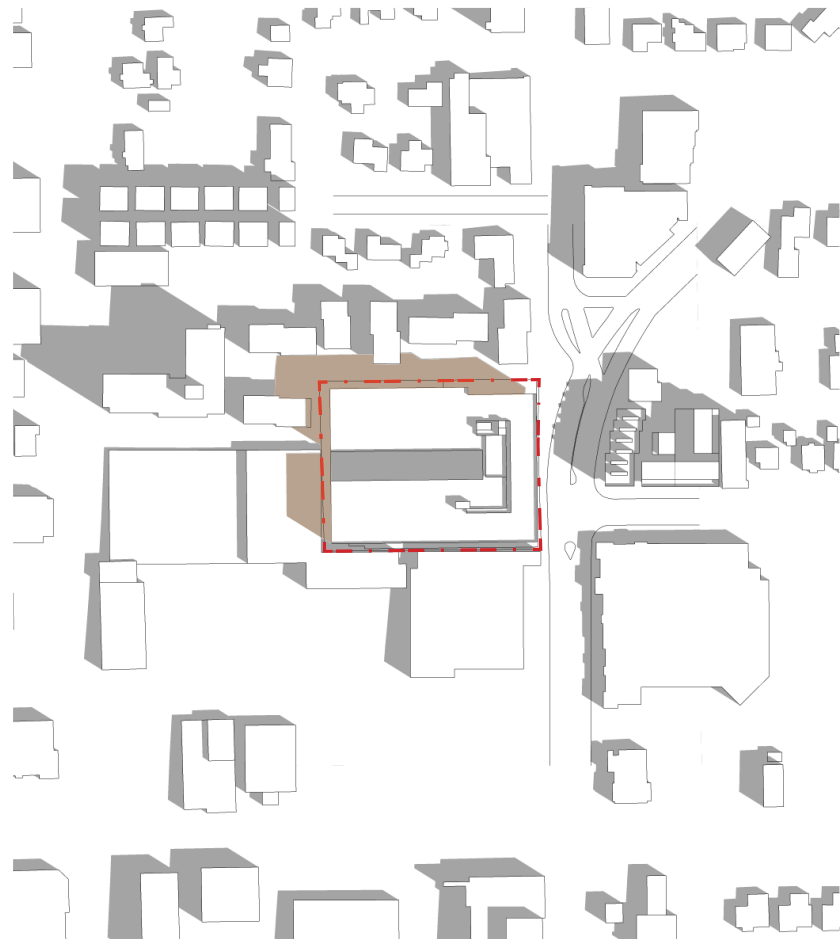
- BUILDING SERVICES / STORAGE
- RESIDENTIAL
- HORIZONTAL CIRCULATION
- VERTICAL CIRCULATION
- AMENITY
- LIVE / WORK
- PARKING
- TRASH

ACCESS

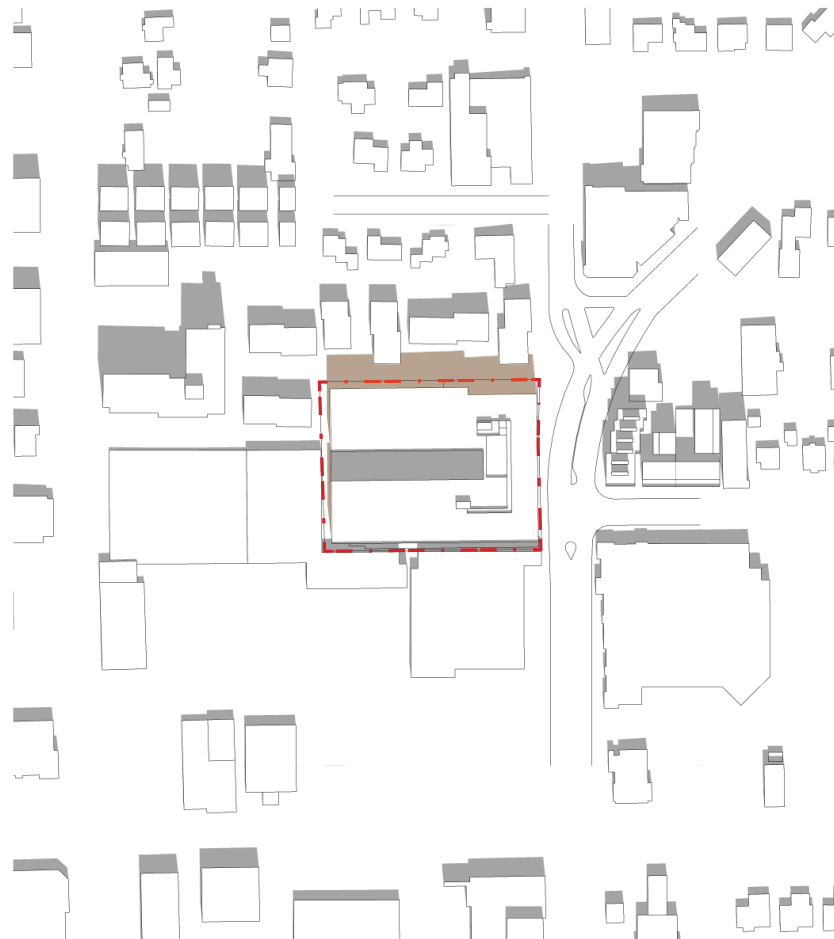
- VEHICULAR ACCESS
- LIVE-WORK ENTRY
- RESIDENTIAL ENTRY
- EGRESS
- BIKE

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9AM
SPRING & FALL EQUINOX



NOON
SPRING & FALL EQUINOX

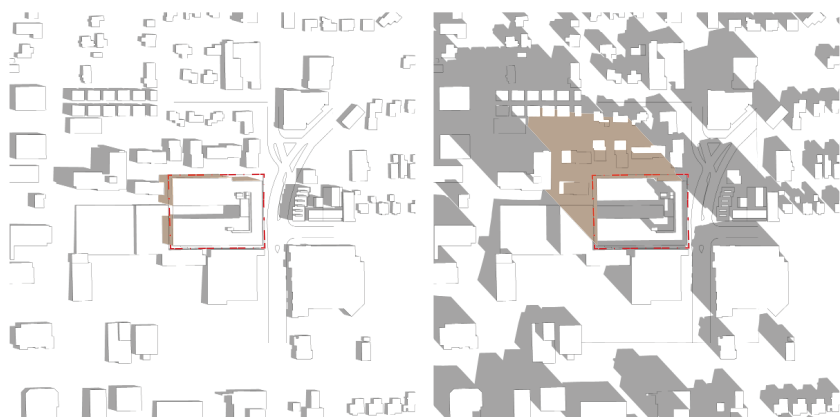


3PM
SPRING & FALL EQUINOX



SUMMER

WINTER



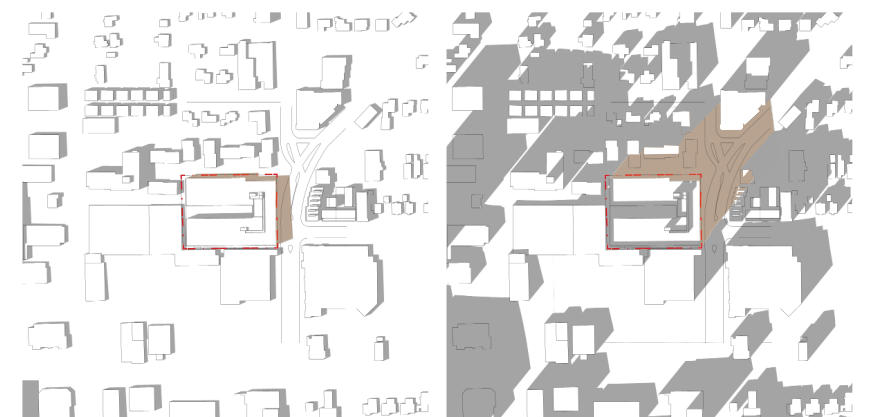
SUMMER

WINTER



SUMMER

WINTER



6.0 option 3

ARCHITECTURAL MASSING CONCEPTS

DESCRIPTION

The preferred option provides significant setbacks along all property lines. The most important setbacks at the north and north-west property lines allow the development to retain existing mature coniferous trees. These trees provide excellent privacy screening and shading between the proposed development and adjacent residential project. The fire access will provide hardscape designed to blend into the public open space at the northeast corner. Service access is provided within the parking garage to remove sight/smells from active corner spaces.

SUMMARY

STORIES: 6
1 below-grade
5 above-grade

UNIT COUNT: 291

FLOOR AREA: 243,000 SF residential

PARKING: 210 stalls

OPPORTUNITIES

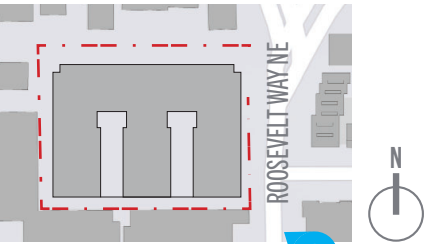
- large perimeter setbacks
- preservation of majority of on-site mature trees
- south facing courtyards
- active corner public open space
- solid-waste services hidden within parking garage
- live-work spaces match existing grade to provide accessible, pedestrian friendly spaces
- landscaped pathway at south property line

CONSTRAINTS

- reduced building footprint requires multi-level parking to meet desired vehicle parking ratio

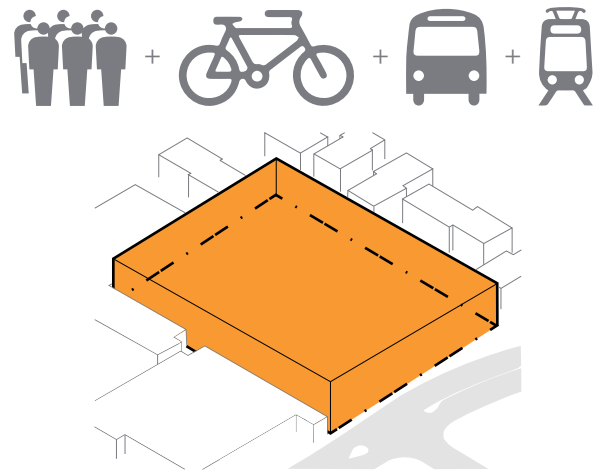


1 AERIAL VIEW looking north-west



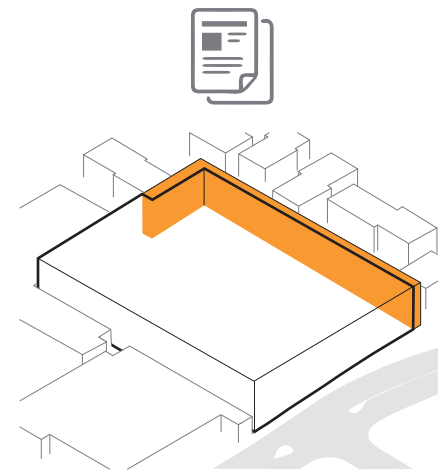
KEY PLAN

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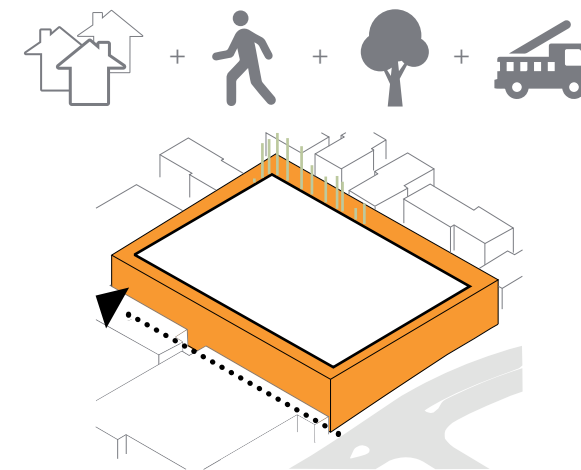
EXTRUDE SITE

The site is extruded to provide maximum density within the Northgate Transit Overlay Area.



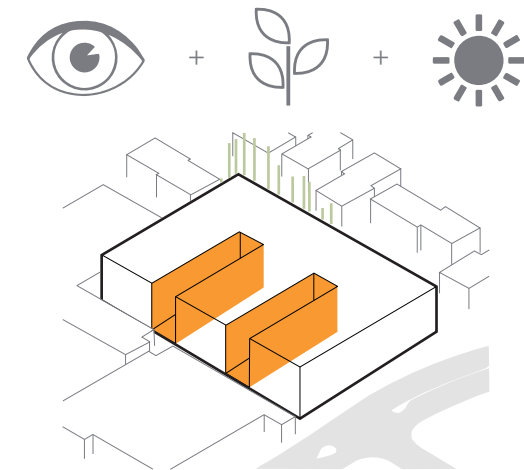
REQUIRED RELIEF

The adjacent LR3 residential zone requires a 10' minimum setback. If the minimum setback were used, all exceptional trees would require removal.



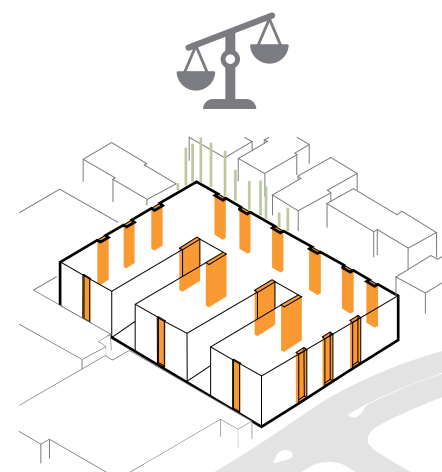
ADDITIONAL RELIEF

Additional 17' setback at north saves mature trees. 15' setback at south accommodates pathway connector and landscaping. Roosevelt frontage pulls back 3'-6" to 6'-6" for relief from street.



INTERNAL SCOOPS

Massing is removed from the south to create two courtyards with solar exposure and open space that connects with pathway along south property line.



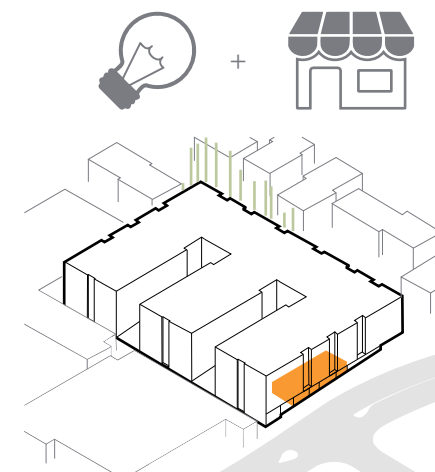
MASSING RELIEF

Massing is further reduced by simple vertical carve-outs placed primarily along outward facing long facades.



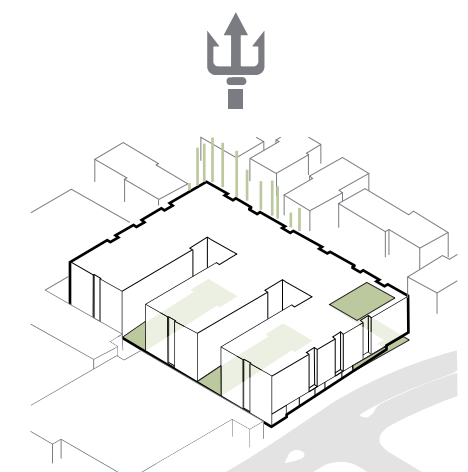
PUBLIC OPEN SPACE

Public open space is thoughtfully placed at the Northeast corner. The space is primarily covered to provide weather protection to the public.



COMMERCIAL CHARACTER

The ground level is setback 8'-10' from the Roosevelt property line to provide commercial live/work spaces with landscape buffers. Lots of glazing will be utilized to encourage interaction and engagement.



PROPOSED MASSING

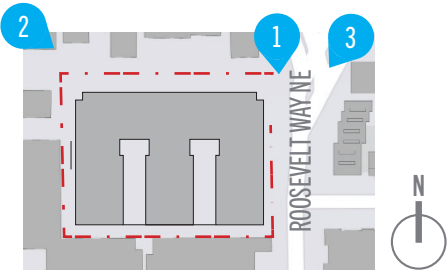
The E Concept is the most thoughtful design. The design is centered on thoughtful place of open spaces to provide connection at the ground level and visual relief at the massing above. Vehicle and service access are placed in order to provide the safest environment for the the project and the community

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6.0 option 3
ARCHITECTURAL MASSING CONCEPTS



- 1 PEDESTRIAN VIEW *looking south down Roosevelt Way NE from sidewalk*
- 2 AERIAL VIEW *looking south-east*
- 3 PEDESTRIAN VIEW *looking south-west down Pinehurst Way NE*

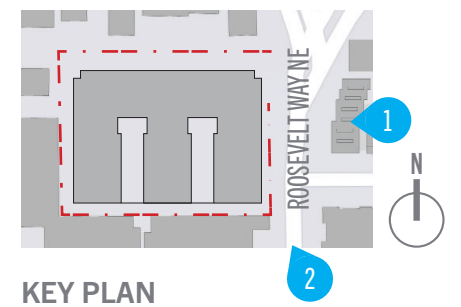


KEY PLAN

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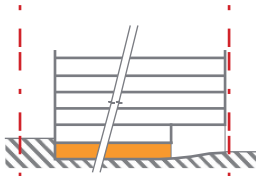
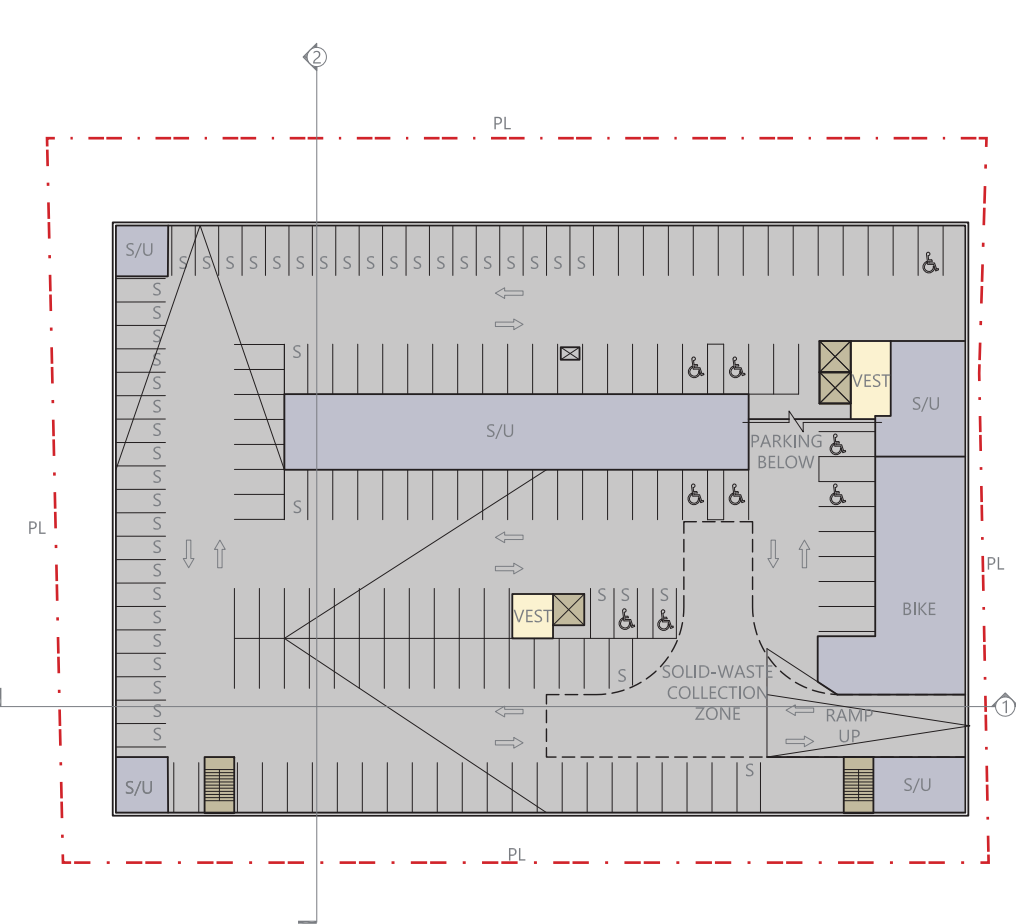


- 1 PEDESTRIAN VIEW *looking north up Roosevelt Way NE*
- 2 AERIAL VIEW *looking west at Roosevelt Way NE street frontage*



KEY PLAN

6.0 option 3
ARCHITECTURAL MASSING CONCEPTS



KEY SECTION

PLAN (PARKING)

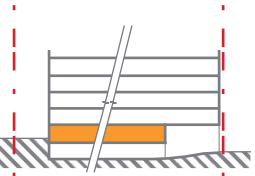
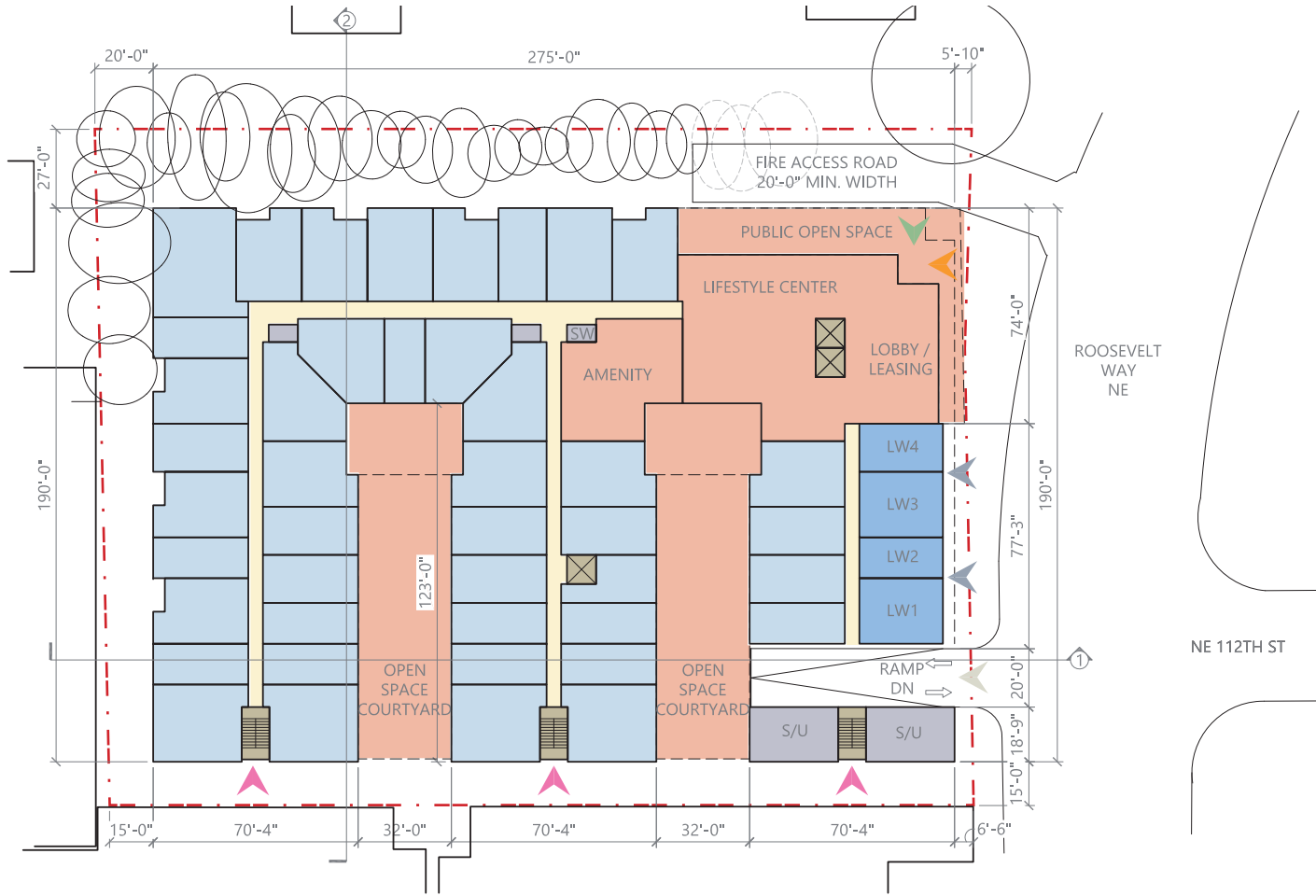
0 10 20 40 80



PROGRAM

- BUILDING SERVICES / STORAGE
- HORIZONTAL CIRCULATION
- AMENITY
- PARKING
- RESIDENTIAL
- VERTICAL CIRCULATION
- LIVE / WORK
- TRASH

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KEY SECTION

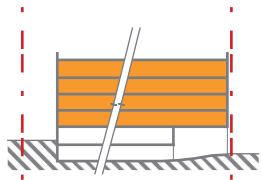
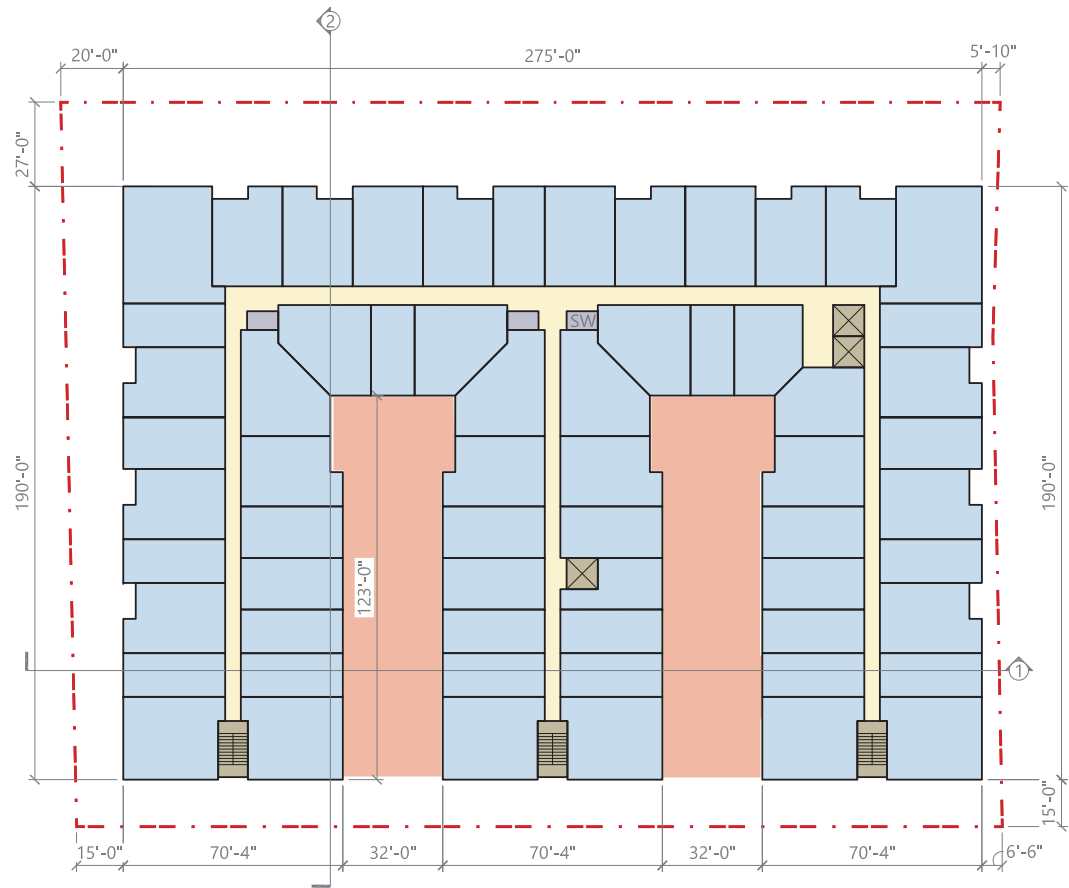
PLAN (R1)

0 10 20 40 80



ACCESS

- VEHICULAR ACCESS
- RESIDENTIAL ENTRY
- BIKE
- LIVE-WORK ENTRY
- EGRESS



KEY SECTION

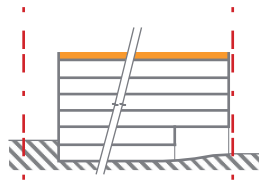
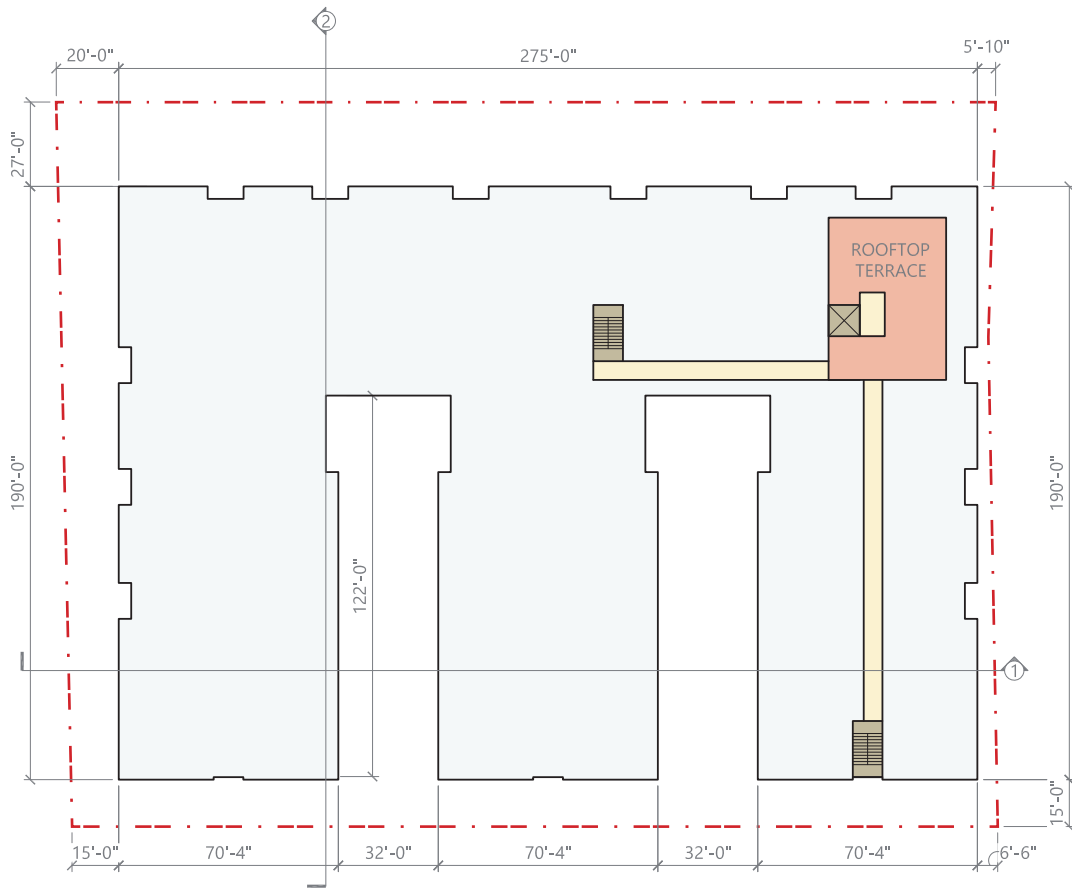
PLAN (R2-R5)

0 10 20 40 80



PROGRAM

- | | | |
|-----------------------------|------------------------|-------------|
| BUILDING SERVICES / STORAGE | HORIZONTAL CIRCULATION | AMENITY |
| RESIDENTIAL | VERTICAL CIRCULATION | LIVE / WORK |



KEY SECTION

PLAN (ROOF)

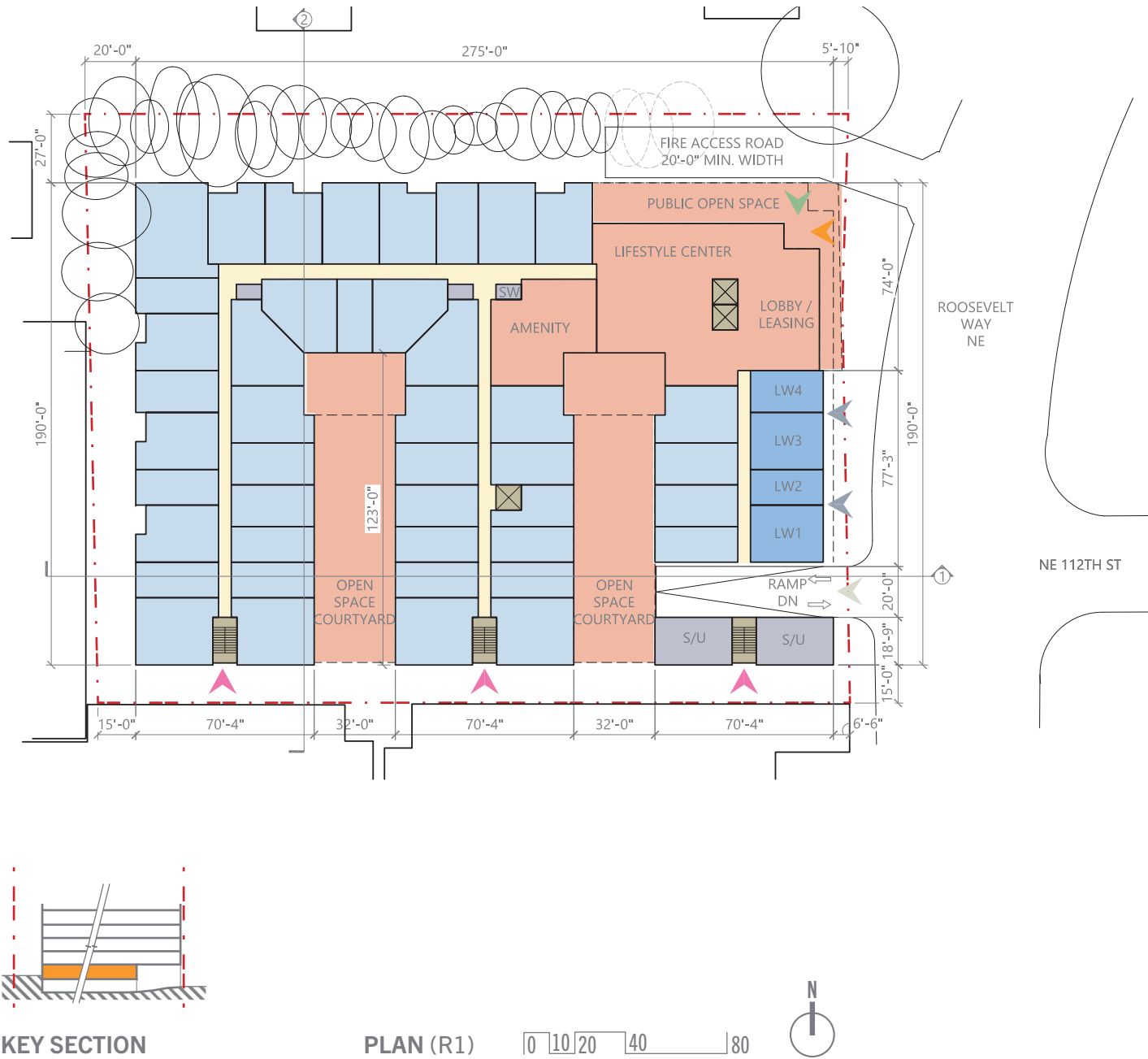
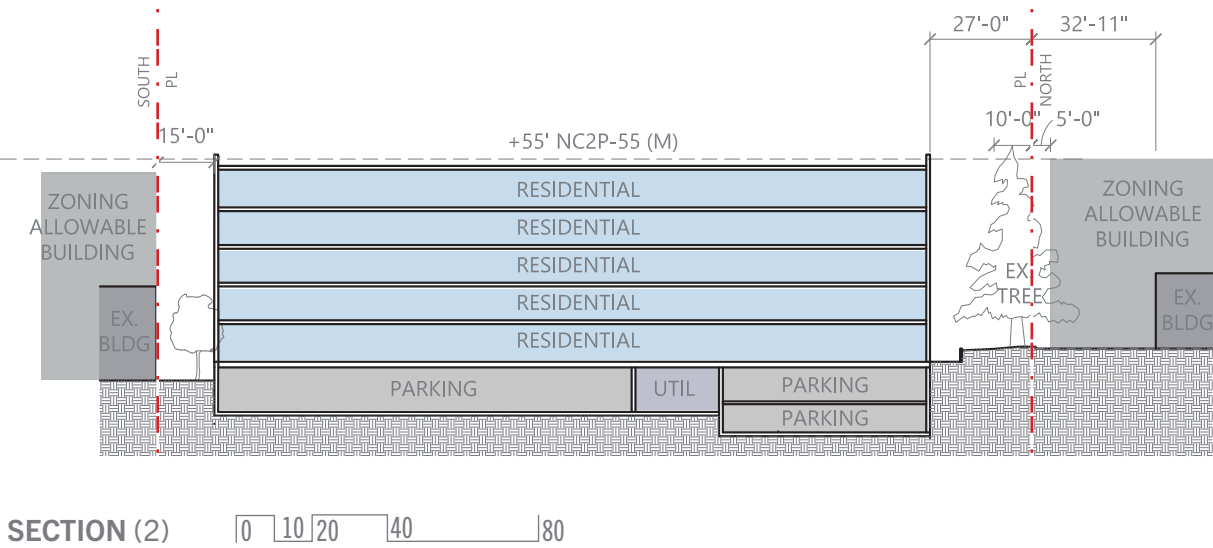
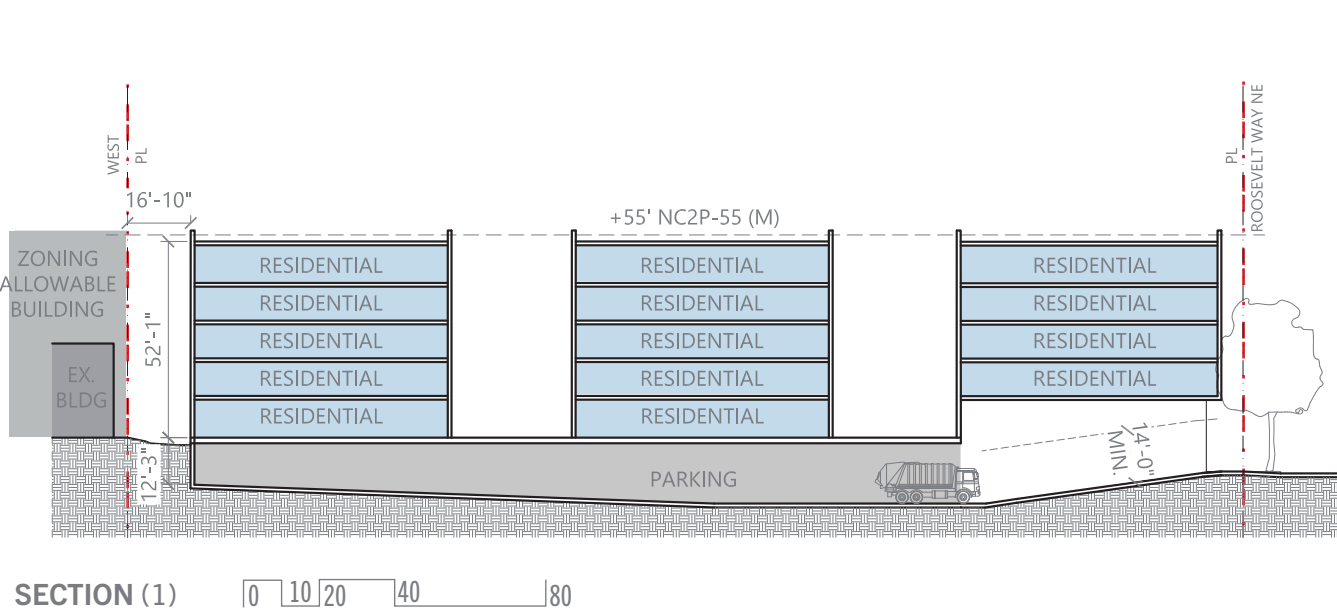
0 10 20 40 80



ACCESS

- | | |
|------------------|-------------------|
| VEHICULAR ACCESS | RESIDENTIAL ENTRY |
| LIVE-WORK ENTRY | EGRESS |

6.0 option 3
ARCHITECTURAL MASSING CONCEPTS



PROGRAM

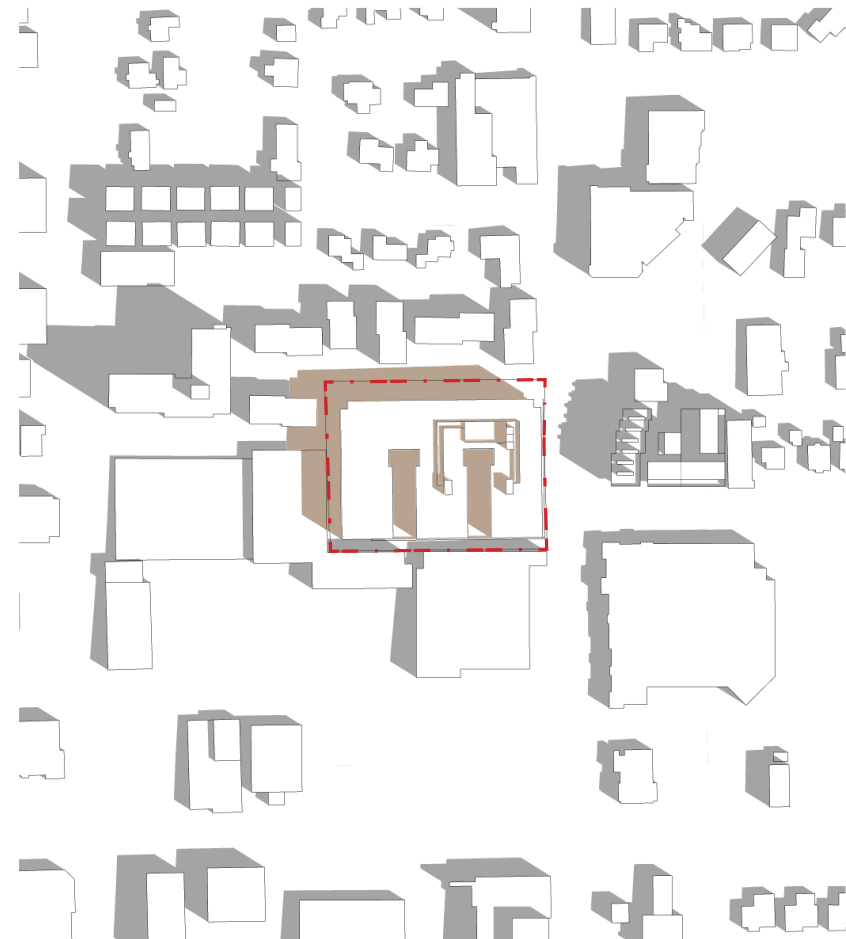
- | | | | |
|-----------------------------|------------------------|-------------|---------|
| BUILDING SERVICES / STORAGE | HORIZONTAL CIRCULATION | AMENITY | PARKING |
| RESIDENTIAL | VERTICAL CIRCULATION | LIVE / WORK | TRASH |

ACCESS

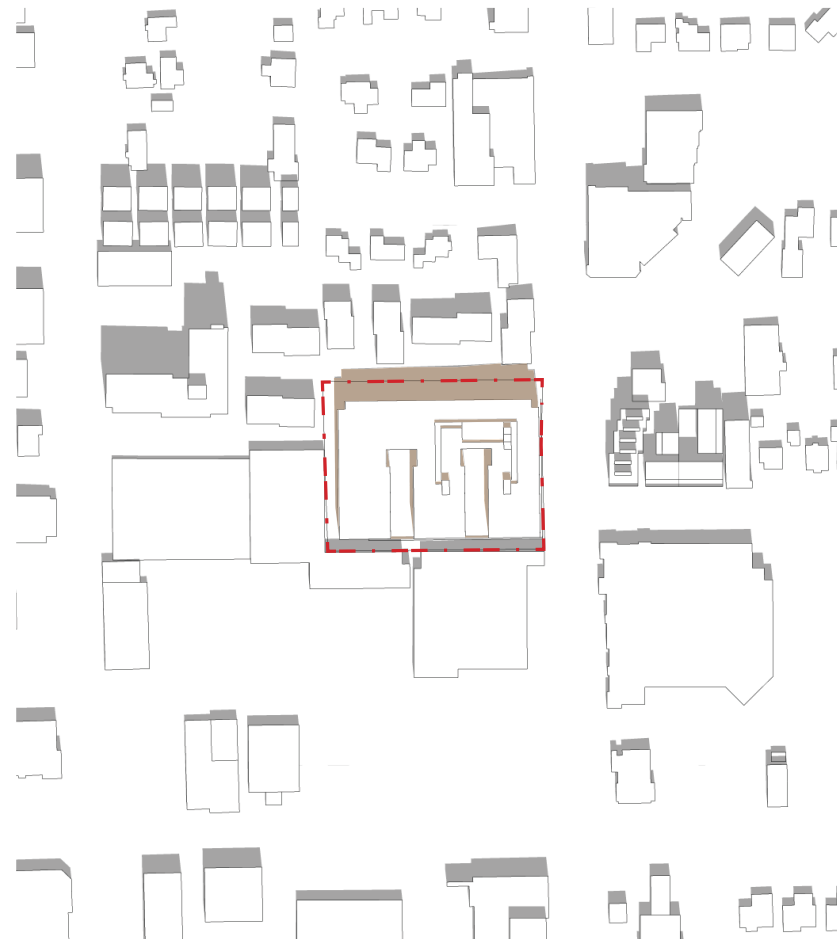
- | | | |
|------------------|-------------------|------|
| VEHICULAR ACCESS | RESIDENTIAL ENTRY | BIKE |
| LIVE-WORK ENTRY | EGRESS | |

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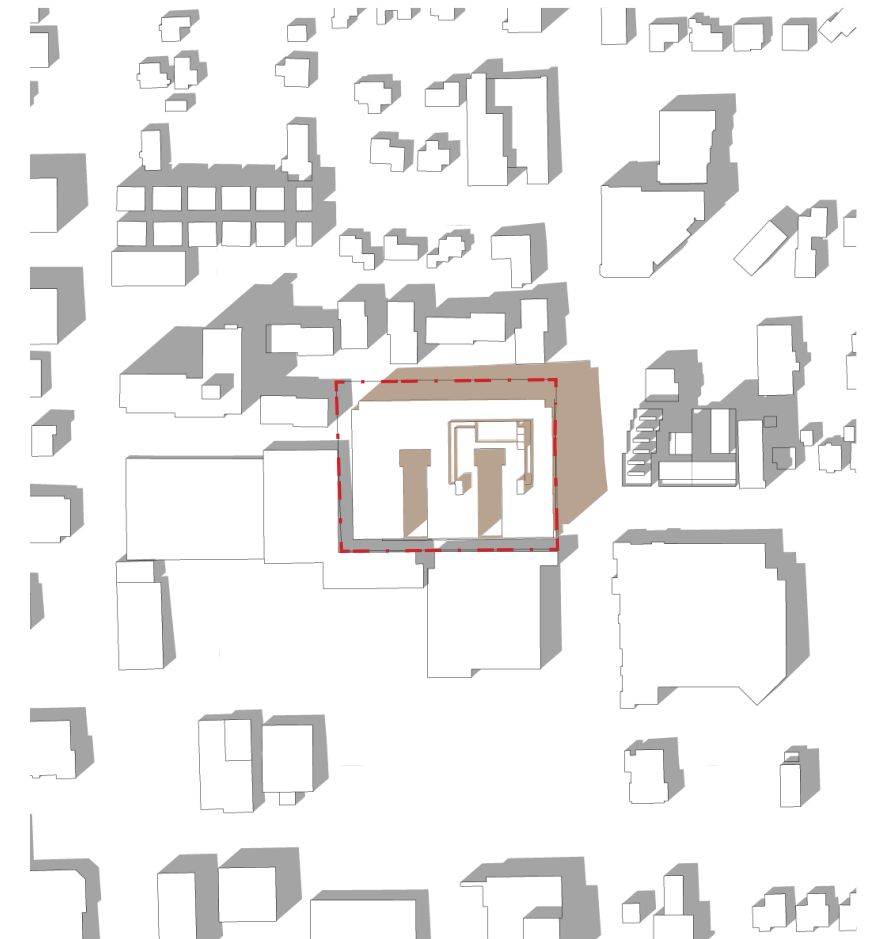
9AM
SPRING & FALL EQUINOX



NOON
SPRING & FALL EQUINOX

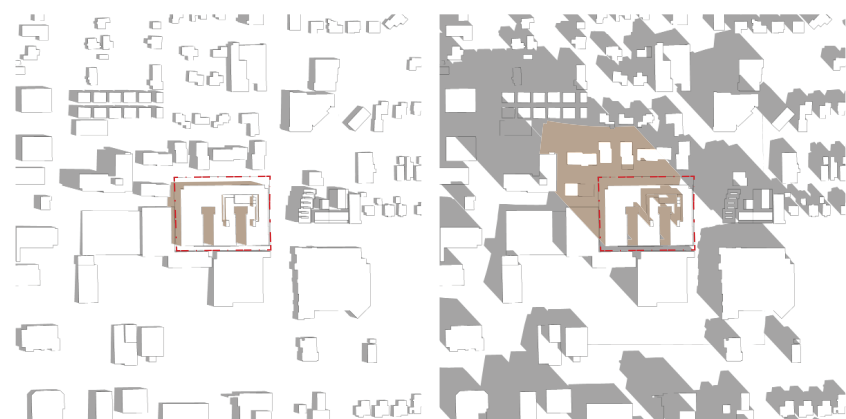


3PM
SPRING & FALL EQUINOX



SUMMER

WINTER



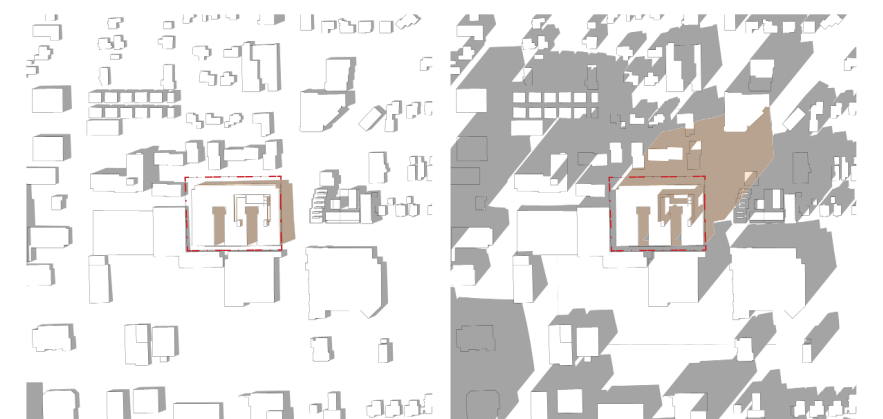
SUMMER

WINTER



SUMMER

WINTER



6.0 precedent images

ARCHITECTURAL MASSING CONCEPTS

NORTHGATE NEIGHBORHOOD



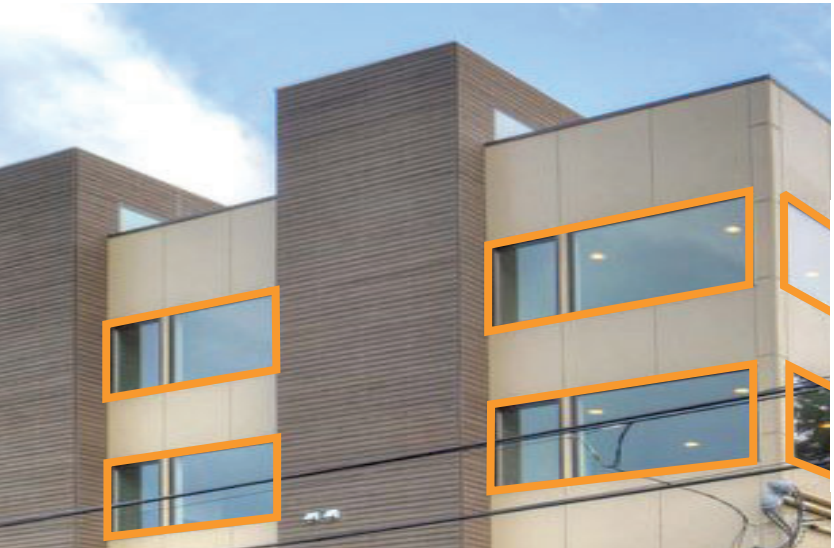
12303 15TH AVE NE #3022681-LU

Facade modulation



HAZEL WOLF K-8 E-STEM SCHOOL

Modern forms



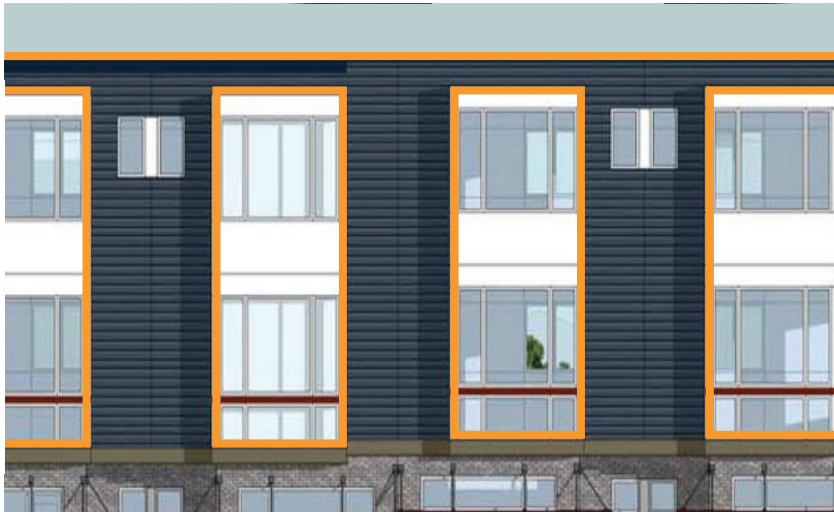
8905 ROOSEVELT WAY NE

Expansive glazing



1004 NE 112TH ST (ACROSS STREET)

Prescribed landscaping partnered with transparency at ground level



NORTHLINE TOWN HOMES

Contemporary roofline of reimagined bay windows



868 NE 96TH ST

Cool color palette

BEYOND THE NEIGHBORHOOD



U-VILLAGE

Lobby overhang soffit detail



ROOSEVELT

Courtyard and roof amenity



ROOSEVELT

1. Fenestration patterns 2. Varying smooth & textured materials



ROOSEVELT

Live-work tectonics



PIKE PLACE MARKET

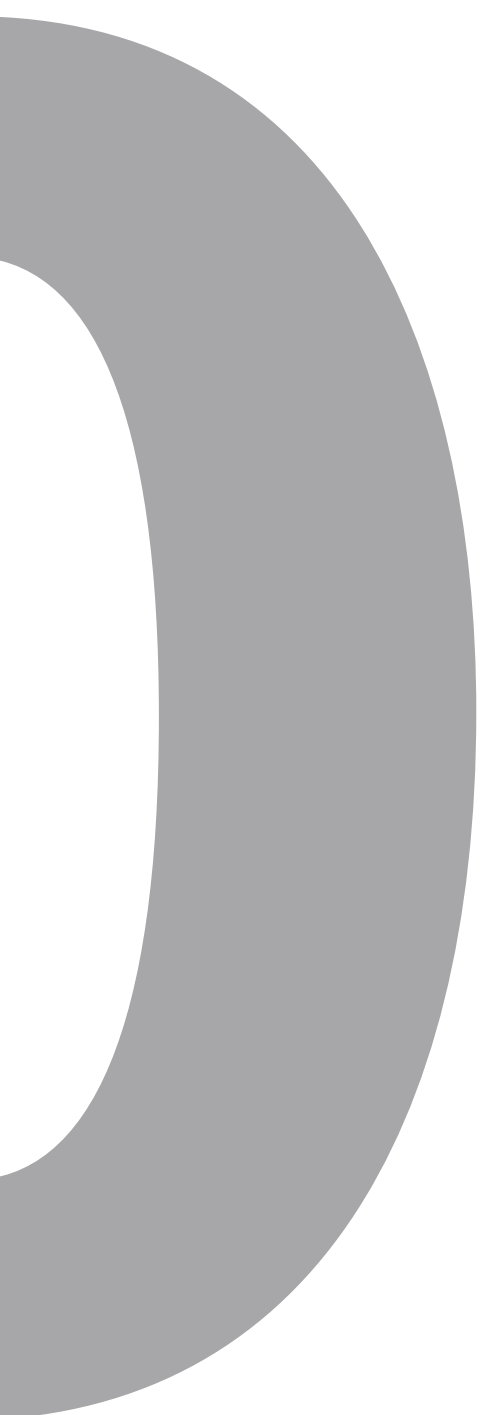
Iconic signage



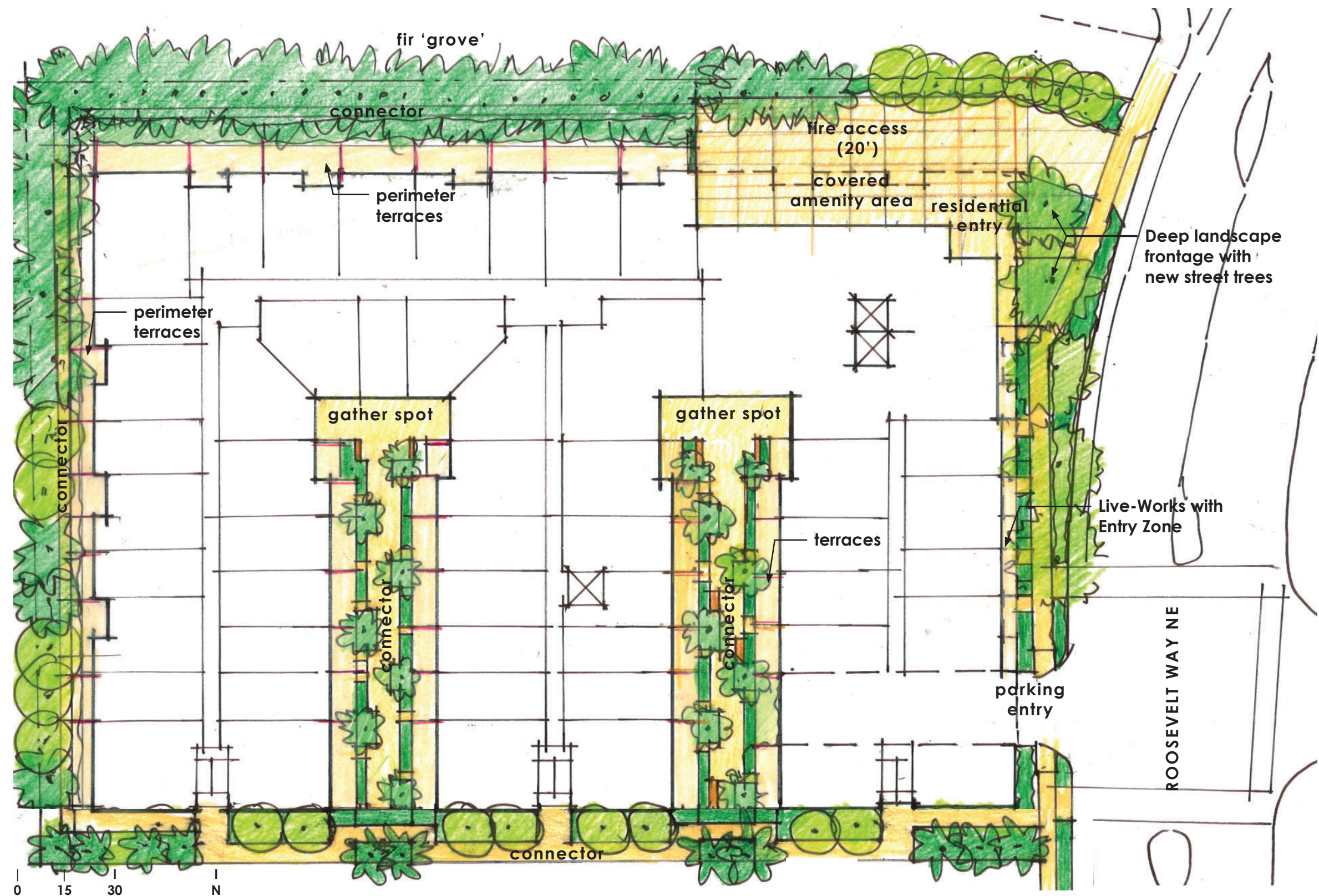
INTERBAY

Offset material change





7.0 street level landscape plan
LANDSCAPE



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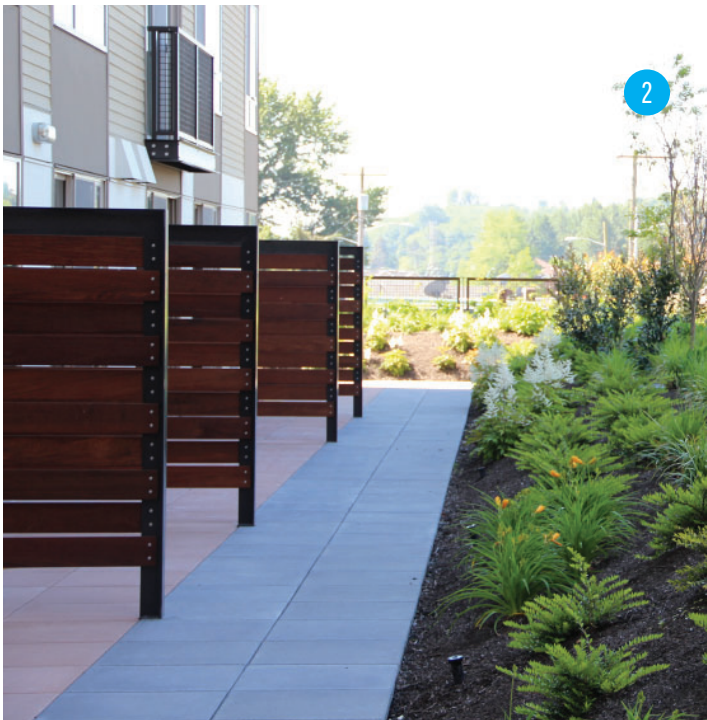
Deep Landscape Frontage



Live-Works with Entry Zone



Covered Amenity Area



Perimeter Terraces and Connector



Courtyard Gather Spot



Courtyard Gather Spot



Courtyard Connector



Courtyard Connector

101 BROADWAY E



MODERA



DUNN MOTORS



BALLARD COMMONS APARTMENTS



LIGHT BOX



SPRINGLINE



SQUARE ONE



ZIG



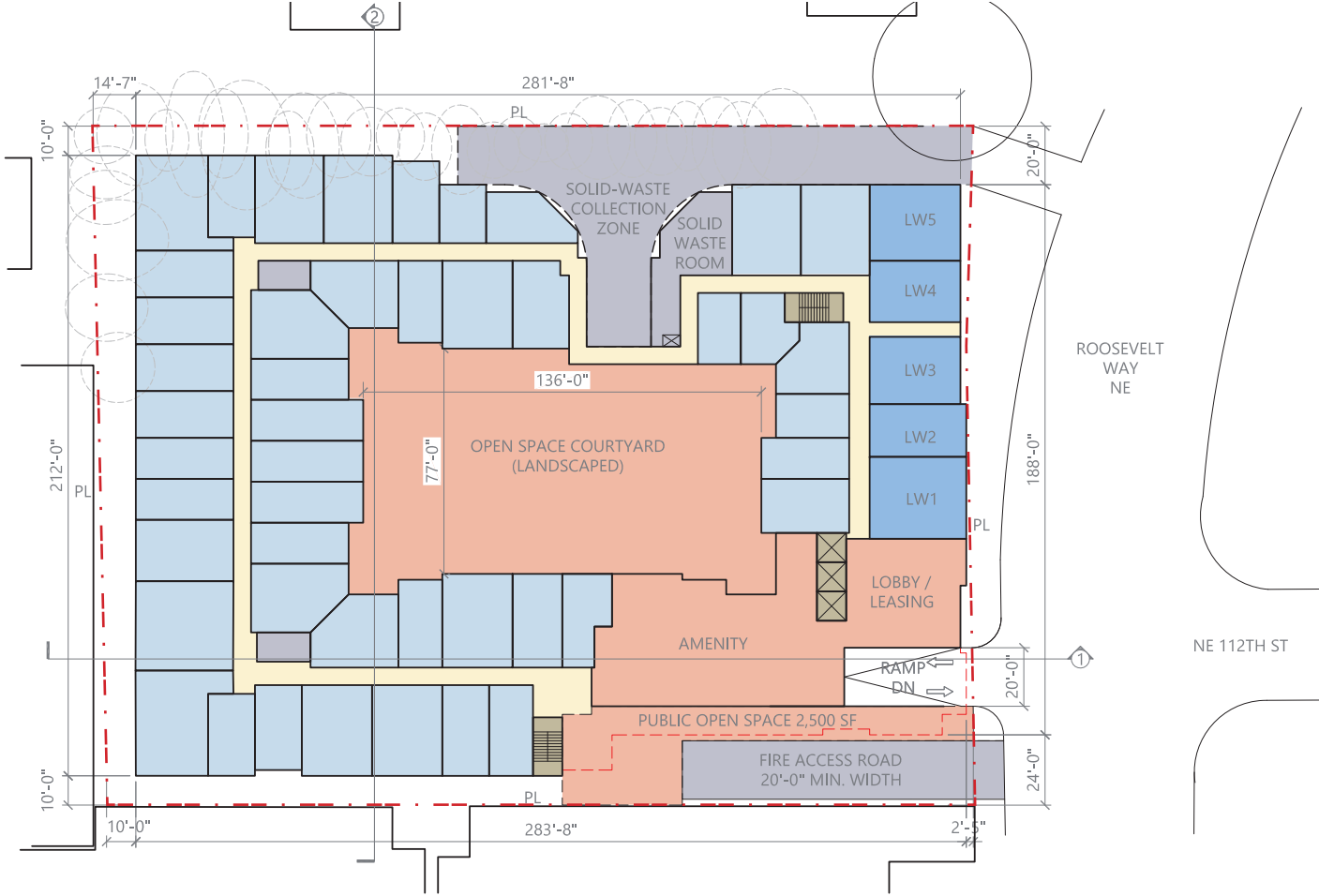
preferred option - design direction



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OPTION 1	
DEPARTURE REQUEST 1	Number of curb cuts
CODE CITATION	23.54.030.F.2
CODE REQUIREMENT	For lots on principal arterials the number of curb cuts permitted for a street frontage greater than 160 feet up to 320 feet is 2.
PROPOSED DESIGN DEPARTURE	The proposed option requests allowance of an additional curb cut on Roosevelt for a total of three curb cuts.
RATIONALE	<p>In order to provide on-site solid waste service pick-up, option 1 explored scenarios where this activity occurred at-grade level. The inclusion of the curb cut for solid waste service only at the NE corner would require three total curb cuts along Roosevelt.</p> <p>This departure request prioritizes solid-waste pick-up over pedestrian and bicycle safety and is not preferred for the following reasons.</p> <ul style="list-style-type: none">Increased vehicle disruption of protected bike lanePlaces solid-waste vehicle access at uncontrolled locationPlaces undesired use adjacent to north residential propertyRequires removal of exceptional trees and grove <p>By consolidating the solid-waste and vehicle access curb cuts, the number of potential conflicts with people is minimized. <u>Therefore, option 1 is not the preferred design option.</u></p>



Disadvantages of At-Grade Solid-Waste Collection

- 1. Increased vehicle disruption of protected bike lane
- 2. Places solid-waste vehicle access at uncontrolled location
- 3. Places undesired use adjacent to north residential property
- 4. Requires removal of exceptional trees and grove