

BRIDGE NORTHGATE  
151 NE 103rd STREET  
SDCI Project #3037586-EG | EDG | January 19, 2022

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01 PROJECT INFORMATION

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Project Data

LOCATION

Address:  
151 NE 103rd Street  
Seattle, WA 98125

Parcel: 322604-9325

Legal Description:  
PCL C SEATTLE LBA #2305066 REC #  
20041223900007 SD LBA BEING POR OF S 1/2  
OF NE 1/4 OF NW 1/4 LESS ELY 36.5 FT FOR  
RD PER REC #20060525000550

SDCI EDG # 3037586

DEVELOPMENT OBJECTIVES

The program includes:  
GSF: 208,825  
7,500 SF Daycare  
No Parking

Architect:  
Ankrom Moisan Architects  
38 NW Davis Street, Suite 300  
Portland, OR 97209  
503.245.7100  
Contact: Laurie Linville-Gregston

PROPOSED UNIT MIX

TOTAL UNITS: 232  
STUDIOS: 82  
1 BR: 90  
2 BR: 25  
3 BR: 29

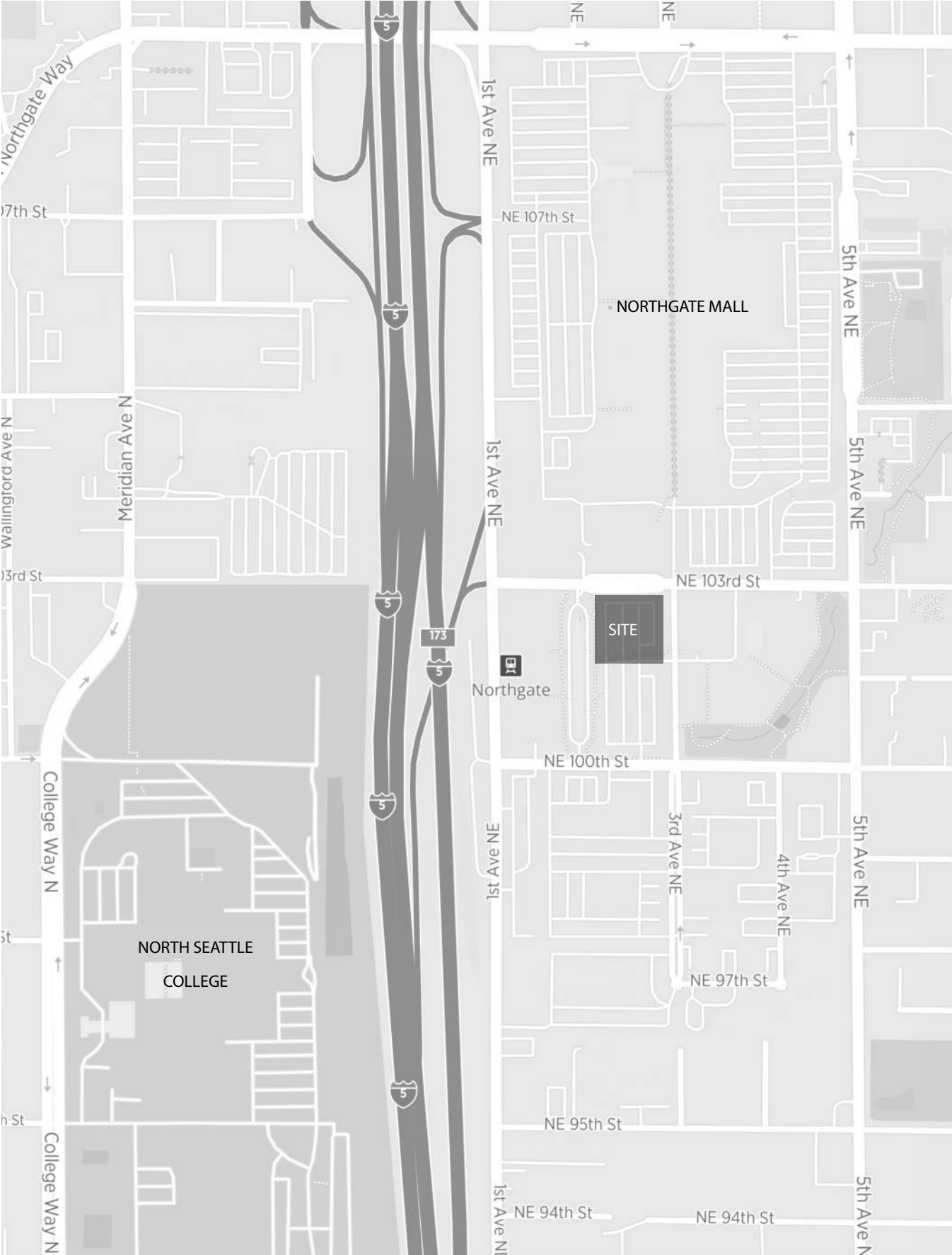
Landscape Architect:  
Hewitt  
101 Stewart Street, Suite 200  
Seattle, Washington 98101 1048  
206.624.8154  
Contact: Reese Cowan Stewart

CONTACT INFORMATION

Land Owner:  
King County Metro

Developer:  
BRIDGE Housing  
1000 Second Ave. Suite 1610  
Seattle, WA 98104  
206.456.6100  
Contact: Alison Lorig

Developer:  
Community Roots Housing  
1620 12th Ave # 205  
Seattle, WA 98122  
206 329-7303  
Contact: Jeremy Wilkening



Project Goals



1. HOME  
The primary goal is to create an affordable housing option in this quickly evolving neighborhood. Through thoughtful planning and design the project will transform a parking lot into a residential sanctuary for more than 232 new Northgate residents that includes a daycare and comfort station.



2. COMMUNITY  
From site planning to amenity design, the development team is focused on seeking connections with the existing Thornton Creek community while creating opportunity for residents to create a thriving residential community within the site.



3. TRANSIT  
The project site is ideally located in close proximity to the Northgate Lightrail Station, a major bus hub, and with close access to I-5. The project team is focused on providing access for residents, bikes and transit.

Community Outreach

NOTES FROM VIRTUAL COMMUNITY MEETING

Virtual Community Meeting for Northgate

Date of Meeting: March 11<sup>th</sup> 6:30 pm

Approximately 7 neighbors asked questions and left comments.

Any chance for a fitness center?

No fitness center for the residents at the building. The non-residential space will be allocated to the Daycare facility to serve the community. Bike room included.

Is Parking part of the development?

Parking in not required for affordable housing. Community roots housing who will be managing plans to provide ORCA passes for the first three years and discounts for passes after that timeline. As an alternative future resident will be able to self-select parking in the neighboring sites if needed

Is the center courtyard also the playground for residents and for childcare? Both? How big? How many stories?

The center courtyard will be divided into a separate playground for the childcare, playground and gathering spaces for residents. There will be some buffer between the two. The building will be 7 stories and just short of the cinema building height. Code allows for a taller building at this site but there are cost implications for affordable housing that sway towards the scale of a 7-story building.

How long the Orca passes will last?

3 years and discount for passes after that timeline.

What other accommodations for encouraging not having cars?

Bikes Space

Sunlight into the courtyard seems very limited How many square feet in the courtyard and also in other landscape areas?

South facing courtyard should provide good access to sunlight. The courtyard will be at grade different from other buildings where the courtyard is at the second floor, so there will be a nice connection of greenery for passerby as well as the residents. Courtyard is approximately 9,000 sf. For scale a typical public street is about 60’ wide and that is what the courtyard is as its narrower point. Shadow studies will be provided with EDG.

What other accommodations for encouraging not having cars?

Large bike room helps discourage car use. Orcas passes will be a great incentive and since the site is well located to take advantage of transit will encourage people to not own cars. There will not be car share at the site but loading parking spots along 3<sup>rd</sup> will help people connect better with ride share services (uber, Lyft).

Comments: ZipCar currently has two parking spots on 3rd Ave at 100th.

Any ride-share car availability on site?

Orca cards and Bicycles, Lift, Uber Cars to Go. Zip Car currently has two parking spots on 3rd Ave at 100th.

Comment: Transit system will be expanding; this is a great location for access to downtown. North Gate will be a hub.

Are there still laundry rooms on every floor?

Yes

The people in Northgate will be a bit in an involvement dessert between surrounding community councils like Maple Leaf and Licton springs. How do we get DON help establish a Northgate cc to provide a voice for residents?

Bridge welcomes community engagement but CRH does more of the community outreach programs. We talked about how they have done community engagement at their other properties and cited as an example the Eco district initiative that supports the capitol hill community. CRH and BRIDGE will be looking forward to seeing what avenues they can engage with the community.

How community involvement will be encouraged.

To look into this a bit more to find out how to help support that. CRH looking at community initiatives to bring eco district to NG and more inclusive communities.

Will 5th Ave have more signal-crossings to the east (Library, Community Center, Thornton Creek?)

Don’t know the answer to that but it could be part of the phased development for the Northgate Mall renovation.

Comment: I think it’s also important to be aware of the lite rail progress which will begin to traverse east / west. It will become more challenging to drive and park downtown for under \$30 and this project is practically on top of TOD!

Comment: Previously, 3000 sq ft for residents, 3000 for daycare were allotted.

It’s true this will be great for people who work downtown. We also have to think about people who don’t, who work 2-3 jobs, who have kids to pick up and drop off. Comment: Looking forward to this project!!

Comment: Thank you! Excited for the neighborhood this development is in the works!

Meeting concluded at 7:30 p.m.

Virtual Community Meeting for Northgate

Date of Meeting: March 20<sup>th</sup> 1:00 pm

Approximately 5 neighbors asked questions and left comments.

How many how many market-rate units are planned in addition to lower-income units?

There are no market rate units, the project is all affordable. No unit is above 60% AMI.

I assume the "comfort station" will be limited to Metro employees only, correct?

Yes.

Will there be any family-sized, three-bedroom apartments?

Yes. 24 3BRs currently planned.

What is the target date for completion?

2 year entitlement process, 2 years for construction

Will this be a low impact development with impervious pavement? Solar panels?

We will follow the Evergreen State Design Standards (ESDS) Environmental checklist There will be required and opt-in. sustainability strategies. Green Roof, Stormwater retention on site are to be investigated.

Will streetscape offer opportunities for public open space?

AM is working with Hewitt Landscape Architects to provide a wide sidewalk buffer and encourage walking. In the future there will be a through- block connection between third and transit station.

Will there be sufficient Parking?

No parking is required, and no parking is provided. To help mitigate lack of parking, transit pass program to be provided by BH and CRH. Light rail station 1 block away as well as bus transit station. Large bike room planned. Car sharing nearby.

How many Bike Spaces will there be?

1 per unit

Comment :Need to discourage auto use. Hoping for a walkable and bikeable neighborhood.

Comment :Concerned about park and ride folks coming to use the light rail.

Meeting concluded

Changes to the project proposal as a result of this community meeting include:

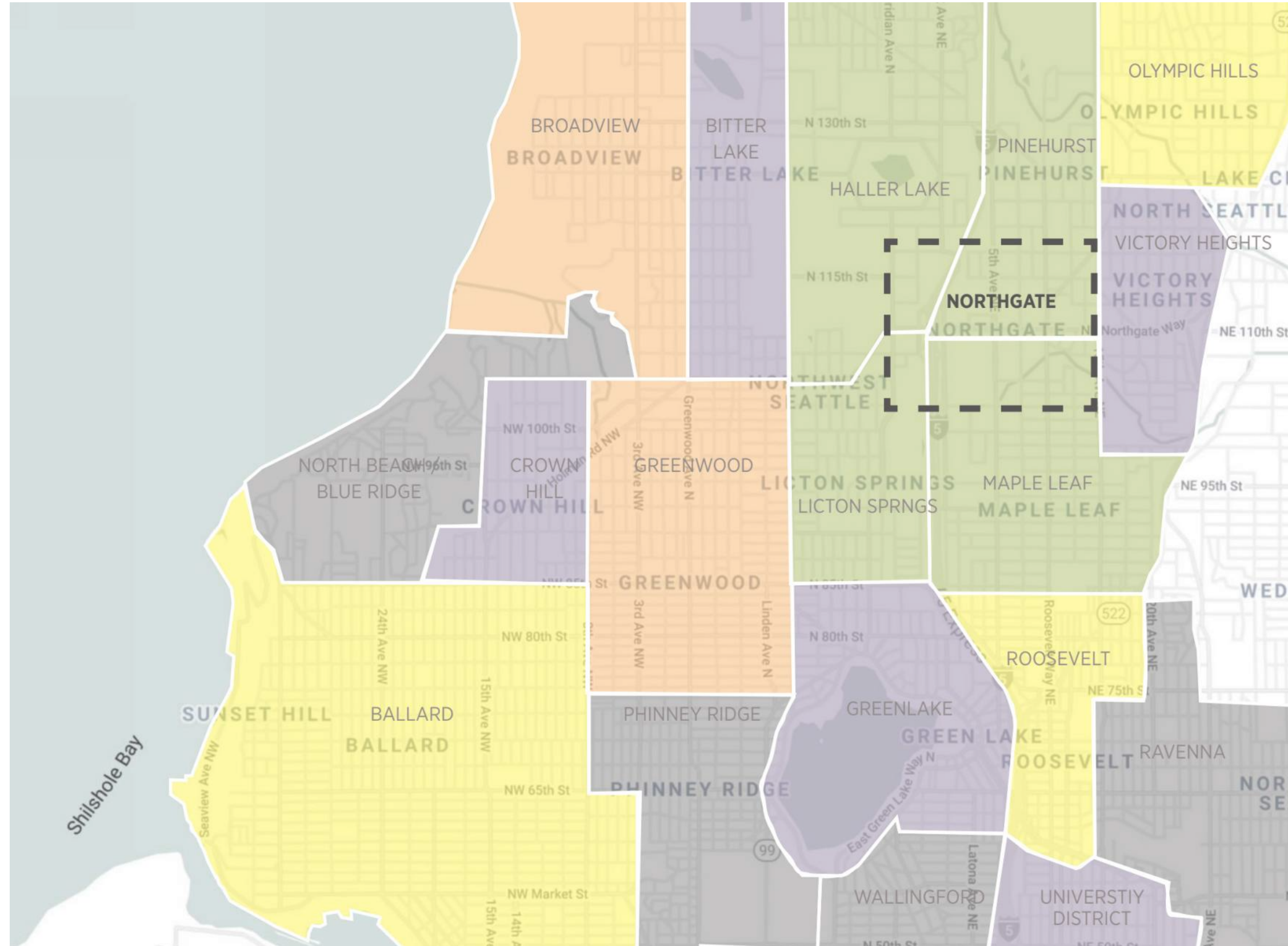
- 1. Capitol Hill Eco District – Grant for Feasibility Study in Northgate. Community initiative.
- 2. Separate playground in outdoor space.
- 3. Orca passes sometimes charges tenants balance on their rent.

## 02 CONTEXT ANALYSIS

## Neighborhoods

## North Seattle Neighborhood Map

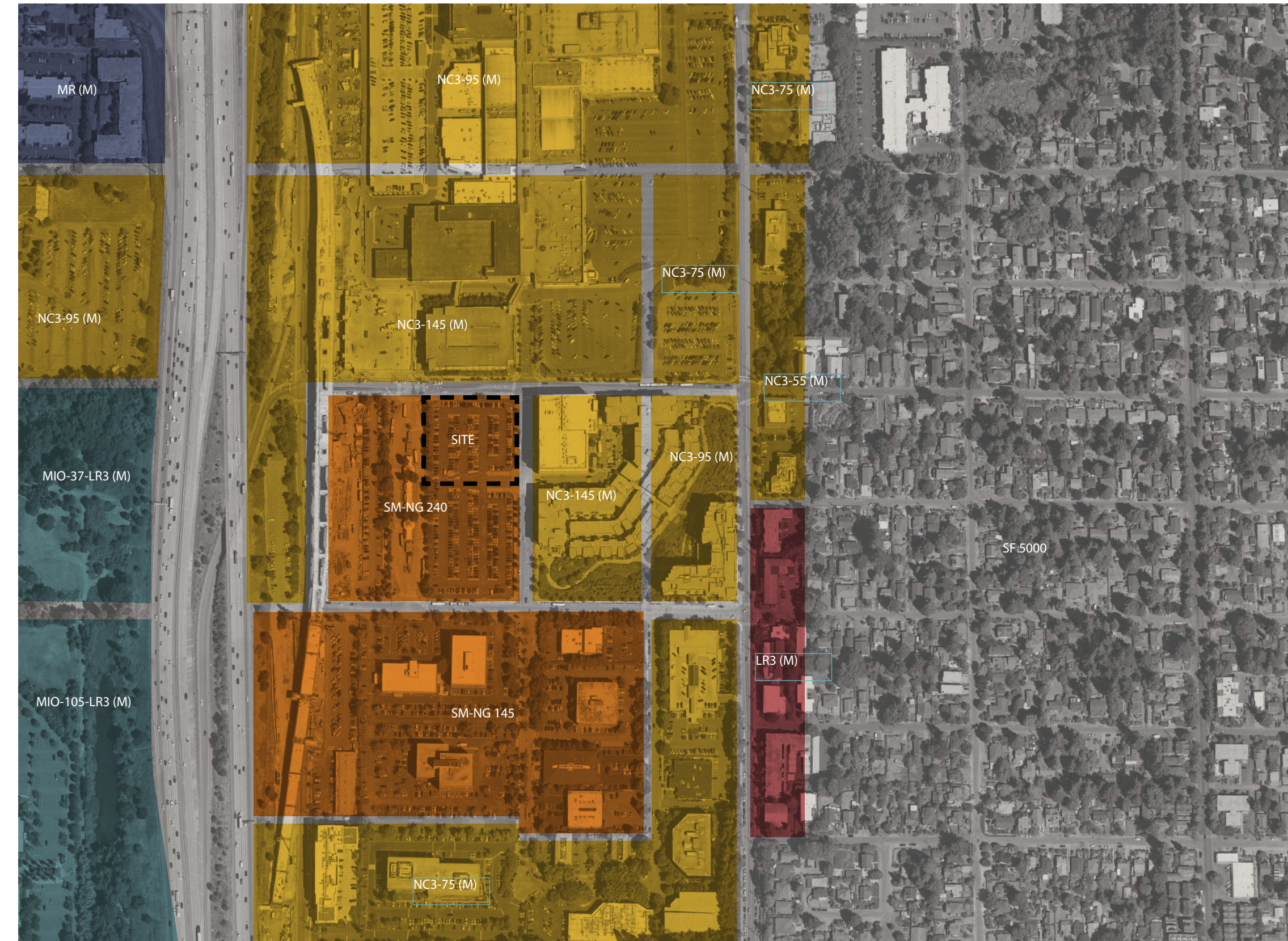
Northgate is located in North Seattle. The area has been subject to a large amount of residential and commercial development in the last few years. The Northgate Mall is currently being developed to the North with the focal point being a practice facility for the Kraken Hockey team. This site is the start of the development of the Park and Pool parking lots into a Transit Oriented Development connected to the new Link Light Rail Northgate station.



# Zoning Map

The project is located within SM-NG 240 Zone. The Northgate Urban Center and Design Guidelines will apply to this project.

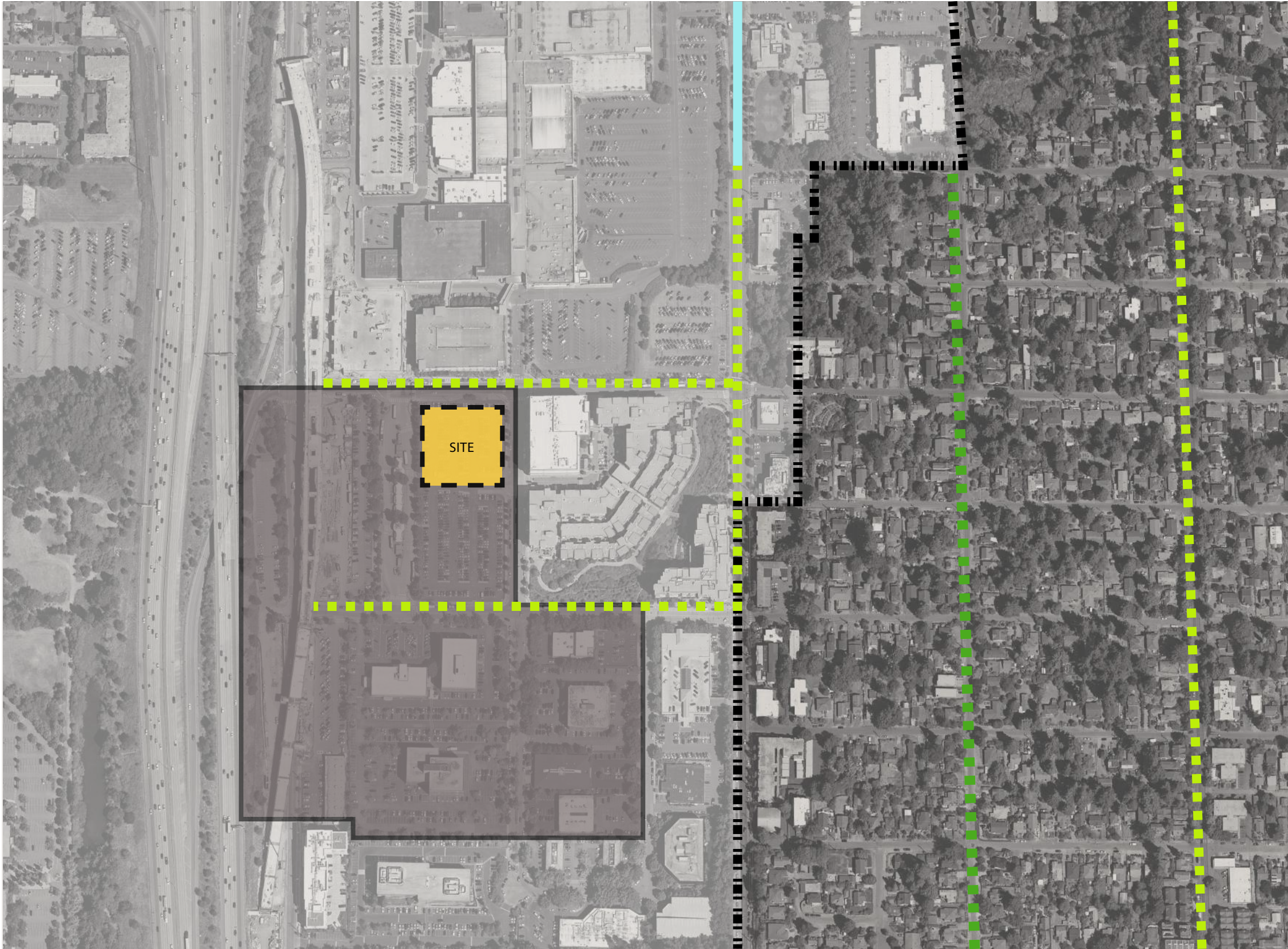
The project site is bordered by NC3-145(M) to East and North and by SM-NG 240 to West and South.



# Northgate District

103rd NE Street to the North is classified as Special Landscaped Arterial. Special landscaped arterial keep pedestrians safe and attractive walking experience. It encourages people to use sidewalk and enjoy their community.

- SM-NG ZONED AREA NOT PART OF NORTHGATE OVERLAY DISTRICT
- NORTHGATE CORE AREA
- GREEN STREET TYPE III
- SPECIAL LANDSCAPED ARTERIAL
- MAJOR PEDESTRIAN STREET

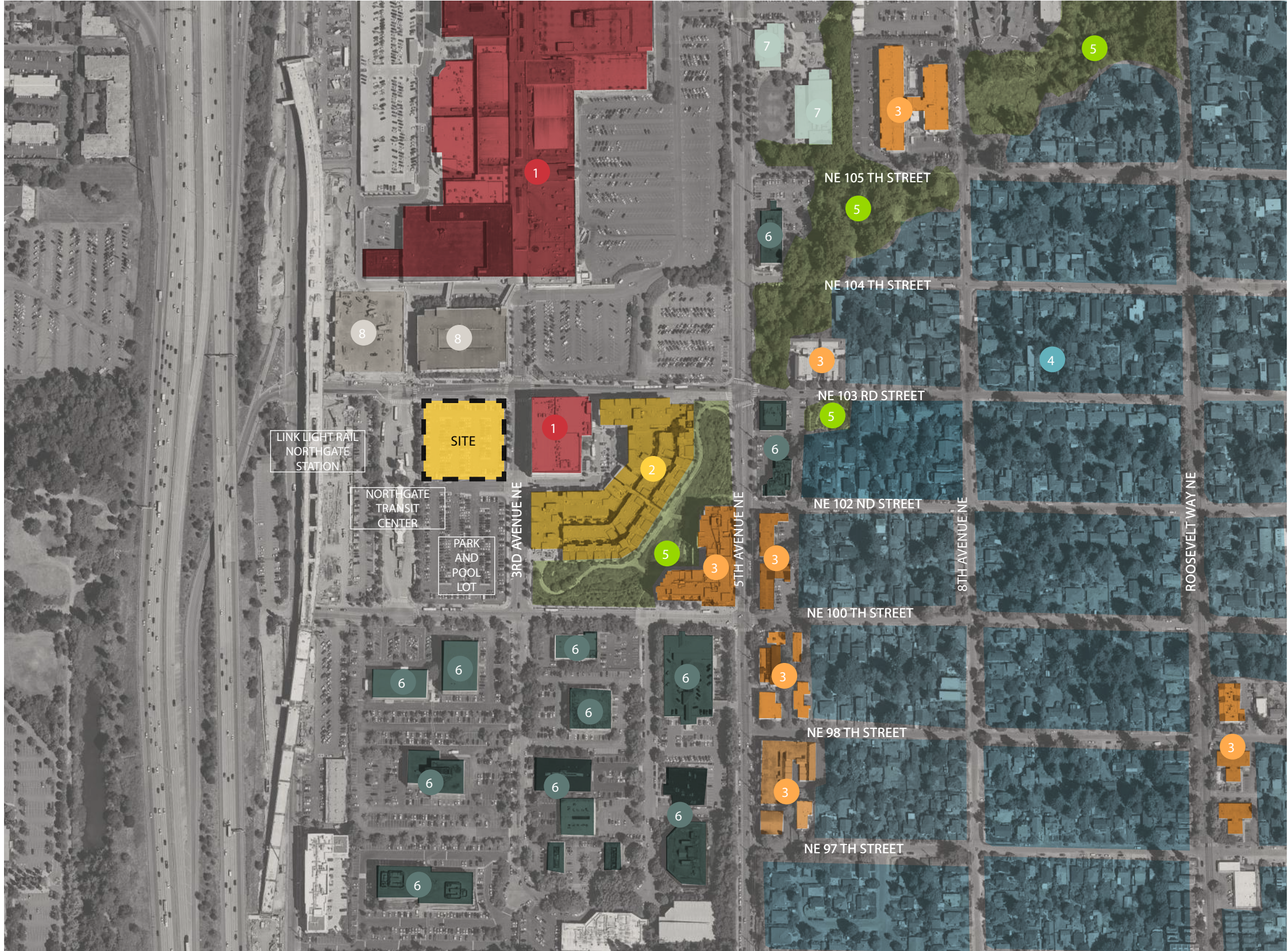


# Surrounding Uses

It is the gateway from single family residential area to business area. Very convenient circumstance for commuting, working, playing, and living.

The site is currently used as a Park and Pool parking lot to serve commuters using Northgate Transit Center and Link Light Rail Station (west of the site). To the North the Northgate Mall is being transformed into a mixed-use development with the Kraken Hockey Practice Facility as a central focus. To the East is the Thornton Place mixed-use development with single family residential neighborhood beyond. To the South are office buildings and surface parking.

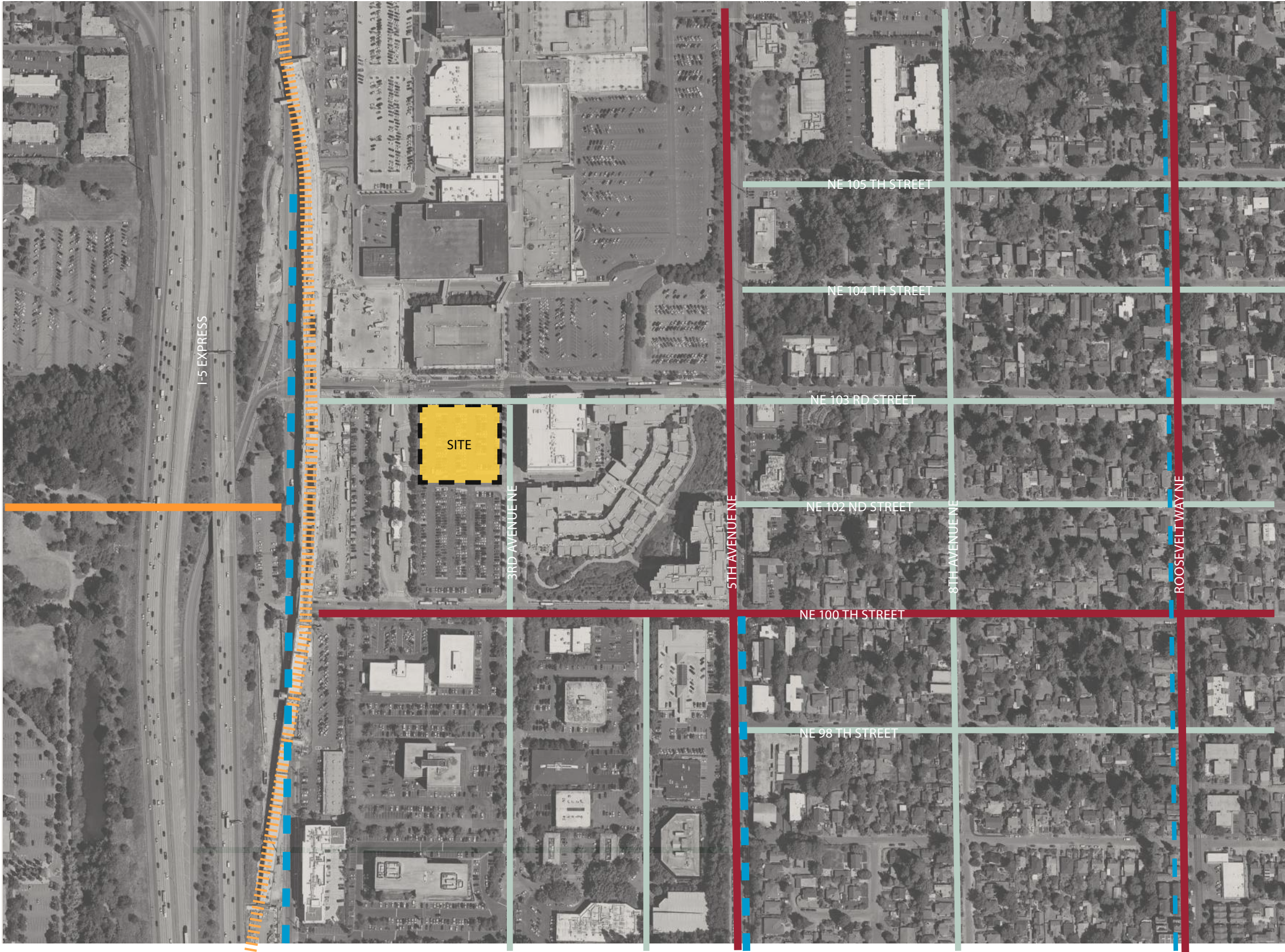
- 1 RETAIL
- 2 MIXED USE RESIDENTIAL
- 3 MULTI-FAMILY RESIDENTIAL
- 4 SINGLE FAMILY RESIDENTIAL
- 5 PARK/ OPEN SPACE
- 6 OFFICE
- 7 PUBLIC INSTITUTION
- 8 PARKING STRUCTURES



Transit

The site has good transit access, including bus and the newly opened light rail link. A newly constructed, bicycle-pedestrian bridge links the neighborhood to the west of I-5. New development around the transit center will help create a more transit and community friendly area.

- FUTURE LIGHT RAIL
- PRINCIPAL TRANSIT STREET
- ARTERIAL STREET
- BIKE LANE
- MULTI-USE TRAIL



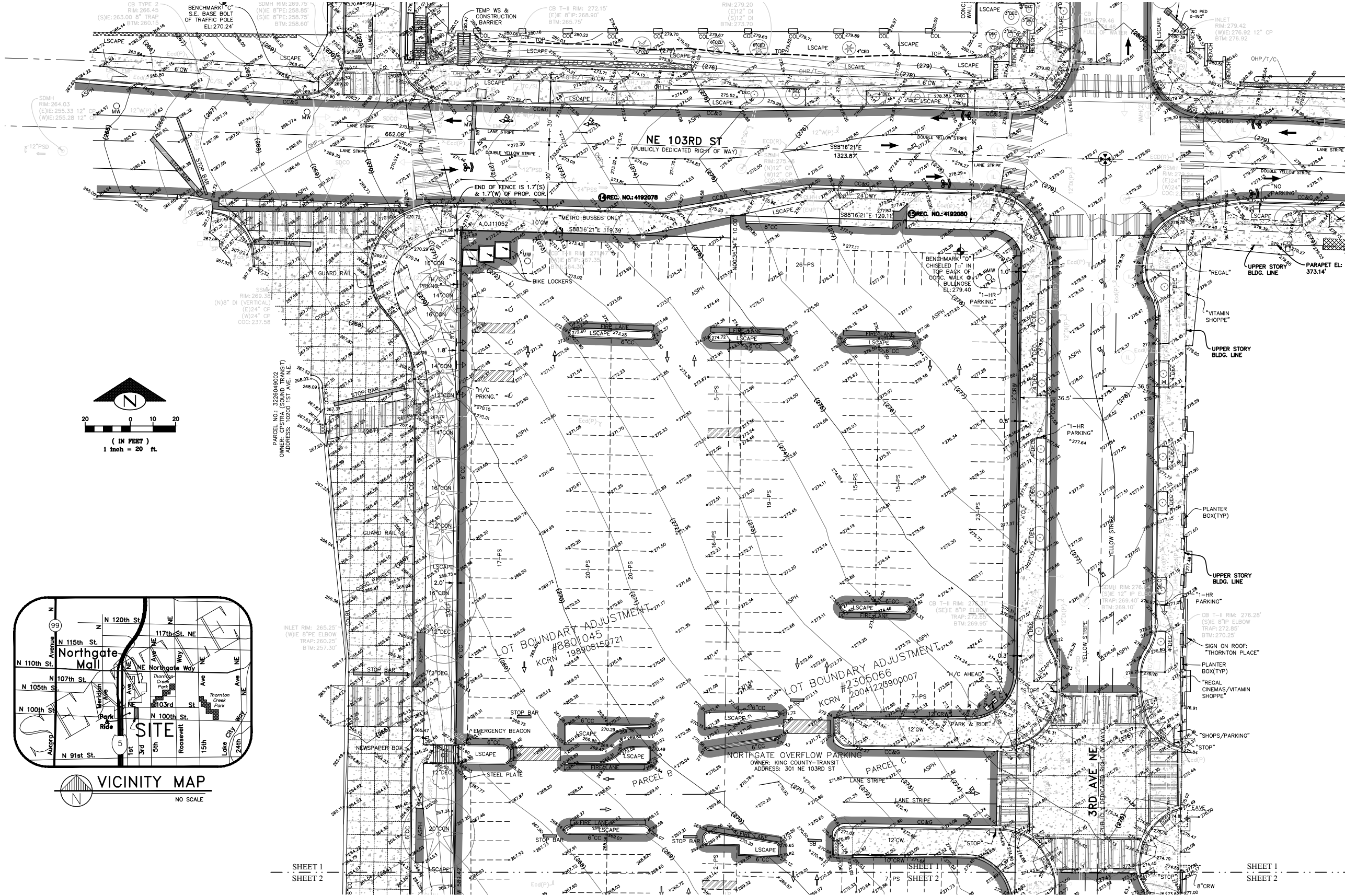
Pedestrian Routes

The site is currently a parking lot with a pedestrian access on the south side of the site connecting Thornton Place to Northgate Transit Center. A newly constructed, bicycle-pedestrian bridge links the neighborhood to the west of I-5. New development around the transit center will help create a more active pedestrian community.

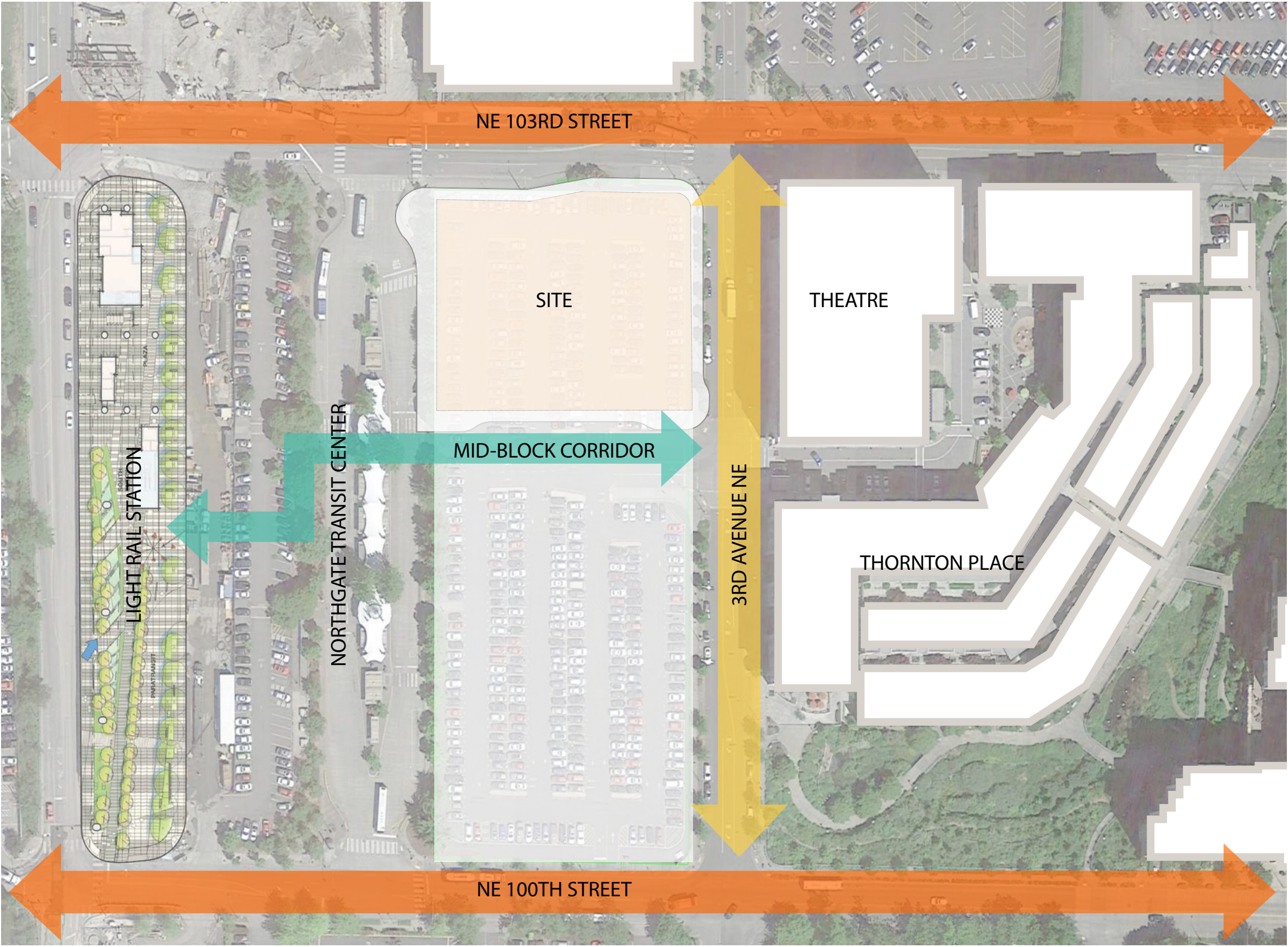
- FUTURE LIGHT RAIL
- MULTI-USE TRAIL
- DESIGNATED MAJOR PEDESTRIAN STREETS
- EXISTING PEDESTRIAN ROUTES ON PUBLIC



Site Plan



Site Plan & Street Analysis



NE 103RD STREET:

- Main access to Northgate Transit center, Link light rail Northgate Station and Parking structures
- Vehicle traffic entering and exiting Interstate 5 to the West
- No bike lane
- No parallel parking

MID-BLOCK PASSAGE:

- Pedestrian only
- Connecting Thornton Place and 3rd Ave to the Northgate Transit center and Link light rail Northgate Station
- To be constructed as a future phase of redevelopment on the South portion of existing Park and Pool Lot

3RD AVENUE NE:

- Runs North to South connecting the Northgate Mall to the Office/Medical Office building to the South
- No bike lanes
- Parallel parking on both sides
- Allows access to Thornton Place
- Important pedestrian connection to Northgate Mall in future.

NE 100TH STREET:

- Access to Main access to Northgate Transit center, Link light rail Northgate Station
- Bus queuing space along North edge
- No bike lanes
- No parallel parking

Site Photos



1 LINK LIGHT RAIL NORTHGATE STATION



2 THORNTON PLACE



1 ENTRANCE TO PARK & POOL WITH NORTHGATE PARKING GARAGE BEYOND



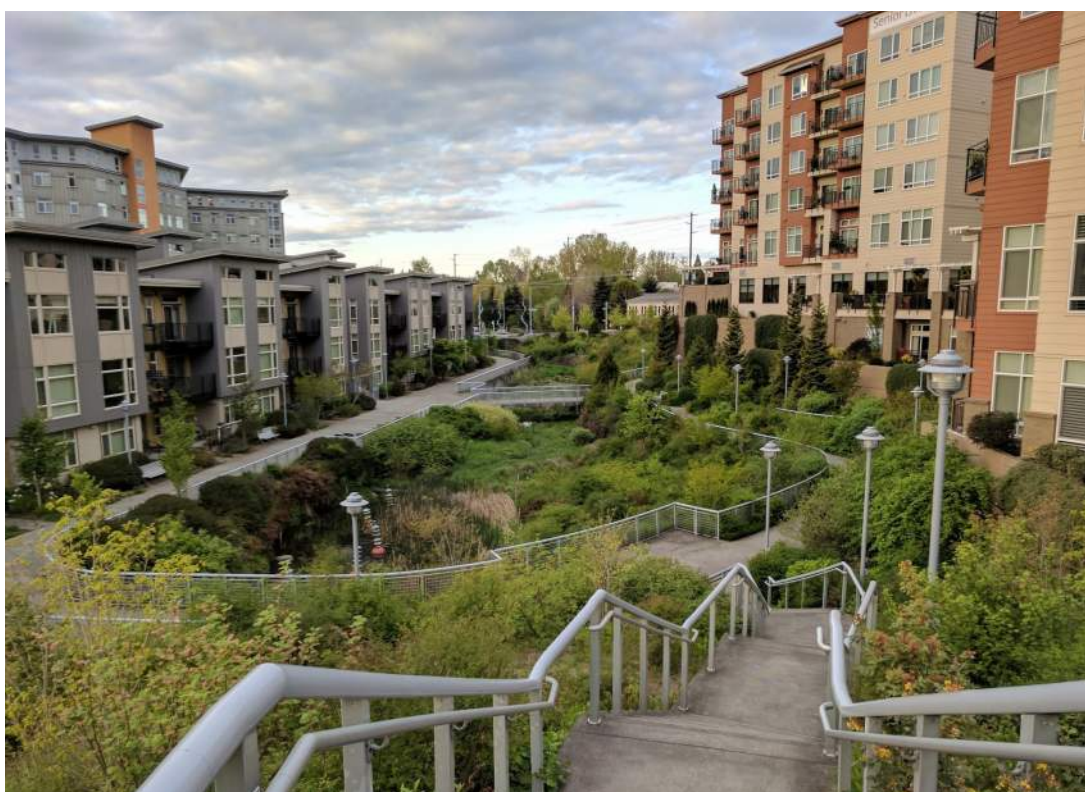
2 INTERSECTION AT NE 103RD AND 3RD AVE NE



3 NE 100TH ST AND 3RD AVE NE



4 THORNTON PLACE



5 THORNTON CREEK



3 STAIR ACCESS TO TRANSIT CENTER



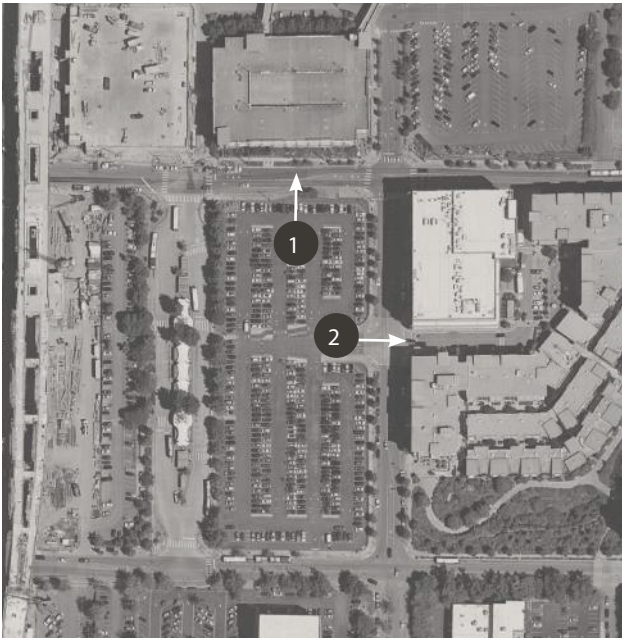
4 INTERSECTION AT NE 103RD AND 3RD AVE NE



5 ENTRANCE TO TRANSIT CENTER WITH THORNTON PLACE THEATER BEYOND

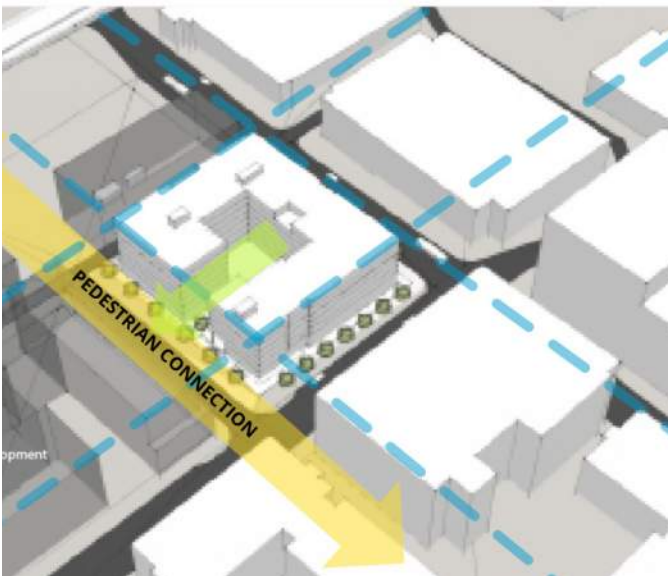
Site Photos

Street Photos



Street Photos

Priority Design Guidelines



CS2 URBAN PATTERN AND FORM

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

CS3 CONTEXT & CHARACTER

Contribute to the architectural character of the neighborhood.

PL1 CONNECTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them.

PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL3 STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

DC1 PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

DC2 ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC3 OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

Northgate Supplemental Guidance

IV. 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. Large monolithic structures are discouraged. Ideally, development on a large, super block-scale site should be arranged into multiple buildings that lend a human scale and provide for pedestrian permeability.

Northgate Supplemental Guidance

I. STREETScape COMPATIBILITY  
The architecture of individual buildings should relate to their surroundings. This does not necessarily mean a historical approach, but rather one that is sensitive to the surrounding urban, built and natural environments. Compatibility can be accomplished through a combination of the following: Proportion of facade, setbacks, windows and bays, entry locations, exterior materials.

Northgate Supplemental Guidance

I. 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.  
  
II. INTERIOR BLOCK PEDESTRIAN CONNECTION  
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.

Northgate Supplemental Guidance

I. RESPOND TO SITE CHARACTERISTICS  
Try to match the grade of abutting public rights-of-way where properties meet. If there is a significant grade difference, create an attractive transition, using creative grading and landscaping. Be sure to incorporate pedestrian access, including walkways, stairs or similar features that can help build greater pedestrian connectivity.

Northgate Supplemental Guidance

II. HUMAN ACTIVITY  
Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the “indoors” outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the “outdoors” into the building by opening interior spaces to sunlight and views of sidewalk activity.

Northgate Supplemental Guidance

V. BICYCLE PARKING  
Provide direct and convenient pathways, comfort, visual interest and activity for pedestrians. When providing bicycle parking, consider incorporating features such as storage and way-finding for bicycle users into the overall site plan and building design.

Northgate Supplemental Guidance

I. FOSTER HUMAN SCALE  
All New Developments: Exterior building materials should have a human scale; this helps people relate to the size of the building. Good examples include stone and brick. Non-modular exterior materials, such as stucco, and those in large modules, such as concrete panels, will need finer details to reduce the perceived bulk and create human scale.

Northgate Supplemental Guidance

I.IV. 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.

PROJECT DESIGN RESPONSE

The proposed massing aligns with theater building to the East and parking garage to the North in a traditional urban grid, breaking down the existing super block. Massing is articulated to reduce scale on all sides. Along the south edge an opening to the courtyard scales the massing to the future pedestrian through-block connection to the south.

PROJECT DESIGN RESPONSE

The site is currently a park and ride lot. The architecture will start the transformation to a pedestrian friendly environment. The landscape edges and courtyard will introduce nature, complementing the Thornton Creek development to the Southeast.

PROJECT DESIGN RESPONSE

The courtyard creates shared open space for residents. North and Eastern edges create landscape edges for pedestrian connecting to the mall, light rail station and parking north of the site. The south edge is landscaped with an opening to the central courtyard in anticipation of the through-block connection that will connect Thornton place with the light rail station.

PROJECT DESIGN RESPONSE

North, East and South frontages are designed to create safe and comfortable walking environment. The building and courtyard entries will align with existing sidewalks. Along the south edge the new sidewalk will be designed to connect pedestrians from the sidewalk on 103rd to the stairway connection to the Northgate Transit Center.

PROJECT DESIGN RESPONSE

The building is setback 10’ along the North, East and South edges to create a natural landscaped building edge. The ground level will have large windows that extend “the outdoors” in, as well as create a comfortable buffer between the daycare and the pedestrian environment.

PROJECT DESIGN RESPONSE

The bike parking is located at the NW corner of the building, conveniently accessed from main lobby. The bike room is visually connected to the sidewalk and provides an active street-level use. The location of the bike room has been thoughtfully located with close proximity to the light rail station entrance to promote and support multi-modal commuters.

PROJECT DESIGN RESPONSE

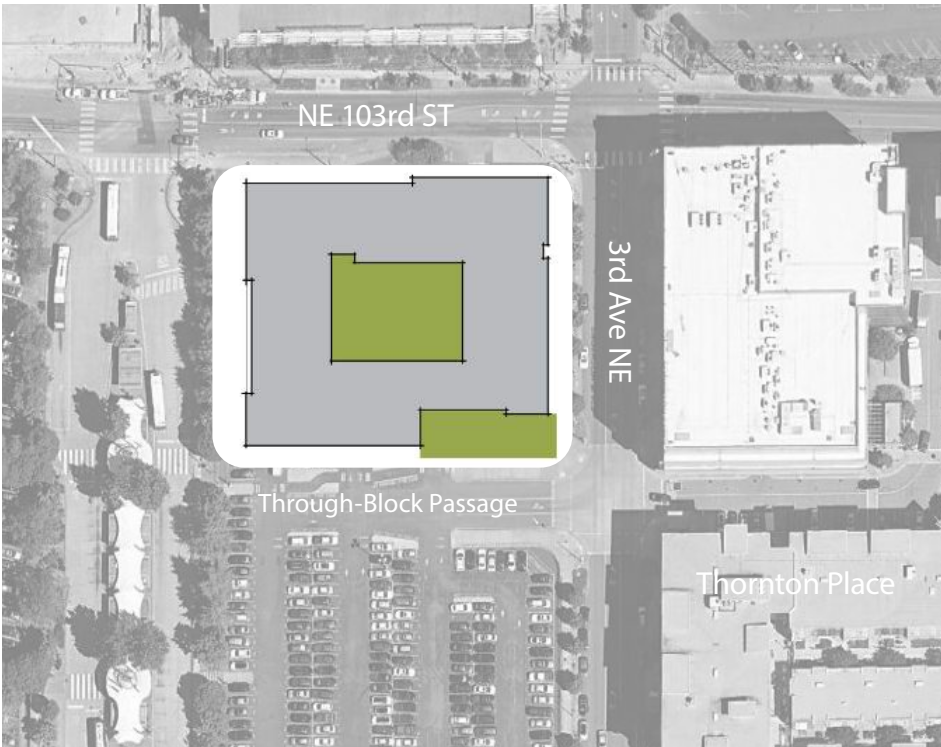
Materials will be chosen to reduce the scale of the overall massing with changes in material and color. At ground level where users and pedestrians interact with the architecture materials will be tactile and have a human scale

PROJECT DESIGN RESPONSE

The massing creates a central courtyard that will be the focus of the “outdoor” life of residents and users. Separate playgrounds will support families that live in the building and the daycare. Landscaped with a variety of gathering spaces the courtyard will act as a “backyard” for residents.

Priority Design Guidelines

03 DESIGN CONCEPTS



OPTION 1 - DONUT

GSF: 214,000 gsf,  
TOTAL UNITS: 232  
STUDIOS: 86  
1 BR: 92  
2 BR: 25  
3 BR: 29  
PARKING: 0

OPPORTUNITIES

- Active corner on 3rd and mid-block passage
- Secured resident and daycare outdoor spaces

CONSTRAINTS

- Shared resident /daycare courtyard
- Massive elevation
- Enclosed courtyard
- Residential entry on 103rd

DEPARTURES

None



OPTION 2 - EAST COURT

GSF: 203,264 gsf,  
TOTAL UNITS: 231  
STUDIOS: 84  
1 BR: 96  
2 BR: 26  
3 BR: 25  
PARKING: 0

OPPORTUNITIES

- Active edges on 3rd Ave and mid-block passage
- Fewer units facing theater directly
- South Facing Roof top amenity

CONSTRAINTS

- Shared resident /daycare courtyard
- Courtyard faces blank wall of theater
- SW grade issues

DEPARTURES

Upper-Level Setbacks for Non-Tower Structure in SM-NG Zones  
Street-Level Uses



OPTION 3 - SOUTH COURT (PREFERRED)

GSF: 208,825 gsf  
TOTAL UNITS: 232  
STUDIOS: 82  
1 BR: 90  
2 BR: 25  
3BR: 29  
PARKING: 0

OPPORTUNITIES

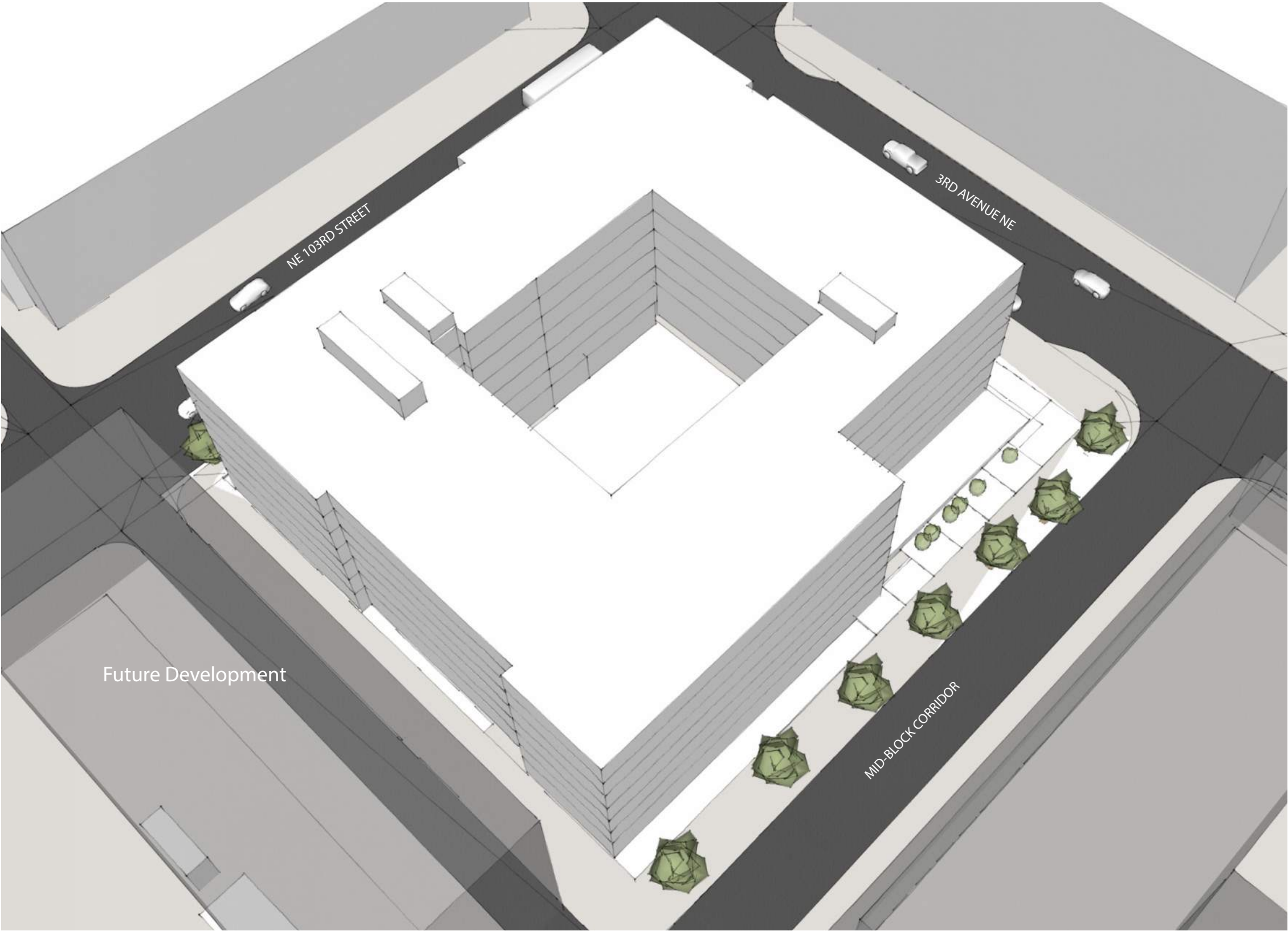
- South facing courtyard
- Active edge on mid-block passage
- Roof top amenity
- Secondary residential entry through the courtyard

CONSTRAINTS

- Shared resident /daycare courtyard
- 3rd Ave activated by daycare only
- Residential entry on 103rd

DEPARTURES

Upper-Level Setbacks for Non-Tower Structure in SM-NG Zones  
Street-Level Uses



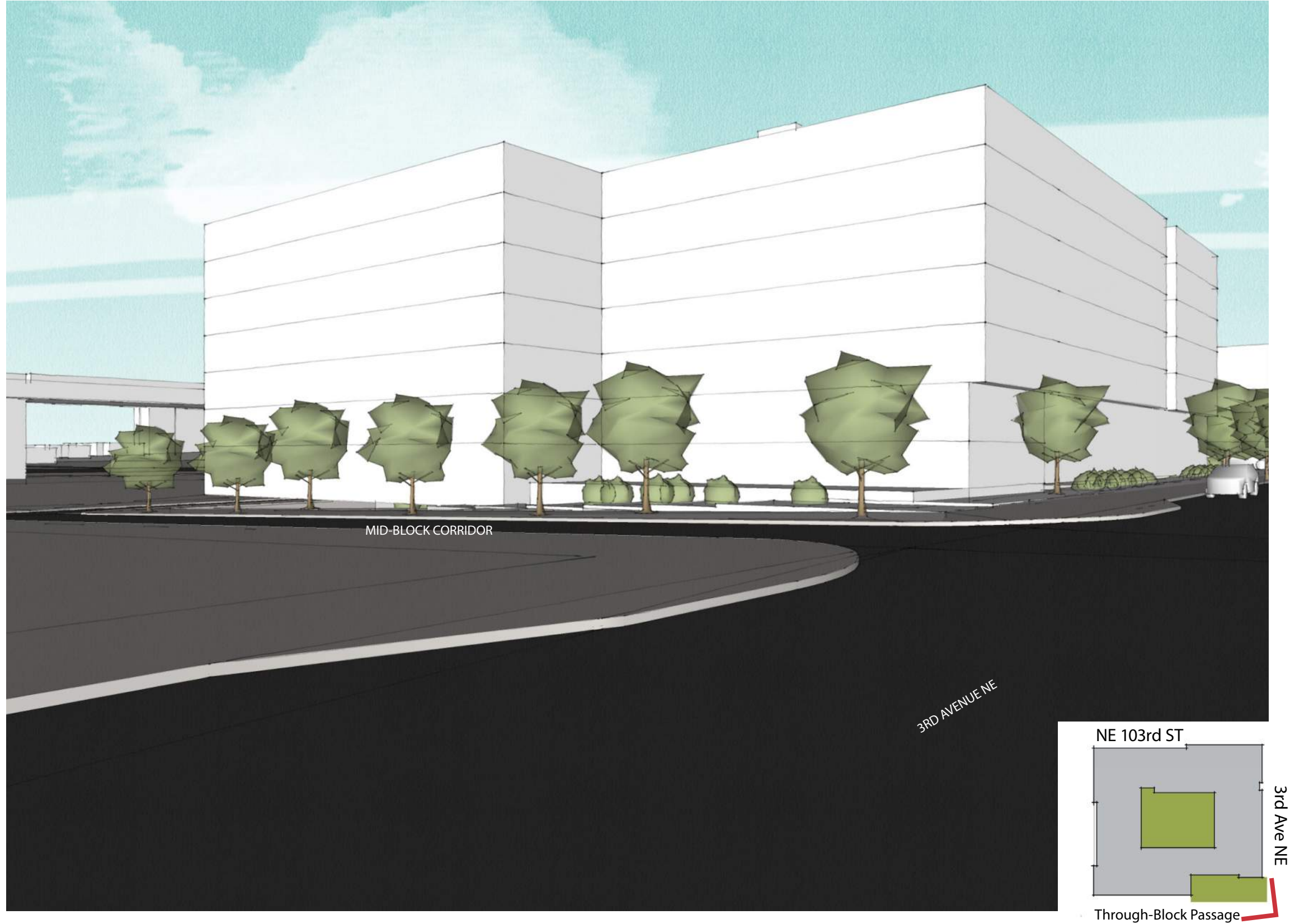
Option 1 - Street Views



Option 1 - Street Views



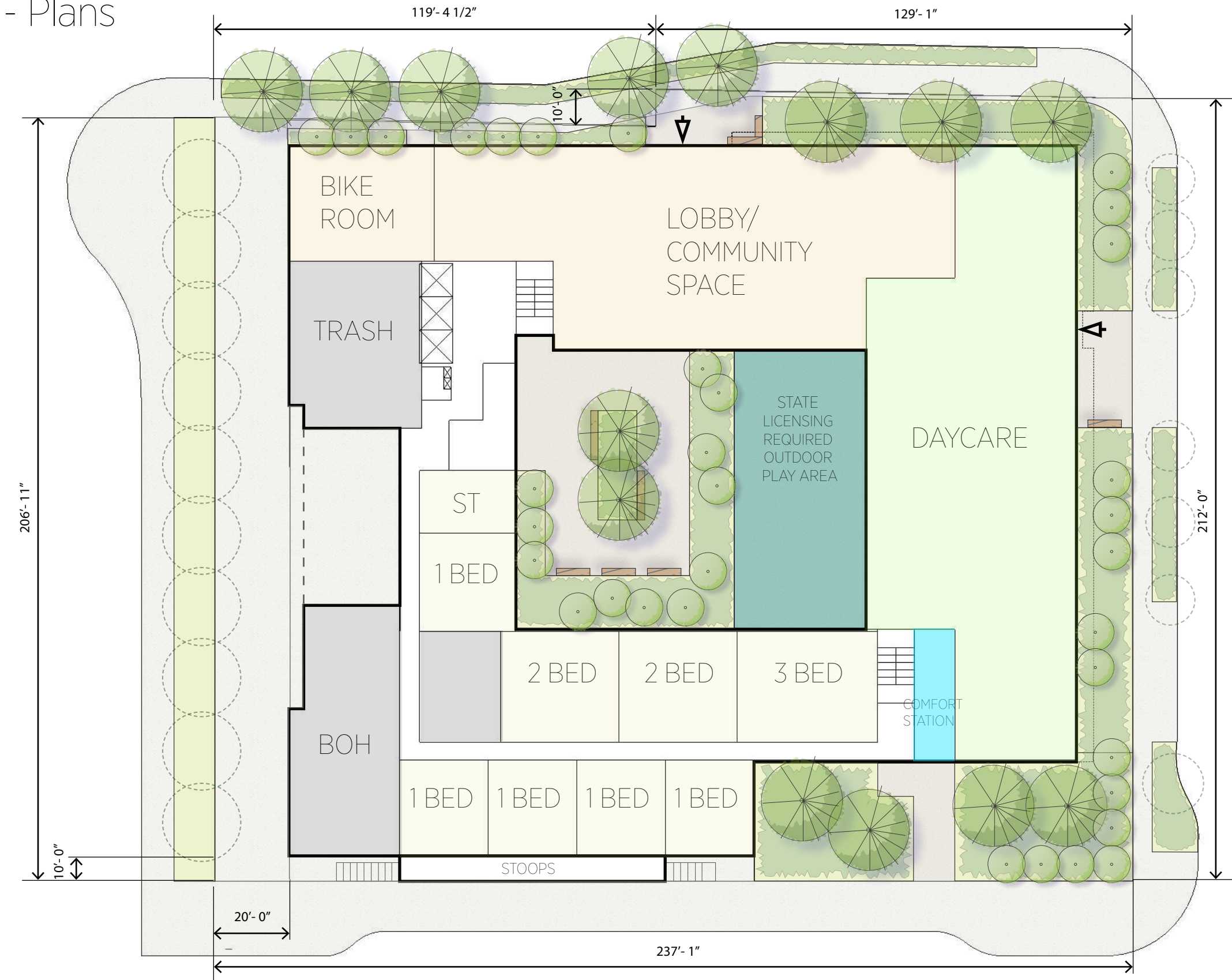
Option 1 - Street Views



Option 1 - Street Views

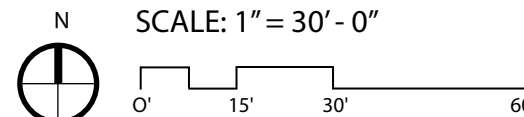


Option 1 - Plans

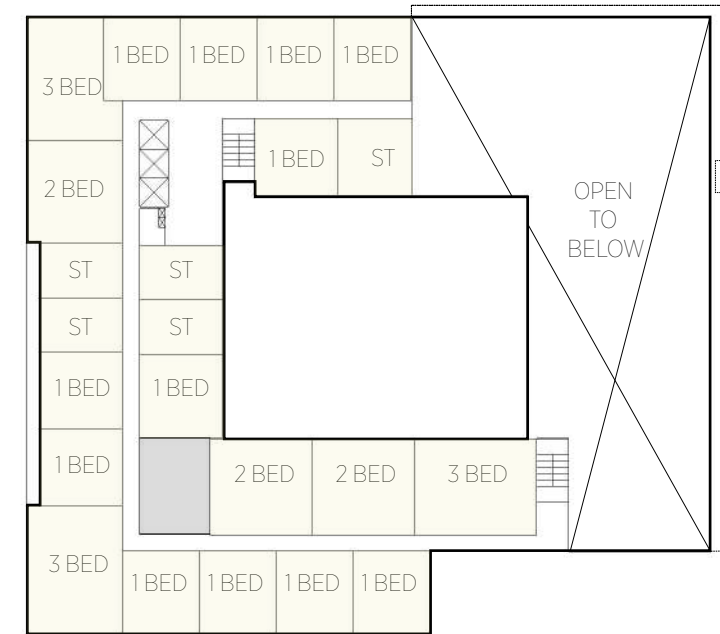


LEGEND

- RESIDENTIAL
- AMENIRY
- DAYCARE
- UTILITY
- ENTRANCE



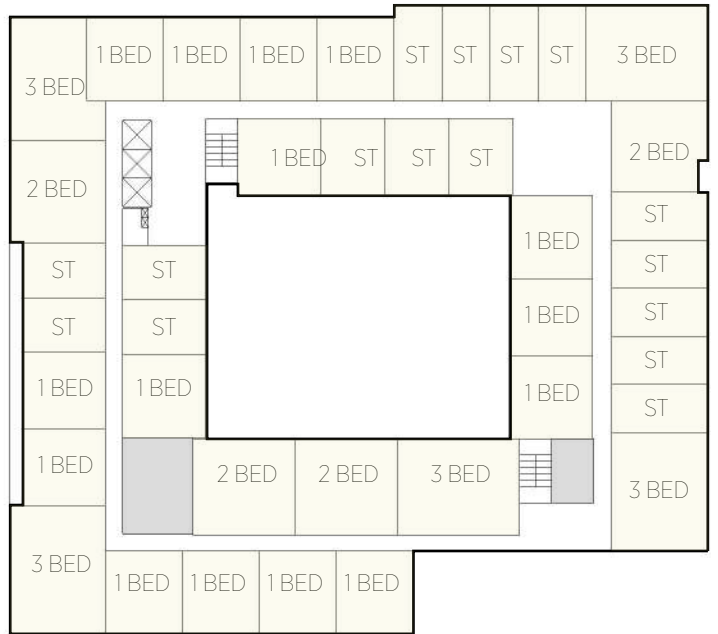
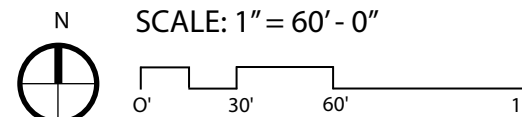
Option 1 - Plans



LEVEL 2 FLOOR PLAN

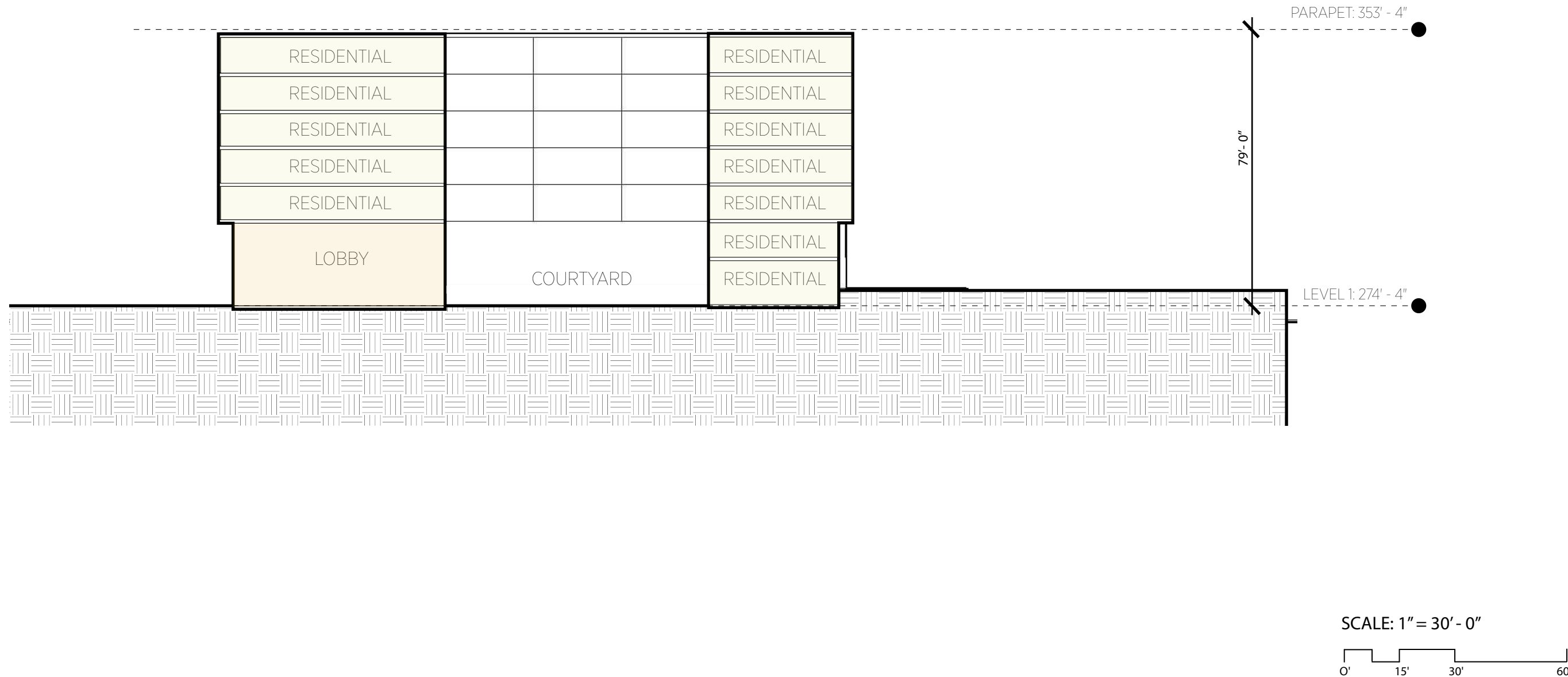
LEGEND

- RESIDENTIAL
- AMENIRY
- DAYCARE
- UTILITY
- ENTRANCE

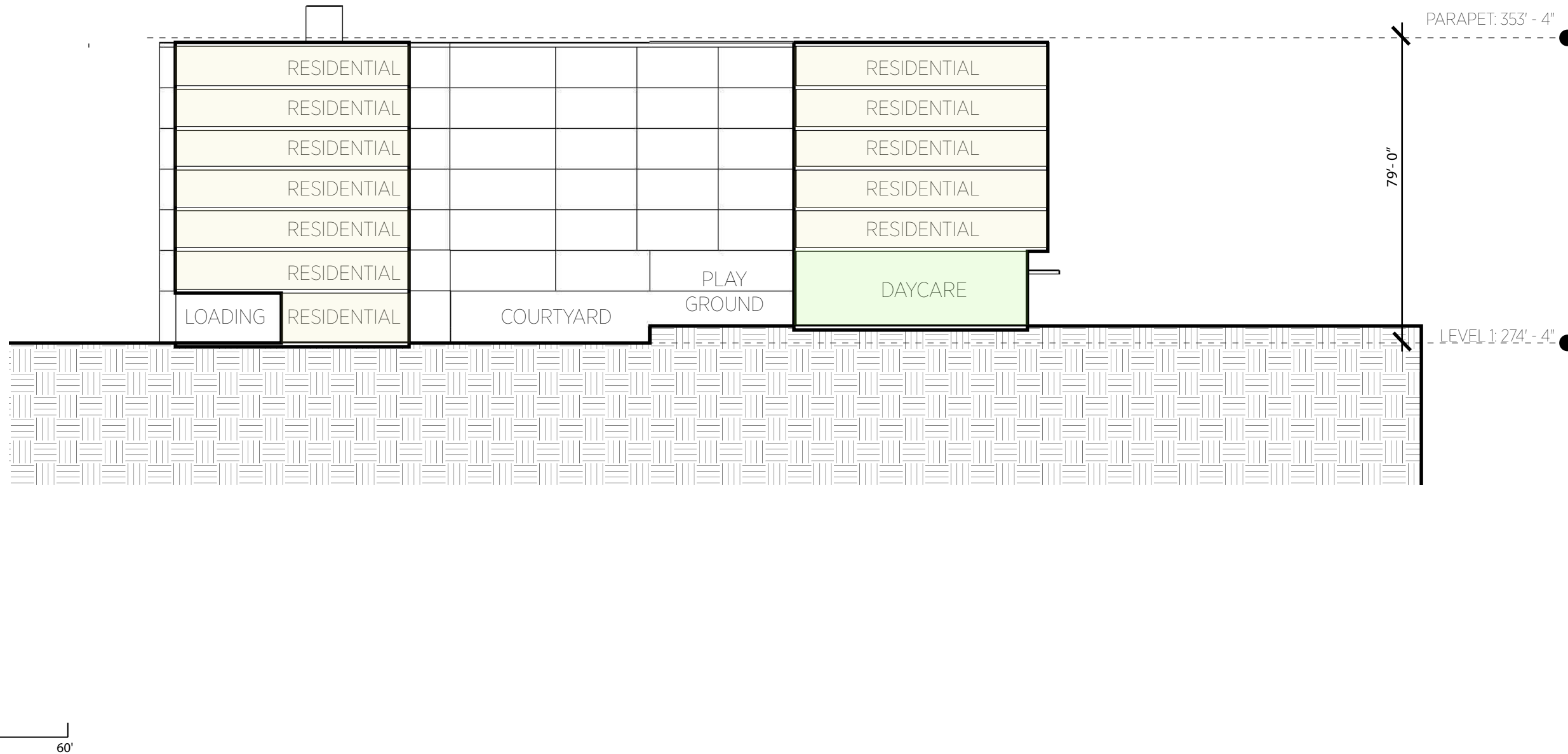


TYPICAL FLOOR PLAN

Option 1 - Sections N - S



Option 1 - Sections W - E



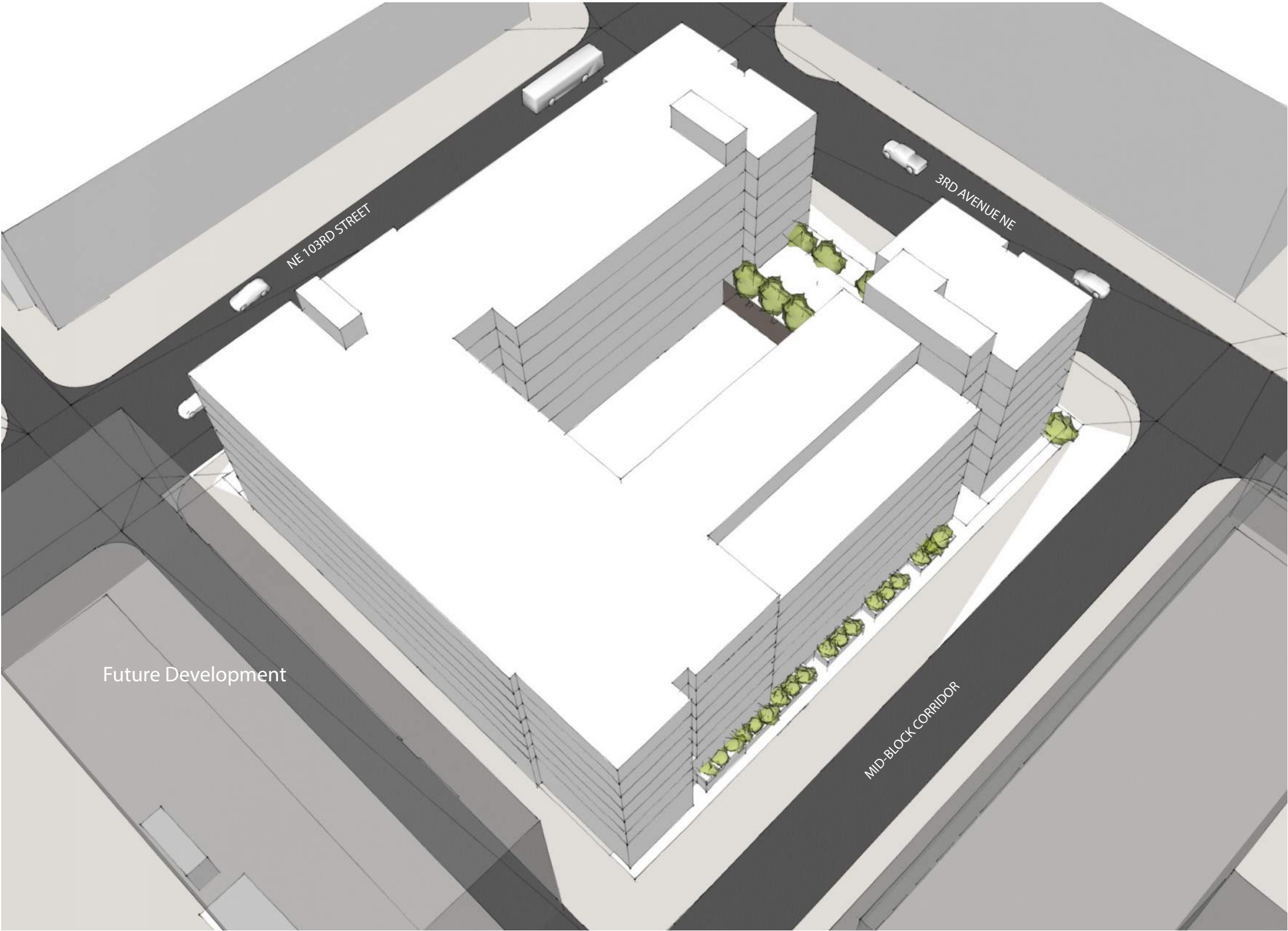
Option 2 - East Court

In option 2, the courtyard is opened to the East. This massing activates 3rd avenue and creates an interesting pedestrian experience. Fewer units directly face the blank wall of the theater. However, in this option, the courtyard and public open space do face the blank wall of the theater. In addition, the building height is taller than other options because of SW grading issues. Because of these reasons, this option is not preferred.

The option requires departures for upper level setback for non-tower structure in SM-NG zone, and Street level uses.



Option 2 - East Court



Option 2 - Street Views



Option 2 - Street Views



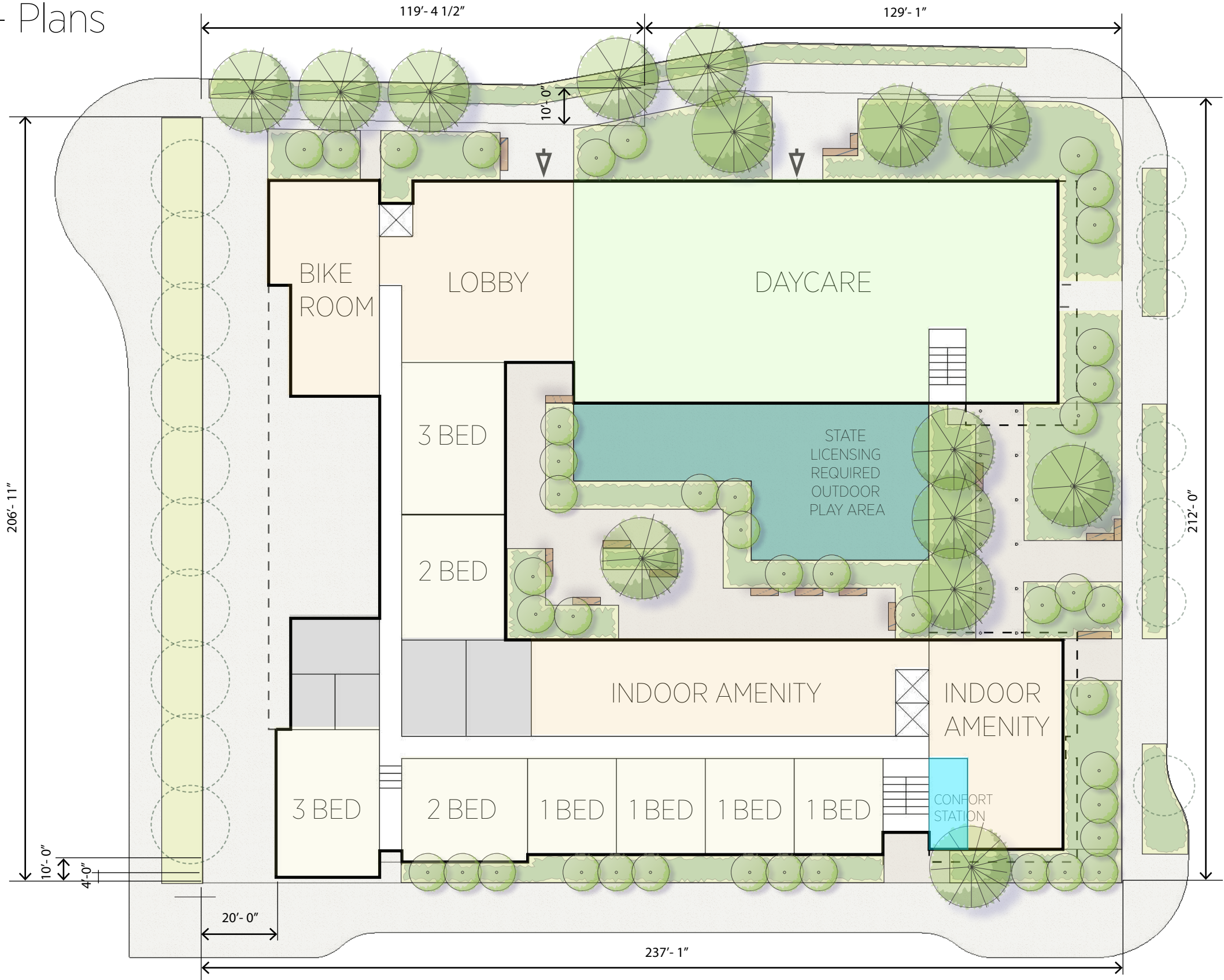
Option 2 - Street Views



Option 2 - Street Views

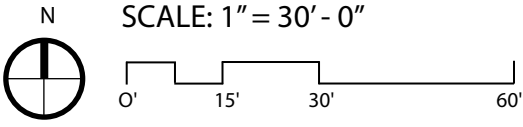


Option 2 - Plans

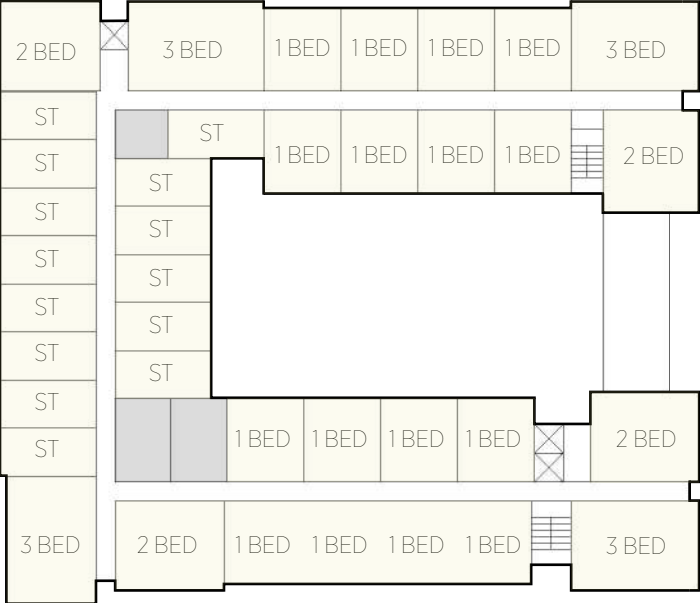


LEGEND

- RESIDENTIAL
- AMENIRY
- DAYCARE
- UTILITY
- ENTRANCE



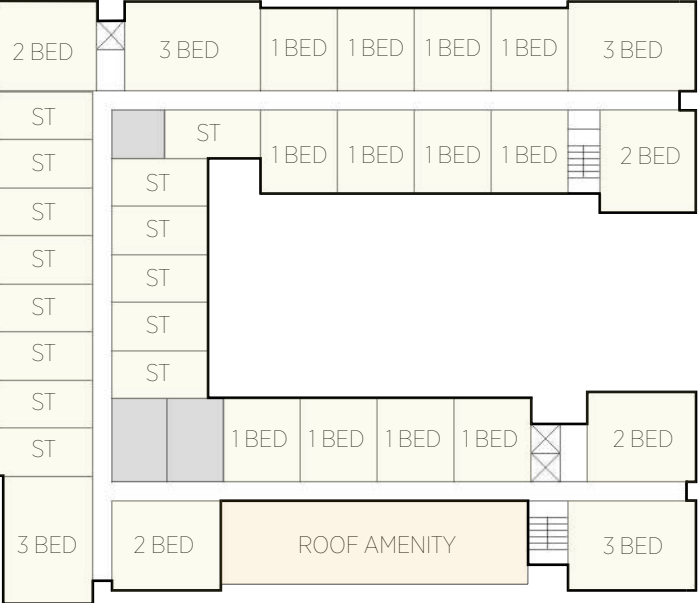
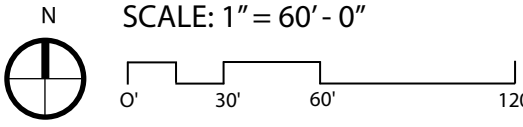
Option 2 - Plans



TYPICAL FLOOR PLAN

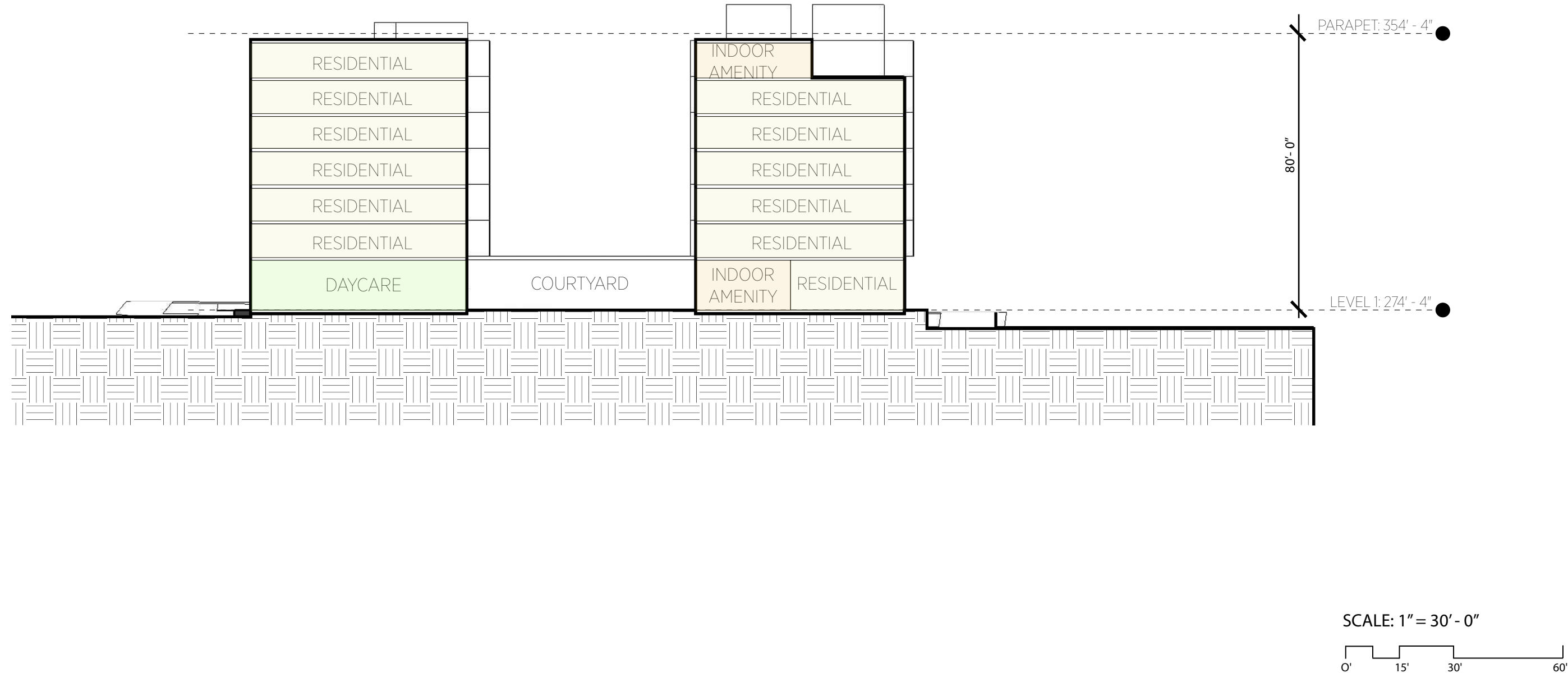
LEGEND

- RESIDENTIAL
- AMENIRY
- DAYCARE
- UTILITY
- ENTRANCE

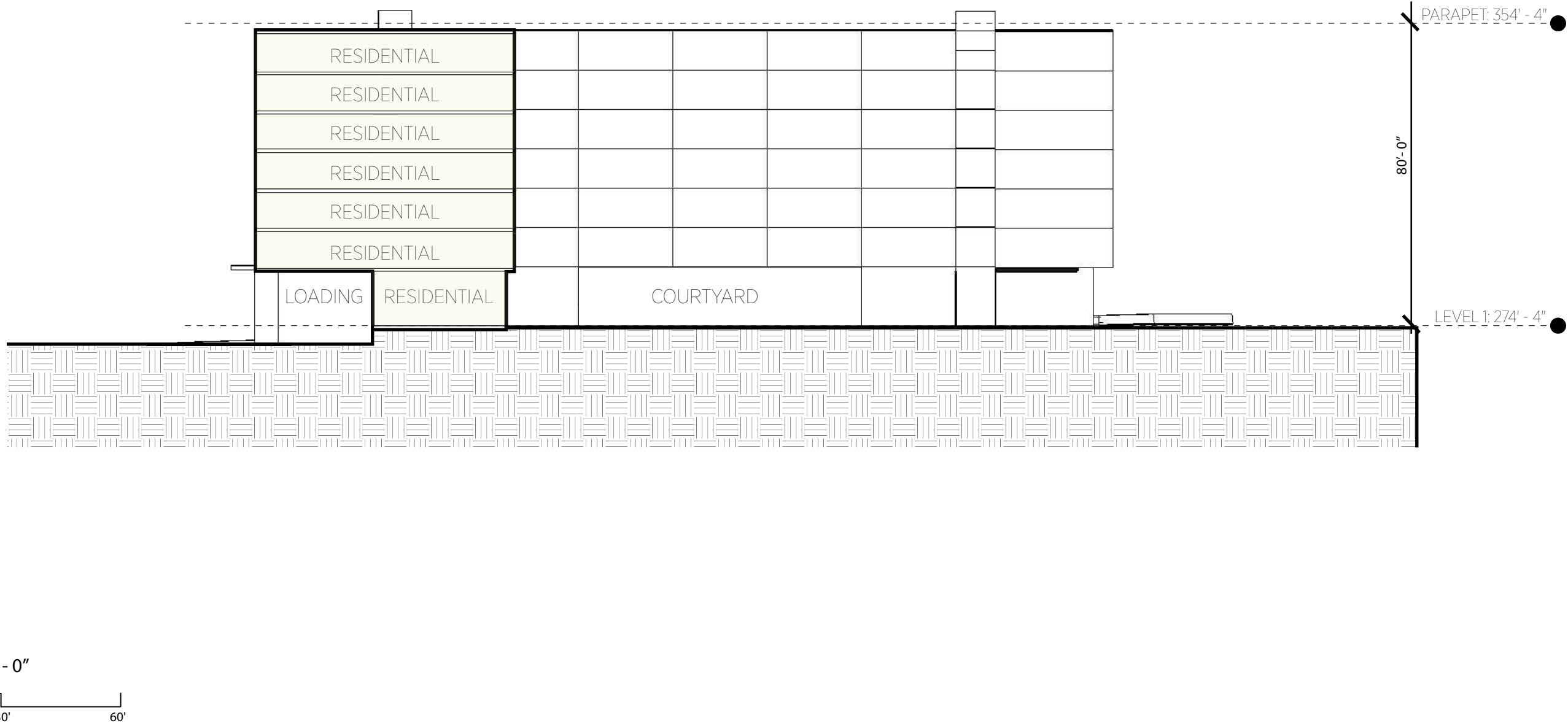


LEVEL 7 FLOOR PLAN

Option 2 - Sections N - S



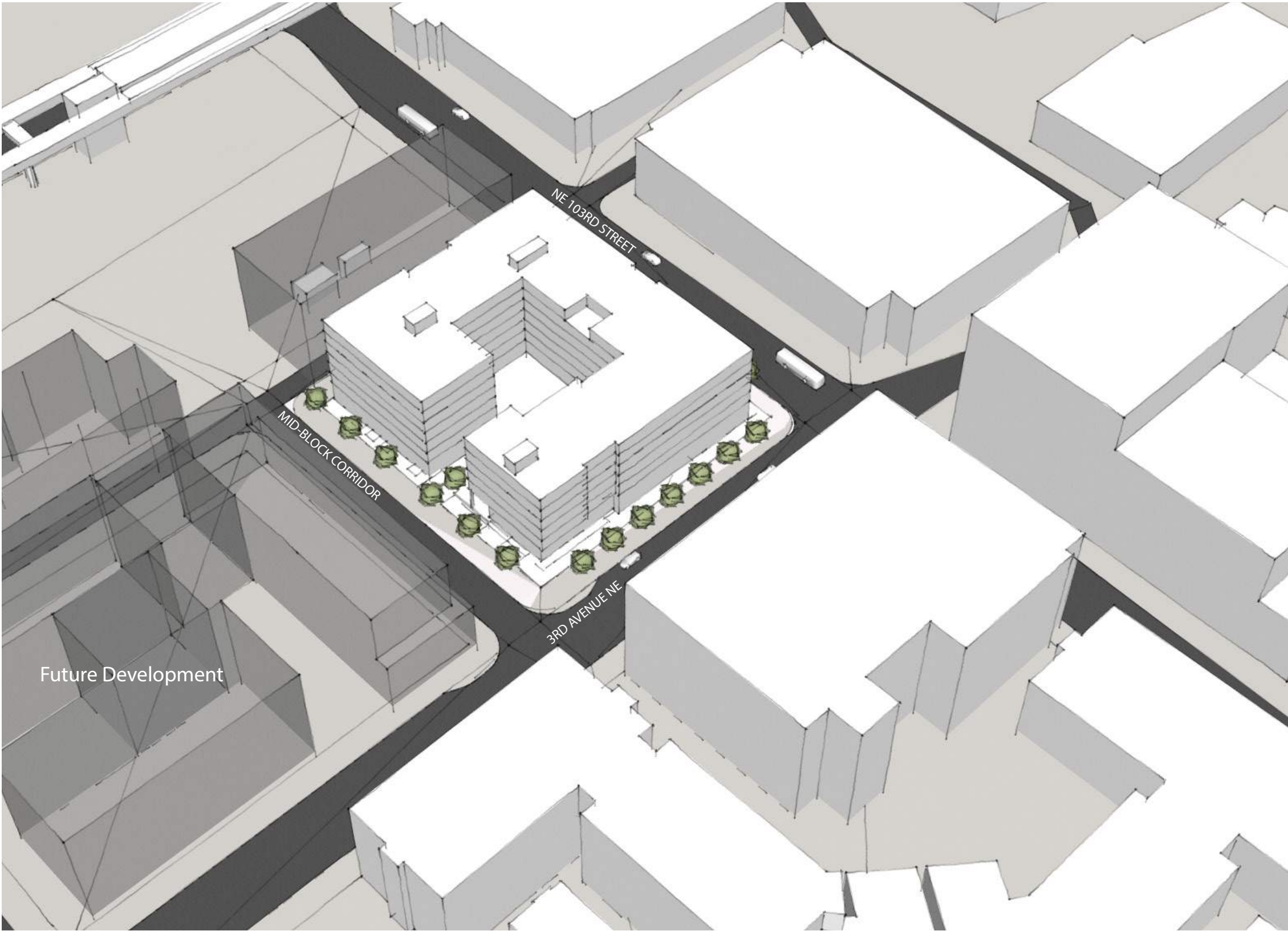
Option 2 - Sections W - E



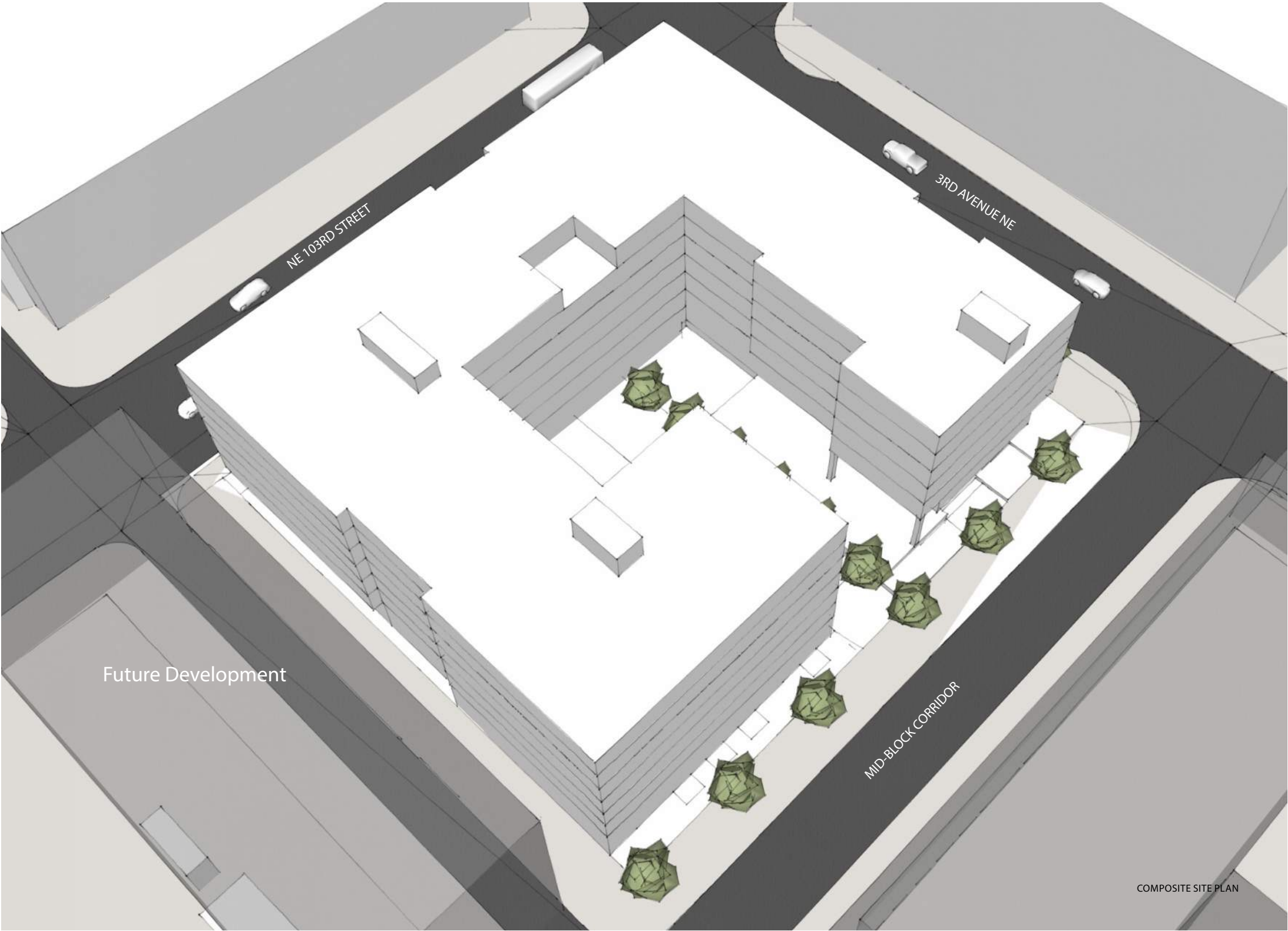
Option 3 - SOUTH COURT

In the preferred option, a South-facing courtyard introduces sun light into units and creates interaction with public open space in the through block connection. This massing option makes the mid-block passage a safe and attractive street, providing pedestrians with a comfortable experience. The daycare activates 3rd avenue. This option works well for both building residents and neighborhood pedestrians. Because of these reasons, it is the preferred option.

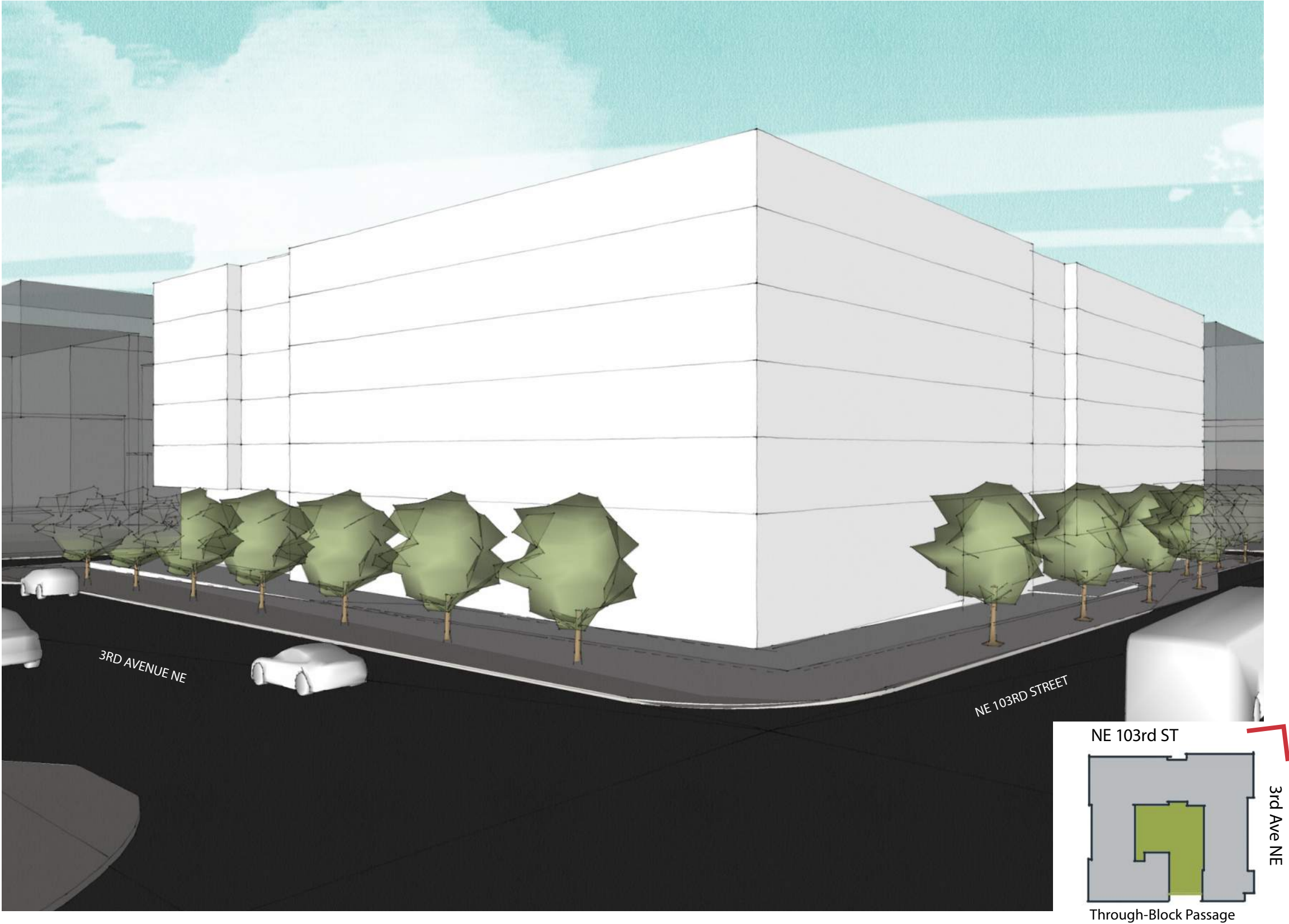
Departures are required for upper level setbacks for non-tower structures in SM-NG zone, and Street level uses.



Option 3 - SOUTH COURT



Option 3 - Street Views



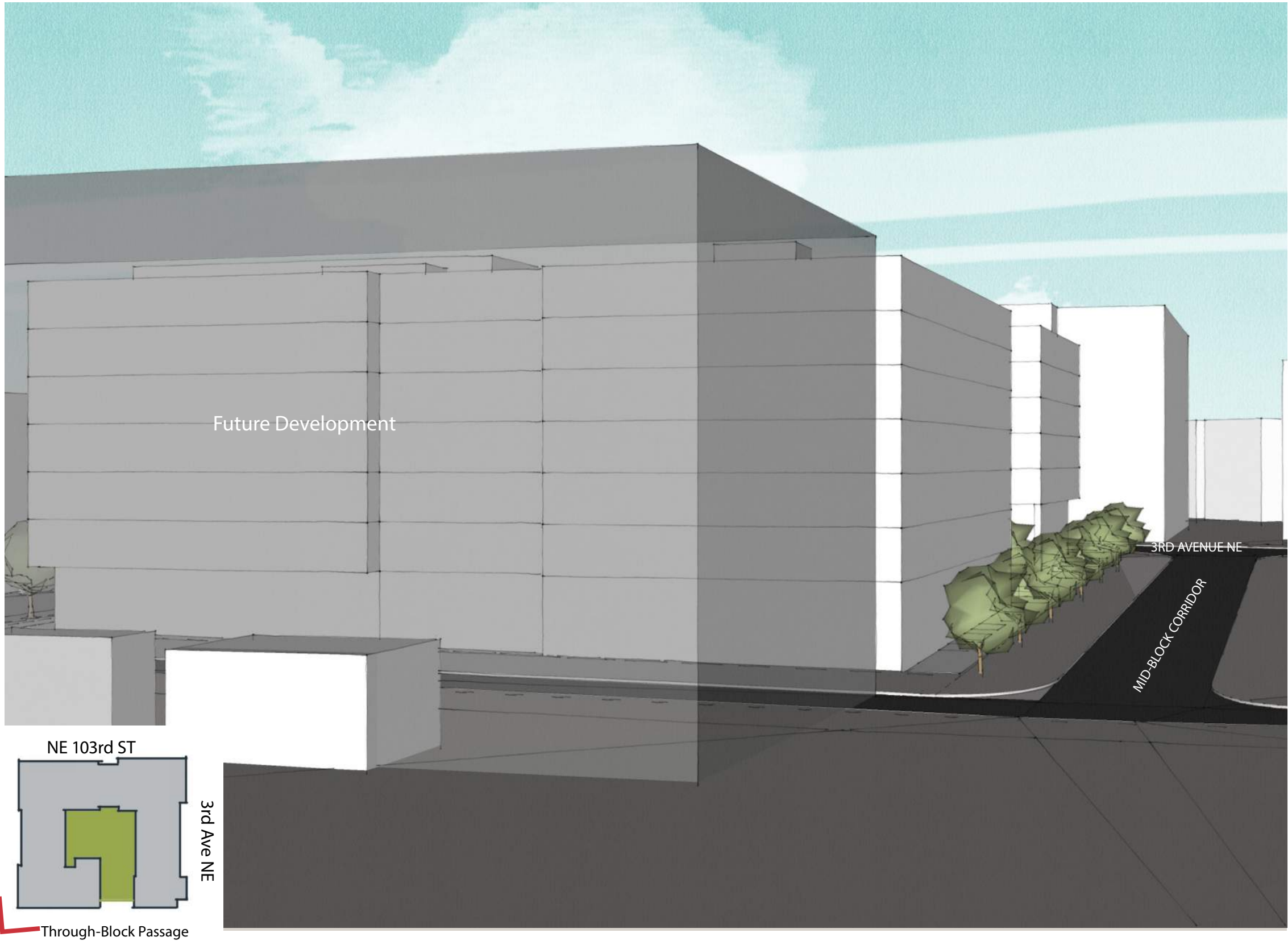
Option 3 - Street Views



Option 3 - Street View



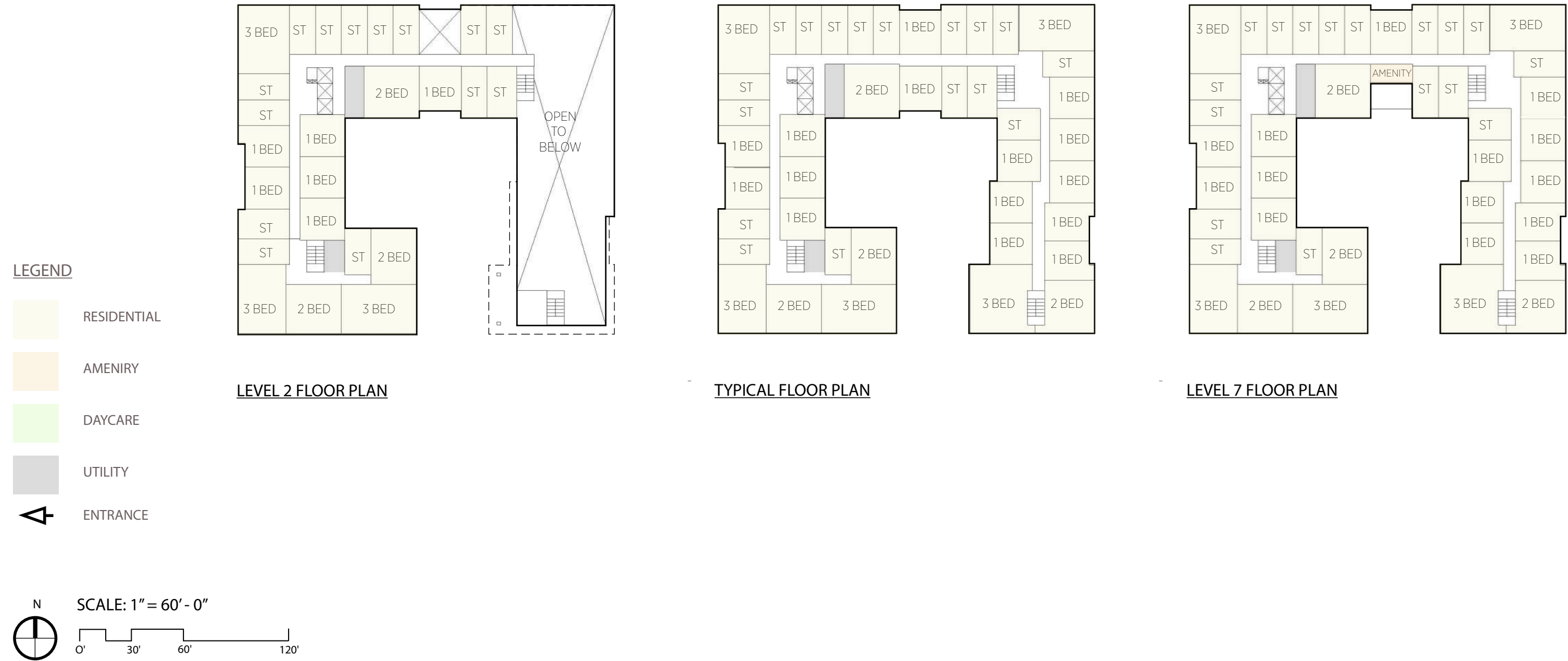
Option 3 - Street View



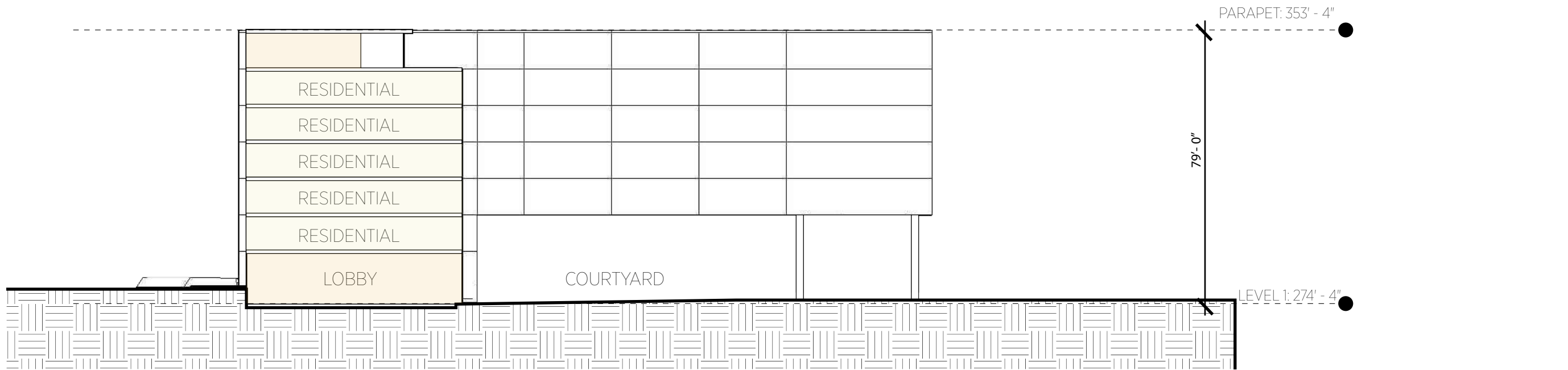
Option 3 - Plans



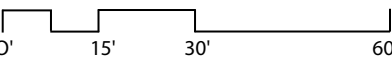
Option 3 - Plans



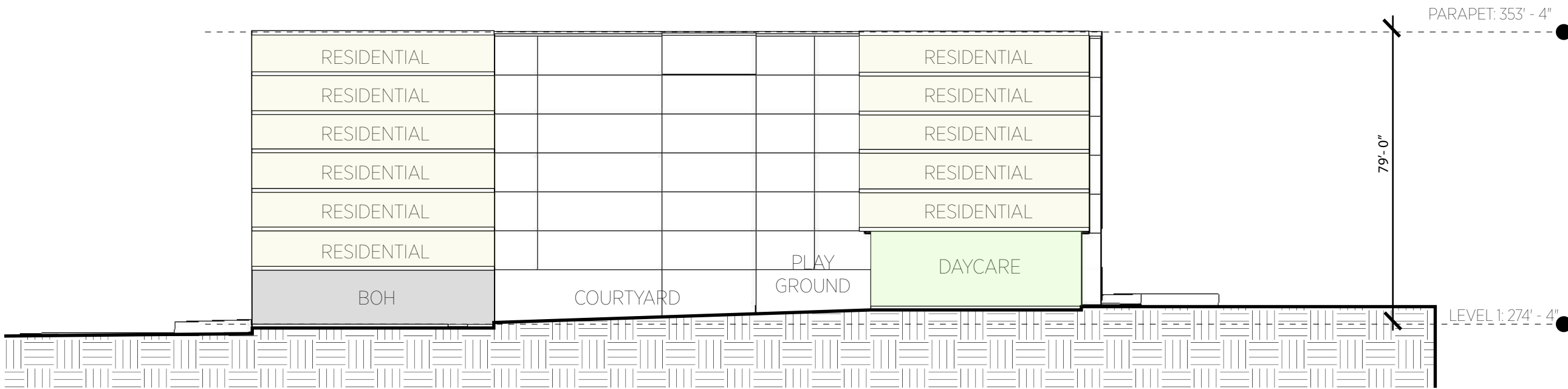
Option 3 - Sections N - S



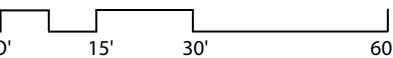
SCALE: 1" = 30' - 0"



Option 3 - Sections W - E



SCALE: 1" = 30' - 0"



# 04 DESIGN EXPLORATION



Concept Images



FLOW  
MOVEMENT  
TRANSIT

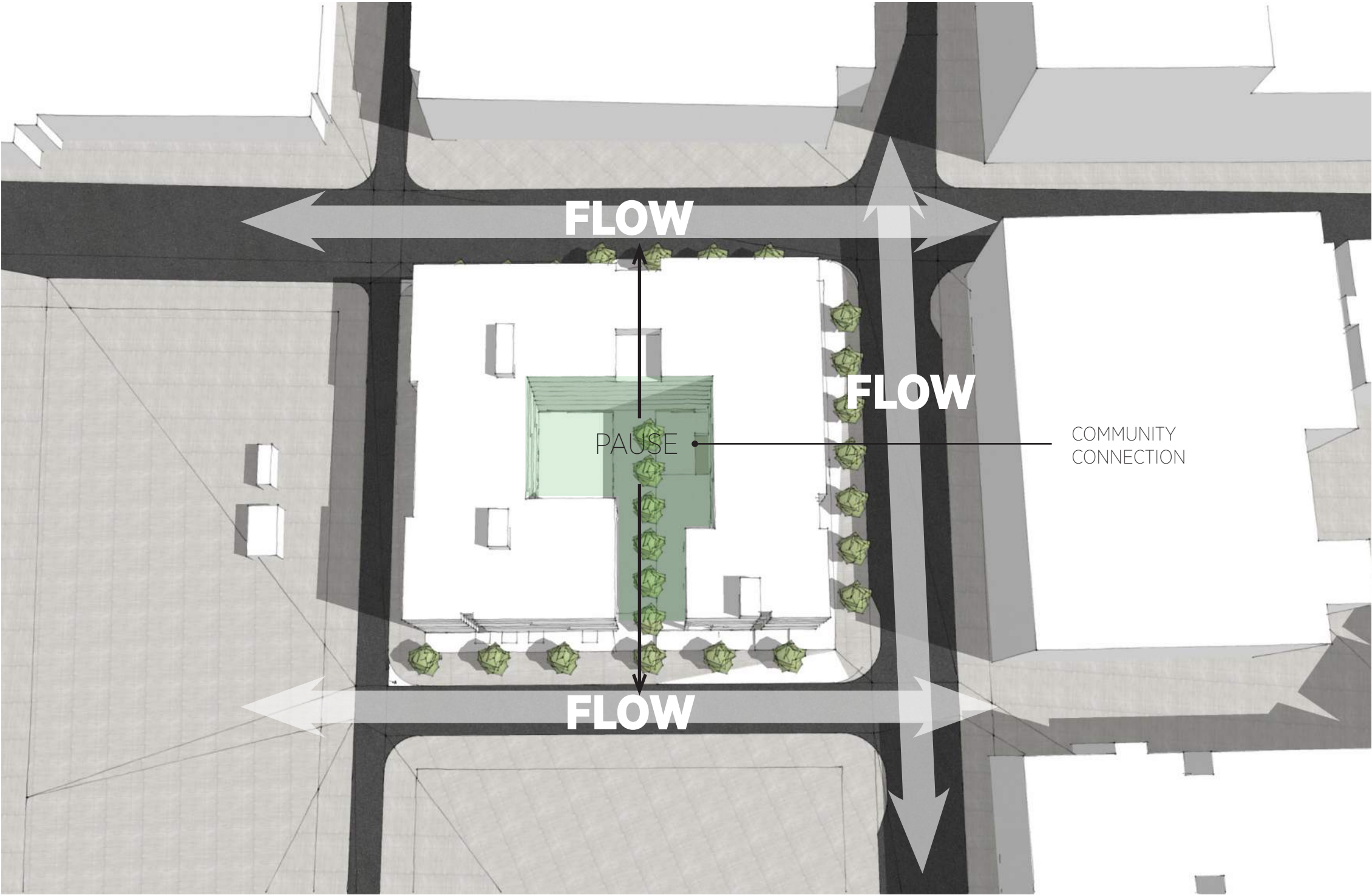


CALM  
PAUSE  
REFUGE



COMMUNITY

Diagram



The primary goal of the project is to create an affordable housing option in this quickly evolving neighborhood. The site is also ideally located next to public transportation hub. The project will activate the neighborhood with pedestrian and bike friendly environment.

The site will provide an appealing residential option for people commuting to work, dropping off kids, and looking for affordable housing.

Precedent Building Images

SIMPLE AND ELEGANT FACADE IN THE MASS AROUND.

SURPRISE IS IN INSIDE OF MASS WHERE ACTIVITY, ENERGY AND EXPERIENCE HAPPENS. AND THE COURTYARD IS CONNECTING TO PUBLIC SPACE.



Material Palette

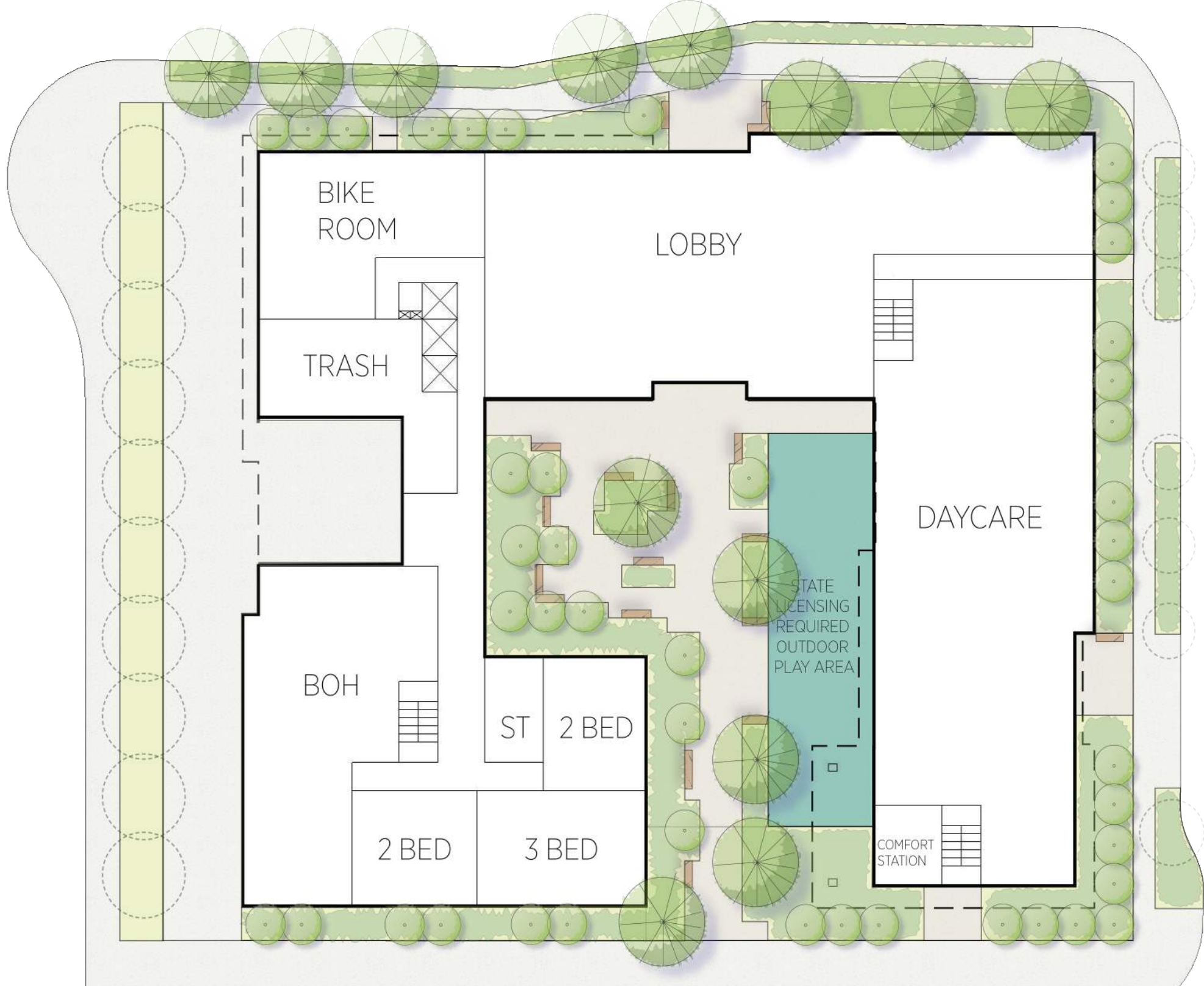
FIBER CEMENT PANEL

WOOD LIKE PANEL

MULTI-COLOR PANEL

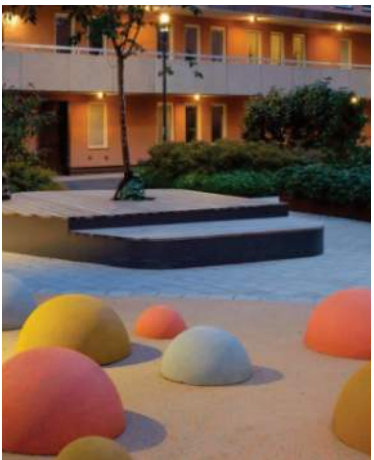
WINDOW FRAMING DETAIL

Landscape Images

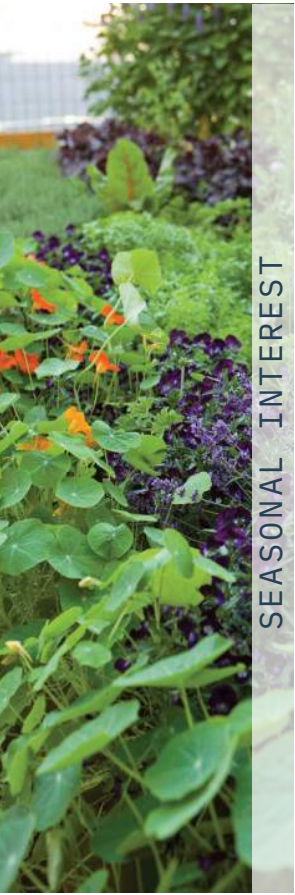


Precedent Landscape Imagery

SEATING AND GATHERING



PLANTING AND EDGE CONDITION



# 05 APPENDIX

Zoning Code Summary

CODE SECTION	DESCRIPTION
SMC 23.48.005	<b>PERMITTED USES</b> <ul style="list-style-type: none"><li>• ALL USES PERMITTED OUTRIGHT, SEE SMC 23.48.805.A. FOR EXCEPTIONS.</li></ul>
SMC 23.48.005 SMC 23.48.805	<b>STREET LEVEL USES</b> <ul style="list-style-type: none"><li>• STREET LEVEL USES ARE REQUIRED ON NE 103rd ST, 3rd AVE NE, AND ALONG THE THROUGH BLOCK CONNECTION - PER MAP A for SMC 23.48.805</li></ul> <b>THE FOLLOWING QUALIFY AS STREET-LEVEL USES:</b> <ul style="list-style-type: none"><li>GENERAL SALES AND SERVICE USES</li><li>EATING AND DRINKING ESTABLISHMENTS</li><li>ENTERTAINMENT USES</li><li>PUBLIC LIBRARIES</li><li>PUBLIC PARKS</li><li>ARTS FACILITIES</li><li>RELIGIOUS FACILITIES</li><li>HUMAN SERVICES USES</li><li>CHILD CARE FACILITIES</li><li>LIGHT RAIL TRANSIT STATIONS</li><li>RESIDENTIAL USES PROVIDED EACH UNIT ON THE FACADE ABUTTING THE STREET OR MID-BLOCK CROSSING HAS AN INDIVIDUAL ENTRY</li></ul>
SMC 23.48.020 SMC 23.48.820	<b>A. FLOOR AREA RATIO</b> <ul style="list-style-type: none"><li>• NO MINIMUM FAR REQUIREMENT - SMC 23.48.820.C</li><li>• 7 FAR - MAXIMUM TOTAL PERMITTED AREA FOR ALL USES</li></ul> <b>B. FLOOR AREA RATIO EXCEPTIONS</b> <ol style="list-style-type: none"><li>1. ALL UNDERGROUND STORIES OR PORTION OF STORIES</li><li>2. ALL PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4' ABOVE EXISTING OR FINISHED GRADE.</li><li>3. IN ANY STRUCTURE 65' IN HEIGHT OR GREATER , 3.5% OF GROSS FLOOR AREA IS EXEMPT FROM FAR CALCULATIONS FOR MECHANICAL MECHANICAL ON ROOF, WHETHER OR NOT ENCLOSED IS EXEMPT FROM FAR CALCULATIONS</li><li>4. ALL GROSS FLOOR AREA FOR SOLAR COLLECTORS AND WIND-DRIVEN POWER GENERATORS</li><li>5. BICYCLE COMMUTER SHOWER FACILITIES</li><li>6. FLOOR AREA REQUIRED FOR BICYCLE PARKING FOR SEDUS [SMALL EFFICIENCY DWELLING UNITS]</li><li>7. CHILDARE CENTERS EXEMPTIONS<ul style="list-style-type: none"><li>• LIGHT RAIL STATION AND RELATED PASSENGER AMENITIES</li><li>• ELEMENTARY OR SECONDARY SCHOOL</li><li>• VOCATIONAL OR FINE ARTS SCHOOL</li><li>• HUMAN SERVICE USE (DAYCARE?)</li></ul></li><li>• UP TO 25,000 SQUARE FEET OF A COMMUNITY CLUB OR CENTER THAT IS OPEN TO THE PUBLIC FOR A MINIMUM OF SIX HOURS A DAY, FIVE DAYS A WEEK, AND 42 WEEKS PER YEAR</li><li>• FLOOR AREA USED FOR A PERFORMING ARTS THEATER, LECTURE AND MEETING HALL, OR ARTS FACILITY, ANY OF WHICH FOR THE PURPOSES OF THIS SECTION 23.48.820 MAY BE OPERATED EITHER BY FOR-PROFIT OR NOT-FOR-PROFIT ORGANIZATIONS.</li><li>• ABOVE GRADE PARKING IN PEAT SETTLEMENT ZONE, SEE SMC 23.48.820.B.7 FOR SPECIFIC REQUIREMENTS</li></ol>
SMC 23.48.025	<b>STRUCTURE HEIGHT - 240' (MEASURED FROM GRADE PLANE)</b> <ul style="list-style-type: none"><li>• + 2' FOR INSULATION MATERIAL, ROOFTOP DECKS AND OTHER SIMILAR FEATURES, OR SOIL FOR LANDSCAPING LOCATED ABOVE THE STRUCTURAL ROOF SURFACE, IF ENCLOSED BY PARAPETS OR WALLS THAT COMPLY WITH THIS SUBSECTION</li><li>• +4' FOR OPEN RAILING, PLANTERS, PARAPETS</li><li>• +7' FOR SOLAR COLLECTORS WITH UNLIMITED COVERAGE</li><li>• +15' FOR SOLAR COLLECTORS AND MECHANICAL EQUIPMENT, GREENHOUSES THAT ARE DEDICATED TO FOOD PRODUCTION ARE PERMITTED TO EXTEND 15 FEET ABOVE THE APPLICABLE HEIGHT LIMIT, AS LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES GAINING ADDITIONAL HEIGHT LISTED IN THIS SUBSECTION 23.48.025.C DOES NOT EXCEED 50 PERCENT OF THE ROOF AREA.</li><li>• +15' GREENHOUSES THAT ARE DEDICATED TO FOOD PRODUCTION ARE PERMITTED TO EXTEND 15 FEET ABOVE THE APPLICABLE HEIGHT LIMIT, AS LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES GAINING ADDITIONAL HEIGHT LISTED IN THIS SUBSECTION 23.48.025.C DOES NOT EXCEED 50 PERCENT OF THE ROOF AREA.</li><li>• +15' FOR STAIR AND ELEVATOR PENTHOUSES</li><li>• COMBINED EQUIPMENT AND OVERRUNS MAY NOT EXCEED 25% ROOF COVERAGE</li></ul>
SMC 23.48.835	<b>MAXIMUM WIDTH &amp; DEPTH</b> <ul style="list-style-type: none"><li>• DOES NOT APPLY TO THIS SITE</li></ul>

CODE SECTION	DESCRIPTION
SMC 23.48.040 SMC 23.48.840 FACADE HEIGHT	<b>STREET-LEVEL DEVELOPMENT STANDARDS</b> <b>THE FOLLOWING PROVISION APPLY FOR NON-RESIDENTIAL USES AT STREET LEVEL</b> <ul style="list-style-type: none"><li>• MINIMUM FACADE HEIGHT. IN THE SM-NG ZONE A MINIMUM FACADE HEIGHT IS REQUIRED FOR THE STREET-FACING FACADES OF NEW STRUCTURES, UNLESS ALL PORTIONS OF THE STRUCTURE ARE LOWER THAN THE REQUIRED MINIMUM FACADE HEIGHT LISTED BELOW.<ul style="list-style-type: none"><li>A. ON CLASS 1 PEDESTRIAN STREETS, THE MINIMUM HEIGHT FOR STREET-FACING FACADES IS 45 FEET.</li><li>B. ON CLASS 2 PEDESTRIAN STREETS AND NEIGHBORHOOD GREEN STREETS, THE MINIMUM HEIGHT FOR STREET-FACING FACADES IS 25 FEET.</li><li>C. ON ALL OTHER STREETS, THE MINIMUM HEIGHT FOR STREET-FACING FACADES IS 15 FEET.</li></ul></li></ul>
FACADE TRANSPARENCY	<b>TRANSPARENCY AND BLANK FACADE REQUIREMENTS APPLY TO THE AREA OF A STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE A SIDEWALK, BUT DO NOT APPLY TO PORTIONS OF A STRUCTURE IN RESIDENTIAL USE OR TO PORTIONS OF A STRUCTURE IN USE AS A LIGHT RAIL STATION.</b> <ul style="list-style-type: none"><li>• ON 3RD AVE NE, A MINIMUM OF 60 PERCENT OF THE STREET-FACING FACADE MUST BE TRANSPARENT, EXCEPT THAT IF THE SLOPE OF THE STREET FRONTAGE ABUTTING THE LOT EXCEEDS 7.5 PERCENT, THE REQUIRED AMOUNT OF TRANSPARENCY IS 45 PERCENT OF THE STREET-FACING FACADE.</li><li>• ON NE 103RD STREET A MINIMUM OF 30 PERCENT OF THE STREET-FACING FACADE MUST BE TRANSPARENT, EXCEPT THAT IF THE SLOPE OF THE STREET FRONTAGE ABUTTING THE LOT EXCEEDS 7.5 PERCENT, THE MINIMUM AMOUNT OF TRANSPARENCY IS 22 PERCENT OF THE STREET-FACING FACADE.</li></ul>
BLANK FACADE LIMITS	<ul style="list-style-type: none"><li>• 3rd AVE NE - BLANK FACADES ARE LIMITED TO SEGMENTS 15 FEET WIDE. BLANK FACADE WIDTH MAY BE INCREASED TO 30 FEET IF THE DIRECTOR DETERMINES AS A TYPE I DECISION THAT THE FACADE IS ENHANCED BY ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING, OR OTHER SIMILAR FEATURES THAT HAVE VISUAL INTEREST.</li><li>• 3rd AVE NE - THE TOTAL WIDTH OF ALL BLANK FACADE SEGMENTS SHALL NOT EXCEED 40 PERCENT OF THE WIDTH OF THE STREET-FACING FACADE OF THE STRUCTURE ON EACH STREET FRONTAGE, OR 55 PERCENT OF THE WIDTH OF THE STREET-FACING FACADE IF THE SLOPE OF THE STREET FRONTAGE ABUTTING THAT LOT EXCEEDS 7.5 PERCENT.</li><li>• NE 103rd ST - BLANK FACADES ARE LIMITED TO SEGMENTS 30 FEET WIDE. BLANK FACADE WIDTH MAY BE INCREASED TO 60 FEET IF THE DIRECTOR DETERMINES AS A TYPE I DECISION THAT THE FACADE IS ENHANCED BY ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING, OR OTHER SIMILAR FEATURES THAT HAVE VISUAL INTEREST.</li><li>• NE 103rd ST - THE TOTAL WIDTH OF ALL BLANK FACADE SEGMENTS SHALL NOT EXCEED 70 PERCENT OF THE WIDTH OF THE STREET-FACING FACADE OF THE STRUCTURE ON EACH STREET FRONTAGE; OR 78 PERCENT IF THE SLOPE OF THE STREET FRONTAGE ABUTTING THAT LOT EXCEEDS 7.5 PERCENT.</li></ul>
DEVELOPMENT STANDARDS FOR STREET LEVEL USES	<ul style="list-style-type: none"><li>• THE SPACE OCCUPIED BY STREET-LEVEL USES SHALL HAVE A MINIMUM FLOOR-TO-FLOOR HEIGHT OF 13 FEET AND EXTEND AT LEAST 30 FEET IN DEPTH AT STREET LEVEL FROM THE STREET-FACING FACADE.</li><li>• AT LEAST ONE OF THE STREET-LEVEL, STREET-FACING FACADES CONTAINING A RESIDENTIAL USE SHALL HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY.</li><li>• Where street-level uses are required, a minimum of 75 percent of the applicable street-level, street-facing facade shall be occupied by uses listed in subsection 23.48.805.C.1 . The remaining street-facing facade may contain other permitted uses or pedestrian or vehicular entrances.</li><li>• Street-level uses shall be located within 10 feet of the street lot line, except for the following:a.Required street-level uses may be located more than 10 feet from the applicable street lot line if they abut an outdoor amenity area provided to meet the requirements of Section 23.48.045, or other required or bonused amenity area or open space provided for in this Chapter 23.48 that separates the portion of the street-facing facade including the required street-level uses from the street lot line;b.If a street-level setback is required from the street lot line by the provisions of this Chapter 23.48 or Chapter 23.53, the 10-foot distance shall be measured from the line established by the required setback; and;c.If development standards in this Chapter 23.48 require modulation of the street-facing facade at street level, the required street-level uses may abut the street-level setback area provided to comply with the modulation standards.</li></ul>
REQUIRED SETBACKS	<ul style="list-style-type: none"><li>• Pedestrian access to street-level uses shall be provided directly from the street, from permitted outdoor common amenity area, or from open space abutting the street. Pedestrian entrances shall be located no more than 3 feet above or below the grade of the sidewalk or pedestrian walkway or at the same elevation as the abutting permitted outdoor common amenity area or required or bonused open space.</li><li>• NE 103rd &amp; 3rd AVE NE - REQUIRED SETBACK 3' min, 5' AVERAGE (TABLE A FOR 23.48.840)<ol style="list-style-type: none"><li>1.Any setback area further than 15 feet from the street lot line shall not be included in the averaging calculation.</li><li>2.The setback area shall either be part of open space, sidewalk area, or landscaped according to standards in subsection 23.48.055.A.3.</li><li>3.Underground structures are permitted in all required setback areas.</li><li>4.Bay windows, canopies, horizontal projection of decks, balconies with open railings, eaves, cornices, gutters, and other similar architectural features that are at least 13 feet above the sidewalk elevation are permitted to extend up to 4 feet into the required setback.</li></ol></li></ul>

CODE SECTION	DESCRIPTION
OVERHEAD WEATHER PROTECTION	<ul style="list-style-type: none"><li>• Continuous overhead weather protection, provided by such features as canopies, awnings, marquees, and arcades, is required along at least 60 percent of the street frontage of a structure, and along at least 75 percent of a structure fronting onto the required mid-block corridor identified in Section 23.48.841, except that any portions of the frontage occupied by residential dwelling units with individual entries shall not be subject to this requirement.</li><li>• The covered area shall extend a minimum of 6 feet from the structure, unless otherwise provided in this subsection 23.48.840.C, and unless there is a conflict with existing or proposed street trees or utility poles, in which case the Director may adjust the width to accommodate such features as provided for in subsection 23.48.840.C.6.</li><li>• The overhead weather protection must be provided over the sidewalk, or over a walking area within 10 feet immediately adjacent to the sidewalk. When provided adjacent to the sidewalk, the covered walking area must be within 18 inches of sidewalk grade and meet Washington State requirements for barrier-free access.</li><li>• For overhead weather protection extending 6 feet or less from the structure, the lower edge of the overhead weather protection shall be a minimum of 8 feet and a maximum of 13 feet above the sidewalk or covered walking area. For weather protection extending more than 6 feet from the structure, the lower edge of the weather protection shall be a minimum of 10 feet and a maximum of 18 feet above the sidewalk or covered walking area.</li><li>• Lighting for pedestrians shall be provided. The lighting may be located on the facade of the building or on the overhead weather protection.</li><li>• Where the standards listed in this subsection 23.48.840.C conflict with the vertical and horizontal clearance requirements in the street right-of-way, the standards may be modified by the Director as a Type I decision in consultation with the Director of Transportation.</li></ul>
23.48.481	<b>REQUIRED MID-BLOCK CORRIDOR</b> <ul style="list-style-type: none"><li>• A mid-block corridor meeting the standards of this Section 23.48.841 shall be provided as a part of any development including one or more structures containing more than a total of 10,000 square feet of gross floor area on any lot in the SM-NG 240 zone that is more than 100 feet to the south of the NE 103rd Street right-of-way and more than 100 feet north of the NE 100th Street right-of-way, as indicated on Map A for 23.48.840.</li><li>• The alignment of the mid-block corridor shall be no closer than 100 feet to Northeast 103rd Street or Northeast 100th Street.</li><li>• Prior to any development or modification of lot boundaries in the area that is more than 100 feet to the south of the NE 103rd Street right-of-way and more than 100 feet to the north of the NE 100th Street right-of-way, the area for the mid-block corridor shall be identified in an agreement recorded by the King County Recorder's Office and the applicant for the development or modification shall demonstrate that the development or modification would not preclude completion of a continuous mid-block corridor.</li><li>• Development on any site abutting the mid-block corridor shall provide improvements to create the mid-block corridor that meet the following standards, for the extent of the east to west dimension of the development site:<ol style="list-style-type: none"><li>1.The mid-block corridor shall provide for a continuous corridor that extends from 3rd Avenue Northeast to the Northgate Light Rail Station and all segments of the corridor shall be physically and visually connected.</li><li>2.The minimum width of the mid-block corridor is 40 feet.</li><li>3.The mid-block corridor shall contain a continuous, unobstructed pedestrian pathway that is a minimum of 10 feet wide and provides access for persons with disabilities throughout the entire corridor.</li><li>4.If development is proposed on a site adjacent to a completed portion of the mid-block corridor, the development shall configure and align its portion of the mid-block corridor to form a contiguous corridor and pedestrian pathway.</li><li>5.The end of the mid-block corridor at 3rd Avenue Northeast shall be accessible to pedestrians at grade level from the sidewalk</li><li>6.The mid-block corridor shall be open to the sky, except that overhead weather protection may be allowed on up to 40 percent of the area of the mid-block corridor including required overhead weather protection.</li><li>7.If the mid-block corridor crosses an alley or a public or private street, the alley or public or private street right-of-way shall be improved to provide pedestrian safety and reinforce the connection between portions of the mid-block corridor on either side of the alley or public or private street.</li><li>8.The mid-block corridor shall be improved with a surface and necessary drainage so as to be suitable for pedestrian use in all seasons.</li><li>9.The mid-block corridor shall include lighting for pedestrian safety during nighttime hours when the corridor is available for public access pursuant to subsection 23.48.841.E.</li><li>10.Design of the mid-block corridor shall include various features such as seating, landscaping, and artistic elements that will enhance public use of the corridor and increase activity and user comfort. The design of the corridor shall maintain the overall open character of a public outdoor space while being well integrated with the surrounding structures.</li></ol></li></ul>
23.48.846	<b>UPPER LEVEL DEVELOPMENT STANDARDS</b> <ul style="list-style-type: none"><li>• An average upper-level setback of 10 feet is required from all street lot lines for any portion of a structure that exceeds 65 feet in height. The maximum depth of a setback that can be used for calculating the average is 15 feet.</li><li>• An average upper-level setback of 10 feet is required from a required mid-block corridor for any portion of a structure that exceeds 45 feet in height. The maximum depth of a setback that can be used for calculating the average is 20 feet.</li><li>• A minimum horizontal separation of 75 feet is required between portions of a structure over 45 feet in height not including stair or elevator penthouses or enclosed mechanical equipment and existing towers, regardless of whether they are on the same lot or on separate lots.</li><li>• Projections. The first 4 feet of horizontal projection of decks, balconies with open railings, eaves, cornices, gutters, and similar architectural features are permitted in the upper-level setbacks required</li></ul>

CODE SECTION	DESCRIPTION																		
23.48.852	<p><b>REQUIRED USABLE OPEN SPACE IN SM-NG ZONES</b></p> <p>Usable open space meeting the standards of this Section 23.48.852 is required in all SM-NG zones for development including one or more structures containing more than a total of 10,000 square feet of gross floor area.</p> <ul style="list-style-type: none"><li>• The minimum amount of required usable open space shall be equal to 2 square feet for every 100 square feet of chargeable gross floor area.</li><li>• Area qualifying as required usable open space may include both unenclosed and enclosed areas as provided for in this subsection 23.48.852.B. No more than 25 percent of the required usable open space may be enclosed usable open space.</li><li>• The required usable open space shall be accessible from street level, with variations in elevation allowed to accommodate changes in topography or to provide for features such as ramps that improve access for persons with disabilities.</li><li>• The required usable open space may be provided in more than one location on the lot if the required amount exceeds 4,500 square feet, and as long as no separate required usable open space area is less than 2,000 square feet.</li><li>• If the lot abuts a required mid-block corridor pursuant to Section 23.48.841, at least 50 percent of the required usable open space shall be located adjacent to or within the mid-block corridor.</li><li>• Area qualifying as unenclosed usable open space shall meet the following requirements:a.The average horizontal dimension shall be at least 30 feet and not less than 15 feet at any point. It shall abut a public street frontage or required mid-block corridor; and;c.It shall be open to the sky with the exception of required overhead weather protection.</li><li>• Enclosed open space such as an atrium or winter garden shall meet the following requirements:a.The space shall have direct access for pedestrians, including persons with disabilities, from the street, an outdoor usable open space abutting the street, or a required mid-block corridor;b.The space shall be provided as one continuous area that is a minimum of 2,000 square feet in size with an average horizontal dimension of 30 feet and a minimum horizontal dimension of 15 feet;c.The minimum clearance from ground level to the ceiling, roof, or other enclosing structure is 15 feet; and;d.Lobby areas and corridors used solely to provide access between the structure's principal street entrance and elevators, does not qualify as enclosed interior open space for the purposes of this subsection 23.48.852.B.7.</li></ul>																		
SMC 23.48.045	<p><b>RESIDENTIAL AMENITY AREAS</b></p> <ul style="list-style-type: none"><li>• AMENITY SPACE EQUIVALENT TO 5% OF THE RESIDENTIAL GROSS AREA SHALL BE PROVIDED</li><li>• ALL RESIDENTS SHALL HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE AMENITY AREA</li><li>• UP TO 50% OF AMENITY AREA MAY BE ENCLOSED.</li><li>• COMMON AMENITY AREAS SHALL HAVE A MIN HORIZONTAL DIMENSION FO 15' " AND MIN AREA OF 225SF</li><li>• PRIVATE BALCONIES AND DECKS SHALL HAVE A MINIMUM OF 60SF AND NO HORIZONTAL DIMENSION OF LESS THAN 6'</li><li>• REQUIRED PUBLIC OPEN SPACE CAN COUNT TOWARD RESIDENTIAL AMENITY AS LONG AS IT MEETS THE ABOVE CRITERIA</li></ul>																		
SMC 23.48.050	<ul style="list-style-type: none"><li>• MHA REQUIRED</li></ul>																		
SMC 23.48.055	<ul style="list-style-type: none"><li>• GREEN SCORE OF .30 OR GREATER IS REQUIRED</li><li>• STREET TREES ARE REQUIRED</li></ul>																		
SMC 23.53	<ul style="list-style-type: none"><li>• A 2' ALLEY DEDICATION IS REQUIRED BECAUSE OF THE SUBSTANDARD WIDTH, AND ALLEY ACCESS PROPOSED</li></ul>																		
SMC 23.54.015	<p><b>PARKING</b></p> <ul style="list-style-type: none"><li>• NO PARKING REQUIRED FOR RESIDENTIAL SEE TABLE B FOR SMC SECTION 23.54.015</li><li>• NO PARKING REQUIRED FOR COMMERCIAL SEE TABLE A FOR SMC SECTION 23.54.015</li><li>• PARKING ACCESS REQUIRED FROM ALLEY</li></ul>																		
SMC 23.54 SEE TABLE D FOR SECTION SMC 23.54.015	<table><tr><th>BICYCLE PARKING</th><th>LONG TERM</th><th>SHORT TERM</th></tr><tr><td>• EATING AND DRINKING ESTABLISHMENTS</td><td>1 SPACE PER 5000 SF</td><td>1 SPACE PER 1000 SF</td></tr><tr><td>• MEDICAL SERVICES</td><td>1 SPACE PER 4000 SF</td><td>1 SPACE PER 2000 SF</td></tr><tr><td>• GENERAL SALES &amp; SERVICES</td><td>1 SPACE PER 4000 SF</td><td>1 SPACE PER 2000 SF</td></tr><tr><td>• MULTIFAMILY RESIDENTIAL</td><td>1 SPACE PER UNIT</td><td>1 SPACE PER 20 UNITS</td></tr><tr><td>• CHILD CARE CENTERS</td><td>1 SPACE PER 4,000 SF</td><td>1 SPACE PER 20 CHILDREN, 2 SPACES MIN.</td></tr></table>	BICYCLE PARKING	LONG TERM	SHORT TERM	• EATING AND DRINKING ESTABLISHMENTS	1 SPACE PER 5000 SF	1 SPACE PER 1000 SF	• MEDICAL SERVICES	1 SPACE PER 4000 SF	1 SPACE PER 2000 SF	• GENERAL SALES & SERVICES	1 SPACE PER 4000 SF	1 SPACE PER 2000 SF	• MULTIFAMILY RESIDENTIAL	1 SPACE PER UNIT	1 SPACE PER 20 UNITS	• CHILD CARE CENTERS	1 SPACE PER 4,000 SF	1 SPACE PER 20 CHILDREN, 2 SPACES MIN.
BICYCLE PARKING	LONG TERM	SHORT TERM																	
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• MEDICAL SERVICES	1 SPACE PER 4000 SF	1 SPACE PER 2000 SF																	
• GENERAL SALES & SERVICES	1 SPACE PER 4000 SF	1 SPACE PER 2000 SF																	
• MULTIFAMILY RESIDENTIAL	1 SPACE PER UNIT	1 SPACE PER 20 UNITS																	
• CHILD CARE CENTERS	1 SPACE PER 4,000 SF	1 SPACE PER 20 CHILDREN, 2 SPACES MIN.																	
SMC 23.54.035	<p><b>LOADING</b></p> <ul style="list-style-type: none"><li>• NONE REQUIRED FOR RESIDENTIAL, SEE SMC 23.54.035 TABLE A &amp; B FOR OTHER USES</li></ul>																		
SMC 23.54.040 SEE TABLE A FOR SMC 23.54.040 SEE SMC 23.54.040.D SEE SMC 23.54.040.C SEE SMC 23.54.040.B	<p><b>SOLID WASTE AND RECYCLABLE MATERIALS</b></p> <ul style="list-style-type: none"><li>• FOR DEVELOPMENTS WITH &gt; 100 DWELLING UNITS: 575 SF PLUS 4 SF FOR EACH UNIT ABOVE 100</li><li>• FOR NON-RESIDENTIAL DEVELOPMENT WITH 5001 - 15,000 SF: 125 SF</li><li>• FOR NON-RESIDENTIAL DEVELOPMENT WITH 15,000 - 50,000 SF: 175 SF</li><li>• THE MIN STORAGE SPACE HORIZONTAL DIM IS 12'</li><li>• REQUIRED MIN STORAGE SPACE CAN BE REDUCED BY 15% IF THE MIN HORIZONTAL DIM IS 20'</li><li>• Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development. In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided.</li></ul>																		

Zoning Code Summary

Massing Option 2

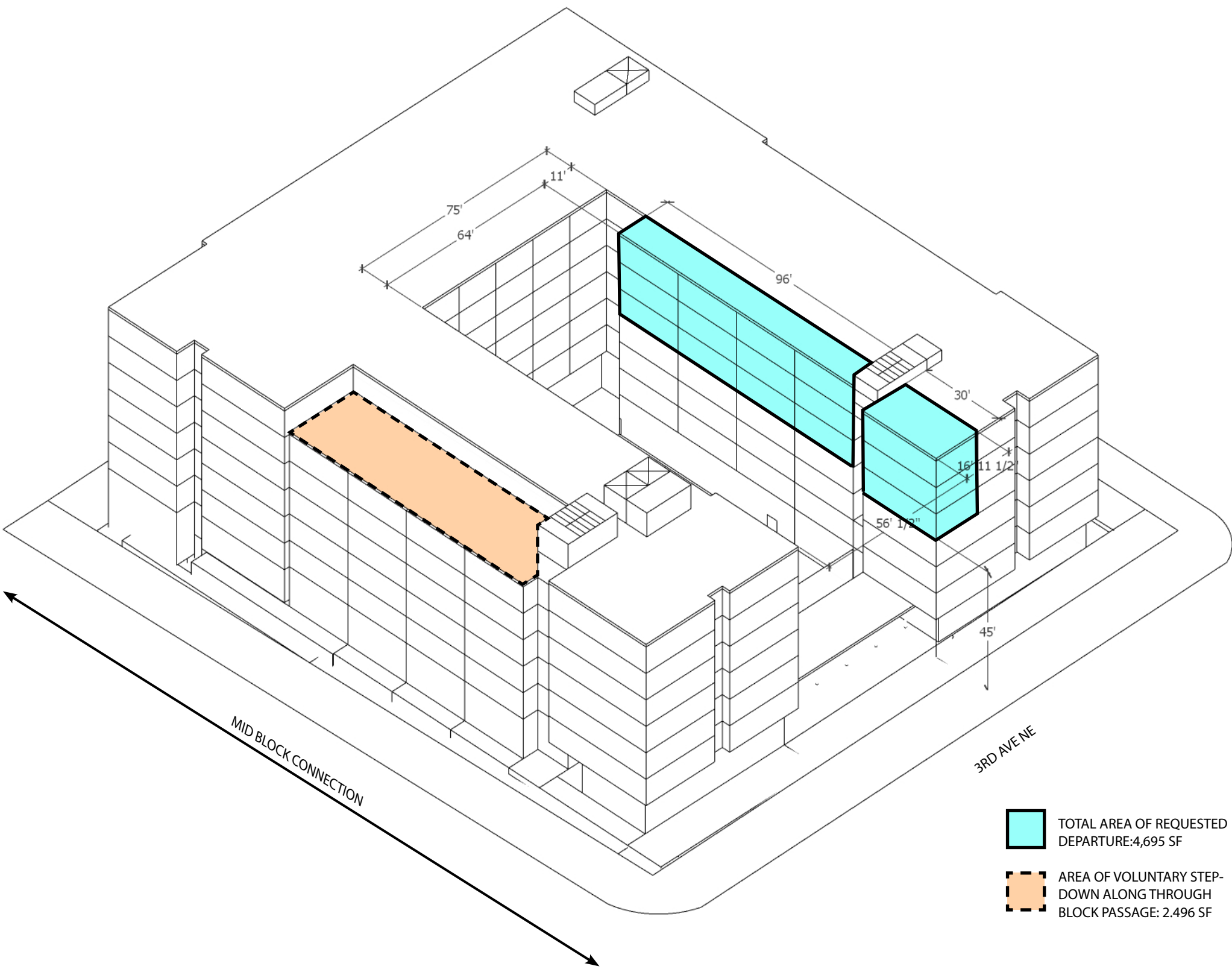
DEPARTURE 1

CODE: SMC 23.48.846.B  
UPPER-LEVEL SETBACKS FOR NON-TOWER  
STRUCTURES IN SM-NG ZONES  
Separation between structures is required as follows:  
A minimum horizontal separation of 75 feet is required between portions of a structure over 45 feet in height not including stair or elevator penthouses or enclosed mechanical equipment and existing towers, regardless of whether they are on the same lot or on separate lots.

REQUESTED DEPARTURE:  
A departure is requested to reduce the minimum separation from 75' to a minimum of 56'-1/2" for portions of the structure above 45'

RATIONAL:  
In lieu of providing a step down in massing in the courtyard, this options provides a voluntary step down in height along the through block connection to reduce the scale along the pedestrian mid-block connection.

RELEVANT DESIGN GUIDELINES:  
DC2.II Architectural Concept - Upper Stories  
Recessing the upper stories of developments on arterials allows sunlight to pass onto the street and minimizes the impact of height on pedestrians.



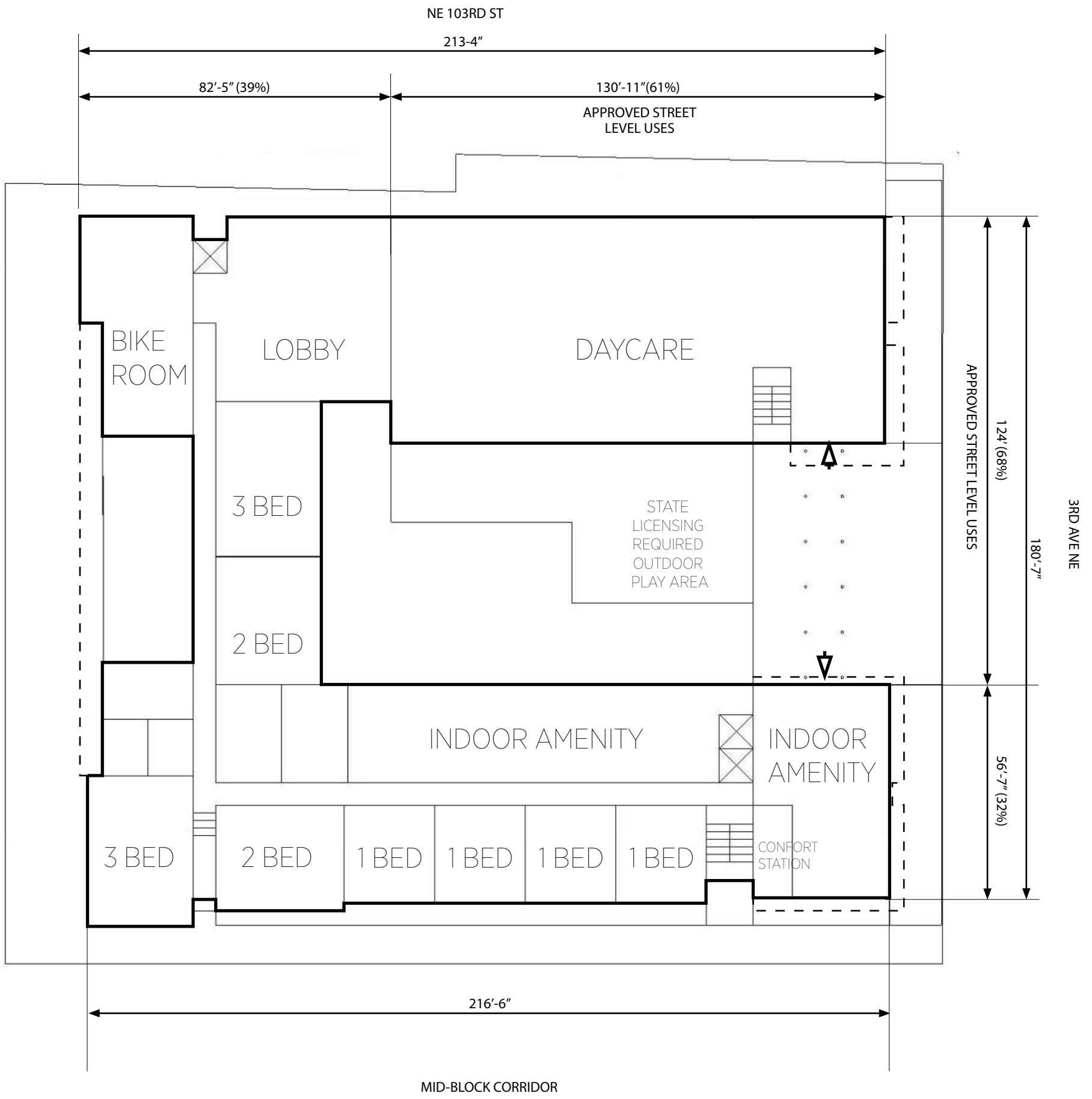
Massing Option 2

DEPARTURE 2

CODE: SMC 23.48.040.C.1  
STREET-LEVEL USES  
Where street-level uses are required, a minimum of 75 percent of the applicable street-level, street-facing facade shall be occupied by uses listed in subsection 23.48.805.C.1 . The remaining street-facing facade may contain other permitted uses or pedestrian or vehicular entrances.  
REQUESTED DEPARTURE:  
A departure is requested to reduce the street level uses:  
NE 103rd: From 75% to 61%  
3RD AVE NE: From 75% to 68%  
Mid-Block Corridor: From 75% to 0%

RATIONAL:  
The program for affordable housing does not easily allow for the street-level uses listed in 23.48.805.C.1. However, the design team has worked to ensure that the preferred massing option supports the following Northgate Design Guidelines :  
There is a major building entry or public open space on every street facing facade to promote pedestrian activity. (PL3.I) The building has been setback from the property line an average of 15' and the zone between the building and the property line will be designed with human scaled planting, site furnishing, and items of interest to promote engagement. (PL3.II) The resident bike parking has been located at the nearest corner to the light rail station entrance to support multi-modal commuters. While bike service and parking is not included in street-level uses in 23.48.805.C.1, This space will provide a residential amenity that will help activate the streetscape. (DC1.V)

RELEVANT DESIGN GUIDELINES:  
PL3.I Promote Pedestrian Interaction  
Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians  
PL3.II Human Activity  
Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities.  
DC1.V. Bicycle Parking  
When providing bicycle parking, consider incorporating features such as storage and way finding for bicycle users into the overall site plan and building design.



## Massing Option 3

## DEPARTURE 1

CODE: SMC 23.48.846.B

## UPPER-LEVEL SETBACKS FOR NON-TOWER STRUCTURES IN SM-NG ZONES

Separation between structures is required as follows:

A minimum horizontal separation of 75 feet is required between portions of a structure over 45 feet in height not including stair or elevator penthouses or enclosed mechanical equipment and existing towers, regardless of whether they are on the same lot or on separate lots.

REQUESTED DEPARTURE:

A departure is requested to reduce the minimum separation from 75' to a minimum of 42'-5" for portions of the structure above 45'

RATIONAL:

The Northgate Supplemental Design Guidelines of PL3.IV Lots Adjoining Public Open Spaces and CS2.IV Super Block Developments are better met by creating an open courtyard to the south. The opening provides light for residents facing the courtyard, and creates modulation and interest in the street facade. In addition, the south-facing courtyard connects private, semi-private, and semi-public space to the public open space of the through block passage. In this unusual condition adding area to the project, by filling in the “doughnut” would actually lead to a code compliant option.

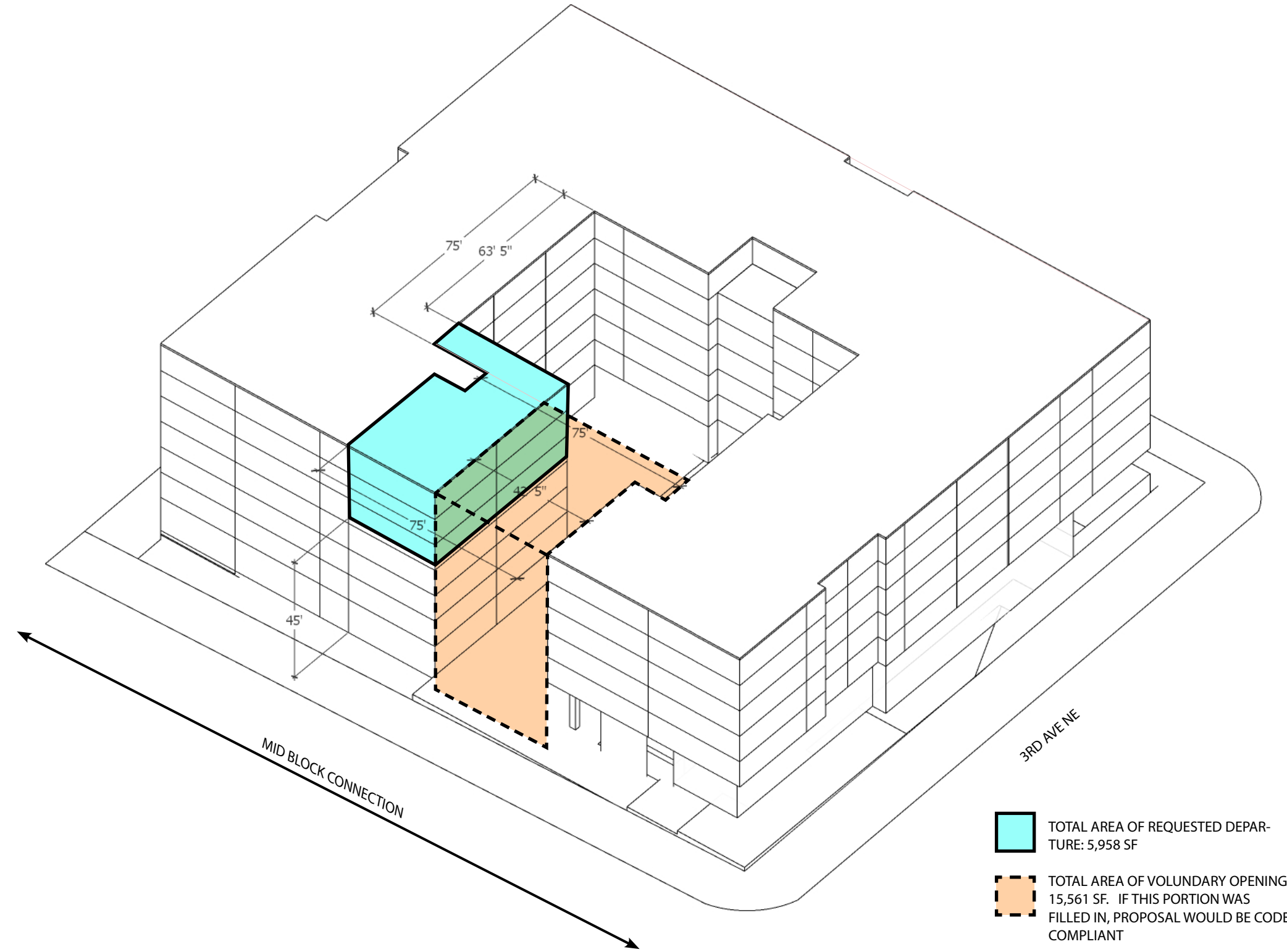
RELEVANT DESIGN GUIDELINES:

### PL3.IV LOTS ADJOINING PUBLIC OPEN SPACES

Strive for transitions between public, semi-public, semi-private and private space in the design of new development abutting public open space.

## CS2.IV SUPER BLOCK DEVELOPMENTS

If multiple buildings are not feasible, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes.



### Massing Option 3

## DEPARTURE 2

CODE: SMC 23.48.040.C.1

## STREET-LEVEL USES

Where street-level uses are required, a minimum of 75 percent of the applicable street-level, street-facing facade shall be occupied by uses listed in subsection 23.48.805.C.1. The remaining street-facing facade may contain other permitted uses or pedestrian or vehicular entrances.

REQUESTED DEPARTURE:

A departure is requested to reduce the street level uses:

NE 103rd ST: From 75% to 0%

RATIONAL:

The program for affordable housing does not easily allow for the street-level uses listed in 23.48.805.C.1. However, the design team has worked to ensure that the preferred massing option supports the following Northgate Design Guidelines :

There is a major building entry or public open space on every street facing facade to promote pedestrian activity. (PL3.I) The building has been setback from the property line an average of 15' and the zone between the building and the property line will be designed with human scaled planting, site furnishing, and items of interest to promote engagement. (PL3.II) The resident bike parking has been located at the nearest corner to the light rail station entrance to support multi-modal commuters. While bike service and parking is not included in street-level uses in 23.48.805.C.1, This space will provide a residential amenity that will help activate the streetscape. (DC1.V)

RELEVANT DESIGN GUIDELINES:

### PL3.I Promote Pedestrian Interaction

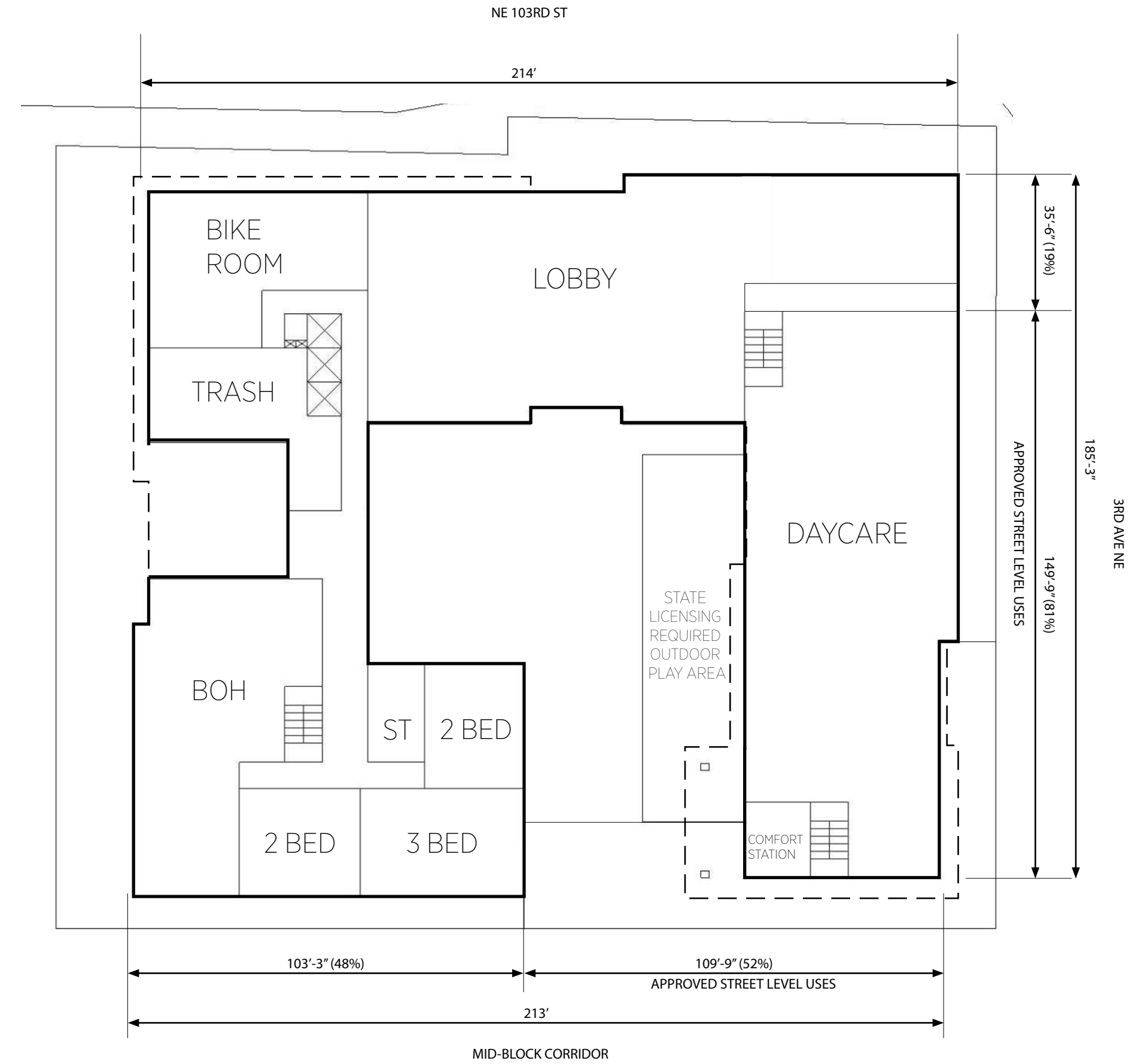
Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

### PL3.II Human Activity

Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities.

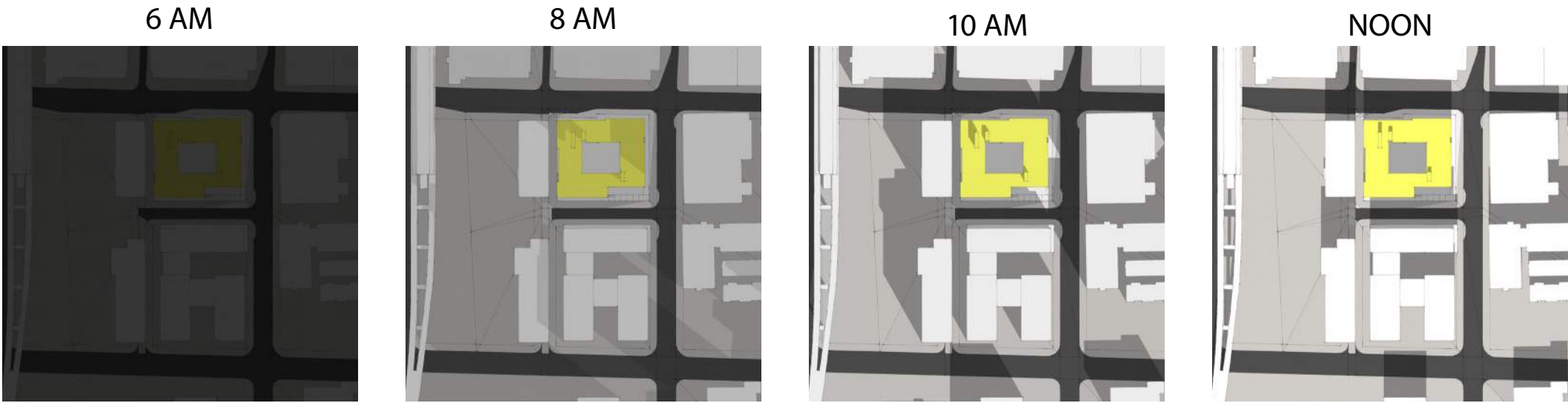
### DC1.V. Bicycle Parking

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

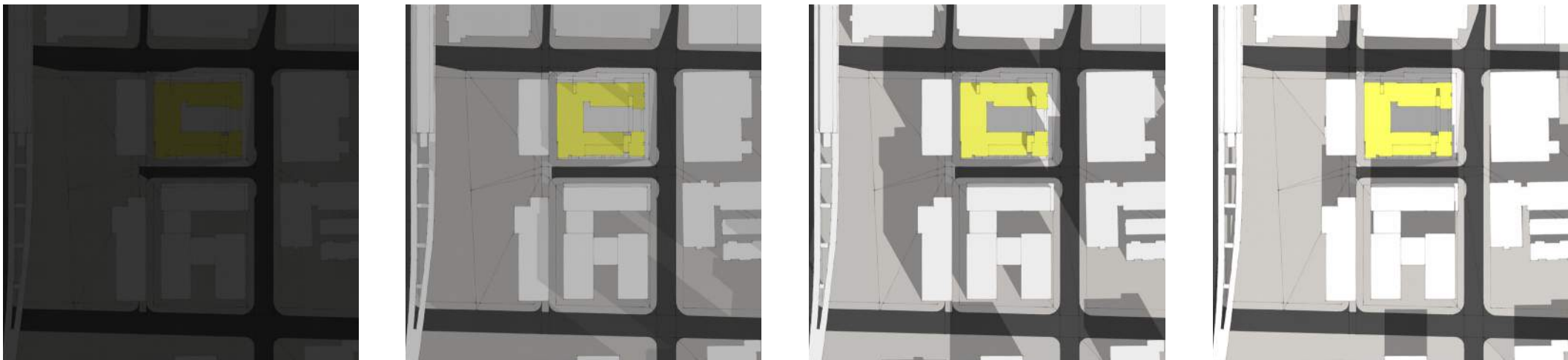


Shadow Studies - Winter

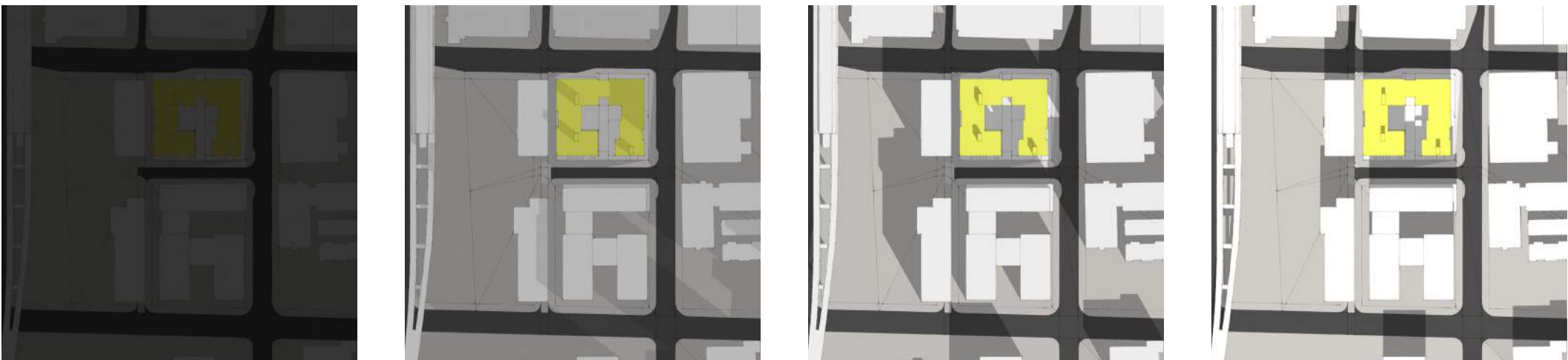
OPTION 1 - DONUT



OPTION 2 - EAST COURT

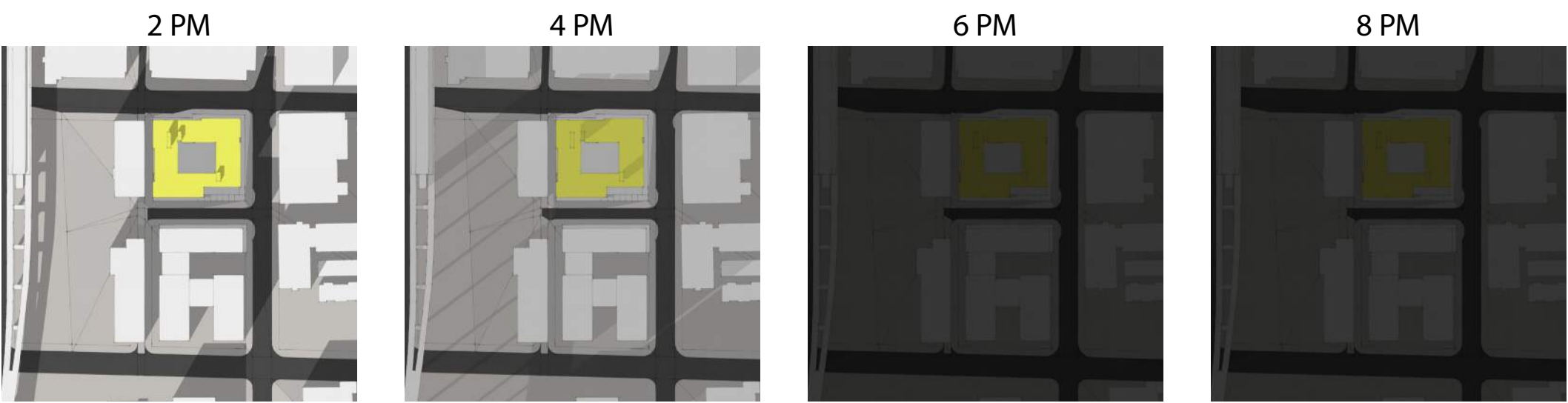


OPTION 3 - SOUTH COURT  
(PREFERRED)

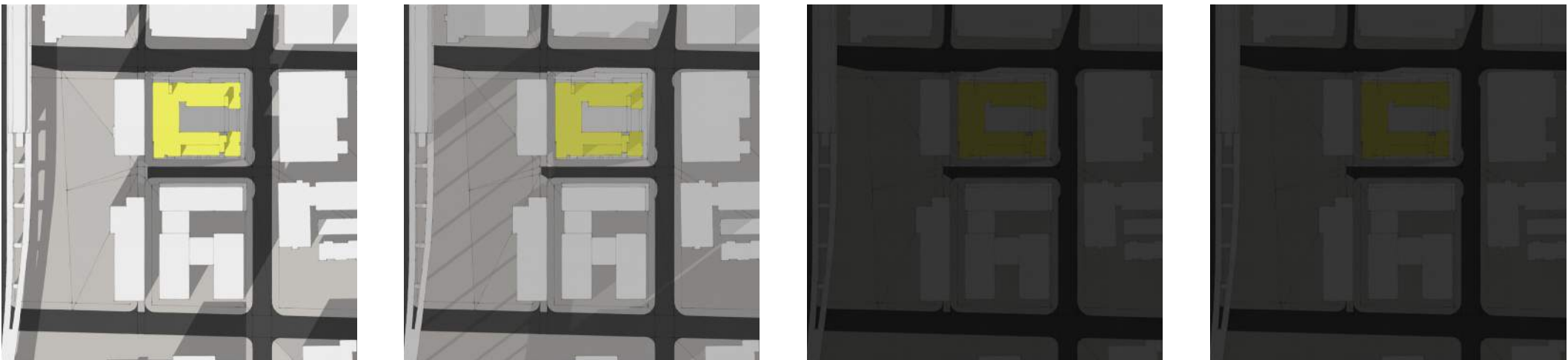


Shadow Studies - Winter

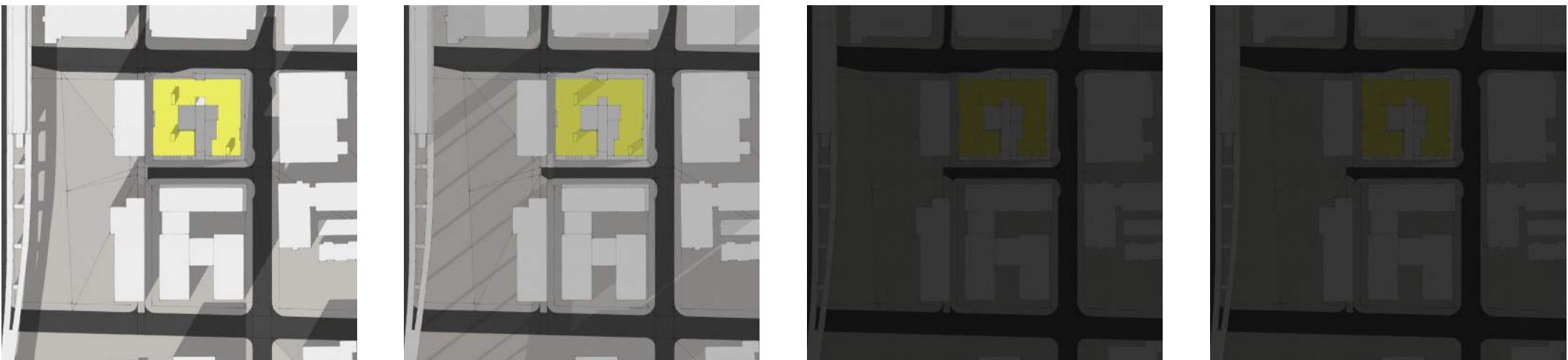
OPTION 1 - DONUT



OPTION 2 - EAST COURT



OPTION 3 - SOUTH COURT  
(PREFERRED)



Shadow Studies - Spring/Fall

OPTION 1 - DONUT



OPTION 2 - EAST COURT

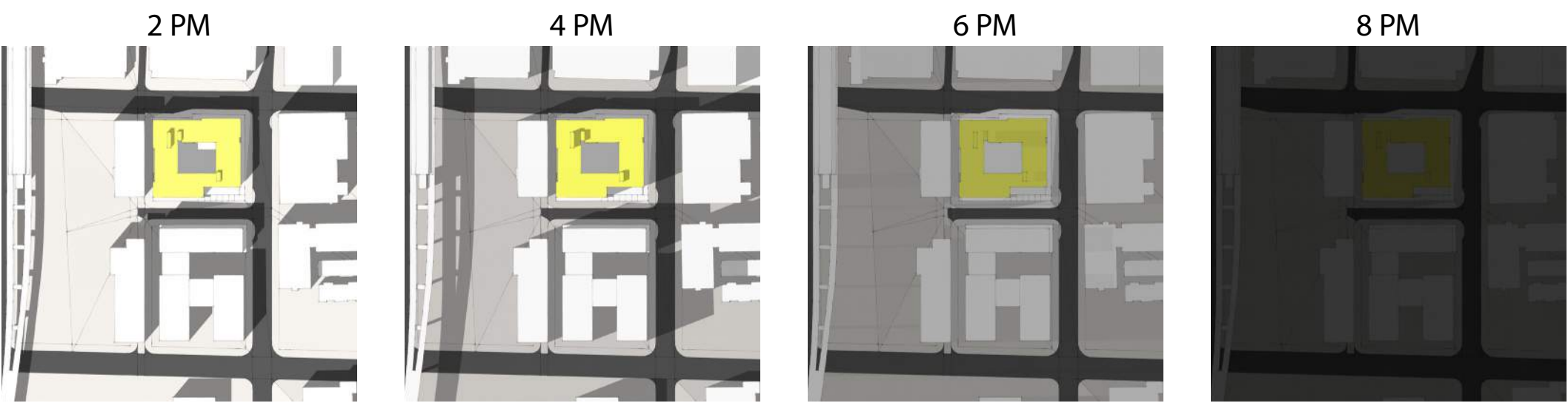


OPTION 3 - SOUTH COURT  
(PREFERRED)

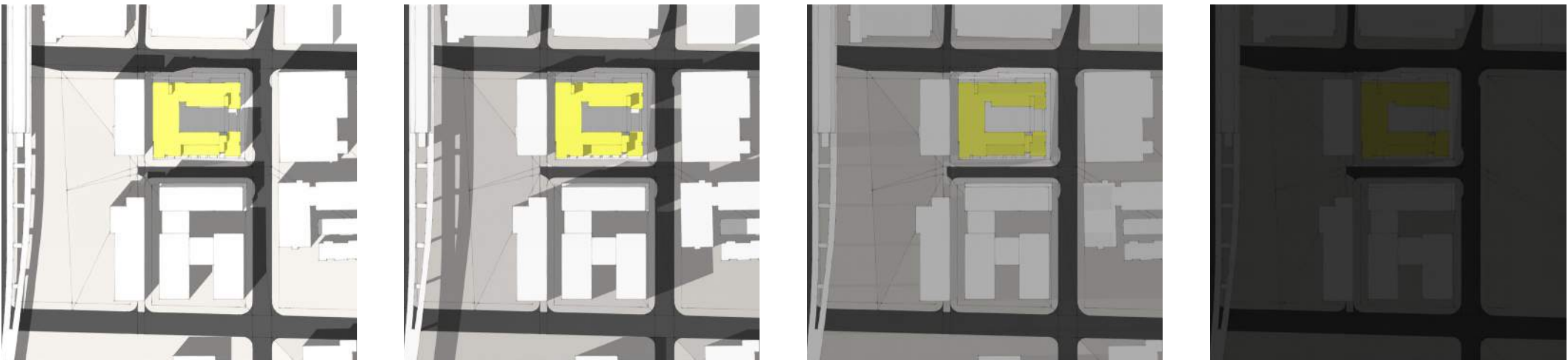


Shadow Studies - Spring/Fall

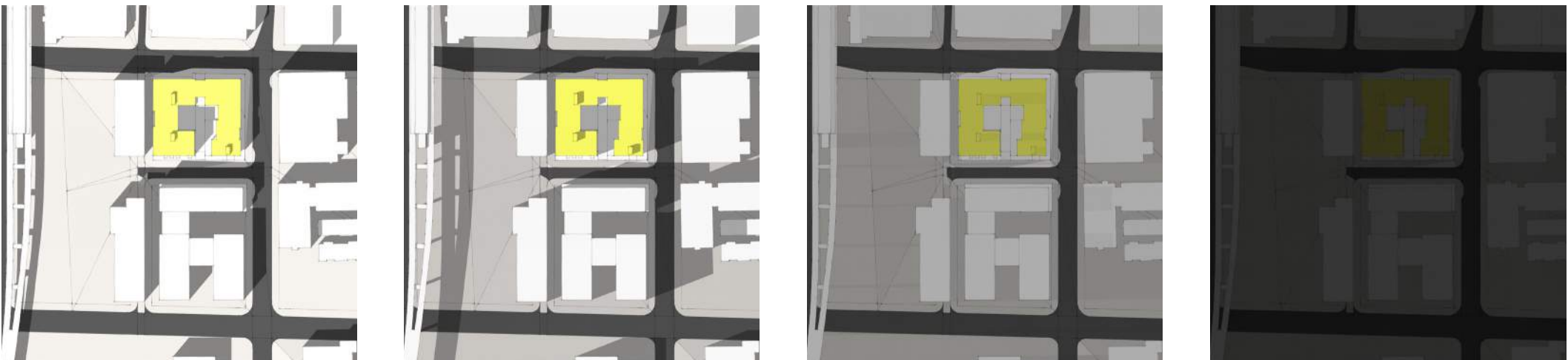
OPTION 1 - DONUT



OPTION 2 - EAST COURT



OPTION 3 - SOUTH COURT  
(PREFERRED)



Shadow Studies - Summer

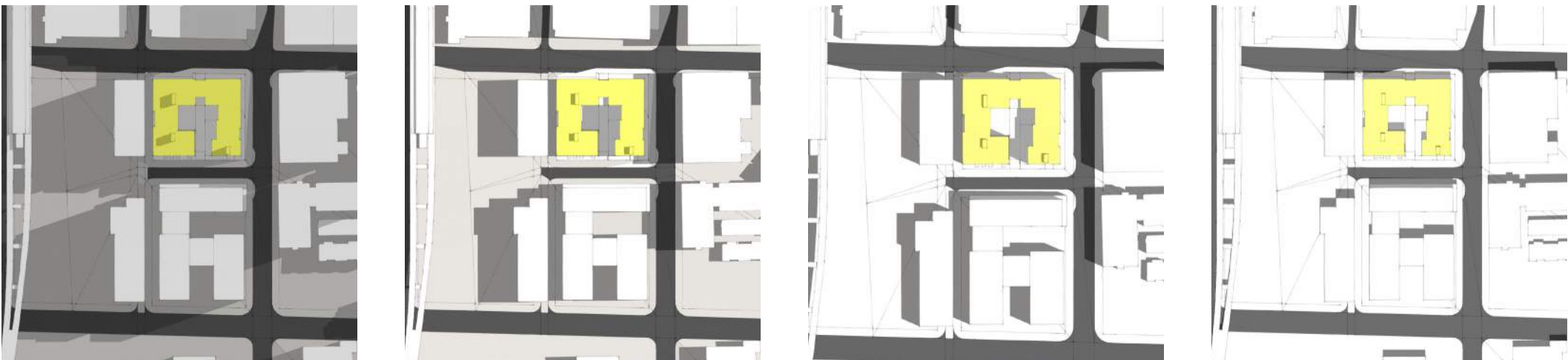
OPTION 1 - DONUT



OPTION 2 - EAST COURT



OPTION 3 - SOUTH COURT  
(PREFERRED)



Shadow Studies - Summer

OPTION 1 - DONUT



OPTION 2 - EAST COURT



OPTION 3 - SOUTH COURT  
(PREFERRED)

