



DRAFT EARLY DESIGN GUIDANCE

1000 NE Northgate Way Seattle, WA 98125

SDCI PROJECT NO:
3039547-EG

MEETING DATE:
xx.xx.2022

APPLICANT CONTACT:
GMD Development, LLC

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CARON

CARON REF #2021.039



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PROJECT TEAM

OWNER:
Emily Thompson
GMD Development, LLC

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Caron Reference No.: 2021.039

SITE INFORMATION

ADDRESS:
1000 NE Northgate Way, Seattle, WA 98125

SDCI PROJECT NO.:
3039547-EG

PARCEL(S):
5725500819, 5724500825

SITE AREA:
40,285 SF

OVERLAY DESIGNATION:
Northgate

PARKING REQUIREMENT:
None (Within Northgate Urban Center)

LEGAL DESCRIPTION:
Munson-Custers to Green Lake Circle TGW VAC
NE 111th St Adj per Ord #121629 Less Sts

DEVELOPMENT STATISTICS

ZONING:
NC3-55 (M)

BUILDING HEIGHT:
Existing: 55'; Contract Rezone: 65'

ALLOWABLE FAR:
Existing: 3.75; Contract Rezone: TBD

PROPOSED FAR:
4.38 (Preferred Option 3)

RESIDENTIAL UNITS:
188 (Preferred Option 3)

PARKING STALLS:
112 (Preferred Option 3)

BIKE PARKING STALLS:
192 (Preferred Option 3)

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

The following early design guidance proposal is for a seven-story mixed-use multifamily residential structure containing 188 deed-restricted affordable housing units funded by the city of Seattle. The project also includes a proposed ground-level daycare center with ground-level and rooftop playgrounds, residential amenity spaces, neighborhood open spaces, and on-site below-grade parking. The site currently undergoing a contract rezone by the client to allow for an increased height limit and floor area ratio to maximize the number of affordable residences. Three design options are proposed for the project that reflect this contract rezone and the site’s constraints. An additional alternate design without the rezone is also shown for matters of comparison and is not proposed as a viable design option.

SITE DESCRIPTION & ANALYSIS

The project resides in the Northgate neighborhood on the corner of NE Northgate Way and Roosevelt Way NE in a Neighborhood Commercial zone with affordable housing requirements. The site is within the Northgate Overlay District in the Northgate Core Area. In this area, NE Northgate Way is considered a Major Pedestrian Street and Roosevelt Way NE is considered a Special Landscaped Arterial. The site has no alley, but has a shared easement with the adjacent parcel to the north to specifically allow vehicular access into the two sites off of Roosevelt Way NE. A low-rise zone sits across NE Northgate Way on the east half of the site and triggers certain setbacks specific to the zoning overlay. The site is predominantly oriented east to west at 344 feet in length, and is almost three times longer than it is deep. The site is also on a slight hill that slopes roughly eleven feet from the northwest corner down to the southeast corner. Two single-story commercial buildings with surface-grade parking currently occupy the site and will be demolished before construction can begin. Narrow sidewalks currently line each street and three curb cuts exist along NE Northgate Way. All sidewalks will be expanded to meet the city’s current standards and the three curb cuts will be removed and repaired. Existing street trees also line each street and will be either retained or replaced upon coordination with SDOT and Seattle’s urban forestry department.

NEIGHBORHOOD CONTEXT

The Northgate area is a rapidly developing neighborhood and includes major recent developments such as the newly opened lightrail station, the ongoing Northgate Mall redevelopment, and many multifamily infill projects throughout. Historically, NE Northgate Way and Roosevelt Way NE, along with many other streets like it have been auto-centric in nature and feature low-density commercial spaces with surface-grade parking and narrow sidewalks. The neighborhood’s mission is to revitalize these underdeveloped areas with higher-density buildings that make streets more pedestrian-friendly, add neighborhood open spaces that make the neighborhood more green, and provide more housing to support affordability. The project’s goals align themselves with these in pursuit of a better neighborhood, now and into the future.

DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

LEVEL	GROSS SF	FAR SF	COMMERCIAL SF	RESIDENTIAL UNITS	PARKING STALLS	BIKE PARKING STALLS
ROOF	716	716	315	0	0	0
7	26,909	26,909	0	32	0	0
6	26,909	26,909	0	32	0	0
5	26,909	26,909	0	32	0	0
4	26,909	26,909	0	32	0	0
3	26,909	26,909	0	32	0	0
2	25,109	25,109	6,165	20	0	0
1	16,553	15,910	0	8	0	192
P1	31,616	0	0	0	112	0
TOTAL	208,539	176,280	6,480	188	112	192

3.0 SUMMARY OF DESIGN COMMENTS DURING PUBLIC OUTREACH

		HIGH-IMPACT METHOD (Choose 1)	MULTI-PRONGED METHOD (Choose 2)	OUTREACH PROPOSED	OUTREACH CONDUCTED
PRINTED	c	<ul style="list-style-type: none">Direct mailings to all residences and businesses (109 total) within approximately 500 ft. radius of the proposed site.		<ul style="list-style-type: none">Send out direct mailings to all residences and business within 500 ft of project site. Addresses to come from King County GIS Map info. Promote survey and public meeting on the direct mailers.	<ul style="list-style-type: none">March 24th, 2022
DIGITAL	a		<ul style="list-style-type: none">Basic project webpage	<ul style="list-style-type: none">Create Facebook page to share information about the project. Post page 14 days before virtual meetings.	<ul style="list-style-type: none">March 24th, 2022- Present
	b		<ul style="list-style-type: none">Email to distribution list that includes community organizations identified by DON	<ul style="list-style-type: none">Direct email about the project and include a copy of the mailing flyer and invitation to attend virtual meetings.	<ul style="list-style-type: none">March 24th, 2022
IN-PERSON	c	<ul style="list-style-type: none">Hosting or co-hosting an online community meeting		<ul style="list-style-type: none">Two one-hour virtual focus groups to be hosted in lieu of in-person meeting	<ul style="list-style-type: none">April 7th, 2022, 6:30PM- 7:30PMApril 8th, 2022, 10:30AM- 11:30AM

COMMUNITY OUTREACH SUMMARY

As part of the Department of Neighborhoods requirements for community outreach, the design team opted to engage in a ‘high-impact’ method to spread awareness of the proposed project. This method includes a printed, digital, and in-person means to discuss the project with its neighbors and to gain valuable insight on any concerns they have and what they’d like to see in the development.

METHOD 1: PRINTED

A direct mailing was sent to property owners and businesses within a 500’ radius of the property. This mailing promoted both the virtual events and the project’s website. Although the applicant was unable to find addresses for individual apartments within apartment buildings, email outreach was sent to property managers asking them to post this mailer in the lobby. As part of our Equity Area Special Outreach, the project flyer was fully translated into Spanish, Somali and Amharic. These languages were identified by DON as being commonly spoken in the Northgate neighborhood.

METHOD 2: DIGITAL

A project Facebook page was created to share current and ongoing information on the proposed development. This page was posted 14 days prior to virtual events. The Facebook page will remain viewable throughout the project’s design process. People are invited to submit comments on the Facebook page, and if they don’t have a Facebook account, they are directed to submit comments through a Google Forms box which does not require any account to use.

Direct email about the project, including a copy of the direct mailing flyer and an invitation to the virtual focus groups was sent to local community groups and ethnic media outlets. The direct email included a link to the project Facebook page, where people can view translated materials.

As part of our Equity Area Special Outreach, the project Facebook page offers translated information in Spanish, Somali and Amharic, as well as all other languages supported by Facebook. The direct emails included directions in Spanish, Somali, and Amharic on how to access translated materials (available on the flyer and the project Facebook).

METHOD 3: IN-PERSON

Due to the ongoing COVID-19 pandemic, no in-person outreach was conducted. As an alternative strategy, two one-hour virtual focus groups were hosted to discuss the proposed project. The first meeting took place at 6:30PM on April 7, 2022. The second meeting took place at 10:30AM on April 8th. Both were hosted on Zoom. Meeting format was unstructured, and consisted of an introduction by the owner, followed by a brief presentation by the architect discussing the proposed design. The presentation included the project address, general program, general zoning, and a preliminary site plan. Attendees were also told that information they share might be made public. As part of our Equity Area Special Outreach, we offered translation during the online focus groups based on RSVPs. However, we did not receive any RSVP requests, and all attendees were fluent in English, so no translation was needed. We offered additional one-on-one meetings with any group or individuals who have an active interest in the project, or for anyone who is not comfortable speaking in a large group setting. So far, there has not been any interest in one-on-one meetings, but we have fielded several one-on-one phone calls to answer questions and receive feedback.

SUMMARY OF FEEDBACK

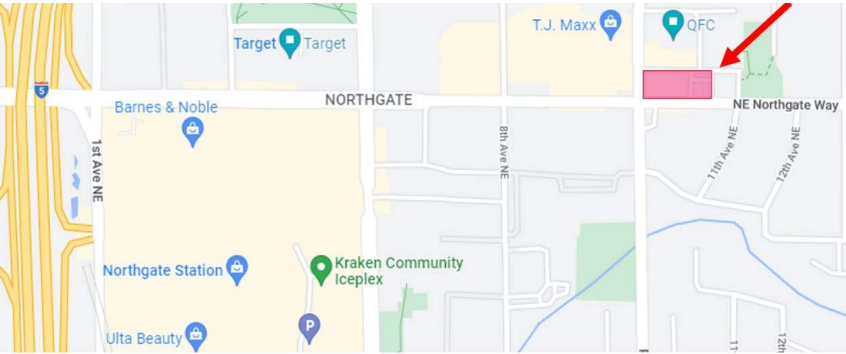
The most active source of feedback came from the 2 virtual project focus groups. These focus groups drew a total of 8 participants. The majority of attendees were neighborhood residents, or previous residents of Northgate who now live further north. Commentary was largely supportive of the project, and many people were excited to hear that there was affordable housing coming to the neighborhood. Specific feedback:

- Interest in the project activating Victory Creek Park. Interest in Victory Creek Park being cleaned up and improved by Seattle Parks Dept.
- Parking is in short supply in the neighborhood; everyone we talked to was grateful that the project includes more than the minimum parking requirements.
- Large family size units are desired by many in the community
- One person said that there is enough street level retail in Northgate, and said she would prefer services like a daycare or offices. When we shared that we were thinking about a daycare in the commercial space, multiple attendees were supportive of this goal.
- One neighbor was supportive of our attempts to rezone the site for increased height, and he offered to testify on our behalf if needed.

Aside from feedback related to programming, there was no other design-specific feedback about our proposal.

COMMUNITY OUTREACH MAILER

AFFORDABLE HOUSING COMING TO NORTHGATE



GMD Development LLC and AOF Pacific Affordable Housing Corporation are planning to build affordable housing in the Northgate neighborhood.

Located at 1000 NE Northgate Way, the building will be 6 stories with approximately 160 residential apartments serving individuals and families that make at or below 50-80% of the area median income.

Additional information can be found online at the Seattle Services Portal (#3039050-LU), or on our Facebook page at: [tinyurl.com/1000NENorthgate](https://www.facebook.com/1000NENorthgate)

We want to hear from you! Submit comments online through our outreach survey at: tinyurl.com/1000NENorthgateSurvey, or join us for a neighborhood outreach meeting on Zoom:



April 7th from 6:30pm – 7:30pm at: tinyurl.com/NorthgateApr7

April 8th from 10:30am – 11:30am at: tinyurl.com/NorthgateApr8

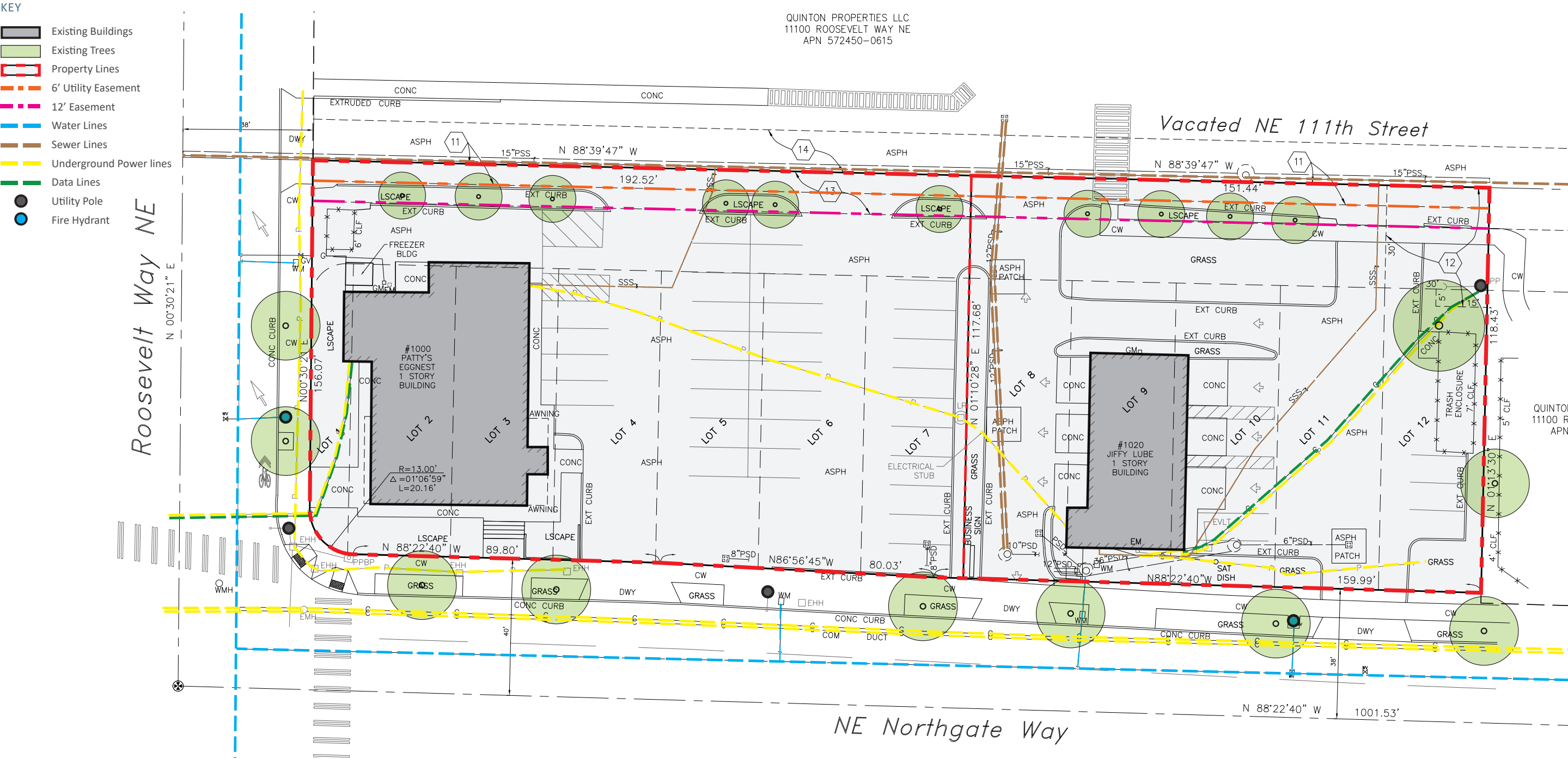
View More information on our Facebook page using the QR code to the right.

Contact our community outreach liaison at thomas@gmddevelopment.com, or by phone at 206-745-6489 with questions or comments.

*Any information collected may be made public.



4.0 EXISTING SITE SURVEY / TREE SURVEY

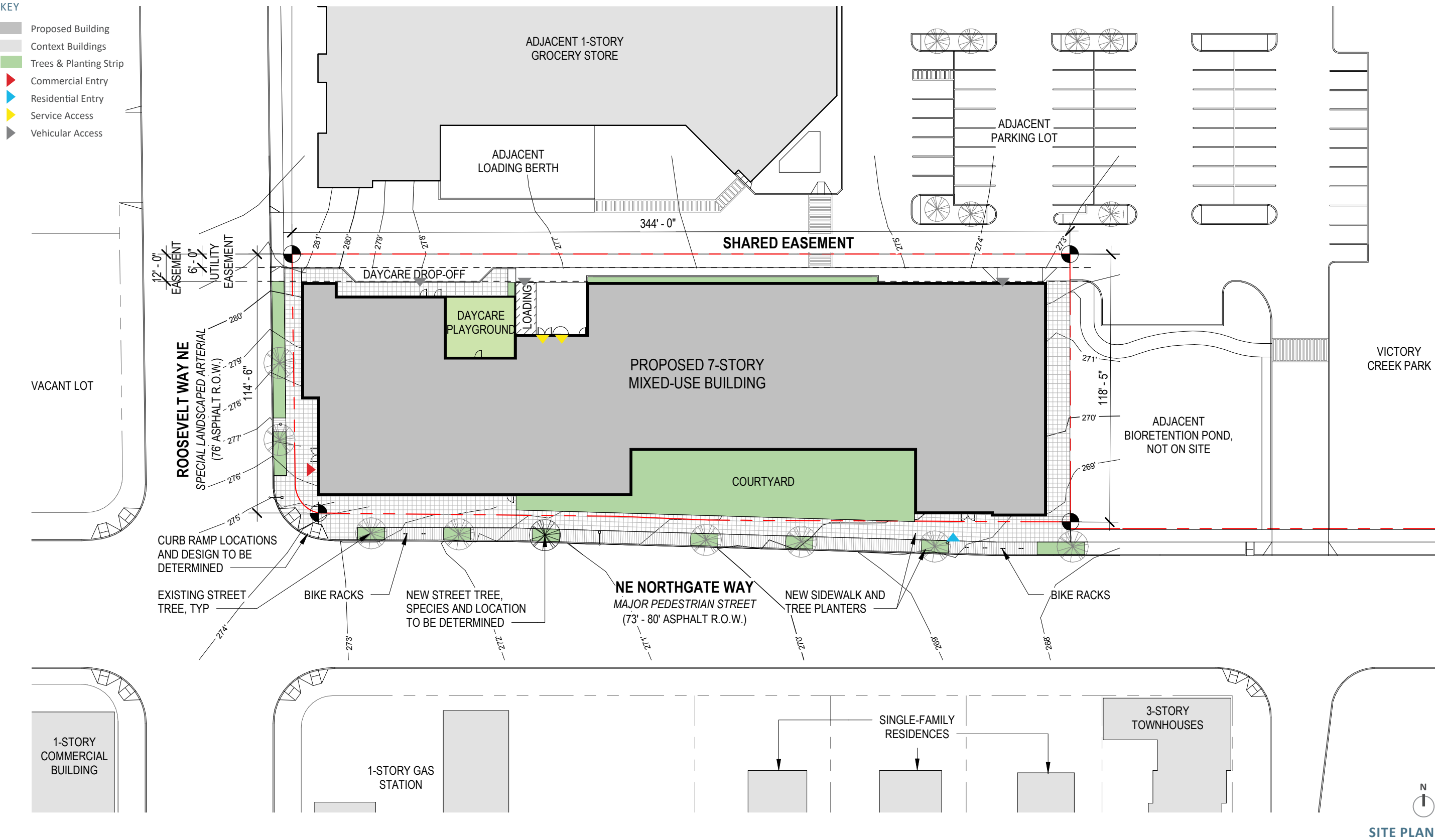


EASEMENT NOTES

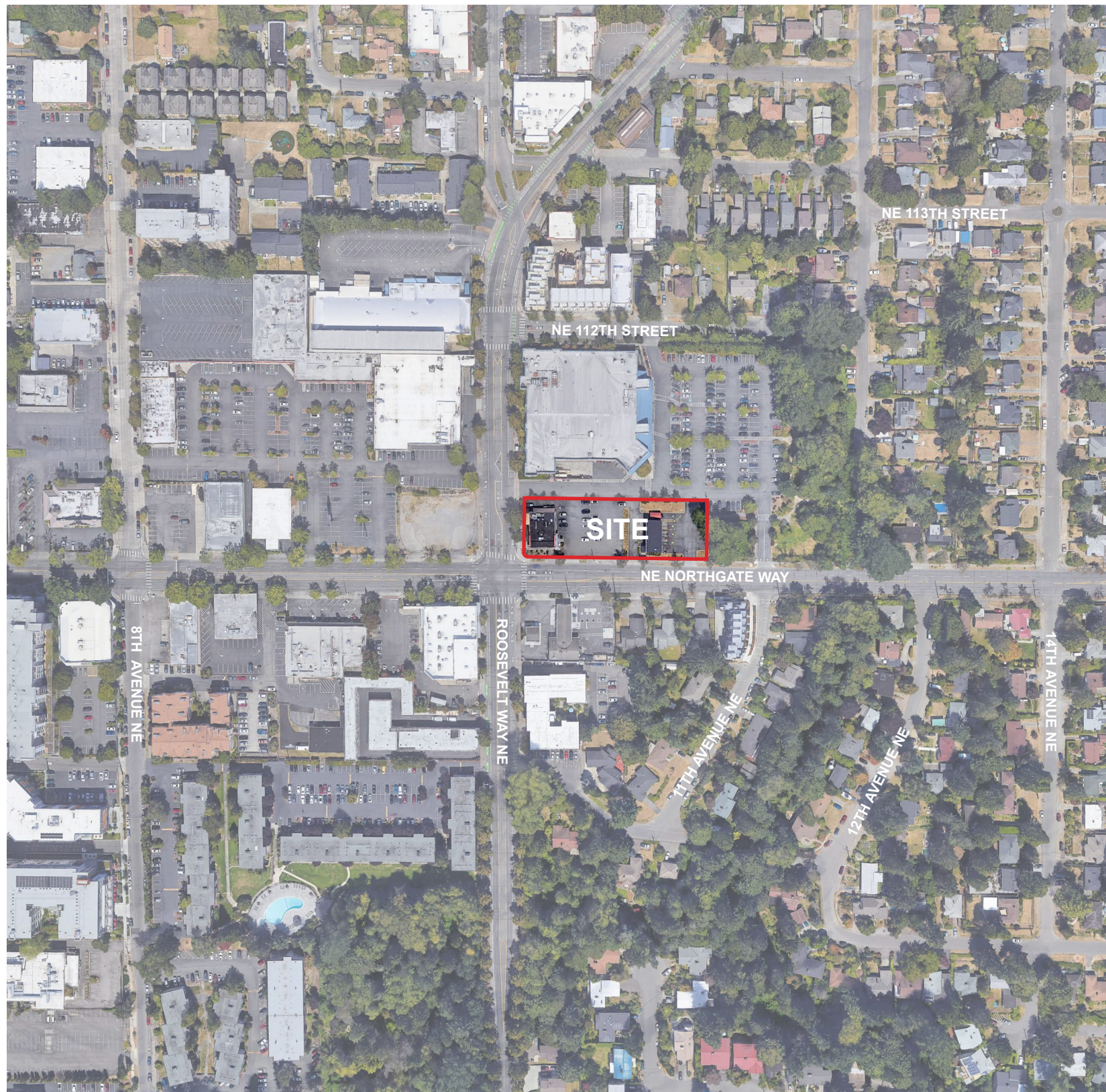
- 11 DENOTES A 6.00 FOOT WIDE CITY OF SEATTLE EASEMENT FOR SANITARY SEWER PURPOSES RECORDED UNDER REC. NO. 9510060342.
- 12 DENOTES A SEATTLE CITY LIGHT EASEMENT FOR OVERHEAD AND UNDERGROUND UTILITY PURPOSES RECORDED UNDER REC. NO. 9511170632.
- 13 DENOTES AN EASEMENT AGREEMENT FOR UPKEEP AND MAINTENANCE PURPOSES RECORDED UNDER REC. NO. 20040709000588.
- 14 DENOTES AN EASEMENT AGREEMENT FOR UPKEEP AND MAINTENANCE PURPOSES RECORDED UNDER REC. NO. 20040709000589.



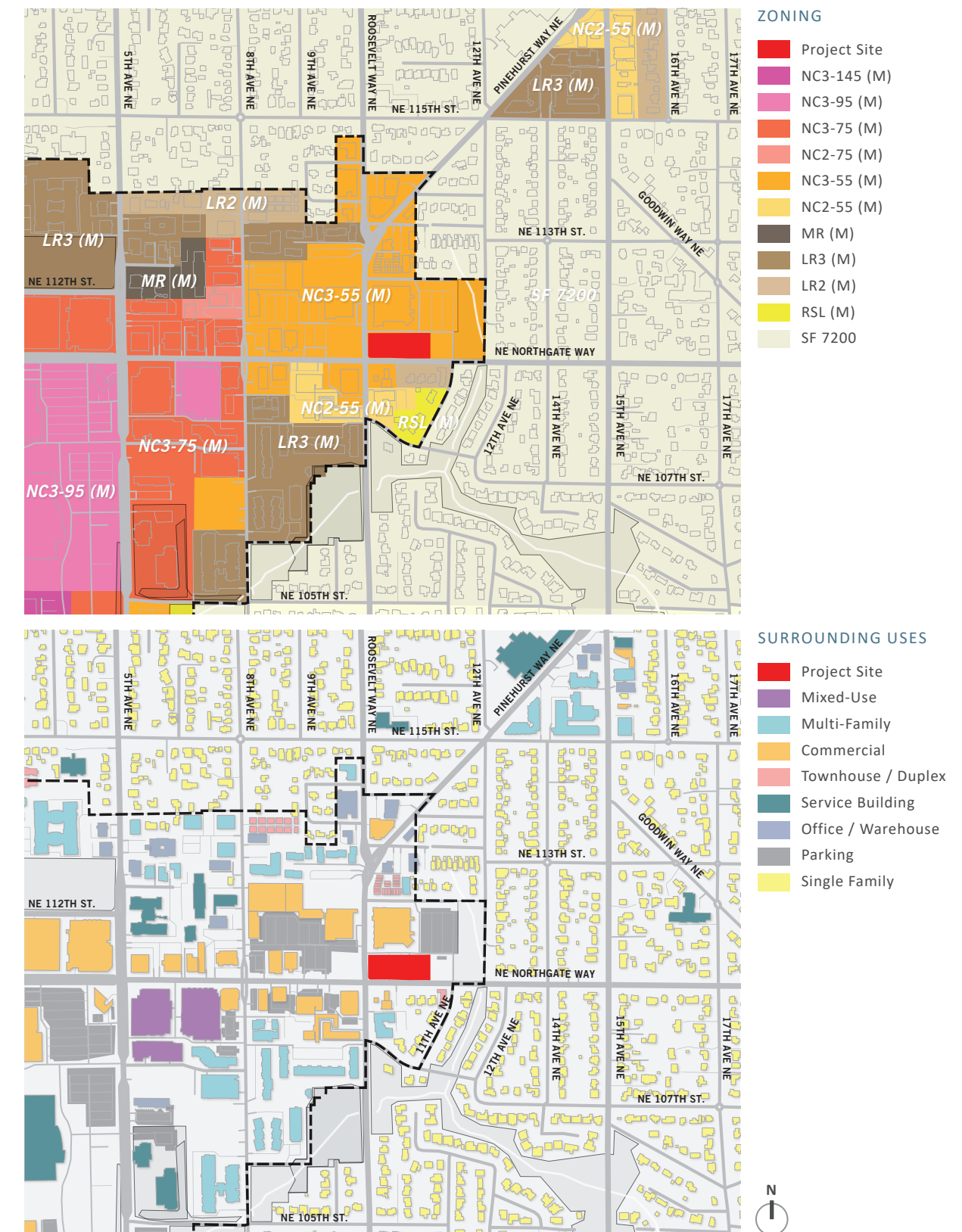
4.0 PROPOSED SITE PLAN



5.0 URBAN DESIGN ANALYSIS



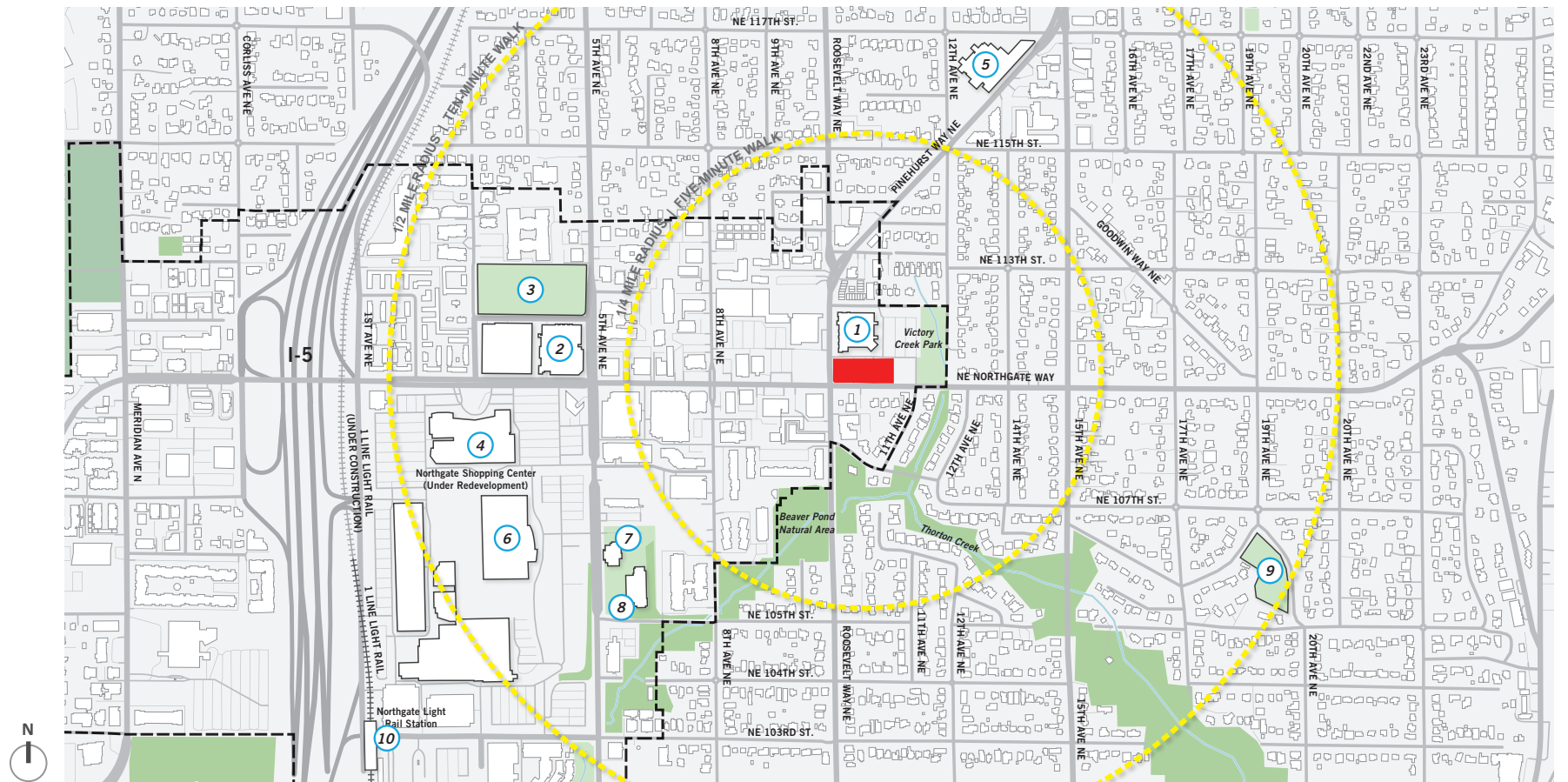
AXONOMETRIC MAP (GOOGLE EARTH)



5.0 URBAN DESIGN ANALYSIS

COMMUNITY NODES

Several community landmarks such as the Northgate Shopping Center, Kraken Community Iceplex, Northgate Public Library, and Northgate Community Center can be found within one mile of the site and are within easy walking distance. Most nodes that are closest to the site are located to the west, within the Northgate Urban Center, and inform the project from where most pedestrian and vehicular traffic will arrive.



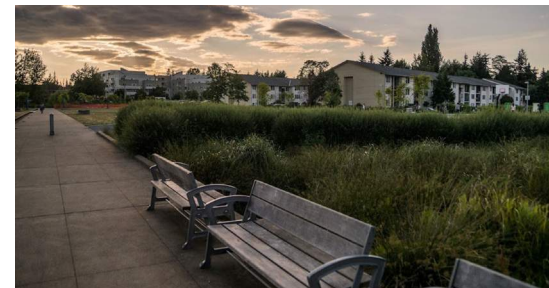
COMMUNITY NODES / LANDMARKS:



1 QFC GROCERY STORE
0.1 MILES FROM SITE



2 NORTHGATE NORTH MALL



3 HUBBARD HOMESTEAD PARK

0.4 MILES FROM SITE



4 NORTHGATE SHOPPING CENTER
0.4 MILES FROM SITE



5 HAZEL WOLF K-8 SCHOOL
0.4 MILES FROM SITE



6 KRAKEN COMMUNITY ICEPLEX
0.4 MILES FROM SITE



7 NORTHGATE PUBLIC LIBRARY
0.4 MILES FROM SITE



8 NORTHGATE COMMUNITY CENTER
0.4 MILES FROM SITE



9 VICTORY HEIGHTS PLAYGROUND

0.65 MILES FROM SITE



10 NORTHGATE LIGHT RAIL STATION
0.7 MILES FROM SITE

5.0 VICINITY MAP

VICINITY

The proposed development is located within the Northgate Urban Center on the corner of NE Northgate Way and Roosevelt Way NE. The portion of NE Northgate Way facing the site serves as a Major Pedestrian Street and Roosevelt Way NE serves as a Special Landscaped Arterial. Several parks and natural areas can be found in the near vicinity such as Victory Creek Park, Hubbard Homestead Park, and Beaver Pond Natural Area. The recently opened Kraken Community Iceplex as well as the Northgate Shopping Center, currently undergoing major redevelopment, are located southwest of the site.

KEY

Project Site

Northgate Overlay

Northgate Urban Center Boundary

Parks

Nature Areas

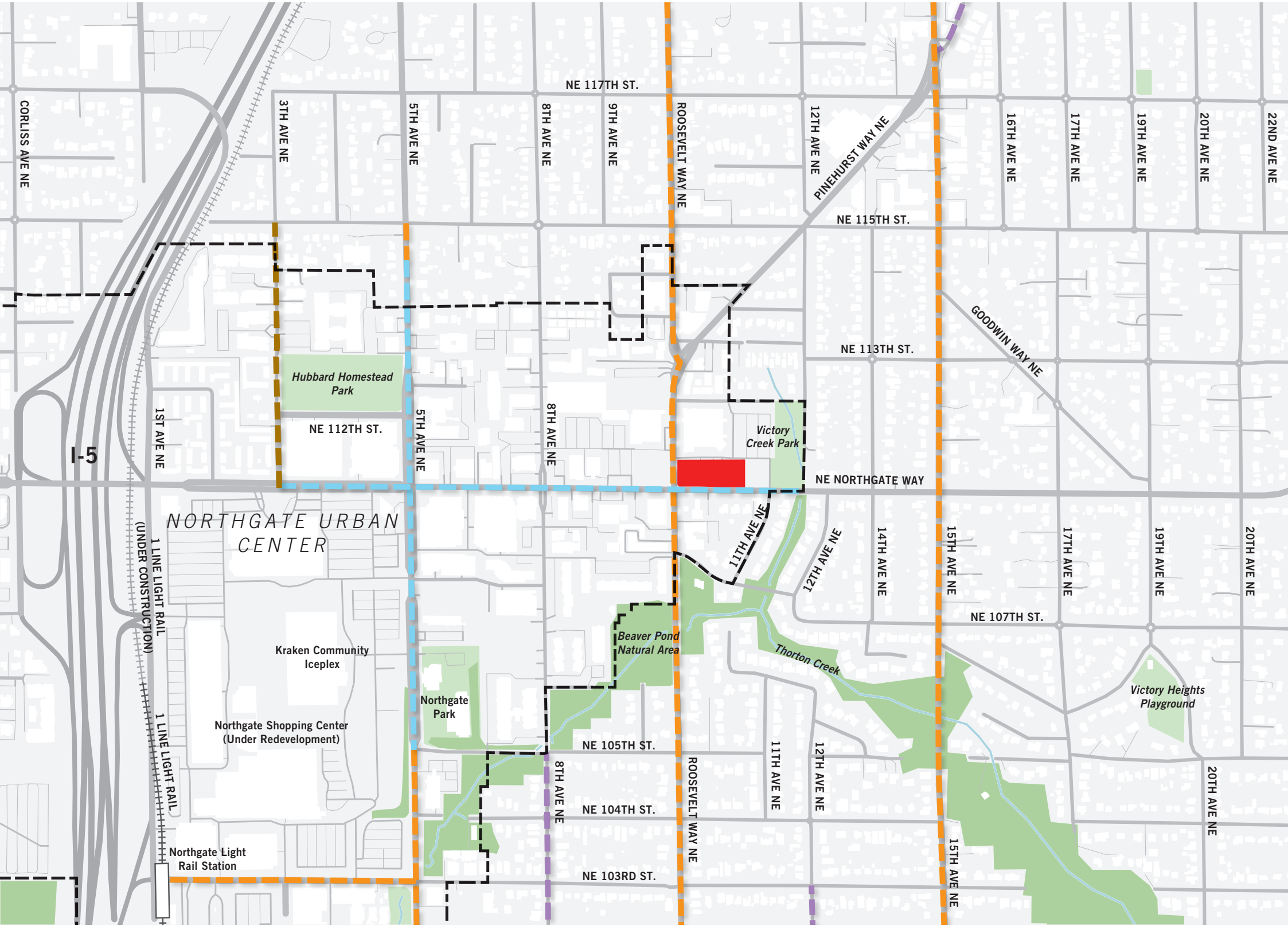
Water

Major Pedestrian Street

Special Landscaped Arterial

Green Street Type II

Green Street Type III



5.0 TRANSPORTATION MAP

TRANSPORTATION

The site can be accessed by several means of conveyance including bus routes along NE Northgate Way and Roosevelt Way NE as well as dedicated bike lanes which run each direction along the latter. The 1 Line Northgate Station is located southwest of the site and is a ten to fifteen-minute walk away. The site is not located within a frequent transit area but due to its location within the Northgate Urban Center, is not required to provide vehicular parking.

KEY

Project Site

Frequent Transit Area

Northgate Urban Center Boundary

Bus Routes

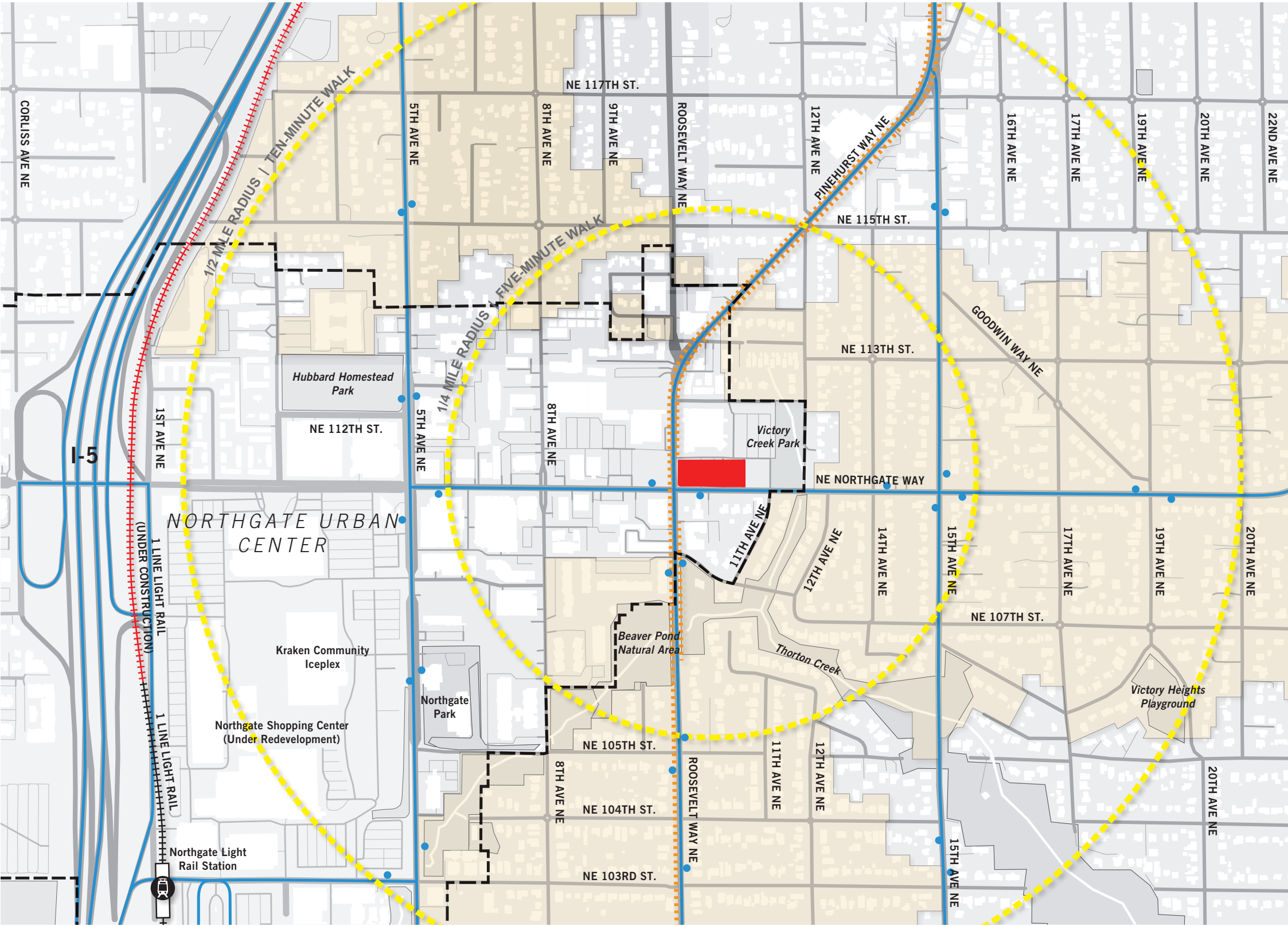
Bus Stops

Light Rail

Future Light Rail

Dedicated Bike Lanes

Walking Radius



5.0 SITE ANALYSIS

SUMMARY

The following diagrams show a breakdown of the site context through various lenses, which help to inform the project on how to best arrange its program. A wide mix of building types can be seen in the vicinity, from single family housing to auto-oriented commercial properties, to low-rise and mid-rise multifamily housing. Generally, more commercial development is present to the west of the site and more residential is present to the east, putting the project in the unique position to address this zoning transition through thoughtful design.

NOTABLE BUILDINGS & PLACES

- 1 QFC GROCERY STORE
11100 ROOSEVELT WAY NE
- 2 VICTORY CREEK PARK
11100 ROOSEVELT WAY NE
- 3 11202 ROOSEVELT WAY NE
SDCI #3019728
- 4 11201 ROOSEVELT WAY NE
SDCI #3034991-LU
- 5 T.J. MAXX DEPARTMENT STORE
11029 ROOSEVELT WAY NE
- 6 WALGREENS
859 NE NORTHGATE WAY
- 7 ARCO GAS STATION
10822 ROOSEVELT WAY NE
- 8 PARK AT NORTHGATE APARTMENTS
10735 ROOSEVELT WAY NE

KEY

Projects Under Design Development

Projects Recently Completed



1 QFC GROCERY STORE



2 VICTORY CREEK PARK



3 11202 ROOSEVELT WAY NE



4 11201 ROOSEVELT WAY NE



6 WALGREENS

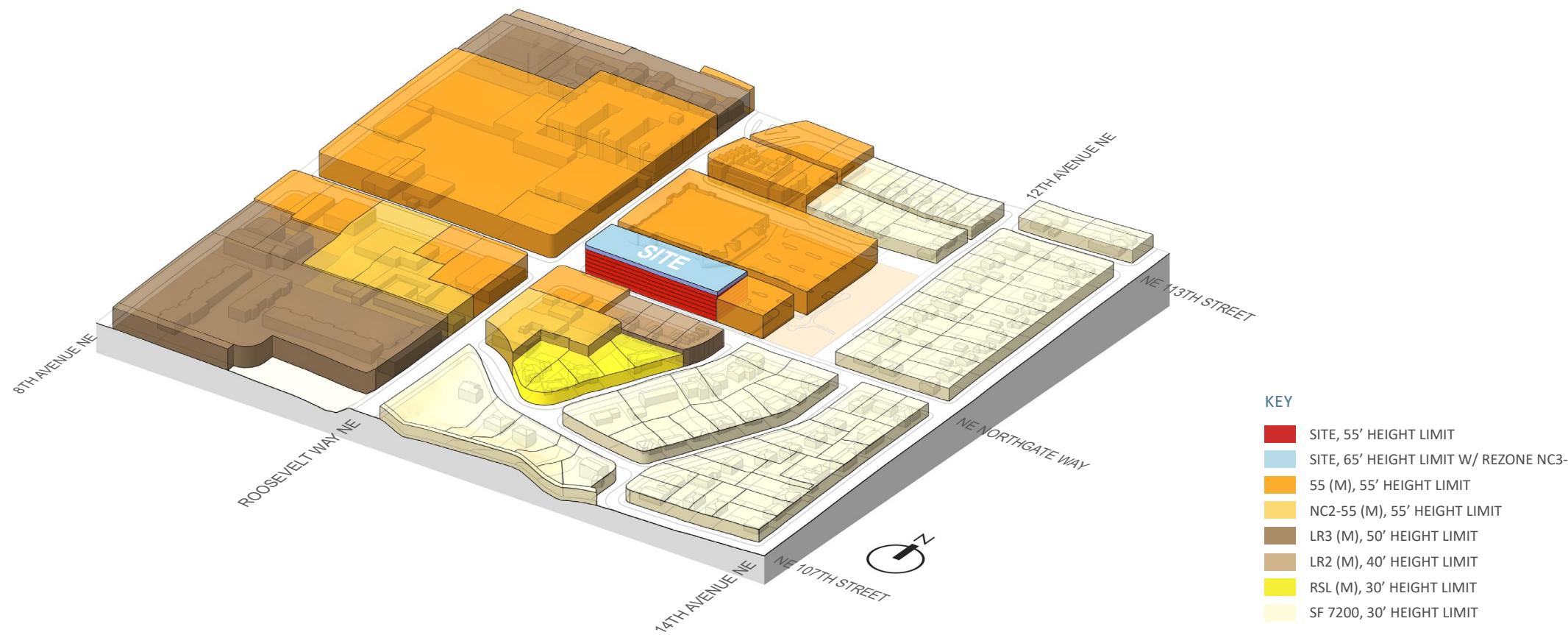


8 PARK AT NORTHGATE APARTMENTS

5.0 SITE ANALYSIS

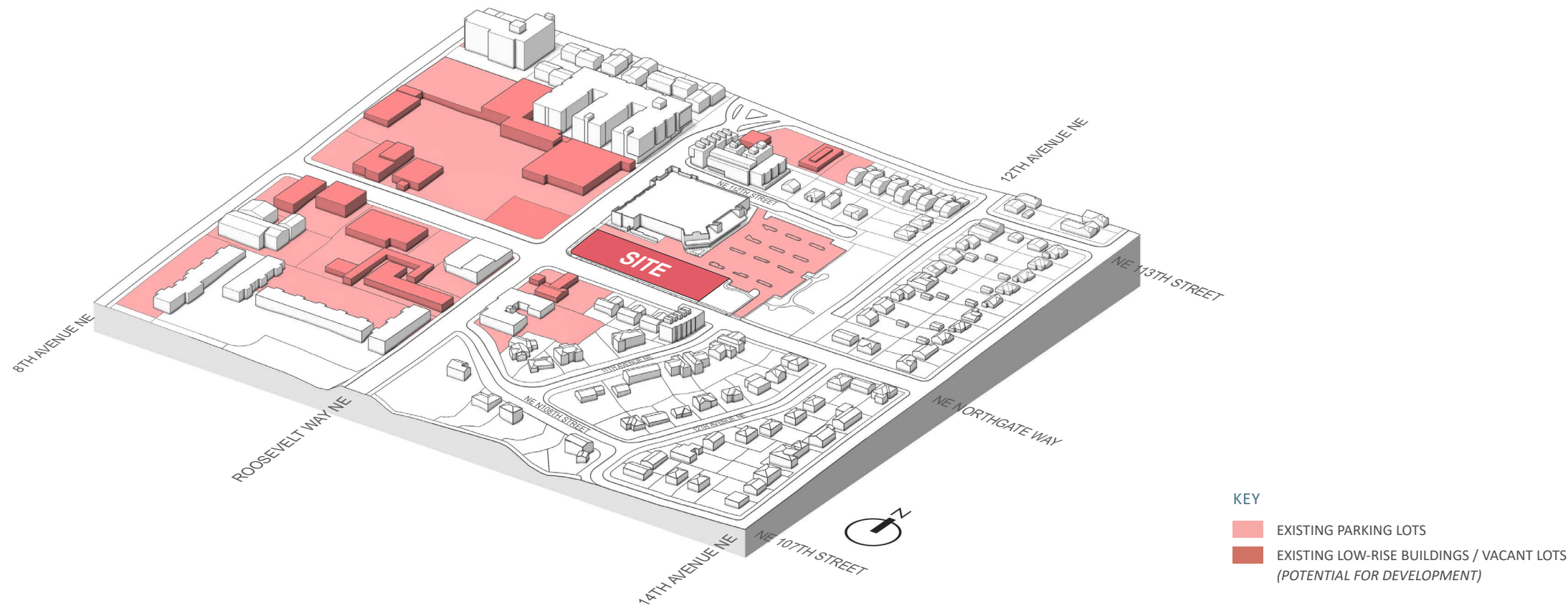
ZONING ENVELOPE DIAGRAM

The following diagram is a visualization of the neighborhood’s zoning heights and relative densities. Denser and taller height limits in Neighborhood Commercial zones can be found west of the site while low-rise, single-family housing can be found east of the site. Transition zones such as LR3 and LR2 are found between the other zones to help blend the neighborhood’s varying scale and density. The site itself also lies in this transition space with an LR2 zone being located across the site along NE Northgate Way. This will have an impact on the project so the final design doesn’t create conflicts of scale from its low-rise neighbors.



POTENTIAL DEVELOPMENT DIAGRAM

This diagram maps out existing surface-grade parking lots around the site, as well as low-rise commercial properties that have the potential for development. This is speculative, but the larger picture is to illustrate the amount of existing low-density properties in the area. Compared to their respective zoning heights shown in the illustration above, it’s clear to see that the Northgate neighborhood has the potential to densify and fill the streetscape with residences and businesses alike. The project’s zoning envelope might look large for the neighborhood now, but will blend more seamlessly into the urban fabric in the coming years as the neighborhood grows and meets its development potential.



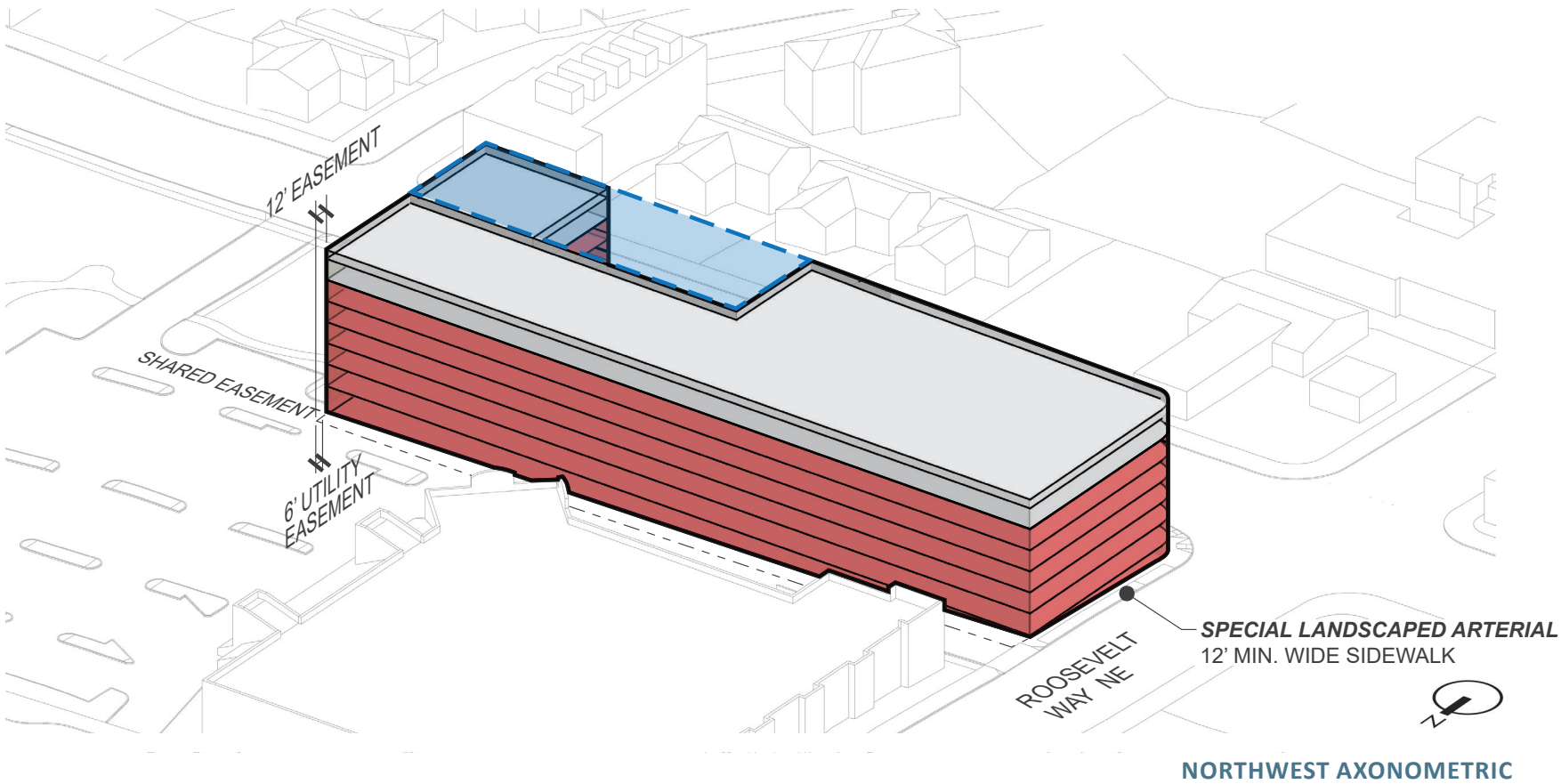
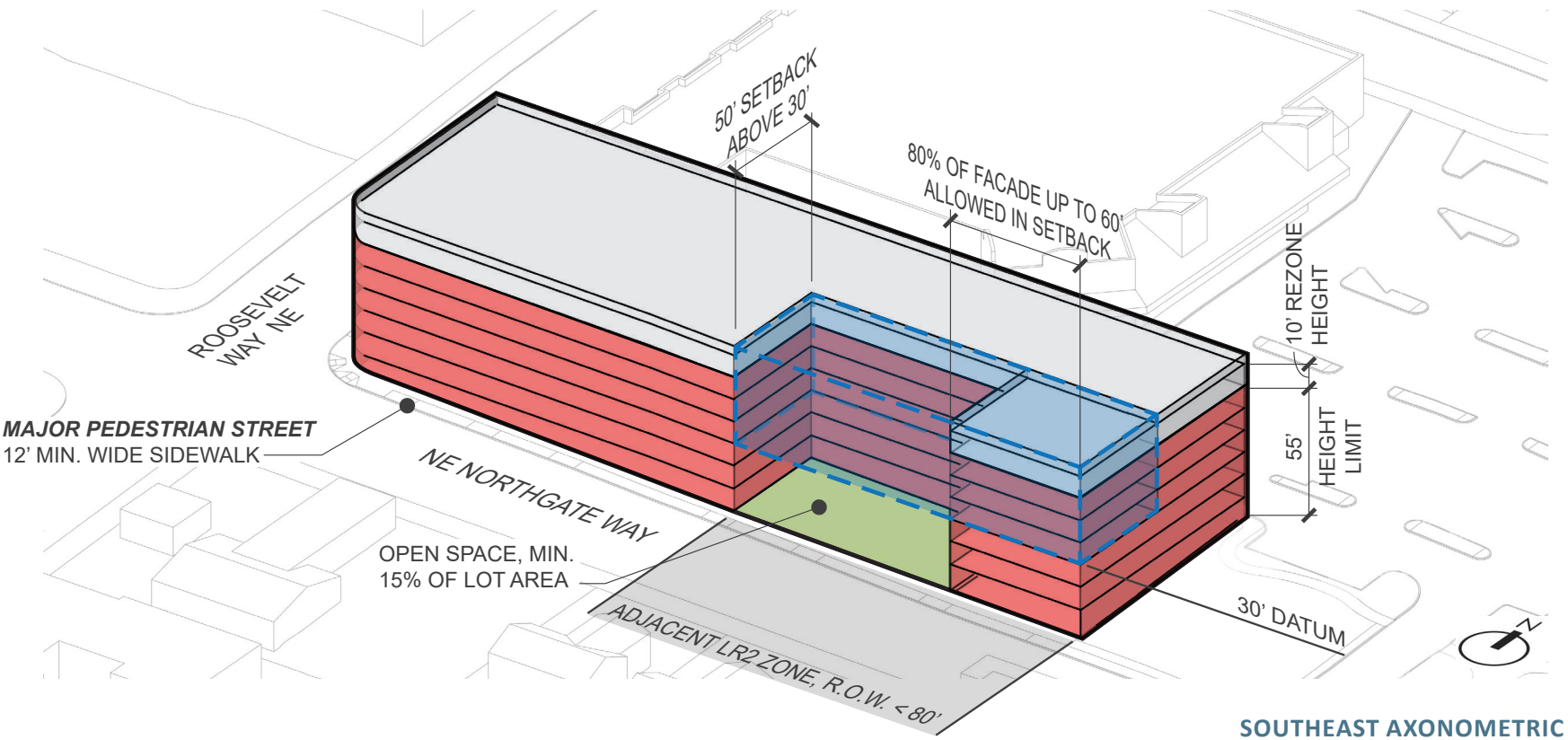
5.0 ZONING ENVELOPE

SUMMARY

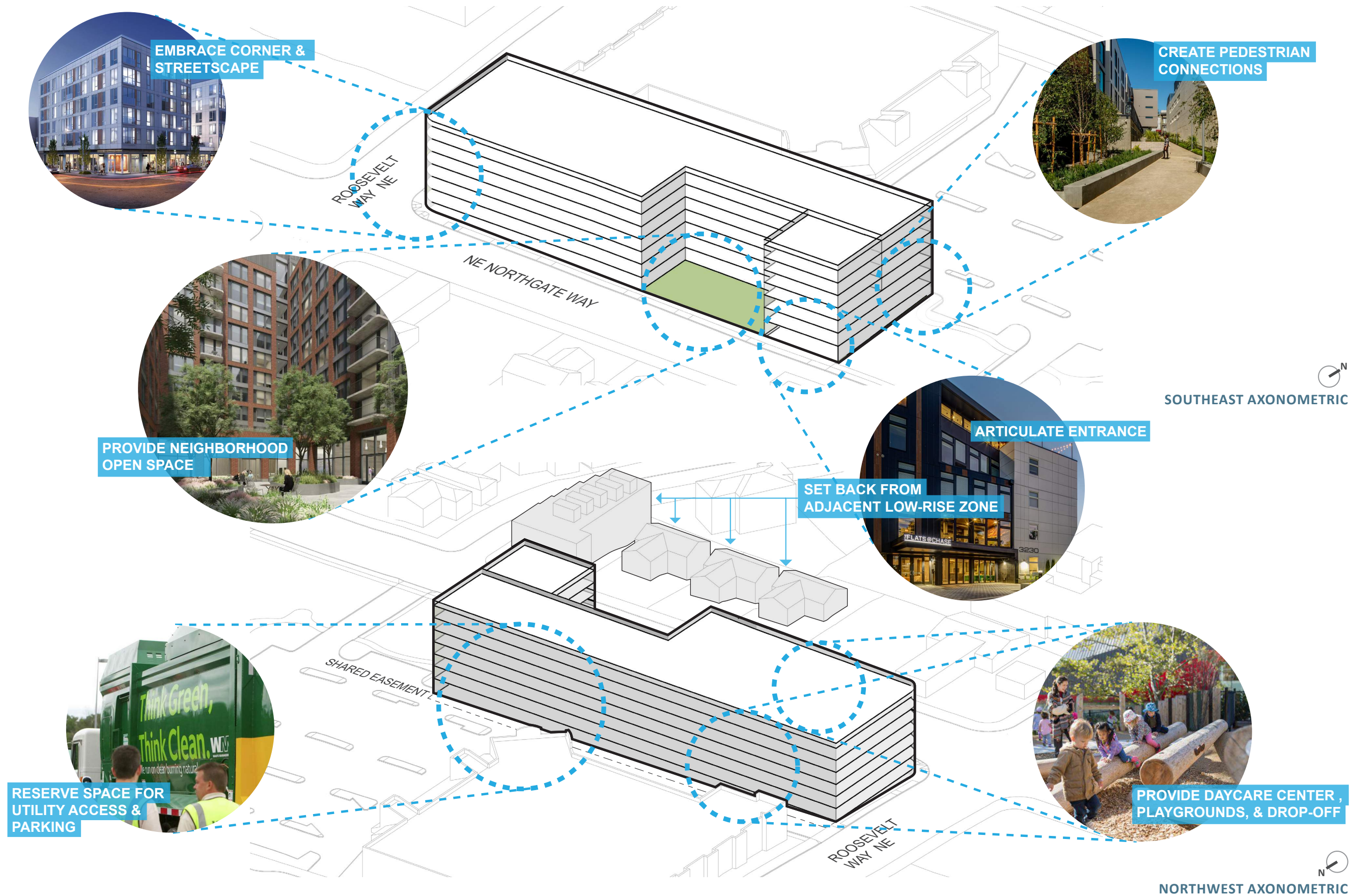
The following diagrams illustrate the various zoning constraints which define the site’s buildable envelope. Two of the largest items to consider are a requirement for a minimum percentage of neighborhood open space and a setback along the facade which faces and LR2 zone across NE Northgate Way. Additionally, the site shares a twelve foot easement with the neighboring property to the north and must be maintained for vehicular access to both sites.

CONTRACT REZONE

The project is currently undergoing a rezoning to increase the building’s height from 55’ to 65’ with an increase floor area ratio to match. The top floor shown in light gray illustrates what impact this would have on the zoning envelope.



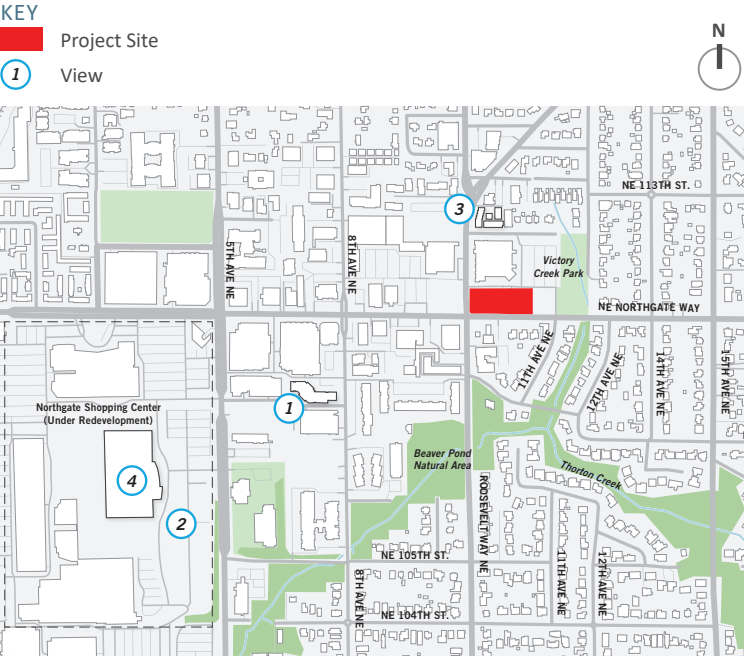
5.0 SITE OPPORTUNITIES & CONSTRAINTS



5.0 DESIGN CUES

DESIGN CUES

The Northgate neighborhood is a rapidly developing community with a variety of architectural styles and uses that span several decades. While much of the neighborhood’s urban core consists of offices, retail, and multifamily projects with ample ground-level parking, more modern mixed-use projects have been infilling many under-served lots. These projects are great precedent for how the Northgate neighborhood has grown and how future projects will further densify the area. Other projects, while not residential in nature, show exemplary uses of materials and architectural styles and are inspiration to follow suit with bold an modern aesthetics.



1 LANE APARTMENTS



3 THE PINES AT NORTHGATE



2 NORTHGATE SHOPPING CENTER REDEVELOPMENT



4 KRAKEN COMMUNITY ICEPLEX

5.0 SITE PHOTOS

SITE CONDITIONS

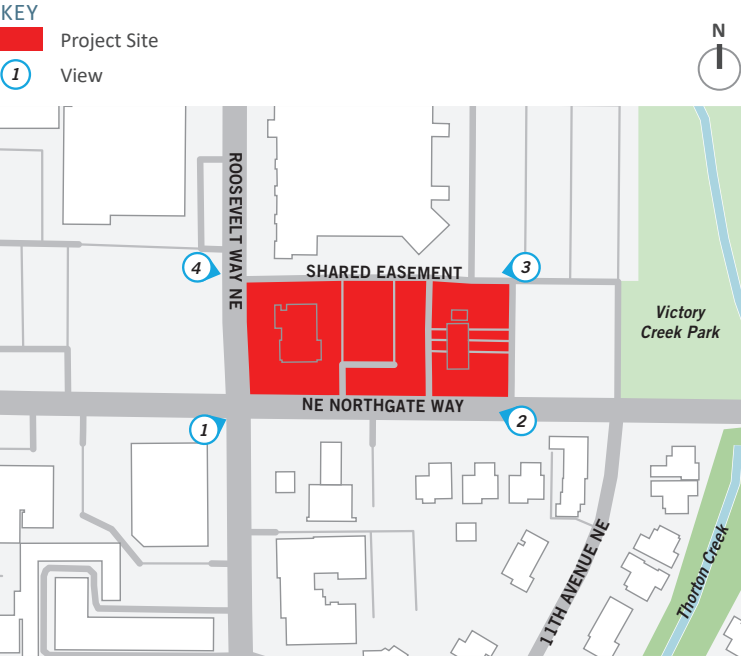
The corner of NE Northgate Way and Roosevelt Way NE presents itself as the site’s primary entrance and will be the most visible and trafficked corner. An existing restaurant occupies the corner but doesn’t adequately address the street-frontage, only being accessed from the adjacent interior parking lot. The same is true for the site’s other existing building, an automotive repair center. Two curb cuts along NE Northgate Way are present to access these buildings, but will be removed with the new development. This will make the curb cut access from Roosevelt Way NE the site’s primary vehicular access point and the shared easement the site’s de facto alleyway.



1 VIEW LOOKING EAST FROM CORNER OF NE NORTHGATE WAY



2 VIEW LOOKING WEST ACROSS NE NORTHGATE WAY



3 VIEW LOOKING WEST FROM SHARED EASEMENT



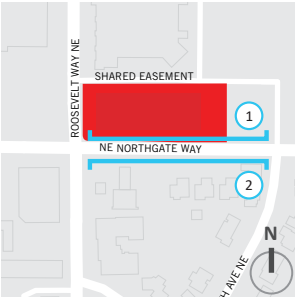
4 VIEW LOOKING EAST ACROSS ROOSEVELT WAY NE

5.0 STREETSCAPES

1 NE NORTHGATE WAY LOOKING NORTH



2 NE NORTHGATE WAY LOOKING SOUTH

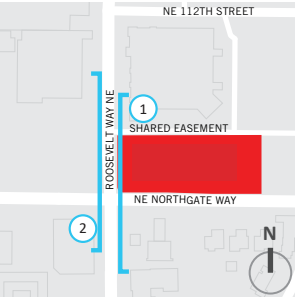


5.0 STREETSCAPES

3 ROOSEVELT WAY NE LOOKING EAST



4 ROOSEVELT WAY NE LOOKING WEST

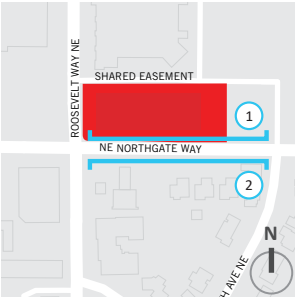


5.0 STREETSCAPES

1 EASEMENT LOOKING SOUTH



2 EASEMENT LOOKING NORTH



6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION		REQUIREMENT	PROVIDED	OPTION 1	OPTION 2	OPTION 3
Street-level Uses	23.47A.005	C.1	Residential Uses may occupy, in aggregate, no more than 20 percent of street-level, street-facing façade in a pedestrian-designated zone, facing a designated principal pedestrian street. e. In all NC and C1 zones within the Northgate Overlay District, except as provided in Section 23.71.044	Parcel does not front on a pedestrian-designated zone. Residential use may occupy greater than 20% street-level street-facing façade.	√	√	√
Street Level Development Standards	23.47A.008	A.2.b	Blank facades – between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width	Ample glazing will be provided at street level fa	√	√	√
		D.2	Where residential uses are located along a street-level, street-facing facade, the following requirements apply unless exempted by subsection 23.47A.008.G: 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.	Main building entry and lobby is located either at the corner of the lot or centrally located facing NE 71st St.	√	√	√
Structure Height	23.47A.012	A	Height limit: 55’ (10’ height limit increase contract rezone to be submitted by applicant)	Structure will utilize additional 4ft and provide	√	√	√
		C.4	The following rooftop features may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.4, including weather protection such as eaves or canopies extending from rooftop features, does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: a. Solar collectors b. Mechanical equipment c. Play equipment and open-mesh fencing that encloses it, as long as the fencing is at least 15’ from the roof edge f. Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.				
FAR (Floor Area Ratio)	23.47A.013	Table A, C	Maximum floor area ratio (FAR) outside the Station Area Overlay District: 3.75 (FAR increase contract rezone to be submitted by applicant) Minimum floor area ratio (FAR): 2	Structure is solely residential use and is under allowed square footage for FAR	√	√	√
Setback Requirements	23.47A.014	D	Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line.	15 ft setback is provided all the way from the	√	√	√
Amenity Area	23.47A.024	A	Amenity areas are required in an amount equal to 5% of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A.	Amenity areas is located at the rooftop and will be accessible to all residents	√	√	√
Major Pedestrian Streets	23.71.008	B.1	A minimum of 60% of a commercially zoned lot’s frontage on a major pedestrian street shall be occupied by one or more of the following uses: a. General sales and services b. Major durables retail sales c. Eating and drinking establishments d. Entertainment uses e. Lodging uses f. Public libraries g. Parks and open spaces.	The project is committed to achieving the required Green Factor score	√	√	√
		B.2	A minimum of 80% of each structure fronting on a major pedestrian street must be occupied at street level by required street-level uses or a building lobby permitting access to uses above or behind street-front uses. In no case may pedestrian access to uses above or behind required street-front uses exceed 20% of the structure’s major pedestrian street front.				
		E.1	The owner shall construct a sidewalk no less than 12’ in width.				
		G.1	Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60% of the street frontage of a commercial structure on a major pedestrian street.				
Special Landscaped Arterials	23.71.012	B.3	A 6’ planting strip and a 6’ sidewalk, or, at the owner’s option, a 12’ sidewalk without a planting strip, if the lot is zoned NC2, NC3, RC, LR3, or MR.	Amenity area is located at the rooftop and will be common and accessible to all residents.	√	√	√
Open Space	23.71.014	A.2	In all Commercial zones with a permitted height limit greater than 40’, a minimum of 15% of lot area or, at the applicant’s option, proposed gross floor area, shall be provided as landscaped or usable open space for all commercial and mixed use substantial development. A minimum of 1/3 of the required open space shall be landscaped open space and a minimum of 1/5 of the required open space shall be usable open space. The remainder shall be either landscaped or usable open space or may be provided in accordance with subsection 23.71.014.A.8.	A trash area of approx. 410 sf is provided.	√	√	√
Maximum Width and Depth of Structures	23.71.036	Table A	NC3 zones with 40 or greater height limits abutting LR2 zone across a street right-of-way less than 80 feet in width; Above a height of 30 feet, wall length shall not exceed 80% of the length of the abutting lot line, to a maximum of 60 feet.		√	DEPARTURE REQUESTED	DEPARTURE REQUESTED

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7.0 DESIGN GUIDELINES

CS2 – URBAN PATTERN AND FORM

C.1 RELATIONSHIP TO THE BLOCK: CORNER SITES (NORTHGATE SUPPLEMENTAL GUIDANCE: I. CORNER LOT TREATMENTS)

ARCHITECT RESPONSE:
The proposed design options aim to make impactful connections to the street corner at NE Northgate Way and Roosevelt Way NE by locating a large commercial space along each street front. Additionally, widened sidewalks, public open spaces, and ample landscaping are proposed to make for a better pedestrian experience.

D.1 HEIGHT, BULK, AND SCALE: EXISTING DEVELOPMENT AND ZONING

ARCHITECT RESPONSE:
The Northgate Way corridor is a highly trafficked arterial and is reflected in the higher height limits the adjacent zones allows. However, many lots are under utilized and currently serve single-story commercial buildings with large, surface grade parking lots. This will change as more infill projects replace the under-served lots. The goal of the project is to provide as much density as possible to the site, not for the neighborhood it serves now, but for the neighborhood it will become.

D.3 HEIGHT, BULK, AND SCALE: ZONE TRANSITIONS (NORTHGATE SUPPLEMENTAL GUIDANCE: III. HEIGHT, BULK, AND SCALE COMPATIBILITY)

ARCHITECT RESPONSE:
The site transitions from higher density zoning to west to lower density zoning to the east. One such transition is a low rise zone across NE Northgate Way on the east half of the site. In response, the three design options include a portion of the south facade that is largely pulled back from the street edge and provide neighborhood open space with ample landscaping. NE Northgate Way is still a very wide and very busy right-of-way at this location so these moves were deemed to be sufficient for such a site.

PL1 – CONNECTIVITY

A.2 NETWORK OF OPEN SPACES: ADDING TO PUBLIC LIFE (NORTHGATE SUPPLEMENTAL GUIDANCE: I. INCORPORATE OPEN SPACE; II. INTERIOR BLOCK PEDESTRIAN CONNECTIONS)

ARCHITECT RESPONSE:
A large courtyard facing NE Northgate Way is proposed in each design option and will be designed to include landscaping, trees, and public seating. The goal of providing open space in this way is to enhance the pedestrian experience through greenery rather than relying on more commercial street-frontage to occupy the majority of NE Northgate Way. The eastern half of the site quickly tapers off into low rise and single-family zoning and a commercial presence at this location was deemed infeasible. To further aid in pedestrian connections, a wide sidewalk is also proposed on the site between the development and the east lot line. This helps to break up the long block and allow pedestrian access to the shared easement and neighborhood grocery store north of the site.

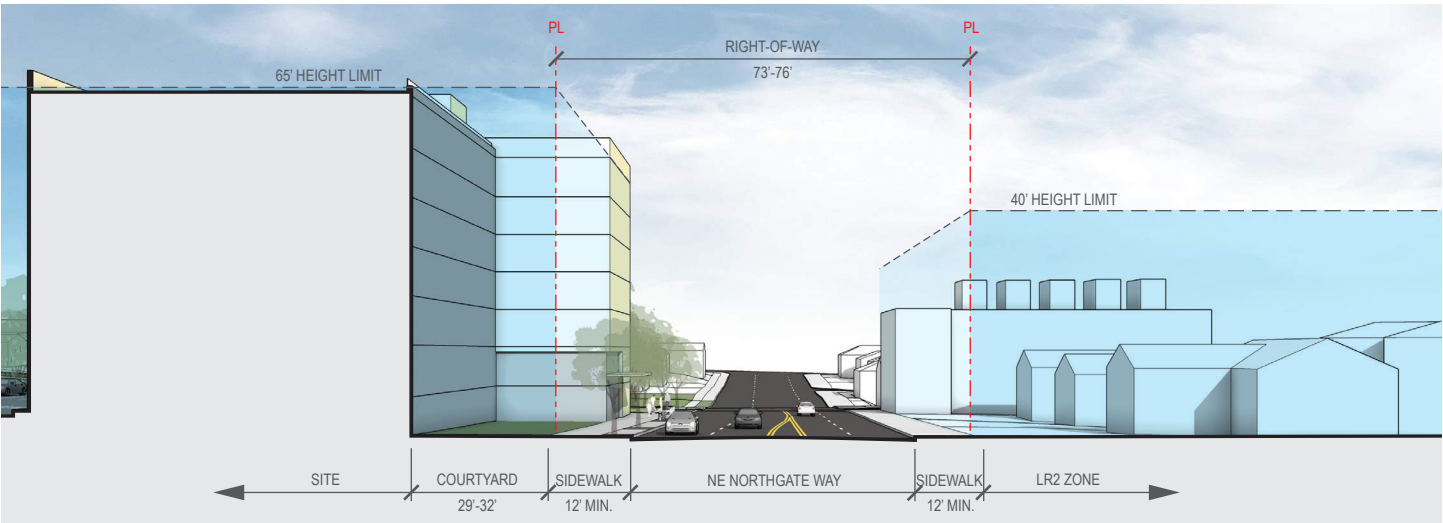
PL2 – WALKABILITY

B.1 SAFETY AND SECURITY: EYES ON THE STREET

ARCHITECT RESPONSE:
Units are proposed on all sides of the site to provide natural surveillance of the ground-level which will help discourage unwanted activities. This includes the thru-block pedestrian connection and shared easement, which activates the site’s connection to these areas despite not being right-of ways.

NORTHGATE SUPPLEMENTAL GUIDANCE: II. STREETScape COMPATIBILITY

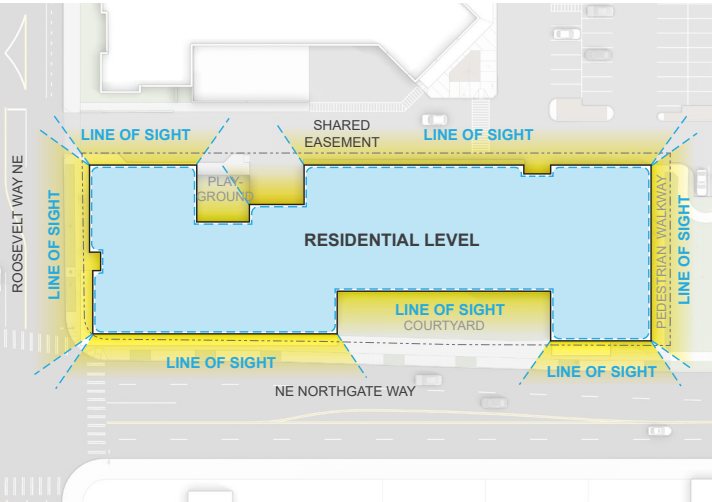
ARCHITECT RESPONSE:
The project sits at the corner of a Major Pedestrian Street and Special Landscaped Arterial, both important street types to improve per the neighborhood’s long-term goals. In response, widened sidewalks with enhanced amenities such as public seating, street trees, and bike parking are proposed on each street. Commercial space is proposed as well on both streets with the building running to the edge of sidewalk. Lastly, open space by the way of a large mid-block courtyard and thru-block pedestrian connection are proposed to separate the sidewalk from adjacent residences, while providing more pedestrian amenities and neighborhood connectivity.



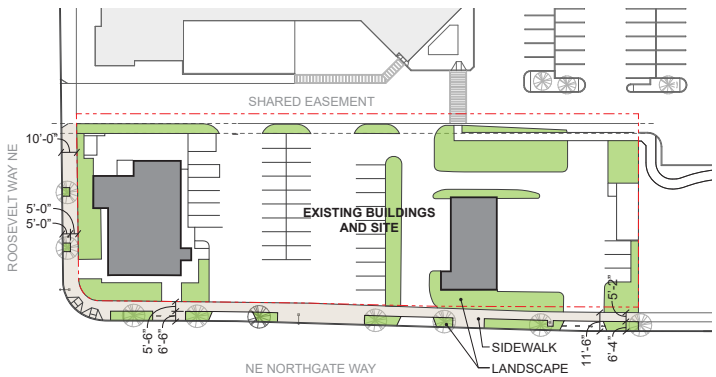
A wider sidewalk and large courtyard are proposed across the adjacent low rise zone to help aid in the zoning transition. The height limit of the zones are also shown, illustrating each’s developable potential.



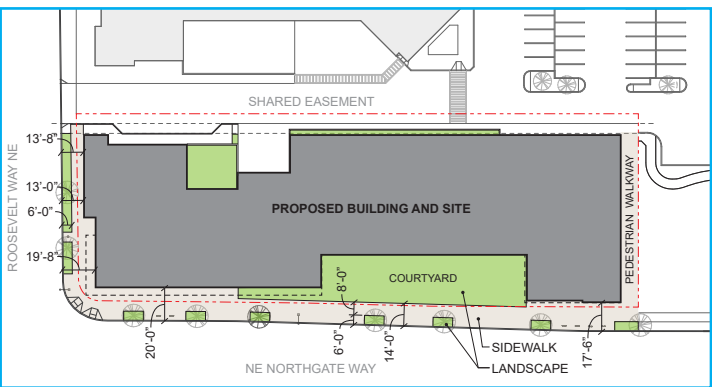
The aerial view shown illustrates the proposed courtyard location with regards to the adjacent LR2 zone.



Typical residential levels have clear lines of site to all sides of the property, including the east side lot line and shared easement. There are no overhangs or blind corners in order to deter crime and to maintain public safety.



EXISTING SITE



PROPOSED EDG DESIGN (PREFERRED OPTION 3)

The proposed site design will include widened sidewalks and more room for plantings per the city’s improvement standards and direction from SDOT. These improvements will be studied in greater detail as the project develops.

7.0 DESIGN GUIDELINES

PL3 – STREET-LEVEL INTERACTION

A.1 ENTRIES: DESIGN OBJECTIVES

ARCHITECT RESPONSE:
Both commercial and residential entries are designed to be distinctive through unique building forms, recesses, and overhead canopies. As the project develops, materiality and fenestration will aid in differentiating each entry from the rest of the building.

B.2 RESIDENTIAL EDGES: GROUND-LEVEL RESIDENTIAL

ARCHITECT RESPONSE:
Ground-level units are proposed in each design option along a portion of NE Northgate Way and the shared easement to the north. Where this occurs ample landscaping is proposed between the units and the sidewalk to ensure privacy screening for residents in the building. No private entries are proposed at these ground-level units for security reasons, but careful attention to these areas are being met to ensure a quality living arrangement that helps blend the transition of the public realm to the private realm.

NORTHGATE SUPPLEMENTAL GUIDANCE: I. PROMOTE PEDESTRIAN INTERACTION

ARCHITECT RESPONSE:
NE Northgate Way is an importance pedestrian street that people of all transportation methods use to navigate the neighborhood. As such, public amenities such as courtyard space, landscaping, lighting, seating, overhead weather protection, and bike parking are proposed along its length to aid those moving across the site. The proposed thru-block connection also helps connect the street to the shared easement and an adjacent entry point to Victory Creek Park to the northeast.

PL4 – ACTIVE TRANSPORTATION

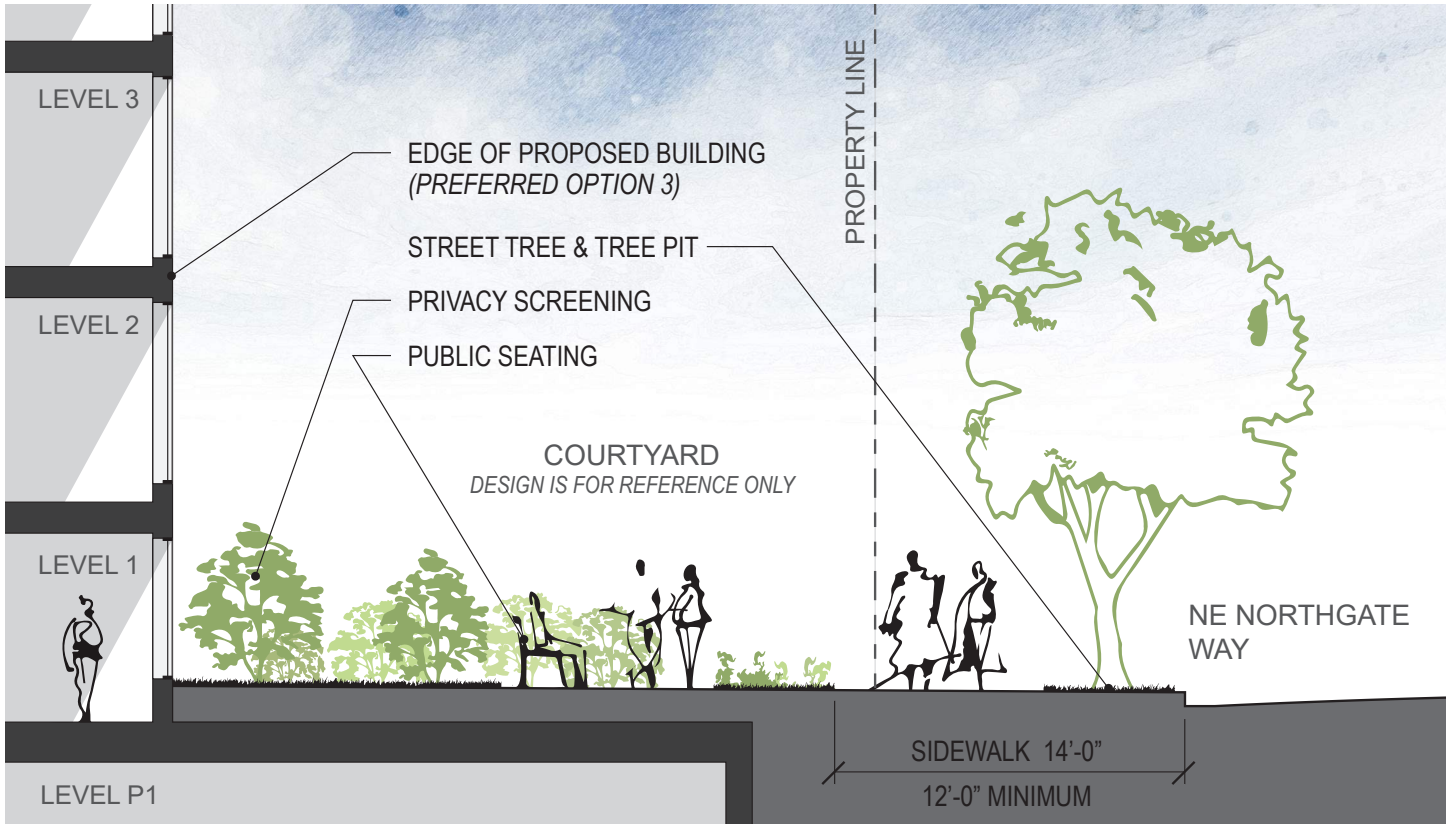
B.2 PLANNING AHEAD FOR BICYCLISTS: BIKE FACILITIES

ARCHITECT RESPONSE:
A number of bike racks are proposed outside of both commercial entries and building entries to facilitate their use. Additionally, ample space for interior protected bike storage is also proposed and includes racks designed to accompany electric bikes. Other amenities such as a repair station and wash room are also proposed to aid those who rely on their bikes for transportation or for a casual outing.

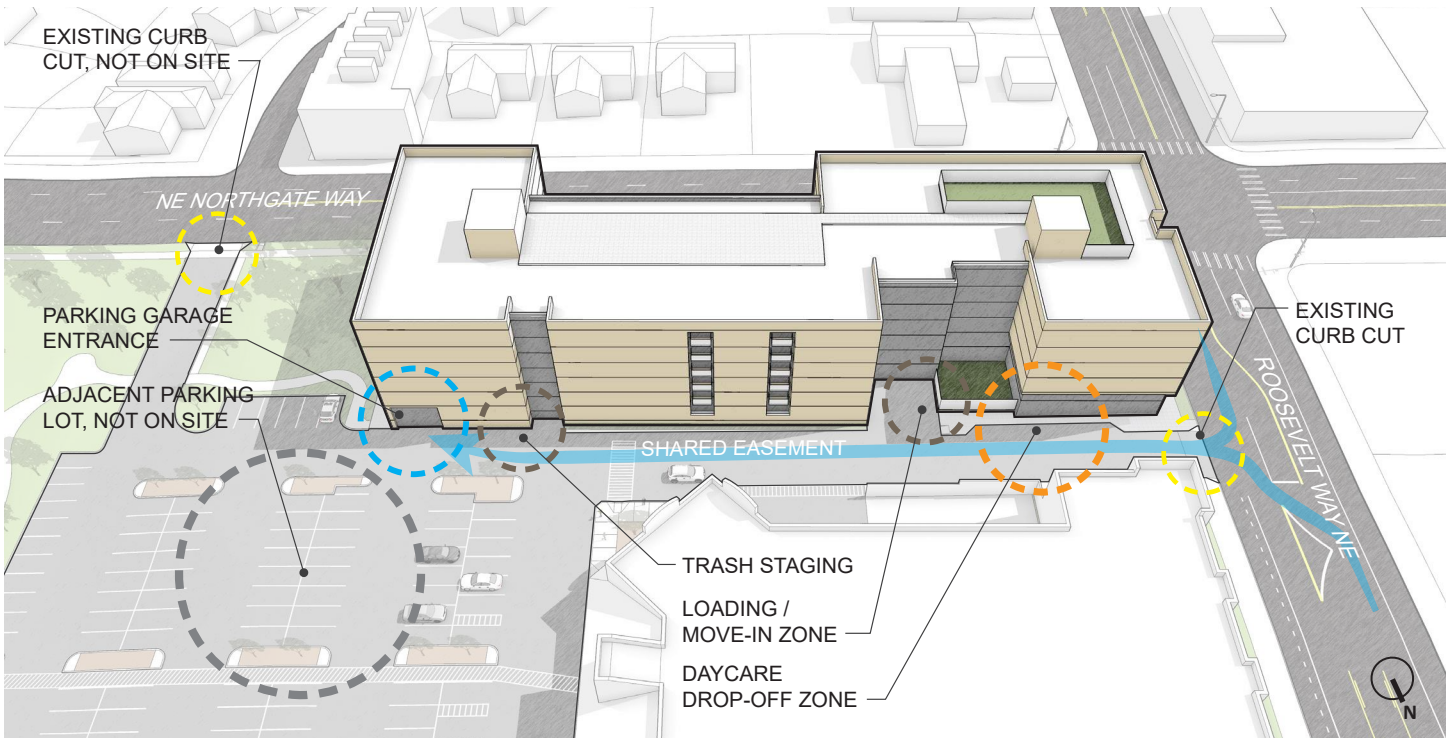
DC1 – PROJECT USES AND ACTIVITIES

B.1 VEHICULAR ACCESS AND CIRCULATION: ACCESS LOCATION AND DESIGN (NORTHGATE SUPPLEMENTAL GUIDANCE: IV. PARKING AND VEHICLE ACCESS)

ARCHITECT RESPONSE:
The site is unique in that it faces two prominent pedestrian-oriented streets, but doesn’t have an alley to serve its back-of-house functions. Instead the site has a shared easement with the neighboring site to the north to allow vehicular and pedestrian access to the site’s interior for both parking and service functions. The existing curb cut on Roosevelt Way NE will remain and serve as the site’s de facto alley while the two existing curb cuts along NE Northgate Way will be removed and repaired to match the sidewalk’s other improvements. Below grade parking is proposed on the site and the garage entry is proposed on the shared easement on the northeast corner. This is location was chosen for pragmatic reasons due to the site sloping downhill from west to east, and because it’s located the furthest away from Roosevelt Way NE and from the adjacent grocery store. Trash staging is also proposed near this location to help ease any congestion that may occur from trash day pickups. Lastly, a daycare drop-off zone and loading zone are proposed along the shared easement and act as short-term parking spots for the building. These are also located as far from Roosevelt Way NE as feasible with a raised sidewalk located between the parking locations and the building.



The site section shown above gives a preliminary look at the proposed courtyard design with regards to the widened sidewalk, proposed public seating, and landscape screening. The graphic is for reference purposes only and will be studied in more detail as the project develops.



This aerial view of the north facade shows the building’s general layout of back of house functions. The most vehicular traffic and potential for congestion comes from the parking garage and trash pickup locations, and are therefore located furthest from the street.

8.0 ARCHITECTURAL MASSING CONCEPTS

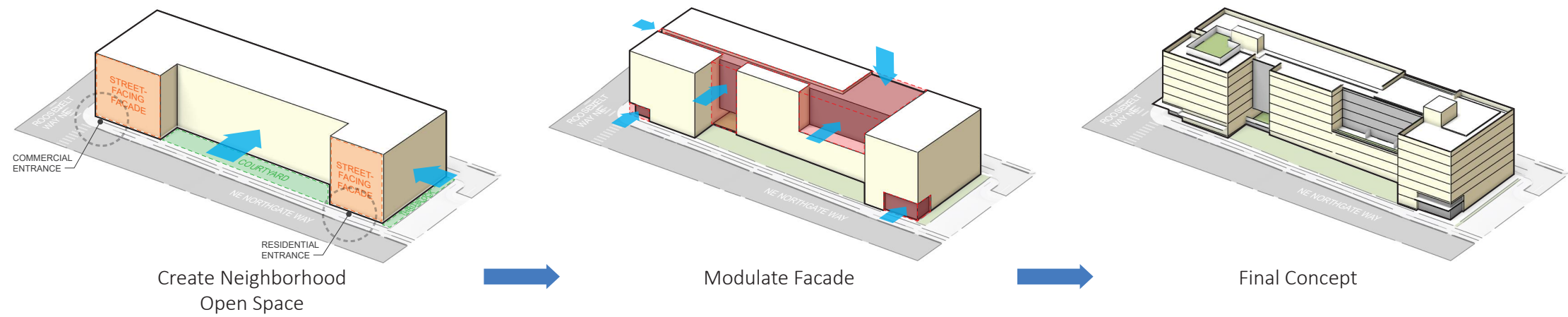


	Option 1	Option 1 Alternate (No Contract Rezone)	Option 2	Option 3 (Preferred)
CONCEPT:	‘C’ Shape	‘C’ Shape	‘S’ Shape	Reverse ‘S’ Shape
# UNITS:	173	145	190	188
# LIVE/WORK UNITS:	0	0	0	0
AMENITY AREA SF	6,724 SF	6,724 SF	5,578 SF	5,786 SF
COMMERCIAL RETAIL SF:	6,060 SF	6,060 SF	6,092 SF	6,480 SF
PARKING STALLS:	109	109	95	112
BIKE STALLS:	194	194	196	192
FAR SF:	164,137 SF	139,606 SF	170,004 SF	176,280 SF
RESIDENTIAL FAR SF:	158,077 SF	133,546 SF	163,912 SF	169,800 SF
OPPORTUNITIES:	<ul style="list-style-type: none">• Large, open courtyard• Efficient floor plan	<ul style="list-style-type: none">• Large, open courtyard• Efficient floor plan	<ul style="list-style-type: none">• More affordable dwelling units than other options• Building entrance is located closer to street intersection	<ul style="list-style-type: none">• Large, open courtyard• Daycare center and adjacent playground are efficient in forms and locations• Most street-facing presence along NE Northgate Way than other options• Back of house functions along shared easement lay out more efficiently than other options.
CONSTRAINTS:	<ul style="list-style-type: none">• Fewer affordable dwelling units feasible• Building entrance located away from street intersection• Playground faces NE Northgate Way	<ul style="list-style-type: none">• Current zoning reduces number of affordable dwelling units on site• Building entrance located away from street intersection• Playground faces NE Northgate Way	<ul style="list-style-type: none">• Daycare playground is enclosed with limited access to daylight• Commercial space is less efficient in form• Courtyard along NE Northgate Way is narrower and less impactful	<ul style="list-style-type: none">• Building entrance located away from street intersection
CODE COMPLIANCE:	No, contract rezone required	Yes, code compliant	No, one departure requested and contract rezone required	No, one departure requested and contract rezone required

8.0 ARCHITECTURAL MASSING CONCEPTS / DESIGN CONCEPT

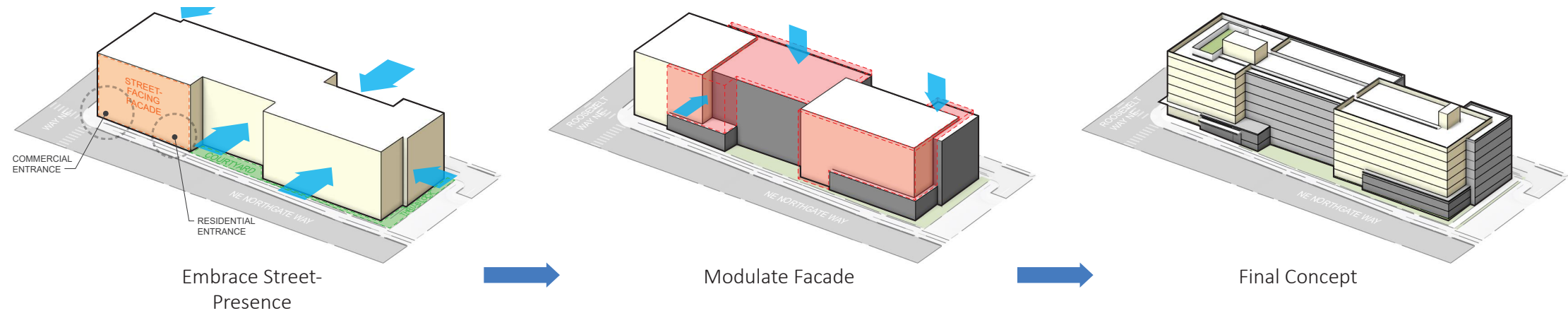
OPTION 1 CONCEPT

- Create large and welcoming courtyard
- Retain commercial presence at intersection of NE Northgate Way and Roosevelt Way NE
- Provide pedestrian connection on east side of site
- Modulate facade to provide more visual interest and create a sculpted mass with void forms cut into space
- Carve out additional spaces for building entrances



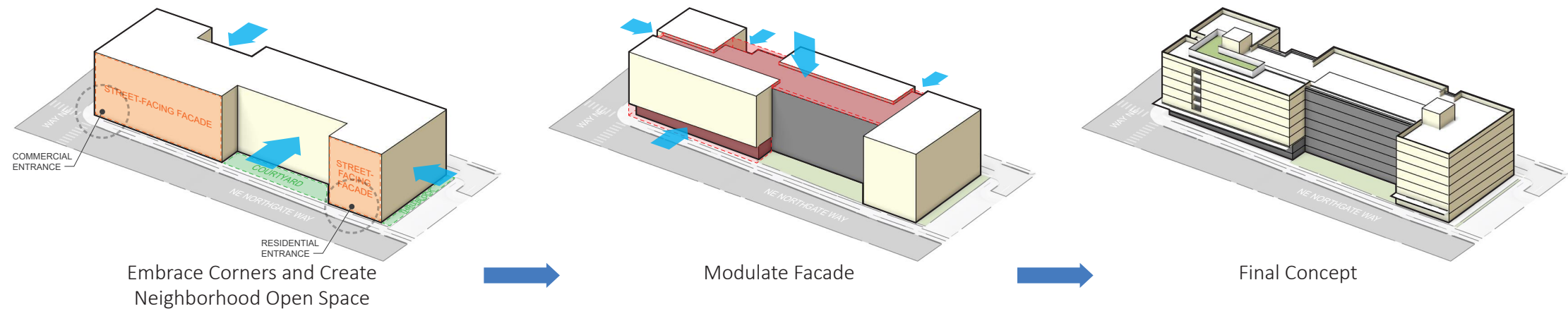
OPTION 2 CONCEPT

- Retain stronger street-presence along NE Northgate Way by locating commercial and building entrances in near proximity
- Push and pull building where feasible to provide landscaping on north and south facades
- Provide pedestrian connection on east side of site
- Modulate facade to provide more visual interest and create a series of intersecting masses



OPTION 3 (PREFERRED) CONCEPT

- Retain strong street-presence on corner like Option 2 while maintaining large courtyard along NE Northgate Way like Option 1.
- Push and pull building where feasible to provide landscaping on north and south facades
- Provide pedestrian connection on east side of site
- Modulate facade to provide more visual interest and create a series of boxes with gasketed connections



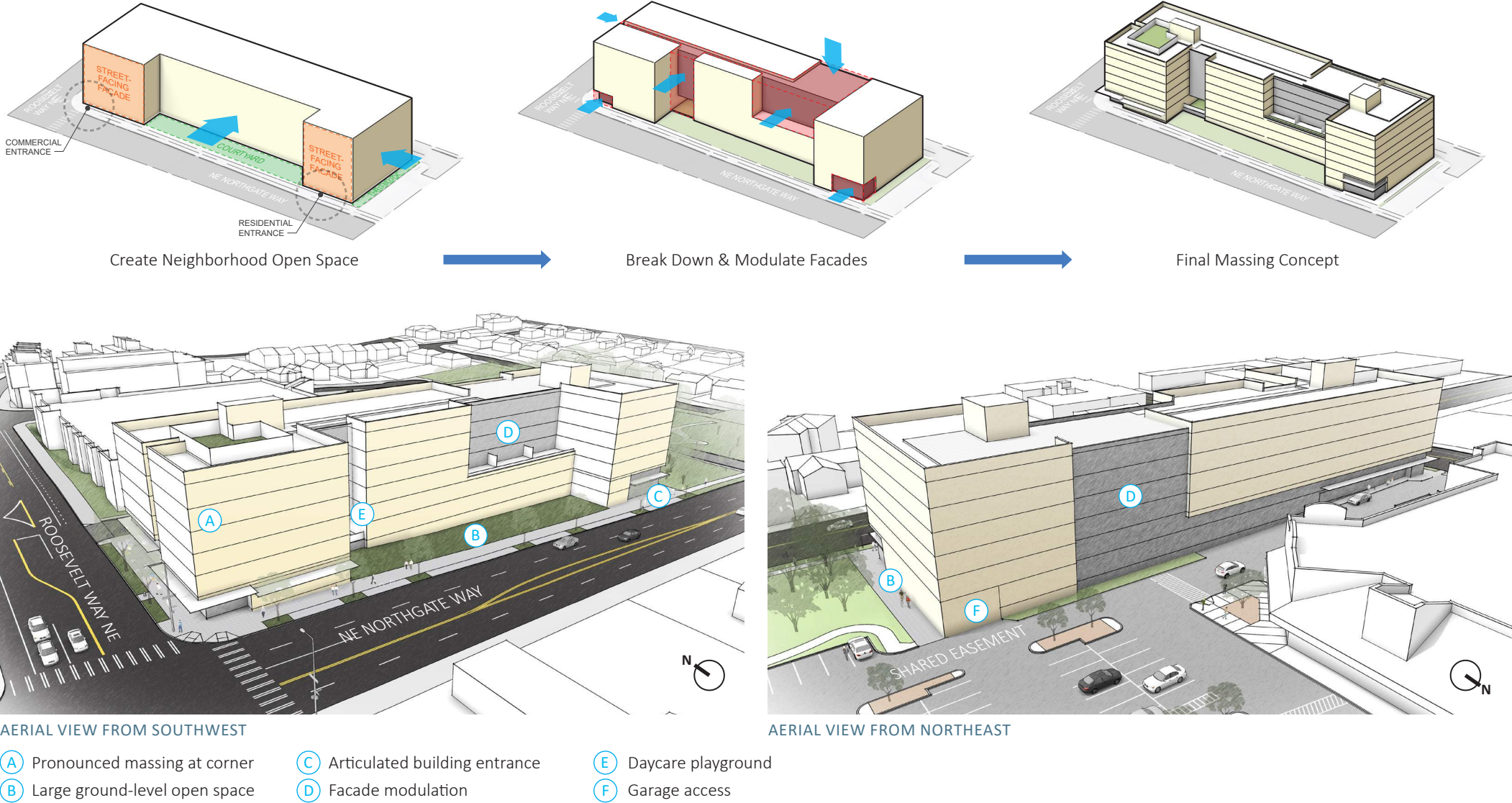
8.0 OPTION 1 | SUMMARY

DESIGN CONCEPT | ‘C’ SHAPE

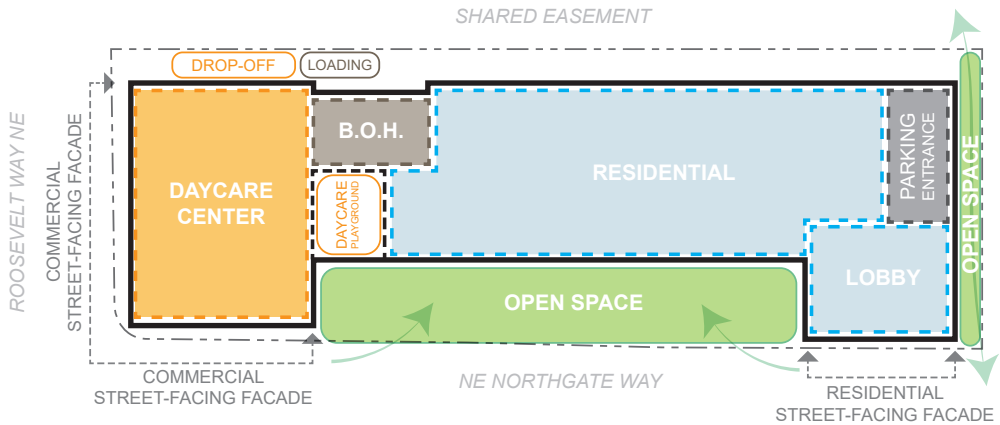
Many design-related goals shape the building’s form to be both efficient and code-compliant. In addition to an efficient mix of affordable housing units, a daycare center with an adjacent playground is proposed on the corner of NE Northgate Way and Roosevelt Way NE. Open space allotments are also required on the site and so a courtyard along NE Northgate Way was deemed to be the best fit for the project type and its program. Other goals are as follows:

- Locate commercial space on street corner; Locate quieter residential functions to the east as they’re closer to single-family lots.
- Create large and welcoming courtyard along NE Northgate Way
- ‘C’ Shape created by courtyard pushes as much of the building back from adjacent LR2 zone while not compromising unit count
- Locate ground-floor units behind courtyard for privacy screening and code compliance
- Provide pedestrian connection on east side of site
- Modulate facade to provide more visual interest and create a sculpted mass with void forms cut into space
- Carve out additional spaces for building entrances

CONCEPT DIAGRAMS



CONCEPTUAL PROGRAMMING DIAGRAM

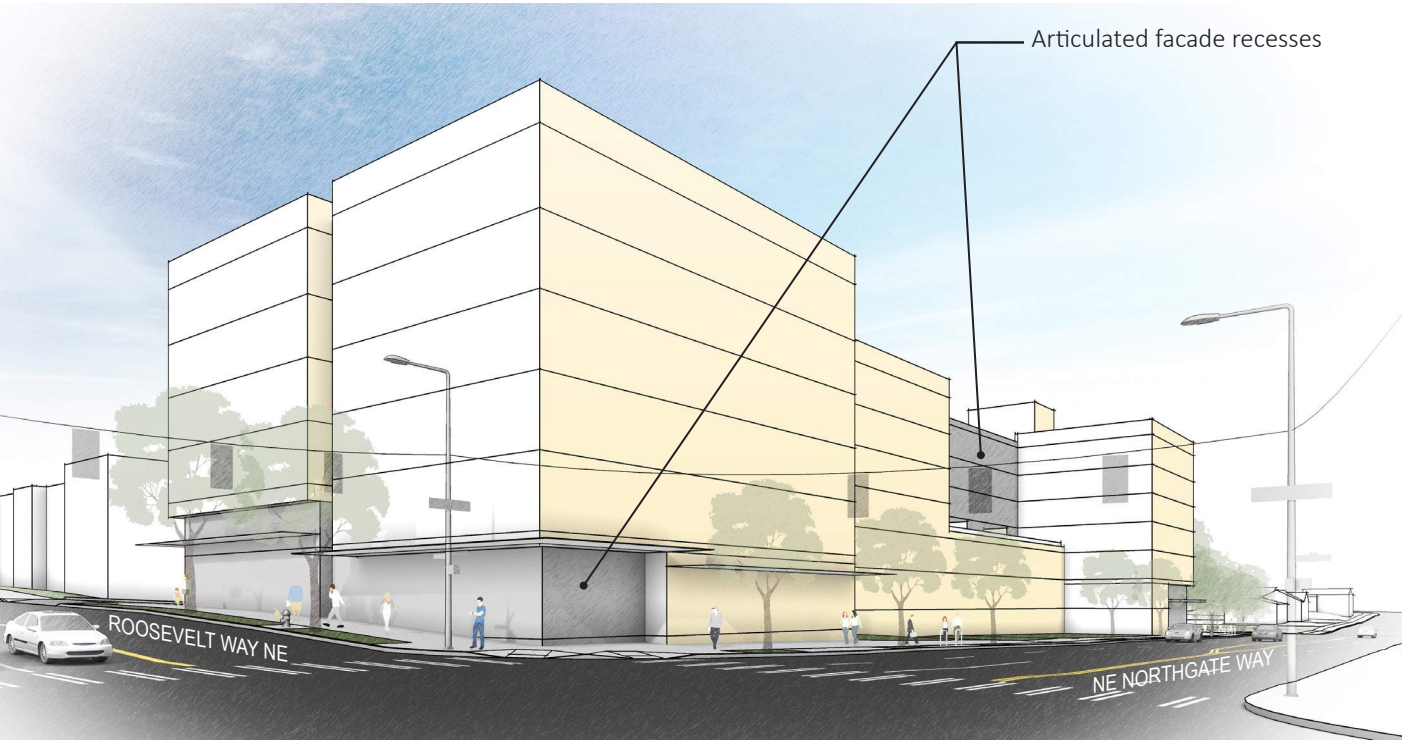


DESIGN INSPIRATION

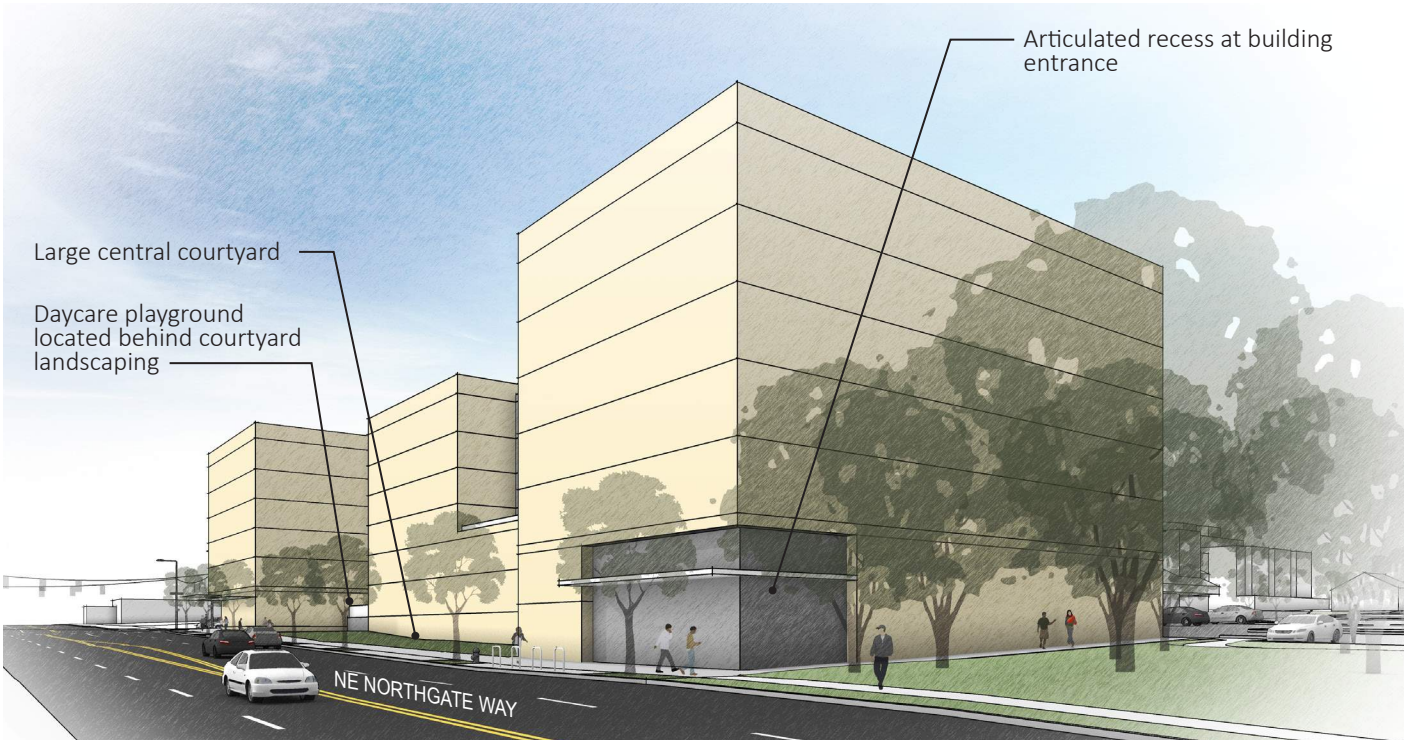


8.0 OPTION 1 | MASSING

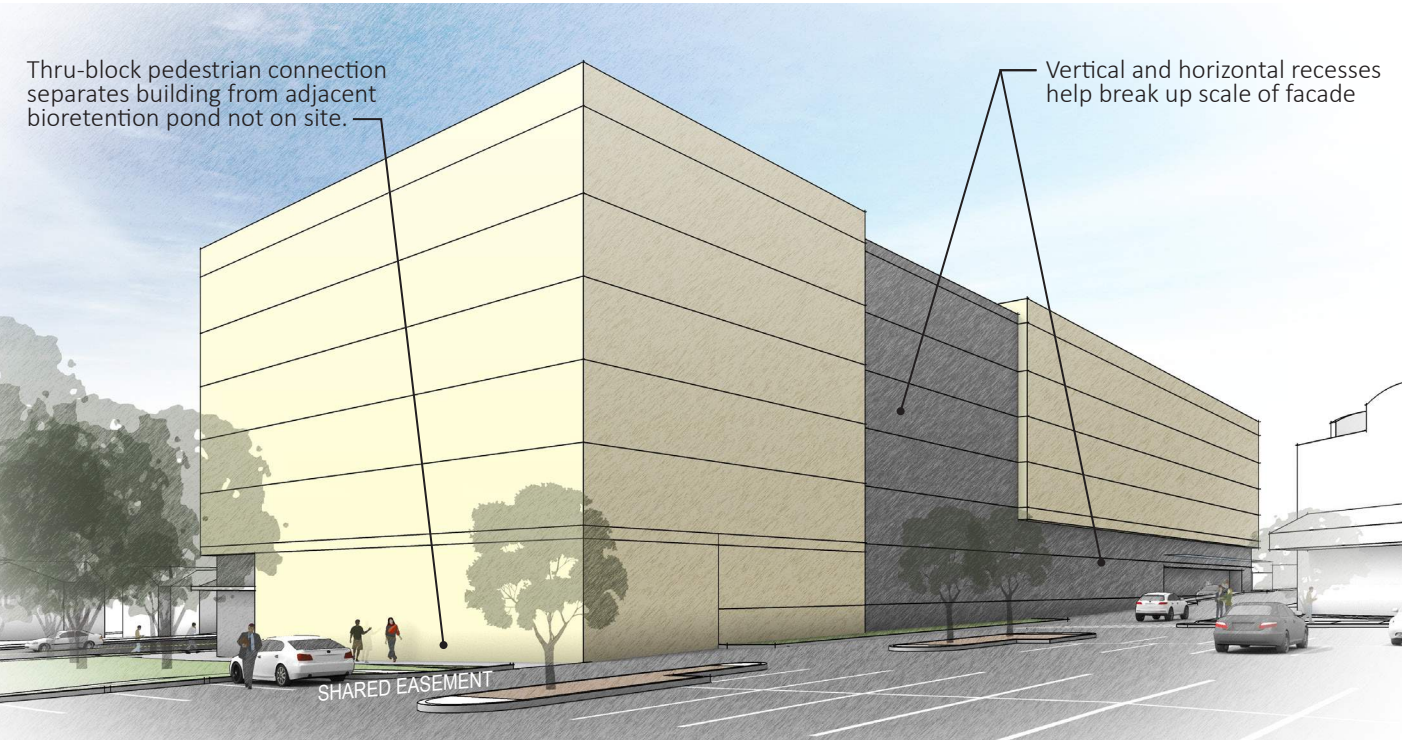
DESIGN ANALYSIS



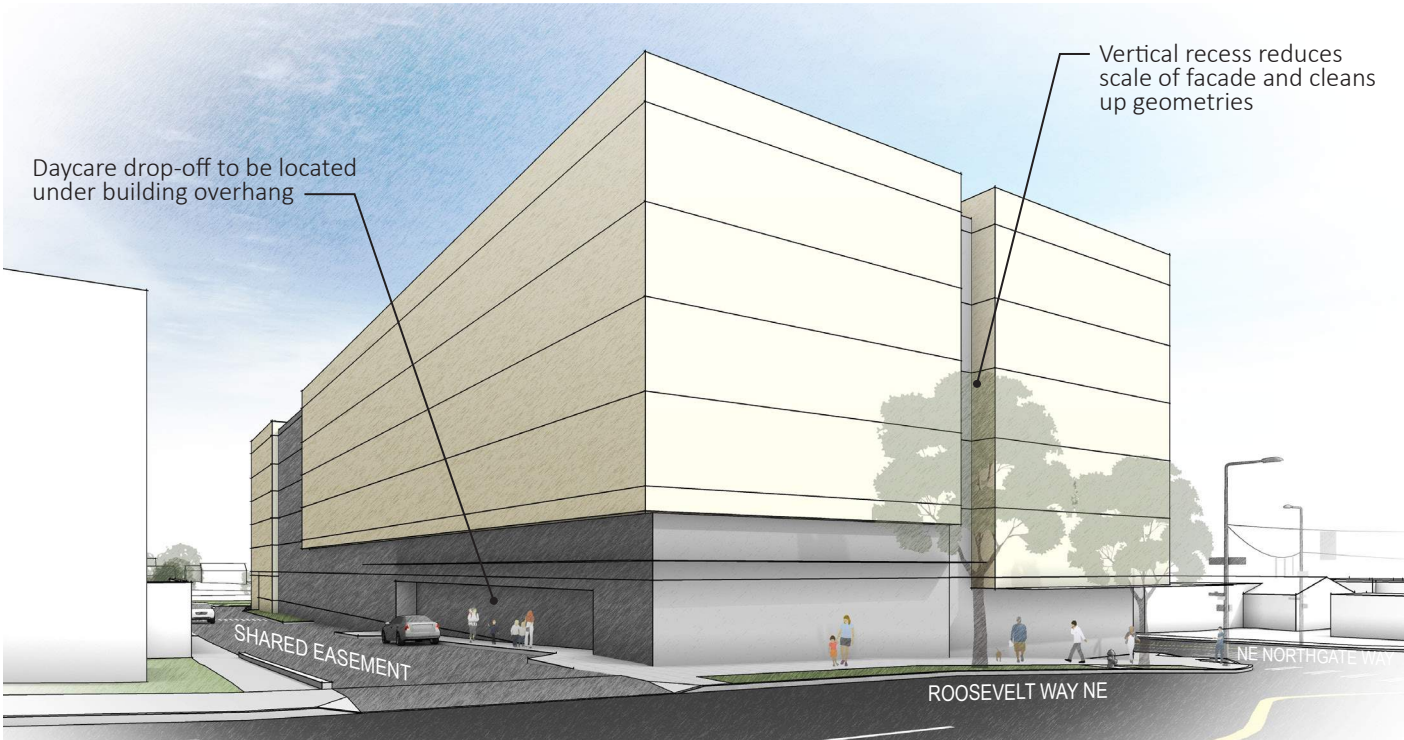
VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST



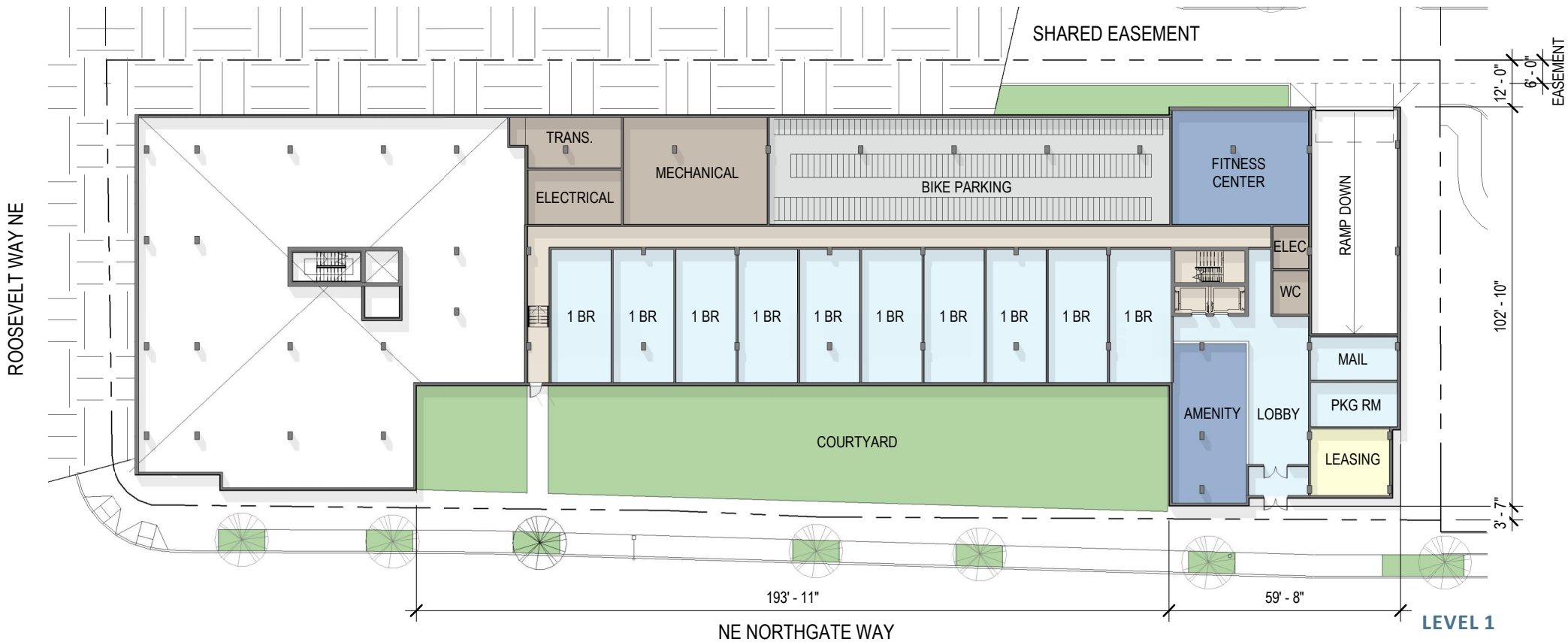
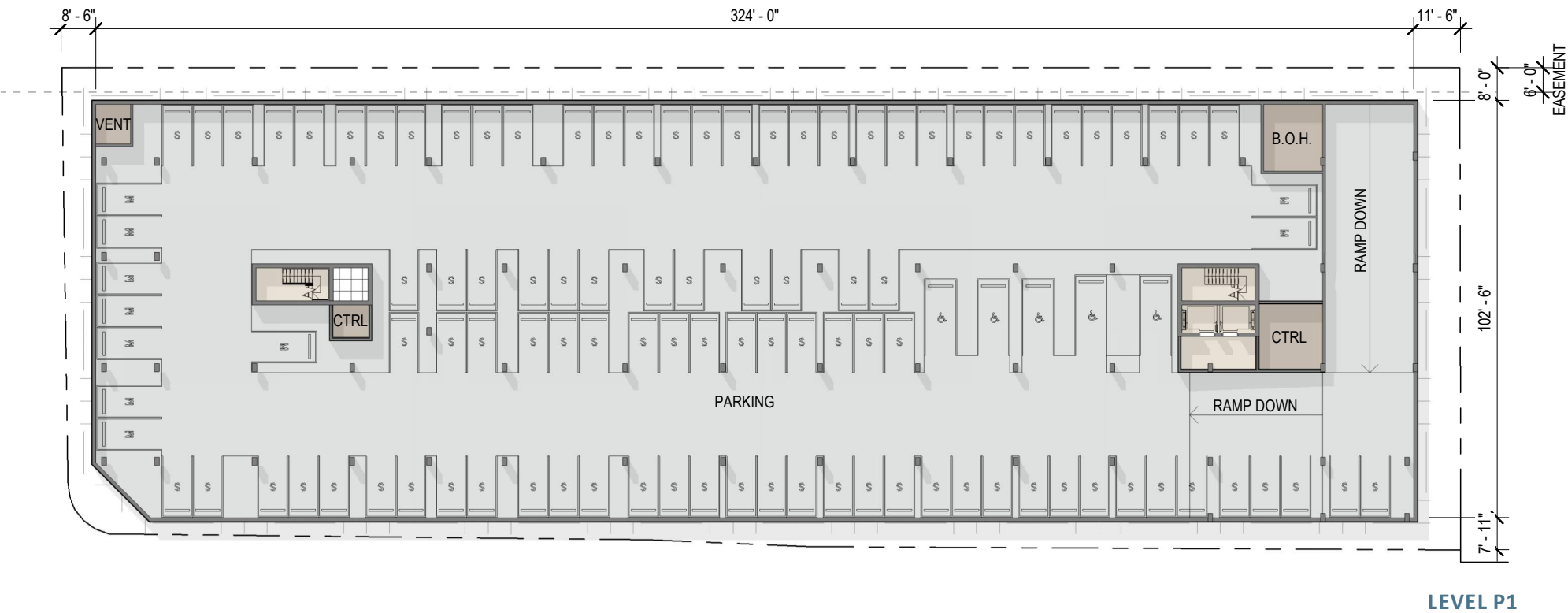
VIEW FROM NORTHEAST



VIEW FROM NORTHWEST

8.0 OPTION 1 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office











8.0 OPTION 1 | FLOOR PLANS

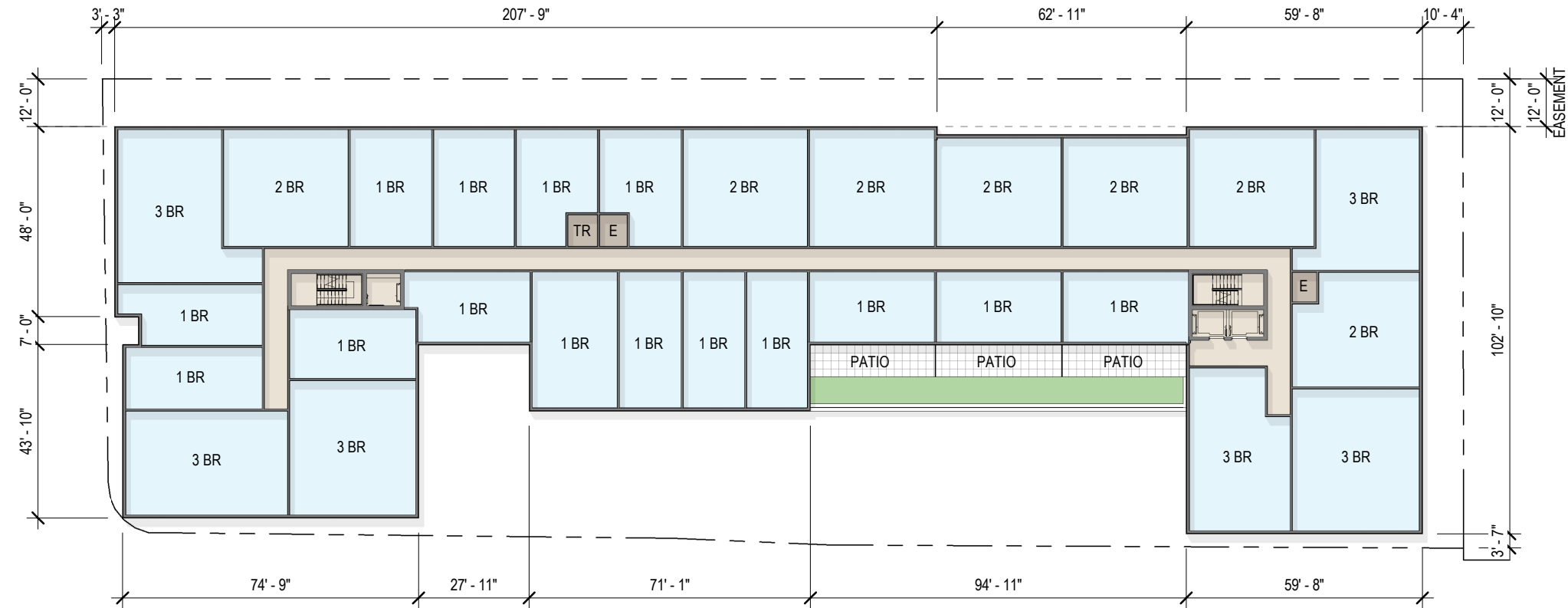
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office



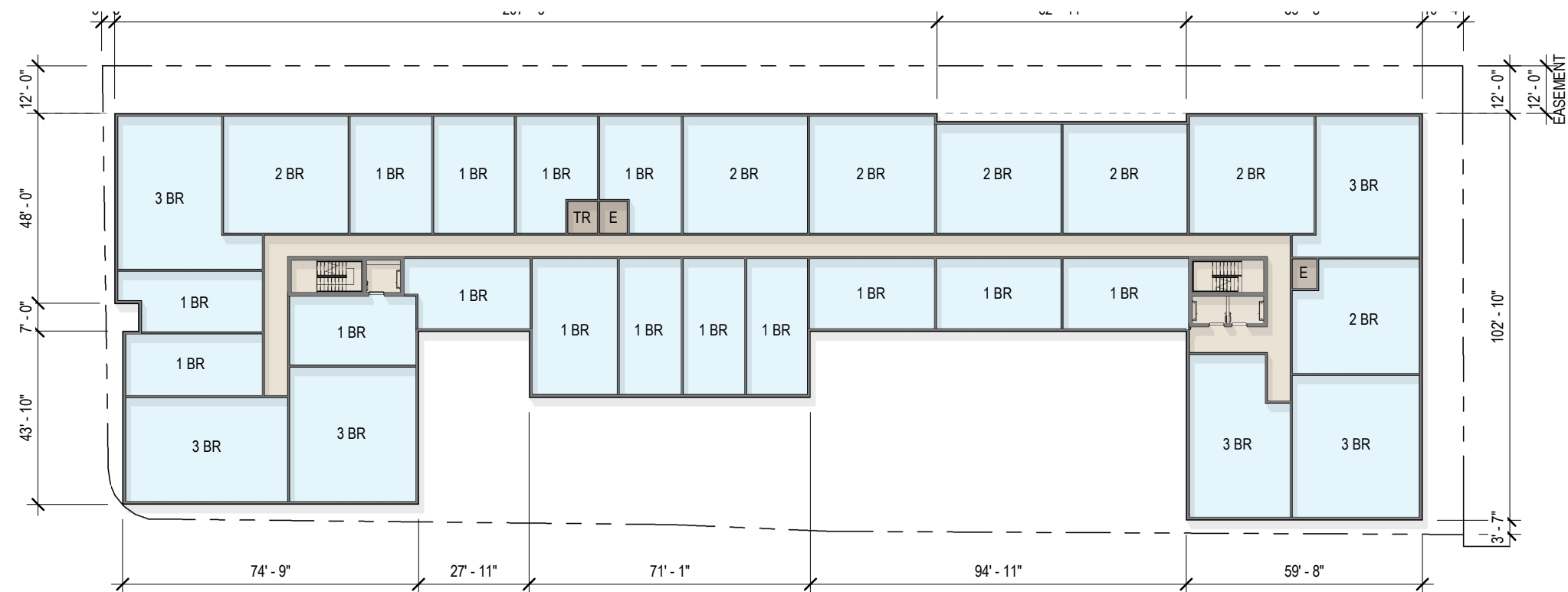
8.0 OPTION 1 | FLOOR PLANS

KEY

-  Commercial
-  Units
-  Utility / BOH
-  Circulation
-  Planting Strip / Landscape
-  Residential Amenity
-  Parking
-  Leasing Office



LEVEL 4

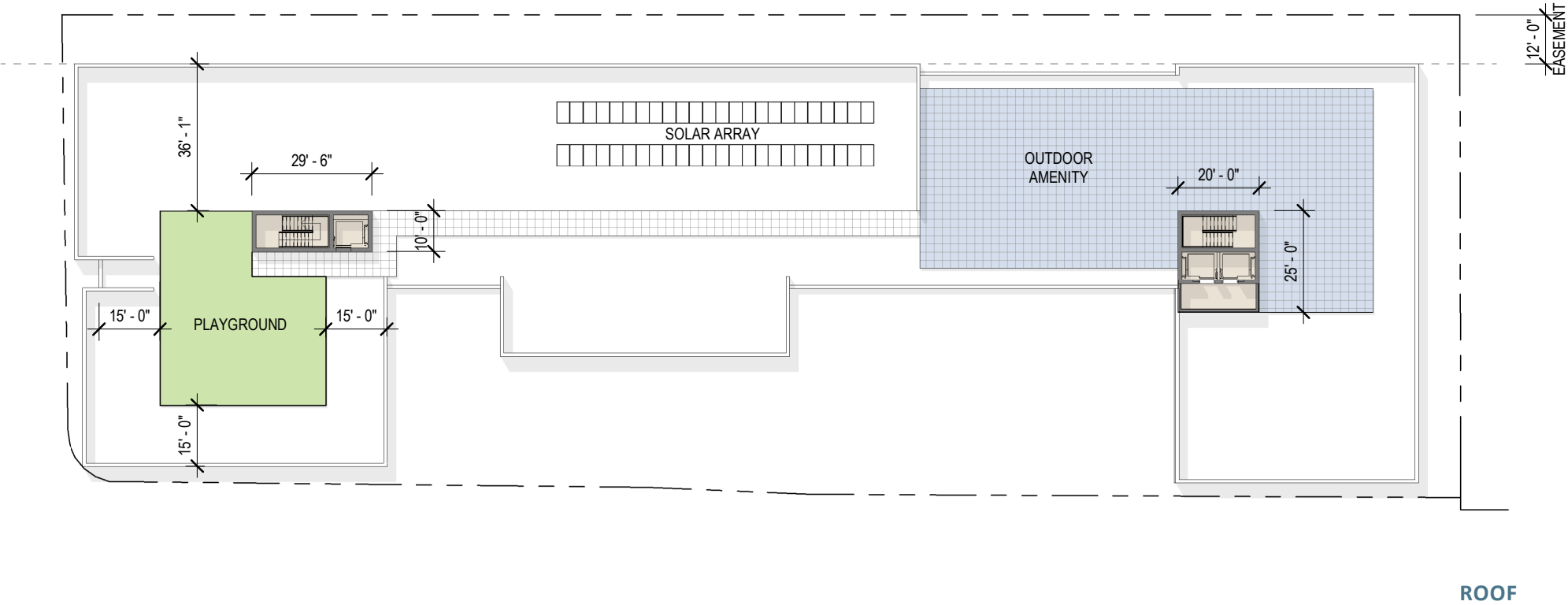


LEVELS 5-7



8.0 OPTION 1 | FLOOR PLANS

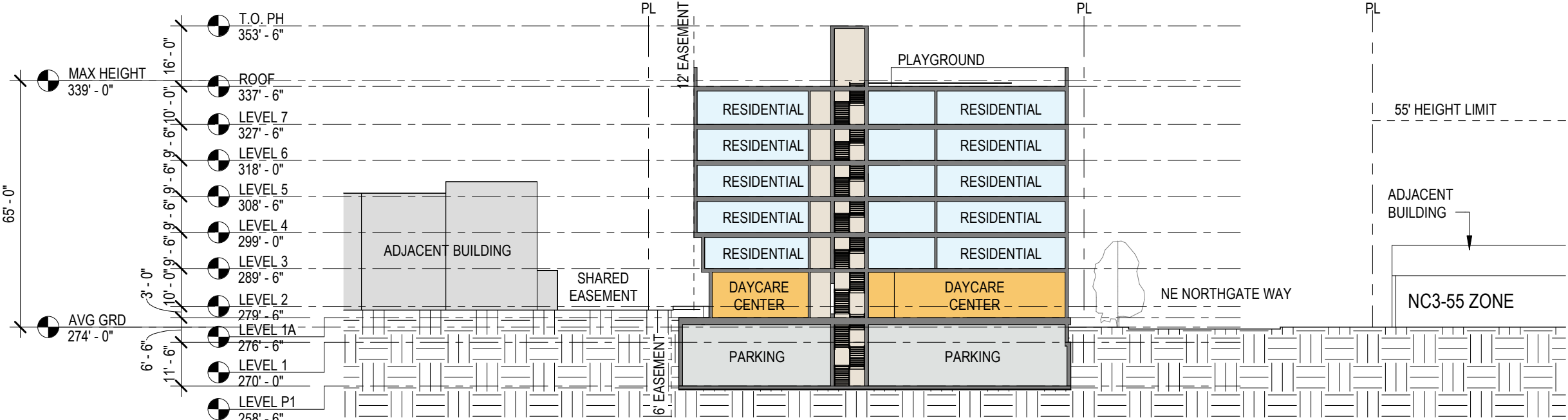
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office



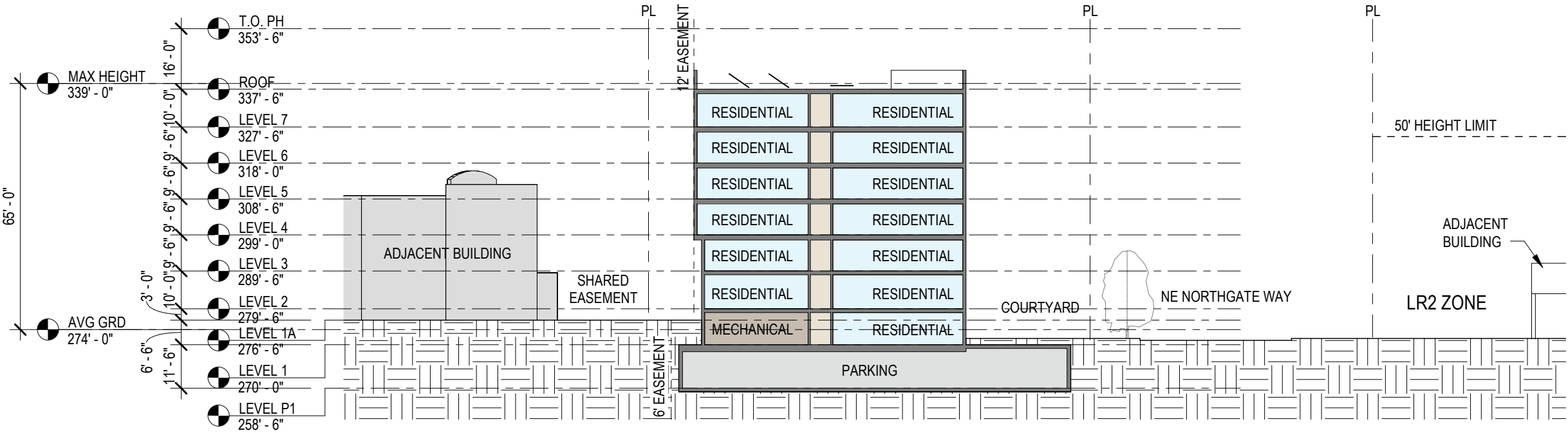
8.0 OPTION 1 | SECTIONS

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking
- Leasing Office



1 | NORTH-SOUTH SECTION 1

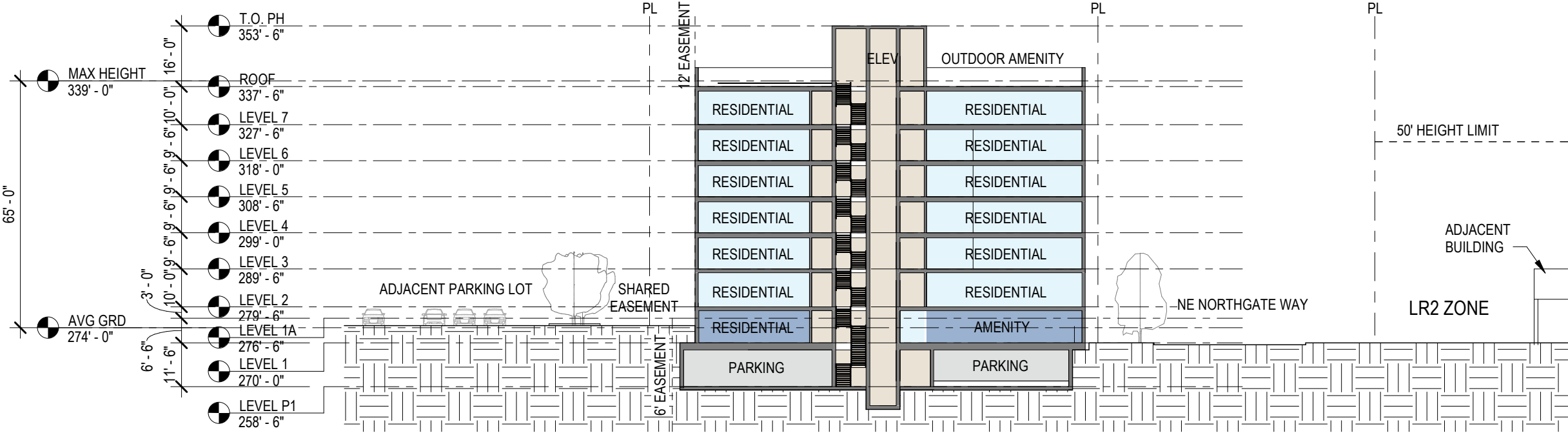


2 | NORTH-SOUTH SECTION 2

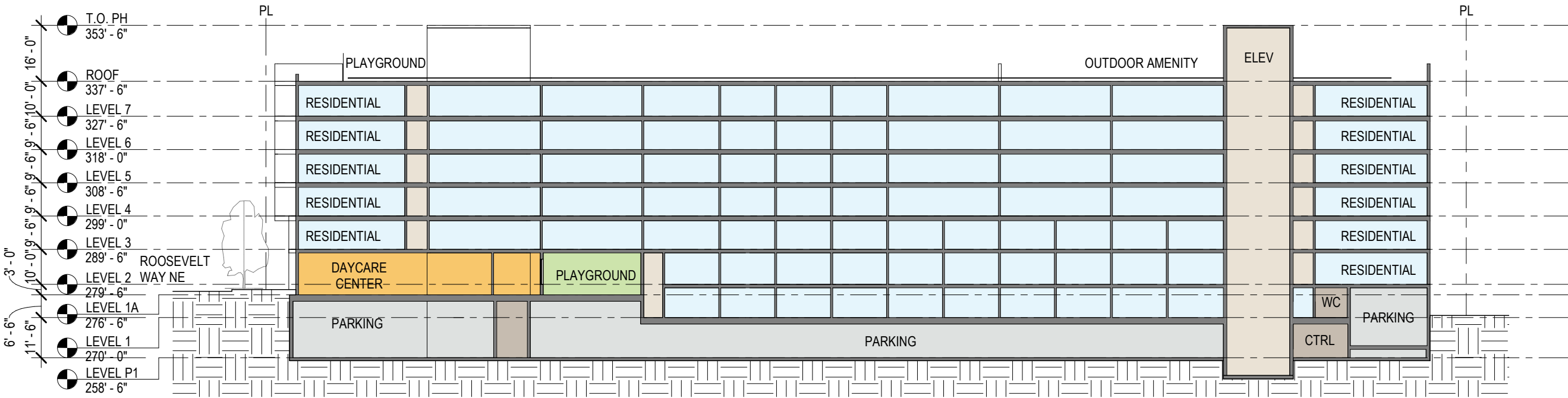
8.0 OPTION 1 | SECTIONS

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking
- Leasing Office

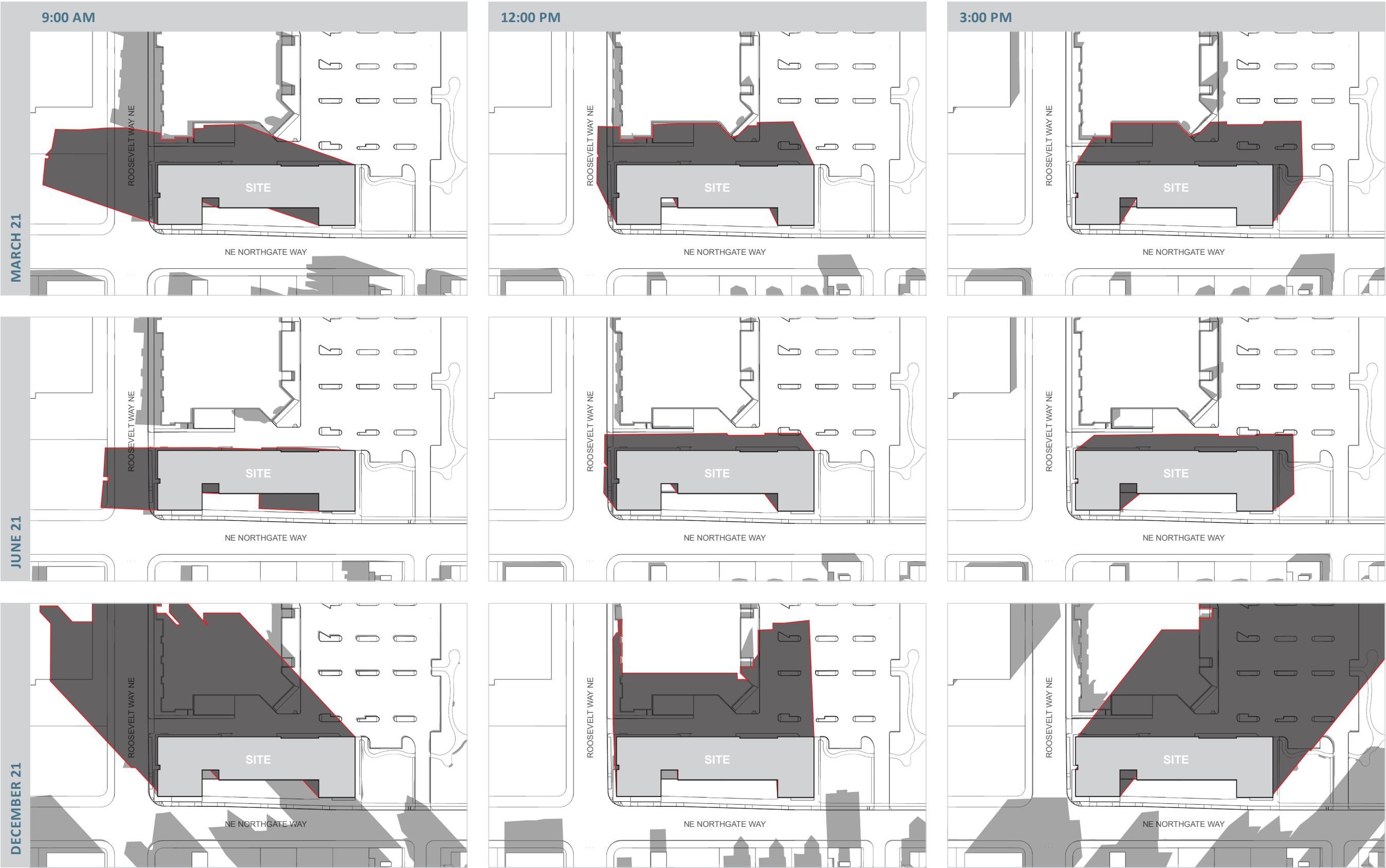


3 | NORTH-SOUTH SECTION 3



4 | EAST-WEST SECTION 1

8.0 OPTION 1 | SHADOW STUDY



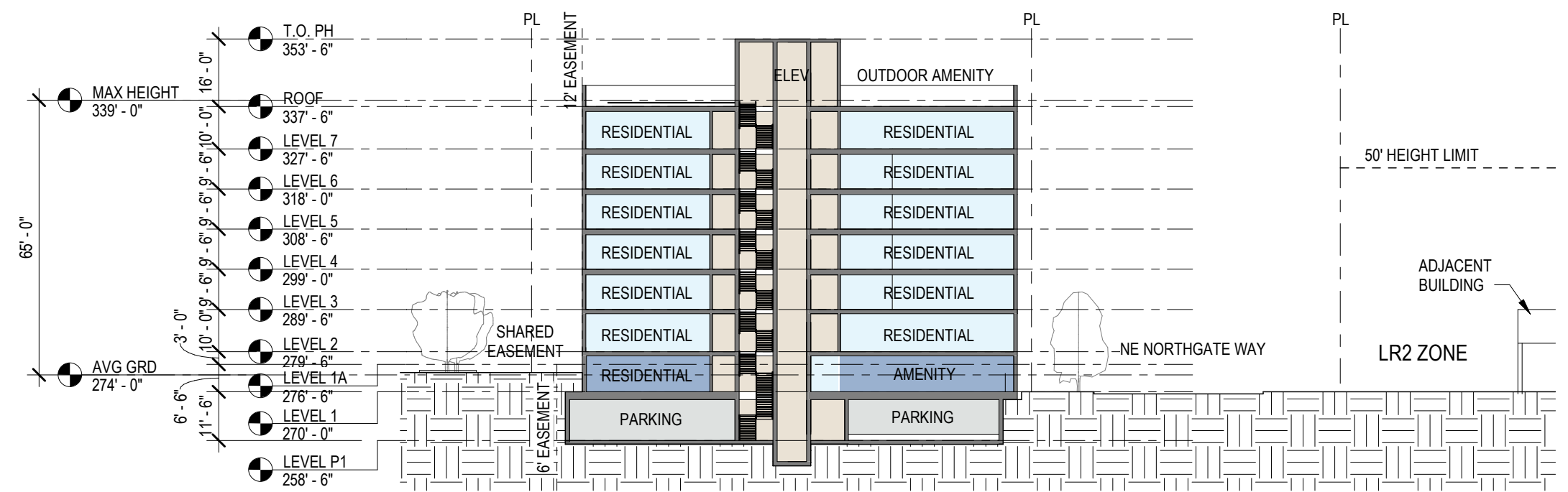
8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | MASSING COMPARISON

CONTRACT REZONE SUMMARY

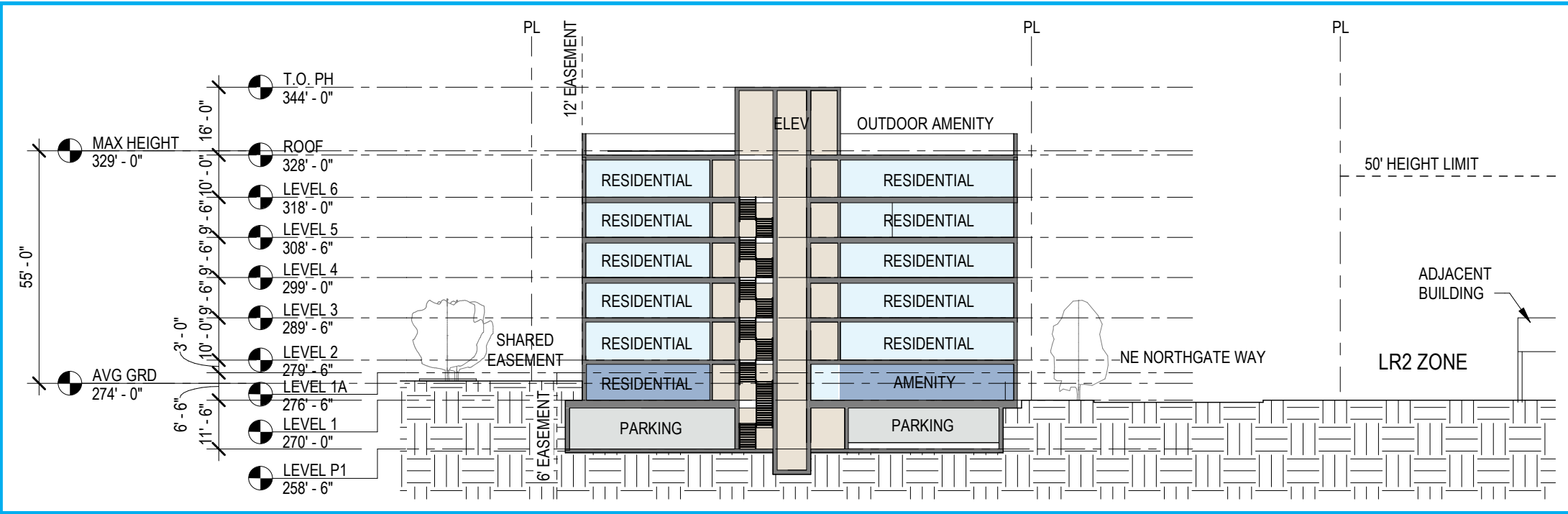
The proposed site is subject to a contract rezone which would increase both the building’s potential height limit and maximum floor area ratio. The current 55 foot height limit would be increased to 65 feet and the current FAR of 3.75 would be increase to 4.25. This would allow room for an additional floor of livable space and would increase the number of affordable dwelling units that the site could possess.

An alternative design shown here follows the current zoning and is used to compare the impact that the rezoning would have on the site. One floor of residences are removed from the design while all other features remain similar.

CONTRACT REZONE WITH 65’ HEIGHT LIMIT



CURRENT ZONING WITH 55’ HEIGHT LIMIT



- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office

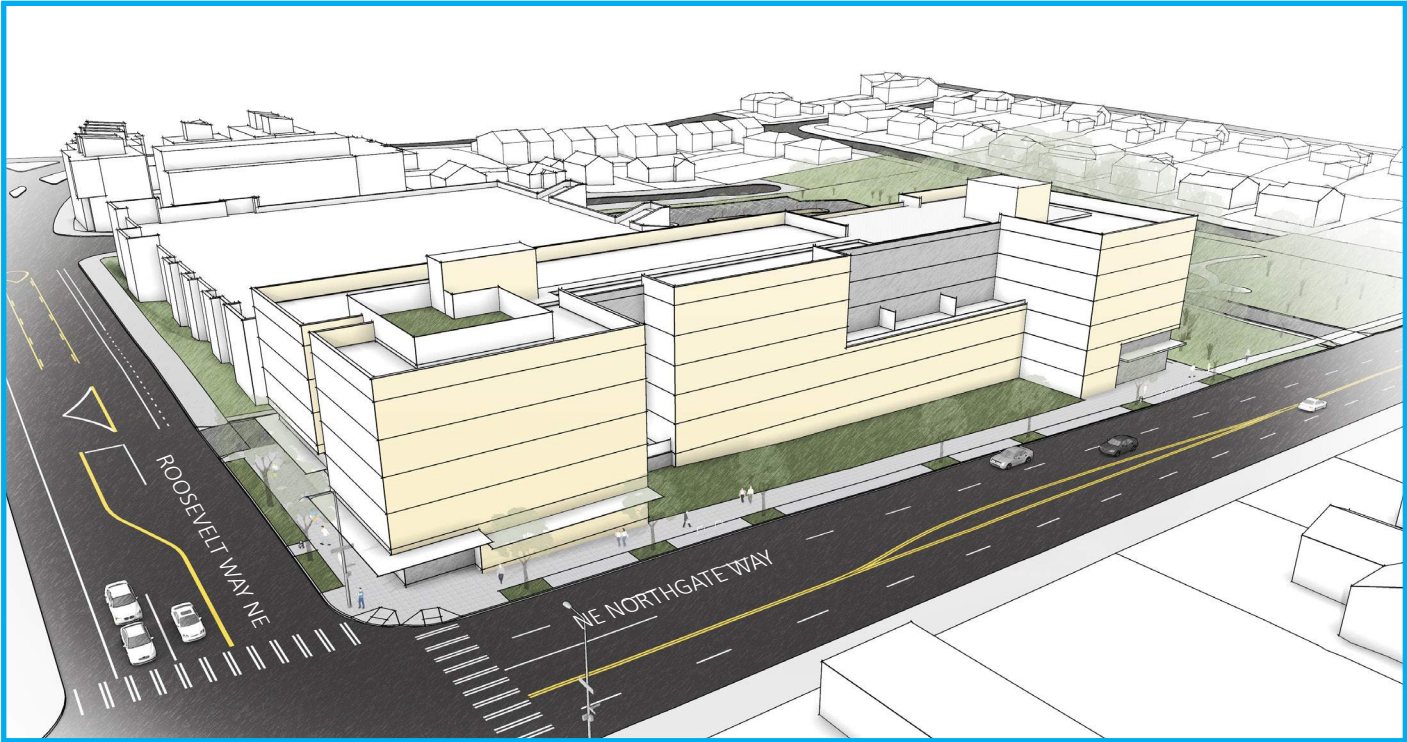
NORTH-SOUTH SECTION

8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | MASSING COMPARISON

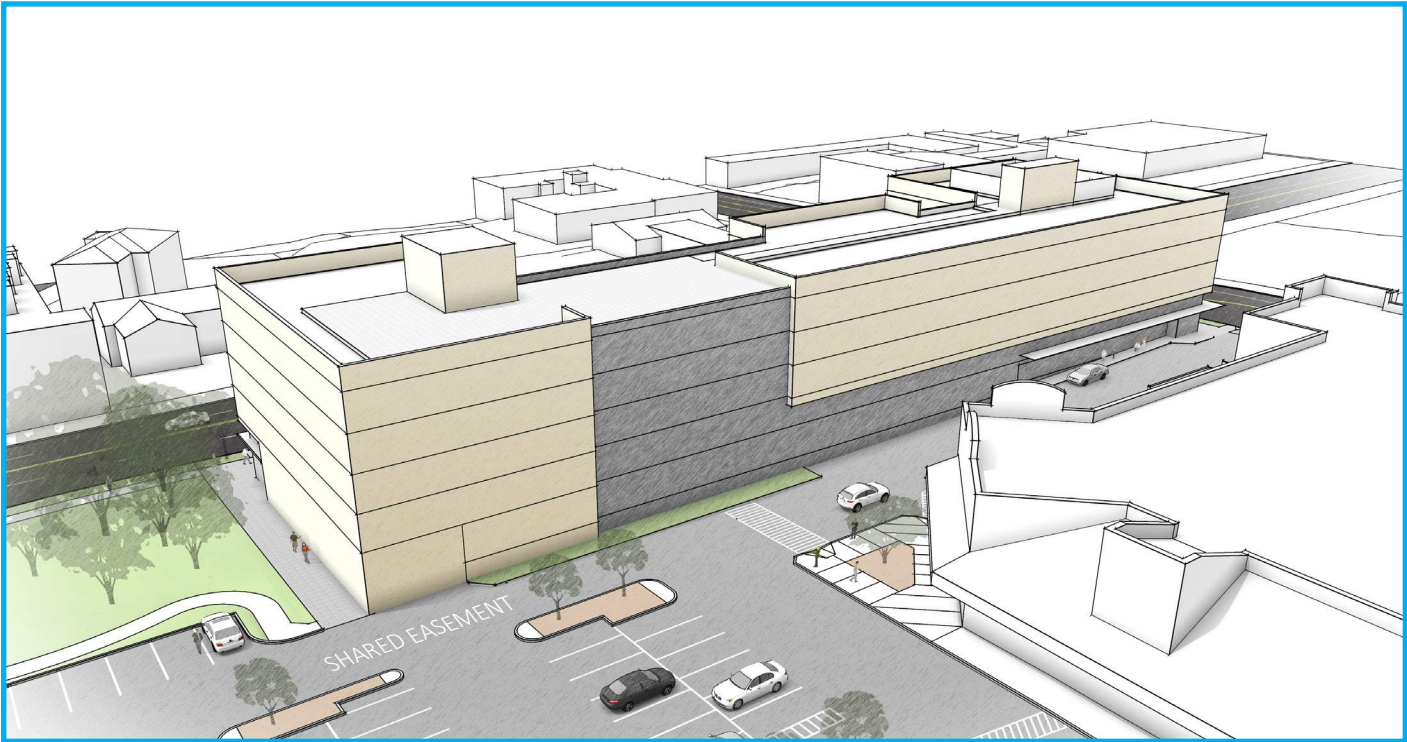
CONTRACT REZONE WITH 65’ HEIGHT LIMIT



CURRENT ZONING WITH 55’ HEIGHT LIMIT



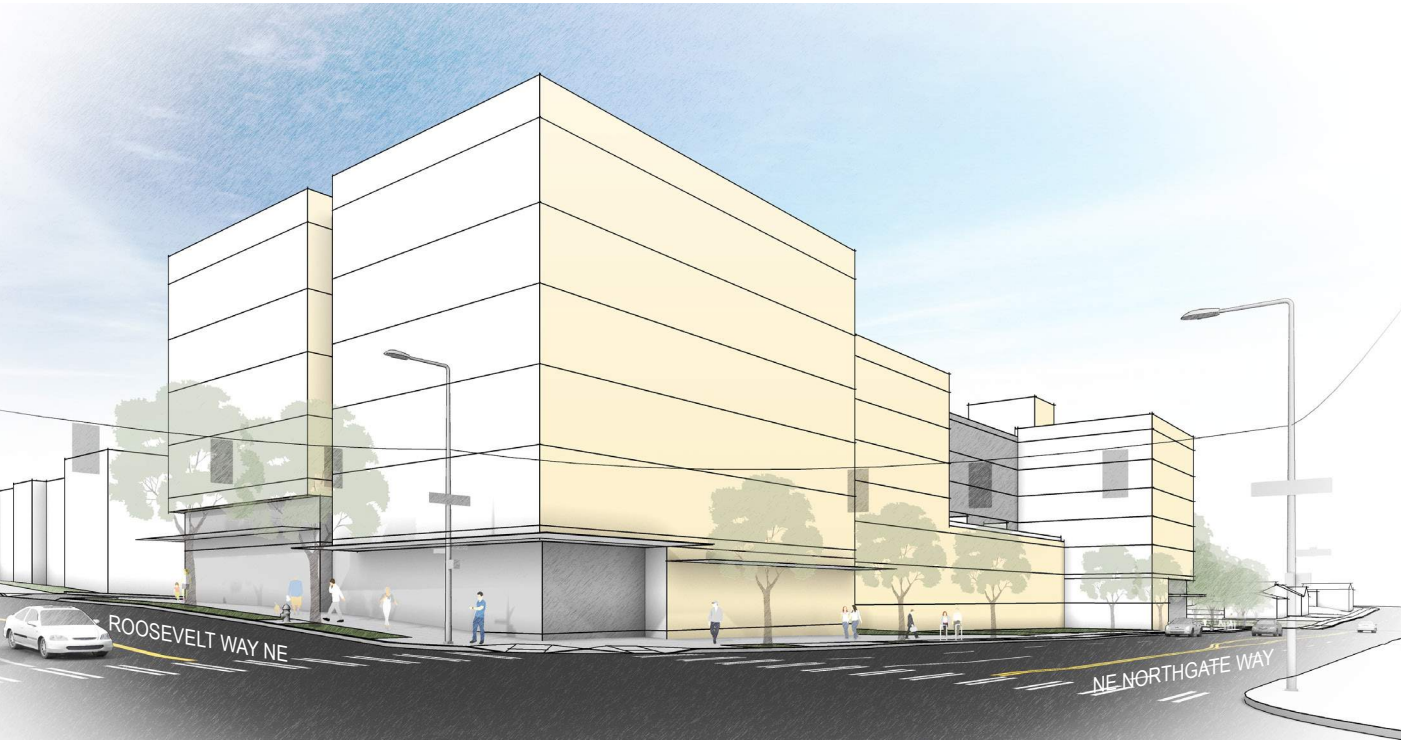
VIEW FROM SOUTHWEST



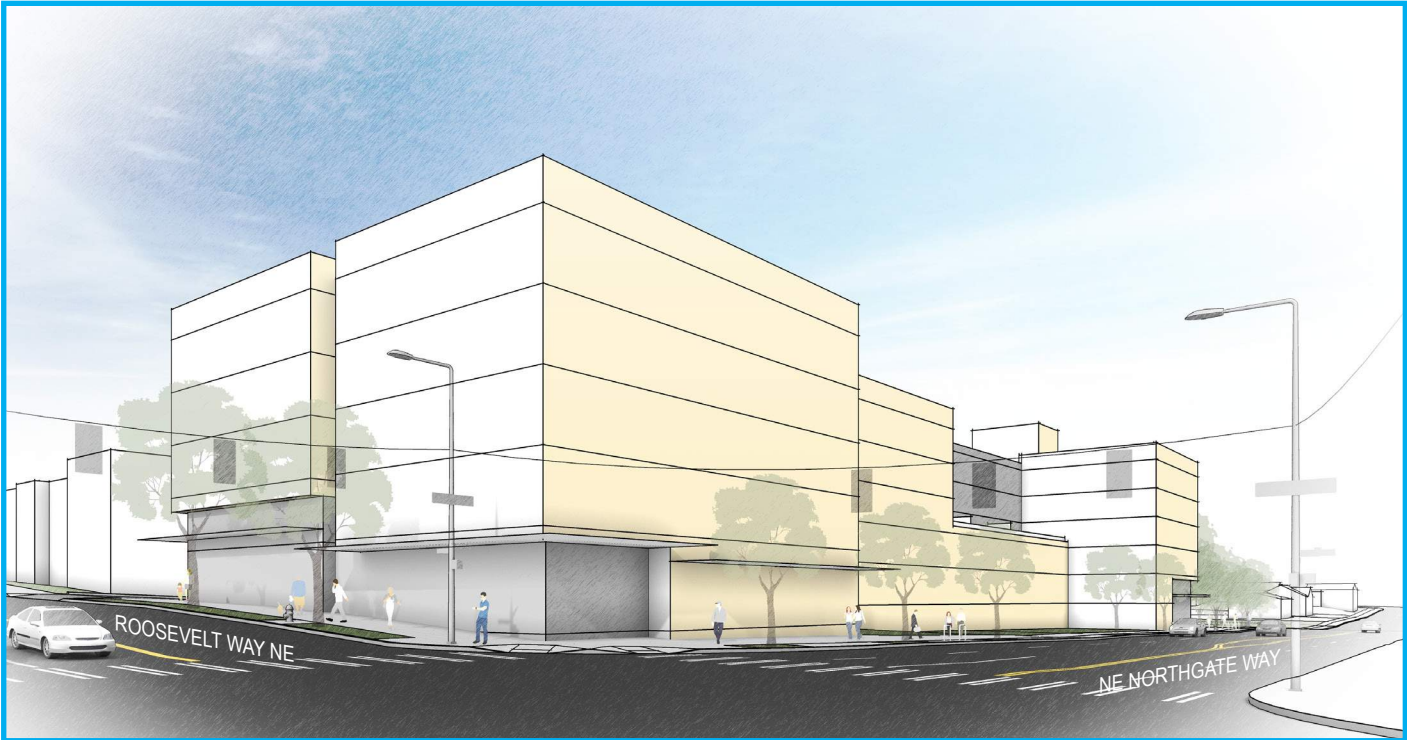
VIEW FROM SOUTHEAST

8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | MASSING COMPARISON

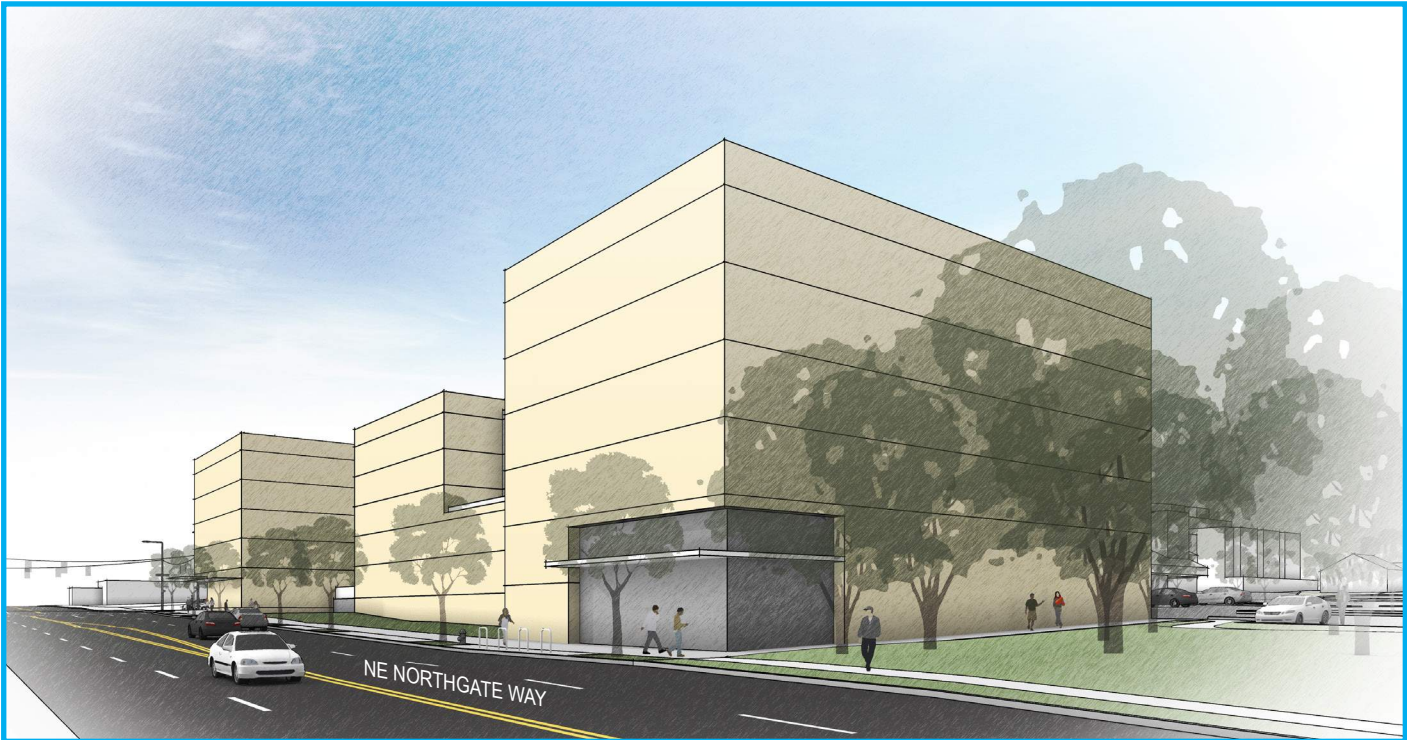
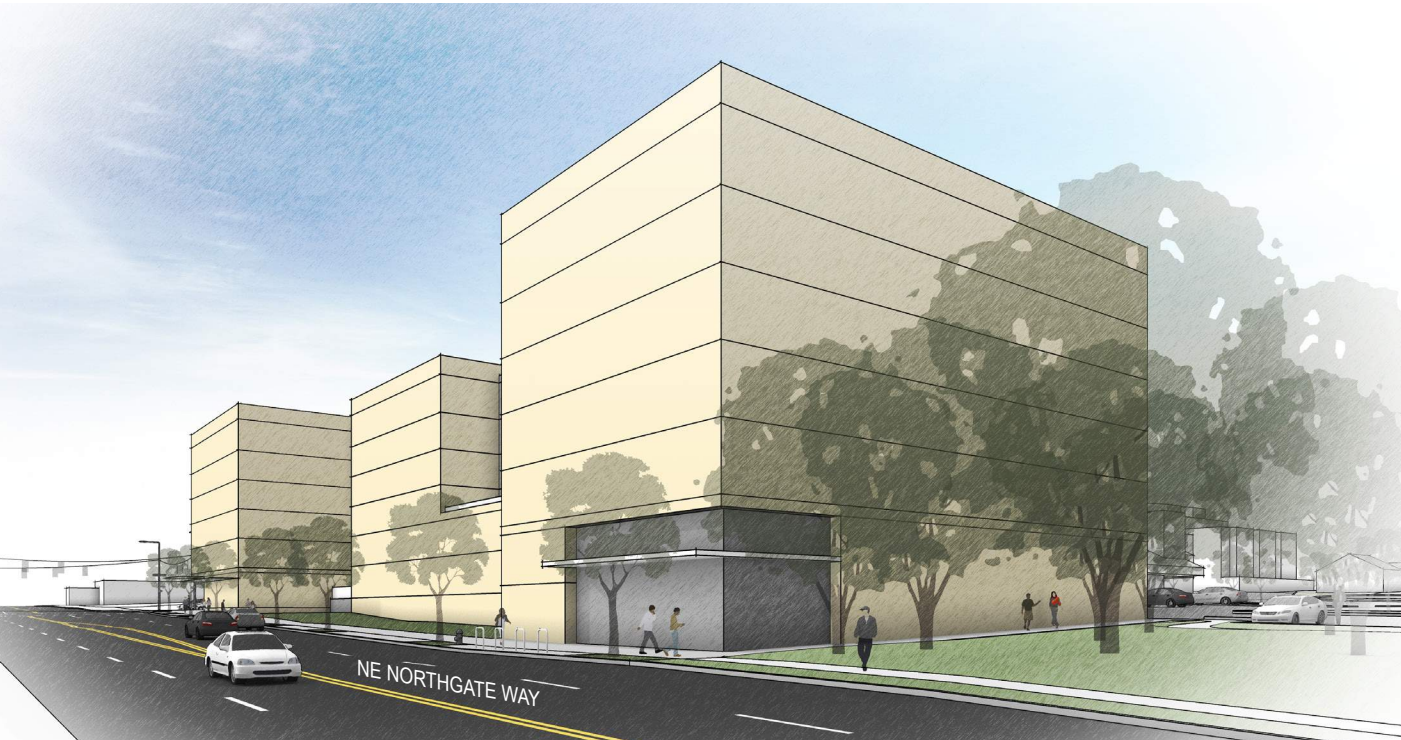
CONTRACT REZONE WITH 65’ HEIGHT LIMIT



CURRENT ZONING WITH 55’ HEIGHT LIMIT



VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST

8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | MASSING COMPARISON

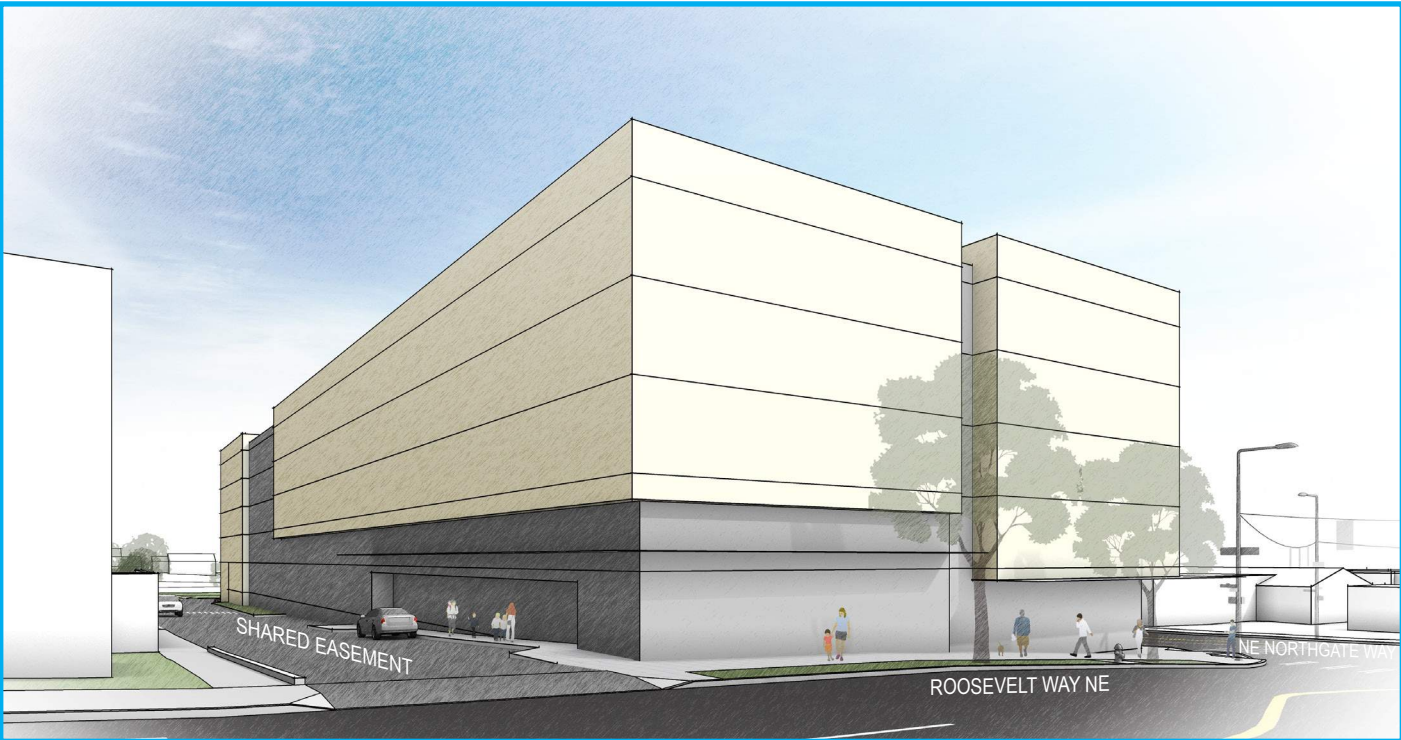
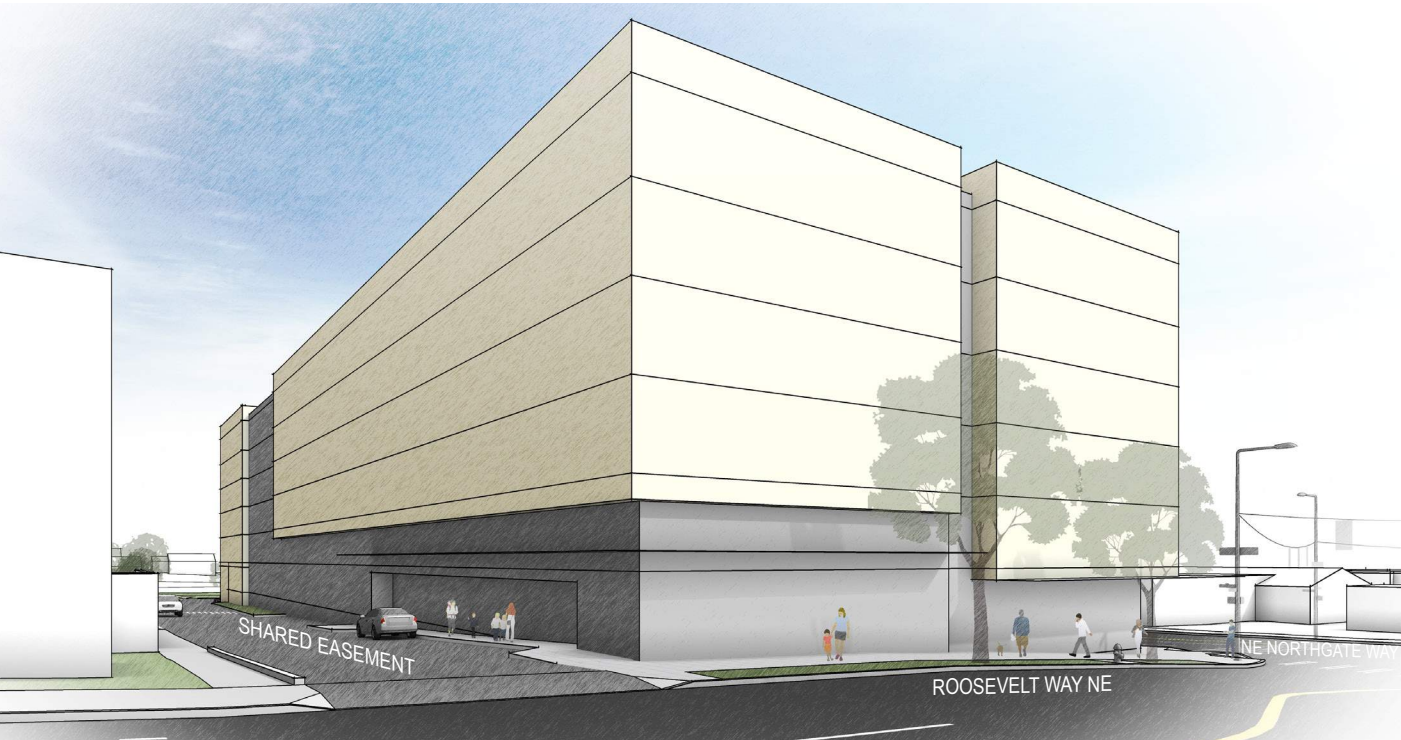
CONTRACT REZONE WITH 65' HEIGHT LIMIT



CURRENT ZONING WITH 55' HEIGHT LIMIT

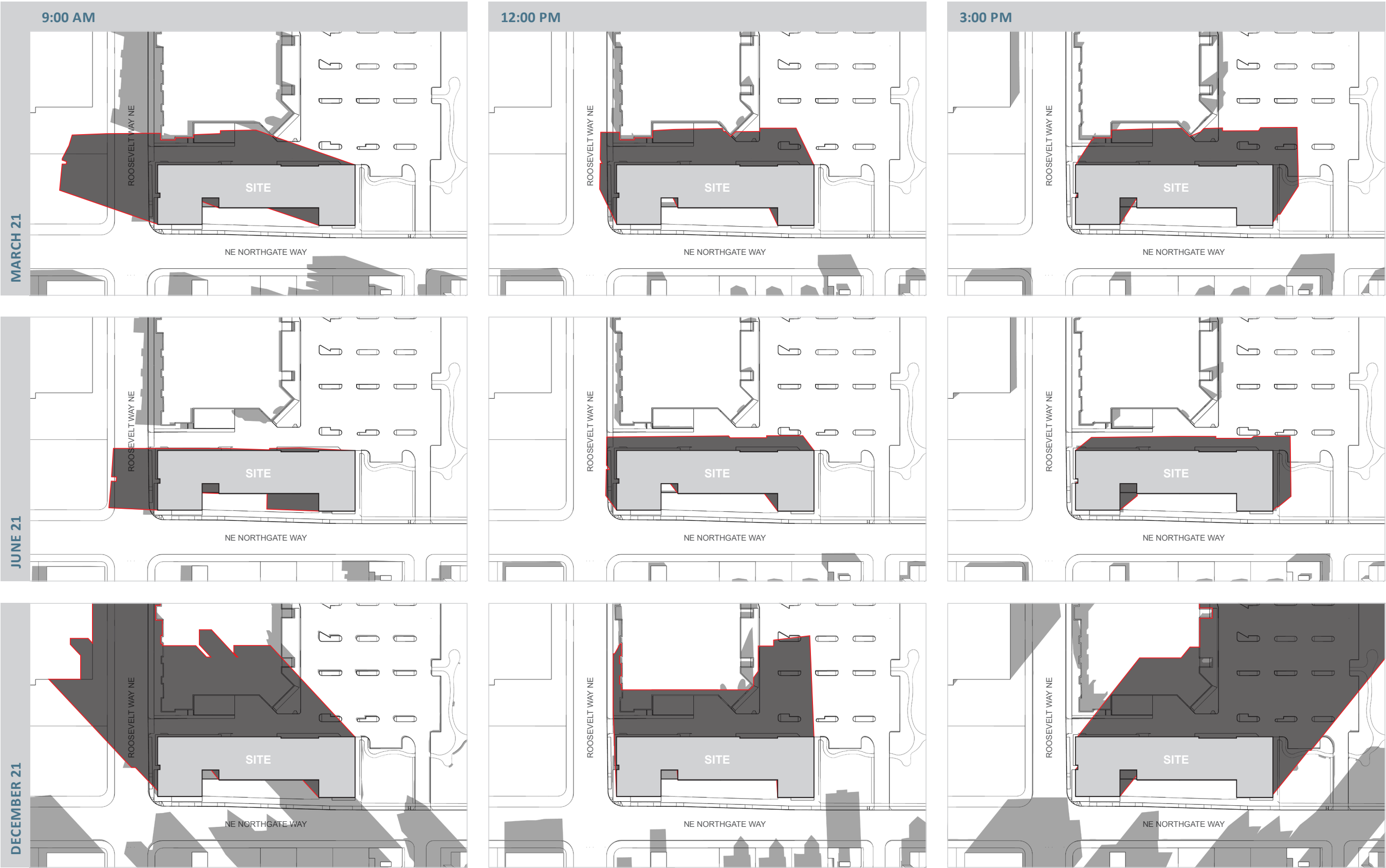


VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST

8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | SHADOW STUDY



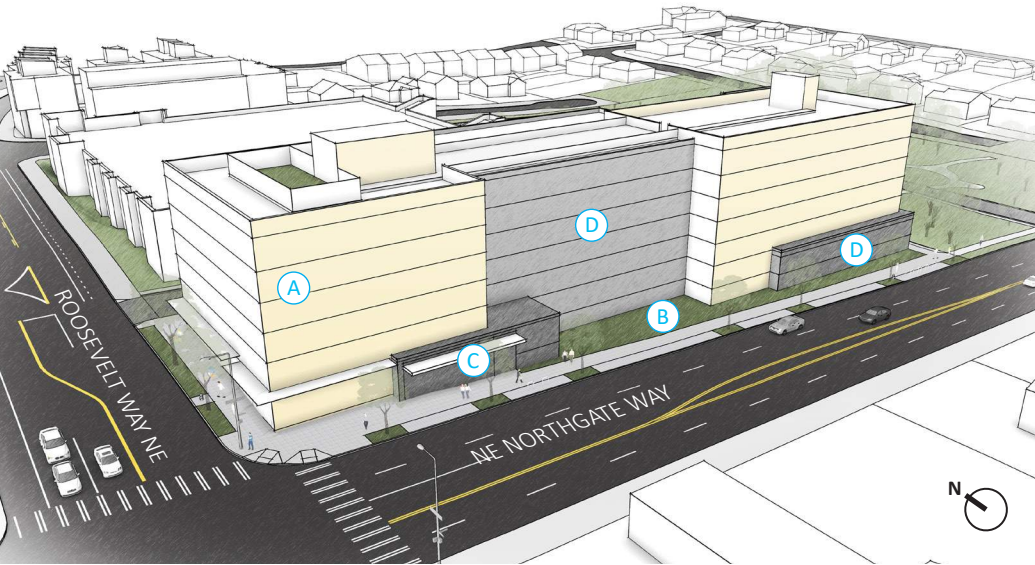
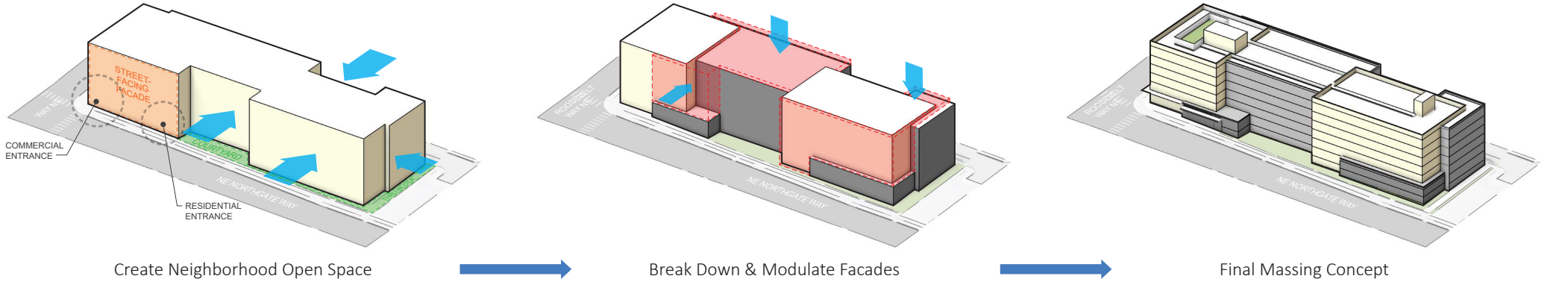
8.0 OPTION 2 | SUMMARY

DESIGN CONCEPT | ‘S’ SHAPE

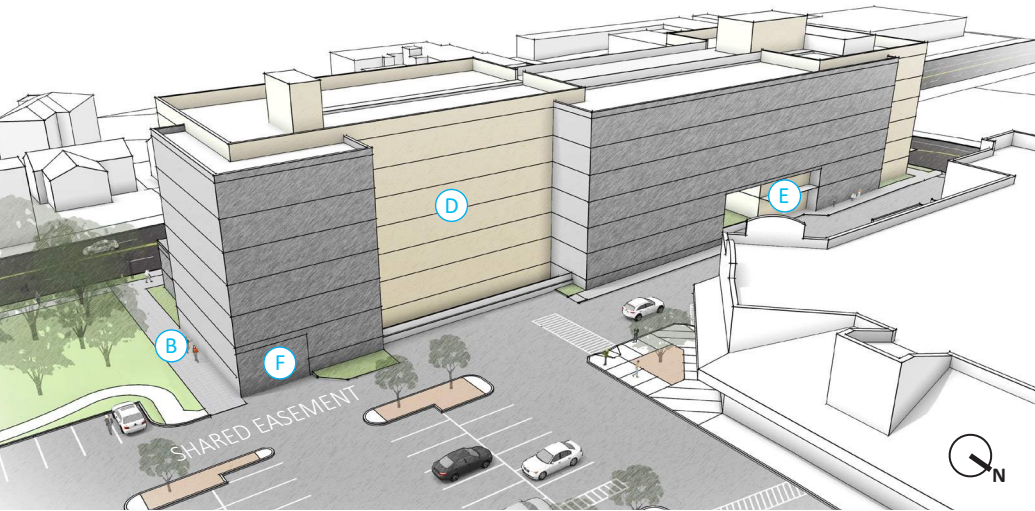
Similar to option 1, the building’s form stems from the building’s program requirements as well as its site constraints. This option studies locating the building entry towards the western half of the site in order to provide more open space for the eastern half which sits adjacent to lowrise housing. Other goals are as follows:

- Create strong commercial and residential presence on corner of NE Northgate Way and Roosevelt Way NE
- Push and pull building where feasible to provide landscaping on north and south facades; Results in building’s ‘S’ shape footprint
- Provide pedestrian connection on east side of site
- Modulate facade to provide more visual interest and create a series of intersecting masses
- Provide additional modulation and setbacks at ground-levels to provide human-scaled datum lines

CONCEPT DIAGRAMS



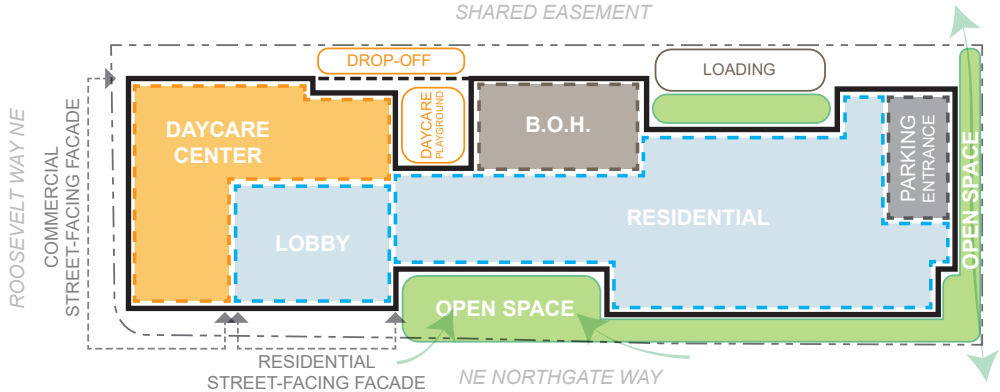
AERIAL VIEW FROM SOUTHWEST



AERIAL VIEW FROM NORTHEAST

- | | | |
|-----------------------------------|-----------------------------------|------------------------|
| (A) Pronounced massing at corner | (C) Articulated building entrance | (E) Daycare playground |
| (B) Large ground-level open space | (D) Facade modulation | (F) Garage access |

CONCEPTUAL PROGRAMMING DIAGRAM



DESIGN INSPIRATION



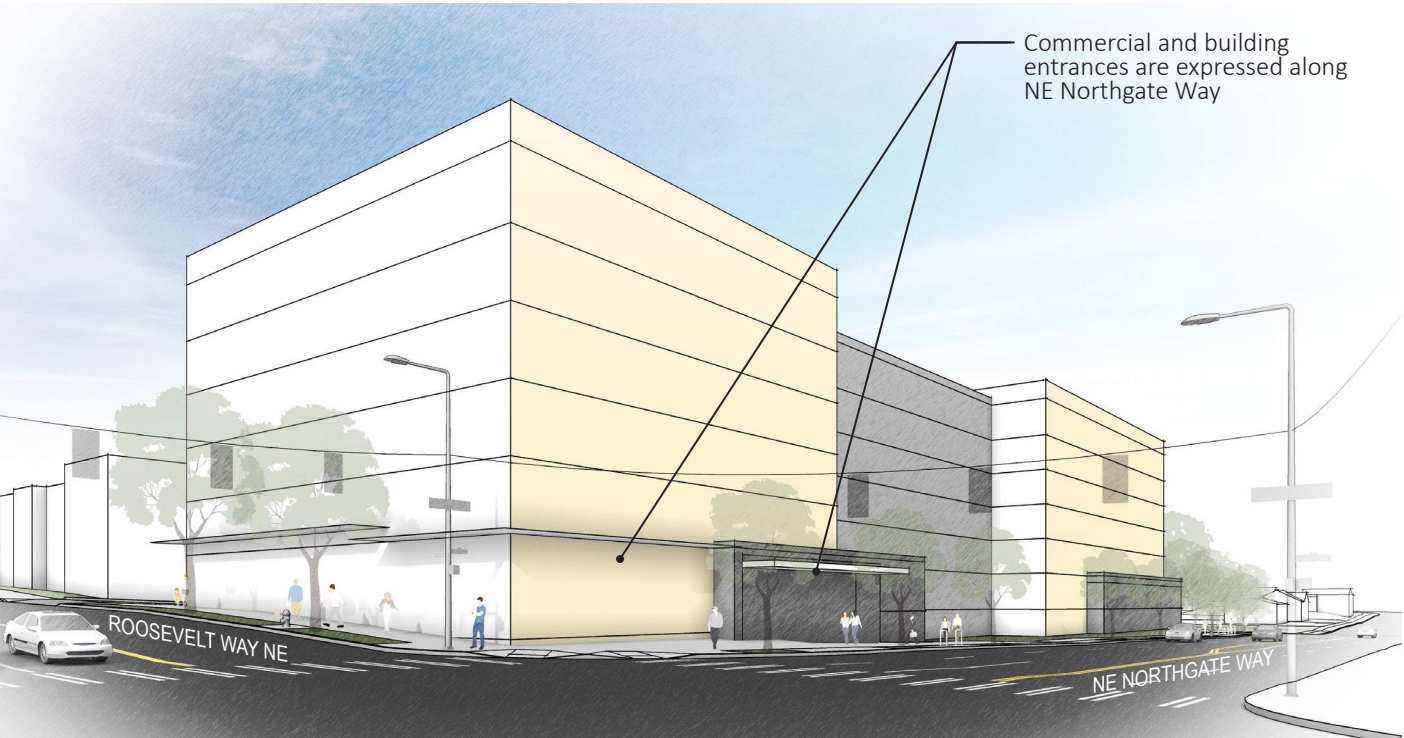
Datums and materiality at ground-levels provide visual weight



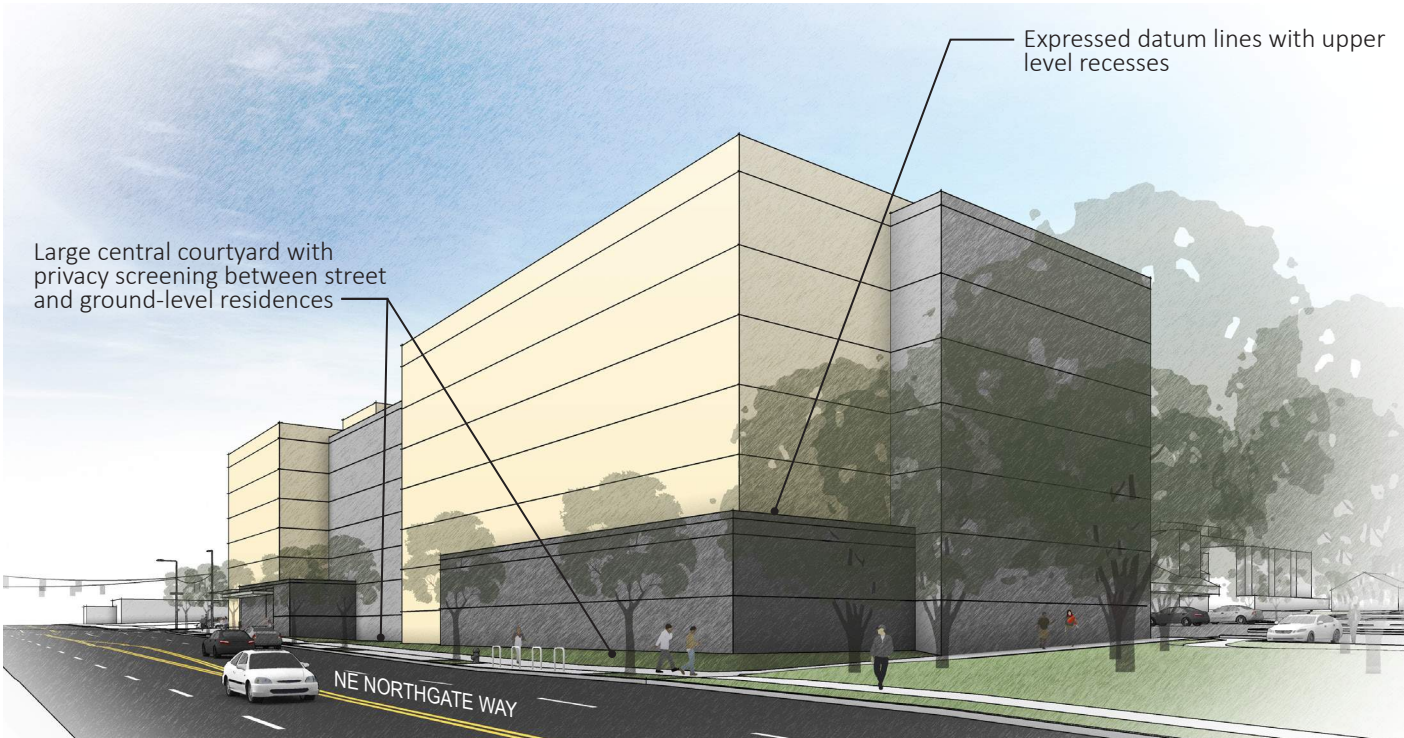
Intersecting masses with unique materials and patterning

8.0 OPTION 2 | MASSING

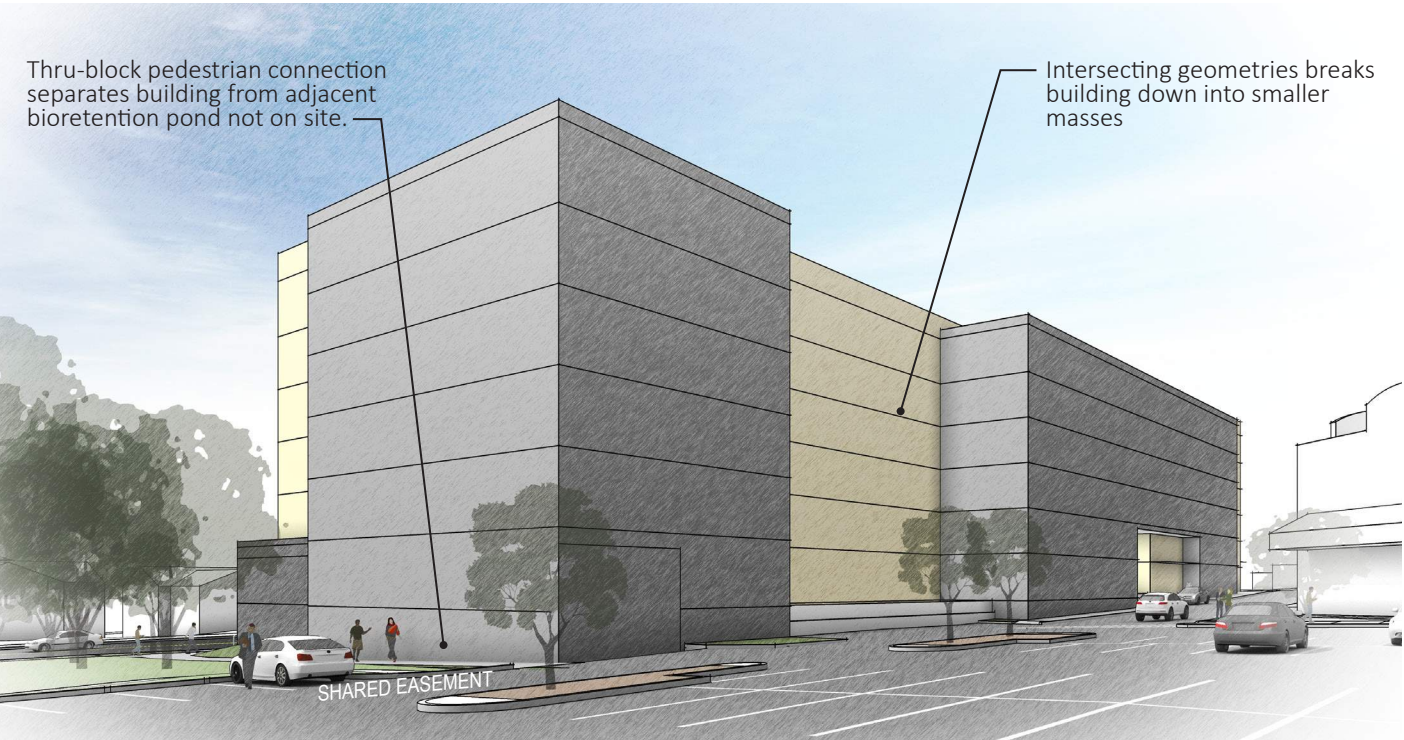
DESIGN ANALYSIS



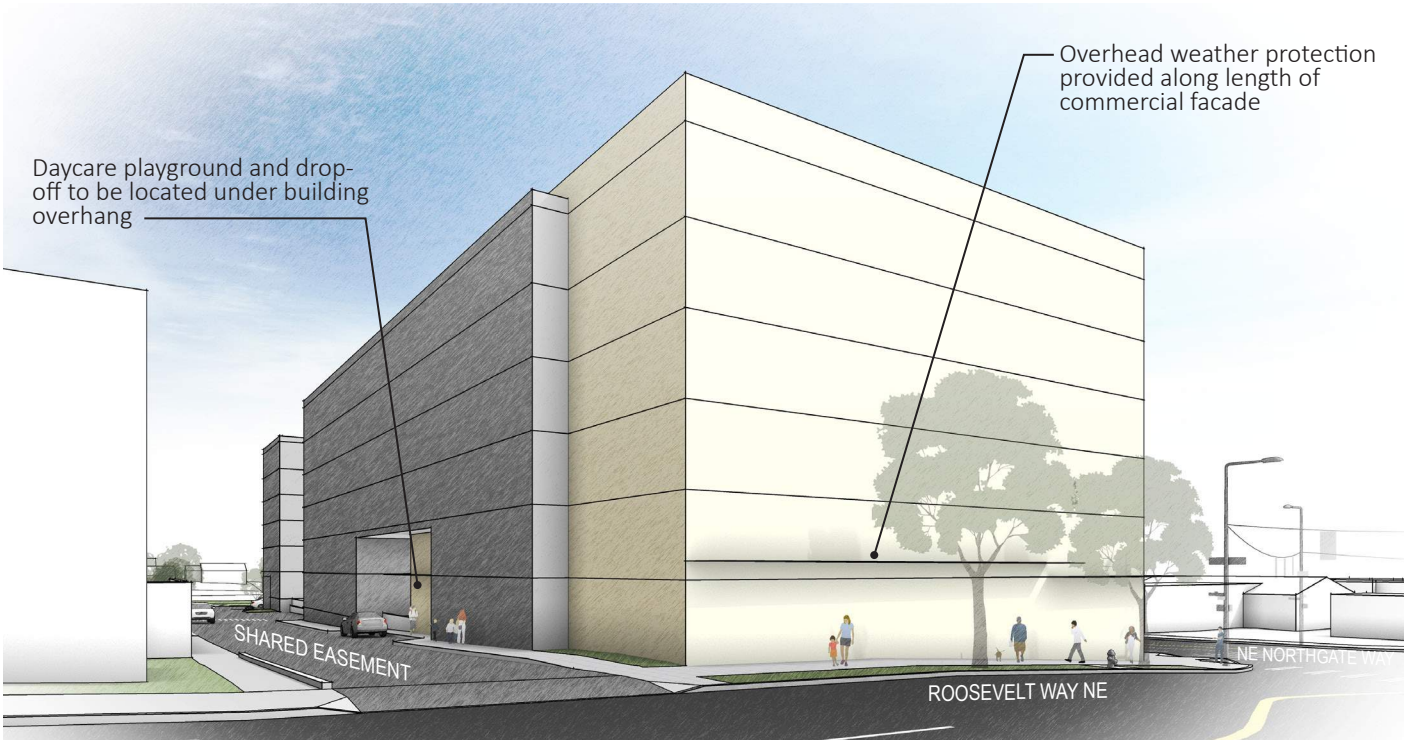
VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST



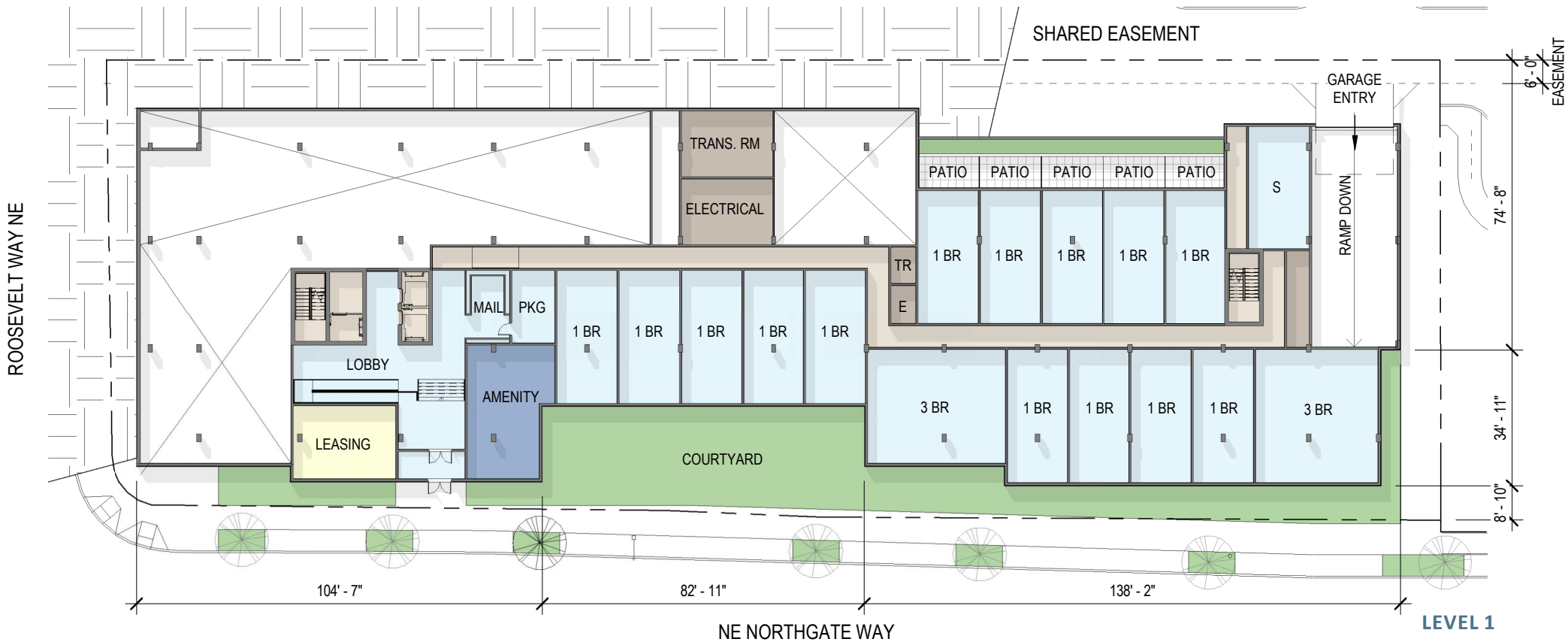
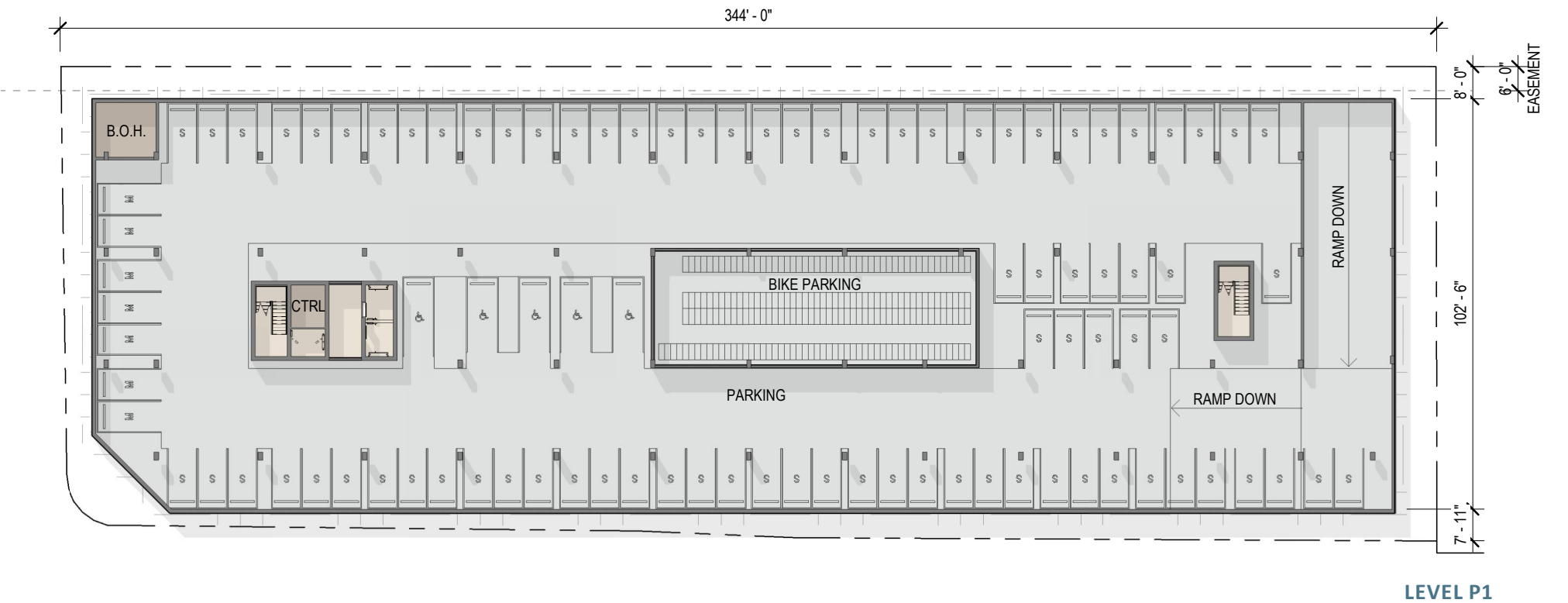
VIEW FROM NORTHEAST



VIEW FROM NORTHWEST

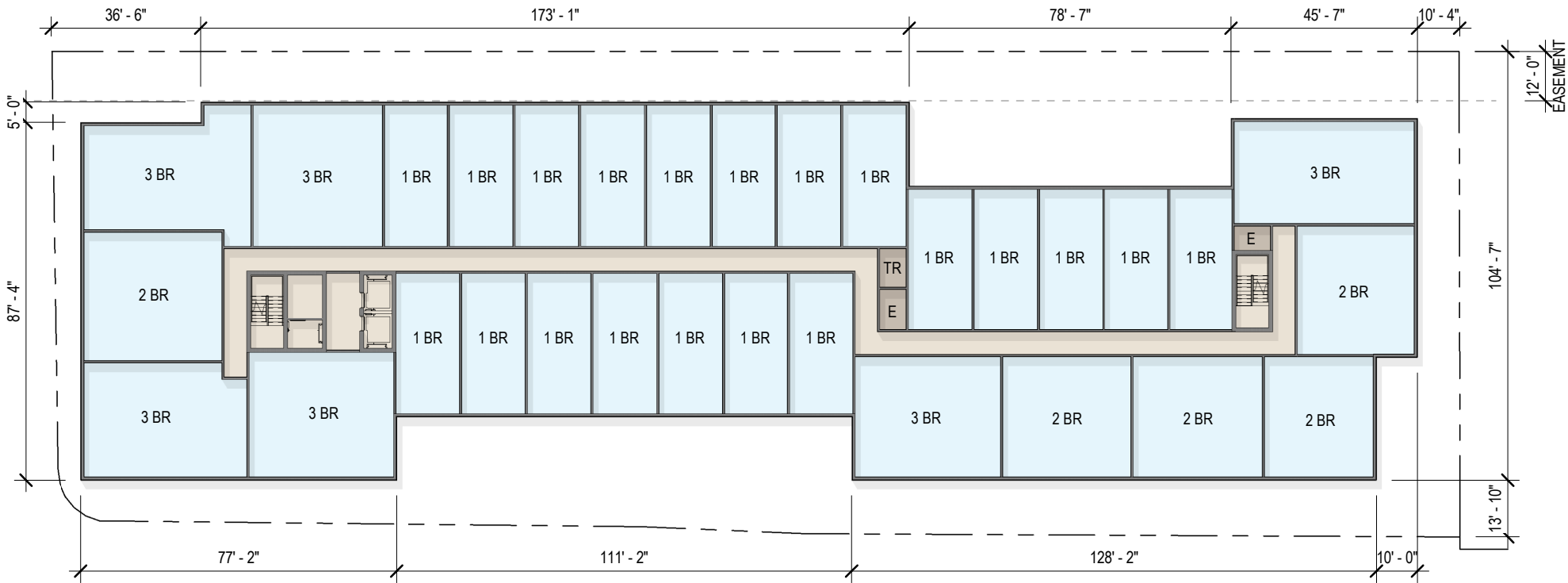
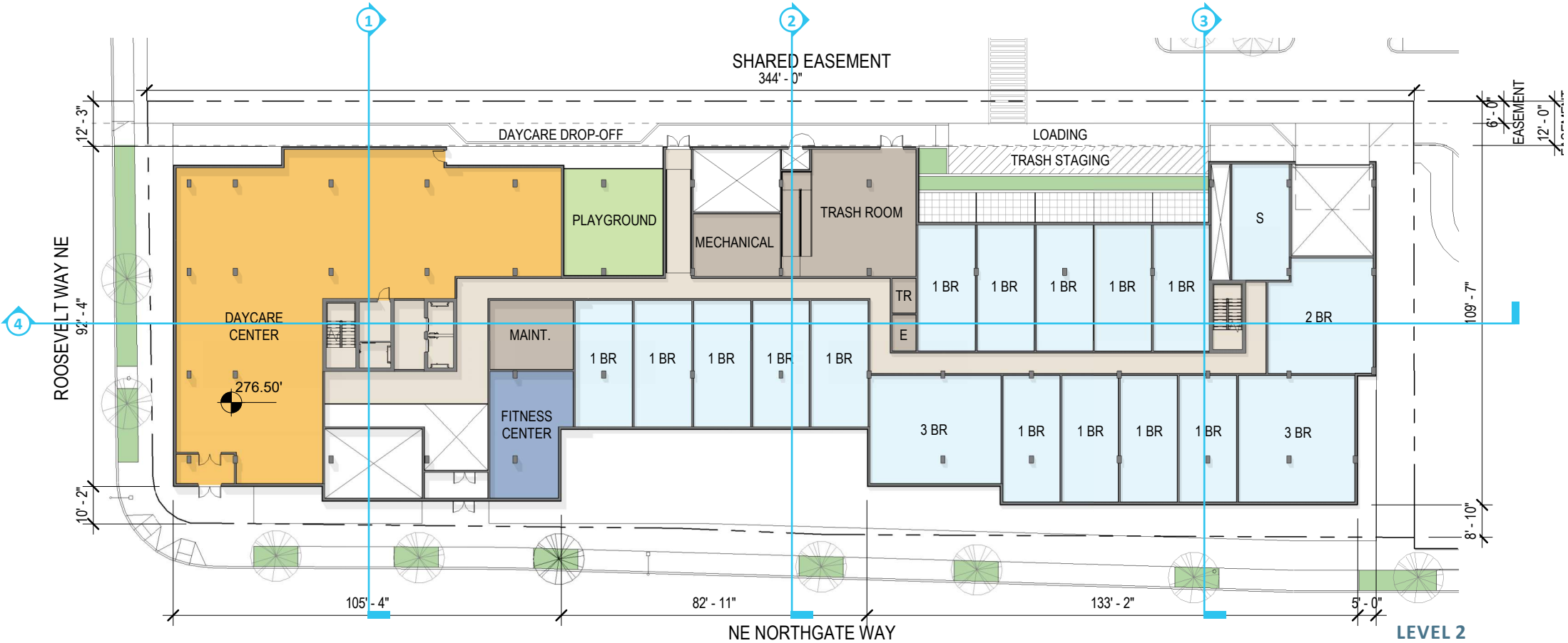
8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office



8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office

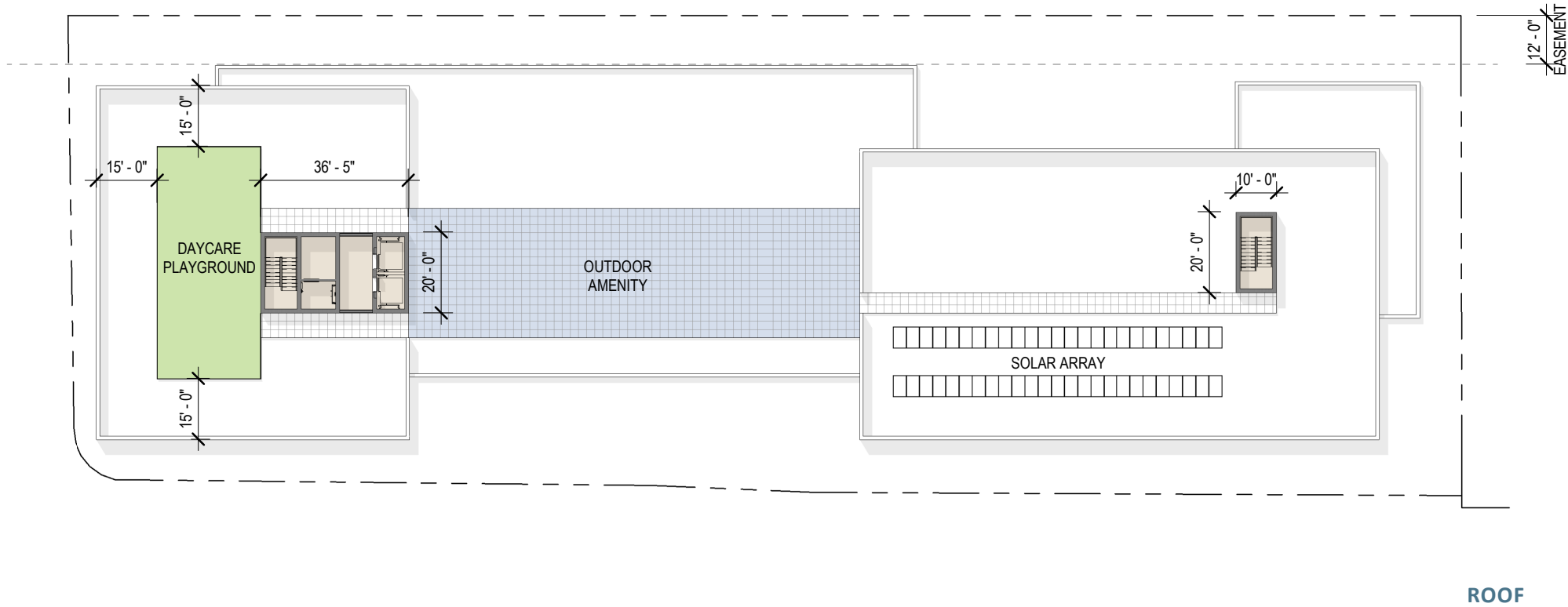


LEVELS 3-7



8.0 OPTION 2 | FLOOR PLANS

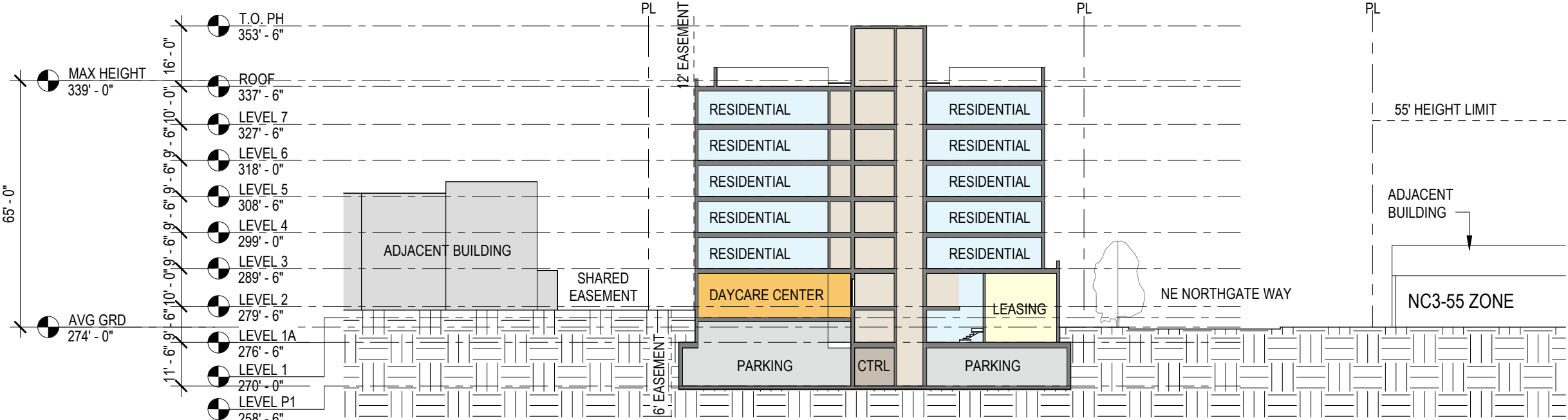
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office



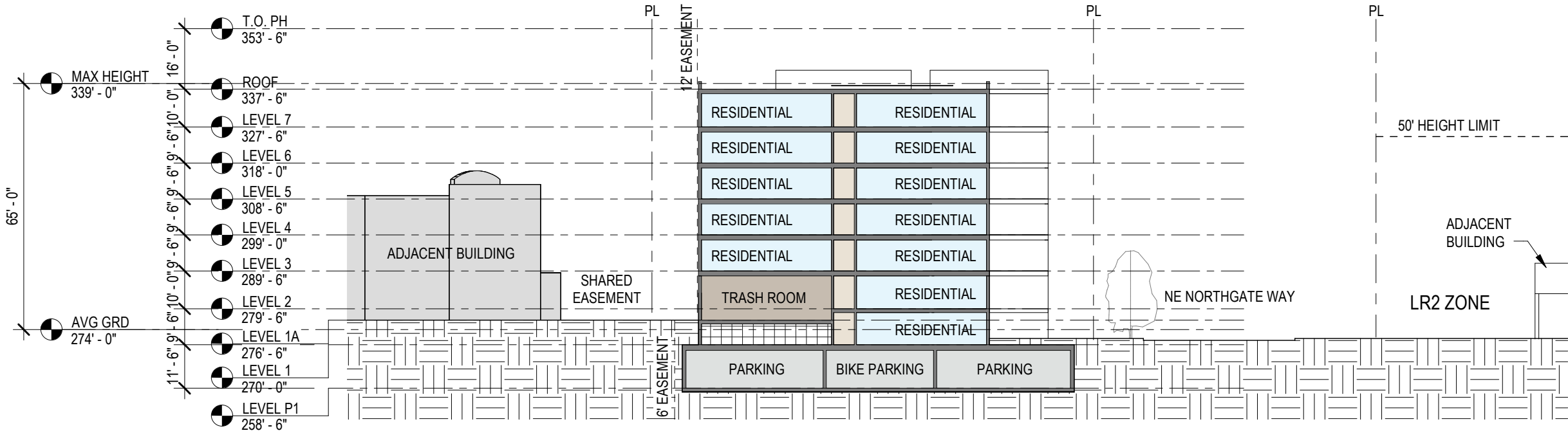
8.0 OPTION 2 | SECTIONS

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking
- Leasing Office



1 | NORTH-SOUTH SECTION 1

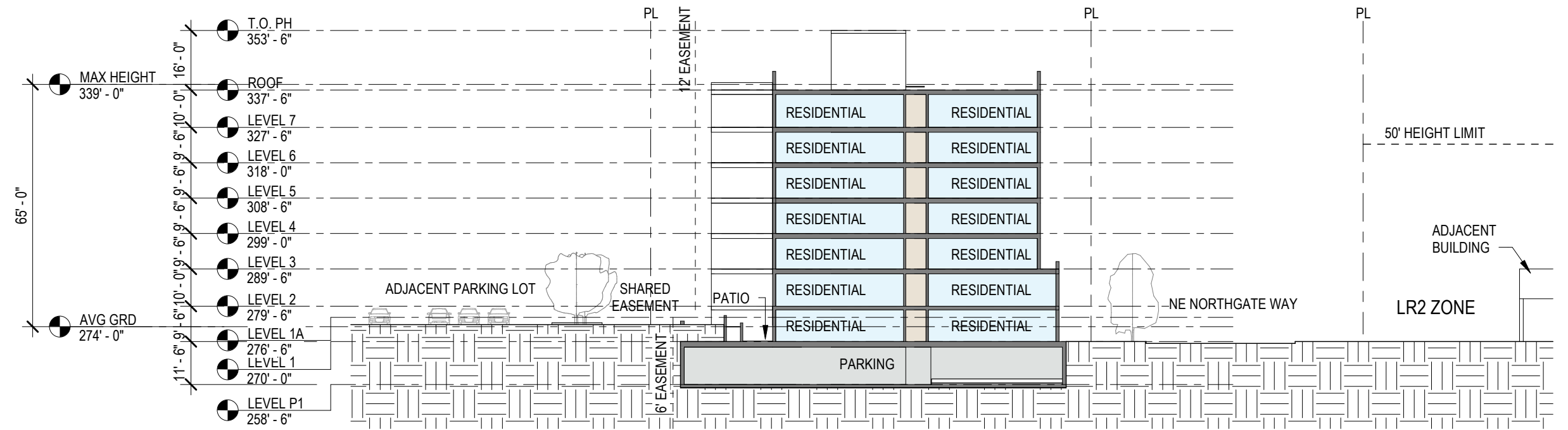


2 | NORTH-SOUTH SECTION 2

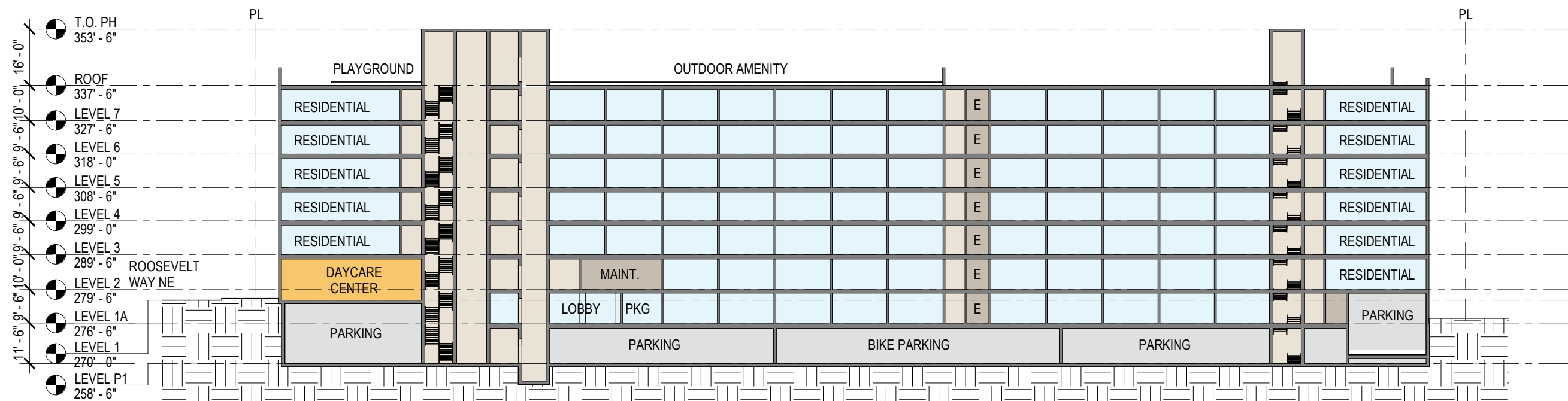
8.0 OPTION 2 | SECTIONS

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking
- Leasing Office

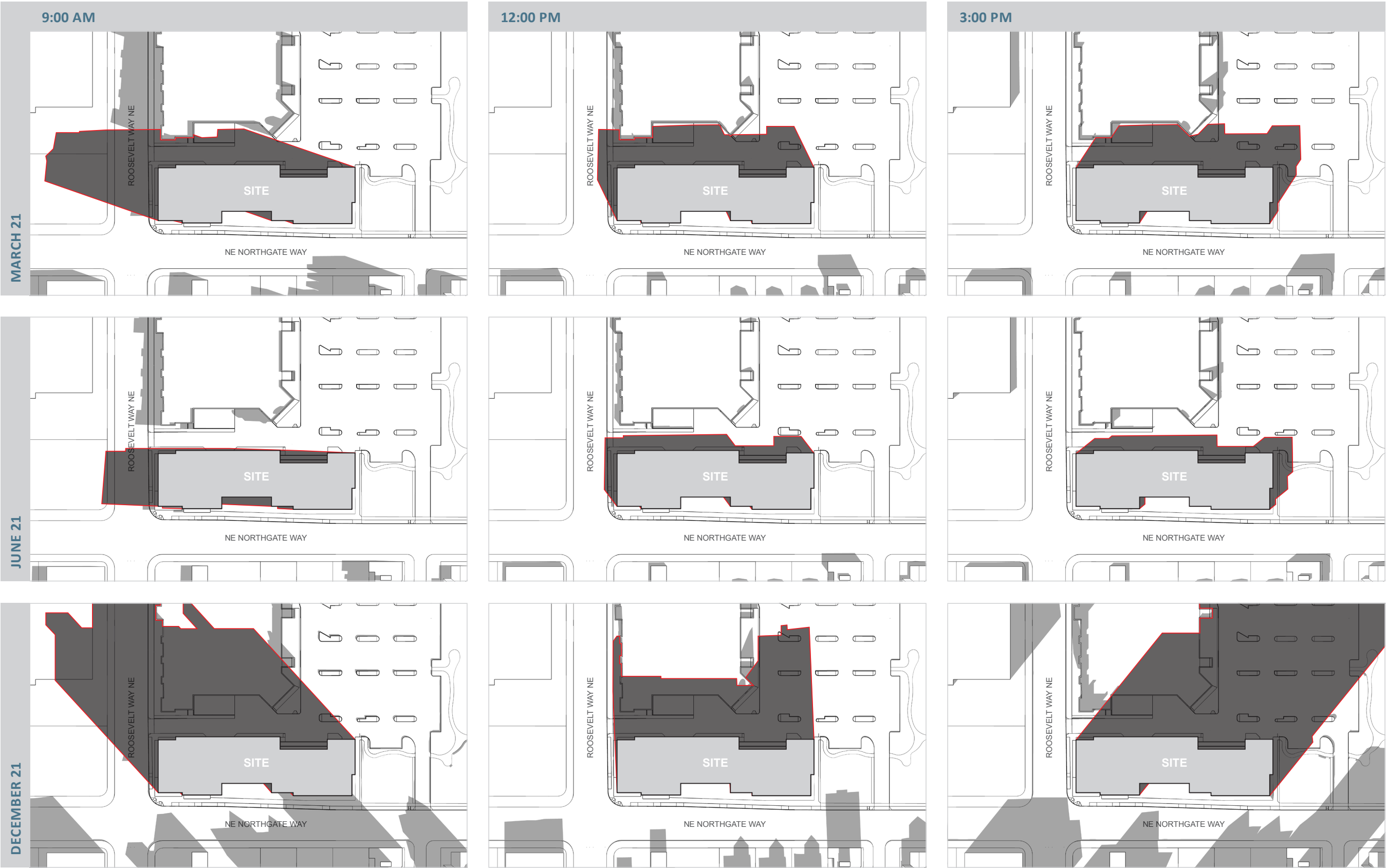


3 | NORTH-SOUTH SECTION 3



4 | EAST-WEST SECTION 1

8.0 OPTION 2 | SHADOW STUDY



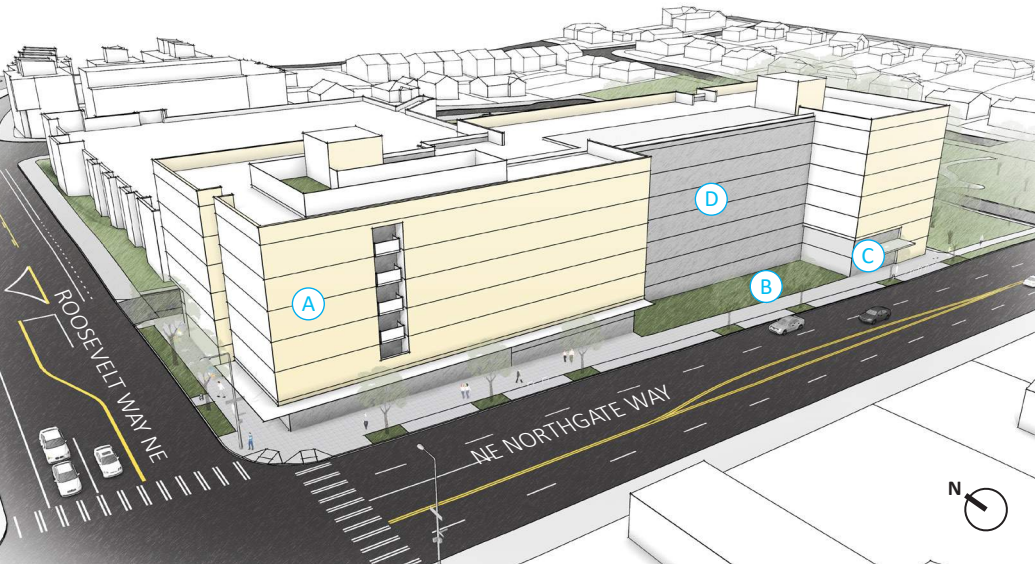
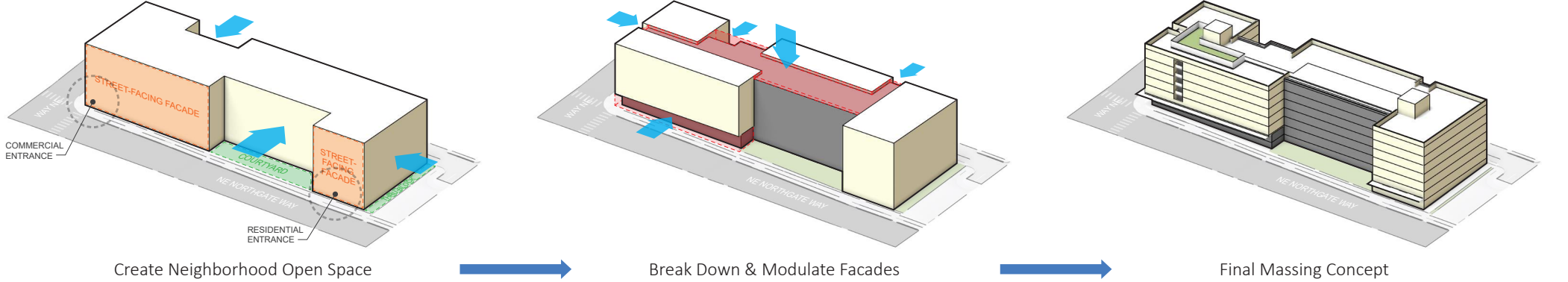
8.0 PREFERRED OPTION 3 | SUMMARY

DESIGN CONCEPT | REVERSE ‘S’ SHAPE

Option 3 is the preferred option and combines the best attributes of the first two schemes. Project goals are as follows:

- Retain strong street-presence on corner like Option 2 while maintaining large courtyard along NE Northgate Way like Option 1
- Better modulate north facade like Option 2 while preserving separated building entrance like Option 1
- Push and pull building where feasible to provide landscaping on north and south facades
- Locate daycare playground on north facade, away from any streetfronts
- Provide pedestrian connection on east side of site
- Modulate facade to provide more visual interest and create a series of boxes with gasketed connections
- Provide balconies where applicable to further activate facades with visual detail

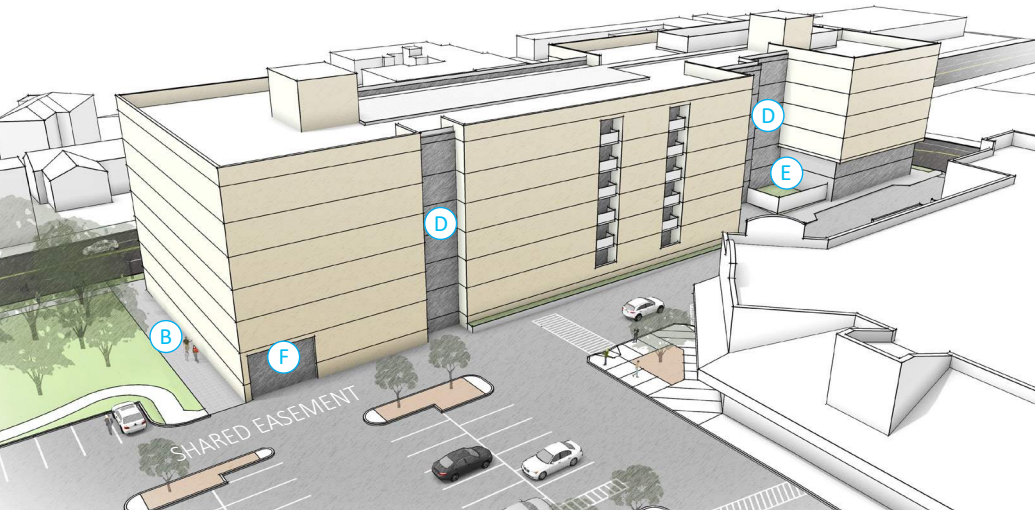
CONCEPT DIAGRAMS



- AERIAL VIEW FROM SOUTHWEST
- (A) Pronounced massing at corner
 - (B) Large ground-level open space

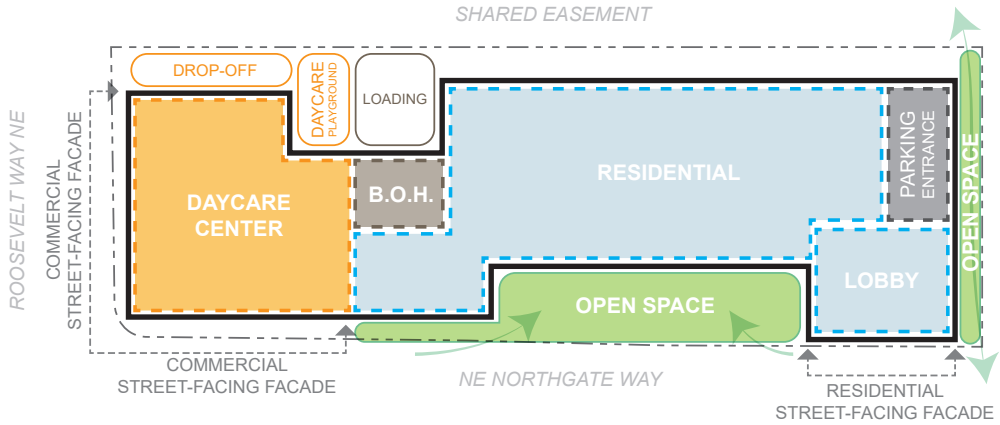
- (C) Articulated building entrance
- (D) Facade modulation

- (E) Daycare playground
- (F) Garage access



AERIAL VIEW FROM NORTHEAST

CONCEPTUAL PROGRAMMING DIAGRAM



DESIGN INSPIRATION



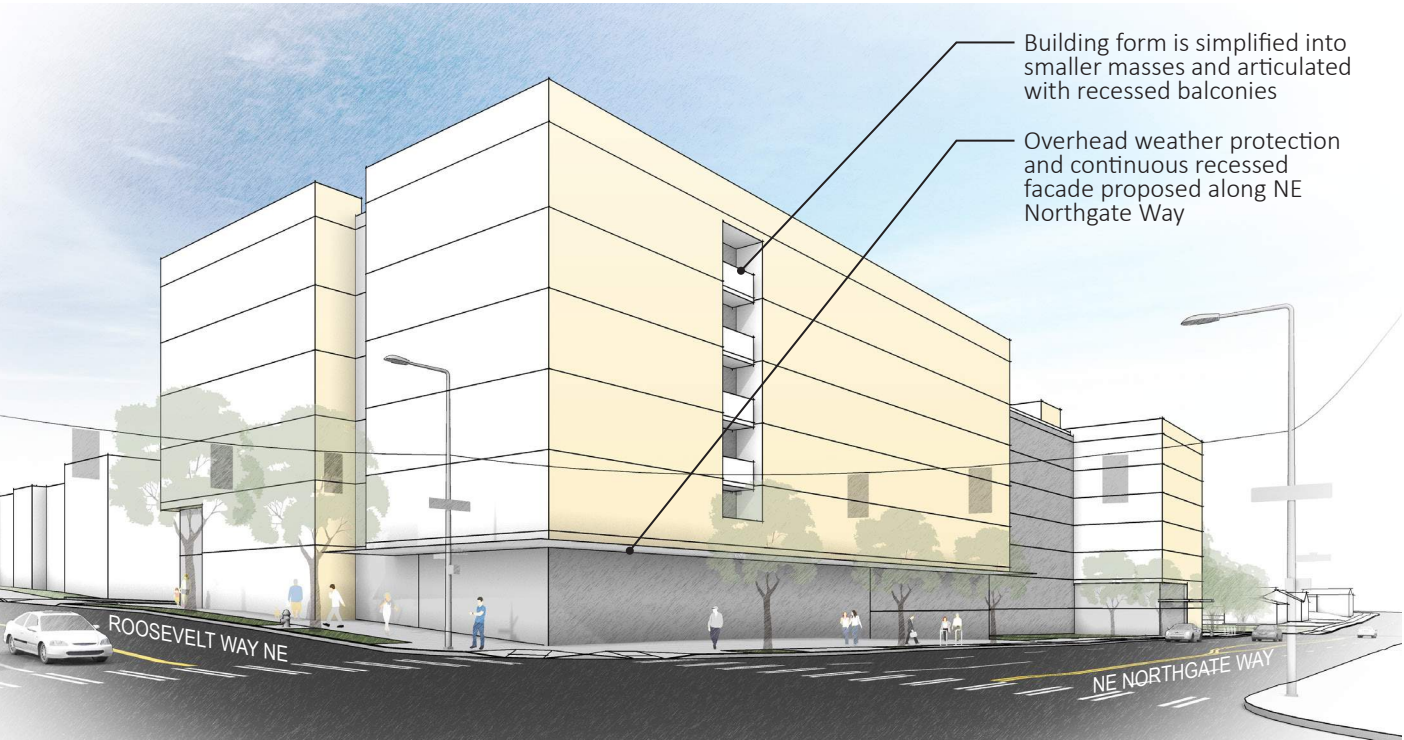
Refined building geometries with rhythmic patterning



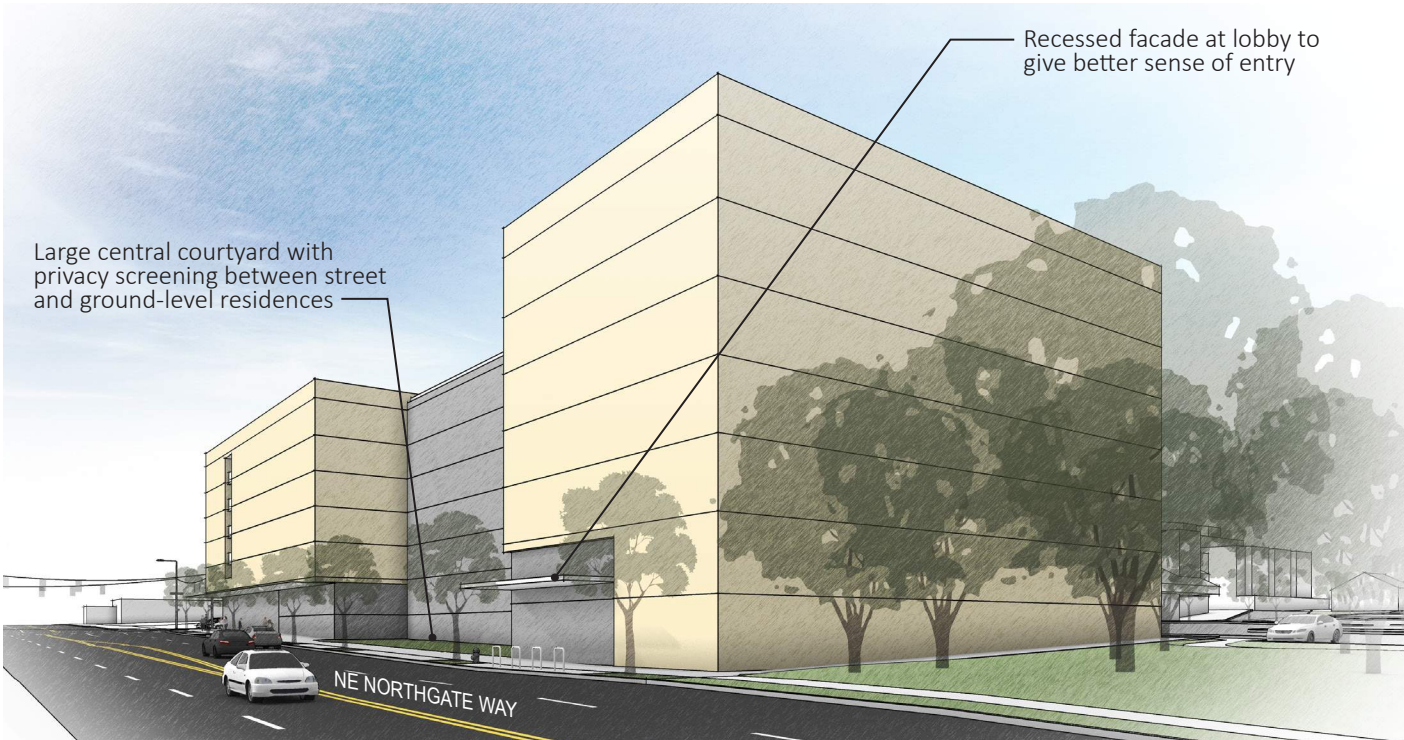
Cutouts in facade give a sense of entry patterning

8.0 PREFERRED OPTION 3 | MASSING

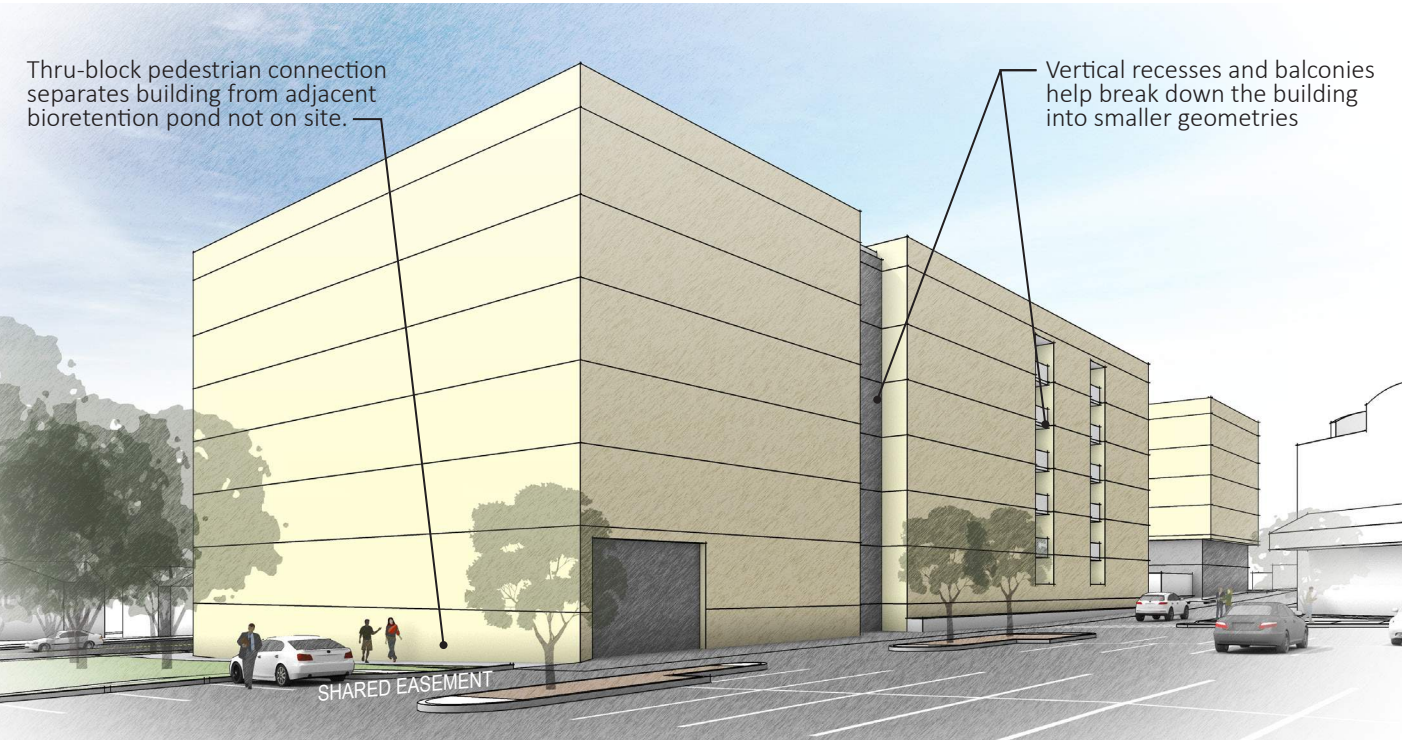
DESIGN ANALYSIS



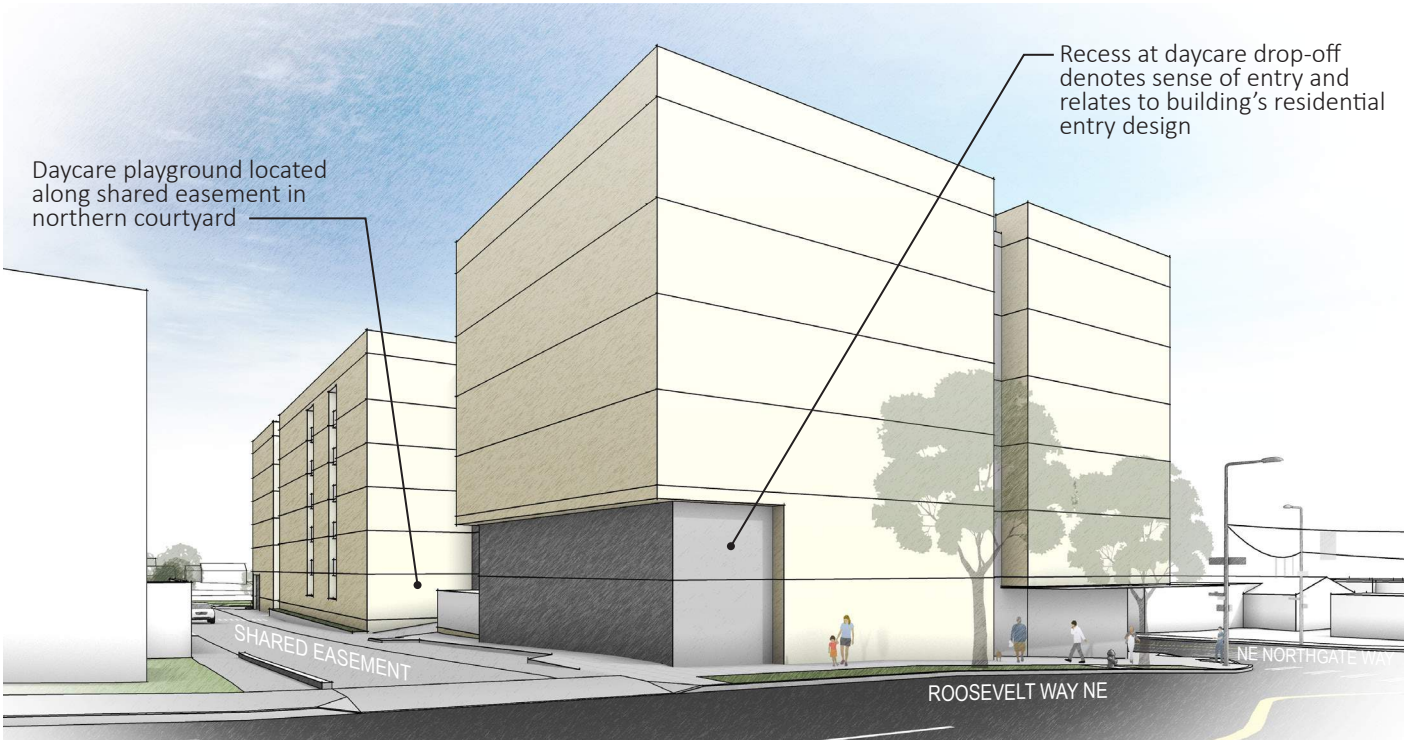
VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST



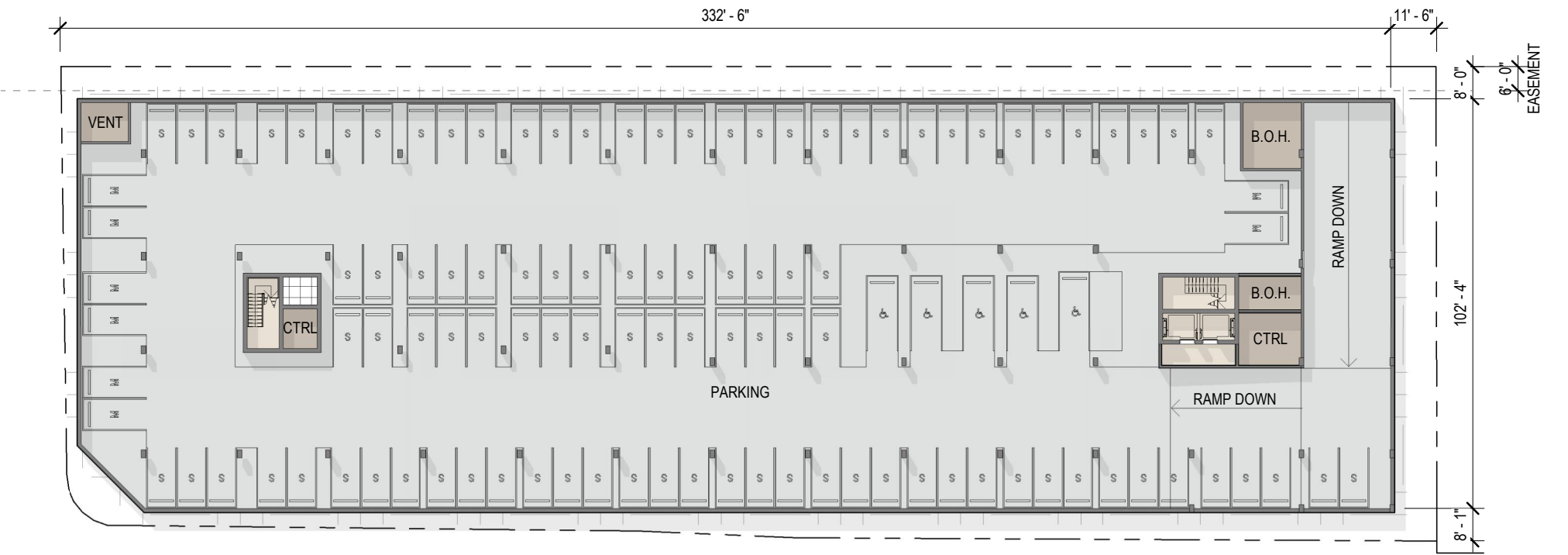
VIEW FROM NORTHEAST



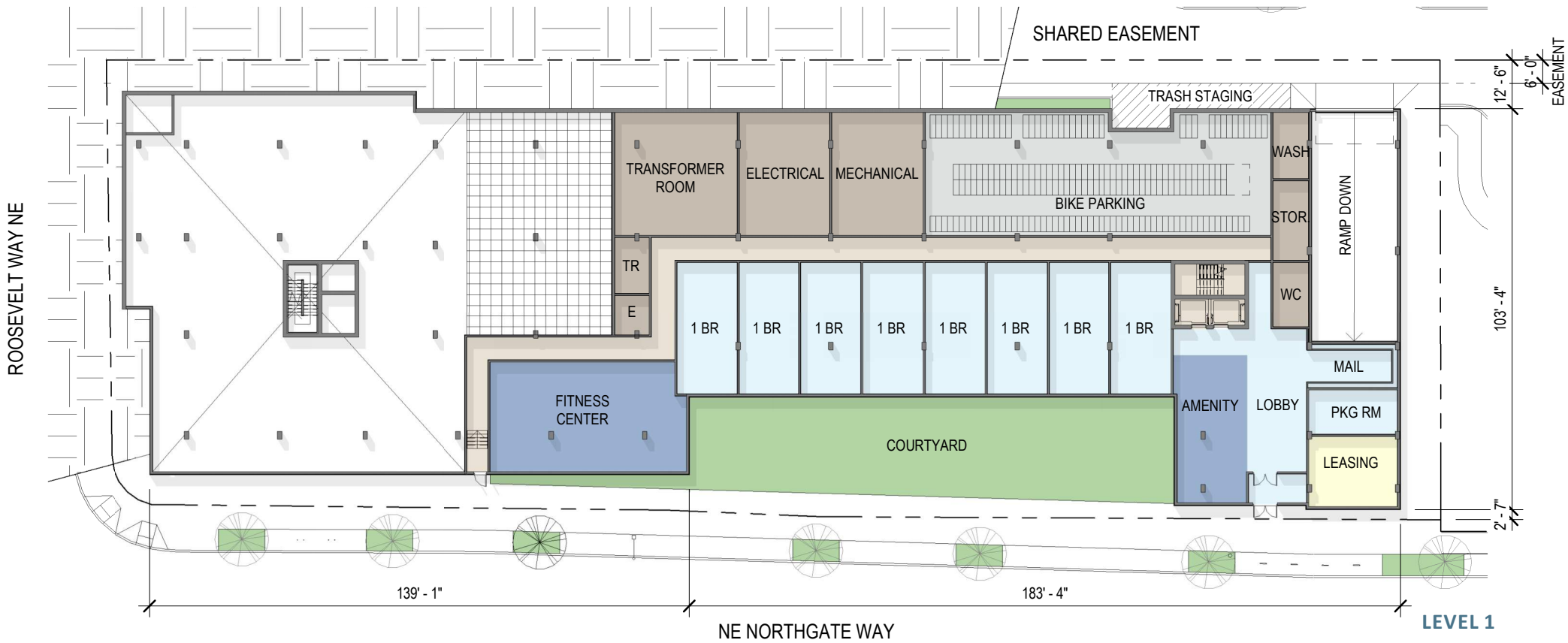
VIEW FROM NORTHWEST

8.0 PREFERRED OPTION 3 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office



LEVEL P1

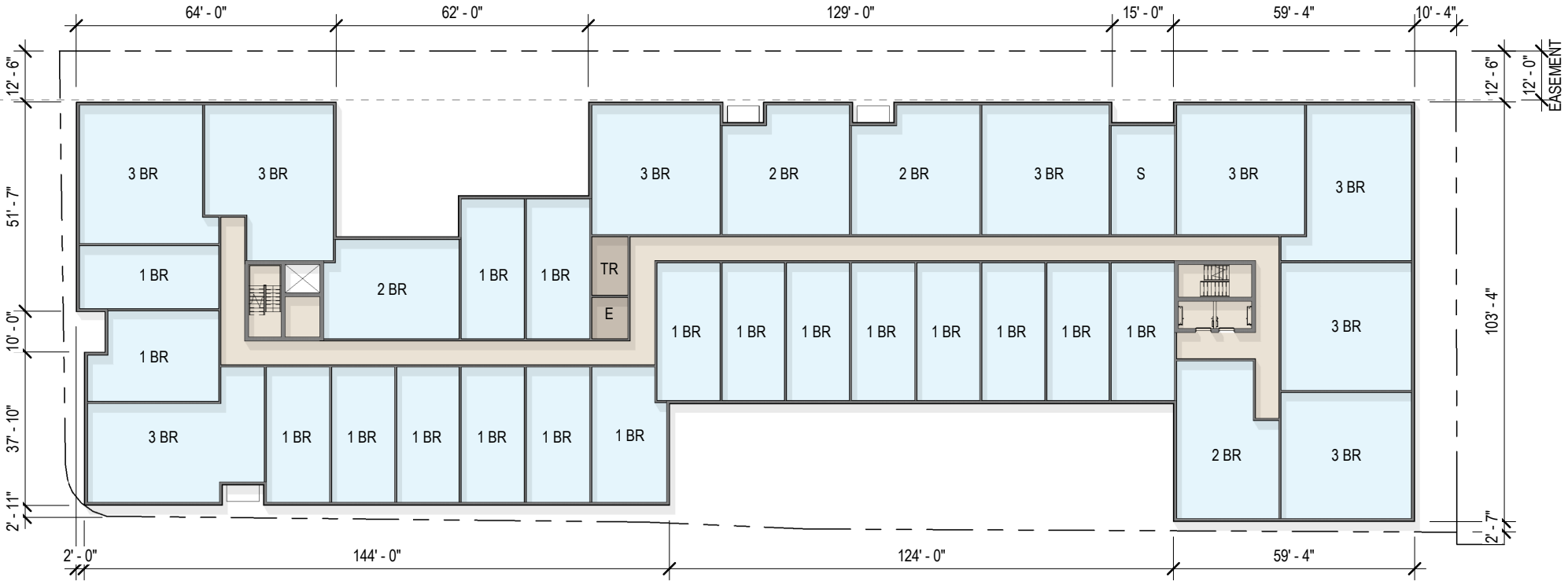
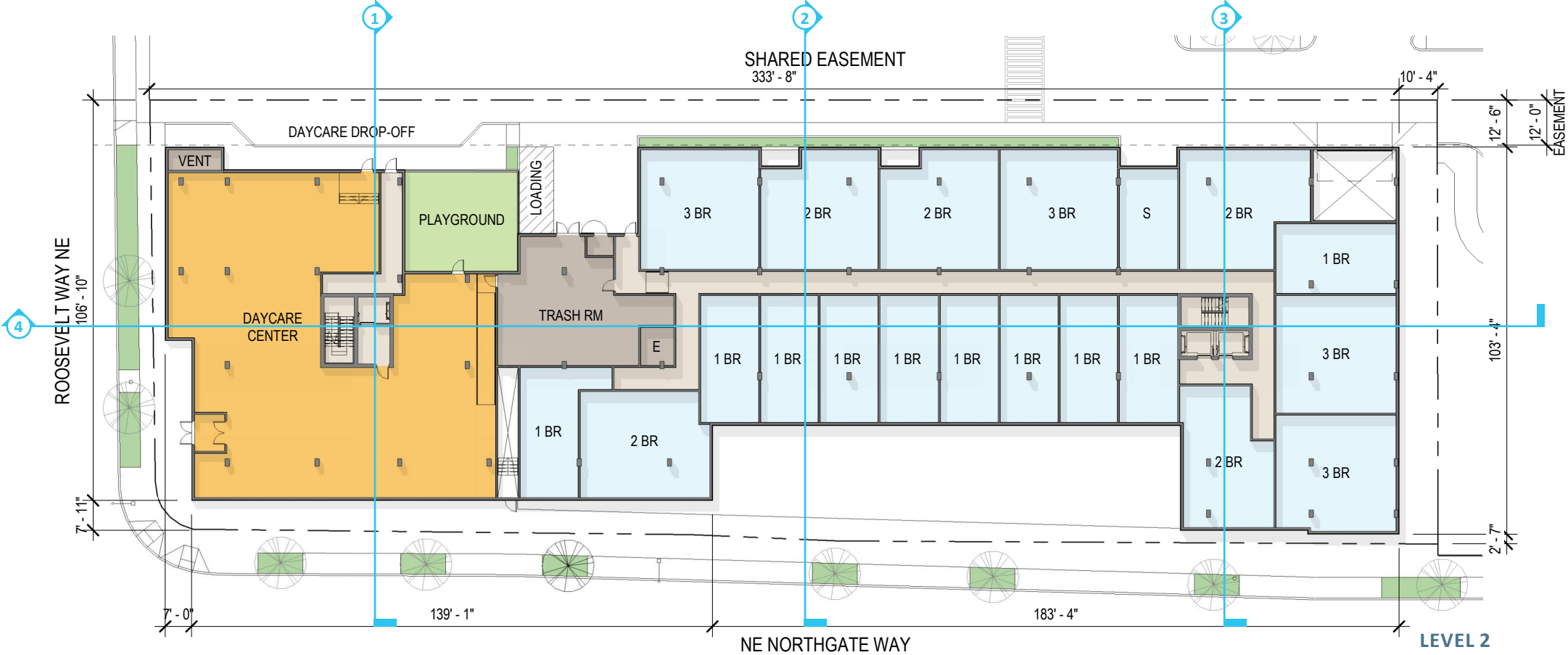


LEVEL 1



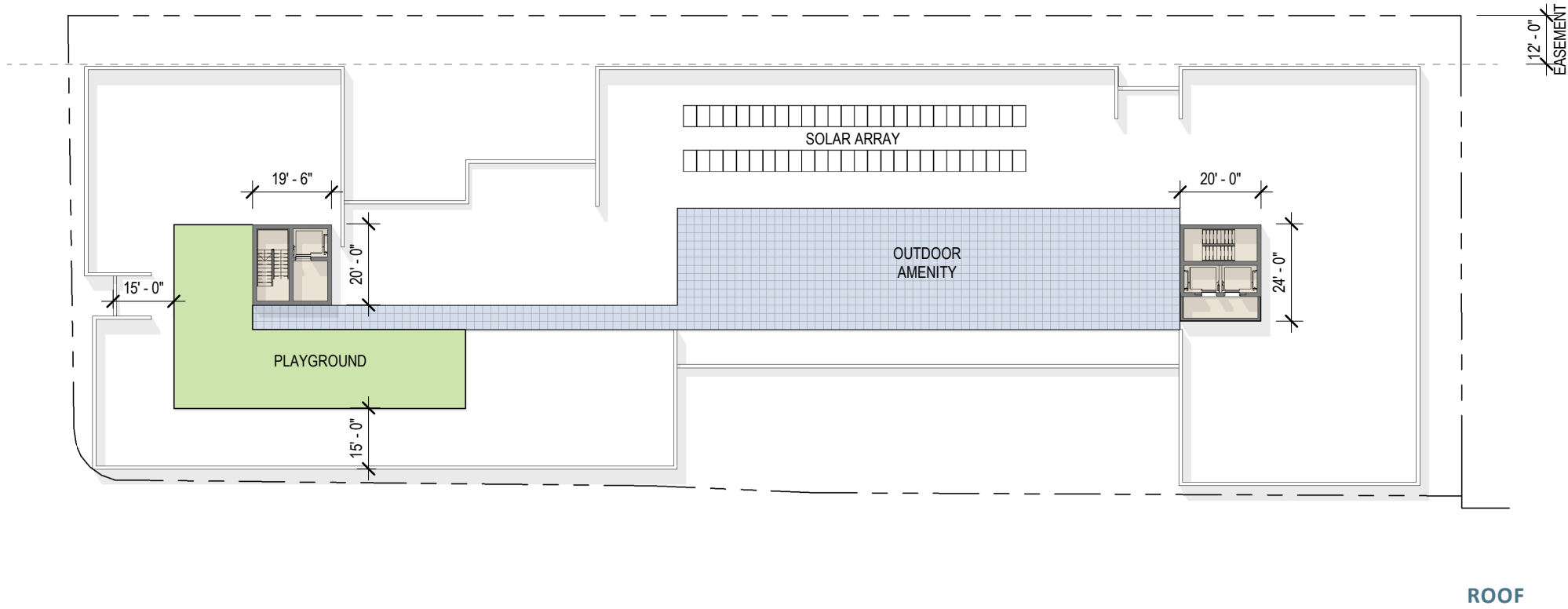
8.0 PREFERRED OPTION 3 | FLOOR PLANS

- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office



8.0 PREFERRED OPTION 3 | FLOOR PLANS

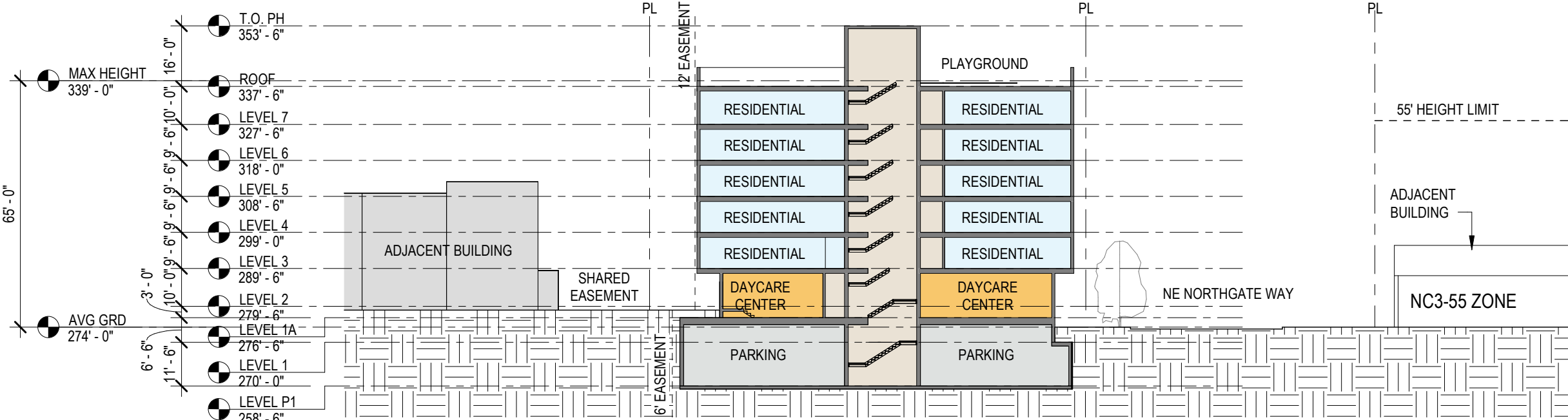
- KEY
- Commercial
 - Units
 - Utility / BOH
 - Circulation
 - Planting Strip / Landscape
 - Residential Amenity
 - Parking
 - Leasing Office



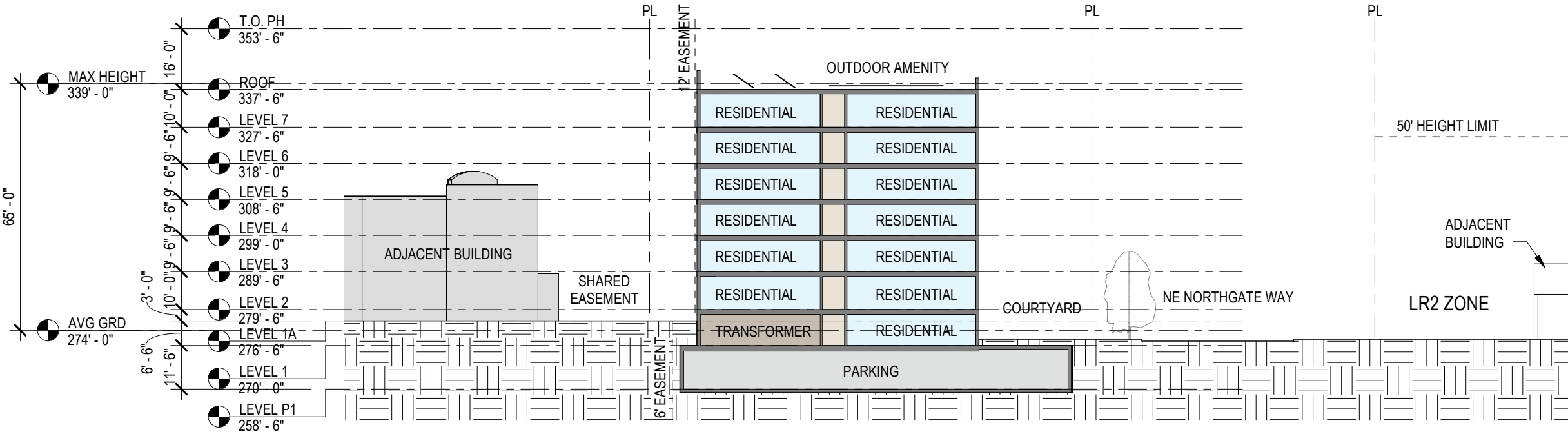
8.0 PREFERRED OPTION 3 | SECTIONS

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking
- Leasing Office



1 | NORTH-SOUTH SECTION 1

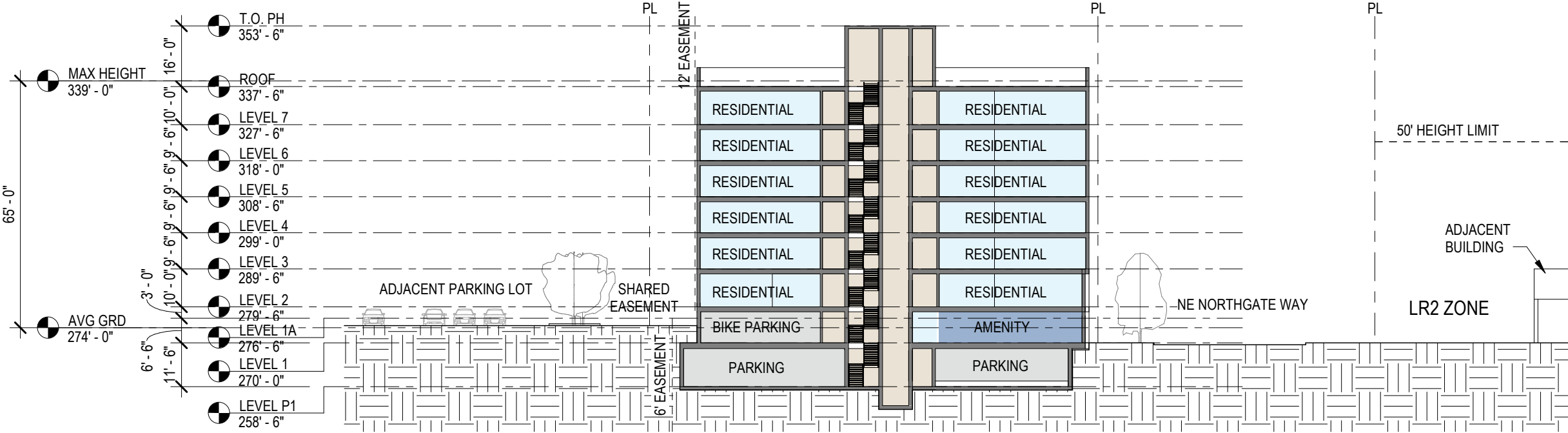


2 | NORTH-SOUTH SECTION 2

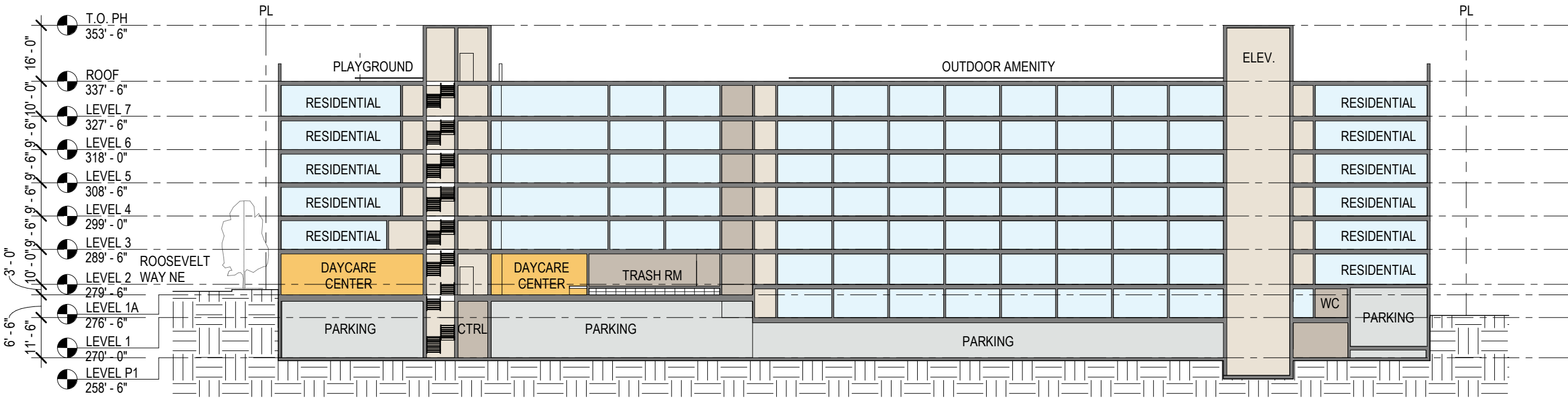
8.0 PREFERRED OPTION 3 | SECTIONS

KEY

- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking
- Leasing Office

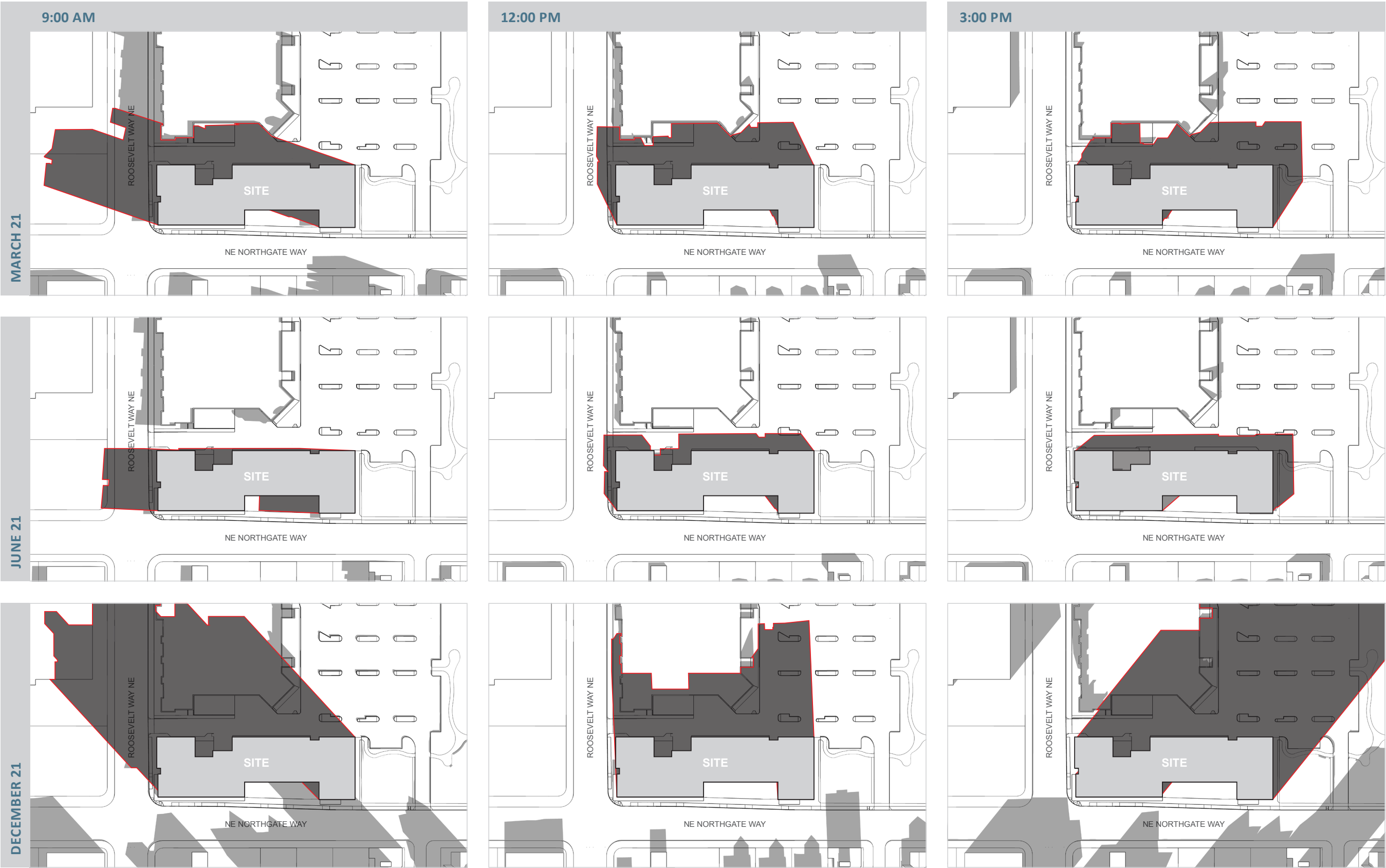


3 | NORTH-SOUTH SECTION 3



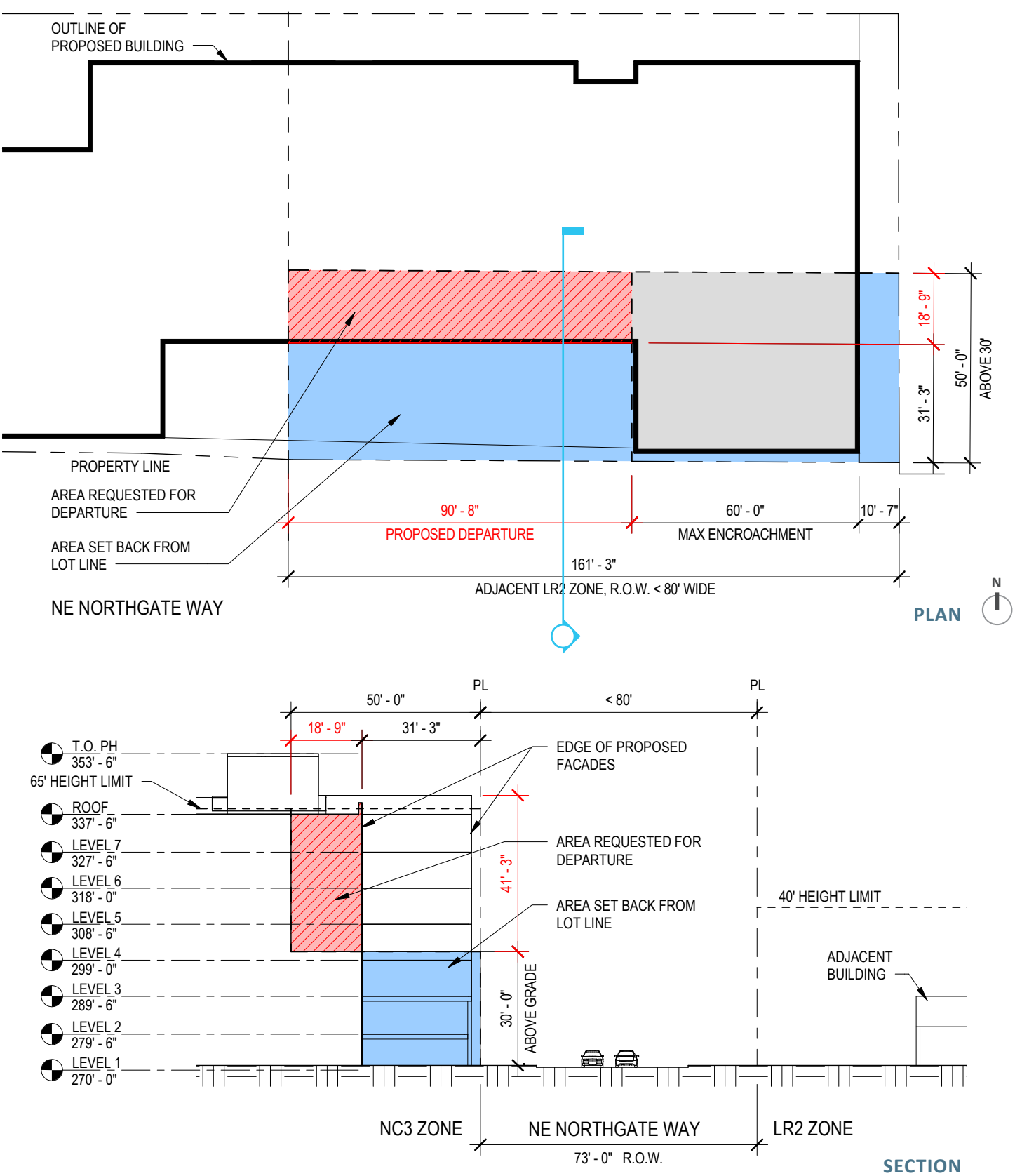
4 | EAST-WEST SECTION 1

8.0 PREFERRED OPTION 3 | SHADOW STUDY



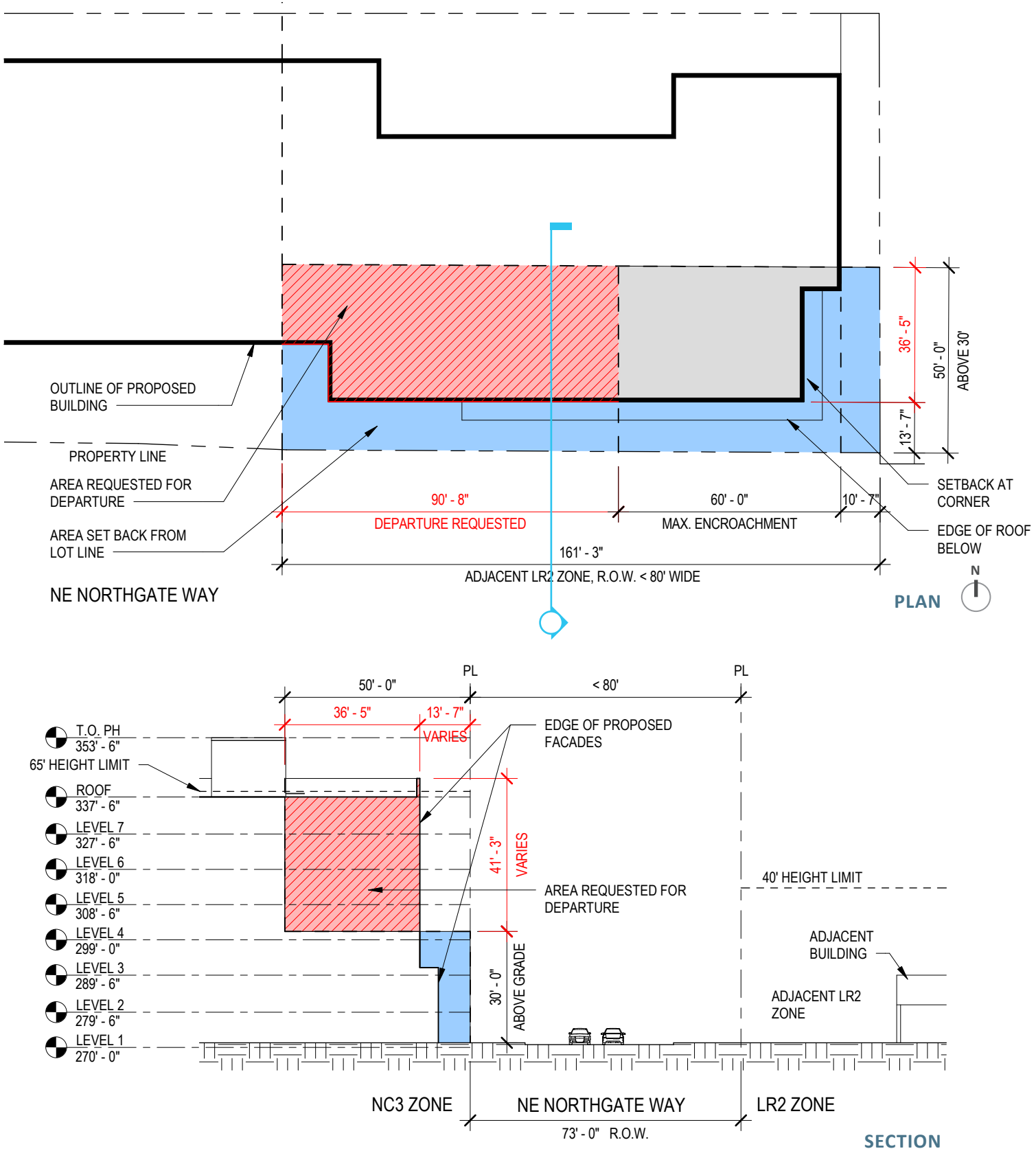
9.0 DEPARTURE 1 | PREFERRED OPTION 3

CODE CITATION:	23.71.036.Table A
CODE REQUIREMENT:	<p>The maximum width and depth requirements of this Section 23.71.036 shall apply only to portions of a structure within 50 feet of a lot line abutting, or directly across a street right-of-way that is less than 80 feet in width, from a less intensive residential zone as provided in Table A for 23.71.036.</p> <p>NC3 subject lot with 40 feet of greater height limits abutting LR2 zone or LR2 zone across a street right-of-way less than 80 feet in width:</p>
CORRESPONDING DESIGN GUIDELINE:	<p>CS2. Urban Pattern and Form</p> <p>III. Height, Bulk, and Scale Compatibility; ii. NC2-40', NC3-40', and higher abutting Single-family, Lowrise 1 or 2:</p> <p>b. Pay particular attention to the depth of the commercial level and upper residential levels along the abutting lot line. Orient the massing away from the lot line of an abutting less intensive zone to the greatest extent possible.</p>
PROPOSED DESIGN DEPARTURE:	A portion of the building facade facing an adjacent LR2 zone across NE Northgate Way is proposed to project 18'-9" into the setback along with an encroachment width of 90'-8", exceeding the maximum of 60'-0".
RATIONALE:	<ul style="list-style-type: none">NE Northgate Way is a frequently trafficked arterial, and the applicant believes that the large setback requirements described by the code aren't appropriate for such a street.It is believed the massing design successfully provides enough setbacks along NE Northgate Way, opposite the LR2 zone to fulfill both an adequate zone transition, but also retain the urban infill pattern for which the major pedestrian street strives to develop. These setbacks include a large courtyard along the arterial as well as a thru-block pedestrian connection that joins NE Northgate Way to the shared easement north of the site.A compliant scheme would reduce the number of affordable units the site could provide. What portion of the building that projects into the setback is there to provide more affordable housing units to the neighborhood, and removing them by the way of an extensive setback would be a greater loss to the welfare of the project and neighborhood as a whole.



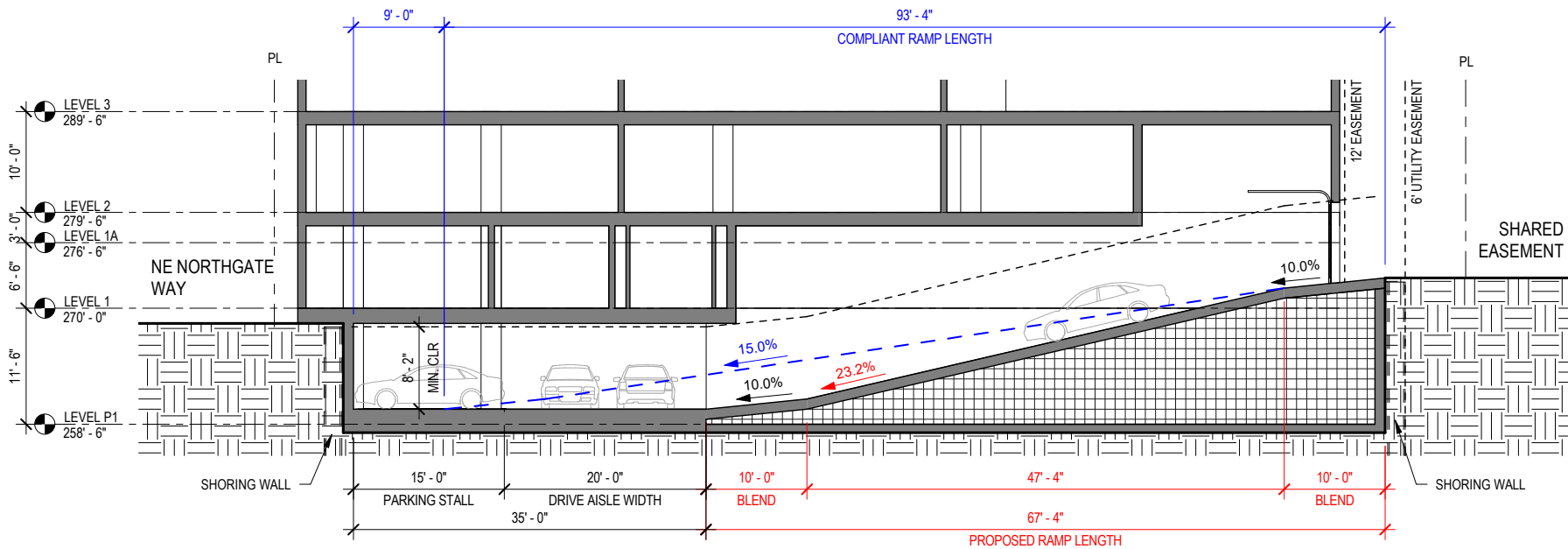
9.0 DEPARTURE 2 | OPTION 2

CODE CITATION:	23.71.036.Table A
CODE REQUIREMENT:	<p>The maximum width and depth requirements of this Section 23.71.036 shall apply only to portions of a structure within 50 feet of a lot line abutting, or directly across a street right-of-way that is less than 80 feet in width, from a less intensive residential zone as provided in Table A for 23.71.036.</p> <p>NC3 subject lot with 40 feet of greater height limits abutting LR2 zone or LR2 zone across a street right-of-way less than 80 feet in width:</p>
CORRESPONDING DESIGN GUIDELINE:	<p>CS2. Urban Pattern and Form</p> <p>III. Height, Bulk, and Scale Compatibility; ii. NC2-40', NC3-40', and higher abutting Single-family, Lowrise 1 or 2:</p> <p>b. Pay particular attention to the depth of the commercial level and upper residential levels along the abutting lot line. Orient the massing away from the lot line of an abutting less intensive zone to the greatest extent possible.</p>
PROPOSED DESIGN DEPARTURE:	A portion of the building facade facing an adjacent LR2 zone across NE Northgate Way is proposed to project 36'-5" into the setback along with an encroachment width of 90'-8", exceeding the maximum of 60'-0".
RATIONALE:	<ul style="list-style-type: none">NE Northgate Way is a frequently trafficked arterial, and the applicant believes that the large setback requirements described by the code aren't appropriate for such a street.It is believed the massing design successfully provides enough setbacks along NE Northgate Way, opposite the LR2 zone to fulfill both an adequate zone transition, but also retain the urban infill pattern for which the major pedestrian street strives to develop. These setbacks include a large courtyard along the arterial as well as a thru-block pedestrian connection that joins NE Northgate Way to the shared easement north of the site.A compliant scheme would reduce the number of affordable units the site could provide. What portion of the building that projects into the setback is there to provide more affordable housing units to the neighborhood, and removing them by the way of an extensive setback would be a greater loss to the welfare of the project and neighborhood as a whole.



10.0 ADJUSTMENT 1

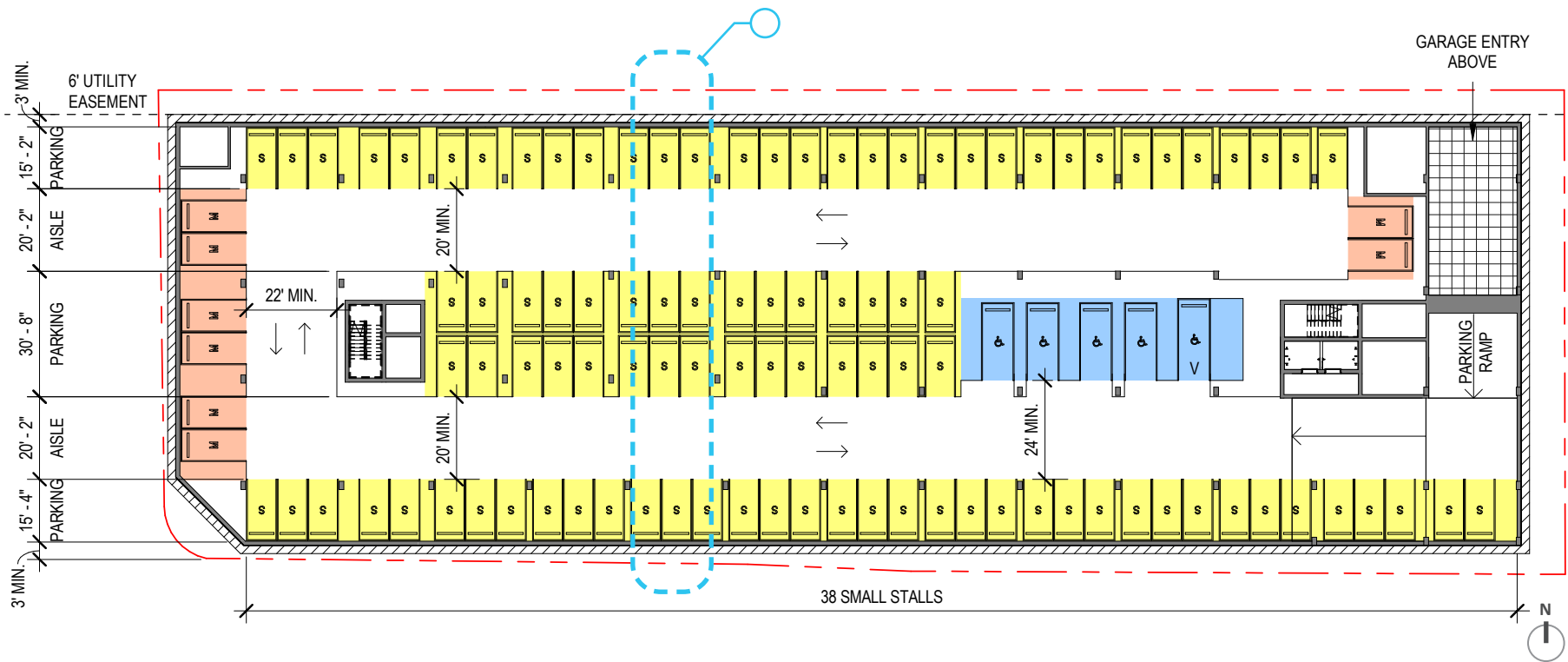
CODE CITATION:	23.54.030.D.3
CODE REQUIREMENT:	<p>Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The Director may permit a driveway slope of more than 15 percent if it is found that:</p> <ol style="list-style-type: none">The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasibleThe additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; andThe driveway is still usable as access to the lot.
CORRESPONDING DESIGN GUIDELINE:	<p>DC1. Project Uses and Activities B. Vehicular Access and Circulation</p> <p>1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:</p> <ol style="list-style-type: none">using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/oremploying a multi-sensory approach to areas of potential vehicle/pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.
PROPOSED ADJUSTMENT:	A parking ramp with a maximum slope of 23.2% is proposed, exceeding the maximum of 15.0%.
RATIONALE:	<p>A parking ramp steeper than 15% is needed due to the shape of the site and where the garage entrance is located. The northeast corner is an ideal location, both for traffic-related concerns and because the east side of the site sits lower than the west. The site is narrow in the north-south direction so running the ramp in this orientation creates the steeper ramp profile as shown in the related diagram. Running the ramp east-west was studied but deemed infeasible due to the ramp cutting off essential back of house functions along the shared easement. Therefore, the northeast corner of the site with the ramp oriented north-south and a slope exceeding 15% is the only viable vehicular access route to below-grade parking.</p>



BUILDING SECTION AT PARKING RAMP

10.0 ADJUSTMENT 2

CODE CITATION:	23.54.030.B.1.b.
CODE REQUIREMENT:	When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection 23.54.030.A, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.
CORRESPONDING DESIGN GUIDELINE:	N/A
PROPOSED ADJUSTMENT:	88 percent of the proposed parking stalls are medium size and exceed the maximum of 60 percent.
RATIONALE:	Due to the site's narrow depth, 6 foot utility easement, and on-site shoring requirements, it was found that only two aisles of small-sized stalls could reasonably fit in the below-grade parking garage. While a row of parking could be removed to increase the ratio of medium stalls or the size of the garage could be shrunk to reduce the number of small stalls outright, this would drastically reduce the parking count and make the construction of a level of below-grade parking infeasible. The applicant believes that providing as much parking as possible, even if the majority of which is meant for compact vehicles, is a net positive to the families that will occupy the building's affordable units, rather than developing a garage with fewer stalls that while compliant, would under-serve the building and its occupants.



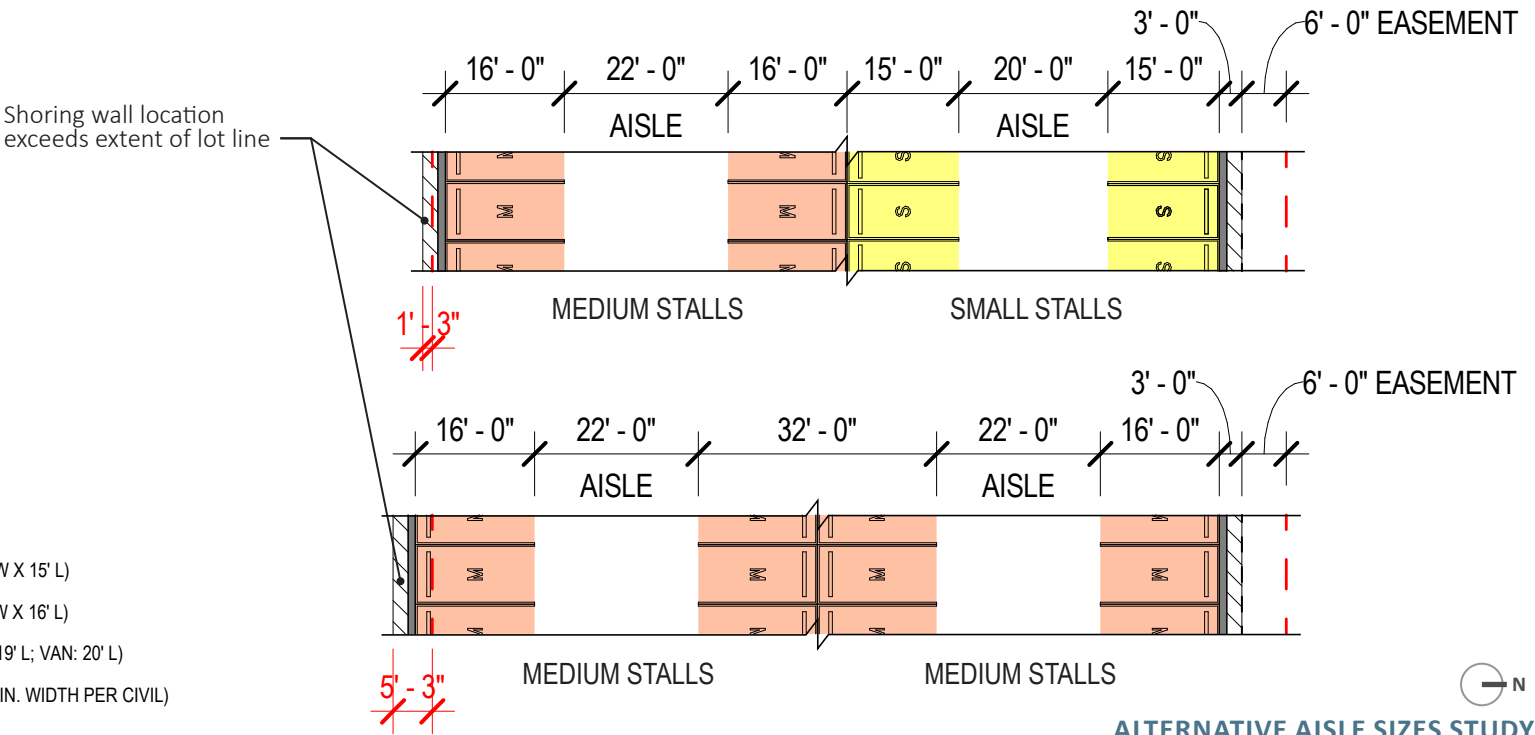
FLOOR PLAN - PREFERRED OPTION 3

PARKING STALL CALCULATIONS:

SMALL STALLS:	99	88%	88% > 60%, ADJUSTMENT REQUESTED
MEDIUM STALLS:	8	7%	
LARGE STALLS:	5	5%	
TOTAL:	112		

LEGEND

- SMALL STALLS (7.5' W X 15' L)
- MEDIUM STALLS (8' W X 16' L)
- ADA STALLS (8' W X 19' L; VAN: 20' L)
- SHORING WALL (2' MIN. WIDTH PER CIVIL)



ALTERNATIVE AISLE SIZES STUDY

APPENDIX

