



**RECOMMENDATION MEETING**

1020 NE Northgate Way  
Seattle, WA 98125

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**SDCI PROJECT NO:**

3039050-LU

**DATE:**

04.28.2023

**APPLICANT CONTACT:**

GMD Development, LLC

Andrew Kluess, Associate Principal  
AXIS/GFA  
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PROJECT TEAM

**OWNER:**  
Emily Thompson  
GMD Development, LLC

**AXIS/GFA CONTACT:**  
Andrew Kluess, Associate Principal  
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206.367.1382  
AXIS/GFA No.: 2021.039

SITE INFORMATION

**ADDRESS:**  
1020 NE Northgate Way, Seattle, WA 98125

**SDCI PROJECT NO.:**  
3039050-LU

**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: 4.5

**PROPOSED FAR:**  
168,142 SF

**RESIDENTIAL UNITS:**  
184

**PARKING STALLS:**  
80

**BIKE PARKING STALLS:**  
188 Long-term, 16 Short-term



3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

The following recommendation-level design is for a seven-story mixed-use multifamily residential structure containing 184 deed-restricted affordable housing units funded by the city of Seattle. The project also includes a proposed commercial retail space, residential amenity spaces, neighborhood open spaces, and on-site below-grade parking. The site is currently undergoing a contract rezone to allow for an increased height limit and floor area ratio to maximize the number of affordable residences. The developed design is based on the third massing option which was presented during early design guidance and preferred by the applicant and the city.

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

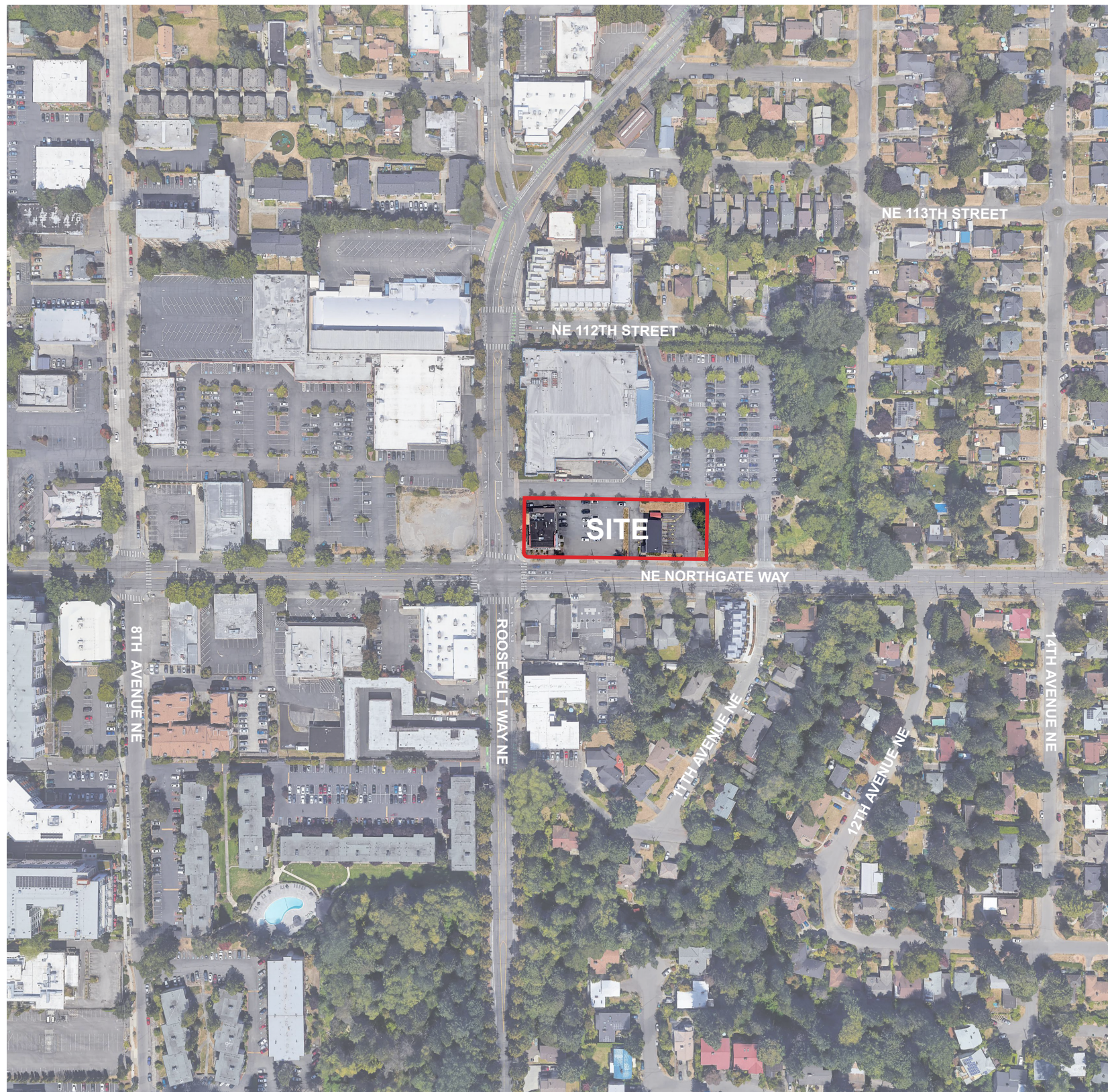
The Northgate area is a rapidly developing neighborhood and includes major recent developments such as the newly opened lightrail station, the ongoing Northgate Mall redevelopment, and many multifamily infill projects throughout. Historically, NE Northgate Way and Roosevelt Way NE, along with many other 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

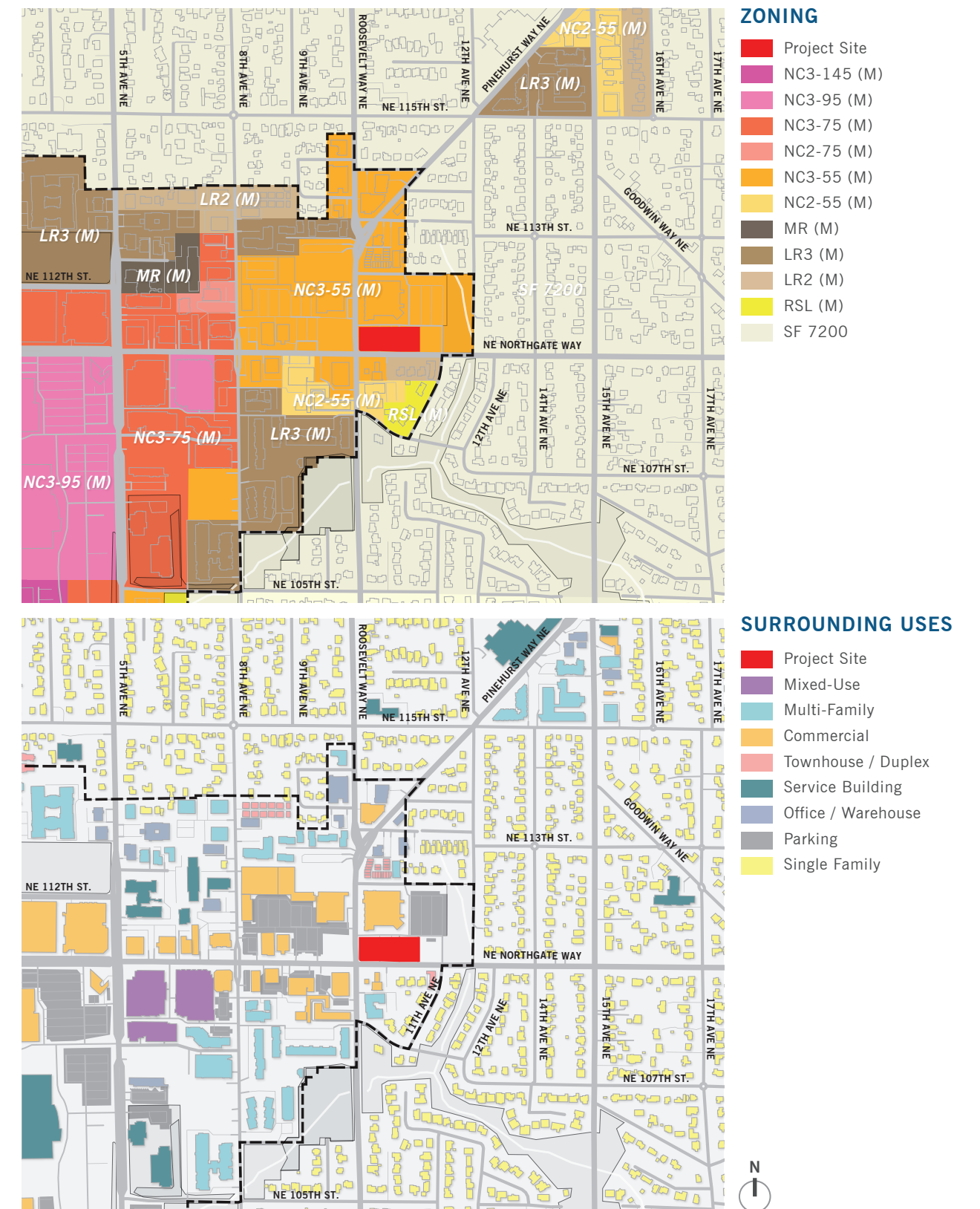
LEVEL	GROSS SF	FAR SF	COMMERCIAL SF	RESIDENTIAL UNITS	PARKING STALLS	BIKE PARKING STALLS
ROOF	956	956	0	0	0	0
7	26,095	26,095	0	32	0	0
6	26,484	26,484	0	32	0	0
5	26,484	26,484	0	32	0	0
4	26,484	26,484	0	32	0	0
3	26,484	26,484	0	32	0	0
2	23,495	23,495	6,828	17	0	0
1	16,183	11,660	0	7	0	204
P1	31,158	0	180	0	80	0
TOTAL	203,823	168,142	7,008	184	80	204



## 4.0 SUMMARY CONTEXT ANALYSIS



MAP (GOOGLE EARTH)

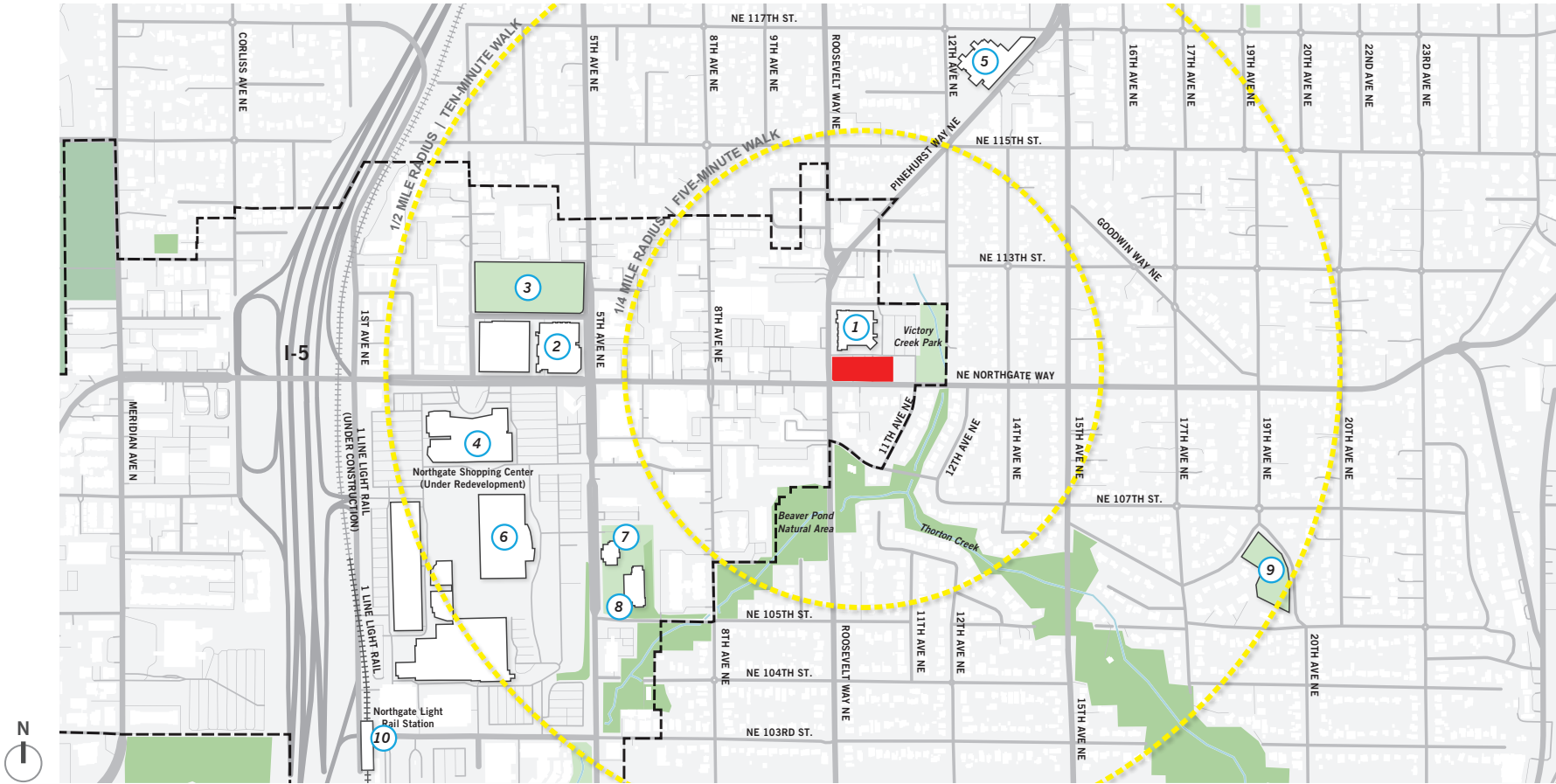




4.0 SUMMARY CONTEXT ANALYSIS

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  
0.3 MILES FROM SITE



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



4.0 SUMMARY CONTEXT ANALYSIS

VICINITY MAP

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

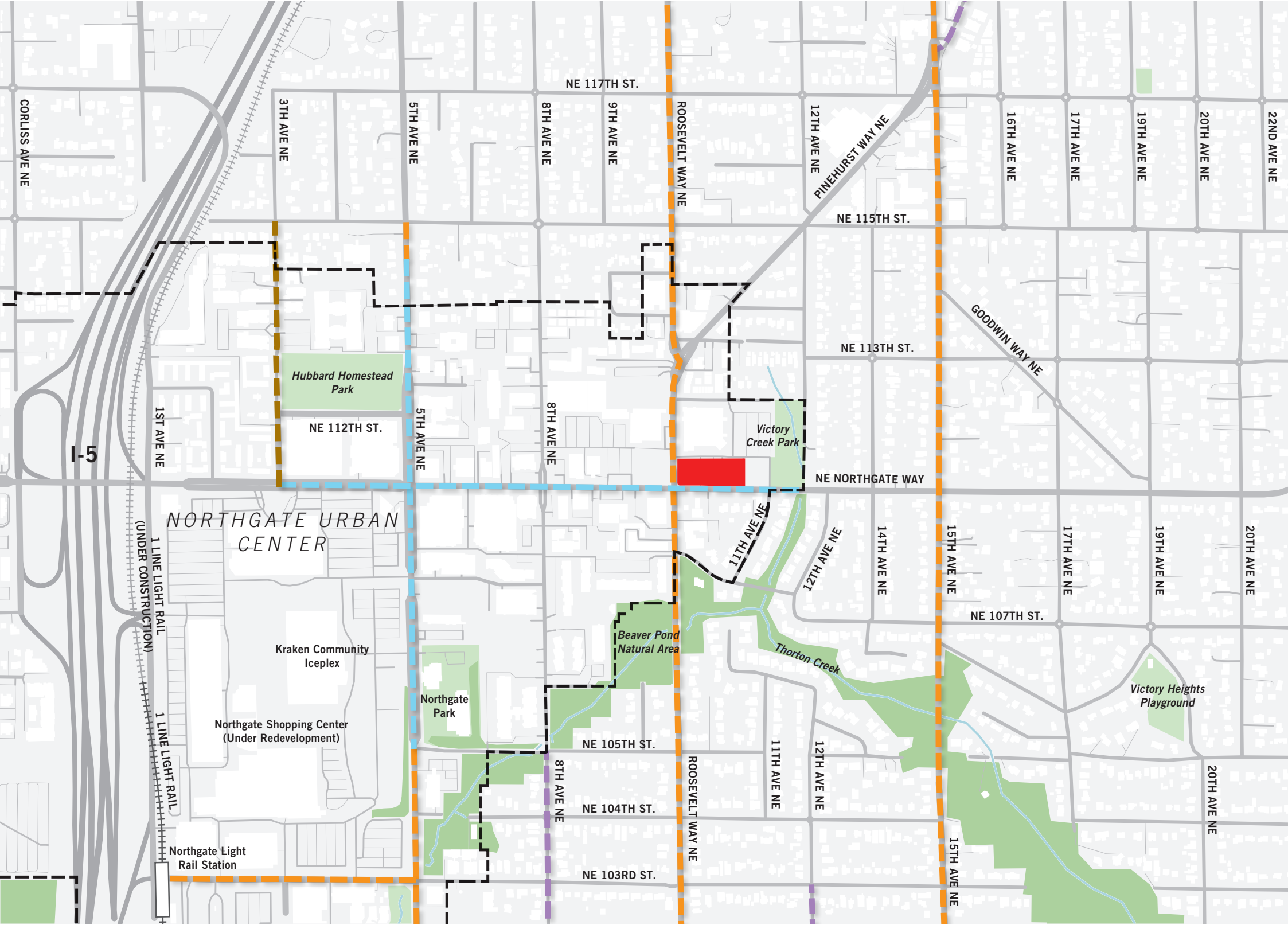
Water

Major Pedestrian Street

Special Landscaped Arterial

Green Street Type II

Green Street Type III





4.0 SUMMARY CONTEXT ANALYSIS

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



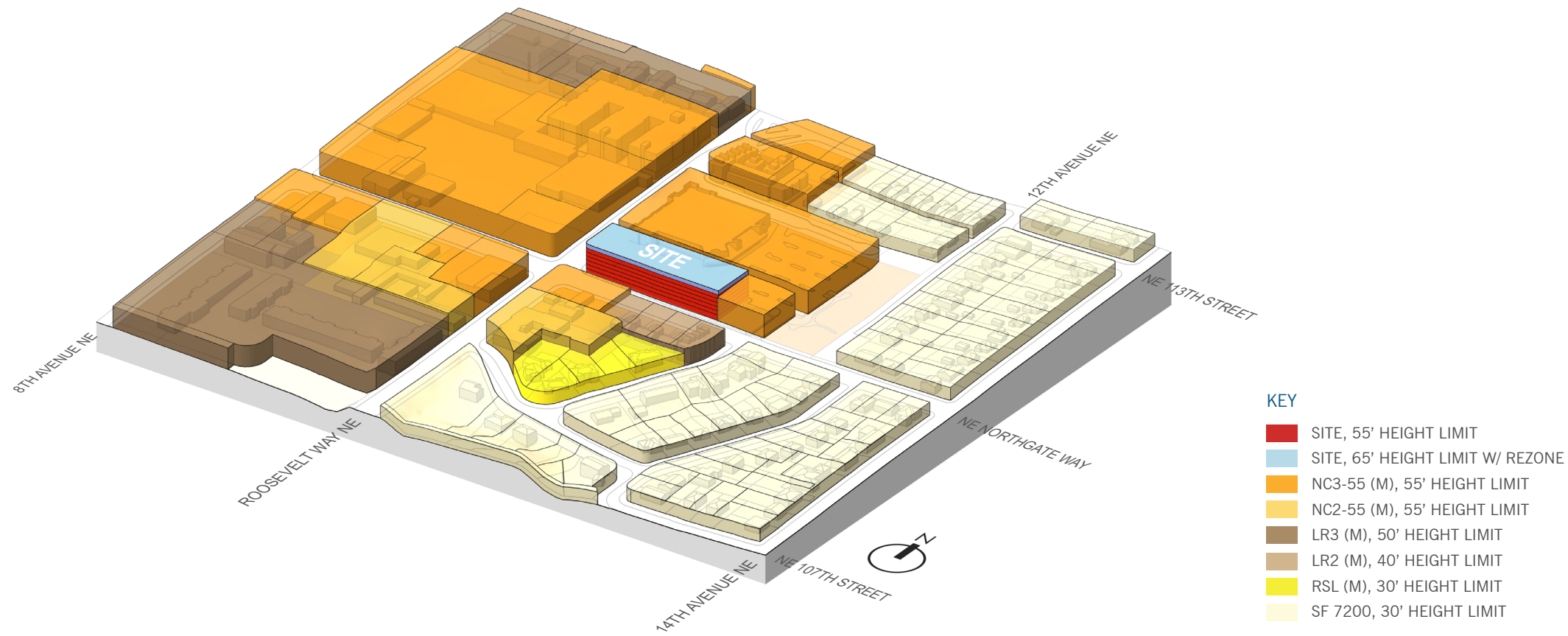
8 PARK AT NORTHGATE APARTMENTS



5.0 EXISTING SITE CONDITIONS

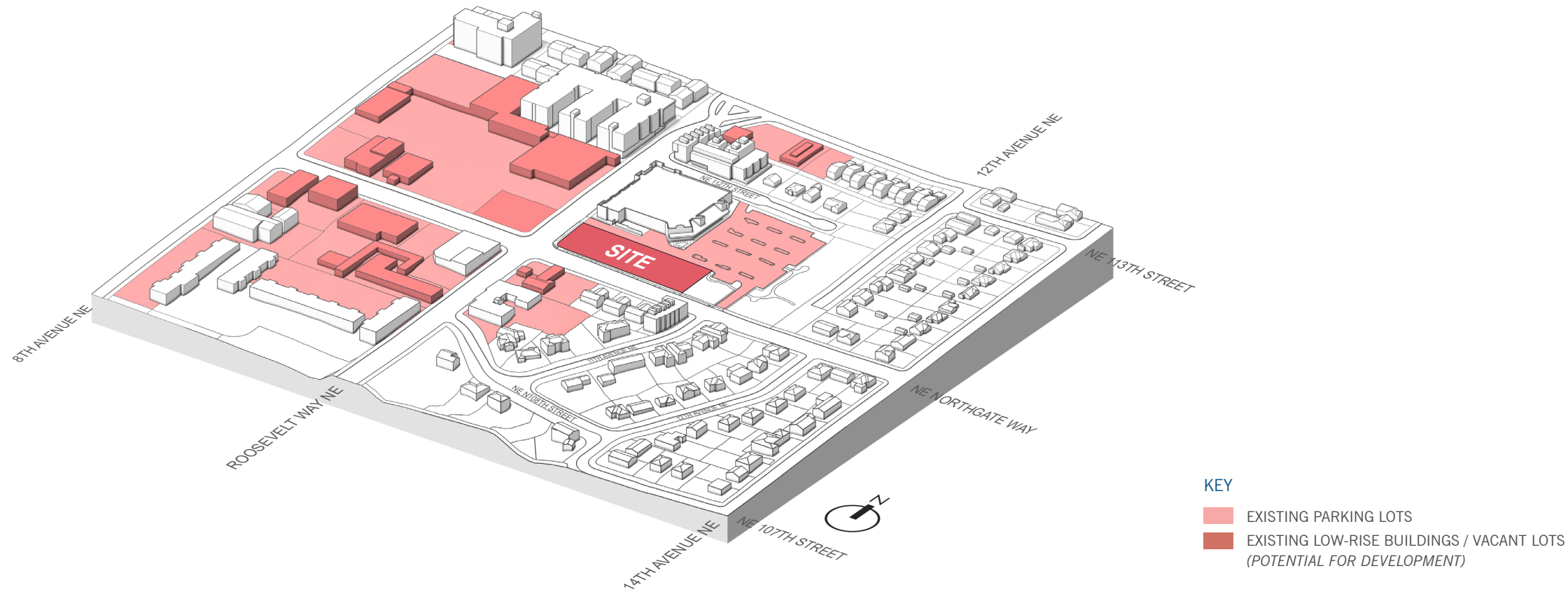
ZONING ENVELOPE DIAGRAM

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 EXISTING SITE CONDITIONS

SITE CONDITIONS

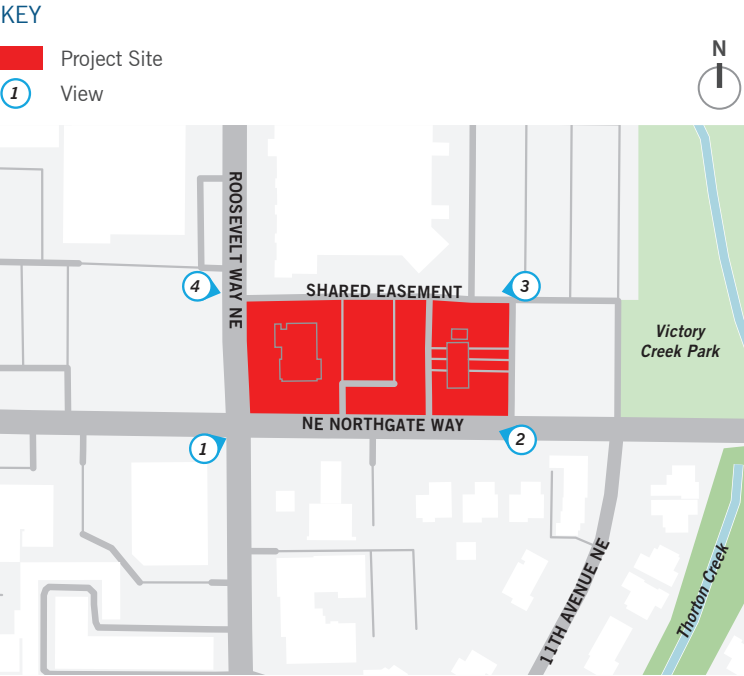
The corner of NE Northgate Way and Roosevelt Way NE presents itself as the site’s primary entrance and will be the most visible and trafficked corner. An existing restaurant occupies the corner but doesn’t adequately address the street-frontage, only being accessed from the adjacent interior parking 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

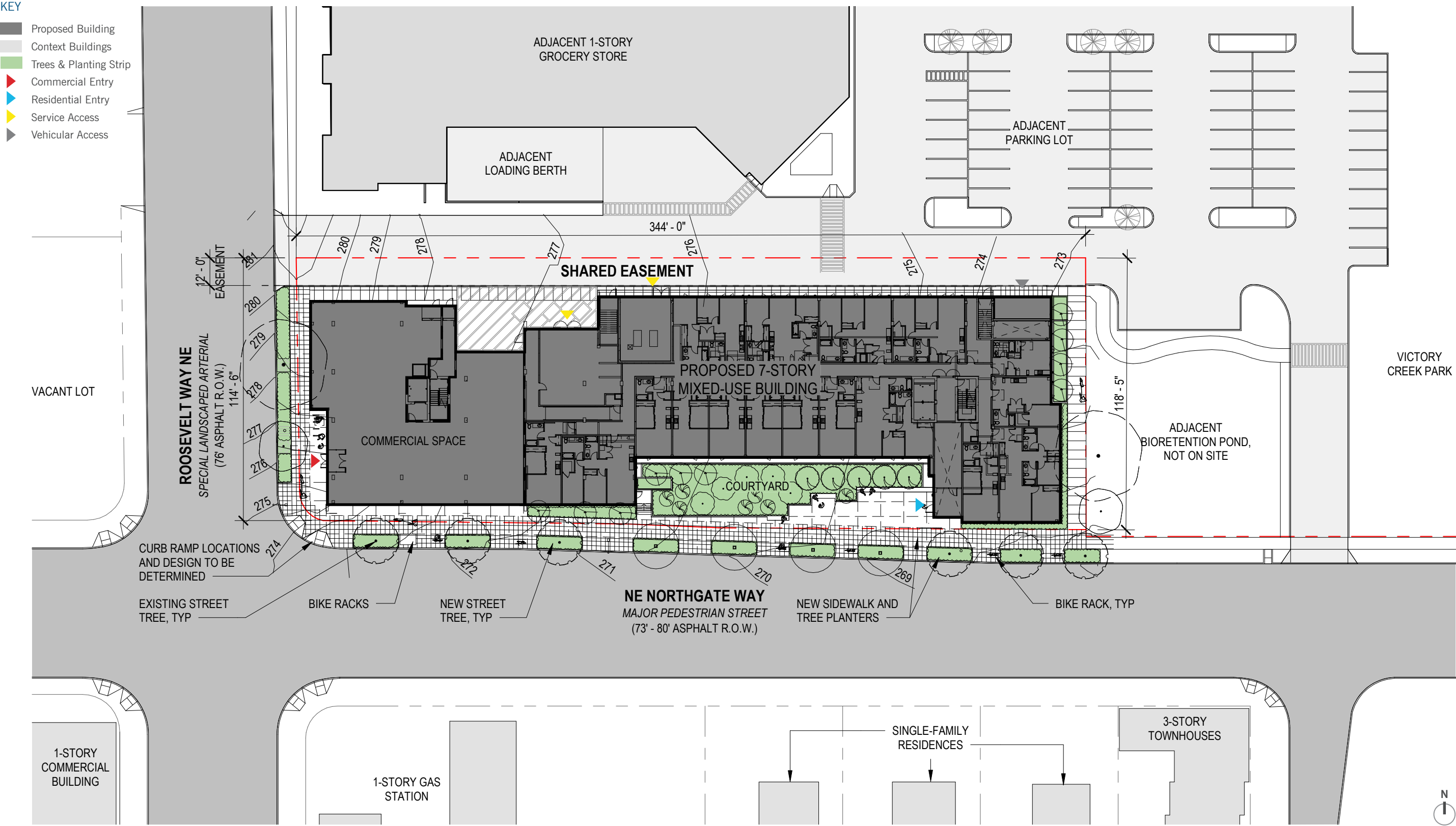


6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION		REQUIREMENT	PROVIDED	COMPLIANCE
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	Proposed residential uses along NE Northgate Way exceed the maximum of 20%.	DEPARTURE REQUESTED
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 facade	√
		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 façade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.	Street-level, street-facing dwelling units will be set back at least 10 feet from sidewalk.	√
Structure Height	23.47A.012	A	Height limit: 55' (10' height limit increase contract rezone to be submitted by applicant)	Proposed structure is below 65' height limit.	√
		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 30 percent of the roof area, or 35 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 10' from the roof edge f. Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.	Proposed rooftop structures are below height limits and within maximum percentage of roof area.	√
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	Chargeable floor area is below maximum FAR and above minimum 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.	Setbacks that meet the requirement along NE Northgate Way and the shared easement are provided.	√
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 are 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.	Approved uses along NE Northgate Way exceed 80% and meet this requirement.	√
		E.1	The owner shall construct a sidewalk no less than 12' in width.	The sidewalk will be at least 12' wide.	√
		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.	Weather protection along NE Northgate Way is provided and exceeds the minimum of 60%.	√
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 courtyard and pedestrian connection are proposed and exceed the minimum open space requirements of 15%.	√
Maximum Width and Depth of Structures	23.71.036	Table A	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. 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.	A wall length within 50 feet of the lot line along NE Northgate Way faces an LR2 zone and exceeds the height limit of 30 feet and maximum length of 60 feet.	DEPARTURE REQUESTED



7.0 COMPOSITE SITE PLAN



SITE PLAN

8.0 ITEMIZED RESPONSE TO 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 developed design aims 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:**  
Despite NE Northgate Way serving as the Northgate neighborhood’s main east/west arterial road, many commercial lots which face the road 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 the 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 developed design includes 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 by the design team 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 the developed design and has been 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.

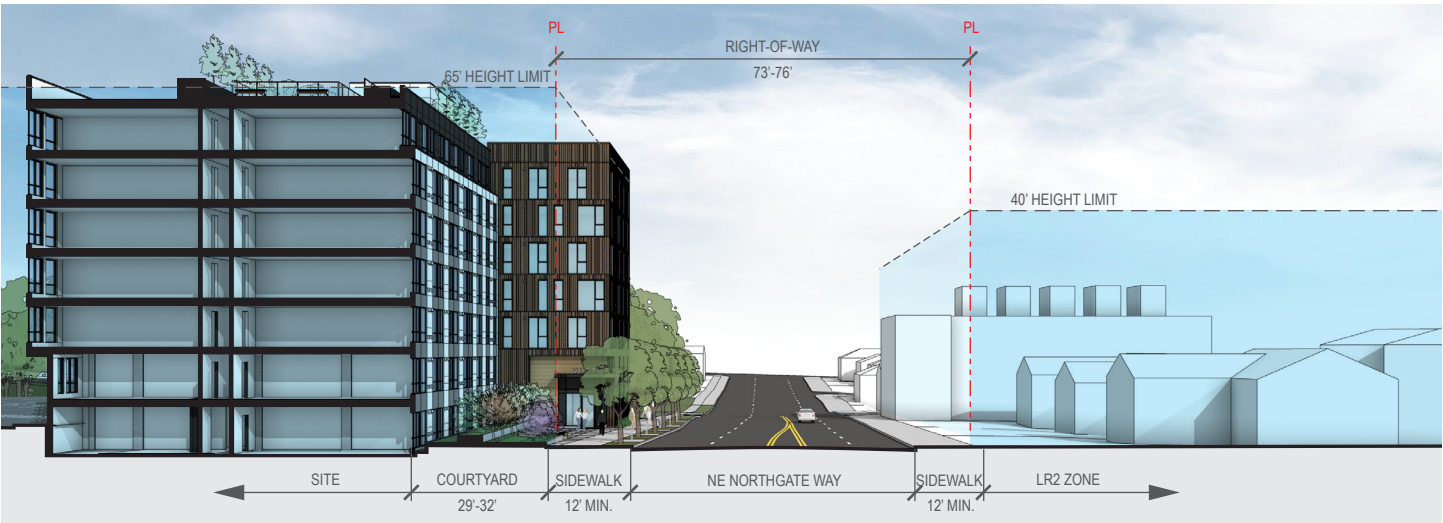
PL2 – WALKABILITY

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

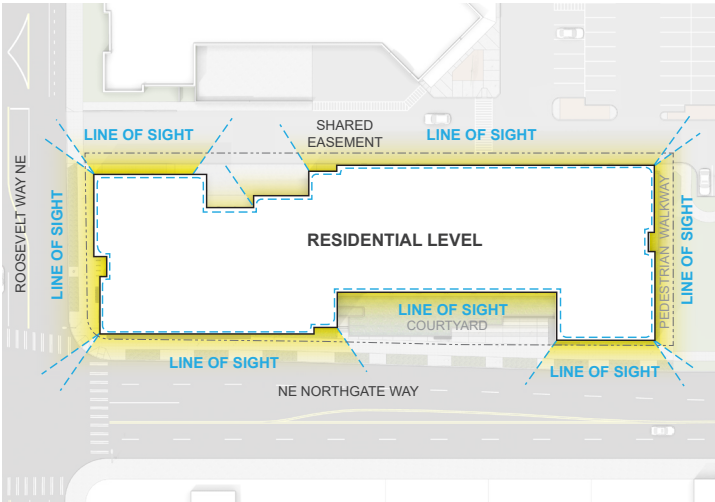
**ARCHITECT RESPONSE:**  
The project sits at the corner of a Major Pedestrian Street and Special Landscaped Arterial, both important street types to improve per the neighborhood’s long-term goals. In response, widened sidewalks with enhanced amenities such as public seating, street trees, and bike parking 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.



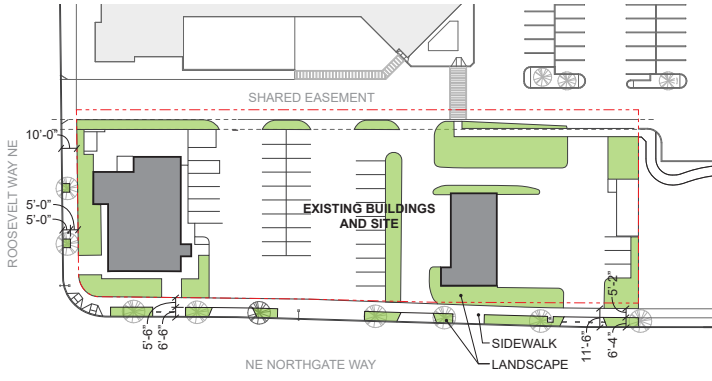
A wider sidewalk and large courtyard are proposed across the adjacent low rise zone to help aid in the zoning transition. The height limit of the zones are also shown, illustrating each’s developable potential.



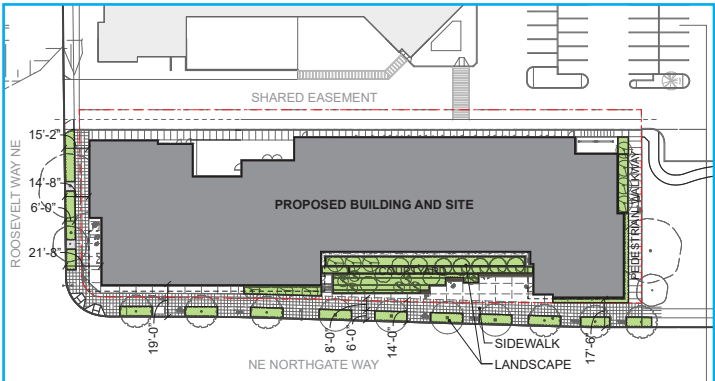
The aerial view shown illustrates the proposed courtyard location with regards to the adjacent LR2 zone.



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 DESIGN

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.



8.0 ITEMIZED RESPONSE TO 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 the developed design 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

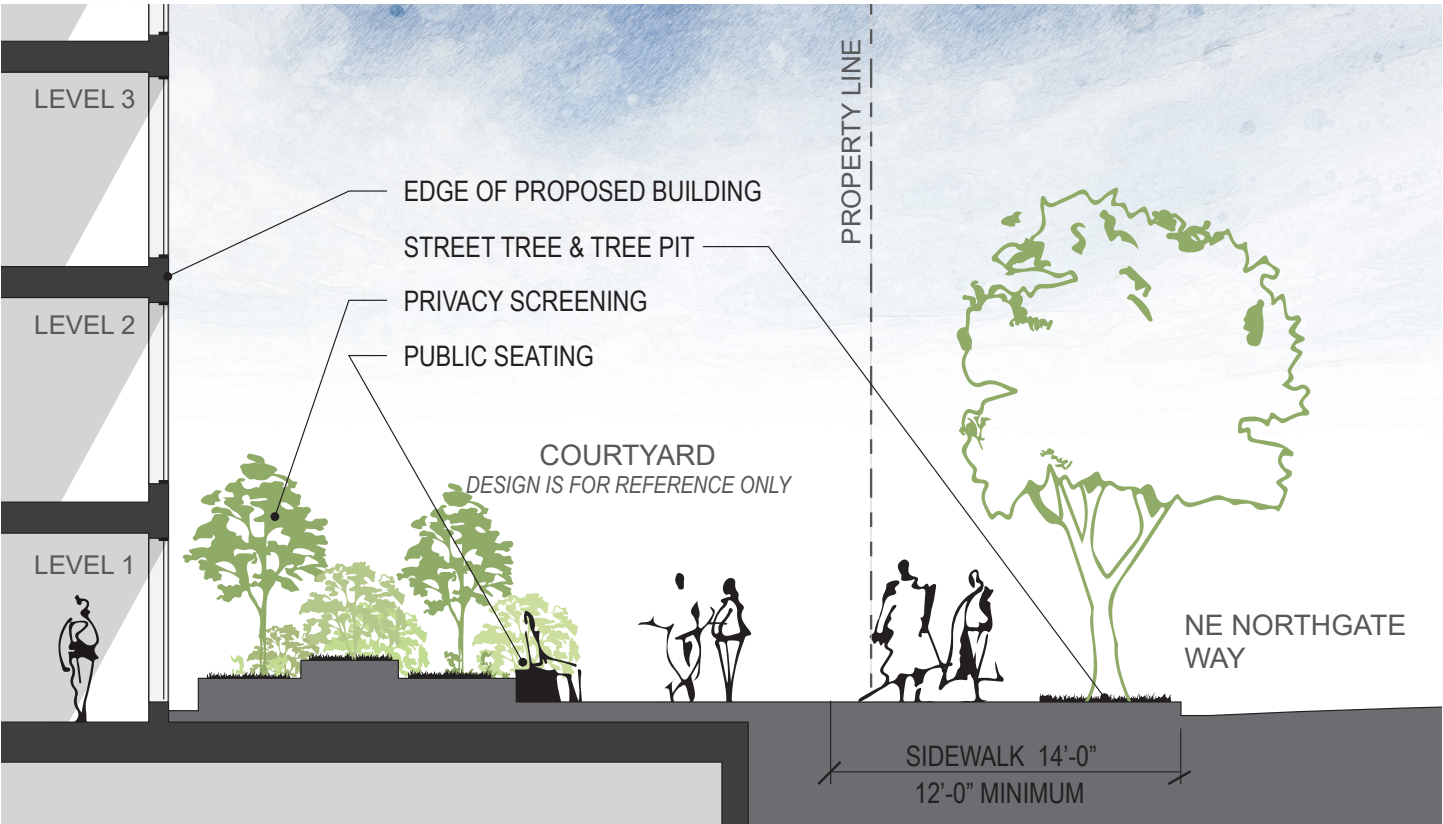
B.2 PLANNING AHEAD FOR BICYCLISTS: BIKE FACILITIES

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.

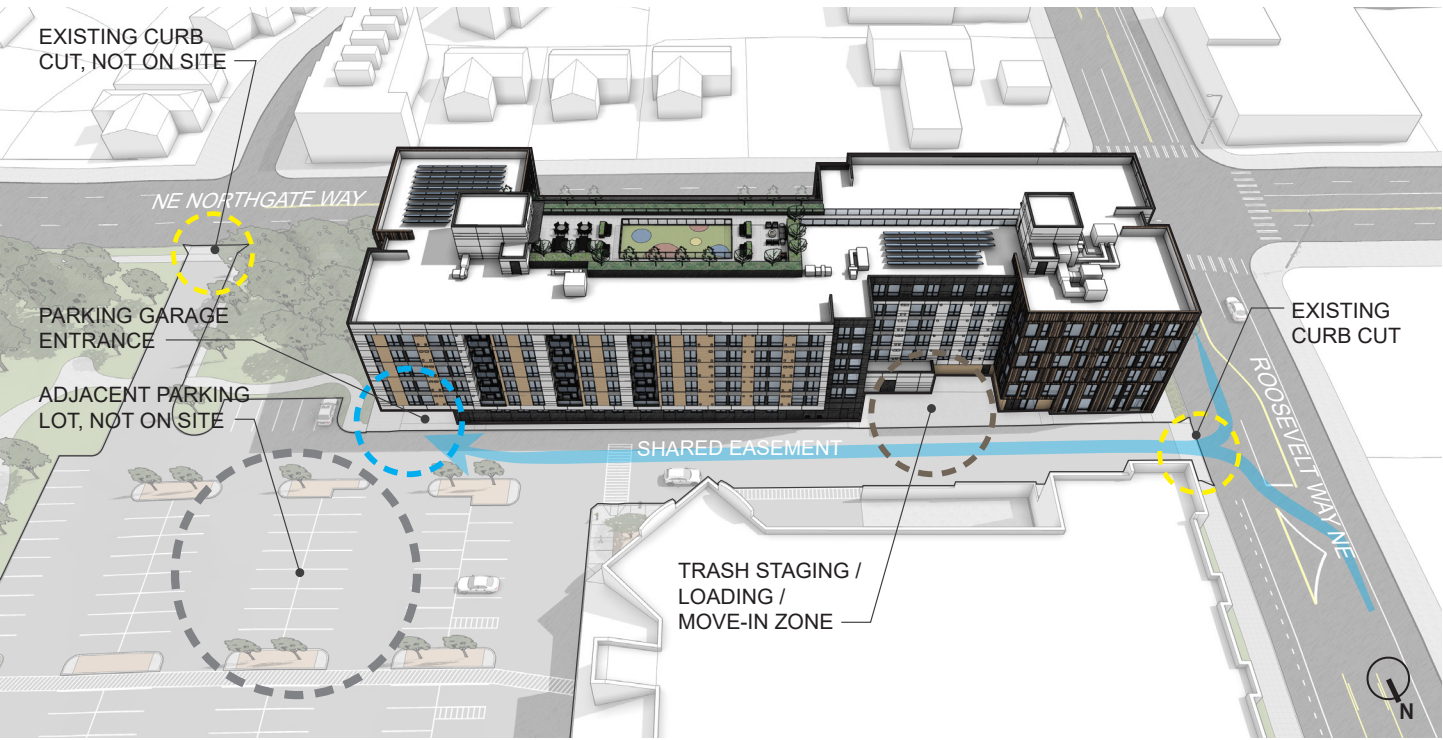
DC1 – PROJECT USES AND ACTIVITIES

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 proposed on site along the shared easement to help ease any congestion that may occur from weekly pickups.








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 PROJECT DESIGN HISTORY

<div></div>					
	Option 1	Option 1 Alternate (No Contract Rezone)	Option 2	Option 3 (Preferred)	Option 3 - Developed
CONCEPT:	'C' Shape	'C' Shape	'S' Shape	Reverse 'S' Shape	Reverse 'S' Shape
# UNITS:	173	145	190	188	184
# LIVE/WORK UNITS:	0	0	0	0	0
AMENITY AREA SF	6,724 SF	6,724 SF	5,578 SF	5,786 SF	10,567 SF
COMMERCIAL RETAIL SF:	6,060 SF	6,060 SF	6,092 SF	6,480 SF	7,008 SF
PARKING STALLS:	109	109	95	112	80
BIKE STALLS:	194	194	196	192	204
CHARGEABLE SF:	164,137 SF	139,606 SF	170,004 SF	176,280 SF	168,142 SF
RESIDENTIAL SF:	158,077 SF	133,546 SF	163,912 SF	169,800 SF	189,310 SF
OPPORTUNITIES:	<ul style="list-style-type: none"><li>• Large, open courtyard</li><li>• Efficient floor plan</li></ul>	<ul style="list-style-type: none"><li>• Large, open courtyard</li><li>• Efficient floor plan</li></ul>	<ul style="list-style-type: none"><li>• More affordable dwelling units that other options</li><li>• Building entrance is located closer to street intersection</li></ul>	<ul style="list-style-type: none"><li>• Large, open courtyard</li><li>• Daycare center and adjacent playground are efficient in forms and locations</li><li>• Back of house functions along shared easement lay out more efficiently than other options</li></ul>	<ul style="list-style-type: none"><li>• Large, open courtyard</li><li>• Commercial area is ideally located at intersection of NE Northgate Way and Roosevelt Way NE</li><li>• Back of house functions along shared easement lay out more efficiently than other options</li><li>• Building entrance faces courtyard and activates space</li></ul>
CONSTRAINTS:	<ul style="list-style-type: none"><li>• Fewer affordable dwelling units feasible</li><li>• Building entrance located away from street intersection</li><li>• Playground faces NE Northgate Way</li></ul>	<ul style="list-style-type: none"><li>• Current zoning reduces number of affordable dwelling units on site</li><li>• Building entrance located away from street intersection</li><li>• Playground faces NE Northgate Way</li></ul>	<ul style="list-style-type: none"><li>• Daycare playground is enclosed with limited access to daylight</li><li>• Commercial space is less efficient in form</li><li>• Courtyard along NE Northgate Way is narrower and less impactful</li></ul>	<ul style="list-style-type: none"><li>• Building entrance located away from street intersection</li></ul>	
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	No, one departure requested and contract rezone required



8.0 ITEMIZED RESPONSE TO EDG

COMMENT 1.A | MASSING/PROGRAMMING

Staff is concerned with the potential for high volumes of automobile traffic concentrated at entry point into the site via a +/-22-foot-wide shared access easement that will need to accommodate, grocery store patrons, residential traffic entering or leaving the site, ride share, delivery, childcare drop off vehicles, and loading dock and solid waste removal vehicular traffic. Staff is also worried about increased conflicts between motorists, and pedestrian and bike traffic as well as possible traffic queuing into Roosevelt Way NE. As such Staff requests alternative design approaches or strategies for reducing air quality, noise, and other impacts to the day care center and playground-as well as other strategies for reducing automobile and pedestrian and bike conflicts. One such strategy ought to include swapping the residential entry and lobby with the childcare center so that it is further away from the easement access point, auto loading and delivery activities and potential poor air quality and noise. This strategy could also include the added benefit of taking advantage of the bioretention pond as an educational feature as well as closer proximity to Victory Creek Park. (CS2-A-1, CS2-C-2, CS2-C-2, CS2-D, CS2-I-I, DC1-II-ii, DC1-IV-i)

ARCHITECT RESPONSE:

Refer to Figure 1. The applicant has reached out to a traffic study consultant to evaluate the volumes of automobile traffic at the shared easement and neighboring streets. Additionally, the drive aisle has since been widened so no part of the adjacent pedestrian walkway resides in the easement, making the aisle at least 24’ wide when combined with the neighboring site. Lastly, discussion about providing a ground-level day care is ongoing so a general sales and services commercial use is currently predicted for the space. The ground-level playground and daycare drop-off zone has since been removed from the plans so there is no vehicular conflict or other detriments.

COMMENT 1.B

Staff supports the continued exploration of Options 2 and 3 which both feature a strong street presence at the corner of Northgate Way and Roosevelt Way NE while providing a prominent corner gateway feature and large courtyard along NE Northgate Way. In its continued exploration, the applicant shall show how elements of the two options can be combined to create a hybrid alternative that relocates the daycare center away for the trash room, loading dock and vehicle drop off area. (CS1-B-1, CS1-C, CS2-A-1, CS2-A-2, CS2-C-2, CS2-III, CS2-D-1, DC2-A)

ARCHITECT RESPONSE:

Refer to floor plans on pages 22-23. Since the proposed daycare center, playground, and drop-off zone have been removed from the project, showing a hybrid version of the two schemes is no longer possible.

COMMENT 1.C

Staff supports the idea of providing the residential lobby and entry along the Northgate Way frontage but questions why there doesn't appear to be greater transparency or a stronger indoor/outdoor connection with the large ground level courtyard. The applicant shall provide details for the residential entry and lobby and their relationship with the large courtyard space. (PL2-A-1, PL2-C-1, PL3-A-2, DC1-IIIi, DC3-A-1)

ARCHITECT RESPONSE:

Refer to Figure 2 and Landscape plans. The residential lobby has been rotated ninety degrees to face the courtyard and to better engage the public space. Informed by staff EDG comments, seating is also proposed in the courtyard to foster a welcoming space away from NE Northgate Way.

COMMENT 1.D

Staff suggests further exploration of the entry transition being rotated so that it has a greater visual or physical connection to the ground floor courtyard. (DC3-A-1, DC3-C-2)

ARCHITECT RESPONSE:

Noted. Rotation of entry completed as suggested.

SHARED EASEMENT AT ROOSEVELT WAY NE

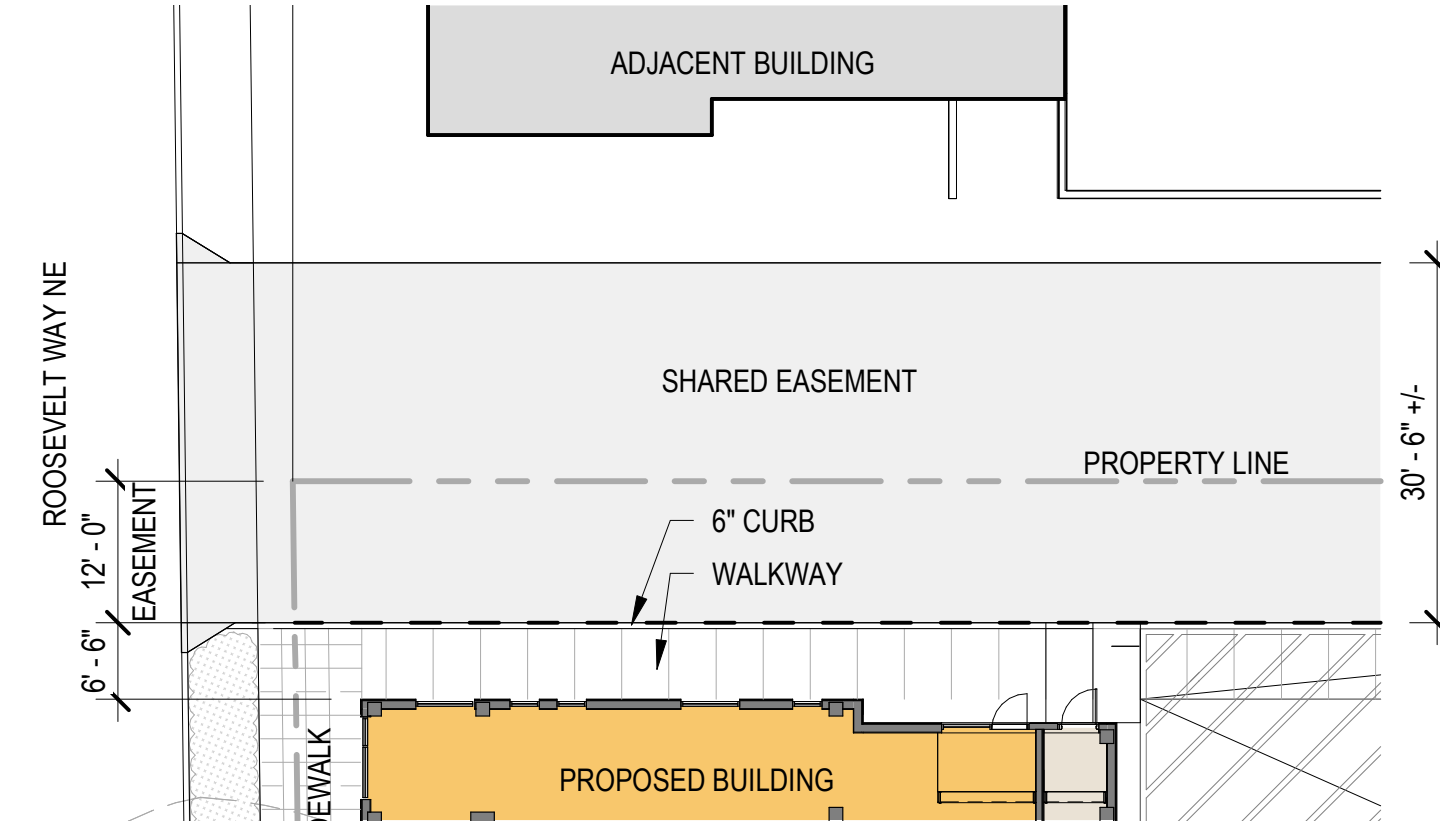


FIGURE 1

BUILDING ENTRY LOCATION AT COURTYARD

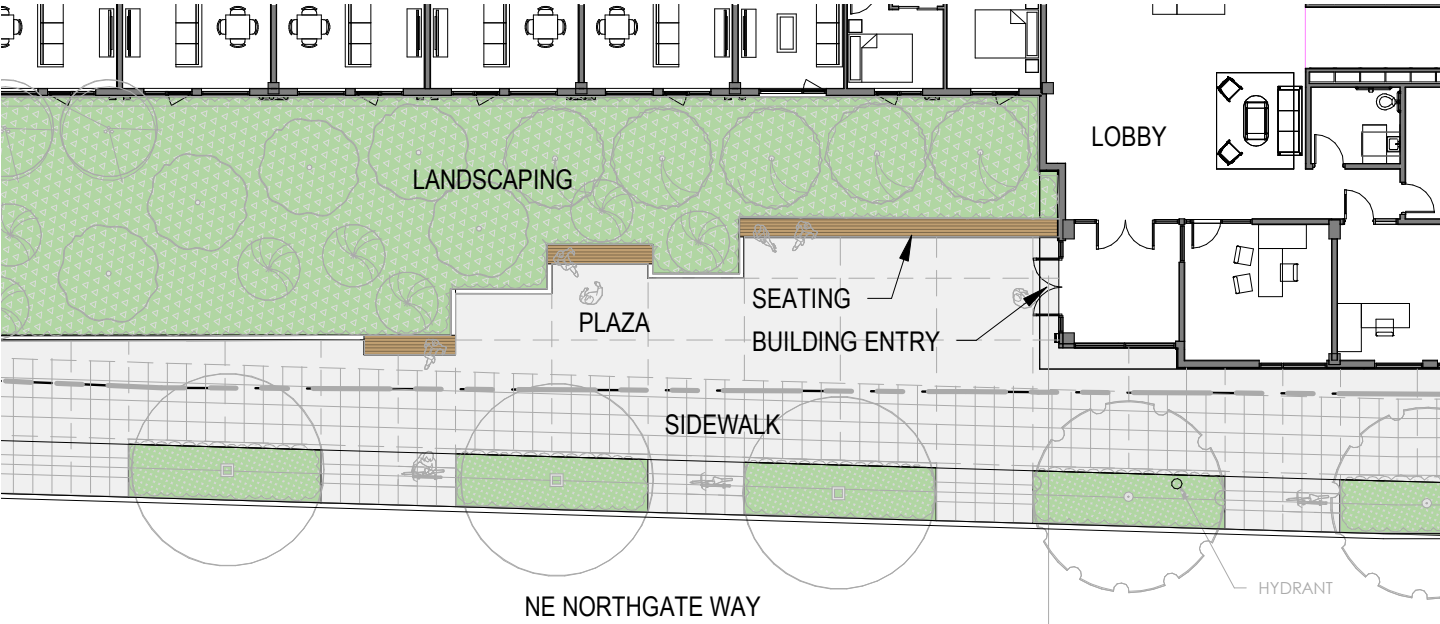


FIGURE 2



8.0 ITEMIZED RESPONSE TO EDG

COMMENT 1.E

How does the preferred massing option relate to the adjacent grocery store and the vest pocket park to the east? As such the applicant team shall provide additional graphic information demonstrating the relationship to the adjacent land uses including the grocery store and the vest pocket park to the east. This information should also include window relationships, balconies and so on. (CS2-D-5, PL3-I, DC3-C-2, DC2-C-3)

ARCHITECT RESPONSE:

See Figures 3 and 4. The facades facing Victory Creek Park and the adjacent grocery store are broken up into multiple sections via setbacks, material transitions, and fenestration patterns. A mid-block pedestrian connection is also proposed along the east lot line which provides a convenient connection to the adjacent parcel while maintaining a healthy distance between the east facade and adjacent trees within the bioretention pond.

Similar material transitions and setbacks are proposed along the shared easement to help break up the length of the building. Recessed balconies are also proposed along the shared easement to add visual texture and character to the facade. Finally, a pedestrian walkway is proposed along the length of the easement for the convenience of those navigating around the site.

FACADES FACING VICTORY CREEK PARK



FIGURE 3

FACADES FACING SHARED EASEMENT



FIGURE 4



8.0 ITEMIZED RESPONSE TO EDG

COMMENT 1.F

The tripartite façade facing Northgate Way has two lengthy sections with little modulation at the upper levels. The one recessed column of balconies represents a credible beginning. The rest of these two major façade segments should possess a series of either recessed balconies or a clear set of volumetric elements that reduce the façade segments to clear, rhythmic cadences. Secondary elements such as Juliette balconies and over framing would not be adequate to reduce the 268 linear feet that two of the facade segments represent. The lengthy street level façade segments will need to possess incident and interest such as art elements, interesting materials in addition to responding to the conditions (busy pedestrian corner, landscaped court, residential entry/amenity area next to bio-retention pond/park).

ARCHITECT RESPONSE:

See Figures 5 and 6 and Landscape sheets on pages 25-29. Per this suggestion, upper-level setbacks on the south and north facades have been introduced to provide a unique datum that breaks up the building height between the east and west masses. Additionally, material changes help gang up window patterns both horizontally and vertically, making said rhythmic cadences.

Ample landscaping and seating has been added at the courtyard to engage the public and activate the space while maintaining privacy for ground-level units. The courtyard's central location makes it a desirable destination to stop and helps break the perceived length of the building into two sections. The mid-block pedestrian connection to the east further illustrates this by allowing public access and pedestrian activation through the site between the proposed building and the adjacent off-site bioretention pond.

UPPER-LEVEL SETBACK ALONG NE NORTHGATE WAY

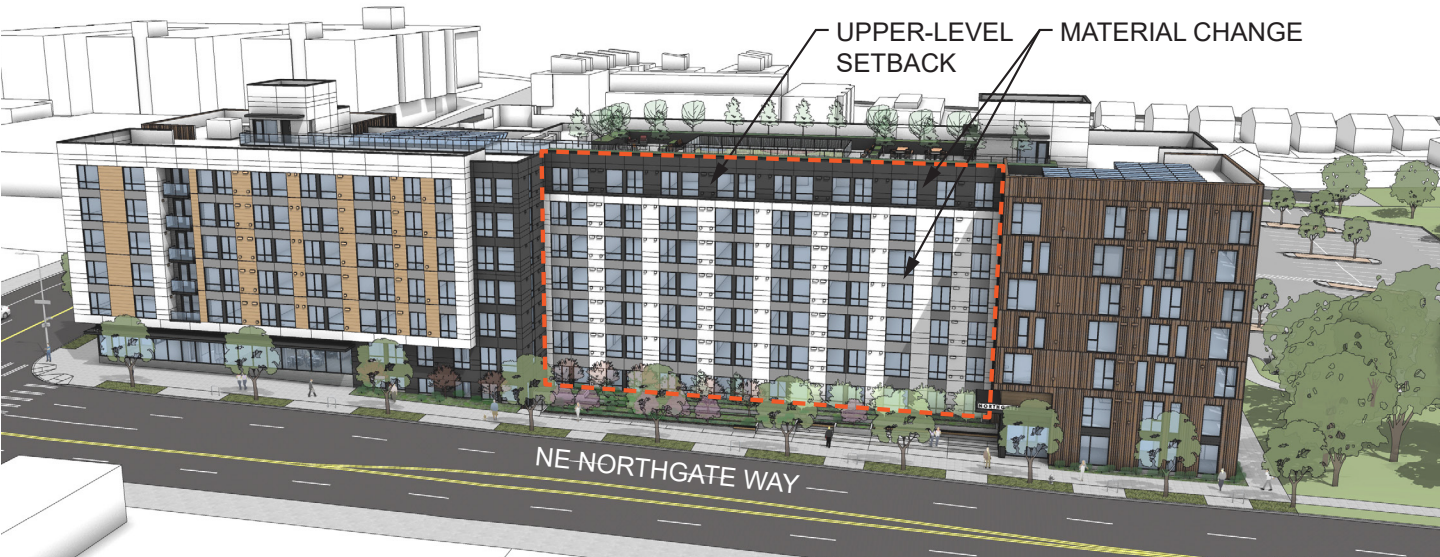
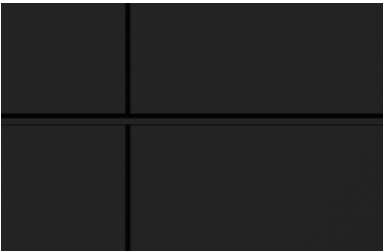


FIGURE 5

MATERIAL PALETTE



SECTION VIEW AT UPPER-LEVEL SETBACK

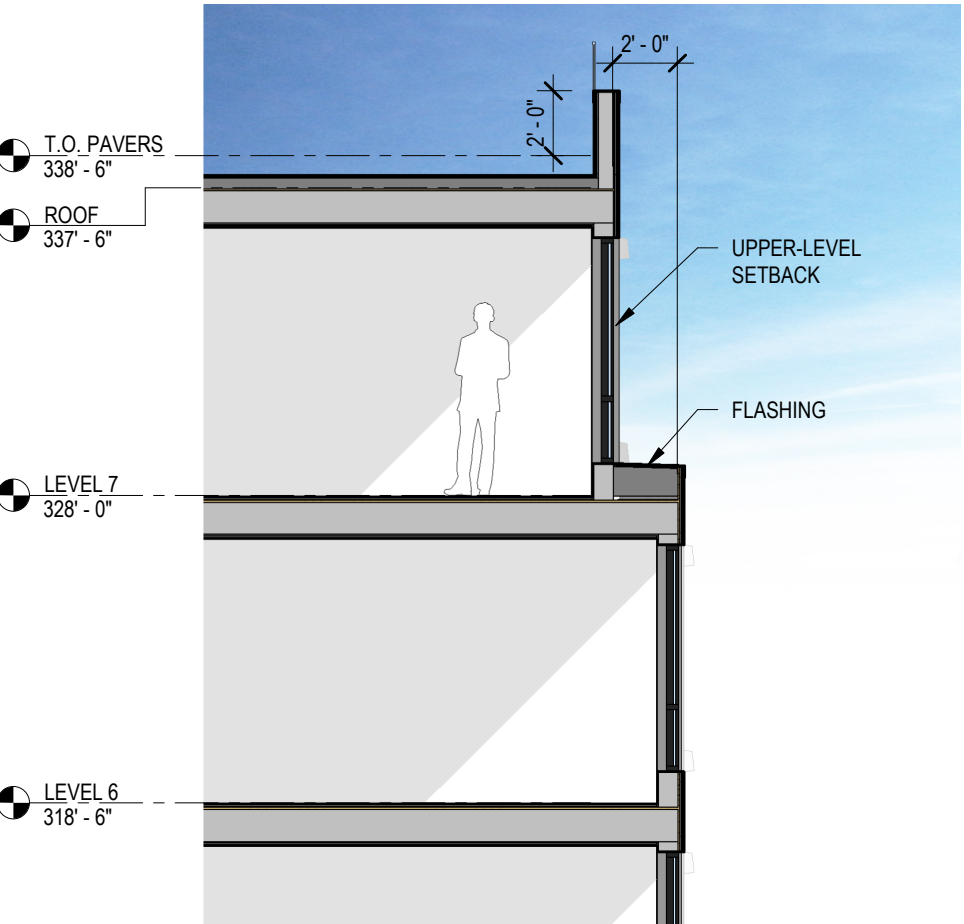


FIGURE 6



8.0 ITEMIZED RESPONSE TO EDG

COMMENT 2.A | DESIGN CONCEPT

Staff generally supports the concept of the courtyard and fitness center which face NE Northgate Way. Staff would like to see greater development of the courtyard area and how it connects to the various indoor spaces. SDCI advises against developing a series of outdoor warrens for each of the apartment units facing the open space. How is the edge of the court and the right of way manifested? (PL3-C-1, PL1-I-I, DC3-B-3, DC3-C-1)

ARCHITECT RESPONSE:

See Figure 7. Informed by Administrative EDG, the fitness center has moved to the north facade where it is less visible, and a community recreation area is now proposed along NE Northgate Way. This space is anticipated to be a lounge-like amenity that will fit well for its prominent location along the street and in response, ample glazing is proposed to visually connect the interior and exterior. Informed by Administrative EDG guidance and for the sake of anticipated security concerns, outdoor patios that physically connect the amenity area and the courtyard were not included in the design. An emergency egress door is proposed at the courtyard but will not be an entrance to the building. The same is true for all ground-level units. A buffer zone between the courtyard landscaping and the ground-level units is proposed, but no walk-out patios are proposed due to security concerns. The courtyard is instead meant to be a neighborhood amenity space accessed from the street rather than an extension of the building's amenity spaces.

COMMENT 2.B

The ground-level residential units should have a clear relationship to the internal courtyards. The design team shall provide vignettes and other details of the interior courtyard space depicting landscaping, fence design if any, paving material, seating, and lighting where applicable. (PL1-1-b, PL1-2-b, PL1-2-c, PL1-3-a, PL1-I-i, DC3-A-1, DC3-B-1 DC2-I ii.)

ARCHITECT RESPONSE:

See Figure 7 and 8. Vignettes and details are shown of landscape screening for the ground-level units which will help mitigate privacy and security concerns. Hardscape and seating are proposed in the courtyard which lead off of NE Northgate Way and draw people into the site while not so close as to cause noise and privacy concerns for adjacent units. Furthermore, bringing people into the site consequently draws security concerns for ground-level units so no patios are proposed in the courtyard.

OVERHEAD VIEW OF COURTYARD

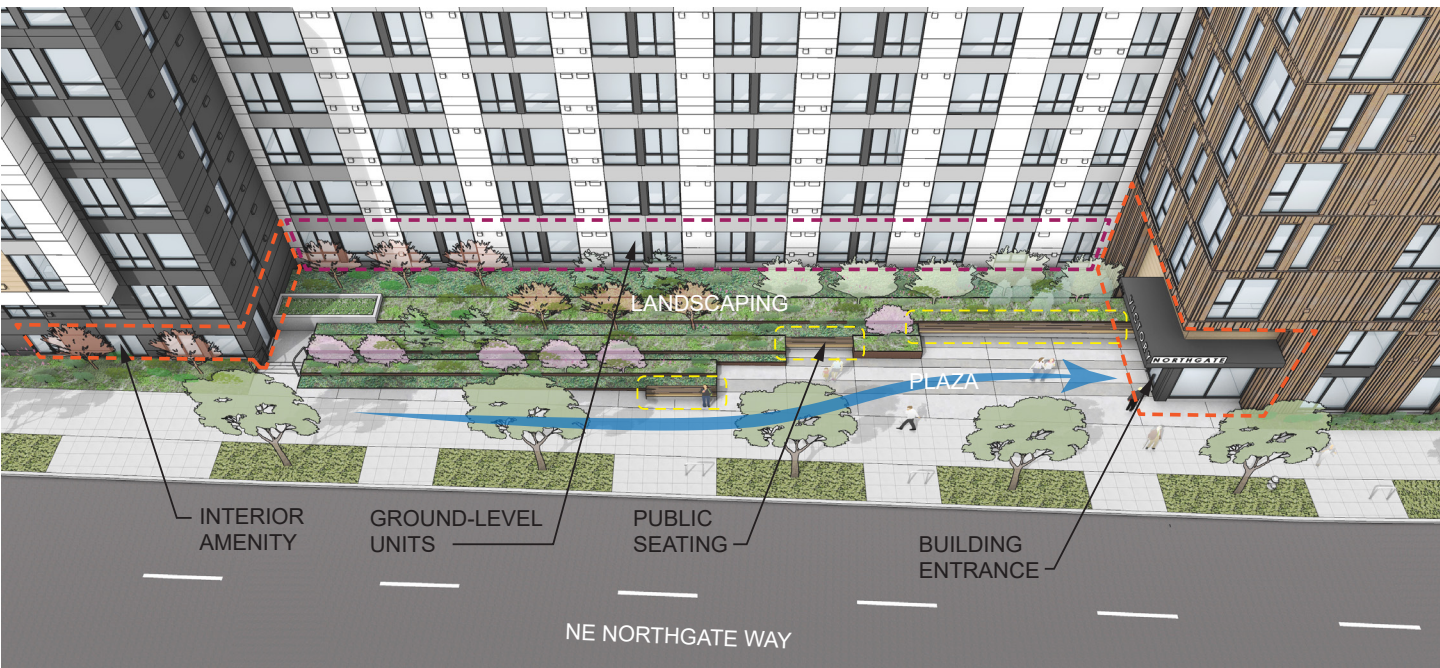


FIGURE 7

SITE SECTION @ COURTYARD

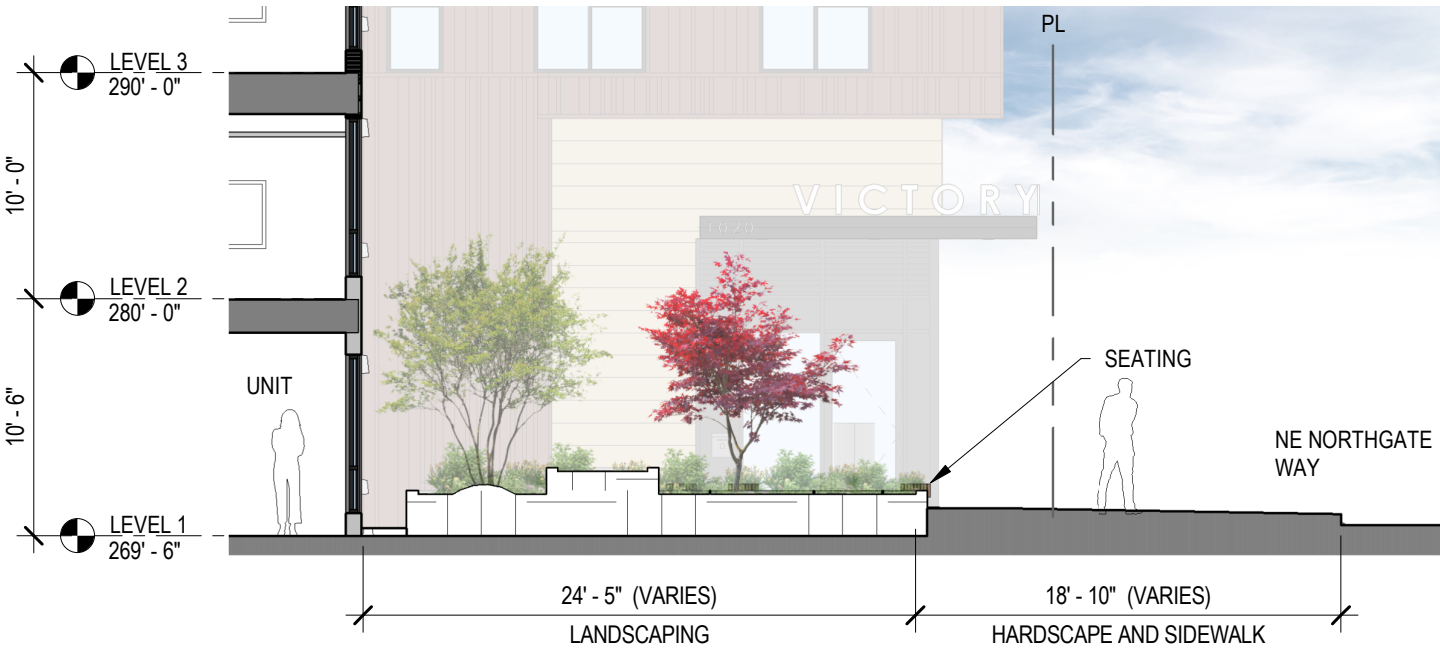


FIGURE 8



8.0 ITEMIZED RESPONSE TO EDG

COMMENT 2.C

The location of the Daycare Center and Playground in relationship to the trash rooms and QFC loading dock is problematic. The applicant shall explore alternative layouts that better meet the design guidelines. (CS2-D-5, CS3-A-1, CS3-A-4, DC3-IV)

ARCHITECT RESPONSE:

The daycare center and playground has since been removed from the plans.

COMMENT 3.A | SITE PLANNING AND CIRCULATION

Staff requests additional design details which includes the type and location of landscaping elements, ground plane treatments, fixtures and furnishings, and lighting alluded to in precedent imagery. (PL2-D-1, DC1-B-1, DC1-B-1, DC4-D, DC3-IV)

ARCHITECT RESPONSE:

See Landscape drawings on pages 25-29 for additional design details per recommendation.

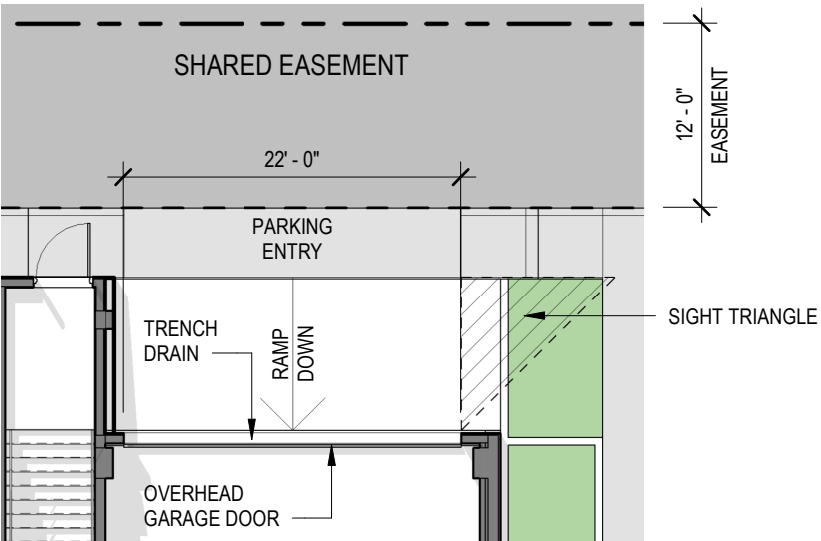
COMMENT 3.B

The design team shall provide additional details for how automobiles enter the lower level parking area, including turning radii, alert systems, gate detail, etc. (DC1-B-1)

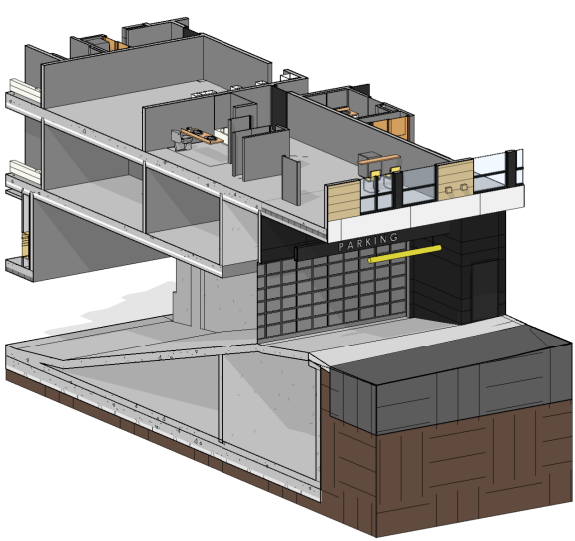
ARCHITECT RESPONSE:

See Figure 9 and floor plans for additional details as requested. The garage will be accessed from the shared easement via an overhead rolling door. One view triangle is required on the exit side of the two-way parking ramp. No safety mirror is required or provided due to the view triangle and its lack of necessity. Additionally, no minimum turning radii is required for the garage drive aisles due to the speed ramp not having any turns in its decent to the garage. The small parking ramp near the southeast corner of the garage is less than 5% and can be parking upon. Therefore, it's treated as a parking aisle and not a speed ramp nor driveway.

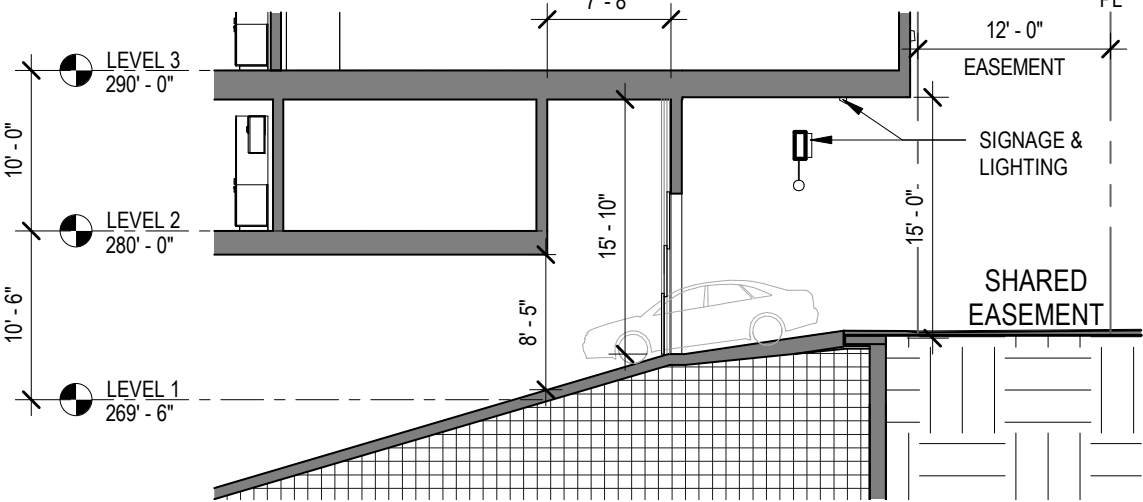
PARKING ENTRY PLAN



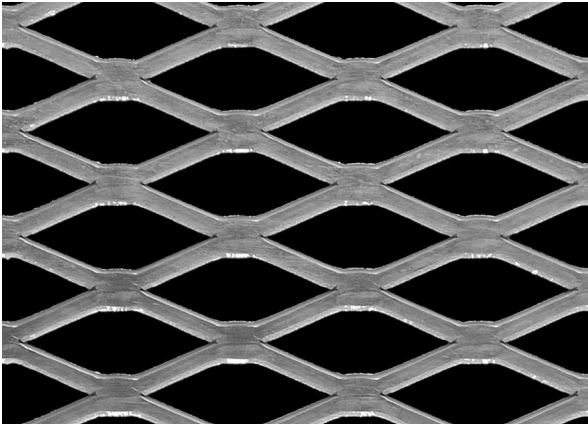
PARKING ENTRY AXONOMETRIC



PARKING ENTRY SECTION



EXAMPLE GARAGE DOOR DESIGN



NOTE: EXAMPLE IMAGES ARE FOR REFERENCE ONLY. FINAL LOOK OF GARAGE DOOR IS TO BE DETERMINED BY MANUFACTURER.

FIGURE 9



8.0 ITEMIZED RESPONSE TO EDG

COMMENT 3.C

The applicant team shall provide details and the location of short-term bike parking thoughtfully designed for ease of use. In addition, Staff requests more information on the long-term bike storage for the Recommendation phase of review. (PL4-B-1, PL4-B-2, PL4-B-3, PL1-3-h)

ARCHITECT RESPONSE:

See Figures 10, 11, and site plan for said parking details and information as suggested. U-racks with a power-coated finish are proposed around the site for short-term parking, both in the right-of-way and within the property line. Double-decker parking racks will be provided for long-term parking within the building in a secured room. Charging stations can be provided for electric bikes.

COMMENT 3.D

The applicant team shall provide a roof plan that demonstrates how the space will function, including the area labeled playground as seen in the EDG packet as well as any fixtures and furnishings associated with that space. With the possibilities of panoramic views from the roof, show how the occupiable spaces takes advantage of the vistas. (CS1-E2)

ARCHITECT RESPONSE:

Since Administrative EDG, the rooftop playground has been removed from the design and this comment is no longer applicable. However, the rooftop amenity area has been developed to capture panoramic views and take advantage of said vistas.

COMMENT 3.E

Staff request additional information for all service deliveries and daycare drop off and pick up schemes, including details showing the condition of the street edge and entry transition into the daycare facility. (PL4, PL4-B-1, PL1-3-h.)

ARCHITECT RESPONSE:

See Figure 12. Since Administrative EDG, the daycare, playground, and drop-off zone have been removed from the project. The recessed area facing the shared easement is reserved for trash staging and service deliveries. Coordination between trash collection and deliveries will be made by management to ensure the space isn't occupied by both agencies for certain hours of the day.

SHORT-TERM BIKE RACKS



BIKE RACK DETAILS

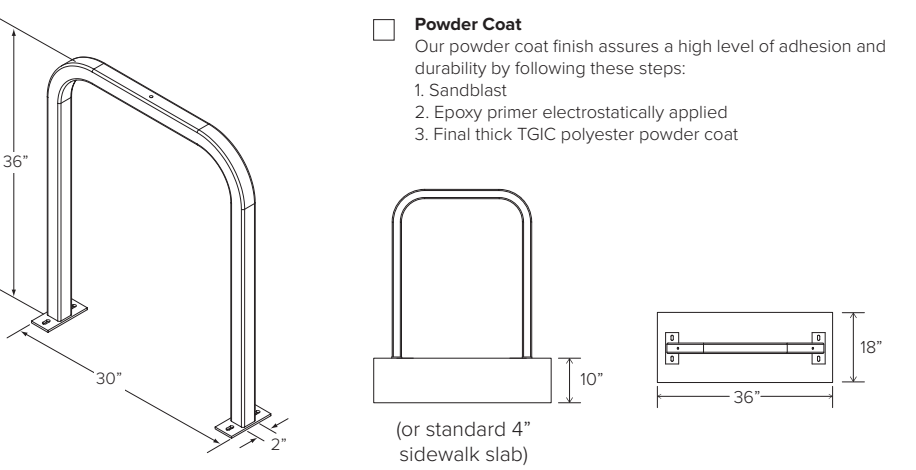


FIGURE 10

LONG-TERM BIKE RACKS



BIKE RACK DETAILS

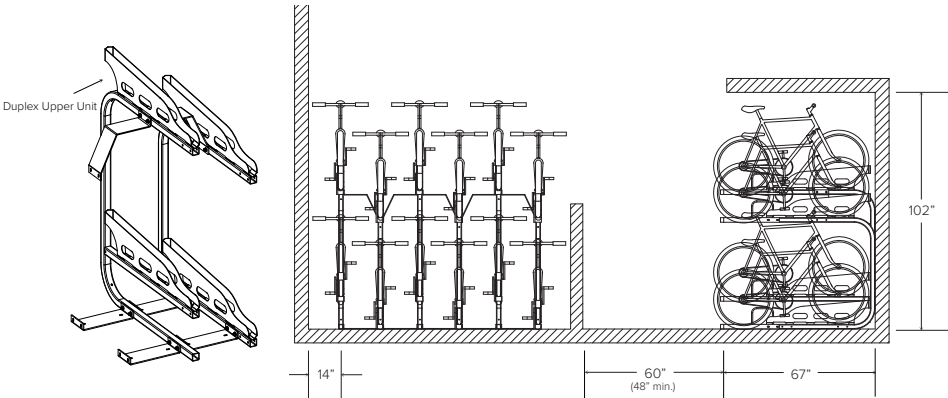


FIGURE 11

TRASH STAGING / DELIVERY AREA

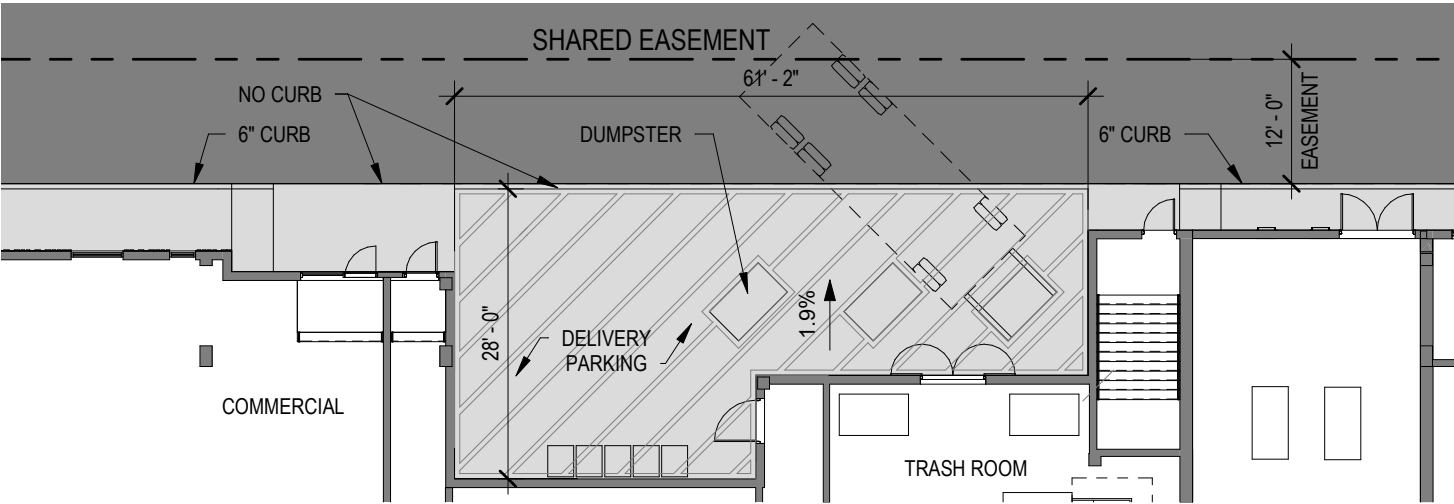


FIGURE 12



8.0 ITEMIZED RESPONSE TO EDG

COMMENT 3.F

While it doesn't appear to have an impact, the applicant team shall show the relationship of the building height and potential shadows cast on the nearby Victory Creek Park. DC2-A-2, DC2-C-3

ARCHITECT RESPONSE:

See Figure 13 for relationship of building height and potential shadows. The building's shadow with respect to victory creek park has been studied and determined to have no large impact on the site with Winter being the only time of year where a portion of the park will be cast in shadow before 3PM.

COMMENT 4.A | MATERIALS AND SIGNAGE

Materials, window sizes and depths and façade treatments will be important to the success of the final preferred massing option. The applicant shall continue its exploration of different textures and materials designed to extend into the interior courtyard areas of the building façade as well as the exteriors to create visual interest and continuity for the entire project. (DC2-A-2, DC2-B-1, DC2-C-1, DC2-D-1, DC2-D-2)

ARCHITECT RESPONSE:

See colored elevations, material board, and perspectives for said texture and material exploration.

COMMENT 4.B

Signage will be critical for wayfinding purposes especially as it relates to the daycare center, courtyard, bike and pedestrian circulation, and service deliveries. Signage should add interest to the streetscape, relate to the design concept, and convey pedestrian access into the site. The applicant team shall provide a conceptual signage plan for the next stage of the review. (PL2-D, DC4-B, DC4-D)

ARCHITECT RESPONSE:

See signage concept images on pages 46-47 for wayfinding and signage details.

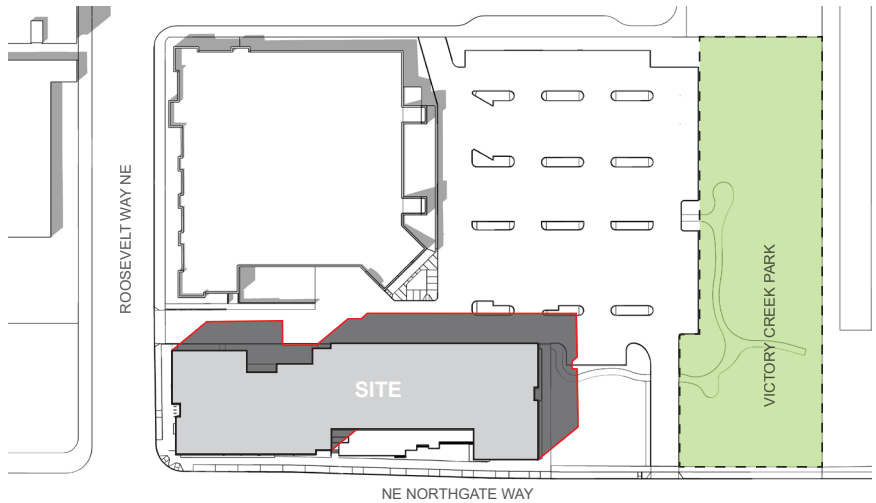
COMMENT 4.C

Per the design guidelines, the exterior building materials should have a human scale which helps people relate to the size of the building. Currently it is difficult to see elements of the building that relate to a human scale. (DC2-B, DC2-I)

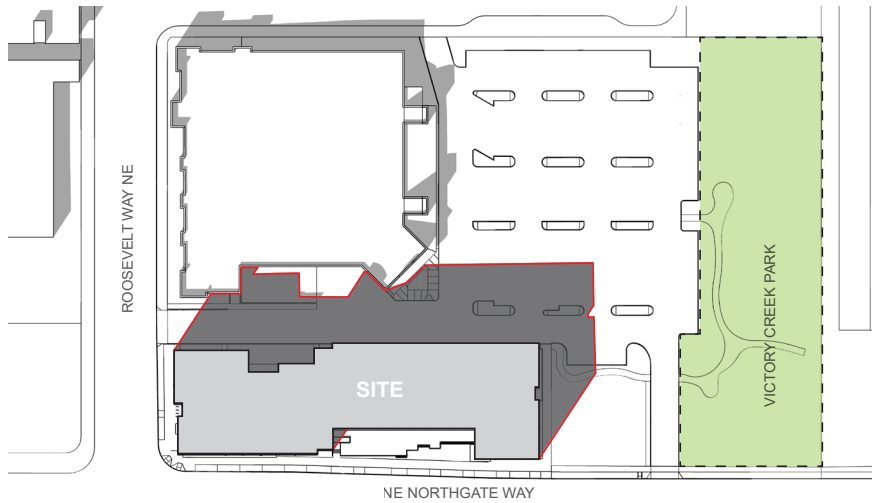
ARCHITECT RESPONSE:

See colored elevations, material board, and perspectives showing structure's relation to the human scale.

SHADOW STUDIES



SUMMER SOLSTICE: 3PM



EQUINOX: 3PM



WINTER SOLSTICE: 3PM

FIGURE 13



8.0 ITEMIZED RESPONSE TO EDG

DEVELOPMENT STANDARD DEPARTURES

Staff’s recommendation on the requested departure(s) will be based on the departure’s potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). Staff recommendation for departures is reserved until the recommendation report. The following departures were requested:

- 1. Maximum width and depth of structures (SMC 23.71.036 Table A) – Preferred Option 3: The code states that 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. NC3 zones with 40 feet of greater height limits abutting LR2 zone or LR2 zone across a street right-of-way that is less than 80 feet in width:

The applicant’s justification is based on the idea that NE Northgate Way is a frequently trafficked arterial, and that the large setback requirements described by the code aren’t appropriate for such a street. The argument continues by suggesting that the proposed massing design successfully provides enough setbacks along NE Northgate Way, opposite the LR2 zone to fulfill both an adequate zone transition, while retaining the urban infill pattern for which the major pedestrian street strives to develop.

The applicant suggests that the setback for the project proposal includes a large courtyard along the arterial as well as a narrow (and unarticulated) thru-block pedestrian connection that joins NE Northgate Way to the shared easement on the north side of the site.

Finally, it is suggested that a code compliant scheme would reduce the number of affordable units the site could provide. Further the portion of the building that projects into the setback will aid in providing more floor area for affordable housing units in this neighborhood, and not allowing this additional area by way of enforcing extensive setbacks would be a loss to the project and neighborhood.

Staff agrees with some of the design rationale provided for this departure but requests additional information that supports the argument that NE Northgate Way is a frequently trafficked arterial, and that the large setback requirements described by the code aren’t appropriate for the street and how granting the approval of the departure aids in better meeting the intent of the Design Guidelines. The applicant should also calculate the total square footage gained by the proposed departure. (CS2 Urban Pattern and Form, CS2-III Height, Bulk and Scale Compatibility, PL1-I-i. Open Space, DC2-B-1 Façade Composition, DC3-A Building-Open Space Relationship, DC2-II. Upper Stories)

ARCHITECT RESPONSE:

See pages 50 and 51 for information pertaining to the requested departure. A traffic consultant has been tasked with recording the amount of vehicular traffic NE Northgate Way receives directly in front of the site with respect to areas nearer the Northgate neighborhood’s downtown core. Calculations which show the total square footage gained by the departure have been added to the departure request, as well as a calculation which shows how much the square footage is voluntarily omitted from an otherwise larger but code-compliant design.

TYPE 1 DECISIONS

Type I Decisions per SMC Chapter 23.47A, are made by SDCI as part of the Master Use Permit (MUP) review.

**DRIVEWAY SLOPE SMC 23.54.030.D.3** - The applicant is requesting to be allowed to use a parking ramp with a maximum slope of 23.2% which exceeds the code maximum of 15.0%.

**PARKING SPACE REQUIREMENTS SMC 23.54.030.B.1.b** - The applicant is requesting to be allowed to target 88 percent of the proposed parking stalls to be medium size which exceeds the maximum of 60 percent per code.

The criteria for considering this Type I request are found in SMC 23.54.015. The applicant should submit their response and any graphics or information needed to demonstrate compliance with these criteria when they submit the MUP application materials. The response will be analyzed by the SDCI zoning reviewer during the MUP review.

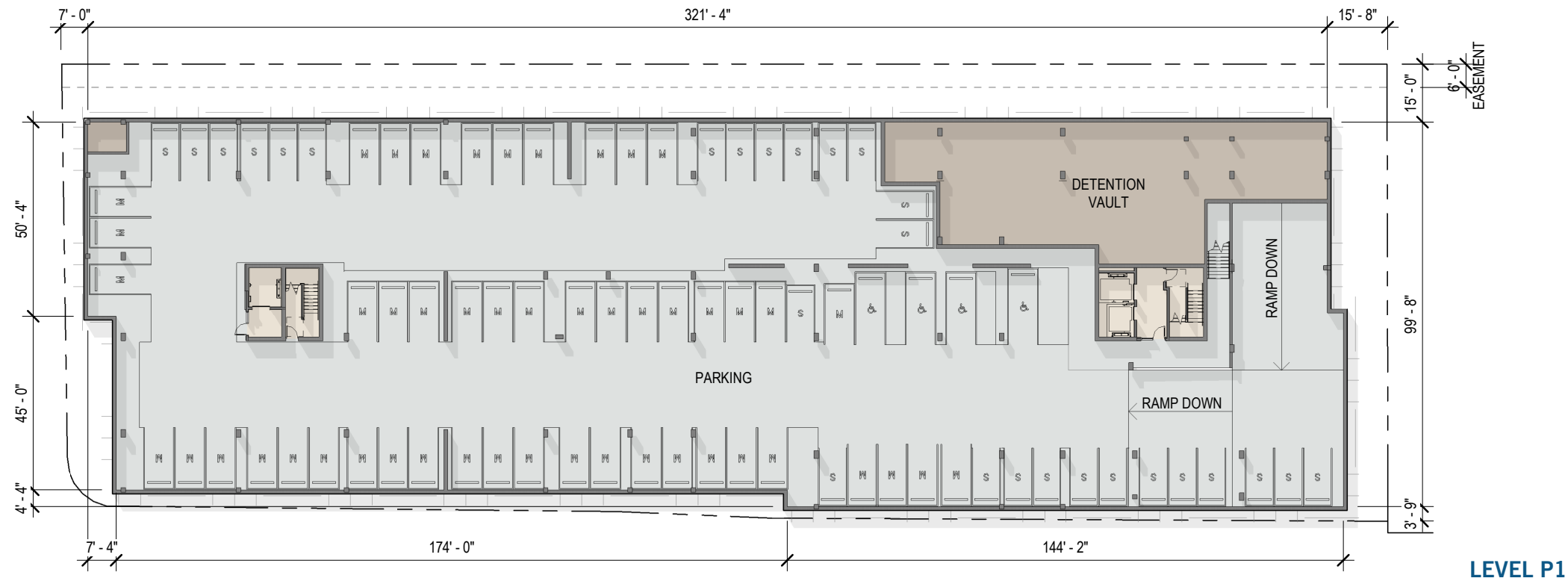
A departure may be requested if the Type I request is denied. At that time, the applicant will need to demonstrate how the proposal better meets the intent of specific design guidelines.

ARCHITECT RESPONSE:

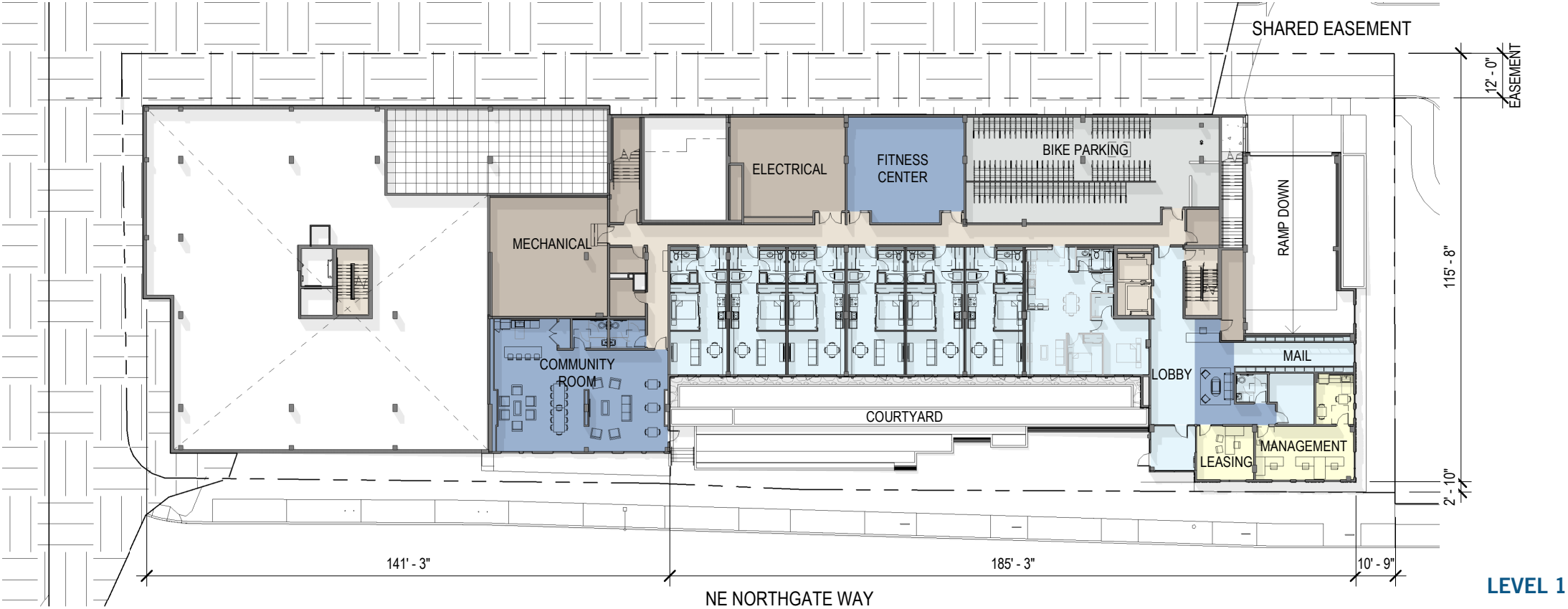
See page 48 for information pertaining to the requested adjustment. A driveway slope exceeding 15% per SMC 23.54.030.D.3 Is still requested and is detailed on sheet A0.11. A parking ratio exceeding the limits described per SMC 23.54.030.B.1.B. is no longer requested and has been removed.



9.0 FLOOR PLANS

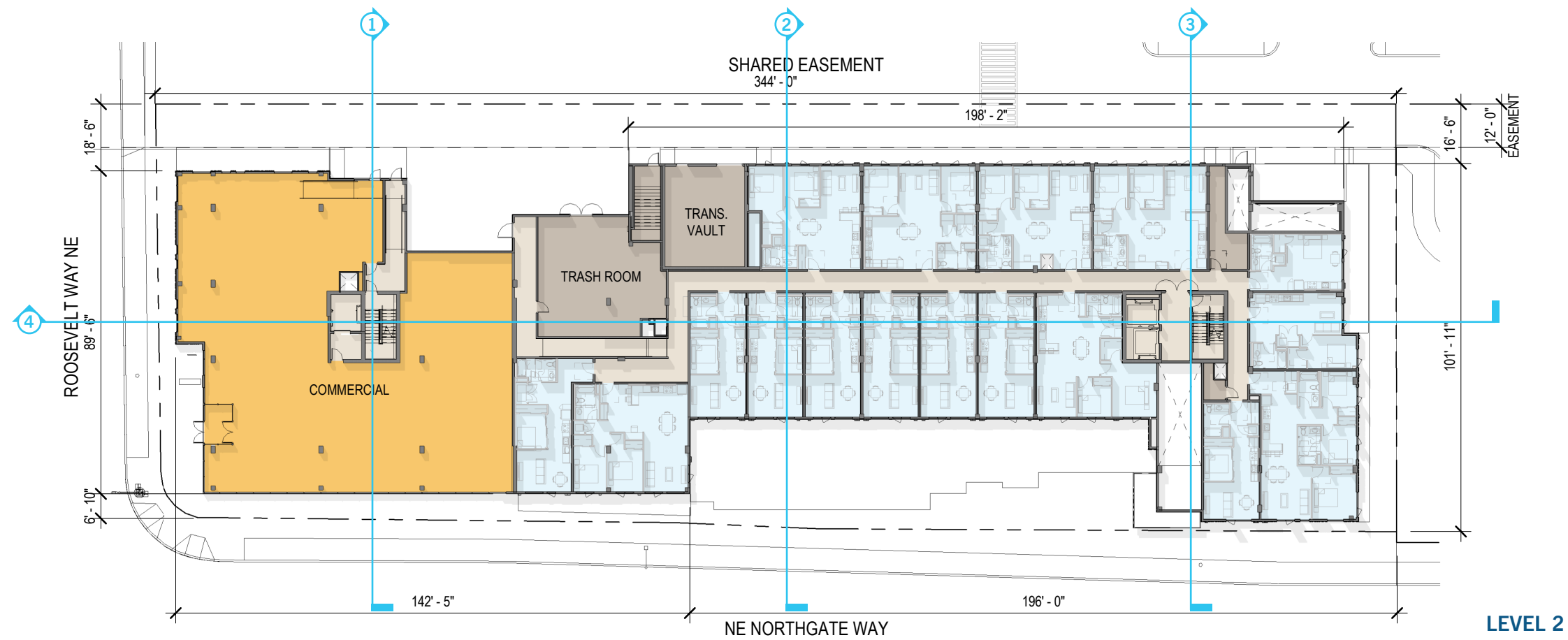


- KEY
- Commercial
  - Units
  - Utility / BOH
  - Circulation
  - Planting Strip / Landscape
  - Residential Amenity
  - Parking
  - Leasing Office

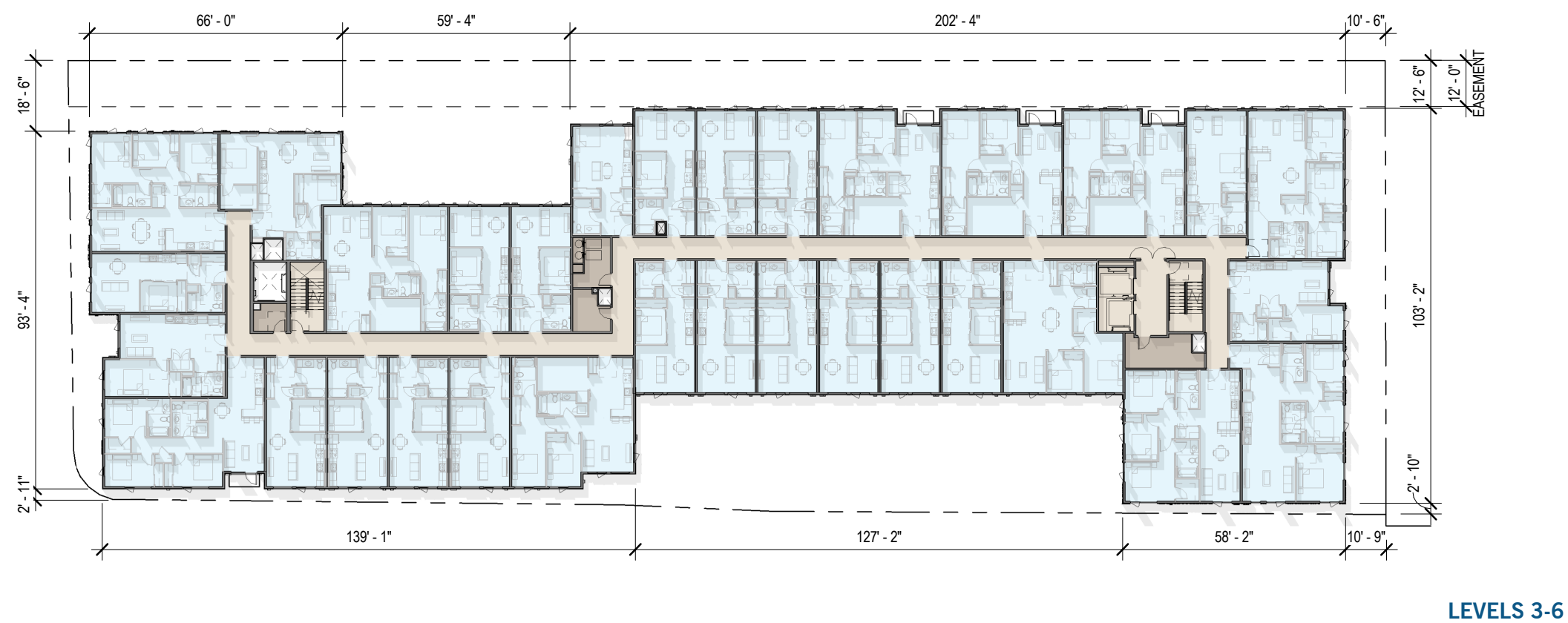




9.0 FLOOR PLANS

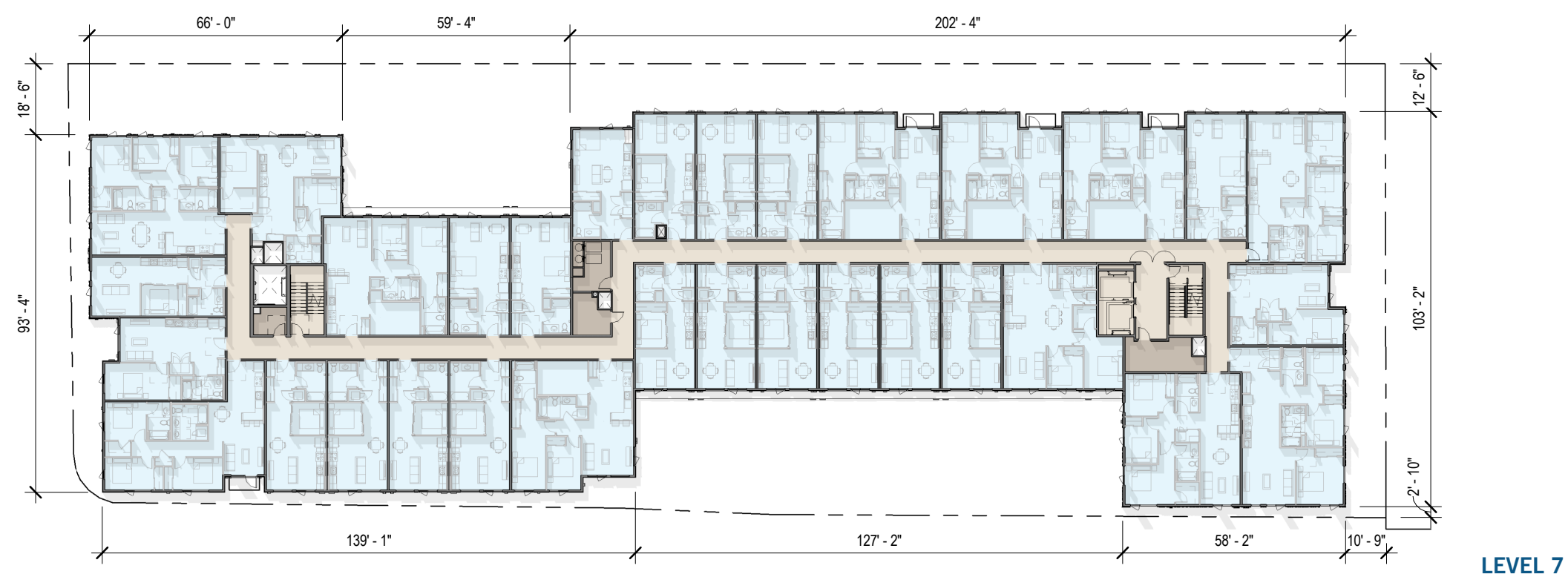


- KEY
- Commercial
  - Units
  - Utility / BOH
  - Circulation
  - Planting Strip / Landscape
  - Residential Amenity
  - Parking
  - Leasing Office

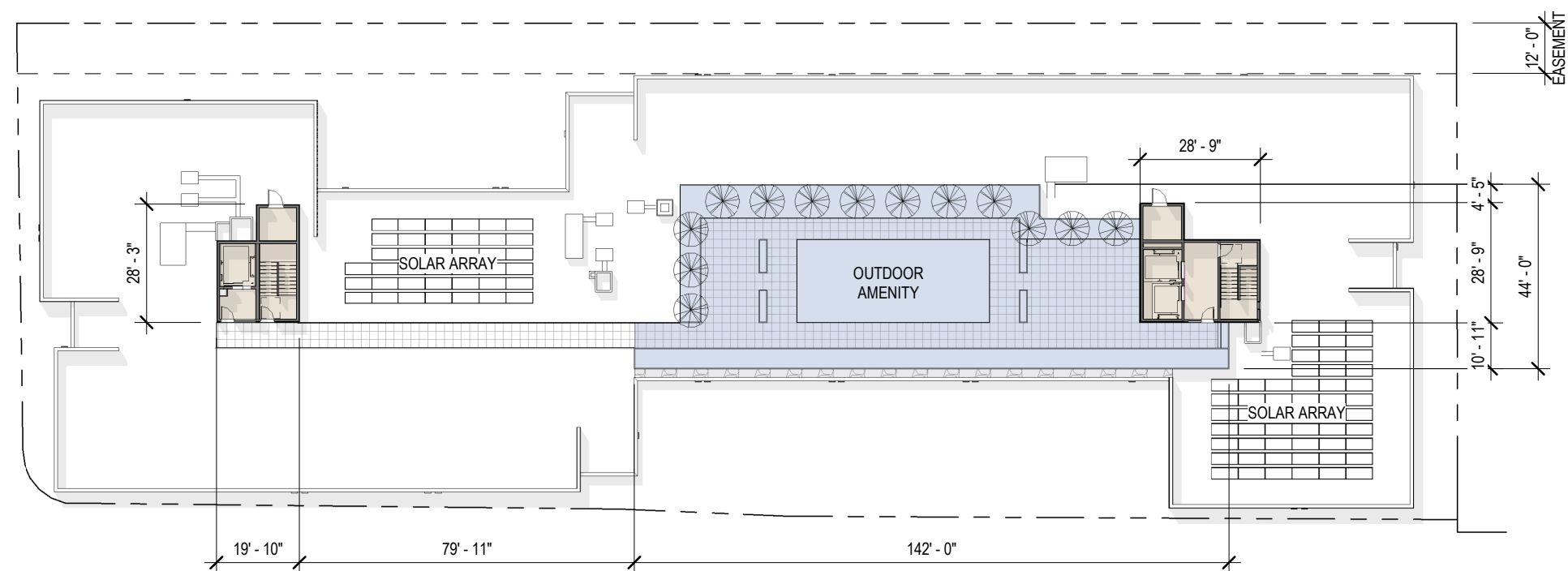




9.0 FLOOR PLANS



LEVEL 7

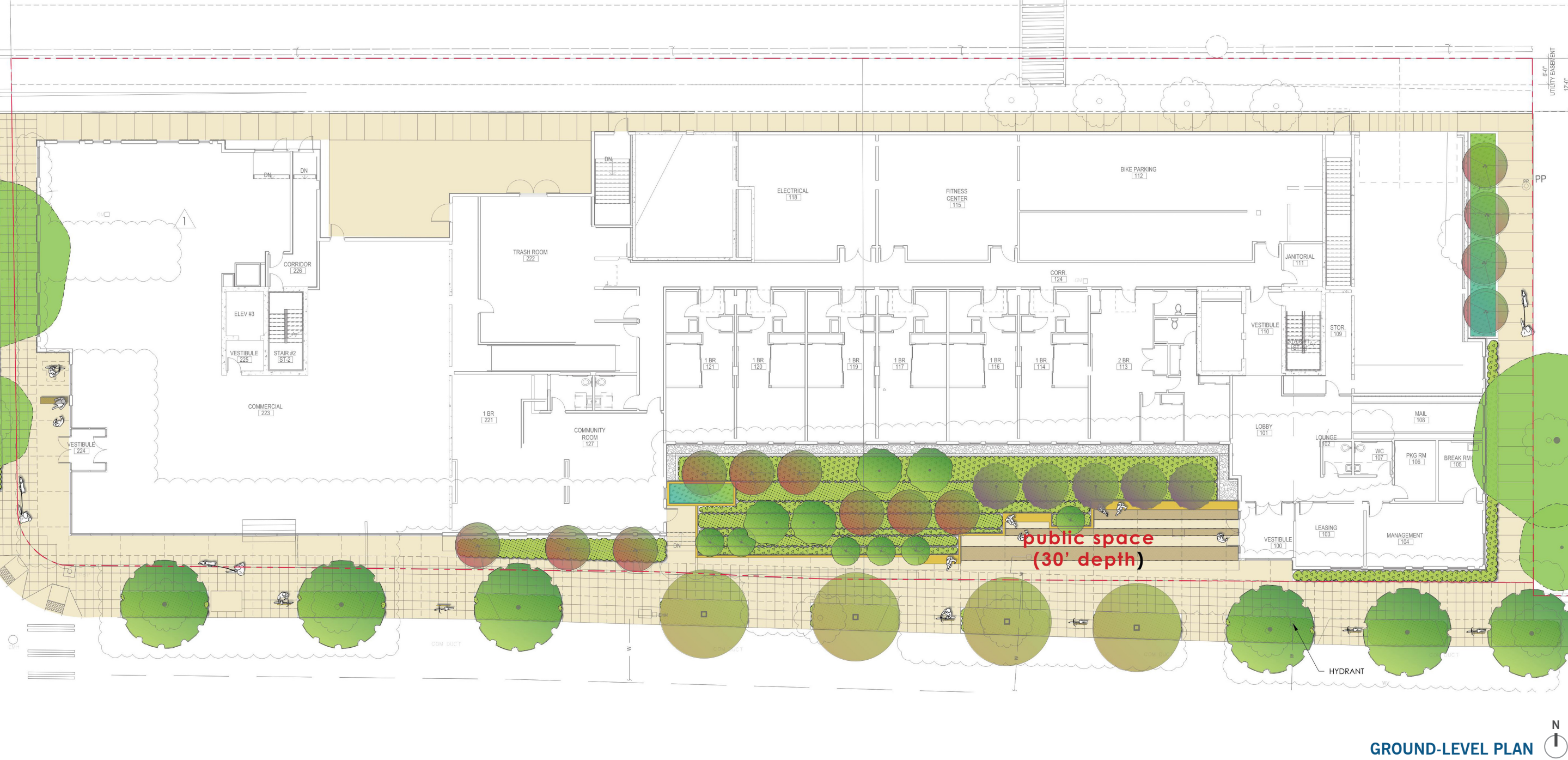


ROOF

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

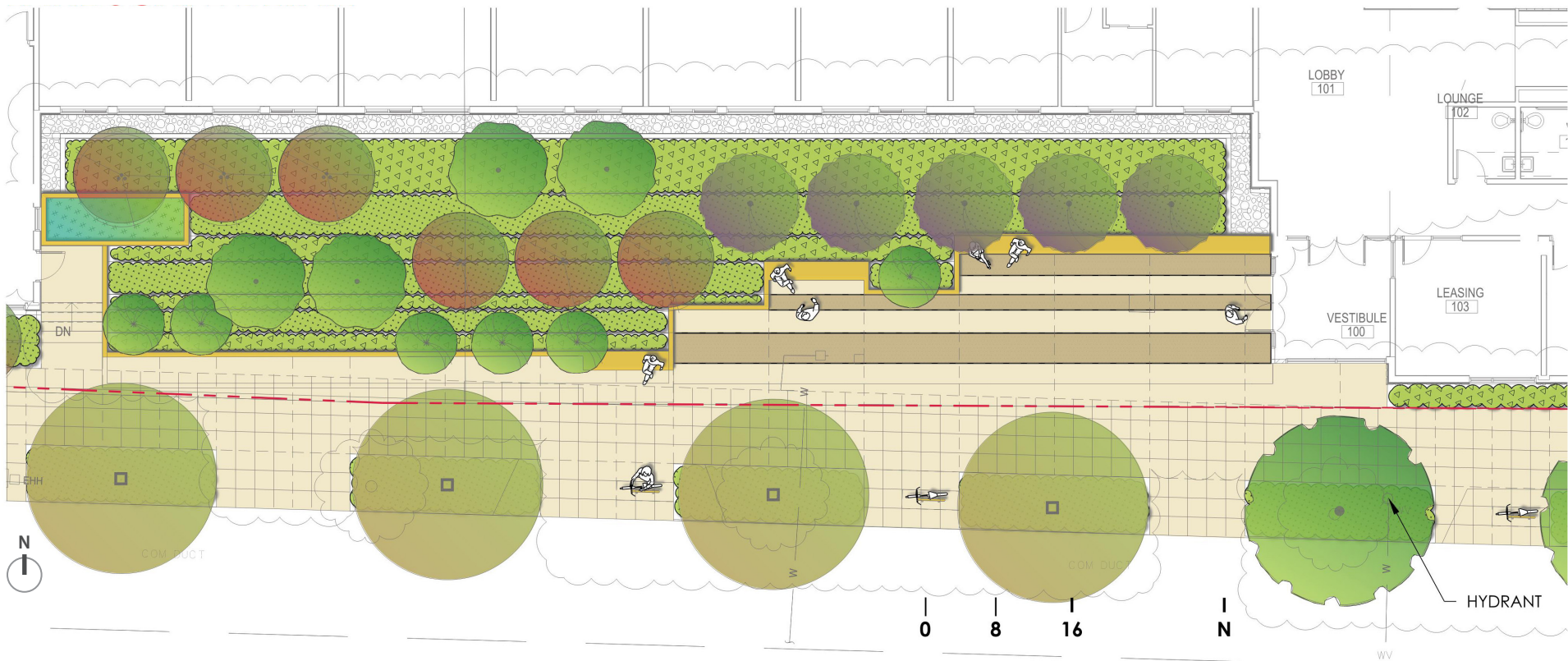


10.0 LANDSCAPE PLAN & PLANTING PLAN



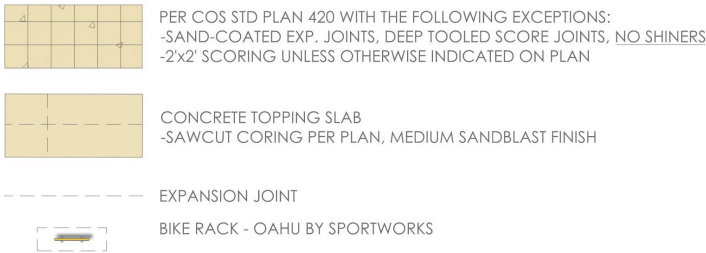


10.0 LANDSCAPE PLAN & PLANTING PLAN

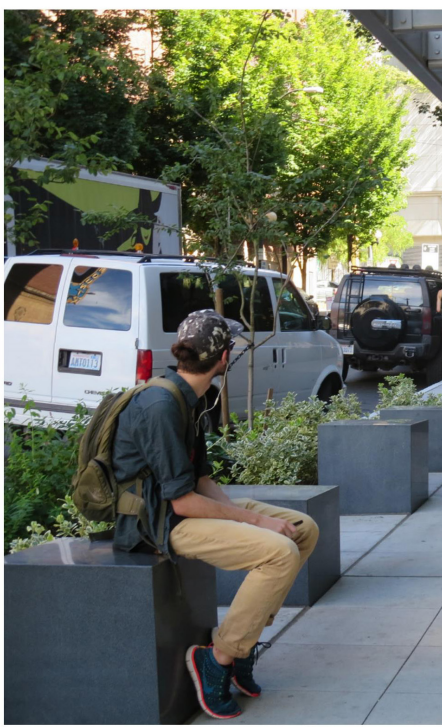


forecourt

- 1. Generous sidewalk zone with seating frames residential entry
- 2. Staccato pattern of alternating pavement finishes
- 3. Pattern extends public zone to the curb
- 4. Plantings reinforce pattern



seating



seating



LANDSCAPE DETAILS



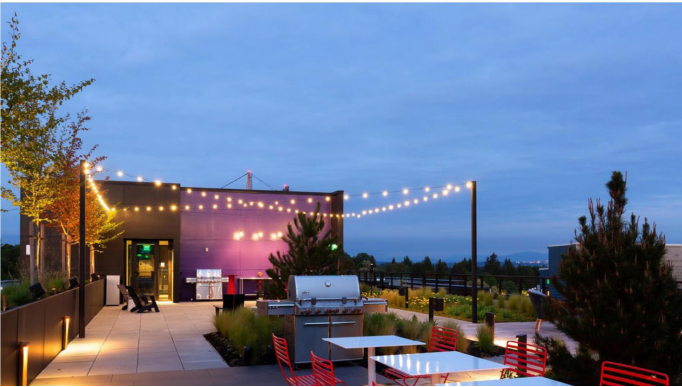
10.0 LANDSCAPE PLAN & PLANTING PLAN



play turf with a view



green roof with perennials



ROOF PLAN



10.0 LANDSCAPE PLAN & PLANTING PLAN



TREES



Ulmus 'Frontier'  
Frontier Elm



Quercus frainetto  
Hungarian Oak



Pinus contorta 'Contorta'  
Shore Pine



Lagerstroemia 'Tuscarora'  
Tuscarora Crape Myrtle



Cornus kousa 'Starlight'



Acer circinatum  
Vine Maple



Acer japonicum  
Full Moon Maple



Amelanchier 'Autumn Brilliance'  
'Autumn Brilliance' Amelanchier



Camellia vernalis 'Yuletide'  
'Yuletide' Camellia



Rosa 'Amber Flower Carpet'  
'Amber Flower Carpet' Rose



Viburnum bodnantense 'Dawn'  
Dawn Viburnum



Mahonia nervosa  
Leatherleaf Mahonia



Gaultheria shallon  
Salal



Ilex glabra  
Inkberry



Cornus sericea 'Kelseyii'  
Kelsey Redtwig Dogwood

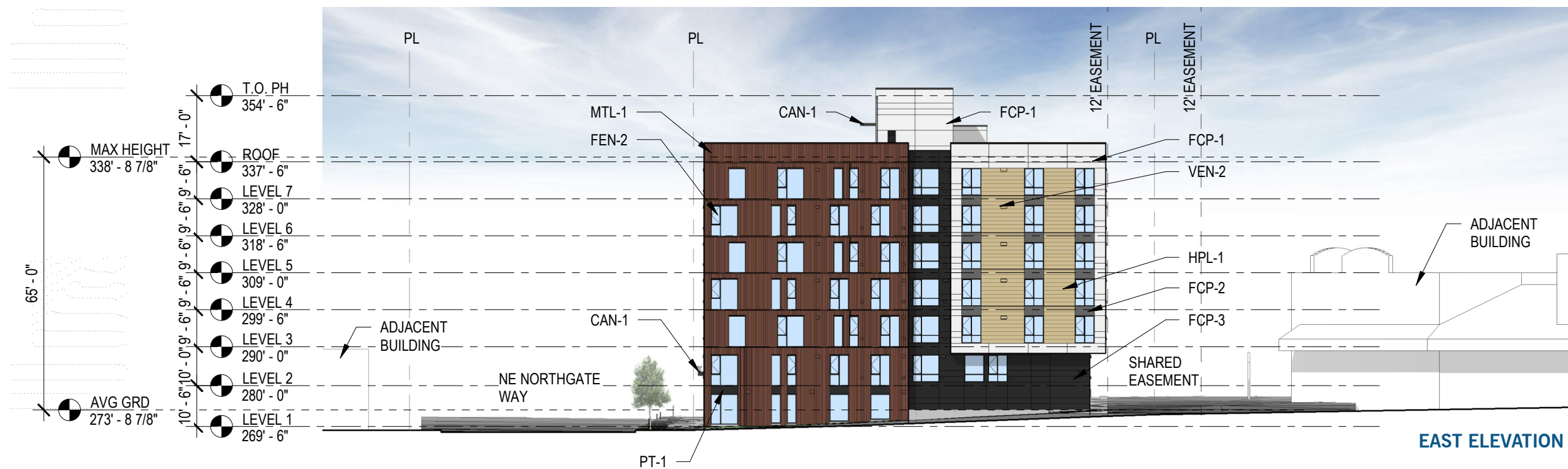
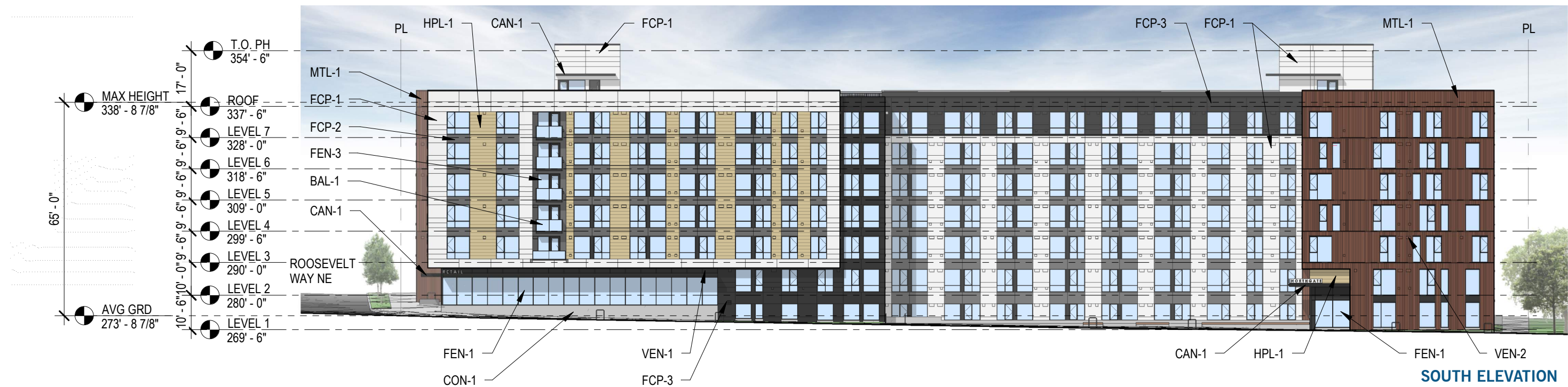


Sedum green roof with colorful  
perennials

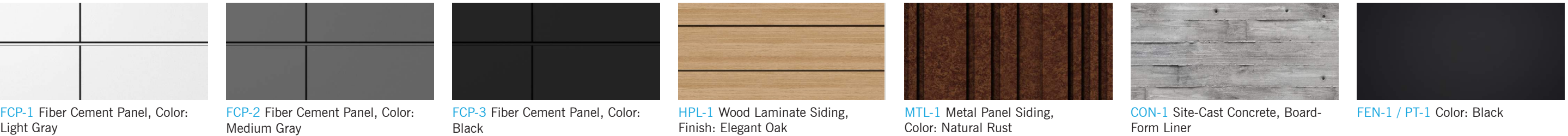
PLANT SPECIES



11.0 ELEVATIONS

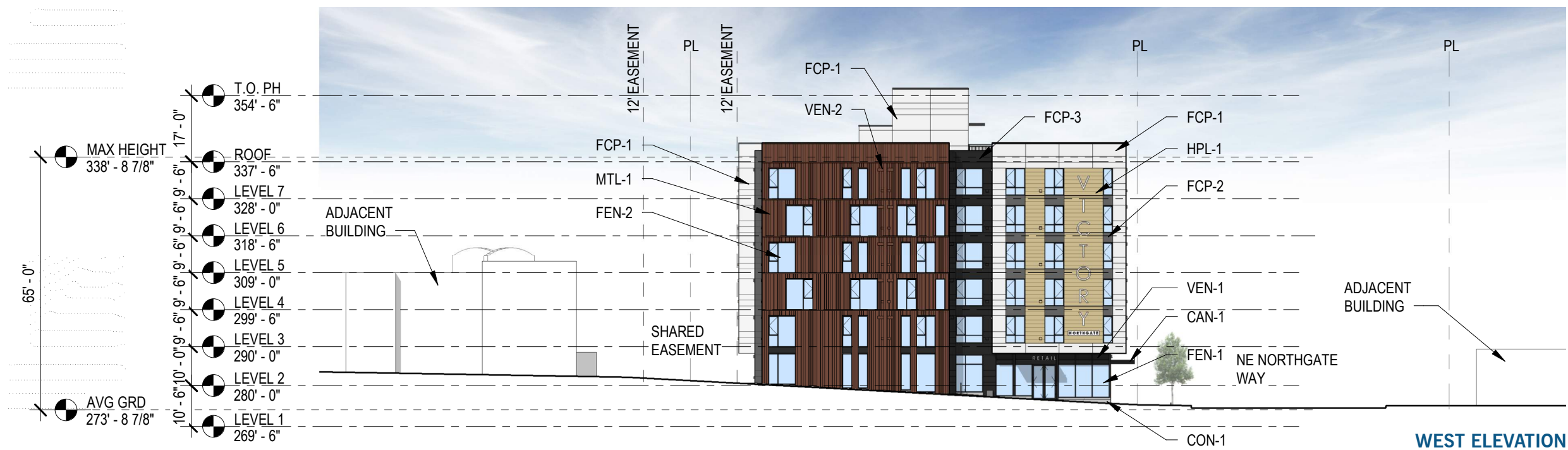
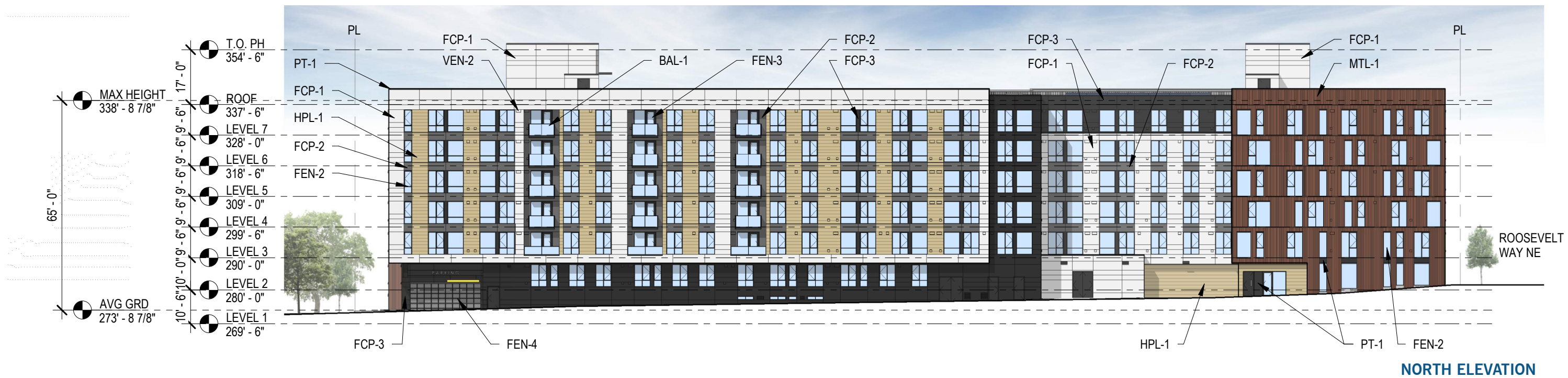


MATERIALS

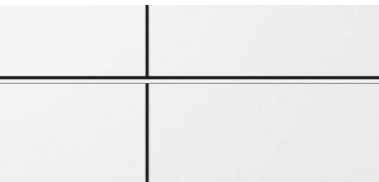




11.0 ELEVATIONS



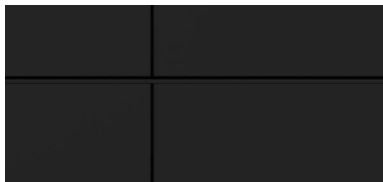
MATERIALS



FCP-1 Fiber Cement Panel, Color: Light Gray



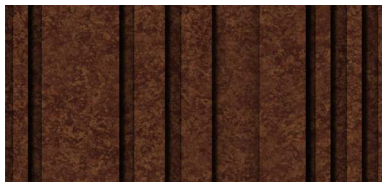
FCP-2 Fiber Cement Panel, Color: Medium Gray



FCP-3 Fiber Cement Panel, Color: Black



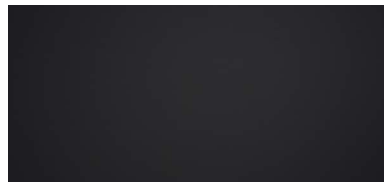
HPL-1 Wood Laminate Siding, Finish: Elegant Oak



MTL-1 Metal Panel Siding, Color: Natural Rust



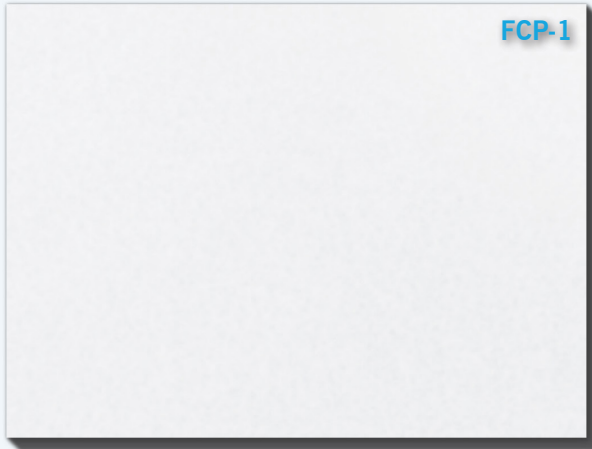
CON-1 Site-Cast Concrete, Board-Form Liner



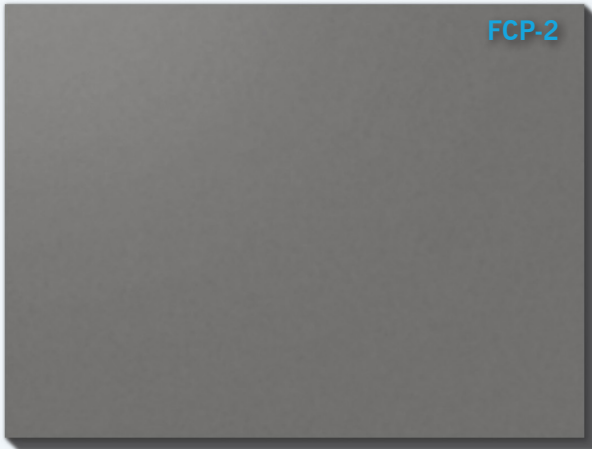
FEN-1 / PT-1 Color: Black



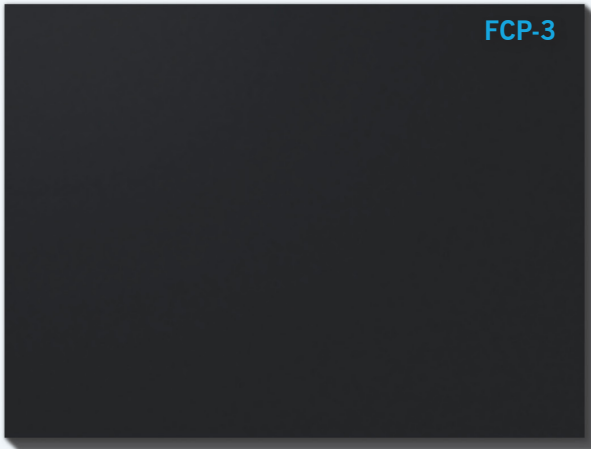
12.0 MATERIAL AND COLOR PALETTE



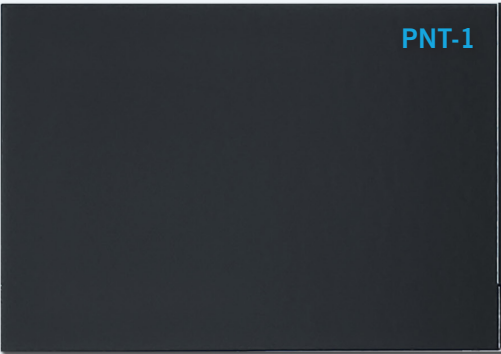
FCP-1



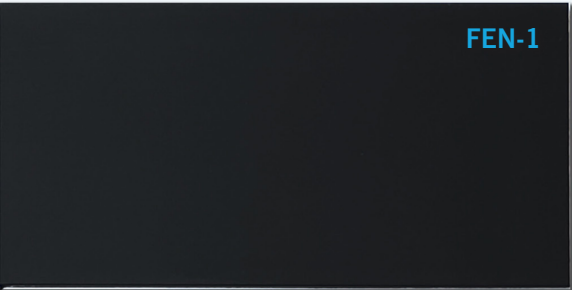
FCP-2



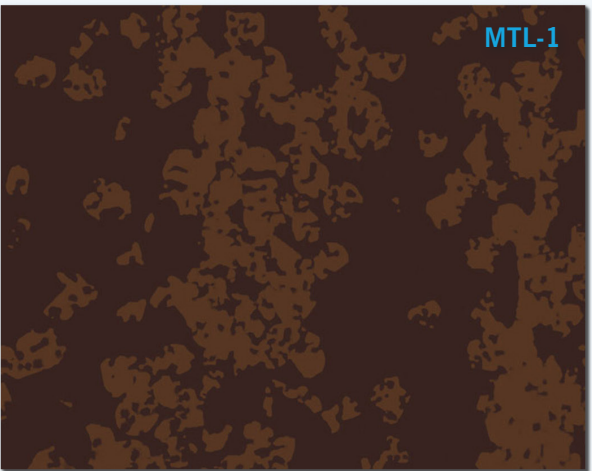
FCP-3



PNT-1



FEN-1



MTL-1



HPL-1



CON-1

**FCP-1** Fiber Cement Panel  
Panel Thickness: 1/2"  
Color: Light Gray

**FCP-2** Fiber Cement Panel  
Panel Thickness: 1/2"  
Color: Medium Gray

**FCP-3** Fiber Cement Panel  
Panel Thickness: 1/2"  
Color: Black

**PNT-1** Paint  
Color: Black

**MTL-1** Metal Panel  
Manufacturer: AEP Span, Flex Series  
Color: Natural Rust

**FEN-1** Aluminum Storefront, Anodized Finish  
Color: Black

**HPL-1** High-Pressure Wood Laminate Panel  
Color: Elegant Oak

**CON-1** Site-Cast Concrete, Board-Form Liner  
Color: Natural



13.0 RENDERINGS



VIEW FROM SOUTHWEST



13.0 RENDERINGS



VIEW FROM SOUTHEAST



13.0 RENDERINGS



VIEW FROM NORTHWEST



13.0 RENDERINGS



VIEW OF COURTYARD AND BUILDING ENTRY



13.0 RENDERINGS



VIEW OF PEDESTRIAN CONNECTION



13.0 RENDERINGS



AERIAL VIEW FROM SOUTHWEST



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13.0 STREETScape SECTIONS



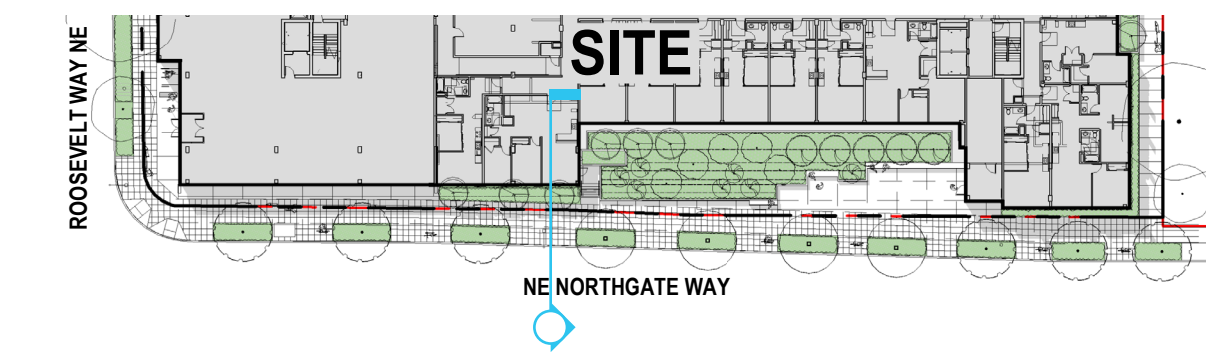
SECTION VIEW OF COMMERCIAL AREA ALONG NE NORTHGATE WAY



13.0 STREETScape SECTIONS



KEY



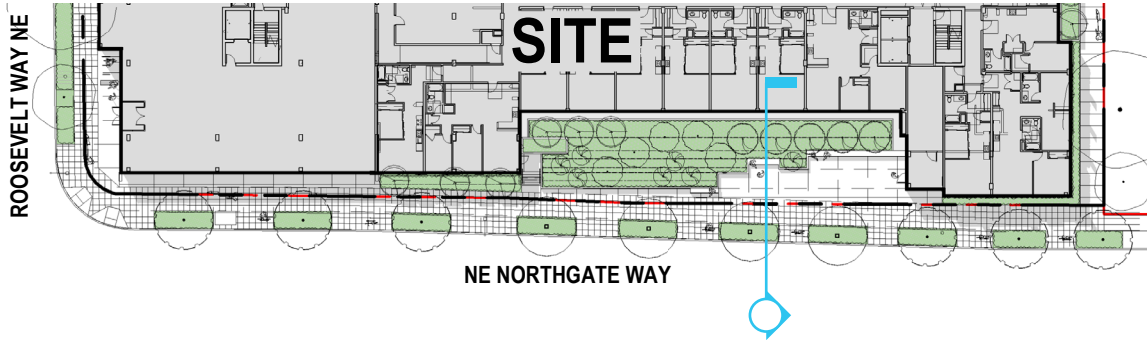
SECTION VIEW OF AMENITY AREA ALONG NE NORTHGATE WAY



13.0 STREETScape SECTIONS



KEY



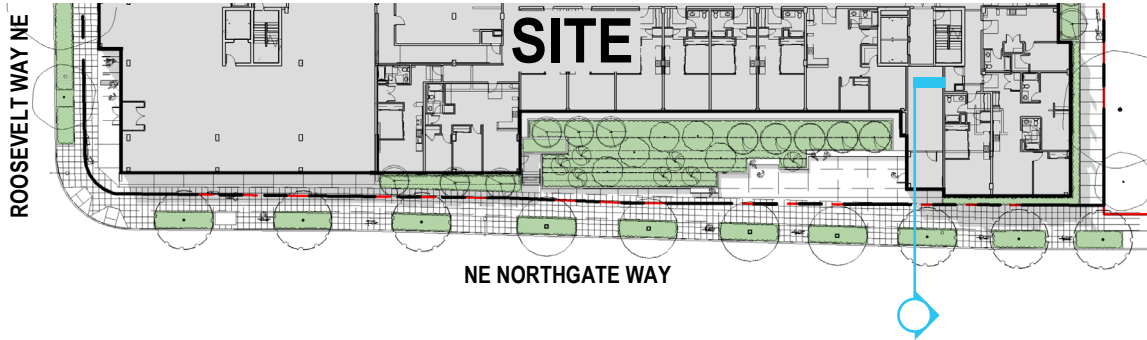
SECTION VIEW OF COURTYARD ALONG NE NORTHGATE WAY



13.0 STREETScape SECTIONS



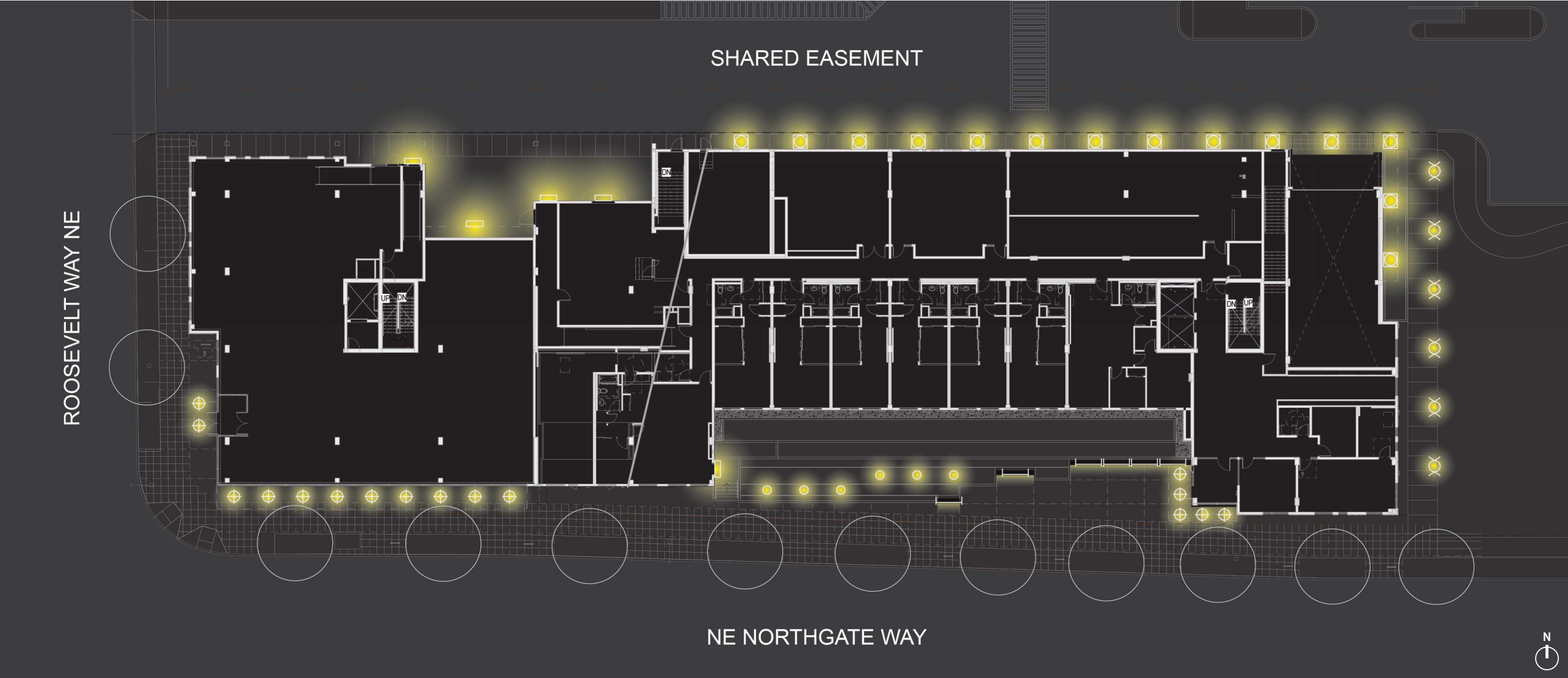
KEY



SECTION VIEW OF COURTYARD ALONG NE NORTHGATE WAY

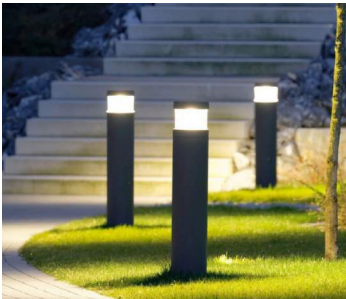


14.0 EXTERIOR LIGHTING PLAN



GROUND LEVEL PLAN

LIGHTING IMAGERY



1 Bollard Light



2 Landscape Light



3 Shielded Up Light








4 Egress Light



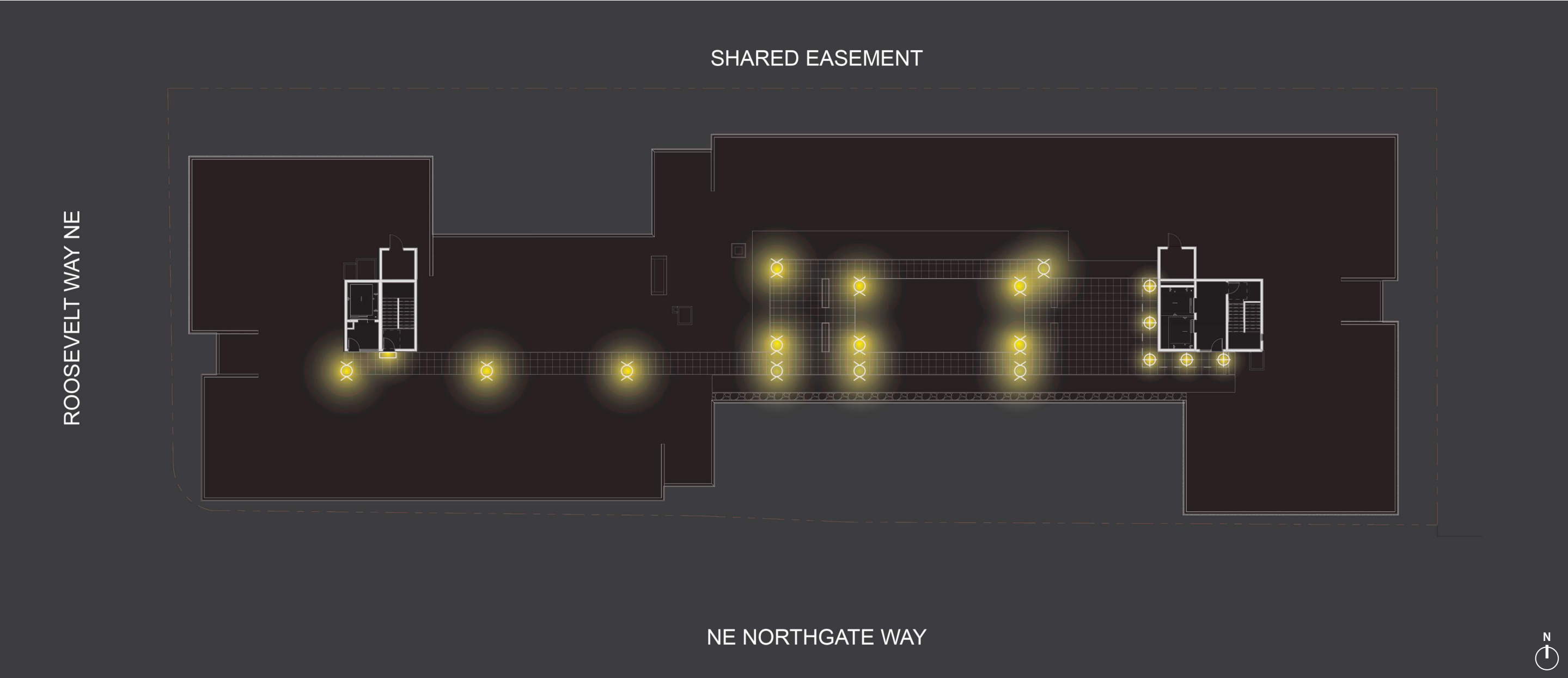
5 Canopy / Soffit Light

LIGHTING SYMBOLS

- |  |  |
|--|--|
|  Bollard Light        |  Egress Light |
|  Landscape Light      |  Canopy Light |
|  Recessed Strip Light |  Soffit Light |

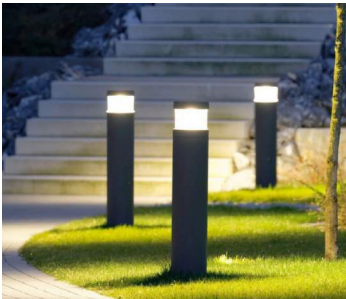


14.0 EXTERIOR LIGHTING PLAN



ROOF PLAN

LIGHTING IMAGERY



1 Bollard Light



2 Landscape Light



3 Shielded Up Light



4 Egress Light



5 Canopy / Soffit Light

LIGHTING SYMBOLS

- |                      |              |
|----------------------|--------------|
| Bollard Light        | Egress Light |
| Landscape Light      | Canopy Light |
| Recessed Strip Light | Soffit Light |



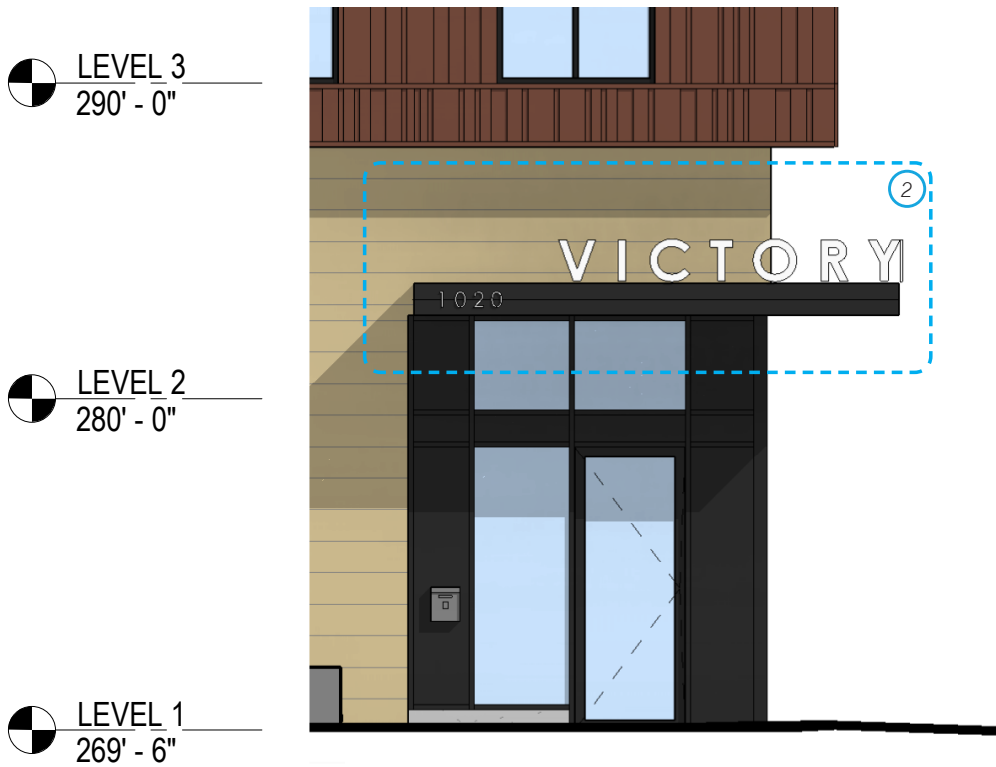
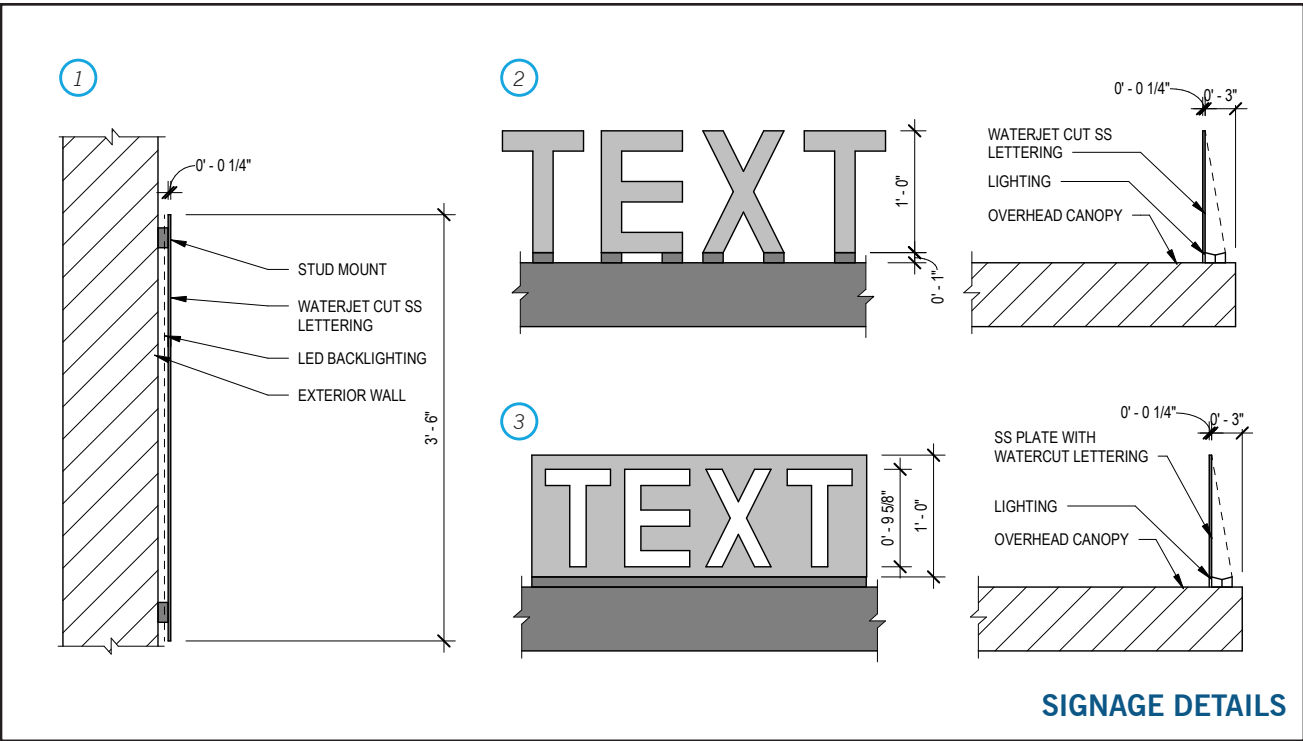
15.0 SIGNAGE CONCEPT PLAN

SIGNAGE DETAIL & EXAMPLES

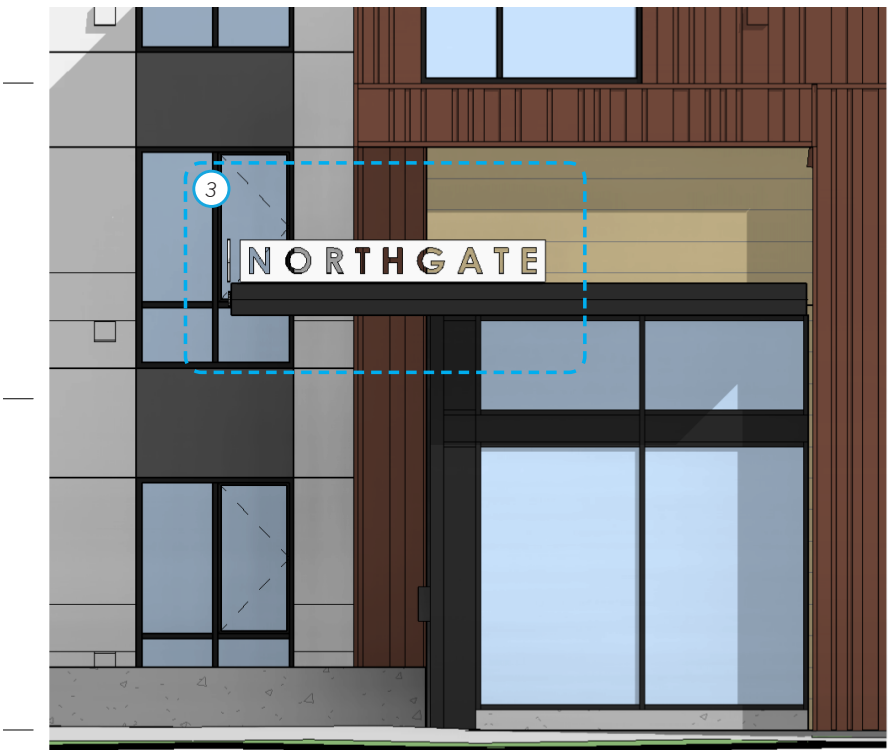
Residential signage was designed to be minimalistic and to play well with the building's materiality. Large lettering is proposed at the corner of NE Northgate Way and Roosevelt Way NE to act as branding for the building and to highlight the building's presence at the intersection. The lettering will be mounted to the facade and back-lit to provide clear legibility.

Building signage at the residential entry is smaller and proposed above the canopy. The signage angles at the building's corner to address the rotated entrance which faces the courtyard and not NE Northgate Way. The proposed signage will be directly illuminated from below by low-profile LED lighting.

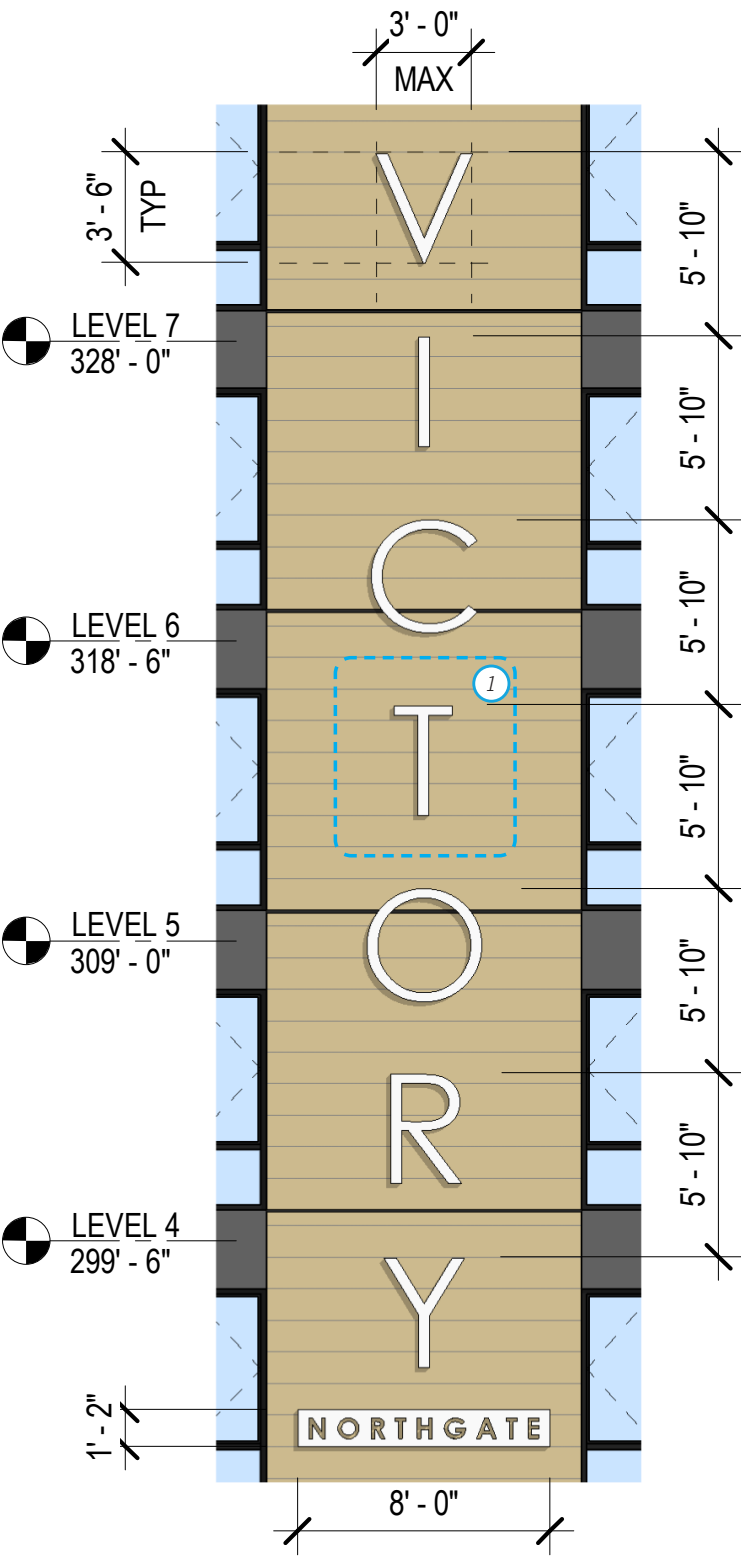
*Note: Entry signage text, fonts, and sizes shown are subject to change due to development's future branding design with developer approval. Imagery and details displayed are to show overall design intent, lighting, and materiality.*



RETAIL SIGNAGE ALONG ROOSEVELT WAY NE



RETAIL SIGNAGE ALONG NE NORTHGATE WAY



BUILDING SIGNAGE ALONG ROOSEVELT WAY NE



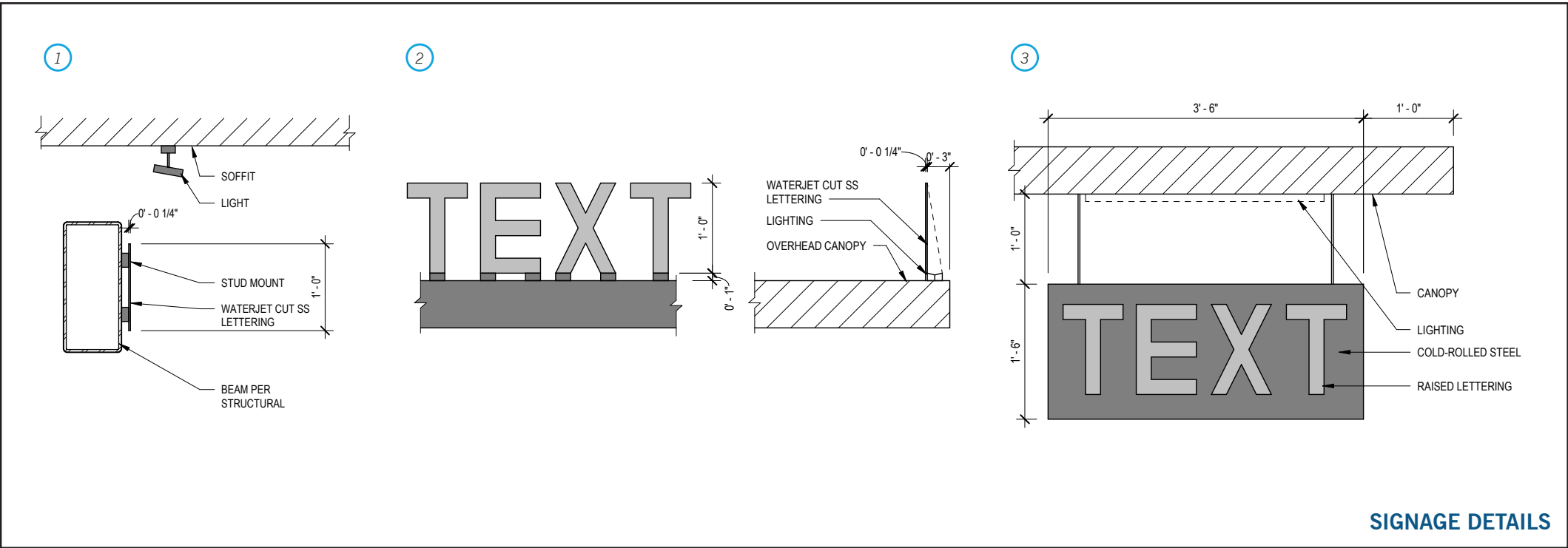
15.0 SIGNAGE CONCEPT PLAN

SIGNAGE DETAIL & EXAMPLES

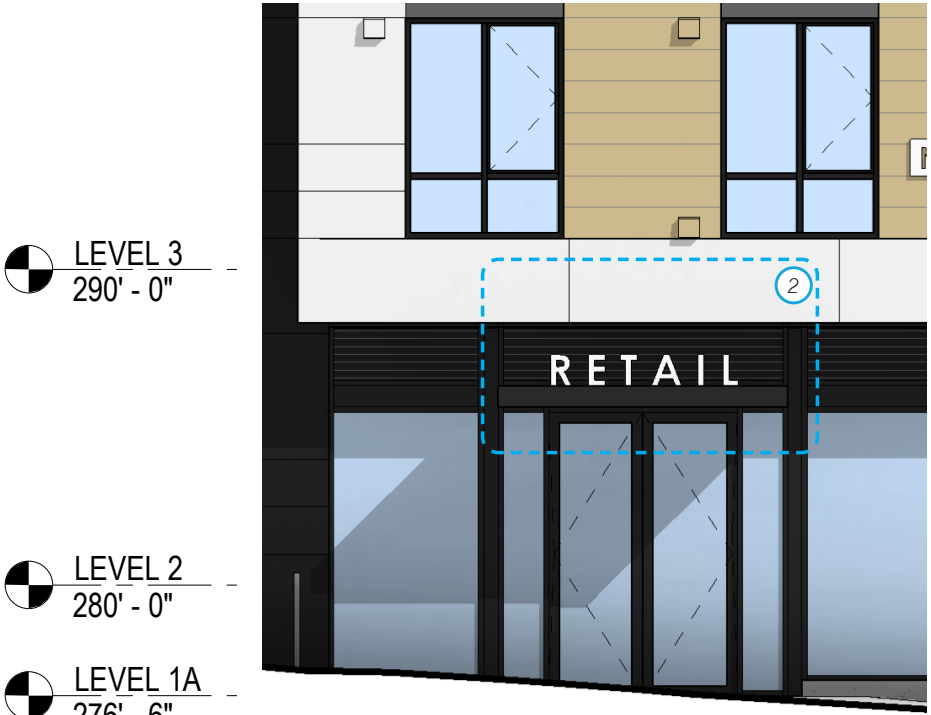
Retail and parking signage was designed to be minimalistic and to match the rest of the building’s residential lettering. The parking garage signage will be mounted above the entry and directly illuminated by an overhead light.

Signage for the building’s commercial space will be mounted on canopies along NE Northgate Way and Roosevelt Way NE. The signage design will be determined by the commercial tenant but is intended to be directly illuminated, similar to the residential entry signage. Blade signage along NE Northgate way is also proposed to aid in visibility from pedestrians accessing the site from the east.

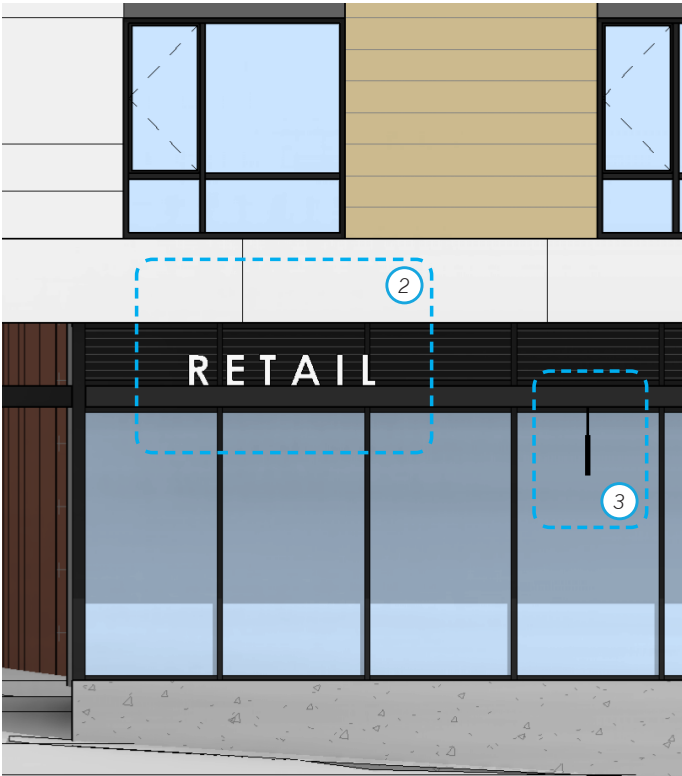
*Note: Entry signage text, fonts, and sizes shown are subject to change due to development’s future branding design with developer approval. Imagery and details displayed are to show overall design intent, lighting, and materiality.*



RETAIL SIGNAGE ALONG NE NORTHGATE WAY



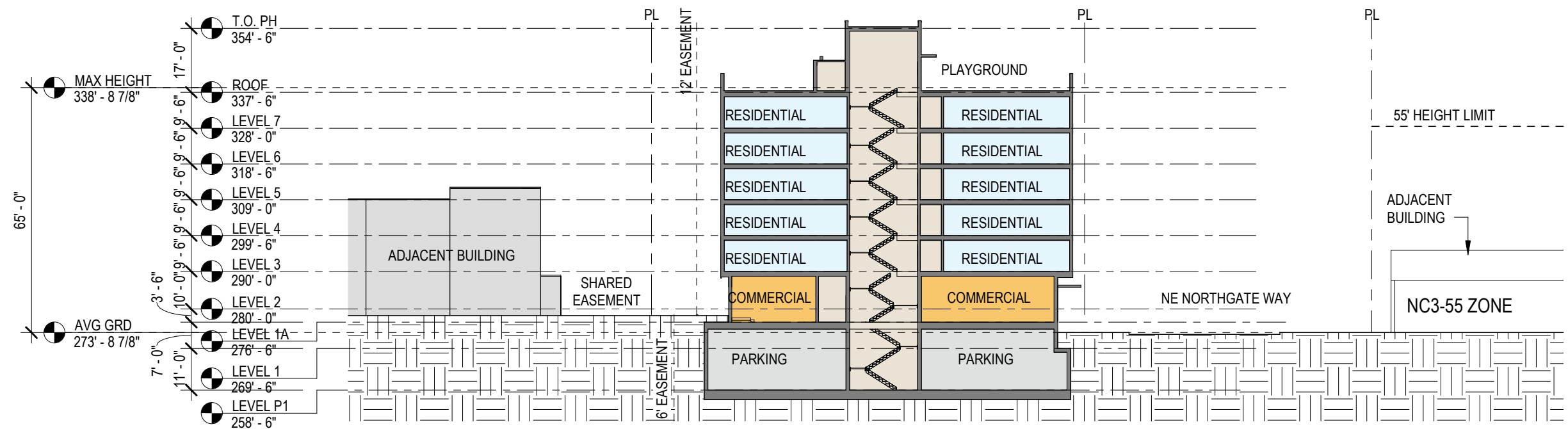
RETAIL SIGNAGE ALONG ROOSEVELT WAY NE



BLADE SIGNAGE ALONG NE NORTHGATE WAY

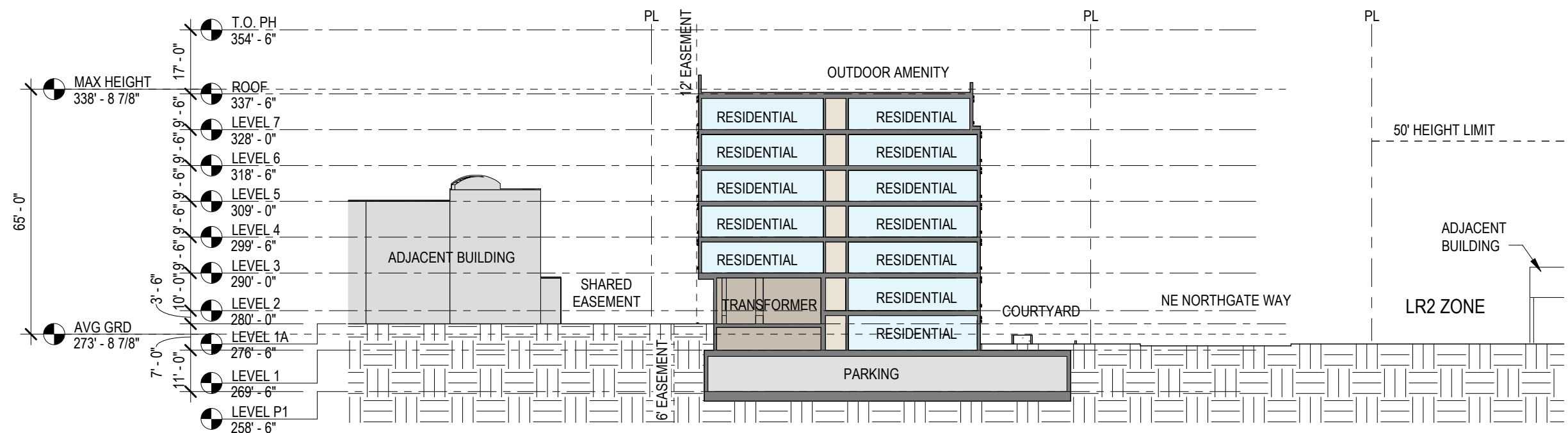


16.0 BUILDING SECTIONS



1 | NORTH-SOUTH SECTION 1

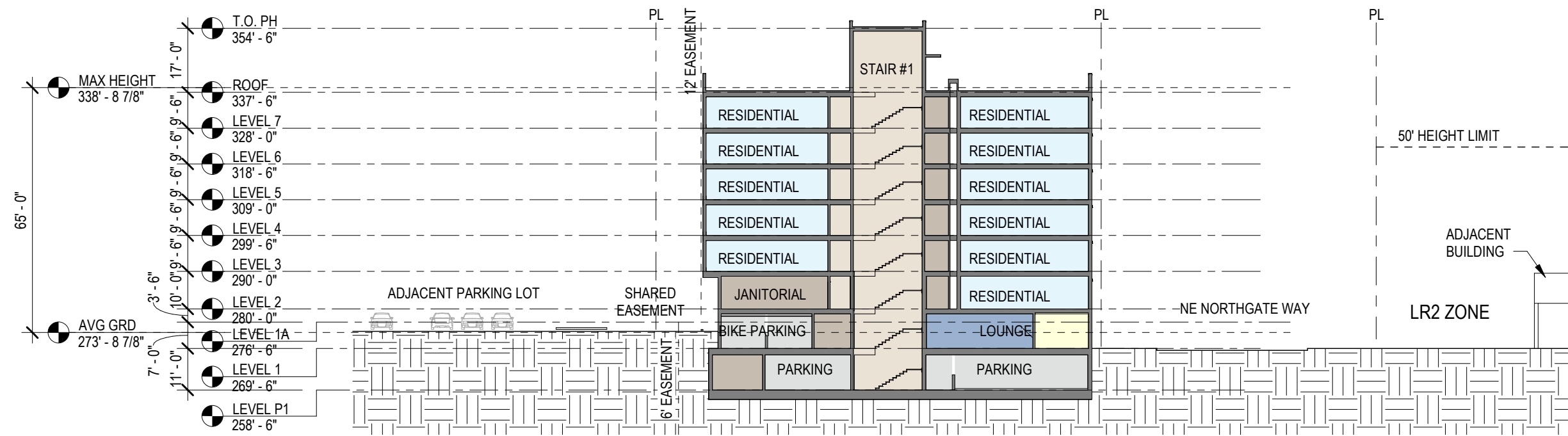
- KEY
- Commercial
  - Units
  - Utility / BOH
  - Circulation
  - Planting Strip / Landscape
  - Residential Amenity
  - Parking
  - Leasing Office



2 | NORTH-SOUTH SECTION 2

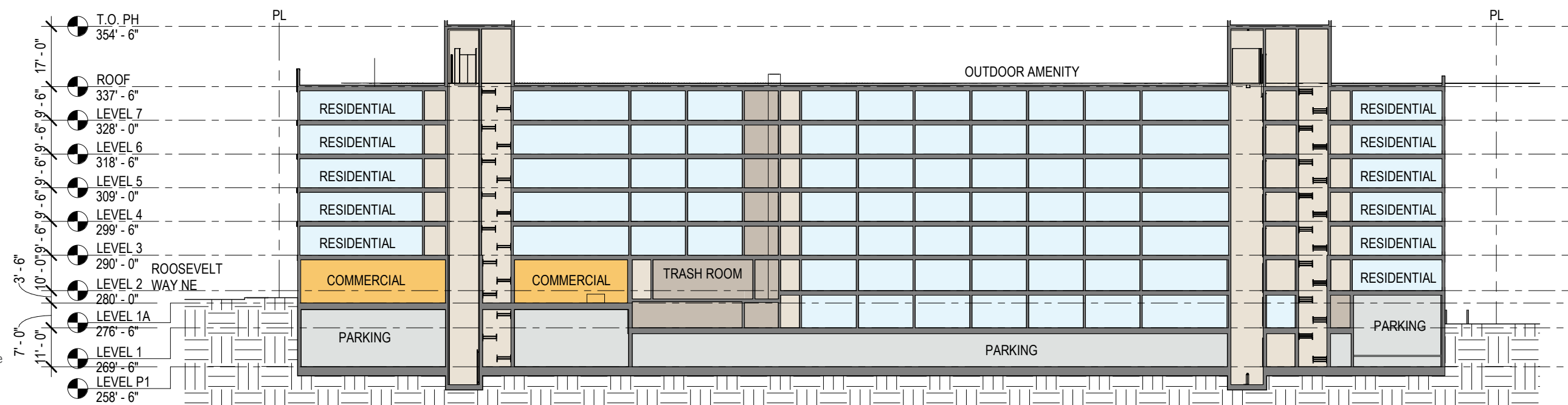


16.0 BUILDING SECTIONS



3 | NORTH-SOUTH SECTION 3

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



4 | EAST-WEST SECTION 1



17.0 DEPARTURE 1

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, Low-rise 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"><li>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.</li><li>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.</li><li>The requested departure does not yield a net gain in square footage for the project when compared to a scheme that buildings out to a code-compliant zoning envelope. Please refer to adjacent calculations.</li></ul>

LEGEND

- AREA REQUESTED FOR DEPARTURE
- AREA SET BACK FROM LOT LINE

CALCULATIONS

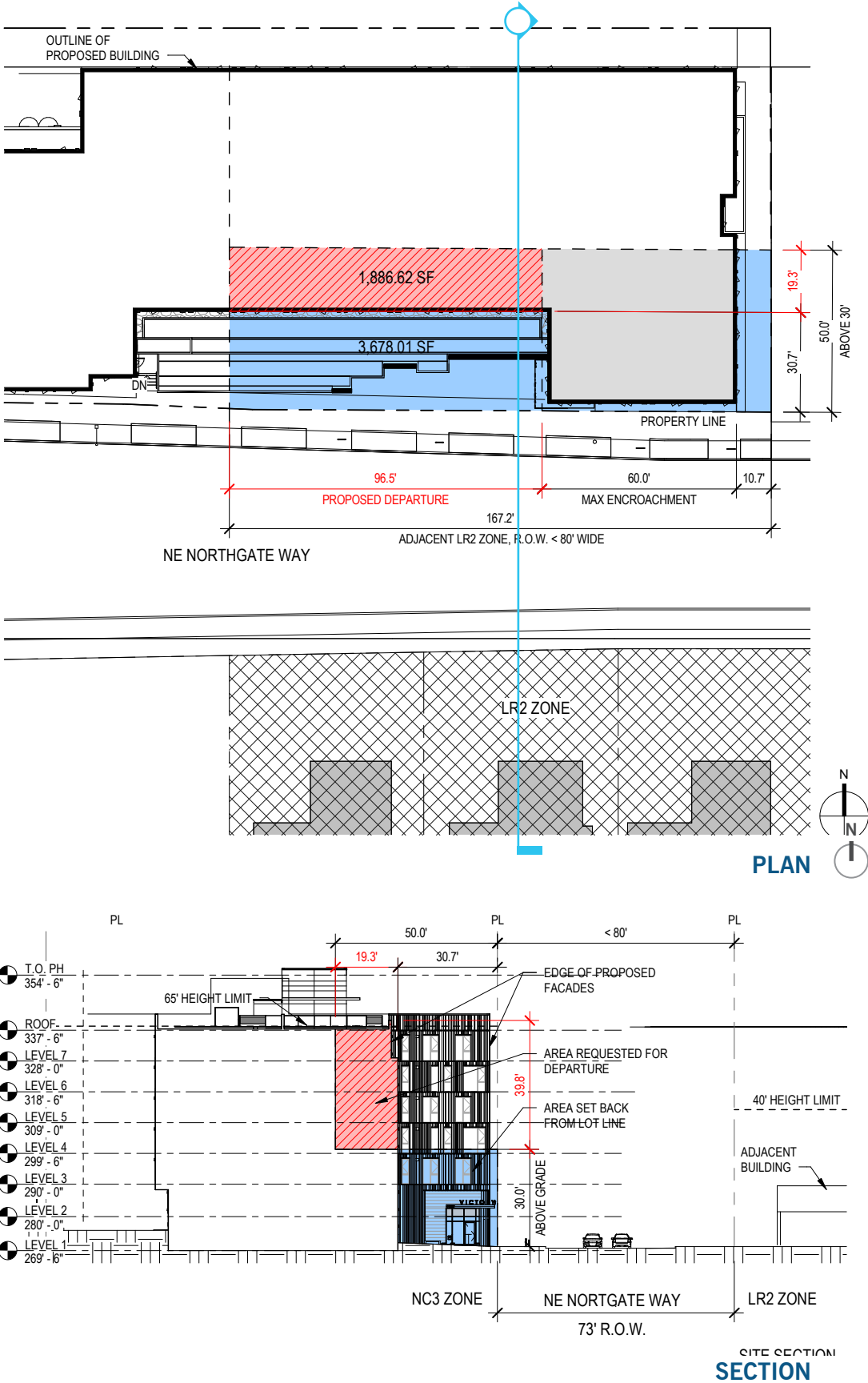
AREA REQUESTED FOR DEPARTURE PER FLOOR: 1,886.62 SF  
NUMBER OF FLOORS AFFECTED BY DEPARTURE: 4

AREA SET BACK FROM LOT LINE PER FLOOR: 3,678.01 SF  
NUMBER OF FLOORS AFFECTED BY COMPLIANT SCHEME: 3

TOTAL AREA GAINED FROM DEPARTURE REQUEST  
= 1,886.62 X 4 = 7,546.48 SF

TOTAL AREA GAINED FROM COMPLIANT DESIGN  
= 3,678.01 X 3 = 11,034.03 SF

DIFFERENCE  
= 7,546.48 - 11,034.03 = -3,487.55 SF (LOSS OF 3,487.55 SF)



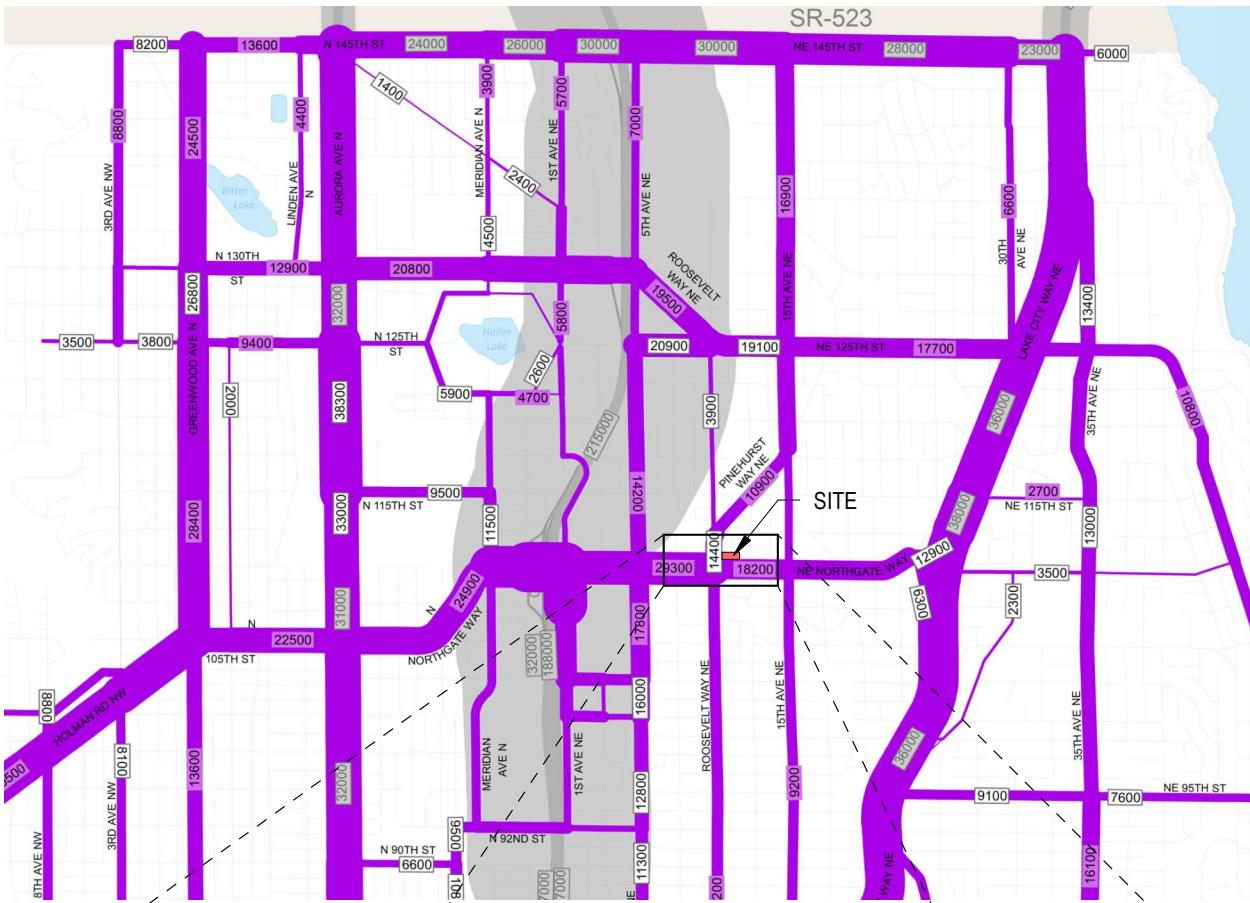


17.0 DEPARTURE 1 (CONTINUED)

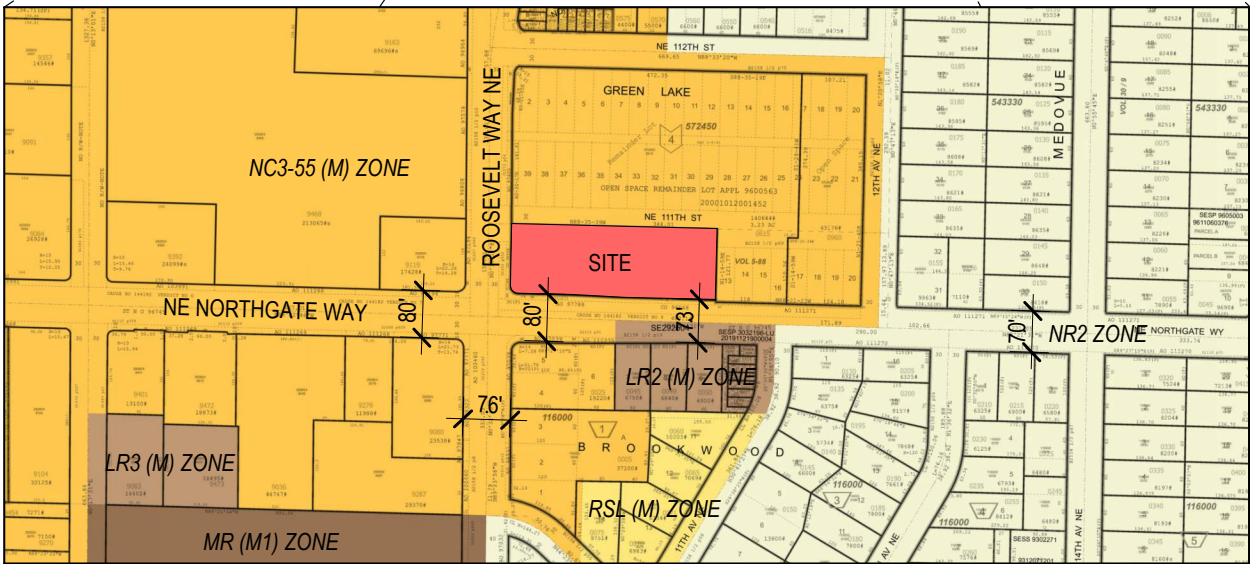
2019 SEATTLE TRAFFIC FLOW MAP

A traffic flow study conducted in 2019 by SDOT reveals the annual weekday traffic volumes in the Northgate neighborhood and along the site. NE Northgate Way has an estimated traffic flow of 29,300 cars annually west of the site and 18,200 cars directly east of the site. While there is a general reduction in traffic flow in this area the applicant believes that this applies mainly to the section of ne northgate way located east of the site and not on the intersection of NE Northgate Way and Roosevelt Way NE. Both NE Northgate Way and Roosevelt Way NE are designated as principal arterials and many cars collect at this intersection on a daily basis. This traffic volume would extend the length of the site and does not reflect the corresponding R.O.W. width reduction from 80' to 73'.

The applicant asks that the setbacks prescribed by the code for a building located across a low rise zone on a R.O.W. less than 80' wide be departed for they are too extreme for this particular site for reasons explained.



2019 TRAFFIC FLOW MAP



QUARTER SECTION / ZONING MAP



17.0 DEPARTURE 2

CODE CITATION:	23.47A.005.C.1.
CODE REQUIREMENT:	In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations: e. In all NC and C1 zones within the Northgate Overlay District, except as provided in Section 23.71.044
CORRESPONDING DESIGN GUIDELINE:	PL3. Street-Level Interaction B. Residential Edges  2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, bot at entries and where windows are located overlooking the street and sidewalk. Concider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residencece.
PROPOSED DESIGN DEPARTURE:	A percentage of ground-level residential exceeding 20 percent is proposed along NE Northgate Way.
RATIONALE:	<ul style="list-style-type: none"><li>Per Section 23.71.044.A, in C and NC zones with height limits less than eight-five (85) feet, residential uses, in aggregate, may exceed 20% of the street-level street-facing facade only as a special exception under the following conditions or criteria: <ol style="list-style-type: none"><li>Due to location or parcel size, the proposed site is not suited for commercial development</li><li>The residential structure would not interrupt an established commercial street front. As used in this subsection, the phrase “established commercial street front” may include a street front intersected by streets or alleys, and some lots with no current commercial use.</li></ol></li></ul> <p>The applicant believes an exemption from the maximum percentage of allowed residential uses can be made per the cited code section. It is belived that the site’s location along NE Northgate Way is ill-suited to extensive commercial development or other uses that would otherwise replace the proposed percentage of ground-level residential. This is primarily due to the site lying in a transition zone between more extensive commercial development to the west and single-family residential to the east. The site also partially sits across from a low-rise zone with single-family residences and townhouses, which could make commercial development less than viable while negatively impacting quieter residential properties in the area. The applicant believes the amount of ground-level commercial space to the west is sufficient to meet the needs of the site and is located away from residential uses. Lastly, the ground-level residential units that is proposed along NE Northgate Way sit behind the site’s central courtyard and are shielded from view of pedestrians and motorists. It is believed that the courtyard enhances the pedestrian experience and meets the intent of the code.</p>

**RATIONALE:  
(CONTINUED)**

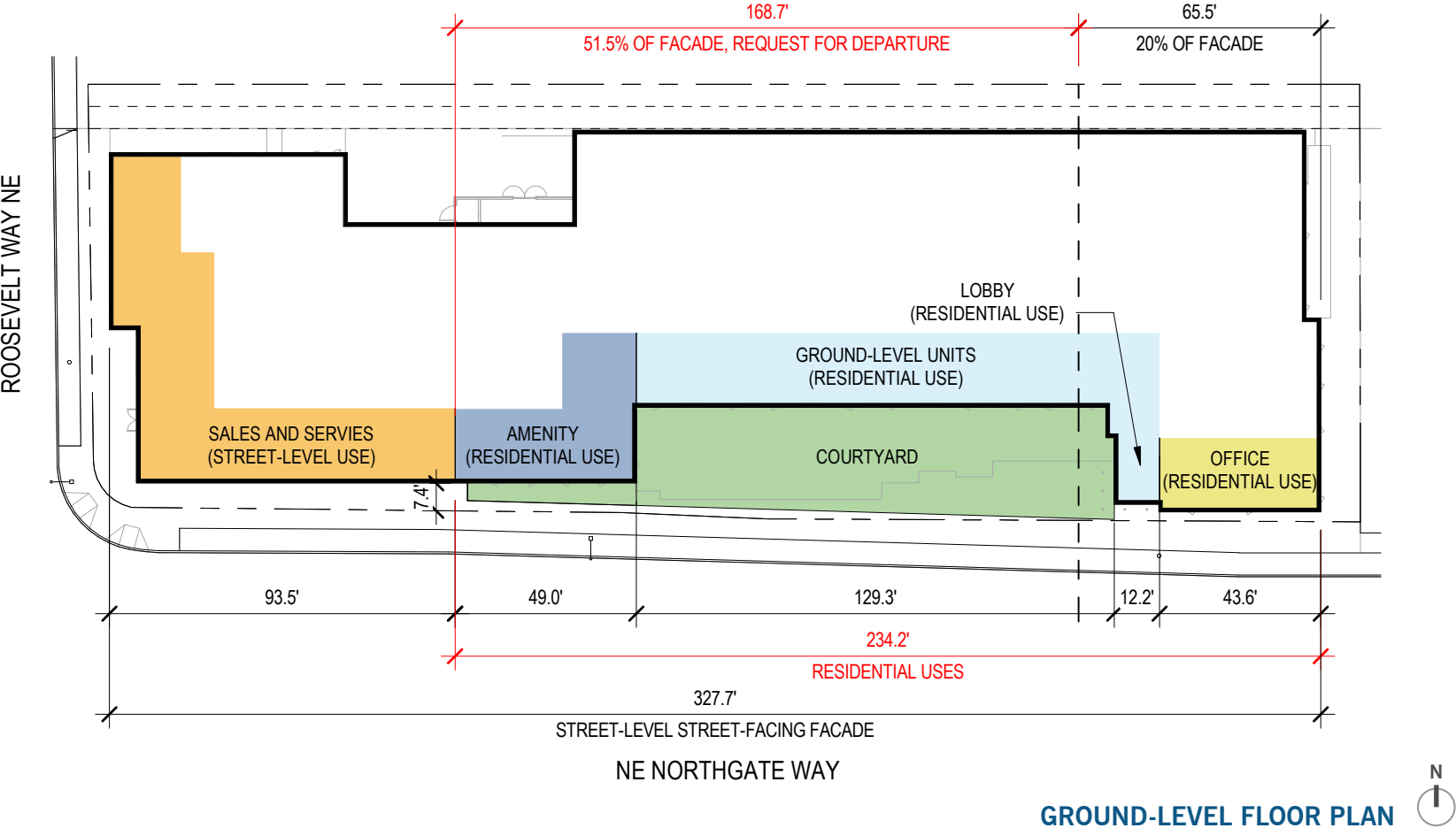
- Per Section 23.71.008.B.1, A minimum of sixty (60) percent of a commercially zoned lot’s frontage on a major pedestrian street shall be occupied by one or more of the following uses, referred to in this section as “required street-level uses.”  
  
g. Parks and open spaces.

The applicant believes that in the Northgate Overlay District, open spaces are an approved ground-level street-facing use and should be considered with relation to general NC zoning requirements. Since the ground-level units proposed along NE Northgate way are behind the courtyard, it can be interpreted that the courtyard is the street-facing use and not residential. Therefore, the percentage of residential uses including the building lobby does not exceed twenty percent and no departure is actually required.

CALCULATIONS

MAXIMUM 20% OF STREET-FACING RESIDENTIAL USES  
= 327.7 X 0.2 = 65.5'

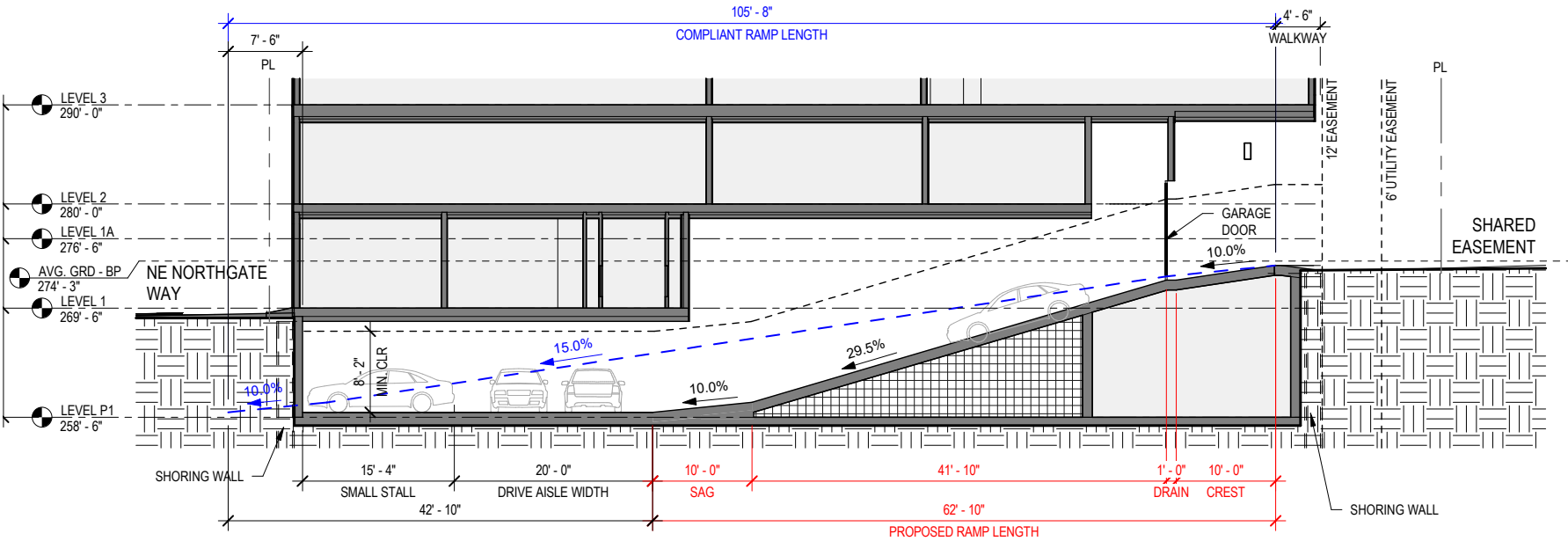
PERCENTAGE OF PROPOSED STREET-FACING RESIDENTIAL USES ABOVE MAXIMUM ALLOWED  
= (234.2 - 65.5) / 327.7 = 51.5% (168.7' IN LENGTH)





18.0 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"><li>The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible</li><li>The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and</li><li>The driveway is still usable as access to the lot.</li></ol>
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"><li>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;</li><li>Where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or</li><li>Employing 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.</li></ol>
PROPOSED ADJUSTMENT:	A parking ramp with a maximum slope of 29.5% 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



**THANK YOU!**



## APPENDIX



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"><li>Direct mailings to all residences and businesses (109 total) within approximately 500 ft. radius of the proposed site.</li></ul>		<ul style="list-style-type: none"><li>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.</li></ul>	<ul style="list-style-type: none"><li>March 24th, 2022</li></ul>
DIGITAL	a		<ul style="list-style-type: none"><li>Basic project webpage</li></ul>	<ul style="list-style-type: none"><li>Create Facebook page to share information about the project. Post page 14 days before virtual meetings.</li></ul>	<ul style="list-style-type: none"><li>March 24th, 2022 - Present</li></ul>
	b		<ul style="list-style-type: none"><li>Email to distribution list that includes community organizations identified by DON</li></ul>	<ul style="list-style-type: none"><li>Direct email about the project and include a copy of the mailing flyer and invitation to attend virtual meetings.</li></ul>	<ul style="list-style-type: none"><li>March 24th, 2022</li></ul>
IN-PERSON	c	<ul style="list-style-type: none"><li>Hosting or co-hosting an online community meeting</li></ul>		<ul style="list-style-type: none"><li>Two one-hour virtual focus groups to be hosted in lieu of in-person meeting</li></ul>	<ul style="list-style-type: none"><li>April 7th, 2022, 6:30PM - 7:30PM</li><li>April 8th, 2022, 10:30AM - 11:30AM</li></ul>

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

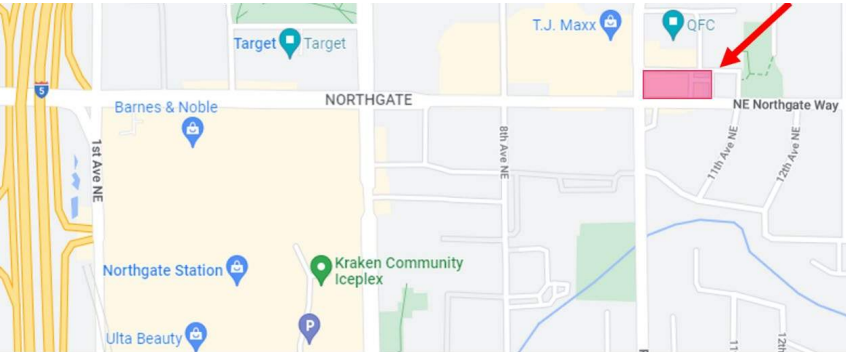
The most active source of feedback came from the 2 virtual project focus groups. These focus groups drew a total of 8 participants. The majority of attendees were neighborhood residents, or previous residents of Northgate who now live further north. Commentary was largely supportive of the project, and 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](https://www.tinyurl.com/1000NENorthgateSurvey), or join us for a neighborhood outreach meeting on Zoom:



April 7th from 6:30pm – 7:30pm at: [tinyurl.com/NorthgateApr7](https://www.tinyurl.com/NorthgateApr7)

April 8th from 10:30am – 11:30am at: [tinyurl.com/NorthgateApr8](https://www.tinyurl.com/NorthgateApr8)

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

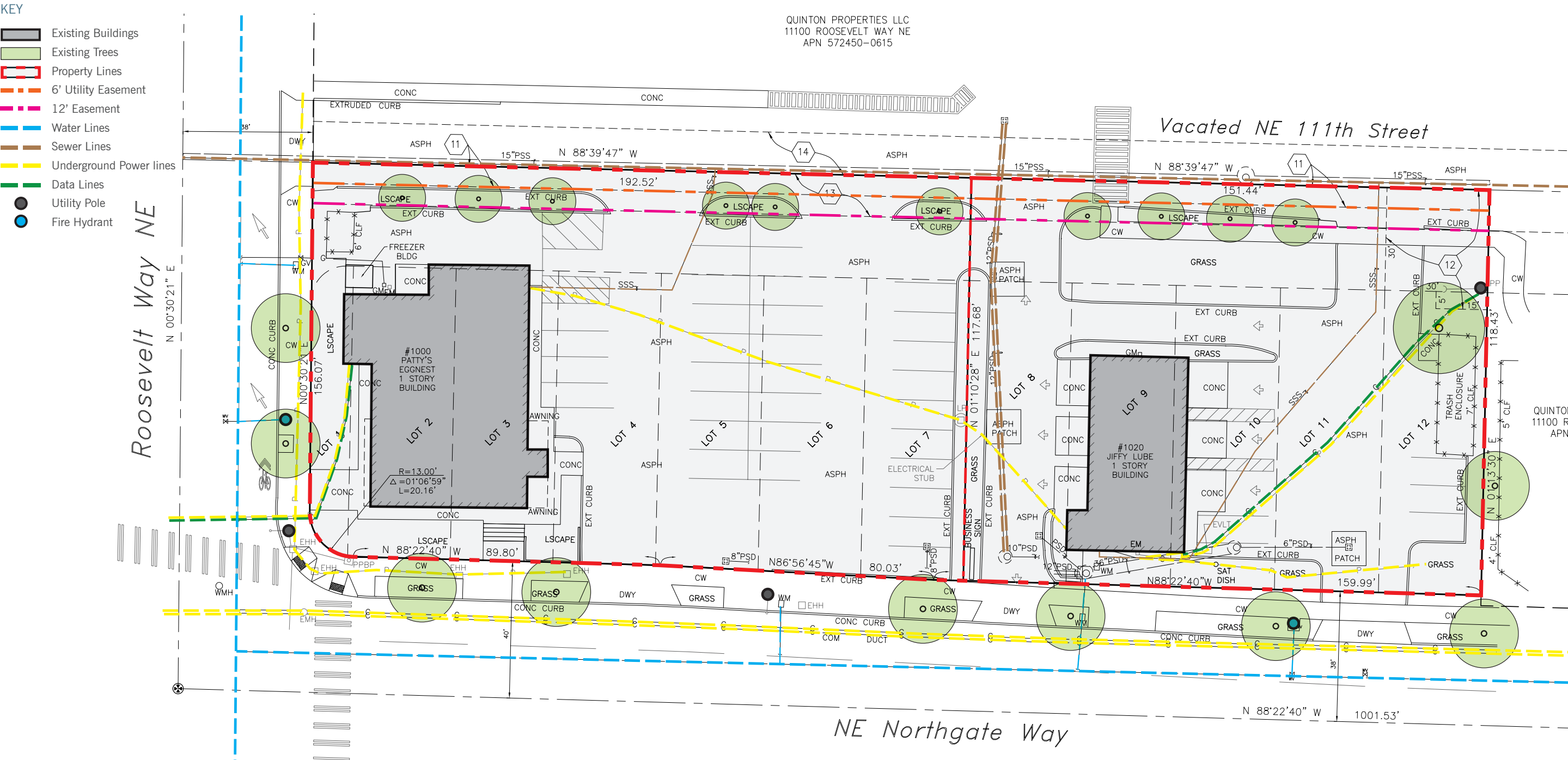
Contact our community outreach liaison at [thomas@gmddevelopment.com](mailto:thomas@gmddevelopment.com), or by phone at 206-745-6489 with questions or comments.

\*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.





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

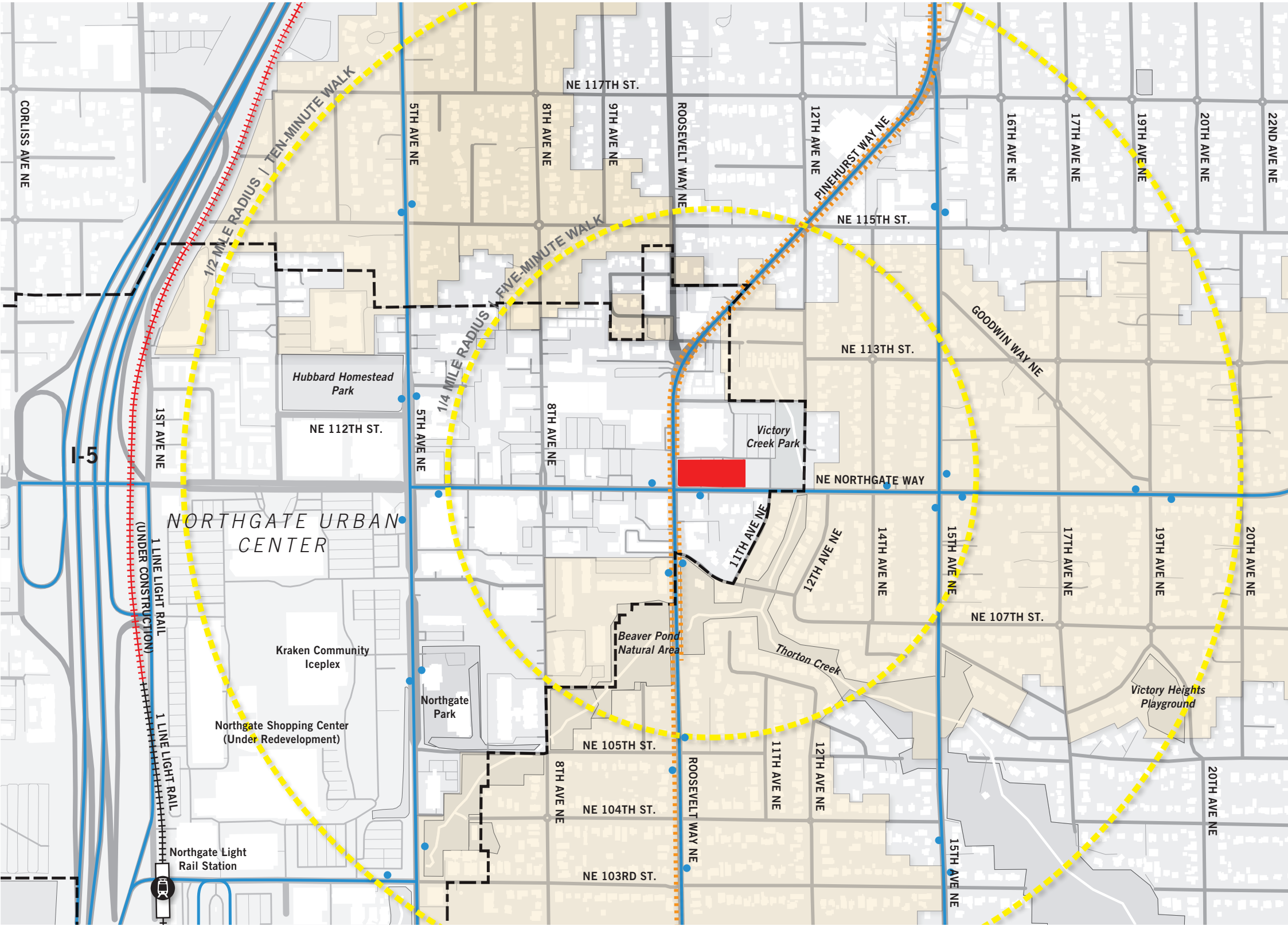
Bus Stops

Light Rail

Future Light Rail

Dedicated Bike Lanes

Walking Radius



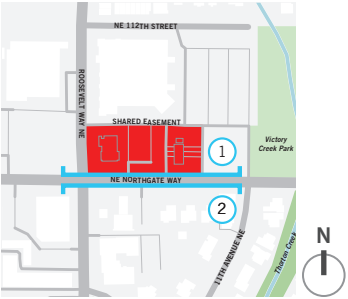


5.0 STREETSAPES

1 NE NORTHGATE WAY LOOKING NORTH



2 NE NORTHGATE WAY LOOKING SOUTH



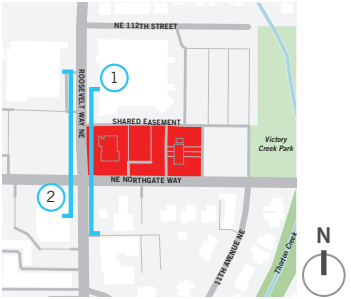


5.0 STREETSAPES

3 ROOSEVELT WAY NE LOOKING EAST



4 ROOSEVELT WAY NE LOOKING WEST



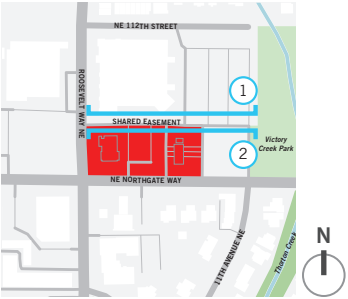
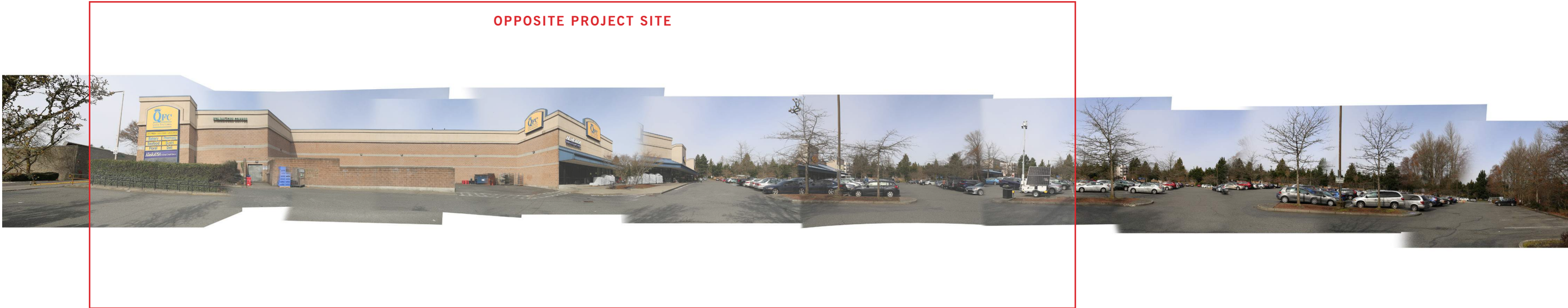


5.0 STREETSAPES

1 EASEMENT LOOKING SOUTH



2 EASEMENT LOOKING NORTH





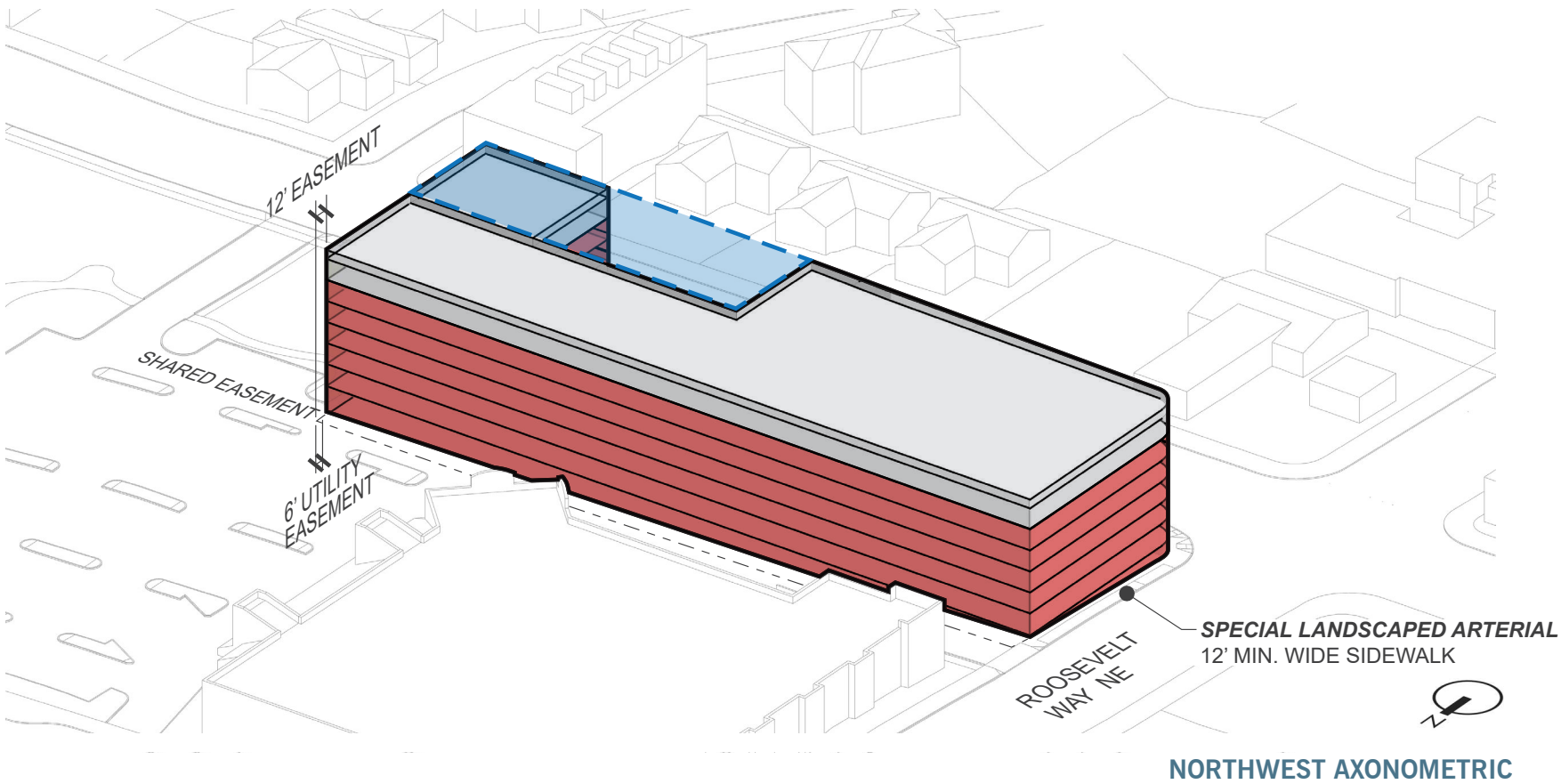
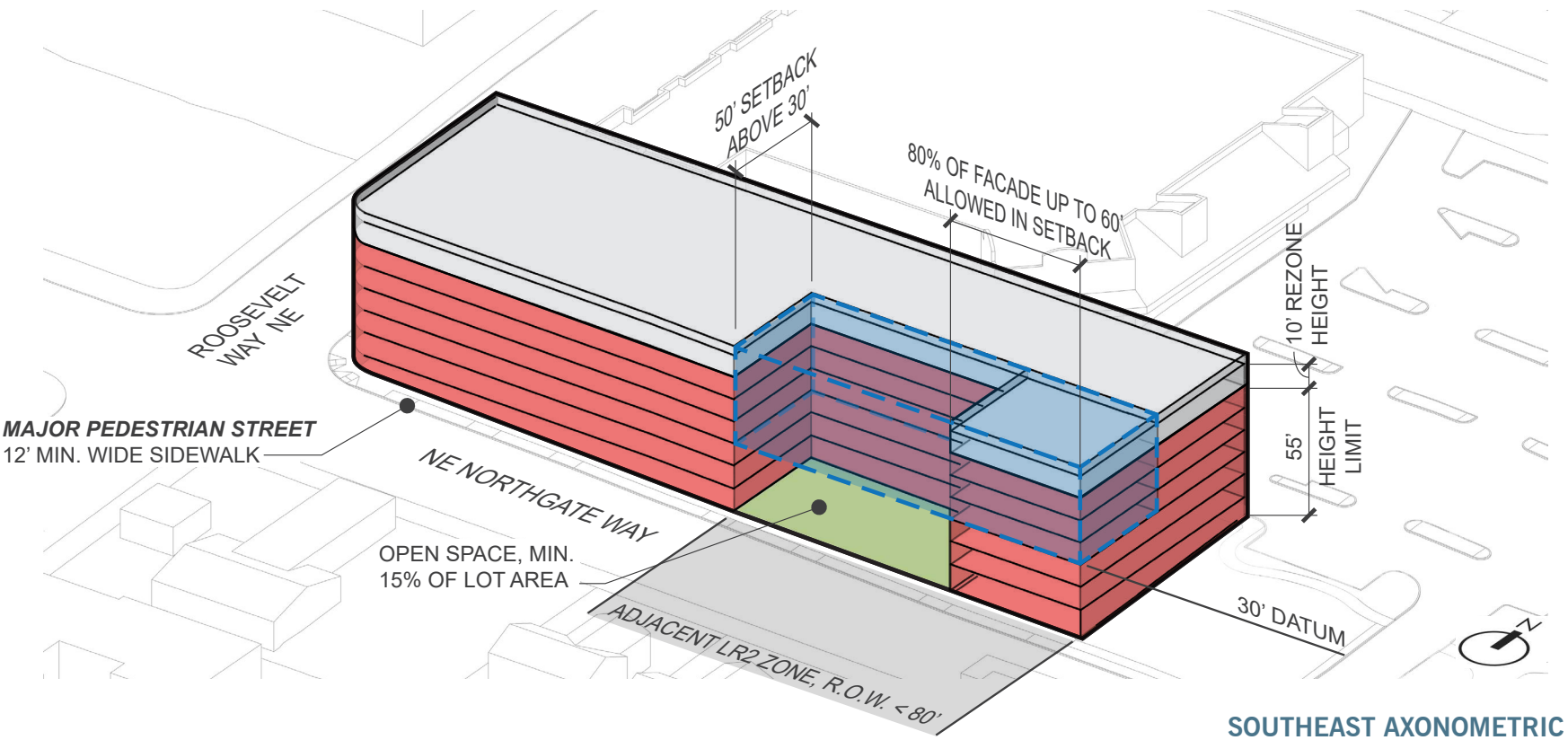
5.0 ZONING ENVELOPE

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.

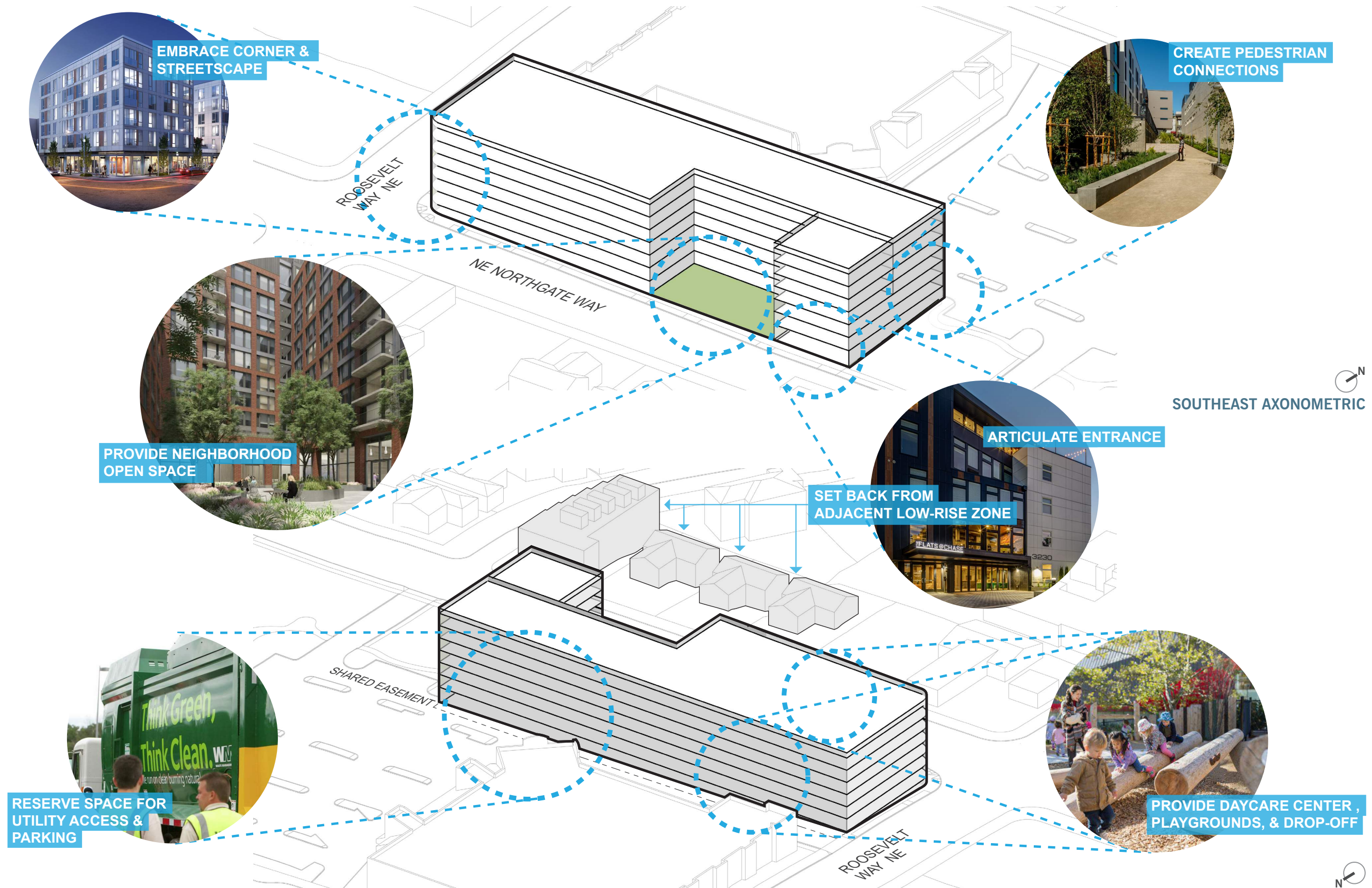
CONTRACT REZONE

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

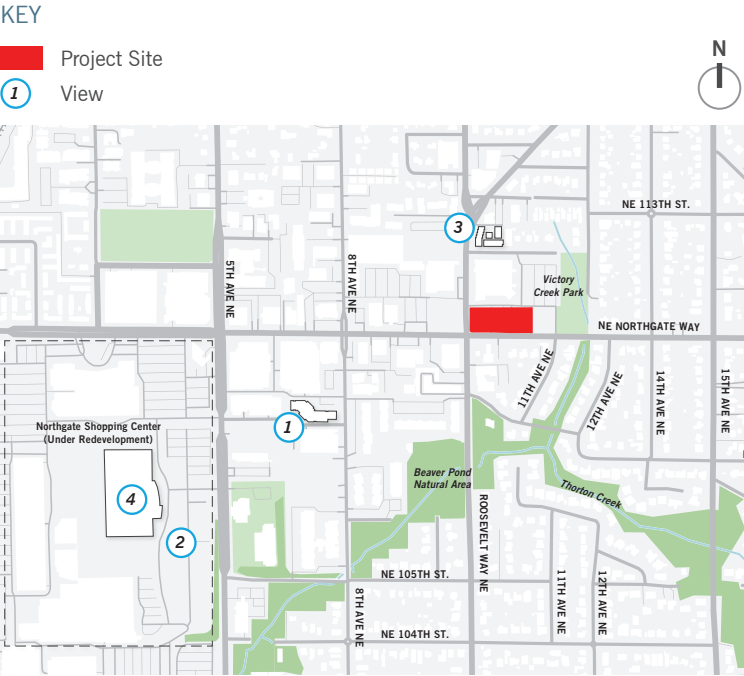




5.0 DESIGN CUES

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



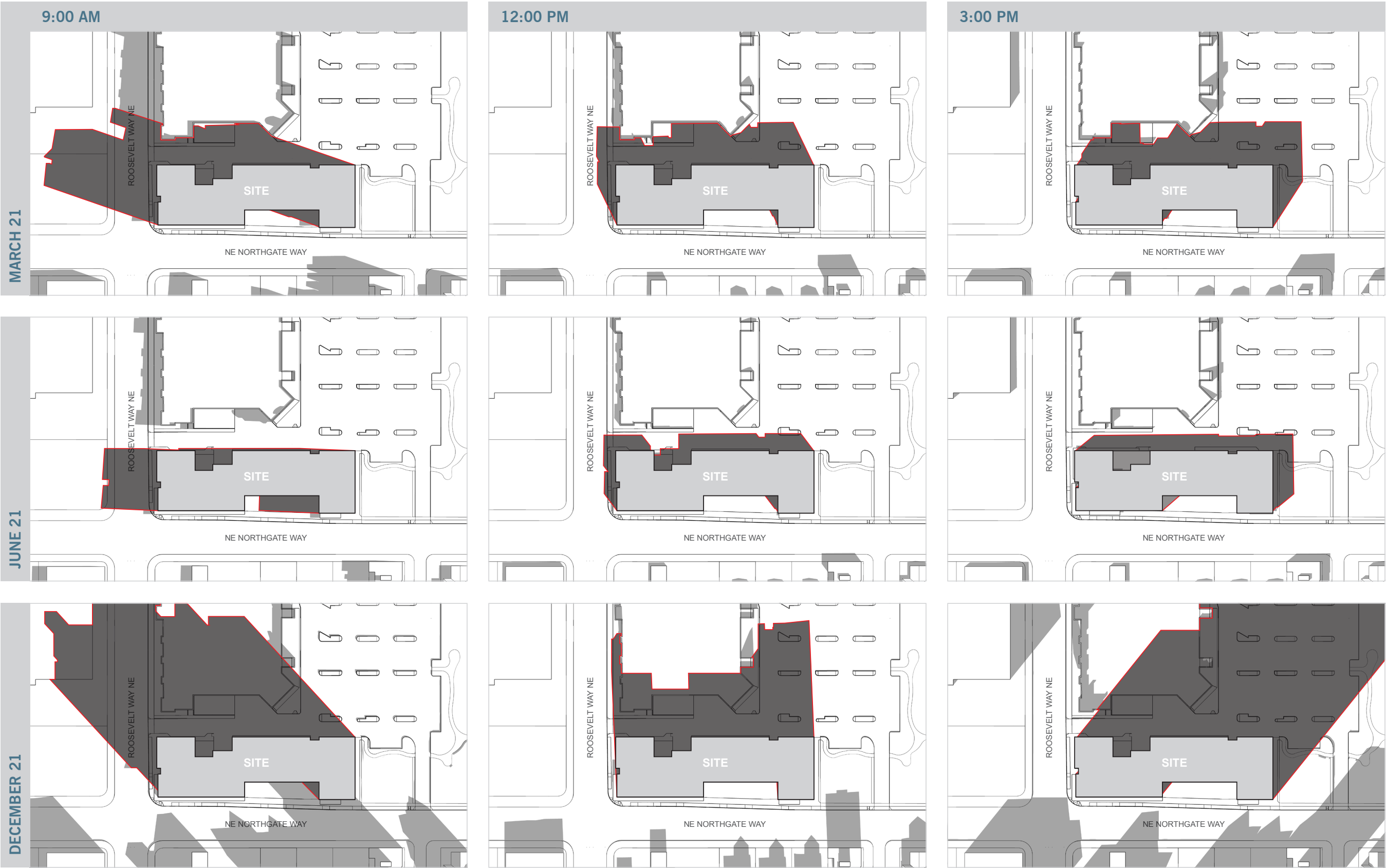
2 NORTHGATE SHOPPING CENTER REDEVELOPMENT



4 KRAKEN COMMUNITY ICEPLEX



8.0 PREFERRED OPTION 3 | SHADOW STUDY





10.0 APPENDIX | ARCHITECT & CLIENT / PROJECTS PORTFOLIO

