



BDR SONATA EAST

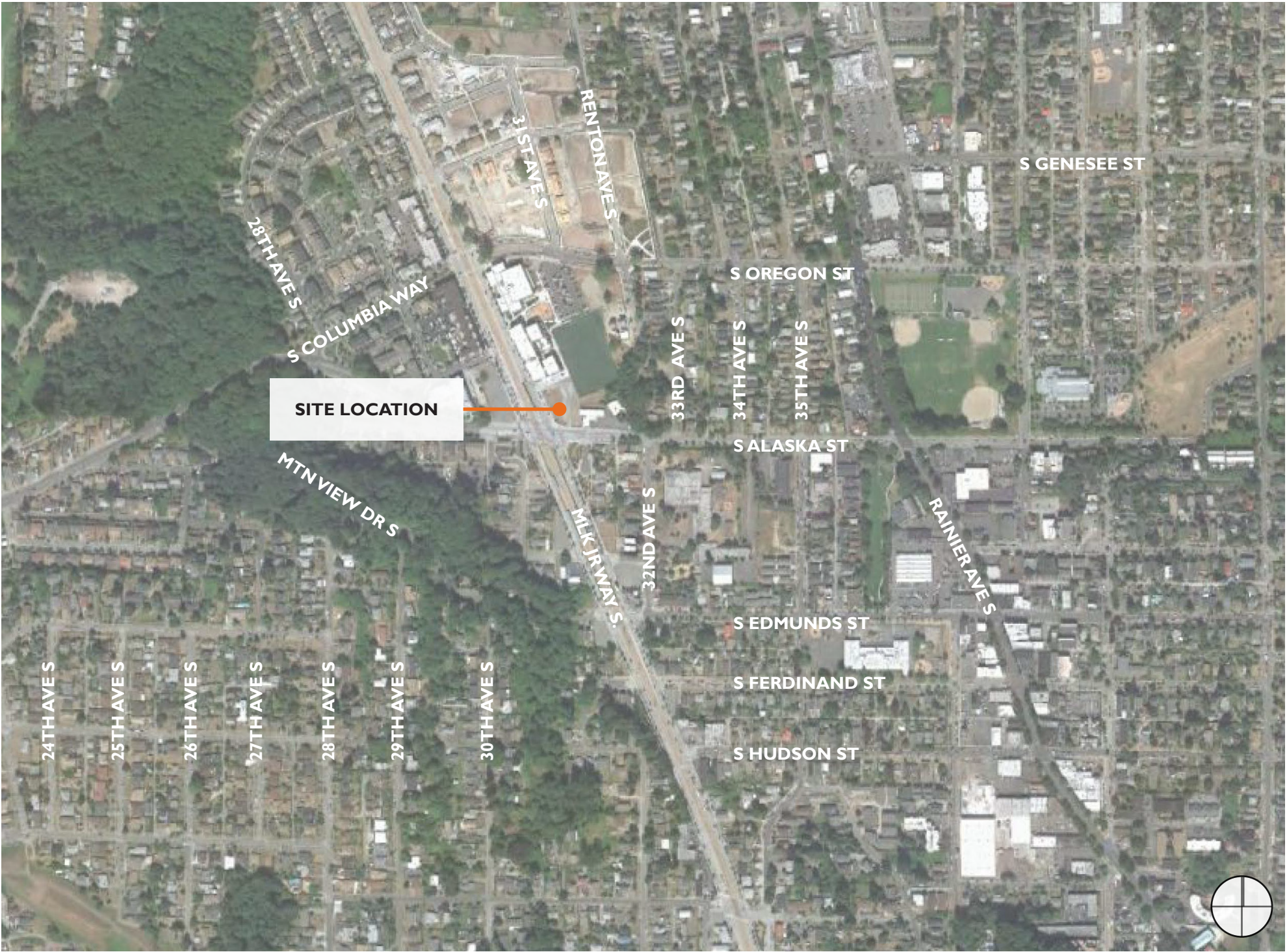
3004 S.ALASKA STREET

EARLY DESIGN GUIDANCE

DPD# 3017382 SEPTEMBER 9, 2014

310 First Avenue S, Suite 4S
Seattle, WA 98104
206.933.1150
www.nkarch.com





ADDRESS: 3004 S. Alaska Street, Seattle, WA
DPD PROJECT #: 3017382
TAX PARCEL #: 6056110020
OWNER: BDR Capital Partners
ARCHITECT: Nicholson Kovalchick Architects

NEIGHBORHOOD DEVELOPMENT

Located within the Columbia City Residential Urban Village, this project is part of the greater Seattle Housing Authority redevelopment of Rainier Vista. Much of the MLK corridor to the north has been developed recently with mixed-use projects, similar in scale to the proposed development. This project, and the related proposal across MLK, will signal an end to construction north of S Alaska Street. Neighboring development beyond the MLK corridor is predominantly single family homes and town-house developments. The project site is within a reasonable walking distance to the Columbia City center, with a host of shops, restaurants, and other services.

EXISTING SITE

The project site consists of one parcel, with access from a shared accessway on the north end of the property, bounded by Martin Luther King Jr Way S to the west and S Alaska Street to the south. The existing site was previously cleared by the current owner and is ready to be developed. The existing grade is essentially flat with no existing trees; however, there is a ballfield, open space, and mature trees to the east. A utility easement defines the eastern boundary.

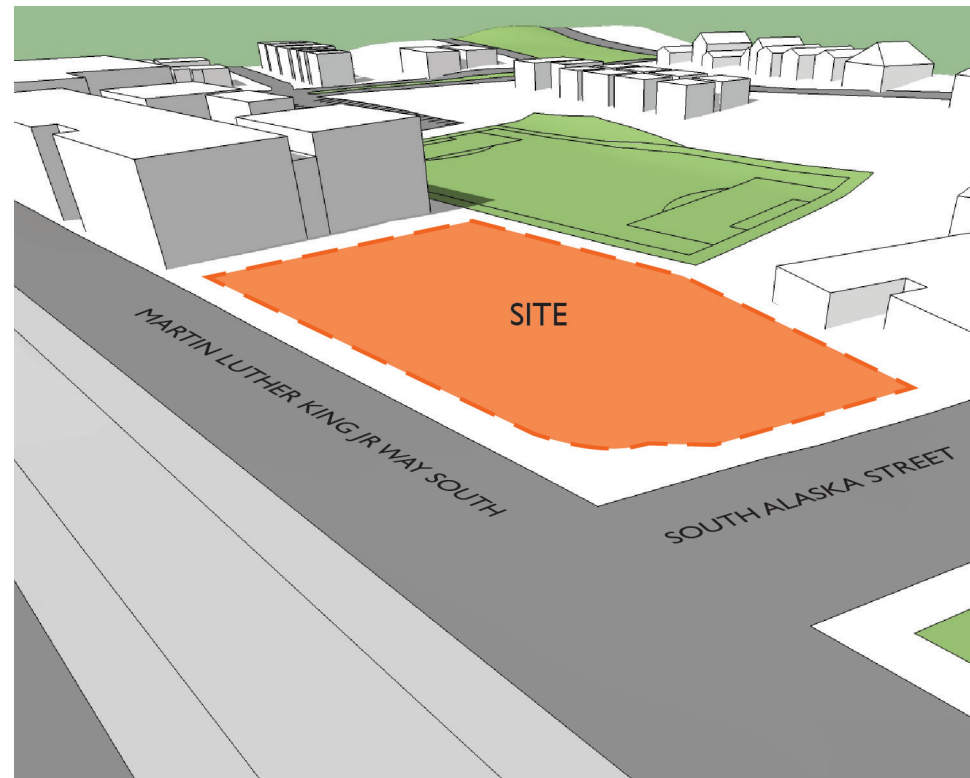
PROJECT PROGRAM

NUMBER OF RESIDENTIAL UNITS:	Approximately 90 (85 to 95 range)
COMMERCIAL AREA:	Approximately 3,200 SF
NUMBER OF LIVE/WORK UNITS:	Approximately 3 Units
NUMBER OF PARKING STALLS:	Approximately 70 Stalls
TOTAL SITE AREA:	Approximately 26,830 SF
PROJECT FOOTPRINT:	Approximately 15,000 SF
PROJECT SIZE:	Approximately 87,000 SF

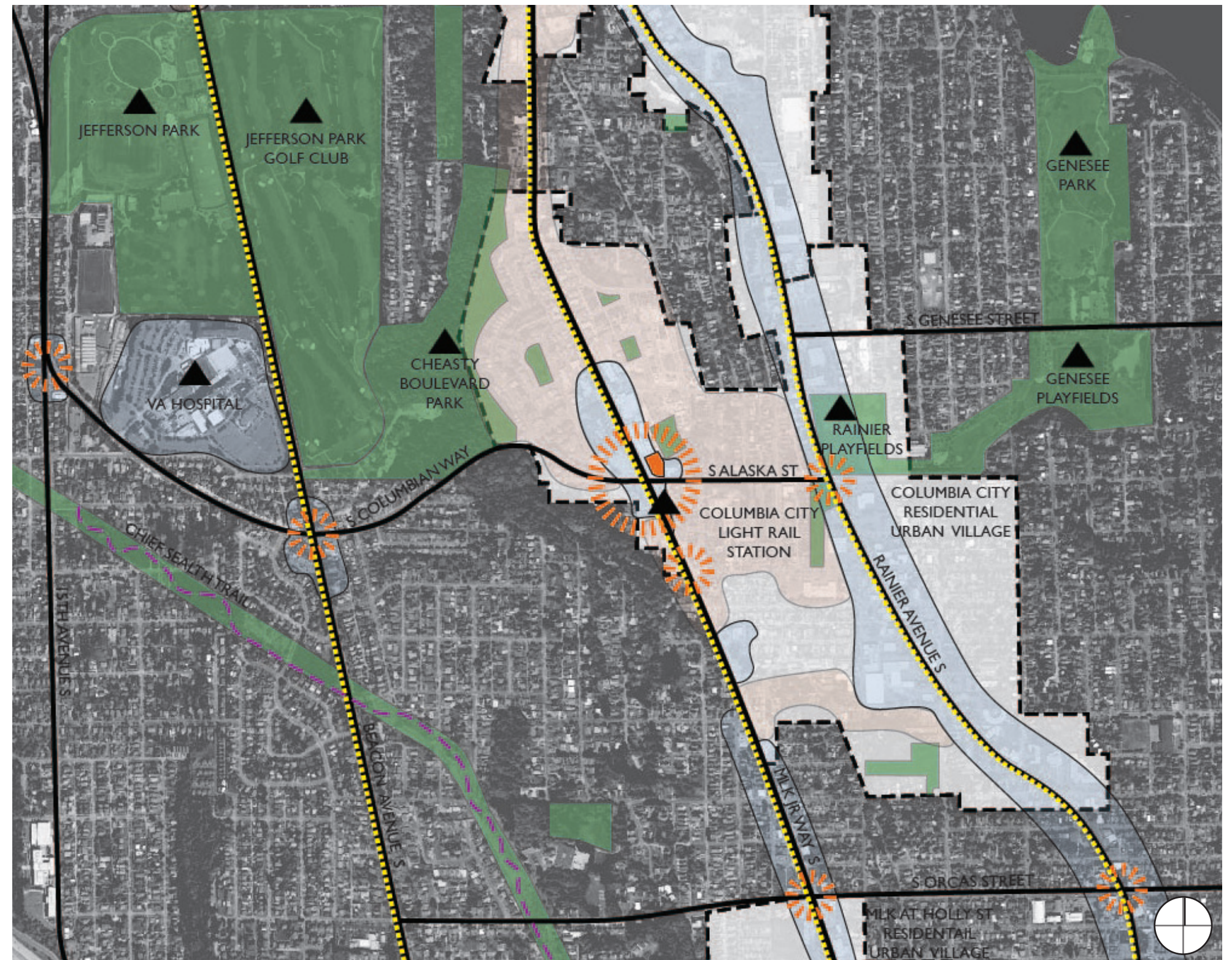
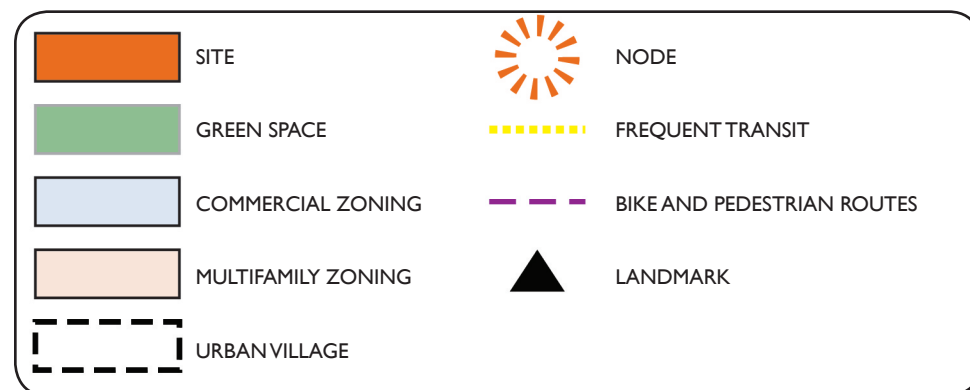
DEVELOPMENT OBJECTIVES

The objectives of this transit-oriented development are to accentuate and enhance the existing light rail node, provide a gateway to the Rainier Vista master planned community, reflect the neighborhood pedestrian patterns, and create interesting physical spaces at this lively city intersection. **We propose to accomplish this by creating a celebrated corner and gathering place along Martin Luther King Jr Way S.**

The proposed project is a four-story mixed-use building predominantly composed of residential apartments and amenity spaces, with retail and live/work spaces connected to grade. Though no parking is required, the development proposes underground parking and enjoys very close proximity to major bus and light rail routes.



NEIGHBORHOOD CONTEXT AERIAL LOOKING NORTHEAST AT SITE

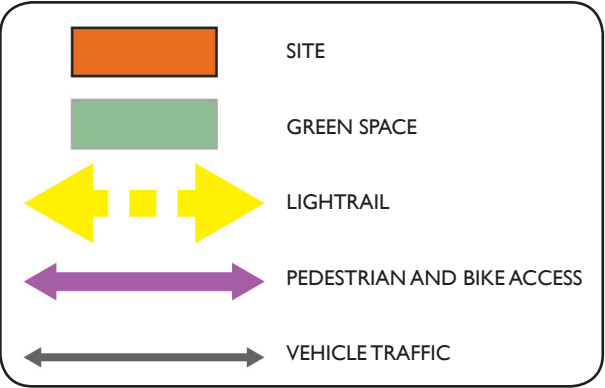


SITE ANALYSIS



- ① A long rhythm of mixed-use buildings front the street along Martin Luther King Jr Way S. This is an important design move that has successfully led to the urban transformation of the corridor. *We want to take advantage of this rigor by creating a pause and a gateway feature*, through retail-oriented plaza space, which compliments the park-style plazas to the south of both the East and West sites.
- ② Commercial retail and live/work spaces border the wide streets of Martin Luther King Jr Way S and S Alaska Street. The corner of MLK and S Alaska is a prominent location, and the design team proposes to distinguish the corner by facing it towards the intersection, and by creating a courtyard along MLK to further emphasize the corner and create relief along the street. At the upper levels of the project, there are opportunities to connect to views toward Mt. Rainier (directly south) as well as Lake Washington and the Cascades (to the east).
- ③ To the east, the project site is bound by a pedestrian corridor over a utility easement — a connection allowing residents to access the developing retail, transit options, and neighborhood parks along MLK Way. To the north, an existing shared easement will allow us to align our parking, trash access and other services with similar uses on the neighboring site.

The relatively flat and clear site will allow for “at grade” connections from all sides of the building. Our intent is to create raised residential units along the eastern pedestrian corridor, overlooking the adjacent play field, with retail spaces and live/work units on the more active north, east and south faces. Since there are no existing trees or other notable vegetation on the project site, we have the opportunity to create connections between the southwestern transit-focused area and the eastern pedestrian walkways.



COLUMBIA CITY LANDMARK CONTEXT & PRECEDENTS



① RAINIER VISTA MICRO COMMUNITY



② THE GENESEE - MIXED-USE



③ PROVIDENCE ELDER PLACE - MIXED-USE



④ BOYS + GIRLS CLUB/
JOEL E. SMILOW TEEN CENTER



⑤ SNOQUALMIE PLACE - APARTMENTS



CONTEXT MAP



⑥ COMMUNITY PARK BY RAINIER VISTA PLAYFIELD



⑧ CHRIST TEMPLE CHURCH



⑨ COLUMBIA CITY FARMER'S MARKET



⑦ TAMARACK PLACE - MIXED-USE



⑩ COLUMBIA CITY LIVEABOVES



⑪ DOWNTOWN COLUMBIA CITY

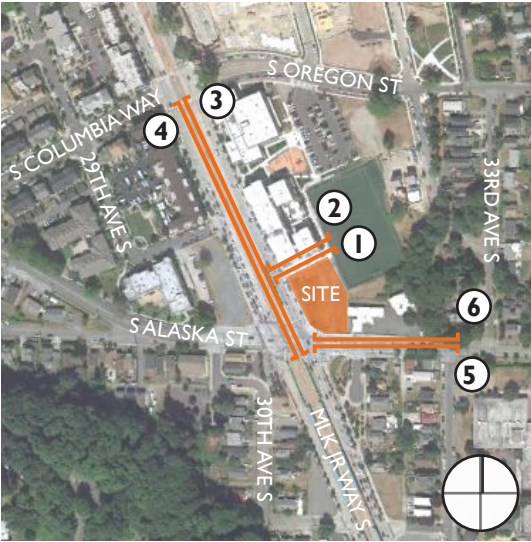


⑫ PUBLIC ART BY LIGHT RAIL STATION



⑬ LIGHT RAIL ALONG MLK JR WAY S

STREETSCAPES



MONTAGE KEY MAP

PROJECT SITE



① LOOKING SOUTH TOWARDS SITE

PROJECT SITE



③ LOOKING EAST ALONG MLK JR WAY S



⑤ LOOKING SOUTH ALONG S ALASKA ST



SONATA WEST SITE - PROJECT #3017381

② LOOKING NORTH AT ADJACENT MIXED-USE



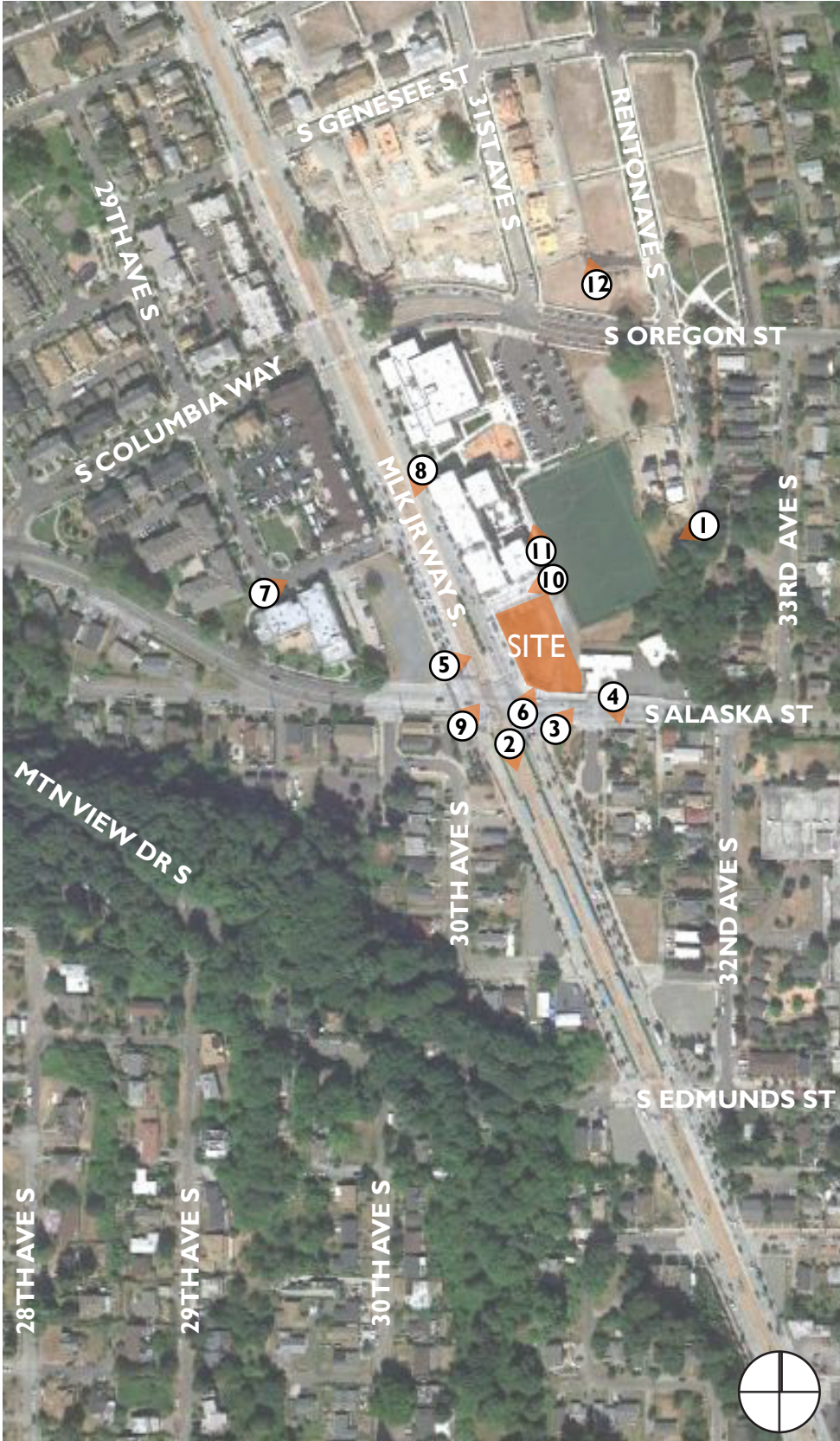
④ LOOKING WEST ALONG MLK WAY JR S

PROJECT SITE



⑥ LOOKING NORTH ALONG S ALASKA ST

CONDITIONS



① VIEW WEST ACROSS THE RAINIER VISTA PLAYFIELD



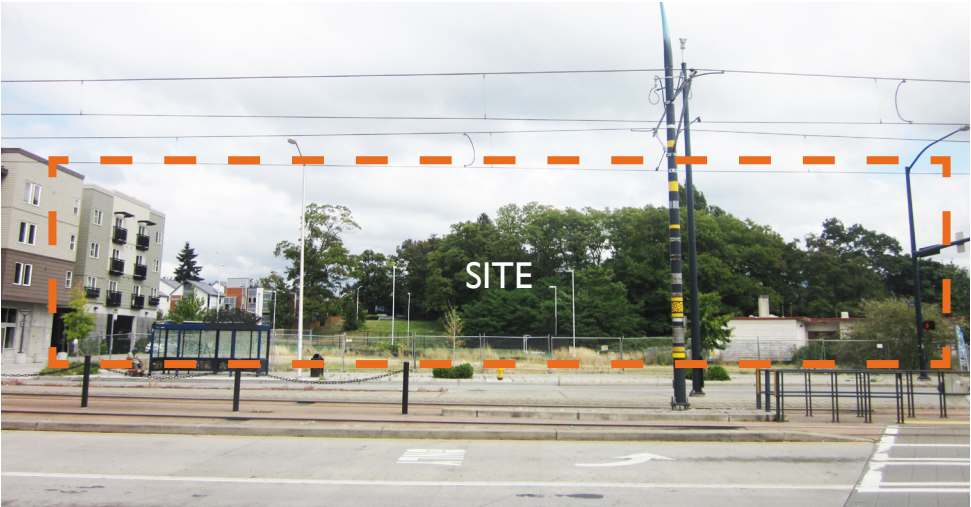
② VIEW SOUTH OF RAILWAY STATION ALONG MLK JR WAY S



③ VIEW NORTHEAST OF ADJACENT ONE STORY BUILDING



④ VIEW SOUTH OF BUS STOP AND SINGLE FAMILY HOUSE



⑤ VIEW EAST OF SITE ACROSS MLK JR WAY S



⑥ VIEW OF SITE FROM INTERSECTION



⑦ LOOKING EAST DOWN S SNOQUALMIE WAY



⑧ LOOKING SOUTHEAST ACROSS MLK JR WAY S AND FROM SITE



⑨ LOOKING EAST ACROSS THE MLK JR WAY S AND S ALASKA ST INTERSECTION TOWARDS SITE



⑩ LOOKING WEST ALONG SERVICE ROAD ADJACENT TO THE SITE

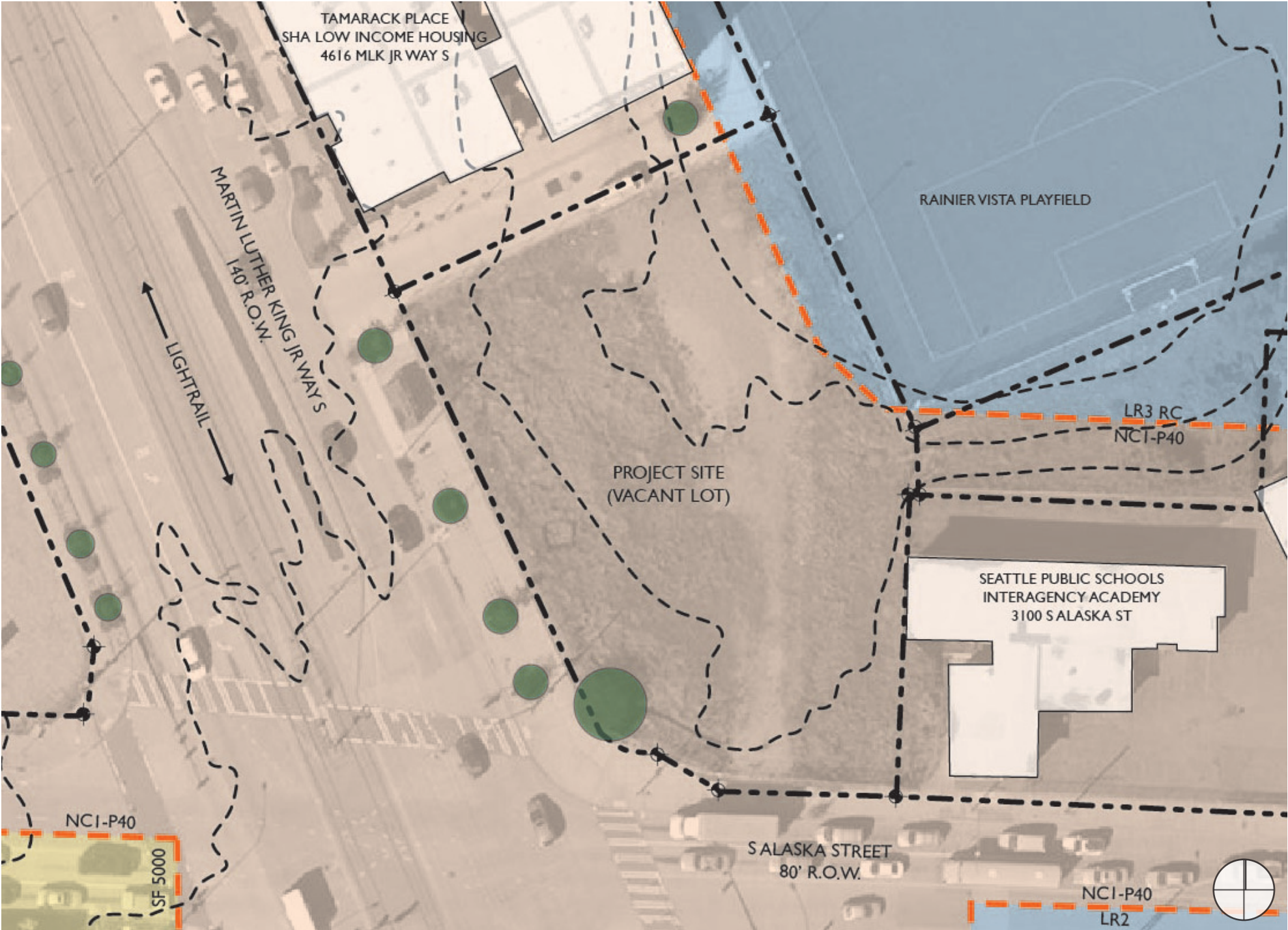


⑪ LOOKING NORTHWEST ALONG TRAIL ADJACENT TO SITE AND PLAYFIELD



⑫ LOOKING NORTH THROUGH COMMUNITY GARDEN

SITE PLAN



DEVELOPMENT GOALS

- Create places for people at grade.
- Create an opportunity for vibrant retail.
- Provide comfortable and secure housing.
- Address the view corridor, playfield, and future park connections to S. Alaska Street.
- Address the intersection as a gateway.

OPPORTUNITIES & CONSTRAINTS

Transportation and pedestrian connections are the primary identifier for the site. The project site is located within the Columbia City Residential Urban Village at the intersection of Martin Luther King Jr Way and S Alaska Street, directly connected to the Columbia City Light Rail Station. As the surrounding neighborhood continues to develop, this gateway site will aid its progress by filling a long vacant void in the existing urban fabric. There is a clear opportunity to contribute to the pedestrian environment along MLK Way through an increase in residential and retail density. This will create a pleasant break in the linear transit corridor. This is a major, city-scaled intersection where automobile traffic connects to the Columbia City center.

Sonata East will strongly anchor the corner of MKL Way and S Alaska Street, and will protect the ball fields from the street traffic.

Views are limited on lower levels of the building, but to the east, the site opens to The Rainier Vista Play Field and the future pedestrian corridor. This will create a friendly pedestrian environment. From the upper levels of the proposed project there is great potential for southern views of Mt. Rainier (until sites to the south are developed), as well as eastern views of Lake Washington and the Cascades.

ADDRESS: 3004 S.Alaska Street, Seattle, WA
PARCELS: 605611-0020
ZONING: NCIP-40 / LR3 RC
(Project to be built within the NCIP-40 zone only).
OVERLAYS: Columbia City Residential Urban Village
Frequent Transit Corridor
Pedestrian Areas
LOT AREA: 26,830 sf

PERMITTED USES — 23.47A.004
Residential uses allowed; Commercial uses allowed

STREET LEVEL USES — 23.47A.005

- In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in a pedestrian-designated zone, facing a designated principal pedestrian street (23.47A.005-C.1.a)
- In pedestrian-designated zones along designated principal pedestrian streets, one or more approved uses are required along 80 percent of the street-level street-facing facade (23.47A.005-D.1)

STREET DEVELOPMENT STANDARDS — 23.47A.008

- Facades shall include the following: windows; entryways or doorways; stairs, stoops, or porticos; decks or balconies; or screening and landscaping on the facade itself.
- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
- The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.
- Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. (23.47A.008-A)
- For structures with street level non-residential uses in NC zones, 60% of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
- Transparent areas of facades shall be designed and maintained to allow unobstructed views from the outside into the structure or, in the case of live-work units, into display windows that have a minimum 30-inch depth.
- Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.
- If the combination of the requirements of Sections 23.47A.005 or 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure’s footprint be dedicated to nonresidential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure’s footprint is required to be nonresidential.

Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet. (23.47A.008-B)

- In addition, the following standards also apply in pedestrian designated zones: A minimum of 80 percent of the width of a structure’s street-level street-facing facade that faces a principal pedestrian street shall be occupied by approved uses, the remaining 20 percent of the street frontage may contain other permitted uses and/or pedestrian entrances.
- The width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street. (23.47A.008-C)
- When a live-work unit is located on a street-level street-facing facade, the provisions of subsections 23.47A.008.A and 23.47A.008.B apply, and the portion of each such live-work unit in which business is conducted must be located between the principal street and the residential portion of the live-work unit. (23.47A.008-E)

HEIGHT — 23.47A.012

- Base height limit of 40’
- Bonus for non-residential use with 13’ floor to floor at street level of 4’

LOT COVERAGE / FAR — 23.47A.013
FAR of 3.25 for mixed use buildings, with single use not exceeding 3.00 (Table A)

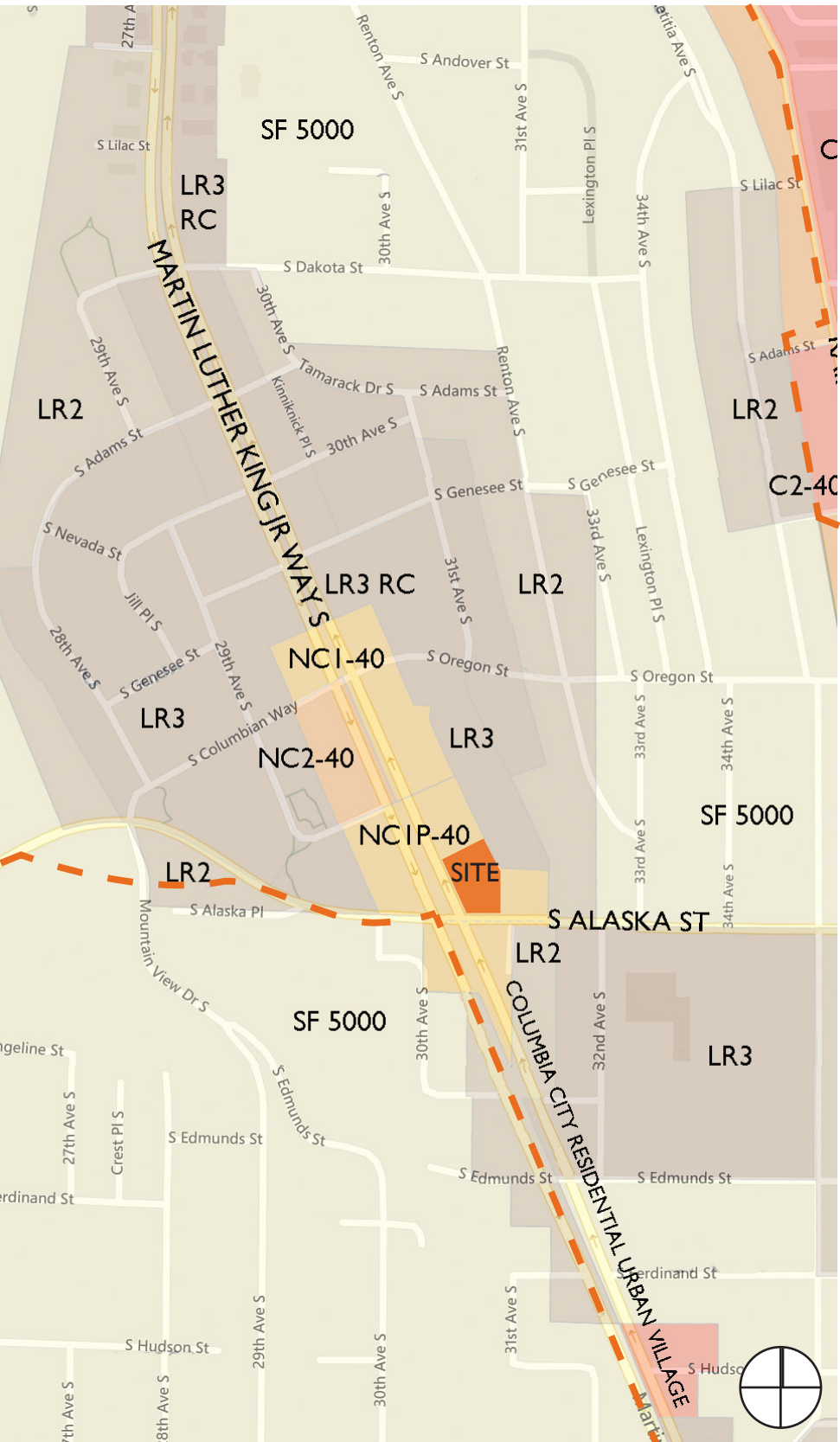
SETBACKS — 23.47A.014
None

LANDSCAPING — 23.47A.013
Must meet a Green Factor score of 0.30 or greater. (23.47A.016-A.2)
Follow street tree and screening requirements.

AMENITY AREA — 23.47A.024
Exterior amenity areas are required in an amount equal to 5% of the total gross floor area in residential use, excluding areas used for mechanical equipment and accessory parking.

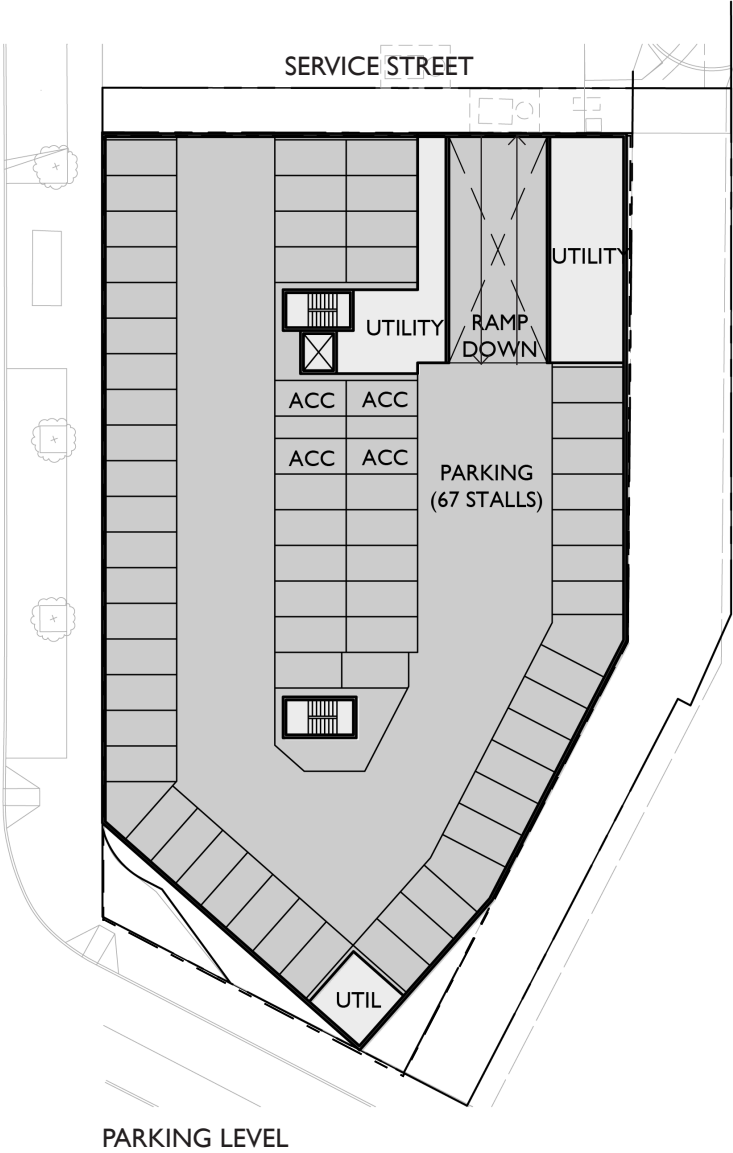
REQUIRED PARKING — 23.47A.030

- No automobile parking required for Residential or Non-Residential uses in Urban Villages with frequent transit service. (Table B 23.54.015-L) (Table A 23.54.015-J).
- Bicycle parking based on Use. Assume 1 long and 3 short term parking stalls for commercial use. One stall for every four units, plan for 25 bike stalls. (Table E 23.54.015)
- Parking access is to be provided on a combined 20’ easement on the north side of the site by one two-way curb cut that is shared with the housing development to the north. (23.47A.032)

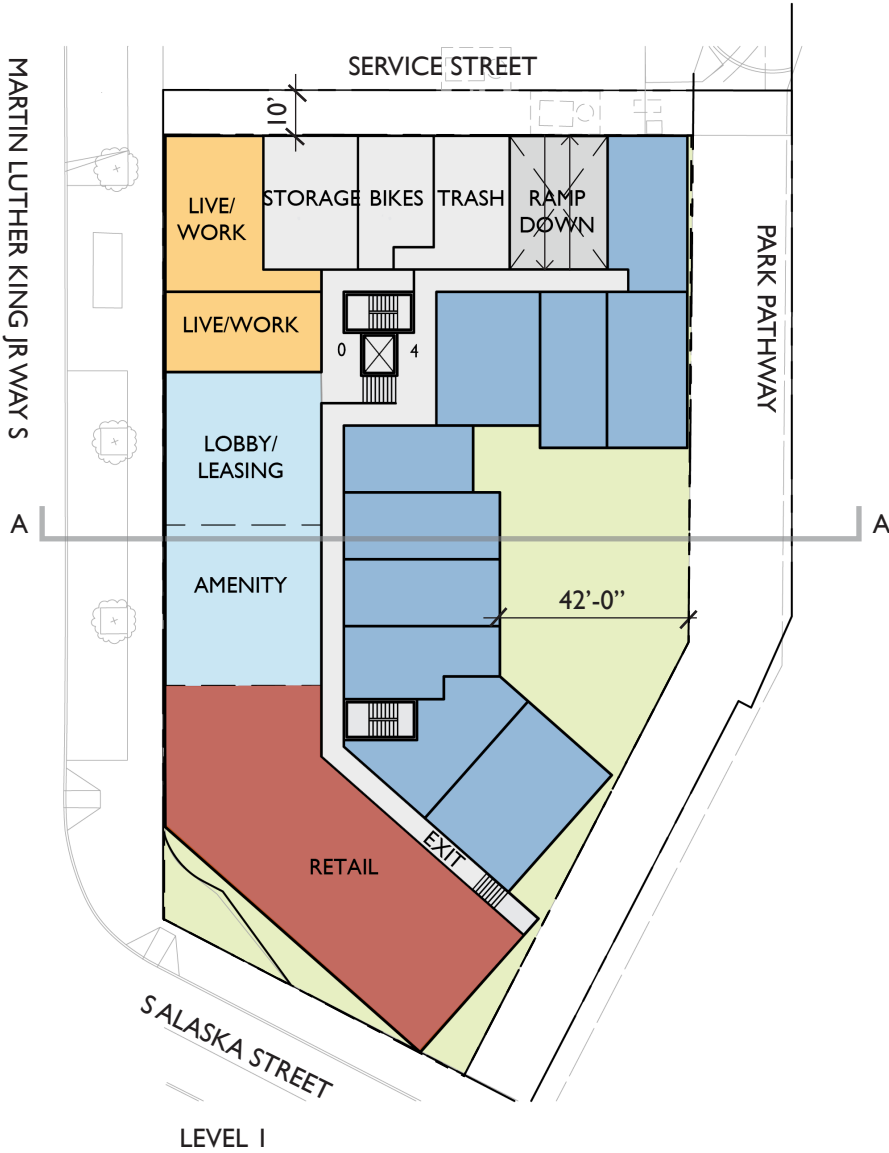


DPD ZONING MAP

OPTION I



PARKING LEVEL



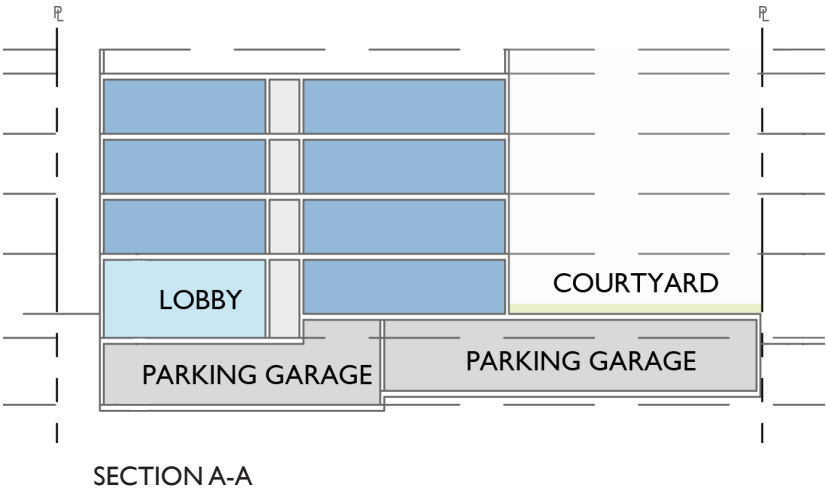
LEVEL I



LEVELS 2-4

KEY

	LIVE/WORK		COMMON AREA		UTILITY/CORE
	RETAIL		UNITS		PARKING
	PATIOS/COURTYARD				



SECTION A-A

DISTINGUISHING FEATURES

The northern existing structures along MLK Way were developed up to the right-of-way, creating an urban edge along the street. Option I studies the continuation of this urban dialog by similarly locating the proposed structures near the edge of the right-of-way. The upper residential levels are pushed even closer to the right-of-way to emphasize the concept of enclosing the street with building mass, which in turn creates an exclusive resident courtyard to the east. This option has retail and live-work units along the street edge as well as a primary residential entry. Vehicular access, along with other utility spaces, occurs directly off of the access easement that is to be shared with the existing building to the north.

PROS

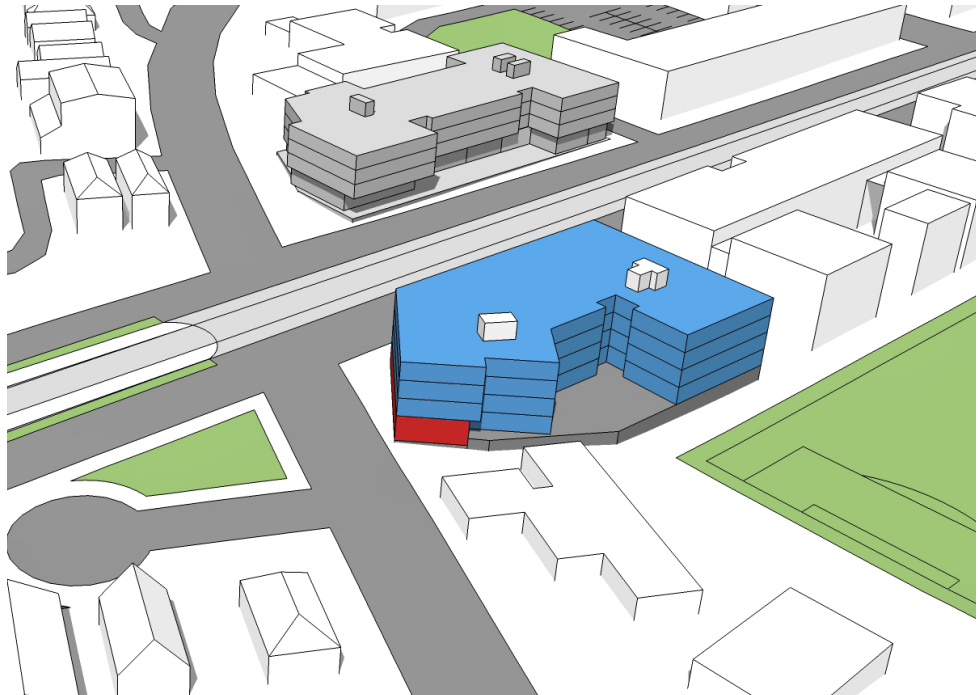
- Continuation of the urban wall along MLK Way

CONS

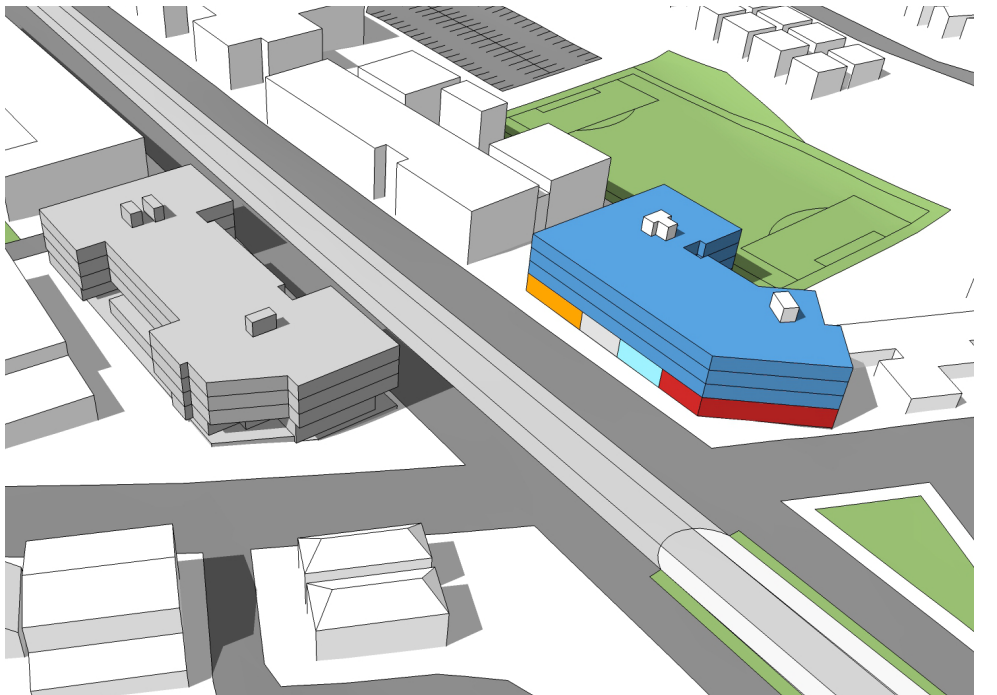
- Continuation of the urban wall along MLK Way
- Open space primarily private
- Limited public space for people at grade

DEPARTURES

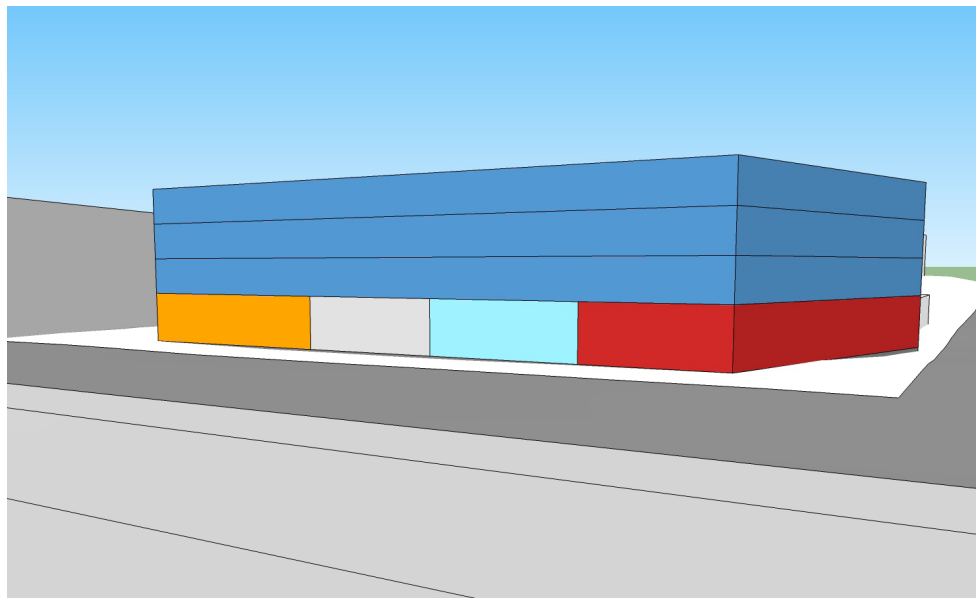
- It may be difficult to achieve an 80% non-residential at the street, present scheme shows 71%



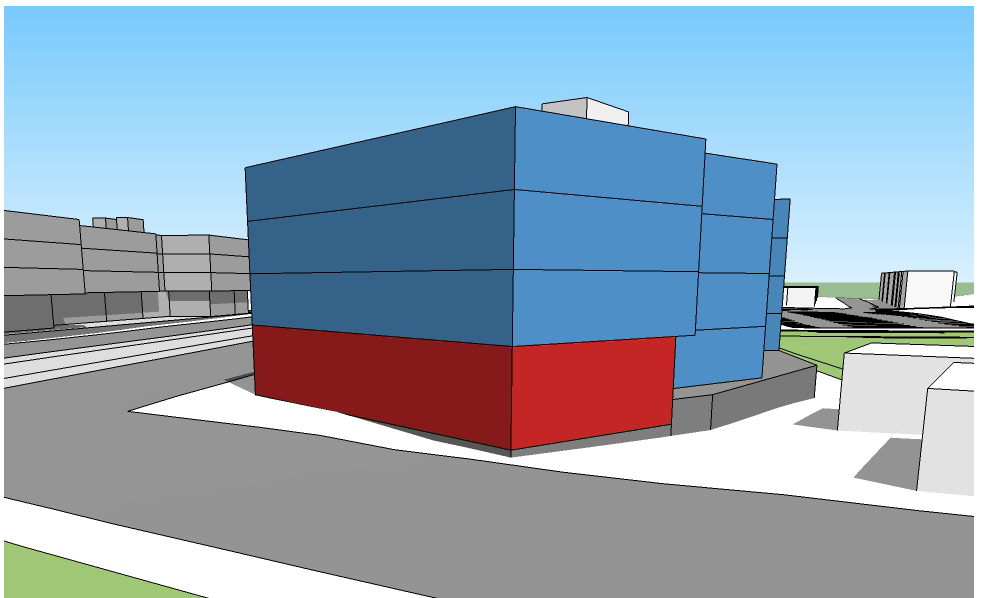
AERIAL VIEW: LOOKING NORTHWEST TOWARDS THE EAST SIDE OF THE SITE



AERIAL VIEW: LOOKING NORTHEAST TOWARDS THE WEST SIDE OF THE SITE

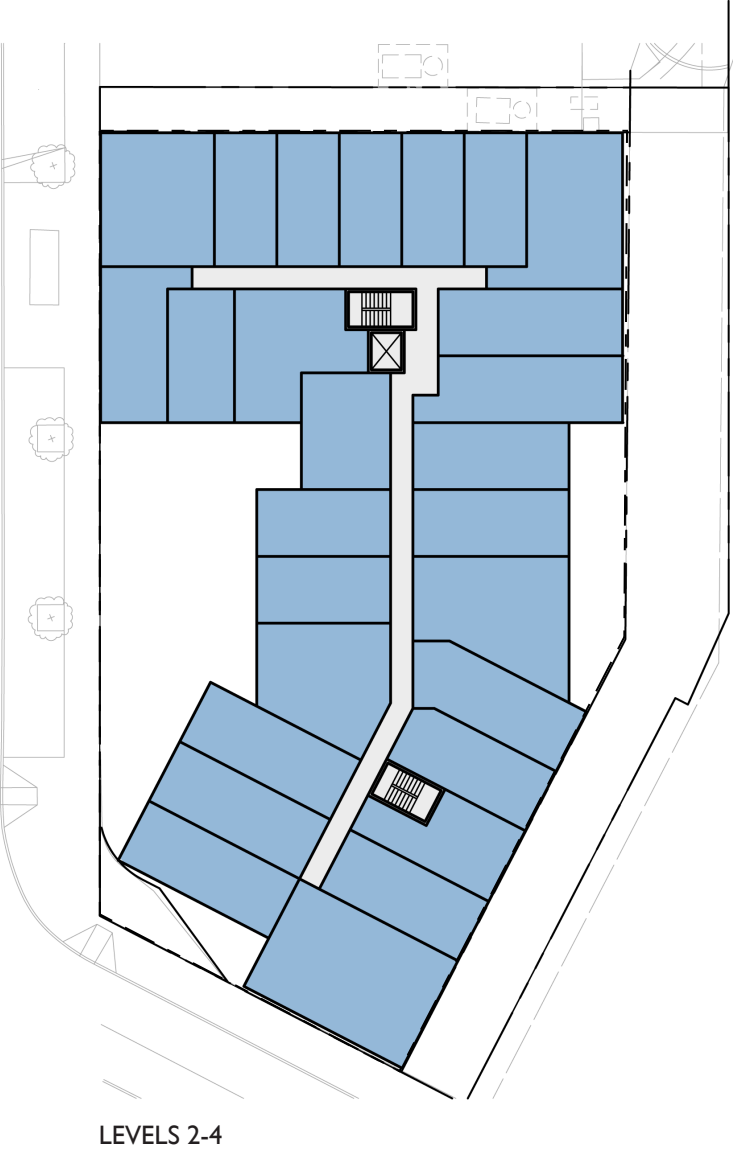
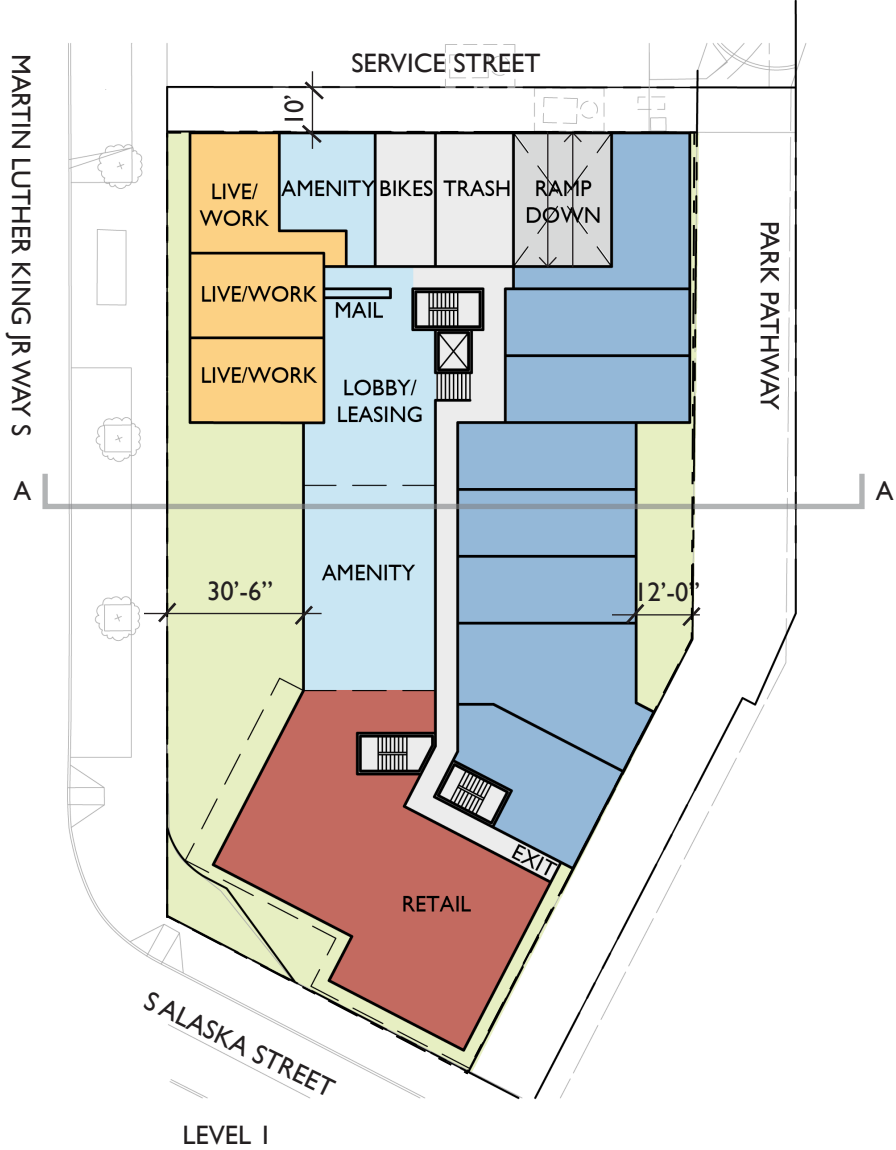
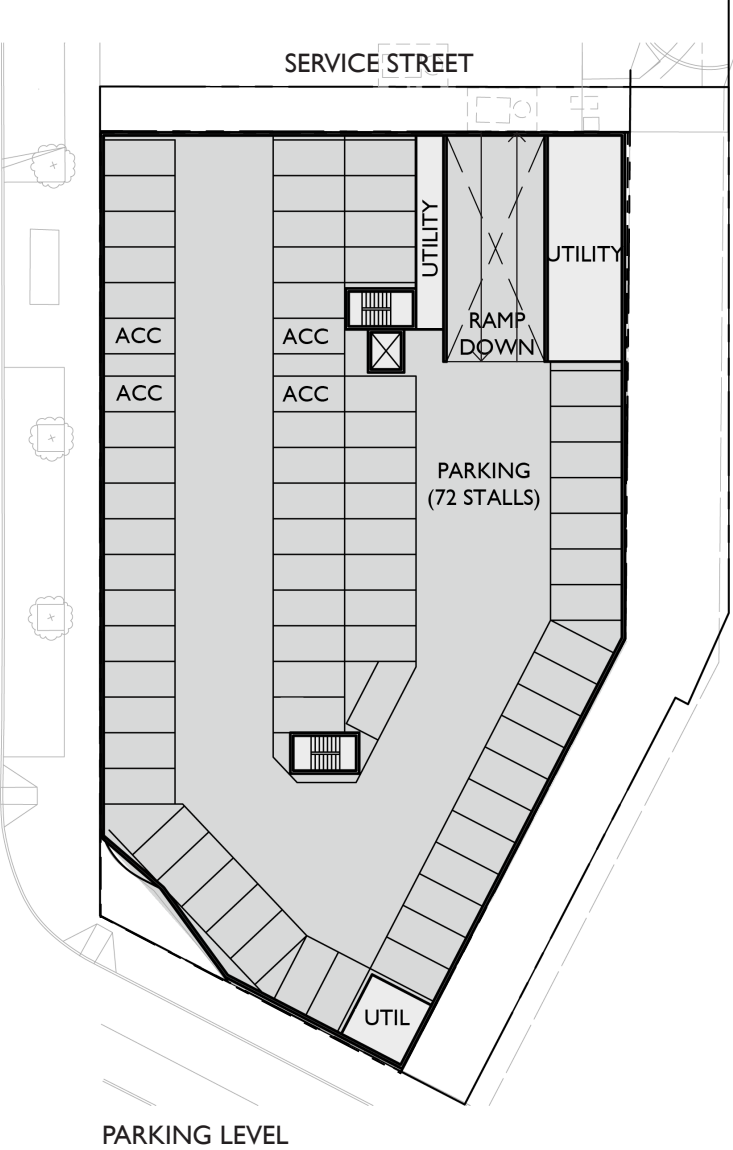


AERIAL VIEW: LOOKING TOWARDS THE WEST SIDE OF THE SITE



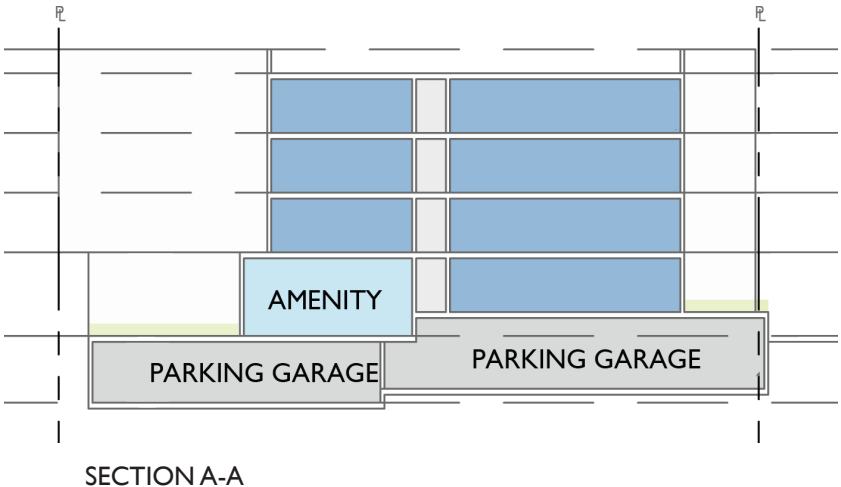
AERIAL VIEW: LOOKING TOWARDS THE SOUTH SIDE OF THE SITE

OPTION 2



KEY

	LIVE/WORK		COMMON AREA		UTILITY/CORE
	RETAIL		UNITS		PARKING
	PATIOS/COURTYARD				



DISTINGUISHING FEATURES

Option 2 studies the concept of breaking up the wall of facades along MLK Way by adding a mid-block recess in the structure, providing a vibrant pedestrian plaza with retail spaces, live-work units, and a residential entry. An additional large retail plaza anchors the southwest corner, while a few Live/work units are located towards the northern end of MLK Way. Pulling the façade away from MLK Way pushes the upper residential levels toward the play field to the east, creating an opportunity for more “eyes on the park”. Similar to Option 1, the shared eastment is a clear opportunity for vehicular access and other utility spaces.

PROS

- Scheme creates opportunities for people places at grade
- The wall of development along MLK Way is relieved
- Large plaza at the southwest corner creates a gateway for the Rainier Vista neighborhood and gathering space
- Units located with better views to the play field will provide ‘eyes on the park’

CONS

- Access to ballfield and future park is not as inviting as in the preferred Option

DEPARTURES

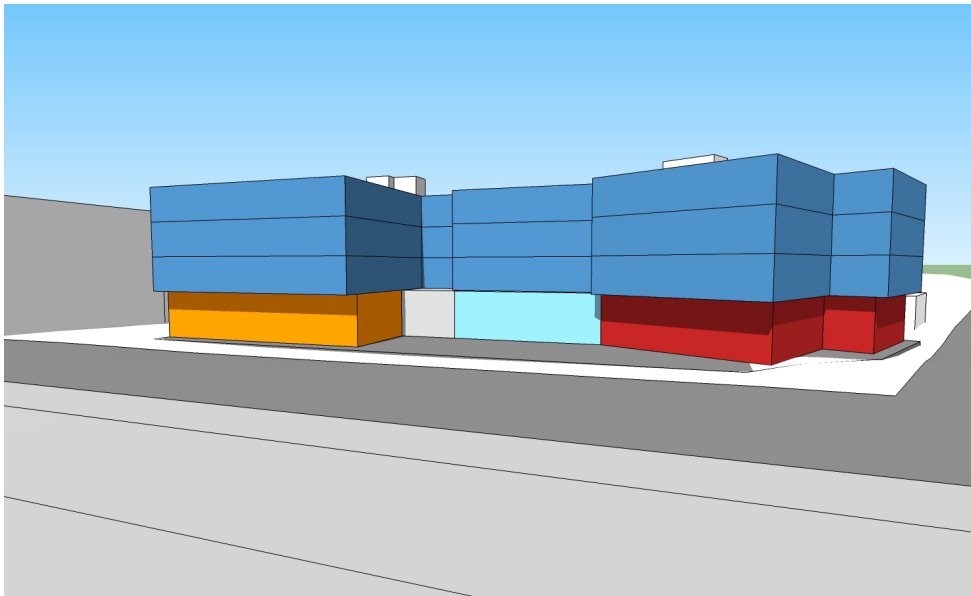
- Note that Open Space is part of the 80% non-residential frontage per SMC 23.47A.005-D.1.n



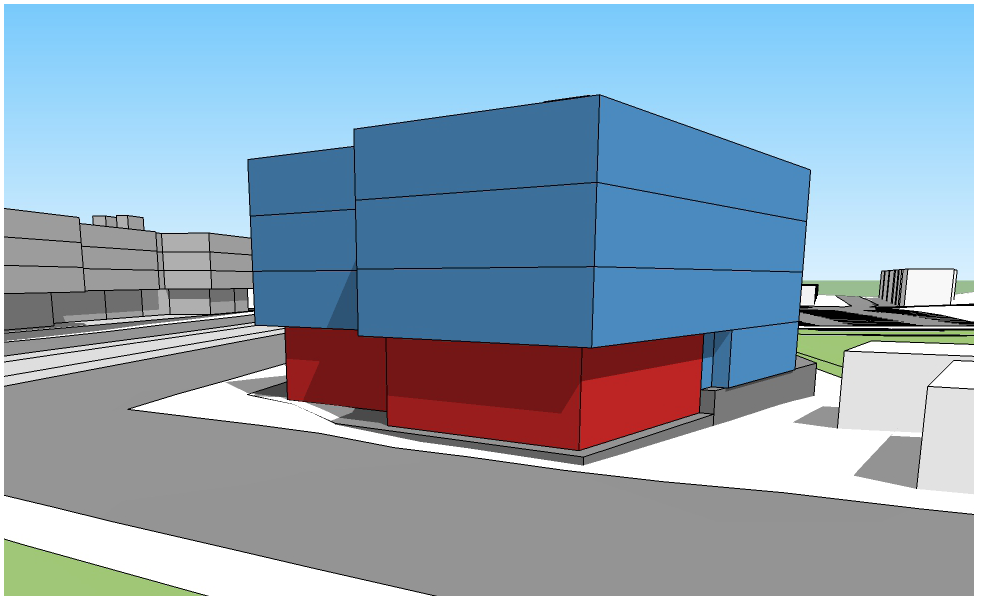
AERIAL VIEW: LOOKING NORTHWEST TOWARDS THE EAST SIDE OF THE SITE



AERIAL VIEW: LOOKING NORTHEAST TOWARDS THE WEST SIDE OF THE SITE

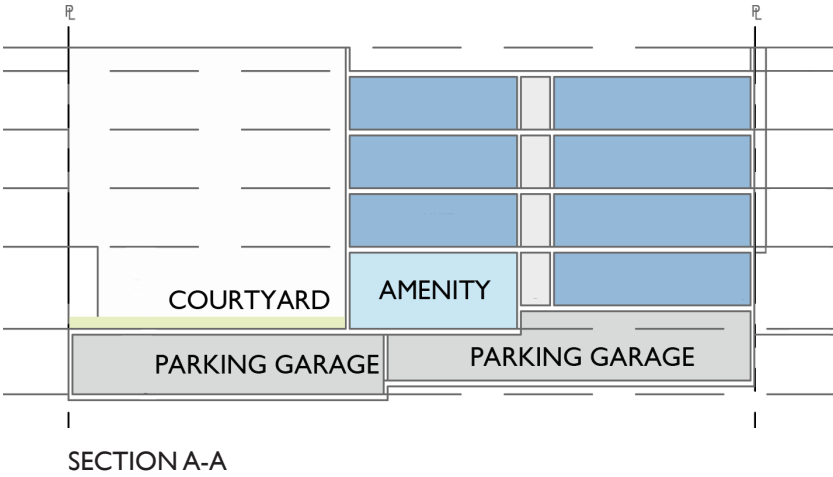
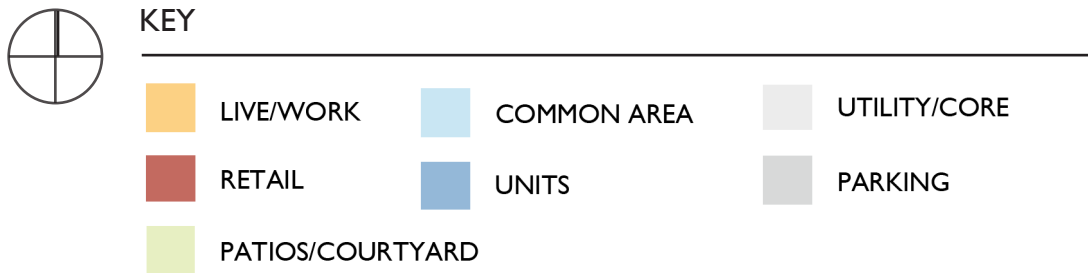
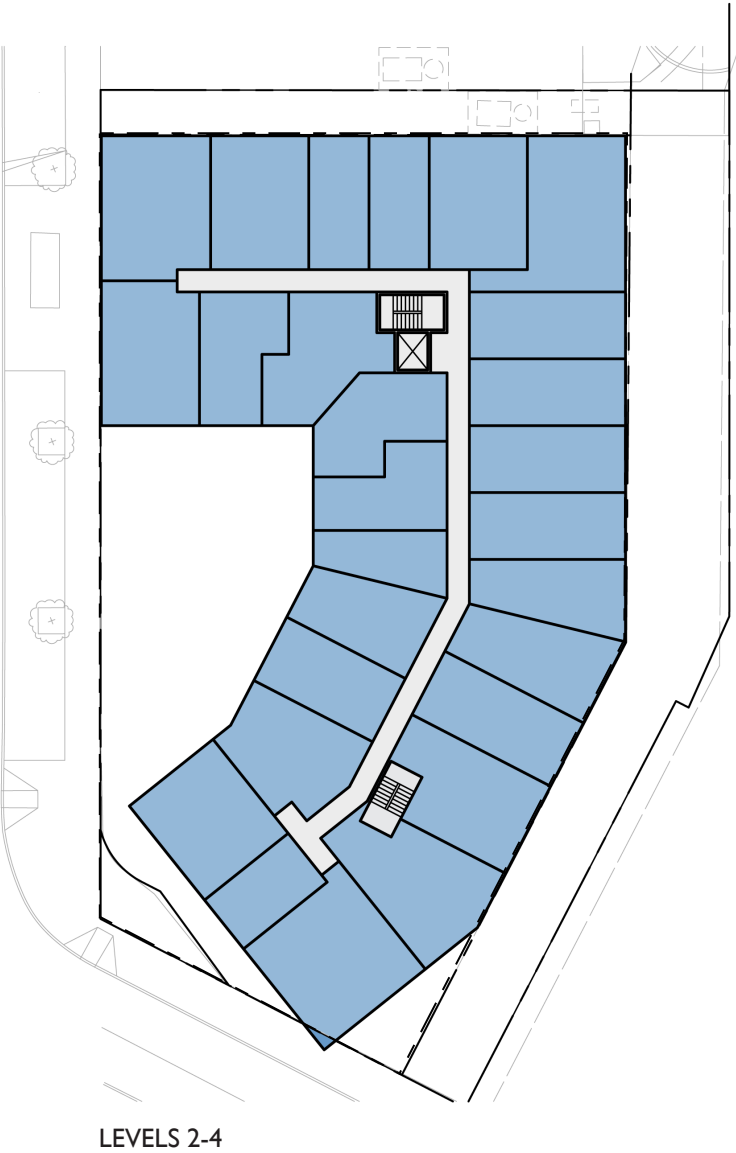
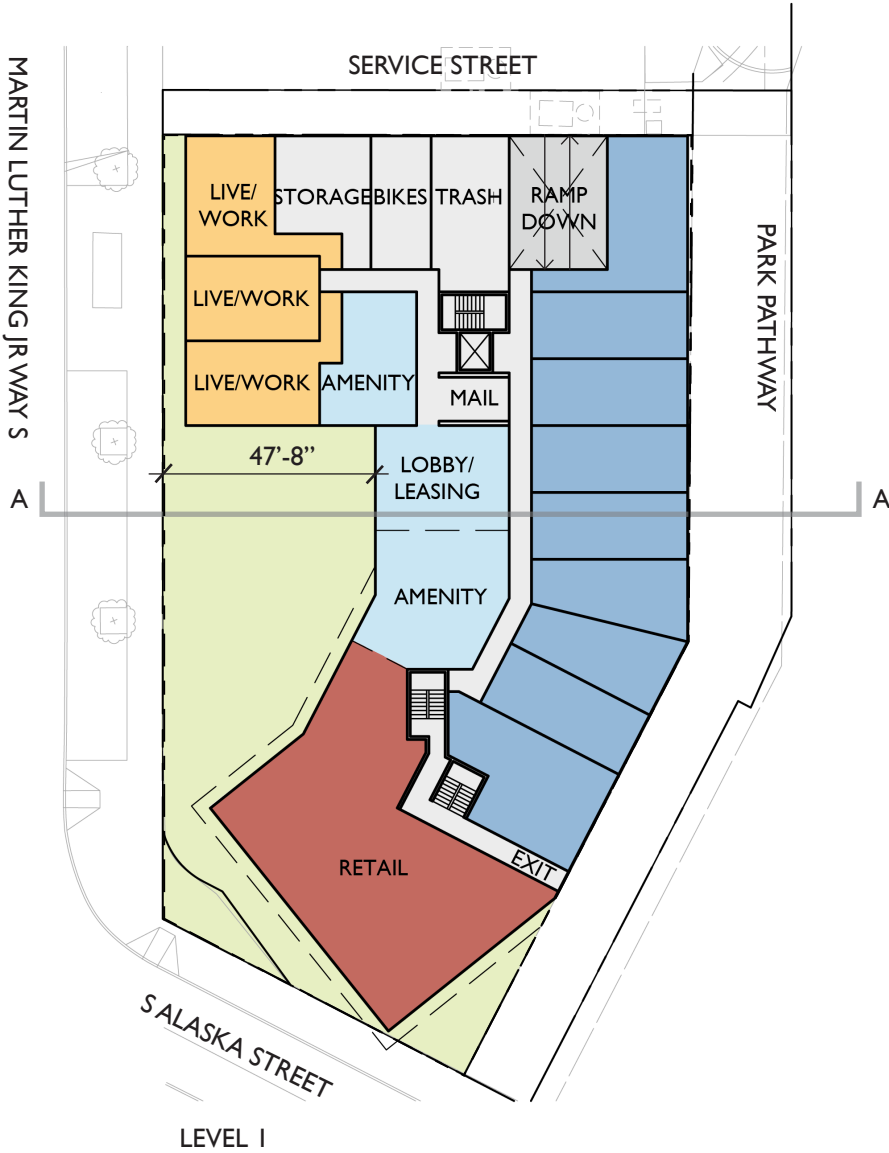
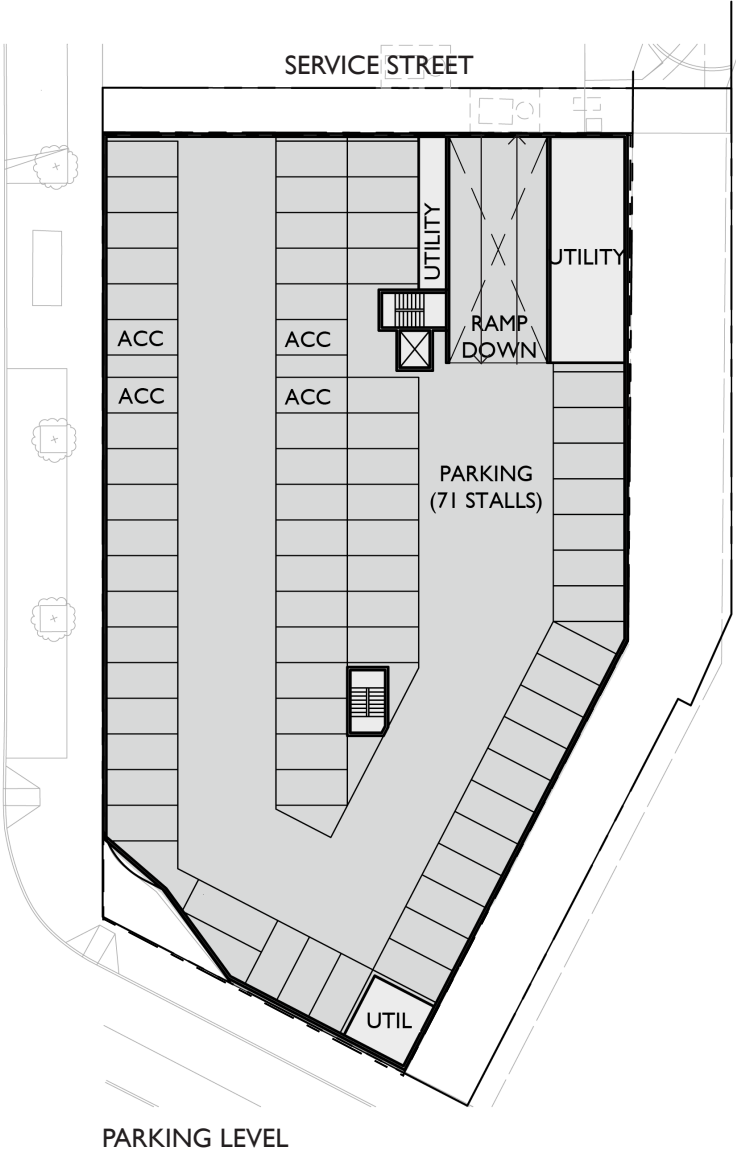


AERIAL VIEW: LOOKING TOWARDS THE WEST SIDE OF THE SITE



AERIAL VIEW: LOOKING TOWARDS THE SOUTH SIDE OF THE SITE

OPTION 3 (PREFERRED)



DISTINGUISHING FEATURES

Option 3 continues the idea of a mid-block recess — the recess in this scheme is considerably deeper to provide a greater opportunity for place making. A large plaza with accompanying retail occurs at the southwest corner. The façade of the retail along the plaza combined with the façade of the residential units above has been rotated to better face the intersection. Rotating the southern portion of the structure also opens up the visual and physical connection to the pedestrian walkway to the east that connects to the play field and neighboring homes. Live-work units occur towards the northern end of MLK Way. Pushing the façade even further away from MLK Way pulls the upper residential levels even closer toward the play field to the east thus providing unencumbered views to the eastern open space. Note that the existing residential projects to the north of the site all have recessed courtyards along their east facades; by bringing the units and windows closer the park as shown in Option 3, a level of variety will be created along this wall of structures as seen from the play field. Vehicular access, along with other utility spaces, is the same as the previous options since the shared easement is a clear opportunity for these uses.

PROS

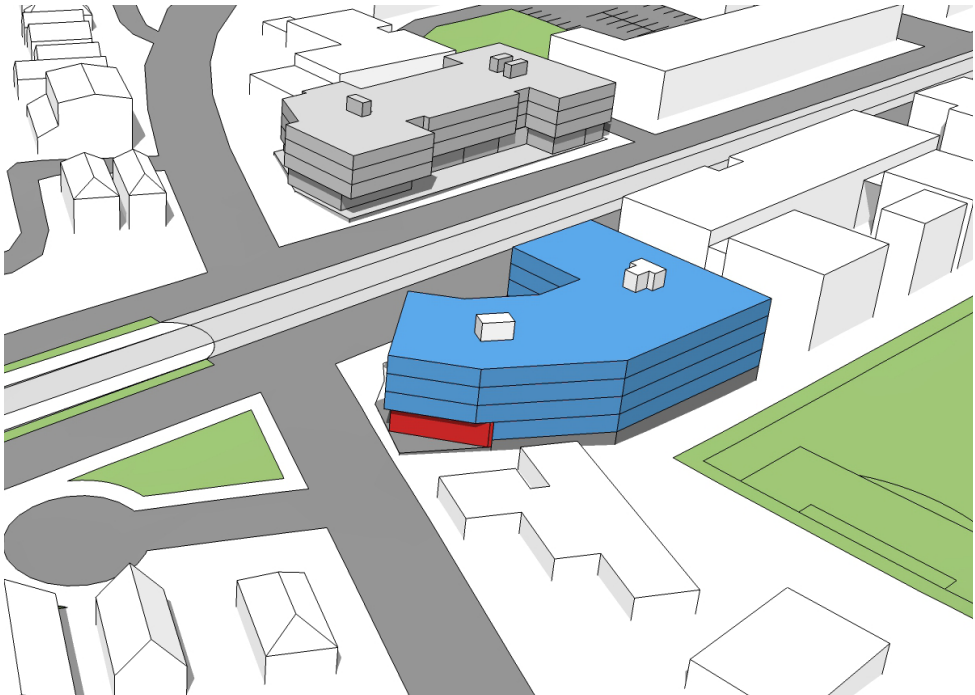
- Scheme creates opportunities for people places at grade
- The wall of development along MLK Way is relieved
- Large plaza at the southwest corner creates a gateway for the project.
- The rotated façade at the southwest corner better addresses the intersection and provides a better visual and physical connection to the pedestrian walkways along the eastern edge of the site.
- Units located directly along the pedestrian walkway will provide a heightened level of security for both the walkway and the play field.
- The retail space adjacent to the residential lobby will activate the plaza.
- Parking and trash access are both off the neighboring shared drive.

CONS

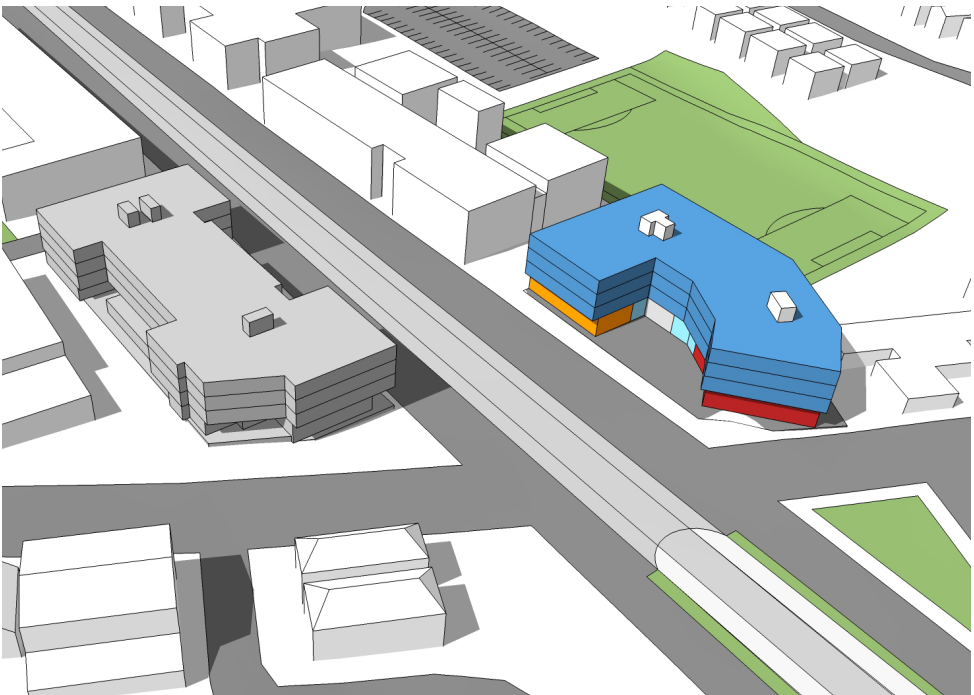
- Discontinues the development wall along MLK Way.

DEPARTURES

- Note that Open Space is part of the 80% non-residential frontage per SMC 23.47A.005-D.1.n



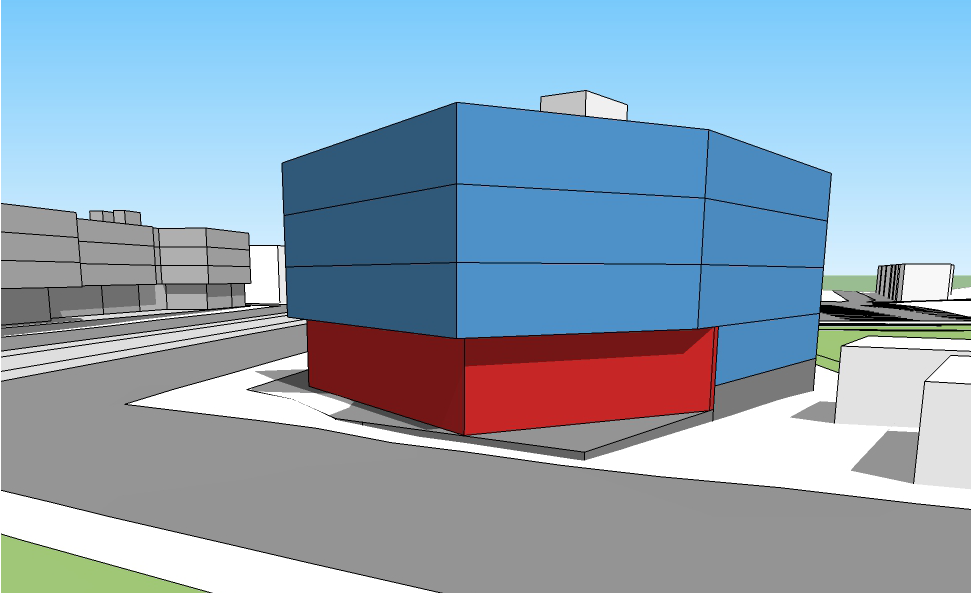
AERIAL VIEW: LOOKING NORTHWEST TOWARDS THE EAST SIDE OF THE SITE



AERIAL VIEW: LOOKING NORTHEAST TOWARDS THE WEST SIDE OF THE SITE



AERIAL VIEW: LOOKING TOWARDS THE WEST SIDE OF THE SITE



AERIAL VIEW: LOOKING TOWARDS THE SOUTH SIDE OF THE SITE

SITE PLAN



RELEVANT DESIGN GUIDELINE PRIORITIES

CONTEXT AND SITE

CS1 — NATURAL SYSTEMS AND SITE FEATURES

- C. Topography
- D. Plants and Habitat

CS2 — URBAN PATTERN AND FORM

- A. Location in the City and Neighborhood
- C. Relationship to the Block

CS3 — ARCHITECTURAL CONTEXT AND CHARACTER

- A. Emphasizing Positive Neighborhood Attributes

We view these two separate projects, Sonata East and Sonata West as a chance to identify the Rainier Vista development and the light rail station; as the entrance to Rainier Vista and Columbia City; and for the near term, the visible beginning of the greater city as you arrive by rail. The east site in particular is the starting point, a place to linger, and a destination for people utilizing the transit station.

The topography and the neighborhood location reinforce this intersection as a focal point. The sites are relatively flat, with the hill and existing Greenbelt to the west forming one edge, and dense trees of the SF zone to the east. *Within the local context, this is the place to be.* As such, ground related features, including plazas, retail and Live/Work, will be welcoming and offer a sense of place. The enormous right-of-way widths at the intersection offers long views of the project, further emphasizing its prominence.

Within the neighboring context, existing buildings front the street along Martin Luther King Jr Way S. This is an important design move that has been reinforced through design review and has lead to the streets continuing urban evolution. Here, we want to take advantage of this rigor by creating a pause, as a gateway feature, through retail oriented plaza space that compliments the park-style plaza spaces to the south of both the east and west sites.

The wide transit corridor, Martin Luther King Jr Way S gives a different character to the neighborhoods on either side. To the east there is an active recreational ballfield, a stand of trees and a pedestrian corridor that will be connected to residential units through separations from grade, interesting paving, and integrated vegetation. Sonata East is an urban building overlooking a park. To the west, a quiet back-yard court will connect to the large multi-family building, existing trees and to the lower scale neighborhood beyond. Sonata West is an urban buffer to the lower scale neighborhood. For both sites, the urban front door will be complimented by an appropriate level of greenery to feel lush and welcoming, while maintaining the openness to provide a great retail presence. Existing trees, native plant species and other vegetation will be integrated into the design and connect those features to existing networks of open spaces and natural habitats to the east and the west.

PUBLIC LIFE

PL1 — OPEN SPACE CONNECTIVITY

- A. Network of open spaces

PL2 — WALKABILITY

- B. Safety and Security
- C. Weather Protection

PL3 — STREET-LEVEL INTERACTION

- B. Residential Edges
- C. Retail Edges

PL4 — ACTIVE TRANSPORTATION

- A. Entry Locations and Relationships
- C. Planning Ahead for Transportation

Public life on a neighborhood scale is integrated throughout the design with the goal of *creating a celebrated corner, a neighborhood gathering space.* In coordinating with the adjacent property owner, we have come up with focus points for retail based on current and projected pedestrian use from all sides of the development. On the east parcel, a new pedestrian passage will connect along the back of the project; on the west parcel, retail and Live/Work will flank the north side of the site, addressing the larger community that travels by foot to the light rail station. Ample pedestrian space is created at public plazas along MLK, with the goal of creating a “slow space” at this busy intersection, enhancing safety.

We are particularly aware of safety along MLK with its high traffic volume, at grade light rail and the 140’ pedestrian crossing. Along with a visual slow space, our other strategy is to emphasize the connections north and south to the neighborhood plazas and encourage north-south pedestrian traffic to stay on one side of the corridor.

Prime retail space anchors the active corners of the site with Live/Work balancing out at-grade frontage as a transition to the smaller scale retail to the north — this will keep our street frontages active. Along the quieter back yards of the buildings, residential units will be set off the grade and be provided with decks or stoops to maintain the visual connection. Weather protection is important to retail function throughout the year and will be provided. Similarly, ground-level units will have outdoor space that can be occupied on rainy evenings. Having appropriate grade level uses on all sides of the building will encourage use, and retain an eyes-on-the-street approach to making the project feel lively and secure.

Public retail and plaza space connect visually with the transit system, and at the east site, a bus stop connects to the local routes.

DESIGN CONCEPT

DC1 — PROJECT USES AND ACTIVITIES

- B. Vehicular Access and Circulation
- C. Parking and Service Uses

DC2 — ARCHITECTURAL CONCEPT

- A. Massing
- B. Form and Function

DC3 — OPEN SPACE CONCEPT

- B. Open Space uses and Activities
- C. Design

DC4 — EXTERIOR ELEMENTS AND FINISHES

- A. Materials
- D. Trees, Landscape and Hardscape Materials

The design incorporates a strong massing break to enhance the corner, bring a more intimate feel to residential units along the street and reconnect with the building to the north. Secondary elements such as balconies and canopies further articulate the facade. The massing reinforces the primary functions and uses so that they can be readily understood from the exterior, making the building easy to access and understand. Flexibility has been designed into the retail and Live/Work spaces so that it may remain useful as specific programmatic needs evolve.

While the massing breaks help the buildings legibility from afar, up close, they create an active plaza space to strengthen the relationship between the inside and outside of the building along the street side. Similarly, breaks in the building along the back side address the existing open spaces, landscape and neighbors.

Materials will have a higher quality of texture and detailing integrated into the pedestrian level. Upper levels will consist of clean, modern siding, along with attractive metal balconies and detailing where appropriate to enhance the texture of the building. Signage and graphics around the pedestrian level and as viewed from a distance are important to the team, and will be considered though design review. A consistent graphics system will identify the project, while space for individual tenants will allow for unique identities.

Landscaping will be used to identify the urban and residential sides of the building. Plants will accent the building design, create enduring green spaces, and be appropriate to particular locations around the site, taking into account solar access, soil conditions, and adjacent patterns of use. Hardscape at exterior plazas will add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving.

LANDSCAPE DESIGN

K A R E N
K I E S T
LANDSCAPE
ARCHITECTS





CURVES



PLAZA SEATING



NOOKS



GREEN ROOF -- IN COLOR!



LIVE/WORKS



NEIGHBORHOOD SPOT + CONNECTIVITY



FIRE AND FRIENDS



GARDENING IN HORSE TROUGHS AND BBQ AREA

STREET LEVEL DESIGN

ROOF LEVEL DESIGN

DESIGN INSPIRATION

The Design Vision for this proposed project is to create a warm inviting residential project with high quality materials, large windows, and native landscaping to create a contemporary timeless character.



BALANCE



CORNER TREATMENT



COURTYARD



BROW



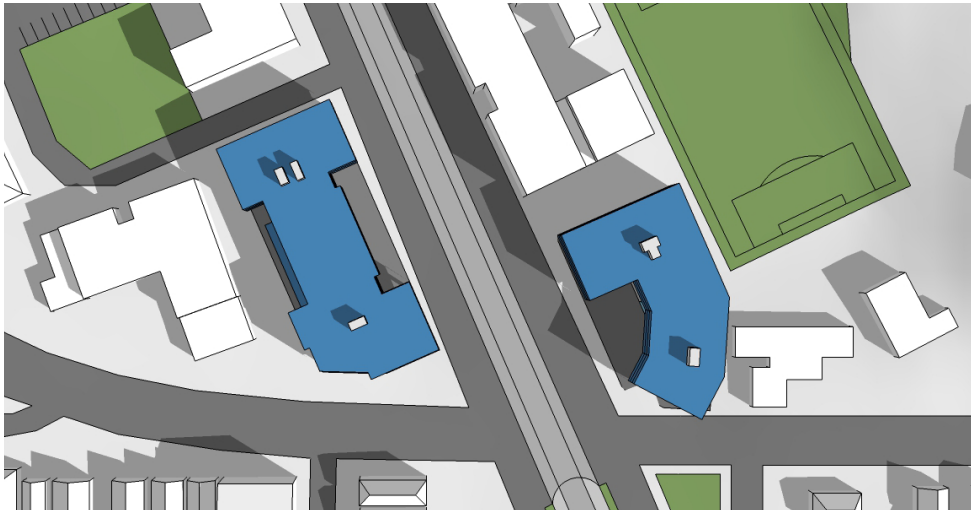
CORNER TREATMENT



SHADOW STUDIES



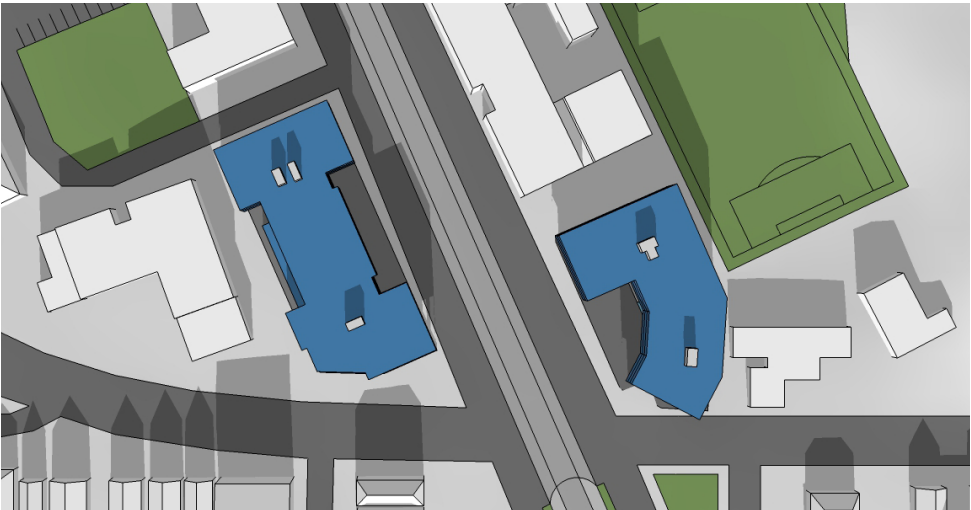
DECEMBER 21, 9AM



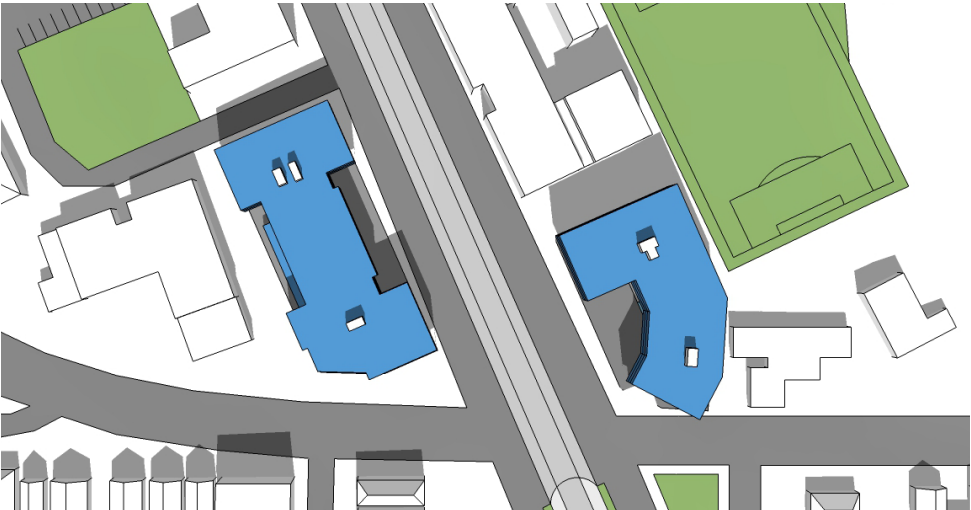
MARCH 21, 9AM



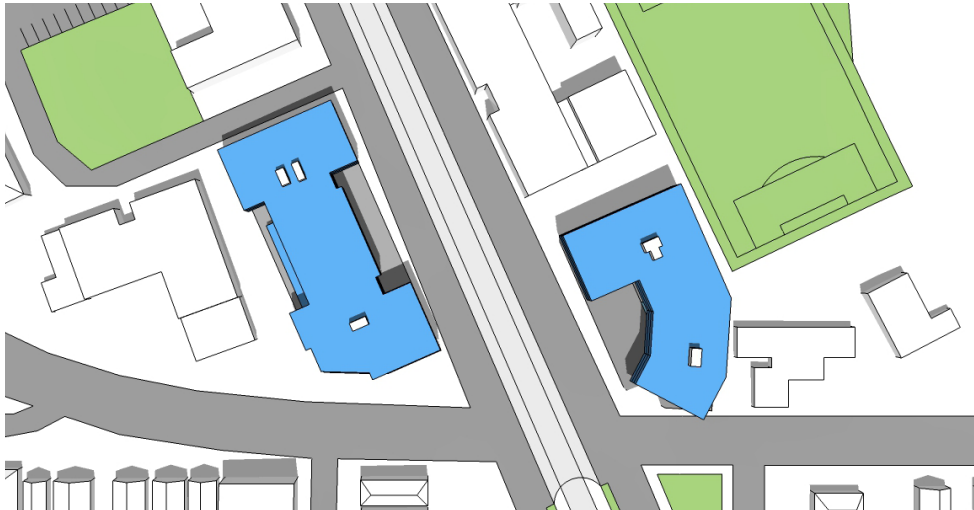
JUNE 21, 9AM



DECEMBER 21, NOON



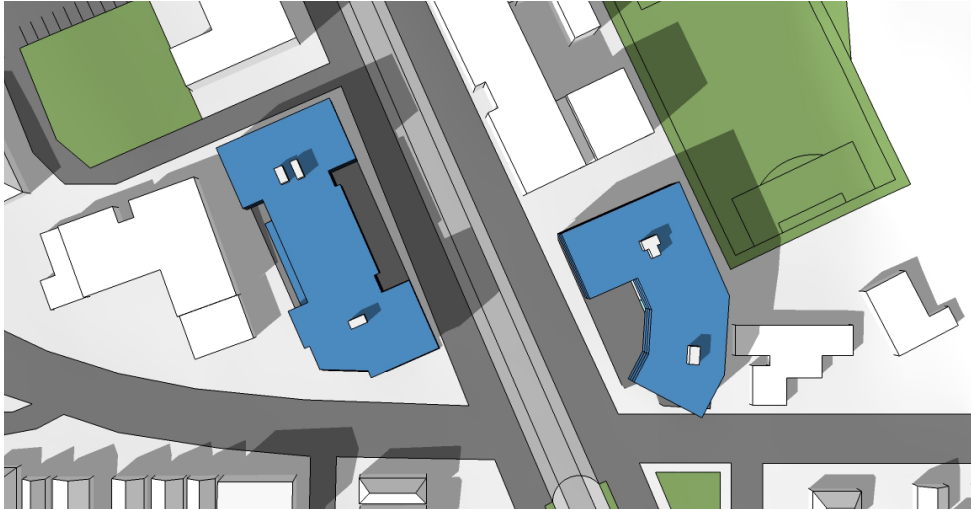
MARCH 21, NOON



JUNE 21, NOON



DECEMBER 21, 3 PM



MARCH 21, 3 PM



JUNE 21, 3 PM

RECENT NK PROJECTS



WESTLAKE VILLAGE



222 VIEW APARTMENTS



CHELAN RESORT SUITES



THE DAKOTA



ARTHOUSE



H2O APARTMENTS - LEED H MIDRISE PILOT GOLD



KOI APARTMENTS - LEED NC CERTIFIED



APERTURE ON FIFTH



STREAM UPTOWN APARTMENTS - LEED NC CERTIFIED

BDR SONATA EAST - DPD # 3017382

EARLY DESIGN GUIDANCE

