

DRAFT EARLY DESIGN GUIDANCE

1000 NE Northgate Way
Seattle, WA 98125

SDCI PROJECT NO:

3039547-EG

MEETING DATE:

xx.xx.2022

APPLICANT CONTACT:

GMD Development, LLC

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CARON

CARON REF #2021.039



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PROJECT TEAM

OWNER:
Emily Thompson
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206.367.1382
Caron Reference No.: 2021.039

SITE INFORMATION

ADDRESS:
1000 NE Northgate Way, Seattle, WA 98125

SDCI PROJECT NO.:
3039547-EG

PARCEL(S):
5725500819, 5724500825

SITE AREA:
40,285 SF

OVERLAY DESIGNATION:
Northgate

PARKING REQUIREMENT:
None

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

DEVELOPMENT STATISTICS

ZONING:
NC3-55 (M)

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

ALLOWABLE FAR:
Existing: 3.75; Contract Rezone: TBD

PROPOSED FAR:
4.38 (Preferred Option 3)

RESIDENTIAL UNITS:
188 (Preferred Option 3)

PARKING STALLS:
112 (Preferred Option 3)

BIKE PARKING STALLS:
192 (Preferred Option 3)

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

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

SITE DESCRIPTION & ANALYSIS

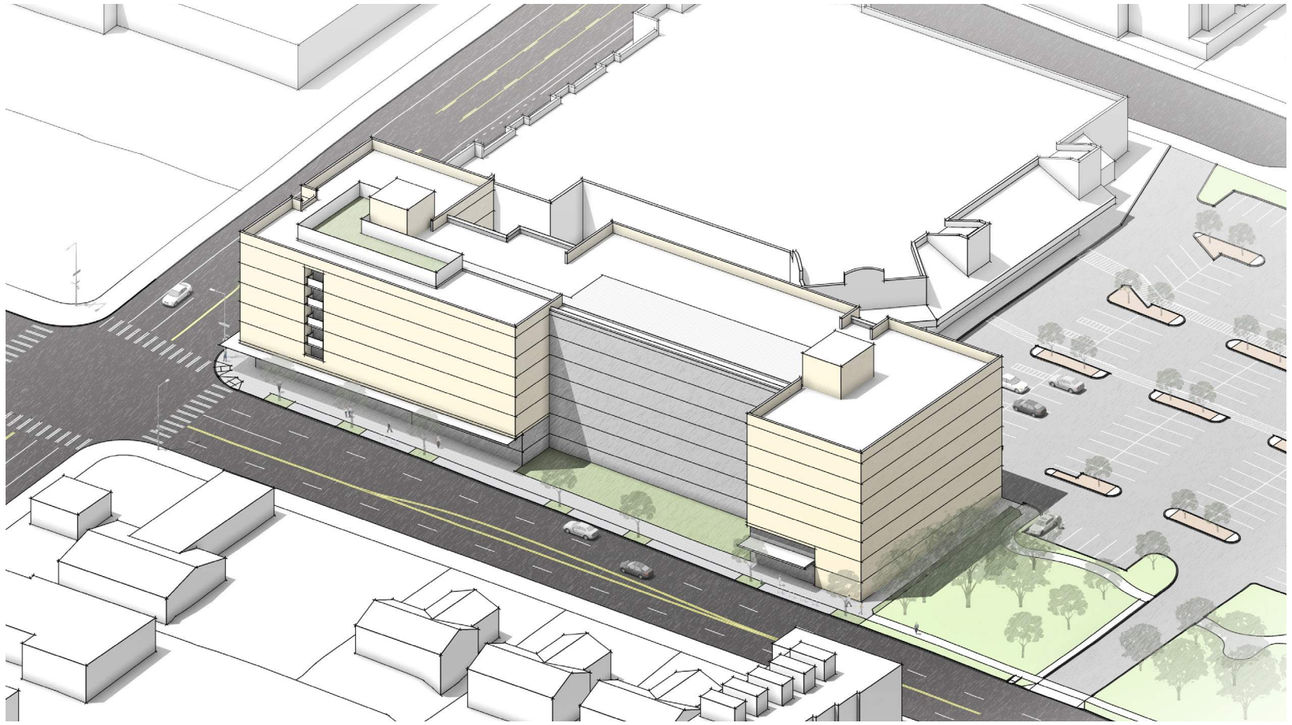
The project resides in the Northgate neighborhood on the corner of NE Northgate Way and Roosevelt Way NE in a Neighborhood Commercial zone with affordable housing requirements. The site is within the Northgate Overlay District in the Northgate Core Area. In this area, NE Northgate Way is considered a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

NEIGHBORHOOD CONTEXT

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

DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

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



PREFERRED OPTION 3

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	• Direct mailings to all residences and business within approximately 500 ft. radius of the proposed site.		• 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.	• March 24th, 2022
DIGITAL	a		• Basic project webpage	• Create Facebook page to share information about the project. Post page 14 days before virtual meetings.	• March 24th, 2022- Present
	b		• Email to distribution list that includes community organizations identified by DON	• Direct email about the project and include a copy of the mailing flyer and invitation to attend virtual meetings.	• March 24th, 2022
IN-PERSON	c	• Hosting or co-hosting an online community meeting		• Two one-hour virtual focus groups to be hosted in lieu of in-person meeting	• April 7th, 2022, 6:30PM- 7:30PM • April 8th, 2022, 10:30AM- 11:30AM

COMMUNITY OUTREACH SUMMARY

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

METHOD 1: PRINTED

A direct mailing was sent to property owners and businesses within a 500' radius of the property. This mailing promoted both the virtual events and the project's website. Although the applicant was unable to find addresses for individual apartments within apartment buildings, email outreach was sent to property managers asking them to post this mailer in the lobby.

As part of our Equity Area Special Outreach, the project flyer was fully translated into Spanish, Somali and Amharic. These languages were identified by DON as being commonly spoken in the Northgate neighborhood.

METHOD 2: DIGITAL

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

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

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

METHOD 3: IN-PERSON

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

SUMMARY OF FEEDBACK

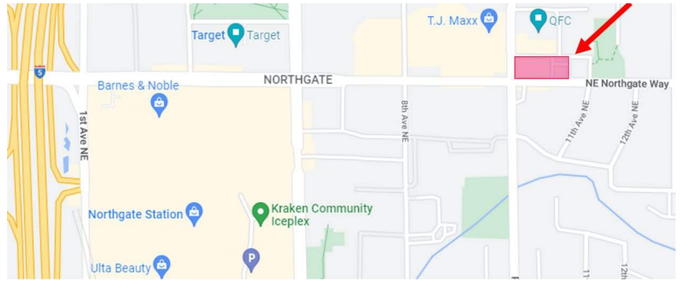
The most active source of feedback came from the 2 virtual project focus groups. These focus groups drew a total of 8 participants. The majority of attendees were neighborhood residents, or previous residents of Northgate who now live further north. Commentary was largely supportive of the project, and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

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

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

COMMUNITY OUTREACH MAILER

AFFORDABLE HOUSING COMING TO NORTHGATE



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

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

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

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

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

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

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

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

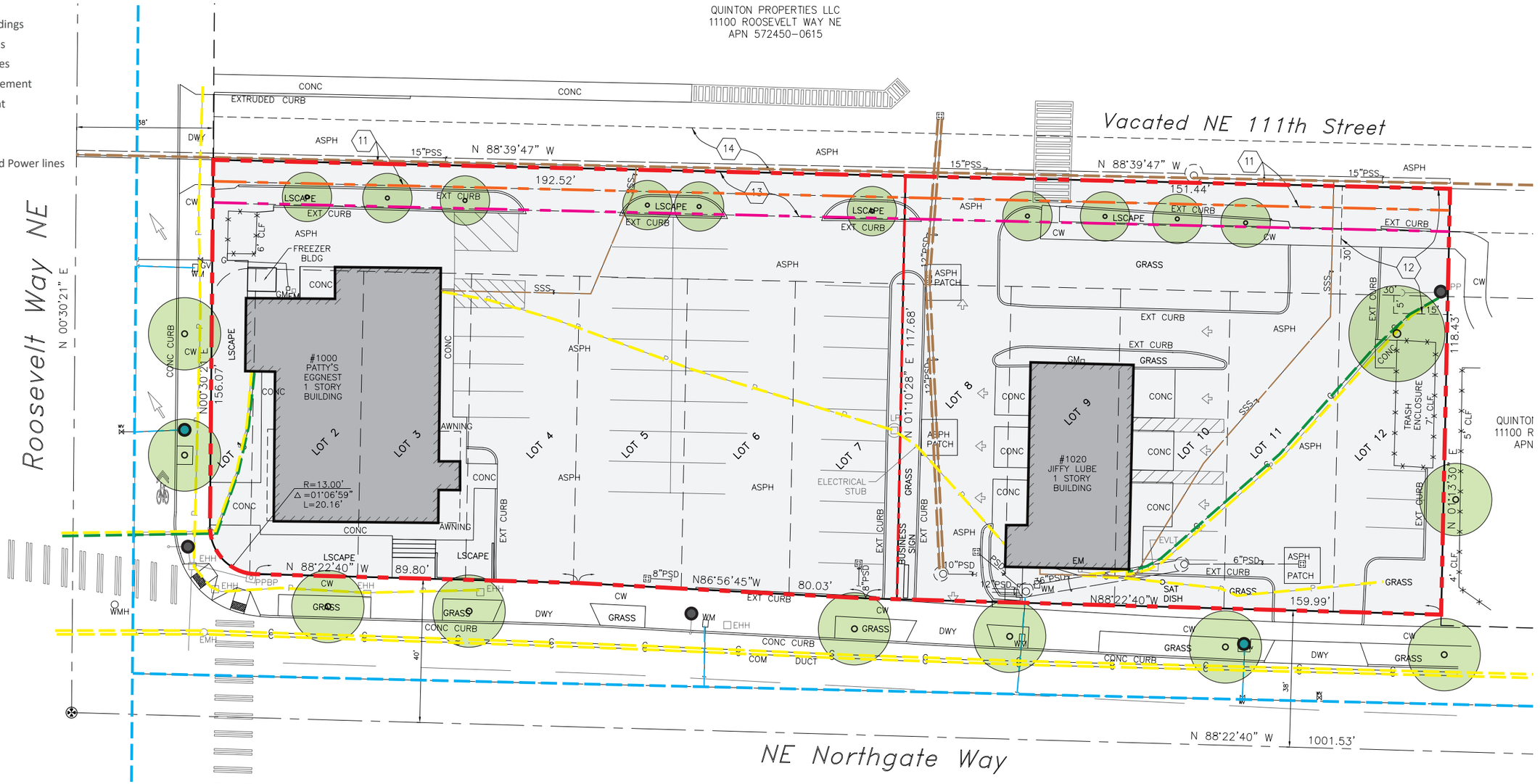
*Any information collected may be made public.

GMD DEVELOPMENT

4.0 SURVEY / TREE SURVEY

KEY

- Existing Buildings
- Existing Trees
- Property Lines
- 6' Utility Easement
- 12' Easement
- Water Lines
- Sewer Lines
- Underground Power lines
- Data Lines
- Utility Pole
- Fire Hydrant



EASEMENT NOTES

11 *DENOTES A 6.00 FOOT WIDE CITY OF SEATTLE EASEMENT FOR SANITARY SEWER PURPOSES RECORDED UNDER REC. NO. 9510060342.*

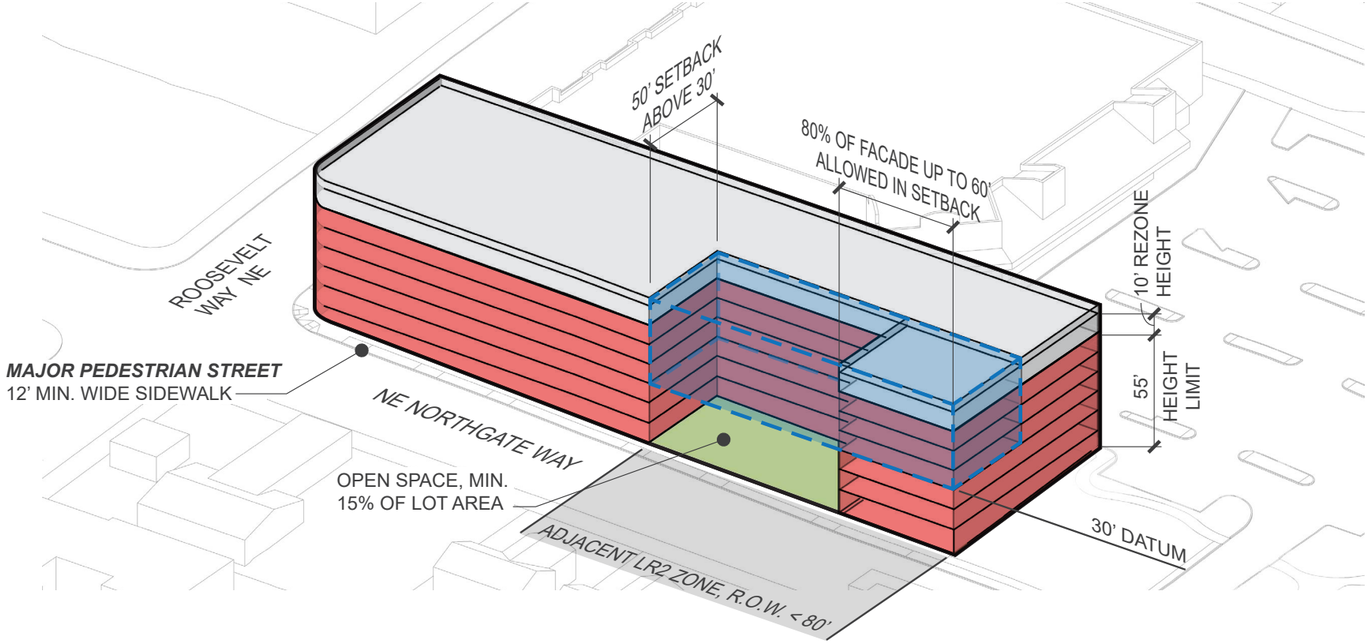
12 *DENOTES A SEATTLE CITY LIGHT EASEMENT FOR OVERHEAD AND UNDERGROUND UTILITY PURPOSES RECORDED UNDER REC. NO. 9511170632.*

13 *DENOTES AN EASEMENT AGREEMENT FOR UPKEEP AND MAINTENANCE PURPOSES RECORDED UNDER REC. NO. 20040709000588.*

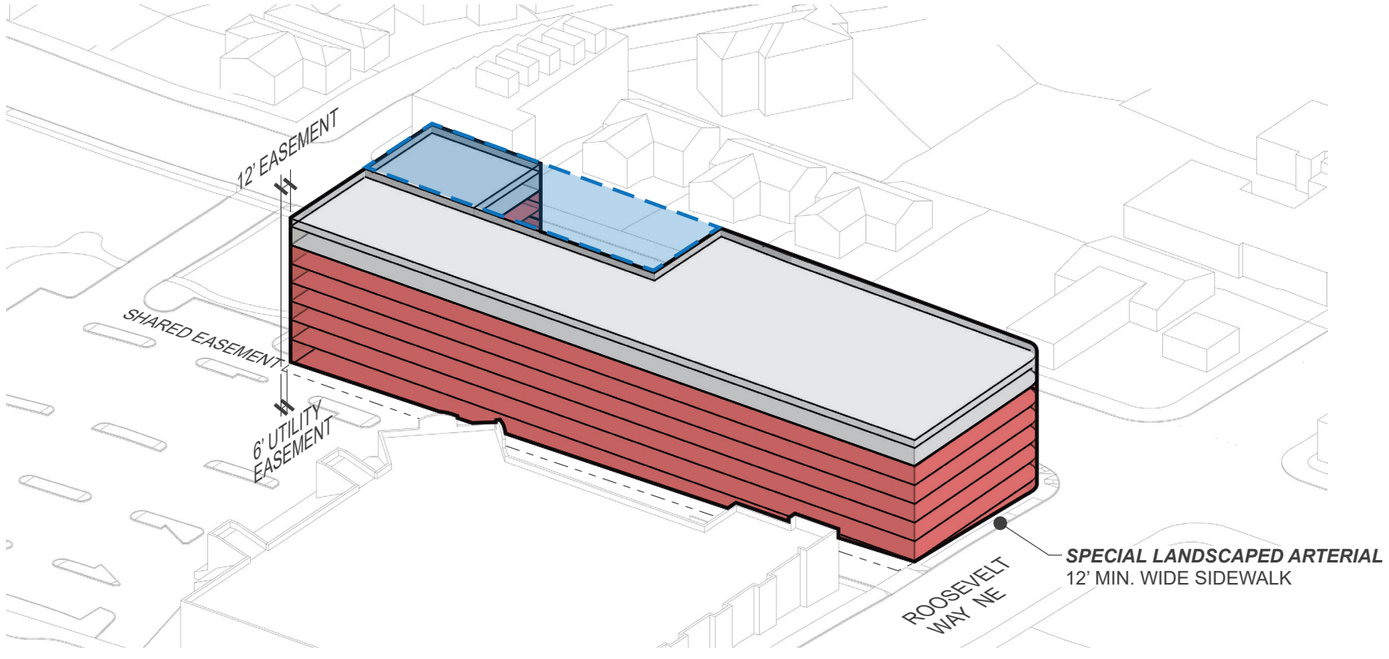
14 *DENOTES AN EASEMENT AGREEMENT FOR UPKEEP AND MAINTENANCE PURPOSES RECORDED UNDER REC. NO. 20040709000589.*

SURVEY

4.0 ZONING ENVELOPE



SOUTHEAST AXONOMETRIC



NORTHWEST AXONOMETRIC

4.0 SITE OPPORTUNITIES & CONSTRAINTS



EMBRACE CORNER & STREETSCAPE



CREATE PEDESTRIAN CONNECTIONS



PROVIDE NEIGHBORHOOD OPEN SPACE



ARTICULATE ENTRANCE



RESERVE SPACE FOR UTILITY ACCESS & PARKING

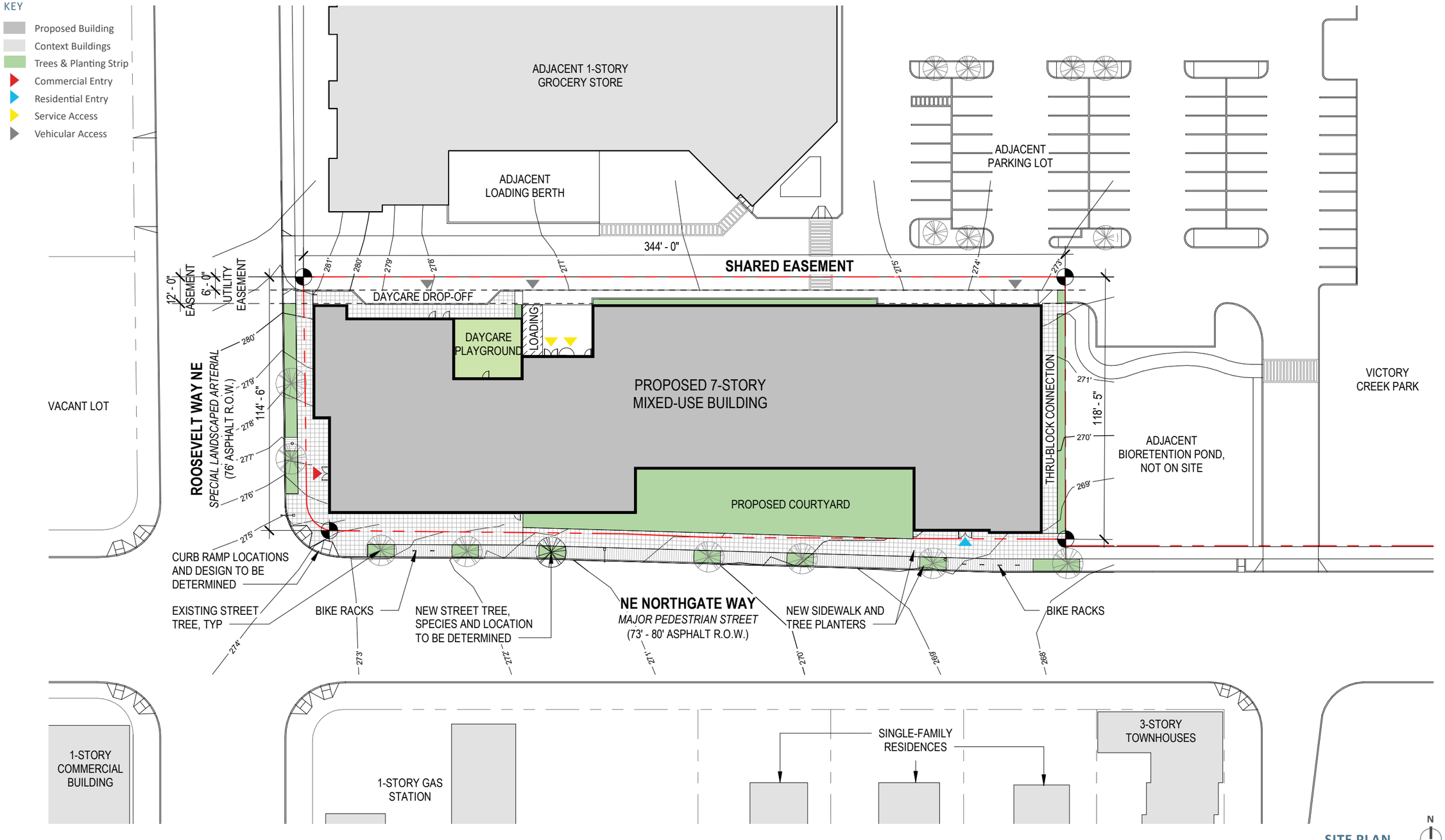


PROVIDE DAYCARE CENTER , PLAYGROUNDS, & DROP-OFF

SOUTHEAST AXONOMETRIC

NORTHWEST AXONOMETRIC

4.0 SITE PLAN



SITE PLAN

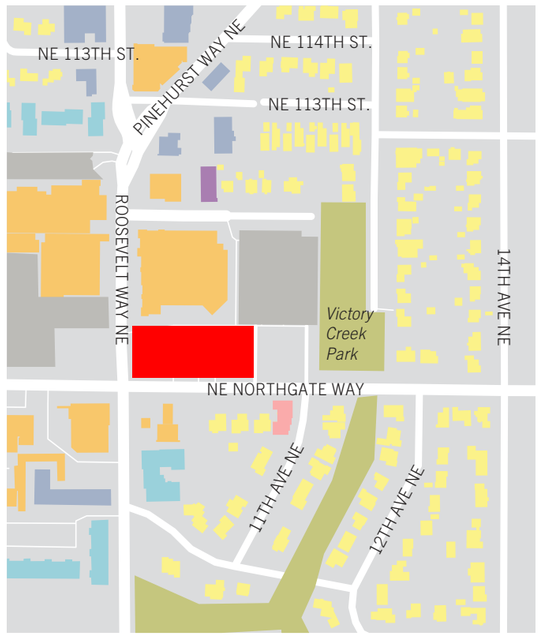
5.0 URBAN DESIGN ANALYSIS



AXONOMETRIC MAP (GOOGLE EARTH)

ZONING

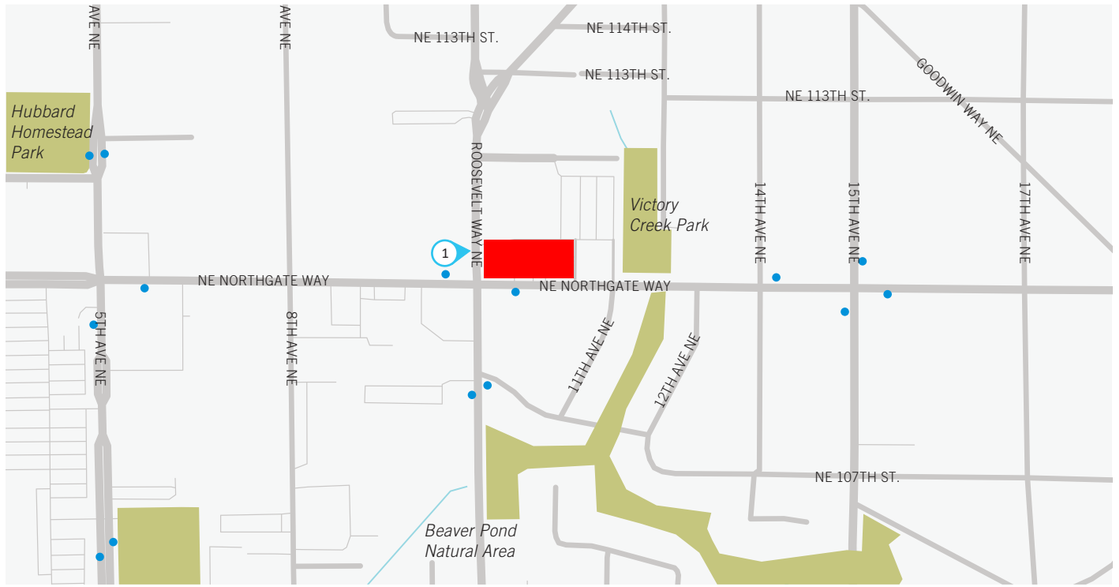
- Project Site
- SF 7200
- LR2 (M)
- NC3-75 (M)
- RSL (M)



SURROUNDING USES

- Project Site
- Mixed-Use
- Multi-Family
- Commercial
- Townhouse / Duplex
- Service Building
- Office / Warehouse
- Parking
- Single Family

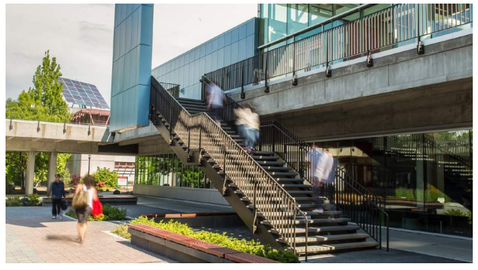
5.0 URBAN DESIGN ANALYSIS



(VICINITY & WALKING MAP) KEY

- Project Site
- Park
- Dedicated Bike Lanes
- Future Dedicated Bike Lanes
- 5-Minute Walking Distance
- Bus Stops
- (1) View (community nodes reference images)

COMMUNITY NODES / LANDMARKS:



1 NORTH SEATTLE COLLEGE
DISTANCE FROM SITE



2 HAZEL WOLF K-8
DISTANCE FROM SITE



3 NORTHGATE LIBRARY
DISTANCE FROM SITE



4 NORTHGATE SKATE PARK
DISTANCE FROM SITE



5 NORTHGATE MALL
DISTANCE FROM SITE



6 NORTHGATE COMMUNITY CENTER
DISTANCE FROM SITE



7 BEAVER POND NATURAL AREA
DISTANCE FROM SITE



8 THORNTON CREEK
DISTANCE FROM SITE

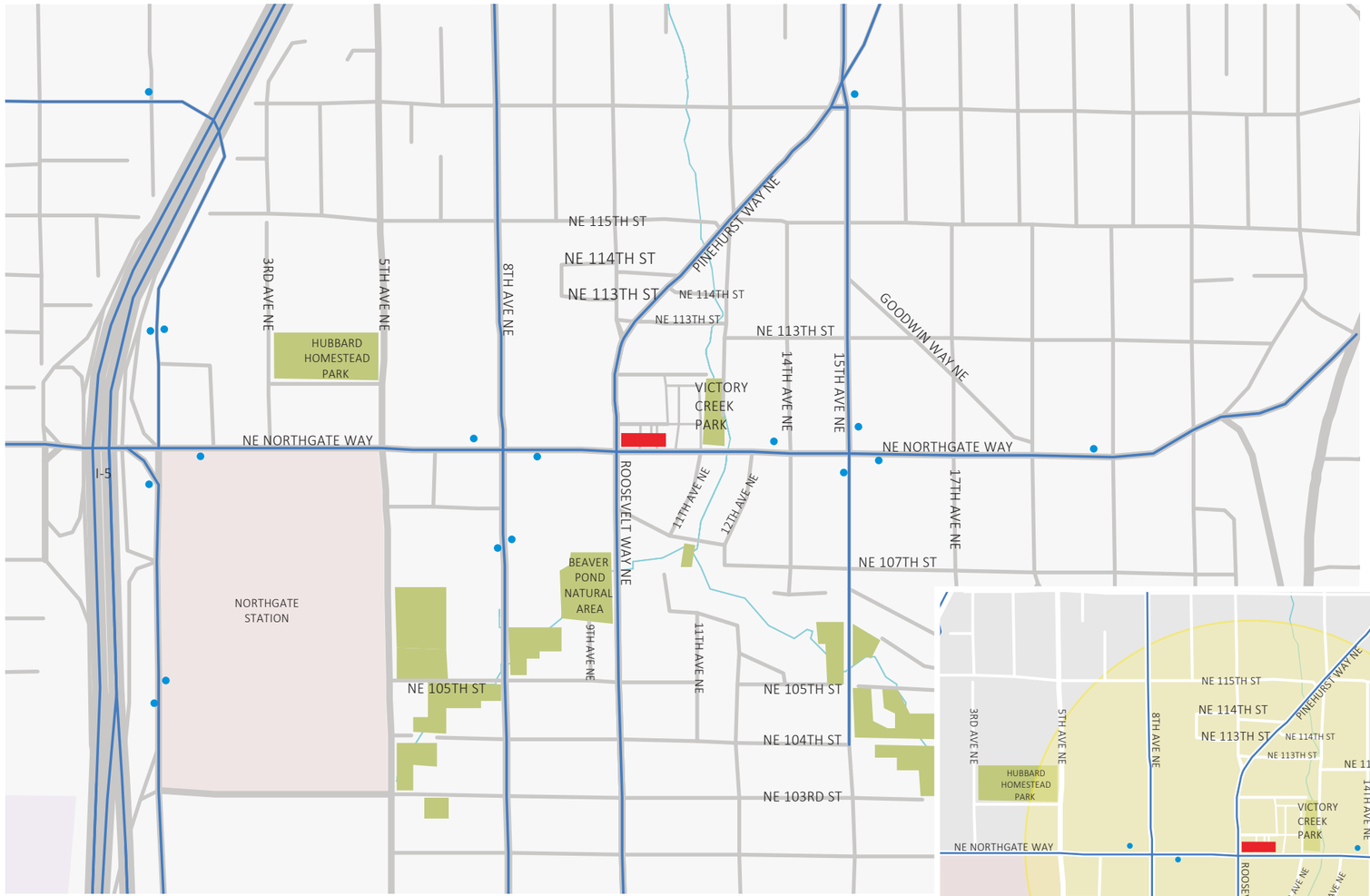
5.0 VICINITY MAP & TRANSPORTATION

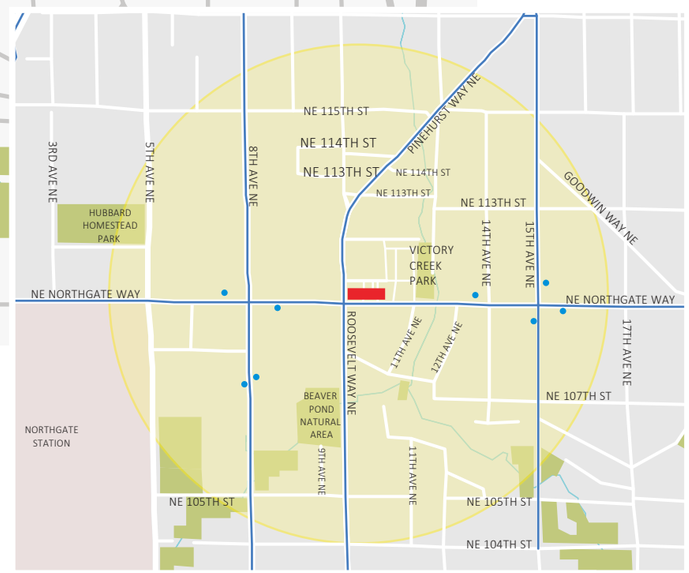
TRANSPORTATION

Proposed development is located within a Frequent Transit Corridor along two frequently travelled bus lines. The new light rail station will be within walking distance, located several blocks south and west of the project site. There are also a number of bus stops near the project site. Bike lanes currently run north to south on Roosevelt Way NE and 12th Ave. NE and east to west on NE 70th Street.

TRANSPORTATION & WALKING MAP KEY

- Project Site
- Park
- Transit Runs
- Bus Stops
- Pedestrian Areas
- Frequent Transit
- Residential Urban Village
- 5-Minute Walking Distance



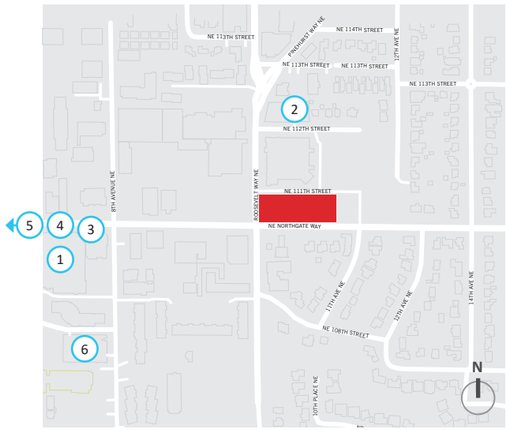


5.0 DESIGN CUES / DIAGRAMS

DESIGN CUES

The Northgate neighborhood is a rapidly developing community with a variety of architectural styles and uses. However, many buildings in the area are notoriously auto-centric with buildings that don't face the street and surface-grade parking lots that take up the majority of any given site. Despite these misfortunes, recent developments of both multifamily residential and commercial uses are being developed, and are helping to reconstruct a people-friendly community that the neighborhood has lacked for so long.

Design cues were taken not from the neighborhood's strip malls or car parks, but newer developments that address the street-front, improve the right-of-way, and make sidewalks feel more inviting to people through all means of conveyance.



MAP KEY

Project Site

1 View

MATERIAL ELEMENT



1 NEW DEVELOPMENT WITH GROUND-LEVEL COMMERCIAL AND RESIDENTIAL ABOVE



2 NEW TOWNHOUSES WITH HUMAN-SCALED STREET PRESENCE



3 BUILDING CORNER WITH CLEAR SENSE OF ENTRY



4 SIDEWALK LINED WITH COMMERCIAL SPACE AND PROTECTED BY PLANTING STRIP AND OVERHEAD WEATHER PROTECTION



5 CORNER RETAIL DEVELOPMENT WITH INDUSTRIAL AESTHETICS



6 RESIDENTIAL BUILDING WITH AMPLE LANDSCAPING, ARTICULATED DATUM LINES, AND GOOD USE OF MATERIALS

5.0 SITE PHOTOS

OPPORTUNITIES / CONSTRAINTS

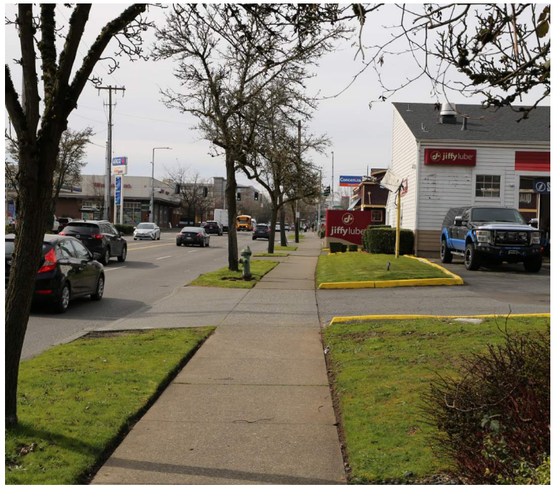
The corner of NE Northgate Way and Roosevelt Way NE presents itself as the site's primary entrance and will be the most visible and trafficked corner. An existing restaurant occupies the corner but doesn't adequately address the street-frontage, only being accessed from the adjacent interior parking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



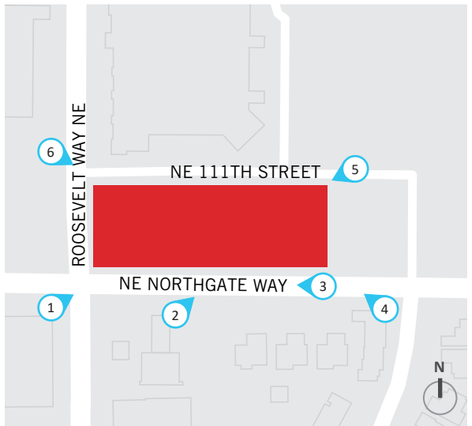
1 VIEW LOOKING EAST FROM CORNER OF NE NORTHGATE WAY



2 VIEW OF EXISTING BUILDING ALONG NE NORTHGATE WAY



3 VIEW OF SIDEWALK ALONG NE NORTHGATE WAY



MAP KEY

Project Site

1 View



4 VIEW OF SITE LOOKING WEST ALONG NE NORTHGATE WAY



5 VIEW LOOKING WEST FROM SHARED EASEMENT



6 VIEW OF SITE LOOKING EAST ACROSS ROOSEVELT WAY NE

5.0 STREETSCAPES

1 NE NORTHGATE WAY LOOKING NORTH



2 NE NORTHGATE WAY LOOKING SOUTH





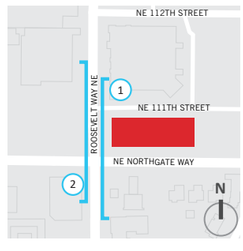
5.0 STREETSCAPES

3 ROOSEVELT WAY NE LOOKING EAST



4 ROOSEVELT WAY NE LOOKING WEST



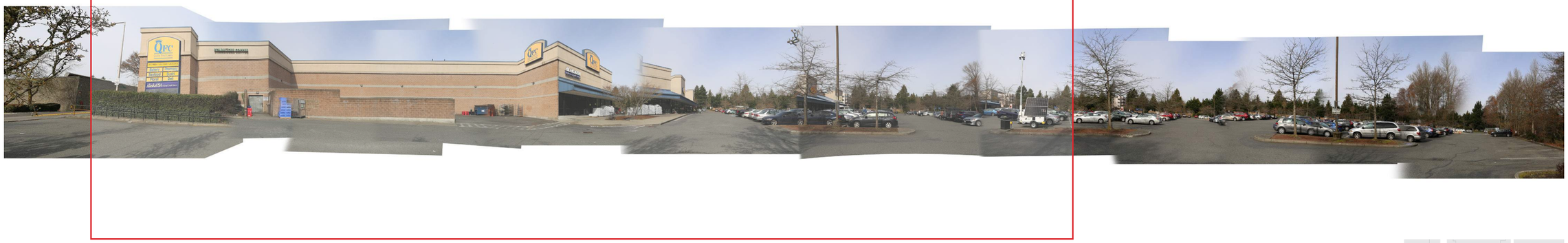


5.0 STREETSCAPES

1 EASEMENT LOOKING SOUTH



2 EASEMENT LOOKING NORTH





6.0 ZONING DATA

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

7.0 DESIGN GUIDELINES

CS2 – URBAN PATTERN AND FORM

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

ARCHITECT RESPONSE:

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

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

ARCHITECT RESPONSE:

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

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

ARCHITECT RESPONSE:

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

PL1 – CONNECTIVITY

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

ARCHITECT RESPONSE:

A large courtyard facing NE Northgate Way is proposed in each design option and will be designed to include landscaping, trees, and public seating. The goal of providing open space in this way is to enhance the pedestrian experience through greenery rather than relying on more commercial street-frontage to occupy the majority of NE Northgate Way. The eastern half of the site quickly tapers off into low rise and single-family zoning and a commercial presence at this location was deemed infeasible. In addition to providing a large courtyard, a thru-block pedestrian connection 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

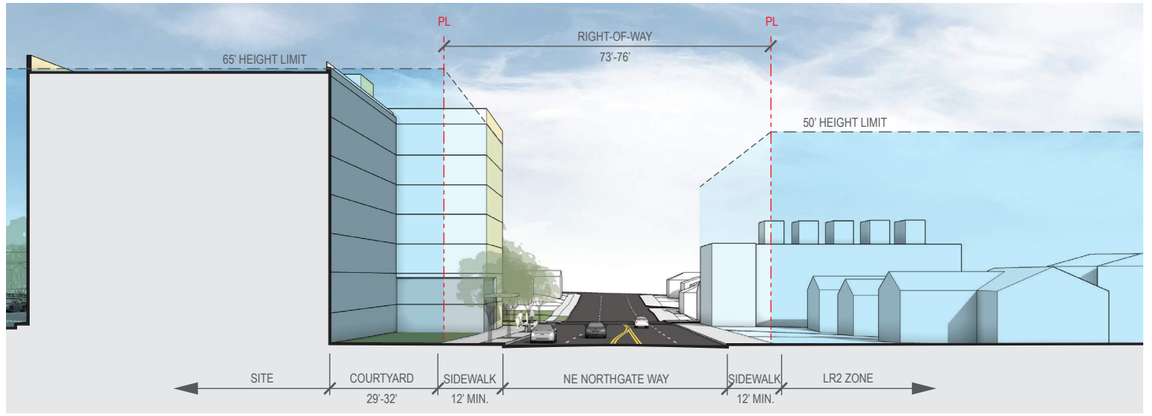
ARCHITECT RESPONSE:

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.

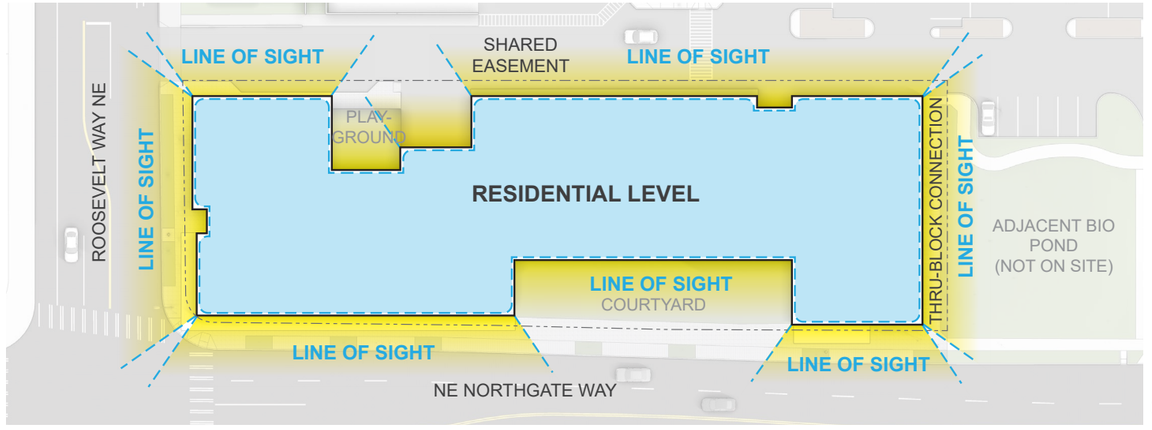
NORTHGATE SUPPLEMENTAL GUIDANCE: II. STREETSCAPE COMPATIBILITY

ARCHITECT RESPONSE:

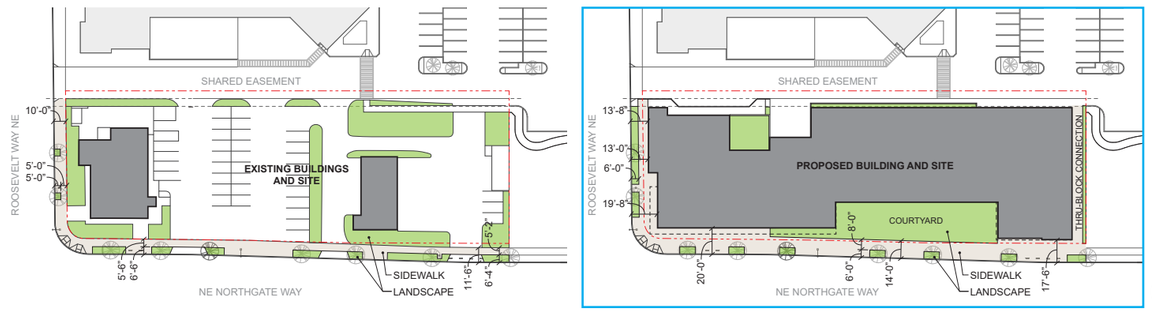
The project sits at the corner of a Major Pedestrian Street and Special Landscaped Arterial, both important street types to improve per the neighborhood's long-term goals. In response, widened sidewalks with enhanced amenities such as public seating, street trees, and bike parking are proposed on each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



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



EXISTING SITE **PROPOSED EDG DESIGN (PREFERRED OPTION 3)**

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

7.0 DESIGN GUIDELINES

PL3 – STREET-LEVEL INTERACTION

A.1 ENTRIES: DESIGN OBJECTIVES

ARCHITECT RESPONSE:

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

B.2 RESIDENTIAL EDGES: GROUND-LEVEL RESIDENTIAL

ARCHITECT RESPONSE:

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

NORTHGATE SUPPLEMENTAL GUIDANCE: I. PROMOTE PEDESTRIAN INTERACTION

ARCHITECT RESPONSE:

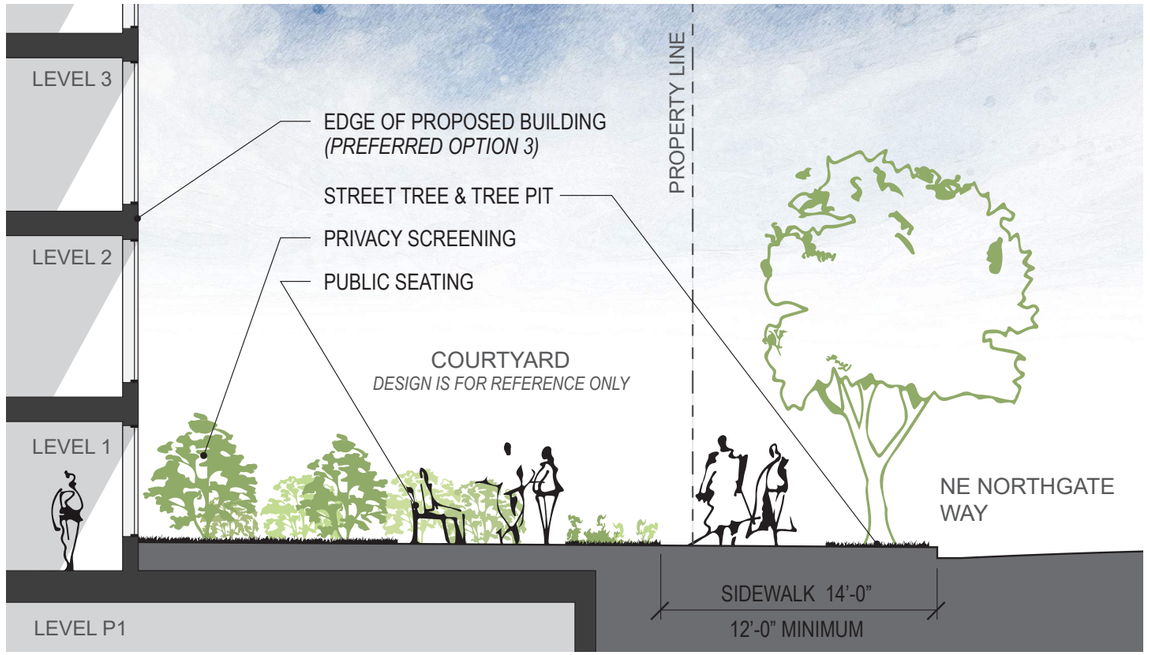
NE Northgate Way is an importance pedestrian street that people of all transportation methods use to navigate the neighborhood. As such, public amenities such as courtyard space, landscaping, lighting, seating, overhead weather protection, and bike parking are proposed along its length to aid those moving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

PL4 – ACTIVE TRANSPORTATION

B.2 PLANNING AHEAD FOR BICYCLISTS: BIKE FACILITIES

ARCHITECT RESPONSE:

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



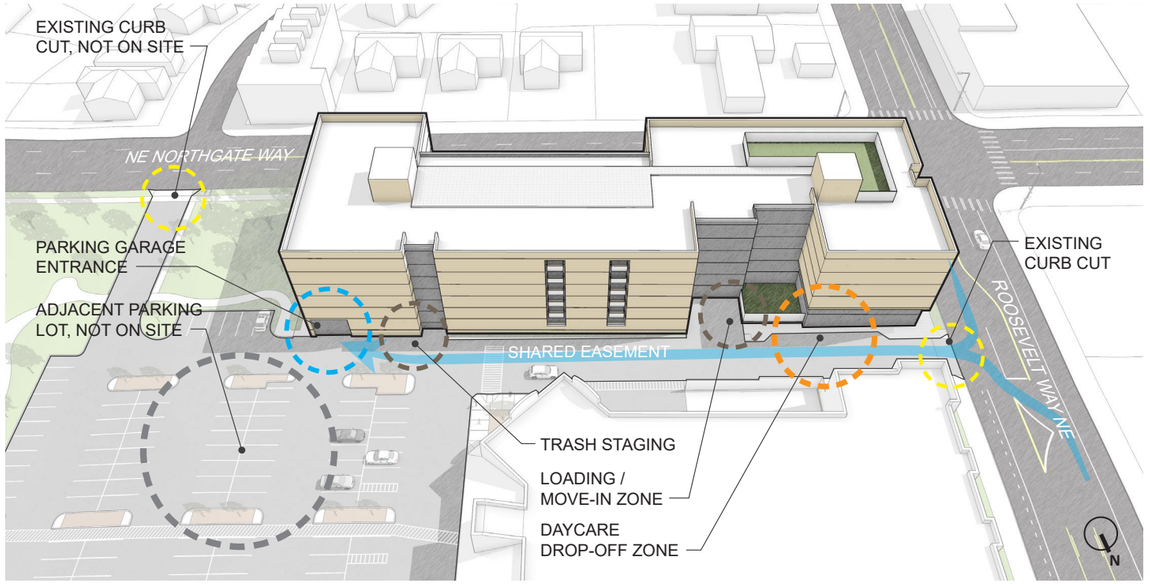
The site section shown above gives a preliminary look at the proposed courtyard design with regards to the widened sidewalk, proposed public seating, and landscape screening. The graphic is for reference purposes only and will be studied in more detail as the project develops.

DC1 – PROJECT USES AND ACTIVITIES

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

ARCHITECT RESPONSE:

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



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

8.0 ARCHITECTURAL MASSING CONCEPTS







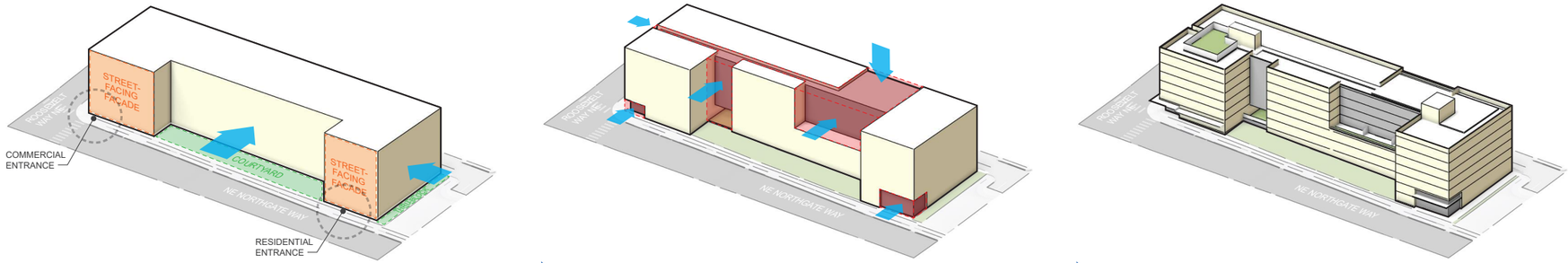


	Option 1	Option 1 Alternate (No Contract Rezone)	Option 2	Option 3 (Preferred)
CONCEPT:	'C' Shape	'C' Shape	'S' Shape	Reverse 'S' Shape
# UNITS:	173	145	190	188
# LIVE/WORK UNITS:	0	0	0	0
AMENITY AREA SF	6,724 SF	6,724 SF	5,578 SF	5,786 SF
COMMERCIAL RETAIL SF:	6,060 SF	6,060 SF	6,092 SF	6,480 SF
PARKING STALLS:	109	109	95	112
BIKE STALLS:	194	194	196	192
FAR SF:	164,137 SF	139,606 SF	170,004 SF	176,280 SF
RESIDENTIAL FAR SF:	158,077 SF	133,546 SF	163,912 SF	169,800 SF
OPPORTUNITIES:	• Large, open courtyard • Efficient floor plan	• Large, open courtyard • Efficient floor plan	• More affordable dwelling units that other options • Building entrance is located closer to street intersection	• Large, open courtyard • Daycare center and adjacent playground are efficient in forms and locations • Most street-facing presence along NE Northgate Way than other options • Back of house functions along shared easement lay out more efficiently than other options.
CONSTRAINTS:	• Fewer affordable dwelling units feasible • Building entrance located away from street intersection • Playground faces NE Northgate Way	• Current zoning reduces number of affordable dwelling units on site • Building entrance located away from street intersection • Playground faces NE Northgate Way	• Daycare playground is enclosed with limited access to daylight • Commercial space is less efficient in form • Courtyard along NE Northgate Way is narrower and less impactful	• Building entrance located away from street intersection
CODE COMPLIANCE:	Yes, code compliant	Yes, code compliant	No, one departure requested	No, one departure requested

8.0 ARCHITECTURAL MASSING CONCEPTS / DESIGN CONCEPT

OPTION 1

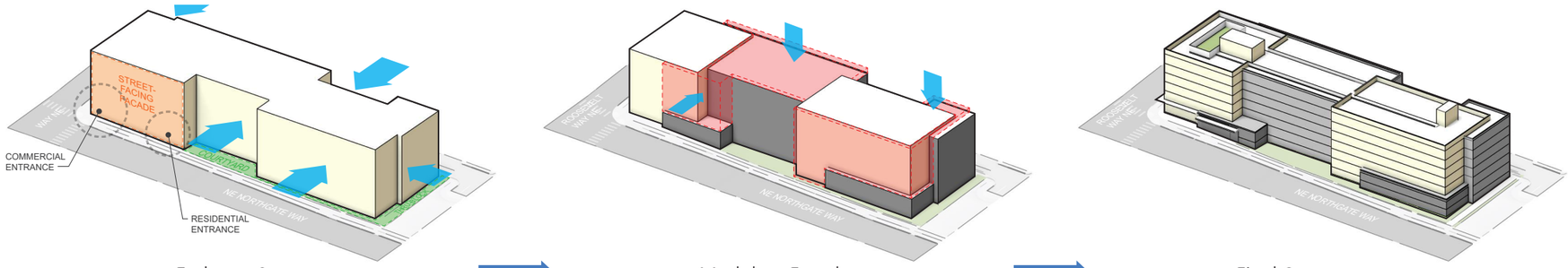
Inspiration for the first option was to create a simple shape that retained a strong commercial presence at the street corner, provided a second entrance for the building, and provided neighborhood open space between. Further modulation subdivides the building into various geometries that serve their own programmatic functions while making the building more textural and interesting. The result is a 'C' shaped building that's composed of multiple gasketed and intersecting geometries.



Create Neighborhood Open Space → Modulate Facade → Final Concept

OPTION 2

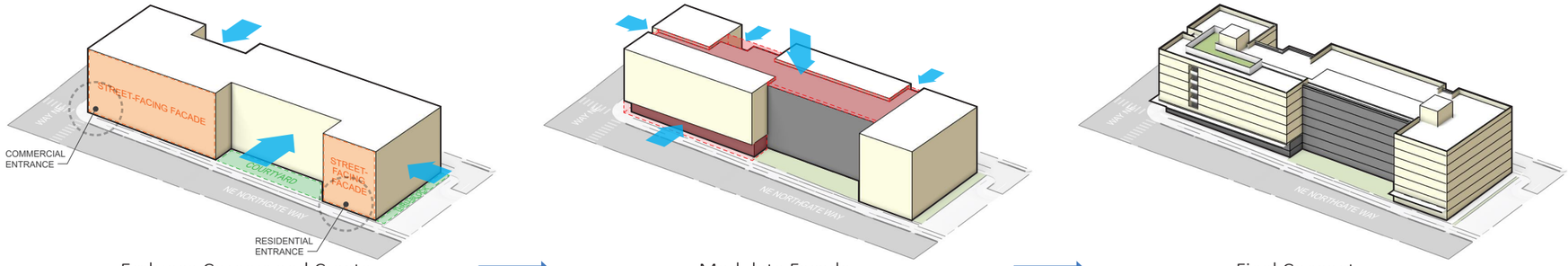
The second option stems from a desire to once again retain a strong corner presence on NE Northgate Way and Roosevelt Way NE while also creating plenty of ground-level open space around the site. Unlike the first option, a portion of the main bar moves south to create a private patios and landscaping for north-facing units. This is facilitated by the building entry moving west to be closer to the corner. Finally, additional setbacks and facade modulation create a building form that resembles a series of intersecting masses in an 'S' shape configuration.



Embrace Street-Presence → Modulate Facade → Final Concept

OPTION 3 (PREFERRED)

The third option is preferred due to it retaining the best elements from the first two designs while further cleaning up its geometries. Like options 1 and 2, a strong corner presence is retained on NE Northgate Way and Roosevelt Way NE. Also like option 2, a portion of the bar moves south to break up the length of the north facade while giving more of a street-presence along the south facade. A courtyard is provided along the east half of the site, similar to both options, but is larger than option 2 and keeps ground-level units further back from NE Northgate Way. Finally, the facades are further modulated to reveal a form of gasketed boxes of different sizes in a reverse 'S' shape configuration.



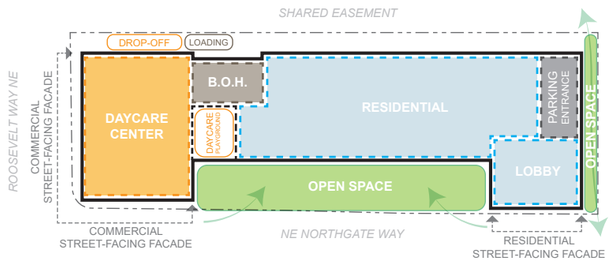
Embrace Corners and Create Neighborhood Open Space → Modulate Facade → Final Concept

8.0 OPTION 1 | SUMMARY

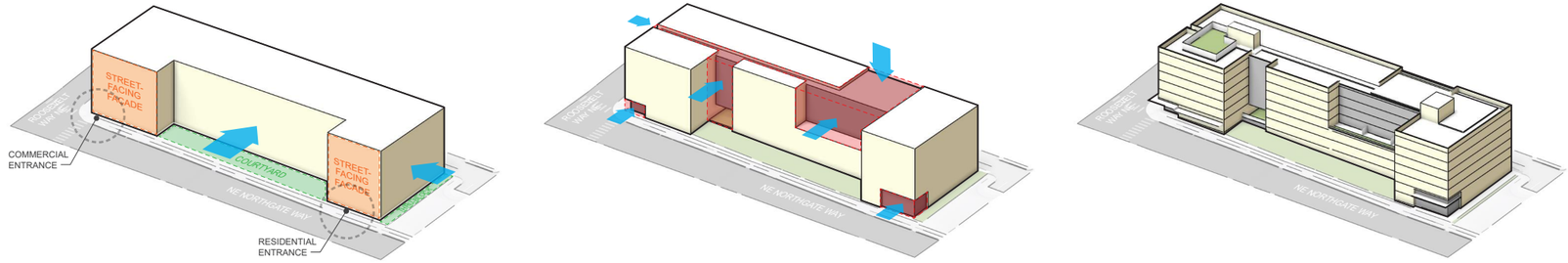
DESIGN REFERENCE

Many design-related goals shape the building's form to be both efficient and code-compliant. In addition to an efficient mix of affordable housing units, a daycare center with an adjacent playground is proposed on the corner of NE Northgate Way and Roosevelt Way NE. The daycare requires a drop-off zone which is located along the shared easement, along with the building's other back of house functions. A large courtyard is also proposed along NE Northgate Way per the neighborhood's open space requirements, giving the building its unique 'C' shaped footprint. The courtyard also acts to provide effective privacy screening between the right-of-way and ground-level residences. The east half of the site sits across NE Northgate Way from a lowrise zone and therefore requires a large upper-level setback for facades greater than sixty feet in length. The portion of the facade that doesn't set back serves as the building's primary entrance. Lastly, additional facade modulation helps break the building's form down into smaller masses and helps create more visual interest to the building design.

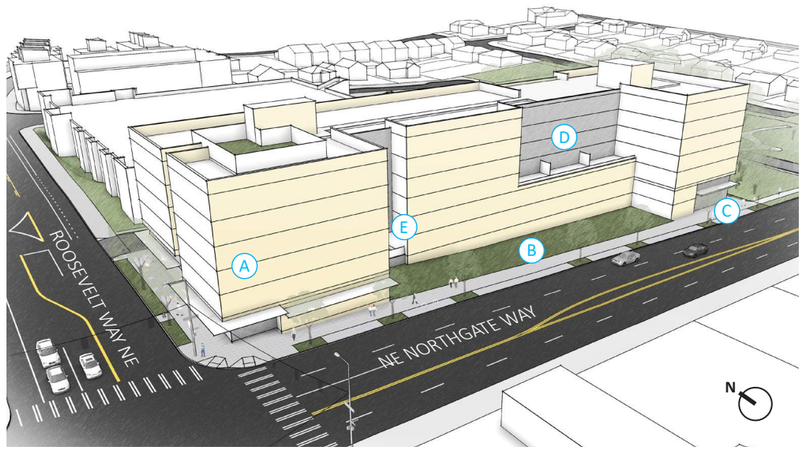
CONCEPTUAL PROGRAMMING DIAGRAM



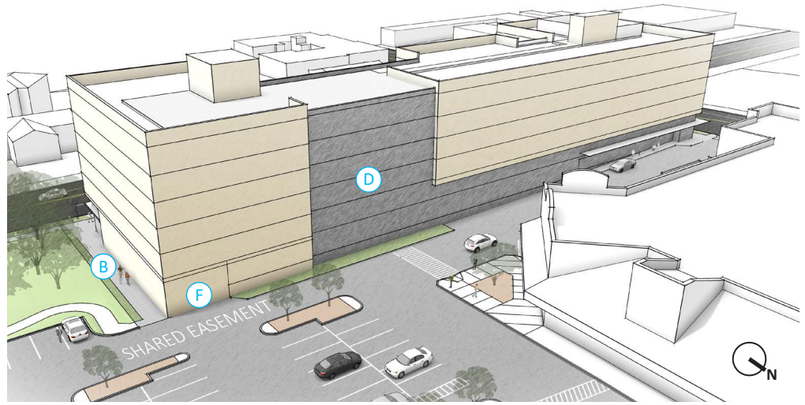
CONCEPT DIAGRAMS



Create Neighborhood Open Space → Break Down & Modulate Facades → Final Massing Concept



AERIAL VIEW FROM SOUTHWEST



AERIAL VIEW FROM NORTHEAST

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

DESIGN INSPIRATION



Building scale broken down with articulated massing



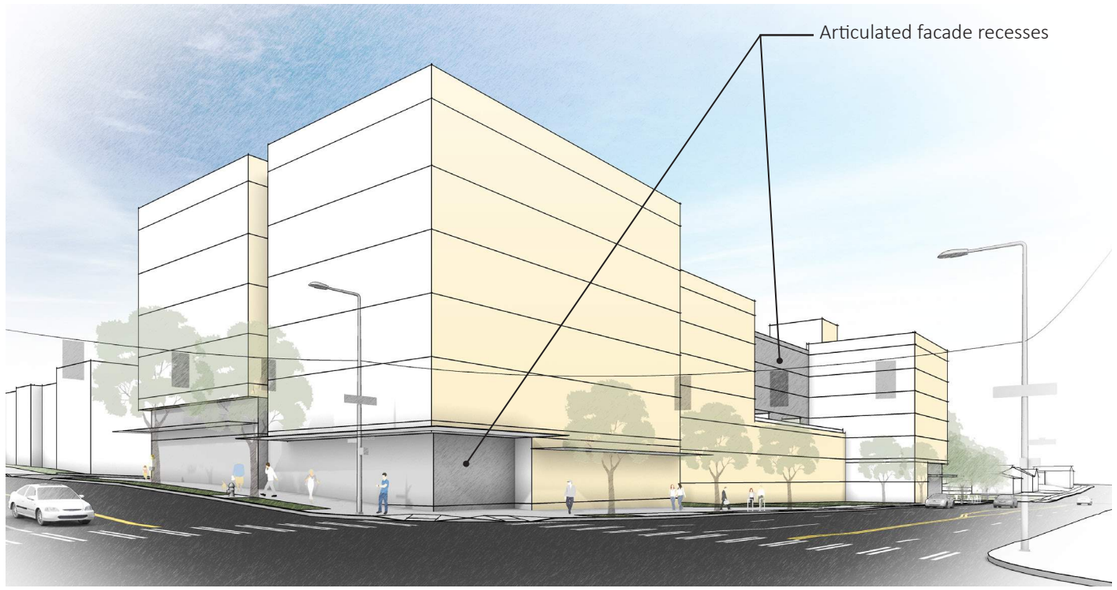
Vertical recesses along facade lengths



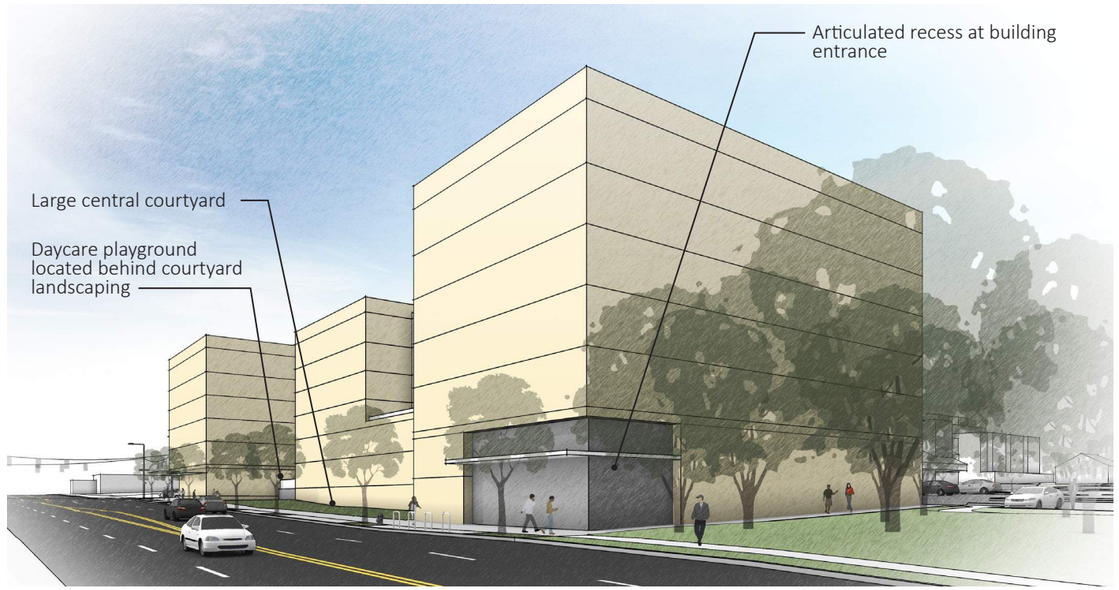
Courtyard surrounded by residences

8.0 OPTION 1 | MASSING

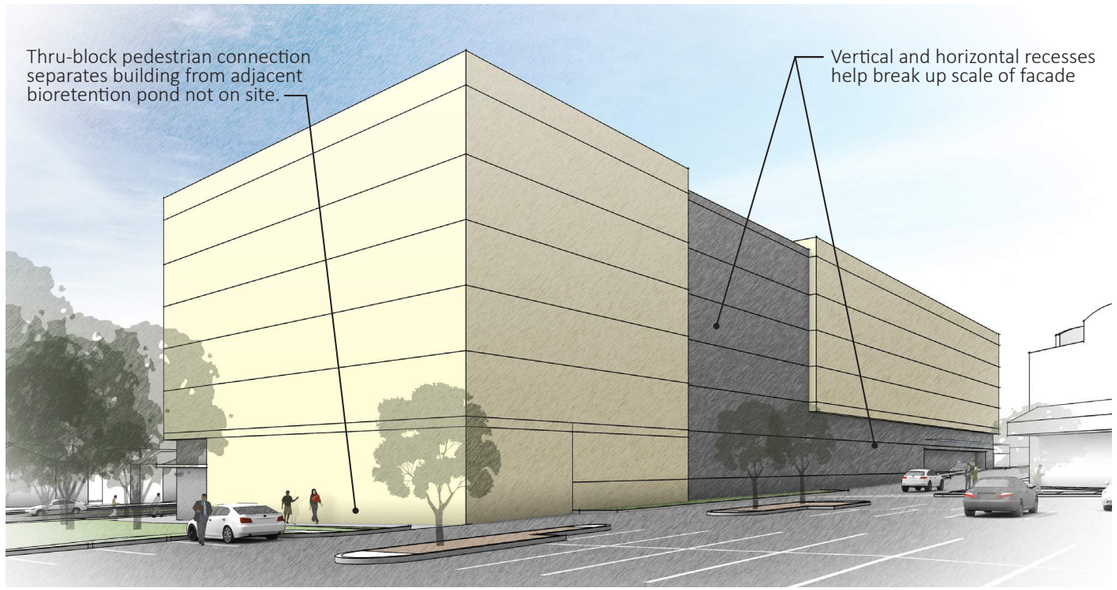
DESIGN ANALYSIS



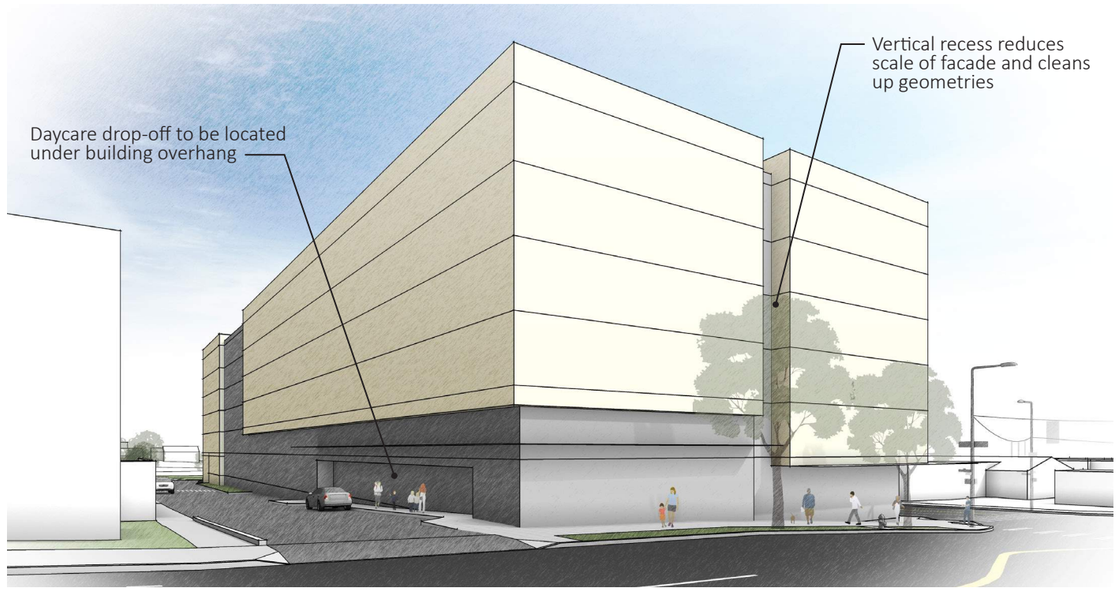
VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST



VIEW FROM NORTHEAST

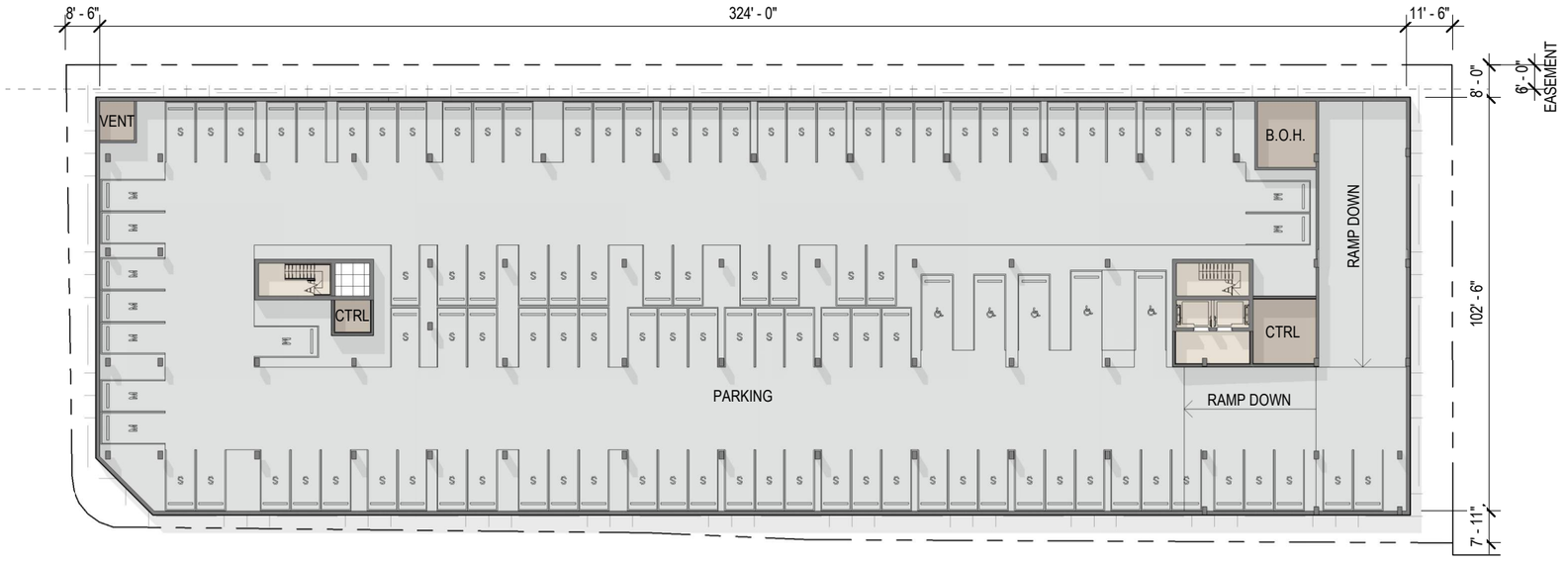


VIEW FROM NORTHWEST

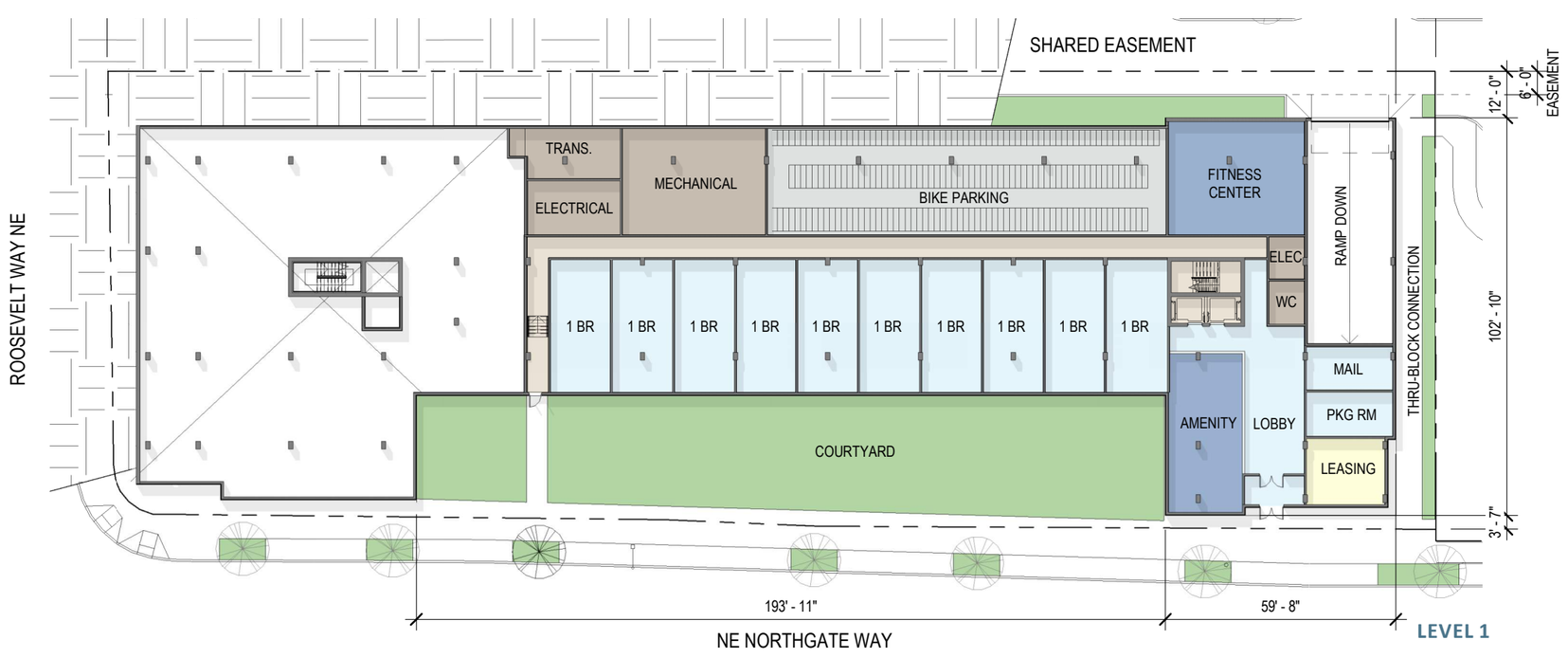
8.0 OPTION 1 | FLOOR PLANS

KEY

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



LEVEL P1



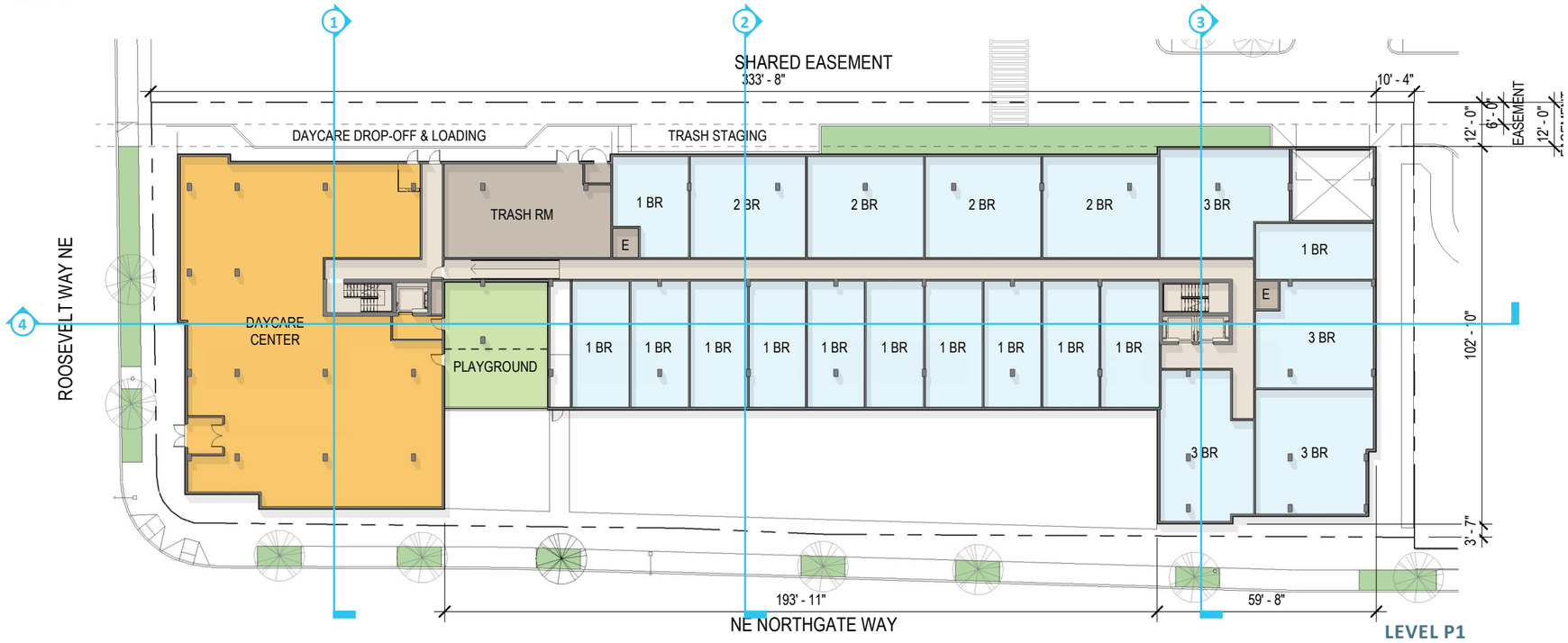
LEVEL 1

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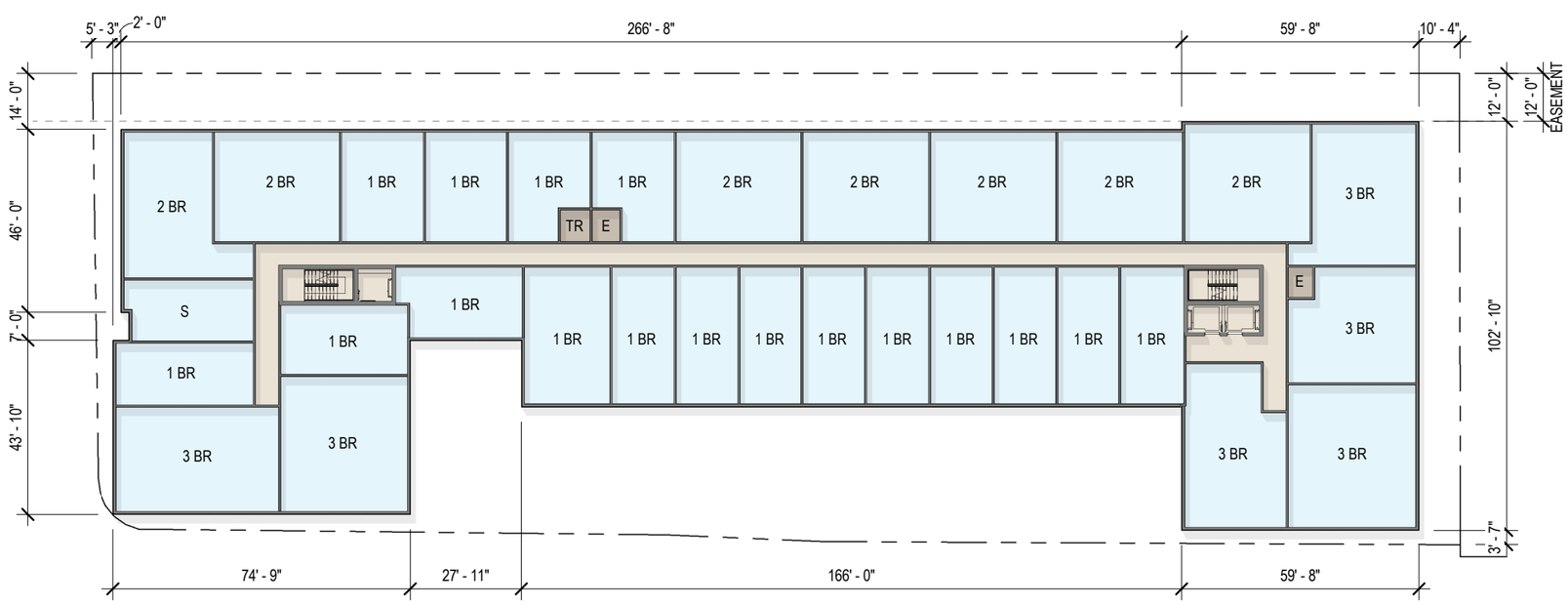
8.0 OPTION 1 | FLOOR PLANS

KEY

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



LEVEL P1



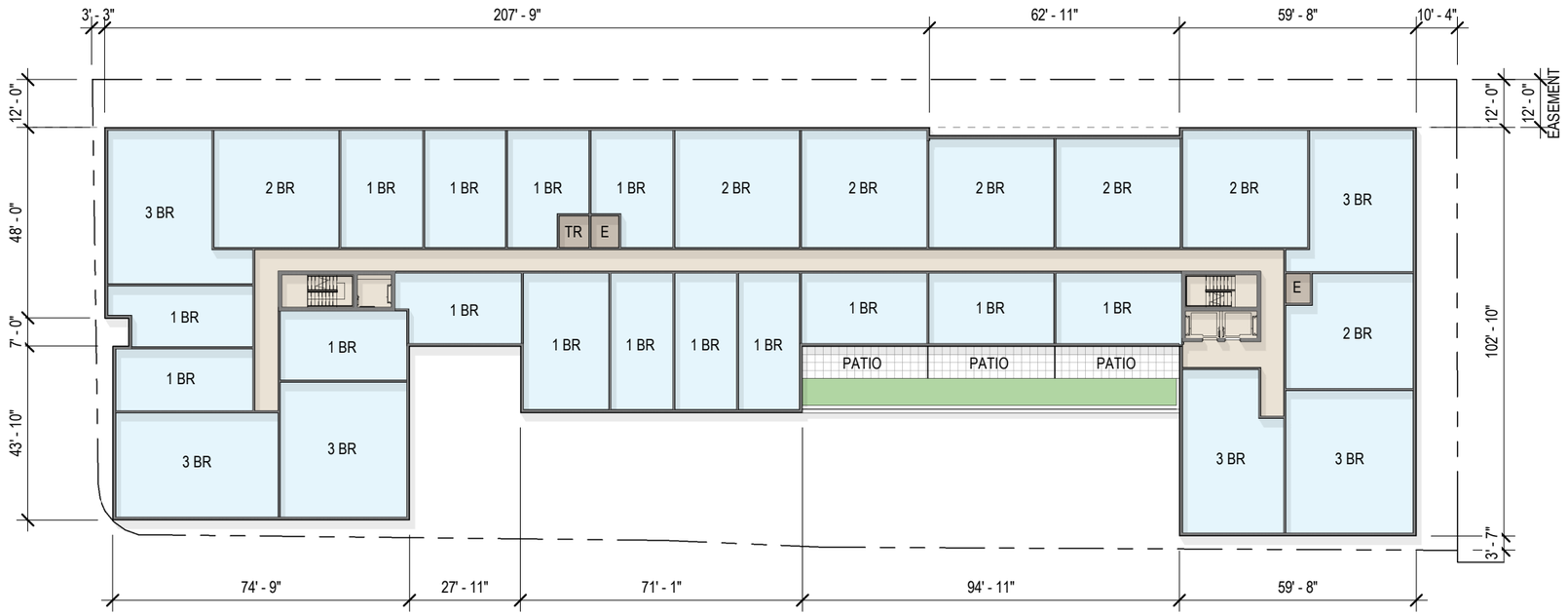
LEVEL 1

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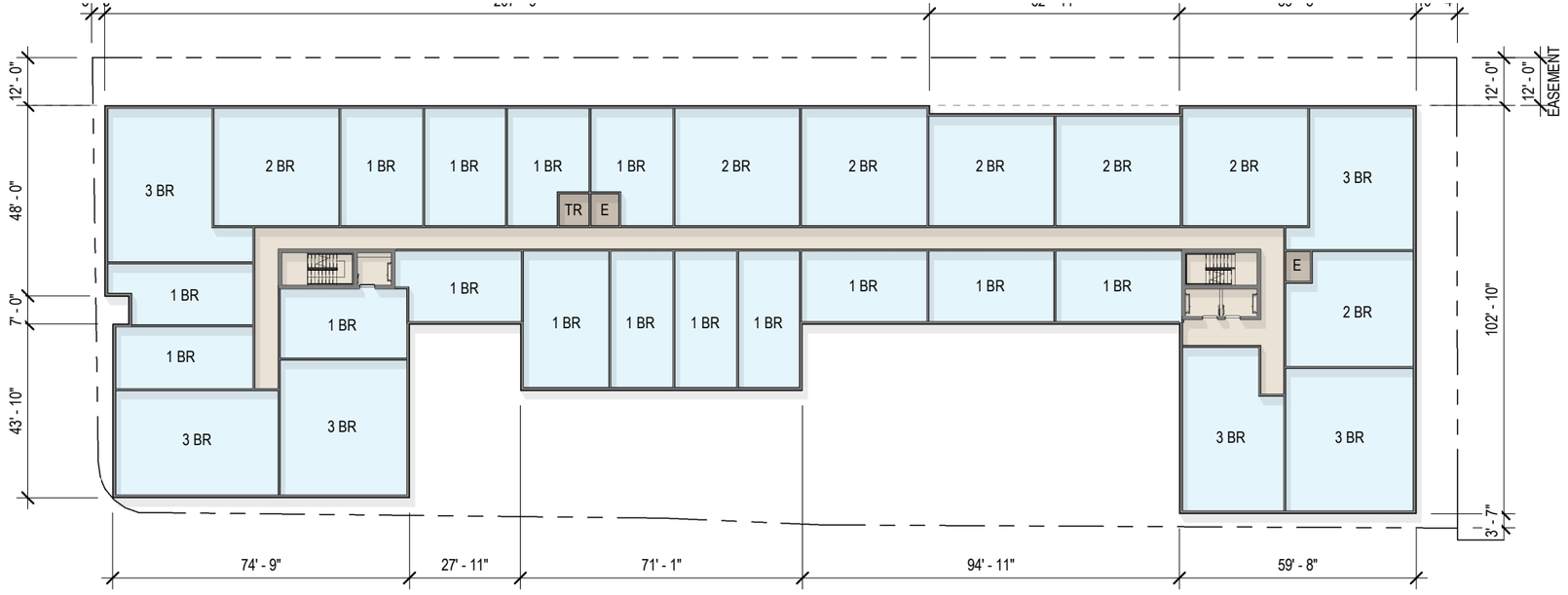
8.0 OPTION 1 | FLOOR PLANS

KEY

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



LEVEL 4



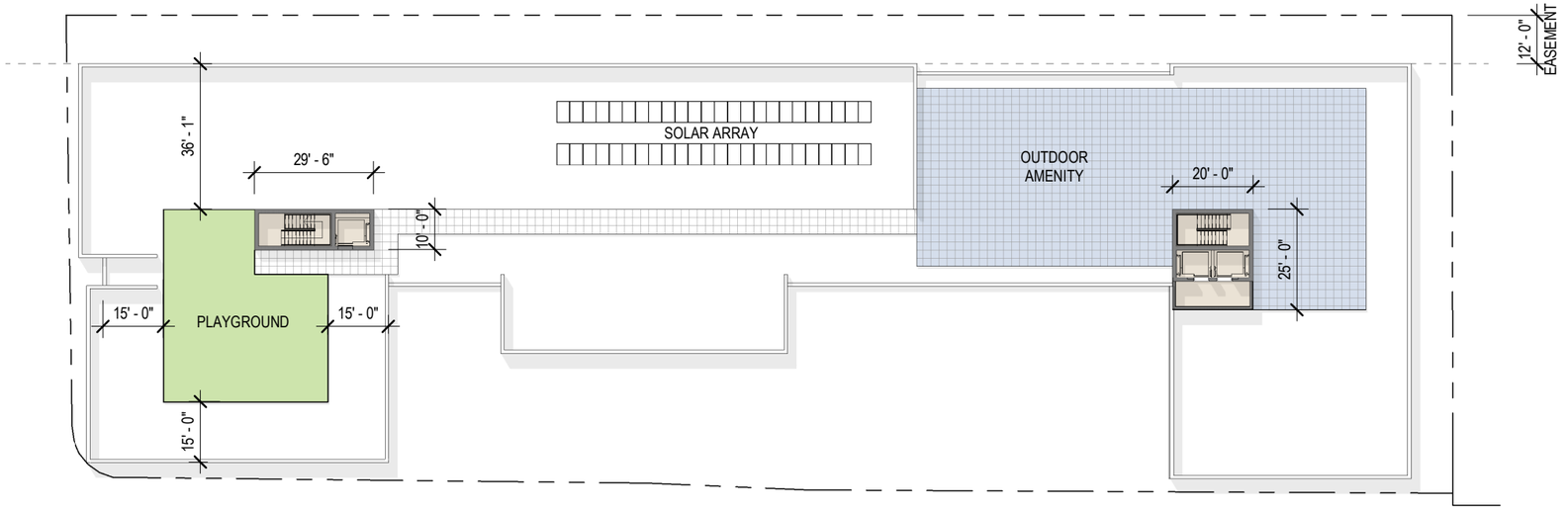
LEVELS 5-7

N

8.0 OPTION 1 | FLOOR PLANS

KEY

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



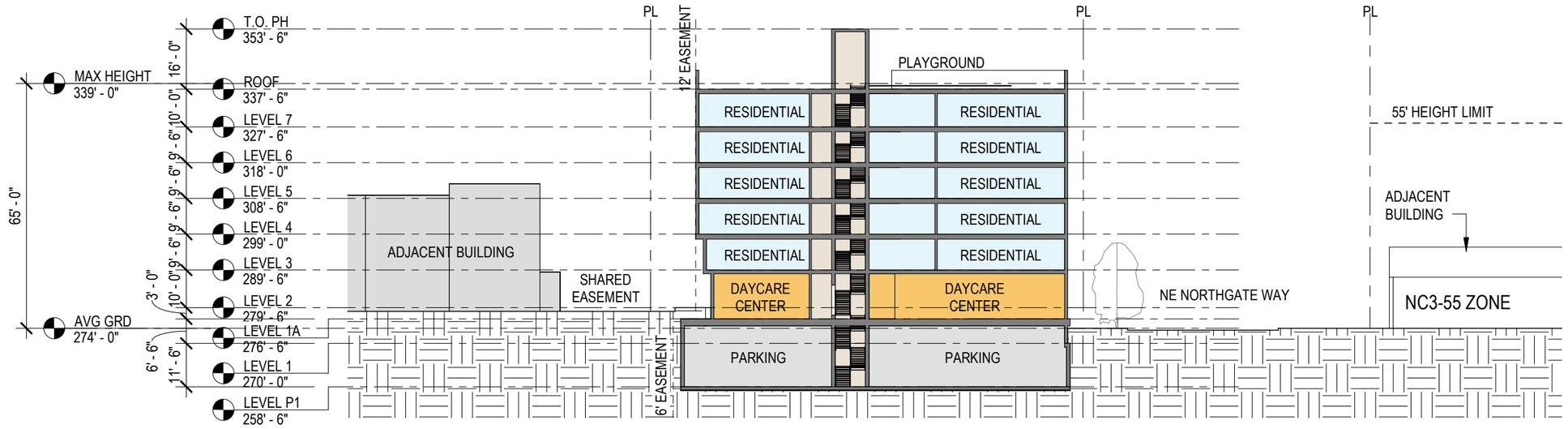
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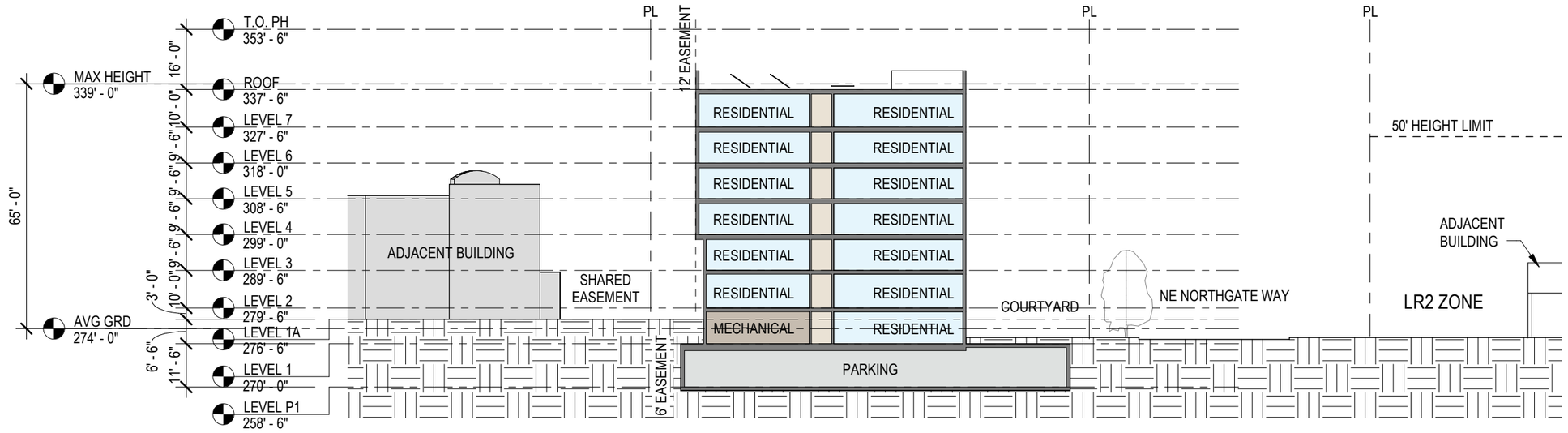
8.0 OPTION 1 | SECTIONS

KEY

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



1 | NORTH-SOUTH SECTION 1

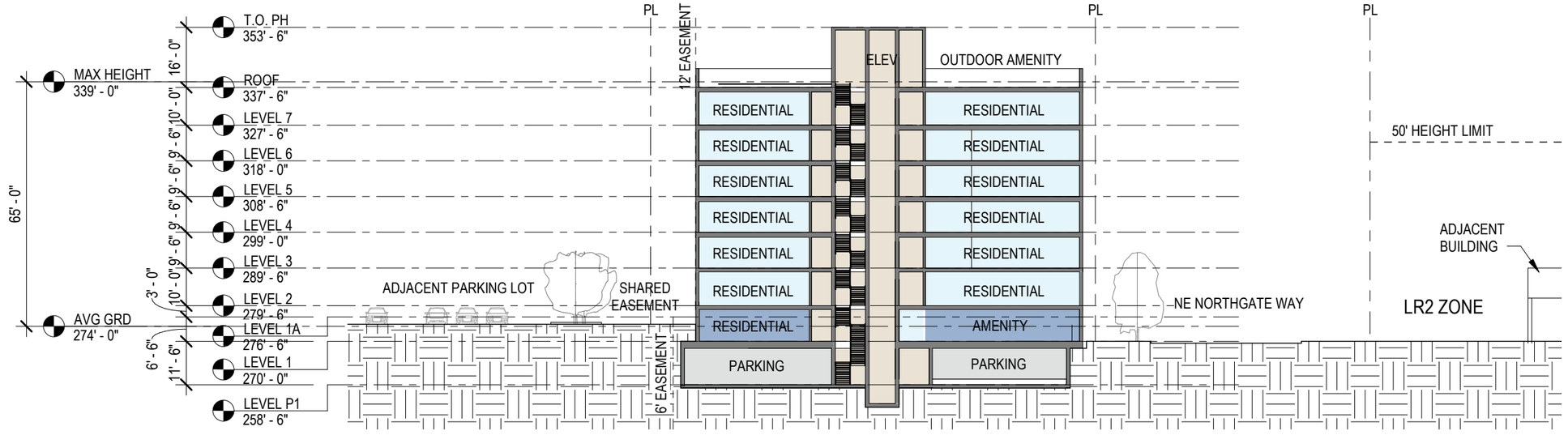


2 | NORTH-SOUTH SECTION 2

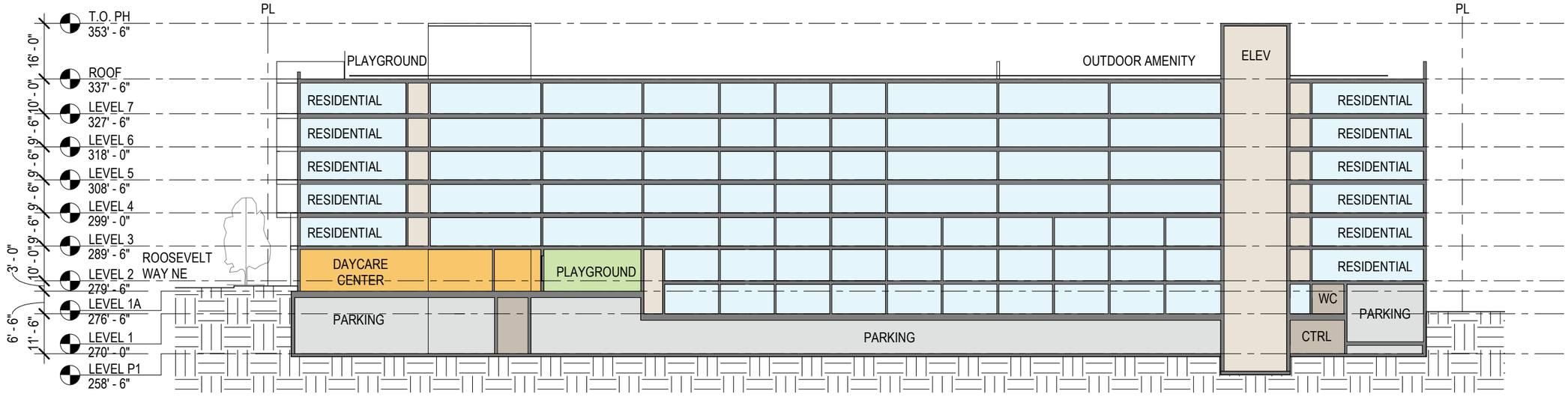
8.0 OPTION 1 | SECTIONS

KEY

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

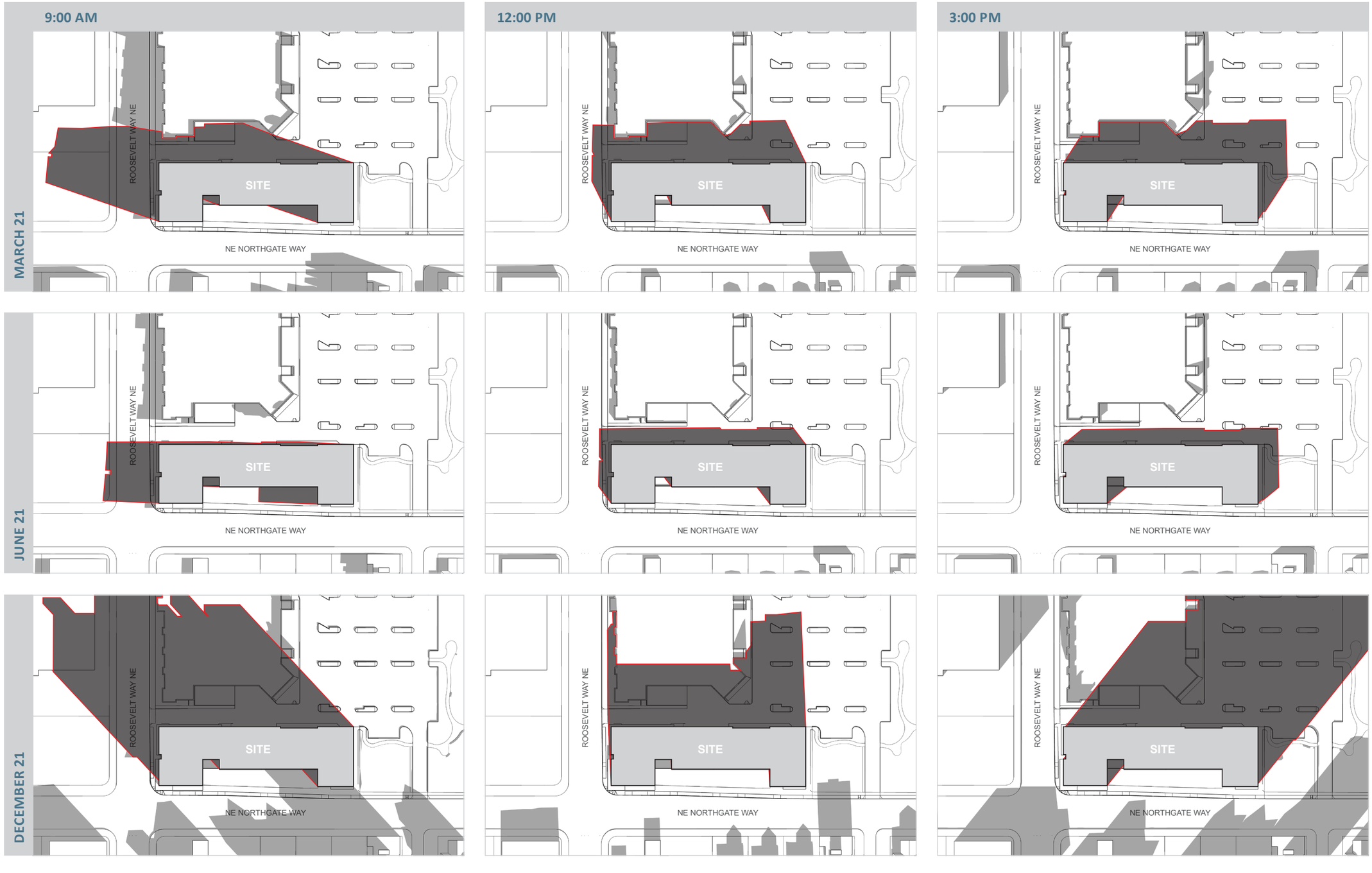


3 | NORTH-SOUTH SECTION 3



4 | EAST-WEST SECTION 1

8.0 OPTION 1 | SHADOW STUDY



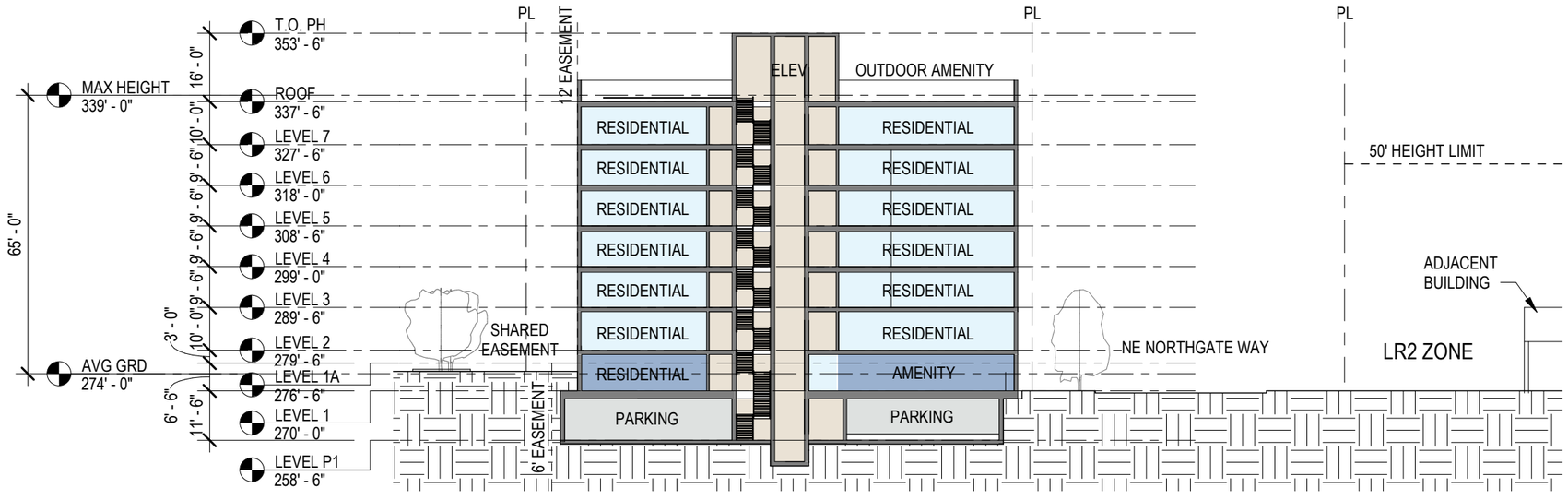
8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | MASSING COMPARISON

CONTRACT REZONE SUMMARY

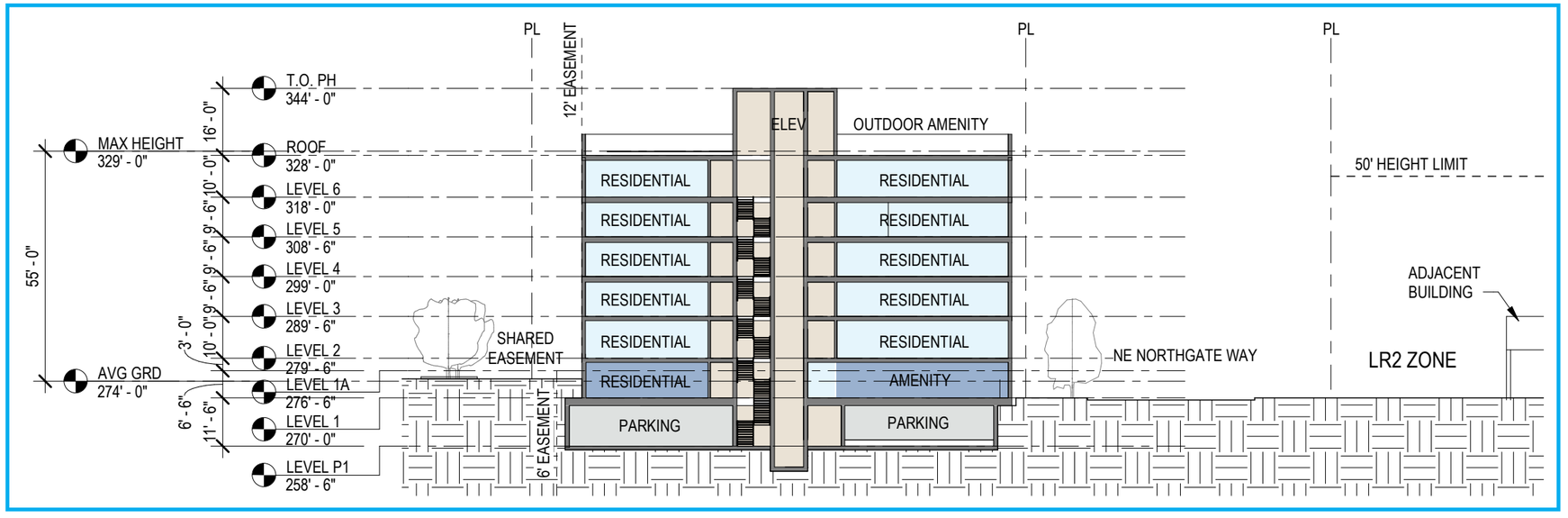
The proposed site is subject to a contract rezone which would increase both the building's potential height limit and maximum floor area ratio. The current 55 foot height limit would be increased to 65 feet and the current FAR of 3.75 would be increase to 4.25. This would allow room for an additional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

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

CONTRACT REZONE WITH 65' HEIGHT LIMIT



CURRENT ZONING WITH 55' HEIGHT LIMIT



KEY

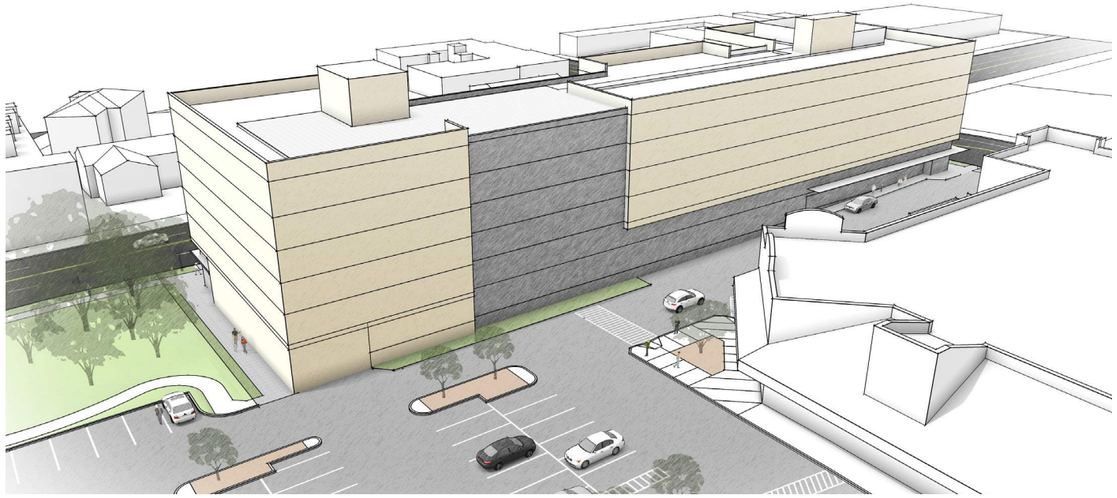
- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking
- Leasing Office

NORTH-SOUTH SECTION

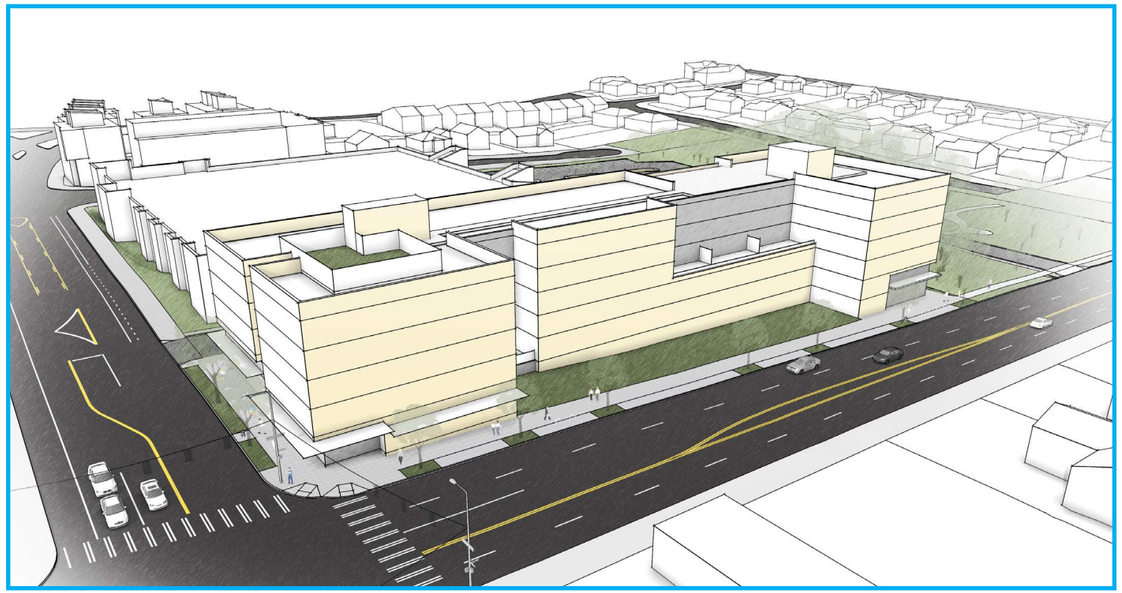
8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | MASSING COMPARISON

CONTRACT REZONE WITH 65’ HEIGHT LIMIT

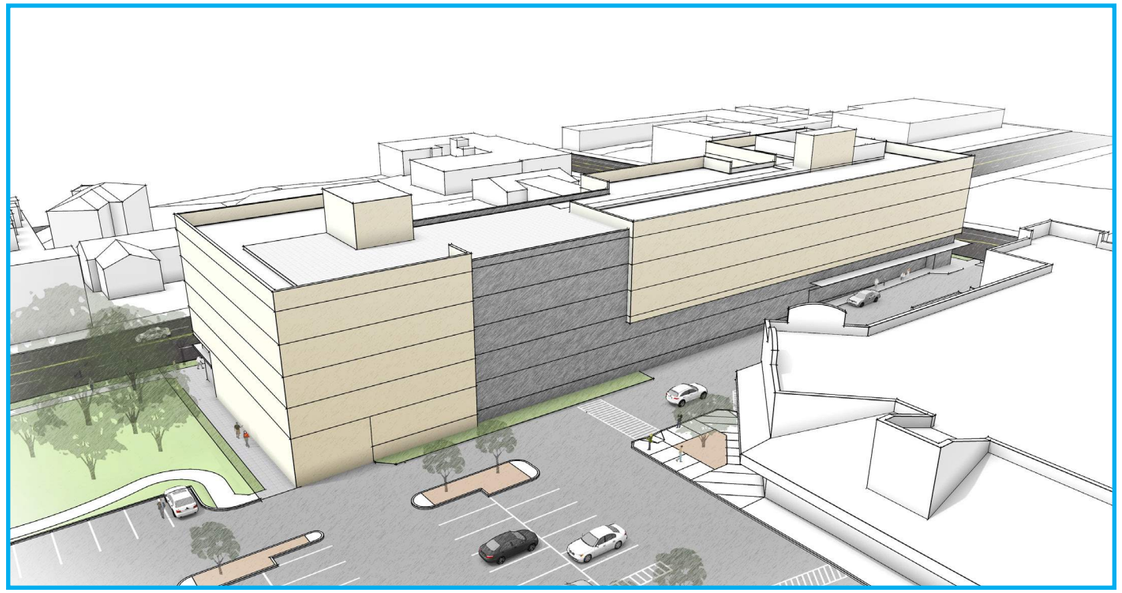




CURRENT ZONING WITH 55’ HEIGHT LIMIT



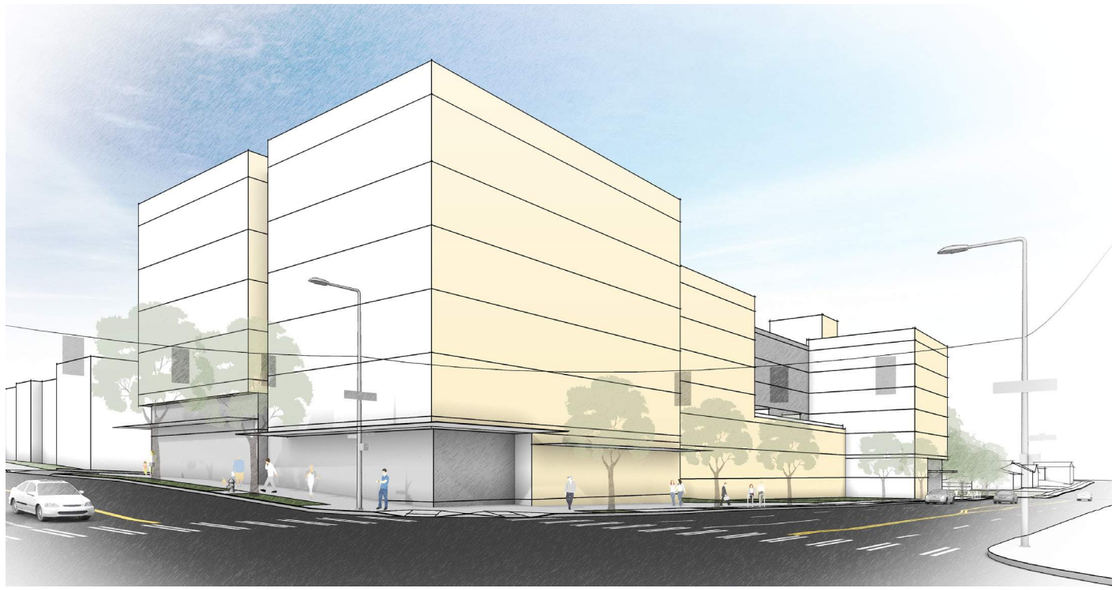
VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST

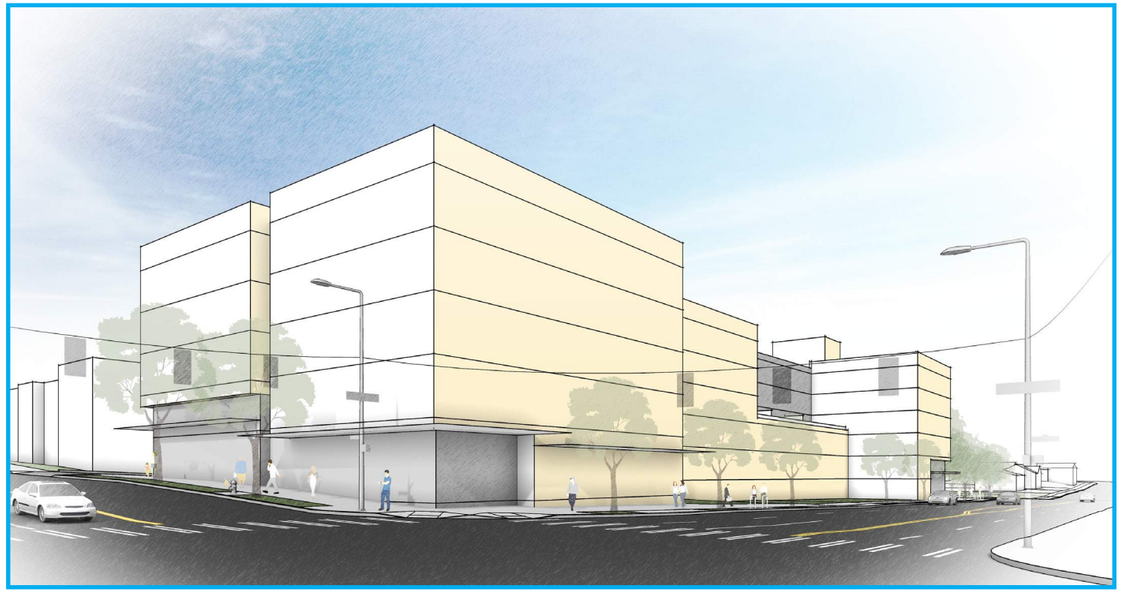
8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | MASSING COMPARISON

CONTRACT REZONE WITH 65’ HEIGHT LIMIT





CURRENT ZONING WITH 55’ HEIGHT LIMIT



VIEW FROM SOUTHWEST

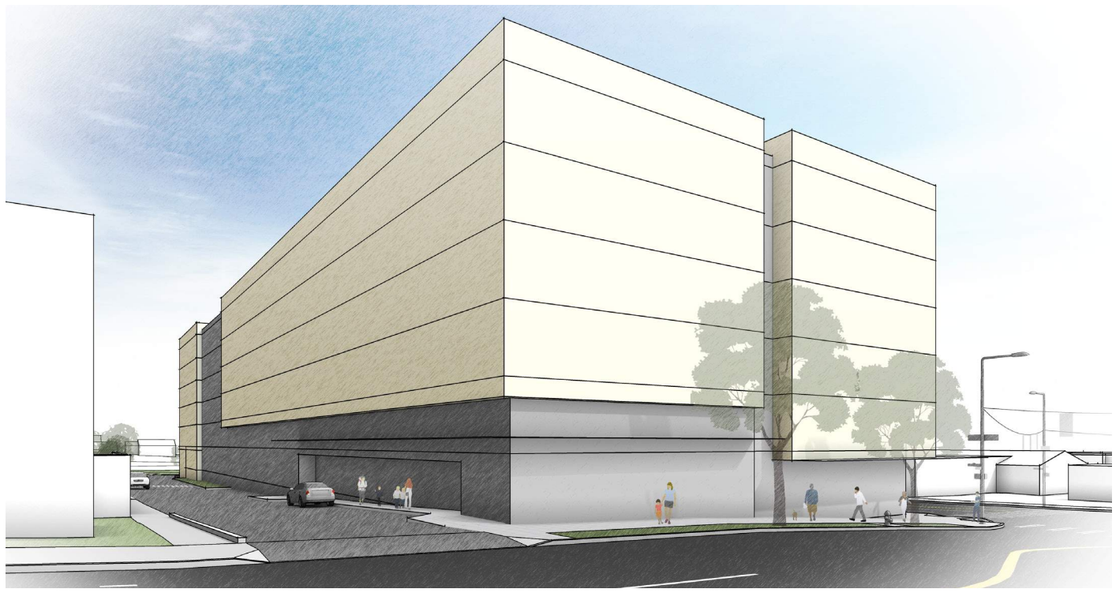


VIEW FROM SOUTHEAST

8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | MASSING COMPARISON

CONTRACT REZONE WITH 65’ HEIGHT LIMIT

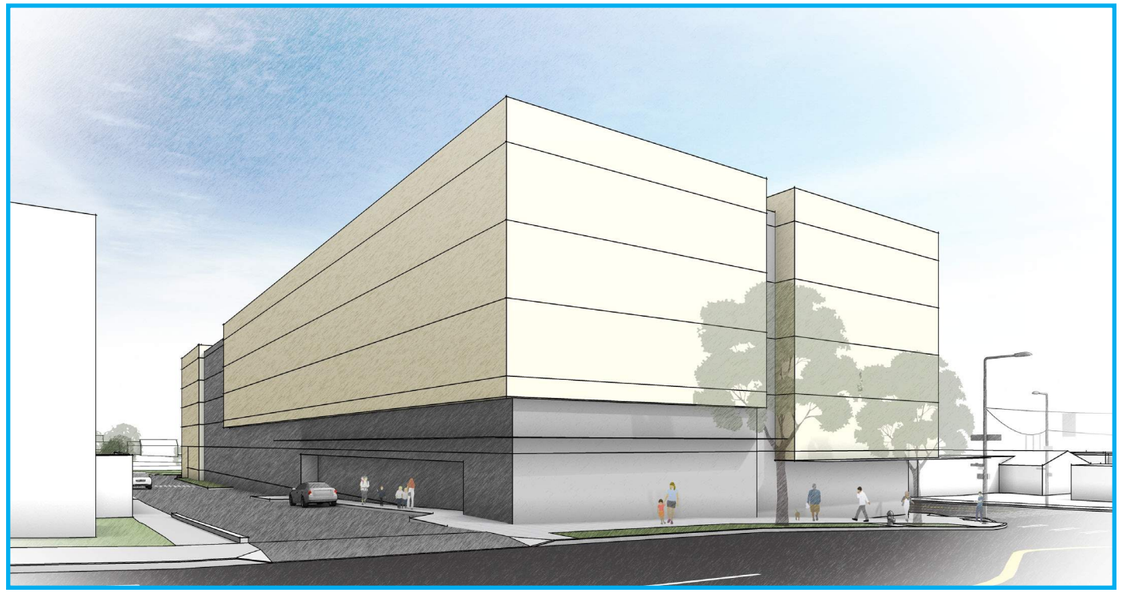




CURRENT ZONING WITH 55’ HEIGHT LIMIT

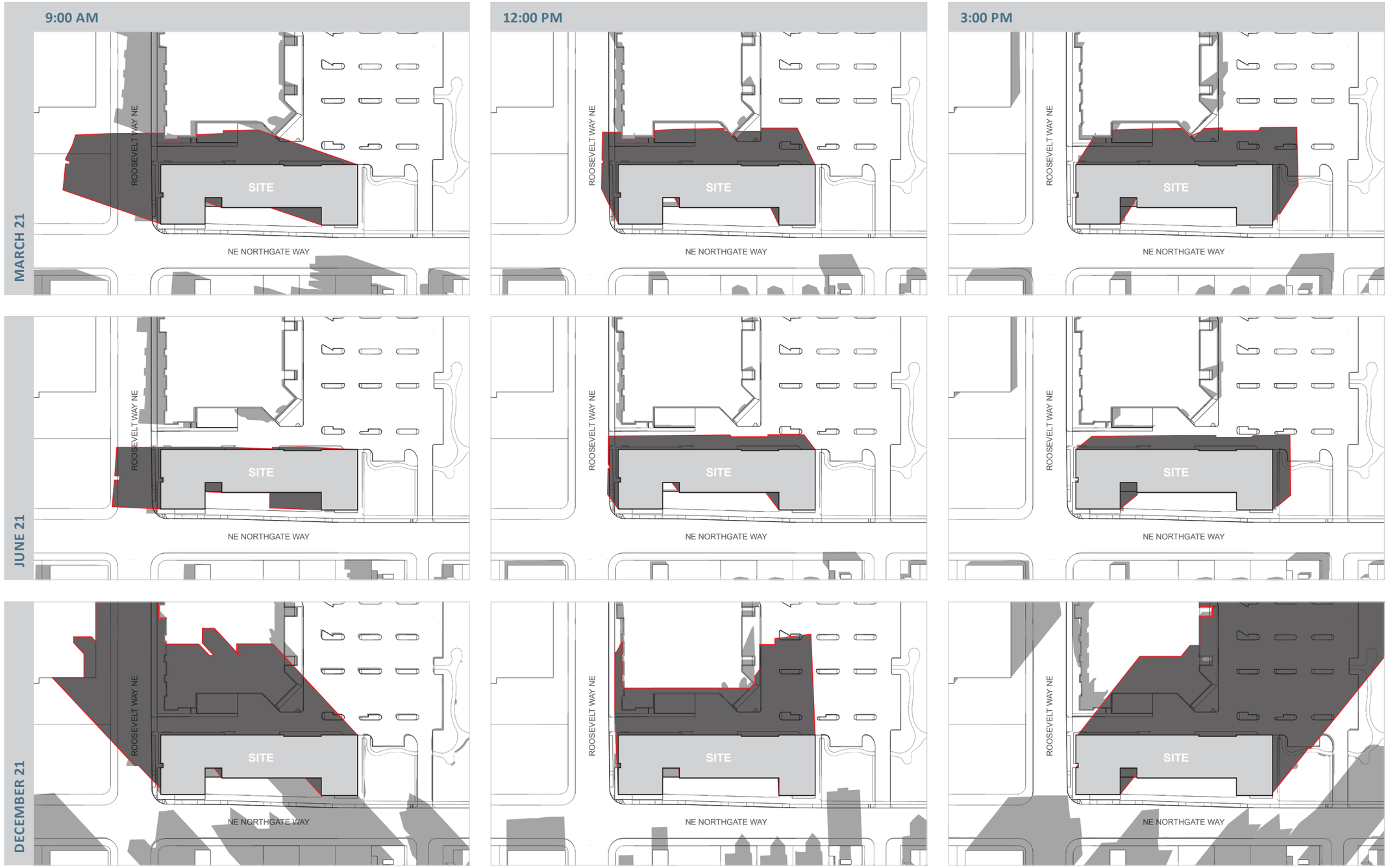


VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST

8.0 OPTION 1 ALTERNATIVE: NO CONTRACT REZONE | SHADOW STUDY

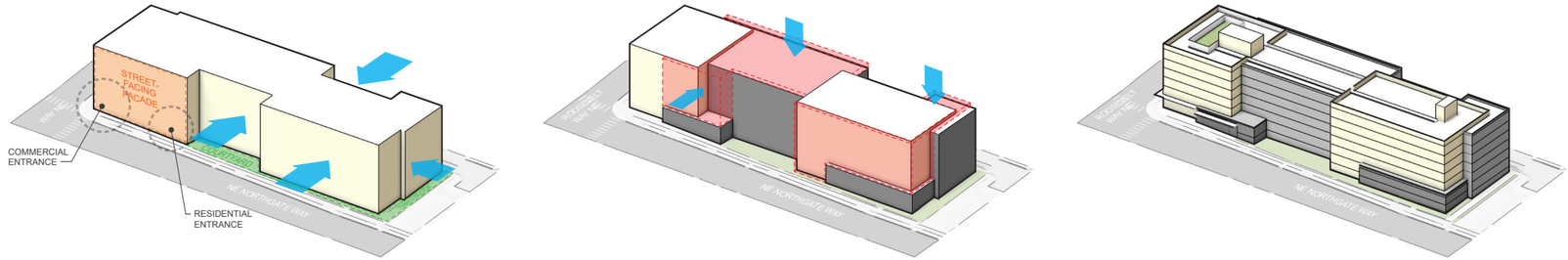


8.0 OPTION 2 | SUMMARY

DESIGN REFERENCE

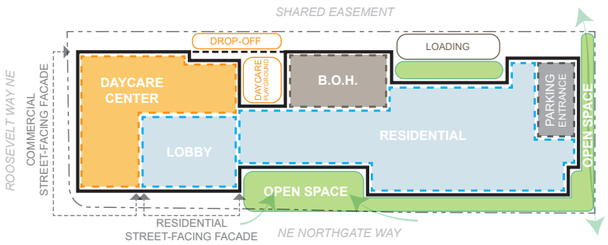
Similar to option 1, the building's form stems from the building's program requirements as well as its site constraints. This option studies locating the building entry towards the western half of the site in order to provide more open space for the eastern half which sits adjacent to lowrise housing. The daycare center remains on the corner while the playground moves north to the shared easement. This gives the building its 'S' shape which has some advantages over option 1. More facade modulation is feasible along the north lot line compared to the first option, and the building's entrance isn't located as from Roosevelt Way NE. However, the design has its drawbacks such as a narrower and less impactful courtyard along NE Northgate Way, as well as a less efficient commercial layout.

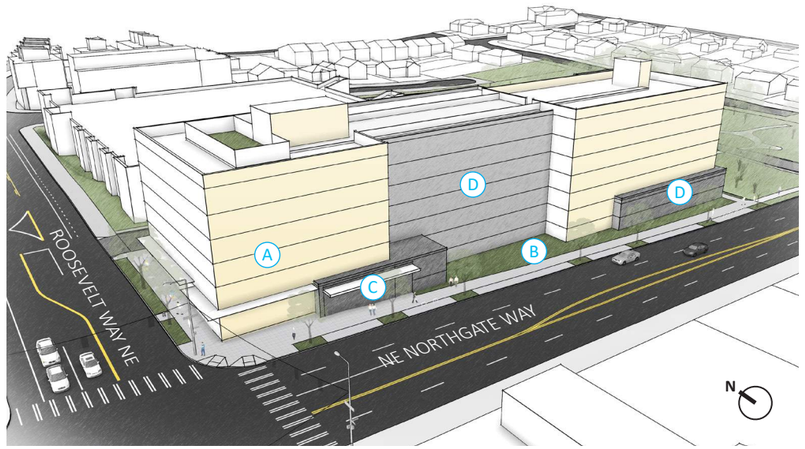
CONCEPT DIAGRAMS



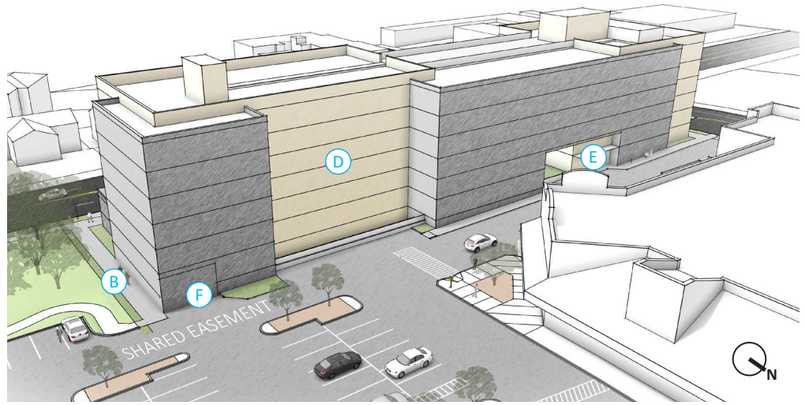
Create Neighborhood Open Space → Break Down & Modulate Facades → Final Massing Concept

CONCEPTUAL PROGRAMMING DIAGRAM





AERIAL VIEW FROM SOUTHWEST



AERIAL VIEW FROM NORTHEAST

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

DESIGN INSPIRATION



Datums and materiality at ground-levels provide visual weight



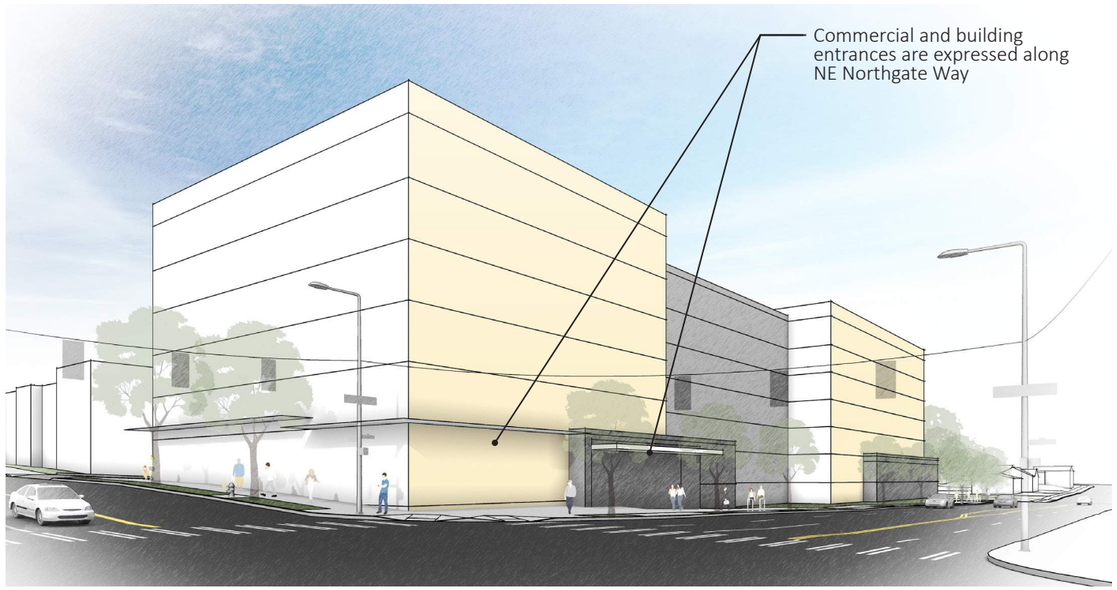
Intersecting masses with unique materials and patterning



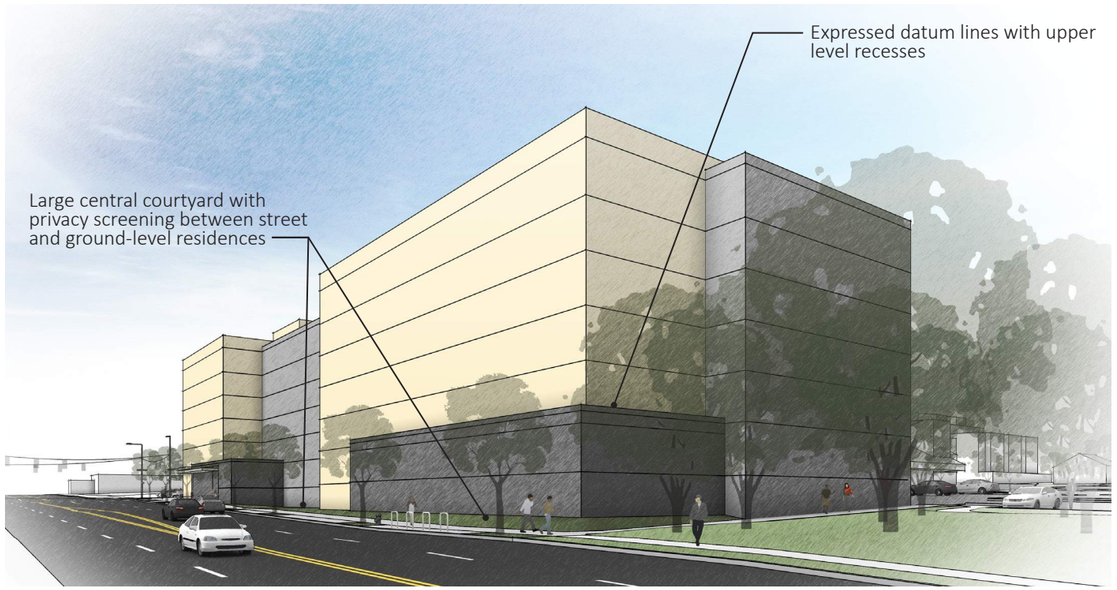
Strong commercial presence at corner

8.0 OPTION 2 | MASSING

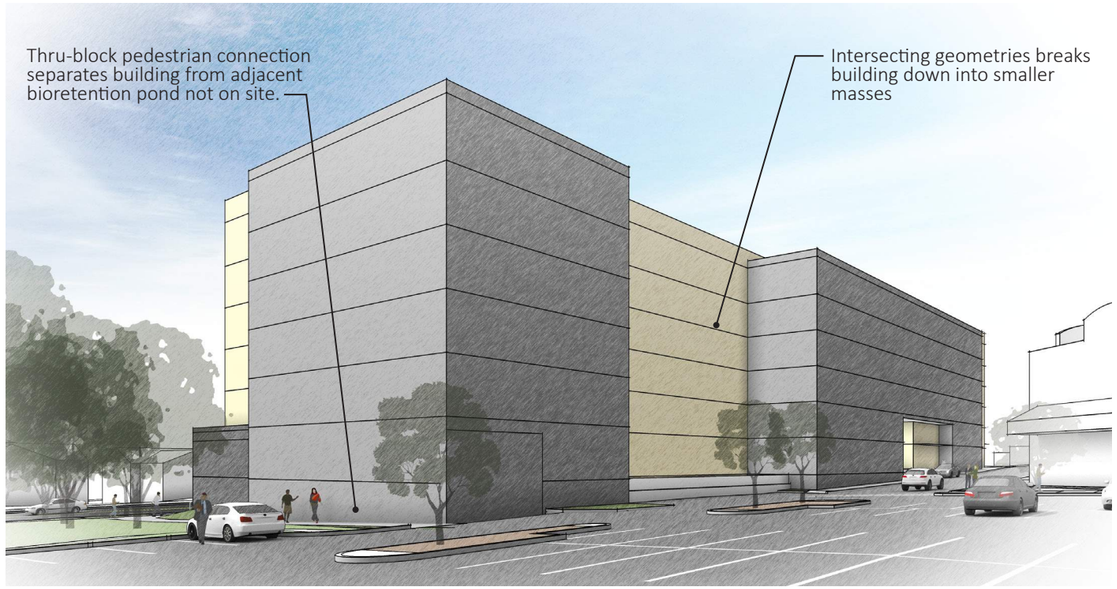
DESIGN ANALYSIS



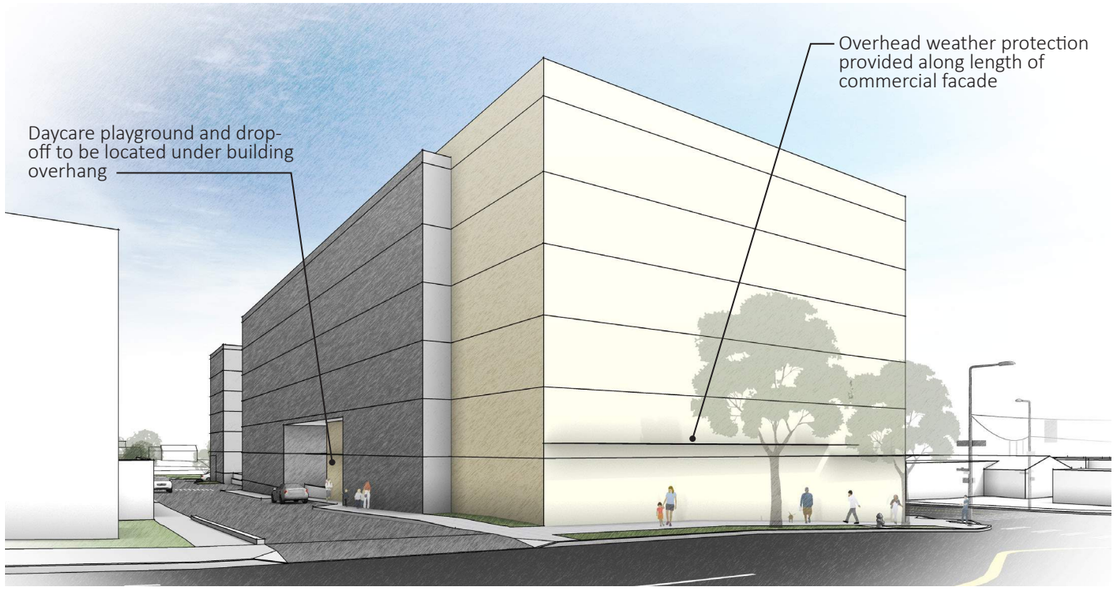
VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST



VIEW FROM NORTHEAST

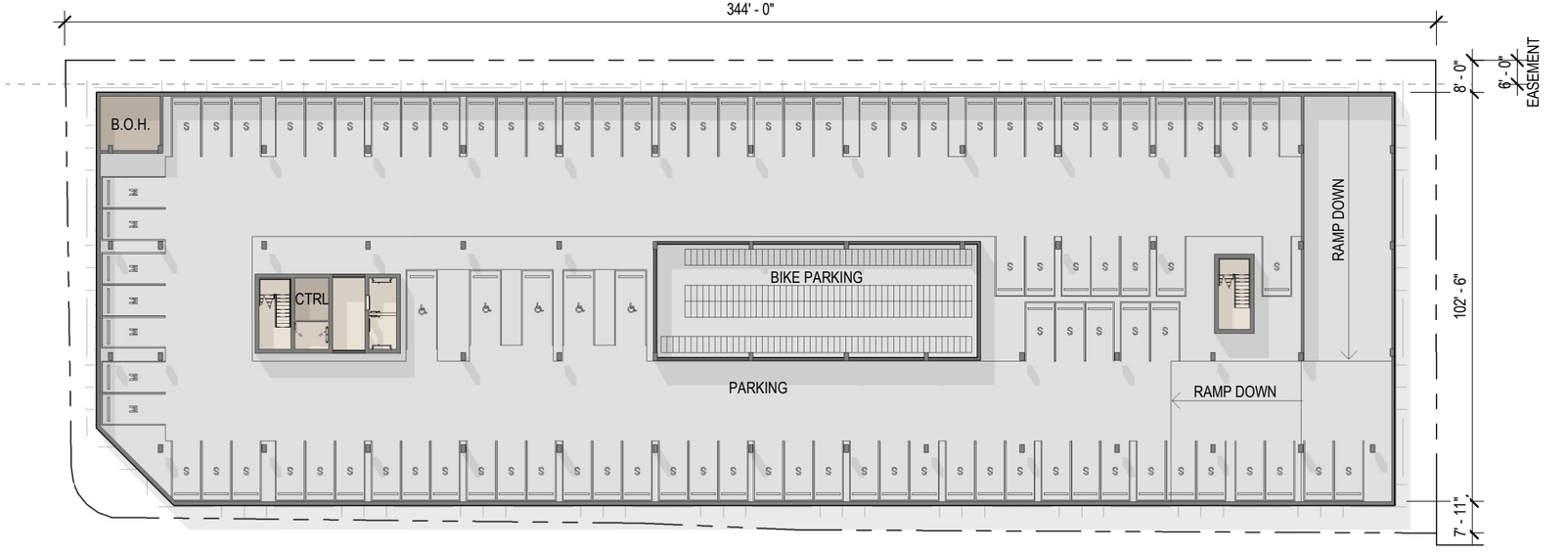


VIEW FROM NORTHWEST

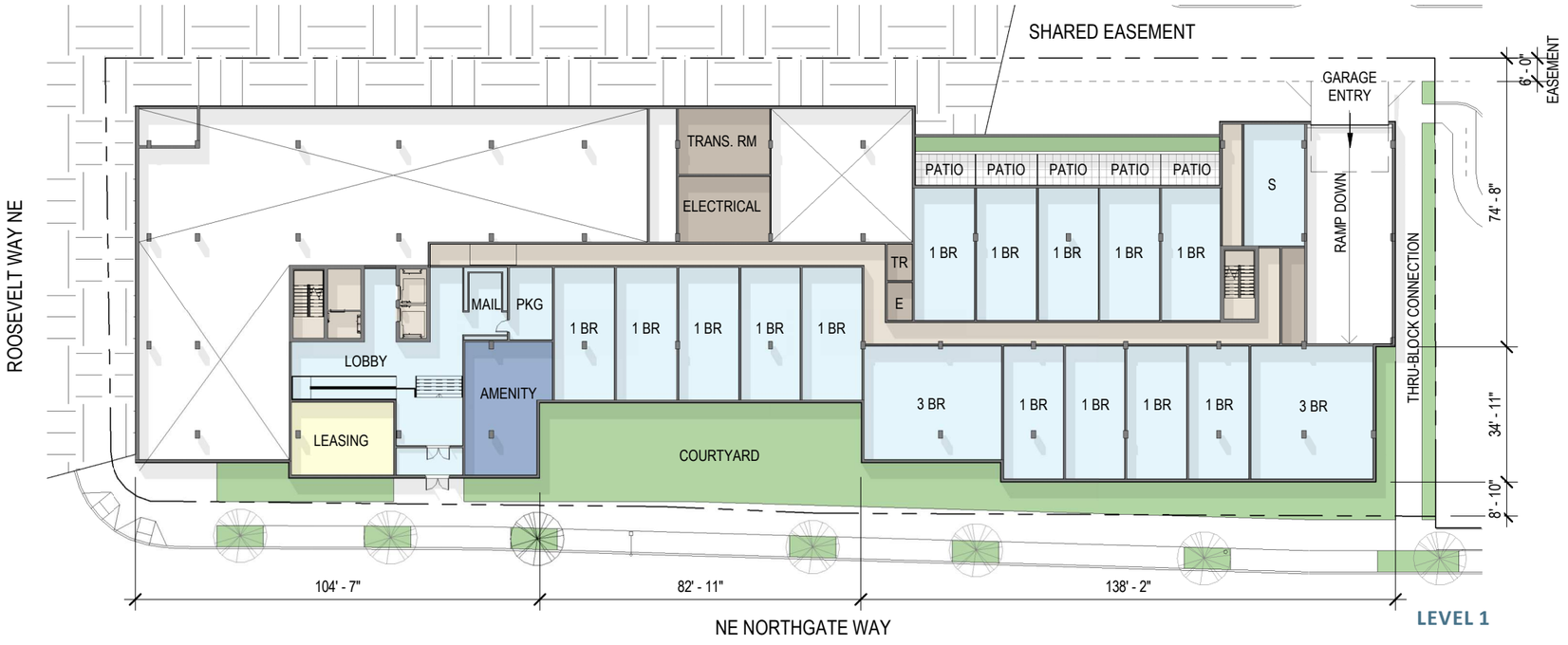
8.0 OPTION 2 | FLOOR PLANS

KEY

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



LEVEL P1



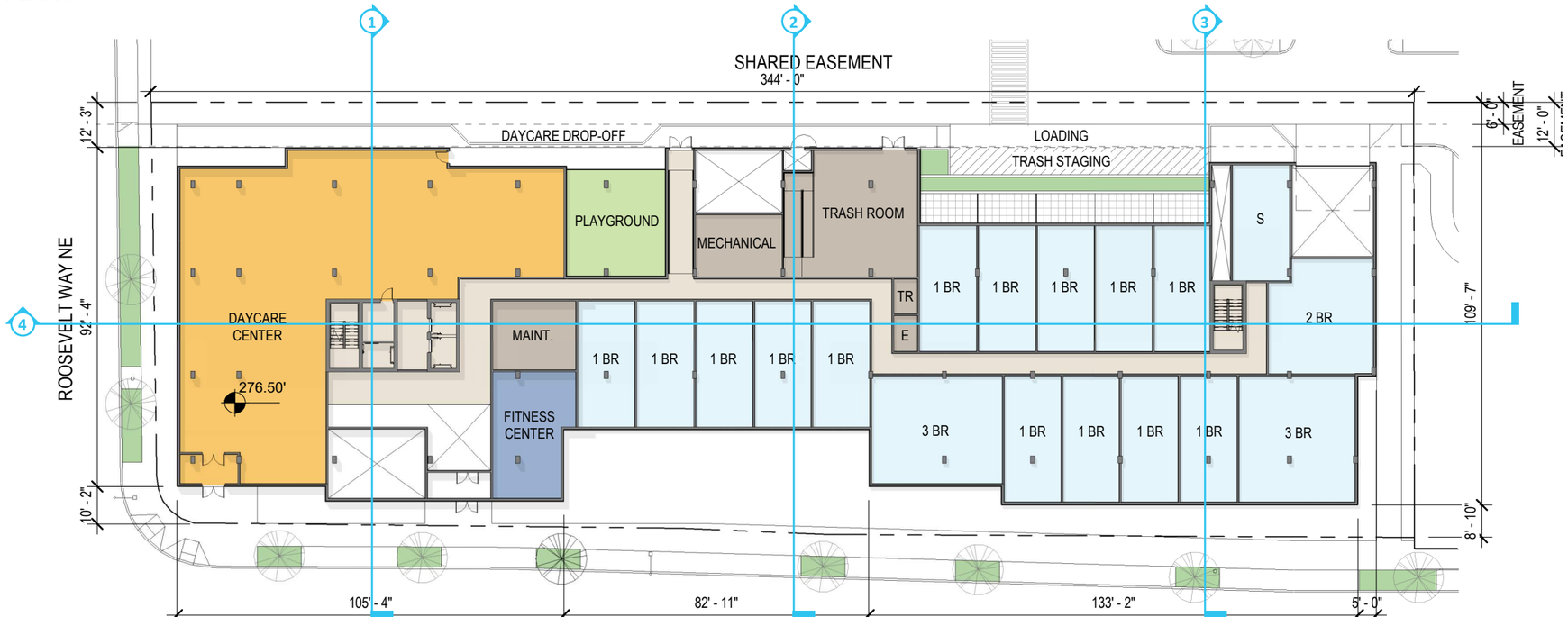
LEVEL 1

N

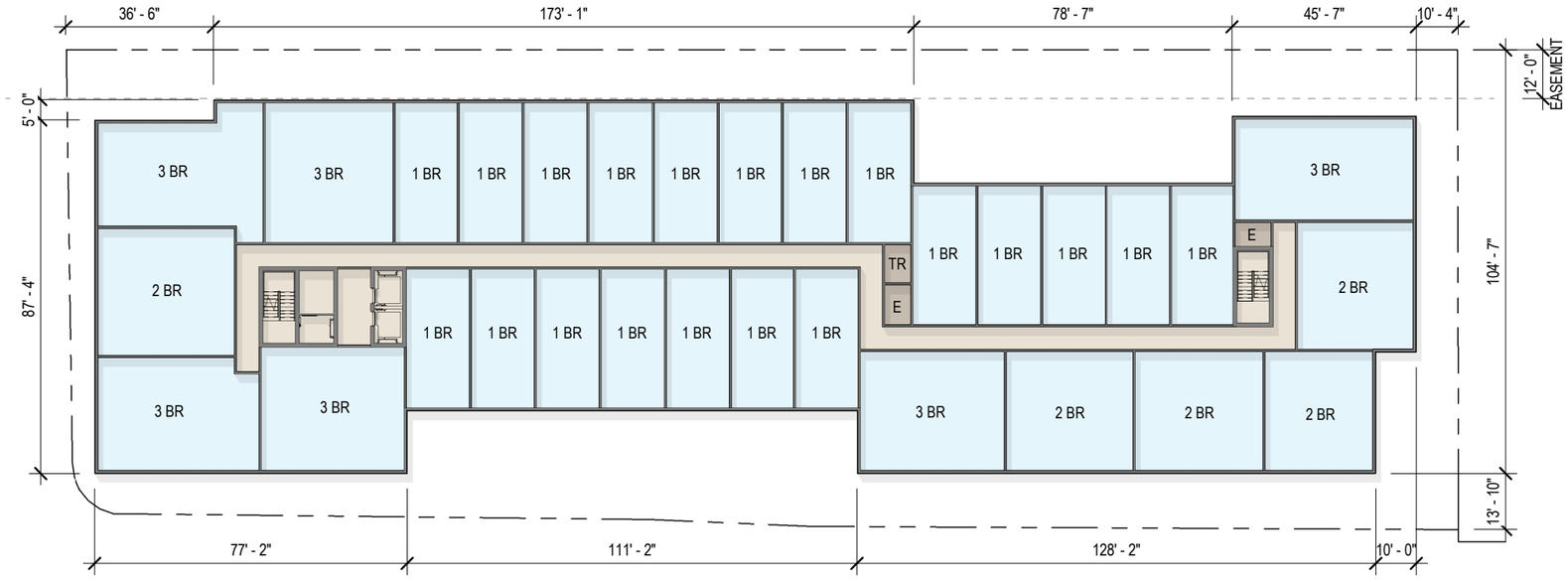
8.0 OPTION 2 | FLOOR PLANS

KEY

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



LEVEL 2



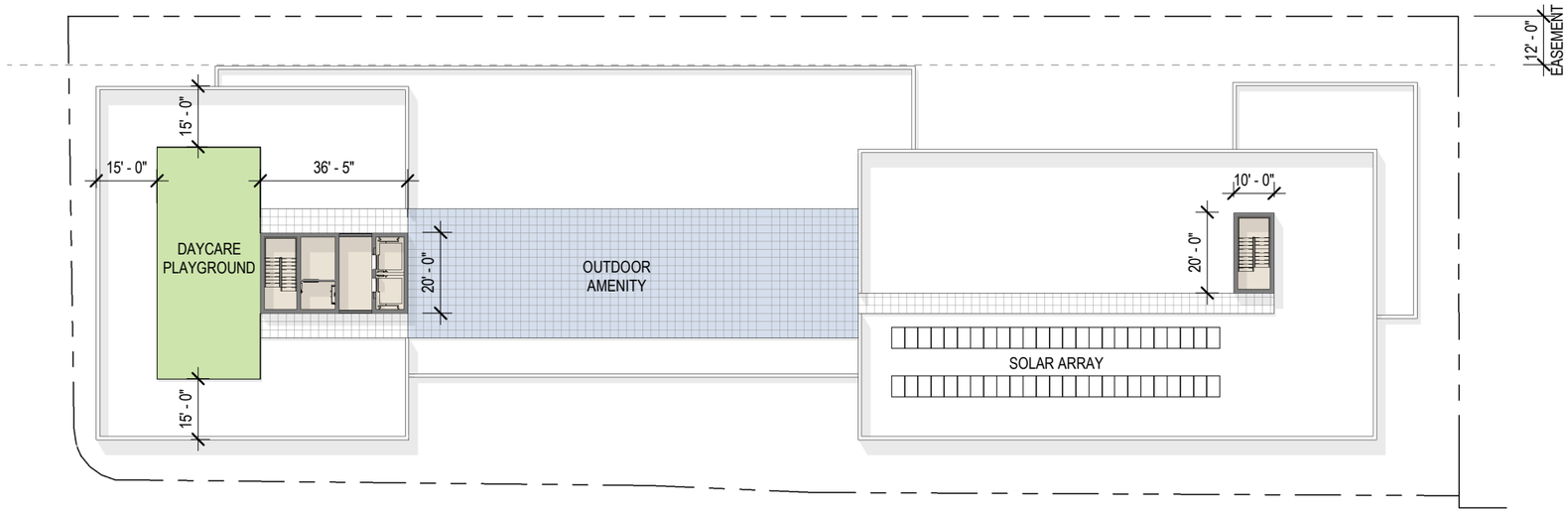
LEVELS 3-7

N

8.0 OPTION 2 | FLOOR PLANS

KEY

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



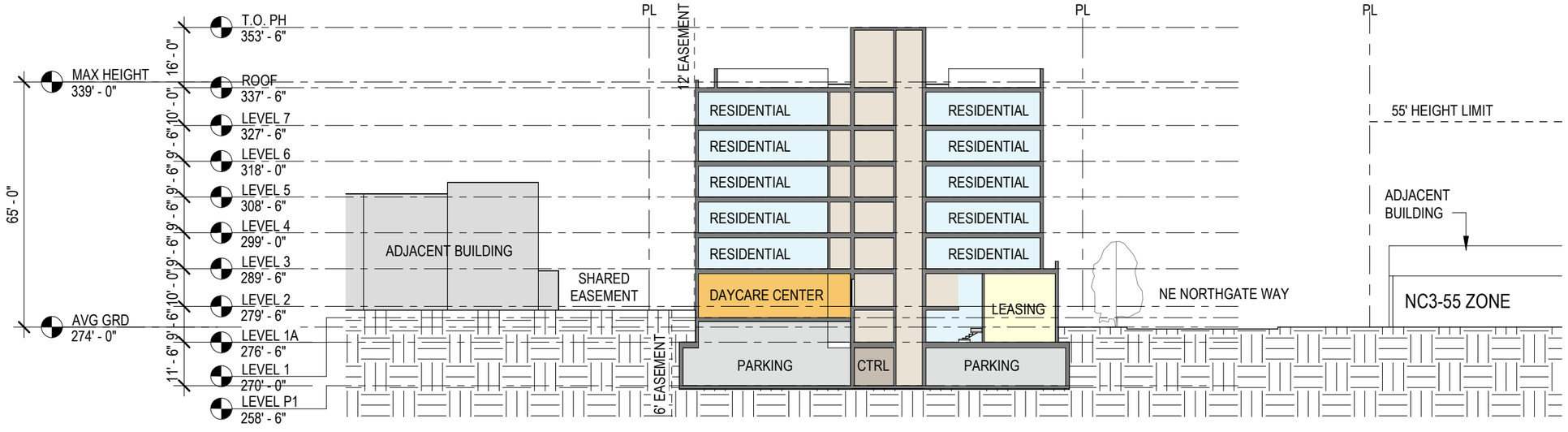
ROOF

N

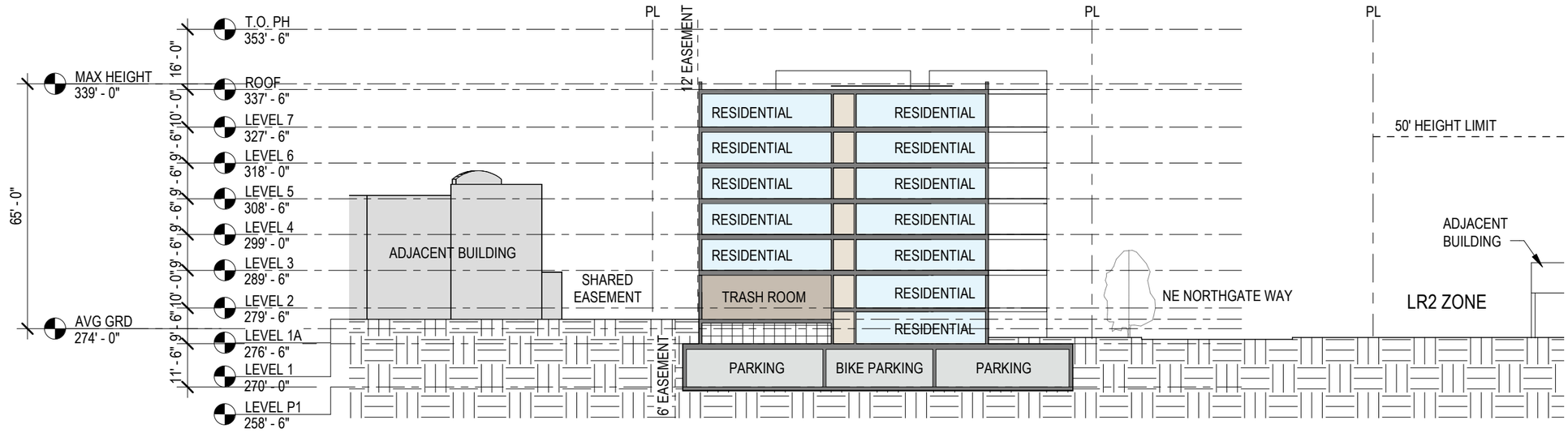
8.0 OPTION 2 | SECTIONS

KEY

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



1 | NORTH-SOUTH SECTION 1

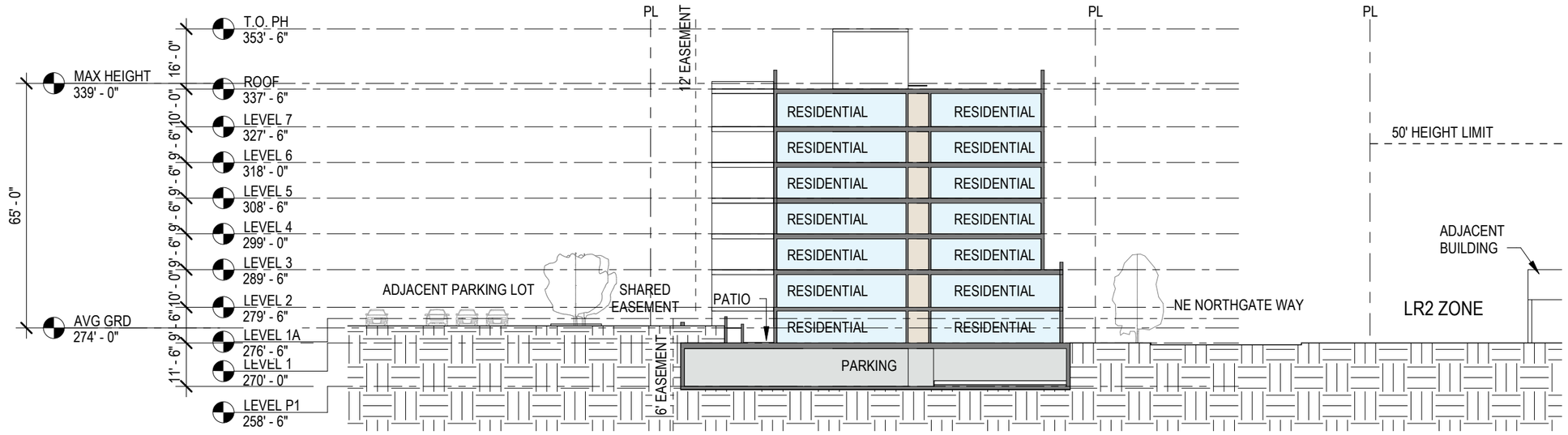


2 | NORTH-SOUTH SECTION 2

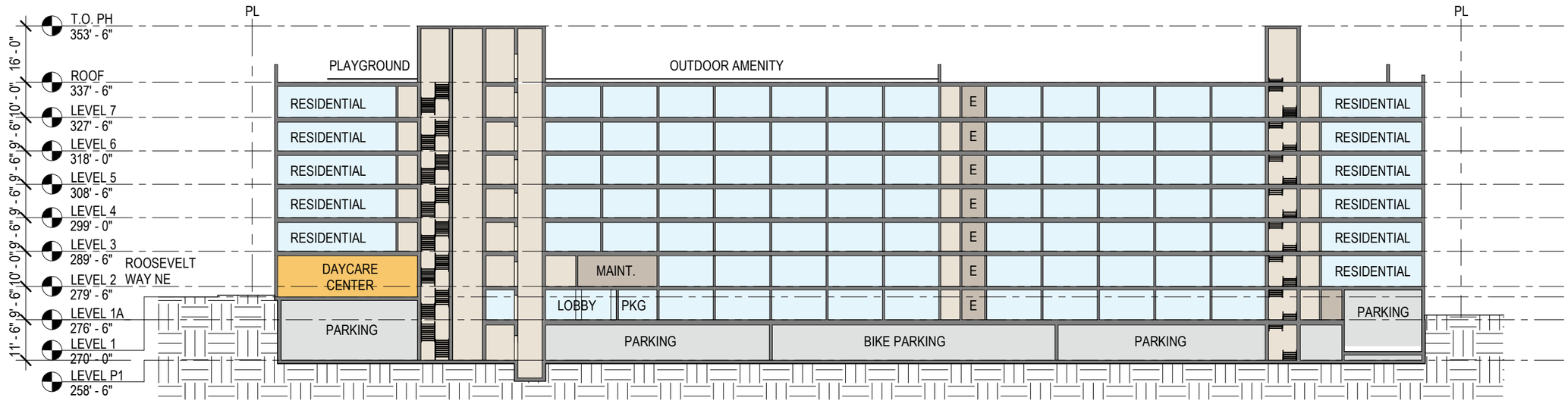
8.0 OPTION 2 | SECTIONS

KEY

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

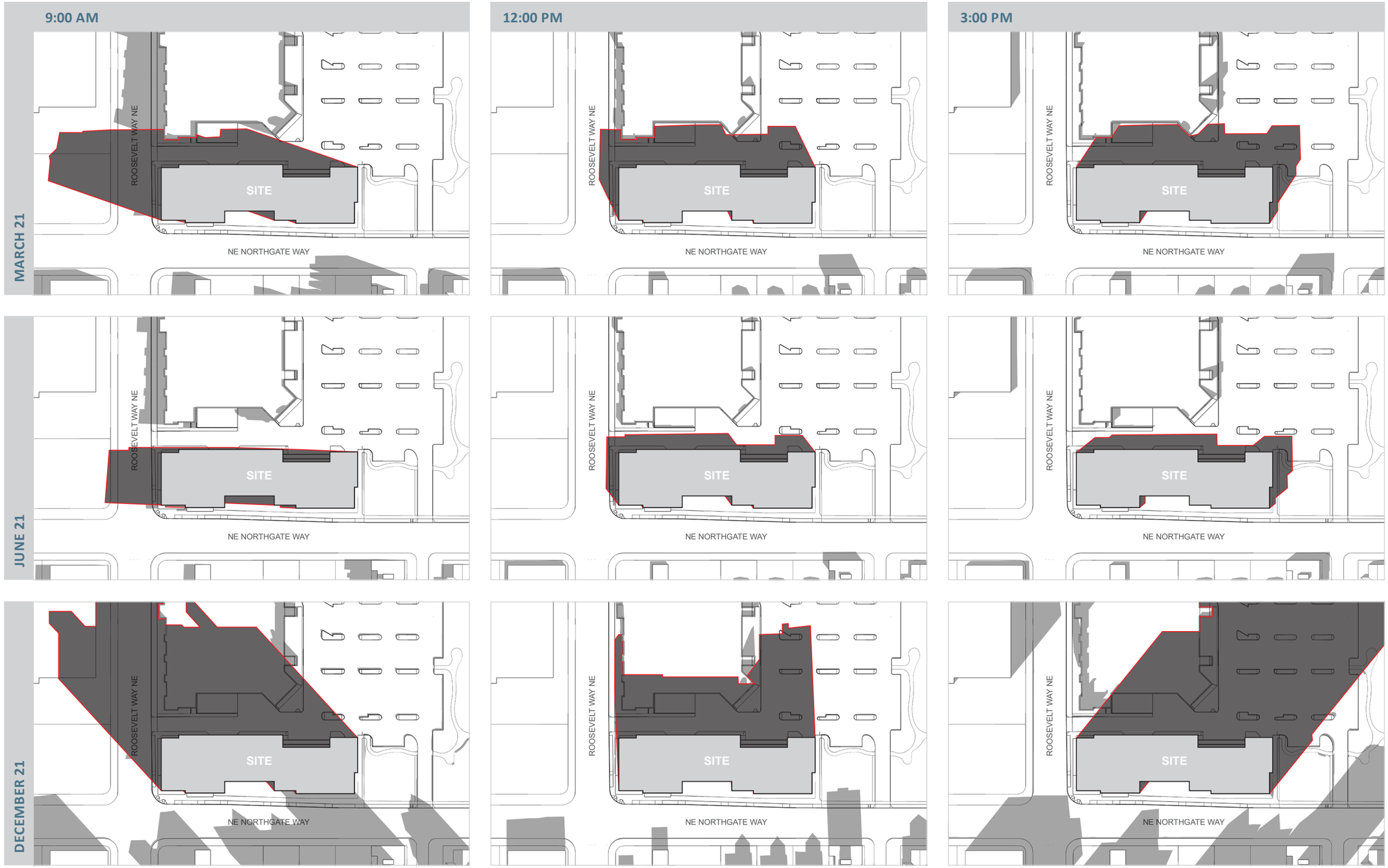


3 | NORTH-SOUTH SECTION 3



4 | EAST-WEST SECTION 1

8.0 OPTION 2 | SHADOW STUDY

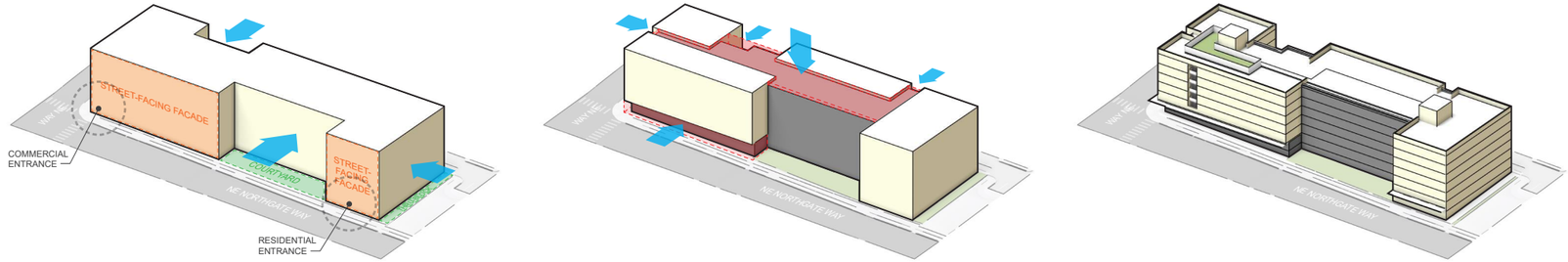


8.0 PREFERRED OPTION 3 | SUMMARY

DESIGN REFERENCE

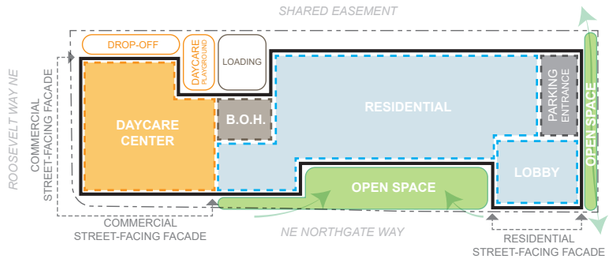
Option 3 is the preferred option and combines the best attributes of the first two schemes. A long street-facing facade is retained on NE Northgate Way and Roosevelt Way NE, similar to Option 2, while a deeper and more impactful courtyard is proposed, similar to Option 1. The daycare center and adjacent playground can be laid out more efficiently while the building entrance moves back to the eastern corner of the site. This results in the building's 'S' shape, similar to Option 2 but in reverse. Further facade modulation helps to break down the building's scale and plays off of the geometries naturally formed by the project's unique constraints.

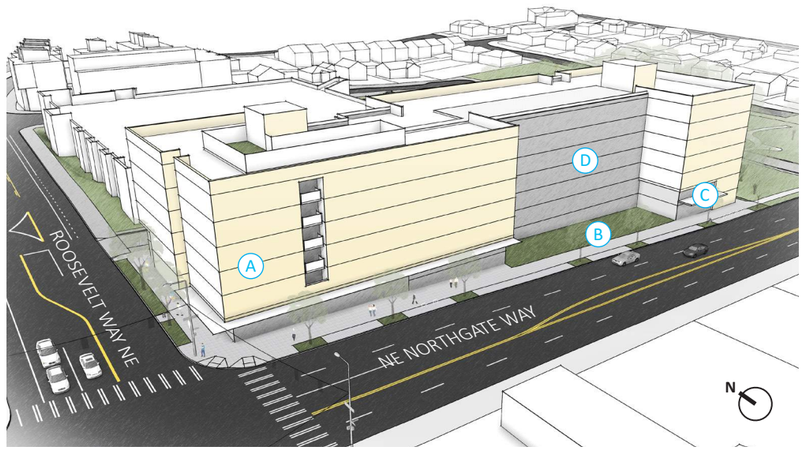
CONCEPT DIAGRAMS



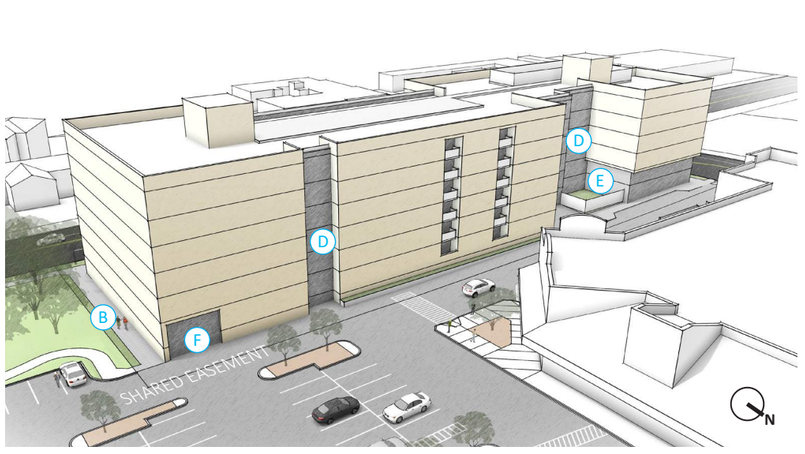
Create Neighborhood Open Space → Break Down & Modulate Facades → Final Massing Concept

CONCEPTUAL PROGRAMMING DIAGRAM





AERIAL VIEW FROM SOUTHWEST



AERIAL VIEW FROM NORTHEAST

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

DESIGN INSPIRATION



Refined building geometries with rhythmic patterning



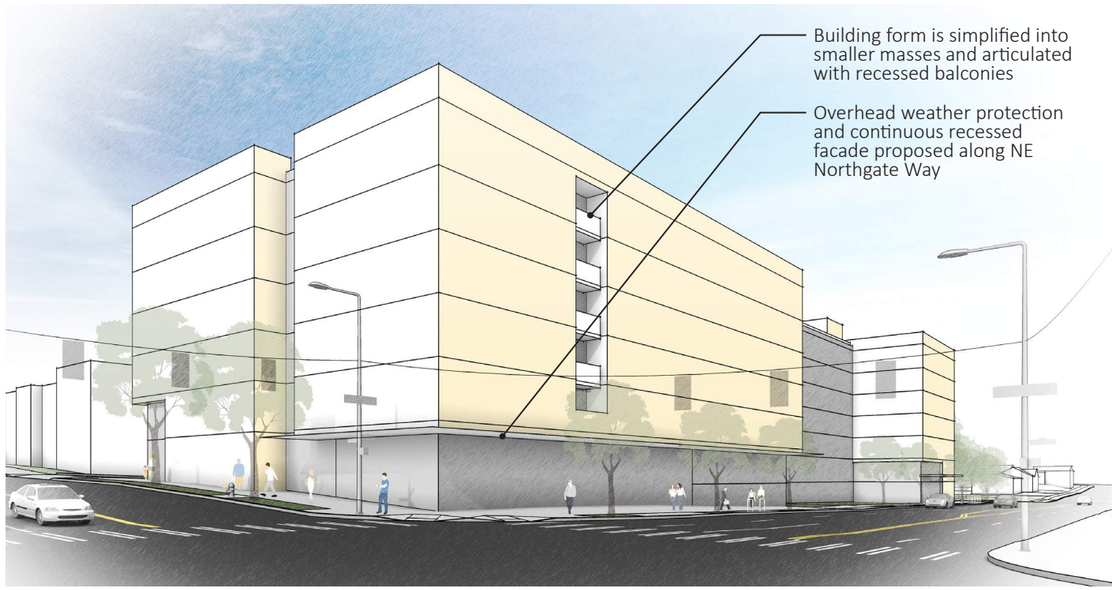
Cutouts in facade give a sense of entry



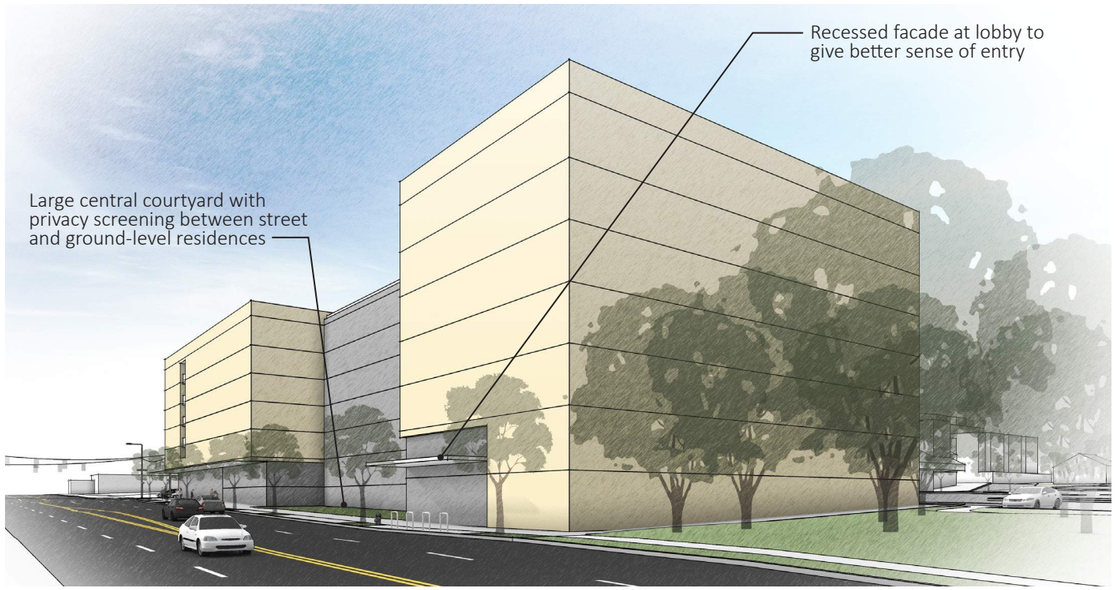
Recessed balconies contribute to modulation of facade

8.0 PREFERRED OPTION 3 | MASSING

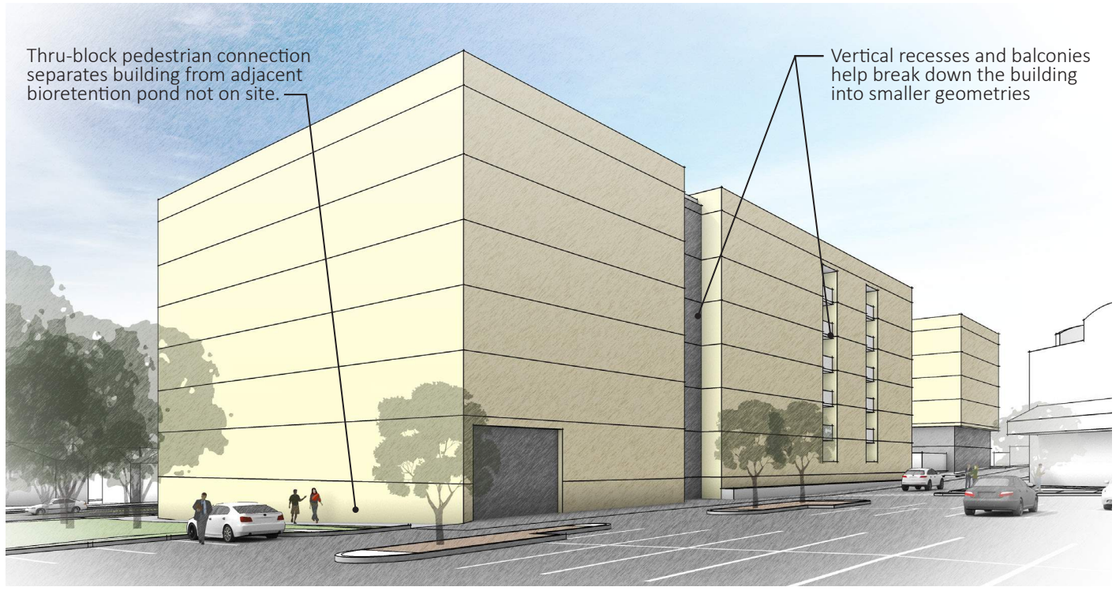
DESIGN ANALYSIS



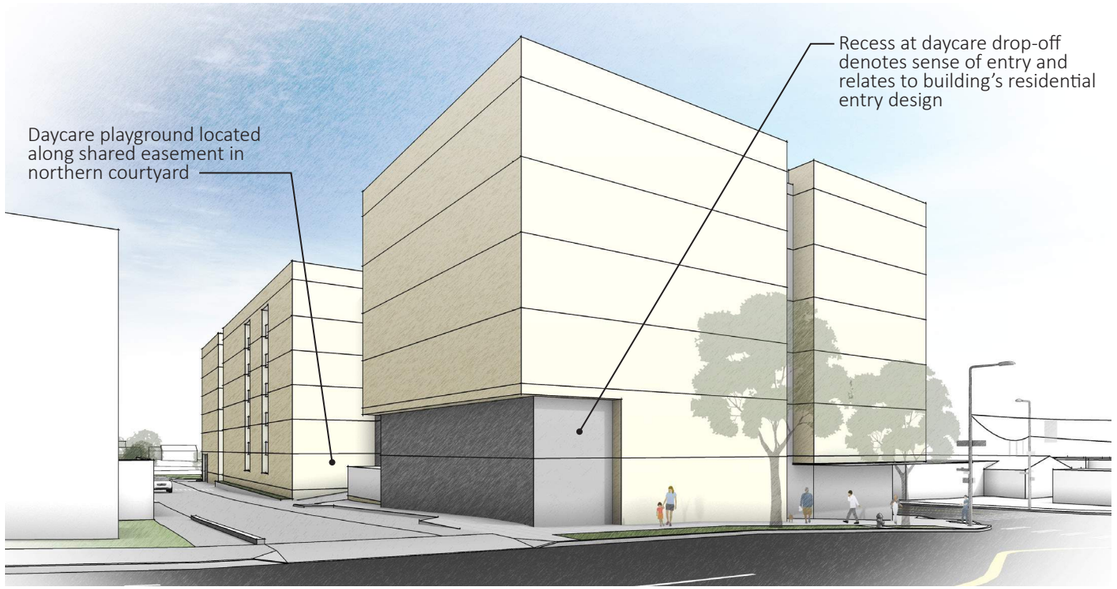
VIEW FROM SOUTHWEST



VIEW FROM SOUTHEAST



VIEW FROM NORTHEAST

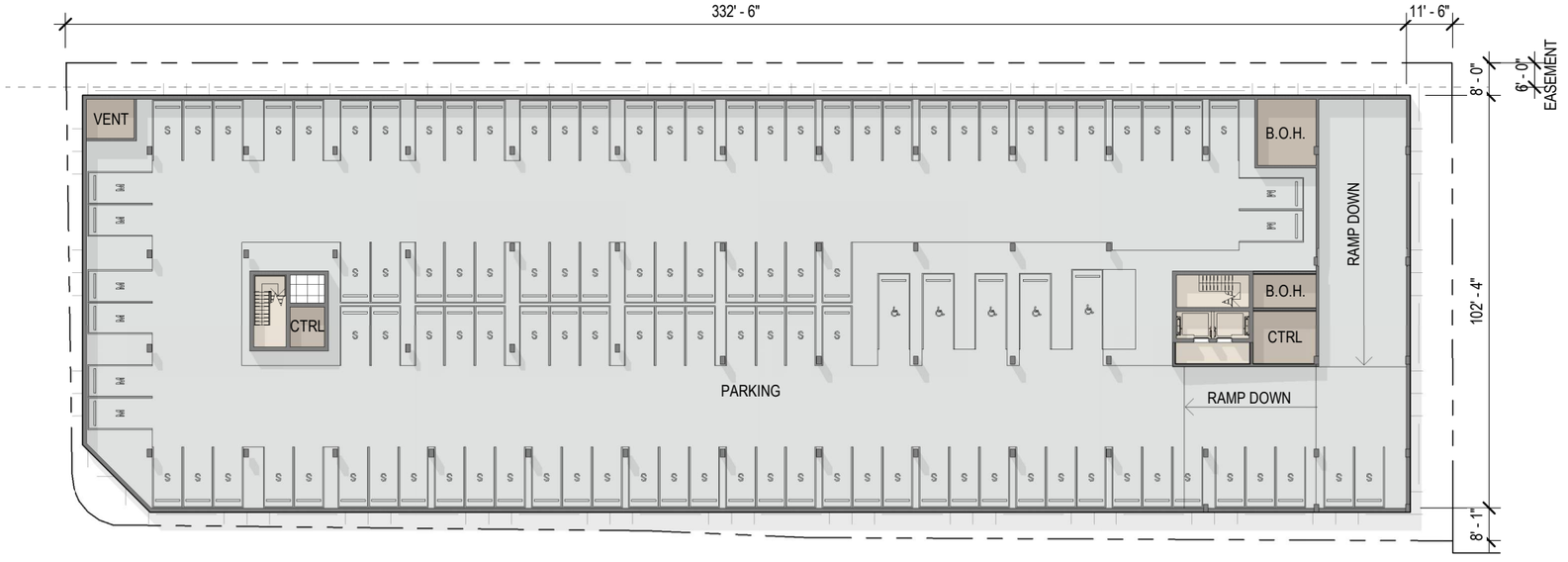


VIEW FROM NORTHWEST

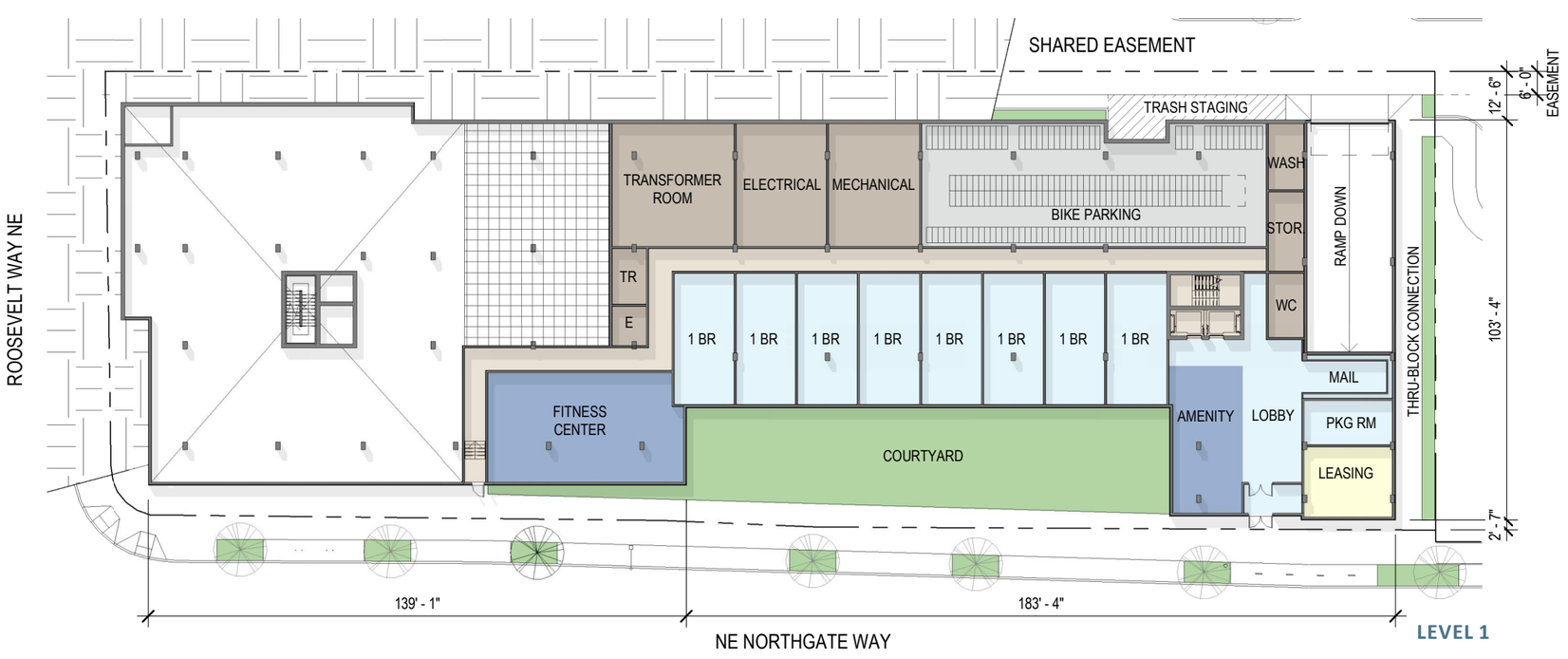
8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

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



LEVEL P1



LEVEL 1

N

8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

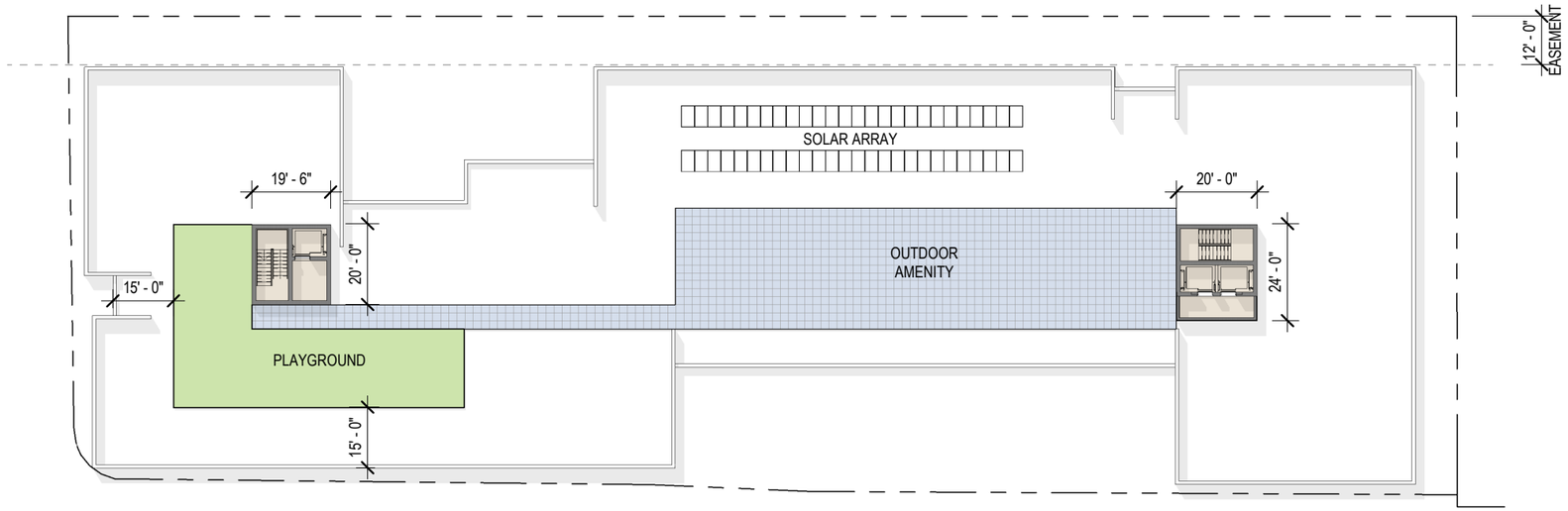
- Commercial
- Units
- Utility / BOH
- Circulation
- Planting Strip / Landscape
- Residential Amenity
- Parking
- Leasing Office



8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

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



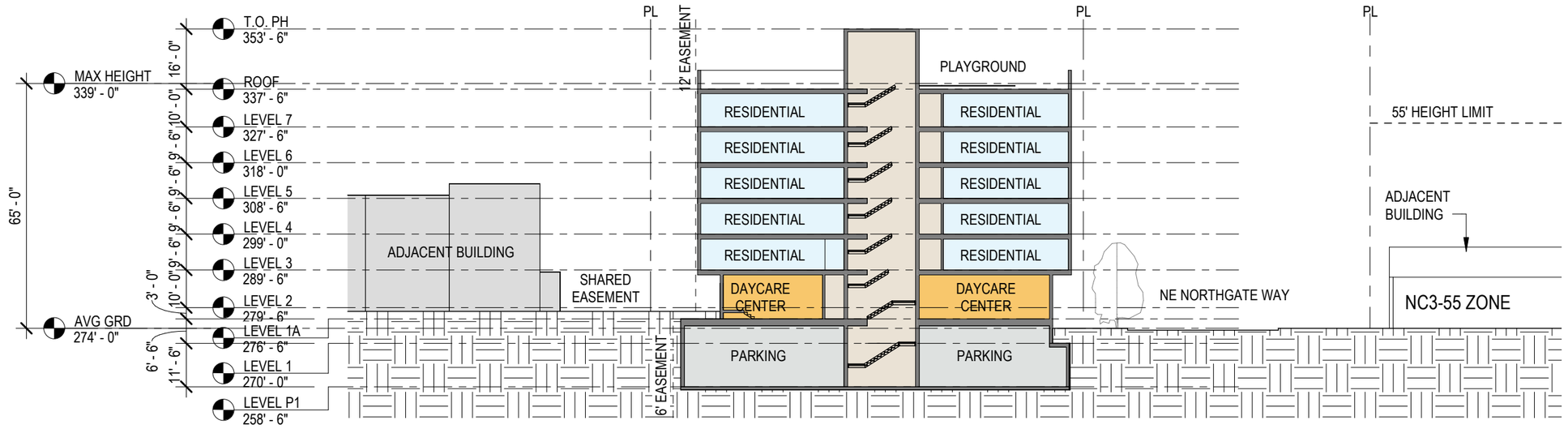
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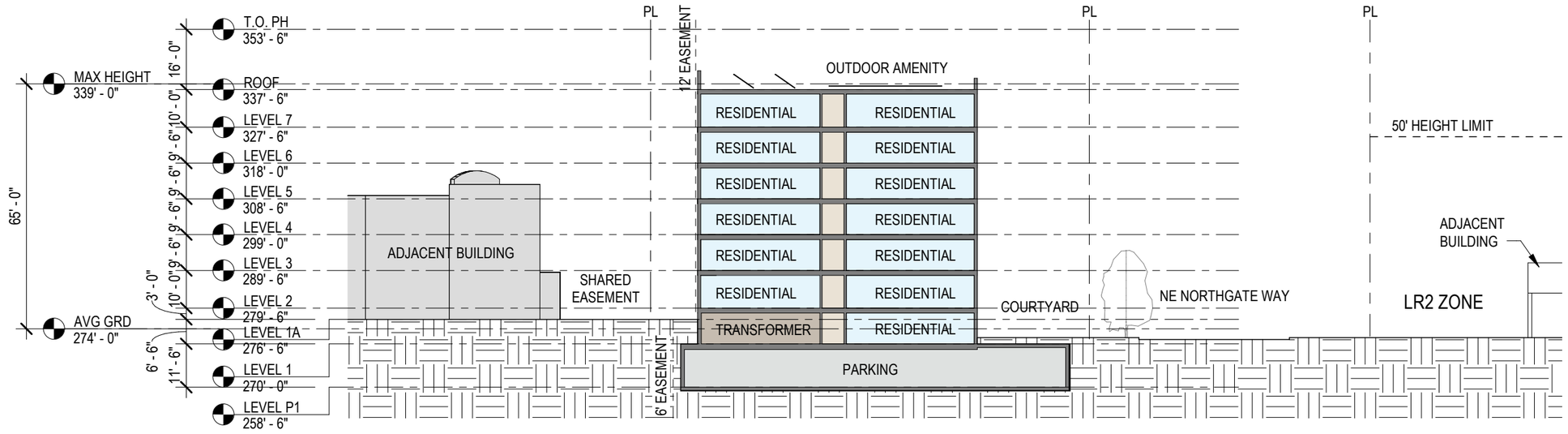
8.0 PREFERRED OPTION 3 | SECTIONS

KEY

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



1 | NORTH-SOUTH SECTION 1

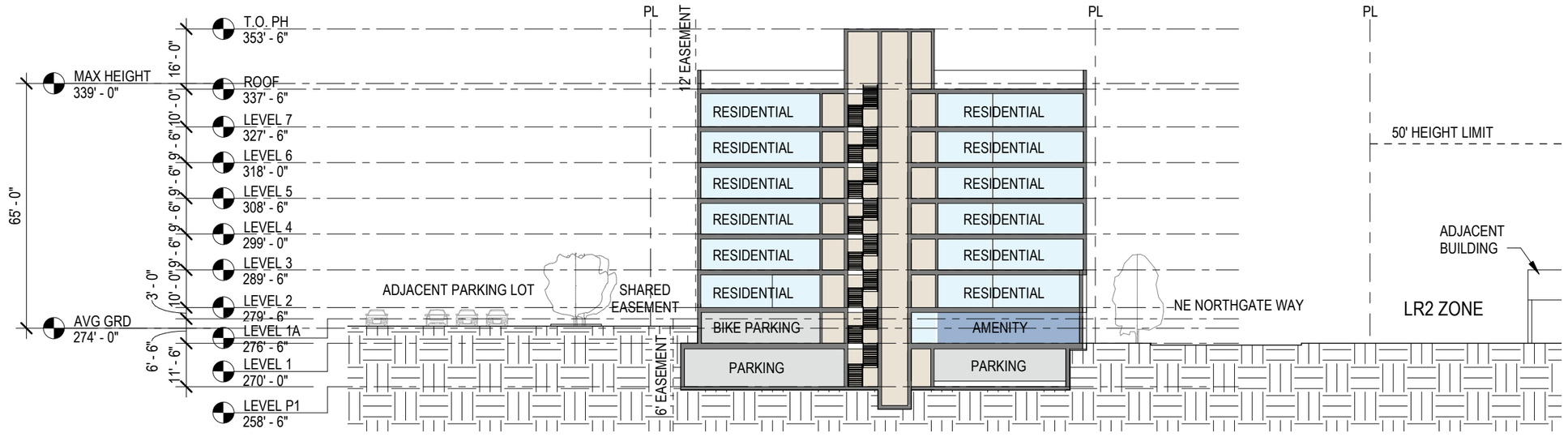


2 | NORTH-SOUTH SECTION 2

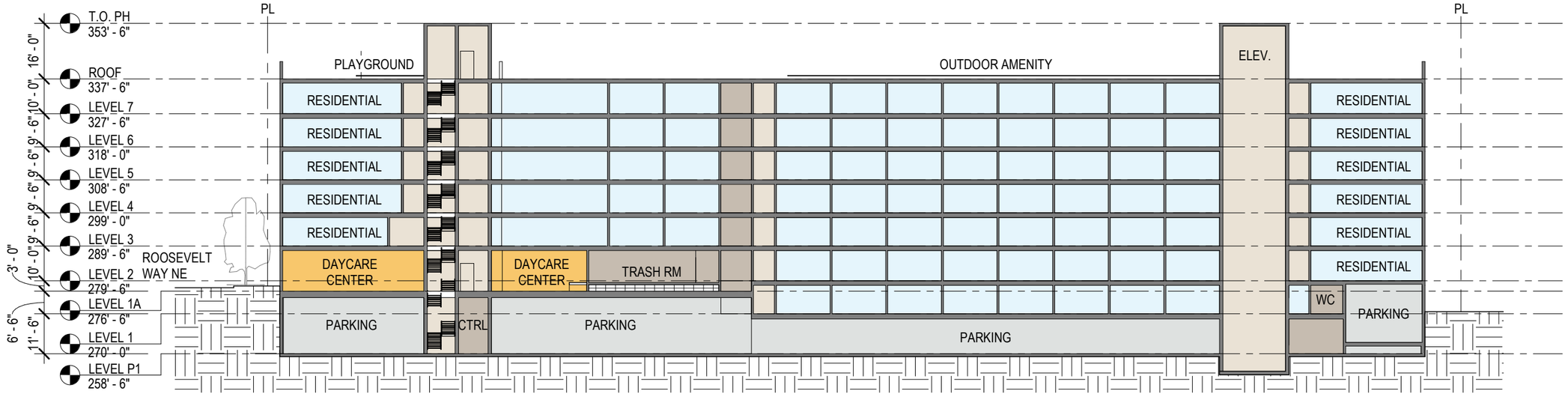
8.0 PREFERRED OPTION 3 | SECTIONS

KEY

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

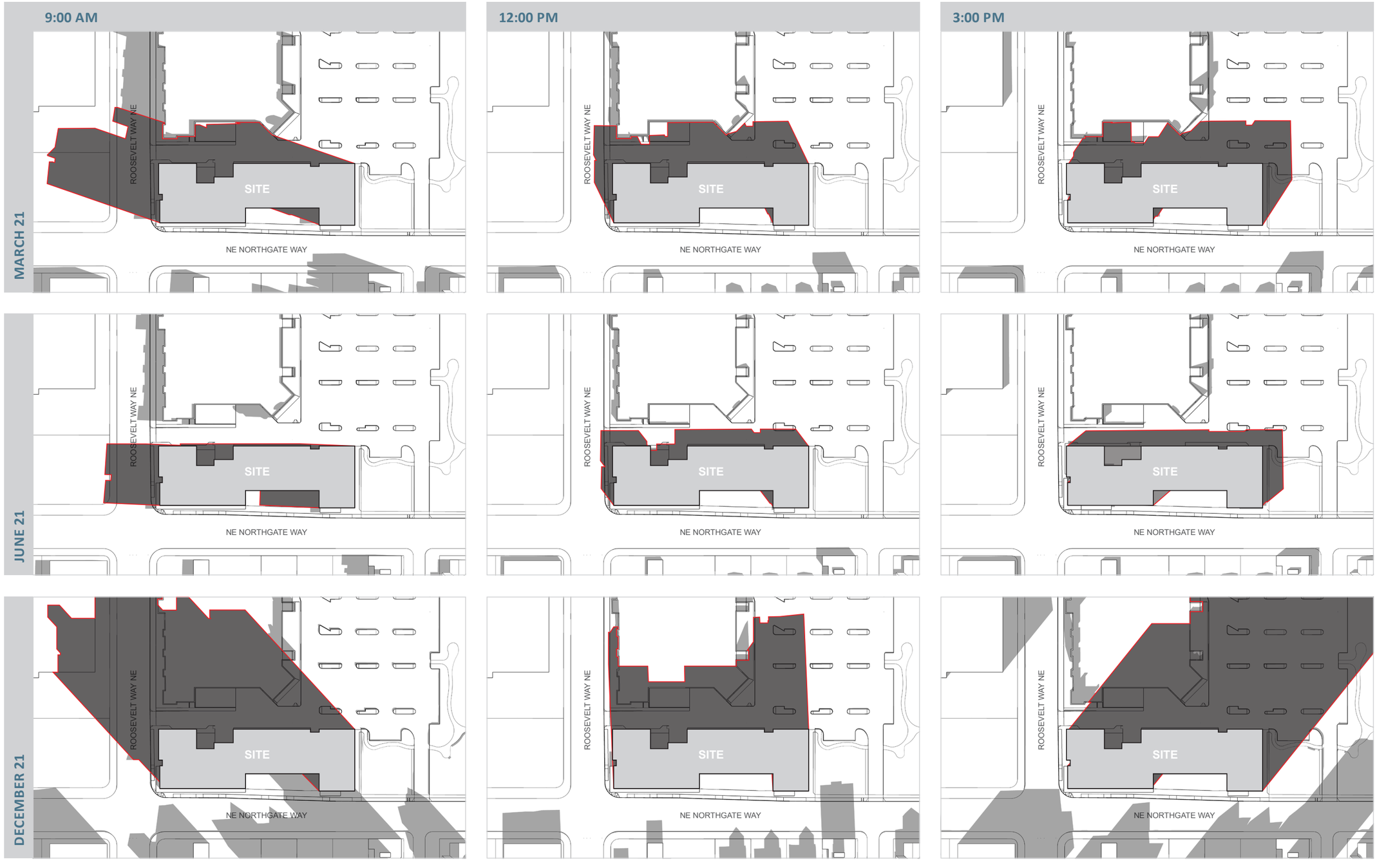


3 | NORTH-SOUTH SECTION 3



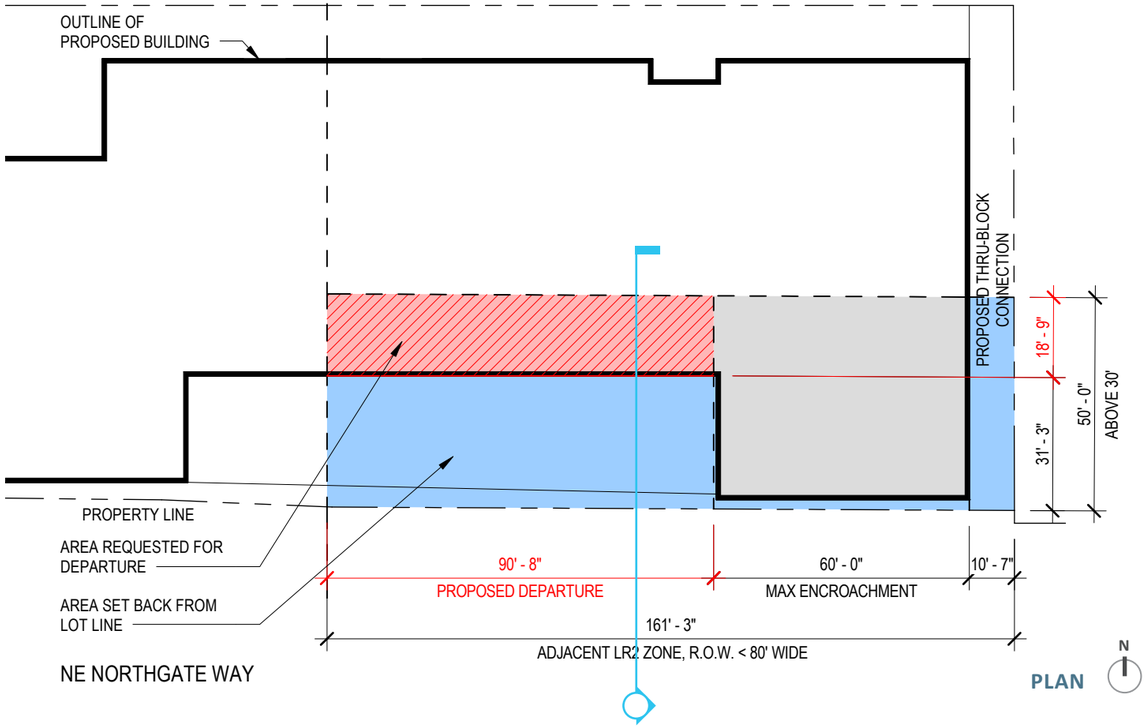
4 | EAST-WEST SECTION 1

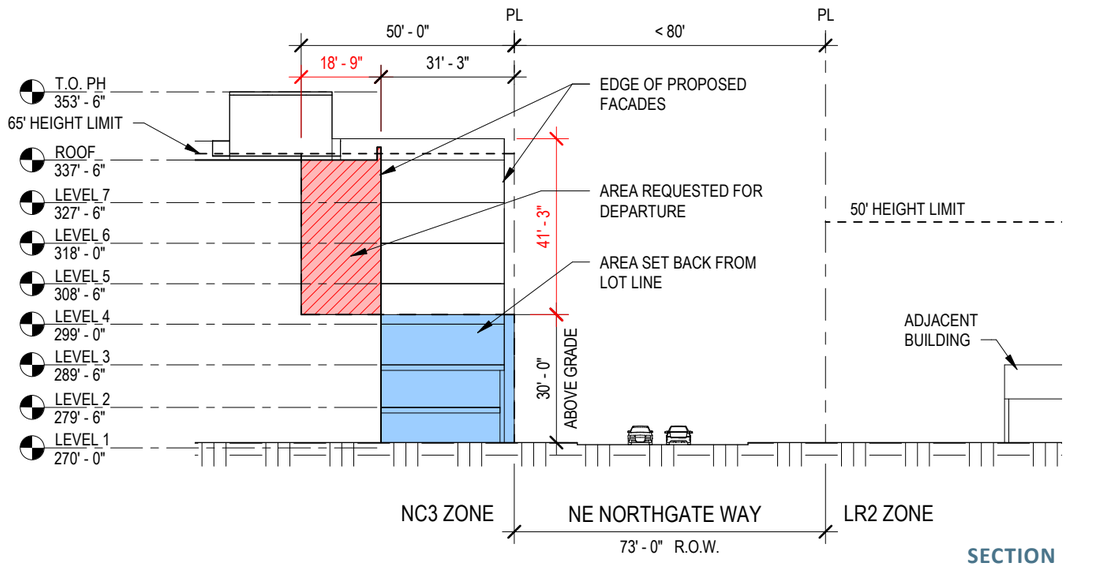
8.0 PREFERRED OPTION 3 | SHADOW STUDY



9.0 DEPARTURE 1 | PREFERRED OPTION 3

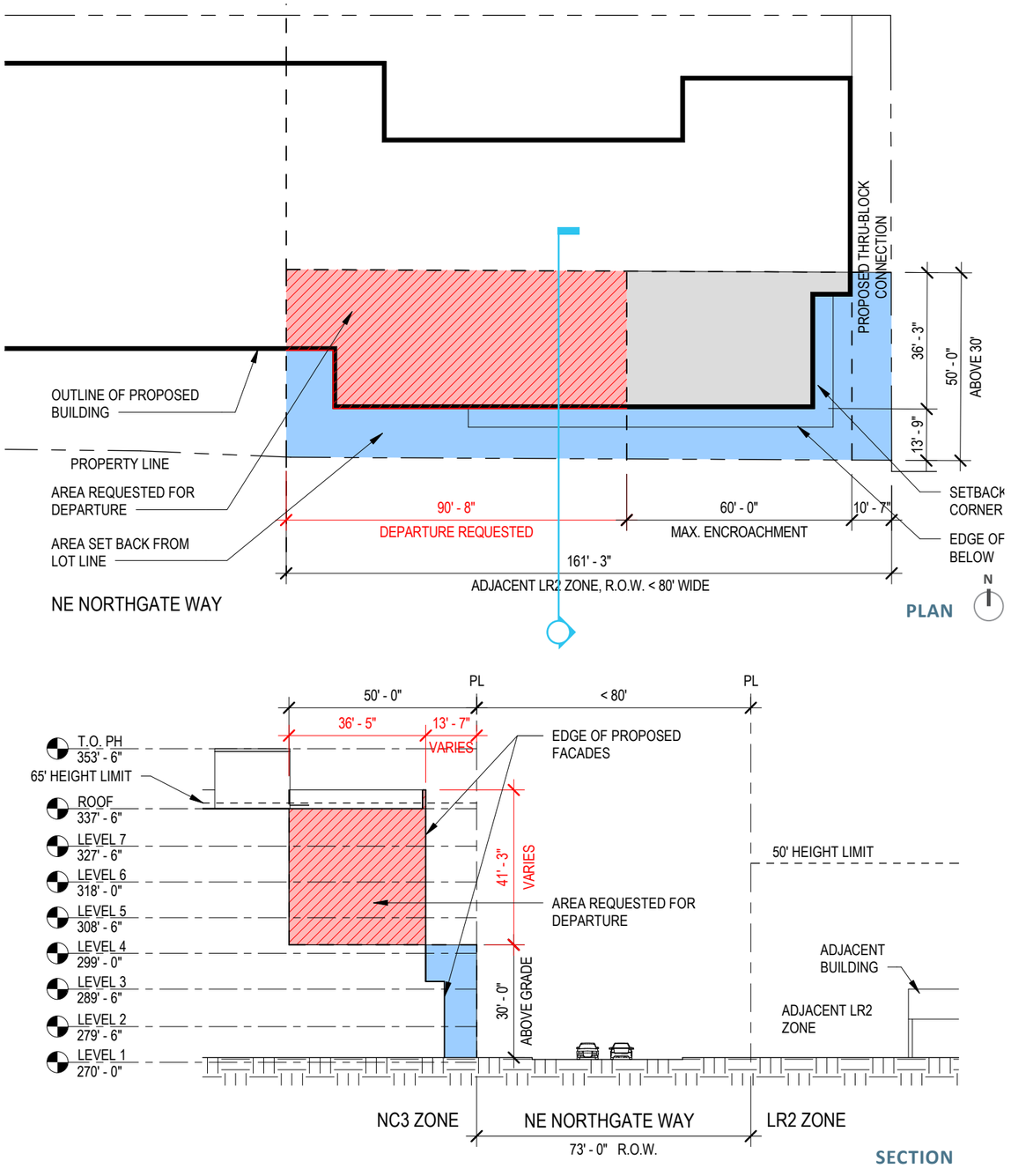
CODE CITATION:	23.71.036.Table A
CODE REQUIREMENT:	The maximum width and depth requirements of this Section 23.71.036 shall apply only to portions of a structure within 50 feet of a lot line abutting, or directly across a street right-of-way that is less than 80 feet in width, from a less intensive residential zone as provided in Table A for 23.71.036. NC3 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:
CORRESPONDING DESIGN GUIDELINE:	CS2. Urban Pattern and Form III. Height, Bulk, and Scale Compatibility; ii. NC2-40', NC3-40', and higher abutting Single-family, Lowrise 1 or 2: 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.
PROPOSED DESIGN DEPARTURE:	A portion of the building is proposed to encroach within the 50 foot upper level setback opposite an LR2 zone across NE Northgate Way.
RATIONALE:	The site's location along NE Northgate Way is a frequently trafficked arterial that transitions from an 80' right-of-way on the west corner, to a 73' right-of-way on the east end. While this triggers a transition zone setback as established, it's believed that 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. What portion of the building that projects into the setback is there to provide more affordable housing units to the neighborhood, and removing them by the way of an extensive setback would be a greater loss to the welfare of the project and neighborhood as a whole.





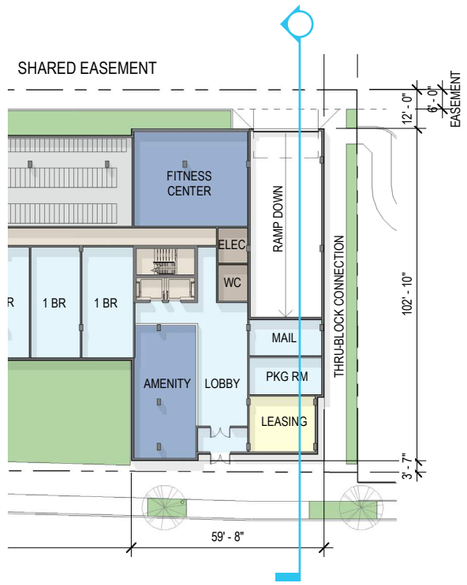
9.0 DEPARTURE 2 | OPTION 2

CODE CITATION:	23.71.036.Table A
CODE REQUIREMENT:	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 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:
CORRESPONDING DESIGN GUIDELINE:	CS2. Urban Pattern and Form III. Height, Bulk, and Scale Compatibility; ii. NC2-40', NC3-40', and higher abutting Single-family, Lowrise 1 or 2: 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.
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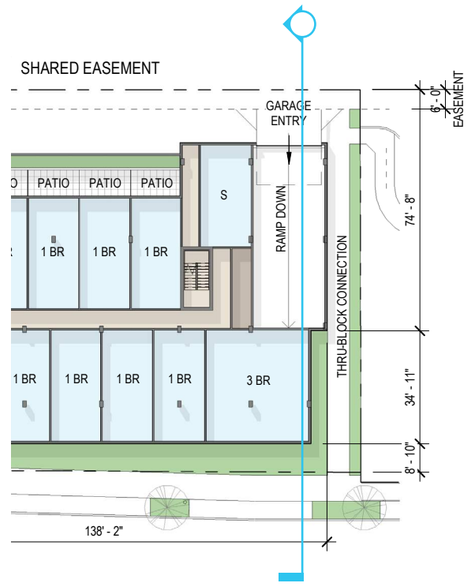


10.0 ADJUSTMENT 1

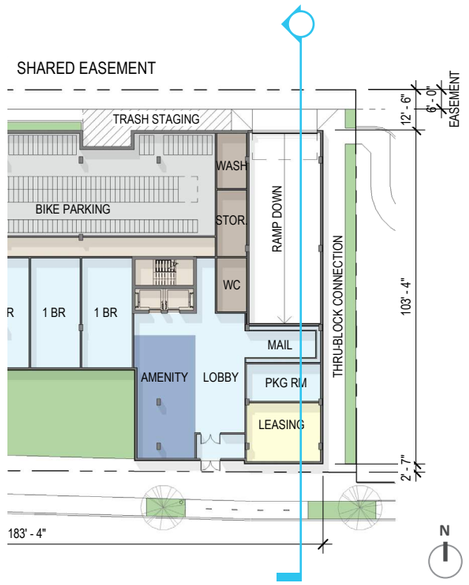
CODE CITATION:	23.54.030.D.3
CODE REQUIREMENT:	Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the 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: a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and c. The driveway is still usable as access to the lot.
CORRESPONDING DESIGN GUIDELINE:	DC1. Project Uses and Activities B. Vehicular Access and Circulation 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: a. 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; b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or c. 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.
PROPOSED ADJUSTMENT:	A parking ramp to below-grade parking exceeds a 15% slope with a maximum percentage of 23%.
RATIONALE:	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.



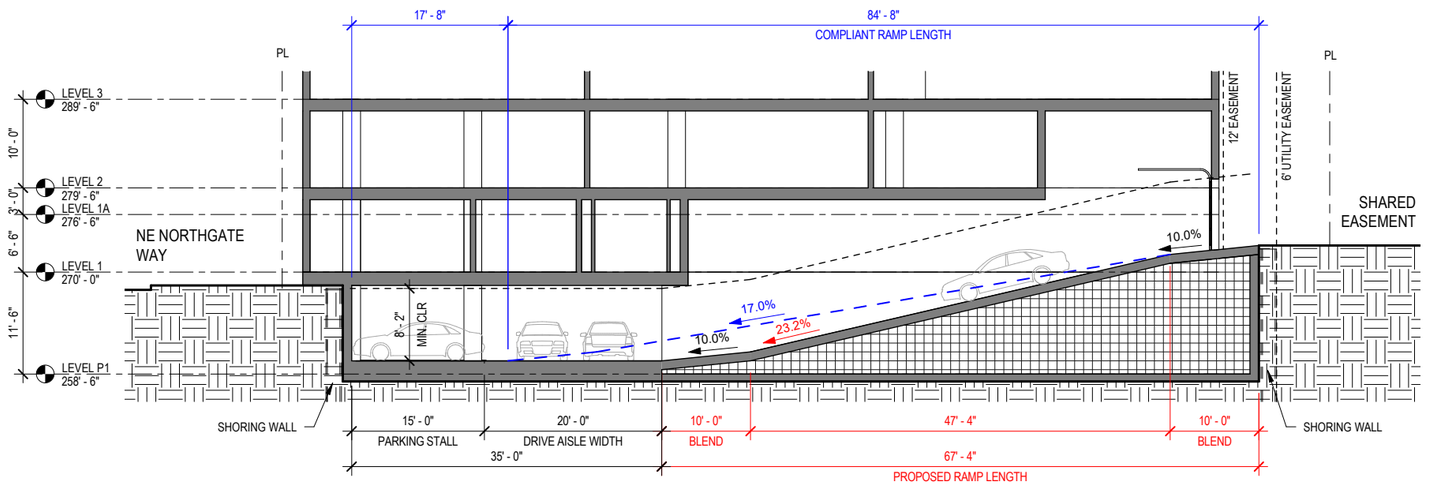
FLOOR PLAN - OPTION 1



FLOOR PLAN - OPTION 2



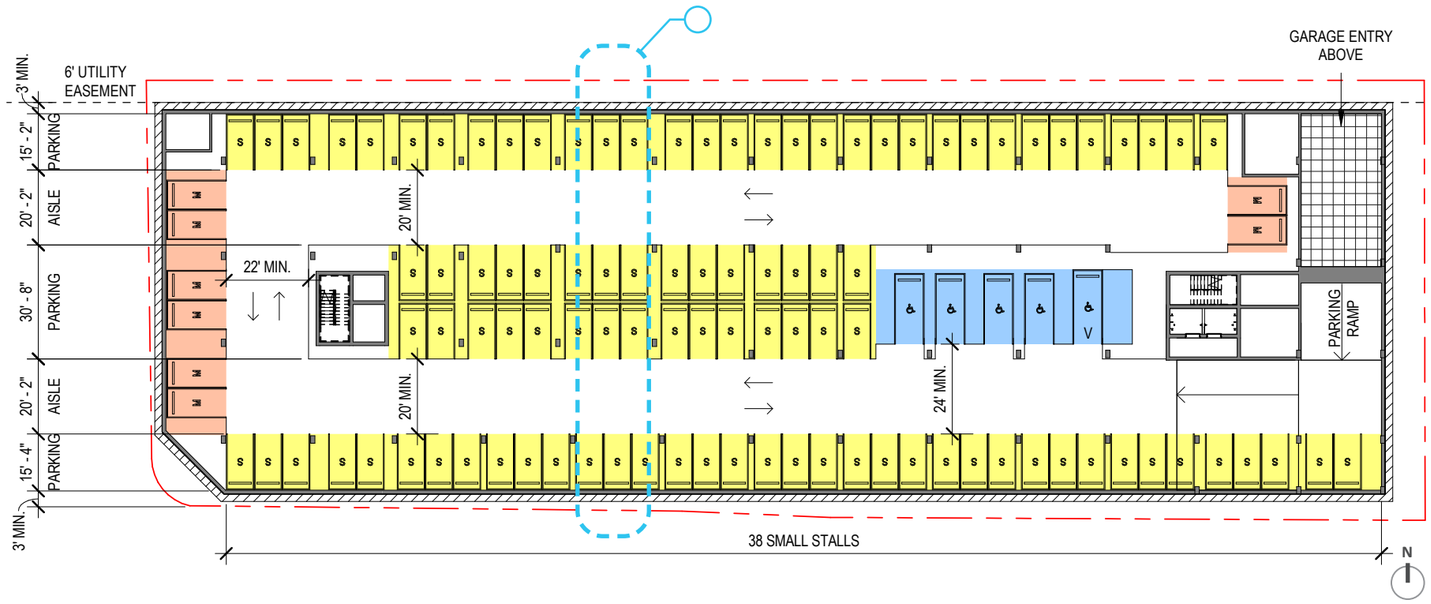
FLOOR PLAN - PREFERRED OPTION 3



BUILDING SECTION AT PARKING RAMP

10.0 ADJUSTMENT 2

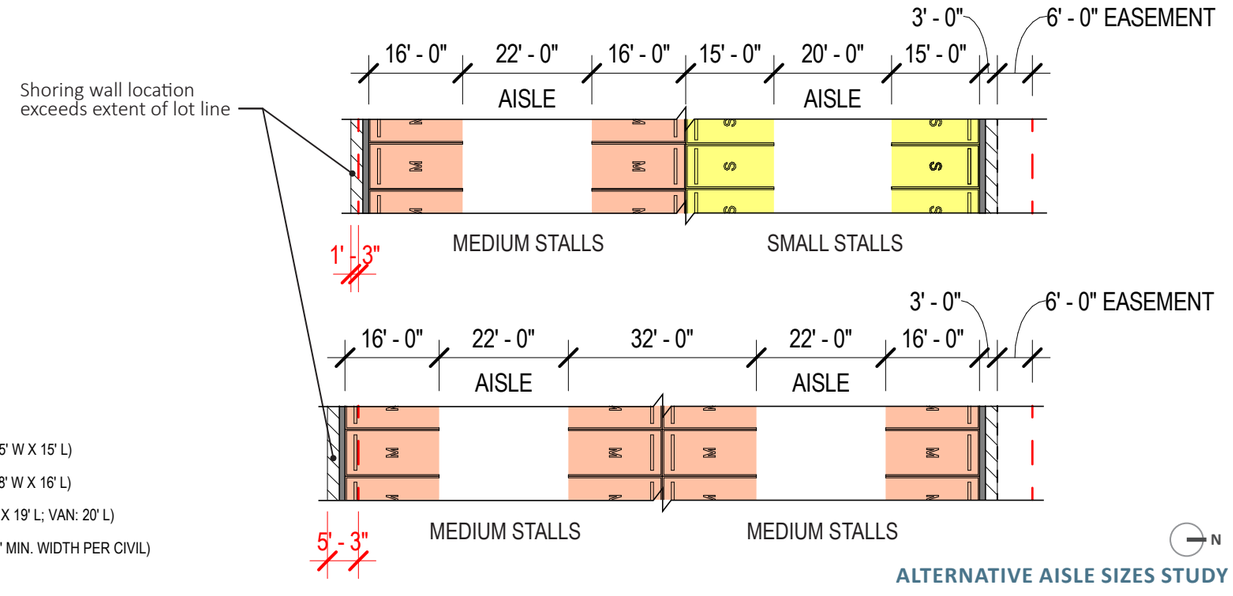
CODE CITATION:	23.54.030.B.1.b.
CODE REQUIREMENT:	When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be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



FLOOR PLAN - PREFERRED OPTION 3

PARKING STALL CALCULATIONS:

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



LEGEND

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

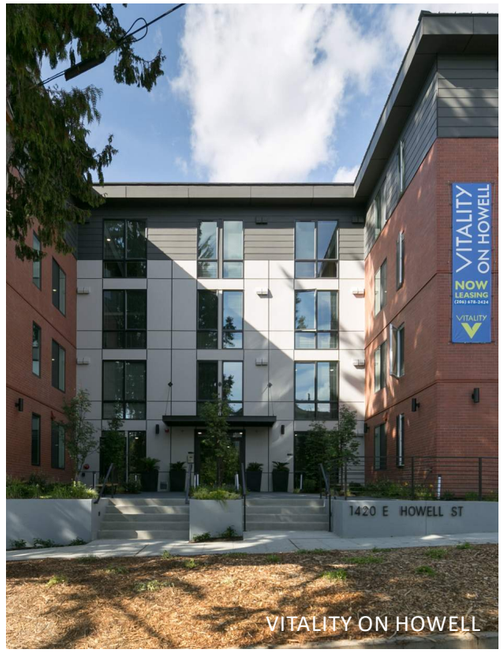
ALTERNATIVE AISLE SIZES STUDY

APPENDIX

10.0 APPENDIX | ARCHITECT & CLIENT / PROJECTS PORTFOLIO


LILLEHAMMER APARTMENTS

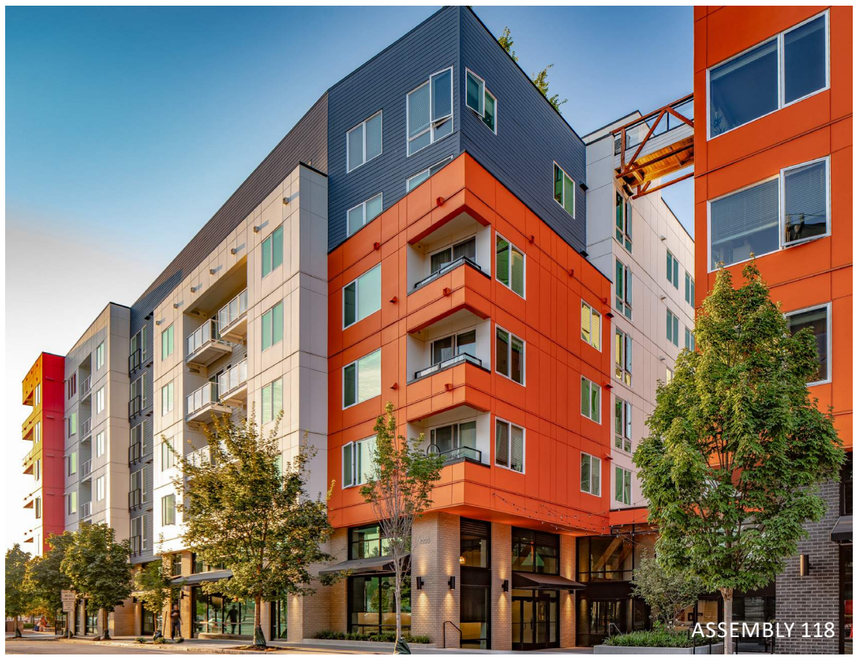

THE CENTRAL APARTMENTS

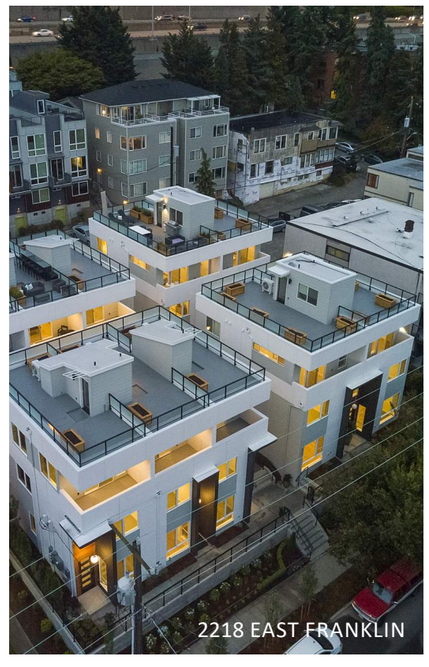


VITALITY ON HOWELL



BELLWETHER APARTMENTS


ASSEMBLY 118


2218 EAST FRANKLIN