

**Northgate Urban Design Framework Principles:**

1. Create an overall plan
  2. Enhance the pedestrian environment and network of connections
  3. Create a coordinated street and transportation network
  4. Integrate publicly accessible open space into private development
  5. Include art in the public realm
  6. Increase density in the Northgate Urban Center
  7. Provide transitions between zones of differing densities and heights
  8. Site and design buildings to reinforce the pedestrian realm
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9. *Strive for "net zero" environmental footprint*
  10. *Actively provide for affordable housing*

**Northgate Urban Design Framework Guidance:**

1. Seattle Comprehensive Plan (Current)
  2. NACP (1993)
  3. NACP Review and Evaluation (2000)
  4. Northgate Urban Center & Overlay District Design Guidelines (2003)
  5. Northgate Open Space and Pedestrian Connections Plan (2004)
  6. Northgate Public Art Plan (2005)
  7. Northgate Urban Design Workshop (2006)
  8. Northgate Overlay District Development Standards - SMC Section 23.71 (current)
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9. *Seattle Environmental Action Agenda (current)*

*Note: throughout, italic type connotes strategies that are city-wide as opposed to pertaining specifically to Northgate.*

**1. Create an overall plan**

**Northgate Open Space and Pedestrian Connections Plan (2004)**

- The City should create a Northgate Urban Center Core Urban Design Plan to guide public and private investments as this area develops into a more dense mixed use Urban Center. This should be closely coordinated with the Coordinated Transportation Investment Plan (CTIP) so that specific transportation improvements incorporate and reflect the urban design goals and concepts.

**2. Enhance the pedestrian environment and network of connections**

**Seattle Comprehensive Plan (Current)**

- *UV50: Establish, through the combined system of urban trails, green streets and designated boulevards, a network among the city's varied open space features and urban villages and urban centers as well as connections with recreational and natural areas within the Puget Sound.*
- NGP3: Promote pedestrian circulation with an improved street level environment by striving to create pedestrian connections that are safe, interesting and pleasant.

- NGP13: Seek to reduce the impact of increases in traffic volume by limiting conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.

#### **NACP (1993)**

- Increase pedestrian circulation with an improved street level environment by creating pedestrian connections that are safe, interesting and pleasant. 8.1: A comprehensive pedestrian circulation system shall be developed
- Substantial development shall be responsible for the portion of the pedestrian circulation system that is adjacent to or within the site. The design and construction of the network shall be consistent with this Plan. However, the exact location of interior block pedestrian connections shall be at the discretion of the property owners. The system shall: connect to any plazas, adjacent parks and indoor open spaces, connect buildings on the site with the walkway and adjacent street sidewalks.
- Interior block pedestrian connections shall be created to facilitate continuous pedestrian circulation between the buildings of a substantial development and the adjacent public sidewalks: in and between superblocks in new developments; where there are numerous small lots – coordinate developments to locate pedestrian connections along shared property lines. See guidelines for locating.
- Implementation Guideline 8.3: reduce pedestrian/vehicular conflicts. In review of proposed substantial development, mitigation which may be required to mitigate a development's contribution to off-site impacts, beyond the block upon which the proposed development is to occur, is limited to guidelines 10.3, 10.4, 11.1 and 11.2...and limited to improvements that enhance or facilitate pedestrian, transit and bicycle use.
- Curb cuts across sidewalks in the Northgate core shall be minimized to a single entry and a single exit driveway street unless more than 300' apart
- Safe pedestrian crossings are a priority at 5<sup>th</sup> and 7<sup>th</sup> & Northgate Way

#### **NACP Review and Evaluation (2000)**

- Work with citizens and City departments to identify and prioritize opportunities for potential publicly- or privately-funded pedestrian improvement projects.

#### **Northgate Urban Center & Overlay District Design Guidelines (2003)**

- For corridors between commercial spaces, open-air passages are generally more visible and more inviting than interior hallways. This can be an attractive, successful location of store entries, store windows and restaurant/café seating.
- Where superblock developments are not along designated Major Pedestrian Streets, they should achieve a pedestrian-friendly environment within the internal layout of the superblock site, where commercial buildings may be separated from the public right-of-way by parking. Every attempt should be made to link large sites to the greater community by creating lively, interesting pedestrian connections within the site, and also between the site and its surroundings. Key internal at-grade passageways accommodating pedestrian and vehicular circulation on large sites should not be ignored as locations for pleasant pedestrian places.
- Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the "outdoors" into the building by opening interior spaces to sunlight and views of sidewalk activity.
- Further articulate the street level façade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.
- Improve pedestrian movement throughout the Northgate area by creating quality spaces and pathways through and within development sites connecting to the street system and where appropriate, public open spaces and parks. Many streets in the Northgate area are composed of "superblocks" at a scale

oriented to the movement of vehicles, rather than pedestrians. The creation or simulation of an urban street grid through sites is an important design consideration, and creating interior block pedestrian connections through sites and to the surrounding street system (particularly east-west) is a critical element of an improved pedestrian environment.

- Large developments sites are encouraged to incorporate pedestrian walkways and open space to create breaks in the street wall and encourage movement through the site and to the surrounding area.

#### **Northgate Open Space and Pedestrian Connections Plan (2004)**

- Key concepts: expand the system of pedestrian paths to, from and through the Northgate Mall and other superblock locations, making them easy to navigate. Look for catalyst projects on key pedestrian corridors to set the example for future pedestrian-oriented development and pedestrian improvements
- Create a fine-grained pedestrian network throughout residential areas including some privately developed paths. Provide alternative pathways to busy streets at logical places where pedestrians might seek connections between businesses and residences
- Develop clear, strong pedestrian connections between major destinations and open spaces through the Northgate area
- Integrate the Mall by creating a clearly defined network of pedestrian pathways to invite pedestrians to enter and move through the site
- The City should facilitate cooperative efforts between Simon Properties and adjacent property owners and developers to develop design concepts that create more accessible pedestrian connections between their respective developments
- Provide a clear framework for public and private investments that creates or improves pedestrian connections between major destinations and open spaces and throughout the larger Northgate community
- The CTIP analysis should consider alleys, parking lots, spaces between buildings and the riparian corridor along I-5 as opportunities for pedestrian pathways
- Create a more clearly defined Northgate identity through unifying streetscape features (pedestrian lighting, banners, etc.)
- Improve Northgate Way to make it more attractive and safe pedestrian corridor – under I-5, along the Northgate Mall, and east of 5<sup>th</sup> to Roosevelt Way. Include improvements such as lighting, planting strip-s, medians where appropriate and consistent with retail and business activity along the entire corridor.
- NE Northgate Way can and should be made more accessible and safer for pedestrians at 3<sup>rd</sup>, 5<sup>th</sup>, and 8<sup>th</sup> Aves NE
- The City and in particular SDOT must make pedestrians as high a priority as vehicles in framing and carrying out the CTIP
- NE Northgate Way can and should be made more accessible and safer for pedestrians at 3<sup>rd</sup>, 5<sup>th</sup>, and 8<sup>th</sup> Aves NE

#### **Northgate Overlay District Development Standards (SMC Section 23.71)**

- 23.71.002A Create an environment amenable to pedestrians and supportive of commercial development.

### **3. Create a coordinated street and transportation network**

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#### **NACP (1993)**

- Bikes: Implementation Guideline 6.3B: Safe, convenient bicycle parking shall be created to encourage people to travel to and within the Northgate area by bicycle. All commuter bicycle parking should be protected from the weather and include bicycle lockers.
- Green Street: Implementation Guidelines 8.4: Develop Green Streets on 3<sup>rd</sup> Ave NE between NE Northgate Way and its dead end at 115<sup>th</sup> Ave NE
- Class III Boulevard: Wallingford/College Way/Meridian Ave N (once approved by City Council)

- Special Landscaped Arterial: Roosevelt Way NE and 15<sup>th</sup> Ave NE (see details)

#### **NACP Review and Evaluation (2000)**

- Green Streets: Re-examine the locations of Major Pedestrian Street and Special Landscaped Arterial designations, to decide if certain street segments should be added to the current designations

#### **Northgate Urban Center & Overlay District Design Guidelines (2003)**

- Major Pedestrian Street : The Major Pedestrian Street designation calls for 12-foot sidewalks, however, 16-foot sidewalks are preferred in commercial areas, where appropriate. To recover the loss of development potential at the ground floor from setting the building back, the Design Review Board may entertain a request for a departure to exceed the 64% upper level lot coverage requirement for mixed-use projects in Neighborhood Commercial zones

#### **Northgate Open Space and Pedestrian Connections Plan (2004)**

- Bikes: Develop a clear system of bike routes and pathways through the area

#### **Northgate Urban Design Workshop (2006)**

- Green Streets: Non-arterial streets outside of Downtown Seattle. Neighborhood Green Streets emphasize pedestrian amenities, landscaping, historic character elements, traffic calming, and other unique features. Neighborhood Green Streets were designated in Seattle's neighborhood plans and reflect a local community's desire to target specific streetscapes for a pedestrian or open space enhancement. They enhance the pedestrian environment, create open space opportunities in residential neighborhoods and retain unique street features
- Special Landscaped Arterials: A generously landscaped arterial with a variety of pedestrian amenities. Design elements include street trees, a 6' planting strip and 6' sidewalk if the lot is zoned SF, LDT, L1, or L2; a 6' planting strip and 6' sidewalk, or at owner's option a 12' sidewalk without a planting strip if the lot is zoned NC, RC, LR or MR; requires pedestrian improvements, such as special pavers, lighting, benches and planting boxes
- Major Pedestrian Streets: Requires a majority of the façade at street level to include pedestrian friendly uses like: personal and household retail sales and service use; eating and drinking establishments; customer service offices; entertainment uses; lodging uses; public libraries; parks. Uses shall come out to the sidewalk; Limits and screen parking. Parking Access and curb cuts are limited, parking access should be from alley. Where there is no alley, avoid accessing parking from Major Pedestrian Streets. Minimum 12' sidewalk width. Street façade shall be 60% windows. Limits blank facades. Requires overhead weather protection.

#### **Northgate Overlay District Development Standards (SMC Section 23.71)**

- Green Streets: 23.71.010: Green Streets (location)
- Special Landscaped Arterials: 23.71.012: Special Landscaped Arterials (location, standards)
- Major Pedestrian Streets: 23.71.008: Development along pedestrian streets (location, standards for street uses, parking, sidewalks, facades, weather protection).
- Promote transit: 23.71.002 C: Support the use of Northgate as a regional high-capacity transportation center
- Reduce SOV traffic: 23.71.018 Traffic Management program requirements

## 4. Integrate publicly accessible open space into private development

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### NACP (1993)

- Implementation Guideline 12.2: Open Space Requirements. Substantial commercial development shall have open space requirements including % of total lot, opportunities for reduction for types of open space and voluntary payments in-lieu.

### Northgate Urban Center & Overlay District Design Guidelines (2003)

- Urban Plazas and Town Squares should be enclosed by active buildings around the perimeter to encourage its use and maintain its safety. Plazas and squares should be surrounded by pockets of activity: shops, stands, benches, displays, gardens. These various pockets of activity should all be next to paths and entrances to facilitate constant movement. The ultimate goal should be to gather enough people in and around these spaces so that they will overlap and spill in toward the center of the square

### Northgate Open Space and Pedestrian Connections Plan (2004)

- The City, the community and property owners should look for opportunities to create small publicly accessible open spaces in future private mixed-use and residential developments, particularly in the Urban Center core

### Northgate Overlay District Development Standards (SMC Section 23.71)

- 23.71.014: Open space requirements (quantity, standards, types)

## 5. Include art in the public realm

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### Northgate Public Art Plan (2005):

- New public art in Northgate should celebrate the area's emerging urban identity. Celebrate here means enhance, support, critique or otherwise reference the new identity or the predecessors to the new identity (pre-habitation, pre-European contact, pioneer, logging/agricultural, suburban). New public art in Northgate should be or show something remarkable, unexpected and poetic. "Remarkable" means that the art or the effect of the art is carried in the audience's memory. "Unexpected" means that the art will subvert or stand out from its local context to provide unusual experience. "Poetic" means the ability of art, including visual and other forms, to weave and reweave life's information, rhythms and textures into audience experiences loaded with emotion and meaning
- Diversity of Location: Planning of new artworks in the Northgate area should include a review of the distribution of the area-wide collection at time of planning. Whenever possible, new public artworks should be located in underserved areas. Locations of new artwork should be as geographically diverse within the Northgate area as possible to achieve this goal
- Facilitate Public art in community and private development projects

## 6. Increase density in the Urban Center Core

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### Seattle Comprehensive Plan (Current)

- *UVG4: Promote densities, mixes of uses and transportation improvements that support walking and use of public transportation, especially within urban centers and urban villages.*

- *UVG5: Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use and cohesive community development.*

#### **Northgate Urban Design Workshop (2006)**

- Increase height and density along the Northgate Way corridor.

### **7. Provide transitions between zones of differing densities and heights**

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#### **NACP (1993)**

- Policy 5: To reduce conflicts between activities and to promote a compatible relationship between different scales of development, a transition shall be provided between zones where significantly different intensities of development are allowed: Establish special provisions for setbacks, maximum width and depth within and along edges where L4, MR, or HR abuts SF, LDT, L1 or L2 and where NC2 or NC3 abuts single family LDT, L1 or L2.

#### **NACP Review and Evaluation (2000)**

- Continue to regulate transitions between areas of greater and lesser height/land use intensity

#### **Northgate Urban Center & Overlay District Design Guidelines (2003)**

There are several important zone edges within the NOD that warrant special consideration in creating sensitive transitions in height, bulk and scale. Consistent with the 1993 NACP, the following are methods to establish compatible relationships between different scales of development. These methods are intended to augment building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a less intensive zone; and techniques specified in Citywide Design Guidelines A-5 and B-1:

- L4, MR abutting SF, LDT, L1 or L2: Multifamily developments should maintain the established front setback pattern of the subject block. Pay particular attention to structure depth on the abutting lot lines. Orient the massing of the structure away from less intensive zones to the greatest extent possible
- NC zones abutting SF, LDT, L1 or L2: Set back the ground level commercial space to match the established front setback pattern on the subject block. 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. Soften the commercial façade on the abutting lot line with elements such as dense landscaping
- Along a zone edge without an alley, consider additional setbacks, softening elements and architectural compatibility to help reduce the potential 'looming effect' of a much larger structure in proximity to smaller existing buildings

#### **Northgate Urban Design Workshop (2006)**

- Provide sensitive transitions to lower density residential zones

#### **Northgate Overlay District Development Standards (SMC Section 23.71)**

- 23.71.002 B: Protect the residential character of residential neighborhoods
- 23.71.030 Development standards for transition areas within the Northgate Overlay District

## 8. Site and design buildings to reinforce the pedestrian realm

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### Northgate Urban Center & Overlay District Design Guidelines (2003)

- A large site should pay particular attention to massing and scale both in terms of its relationship to the surrounding area and within the site itself. Do not create a large monolithic structure. Ideally, large development on a large, super block-scale site should be arranged into multiple buildings that lend a human scale. If this is not feasible, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes. Within each volume the windows, doors and architectural elements should help define the scale of the structure
- The ground floors of buildings should appear inviting to the public by containing commercial uses and public open spaces with direct entry from the sidewalk. Vary in size, width and depth to accommodate a variety of appropriate uses and activities for the site and vicinity. This includes providing multiple entries at the street.
- Interior landscaping, in addition to perimeter landscaping, should be installed to help soften the visual impact of surface parking and enhance natural site drainage.
- Surface parking on superblock developments: Surface parking should be seen as an open space resource. Parking should be laid out as an urban block that promotes walking within. A network of clearly defined pedestrian walkways should serve as a “grid”, connecting these walkways to the uses within the site and to the larger street network in a safe and comfortable manner
- Parking structures: site parking structures away from Major Pedestrian streets. Consider placing retail at the street level of a parking structure along the primary façade. The façade should be designed to visually screen cars. Pedestrian entries should be clearly visible and architecturally expressed. Off-street bicycle rack parking and storage areas are strongly encouraged on the inside of the structure
- The ground level of the building must offer pedestrian interest along sidewalks. This includes windows, entrances and architectural details. Signs, overhead weather protection and ornamentation are encouraged
- Exterior building materials should have a human scale; this helps people relate to the size of the building. Good examples include stone and brick. Non-modular exterior materials, such as stucco and those in large modules, such as concrete panels, will need finer details to reduce the perceived bulk and create human scale
- New buildings should reinforce street corners and enhance the street level environment at these key pedestrian areas. Street corners are common areas for informal interactions, and the building’s relationship to the street and related elements should promote comfort and interest within the public realm. Provide a building entry and additional building mass at the corner; and provide space for movement and activity. The following streetscape elements are encouraged to help meet this objective: special paving or surface treatments, art, water features, landscaping, seating and kiosks. Avoid placing signal control boxes on corners and in the middle of the sidewalk
- New developments on corner lots can aid significantly in marking entry and defining an intersection by “announcing the block” through building forms and features that are visually stimulating and inviting. A gateway can have many forms: a literal gateway expressed through a building form or by the placement of features such as those outlined above. The following locations should meet these objectives: The areas surrounding: NE Northgate Way and 1<sup>st</sup> Ave, the intersections of the Major Pedestrian Streets of NE Northgate Way and 5<sup>th</sup> Ave NE, NE Northgate Way and Roosevelt Way NE.

### Northgate Overlay District Development Standards (SMC Section 23.71)

- 23.71.016 Parking and access (parking requirements, waivers, shared parking, bike parking, payment in-lieu of on-site parking, location/access to parking)

## **9. Strive for “net zero” environmental footprint**

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### **Seattle Climate Action Plan (2006)**

- *Action #2: Significantly expand bicycle and pedestrian infrastructure.*
- *Action #5: Expand Efforts to Create Compact, Green Urban Neighborhoods*

### **Seattle Urban Forestry Management Plan (2007)**

- *A3: Maximize tree canopy cover and optimize age and species diversity. Continue planting the right tree in the right place to ensure healthy, stable sustainable trees. Define appropriate age/size/species distribution and life-expectancy goals for different areas and land uses. Determine the most strategic locations for new or replacement tree plantings and give them highest priority for planting in the short-term. Place high priority on replacement of missing trees on public property. When possible, transplant trees that would otherwise be removed as the result of construction work. Plant large trees where they have room to mature and plan shorter rotations of small and medium-sized trees in areas with limited growing area. Develop tree selection lists for the same. Fund and coordinate City programs to provide trees to the public and support stewardship. Include other agencies such as Seattle Public Schools, WSDOT etc. when considering new tree planting opportunities.*
- *Increase tree cover in Mixed use/commercial areas of the City from 8 - 15%.*
- *Increase tree cover in Street right of ways city-wide from 16 – 24%*

### **Seattle Resolution 50/The 2030 Challenge (2007)**

- *Reduce the use of fossil fuel energy use in building operations with the goal of having all buildings achieve carbon neutrality by the year 2030.*

### **Seattle Green Area Factor (2007)**

- *The program requires new development in neighborhood business districts to meet a landscaping target of 30% green coverage of development area, through use of a menu of landscaping strategies including green roofs and vertical plantings.*

## **10. Actively provide for affordable housing**

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### **Seattle Comprehensive Plan (Current)**

- *H3: Take a leadership role in regional efforts to increase affordable housing preservation and production in order to ensure a balanced regional commitment to affordable housing, while also maintaining the City's commitment to affordable housing.*
- *H8: Consider providing incentives that encourage housing that helps fulfill City policy objectives.*
- *H9: Promote housing preservation, development and affordability in coordination with transit plans and in proximity to light rail stations and other transit hubs. Coordinate housing, land use, human services, urban design, infrastructure and environmental strategies to support pedestrian-friendly communities at light rail stations areas and other transit hubs.*
- *H29: Encourage the replacement of occupied housing that is demolished or converted to non-residential use.*
- *H31: Promote the continued production and preservation of low-income housing through incentive zoning mechanisms, which include density and height bonuses and the transfer of development rights. Consider expanding the use of incentive zoning for affordable housing in neighborhoods outside downtown, particularly in urban centers.*