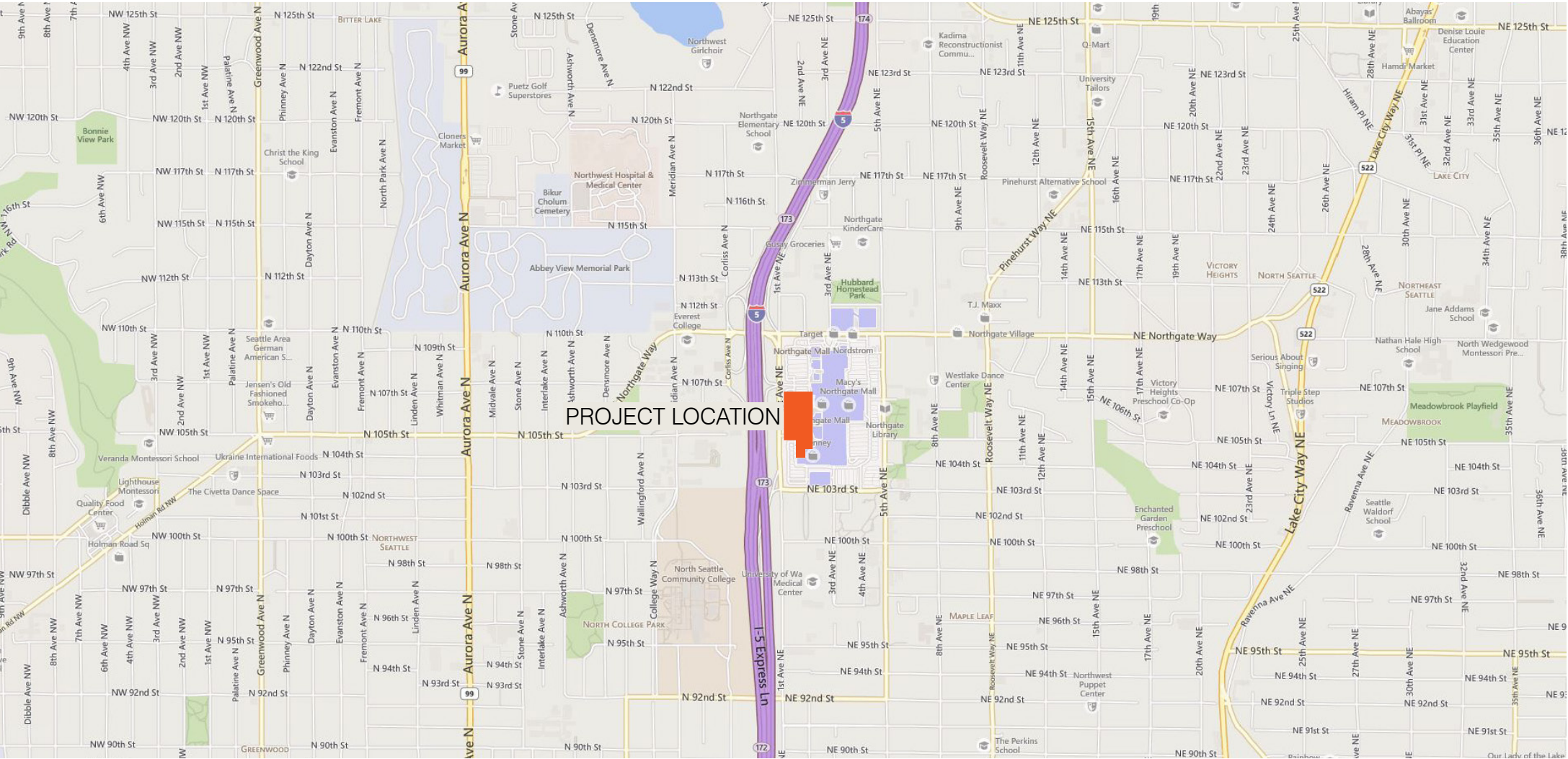


# 301 NE NORTHGATE WAY

CITY OF SEATTLE DESIGN REVIEW  
EARLY DESIGN GUIDANCE  
DPD PROJECT # 3018742  
MARCH 9, 2015



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SITE & DEVELOPMENT INFORMATION



PROJECT OVERVIEW:

This project was initiated due to the Sound Transit Northgate Link Extension and Lynnwood Link projects through condemnation of existing Northgate Mall surface parking that will be used by Sound Transit for either construction staging or the actual development of facilities. (A detailed description of this condemnation process is discussed on page 3). The purpose of this project is to replace in kind surface mall parking with structured mall parking in order to mitigate the loss of parking caused by these Sound Transit projects. While this project is tied to the Sound Transit work through the condemnation and proximity, it's focus is to provide a better parking experience for the patrons of the mall who park on the west side.

DEVELOPMENT OBJECTIVES:

The preferred option outlined in this packet is a long and narrow elevated parking deck over at-grade parking whereby the structure is built into the existing 5% sloped surface parking lot. This single story garage structure achieves the following project design objectives better than the other options: 1) Provides the lowest visual impact to the site and protects the critical visual access from I-5 and the future light rail guideway to the existing mall buildings to the east; 2) provides additional parking distributed evenly between two major entrances to the mall and between the two major tenants on the west side of the mall (Nordstroms and JC Penny); 3) enhances the pedestrian circulation experience between the parking stall and mall by providing overhead weather protection for the bottom level, and reducing the existing surface parking slope of 5% to less than 1% on the top level; and, 4) improves the vehicle circulation patterns in the west side mall parking lot by providing an additional access road to the west of the garage and providing multiple entrances to the garage structure.

EXISTING SITE:

The existing site is located at the western edge of the Northgate Mall within the existing surface parking area between NE 107th Street and NE 105th Street. The proposed parking deck will be located directly adjacent to the Mall Ring Road and will provide parking for mall patrons only.

ZONING & OVERLAY DESIGNATION:

The site is zoned NC3-85 (Neighborhood Commercial). Northgate Mall, one of the oldest malls in the country, is located within the Northgate Urban Center, Northgate Overlay District and Northgate Urban Design Framework. The applicable guidelines include the Northgate Neighborhood Design Guidelines and the Seattle Design Guidelines.

NEIGHBORHOOD DEVELOPMENT & USES:

The surrounding neighborhood includes large box retail, mixed-use residential and commercial buildings, senior housing, multi-family apartment buildings, townhouses and single family residences. North Seattle College and the Northgate Branch of the Seattle Public Library are nearby as is the new Hubbard Homestead Park. Additionally, the site is bound on the west side by Interstate 5 and the proposed Sound Transit Northgate and Lynnwood Link extensions.

PROPOSED BUILDING SUMMARY:

Parcel Area (overall) :	1,561,695 SF
Limit of Work Area:	Approximately 313,000 SF
Proposed Use:	Parking
Structure Height:	Approximately 15' from Average Grade Plane (preferred)
Number of Residential Units:	No residential use
Building Area (Gross):	Approximately 236,675 SF
Non-Residential Area (Gross):	Approximately 236,675 SF
Number of Parking Stalls (garage):	Approximately 700
Number of Surface (site) stalls:	Approximately 220
Number of Bicycle Spaces:	Approximately 35



## DEVELOPMENT SUMMARY

As the owner and operator of the Northgate Mall, Simon not only provides a pleasant welcoming shopping experience for its patrons, including amenities such as free parking, they also have a contractual obligation to their retail tenants to provide a certain ratio of parking and adjacency to those tenants. With the coming of the future Sound Transit Northgate Station and the condemnation of the SW corner of Simon's property, this ratio and adjacency are severely compromised. In building this parking deck, Simon is seeking a.) to mitigate for the loss of several hundred spaces during 2017 - 2020 S.T. construction and b.) to maintain the existing parking ratios and adjacencies once S.T. construction work is completed, as well as taking the opportunity to improve site conditions for patrons with the ability to offer covered parking at the lower level and providing higher ratio of parking closer to the retail center.

The Sound Transit construction will cause major disruption to Simon's property and during construction Simon will have lost a large portion of parking adjacent to one of the major anchors, JC Penney's. Additionally, the westernmost portion of parking between NE 105th and NE 107th (4 in diagram) will be unavailable for the duration of the Northgate Parking Deck construction and S.T. construction as a lay down area.

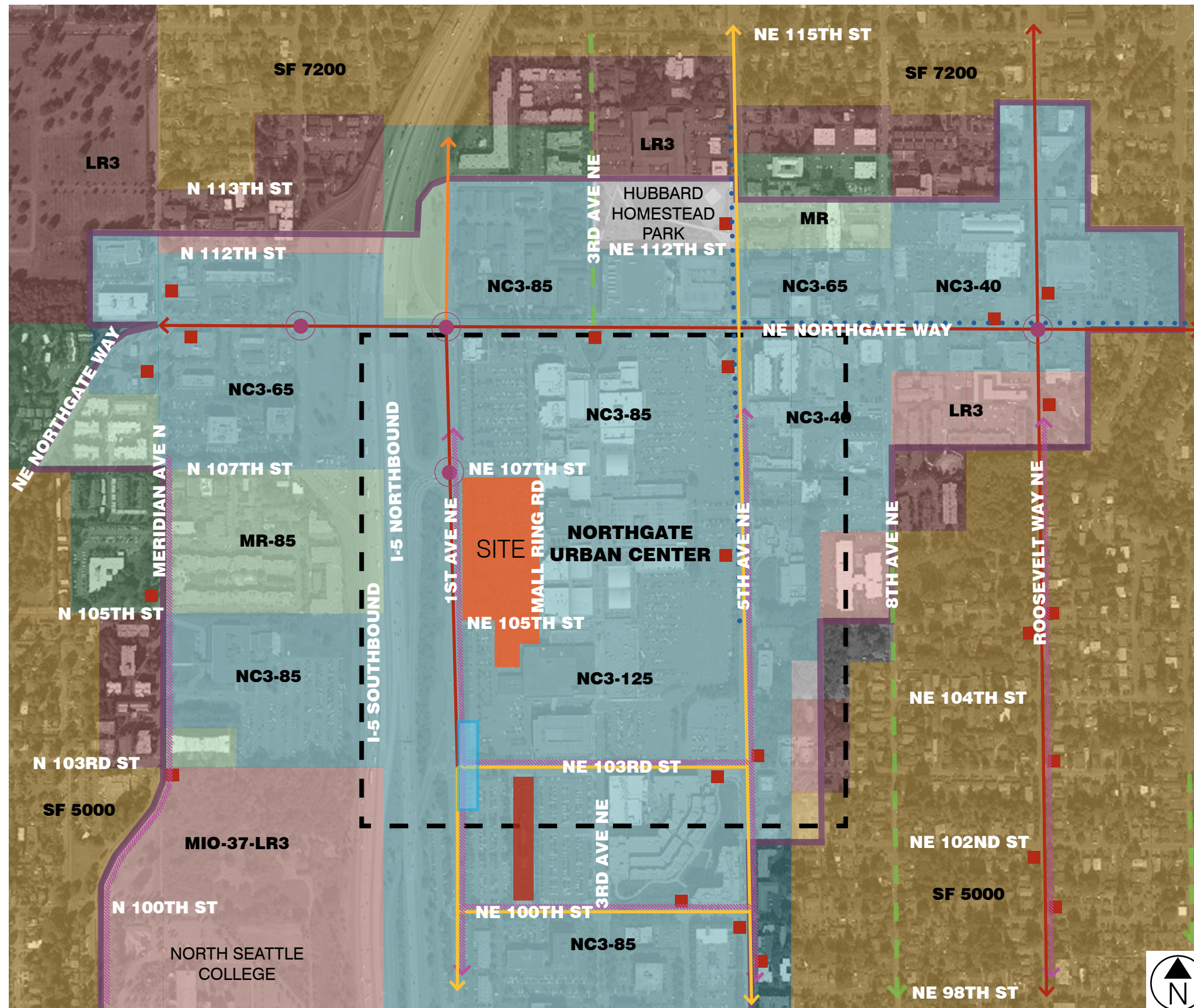
JC Penney, a Northgate anchor tenant, is most directly impacted by this rail expansion as its western and southern facades and parking are severely affected. For this reason, the proposed parking deck extends south of NE 105th to maintain ratios and adjacencies to all of the similarly affected tenants, including Nordstrom's while improving the pedestrian/shopping experience for patrons. In conclusion, the preferred proposal presents the best solution to the future changes, and allows the owner to mitigate, in areas, leases required to help insure lease integrity.



- KEY**
- SIMON PROPERTY
  - PROPERTY AFFECTED BY SOUND TRANSIT CONSTRUCTION
  - ① Sound Transit Station open 2021
  - ② Simon property under condemnation proceedings to Sound Transit for construction of underground parking garage - surface area to be leased back to Simon in 2019.
  - ③ Simon property leased to Sound Transit for station parking - future Simon parking developed by Sound Transit.(Returned 2019)
  - ④ Construction laydown area from 2016 to 2020, will capture both Simon (2016 only) and Sound Transit construction activity.
  - ⑤ Simon property leased to Sound Transit from 2015 - 2020 to accommodate park and ride and bus transit parking closed due to station construction.
  - PROPERTY OWNED BY MACY'S
  - PROPERTY OWNED BY LANDOWNERS NOTED ON DIAGRAM
  - ANTICIPATED SOUND TRANSIT GUIDEWAY AND PYLONS



## ZONING & URBAN CONTEXT



## HISTORY OF NORTHGATE

Opened in 1950, Northgate Mall was one of the first of its kind in the country. Originally oriented towards the suburban automobile culture and located north of the Seattle city limits, Northgate Mall is now central to the north end of the city of Seattle and an anchor for retail, offices, and transportation options and is a well-known part of the urban fabric. Northgate Mall is also surrounded by multi-family structures, senior housing, public parks and four Seattle neighborhoods: Maple Leaf, Pinehurst, Haller Lake and Lichten Springs. To the west of I-5 is North Seattle College which provides higher education.


















## DEVELOPMENT AGREEMENT

In 2005, Simon received approval to expand the retail space through a development agreement with the City of Seattle. In 2007, a lifestyle center expanded the retail and restaurant space to incorporate significant open space, landscaping and pedestrian oriented access from the surrounding arterials. Simon built approximately 116,750 SF of retail and/or eating establishments, and 63,520 SF of Open Space, exceeding the required amount of open space by almost four times the code minimum.

## FUTURE SOUND TRANSIT DEVELOPMENT

In 2021 Northgate Mall will also be a stop for the North Link of the Sound Transit Light Rail System. In the future, Northgate Mall will be part of the multi-modal transportation system and a destination for the modern shopper while maintaining a connection with the past.

KEY

	NODES		9 BLOCK AREA
	PRINCIPAL ARTERIAL		BUS STOP
	MINOR ARTERIAL		TRANSIT HUB
	COLLECTOR ARTERIAL		NC3
	MAJOR PEDESTRIAN STREET		MR
	FUTURE GREEN STREET		LR3
	FUTURE CITY BIKE ROUTE		SF
	NORTHGATE CORE AREA		SITE
	FUTURE NORTHGATE STATION		



ZONING CODE REQUIREMENTS:

Address	301 NE Northgate Way, Seattle, WA 98125
Parcel Number	2926049025
Zoning	NC3-85 / Northgate Urban Center / Northgate Overlay District
Parcel Area	1,561,695 SF
R.O.W. Characteristics	1st Avenue NE is a principal arterial road with a sidewalk on east side. Contains existing overhead powerlines running N/S and two transformers near the NE 107th Street northeast corner. Sidewalk has foliage to property. The NE 107th Street is a minor arterial road with no pedestrian access, and has surface parking to either side. The NE 105th Street is also a minor arterial road with a sidewalk on the south side, including a street tree buffer. Also has surface parking on either side. (Major pedestrian connection is located only along NE Northgate Way & 5th Ave NE, which are located 1,000 ft. and further from the project site.)

Commercial Zone	
Permitted Uses	SMC 23.47.006 Uses permitted outright (partial list): <ul style="list-style-type: none"><li>• Supermarkets (25,000 sf limit)</li><li>• Restaurants (25,000 sf limit)</li><li>• Offices (25,000 sf limit)</li><li>• Hotels (25,000 sf limit)</li><li>• Clothing Shops (25,000 sf limit)</li><li>• Business Support Services (25,000 sf limit)</li><li>• Residential with mixed-use character compatibility</li><li>• Parking (principal use)</li></ul>
Street-Level Uses	SMC 23.47A.005
Commercial Uses:	Permitted; Limited only by commercial uses allowed in this zone

Street-Level	
Development Standards	SMC 23.71.008 & SMC 23.47A.008
Blank facades:	May not exceed 30 ft. between 2 ft. to 8 ft. above sidewalk along major pedestrian street front (SMC 23.71.008.F.2)
Transparency:	60% required between 2 ft. to 8 ft. above sidewalk and must be minimum of 4 ft. deep (SMC 23.71.008.F.1)
Height and Depth:	Nonresidential uses shall extend an average of at least 30 ft. and a minimum of 15 ft. in depth from the street-level street-facing façade. (SMC 23.47A.008.B.3) Nonresidential uses at street-level shall have a floor-to-floor height of at least 13 ft. (SMC 23.47A.008.B.3)
Lot Line:	Street-level street-facing façades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or approved landscaped or open spaces are provided. (SMC 23.71.008.B.4)
Parking:	Surface parking shall be set back minimum of 15 ft. from major pedestrian street lot line. (SMC 23.71.008.C.5)
Structure Height	SMC 23.47A.012
Height Allowed:	85 ft. (SMC 23.32.016)
Floor Area Ratio	SMC 23.47A.013
Allowed FAR:	4.50 (4.50 x 1,561,695 SF = 7,027,627 SF) *FAR limit for residential AND/OR nonresidential use = 4.50
Setbacks	SMC 23.71.030
Front/Back/Side:	5 ft. landscape screened setback is required on sides facing a street (SMC 23.71.030.G)

Landscaping	SMC 23.47A.016
Green Factor	.30 or greater.
Area	35 sf. for every parking space exceeding count of 100 (Table C - surface parking only) Maximum 60 ft. distance between any parking space and landscaped area
(Street) Trees	1 tree per every 10 parking spaces
Screening	Minimum 3 ft. in height for facade facing street lot line (surface parking only) 3.5 ft. high screen required for each level of parking over 8 ft. above grade 5 ft. landscape screened setback is required on sides facing a street

Bicycle Parking	SMC 23.54.015 Table E
Transportation (Parking):	Long term: 1 spot per 20 parking spaces Short term: None

Parking Access	SMC 23.47A.032
Access:	Access is permitted across side street lot lines.

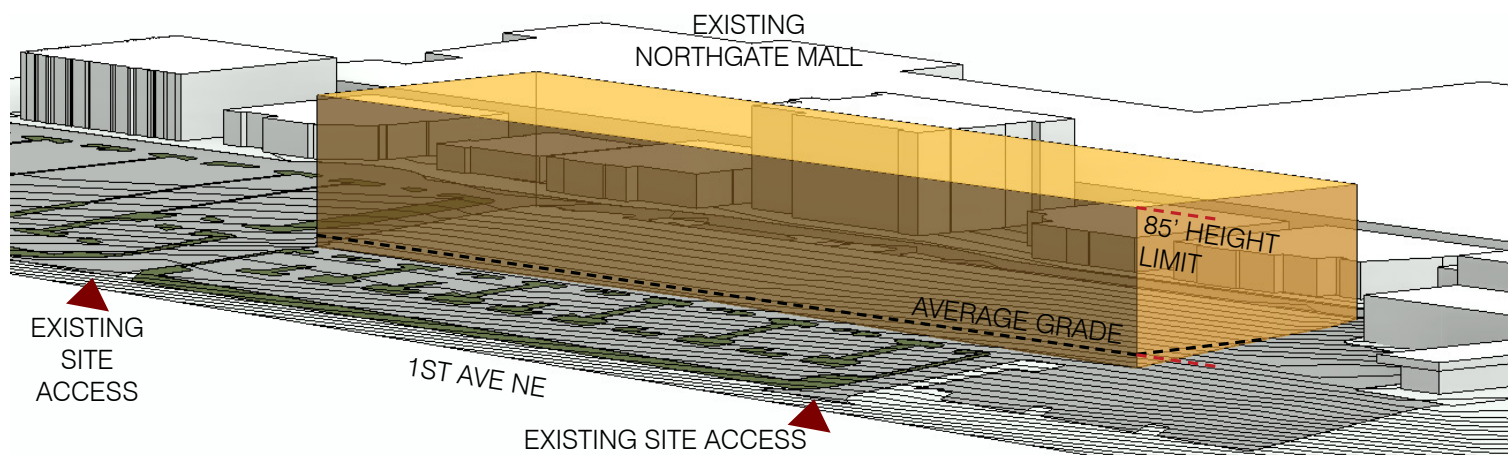
Quantity and Design Standards for Access, Parking, Solid Waste:

Required Parking	SMC 23.47A.030 / 23.54.015
Transportation (Parking)	No minimum required

Parking Standards	SMC 23.54.030
Nonresidential Spaces:	Minimum of 35% small (7.5 ft. x 15 ft.) and 35% large spaces (8.5 ft. x 19 ft.) required
Aisle Widths:	Sizes to be in accordance with Exhibit C of SMC 23.54.030
Driveway Width:	12 ft. min. to 15 ft. max. for one way traffic, 22ft min. to 25 ft max. for two way traffic
Driveway Slope:	15% maximum
Height Clearance:	Minimum 6'-9"
Curb Cuts:	1 curb cut per 80 ft. of street frontage on non-principal arterial street (Table C)

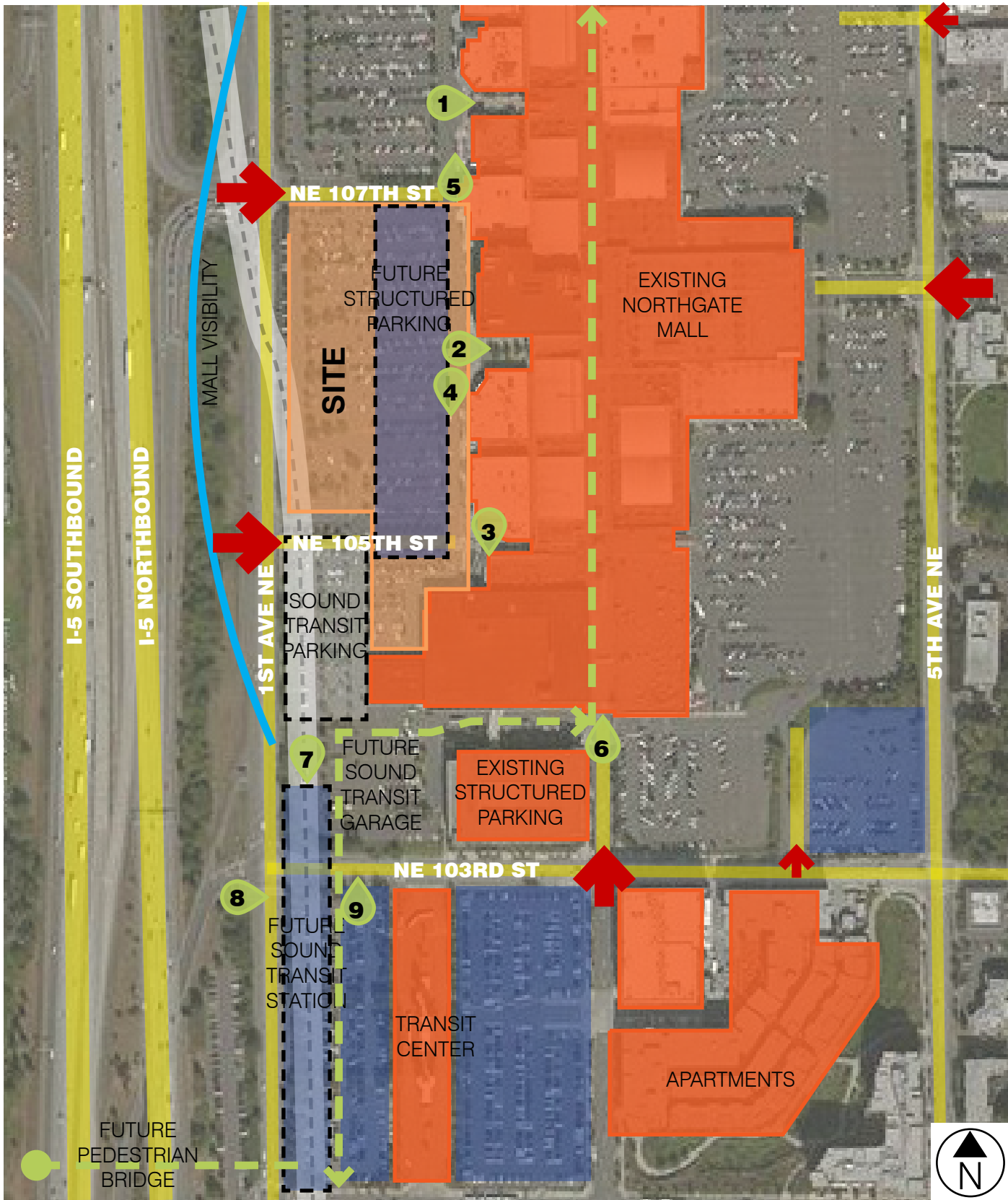
Loading Berths	SMC 23.54.035
Director to determine any loading requirement not listed in Table A of SMC 23.54.035.	

Solid Waste & Recycling Storage	SMC 23.54.040
Min. Area Nonresidential:	500 SF (200,001 plus)
Standards:	12' minimum horizontal dimension. If 20' minimum horizontal dimension then reduce required size by 15% (SMC 23.54.040.C) 10' wide and 21' overhead clearance required (if accessed directly by collection vehicle).





SITE ANALYSIS



SITE CONTEXT

OPPORTUNITIES:

- Take advantage of sloping topography at existing west surface parking area to incorporate one level structured parking seamlessly with minimal visible interruption to mall and external vehicular traffic, reducing bulk and scale.
- Improve the patron's pedestrian experience by eliminating much of the 5% site grade along the western parking lot making the parking more ADA and pedestrian friendly.
- Create a safer and more pleasant shopping experience by providing covered parking for vehicles and bicycles at lower level.
- Increase and enhance vehicle circulation patterns.
- Relocate parking closer to existing main entry points to the mall and the major retailers, especially JC Penney.
- Provide additional building facade to increase visibility of mall while maintaining a visual connection to the mall itself after the completion of the North Link Extension.

CONSTRAINTS:

- Maintain minimal mall parking requirements throughout next few years of light rail development and construction.
- West edge is a critical edge of the mall for visibility from Interstate 5 and future light rail. A parking structure on the site will need to respect this.
- Stormwater regulations

DESIGN CUES

With the proposed North Link Light Rail station, the new transit development will occupy much of the existing surface parking on the western edge of the Northgate Mall. As part of the mall arrangement with its tenants on the west side of the mall a modest one level parking structure is proposed to relocate parking that will be displaced by the construction of the new station. This parking deck is intended to sit within the existing sloped surface parking area with only the slight introduction of vertical egress elements punctuating the surface from the mall view.

For the mall shoppers who use the very western most area of parking during peak shopping times, the view of this one story parking structure will incorporate visual openness, pedestrian pathways, plantings and light wells located at the eastern edge to provide an inviting means of passing through the structure on the way to the mall.

For the vehicles passing by along 1st Avenue NE, views of the structures will be limited by the changes in grade from the street to the mall as well as the existing obscuring landscaping.

Lighting, both directional and natural, will be implemented to provide a clear safe pathway for pedestrians along the site and through the structure to the vertical egress elements.

Minimal screening is proposed along the western edge of the garage in order to maintain light and visibility into the lower level of the structure. Landscaping will be focused on the north, south and eastern edges.

KEY	
	FUTURE LIGHT RAIL LINE
	MAIN PEDESTRIAN PATHWAYS FROM STATION
	PROPOSED NEW DEVELOPMENT
	EXISTING DEVELOPMENT
	SITE
	VEHICLE ACCESS POINTS
	ON SITE PEDESTRIAN CONNECTIONS ENHANCING THE PEDESTRIAN EXPERIENCE ; VIEW KEY (SEE PAGE 7)



PEDESTRIAN CONNECTIONS



1 WEST MALL ENTRY



2 FOUNTAIN COURTYARD AND MALL ENTRY



3 SOUTHWEST MALL ENTRY



4 PROMENADE



5 PROMENADE



6 SOUTH ENTRY, ACROSS FROM TRANSIT CENTER



7 FUTURE NORTHGATE STATION



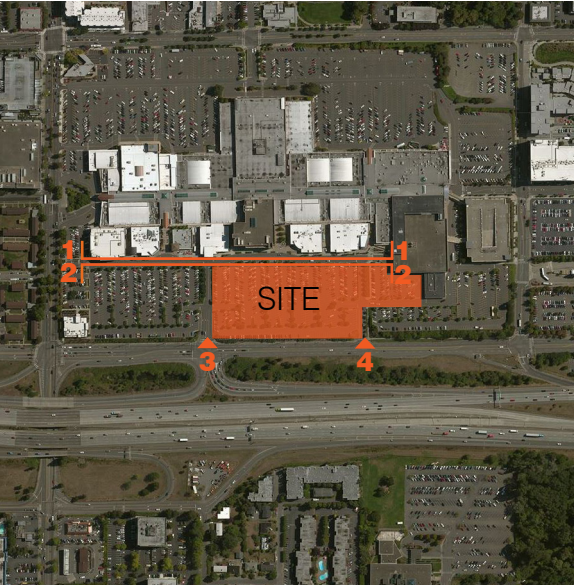
8 FUTURE NORTHGATE STATION



9 FUTURE NORTHGATE STATION



STREETSCAPES



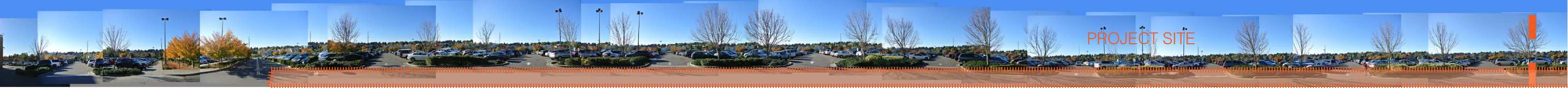
KEY PLAN



1 MALL RING ROAD LOOKING EAST

WEST MALL  
ENTRANCE  
①  
(SEE AERIAL VIEW)

NE 107TH ST



NE 105TH ST

2 MALL RING ROAD LOOKING WEST TOWARDS I-5





3 NE 107TH STREET LOOKING EAST



4 NE 105TH STREET LOOKING EAST

1



FOUNTAIN  
COURTYARD AND  
MALL ENTRY  
②

(SEE AERIAL VIEW PAGE 8)

NE 105TH ST SOUTHWEST  
MALL  
ENTRANCE  
③

2



NE 107TH ST



# SURROUNDING USES



## BUILDING INDEX

- 1. Northgate Mall
- 2. Stanford's Restaurant & Bar
- 3. Northgate Apartments
- 4. Foundation House
- 5. Hubbard Homestead Park
- 6. Target Shopping Center
- 7. Northgate Plaza
- 8. Northaven Assisted Living
- 9. 507 Northgate Apartments
- 10. BevMo! Plaza
- 11. Kindred Hospital
- 12. Seattle Public Library
- 13. Northgate Community Center
- 14. Thornton Place
- 15. Regal Cinemas
- 16. Northgate Executive Center
- 17. Northgate Transit
- 18. JC Penney Garage

## KEY

- I Institutional
- M Mixed-use
- R Residential
- C Commercial
- O Office



1 NORTHGATE MALL (WEST ENTRY)



2 STANFORD'S RESTAURANT & BAR



3 NORTHGATE APARTMENTS



4 FOUNDATION HOUSE (RETIREMENT LIVING)



5 HUBBARD HOMESTEAD PARK



6 TARGET SHOPPING CENTER



## SURROUNDING USES



7 NORTHGATE PLAZA (RETIREMENT LIVING)



10 BEVMO! PLAZA (SHOPPING PLAZA)



13 NORTHGATE COMMUNITY CENTER



16 NORTHGATE EXECUTIVE CENTER



8 NORTHAVEN ASSISTED LIVING



11 KINDRED HOSPITAL



14 THORNTON PLACE (APARTMENTS)



17 NORTHGATE TRANSIT CENTER



9 507 NORTHGATE APARTMENTS



12 SEATTLE PUBLIC LIBRARY (NORTHGATE)



15 REGAL CINEMAS



18 JC PENNEY GARAGE



# DESIGN PRECEDENTS AND CUES



**1 FARMERS INSURANCE OFFICE GARAGE**

- Structure built into slope
- Exposed structure



**2 BELLEVUE CITY HALL PARKING GARAGE**

- Minimal vehicular barrier with use of guard rail or cabling
- Parking structures built into slope



**3 QFC UNIVERSITY VILLAGE PARKING GARAGE**

- Sloped (canopy) roof structure over vertical core elements
- Minimal enclosure of pedestrian/ vehicle pathways to increase visibility



**4 POLYCLINIC PARKING GARAGE**

- Structured parking appears and feels like at-grade parking
- Landscaping buffer at sloping edge
- Minimal vehicular barrier with use of guard rail or cabling



**6 POLYCLINIC PARKING GARAGE**

- Pedestrian walkways and colorful wayfinding elements



**6 NORTHGATE JC PENNEY PARKING GARAGE**

- Material and color variations to match adjacent structures

## BUILDING SIGNAGE





## DESIGN GUIDELINE RESPONSES

### CS1 Natural Systems and Site Features

#### I. Retain Existing Natural Systems and Site Features as Landscaping

- As proposed, the project will preserve and expand the bioswales on the west side of the site that were part of the mall redevelopment that occurred in 2005-2007
- On the east side of the deck, landscaping will be incorporated to soften the edge of the busy ring road and provide a boundary between the vehicular traffic and pedestrians walking through the parking area
- The proposed deck is naturally ventilated and will use light wells to provide natural light to the lower level parking, supplemented by LEDs

### CS2 Urban Pattern and Form

#### III. Height, bulk and scale compatibility:

- The parking deck strives to maintain minimal visual disruption to the existing surface parking and mall buildings to the east. At the upper level, when viewed from the mall, the parking deck should appear as if it is a continuation of the existing surface parking with the minor additions of signage and vertical egress components at the corners and center locations adjacent to the ring road. The access points from the parking to the mall promenade will be aligned with the plaza and marked by changes in paving
- At the west, the deck will be only one-story thereby minimizing the visual impact on patrons using the west side parking lot
- A one-story structure will not block critical visual access from I-5 or future light rail to the mall stores on the west side of the mall

#### VI. Superblock:

- Parking is critical for a functioning retail environment and the relocation of 700 stalls dictates a large structure. Due to height and visual access issues discussed above, keeping the parking deck as low as possible implies a long and narrow structure
- Multiple pedestrian and vehicle entry points in the structure are provided to increase the “permeability” of the structure
- NE 105th is planned to extend into the structure as an internal drive aisle, therefore incorporating the external city grid into the mall

### PL1 Connectivity

#### II. Interior Block Pedestrian Connections

- In the lower level of the preferred scheme, patrons will be encouraged to use the parking deck as a means of travel through the site as if it were a ‘parking lot covered by a roof’ through the use of walkways in the landscaping, change of materials at cross ways, lighting, signage and other wayfinding elements
- Long and narrow structure allows secondary ring road to be provided to increase vehicular circulation for the mall traffic
- This structure does not intend to accommodate pedestrian traffic from the future Sound Transit station located to the south. Sound Transit is designing a pedestrian pathway from their station to the south entrance of the mall as shown on page 6 and 7 (images 7, 8, 9).

### PL2 Walkability

#### I. Respond to site characteristics

- By taking advantage of grade changes between the western mall buildings and 1st Ave NE, the parking deck is able to incorporate a two story structure into the existing parking lot. This allows relatively flat walking surfaces (2% or less) for both levels with stairs, elevators, and escalators to transition from the lower to the top level
- At the southern end of the structure, a sidewalk will be provided for pedestrian use should patrons wish to use an external means of walking the site

#### II. Streetscape compatibility

- The parking structure will employ similar materials and detailing currently used by the Mall to allow it to blend in architecturally with the surrounding buildings
- The project is developing a generous amount of landscaping along the perimeter of the structure so soften the edges and create a more inviting pedestrian streetscape experience
- Pedestrian pathways through the structure link up with existing entrances, plazas and sidewalks along the west side of the mall
- Pedestrian and bike safety will be encouraged by signage, raised walkways or other measures around the structure

#### III. Superblock Development

- The parking deck at the lower level is intended to become the pedestrian pathway for patrons arriving and parking in the western surface parking area through the use of designated pedestrian crossings, lighting, wayfinding signage and materials

### DC1 Project Uses and Activities

#### II. Large Scale, “Super Block” Developments:

- The deck at the west side incorporates multiple pedestrian entries to the lower level through pathways and openings from the western surface parking. With artificial and natural light, signage and designated pathways patrons/pedestrians will be guided through the structure to the upper level and access to the mall. Additionally, the stairs and elevators will be way finding elements in themselves and be as open as possible

#### III. Parking Structures:

- The parking structure is located to be seamlessly integrated into the existing surface parking of the west edge of the mall. Because it is built into the slope of the site, its vertical bulk is minimized and kept to a pedestrian scale of one story
- The west edge of the structure will utilize quality materials (see below) that are used on the mall, and, as has been discussed above, the edge will provide multiple entries for pedestrians
- The primary purpose of this structure is to serve as parking for a larger mall complex and does not have a façade on a public street. It is within an existing parking site

#### IV. Parking and vehicle access

- The deck will have three vehicle entry points on the lower level west edge along a new ring road, one of which is the continuation of NE 105th Street whereby allowing cars to enter the garage directly from 1st Avenue NE
- On the east edge, next to the existing mall buildings and ring road, the structure will have 3 entrances/exits for vehicle access. Parking aisles are oriented to direct patrons to the middle or either end of the deck

#### V. Bicycle Parking

- Bicycle parking will be provided at several points within the structure at the lower level

### DC2 Architectural Concept

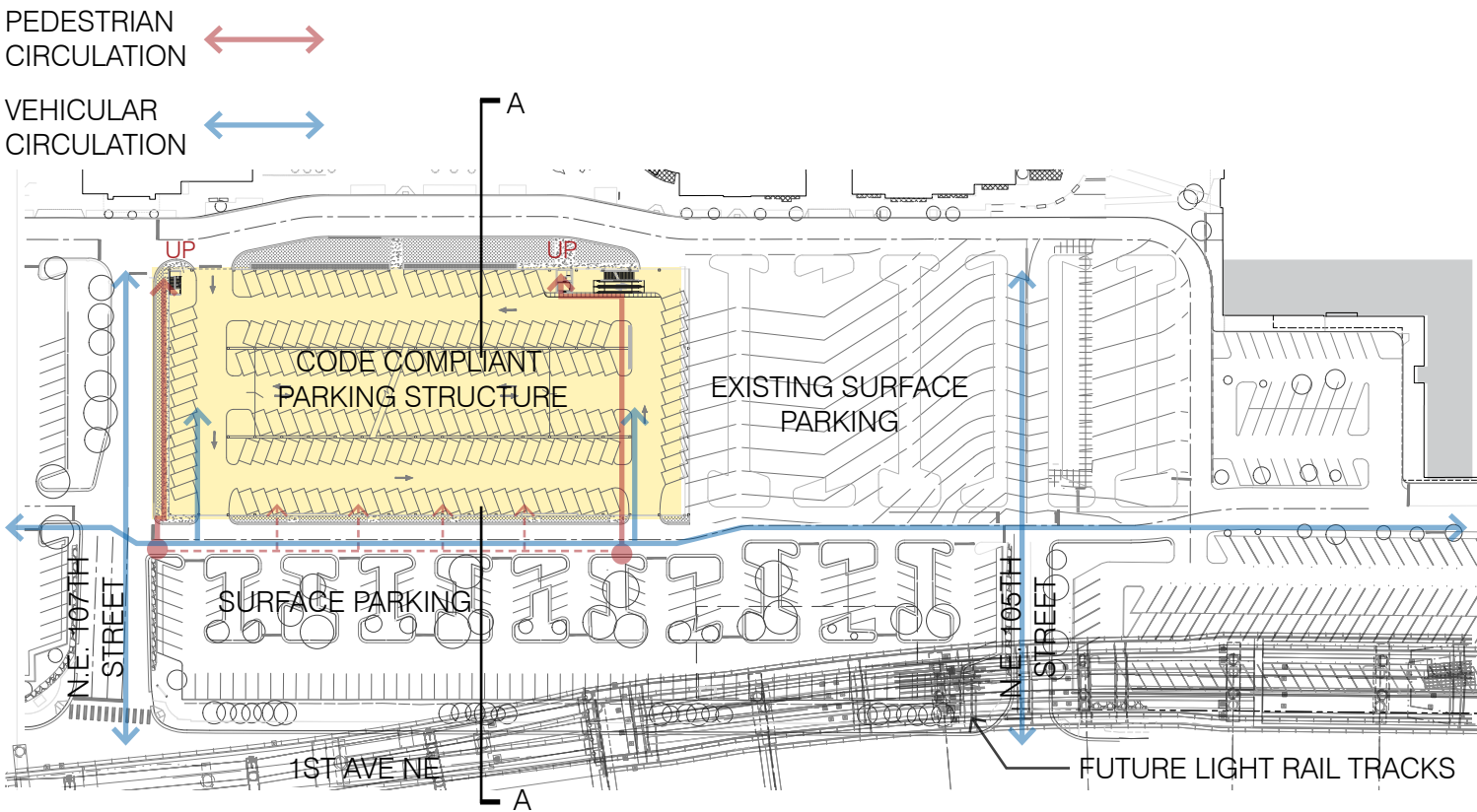
- The architectural concept is to provide a parking structure that “disappears” into the existing parking area from the east side where the top floor is at level with the existing grade of the ring road
- From the western lower level, the size of the structure will be more prominent but presents a porous, easily penetrable façade to the pedestrian approaching from the parking area
- The landscaping along this western façade will coordinate with multiple pedestrian openings into the structure
- The northern half of the deck will incorporate light wells and open stair wells along the eastern edge which will increase visibility and beckon users towards the vertical egress components that connect to the mall

### DC4 Exterior Elements and Finishes

- The parking structure will employ similar materials and detailing currently used by the Mall
- Use of generous amounts of landscape “greenscreen” on the north, west, and south edges of the structure
- There will be welcoming and directional signage for pedestrians and vehicles

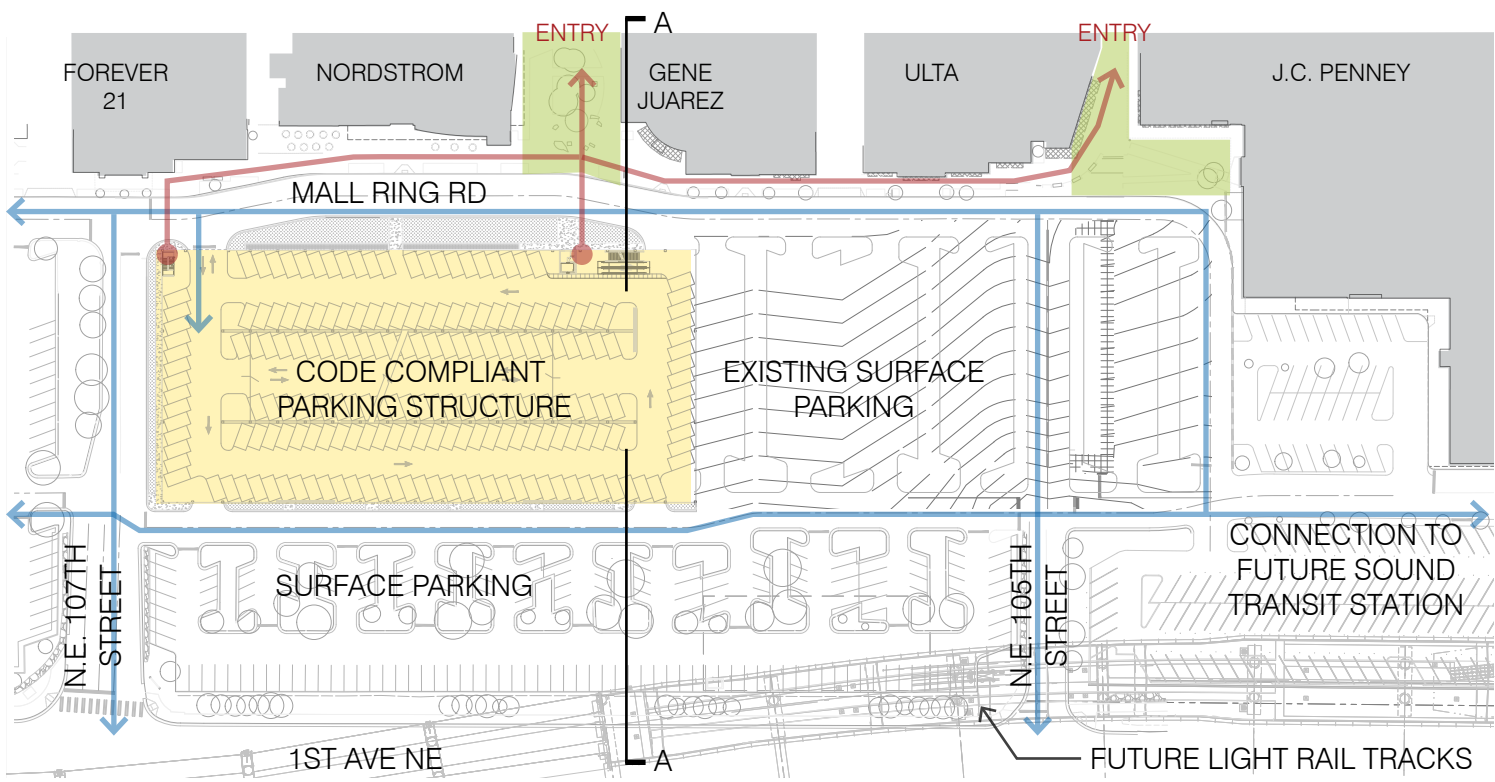


# SCHEME A - CODE COMPLIANT



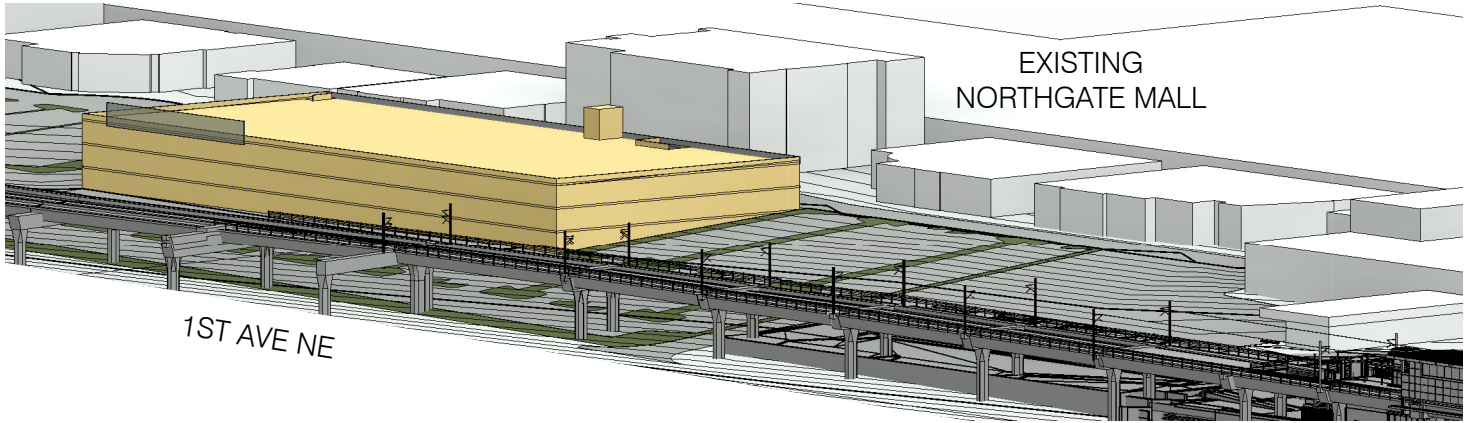
LOWER LEVEL SITE PLAN

N.T.S.

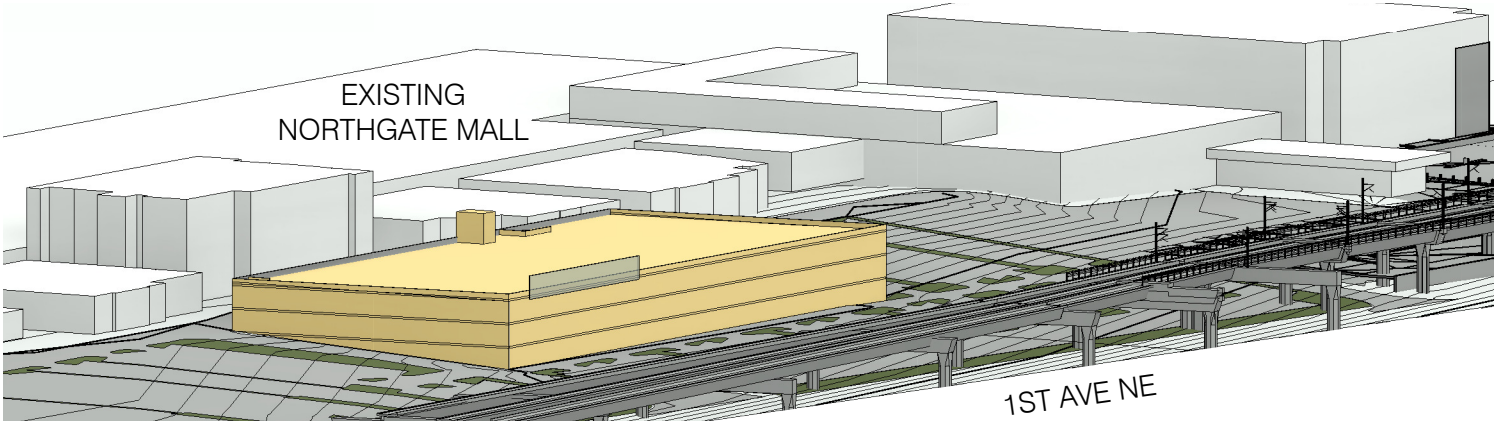


UPPER LEVEL SITE PLAN (LEVELS 3 - 4 SIMILAR)

N.T.S.



AERIAL VIEW LOOKING NORTHEAST

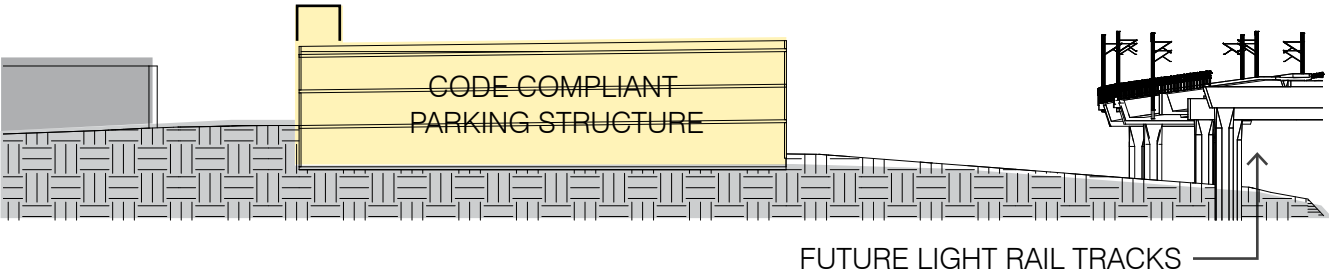


AERIAL VIEW LOOKING SOUTHEAST

\*Massing / volume shown for structure - design of openings in facades to be determined.

\*Colors and shading patterns shown on these drawings are for illustration purposes only and not intended to propose material or color specifications.





SITE SECTION A-A N.T.S.

DESCRIPTION

Scheme A is the code compliant scheme. Parking is located on four levels in a structured parking garage. Screening will be provided on all sides. There is one access point on Level 1 and two access points off of the Mall Ring Road at Level 2. Although the garage has been condensed in this scheme, the height increases blocking views to the Northgate Mall retail storefronts. Landscaping buffers the structure from the Mall Ring Road.

SUMMARY

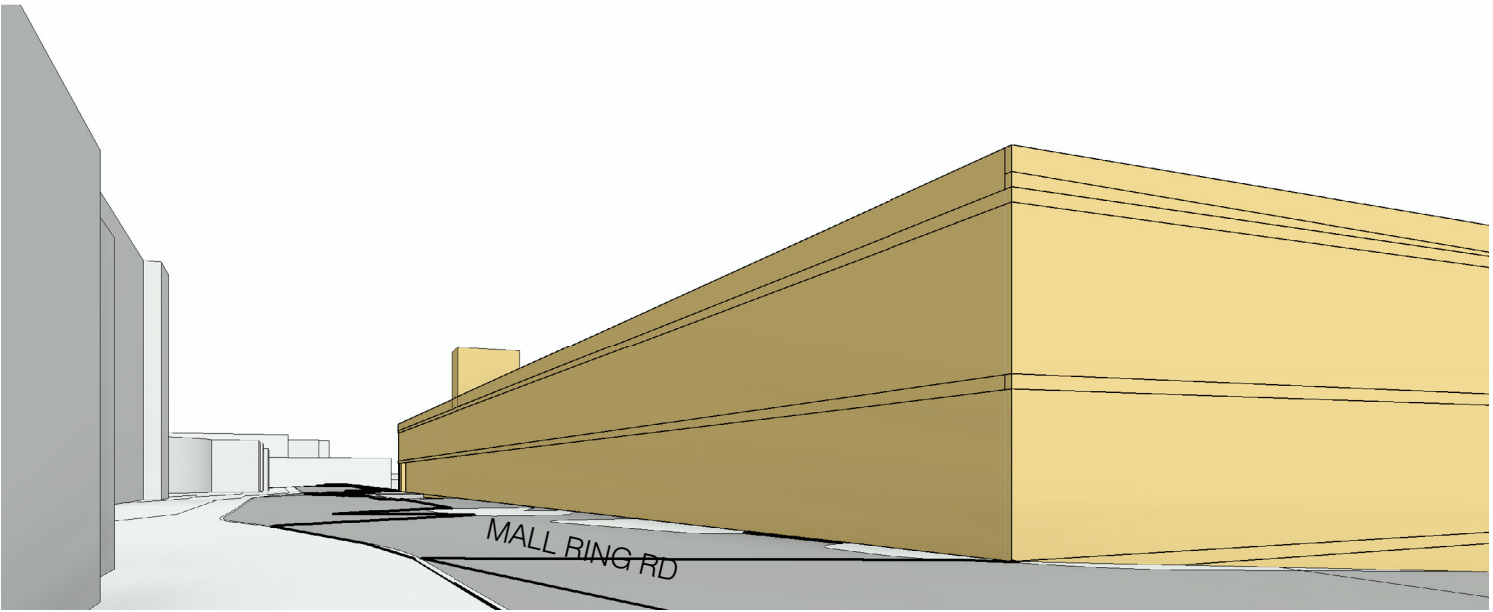
- Approximately 700 Stalls
- Approximately 236,000 SF
- 4 Levels
- .3 Green Factor

PROS

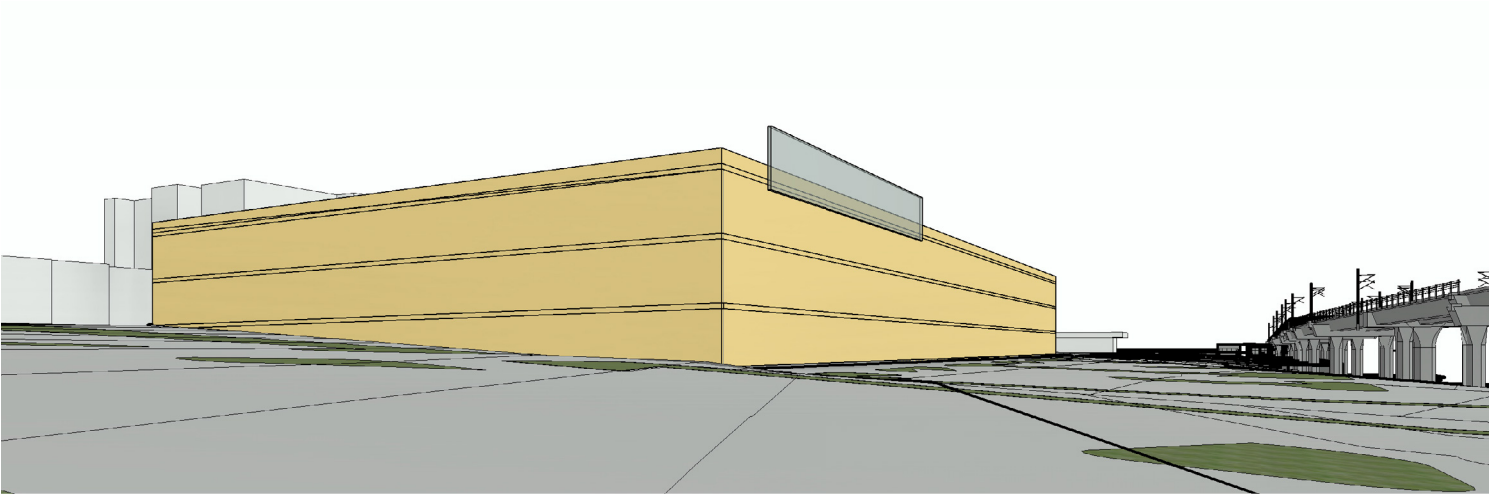
- Consolidates new parking into smaller footprint
- Minimizes site disruption

CONS

- Structure blocks existing Northgate Mall retail storefronts from I-5
- Interrupts existing traffic flow
- Blocks pedestrian views of the mall to storefronts from west surface parking stalls.
- Increases vertical pedestrian travel distances
- New parking not evenly distributed on site - potential longer travel distance for customers to southern portion of mall
- Will need internal ramping which will decrease efficiency and increase costs
- Impedes into existing west parking lot more than preferred



STREET VIEW LOOKING SOUTH



STREET VIEW LOOKING SOUTH

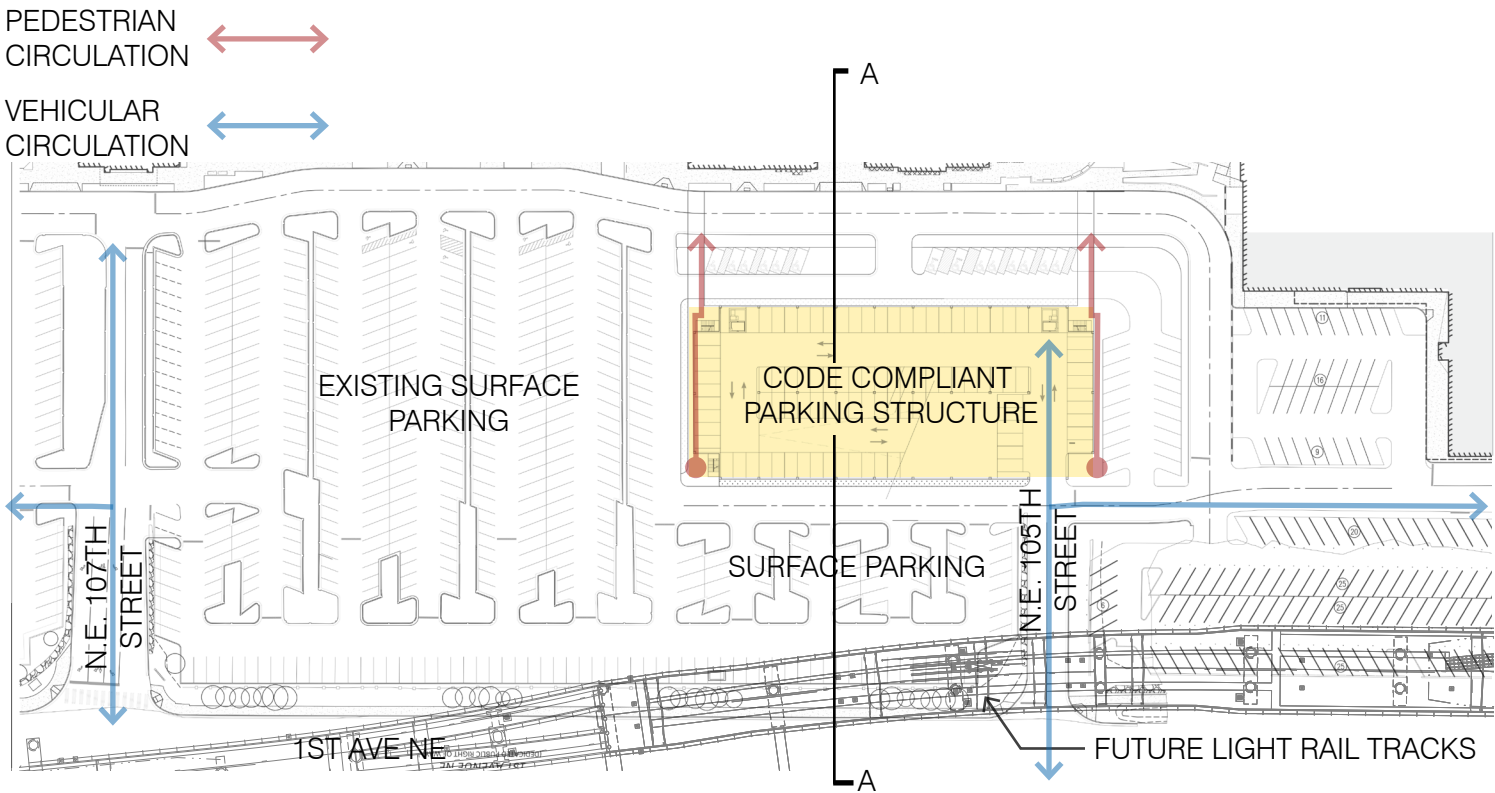


KEY

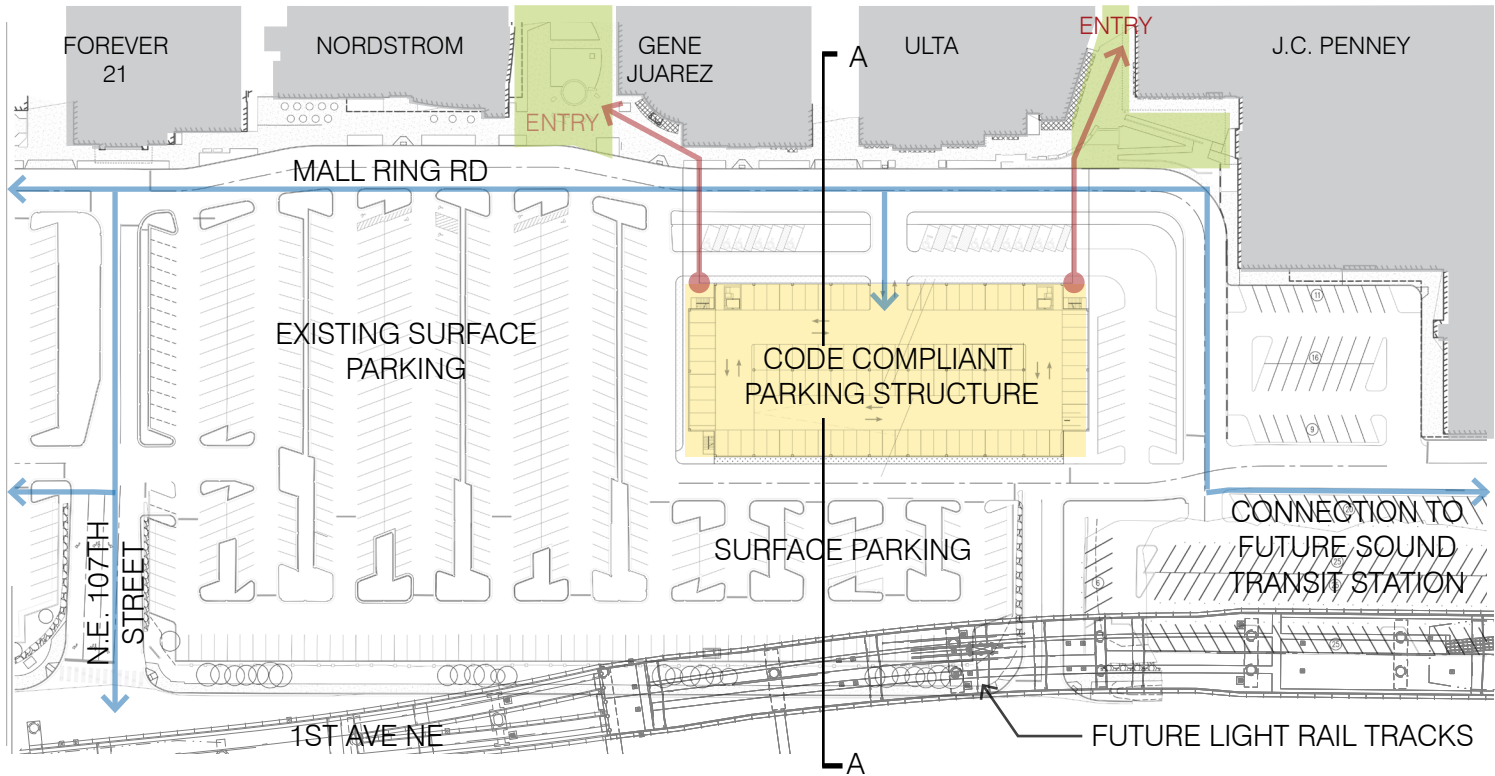
PARKING



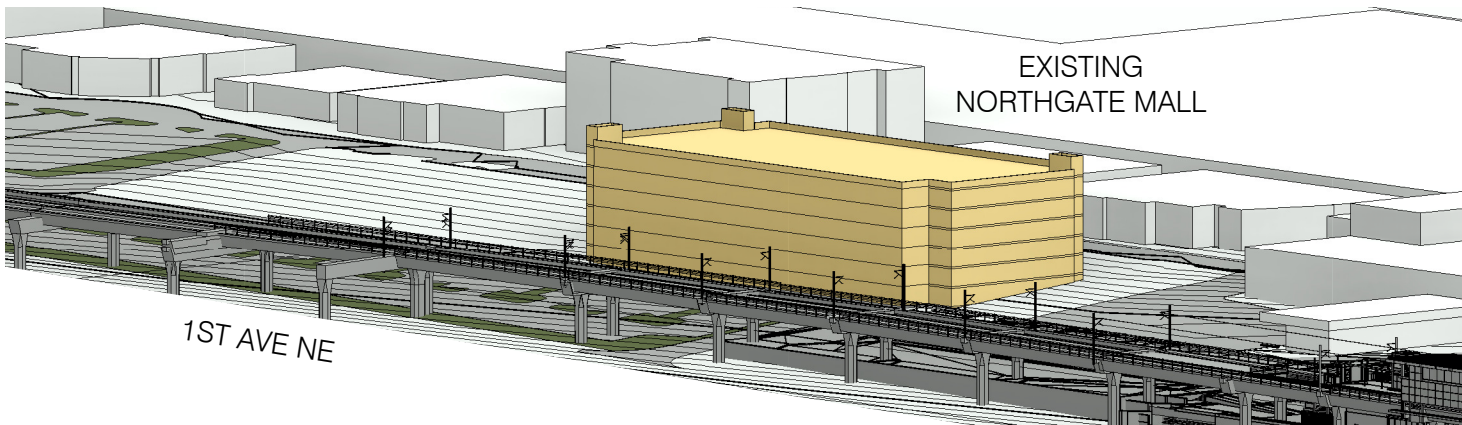
# SCHEME B- HEIGHT MAXIMIZATION



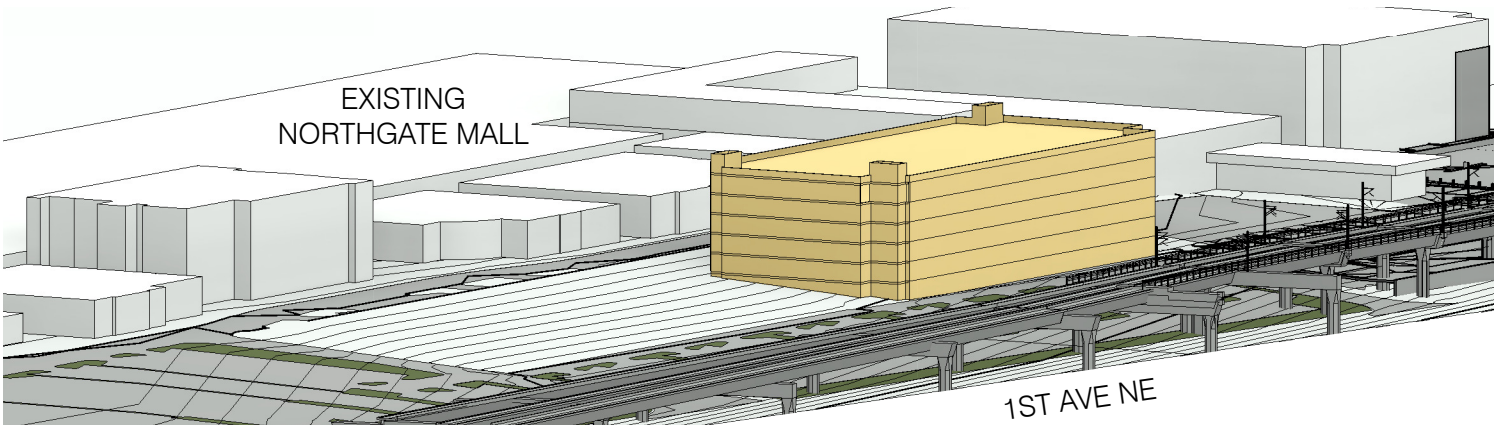
LOWER LEVEL SITE PLAN



UPPER LEVEL SITE PLAN (LEVELS 3 - 7 SIMILAR)



AERIAL VIEW LOOKING NORTHEAST

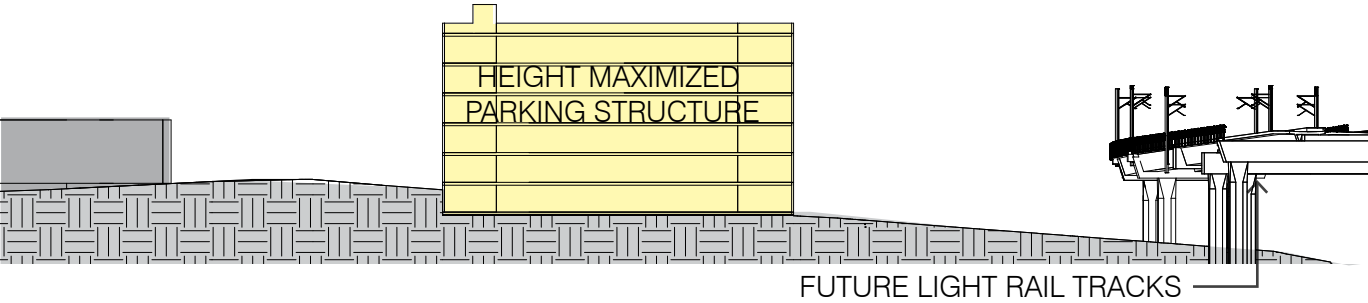


AERIAL VIEW LOOKING SOUTHEAST

\*Massing / volume shown for structure - design of openings in facades to be determined.

\*Colors and shading patterns shown on these drawings are for illustration purposes only and not intended to propose material or color specifications.





SITE SECTION A-A

N.T.S.

DESCRIPTION

Scheme B is developed to the maximum height allowed in this zone. Parking is located on seven levels in a structured parking garage. Screening will be provided on all sides. There is one access point on Level 1 from the west and one access point off of the Mall Ring Road at Level 2. Although the garage has been condensed in this scheme, the height increases blocking views to the Northgate Mall retail storefronts and blocks the connection between the light rail. Landscaping, grade level ADA parking and time limited parking (high turn over) buffers the structure from the Mall Ring Road.

SUMMARY

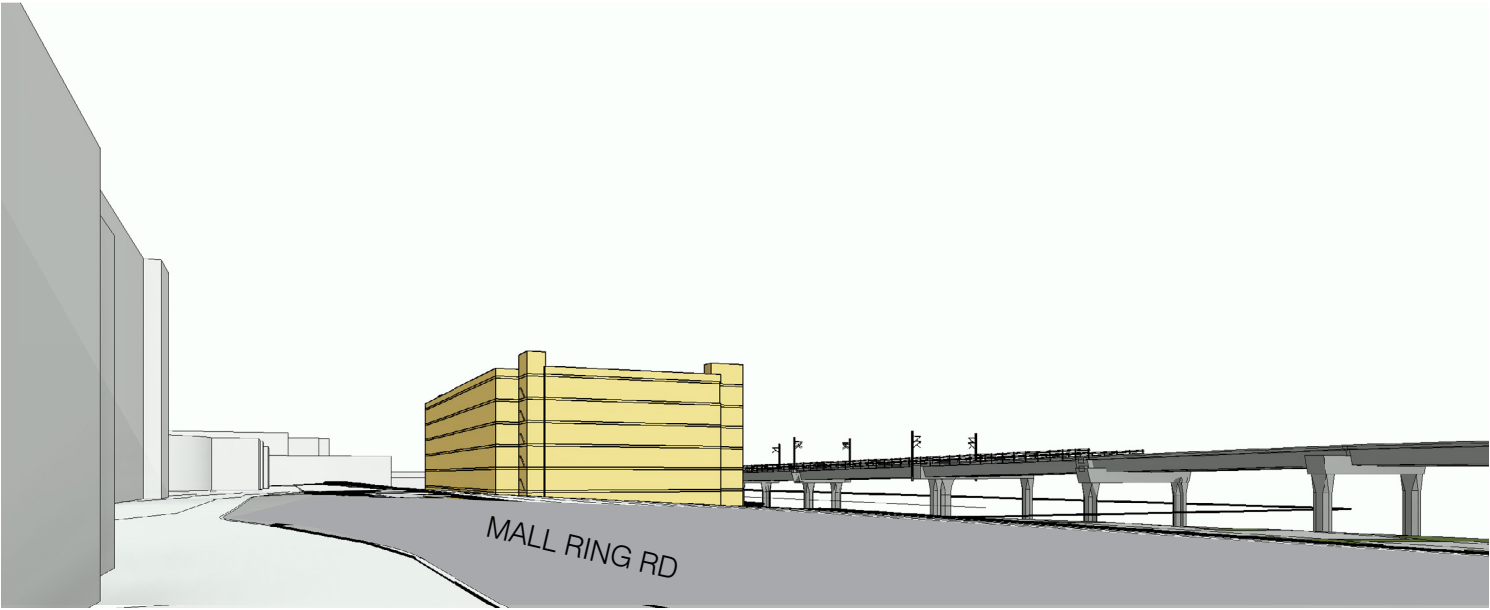
- Approximately 700 Stalls
- Approximately 336,000 SF
- 7 Levels
- .3 Green Factor

PROS

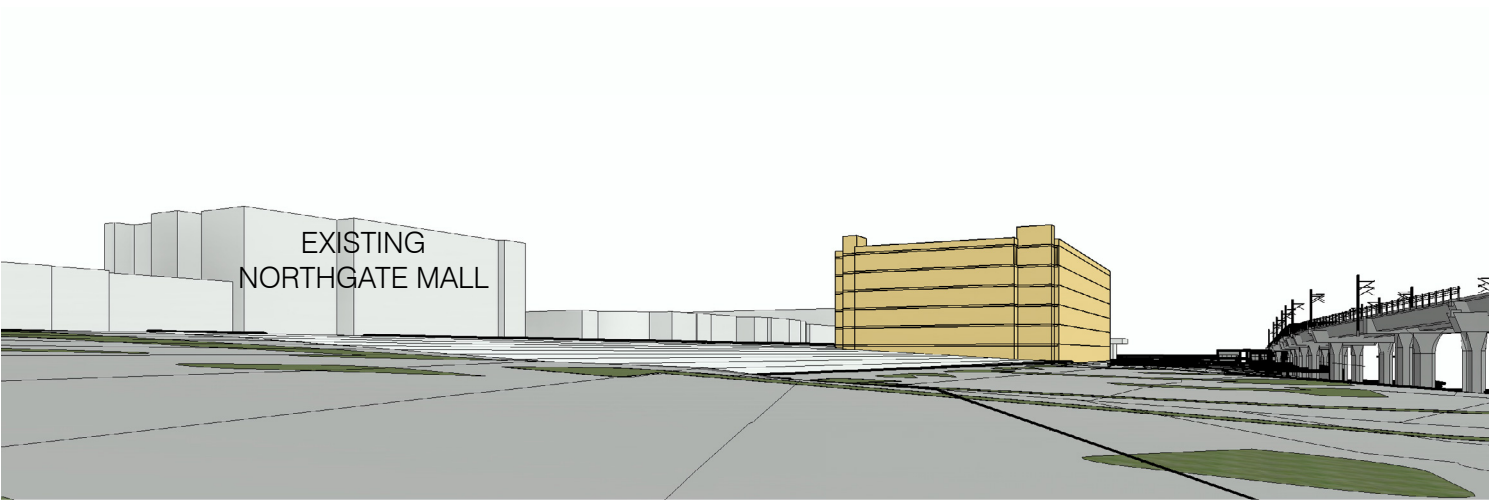
- Consolidates new parking into smaller footprint.
- Minimizes site disruption.
- Provides multiple levels of protected parking

CONS

- Structure blocks existing Northgate Mall retail storefronts from I-5 and light rail
- Interrupts existing traffic flow
- Blocks pedestrian views of the mall to storefronts from west surface parking stalls and light rail
- Increases vertical pedestrian travel distances
- New parking not evenly distributed on site - potential longer travel distance for customers to northern portion of mall
- Will need internal ramping which will decrease efficiency and increase costs



STREET VIEW LOOKING SOUTH



STREET VIEW LOOKING SOUTH



KEY

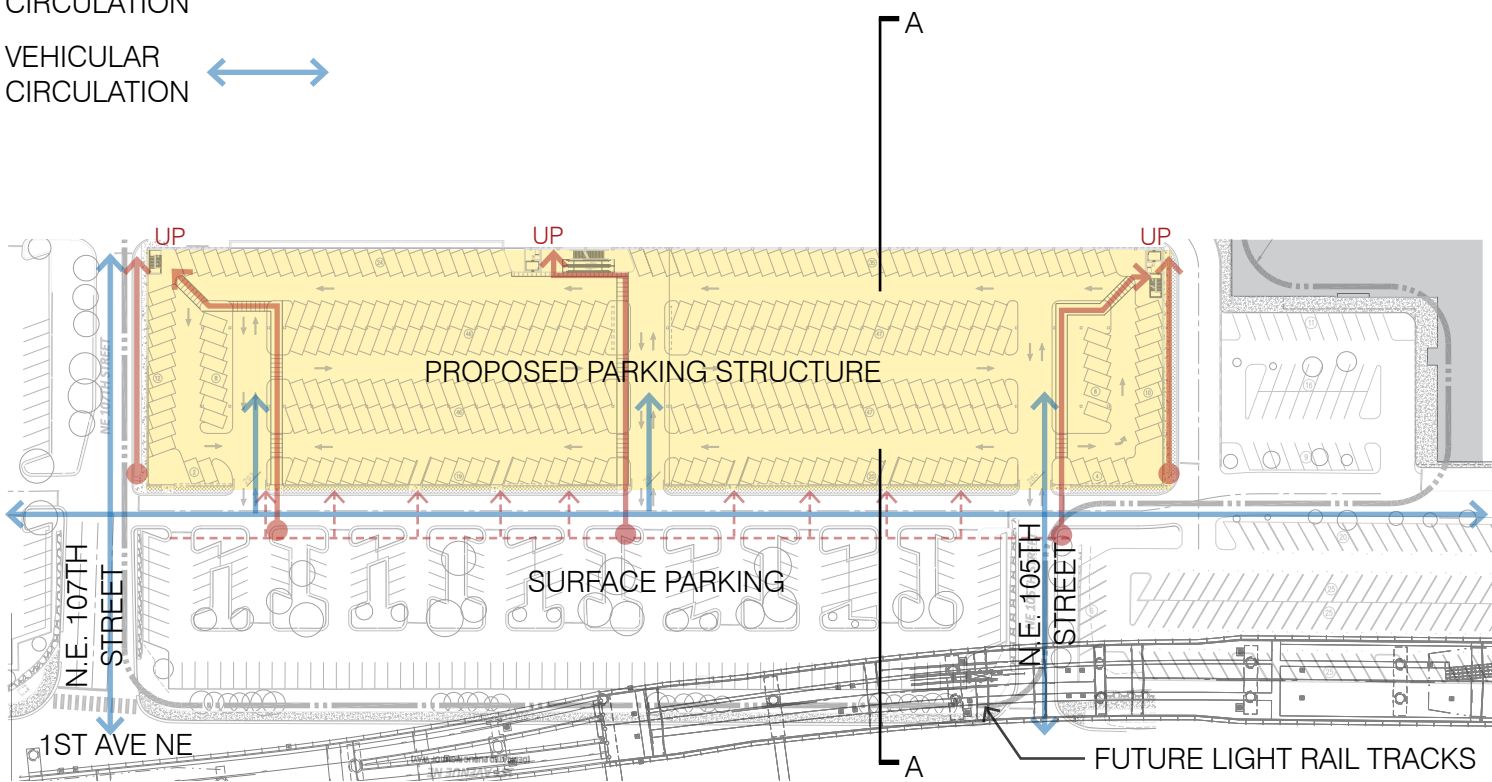
PARKING



# **SCHEME C - PREFERRED SCHEME**

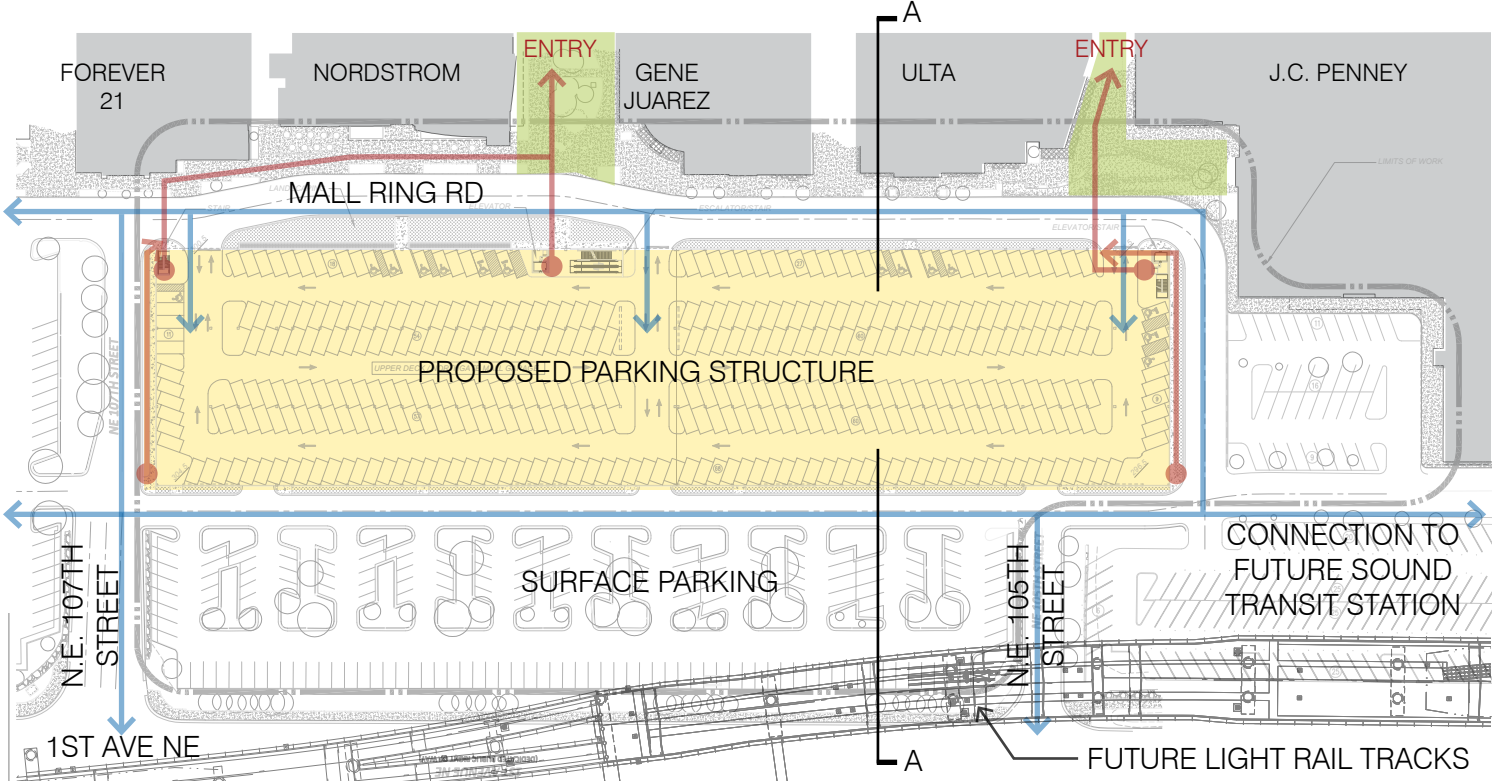
PEDESTRIAN  
CIRCULATION ↔

VEHICULAR  
CIRCULATION ↔



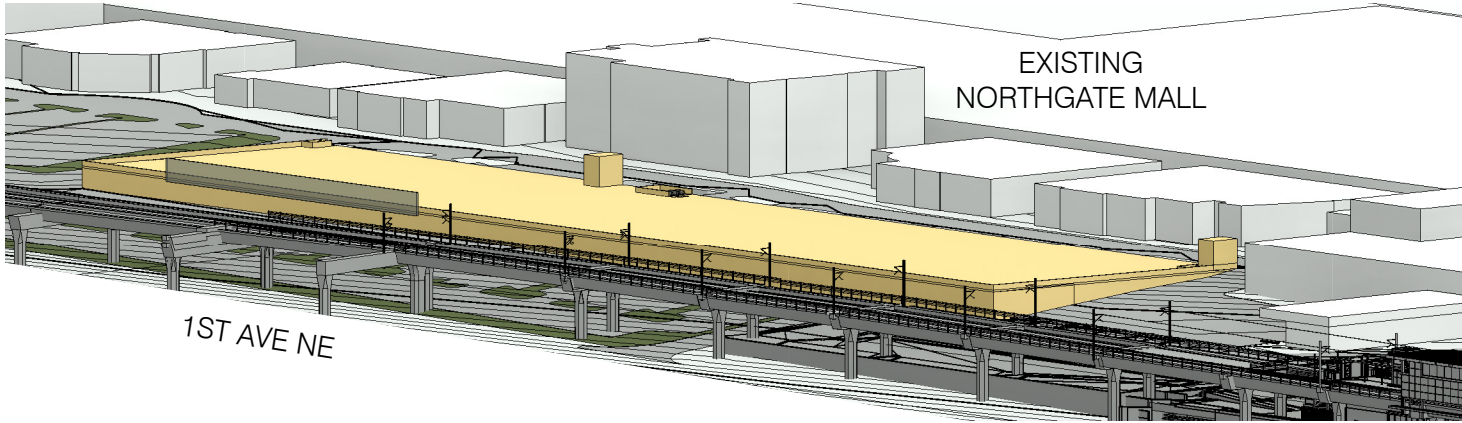
**LOWER LEVEL SITE PLAN**

N.T.S.

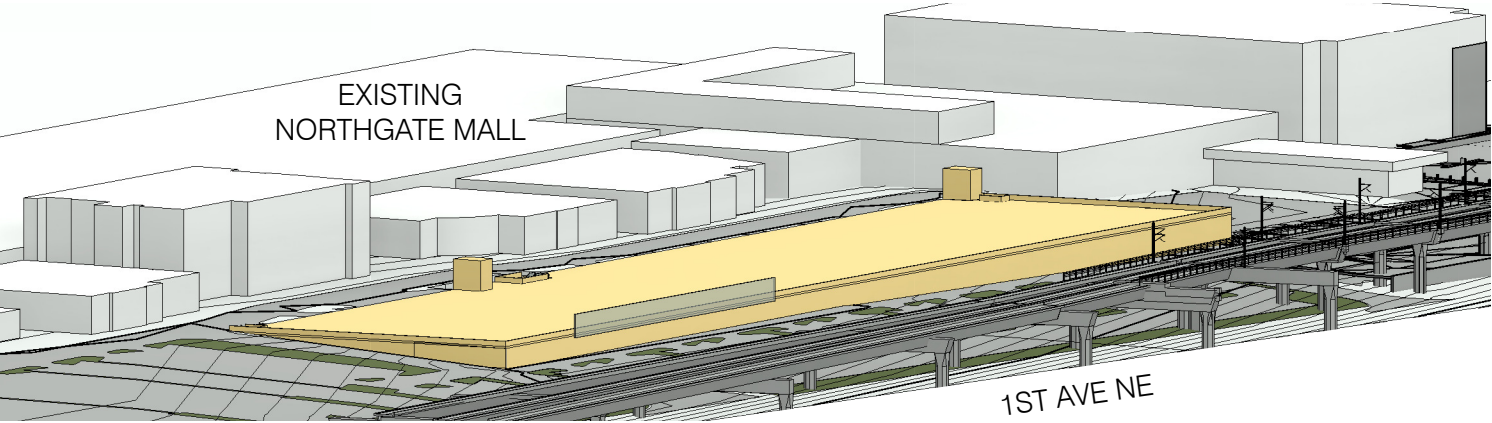


**UPPER LEVEL SITE PLAN**

N.T.S.



**AERIAL VIEW LOOKING NORTHEAST**



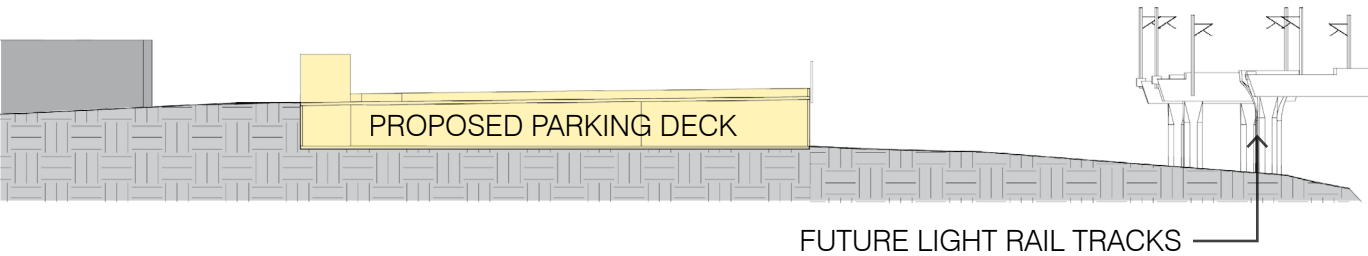
**AERIAL VIEW LOOKING SOUTHEAST**



\*Massing / volume shown for structure - design of openings in facades to be determined.

\*Colors and shading patterns shown on these drawings are for illustration purposes only and not intended to propose material or color specifications.





SITE SECTION A-A N.T.S.

DESCRIPTION

Scheme C is the preferred scheme. Parking is located on one level of structure parking and covered parking underneath, minimizing the visual presence of the structure while providing needed parking. Through integration of existing site slope, parking located at Level 1 is level with existing grade at the west, while parking at Level 2 is level with existing grade at the east eliminating the need for an internal ramp. There are three access points on Level 1 and three access points off of the Mall Ring Road at Level 2. This one level parking structure is built into the existing site slope in order to avoid blocking views to the Northgate Mall retail storefronts thereby also minimizing bulk and scale. The western facade will have multiple pedestrian openings. Lighting (natural and directional) and wayfinding elements will be incorporated for pedestrian enjoyment and safety. Landscaping buffers the structure on all four sides.

SUMMARY

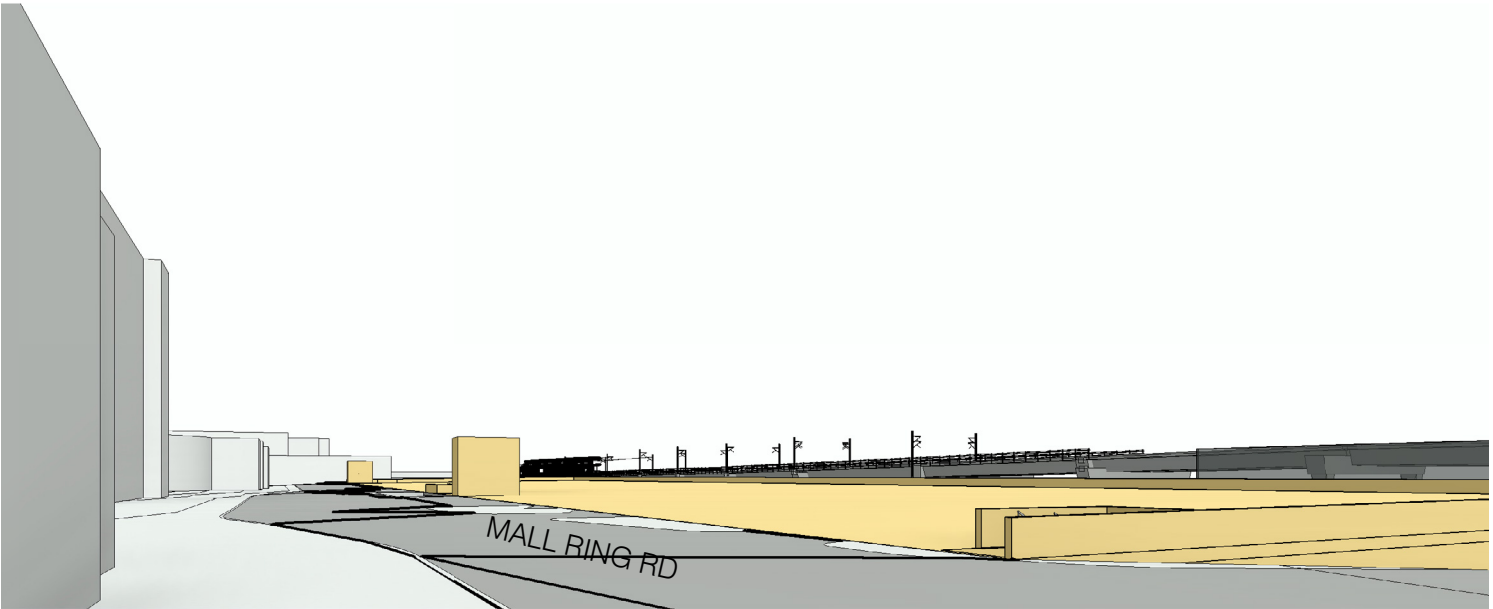
- Approximately 700 Stalls
- Approximately 236,000 SF
- 2 Levels
- .3 Green Factor

PROS

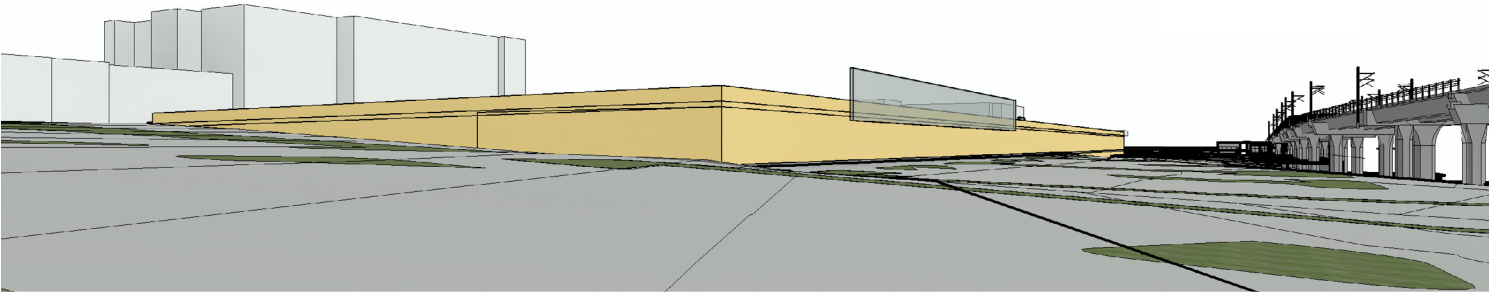
- Visual disruption to mall is minimized; maintains an open concept
- Parking feels 'at grade'; improves pedestrian experiences as this flattens the 5% grade from the 1950's
- Decreases vertical customer travel distances; provides escalators/elevators within
- Creates improved ADA access
- Decreases customer travel to south portion of mall
- Lower level is weather protected

CONS

- Revises vehicular circulation from NE 105th Street
- Increases site area impacted



STREET VIEW LOOKING SOUTH



STREET VIEW LOOKING SOUTH

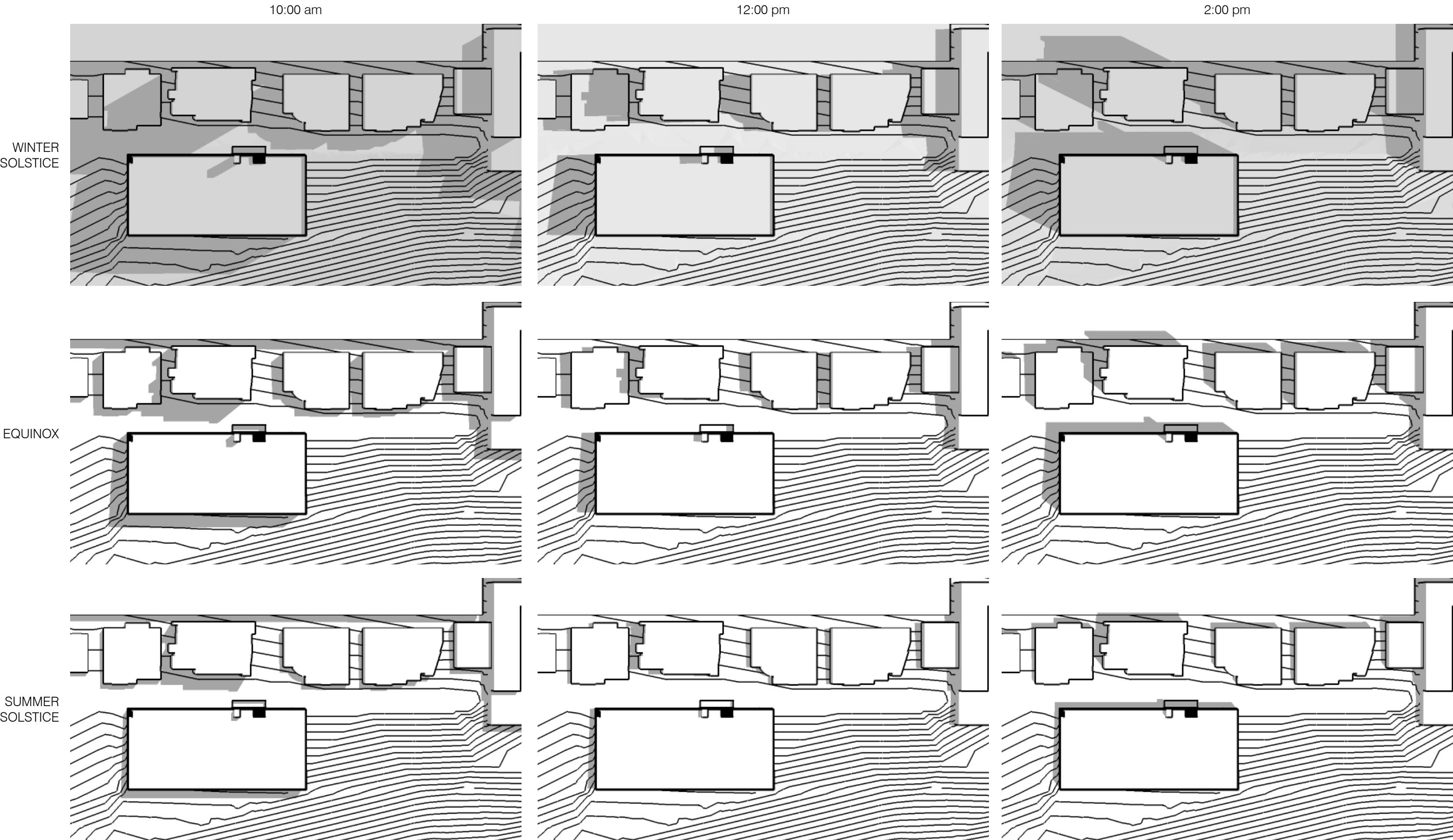


KEY

PARKING

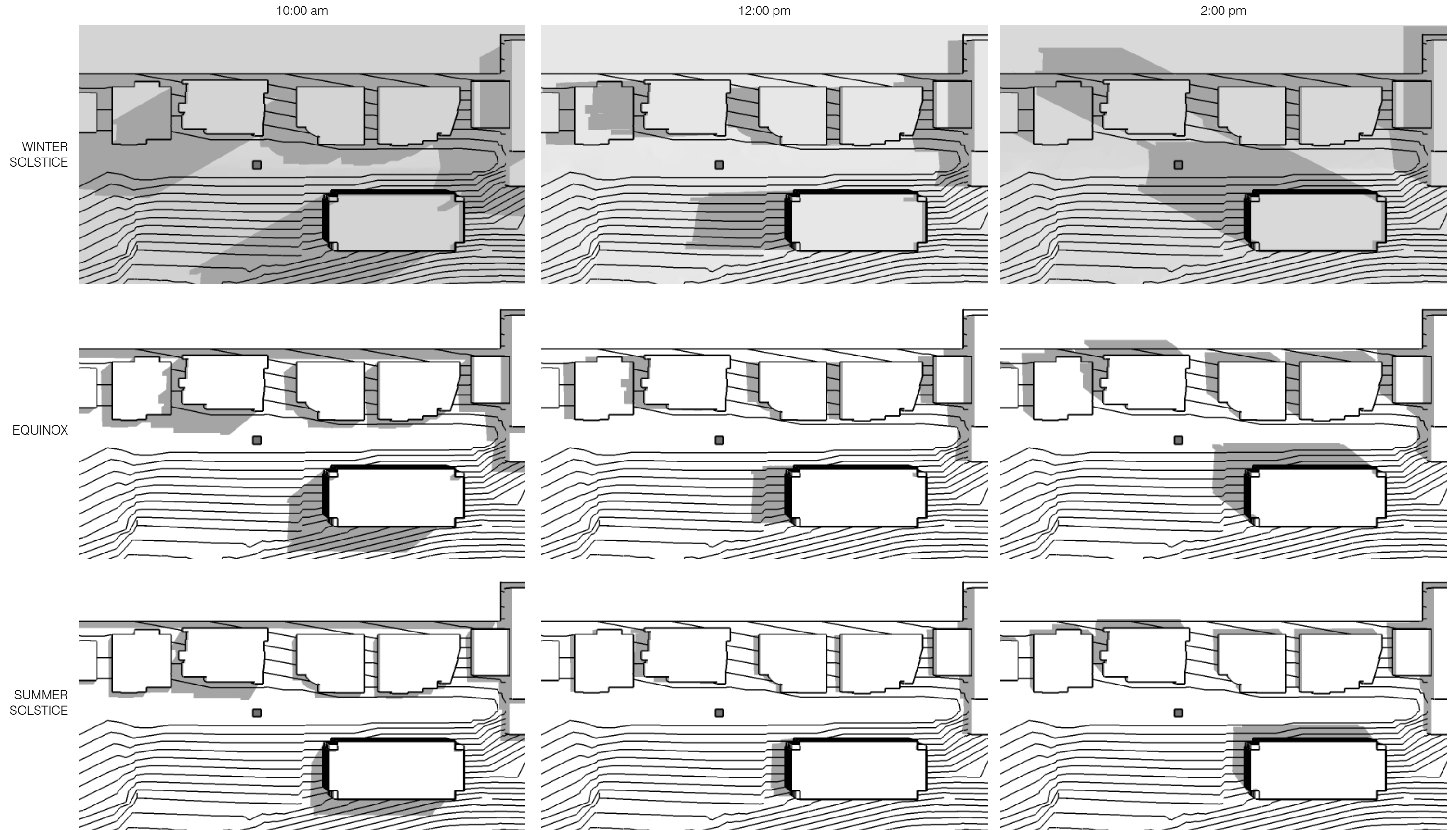


SUN SHADING DIAGRAMS SCHEME A - CODE COMPLIANT



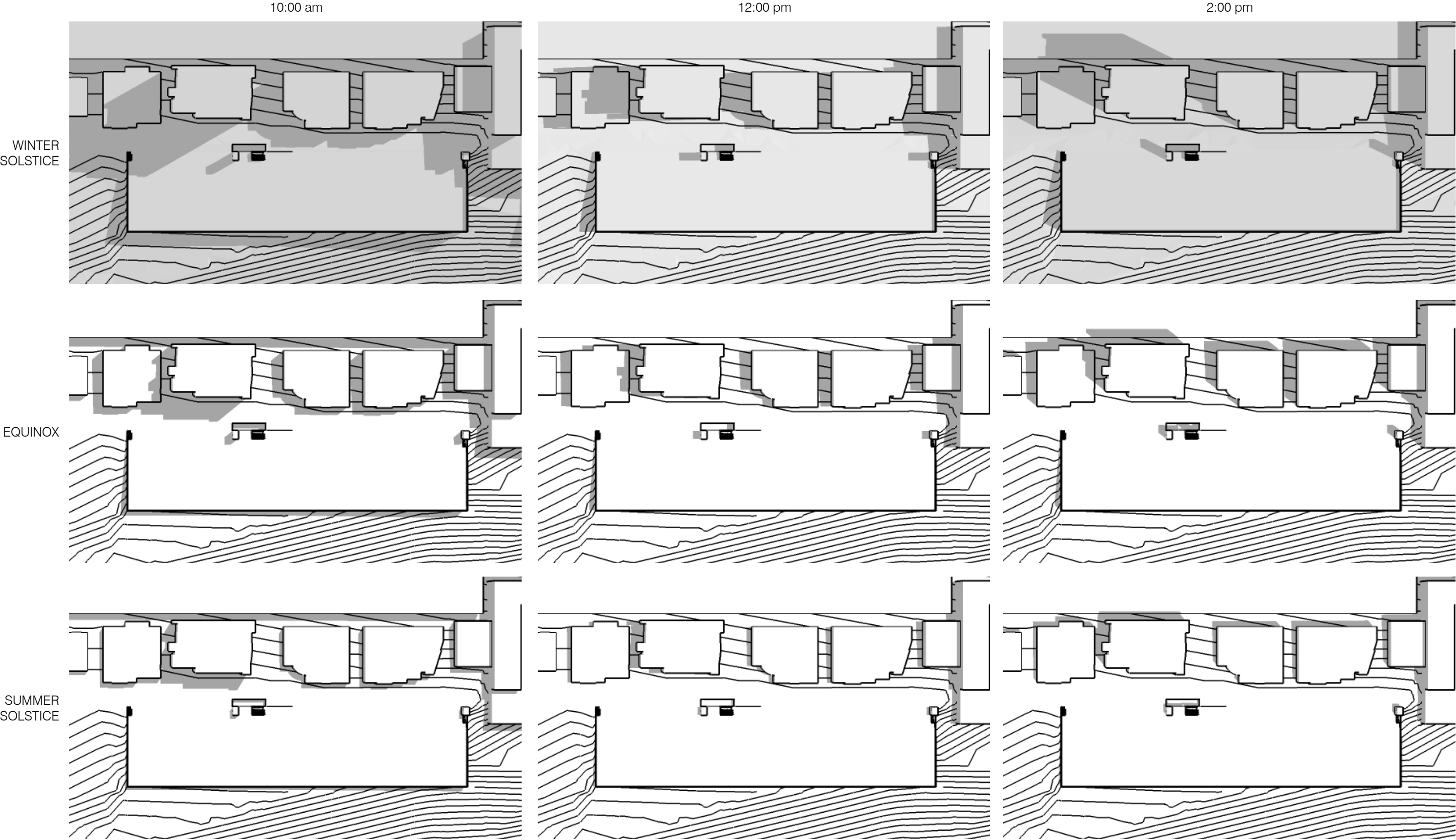


# SUN SHADING DIAGRAMS SCHEME B - HEIGHT MAXIMIZATION





SUN SHADING DIAGRAMS SCHEME C - PREFERRED





#	Code Requirement	Departure Requested	Explanation of Request	Applicable Scheme	Design Guideline
1	<b>SMC 23.54.030.B.2.c: Parking space requirements, nonresidential uses.</b> When 20 or more parking spaces are provided, a minimum of 35 percent of the parking spaces shall be striped for small vehicles and 35 percent striped for large vehicles.	Use Simon Mall Standards which are a variation of City of Seattle Large Stalls, instead of 35% small and 35% large stalls. Simon Mall Standard parking stalls are 9' wide x 18' long with 17' one-way drive aisles for 70 degree stalls.	Existing parking that is being replaced in kind is built already to previously approved Simon Mall Standards as well as memorialized in governing leases, including all three department stores. These standards will be used for the parking structure stalls replacing the stalls that are being removed through condemnation to maintain lease obligations. Parking access is made easier and therefore more comfortable to use.	A, B, C	DC1-IV
2	<b>SMC 23.47A.016.D.2: Screening and landscaping requirements for specific uses.</b>	Only partial screening is to be provided at the west façade of the parking structure.	A landscape buffer will be provided along the entire west façade of the parking structure. Some of the landscaping will partially screen the west façade, however, it may not be as high as required by code so that the west façade can remain largely open to bring in light and air and to be more congruent with CPTED standards. Additionally, car lights and noise shall be screened by the grade change and distance from 1st Ave NE. The length of this side is +/- 712'. A more open facade provides more air, light, appearance of ease of use and visual accessibility to welcome pedestrians.	C	PL2 / DC1-IV
3	<b>SMC 23.47A.032B.1.a: Location of parking: Parking shall not be located between a structure and a street lot line.</b>	Parking to be located within existing surface parking that already extends to 1st Ave NE.	The proposed parking structure is placed within a larger surface parking area and is located more than 135' from 1st Ave NE. This existing parking is buffered along the city ROW with extensive landscaping with a significant grade change. The structure placed where it is results in a unified and functional design that fits well within the existing surface parking lot and the Mall entries to the east.	A, B, C	DC2
4	<b>SMC 23.47A.032B.1.b: Location of parking: Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use.</b>	Parking structure to be built and used solely as a parking structure.	The proposed parking structure is placed within a larger surface parking area and meant to be ancillary use to the Northgate Mall which already provides over 1 million SF of retail and eating establishments. To place any other use than the established and recognized use of parking would be out of context, underutilized and would violate certain lease terms. The structure placed where it is results in a unified and functional design that fits well within the existing surface parking lot and the Mall entries to the east.	A, B, C	DC2
5	<b>SMC 23.47A.008B.3: Street -level development standards: Height and depth provision for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.</b>	The parking structure is proposed with an 11'-4" floor-to-floor height which allows for 8'-0"+ clear after structural components and lighting/signage is installed.	This parking structure is intended to be used solely for parking, is not located on the street, and has a higher than normal floor-to-floor height than found in standard parking structures to provide a higher level of customer service. This floor-to-floor height also optimizes the existing topography and requires no ramping or other measures to gain access from grade. The structure height is dictated by the desire to reduce the visual impact and integrate with the existing surface parking and reduce the overall bulk.	C	DC1-III
6	<b>SMC 23.71.014.A.2: Open space: Quantity of open space within a Commercial zone with permitted height limit of greater than 40 feet, 15% of proposed GFA shall be provided as landscaped or useable open space.</b>	The applicant proposes an addition of only 2,154 SF of landscaping/open space as opposed to the 35,500 SF required.	As part of the development executed in 2005 (and building completion in 2007), Simon built 63,520 SF of Open Space where only 17,513 SF was required; thus leaving a surplus of 46,000 SF. Of that surplus, the applicant would like to apply that towards the 33,346SF balance remaining of required Open Space. This will leave a balance of 12,661 SF Open Space for any future development. The structure and the open spaces provided contribute to the existing open spaces at the mall proper.	A, B, C	PL1



LANDSCAPE DESIGN INSPIRATIONS







NORTHGATE LANDSCAPING

LANDSCAPE PLAN

\*Proposed and existing landscaping shown, darker green indicates proposed