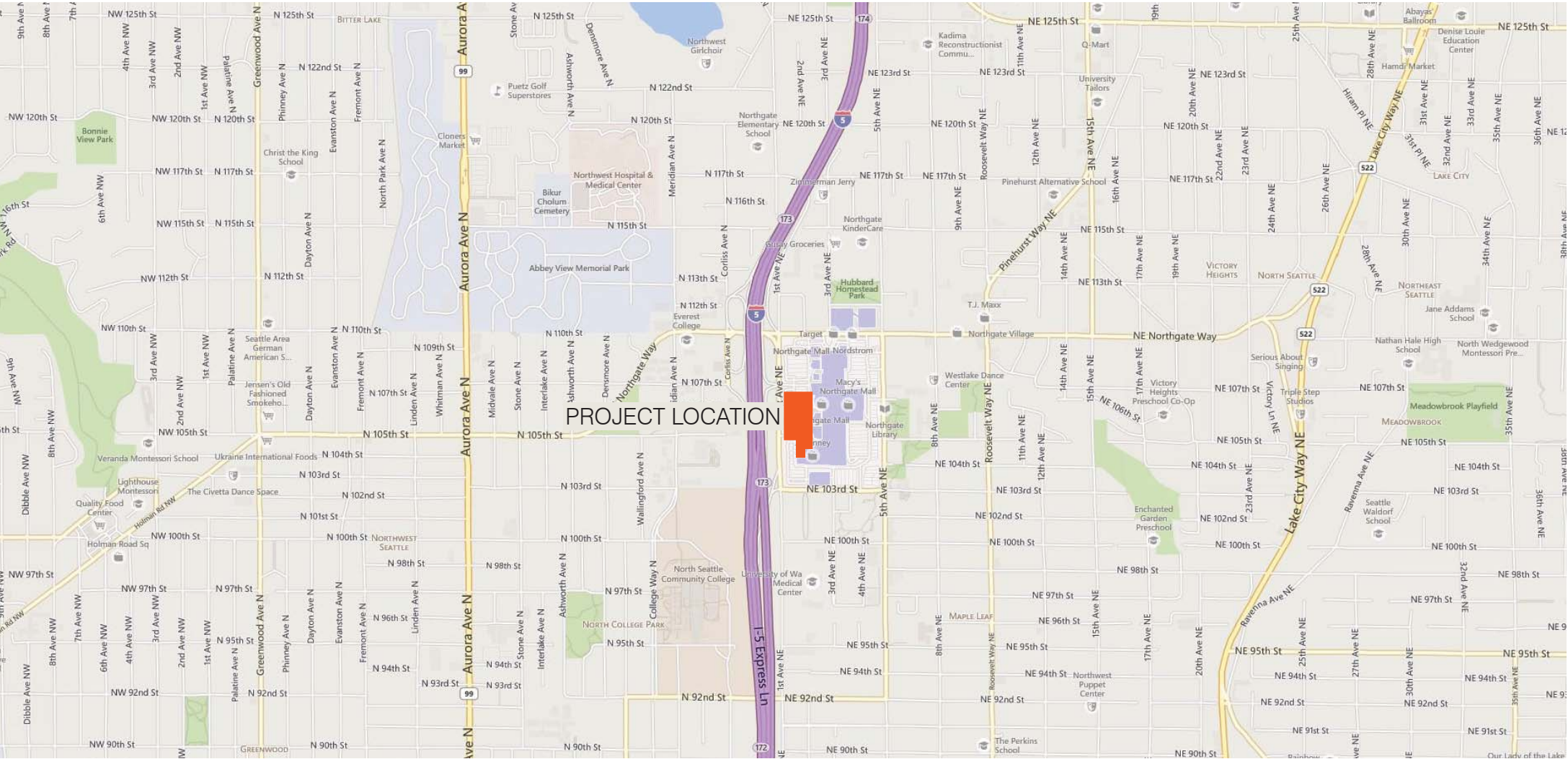


# 301 NE NORTHGATE WAY

CITY OF SEATTLE DESIGN REVIEW

DESIGN RECOMMENDATION REVIEW  
DPD PROJECT # 3018742  
SEPTEMBER 28, 2015



## TABLE OF CONTENTS

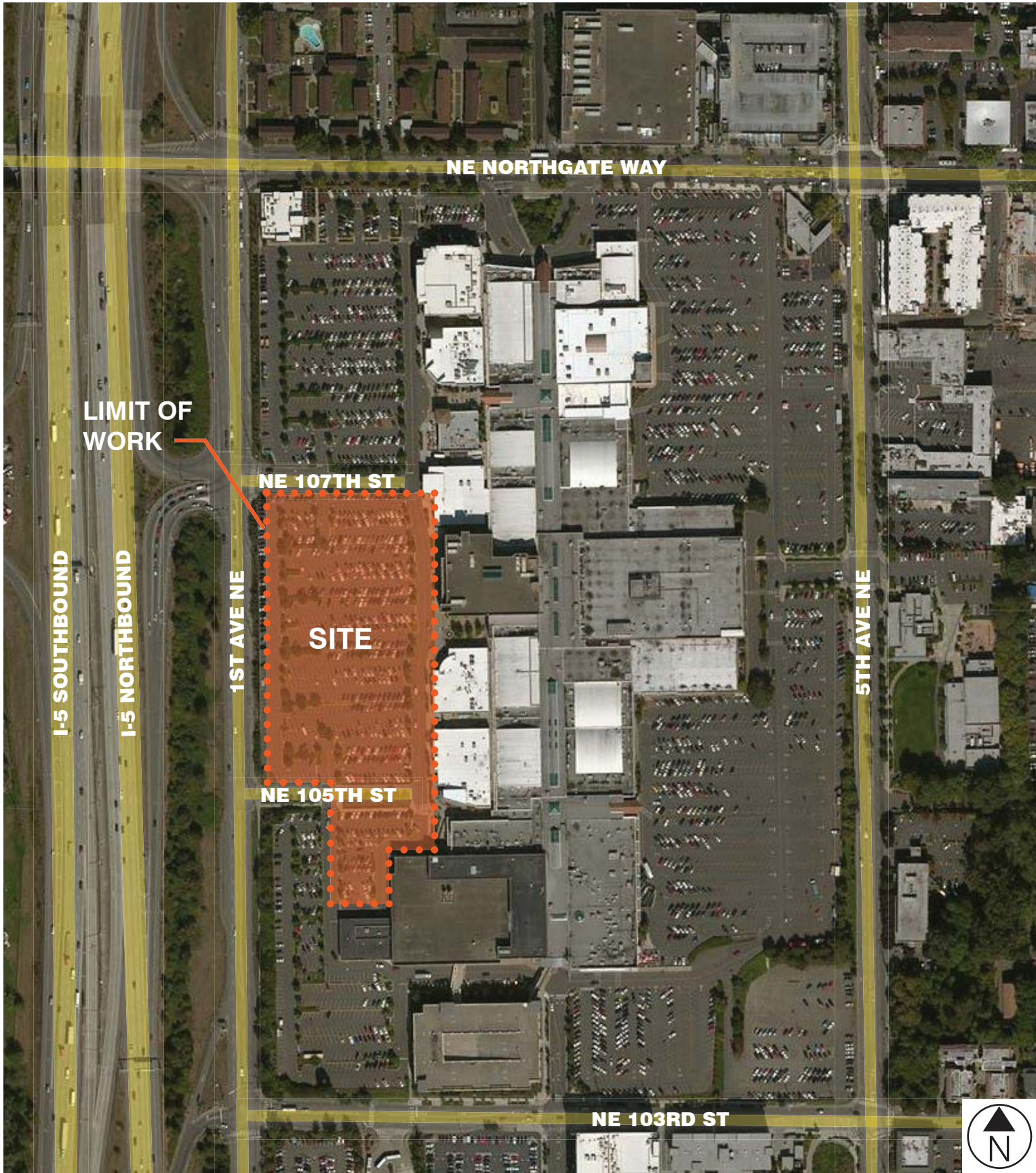
Site & Development Information /	2 - 3
Zoning & Urban Planning	
Context Analysis / Site Plan	4 - 5
EDG Responses	6 - 22
Plans	23
Landscape Plans, Images, Schedules	24-27
Elevations	28-29
Material Palette	30
Renderings	31-34
Signage	35
Conceptual Lighting Plans	36-37
Building Sections	38-39
Departures	40-44
Sun Shading Diagrams	45
Appendix	46-53



TISCARENO ASSOCIATES  
ARCHITECTURE + URBAN DESIGN



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 structure 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 (Nordstrom and JC Penney); 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 218, 333 SF
Proposed Use:	Parking
Structure Height:	Approximately 15' from Average Grade Plane (preferred)
Number of Residential Units:	No residential use
Building Area (Gross):	Approximately 236,684 SF
Non-Residential Area (Gross):	Approximately 236,684 SF
Number of Parking Stalls (structure):	Approximately 673
Number of Surface (site) stalls:	Approximately 137
Number of Bicycle Spaces:	Approximately 35



ZONING & URBAN CONTEXT

HISTORY OF NORTHGATE

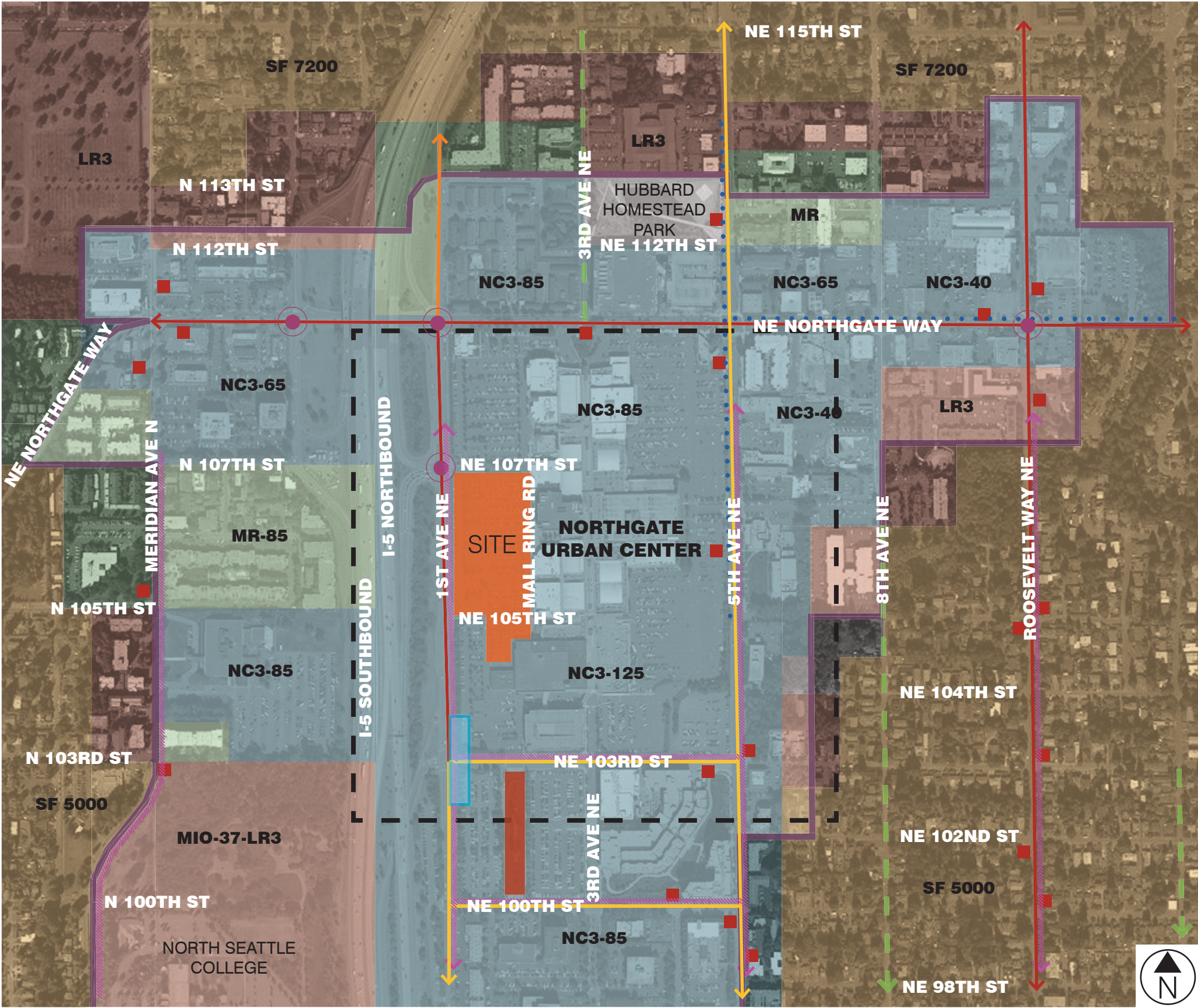
Opened in 1950, Northgate Mall was one of the first of its kind in the country. Originally oriented towards the suburban automobile culture and located north of the Seattle city limits, Northgate Mall is now central to the north end of the city of Seattle and an anchor for retail, offices, and transportation 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.

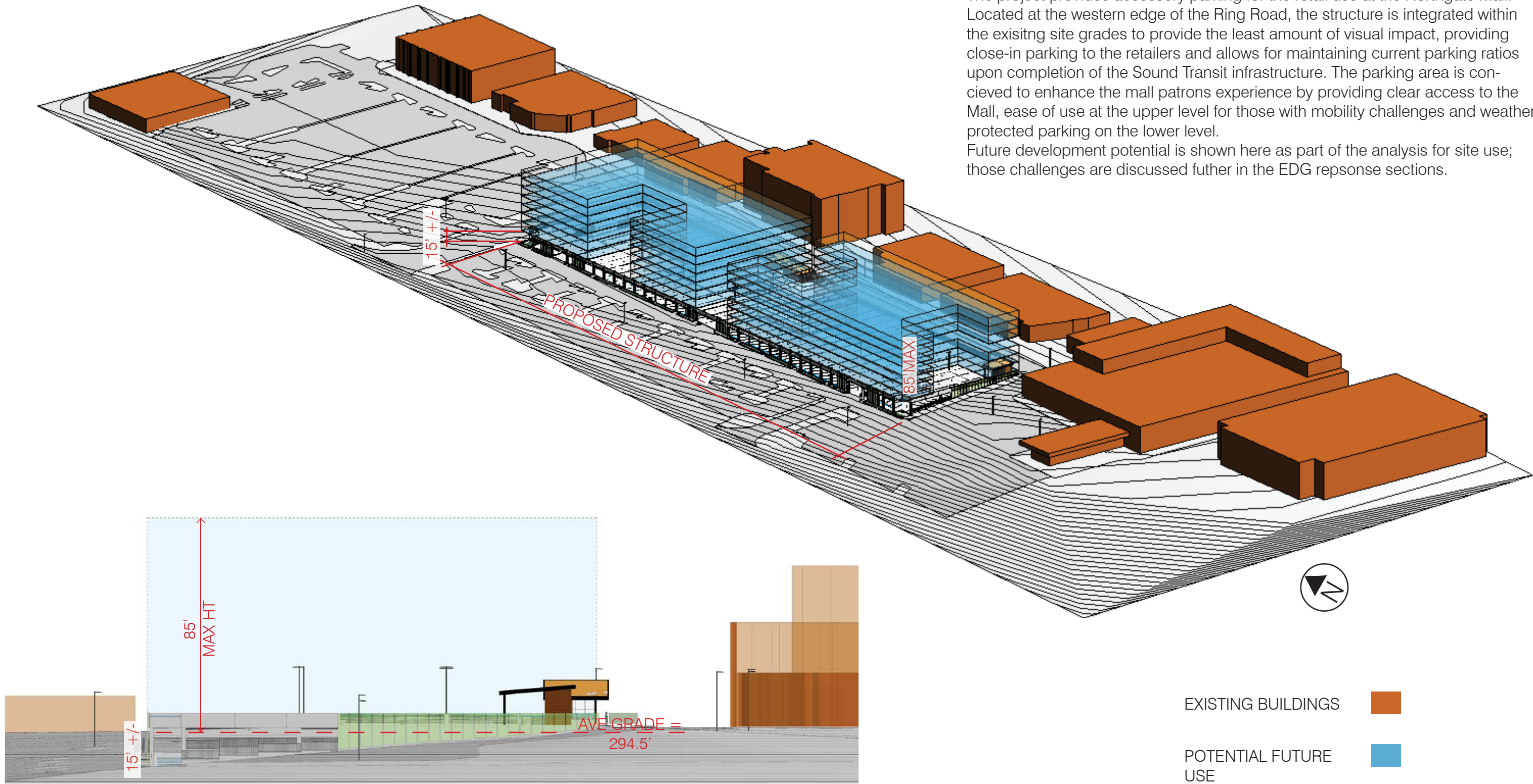


KEY			
	NODES		9 BLOCK AREA
	PRINCIPAL ARTERIAL		BUS STOP
	MINOR ARTERIAL		TRANSIT HUB
	COLLECTOR ARTERIAL		NC3
	MAJOR PEDESTRIAN STREET		MR
	FUTURE GREEN STREET		LR3
	FUTURE CITY BIKE ROUTE		SF
	NORTHGATE CORE AREA		SF 5000
	FUTURE NORTHGATE STATION		SITE



CONTEXT ANALYSIS

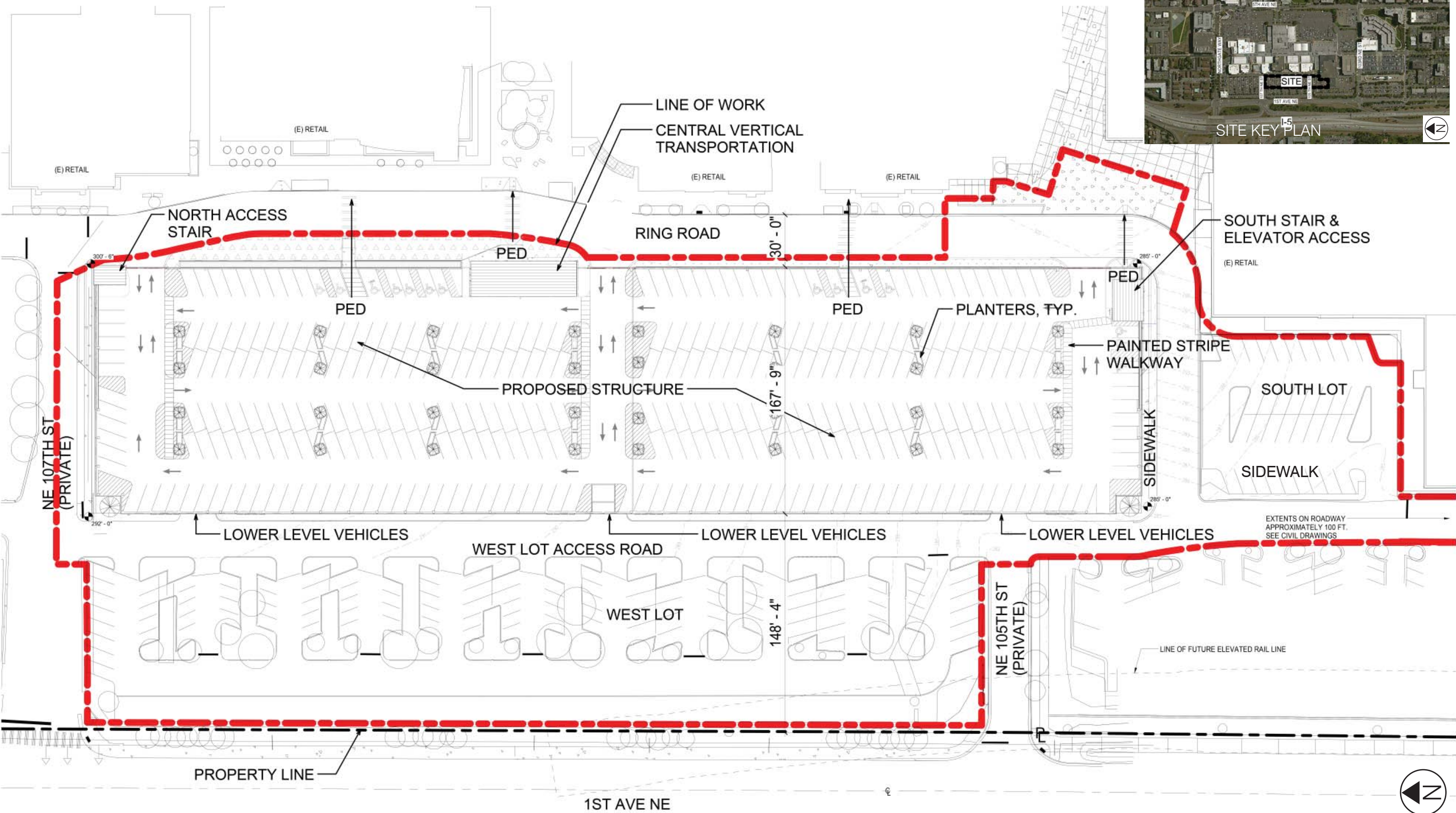
The project provides accessory parking for the retail use at the Northgate Mall. Located at the western edge of the Ring Road, the structure is integrated within the existing site grades to provide the least amount of visual impact, providing close-in parking to the retailers and allows for maintaining current parking ratios upon completion of the Sound Transit infrastructure. The parking area is conceived to enhance the mall patrons experience by providing clear access to the Mall, ease of use at the upper level for those with mobility challenges and weather protected parking on the lower level. Future development potential is shown here as part of the analysis for site use; those challenges are discussed further in the EDG response sections.



NOTE: THE ELEMENTS IN BLUE REFLECT A STUDY SHOWING POTENTIAL FUTURE ABILITY OF FUTURE USES AS REQUESTED THROUGH EARLY DESIGN GUIDANCE. IT DOES NOT REFLECT ANY CURRENT PROPOSED CONDITION.



SITE PLAN





EDG RESPONSES

1. Massing, Height, Bulk, & Scale

a. Massing.  
The Board expressed general support for the low-profile, two-story massing of the applicant's preferred alternative. The Board considered how the lower profile massing provides more opportunity for the structure to visually integrate into the site and be treated more of a landscaping feature and less as a structure. The Board directed the applicant to focus on the ground level and landscape response to better integrate the structure into the site. At the Recommendation meeting, the applicant should provide elevations, cross sections, and perspectives. (CS1-C, CS2-D-2, & DC2-A-1)

Response:  
Perspectives, renderings, elevations, and cross sections have been incorporated into the Design Recommendation packet to demonstrate how the massing of this parking structure is minimal, ties into the existing site grades to minimize impact on the site, and visually integrates into the site. Due to the significant landscaping by the addition of greenscreen on the blank concrete shearwalls and partial retaining walls, landscaping between the structure and the existing uses, and added landscaping throughout the top deck, this structure visually integrates well into the existing site as can be seen in the site sections and renderings in the Design Recommendation packet.

See pages 28-29 for rendered site sections and elevations, pages 31-34 for rendered perspectives, and pages 24-27 for rendered landscape plans and landscape examples. An example of a site section is shown below.

- A EXISTING GRADES INCORPORATES BUILDING MASSING
- B EXTENSIVE LANDSCAPING ALONG ALL SIDEWALKS SOFTENS EDGES
- C OPEN STRUCTURE WHERE GRADE ALLOWS
- D CANOPY HEIGHTS MINIMIZED TO HUMAN SCALE WHERE POSSIBLE
- E LANDSCAPING AT UPPER DECK PROVIDES SCALE AND SOFTENING
- F GREEN SCREEN AT FULL HEIGHT WALLS SOFTENS MASS





APPLICABLE DESIGN GUIDELINES for EDG Comment

1 CS1-C: Topography

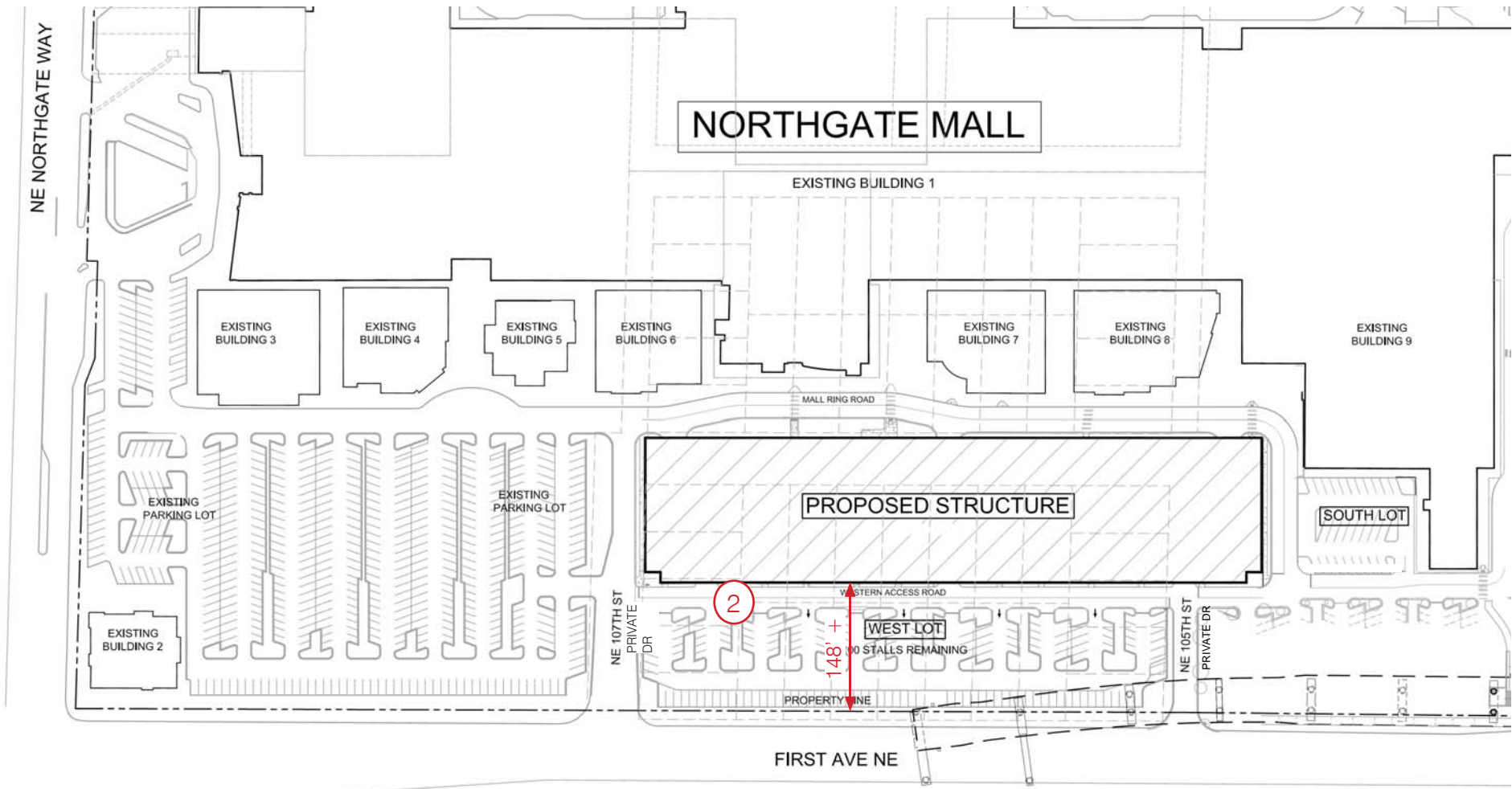
1. Land Form: Use the natural topography to inform the project design.  
2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant change in elevation.  
*The project has made significant use of the existing topography by placing the lower level at the same elevation as the adjacent west lot access road and the upper level at the same grade as the mall ring road. This is preferred since it eliminates internal parking ramps and makes more efficient use of all the space. Additionally the structure blends into the site and doesn’t create any visual obstruction to the existing mall buildings, since the only structures above the ring road grade are pedestrian canopies at the circulation cores, lightpoles, and landscaping.*

2 CS2-D-2: Height, Bulk, and Scale - Existing Site Features:

Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.  
*The project has been sited to create the least impact on the site, existing uses, and adjacent right-of-ways. The project has been located over 140’ away from 1st Avenue NE since its’ primary use is accessory parking for the existing mall. The project is replacing existing parking, and therefore has been placed within the existing field of surface parking.*

3 DC2-A-1: Massing - Site Characteristics and Uses:

Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.  
*The project mass has been arranged to take into account the existing topography and existing uses and the mass and siting proposed creates the least amount of impact. The only proposed structures above the highest grade of the mall ring road are slender structures like pedestrian canopies, parking lightpoles, and extensive landscaping - including trees. These elements have minimal mass and are to a pedestrian scale, providing a better experience for the users.*





# EDG RESPONSES

## 1. Massing, Height, Bulk, & Scale

b. Height.

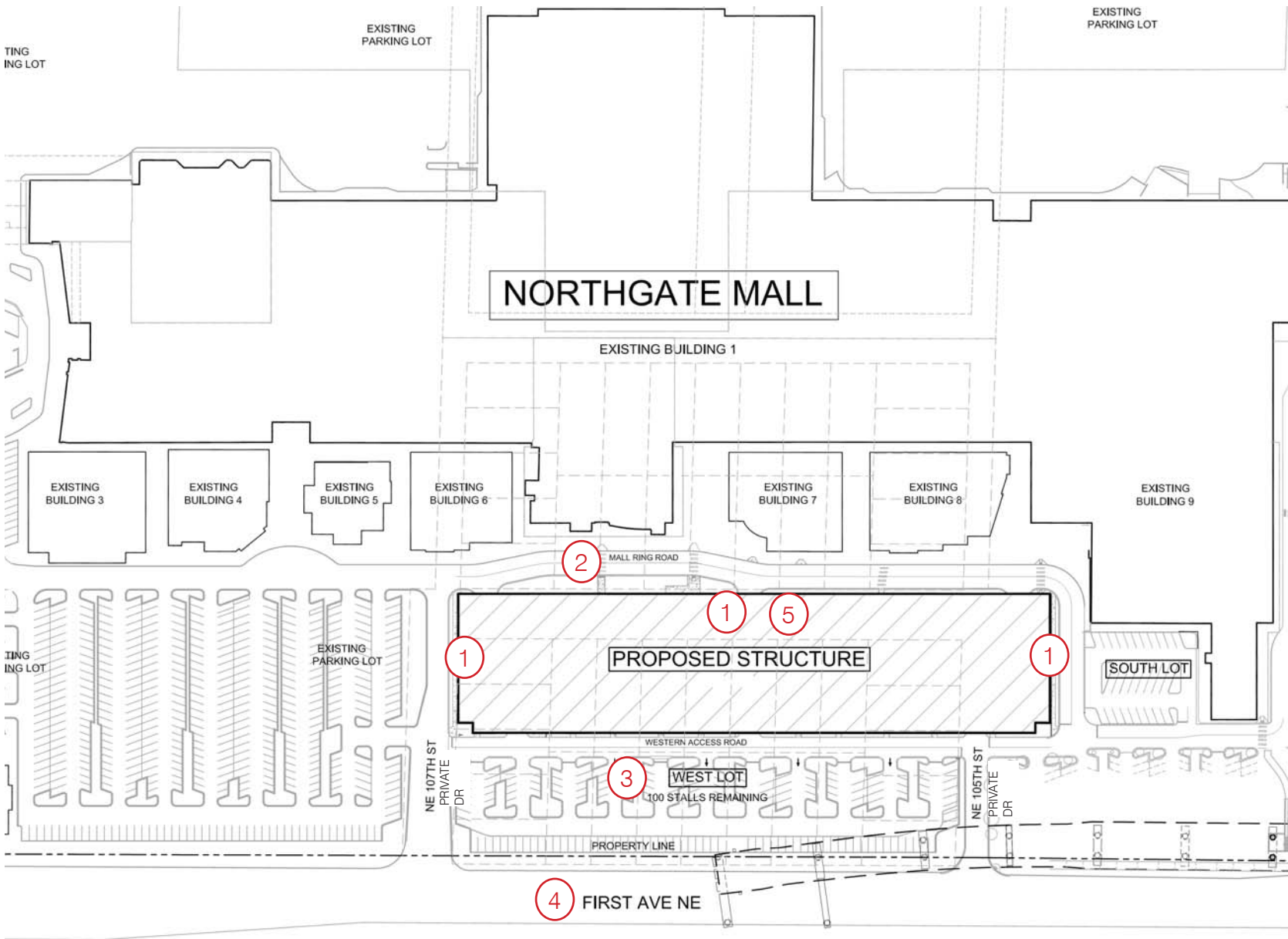
The Board directed the applicant to provide additional study and analysis on a 13' floor-to-floor height for the proposed parking structure to better accommodate possible future reuse of the structure and create a more comfortable pedestrian experience. The analysis should consider how a 13' floor-to-floor height would impact the overall project design while still integrating the structure into the natural topography of the site. (CS1-B-2, PL2-B-3, DC1-A-3, & DC-1-III-ii)

Response:

This was studied and it was determined that this was not feasible across the entire project length nor suitable for this project site. The existing site grades control whether this is feasible since the structure integrates into the existing site and ties into the adjacent roadways. 13' floor to floor is generally used for building structures and not typical for parking structures. The guideline is intended for a street front pedestrian experience and since this project is not on the public ROW, this design guideline is not applicable. Instead, the project meets Northgate Design Guideline DC1.III.i "Site parking structures away from Major Pedestrian Streets," as the project is located more than 140' from 1st Ave NE. This is outlined further in the departures table for street-level street facing development standards and in the diagram below.

Further, if this parking structure were to be used for retail space in the future, the best option for future street-level street facing retail on this project is the upper floor, facing the mall ring road, for the following reasons:

- 1 The lower floor is fully or partially buried on 3-sides and would not be serviceable for retail and tenants would likely not lease this space. Occupancy concerns/limitations would also need to be researched further.
- 2 The mall ring road adjacent to the upper level is the primary road and the sidewalk along this road is the primary pedestrian path through the mall campus, although not a public ROW.
- 3 The road on the west side of the proposed structure is an access road that is only used for the lower level of the parking structure and the small surface lot remaining to the west of the structure. It is also not a public ROW. Pedestrians would not be walking along this roadway.
- 4 There is a large grade and area separation from 1st Ave NE to the structure. This is anywhere from 8' at the northend to 14' at the southend in grade change between 1st Ave NE and the lower level of the parking structure at the west lot access road. Therefore, retail on the lower level of the parking structure would not act as street level street facing retail for 1st Ave NE. Further, 1st Ave NE is not very pedestrian friendly due to heavy vehicle use from the adjacent I-5 free-way on/off ramps, including dedicated high occupancy vehicle lanes.
- 5 A future build-out on the top level would be achievable with modifications to the parking structure at that time in the space adjacent to the Ring Road.





APPLICABLE DESIGN GUIDELINES for EDG Comment

- 1

CS1-B-2: Sunlight and Natural Ventilation - Daylight and Shading

Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

*The project is an “open parking garage,” providing much daylight to the interior. Additionally, since the structure utilizes existing grade and therefore has minimal mass, shading is minimized for adjacent buildings and sites.*
- 2

PL2-B-3: Safety and Security - Street-Level Transparency:

Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

*The west facade has been left as open and transparent as possible, to provide visibility into the structure for persons coming from the west lot or nearby sidewalk. The only cladding for the project are the greenscreens at the shearwalls on the west and the partial retaining walls on the north and south. The views behind the shearwalls are completely open.*
- 3

DC1-A-3: Arrangement of Interior Uses - Flexibility:

Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

*The current project does not preclude any future development on the site. With modifications in the future, the current design can allow for future development or a change in use of the structure at significant cost.*
- 4

DC-1-III-ii (Northgate): Parking Structures

Design a well-proportioned and unified parking structure. Consider techniques specified in citywide design guidelines - those relating to height, bulk and scale compatibility; architectural concept and consistency; and fostering a human scale - to achieve good scale and architectural design quality.

*The project has been designed as a well-proportioned and unified parking structure. The structure is low in height. Human scale elements have been incorporated throughout the upper level by the use of pedestrian canopies over the vertical circulation cores, and landscaping planters throughout the parking field. Additionally, greenscreens have been added to the blank concrete shearwalls on the west and partial retaining walls on the north and south. These break-up the long western facade, signify vehicular and pedestrian access points, and add a human scale element to the project.*



NORTHWEST CORNER VIEW



UPPER LEVEL RING ROAD NORTHERLY VIEW



EDG RESPONSES

2. Durability & Flexibility

a. Flexibility.  
The Board expressed concern with the project’s parking-only use because the location is zoned for higher density, mixed-use development and proximity to mass transit. The Board discussed the need for the design to be adaptable and flexible for future use and development potential. Specifically, the Board directed the applicant to study how the project could be built to structurally accommodate future development (on top of the structure) up to the 85’ height limit. (DC1-A-3 & DC4-E-1)

Response:  
This was studied and with modifications in the future and significant costs, the current design can allow for future development. The current project does not preclude any future development on the site. The below graphic shows how the proposed project could be used as a platform for further development in the future, while nothing is planned at this time.

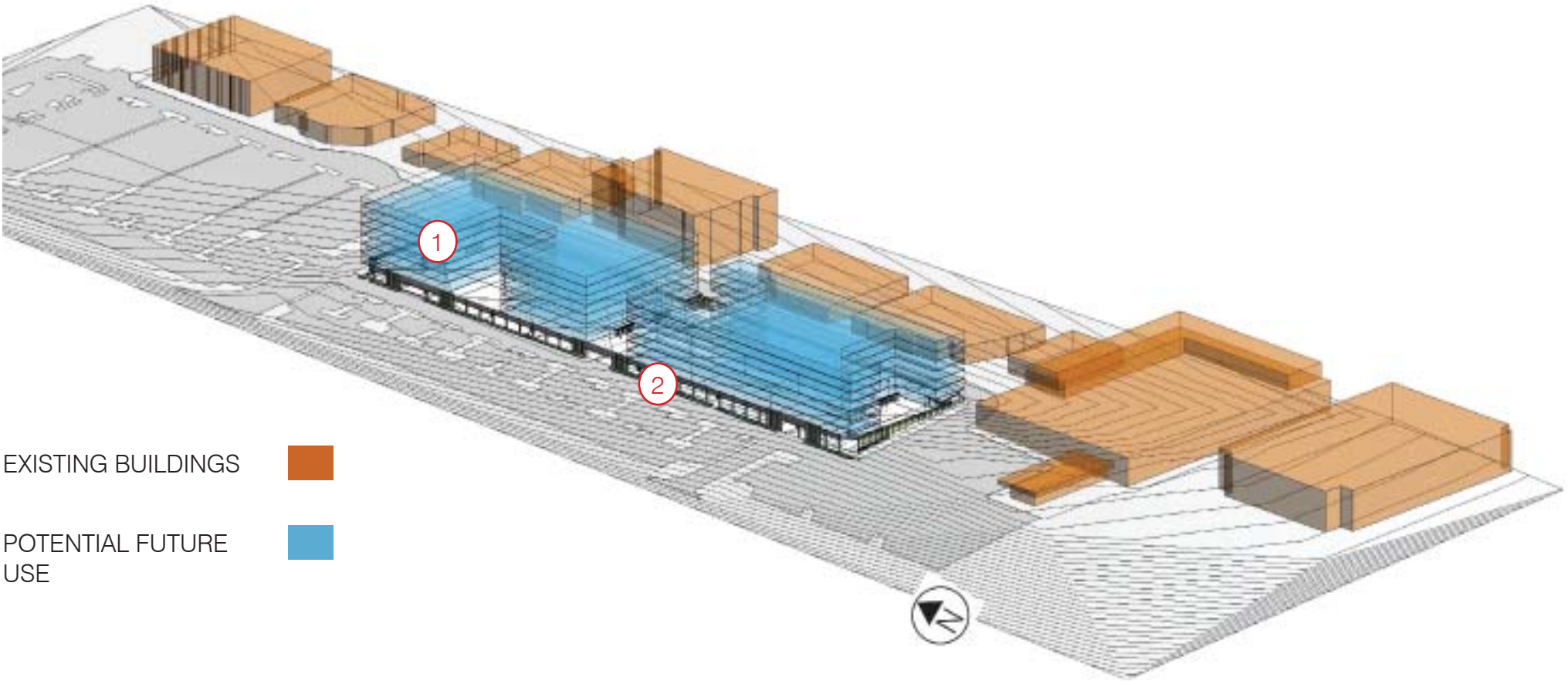
Additionally, 85’ building heights are not part of any future business plan for the mall and are not permitted by both tenant leases and the existing development agreement. With the current lease commitments, buildings that would block the visibility of the existing tenants are not allowed. It would be difficult to keep tenants without visibility thus creating additional vacancies. This parking structure configuration needs to have at the very least a 20 to 25 year life span due to existing tenant leases. The proposed deck, therefore, satisfies the tenants’ requirements in that the parking structure does not materially or adversely impact the visibility their leases call for (that they have rights to until their terms and options expire). Yet it also satisfies the long term goals of the City in that it is not so substantial that when that time comes, it cannot be replaced or revised as appropriate, subject of course to a thorough land use re-view/approval process and SEPA analysis for that subsequent opportunity, to relevant codes and processes at that time, that would likely be different than today.

Further, the leases with JCP and Nordstrom REQUIRE that lost parking be replaced (that Sound Transit will be taking for upwards of three years) exactly where the deck is shown.

APPLICABLE DESIGN GUIDELINES for EDG Comment

1 DC1-A-3: Arrangement of Interior Uses - Flexibility  
Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.  
The current project does not preclude any future development on the site. With modifications in the future, the current design can allow for future development or a change in use of the structure. Residential ceiling/floor-to-floor is generally 10’-13’ whereas retail is generally 14’-18’ floor-to-floor.

2 DC4-E-1: Project Assembly and Lifespan - Deconstruction  
When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.  
The project is primarily reinforced concrete, which can easily be demolished and recycled for use in future projects throughout the Puget Sound Region.



NOTE: THE ELEMENTS IN BLUE REFLECT A STUDY SHOWING POTENTIAL FUTURE ABILITY OF FUTURE USES AS REQUESTED THROUGH EARLY DESIGN GUIDANCE. IT DOES NOT REFLECT ANY CURRENT PROPOSED CONDITION.



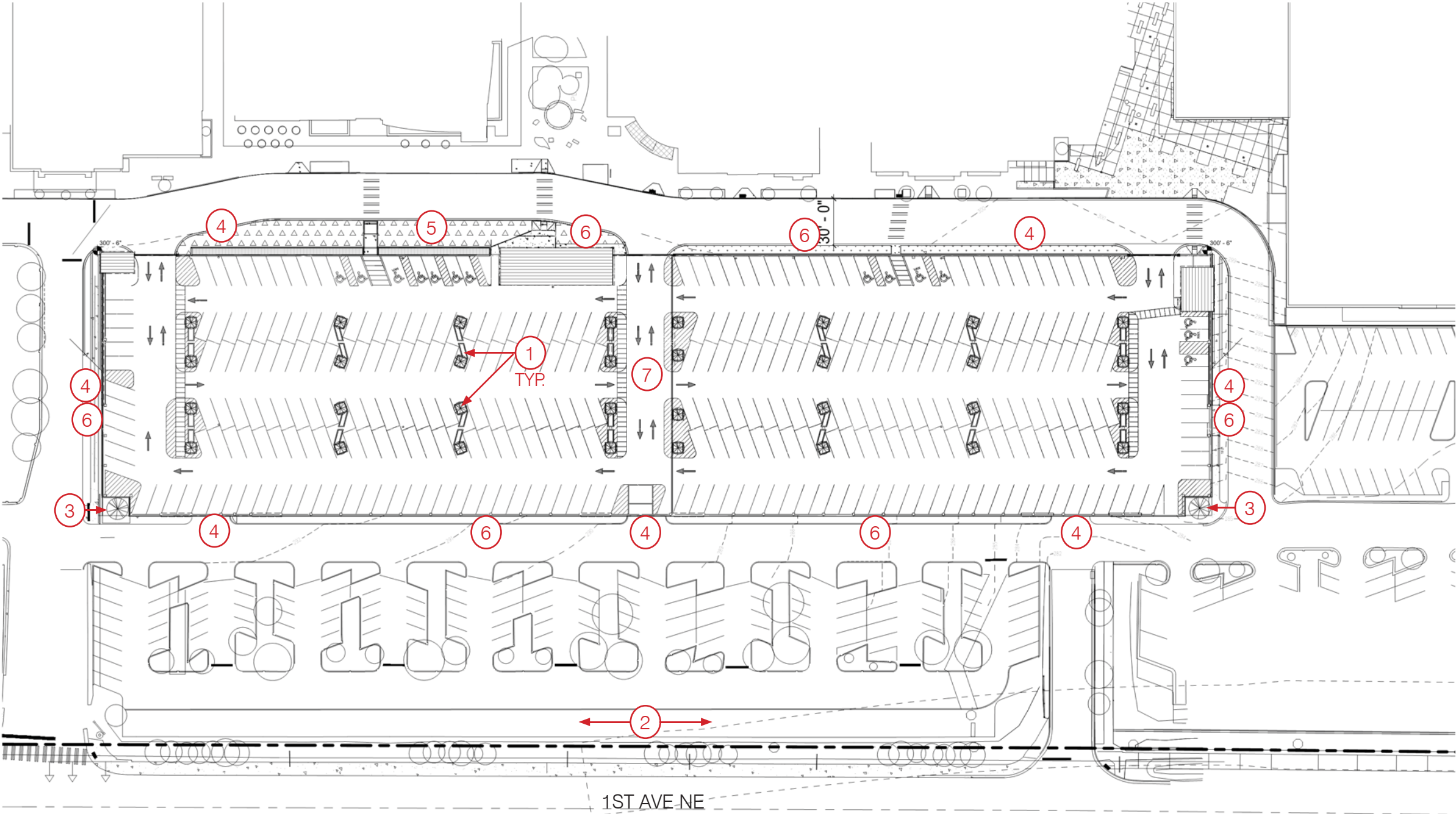
3. Landscaping & Open Space

a. Landscaping.  
The Board discussed that because of the topography and proposed massing, the structure has the potential to blend into the site and would appear as surface parking from some vantage points. The Board directed the applicant to take cues from the pedestrian walkway, open space, and landscaping requirements for surface parking and integrate these features into the project design, specifically on the second story of the structure. (CS1-D-1, PL1-B, PL1-I, PL2-III-vii, & DC1-I-i)

Response:  
Significant landscaping has been added since the EDG meeting, including trees and planters on the top deck. No departure is needed for open space or landscaping. Green Factor, Landscaping, and Open Space thresholds have all been met for this project. Additionally, the following have been included in response to the EDG comment and to the Design Guidelines listed below. Many are above what is specifically required by Land Use Code.

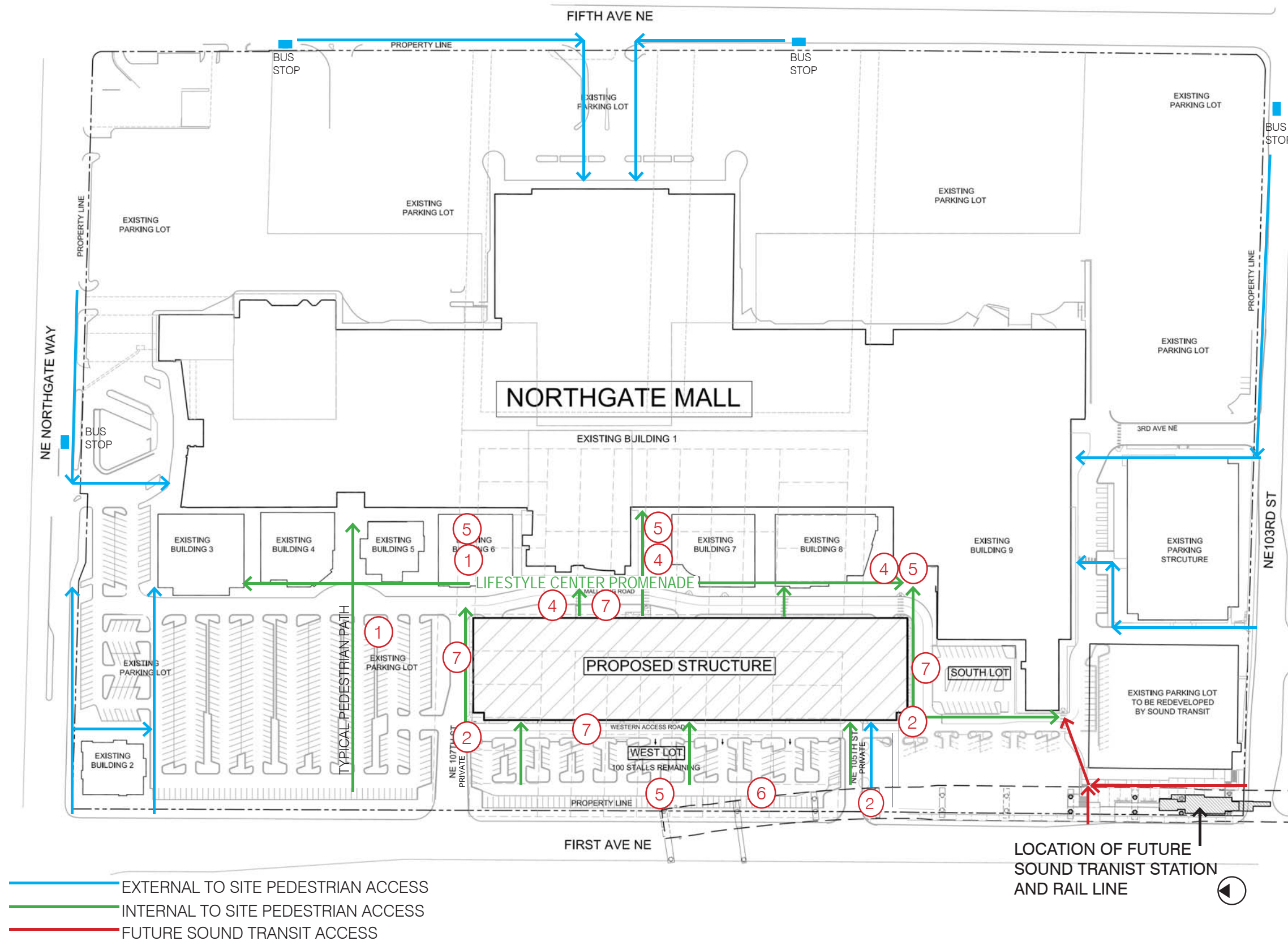
Further, huge concessions were given at this site when the 2003 Development Agreement was created with the city, under which future development such as this falls. The Development Agreement obligations have not only been met as to City secured benefits, but because of the short timeframe of the process, we've stepped up to beyond the qualitative standards the Development Agreement specifically "vested" our rights to, specifically stormwater treatment and landscaping.

- 1 Tree planter boxes and low planters with ground cover or low shrubs have been added throughout the top deck in a frequency similar to what is required for surface parking as requested at the EDG meeting. See colored landscaping plan on page 24.
- 2 The whole row of front row stalls along 1st Ave NE within the project boundary has been removed and replaced with landscaping.
- 3 Both the northwest and southwest corner of the structure have been notched and landscaped with tall trees that will reach above the upper level. This will provide less surface area of concrete, more greenery, and a softening of the corners when entering the site.
- 4 Greenscreens will also be provided on three sides of the structure and a greenscreen handrail will be provided along the east side of the structure.
- 5 A large raingarden will be included between the structure and the mall ring road, with landscaping throughout, including trees.
- 6 Landscape buffers have been provided on all sides of the structure, with trees spaced throughout.
- 7 The amount of landscaping within the proposed structure footprint is more than has been removed. Further, there were no trees in the landscape areas within the interior footprint of the proposed project.





## EDG RESPONSES



### APPLICABLE DESIGN GUIDELINES for EDG Comment

- 1 CS1-D-1: Plants and Habitat - On-Site Features: Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.  
*The project is using similar landscaping elements to those used in the 2006/7 development.*
- 2 PL1-B: Walkways and Connections  
Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.  
*The existing sidewalk into the site along NE 105th Street connects directly to the southern pedestrian walkway on the lower level that leads to the bicycle parking area and the southern vertical circulation core. This provides a relatively flat and comfortable route from the existing sidewalk to the western mall entrances. Further, sidewalks have been placed on the North and South sides of the structure, providing exterior pedestrian connections from the adjacent surface parking lots to the western mall entrances, while pedestrian entrances to the lower level have been provided at each west lot drive aisle.*
- 3 Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.  
*Three designated East-West directional pedestrian walkways have been provided on both levels for pedestrian circulation to each of the three vertical circulation cores and the mall ring road crosswalks. Additionally, a colonnade sidewalk has been provided along the west edge of the lower level parking structure to provide a safe route for pedestrians entering from the west lot. The entrances to this sidewalk each have an accent light from above.*
- 4 Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the side and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, art work, and engaging retail displays and/or kiosks.  
*Year-round landscaping will be provided around all sides of the parking structure and on the upper level of the parking structure. This includes trees, low shrubs, ground cover, and greenscreens. Benches have been provided in the project, however, since the sole use of this project is accessory parking for the adjacent mall buildings, the focus is to provide connections for moving pedestrians to the significant usable open space with benches/seating, artwork,*



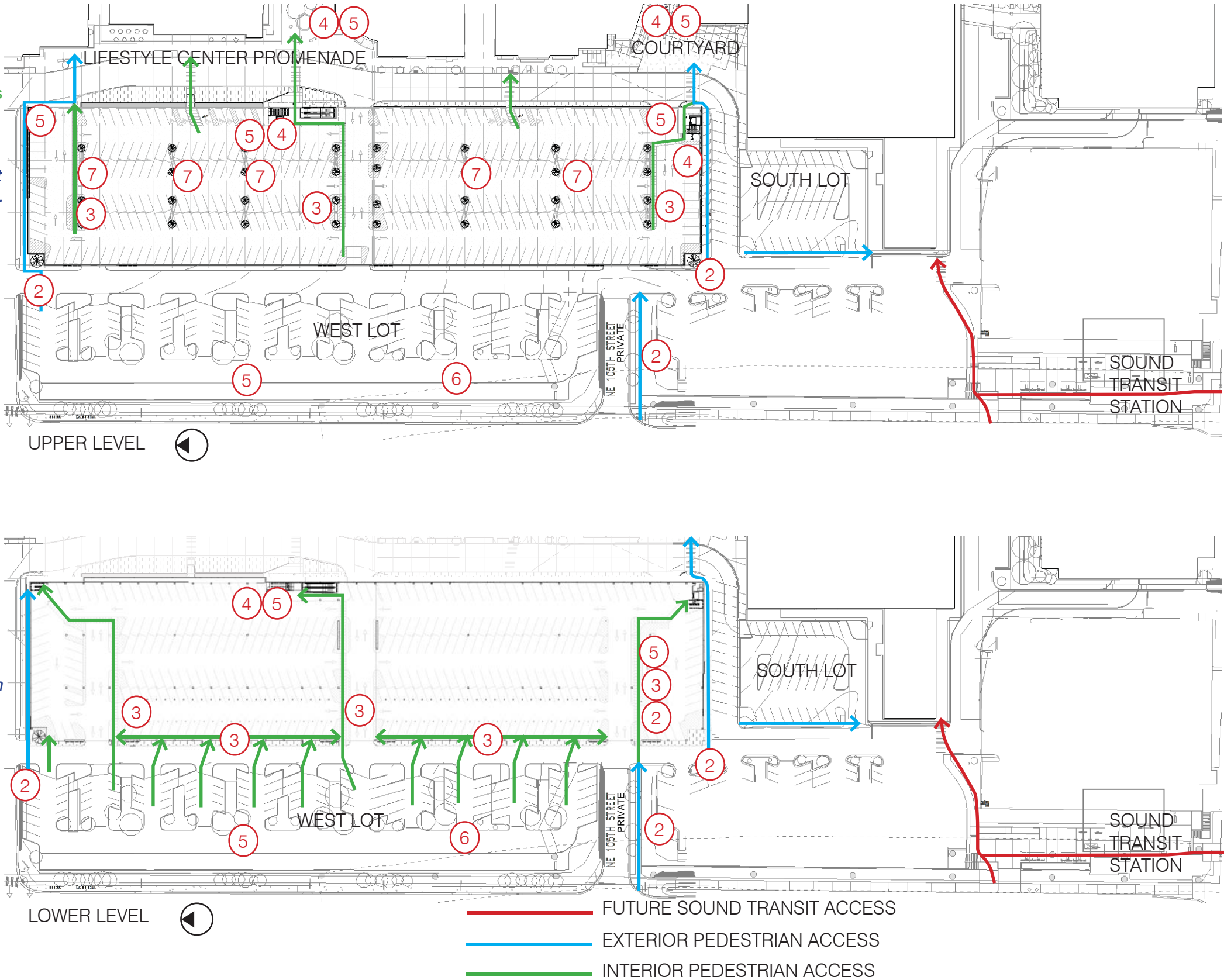
and other signage that was provided as part of the 2006/7 development. Additionally, signage to retail will be included inside the structure and columns may be painted for additional wayfinding.

EDG RESPONSES

**5 PL1-I (Northgate): Incorporate Open Space**  
The Northgate Plan places a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas. The Northgate Overlay District includes detailed and specific open space requirements, defining “usable open space” that are open to the public and abutting a sidewalk. This project has provided significant open space in addition to the extensive open space provided in the 2006/7 development. This project includes over 50,000 SF of open space when only 35,000 SF is required. The code required amount of usable open space has been provided at both levels of the central vertical circulation core, the main pedestrian focus of the project, and the regraded plaza area next to the retail entrances within the project limits. Additional usable open space is included in both levels of the North and South pedestrian vertical circulation cores and a significant bicycle parking area on the lower level as well as the designated pedestrian walkways that connect everything. The 2006/7 development provided open space more than 3 times the amount required, much of it being usable open space. Since the sole use of this project is accessory parking for the adjacent mall buildings, the focus is to provide connections for moving pedestrians to the significant usable open space provided across the mall ring road in the 2006/7 development.

**6 PL2-III-vii (Northgate): Superblock Development - Parking Lots**  
Surface parking areas located between primary buildings and the public right-of-way should include walkways, landscaping and lighting to delineate safe and comfortable pedestrian circulation within the site. The surface parking areas between the public right-of-way and the primary mall buildings will not be affected, however, additional landscaping will be added between the 1st Avenue NE ROW and the west lot to remain. Perimeter sidewalks and landscaping buffers are also included on the proposed project as well as designated interior walkways on both levels and landscaping on the upper level.

**7 DC1-I-i (Northgate): Design of Parking Lots Near Sidewalks - Interior Landscaping**  
Use landscaping to break large areas into a series of smaller areas. Plant low landscaping in left over portions of parking areas (e.g., turning radii)  
This project is providing significant landscaping throughout, including buffers around the entire structure that separates the project from the adjacent surface lots on the North, West, and South, and the existing mall structures on the East. Additionally, tree planter boxes and low planters have been added on the upper level in a frequency similar to surface lots to break-up the large parking area.





# EDG RESPONSES

b. Screening.  
The Board discussed the benefits of a more permeable, open street facing façade but requested additional information on the proposed screening and north, south, and west facades. For the next meeting, the applicant should further develop the landscaping, screening, and proposed treatment of the façades, especially the west facing façade, and provide a landscaping plan and elevations. (DC1-I-i, PL3-II-i, PL2-B-3, & DC1-A-4)

Response:  
The landscaping has been further developed since the EDG meeting and has been incorporated into the colored landscape plan on page 24. Renderings and elevations have been provided as shown below, incorporating the green-screens on the concrete shearwalls on the west and the partial retaining walls on the north and south, and trees throughout the landscaping buffers surrounding the parking structure. An image of the greenscreen material can be seen on page 30 and #2 / 32.

The main pedestrian entrances on the lower level are directly adjacent to the vehicle entrances and all are between the greenscreens, providing visual identity. The secondary pedestrian entrances on this facade align with the aisles in the west lot and have been highlighted with accent lighting above. Landscape planters were added in the field on the upper level deck. These were centered over interior beams and columns to limit the impact to the structure.



## APPLICABLE DESIGN GUIDELINES for EDG Comment

① DC1-I-i (Northgate): Design of Parking Lots Near Sidewalks - Interior Landscaping: Use landscaping to break large areas into a series of smaller areas. Plant low landscaping in left over portions of parking areas (e.g. turning radii);  
This project is providing significant landscaping throughout, including buffers around the entire structure that separates the project from the adjacent surface lots on the North, West, and South, and the existing mall structures on the East. Additionally, tree planter boxes and low planters have been added on the upper level in a frequency similar to surface lots to break-up the large parking area.

② PL3-II-i (Northgate): Human Activity - 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 onto plazas and walkways and bring the “outdoors” into the building by opening interior spaces to sunlight and views of sidewalk activity.  
Due to the nature of the project as an “Open Parking Garage” indoor and outdoor spaces frequently interact. Landscaping surrounds the project and is further provided on the interior parking field above. Pedestrian walkways inside the lower level connect directly with pedestrian circulation exterior to the building, inviting pedestrian inside to seek escape from the elements while still providing an unobstructed view to the exterior as the western facade is kept as open as possible with low landscaping and only greenscreen cladding at the concrete shearwalls. This provides a safe and inviting environment for the pedestrians. Canopies and curbed areas at the three vertical circulation cores are covered, yet exterior and provide a safe and comfortable place for pedestrians to navigate and wait.

③ PL2-B-3: Safety and Security - Street-level Transparency: Ensure transparency of street-level uses, where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.  
The west facade has been left as open and transparent as possible, to provide visibility into the structure for persons coming from the west lot or nearby sidewalk. The only cladding for the project are the greenscreens at the shearwalls on the west and the partial retaining walls on the north and south. The views behind the shearwalls are completely open.

④ DC1-A-4: Arrangement of Interior Uses - Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.  
The three main pedestrian areas of the parking structure are the three separate vertical circulation cores. These are designed with pedestrian scale lighting and canopies at the upper level, providing an inviting environment for the pedestrians. These also directly connect with the main crossings at the mall ring road to the pedestrian plaza surrounding the western side of the mall. These vertical circulation cores are also curbed, providing a safe place for the pedestrians from the adjacent vehicular movements.



4. Safety, Access, & Alternative Transportation

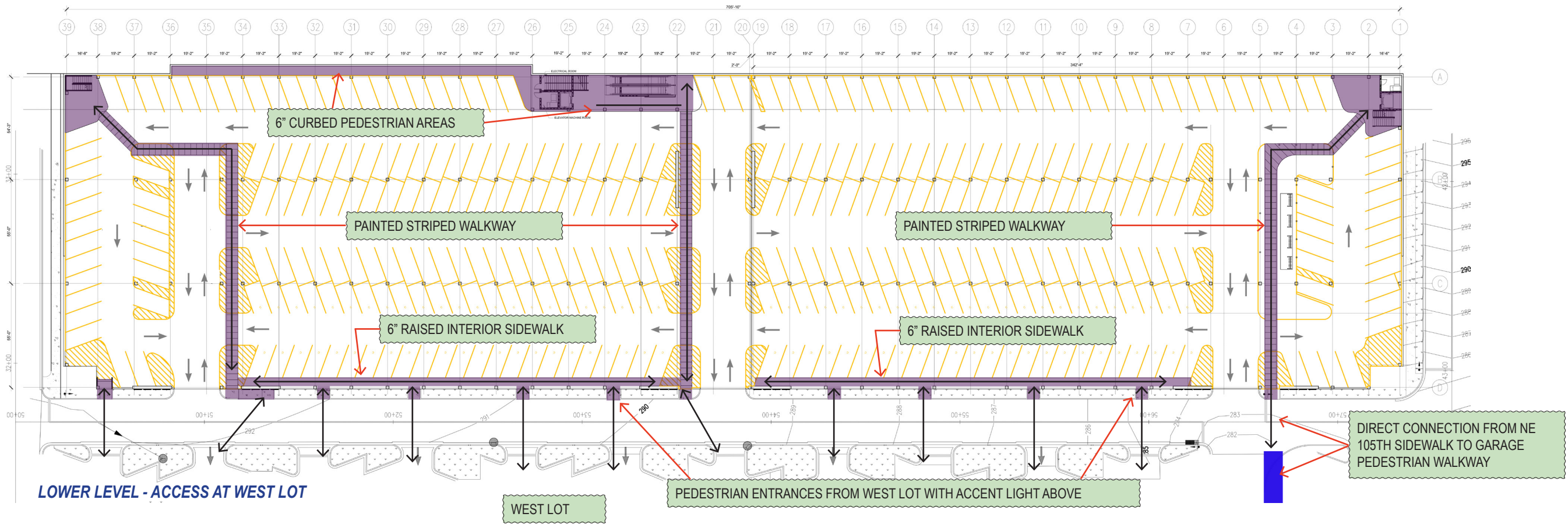
Pedestrian Connectivity & Safety.

The Board emphasized the importance of pedestrian safety and the need to minimize vehicle-pedestrian conflicts. For the next meeting, the Board requested additional information on vehicle and pedestrian circulation. The applicant should study proposed pedestrian and vehicle circulation patterns and provide additional information on the proposed traffic flows and pedestrian pathways and crossings (including pedestrian connections from 1st Ave NE and the future light rail platform and plaza). (PL1-B, PL1-II, PL2-III-vii, DC1-B, & DC1-IV-i)

Response:

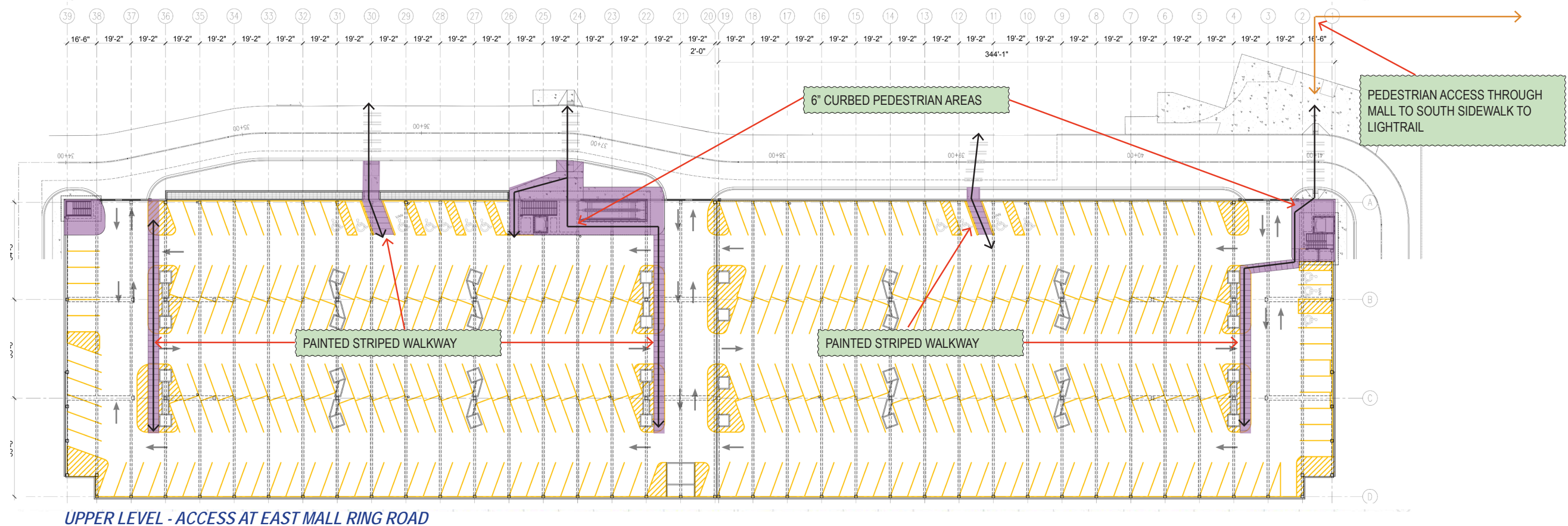
Pedestrian circulation patterns for the project site and the entire mall campus have been provided on the diagrams on pages 12-13. Vehicular and pedestrian interactions can be seen from the plan diagrams below. A sidewalk has been added on the west edge of the small JCP lot being reconfigured as part of this project, to provide a secondary connection to the Light Rail Station. The primary connection is through the mall to the south mall entrance down to the southern mall sidewalk that leads to the future Sound Transit station. The specific connection between the Light Rail Station and the mall sidewalk is being provided by Sound Transit, including a curb ramp at the southwest corner of the existing mall sidewalk. Please refer to the Sound Transit design documents for this connection.

Additionally, the lower level has been revised to incorporate an interior colonnade sidewalk along the western edge so that pedestrians entering this level from the adjacent west lot may safely walk to the designated east-west directional pedestrian walkways and avoid walking through the drive aisles. A pedestrian entrance has also been provided at each end of the west lot drive aisles. These are marked with an accent light from above so that users can easily identify these entrances. The main pedestrian entrances are located directly adjacent to the vehicle entrances, within the Greenscreen frame so that they are easily identifiable. The east-west direction pedestrian walkways are striped the entire length to promote driver awareness in these areas. The lower level will be well-lit throughout. The plan diagrams below for both levels show these different pedestrian pathways.





## EDG RESPONSES



### APPLICABLE DESIGN GUIDELINES for EDG Comment

#### PL1-B: Walkways and Connections

See responses in Design Guidelines applied for EDG Comment 3a.

#### PL1-II (Northgate): Interior Block Pedestrian Connections

Larger development sites are encourage to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. Such walkways, which could be for pedestrians only, for pedestrians and bikes or adjacent to vehicular access through the site, should meet the sidewalk of key pedestrian streets in an engaging and identifiable manner.

Several pedestrian walkways have been incorporated into both levels of the project design to break-up the scale of the proposed structure. Further, the addition of this structure breaks-up the scale of the existing surface lot due to significant landscaping and sidewalks around the proposed project. These features provide a betterment to the existing condition. Additionally, this project maintains the existing interior block connection from NE 105th ST shown in the Design Guideline diagram.

#### PL2-III-vii (Northgate): PL2-III-vii (Northgate): Superblock Development - Parking Lots

Surface parking areas located between primary buildings and the public right-of-way should include walkways, landscaping and lighting to delineate safe and comfortable pedestrian circulation within the site.

The surface parking areas between the public right-of-way and the primary mall buildings will not be affected, however, additional landscaping will be added between the 1st Avenue NE ROW and the west lot to remain.

#### DC1-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:

- 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;

*There is no direct access to this parking structure from any public ROW. It is located within an existing surface parking lot. Users will first enter the site, as they currently do, from adjacent streets and then access the parking structure.*

- where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or  
*There are no new curb cuts proposed along any public ROW for this project.*

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.

*The garage entrances/exits for this project are not at any public ROW and are located so that they do not conflict with pedestrian sidewalks, minimizing the potential for vehicle-pedestrian conflicts*

- Facilities for Alternative Transportation: Locate any facilities for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles in prominent locations that are convenient and readily accessible to expected users.

*The parking spaces for future Electric Vehicle Charging Stations and Carpool Only stalls have been located in a prominent location at the east edge of the upper level, near access points across the mall ring road to retail entrances.*

#### DC1-IV-i (Northgate): Parking and Vehicle Access - Minimize Pedestrian/Vehicle Conflicts:

Site and design driveways to minimize conflicts between vehicles and pedestrians. This is especially important along Northgate Way, 1st Avenue NE, and NE 103rd Street. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.

*There are no new curb cuts proposed along any public ROW. The parking structure is within an existing parking area and not directly off a public ROW; therefore, conflicts between vehicles and pedestrians are minimized.*



The Board also discussed the importance of safety and wayfinding on the lower level and of the proposed structure and directed the applicant to pay specific attention to signage, wayfinding, and pedestrian lighting at this location. (PL2-A,B,&D)

Response:  
Delineated pedestrian pathways have been included on both levels guiding pedestrians safely to the vertical circulation cores and the mall ring road crosswalks. See plan drawing on pages 15-16.

APPLICABLE DESIGN GUIDELINE for EDG Comment

PL2-A: Accessibility

1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate “back door” entrances for persons with mobility limitations.  
All ADA (barrier-free) parking is located on the upper floor - providing the most prominent parking spaces to the adjacent retail. These spaces are next to either level pathways or curb ramps that lead to the retail entrances through striped crosswalks on the mall ring road.
2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges. Examples include exterior stairs and landings, escalators, elevators, textured ground surfaces, seating at key resting points, through-block connections, and ramps for wheeled devices (wheelchairs, strollers, bicycles.)  
Elevators have been provided in two locations, at the south and central vertical circulation cores. An escalator has been provided at the central vertical circulation cores while stairways are provided at all three vertical circulation cores. Pedestrians coming from the adjacent surface lots have the choice of travelling through the lower level of the parking structure along a relatively flat floor surface to stairs, elevators, or escalators - or using the exterior sidewalks on the north or south side of the structure with a steeper slope.

PL2-B: Safety and Security

1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street-level uses.

a. Alternative Transportation.

The Board directed the applicant to explore prioritization of conveniently located and easily accessible parking stalls for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles.

(DC1-B-2)

- Response:
- Alternative Transportation Parking: Provisions (power/data) have been provided in the design that will allow EV charging stations to be installed at a later date, if a vendor approaches the mall ownership, in close proximity to the mall entrances. Other stalls will be designated and marked as “Carpool Only” stalls and will also be located in close proximity to the entrances. See image below.
  - Alternative Transportation Programs: Mall ownership supports carpool parking for employees by designating stalls in employee lots and providing information on arranging carpools. Mall ownership will consider allocating parking stalls for Shared Vehicles like Zipcar in the future at such a time as a vendor approaches them.
  - Compact Stalls: Small (Compact) Stalls have been added since the EDG meeting. The amount is based on the differential from the amount of parking provided and agreed to initially in the 2006/2007 development, and the amount being provided in this proposed structure.

APPLICABLE DESIGN GUIDELINES for EDG Comment

DC1-B-2: Vehicular Access and Circulation - Facilities for Alternative Transportation  
Locate any facilities for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles in prominent locations that are convenient and readily accessible to expected users.

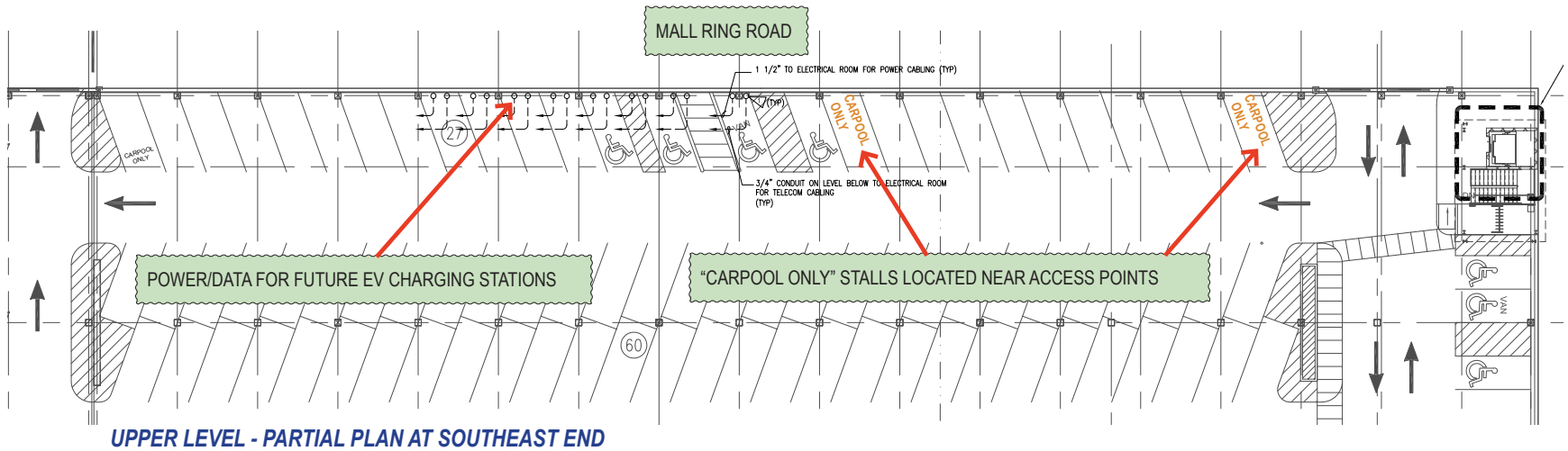
The parking spaces for future Electric Vehicle Charging Stations and Carpool Only stalls have been located in a prominent location at the east edge of the upper level, near access points across the mall ring road to retail entrances.

The parking garage is kept as open as possible - creating a safe environment through providing good lines of sight, and minimal visual obstructions.

2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.  
Lighting has been provided throughout both levels to meet city code requirements and Northgate Mall lighting level standards. Additionally, accent lights have been provided above the pedestrian entrances along the west edge of the lower level.
3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.  
The west facade has been left as open and transparent as possible, to provide visibility into the structure for persons coming from the west lot or nearby sidewalk. The only cladding for the project are the greenscreens at the shearwalls on the west and the partial retaining walls on the north and south. The views behind the shearwalls are completely open.

PL2-D: Wayfinding

1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.  
Pedestrian pathways on both levels will be well striped - providing clear wayfinding to the vertical circulation cores and the mall ring road crosswalks. Pedestrian canopies will be visible from the mall area, signifying the location of the vertical circulation cores. Columns may be painted for further wayfinding on the lower level. Arrows will be painted on the surface for vehicular wayfinding and typical Northgate Mall signage will be incorporated for retail wayfinding.





## EDG RESPONSES

For the next meeting, the applicant should also include additional information on bicycle parking including type, size, and location. (PL4-B)

### Response:

Bicycle parking has been provided in two locations. The main bicycle parking is provided on the lower level, includes generous space for the bicycle parking area, and is located directly adjacent to the southern most main designated pedestrian walkway, which also aligns with the sidewalk along NE 105th ST. This is naturally covered by the upper level above. The second bicycle parking area is on the upper level at the southeast corner adjacent to the elevator and stair. This is also covered as it is under the stair canopy. Please see the diagrams below.

### APPLICABLE DESIGN GUIDELINES for EDG Comment

#### PL4-B: Planning Ahead for Bicyclists

1. **Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

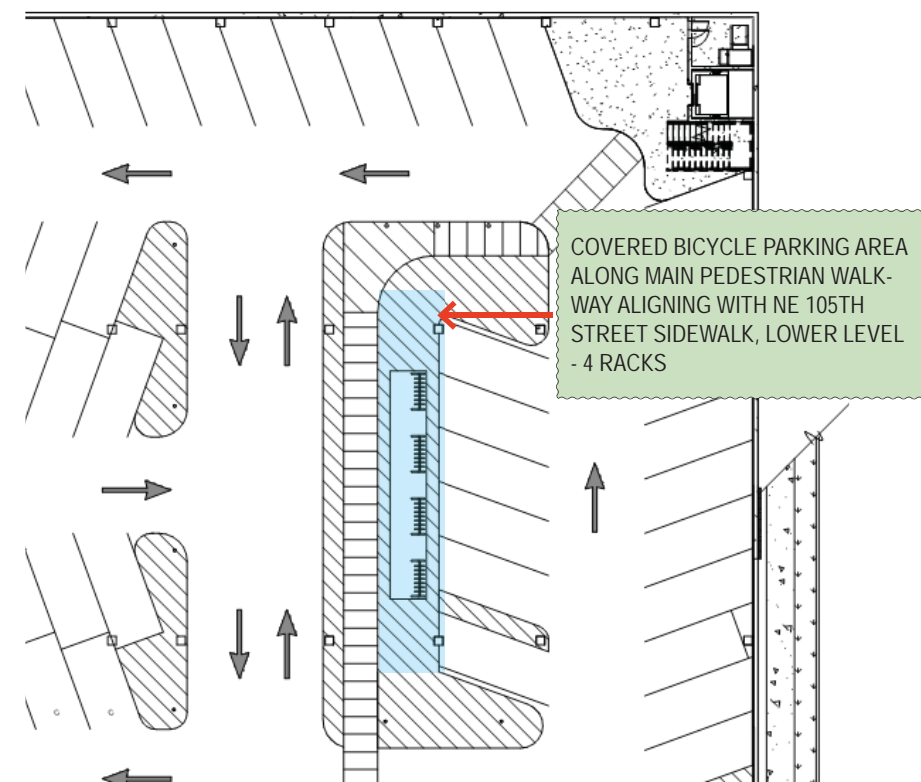
The significant bicycle parking is located on the lower level directly adjacent to the southern pedestrian walkway that aligns with the existing sidewalk along NE 105th ST., providing the most intuitive route and parking for bicyclists. This bicycle area is naturally covered from the floor above and is separated from vehicles by bollards.

2. **Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

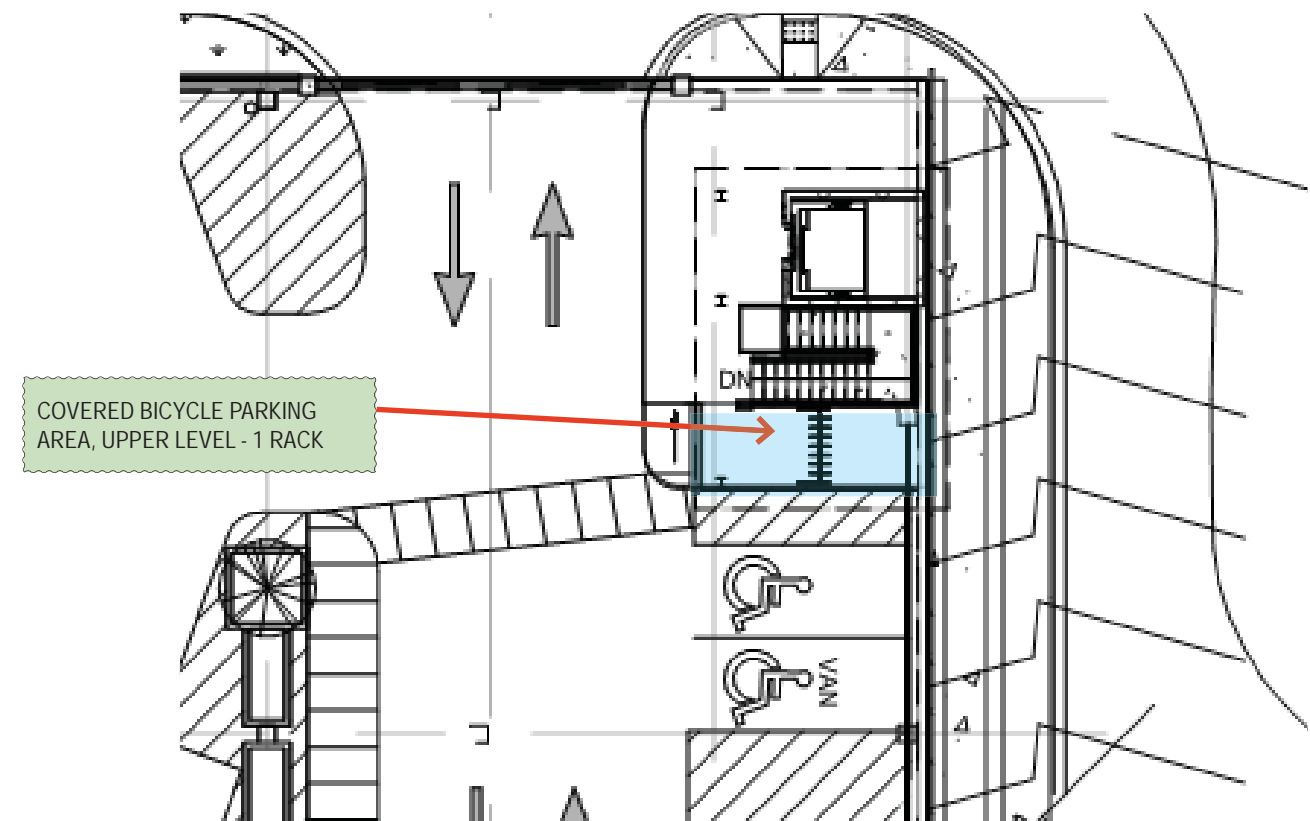
The significant bicycle parking is located on the lower level directly adjacent to the southern pedestrian walkway in an open area that is separated from vehicular traffic by bollards. Site lines are also clear and unobstructed in this area and throughout the lower level. Bicycle parking on the upper level is directly adjacent the stairway on the raised curb, covered by the canopy, and is also provided in an open area close to parking at the retail mall entrances.

3. **Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

The significant bicycle parking is located on the lower level directly adjacent to the main southern pedestrian walkway that aligns with the existing sidewalk along NE 105th ST., providing the most intuitive route and parking for bicyclists.



LOWER LEVEL - SOUTHEAST



UPPER LEVEL - SOUTHEAST



a. Secondary Architectural Features.

The Board discussed the importance of secondary architectural features and pedestrian detail and directed the applicant to incorporate human scale elements including pedestrian-oriented lighting, wayfinding, signage, art, and other human scale features to enhance the pedestrian experience. (DC2-C, DC4-B,C,&D, & DC4-I)

Response:  
Additional information has been incorporated in the Design Recommendation packet on these items as requested. Marked pedestrian pathways are included on both levels guiding pedestrians safely to the vertical circulation cores and the mall ring road crosswalks. Striping will be provided at the pedestrian walkways to alert drivers to the pedestrians. Overhead accent lighting will be provided at the secondary pedestrian entrances on the lower level and pedestrian scale lighting will be included at each vertical circulation core on both levels. Additionally, many art features were included during the 2006/07 Lifestyle Center development in the large open space promenade and courtyard surrounding the western portion of the Northgate Mall. This proposed structure was designed so that the pedestrian connections would align with these existing open spaces. The central canopy, as seen below, is designed to be open and framed by landscaping, guiding pedestrians across the road. The garage itself is not seen as a gathering space as it is an accessory parking use. Instead the focus is on providing connections to move pedestrians to these existing open spaces at the mall where people can gather, wait, and enjoy the artwork.

APPLICABLE DESIGN GUIDELINES for EDG Comment

- 1
- A. DC2-C: Secondary Architectural Features  
Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as high-quality surface materials and finishes.  
The western facade is the longest and highest facade. Its' length is broken up by green-screens at the shearwalls expressing the vehicular and main pedestrian entrances/exits. Additionally, pedestrian scale finishes are applied to the main materials at the vertical circulation core, such as clear glass windscreen at the escalator and ground-face masonry at the elevators.
- 2
- Dual Purpose Elements: Consider architectural features that can be dual purpose - adding depth, texture, and scale as well as serving other project functions. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.  
Pedestrian canopies have been provided at a street-level scale at each of the three vertical circulation cores along the east edge of the project, creating texture and scale for the project and providing protection from the sun and rain.
- 3
- Fit with Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors, such as:  

a.considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials,  
The proposed structure is kept well below adjacent building heights purposely to provide clear site lines to those existing buildings. The colors and materials of adjacent buildings and plaza features were considered in selecting materials for this project, such as; copper color for the roof canopies, cocoa for the masonry, and black for the steel posts and beams.

b. using trees and landscaping to enhance the building design and fit with the surrounding context, and/or  
Extensive landscaping has been used throughout the project to fully integrate it into the site. It acts as a buffer and screening between the project and the existing uses, it breaks-up the parking areas, and it ties the structure into the surrounding character of the existing surface parking lot.

c.creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions - or similar ones - might be a good fit for the project and its context.  
As the purpose of this project is to integrate and blend into the existing topography and landscaping as much as possible, the structure does not have a distinctive base, middle or top. This fits with the surrounding existing buildings.



- 4
- DC4-B,C,&D: Exterior Elements and Finishes  
B. Signage  
1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.  
There will be no exterior signs for this project as it is not located at street level of the public ROW. Vehicle entrances will be clearly identifiable with banger bars above, and greenscreens on either side. Pedestrian entrances will be marked with accent lighting from above.
2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with facade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.  
There will be no exterior signs for this project as it is not located at street level of the public ROW. Vehicle entrances will be clearly identifiable with banger bars above, and greenscreens on either side. Pedestrian entrances will be marked with accent lighting from above.



EDG RESPONSES

- 1
- C. Lighting
1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art. Pedestrian entrances at the west facade of the lower entrance will be marked with accent lighting from above. Pedestrian scale lighting will be used on both levels at all three vertical circulation cores.
2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution. Lighting throughout both levels has been designed to meet city code requirements and Northgate Mall lighting level standards. Additionally, cut-off shields have been added to the lower level light fixtures on the west side and the lightpoles on the upper level are LED fixtures with a BUG rating of B3-U0-B3; meaning, they have 0 uplight, and a very low rating of 3 for glare.
- 2
- D. Trees, Landscape and Hardscape Materials
1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions. The project is using similar landscaping elements to those used in the 2006/7 development.
2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible. Concrete is being used as a durable material in the plaza and courtyards, including the vertical circulation cores.
3. Long Rang Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended. The project is using similar landscaping elements to those used in the 2006/7 development. These were selected to be appropriate for the long term.

4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees. The project utilizes the existing site topography and significant proposed landscaping to blend into the existing site as much as possible. Many trees have been placed throughout the project. A large raingarden with trees buffers the northeast edge of the structure from the existing mall buildings and further emphasizes the main pedestrian scale central canopy and vertical circulation core with stair, elevator, and escalator with wind-screen. Further, two tall trees have been place in the northwest and southwest corners at the lower level to grow above the upper level at maturity and tall trees have been place around the North, South, and East sides of the structures. Greenscreens can be found on all four sides; at the shearwalls emphasizing the vehicular and main pedestrian entrances on the west, at the partial retaining walls on the north and south, and as a short fence along the east - further restricting pedestrians to safely cross the mall ring road in only designated areas.
- 3
- DC4-I (Northgate): Design Signage Compatible with Human Scale and Consistent with Architectural Concept: Signage should be designed so that it is appropriate for the scale and character desired in the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood. Signs should add interest to the street level environment. The following types of signs are encouraged: Pedestrian-oriented blade signs; signs integrated into the design of the building: along a sign band, on canopies and marquees, located in windows. These types of signs are discouraged: Large illuminated box signs (backlit "can" signs) and Post-mounted signs. There will be no exterior signs for this project as it is not located at street level of the public ROW. Vehicle entrances will be clearly identifiable with banger bars above, and greenscreens on either side. Pedestrian entrances will be marked with accent lighting from above. There will be a series of signs in the parking structure to direct vehicles & pedestrians. This will be detailed in the construction documents.





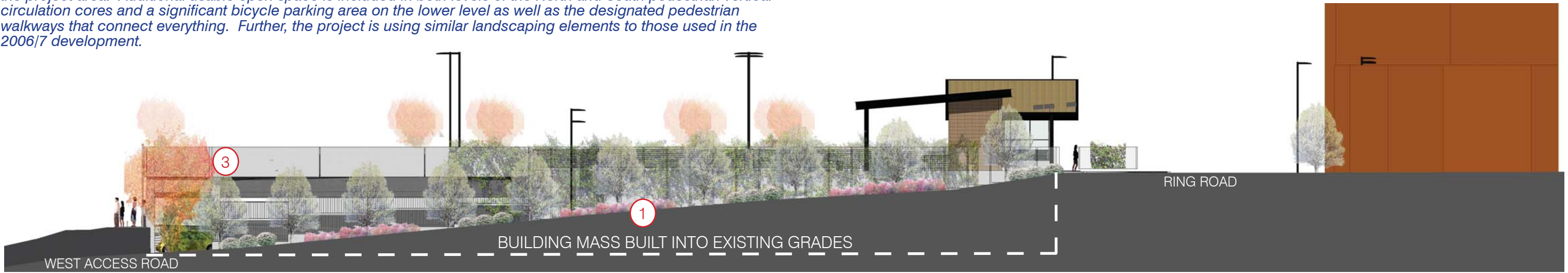
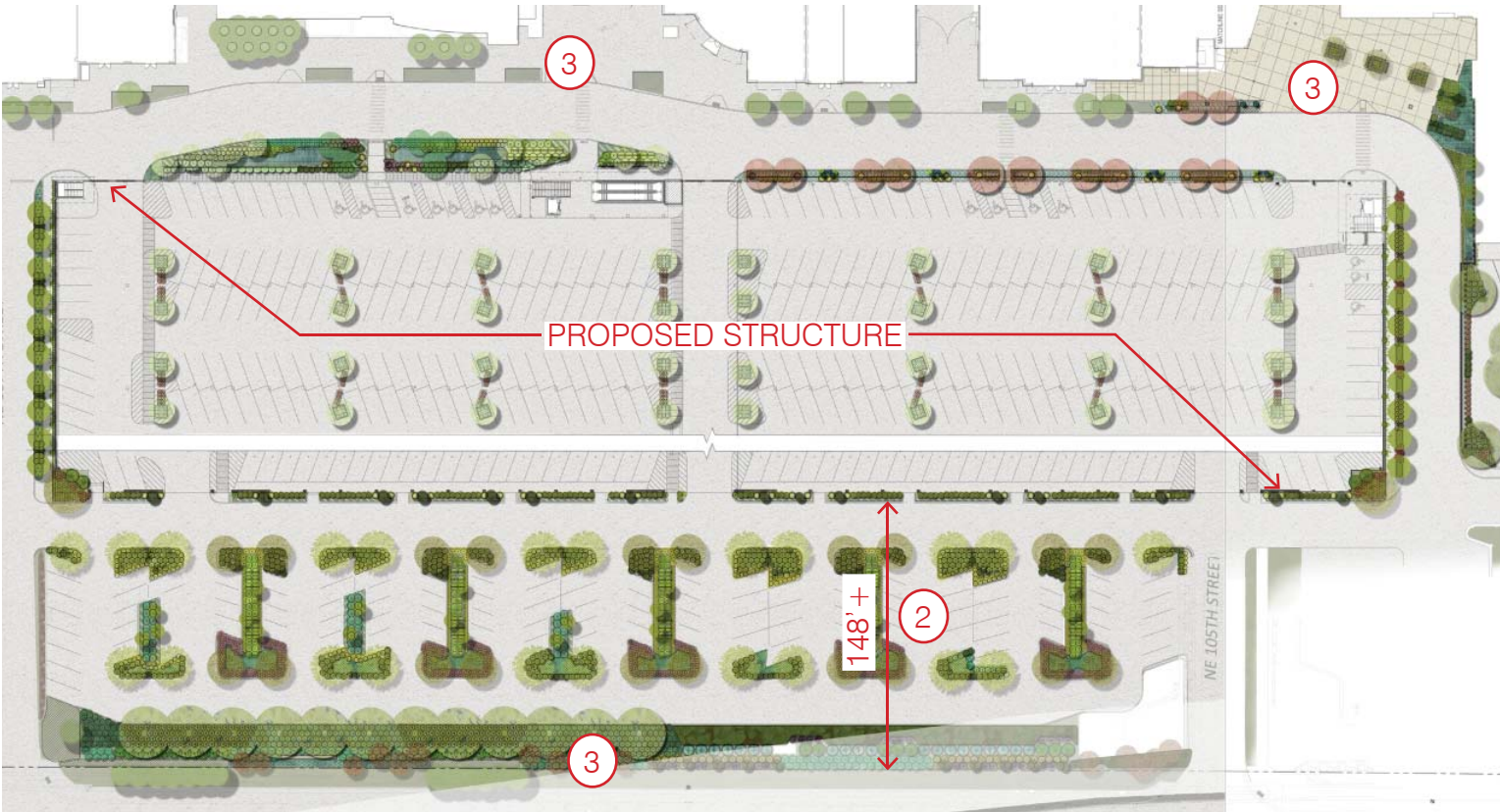
b. Site Context.  
For the Recommendation meeting, the Board directed the applicant to provide additional information on the site and surrounding context (from approximately NE 107th St and NE 103rd St and 1st Ave NE and 3rd Ave NE) including plans, graphics, perspectives, and renderings. Supplemental graphic information should include the adjacent future Sound Transit Station and associated improvements in order to better understand the site context and relationship to the station. Specifically, the Board requested perspectives from I-5 looking towards the proposal and perspectives that included the light rail platform and pylons. Additionally, the applicant should provide a current phasing plan and post-light rail construction site plan that shows final build out of the transit project, pedestrian in-frastructure, surface parking, and parking structures. (CS2-B & PL4-C-1&3)

Response:  
Plans, graphics, perspectives, and renderings as requested and as applicable for the site and surrounding context have been included. The Sound Transit work is currently not shown since they have not yet completed their design. As can be seen from pages #2 / 33 and site elevations, the proposed structure has minimal mass, blends into the existing topography, does not limit the view, and is hidden mostly by adjacent landscaping. Since the future Sound Transit guideway will be in front of this proposed structure from the I-5 perspective, much of this proposed parking structure will be further hidden when the Sound Transit project is complete. The diagram on page 48 shows the phasing of when different portions of the parking area and Sound Transit site will be under construction. Sound transit has not shared drawings that can be used for perspective renderings and since their design is not complete, it would reflect an incorrect project.

APPLICABLE DESIGN GUIDELINES for EDG Comment

CS2-B: Adjacent Sites, Streets, and Open Spaces

- 1 Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing. The project utilizes the existing site topography and significant proposed landscaping to blend into the existing site to the extent feasibly possible.
- 2 Connection to the Street. Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape - its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street) - in siting and designing the building. Since the project's sole use is accessory parking for the existing mall, and it is replacing existing surface parking, it is setback from the public ROW by more than 140' and designed to blend into the existing site and topography to the fullest extent possible.
- 3 Character of Open Space: Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features). This project has been sited against the existing mall ring road directly next to significant usable open space plaza and courtyard created as part of the 2006/7 development. This location allows for a direct connection of this project with that existing open space. This project also includes over 50,000 SF of open space when only 35,000 SF is required. The required amount of usable open space has been provided at both levels of the central vertical circulation core, the main pedestrian focus of the project, and the regraded plaza area to the southern mall entrance in the project area. Additional usable open space is included in both levels of the North and South pedestrian vertical circulation cores and a significant bicycle parking area on the lower level as well as the designated pedestrian walkways that connect everything. Further, the project is using similar landscaping elements to those used in the 2006/7 development.





# EDG RESPONSES

## PL4-C-1&3: Planning Ahead for Transit

① **Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking, and/or suggest logical locations for building entries, retail uses, open space, or landscaping. Take advantage of the presence of transit patrons to support retail uses in the building.

*The future Northgate Light Rail Station will be located at the NE corner of 1st Ave NE and NE 103rd St. This parking structure is not for Light Rail, however, two pedestrian connections have been provided from the Light Rail to the mall within this project vicinity. The primary connection is through the mall to the south mall entrance connecting to the southern mall sidewalk. A secondary connection has been provided by an added sidewalk along the west edge of the small reconfigured parking lot by JCP. Sound Transit will provide the connection from the Light Rail to the southwest corner of the existing mall sidewalk.*

② **Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

*The future Northgate Light Rail Station will be located at the NE corner of 1st Ave NE and NE 103rd St. This parking structure is not for Light Rail, however, two pedestrian connections have been provided from the Light Rail to the mall within this project vicinity. The primary connection is through the mall to the south mall entrance connecting to the southern mall sidewalk. A secondary connection has been provided by an added sidewalk along the west edge of the small reconfigured parking lot by JCP. Sound Transit will provide the connection from the Light Rail to the southwest corner of the existing mall sidewalk.*

③ **Signage.**

The Board noted that both pedestrian oriented signage, as well as larger scale, auto oriented signage should be well thought out and incorporated into the overall project design. **At the next stage, the Board requested a conceptual signage plan for the parking structure. (DC4-B & DC4-I)**

**Response:**

*There will be no signage on the exterior of the building since this project is not on a public ROW. Interior signage following Northgate Mall standards will be provided for wayfinding, both vehicular and pedestrian to shopping areas. See page 35 for a sample of signage.*

### APPLICABLE DESIGN GUIDELINES for EDG Comment

④ **DC4-B: Signage**

1. **Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.

*There will be no exterior signs for this project as it is not located at street level of the public ROW. Vehicle entrances will be clearly identifiable with banger bars above, and greenscreens on either side. Pedestrian entrances will be marked with accent lighting from above.*

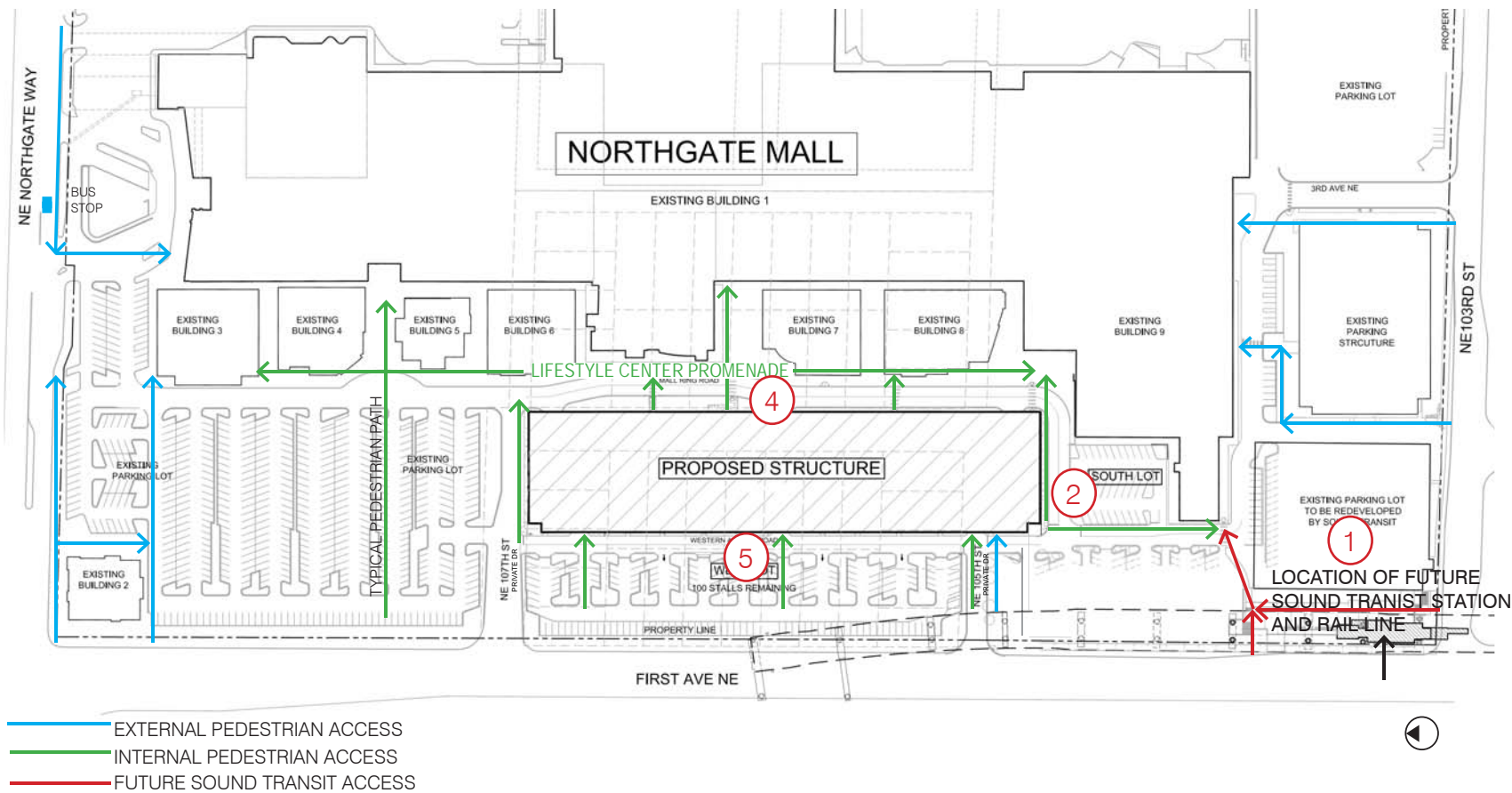
2. **Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with facade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

*There will be no exterior signs for this project as it is not located at street level of the public ROW. Vehicle entrances will be clearly identifiable with banger bars above, and greenscreens on either side. Pedestrian entrances will be marked with accent lighting from above.*

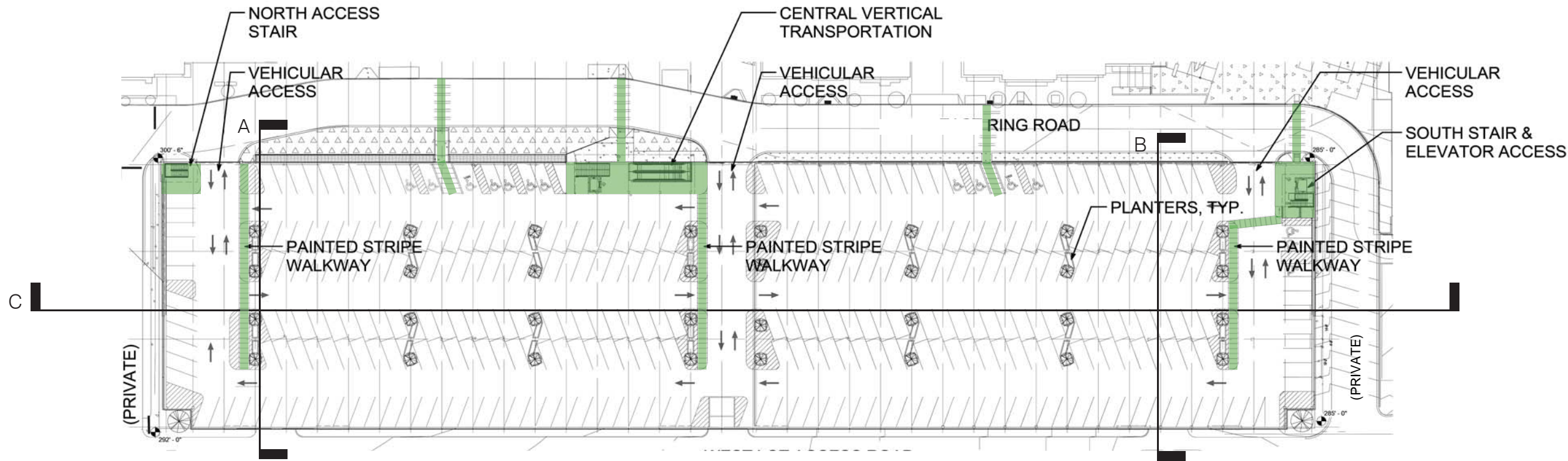
⑤ **DC4-I (Northgate): Design Signage Compatible with Human Scale and Consistent with Architectural Concept:**

Signage should be designed so that it is appropriate for the scale and character desired in the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood. Signs should add interest to the street level environment.

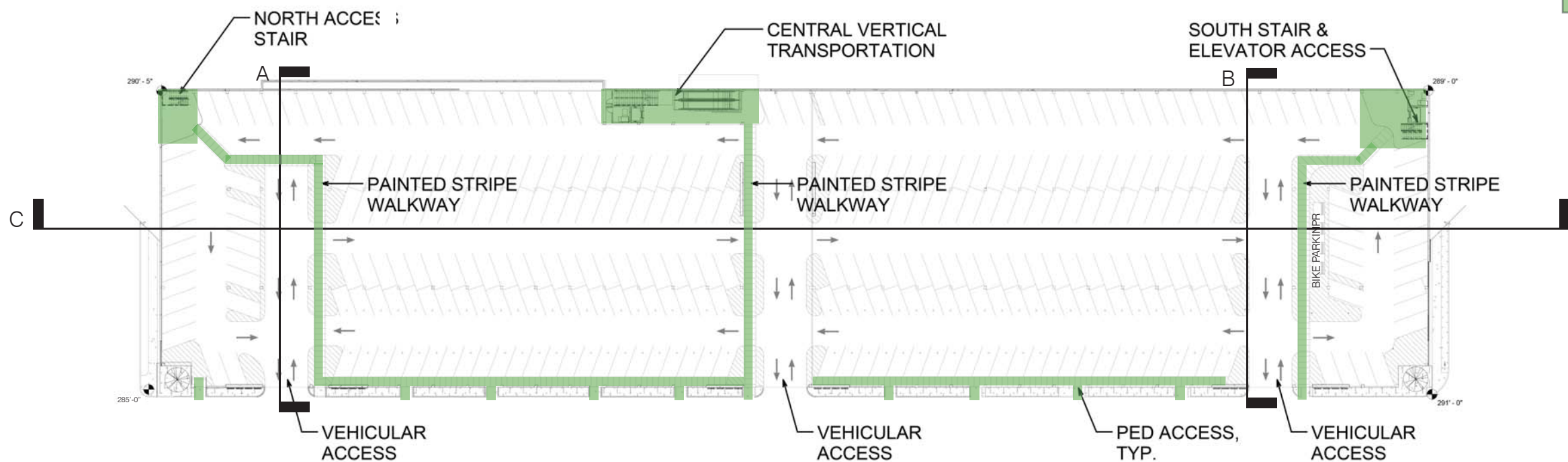
*There will be no exterior signs for this project as it is not located at street level of the public ROW. Vehicle entrances will be clearly identifiable with banger bars above, and greenscreens on either side. Pedestrian entrances will be marked with accent lighting from above.*







P2 - MALL ACCESS (UPPER LEVEL)



P1 - WEST LOT ACCESS (LOWER LEVEL)

PROPERTY LINES NOT SHOWN FOR CLARITY--  
SEE SITE PLAN FOR NEAREST PROPERTY LINE.

PEDESTRIAN AREAS



LANDSCAPE PLAN AND IMAGES

1. Greenscreen Trellis Panels w/ Vines

2. 5'-0" Wide Landscaped Walkway

3. Green Fence

4. Flush Crossing at Plantings

5. At-grade Bioretention Plantings

6. Light Well w/ Steel Grating

7. Pedestrian Route to At-grade Crossings

8. Raised Concrete Planters with Trees

9. Existing Entry Signage

10. Potential Future Monument Sign
11. Future Sound Transit Tracks (Overhead)

12. Bike Rack

13. Regraded Pedestrian Plaza w/ Special Paving & Benches

14. Benches, Typ.

15. Existing Planting to Remain

16. Reconstructed Parking w/ Bioretention Plantings

17. Existing Sidewalk to Remain


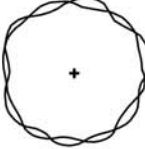





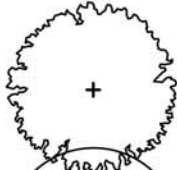



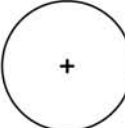








PLANTING SCHEDULE

TREES				SHRUBS			
	ACER PALMATUM GREEN JAPANESE MAPLE	10'-12' HGT. B&B	MINIMUM 5 STEMS, HEAVY CLUMPS	⊕	ABELIA x GRANDIFLORA 'ROSE CREEK' ROSE CREEK ABELIA	3 GAL. CONT.,	COMPACT TO BASE, HARDENED GROWTH
	ACER RUBRUM 'SCARLET SENTINAL'/ SCARLET SENTINAL MAPLE	2" CAL., MIN. 12'-14' HGT., B&B	WELL BRANCHED, MATCHED SPECIMENS, BRANCHED ABOVE AND BETWEEN 5'-6'	⊗	AGAPANTHUS 'STORM CLOUD' / STORM CLOUD LILY-OF-THE-NILE	3 GAL. CONT.,	COMPACT TO BASE, HARDENED GROWTH
	AMELANCHIER 'AUTUMN BRILLIANCE'/ AUTUMN BRILLIANCE SERVICEBERRY	MIN. 3 STEMS, 6'-8' HGT., B&B	SYMMETRICALLY BRANCHED AS APPROVED	⊗	ARBUTUS UNEDO 'COMPACTA'/ STRAWBERRY TREE	2 GAL. CONT., 15"-18" HGT./SPRD.	COMPACT TO BASE
	BETULA JACQUEMONTII JACQUEMONTII BIRCH	12'-15' HGT. B&B	MIX OF SINGLE STEM & MULTI-STEM SPECIMENS (MIN. 3 STEM CLUMPS)	⊗	CHOISYA TERNATA/ MEXICAN ORANGE	2 GAL. CONT., 15"-18" HGT./SPRD.	COMPACT TO BASE, STURDY TRUNK
	CARPINUS BETULUS 'FRANS FONTAINE' COLUMNAR EUROPEAN HORNBEAM	MIN. 1 1/2" CAL. 10'-12' HGT., B&B	COMPACT, BRANCHED ABOVE AND BETWEEN 4'-6'	⊕	CLETHRA ALNIFOLIA 'HUMMINGBIRD' / 'HUMMINGBIRD' SWEET PEPPERBUSH	2 GAL. CONT. 15"-18" HGT./SPRD.	FULL FOLIAGE TO BASE; MULTIPLE, HARDENED CANES
	NYSSA SYLVATICA / BLACK TUPELO	10'-12' HGT., B&B	SINGLE STEM SPECIMENS AS APPROVED. BRANCHED ABOVE AND BETWEEN 5'-7'	⊕	CLETHRA ALNIFOLIA 'RUBY SPICE' / 'RUBY SPICE' SWEET PEPPERBUSH	2 GAL. CONT.	FULL FOLIAGE TO BASE;
	CUPPRESSUS SEMPERVIRENS 'FASTIGIATA'/ ITALIAN CYPRESS	MIN. 8' HGT., B&B OR CONT.	MATCHED FORMS, BRANCHED TO BASE	⊖	CORNUS SERICEA 'BAILHALO' IVORY HALO REDTWIG DOGWOOD	5 GAL. CONT., 24"-30" HGT.	COMPACTLY BRANCHED TO BASE
	FRAXINUS PENNSYLVANICA 'URBANITE'/ URBANITE ASH	2" CAL., 12'-14' HGT., B&B	MATCHED FORMS, UNIFORMLY BRANCHED ABOVE AND BETWEEN 5'-6'	⊖	CORNUS SANGUINEA 'CATO' / ARCTIC SUN DOGWOOD	2 GAL. CONT.	COMPACTLY BRANCHED TO BASE
	LIRIODENDRON TULIPIFERA/ TULIP TREE	2-1/2" CAL., MIN. 12'-14' HGT., B&B	SYMMETRICALLY BRANCHED, MATCHED SPECIMENS, BRANCHED ABOVE AND BETWEEN 5'-6'	⊕	CORNUS v SERICEA 'KELSEY'/ KELSEY RED OSIER DOGWOOD	1 GAL. CONT.	COMPACT
	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE	MIN. 6'-8' HGT., B&B.	SYMMETRICALLY BRANCHED TO BASE	⊗	EUPHORBIA CHARACIAS SSP. 'WULFENII' / MEDITERRANEAN SPURGE	1 GAL. CONT.	COMPACT
	PINUS SYLVESTRIS 'FASTIGIATA'/ FASTIGIATE SCOTCH PINE	6'-8' HGT., B&B.	MATCHED FORMS, COMPACTLY BRANCHED TO BASE	⊖	FOTHERGILLA GARDENII 'BLUE MIST' / BLUE MIST DWARF FOTHERGILLA	1 GAL. CONT.	COMPACT
	PYRUS CALLERIANA 'CHANTICLEER'/ CHANTICLEER PEAR	2" CAL., 12'-14' HGT., B&B.	WELL BRANCHED, MATCHED FORMS FORMS, BRANCHED ABOVE AND BETWEEN 5'-6'	⊖	HEBE GLAUCOPHYLLA/ GRAY-LEAFED HEBE	1 GAL. CONT.	COMPACT, 24" O.C. TRIANG. SPACING
				⊖	HELIOTRICHON SEMPERVIRENS/ BLUE OAT GRASS	1 GAL. CONT.	VIGOROUS ESTABLISHED CLUMPS
				⊕	ILEX GLABRA 'SHAMROCK'/ SHAMROCK COMPACT INKBERRY	2 GAL. CONT., 15"-18" HGT./SPRD.	COMPACT TO BASE
				⊕	ITEA VIRGINICA 'HENRY'S GARNET' / HENRY'S GARNET SWEETSPIRE	1 GAL. CONT.	COMPACT CLUMPS
				⊗	LAVANDULA x INTERMEDIA 'PROVENCE'/ HEDGE LAVENDER	2 GAL. CONT., 15"-18" HGT./SPRD.	COMPACT, SHEARED HARDENED GROWTH
				⊗	MANZANITA x DENSIFLORA 'HOWARD MCMINN' / HOWARD MCMINN MANZANITA	7 GAL. CONT.	MIN. 3 STEM CLUMPS
				⊗	MISCANTHUS SINENSIS 'YAKU JIMA'/ JAPANESE SILVER GRASS	5 GAL. CONT.	COMPACT CLUMPS
				Ⓜ	MYRICA CALIFORNICA PACIFIC WAX MYRTLE	5 GAL. CONT., 21"-24" HGT./SPRD.	COMPACT TO BASE, HARDENED GROWTH
				⊗	NANDINA DOMESTICA 'SIENNA SUNRISE'/ SIENNA SUNRISE HEAVENLY BAMBOO	2 GAL. CONT.	BUSHY, MULTI-CANE
				⊗	PHYSOCARPUS OPULIFOLIUS 'PETITE PLUM' / DWARF PURPLE-LEAF NINEBARK	5 GAL. CONT., MIN. 21"-24" HGT./SPRD.	SYMMETRICAL, COMPACT



PLANTING SCHEDULE

SHRUBS

⦿	PHYSOCARPUS OPULIFOLIUS 'SUMMER WINE' / SUMMER WINE NINEBARK	5 GAL. CONT., MIN. 21"–24" HGT./SPRD.	SYMMETRICAL, COMPACT
⊗	PITTOSPORUM 'CREME DE MINT' / DWARF VARIEGATED PITTOSPORUM	3 GAL. CONT., MIN. 18"–21" HGT./SPRD.	COMPACT
⦿	ROSA RUGOSA 'SNOW PAVEMENT' / SNOW PAVEMENT RUGOSA ROSE	1 GAL. CONT.	COMPACT
⑤	SALIX PURPUREA/ PURPLE OSIER WILLOW	2 GAL. CONT., 15"–18" HGT./SPRD.	COMPACT TO BASE
⊗	SARCOCOCCA RUSCIFOLIA / SWEETBOX	2 GAL. CONT. 12"–15" HGT./SPRD.	COMPACT TO BASE
⦿	SPIRAEA BETULIFOLIA 'TOR' / TOR BIRCHLEAF SPIRAEA	2 GAL. CONT.	MIN. 2ND YR GROWTH WITH 3 LEADERS @ 24" OR MORE
⊖	SPIRAEA THUNBERGII 'OGON' / GOLDEN JAPANESE SPIRAEA	2 GAL. CONT.	MIN. 2ND YR GROWTH WITH 3 LEADERS @ 24" OR MORE
⊕	TAXUS BACCATA REPANDENS CREEPING YEW	2 GAL. CONT.	COMPACT
⦿	VIBURNUM DAVIDII/ DAVIDS VIBURNUM	1 GAL. CONT.	COMPACT TO BASE
⊕	VIBURNUM PLIC. F. TOMENTOSUM 'SUMMER SNOWFLAKE' / SUMMER SNOWFLAKE DOUBLEFILE VIBURNUM	5 GAL. CONT., 24"–30" HGT.	COMPACT, BRANCHED TO BASE
⊗	VIBURNUM TINUS 'SPIRIT' SPIRIT LAURUSTINUS	2 GAL. CONT., 18"–21" HGT.	COMPACT, BRANCHED TO BASE

GROUNDCOVER

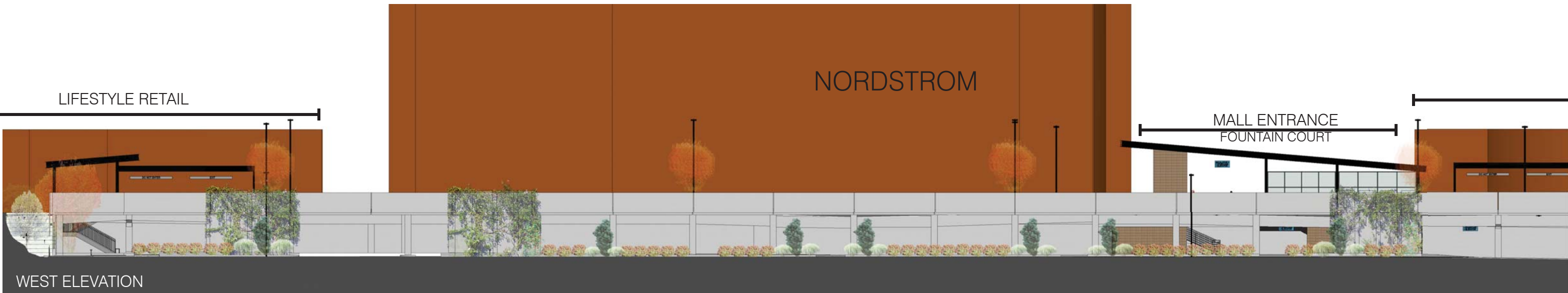
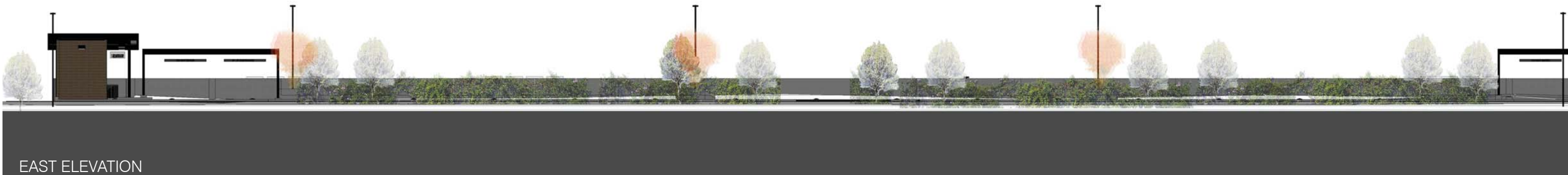
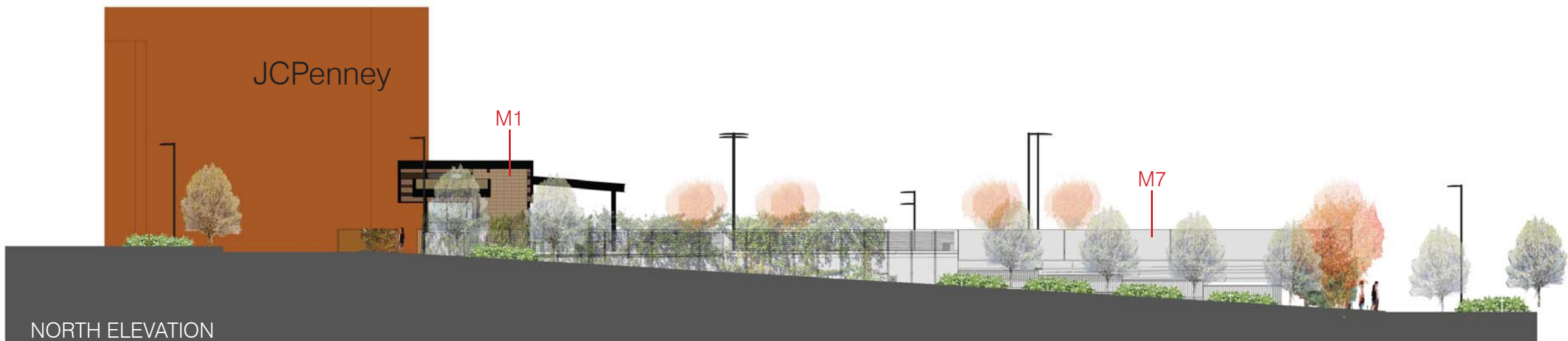
	CALLUNA VULGARIS 'FIREFLY' / FIREFLY HEATHER	1 GAL. CONT.	COMPACT, 24" O.C. TRIANG. SPACING
	CAREX MORROWII 'ICE DANCE' / VARIEGATED SEDGE	1 GAL. CONT.	COMPACT, 24" O.C. TRIANG. SPACING
	CAREX TESTACEA / NEW ZEALAND ORANGE SEDGE	1 GAL. CONT.	COMPACT, 18" O.C. TRIANG. SPACING
	GAULTHERIA SHALLON/ SALAL	1 GAL. CONT.	COMPACT, 24" O.C. TRIANG. SPACING
	JUNCUS EFFUSUS/ SOFT RUSH	1 GAL. CONT.	COMPACT, 24" O.C. TRIANG. SPACING
	JUNCUS PATENS 'CALIFORNIA GRAY RUSH' / CALIFORNIA GRAY RUSH	1 GAL. CONT.	COMPACT, 24" O.C. TRIANG. SPACING
	LIRIOPE MUSCARI/ BLUE LILYTURF	1 GAL. CONT.	COMPACT CLUMPS, HARDENED GROWTH ⊗ 18" O.C. TRIANG. SPACING
	LONICERA PILEATA / BOX HONEYSUCKLE	1 GAL. CONT.	WELL-SPREAD & FULL FOLIAGE TO BASE
	NANDINA DOMESTICA 'HARBOUR DWARF' / HARBOUR DWARF HEAVENLY BAMBOO	2 GAL. CONT., 12"–15" HGT./SPRD.	BUSHY, MULTI-CANE
	PHORMIUM TENAX 'JACK SPRATT' / JACK SPRATT DWARF NEW ZEALAND FLAX	1 GAL. CONT.	18" O.C. TRIANG. SPACING
	POLYSTICHUM MUNITUM / SWORD FERN	1 GAL. CONT.,	COMPACT TO BASE 24" O.C. TRIANG. SPACING
	VIBURNUM DAVIDII / DAVID'S VIBURNUM	1 GAL. CONT.	24" O.C. TRIANG. SPACING

VINES

⦿	AKEBIA QUINATA / FIVELEAF AKEBIA	2 GAL. CONT.	MIN. 2ND YR GROWTH WITH 3 LEADERS @ 24" OR MORE
⦿	CAMP SIS RADICANS 'BALBOA SUNSET' / BALBOA SUNSET TRUMPET VINE	2 GAL. CONT.	MIN. 2ND YR GROWTH WITH 3 LEADERS @ 24" OR MORE
⦿	LONICERA JAPONICA 'HALLIANA' / HALL'S HONEYSUCKLE	2 GAL. CONT.	MIN. 2ND YR GROWTH WITH 3 LEADERS @ 24" OR MORE
⦿	LONICERA SEMPERVIRENS 'MAGNIFICA' / TRUMPET HONEYSUCKLE	2 GAL. CONT.	MIN. 2ND YR GROWTH WITH 3 LEADERS @ 24" OR MORE
⦿	HYDRANGEA PETIOLARIS CLIMBING HYDRANGEA	2 GAL. CONT.	MIN. 2ND YR GROWTH WITH 3 LEADERS @ 24" OR MORE



ELEVATIONS

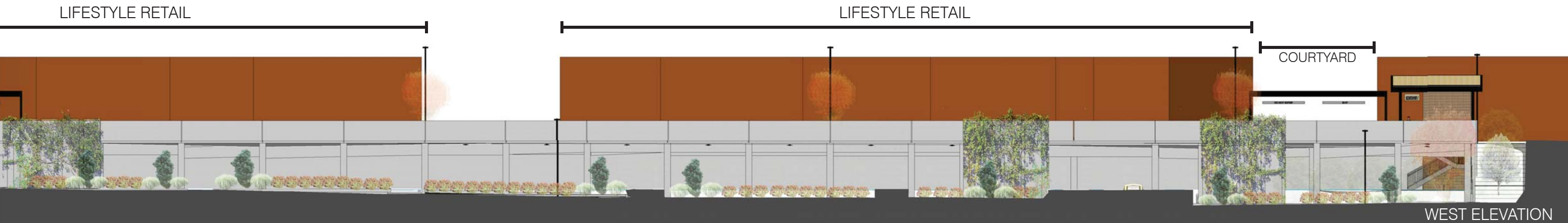




ELEVATIONS

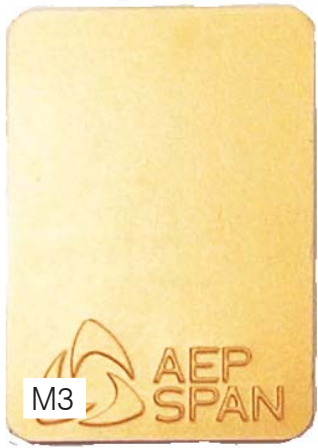
- M1 COCOA GROUND FACE BLOCK
- M3 COOL METALLIC COPPER  
STANDING SEAM METAL
- M7 NATURAL CONCRETE

SEE MATERIALS SHEET FOR COLOR  
IMAGES





MATERIALS AND COLOR PALETTE



COOL METALLIC COPPER  
STANDING SEAM METAL  
AT CANOPIES

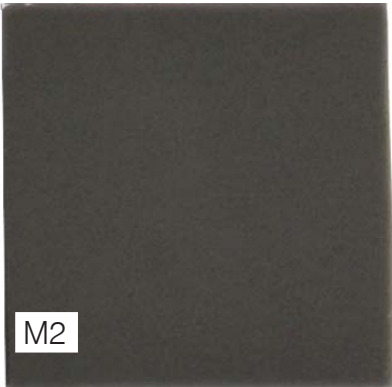


CLEAR ANODIZED ALUMINUM  
STOREFROONT / WINDSCREEN



CLEAR GLASS  
STOREFRONT / WINDSCREEN

- M1 : CMU
- M2 : PAINTED STEEL
- M3 : STANDING SEAM ROOM
- M4 : LIGHT #1
- M5 : LIGHT #2
- M6 : GREEN SCREEN CANOPY
- M7 : NATURAL CONCRETE
- M8 : GLASS
- M9 : STOREFRONT FRAME



WROUGHT IRON  
BM #2124-10  
PAINT FOR COLUMNS, RAILS,  
AND FASCIA AT CANOPIES



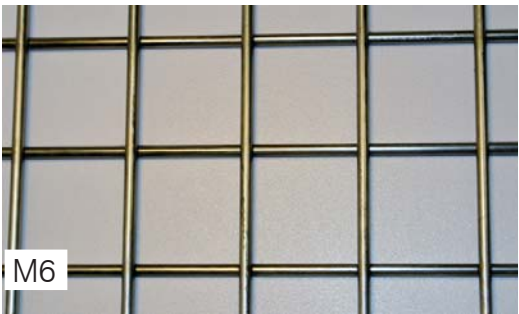
NATURAL CONCRETE



LEVEL P1 FIELD LIGHTING FIXTURE  
(WITH CUT OFF SHIELD AT WEST EDGE)



COCOA  
GROUND FACE BLOCK  
ELEVATOR SHAFT AND ANCILLARY ROOMS



FIELD FABRICATED GREEN SCREEN



LEVEL P2 FIELD LIGHTING FIXTURE



PEDESTRIAN PERSPECTIVES



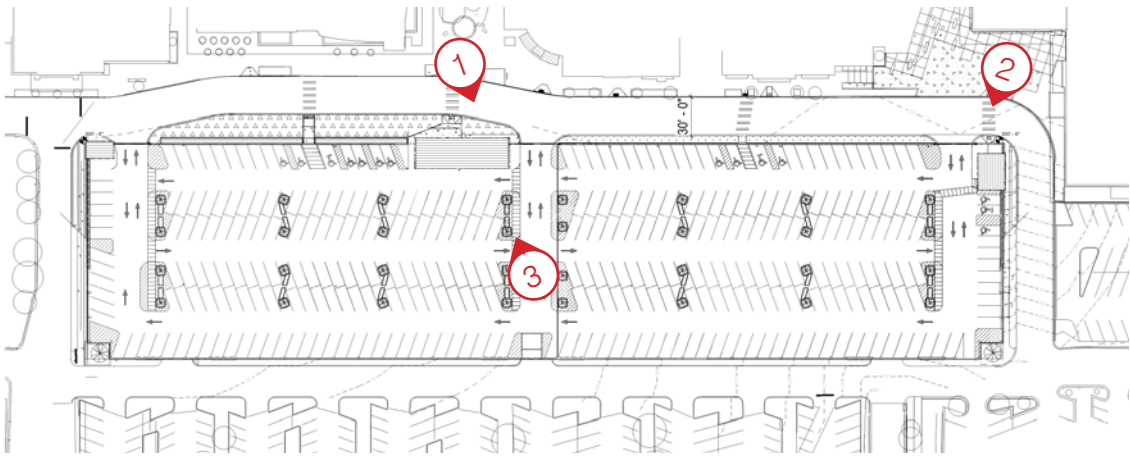
1: FROM THE FOUNTAIN COURTYARD LOOKING WEST



2: FROM THE SOUTHERN COURTYARD ADJACENT TO UPPER JCPENNEY COURTYARD LOOKING NORTH (REGRADED COURTYARD)



3: LOWER LEVEL LOOKING EAST FROM CENTER DRIVE AISLE



VIEW KEY PLAN



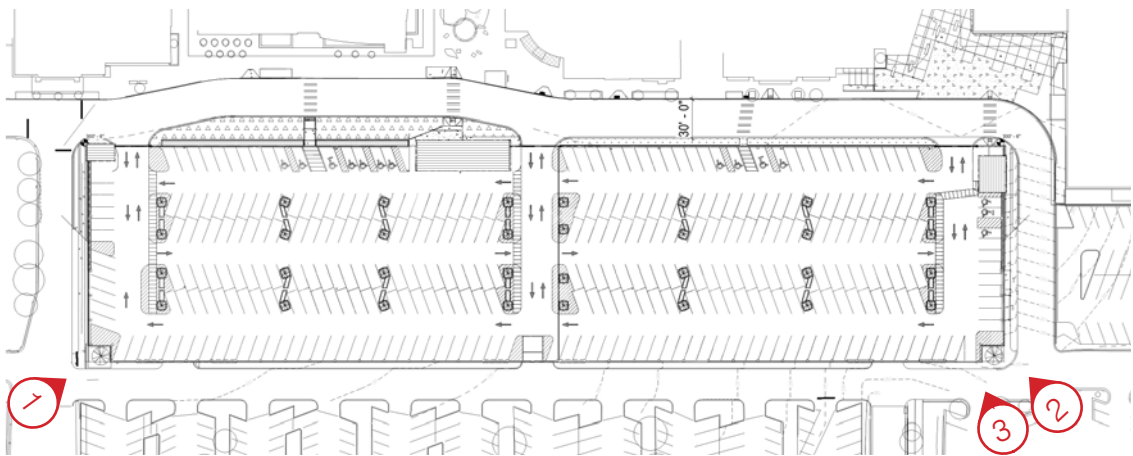
RENDERINGS



1: LOWER LEVEL LOOKING SOUTHEAST



2: GREENSCREEN AT LOWER LEVEL CORNER @ MORNING



VIEW KEY PLAN  
SEE PAGE 28 FOR MATERIAL KEY

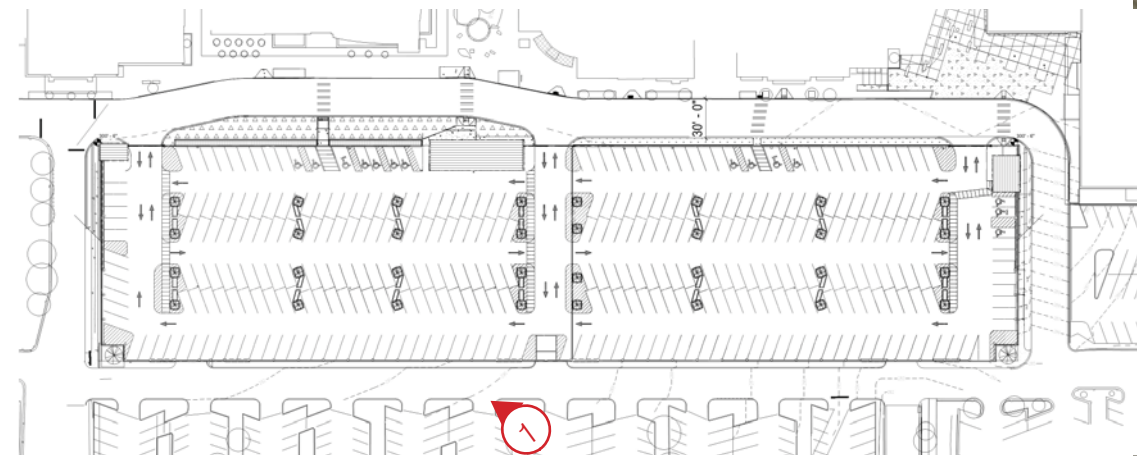


3: LOWER LEVEL LOOKING NORTHEAST FROM ACROSS FROM NE 105TH ST @ DUSK





1. LOWER LEVEL LOOKING NORTH



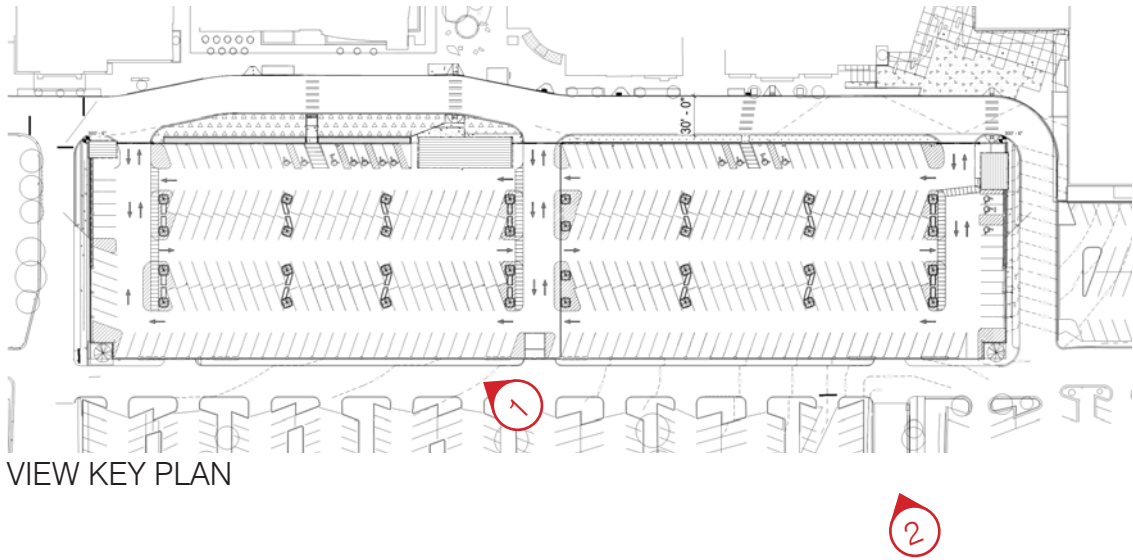
VIEW KEY PLAN  
SEE PAGE 28 FOR MATERIAL KEY



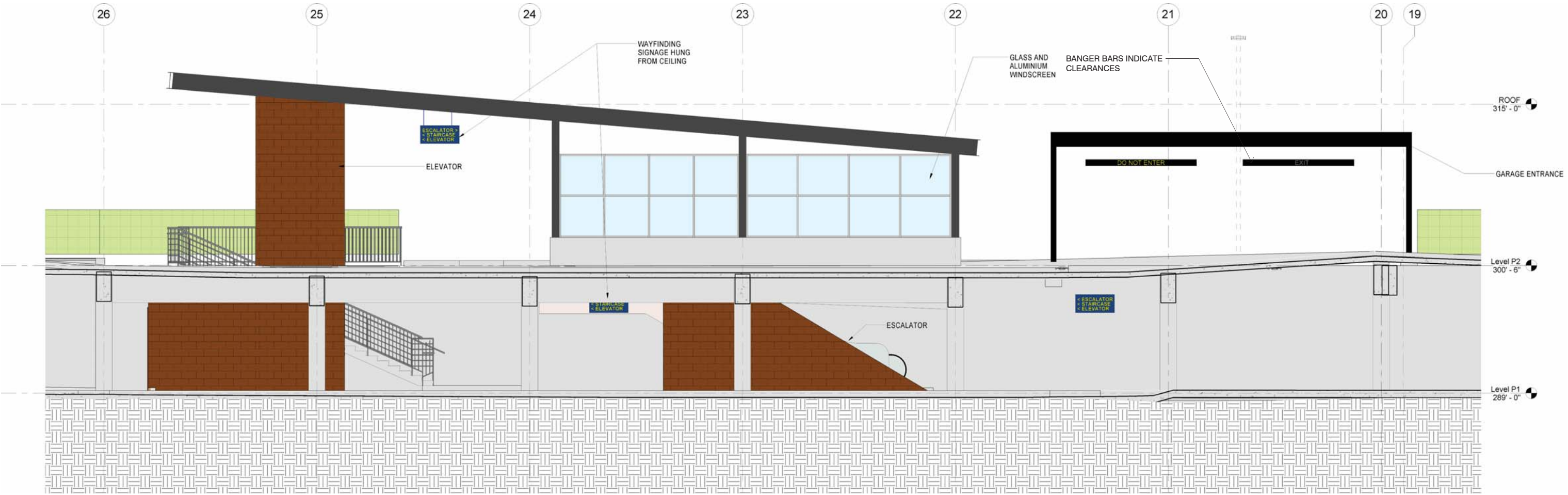
2. VIEW FROM I-5



EXTERIOR LIGHTING PLANS

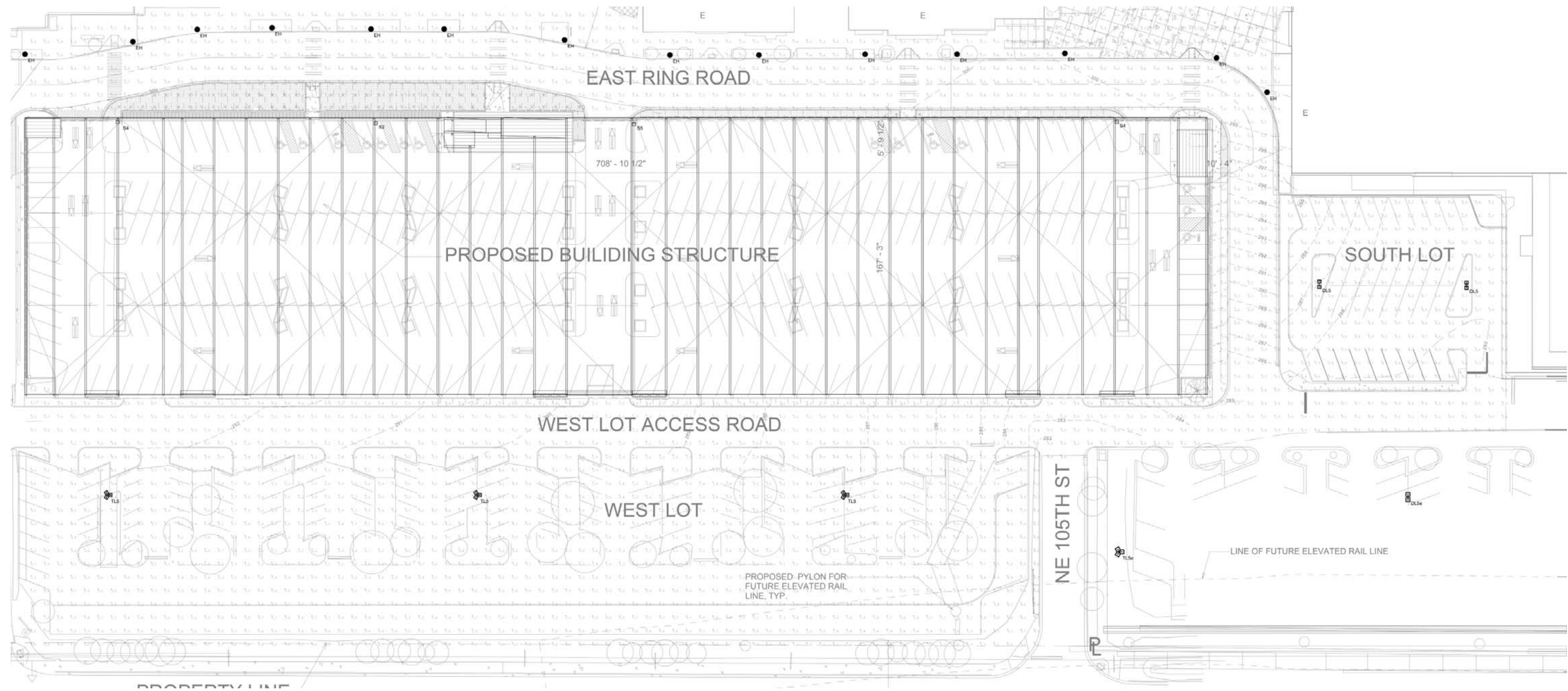













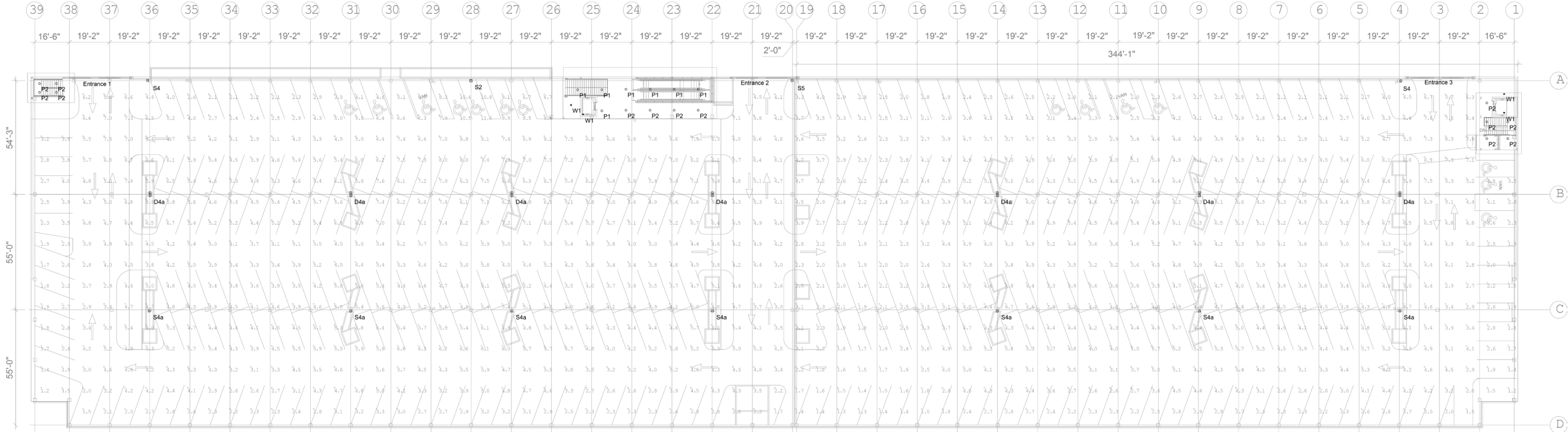
CONCEPTUAL LIGHTING - SITE PLAN



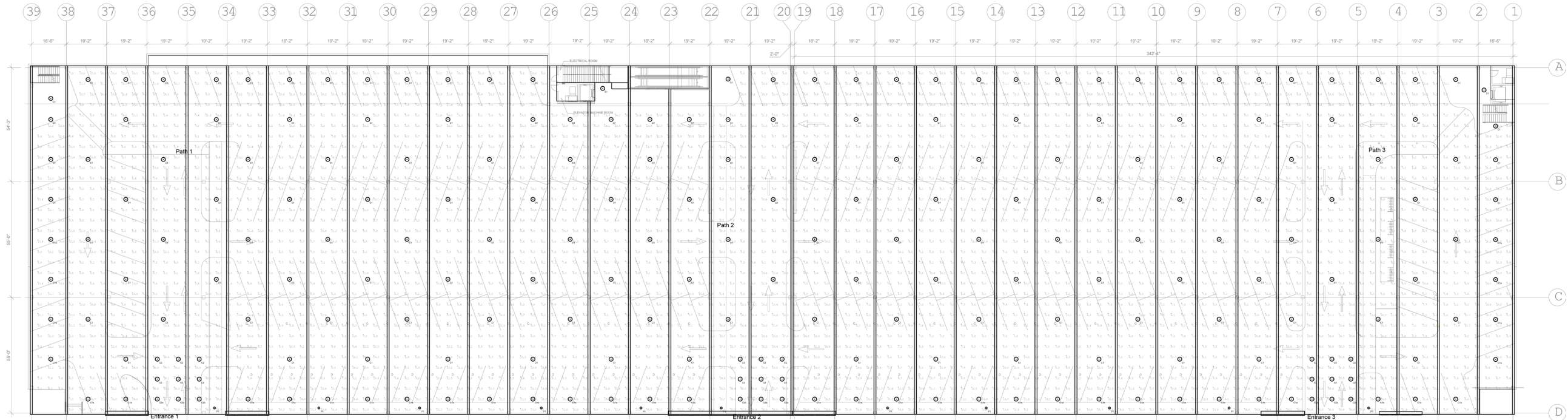
Luminaire Schedule									
Symbol	Qty	Label	Arrangement	LLF	Description	Lum. Lumens	Lum. Watts	Arrangement Watts	Total Watts
	2	DL5	2 @ 180 DEGREES	0.950	GE EASB-VOLT-K5-N-7-40-X-X & #SPL-RTPBO-SIIG-37.5-D180-FTBC-SPG (existing pole, new location) VERIFY MOUNTING	30600	412	824	1648
	3	TL5	3 @ 120 DEGREES	0.950	GE EASB-VOLT-K5-N-7-40-X-X & #SPL-RTPBO-SIIG-37.5-D180-FTBC-SPG (existing pole, new location) VERIFY MOUNTING	30600	412	1236	3708
	1	DL5e	2 @ 180 DEGREES	0.650	LSI #SPL-GFR-5-1000-MHR-F-480-(COLOR)-SPG & #SPL-RTPBO-SIIG-37.5-D180-FTBC-SPG (existing location)	77898	1070	2140	2140
	1	TL5e	3 @ 120 DEGREES	0.650	LSI #SPL-GFR-5-1000-MHR-F-480-(COLOR)-SPG & #SPL-RTPBO-SIIG-37.5-S-RTBC-SPG (existing location)	77898	1070	3210	3210
	14	EH	SINGLE	0.650	100W MH T5 POST TOP (existing location)	5527	130	130	1820











CONCEPTUAL LIGHTING - PLANS



LEVEL P2 - UPPER LEVEL



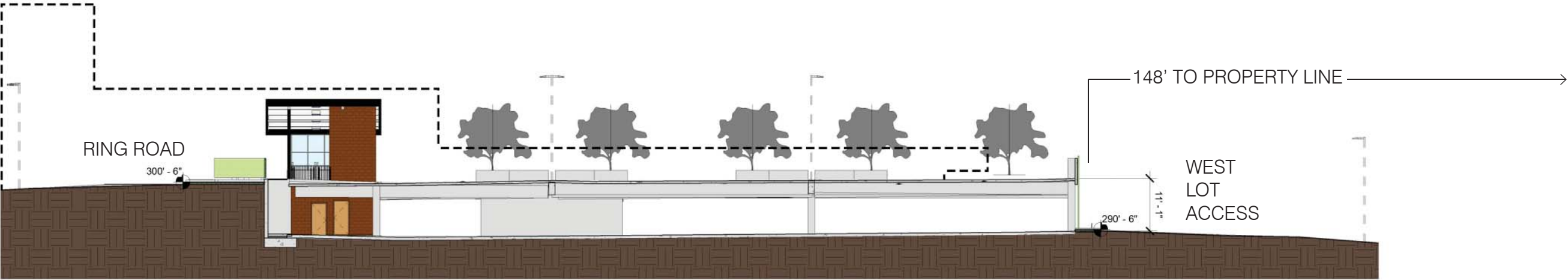
LEVEL P1 - LOWER LEVEL

Luminaire Schedule									
Symbol	Label	Qty	Arrangement	Description	LLF	Lum. Lumens	Lum. Watts	Arr. Watts	Total Watts
	S2	1	SINGLE	GE EASB-VOLT-H2-1-5-50-X-A-COLOR & Valmont DS330-S400Q250-D1-FINISH-COLOR - CUT TO 22' & 3' base (by others)	0.950	21900	249	249	249
	S4	2	SINGLE	GE EASB-VOLT-H4-1-5-50-X-A-COLOR & Valmont DS330-S400Q250-D1-FINISH-COLOR - CUT TO 22' & 3' base (by others)	0.950	21400	249	249	498
	S4a	7	SINGLE	GE EASB-VOLT-J4-1-5-50-X-A-COLOR & Valmont DS330-S400Q250-D1-FINISH-COLOR - CUT TO 22' & 3' base (by others)	0.950	26000	301	301	2107
	D4a	7	2 @ 180 DEGREES	GE EASB-VOLT-J4-1-5-50-X-A-COLOR & Valmont DS330-S400Q250-D2-FINISH-COLOR - CUT TO 22' & 3' base (by others)	0.950	26000	301	602	4214
	S5	1	SINGLE	GE EASB-VOLT-H5-N-5-50-X-A-COLOR & Valmont DS330-S400Q250-D1-FINISH-COLOR - CUT TO 22' & 3' base (by others)	0.950	21400	249	249	249
	P1	7	SINGLE	Spectrum SPC1203LEDGV-26W-40K-DRIVER-X-8200GV-SG-SM-FINISH	0.950	2363	28.1	28.1	196.7
	P2	13	SINGLE	Spectrum SPC1203LEDGV-14W-40K-DRIVER-X-8200GV-SG-SM-FINISH	0.950	1289	17.3	17.3	224.9
	W1	4	SINGLE	Indessa 501-LE1LED19-FINISH	0.950	1243	19	19	76

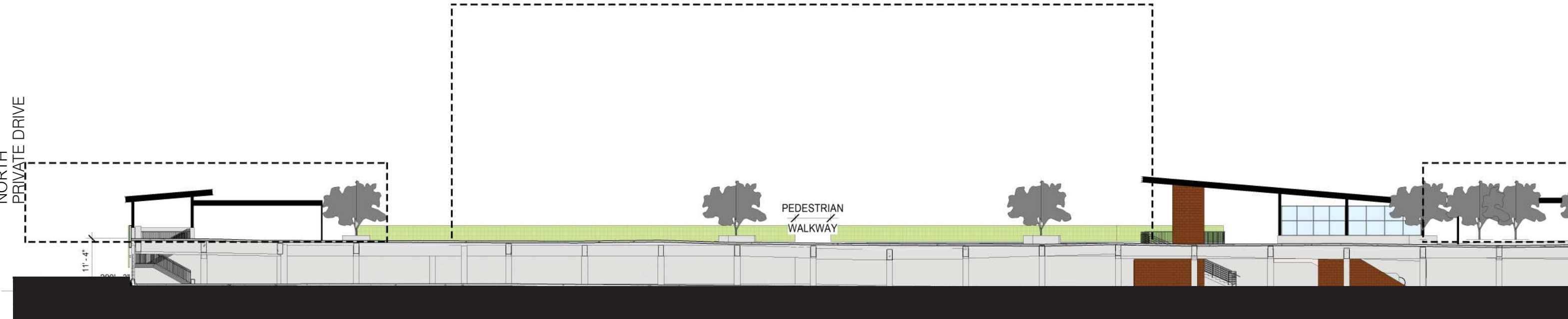
Luminaire Schedule									
Symbol	Label	Qty	Arrangement	Description	LLF	Lum. Lumens	Lum. Watts	Arr. Watts	Total Watts
	C1	162	SINGLE	Simply LED CLG-80-C-APF-V450 - WIDE - 1' stem (by others)	0.950	6722	79.2	79.2	12630.4
	C1a	38	SINGLE	Simply LED CLG-80-C-APF-V450 & RDW (cutoff shield) - WIDE - 1' stem (b	0.950	6722	79.2	79.2	3009.6
	C2	18	SINGLE	Simply LED CLG-130-C-APF-V450 - WIDE - 1' stem (by others)	0.950	11883	134.7	134.7	2424.6
	C2a	9	SINGLE	Simply LED CLG-130-C-APF-V450 - WIDE & RDW (cutoff shield) - 1' stem	0.950	11883	134.7	134.7	1212.3
	P1	11	SINGLE	Spectrum SPC1203LEDGV-26W-40K-DRIVER-X-8200GV-SG-SM-FINSH	0.950	2363	28.1	28.1	309.1



BUILDING SECTIONS

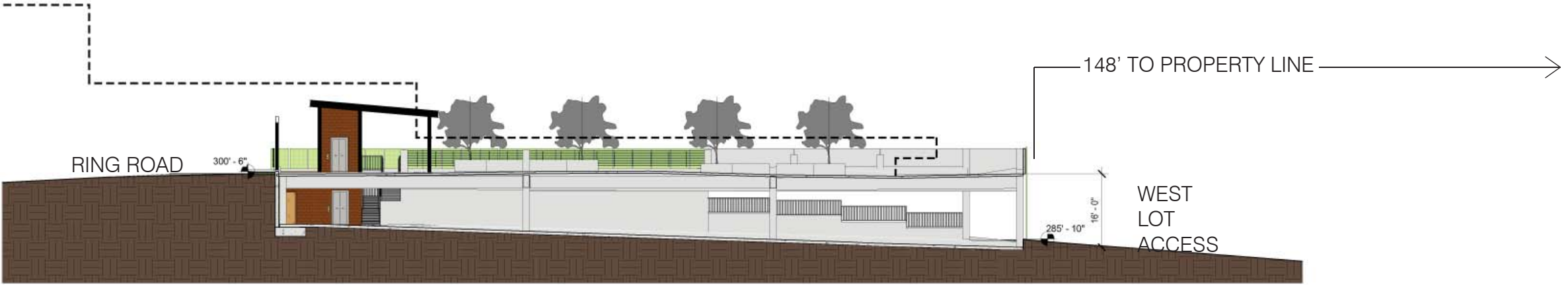


A - EAST TO WEST SECTION THRU NORTH DRIVE AISLE

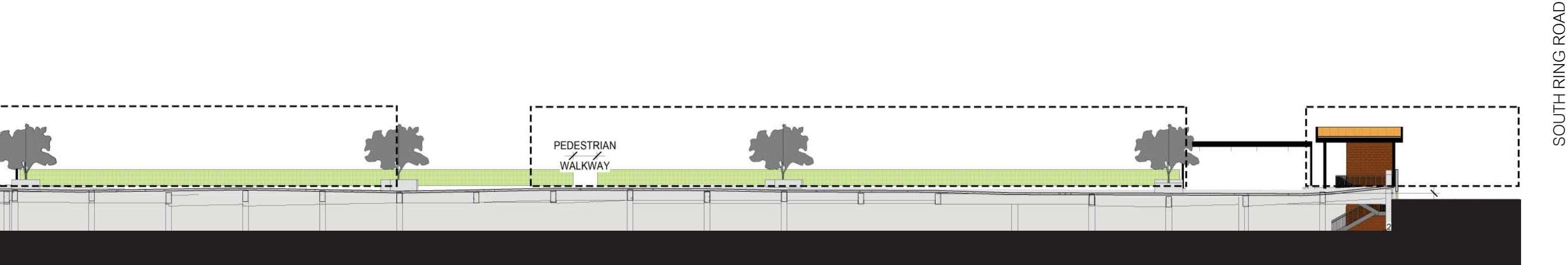


C - NORTH TO SOUTH SECTION





B -EAST TO WEST SECTION THRU SOUTH DRIVE AISLE



C - NORTH TO SOUTH SECTION

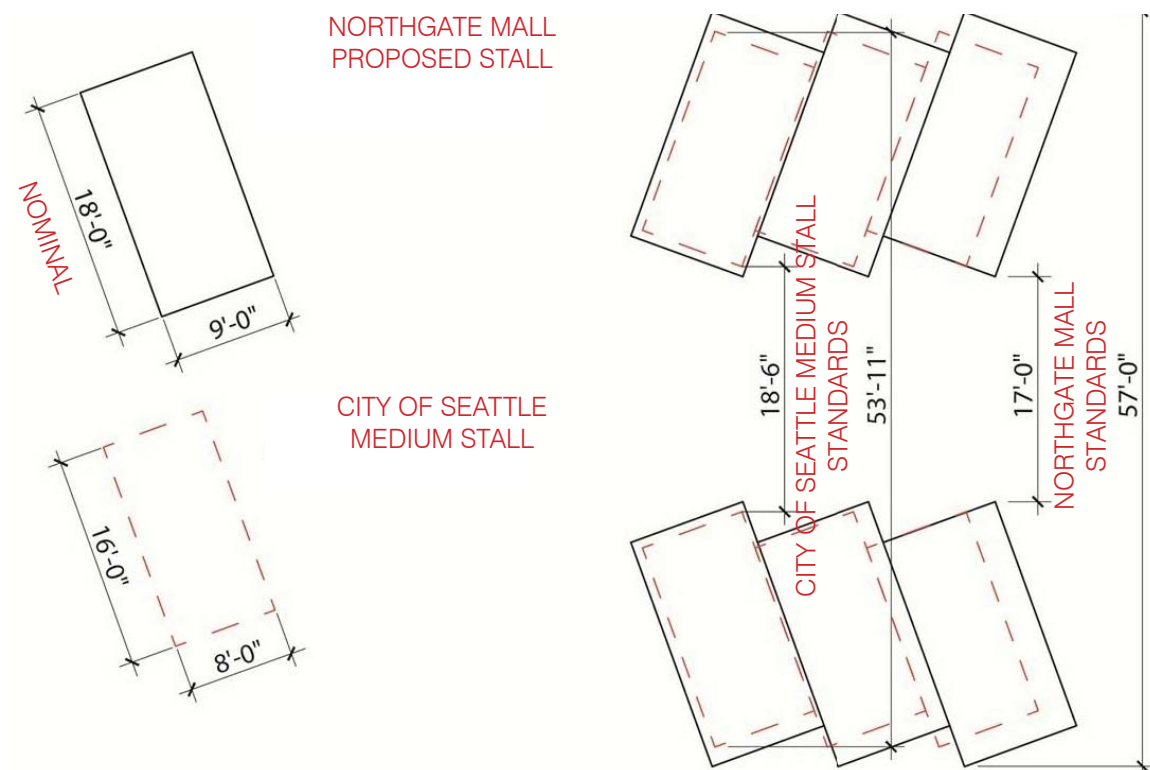


DEPARTURES

#	Code Requirement	Departure Requested	Explanation of Request	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.	Requesting departure to allow 0% striping for City of Seattle large vehicles.	Since this is replacement parking, requested departure asks to use the same size stalls (nominally 9'x18') as in the existing condition and previously approved. These are Northgate Mall parking standards. The typical stall dimensions requested fall under City of Seattle medium stall definition (minimum 8'x16') but many, such as those in the interlock position, are only 5" shorter than the City of Seattle large stall depth (minimum 8'-6"x19'). Additionally, the standard Northgate Mall parking stalls are 9' wide, which is 6" larger than the City of Seattle large stall width. A minimum of 35% small (compact) stalls are being incorporated in the difference between the existing amount of stalls within the project limits (643 stalls), and the final amount being provided in the project limits (813 stalls). This results in a difference of 170 stalls, of which 35% equals 60 stalls. 95 small stalls are being provided - 35 more than the minimum. As a final note - the spaces most particularly in question were created under the terms of the Development Agreement that governs the site. The stall size was accepted in 2006/2007 when these parking lots were redone, as well as providing a significant portion of compact spaces that exist today. The mall's parking stall dimensions are memorialized in binding lease agreements with each of the anchor Department stores, and have been that size for decades. From conversations with other City officials, Northgate Mall officials represent they understood they could replace the "standard" stalls in kind one-for-one, and to apply the Seattle regulations for 35% small spaces on the "delta" between what is there today vs in the future. Northgate Mall is honoring that commitment, incorporating even more small spaces in the spirit of cooperation. Absent being condemned by Sound Transit, this would not be an issue.	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. And to address pedestrian connectivity issues, a pedestrian walkway runs the entire length of this deck to allow customers coming from the parking lot to the west to access pedestrian only paths to get to vertical transportation and the mall. So the half-height and "partial screening" affords a safer, lighter and more pleasant transition for those customers. The future guiderail systems pylons will serve as another layer between the parking structure and streetscape. The length of this side is +/- 712'. Please note the new colonnade walkway being created, the several points of pedestrian connection to that colonnade walkway, and the planter areas in between that we feel make for a nice pedestrian friendly experience.	PL2 / DC1-IV
3	<b>SMC 23.47A.032B.1.a: Location of parking:</b> Parking shall not be located between a structure and a street lot line.	Requesting departure to construct proposed parking structure within existing surface parking lot, resulting in the structure being located between the existing mall and 1st Avenue NE street lot line on the west and NE Northgate Way street lot line on the north.	The proposed parking structure is placed within a larger surface parking area and is located more than 140' from 1st Ave NE and more than 600' from NE Northgate Way. This existing parking is buffered along the city ROW with extensive landscaping and a future guide way rail for the North Link Line on the 1st Avenue NE side. On the NE Northgate Way side, it is separated by significant distance, existing surface parking, and existing landscaping. This also meets Northgate Design Guideline DC1-III.i to "Site parking structures away from Major Pedestrian Streets." Importantly, virtually the entire area west of the proposed deck will be used by Sound Transit for all of 2017, most if not all of 2018, and into 2019 to build their guideway. The only place Northgate Mall has available to it to offset the loss of over 600 parking stalls for that construction window is where the deck is shown. Further, contractual requirements of most of the stores that face westward, including our anchor department stores, require that if we are condemned and lose parking that is in their respective "primary parking" areas, that we must replace those spaces gene rally within the same area. The additional spaces we'd create and build would not totally offset the loss for the duration of Sound Transit's construction window (2017 thru mid/late 2019) - but it will make enough of a dent to survive. We are being responsive to the Design Review Board's guidance that we should adopt an aesthetic approach similar to surface parking standards for the deck surface, and providing extensive pedestrian connections in the lower level. A final note - the parking areas for the proposed parking structure are (8'-14') above the elevation of 1st Avenue NE, which on the other side is the I-5 freeway edge. This is not a "standard" urban condition. And in fact as a result of the Sound Transit guideway control easements, everything west of the proposed deck will be limited to parking lot only, as no buildings/structures can be built within their guideway easement that runs nearly the full length of the mall from NE 103rd to NE 107th.	DC2
4	<b>SMC 23.47A.032B.1.b: Location of parking:</b> Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use.	Requesting departure to construct a singular use parking structure within the existing surface parking lot for the sole purpose of providing Accessory parking to support the Northgate Mall. Applies to both the 1st Avenue NE and NE Northgate Way facades.	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, eating establishments and multiplex movie theater. To place any other use than the established and recognized use of parking would be out of context and an underutilized use. And recognize that for all of 2017, most if not all of 2018 and much of 2019, Northgate Mall will have virtually all of the westerly parking lots taken and occupied by Sound Transit to build their guideway, parking deck and station. The construction of this deck is a partial offset to what would otherwise be an untenable parking condition for retailers who rely on this parking, facing west. We expect to end up with a modest "surplus" once Sound Transit is completed with their work, but given they have not finalized their own design plans, that "surplus" is likely to diminish.	DC2
5	<b>SMC 23.47A.008B.3: Street -level development standards:</b> 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.	The parking structure is proposed with a varying floor-to-floor height, starting at a minimum 11'-2" floor-to-floor at the north end to over 15' at the south end, based on the change of grade at the west side of the structure.	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.	DC1-III
6	<b>SMC 23.71.014.A.2: Open space</b>	This departure request has been removed.	NA	NA
7	<b>SMC 23.47A.008.A.2: Blank Facades.</b> Façade segments are considered blank if they do not include at least one of the following: Windows, Entryways or Doorways, Screening and landscaping on the façade itself.	Requesting departure to not apply Blank Façade Street-Level development standards for façades along 1st Ave NE and NE Northgate Way	Project is not located adjacent or near 1st Ave NE nor NE Northgate Way. Following Northgate Design Guideline DC1.III.i "Site parking structures away from Major Pedestrian Streets," the project is located more than 140' from 1st Ave NE and further than 600' from NE Northgate Way, since it is a parking structure with no other non-residential uses that would be applicable to a street-level street-facing use. But the design now incorporates along the north/south spine of the deck, a pedestrian colonnade that connects to pedestrian routes within the deck, then to elevators and escalators that take customer up to the mall. And the side edges of the deck are heavily landscaped to soften the transitions, along what are the main entry routes coming in from 1st Avenue NE into the mall's parking lots. Finally, it is important to point out that we are incorporating a walkway extension from our deck pedestrian colonnade that will ultimately connect to Sound Transit's station and it's ADA path of travel for riders. So we've softened the edges of this deck, provided attractive and safe pedestrian connections from the future rail station to the mall, which then connects on the the south to future mixed-use on the County Transit site and beyond.	DC1-III
8	<b>SMC 23.47A.008.A.3: Non-residential uses required to be located within 10' of the street lot lines.</b>	Requesting departure to not apply Street-Level lot line set-back development standards for façades along 1st Ave NE and NE Northgate Way	Project is not located adjacent or near 1st Ave NE nor NE Northgate Way. Following Northgate Design Guideline DC1.III.i "Site parking structures away from Major Pedestrian Streets," the project is located more than 140' from 1st Ave NE and further than 600' from NE Northgate Way, since it is a parking structure with no other non-residential uses that would be applicable to a street-level street-facing use. Further, again the height differential between the elevation of 1st Avenue NE and the mall outer parking areas is between 8'-14'. And finally, an effective "no build" easement will exist in perpetuity under the guideway all along 1st Avenue NE controlled by Sound Transit, wherein we're prohibited from using it for anything other than surface parking. That is part of the condemnation.	DC1-III
9	<b>SMC 23.47A.008.B.2: Transparency.</b> Sixty percent of the street-facing façade shall be transparent.	Requesting departure to not apply Street-Level Transparency development standards for façades along 1st Ave NE and NE Northgate Way.	Project is not located adjacent or near 1st Ave NE nor NE Northgate Way. Following Northgate Design Guideline DC1.III.i "Site parking structures away from Major Pedestrian Streets," the project is located more than 140' from 1st Ave NE and further than 600' from NE Northgate Way, since it is a parking structure with no other non-residential uses that would be applicable to a street-level street-facing use. Further, again the height differential between the elevation of 1st Avenue NE and the mall outer parking areas is between 8'-14'. And finally, an effective "no build" easement will exist in perpetuity under the guideway all along 1st Avenue NE controlled by Sound Transit, wherein we're prohibited from using it for anything other than surface parking. That is part of the condemnation.	DC1-III
10	<b>SMC 23.54.030.E.1: Parking drive aisle standards.</b> Aisle width for medium stalls shall be a minimum of 18.5' in width per Exhibit C.23.54.030	Requesting departure to use Northgate Mall standard parking dimensions of a 17' wide drive aisle for one-way stalls	Dimensions requested in departure are standard Northgate Mall parking dimensions and are in use today, and were in place as part of the Development Agreement first phase of work that resulted in the parking lots on the west side of the mall today. The parking that is being provided in the parking structure is replacement parking of an existing approved condition created under the currently governing Development Agreement, and approved by the City in 2006/2007. The nominal 9'x18' Northgate Mall "standard" stalls are 1' wider than the City of Seattle's medium stalls definition, helping with maneuvering for the smaller drive aisle.	DC1-IV



## DEPARTURE 1: NON-STANDARD STALL SIZES DEPARTURE 10: PARKING DRIVE AISLE STANDARDS



## DEPARTURE 2: NON-STANDARD SCREENING AT LOWER LEVEL WEST ELEVATION

CODE REQUIRES A 3'-6" HIGH SCREENING ALONG THE PERIMETER OF PARKING GARAGES HIGHER THAN 8' ABOVE GRADE. AT THE WEST FACADE WE INTEND TO PROVIDE A 5' WIDE LANDSCAPING STRIP BUT NO ADDITIONAL SCREENING IN ORDER TO PROVIDE THE MAXIMUM LIGHT AND AIR INTO THE LOWER LEVEL TO CREATE A MORE INVITING AND SAFER USER EXPERIENCE.



PEDESTRIAN VIEW FROM DRIVE AISLE, CARS ARE SCREENED BY EXTENSIVE LANDSCAPING, ALLOWING LOWER LEVEL TO REMAIN VISUALLY OPEN AS MUCH AS POSSIBLE

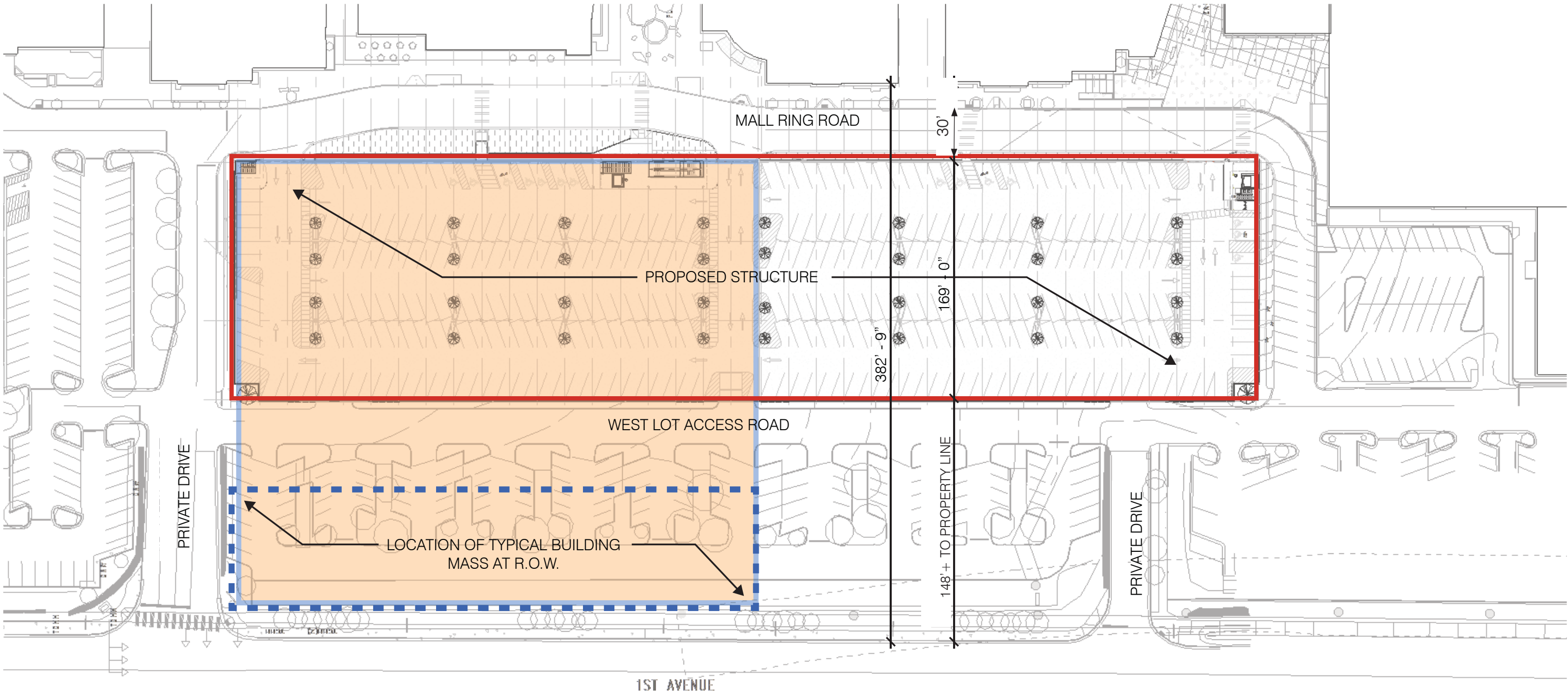


\*\*PEDESTRIAN VIEW FROM 1ST AVE NE NOT SHOWN AT THIS TIME AS IT WAS DETERMINED THAT OTHER THAN FROM THE EXISTING DRIVE AISLES AT NE 107TH ST AND NE 105TH STREET, WHICH CURRENTLY NAVIGATE SURFACE PARKING, THAT NO VIEWS OF THIS STRUCTURE WOULD BE AVAILABLE TO THE PEDESTRIAN DUE TO (A) AN ELEVATION CHANGE OF APPROXIMATELY 8 - 14' FROM SIDEWALK TO LOWER CURB AND (B) DISTANCE FROM SIDEWALK TO STRUCTURE OF OVER 148' AND (C) EXISTING HEAVY LANDSCAPING OBSCURING MUCH OF THE MALL FROM PEDESTRIAN VIEWS ON 1ST AVE NE.



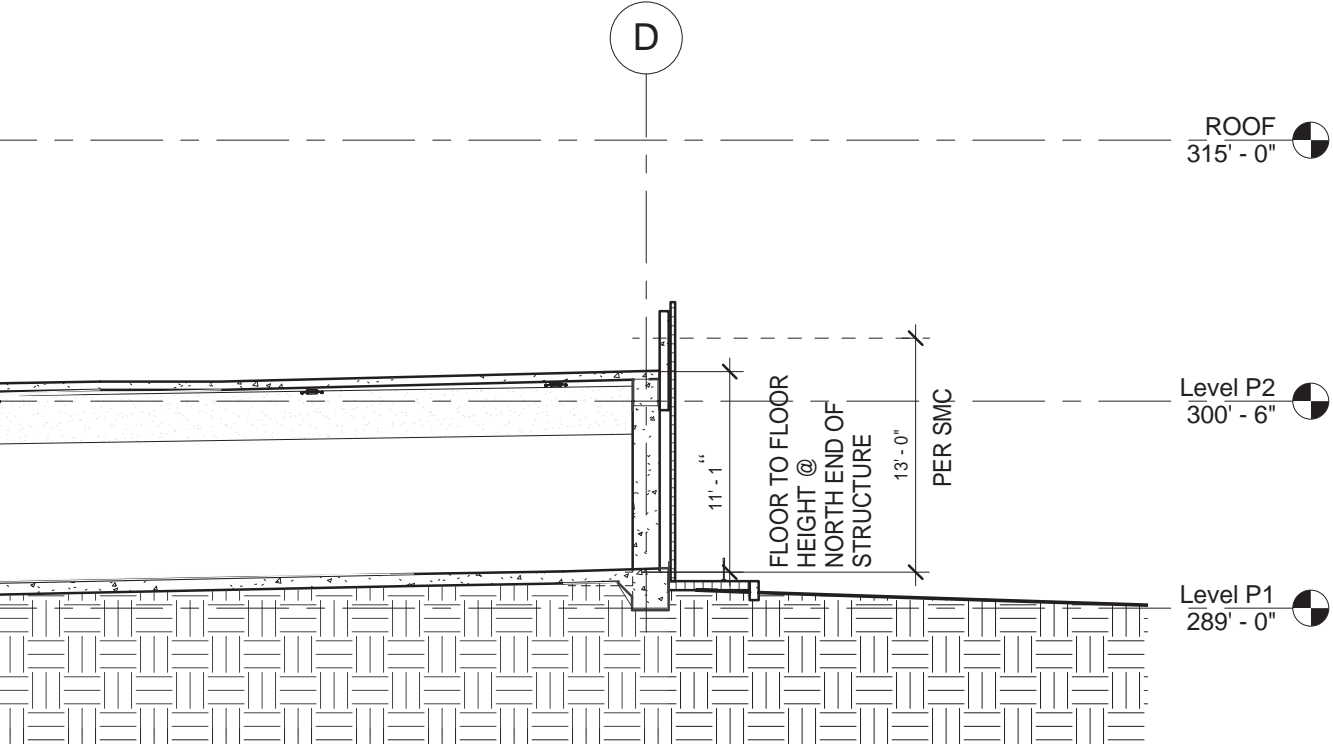
DEPARTURES

- DEPARTURE 3: PARKING LOCATED BETWEEN STRUCTURE AND STREET
- 4: PARKING LOCATED IN A STRUCTURE FACING THE STREET
- 8: NON-RESIDENTIAL USE LOCATED MORE THAN 10' FROM LOT LINE

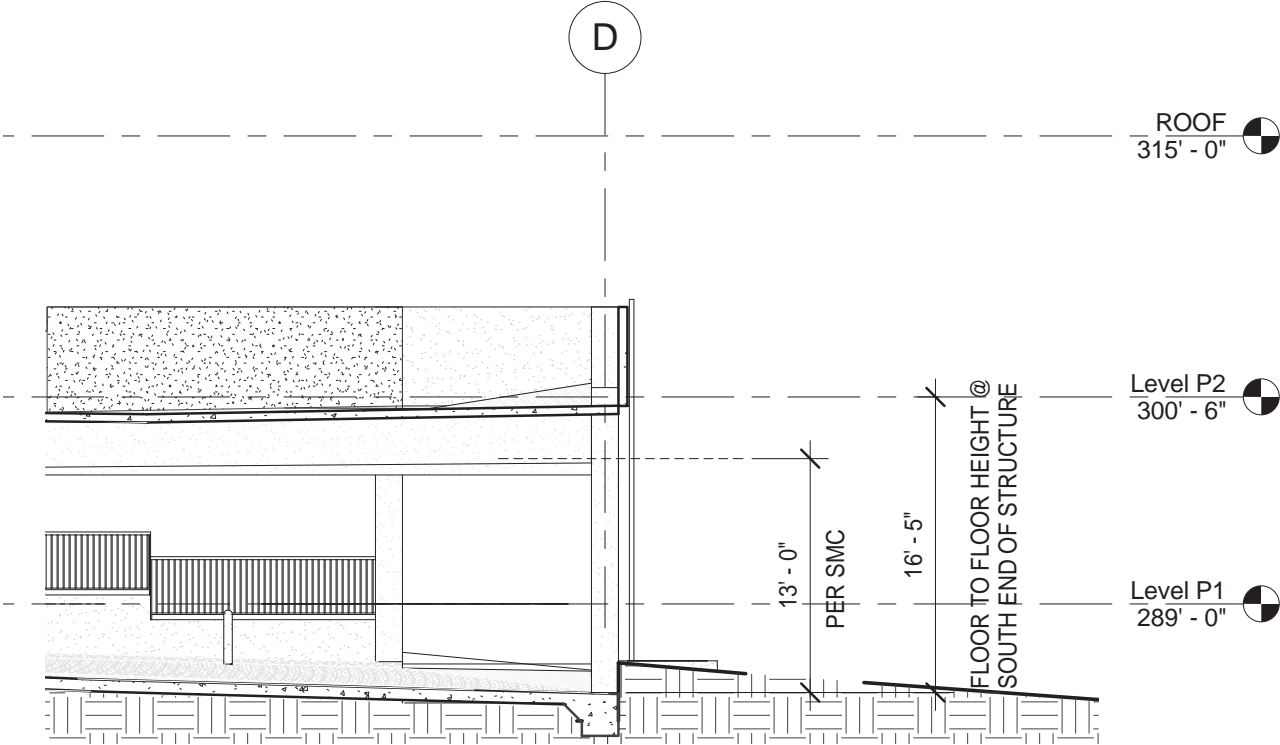




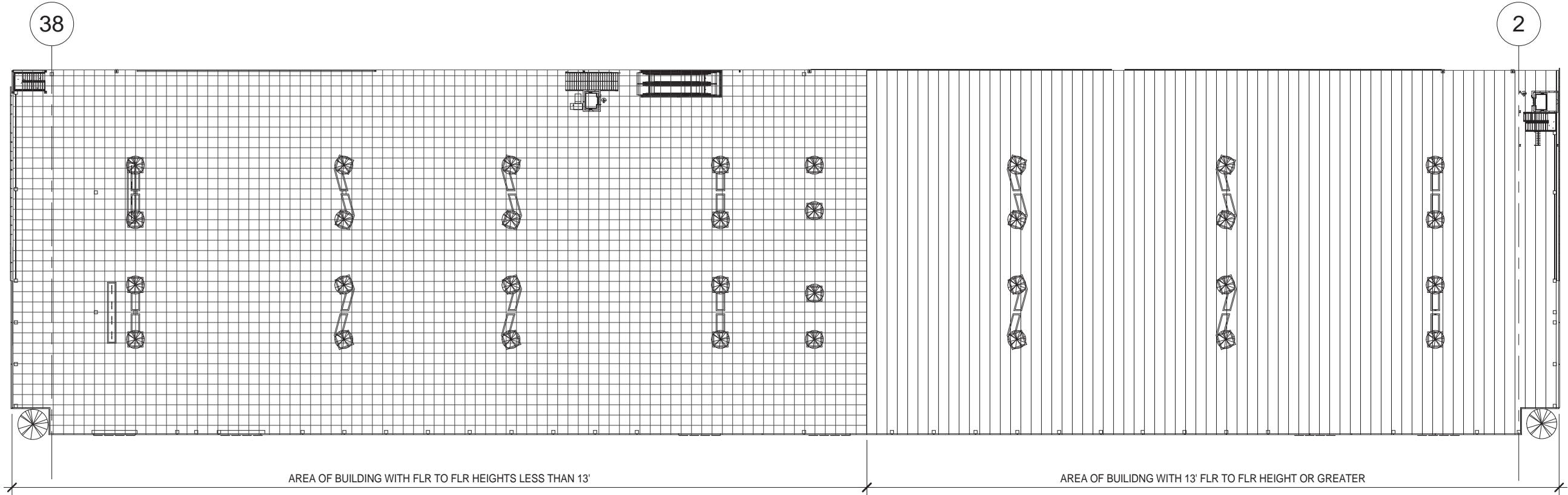
DEPARTURE 5: NON-RESIDENTIAL USES AT STREET LEVEL SHALL HAVE A FLOOR-TO-FLOOR HEIGHT OF AT LEAST 13 FEET



BUILDING SECTION AT GRIDLINE 38



BUILDING SECTION AT GRIDLINE 2

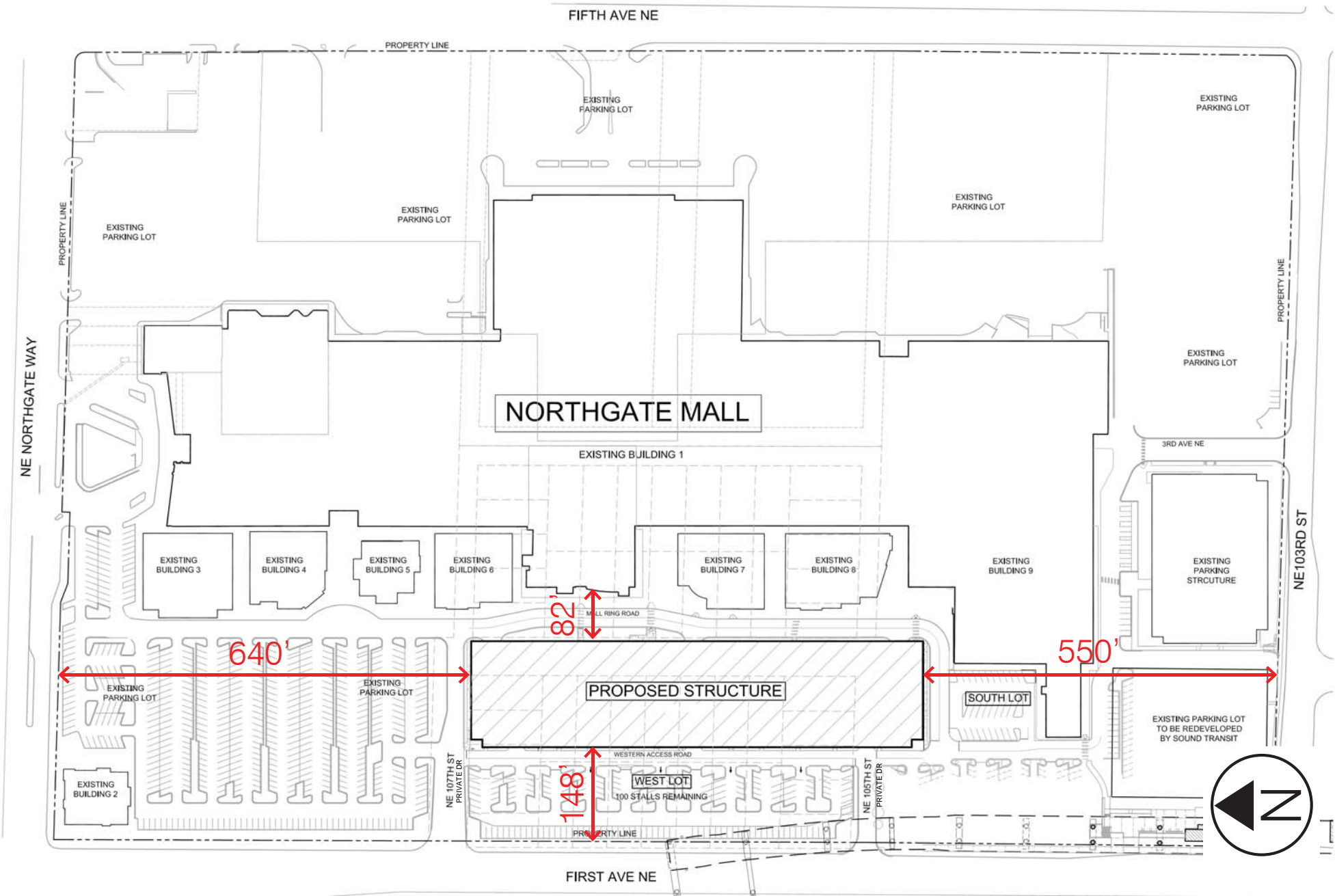




DEPARTURES

DEPARTURE 7: TRANSPARENCY LESS THAN 60%  
9: BLANK FACADE LENGTHS

STRUCTURE IS GREATER THAN 10'  
FROM FACING STREET ON WEST AND  
NORTH FACADES





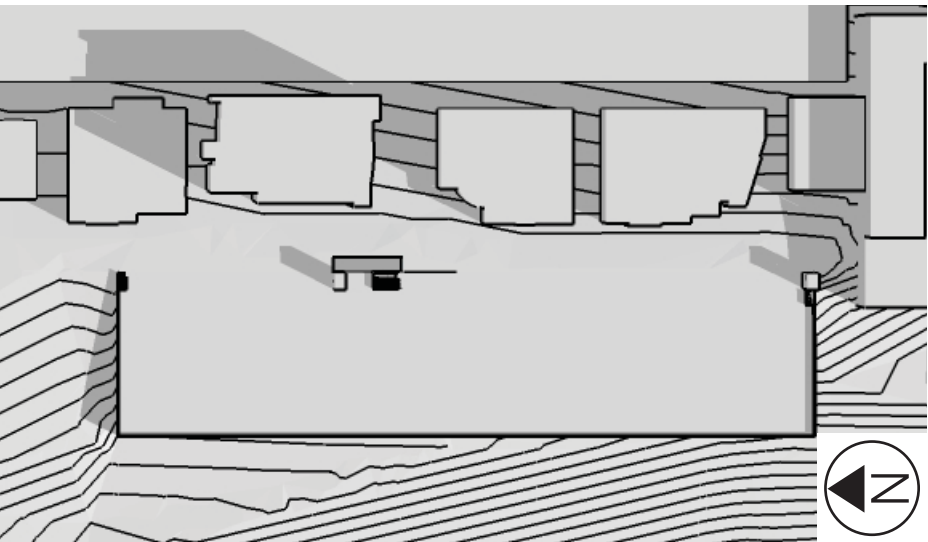
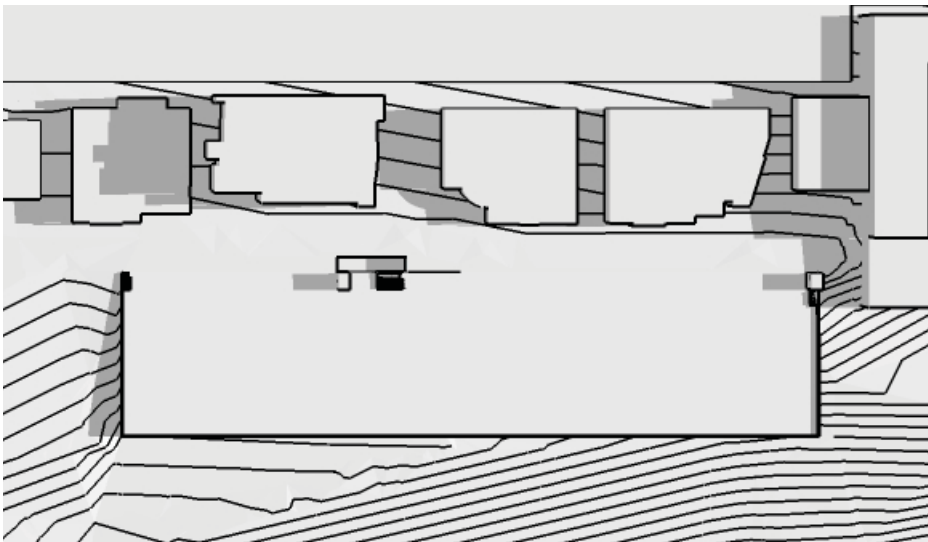
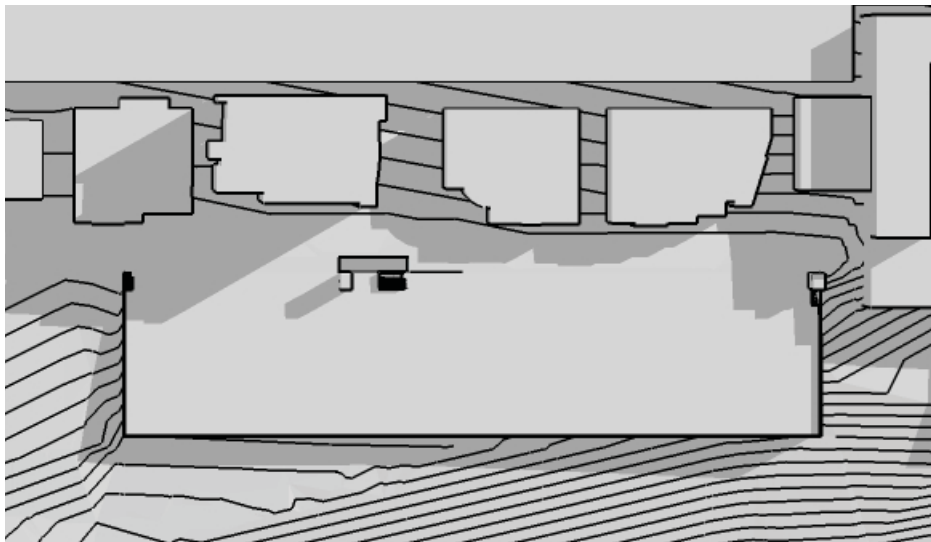
SUN SHADING DIAGRAMS

10:00 am

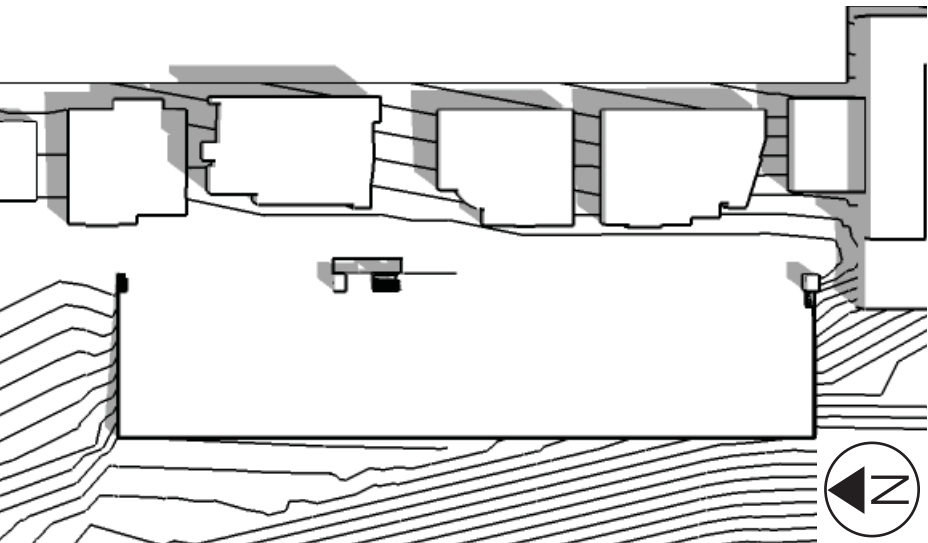
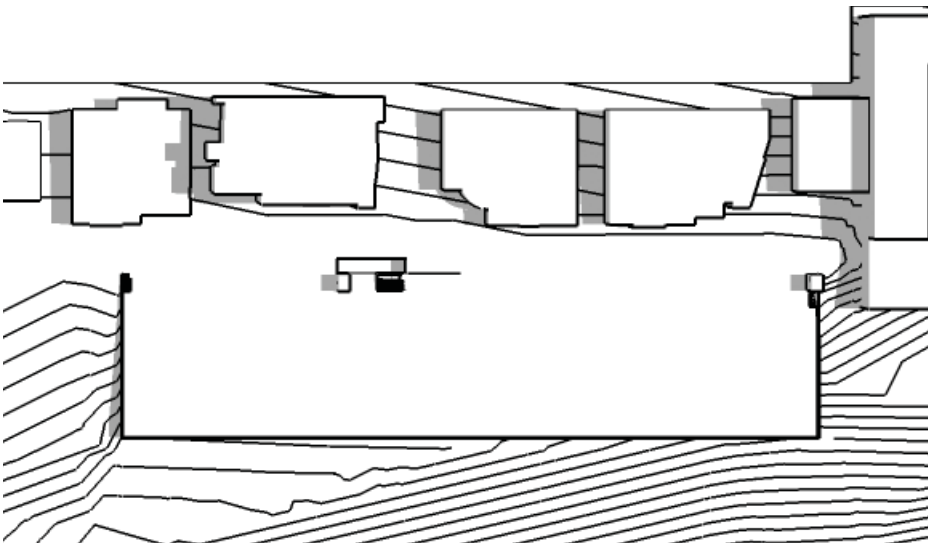
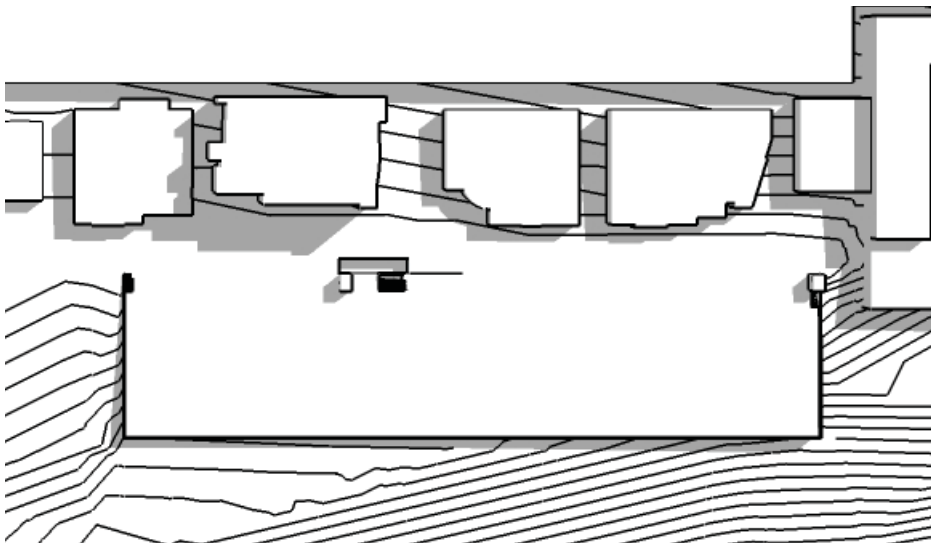
12:00 pm

2:00 pm

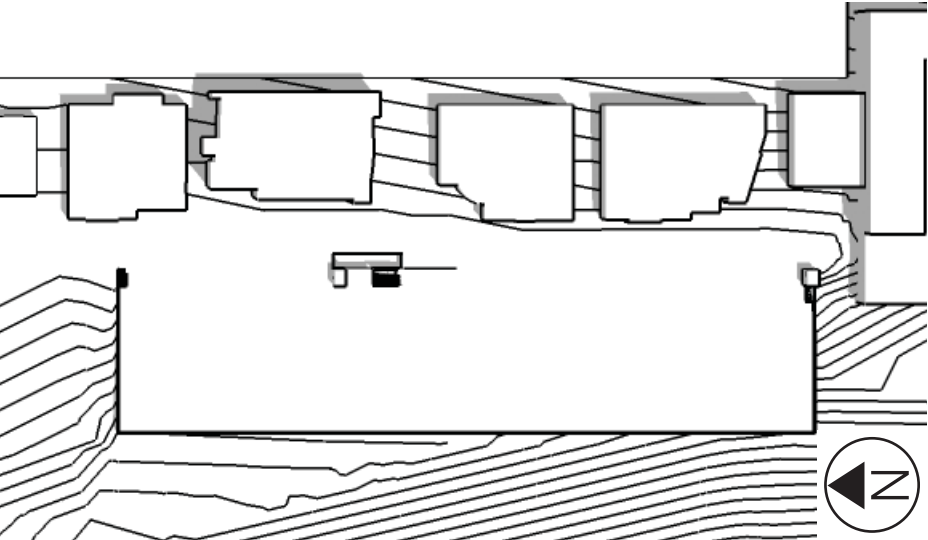
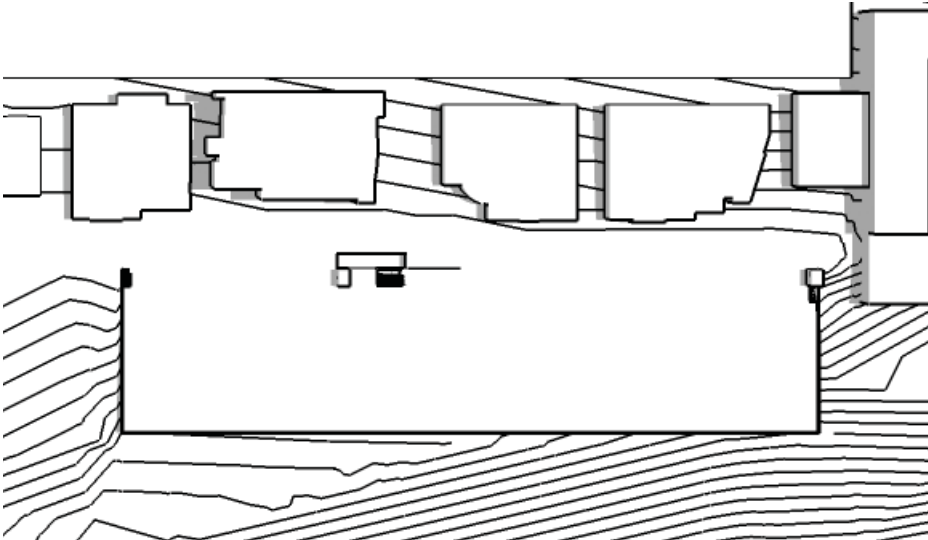
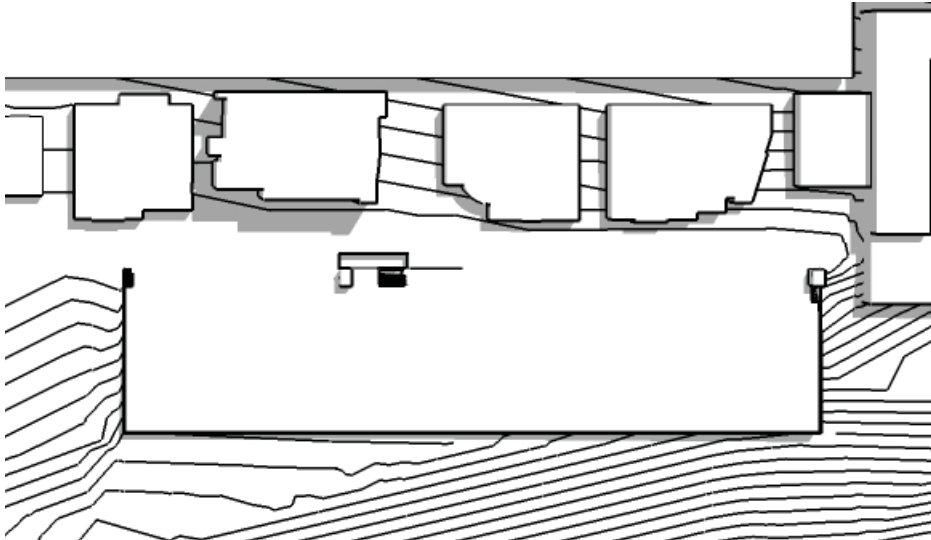
WINTER  
SOLSTICE



EQUINOX



SUMMER  
SOLSTICE





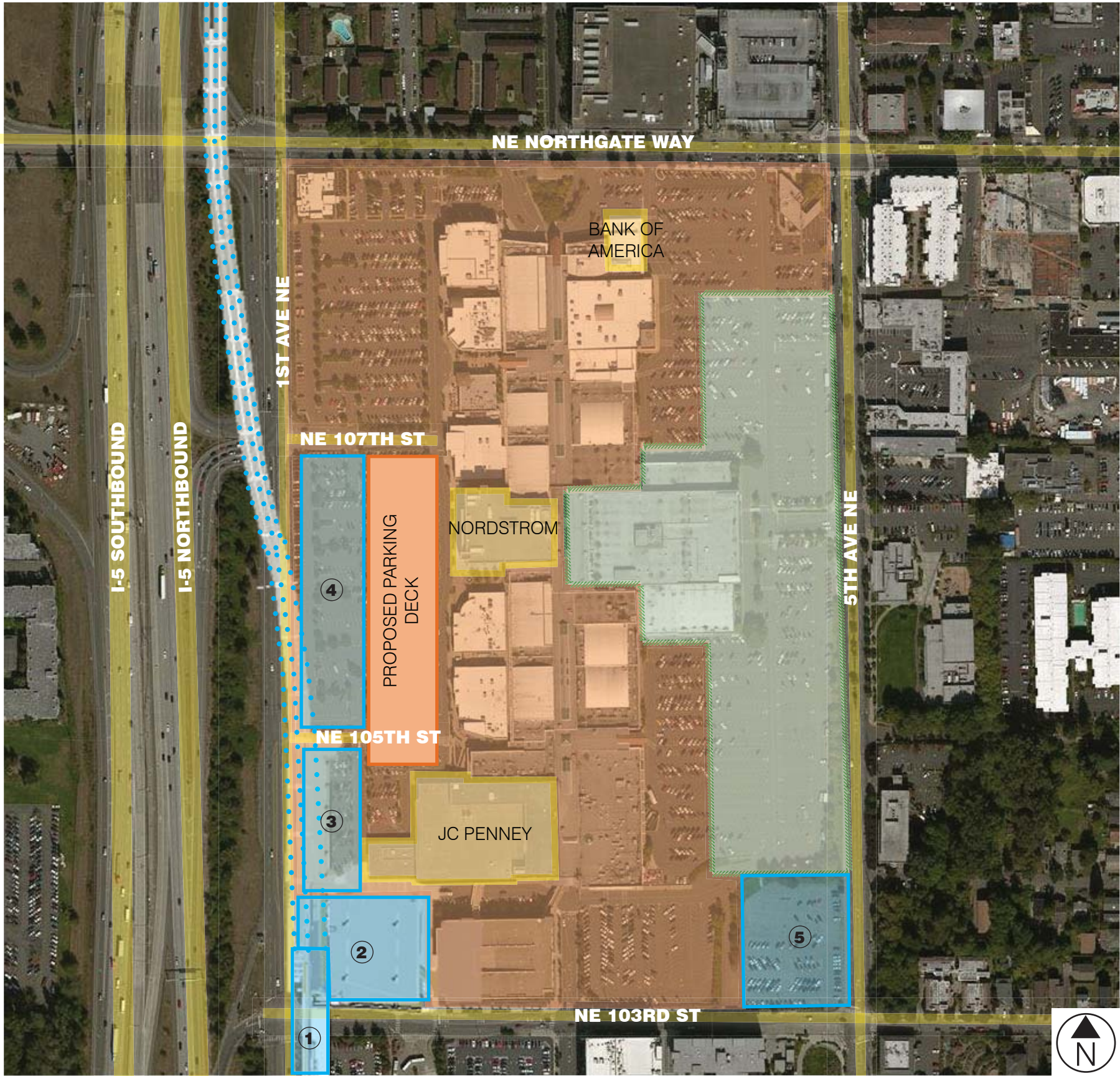
THIS PAGE LEFT INTENTIONALLY BLANK



# APPENDIX: RESOURCE MATERIALS



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. 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
- 48
- TISCARENO ASSOCIATES  
ARCHITECTURE + URBAN DESIGN  
© COPYRIGHT 2015 TISCARENO ASSOCIATES
- 301 NE NORTHGATE WAY, SEATTLE WA | DESIGN RECOMMENDATION REVIEW



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 line. The NE 107th Street is vacated on mall property but a minor arterial road elsewhere with no pedestrian access, has surface parking to either side. The NE 105th Street is vacated on mall property but also a minor arterial road elsewhere,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>• Accessory Parking</li><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

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

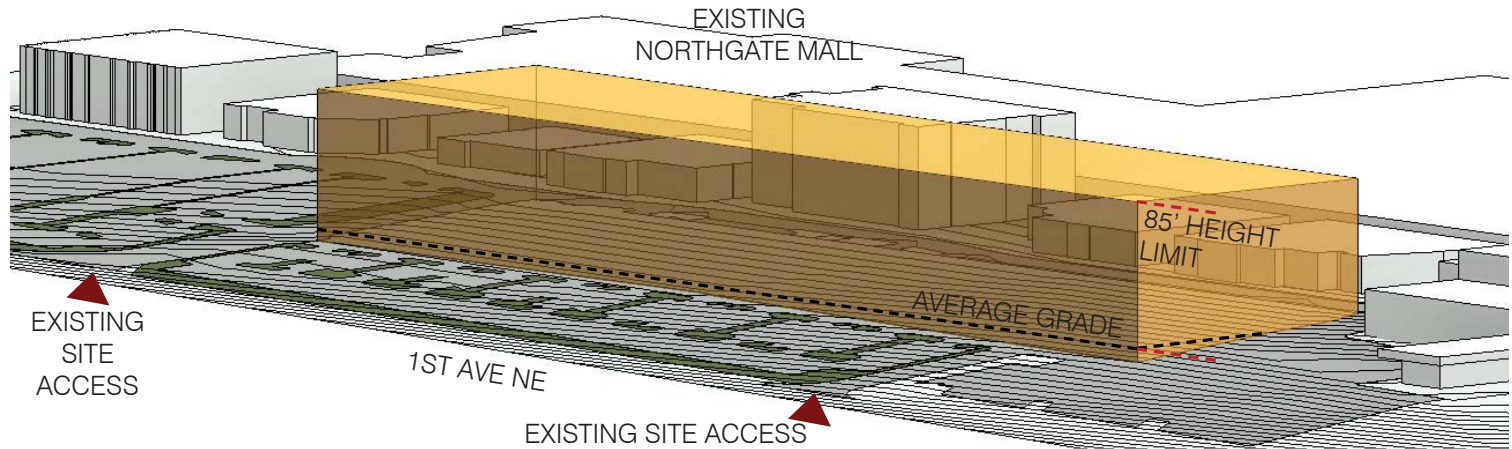
Parking Access	SMC 23.47A.032
Access:	Access is permitted across side street lot lines.

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.

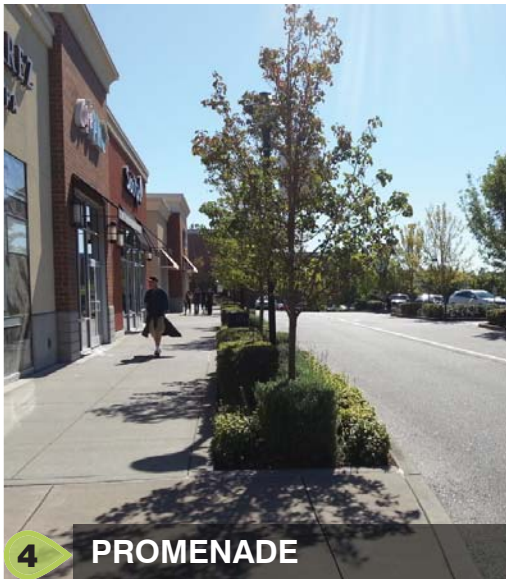
Lighting, both directional and natural, will be implemented to provide a clear safe pathway for pedestrians along the site and through the structure to the vertical egress elements.

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)







# 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