



## RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3018742

Address: 301 NE Northgate Way

Applicant: Michael Hartman, Simon Property Group

Date of Meeting: Monday, September 28, 2015

Board Members Present: Ivana Begley (Chair)  
Eric Blank  
Laura Lenss  
Blake Williams

Members Absent: Martine Zettle

DPD Staff Present: BreAnne McConkie, Land Use Planner

### SITE & VICINITY

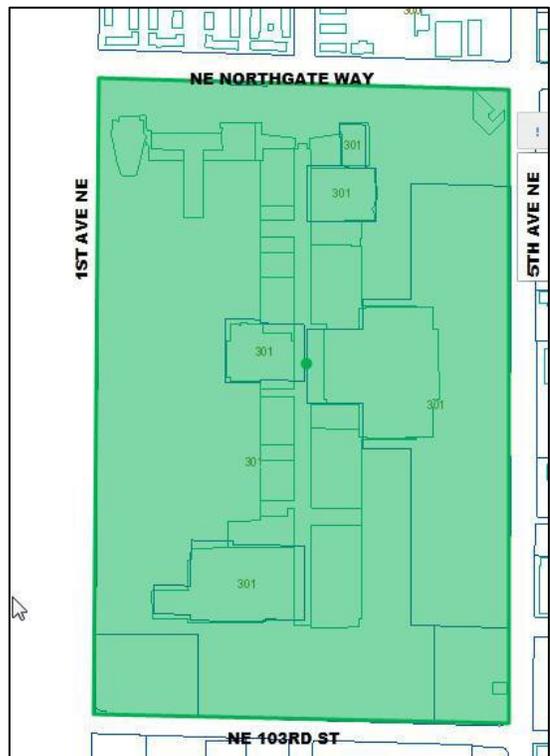
Site Zone: Neighborhood Commercial 3-85' (NC3-85)/Neighborhood Commercial 3-125' (NC3-125)

Nearby Zones: NC3-85 (North)  
NC3-125 (South)  
NC3-85 (East)  
NC3-85 (West)

Lot Area: 1,561,695 square feet (sq. ft.)

### Current Development:

The property contains Northgate Mall, a regional shopping center built in 1950 surrounded primarily by surface parking with some structured parking along the southern edge of the parcel.



**Site Characteristics:**

The subject site is located within the Northgate Urban Center and fronts 1st Ave NE. The site consists of one large parcel that is somewhat unusual in shape due to the current mall development and shape of surrounding parcels. The project site only includes a portion of the larger parcel and is located midblock between NE Northgate Way and NE 103<sup>rd</sup> St and Mall Ring Rd and 1<sup>st</sup> Ave NE. The property is relatively flat with a gradual slope running from east down to west. The site is currently used as surface parking for mall patrons and contains some landscaping including trees and storm water bio-filtration landscaping. The site also contains a pedestrian sidewalk connecting 1<sup>st</sup> Ave NE and Northgate Mall.

**Surrounding Development and Neighborhood Character:**

The immediate surrounding development can be characterized as somewhat suburban and auto-oriented in nature with I-5 to the west, Northgate Mall to the east and surface parking to the north and south. The greater surrounding area is transitioning into more of a mixed-use anchor with multi-family housing, retail, office, and transportation options. The site abuts the future North Link Sound Transit Light Rail Station site to the south.

**Access:**

Existing and proposed primary vehicular and pedestrian access to the site is from 1<sup>st</sup> Ave NE.

**Environmentally Critical Areas:**

A small portion of the southwest corner of the parcel is mapped Environmentally Critical Area (ECA) – Steep Slopes. The proposal does not contemplate development on or near the mapped ECA.

**PROJECT DESCRIPTION**

Land Use Application to allow a two-story garage with parking for 687 vehicles located at and below grade. Project includes re-stripping south surface parking lot with 36 spaces.

**EARLY DESIGN GUIDANCE: March 9, 2015**

The packet includes materials presented at the meeting, and is available online by entering the project number at the following website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

**Mailing** Public Resource Center  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## DESIGN DEVELOPMENT

At the EDG meeting, the applicant provided three schemes for the public and Board's consideration. Each of the alternatives followed a similar programming model: stand-alone parking structure with approximately 700 parking stalls to support Northgate Mall retail use. All three options were located between the mall (Mall Ring Rd) and 1<sup>ST</sup> Ave NE.

The proposed massing for Option One was a four story parking structure located between the mall (Mall Ring Rd) and 1<sup>ST</sup> Ave NE. This option included internal ramping for circulation with vehicle access points to level one at the east and west sides of the structure and access to levels two through four from the east. Option One maintained the existing pedestrian connection between the mall and 1<sup>ST</sup> Ave NE.

Option Two was a seven story parking structure located between the mall (Mall Ring Rd) and 1<sup>ST</sup> Ave NE. This option is located over an existing pedestrian connection between 1<sup>ST</sup> Ave NE and the mall. This option also included internal ramping for circulation and provided vehicle access to level one from the west and access to levels two through seven from the east. This option maximized the height allowed in the zone.

Option Three was the applicant's preferred option. This option included a two story parking structure located between the mall (Mall Ring Rd) and 1<sup>ST</sup> Ave NE. Like Option Two, this option was located over an existing pedestrian connection between 1<sup>ST</sup> Ave NE and the mall. The preferred option did not include internal ramping. Vehicle access to level one was proposed from the west, level two access was proposed from the east.

## PUBLIC COMMENT

One member of the public was present at the Early Design Guidance meeting. One written public comment letter was also submitted at the meeting. The public comments included the following issues:

### *Massing & Flexibility*

- Objected to the auto-oriented use, large footprint, and low-intensity 2-story use covering such a large site without maximizing the development potential of the site.
- Noted that because of the proximity to (future) transit and zoning, the project should include more uses and places for people to live and work.
- Expressed concern with the length, bulk, and potential monotony of the preferred option.
- Stated that the project should have the smallest foot print possible to support the intended number of parking spaces and should be built up rather than low and horizontal.
- Noted that active uses should be incorporated into the structure.

### *Access & Safety*

- Identified safety and site access, both from the public street and internal to the site, as high priorities.
- Stated that the project will increase traffic and driving on local streets resulting in negative environmental outcomes.

## FINAL RECOMMENDATION MEETING: September 28, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number at the following website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

**Mailing**      **Public Resource Center**  
**Address:**    700 Fifth Ave., Suite 2000  
                  P.O. Box 34019  
                  Seattle, WA 98124-4019

**Email:**        [PRC@seattle.gov](mailto:PRC@seattle.gov)

### DESIGN DEVELOPMENT

At the Recommendation meeting, the applicant presented a detailed design proposal, featuring a two story parking structure with 673 structured parking stalls and 137 surface parking stalls. Vehicle access to level one was proposed from the west, level two access was proposed from the east.

### PUBLIC COMMENT

Few members of the public were present at the Recommendation meeting. One speaker representing Sound Transit provided the following comment:

- Noted that Sound Transit and the applicant had been working closely to coordinate over the last two years. Stated general support for the design and noted that it would work well with the future improvements related to the adjacent light rail station.

## PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

### EARLY DESIGN GUIDANCE: March 9, 2015

#### 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)**

- 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)**

## 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)**

## 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)**
- 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)**

## 4. Safety, Access, & Alternative Transportation

- a. **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 1<sup>ST</sup> Ave NE and the future light rail platform and plaza). **(PL1-B, PL1-II, PL2-III-vii, DC1-B, & DC1-IV-i)**

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)**

- b. **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)**

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

## 5. Architectural Features & Site Context

- 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)**
- 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 107<sup>th</sup> St and NE 103<sup>rd</sup> St and 1<sup>st</sup> Ave NE and 3<sup>rd</sup> 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 1-5 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 infrastructure, surface parking, and parking structures. **(CS2-B & PL4-C-1&3)**
- c. **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)**

### FINAL RECOMMENDATION: September 28, 2015

1. **Wayfinding & Pedestrian Connections.** The Board discussed the need for strong wayfinding elements to help draw people into the lower level of the garage and make the space inviting and easy for users to navigate. The Board discussed the need for the three east-west connections to be obvious, safe, and inviting for users moving through the garage.
  - a. The Board stated that the use of bold accent colors and large-scale “super” graphics should be used for wayfinding, especially on the lower level to help users navigate the space and make pedestrian ingress and egress points easily identifiable, noting the Seattle Central Library’s use of chartreuse as a precedent example.

Pedestrian wayfinding signage should be large-scale and easily read from a distance and intentionally located at primary access points including the elevators and escalators and three east-west pedestrian connections on the lower level.

The Board recommended a condition that bold accent colors, signage, and “super” graphics be incorporated into a consistent and cohesive pedestrian wayfinding system. **(PL1.B.3, PL2.D.1, DC4.B)**

- b. The Board noted that additional natural light at the lower level near the eastern access points would help to draw users into the space and stated they would support additional light wells or other design modification to increase natural light. **(PL2.D.1, CS1.B.1&2)**
- c. The Board recommended a condition to maintain a minimum 3 foot clearance for the pedestrian walkways within the structure, specifically the north/south walkways along the eastern and western edges. The adjacent parking stalls should be designed to prohibit vehicles from encroaching into the walkway and should provide a minimum 3 foot clearance at all times for the life of the project. **(PL1.B.2, PL2.A, PL2.B)**

## 2. Materials & Design Concept.

- a. The Board noted the openness and porosity of the overall design is an important aspect and noted the design should maintain the openness as presented at the Recommendation meeting. **(CS1.B.1&2, CS2.B.2, CS2.D.2)**
- b. The Board expressed support for the cast in place and concrete panels and noted the applicant should be aware of the potential for the connectors between the concrete to rust. **(DC4. A.1&2)**
- c. The Board did not support the CMU as presented at the Recommendation meeting, noting that the finish, pattern, and beige color appeared outdated and not easily seen. The Board recommended a condition for more modern materials where the CMU was proposed such as concrete or a mix of different CMU finishes such as glazed and/or ground-faced. The materials should be modern, playful (not just bands), and consistent with the larger modern architectural concept of the garage. Lighter and/or brighter colors at these locations should be used for wayfinding and to make the elevators, stairs, and escalators stand out. **(DC4.A.1, PL2.A.2, DC2.D)**
- d. The Board stated general support for the metal and colors of the circulation canopy but noted other colors or materials for the canopy roof could work as long as they were durable and tied into the larger architectural concept. The Board also noted that mechanisms to prevent bird nesting under the canopy should be well thought-out and integrated into the design, noting that generic bird spikes would not be adequate. **(DC4.A, DC2.C.2, PL2.C.2&3)**

## DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

### CONTEXT & SITE

#### **CS1-B Sunlight and Natural Ventilation**

**CS1-B-2. 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 site.

#### **CS1-C Topography**

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design. **CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

#### **CS1-D Plants and Habitat**

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements 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.

#### **Northgate Supplemental Guidance:**

#### **CS1-I Retain Existing Natural Systems and Site Features as Landscaping**

**CS1-I-i. Natural Features:** Consider design strategies to preserve existing on-site natural

habitats, significant vegetation or other natural features including drainage features that can be incorporated into the site design. For example, consider retaining natural features such as existing vegetation and wetlands that are aesthetically pleasing, would emphasize natural features like that of Thornton Creek and its tributaries and can create a pedestrian friendly environment by providing natural areas of interest. Also, features such as larger planting strips located adjacent to sidewalks can be used for landscaping to enhance the site and can effectively separate pedestrians from the impacts of traffic.

### **CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-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.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

### **CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

## **PUBLIC LIFE**

### **PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

### **PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. 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.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

### **PL1-C Outdoor Uses and Activities**

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

**Northgate Supplemental Guidance:**

**PL1-I Incorporate Open Space**

**PL1-I-i. 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. Open spaces (including parking areas) can also help improve site and project sustainability.

**PL1-II Interior Block Pedestrian Connections**

**PL1-II-i. Consider Interior Block Connections:**

1. Optimize neighborhood connectivity
2. Promote a variety of pedestrian uses such as walking, exercise and relaxing
3. Minimize pavement, and provide an equitable balance between pavement and planting areas
4. Use pervious/pedestrian scaled paving for walking surfaces
5. Accommodate vehicular access only for emergency vehicles;
6. Develop integrated rainwater strategies such as rain gardens, natural drainage collection, building water collection and art;
7. Provide “garden entries” for townhomes at the base of larger residential buildings;
8. Incorporate built-in and movable seating to optimize flexibility of use.

**PL2-A Accessibility**

**PL2-A-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.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-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.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

**Northgate Supplemental Guidance:**

**PL2-III Superblock Development**

**PL2-III-v. Internal Drives/Walkways:** Developments should have internal drives and walkways adjacent to buildings designed with the basic elements of a good pedestrian-oriented shopping street: buildings oriented close to walkways, landscaping, pedestrian-scale lighting, walkways of sufficient width to encourage social interactions without impeding pedestrian movement, and other similar enhancements.

**PL2-III-vii. 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.

**Northgate Supplemental Guidance:**

**PL3-I Promote Pedestrian Interaction**

**PL3-I-i. Pathways:** Provide direct and convenient pathways, comfort, visual interest and activity for pedestrians

**PL3-II Human Activity**

**PL3-II-i. Indoor/Outdoor Transition:** Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the “indoors” outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the “outdoors” into the building by opening interior spaces to sunlight and views of sidewalk activity. **PL3-II-ii. Sidewalk Widths:** Sidewalk widths throughout the Northgate area are less than ideal, and wider sidewalks will allow for more pedestrian circulation and activity. Within active retail areas, proposed developments are encouraged to set back from the street fronting property line to provide additional space abutting the sidewalk. The Major Pedestrian Street designation calls for 12-foot sidewalks. However, 16-foot sidewalks are preferred in commercial areas, where appropriate.

**PL4-B Planning Ahead for Bicyclists**

**PL4-B-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.

**PL4-B-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.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

**PL4-C Planning Ahead For Transit**

**PL4-C-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.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. 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.

**DESIGN CONCEPT**

**DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

**DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. 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.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

**DC1-B Vehicular Access and Circulation**

**DC1-B-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.

**DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

**Northgate Supplemental Guidance:**

**DC1-I Design of Parking Lots Near Sidewalks**

**DC1-I-i. Landscaping:** Interior landscaping, in addition to perimeter landscaping, should be installed to help soften the visual impact of surface parking and enhance natural site drainage. To meet this objective, consider the following:

1. Interior landscaping: Use landscaping to break large areas into a series of smaller areas. Plant low landscaping in left over portions of parking areas.
2. Site landscaping strategically to minimize stormwater run-off;
3. Innovative drainage control measures such as swales or treatment islands or pervious pavements;
4. Plant enough trees, which at maturity form a canopy over large portions of the parking area with trees interspersed between parking spaces;
5. Select tree species that do not obscure signage, amenity features, or opportunities for surveillance;
6. Plant a mixture of evergreen and deciduous trees for year-round greenery. Select types of trees, such as sapless trees, that do not impact parked cars.

**DC1-II Large Scale, “Super Block” Development**

**DC1-II-i. Parking Area:** The parking area should be laid out as an urban block, at a scale that promotes walking within.

**DC1-II-ii. Pedestrian Grid:** A network of clearly defined pedestrian walkways should serve as a “grid,” connecting these walkways to uses within the site and to the larger street network in a safe and comfortable manner. The necessary elements—lighting, pavement and plantings—should be placed to support those pedestrian objectives.

**DC1-II-iii. Spatial Definition:** The space should be defined by buildings, and secondary structures such as shelters and small retail spaces should further define the scale.

### **DC1-III Parking Structures**

**DC1-III-i. Siting:** Site parking structures away from Major Pedestrian Streets.

**DC1-III-ii. Design Quality:** 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.

**DC1-III-iii. Ground-Level Retail:** Consider placing retail at the ground level of a parking structure along the primary facade, where appropriate.

**DC1-III-iv. Quality Materials:** Parking structure facades should be treated with high quality materials and given vertical articulation and emphasis similar to the principal structure. The façade should be designed to visually screen cars.

**DC1-III-v. Pedestrian Entries:** Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the building.

### **DC1-IV Parking and Vehicle Access**

**DC1-IV-i. 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, 5th Avenue NE, Roosevelt Way NE, 15th Avenue NE, NE 100th Street, NE 103rd Street, and NE 125th Street. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.

**DC1-IV-ii. Locate Parking to the Rear:** Where feasible, parking areas should be located to the rear of buildings that face NE Northgate Way, 1st Avenue NE, 5th Avenue NE, Roosevelt Way NE, 15th Avenue NE, NE 100th Street and NE 103rd Street. Where surface parking must be located to the side of structures, the following is recommended:

- a. Place surface parking away from the corners of blocks fronting on NE Northgate Way, 5th Avenue NE, 8th Avenue NE, Roosevelt Way NE, 15th Avenue NE, NE 100th Street, NE 103rd Street and NE 125th Street.
- b. Limit the frontage of surface parking areas that face NE Northgate Way and 5th Avenue NE (outside the Major Pedestrian Street designations).

**DC1-IV-iii. Encourage the Creation of Multi-Purpose Parking Areas:** These areas can provide parking as well as public open space, such as places for special neighborhood functions (markets, gatherings), cultural events (outdoor theater, music), and recreational activities. Examples of elements for public open spaces include: special surface treatments, art, fountains and seating, locations for removable bollards or other elements to restrict automobile access to public spaces when not used for parking. Use lighting to create a safe environment while minimizing glare onto adjacent properties and sidewalks.

### **DC1-V Bicycle Parking**

**DC1-V-i. Bicycle Amenities:** When providing bicycle parking, consider incorporating features such as storage and wayfinding for bicycle users into the site plan/building design.

### **DC2-A Massing**

**DC2-A-1. 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.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

### **DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating

balconies, canopies, awnings, decks, or other secondary elements into the façade 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).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

### **DC3-B Open Space Uses and Activities**

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

### **DC3-C Design**

**DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

### ***Northgate Supplemental Guidance:***

#### **DC3-III Landscaping to Reinforce Design Continuity with Adjacent Sites**

**DC3-III-i. Landscaping to Enhance the Building and/or Site:** Quality landscaping is an essential component of the built urban form. Good use of existing and new landscaping adds considerable value to the design of new development and blends new development with surrounding areas, and reduces stormwater runoff.

- a. The corners of street intersections should be distinguished by special landscape treatments: special paving, low planters and flower displays, sculpture, and decorative lighting.
- b. Mark and define pedestrian crossing and walkways with specimen trees and shrubs. Landscaping examples in commercial set-
- c. Ease of maintenance and durability should help guide the selection of plant species and landscape materials such as paving, seating and other site materials. Use native, drought tolerant species of plants and avoid invasive plant species.

#### **DC3-IV Use Landscaping Design to Enhance the Site**

**DC3-IV-i. Natural Features;** Consider design strategies to create natural features or systems that

can be incorporated into the site design.

#### **DC4-B Signage**

**DC4-B-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.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

#### **DC4-C Lighting**

**DC4-C-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.

**DC4-C-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.

#### **DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-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.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

#### **DC4-E Project Assembly and Lifespan**

**DC4-E-1. 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.

#### ***Northgate Supplemental Guidance:***

##### **DC4-I Design Signage Compatible with Human Scale and Consistent with Architectural Concept**

**DC4-I-i. Signage:** 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. They can help unify the overall architectural concept of the building, or provide a unique identity for an individual business within the larger structure. While regulatory sign review is not in the purview of design review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines. The following types of signs are encouraged:

1. Pedestrian-oriented blade signs

2. Signs integrated into the design of the building: along a sign band, on canopies and marquees, located in windows.

3. These types of signs are discouraged: Large illuminated box signs (backlit “can” signs) and Post-mounted signs.

#### **DEVELOPMENT STANDARD DEPARTURES**

The Board’s recommendation on the requested departure(s) will be based on the departure’s potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures.

At the time of the Recommendation Meeting, the applicant identified the following departures:

1. **Parking Space Requirements (SMC 23.54.030.B.2.c):** The Code requires 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. The applicant proposed no stalls to be striped for large vehicles.

The Board recommended approval of the parking space requirement departure to provide convenient access, meeting the intent of Guideline DC1.B Vehicular Access and Circulation. The Board noted that the majority of the stalls were larger than the City’s medium stall standard. **(DC1.B)**

2. **Screening and Landscaping Requirements for Parking Garages (SMC 23.47A.016.D.3.n):** For parking garages 8 feet or more above grade, a 3.5-foot screening along the perimeter of each floor of parking is required. The applicant proposed a 5’ wide landscaping strip but no additional screening.

The Board recommended approval of the requested screening and landscaping requirement departure because it better maximizes daylighting, transparency, and safety, better meeting the intent of Guidelines CS1.B Sunlight and Natural Ventilation and PL2.B Safety and Security. **(CS1.B, PL2.B)**

3. **Location of Parking (on site) (SMC 23.47A.032.B.1.a):** Per the Code, parking shall not be located between a structure and a street lot line. The applicant proposed locating parking between a structure (existing Northgate Mall) and a street lot line (1<sup>ST</sup> Ave NE). The proposed parking structure would be located within an existing surface parking lot that extends to 1<sup>ST</sup> Ave NE. The structure would be set back approximately 135’ from 1<sup>ST</sup> Ave NE and separated by landscaping, grade change, surface parking, and internal circulation roads.

The Board recommended approval of the requested parking location requirement departure because of the existing and proposed conditions, including the significant separation from 1<sup>ST</sup> Ave NE and a design that is well integrated into the site topography. **(CS1.C, DC2.A)**

4. **Location of Parking (within a structure) (SMC 23.47A.032.B.1.b):** Per the Code, street-level parking within a structure shall be separated from street-level, street-facing facades by another permitted use. The applicant proposed street-level parking without separating the parking from the street with another permitted use. The proposed parking structure would be located within an existing surface parking lot that extends to 1<sup>ST</sup> Ave NE. The structure would be set back approximately 135’ from 1<sup>ST</sup> Ave NE and separated by landscaping, grade change, surface parking, and internal circulation roads.

The Board recommended approval of the requested parking location requirement departure because of the existing and proposed conditions, including the significant separation from 1<sup>st</sup> Ave NE and the design that better integrated into the site. **(CS1.C, DC2.A)**

5. **Street-Level Development Standards (SMC 23.47A.008.B.3):** Per the Code, non-residential uses at street level shall have a floor-to-floor height of at least 13 feet. The applicant proposed a minimum 11'2" floor-to-floor height at the north end and over 15' floor-to-floor at the south end.

The Board recommended approval of the street-level development standards departure because of the existing and proposed conditions, and a design that better responded to the topography and integrated into the site. **(CS1.C, DC2.A)**

6. **Blank Facades (SMC 23.47A.008.A.2):** Per the Code, blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width and the total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street. The applicant proposed an open façade with columns that does not include one of the elements listed in SMC 23.47A.008.A.2.a so is therefor considered blank.

The Board recommended approval of the requested blank façade development standard departure because of the design resulted in a more open, porous, and transparent street-facing façade. **(DC2.B, CS1.B, PL2.B)**

7. **Non-Residential Use Location (SMC 23.47A.008.A.2):** Per the Code, street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. The applicant proposed to locate the street-level street-facing façade approximately 135 feet from the street lot line.

The Board recommended approval of the proposed non-residential use façade location because of the existing and proposed conditions, including the significant separation from 1<sup>st</sup> Ave NE and the future light rail guideway separating the structure from the street lot line. **(CS2.B.1)**

8. **Transparency (SMC 23.47A.008.B.2):** Per the Code, sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. The applicant proposed an open street facing façade with columns and three driveway openings.

The Board recommended approval of the requested transparency departure because of the existing and proposed conditions, including the significant separation from 1<sup>st</sup> Ave NE and the future light rail guideway separating the structure from the street lot line, and noted that the façade design was open, porous, and transparent. **(DC2.B, PL2.B)**

9. **Parking Drive Aisle Standards (SMC 23.54.030.E.1):** Per the Code, aisle width for medium stalls shall be a minimum of 18.5' in width. The applicant proposed a 17' wide drive aisle for one-way stalls, the Northgate Mall standard dimension.

The Board recommended approval of the requested departure noting the proposed stalls are wider than the City's medium stall definition, helping to maneuver and that the existing conditions on site. **(CS2.B.1)**

## **RECOMMENDATIONS**

**The recommendation summarized above was based on the design review packet dated September 28, 2015, and the materials shown and verbally described by the applicant at the September 28, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the project design with the following conditions:**

1. A cohesive pedestrian wayfinding system including bold accent colors, signage, and “super” graphics should be incorporated and strategically placed to emphasize pedestrian paths and ingress/egress, especially at the lower level of the garage.
2. The pedestrian walkways within the structure, specifically the north/south walkways along the eastern and western edges, should maintain a 3 foot clearance at all times. The adjacent parking stalls should be designed to prohibit vehicles from encroaching into the minimum 3 foot clearance.
3. Clad the locations where the CMU was proposed, with a more modern material and/or finish, such as concrete or a mix of different CMU finishes such as glazed and/or ground-faced to create a modern, playful aesthetic consistent with the larger modern architectural concept of the garage.