City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

DESIGN REVIEW

FINAL RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number:	3020189
Address:	10711 8th Avenue Northeast
Applicant:	Ann Williamson, Baylis Architects
Date of Meeting:	Monday, November 14, 2016
Board Members Present:	Ivana Begley (Chair) Eric Blank James Marria Blake Williams
Board Members Absent:	None.
SDCI Staff Present:	Tami Garrett, Senior Land Use Planner Bruce Rips, Land Use Planner Supervisor

SITE & VICINITY

Site Zone: Neighborhood Commercial 3 (NC3-65)

Nearby Zones: (North) NC3-65
(South) NC3-40
(East) Lowrise 3 (LR3)
(West) NC3-65

Lot Area: 30,898 square feet (sq. ft.)

Current Development:

The project site is vacant property.

Surrounding Development and Neighborhood Character:

Surrounding development includes commercial uses (retail, restaurant, office, etc.) to the west; a vocational school to the north; three-four story residential (apartments) developments to east; and a medical clinic (Kindred Hospital) south of the subject property. Two mixed-use commercial/residential proposals are currently under review with DPD for the two properties north of the subject site.

This mid-block site is located on the east edge of the Northgate Urban Center and in the middle of the Northgate Overlay District. The general character of this area and the surrounding blocks is a mix of retail and residential uses. The general character of this block as it continues south along 8th Avenue Northeast from Northeast Northgate Way are lower-scaled commercial buildings, three-four story residential structures and accessory surface parking areas abutting the street.

The project site is part of an identified Northgate superblock that is evolving. Area amenities surrounding the site include a City public library/community center, Northgate Mall, several retail developments, King County Metro Transit Station, Beaver Pond Natural Area of Thornton Creek, and the future Sound Transit Light Rail station.

Access:

Vehicular access to the subject property is possible from both 8th Avenue Northeast and an existing ingress/egress easement at the adjacent properties immediately north and west of the project site.

Environmentally Critical Areas:

The graveled project site slopes from north to south and is located in a swale with retaining walls to the north supporting an east/west through block easement connector between 5th Avenue Northeast and 8th Avenue Northeast. The entire site is mapped Environmentally Critical Area (ECA) Peat settlement prone.

PROJECT DESCRIPTION

The proposed project is for the design and construction of a mixed-use commercial/residential building with five levels of residential (134 units) above ground-related commercial use (4 live-work units), and two levels of enclosed parking area. All parking (121 stalls) is planned within the

structure and accessed from both 8th Avenue Northeast and an existing vehicular ingress/egress easement.

The design packet includes information presented at the meeting, and is available online by entering the project number at this 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 SDCI:

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

Email: PRC@seattle.gov

FIRST EARLY DESIGN GUIDANCE July 6, 2015

The project site and adjacent neighboring sites under separate ownership to the north and west are currently being reviewed under a separate land use MUP application (3018442) for a mapped rezone from NC3-40 to Neighborhood Commercial 3 (NC3-65). The applicant has outlined this information in the design packet.

DESIGN DEVELOPMENT

The following three alternative massing schemes were presented to the Board for consideration:

- "Basic" Code Compliant Scheme (Option 1) – This option included 61 residential units, 15 live-work units and 123 parking stalls.
- "I-Shaped" Massing Scheme (Option 2) – This option included 138 residential units, 3 live-work units and 137 parking stalls.
- "U-Shaped" Massing Scheme (Option 3) – This "applicant preferred" option included 148 residential units, 3 live-work units and 138 parking stalls.

All three options necessitate a code departure from street level setback requirements. An additional code departure from residential amenity area standards was identified by the applicant for Option 2.

PUBLIC COMMENT

Some members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Encouraged a design that enhanced the existing mid-block connector (easement) in a meaningful way by including amenities, formalized walkways and safety measures for pedestrians.
- Stated preference for a design option that explored vehicular access solely from the easement in order to minimize pedestrian conflicts with motorists accessing parking via 8th Avenue Northeast.
- Requested that the proposed landscaping, retaining walls be low-scaled in order to allow visibility into the live-work units and enhance the pedestrian corridor.
- Appreciated that the design options included a commercial use along 8th Avenue Northeast.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

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 based on current adopted Citywide and Neighborhood-specific (Northgate) Design Guidelines.

1. **Design Concept and Massing:** The design and siting of the new commercial/residential development should provide an appropriate transition to the less intensive zone, and be compatible with proposed and existing architectural context and character.
    a. At the beginning of the EDG meeting, the Board Chair provided a brief overview to the Board regarding past design review board discussions about the neighboring mixed-used development proposal immediately north of the project site for context.
    b. At the EDG meeting, the Board discussed the presented design options at length and stated that there was not enough variation in the presented design options and information in the applicant's materials to warrant support of the preferred design scheme (Option 3). The Board directed the applicant to return for a second EDG meeting to further explore the following three design massing schemes: a "True I-shaped" scheme (with upper-level courtyards roughly symmetrical), an "L-shaped" scheme (with upper-level open space oriented to the southwest corner), and an "Inverted U-shaped" scheme (with centered upper-level open space oriented to the south). Board commentary regarding massing, streetscape and vehicular access are offered below. (CS2.B, CS2.C, CS2.D, CS3 NORTHGATE, DC1.IV.i NORTHGATE)

2. **8th Avenue Northeast Streetscape/East Frontage:**
    a. The Board observed the subterranean siting for both the live-work unit entries and the residential lobby entrance below the topography along 8th Avenue Northeast. The Board was concerned that this design could impact visibility of the entrances from the street and the future viability of the commercial uses in the live-work units. The Board stated theses entrances should have direct access to the grade along 8th Avenue Northeast and be distinctive between the residential and live-work uses. At the next

EDG meeting, the Board expects to review drawings and details (finished floor levels shown in relation to sidewalk grades) to better understand how all ground-level uses/entrances will relate to the street and addressed the Board's guidance. (CS3.I.ii NORTHGATE, PL3.A, PL3.I.i NORTHGATE, PL3.V.i NORTHGATE)

b. The Board also voiced concern about the minimal size of the residential lobby and stated that it should be more visually prominent and sized more appropriately to the amount of residential units it will serve. (PL3.B, DC1.A)
c. The Board recognized that the proposed substantial building setback necessitated by clearance requirements from the utility poles along 8th Avenue Northeast is a positive opportunity to enhance the streetscape with landscaping and ground-level pedestrian amenities. The Board expects to review further development of this space that activates the live-work street-fronts and the pedestrian streetscape. Welcoming public seating areas and swales were offered by the Board as methods to address this guidance. (PL3.I NORTHGATE, PL3.II NORTHGATE)
d. The Board acknowledged that the commercially-zoned project site is across the street from lowrise-zoned property and stated that a step in perceived height, bulk and scale is appropriate for the eastern façade. Consequently, at the next EDG meeting, the Board expects to review massing schemes that include upper-level setbacks with the intention of reducing height, bulk and scale of the eastern façade when viewed from the residentially-zoned properties along 8th Avenue Northeast. (CS2.D, CS2.III.ii NORTHGATE)

3. Easement Streetscape/North Facade:

a. The Board commented that the north façade was unresolved and needed further study. At the next EDG meeting, the Board expects to review further development of the north façade inclusive of modulation and unit articulation in order to provide natural light and interest to a façade that will be visible by pedestrians and the adjacent development to the north. (CS1.B.2, CS2.D.5, DC2.B)
b. The Board recognized that, due to the easement, there is both a proposed linear access along the south side the easement and a layered access from the easement to the residential units' entries that requires further refinement. It is imperative that the Board understands the overall streetscape experience along this easement which also serves as a well-traveled mid-block connection between 5th and 8th Avenue Northeast for both pedestrians and motorists. At the next EDG meeting, the Board expects to review details related to the proposed residential units' entries (stoops, ramps, patios, setbacks, landscaping/hardscape, etc.) and maneuverability along this easement (dimensioned pathways, barriers, ramps, stairs, etc.) that defines public spaces, private spaces and safety measures for both pedestrians and residents. (CS3.I NORTHGATE, PL1.B, PL1.C, PL1.II NORTHGATE, PL2.A, PL2.B)

4. West and South Facades:

a. The Board reviewed the west façade and discussed the ramifications (privacy, security, etc.) of creating first floor "open one bedroom" residential units with entries abutting the neighboring surface parking area. The Board requested information (elevation views, screening, entries, etc.) about this façade at the next EDG meeting. The Board

discouraged a design that included live-work units oriented along the development's west facade. (PL3.A, PL3.B)

b. The Board recognized that due to the design's garage walls being within close proximity to the site's south property line, an expansive two-story concrete blank wall condition would be visible to pedestrians, motorists and neighboring properties. The Board encouraged openings/windows and other alternatives be explored and design direction to address this concern be presented at the next EDG meeting. An overreliance on the utilization of green walls was discouraged by the Board. (CS2.D.5, DC2.B)

5. Vehicular Parking and Access:

a. The Board voiced opposition for a design that includes vehicular access from both the street and the existing ingress/egress easement and stated that the vehicular access should be consolidated. Situating one vehicular access entrance abutting the ingress/egress easement and installing internal vehicular ramping is preferred in order to promote a positive pedestrian streetscape on 8th Avenue Northeast. (DC1.B.1, DC1.IV.i NORTHGATE)

SECOND EARLY DESIGN GUIDANCE August 24, 2015

DESIGN DEVELOPMENT

As requested per the Board's feedback from the first EDG meeting, the applicant presented the following three alternative massing schemes to the Board for consideration:

- "L-Shaped" Massing Scheme (Option 1) – This option included 123 residential units, 3 live-work units and 102 parking stalls.
- "I-Shaped" Massing Scheme (Option 2) – This option included 133 residential units, 3 live-work units and 106 parking stalls.
- "U-Shaped" Massing Scheme (Option 3) – This "applicant preferred" option included 147 residential units, 3 live-work units and 127 parking stalls. This option was split into two schemes (3A and 3B) in order to illustrate potential ground-related floor layouts with one and two parking garage entrance variations.

All three options necessitate a code departure from street level setback requirements.

PUBLIC COMMENT

No members of the public attended this Second Early Design Review meeting.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

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 based on current adopted Citywide and Neighborhood-specific (Northgate) Design Guidelines.

1. **Design Concept and Massing:** The design and siting of the new commercial/residential development should provide an appropriate transition to the less intensive zone, and be compatible with proposed and existing architectural context and character.
    a. At the second EDG meeting, the Board reviewed four requested design massing schemes-Option #1 ("L-shaped" scheme), Option #2 ("True I-shaped" scheme), Option #3A ("Inverted U-shaped" scheme with one parking garage entrance and internal ramping) and Applicant Preferred Option #3B ("Inverted U-shaped" scheme with two parking garage entrances and no internal ramping).

    In reviewing the four presented schemes, the Board did not support Option #1 as an optimal scheme and commented that that scheme was too "inward focused" and "would create walls."

    The Board discussed at length the merits of Options #2, #3A and #3B (applicant preferred scheme) and listened to the applicant's design reasoning for support of Option #3B (establishment of an urban edge along the easement, enlarged upper-level courtyard space, enhanced parking access and quantity, and a positive response to existing and future surrounding development). Ultimately, the Board stated that a "hybrid" massing which included the upper massing illustrated for Option #2 and the lower level massing shown for Option #3B was the best response to the design guidelines. The Board recommended that the project should move forward to the Master Use Permit (MUP) submittal for the following reasons:
        - The applicant's elevations and shadow studies demonstrated that the Option #2 design would better maximize daylight potential for the residential units and exterior spaces; and minimize shading onto the mid-block pedestrian/vehicular easement and proposed development north of the project site. (CS1.B, CS2.C, CS2.D)
        - The Option #2 massing showed relief on both the south and north facades. Most importantly, the upper-level setback illustrated on the north façade of the Option #2 massing design significantly reduced the perceived height, bulk and scale when viewed from the lower intensive residentially-zoned properties northeast of the project site; as well as views from occupants residing at the anticipated development to the north and pedestrians utilizing the easement. The Board also felt the creation of the one-story façade at the north would be helpful in expressing the proposed ground-level residential units more appropriately. (CS2.B, CS2.C, CS2.D, CS3 NORTHGATE, DC2.A.1, DC2.B.1, DC2.II NORTHGATE)
        - The Option #3B lower massing design optimizes the arrangement of ground-level residential units at the west façade. Further Board commentary regarding

vehicular access is offered below. (CS2.B, CS2.C, CS2.D, CS3 NORTHGATE, DC1.IV.i NORTHGATE)

b. The Board acknowledged that visible blank walls (south, east, and north) will need to be addressed due to their prominence and visibility from the public realm. The Board expects to review details pertaining to any landscaping and/or design treatments (texture, pattern, glazing, colors, etc.) proposed to address this concern at the next Recommendation meeting. Additional Board discussion concerning the south façade blank wall condition is noted below for item #4.b. (DC2.B)

2. 8th Avenue Northeast Streetscape/East Frontage:

a. The Board appreciated that the 8th Avenue Northeast streetscape design had been revised to no longer illustrate a subterranean siting situation for both the live-work unit entries and the residential lobby entrance: and, as presented, showed direct paths to 8th Avenue Northeast. Alternatively, the Board voiced concerns associated with the landscaping design adjacent to the vertical glazed tower element and the live-work units and felt that it was counterintuitive to have landscaping between the sidewalk and the abovementioned areas. Therefore, the Board advised that the next design iteration should include more detail and vignettes that better explain the character/topography of the streetscape and a rationale that is supported by the design guidelines, identified code requirements and design. (CS3.I.ii NORTHGATE, PL3.A, PL3.I.i NORTHGATE, PL3.V.i NORTHGATE)

b. The Board voiced concern with siting of the electrical room because it would create a blank wall condition that is not appropriate at the building's northeast corner ground-floor and should be sited elsewhere in the building if possible. The Board stated that the future design of this northeast corner condition should activate the pedestrian nature of the easement and aid in wayfinding. The Board also felt that more study of the residential lobby area and the entry sequence should be explored further. As a result, the Board requested that the applicant explore relocating the residential lobby to the building's northeast corner and present a conceptual-level design at the Recommendation meeting identifying the advantages and/or disadvantages of this design. (PL3.B, PL3 NORTHGATE, DC1.A)

c. In response to the requested street-level use code departure request, the Board recognized that the proposed substantial building setback necessitated by clearance requirements from the utility poles along 8th Avenue Northeast is a positive opportunity to enhance the streetscape with landscaping and ground-level pedestrian amenities. At the Recommendation meeting, the Board expects to review further development of this space that activates the live-work street-fronts and the pedestrian streetscape. Welcoming public seating areas and swales were offered by the Board as methods to address this guidance. (PL3.I NORTHGATE, PL3.II NORTHGATE) (See Departure #1)

d. The Board was pleased that all of the presented massing schemes showed an eastern façade inclusive of upper-level setbacks. The Board felt that this response to Board feedback at the first EDG meeting regarding reducing the height, bulk and scale of the eastern façade when viewed from the residentially-zoned properties along 8th Avenue Northeast was appropriate. (CS2.D, CS2.III.ii NORTHGATE)

3. Easement Streetscape/North Facade:

a. The Board reviewed the ground-level residential units at the north façade of Option #3B and discussed the ramifications (privacy, security, accessibility, viability, livability, etc.) of the first floor apartment flats whose entries and bedroom windows would abut a public pedestrian walkway and an existing vehicular easement. The Board voiced concern about the safety of these units and the usability of each unit's adjacent ground-related outdoor spaces. At the Recommendation meeting, the Board expects to review details related to the proposed residential units' entries (stoops, ramps, patios, setbacks, landscaping/hardscape, etc.) and maneuverability along this easement (dimensioned pathways, barriers, ramps, stairs, etc.) that defines public spaces, private spaces and safety measures for both pedestrians and residents. A combination of residential stoops, walls, gates, fences, landscaping were design methods offered by the Board to create defensible space between the public and private spaces. (CS3.I NORTHGATE, PL1.B, PL1.C, PL1.II NORTHGATE, PL2.A, PL2.B, PL3.IV.i NORTHGATE)

4. West and South Facades:

a. The Board appreciated that Option #3B included ground-level residential units oriented along the development's west façade. However, the Board reemphasized that that the noted residential units should be secure. Therefore, the Board expects to review a design at the Recommendation meeting that includes elements that create a safe environment and viable outdoor space (ground-level courtyards) for these units. (PL3.A, PL3.B, PL3.IV NORTHGATE)

b. At the second EDG meeting, the Board supported the applicant's rationale for not proposing openings/windows as a method to address the future expansive two-story concrete blank wall condition at the building's lower-level south façade walls. Still, the Board emphasized that the design of this wall provide visual interest. Therefore, at the Recommendation meeting, the Board expects to review design methods that add texture and color, in addition to landscaping (green screens), to add interest and design for the south façade that will be viewed by pedestrians, motorist and neighboring properties. Design treatments such as a mosaic pattern, reveals, paint, tile, scoring were offered by the Board as methods to address this concern appropriately. The Board reiterated that an overreliance on the utilization of green walls to address this particular blank wall condition was discouraged. (CS2.D.5, DC2.B)

5. Vehicular Parking and Access:

a. The Board reviewed the proposed massing design for Option #3B and listened to the applicant's rationale for the necessity of a design that provides vehicular access from both the street and the existing ingress/egress easement. The Board found the applicant's presentation addressing vehicular access from the street compelling and proceeded to have a more focused discussion about the merits of allowing additional vehicular access from the easement. The Board acknowledged that allowing vehicular access from two driveways would minimize the traffic at the 8th Avenue Northeast garage entrance which makes sense. Additionally, the Board stated support for the

ground-level residential units shown along the west elevation of Option #3B. Ultimately, the Board voiced support of the two vehicular points of access and stated both vehicular entrances should be designed to promote a positive and protected streetscape for pedestrians. (DC1.B.1, DC1.IV.i NORTHGATE)

FINAL RECOMMENDATION November 14, 2016

PUBLIC COMMENT

The following public comments were offered at this Final Recommendation meeting:

- Appreciated how the proposed development included elements that will assist in activating the streetscape and the pedestrian connector (easement).
- Really liked the proposed design.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Concerned with the height, bulk and scale of the proposed building's form.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

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 based on current adopted Citywide and Neighborhood-specific (Northgate) Design Guidelines.

1. **Design Concept and Massing:** The design and siting of the new commercial/residential development should provide an appropriate transition to the less intensive zone, and be compatible with proposed and existing architectural context and character.
    a. At the Recommendation meeting, the Board listened to the applicant's design reasoning for support of an enhanced design iteration of Option #3B versus the Board recommended "hybrid" massing scheme. The Board reviewed the applicant's materials and discussed the merits of the presented massing scheme. Ultimately, the Board appreciated and supported the presented massing scheme (Option #3B) for the following reasons:
        i. Past Board concerns related to maximized daylight potential for the ground-level residential units and their exterior spaces had been resolved because the building design no longer included ground-level residential units abutting the mid-block pedestrian/vehicular easement.
        ii. The Board felt that the presented design responded well to the design guidance expressed at the second EDG meeting by:
            - including modulation and façade articulation at multiple levels which assists in reducing perceived height bulk and scale when viewed from

the lower intensive residentially-zoned properties northeast of the project site and occupants residing at the anticipated development to the north and pedestrians utilizing the easement;
- maximizing daylight infiltration potential and views; and
- minimizing shading onto the easement and proposed development north of the project site. (CS2.B, CS2.C, CS2.D, CS2.III.ii NORTHGATE, CS3 NORTHGATE, DC2.A.1, DC2.B.1, DC2.II NORTHGATE)

iii. The Board also appreciated the removal of the pedestrian path abutting the site's north property line which shifts all the pedestrian movement to the sidewalk north of the pedestrian/vehicular easement-thus making the shading less impactful to the pedestrians traveling along the easement. (CS1.B, CS2.D, PL1.II NORTHGATE)

b. The Board voiced support for the building design material/color palette identified in the design packet and the physical material/color samples board presented at the Recommendation meeting. (DC4.A)

c. The Board commented that the signage concept design as illustrated in the Recommendation design packet was complementary to the design concept. (DC4.B, DC4.I NORTHGATE)

2. 8th Avenue Northeast Streetscape/East Frontage:

a. The Board was very pleased with the design evolution of the streetscape character along 8th Avenue Northeast inclusive of landscaping, hardscape and design elements (seating, planters, etc.); and supported the design choice to orient the residential lobby at the building's northeast corner. However, upon review of the lighting concept design (pg. 46), the Board observed that this plan did not include adequate lighting at the nook space between the residential lobby entrance and the northernmost live-work unit. The Board was concerned that the lack of lighting in this space could be conducive to unwanted activity. Therefore, the Board recommended a condition to provide illumination at the rear wall of the nook space between the residential lobby entrance and the northernmost live-work unit space to increase site safety. (CS3.I.ii NORTHGATE, PL2.B, PL3.A, PL3.B, PL3.I.i NORTHGATE, PL3.V.i NORTHGATE)

b. The Board reviewed the vehicular garage entrance and 24' wide two-way driveway access via 8th Avenue Northeast to parking predominately accessory to the residential use and questioned if the driveway and garage entrance could be reduced in width. The Board also discussed the ramifications to the building design and vehicular access if the driveway and garage entrance were reduced to 20' in width. The Board emphasized the importance of a vehicular entrance design that will minimize conflicts between vehicles and pedestrians. Therefore, the Board recommended a condition that the garage entrance and driveway facing 8th Avenue Northeast be reduced from 24' to 20' in width. The Board recognized that further design exploration and investigation regarding driveway width standards with the SDCI zoning reviewer would be necessary to determine if a design review code departure would be required to achieve this Board condition. The Board also proactively voiced support for a code departure from driveway width standards should the applicant pursue this departure to meet the intent of the Board's direction. (DC1.B.1, DC1.IV.i NORTHGATE)

3. Easement Streetscape/North Facade:

a. The Board reviewed the ground-level blank wall condition above the below-grade electrical transformer space immediately west of the residential lobby area along the easement and voiced concern that this break in the façade would be perceived as a vehicular entrance to the parking garage by visitors. The Board stated that further design was necessary to address this wayfinding and possible blank wall concern. Therefore, the Board recommended a condition that a viable design treatment be applied to the north façade area above the below-grade transformer room that is attractive, creative and cohesive with the building architecture. A mosaic, an art piece and decorative metal panel were noted as acceptable techniques to address this blank wall condition. (PL2.D, DC2.B, DC2.D)

4. West and South Facades:

a. The Board reviewed the vertical landscaping design (comprised of green screens, trellis and three vine species) proposed for the north, west and south facades and noted that the layering effect of the proposed plant varieties when fully established would be an effective method to address the blank wall conditions that will be visible to pedestrians and surrounding developments. (DC2.B, DC4.D)

b. The Board reviewed the south wall façade and felt that the proposed glazing should be enlarged. Therefore, the Board recommended a condition that the fenestration applied to the south façade walls be enlarged in a manner that enhances the facades and still protects the views onto the adjacent property (hospital). (CS2.D.5, DC2.B)

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 departure(s).

At the time of the **FINAL** Recommendation the following departures were requested:

1. **Non-residential Street-Level Requirements (SMC 23.47A.008.B.4):** The Code requires the height provisions for non-residential uses at the street-level of new structures have a floor-to-floor height of at least 13'. The applicant proposes that the "live" portions of the live-work units (rear and loft areas) have floor-to-floor heights less than 13'. That would equate to the following height measurements/areas:
    a. 12.5' ceiling height at rear portion of space at unit #101;
    b. 9.5' ceiling height at the rear portion of space at unit #102;
    c. 9.5' ceiling height at the rear portion of space at unit #103; and
    d. 8.5' ceiling height at the rear portion of space at unit #104.

    The applicant explains that the front "work" portion of the live-work units' space would be more than the 13' floor-to-floor celling height requirement (18'-2").

The Board agreed that this departure would result in an overall design that would better meet the intent of Design Guidelines CS2.B.2, PL3.B.3, PL3.III NORTHGATE and DC1.A.3 by allowing a live-work unit configuration with loft spaces that are designed to delineate "live" and "work" areas within the live-work units; accommodate privacy to those "live" areas; and support a stronger commercial frontage that provides direct visual connections to the "work" areas from the street. The Board was receptive to the proposed live-work unit layouts as presented and stated that the increased ceiling heights of the "work" spaces and the expression of full height storefront glazing contributed to the viability of these units.

The Board unanimously recommended that SDCI grant the requested departure.

2. **Street-Level Requirements (SMC 23.47A.008.A.3):** The Code requires a street-level street-facing facade be located within 10' of a street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. The applicant proposes a street-level street-facing facade be located more than 10' (varying from 11'-7" to 13'-10" along the façade and with a deeper plaza at the residential entry) from the street lot line abutting 8th Avenue Northeast. The applicant explained that this setback area would include patio areas in front of the live-work units and is necessary to provide the minimum required clearance from the existing power and high tension lines which run parallel east of the property line.

   This departure would result in an overall design that would better meet the intent of Design Review Guidelines CS3.I NORTHGATE, PL3.I NORTHGATE, PL3.II NORTHGATE and DC4.D. The Board commented that compliance with this code requirement negates compliance with the intent of the Northgate overlay open space requirements. The Board agreed that the inclusion of landscaping and hardscape (patios) within the increased front setback area contributed to an enhanced streetscape and pedestrian experience along 8th Avenue Northeast.

   The Board unanimously recommended that SDCI grant the requested departure.

3. **Northgate Overlay Open Space Development Standards (SMC 23.71.014.B.1.b):** The Code requires that landscaped open space shall have a minimum horizontal dimension of 6'. The applicant proposes that landscaped areas measuring less than a horizontal dimension of 6' to count towards the landscape open space requirement. The applicant clarified that a total of 248 square feet (sq. ft.) of the required open space area (4,635 sq. ft.) is proposed in planters abutting the building's west and south elevations that are less than 6' in horizontal width. The applicant also explained that the overall design would be comprised of 4,955 sq. ft. of open space area.

   The Board agreed that this departure would result in an overall open space design that would better meet the intent of the Design Guidelines DC2.B.2, DC3 NORTHGATE and

DC4.D. The Board was very supportive of the applicant's intent to provide increased landscaped open space that would include in addition to horizontal landscape, vertical landscaping (green screens) which would also assist in softening the visual impact of the building's west and south-facing facades. The Board also appreciated that the landscape design as presented was well integrated with the building design.

The Board unanimously recommended that SDCI grant the requested departure.

4. **Northgate Overlay Minimum Standards for Usable Open Space (SMC 23.71.014.C.8.d):** The Code explains that urban gardens are considered usable open space and states that a minimum of 75% of the garden area shall receive solar exposure from 11:00 am until 2:00 pm PDT, between the spring and autumn equinox. The applicant proposes that the open space along the 8th Avenue Northeast public right-of-way and public sidewalk be relieved of the solar requirement and counted as usable open space. The applicant explained that the urban garden open space complies with all aspects of the code requirements and standards except for the solar exposure.

   This Board agreed that the departure would result in an overall design that would better meet the intent of Design Review Guidelines CS3.I NORTHGATE, DC3.I NORTHGATE and DC4.D. The Board agreed that the orientation of the site on the west side of the street (8th Avenue Northeast) with east-facing frontage in combination with the zoning allowance for building development and siting of existing surrounding development does not allow for full solar exposure and recognized the difficulty in achieving this code requirement for the project site as well as other properties that are sited on the west side of streets in the Northgate overlay. The Board appreciated the location and orientation of the urban garden open space design and felt that it was a positive contribution to the public realm.

   The Board unanimously recommended that SDCI grant the requested departure.

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

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.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

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.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Northgate Supplemental Guidance:

CS2-III Height, Bulk and Scale Compatibility

CS2-III-ii. NC2-40', NC3-40', and higher abutting Single-family, Lowrise 1 or 2:

a. Step back the ground-level commercial space to match the established front setback pattern on the subject block.

b. Orient the massing away from the lot line of an abutting less intensive zone to the greatest extent possible.

c. Soften the commercial facade on the abutting lot line with elements such as dense landscaping.

d. Repeat residential architectural elements of surrounding buildings on portions of the commercial facade adjacent to such buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Northgate Supplemental Guidance:

CS3-I Streetscape Compatibility

CS3-I-i. Response to Context: The architecture of individual buildings should relate to their surroundings. This does not necessarily mean a historical approach, but rather one that is sensitive to the surrounding urban, built t and natural environments. In areas zoned for mixed-use development outside the retail core area, orient and design the commercial facade at street level to be compatible with the streetscape of the surrounding residential neighborhood. Compatibility can be accomplished through a combination of the following:

1. The overall proportion of the facade;
2. Building setbacks;
3. Placement of windows and bays;
4. Location of entries; and
5. Exterior materials.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

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-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

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.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

Northgate Supplemental Guidance:

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 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

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.

Northgate Supplemental Guidance:

PL2-III Superblock Development

PL2-III-i. Siting: Build up to the edge of the sidewalk and meet the other pedestrian street designation standards.

PL2-III-ii. Ped-friendly Environment: Where superblock developments are not along designated Major Pedestrian Streets, they should achieve a pedestrian-friendly environment within the internal layout of a superblock site, where commercial buildings may be separated from the public right-of-way by parking.

PL2-III-iii. Pedestrian Connections: Every attempt should be made to link large sites to the greater community by creating lively, interesting pedestrian connections within the site, and also between the site and its surroundings.

PL2-III-iv. Passageways: Key internal at-grade passageways accommodating pedestrian and vehicular circulation on large sites should not be ignored as locations for pleasant pedestrian places.

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-vi. Usable Spaces: Usable pedestrian spaces, such as a plaza or extra-wide sidewalk near entrances to buildings with pedestrian enhancements, are encouraged either at the street or within the site adjacent to a private drive.

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.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

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-V Commercial and Mixed-Use Buildings

PL3-V-i. Inviting Ground Floors: The ground floors of buildings should appear inviting to the public by containing commercial uses and open spaces with direct entry from the sidewalk. Vary these features in size, width and depth to accommodate a variety of appropriate uses and activities for the site and vicinity. This includes providing multiple entries at the street.

PL3-V-ii. Open-air Passageways: For corridors between commercial spaces, open-air passageways are generally more visible and more inviting than interior hallways. This can be an attractive, successful location for store entries, store windows and restaurant/ cafe seating.

PL3-V-iii. Facade Articulation: Further articulate the street level facade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

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.

DESIGN CONCEPT

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

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-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-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.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

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-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

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.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

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.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

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.

RECOMMENDATIONS

BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Monday, November 14, 2016, and the materials shown and verbally described by the applicant at the Monday, November 14, 2016 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 subject design and departures with the following conditions:

1. The rear wall area of the nook space between the residential lobby entrance and the northernmost live-work unit space should include illumination to increase site safety. (CS3.I.ii NORTHGATE, PL2.B, PL3.A, PL3.B, PL3.I.i NORTHGATE, PL3.V.i NORTHGATE)

2. The garage entrance and driveway width abutting 8th Avenue Northeast should be reduced in width from 24' to the code required minimum width of 22' allowed outright or 20' (with a code departure) for two-way traffic serving non-residential uses to promote a positive and protected streetscape for pedestrians. (DC1.B.1, DC1.IV.i NORTHGATE)

3. Installation of a viable design treatment shall be applied to the north façade area above the below-grade transformer room that is attractive, creative and cohesive with the building architecture. A mosaic pattern, an art piece and decorative metal panel were noted as acceptable techniques to address this potential blank wall condition. (PL2.D, DC2.B, DC2.D)

4. The fenestration applied to the south façade walls shall be enlarged in a manner that enhances the facades and still protects the views onto the adjacent property (hospital). (CS2.D.5, DC2.B)