



**FIRST RECOMMENDATION OF THE  
NORTHEAST DESIGN REVIEW BOARD**

Record Number: 3031301-LU

Address: 401 NE Northgate Way

Applicant: Don Vehige & Marieke Lacasse | GGLO Design

Date of Meeting: Monday, February 25, 2019

Board Members Present: James Marria (chair)  
Brian Bishop  
Dan Rusler  
Katy Haima  
Anita Jeerage

Board Members Absent: None

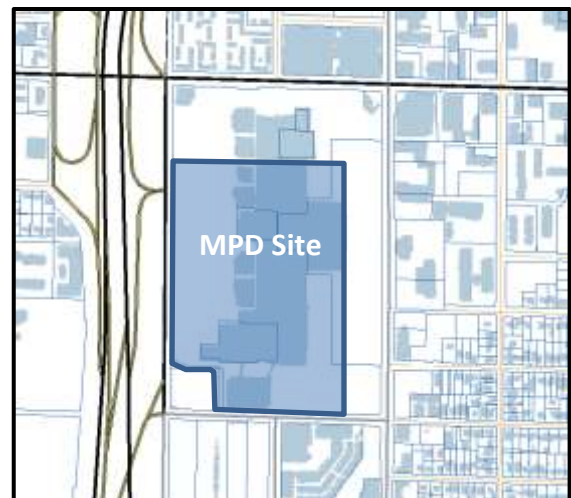
SDCI Staff Present: Brandon Cummings, Land Use Planner

**SITE & VICINITY**

Site Zone: Neighborhood Commercial 3- 65'  
Neighborhood Commercial 3- 85'  
Neighborhood Commercial 3- 125'

Nearby Zones: (North) NC3-65/NC3-85  
(South) NC3-85/NC3-125  
(East) NC3-40/NC3-65  
(West) MR-85/NC3-85

Lot Area: 39.34 acres



**Current Development:**

The development site is comprised of multiple parcels, located at the northwest corner of 5<sup>th</sup> Avenue Northeast and NE 103<sup>rd</sup> Street. The Northgate Mall is currently on site and a portion of the existing mall structure will be demolished and removed as part of this proposal.

**Surrounding Development and Neighborhood Character:**

The development site is located in the heart of the Northgate Urban Center, surrounded by a mix of office, mixed-use commercial/residential developments, multifamily apartments and single-family homes in the immediate vicinity. Thornton Place, a mixed-use entertainment center containing numerous restaurants, a movie theater, and apartments is located to the south of the site. The Northgate Branch of the Seattle Public Library and Northgate Community Center are located to the east. In general, the proposed development will re-arrange the commercial developments on the mall site and bring in additional residential units, adding to the different housing options within walking distance of the Link Light Rail transit stop, currently under construction at NE 103<sup>rd</sup> Street and 1<sup>st</sup> Avenue Northeast.

**Access:**

The location of the development site makes it easily accessible to vehicles traveling along Interstate 5, connecting the mall to many areas in the city such as Roosevelt, Downtown, and the many neighborhoods in South Seattle. Several metro bus stops primarily located on 5<sup>th</sup> Avenue Northeast and NE 103<sup>rd</sup> Street are located adjacent to the development site and provide access additional areas of the city including Sand Point and the University District. A Link Light Rail Station is also proposed adjacent to the development site and is scheduled to start operations in 2021.

**Environmentally Critical Areas:**

Category 2 Peat Settlement Prone Areas and Steep Slope Environmentally Critical Areas are present on site.

**PROJECT DESCRIPTION**

The proposal is for a Major Phased Development for eleven buildings with 162,656 sq. ft. retail sales and service, 1,111,208 sq. ft. office, 250,100 sq. ft. sports and recreation and 205,000 sq. ft. hotel. Parking for 2,708 vehicles proposed. Some existing structures and surface parking to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the record 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 SDCl:

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

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

**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Supported the proposed landscaping throughout the site and the large, central greenspace.
- Concerned with the perceived public and private spaces on site, especially for the Lifetime Fitness building. Also questioned show the proposed fencing will integrate with the design of the corner as a gateway.
- Supported the inclusion of the large amenity space but concerned with the utilization during the colder months. Supported the inclusion of useable space geared towards children.
- Supported more high-rise buildings on site.
- Concerned with the ability of senior citizens and the disabled to navigate the site. Supported facilities promoting year-round activity throughout the site.
- Concerned with the amount of public space at the southeast corner of the site and the design of the pool deck at Lifetime fitness and the impact on the pedestrian experience.
- Supported the incorporation of more trees in the central park space.
- Concerned with pedestrian safety and supported the separation of pedestrians and vehicles with safe and attractive pathways with buffers to minimize vehicle noise.
- Supported mid-block crossing on 5<sup>th</sup> Avenue NE at the prominent pedestrian pathway onto the site.

The following comments were submitted to SDCl in writing prior to the meeting:

Seattle Department of Transportation

- Roosevelt RapidRide may extend its planned service route from the Central District and Downtown Seattle to NE 103rd St, providing a connection to the planned extension of Sound Transit's LINK light rail.
- The LINK extension will also help implement a bridge across I-5 and protected bicycle lane along 1st Ave NE, which will in turn connect with a protected bike lane planned on NE 100th St.
- A neighborhood greenway is planned along 5th Ave NE from south of the intersection with NE Northgate Way to NE 103rd St, as well as on NE 105th St from 5th – 8th Aves NE and NE 103rd St from 5th – 12th Aves NE. Across each frontage, then, the project should prioritize the creation of a welcoming, comfortable, and safe environment for pedestrians, so as to best support healthy connectivity between these modal-network hubs.
- Due to the adjacency of the LINK LRT station, SDOT would like to see the buildings be built to even taller heights to really emphasize the ability for more people to access the station via walking and biking. SDOT is curious as to the amount of parking being added to the site.

- The size and quantity of vehicle access curb cuts should be minimized to the extent possible.
- The access points to the existing parking structure on NE 103rd St will introduce the potential for conflict with people walking and biking to and from the future LINK station. The applicant should consider traffic calming measures, including restriping the existing crosswalks, at the intersection of NE 103rd St and the private drive which will serve this garage.
- There is great potential to partner with SDOT and SPU on the NE 105th St to do something special with the drainage pipe and streetscape improvements.
- The project team could also ponder the integration of bus layover into the building design – co-development with King County Metro.
- 5th Ave NE is a Major Pedestrian Street and the project team could consider incorporating transit stops into the frontage of the new buildings (weather projection, leaning rails, etc.)
- Street trees are required on all frontages of the site.
- When designing the private internal streets proposed as a part of the major phased development, the applicant should proceed according to the standards found in Seattle’s Streets Illustrated Right-of-Way Improvement Manual.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number-EG: <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.

- 1. Site Plan Configuration:** Overall, the Board supported the strong framework established by the integration of the broader neighborhood grid into the development of the site layout within the Major Phased Development boundary. The Board was concerned with the priority given to vehicular traffic on site and recommended a design that resolves the conflict between the programmatic and functional requirements of the mall with the pedestrian activity that will be prominent on site. **(PL1-B-2. Pedestrian Volumes, DC1-IV-i. Minimize Pedestrian/Vehicle Conflicts)**

a. Vehicular Access and Pedestrian Circulation:

- i. The Board was concerned with a few aspects of the site layout and how it seems to be driven by vehicular traffic. The Board suggested the applicant develop an approach to the interior circulation where the pedestrian is prioritized over vehicles, going beyond just creating a “pedestrian friendly” environment. **(PL1-B-2. Pedestrian Volumes, DC1-B. Vehicular Access and Circulation, DC1-II-ii. Pedestrian Grid)**
- ii. The Board supported the location of three major pedestrian connections proposed and how they are used to resolve topographic challenges in and around the site:
  - NE 105<sup>th</sup> Street. Provides a connection to the residential neighborhood to the east of the site.
  - 4<sup>th</sup> Avenue Northeast. Provides a connection to the adjacent Thornton Place development.
  - Connection to Light Rail through the O3 Building. Connects the central park and main retail shopping area to the propped light rail station.

**(CS1-C. Topography, PL1-B-1. Pedestrian Infrastructure, PL4-C. Planning. Ahead For Transit)**

- iii. The Board indicated support for a multi-modal street network to be developed for the interior streets within the boundary. The Board also encouraged the applicant to develop a street hierarchy with multiple street typologies that promotes pedestrian activity primarily in the interior of the site and minimizes the impact of vehicular access, parking, and service uses. **(PL2-II-ii. Multi-Modal Use, PL2-III-v. Internal Drives/Walkways)**
  1. The Board directed the applicant to incorporate as much landscaping and tree canopy as possible in the parking areas, minimizing the visual impacts of the parking areas. **(PL2-III-vii. Parking Lots, DC1-C-2. Visual Impacts)**
  2. The Board supported the notion of utilizing the existing tunnel for service access to the nearby structures, reducing potential conflict with pedestrians. The Board requested the applicant provide additional information on the service uses for the rest of the development site at the next meeting. **(DC1-C-4. Service Uses)**
  3. The Board was concerned with the integration of bicycle parking into the overall site design and directed the applicant to develop a layout where these areas are easily accessible and easily identifiable. **(PL4-B-2. Bike Facilities)**

- b. **Boundary Edge Conditions:** The Board was concerned with the proposed edge conditions around the Major Phased Development boundary and the relationship of the development site to the adjacent properties.
    - i. **1<sup>st</sup> Avenue Northeast:** The Board was concerned with the relationship of the Hotel building, which orients the primary entry and active uses towards an internal street, and 1<sup>st</sup> Avenue Northeast. The Board suggest the applicant explore strategies to promote pedestrian safety along this edge. **(PL2-B-3. Street-Level Transparency, PL3-V-i. Inviting Ground Floors)**
    - ii. **Northern Boundary:** The Board suggested the applicant develop a streetscape design for the northern boundary of the Major Phased Development that will successfully integrate the new construction with the existing structures to remain, creating a unified development on the site. **(DC3-III. Landscaping to Reinforce Design Continuity with Adjacent Sites)**
    - iii. **NE 103<sup>rd</sup> Street:** The Board was concerned with the lack of active uses along NE 103<sup>rd</sup> Street due to the existing and proposed parking structures along the street frontage. The Board gave guidance to include programmatic elements and landscaping to increase activity and establish a connection with the Thornton Place development. **(PL3-III-i. Visual Connections)**
  - c. **Wayfinding & Placemaking Opportunities:**
    - i. The Board was concerned with the relationship between the public spaces throughout the site and the different street typologies. The Board highlighted the placemaking opportunity of these spaces and recommended their design take precedent and prioritize the pedestrian. Use various wayfinding elements to tie into these placemaking opportunities, to help visitors in navigating the site. **(PL1-I-i. Open Space, PL2-D-1. Design as Wayfinding)**
    - ii. **Street Nomenclature:** In addition to wayfinding design elements, the Board suggested the applicant utilize creative street nomenclature to aid in placemaking and wayfinding throughout the site. **(PL2-D-1. Design as Wayfinding)**
- 2. Landscaping/Amenity Areas:** Echoing public comment, the Board supported the proposed landscaping and amenity areas which consist of the large Central Park supported by smaller public, semi-public, and private spaces. Further explore alternative designs/configurations that would accommodate a variety of users throughout the year. **(PL1-I-i. Open Space)**
- a. **Central Park**
    - i. The Board supported location of the Central Park, which is used to reinforce the primary pedestrian circulation path envisioned for the site. The Board also supported the proposed public open space program and refining the park

design to successfully meet the needs of the visitors and maximize usage year-round. **(PL1-B-2. Pedestrian Volumes, PL1-C-3. Year-Round Activity)**

- ii. The Board was concerned with the scale of the Central Park and how it would relate to the surrounding buildings. Incorporate different elements in the overall park design and in the choice of hardscape materials to create a more appropriate human scale. **(PL1-A-1. Enhancing Open Space, PL1-II-i. Consider Interior Block Connections, DC2-D-1. Human Scale)**
  - iii. The Board was concerned with the parking lot east of the Central Park and noted the tree canopy should be increased in this area to minimize visual and auditory impacts. **(PL2-III-vii. Parking Lots, DC1-C-2. Visual Impacts, DC1-I-i. Landscaping)**
- b. The Board supported the inclusion of landscaping elements along the 3<sup>rd</sup> Avenue Promenade, integrating them with covered, open-air structures to create more human-scaled spaces and allow for spill-over activity and retail opportunities. **(PL3-C-3. Ancillary Activities, DC3-I-iv. Courtyards)**
  - c. Entry Gateway Park & Transit Gateway Plaza. The Board supported locating these public spaces at the primary points of entry into the development site (5<sup>th</sup> Avenue NE and future Link Light Rail station), which serve as welcoming points for visitors and establishes the notion of the primary pedestrian path of travel following the landscaped open areas. **(CS1-C. Topography, PL2-III-iv. Passageways, PL4-C. Planning Ahead For Transit)**
  - d. The Board was concerned with the design of the landscaping between west edge of existing structures to remain (R1-R5 Buildings) and the existing parking deck. The Board directed the applicant to develop a landscaping strategy for this portion of the development site that lessens the impact of the vehicular traffic and visually connects this area with rest of the site. **(DC3-III. Landscaping to Reinforce Design Continuity with Adjacent Sites)**
  - e. The Board recommended using differentiation of the pavement and hardscape materials to delineate spaces and break down the scale of the larger public open spaces. **(DC4-D-2. Hardscape Materials)**
  - f. The Board suggested the applicant consider how people have historically used the Northgate Mall as a public space (e.g. mall walkers), and design the public open space program to incorporate those uses. **(DC3-B-1. Meeting User Needs)**

### 3. Office Buildings:

- a. O1 & O2 Buildings:
  - i. Façade Composition:

1. The Board was concerned with the potential material selection for the O1 and O2 buildings. Moving forward, choose a material palette that integrates well at the ground level with the existing buildings to remain. The relationship between the O1 building and the existing Nordstrom building was a key area of concern due to the unique brick material used for the façades. **(DC4-A-1. Exterior Finish Materials)**
  2. The Board was concerned with the east façade of the O2 building due to its prominence adjacent to the central park. The Board instructed the applicant to pay close attention to how the design of this façade frames views from across the open space. **(PL1-A-1. Enhancing Open Space)**
  3. Consider views from the proposed light rail station when developing the roofline and west façades of the O1 and O2 buildings, as they will be prominently visible from the station. Provide depth in the building façades. **(PL3-V-iii. Facade Articulation)**
- ii. Ground Level Experience: The Board was concerned with the interstitial spaces at ground level between the O1 and O2 structures and the existing structures to remain. The Board suggested screening that is integrated into the overall architectural design/landscaping concept is used at the alley spaces at the west edges, where no activity is proposed. **(DC1-C-4. Service Uses)**
- b. O3 Building: The Board discussed the three massing alternatives, which are similar in the siting of the massing but differ in the perceived bulk and scale. The Board supported the massing shown in Option 2 and Option 3 which breaks up the structure into two primary structures, allowing for direct passage to and from the proposed light rail station. **(DC2-A-2. Reducing Perceived Mass)**
- i. Building Massing:
1. The Board supported breaking the massing into two distinct masses to minimize the perceived bulk of the structure. **(DC2-A-2. Reducing Perceived Mass)**
  2. The Board was concerned with the perceived bulk of the sky bridge connecting the two structures shown in Option 3. Remove a floor from the sky bridge to minimize bulk and to increase access to light and air beneath. **(CS1-B-2. Daylight and Shading)**
  3. Design the sky bridge to read as a distinct element, and not blend in with the two primary masses. **(DC2-B-1. Façade Composition)**



ii. Ground Level Experience:

1. The Board supported the proposed location of the lobby and retail spaces as shown in Option 3, which locates the lobby on both sides of the Transit Gateway Plaza and proposes retail adjacent to the food court and lower level plaza. The Board highlighted how the location of these programmatic elements work to activating the adjacent spaces. **(CS1-C. Topography, PL3-III-i. Visual Connections, PL3-V-i. Inviting Ground Floors)**
2. The Board was concerned with the current design of the passageway underneath the sky bridge connecting the structures. The Board gave guidance to design this portal to clearly read as open space, maximize the feeling of openness, and serve as a wayfinding element for pedestrians. **(CS1-B-2. Daylight and Shading)**

c. O4 Building:

- i. Massing and Site Configuration: The Board discussed the three massing alternatives, which differ in the siting of the upper level massing on top of the lower level parking garage. There was support for Options 1 and 3, noting the appropriateness of the massing at the corner of 3<sup>rd</sup> Avenue Northeast and NE 103<sup>rd</sup> Street which the Board envisions as a gateway corridor into the development site. **(CS2-C-1. Corner Sites, CS2-III. Gateways)**
- ii. Street-Level Experience: The Board was concerned over the lack of massing along NE 103<sup>rd</sup> Street in Options 2 and 3, and noted that if these options are pursued, the street-facing massing elements in Option 1 should be included to activate and establish a connection with NE 103<sup>rd</sup> Street. **(PL3-III-i. Visual Connections)**

**4. Retail Buildings:**

- a. R7- Lifetime Fitness Building: The Board discussed the three massing alternatives, which are similar in their layout on the site but differ in the massing modulation at the southeast corner. The Board supported the massing shown in Option 3, noting how the building setback from the corner of 5<sup>th</sup> Avenue NE and NE 103<sup>rd</sup> Street allows for maximum sunlight exposure for the pool deck and provides an opportunity for a more generous area to express that area as a Gateway corner as identified in the Northgate Neighborhood Design Guidelines. **(CS1-B-2. Daylight and Shading, CS2-III. Gateways)**

i. Massing and Façade Composition:

1. The Board was generally supportive of the massing modulation as shown in Option 3 but suggested sculptural elements are incorporated

in the massing as the design evolves, potentially locating building massing at the corner of 5<sup>th</sup> Avenue NE and NE 103<sup>rd</sup> Street. **(CS2-C-1. Corner Sites)**

2. The Board instructed the applicant to develop a design that activates the façades as much as possible, especially along 5<sup>th</sup> Avenue NE. The Board suggested exploring the concept of movement in the façade design and encouraged incorporating a high level of transparency in the design as well. **(PL3-III-i. Visual Connections, PL3-V-iii. Facade Articulation)**
- ii. Public Gateway Corner: Echoing public comment, the Board was concerned with the proposed design and the lack of space available for a public gateway at the corner of 5<sup>th</sup> Avenue NE and NE 103<sup>rd</sup> Street. The Board instructed the applicant to avoid using a strong vertical element to highlight the corner and suggested an element that provides additional massing instead. **(CS2-III. Gateways)**
  - iii. Street-Level Uses:
    1. The Board was concerned with the pedestrian experience along the portion of 5<sup>th</sup> Avenue NE that fronts the proposed structure. The Board suggested that if a building entry is not a viable option from a programmatic perspective, a high level of transparency should be incorporated on the ground level to allow for a visual connection to be made with the public realm. **(PL2-B-3. Street-Level Transparency)**
    2. The Board suggested the applicant provide opportunities for engagement with the street in the design of the pool deck and fencing. The Board stated this could take the form of a dedicated entrance to the pool or some small retail space that doesn't provide access to the pool area. **(PL3-C-1. Porous Edge)**
  - iv. Landscaping/Exceptional tree:
    1. The Board supported removal of the exceptional tree based on unfavorable shading condition that would be created by shifting the building massing south to preserve the tree. The Board also supported the notion that the replacement vegetation would be planted in other areas, replacing the tree canopy within the MPD boundary. The Board suggested the replacement vegetation should exceed what is required by code (one-to-one replacement) and directed the applicant to locate a portion of this new vegetation in the parking areas to minimize vehicular impacts. **(CS1-B-3. Managing Solar Gain, CS1-D-1. On-Site Features, DC1-C-2. Visual Impacts, DC1-I-i. Landscaping)**

2. The Board supported the hill climb located off NE 103<sup>rd</sup> Street and suggested the applicant pull inspiration from the precedent image shown on page 104 (bottom right) of the EDG Packet, incorporating more landscaping in the design of this area. **(PL2-III-iv. Passageways)**

b. R8 & R9- Retail Pavilions:

- i. The Board supported the inclusion of the retail pavilion structures throughout the site and suggested they are utilized as opportunities for placemaking/wayfinding. **(PL2-D-1. Design as Wayfinding)**
- ii. The supported the concept of moveable spaces as proposed, which adds a more dynamic element to the project. **(PL3-C-3. Ancillary Activities)**
- iii. Of the three alternatives shown for the R9 pavilion, the Board indicated support for either Option 2 or Option 3, based on the programming of the surrounding open space. **(CS2-B-3. Character of Open Space)**

**5. Hotel Building (H1):**

- a. Massing and Façade Composition: The Board supported the massing shown in Option 3, characterized by its simple form and partially-covered outdoor rooftop areas. The Board directed the applicant to develop an “active” design concept at the west façade, as it will be prominently visible to cars traveling along Interstate-5 and to visitors visiting the site via light rail. The Board suggested this could be accomplished through horizontal movement in the massing and façade elements. **(PL3-V-iii. Facade Articulation, DC2-B-1. Façade Composition)**
- b. Street-Level Experience: The Board was concerned with the pedestrian experience along 1<sup>st</sup> Avenue Northeast. The Board listened to the applicant’s rationale that 1<sup>st</sup> Avenue Northeast may not be as attractive to pedestrians, but the Board instructed the applicant to provide additional information on the ground level experience along the east façade as it faces a direct route to the station and to rest of the development site, and to explore methods to provide some activation along 1<sup>st</sup> Avenue Northeast. **(PL2-B-1. Eyes on the Street, PL2-B-3. Street-Level Transparency, PL3-V-i. Inviting Ground Floors)**

**6. Supplemental Design Guidelines:**

- a. The Board recommended both depth and texture are used in the development of the façade languages for the upper level massing of the structures within the Major Phased Development boundary. Incorporate thoughtful modulation when developing the different façade compositions. **(PL3-V-iii. Facade Articulation, DC2-C-1. Visual Depth and Interest)**

- b. The Board recommended the applicant explore incorporating variety in the base heights of the structures and develop language in the Supplemental Design Guidelines to outline how these different expressions can relate to one another. **(DC2-D. Scale and Texture, DC2-I-ii. All New Developments)**
- c. The Board was concerned with how the development within the Major Phased Development boundary would merge with the existing structures to remain, especially along the northern edge of the boundary. The Board directed the applicant to design the boundary conditions in a way that creates a cohesive environment while being able to accommodate future development. **(DC2-C-3. Fit With Neighboring Buildings, DC3-III. Landscaping to Reinforce Design Continuity with Adjacent Sites)**

### **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departures 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. The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, the following departures were requested:

1. **Parking Space and Access Standards (SMC 23.54.030.F.2.b):** For two-way traffic, the Code requires that the minimum width of curb cuts is 22', and the maximum width is 25', except that the maximum width may be increased to 30' if truck and auto access are combined. The applicant is requesting to maintain the existing curb cut of 34'.

The Board indicated support for an increase in the maximum curb cut width at this intersection to maintain an existing condition, based on the proposed design of this entry which includes generous landscaping and other design elements to slow traffic and minimize the impact of the vehicular traffic. **(DC1-C-2. Visual Impacts, DC1-I-i. Landscaping)**

2. **Street Level Development Standards (SMC 23.47A.008.A.3):** The Code requires street-level street-facing facades shall be located within 10' of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. The applicant is requesting 12' setback at the Lifetime Fitness (R7) building.

The Board was concerned with the scope of this departure and how the additional setback could impact street activation along 5<sup>th</sup> Avenue Northeast. They Board indicated they would support this departure based on a design that shows how the design of the 5<sup>th</sup> Avenue Northeast façade of the R7 Retail Building would incorporate a high level of transparency on the ground level to allow for a visual connection to be made with the public realm. **(PL2-B-3. Street-Level Transparency, PL3-III-i. Visual Connections)**

3. **Street Level Development Standards (SMC 23.47A.008.B.4):** The Code requires non-residential uses at street level shall have a floor-to-floor height of at least 13'. The applicant is requesting a 3' decrease in the floor-to-floor height of building O4 along NE 103<sup>rd</sup> Street.

The Board was not supportive of the scope of this departure which currently relates to the design of the parking structure as proposed. The design of this parking structure as proposed conflicts with the guidance provided in the report, specifically placing active uses along this street frontage. **(PL3-III-i. Visual Connections, PL3-V-i. Inviting Ground Floors)**

4. **Street Level Development Standards (SMC 23.47A.008):** The Code requires the following:
  - Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
  - The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.
  - 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.
  - Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
  - Height provisions for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

The applicant is requesting the Board treat the east (internal; private property) facade of building H1 (Hotel) as the "street level frontage" require it to meet requirements as defined by 23.47A.008, and allow departures from these requirements at the west (public) facade along 1st Avenue Northeast.

The Board was concerned over the scope of this departure and doesn't want to see the 1<sup>st</sup> Avenue Northeast frontage devoid of active uses and transparency. The Board acknowledged that primary pedestrian focus is proposed on the internal street, as it provides direct access to the light rail station. The Board indicated possible support for a reduced scope of departure, contingent on the final design of an active and transparent 1<sup>st</sup> Avenue Northeast ground level. **(PL2-B-1. Eyes on the Street, PL2-B-3. Street-Level Transparency, PL3-V-i. Inviting Ground Floors)**

5. **Parking Location and Access (SMC 23.47A.032.B.1.b):** Within a structure, the Code requires street-level parking to be separated from street-level, street-facing facades by another permitted use. The applicant is proposing the new mixed-use office and parking structure (O4) to have ground level parking located along the street level lot line on NE 103<sup>rd</sup> street.

The Board was not in support of this departure and was concerned over the lack of building massing and uses along NE 103<sup>rd</sup> Street. The Board gave guidance to carry down the massing elements shown in Option 1 to activate and establish a connection with the street. **(PL3-III-i. Visual Connections, PL3-V-i. Inviting Ground Floors)**

## SECOND EARLY DESIGN GUIDANCE November 5, 2018

### PUBLIC COMMENT

The following public comment were offered at this meeting:

- Concerned with the lack of sidewalks in the adjacent neighborhood, outside of the MPD boundary

The following comments were submitted to SDCI in writing prior to the meeting:

- Expressed overall support for the proposal.
- Several comments questioned if the development would take advantage of the proposed zoning changes and increase the height or density.
- Cautioned against a large lawn concept for the central park, citing nearby Hubbard Homestead Park to be a comparable failure.
- Encourage the inclusion of a mid-block crossing on 5<sup>th</sup> Ave NE to support the pedestrian circulation plan.

ReVisioning Northgate offered the following comments:

- Supported the open and green space proposals. Suggested including attractive amenities in the central park including more trees and a children's playground.
- Suggested including onsite childcare or learning facilities for future residents.
- Stated the need for a grocery store, dining opportunities and supporting local businesses.
- Noted the proposal seemed auto-centric. Suggested noise buffers and separating pedestrians from vehicles using attractive, safe pathways.
- Supported green and sustainable design.
- Noted the need for bus parking and layover sites to prevent traffic backlogs near the light rail/transit center.
- Encouraged contributing to the development of mid-block crosswalks and an improved trail system.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site

and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number-EG: <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.

1. **Central Park Amenity Area:** The Board was concerned with the proposed configuration of the Central Park, which is characterized by the curvature in its shape. The Board supports the more orthogonal configuration shown in the precedent imagery which they feel provides a better response to the urban context, allows for more flexibility, and accommodates a variety of users throughout the year. **(PL1-C-3. Year-Round Activity, PL1-I-i. Open Space)**
  - a. The Board supported the proposed connection between the southern most ice rink and Central Park but recommended the applicant incorporate a deliberate separation of the park lawn from the building to minimize the extent to which the park is dependent on the use of the rink. **(PL3-III-i. Visual Connections, DC3-B-1. Meeting User Needs)**
  - b. The Board supported the continuation of the pavement used on for the 3<sup>rd</sup> Avenue Promenade into the Central Park and surrounding areas to strengthen the relationship between these public spaces and expand the nature of the park. **(DC4-D-2. Hardscape Materials)**
  - c. The Board was concerned with how the upper level of the Central Park fits into the overall design. Provide more information on how this area is programmed and its relationship to the 3<sup>rd</sup> Avenue Promenade and amphitheater seating. **(PL1-A-1. Enhancing Open Space)**
  - d. R8 & R9- Retail Pavilions: The Board supported the inclusion of the retail pavilion structures within the Central Park and suggested they are utilized as opportunities for placemaking/wayfinding. **(PL2-D-1. Design as Wayfinding)**
  - e. The Board supported the proposed ground level retail spaces on the north end of the R6 Food Court and R7 Lifetime Fitness Building to promote activity on the south end of the Central Park. **(PL2-B-3. Street-Level Transparency, PL3-III-i. Visual Connections)**

## 2. 3<sup>rd</sup> Avenue Promenade and Plaza Court:

- a. The Board supported the proposed design of the porte cochere, which places a priority on pedestrian traffic but supports vehicular traffic. The Board recommended the applicant be mindful of how the massing of the hotel and office building located at the NHL Practice Facility frames this open space. **(PL2-II-ii. Multi-Modal Use, PL2-III-v. Internal Drives/Walkways)**
  - b. The Board was concerned with the uses fronting the 3<sup>rd</sup> Avenue Promenade and their ability to activate the adjacent public space. The Board encouraged more active uses at the ground level of the O1 Office Building and the NHL Practice Facility. **(PL3-III-i. Visual Connections, PL3-V-i. Inviting Ground Floors, DC3-II-i. Public Space)**
- 3. NHL Practice Facility:** The Board discussed the design evolution of the three massing alternatives, which are similar in their layout on the site but differ in the design of the east entrance and configuration of the massing of the office space at the north end. The Board supported the massing shown in Option 3, noting how the design of the south façade allows for a direct connection to the Central Park and how the upper level massing of the office responds to the broader forms of the overall project.
- a. Roof Design: The Board supported the tiered roof as proposed but expressed concern about its visibility from the surrounding buildings. The Board directed the applicant to be mindful of this condition as the design of the roof is further developed. **(CS2-A-2. Architectural Presence)**
  - b. Building Massing:
    - i. The Board supported the offset massing forms, delineating the three ice rinks and the office building. The Board also supported the sliding element at the entries of the pedestrian pass through which provides more variation in the building form and helps make these entry points easily identifiable. **(PL3-A. Entries, DC2-A. Massing)**
    - ii. The Board supported the modulation proposed in the upper level massing of the office space. The Board also supported how the massing differs from that of the rinks and has the potential to serve as a landmark for the entire development as it will be prominently visible. **(DC2-A. Massing)**
  - c. Design of the South Façade:
    - i. The Board supported the connection between the southernmost ice rink and the Central Park by incorporating large operable doors into the façade. The Board recommended incorporating additional transparency on this façade to further strengthen the visual connection between the two spaces. **(PL2-B-3. Street-Level Transparency)**



- ii. The Board was concerned with the potential blank wall condition on the south façade which will be visible from the Central Park. The Board directed the applicant to develop a design that minimizes the amount of blank wall facing the park. **(DC2-B-2. Blank Walls)**
- d. Primary Entry and Lobby Sequence on the East Façade:
  - i. The Board was concerned with the design of the primary entry and lobby on the east façade of the building. The Board feels the lobby and entry sequence disrupts the public experience from a main entrance to the site (5<sup>th</sup> Avenue Northeast) to the Central Park and recommended a more deliberate connection to the Central Park from the area east of the structure. **(PL3-I-i. Pathways)**
  - ii. The Board supported the high level of transparency at the primary entry and suggested the lobby could expand to allow for interaction with all three rinks and reclaim some of the outdoor public space that may be underutilized at the northeast corner. **(PL2-B-3. Street-Level Transparency)**
- e. Active Uses Along the Promenade: The Board was concerned with the building uses at the ground level of the 3<sup>rd</sup> Avenue Promenade and indicated support from more retail uses than office. The Board directed the applicant to provide additional information on how these uses along with the pedestrian pass through will operate when the NHL facility is not in use. **(PL3-III-i. Visual Connections, PL3-V-i. Inviting Ground Floors, DC3-II-i. Public Space)**
- f. Surface Parking: The Board was concerned with the design of the surface parking lot at the north end of the building near the office space. If secured parking is proposed, the Board directed the applicant to develop a design where the edge conditions fit within the broader context. The Board also directed the applicant to incorporate as much landscaping and tree canopy as possible, minimizing the visual impact. **(PL2-III-vii. Parking Lots, DC1-C-2. Visual Impacts)**

#### 4. O1 Office Building:

- a. Façade Composition:
  - i. Consider views from the proposed light rail station when developing the façades of the O1 Office Building, as they will be prominently visible from the station. The Board supported providing depth and movement in the building façades, citing the precedent imagery shown on page 179 of the EDG booklet. **(PL3-V-iii. Facade Articulation)**
  - ii. The Board was concerned with the design of the west façade which includes a colonnade along the ground level. There was support for the colonnade, highlighting how it can be used for overhead weather protection, but the

Board cautioned against potential blank wall conditions on the visible façade.  
**(DC2-B-2. Blank Walls)**

- b. Ground Level Experience: The Board supported the grocery store use at the ground level but was concerned with deactivation of the 3<sup>rd</sup> Avenue Promenade with back of house programmatic elements. The Board recommended reconfiguring the store layout to increase opportunities for spillover activity and visual connections along the south and east façades. **(PL2-B-3. Street-Level Transparency, PL3-III-i. Visual Connections, DC3-II-i. Public Space)**

**5. R7 Lifetime Fitness Building:** The Board discussed the three massing alternatives, which are similar in their layout on the site but differ in the upper level massing modulation. The Board supported the massing shown in Option 3, noting how the erosion of the massing begins to minimize the perceived height and bulk.

- a. Massing and Façade Composition: The Board was generally supportive of the massing modulation as shown in Option 3 but suggested the southeast corner massing is carefully detailed to bring prominence to the primary entry and begin to break down the massing to a more appropriate scale. **(PL3-A. Entries, DC2-A. Massing, DC4-A-1. Exterior Finish Materials)**
- b. Primary Entrance: The Board was concerned with having only one proposed primary entry into the building, which is located away from the highly-trafficked pedestrian areas. The Board recommended developing a strategy to promote pedestrian activity around the structure, connecting the primary entry to the heart of the overall development site. **(PL3-A. Entries, PL3-I-i. Pathways)**
- c. Ground-Level Transparency: The Board stressed the importance of incorporating a high level of transparency on the ground level to allow for a visual connection to be made with the public realm. This is especially important along the north and east façades as there is only one primary entrance to the building. The Board supported the inclusion of a retail use at the north end of the building to establish a connection with the Central Park. **(PL2-B-3. Street-Level Transparency)**

**6. H2 Hotel Building:**

- a. The Board supported the proposed location of the H2 Hotel building within the MPD boundary and envisions heavy pedestrian activity back and forth with the NHL Practice Facility. **(PL3-I-i. Pathways)**
- b. Massing and Façade Composition: The Board supported the massing shown and recommended that the design of the building façades doesn't have to take on the same character of the H1 Hotel Building and should be distinct in its own right. The Board also directed the applicant to be mindful of the visibility of the façades as seen from Interstate-5 and the light rail station. **(PL3-V-iii. Facade Articulation, DC2-B-1. Façade Composition)**

- c. **Street-Level Experience:** The Board supported the decision to use the underground tunnel for service uses, allowing the programming of the ground floor to have a connection with the public realm on all sides of the building. **(PL2-B-3. Street-Level Transparency, PL3-V-i. Inviting Ground Floors)**

**7. Open Space and Landscaping:** The Board recommended pulling from the natural landscape in the selection of native trees and directed the applicant to introduce elements of play in the smaller open spaces throughout the site, allowing these areas to take on their own unique character. **(CS1-D-1. On-Site Features)**

#### **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departures 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. The Board's recommendation will be reserved until the final Board meeting.

At the time of the Second Early Design Guidance meeting, the following departures were requested:

1. **Parking Space and Access Standards (SMC 23.54.030.F.2.b):** For two-way traffic, the Code requires that the minimum width of curb cuts is 22', and the maximum width is 25', except that the maximum width may be increased to 30' if truck and auto access are combined. The applicant is requesting to maintain the existing curb cut of 34'.

The Board indicated support for an increase in the maximum curb cut width at this intersection to maintain an existing condition, based on the proposed design of this entry which includes generous landscaping and other design elements to slow traffic and minimize the impact of the vehicular traffic. **(DC1-C-2. Visual Impacts, DC1-I-i. Landscaping)**

2. **Street Level Development Standards (SMC 23.47A.008.B.4):** The Code requires non-residential uses at street level shall have a floor-to-floor height of at least 13'. The applicant is requesting a 3' decrease in the floor-to-floor height of building O4 along NE 103<sup>rd</sup> Street.

The Board was not supportive of the scope of this departure which currently relates to the design of the parking structure as proposed. The design of this parking structure as proposed conflicts with the guidance provided in the report, specifically placing active uses along this street frontage. **(PL3-III-i. Visual Connections, PL3-V-i. Inviting Ground Floors)**

3. **Street Level Development Standards (SMC 23.47A.008):** The Code requires the following:

- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
- The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.
- 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.
- Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
- Height provisions for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

The applicant is requesting the Board treat the east (internal; private property) facade of building H1 (Hotel) as the “street level frontage” require it to meet requirements as defined by 23.47A.008, and allow departures from these requirements at the west (public) facade along 1st Avenue Northeast.

The Board was concerned over the scope of this departure and doesn’t want to see the 1<sup>st</sup> Avenue Northeast frontage devoid of active uses and transparency. The Board acknowledged that primary pedestrian focus is proposed on the internal street, as it provides direct access to the light rail station. The Board indicated possible support for a reduced scope of departure, contingent on the final design of an active and transparent 1<sup>st</sup> Avenue Northeast ground level. **(PL2-B-1. Eyes on the Street, PL2-B-3. Street-Level Transparency, PL3-V-i. Inviting Ground Floors)**

4. **Parking Location and Access (SMC 23.47A.032.B.1.b):** Within a structure, the Code requires street-level parking to be separated from street-level, street-facing facades by another permitted use. The applicant is proposing the new mixed-use office and parking structure (O4) to have ground level parking located along the street level lot line on NE 103<sup>rd</sup> street.

The Board was not in support of this departure and was concerned over the lack of variation in the building massing and uses along NE 103<sup>rd</sup> Street. The Board gave guidance to carry down the massing elements shown in Option 1 to activate and establish a connection with the street. **(PL3-III-i. Visual Connections, PL3-V-i. Inviting Ground Floors)**

## FIRST RECOMMENDATION February 25, 2019

Due to the size and complexity of the Northgate Redevelopment proposal, the project will go before the Design Review Board for multiple recommendation meetings. Presented at the first meeting were the different street typologies throughout the development site and the design of the central park and plaza court. Other aspects of the proposal will be discussed at subsequent meetings.



\*Areas discussed in this meeting highlighted in blue

### PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported the approach to signage and wayfinding elements stating it would be easy to follow. Indicated support for street signage that looks like city signage.
- Supported the water jet feature and would like to see the current play area remain, suggesting relocation near the food court to allow for use during inclement weather.
- Concerned with the pedestrian connections to the light rail station through the existing parking structures.
- Concerned over the size of the central park and questions whether it is adequate to support the intended uses.
- Supported extending the main lawn and including a playground for children of the residents and shoppers.
- Indicated support for a grand entrance for pedestrians coming from the light rail station.
- Indicated support for some visual connection to Thorton Creek and the development at Thorton Place.

- Supported more variation in the species of the trees to provide diversity of scale.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

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

## **PRELIMINARY RECOMMENDATIONS & CONDITIONS**

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 design recommendations.

1. **Central Park Design:** The Board supported the project response to the guidance provided at the Early Design Guidance (EDG) phase concerning the design of the Central park. As detailed below, the Board was in support of the proposed location within the MPD boundary, providing a buffer between the activity areas and the adjacent NHL practice facility, and the breaking down of the amphitheater seating. However, the Board was concerned with the proposed design of the outdoor terraced area and its relationship to the great lawn and surrounding buildings. **(PL1-A-1. Enhancing Open Space)**
  - a. The Board recommended approval of using amphitheater seating to resolve the grade change and create distinct programmed areas in the central park. The Board supported the use of planting, seating elements, and circulation to break up the seating and recommended providing multiple instances of the overlook that may be smaller but more frequent to allow for additional areas for people to congregate. **(CS1-C-1. Land Form, PL1-A-2. Adding to Public Life, DC2-D. Scale and Texture)**
  - b. The Board heard public concerns about the adequacy of the park size, but agreed that the design of the outdoor terraces accommodate a variety of programmed uses and create a more shaded area in contrast to the more open park below. The Board was concerned with the lack of porosity between the central park through the outdoor terraces and how pedestrian traffic would flow between these spaces and the great lawn. The Board recommended incorporating additional circulation elements to connect these spaces and improve pedestrian connectivity throughout the central park. **(PL1-A-1. Enhancing Open Space, PL1-B. Walkways and Connections, DC3-B-3. Connections to Other Open Space)**
  - c. The Board was concerned with the edge conditions of the water feature at the east end of the park. The Board anticipates this area will be highly used and

recommended the design be more integrated into the overall design of the central park. **(DC3-C-2. Amenities/Features)**

- d. The Board supported the grandness of the southwest entry to the park but was concerned with entry point on the eastern edge, which has the pedestrian path of travel interrupted by the large celebration tree. The Board recommended grounding the celebration tree and not utilizing a raised planter to improve the pedestrian flow of traffic. **(PL1-B-2. Pedestrian Volumes)**
- e. Echoing public comment, the Board recommended incorporating programming for children that isn't summertime specific to maximize usability of the central park in different weather conditions. The Board also instructed the applicant to be mindful of the seating and usability in the design of these play areas. **(DC3-B-1. Meeting User Needs, DC3-B-2. Matching Uses to Conditions)**
- f. Retail Pavilions
  - i. The Board recommended approval of the conceptual design and functionality of the canopy between the retail pavilions, which create a unique relationship and entry point into the central park. **(CS2-A-2. Architectural Presence)**
  - ii. The Board was concerned with how the retail pavilions front the adjacent streets and recommended minimalizing the amount of blank wall and inactivity along the street frontages. The Board suggested the applicant to use this opportunity to provide art or other elements in addition to the green wall on these façades. **(PL3-III-i. Visual Connections, DC2-B-2. Blank Walls)**

## 2. Street Typologies and Hierarchy:

- a. The Board echoed public comment and recommended approval of the street layout which works to minimize pedestrian conflict with vehicular traffic by creating a central core that is primarily pedestrian with an outer circulation dedicated to vehicular traffic. **(DC1-B-1. Access Location and Design)**
- b. The Board was concerned with the vehicular traffic patterns from the main entrances to the project site, highlighting the potential conflict between the vehicular traffic and layout/orientation of the proposed parking. The Board requested the applicant provide additional information on traffic and anticipated pedestrian circulation patterns to further refine the street configurations and design the sidewalks to accommodate larger pedestrian volumes where needed. **(PL1-B-2. Pedestrian Volumes, DC1-B-1. Access Location and Design)**
- c. 105<sup>th</sup> and 107<sup>th</sup> Street: The Board supported the design of the hybrid street as proposed, emphasizing the pedestrian over vehicular traffic. The Board was concerned with the relationship between of the outdoor terraces along 105<sup>th</sup> Street and the buildings on the south side and recommended the applicant build on the

- concept of the outdoor living room by extending various design elements across the street to the building façades. The Board supported the imagery on pages 28-29 of the recommendation packet and instructed the applicant to use those images as inspiration. **(DC3-A. Building-Open Space Relationship)**
- i. The Board supported the proportions established by the buildings and outdoor terraces on 105<sup>th</sup> Street and recommended designing these spaces to maximizing soil volumes and allow for the growth of the trees. **(DC3-A. Building-Open Space Relationship, DC4-D-3. Long Range Planning)**
  - ii. The Board recommended utilizing paving and location of the outdoor seating, bringing it closer to the street edge, to slow down vehicular traffic along 105<sup>th</sup> Street. The Board also suggested considering a reduction in the parking provided along this street to allow for expansion of the programmed outdoor terraces. **(DC3-B-3. Connections to Other Open Space, DC4-D-2. Hardscape Materials)**
  - iii. The Board recommended expanding the sidewalk along 105<sup>th</sup> Street to accommodate the high pedestrian volumes from the light rail station. The Board also recommended approval of use of tree grates in response to the anticipated pedestrian traffic. **(PL1-B-2. Pedestrian Volumes)**
  - iv. The Board recommended approval of the meandering nature of 107<sup>th</sup> Street, stating it adds a unique character to the street. The Board instructed the applicant to consider how strollers and walkers will travel of the rumble pavers proposed. **(DC4-D-2. Hardscape Materials)**
- d. The Board recommended approval for locating the parking on the east side of 4<sup>th</sup> Avenue to support the retail businesses, the inclusion of wide sidewalks, and loading areas on the west side of the street to serve the NHL Practice Facility. The Board was concerned with the potential conflict between the direction of the angled parking as proposed and vehicles entering the site from 5<sup>th</sup> Avenue Northeast and directed the applicant to study traffic patterns to minimize congestion. **(DC1-B-1. Access Location and Design)**
- e. 3<sup>rd</sup> Avenue Promenade:
- i. The Board supported the use of specimen trees to create a more unique space along the 3<sup>rd</sup> Avenue Promenade. **(DC4-D-4. Place Making)**
  - ii. The Board was concerned with the design and location of the raised planters, arguing they create too much channelization in the space. The Board recommended the applicant be intentional on location and function by developing a strategy that utilize the planters to define sub spaces while allowing for a larger spatial feel between the proposed buildings and NHL Practice Facility. **(DC3-I-iv. Courtyards)**



- iii. The Board recommended incorporating outdoor spaces along the building edge in addition to the middle of the promenade. **(DC3-A. Building-Open Space Relationship)**
- iv. The Board supported the design of the planting areas between the proposed O1 and O2 office buildings which help define the space and facilitate pedestrian traffic into the building entrances. **(DC3-I-iv. Courtyards)**
- f. The Board recommended improving the pedestrian connections across 2<sup>nd</sup> Avenue between the existing parking structure and the interior of the development site. The Board also supported the additional landscaping provided in front of the parking deck across from the O1 Office Building and along the proposed colonnade to provide a buffer from the vehicular traffic. **(DC1-I. Design of Parking Lots Near Sidewalks)**
- g. The Board supported the ample space provided for pedestrian travel and the use of trees to provide breaks in the parking along 104<sup>th</sup> Street. **(PL1-B-2. Pedestrian Volumes, DC2-D-1. Human Scale)**
- h. The Board supported the double row of trees proposed along 103<sup>rd</sup> Street to create a safer space for pedestrian travel. **(DC1-B-1. Access Location and Design, DC1-I. Design of Parking Lots Near Sidewalks)**

### 3. Signage and Wayfinding Elements:

- a. The Board agreed with public comment and indicated support for a cohesive design of the wayfinding elements and prominent structures such as the park pavilion. The Board directed the applicant to be mindful of children in the refinement of the wayfinding elements throughout the development site and recommended they consider elements that are low to the ground. The Board recommended incorporating the proposed nomenclature into the design of the wayfinding elements and to include directional signage. **(PL2-D-1. Design as Wayfinding, DC4-I-i. Signage)**
- b. The Board also recommended using wayfinding elements to identify a walk loop, tying the proposal to a historical use of the mall. **(CS3-B-2. Historical/Cultural References, PL2-D-1. Design as Wayfinding)**
- c. The Board recommended the use of building materials, both horizontally and vertically, to provide subtle layers of information, citing the precedent imagery shown on page 75 of the Recommendation packet. The Board encouraged bringing in past and present cultural references in the art, paving, and overall design **(CS3-B-2. Historical/Cultural References, PL2-D-1. Design as Wayfinding)**

- 4. **Lighting Plan:** The Board recommended a consistent design language is used in the approach to the lighting and supported the sculptural nature of the bollard lighting as shown in the recommendation packet. **(DC4-C. Lighting)**

## DEVELOPMENT STANDARD DEPARTURES

At the time of the first Recommendation meeting, no departures were requested. Departures have been identified and will be discussed at the corresponding meeting.

## DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. 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-A Energy Use

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

#### CS1-B Sunlight and Natural Ventilation

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**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-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

#### 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.

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

#### CS1-E Water

**CS1-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

**CS1-E-2. Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements.

***Northgate Supplemental Guidance:***

**DC1-I Retain Existing Natural Systems and Site Features as Landscaping**

**DC1-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 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-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

**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-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

**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-I Responding to Site Characteristics**

**CS2-I-i. Corner Lot Treatments:** New buildings should reinforce street corners and enhance the street level environment at these key pedestrian areas. Street corners are common areas for informal interaction, and the building's relationship to the street and related elements should promote comfort and interest within the public realm. Provide a building entry and additional building mass at the corner; and provide space for movement and activity.

#### **CS2-II Corner Lots as Gateways**

**CS2-II-i. Gateways:** New developments on corner lots can aid significantly in marking entry and defining an intersection by "announcing the block" through building forms and features that are visually stimulating and inviting. Consult map for locations.

#### **CS2-III Height, Bulk and Scale Compatibility**

##### **CS2-III-i. Lowrise 3, Midrise, or Highrise abutting a Single-family or Lowrise 1 or 2 zone:**

- a. Multifamily developments should maintain the established front setback pattern of the subject block.
- b. Orient the massing of the structure away from less intensive zones to the greatest extent possible.

##### **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.

**CS2-III-iii. Alleys:** Along a zone edge without an alley, consider additional setbacks, softening elements, and architectural compatibility to help reduce the potential 'looming effect' of a much larger structure in proximity to smaller existing buildings.

**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.

**CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**CS3-B-2. Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

***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 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-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-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-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 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.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL2-D Wayfinding**

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

***Northgate Supplemental Guidance:***

**PL2-I Respond to Site Characteristics**

**PL2-I-i. Grade Change:** Try to match the grade of abutting public rights-of-way where properties meet. If there is a significant grade difference, create an attractive transition, using creative grading and landscaping. Be sure to incorporate pedestrian access.

**PL2-II Streetscape Compatibility**

**PL2-II-i. Walkable Network:** Create an interconnected system of streets and open spaces to optimize neighborhood permeability consistent with a typical urban block pattern;

**PL2-II-ii. Multi-Modal Use:** Encourage and enhance transit/multi-modal use;

**PL2-II-iii. Control Speed/Volume:** Emphasize pedestrian and bicycle safety, in part by controlling vehicle traffic speeds and managing volumes;

**PL2-II-iv. Crossings:** Support increased use of designated crossings; and

**PL2-II-v. Green Space:** Increase urban green space/open space within the public realm by achieving surface treatments that are “more green and less gray.”

## **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.

**PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

***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.

**PL3-III Street Level Transparency**

**PL3-III-i. Visual Connections:** Provide direct visual connection into street level facades. The following are examples of less desirable design treatments that should be discouraged:

1. windowless walls;
2. mirrored or non-transparent glass;
3. glass block;
4. display cases;
5. narrow windows not meeting the intent above;
6. windows located above waist level to persons outside the building on the sidewalk;

7. windows into areas that are too small, shallow, or narrow to support normal human activity (e.g. the back of a tall display case, a narrow hallway)
8. any interior wall, equipment, or functional layout that hampers the intent of transparency stated above.

#### **PL3-IV Lots Adjoining Public Open Spaces**

**PL3-IV-i. Space Transition:** Strive for transitions between public, semi-public, semi private and private space in the design of new development abutting public open space. The following can help accomplish this goal:

- a. Where appropriate, site commercial uses facing the public space with outdoor seating to enliven the space.
- b. For ground floor residential uses, locate residential stoops with a grade separation to provide a transition between the residences and the public space.

**PL3-IV-ii. Discouraged Elements:** The following are examples of less desirable design treatments that should be discouraged:

- a. windowless walls;
- b. fences and/or tall, dense plantings that create areas that are invisible to passers-by.

**PL3-IV-iii. Upper-Level Visibility:** Consider upper story balconies, terraces and windows to provide visual interest and eyes and ears on the public open spaces for greater public safety.

#### **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.

#### **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 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 Façade Composition**

**DC2-B-1. Façade Composition:** Design all building façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades 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 façades 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-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

#### **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.

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

##### **DC2-I Foster Human Scale (Architectural Materials and Elements)**

**DC2-I-i. Commercial and Mixed-Use Buildings:** The ground level of the building must offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signs, overhead weather protection and ornamentation are encouraged.

**DC2-I-ii. All New Developments:** Exterior building materials should have a human scale; this helps people relate to the size of the building. Good examples include stone and brick. Non-modular exterior materials, such as stucco, and those in large modules, such as concrete panels, will need finer details to reduce the perceived bulk and create human scale.

##### **DC2-II Upper Stories**

**DC2-II-i. Recessing:** Recessing the upper stories of developments on arterials allows sunlight to pass onto the street and minimizes the impact of height on pedestrians.

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

##### **DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

**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-I Urban Gardens**

**DC3-I-i. Seating:** New public spaces should provide as many seating opportunities as possible;

**DC3-I-ii. Sittable Planters:** Planter walls should be set at a height that allows for use as seating.

**DC3-I-iii. Movable Seating:** Moveable chairs and tables are strongly encouraged.

**DC3-I-iv. Courtyards:** Elements such as planters, benches and steps can be sited to break down the scale of an open space, and provide comfortable seating and opportunities for viewing. Courtyards should be integrated with the scale, character and function of the adjoining building.

**DC3-II Urban Plazas and Town Squares**

**DC3-II-i. Public Space:** Space should be enclosed by active buildings around the perimeter to encourage its use and maintain its safety. Plazas and squares should be surrounded by pockets of activity: shops, stands, benches, displays, gardens. These various pockets of activity should all be next to paths and entrances to facilitate constant movement. The ultimate goal should be to gather enough people in and around these

spaces so that they will overlap and spill in toward the center of the square. The following can help accomplish this goal:

1. Arrange open space elements in a manner that reduces the scale of the larger plaza into smaller spaces more suitable for pedestrian use.
2. Design retail spaces to comfortably “spill out” and enliven public space.
3. Provide landscaping that enhances the space and architecture.
4. Provide visual and pedestrian access (including barrier free access) into the site from the public sidewalk.
5. Site furniture, art work.
6. Consider pedestrian-scaled lighting and other amenities such as fountains, seating (steps provide excellent seating) and kiosks.
7. Design landscaping to assist in absorbing run-off from paved plaza areas.

### **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-III-ii. Landscape Design to Address Special Site Conditions:** The natural area east of 5<sup>th</sup> Avenue NE from NE 103rd to NE 105th and east of 8th Avenue NE from NE 105th Street to Roosevelt Way NE will be developed as per the Thornton Creek Park 6 Long Range Plan prepared by Seattle Public Utilities and Seattle Parks and Recreation. New development adjacent to the natural area should consider:

- a. Retaining natural greenbelt vegetation, where possible.
- b. Incorporating gathering areas and lookout points along the edge of the natural area into the design of the project.
- c. Incorporating native plants into the landscape design to provide the feeling of an extension of the natural area into the project site.
- d. Providing linkages to the natural area that direct people to designated pathways and away from protected areas.
- e. The plant list developed for the Thornton Creek Park 6 Long Range Plan can help guide the selection of plant species. Native plants provide ease of maintenance and durability, and are usually drought tolerant.

### **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 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-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.

#### **BOARD DIRECTION**

At the conclusion of the First RECOMMENDATION meeting, the Board recommended the project return for another meeting in response to the guidance provided.