City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

DESIGN REVIEW

RECOMMENDATION OF THE
NORTHEAST DESIGN REVIEW BOARD

Project Number:	3017692 3019072
Address:	10720 5th Avenue NE (#3017692) 10715 8th Avenue NE (#3019072)
Applicant:	Emily McNichols, Group Architect
Date of Meeting:	Monday, October 19, 2015
Board Members Present:	Eric Blank (Chair) Joseph Hurley Laura Lenss Blake Williams
Board Members Absent:	Ivana Begley Julia Levitt Martine Zettle
DPD Staff Present:	BreAnne McConkie

SITE & VICINITY

Site Zone:	Neighborhood Commercial Three (NC3-65 and NC3-40)
Nearby Zones:	(North) NC3-65 and NC3-40 (South) NC3-65 and NC3-40 (East) LR3 (West) NC3-85
Lot Area:	36,718 sq. ft. and 56,830 sq. ft.

Surrounding Development and Neighborhood Character: The subject site is located midblock between 5th Avenue NE and 8th Avenue NE one parcel south of NE Northgate Way. The site consists of two developments, one fronting on 5th Avenue NE and the other fronting on 8th Avenue NE. Project number 3017692 is located along 5th Avenue NE. Project number 3019072 is located on 8th Avenue NE. The subject lots are split zoned Neighborhood Commercial Three with a 65 foot height limit to the west and a 40 foot height limit to the east. Surrounding properties are also zoned Neighborhood Commercial Three with height limits ranging from 40 feet to 85 feet.

The neighborhood is largely defined by the Northgate Mall, located on the west side of 5th Avenue NE, south of NE Northgate Way. 5th Avenue NE functions as a north south arterial street with primarily one and two story commercial and neighborhood service structures. 8th Avenue NE functions as a local residential street. The residential character is established by the existing Lowrise zoning and uses developed along the east side of the street. Parcels located between 5th and 8th Avenue vary in size and shape. All of the parcels are currently limited to one street frontage and do not extend from street to street. However, parcels have been combined to create a through lot developments, such as the recent development that was completed directly north of the subject lot. The parcels to the north have been developed with two multi-story mixed use buildings separated a north/south connection pedestrian and vehicular connection to NE Northgate Way. All buildings have access by an east/west easement through the site. Parcels to the south remain largely undeveloped with existing one and two story commercial structures and surface parking lots.

Access: Access is available from 5th Avenue NE and 8th Avenue NE. An existing access easement runs through both lots along the south property line.

Environmentally Critical Areas: The entire portion of site located at 10715 8th Avenue NE (#3019072) is mapped as an ECA Category 2 - Peat Settlement Prone Area.

PROJECT DESCRIPTION

3017692: Land Use Application to allow a 7-story, 134 unit apartment building with retail at street-level and parking for 136 vehicles located at and below grade. Existing structure to be demolished. Early Design Guidance included project 3019072.

3019072: Land Use Application to allow a 4-story apartment building with 83 residential units and 2 live-work units. Review includes re-striping existing surface parking lot for 41 spaces. Existing structure to be demolished. Early Design Guidance was conducted under project 3017692.

FIRST EARLY DESIGN GUIDANCE January 12, 2015

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

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

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

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

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

At the Early Design Guidance Meeting, the applicant presented three design alternatives. Each option includes two buildings, one building abutting 5th Avenue NE and another along 8th Avenue NE. An east-west easement is maintained across both sites for each proposal. In the presentation, the applicant clarified that the preferred massing option includes the primary entries configured off the easement near the center of the site. The lobbies adjacent to the right-of-way were for secondary entrance.

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:

- Noted the easement ramp under the existing building does not have sufficient clearance for truck access.
- Supported parking access from the east/west easement.
- Noted that the existing businesses along the easement will be disrupted with development.
- Felt developer should work with business owners.
- Expressed concern that the existing public restroom for adjacent businesses will be removed.
- Noted that 8th Avenue has a more residential character and 5th Avenue a more urban commercial character. Felt development should focus activity towards 5th Avenue.
- Noted 5th Avenue is a pedestrian street. The street should include retail with substantial glazing.
- Felt the building developed along 8th Avenue should respect residential scale and context with building increased building modulation and landscaping.
- Felt vehicle existing onto 8th Avenue should be a left only to keep traffic from going south.
- Would like sidewalks on 8th Avenue to enhance pedestrian safety.
- Expressed support for the live work units on 8th Avenue.
- Felt development should be considered holistically with development to the north.

- Expressed support for the east/west pedestrian pathway but would also like to see a north/south connection.
- Opposed pedestrian path at the current proposed location due to safety concerns.
- Felt north/south connection should be located at current drive location to the north.
- Felt the full parking lot should be improved on the adjacent property to make the parking lot a continuous whole.

FINAL RECOMMENDATION October 19, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number at the following website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

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

Email: PRC@seattle.gov

PUBLIC COMMENT

The following comment was provided during the public comment portion of the Recommendation meeting:

- The retail space abutting 5th Ave NE should remain transparent with no visual obstructions in to the space for the life of the project.

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. The Board identified the Citywide Design Guidelines of highest priority for this project.

FIRST EARLY DESIGN GUIDANCE: January 12, 2015

1. **Massing and Site Design**. The Board unanimously supported the preferred massing alternative C which angles the east building to provide more open space around the pool area. The Board felt the preferred massing alternative should be developed with the following guidance.

a) The Board agreed that the 5th Avenue retail space should include an entry courtyard consistent with massing option B (PL3-C).
b) The Board noted that the 5th Avenue façade should be developed as a commercial streetscape with minimum floor to floor heights as specified by code, transparency, overhead weather projection, lighting and signage (PL3, PL3-III).
c) The Board supported the east/west pedestrian connection option 1 provided on Page 28 of the EDG packet. The Board felt a pedestrian connection located adjacent to the easement, without stairs, provided the best design solution for a variety of users. The Board agreed that the pedestrian walkway should be located on the proposed development site to the north of the existing colonnade to maintain the existing drive aisle width (PL2-III).
d) The Board felt strongly that site and building design should include a north/south pedestrian connection aligned with the existing access drive to the north. The Board agreed that the connection could be accomplished in a variety of ways and they did not specify how the pedestrian connection should be located within the site design and building massing. The Board agreed that barrier free access was unlikely given the existing topography changes. The Board went on to state that they would support departures to facilitate the new north/south connection (PL1-II, PL2-III, DC1-II).

2. Parking and Access. The Board agreed that the preferred massing alternative C, which locates parking access from the east/west access easement, provided the best solution for the site.
a) The Board supported the retail parking location provided on preferred massing option C but felt that the residential lobby should be located to the west side of the drive aisle so that it is visible and easily accessible from 5th Avenue NE (DC1-B, PL3-A and PL3-V).
b) The Board felt it was important to locate the parking entry within the easement so that it is offset from the existing business located along the easement (DC1-B).

3. Entries and Access. The Board noted that the site design lacked clearly delineated access routes and residential entries. The location on two streets and a through block access easement requires significant efforts to demark entries and provide way finding for users of the site.
a) The Board discussed the residential entries at length. The proposed design locates the primary entries at the center of the site off the access drive. The Board felt that the 5th Avenue and 8th Avenue entries should be treated as primary entries. Alternatively, the applicant will need to demonstrate the rationale for the main entry location and show how the treatment of the primary entry will be completed so that it is clear to all users of the site how to access the residential units (PL3-A, PL3-V, PL2-D).
b) The Board noted the easement should be treated as a private street with signage, street lamps and pedestrian walkways. (PL2-III, PL2-D, DC1-II).
c) The Board agreed that wayfinding would be a very important part of site development, pedestrian connections and easements. At the Recommendation Meeting, the Board requested a comprehensive plan for movement of pedestrians including visitors and residents, bikes, cars, trucks, solid waste vehicles. Each user and mode of travel should

be considered when developing the way finding signage plan throughout the site (PL4-A, PL2-III, PL2-D)

d) At the Recommendation Meeting, the Board requested additional detail on how solid waste and recycling would be collected on site (DC1-C4).

4. **8th Avenue.** The Board felt the design of the façade facing 8th Avenue should be developed in response to the existing context of the lower scale buildings and decreased density.
   a) The Board agreed that live work use was appropriate within a commercial zone along an undeveloped street where the existing context has yet to be developed (PL3-B3).
   b) The Board noted that the live work use should be developed with a separate commercial space and character at ground level (PL3-B3)
   c) The Board felt that the residential entry along 8th Avenue should be defined separately from the live work unit entries, but that all entries should integrate into an overall composition (PL3-A).
   d) The Board noted that a landscape buffer should be included between the new sidewalk and the live work unit. The setback design must balance a soft landscape edge while still providing successful commercial spaces with eyes on the street (PL3-B).

FINAL RECOMMENDATION: **October 19, 2015**

1. **5th Avenue, Entires, Composition & Wayfinding.**
   a) The Board generally agreed the primary façade composition of the 5th Ave façade was heading in the right direction but encouraged further simplification of the materials and secondary elements, as well as the use of higher quality materials with the goal of making the uses distinct and legible along this frontage. **(DC2-B-1, DC2-C-1, DC4-A-1)**
   b) The Board stated that the retail volume should have a consistent material expression, matching the form and function, and recommended a condition to remove the metal siding on the commercial portion and make the entire retail volume concrete. **(DC4-A-1, PL3-A-1, PL3-V-i)**
   c) The Board noted that the residential lobby entry on 5th was not easily identifiable and needed to be further developed, noting that the space could be taller, the lobby and leasing area could be combined, the residential mass could be brought up closer to the street while still maintaining the small plaza/setback, and/or further recessed to make a stronger statement and distinction for the importance of that entry. The Board recommended a condition that the residential entry on 5th be further developed to be distinct and more prominent with the intent of wayfinding and defining the hierarchy of that mass. **(PL3-A-2, PL3-A-4, PL2-D-1)**
   d) The Board noted that the entry to the mid-block easement should be easily identifiable and recommended a condition that the art on the plaza be a large, iconic sculptural element, scaled for and easily identified by cars at all times of day and be dramatically lit with the intent of denoting the entry. **(PL2-D-1, PL1-B-3)**
   e) The Board recommended a condition that the signage on 5th be visible from the northwest and suggested the signage wrap the corner from the south to the west facing façade or that the sign be a blade sign located on the west façade. The Board also noted that the project name presented at the time of the Recommendation meeting, “Lane on

5th," would be confusing for the portion of the project that fronts 8th and recommended a name that did not include the street name for this reason. **(DC4-B-1, DC4-B-2, DC4-I-i)**

2. **8th Avenue.**
   a) The Board generally supported the live-work design and 8th Ave façade composition, noting that the requested departure resulted in better proportions.**(DC2-B-1, PL3-B-3)**
   b) The Board supported the landscaping along the 8th Ave frontage noting it was a successful transition between the frontage and the live-work units. **(DC3-A-1,DC4-D-1)**

3. **Easement & Façade Composition.**
   a) The Board generally supported the materials concept, colors, and fenestration on the north, south, and east facades but recommended a lighter metal of finish, such as white or galvanized, be used on the Juliet balcony railings so that they would better blend into the overall composition and not stand out. **(DC2-B-1, DC2-C-1)**
   b) The Board noted that plants would be very difficult to grow along the easement due to lack of light and therefore recommended a condition that the greenscreens be high quality and ornamental, as shown on page 20 of the Recommendation packet. **(DC2-C-1, DC2-C-2)**

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines 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-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

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

CS2-C Relationship to the Block

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

Northgate Supplemental Guidance:

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

Northgate Supplemental Guidance:

CS3-I Streetscape Compatibility

CS3-I-i. Response to Context: The architecture of individual buildings should relate to their surroundings. This does not necessarily mean a historical approach, but rather one that is sensitive to the surrounding urban, built 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-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-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.

Northgate Supplemental Guidance:

PL1-II Interior Block Pedestrian Connections

PL1-II-i. Consider Interior Block Connections:

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

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

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

PL2-B Safety and Security

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

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

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

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 way finding wherever possible.

Northgate Supplemental Guidance:

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-ofway 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-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.

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-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-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-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.

DESIGN CONCEPT

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

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

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

Northgate Supplemental Guidance:

DC1-II Large Scale, "Super Block" Development

DC1-II-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-V Bicycle Parking

DC1-V-i. Bicycle Amenities: When providing bicycle parking, consider incorporating features such as storage and way finding 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-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

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

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

DC2-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.

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.

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.

Northgate Supplemental Guidance:

DC3-I Urban Gardens

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-III Landscaping to Reinforce Design Continuity with Adjacent Sites

DC3-III-ii. Landscape Design to Address Special Site Conditions: The natural area east of 5th 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.

Northgate Supplemental Guidance:

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

DC4-I-i. Signage: Signage should be designed so that it is appropriate for the scale and character desired in the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood. Signs should add interest to the street level environment. They can help unify the overall architectural concept of the building, or provide a unique identity for an individual business within the larger structure. While regulatory sign review is not in the purview of design review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines. The following types of signs are encouraged:

1. Pedestrian-oriented blade signs
2. Signs integrated into the design of the building: along a sign band, on canopies and marquees, located in windows.
3. These types of signs are discouraged: Large illuminated box signs (backlit “can” signs) and Post-mounted signs.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested 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.

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

Departures for 3017692:

1. **Street-Level, Street-Facing Façade Setbacks (SMC 23.47A.008.A.3, 23.71.008.B.4):** The Code requires street-level street-facing facades to be set back no more than 10 feet from the street lot-line. The applicant proposes a setback ranging from 10' to 11'-7" along the retail use frontage, and a 31' street-level street-facing façade setback for the residential portion (southwest corner adjacent to the public plaza area).

The Board unanimously voted in support for the requested additional setback, noting that the additional setback beyond what was requested adjacent to the residential portion was supported as long as the mass of the ground-floor residential portion of the structure was more distinct and prominent, as outlined in Condition #2 below and consistent with guidelines **CS3-I-i. Response to Context & PL1-B-1. Pedestrian Infrastructure.**

2. **Planting Strips (SMC 23.71.008.E.3):** The Code prohibits planting strips along Major Pedestrian Streets. The applicant proposes a planting strip along 5th Ave NE between the curb and sidewalk.

The Board unanimously voted in support for the requested planting strip departure, noting a planting strip along with the proposed additional building setback helps to better achieve guidelines **CS3-I-i. Response to Context & PL2-II-v. Green Space.**

3. **Parking Space Sizing (SMC 23.54.030.B.2.a):** The Code requires a maximum of 25% of the stalls to be small and a minimum of 75% of the stalls to be large, resulting in two small stalls and five large stalls for this project. The applicant proposes seven non-residential stalls total, two small, four large, and one van accessible.

The Board unanimously voted in support for the requested stall size distribution, related to guideline **PL2-A-1. Access for All.**

4. **Open Space Requirements (SMC 23.71.014.A.2):** The Code requires a minimum of 15% of a lot area to be provided as open space, resulting in 5,508 sq. ft. of open space for this project. The applicant proposes 5,321 sq. ft. of open space for this project, equaling 14.5% of the lot area.

The Board unanimously voted in support for the requested open space departure as long as the cumulative total area of open space between the two projects is equal to or greater than what is required by code, consistent with guideline **DC3-A-1. Interior/Exterior Fit**.

5. **Non-Residential Floor-to-Floor Heights (SMC 23.47A.008.B.3):** The Code requires non-residential street uses to have a minimum floor-to-floor height of 13'-0". The applicant proposes a 12'-6" floor-to-floor height for the retail area.

The Board unanimously voted in support for the requested floor-to-floor height noting flexibility and the at-grade and second level setbacks as creating an interesting façade articulation, consistent with guideline **PL3-V-iii. Facade Articulation.**

6. **Useable Open Space, Barrier Free Access (SMC 23.71.014.B.2.b):** The Code requires all usable open space to have barrier free access. The applicant proposes open space without barrier free access from the project to the adjacent property to the North. Barrier free access to open space is proposed within the project site itself.

The Board unanimously voted in support for the requested access departure, noting that the north/south access was a result of Board direction, is not a code required mid-block connection, and providing barrier free access at this location would likely make the north/south connection infeasible. The requested departure is consistent with guidelines **PL2-II-i. Walkable Network & PL2-III-iii. Pedestrian Connections.**

Departures for 3019072:

7. **Blank Walls (SMC 23.47A.008.A.2.c):** The Code prohibits blank wall segments from exceeding 40% of the façade length, or 22'-9" for the east facing facade. The applicant is proposing a 26'-3" blank wall segment, or 46.2% of the east facing façade.

The Board unanimously voted in support for the requested blank wall departure, noting that the proposed façade composition and fenestration resulted in better rhythm and proportions, consistent with guideline **DC2-B. Architectural and Facade Composition**.

8. **Transparency (SMC 23.47A.008.B.2.a):** The Code requires 60% of the street-facing street level façade between 2'-8' above sidewalk grade to be transparent, or a minimum of 164.88 sq. ft. as applied to this project. The applicant is proposing 123.91 sq. ft. of transparency, equaling 45.1% of the street-facing street-level facade.

The Board unanimously voted in support for the requested transparency departure, noting that the proposed façade composition and fenestration resulted in better rhythm and proportions, consistent with guideline **DC2-B. Architectural and Facade Composition.**

BOARD DIRECTION

At the conclusion of the FINAL RECOMMENDATION meeting, the Board recommended approval of the project with conditions.

The recommendation summarized above was based on the design review packet dated Monday, October 19, 2015, and the materials shown and verbally described by the applicant at the Monday, October 19, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

CONDITIONS

1. The ground floor retail volume on 5th Ave NE should be concrete.
2. Further develop the residential volume and entry on 5th Ave NE to be distinct and more prominent with the intent making the residential entry easily identifiably and a more prominent feature.
3. The art on the plaza adjacent to 5th Ave NE near the entry to the easement should be a large, iconic sculptural element, scaled appropriately for cars and dramatically lit to be easily identified.
4. The signage on 5th Ave NE should be clearly visible from the northwest, either wrapping onto the western façade or in the form of a blade sign located on the western facade.
5. The greenscreens should be high quality and ornamental, similar to what was shown on page 20 of the Recommendation packet.