RESOLUTION No. 29624

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A RESOLUTION approving the Design Guidelines Manual for Sand Point/Magnuson Park.

Introduced: SEP -8 1997	By: DONALDSON
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RESOLUTION 29624

A RESOLUTION approving the Design Guidelines Manual for Sand Point/Magnuson Park.

WHEREAS, reuse planning for the former Naval Station Puget Sound at Sand Point commenced in 1991 at the request of the U.S. Navy and resulted in adoption of the Sand Point Reuse Plan on June 16, 1997 consisting of adoption of Ordinance 111389 amending the Seattle Comprehensive Plan, Ordinance 111760 amending sections of the Seattle Municipal Code pertaining to land use and zoning, and Resolution 29429 approving a Physical Development Management Plan for Sand Point; and

WHEREAS, the Design Guidelines Manual for Sand Point/Magnuson Park has been developed in order to guide physical development of Sand Point/Magnuson Park at a level of detail sufficient to ensure that building treatments, open areas, streetscapes, art placement, mothballing, demolition and other aspects of design and construction maintain and contribute to the site's cohesive and distinct physical character; and

WHEREAS, development of the Design Guidelines Manual for Sand Point/Magnuson Park has been the subject of public workshops occurring on September 6, 1996, March 8, 1997, July 16 1997, extensive public comment periods, and presentations before the Seattle Design Commission, the Sand Point Advisory Committee, the Seattle Parks Board, the Seattle Bicycle Board and others; and

WHEREAS, the City Council finds that the Design Guidelines Manual for Sand Point/Magnuson Park will provide the guidance necessary to ensure that individual physical improvement projects each contribute to the ultimate goal of developing a vibrant, thriving, and visually cohesive area gracefully integrated with the surrounding neighborhoods;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:

Section 1. The Design Guidelines Manual for Sand Point/Magnuson Park attached to this resolution is hereby approved. The Manual is advisory only, unless compliance is required as a term of lease or by other means.

Section 2. The Manual may be amended by the Director of the Office of Management and Planning without obtaining City Council approval. The Director should provide notice and opportunity for comment regarding proposed amendments in a manner which the Director deems appropriate for the proposed amendment.

Adopted by the City Council the 3rd day of November, 1997, and signed by me in open session in authentication of its adoption this 3rd day of November, 1997.

President of the City Council

THE MAYOR CONCURRING:

Norman B. Rice, Mayor

Filed by me this 5 day of November 1997.

City Clerk

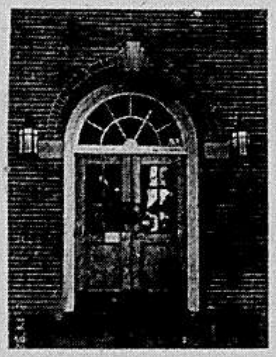
(Seal)

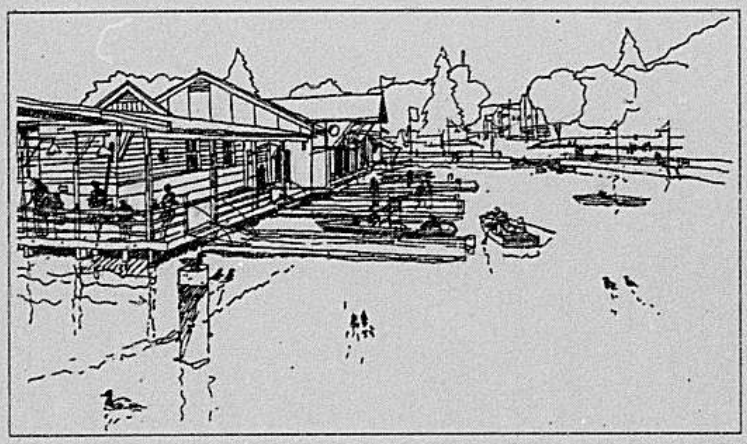
Final Design Guidelines Manual for

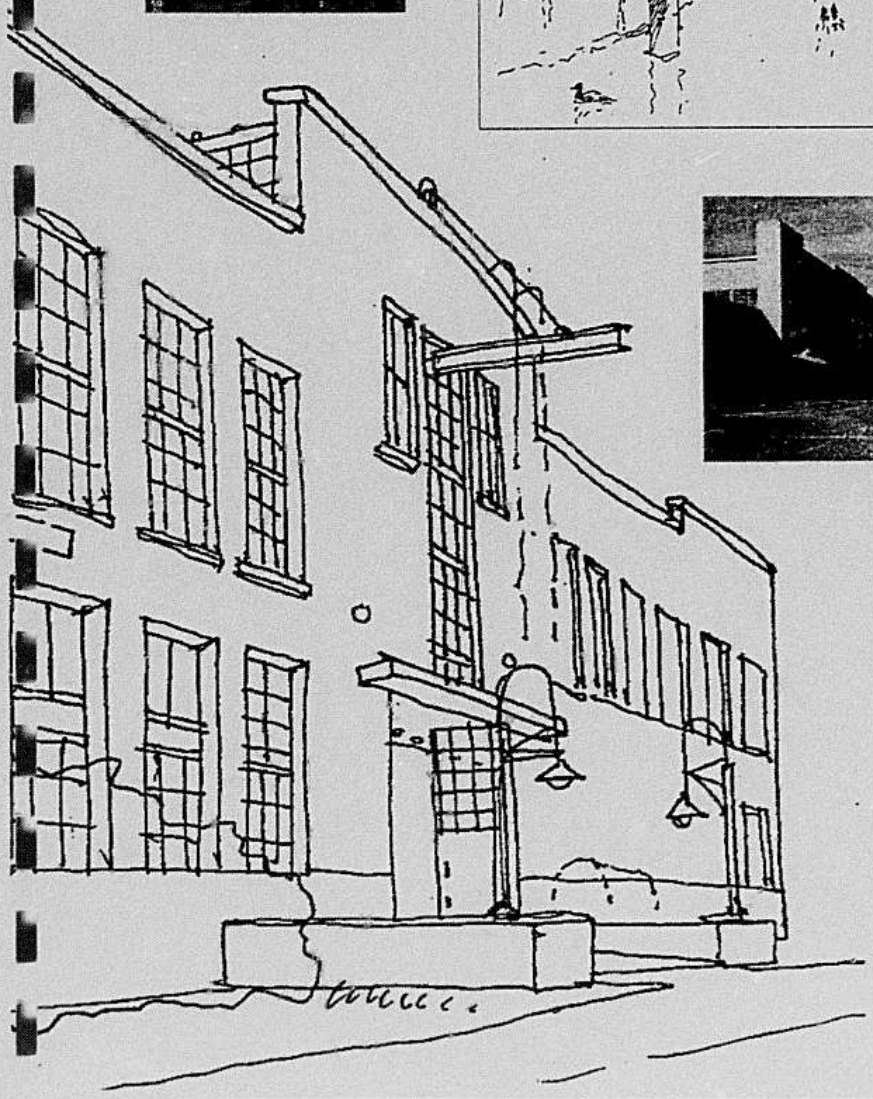
Sand Point/Magnuson Park

City of Seattle

October 1997







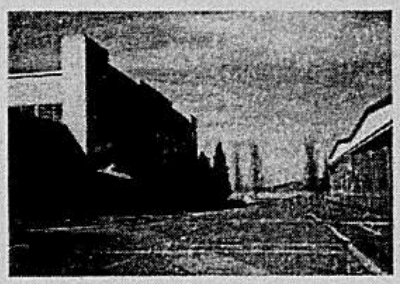


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Table of Contents

1.0 Introduction 1-1
1.1 Introduction to Reuse Planning 1-1
1.2 Goals for Sand Point Reuse Planning 1-1
1.3 Community Planning Process 1-2
1.4 Purpose of the Design Guidelines 1-2

2.0 Context 2-1
2.1 Site Location and Ownership 2-1
2.2 Site History 2-1
2.3 Master Plan Context for Design Guidelines 2-4
2.4 Designation of Activity Areas 2-5

3.0 Long-Range Planning Concept 3-1
3.1 Guideline Overview 3-1
3.2 Goals and Objectives 3-3
3.3 Roles and Responsibilities 3-3
3.4 Design Review Process 3-6

4.0 Technical Guidelines 4-1
4.1 Site Design Guidelines 4-1
4.1.1 Open Space and Recreation 4-19
4.1.2 Shoreline Restoration 4-25
4.1.3 Circulation and Access 4-32
4.1.4 Pavements 4-39
4.1.5 Planting 4-43
4.1.6 Lighting 4-53
4.1.7 Furnishings 4-56
4.1.8 Fences, Walls and Screens 4-60
4.1.9 Signage and Graphics 4-65
4.2 Architectural Guidelines 4-73
4.3 Public Art Guidelines 4-137
4.4 Utilities Guidelines 4-151
4.5 Demolition Guidelines 4-155
4.6 Mothballing Guidelines 4-161

Bibliography B-1

List of Figures

Figure 2.1 Existing Land Ownership Context 2-2
Figure 2.2 Proposed Land Ownership 2-3
Figure 2.3 Planned Activity Areas 2-7
Figure 3.1 Key Map to Developement Framework Plans 3-2
Figure 3.2 Designated Historic District 3-5
Figure 3.3 Generalized Design Review Process 3-7
Figure 4.1.1 Proposed Rights-of-Way: Sand Point 4-4
Figure 4.1.2 View Corridors 4-5
Figure 4.1.3 Area 1: Development Framework Plan 4-7
Figure 4.1.4 Area 2: Development Framework Plan 4-9
Figure 4.1.5 Area 3: Development Framework Plan 4-13
Figure 4.1.6 Area 4: Development Framework Plan 4-15
Figure 4.1.7 Area 5: Development Framework Plan 4-17
Figure 4.1.1.1 Potential schematic seating areas in Historic District 4-20
Figure 4.1.1.2 Multi-purpose parking lot 4-21
Figure 4.1.1.3 Multiple seating types 4-21
Figure 4.1.1.4 Playground and picnic facilities at ballfields 4-21
Figure 4.1.1.5 No-glare field lighting 4-22
Figure 4.1.1.6 Co-located athletic fields 4-22
Figure 4.1.1.7 Concessions hook-up at recreation area 4-22
Figure 4.1.1.8 Trails at Mud Lake 4-24
Figure 4.1.1.9 Seating area at Mud Lake 4-24
Figure 4.1.2.1 Shoreline Restoration Types 4-27
Figure 4.1.2.2 Low eroded bank shoreline 4-28
Figure 4.1.2.3 High eroded bank shoreline 4-28
Figure 4.1.2.4 Shoreline with eroded bulkhead 4-29
Figure 4.1.2.5 Swimming beach 4-29
Figure 4.1.2.6 Bulkhead 4-31
Figure 4.1.2.7 Mud Lake wetland shoreline 4-31
Figure 4.1.3.1 Circulation Plan 4-35
Figure 4.1.3.2 Informal and formal roadway edge treatments 4-36
Figure 4.1.3.3 Streets, sidewalks, and trails 4-37
Figure 4.1.4.1 Existing rolled curb in Historic District 4-41
Figure 4.1.4.2 Unit paver crosswalk 4-41
Figure 4.1.4.3 Striped crosswalks 4-41
Figure 4.1.5.1 Landscape Types 4-44
Figure 4.1.5.2 Formal entry landscape at former Navy buildings 4-46
Figure 4.1.5.3 View from Sand Point Head 4-48
Figure 4.1.6.1 Family of lighting elements at Sand Point/ Magnuson Park 4-55
Figure 4.1.7.1 Site Furnishings Palette at Sand Point 4-58
Figure 4.1.8.1 Hangar building/fence layout plan 4-62
Figure 4.1.8.2 Dumpster screen sketch 4-63
Figure 4.1.8.3 Screening parking with topography and plantings 4-64
Figure 4.1.9.1 Proposed street sign at Sand Point 4-66
Figure 4.1.9.2 Sign Type A1.1 4-68
Figure 4.1.9.3 Sign Type A1.2 4-69
Figure 4.1.9.4 Sign Type B.1 4-70
Figure 4.1.9.5 Sign Type B.2 4-71
Figure 4.1.9.6 Sign Type C.2 4-72
Figure 4.2.1 Sand Point entry 4-73
Figure 4.2.2 Building entrance platform 4-77
Figure 4.2.3 Accessiblity ramps 4-77
Figure 4.2.4 Appropriate building massing 4-79
Figure 4.2.5 Color Chart Indentifying Acceptable Colors for Buildings and Site Furnishings at Sand Point 4-83
Figure 4.2.6 Former senior officer's quarters 4-86
Figure 4.2.7 Human-scale detailing 4-86
Figure 4.2.8 Area 1 Buildings 4-87
Figure 4.2.9 Building 2 recommendations (west facade) 4-89
Figure 4.2.10 Building 11 recommendations 4-93
Figure 4.2.11 Building 12 recommendations 4-95
Figure 4.2.12 Building 31 recommendations 4-97
Figure 4.2.13 Building 67 recommendations 4-99
Figure 4.2.14 Area 2 Buildings 4-101
Figure 4.2.15 Building 5 recommendations 4-103
Figure 4.2.16 Building 9 recommendations 4-105
Figure 4.2.17 Building 25 recommendations 4-107
Figure 4.2.18 Building 29 recommendations 4-109
Figure 4.2.19 Building 141/192 recommendations 4-111
Figure 4.2.20 Area 3 Buildings 4-113
Figure 4.2 21 Building 18 recommendations 4-115
Figure 4.2.22 Building 30 recommendations 4-117
Figure 4.2.23 Building 41 recommendations 4-119
Figure 4.2.24 Building 138 recommendations 4-121
Figure 4.2.25 Building 406 recommendations 4-123
Figure 4.2.26 Area 4 Buildings 4-125
Figure 4.2.27 Building 47 recommendations 4-127
Figure 4.2.28 Area 5 Buildings 4-129
Figure 4.2.29 Building 26 recommendations 4-131
Figure 4.2.30 Building 224 recommendations 4-133
Figure 4.2.31 Buildings 330, 331, 332 recommendations 4-135
Figure 4.3.1 Potential sites for incorporation of art 4-142
Figure 4.6.1 Ventilation and security panels 4-164

List of Tables

Table 3.1 Adopted Planning and Policy Documents Related to Sand Point/Magnuson Park 3-1
Table 3.2 Membership of the Sand Point Advisory Committee 3-4
Table 4.1.4.1 Typical Pavement Types 4-42
Table 4.1.5.1 Sand Point Naval Station Historical Plant List 4-49
Table 4.1.5.2 Magnuson Park Existing Conditions Plant List 4-51
Table 4.1.7.1 Site Furnishings at Sand Point/ Magnuson Park 4-59
Table 4.1.9.1 Signage Types at Sand Point/ Magnuson Park 4-67
Table 4.4.1 Minimum Watermain Clearances 4-152
Table 4.4.2 Minimum Sewer Main Clearances 4-154
Table 4.5.1 Demolition Contacts 4-156
Table 4.5.2 Project Waste Analysis Checklist 4-158
Table 4.6.1 Mothballing Checklist 4-162
Table 4.6.2 Ventilation Guidance Chart 4-163
Table 4.6.3 Mothball Maintenance and Monitoring Checklist 4-165

List of Photos

Photo 1.1 Main entrance at Sand Point 1-1
Photo 1.2 Aerial photo of Sand Point/Magnuson Park 1-3
Photo 2.1 Former hangar at Sand Point 2-4
Photo 2.2 North Shore Recreation Area 2-6
Photo 2.3 Education and Community Activities Area 2-6
Photo 2.4 Building 30 in Activity Area 3 2-9
Photo 2.5 Future community recreation center in Activity Area 4 2-9
Photo 2.6 Former barracks in Activity Area 5 2-10
Photo 4.1.1.1 Existing utility structures 4-20
Photo 4.1.1.2 Interpretive signage at Golden Gardens 4-23
Photo 4.1.2.1 Eroding shoreline and fill debris at Magnuson Park 4-25
Photo 4.1.2.2 Reinforced bulkhead at North Shore Recreation Area 4-25
Photo 4.1.2.3 Swimming beach at Magnuson Park 4-25
Photo 4.1.2.4 Boat launching at Magnuson Park 4-26
Photo 4.1.2.5 Dead tree placed in constructed wetlands at Golden Gardens for bird habitat 4-30
Photo 4.1.3.1 Looking north through the Sand Point and NOAA hangar buildings 4-32
Photo 4.1.3.2 Roadway character in the residential area of Sand Point 4-32
Photo 4.1.3.3 Access to the North Shore Recreation Area under the NOAA entry road 4-32
Photo 4.1.3.4 Entry to Sand Point Naval Station at NE 74th Street 4-33
Photo 4.1.3.5 Remnant Naval airstrip paving used as parking in Magnuson Park 4-33
Photo 4.1.3.6 Informal perimeter trail swath at the Magnuson Park-NOAA boundary 4-33
Photo 4.1.4.1 Asphalt over concrete roadway 4-39
Photo 4.1.4.2 Exposed aggregate sidewalk at Sand Point 4-39
Photo 4.1.4.3 Brick paving in the old rose garden 4-39
Photo 4.1.4.4 Typical existing exposed aggregate surfacing 4-40
Photo 4.1.5.1 Deodar cedars in the Sand Point Historic District 4-43
Photo 4.1.5.2 Historic landscape at Building 9 4-43
Photo 4.1.5.3 Looking east into the active recreation zone of Magnuson Park 4-45
Photo 4.1.5.4 Viewing east to Lake Washington from Sand Point Head 4-45
Photo 4.1.5.5 Rose garden south of Building 26S 4-46
Photo 4.1.6.1 Existing "shoe box" lights in parking areas 4-53
Photo 4.1.6.2 Existing Art Deco light fixtures 4-53
Photo 4.1.6.3 Existing cast concrete light fixture 4-53
Photo 4.1.6.4 Historic street light north of Building 138 4-54
Photo 4.1.6.5 Close-up of historic globe light near Building 6 4-54
Photo 4.1.7.1 Existing bench 4-56
Photo 4.1.7.2 Existing trash receptacle 4-56
Photo 4.1.7.3 Existing drinking fountain 4-56
Photo 4.1.7.4 Standard DPR furnishings at Golden Gardens 4-57
Photo 4.1.8.1 Perimeter chain link fence and barbed wire at Sand Point Way 4-60
Photo 4.1.8.2 Interior chain link fence between Sand Point and Magnuson Park active recreation area 4-60
Photo 4.1.8.3 Wooden screens in parking east of Building 26 North and South 4-60
Photo 4.1.8.4 Concrete retaining wall at Sand Point 4-61
Photo 4.1.8.5 Unscreened utility unit 4-61
Photo 4.1.9.1 Freestanding sign at Sand Point 4-65
Photo 4.1.9.2 Deco signage integrated into facade of Building 30 entrance 4-65
Photo 4.1.9.3 Standard Department of Parks entry sign at 65th Street and Sand Point Way 4-65
Photo 4.1.9.4 Street signage at Fisherman's Terminal 4-66
Photo 4.2.1 Former airplane hangar 4-74
Photo 4.2.2 Former enlisted residence 4-74
Photo 4.2.3 Former headquarters building 4-75
Photo 4.2.4 Existing barrier-free entrance 4-77
Photo 4.2.5 Historic architectural details 4-78
Photo 4.2.6 Building 26S addition 4-78
Photo 4.2.7 Building 9 detailing 4-79
Photo 4.2.8 Window patterns in Building 11 4-79
Photo 4.2.9 Entrance to Building 47 showing use of glass 4-80
Photo 4.2.10 Building 9 roofline showing Colonial Revival detailing 4-80
Photo 4.2.11 Distinctive building drains 4-81
Photo 4.2.12 Building 12 4-82
Photo 4.2.13 Bridge addition for roof access Building 5 4-82
Photo 4.2.14 "Gooseneck" light on building 4-82
Photo 4.2.15 Built-in Art Deco lettering 4-85
Photo 4.2.16 Building 11 support structures 4-85
Photo 4.2.17 Building 26S: addition is incompatible with original structure. 4-85
Photo 4.2.18 Building 2 hangar doors 4-90
Photo 4.2.19 Building 2 interior of hangar space 4-90
Photo 4.2.20 Building 2 exteriors 4-90
Photo 4.2.21 Building 2 east facade 4-91
Photo 4.2.22 Building 2 side windows 4-91
Photo 4.2.23 Building 2 exterior additions on west facade 4-91
Photo 4.2.24 Horizontal character of Building 11 4-94
Photo 4.2.25 Building 11 showing scale and texture of windows & doors 4-94
Photo 4.2.26 Building 11 mechanical devices in window 4-94
Photo 4.2.27 Building 12 vents & pipes 4-96
Photo 4.2.28 Building 12 metal doors 4-96
Photo 4.2.29 Building 12 brickwork patterns 4-96
Photo 4.2.30 Building 31 boat slips on west side 4-98
Photo 4.2.31 Building 31 east facade 4-98
Photo 4.2.32 Building 31 south facade 4-98
Photo 4.2.33 Building 67 entrance showing Art Deco styling 4-100
Photo 4.2.34 Building 67 east facade showing vehicle garage doors 4-100
Photo 4.2.35 Building 67 mechanical venting at northwest corner 4-100
Photo 4.2.36 Building 5 entrance on 63rd Ave SE 4-104
Photo 4.2.37 Building 5 clerestory windows, north end 4-104
Photo 4.2.38 Building 5 access bridge 4-104
Photo 4.2.39 Building 9 dormers 4-106
Photo 4.2.40 Building 9 T.P.U. entrance 4-106
Photo 4.2.41 Building 9 mechanical vent addition 4-106
Photo 4.2.42 Building 25 entrance 4-108
Photo 4.2.43 Building 25 penthouse with added floodlight 4-108

List of Photos (continued)

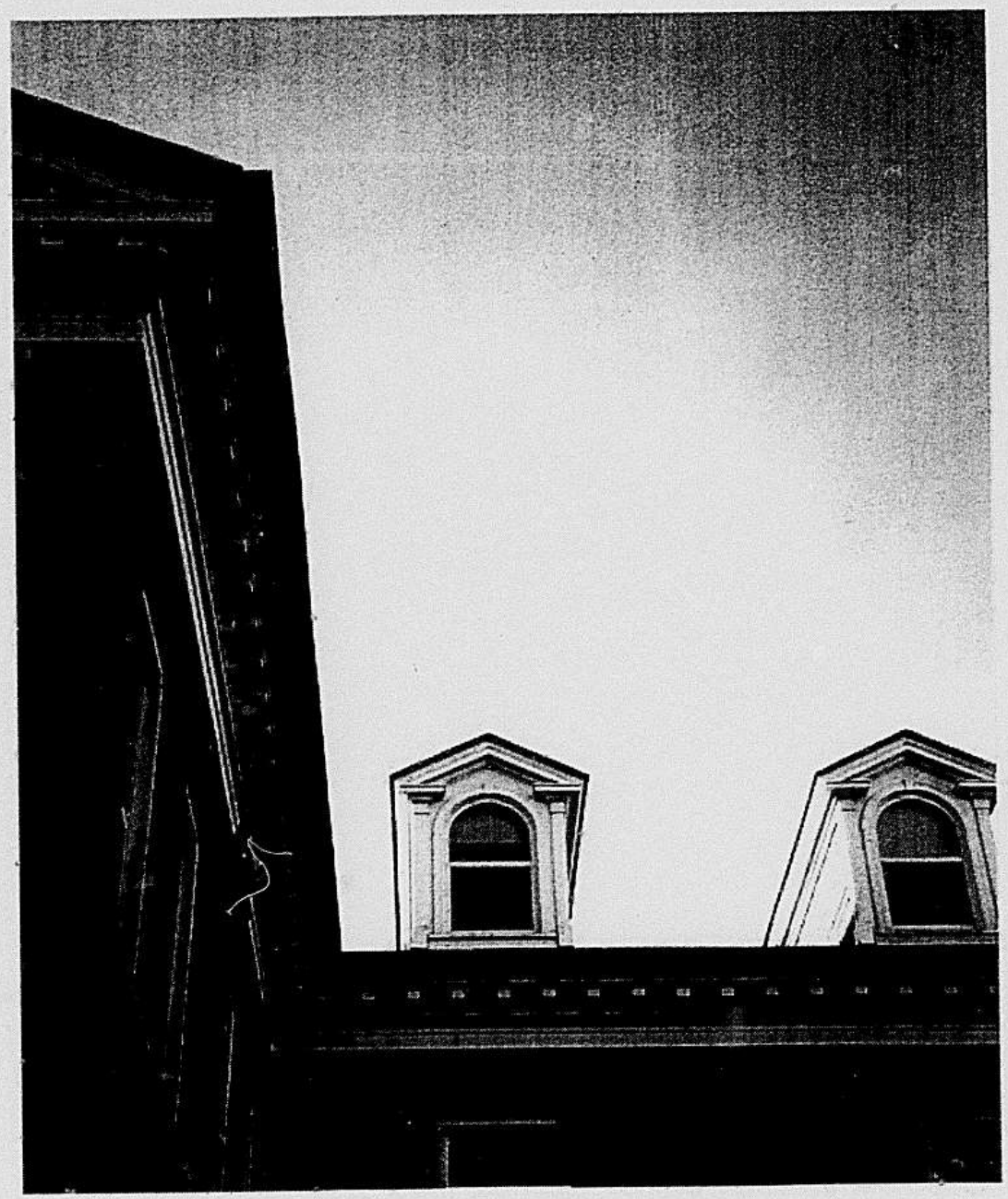
Photo 4.2.44 Building 29 pre-cast detailing	4-110
Photo 4.2.45 Building 29 entrance on 74th Street showing Deco styling	4-110
Photo 4.2.46 Building 29 added exterior floodlights	4-110
Photo 4.2.47 Building 18 training tower	4-116
Photo 4.2.48 Building 18 fenestration pattern	4-116
Photo 4.2.49 Building 30 Art Deco lighting elements	4-118
Photo 4.2.50 Building 30 entrance on 63rd Ave NE showing Deco styling	4-118
Photo 4.2.51 Building 30 south facade showing hangar doors	4-118
Photo 4.2.52 Building 138 main entrance	4-122
Photo 4.2.53 Building 138 east facade showing guard house in roadway	4-122
Photo 4.2.54 Building 47 entrance	4-128
Photo 4.2.55 Building 47 metal framed windows	4-128
Photo 4.2.56 Building 47 north facade	4-128
Photo 4.2.57 Building 26N dormers	4-132
Photo 4.2.58 Building 26N entrance	4-132
Photo 4.2.59 Building 26S entry showing recent addition	4-132
Photo 4.2.60 Building 224 U-shaped building form	4-134
Photo 4.2.61 Building 224 east facade egress stairs	4-134
Photo 4.2.62 Building 224 building-mounted floodlights	4-134
Photo 4.2.63 Typical street facade	4-136
Photo 4.2.64 Wood & brick facade	4-136
Photo 4.2.65 Rear of building	4-136
Photo 4.3.1 "Sound Garden" wind-activated piece at NOAA	4-137
Photo 4.3.2 "Endless Gate"	4-138
Photo 4.3.3 Garfield Community Center	4-138
Photo 4.3.4 "Viewpoint"	4-138
Photo 4.3.5 "Sundial" installation at Gasworks Park	4-141
Photo 4.3.6 South Park Community Center entrance arch	4-141
Photo 4.3.7 "9 Spaces, 9 Trees"	4-143
Photo 4.3.8 "Day/Night"	4-143
Photo 4.3.9 Gate at Creston/Nelson Substation	4-144
Photo 4.3.10 Hatch Cover	4-145
Photo 4.3.11 Fire Station 13 Bench	4-146
Photo 4.3.12 Green Lake Community Center	4-146
Photo 4.3.13 Ballard Community Center	4-147
Photo 4.3.14 NOAA Bridge	4-147
Photo 4.3.15 "Berth Haven"	4-148
Photo 4.3.16 Woodland Park Zoo Art	4-148
Photo 4.3.17 Knoll for NOAA	4-149
Photo 4.3.18 Seattle Center, Endless Gate	4-149
Photo 4.3.19 Sound Garden, NOAA	4-149
Photos 4.5.1a and b Selective demolition to buildings	4-157
Photos 4.5.2a and b Bowling Alley (Building Number 6)	4-159
Photo 4.5.3 Refurbished items	4-159
Photos 4.5.4a and b Small utility buildings	4-160

Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
BEAP	Base Exterior Architecture Plan
BIRV	Business and Industry Recycling Venture
CMP	Construction Management Plan
DCLU	Department of Construction and Land Use
DFP	Development Framework Plan
DHHS	Department of Health and Human Services
DPR	Department of Parks and Recreation
EPA	Environmental Protection Agency
GSA	General Services Administration
HARP	Historic and Archaeological Resources Protection
HPRP	Historic Properties Reuse and Protection
IMEX	Industrial Materials Exchange
MOA	Memorandum of Agreement
MUP	Master Use Permit
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
OAHP	Office of Archaeology and Historic Preservation
OSPO	Office of Sand Point Operations
PA	Programmatic Agreement
PSAPCA	Puget Sound Air Pollution Control Agency
SAC	Seattle Arts Commission
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
SMA	Shoreline Management Act
SMC	Seattle Municipal Code
SPAC	Sand Point Advisory Committee
SPTC	Sand Point Transportation Coordinator
TPU	Transient Personnel Unit

1 Introduction

1.1 Introduction to Reuse Planning
1.2 Goals for Sand Point Reuse
1.3 Community Planning Process
1.4 Purpose of the Design Guidelines



1.0 Introduction

The purpose of the Design Guidelines Manual is to guide physical development of the former Naval Station Puget Sound, Sand Point (hereafter referred to as "Sand Point") and Magnuson Park in the post-Navy era (Photo 1.1). This includes construction related to buildings, utilities, recreational facilities, circulation systems, landscape and open space treatment, demolition, and public art, as well as other development. In addition to providing design guidelines, the Design Guidelines Manual identifies and explains formal procedures relating to project implementation, including the planning and construction approvals process, the historic preservation process, and other administrative matters. This Manual is intended for use by all persons concerned with the future development of Sand Point and Magnuson Park, either as project proponents, administrators, maintenance personnel, designers, users, neighbors, or other interested parties.

1.1 Introduction to Reuse Planning

The City's involvement in the base reuse process began in 1991, when the Navy requested that the City take the lead in developing a local plan for reuse of Sand Point. This process will eventually culminate in the transfer of ownership of most of Sand Point to City agencies. For a more complete history of the early steps involved in this planning process, refer to the Background section of the *1993 Community Preferred Reuse Plan for Sand Point* (City of Seattle, 1993). This plan was implemented by adoption of the amendments to the Seattle Comprehensive Plan, a zoning ordinance, and the Physical Development Management Plan. Together, these three documents are hereafter referred to as the "Reuse Plan."

Additional planning documents were subsequently prepared to further detail the City's plans for base reuse. These subsequent planning documents, as well as this Design Guidelines Manual, have followed the guiding principles for base reuse developed from input by citizens and planning staff during the early steps of reuse planning. These principles form the foundation of all subsequent planning efforts.

The vision guiding reuse of Sand Point as identified by the City is to shepherd the development of a multi-purpose regional center that provides benefit to the public through the following means:

- Expanded opportunities for recreation, education, arts, cultural, and community activities;
- Public access to the shoreline and enhanced open space and natural areas;
- Opportunities for affordable housing and community and social services - with a special priority for addressing the needs of homeless families; and
- Expanded opportunities for low-impact economic development uses which could provide employment and services for residents of the site and for the broader community.

1.2 Goals for Sand Point Reuse Planning

The City was guided by a number of goals in developing the Reuse Plan. These goals were developed during the reuse planning process, and continue to have relevance for the development of the Design Guidelines. Achieving these goals will continue to be the major purpose of the ongoing reuse planning and implementation efforts. These goals are as follows:

- To promote compatibility between reuses and the surrounding residential community.
- To seek cost-effective and financially feasible outcomes that consider the tax burden to the public.
- To encourage continued community involvement in the future planning, development, and management of Sand Point land and facilities.

Photo 1.1 Main entrance at Sand Point.

- To enhance the environment, preserve existing and create additional open space, and demonstrate sensitivity to ecological concerns.
- To provide access to facilities and safe pedestrian and bicycle use of the park and surrounding area, minimize automobile traffic, and promote adequate public transit.
- To provide opportunities for those in need of assistance and encourage self-sufficiency and empowerment while seeking integration of residents within the broader community.
- To provide safety of person and property for residents, neighbors, and visitors.
- To reflect and support a diversity of cultures.
- To respect, preserve, and enhance the historic character of Sand Point.
- To promote and balance public benefits and accommodate as broad a range of uses in as cohesive a way as possible.

1.3 Community Planning Process

The Design Guidelines Manual is part of an ongoing planning process which has provided extensive opportunities for public input. Shortly after being asked by the Navy to develop a local Reuse Plan in 1991, the Mayor requested the Sand Point Community Liaison Committee to help incorporate community input. In 1992, community meetings were conducted to solicit input from citizens and organizations on potential reuse options, which lead to a preliminary report on reuse alternatives. Following additional community input, the City Council adopted the *Recommended Reuse Concepts for the Naval Station Puget Sound*, describing alternatives for reuse of the base.

The Sand Point Community Liaison Committee submitted its own reuse alternative, which was later expanded into the draft Citizens' Preferred Reuse Plan, circulated for public input in early 1993. During the summer of 1993, both the City and the Sand Point Community Liaison Committee sponsored public workshops leading to the *Mayor's Preferred Reuse Plan for Sand Point* and the final *Citizens' Preferred Reuse Plan.* After well-attended public hearings held by City Council, the *City of Seattle's Community Preferred Reuse Plan* was approved in November 1993.

Final adoption of the Reuse Plan came in June 1977 with City Council adoption of amendments to the City Comprehensive Plan, adoptions of the Physical Development Management Plan, and Zoning.

Public input continues through many forums such as participation of City staff at Liaison Committee meetings, tours of the base for interested groups, public meetings on special implementation topics, and the Sand Point Advisory Council(SPAC). Public workshops on the Design Guidelines Manual were held in both March and July 1997.

1.4 Purpose of the Design Guidelines

The Design Guidelines Manual is intended to guide physical development of Sand Point and Magnuson Park (Photo 1.2). It contains recommendations related to building treatment, development of open space and streetscapes, placement of art, building mothballing and demolition, and other aspects of design and construction. Also identified herein are procedures that must be followed for individual projects prior to beginning construction, such as permit issues, siting review and approval processes, and outside governing standards.

As guidelines, these recommendations serve as a departure point when initiating project planning and design. While they set boundaries and parameters that must be respected, there is latitude for creativity within any given project. The ultimate goal is the development of a vibrant, thriving, and visually cohesive area gracefully integrated with the surrounding neighborhoods. Individual project proponents are encouraged to propose creative design solutions while working within the guidelines. The design appropriateness of individual projects at Sand Point will be assessed by a Sand Point design review committee, as identified in Chapter 3.

Design guidelines operate independently from any given facility or park master plan. The plan graphic from the 1993 Community Preferred Reuse Plan is used in this document to illustrate various guideline issues. However, the reuse planning process is ongoing, and it is recognized

that the physical plan will continue to change and evolve. The design guideline recommendations are assumed to be unaffected by evolution of the Reuse Plan. Should new circumstances arise that are not specifically addressed in the guidelines, design solutions will be judged by how well the stated goals of the Reuse Plan are met, emphasizing appropriateness within the historic context and integration with the surrounding neighborhoods.

The Design Guidelines Manual is organized as follows:

- Chapter One describes the background of the reuse planning process, and the role of the Design Guidelines Manual.
- Chapter Two describes the physical layout and history of the Sand Point peninsula, the evolution of planning for Sand Point/Magnuson Park since the mid-1970s, and attributes of the various Activity Areas as identified by the City's Reuse Plan.
- Chapter Three discusses in-depth the structure and function of the design guidelines, including identification of the design review process.
- Chapter Four presents the various technical guidelines in six sections: site guidelines, architectural guidelines, art guidelines, utilities guidelines, demolition guidelines, and building mothballing guidelines.

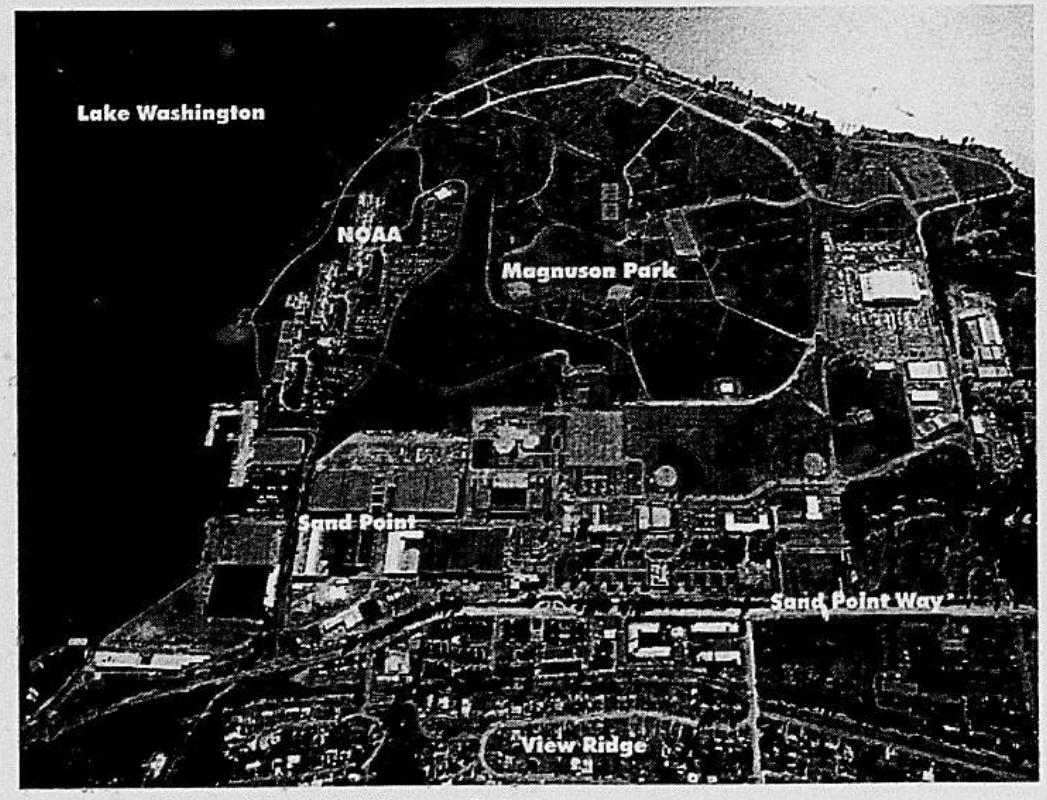
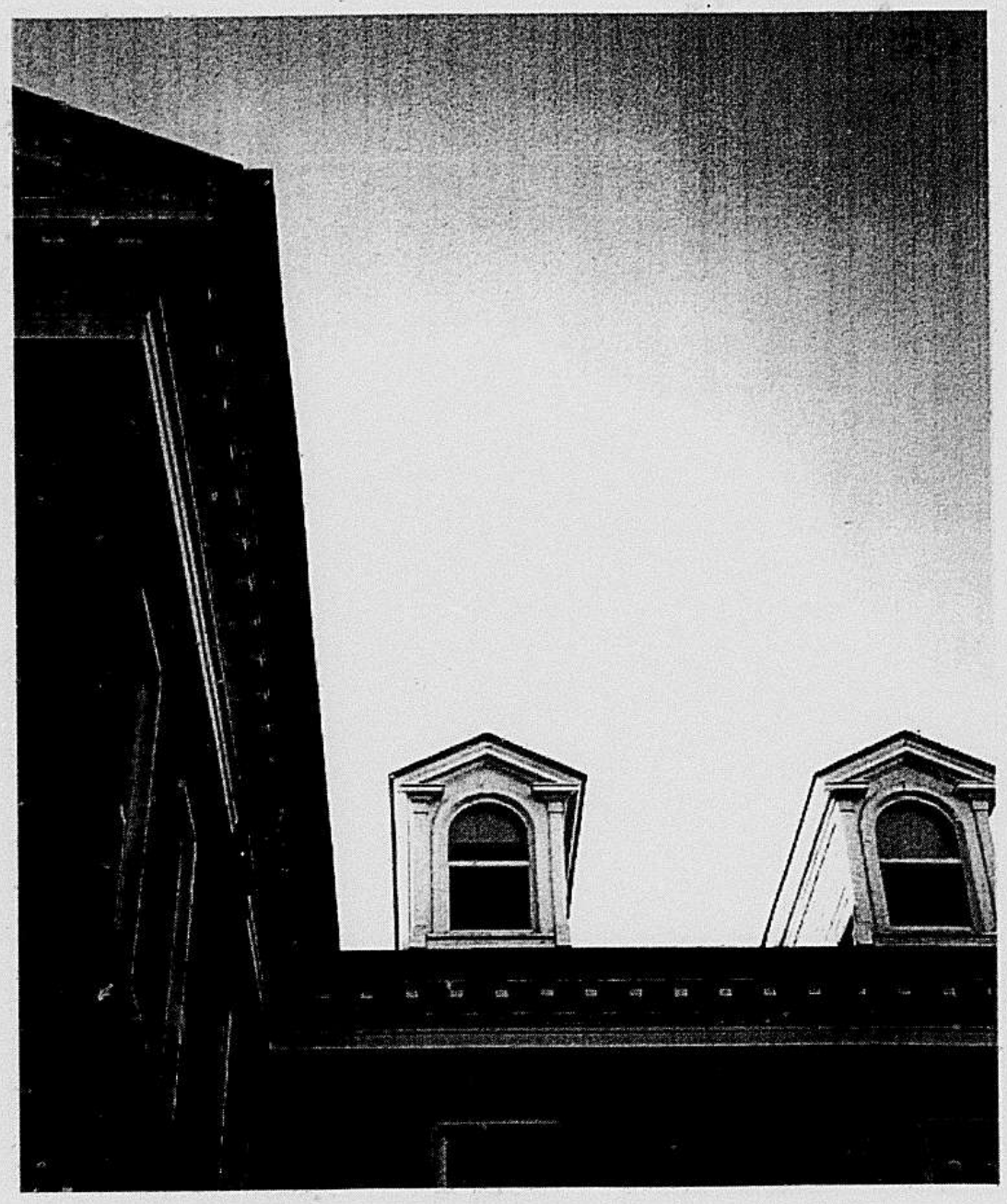


Photo 1.2 Aerial photo of Sand Point/Magnuson Park.

2 Context

2.1 Site Location and Ownership
2.2 Site History
2.3 Master Plan Context for Design Guidelines
2.4 Designation of Activity Areas



2.0 Context

2.1 Site Location and Ownership

The project site includes existing Magnuson Park and Sand Point, in the northeast section of Seattle, Washington. Together, these two properties occupy approximately 329 acres of the Sand Point peninsula on the shores of Lake Washington. The design guidelines embrace both properties with an emphasis on Sand Point. The two properties together are referred to as "Sand Point/ Magnuson Park" in this document.

Property Ownership

Existing property ownership patterns on the Sand Point peninsula are shown in Figure 2.1. From 1925 to the early 1970s, the entire peninsula belonged to the U.S. Navy as part of Naval Station Puget Sound. Currently, there are four land owners on the peninsula: the U.S. Navy, the National Oceanic and Aeronautic Administration (NOAA), the Federal General Services Administration (GSA), and the City of Seattle (existing Magnuson Park). Land ownership patterns are undergoing change due to the base closure. At the end of the reuse process, the U.S. Navy will no longer own land on the Sand Point peninsula. As shown in Figure 2.2, multiple government agencies will own or control land there, including NOAA, the City of Seattle, the University of Washington, the National Biological Service, and the GSA (this last parcel may be transferred to one of the previous agencies). City departments likely to have management roles at Sand Point include the Department of Transportation, Department of Parks and Recreation, the Department of Housing and Human Services, and the Office of Sand Point Operations (a branch of the Seattle Office of Management and Planning).

When the property transfer is completed, City of Seattle control will encompass most of the former Naval station and the existing Magnuson Park. The design guidelines apply to both the built and open areas of Sand Point/ Magnuson Park. The open spaces soon to be transferred by the Navy are intended to mesh seamlessly with the existing park. The buildings and public spaces in the core campus along Sand Point Way will have a distinct character, but are intended to remain visually and functionally compatible with the surrounding open space/ recreation uses.

2.2 Site History

Pre-1926 - History of NSPS Sand Point

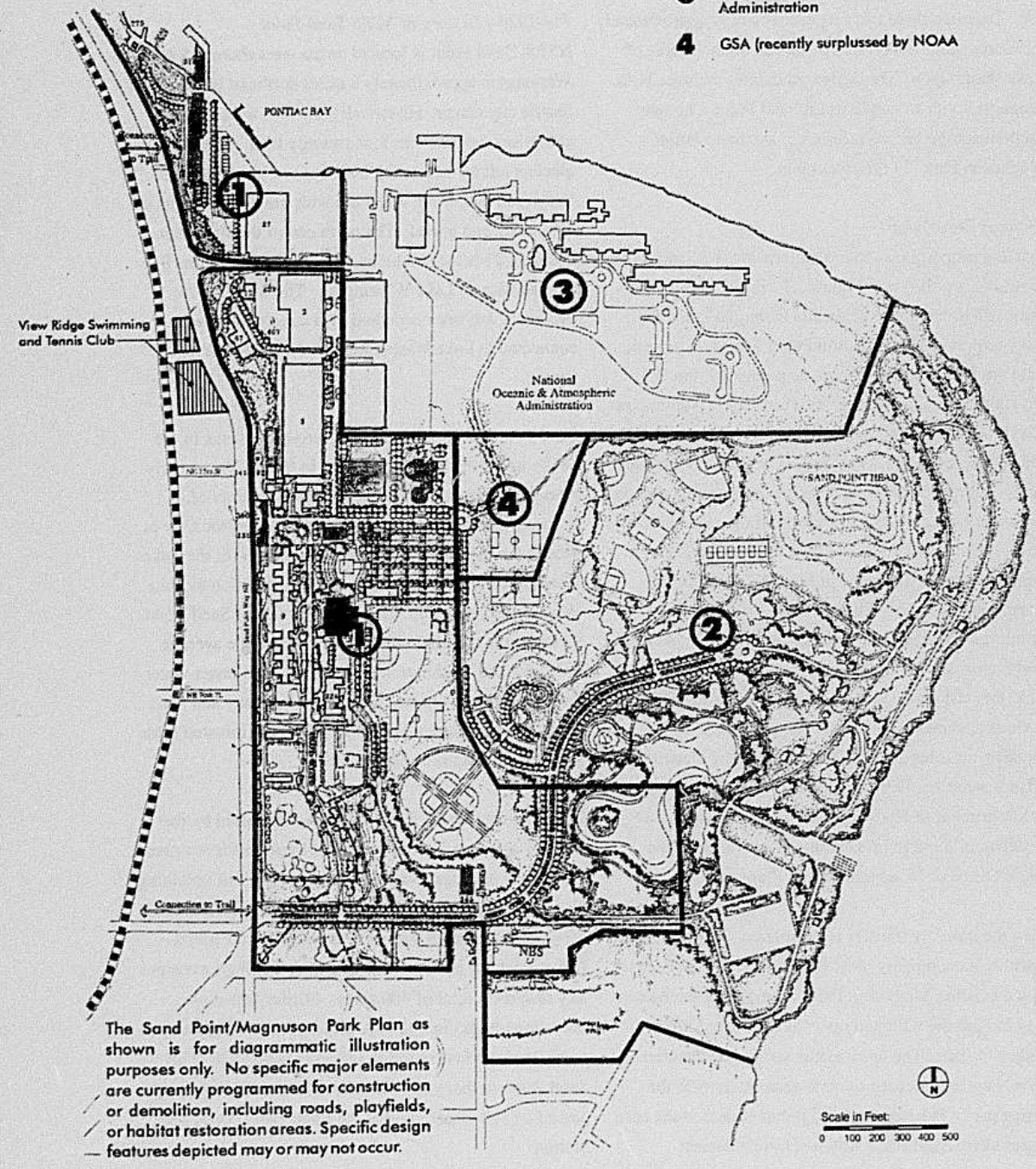
NSPS, Sand Point is located on the west shore of Lake Washington approximately 8 miles northeast of the Seattle city center. Historically, the area which now comprises the base was low, swampy land. Retreating glaciers left an undulating landscape of low hills, wetlands, and lake front, underlain with irregular deposits of clay, sand, and gravel. The north end of the site, where Building 27 is located today, was the site of Pontiac Bay, an extension of Lake Washington. The center of the peninsula was once occupied by a large marshy lake connected to Lake Washington by a salmon-bearing stream.

Sand Point was first settled by Euro-Americans in the 1860s under the Homestead Act. In the 1870s, an early pioneer, Morgan J. Carkeek, invested in a tract of property along Pontiac Bay, later donated to the City of Seattle for park use. Between 1911 and 1916, the Lake Washington Ship Canal connected Lake Union to Lake Washington, radically altering the profile of Sand Point. Completion of the Montlake Cut lowered the average level of Lake Washington by 8.8 feet. This lower water level diminished the size of both Pontiac Bay and Mud Lake, and subsequent landfills virtually eliminated these geographical features altogether.

During World War I, Sand Point was identified by the military as being the best potential location for sea plane operations on Puget Sound. At the prospect of obtaining an airbase, King County began to assemble land in the early 1920s which it agreed to convey to the Federal Government at no cost. The County's holdings eventually reached a total of 400 acres. Military aviation operations began in 1924. A group of Army planes completed the first round-the-world military flight at Sand Point in that year. On March 4, 1925, Congress passed an Act which created the Sand Point Naval Air Station.

Existing Land Ownership Context

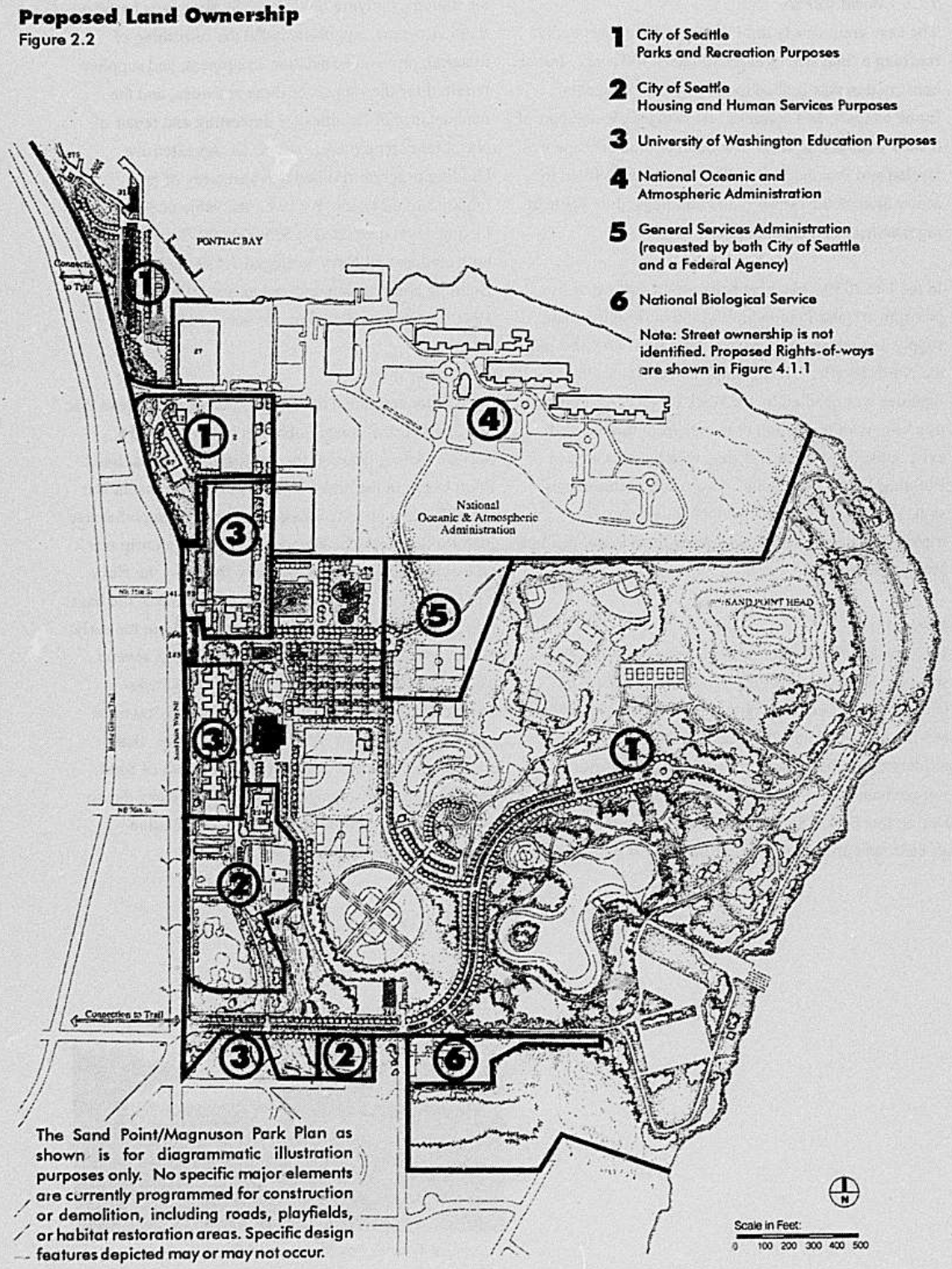
Figure 2.1



The Sand Point/Magnuson Park Plan as shown is for diagrammatic illustration purposes only. No specific major elements are currently programmed for construction or demolition, including roads, playfields, or habitat restoration areas. Specific design features depicted may or may not occur.

Proposed Land Ownership

Figure 2.2



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1926 - World War II

The base grew slowly until the mid-1930s, eventually reaching a final size of approximately 500 acres. Initial construction was limited to runway improvements, frame hangars, and barracks. Buildings 2, 9, and part of 5 were built at this time. The Sand Point landscape was leveled and Pontiac Bay and Mud Lake were filled to accommodate the runways and buildings, thus obliterating marshes, streams, and ponds.

In the late 1930s, planning began for a vast expansion program at Sand Point which would make it the main supply and repair unit for Navy air bases in Alaska and the North Pacific. The planning and design of the new facilities was handled by the Work Projects Administration. Many of the design drawings from this era still exist in the Sand Point archives, which are located in Building 138 at Sand Point. As a result of this expansion, Sand Point eventually doubled its personnel, tripled its repair facilities, and quadrupled its supply and storage facilities.

World War II

U.S. involvement in World War II brought an increase in war-time activity to Seattle. Sand Point reached the height of its activity during the war with 4,625 Navy and Marine personnel and 2,834 civilian employees. Its military capability was increased with the addition of storage bunkers for ammunition along the shoreline. During this period Sand Point functioned as a principal air base, and also provided logistic support for auxiliary air stations, outlying fields, and the fleet units based on them. Logistic support included the furnishing of material, provisions, aviation equipment, and supplies required for the support of these activities, and the maintenance of facilities for the testing and repair of Naval aircraft engines (Photo 2.1). An extensive building program resulted in a vast array of new facilities of all types. By 1945, the value of Sand Point's facilities was estimated at $25,000,000. Total personnel, both civilian and Navy, averaged 7,459 persons. Building construction undertaken since December 7, 1941 totaled $1,800,000 by the war's end.

Post-World War II

Sand Point continued to be active during the Korean War and afterward, although lobbying of the General Services Administration for surplusing of land at Sand Point began in the mid-50s. In 1957 the peninsula was identified as a potential park site by the "Comprehensive Plan for Seattle," which also stated that an airstrip was an incompatible land use. Military flying by the Navy was discontinued in July 1970, and the name of the base was changed to Naval Station Puget Sound. In the early 1970s, 347 acres of the base was surplused in several parcels to NOAA and to the City of Seattle Parks Department (for Magnuson Park). The Navy retained 153 acres for use as a Naval Support Activity. Base reuse planning began in 1991 for the closure of Sand Point, which was no longer needed by the Navy due to the transfer of functions to the new Naval Station Everett at Everett, Washington.

Photo 2.1 Former hangar at Sand Point

2.3 Master Plan Context for Design Guidelines

The *Reuse Plan* is the basis for these design guidelines. However, a number of visions for the existing Magnuson Park and the newly transferred Sand Point properties have been developed over the years. The most notable of these include the 1975 Jones and Jones' *Sand Point Park Master Plan;* a 1988 *Draft Master Plan* by Worthy and Associates; the *Citizens Preferred Reuse Plan*; the *Community Preferred Reuse Plan for Sand Point* as adopted by the City Council in 1993; and the 1995 *Vision of Magnuson Park* prepared by Richard Haag Associates, Inc., for the Sand Point Community Liaison Committee. All of these culminated in the 1997 *Reuse Plan*, which is comprised of the Comprehensive Plan amendment, the Physical Developmnet Management plan, and Zoning. The *Reuse Plan* reflects opportunities and priorities held in common with previous planning efforts, briefly summarized as follows:

- Recognition of the importance and continuing presence of the buildings in the historic Sand Point core area.
- Recognition of the need for multiple access points along Sand Point Way through the historic core area into Magnuson Park.
- Identification of the restoration of a natural biological community, centered on Mud Lake, as a primary goal.
- Identification of a dense complex of active recreation facilities in Magnuson Park adjacent to the historic core area.
- Use of a Magnuson Park entry road beginning at Sand Point Way and NE 65th Street to separate the active recreation area from the more natural Mud Lake area.
- Demolition of the existing Navy Commissary area to expand parkland.

The Design Guidelines Manual focusses on the essential design questions involved in converting the property to public uses. Those guidelines are needed particularly with respect to development of the historic building core of the former Naval station being transferred to non-Federal control.

For some of the open space areas being transferred, ultimate sizes and configurations will continue to evolve with further analysis of City needs and design alternatives. These evolving areas include, but are not limited to:

- The sports fields,
- The Mud Lake/natural habitat area, and
- The south entrance road.

The guidelines are adaptable and applicable to whatever ultimate size and configuration of Mud Lake, the entrance boulevard, and sports fields may be adopted.

2.4 Designation of Activity Areas

According to the *Reuse Plan*, the Sand Point property will be divided into six Activity Areas: (1) the North Shore Recreation Area, (2) the Education and Community Activities Area, (3) the Arts, Culture, and Community Center, (4) the Magnuson Park Open Space/ Recreation Expansion, (5) the Residential Area, and (6) the Federal Institutional Use Area. Figure 2.3 shows the location and size of these Activity Areas. For purposes of the design guidelines, Area 4 discussions typically include Magnuson Park as well. A brief description of each Activity Area and its planned future uses is given below. For a more complete description of the land use planning related to each Activity Area, refer to the *Reuse Plan*.

North Shore Recreation Area (Area 1)

At the Pontiac Bay shoreline at the north end of Sand Point is a large pier, boathouse, and other moorage facilities (Photo 2.2). Inland from the shoreline are the Navy's former Public Works offices and shops in Building 11, a vast paved area formerly used as parking for seaplanes, the former hangar space in Building 27, and open lawn areas that slope from Sand Point Way NE to the shoreline. This area is well-suited for recreation use as a waterfront park with boating facilities.

A second portion of Area 1 is located south of the NOAA access road and is substantially covered by paved areas and buildings. It is adjacent to Sand Point

Way NE. This area includes a former hangar (Building 2), a building that housed the Navy's motor pool (Building 67), and the former central steam plant (Building 12).

The North Shore Recreation Area will become a public park, affording public access to the Pontiac Bay shoreline. It is intended to become the site of a new center for small, non-motorized, hand launched boats, and potentially for other water-related recreation. This Activity Area is also expected to house an indoor recreation facility and allow for film production in conjunction with, or in support of, other arts, cultural, and recreational activities.

Education and Community Activities Area (Area 2)
Area 2, located in the north central portion of the site, is intended to be dedicated to the development of education and community service activities (Photo 2.3). The Education and Community Activities Area is located immediately south of the North Shore Recreation Area and directly north of the Residential Area, along Sand Point Way NE. This area is currently dominated by a large warehouse (Building 5) and a large office and barracks building (Building 9). Other structures in the Activity Area include Buildings 25, 29, and 192/141. Appropriate uses in these buildings include: educational programs such as primary, secondary, and vocational schools; education-related administrative offices and short-term student housing; administrative, training, or storage uses by public or private non-profit agencies, with priority for agencies providing community or social services in other parts of the Sand Point site; and community and social services, such as a senior center, a non-profit community center, or other organizations that support residents of Sand Point and the surrounding neighborhoods.

The physical design of the Education and Community Activities Area is intended to create a linkage between the North Shore Recreation Area and the Arts, Culture, and Community Center Area. The intention is to permit an integration of the public uses of the entire base. An extension of the Burke-Gilman bicycle/pedestrian trail may be brought through this Activity Area to connect the trail to Magnuson Park.

Arts, Culture, and Community Center Area (Area 3)
The Arts, Culture, and Community Center Area is located at the center of Sand Point. This Activity Area will complement an expanded Magnuson Park and the adjacent Activity Areas.

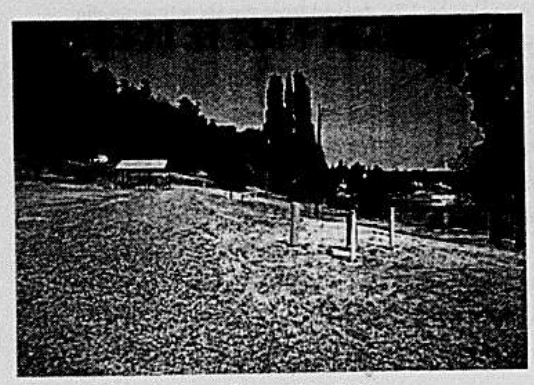
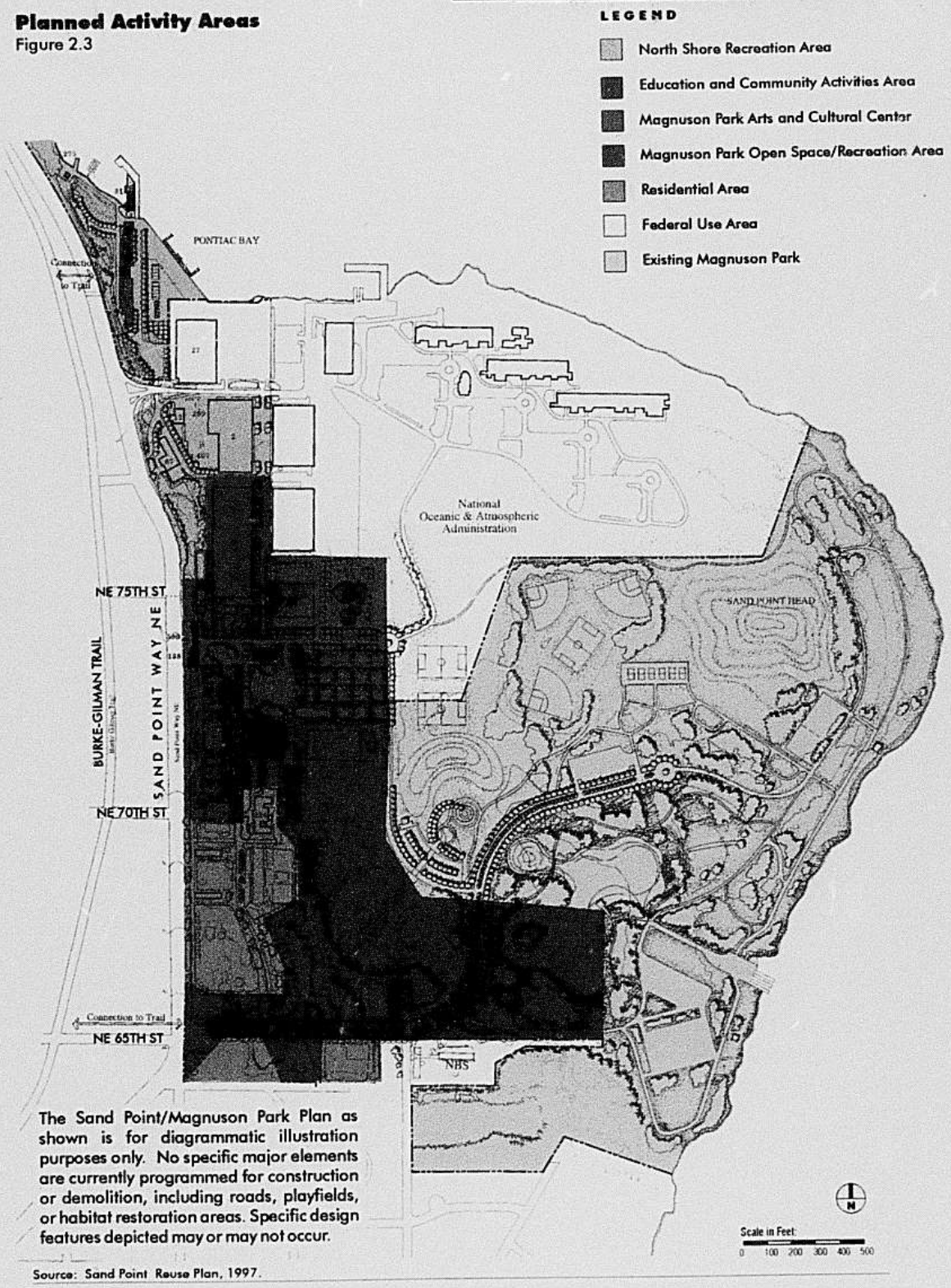


Photo 2.2 North Shore Recreation Area

Photo 2.3 Education and Community Activities Area

Planned Activity Areas

Figure 2.3



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Source: Sand Point Reuse Plan, 1997.

The proposed Arts, Culture, and Community Center Area would include facilities for community events and theatrical and dance performances, art exhibitions, and instruction in performing and fine arts. Existing buildings at Sand Point would be used to create a mix of large and small spaces for performance, exhibition, studio, workshop, and classroom needs such as Buildings 18 and 30 (Photo 2.4).

Both short-term and permanent uses would provide a variety of opportunities for citizens of Seattle and the region. For example, Building 406 is intended to house a variety of activities for senior citizens, while Building 223 may be used for child care. Many of the spaces would be designed for multipurpose use to allow flexibility in programming. Significant opportunity exists in this area to construct meaningful public outdoor functional areas, with a new amphitheater and programmable festival/parking areas as shown in the *Reuse Plan* on and adjacent to the site of the existing Building 222.

Magnuson Park Open Space/Recreation Expansion Area (Area 4)

Much of the south end of the Naval base property will be added to Magnuson Park, creating an improved park entrance at the intersection of NE 65th Street and Sand Point Way NE as well as providing additional sports fields and open space. It is the intent of the Parks Department to create a major new sport field complex in this area. Over the long term, the former Navy recreation center would be developed as a new community center with gymnasium, theater, indoor swimming pool, and meeting spaces (Photo 2.5).

Approximately 56 acres at the south end of the Navy base, immediately adjacent to the existing Magnuson Park, will easily be assimilated into the park. This area includes land along NE 65th Street east of Sand Point Way NE; the Navy's Commissary and Exchange area; the existing sports fields; and the recreation center proposed for Building 47. Use of much of this area has been contemplated for parkland since the original *Sand Point Park* master plan for Magnuson Park was prepared in 1975. The removal of the Commissary/Exchange buildings will allow for a better roadway and separate bicycle/pedestrian access to the park, as well as restoration of the former Mud Lake wetlands that existed until the Navy airfield was extended in the 1930s. Acquisition and reuse of Building 345 in this Activity Area will also allow for a park maintenance facility to be developed consistent with the original park plan and as recommended in the Department of Parks and Recreation's *1993 COMPLAN*.

Residential Area (Area 5)

The Residential Area, located in the southwestern portion of the site, includes a number of existing residential buildings that will be rehabilitated to provide housing. New construction in this Activity Area is proposed to provide additional housing of up to 97 units for homeless families and individuals. An unspecified number of units for student family housing may be

Photo 2.4 Building 30 in Activity Area 3

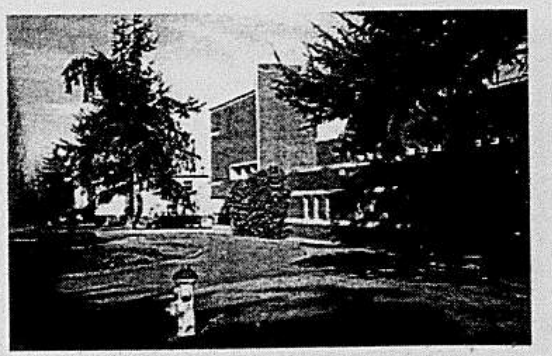


Photo 2.5 Future community recreation center in Activity Area 4

constructed on approximately 2.25 acres of the Residential Area, south of NE 65th Street, which will be owned by the University of Washington.

Existing buildings in this Activity Area include Buildings 6, 26N, 26S, 224, 310, 330, 331, 332, 333, and 334. With the exception of Buildings 6 and 310, these buildings were formerly used by the Navy for residential purposes (Photo 2.6). The City proposes to demolish Buildings 6 and 310 to provide space for new construction of housing.

The City will promote the development of housing that enhances safety, reduces social isolation, and creates a sense of community among residents. Development of this housing will preserve the historic and neighborhood character of the site. On-site managers will be required for some housing development to ensure that services are provided to the residents and that the housing area is properly managed.

Federal Institutional Use Area (Area 6)

The two existing federal neighbors at Sand Point (NOAA and the National Biological Service) can be accommodated and better integrated into the Sand Point peninsula from a physical, social, and aesthetic perspective. The City will continue to work with these federal neighbors to ensure the compatibility of activities on the Sand Point peninsula. Within the limits of agency security, public access should be maintained, especially shoreline and natural areas. The visual and physical coherence of the site should be enhanced by any neighboring Federal uses. Should these Federal agencies not gain ownership of this property for any reason, the City will work toward acquiring it for open space and recreational purposes. These design guidelines do not specifically apply to Federal agency property.

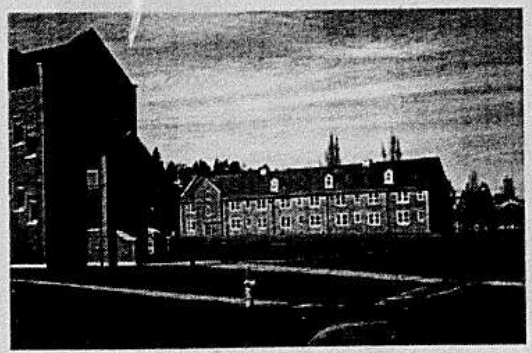


Photo 2.6 Former barracks in Activity Area 5

National Oceanic and Atmospheric Administration (NOAA)

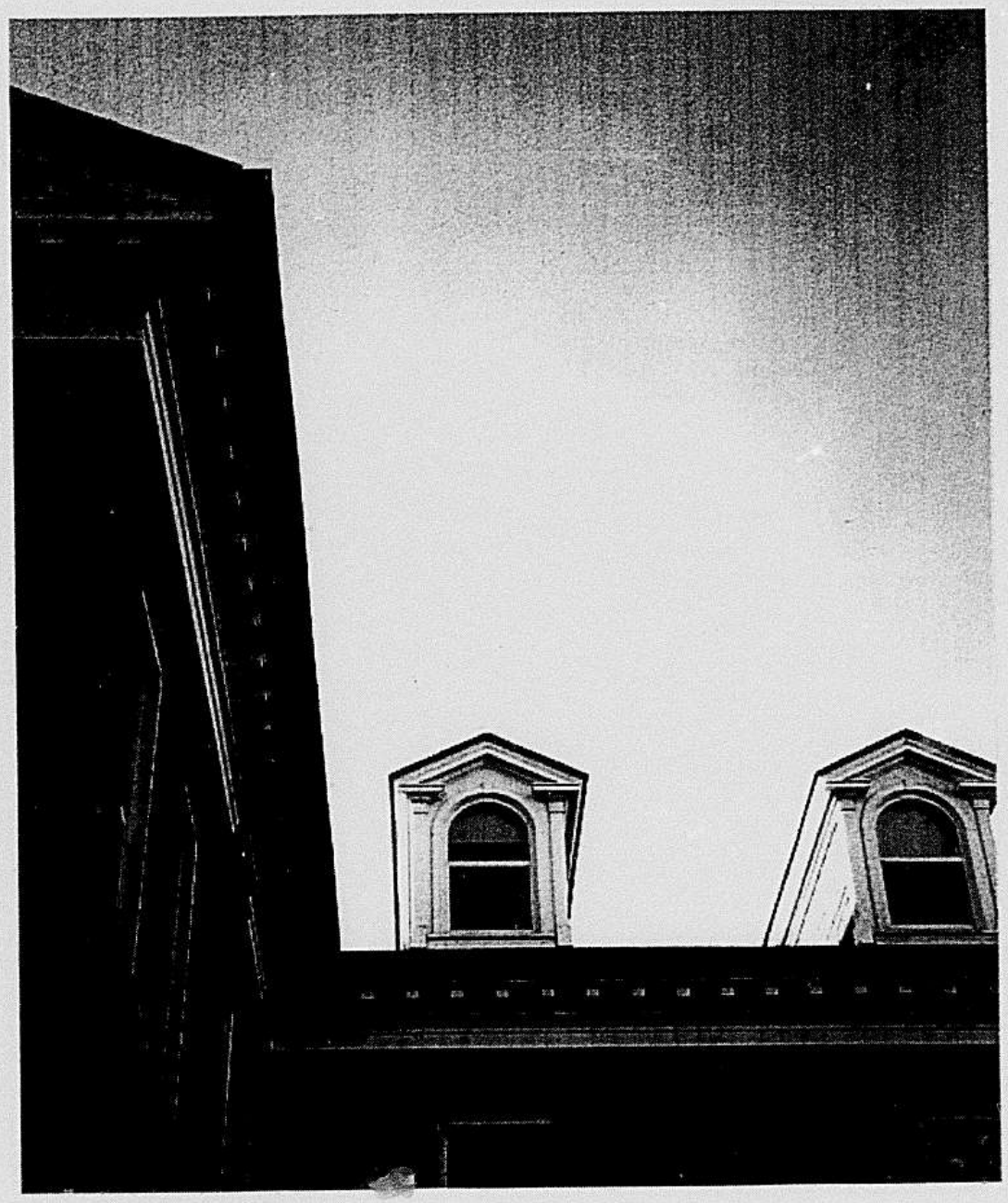
NOAA will take ownership of Building 27, a former hangar adjacent to the North Shore Recreation Area, and the 10 acres surrounding it, including the existing entrance road and approximately 700 feet of waterfront. NOAA has stated its intention to use the building for large-scale storage of marine buoys, cable, and other nautical equipment, as well as some laboratory and office uses on a short-term basis.

National Biological Service

The National Biological Service will take ownership of approximately 4.8 acres, for which it currently has a long-term lease with the Navy. The continuing use is a laboratory and office facility for the National Fisheries Research Center. This activity has been compatible with the existing Magnuson Park, although provision could be made to better integrate the site with the surrounding open space. The facility would require continued use of the roadway leading to the existing boat ramp at Magnuson Park.

3 Planning Concept

3.1 Guideline Overview
3.2 Goals and Objectives
3.3 Roles and Responsibilities
3.4 Design Review Process



3.0 Long-Range Planning Concept

3.1 Guideline Overview

The intent of this Manual is to provide guidance for the planning, design, and implementation of projects at Sand Point/Magnuson Park. This guidance is provided by the following means:

- Articulation of long-range physical development goals and objectives for Sand Point/Magnuson Park;
- Identification of the existing policy and planning framework put in place by the City since reuse planning began;
- Presentation of Development Framework Plans for each of the 5 Activity Areas at Sand Point/Magnuson Park which identify critical programmatic design features and problematic existing conditions to be addressed in future design efforts; and
- Specification of technical guidelines to guide design choices for all aspects of construction at Sand Point, including architecture, site design, landscape restoration, utility upgrades, siting of artworks, building mothballing, and building demolition. These guidelines also include a discussion of the permit and approvals process for the various types of projects.

Goals for the development of Sand Point were identified in Chapter 1. The critical goal of the Design Guidelines Manual is to help implement the Reuse Plan as adopted by the City Council.

The existing policy and planning framework has been spelled out in a number of documents, some of which have been adopted by the City Council, others of which are part of the Reuse agreement with the U.S. Navy. These documents are listed in Table 3.1. This existing policy framework represents the building blocks of base reuse planning at Sand Point. Project proponents should become familiar with these documents.

For this Manual, existing physical conditions and programmatic design needs have been analyzed on an area-by-area basis in a series of plans called the Development Framework Plans (DFPs). These DFPs are presented in Section 4.1, Site Design. As shown in Figure 3.1, a DFP has been developed for each of the five Activity Areas at Sand Point/Magnuson Park (Area 6 - Federal Institutional Use Area - is not incorporated into these design guidelines). The DFP includes only a portion of a given Activity Area. The area selected for each DFP was chosen to provide typical examples of potential design constraints and to illustrate require-

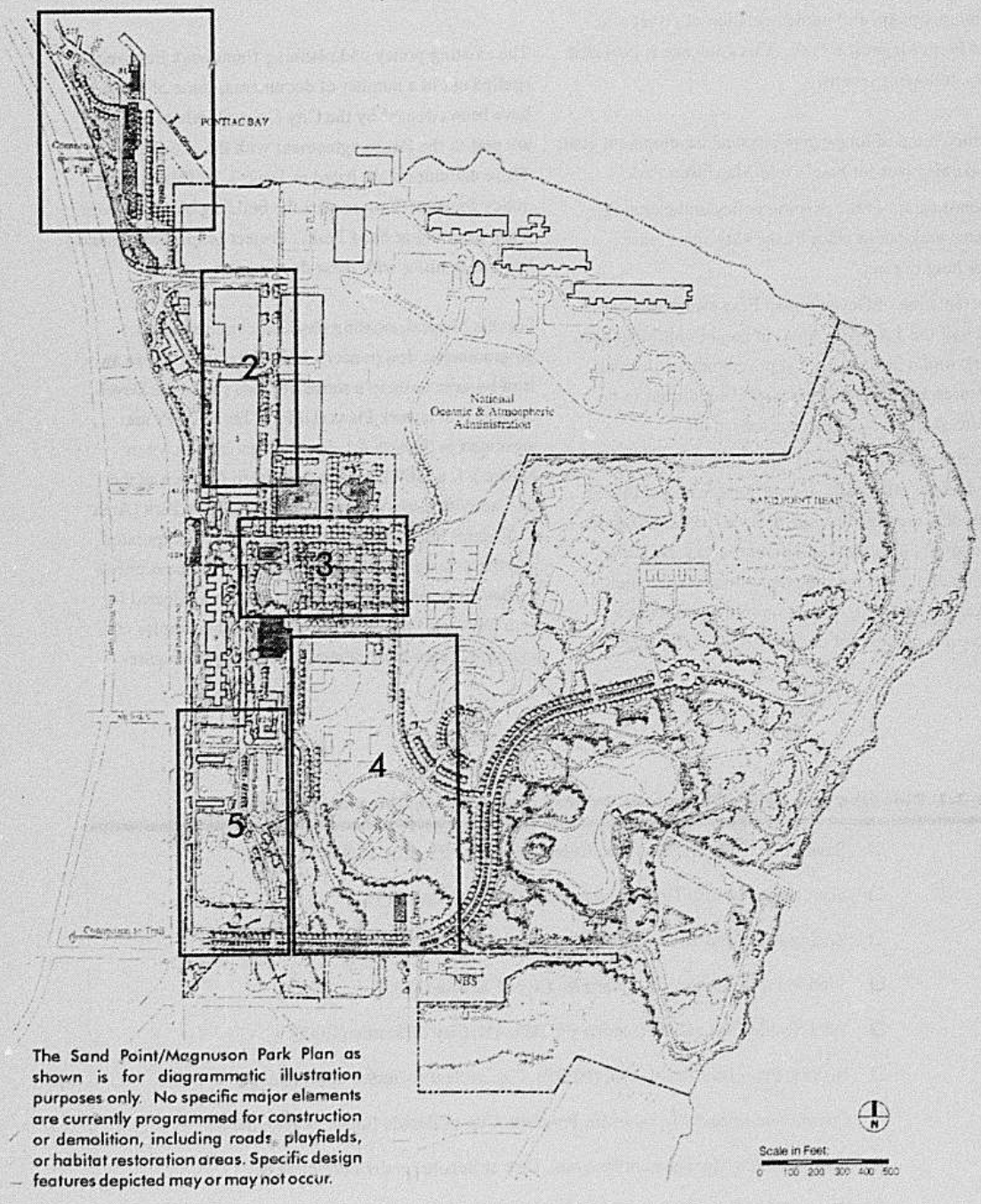
Table 3.1 Planning and Policy Documents Related to Sand Point/Magnuson Park

- ❑ Sand Point Amendments to the Comprehensive Plan, City of Seattle (1997)
- ❑ Sand Point Physical Development Plan, City of Seattle (1997)
- ❑ Zoning Amendments for Sand Point, City of Seattle (1997)
- ❑ Sand Point Reuse Project-Final EIS, City of Seattle (1997)
- ❑ 1993 Seattle Park and Recreation COMPLAN, City of Seattle (1993)
- ❑ Historic Properties Reuse Plan (HPRP), City of Seattle (under development)
- ❑ Contruction Impact Management Program, City of Seattle (under development)
- ❑ Transportation Management Program, City of Seattle (under development)
- ❑ Urban Wildlife and Habitat Management Plan, City of Seattle (1994)

Key Map to Development Framework Plans
Figure 3.1

LEGEND

Identifies area treated by Development Framework Plans in Chapter 4.1.



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ments related to specific near-term design needs (for example, the treatment of the entrance drive at 65th Street NE and Sand Point Way).

The technical guidelines make up the greater part of the document. They provide the heart of the Manual - the identification of specific materials, colors, architectural treatment, furnishings, plant material, signage, etc. covering typical situations at Sand Point/Magnuson Park. The technical guidelines also identify a palette of materials which, if adhered to, will result in the development of a unified and coherent environment in the years to come.

3.2 Goals and Objectives

Years of planning have articulated a vision for Sand Point as a multi-purpose regional center. Specific goals identified to help implement this vision were discussed in Chapter 1 of this document.

Design Goals

The Design Guidelines Manual is based on three overarching design goals intended to create a memorable, enduring, and useful public complex from the former Naval Station Puget Sound, Sand Point including both Sand Point and Magnuson Park. These goals are as follows:

- To create a single identifiable place at the former Naval Air Station;
- To retain the historical character of Sand Point; and
- To reveal the authentic character of the buildings and the landscape, rather than creating new identity.

In the years ahead, there will doubtless be many moments when designers are struggling with specific interpretations of the design guidelines. When it becomes unclear how to apply the design guidelines, project proponents should return to these three main goals and ask themselves how their project responds to them.

Objectives

Specific objectives have been identified for the design guideline process to implement these goals. The purpose of these objectives is to give structure to the development of the technical guidelines. These are as follows:

- Provide the necessary clarity, procedures, ease of use and understanding to establish a high standard for individual project implementation.
- Foster the visual and functional integration of open space, recreation, and campus components for Magnuson Park/Sand Point and the local community.
- Ensure continuity for ongoing incremental improvements and phased development for a wide range of projects that include park development, site improvements, and building adaptation and rehabilitation.
- Integrate the long-term objectives and individual interests of the primary stakeholders in the project into the final design guidelines.
- Incorporate stewardship and sustainable design concepts into all aspects of the design guidelines.
- Provide for long-term flexibility of the Design Guidelines Manual to allow for amendments and revisions that may be required over time.

3.3 Roles and Responsibilities

Management responsibilities of the City for Seattle property at Sand Point is shared among three City agencies: the Seattle Department of Parks and Recreation (DPR); the Department of Housing and Human Services (DHHS); and the Office of Sand Point Operations (OSPO), a branch of the Office of Management and Planning. OSPO will coordinate development activity at Sand Point. As a major property owner at Sand Point, the University of Washington will also have a role to play.

In addition to the three lead City agencies, there are a number of affiliated stakeholder groups. These consist of organizations that are expected to own, lease, and operate facilities at Sand Point, have input into the shared operations of facilities at Sand Point/Magnuson Park, or otherwise have a stake in the development of the property. The Sand Point Advisory Committee (SPAC) is intended to provide a forum for these stakeholders, including programs and service providers at Sand Point, the City, the neighboring community, and

the larger City community to discuss and advise the City on development and programmatic matters relating to Sand Point. SPAC will also provide input on potential future amendments to the *Reuse Plan* as needed. See Table 3.2 for SPAC membership.

SPAC may establish committees as appropriate to advise on special matters. These committees will consist of SPAC members plus additional community representatives as appropriate. A design review committee will have responsibility for reviewing project design proposals with respect to consistency with design guidelines. This includes all actions that would alter the function and appearance of buildings and grounds, create new structures, change circulation patterns or parking, and other such capital improvements. All projects at Sand Point/Magnuson Park should be reviewed initially by the design review committee prior to submittal to other agencies for review. The design review committee will make a recommendation to the owner of the property. If the City owns the property, the recommendation will be made to the head of the City department responsible for the property. The owner or the City department head will have the responsibility of the final decision as to implementation of a recommendation of the design review committee.

Design Guideline review at Sand Point/Magnuson Park will take differences between different parcels into account. For example, some parcels are located within the potential Sand Point Historic District (Figure 3.2). These portions of Sand Point have been found to be eligible for listing as an historic district on the National Register of Historic Places. All projects within that district will be subject to the standards established by the City's *Historic Properties Re-use and Protection* (HPRP) *Plan*. In many cases, additional review by the State Historic Preservation Officer (SHPO) or the Seattle Historic Landmarks Board may be required.

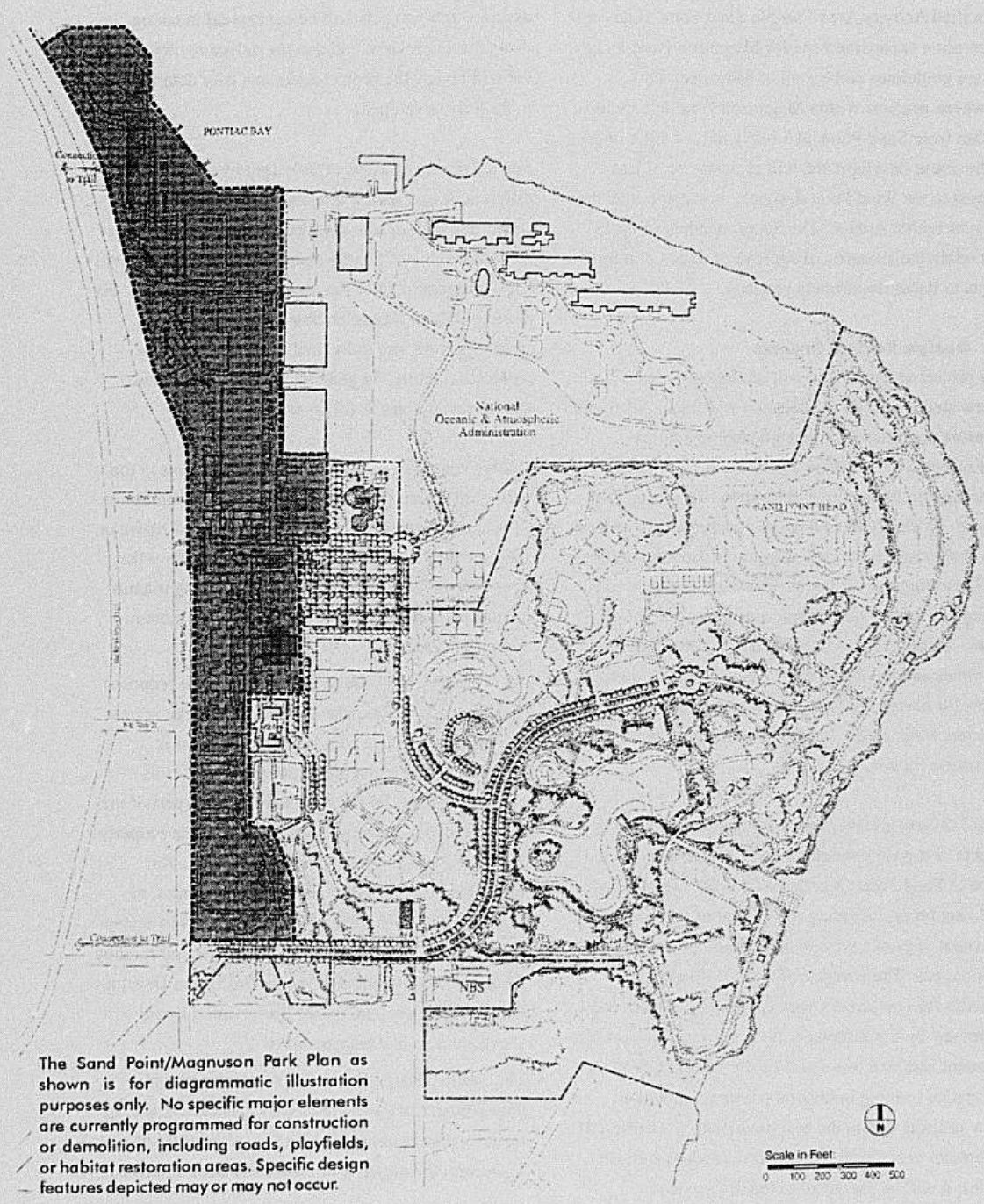
Another difference with regard to design treatment among individual parcels relates to Magnuson Park.

Table 3.2 Membership of the Sand Point Advisory Committee

- ❑ The president of the Sand Point Community Liaison Committee
- ❑ One representative designated by the Sand Point Community Liaison Committee
- ❑ One representative designated by the Northeast District Council
- ❑ One representative designated by the Director of DHHS
- ❑ One representative designated by the Superintendent of Parks and Recreation
- ❑ One representative from the University of Washington
- ❑ One representative from the Sand Point Arts and Cultural Exchange
- ❑ One representative from the Sand Point Community Housing Association
- ❑ One representative selected by the potential Sand Point tenants not otherwise represented
- ❑ One representative from the Seattle Planning Commission
- ❑ One representative from the Seattle Design Commission
- ❑ One representative appointed by the Mayor
- ❑ One representative appointed by the City Council President

Eligible Historic District

Figure 3.2



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Magnuson Park has been in existence since the land was surplused by the Navy in the mid-1970s. Park development since that time has been largely guided by the *Sand Point Plan* (Jones & Jones, 1975). The *Reuse Plan* identified Activity Area 4 within Sand Point as an Active Recreation expansion zone for Magnuson Park, and the design guidelines address all of Magnuson Park. However, projects within Magnuson Park that are most distant from Sand Point, and likely to have little impact on the reuse development, will typically be of less interest to the Sand Point design review committee than projects within Area 4. The Superintendent of Parks will retain the authority to approve or reject all improvements to Parks Department property.

3.4 Design Review Process

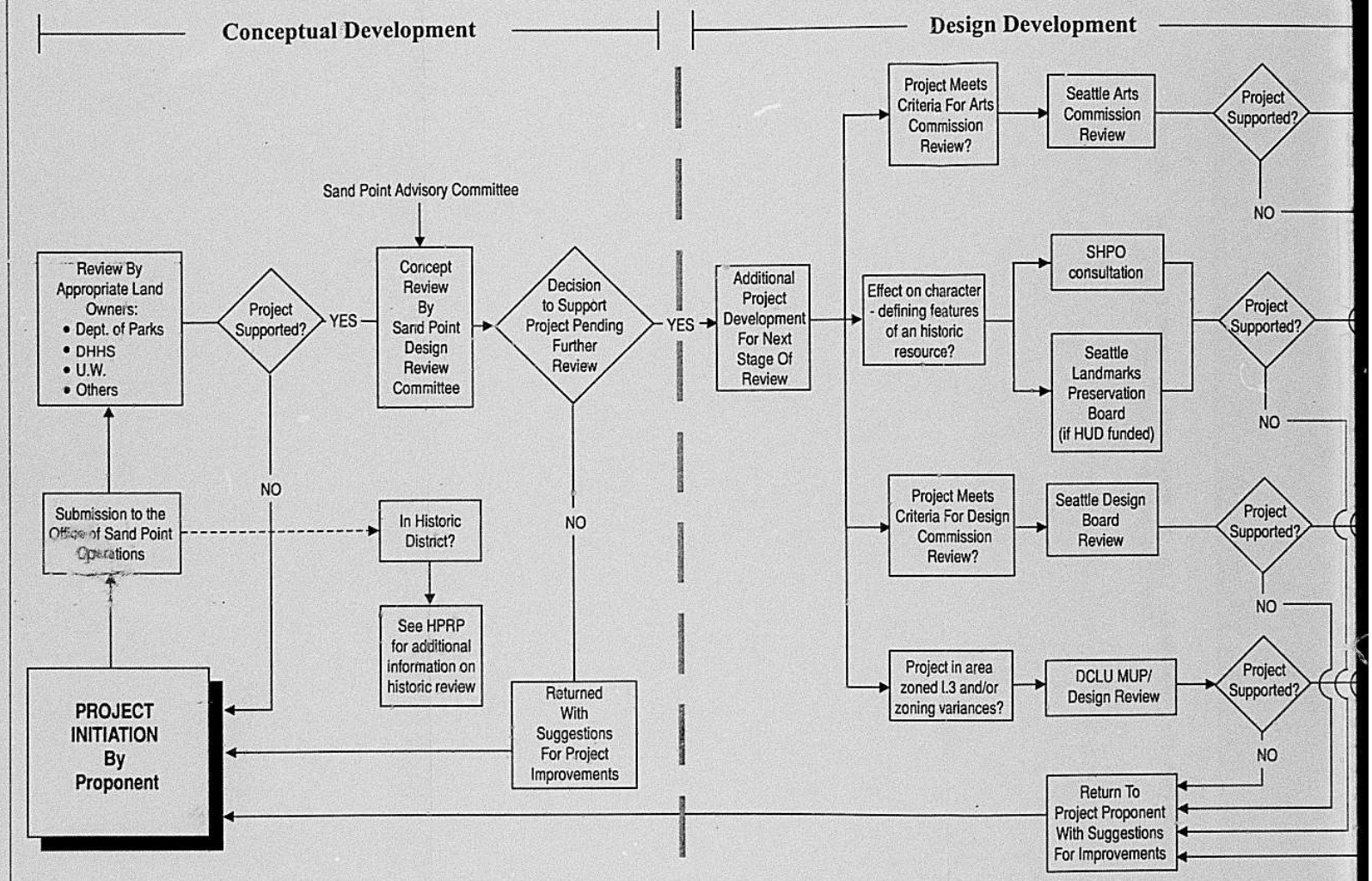
Any project at Sand Point will undergo a series of review steps between its inception and final construction to ensure compliance with applicable regulatory requirements. This review process can vary widely depending on the nature and location of the proposed project. To clarify the overall review process, a generalized design review process diagram is dep. ted in Figure 3.3 illustrating the various review steps a project may undergo. For simplicity, these are aggregated into 3 stages. Stage 1 relates to compliance with the design guidelines and the *Reuse Plan*, Stage 2 relates to project review for design appropriateness by various oversight agencies, while Stage 3 involves code review and permit acquisition for construction.

Stage 1 review involves initial conceptual planning of projects. Proposals should initially be presented to the Office of Sand Point Operations (OSPO). This includes all project types, including modifications to buildings, placement of public art, site modifications, new construction, etc. The Director of OSPO will review proposals for consistency with City policy, then coordinate review by the landowner (in some cases, the project proponent and landowner will be the same). OSPO staff with special training in historic preservation will also review projects within the proposed Historic District. If the Director believes the project is consistent with City policies, it will be presented to the design review committee for review. The committee will prepare comments, which will focus on application of the design guidelines and, for projects within the proposed Sand Point Historic District, the HPRP Plan will apply. It is assumed that projects will be conceptual in nature during initial review, and that the design review committee will review the project again at a later date when it is more fully developed.

Stage 2 review consists of oversight by a number of different design review agencies who are typically concerned with design appropriateness. Most, but not all, will be City of Seattle agencies. Most projects will not be subject to all of the review cycles identified. For more specific information about how these review processes work, the individual agencies should be contacted directly. In general, the criteria for these various reviews are as follows:

- Arts Commission review: public art projects in the City are typically reviewed by the Arts Commission for appropriateness. In the case of donated artworks, the specific land-owning agency must approve the conditions of acceptance to ensure ongoing maintenance is funded. Refer to Section 4.3 for more in-depth information.
- Historic review: If the project is within the proposed Historic District boundaries, it must undergo review by various agencies with oversight on historic resources. The exact protocol for that review is presented in the HPRP Plan, developed as part of the Programmatic Agreement for transfer of the property from the Navy to the non-Federal owners. For projects having an effect on historic resources, the State Historic Preservation Officer will have a review responsibility. For projects involving Federal funding from the Department of Housing and Urban Development, the Seattle Landmarks Preservation Board will also have a review responsibility.
- The Seattle Design Commission reviews capital improvement projects for all City agencies as well as work by private consultants in the public right-of-way. Therefore, the majority of projects at Sand Point will

GENERALIZED DESIGN REVIEW PROCESS
SAND POINT/MAGNUSON PARK



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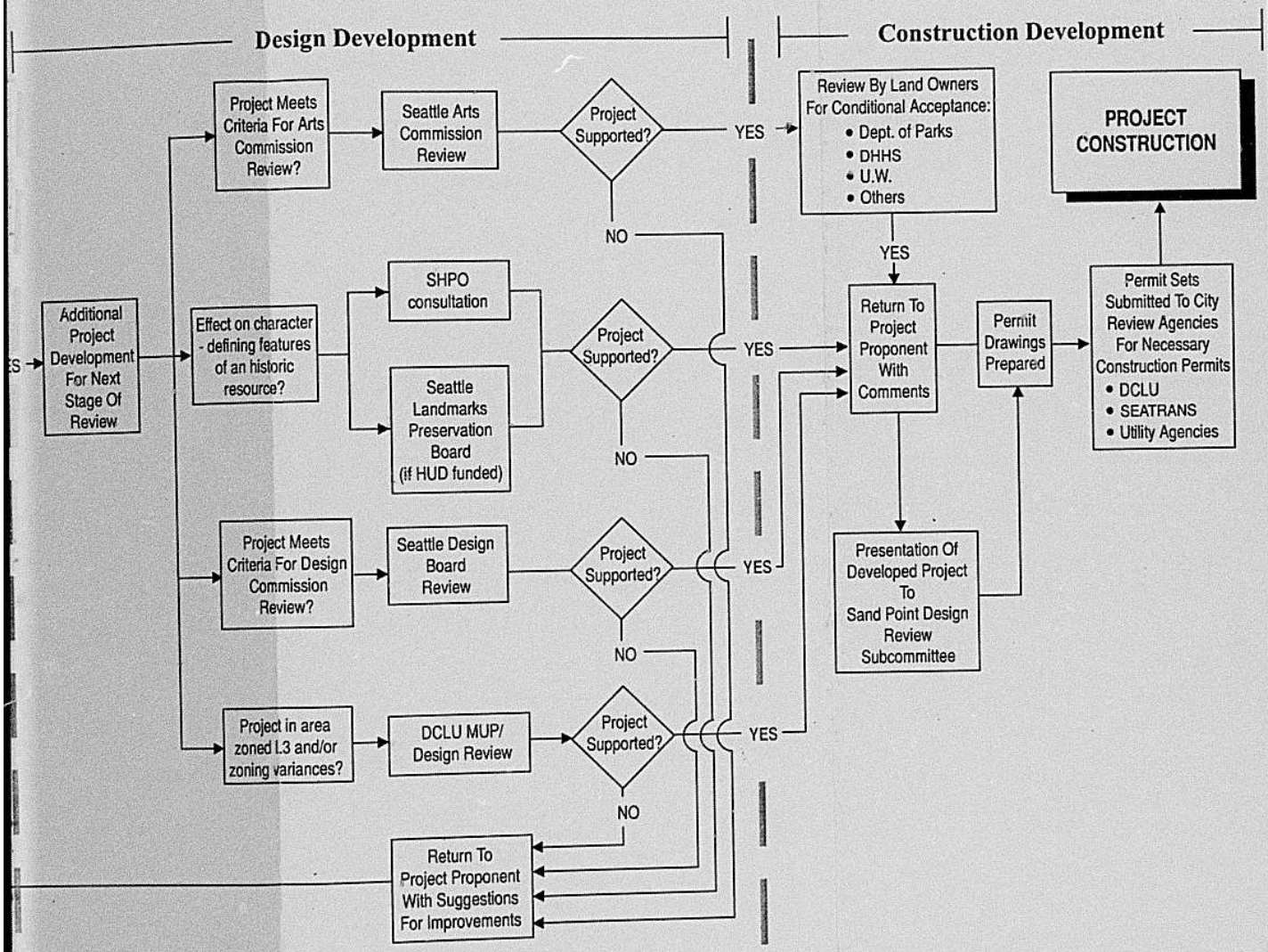
ALIZED DESIGN REVIEW PROCESS
SAND POINT/MAGNUSON PARK

Figure 3.3



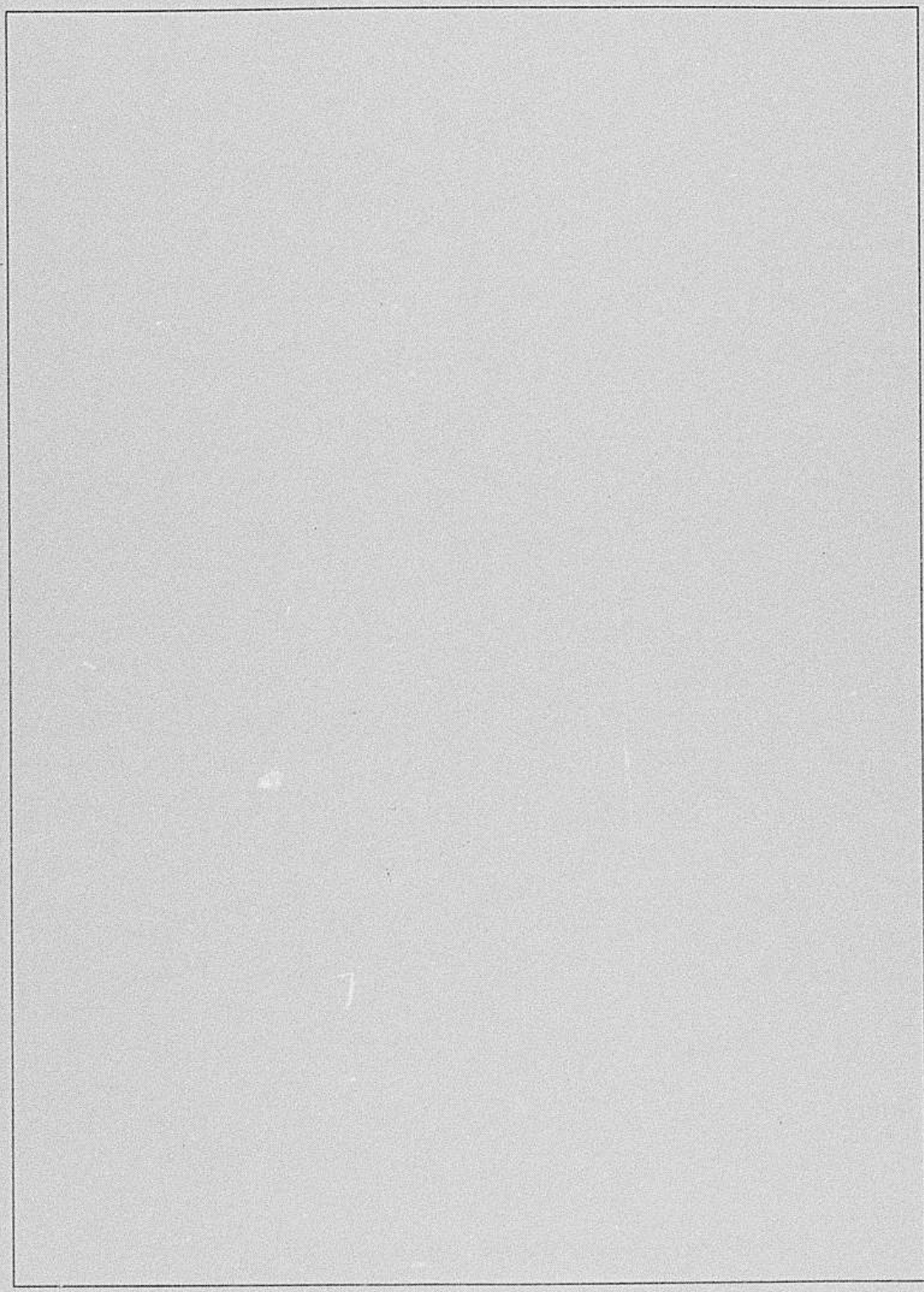


Figure 3.3 Generalized Design Review Process

be reviewed by the Design Commission. Design Commission review typically takes place at multiple stages in the design process.

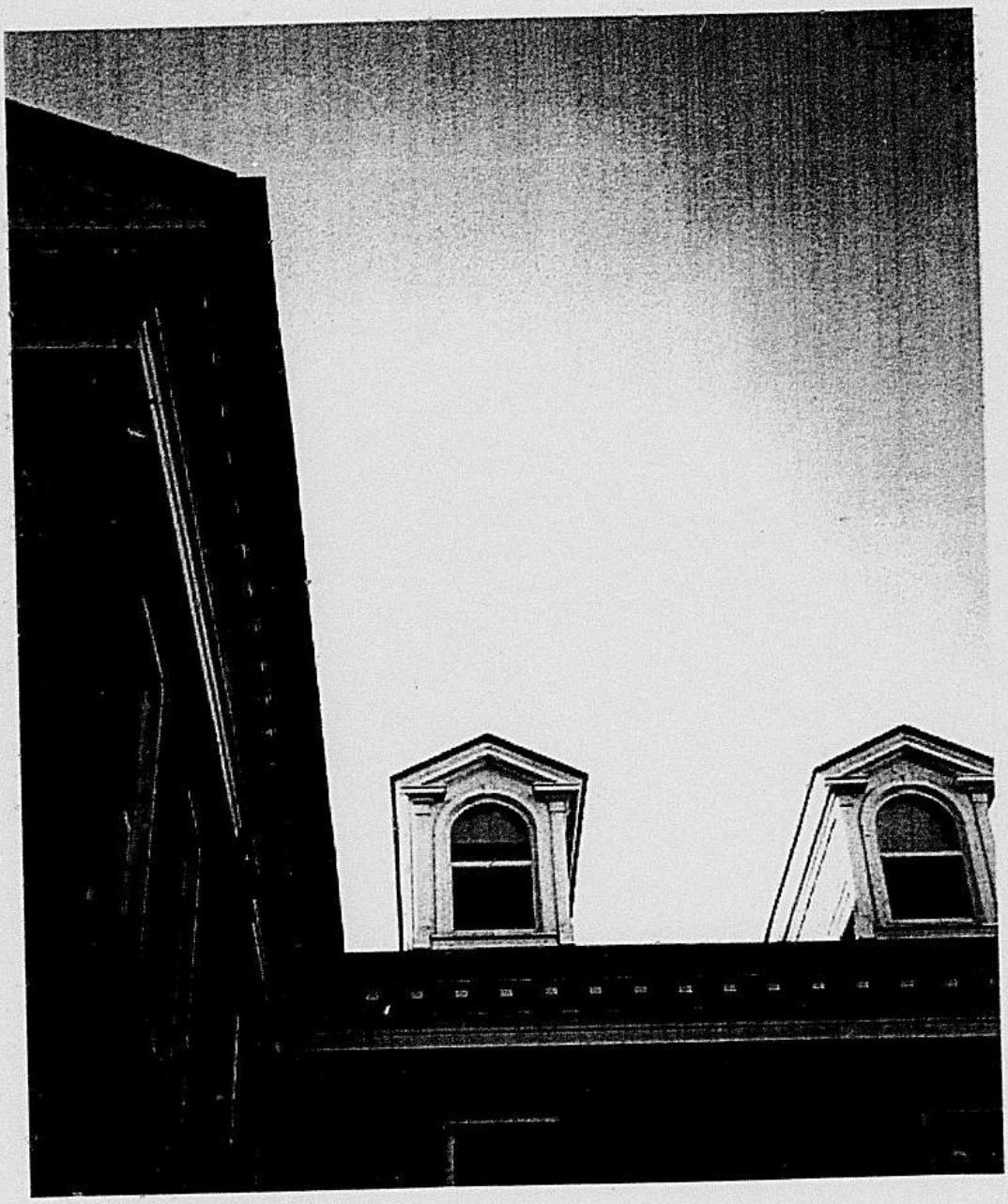
- The Seattle Department of Construction and Land Use (DCLU) Design Review process applies to new multifamily, commercial structures, or mixed-use projects which exceed certain thresholds as defined by the State Environmental Policy Act (SEPA), in certain land use zones. This includes land zoned L3, so it may apply to certain projects at Sand Point. It is not required of institutional/public projects, such as schools, churches, museums, etc. as they are not multi-family or commercial. Design Review is a part of DCLU's Master Use Permit (MUP) process, which involves public hearings. It is possible that other components of the MUP process may be involved in a given project, such as zoning, variance, SEPA review, etc. The Office of Sand Point Operations can assist in determining the full scope of DCLU review.

Stage 3 refers to the requirement for obtaining actual construction permits. Permit review occurs after the project is well developed, often not until after construction documents have been prepared. It involves such procedures as building code review. Among the permits which may need to be obtained are street occupancy permits, grading permits, and other permits which show that the design is in compliance with building and zoning codes, as well as with the terms of any variances. Typically, obtaining these permits is the responsibility of the project architect, engineer, or general contractor.

The Sand Point design review committee will review the project one or more times during this phase of design. This review will likely take place during the Design Development or early Construction Documentation phases, in a conventional design process. For other projects, such as public art proposals, this design review will occur at the appropriate time, generally defined as that time when the project is adequately developed with drawings and models to communicate design intent and implementation with a degree of completeness.

4 Technical Guidelines

4.1 Site Design Guidelines
4.2 Architectural Guidelines
4.3 Public Art Guidelines
4.4 Utilities Guidelines
4.5 Demolition Guidelines
4.6 Mothballing Guidelines



4.0 Technical Guidelines

The technical part of the Design Guidelines Manual is divided into six areas: Site Design Guidelines, Architectural Guidelines, Art Guidelines, Utilities Guidelines, Demolition Guidelines, and Facility Mothballing Guidelines. The section on Site Design Guidelines is further divided into nine subsections, addressing topics such as circulatory planting, etc. In general, each of these guidelines follows the following format:

- Objectives
- Procedural and Permit Considerations
- Design Principles
- Technical Guidelines

"Objectives" identifies the specific objectives of that particular technical guideline in response to the need to implement overall reuse goals. "Procedures" identifies specific procedural hurdles and approval requirements which apply to that subject area. "Design Principles" identifies an overall strategy for design guideline development and controls. "Technical Guidelines" addresses areas of specific design treatment (e.g., lighting, planting, signage, etc.).

4.1 Site Design Guidelines

Objectives

Site Design Guidelines are concerned with the appearance and function of the entire landscape within the Sand Point/Magnuson Park boundaries, whether they involve public streets, public parklands, private leaseholds, or other land categories. The purpose of the Site Design Guidelines is to identify major programmatic design elements and a materials palette for Sand Point/Magnuson Park, and demonstrate how those materials are to be used on a case-by-case basis through the development of a site design framework, which is elaborated in the sections that follow. Specific objectives to be achieved through implementation of the Site Design Guidelines are as follows:

- Provide the means to unify Sand Point/Magnuson Park through development of a common landscape treatment.
- Articulate a conceptual design framework for both public and leasehold property within each Activity Area at Sand Point/Magnuson Park which will gradually be implemented over time by individual projects.
- Identify a set of site design principles and design material palettes specific to Sand Point/Magnuson Park for use in project development.
- Develop guidelines which respect and enhance the historic character of Sand Point.

In general, Site Design refers to design of exterior elements, streetscapes, landscaping, recreation areas, and other non-architectural elements. It does not refer to buildings, art, or utility design. These are covered in other sections.

Procedural and Permit Considerations

Due to the complexity of governance and operations of Sand Point/Magnuson Park, a number of agencies and groups will be involved in review of built projects, as discussed in Section 3.3. Initial project review will occur through the design review subcommittee. The membership of this committee will represent various stakeholders and citizen groups, as well as the previously mentioned agencies. A partial list of other design oversight committees which may need to be consulted include the Seattle Design Commission, the DCLU, the Landmarks Preservation Board, and the State Historic Preservation Officer. If it appears that consultation with these agencies may be necessary, it is advisable to make contact as early in the project as possible to avoid project delays.

It is important to note that site design projects within the proposed Historic District may require review by the SHPO. Where proposed projects will affect important elements, the SHPO will review these proposals to ensure that they respect the integrity and simplicity of the Historic District's landscape. A useful reference for landscape-related projects in the Historic District is the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes. Important landscape elements within the proposed Historic District are presented in the HPRP Plan.

In addition to standard review by design oversight committees, a number of special building codes and standards may need to be considered and met when developing site-related projects to receive building permits. Which codes and standards are applicable will depend on the nature of the project and the location. The following is a partial list of some standards that may need to be consulted during design. This is not intended to be a comprehensive list—project proponents are responsible for ensuring that all standards are met.

- Americans with Disabilities Act (ADA) standards: ADA sets typical standards for site accessibility, including allowable slopes on walking surfaces.
- Various national sports organizations: All playing fields will typically need to meet the design standards set by the governing organization of that sport. Design goals should be determined in consultation with the Parks Department and local athletic associations.
- Street signage: The Seattle Transportation Department typically sets standards for street and traffic signs in the City of Seattle (see Section 4.1.9–Signage and Graphics).
- Zoning: Requirements for providing parking and landscaping are governed by City zoning ordinance. In addition, a special overlay district has been created for Sand Point/Magnuson Park.
- Utility standards: Regulated by the related agency - Seattle City Light, Seattle Public Utilities, etc. Consult relevant utility agency for specific standards (see Section 4.4–Utilities Guidelines). For building sites, this includes meeting requirements for fire hydrants.
- Shoreline Management Act (SMA): Projects within 200 feet of the Lake Washington shoreline must meet provisions of the SMA.

A first step in obtaining building permits for site-related projects, regardless of land owner, is to hold a pre-permit meeting with the Seattle DCLU, to establish the permit requirements. Project proponents will meet with DCLU planners, discuss the nature of the project, and gain an understanding of what permits are needed. If required, the first permit application will be the Master Use Permit (MUP), if any use changes are being requested. This will require public hearings and can potentially be a lengthy process. A MUP will typically be obtained prior to investment in extensive design documents.

Prior to construction, project proponents will need to obtain specific building permits from the DCLU. Other City agencies may need to be contacted for permits as well. If the project involves development within street rights-of-way for access or other functions, a street use permit will need to be obtained from the Seattle Transportation Department. If the project involves connections to City utilities, such as lighting, storm drains, or water, the respective utility department, such as Seattle City Light or Seattle Water Department, will need to approve plans and issue permits.

Design Principles

The intent of the design guidelines is *not to mandate design*, but to guide project designers by providing a framework within which decisions are made regarding program elements, material specifications, and other design choices. To that end, the Site Design Guidelines ultimately rest on a strong base of design principles. A designer encountering a situation for which the guidelines do not provide a specific solution should always refer to these principles. By respecting the following principles, the design will naturally fulfill the intent of the design guidelines:

Adhere to Simple, Cost-effective Solutions

The tenants and land-owning agencies operate with limited budgets. While aesthetics are important, a simple functional landscape is preferable to one that makes a bold statement, but does not integrate with the surrounding environment.

Respect the Historical Character of Sand Point

This principle often reinforces the first principle. Site design should reinforce the street pattern, delineate pavement areas, respect existing visual corridors, and make other design moves which are simple and cost effective, yet result in a strong sense of place. The Sand Point archives contain a nearly complete set of original site design drawings, dating from the mid-1930s, which

clearly identify the original design intent. These are an excellent resource to enable designers to respect the historic character.

Develop a Coherent Organization of Space

Much of the current Sand Point/Magnuson Park environment was developed over the years by individual construction actions which did not always respect the whole. For instance, pavement sometimes runs from building face to building face, with no separation of vehicles and pedestrians or clearly defined travel lanes. In much the same way, woody vegetation at Magnuson Park has grown by 'volunteering,' rather than by placement as a deliberate design to shape space.

Adhere to the Spirit of the Magnuson Park Master Plan

A number of prior Master Plans exist as previously discussed. Despite various differences, these plans agree on many fundamental design elements. Those common elements relevant to Site Design include:

- The development of multiple entryways into Magnuson Park to relieve traffic congestion.
- The demolition of the Navy Exchange area and the restoration of Mud Lake as the centerpiece of a natural wildlife sanctuary.
- The development of an intensive recreation area immediately east of the proposed Sand Point Historic District.
- The construction of an entry boulevard which separates the passive and active recreation areas.
- The improvement of beach recreation opportunities.

Minimize Barriers between Sand Point and Magnuson Park

It is important to integrate Sand Point and Magnuson Park, particularly for all aspects of circulation - vehicular, bicycle, and pedestrian. The development of multiple access points and pedestrian loops is vital to maximizing the recreation potential of Magnuson Park.

Maximizing Sand Point as a Public Asset

Many sites will be developed for individual tenants. Semi-public amenities will be incorporated during such redevelopment, such as seating areas, ADA-compliant pedestrian connections, and landscaping.

Design Principles

Site design always occurs within a context. This context can involve open space, property ownership, street patterns, and visual connections, among other elements. For Sand Point/Magnuson Park, the most important new off-site open space connection to be made is to the Burke-Gilman bicycle trail, which parallels Sand Point Way one block to the west. Context is also established by existing land uses. Figure 2.3 identified the main proposed activities at Sand Point/Magnuson Park. Adjacent land uses include NOAA along the north side, the National Biological Service on the south, the University of Washington housing area along NE 65th Street, and residential neighborhoods along the north, west, and south sides.

The existing Navy street pattern is not entirely suitable for a city street pattern for reasons of public safety. Figure 4.1.1 shows the City's proposed street pattern at Sand Point/Magnuson Park, based on the *Reuse Plan*. These include City streets, park streets, private easements, and other rights-of-way.

Figure 4.1.2 identifies view corridors at Sand Point. In general, these consist of axial views down established street corridors, or views between buildings from the high ground of Sand Point across Magnuson Park and/or NOAA to Lake Washington. It is desirable to maintain these view corridors when proposing potentially intervening or screening devices such as fences, buildings, plantings of trees, and other devices.

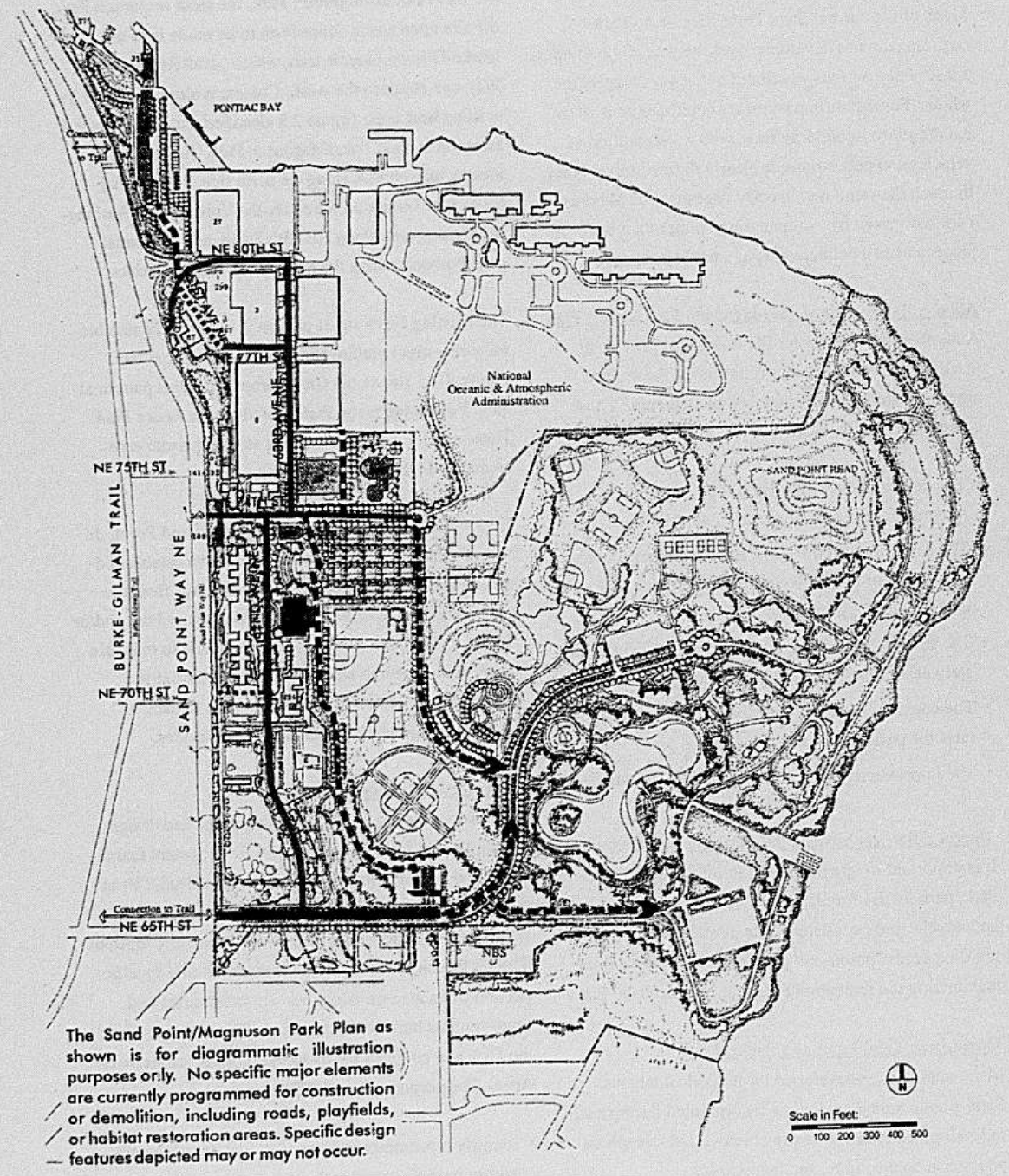
Development Framework Plans

To illustrate the use of the previously identified design principles and framework analysis, Development Framework Plans (DFPs) have been developed. Five DFPs in total are displayed here—one for each Activity Area at Sand Point (excluding the Federal Institutional Use Area). The DFPs consist of a graphic illustration of a specific portion of an area on which various constraints and opportunities have been identified. The ideas shown in the DFP can be extended to apply to the entire Activity Area. The purpose of the DFPs are to:

- Identify constraints and opportunities for designers within specific areas; and

Proposed Rights-of-Way: Sand Point

Figure 4.1.1



The Sand Point/Magnuson Park Plan as shown is for diagrammatic illustration purposes only. No specific major elements are currently programmed for construction or demolition, including roads, playfields, or habitat restoration areas. Specific design features depicted may or may not occur.

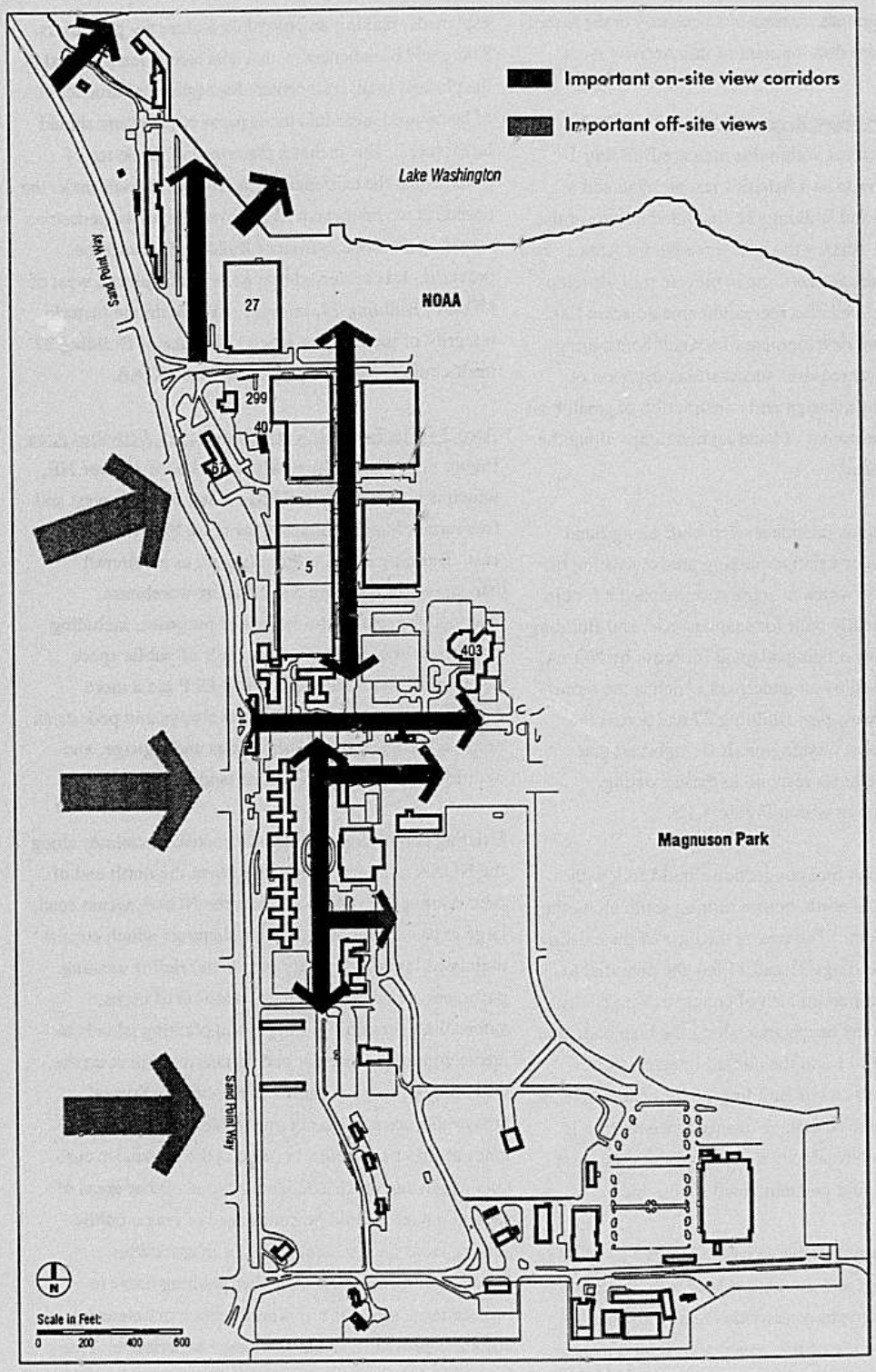


Figure 4.1.2 View Corridors

- Identify programmatic elements necessary to the success of the ultimate development of this Activity Area.

Area 1—North Shore Recreation Area

The main structures within this area are Building 11 (intended for reuse as a fisheries research lab and as a sailing center) and Building 31 (included as part of the sailing center). Among the uses intended for Area 1 are a connection to the Burke-Gilman bicycle trail, development of a water-oriented recreation area adjacent Lake Washington, and development of a small boat sailing center. The latter requires successful conversion of existing buildings, design and construction of small boat storage, and placement of hand launch ramps along the shoreline bulkhead.

Existing conditions include a steep bluff along Sand Point Way, a major existing parking area consisting of thick pavements (which in some cases exceed a foot in thickness) originally built for seaplane use, and Building 27, a former hangar being adapted for reuse by NOAA. Area 1 is accessed by an underpass which is the terminus of an axial view past Building 27 and across the pavements to Lake Washington. It is important that future design elements respond to these existing conditions as shown within Figure 4.1.3.

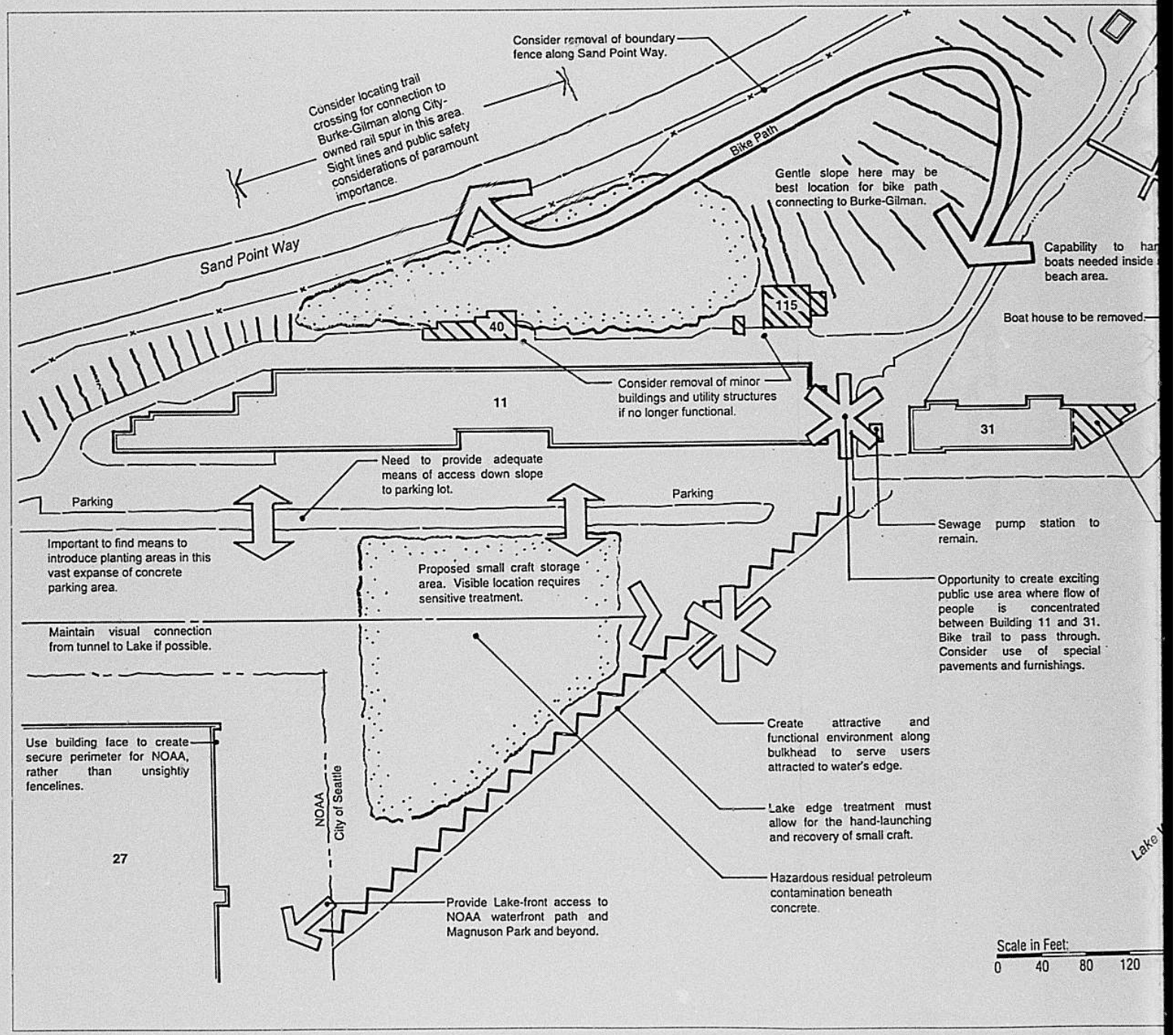
The Burke-Gilman trail connection should follow the gentle slope to the north, before turning south along the water to Sand Point. The area at the base of the existing pier between Buildings 31 and 11 has the potential to become a very important area of concentrated activity. Movements into the beach area, along the bike path, and between Building 11 and the pier all intersect here. Reuse of the north end of Building 11 for concessions or a small cafe to take advantage of this concentration is encouraged. The visual axis to Lake Washington from the underpass should be maintained if possible.

The large pavement area between Buildings 11 and 27 is useful for parking, and as outdoor boat storage and laydown space for various activities related to small craft uses. Future use of this paved area should respect the desire for public water access. The existing shoreline bulkhead could be improved with a walkway or esplanade, making an enjoyable feature for park users. This could be enhanced with a boat launch ramp related to the planned small craft center. Strategies for introduction of landscaped areas into the expanse of pavement should be explored. This includes placement of fill on top of pavement, if the existence of hazardous materials under the pavement would prevent its removal. Improved pedestrian access up the slope in front of Building 11 should be provided. It is preferred that no fence be placed west of NOAA's Building 27, in order to maintain the historic integrity of the existing space. The face of Building 27 itself could form a security barrier for NOAA.

Area 2—The Education and Community Activities Area

Figure 4.1.4 shows the newly named 63rd Avenue NE, which is bounded by Buildings 2 and 5 on the west and two former hangars adapted for reuse by NOAA on the east. Building 2 was originally built as an aircraft hangar, while Building 5 is a former warehouse, intended for reuse for a variety of purposes, including warehouse space. Among the goals of public space development as illustrated by this DFP are a more complete delineation of street travelways and pedestrian areas, addition of street furnishings and signage, and addition of planting for a richer landscape.

Existing conditions include unattractive fencelines along the NOAA boundary, a locked gate at the north end of 63rd Avenue NE, where it meets the NOAA access road, large expanses of concrete, and plantings which consist mainly of lawn. A priority is to better define existing pavement areas. This includes addition of curbs, sidewalks, accessibility ramps, and planting islands to create conditions safe for pedestrians and break up the monotony of large expanses of pavement. Special crosswalks are needed not only to define pedestrian lanes at street crossings, but also at the expansive curb cuts which can reach 200 feet or more. Other areas of special paving should be considered to create public seating areas and to identify major intersections. Creation of tree and groundcover planting areas to replace large areas of turf would reduce maintenance costs and provide a richer landscape experience. Tree selection should emphasize shorter ornamental and upright columnar varieties rather than tall, spreading


Consider removal of boundary fence along Sand Point Way.
Consider locating trail crossing for connection to Burke-Gilman along City-owned rail spur in this area. Sight lines and public safety considerations of paramount importance.
Sand Point Way
Bike Path
Gentle slope here may be best location for bike path connecting to Burke-Gilman.
Capability to har
boats needed inside
beach area.
115
40
Boat house to be removed.
Consider removal of minor buildings and utility structures if no longer functional.
11
31
Need to provide adequate means of access down slope to parking lot.
Parking
Parking
Sewage pump station to remain.
Important to find means to introduce planting areas in this vast expanse of concrete parking area.
Proposed small craft storage area. Visible location requires sensitive treatment.
Opportunity to create exciting public use area where flow of people is concentrated between Building 11 and 31. Bike trail to pass through. Consider use of special pavements and furnishings.
Maintain visual connection from tunnel to Lake if possible.
Use building face to create secure perimeter for NOAA, rather than unsightly fencelines.
NOAA
City of Seattle
27
Create attractive and functional environment along bulkhead to serve users attracted to water's edge.
Lake edge treatment must allow for the hand-launching and recovery of small craft.
Hazardous residual petroleum contamination beneath concrete.
Provide Lake-front access to NOAA waterfront path and Magnuson Park and beyond.
Lake
Scale in Feet:
0 40 80 120

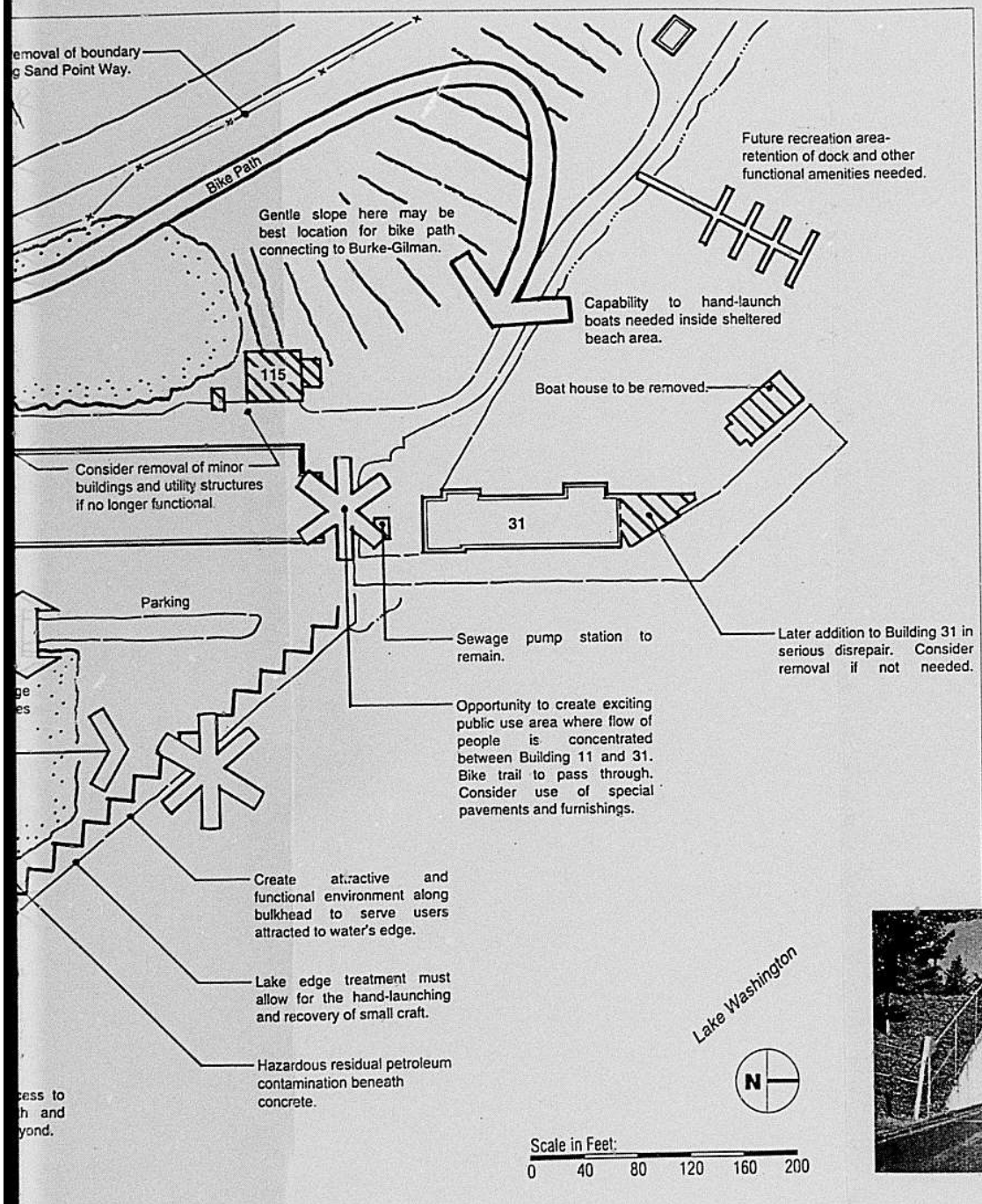


Figure 4.1.3

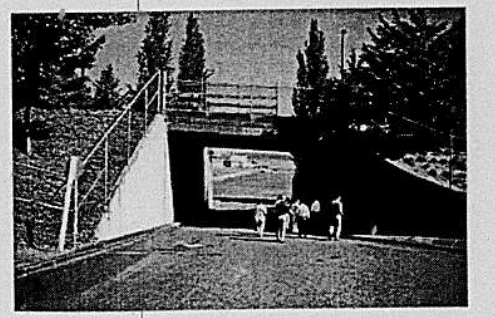
Area 1: Development Framework Plan

Key program elements for the North Shore Recreation Area include:

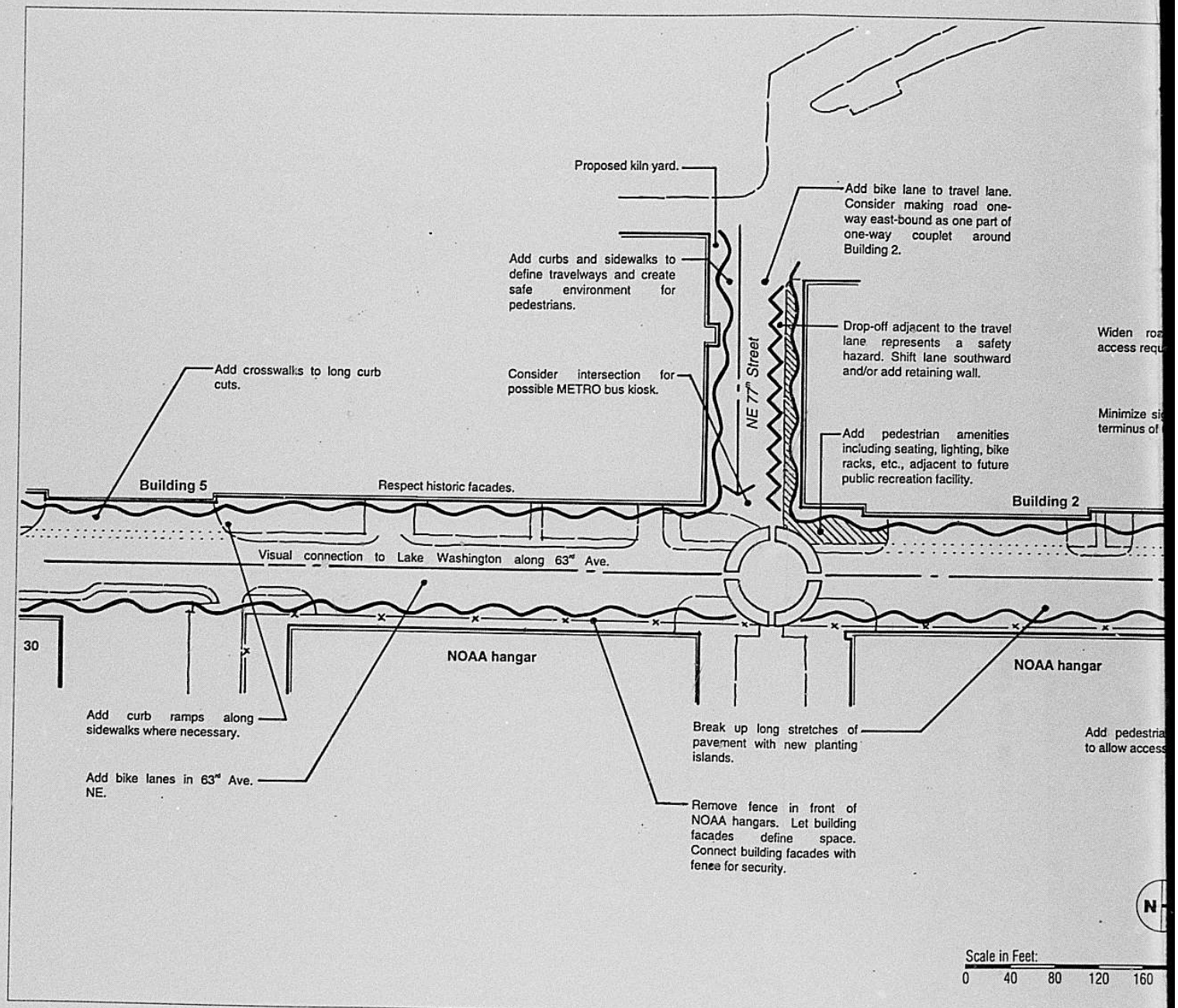
- Burke-Gilman Trail connection
- Outdoor boat storage ramp
- Hand-launch boat ramp
- Public plaza with special pavements at north end of Building 11
- Waterfront esplanade at bulkhead

LEGEND

- *Potential Improvement Area*
- *Areas of Special Consideration*
- *Potential Demolition Action*
- *Steep Slopes*
- *Important Connection*
- *Critical Edge*
- *Fence Line*



Tunnel under NOAA access drive, with Building 11 and Lake Washington beyond.


Proposed kiln yard.
Add bike lane to travel lane. Consider making road one-way east-bound as one part of one-way couplet around Building 2.
Add curbs and sidewalks to define travelways and create safe environment for pedestrians.
NE 77th Street
Drop-off adjacent to the travel lane represents a safety hazard. Shift lane southward and/or add retaining wall.
Widen roa
access requ
Add crosswalks to long curb cuts.
Consider intersection for possible METRO bus kiosk.
Minimize sig
terminus of
Add pedestrian amenities including seating, lighting, bike racks, etc., adjacent to future public recreation facility.
Building 5
Respect historic facades.
Building 2
Visual connection to Lake Washington along 63rd Ave.
30
NOAA hangar
NOAA hangar
Add curb ramps along sidewalks where necessary.
Add bike lanes in 63rd Ave. NE.
Break up long stretches of pavement with new planting islands.
Add pedestria
to allow access
Remove fence in front of NOAA hangars. Let building facades define space. Connect building facades with fence for security.
N
Scale in Feet:
0 40 80 120 160

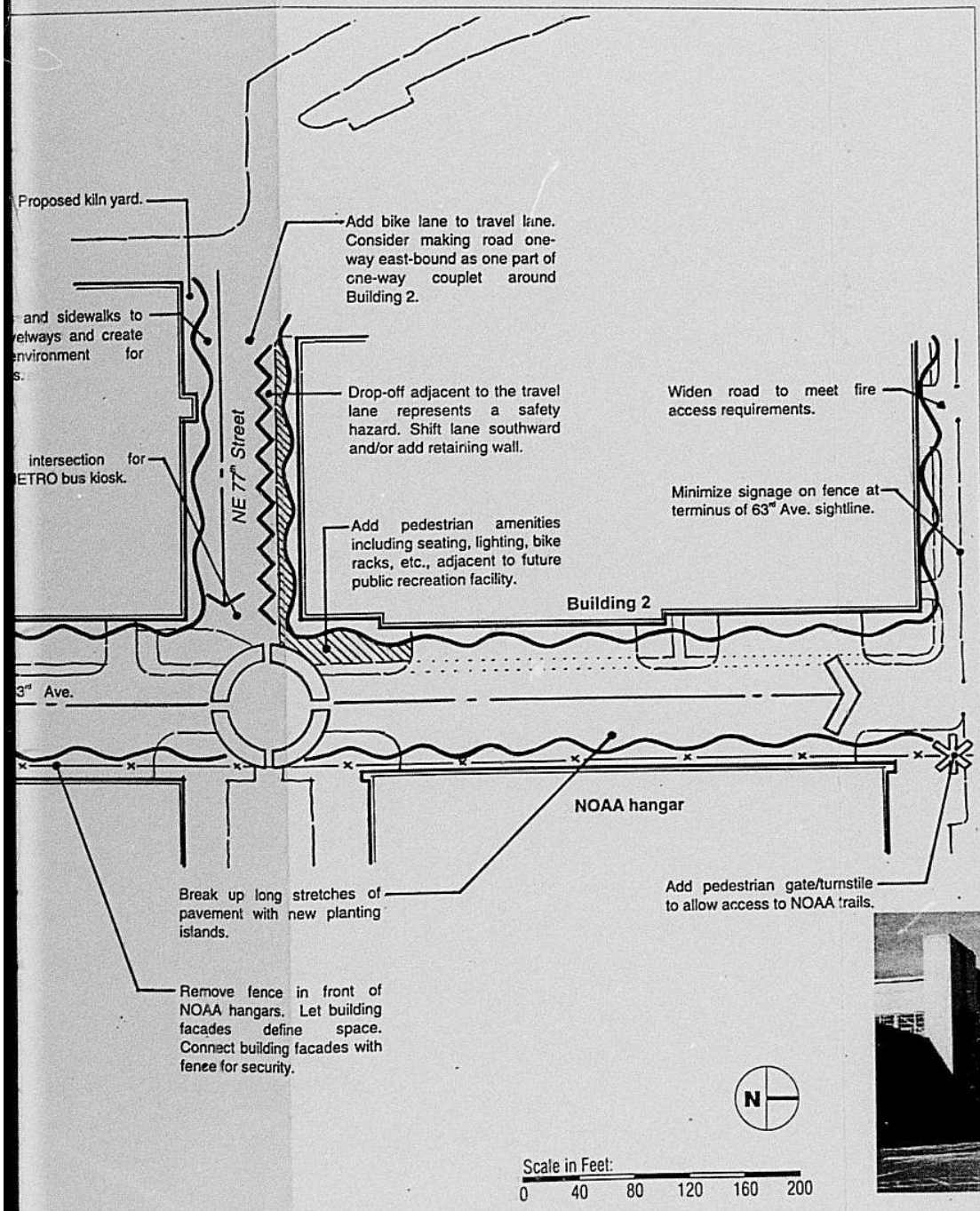


Figure 4.1.4

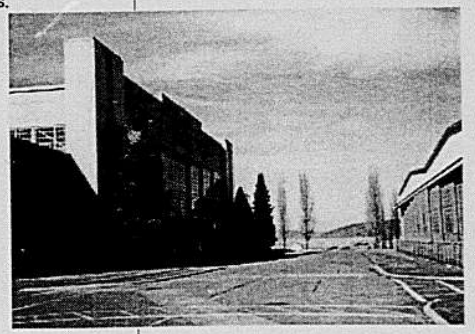
Area 2: Development Framework Plan

Key program elements for the 62nd Avenue N.E. streetscape include:

- Burke-Gilman Trail connection
- Pedestrian crosswalks
- Ornamental trees & groundcovers
- Delineated pavement areas, with curb-separated sidewalks
- Accessibility ramps at crossings
- More green space in pavement
- Fence setback at NOAA
- Pedestrian turnstile to NOAA

LEGEND

- *Potential Improvement Area*
- *Special Intersection Treatment*
- *Critical Edge*
- *Painted Crosswalks*
- *Public Right-of-Way*
- *Public Use Area*
- *Fence Line*



Looking north along 62nd Avenue NE in front of Building 2.

shade trees to respect the historic building facades and enhance the visual axis along 63rd Avenue NE.

Several components of a future circulation system would run through Area 2. A turnstile through the fencelines at the NOAA access road would enable development of a pedestrian loop trail along the Lake Washington shoreline from Magnuson Park through NOAA property. The Burke-Gilman trail connector should be identified with pavement striping along 63rd Avenue NE and 61st Avenue NE, in both directions. The intersection of 63rd Avenue NE and NE 77th Street could have special paving treatment to identify its importance and mark a turning in the road. Other potentially important features could include the addition of street and building identification signage, street lighting, and other furnishings.

It is proposed that the existing continuous fenceline on 63rd Avenue NE along the NOAA property be moved. A relocated fenceline could connect the existing NOAA hangars, allowing existing building facades to define boundaries and space in a manner respectful of the historical conditions of Sand Point.

Area 3—Arts, Culture and Community Center

This DFP was chosen to explore issues related to the creation of a public amphitheater in Area 3, as well as development of a multi-purpose, flexible parking area which could also be programmed as a festival plaza, farmer's market, or other programmable outdoor gathering space. Currently, the site consists of a two-story wood-frame former office building (Building 222) and a large open paved parking area, as shown in Figure 4.1.5. The existing parking layout is outdated, and there appears to be many opportunities for achieving greater parking efficiencies, particularly given the smaller size of modern cars. There is no landscaping within the existing parking lot, and physical identification of travel lanes is often missing, creating a public safety hazard.

The planned demolition of Building 222 will provide an opportunity to create a significant public improvement within the proposed Historic District. The Reuse Plan proposes a public amphitheater in this location. Design of this amphitheater should be compatible with the surrounding architecture, and respectful of the existing relationships of buildings along 62nd Avenue NE to the street. Public access to the amphitheater from 62nd Avenue NE would need to meet ADA standards. The park access road located immediately east of Building 222 should be clearly delineated with curbs and walk-ways to ensure public safety. Removal of Building 222 and the design of the amphitheatre should be reviewed by the SHPO when conceptual plans are prepared.

The existing large parking lot could be reorganized through tighter lane and parking space definition, creation of planting islands containing ornamental shade trees, and better definition of travel lanes. Planting islands and lanes could be configured to accommodate many uses, as well as providing shade and visual appeal during public functions. Reconfiguration of existing roads to the east and west of this parking lot would allow for better lane definition and safer access to parking. The Burke-Gilman bicycle trail extension could be located on NE 74th Street. Removal of the traffic island installed on NE 74th Street should be considered to allow a better flow of traffic and passage of boat trailers (although its role as a traffic calming device may also be desirable), considering the new role of NE 74th Street as a park entrance road.

Area 4—Magnuson Park Open Space/Recreation Expansion

Figure 4.1.6 shows the former Navy ballfield area that consists principally of two baseball diamonds, both relatively unimproved by modern recreation standards. Field surfacing and drainage need improvement, and these fields would not withstand the intensity of use likely to occur as City facilities. This Activity Area is bounded on the east and west by existing Navy service roads. To the southeast is the former Navy Exchange retail facilities and a vast expanse of paved parking lots. The Parks Department proposes a significant expansion of recreational playing fields in this Activity Area. Other changes include the demolition of the Navy Exchange complex to allow habitat restoration. The terrain here is very low-lying and poorly drained. A small area of wetlands vegetation exists along an open

drainage channel at the foot of the slope below Buildings 330, 331, and 332. These fields will need to be raised significantly to allow for proper drainage.

Development of extensive athletic fields in this area requires the resolution of many issues prior to beginning work. The exact mix of athletic facilities must be agreed upon. Related support facilities must be identified, which could include seating, lighting, restrooms, picnic areas, playgrounds, and team locker rooms. Public comments have indicated an interest in co-locating athletic fields, picnic areas, and playgrounds to allow for joint use by family groups with children of different ages. It is probable that major athletic tournaments will eventually be held here; therefore, the means for providing concessions and adequate parking will need to be identified. Finally, although public opinion clearly supports both a diverse array of athletic fields and a compact design of those fields, this field complex must have a generous enough area that there is space between fields so that the area as a whole does not have an uncomfortable, cramped feeling.

Athletic fields development may affect the layout of any potential future lake restoration within Magnuson Park. The boundary between these two plan features will need study. Park design should allow adequate access to new habitat areas while protecting those habitats. Drainage will need to be considered, as earth moving will have a considerable cost. The feasibility of lake restoration itself needs further study, particularly with regards to water feature type and configuration, and to water supply source(s).

Area 5—Residential Area

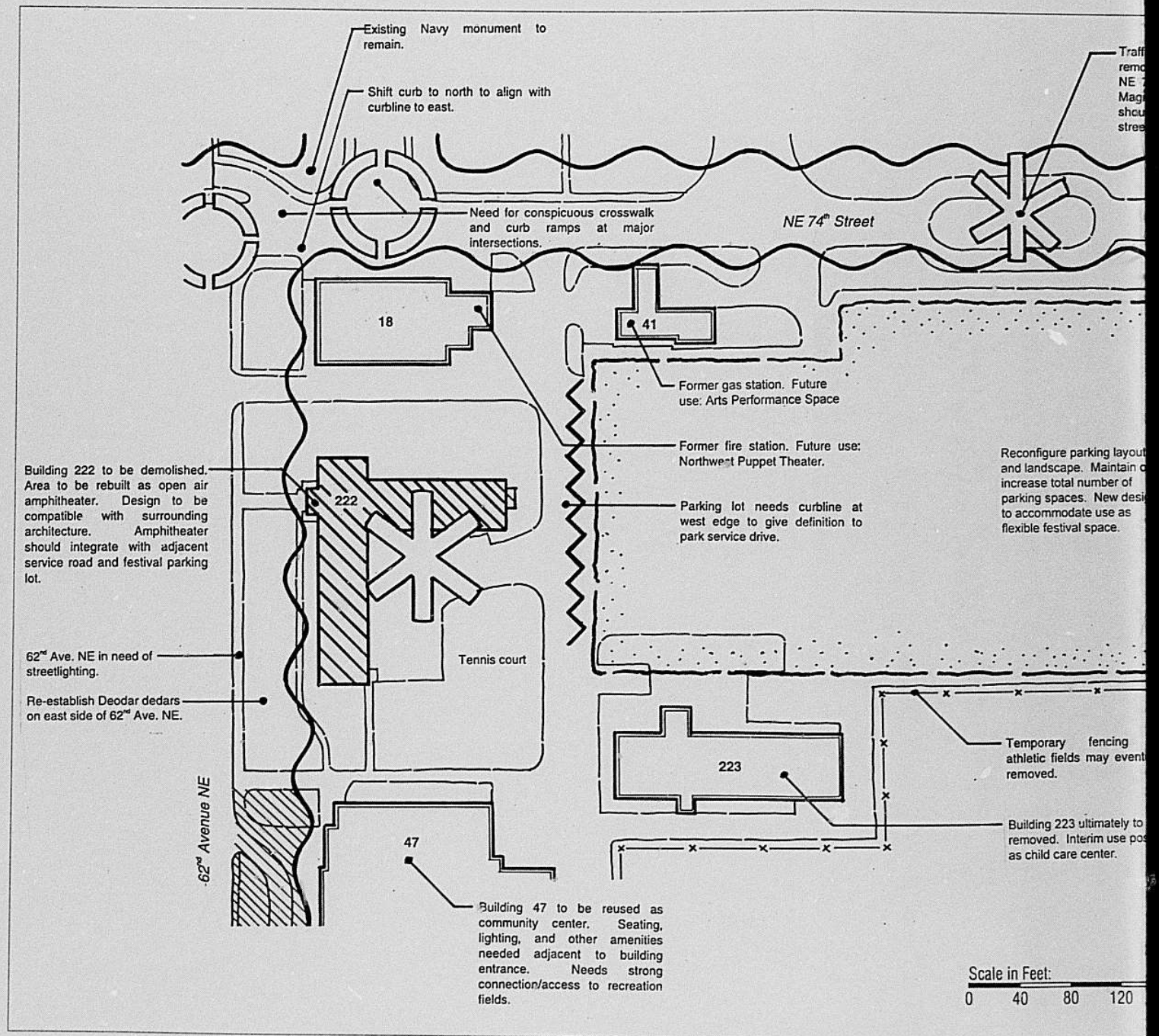
Figure 4.1.7 illustrates proposed treatments for the south entrance into Magnuson Park, the open space area south of Building 26S, and the east perimeter edge of Sand Point along Sand Point Way. Buildings 26S, 330, 331, and 332 are former Navy housing areas which will be used to provide housing for homeless and low income persons and families.

Demolition of Building 15 is currently planned to make room for the park entrance drive. The existing entrance drive consists of a two-lane road confined between fairly high banks before dropping down the hill to Magnuson Park. The open space to the north was originally intended for officer's housing, but instead became a small golf course used by Navy officers. Records indicate Building 15 was originally built as a greenhouse complex, with an adjacent kitchen garden. No evidence of those gardens remains. Remnants of an ornamental rose garden, with its brick paths, exist just south of Building 26S.

The DFP identifies the need for an improved entry at NE 65th Street and Sand Point Way for reasons of design clarity and public safety. Planning for these improvements should be coordinated with development of the NE 74th Street entrance. Adjacent to the north side of NE 65th Street, a pedestrian/bicycle path is proposed which connects to the Burke-Gilman Trail. The connection with Sand Point Way should be reconfigured to include turning lanes with adequate stacking distances for safety. Demolition of Building 15 would make way for the new westbound lane. The existing road could be retained for the eastbound lane. Removable bollards could be placed in 62nd Avenue NE to prevent unauthorized entry of automobiles and unwanted "cruising," but allowing for entrance by fire and emergency vehicles, if desired. Some grading and earth removal may be required to install the westbound lane of the entry boulevard.

Other proposed improvements include perimeter treatments. The fence along Sand Point Way should eventually be removed to make a more porous perimeter and improve the image along Sand Point Way. The existing perimeter plantings should be thinned and properly cared for.

Long-range improvements will include demolition of Building 6 for replacement with additional housing. Future construction should respect the existing building precedents with respect to scale, materials, and color. Views to the east across Magnuson Park near Building 6 should be maintained to the degree possible while developing viable building footprints.


Existing Navy monument to remain.
Shift curb to north to align with curbline to east.
Need for conspicuous crosswalk and curb ramps at major intersections.
NE 74th Street
18
41
Former gas station. Future use: Arts Performance Space
Former fire station. Future use: Northwest Puppet Theater.
Building 222 to be demolished. Area to be rebuilt as open air amphitheater. Design to be compatible with surrounding architecture. Amphitheater should integrate with adjacent service road and festival parking lot.
222
Parking lot needs curbline at west edge to give definition to park service drive.
Reconfigure parking layout and landscape. Maintain or increase total number of parking spaces. New design to accommodate use as flexible festival space.
62nd Ave. NE in need of streetlighting.
Re-establish Deodar dedars on east side of 62nd Ave. NE.
Tennis court
223
Temporary fencing athletic fields may event removed.
Building 223 ultimately to removed. Interim use pos as child care center.
62nd Avenue NE
47
Building 47 to be reused as community center. Seating, lighting, and other amenities needed adjacent to building entrance. Needs strong connection/access to recreation fields.
Scale in Feet:
0 40 80 120

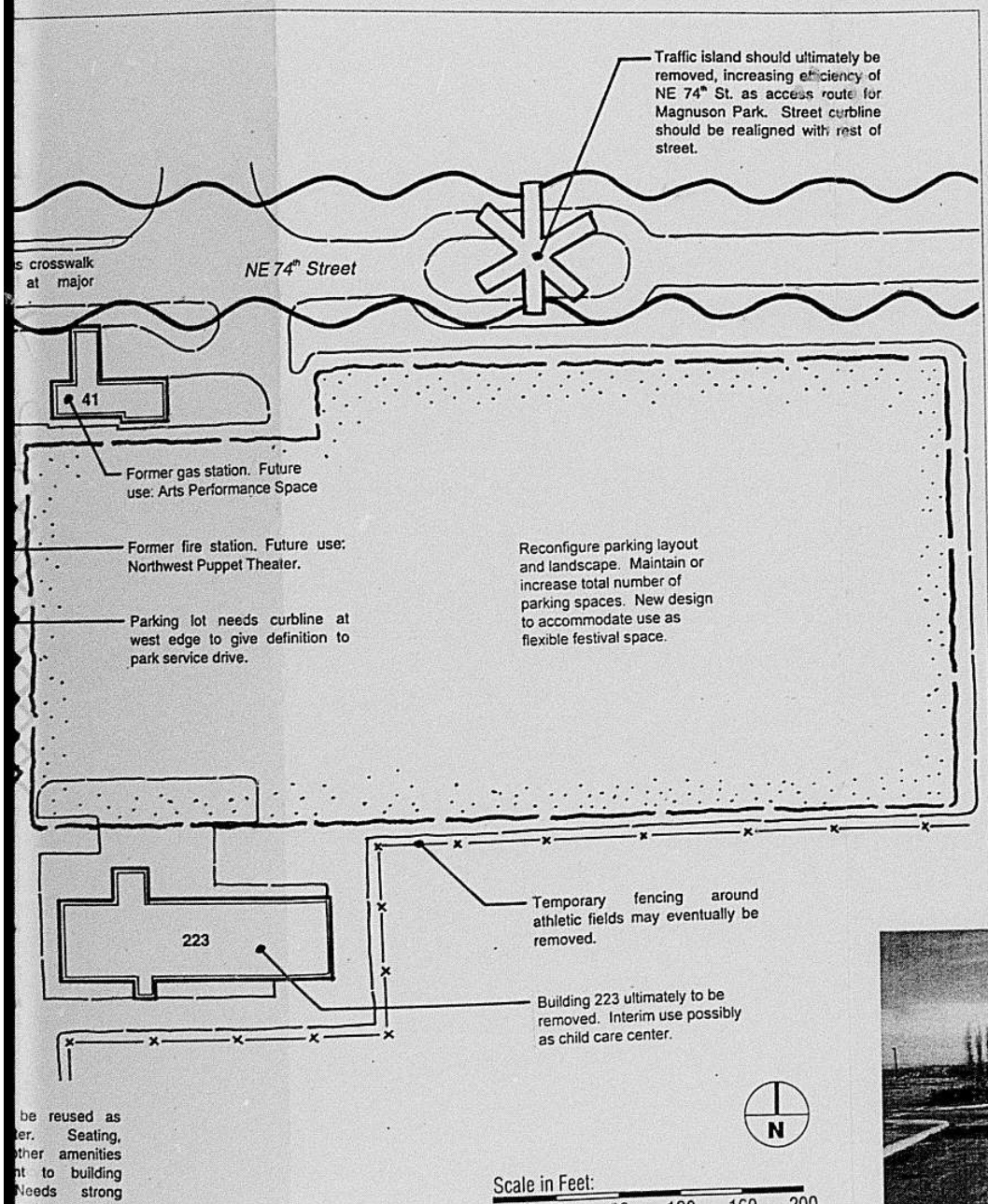


Figure 4.1.5

Area 3: Development Framework Plan

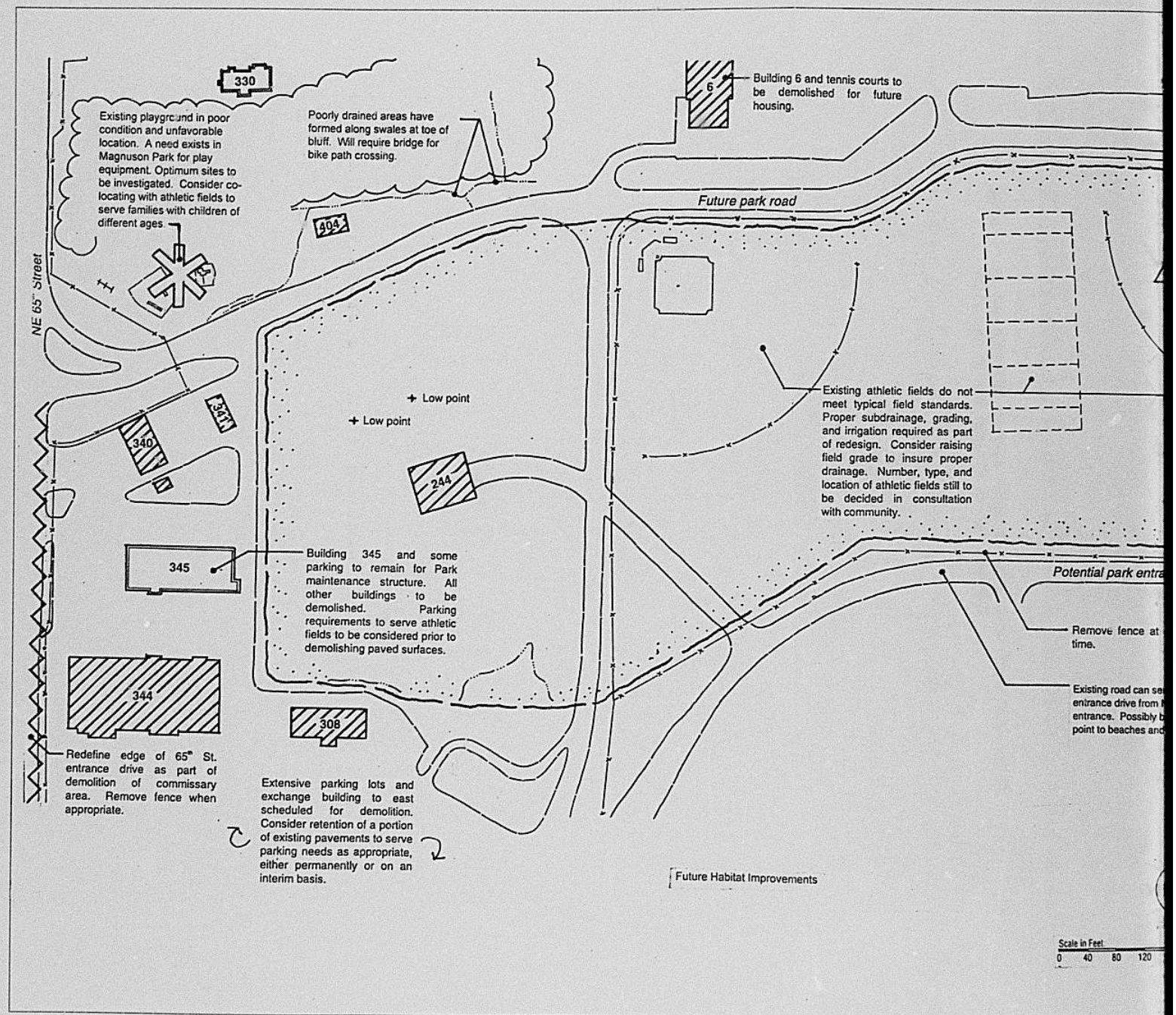
Key program elements for the potential amphitheater/multi-purpose parking area include:

- Redesigned parking layout
- Structured tree islands
- Clearly defined circulation scheme
- Well-integrated amphitheater

LEGEND

- *Potential Improvement Area*
- *Special Intersection Treatment*
- *Areas of Special Consideration*
- *Potential Demolition Action*
- *Critical Edge*
- *Public Right-of-Way*
- *Public Use Area*
- *Fence Line*

Existing landscape adjacent to the north side of the parking lot.


330
Existing playground in poor condition and unfavorable location. A need exists in Magnuson Park for play equipment. Optimum sites to be investigated. Consider co-locating with athletic fields to serve families with children of different ages.
Poorly drained areas have formed along swales at toe of bluff. Will require bridge for bike path crossing.
6
Building 6 and tennis courts to be demolished for future housing.
Future park road
404
NE 65th Street
341
340
Low point
Low point
244
Existing athletic fields do not meet typical field standards. Proper subdrainage, grading, and irrigation required as part of redesign. Consider raising field grade to insure proper drainage. Number, type, and location of athletic fields still to be decided in consultation with community.
345
Building 345 and some parking to remain for Park maintenance structure. All other buildings to be demolished. Parking requirements to serve athletic fields to be considered prior to demolishing paved surfaces.
Potential park entra
Remove fence at time.
344
308
Existing road can se entrance drive from entrance. Possibly b point to beaches and
Redefine edge of 65th St. entrance drive as part of demolition of commissary area. Remove fence when appropriate.
Extensive parking lots and exchange building to east scheduled for demolition. Consider retention of a portion of existing pavements to serve parking needs as appropriate, either permanently or on an interim basis.
Future Habitat Improvements
Scale in Feet
0 40 80 120

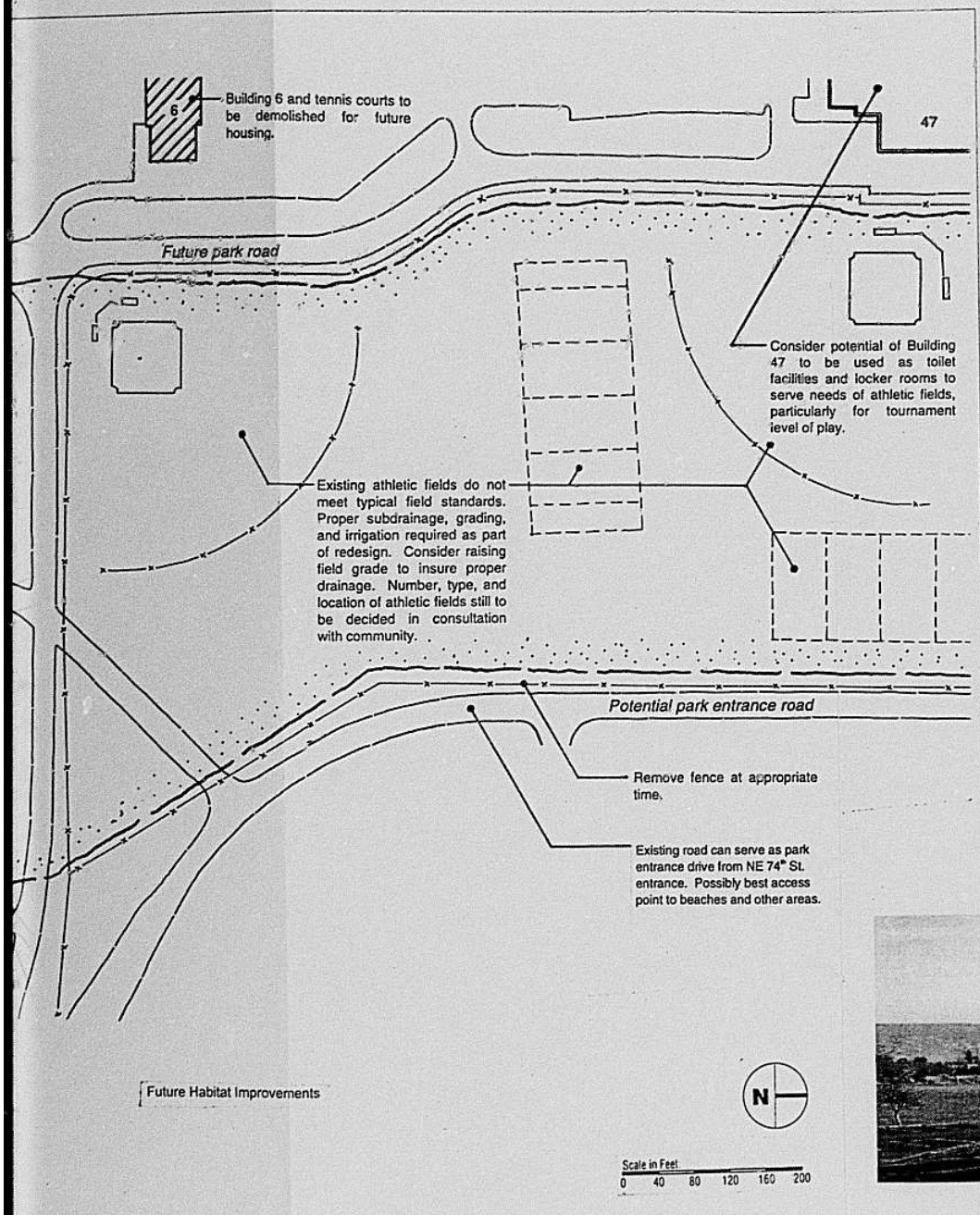


Figure 4.1.6

Area 4: Development Framework Plan

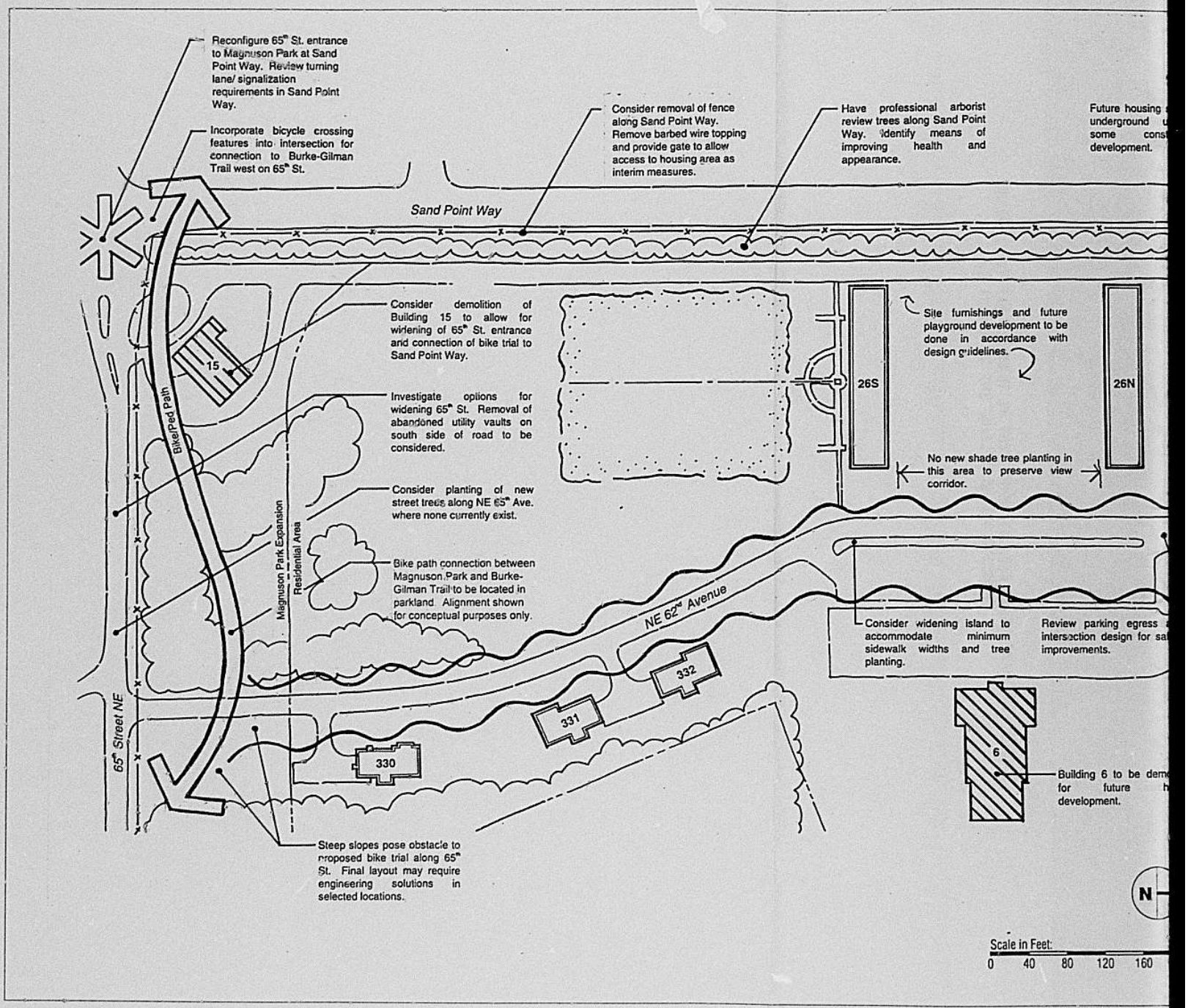
Key program elements for the former Navy ballfields area include:

- A major softball cloverleaf
- Other athletic fields
- Grandstands
- Concessions/announcers tower
- Team locker facilities
- Bike path connection
- Tot-lot/playgrounds
- Adequate parking
- Habitat restoration to the east

LEGEND

- *Potential Improvement Area*
- *Areas of Special Consideration*
- *Potential Demolition Action*
- *Critical Edge*
- *Treeline*
- *Drainage Way*
- *Fence Line*

Existing Navy fields and former Navy Commissary. The Commissary is scheduled for demolition.


Reconfigure 65th St. entrance to Magnuson Park at Sand Point Way. Review turning lane/ signalization requirements in Sand Point Way.
Incorporate bicycle crossing features into intersection for connection to Burke-Gilman Trail west on 65th St.
Consider removal of fence along Sand Point Way. Remove barbed wire topping and provide gate to allow access to housing area as interim measures.
Have professional arborist review trees along Sand Point Way. Identify means of improving health and appearance.
Future housing
underground u
some const
development.
Sand Point Way
Consider demolition of Building 15 to allow for widening of 65th St. entrance and connection of bike trial to Sand Point Way.
Site furnishings and future playground development to be done in accordance with design guidelines.
Investigate options for widening 65th St. Removal of abandoned utility vaults on south side of road to be considered.
No new shade tree planting in this area to preserve view corridor.
Consider planting of new street trees along NE 65th Ave. where none currently exist.
Bike path connection between Magnuson Park and Burke-Gilman Trail to be located in parkland. Alignment shown for conceptual purposes only.
Consider widening island to accommodate minimum sidewalk widths and tree planting.
Review parking egress
intersection design for sa
improvements.
Building 6 to be dem
for future h
development.
Steep slopes pose obstacle to proposed bike trial along 65th St. Final layout may require engineering solutions in selected locations.
15
26S
26N
Bike/Ped Path
Magnuson Park Expansion Residential Area
NE 62nd Avenue
65th Street NE
330
331
332
6
N
Scale in Feet:
0 40 80 120 160

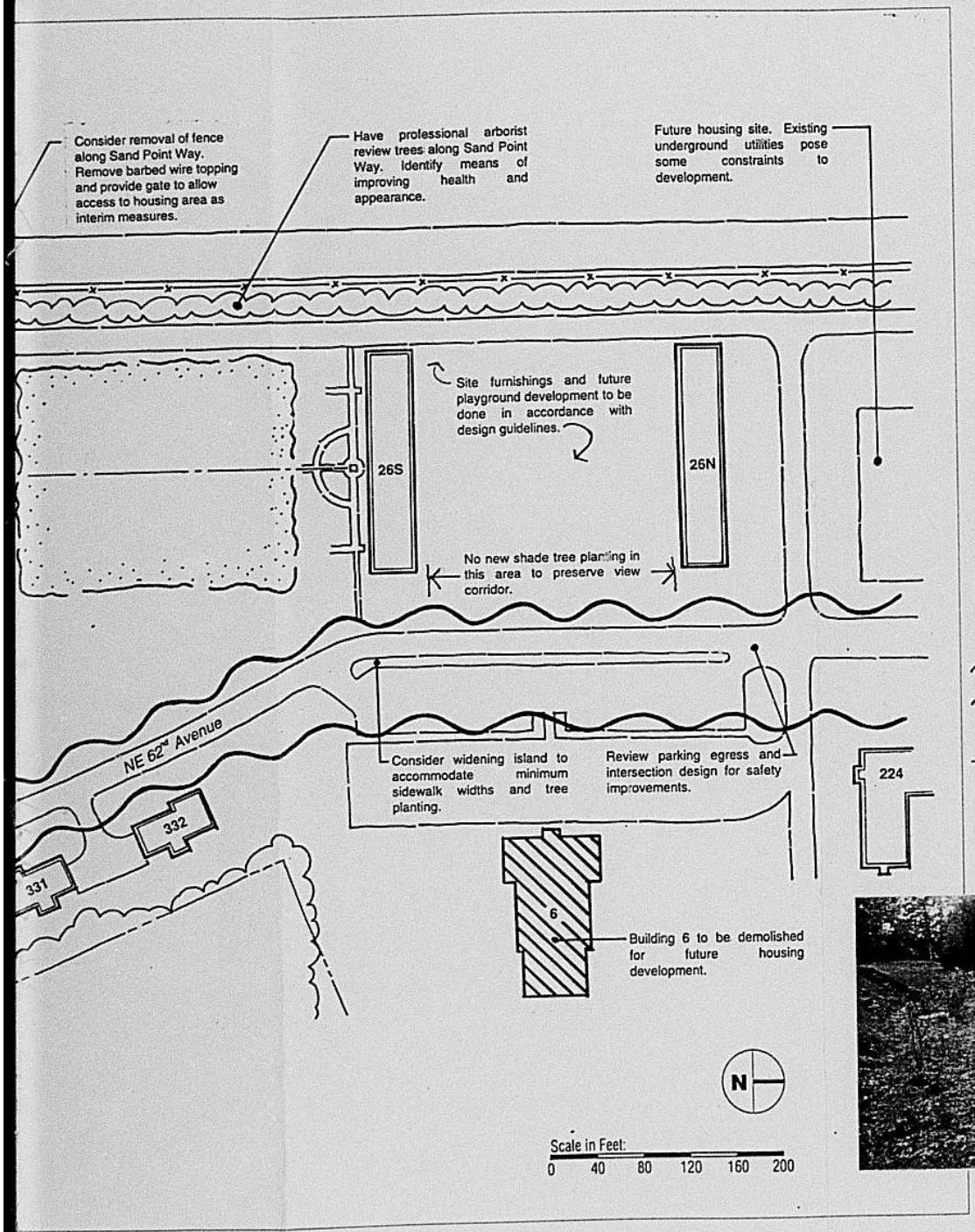


Figure 4.1.7

Area 5: Development Framework Plan

Key program elements for the 65th Street entrance and former golf course area include:

- A median-separated entry drive
- Stacking/turning lanes
- Burke-Gilman Trail connection
- A clear definition of park entry
- Community gardens associated with formal rose garden near 26S

LEGEND

- *Potential Improvement Area*
- *Areas of Special Consideration*
- *Potential Demolition Action*
- *Public Right-of-Way*
- *Tree Line*
- *Fence Line*

Existing Rose Garden at Building 26S.

4.1.1 Open Space and Recreation

Existing Conditions

Sand Point

Sand Point is dominated by buildings and parking. Open space is found in three general areas: the North Shore Recreation Area, the large lawn area south of Building 26S, and the former Navy ballfields. There are some small lawn areas which have no designated functional use (e.g., adjacent Buildings 9 and 30). Numerous large pavement areas exist which could be used for multiple functions, in addition to parking.

Sand Point lacks typical public amenities needed to support an urban population of employees, visitors, and residents. Needed public spaces include public plazas and courtyards, formal gathering places with seating, small playgrounds or tot lots, accessible restrooms, and similar land uses. While these functional areas were not built by the Navy, the potential exists to create such differentiated public areas throughout Sand Point. Demolition of Building 222 in particular will present an opportunity to create a significant public space at Sand Point. Public street rights-of-way also contain significant land assets, some of which are appropriate for intensified public use.

Magnuson Park

A variety of open space experiences exist at Magnuson Park, from solitary walking areas to active recreation areas, including swimming beaches, a heavily used boat launch area, and developed athletic field facilities. Due to its history, no existing Magnuson Park vegetation is more than 20 years old, with the exception of the forested promontory bluff in the southeast corner. The City's current intent is to retain much of Magnuson Park in an open condition to maintain views.

The Reuse Plan identifies a number of proposed changes for Magnuson Park. First and foremost is the demolition of the former Navy Exchange area and the subsequent restoration of wetland habitat, including a natural forest buffer. The planned athletic field expansion, including upgrading the Navy ballfields, would add a number of fields (the exact number, type and configuration of those fields still need further identification, which is beyond the scope of these guidelines). Finally, the circulation system would be substantially reworked to create an entry boulevard which could serve to differentiate these two environments of active and passive recreation.

Design Objectives

Many opportunities exist to reinforce the functions of public open space at Sand Point/Magnuson Park. The functional needs of a civilian urban community differ significantly from those of a Navy base. These community needs include civic spaces, active recreation facilities, and quiet contemplative areas. The major design objectives with regards to open space are to identify appropriate means and devices to provide quality public spaces which satisfy these needs.

Design Criteria

The following design criteria were identified to aid development of the technical guidelines.

- To give guidance on implementation of projects at Sand Point/Magnuson Park, while maintaining the integrity of the open space system identified in the Reuse Plan, including major view corridors.
- To identify the critical program elements and design components for public use areas planned at Sand Point/Magnuson Park. These public use areas may include such functions as playgrounds, plazas, playfields, and public seating areas.
- To identify strategies for designing programmatic elements, including athletic fields and habitat areas, planned for Magnuson Park by previous planning efforts.

Technical Guidelines

The technical guidelines for open space and recreation at Sand Point/Magnuson Park address three categories of open space needs: civic open space, athletic fields, and natural open space. These correspond geographically to the proposed Historic District, the former Navy ballfields, and existing Magnuson Park, respectively.

Civic Open Space

Civic open space guidelines apply in general to those areas within the proposed Historic District and a few adjacent peripheral areas.

- Construction projects at Sand Point should consider removing all surface expression of abandoned utility systems. These include concrete structures, vaults, hydrants, transformers, valves and meters, and protective bollards which are no longer in service (Photo 4.1.1.1). These items should be removed and disposed of appropriately. Once removal has begun, all such abandoned utilities should be excavated to a depth of 30" below the surface. All excavations should be backfilled with compacted fill to avoid future settlement. These areas should be landscaped appropriately. Underground piping may be abandoned in place.
- Public seating areas should be provided in appropriate locations within the proposed Historic District. Suggested locations include the areas around public use buildings, such as Buildings 2, 30, and 47. These seating areas should include, at a minimum, benches, trash cans, and pedestrian lighting. Other appropriate elements include bike racks, drinking fountains, landscaping, and accent pavings (Figure 4.1.1.1).
- Certain street rights-of-way may be designated as meriting special treatment, for reasons of visibility or need. This treatment may include special use of lighting, crosswalks, furnishings, plantings, or

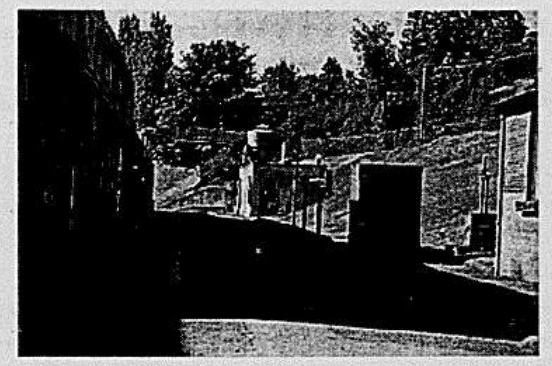


Photo 4.1.1.1 Existing utility structures

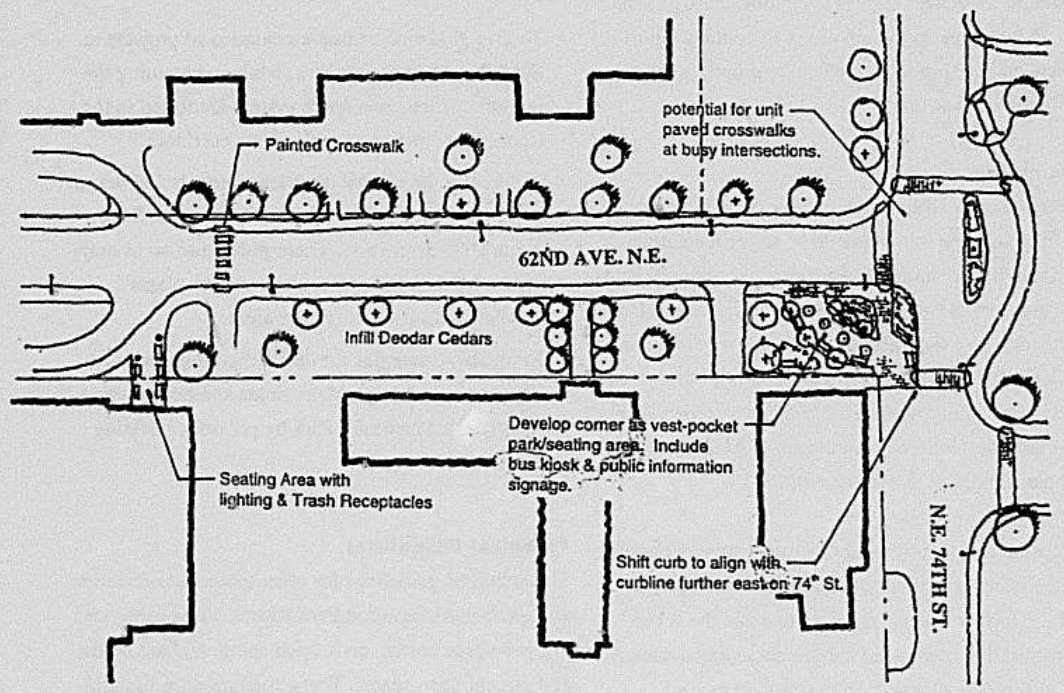


Figure 4.1.1.1 Potential schematic seating areas in Historic District

pavements. Examples of candidates for such treatment include 74th Street from Building 138 to Building 406 (as a major entrance), and the 70th Street access right-of-way (currently not functional).

- Design of a public amphitheater at the site of Building 222 should be in harmony with the surrounding architecture.
- Redesign of the parking lot east of Building 222 should consider landscaping and parking modules which have flexibility to be used as a festival space (Figure 4.1.1.2). The overall number of parking spaces retained shall be in accordance with other adopted City plans.

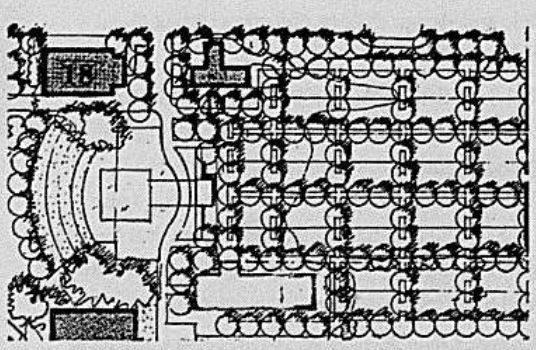


Figure 4.1.1.2 Multi-purpose parking lot

Athletic Fields

The athletic field area is that area roughly bounded by the existing service road on the west (immediate eastward of Building 47), 65th Street on the south, the Navy Exchange area to the southeast, and the existing ballfields to the northeast. A number of athletic facilities have been proposed for this space, including rugby, soccer, baseball and softball fields, a running track, and tennis courts, among others. However, no combination of facilities and layout has yet been agreed upon. Final programming and planning of these fields will be the responsibility of the Seattle Parks and Recreation Department.

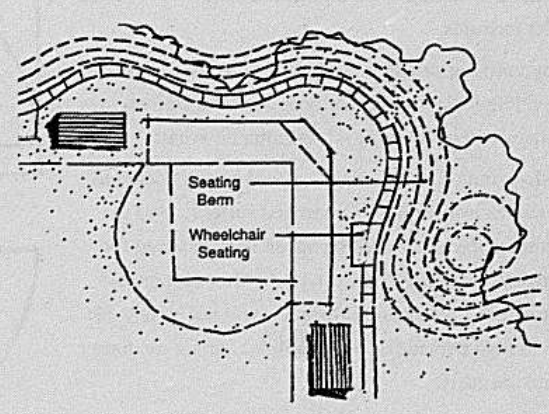


Figure 4.1.1.3 Multiple seating types

- Dimensions of athletic fields are to follow standards established by recognized governing bodies for the sport being considered. Particular design standards related to skill and age group of play will be decided in consultation with local sports organizations.
- In addition to traditional bleacher seating, design shall consider flexible means of providing seating, such as grassy berms and places for wheelchairs (Figure 4.1.1.3). In this way, design will provide for the needs of families with young children, persons with disabilities, and other needs.
- Redesign of the former Navy athletic fields shall co-locate family-oriented areas, specifically picnic tables and playground facilities, in view of the playing fields (Figure 4.1.1.4).

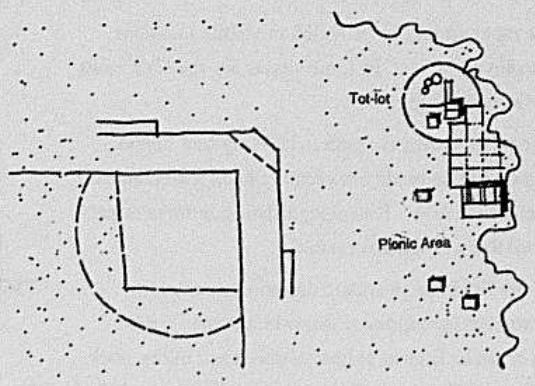


Figure 4.1.1.4 Playground and picnic facilities at ballfields

- Picnic area design shall incorporate planting to provide shade during the afternoon.
- All playing field lighting, when and if provided, shall incorporate the most advanced technology in glare reduction lighting, to minimize light glare into residential neighborhoods and habitat areas (Figure 4.1.1.5). Field lighting shall not be utilized when the impact from lighting glare to neighborhoods or sensitive natural habitat areas is judged to be significant.
- The athletic field areas should have access to adequate toilet facilities. These facilities should be sized to accommodate substantial volumes from heavy use. Temporary sanitary facilities may be used on occasion to accommodate occasional special event crowds. Consider Building 47 as a potential location for public toilet facilities.
- Programming should consider the cost feasibility of providing locker rooms for both men and women, perhaps within Building 47, for athletic events.
- Co-location of athletic fields should be considered to maximize availability of improved surfaces, and to minimize the area with Magnuson Park required for active sports fields (Figure 4.1.1.6). It is recognized that in many instances co-location will not be feasible due to field demand as both facilities cannot be in use simultaneously.
- Maximize efficiency of use of those park areas dedicated to athletic fields, thus reducing overall space requirements. Minimize intrusion of these fields into area set aside for habitat restoration. Habitat areas shall be buffered from damage by athletic events or related crowds, where necessary.
- Bike racks should be provided in visible locations near playing fields. In some situations, the bike racks may have coverings.
- Rational and sensitive pedestrian-only trail connections should be made between the habitat area and the athletic field area. Trail design shall minimize impact of trail users to sensitive habitat.
- Athletic field design should consider the need for concessions operations at major tournament fields. This could be limited to hard surfaces and utility hook-ups for mobile concession operations (Figure 4.1.1.7).

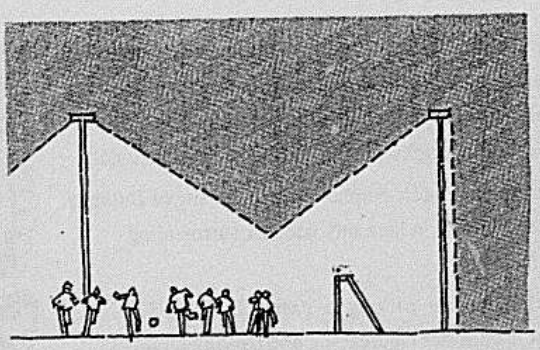


Figure 4.1.1.5 No-glare field lighting

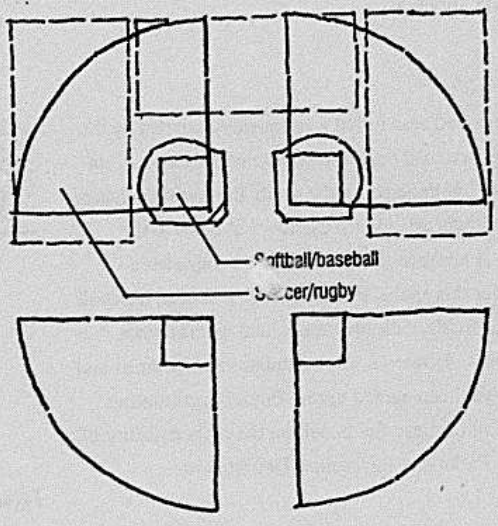


Figure 4.1.1.6 Co-located athletic fields

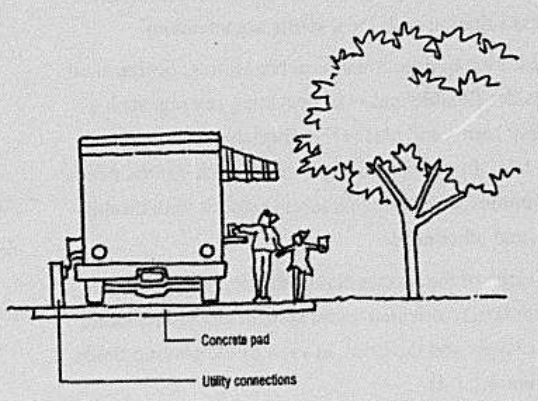


Figure 4.1.1.7 Concessions hook-up at recreation area

- Storage facilities should be provided at Sand Point for the use of recognized sports groups for gear storage. This storage shall be in an adequately secure facility.

Natural Open Space

The natural open space area is defined as that part of Magnuson Park between the athletic field area and Lake Washington. It includes the existing Navy Exchange facilities and current lakefront uses, including the boat launch and swimming areas.

- Restoration of Mud Lake should maximize habitat values while providing opportunities for human use and enjoyment. The entire area, both lake and surrounding upland habitat, must be designed and managed as a single unit.
- Human use of the Mud Lake habitat area should be low-impact and non-intrusive. Paths should be non-paved, soft-surface natural materials (Figure 4.1.1.8). Consider elevated paths in wetland areas. Pets and bicycles should be excluded from these paths.
- Seating and viewing areas should be provided. Siting of such areas should emphasize wildlife viewing opportunities and the aesthetic enjoyment of Mud Lake (Figure 4.1.1.9).
- Outside of the Mud Lake habitat area, open space should continue to be managed to preserve a feeling of openness, including the views of Lake Washington and beyond.
- Open space improvement projects should provide opportunities to interpret the landscape. Appropriate themes for interpretation include ecology, Native American use, and history of military use. Means of interpretation shall include signage, art, functional furnishings, and educational programs (Photo 4.1.1.2).
- Certain activities involving intensive human use within Magnuson Park should be permitted as approved by the Park Department. These include such activities as swimming, picnicking, boat-launching, and dog-walking.

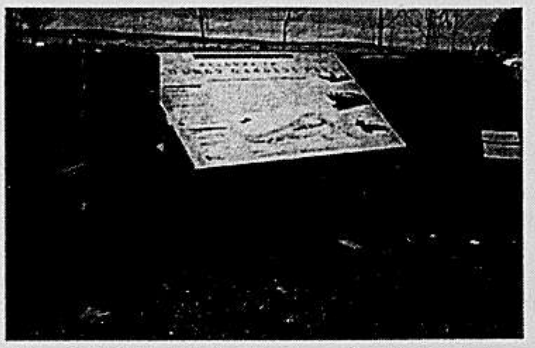


Photo 4.1.1.2 Interpretive signage at Golden Gardens

- Restoration of Mud Lake requires a complete characterization of the hydrogeology of the restoration area. Drainage flows, evapotranspiration rates, make-up water demand and sources, water quality, physical relationship to Lake Washington, habitat goals, and other aspects of ecological restoration work must all be considered and understood prior to approving any final restoration design. Creative solutions to problems regarding water availability throughout the year may need to be proposed.

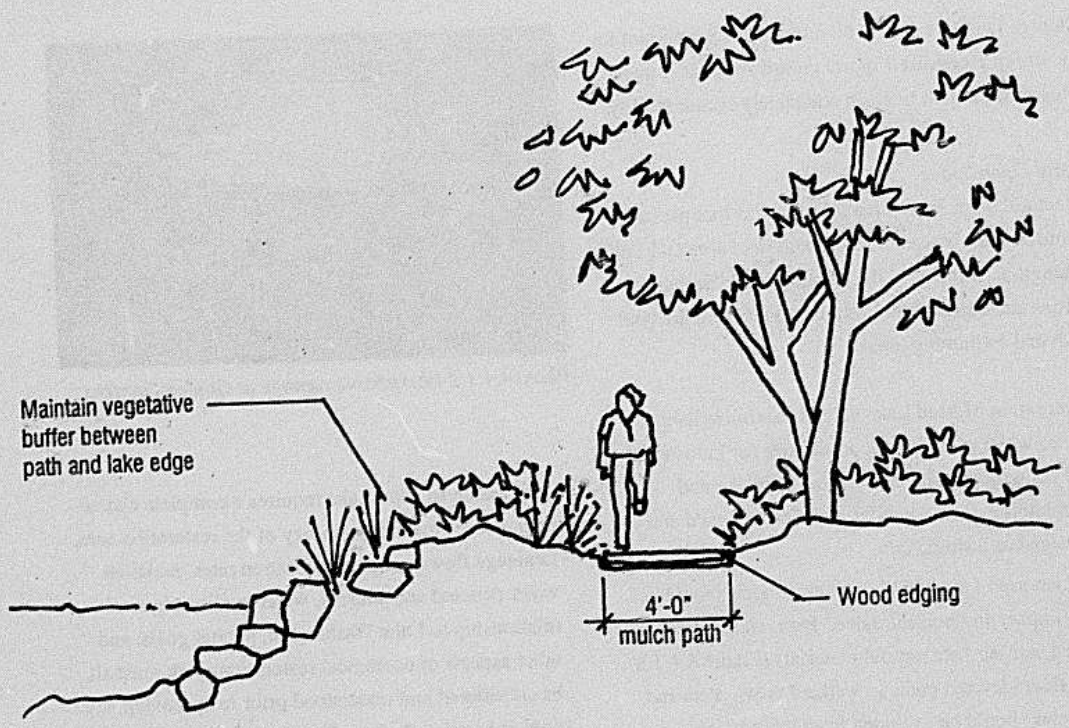


Figure 4.1.1.8 Trails at Mud Lake

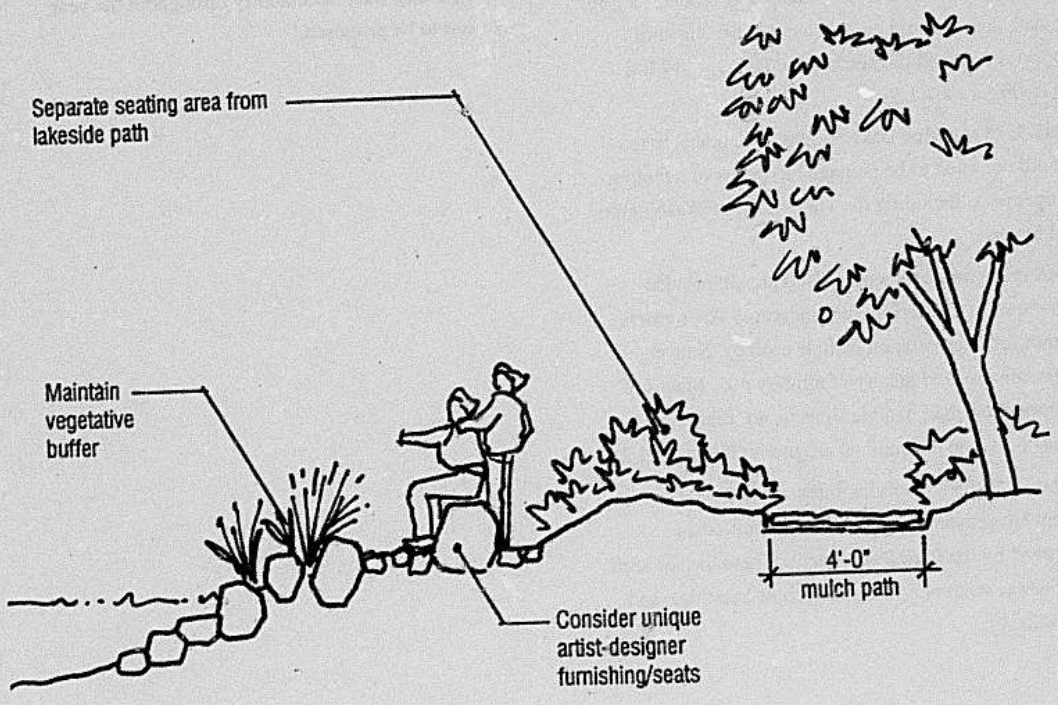


Figure 4.1.1.9 Seating area at Mud Lake

4.1.2 Shoreline Restoration

Existing Conditions

The Sand Point shoreline has undergone substantial alteration since 1916 when the water level in Lake Washington and the historical Mud Lake were lowered by 8 feet. By 1945 the area which is now Magnuson Park was cleared, and both Mud Lake and most of Pontiac Bay were filled. The existing shoreline was expanded and armored, and a majority of the property was paved for the Naval Air Station.

The lowering of the lake and the subsequent shoreline filling and armoring have created an unnatural profile along the entire Sand Point shoreline. Through much of Magnuson Park and the area west of NOAA's facility at Pontiac Bay, vegetation and erosion have begun to alter the man-made shoreline, exposing old bank armoring debris, construction fill, and undermining bulkheads (Photo 4.1.2.1). Within Pontiac Bay along the NOAA property the shoreline is heavily armored with concrete bulk heading and concrete shoreline paving (Photo 4.1.2.2)

The main activities along the Sand Point shoreline are swimming (Photo 4.1.2.3) and launching of boats and small water craft (Photo 4.1.2.4). Outside of these activity areas, much of the shoreline is emerging habitat for waterfowl, (Audubon Society, c. 1997).

Photo 4.1.2.1 Eroding shoreline and fill debris at Magnuson Park

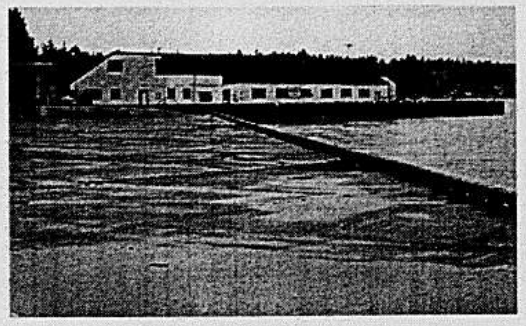


Photo 4.1.2.2 Reinforced bulkhead at North Shore Recreation Area

Design Objectives

Three objectives were identified with respect to shoreline restoration:

- Stabilize, enhance, and restore the shoreline of Sand Point and Magnuson Park to establish a sustainable balance of human recreation access and shoreline habitat areas.
- Recreate Mud Lake in its historic setting and create a viable wetland habitat area with a direct hydrologic link to Lake Washington.
- Develop active recreation within the North Shore Recreation Area at Pontiac Bay to accommodate a proposed small boat center and possibly a beach park.

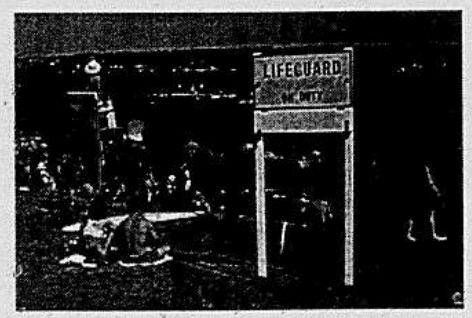


Photo 4.1.2.3 Swimming beach at Magnuson Park

Design Criteria

- Restore the Magnuson Park shoreline to accommodate a variety of public recreation access: swimming, picnicking, boat launching, board sailing, walking, bird watching, jogging, and bicycling.
- Evaluate which shoreline sections can most effectively be restored for habitat, active recreation, passive recreation, domestic animal access, and boat launching. Determine the restoration strategy for each existing condition by evaluating the following factors: user demand, adjacent uses, maintenance, appropriateness, and sustainability.
- Preserve and restore significant potential shoreline habitat areas and limit human and domestic animal access to these areas to sustainable levels.
- Recreate the historical Mud Lake as a wetland habitat area with the opportunity for viewing access by visitors.

Technical Guidelines

A variety of shoreline conditions have been identified at Sand Point/Magnuson Park (see Figure 4.1.2.1). Guidelines have been developed to address the specific needs of the these different conditions, and are presented in the following pages. In the case of Mud Lake, the guidelines address future conditions which do not yet exist.

Shoreline Restoration

To guide shoreline restoration along Lake Washington within Sand Point and Magnuson Park, a series of restoration prescriptions have been developed. Prescriptions are based on a preliminary analysis of the shoreline and should be used as a point of departure for further study and engineering.

- West of Building 11 in Pontiac Bay, the recommended prescriptions are to maintain the armored bulkhead where it serves the needs of the proposed small boat center, and to naturalize the remainder of the shoreline as shown in Figure 4.1.2.2.
- Throughout the existing lake shore, restore the shoreline using best management and design methods. Utilize "green engineering" techniques where feasible. Emphasis should be on regrading and stabilizing the shore with soft engineering measures such as bioengineered slopes and beaches, naturalistic rock slope reinforcement, and aggregate gradation of beach areas (see Figures 4.1.2.3 and 4.1.2.4).
- Protect water and soil resources by utilizing best management practices for erosion and sediment control.
- Use native plant species exclusively for all shoreline restoration.

Photo 4.1.2.4 Boat launching at Magnuson Park

Swimming Beaches

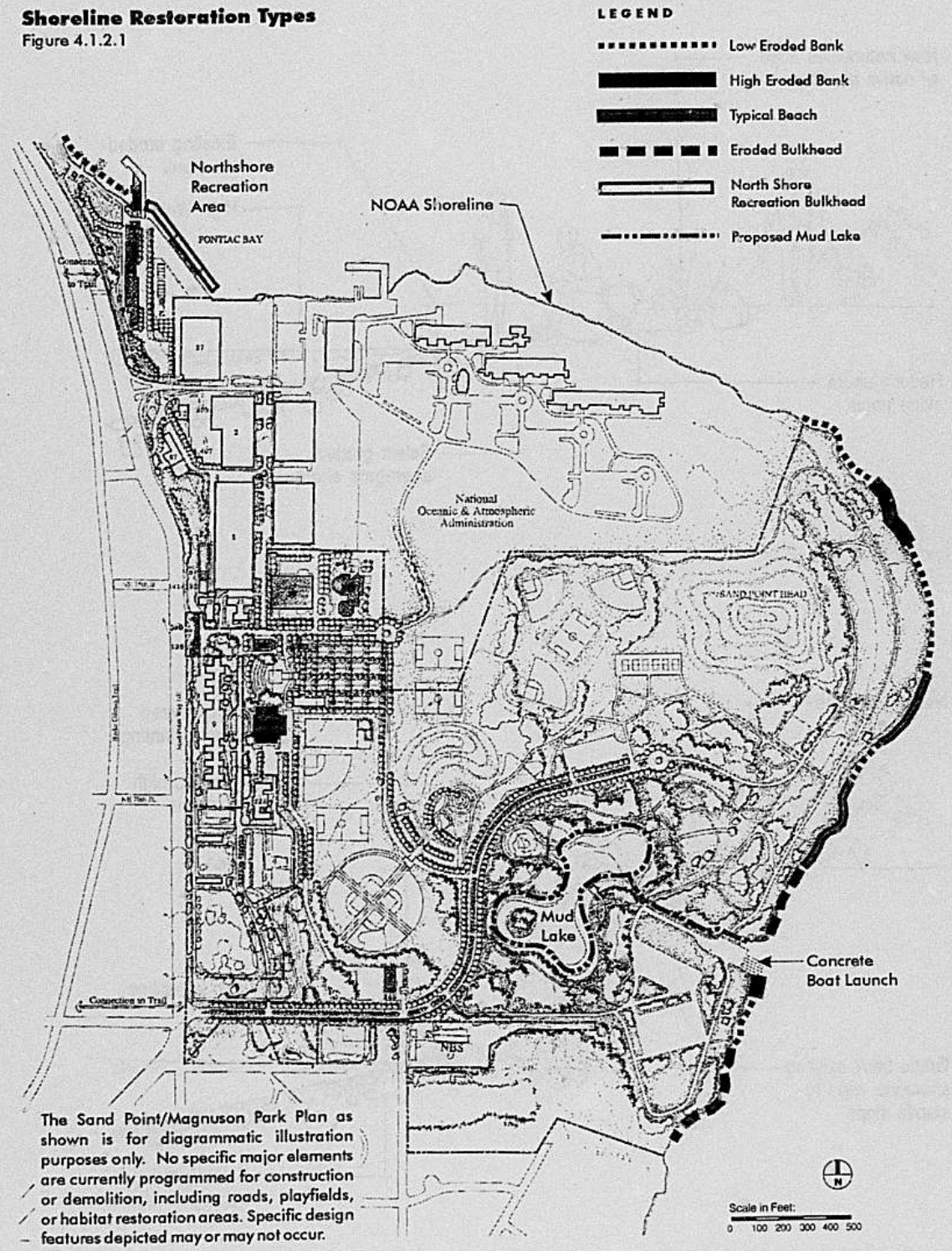
- Preserve and enhance the existing Magnuson Park swimming beach area (see Figure 4.1.2.5). Contain swimming activity to sanctioned areas in Magnuson Park and the proposed North Shore Recreation Area to the extent feasible.
- Rehabilitate existing informal pocket beach areas along the Magnuson Park shoreline to accommodate water access. Restore the shoreline to support moderate use.
- Provide a new beach access area for the proposed small boat center at the North Shore Recreation Area.

Magnuson Park Boating and North Shore Recreation Area

- Maintain existing boat launch facilities at Magnuson Park to serve local boating access to Lake Washington. Maintain armored shoreline at boat launch. Maintain existing automobile and trailer parking and

Shoreline Restoration Types

Figure 4.1.2.1



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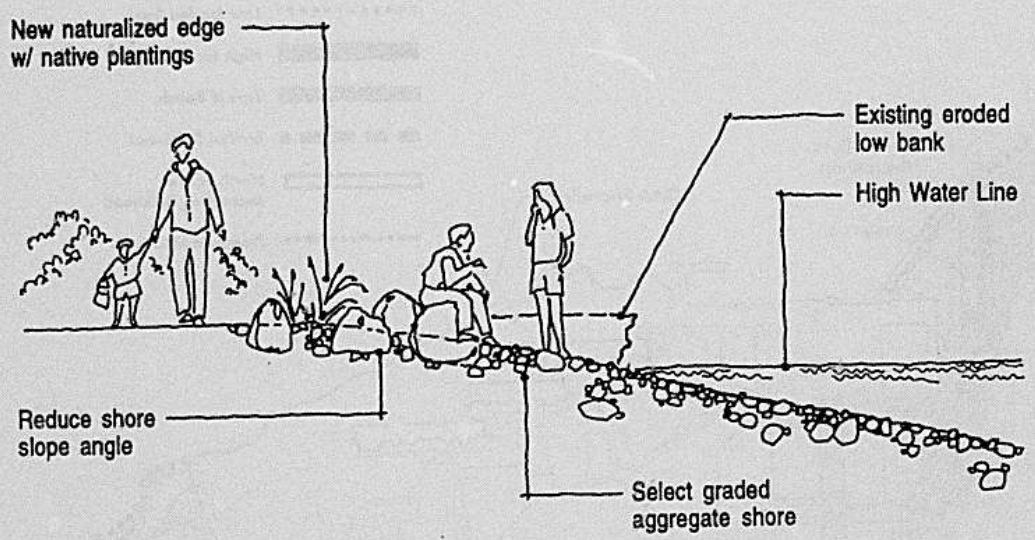

Figure 4.1.2.2 Low eroded bank shoreline

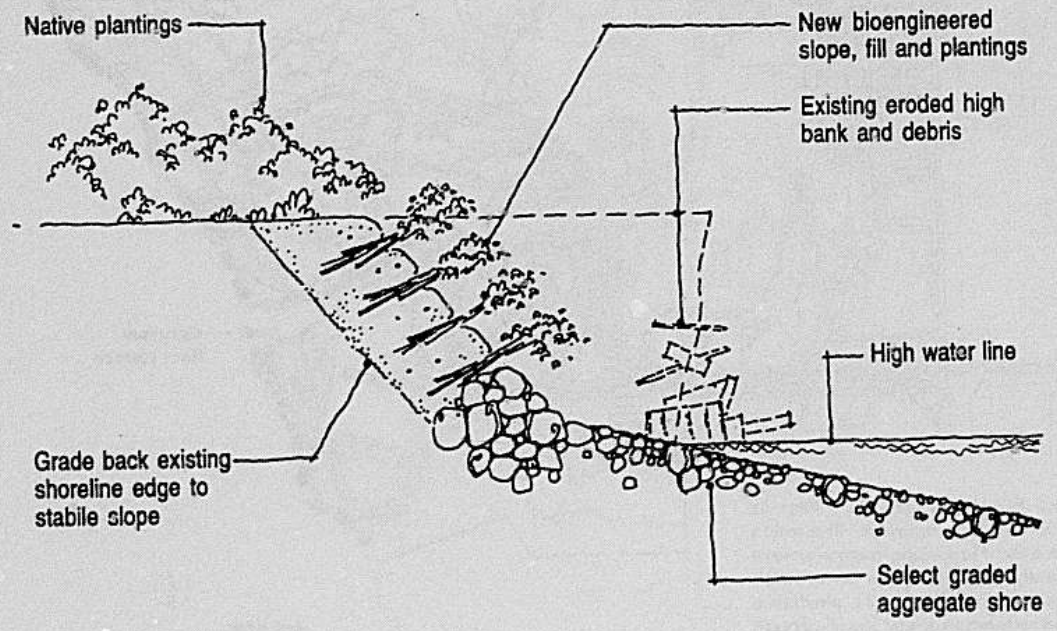

Figure 4.1.2.3 High eroded bank shoreline

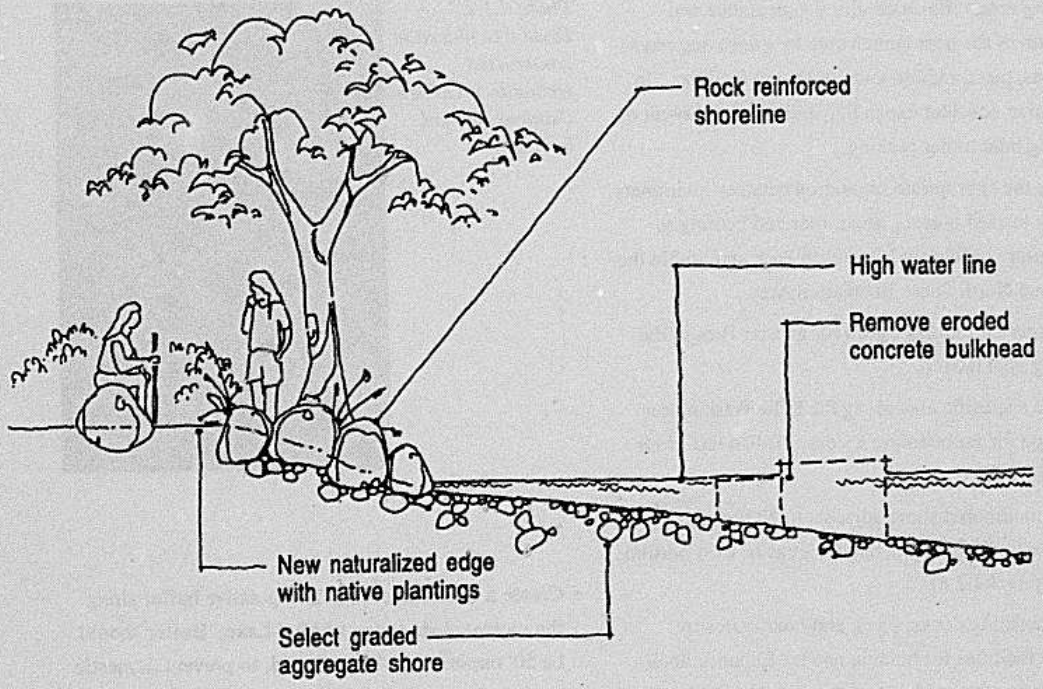

Figure 4.1.2.4 Shoreline with eroded bulkhead

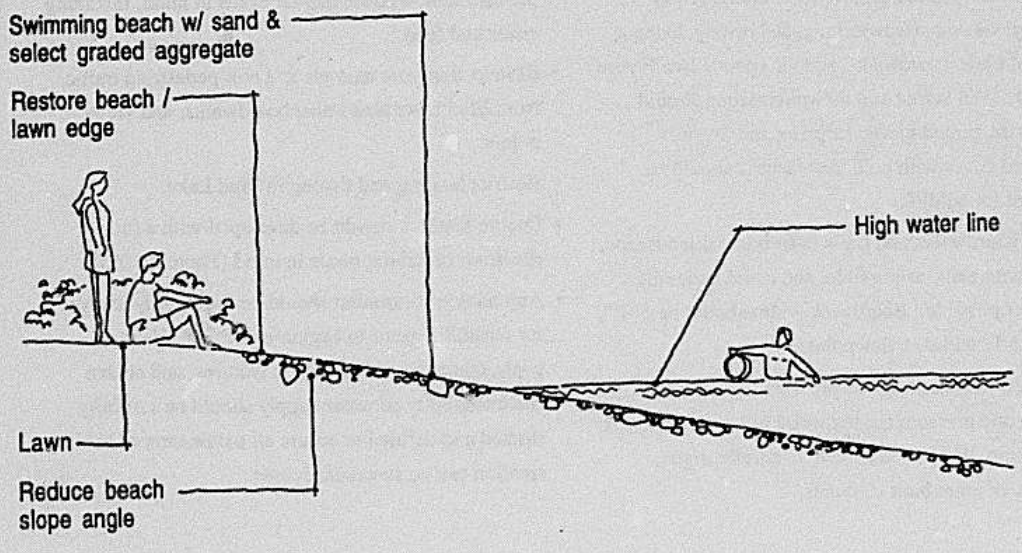

Figure 4.1.2.5 Swimming beach

queuing areas. Enhance visual appearance and function of the boat launch area by improving paved surfaces, piers, railing, and associated facilities. In particular, consider expanding and revising layout of existing boat trailer parking.

- Ensure the appropriate separation between swimmers, non-motorized boaters, and motorized boating to avoid user conflicts at Magnuson Park and within the proposed North Shore Recreation Area.
- Limit shore armoring within Magnuson Park to the existing boat launch.
- Provide a specific area along the Lake Washington shoreline for sailboarding access. Utilize turf grass for rigging area.
- Maintain armored shore adjacent to NOAA facilities (east portion) and create habitat areas in west portion (see Figure 4.1.2.6).
- Utilize existing docks, piers, and boathouses to provide facilities for boating needs. Enhance dock facilities as required to accommodate North Shore Recreation Area program.

Mud Lake

- Provide limited human access to restored habitat area know as Mud Lake. When complete, the design should accommodate passive recreation, such as walking, viewing, birdwatching, and resting, along a series of trails, boardwalks, and viewpoints (see Figure 4.1.2.7). Trail layout and viewpoint siting should emphasize guided views, surprise, and mystery. Sheltered coves with no human access should be provided for wildlife.
- Design boardwalks and trails to fit into the landscape, be as unobtrusive as possible, and avoid handrails wherever possible. Boardwalk width should be 6'-0", and slightly wider at viewpoints.
- For boardwalk decking use pressure treated wood framing and pressure treated wood or extruded plastic for decking. Use wood for any handrails, signs, benches, or other built elements.

Photo 4.1.2.5 Dead tree placed in constructed wetlands at Golden Gardens for bird habitat

- Create a thick impenetrable vegetative buffer along the recreated shoreline of Mud Lake. Buffer should be 50' minimum, 100' preferred, to prevent domestic animals from shoreline access. Provide temporary fencing of the Mud Lake habitat areas until reasonably established.
- Use native plants exclusively in the Mud Lake restoration. For planting within Mud Lake refer to the landscape chapter and plant lists. Planting should be planned with wildlife habitat needs in mind, including cover and food.
- Restrict domestic animals and non-pedestrian traffic from Mud Lake area trails, boardwalks, and viewpoints.
- Restrict boating and fishing in Mud Lake.
- Design features should be developed with a full spectrum of habitat needs in mind (Photo 4.1.2.5).
- Any habitat restoration should be thoroughly analyzed for feasibility prior to beginning design. Habitat goals, character of hydrologic features, and source and availability of water supply should be carefully studied and defined to ensure all parameters of habitat creation can be successfully met.

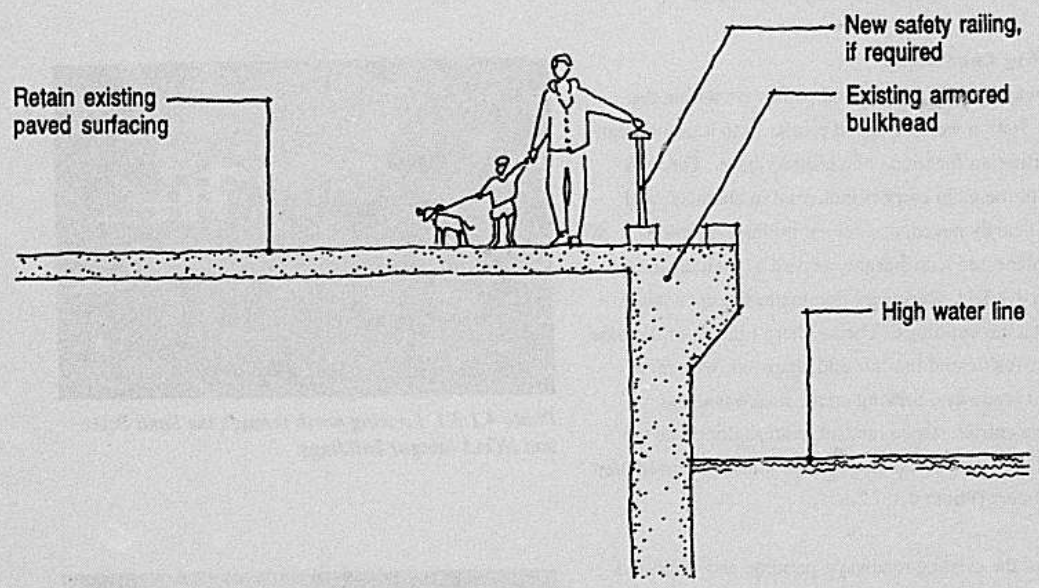

Figure 4.1.2.6 Bulkhead

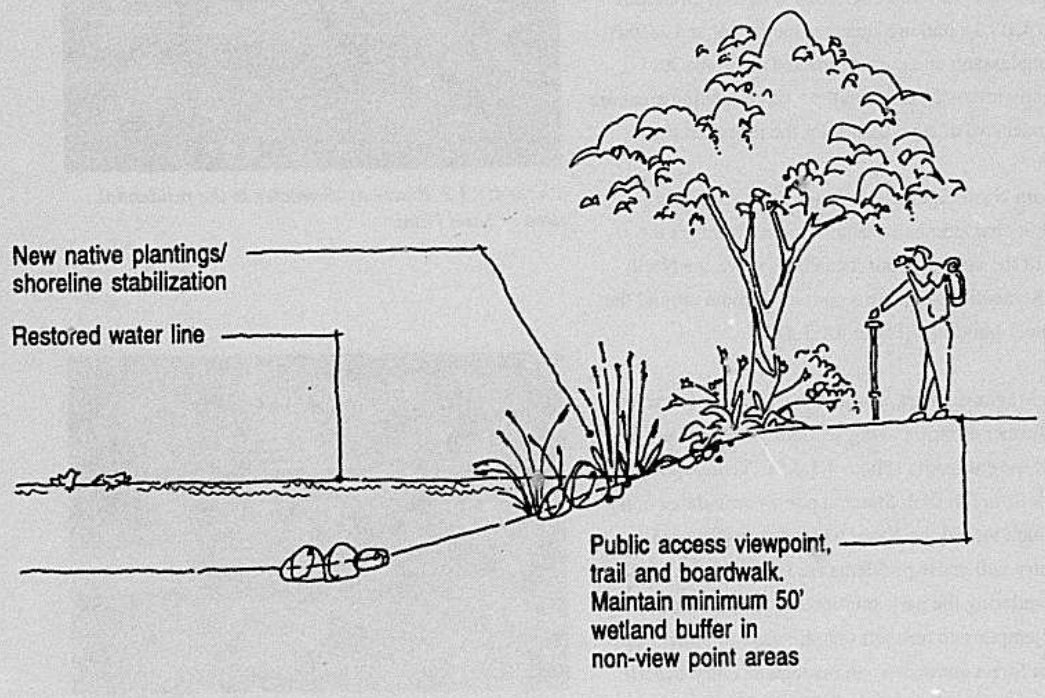

Figure 4.1.2.7 Mud Lake wetland shoreline

4.1.3 Circulation and Access

Existing Conditions

Roadways, parking areas, and walkways within the Naval Station were designed primarily to accommodate the utilitarian functions of a military base. The area north of the main entry is industrial in character and scale, heavily paved, and served military functions such as airplane and ship storage, as well as maintenance (Photo 4.1.3.1). Pavement dominates the open space between the buildings. The southern portion of the base is more residential in scale and character, with more defined roadways, parking areas, walkways, and building entries. Open landscape areas dominate the spaces between buildings that once housed enlisted men and officers (Photo 4.1.3.2).

Photo 4.1.3.1 Looking north through the Sand Point and NOAA hangar buildings

Many of the existing roadways, parking, and walkways are incompatible with the proposed civic functions for the old Naval Station. Roadways do not always access the site in an orderly or efficient manner; entries do not accommodate cars with boat trailers well; vehicular access to the North Shore Recreation Area is circuitous (Photo 4.1.3.3); parking areas are inefficient and aesthetically unpleasant; and curb-delineated sidewalks are frequently missing. As a result, paved circulation areas are more extensive than necessary for the proposed uses.

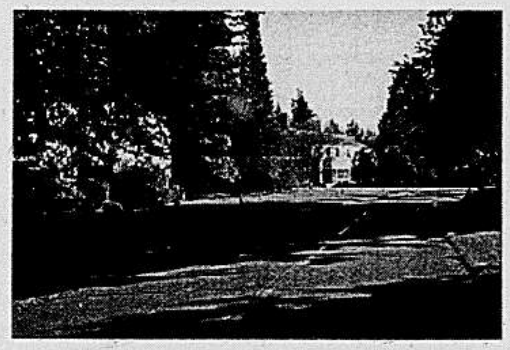

Photo 4.1.3.2 Roadway character in the residential area of Sand Point

The main Naval Station entry at NE 74th Street is formal in character and grand in scale. It serves the center of the site well, but it can only serve the North Shore Recreation Area via a circuitous route around the old hanger buildings (Photo 4.1.3.4).

Within Magnuson Park, circulation routes were carved out of former airstrip paving sections which once covered the entire site (Photo 4.1.3.5). Vehicles access the park from NE 65th Street, a poorly articulated entry road which served the Naval base as a service road. This entry will cause problems for vehicles with boat trailers entering the park southbound on Sand Point Way, attempting to turn left onto the narrow street. The NE 65th Street entrance is an inadequate entry experience for a major City park. The road section accommodates neither pedestrian nor bicyclist and has an infor-

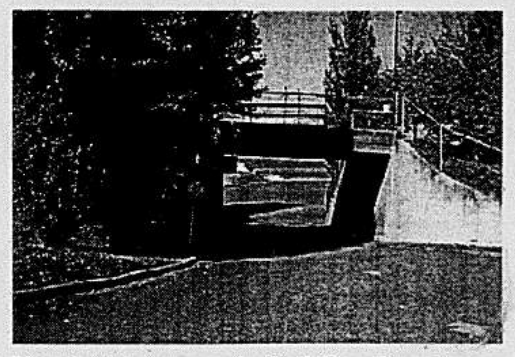

Photo 4.1.3.3 Access to the North Shore Recreation Area under the NOAA entry road

mal edge condition without a formal and continuous sidewalk.

The existing roadways penetrate deep into the park and dominate the western shore side area of the park. Inside the park, a series of isolated parking areas serve boat launching facilities and scattered recreation facilities. The pathways in the park are a combination of reused pavement sections from former airstrip runways and informal mineral-based or chipped wood surfaced trails (Photo 4.1.3.6). Former munitions bunkers and loading drives form interesting military relics and additional pathway routes.

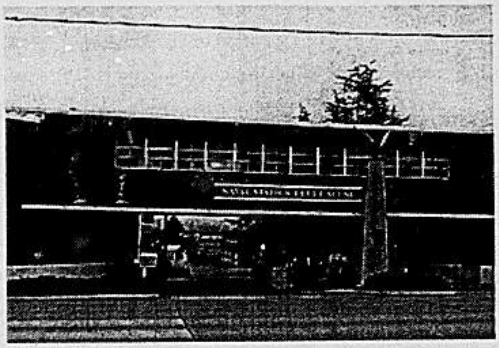

Photo 4.1.3.4 Entry to Sand Point Naval Station at NE 74th Street

Design Objectives

A fairly complete circulation system already exists at Sand Point/Magnuson Park. The critical task is to refine and upgrade it, solving real problems such as ensuring public safety, bringing travelways up to civilian standards, and filling in missing pieces. The circulation guidelines should function to satisfy three objectives:

- Develop a circulation system which integrates Sand Point with Magnuson Park while preserving the distinctive character of both settings.
- Bring visual clarity and improved access to the existing entries to Sand Point and Magnuson Park and investigate opportunities for a new entry and parking area for the North Shore Recreation Area.
- Provide compatible, efficient, appropriate, and accessible circulation routes for all users—vehicular, transit, pedestrian, and bicyclists—which results in a rich and varied experience for the user.

A Transportation Management Plan (TMP) is being developed for Sand Point. Transportation related design should be consistent with the TMP. The Design Guidelines and the TMP are intended to be complementary, consistent documents.

Photo 4.1.3.5 Remnant Naval airstrip paving used as parking in Magnuson Park

Photo 4.1.3.6 Informal perimeter trail swath at the Magnuson Park-NOAA boundary

Design Criteria

The following criteria were identified to aid development of the technical guidelines for circulation:

- Combine the Sand Point and Magnuson Park roadways into an integrated circulation systems that affords a coherent series of entries through roads, parking areas, and trails.
- Preserve the distinctive character of the two main circulation systems: the formal historic and partially tree lined Naval Station, and the informal, evolving, naturalized open setting of Magnuson Park to establish a circulation framework which maintains these distinctions while accommodating the proposed civil and recreation uses.
- Create a hierarchy of routes throughout the campus to establish a coherent, efficient, and aesthetically pleasing circulation system. Accommodate all current and proposed circulation users (automobile, transit, service vehicles, bicycles, and pedestrians) with an accessible circulation system.
- Create a flexible and expandable circulation system which addresses current needs and can respond to future demands.
- Create multiple entries with specific architectural and landscape character to serve the Sand Point and Magnuson Park campus. Accommodate and improve vehicular and boat trailer access to the North Shore Recreation Area and the Magnuson Park Boat Ramp.
- Encourage alternative, non-motorized, and transit circulation into and within the entire site. Provide loop trail systems on site for pedestrian and bicycle users.
- Develop parking areas that can handle and anticipate demand in a manner and setting which supports the particular character of the site - historic, active or passive recreation.
- Provide a coordinated signage program which encompasses the entire campus setting.

Technical Guidelines

Roadways

Circulation design at Sand Point/Magnuson Park should adhere to the following guidelines. This includes roads, sidewalks, paths, and trails.

- Develop a circulation system that responds directly to the individual character of the various areas within to site; within the Historic District, it should respect the urban, formal tone; within the Magnuson Park active recreational area, it should be efficient and durable; within the passive recreational area, it should be unobtrusive and appropriately designed to complement the naturalized setting.
- Define main and secondary roadways to organize and enhance the roadway system (Figure 4.1.3.1).
- Utilize the active recreation area as the transition between the two circulation systems. Create a transition between the informal Magnuson Park system and the formal Sand Point system.
- Roadway edge and curbing should be designed for appropriateness to the specific campus district (Figure 4.1.3.2). In the proposed Historic District continue the use of the rounded curb, gutter, and sidewalk. Curb should not be integral with the sidewalk. In the Magnuson Park, area utilize more informal means, without a formal sidewalk.
- Use a low profile "mountable" curb, following existing prototypes, within the proposed Historic District and within the North Shore Recreation Area if vehicular access necessitates it. Throughout Magnuson Park an informal edge condition should be utilized. Use either a gravel shoulder with a planted swale or a rustic log and/or stone edge barrier.

Entries

- Establish the entry at NE 74th Street as the major vehicular entry to the proposed Historic District and active recreation area. Create a distinctive formal setting for the proposed Historic District, civic buildings, and North Shore Recreation Area if no separate North Shore entrance is developed.

Circulation Plan

Figure 4.1.3.1

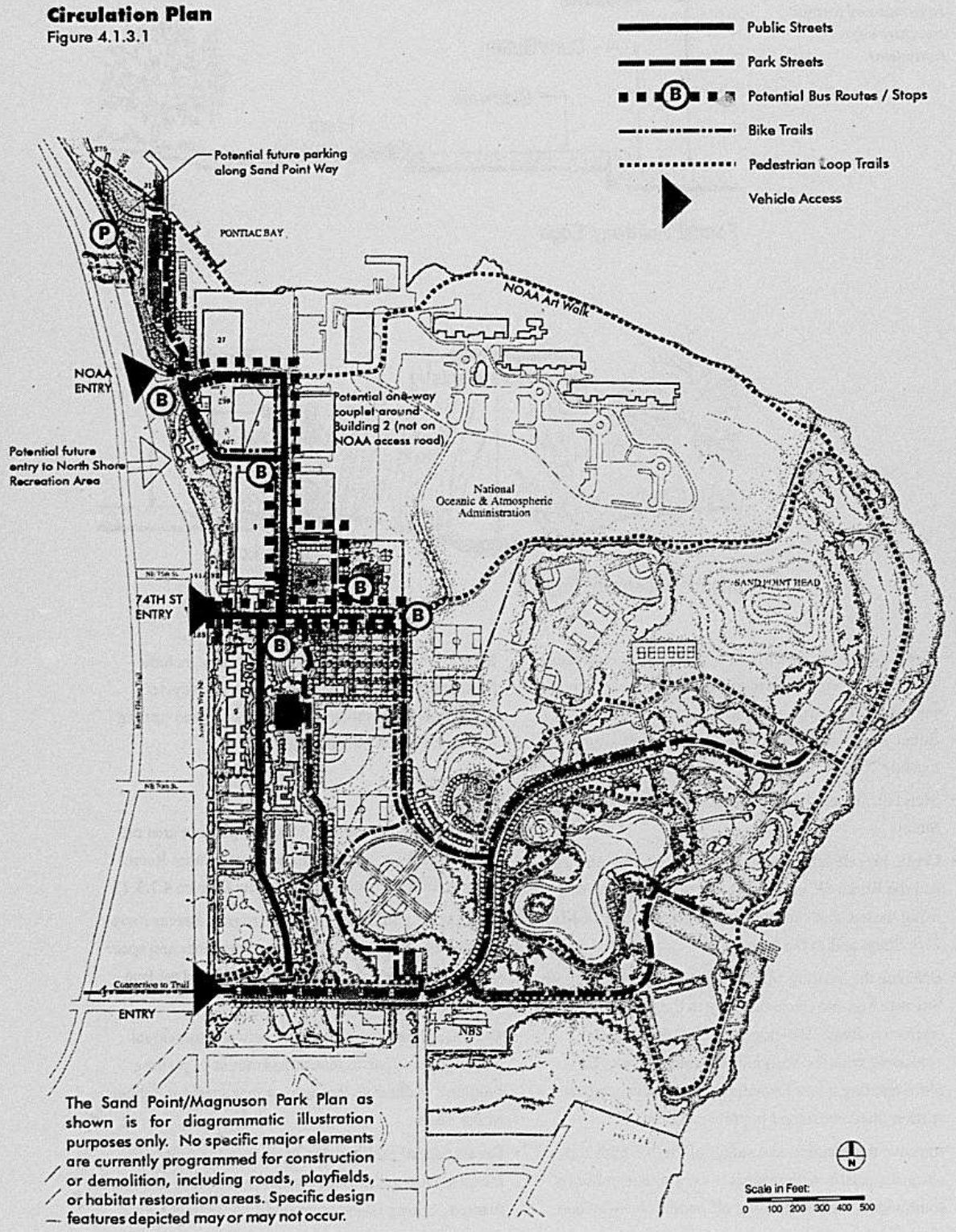

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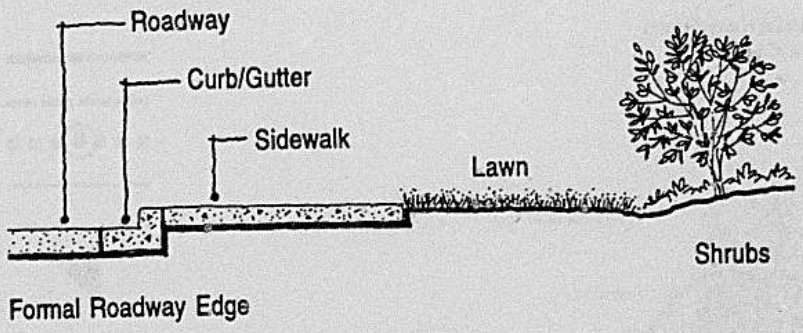
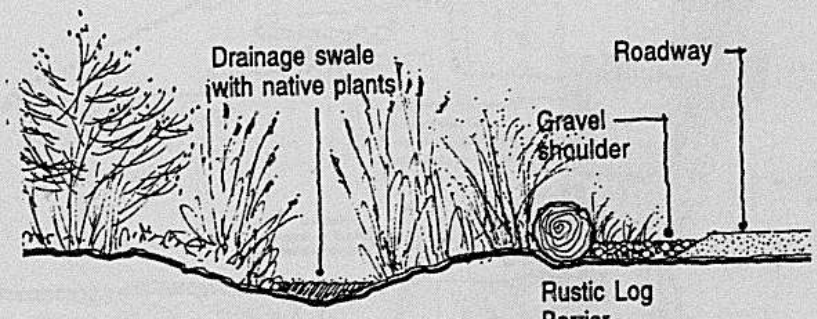
Figure 4.1.3.2
Informal and formal roadway edge treatments



Formal Roadway Edge



Informal Roadway Edge

- Investigate the possibility of a North Shore Recreation Area entry north of the main NE 74th Street entry, perhaps by constructing a new entry near NE 77th Street which would access the North Shore via the existing NOAA underpass.
- Maintain signaled intersections at NE 65th and 74th Streets.
- Create bicycle lane connections from Sand Point Way and the Burke-Gilman Trail west of Sand Point Way, using these signalized intersections, as well as at NE 77th Street and to the North Shore Recreation Area.
- Enhance the existing Magnuson Park entry at NE 65th Street to become the main entry to the passive recreation areas. Develop the entry in a manner consistent with the design of Magnuson Park. Explore creating a less formal, planted roadway cross-section than envisioned in previous plans.
- Improve the function and safety of the NE 65th Street entry, especially with regards to boat trailer traffic by southbound vehicles turning off Sand Point Way and bicycle and pedestrian traffic. This may include redesign of the entire intersection, with bicycle/pedestrian crosswalks, more clearly defined turning lanes, and improved signalization.

Parking

- Investigate the possibility of a new parking area off Sand Point Way, adjacent to the North Shore Recreation Area for walk-in access to site (Figure 4.1.3.1).
- Reorganize parking areas to utilize paved areas more efficiently, using modern parking standards and space dimensions. Remove excess pavement and replace with landscape area.
- Use shared parking techniques between individual building functions to minimize amount of parking required. Adhere to the parking management policies of the TMP.
- Create formal parking area layouts in the proposed Historic District; provide formal street/shade trees in planted parking islands supported by vertical curbs.

- Create delineated but more informal and naturalistic parking settings in Magnuson Park. Utilize "green" parking areas with reinforced turf or soft surfacing as overflow parking areas to minimize impervious surfacing and the excessive expanses of paved area.

Accessibility

- Provide an accessible route of travel from all site entries, parking areas, and transit stops to all buildings and Activity Areas. Comply with all ADA recommendations. Wherever possible avoid ramps and slopes greater than 5%.
- Provide curb ramps at intersections, curb cuts, and other critical points to ensure accessibility of sidewalks and walkways. At intersections, curb ramps should be placed facing opposite curb, rather than in the center of a curb radius.

Wayfinding

- Coordinate signs and site elements to enhance wayfinding into and through the site. Clearly demarcate various circulation user routes, destinations, and use regulations (See Chapter 4.1.9 Signage and Graphics).

Bicycle and Pedestrian Trails

- Vehicular and pedestrian/bicycle circulation routes should be accommodated on both physically separated trail alignments, and on a typical sidewalk/roadway configuration (Figure 4.1.3.3). In the proposed Historic District, bicycle routes should be on surface roads. In Magnuson Park, they should be separated from pedestrian trails as much as possible. Separate bicycle trails should be 8' to 12' in width. Design of bike paths should conform to relevant AASHTO standards.

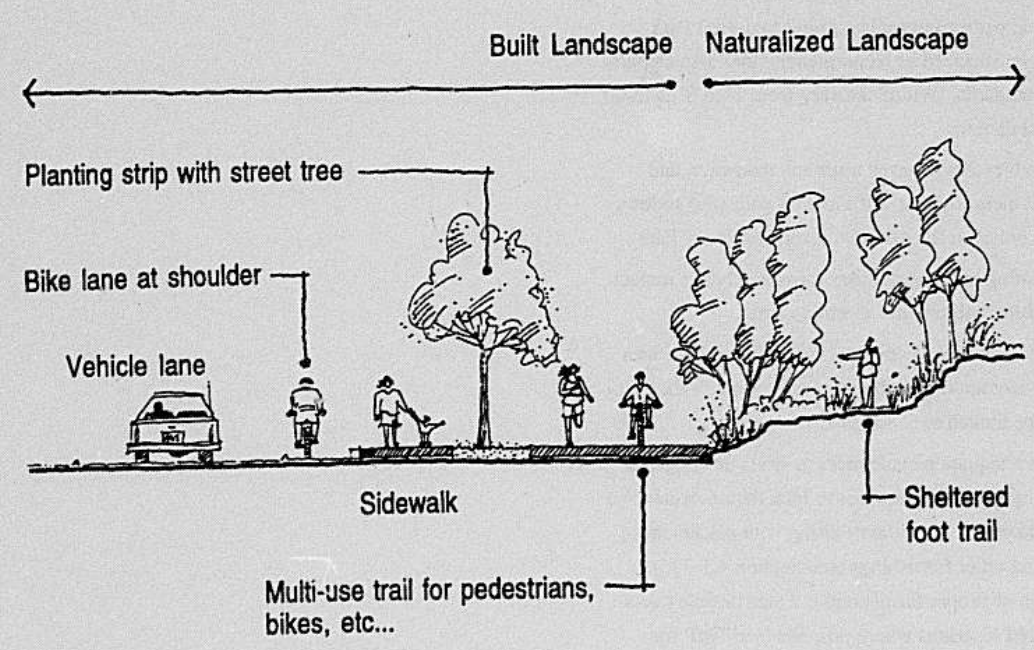


Figure 4.1.3.3 Streets, sidewalks, and trails

- Provide a connection to the Burke-Gilman Trail at the North Shore Recreation Area and Sand Point Way. Provide trail access and connections into the Sand Point/Magnuson Park campus and the interior campus trail system.
- Create loop trails for both pedestrian and bicycle users. The development of a paved multi-use trail loop should be pursued which emphasizes family recreation. Loop trails should incorporate the longest possible linear distance, routing around and through the park to the extent possible. Paved multi-use trails should incorporate asphalt paving and a minimum 10' to 12' in width.
- Work with NOAA to integrate the Magnuson Park and NOAA trail systems, particularly the "Art Walk" along NOAA's north shoreline and the connection to the North Shore Recreation Area.
- Utilize existing pavements to accommodate pedestrian/bicycle circulation to the extent possible (as is currently the case at Magnuson Park).
- Design all paved trails to be ADA accessible. All unpaved trails should attempt to accommodate ADA accessibility criteria whenever possible.
- Unpaved pedestrian trails within Magnuson Park should be surfaced as recommended by Parks Department standards. Width can vary from 2' to 6' as user demand dictates.
- Restrict bicycles to paved trails and roadways, and prohibit them from all soft surfaced trails (this follows current policy at the Arboretum and Discovery Park).
- Avoid siting trails where they have an adverse impact on wildlife, habitat, and shoreline areas.
- Provide boardwalks within the restored Mud Lake area which accommodate pedestrians only. Boardwalk width should be limited to 6' except at viewpoints.
- Provide adequate bicycle racks at strategic locations to give cyclists opportunities to lock their bicycles in a secure location. Coordinate siting with placement of lights and other furnishings (see Section 4.1.7 for selection of proper furnishings). Place bicycle racks in covered locations where possible (see TMP for examples).

Transit

- Transit should be a significant feature of the redeveloped Naval Station. Transit access should be made as convenient as possible to reduce demand on automobile access to parking areas and interior roadways.
- Select interior roadways within Sand Point should provide access for transit. Transit stops should include strategic points along Sand Point Way. Locations should target high-use sites such as administrative buildings, senior facilities, community services, and active recreation areas. Focus internal transit stops on and north of NE 74th Street. Housing area can access transit on Sand Point Way. Work with Metro to locate transit stops within site.
- Coordinate transit routes at NOAA with those in Sand Point/Magnuson Park. Consider an interior loop connection to NOAA using NE 74th Street.
- Use transit stops within the Historic District as focal points for civic design, potentially including seating, lighting, and other furnishings.

4.1.4 Pavements

Existing Conditions

Sand Point

Typical pavements at Sand Point consist of older exposed aggregate concrete of WWII vintage (both streets and sidewalks), or an asphalt overlay onto those older concrete surfaces (Photo 4.1.4.1). In general, these surfaces are in good condition despite their age and are remarkably intact. Some of these pavements are quite thick due to their origin as airplane runways and taxiways.

Photo 4.1.4.1 Asphalt over concrete roadway

Sidewalks are invariably of the older exposed aggregate concrete (Photo 4.1.4.2). The aggregate in sidewalk concrete may contain a smaller particle size than road surfaces. In places, the poured concrete curb is integral with the sidewalk and typically has a rounded nose. Where the sidewalks have cracked and been recently repaired, the newer material is typically a broom-finished concrete, noticeably lighter in color than the older material. In addition, some areas of unit paving exist in less travelled areas. Examples include the brick paths in the old rose garden (Photo 4.1.4.3) and cut stone paths near Building 15.

Photo 4.1.4.2 Exposed aggregate sidewalk at Sand Point

Most of Sand Point is adequately served by walkways. However, in Activity Areas 1 and 2, vehicular pavements cover much of the area, and separate, curb-delineated sidewalks are rare. Instead, paint lanes separate vehicle travel lanes from walkways. Crosswalks are typically identified with paint throughout Sand Point, and separate crosswalk material is not used. Curb ramps are absent at street corners and elsewhere.

Magnuson Park

A variety of path surfaces exist at Magnuson Park, including concrete, asphalt, gravel and crushed stone, and mulch. Many of these are remnants of older Navy vehicular pavements adapted for pedestrian use, while others are more recent Park Department improvements.

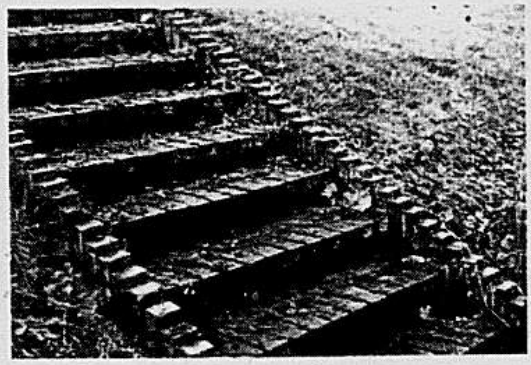


Photo 4.1.4.3 Brick paving in the old rose garden

Design Objectives

Paved surfaces throughout Sand Point often extend from building front to building front. It is frequently difficult to distinguish between vehicular travelways, pedestrian surfaces, and ancillary spaces. Adequate definition of walkways and crosswalks is needed to serve public safety. With that, the following criteria have been identified to guide pavement design.

Design Criteria

- Reduce and redefine amount of pavement area at Sand Point, where feasible. This will increase safety, through definition of pavement areas and function; will be more aesthetically pleasing, by allowing additional landscaping; and will decrease runoff into Lake Washington, thus protecting natural resources.
- Retain the historic flavor and coherent design structure of Sand Point by adopting suitable walkway standards and protecting existing historical pavements in and near the proposed Historic District.
- Identify a palette of pavement surfaces adequate to serve all design needs at Sand Point/Magnuson Park.
- Provide defined and grade-separated sidewalks and walkways that meet ADA standards.

Technical Guidelines

Typical pavement surfacing materials are identified in this section, and summarized in Table 4.1.4.1.

Roadways

Sand Point

- Match existing adjacent road surface throughout the proposed Historic District. This typically consists of the original exposed aggregate concrete or asphalt over concrete. Exposed aggregate concrete is the preferred vehicular pavement for use at Sand Point.
- When specifying concrete, incorporate colorant as necessary to match concrete color. Match aggregate size, color, and proportion of different aggregate sizes.
- When matching to asphalt over concrete roads, new construction should incorporate a concrete base to avoid slumping of the asphalt surface.
- Avoid placing utilities in roadbed to reduce need to tear up road. Utility crossings should be by boring or placed within areas that can become crosswalks.

Magnuson Park

- Roadways at Magnuson Park will typically be surfaced with asphalt.

Sidewalks and Pathways

Sand Point

- Match the exposed aggregate concrete surface, using concrete colorant as necessary to match existing sidewalks (Photo 4.1.4.4). Match color and size of aggregate. It is preferable to replace whole stretches of sidewalk than to place small patches.
- Match existing historic rolled curb where appropriate (Figure 4.1.4.1). If replacing with City standard curb, do so as an entire unit between curb cuts, not in isolated segments.
- Provide curb ramps at all intersections and selected critical points. Refer to City of Seattle Standard Plans for ramp standards.

Magnuson Park

- Sidewalks and walkways at Magnuson Park can have any number of surfacing materials, depending on the situation. These materials should adhere to Parks Department standards. In certain instances in or near the proposed Historic District, sidewalks may consist

Photo 4.1.4.4 Typical existing exposed aggregate surfacing

of exposed aggregate concrete. Otherwise paved walkways will have asphalt surfaces.

- Pathways with low levels of use may be surfaced with crushed rock, other mineral aggregate, or mulch, as appropriate.
- Pathways around Mud Lake should have mulched surfaces.
- Boardwalks are permitted where appropriate. Consider use of recycled materials for boardwalk surfaces.

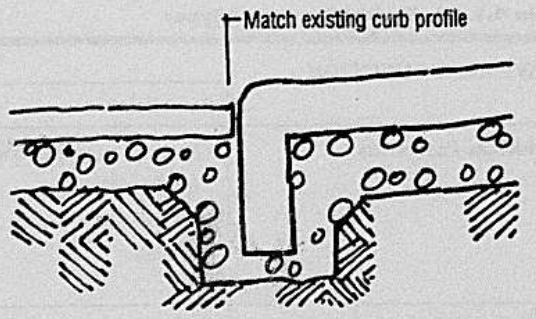


Figure 4.1.4.1 Existing rolled curb in Historic District

Accent Paving

Sand Point

- Accent paving should consist of interlocking unit pavers in z-block or square shapes, with proper edge restraint.
- Color shall be limited to reddish or reddish-brown hues, matching existing brick in historic architecture. Colored concrete may also be used as an accent paving, although its use should be more limited. Buff or yellowish tones should be used to match color of precast concrete in historic architecture.

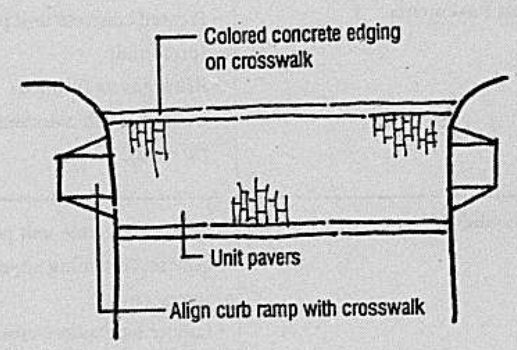


Figure 4.1.4.2 Unit paver crosswalk

Magnuson Park

- Exposed aggregate concrete or interlocking pavers in light or dark gray tones with proper edge restraints.

Crosswalks

Sand Point

- In areas of high traffic, particularly along NE 74th Street, consider delineating crosswalks using inset unit pavers with a concrete retaining edge (Figure 4.1.4.2). Pavers should be reddish hued, and concrete should be yellowish of buff, matching the facade materials of the historic Deco architecture. Provide curb ramps for handicap access.
- Other crosswalks can be striped "ladder-type" for street crossings. Simple striping can be used in other situations (Figure 4.1.4.3), such as at long curb cuts as found along 63rd Avenue NE.

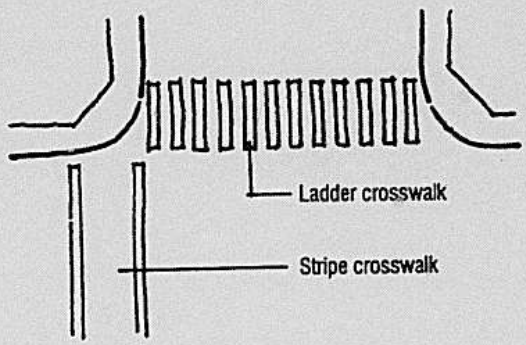


Figure 4.1.4.3 Striped crosswalks

Magnuson Park

- Crosswalks at Magnuson Park should consist of simple pavement striping consistent with City standards.

Table 4.1.4.1 Typical Pavement Types

PAVEMENT FUNCTION	Permitted Pavement Types	
	Sand Point	Magnuson Park
Vehicular Pavements	• Exposed aggregate concrete (preferred) • Asphalt over concrete • Asphalt	• Asphalt
Pedestrian Pavements	• Exposed aggregate concrete (preferred) • Asphalt	• Asphalt • Crushed rock • Mulch • Boardwalks
Accent Pavements	• Pressed concrete unit pavers (preferred) • Brick pavers (limited) • Concrete with colorants added (limited)	• Pressed concrete unit pavers • Exposed aggregate concrete
Crosswalks	• Pressed concrete unit pavers with concrete retaining edges (major intersections) • Ladder bar painted crosswalks (for street crossings) • Painted striping (other situations)	• Painted striping

4.1.5 Planting

Existing Conditions

Only a remnant vestige remains of the historic landscape of Sand Point, on Promontory Hill in the southeast portion of the site. The second growth conifers in this area give a hint of the rolling, forested character of the landscape that existed prior to pioneer settlement. The second growth canopy is composed of a combination of evergreen trees (Douglas fir, cedar, hemlock, and madrona) and deciduous trees (willow, cottonwood, and vine maple). The Mud Lake and Pontiac Bay areas previously had wetland shorelines, with small volume streams flowing to Lake Washington.

As the Naval Station was developed, the forest, wetlands and knolls gave way to open, level expanses of airplane runways and Navy facilities. Within the Naval Station the original street trees were planted in the 1930s and many trees from that era remain, including large trees along Sand Point Way, deodar cedars along 62nd Avenue NE, ornamental trees throughout the residential open space, and other scattered trees throughout the remaining site (Photo 4.1.5.1). In addition to trees, significant historical plantings and garden areas exist within the Naval Station (Photo 4.1.5.2). South of Building 26 South, a remnant of a brick lined rose garden remains, and the gardens of the adjacent officer's quarters on the east side of 62nd Avenue NE still evoke the character of the original planting designs.

In 1975, the Navy relinquished the airfields for use as a NOAA facility and a Seattle park. The character of the new Magnuson Park parcel was founded on a plan prepared by the firm of Jones and Jones in 1975. This plan aimed to restore a "natural" character to the site. Discrete areas of the site were designed to convey a particular landscape character (e.g., natural shorelines, grasslands, wetlands, and active recreation fields) in an effort to recall some of the original site features. In a 1988 plan, Worthy and Associates reinforced this concept and proposed boulevard plantings along site entry roads (not implemented). One of the major features of both of these plans, and the subsequent EDAW plan from 1993, was the re-establishment of

Photo 4.1.5.1 Deodar cedars in the Sand Point Historic District

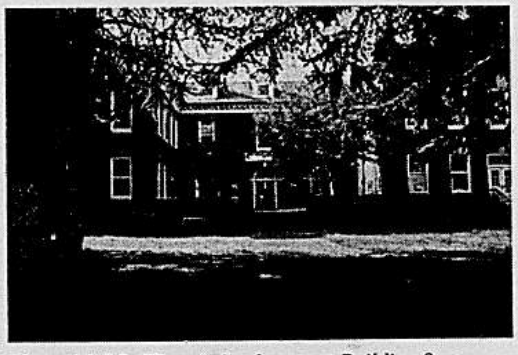


Photo 4.1.5.2 Historic landscape at Building 9

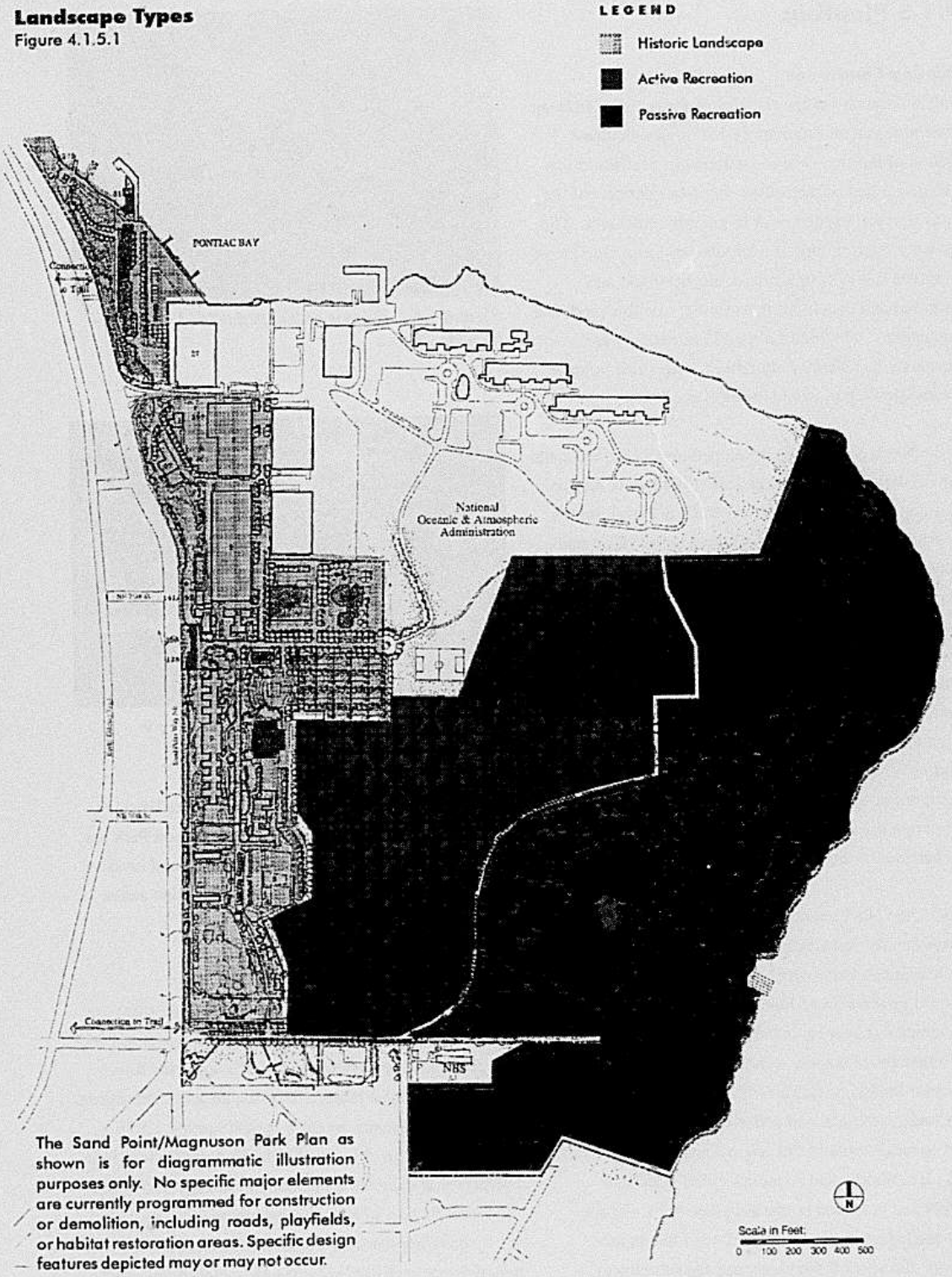
Mud Lake and its connecting stream to Lake Washington. Currently the plantings within Magnuson Park are a mix of ornamental species, native plants, and invasive exotics. Irrigation within the park is limited to active recreation turf areas.

Design Objectives

When looked at from a landscape perspective, there are three major environments at Sand Point/Magnuson Park, based on existing vegetation as well as planned future uses: the proposed Historic District, an active recreation zone, and a passive recreation zone (Figure 4.1.5.1). The major design objective for the Historic District is to preserve and enhance the existing landscape settings of the Naval Station to maintain the historic 1930s character, by ensuring that new projects and restorations adhere to the stylistic landscape character of this era. The major objective for the active recreation zone is to

Landscape Types

Figure 4.1.5.1



The Sand Point/Magnuson Park Plan as shown is for diagrammatic illustration purposes only. No specific major elements are currently programmed for construction or demolition, including roads, playfields, or habitat restoration areas. Specific design features depicted may or may not occur.

create a landscape setting which provides a complementary transition from the historic district to the more naturalized Magnuson Park on the east (Photo 4.1.5.3), while providing planting and turf areas that can accommodate intense group recreation activities and present an efficient, orderly, and low maintenance park setting. The principal objective of the passive recreation zone is to preserve the open character of the passive recreation areas within Magnuson Park and enhance wildlife habitat.

Design Criteria

Historic District

- Preserve 1930s historical landscape character by using plants and design conventions from the era as well as the original design documents of the Naval Station.
- Increase the overall quantity and quality of tree, shrub, and ground cover plantings throughout the proposed Historic District while keeping in mind the limited maintenance budget of the City agencies.
- Allow flexibility in plant type decisions in new landscape designs. Incorporate a significant number of historic plants and utilize them in an historical planting design manner.
- Preserve existing mature street trees and replant new large-scale trees to ensure the existing character of the street tree canopy.

Active Recreation

- Enhance and create active landscape areas that can accommodate intense group recreation use.
- Simplify planting types and layout to ensure moderate maintenance.
- Use planting to assist in organizing facilities to create a sense of setting within the active recreation area.

Passive Recreation

- Restore the landscape to a stable naturalized plant community which emphasizes native plants and balances human access and wildlife habitat needs.
- Create informal and naturalistic planting designs which follow the subtleties of existing and proposed topography, drainage, aspect, and soil conditions.
- Maintain the open savanna-like character of Magnuson Park (Photo 4.1.5.4).

Technical Guidelines

The following technical guidelines should be referred to in a variety of situations, from preparing conceptual design ideas to developing planting plans. They give input ranging from specific techniques to general design treatment.

Historic District

- Maintain remnant ornamental plantings such as the historic formal rose gardens, south of Building 26 South (Photo 4.1.5.5). Use these plantings as the foundation of future plantings design to the degree possible.
- Maintain the tradition of foundation plantings adjacent to the building facades, particularly at entries and along primary walkways (Figure 4.1.5.2).

Photo 4.1.5.3 Looking east into the active recreation zone of Magnuson Park

Photo 4.1.5.4 Viewing east to Lake Washington from Sand Point Head

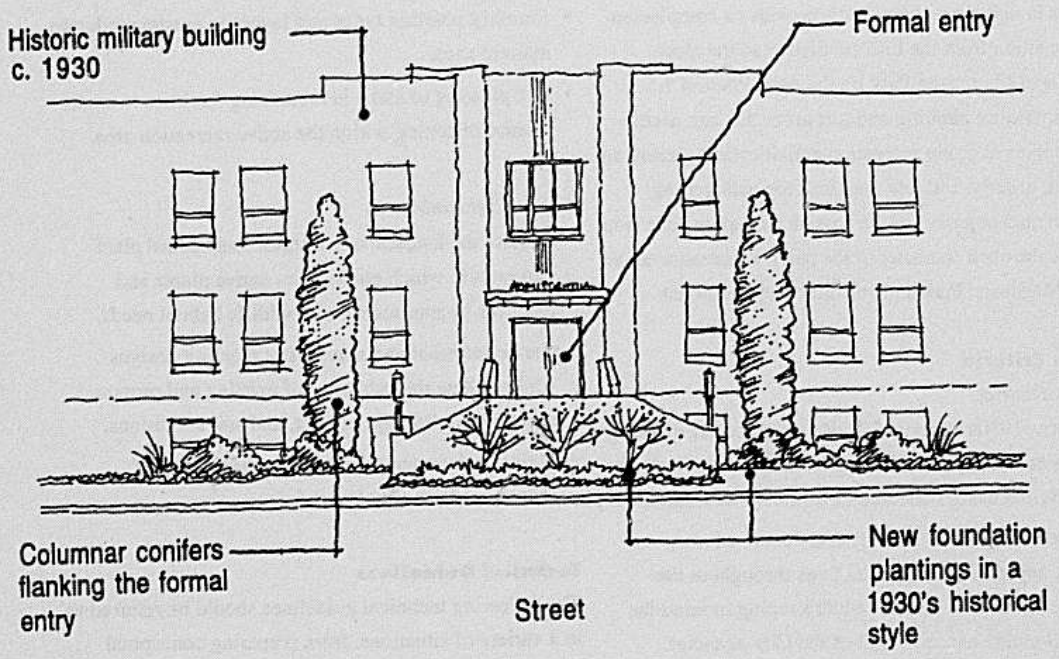


Figure 4.1.5.2 Formal entry landscape at former Navy buildings

- Preserve and reinforce view corridors with new plantings and by pruning or removing selected existing plantings. Thin the existing tightly spaced tree planting to ensure future health of trees.
- Preserve and enhance existing street tree plantings, especially the deodar cedar trees along 62nd Avenue NE. Plant similar species as individual trees die, except for cottonwoods and poplars which should slowly be replaced by tree species with less aggressive root systems. Be familiar with original planting plans in archives when specifying plants.
- As and aid to designers, a list of historic plants has been provided, based on archived drawings (see Table 4.1.5.1, or consult the archived historic landscape plans). Augment this list with plants that are in character with the historic plantings, drought tolerant species when appropriate, and native plants. Confirm that plants from this historic list perform adequately in the Seattle area. Suggest reasonable substitutions if similar plants exist which are more suited to North-west conditions.
- Target specific discrete areas within public rights-of-way for establishment of richer plantings featuring perennials and small shrubs. These should be associated with high visibility, high use public areas such as seating areas or the traffic islands in front of Buildings 9, 25, and 47, originally planted in turf.
- Select appropriate trees, shrubs, and ground covers with cultural requirements consistent with the setting

Photo 4.1.5.5 Rose garden south of Building 26S

which will grow to the desired mature size with a reasonable amount of care. Provide adequate clearance between plant material and building facade to prevent damage to building by plant materials.

- Do not prune trees and shrubs into individual elements. Allow trees and shrubs to grow into their characteristic form and mature size while forming groves or masses. Topping shrubs and trees should be avoided.
- Provide permanent sprayhead irrigation systems for each building or area landscape which is restored with new plantings. If possible, link irrigation systems to a central computerized control system which monitors flow rates, evaporation, and daily rainfall.
- Utilize turf grasses as the predominant ground cover in larger areas accessible via mowers. Maintain existing turf on steep erodible slopes. Provide non-invasive ground cover plants such as Periwinkle beneath all shrubs in planting areas.
- Maintain current steep slope turf areas. Do not utilize turf on new or restored slopes greater than 3:1.

Active Recreation

- Design landscape areas to be compatible with intense public use, to hold up under heavy pedestrian traffic, and to withstand short cutting through planting areas and across lawns.
- The landscape character should be defined by tree plantings and lawn areas. Limit the extent of landscape plantings to accommodate open, flexible circulation, visibility, and to reduce maintenance and irrigation demand.
- Provide shade trees adjacent to all sports field areas and at play areas and site furniture locations to ensure summer shade for users, particularly in the afternoon.
- Plant shade trees adjacent to streets and in parking lots to break up expanses of paving, provide shade, and enhance the pedestrian scale.
- Provide turf in all sports field areas except within the infield of baseball fields. Underdrain recreation turf in all areas with drainage problems. Use open swale drainage conveyances between fields for drainage and water quality. Surface drainage from rainfall and irrigation systems should be connected to designated wet areas within Magnuson Park.
- Minimize mown turf, other than athletic fields, to avoid attracting geese. Other deterrents to geese include letting meadows grow tall between fields, and maintaining a tall vegetation buffer between water and turf.
- Utilize a free-draining soil material for turf areas which enhances long-term turf management (e.g., sand). Field levels will need to be significantly raised from existing elevations for positive drainage in most of Activity Area 4.
- Irrigate all regularly used recreation turf and associated planting areas to ensure these areas are maintained to City Parks standards.

Passive Recreation

- Preserve and enhance the five habitat types documented to appear in Magnuson Park (Audubon Society 1997): Forest, Scrub/Shrub, Meadow/Wet Meadow, Managed and Disturbed Areas, and Shoreline.
- Focus plant restoration efforts on preserving and enhancing habitat.
- Maintain the natural character of the Magnuson Park landscape by avoiding formal planting arrangements and encouraging loose, informal, naturalistic landscape treatments.
- Preserve the open, savanna-like character of the central and shoreline sections of Magnuson Park. Restrict new, existing, and naturalized tree plantings to limited areas which complement and enhance existing open views and view corridors (Figure 4.1.5.3).
- Maintain the forested setting of Promontory Hill in the southeast corner of the park.
- Follow prescriptions for site restoration noted in the recent Magnuson Park habitat report (Audubon Society 1997). Establish a program to eliminate or control invasive exotic species and promote the introduction of native species (see Table 4.1.5.2 at the end of this section for plant list), particularly in wildlife habitat areas. Eradicate to the extent possible the following species: Reed-canary grass, Himalayan Blackberry, Scot's Broom, Ivy, Pyracantha, Holly,

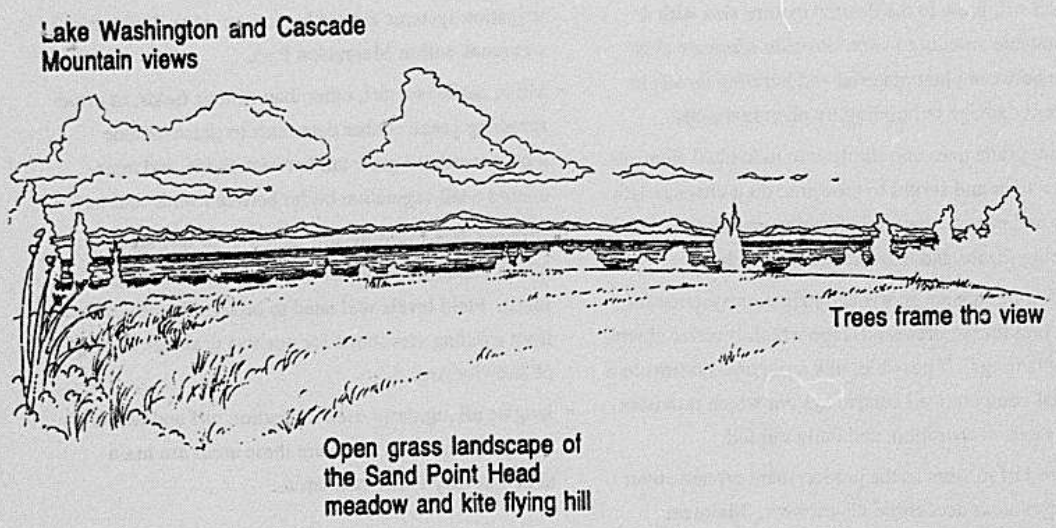


Figure 4.1.5.3 View from Sand Point Head

Clematis, Purple Loosestrife, and Poplar. While elimination of all exotic species may not be feasible, management of exotic species is a realistic goal. Focus efforts on mechanical plant removal measures. Avoid using chemical means to eradicate exotic species, except as a last resort, and then only in clearly defined situations under controlled conditions.

- Survey existing hydrology and soils to determine specific cultural characteristics of the various settings within Magnuson Park.
- Emphasize native plants, drought tolerance, hardiness, vigor, and aesthetic appropriateness when establishing new plantings.
- Maintenance of new and existing plantings should be minimized by proper selection of species, planting in fall or early spring, deep soil preparation and proper drainage, mulching, weed eradication, and if necessary temporary irrigation.
- Site irrigation should be limited to swimming beach areas and temporary irrigation measures for new plantings or restoration areas.
- Restrict turf irrigation to limited high visibility, high use lawn areas. Irrigate all recreation turf areas. Large, informal open space areas of turf should be left unirrigated.

General Irrigation

- Irrigate all new tree and shrub plantings either with permanent irrigation systems, temporary systems, or quick couplers and hose bibbs. New tree plantings in unirrigated lawn areas, along streets, or otherwise isolated from planting beds should have individual bubbler type irrigation.
- Restrict turf irrigation to limited high visibility, high use lawn areas. Irrigate all recreation turf areas. Large, informal open space areas of turf should be left unirrigated.
- Permanent irrigation systems should utilize conventional pop-up sprayhead type irrigation equipment which meets City standards and specifications. Provide flow metering, electronic controllers, and central control capabilities.
- Irrigation systems should be separated by building, project area, or activity zone and be accompanied by individual irrigation controllers.
- Restrict irrigation on all steep slopes and in planting areas less than 5' wide. Avoid overspray onto walkways or against building facades.

Table 4.1.5.1 Sand Point Naval Station Historical Plant List

(Compiled from archival landscape plans of the officers facilities at the former Naval Station. In most cases spellings of the various species were taken verbatim from the 1930s plans.)

Botanical Name	Common Name
Abelia grandiflora	Hybrid Abelia
Acer atropurpureum dissectum	Red Cutleaf Japanese Maple
Acer platanoides	Norway Maple
Aesculus rubrus	Red Horsechestnut
Andromeda catesbaei	Lily-of-the-Valley Bush
Andromeda japonica	Japanese Andromeda
Arctostaphylos uva-ursi	Kinn Kinnick
Aucuba japonica variegata	Gold Dust Japanese Laurel
Azalea altaclarensis	Yellow/Orange Azalea
Azalea amoena supurba	Claret Pink Azelea
Azalea citrinus	Lemon Azalea
Azalea hinodioiri	Scarlet Azalea
Azalea kaempfer	Torch Azalea
Azalea mollis	Chinese Azalea
Azalea occidentalis	Western Azalea
Berberis atropurpurea	Purpleleaf Barberry
Berberis buxifolia	Boxleaf Barberry
Berberis darwin	Darwin's Barberry
Berberis verruculosa	Leatherleaf Barberry
Betula alba	White Birch
Betula alba laciniata pendula	Cutleaf Weeping Birch
Bignonia radicans	Trumpet Vine
Buxus arborescens	Tree Boxwood
Buxus sempervirens	Common Boxwood
Camelia japonica - Dbl Red	Mrs. Tenny's Camelia
Catalpa speciosa	Western Catalpa
Cedrus deodar	Deodar Cedar
Celastrus scandens	American Bittersweet
Cercis canadensis	American Redbud
Chamaecyparis lawsoniana	Lawson Cypress
Chamaecyparis lawsoniana alumni	Alumni Cypress
Choisya ternata	Mexican Orange
Clematis jackmanii	Purple Clematis
Cornus florida rubra	Red Flowering Dogwood
Cornus nuttalli	Pacific Dogwood
Cotoneaster franchetti	Broadleaf Cotoneaster
Cotoneaster microphylla	Small Leaf Cotoneaster
Cotoneaster pannosa	Silverleaf Cotoneaster
Cotoneaster rugosa henryi	Weeping Cotoneaster
Crataegus oxycantha pauli	Paul's Scarlet Hawthorn
Cydonia japonica	Japanese Quince
Cydonia japonica "Boule d'Feu"	Japanese Quince - Fireball
Cytissus dragonfly	Garnet Wing Broom
Cytissus andreanus	Redwing Broom
Cytissus atropurpurea	Lavender Broom
Cytissus praecox	Moonlight Broom
Dabolcia purpurla	Purple Irish Heather
Daphne cneorum	Dwarf Daphne
Daphne odora	Fragrant Daphne
Daphne serium	Early Daphne
Erica hybrida	Christmas Heather
Erica mediteranean hybrid	Christmas Heather
Erica stricta	Upright Heather
Erica vagans rubra	Red Cornish Heather
Espalier apple	Red Delicious
Espalier pear	Bartlet Pear
Espalier plum	Plum-Flat-Trained
Forsytaia suspensa	Weeping Golden Bell
Fuchsia - Hardy Bush Type	Mrs. Tenny's Fuchsia
Genista hispanica	Dwarf Spanish Gorse
Gledistia tricanthos	Honey Locust
Hedera helix conglomerata	Bunchleaf Ivy
Hellanthemum "Copper Queen"	Sunrose - "Copper Queen"
Hydrangea hortensis	Red Japanese Hydrangea
Hypericum calycinum	St. John's Wort
Jasminum nudiflorum	Winter Jasmine
Juniperus pfitzeriana	Pfitzers Juniper
Juniperus tamariscifolia	Gray Carpet Juniper
Kalmia latifolia	Mountain Laurel
Kerria japonica	Globe Flower
Laburnum vulgare	Common Goldenchain

Table 4.1.5.1 Sand Point Naval Station Historical Plant List (cont'd)

Botanical Name	Common Name
Laurocerasus lusitanica *Laurocerasus offinalis*	Portugal Laurel English Laurel
Lavendula spicea	Dwarf Lavender
Ligustrum japonicum *Ligustrum ovalifolium*	Japanese Privet California Privet
Lonicer nitida	Box Honeysuckle
Lycium chinese	Chinese Matrimony Vine
Magnolia tripetola	Mrs. Tenny's Magnolia
Mahonia aquifolium *Mahonia nervosa*	Oregon Hollygrape Native Oregongrape
Malus neidwetzkyana	Redvein Crab
Marlicacea chromatelia	Canary Yellow Waterlily
Morus alba pendula	Weeping Mulberry
Nandina domestica	Sacred Japanese Bamboo
Pernettya lilacina *Pernettya rosea* *Pernettya rubra*	Violetberry Pernettya Pinkberry/Rose Pernettya Red Pernettya
Philadelphus virginal	Double Mock Orange
Photinia serrulata	Toothleaf Photinia
Picea kosteriana-Christmas Tree	Koster's Blue Spruce
Pinus thunbergi	Japanese Black Pine
Populus nigra italica	Lombardy Poplar
Prunus blirieana *Prunus pissardi* *Prunus serrulata "Kwanzan"* *Prunus subhirtella pendula*	Double Purple Plum Purpleleaf Plum Kwanzan Japanese Cherry Weeping Japanese Cherry
Pyracantha lalandi	Laland Firethorn
Retinospora pisifera filifera *Retinospora squarrosa*	Thread Retinospora Fuzzy Retinospora
Rhododendron "Pink Pearl" *Rhododendron ponticum*	"Pink Pearl" Rhododendron Lavender Rhododendron
Rhus glabra laluniata	Cutleaf Sumac
Rosa kaiserine "Augusta Victoria" *Rosa "Paul's Scarlet"*	White Climbing Rose Scarlet Climbing Rose
Sarcococcos hookeriana	Hooker's Sarcococcos
Sorbus aucuparia pendula *Sorbus aucuparius*	Weeping Mountain Ash Mountain Ash
Spirea "Anthony Waterer"	Deep Rose Bridalwreath
Strandwesia davidiana	David's Standwesia
Styrax japonica	Mrs. Tenny's Lily-of-the-Valley Tree
Syringa "Charles Joly" *Syringa "Mme. Lemqine"*	Lilac "Charles Joly" Double White Lilac
Taxus baccata *Taxus hibernicus*	English Yew Irish Yew (Green)
Thuja obtusa aurea *Thuja orientalis pyramidalis*	Gold Hinoki Cypress Pyramidal Arborvitae
Tsuga hetrophylla	Pacific Hemlock
Ulmus americana *Ulmus parvifolia*	American Elm Chinese Elm
Veronica hectori	Whipcord Veronica
Viburnum davidianum *Viburnum rhytidophyllum* *Viburnum tinus*	Dwarf Evergreen Snowball Evergreen Snowball Laurestinus
Vinca minor	Trailing Myrtle
Weigelia "Eva Rathke"	Rose Weigelia
Wisteria chinensis *Wisteria sinensis*	Purple Wisteria Chinese Wisteria

Table 4.1.5.2 Magnuson Park Existing Conditions Plant List

Source: Magnuson Park Habitats Project Survey of Existing Conditions, Sand Point Environmental Stewardship Committee & Seattle Audubon Society, 31 January 1997 (cited as: Audubon Society 1997).

Scientific Name	Common Name	Plant Type
Abies concolor	White Fir	Native
Acer macrophyllum	Big Maple	Native
Acer palmatum	Japanese Maple	Exotic
Acer platanoides	Norway Maple	Exotic
Achillea millefolium	Yarrow	Invasive Exotic
Agropyron repens	Quackgrass	Invasive Exotic
Agrostis capillaris	Slender Bentgrass	Exotic
Agrostis gigantea	Hair Bentgrass	Exotic
Agrostis oregonensis	Oregon Bentgrass	Exotic
Aira caryophylla	Silver Hairgrass	Invasive Exotic
Alnus rubra	Alder	Native
Alopecurus aequalis	Shortawn Foxtail	Exotic
Amelanchier alnifolia	Saskatoon	Native
Anaphalis margaritacea	Pearly Everlasting	Invasive Exotic
Anthoxanthum odoratum	Sweet Vernalgrass	Exotic
Anthriacus scandicina	Bur Chervil	Exotic
Arbutus menziesii	Madrone	Native
Aster sp.	Aster	Various
Avena sp.	True scots	Exotic
Bellis perennis	English Lawn Daisy	Invasive Exotic
Betula papyrifera	Paper Birch	Exotic
Bromus spp.	Brome Grass	Invasive Exotic
Buddleia davidii	Butterfly Bush	Exotic
Calocedrus decurrens	Incense Cedar	Native
Campanula sp.	Harebell	Various
Carex spp.	Sedge	Native
Carex obnupta	Slough Sedge	Native
Cerastium arvense	Mouse-ear Chickweed	Invasive Exotic
Chrysanthemum sp.	Chrysanthemum	Various
Chrysanthemum leucanthemum	Oxeye Daisy	Invasive Exotic
Cichorium intybus	Chicory	Exotic
Cirsium arvense	Canada Thistle	Invasive Exotic
Cirsium vulgare	Bull Thistle	Invasive Exotic
Clematis vitalba	Clematis	Invasive Exotic
Convolvulus arvensis	Bindweed	Invasive Exotic
Cornus sericea	Red Osier Dogwood	Native
Corylus cornuta	Beaked Hazelnut	Native
Cotoneaster spp.		Exotic
Crataegus monogyna	One Seeded Hawthorne	Exotic
Cytisus scoparius	Scot's Broom	Invasive Exotic
Dactylis glomerata	Orchard Grass	Exotic
Daphne laureola	Spurge Laurel	Exotic
Daucus carota	Wild Carrot/Queen Anne's Lace	Invasive Exotic
Echinochloa crusgallii	Large Barnyard Grass	Invasive Exotic
Eleocharis palustris	Creeping Spikerush	
Epilobium angustifolium	Fireweed	Native
Epilobium hirsutum	Hairy Willow herb	Invasive Exotic
Equisetum arvense	Horsetail	Native
Escallonia spp.	Escallonia	Exotic

Table 4.1.5.2 Magnuson Park Existing Conditions Plant List (cont'd)

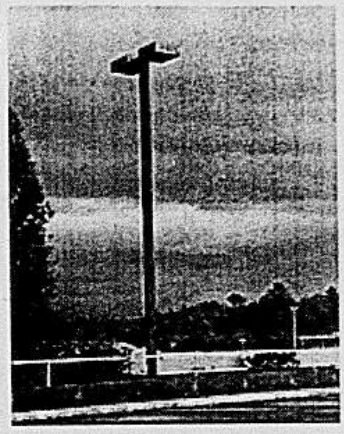
Scientific Name	Common Name	Plant Type
Euonymous spp.	Euonymous	Exotic
Festuca arundinacea	Tail Fescue	Exotic
Festuca rubra	Red Fescue	Exotic
Fraxnius latifolia	Oregon Ash	Native
Gaultheria shallon	Salal	Native
Geranium robertianum	Herb-Robert	Exotic
Glyceria sp.	Mannagrass	Various
Hedera helix	Englixh Ivy	Invasive Exotic
Holcus lanatus	Velvet Grass	Exotic
Holodiscus discolor	Oceanspray	Native
Hypericum perforatum	Common St. John's Wort	Invasive Exotic
Hypochaeris radicata	Cat's Ear	Invasive Exotic
Ilex aquifolium	English Holly	Exotic
Iris pseudoacorus	Yellow-Flag Iris	Exotic
Juncus acuminatus	Tapered Rush	
Juncus effusus	Common Rush	Native
Juncus tenuis	Slender Rush	
Lolium multiflora	Italian Ryegrass	Exotic
Lolium perenne	Italian Ryegrass	
Lonicera spp.	Honeysuckle	Exotic
Lotus corniculatus	Birds-foot Trefoil	Invasive Exotic
Lotus spp.	Lotus	
Luneria annua		Exotic
Lupinus albicaulis	Sickle-keeled Lupine	Native
Lupinus micranthus	Small-flowered Lupine	Native
Lythrum salicaria	Purple Loosestrife	Invasive Exotic
Mahonia nervosa	Dull Oregon-Grape	Native
Malus spp.	Crabapple	Exotic
Matricaria matricarioides	Pineapple Weed	Invasive Exotic
Melilotus alba	White Sweet Clover	Invasive Exotic
Moss	Moss	Various
Oemleria cerasiformis	Indian-Plum	Native
Orthocarpus castillejoides	Paintbrush Owl-clover	Exotic
Parentucellia viscosa	Yellow Parentucallia	Invasive Exotic
Phalaris arundinacea	Reed Canary Grass	Invasive Exotic
Philadelphus lewisii	Mock-Orange	Native
Phleum pratense	Timothy	Exotic
Photinia spp.		Exotic
Pinus contorta	Shore Pine	Native
Plantago lanceolata	Plantain	Invasive Exotic
Plantago ovata		
Plantanus acerifolia	London Plane Tree	Exotic
Poa annua	Annual Bluegrass	Native
Poa palustris	Fowl Bluegrass	
Poa pratensis	Kentucky Bluegrass	Exotic
Polygonum cuspidatum	Japanese Knotweed	Invasive Exotic
Polygonum persicaria	Common Smartweed	Invasive Exotic
Polystichum munitum	Western Sword Fern	Native
Populus balsamifera	Black Cottonwood	Native

4.1.6 Lighting

Existing Conditions

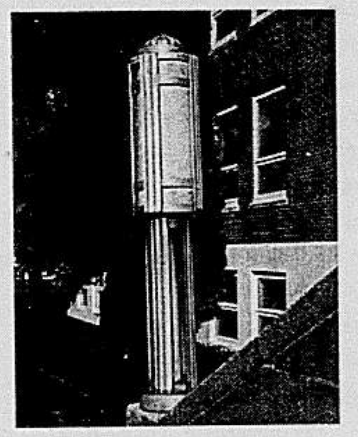
In general, both Sand Point and Magnuson Park are under lit. Both vehicular or pedestrian-oriented lighting is scarce at either locale. Lighting that does exist is security-oriented, building-mounted spot lighting. Some precedent-setting pedestrian lighting bollards are incorporated into design of the Brig. Pole-mounted street lights exist in several isolated instances. These are modern "shoe box" fixtures that are not appropriate in the Historic District (Photo 4.1.6.1).

Photo 4.1.6.1 Existing "shoe box" lights in parking areas



There are some notable historical lighting precedents at Sand Point. In particular, several interesting Art Deco light elements exist mounted to the outside of Buildings 25 and 30 (Photo 4.1.6.2). Several unique cast concrete pole lights exist in the parking lot in front of Building 6 (Photo 4.1.6.3) and immediately north of Building 138.

Photo 4.1.6.2 Existing Art Deco light fixtures



Design Objectives

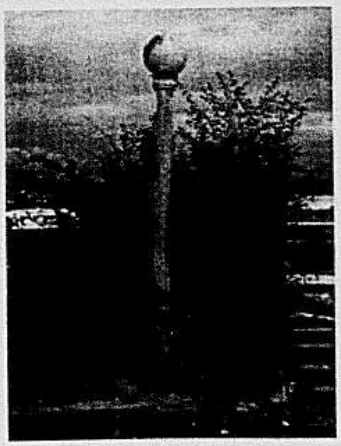
With a civilian population beginning to live and work at Sand Point, there is a need to increase light levels to typical City of Seattle urban standards. The need for higher light levels may be particularly true in the Northwest environment. This should be done for reasons of safety, wayfinding, and the psychological comfort of security.

Design Criteria

The following design criteria for lighting guidelines have been identified:

- Adopt a family of light fixtures which can be used in all typical design situations at Sand Point/Magnuson Park, from urban to natural settings.
- Adopt light fixtures appropriate to the historical character of the Sand Point Historic District.
- Remove street, pedestrian, and security lighting inappropriately placed on historic building exteriors and replace with other means of lighting, to the extent possible. Historical fixtures in original building designs are to remain.

Photo 4.1.6.3 Existing cast concrete light fixture



- Minimize off-site lighting glare, particularly with regards to the lighting of athletic fields.
- Maximize energy efficiency.

Technical Guidelines

Typical site lighting elements are identified in this section. The proposed family of lighting elements are identified in Figure 4.1.6.1.

Sand Point

- Replicate existing historic light standards for pole-mounted lights (Photos 4.1.6.4 and 4.1.6.5). These consist of concrete poles with either a simple globe (pedestrian situations) or down-light on an arm (street lights). Street lights should have a minimum pole height of 25 feet. Pedestrian lights should have a minimum pole height of 12 feet.
- Light element should be high pressure sodium. Wattage and spacing should be selected to provide light levels per City standards. Ambient light levels requirements are based on site zoning.
- Street lighting should produce average street light levels of 0.6 footcandles, per City standards. While the intended streetlight is to replicate the form of the existing light standard north of Building 138, a direct-burial pole is not required.
- Where it is desirable to mount lights on a building, for area way or entrance lighting, match existing utilitarian 'gooseneck' lights or similar design. Do not use building-mounted lights to illuminate streets, parking lots, or large public areas. Remove existing building-mounted spotlights and replace with pole-mounted area lights.
- If light bollards are found to be necessary are desired, use simple black vandal-resistant metal bollards with rounded tops. Pole-mounted pedestrian lighting is preferable to bollards.
- If athletic fields are lit for night-time play, only low-glare downlights which minimize off-site glare are permissible. Only the planned clover-leaf and adjacent fields may be lit. Glare into habitat areas is to be avoided, as is glare into neighborhoods.

Photo 4.1.6.4 Historic street light north of Building 138

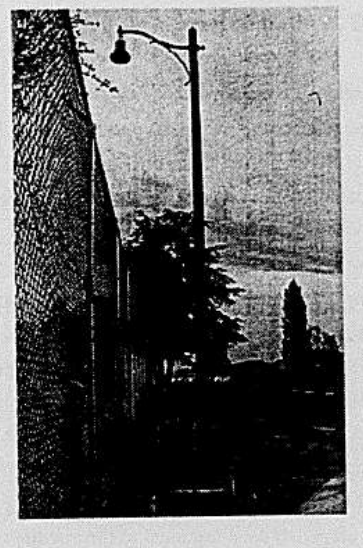


Photo 4.1.6.5 Close-up of historic globe light near Building 6

- Direct burial low voltage lights are permitted in the Historic District for purposes of lighting signage.
- Significant architectural lighting such as Art Deco entry lights on Building 30 should remain.
- Maintain required lateral separation from other utilities when placing street lights. See Utilities Guidelines (Section 4.4).

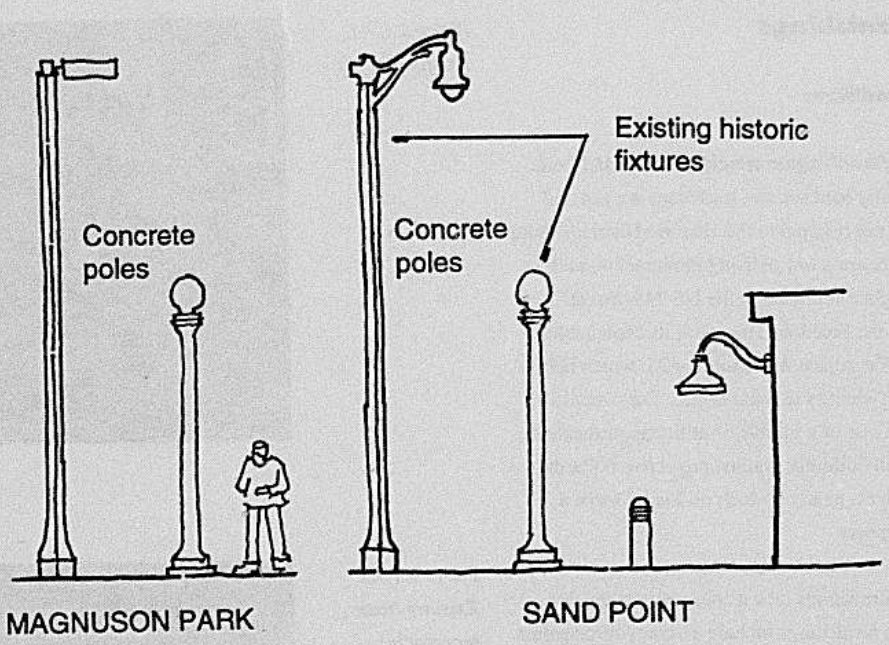


Figure 4.1.6.1 Family of lighting elements at Sand Point/Magnuson Park

Magnuson Park

- Street and parking area lights should consist of a modern "shoe-box" light mounted on a concrete pole (e.g., parking lot lights at Discovery Park visitor's center).
- Shorter, pedestrian-oriented light standards should typically replicate the existing light pole in the parking lot adjacent Building 6.
- Lighting of athletic fields at Magnuson Park should have glare cutoff features reducing or eliminating glare in neighborhoods or habitat areas. Analysis of lighting suitability and anticipated glare levels should be performed by a competent lighting professional prior to installation.

4.1.7 Furnishings

Existing Conditions

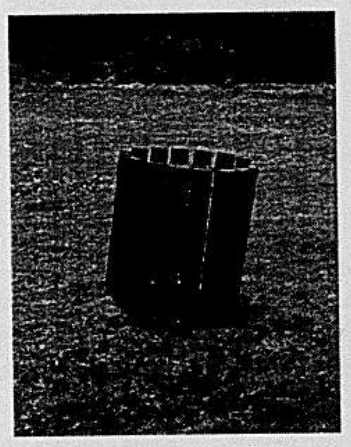
Sand Point

Minimal site furnishings currently exist at Sand Point. The few existing benches and trash cans are old and worn, but are not original to the Historic District (Photo 4.1.7.1). There are a few existing monuments, such as the World Flight monument at the NE 74th Street entrance, and the Freedom Tree, with its Monument to Prisoners of War adjacent to Building 25, which help give a sense of identity to Sand Point. The overall site image is often one of a jumble of utility appurtenances, including small buildings, vaults, protective bollards, and other devices, most of which no longer serve a functional purpose.

Photo 4.1.7.1
Existing bench

Existing site furnishings lack a coherent relationship. These existing furnishings include a variety of disparate elements such as orange trash cans in redwood containers, nautical chain fencing, cast-iron and wood benches, redwood picnic tables, and a mixture of railing types (Photos 4.1.7.2 and 4.1.7.3). There are no bus shelters, plazas, established seating areas, or other such minor public amenities which often serve to give expression to an identifiable sense of place. This "placemaking" is an important civic function of site furnishings.

Photo 4.1.7.2
Existing trash receptacle



Magnuson Park

Image and furnishings at Magnuson Park are different from those at Sand Point. Here, the returning natural landscape predominates, oriented toward the water and open space. Large logs in circulation areas delineate traffic lanes, define space, act as retaining walls, and are strong image-givers. This appears to be a response to the need to reclaim and give shape to the large flat former runway areas. Apart from this distinctive use of logs, Magnuson Park makes use of standard Seattle Parks Department furnishings, including entrance signs, benches and trash cans. Most activity areas and seating are oriented toward the waterfront.

Photo 4.1.7.3
Existing drinking fountain

Design Objectives

Furnishings should be functional, durable, and vandal-resistant. They should harmonize with and enhance their

surroundings. At Sand Point /Magnuson Park, a wide range of landscapes are experienced, from urban to wild. A variety of land uses will continue to emerge as the site develops, from recreation to housing to cultural and educational uses. These different landscapes and functional uses call for an overall strategy toward site furnishings that can accommodate a variety of circumstances.

Design Criteria

To that end, the following design criteria have been identified:

- Identify a family of site furnishings that are integrated with pavements, lighting, signage, etc., to develop of a unified sense of place at Sand Point.
- Strengthen and enhance the unique historic character of Sand Point through the judicious use of appropriate furnishings.
- Identify opportunities for defining public space and creating functional public areas through appropriate design and use of furnishings.
- Respect the different landscapes and land uses at Sand Point/Magnuson Park, and provide furnishings to accommodate the spectrum of uses.
- Provide the criteria for identifying existing furnishings which are outdated or inappropriate in their context and should be removed.

Technical Guidelines

- Two separate furnishing "families" are recommended for Sand Point and Magnuson Park (see Table 4.1.7.1 at the end of this section). Furnishings for Sand Point reflect the historic and industrial character of the site (Figure 4.1.7.1), while furnishings for Magnuson Park are drawn from the standard Seattle Department of Parks and Recreation (DPR) palette (Photo 4.1.7.4).
- Furnishings chosen should match examples given in Figure 4.1.7.1 and described in Table 4.1.7.1. Once a furnishing type is specified at Sand Point/Magnuson Park, it should be used consistently thereafter.
- Metal finishes are different for the two areas: black or deep blue finishes for the proposed Historic District, galvanized finish for Magnuson Park. Deep blue is an accent color on bus shelters and signage to commemorate the Navy heritage.

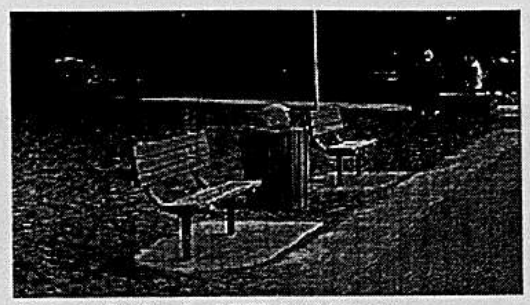
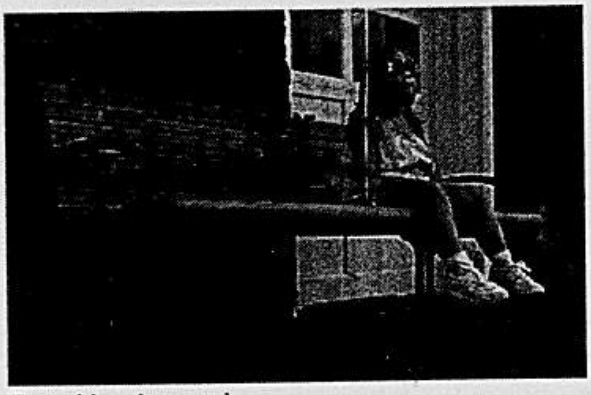


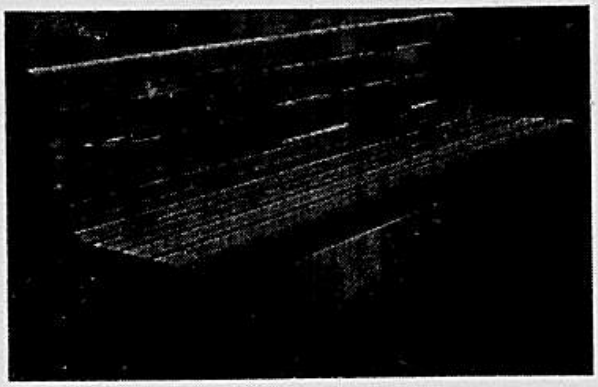
Photo 4.1.7.4 Standard DPR furnishings at Golden Gardens

- Where standard DPR furnishings are identified, consider use of furnishings made from recycled materials reflective of sustainability values.
- Should bus stops be located within Sand Point/Magnuson Park, use standard METRO bus kiosks if shelter is desired. Paint kiosks a deep blue rather than the standard brown (see section 4.2, Architecture, for color chart). As an alternative to METRO shelters, bus kiosks could be designed as part of the arts program at Sand Point, through an open competition which includes guidelines based on historic preservation needs. Kiosk citing and design will require SHPO review.
- Consider removing typical bollard and chain or cable fencing which is common at Sand Point. They are inconsistent and unsightly. Use landscaping or other less visually intrusive means to guide pedestrian traffic.
- Remove and replace furnishings which are not in compliance with the guidelines, including benches, trash cans, and signage.
- Take advantage of opportunities to create public use areas combining seating, lighting, trash receptacles, bike racks, and other amenities. Key locations for such civic amenities include entrance areas to potential future public use buildings, such as Buildings 2, 30, and 47, and in combination with bus kiosks at designated stops.
- Placement of pavements, lighting, and planting in conjunction with furnishings should be done in a manner consistent with these guidelines.

Figure 4.1.7.1 Site Furnishings Palette at Sand Point

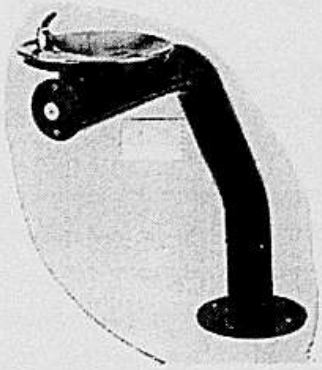


Typical bench example

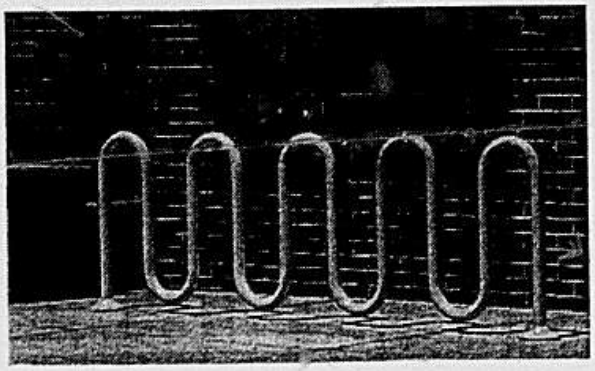


Residential bench example

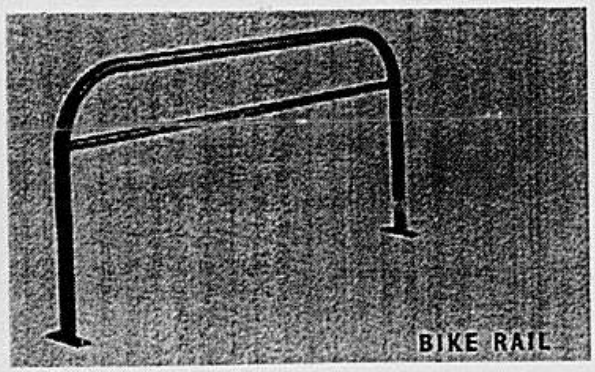
Typical trash receptacle



Typical drinking fountain



Ribbon bike rack



Bike rail

Table 4.1.7.1 Site Furnishings at Sand Point/Magnuson Park

Furnishing Type	Locations	
	Sand Point	Magnuson Park
Bench	• Use a simple robust cast iron and wood bench, with cast iron arm rests, except in the residential area. Finishes should be natural wood and black metal. Ironwork should not be excessively ornamental. • Use a simple unpainted wood bench without arms in the Residential Area, mounted on black steel posts.	• Use standard DPR benches. When possible, use of recycled materials in the construction of park furnishings is encouraged.
Trash Receptacles	• Place trash cans within a steel, post-mounted container constructed of individual straps. Container should flare at the top, and be painted black.	• Use standard DPR receptacles, consisting of cans placed within a post-mounted container.
Drinking Fountains	• Use a simple metal drinking fountain which meets ADA standards. Finish in black or stainless steel.	• Use standard DPR drinking fountains.
Bike Racks	• Use the following DPR-approved bike racks, in a black finish: -A. Bikeways Bike Rail -C. Bicycle Hitch Model A -D. Ribbon Racks	• All DPR-approved bicycle racks may be used.
Picnic Tables	• DPR-approved tables permitted in Activity Areas 1 and 5. Finish to be natural wood and black metal.	• Use standard DPR tables.
Bollards	• Use simple steel pipe bollard painted black, when needed. Pipe to be capped and weld ground smooth. Cap should be domed, not flat.	• Adhere to DPR standards. Black steel pipe bollard preferred in Activity Area 4, per Sand Point bollard.
Handrails and Guardrails	• When code or conditions dictate the need for handrails, they should be a simple tubular steel painted black.	• Handrails and guardrails should be constructed of a simple tubular steel, with a galvanized finish.
Bus Kiosk	• Use standard METRO steel and acrylic bus shelter. Finish in royal blue rather than standard METRO brown. As an alternative, incorporate artist-designed shelter as part of an arts program for Sand Point.	• Use standard METRO steel and acrylic bus shelter. Finish in deep blue rather than standard METRO brown. As an alternative, incorporate artist-designed shelter as part of an arts program.

4.1.8 Fences, Walls, and Screens

Existing Conditions

Fencing is a major existing site element at Sand Point. Security fencing, typically chain link with barbed wire, secures the perimeter and certain interior parcels from uncontrolled access (Photo 4.1.8.1). The US Navy, NOAA, and Seattle Parks Department all have constructed and maintained security fencing within the Sand Point/Magnuson Park site. Controlled access to the site occurs at three main entry points which serve individual land owners: Seattle Parks Department's Magnuson Park entry at NE 65th Street, City of Seattle's Sand Point entry at NE 74th Street, and NOAA's entrance at NE 77th Street. The NE 65th Street and NE 80th Street entries allow public access while the NE 77th Street entry is restricted at this time.

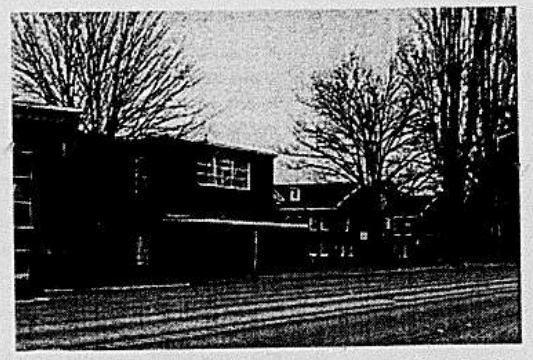


Photo 4.1.8.1 Perimeter chain link fence and barbed wire at Sand Point Way

Chain link fencing is the predominant fencing material at Sand Point (Photo 4.1.8.2). At the perimeter and interior of the site, a barbed wire section is often included atop the fence. Various grades and coatings of chain link are used on the campus. A concrete footing is often present, depending on topography.

Photo 4.1.8.2 Interior chain link fence between Sand Point and Magnuson Park active recreation area

Fences typically divide the site into secured sections and limit accessibility both physically and visually, while not reflecting any particular historic or site character. The most obtrusive example is the perimeter fence along Sand Point Way. The proximity of the fence to Sand Point Way and its barbed wire top section present an uninviting presence to the community and visitor.

Chain link fencing is not the only enclosing element used on site. Low fences, bollard and chain fencing, and bollards are also used to direct and restrict pedestrian and vehicular traffic (Photo 4.1.8.3). The bollard and chain fencing is a maritime theme element which serves to demarcate pedestrian circulation and planting areas as well as serve a decorative function. Concrete and rock retaining walls are used throughout the site to accommodate changes in grade, secure steep slopes, and create landscape or paved terraces (Photo 4.1.8.4).

Photo 4.1.8.3 Wooden screens in parking east of Building 26 North and South

Screening of service functions, drives, parking, or buildings is limited at Sand Point (Photo 4.1.8.5). The functional and industrial military character of the Naval Station did not require the use of screening. Within Magnuson Park service functions are limited to trash receptacles and restrooms, neither of which requires visual screening. Landscape rarely serves to screen or enclose spaces, except around the residential buildings.

Design Objective

- Encourage the reduction of fenced enclosures on site, and improve access between site elements and through the site. Investigate the possibility of eliminating or reducing physical and visual barriers between NOAA, Sand Point, and Magnuson Park.
- Develop a coordinated ensemble of site enclosures including fences, walls, and screens that are compatible with the site and building program and aesthetic criteria. Ensure that enclosures are designed to complement the architectural and landscape architectural context of the various Activity Areas within Sand Point/Magnuson Park. Identify appropriate walls and screens to block views of utility, service, and other visually unattractive functions.

Design Criteria

- Limit security fencing to required areas. Site such fencing so as to not detract from the setting.
- Identify appropriate styles of walls, fences, and screens to complement the character of existing site areas: proposed Historic District, active recreation, and passive recreation.
- Coordinate enclosure size, material, and function to present a unified ensemble of elements.
- Screen visually undesirable service areas, utility elements, and storage functions from public roadways, parking, open space, and walkways.
- Utilize walls, rockeries, and terracing to retain steep grades, provide planting terraces and usable land area, screen service functions, and separate incompatible land uses.

Photo 4.1.8.4 Concrete retaining wall at Sand Point

Photo 4.1.8.5 Unscreened utility unit

Technical Guidelines

Fencing

- Limit security fencing at Sand Point to the extent feasible. Evaluate the opportunity to remove, shorten, or limit the perimeter fence along Sand Point Way. At a minimum, investigate the possibility of removing the barbed wire top section from the perimeter fence to soften its hostile appearance.
- Provide pedestrian gates at critical points along the perimeter fence, such as along Sand Point Way, for either short or long term, as needed. Gates should be at least 3' wide.
- Should the perimeter fence remain, upgrade it to better reflect the character of the Sand Point/ Magnuson Park and the surrounding Sand Point residential community. Upgrading could include a combination of painting, removal of barbed wire, and

placement of gates. This could be done in conjunction with an arts program (see Chapter 4.3).

- Incorporate historical design elements into any new fencing within the proposed Historic District.
- Use building facades to define spaces and to serve as boundaries between uses. Place fences between buildings, not along their face, thus minimizing use of fencing. Use the minimum amount of fencing feasible (Figure 4.1.8.1). The east side of 63rd Avenue NE adjacent to NOAA is an opportunity for visual improvement. If this is not agreeable to NOAA, consider placing fence in a planting strip which includes a walkway along the east side of 63rd Avenue NE. Adequate area is available within the existing parking bays.
- Eliminate internal security fencing between Sand Point and Magnuson Park.
- Restrict fencing within Magnuson Park to recreation and security areas only. Avoid having fencing become a visual element within the park.
- Design the form, detail, and layout of recreational fencing to be an integrated, efficient, and thoughtful element in the landscape. Avoid duplicate fencing elements and unorganized fence layouts.
- Use black vinyl-coated chainlink fencing as the standard throughout Sand Point/Magnuson Park when chainlink is specified.
- Use low chainlink dog run fencing at off-leash areas to secure unleashed dogs from habitat and public recreation areas.
- Use temporary fencing to establish seeded and planted landscape and habitat areas throughout Sand Point/ Magnuson Park. Use of orange construction fencing is permissible on a temporary basis (defined as less than 3 months).
- Minimize enclosures within Magnuson Park that would have an adverse effect on habitat areas and wildlife movements through the site.

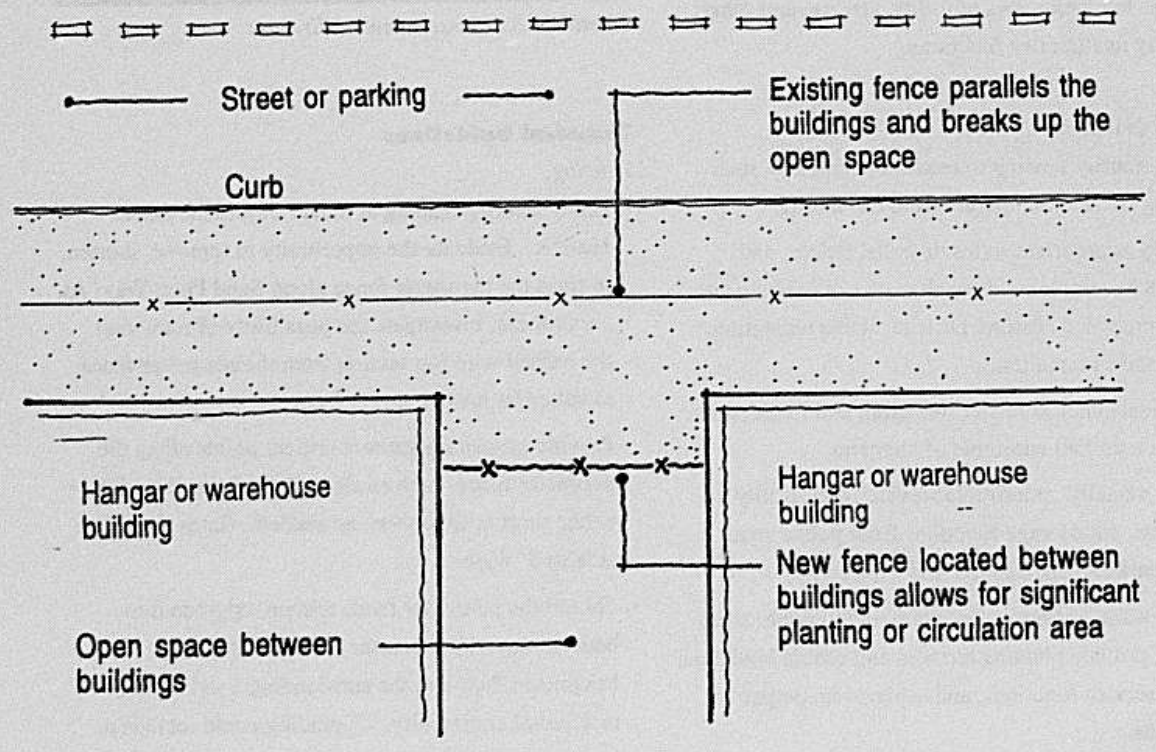


Figure 4.1.8.1 Hangar building/fence layout plan

- In conjunction with development of small Boat Center in Area 1, develop an appropriate rail or barrier along bulkhead for public safety.

Walls and Screens

- Design walls and screens for architectural compatibility with adjacent buildings. Use similar materials (e.g., brick and black metal) either in whole or as accents, to create a sense of continuity between the original building and the new enclosure. This is particularly important throughout the proposed Historic District (Figure 4.1.8.2).
- Avoid enclosures that affect view corridors or the visual character of the various landscape settings within Sand Point/Magnuson Park.
- Screen visually undesirable utility, service, and storage functions with either solid wall, solid fencing, evergreen plantings, or a combination of these elements.
- Placement of service and storage functions outside of enclosures is strongly discouraged.
- Use informal planted screens of native plants in Magnuson Park to soften built structures. Within Sand Point, formal planted screens should be utilized, rather than walls or fences, where sufficient room for planting is available and maintenance can ensure the success of the planted screen. In areas where planting area and maintenance cannot be ensured, an architectural solution may be used.
- Use existing buildings, walls, screens, and drives to screen utility, service, and storage functions where feasible and compatible with these guidelines.
- Use existing topography and new grading to shelter enclosures into hill slopes.
- Create terracing on slopes to provide planting areas, usable land area, and circulation routes and parking areas. Use both the new topography and new plantings to screen any associated service elements (Figure 4.1.8.3).

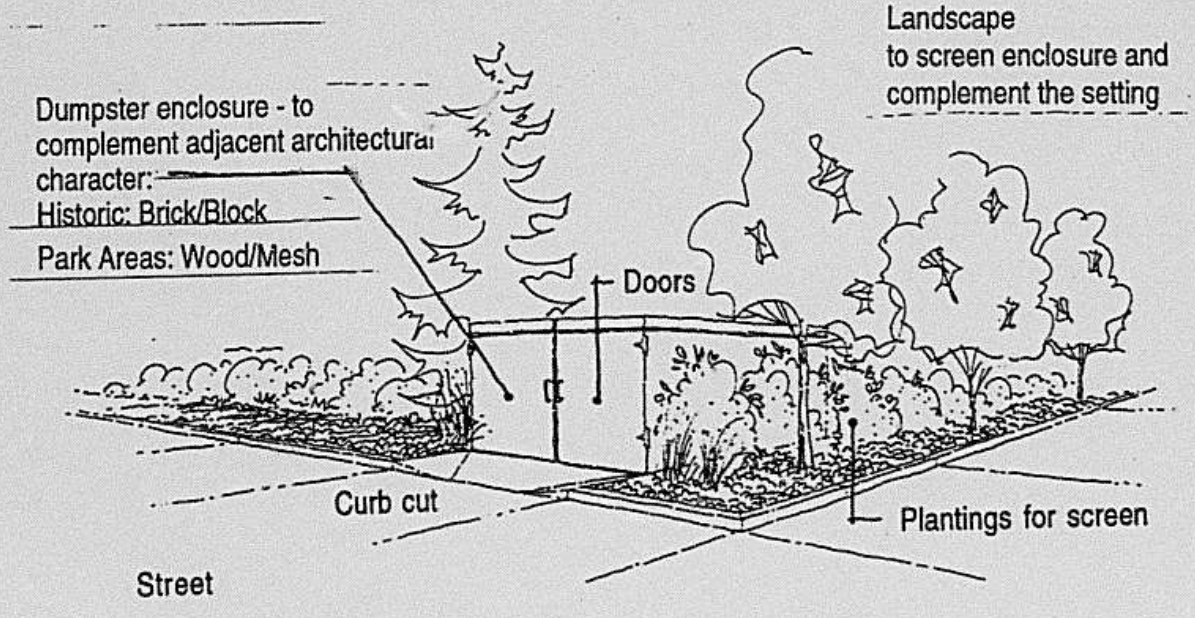


Figure 4.1.8.2 Dumpster screen sketch

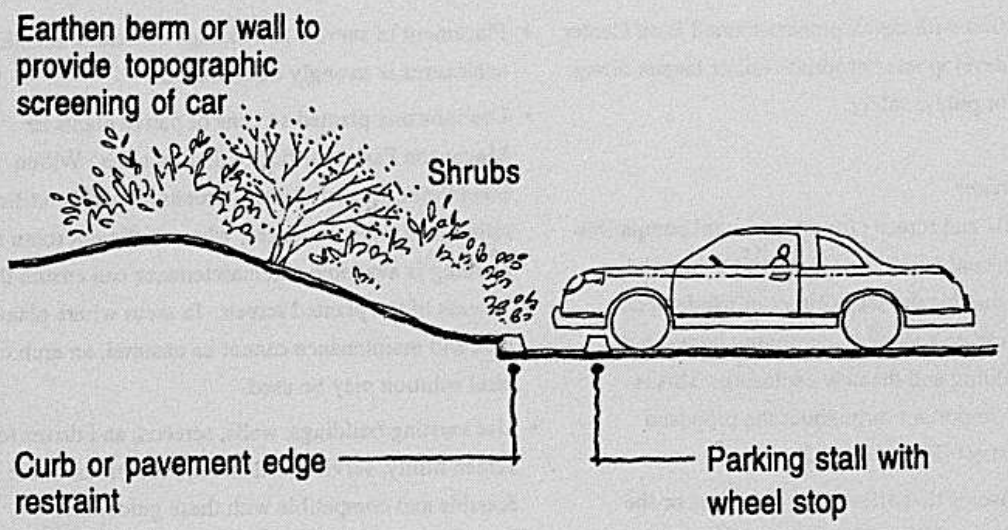


Figure 4.1.8.3 Screening parking with topography and plantings

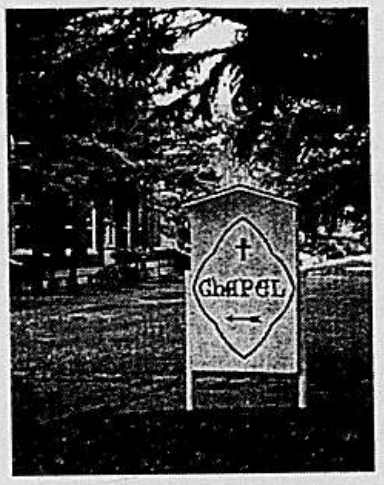
4.1.9 Signage and Graphics

Existing Conditions

Sand Point

Signage at Sand Point consists of building-mounted and freestanding signs identifying Navy occupants and organizations. It is mostly outdated and should be removed (Photo 4.1.9.1). Many of these signs are not in keeping with the character of the buildings. A few buildings have distinctive signage integrated into their facades, characteristic of their Art Deco heritage, which identify their former use (Photo 4.1.9.2). Examples include the "Sand Point Naval Station" entrance sign on the canopy over the base entrance at Building 138, and the "Administration" sign on Building 30. The former, while not original, is appropriate to the character of the proposed Historic District. At present, there is no orientation or way-finding system at Sand Point. Also, there are no street signs beyond a few traffic control signs.

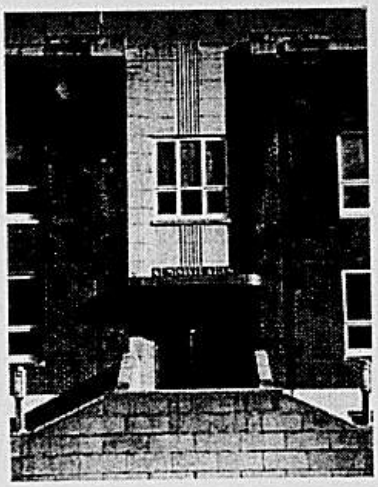
Photo 4.1.9.1 Freestanding sign at Sand Point



Magnuson Park

Magnuson Park is similarly lacking in way-finding signage. There are the typical colorful Parks Department signs at the park entrance (Photo 4.1.9.3), and a number of traffic control signs. The way to the boat launch is well marked. Some temporary signs are in use for way-finding to particular places, such as the off-leash area and the Navy ballfields.

Photo 4.1.9.2 Deco signage integrated into facade of Building 30 entrance



Design Objectives

With the development of the public and private facilities at Sand Point and Magnuson Park, there is a clear need for a good signage system which is comprehensive and adaptable enough to work in many situations. This signage system must be adaptable for both Sand Point and Magnuson Park, integrating the two sites. It should be rugged and handsome, contributing significantly to developing a positive image for both sites.

Design Criteria

- Identify typical signage needs at Sand Point/ Magnuson Park.
- Develop a signage system which includes directional, informational, and identification signs, and which

Photo 4.1.9.3 Standard Department of Parks entry sign at 65th Street and Sand Point Way

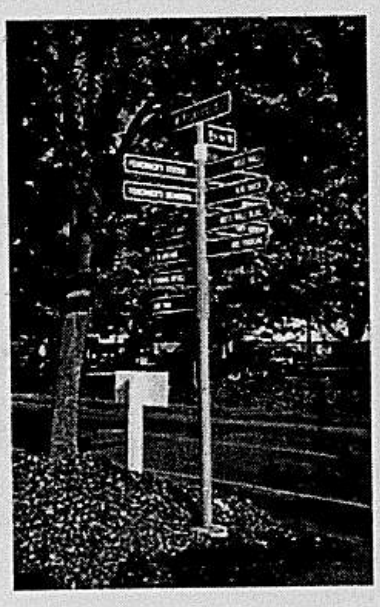
integrates well with other site furnishings while respecting the historical integrity of the buildings.

- Develop guidelines which allow for the development of consistency in lettering, size, and overall "look and feel" of signage at Sand Point.
- Identify signage materials which offer enduring solutions while remaining low-cost and flexible enough to work in all situations.

Technical Guidelines

- All signage at Magnuson Park will adhere to Department of Parks standards.
- Signage within the Historic District will typically belong to a family of signage based on Department of Parks standards. The following exterior sign types will be used at Sand Point (see Table 4.1.9.1):
  - Primary site directional (A1.1)
  - Secondary site directional (A1.2)
  - Building mounted (modified A1.2)
  - Large rainbow sign (B1)
  - Site monument/readerboard (B2)
  - Street signs
- Street signs at Sand Point will be standard City of Seattle street signs mounted a custom pole (similar to street signs found at Fisherman's Terminal—Photo 4.1.9.4). Additional wayfinding signs will be mounted on this pole below the street signs. This additional signage will be distinguishable in color from street signs (Figure 4.1.9.1). The custom pole can be an artist-created item.
- Predominant signage colors will be black for posts, royal blue for primary signboard color, with white lettering (see Section 4.2, Architecture for color chart). Standard typeface to be Garamond bold. One exception will be the custom street signage, which will have a deep blue pole, standard white on green street signs, and gold wayfinding signs with black lettering and trim.
- In general, minimize signage fastened to buildings. Building-mounted signage is not to detract from the historic character of the building. If a building-mounted sign is desired, modify Parks Department Sign Type A1.2. Sign should be mounted beside, not on, entrance door. Maximum vertical dimension of sign is to be 2'.
- Remove all outdated and unnecessary signage remaining from the Navy that is not an integral part of a building's character. In particular, this includes painted plywood signage. Painted building numbers or aluminum Deco signage are considered as "character defining."

Photo 4.1.9.4 Street signage at Fisherman's Terminal



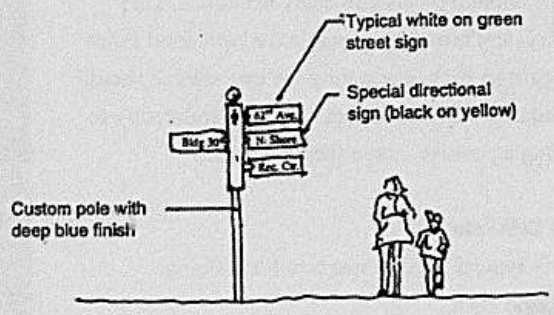
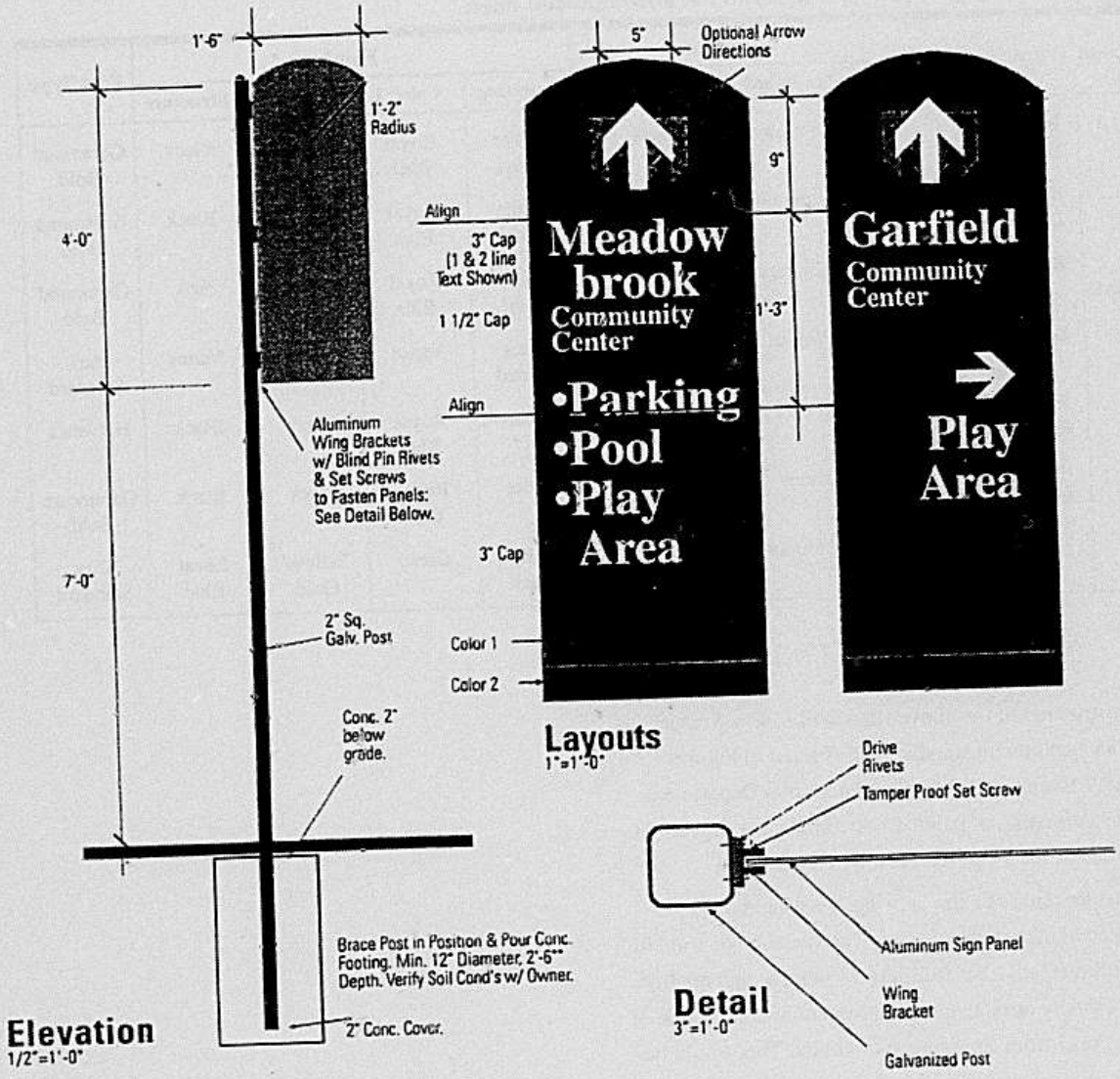


Figure 4.1.9.1 Proposed street sign at Sand Point

Table 4.1.9.1 Signage Types at Sand Point/Magnuson Park

Sign Types		Materials		Finish				Font Type
		Sign Board	Structure	Lettering	Color 1	Color 2	Structure	
A1.1	Primary Site Directional	Aluminum	Steel	White Vinyl	Royal Blue	Black	Black	Garamond Bold
A1.2	Secondary Site Directional	Aluminum	Steel	White Vinyl	Royal Blue	Black	Black	Garamond Bold
A1.2 (mod.)	Building Mounted	Aluminum	N/A	White Vinyl	Royal Blue	Black	N/A	Garamond Bold
B1	Large Rainbow Sign	Wood	Wood	Black Painted	Varies	Varies	Varies	Park Standard
B2	Site Monument/ Reader Board	Per specs	Steel	Transparent	Royal Blue	Black	Black	Helvetica
C2	Primary Site Information Sign	Varies	Recycled Planks	Varies	Royal Blue	Black	Black	Garamond Bold
	Street Signs	Aluminum	Steel	White/ Black	Green	Yellow/ Gold	Royal Blue	City Standard

- Construction of the above signs will follow Seattle Parks Department standards, illustrated in Figures 4.1.9.2 through 4.1.9.6. Standard Parks Department signs consisting of painted horizontal slats should not be used in the proposed Historic District.
- Consider replacing the existing Navy signboard located at the intersection of 62nd Avenue NE and NE 74th Street, adjacent Building 18, with a high quality and visually attractive announcement board capable of being read from a passing automobile. This would be useful for informing visitors of various upcoming events planned for Sand Point/Magnuson Park. Design of this signboard should demonstrate a use of materials and finishes consistent with the furnishings guidelines, i.e., black of deep blue metal finishes, red brick and/or buff precast concrete in the base. Signboard should be vandal resistant and easily changeable.

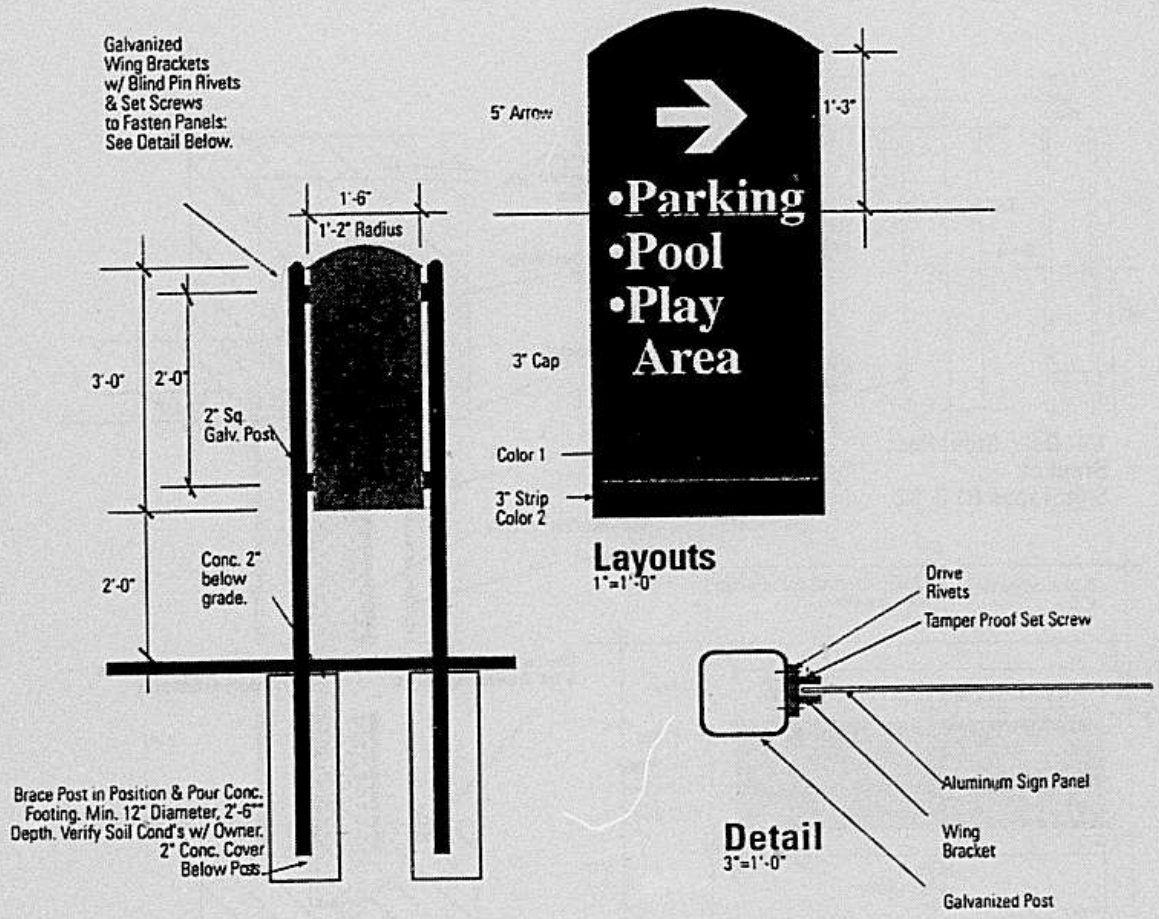


Notes:
1. Colors. Provide 8"x10" samples on actual materials for approval by Owner.
2. Submit Shop Drawings for Owner's Approval showing:
   A. Foundation Assembly: shall withstand 200# impact at 6'-0".
   B. Graphic layout at full scale showing all elements in relation to background. Text & Arrow Direction by Owner.
   C. Fabrication Details, connections to foundation if applicable..
3. Painted 5052-H38 .125" Aluminum Sign w/ White Vinyl Text.
   A. Background Colors 1 & 2 as Selected by Owner. Paint Front & Back of Panel
   B. Two-PartPolyurethane Paint.
4. Post & Base Assembly: 2" Square Solid Steel galvanized Post, by Unistrut or approved.
5. Brackets & Cap
   A. Manufactured by Traffic Safety Co., PO. Box 1450, Green Forest, Arkansas, (501) 438-5292, or approved.
   B. Aluminum Cap Closure #850.
   C. Aluminum Wing Brackets (#1111F2 with Ribs).
6. Verify locations with Owner before installation.

Seattle Department of Parks and Recreation
2911 2nd Avenue, 4th Floor
Seattle, WA 98121-1079

1/30/95 Sign Type A1.1
Drawn Primary Site Directional
ARG **Signage Standards**
Approved

Figure 4.1.9.2 Sign Type A1.1



Elevation
1/2"=1'-0"

Notes:
1. Colors: Provide 8"x10" samples on actual materials for approval by Owner.
2. Submit Shop Drawings for Owner's Approval showing:
   A. Foundation Assembly: shall withstand 200# impact at 5'-0".
   B. Graphic layout at full scale showing all elements in relation to background. Text & Arrow Direction by Owner.
   C. Fabrication Details, connections to foundation if applicable..
3. Painted 5052-H38 .125" Aluminum Sign w/ White Vinyl Text.
   A. Background Colors 1 & 2 as Selected by Owner. Paint Front & Back of Panel
   B. Two-Part Polyurethane Paint.
4. Post & Base Assembly: 2" Square Solid Steel galvanized Post, by Unistrut or approved.
5. Brackets & Cap
   A. Manufactured by Traffic Safety Co., P.O. Box 1450, Green Forest, Arkansas, (501) 438-5292, or approved.
   B. Galvanized Cap Closure #850.
   C. Galvanized Wing Brackets (#1111F2 with Ribs).

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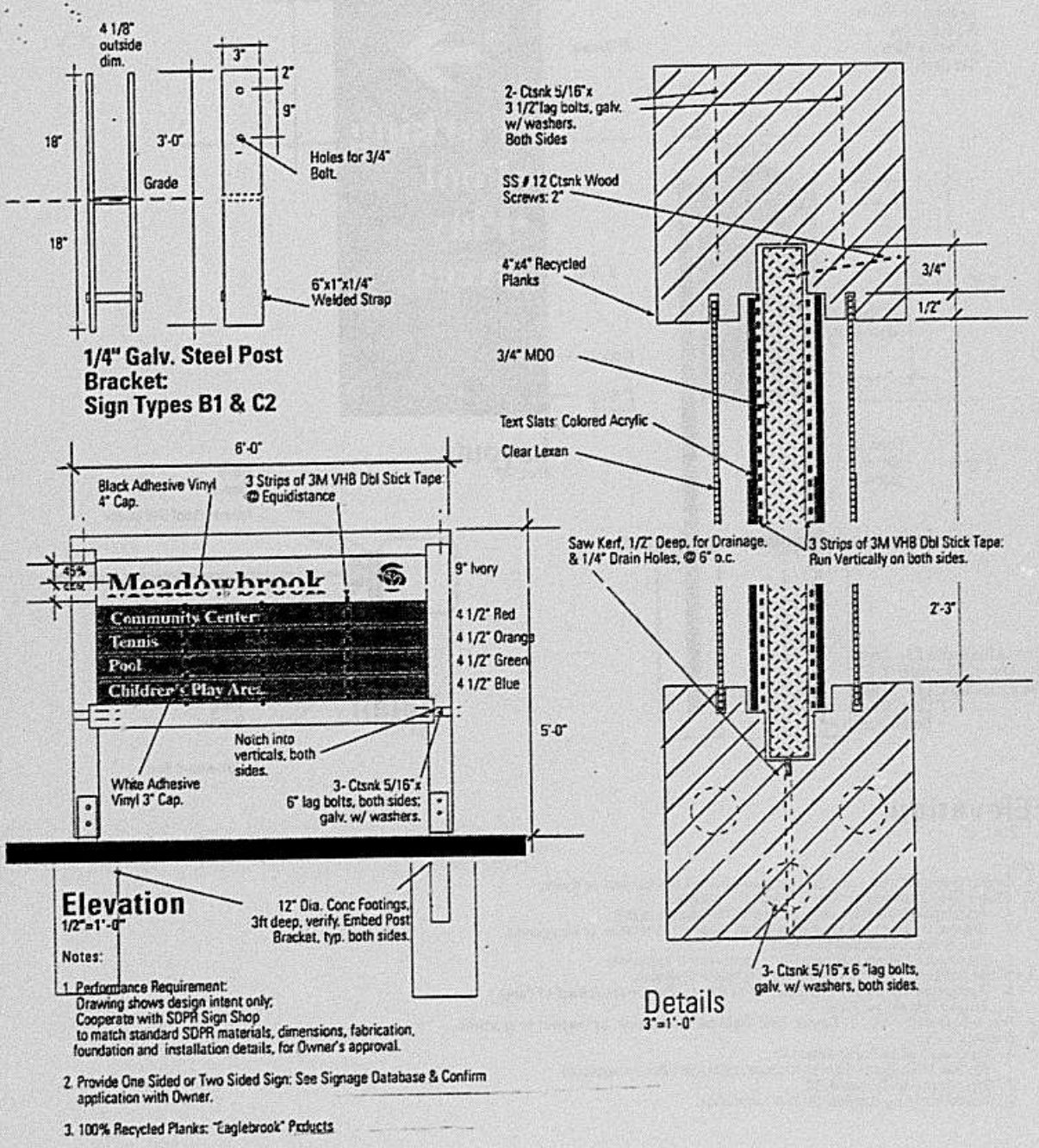
Sign Type A1.2
Secondary Site Directional
Signage Standards

Figure 4.1.9.3 Sign Type A1.2



Notes:

1. Performance Requirement:
   Drawing shows design intent only;
   Cooperate with SDPR Sign Shop
   to match standard SDPR materials, dimensions, fabrication, foundation and installation details, for Owner's approval.
2. Provide One Sided or Two Sided Sign: See Signage Database & Confirm application with Owner.
3. 100% Recycled Planks: "Eaglebrook" Products

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Seattle, WA 98121-1079

Rev. ~~10/11/05~~ 1/31/95
~~5/22/96~~ Drawn
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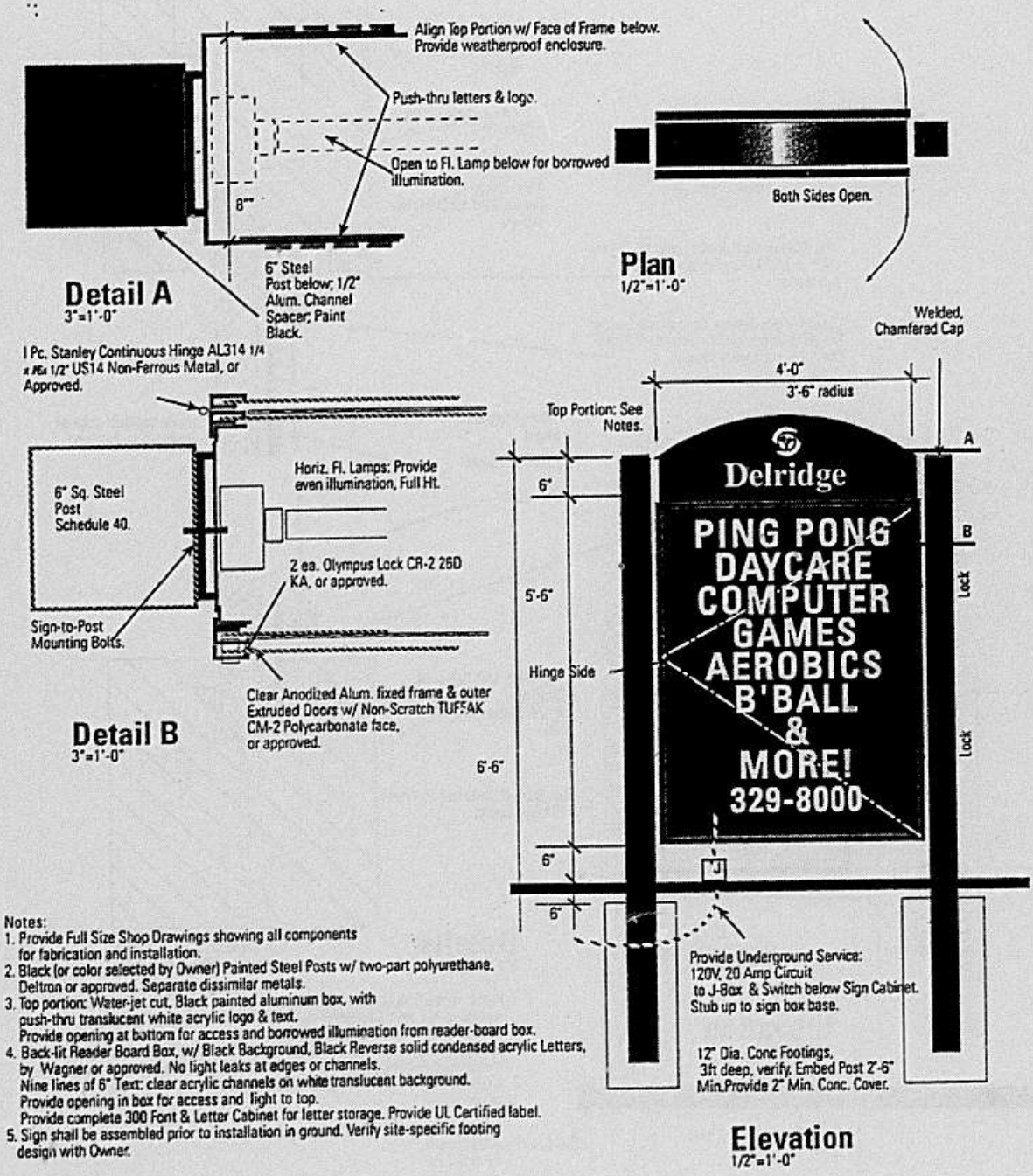
Sign Type B1
Large Rainbow Sign
Signage Standards

Figure 4.1.9.4 Sign Type B.1



Notes:
1. Provide Full Size Shop Drawings showing all components for fabrication and installation.
2. Black (or color selected by Owner) Painted Steel Posts w/ two-part polyurethane, Deltron or approved. Separate dissimilar metals.
3. Top portion: Water-jet cut, Black painted aluminum box, with push-thru translucent white acrylic logo & text. Provide opening at bottom for access and borrowed illumination from reader-board box.
4. Back-lit Reader Board Box, w/ Black Background, Black Reverse solid condensed acrylic Letters, by Wagner or approved. No light leaks at edges or channels. Nine lines of 6" Text: clear acrylic channels on white translucent background. Provide opening in box for access and light to top. Provide complete 300 Font & Letter Cabinet for letter storage. Provide UL Certified label.
5. Sign shall be assembled prior to installation in ground. Verify site-specific footing design with Owner.

Seattle Department of Parks and Recreation
2911 2nd Avenue, 4th Floor
Seattle, WA 98121-1079

10/13/94
Drawn
ARG
Approved

Sign Type B2
Site Monument/ Reader Board
Signage Standards

Figure 4.1.9.5 Sign Type B.2

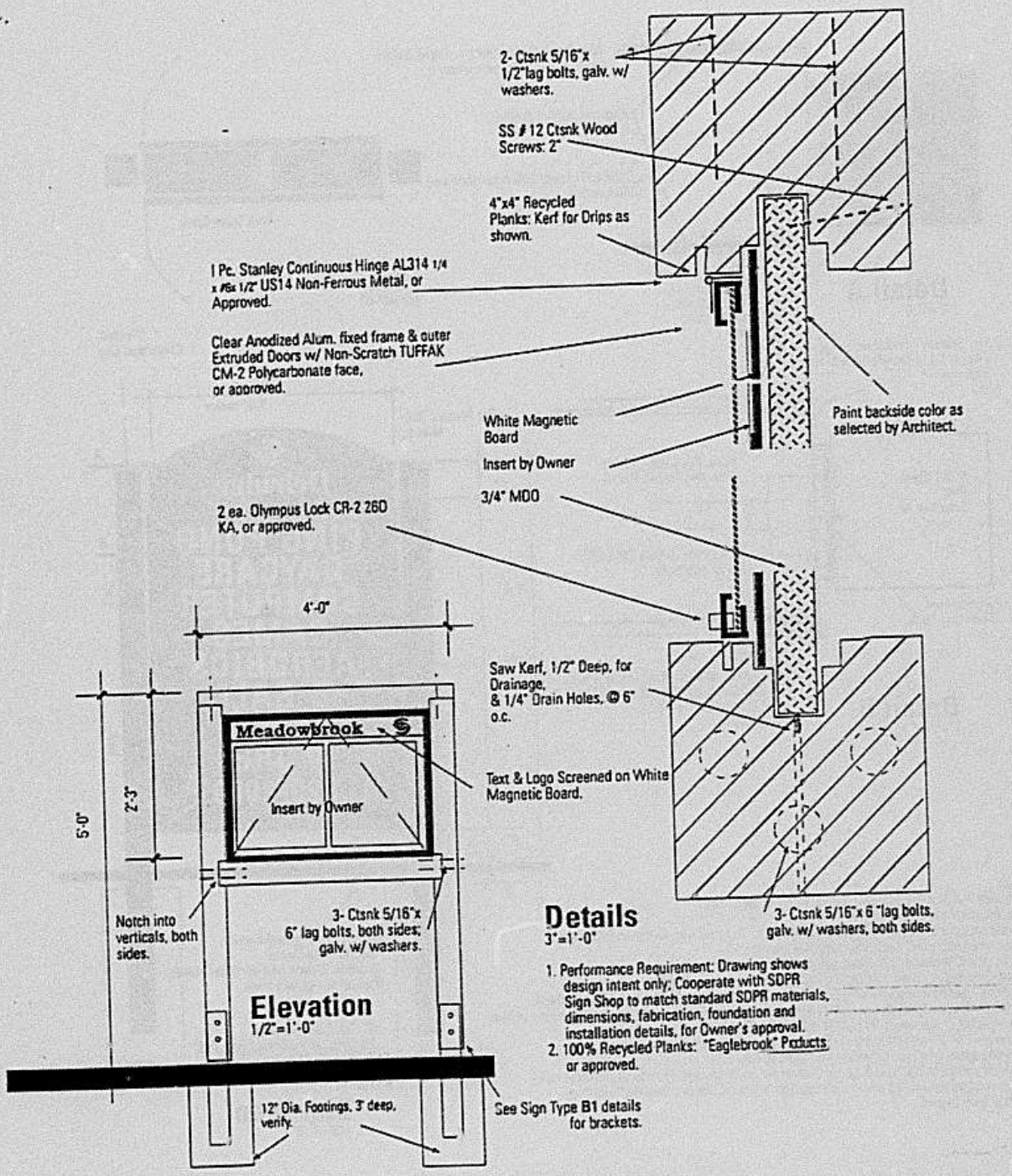


Figure 4.1.9.6 Sign Type C.2

4.2 Architectural Guidelines

Introduction

Buildings and landscape are the primary features of the man-made environment and create the greatest opportunity to influence the visual character of the community. The former Naval Station Puget Sound, Sand Point is a unique community of structures ranging in scale from small to large; has supported uses including residential, recreational, and industrial; and presents an array of architectural styles from different eras. Essential to the identity and visual integrity of the Sand Point community is the identification of historic building characteristics. Maintaining these characteristics will enhance the vitality and livability of Sand Point/Magnuson Park as it becomes a new community with a wide variety of users and inhabitants.

Previous planning efforts have determined that most buildings at Sand Point will remain. Although a number of newer structures are currently slated for demolition, preservation of the pre-WWII and older structures is a priority at Sand Point. The only new construction on site is scheduled to occur in the Residential Area.

Purpose

Each building at Sand Point has unique characteristics that establish its place, time, and original use. Although the activities occurring within each building may change with the introduction of new tenants and new programs, it is important to maintain the original integrity of the buildings. The primary purpose of the architectural guidelines is to assist the owners, tenants, engineers, architects, and others in identifying ways to maintain the visual continuity and historic architectural character of the existing buildings. The architectural guidelines are *not* standards, but are to be used to assist in the design process by identifying elements and features found on existing buildings and giving guidelines to promote and preserve visual continuity and cohesion of building form.

Objectives

The architectural guidelines have been developed to maintain and preserve the unique character and qualities of the buildings found on the site, and address issues that affect these buildings, primarily the exteriors (Figure 4.2.1). For any project at Sand Point, design team members are responsible for addressing and complying with all building code issues, along with coordinating efforts with other review agencies.

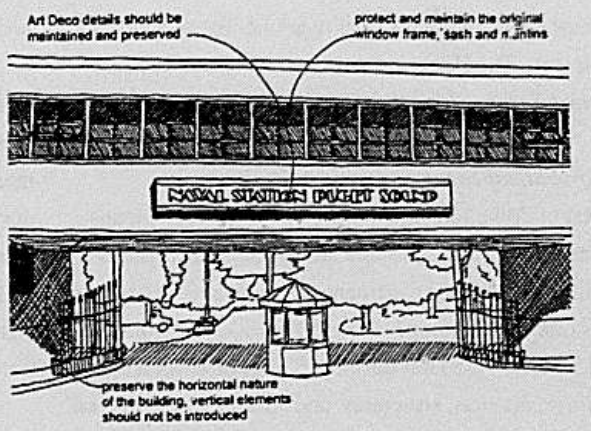


Figure 4.2.1 Sand Point entry

The objectives of the architectural guidelines are:

- to provide an assessment of the buildings and provide guidelines to assist designers, tenants, and owners when adapting buildings to new uses;
- to ensure that the original design and visual integrity of each unique building is respected;
- to recommend potential courses of action when the guidelines are not being met, or when code issues call for modifications that will affect the exterior character of the building; and
- to promote sustainabilty and a sense of community by adapting and re-using historic resources.

Context

Although Sand Point is no longer an active base, one can easily imagine the days when people filled the streets and the hangars buzzed with activity. Some maintenance and emergency repairs have been carried out, but for the most part, little has been done to alter most of the buildings. In the 1970s, 347 acres were surplussed for use by NOAA and the City of Seattle Parks Department (Magnuson Park). The buildings that

are now part of NOAA's facility are not included in this document. The Historic District is contained in this urbanized area.

Historic Significance

A total of 20 buildings at Sand Point have been identified as historic resources and are considered eligible for listing as contributing elements to an historic district on the National Register of Historic Places. The National Park Service (NPS) has developed a set of criteria for buildings, districts, structures, and sites to be considered for National Register listing. Buildings must meet the following criteria:

- Criterion A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Properties that are associated with the lives of persons significant in our past;
- Criterion C: Properties that embody the distinctive characteristics of a type, period, or method of construction, of that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In 1994, an Historic and Archaeological Resources Protection (HARP) Plan was completed to provide Navy officials with guidance for compliance with the National Historic Preservation Act (NHPA) of 1966 and Federal archaeological protection legislation.

The HARP Plan used the above criteria to determine the historic eligibility of the buildings at Sand Point. The selected buildings exhibit a high degree of consistency in terms of design style from two historic periods of American architecture (Art Deco and Colonial Revival), materials (red brick cladding), trim, and decorative elements (precast concrete). The scale and volume of the large hangar structures is also considered to be unique (Photo 4.2.1).

In terms of design, the Colonial Revival style is best exhibited in Building 9, with its regular and symmetrical massing, fenestration pattern, bracketed gable roof, and dormers (Photo 4.2.2). Art Deco is exhibited on Buildings 2, 25, 27, and 47, all of which accent horizontal lines with the use of precast concrete bands and have distinctive detailing in terms of lintels, recesses, and fluting (Photo 4.2.3).

Review Process for Proposals within Historic District

The way in which the property is received by the City will ultimately define the review process for projects at Sand Point. The Navy is currently developing a

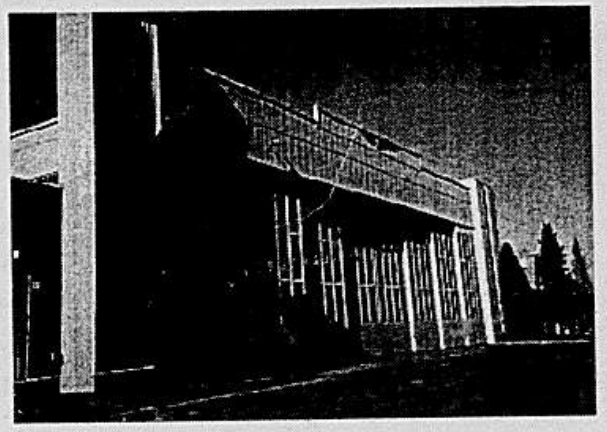


Photo 4.2.1 Former airplane hangar

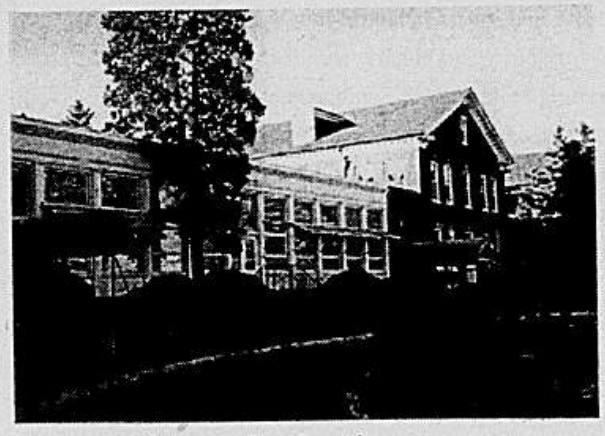


Photo 4.2.2 Former enlisted residence

Programmatic Agreement (PA) with the State to ensure that historic properties are maintained when Sand Point is no longer under Federal jurisdiction. This PA will define the role that the SHPO will play in review of projects within the proposed Historic District at Sand Point. For improvements or alterations to character defining features which will affect the integrity or appearance of a contributing historic resource, consultation with SHPO is required. In anticipation of this process, design proposals should be coordinated from the outset with OSPO staff trained in historic preservation, particularly if the project may affect property that has been determined to be contributing to the Historic District.

Additionally, it is recommended that project applicants seek design services from professionals in historic preservation architecture and design in developing these projects. The primary source that will be used by the SHPO in evaluating the propriety of proposed building alterations will be the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. From the SHPO's point of view, the Secretary of the Interior's Standards take precedence over the Design Guidelines should any conflicts be discovered (see Appendix A for Summary of Standards).

The City is currently preparing an Historic Properties Reuse and Protection (HPRP) Plan as required by their PA with the Navy. This plan will supplement the Design Guidelines by identifying in greater detail proposed actions affecting historic properties, and proposals to avoid or mitigate adverse impacts. In addition, it will identify specific goals and policies related to the management and protection of historic resources. The HPRP Plan includes a tracking mechanism and a consultation process to address new proposals for building reuse in the proposed Historic District. As the HPRP Plan will be developed in consultation with the SHPO, it will become another vehicle to assist project proponents to ensure their proposals are acceptable form the viewpoint of historic preservation.

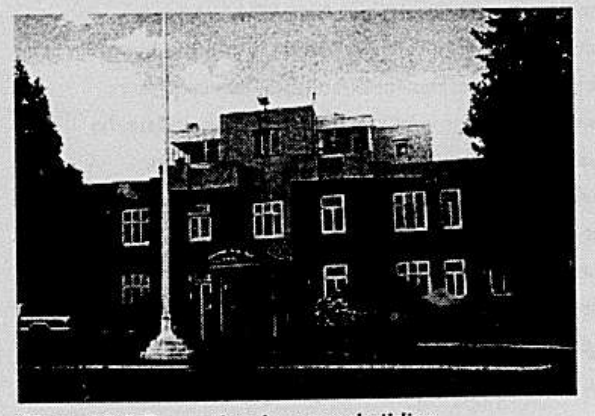


Photo 4.2.3 Former headquarters building

Other agencies that may play a role in the review process include:

- Office of Sand Point Operations (OSPO). The Director at OSPO may be the first point of contact for design proposals at Sand Point, and would be responsible for forwarding design proposals to the Sand Point Design Review Subcommittee for review, a subcommittee of Sand Point Advisory Committee (SPAC) for review.
- Design Review Board. Design Review is carried out by the City of Seattle Department of Construction and Land Use (DCLU) and occurs for certain types of structures (such as multi-family) in specified zones (such as Neighborhood Commercial). Additional housing construction in Activity Area 5 may meet these criteria.
- Landmarks Preservation Board. The Landmarks Preservation Board reviews the design and impacts of all projects that have an impact on the City's designated historic resources and those involving federal funding through the Department of Housing and Urban Development. City designated historic districts, generally have a separate design review board. Since the proposed Sand Point Historic District is considered eligible for the National Register, but has not been designated as a City Landmark or district, these boards do not have jurisdiction at Sand Point (except for HUD-funded projects).

Resources

To prepare for the review process, building owners and developers are encouraged to consult the many resources available for the Sand Point site.

- Sand Point Archival Records. Extensive records were kept on the historical buildings at Sand Point, and are currently contained in the facility's archives. Building plans, sections, and details can be found for almost every structure on the site.
- The *HARP Plan* was prepared for the Naval Station Puget Sound at Stand Point to provide Navy officials with guidance for compliance with the NHPA and Federal archaeological protection legislation.
- The Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings*, National Park Service (1990). This document is used to establish standards and advise Federal agencies on the preservation of historic properties. These standards have been used widely by both Federal and state agencies, and have been adopted by historic district and planning commissions across the country. They will act as the OAHP's governing document in design review.
- *Base Exterior Architecture Plan* for Naval Station, Seattle (1983). The BEAP is an evaluation of existing conditions, identifies priority problem areas, and describes criteria for architectural character, signage, color-coordination, planting, and parking areas.
- *Historic Structures Preservation Manual*, Naval Facilities Engineering Command (1991). This document provides direction and guidance on historic preservation policies and procedures for Navy properties.
- *HPRP Plan*, City of Seattle (1997). See above.

DCLU Review

In addition to historic review, all design proposals at Sand Point will be subject to review by the City's DCLU for Building Code compliance. The DCLU acts as the code enforcement agency, with the Director of the DCLU acting as the code official.

- Seattle Building Code. The Seattle Building Code provides minimum standards to "safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, occupancy, location and maintenance of all buildings within the city...." (1-1, 1994 Seattle Building Code). Essentially, the Building Code addresses issues including, but not limited to: fire protection, means of egress, accessibility, energy conservation, structural forces, and all building systems for both new and existing structures.
- Since many historic buildings were constructed prior to the introduction of building codes, many do not comply with current standards for safety, security, energy conservation, fire protection, or accessibility. In such cases, the building code provides two types of standards. Prescriptive standards spell out precisely the methods of construction and materials that must be used to reach a particular safety goal, and are usually applied when people will be living or working in a building. Performance standards specify a result to be achieved without prescribing rigid standards on how to reach that goal. In general, performance standards are a more flexible method to find ways to protect both the health and safety of those occupying a building, while also protecting the integrity of an historic structure. Performance standards can be used to determine the safe, workable alternatives that meet code requirements without affecting the overall appearance of the building. The acting building official may modify the requirements of the code in individual cases.
- Americans with Disabilities Act (ADA). Approximately 10% of the U.S. population is affected by temporary or permanent disabilities; however, few historic buildings were designed to accommodate the needs of people who may be using wheelchairs, crutches, or who are visually impaired (Photo 4.2.4). For example, wheelchair access is often lacking in historic structures where monumental stairs and rough floor surfaces can impair movement and accessibility. Lighting levels and signage in historic structures may not be adequate to assist someone who is visually

Photo 4.2.4 Existing barrier-free entrance

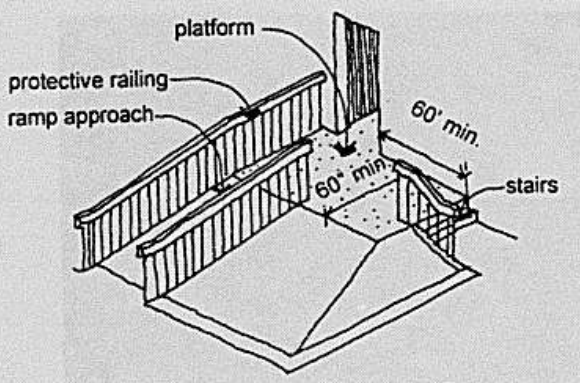


Figure 4.2.2 Building entrance platform

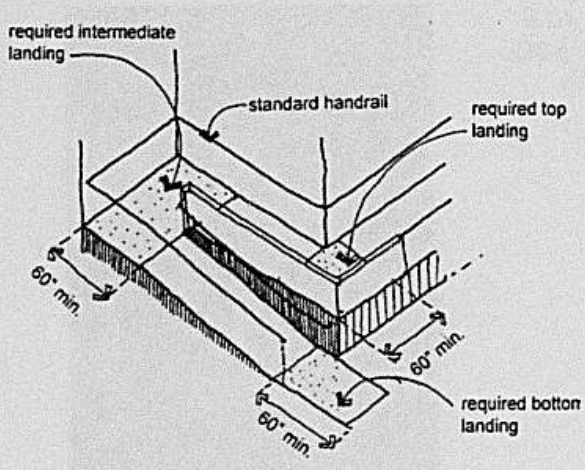


Figure 4.2.3 Accessiblity ramps

impaired. The ADA requires "reasonable accommodations" to facilitate building access for visitors, employees, and others who may be affected by a disability. The law states that architectural barriers should be removed when the removal is "readily achievable" (Figures 4.2.2 and 4.2.3). In regard to historic structures, the significance and use of the building determines the type(s) of access that should be provided. The objective is to provide independent access for all users of the facility, while interfering as little as possible with the architectural character.

Other Issues

Health hazards may be present in historic structures. Hazardous materials may be found within buildings or on the exterior and could be affected during maintenance, restoration, or remodeling. These may include asbestos, lead paint, and bird and bat deposits (guano). Before beginning any project, potential hazards should be identified and analyzed, and samples of any questionable material should be processed at a qualified laboratory. Other hazards may include outdated wiring systems, structures that have been affected by termites and rot, as well as unprotected openings or protruding elements. Asbestos siding may be found on several of the buildings. Removal of asbestos must take place prior to demolition or renovation in accordance with the regulations of the EPA and the Puget Sound Air Pollution Control Agency. In general however, renovation and preservation can be performed safely with adequate ventilation and protective clothing and/or masks.

Architectural Design Guidelines

The guidelines are divided into two sections: General Principles and Building Rehabilitation Guidelines. The general principles apply whether the project involves an existing building or new construction. The second section deals with issues that will pertain specifically to new construction. These guidelines deal only with the exteriors of the buildings, although some structures may have historically significant interior features. Project proponents should consult with the SHPO for guidance regarding interior issues.

General Principles

Although the parameters relating to specific buildings are dealt with on a case-by-case basis, there are considerations that apply to the overall historical character of Sand Point/Magnuson Park.

Retain Historic Character: Identifying significant character defining features is an important first step in establishing the historical character of the building. Such features can include the overall facade composition; window arrangement and details; and articulation of entry areas, stairs, railings, roof lines, cornices, materials, patterns, and colors (Photo 4.2.5). Care should be taken when altering an existing structure, as adding mechanical equipment or architectural elements can affect the overall character of the building.

Integration: Architectural details should be integrated with building form and materials. Buildings designated as historic should be altered as little as possible, and renovations to existing buildings should respect the original character and style (Photo 4.2.6). New buildings should reflect the qualities of existing buildings in terms of scale, material, fenestration, rooflines, and other details.

Sustainability: The architectural guidelines are part of an integrated approach for the adaptation and re-use of the buildings at Magnuson Park/Sand Point. Sustainable design should seek to optimize use of both energy and natural resources; protect the quality of air, land, and water; and promote recycling and reuse.

Site

Although site planning is addressed in greater detail in Section 4.1, it plays an important role in terms of the architectural quality of the Sand Point community, especially where new construction is concerned.

- Buildings should respond to surrounding site conditions. Characteristics to consider during project design include:
  - design in relation to existing topography, natural features, or unique site conditions
  - maximizing solar access
  - preservation of existing vegetation
  - compatibility with surrounding structures
  - protecting significant views

Scale and Massing

State and local building codes have policies to ensure that the height, bulk and scale of buildings will fit in with their surroundings.

- The scale and massing of buildings should be consistently maintained (Figure 4.2.4).
- Setbacks should be recognized and maintained for both renovation projects and new construction.

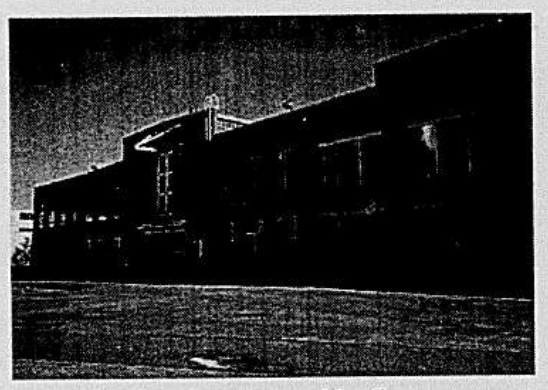
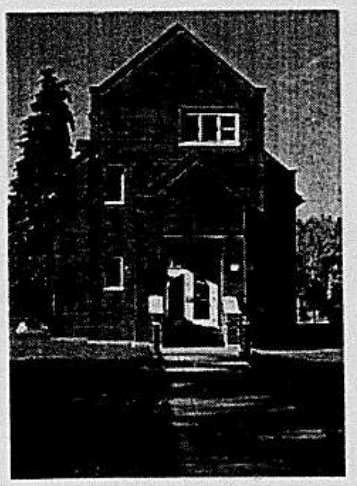


Photo 4.2.5 Historic architectural details

Photo 4.2.6 Building 26S addition



- Additions to existing buildings should match the scale of the structure.

Architectural Elements

This section addresses specific exterior elements that define the appearance of a building, and which help to preserve the characteristics and qualities that have been determined to have significant architectural value. As mentioned previously, these are not standards but are a tool to assist during the design process.

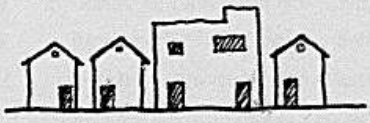
Unique/Historic Features

Unique and historic architectural elements are found on many buildings throughout the Sand Point site (Photo 4.2.7). Maintaining these features is critical to architectural integrity of both the existing buildings and to the Historic District as a whole. These features must be identified on a case-by-case basis. In the following section, each building is inventoried, and some (but not all) of the unique elements have been identified. Additionally, the HPRP Plan presents a more detailed discussion based on a series of meetings including SHPO, the Navy, and OSPO. However, ever this list is not all inclusive. It will be the responsibility of the owner or developer to undertake a more thorough review of the specific features of a particular building, and show that their proposal is not harmful to the historic integrity of the building.

- Unique architectural features should be protected and maintained.
- Alterations to the building should not impact or detract from elements that are considered to be character defining features of that building or building type.

Windows

The pattern and type of windows are often the primary defining feature of a building. In industrial-type buildings, the window units are often very simple, but the repetition of openings along the surface is very important (Photo 4.2.8). Windows can present serious problems during rehabilitation. This is because many older windows do not meet current energy standards and are often replaced with new windows that have none of the



INAPPROPRIATE MASSING

APPROPRIATE MASSING

Figure 4.2.4 Appropriate building massing

Photo 4.2.7 Building 9 detailing

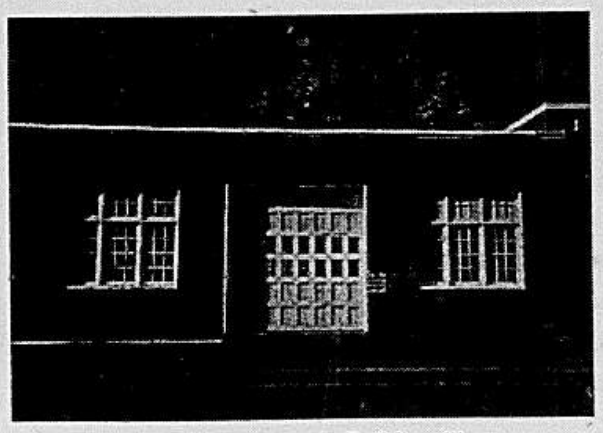


Photo 4.2.8 Window patterns in Building 11

characteristics of the original. It is essential that windows be assessed in regard to their contribution to the overall building facade. One alternative to replacing windows is to install interior storm windows behind the existing units since finding new windows to match the original windows can be difficult, and having windows custom-made can be costly. Another option can be to negotiate trade-offs to achieve higher energy efficiency without compromising the character of the building. Such trade-offs may involve "overbalancing" other areas of the building (roof and/or walls in terms of insulation value) to compensate for energy lost through the windows.

- Identify contribution of window pattern to overall facade character.
- Identify functional/decorative characteristics such as frame, sash, muntins, glazing, sills, heads, jambs, and molding and match as closely as possible.
- Careful attention should also be given to interior/exterior shutters, louvers, and blinds and awnings. Such additions should not be made to windows unless they were part of the original architecture.
- Hung ceilings or room partitions on the interior should not intersect windows or be visible through the windows from the outside.

Entry Areas

Entry areas play an important role in the composition of the building facade and are usually a primary point of contact between the building and users (Photo 4.2.9).

- The composition of the entry area should be altered as little as possible if it is determined to be a significant architectural feature of the facade.
- Entry areas should be adequately lit, and the lighting should relate to the architectural style of the building.
- Entry areas should provide some measure of protection against the weather, and such protection should be related to the overall architectural style of the building.
- Doors should be retained in their original condition. If modified, they should complement the scale, texture, and materials of the surrounding facade.

Roof Shape and Roof Lines

The shape and line of the roof are very important in identifying the architectural character of a building (Photo 4.2.10). Features such as dormers, parapets, chimneys, and drainage systems are also critical to the overall appearance of the roof (Photo 4.2.11). In addition to visual appearance, the roof is a critical element in maintaining the weather-tightness of a building; therefore, maintenance and repair of any problem is critical.

- Critical features of the roof, both functional and decorative, should be identified.

Photo 4.2.9 Entrance to Building 47 showing use of glass

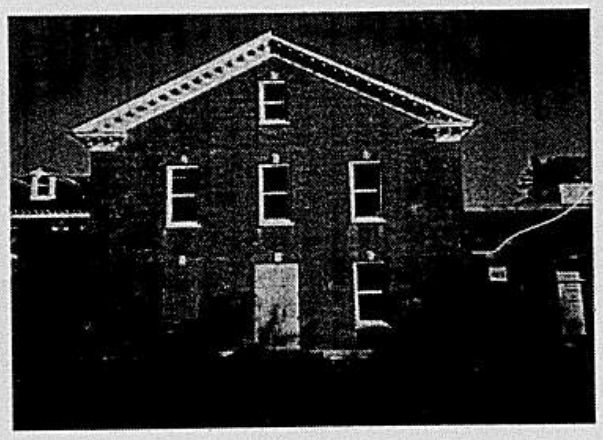


Photo 4.2.10 Building 9 roofline showing Colonial Revival detailing

- Roof material should be identified and matched when making repairs whenever possible.
- The roof should be protected and maintained - clean gutters and downspouts, and replace deteriorated flashing.
- Roof repairs should include reinforcement of historic materials or features.
- Roof forms should not be changed, and elements that will be visible from the street should not be added
- Features that did not originally exist should not be added, such as dormers, cupolas, or skylights, if the historic character will be compromised.

Photo 4.2.11 Distinctive building drains

Exterior Materials and Colors

Exterior material surfaces play a major role in defining the historic character of a building. Material type (brick, metal, wood, concrete), application and use of patterns, as well as molded or tooled features contribute to the overall character or the building or indicate specific architectural periods. Some materials are affiliated with a certain "type" of building - such as wood for residential and brick for institutional. Exterior materials should be carefully considered during the design of new buildings or additions to existing buildings. A palette of paint colors has been researched and identified (Figure 4.2.5).

- Paint colors for the body of existing buildings and new construction should be selected according to the identified color palette, if other than brick.
- Hangars should be painted light warm gray. Contrasting trim should be White Solitude and Black Deco.
- All other wood, metal, or concrete exterior walls should be painted a warm, creamy white.
- Trim on wooden and brick Colonial Revival style buildings should remain white.
- Trim colors for other buildings has been applied as red or one of the three shades of gray-blue by the Navy in the recent past. These colors may continue to be used on all painted doors, window mullions, downspouts, and other exterior features. Project proponents may propose alternative trim colors to the Design Review Subcommittee.
- Decorative elements of masonry should be respected - string courses and/or projecting elements should not be smoothed over.
- When repairing brick walls, existing brick patterns and replacement bricks should match the original as closely as possible.
- Vinyl or aluminum siding should not be used to replace wood siding on historic buildings, or be used for new construction.
- Brick walls should not be painted.

Additions - Mechanical Equipment

Installation of mechanical equipment should be done so that added elements are inconspicuous from public view and do not obscure, interfere with, or damage any existing historical features. Such equipment may include flues, boilers, exterior electrical service, gas meters, emergency generators, exterior ductwork, air conditioning units, vents, transformers, and antennae.

- Previous additions that were not part of the original building, which may include venting, ductwork, and piping, should be removed wherever possible.
- If feasible, consider removal of non-mechanical exterior attachments such as fire escape ladders and/or stairs. Interior means of egress should be created whenever feasible (Photo 4.2.12).
- Exterior attachments and features such as crane beams and chimneys that were part of the original building or serve to define its historical use should remain in place.

Additions - Architectural Elements

Mechanical equipment is not the only addition that may occur on an existing building. Architectural additions may also occur for a space to be utilized. One particular addition may be ramps for universal access, or exterior stairs to meet egress requirements (Photo 4.2.13).

- Additions of architectural details should be carefully considered before implementation.
- Additions should not compromise the historic architectural qualities of an existing building, and should be carried out in a manner consistent with that found on the original building. For example, a ramp added to a residential unit should utilize materials consistent with that style of architecture (e.g., painted wood), and be done in such a way that it matches the details found on the building.
- Additions should not obscure significant or unique existing features.

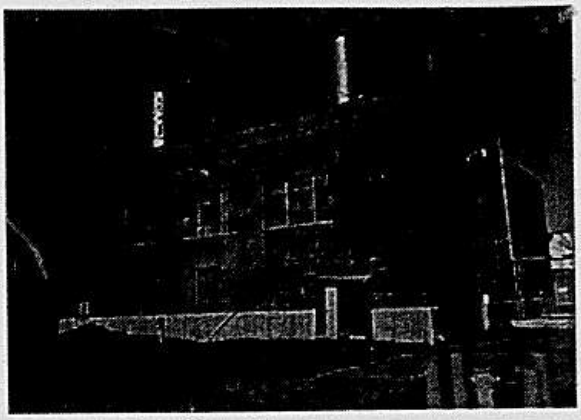


Photo 4.2.12 Building 12

Lighting

Lighting can have a strong impact on the visual and architectural character of the buildings at Sand Point.

- Additional or new lighting should match original fixtures for each building type (Photo 4.2.14).
- Large flood lamps to light parking lots should not be attached to the exterior of buildings.

Photo 4.2.13 Bridge addition for roof access Building 5

Signage

Several of the buildings at Sand Point retain the original lettering for building identification and possess unique architectural characteristics (Photo 4.2.15).

- Original architectural signage should be maintained and preserved, as well as building identifying numbers.
- New signage should be visible but unobtrusive, and relate to signage for Sand Point as a whole (see Section 4.1.9).
- Any new building identification signs should be bracket-mounted for future removal.

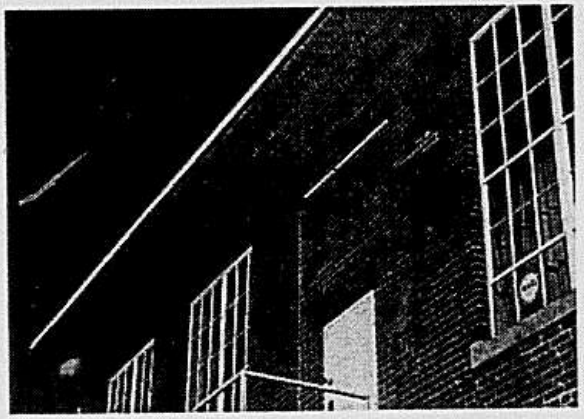
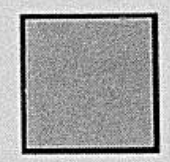


Photo 4.2.14 "Gooseneck" light on building

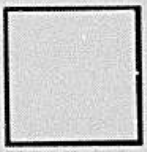
Color Chart Indentifying Acceptable Colors for Buildings and Site Furnishings at Sand Point

Figure 4.2.5

Building Base Colors

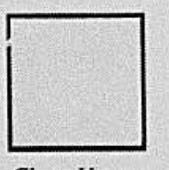


Whipporwill
 # 8652W



White Solitude
#CW 057W

Building Trim Colors



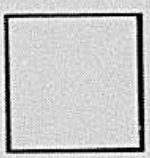
Clean Vapour
#8610W

Duberry Red
#7896N

Still Creek
 # 8513M

Black Deco
 # AC 144N

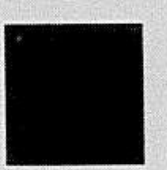
Valley Forge Blue
#8506A



White Solitude
#CW 057W

Furnishing and Signage Colors

Black Deco
 # AC 144N



Blue Brillance
 # AC 079N

Note: Paint names and numbers refer to Parker Paints. This is not a brand endorsement.

- New signage should not be painted onto the exterior of the building; however, existing painted building numbers should be retained.
- Signs should not be placed in such a way that they interfere with existing historical elements, or compromise the historical character of the building.

Support Buildings/Auxiliary Spaces

Numerous support and auxiliary buildings exist throughout the Magnuson Park/Sand Point site. These buildings should be identified in terms of their use and classified with the building they are meant to support. The same general guidelines should apply to the auxiliary buildings (Photo 4.2.16).

New Construction

New buildings that are developed in an established context should respond positively to the surrounding architectural characteristics. The area identified for new construction is found in the southern portion of the site, where the existing buildings have distinct "residential" characteristics.

New construction at Sand Point should:

- Incorporate or draw upon concepts/elements found in adjacent building types that contain similar uses, and building forms and features should help to identify functions that occur within the building.
- For example, the senior officer's quarters are designed in a single-family home style, with setbacks from the street, wood and brick cladding, painted divided light windows, and landscaping. New construction for similar use-types should be rendered in a similar manner (Figure 4.2.6).
- New building forms should be unified and well proportioned; details should relate to the structure as a whole, and not be viewed as distinctly different "add ons" as happened with Building 26S (Photo 4.2.17).

Photo 4.2.15 Built-in Art Deco lettering

Photo 4.2.16 Building 11 support structures

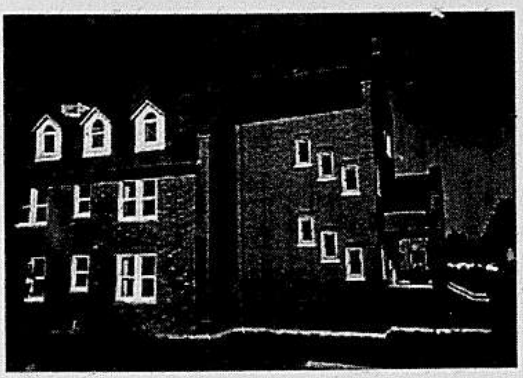


Photo 4.2.17 Building 26S: addition is incompatible with original structure

Attention to the details of surrounding buildings can help a new building "fit" better if there are:

- Similar scale/proportions
- Similar articulation of facade
- Similar roof forms, window patterns and details
- Similar materials
- Exhibit features and details that are "human" in scale. Since new construction will occur in the Residential Area, it will be crucial that entry areas, window placement, and other elements contribute to a scale that is comfortable. A good sense of human scale will also encourage activity in and around the building. This sense of scale can be achieved by avoiding such elements as: large blank walls; exaggerated elements such as windows or dormers; and flat roofs on residential units. Human scale is reinforced by incorporating elements such as human scale openings at building entries, appropriate overhangs, and adequate lighting (Figure 4.2.7).
- Utilize durable and maintainable materials on the exterior, but ensure that these materials fit in with the surroundings.
- Materials typical to Sand Point residential architecture include: brick and painted wood siding. Other building materials may be appropriate, but they should be compatible with nearby structures.

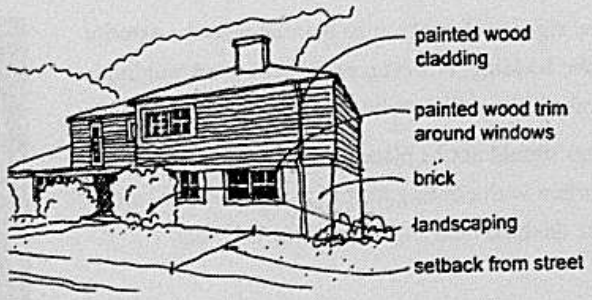


Figure 4.2.6 Former senior officer's quarters

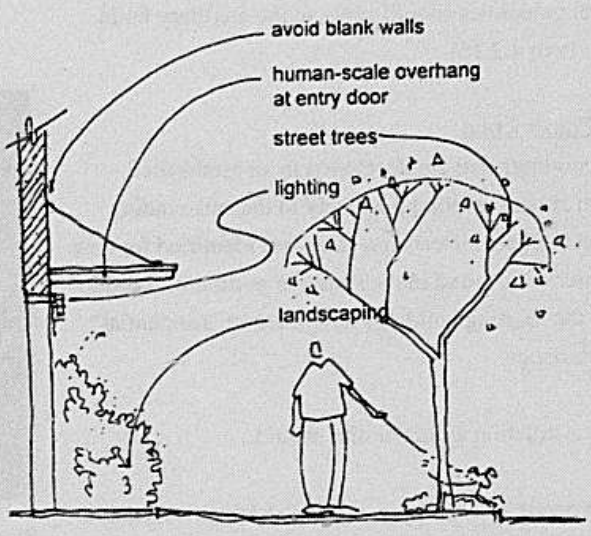


Figure 4.2.7 Human-scale detailing

Building Rehabilitation Guidelines

The following section provides information about individual buildings, including historic status. It also includes ideas and guidelines related to rehabilitation of specific buildings. Buildings 222 and 15 are not discussed, as they are scheduled for demolition. However, it must be noted that their removal is still subject to review by the Design Review subcommittee and may require consultation with SHPO under the requirements of the HPRP Plan.

North Shore Recreation Area
Building Area

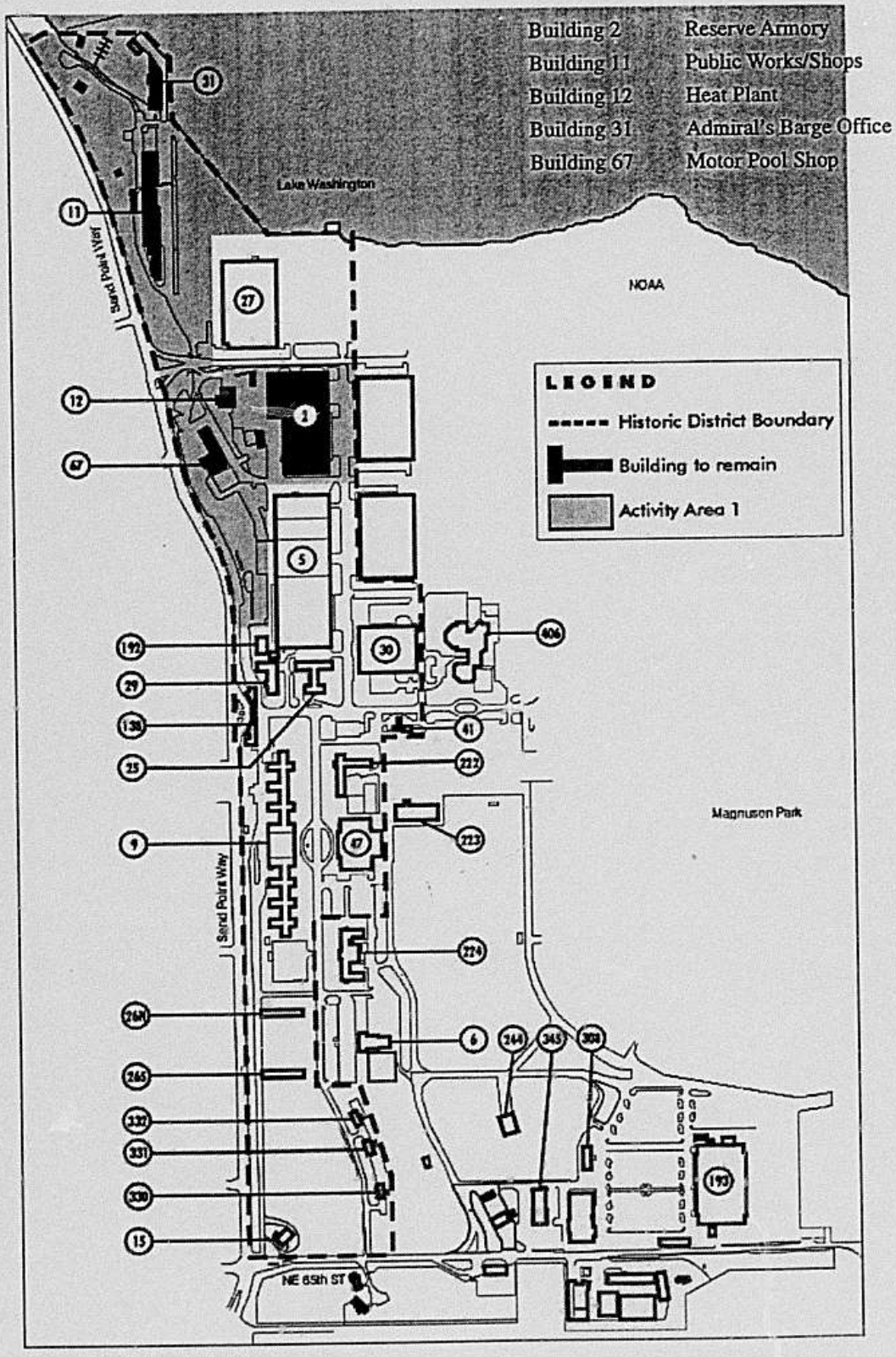


Figure 4.2.8 Area 1 Buildings

Building Number: 2
Building Type: Reserve Armory
Classification: Contributing to Historic District

Description

Constructed in 1929, this large structure is made of two hangars and exhibits elements common to the Art Deco style. The taller south hangar has a distinctive Art Deco facade on the east, while the north facade is brick and wraps around to the east elevation. Fenestration consists of metal frame windows with divided lights. Tall, metal-framed rolling doors reach the full height of the building on the east and west sides. Cladding on the rest of the building is corrugated transite. Clerestory windows on the south side admit daylight to the interior spaces. Few changes have been made to the original plan and exterior cladding, though interior changes have been extensive.

Architectural Guidelines:

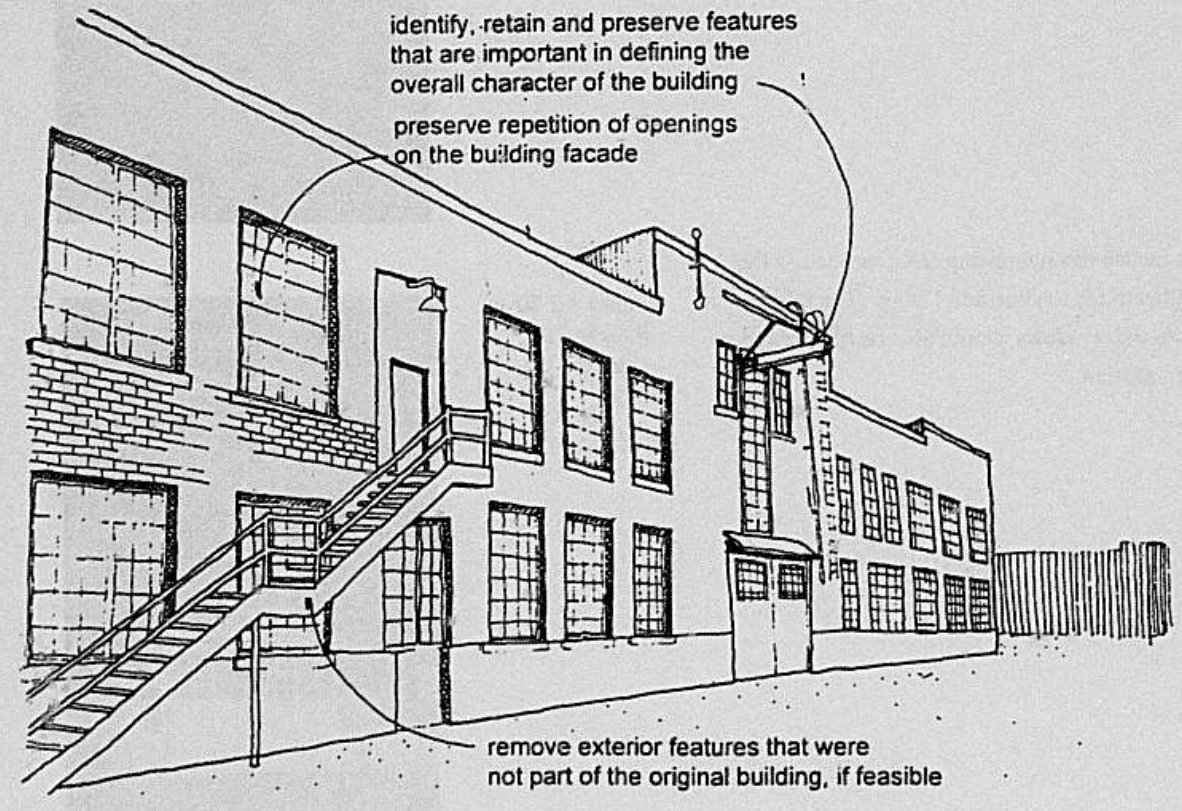


Figure 4.2.9 Building 2 recommendations (west facade)

Specific Elements

Unique Features

The tall hangar doors are one distinctive feature of Building 2. Replacing such doors may be difficult; therefore, efforts should be made to preserve and repair the original doors.

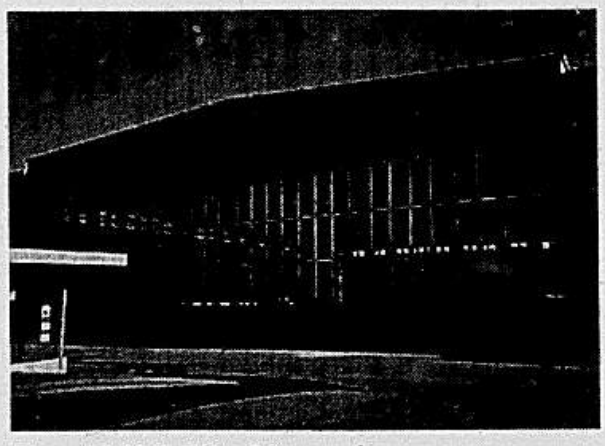


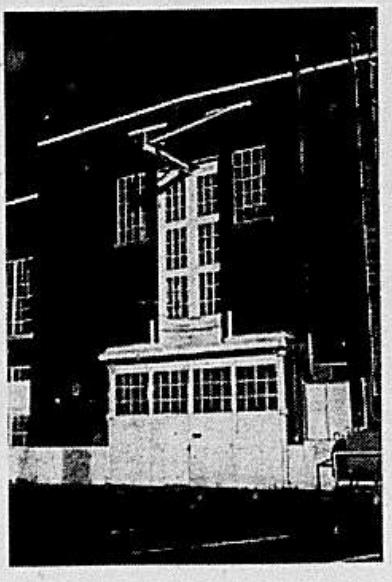
Photo 4.2.18 Building 2 hangar doors

The vast open interior of Building 2 should be preserved and maintained, and structure should remain visible.

Photo 4.2.19 Building 2 interior of hangar space

The west facade has interesting features such as the overhead beam for loading and lifting. The tall divided light doors and windows should also be maintained in their original state.

Photo 4.2.20 Building 2 exteriors



On the east facade, features such as the exterior material and emblem above the door should be maintained and preserved. Additions such as exterior lighting should be carefully placed, and original landscaping should be preserved whenever possible.

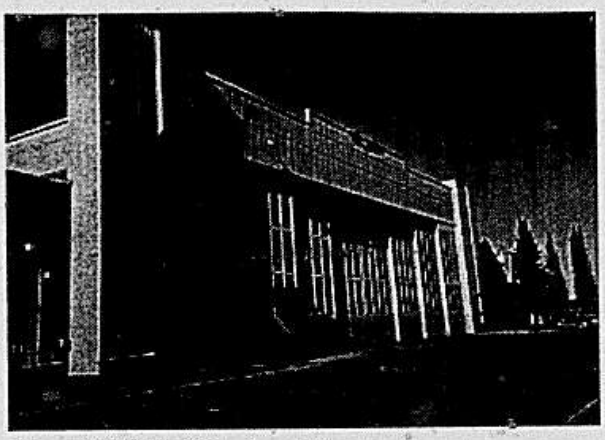


Photo 4.2.21 Building 2 east facade

Windows

The divided light windows should be maintained. If replacements are necessary, they should match the originals as closely as possible.

Repairs, whether temporary or permanent, should not alter the original composition of the windows or the pattern of fenestration.

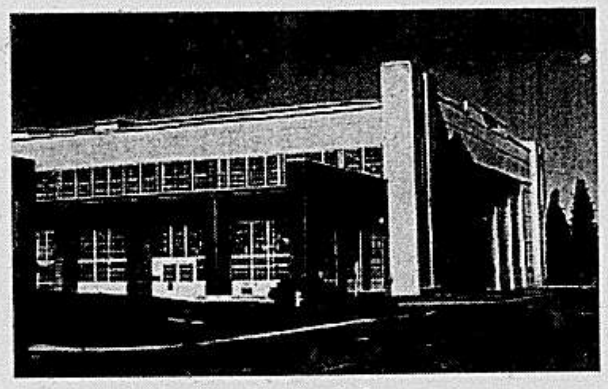
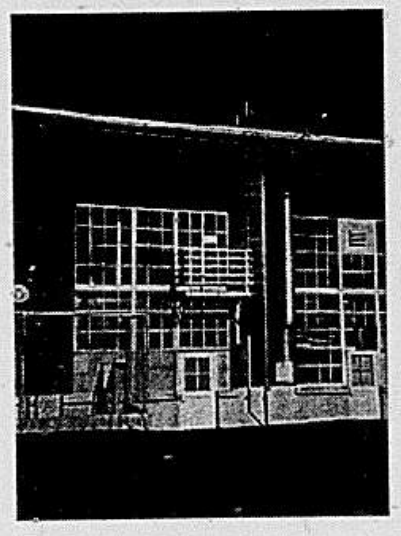


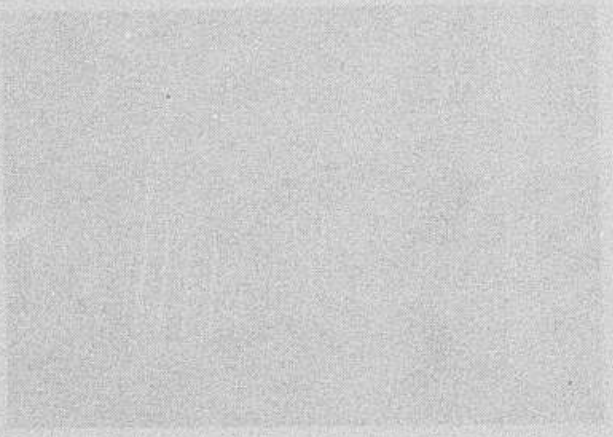
Photo 4.2.22 Building 2 side windows

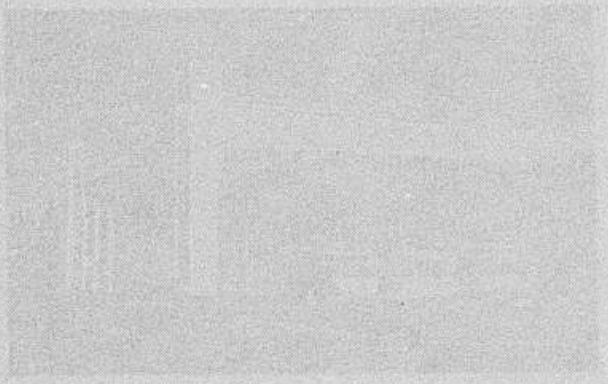
Additions

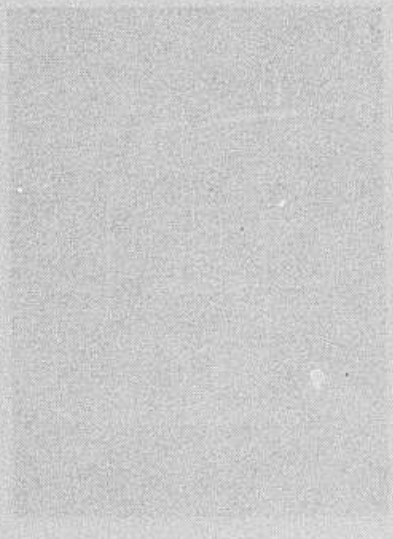
Additions to the exterior of the building should not obscure features such as windows or doors. Repair work, particularly on windows, should not alter the overall composition of the facade.

Photo 4.2.23 Building 2 exterior additions on west facade









Building Number: 11
Building Type: Public Works/Shops
Classification: Contributing to Historic District

Description

Constructed in 1940, this long building is characterized by a combination of materials on the exterior and a regular pattern of window openings. The building has an irregular rectangular plan and is divided into two areas: Public Works and the Shop Area. The single-story Public Works section is made of brick veneer which continues around the entire building at the first level. At the north end of the building over the Shop Area, there is a second floor with office space. The second story is sheathed in corrugated steel panels. The front door at the Public Works entry has been replaced with double doors of anodized aluminum, and there are few decorative or stylistic features.

Architectural Guidelines:

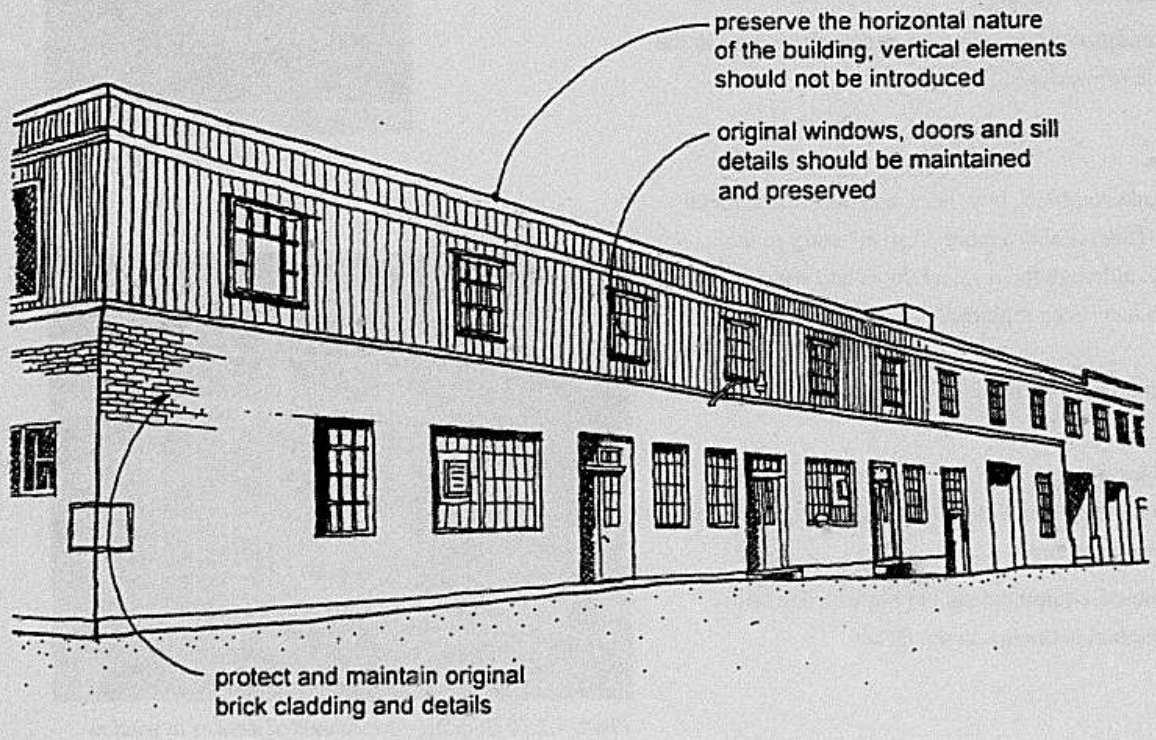


Figure 4.2.10 Building 11 recommendations

Specific Elements

Scale and Massing

Although this is a very long building, the form and massing achieve both a sense of balance and of human scale. The upper floor is proportionate to the lower level, and several jogs on the perimeter break up the long facade.

- The horizontal nature of the building should be maintained.

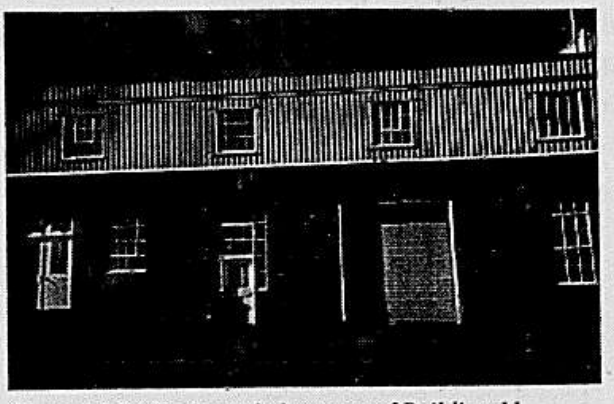


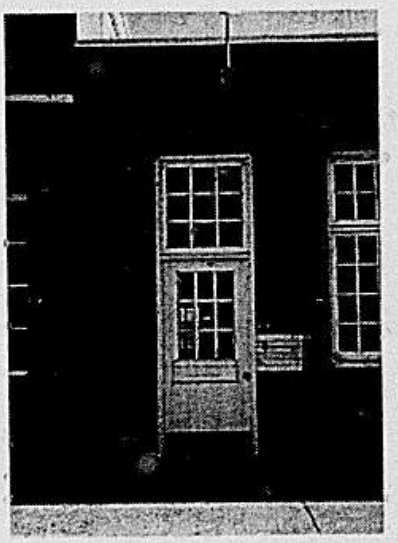
Photo 4.2.24 Horizontal character of Building 11

Windows and Doors

The divided light windows and painted wood doors are distinguishing features of this building. The pattern of openings on the building is regular and the window type is similar on both the upper and lower floors. The windows on the brick portion have divided lights and painted wood trim; the windows on the upper floors also have divided lights, but have a much narrower profile.

- Original windows and doors should be preserved and maintained. If replacement is necessary, new windows should match existing.
- Air conditioners and vents should not be placed in the middle of windows.

Photo 4.2.25 Building 11 showing scale and texture of windows & doors



Facade

The facade combines both brick and corrugated metal siding. There is also a more "formal" entry to the building, although the original doors and windows in this area have been replaced.

- New materials should not be introduced on the facade.

Additions

- Large flood or area lights should not be placed on the building's exterior.
- Mechanical equipment should not interfere with architectural elements on the facade.

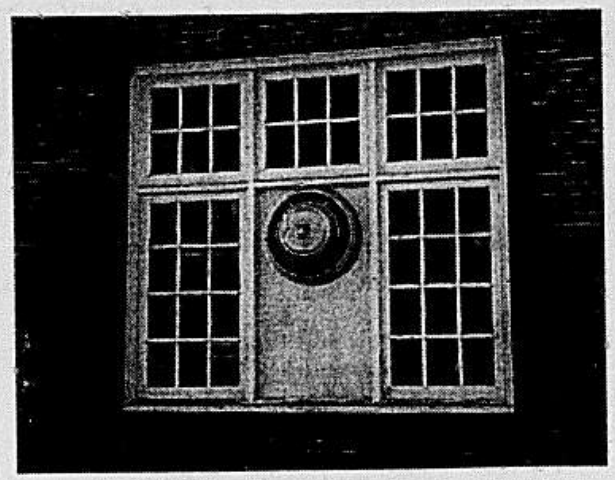


Photo 4.2.26 Building 11 mechanical devices in window

Building Number: 12
Building Type: Heating Plant
Classification: Contributing to Historic District

Description

The brick structure served as the steam heating plant for the Naval Station Puget Sound, Sand Point. Distinctive features include tall vent stacks on the roof and large glazed windows and doors. The lack of ornament and detail is fitting for such a building.

Architectural Guidelines:

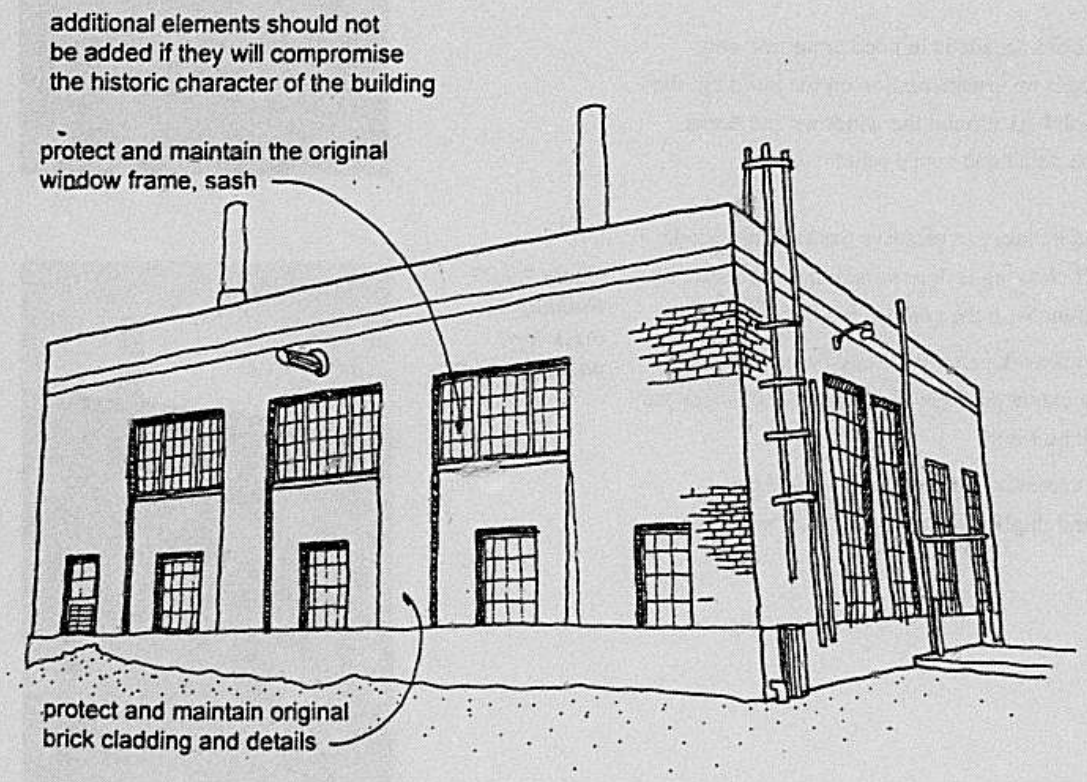


Figure 4.2.11 Building 12 recommendations

Specific Elements

Unique Features

The vents and pipes are distinguishing features of this building. Since the building functioned as the heat plant for the former base, these are consistent with its use.

- Placement of additional mechanical equipment, if necessary, should be carefully considered in terms of the overall building composition and appearance.

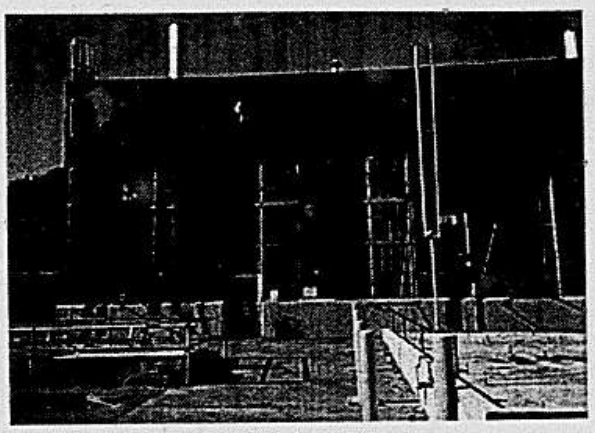


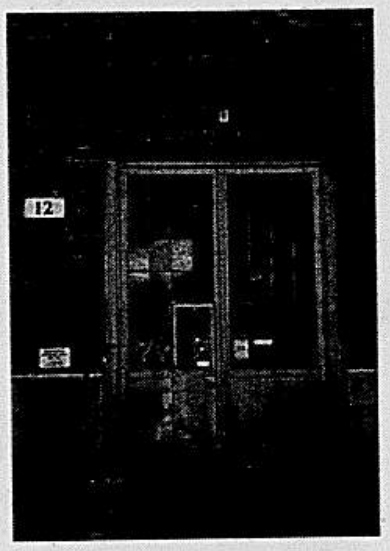
Photo 4.2.27 Building 12 vents & pipes

Windows and Doors

The large windows and doors are also distinguishing features of the building. The double height windows have operable panels in the center, and the large doors can open to accommodate equipment.

- Original windows and doors should be maintained and preserved.
- If changes are necessary, they should be designed to match the original as closely as possible.

Photo 4.2.28 Building 12 metal doors

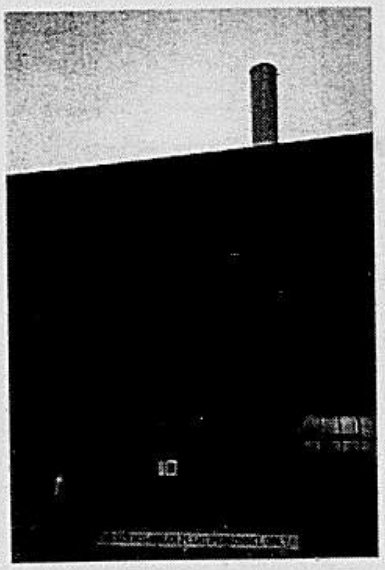


Facade

The original brick facade is in good condition and, although there is no ornamentation on the building, the pattern of brickwork around the windows and doors provides some detail and visual relief.

- Care should be taken to preserve the existing facade material. If cleaning is determined to be necessary, it should be done with the gentlest method possible.
- Original brickwork patterns should be maintained to the greatest extent possible if additions or changes are made to the building.
- If repair is necessary, mortar joints should be repointed and duplicated in width, color, and joint profile.

Photo 4.2.29 Building 12 brickwork patterns



Building Number: 31
Building Type: Admiral's Barge Office
Classification: Contributing to Historic District

Description

This small building is located on pilings over the water and has changed relatively little since its construction in 1938. The gable roof lifts on the east side to create a two-story space, and the roof continues out over the water to cover several boat slips. The structure is clad with painted wood siding, and the windows are all wood framed with sliders on the first floor and double-hung on the second. The northern triangular end of the building is a later addition to the original structure.

Architectural Guidelines

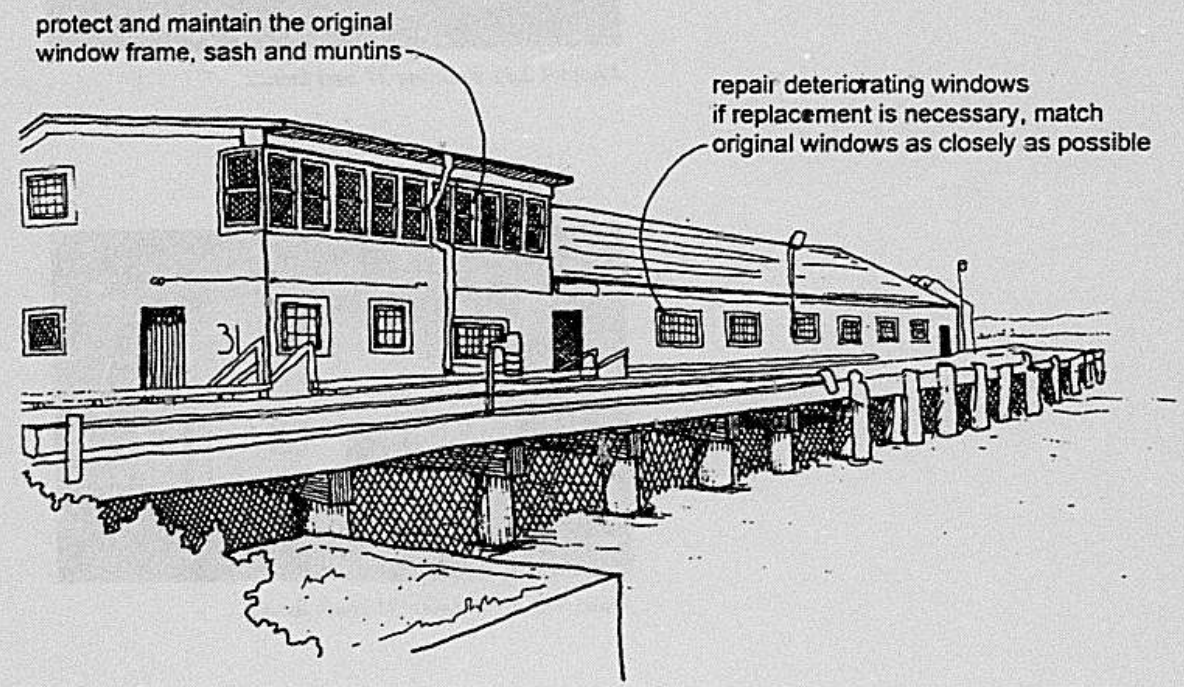


Figure 4.2.12 Building 31 recommendations

Specific Elements

Unique Features

The boat slips are a unique feature of this building.

- If feasible, the boat slips and covered area should be preserved.

Windows and Doors

The windows and doors are in need of repair.

- Window replacements should have divided lights and wood trim, as do the originals.
- Windows on the upper floor should remain operable and have wood trim.

Additions

- Future changes should relate to the original form of the building. Distinct roofline should be retained.
- Historic building identification number should remain painted on the side of the building.

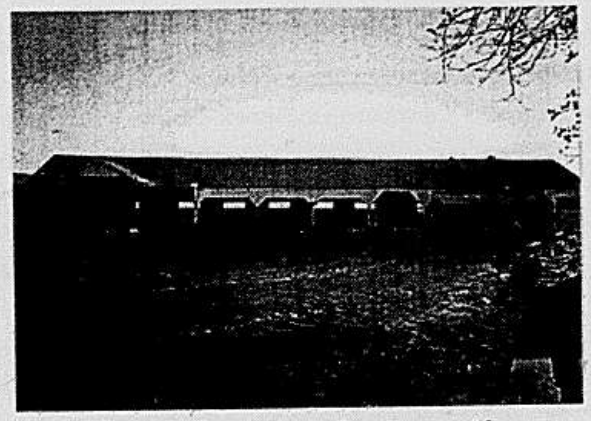


Photo 4.2.30 Building 31 boat slips on west side

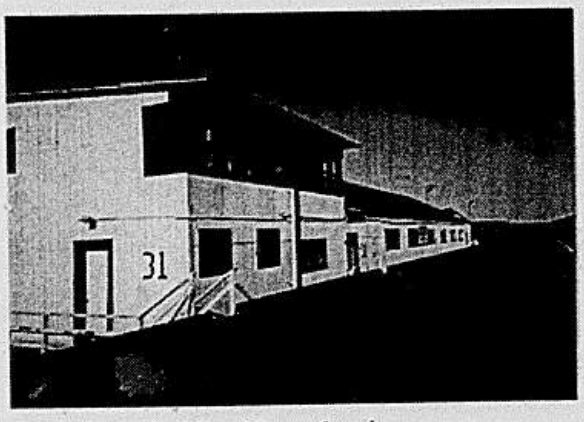


Photo 4.2.31 Building 31 east facade

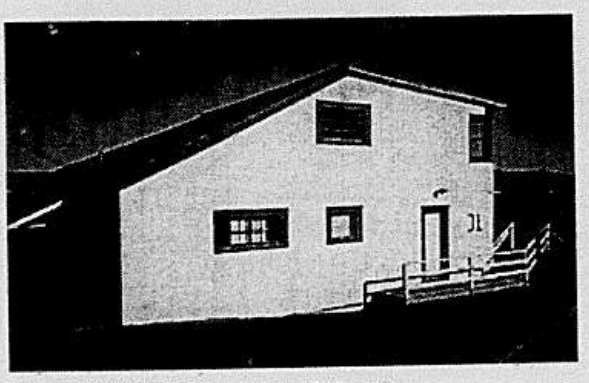


Photo 4.2.32 Building 31 south facade

Building Number: 67
Building Type: Motor Pool Shop
Classification: Contributing to Historic District

Description

Constructed in 1941, this building is three stories tall and was built on a hillside to accommodate vehicular access to the service and garage areas at different levels. The main front entrance is located at the upper level and exhibits Art Deco Industrial details, emphasizing horizontal and vertical lines, has a half-round cover over the entrance that is edged with brushed stainless steel, and glass block lights around the entry door. The ground level on the east facade has several large metal roll-up garage doors. The door near the main entrance has been filled in with CMU blocks, but has a 36' wide door cut into the blocks. The south section appears to have been added at a later date and is constructed of large timbers with wood siding.

Architectural Guidelines:

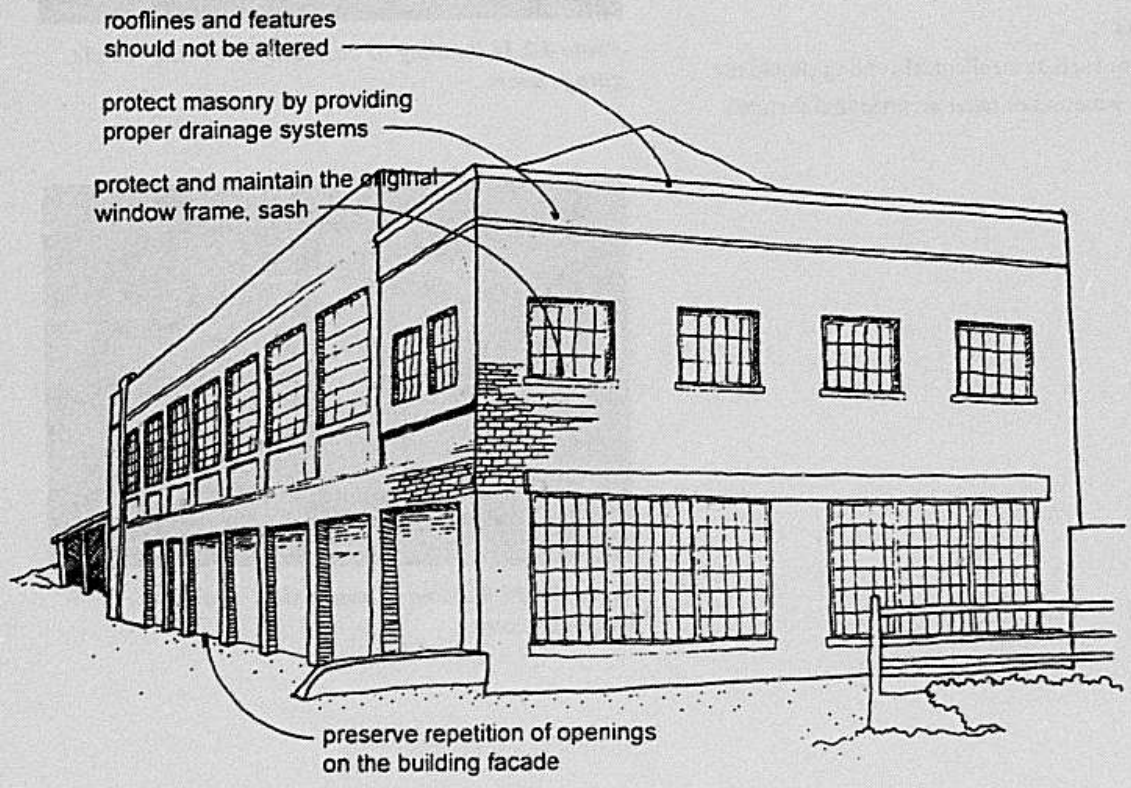


Figure 4.2.13 Building 67 recommendations

Specific Elements

Unique Features

The entry area is one of the unique features of the building. There are some subtle Art Deco details, such as the round-edged, fluted aluminum canopy extending over the main entry area, similar to those found on Buildings 30 and 25.

- Entry canopy and glass block features should be maintained and preserved.

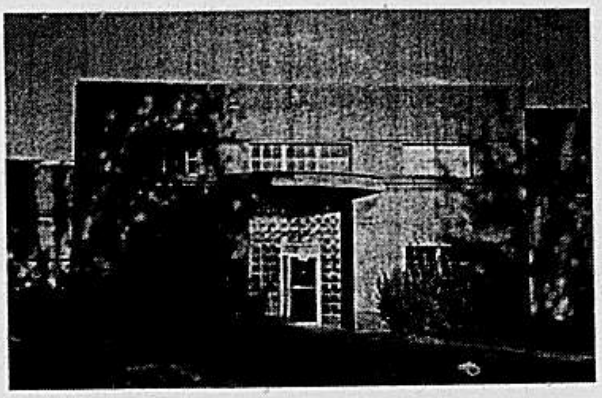


Photo 4.2.33 Building 67 entrance showing Art Deco styling

Facade

While the facade is devoid of detail, the openings along both the front and back sides create a sense of rhythm, particularly the relationship of the garage doors on the lower level to the windows above.

- The repetition of openings on east facade should be preserved.
- Building should be painted to match colors as designated for the site.

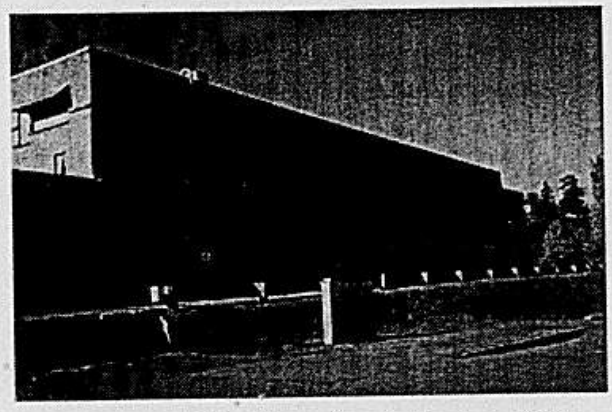


Photo 4.2.34 Building 67 east facade showing vehicle garage doors

Additions

- Additions such as mechanical venting should not obscure windows or other architectural features.

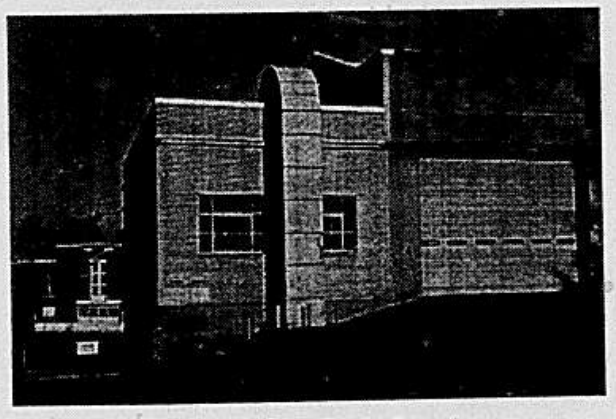


Photo 4.2.35 Building 67 mechanical venting at northwest corner

Education and Community Activities Area Building Inventory

Building 5	Director of Shipbuilding
Building 9	Transient Personnel Unit
Building 25	Administration Building
Building 29	Medical Clinic
Building 141/192	Homeporting Office

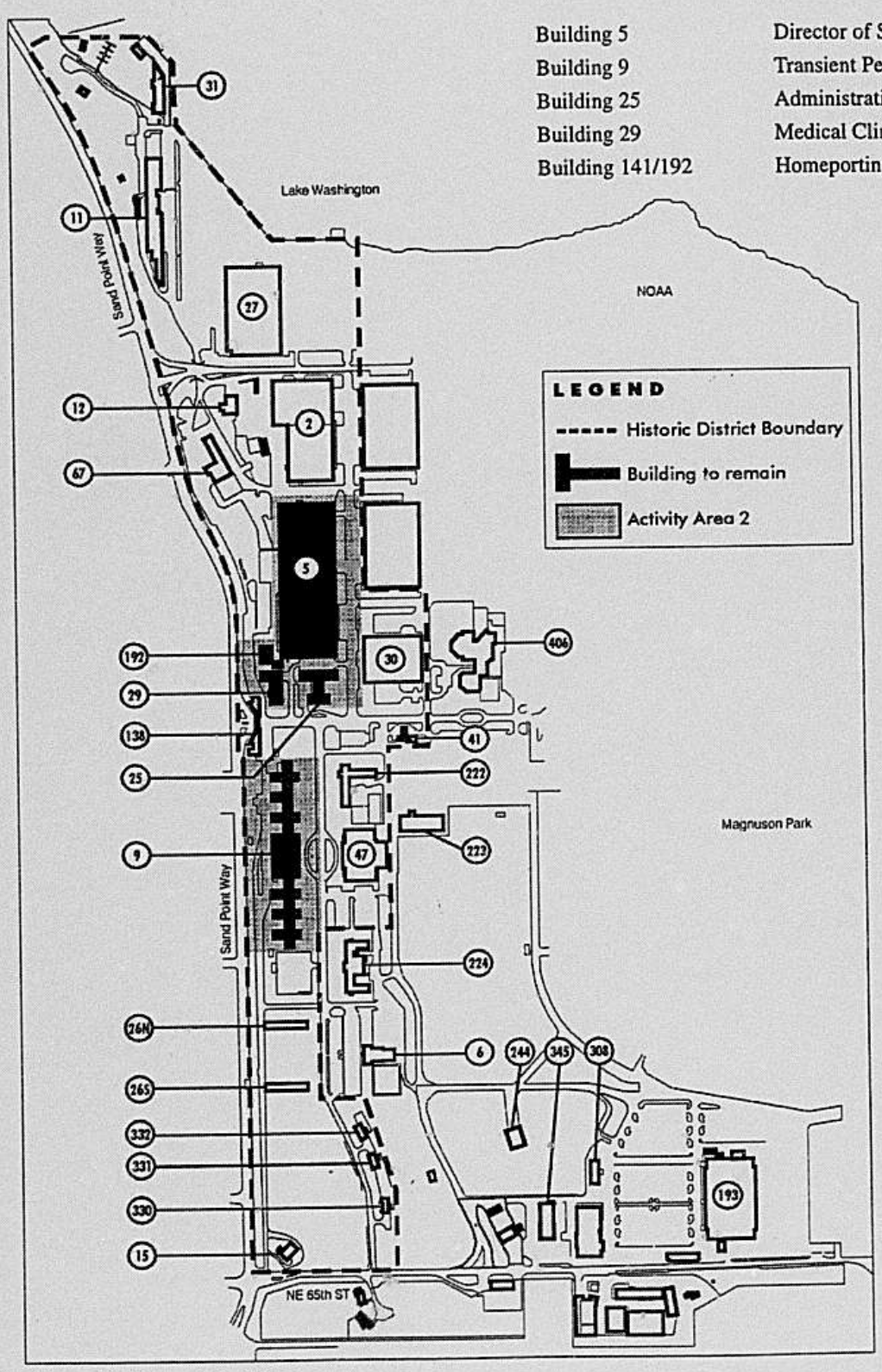


Figure 4.2.14 Area 2 Buildings

Building Number: 5
Building Type: Director of Shipbuilding
Classification: Contributing to Historic District

Description

This large brick building is 660' long and is comprised of four distinct sections (A, B, C, and D) which were most likely built within a few years of each other. Common elements for each section include window treatment, concrete sills, and facade material. The main facade is brick with an Art Deco concrete entrance. The south end consists of a step-gable brick facade over what may have been an open hangar with a sliding door. In the 1970s a second story and interior rooms were added. A four-story brick warehouse is attached to the main building and has a flat roof and large metal frame windows set at regular intervals. The west facade is long and punctuated with a regular window pattern. The east facade has more variety, with the long facade broken by several formal building entrances with cast concrete detailing around the doors and windows. The north facade has several loading dock areas which are covered by canopies and have large divided light doors. The windows on the second story of the north section have been replaced with aluminum windows.

Architectural Guidelines:

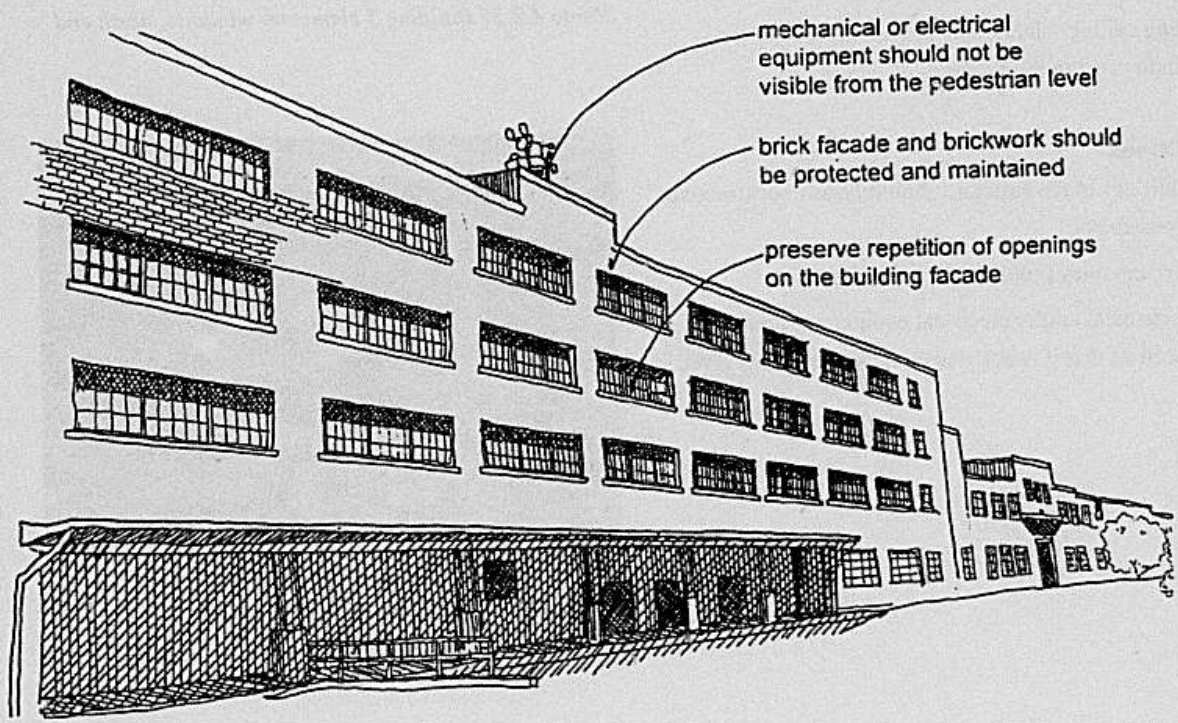


Figure 4.2.15 Building 5 recommendations

Specific Elements

Facade

This large building is characterized by the long facade and regular pattern of fenestration. In several areas, the long facade is broken by formal entrance areas.

- The brick facade should be preserved and maintained.

Unique Features

The tall clerestories bring light into the interior spaces.

- Clerestories and skylights should not be covered or obscured by mechanical equipment on the roof.

Windows and Doors

The character of the existing windows contributes to the composition of the overall building facade.

- Care should be taken so that new windows match the original windows.
- Vents and air-conditioning units should be carefully placed so they do not interfere with the window composition.
- Hung ceilings should not be visible through the windows from the exterior.

Additions

- Additions to the structure should be as unobstructive as possible.
- New canopies should match the originals.
- Mechanical and/or electrical equipment should be placed so that it is not visible at the pedestrian level.

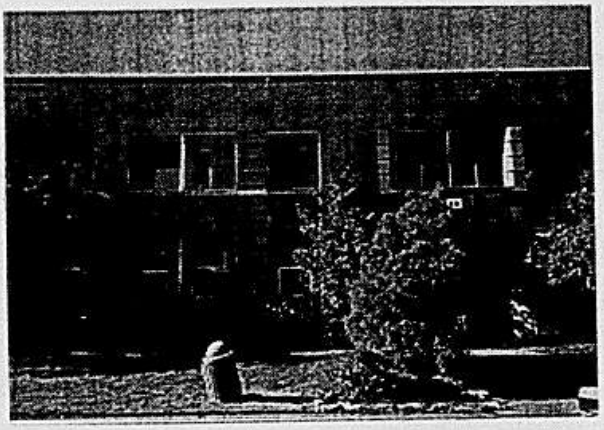


Photo 4.2.36 Building 5 entrance on 63rd Ave SE

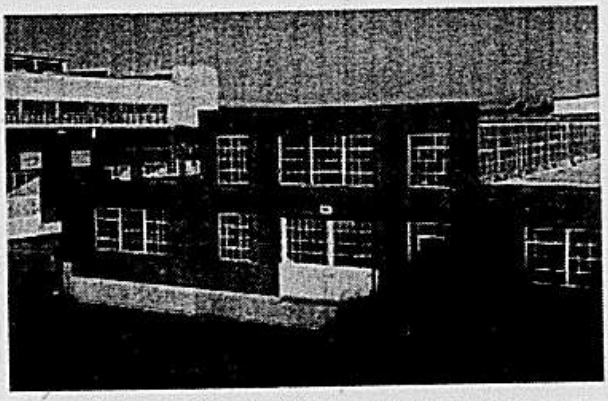


Photo 4.2.37 Building 5 clerestory windows, north end

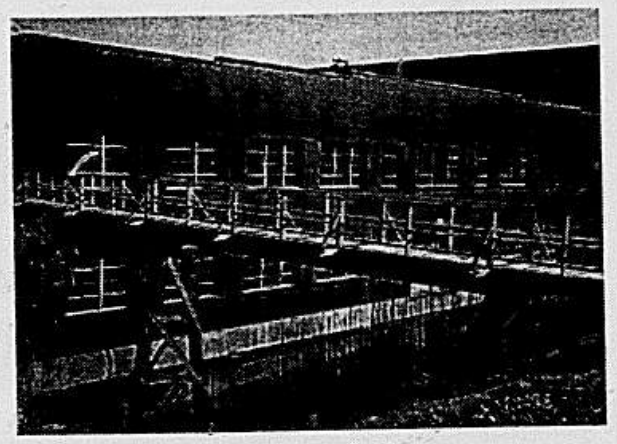


Photo 4.2.38 Building 5 access bridge

Building Number: 9
Building Type: Transient Personnel Unit
Classification: Contributing to Historic District

Description

This distinctive brick building once contained the Transient Personnel Unit, General Mess, and Chapel. The building consists of 2 wings formed by the original dormitories, and the central dining area, a later infill structure which joined the wings. Representing the Colonial Revival style of architecture, the building is reminiscent of early American colonial military bases. 300' long and 43' tall, the building's symmetrical form is given a more residential scale with articulated notches that provide maximum window area and light penetration. The white window casement contrasts with the red brick, and openings have decorative keynotes, brick lintel treatment, and concrete sills. Deep dentils provide detail under the eaves on the building wings.

Architectural Guidelines:

Figure 4.2.16 Building 9 recommendations

Specific Elements

Roof

The roof is a dominant feature of this building.

- Care should be taken so that the rooflines are not altered by additions; existing details should be noted and matched.
- New downspouts and rain gutters should be carefully considered so they match originals as closely as possible.
- The gabled dormers should be preserved and protected, while any renovations to the roof should not impair their visual presence.

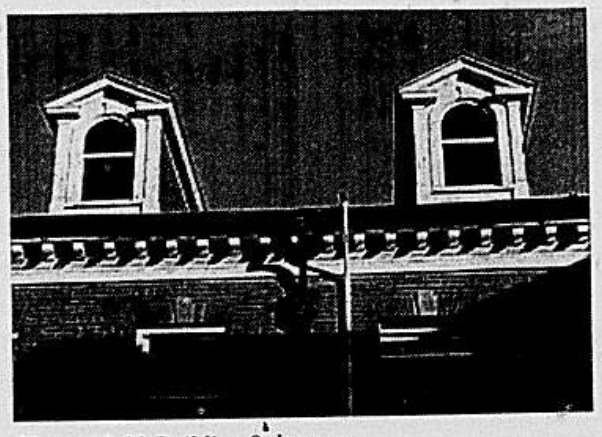


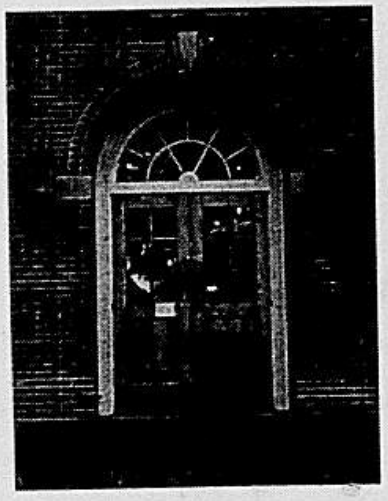
Photo 4.2.39 Building 9 dormers

Unique Features

There are many unique features associated with this building. The three main entrances to the former Transient Personnel Unit (T.P.U.) have double shop doors with six lights, which are surmounted with a fan light. A brick arch frames the fan light, with the inpost block and keystone made of precast concrete. Decorative lanterns provide exterior lighting.

- Care should be taken to preserve and maintain these decorative features.
- Additions or changes to the entry should carefully consider the composition of doors and windows, existing materials and try to match the existing doors.

Photo 4.2.40 Building 9 T.P.U. entrance



Additions

Additions may compromise the historical character of a building.

- Additions such as vents should not be visible across the facade, nor should they alter the profile or eave lines of an existing roof. A less visually obtrusive alternative should be found and the existing vent removed.

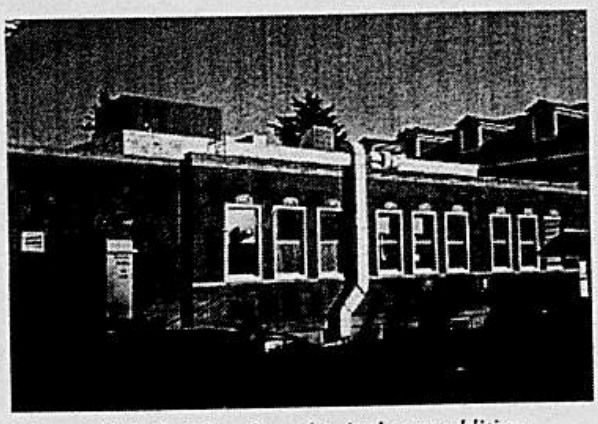


Photo 4.2.41 Building 9 mechanical vent addition

Building Number: 25
Building Type: Administration Building
Classification: Contributing to Historic District

Description

This building served as the headquarters for the Naval base, and is a two- and three-story, flat-roofed building with an irregular T-shaped plan. The main entrance is centered in the "T", and the top two floors contain office space. The metal framed windows are arranged symmetrically on the facade, with six-light windows on either side of the main entrance, and three light casement windows elsewhere. Art Deco details include inscribed concrete panels at the entrance and on the building ends, the light fixtures at the entrance, and the stainless steel bands covering the half-circle overhangs at the side entrances.

Architectural Guidelines:

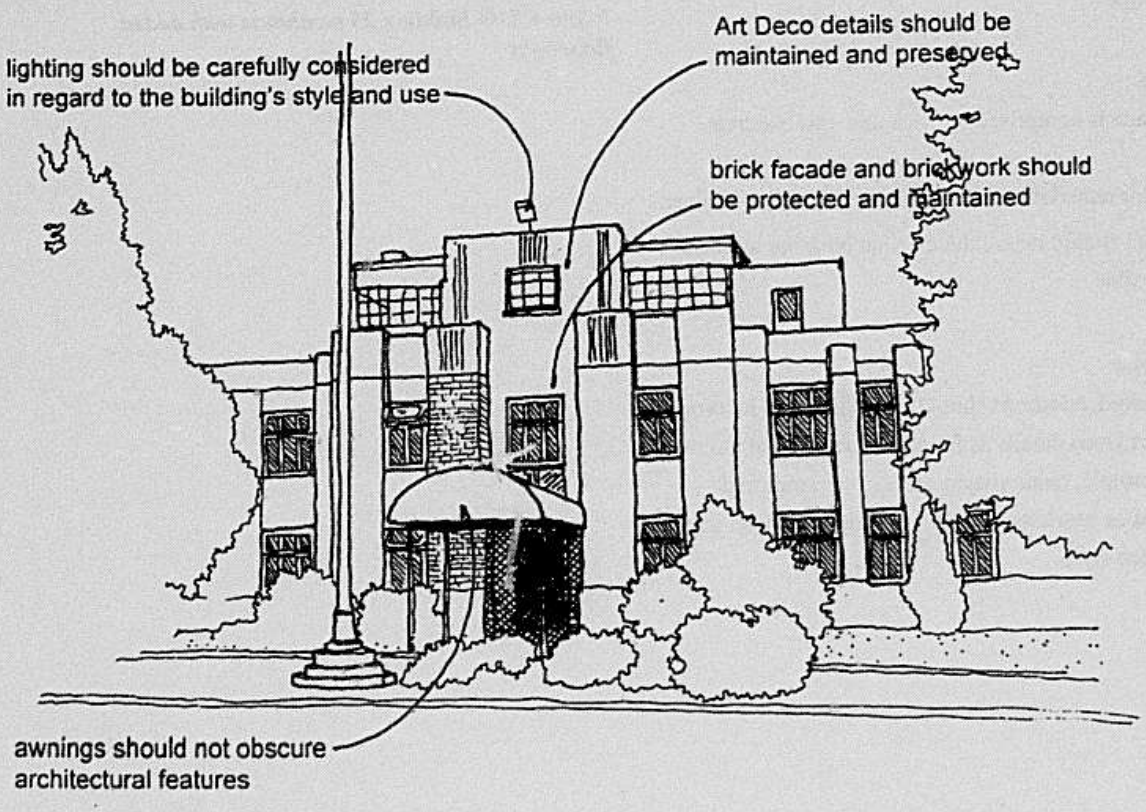


Figure 4.2.17 Building 25 recommendations

Specific Elements

Unique Features

The building form and Art Deco details are distinguishing features of this building.

- Art Deco details should be maintained and preserved.
- Though additions have been made in the past, the building's form and composition should not be altered.

Photo 4.2.42 Building 25 entrance

Windows and Doors

The divided lights and casement windows are character-defining elements of this building.

- The pattern of window openings should not be altered.
- Original windows should be maintained and preserved.
- New windows, if necessary, should match the original windows as closely as possible.
- Architectural features should not be obscured with awnings.

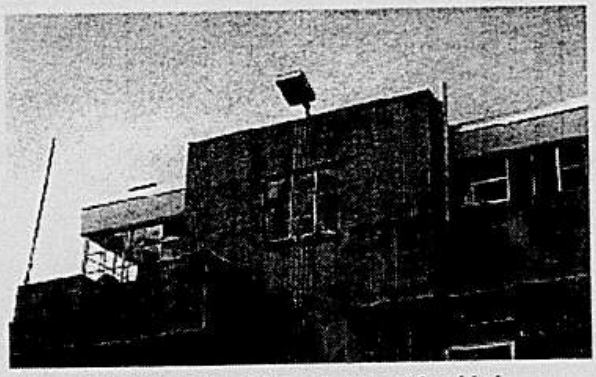


Photo 4.2.43 Building 25 penthouse with added floodlight

Facade

The facade is comprised of brick and cast concrete.

- Exterior materials should be preserved and maintained.
- Repairs should match the original building as closely as possible.

Additions

- If required, additions should be designed to incorporate Art Deco details as found on the original building. For example, handrails on accessible ramps and fixtures or brackets for lighting should be done in an Art Deco style.

Building Number: 29
Building Type: Medical Clinic
Classification: Contributing to Historic District

Description

This building was constructed in 1937 to be used as the base hospital, and is another core building on the site. The original double-hung wood windows each have 12 lights, and the sills change from story to story. The first floor has smooth precast concrete sills, the second has precast sills with dentils and the third floor has brick sills. Precast decorative concrete pieces are found centered between the windows and between the first and second floors. The Art Deco details are similar to those found on Building 25.

Architectural Guidelines:

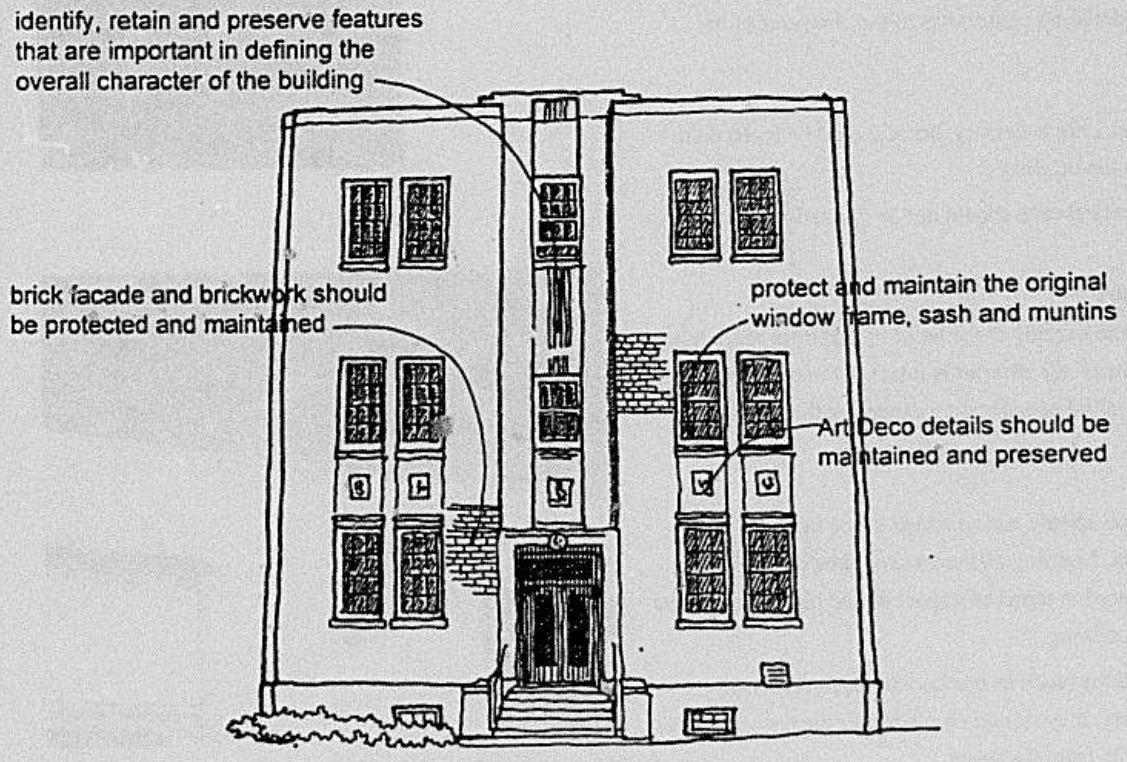


Figure 4.2.18 Building 29 recommendations

Specific Elements

Unique Features

The cast concrete Art-Deco details are the predominant unique elements found on this building. The caduceus symbol set into the concrete is an especially interesting detail.

- Art Deco details should be maintained and preserved.

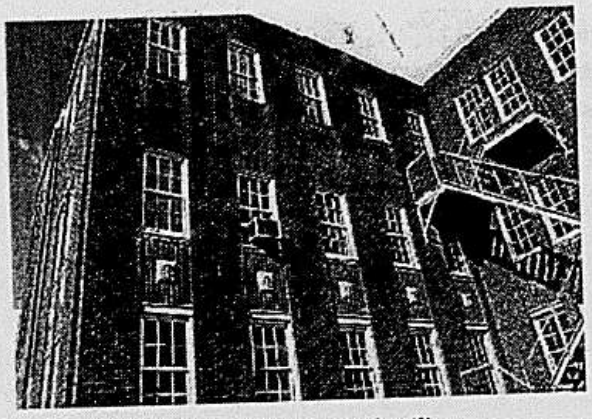


Photo 4.2.44 Building 29 pre-cast detailing

Windows

The windows are large and have divided lights, and the cast concrete sills change from floor to floor.

- Original windows should be maintained wherever possible; new windows should match the existing windows as closely as possible.
- Cast concrete sills should not be altered, and if replacement is necessary, new sills should match the originals.

Photo 4.2.45 Building 29 entrance on 74th Street showing Deco styling

Facade

The brick facade on this building is in good condition and the detailing contributes to the character of the facade.

- If repairs are necessary, brick should be replaced to match the original.
- The brick facade should not be painted.

Additions

Though the interior of the building has been remodeled several times, the exterior is intact with few changes since its initial construction, excepting the top floor addition.

- Elements should not be added to the facade of the building. Lighting elements should be carefully considered in terms of impact on the historic character of the building.
- If additions (such as mechanical equipment) are necessary, they should be placed on the roof, and not be visible from the street.

Photo 4.2.46 Building 29 added exterior floodlights

Building Number: 141/192
Building Type: Homeporting Office
Classification: Not contributing to Historic District

Description

Though located in the Historic District, this building is considered not to be contributing to the district. The visual integrity of the original building has been lost due to repeated alterations. The flat roofed building is clad with T-111 plywood siding painted in a tone that does not match any of the historic colors identified in the district. The window frames are anodized aluminum with no distinguishing features, and the painted cedar trim is peeling and in need of repair.

Architectural Guidelines:

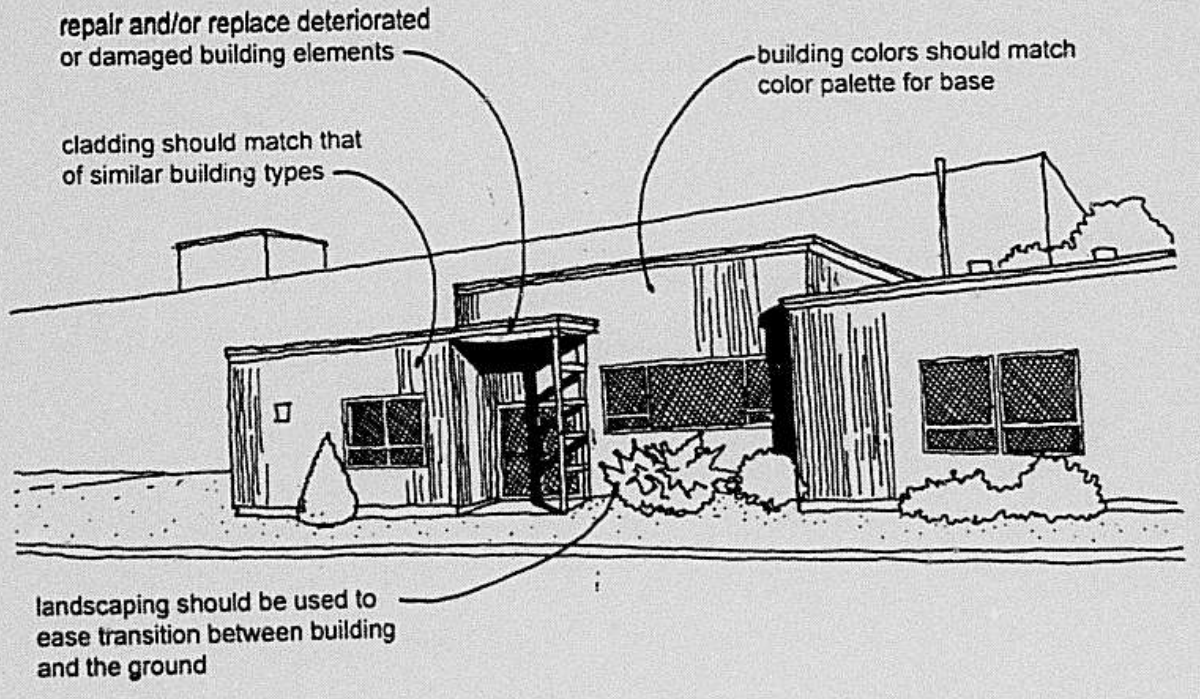


Figure 4.2.19 Building 141/192 recommendations

Arts, Culture, and Community Center Building Inventory

Building 18	Fire Station
Building 30	Personnel Support
Building 41	Decal/Identification Office
Building 138	Main Gate/Police
Building 406	Brig

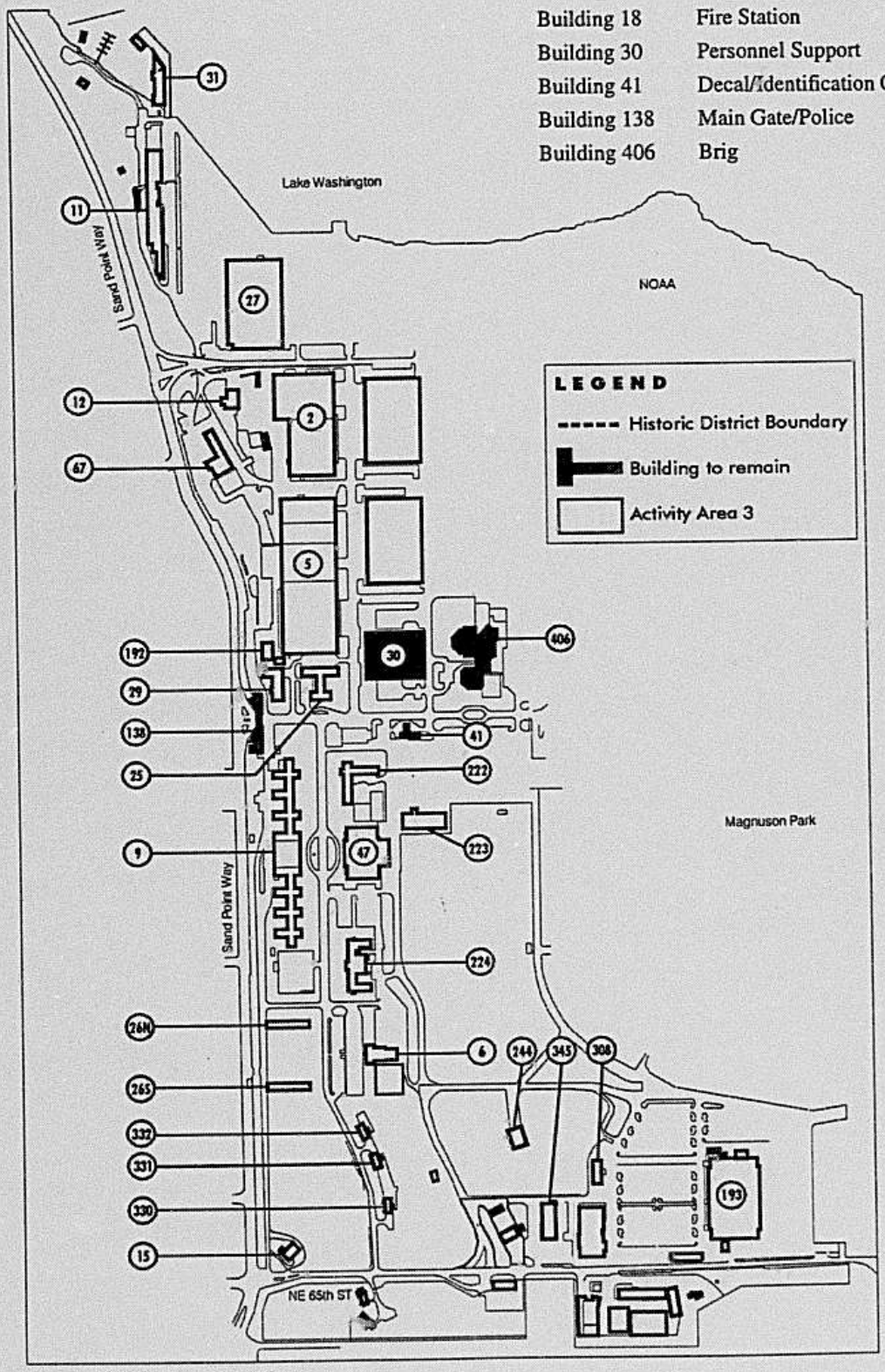


Figure 4.2.20 Area 3 Buildings

Building Number: 18
Building Type: Fire Station
Classification: Non-contributing to Historic District

Description

This distinctive brick building previously housed the base fire station. Prominent features include the tall training tower that firmly establishes the location of this building. Other features include the brick cladding, cast-concrete parapet, divided light industrial windows with cast concrete sills, and large garage doors on the north facade.

Architectural Guidelines:

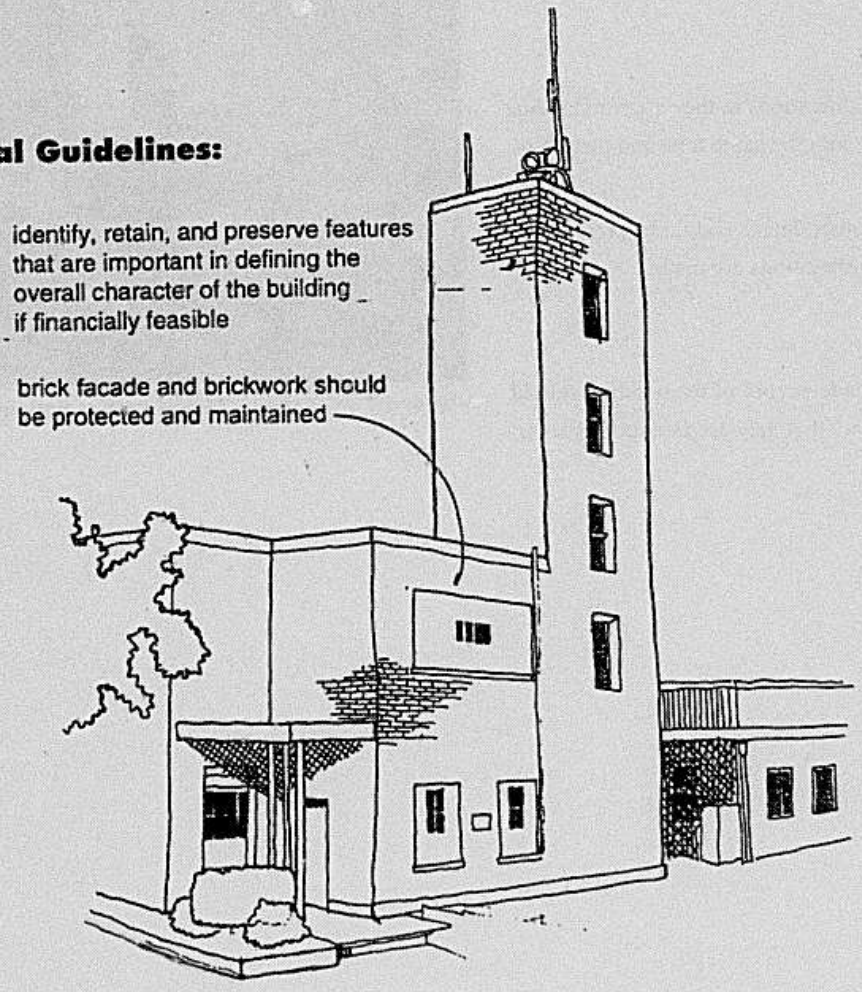


Figure 4.2.21 Building 18 recommendations

Specific Elements

Unique Features

- The tower is one of the unique features of this building.
- It would be desirable to retain the vertical tower to preserve the composition of the original building. However, costs may be prohibitive due to need to refit to meet seismic codes.

Photo 4.2.47 Building 18 training tower

Windows and Doors

The windows are one of the dominant features of this building.

- The patterns of window opening should not be altered.
- Replacement windows should match the originals as closely as possible.

Photo 4.2.48 Building 18 fenestration pattern

Materials

- Alterations and modifications to the exterior cladding should be matched with the same tone and pattern of brick.
- Concrete sills and other details should be preserved and matched when alterations are made.

Additions

- Additions to the facade or roof of the building should be done in such a way that they are as unobtrusive as possible.

Building Number: 30
Building Type: Personnel Support
Classification: Contributing to Historic District

Description

The large central hangar portion of Building 30 has a low pitched gable roof and large rolling panel doors across the entire front. The east end of the building is a two-story structure, with most of the original windows with dark painted frames and concrete sills on the second floor. The west end of the building is a three-story structure in the Art Deco style. Most of the windows are replacements, a combination of a fixed pane over an awning unit. The frames are white painted or enameled aluminum. The major entrance has a double sided concrete staircase and a fluted panel above the recessed double entry doors. A flat, round edged canopy projects above the doors and is wrapped in fluted aluminum, with stand up Art Deco aluminum letters.

Architectural Guidelines:

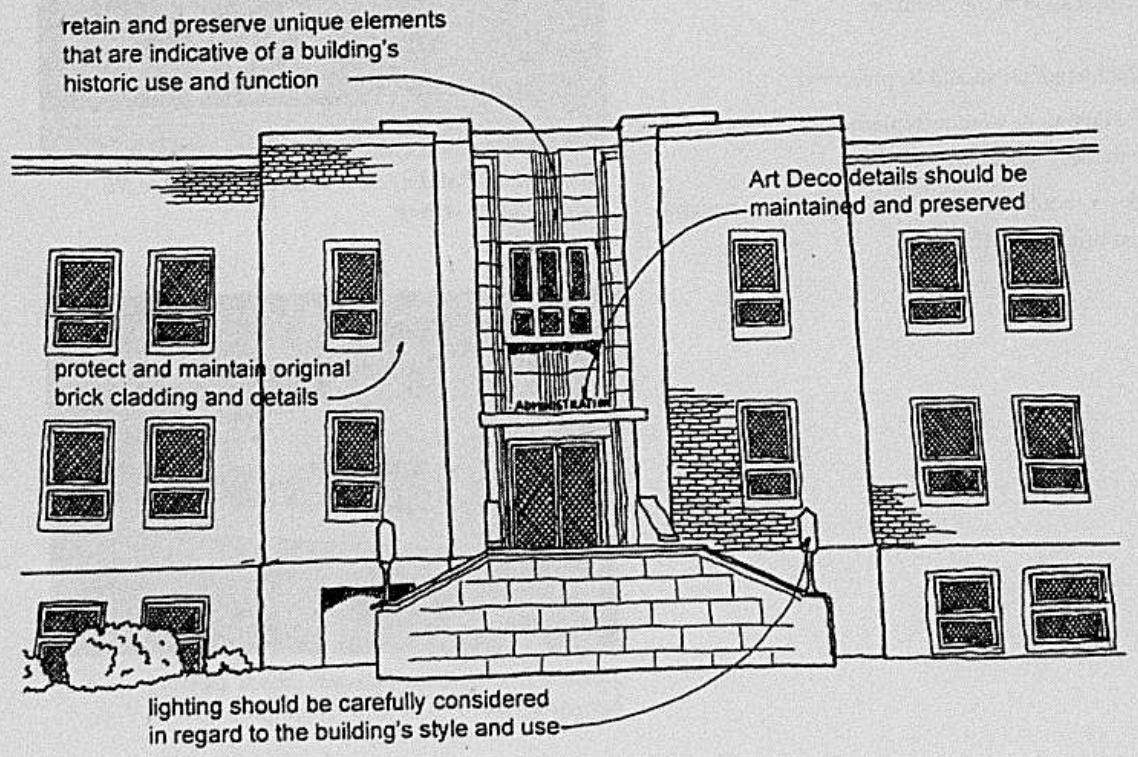


Figure 4.2.22 Building 30 recommendations

Specific Elements

Unique Features

Similar to Buildings 25 and 29, Art Deco details are found on the west facade of the building. The large, open hangar spaces on the interior, and the corresponding doors are also unique to this building type.

- Unique Art Deco details should be preserved, particularly signage and light fixtures.
- Large hangar doors in the central portion would be difficult to replace and should be preserved and maintained.
- Open space within the interior of the hangar should be preserved.
- Clerestory windows and skylights should have paint removed to allow light into the interior spaces.

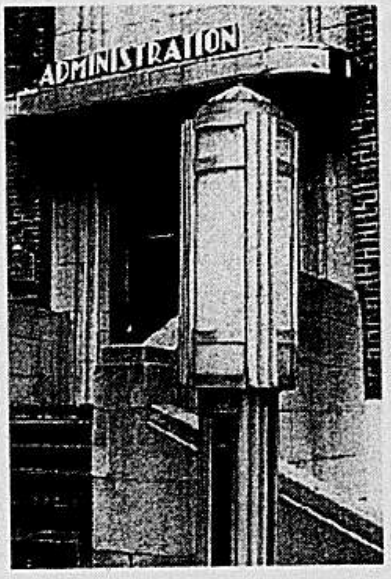


Photo 4.2.49 Building 30 Art Deco lighting elements

Windows and Doors

Many of the original windows have been replaced on the west facade, but originals remain on the east. The new windows on the west facade are not consistent with the architectural style of the building.

- Original windows should be preserved.
- New windows or window replacements should be as close to the originals as possible.
- Windows should not be infilled with opaque material such as brick or CMU.

Photo 4.2.50 Building 30 entrance on 63rd Ave NE showing Deco styling

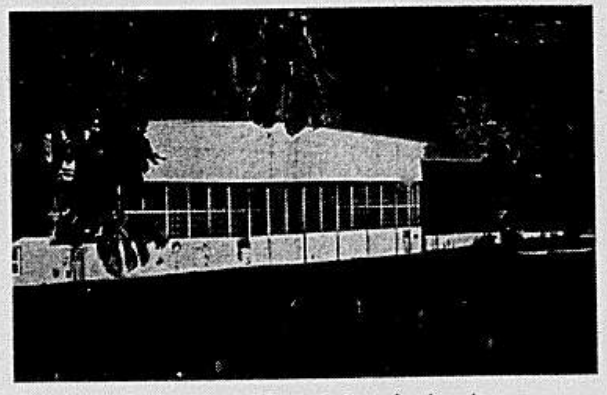


Photo 4.2.51 Building 30 south facade showing hangar doors

Building Number: 41
Building Type: Decal/Identification Office
Classification: Non-contributing to Historic District

Description

This small structure housed the decal/identification office and was also used as a gas station. The standing seam metal roof covers the drive-through that protrudes from the building. The gable ends have diagonal trim pieces parallel with the roof planes, and divide the triangular panel into a diamond pattern. There are two garage doors on the front and several large metal framed windows on the back and side of the building. Based on its design and alterations, this building is not considered contributing to the proposed Historic District.

Architectural Guidelines:

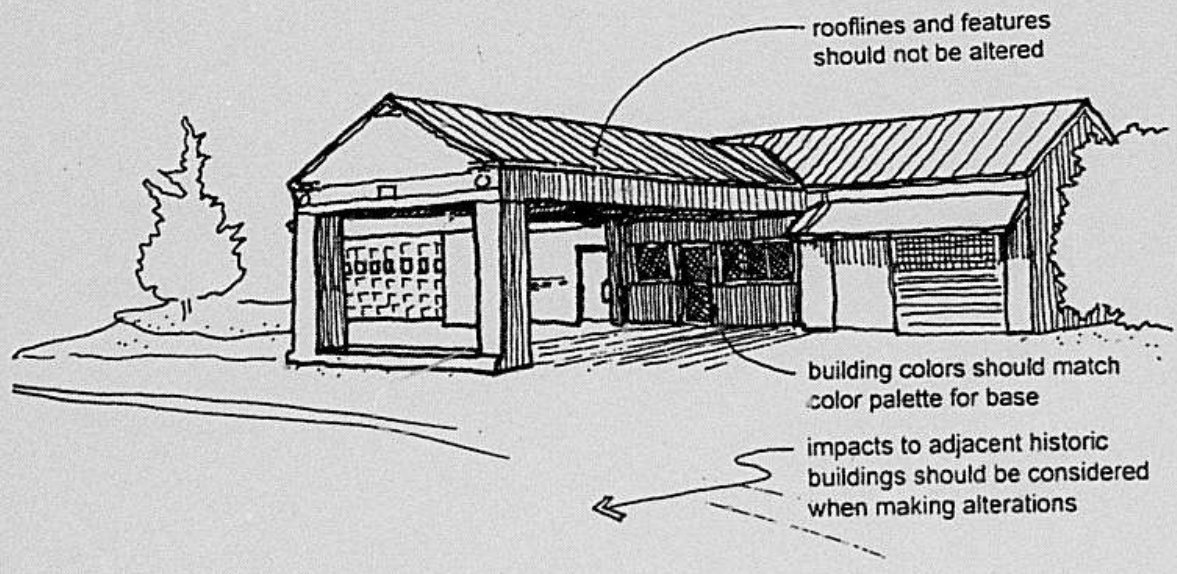


Figure 4.2.23 Building 41 recommendations

Building Number: 138
Building Type: Main Gate/Police
Classification: Contributing to Historic District

Description

The main gate has long served as the primary entrance to the Sand Point Naval Station. Its location is important because of its visibility from a major public thoroughfare. The two-story brick building is distinguished by strong horizontal elements such as the "bridge" over the entry road, the flat roof, concrete cornice, and long row of windows with accent trim over the entrance portal. The windows have metal frames with operable awning center panels. Although not original to the Naval Station, the entrance sign has Art Deco lettering that is consitant with other Art Deco signs on the site.

Architectural Guidelines:

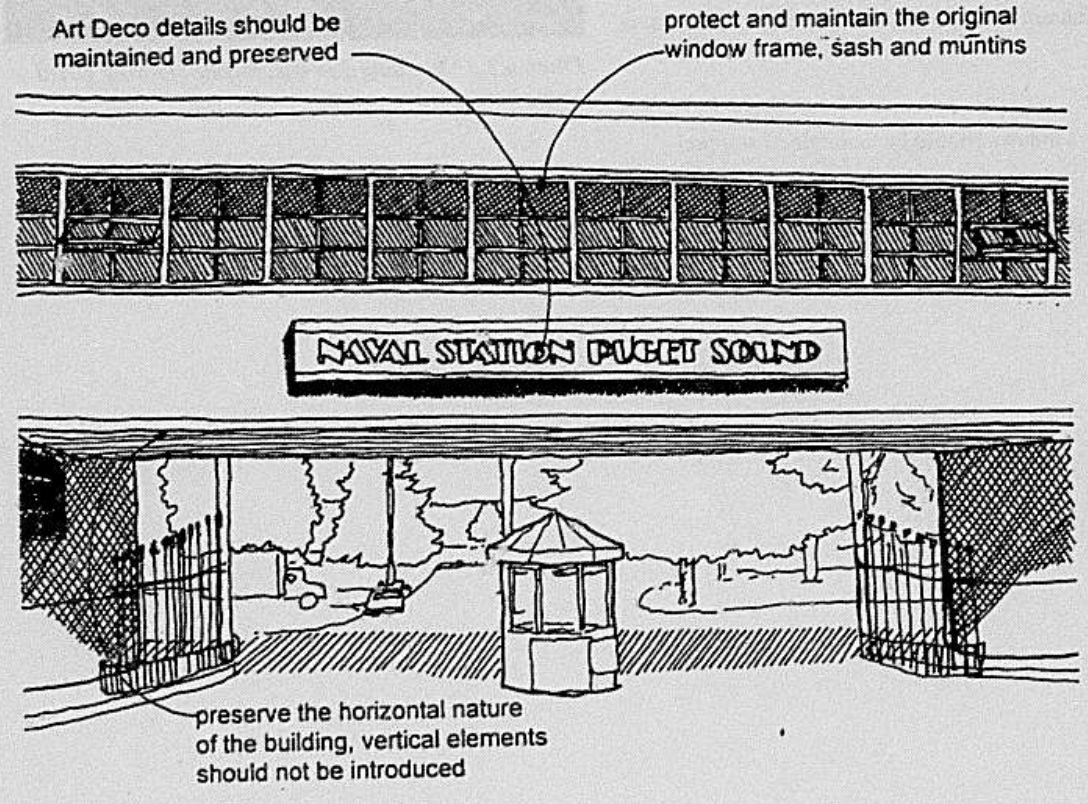


Figure 4.2.24 Building 138 recommendations

Specific Elements

Unique Features

Unique features include the Art-Deco entry sign and the horizontal nature of the entire building.

- The entry sign should be maintained and preserved.
- The roofline should not be altered.
- Vertical elements that disrupt the horizontality of the building should not be introduced to the exterior of the building.
- Modernization of the entranceway should be respectful of existing guard house and iron fences.

Photo 4.2.52 Building 138 main entrance

Facade

The primary exterior material is brick, which is divided by concrete bands above and below window openings. These serve to emphasize the horizontal nature of the building as an entry "gate."

- Existing brick and concrete bands should be matched if any changes are to be made to the building.
- Facade material should be protected from water stains.

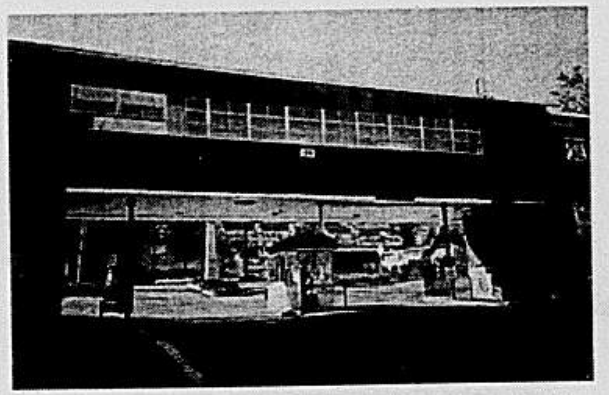


Photo 4.2.53 Building 138 east facade showing guard house in roadway

Windows

- Original windows should be maintained and preserved.
- If new windows are installed, they should match the originals.

Building Number: 406
Building Type: Institutional
Classification: Not in Historic District

Description

Building 406 housed the brig at Sand Point, and is a flat-roofed, single-story concrete building with a low profile. Built in 1986, it has an irregular plan and few window penetrations to the outside. There is no architectural detailing. Chain-link fences surround the outdoor areas on the north and east sides of the building, and there is little landscaping. Though this building is not within the Historic District, it is adjacent to Building 30, which is within the district.

Architectural Guidelines:

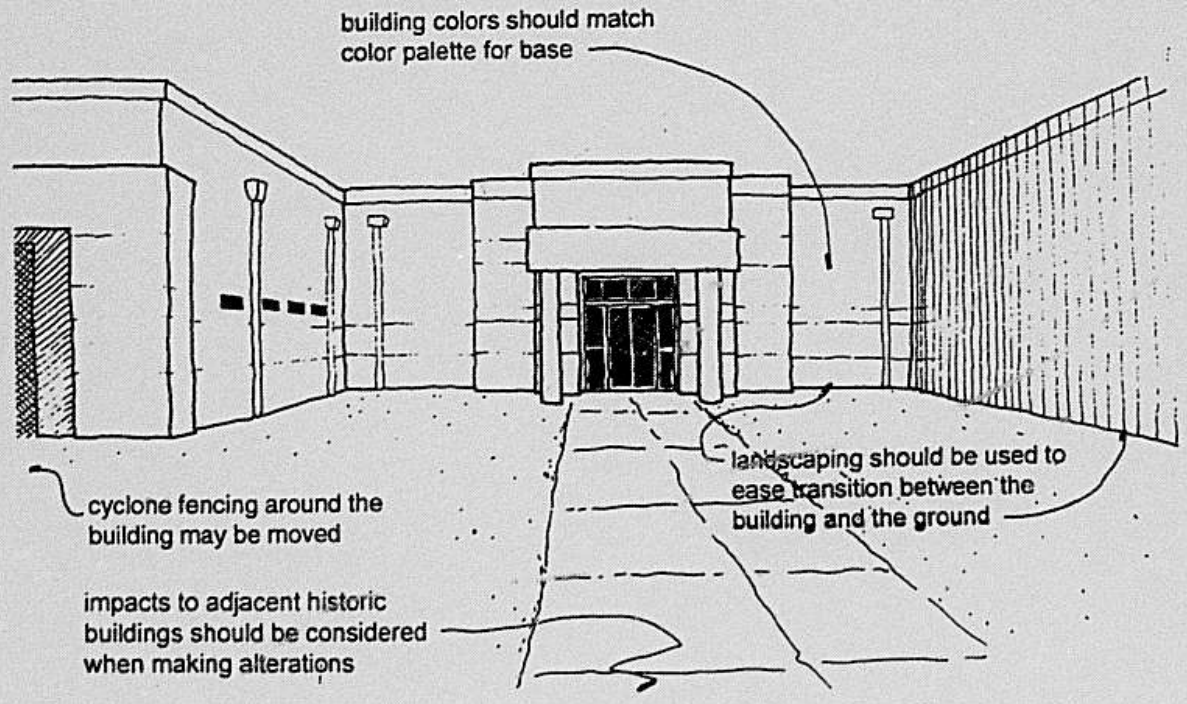


Figure 4.2.25 Building 406 recommendations

Magnuson Park Open Space/ Recreation Area Building Inventory

Building 47 Auditorium and Recreation Facility

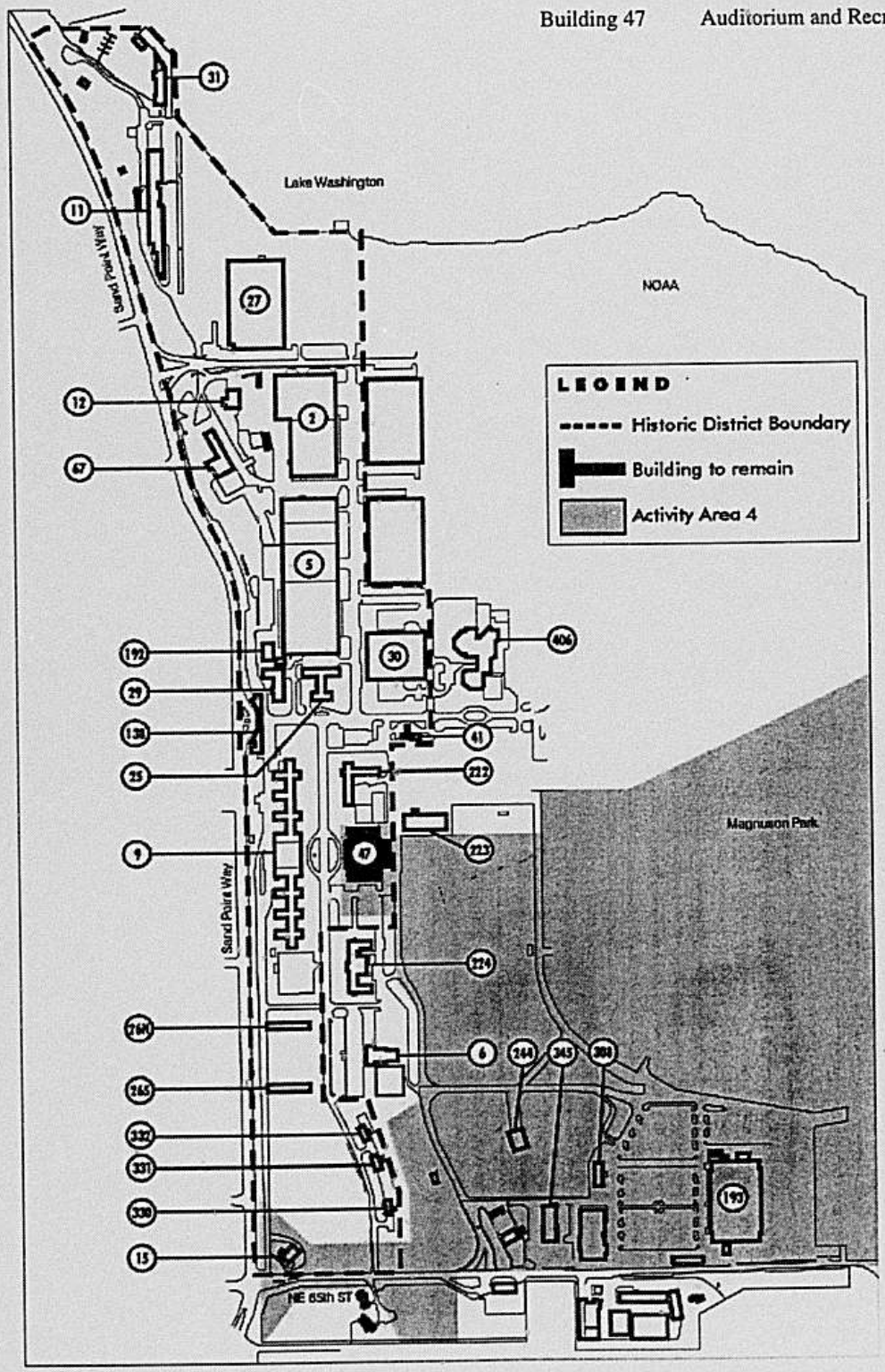


Figure 4.2.26 Area 4 Buildings

Building Number: 47
Building Type: Auditorium and Recreation Facility
Classification: Contributing to Historic District

Description

Housing an auditorium and recreational facilities, this building has an asymmetrical composition, a distinctive rhythm in the spacing of windows, a red brick facade with cast concrete banding, deep set windows at the entry, and divided light windows along the front face. Details include downspouts and gutters. The rear facade of the building is almost devoid of any decorative detail, but has a definitive pattern of window openings, particularly the tall openings that bring light into the room containing the swimming pool.

Architectural Guidelines:

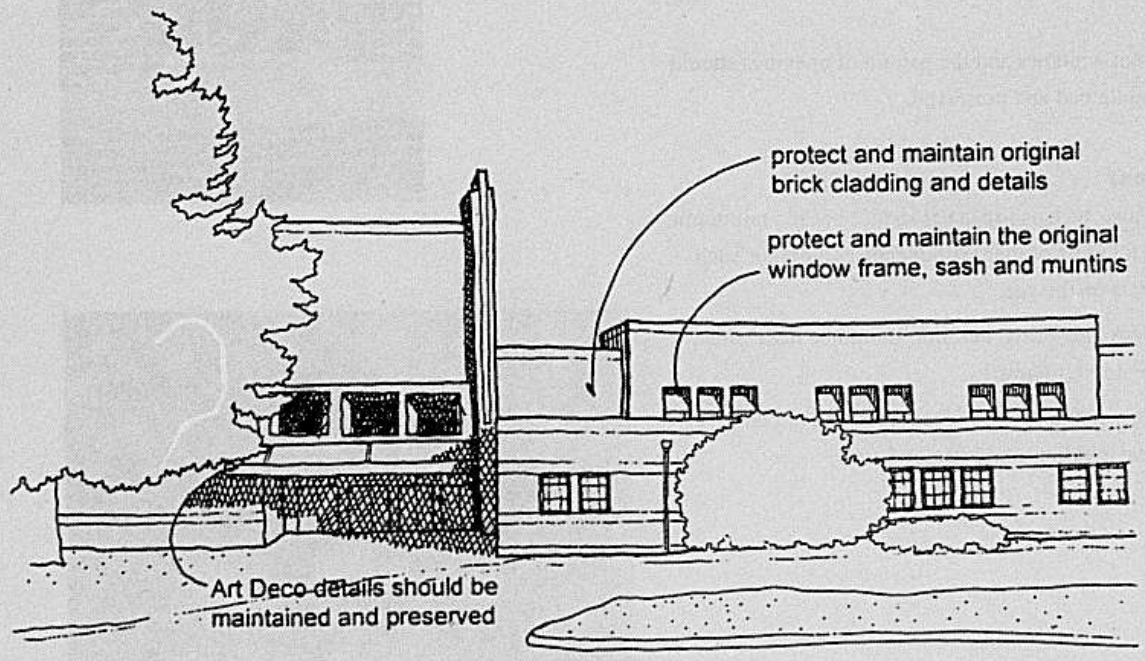


Figure 4.2.27 Building 47 recommendations

Specific Elements

Unique Features

There are several unique features on this building.

The building form consists of horizontal elements reinforced by one strong vertical element at the entry area. The horizontal orientation is reinforced by concrete bands running through the brick facade.

The entry is unique on this building. Though the original doors have been replaced, there are windows set deep into concrete frames above the entry, along with a fluted aluminum, round edged canopy that projects over the main entrance, similar to that found on Building 30.

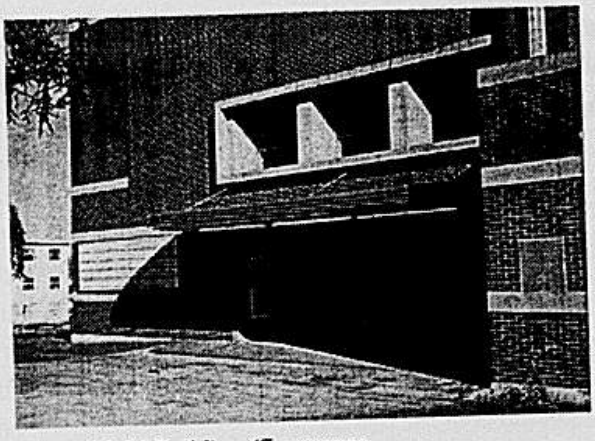


Photo 4.2 54 Building 47 entrance

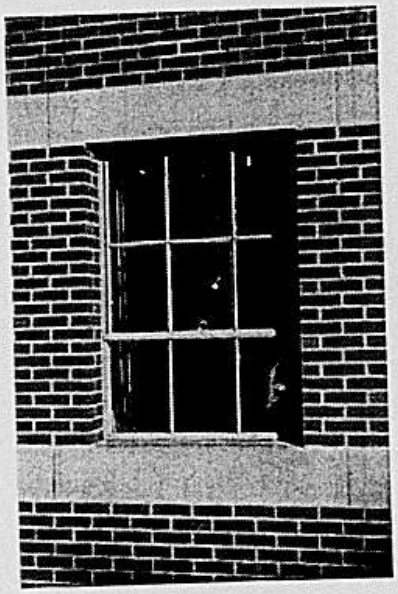
- Composition of the building should not be altered.
- Facade materials should be preserved and maintained.
- Unique features, such as the lead downspouts and entry canopy, should be preserved and maintained.

Windows

The metal framed windows have divided lights and are operable.

- Original windows and the pattern of openings should be maintained and preserved.

Photo 4.2.55 Building 47 metal framed windows



Additions

- Additions such as fire stairs should be, at a minimum, painted in one of the recommended colors for such elements on the site.
- The back side of the building should be maintained and kept free of graffiti.
- Signage should be carefully considered to conform with the building's architectural style.

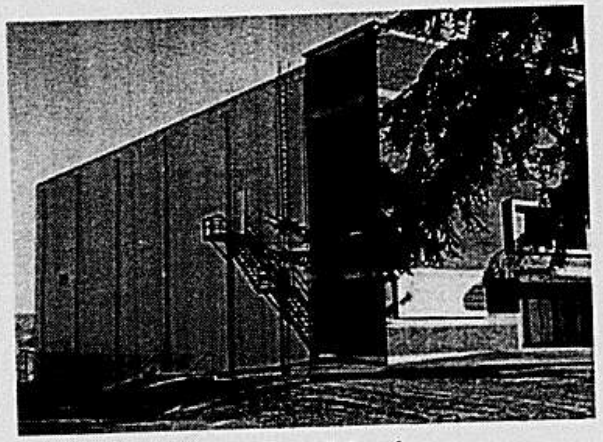


Photo 4.2.56 Building 47 north facade

Residential Area Building Inventory

Building 26	Bachelor Officer's Quarters
Building 224	Bachelor's Quarters/Billeting Office
Building 330-332	Officer's Housing

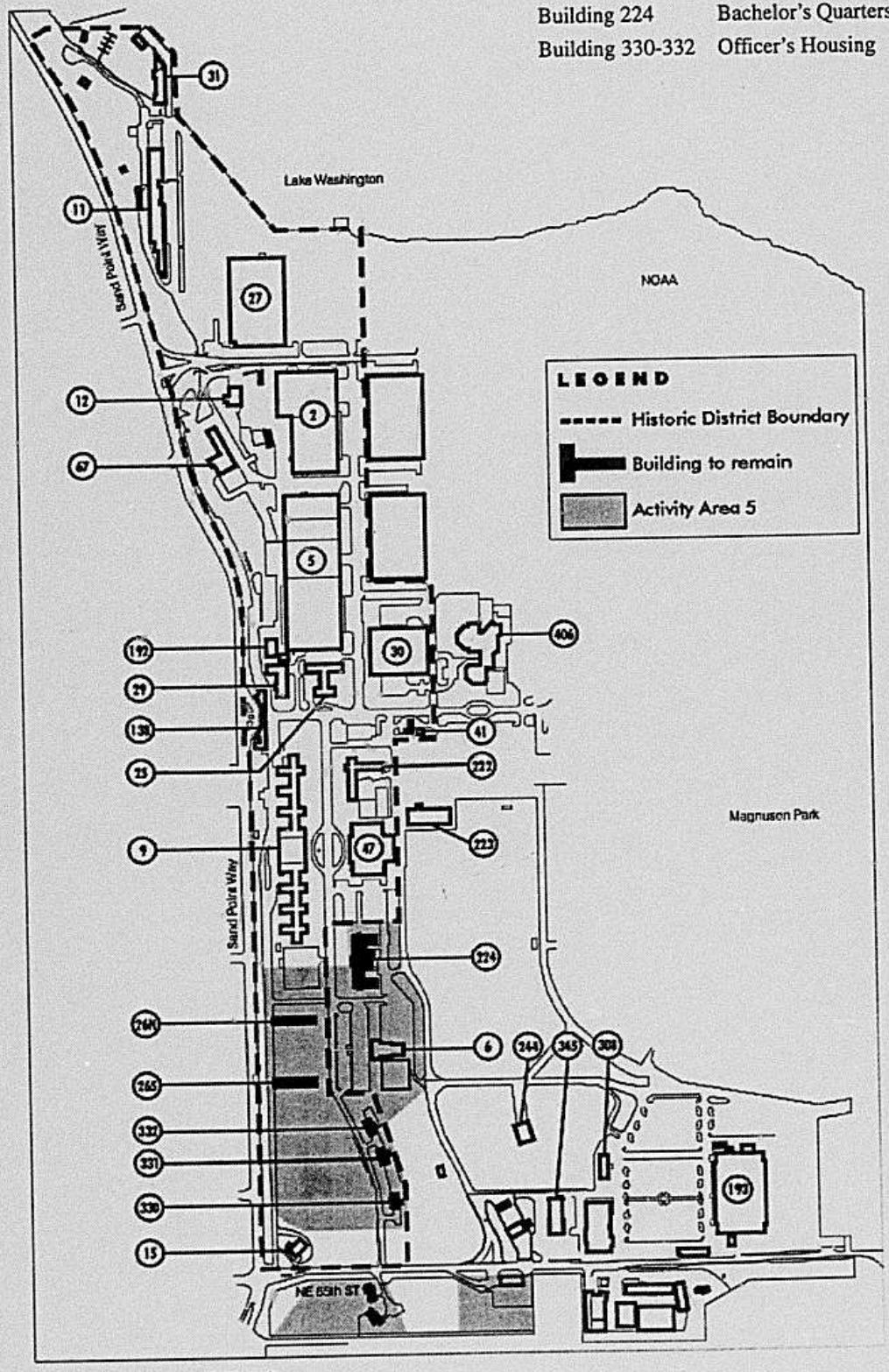


Figure 4.2.28 Area 5 Buildings

Building Number: 26
Building Type: Residential
Classification: Contributing to Historic District

Description

This building was constructed as barracks in 1937, in a style similar to Building 9. The wings are brick veneer with gable ends, and small gabled dormers accent the roofline. Windows are set in a regular pattern of two double-hung units with a smaller double hung window between. Only the two outer wings remain; the middle portion was destroyed by fire in 1990. There is a brick addition on the gable end of the southern wing.

Architectural Guidelines:

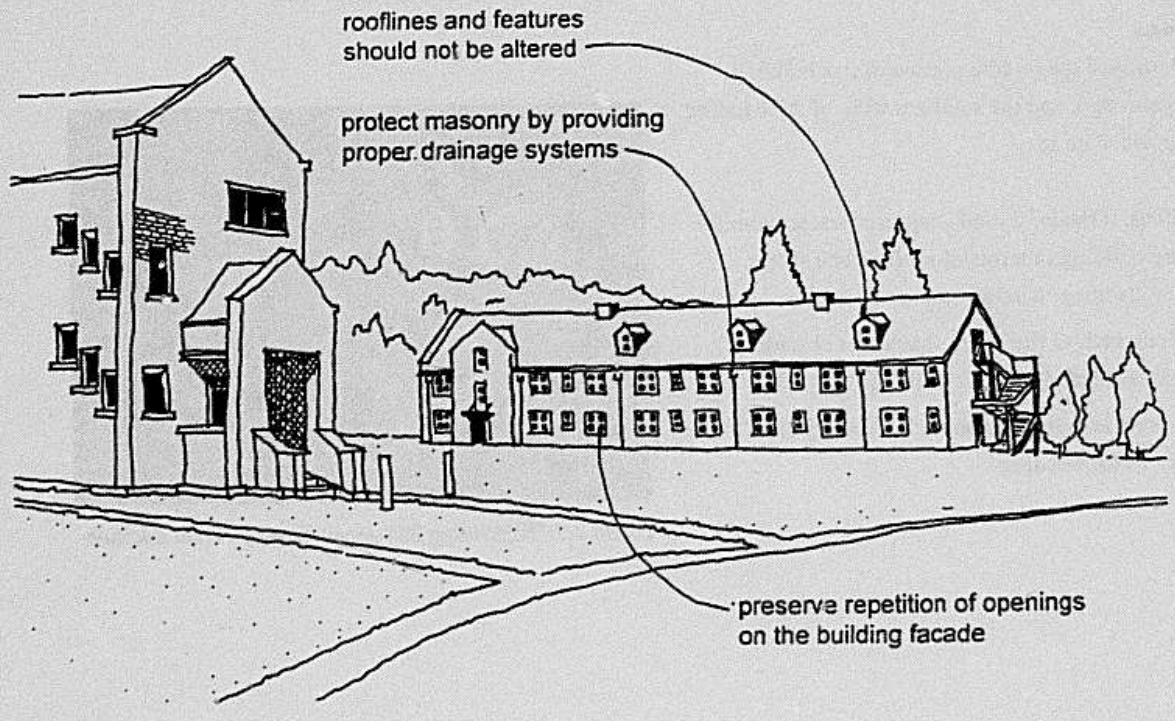


Figure 4.2.29 Building 26 recommendations

Specific Elements

Roof

As in Building 9 nearby, the gable roof of Building 26 is a dominant feature of this building.

- Care should be taken so that the rooflines are not altered by additions; existing details should be noted and matched.
- New downspouts and rain gutters should be carefully considered so they match originals as closely as possible.
- The gabled dormers are important characterizing features of the buildings. Renovations to the roof should be made in consultation with the SHPO.

Photo 4.2.57 Building 26N dormers

Windows and Doors

Though many of the original windows and doors have been replaced, efforts should be made to maintain the residential feel of the double-hung, operable windows.

- The double-hung windows should be maintained and preserved.

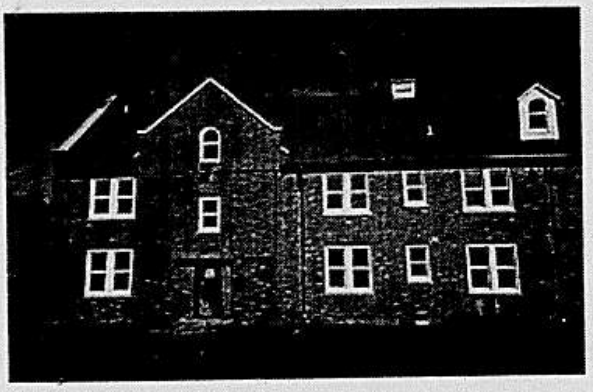


Photo 4.2.58 Building 26N entrance

Additions

A fire destroyed the middle portion of this building several years ago, and the southern wing of the building has been added on to.

- Additions, if made, should keep in character with the existing building in terms of roofline and shape, exterior cladding, window treatment, etc.
- Additions such as fire stairs should not obscure architectural features of the building.
- Large-scale area lighting should not be attached to the exterior of the building.

Photo 4.2.59 Building 26S entry showing recent addition

Building Number: 224
Building Type: Residential
Classification: Not in Historic District

Description

Formerly housing the combined bachelor's quarters and billeting office, this panel-clad building is located in the residential zone. Lacking the brickwork and detail of other residential buildings in this zone (such as Building 9 across the street), distinguishing features of Building 224 include a regular pattern of fenestration and some brickwork at the entry. The building form also provides a maximum amount of exposure to natural daylight for individual rooms. Egress stairs have been added to the back wings of the building.

Architectural Guidelines:

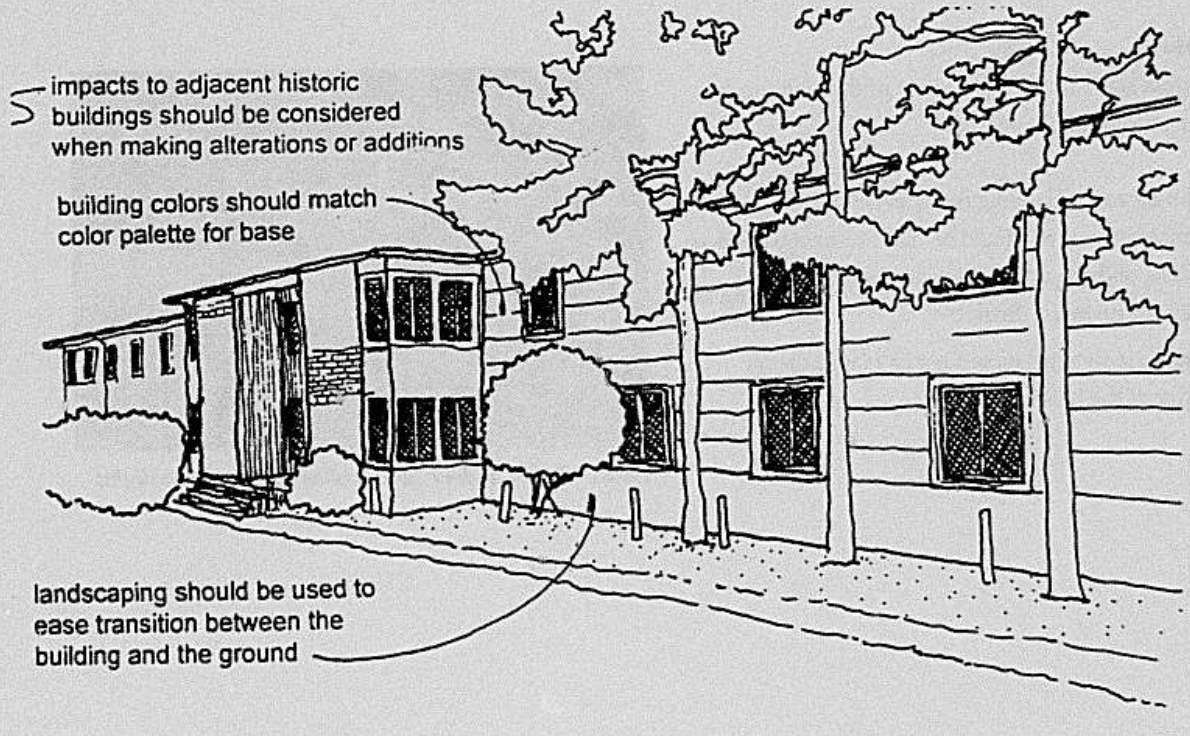


Figure 4.2.30 Building 224 recommendations

Specific Elements

Building Shape and Form

The shape of the building allows a maximum amount of exposure to natural daylight for each room.

- Additions or alterations to the building should not compromise access to natural daylight.
- The roof form could be altered so that it more closely matches other residential type buildings on the site.
- The shape and massing of the building should not encroach on setbacks. Existing landscaping should be maintained and enhanced.

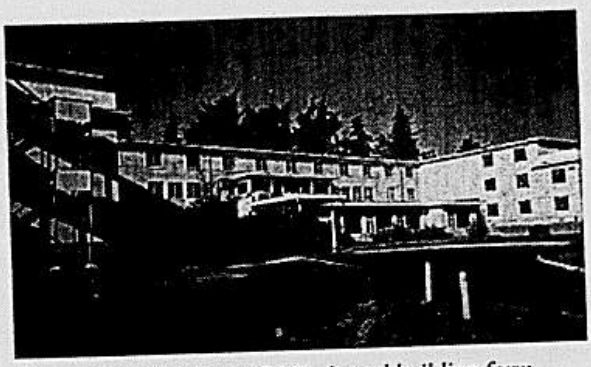


Photo 4.2.60 Building 224 U-shaped building form

Materials

Brick detailing is found in all other residential structures on the site. This building does not resemble the other residential uses on the site.

- Future replacement structure should more closely resemble that found on historic buildings in the district, while respecting current building siting.
- Additions or new material colors should be selected to match the historic color palette.

Photo 4.2.61 Building 224 east facade egress stairs

Additions

The egress stairs on the east facade of the building are not integrated with the facade.

- Additions to the building (such as egress stairs) or covered entry areas should be made as unobtrusive as possible, and should match those found on other building with in the district.
- Large-scale lighting should not be placed on the exterior of the building.

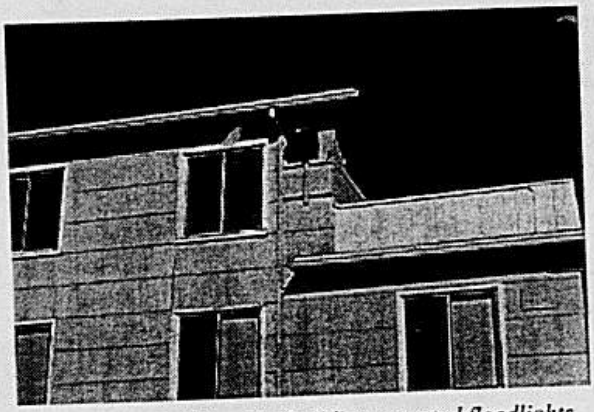


Photo 4.2.62 Building 224 building-mounted floodlights

Building Number: 330, 331, 332
Building Type: Officer's Housing
Classification: Contributing to Historic District

Description

These buildings are all two-story, single-family homes in the New England Style. The houses represent the single-family, residential style of architecture with set-backs from the street, and well-defined entry areas. The first floors (including the daylight basement) are brick veneer, while the second floors have horizontal clap-board siding. The roofs are gabled or hipped, without eaves. All buildings still have the original windows, which occur in a variety of patterns, including fixed stacked lights three or four units high. The pattern of windows gives some indication of the interior use of spaces. All of the houses have daylight basements with two-car garages tucked behind.

Architectural Guidelines:

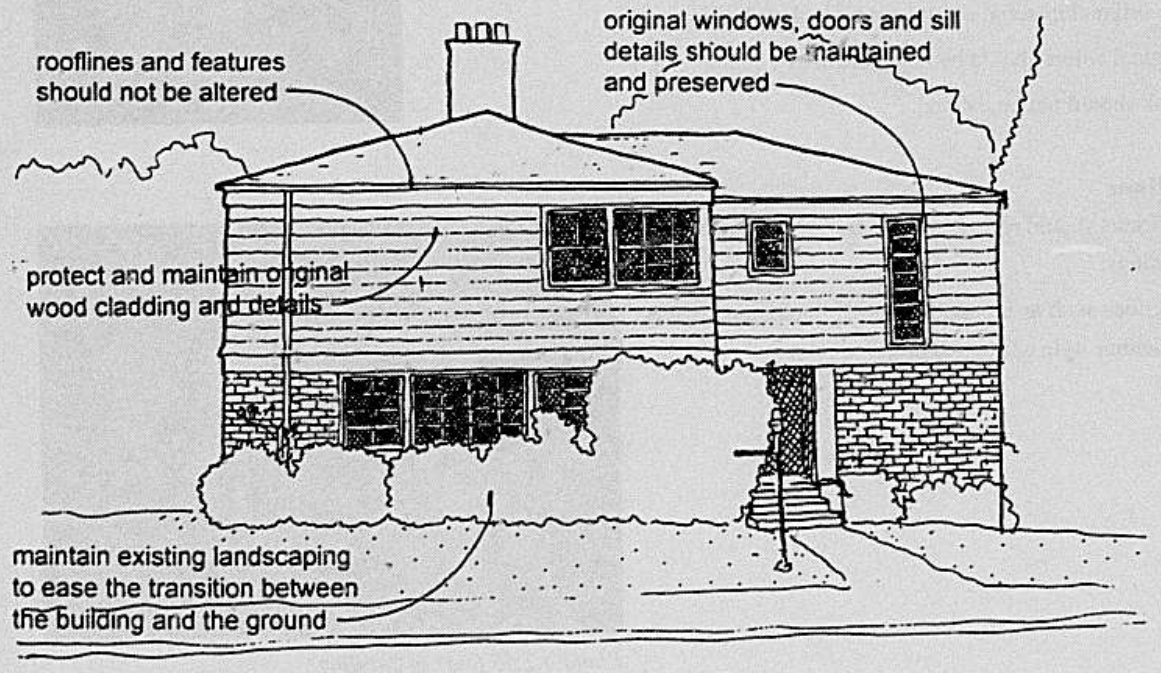


Figure 4.2.31 Buildings 330, 331, 332 recommendations

Specific Elements

Form and Massing

These buildings are among the smallest on the Sand Point site, and their setting enhances the residential qualities.

- Setbacks should be maintained on all sides of the house.
- Landscaping around the house should be preserved.

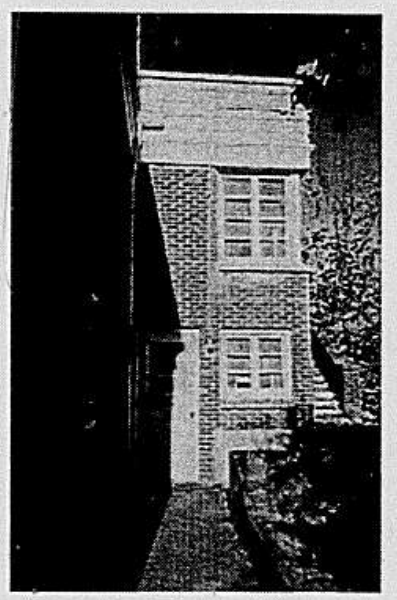
Photo 4.2.63 Typical street facade

Windows

The windows come in a variety of sizes and with varying numbers of lights, but are carefully composed.

- New window openings should not be added.
- Original windows should not be replaced.
- Downspouts and other exterior additions should be painted white and placed as unobtrusively as possible.

Photo 4.2.64 Wood & brick facade



Facade

The brick and wood facade is representative of the residential style of these buildings.

- The original material should not be replaced.
- Original colors should be maintained.
- Brick should not be painted.

Additions

- Additions should respect the residential scale of the buildings.
- Additions such as accessible ramps should match the residential style of the buildings.

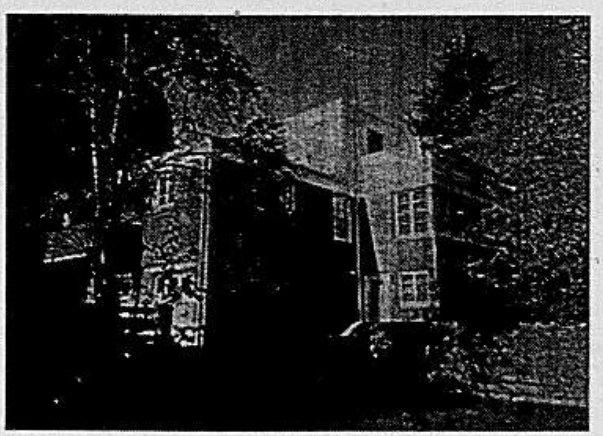


Photo 4.2.65 Rear of building

4.3 Public Art Guidelines

Introduction

The Public Art Guidelines are guided by the vision, goals, and key considerations of the Reuse Plan. The guidelines envision an integration of art into the architecture, landscape architecture, signage systems, and programs of the site, as well as the placement of independent works of art in selected locations. They recommend a comprehensive approach to art including artworks generated by Seattle's Per Cent for Art Program, gifts, temporary projects, and other sources. They provide guidance in matters relating to the management of the art program including the roles and responsibilities of the Seattle Arts Commission, Office of Sand Point Operations, the Department of Parks and Recreation, and potential arts-related tenants or community users. It defines, in a broad sense, the types of art appropriate to the respective zones identified in the Reuse Plan. There are additional "art overlay zones" which are identified in these guidelines which designate general areas in which certain types of art would be appropriate. Technical requirements and concerns for various types of art are outlined, including issues related to maintenance and art selection.

The guidelines are intended to provide a general framework for decision-making with respect to the placement of art within Sand Point/Magnuson Park. Agencies should exercise discretion and judgment in applying the guidelines, recognizing that it is not possible to foresee all the various possibilities that may present themselves in the future. In evaluating proposals which digress from the stated guidelines, agencies should consider the articulated principles and objectives and give special attention as to how such a proposal fits within the overall context of the site, as well as to community concerns.

Artwork at Sand Point/Magnuson Park should be responsive to the nature of the particular location on the site. There is both an expressed desire and a legal requirement to preserve the nature of Sand Point in the area designated eligible as an Historic District. This means that artwork in this area must be respectful of its historic character. Throughout the site, it will be appropriate to integrate art into the landscape, streetscape design, and way finding systems.

At present, there are no artworks at Sand Point/ Magnuson Park with the exception of two modest memorials located in the vicinity of the main entrance to Sand Point. Outside the boundaries of this site but maintaining a strong relationship to it is NOAA's waterfront. Adjacent to the loop trail at the eastern waterfront, NOAA is graced with a series of impressive works by leading American artists. These works are highly contemplative in nature and provide a quiet experience for those using the waterfront trail. It is an excellent example of how artwork may be sensitively integrated into an environmentally sensitive area, both preserving and enhancing special viewpoints (Photo 4.3.1).

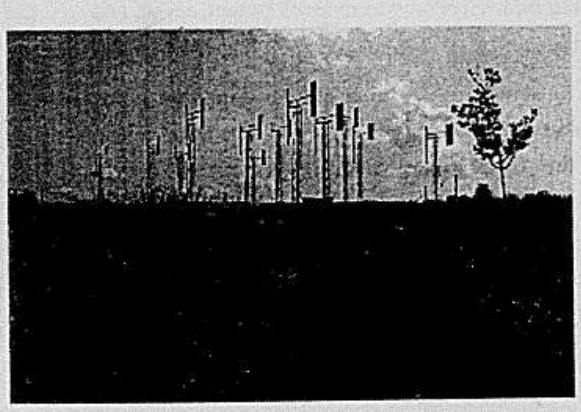


Photo 4.3.1 "Sound Garden" wind-activated piece at NOAA

The natural setting of the shoreline and the open space afforded by Magnuson Park must be treated judiciously. Artwork in the park itself must be sensitively placed within the context of nature and should enhance the experience of place.

Objectives

- To utilize art to strengthen a sense of place.
- To encourage a broad range of artistic expressions.
- To emphasize context-driven and site-responsive art in works that are commissioned for or placed perma-

nently on the site (Photos 4.3.2, 4.3.3, and 4.3.4). The history of the site and its natural environment should be key considerations.

- To ensure that, in view-sensitive areas, permanent artworks preserve and/or enhance views.
- To create opportunities for accommodating change in the site, including temporary works, changing exhibitions, and an "art laboratory."
- To integrate art into related on-site programming, such as those of the Arts, Culture, and Community Center and Education and Community Activity Areas.
- To involve artists and artwork in as many contexts as possible, including collaboration between artists and architects and landscape architects in projects relating to redevelopment and adaptive reuse of the site.
- To maximize the scope of artist involvement, including involvement on governing boards and policy-making bodies relating to redevelopment, reuse, and operations.

Photo 4.3.2 "Endless Gate"

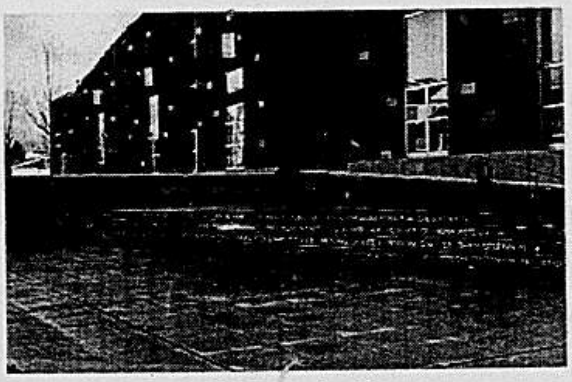


Photo 4.3.3 Garfield Community Center

Procedural Considerations

Due to the complexity of the site's governance and operations, several agencies and groups will be involved with decision-making and management of public art on the site.

The key city agencies are the Seattle Arts Commission (SAC), the Department of Parks and Recreation, the Office of Sand Point Operations (OSPO), and the Department of Health and Human Services (DHHS). The State Historic Preservation Officer (SHPO) is the state agency responsible for the oversight of those sites identified as eligible for designation within the Historic District. For projects emanating from the City's Per Cent for Art Program as well as proposed gifts to the City of works of art to be located at Sand Point, the Seattle Arts Commission will be the lead agency.

This section describes the roles and relationships of each entity. In summary, for artwork proposed for acquisition by the City through the Per Cent for Art Program and acquired into the City Art Collection as a gift, the Seattle Arts Commission is responsible for the aesthetic

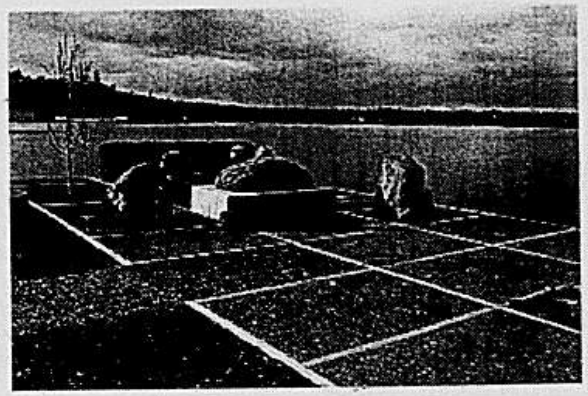


Photo 4.3.4 "Viewpoint"

evaluation of artists' works and artwork proposals and project management. The respective client agency is responsible for the technical review of the proposed work for issues of safety, vandalism potential, siting and compatibility with the site use, impact on maintenance and operation, and environmental impact.

Seattle Arts Commission

The Seattle Arts Commission is mandated, by Municipal Code, to implement the City's Public Art Program and to make recommendations to the Mayor regarding acceptance of proposed gifts to the City of works of art.

For commissioned works or works acquired through the City's Per Cent for Art Program (Seattle Municipal Code [SMC] 20.32), the Seattle Arts Commission shall:

- Manage the process of artist and artwork selection according to the agency's established procedures.
- Manage the planning, reviews, and implementation of artworks commissioned under the Per Cent for Art Program.
- Provide for management of major maintenance of sited works.
- Oversee artists contracts.
- Make determinations with respect to deaccessioning artworks.

For proposed gifts of works of art to the City, the Seattle Arts Commission shall:

- Review such proposals according to SMC 20.36.010 and according to the SAC "Policy for Review of Proposed Gifts of Art to the City of Seattle" and will make recommendations to the Mayor regarding the accessioning of such gifts to the City's collection.
- Recommendations will include the conditions of acceptance by the City, including but not limited to stipulating requirements, if any, for maintenance funds or the establishment of an endowment for this purpose by the donor.
- Works proposed for temporary siting on City property but not proposed as a gift to the collection will not require Seattle Arts Commission review; however, these do require appropriate revocable permits from the agency on whose property it is to be sited and the donor is required to provide for maintenance of the work while it is located on City property.

Department of Parks and Recreation, Office of Sand Point Operations, DHHS

The Department of Parks and Recreation, in its revised Policy 060-P 2.14, outlines its procedures for the review and placement of works of art on park property. The Department is primarily concerned with technical review of proposed artwork, including issues of safety, vandalism potential, compatibility with site use, impact on maintenance and operations, and environmental impact. OSPO and DHHS may adopt similar policies and procedures for the areas of Sand Point under their respective management.

For proposed gifts of art to the City and for projects initiated through the Per Cent for Art Program, the respective client agency will:

- Provide for overall project management for the capital improvement program under its jurisdiction.
- Oversee design and construction contracts related to redevelopment of Sand Point/Magnuson Park.
- Provide for the routine maintenance of permanently sited artworks according to the maintenance requirements stipulated by the artist and SAC. SAC or its designated representative will advise the respective department on appropriate methods for routine maintenance.

Client agencies may:

- Initiate artwork projects independent of the Per Cent for Art Program, in consultation with SAC. These may include projects initiated by the community under the Department of Neighborhoods matching grant program.
- Grant revocable permits to community groups or individuals for temporary placement of works of art on City property.

SAC and the Respective Client Agency
The role of SAC and the respective client agency, working together, will be to:

- Form Joint Art Committees for the planning and project development for projects generated by the Per Cent for Art Program. Joint Art Committees will include representatives from the client agency and SAC, and may include outside members (such as an artist or community representative).
- Cooperate and share management responsibilities for design team projects which include artists (see Design Team Projects, below)
- Identify projects generated by the Capital Improvement Program for inclusion in the Municipal Art Plan and identify appropriate sites for placement of artwork.
- Joint Art Committees may make a recommendation to a property owner. If the City owns the property, the recommendation will be made to the City department head responsible for the property. The owner or department head will have the final decision as to whether or not to implement a recommendation of the joint art committee.

Washington Office of Archaeology and Historic Preservation (OAHP)
A portion of Sand Point has been identified as eligible for designation as an Historic District by the Navy and the State OAHP. Figure 3.2 identifies district boundaries and the structures contained within it. As such, physical alterations to this district need to be reviewed by the State Historic Preservation Officer (SHPO).

- The role of SHPO is to: Review artwork proposals to ensure compatibility with the historic nature of the site. In general, artworks may not permanently alter the facade of designated structures or otherwise interfere with the understanding of the historic nature of the site.

Community Initiated or Artist Initiated Projects
Most permanent artwork at Sand Point/Magnuson Park will be initiated by an agency of City government. Community groups/nonprofit organizations or artists may wish to initiate artwork projects at Sand Point. In this case, they should make initial contact with the Seattle Arts Commission to discuss their ideas. If the project is proposed as a gift to the City, the approval procedure would follow the Gift Ordinance and policies of the SAC and the client agencies. For temporary placement of artworks on the site, the proposer should contact the appropriate client agency for securing permits and determining other considerations and conditions for placement of the client agency. These may include a variety of technical considerations such as safety, maintenance, removal from the site, etc.

Design Principles
The following principles and issues for artists' consideration, as well as project types apply to the site as a whole. Opportunities for art and appropriate types of artwork designated by area follow this section.

Principles
- Diversity over Homogeneity. Artwork should be compatible with the particular spirit and purpose of the various areas which are themselves quite diverse in nature.
- Integration over Separation. To the extent possible, artwork should be integrated into the overall site, designed to be compatible with the natural and historic landscapes. This would include artist involvement on design teams for most projects.
- Contribute to the Dynamism of the Site. Opportunities should be created to allow temporary works that are sited for a season or a specific period and subsequently removed.

Issues for Consideration by Artists
- Environmental Stewardship. Artwork should enhance the environment and demonstrate sensitivity to environmental concerns. Artwork can help the viewer understand the nature of the site and become more aware of environmental factors. Such issues as water use, conservation, recycling, restoration of the indigenous landscape, and diversity of plant species

are appropriate artistic concerns.

- Accessibility. Artists should be sensitive to issues of physical accessibility to artworks including the safety of people approaching or using the site.
- Cultural Diversity. Diverse artistic expressions should be reflected in works sited at Sand Point/Magnuson Park. No artist's work should so dominate the park that other artistic expressions are rendered ineffectual.
- Historic Preservation. Artwork proposed for placement in the proposed Historic District should be sensitive to the site and may contribute to an understanding of the historic nature of the site and the role it played in the Puget Sound region. However, there is no requirement that artworks incorporate an historical theme and they should not attempt to appear as though they were part of the original built environment.
- Historic Interpretation. Sand Point/Magnuson Park has a place in the history of American aviation. Artists may be interested in drawing upon this to inform their work.
- Community Relations. Artwork can play an important role in creating a stronger relationship with the surrounding community and enhancing community use of the site. New and improved entrances may be enhanced by the integration of artists and/or artworks in their design. Artworks may also be used to improve way-finding on-site, provide locations for contemplation and reflection, and to enhance play areas and areas designated for active recreation.
- Preservation of Open Space and Sensitivity to Site and Users. While determining the exact location of artworks will be the responsibility of the respective client agency and SAC, artists should be sensitive to the desired preservation of open space and the shoreline, as well as the promotion of diverse uses and users for various locations throughout Sand Point/Magnuson Park. While some locations may seem ideal artwork sites, other priorities for use may make it inappropriate. It is particularly important that artwork proposed for siting in view or habitat sensitive areas be designed to enhance the experience (Photo 4.3.5).

Types of Projects

Artwork falls into many categories or type. It is important that the setting be appropriate for the type of artwork sited there. Figure 4.3.1 identifies appropriate locations for different categories of art at Sand Point/ Magnuson Park.

Design Team Projects

There are a number of development opportunities throughout the site that are appropriate for involvement of artists as members of a design team. In each of these cases, artist involvement should begin at the conceptual design phase and continue through construction supervision. Design team projects may range from collaborations with landscape architects on entry designs or special landscape features to collaborations with architects and other design professionals (Photo 4.3.6) in the renovation of such facilities as Building 30, the existing recreation center, or the proposed amphitheater. In practice, artists are not restricted from joining any

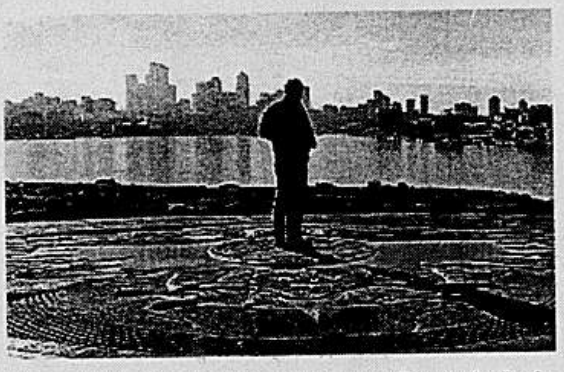


Photo 4.3.5 "Sundial" installation at Gasworks Park

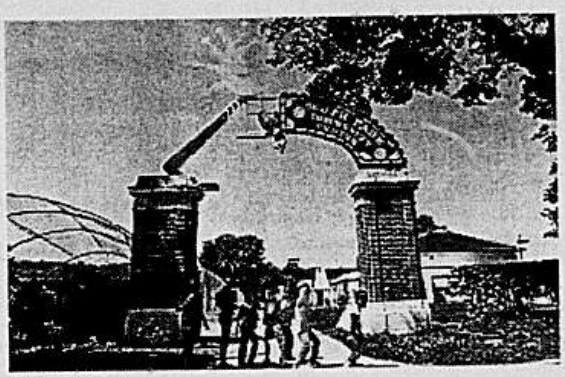
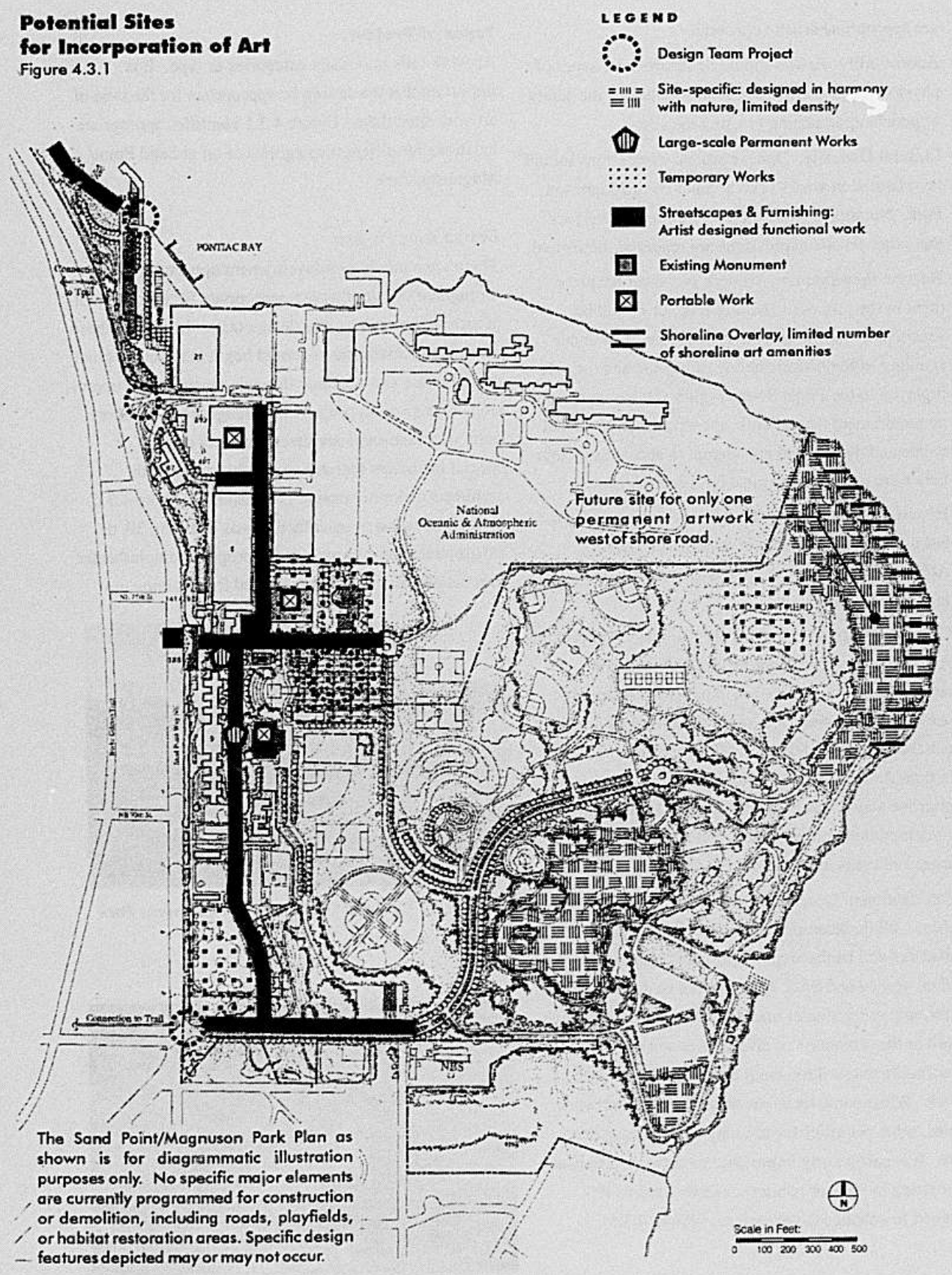


Photo 4.3.6 South Park Community Center entrance arch

Potential Sites for Incorporation of Art

Figure 4.3.1



The Sand Point/Magnuson Park Plan as shown is for diagrammatic illustration purposes only. No specific major elements are currently programmed for construction or demolition, including roads, playfields, or habitat restoration areas. Specific design features depicted may or may not occur.

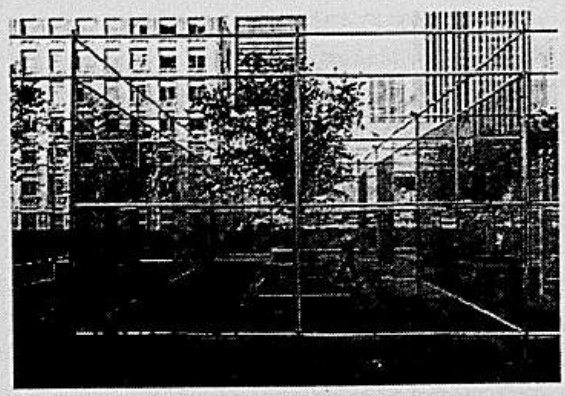


Photo 4.3.7 "9 Spaces, 9 Trees"

design team working on project development at Sand Point/Magnuson Park.

Permanent Site-specific or Site-related Artwork
There are a limited number of opportunities for individual works of art to be sited within the landscape. These works should be designed in harmony with their surroundings, contributing to a sense of a seamless whole.

Large-scale Permanent Works, Not Site Dependent
There are a few locations in which works not designed specifically for this location could be placed effectively (Photo 4.3.7). These locations are primarily in the Arts, Culture, and Community Center Activity Area.

Temporary Works
Temporary works are ephemeral in nature and are not intended to have a continued presence in the park. Typically, temporary works are made of more fragile or impermanent materials than permanent works. They may be created as part of a festival or special event, intended to last only as long as the event. Temporary artworks may take the form of duratran photographic installations or other elements incorporated in an information kiosk which change seasonally, banners, or other temporary markers. There is great variation in the size and scale of potential temporary work.

It is also possible that arts organizations or agencies may wish to identify a specific area(s) within the park where temporary works of art may be placed for as long as a season or other specified period of time. This area would provide a kind of "art laboratory" for artists working at the Art and Community Center as well as other artists. For this to be successful, there needs to be an entity responsible for management of the area, including permitting of temporary artworks. Issues of liability will need to be resolved as well. The management entity could be the Seattle Arts Commission or the Sand Point Arts and Cultural Exchange (Photo 4.3.8).

Portable Works
The Seattle Arts Commission manages the City Light Portable Works Collection which places artwork, generally small in scale, throughout City facilities. Those buildings which are operated under the jurisdiction of a City department could be eligible for artwork from this collection.

Streetscape Amenities/Functional Works
There are a number of opportunities to engage artists to design functional works of art such as hatch covers, information kiosks, benches, fences, utility-related items, etc. These have the ability to shift the experience of place from "generic" to "specific" (Photo 4.3.9).

Art Overlay Zones
In addition to identifying projects by type in the various zones of the Reuse Plan, the Public Art Guidelines include several Art Overlay Zones. These are areas in which a particular type of art would be appropriate and that the placement of a particular work should be considered in the context of all works in that zone. In some cases, Art Overlay Zones might overlap. It is not intended that all art be included within an Art Overlay

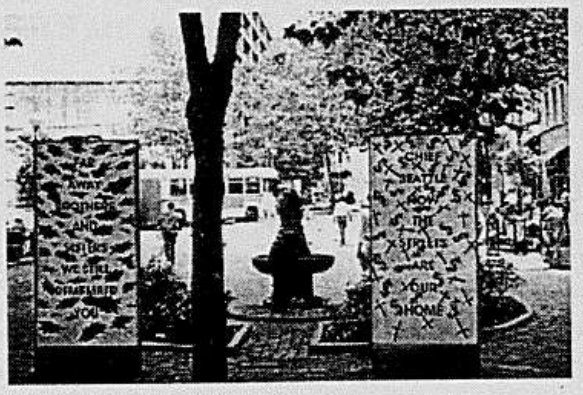


Photo 4.3.8 "Day/Night"

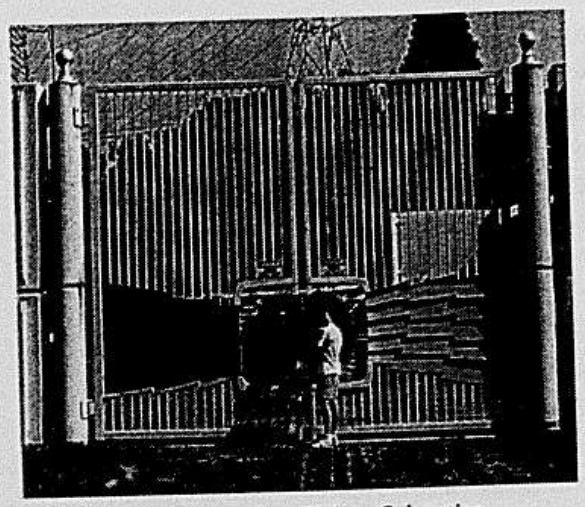


Photo 4.3.9 Gate at Creston/Nelson Substation

Zone. Each Art Overlay Zone is identified on the accompanying map of potential sites for the incorporation of art (Figure 4.3.1).

Streetscape Amenity Art Overlay Zone
This refers to the primary street system that runs north/south and east/west in Sand Point/Magnuson Park and includes NE 65th Street from the entry at Sand Point Way NE to the National Biological Services building; 62nd and 63rd Avenues NE; the main entry at NE 74th Street and Sand Point Way NE to the east end of the parking lot; the trail/bike path connection; and the new north entrance to the intersection with 62nd Avenue NE. Each of these streetway systems provide opportunities for functional artwork and streetscape amenities designed by artists. Art can play a valuable role in unifying the site, in clarifying way-finding, and meeting certain functional requirements for lighting and furnishings. It would be desirable to involve an artist in the team charged with the design of the street system. This artist and others might be commissioned to design certain elements.

Site-Specific Art Overlay Zone
This refers primarily to areas within Magnuson Park in which site-specific artwork would be appropriate. This type of work is most often conceived to be integral to a particular place; therefore, it may not be possible or desirable to designate specific locations. In interpreting these guidelines, agencies should consider each site-specific art overlay zone as a whole and ensure that individual site-specific projects are considered contextually. It should be noted that site-specific work requires sensitive site development in adjacent areas and that individual works should not compete with each other in terms of the viewer's attention. These should be limited in number and designed in harmony with nature. The shoreline areas in particular are very sensitive. Artists wishing to create works in these areas must recognize the necessity of preserving the natural shoreline and not creating intrusions that compromise the viewer's experience of nature. Only one permanent art piece will be permitted west of the shore road near Sand Point Head.

Sensitive Shoreline Art Overlay Zone
This refers to the shoreline area north of the swimming beach in Magnuson Park and to the shoreline south of the parking area. Within this zone, there are a few excellent locations for the creation of artist-designed seating areas or viewing stations which are sensitively integrated into the landscape. Artists wishing to create works in these areas must recognize the necessity of preserving the natural shoreline and not creating intrusions which compromise the viewer's experience of nature.

Temporary Works Art Overlay Zone
This refers to the areas around Building 30, 18, and 406, as well as Sand Point Head. It should be noted that any works located on Sand Point Head should be ephemeral in nature. Any permit for performance or installation should identify a specific timeframe, typically 30 days or less, although it may vary depending on circumstances.

Art Opportunities by Location
It is likely that there will be more opportunities for the incorporation of art on the site than there will be money available. Projects considered high priority are so indicated with an asterisk.

All sites identified below are included in the map of potential sites for the incorporation of art.

North Shore Recreation Area

- New North Entrance and the proposed connection to the Burke-Gilman Trail—This will be an important transition point for people using the Burke-Gilman Trail on bicycle or foot and vehicular access to the park. It will set the stage for the identity of this area and will have a strong relationship to the neighborhood.
  Project type: Design team project
- Waterfront Promenade—Artwork could be integrated into the promenade either on the surface of the walkway or in other elements which define this area.
  Project type: Design team project
- Sailing Center Boat Secured Storage—There will be a considerable challenge in designing secured storage that both meets the requirements of the Historic District and contributes to a sense of place and purpose of the sailing center. Without an artist's involvement, this could become a minimal chain link fence structure.
  Project type: Design team project
- Sailing Center docks and structures— An artist could be engaged to design lighting, flags, banners, or other elements that give identity to the docks.
  Project type: Design team project

Education and Community Activities Area

- Streetscape design—62nd and 63rd Avenues NE will see some streetscape improvements. Incorporating artist designed amenities, such as hatch covers (Photo 4.3.10), benches, and information kiosk, can give a distinctive look to the street without compromising its historic character.
  Project type: Design team project, Functional works
- Landscaped lawn north of Building 9—This is one of the few locations in the Historic District large enough to accommodate a significant work of art. Anything located here must be sensitive to the Historic District and the proximity to the main entrance.
  Project type: Large-scale permanent work
- Lawn in front of Building 25—The small military monument at this location should be retained.

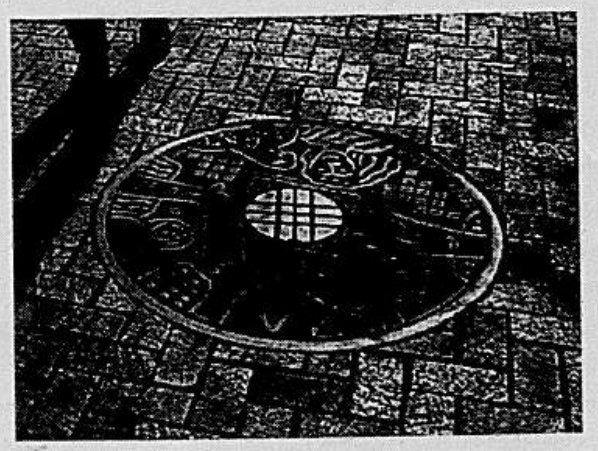


Photo 4.3.10 Hatch Cover

Arts, Culture, and Community Center Area

- Main entrance at NE 74th Street and Sand Point Way—This main entry should be welcoming and engaging. Currently, the "World Flight" monument is located at this entrance. This monument was erected in 1930 to commemorate the first around-the-world flight by seaplane, which occurred in 1926. The record-setting flight began and ended at Sand Point. The monument is a stone column, approximately 13' high and is capped by a bronze eagle with wings out-swept. There is a commemorative shield-shaped plaque on the trunk of the column. Originally placed on a different site, it has been at this location since 1942. If "World Flight" is relocated, it should be done in consultation with the SHPO.
  Project type: Design team project
- NE 74th Street from the main entrance to the east side of the parking lot—This is designated in the Streetscape Amenity Art Overlay Zone.
  Project type: Streetscape amenities, Functional works
- Landscaped lawn area in the vicinity of Building 30, Building 18 and Building 25—This area will incorporate buildings for adaptive reuse as visual and performing arts facilities (Building 25 is located in the Education and Community Activities Area). While in the proposed Historic District, it is also proposed that some demolition and site improvements occur in this location. This provides the opportunity for the incorporation of art in a variety of ways. To give a sense of identity to this Activity Area, it will be desirable to locate a major outdoor work of art. This might be located in the vicinity of Building 30, the

proposed performing and visual art center or Building 18, a proposed exhibition/gallery space.
Project Type: Permanent site-specific or site-related work

- Building 30, Building 18—Both of these buildings will house performing and/or visual arts functions. The incorporation of specific works of art into the buildings is less critical than the involvement of artists, performing artists, and theater technicians and exhibition designers in the design of the buildings for their adaptive reuse. Without the direct involvement of the users, buildings such as these have been rendered useless by inappropriate design decisions ranging from the size of the stage house to the number of seats in the theater to the height of the ceilings and the materials of the floors in exhibition spaces. Artists of different disciplines should be involved in this collaboration.

  It is desirable that in the adaptive reuse of this building, spaces for the display of temporary exhibitions and experimental works be created. Potential exists for this to become a venue, in part, for the display of works from the City of Seattle City Light collection.
  Project type: Design team project

Photo 4.3.11 Fire Station 13 Bench

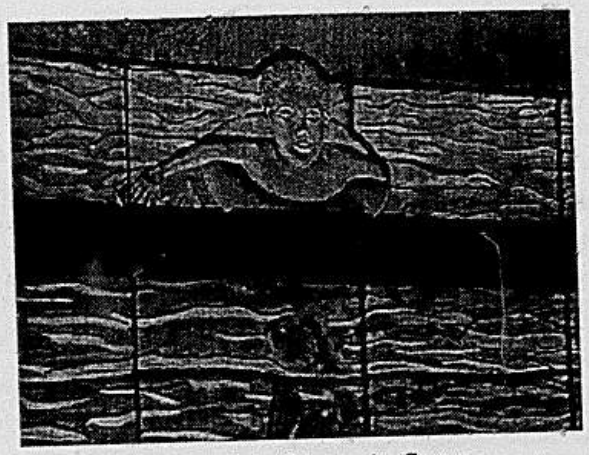


Photo 4.3.12 Green Lake Community Center

- Grassy areas north and south of Building 406—Proximity to Building 30 and to visual art studios makes this potentially an excellent location for temporary works, an "art laboratory" or works in progress.
  Project type: Temporary works
- Amphitheater—This informal outdoor performance space will provide an opportunity for creating a strong focal point near the main entrance to Sand Point.
  Project type: Design team project
- Festival area/parking lot—Softening the edges of the parking lot and mitigating the expanse of paved area when not in use by automobiles is a challenge that artists have tackled in other parts of the country. The festival area could incorporate temporary banners or other artist-designed elements (Photo 4.3.11). If this is to be used as a festival area, it is essential that adequate electricity and potable water be available.
  Project type: Design team project, Functional works
- Building 47 and front yard—Building 47 is proposed to be a recreation center. It includes a theater and recreational facilities. Depending on the extent of renovation, it could be an excellent site for artist involvement. Artists could be incorporated as members of a design team or commissioned to make independent works for incorporation into the building (Photo 4.3.12).
  Project types: Design team project, Functional works

Photo 4.3.13 Ballard Community Center

Residential Area

- Lawn area between the residential buildings—This area could be significantly improved with sensitive landscaping that incorporates art. If tot lots or small children's playgrounds are developed here, they could benefit from artist involvement, particularly in the design of entryways or gates, seating elements, or play structures (Photo 4.3.13). However, because of the technical requirements for ADA and safety of play equipment, artists should not be commissioned to design these particular elements independent of a play equipment designer.
  Project type: Functional works, Design team project
- Open Space at the southern end of the residential area—This area could be another good location for temporary work.
  Project type: Temporary works

Magnuson Park Open Space/Recreation Area

This Area includes both active and passive recreation areas and offers the best opportunities for artwork to play a meaningful role in both interpreting and enhancing the landscape.

- Southern park entrance—The enhancement of this entrance along with the anticipated roadway changes to improve vehicular, bicycle, and pedestrian access will significantly change the experience of entering the park. It is an excellent opportunity for an artist to collaborate with a landscape architect to address both the intersection at Sand Point Way and the corridor to the waterfront, creating a positive and memorable entrance experience.
  Project type: Design team project (artist/landscape architect collaboration)
- Mud Lake—This is one of the most fertile sites for artist involvement in the entire park. The interpretative opportunities lend themselves well to artist input (Photo 4.3.14). This is an excellent opportunity for artist/landscape architect collaboration. The Waterworks Park in Renton is a recent example of an artist working in this way. Herbert Bayer's earthwork in Kent demonstrates the historical precedent for this kind of approach in the region.
  Project type: Permanent site-specific work (created in collaboration between an artist and landscape architect)
- Concrete bunkers—There are several concrete retaining walls between which people walk in the park. These could be significantly improved if they were used as the base for mosaic tile murals. One artist could be engaged to do all of them, or different artists could design them. Considerations of freeze/thaw and drainage should be made to determine feasibility of adding this to the pre-existing walls. However, if feasible, such treatment could greatly improve them aesthetically. While there does not appear to be any graffiti on them currently, as blank walls, they are excellent targets. A broken porcelain mosaic would discourage this and would be generally graffiti resistant.
  Project type: Permanent site-specific work

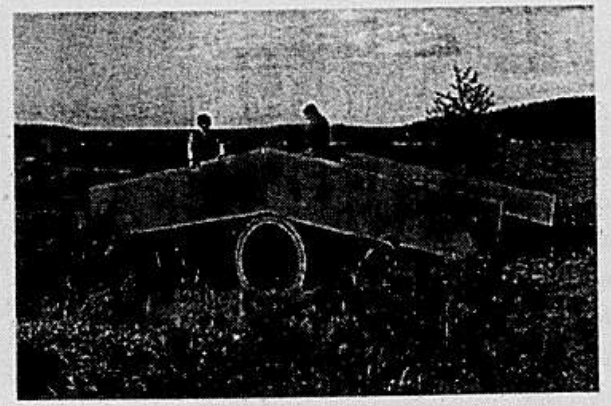


Photo 4.3.14 NOAA Bridge

- Large lawn area west of the swimming beach—This area represents a transition point between active recreation and passive uses of the park. Artwork which helps make the transition could be effective here. This could also accommodate temporary work on a seasonal basis.
  Project type: Site-related work (temporary)
- Sand Point Head—This is a prime kite flying location with a wondrous view of the area. From this site, one can see "Sound Garden" at NOAA. It is an important transition point between the active waterfront and playfields and the contemplative waterfront. For these reasons, it is not recommended that any artwork be permanently sited here; however, temporary works of short, seasonal duration could be appropriate.
  Project type: Temporary works
- Northern Shoreline—This area should be preserved as a place for contemplation and quiet. There are several outcroppings of the shoreline which have potential for enhancement with a limited number of sensitive artist-designed projects that incorporate seating or other aspects of maximizing the viewer's experience of the waterfront location (Photo 4.3.15). Building upon the sensitive design of "View Point" by Scott Burton and George Trakas' "Berth Haven," these could provide quiet places for contemplation at the water's edge. Many elderly people use the loop trail as their walking path. Providing places to sit or rest along the way could significantly enhance the experience of place.
  Project type: Permanent site-specific works

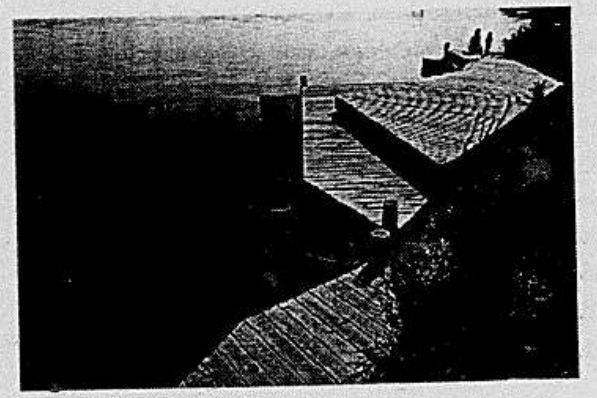


Photo 4.3.15 "Berth Haven"

- Loop Trail—Many elderly people use the loop trail as a walking path. Providing places to sit or rest along the way could significantly enhance the experience of place. Artist-designed benches could be a wonderful addition to the walkway. Since it is already paved, it would be in keeping with the environment.
  Project type: Functional work
- Loop Trail Median—the area within loop trail east of Sand Point Head and west of the walkway that is adjacent to the waterfront. This is the one location that could accommodate a significant site-specific work designed explicitly to be in harmony with nature. It is important that anything that would be placed here be in service of nature and the experience of quiet and contemplation currently afforded by the site. Similar to the integrated earthwork approach proposed for Mud Lake, this site demands great sensitivity and restraint.
  Project type: Permanent site-specific work (artist/ landscape architect collaboration)

Technical Guidelines

Artwork proposed for permanent siting at Sand Point/ Magnuson Park should be responsive to the following technical considerations.

Durability and Maintenance

Materials should be durable in nature and should be able to withstand normal Puget Sound weather conditions. Routine maintenance should be simple enough that the client agency is able to provide it without extraordinary training or expense. Maintenance requirements should

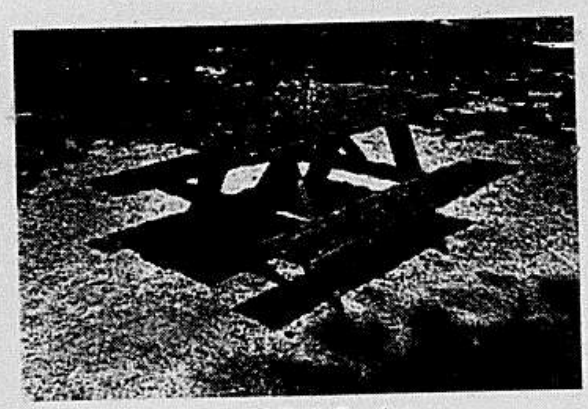


Photo 4.3.16 Woodland Park Zoo Art

be determined, to the extent possible, prior to artwork installation (Photo 4.3.16).

Vandalism

While no artwork can be guaranteed "vandal proof," artists and the client agency should attempt to anticipate the types of problems that could arise and address these concerns in the design of the work. For example, attempts should be made to discourage graffiti or facilitate its removal.

Safety

Materials' selection and fabrication methods should consider the general safety of viewers. For example, inordinately sharp edges, toxic paint or other finishes, and structures which "invite" skateboard use (if not designed for this purpose) should be discouraged. In addition, functional artwork placed in the landscape or streetscape must be responsive to ADA legislation (Photo 4.3.17).

Pedestrian and General Circulation

Pedestrian access, vehicular circulation, and service access requirements need to be considered in the evaluation of potential artwork sites. In some cases, art may be effectively integrated into the streetscape to enhance these requirements (Photo 4.3.18).

Utility and Infrastructure Requirements

Artwork with excessive utility or infrastructure requirements is not desirable. However, it may be possible to "piggy back" artwork installations along with other redevelopment work, resulting in an overall cost savings. Early and coordinated planning for artwork and capital project development can anticipate these needs and minimize duplicative expenses.

Ecological/Conservation Issues

Sand Point/Magnuson Park represents an important opportunity for environmental stewardship and habitat development. Artwork should contribute to an understanding of habitat or natural environment and should be integrated into the site. Artwork should only utilize natural systems for energy and power, such as wind, rain, and surface drainage (Photo 4.3.19).

Photo 4.3.17 Knoll for NOAA

Photo 4.3.18 Seattle Center, Endless Gate

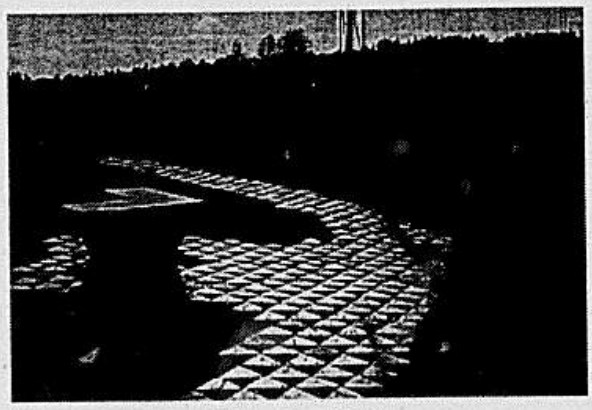
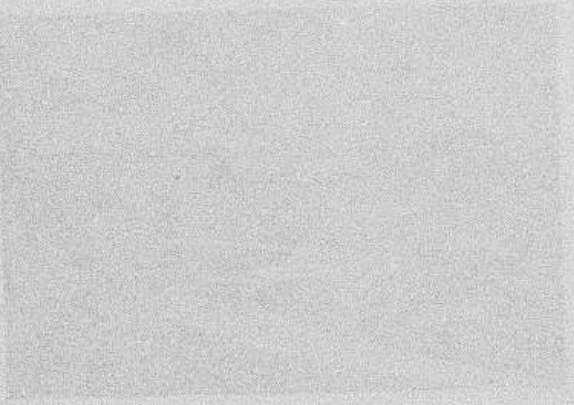
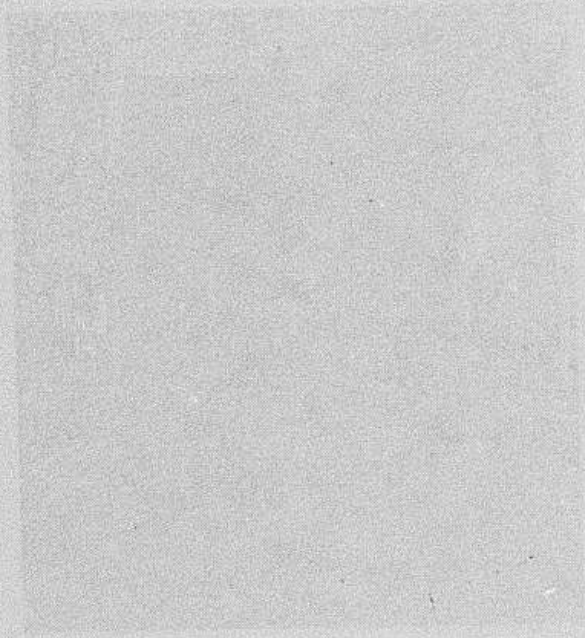
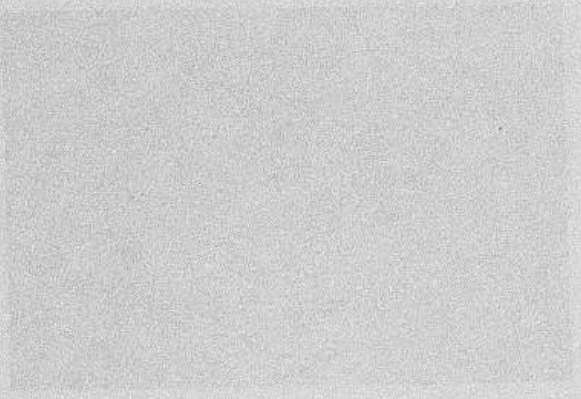


Photo 4.3.19 Sound Garden, NOAA







4.4 Utilities Guidelines

Objectives

The utilities section of these design guidelines is intended to address mainly the water utilities. Water utilities include watermains/firemains, storm sewers, and sanitary sewers.

The guidelines are intended for the use of the individual lot owners in the development of their individual facility. The guidelines provide common procedures and techniques that form the basis for development at Sand Point. The goal is to facilitate development and maintenance of utilities on the individual parcels at Sand Point/ Magnuson Park.

Procedural Considerations

Currently, development in the neighborhoods surrounding Sand Point is required to comply with City of Seattle regulations and design standards. Similar requirements must be met for the development of Sand Point/ Magnuson Park.

In the development of a facility on an individual lot, the water system proposed must comply with Seattle Water Department standards. Similarly, the storm and the sanitary sewer systems are required to comply with Seattle Public Utility standards. Electrical design must comply with Seattle City Light standards.

Since the infrastructure on the base is being developed in conjunction with the Seattle Department of Parks and Recreation, any Parks Department exceptions to the City of Seattle standards may apply.

Design Principles

As an existing facility, Sand Point already has existing infrastructure in terms of water utilities. The condition of the existing infrastructure varies from fair to poor, according to various reports completed as part of reuse planning. This is reflected in the current performance of these utilities. Considerable amount of development activity is anticipated in addition to the reuse and improvements of the existing facilities. Service loading on the existing infrastructure is expected to increase considerably as the result of this development.

The design guidelines are formulated to ensure that the existing infrastructure can be maintained or improved. In the case of storm sewer systems for a proposed project beyond a threshold level, detention of stormwater on the individual site may be required with controlled discharge. Such an approach has the potential to actually improve performance of the existing storm sewer system on the base as the development or occupancy on the base progresses.

Correctional or mitigating measures are under investigation for the base infrastructure in the right-of-way and utility easements to address the exfiltration problem of the existing storm and sanitary systems. Problems with the existing sewers on-site must be addressed. Unless tested and proven to be in good condition using the current standards, the existing sewers need to be replaced with new sewers built to current standards.

The existing water distribution system is currently scheduled for replacement. The replacement process will provide domestic water service up to the property line of each lot. The public water system will terminate in a meter at the property line. It is the responsibility of the developer of these lots to extend new water service from this meter to the facilities served. This line must be of adequate size according to the Uniform Plumbing Code. Fire services will be extended up to the property lines of the lots on which there are existing facilities with fire sprinklers or fire hydrants. Facility developers are expected to extend a fire protection service of adequate size from the main to the proposed facility to provide required flow and pressure in accordance with the National Fire Protection Association Manual-13. Adequate backflow prevention equipment from the list of approved backflow preventers must be incorporated into the fire protection water service at an approved location.

Technical Guidelines

Water Distribution System

- Design Standards: All systems shall be designed in accordance with the current edition of City of Seattle Standard Specifications for Road, Bridge, and Municipal Construction; with Seattle Water Department requirements; and with exceptions for the Seattle Department of Parks and Recreation.
- Demand: The existing and previous demands for Sand Point are no longer valid due to functional changes. Therefore, to adequately supply the proposed facilities on individual lots, water demand should be calculated based on the proposed plumbing fixture count, City of Seattle Water Comprehensive Plan, or an alternate method approved by the Seattle Public Utilities. Water services will comply with the requirements of the Seattle Water Department and the National Plumbing Codes with all modifications and requirements set forth by the King County Heath Department and DCLU.
- System Parameters: The system parameters determine the life and performance of a water system. The following parameters are recommended: (1) where the pressure is tested greater than 80 psi, a privately maintained individual pressure reducing valve should be installed; and (2) to prevent damage to the pipes due to cavitation, the system should be sized so that velocity is less than 10 feet per second during the highest demand flow.
- Fireflow: Since fire protection is of primary importance, the individual system should be designed to provide minimum required fireflows at a minimum residual system pressure of 20 psi. Fireflow will be determined by and comply with the National Fire Prevention Association standards and those modified of set forth by the Seattle Fire Department.
- Fire Hydrants: To ensure compatibility of the proposed fire hydrants with the Fire Department equipment and fire prevention strategies, the fire hydrants shall be located on 8 inch or larger size water mains. The spacing between hydrants shall be no greater than 300 feet or that determined by Seattle Fire Department.
- Pipe Material: To protect proposed fire services against damage due to overburden and vehicle loading, the pipe shall be Class 52 ductile iron. All ductile iron pipe and adjacent fittings shall be encased in 8-mil polyethylene.
- Depth of Cover: For protection against frost, overburden, and vehicle loads, the depth of cover shall be minimum 3 feet and maximum 6 feet.
- Setbacks: For ease of access for maintenance, water mains shall be located no less than 10 feet from building face.
- Clearances: For ease of maintenance and prevention of contamination, minimum clearances of other utilities from a water main are required (see Table 4.4.1).
- Water and sewer services shall have at least 10 feet horizontal separation.
- Where a watermain crosses a sanitary sewer, one full length of water pipe shall be used at the crossing, with the section of pipe centered on the sewer line for maximum joint separation.

Storm Sewer System

- Through the building permit process, the reuse participant will be required to provide a Drainage and

Table 4.4.1 Minimum Watermain Clearances

Utility	Horizontal Clearances	Vertical Clearances
Sanitary	10 feet	2 feet
Storm	5 feet	1 foot
Gas	5 feet	1 foot
Other	5 feet	1 foot

Grading permit. Part of that process will determine the need to develop onsite storm detention for site-generated storm water. That process will identify the existing storm drain line where a connection may be made, and evaluate if it is of adequate size to convey the projected volume of storm water. In most cases the remnant storm drains from the Navy appear to exceed the capacity requirements. The City of Seattle sets forth a specific discharge rate per developed acre versus other agencies which base their rate of discharge as some percentage of the change of hard surface from the natural state. While storm detention is unlikely, sediment and contaminants control will be more likely. As the storm water will go directly to Lake Washington, water quality requirements of the Washington State Department of Ecology will prevail.

- Water Quality: Where required by Seattle Engineering Department and/or Department of Parks and Recreation, water quality features shall be designed in compliance with the Department of Ecology requirements.
- Setbacks: The storm drainage systems shall be setback such that they are not located within 1:1 plane from the bottom edge of the pipe to the finished grade at a building. No sewers shall be located within 5 feet of any building.
- Clearances: For the ease of access for maintenance, a minimum 1 foot vertical clearance and 5 feet horizontal clearance to other utilities will be provided.
- Depth of Cover: To protect storm drains against damage due to frost and vehicle loads, the minimum depth of cover required is 2 feet.
- Pipe Material: The following pipe materials are acceptable for storm sewers: HDPE (AASHTO M 294 Type S), PVC (ASTM D 3034 SDR-35), Reinforced Concrete Class-III, and where required cover is not available, Class-52 ductile iron.
- Slope: Department of Parks and Recreation requires the minimum pipe slope to be 2 percent.
- Minimum Diameter: Minimum diameter for a lateral shall be 8 inches, with 12 inches for a storm sewer main. A roof drainage tight line shall be minimum 6 inches in diameter and must be designed to adequately to convey the roof drainage.
- Drainage Structures: Drainage structures connecting a 12-inch or larger storm sewer shall not be spaced more than 200 feet apart. The drainage structures shall be proposed in compliance with Seattle Engineering Department and Department of Parks and Recreation standards.

Sanitary Sewer System

- Flow Projections: Flow projections from a proposed development shall be based on City of Seattle Comprehensive Sewer Plan and Department of Health recommendations for unit flows, population densities, and peaking factors. This projection of flows shall include allowances for infiltration and inflows.
- Sewer size: Minimum pipe size for a main shall be 8 inches and that for a side sewer shall be 6 inches.
- Slopes: Minimum slope for a main shall be 1 percent. Where the topography does not permit 1 percent slopes, the minimum slope shall be 0.5 percent. Minimum slope for a side sewer shall be 2 percent. Where this is not practical the minimum slope shall be 1 percent.
- Depth of Cover: The minimum depth of cover shall be 3 feet.
- Pipe Material: The pipe material shall be PVC ASTM D-3034 SDR-35, unless the available cover is less than 3 feet, in which case the pipe may be Class 52 Ductile Iron, with 8 mil polyethylene encasement.
- Setbacks: The sewer mains shall be set back a minimum distance of 10 feet from a building face on each side.
- Grease Trap and Oil/Water Separator: When determined by Seattle Public Utilities, proposed food service establishment or industrial facility shall provide a grease trap or an oil water separator designed in accordance with Department of Health and Department of Ecology standards.
- Clearances: For the ease of access for maintenance and prevention of contamination, minimum clearances from a sewer main as set forth in Table 4.4.2 shall be met.
- Where sewer crosses a watermain, one full length of

sewer pipe shall be used with the pipes centered for maximum joint separation.

- Where existing facilities have internal roof drains that drain directly to the sanitary sewer, these drains should be rerouted to the storm sewer lines during building renovation or remodelling.
- Reuse participants are strongly encouraged to install deduct meters to monitor water use related to irrigation or other uses not returned to sewerage. This will have a significantly positive impact on the water/ sewer bill.

Utility Hook-ups

- A service connection for both fire and domestic water service will be provided by the water utility at the property line for all parcels at Sand Point/Magnuson Park, at the utility's expense. In addition, the utility will install the appropriate meter(s), in combination or individually, at the reuse participant's expense. Individual reuse participant's will bear the responsibility and cost of extending water service(s) from the meter to the individual facility in the instance that service has not yet been established.
- Gas service will be provided by the gas company to a meter service at a given facility.
- Communication lines will be extended to a communications hub within a given facility by the communications server by way of site-wide communications conduit scheduled for installation in winter 1997.
- A point of connection to the site-wide electrical system will be identified by Seattle City Light for a given facility lacking such a connection.
- Reuse participants are requested to install a maintenance structure (manhole) at the point where their sanitary line crosses the property line, if possible. This will allow for access back to the building as well as to the connection to the main sewer trunk line. Sanitary and storm sewer points of connection will need to be coordinated with Seattle Public Utility.

Table 4.4.2 Minimum Sewer Main Clearances

Utility	Horizontal Clearances	Vertical Clearances
Sanitary	10 feet	2 feet
Water	10 feet	2 feet
Storm	5 feet	1 foot
Gas	5 feet	1 foot
Power	10 feet	1 foot
Telephone	10 feet	1 foot
Other	5 feet	N/A

4.5 Demolition Guidelines

Objectives

Objectives guiding the reuse of Sand Point include maximizing public benefits; accommodating a broad range of uses; ensuring compatibility between Sand Point and surrounding land uses; and seeking cost-effective outcomes, while encouraging community involvement in the planning process. When the continued presence of existing structures does not support these objectives, it may become necessary to remove them from the built environment. Demolition will also be required in the normal course of making other physical improvements to Sand Point. The following guidelines have been established to assist with the demolition of existing structures and other construction related demolition.

The purposes justifying decisions for selective demolition of structures include:

- Creation of open space for parks and recreational uses,
- Wetlands reclamation/restoration,
- Life safety/improvement of unsound structural conditions,
- Recycle/reuse of building materials,
- Historic preservation, and
- Cost effective operations and maintenance.

Procedural Considerations

Guidelines concerning the demolition process should be met in every instance where removal of a structure, either partially or in its entirety, is planned. In these guidelines, the definition of structure includes both the interior and exterior elements of buildings, shoreline construction, retaining walls, paving surfaces, fencing, utilities, signage, and outdoor recreation equipment and facilities.

A complementary source of information concerning logistical planning for construction is the Sand Point Construction Impact Management Program (CMP), developed to implement measures to mitigate potential construction impacts identified in the EIS on the Reuse Plan. This CMP should always be consulted prior to construction.

Demolition Planning

Demolition can proceed after documentation of the following elements:

- Safety measures to protect workers and the public.
- Placement of environmental controls during demolition, such as dust control, noise abatement, and silt containment.
- Historic preservation (refer to Sections 3.3 and 4.1 regarding Historic District overlay and site-wide design guidelines).
- Utility disconnects, including capping underground services away from the building, and documentation review of as-built conditions.
- Hazardous materials such as refrigerant gases, asbestos, and lead paint.
- Permits and reviews (building demolition permit, City of Seattle; Puget Sound Air Pollution Control Agency; State Historic Preservation Officer (SHPO). See Table 4.5.1 for a list of contacts which may be helpful in planning demolition requirements.
- Staging plans for placement of equipment and materials during construction.

Principles of the Demolition Plan

- Minimize environmental impact of building demolition to the greatest extent possible.
- Conserve resources to the greatest degree by practicing economy of reuse and recycling of building materials.
- Respect the integrity of the historic site character during both demolition and site restoration. Document historic structures in accordance with a methodology accepted by the SHPO or other governing agency prior to demolition.
- Consider viable alternatives to demolition. Demolition should not be considered without written documentation to justify the removal of a structure.

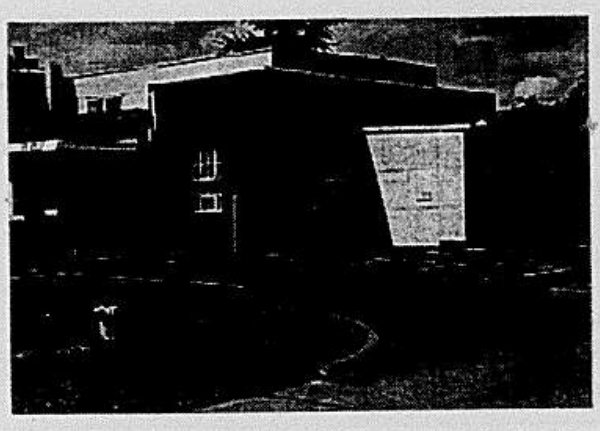
Table 4.5.1 Demolition Contacts

Contact	Phone
Inventory of the Sand Point Historic District Office of Archeology and Preservation SHPO (State Historic Preservation Officer)	360/753-5010
Business and Industry Recycling Venture (BIRV) "Contractor's Guide To Handling Waste" phone BIRV for a copy	206/389-7304
"Recycling Plus Program Manual," A Management Practices Guide for Commercial Contractors phone the Clean Washington Center	206/464-7125
Department of Ecology's statewide recycling services	(800)RECYCLE
Electrical Disconnects: Seattle City Light North Service Center	206/684-4988
Building Demolition Permit, City of Seattle Dept. of Construction and Land Use	206/684-8850
IMEX (Industrial Materials Exchange), City of Seattle	206/296-4899
King County Hazardous Waste Cleanup/Pickup/Disposal Asbestos Removal	206/296-4692
Puget Sound Air Pollution Control Agency (PSAPCA)	206/343-8800
Construction Management Plan (CMP) (Environment controls, utility disconnects) Office of Sand Point Construction Management	206/684-4859
Drawing Repository, Office of Sand Point Operations Building 138	206/684-4946

Technical Guidelines

The following steps should be followed prior to the removal of any structures:

- Inspect property, including surrounding soils, to determine the existence of hazardous materials. If applicable, contract separately for removal with a certified asbestos, lead paint, or soils removal contractor. Permit acquisition and inspections should be coordinated by certified contractor.
- If demolition plans involve a structure or structures within the Historic District, notification of SHPO is required. Determine whether or not historic impacts will result from demolition activity. Assistance of a qualified preservation consultant will be required (Photos 4.5.1a and 4.5.1b).
- Review as-built construction documents for location and type of underground utility services within the project area. Be aware of existing underground steam lines that historically are insulated with asbestos.
- Inspect all mechanical systems throughout the building for presence of asbestos. If found, have it removed and disposed of by a licensed contractor.
- Acquire an understanding of how the structure was built, and document that construction. Research the original architectural and engineering documents, found in the Sand Point archives in Building 138 at Sand Point. Review the construction drawings, details, and specifications to become familiar with structural, electrical, and mechanical components. Perform a complete visual inspection of the facility in question, keeping written records of findings.
- Investigate recycling and disposal options before the job begins. Identify all materials to be recycled or disposed of. Indicate whether materials will be reused, salvaged, recycled, or disposed of as garbage (Table 4.5.2).
- Contact recyclers to determine what materials they will accept. Establish a method for dismantling, handling, and collecting recycled and salvaged materials. Designate special recycle bins and salvage storage areas. This will affect the amount of project staging area required (Photos 4.5.2a, 4.5.2b, and 4.5.3).
- Consider the possibility of reusing mature woody vegetation elsewhere on site. Note that it is possible to move even large trees with a high success rate with careful planning.
- Small structures and pre-engineered buildings can be removed intact, in their entirety. Before demolishing a building, examine the option of having it removed from the site. These may be a positive cost benefit to this option (Photo 4.5.4a and 4.5.4b).
- Determine all permits required for the demolition project. Most conditions will require only a demolition permit from the City of Seattle DCLU. Special



Photos 4.5.1a and b Fire Station (Building Number 18) Appurtenant structures, such as the storage unit fixed to the east facade, may be candidates for removal. In all cases, selective demolition to buildings within the Sand Point Historical District must adhere to the Architectural Guidelines procedural considerations.

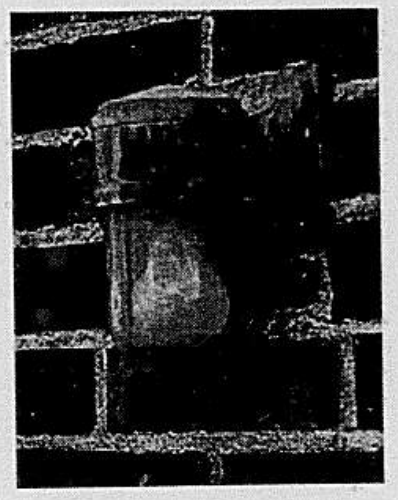
Table 4.5.2 Project Waste Analysis Checklist

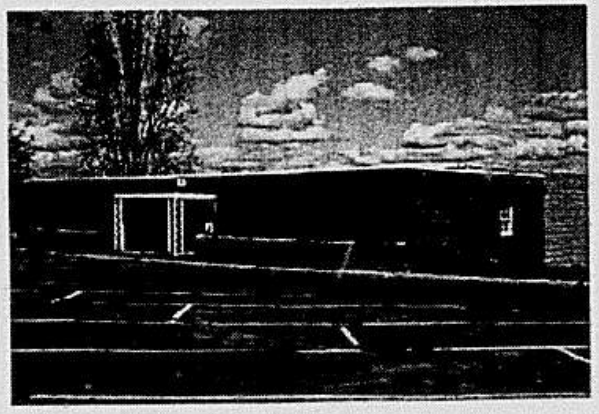
Material	Tons or Cu. Yds.	Recyclable?	Possible Recycling Method
Wood:			
• Clean wood			
• Demolition wood (painted, stained)			
• Landclearing (to be chipped)			
Cardboard			
Drywall			
Concrete:			
• With rebar			
• Without rebar			
Asphalt			
Brick			
Rock/Fill Dirt			
Metals:			
• Ferrous			
• Non-ferrous			
Asphalt Roofing			
Plumbing Fixtures			
Electrical Fixtures			
Appliances			
Windows and Frames			
Doors and Frames			
• Door Hardware			
Other:			

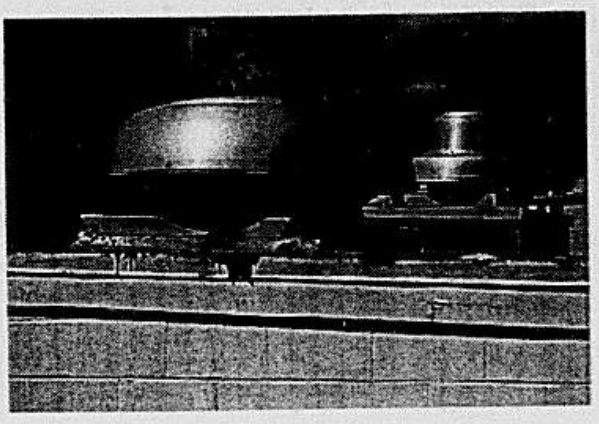
circumstances may require approvals from the SHPO and inspections from King County and Seattle City Light.

- Disconnect or cap utilities affecting the project. If a disconnection temporarily shuts off service to users outside the project area, notify all affected properties. Schedule all work to minimize conflicts.
- After permit approvals are secured, proceed with the work using practices to minimize environmental impacts to the greatest extent possible. These include off-site runoff, noise, and air quality impacts, as well as impacts to vegetation and site improvements to remain.
- Excavations require silt shields surrounding the work. In wet conditions, wash accumulated soil from tires before leaving the project area.
- If demolition involves only a portion of a building, screen off the work area from the remainder of the building. Provide dust shields.
- Prohibited procedures include the use of explosives and on-site burning.
- Burying demolished materials on-site is not permissible.
- Demolition or removal of a structure in its entirety must include work below grade as well as surface structures. This work shall include all building components such as foundations and footings; utility vaults; and underground plumbing, electrical, and mechanical services.
- Following the demolition or removal of a structure, the site shall be restored to a stabilized condition, or if applicable, prepared for future use, to the greatest extent possible. Stabilization control measures required may include site grading, drainage controls, and landscaping. The site should be restored to meet surrounding grades in such a way as to have positive drainage across the entire site, unless specifically intended otherwise. Under no circumstances should the site be left unvegetated for any length of time after work is finished.

Photo 4.5.3 Refurbished items hold value, both monetary and historic. These items must be catalogued and appraised as part of the demolition plan.

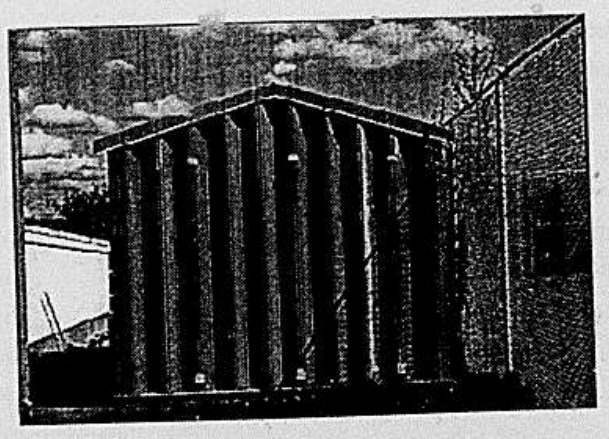






Photos 4.5.2a and b Bowling Alley (Building Number 6) Buildings scheduled for demolition provide top quality hardwood (bowling lanes) and mechanical equipment, along with basic building components like brick masonry units and framing lumber.

- Following demolition, when planting and landscaping are required for site restoration and/or new development, refer to Chapter 4.1: Site Guidelines section of this manual for specific design objectives and procedural considerations.
- Protect existing trees to remain on site through placement of construction fencing over root zone of these trees. Preparation of a Tree Protection Plan may be required as a condition of construction permits.
- When construction necessitates work in the immediate vicinity of established trees, additional measures may be required to protect trees, including but not limited to branch and root pruning, fertilizing, and placement of protective material over roots. The SeaTrans Manual on Street Tree Protection should be consulted for specifics. Additional resources for assistance with tree protection include the City Arborist and the Senior Landscape Architect for Seattle Transportation.



Photos 4.5.4a and b Small utility, storage and special purpose buildings can be removed in their entirety and relocated off-site. Physical conditions of existing buildings such as these vary from serviceable to excellent.

4.6 Mothballing Guidelines

Objectives

When all means of finding a productive use for a building have been exhausted or when funds are not currently available to put a structure into a usable condition, it may be necessary to close up the building temporarily to protect it from the weather as well as to secure it from vandalism. This process, known as mothballing, is a viable alternative to demolition. It can be a necessary and effective means of protecting the building for a short-term period of one year to a long-term period of at least ten years, while planning the property's future. Mothballing guidelines establish a prescriptive method for identification of adverse environmental conditions that may begin deteriorating building components.

It is important to distinguish between building stabilization prior to demolition and building stabilization prior to rehabilitation. Although a building may be scheduled for demolition, it may be some time before funds are available to carry out the work. In the meantime, that building needs to be secured for reasons of security and safety, to prevent unauthorized entry or fire hazards, for example. This stabilization does not need to be done to the same degree of completeness as it would were the building to be reused. In general, this chapter is concerned with measures to protect the soundness of facilities which will eventually be rehabilitated.

Procedural Considerations

A survey to assess existing conditions must be prepared by a building professional to set priorities for repairs necessary to stabilize a structure. This assessment will evaluate the age and condition of the following major elements: foundations; structural systems; exterior materials; roofs and gutters; exterior porches and steps; interior finishes; staircases; plumbing, electrical, mechanical systems; special features such as chimneys; and site drainage. Stabilization is the first action taken in the mothballing process. Mothballing begins by correcting deficiencies noted in the survey of existing conditions in order to arrest the deterioration of the building while it is vacant.

A series of deactivation measures important to ensure that a structure is well protected during the mothball period have been identified. These measures include:

- Building stabilization (if required)
- Maintaining weather tightness
- Maintaining interior ventilation
- Continual maintenance and monitoring

For a complete list of actions that should be taken when mothballing a facility, see Table 4.6.1, Mothballing Checklist.

Maintenance Principles

The greatest problem facing a deactivated property is moisture control. Highest priority must be given to any maintenance required to eliminate water infiltration, either from above (through roof drainage failures), laterally (by wind driven rain infiltrating cracks around wall openings), or from below floors and foundations (in the form of rising damp). The potential for moisture-related problems is exacerbated with the lack of ventilation and the absence of heat. Positive steps should be taken to prevent migration of moisture in the form of vapor and accumulation in the form of water or ice within building components. Understanding the cause and effect of moisture-related problems will greatly reduce adverse conditions.

Principles related to understanding the causes of building degradation through weatherization which should be considered during the building stabilization process include:

- Water is present as vapor in indoor and outdoor air and as absorbed moisture in building materials, finishes, and fabrics. In a mothballed facility, latent sources of water vapor are present in carpet, furniture, and other porous materials prone to absorb and retain moisture.
- Elimination of active sources of water vapor such as roof, window, or foundation leaks is extremely important.

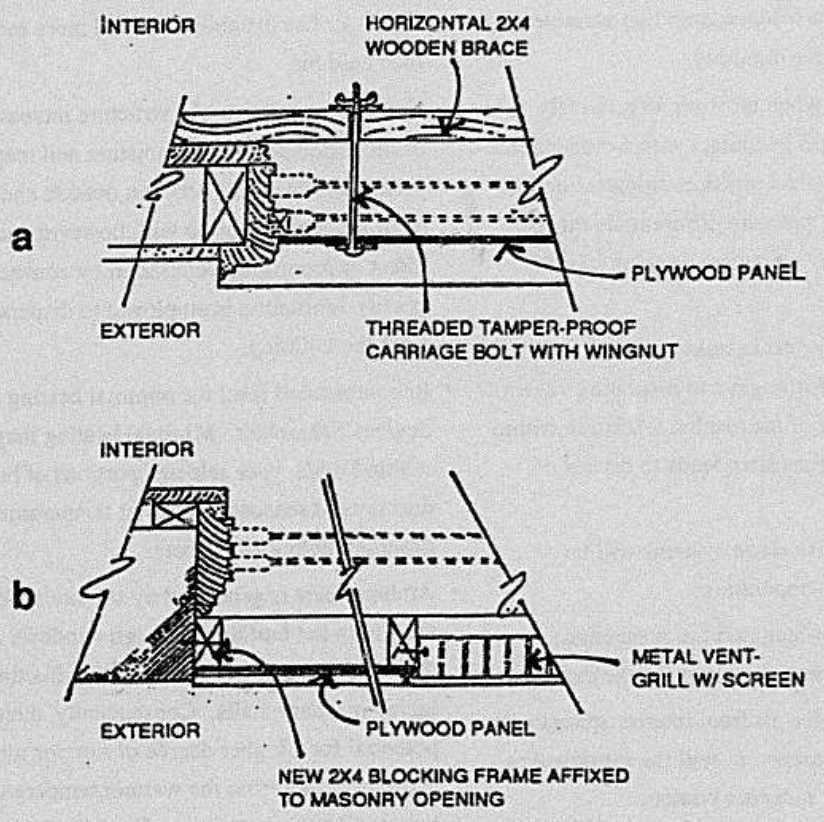
Table 4.6.1 Mothballing Checklist

In reviewing mothballing plans, the following checklist will help to ensure that work items are not inadvertently omitted.	Yes	No	Date of action or comment.
Moisture • Is the roof water tight? • Do the gutters retain their proper pitch and are they clean? • Are downspout joints intact? • Are drains unobstructed? • Are windows and doors and their frames in good condition? • Is site properly graded for water run-off? • Is vegetation cleared from around the building foundation to avoid trapping moisture?			
Pests • Have nests/pests been removed from the building's interior and eaves? • Are adequate screens in place to guard against pests? • Has the building been inspected and treated for termites, carpenter ants, and rodents? • If toxic droppings from bats and pigeons are present, has a special company been brought in for its disposal?			
Housekeeping • Have the following been removed from the interior: trash, hazardous materials such as inflammable liquids, poisons, and paints and canned goods that could freeze and burst? • Is the interior broom-clean? • Have furnishings been removed to a safe location? • If furnishings are remaining in the building, are they properly protected from dust, pests, ultraviolet light, and other potentially harmful problems? • Have significant architectural elements that have become detached from the building been labeled and stored in a safe place?			
Security • Have fire and police departments been notified that the building will be mothballed? • Are smoke and fire detectors in working order? • Are the exterior doors and windows securely fastened? • Are plans in place to monitor the building on a regular basis? • Are the keys to the building in a secure but accessible location? • Are the grounds being kept from becoming overgrown?			
Utilities • Have utility companies disconnected/shut off or fully inspected water, gas, and electric lines? • Have rooftop or other mechanical equipment been serviced? • If the building will not remain heated, have water pipes been drained and glycol added? • If the electricity is to be left on, is the wiring in safe condition?			
Ventilation • Have steps been taken to ensure proper ventilation of the building? • Have interior doors been left open for ventilation purposes? • Has the secured building been checked within the last 3 months for interior dampness or excessive humidity?			

- Moisture vapor pressure depends on two variables: temperature and relative humidity.
- Condensation occurs when moisture in relatively humid indoor air comes in contact with a cold surface such as a window, or when moisture migrates under the influence of vapor pressure differentials through walls and crawl spaces and enters a region of relatively low temperature.
- Condensation will manifest in mildew, mold, rust, and corrosion. The loss of strength and insulating value of materials are but a few of the results. Moisture within crawl spaces below floors often leads to dry rot of wood members.
- Electrical wiring and fire alarm systems will be destroyed by freezing temperatures.
- Mechanical, domestic water, and fire protection systems should be protected by draining the systems.
- Venting of moisture-laden air from interior spaces will reduce indoor vapor pressure, as will the introduction of outdoor air with low moisture content.
- Air movement and circulation is accomplished by one or two methods: Gravity venting (natural ventilation) and mechanical venting. Mechanical venting is often built into new structures. However, due to the age of most facilities at Sand Point, built-in mechanical venting systems are nearly non-existent. Positive air movement will therefore typically require the use of portable fans (Table 4.6.2).
- Warm air has the ability to hold more moisture vapor than cold air.
- Heating the interior of a structure increases the ability of the inside air to hold moisture and may increase the pressure differential between outside and inside environments. Heating will, however, increase the effect of promoting ventilation by convection if gravity ventilation is employed to disperse ambient air from the building.
- Recommended level for minimal heating is +45 degrees Fahrenheit. Minimal heating may be prudent within buildings or selected portions of buildings during cold seasons to prevent temperatures from dropping below 40 degrees.
- Ambient heat is generated by the sun striking materials within the building, through windows as well as the building shell itself, especially affecting south-facing masonry walls. Consequently, there is the potential for a higher degree of interior moisture vapor resulting from the warmer temperatures. Solar gain can be prevented by pulling window shades or applying dark colored visqueen over glazing, especially on southerly or westerly exposures.
- Moisture build-up prevention is necessary to some degree in all buildings.
- Where natural (gravity) ventilation is used, windows should be opened, covered with plywood, and simple hooded vents placed in the plywood (Figure 4.6.1).

Table 4.6.2 Ventilation Guidance Chart

CLIMATE	AIR EXCHANGES		VENTILATION				
Teperature and Humidity	Winter air exchange per hour	Summer air exchange per hour	Frame Buildings passive louvering		Buildings passive louvering		Buildings fan combination
			% of openings louvered Masonry		% of openings louvered Masonry		one fan + % louvered
							Cold and Damp
1	2-3	winter	summer 5%	winter 10%	summer 10%	summer 30%	20%



Source: Preservation Briefs #31, National Park Service, 1993

Figure 4.6.1 Ventilation and security panels
A: Plan detail showing plywood security panel anchored with carriage bolts through to the inside horizontal bracing, or strong backs.
B: Plan detail showing section of plywood window panel attached to a new pressure treated wood frame set within the masonry openings. Ventilation should be included whenever possible or necessary.

- Exterior paint peeling at windows, soffits, trim, and siding should be repainted to seal the surfaces to prevent further decay.
- Remove any presence of internal mildew.
- Animals or insects infesting properties must be removed and access sealed to prevent reoccurrence. If there is evidence of pest damage, particularly termites, active colonies should be treated and structural members reinforced or replaced, if necessary.

Long-term success will also depend on continued, although somewhat limited, monitoring and maintenance. A regular schedule for surveillance, maintenance, and monitoring should be established. It is assumed that the roofs of all buildings, with few exceptions, are in fair condition and that gutter and other general cleaning and maintenance, as well as site maintenance, will continue to be done. A Maintenance Checklist helps with scheduling maintenance and monitoring the work (Table 4.6.3).

Table 4.6.3 Mothball Maintenance and Monitoring Checklist

MAINTENANCE CHART
Periodic ☐ regular drive-by surveillance ☐ check attic during storms, if possible ☐ check below floor crawl space during heavy rainfall season, if possible
Monthly walk around ☐ check entrances ☐ check window panes for breakage ☐ mowing as required ☐ check for graffiti or vandalism
Enter every 3 months to air out ☐ check for musty air ☐ check for moisture damage ☐ check light bulbs ☐ check for evidence of pest intrusion
Every 6 month; spring and fall ☐ site clean-up, pruning, and trimming ☐ gutter and downspout check ☐ check crawlspace for pests, water ☐ clean out storm drains
Every 12 months ☐ maintenance contract inspections for equipment/utilities ☐ check roof for loose or missing shingles ☐ termite and pest inspection/treatment ☐ exterior materials spot repair and touch-up painting ☐ remove bird droppings or other stains from exterior ☐ check and update building file

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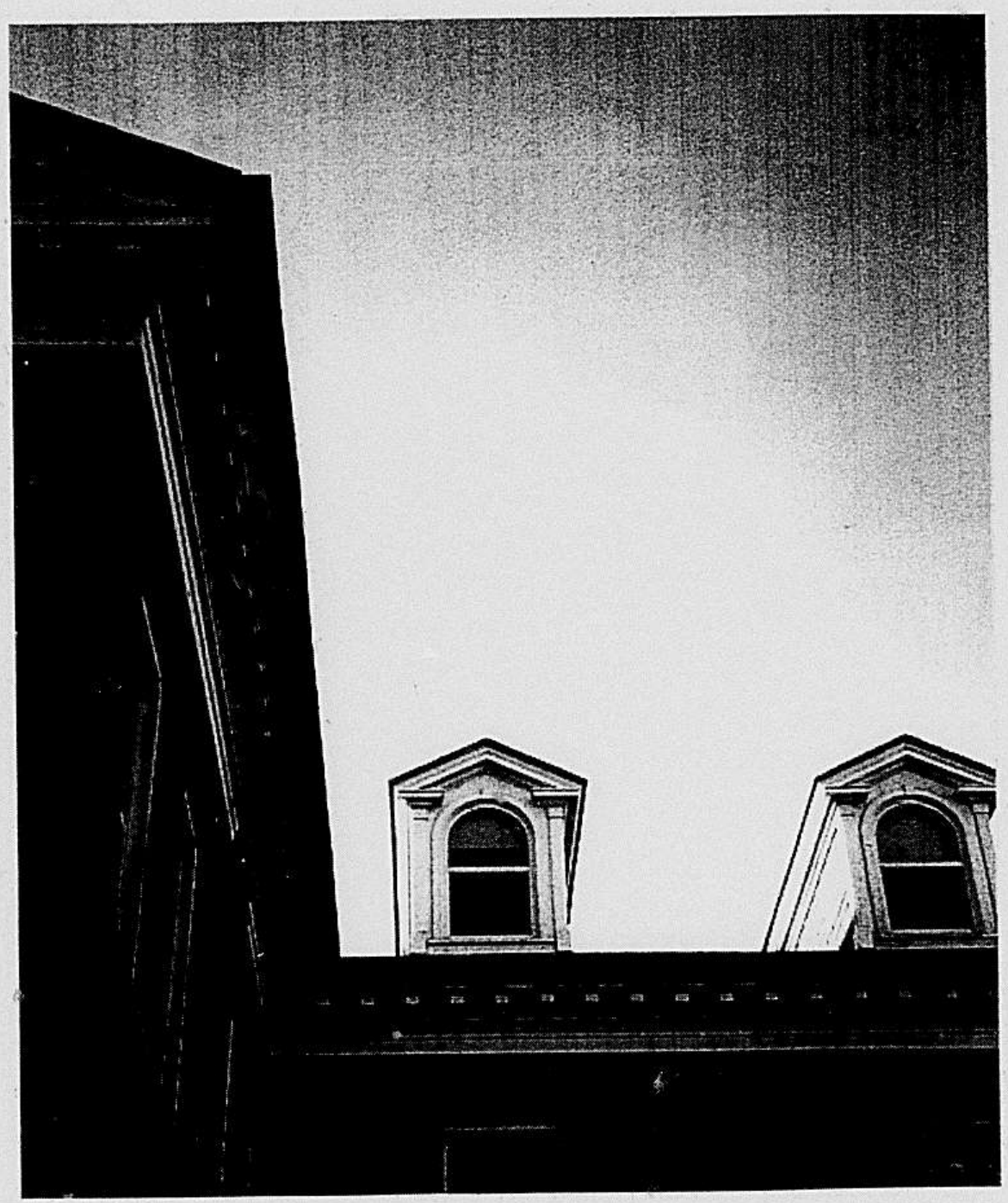

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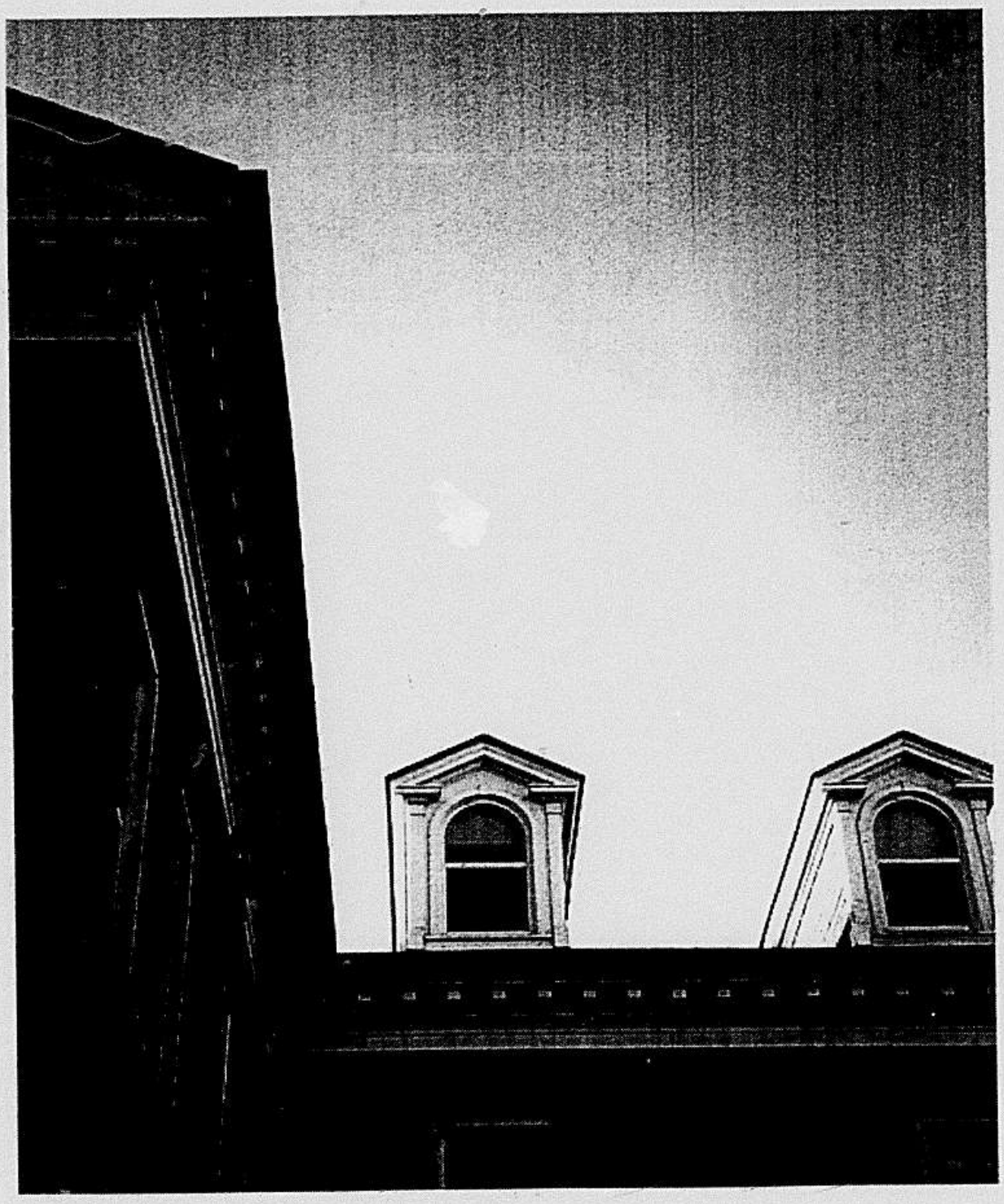
Appendix A



Appendix A

Summary of the Secretary of the Interior's Standards for Rehabilitation

1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.
8. Archeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environments would be unimpaired.

TIME AND DATE STAMP

SPONSORSHIP

THE ATTACHED DOCUMENT IS SPONSORED FOR FILING WITH THE CITY COUNCIL BY THE MEMBER(S) OF THE CITY COUNCIL WHOSE SIGNATURE(S) ARE SHOWN BELOW:

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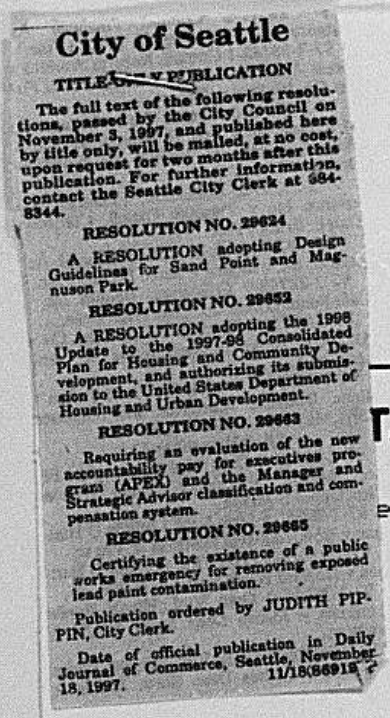
COMMITTEE(S) REFERRED TO: Parks

9.10.97

Committee Meeting

PRESIDENT'S SIGNATURE

C. S. 20.28



City of Seattle

TITLE ONLY PUBLICATION

The full text of the following resolutions, passed by the City Council on November 3, 1997, and published here by title only, will be mailed, at no cost, upon request for two months after this publication. For further information, contact the Seattle City Clerk at 684-8344.

RESOLUTION NO. 29624

A RESOLUTION adopting Design Guidelines for Sand Point and Magnuson Park.

RESOLUTION NO. 29652

A RESOLUTION adopting the 1998 Update to the 1997-98 Consolidated Plan for Housing and Community Development, and authorizing its submission to the United States Department of Housing and Urban Development.

RESOLUTION NO. 29663

Requiring an evaluation of the new accountability pay for executives program (APEX) and the Manager and Strategic Advisor classification and compensation system.

RESOLUTION NO. 29665

Certifying the existence of a public works emergency for removing exposed lead paint contamination.

Publication ordered by JUDITH PIPPIN, City Clerk.

Date of official publication in Daily Journal of Commerce, Seattle, November 18, 1997. 11/18/86918 c

STATE OF WASHINGTON - KING COUNTY

—ss.

e, City Clerk _____ No. RESOLUTION T

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CTRT:29624,652,63,65

was published on

11/18/97

The amount of the fee charged for the foregoing publication is the sum of $, which amount has been paid in full.

K. Patterson

Subscribed and sworn to before me on

11/18/97

Notary Public for the State of Washington, residing in Seattle