Ordinance No. 124389

Council Bill No. 118004

AN ORDINANCE relating to land use and zoning, amending the title of Chapter 23.41 and Sections 23.41.002, 23.41.008, and 23.41.010 of the Seattle Municipal Code to clarify the purpose and scope of Design Review; adopting updated Seattle Design Guidelines for city-wide application, except for Downtown; and adopting revised neighborhood-specific design guidelines.

Related Legislation File: _____

Date Introduced and Referred: 12.9.13	To: (committee): Planning, Land Use, and Sustainability
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: 12.16.13	Date Presented to Mayor: 12.18.13
Date Signed by Mayor: 12.19.13	Date Returned to City Clerk: 12.23.13
Published by Title Only X Published in Full Text _____	Date Vetoed by Mayor:
Date Veto Published:	Date Passed Over Veto:
Date Veto Sustained:	Date Returned Without Signature:

The City of Seattle – Legislative Department

Council Bill/Ordinance sponsored by: Richard Conlin

Committee Action:

Date	Recommendation	Vote
12/11/13	pass as amended	3-0 RC TSH MG

This file is complete and ready for presentation to Full Council. RC 12/11/13

Full Council Action:

Date	Decision	Vote
12.16.13	passed	9-0

Pennucci/Rutzick/Whitson
DPD Design Guidelines ORD
November 26, 2013
Version 19

CITY OF SEATTLE

ORDINANCE 124389

COUNCIL BILL 118066

AN ORDINANCE relating to land use and zoning, amending the title of Chapter 23.41 and Sections 23.41.002, 23.41.008, and 23.41.010 of the Seattle Municipal Code to clarify the purpose and scope of Design Review; adopting updated Seattle Design Guidelines for citywide application, except for Downtown; and adopting revised neighborhood-specific design guidelines.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The title of Chapter 23.41 of the Seattle Municipal Code, established by Ordinance 116909, is amended as follows:

Chapter 23.41 ((~~EARLY PROJECT IMPLEMENTATION~~))DESIGN REVIEW

Section 2. The preamble to Section 23.41.002 of the Seattle Municipal Code, which section was last amended by Ordinance 116909, is amended as follows:

23.41.002 Purpose ((~~and intent.~~))

The purpose of ((~~this chapter~~))Design Review is ((~~to implement the policies contained in Council Resolution 28757, establishing design review as the first element of the Early Project Implementation Program. Design review is intended~~)) to:

* * *

Section 3. Subsection A of Section 23.41.008 of the Seattle Municipal Code, which section was last amended by Ordinance 121475, is amended as follows:

23.41.008 Design Review Board((~~.~~))

A. Role of the Design Review Board. The Design Review Board shall be convened for the purpose of reviewing all development subject to design review, except development subject to administrative or streamlined design review pursuant to this Chapter 23.41, Design Review. To accomplish this purpose, the Design Review Board shall:

* * *

CITY CLERK

Section 4. Section 23.41.010 of the Seattle Municipal Code, which section was last amended by Ordinance 123963, is amended as follows:

23.41.010 Design review guidelines

A. The "((~~Guidelines for Multifamily and Commercial Buildings, 1998 (Amended 2006)",~~))Seattle Design Guidelines, 2013" and the "Guidelines for Downtown Development, 1999" are approved. The "Seattle Design Guidelines, 2013", the neighborhood design guidelines ((~~approved by the City Council and~~))identified in subsection 23.41.010.B, and Master Planned Community design guidelines ((~~approved by the City Council and~~))identified in subsection 23.41.010.C provide the basis for Design Review Board recommendations and City design review decisions, except in Downtown, where the "Guidelines for Downtown Development, 1999" apply. Neighborhood design guidelines and Master Planned Community design guidelines are intended to augment and make more specific the ((~~"Guidelines for Multifamily and Commercial Buildings, 1998 (Amended 2006)"~~))"Seattle Design Guidelines, 2013" and the "Guidelines for Downtown Development, 1999." To the extent there are conflicts between neighborhood design guidelines or Master Planned Community design guidelines and the ((~~"Guidelines for Multifamily and Commercial Buildings, 1998 (Amended 2006)"~~))"Seattle Design Guidelines, 2013" or "Guidelines for Downtown Development, 1999,"((~~,~~)) the neighborhood design guidelines or Master Planned Community design guidelines ((~~prevail~~))supersede.

B. The following neighborhood design guidelines are approved((~~:~~)). These Neighborhood design guidelines apply in the areas shown on the map included in the guidelines.

((~~1. "University Community Design Guidelines, 2000;"~~

~~2. "Pike/Pine Urban Center Village Design Guidelines, 2010;"~~

~~3. "Roosevelt Urban Village Design Guidelines, 2000;"~~

~~4. "Ballard Municipal Center Master Plan Area Design Guidelines, 2000;"~~

~~5. "West Seattle Junction Urban Village Design Guidelines, 2001;"~~

SEATTLE CITY CLERK

~~6. "Green Lake Neighborhood Design Guidelines, 2001;"~~

~~7. "Admiral Residential Urban Village Design Guidelines, 2002;"~~

~~8. "South Lake Union Neighborhood Design Guidelines, 2005;"~~

~~9. "Northgate Urban Center and Overlay District Design Guidelines, 2010;"~~

~~10. Belltown Urban Center Village Design Guidelines, 2004;~~

~~11. Wallingford Neighborhood Design Guidelines, 2005;~~

~~12. Capitol Hill Neighborhood Design Guidelines, 2005, as supplemented 2013;~~

~~13. Greenwood/Phinney Neighborhood Design Guidelines, 2005;~~

~~14. Othello Neighborhood Design Guidelines, 2005;~~

~~15. North Beacon Hill Design Guidelines, 2006;~~

~~16. North District/Lake City Guidelines, 2006;~~

~~17. Morgan Junction Neighborhood Design Guidelines, 2007;~~

~~18. Upper Queen Anne Neighborhood Design Guidelines, 2009; and~~

~~19. Uptown Neighborhood Design Guidelines, 2009.~~))

1. "Admiral Design Guidelines, 2013;"

2. "Ballard Municipal Center Master Plan Area Design Guidelines, 2013;"

3. "Belltown Urban Center Village Design Guidelines, 2004;"

4. "Capitol Hill Design Guidelines, 2013;"

5. "Green Lake Design Guidelines, 2013;"

6. "Greenwood/Phinney Design Guidelines, 2013;"

7. "Morgan Junction Design Guidelines, 2013;"

8. "North Beacon Hill Design Guidelines, 2013;"

9. "North District/Lake City Guidelines, 2013;"

10. "Northgate Design Guidelines, 2013;"

11. "Othello Design Guidelines, 2013;"

12. "Pike/Pine Design Guidelines, 2013;"

SEA CITY CLERK

13. "Roosevelt Design Guidelines, 2013;"

14. "South Lake Union Design Guidelines, 2013;"

15. "University Design Guidelines, 2013;"

16. "Upper Queen Anne Design Guidelines, 2013;"

17. "Uptown Design Guidelines, 2013;"

18. "Wallingford Design Guidelines, 2013;" and

19. "West Seattle Junction Design Guidelines, 2013."

Section 5. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this ordinance, or the invalidity of its application to any person or circumstance, shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

SEA CITY CLERK

Section 6. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the 16th day of December, 2013, and signed by me in open session in authentication of its passage this 16th day of December, 2013.

President _____ of the City Council

Approved by me this 19th day of December, 2013.

Michael McGinn, Mayor

Filed by me this 23rd day of December, 2013.

Monica Martinez Simmons, City Clerk

(Seal)

Attachment 1: Seattle Design Guidelines, 2013
Attachment 2: Admiral Design Guidelines, 2013
Attachment 3: Ballard Municipal Center Master Plan Area Design Guidelines, 2013
Attachment 4: Capitol Hill Design Guidelines, 2013
Attachment 5: Green Lake Design Guidelines, 2013
Attachment 6: Greenwood/Phinney Design Guidelines, 2013

DAS CITY CLERK

Attachment 7: North District/Lake City Guidelines, 2013
Attachment 8: Morgan Junction Design Guidelines, 2013
Attachment 9: North Beacon Hill Design Guidelines, 2013
Attachment 10: Northgate Design Guidelines, 2013
Attachment 11: Othello Design Guidelines, 2013
Attachment 12: Pike/Pine Design Guidelines, 2013
Attachment 13: Roosevelt Design Guidelines, 2013
Attachment 14: South Lake Union Design Guidelines, 2013
Attachment 15: University Design Guidelines, 2013
Attachment 16: Upper Queen Anne Design Guidelines, 2013
Attachment 17: Uptown Design Guidelines, 2013
Attachment 18: Wallingford Design Guidelines, 2013
Attachment 19: West Seattle Junction Design Guidelines, 2013

SMC CITY CLERK

Pennucci / Rutzick DPD Design Guidelines Ordinance ATT 1
December 5, 2013, Version #5

Seattle Design Guidelines 2013

Introduction

What's inside:

What is Design Excellence?

Purpose of the Seattle Design Guidelines?

What Do We Value in the Built Environment?

Who is Expected to Use the Guidelines?

Reader's Guide

Introduction

For detailed information on the Design Review Program, consult any of the following sources:

- *Seattle Municipal Code Chapter 23.41*
- *Client Assistance Memo (CAM) 238B*
- *DPD website, Design Review section at http://www.seattle.gov/dpd/aboutus/whoweare/designreview/program/.*

This icon denotes additional information available related to the main text.

The Seattle Design Guidelines are the cornerstone of the City's Design Review Program and the primary tool used by the Design Review Boards for evaluating proposed new development. The overarching goal of the design guidelines—and the Design Review Program—is to foster design excellence in private development of new multifamily and commercial projects throughout the city. The guidelines also support the Design Review Program as a forum for the public to participate in discussions about new projects in their community, and as a means of allowing flexibility in the application of Land Use Code requirements. The Seattle Design Guidelines apply to all projects required to undergo design review in all areas of the city except Downtown*. There are also neighborhood-specific design guidelines for many of Seattle's neighborhoods, which work in tandem with the citywide guidelines. Applicants with projects located within a neighborhood that has neighborhood-specific guidelines are required to consult both sets of guidelines—neighborhood and citywide—in the development and review of the project design. In the event of a conflict between citywide and neighborhood guidelines, the neighborhood-specific guidelines supersede.

WHAT IS DESIGN EXCELLENCE?

Design excellence takes many forms and can be measured in various ways. Seattle is fortunate to have a rich inventory of buildings and architectural styles throughout the city developed over many decades. One measure of design excellence is the ability of new buildings to fit seamlessly into that inventory. The ability of a building to stand the test of time by remaining functional and compatible over a period of many years is yet another sign of good design. This is reflected in choices made about materials, building assembly techniques, ongoing maintenance, and the type of energy used for heating, ventilation, and cooling. Finally, a project's contribution to the public realm, not only in terms of the building itself but also in site development, landscape and public open space, can be a measure of design excellence as well.

The Seattle Design Guidelines play an important role in helping define, design, and build projects of excellence in our city through the design review process.

**For the purposes of design review, Downtown is defined as that area bounded by Denny Way on the north, Elliott Bay on the west, I-5 on the east, and Jackson Street and Dearborn Street on the south which is governed by its own set of guidelines. See the Downtown Design Review district map on the DPD website at http://www.seattle.gov/dpd/aboutus/whoweare/designreview/program/.*

PURPOSE OF THE SEATTLE DESIGN GUIDELINES

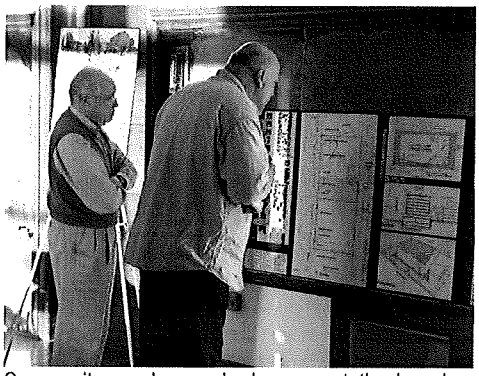
The purpose of the Seattle Design Guidelines is to define the qualities of architecture, urban design, and public space that make for successful projects and communities, and to serve as a tool for guiding individual projects to meet those expectations through the City's Design Review Program. In contrast to the very specific regulations of the City's Land Use Code (Title 23 Seattle Municipal Code), the Seattle Design Guidelines set the stage for flexibility and dialogue during project review. An applicant may be granted a departure from the Land Use Code by demonstrating that the alternate design solution better meets the intent of the design guidelines.

Although the design guidelines by themselves cannot guarantee good design, and are not intended to resolve zoning disputes or address project impacts related to parking or traffic, they are nonetheless a powerful element of the Design Review Program. Their role is to set the parameters for discussions about proposed multi-family and commercial projects. Specifically the guidelines:

- provide clarity and focus on what is important to consider in the design of projects;
- present clear performance-based statements about what we value;
- enable the dialogue that occurs in Design Review Board meetings to be as productive and efficient as possible;
- provide a common language with which to discuss the best ways to create development that contributes to an attractive, vibrant, and livable city of the future, project by project, and;
- serve as the basis for fair and consistent recommendations by the Design Review Boards, including departures from Land Use Code requirements, where it can be demonstrated that a departure would result in a development that meets or exceeds the intent of Citywide and any applicable neighborhood-specific design guidelines.

For more information about Land Use Code departures, consult SMC 23.41.012 Development standard departures (also available online through the City Clerk's Office at http://www.seattle.gov/leg/clerk/clerk.htm).

Board members listening to an applicant's presentation.



Community members reviewing presentation boards prior to the start of a meeting.

WHAT DO WE VALUE IN THE BUILT ENVIRONMENT?

The Seattle Design Guidelines provide guidance on universal design issues as well as the specific challenges faced by Seattle as it grows and changes. The underlying philosophy of the guidelines stems from acknowledgment of specific architectural and urban design qualities that are valued by the City and community members:

- architectural excellence as evidenced by an internationally-recognized design community; the existence of numerous organizations and citizen volunteers devoted to appreciation and cultivation of stellar architecture and urban design including the City's Design Review Program, Design Review Boards, and Design Commission; and a citizenry that is active in processes related to the design of individual projects and the city as a whole;
- design that preserves, reflects, or takes inspiration from the physical environment of hills, water, forests, and mountains that comprise the extraordinary setting surrounding Seattle;

Iconic Northwest images, above, lend Seattle some of its distinctive character.

- the character and cultivation of distinct neighborhoods that exist within the city, reflected in active citizen involvement in identifying and protecting historic and cultural resources that honor the city's diversity of people and cultures.

The design guidelines reflect these values through their emphasis on:

- beginning the design process with an understanding of the natural systems and features of the site and its surroundings;
- designing individual buildings within the larger context of a street, neighborhood, and city;
- drawing upon historical, cultural, and physical aspects of a site in order to develop a design that is authentic to Seattle and its neighborhoods while also embracing design innovation and creativity;
- encouraging the creation of public places as part of project design; and
- emphasizing the importance of developing a strong design concept for the project as a whole—both built and open space components.

WHO IS EXPECTED TO USE THE GUIDELINES?

The design guidelines are intended for a variety of audiences including developers, design professionals, neighbors, community members, Design Review Board members, Department of Planning and Development (DPD) staff, and the general public. Each has a specific role in the City's design review process. The guidelines provide all parties with a clear understanding of what the City urges project applicants to strive for in designing new development.

READER'S GUIDE

The design guidelines are organized around three themes: **Context and Site**; **Public Life**; and **Design Concept**. Each theme includes three to four individual guidelines. Each guideline consists of a number, a title, and a concise performance-based directive—all located at the top of the page.

Beneath each guideline is a series of design approaches and strategies to consider on a variety of topics, along with photos and/or diagrams to offer inspiration and guidance. The topics covered under each guideline represent issues specifically relevant to understanding and complying with the broader guideline and usually contain more detailed suggestions to consider.

While all projects are expected to meet and address all of the guidelines, they are not expected to apply all the approaches and strategies listed for each guideline. Not all of the approaches and strategies will be relevant to every project. Applicants, Design Review Boards, and other reviewers should use their judgment and discretion in determining which approaches and strategies are particularly applicable to a given project.

Context and Site

What's inside:

CS1. Natural Systems and Site Features
- A. Energy Use
- B. Sunlight and Natural Ventilation
- C. Topography
- D. Plants and Habitat
- E. Water

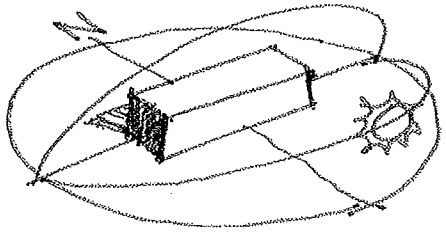
CS2. Urban Pattern and Form
- A. Location in the City and Neighborhood
- B. Adjacent Sites, Streets, and Open Spaces
- C. Relationship to the Block
- D. Height, Bulk, and Scale

CS3. Architectural Context and Character
- A. Emphasizing Positive Neighborhood Attributes
- B. Local History and Culture

CS1

Natural Systems and Site Features

Use natural systems and features of the site and its surroundings as a starting point for project design.

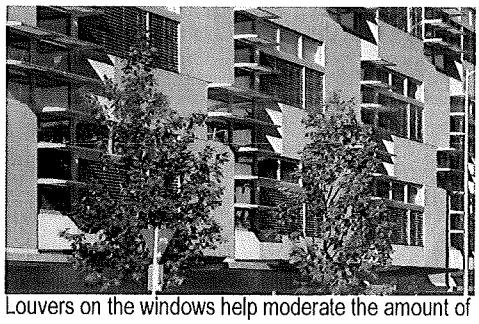


Siting longer facades east to west brings the most consistent solar exposure and daylighting into a building, providing comfortable spaces for users and potential energy savings.

The Seattle Energy Code regulates energy-use features of new and remodeled buildings. For applicable energy standards and requirements, see the code at http://www.seattle.gov/dpd/codesrules/codes/energy/overview/

See also guideline DC1.A.1 Arrangement of Uses for related guidance.

See also CS2.B1 Site Characteristics, CS2.D2 Existing Site Features, and DC2.A1 Site Characteristics and Uses for related guidance.



Louvers on the windows help moderate the amount of sunlight received into this building as do the deciduous trees.

Design Approaches and Strategies to Consider:

A. ENERGY USE

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

B. SUNLIGHT AND NATURAL VENTILATION

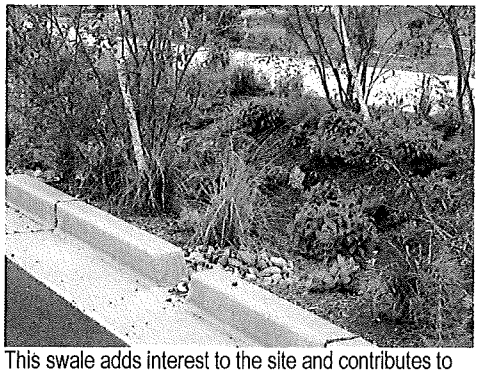
1. **Sun and Wind:** Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.
2. **Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.
3. **Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

C. TOPOGRAPHY

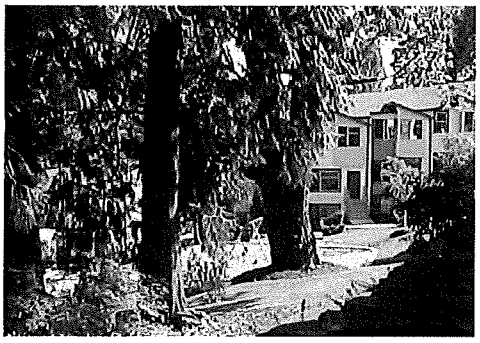
1. **Land Form:** Use the natural topography and/or other desirable land forms or features to inform the project design.
2. **Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

Removal or destruction of trees may be subject to additional review. Consult SMC 25.11 and SMC 23 for additional information.

See also DC3.C3 Habitats and Ecosystems for related guidance.



This swale adds interest to the site and contributes to on-site stormwater management. Densely landscaped with native plants, it is designed to hold street run-off and release it slowly into the stormwater system.



Mature trees are preserved and made a significant feature of the open space for this residential project.

All proposed development is reviewed for its impact on existing drainage and wastewater infrastructure. For information on Seattle Grading and Drainage Control codes visit www.seattle.gov/dpd/codesrules/codes/. The City and King County share jurisdiction and infrastructure in some parts of Seattle, a permit may also be required from King County (see King County Drainage and Wastewater Services at http://www.kingcounty.gov/environment.aspx).

D. PLANTS AND HABITAT

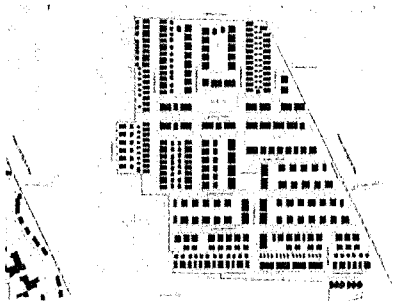
1. **On-Site Features:** Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.
2. **Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

E. WATER

1. **Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible.
2. **Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements. Features such as trees, rain gardens, bioswales, green roofs, fountains of recycled water, and/or water art installations can create movement and sound, air cooling, focal points for pedestrians, and habitats which may already be required to manage on-site stormwater and allow reuse of potable water for irrigation.

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

See also DC3.C1 Character of Open Space for related guidance.



Originally designed with long curving streets and few intersections, this development reinstated the street grid to better reflect and connect to neighboring properties.

For information about Seattle street improvements and standards, consult the Right-of-Way Improvement Manual (ROWIM) published by the Seattle Department of Transportation at http://www.seattle.gov/transportation under the "Resources" link.

See also PL1.A1 Enhancing Open Space for related guidance.

Design Approaches and Strategies to Consider:

A. LOCATION IN THE CITY AND NEIGHBORHOOD

1. **Sense of Place:** Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.
2. **Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high-profile" design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incoproate design detail, articulation and quality materials.

B. ADJACENT SITES, STREETS, AND OPEN SPACES

1. **Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.
2. **Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

This drawing appropriately shows the proposed project within a broader context in order to assess height, bulk, and scale compatibility with surrounding buildings.

Under the City's SEPA (State Environmental Policy Act) policy, multi-family and/or commercial projects with substantial height, bulk, and scale impacts will be analyzed through the design review process. Siting and design based on the principles of these guidelines will help to mitigate some of those impacts, while others may require a reduction in the height, bulk, and scale of the project. Consult SMC 25.05.675 for additional information.

Slightly unconventional, yet still familiar, the skewed gable roof forms help reduce the mass of this townhouse project and allow it to blend into a neighborhood that includes single-family houses.

See also DC2.A Massing for related guidance.

3. **Character of Open Space:** Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

C. RELATIONSHIP TO THE BLOCK

1. **Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.
2. **Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.
3. **Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

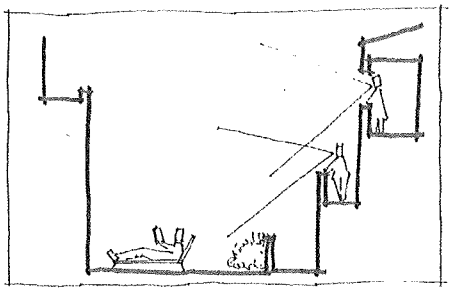
D. HEIGHT, BULK, AND SCALE

1. **Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.
2. **Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

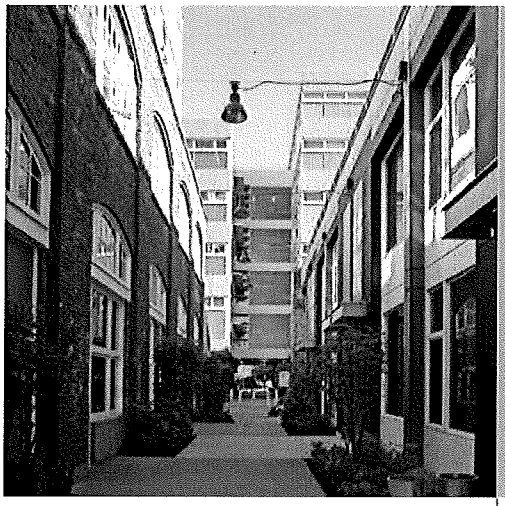
3. **Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development. Factors to consider:
   a. Distance to the edge of a less (or more) intensive zone;
   b. Differences in development standards between abutting zones;
   c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
   d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
   e. Shading to or from neighboring properties.

4. **Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.

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



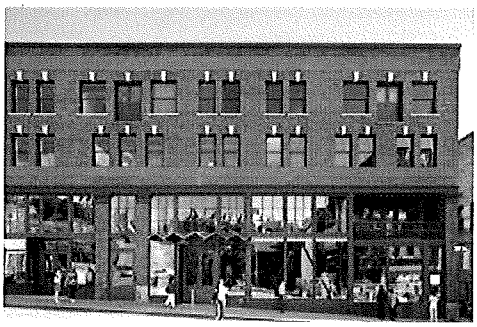
Inappropriate siting of large buildings can reduce the privacy of adjacent homes. Reducing windows and decks overlooking neighboring residential property or increasing side setbacks can increase privacy.



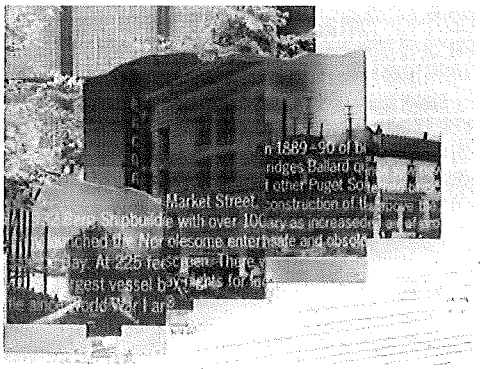
CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

See also DC2.C3 Fit with Neighboring Buildings for related guidance.



Maintaining the scale and architectural character of this 1910 building was an important element in reflecting its prior occupancy and cultural associations while updating the building for contemporary uses and opening another chapter in its history.



Artwork referencing local history at the public plaza level of this project provides a link to the past in this rapidly changing neighborhood.

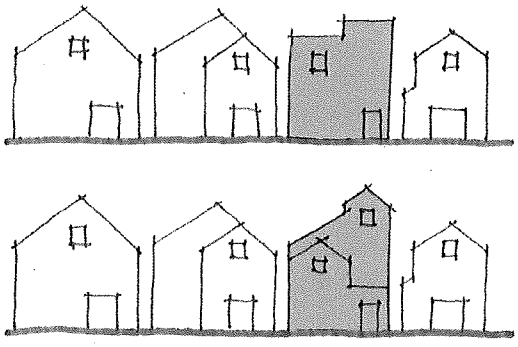
Design Approaches and Strategies to Consider:

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

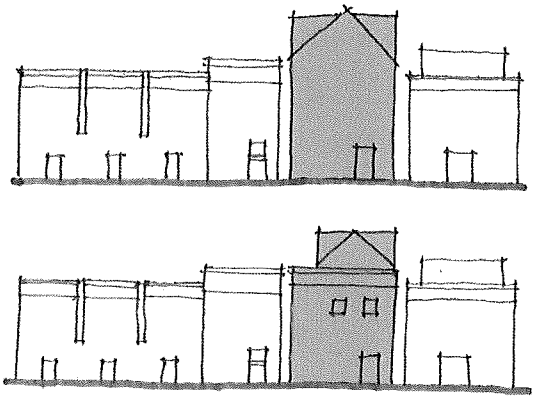
1. **Fitting Old and New Together:** Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.
2. **Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.
3. **Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.
4. **Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

B. LOCAL HISTORY AND CULTURE

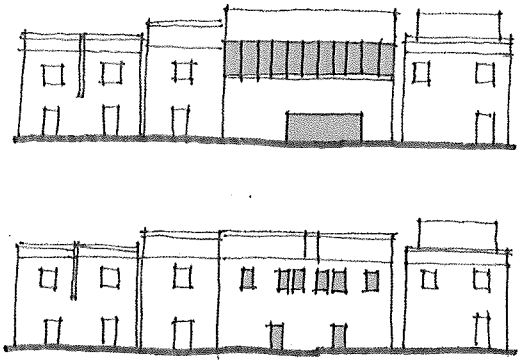
1. **Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.
2. **Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.



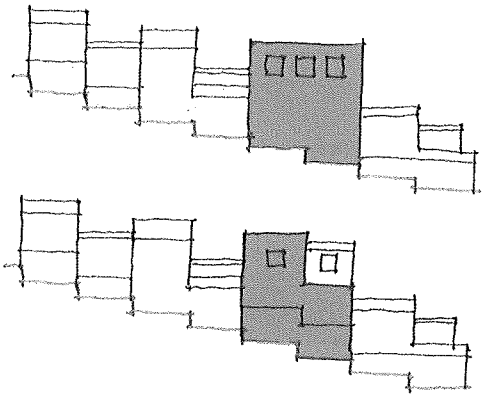
As shown in the lower figure, rooflines can reinforce the architectural character of a street.



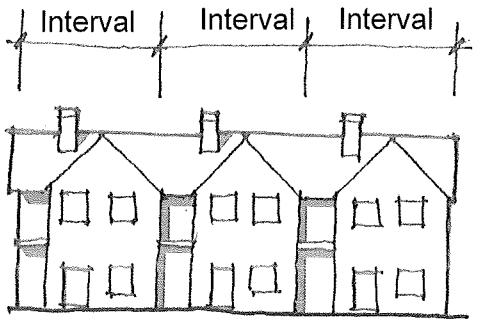
Incorporating architectural features like cornices is more compatible with adjacent buildings, by lowering the apparent, conflicting height of the building illustrated in the lower figure.



In areas that have a number of buildings that feature a distinctive architectural concept or style, referring to that organizational concept can achieve compatibility at a deeper level as shown in the lower diagram.



The pattern and proportion of windows, doors and other glazed areas (fenestration) is important in determining the building's architectural character. The lower image illustrates that by following the proportion and pattern of neighboring buildings the consistency of the overall streetscape is maintained or increased.



This building is articulated into intervals to be compatible with adjacent structures. Articulation methods include modulation, broken roof lines, building elements (chimneys, entries, etc.) and landscaping.

This mixed-use building expresses intervals through modulation, a mix of roof forms, landscaping and other elements.

This apartment building incorporates architectural elements typical of nearby buildings such as bay windows, cornice lines, double hung windows, building modulation and horizontal banding. Also, the street front landscaping helps it to better fit in an established neighborhood.

This project relates well to its neighbors by reflecting similar proportions, materials and architectural features.

Public Life

What's inside:

PL1. Connectivity
- A. Network of Open Spaces
- B. Walkways and Connections
- C. Outdoor Uses and Activities

PL2. Walkability
- A. Accessibility
- B. Safety and Security
- C. Weather Protection
- D. Wayfinding

PL3. Street-Level Interaction
- A. Entries
- B. Retail Edges
- C. Residential Edges

PL4. Active Transportation
- A. Entry Locations and Relationships
- B. Planning Ahead for Bicyclists
- C. Planning Ahead for Transit

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

See also CS2.B3 Character of Open Space for related guidance.

See also PL3.C2 Interaction, DC1.A2 Gathering Places, DC3.B3 Connections to Other Open Spaces, and DC3.B4 Multifamily Open Space for related guidance.

Two small tables with chairs suit the scale of this sidewalk perfectly and make it clear what the adjacent retail space has to offer.

The Seattle Department of Transportation (SDOT) is responsible for permitting all work in Seattle's rights-of-way (ROW). For information about ROW permitting and Seattle's street improvements and standards, consult SDOT's Street Use division page at http://www.seattle.gov/transportation/stuse_home.htm.

Design Approaches and Solutions to Consider:

A. NETWORK OF OPEN SPACES

1. **Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.
2. **Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

B. WALKWAYS AND CONNECTIONS

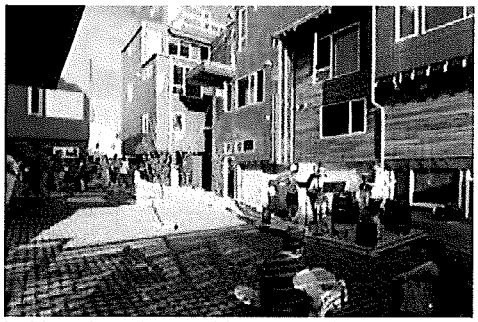
1. **Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.
2. **Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.
3. **Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

C. OUTDOOR USES AND ACTIVITIES

See also DC3.B2 Matching Uses to Conditions for related guidance.

See also DC3.B4 Multifamily Open Space for related guidance.

1. **Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.
2. **Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.
3. **Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety. These may include:
   a. seasonal plantings or displays and/or water features;
   b. outdoor heaters;
   c. overhead weather protection;
   d. ample, moveable seating and tables and opportunities for outdoor dining;
   e. an extra level of pedestrian lighting;
   f. trees for moderate weather protection and shade; and/or
   g. 24-hour wi-fi service.

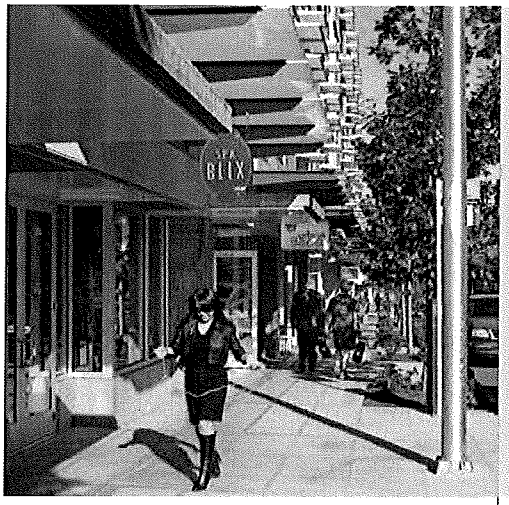


In this project a "woonerf"* creates a shared common space for both people and cars that is larger than either would have on its own. These shared spaces are practical solutions for higher-density development on tight lots.

Glazed, operable walls can be opened fully to the street, expanding the public space along this retail street.

An extra wide sidewalk is an appropriate response to an anticipated high volume of pedestrians. Weather protection, seating, plantings, bike racks, and waste cans are all comfortably accommodated in the space provided.

* woonerf: A driveway shared by pedestrians and vehicles, such as Pike Place in the Pike Place market.



PL2

Walkability

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

Design Approaches and Solutions to Consider:

A. ACCESSIBILITY

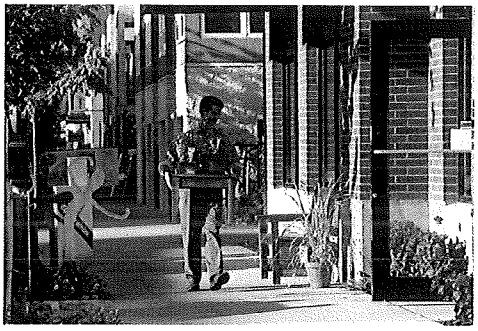
1. **Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate "back door" entrances for persons with mobility limitations.
2. **Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges. Examples include exterior stairs and landings, escalators, elevators, textured ground surfaces, seating at key resting points, through-block connections, and ramps for wheeled devices (wheelchairs, strollers, bicycles).

See also PL3.C1 Security and Privacy, PL4.B2 Bike Amenities for related guidance.

B. SAFETY AND SECURITY

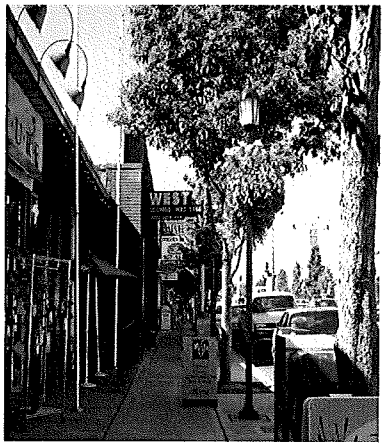
1. **Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.
2. **Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.
3. **Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

See also DC4.C Lighting for related guidance.



Activity on this urban sidewalk is easily monitored from the many entries and windows fronting the street. A variety of potted plants, artwork, and other amenities give the sidewalk a strong residential character and scale.

See also PL4.B2 Bike Amenities, PL4.C2 Transit Amenities for related guidance.



Even this relatively narrow sidewalk has clearly demarcated zones for street trees, pedestrians, and retail-related elements, making it a pleasant place to stroll.

See also DC4.B2 Coordination with Project Design for related guidance.

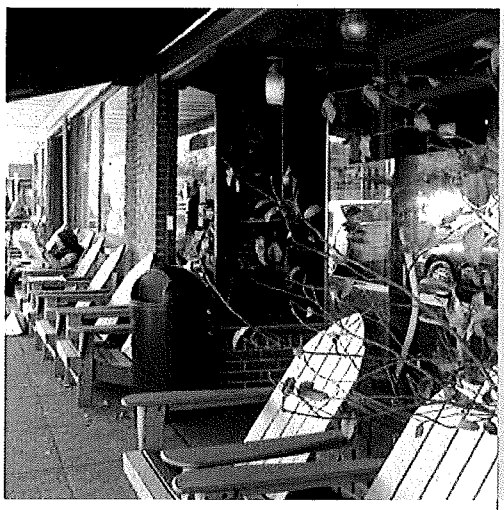
This transparent canopy provides identity and weather protection at the building entry while ensuring that light will filter through to the space below.

C. WEATHER PROTECTION

1. **Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.
2. **Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.
3. **People-Friendly Spaces:** Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the façade. If transparent canopies are used, design to accomodate regular cleaning and maintenance.

D. WAYFINDING

1. **Design as Wayfinding:** Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.



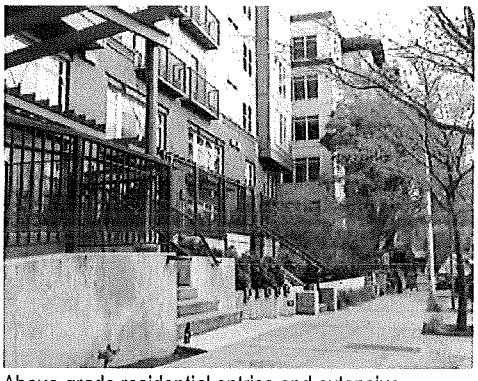
PL3

Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

See also PL4.A Entry Locations and Relationships for related guidance.

Generously sized plazas and sidewalks, lush plantings, a variety of paving materials, colorful signs and storefronts, good lighting, and plenty of seating greatly encourage year round activity at this popular shopping area.



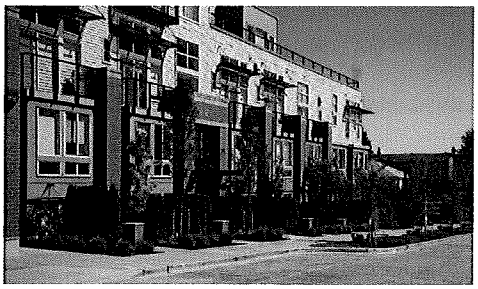
Above-grade residential entries and extensive detailing provide privacy for residents and clearly demarcate the private, semiprivate, and public areas along this sidewalk.

Design Approaches and Solutions to Consider:

A. ENTRIES

1. **Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.
   a. **Office/commercial lobbies** should be visually connected to the street through the primary entry and sized to accommodate the range and volume of foot traffic anticipated;
   b. **Retail entries** should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.
   c. **Common entries to multi-story residential buildings** need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.
   d. **Individual entries to ground-related housing** should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.
2. **Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as:
   a. overhead shelter: canopies, porches, building extensions;
   b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks;
   c. ground surface: seating walls; special paving, landscaping, trees, lighting; and

Well detailed landscaping promotes a successful transition from public to private space.

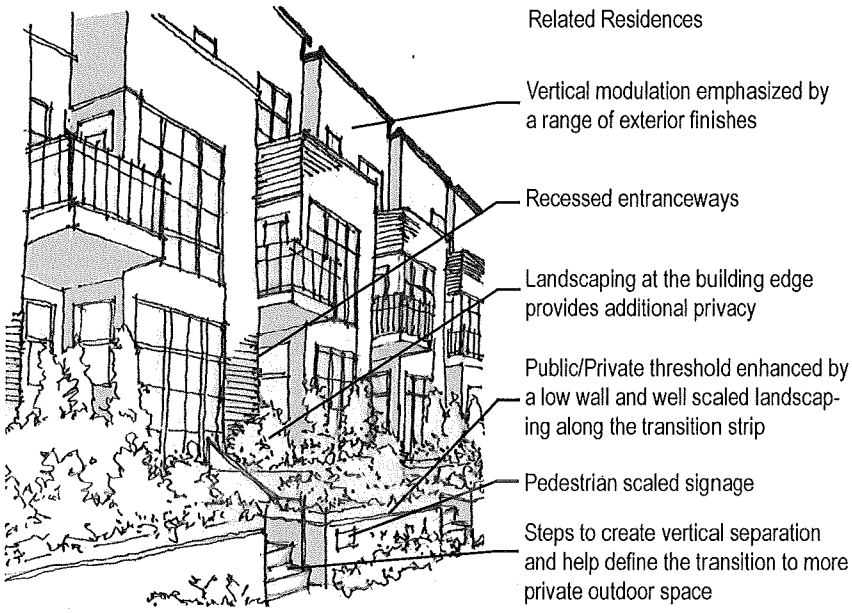


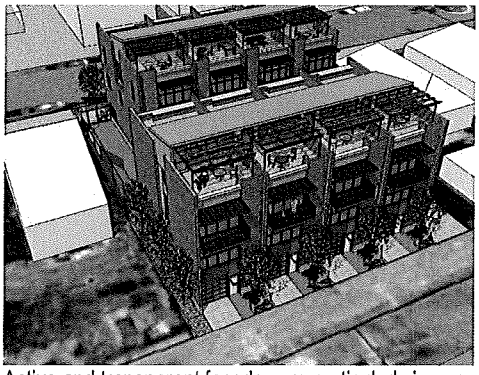
Repetitive vertical elements help define individual ground related residences.

d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting.

B. RESIDENTIAL EDGES

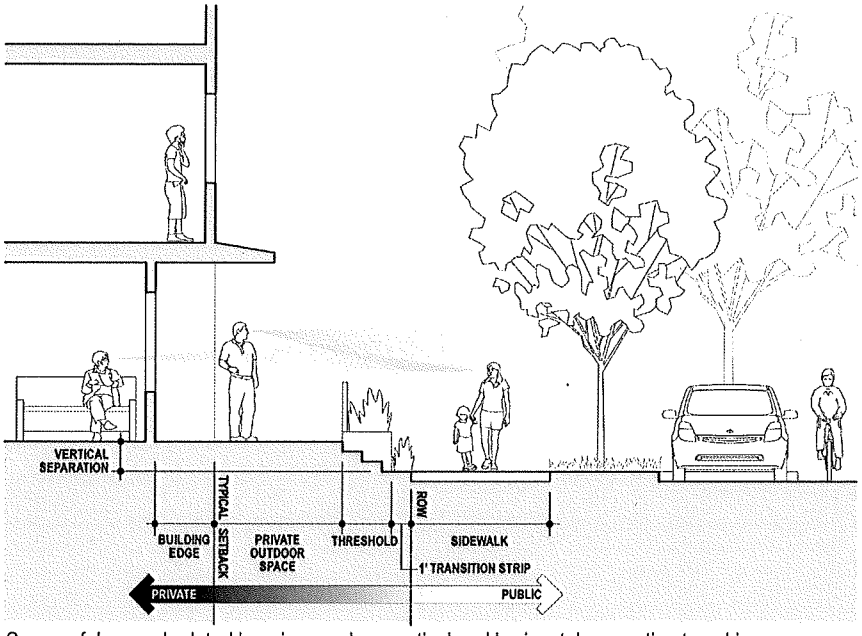
1. **Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.
2. **Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1, design strategies include:
   a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries;
   b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and
   c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy.





Active and transparent facades are particularly important in the design of live/work residences.

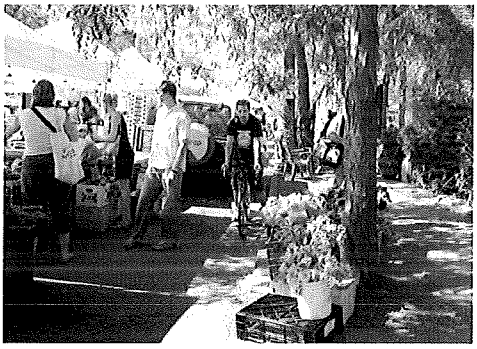
3. **Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences that are required to orient the non-residential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.
4. **Interaction:** Provide opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children's play equipment, and space for informal events in the area between buildings as a means of encouraging interaction.



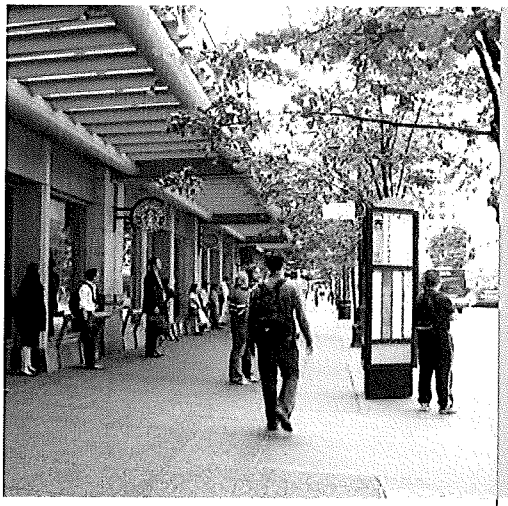
Successful ground related housing employs vertical and horizontal separation to achieve an appropriate transition from public to private property.

C. RETAIL EDGES

1. **Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.
2. **Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
3. **Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.



This farmer's market spills over into the street creating a crowded, but lively and entertaining urban open space where residents, vendors, artists, and musicians all gather and mix. Shop owners often bring their wares into the street as well, further adding to the diversity of people and goods.



PL4
Active Transportation

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

Design Approaches and Solutions to Consider:

A. ENTRY LOCATIONS AND RELATIONSHIPS

1. **Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.
2. **Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

See also PL3.A1 Entries for related guidance.

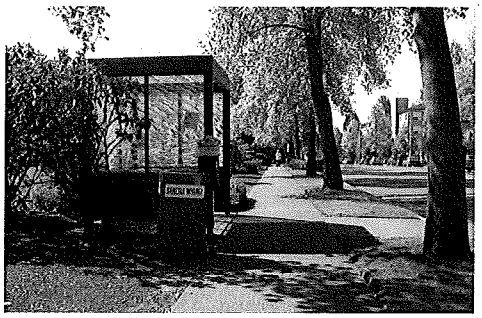
B. PLANNING AHEAD FOR BICYCLISTS

1. **Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.
2. **Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.
3. **Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

See also PL2.B1 Safety and Security, PL2.C1 Weather Protection for related guidance.

A simple bike rack, well-located, makes it possible for this bicyclist to lock his/her bike just outside a shop and quickly and efficiently accomplish a neighborhood errand.

See also PL2.C1 Locations and Coverage for related guidance.



Transit amenities needn't be grand or expensive to be effective. This Metro shelter provides just enough to meet the needs of transit patrons who are waiting for their ride--weather protection, a place to sit, some vegetation, and a newspaper vending machine.

At this busy transit stop, special paving subtly demarcates separate areas for transit patrons and pedestrians as a way of managing high volumes of people on the sidewalk.

C. PLANNING AHEAD FOR TRANSIT

1. **Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking, and/or suggest logical locations for building entries, retail uses, open space, or landscaping. Take advantage of the presence of transit patrons to support retail uses in the building.
2. **On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders. Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users. Similarly, keep lines of sight to approaching buses or trains open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users.
3. **Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

Design Concept

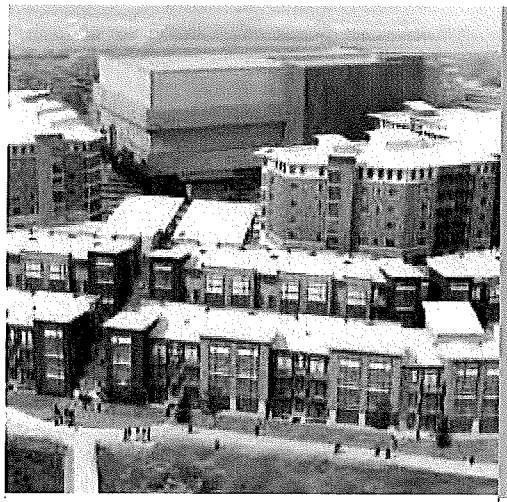
What's inside:

DC1. Project Uses and Activities
- A. Arrangement of Interior Uses
- B. Vehicular Access and Circulation
- C. Parking and Service Uses

DC2. Architectural Concept
- A. Massing
- B. Architectural and Façade Composition
- C. Secondary Architectural Features
- D. Scale and Texture
- E. Form and Function

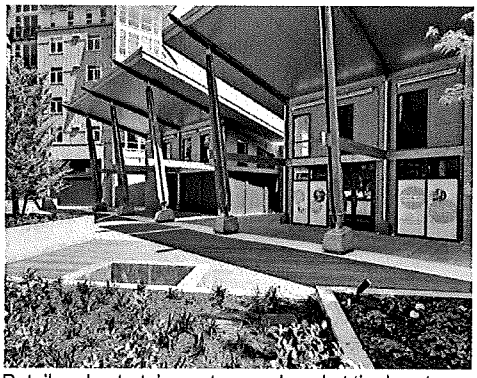
DC3. Open Space Concept
- A. Building-Open Space Relationship
- B. Open Spaces Uses and Activities
- C. Design

DC4. Materials
- A. Exterior Elements and Finishes
- B. Signage
- C. Lighting
- D. Trees, Landscape and Hardscape Materials



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

See also PL1.C2 Outdoor Uses and Activities, DC3.A Building-Open Space Relationships for related guidance.



Retail and entertainment uses placed at the heart of this development enliven the entire project and provide a central space for people—residents and visitors—to gather.

See also DC2.E1 Legibility and Flexibility for related guidance.

For information about Seattle access and parking requirements, consult SMC Chapter 23.54 Quantity and Design Standards for Access and Off-Street Parking at http://clerk.ci.seattle.wa.us/~public/toc/23-54.htm.

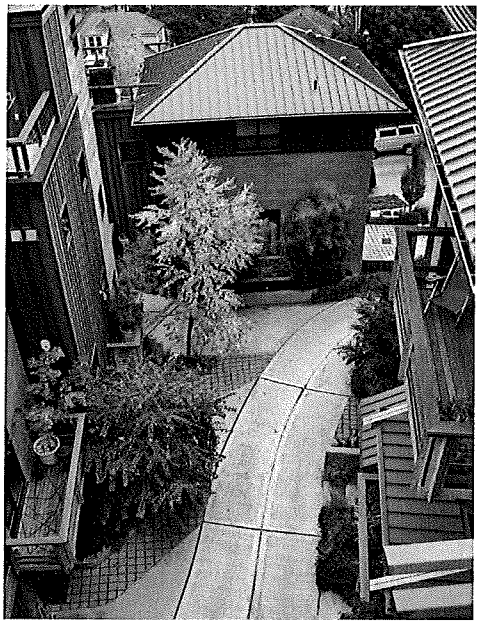
Design Approaches and Solutions to Consider:

A. ARRANGEMENT OF INTERIOR USES

1. **Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.
2. **Gathering Places:** Maximize the use of any interior or exterior gathering spaces by considering the following:
   a. a location at the crossroads of high levels of pedestrian traffic;
   b. proximity to nearby or project-related shops and services; and
   c. amenities that complement the building design and offer safety and security when used outside normal business hours.
3. **Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.
4. **Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

B. VEHICULAR ACCESS AND CIRCULATION

1. **Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:
   a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
   b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or



This internal "street" not only provides access to all housing units, but also serves as interior open space and as a multipurpose area when residents want to gather together.

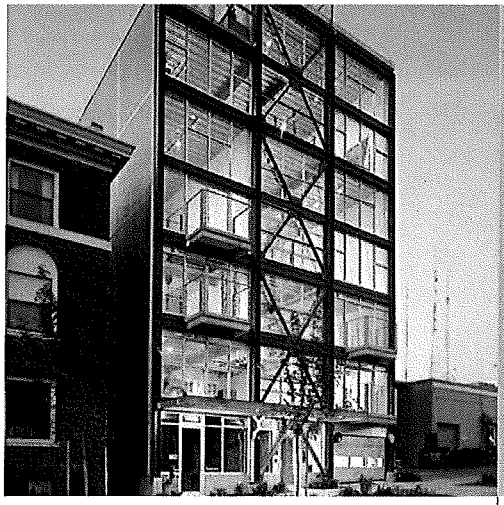
c. employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

2. **Facilities for Alternative Transportation:** Locate any facilities for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles in prominent locations that are convenient and readily accessible to expected users.

C. PARKING AND SERVICE USES

1. **Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.
2. **Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.
3. **Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.
4. **Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.

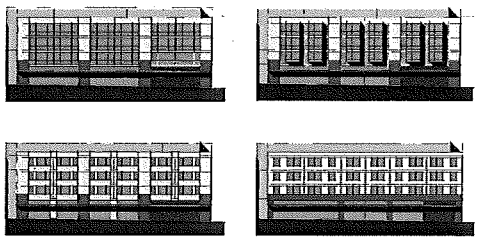
The parking garage entrance to this building has been carefully designed so as not to dominate the pedestrian entrance at the corner of the building, but still provide clear cues to motorists on where to enter. The pillars and planting areas signal to both pedestrians and motorists that the driveway is where the modes cross and therefore requires extra awareness and caution.



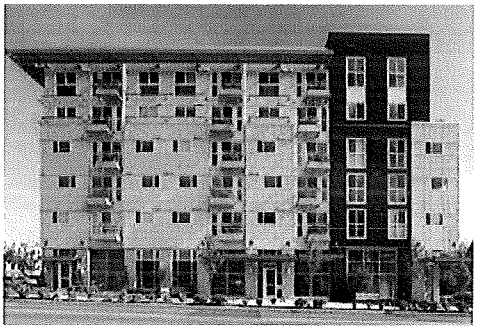
DC2
Architectural Concept

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

See also CS2.D4 Massing Choices for related guidance.



The four different facade designs above demonstrate how the placement of secondary architectural features can have a tremendous impact of the character and scale of a building.



Well-balanced horizontal and vertical elements create a pleasing façade that adds interest to the massing of this full-block, mixed-use project.

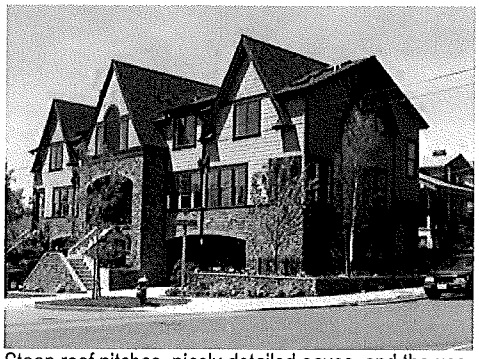
Design Approaches and Solutions to Consider:

A. MASSING

1. **Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.
2. **Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

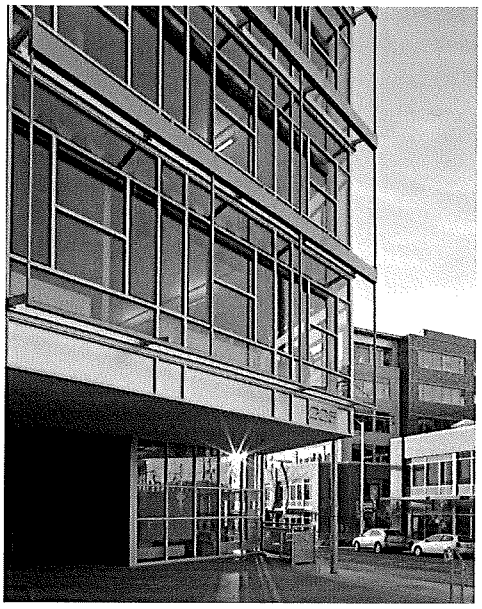
B. ARCHITECTURAL AND FAÇADE COMPOSITION

1. **Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.
2. **Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians. These may include:
   a. newsstands, ticket booths and flower shops (even if small or narrow);
   b. green walls, landscaped areas or raised planters;
   c. wall setbacks or other indentations;
   d. display windows; trellises or other secondary elements;
   e. art as appropriate to area zoning and uses; and/or



Steep roof pitches, nicely detailed eaves, and the use of a variety of materials all give this corner property a strong presence in a neighborhood of traditional houses.

See also CS3.A1 Fitting Old and New Together for related guidance.



Sunshades and window mullions give texture and human scale detailing to this glass curtain-wall building.

See also DC1.A3 Flexibility for related guidance.

f. terraces and landscaping where retaining walls above eye level are unavoidable.

C. SECONDARY ARCHITECTURAL FEATURES

1. **Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.
2. **Dual Purpose Elements:** Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.
3. **Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors, such as:
   a. considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials,
   b. using trees and landscaping to enhance the building design and fit with the surrouding context, and/or
   c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions—or similar ones—might be a good fit for the project and its context.

D. SCALE AND TEXTURE

1. **Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.
2. **Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

E. FORM AND FUNCTION

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

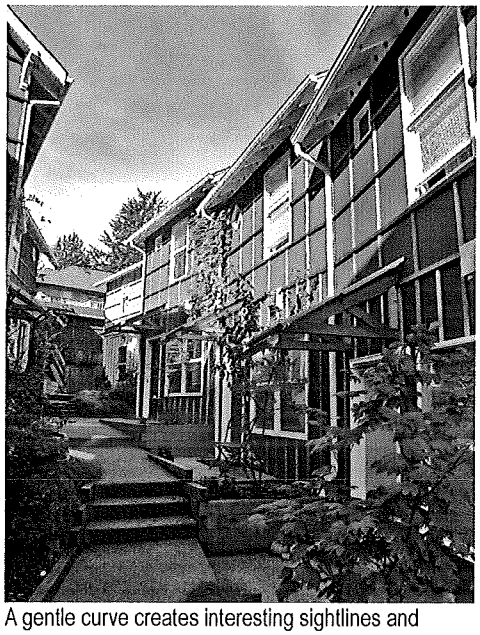
DC3
Open Space Concept

Integrate open space design with the design of the building so that each complements the other.

See also DC1.A4 Views and Connections for related guidance.

See also PL1.C1 Selecting Activity Areas for related guidance.

See also PL1.A2 Adding to Public Life, PL1.C2 Informal Community Uses, and DC1.A2 Gathering Places for related guidance.



A gentle curve creates interesting sightlines and makes the space seem larger than it is along this shared walkway.

Design Approaches and Solutions to Consider:

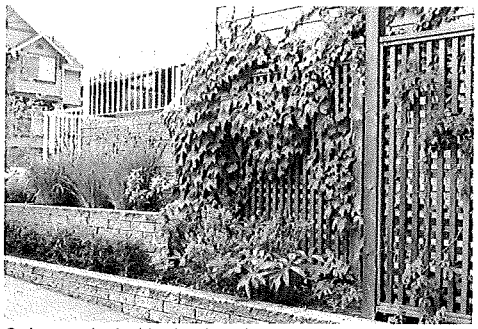
A. BUILDING-OPEN SPACE RELATIONSHIP

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

B. OPEN SPACE USES AND ACTIVITIES

1. **Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.
2. **Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. For example, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind. Build flexibility into the design in order to accommodate changes as needed; e.g. a south-facing courtyard that is ideal in spring may become too hot in summer, necessitating a shift of outdoor furniture to a shadier location for the season.
3. **Connections to Other Open Space:** Site and design project-related open spaces should connect with, or enhance, the uses and activities of other nearby public open space where appropriate. Look for opportunities to support uses and activities on adjacent properties and/or the sidewalk.
4. **Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbeques, resident meetings, and crafts or hobbies.

See also CS2.A1 Character and Open Space and CS2.B3 Surrounding Open Space for related guidance.



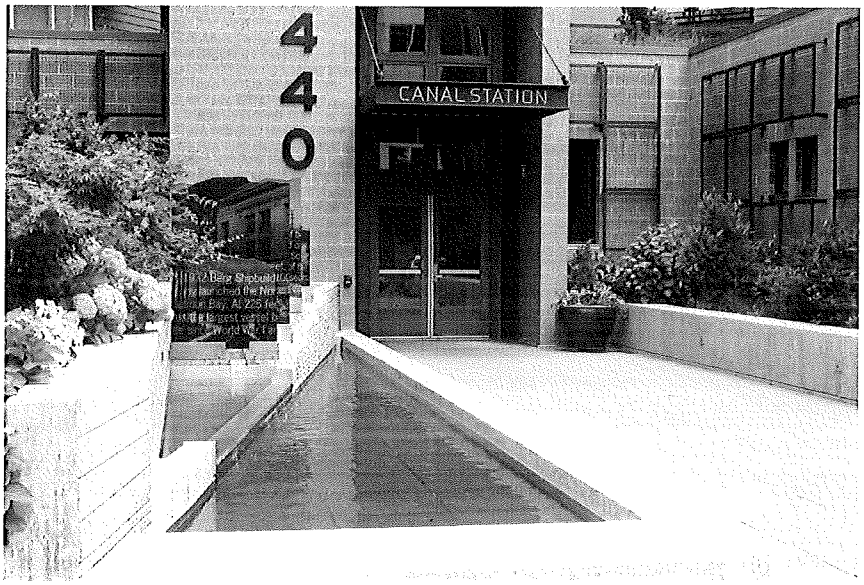
Going vertical with plantings is especially useful where space is at a premium--a wall of green still makes an impact.

See also CS1.D1 On-site Features and CS1.D2 Restoring Habitats for related guidance.

C. DESIGN

1. **Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept, where appropriate, that other projects can build upon in the future.
2. **Amenities and Features:** Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays.
3. **Support Natural Areas:** Create an open space design that retains and enhances on-site natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife. If the site contains no natural areas, consider an open space design that offers opportunities to create larger contiguous open spaces and corridors in the future with development of other public or private projects.

Although small, this elegantly detailed and appointed interior courtyard is a perfect complement to the architecture of the surrounding building.



A reflecting pool leads the eye straight to the entry while other open space elements--trellises, raised beds, and artwork--create several smaller open spaces each with its own character in this relatively small open space off the street.

DC4
Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.

Design Approaches and Solutions to Consider:

A. BUILDING MATERIALS

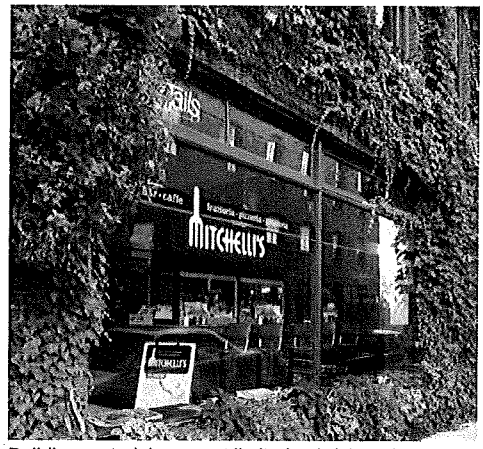
1. **Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.
2. **Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be especially attractive, well crafted and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

B. SIGNAGE

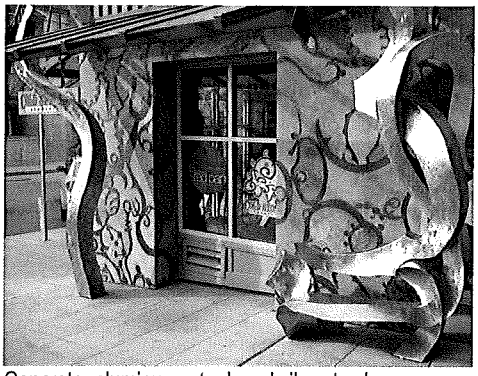
1. **Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.
2. **Coordination With Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

Small shops each with their own sign make for a colorful and vibrant-street presence that exemplifies Ballard's healthy urban life. Other areas may be better suited to a more restrained and coordinated palette of signs. Either way, signs play a large role in a project's character.

See also PL2.D1 Design as Wayfinding for related guidance.



Building materials are not limited to brick and mortar—this building covered almost entirely with a variety of plants is literally a green façade.


Concrete, aluminum, steel, and vibrant colors combine here for a dramatic street presence.

C. LIGHTING

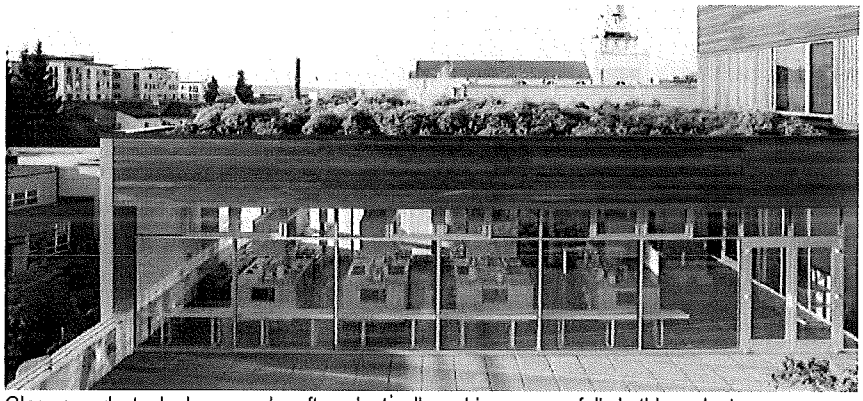
1. **Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.
2. **Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

1. **Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.
2. **Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.
3. **Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended. It may be necessary to create a landscaping plan for various stages of plant maturity, such as 5, 10, and 20 year plans in order to ensure the landscaping will perform and function as needed over the life of the project.
4. **Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

E. PROJECT ASSEMBLY AND LIFESPAN

1. **Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.


Glass, wood, steel, glass—and rooftop plants all combine successfully in this project.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 2
November 22, 2013
Version #3

Admiral
Design Guidelines
2013

Attachment 2 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Admiral Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Admiral Residential Urban Village as reflected in Map 1 (page iv). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying citywide except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

These guidelines reveal the character of the Admiral neighborhood as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Admiral Design Guidelines were developed by community members and design consultants, and adopted in 2002. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Guidelines at a Glance

The Admiral Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Admiral Residential Urban Village as reflected in Map 1 (page iv). These guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by the Admiral Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Admiral Design Guidelines in 2002.

Context and Site

CS1. Natural Systems and Site Features .....yes
Respond to Site Characteristics (former A-1)

CS2. Urban Pattern and Form .....yes
Streetscape Compatibility (former A-2)
Respect for Adjacent Sites (former A-5)
Corner Lots (former A-10)
Height, Bulk and Scale Compatibility (former B-1)

CS3. Architectural Context and Character .....yes
Architectural Context (former C-1)

Public Life

PL1. Connectivity .....no

PL2. Walkability .....yes
Entrances Visible from the Street (former A-3)
Pedestrian Open Spaces and Entrances (former D-1)

PL3. Street-Level Interaction .....yes
Human Activity (former A-4)
Transition Between Residence and Street (former A-6)

PL4. Active Transportation .....no

Design Concept

DC1. Project Uses and Activities .....yes
Parking and Vehicle Access (former A-8)
Location of Parking on Commercial Street Fronts (former A-9)
Blank Walls (former D-2)
Retaining Walls (former D-3)
Visual Impacts of Parking Structures (former D-5)
Screening of Dumpsters, Utilities and Service Areas (former D-6)

DC2. Architectural Concept .....no

DC3. Open Space Concept .....yes
Residential Open Space (former A-7)
Landscaping to Enhance the Building and/or Site (former E2)

DC4. Exterior Elements and Finishes .....no

Admiral Neighborhood Context and Priority Issues

The Admiral Neighborhood consists primarily of single-family houses and some multi-family buildings in proximity to the business district. The Admiral Residential Urban Village 1998 Plan calls for a continuation of this development pattern, envisioning a graceful accommodation of a diverse mix of businesses and residences. In keeping with this, new developments are expected to build upon desirable elements of the area's existing character, and the Admiral Design Guidelines include the following key objectives:

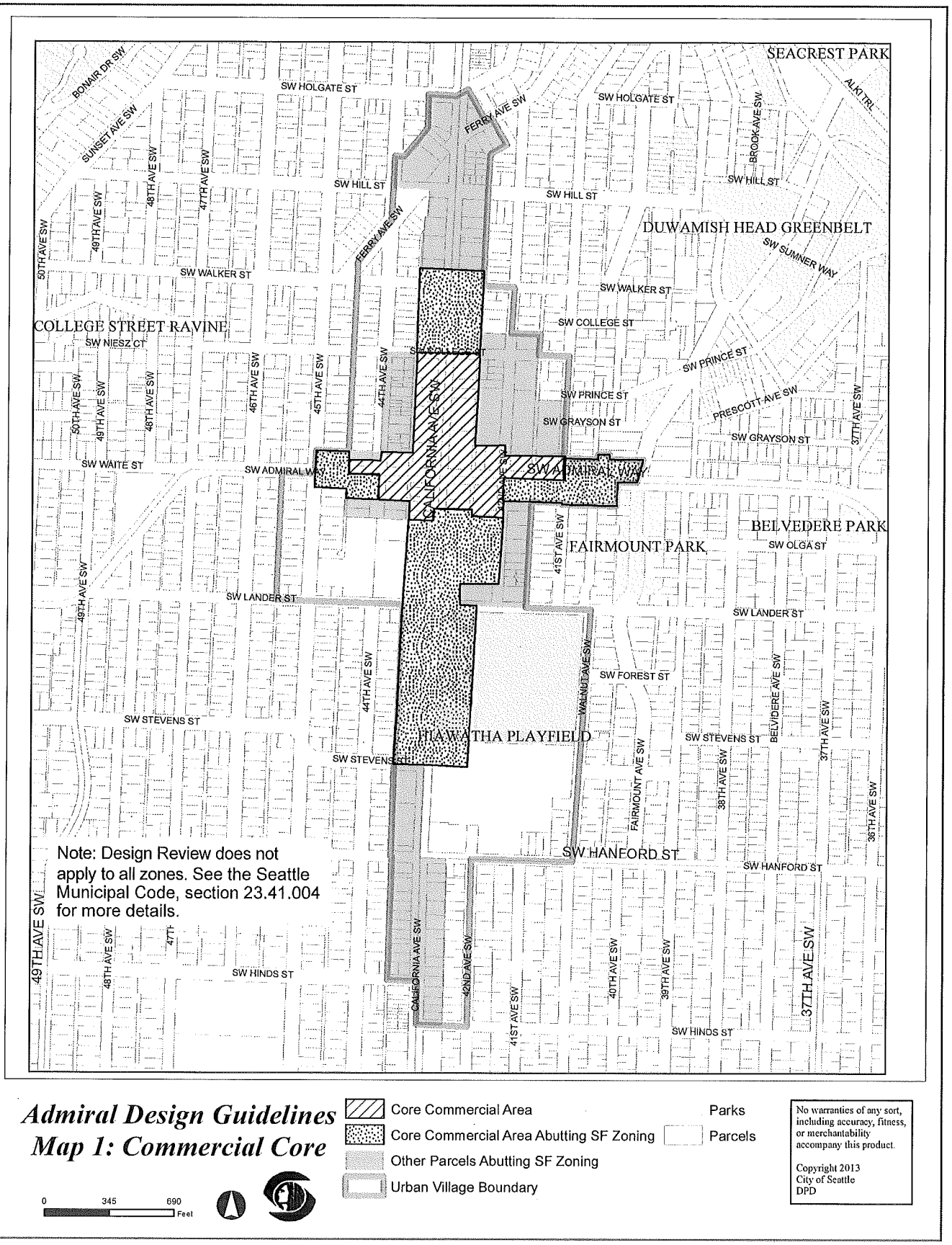
- Identification of elements of the Admiral Residential Urban Village's existing character that should be referred to in new development proposals;
- Connections between key places that should be maintained and enhanced;
- Zone edge conditions between residential and mixed-use/commercial structures that call for a sensitive transition in height, bulk and scale; and
- Provision of public spaces that accommodate pedestrian activity and encourage interaction.

Variation in the intensity of development and types of uses exists within the Admiral neighborhood. For the purposes of these design guidelines, the Admiral Residential Urban Village—the boundaries of which define the applicability of the Admiral Design Guidelines—is composed of four sub-areas:

- parcels in the Core Commercial Area (CCA);
- parcels Abutting Single Family Zoning (PASF);
- parcels that are both in the Commercial Core Area and Abut Single Family Zoning (PASF in CCA); and
- all other Non-Single Family Parcels (Non SF).

The applicability and importance of these design guidelines have been prioritized for each of the sub-areas listed above. After some of the guidelines, a table is inserted that corresponds with the design guidelines. A checkmark denotes a high priority for that particular guideline in the respective sub-area. However, guidelines that are not identified as a high priority must still be addressed.

The Core Commercial Area is anticipated to receive the largest amount of new development in the neighborhood. Occupying both sides of the street on California Avenue SW from SW Walker St. to SW Stevens St. and Admiral Way SW from 40th Ave. SW. to 45th Ave. SW, the area is zoned primarily NC2-40, interrupted with small Lowrise zones on Admiral Way SW from 40th to 42nd and 44th to 45th Avenues SW (see Map 1, page iv). The current architectural context is characterized by a relatively small scale of buildings ranging from one- to three-stories, with a few larger, neighborhood-serving structures. The business district works well as a town center, with a mix of uses (grocery stores, community center, school, movie theater, churches and playground) provided in a compact area, all within walking distance of each other and the immediate surrounding residential area. This provides an excellent framework to be strengthened and enhanced by new development.



Admiral Design Guidelines
Map 1: Commercial Core

Core Commercial Area
Core Commercial Area Abutting SF Zoning
Other Parcels Abutting SF Zoning
Urban Village Boundary
Parks
Parcels

0 345 690 Feet

No warranties of any sort, including accuracy, fitness, or merchantability accompany this product.

Copyright 2013
City of Seattle
DPD

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

Where appropriate, consider using significant building setbacks and modulation to increase solar exposure to the site, and to preserve solar exposure to the surrounding area.

Admiral Supplemental Guidance

I. Respond to Site Characteristics

The siting of buildings should respond to specific conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

i. Solar Orientation

Preserving solar exposure in Single Family zones is an important design consideration. Compose the structure's massing to enhance solar exposure for the project, minimize shadow impacts on adjacent structures, and enhance solar exposure for public spaces.

Sub-area high priority:

Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√

ii. Existing Vegetation

Site buildings to preserve and respect existing vegetation of exceptional quality, as defined by its species, size, and/or neighborhood significance (i.e. how it creates a sense of place). Such vegetation should be retained unless a reasonable use of the property (comparable to the allowable floor area permitted by the zone's development standards) is compromised.

Sub-area high priority:

Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.

Desirable pattern and scale of commercial storefronts.

Admiral Supplemental Guidance

I. Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

II. Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings. Consider the following methods:

i. Reduce the number of windows and decks on proposed buildings that overlook neighboring residences.

Sub-area high priority:

Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√

ii. Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences.

Sub-area high priority:

Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

iii. Stagger windows to not align with adjacent windows and minimize the impact of windows in living spaces that may infringe on the privacy of adjacent residents.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

III. Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

IV. Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

Where appropriate, consider using the following methods to provide a sensitive transition to less intensive zones:

i. Provide a sensitive transition to less intensive zones by reducing the appearance of bulk by setting back upper floors using methods described in the Seattle Design Guidelines, CS2.

Sub-area high priority:

Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

ii. Use architectural styles and details (such as roof lines or fenestration), color or materials derivative from surrounding, less intensive structures.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

iii. Locate features such as required open space on the zone edge to create further separation and buffering from the lower intensive zone.

iv. Articulate the building facades vertically or horizontally in intervals that conform to the existing structures or platting pattern in the vicinity.

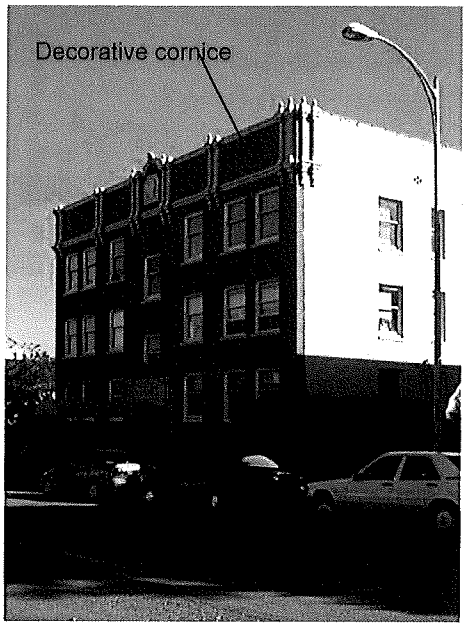
Sub-area high priority:

Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.



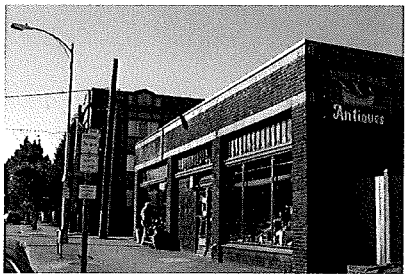
Residential: traditional building entry: a canopy and architectural details around the door call attention to the building's primary entrance. Residential fenestration with sash windows and sills is appropriately scaled.

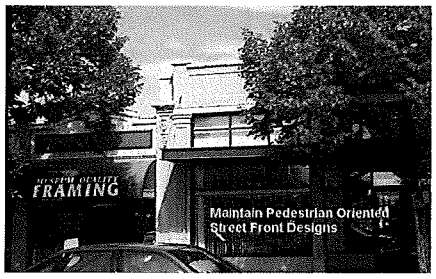
Residential: a varied parapet and cornice adds architectural interest.

Admiral Supplemental Guidance

I. Architectural Context

There is an established scale within the Admiral Residential Urban Village, characterized by one- to three-story structures. The buildings shown on this page are noteworthy Admiral residential and commercial buildings, from which new developments can take architectural cues:





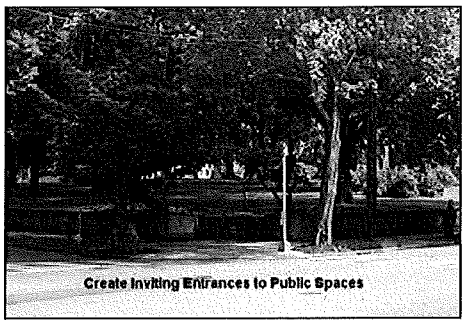
Commercial: both buildings feature well-scaled base courses, transoms, and street-level display windows.

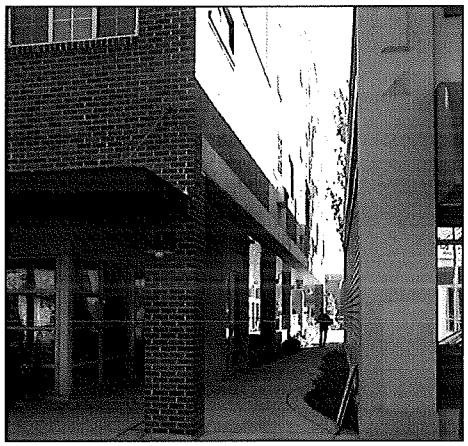
PL2 Walkability

Citywide Guideline:

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

A receptive and identifiable pedestrian entry.





Example of pedestrian access into and through the site from the public sidewalk. This is a particularly important consideration for large development sites.

Admiral Supplemental Guidance

I. Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels both in the CCA and Abut SF Zoning	√

II. Pedestrian Open Spaces and Entrances

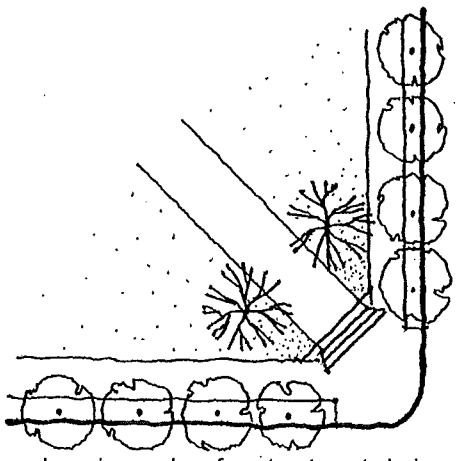
Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

i. Provide visual and pedestrian access (including barrier-free access) into the site from the public sidewalk.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels both in the CCA and Abut SF Zoning	√

As an iconic neighborhood building, the theater exhibits several - albeit embellished - pedestrian-friendly elements. The open, visually engaging entrance from the sidewalk promotes activity in the heart of the Admiral business district.



Landscaping and surface treatments help to highlight a primary entry.

ii. Provide landscaping that screens undesirable elements, such as surface parking lots and dumpsters, or that enhances the space and architecture. Design screening to provide clear visibility into parking areas to promote personal safety.

iii. Provide visible signage identifying building addresses at the entrance(s) as a functional and aesthetic consideration.

Sub-area high priority:

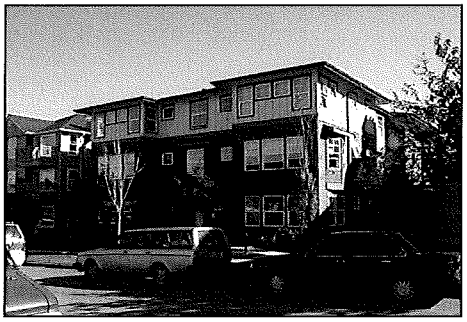
Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

PL3 Street-Level Interaction

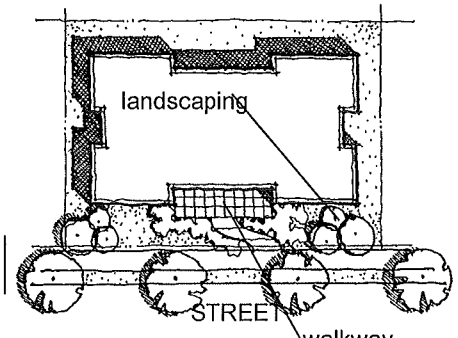
Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

Activity that 'spills out' from the business to the sidewalk is encouraged.



An appropriate setback for a multifamily building from the sidewalk.



appropriate front setback depth

walkway from building entrance to the sidewalk

Admiral Supplemental Guidance

I. Human Activity

New development should be sited and designed to encourage human activity on the street.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels both in the CCA and Abut SF Zoning	√

II. Transition Between Residences and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

i. Consider setting residential projects, or the residential portion of a mixed-use project, back from the street.

Sub-area high priority:

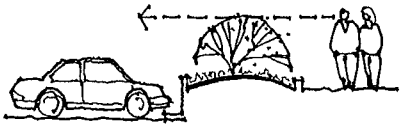
Parcels Abutting SF Zoning	√

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

When locating surface parking near sidewalks and other pedestrian areas is unavoidable, consider methods and treatments that greatly obscure views into the parking area from the public realm.



Admiral Supplemental Guidance

I. Parking and Vehicular Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

i. Locate surface parking and access to parking at rear of lot. If this is not possible, locate parking in lower level or less visible portion of the site.

ii. Reduce the scale of larger parking lots to give the perception of smaller ones.

iii. Minimize the number and width of driveways and curb cuts.

Sub-area high priority:

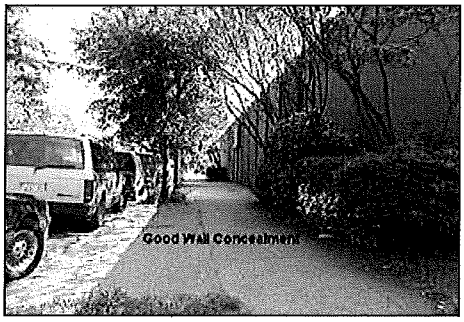
Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

II. Location of Parking on Commercial Street Fronts

Parking on a commercial street front should be minimized and where possible should be located behind a building.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√



An effective treatment of a blank wall.

III. Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

i. Employ small setbacks, indentations or other means of breaking up the wall surface into human-scaled intervals.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

IV. Retaining Walls

Retaining walls near a public sidewalk that extends higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape. A textured surface or inlaid material is encouraged, especially when the wall is near a public sidewalk.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

V. Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

i. Visually integrate the parking structure with adjacent buildings.

ii. Where feasible, consider setting back a portion of the parking structure to allow for the retention of an existing significant tree.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

VI. Screening of Dumpsters, Utilities and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

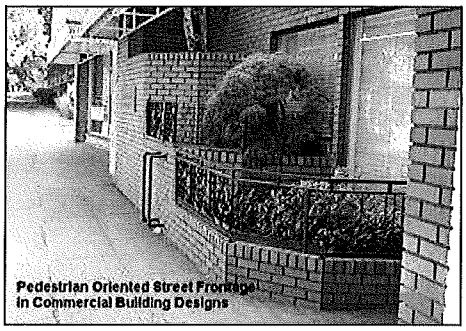
Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

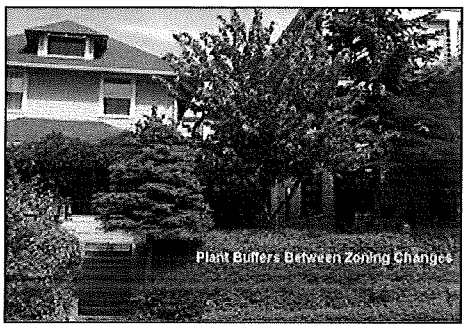
DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.



Landscaping that is integrated into the design of the building.



Landscaping as an effective buffer between buildings.

Admiral Supplemental Guidance

I. Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space:

i. Consider the types of residents the project will likely attract, and design open spaces that meet the needs of all residents - both for communal and private enjoyment.

ii. Site outdoor spaces to take advantage of sunlight as much as possible.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

II. Landscaping to Enhance the Building and/or Site

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

i. Soften the form of the building by screening blank walls. The west wall of the Thriftway on 42nd Avenue SW is a good example of this type of treatment.

Sub-area high priority:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA and Abut SF Zoning	√
All Other Non-SF Parcels	√

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 3
November 22, 2013
Version #3

Ballard Municipal Center Master Plan Area

Design Guidelines

2013

Attachment 3 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. These guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Ballard Municipal Center (BMC) Master Plan Boundary as reflected in Map 1 (page vi). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying citywide except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seatle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

These guidelines reveal the character of the Ballard neighborhood as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Ballard Muncipal Center Master Plan Area Design Guidelines (Ballard Design Guidlines) were developed by community members and design consultants, and adopted in 2001. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Guidelines at a Glance

The Ballard Municipal Center Master Plan Area Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the BMC Master Plan Area Boundary as reflected in Map 1 (page vi). These guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by the Ballard Municipal Center Master Plan Area Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Ballard guidelines in 2001.

Context and Site

CS1. Natural Systems and Site Features .....no

CS2. Urban Pattern and Form .....yes
- Site Context
- Responding To Site Characteristics (former A-1)
- Streetscape Compatibility (former A-2)
- Height, Bulk and Scale Compatibility (former B-1)

CS3. Architectural Context and Character .....no

Public Life

PL1. Connectivity .....no

PL2. Walkability .....yes
- Entrances Visible From the Street (former A-3)
- Human Activity (former A-4)
- Pedestrian Open Spaces and Entrances (former D-1)

PL3. Street-Level Interaction.....yes
- Transition Between Residence and Street (former A-6)

PL4. Active Transportation .....no

Design Concept

DC1. Project Uses and Activities .....yes
- Parking and Vehicle Access (former A-8)
- Blank Walls (former D-2)
- Visual Impacts of Parking Structures (former D-5)
- Screening of Dumpsters, Utilities and Services (former D-6)

DC2. Architectural Concept .....yes
- Architectural Context (former C-2)

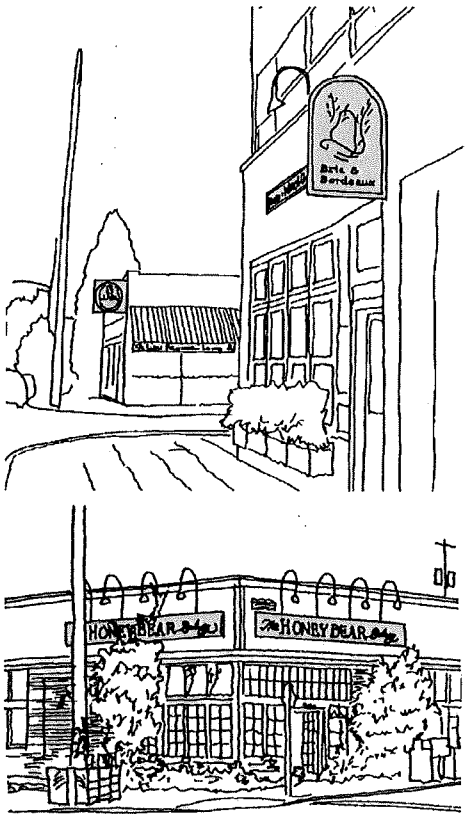
DC3. Open Space Concept .....no

DC4. Exterior Elements and Finishes .....yes
- Exterior Finish Materials (former C-4)

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.



Good examples of neighborhood commercial signs.

Green Lake Supplemental Guidance

I. Architectural Context

i. Signage

The design and placement of signs plays an important role in the visual character and identity of the community. While regulatory sign review is not in the purview of Design Review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines. Except within the Aurora Avenue North corridor, signage should be oriented to pedestrians. Specifically (excluding Aurora Ave. N.):

a. Building signs should reinforce the character of the building and surrounding context.

b. Small signs incorporated in the building's architecture are preferred: along a sign band, on awnings or marquees, located in windows, or hung perpendicular to the building façade.

c. Neon signs are appropriate.

d. Large illuminated box signs (backlit "can" signs) are discouraged, unless they are designed to be compatible with the character of surrounding development.

e. Post-mounted signs are discouraged since they are more appropriate in suburban or automobile-oriented settings.

f. Aurora Avenue North Corridor: New signs should acknowledge Aurora's 1920-1950 commercial character. Sign designs, including those for corporate franchises, are encouraged to be playful, interesting, and colorful in order to respond to desirable elements of the corridor's commercial strip heritage.

II. Exterior Finish Materials

New buildings should feature durable, attractive, and well-detailed finish materials in responding to the vernacular of the surrounding area, where desirable. Innovative use of materials is encouraged, provided they meet this criterion.

i. Building Materials in Green Lake's Individual Districts

Encourage the use of common building materials found in Green Lake's commercial areas:

a. Green Lake Residential Urban Village: Surface treatments are primarily brick (painted or unpainted) or stucco. Some additional variations exist south of Ravenna Boulevard.

b. Tangletown (55th/56th Corridor and Meridian): A consistent treatment of brick at the ground level and wood siding on the upper residential levels.

c. 65th at Latona: A consistent treatment of brick at the ground level and wood siding on the upper (residential) levels.

ii. Special material requirements and recommendations

Allow the materials listed below providing they complement a building's architectural character and surrounding architectural context. When using these materials, consider the following recommendations:

a. Metal siding: If metal siding covers more than 25 percent of a building's facade, it should not have a glossy finish. In addition, windows and doors should be trimmed.

b. Masonry units: If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street or park, then the concrete block construction should be architecturally treated in one or more of following ways:

- Textured blocks with surfaces such as split face or grooved
- Colored mortar
- Other masonry types such as brick, glass block or tile used in conjunction with concrete blocks

c. Wood siding and shingles: Wood siding and shingles are appropriate on upper stories or on single-use residential projects.

iii. Discouraged Materials

The following materials are discouraged:

a. Mirrored glass: This is especially inappropriate when glare could be a problem.

b. Sprayed-on finish: Sprayed-on finish with large aggregate is strongly discouraged.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 6
November 22, 2013
Version #3

Greenwood/Phinney
Design Guidelines
2013

Attachment 6 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Greenwood/Phinney Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Greenwood-Phinney Ridge Urban Village as reflected in Map 2 (page v). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying citywide except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The Greenwood/Phinney Design Guidelines reveal the character of Greenwood/Phinney as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Greenwood/Phinney Design Guidelines were developed by community members and design consultants, and adopted in 2006. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 6
November 22, 2013
Version #3

Guidelines at a Glance

The Greenwood/Phinney design guidelines apply o development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Greenwood-Phinney Ridge Urban Village as reflected in Map 2 (page v). The neighborhood guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by Greenwod/Phinney Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Greenwod/Phinney Design Guidelines in 2006.

Context and Site

CS1. Natural Systems and Site Features ..... yes
Responding To Site Characteristics (former A-1)

CS2.Urban Pattern and Form .....yes
Streetscape Compatibility (former A-2)
Height, Bulk and Scale Compatibility (former B-1)
Mid-Block Connections, Street Pattern, Structure Orientation, Mass and Scale, Architectural Context/Building Entrances (former Town Center guidelines)

CS3. Architectural Context and Character .....yes
Architectural Concept and Consistency (former C2)
Compatibility (former Town Center guideline)

Public Life

PL1. Connectivity .....yes
Open Space (former Town Center guideline)
Pedestrian Open Spaces and Entrances (former D-1a)

PL2. Walkability .....yes
Pedestrian Open Spaces and Entrances (former D-1b)
Pedestrian Lighting, Street Elements (former Town Center guidelines)

PL3. Street-Level Interaction.....no

PL4. Active Transportation .....no

Design Concept

DC1. Project Uses and Activities .....yes
Parking and Vehicular Circulation (former Town Center guideline)
Blank Walls (former D-2)

DC2. Architectural Concept .....yes
Architectural Context (former C-1b)
Human Scale (former C-3)
Mass and Scale (former Town Center guideline)

DC3. Open Space Concept .....no

DC4. Exterior Elements and Finishes .....yes
Architectural Context (former C-1a)
Exterior Finish Materials (former C-4)
Landscaping, (former Town Center guideline)

Context and Priority Issues: Greenwood Core

The first "Key Integrated Strategy" of the 1999 Greenwood/Phinney Ridge Neighborhood Plan is "The creation of a vital Greenwood that supports an economically viable main street along Greenwood Avenue North and a redeveloped town center." This strategy envisions:

- The creation of vital pedestrian streetscapes;
- a pedestrian-friendly walkway from Greenwood Avenue North west into the business core, and improved sidewalks;
- traffic calming; and
- lighting, landscaping and a parking and transportation management program to enhance the main street and town center.

As part of the implementation of the neighborhood plan, the 2001 Greenwood/Phinney Main Street Design Report identified actions to pursue this strategy. The design report identifies key pedestrian links and street improvements to upgrade circulation, visual character, pedestrian conditions and ultimately the economic development of the Greenwood Business Core.

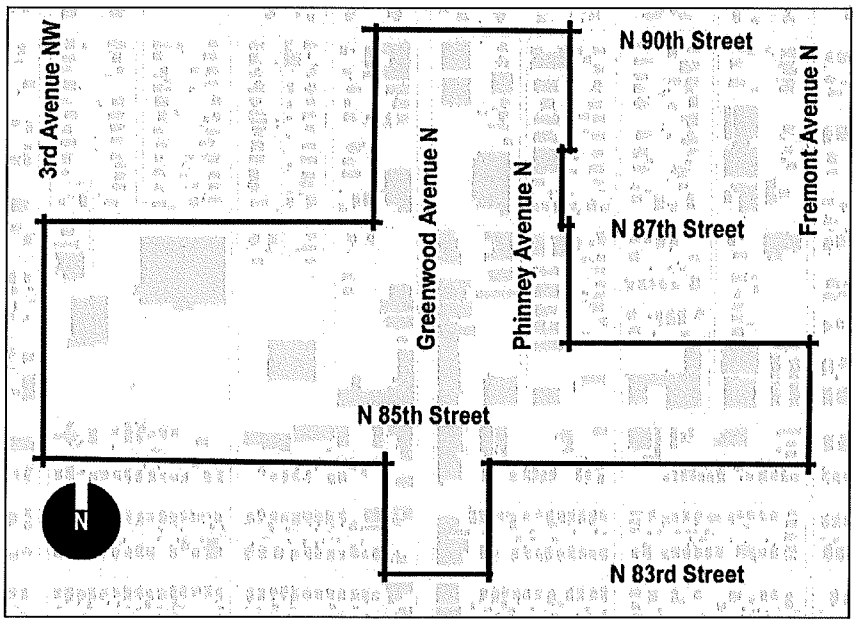
The Greenwood/Phinney Design Guidelines are another part of implementing the urban design objectives in the plan and the design report. Guidelines under the **Town Center Specific Guidelines**, also directly address these objectives.

It is especially important that development projects in the Greenwood Business Core, particularly those projects on sites over ¼ acre and those on corner lots, implement objectives of the neighborhood plan and the design report by addressing the following:

- Locating the building adjacent to the public sidewalk or orienting the building to a plaza or publicly accessible open space that is located adjacent to the sidewalk. A continuous "street wall" of commercial development is particularly important along Greenwood Avenue North between North 84th and North 87th Streets and along North 85th Street between Palatine Avenue North and Phinney Avenue North.
- Providing sidewalks along the street rights-of-way that are at least 12 feet wide. Include street trees and other plantings between the street and the main walkway to provide a buffer between pedestrians and vehicle traffic.
- Providing pedestrian-oriented facades and entrances along public rights-of-way and designated pedestrian pathways (including proposed east-west pedestrian walkways in the design report). "Pedestrian-oriented facades" generally feature window areas or window displays, artwork or other amenities along the majority of the ground floor, and substantial weather protection.
- Providing a mid-block, east-west pedestrian walkway as identified in the design report.
- Providing landscaping where possible, particularly along the proposed midblock pedestrian walkways.
- Minimizing paved surfaces devoted to vehicle circulation and parking, excepting that circulation improvements may be needed in areas where the street grid is incomplete. Below-grade or in-structure parking is strongly recommended.
- Minimizing the impact of driveways on pedestrian travel.
- Ensuring that public open spaces and pedestrian travel routes have sidewalks or other walkways, are safe and well lit, and respond to Crime Prevention Through Environmental Design (CPTED) principles.
- Employ facade modulation and articulation to provide appropriate human and architectural scale.

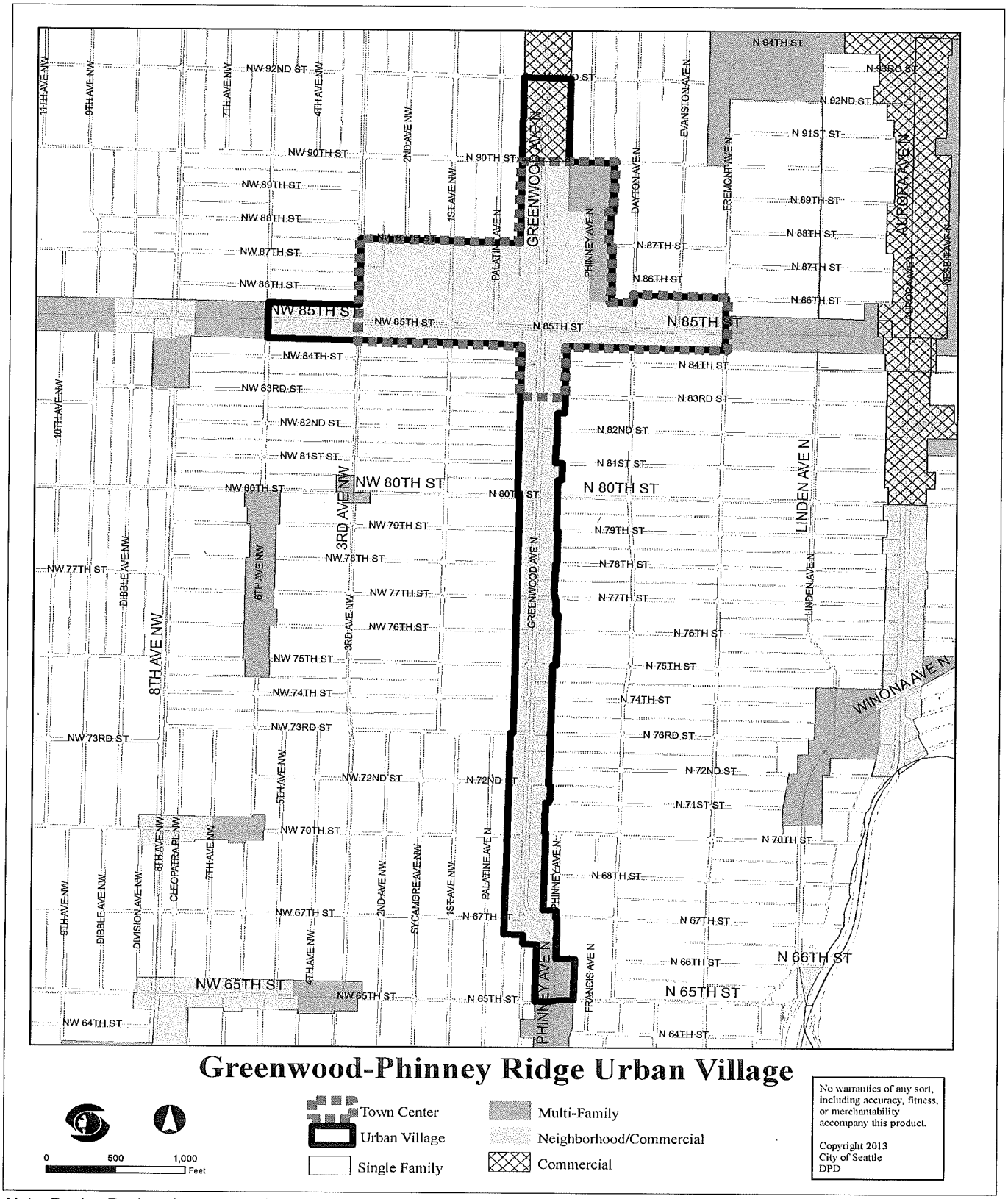
Town Center Specific Guidelines

The Town Center Specific Design Guidelines were developed from the urban design recommendations contained in the 2002 Greenwood Town Center Plan. The Town Center Plan provides significant additional detail regarding each of the urban design concepts discussed. The plan also contains recommendations that address other redevelopment concepts including the potential use of contract rezones, traffic improvements and streetscape improvements. For a copy of the Town Center Plan, contact the Seattle Department of Neighborhoods at (206) 615-0950 or www.seattle.gov/neighborhoods.The town center is identified in Map 1 below.



Map 1: Town Center

Map 2: Greenwood-Phinney Ridge Urban Village



Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details. Additionally, zoning areas shown on this map are for general reference only. For confirmation of a specific property's zoning, contact the Department of Planning and Development.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 6
November 22, 2013
Version #3

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

Greenwood/Phinney Supplemental Guidance

I. Responding to Site Characteristics

Numerous east-west streets offer excellent views of Green Lake, Puget Sound and the Olympic and Cascade Mountains from Greenwood Avenue North. Where possible, buildings should be located to take advantage of these views and to enhance views from the public right-of-way. Examples of methods to do this include setbacks from view corridors, landscape elements and street trees to frame views rather than block them, and pedestrian spaces with views of the water and mountains.

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.

The small, heavily landscaped setback of this residential building on Greenwood Avenue North and North 76th Street enhances the residential environment.

Greenwood/Phinney Supplemental Guidance

I. Streetscape Compatibility

i. **Reinforcement of Commercial and Residential Development Patterns:** Commercial development in the Greenwood/Phinney corridor has historically been oriented toward the street, with buildings up against the sidewalks. Most residential developments have modest landscaped setbacks and first floors are built slightly above grade to allow for privacy and a sense of transition from the street. Continuing this pattern will reinforce the character of both the business districts and residential areas. Consider:

   a. Build commercial development up to the sidewalk where possible. Along North/Northwest 85th Street, new commercial buildings should be set back sufficiently to provide 12-foot minimum sidewalks (including street trees and other plantings). Commercial buildings may be setback off the street if pedestrian-oriented space is provided that is enhanced with humanizing components such as trees and other plants, site furnishings and high-quality, well-detailed pavements between the sidewalk and the building.

   b. Residential buildings (on Greenwood Avenue North and North/Northwest 85th Street) should be setback where possible five to 15 feet from the sidewalk to provide extensive landscaping in the front yard. When possible, first floor residential units facing Greenwood Avenue North or North/Northwest 85th Street should be located at least three feet above the sidewalk level to provide a sense of privacy and surveillance over the street.

ii. **Treatment of Side Streets:** Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

   a. setbacks with view-framing landscaping (see CS1);

   b. arbors with hanging plants; and

   c. small outdoor spaces with trees and landscaping.

II. Height, Bulk and Scale Compatibility

i. **Impact of New Buildings on the Street:** Consider the setback of upper stories of new mixed-use development on Greenwood Avenue North and North/Northwest 85th Street to reduce the dominance of new buildings on the street.

Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North. Typically, the older storefronts are about 50 feet in width and feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

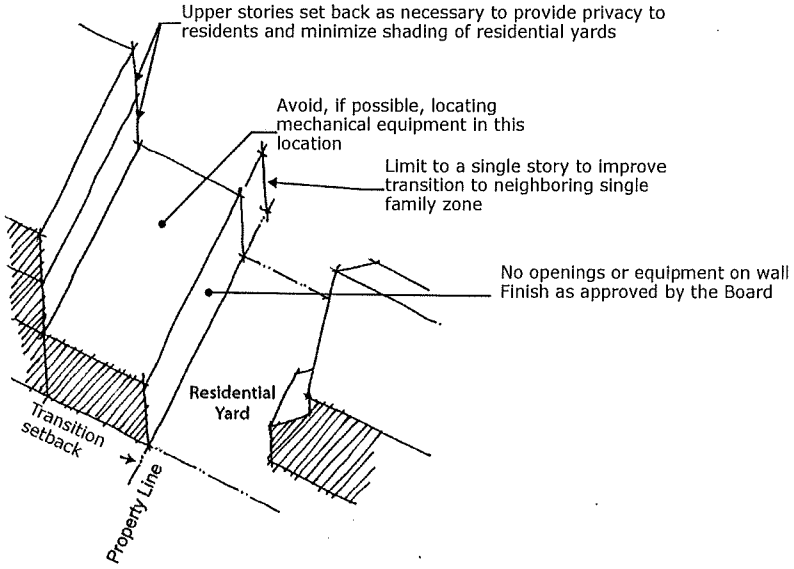
Zone Edges: Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones. Consider design techniques including:

a. increasing the building setback from the zone edge at the ground level;

b. reducing the bulk of the building's upper floors nearest to the less intensive zone;

c. reducing the overall height of the structure; and

d. using extensive landscaping or decorative screening.



This zone edge option may be desirable in instances where there is no alley between the residential and non-residential uses.

ii. **Design departures:** If alternative techniques are used to successfully achieve a sensitive transition between these zones, the following departures, as set forth at SMC 23.41.012, are suggested for consideration in the Design Review process, to offset the loss of any development opportunity within the Greenwood/Phinney neighborhood:

a. relax the minimum size limit for nonresidential uses—allow up to a 15 percent reduction in the required commercial area; and

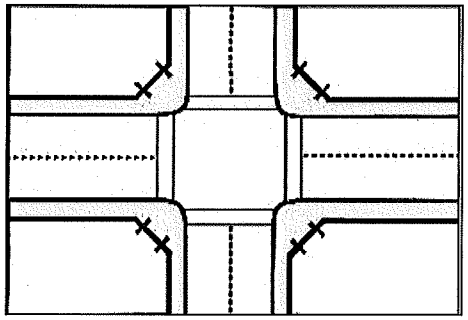
b. relax the residential amenity or setback requirements.

This provision is not meant to preclude the granting of departures as allowed in section 23.41 of the Seattle Land Use Code.

An additional zone edge design option may be desirable in areas where an alley does not exist:

c. Allow for a building's ground floor to be built to the property line of the less intensive zone as long as the building wall is less than a single story, contains no windows and upper floors are stepped back appropriately.

iii. **Surrounding Open Space:** Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use to determine how best to support those spaces through project siting and design.

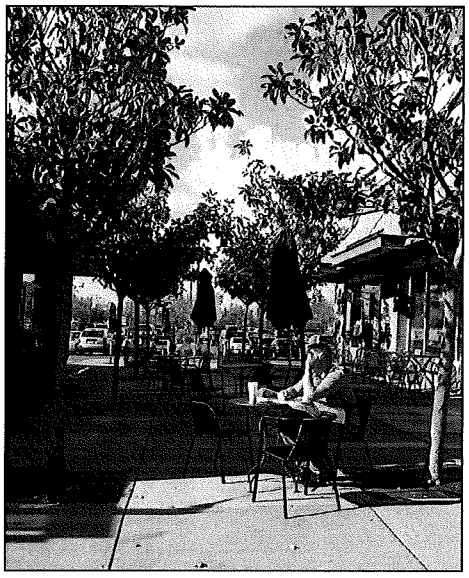


Corner building entries are encouraged.

III. Architectural Context/Building Entrances

Almost all of the existing buildings located at corners along the Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street corridors have entrances at the corner. Even when the principal off-street parking areas are located on the side of the building, a primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners

Town Center Specific Guidelines



This mid-block connection offers a pedestrian corridor activated by entrances onto the space and movable seating.

IV. Mid-Block Connections

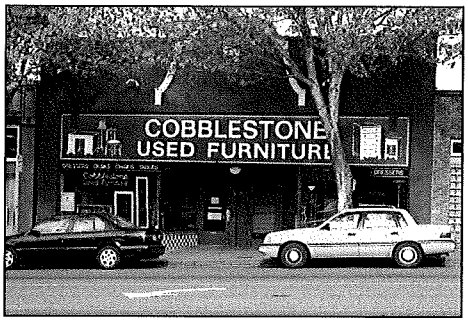
Where relevant, consider incorporating and enhancing the mid-block connection concept. Mid-block connections should be visually open and activated by pedestrian lighting, landscaping and human scaled, pedestrian-oriented architectural features and details. Inclusion of public art and neighborhood signage is encouraged. These connections should align with the mid-block crosswalk and may vary in width.

V. Street Pattern

New development should respond to the existing street pattern to create pedestrian and visual continuity.

VI. Structure Orientation

Buildings should generally be built to the edge of sidewalks without setbacks so that ground floor uses are visible and accessible from the pedestrian circulation system. The impacts of new structures on solar exposure should be considered. Buildings located on corners should be oriented to the corner and include entries, windows, canopies or other special architectural treatment. Automobile access, circulation or parking should not be located at the intersections of public streets. Blank walls should be avoided where possible and mitigated with architectural treatment where they are unavoidable. Mitigation might include small setbacks with planters and other landscaping, wall-hung trellises, indentations and modulation, and integration of art pieces.



Cobblestone Used Furniture (Greenwood Avenue North between North 84th and North 85th Streets). Again, a modest scale and traditional storefront features make this a good example. The decorative tile use, inset entry, and display windows add interest. Although the sign is large, its detailing and execution make it appropriate in its context.

VII. Mass and Scale

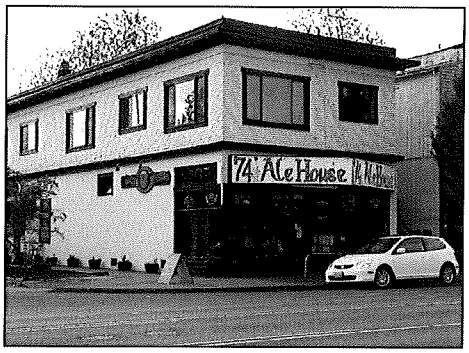
Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.

Victoria Townhouses (Comstock Street, Queen Anne). The use of traditional pitched roofs, gables, and bays achieves a scale and character consistent with the neighborhood.



74th Street Ale House (Greenwood Avenue North and North 74th Street). This building's modest scale, traditional storefront features, and surrounding landscaping treatments make it a positive feature of the neighborhood.

Greenwood/Phinney Supplemental Guidance

I. Architectural Concept and Consistency

Architectural Styles: The Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles (except for churches). Some important points to consider in making new development consistent and compatible with existing development include:

i. small-scale architectural details at the ground level, including color, texture/patterns, materials, window treatment, sculptural elements, etc;

ii. landscaping is an important component of the overall character, particularly for residential development; and

iii. personalization of individual businesses is a key feature of both corridors.

Town Center Specific Guidelines

II. Compatibility

Consider using the human-scale historical pattern of storefronts on Greenwood Avenue North as a guide in developing new structures abutting Town Center streets. New development should respond to Greenwood's existing context by matching window and opening proportions, entryway patterns, scale and location of building cornices, proportion and degree of trim work and other decorative details, and employing a variety of appropriate finish materials.

PL1 Connectivity

Citywide Guideline:

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

With its extensive landscaping, this plaza feels like a protected, relaxing park. Movable seating creates small gathering spaces, but can be removed for special public gatherings.

Greenwood/Phinney Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

Pedestrian Open Spaces: Small, usable open spaces are an important design objective. Open spaces incorporating the following features are encouraged with new commercial and mixed-use development:

i. Good sun exposure during most of the year

ii. Located in areas with significant pedestrian traffic

iii. Storefront and/or residential windows face onto open space, at or above the ground level

iv. There are a variety of places to sit

v. Pedestrians have something to look at, whether it is a view of the street, landscaping, a mural, etc.

Town Center Specific Guidelines

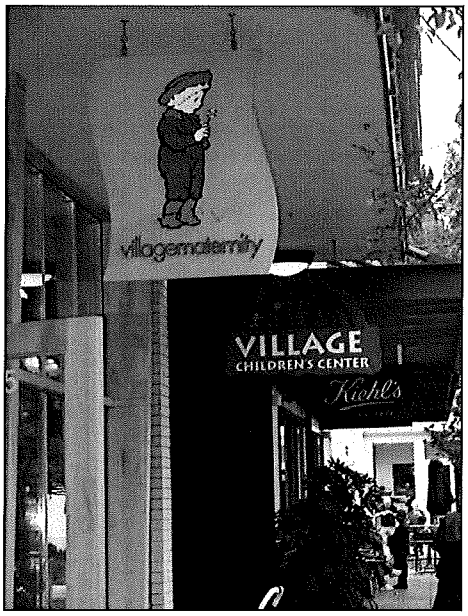
II. Open Space

Encourage a publicly accessible urban plaza, potentially incorporated into one of the north-south streets and any proposed mid-block connection. This adjoining street could be temporarily closed to traffic for special public gatherings. The plaza could include seasonal landscaping and year-round green, seating walls, benches or other street furniture, and public art.

PL2 Walkability

Citywide Guideline:

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



Small signs that hang over the sidewalk create a pedestrian-friendly shopping atmosphere.

Greenwood/Phinney Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

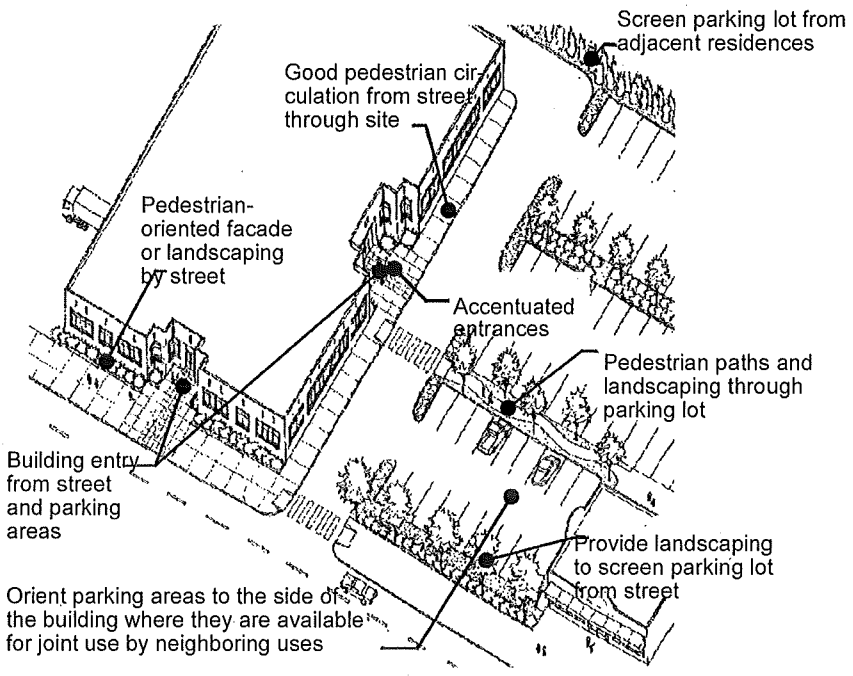
i. **North/Northwest 85th Street Corridor and Greenwood Avenue North Corridor, North of North 87th Street:** New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood Avenue North corridor, north of North 87th Street. The following measures should be encouraged:

a. Building entries facing the street

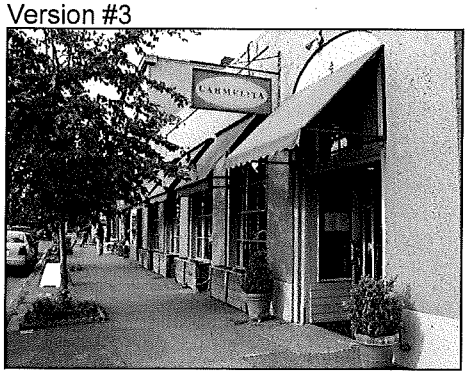
b. Pedestrian-oriented facades

c. Weather protection

d. Below-grade parking, when possible



A good site design example for North/Northwest 85th Street.



Carmelita's (Greenwood Avenue North between North 70th and North 75th Streets). Streetfront windows highlighted with awnings and planter boxes make this simple building attractive from the sidewalk and street.

ii. **Pedestrian Amenities:** When possible, new development should integrate pedestrian amenities including but not limited to street trees, pedestrian lighting, benches, newspaper racks, public art and bike racks to maintain and strengthen pedestrian activity.

Town Center Specific Guidelines

II. Pedestrian Lighting

Provide lighting that enhances pedestrian safety and comfort. Pedestrian street lights should conform to the existing Greenwood lighting design plan (Lumec Z-14 Green finish GN8TX). New buildings are encouraged to incorporate custom lighting fixtures along sidewalks and public pathways. Special care should be made to not over-illuminate.

III. Street Elements

Integrate public art into buildings and landscaping. Small signs—especially blade signs that hang over sidewalks—should be incorporated. Signage for way-finding, especially parking, is encouraged. Coordinate signage plans with the Greenwood/Phinney Neighborhood Plan.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

Greenwood/Phinney Supplemental Guidance

I. Blank Walls

Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous, minimizing blank walls. Where unavoidable consider treating blank walls with one or more of the methods suggested in the Seattle Design Guidelines, including:

i. installing vertical trellis in front of the wall with climbing vines or plant material;

ii. employing small setbacks;

iii. employing different texture, colors, or materials;

iv. providing art or murals.

Note: Successful murals typically require a clear vision, a strong theme (historical, cultural, etc.), some flair or whimsy, and exemplary execution.

Town Center Specific Guidelines

II. Parking and Vehicular Circulation

Where it is necessary to include parking adjacent to a public street, consider mitigating the visual impacts with street trees, landscaping or other design features.

i. Curb cuts along North/Northwest 85th Street should be consolidated where feasible.

ii. Entrances to parking could include special paving and other sidewalk treatments and amenities, such as additional landscaping, signage or art.

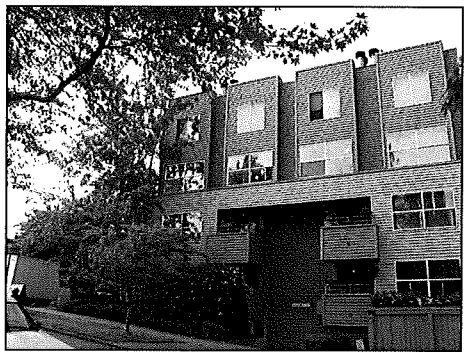
iii. Access to off-street parking around Palatine Avenue North, First Avenue North and Third Avenue North should be consolidated where feasible.

iv. Access at Second Avenue Northwest's alignment is also acceptable to reinforce the grid pattern.

DC2 Architectural Concept

Citywide Guideline:

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



Apartment building (Greenwood Avenue North and North 76th Street). Streetfront setbacks, landscaping, and building modulation make this one of the better multifamily buidling examples in the neighborhood.

Greenwood/Phinney Supplemental Guidance

I. Architectural Context

Façade Articulation and Modulation: Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context. Architectural features such as those listed below can add further interest to a building, and lend buildings a human scale:

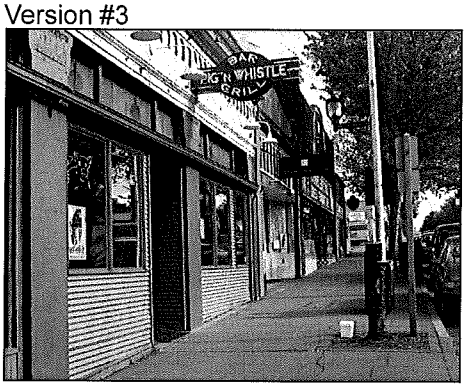
i. Pitched roof

ii. Covered front porch

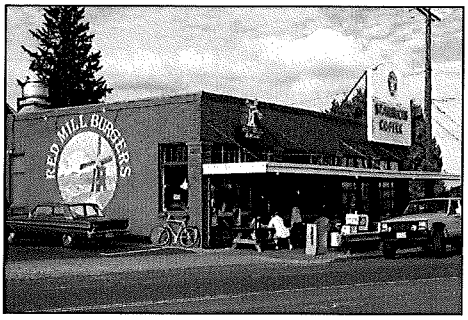
iii. Vertically proportioned windows

iv. Window trim and eave boards

Façade modulation and articulation are less critical in commercial or mixed-use structures as long as appropriate levels of detail are present to break up the façade. Many of these structures are simple boxes that are well-fenestrated and contain a number of details that add interest at the ground level and lend buildings a human scale. Modulation of commercial and mixed-use structures at the street level is discouraged unless the space or spaces created by the modulation are large enough to be usable by pedestrians.



Pig and Whistle (Greenwood Avenue North near North 85th Street). Another popular site, this building features attractive facade details, storefront windows, traditional building materials, weather protection and a unique and appropriately-scaled sign.



Starbucks/Red Mill Burger site (North 67th Street and Phinney Avenue North). This building's human scale, storefront windows, traditional materials, weather protection, wide sidewalks, and seating areas, in addition to its unique location and views, make it one of the most popular sites in the neighborhood.

II. Human Scale

New multi-story developments should consider methods to coordinate a building's upper and lower stories. The parts should function as a composition—not necessarily requiring the top and bottom to be the same or similar.

III. Mass and Scale

Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.

Personalization of businesses is a key feature along Phinney/Greenwood Avenue North and North 85th Street.

Greenwood/Phinney Supplemental Guidance

I. Architectural Context

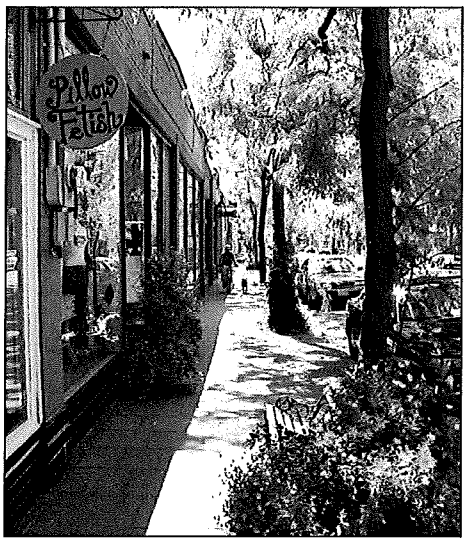
Signage: The design and placement of signs plays an important role in the visual character and identity of the community. Key aspects of this effort are to ensure that the signs are at an appropriate scale and fit in with the building's architecture and the local district. Small signs are encouraged in the building's architecture, along a sign band, on awnings or marquees, located in windows or hung perpendicular to the building façade.

The following signs are generally discouraged:

i. Large illuminated box (back-lit "can") signs, unless they are treated or designed to be compatible with the character of surrounding development. Back-lit awnings should be limited to one horizontal-mounted lighting tube. Small neon signs are an alternative as long as they are unintrusive to adjacent residences.

ii. Pole-mounted signs. Small monument signs are encouraged as part of low walls screening parking and abutting pedestrian-oriented space. Design should not present a visibility problem to a driver, pedestrian or bicyclist.

Greenwood Avenue North and North 73rd Street. Human scale elements, traditional materials and a pedestrian-oriented facade make this building one of the neighborhood's favorites. The decorative tile and facade details add interest from the sidewalk and the street.



Plantings enhance the street's vitality while maintaining visibility of business signage.

II. Exterior Finish Materials

New buildings should feature durable, attractive and well-detailed finish materials.

i. **Building Materials in the Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street Corridors**: Again, buildings within these corridors are characterized by their utilitarian, nonflamboyant, traditional architectural styles. Brick is the most common surface treatment in the commercial areas and should be encouraged. Plastic awnings should be strongly discouraged. As an alternative, architectural canopies are encouraged to provide weather protection and a place for business signage.

Town Center Specific Guidelines

III. Landscaping

Use of plants that are native to the Pacific Northwest is encouraged. In parking areas consider using architectural raised planters, earth berms, terraced planters and trellises. New development should include streetscape improvements to the public street and private internal drives where possible. Coordinate landscaping and tree location to maintain visibility of business signage.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 7
November 22, 2013
Version #3

North District/Lake City
Design Guidelines
2013

Attachment 7 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The North District/Lake City Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located within the area along Lake City Way roughly between Northeast 110th and Northeast 130th Streets, and 25th Avenue and 36th Avenue Northeast as reflected in Map 1 (page vii). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying citywide except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The North District/Lake City Design Guidelines reveal the character of Lake City as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The North District/Lake City Design Guidelines were developed by community members and design consultants, and adopted in 2007. In 2013 the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Guidelines at a Glance

The North District/Lake City design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located within the area along Lake City Way roughly between Northeast 110th and Northeast 130th Streets, and 25th Avenue and 36th Avenue Northeast. They augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by North District/Lake City Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the North District/Lake City Design Guidelines in 2007.

Context and Site

CS1. Natural Systems and Site Features ..... yes
- Responding To Site Characteristics (former A-1: Natural Areas)
- Landscaping to Enhance the Building and/or Site (former E-2)
- Landscaping to Address Special Site Conditions (former E-3)

CS2.Urban Pattern and Form ..... yes
- Respect for Adjacent Sites (former A-5: Entire Planning Area, A-5 Auto Row)
- Corner Lots (former A-10)
- Height, Bulk, and Scale Compatibility (former B-1)

CS3. Architectural Context and Character ..... yes
- Architectural Context (former C-1)

Public Life

PL1. Connectivity ..... yes
- Responding to Site Characteristics (former A -1: civic Core)
- Human Activity (former A-4: Hub Urban Village)
- Pedestrian Open Spaces and Entrances (former D-1: Hub Urban Village)

PL2. Walkability ..... yes
- Pedestrian Open Spaces and Entrances (former D-1: Civic Core, D-1 N/S Streets, D-1 Natural Areas)

PL3. Street-Level Interaction ..... yes
- Entrances Visible from the Street (former A-3)
- Human Activity (former A-4: N/S Streets)

PL4. Active Transportation ..... no

Design Concept

DC1. Project Uses and Activities ..... yes
- Parking and Vehicle Access (former A-8)
- Location of Parking on Commercial Street Fronts (former A-9)
- Design of Parking Lots Near Sidewalks (former D-4)

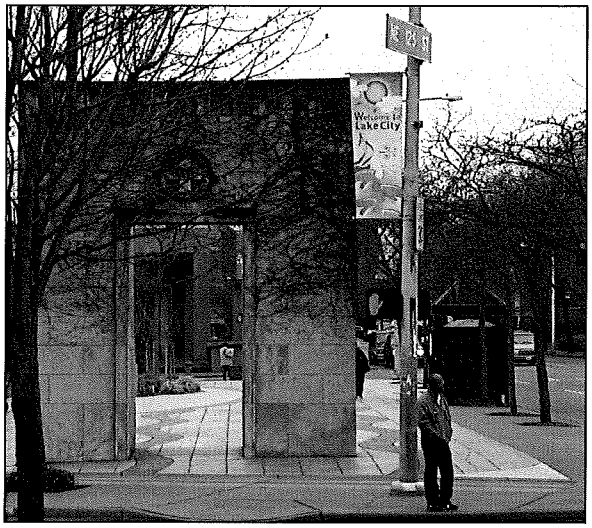
DC2. Architectural Concept ..... yes
- Respect for Adjacent Sites (former A-5: Hub Urban Village)
- Architectural Concept and Consistency (former C-2)

DC3. Open Space Concept ..... yes
- Streetscape Compatibility (former A-2)
- Landscaping to Reinforce Design Continuity with Adjacent Sites (former E-1)
- Landscaping to Enhance the Building and/or Site (former E-2)

DC4. Exterior Elements and Finishes ..... yes
- Exterior Finish Materials (former C-4)

North District Neighborhoods/Lake City Community Context

The North District Planning Area extends from Northeast 145th to Northeast 95th Streets and from 15th Avenue Northeast to Lake Washington. There are several neighborhoods within this greater North District planning area, including: Cedar Park, Lake City, Meadowbrook, Maple Leaf, Pinehurst, and Victory Heights. Lake City is a designated hub urban village under the City of Seattle Comprehensive Plan, and is a sub-set of the neighborhood planning area.



The Hub Urban Village provides retail, office, residential and other neighborhood services and uses within close proximity of one another. The quality of the public realm is of highest priority, and is defined by: the public faces of buildings, public spaces, and the streets, sidewalks, parks and plazas that provide the outdoor public venues for a variety of activities. Developing buildings with human-scale features such as pedestrian-friendly streetscapes is of particular importance from 28th Avenue Northeast on the west to approximately 35th Avenue Northeast on the east and Northeast 120th Street to Northeast 135th Street (see map).

Visual gateways at the north, east, west and south entries to the Lake City business district and the Civic Core should be created to define the transition from residential and natural areas to commercial or from commercial to Civic Core, either through vegetation corridors or special treatments. Pedestrian connections should be created or enhanced to and through the Civic Core from neighborhoods, business service areas, parks and schools.

Single-family neighborhoods surrounding the Lake City business district are distinguished by a significant urban forest character with large conifer trees and natural riparian corridors that offer park-like settings. In contrast, the central business district is dominated by a state highway, auto-oriented uses, and many buildings constructed when land in Lake City was less expensive than in other parts of Seattle. The resulting business core includes single-story buildings in a wide variety of styles; large box retail structures; large, commercial parking lots; and some very large multifamily buildings with no architectural or landscape enhancement.

State Highway 522, also known as Lake City Way, divides Lake City neighborhoods and its core commercial area, in particular, presenting an obstacle for pedestrian crossings. Tall and sometimes animated pole signs in some areas create a cluttered and distracting landscape for travelers on Lake City Way. As Lake City begins to incorporate the density of a hub urban village, this core area will become home to more people and will, in turn, have varied impacts on the surrounding neighborhoods. In this context, the community has expressed the desire during the neighborhood planning process to set a new higher standard for future development that will influence and direct growth toward a more livable, quality environment.

Priority Design Issues

Overall Vision

The following priorities reflect the overall vision for the Greater Lake City Community:

- Create a unique, place-making image for the designated Hub Urban Village resulting in a scale and ambience that people like, feel comfortable in, and want to return to.
- Develop a diverse, safe, inviting, convenient, pedestrian-friendly Lake City business district that contributes to a vital and attractive community and is accessible by foot, bicycle, wheelchair or vehicle.
- Work to reduce crime and create an increased feeling of security and safety through increased activity at street level achieved through building design and improved pedestrian and gathering areas.

- Foster a heightened sense of community through increased opportunities for interaction and community involvement.
- Develop connections to open spaces that enhance the community's living and working environment while protecting important habitat for wildlife including salmon.
- Create scale relationships between commercial and residential areas.

Zone Edge Transitions
These guidelines offer methods and recommendations on how to create transitions from commercial to residential areas that are sensitive to issues of character, scale and privacy.

Pedestrian Movement
The community recognizes that increased traffic capacity is planned for Lake City Way (SR522). Increased auto traffic could decrease the appeal of Lake City Way as an attractive pedestrian and retail environment. In response, these guidelines highlight the importance in the retail core of putting design emphasis on storefronts and entry ways that face all commercial streets, parallel to Lake City Way, such as 30th and 33rd Avenues Northeast. Over the next 20 years, these "side" streets should become retail and community nodes used by pedestrians and for community social interaction. They may also become the primary routes of passage through Lake City for the local community to avoid the highway, and present opportunities for developing unique retail shopping and dining experiences. Another strategy is to make a friendly, pleasant pedestrian environment on Lake City Way to encourage people to get off SR522 and shop or eat in Lake City. While design guidelines do not address the types and locations of businesses, the community believes developers and planners should be fully aware of the impacts and alternatives to this busy transportation corridor.

Architectural Character
Lake City is changing from a one- and two-story neighborhood, with a small-scale, mixed-architectural character to a hub urban village center with 65- to 85-foot-high buildings in mixed-use, commercial and Civic Core areas. Lake City is not defined by any particular architectural style, and these design guidelines do not aim to impose a specific style or design theme. A wide variety of architectural characteristics can add to the neighborhood's image. While creativity and variety in design is generally encouraged, design consistency, human-scale design, and a pedestrian-friendly relationship with the street are priorities. To improve the overall design quality of Lake City Way, these design guidelines also encourage high-quality construction. Design features should provide visual interest and texture, convey some degree of continuity with other structures and convey a sense of permanence.

Subareas
The North District Neighborhoods planning area is made up of subareas that are intended to provide a framework for the application of the neighborhood specific design guidelines to help develop or enhance the character and function of these areas. Connections among these subareas is also an important consideration. The subareas fit within the overall planning area and include: 1) the Hub Urban Village; 2) the Civic Core; 3) Auto Row; 4) North/South Streets; and 5) Natural Areas.

1) The Hub Urban Village
As the number of people living in the vicinity of the Lake City Hub Urban Village increases, new development should enhance the business district and Civic Core (see below). It should help make this area a place for people to meet and interact in an attractive, comfortable setting that is accessed easily and safely by foot or bicycle from surrounding neighborhoods. A more attractive retail core will draw increased business and social activity at street level and therefore reduce opportunities for crime. This can be achieved through human scale, good lighting and air circulation, landscaped public plazas and passageways, and design features that emphasize pedestrian access while minimizing the dominance of vehicular traffic through the core between Northeast 130th and Northeast 123rd Streets. (see map on page vii.)

The Hub Urban Village should develop as a mixed-use center with retail, office, and residential uses in close proximity of one another. The area is zoned for 40- to 85-foot-tall structures, while many existing buildings in the area are much smaller. As larger buildings are built to the zoning, the character of the Hub Urban Village will be changed. A concentration of people, buildings and activity should be achieved. This type of compact development pattern will contribute to a distinct urban image for the Hub Urban Village. New developments should define public space (the street and open spaces), support a diverse mixture of uses, and promote pedestrian activity. Given the greater height allowed under current zoning regulations, the proper consideration of the scale, massing and detail of individual buildings, and placing a strong emphasis on the street, will contribute enhance the public and commercial environment.

2) Civic Core & Civic Center

The Civic Core of Lake City is located between Northeast 130th and Northeast 123rd Streets and between 27th and 33rd Avenues Northeast. The core is envisioned to be the social "heart" of the greater Lake City area as envisioned in the North District Neighborhood Plan. The success of this core area and how it functions in relation to the surrounding communities depends on their connection to it through safe, pleasant, pedestrian access (that may include special paving, lighting, year-round landscaping, and seasonal plantings). The Civic Core should emphasize connections to the commercial core with quality pedestrian paths and green streets, and east/west mid-block passages from 28th Avenue Northeast through the Civic Core to Lake City Way and from Lake City Way through the Civic Core to 35th Avenue Northeast.

Public streets, plazas, open spaces and other important civic spaces support public life and are a key component of successful urban places. These should not be viewed as left-over spaces. Rather, development should focus activity and attention upon and along these spaces. Buildings should define and orient to these spaces. The Civic Core includes new developments and planned expansions that provide components of a civic center (the area northwest of the intersection of Northeast 125th Street and Lake City Way Northeast) for our neighborhood, including: the library; a neighborhood service center; a food bank; the fire station; a farmer's market; the community center; the Lake City Mini Park; and the Albert Davis Park on 27th Avenue Northeast. New development throughout the Civic Core should use more of the allowed zoning potential whenever possible, while including plazas and pedestrian areas. For example, a grocery or drug store with housing above is preferred over a single-story development. Increased mixed-use development (including housing) will help provide the density needed for successful transit use and retail activity as well as lively pedestrian areas. Pedestrian-friendly streets are critical and a large civic plaza should be created as well as a major pedestrian passage from the core to Lake City Way businesses.

3) Auto Row

The guidelines address three aspects of the commercial area along Lake City Way Northeast (Auto Row): a mini-park site at the intersection with Northeast 125th Street; and segments of the street north and south of the Civic Core south of Northeast 123rd Street and north of Northeast 130th Street. Automobile dealerships are located along and facing Lake City Way south of Northeast 123rd Street. This pattern most likely will continue for at least the next decade. Auto dealers prefer high visibility for passing motorists as well as easy pedestrian access onto the site for browsing activities.

Auto Row is also the major entry to the Hub Urban Village from the south along Lake City Way, and portions of it are considered the southern gateway into the Civic Core. As such, the concept of a "Green Gateway" has been identified as a means to establish attractive, visual continuity along the street while also serving as a place for safe and comfortable pedestrian movement.

4) North/South Streets

The North District/Lake City guidelines respond to or enhance characteristics on North/South streets including 28th, 30th, 31st and 33rd Avenues Northeast. More discussion is provided for 30th and 33rd Avenues Northeast below.

30th Avenue Northeast (Northeast 123rd Street to Northeast 130th Street). New developments in this area should design connections to the public gathering space/art plaza the City installed as part of its sidewalk project on 30th Avenue Northeast and Lake City Way. New development projects are encouraged to augment and extend the space by; allowing: interior uses to spillover to the exterior space, pedestrian access and structural or landscape connections. This area appears to be an appropriate place to design, where possible, for mixed-use structures with smaller, neighborhood-oriented retail spaces, such as dentist offices, yoga studios, etc., as opposed to larger franchise stores common in the retail concentration on Lake City Way. Consider configuring commercial spaces to encourage such uses. Pedestrian-oriented design is of the utmost importance.

33rd Avenue Northeast (Northeast 125th Street to Northeast 130th Street). The east side of these blocks faces an NC3-65 zone. A transition is needed to improve the scale relationship and relieve the sudden change in allowed bulk of 85-foot-tall structures on the west side of the street from the less intensely zoned areas on the east side of the street. Properties on the west side of 33rd should provide setbacks or other transitions to the NC3-65 zone. In addition to achieving the transitions mentioned above, new development should locate and orient buildings to positively define public streets and civic spaces in this area, including the new park planned on 33rd Avenue Northeast. New buildings should be designed to encourage multi-tenant occupancy (i.e., neighborhood- serving businesses) and walk-in traffic at the street level.

5) Natural Areas

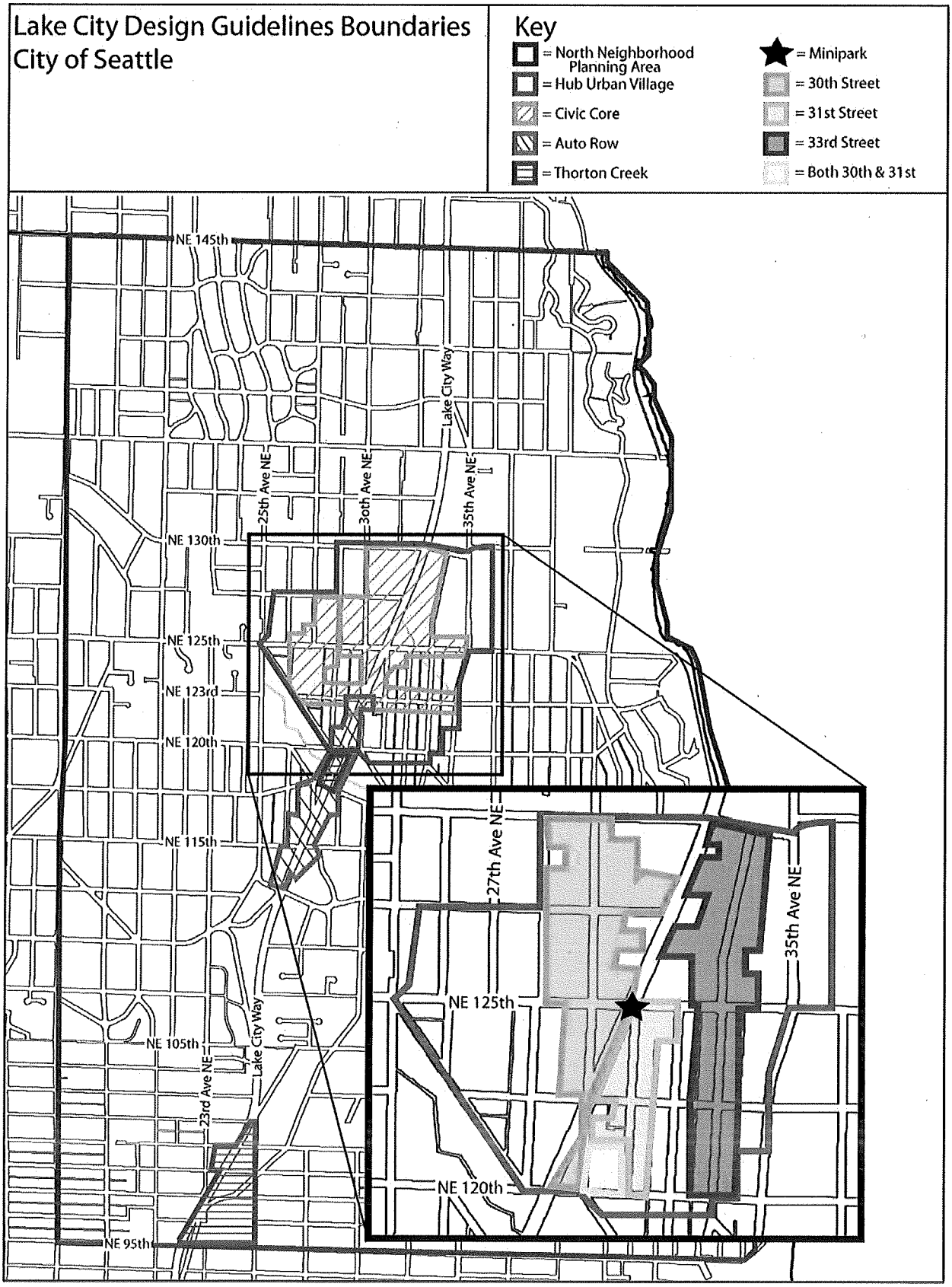
Natural systems and green corridors thread through the planning area and cross under Lake City Way. In areas surrounding Thornton Creek, the community is particularly concerned about negative urban impacts. The creek should be buffered where possible by vegetation zones that can also provide park-like settings for public viewing of the creek. These vegetation zones should also act as extensions of the forested character of Lake City neighborhoods into the business district. Citizens have expressed a strong desire to protect and enhance the unique natural character of the Lake City neighborhoods and the riparian corridors along Thornton Creek.

Thornton Creek is the largest watershed in Seattle covering over 11 square miles extending into the city of Shoreline. It is the primary drainage system for taking stormwater runoff from northeast Seattle to Lake Washington. The creek and its tributaries also provide habitat for wildlife, including salmon, and lend a naturalistic setting that is valued by area residents. Except for street crossings, over 90 percent of the creek system is open and flowing through ravines, parks or private backyards. The open ditch and culvert system that directs runoff to the creek is important for ground water recharge, as are detention and pervious surfaces to keep flows more even year round. Enhancement and preservation of the natural function of the Thornton Creek watershed is a high community priority to many of the residents living in the North District Neighborhoods planning area.

The North Fork crosses under Lake City Way between Northeast 120th and 117th Streets, south of the commercial core. The west side of Lake City Way at this location provides both visual access as well as direct pedestrian access to the edge of the ravine. An adjacent commercial development includes a parking lot with impervious surfaces that extends to the property edge along the top of the ravine. The South Fork crosses under Lake City Way between Northeast 98th and 100th Streets. On the west side, a restaurant has a parking lot with impervious surfaces extending to the property edge along the top of this ravine and a natural area acquired by the Seattle Parks Department. A tributary of Thornton Creek known as Little Brook winds through the planning area, flowing generally in a southeast direction from Northeast 145th Street to Northeast 113th Street where it joins Thornton Creek. There are three other tributaries in the planning area: Kraemer Creek, Willow Creek, and an unnamed tributary that flows along 20th Avenue Northeast.

These systems should provide opportunities for special setbacks, viewpoints and green easements along the creek corridors to enhance the Lake City community.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 7
November 22, 2013
Version #3



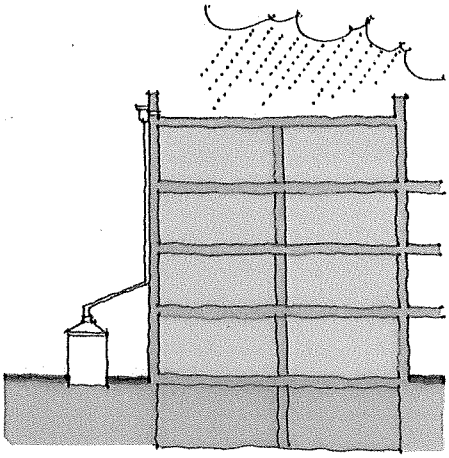
The North District/Lake City design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located within the area along Lake City Way roughly between Northeast 110th and Northeast 130th Streets, and 25th Avenue and 36th Avenue Northeast.

Attachment 7 to the DPD Design Guidelines Ordinance

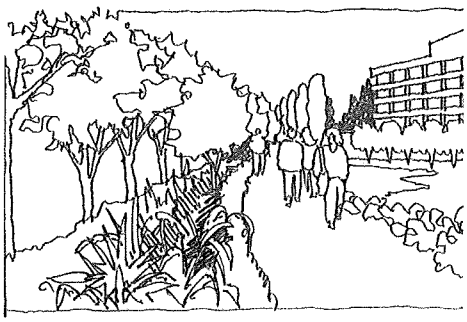
CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.



An illustration of a rain harvesting system. Rainwater run-off from the building is collected and stored in cisterns to then be used for landscape irrigation.



Rainwater runoff is absorbed into the ground by using grassy swales and other pervious surfaces on the building site.

North District/Lake City Supplemental Guidance

I. Responding to Site Characteristics

Natural Areas:

i. Consider expanding vegetated setbacks along both riparian edges, and by bringing more of the creek out of pipes and to the surface (daylighting) where possible. New development is encouraged to increase the protection of Thornton Creek and its tributaries by integrating this natural resource. Landslides, runoff and erosion should be reduced by avoiding development on steep slopes.

ii. New site development and structures are encouraged to use sustainable building practices, where possible, that reuse and retain surface water runoff on-site to recharge groundwater and reduce pollution before it enters the creek to improve the quality of the creek and the health of wildlife.

iii. Design departures may be considered when designing for the protective measures listed above (departures might include: lot coverage, reduced open space requirements, reduced setbacks, etc.).

iv. Provide open spaces, such as a pedestrian viewing area or platform(s) and/or landscaped setbacks along a ravine edge, possibly using both public sidewalk and adjacent private property setbacks where they are available. Design departures may be considered when designing to incorporate ground floor pedestrian activities that relate visually to the creek ravine, and incorporates similar native flora found in the adjacent creek ravine.

v. Improve pedestrian and visual access to the ravine edge along Lake City Way and on the north and south sides of the creek where redevelopment occurs to enhance the planning area, providing pleasant pedestrian experiences and educational opportunities.

II. Landscaping to Enhance the Building and/or Site

North/South Streets:
Little Brook Creek could be used to enhance landscaping of new developments on 33rd Avenue Northeast, and at the proposed park site nearby.

III. Landscape Design to Address Special Site Conditions

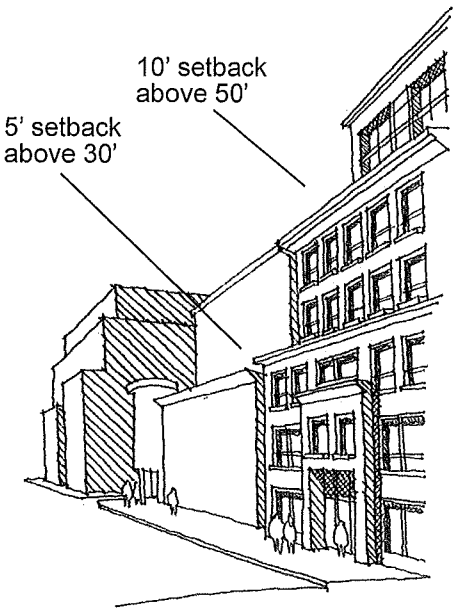
Entire Planning Area:

The landscape design should attempt to re-inject into the ground water resource the run-off from buildings, sidewalks, streets, parking lots and large paved areas by using surfaces which allow filtration, grassy swales or other types of water runoff courses, landscaped detention areas or permeable detention vaults and other associated treatments to filter run-off and retain it.

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.



Options for treatment of corner lots.

North District/Lake City Supplemental Guidance

I. Respect for Adjacent Sites

i. **Entire Planning Area:**

The existing Lake City mini-park block at Northeast 125th Street and Lake City Way is considered a key open space that can enhance the commercial and Civic Core as it is redeveloped. Consider stepping back the upper floors of new development immediately to the south of the existing park in order to enhance the solar exposure of the mini-park.

ii. **Auto Row:**

a. Provide thick vegetative buffers of sufficient height to screen on-site lighting from contiguous and nearby residential areas or residential areas sharing the same collector streets.

b. Glare-free lighting should be provided and directed downward to be sensitive to nearby residential areas.

II. Corner Lots

Hub Urban Village:

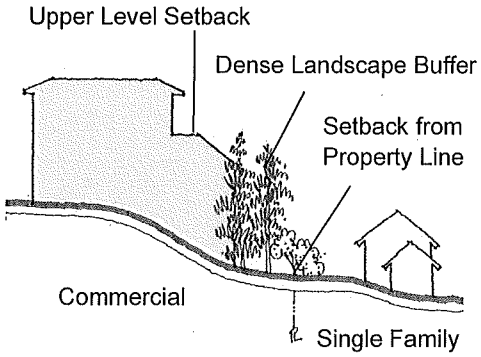
Projects on corner sites should "erode" the structure at the corner in order to promote visibility and to encourage comfortable gathering places for people and space for pedestrians waiting to cross arterials like Northeast 125th Street or Lake City Way.

III. Height, Bulk and Scale Compatibility

Entire Planning Area

i. Lake City Way – Canyon Effects

Buildings along Lake City Way from Northeast 130th Street to Northeast 123rd Street can reduce potential "canyon effects" by setting back upper level floors. Consider stepping back at least 5 feet above the 30-foot height; an additional 10 feet above the 50-foot height in NC-65' zones; and an additional 5 feet above the 65-foot height in 85 foot zones.



Other design features should also be considered for these buildings to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade (see figure to the left).

ii. Sensitive Edge Transitions

Surrounding residential neighborhoods add immeasurably to the health and strength of the North Neighborhoods/Lake City Community. They are part of the essential mix that achieves neighborhood vitality, and as far as possible, these areas should be protected from intrusive design and use.

Careful siting, building design and massing at upper levels should be used to achieve a positive transition at sensitive edges. Factors that can lead to the need for transitions include:

a. Zoned intensity – differences in intensity can result from allowed structure height, density and/or lot coverage
b. Topographic changes – when the more intensive zone is at a higher elevation than the less intensive zone
c. Larger lots adjacent to predominantly smaller residential lots.

Combinations of edge factors can increase the need for design features to create a positive transition, especially when the lots in question are abutting. Sensitive edges can be partially mitigated when street rights-of-way or alleys can provide some of the needed transition. Consider the following when a sensitive edge condition calls for design methods to provide a positive transition:

d. Varying color, texture and materials to break up the potential monolithic character of a large structure; perhaps create more of a townhouse look facing the lower-intensity residential neighborhood
e. Articulating the building façades vertically or horizontally in intervals that respond to the existing structures or platting pattern in the vicinity
f. Including pitched roofs, sloping roofs, dormers and/or gables of a size compatible with adjacent residential structures
g. Using exterior siding materials that are compatible with residential structures
h. Locating features such as open space on the zone edge to create further separation and buffering from the less intensive zone
i. Avoiding placing decks, patios and windows in direct view of neighboring residences to preserve privacy
j. Planting dense, evergreen trees (such as Western Red Cedar or Douglas Fir) and other vegetation to create a continuous green buffer between the structure and adjacent less-intensive residential-zoned properties
k. Providing upper-level setbacks to limit visibility of floors above the height of existing smaller-scaled development (single-family homes are typically 30 feet tall), adjusting accordingly for a specific site

l. Setting back the structure from the property line of less intensely zoned areas.

iii. **Hub Urban Village:**

a. Along commercial streets employ simple, yet varied masses, and emphasize deep enough window openings to create shadow lines and provide added visual interest. Monolithic buildings lacking articulation are discouraged.

b. Consider stepping back upper stories to maintain scale compatibility, provide for light and air on streets and avoid a canyon effect for structures in 65-foot and higher zones.

c. Design structures to appear less overwhelming at the street-level, for example, consider giving emphasis to the horizontal dimensions of taller buildings.

d. Where there are zone edges between commercial and residential parcels, a vegetated buffer is encouraged between the differing zones. This, along with street trees and wider sidewalks, will be critical to creating the transition desired by the community that will make increased heights and densities compatible with surrounding areas.

e. Departures: Within the Hub Urban Village, when design methods are used to create a positive transition along sensitive edges, departures (as set forth at SMC 23.41.012) from development standards may be appropriate to offset a significant loss of development opportunity.

iv. **Civic Core:**

While existing development in the Civic Core is varied in height, bulk and scale, the zoning generally allows new structures up to heights of 65 and 85 feet. The development potential of these zones should be utilized where possible to provide the density needed for a successful mixed-use area with retail and housing that is well served by transit. Focusing density in the Civic Core helps protect single family areas outside the Hub Urban Village. If not using the development potential on a site, developers are encouraged to provide the foundation and support for maximizing the zoning in the near future.

v. **Auto Row:**

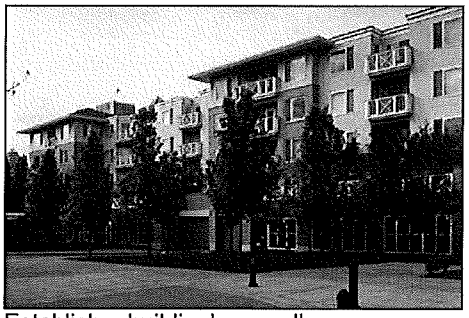
a. Buildings along Lake City Way from Northeast 95th Street to Northeast 123rd Street and Northeast 130th Street to Northeast 145th Street should reduce potential "canyon effects." For example, this can be accomplished by setting back upper-level floors at least 5 feet above the 30-foot height; an additional 10 feet above the 50-foot height in NC-65' zones; and an additional 5 feet above the 65-foot height in 85 feet zones.

b. These stepped-back buildings can add design features to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade.

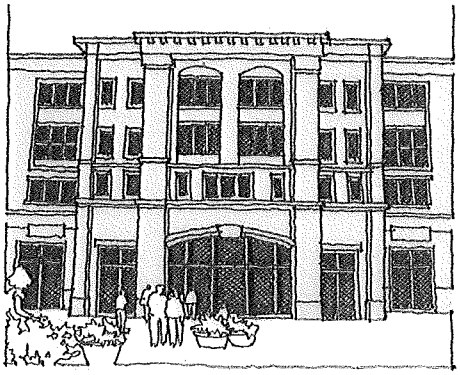
CS3 Architectural Context and Character

Citywide Guideline:

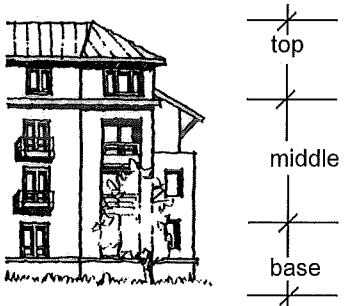
Contribute to the architectural character of the neighborhood.



Establish a building's overall appearance on a clear and pleasing set of proportions; a building should exhibit a sense of order.



Provide a clear pattern of building openings. Fenestration should unify a building's street wall and add to the façades three-dimensional quality.

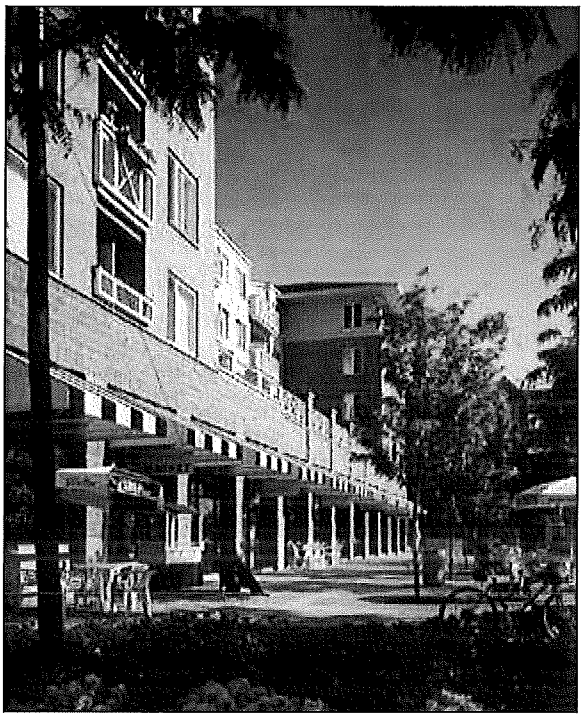


Residential Façade Composition: Vertical and horizontal expression establishes a pleasing set of proportions.

North District/Lake City Supplemental Guidance

I. Architectural Context

Auto Row:
Monument-style signage, with vegetated beds around them, is encouraged—particularly as a gateway feature. Mid-century modern, or 50s style, and neon is encouraged for signage in the auto row to recall the area's history. Such signs, however, are encouraged to be placed on buildings closer to the street, rather than mounted on poles in large parking lots. Flashing or continuous changing images that may be distracting to motorists on Lake City Way, or to nearby residences are discouraged.

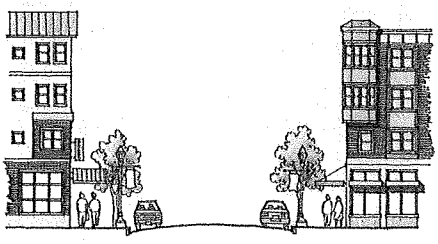


The horizontal dimension of this large, mixed-use building is emphasized through massing and a change of materials to relate well in scale to the pedestrian on the street.

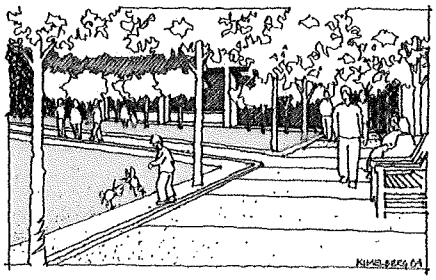
PL1 Connectivity

Citywide Guideline:

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



Distinguish the ground level of a building from the upper levels to help define public space. Give greater attention to detail at the street level of a building to satisfy the pedestrian, and include elements such as overhead cover, blade signs, lighting and exterior light fixtures.



An example of a public space within the Civic Core area that can be used for community activities. Building openings of a hypothetical development in the background are oriented toward the public space. Public art is encouraged wherever feasible and appropriate to further enliven the space. Walkways are encouraged through open spaces to connect to the street, as shown in the drawing above.

North District/Lake City Supplemental Guidance

I. Responding to Site Characteristics

Civic Core: Lake City Solar Corners
Within the Lake City Civic Core, street corners are key locations for pedestrian-oriented spaces with good solar exposure. This is especially true at the ends of triangular-shaped blocks, like at Northeast 125th Street and Lake City Way.

II. Human Activity

Hub Urban Village

i. For large developments, consider pulling back from the street edge for open spaces, such as plazas or gracious forecourts, provided continuity of the building definition of the street is not excessively interrupted along the majority of the block.

ii. Maximize the solar exposure of open spaces to the extent possible.

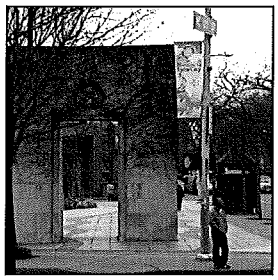
iii. Locate open spaces intended for public use at/or near street grade to promote a physical and visual connection to the street and sidewalk.

iv. Link outdoor spaces with walkways to create a network of open spaces within and around the project site.

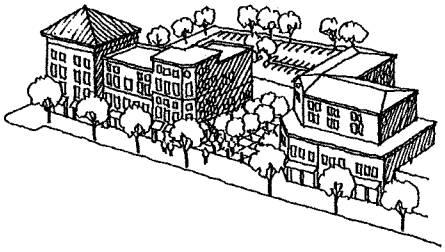
III. Pedestrian Open Spaces and Entrances

Hub Urban Village

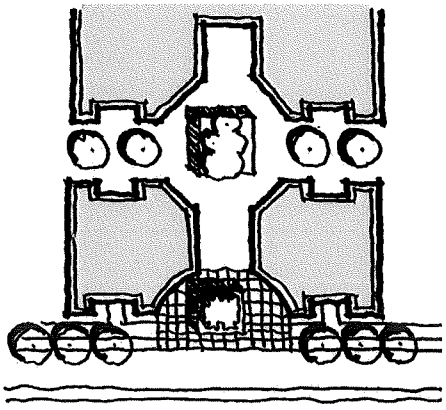
i. Plazas and courtyards or other setbacks should be located on sites at major entries into and within the Civic Core area.



Lake City Mini-Park



An example of a large development pulling back from the street edge for a plaza/ entry fore-court without unduly interrupting street continuity along the block. To ensure that open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, retail uses, sidewalks). Maximize sun exposure in public spaces.



Encourage the presence of well-defined outdoor space, such as on-site plazas and interior courtyards. Where possible, site such spaces to promote a physical and visual connection to the street.

ii. Plazas and vegetated setbacks should be considered on sites located immediately across from and adjacent to natural drainage areas including Thornton Creek.

iii. Public pedestrian mid-block passage-through sites, plaza and courtyards should be considered in long blocks of commercial or mixed-use developments. Open spaces with pedestrian access that include public art; art as landscape into the design, planted areas and seating areas are also encouraged.

iv. When portions of a building are set back, consider providing small pedestrian open spaces with seating amenities to create a lively streetscape.

v. The use of opaque or highly reflective glass is discouraged.

vi. Define outdoor spaces using a combination of building and landscape. Scale outdoor spaces for human comfort. Outdoor spaces should be proportioned to their surroundings and envisioned use.

vii. Appropriate lighting, including at-grade lights, should be considered to help ensure safe pedestrian areas.

Publicly accessible open space at street level is a high priority. Plazas and courtyards can be an integral part of the social life in the commercial core. The location, size and design of an open space must be carefully considered in relation to its surroundings. This concept is addressed in detail from a site planning perspective under "PL1.II Human Activity."

If publicly accessible open space at street level meeting these guidelines is identified as a priority for an individual project, this may be a factor in evaluating design departure requests such as reductions in private open space requirements.

PL2 Walkability

Citywide Guideline:

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

North District/Lake City Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

i. **Civic Core**

a. New developments should augment Civic Core plazas and spaces by orienting their entrances to the public open spaces and by providing additional small open spaces or gathering spaces.

b. Create strong aesthetic, visual and pedestrian connections between public space and neighboring development. Mid-block passages and dedicated easements are seen as ways to provide safe, pleasant and convenient alternatives to walking along Lake City Way.

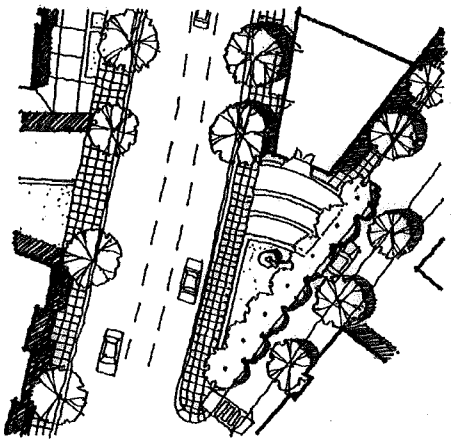
c. Incorporate civic art. Public spaces, private development projects, and infrastructure improvements are all encouraged to include a civic art components:

- Use public art to identify areas with a unique identity or celebrate the entrance to a public place.
- Make public art accessible to the public. Site public art to draw people through public spaces, but do not impede pedestrian flows.
- Support the use of diverse media and art forms.
- Encourage works of public art that celebrate local history and culture.

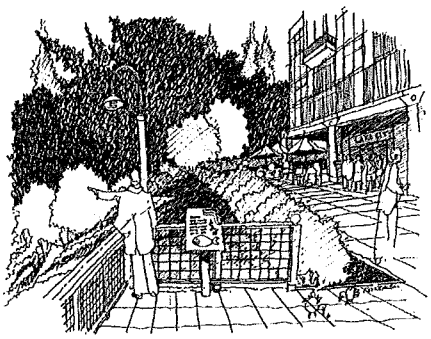
d. Pedestrian-friendly building entrances should face all commercial streets in the Civic Core.

e. Mini-Park (Intersection of Lake City Way NE & NE 125th Street). Walls adjacent to the Lake City mini-park (see map page vii) should have entrances to the park and new developments should face the park and include windows on the wall facing the park to increase visibility to the park. Other visual connections to the park through design, building form, landscaping and public art are encouraged.

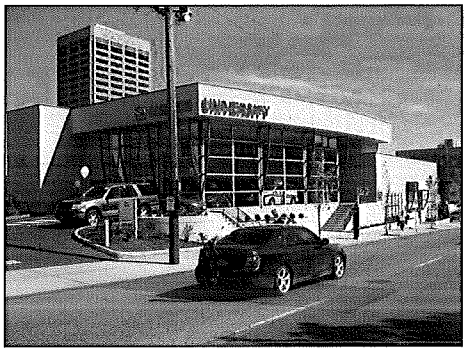
f. East-West pedestrian pass-through arcades should be considered for blocks along Lake City Way from Northeast 127th Street



South Apex Sun Exposure: Key Activity Corners



This sketch portrays how a new development project adjacent to Thornton Creek (west of Lake City Way) could incorporate a creek viewing platform with an informational marker. This amenity could be placed at the corner of a site to use both the adjacent public sidewalk and a setback on private property. An outdoor pedestrian plaza or courtyard can act as a transition space between the natural ravine edge and the new development.



to Northeast 123rd Street. Passages should be of a reasonable width and well lighted to provide for the safe, and comfortable movement of people. For long blocks between Northeast 125th and Northeast 130th Streets, mid-block, east-west passages are desired to be incorporated into new, full-block developments connecting the Civic Core, residential areas and commercial sections. Maintain existing pedestrian passage at about Northeast 126th Street.

g. Consider design departures for increased lot coverage on upper levels when this aids in designing for ground level pass-through arcades.

ii. **North/South Streets: 28th Avenue NE (NE 120th St. to NE 145th St.)**

a. Pedestrian-friendly building entrances should face 28th Avenue Northeast.

b. Wider sidewalks, limited vehicle access, street trees, planting strips, street furnishings, lighting and public art should be provided to define pedestrian connections between local parks, the library, the neighborhood service center and central shopping areas.

c. East-west mid-block connections should be provided for pedestrian passage between 27th and 30th Avenues Northeast.

d. Development along this street should be considered for mixed-uses, including space for cultural, social and artistic endeavors, as well as housing and small-scale retail.

e. Consider providing signage that includes maps showing local parks and services.

iii. **North/South Streets: 30th Avenue NE (NE 123rd St. to NE 145th St.)**

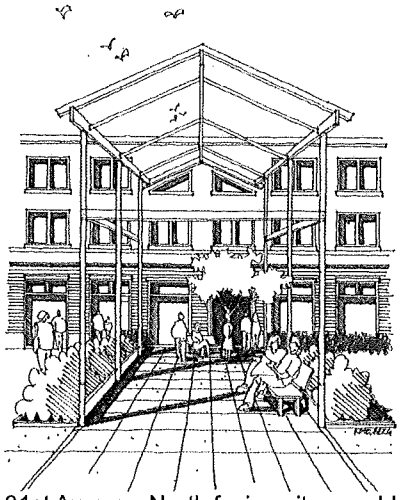
a. Pedestrian-friendly building entrances should face 30th Avenue Northeast.

b. South Apex at intersection of Lake City Way and 30th Avenue Northeast. Consider a setback on the south property line for a new building at the apex to create 1) a pedestrian plaza-type open space within the private setback suitable for cafes; and, 2) a portion of a green entry into the heart of the Civic Core. In addition, an upper-level setback can occur at the South Apex of the block to further reinforce a gateway affect. (See diagram at left).

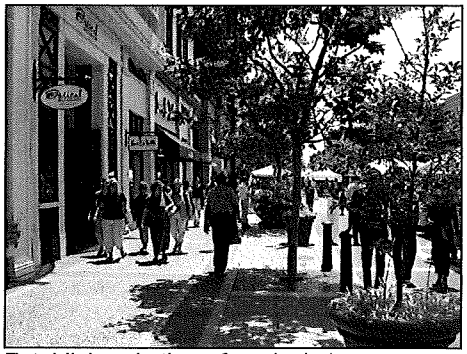
c. Additional southerly and westerly corner "notches." The block face along Northeast 123rd Street presents an opportunity to create two corner pedestrian "notches" or south-facing spaces as well as a special entry into the Civic Core. The diagram illustrates a design with two corner setbacks, in collaboration with upper level setbacks along Lake City Way.

d. Provide a pedestrian arcade or pass-through from 28th Street Northeast and the Civic Core to Lake City Way at or near Northeast 126th Street to connect north/south streets.

iv. **North/South Streets: 31st Avenue NE (NE 123rd St. to NE 125th St.)**



31st Avenue: North facing sites could provide enclosed and transparent ground level open space, such as an atrium that brings the outdoors indoors.



Establish a rhythm of vertical elements along the street-level façade; for example the photo above shows how the regular cadence of storefronts enhances the pedestrian experience.

a. Pedestrian-friendly building entrances should face 31st Avenue Northeast.

b. South of the intersection of Lake City Way and Northeast 31st Street facing Northeast 125th Street. This north facing site could provide an enclosed and transparent ground-level open space, such as an atrium. This space should be designed to take the "indoors" outdoors, and bring the "outdoors" into the building by opening the interior space to sunlight and sidewalk activity.

c. New development should be sited and designed to aid in the development of the desired character of 31st Avenue Northeast as a pedestrian-oriented retail street and gathering area. Wider sidewalks, limited auto access, plantings, lighting, street furnishings and public art are encouraged.

v. **North/South Streets: 33rd Avenue NE (NE 125th St. to NE 130th St.)**

a. Encourage a new development(s) to provide an open space pedestrian passageway, safe for pedestrians and secure for site tenants, which connects 33rd Avenue Northeast to 35th Avenue Northeast; and, 33rd Avenue Northeast to Lake City Way, preferably near Northeast 127th Street.

b. Create visual interest in the block, building-faces or walls by adding small pedestrian indentations for seating and outdoor eating.

c. New development is encouraged to support development of a new park mid-block to offset anticipated increases in low-income and affordable housing.

vi. **Natural Areas**

Where Thornton Creek and its tributaries intersect with the Civic Core, Hub Urban Village or Auto Row, a site enhancement at daylighted portion(s) is strongly encouraged. Such enhancements could be incorporated as landscaped open space and as an opportunity to provide pedestrian passageways. Locations include the following:

a. 33rd Avenue Northeast mid-block between Northeast 125th and Northeast 130th Streets (Little Brook)

b. Lake City Way between Northeast 117th and Northeast 120th Streets (Thornton North Fork)

c. Lake City Way between Northeast 95th and Northeast 98th Streets (Willow Creek)

d. Lake City Way between Northeast 98th and 100th Streets (Thornton South Fork)

Other locations of creek crossings within the larger planning area that should be considered in connection with new development include the following:

e. 35th Avenue Northeast between Northeast 123rd and Northeast 125th Streets (Little Brook)

f. 35th Avenue Northeast at Northeast 115th Street (Thornton North Fork)

g. Northeast 125th Street between 25th and 23rd Avenues Northeast (Thornton North Fork)

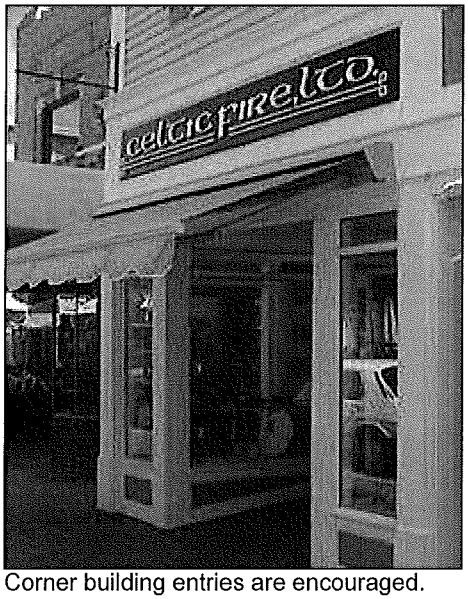
h. Northeast 133rd Street to Northeast 140th Street mid-block between 32nd and 30th Avenues Northeast (Little Brook)

PL3 Street-Level Interaction

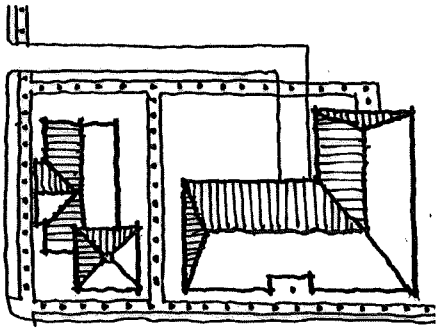
Citywide Guideline:

Encourage human activity and interaction at street level.

North District/Lake City Supplemental Guidance



Corner building entries are encouraged.


Pedestrian pathways can provide safe and convenient access to building entrances, parking, and neighboring properties. They should be clearly defined and enjoyable to use. To aid pedestrian navigation and comfort, consider the following elements along paths: landscaping, such as rows of trees and shrubs and planters; pedestrian scaled lighting, such as lighted bollards; and special paving.

I. Entrances Visible from the Street

Hub Urban Village

i. Encourage welcoming, slightly recessed main building or shop entrances consistent with a traditional storefront design.

ii. Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.

II. Human Activity

North/South Streets: 33rd Avenue NE (NE 125th St. to NE 130th St.)

i. Create diversity in the block building face or wall by adding small pedestrian indentations for seating and outdoor eating.

ii. Pedestrian-friendly building entrances should face 33rd Avenue Northeast. Consider orienting the building to define the public street and civic spaces in this area and to encourage walk-in traffic.

iii. Wider sidewalks are encouraged with planting strips and natural system approaches to drainage due to the proximity of Little Brook Creek.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

North District/Lake City Supplemental Guidance

I. Parking and Vehicle Access

Entire Planning Area:

i. "Cut through" traffic—coming from outside the neighborhood and driving on residential streets to reach a destination outside the neighborhood—is a significant concern to residents. Consider the following:

   a. Vehicular traffic of the new development should ingress and egress toward the more intensive zoned area and not the lesser zoned area.

II. Location of Parking on Commercial Street Fronts

Civic Core:

Consider placing parking underground for all new development within the Civic Core. Where this is not feasible, parking lots should be located behind buildings or in the interior of a block. Large parking lots should be visually and functionally segmented into smaller areas with planted medians, walkways, lighting, etc.

Screening of pedestrian areas

III. Design of Parking Lots Near Sidewalks

In addition to the citywide guidance for vehicular access and circulation, and parking and service uses, the following supplemental guidance should be considered to carry the theme of landscaping used as screening around the sensitive perimeters of a parking lot throughout the lot.

Entire Planning Area:

i. As sites with large surface parking areas, such as auto dealerships, are redeveloped, consider locating parking under, beside or behind new structures. If surface parking lots are located between structures and the sidewalk, vegetated areas should be provided along the sidewalk to provide pedestrians a buffer from the parking lot. Vegetation should be of a height that pedestrians can still see above it and/or spaced so they have visibility around it for safety.

ii. Vegetated islands that include trees and safe, well-defined pedestrian pathways should be considered at locations throughout large parking lots to enhance pedestrian activity, minimize storm runoff, and reduce the heat island effect of large parking lots.

iii. Pervious pavements should be considered to assist groundwater recharge and removal of pollutants.

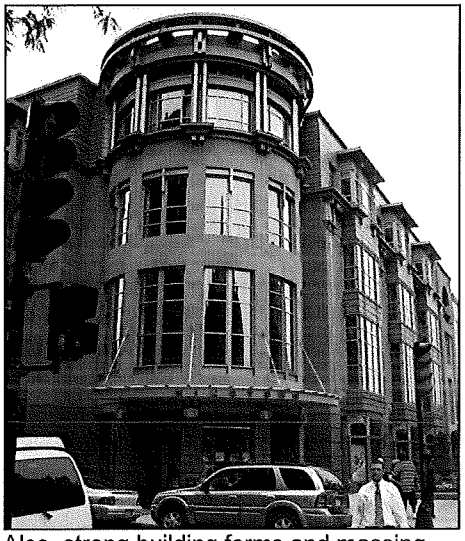
iv. Green spaces at regular intervals can provide attractive surface parking areas and reduce drainage runoff in large parking lots.

DC2 Architectural Concept

Citywide Guideline:

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

There are many different ways in which a building setback and form can aid in focusing activity on a corner. Introduce weather protection and outdoor furniture such as benches at these locations to enhance pedestrian access and comfort.



Also, strong building forms and massing such as towers to demarcate important gateways, intersections, and street corners can function as the visual anchor for a block.

North District/Lake City Supplemental Guidance

I. Respect for Adjacent Sites

Hub Urban Village:
Pay special attention to projects on the zone edges in the Hub Urban Village, such as between Northeast 125th and 130th Streets and on the eastern boundary of the urban village for example. Incorporate vegetation to buffer and provide significant visual screening where privacy for adjacent sites is an important concern.

II. Human Scale

Hub Urban Village:

i. Design buildings when possible to encourage multi-tenant occupancy and walk-in traffic at the street level.

ii. Generous street-level windows and entrances will animate the street.

iii. Use façade treatments and changes in materials to distinguish the ground level of a building from the upper levels, especially where a building orients to the street and/or defines public space.

iv. Establish a rhythm of vertical and horizontal elements along the street-level façade. For instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.

v. Use design elements such as exterior light fixtures, blade signs, awnings, and overhangs to add interest and give a human dimension to street-level building façades.

vi. Provide continuous overhead protection for pedestrians in the core commercial areas between 28th and 35th Avenues Northeast, and between Northeast 123rd and 130th Streets.

vii. Transparent materials, allowing light to penetrate to the street, should be considered for overhead protection.

III. Architectural Concept and Consistency

i. **Hub Urban Village:**
The proper articulation of a building's façade should add to the quality and variety of Lake City's Hub Urban Village architecture.

a. Establish a building's overall appearance based on a clear set of proportions. A building should exhibit a sense of order.

b. Employ a hierarchy of vertical and horizontal elements. Use materials to unify the building as a whole. Façade articulation should reflect changes in building form and function, from the base, to the middle, to the top. Vertical lines should be carried to the base of a building.

c. Provide a clear pattern of building openings. The pattern of windows and doors should unify a building's street wall—not detract from it—and add to a façade's three-dimensional quality. Recessed windows are encouraged to create shadow lines and further promote three-dimensional expression.

d. Large expanses of blank walls should be avoided.

ii. **Auto Row:**
New structures built for auto sales are encouraged to depart from the conventional "box retail" approach to building design in order to create the look of multiple storefronts that would provide the design character desired or break up storefronts with architectural features such as a varied roof line.

DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.

North District/Lake City Supplemental Guidance

I. Streetscape Compatibility

Auto Row:
Auto dealerships are encouraged to provide low vegetated landscaped edges or borders, with an appropriate width from the street to property along the front of their properties to provide pedestrian safety and defined pathways. Pathways can be curved with plantings to provide additional interest and seating is encouraged to be provided near bus stops.

II. Landscaping to Reinforce Design Continuity with Adjacent Sites

i. **Entire Planning Area:**

a. For new development involving critical areas, consider using native plants and preserving or restoring habitat areas and incorporating them into the design for landscaping.

b. Use native plant materials and evergreen trees in appropriate public areas to reestablish a natural northwest tree canopy. Consider extending creek corridors as part of a "green gateway" design feature.

ii. **Natural Areas:**

a. The planting of conifers is encouraged. Redevelopment projects should use native plant materials which add to the Thornton Creek riparian edge habitat; and, reduce contaminants entering the riparian area from adjacent developments.

b. Use primarily native plant species including trees, woody debris and other habitat features that can be use throughout the landscape of redeveloped sites adjacent to the creek to augment protected creek corridors and enhance new buildings.

III. Landscaping to Enhance the Building and/or Site

i. **Entire Planning Area:**

a. Use landscaping to further define and provide scale for open space. Lush plants, warm materials and pleasing details are encouraged. Retain existing mature trees wherever possible.

b. Use lighting to emphasize landscaping where appropriate.

ii. **Auto Row**

As auto dealerships relocate to other areas, and new mixed use developments occur within this area, consider incorporating front yard setbacks in the commercial area for a "green gateway" design feature. This setback and landscaping should coordinate and combine street plantings in the public right-of-way with landscaping elements on private front yard setbacks to increase the gateway affect. For example, one row of larger street trees may occur on the public right-of-way and two rows of smaller trees and/or flowering shrubs may occur in the private front yard setback, creating a deep visual gateway and a pedestrian promenade effect.

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.

A pedestrian-scaled sign attached to a building that adds visual interest to the streetscape.

An example of drop lights over a well-crafted sign.

North District/Lake City Supplemental Guidance

I. Exterior Finish Materials

i. **Entire Planning Area:**

Design signs that are appropriate for the pedestrian scale and character that is envisioned for the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood.

Signage should be designed to:

a. integrate with the architectural concept of the development in scale, detailing, use of color and materials, and placement;

b. reflect the pedestrian scale of the neighborhood;

c. add interest to the street level environment; and

d. reduce visual clutter.

Specific preferences include:

e. Blade signs attached to a building façade;

f. Creative, detailed, artistic and unique signage;

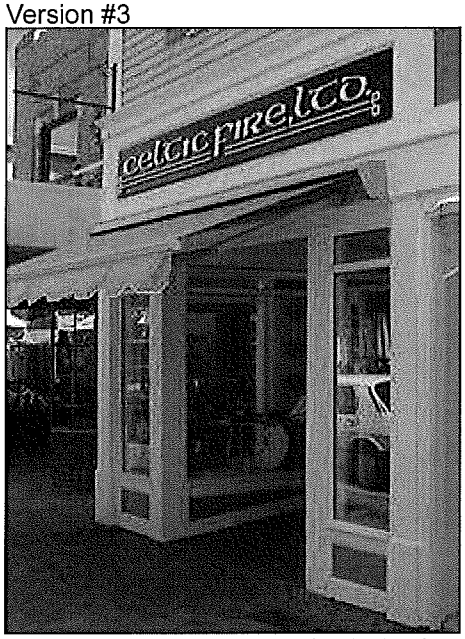
g. Signs with lighting attached or monument signs (e.g., drop lights over a sign);

h. Signs located no more than 20 feet from the ground

These types of signs are discouraged:

i. Large illuminated or animated box signs; and

j. Post-mounted signs



An example of a sign on the fascia that is integrated into the overall design of the building.

ii. **Hub Urban Village:**

a. Consider each building as a high-quality, long-term addition to the Lake City neighborhood; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting. A well-built structure contributes to a high-quality built environment.

b. Employ especially durable and high-quality materials at the street level, minimize maintenance concerns, and extend the life of the building. Examples of appropriate building materials for use at the street level include: brick, stone, terra-cotta or tile, and transparent glass. These materials should be applied at a scale appropriate for pedestrian use.

c. Use materials, colors and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides.

d. Consider limiting the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony. If intense color is used it should only be used as an accent in a carefully executed and balanced color scheme. Buildings sided primarily in metal are discouraged.

e. Design architectural features that are an integral part of the building. Avoid ornamentation and features that appear "tacked-on" or artificially thin.

iii. **Civic Core**
Consider using brick, cast stone, brick-like materials, and/or brick combined with other accent materials as the primary material for projects in the Civic Core. Brick is the preferred material to lend a sense of strength and permanence, and promote cohesiveness with existing brick structures.

II. Respect for Adjacent Sites

i. **Entire Planning Area:**
Avoid locating exterior lights above the ground floor on the sides of structures facing residential uses.

ii. Auto Row:

a. Provide thick vegetative buffers of sufficient height to screen on-site lighting from contiguous and nearby residential areas or residential areas sharing the same collector streets.

b. Glare-free lighting should be provided and directed downward to be sensitive to nearby residential areas.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 8
November 22, 2013
Version #3

Morgan Junction
Design Guidelines
2013

Attachment 8 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Morgan Junction Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Morgan Junction Urban Village as reflected in Map 1 (page iv). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying citywide except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development (also referred to as citywide design guidelines) that were adopted in 1993.

The Morgan Junction Design Guidelines reveal the character of Morgan Junction as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Citywide Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Morgan Junction Design Guidelines were developed by community members and design consultants, and adopted in 2007. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace those that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Guidelines at a Glance

The Morgan Junction design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Morgan Junction Urban Village as reflected in Map 1 (page iv). The neighborhood guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by Morgan Junction Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Morgan Junction Design Guidelines in 2007.

Context and Site

CS1. Natural Systems and Site Features ..... **no**

CS2.Urban Pattern and Form ..... **yes**
- Corner Lots (former A-10)
- Height, Bulk and Scale Compatabilty (former B-1 bullets 2-4)
- Site-Specific Guideline: NW Corner of California Ave. SW and Fauntleroy Ave SW

CS3. Architectural Context and Character ..... **yes**
- Height, Bulk and Scale Compatability (former B-1, bullet 1)

Public Life

PL1. Connectivity ..... **yes**
- Streetscape Compatibility (former A-2, bullet 2)
- Pedestrian Open Spaces and Entrances (former D-1, bullet 2)

PL2. Walkability ..... **yes**
- Human Activity (former A-4, bullet 3)

PL3. Street-Level Interaction ..... **yes**
- Streetscape Compatibility (former A-2, bullet 1)
- Human Activity (former A-4, bullet1-2)
- Pedestrian Open Spaces and Entrances (former D-1, bulet 1 & 3)

PL4. Active Transportation ..... **no**

Design Concept

DC1. Project Uses and Activities ..... **yes**
- Streetscape Compatibility (former A-2, bullet 5)
- Screening of Dumpsters, Utilities and Service Areas (former D-6)
- Site-Specific Guideline: "Blue Sky Scenario": Thriftway Mixed-Use Redevelopment

DC2. Architectural Concept ..... **yes**
- Human Scale (former C-3)

DC3. Open Space Concept ..... **yes**
- Streetscape Compatibility (former A-2), bullet 3
- Landscape to Enhance the Building and /or Site (former E-2)
- Landscape Design to Address Special Site Conditions (former E-3)
- Pedestrian Open Spaces and Entrances (former D-1, p. 10)

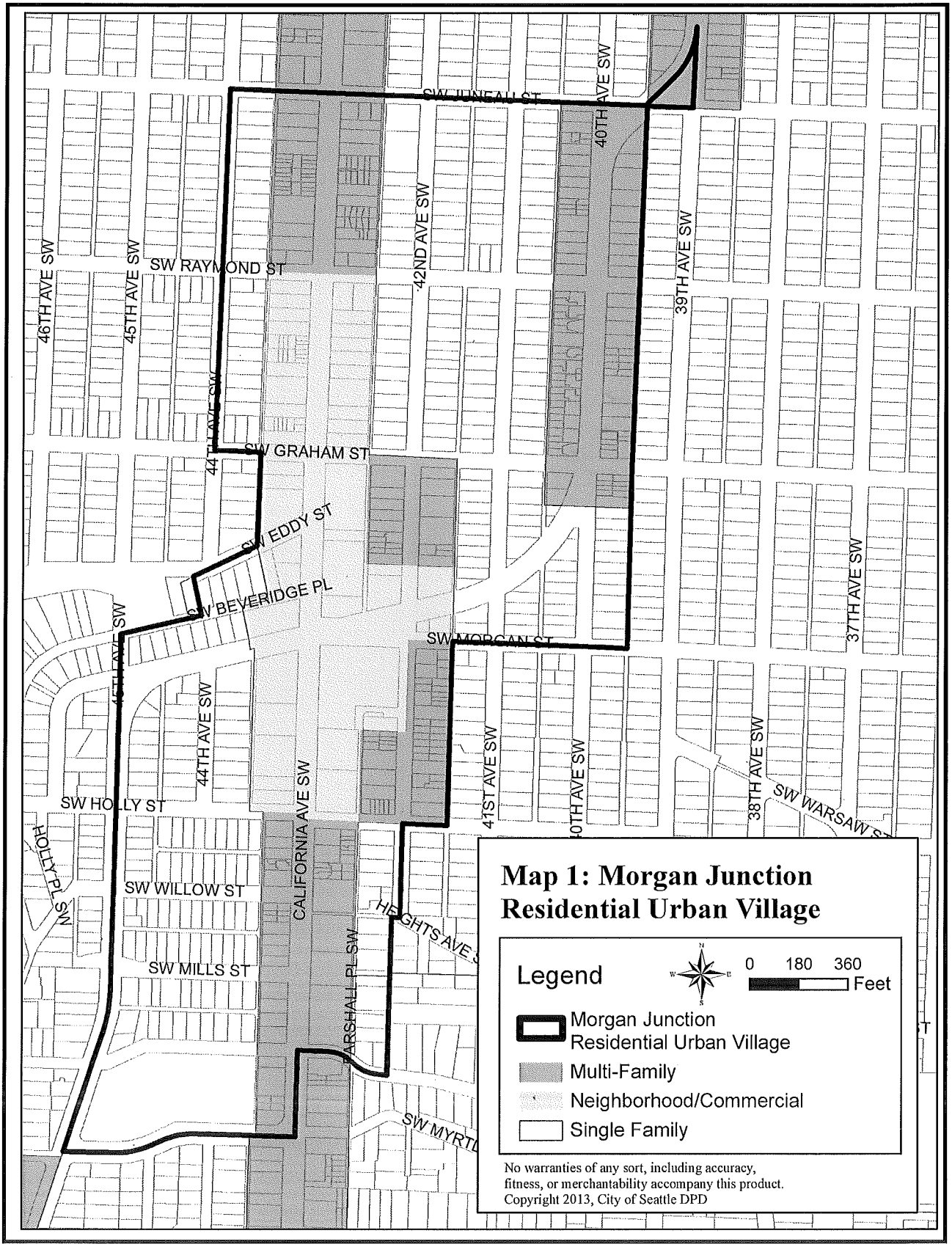
DC4. Exterior Elements and Finishes ..... **yes**
- Streetscape Compatibility (former A-2, bullet 4)
- Exterior Finish Materials (former C-4)
- Personal Safety and Security (former D-7)

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 8
November 22, 2013
Version #3

Morgan Junction Context and Priority Issues

Morgan Communicty Association (**MOCA**) **Neighborhood Focus**
To provide a blueprint toward building the Morgan Street Junction into the following:

- Maintain the Junction's "small-town" feel that currently characterizes its business district.
- An attractive neighborhood junction where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities, where views and community character are protected, and where greenery integrates well with business.
- A local meeting place that encourages walking and biking traffic.
- A community with strong single-family neighborhoods and affordable multifamily buildings.
- An appealing place with attractive landscaping, pleasant parks and gathering places. A vital commercial district that provides restaurants, stores and services to meet the needs of local residents; with a special focus on encouraging the growth of local businesses.
- A safe community with active local neighborhood organizations who care about the local quality of life.
- A community that celebrates its unique relationship with Puget Sound and the Pacific Ocean.
- The closest one can get to living on an island without having to take a ferry.

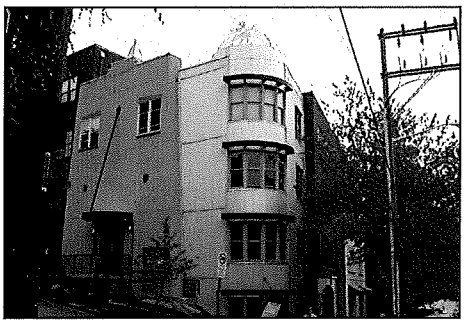


Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details. Additionally, zoning areas shown on this map are for general reference only. For confirmation of a specific property's zoning, contact the Department of Planning and Development.

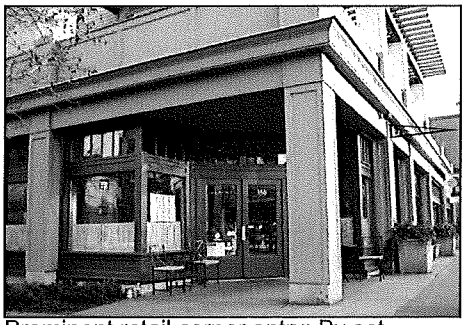
CS2 Urban Pattern and Form

Citywide Guideline:

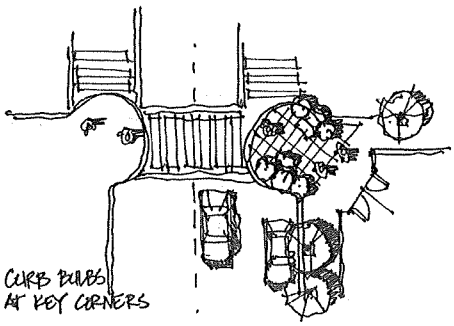
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.



A corner building form that demarcates an important gateway/street corner.



Prominent retail corner entry: By setting back at the corner, public space is extended from the sidewalk. The scale of the recessed entry, combined with building features at the corner, welcome without interrupting retail continuity along the streetscape. This idea places a strong visual emphasis on the street while supporting active public space.



Morgan Junction Supplemental Guidance

I. Corner Lots

Neighborhood Priority: Maintain and enhance an attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from the corners.

i. Prominent corner massing can function as a visual anchor for a block.

ii. Provide for a prominent retail corner entry.

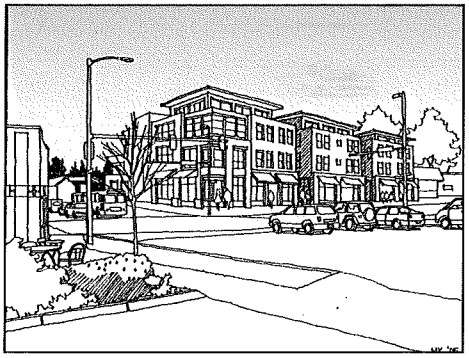
iii. Consider curb bulbs on key corner locations and pedestrian amenities. Consider a fountain or art as a focal point.

II. Height, Bulk and Scale Compatibility

Neighborhood Priority: Ensure that the design of new multifamily, commercial and mixed-use buildings is compatible with the character of the neighborhood.

Projects should be compatible with the scale of development anticipated by the applicable land use policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

i. Consider existing views to Puget Sound and the Olympic Mountains and incorporate site and building design features that may help to preserve those views from public rights-of-way.



ii. Respond to adjacent residential uses with a sensitive transition in scale and massing; for instance, stepping back building height and/or breaking up building mass.

iii. Consider shadows cast from proposed structures, in order to maximize the amount of sunshine on adjacent sidewalks throughout the year.

Site-Specific Guideline

III. NW Corner of California Ave. SW and Fauntleroy Ave SW

This is a particularly prominent corner site that could serve as a community gateway and anchor for the block. Consider the following:

i. Orient massing to the corner with a strong building and rooftop form.

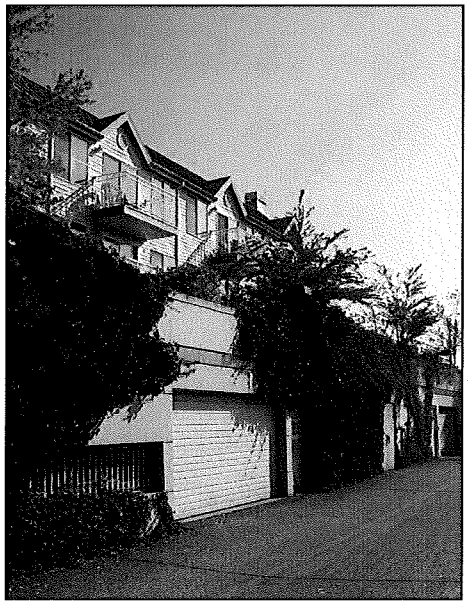
ii. Step the building down to the west toward the single-family area.

iii. Articulate California Avenue Southwest façade into distinct intervals consistent in scale with surrounding commercial structures. Create welcoming forecourts between building modulations at street level.

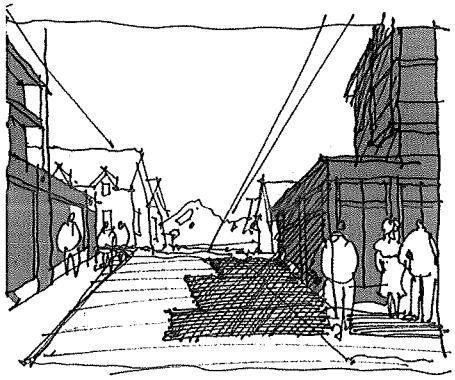
CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.



A good example of a larger, mixed-use building stepping back away from a neighboring single family area. The ground floor is further softened with generous, lush landscaping.



Consider stepping back the building on east-west streets to take advantage of scenic views.

Morgan Junction Supplemental Guidance

I. Height, Bulk and Scale

Neighborhood Priority: Ensure that the design of new multifamily, commercial and mixed-use buildings is compatible with the character of the neighborhood.

Projects should be compatible with the scale of development anticipated by the applicable land use policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

i. For commercial and mixed-use developments, consider breaking up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern in the business district.

PL1 Connectivity

Citywide Guideline:

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

A well-defined courtyard with both a visual and physical connection to the street.

Dimension sidewalks to encourage activity. Wider sidewalks allow for streetscape elements (street trees, lights, etc.), pedestrian movement and outdoor seating areas.

Morgan Junction Supplemental Guidance

I. Streetscape Compatibility

Neighborhood Priority: Maintain and enhance an attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right of way.

i. Consider retaining or increasing the width of sidewalks. Wider sidewalks make for more interesting and active streets, while still allowing for adequate pedestrian movement.

II. Pedestrian Open Spaces and Entrances

Neighborhood Priority: A community that is conveniently accessible by transit and automobile, but where walking and bicycling are easy and enjoyable.

The pedestrian environment (sidewalks, pathways, crossings, entries and the like) should be safe and accessible. The pedestrian environment should connect people to places they want to go, and should provide good spaces to be used for many things. New development should reflect these principles by enhancing commercial district streetscapes that make street-level pedestrian activity a priority.

Convenient and attractive access to the building's entry should be provided to ensure comfort and security, paths and entry areas should be sufficiently lighted, and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open spaces should be considered.

i. Consider creating open spaces at street level that link to the open space of the sidewalk. Provide "outdoor rooms" such as plazas, forecourts, interior courtyards and passages.

PL2 Walkability

Citywide Guideline:

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

An example of overhead cover integrated into the overall building design

Morgan Junction Supplemental Guidance

I. Human Activity

Neighborhood Priority: Maintain and enhance an attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

New development should be sited and designed to encourage human activity on the street.

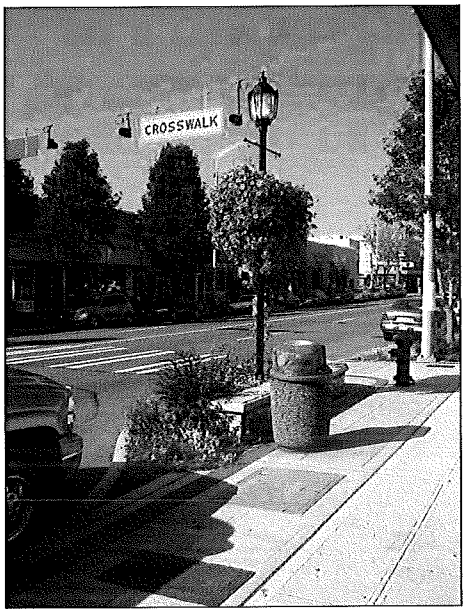
i. Overhead cover along the sidewalk can provide for pedestrian comfort.

PL3 Street-Level Interaction

Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

Morgan precedent: recessed entries welcome without interrupting retail continuity.



Street lamps, landscaping and curb extensions in the Junction help lend a pedestrian orientation and character to the streetscape.

Morgan Junction Supplemental Guidance

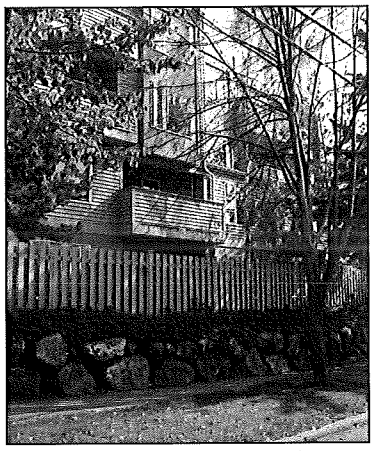
I. Streetscape Compatibility

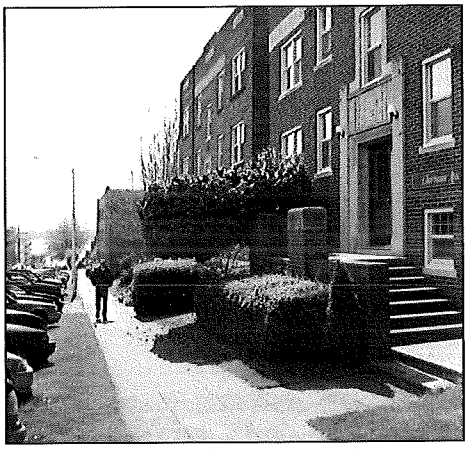
Neighborhood Priority: Maintain and enhance an attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right of way.

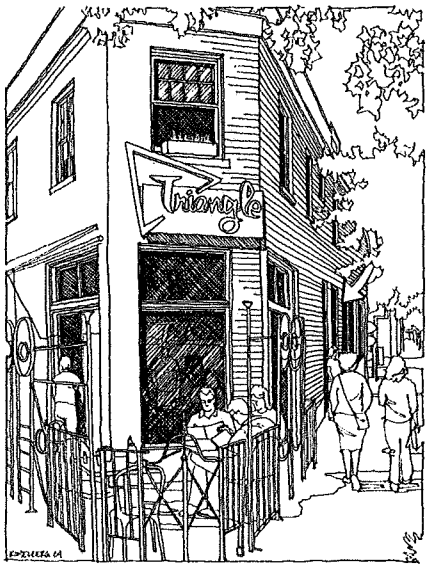
i. It is recommended to build at or near the edge of the sidewalk and restrict grade separations where commercial uses occupy the ground floor.

ii. Residential development guidance: Shallow setbacks and minor grade separations between the first floor and sidewalk where residential uses occupy the ground floor can promote privacy and also accommodate entry porches and stoops.





Minor grade separations enhance the transition from residence to street.



II. Human Activity

Neighborhood Priority: Maintain and enhance an attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

New development should be sited and designed to encourage human activity on the street.

i. Promote active, pedestrian-oriented uses with a high degree of transparency along the street; uses should be readily discernible to the passer-by.

ii. Outdoor eating and drinking opportunities on the sidewalk should be encouraged by orienting the restaurant or café windows to the sidewalk and installing outdoor seating.

III. Pedestrian Open Spaces and Entrances

Neighborhood Priority: A community that is conveniently accessible by transit and automobile, but where walking and bicycling are easy and enjoyable.

The pedestrian environment (sidewalks, pathways, crossings, entries and the like) should be safe and accessible. The pedestrian environment should connect people to places they want to go, and should provide good spaces to be used for many things. New development should reflect these principles by enhancing commercial district streetscapes that make street-level pedestrian activity a priority.

Convenient and attractive access to the building's entry should be provided to ensure comfort and security, paths and entry areas should be sufficiently lighted, and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open spaces should be considered.

i. Entryways can link the building to the surrounding landscape.

ii. Building entrances should emphasize pedestrians over vehicles.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

Morgan Junction Supplemental Guidance

I. Streetscape Compatibility

Neighborhood Priority: Maintain and enhance an attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right of way.

i. Vehicle entrances to buildings should not dominate the streetscape.

II. Screening of Dumpsters, Utilities and Service Areas

Neighborhood Priority: A community that is conveniently accessible by transit and automobile, but where walking and bicycling are easy and enjoyable.

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible.

i. Consider service facilities as an integral part of the site plan; avoid siting service areas and mechanical equipment as an afterthought.

ii. Service, loading and storage areas should be located away from facing public streets, residential neighborhoods or other important civic spaces; where possible, take service access along an alley.

iii. Adjacent sensitive land uses can be buffered from the undesirable impacts of service facilities with landscaping or cohesive architectural treatments.

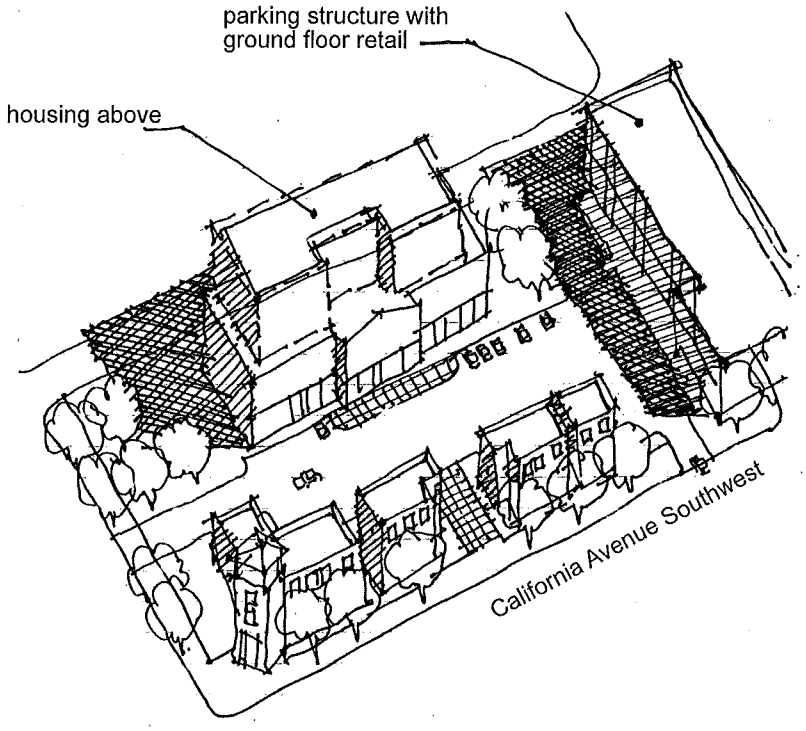
iv. Consider locating screened, roof-mounted mechanical equipment away from the street edge.

Site-Specific Guideline: "Blue Sky Scenario":

III. Thriftway Mixed-Use Redevelopment

i. Consider adding upper-level housing to the existing structure, pedestrian-oriented retail along California Avenue Southwest, and accommodate parking in a structure with ground level retail on California Avenue Southwest.

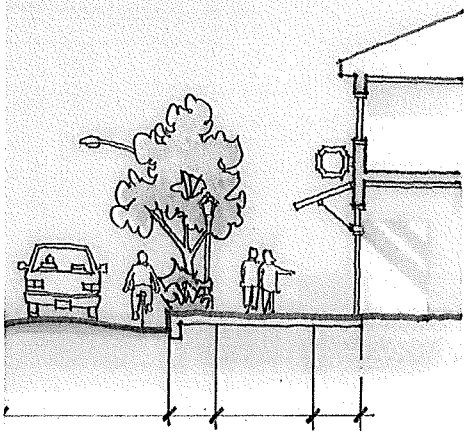
ii. Housing is encouraged above large commercial structures, e.g., Thriftway (see image below).



DC2 Architectural Concept

Citywide Guideline:

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



Size exterior light fixtures, canopies and awnings to the scale of the building and sidewalk.

Morgan Junction Supplemental Guidance

I. Human Scale

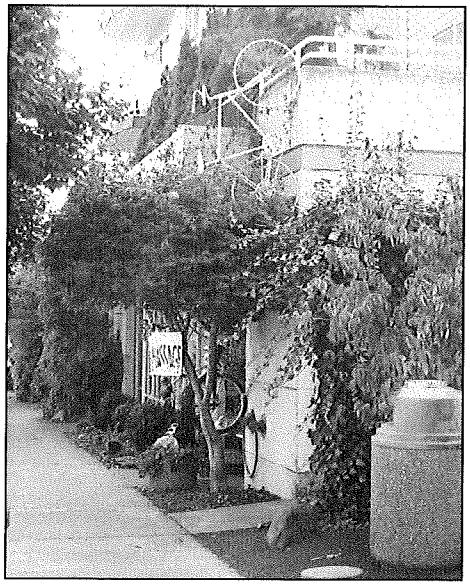
Neighborhood Priority: Use design guidelines to develop consistent building types and characteristics.

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

i. Establish a rhythm of vertical elements along the street-level façade to create a pattern of display windows and shop entrances consistent in scale with existing commercial buildings in the business district.

ii. Design elements such as multiple storefronts, shop entrances, exterior light fixtures, awnings and overhangs can add interest and give a human dimension to street-level building façades.

A regular cadence of display windows and shop entrances enhances the pedestrian experience.



Design elements such as landscaping and creative signs add interest and give a human dimension to street-level building facades.

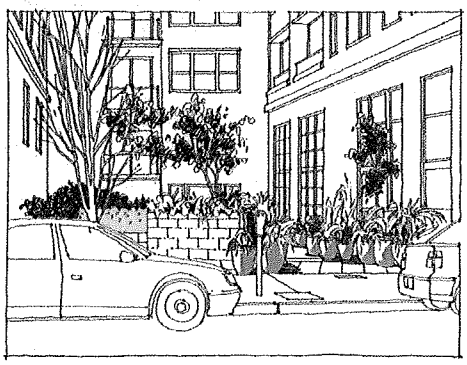
iii. Show creativity and individual expression in the design of store-fronts; for instance, unique signs and tile work can add artistry and craft to the streetscape.

iv. Exterior light fixtures, canopies and awnings should be sized to the scale of the building and sidewalk.

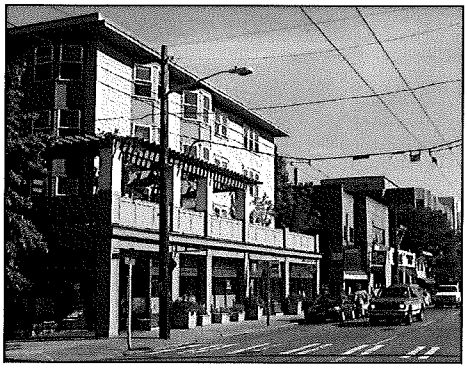
DC3 Open Space Concept

Citywide Guideline:

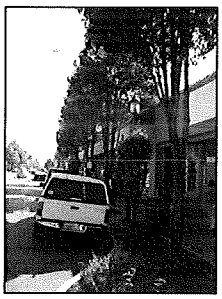
Integrate open space design with the design of the building so that each complements the other.

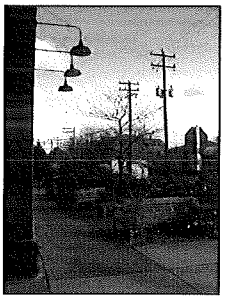


A landscaped entry area physically and visually accessible from the street



Landscaping softens the setback from the ground level retail to residential levels above.





Street trees providing ground floor commercial visibility; lighting and street furniture creating a welcoming "outdoor room."

Morgan Junction Supplemental Guidance

I. Streetscape Compatibility

Neighborhood Priority: Maintain and enhance an attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right of way.

i. Provide street trees in tree grates or in planter strips, using appropriate species to provide summer shade, winter light and year-round visual interest.

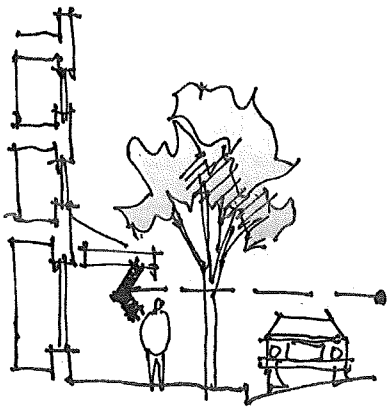
II. Landscaping to Enhance the Building and/or Site

Neighborhood Priority: An appealing place with attractive landscaping and pleasant parks and gathering places.

Landscaping, including plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Supplement and complement the existing mature street trees. Choose street tree species in the business district with a canopy above the first floor commercial level to minimize view obstruction along the street businesses.

i. Landscaped open spaces as part of new commercial or mixed-use developments should be visible from the street.



Street trees: Trunk height should provide visibility to first floor businesses.

Attachment 8 to the DPD Design Guidelines Ordinance

ii. Providing landscaping on upper levels of neighborhood commercial buildings, where feasible, is encouraged.

III. Landscape Design to Address Special Site Conditions

Neighborhood Priority: An appealing place with attractive landscaping and pleasant parks and gathering places.

i. Street tree species should be selected to ensure visibility of first floor businesses from the street.

IV. Pedestrian Open Spaces and Entrances

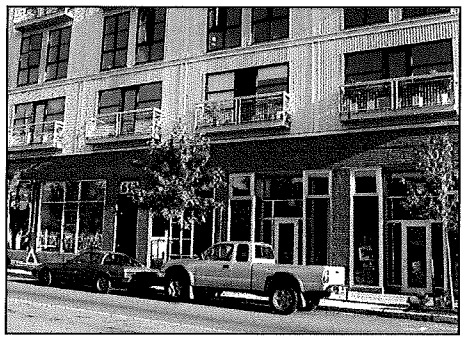
Neighborhood Priority: A community that is conveniently accessible by transit and automobile, but where walking and bicycling are easy and enjoyable.

i. To support the neighborhood's pedestrian-oriented commercial areas, the use of street furniture, landscaping, on-site lighting and site details that support the design intentions of the building architecture are encouraged.

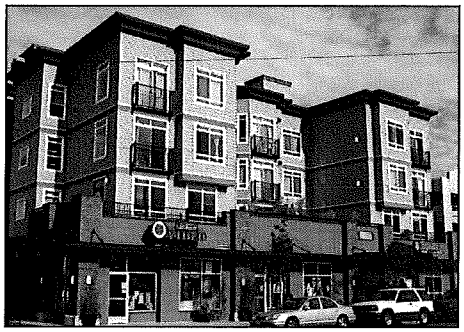
DC4 Exterior Elements and Finishes

Citywide Guideline:

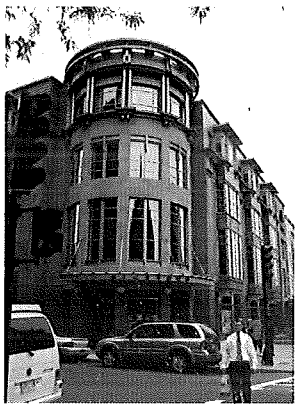
Use appropriate and high quality elements and finishes for the building and its open spaces.



Brick, large storefront windows and masonry kick boards exhibit a sense of permanence at the street.



An example of high-quality and variegated use of residential exterior materials in new multifamily construction.



A well-built, unified facade composition.

Morgan Junction Supplemental Guidance

I. Streetscape Compatibility

Neighborhood Priority: Maintain and enhance an attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right of way.

i. Consider pedestrian-scale street lighting to promote a unified and attractive business district streetscape.

II. Exterior Finish Materials

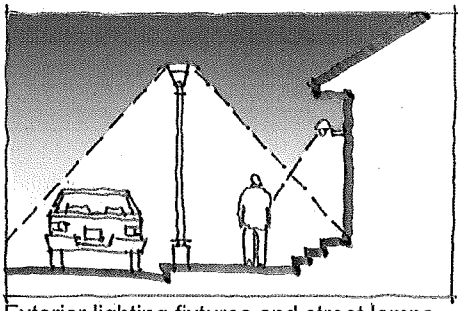
Neighborhood Priority: Use design guidelines to develop consistent building types and characteristics.

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

i. Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and building materials should exhibit permanence and quality appropriate to the "small town" urban village setting.

ii. Materials, colors and details can unify a building's appearance; buildings and structures should be built of compatible materials on all sides.

iii. Consider employing durable and high quality materials, encouraging those materials that show permanence and quality, minimize maintenance concerns, and extend the life of the building. Examples of appropriate building materials include: brick, terra-cotta or tile, masonry, and various types of wood, or hardi-board. Durable and quality materials at the street level, including metal and transparent glass, are encouraged for commercial spaces.



Exterior lighting fixtures and street lamps are sized to the scale of the building and sidewalk, directing light to the sidewalk and building entrance, thus increasing personal safety.

III. Personal Safety and Security

Neighborhood Priority: A community that is conveniently accessible by transit and automobile, but where walking and bicycling are easy and enjoyable.

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

i. New developments are encouraged to provide lighting on buildings and in open spaces. This includes: exterior lighting fixtures above entries; lighting in parking areas and open spaces; and pedestrian street lights near sidewalks. To the degree possible, a constant level of light providing reasonably good visibility should be maintained at night. Bright spots and shadows should be avoided. Highly vulnerable areas and those that could conceal a potential attacker should be illuminated more brightly than areas designed for normal activity.

North Beacon Hill
Design Guidelines
2013

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The North Beacon Hill Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the North Beacon Hill Urban Village as reflected in the Map on page vi. Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying citywide except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The North Beacon Hill Design Guidelines reveal the character of Beacon Hill as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Citywide Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The North Beacon Hill Design Guidelines were developed by community members and design consultants, and adopted in 2006. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

What are the North Beacon Hill Neighborhood Design Guidelines?

In 1994, the City of Seattle designated the North Beacon Hill Residential Urban Village. The 171-acre area is bounded roughly by South Judkins Street to the north, I-5 to the west, 15th and 17th Avenues to the east, and South Stevens Street to the south.

The North Beacon Hill Design Guidelines draw attention to preferred design and site planning, and highlight the qualities the neighborhood values most for new development. These guidelines, in conjunction with the Seattle Design Guidelines, strengthen the awareness of good design and inspired use of the Design Review process.

In general, commercial, multifamily and mixed-use projects that exceed specific thresholds in most of Seattle's commercial and multifamily zones are subject to Design Review as a component of MUP review. The guidelines are developed in accordance with the Design Review program's format and the recommendations of the North Beacon Hill community.

In identifying neighborhood priorities to be addressed in the guidelines, the following documents were referenced:

- North Beacon Hill Action Plan, North Beacon Hill Action Plan Committee '94
- North Beacon Hill Neighborhood Plan, North Beacon Hill Community Council '98
- North Beacon Hill Approval and Adoption Matrix, North Beacon Hill Community Council '99

In the summer of 2003, the North Beacon Hill Community Council established a Design Guidelines Committee to develop neighborhood-specific guidelines for the area bounded by the Urban Village Boundary. Members of the committee included Beacon Hill residents, business people, Chamber of Commerce members and community activists. Local residents were polled at the annual Beacon Hill Festival as to their priorities for the neighborhood design guidelines. Opportunities for public comment were provided at each monthly meeting of the North Beacon Hill Council and the draft guidelines we presented for North Beacon Hill residents prior to submission to the City.

Guidelines at a Glance

The North Beacon Hill design guidelines apply apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the North Beacon Hill Urban Village as reflected in the Map on page vi. The neighborhood guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by North Beacon Hill Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the North Beacon Hill Design Guidelines in 2006.

Context and Site

CS1. Natural Systems and Site Features ..... yes
Residential Open Space (former A-7c to A-7f)

CS2.Urban Pattern and Form ..... yes
Streetscape Compatibility (former A-2c to A2d)
Corner Lots (former A-10)
Height, Bulk, and Scale Compatibility (former B-1)

CS3. Architectural Context and Character ..... yes
Architecture Context (former C-1)

Public Life

PL1. Connectivity ..... yes
Residential Open Space (former A-7a to A-7b)

PL2. Walkability ..... yes
Personal Safety and Security (former D-7)
Streetscape Compatibility (former A-2a to A-2b)

PL3. Street-Level Interaction ..... yes
Human Activity (former A-4)
Streetscape Compatibility (former A-2e)

PL4. Active Transportation ..... no

Design Concept

DC1. Project Uses and Activities ..... yes
Parking and Vehicular Access (former A-8)

DC2. Architectural Concept ..... yes
Respect for Adjacent Sites (former A-5)
Architectural Concept and Consistency (former C-2)

DC3. Open Space Concept ..... yes
Landscaping to Enhance the Building and/or Site (former E-2)
Streetscape Compatibility (former A-2f)

DC4. Exterior Elements and Finishes ..... yes
Exterior Finish Materials (former C-4)

North Beacon Hill: Looking Toward the Future

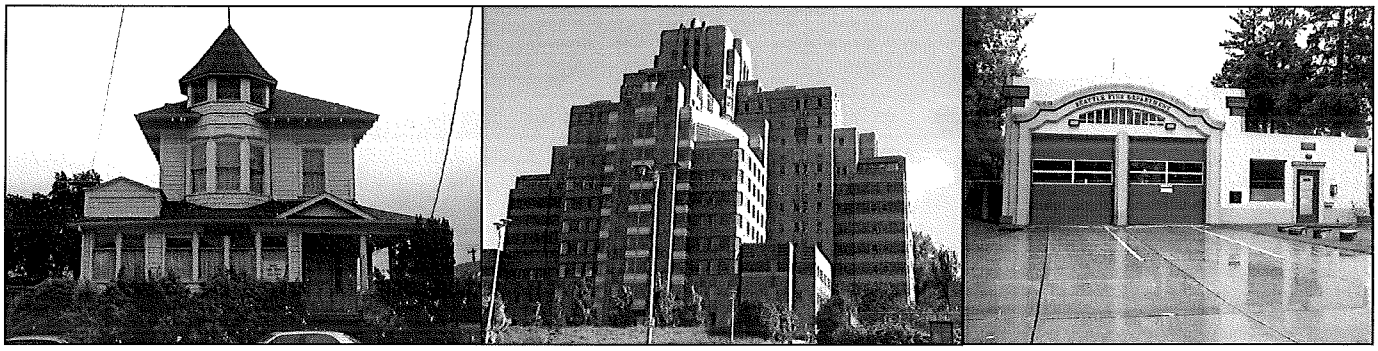
The Mayor's plan for growth in neighborhoods near downtown, including North Beacon Hill, will result in the construction of numerous multifamily and mixed-use developments within and surrounding the city's urban villages. The North Beacon Hill urban village is shown on Map 1 and Map 2 (pages v - vi). With the completion of the new library and the construction of the new light rail station, the North Beacon Hill of 10 to 15 years from now will be quite different from the neighborhood we see today. These changes will stimulate new development and new economic activity. While new development brings excitement, it is important to the community that the historic and cultural significance of North Beacon Hill remains.

A vital, highly diverse community, North Beacon Hill is bounded by the historic U.S. Marine Hospital, now known as the Pacific Medical Center, to the north and the recently declared historic Fire Station 13 to the south. El Centro del la Raza anchors the middle of North Beacon Avenue, housed in the old Beacon Hill School. Nearby is the Washington State Federation of Garden Clubs, also known as the Jefferson Park Ladies Improvement Club. The Jefferson Park Ladies Improvement Club is located in the oldest house on Beacon Hill, built in 1893.

Like many Seattle neighborhoods, North Beacon Hill is resplendent with natural beauty. Hillsides rising from the east and west to the commercial core on Beacon Avenue are crowned with trees. A Blue Atlas Cedar, Cedrus atlantica var. glauca, graces the lawn of the Garden Club House. The eastern skyline features views of Mt. Rainier and the Cascade Range, while to the west, territorial views of Puget Sound and the Olympic Mountains reign. Easy access to the Olmstead-designed Jefferson Park and Cheasty Boulevard Trail make Beacon Hill a walker's delight. On the northwest side of North Beacon Avenue, a proposed extension of the Mountains to Sound Greenway Trail will create bicycle and pedestrian trails through an inner-city forested area. On the southeast side of North Beacon Hill, the Chief Sealth Trail will be the first off-street, multi-use trail in southeast Seattle. The trail will provide a fully separated surface and appeal to a broad range of users.

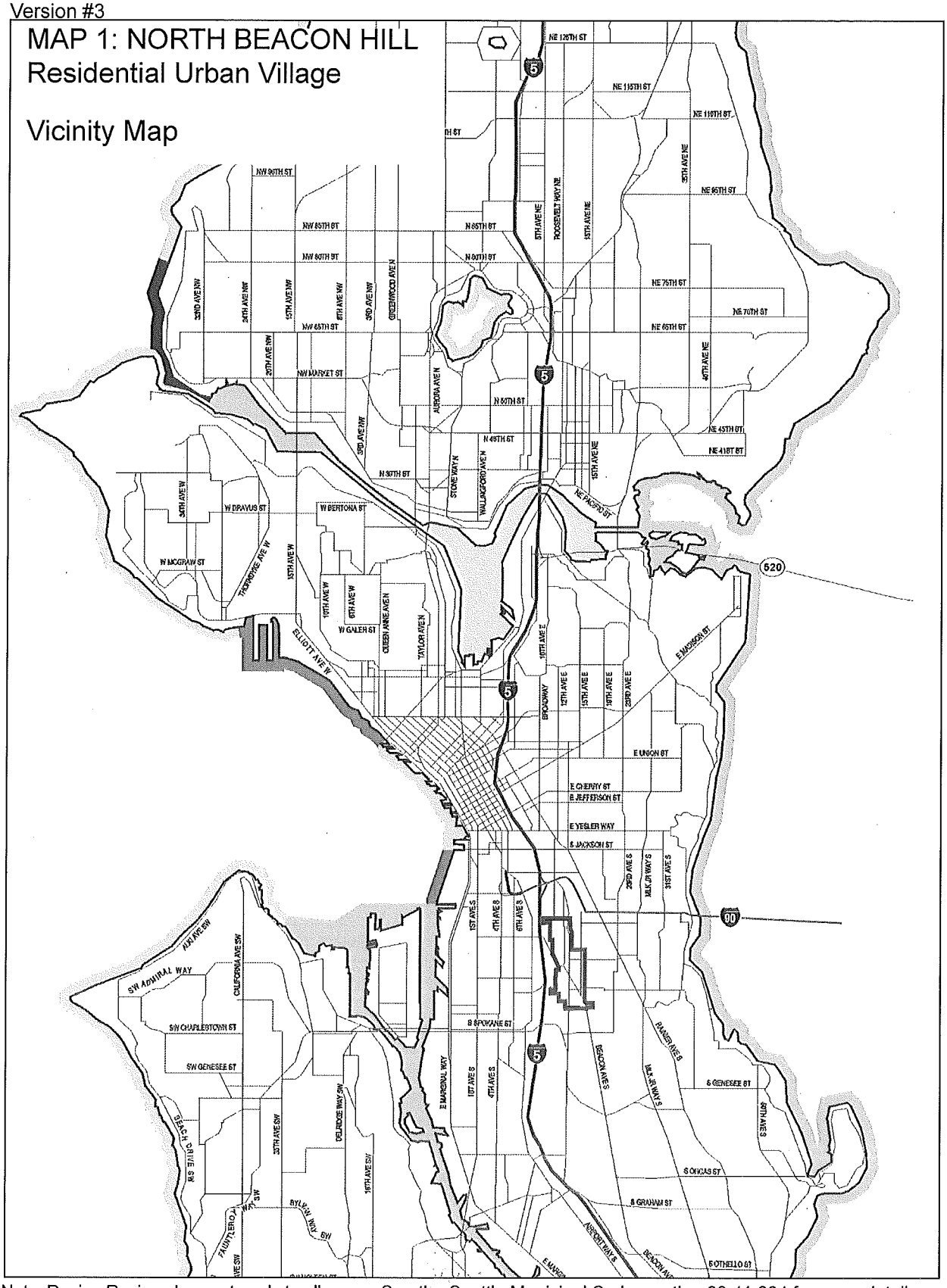
The neighborhood plan provides an over-arching framework for specific goals, policies and recommendations aimed at helping the area realize its full potential as a thriving social, educational, residential and business community. The plan recommends many planning and urban design concepts to be implemented, in which new development clearly plays a significant role. These concepts have the following goals:

1. Preserving and enhancing the existing scale and character of North Beacon Hill
2. Maintaining the unique features of our mixed use housing and commercial neighborhood
3. Improving the pedestrian environment
4. Providing the opportunity for community involvement in the design process

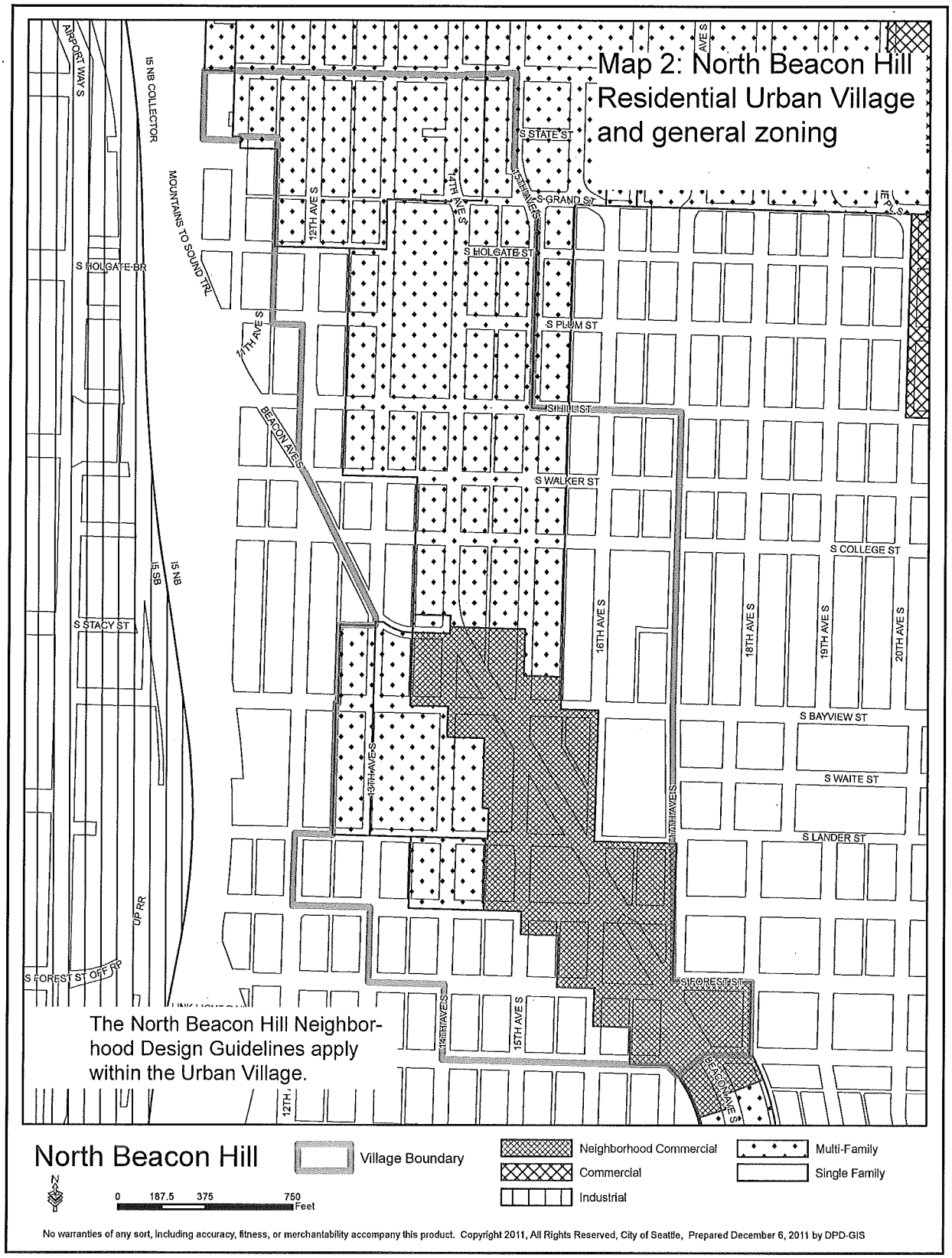


MAP 1: NORTH BEACON HILL
Residential Urban Village

Vicinity Map



Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details.



Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details. Additionally, zoning areas shown on this map are for general reference only. For confirmation of a specific property's zoning, contact the Department of Planning and Development.

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

North Beacon Hill Supplemental Guidance

I. Residential Open Space

i. Set back development where appropriate to preserve view corridors, particularly to mountains, water and skyline.

ii. Set back upper floors to allow solar access to the sidewalk and/or neighboring properties.

iii. Protect existing, healthy street trees.

iv. Site outdoor spaces to take advantage of as much sunlight as possible.

CS2 Urban Pattern and Form

Citywide Guideline:

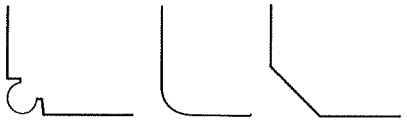
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

North Beacon Hill Supplemental Guidance

I. Streetscape Compatibility

i. For buildings that span a block and face two streets, each street frontage should receive individual and detailed site planning as well as architectural design treatments to complement the established streetscape character. This is especially important for through streets and triangular shaped lots.

ii. Build at or near the edge of the sidewalk and restrict grade separations where commercial uses occupy the ground floor.



Hinged Radius Beveled

II. Corner Lots

i. Incorporate residential entries and special landscaping into corner lots by setting the structure back from the property lines at the corner.

ii. Provide for a prominent retail corner entry.

iii. Typical corner developments should provide:

a. a main building entrance located at the corner;

b. an entrance set back to soften the corner and enhance pedestrian environment; and

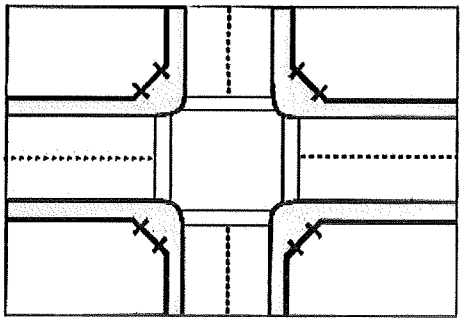
c. use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it.

iv. Given the angle of Beacon Avenue, there are several triangle lots located in North Beacon Hill. Typical triangle lots should provide:

a. main building entrance oriented toward the sidewalk;

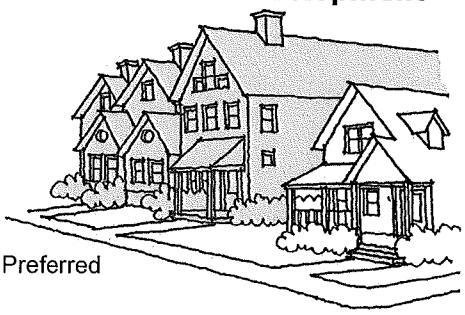
b. additional landscape to soften angles; and

c. parking oriented away from sidewalks with a buffer between the sidewalk and parking lot.

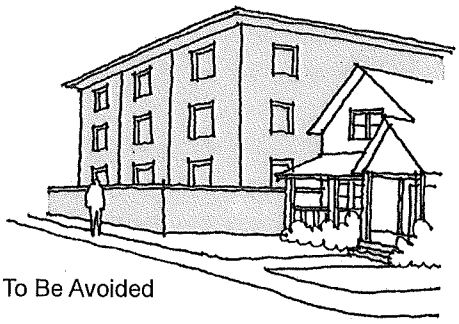


Corner building entries are encouraged.

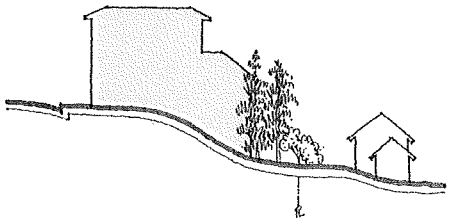
Sensitive Infill Development



Preferred



To Be Avoided



Open space with abundant landscaping to buffer the larger structure from a lower intensive zone.

III. Height, Bulk and Scale Compatibility

Much of the North Beacon Hill business district is zoned for 65-foot tall mixed-use buildings. Most of the existing commercial structures in the area are one- and two-stories adjacent to single-family houses. Large, monolithic buildings are discouraged. Proper consideration of the scale, massing and detail of individual buildings will contribute to a project's compatibility with surrounding residential areas and a satisfying public environment.

Consider the following methods and techniques in the design of new developments:

i. Break larger (particularly longer) buildings into separate volumes to maintain a compatible scale with smaller commercial buildings nearby.

ii. Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.

iii. Consider existing views to downtown Seattle, Puget Sound, Mt. Rainier, the Olympics and the Cascade Mountains, and incorporate site and building design features that help to preserve or enhance those views from public rights of way.

iv. Incorporate into the design of new buildings studies that document the shadows cast from proposed structures in order to maximize the amount of sunshine on adjacent sidewalks and residences throughout the year.

v. Step back elevation at upper levels of large-scale development to take advantage of views and increase sunlight at street level.

vi. Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.

vii. Employ architectural measures to reduce building scale such as: landscaping, trellises, complementary materials, detailing and accent trim.

viii. Soften commercial facades with dense landscaping, where appropriate.

ix. Repeat domestic architectural elements of surrounding buildings (roof lines, window styles, proportions).

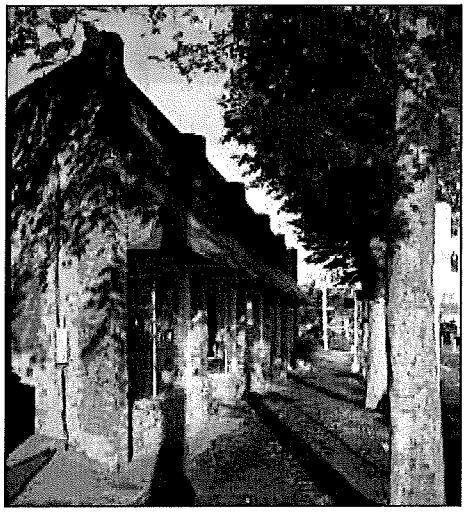
x. Use architectural styles and details (such as roof lines or fenestration), color or materials derived from surrounding, less intensive structures.

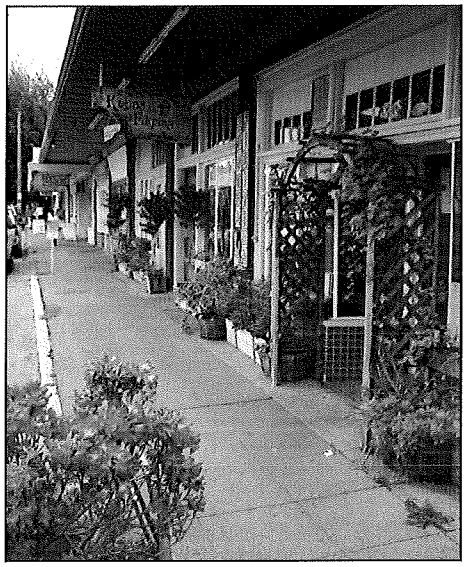
xi. Locate features, such as required open space, on the zone edge to create further separation and buffering of lower intensive structures.

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.





A regular cadence of display windows and shop entrances enhances the pedestrian experience. Awnings, pilasters and brick facades add interest and give a human scale to the street-level facade.

North Beacon Hill Supplemental Guidance

I. Architectural Context

New buildings proposed for existing neighborhoods should be compatible with, or complement the architectural character and siting pattern of neighboring buildings. New developments are encouraged to pay special attention to neighboring historic buildings, i.e. Pacific Medical Building and Fire Station 13. New developments can be more compatible with their neighbors by addressing the historic building's character through its details and/or architectural traits while remaining autonomous in stature.

i. To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural detail are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.

ii. New development should respond to several architectural features common in the North Beacon Hill business district to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness on Beacon Hill, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced but a strong design connection should accompany it.

An example of a large, mixed-use building broken down into smaller sub-volumes. Regulating lines and rhythms, including vertical and horizontal patterns as expressed by cornice lines, belt lines and windows, can further aid in supporting scale compatibility with adjacent structures.

PL1 Connectivity

Citywide Guideline:

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

North Beacon Hill Supplemental Guidance

I. Residential Open Space

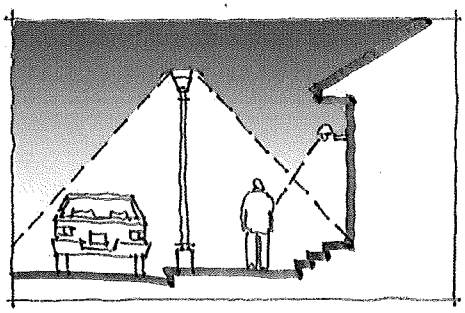
i. Incorporate quasi-public open space into new residential development or redevelopment with special focus on corner landscape treatments and courtyard entries.

ii. Create substantial courtyard-style open space that is visually accessible to the public view.

PL2 Walkability

Citywide Guideline:

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



Exterior lighting fixtures and street lamps are sized to the scale of the building and sidewalk, directing light to the sidewalk and building entrance, thus increasing personal safety.

North Beacon Hill Supplemental Guidance

I. Personal Safety and Security

The principles of Crime Prevention Through Environmental Design (CPTED) are highly encouraged to be implemented into any design on North Beacon Hill. Good design is one of the most effective crime deterrents. Design can discourage criminal activity, enhance natural surveillance opportunities, and reduce fear. Design can influence an individual's feelings about his environment from an aesthetic as well as a safety standpoint.

i. Defensible Space

a. A territorial definition is good to create awareness of the boundary between public and private space. Using low fences or landscaping can aid in making the delineation readily apparent while aesthetically transparent. Define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs and gateway treatments.

b. Allow for clear lines of sight.

c. Prevent spaces of entrapment.

d. Maximize visibility of people, parking areas and building entrances with doors and windows that look out on to streets and parking areas; this encourages pedestrian-friendly sidewalks and streets while avoiding blank, windowless walls that attract graffiti and prevent "eyes on the street."

e. Clearly indicate public routes and discouraging access to private areas with structural elements.

ii. Access Control

a. Providing safe routes with clearly visible spaces into and through entrances.

b. Prevent hiding places and scaffolding that may be used to climb into structures.

c. Prevent confusion between public and private pathways while reducing "mazelike" pathways.

iii. Surveillance.
Provide lighting on buildings and in open spaces, paying particular attention to exterior lighting fixtures above entries, lighting in parking areas and open spaces, and pedestrian street lights near sidewalks. Illuminating Engineering Society (IES) handbook recommends 5 foot-candles for active building entrances, 3 foot-candles for pedestrian walkways in parks and 1-3 foot-candles for alleys.

II. Streetscape Compatibility

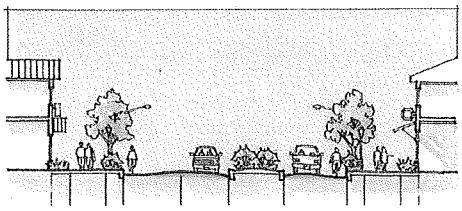
i. Retain or increase the width of sidewalks wherever feasible with consideration for bicycles creating a more comfortable environment for pedestrians and bicyclists.

ii. Orient townhouse structures to provide pedestrian entrances to the sidewalk.

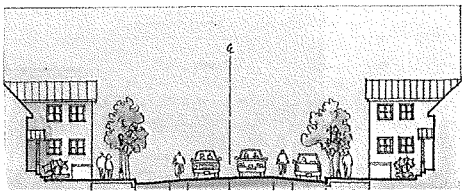
PL3 Street-Level Interaction

Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.



At-grade street-level commercial uses promote an active business district.



Minor grade separations create residential privacy, and provide opportunities for front porches and stoops.

North Beacon Hill Supplemental Guidance

I. Human Activity

i. Provide for sidewalk retail opportunities and connections by allowing for the opening of the storefront to the street and the display of goods on the sidewalks.

ii. Provide for outdoor dining opportunities on the sidewalk by allowing for the opening of restaurant or cafe windows to the sidewalk and installing outdoor seating.

iii. Install clear glass windows along the sidewalk to provide visual access into the retail or dining activities that occur inside.

iv. Do not block views into the interior spaces with the backs of shelving units or posters.

v. Maximize window widths and heights along sidewalk face of buildings to create an inviting and interactive atmosphere between indoor and outdoor activities.

II. Streetscape Compatibility

i. Provide a shallow setback and a minor grade separation between the first floor and the sidewalk where residential uses occupy the ground floor; this will promote privacy and also accommodate entry porches and stoops.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

North Beacon Hill Supplemental Guidance

I. Parking and Vehicular Access

i. Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally interrupted by vehicular access within a block.

ii. Minimize the number and width of driveways and curb cuts.

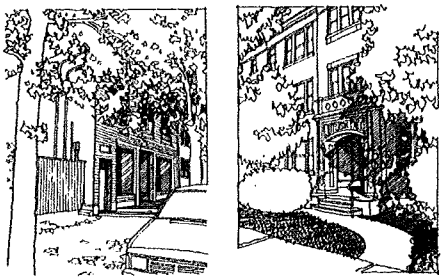
iii. Incorporate bioretention cells into parking lot design in order to enhance design while also reducing the quantity of runoff reaching water treatment facilities and increase the quality of runoff that returns to the water table, and nearby lakes and rivers. Incorporating bioretention cells as a buffer between sidewalks and parking lots provides a functional and aesthetically pleasing border. Some resources for bioretention cells:

a. www.epa.gov/owm/mtb/biortn.pdf
b. www.ence.umd.edu/~apdavis/Bioret.htm
c. www.lowimpactdevelopment.org/epa03/biospec.htm
d. www.seattle.gov/dpd/Publications/cam/CAM515.pdf

DC2 Architectural Concept

Citywide Guideline:

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



Simple massing oriented to the street provides visual relief with a facade that exhibits pleasing proportions, recessed windows and entries created with modulation, fenestration pattern and shadow lines. A classic, well marked and articulated brick building oriented to public space on Beacon Hill.

Beacon Hill Library, a creative, contemporary architectural solution. Oftentimes, new buildings that mimic past architectural styles fall short of the quality and craftsmanship of true historic structures. The new branch library emphasizes the notion of expressing diversity within a coherent whole, reinforcing the unique and evolving historical and cultural character of the neighborhood.

North Beacon Hill Supplemental Guidance

I. Respect for Adjacent Sites

i. Redirect the number of windows and decks on proposed buildings that overlook neighboring residences.

ii. Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences.

iii. Stagger windows to not align with adjacent windows and minimize the impact of windows in living spaces that may infringe on the privacy of adjacent residents.

II. Architectural Concept and Consistency

i. New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially important in NC-65'-zoned areas. Mixed-use buildings are encouraged to create a building base that orients to the street and/or defines public space. This can be achieved by building the ground floor commercial level, and possibly one more level, out to the front property line.

ii. Establish a building's overall appearance on a clear and pleasing set of proportions. A building should exhibit a sense of order. The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:

a. Facade modulation and articulation
b. Windows and fenestration patterns
c. Trim and moldings
d. Grilles and railings
e. Lighting and signage

DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.

North Beacon Hill Supplemental Guidance

I. Landscaping to Enhance the Building and/or Site

i. Give purpose to plantings by incorporating multiple functions of the plantings, i.e., a planting can be a bioretention cell, provide shelter, shade and habitat while enhancing the overall aesthetic of Beacon Hill

ii. Native plants to the Pacific Northwest are encouraged because of their proven ability to perform well in our climate and their regional cultural significance.

iii. Consider adding a focal element, for instance, an art piece to outdoor space.

iv. Retain significant trees whenever possible.

II. Streetscape Compatibility

i. Place planting strips smartly to incorporate a more pleasing environment for all modes of transportation and incorporate Low Impact Development (LID) interventions in the same space.

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.

North Beacon Hill Supplemental Guidance

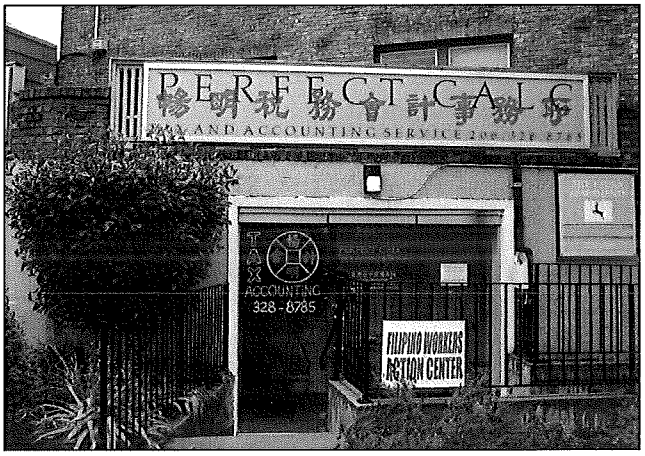
I. Exterior Finish Materials

i. Brick and stone are the most common surface treatment in the commercial areas and are strongly encouraged. To the left are some examples of bricks and stone used on Beacon Hill.

ii. Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets.

iii. The following sign types are encouraged:

a. Pedestrian-oriented blade and window signs
b. Marquee signs and signs on overhead weather protection
c. Appropriately sized neon signs
d. Multilingual signs that reflect the neighborhood's diverse population
e. Sandwich board signs placed outside of pedestrian pathways



Multilingual signs are strongly encouraged.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 10
November 22, 2013
Version #3

Northgate
Design Guidelines
2013

Attachment 10 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Northgate Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Northgate Urban Center and Overlay District as reflected in Map 1 (page vi). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The Northgate Design Guidelines reveal the character of Northgate as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Northgate Design Guidelines were developed by community members and design consultants, and adopted in 2010. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

These neighborhood design guidelines supplement the Seattle Design Guidelines, for projects requiring design review as set forth at SMC 23.41.004 within the Northgate Planning Area. The guidelines for Northgate support the achievement of major Community Goals.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 10
November 22, 2013
Version #3

Guidelines at a Glance

The Northgate design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located within the Northgate Urban Center and Overlay boundaries. The neighborhood guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by the Northgate Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the numbering applied to the Northgate Design Guidelines in 2010.

Context and Site

CS1. Natural Systems and Site Features ..... yes
Retain Existing Natural Systems and Site Features as Landscaping (former Northgate Guideline 4.1)

CS2.Urban Pattern and Form ..... yes
Corner Lot Treatments, Corner Lots as Gateways (former Northgate Guideline 2.2)
Height, Bulk and Scale Compatibility (former Northgate Guideline 2.3)
Super Block Development (former Northgate Guideline 2.3)

CS3. Architectural Context and Character ..... yes
Streetscape Compatibility (former Northgate Guideline 2.1)

Public Life

PL1. Connectivity ..... yes
Incorporate Open Space (former Northgate Guideline 3.1)
Interior Block Pedestrian Connections (former Northgate Guidelines 3.1)

PL2. Walkability ..... yes
Respond to Site Characteristics (former Northgate Guideline 1.1)
Streetscape Compatibility (former Northgate Guideline 1.2)
Superblock Development (former Northgate Guidelines 1.3)

PL3. Street-Level Interaction ..... yes
Promote Pedestrian Interaction, Human Activity, Street Level Transparancy (former Northgate Guidelines 1.3)
Lots Adjoining Public Open Spaces (former Northgate Guideline 3.1)
Commercial and Mixed Use Buildings (former Northgate Guidelines 1.2)

PL4. Active Transportation ..... no

Design Concept

DC1. Project Uses and Activities ..... yes
Design of Parking Lots Near Sidewalks, Large Scale "Super Block" Development (former Northgate Guideline 3.2)
Parking Structures (former Northgate Guideline 3.3)
Parking and Vehicle Access, Bicycle Parking (former Northgate Guideline 1.3)

DC2. Architectural Concept ..... yes
Foster Human Scale (Architectural Materials and Elements) (former Northgate Guideline 1.4)
Upper Stories (former Northgate Guideline 2.3)

DC3. Open Space Concept ..... yes
Urban Gardens, Courtyards (former Northgate Guideline 3.1)
Landscaping to Reinforce Design Continuity with Adjacent Sites, Landscaping to Enhance the Buidling and/or Site, Landscape Design to Address Special Site Conditions (former Northgate Guideline 3.4)
Use Landscaping Design to Enhance the Site (former Northgate Guideline 4.2)

DC4. Exterior Elements and Finishes ..... yes
Design Signage Compatible with Human Scale and Consistent with Architectural Concept (former Northgate Guideline 2.4)

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 10
November 22, 2013
Version #3

Context and Priority Issues: Northgate

Building on urban design-related goals and recommendations included in the 1993 Northgate Area Comprehensive Plan, the Northgate Design Guidelines are intended to provide methods and identify opportunities for how new developments can make a positive contribution to the neighborhood. The guidelines are intended to help ensure that good urban design will be achieved whenever new development is proposed.

While a few urban infill development projects have occurred in the past few years, the Northgate area is primarily characterized by a "suburban" pattern of commercial development and its role as a regional shopping and employment center. Northgate area residents would prefer new growth to create an environment that is more conducive to pedestrians and include wider sidewalks, extensive landscaping, interesting and permeable facades, decreased and screened surface parking lots, screened parking garages, below grade parking, parking behind buildings, and pedestrian amenities consistent with an urban pattern and character of development. Unlike more established neighborhoods, the Northgate area does not have much in the way of noteworthy building character and patterns of urban form to which new developments should respond.

What its residents have, however, is an overall vision of a vibrant and attractive urban center, with a mix of uses and a pedestrian orientation in terms of character, function and scale. This vision is the result of an extensive planning process involving Northgate area citizens. Since 2003, this vision has continued to come into focus with respect to the preferred open space and pedestrian network that comprises the "public realm." Northgate's success as an Urban Center will rely upon the continued improvement of pedestrian and open space networks that will provide new amenities, improve overall accessibility and walkability, define the urban form by "breaking up the superblocks," and defi ne an identity and "sense of place" for Northgate. This underscores the critical importance of achieving pedestrian-supportive streetscapes and open spaces in future infill development, and the important role of design review processes.

Recent efforts also show interest in environmental sustainability. This encompasses not only support for protecting and enhancing natural features such as Thornton Creek, but also encouraging walking, biking and transit as alternatives to car trips. Reinforcing Northgate's role as a dense Urban Center that is well-served by transit also will support environmental sustainability objectives.

Goals and Objectives Related to the Design Guidelines

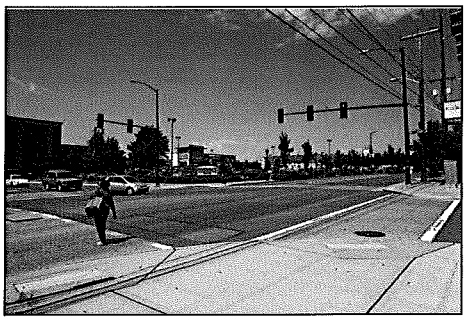
The goals and objectives supporting the Northgate vision provide context and clarity for the design guidelines. Four key goals broadly defi ne the community vision and provide the framework for the Northgate Urban Center and Overlay District Design Guidelines:

1. **Provide direct and convenient pathways, comfort, visual interest and activity for pedestrians.**
2. **Design identity should be defined block by block.**
3. **Increase publicly accessible open spaces and connections between them.**
4. **Landscape design to enhance the site or address special site conditions.**

As concepts, these goals apply to all components of a well-designed urban environment, including streets, sidewalks, open spaces and buildings. The Northgate Design Guidelines further articulate these broad goals by developing specific objectives that new developments should meet. These objectives form the basis for specific design guidelines to be used in combination with the citywide design guidelines.

These design guidelines will apply to new development proposals, along with Northgate Area regulations that include development standards outlined in the Northgate Overlay District (Section 23.71 of Seattle's Land Use Code). These regulations include a Major Pedestrian Street Designation for portions of 5th Avenue NE and NE Northgate Way and Green Street Designation for portions of 3rd Ave NE, which prescribe streetscape standards such as sidewalk width, street trees and minimum commercial storefront transparency. The Northgate Urban Center and Overlay District Design Guidelines are intended to augment these existing regulations with more descriptive recommendations aimed at improving the quality of the urban environment.

As part of a larger, long-range planning strategy, the design guidelines promote: development that enhances the neighborhood's visual character, function and identity; pedestrian linkages between uses, properties and streets; and high quality design of individual sites. The guidelines are not, however, intended to restrict innovation, imagination or


Super Blocks

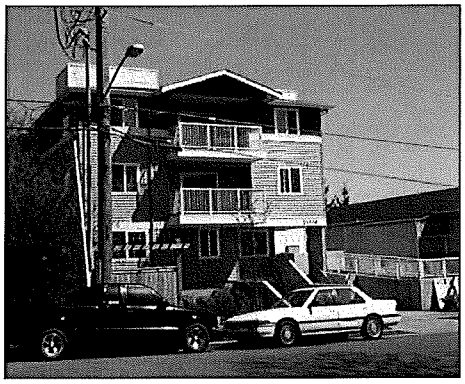
variety in design that further enhances the pedestrian environment or the goals and objectives of the Northgate Area Comprehensive Plan. If an alternative design can be demonstrated to achieve the desired character while still meeting the basic intent of the design criteria, the design review board may consider the proposal.

Sub-Area Existing Conditions

The Northgate area is characterized by sub-areas, as defined by both existing physical conditions and redevelopment potential. New developments should respond to specific conditions particular to each of these areas.

Super Blocks

The properties surrounding 1st, 5th, 8th Avenues NE and NE Northgate Way exhibit a "super block" character in scale and automobile orientation. They are large, uninterrupted properties (some with lengths exceeding 800 feet, compared to 240-foot long blocks downtown) that are unfriendly or intimidating to the pedestrian, with expanses of parking separating structures from the sidewalk. This area was the subject of a Rezone study and Environmental Impact Statement.


Mid and Low Density Residential

Mid and Low Density Residential

Midrise zones and lower density multifamily zones provide a transition from larger and more dense neighborhood commercial zones in the Urban Center core to the single family areas prevalent on the edges of the Northgate area.

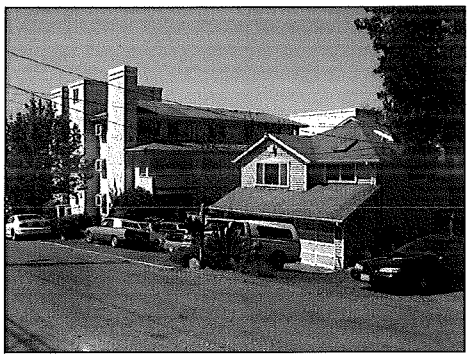
Mixed-Use Redevelopment

There are many properties within the area's retail core zoned Neighborhood Commercial where opportunities for interconnected, walkable mixed-use redevelopment exist.

High Density Residential

High Density Residential

Several high density, multifamily developments surround the retail core. With improved sidewalks and other desirable street elements as planned in the 5th Avenue Streetscape Design Project, and neighborhood goods and services within walking distance, pedestrian activity should increase considerably. Zoning allows for higher density residential development to occur in proximity to the retail core.

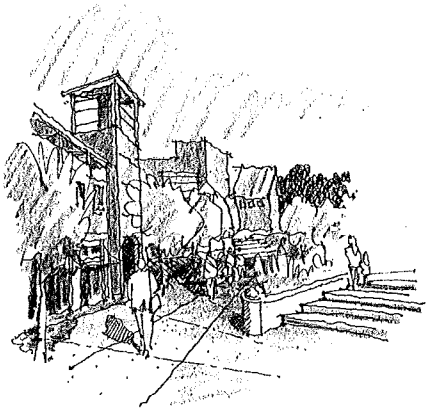

Zone Edges

Zone Edges

While zoning designations are intended to provide transitions from higher intensity to lower intensity developments, there are places within the Northgate area where abrupt edges between high density and very low-scale buildings exist. These areas require particular attention in mitigating height, bulk and scale impacts on single family houses and smaller multifamily structures.

South of the Mall

The area south of Northgate Mall currently supports the Metro Transit Center with significant local and regional bus service and park and ride capacity. Regional voters have approved funding for Sound Transit's design and construction of a Light Rail line connecting Northgate to downtown, SeaTac Airport, Snohomish County and centers east of Lake



Washington. The Northgate Station will be located in this area south of the Mall.

Community Goals

Community Goal 1: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

Objective: Pedestrian connectivity encourages pedestrian activity and makes it possible for people to make some of their trips on foot rather than by vehicle. Livelier street edges make for safer streets. Ensure that buildings have visual interest and quality at street level, at a human scale, with accessible, comfortable spaces that encourage pedestrian activity.

Community Goal 2: Design Identity Should be Defined Block by Block

Objective: Design the character, form and function of the building in an appropriate manner, responding to the immediate surrounding context - both existing and as envisioned through neighborhood planning documents and concepts supported by the community.

Community Goal 3: Increase Publicly Accessible Open Spaces and Connections Between Them

Objective: Improve pedestrian movement throughout the Northgate area by creating quality spaces and pathways through and within development sites connecting to the street system and, where appropriate, public open spaces and parks.

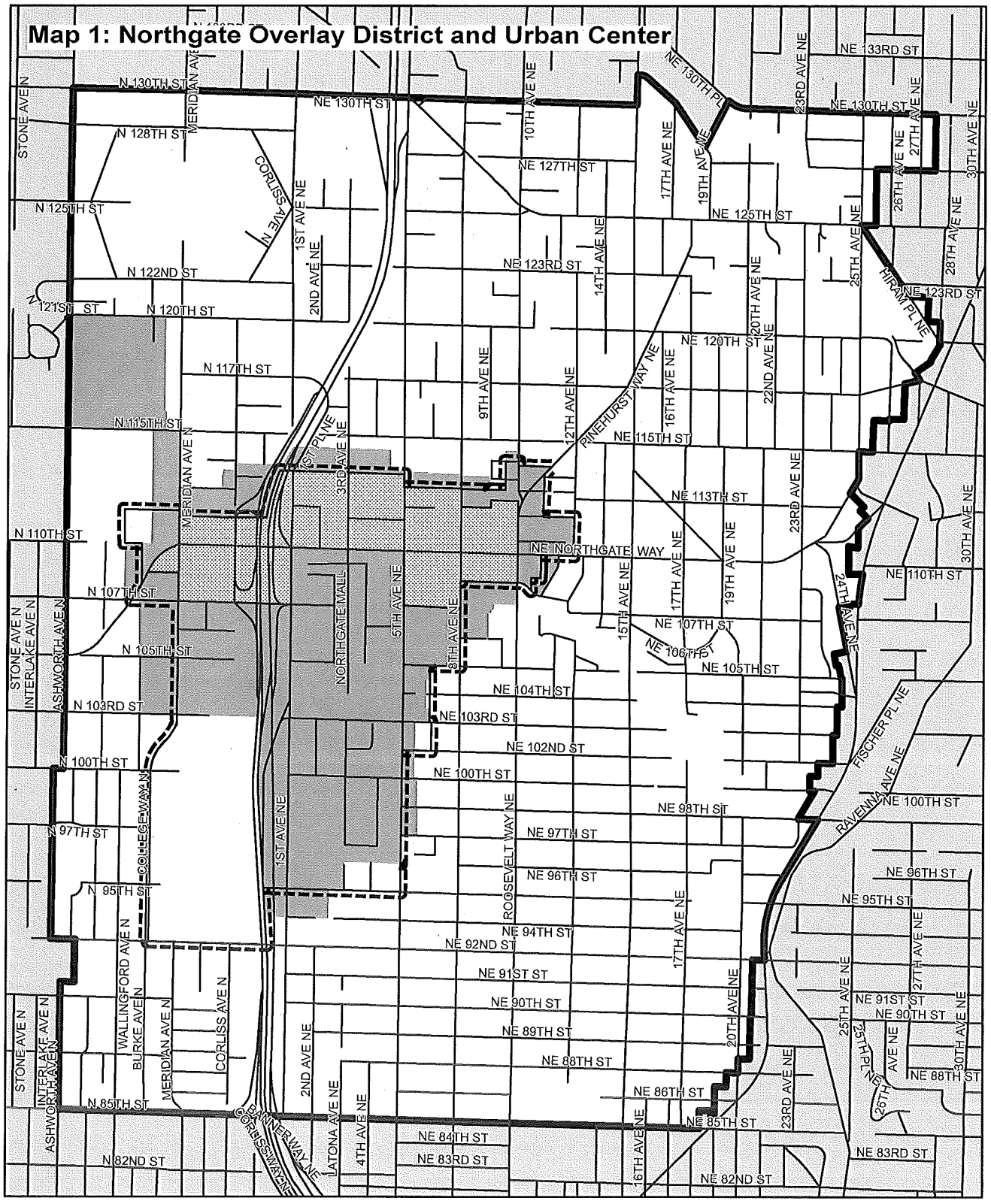
Many streets in the Northgate area are composed of "superblocks" at a scale oriented to the movement of vehicles, rather than pedestrians. North-south streets through the Urban Center create uninterrupted corridors with very few opportunities for movement east to west. The simulation of an urban street grid through sites is an important urban design consideration, and creating interior block pedestrian connections through sites and to the surrounding street system (particularly east-west) is a critical element of an improved pedestrian environment.

Community Goal 4: Landscape Design to Enhance the Site or Address Special Site Conditions

Objective: Incorporate existing natural features into the site design and consider including new landscaping that could provide areas of interest and enhance the site.

In the Northgate Urban Center, opportunities for sustainable design are enhanced through the presence of Thornton Creek and its tributaries and the considerable transit investment including light rail and bus service. The neighborhood is challenged by its proximity to Interstate 5 and a history of site design in the Northgate Way corridor emphasizing auto-oriented commercial activity with limited emphasis on the pedestrian environment and landscaping.

Map 1: Northgate Overlay District and Urban Center



Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details.

Legend

- North core subarea
- Northgate urban center
- Northgate core
- Northgate overlay district

Attachment 10 to the DPD Design Guidelines Ordinance

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

Thornton Creek natural area

Northgate Supplemental Guidance

Community Goal: Landscape Design to Enhance the Site or Address Special Site Conditions

Objective: Incorporate existing natural features into the site design and consider including new landscaping that could provide areas of interest and enhance the site.

In the Northgate Urban Center, opportunities for sustainable design are enhanced through the presence of Thornton Creek and its tributaries and the considerable transit investment including light rail and bus service. The neighborhood is challenged by its proximity to Interstate 5 and a history of site design in the Northgate Way corridor emphasizing auto-oriented commercial activity with limited emphasis on the pedestrian environment and landscaping.

I. Retain Existing Natural Systems and Site Features as Landscaping

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

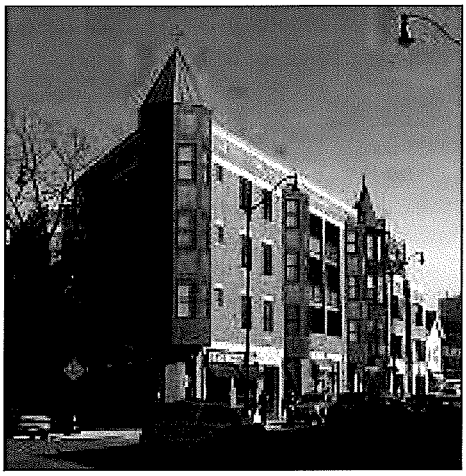
Thornton Creek natural area

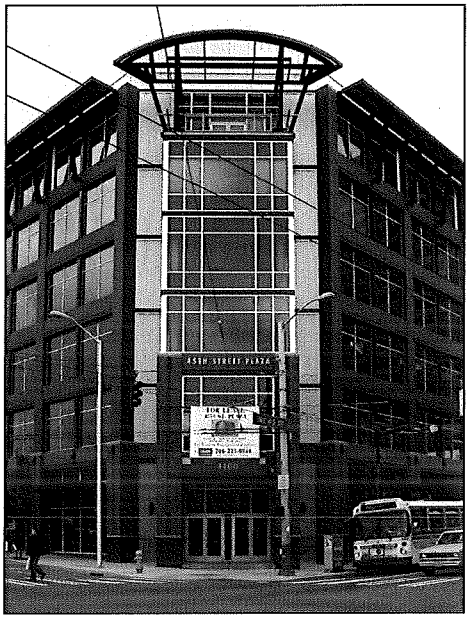
Thornton Creek natural area

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.





Building form and architectural expression can reinforce the street corner.

Northgate Supplemental Guidance

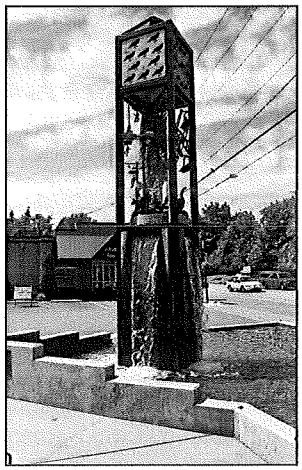
Community Goal: Design Identity Should be Defined Block by Block

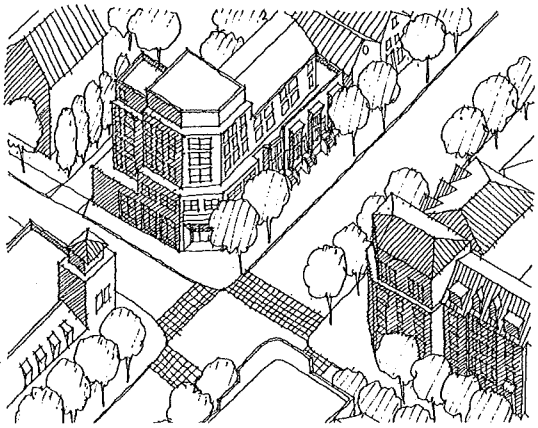
Objective: Design the character, form and function of the building in an appropriate manner, responding to the immediate surrounding context - both existing and as envisioned through neighborhood planning documents and concepts supported by the community.

I. Corner Lot Treatments

New buildings should reinforce street corners and enhance the street level environment at these key pedestrian areas. Street corners are common areas for informal interaction, and the building's relationship to the street and related elements should promote comfort and interest within the public realm. Provide a building entry and additional building mass at the corner; and provide space for movement and activity. The following streetscape elements are encouraged to help meet this objective:

1. Special paving or surface treatments;
2. Art;
3. Water Features;
4. Landscaping;
5. Seating; and
6. Kiosks.





II. Corner Lots as Gateways

New developments on corner lots can aid significantly in marking entry and defining an intersection by "announcing the block" through building forms and features that are visually stimulating and inviting. A gateway can have many forms: a literal gateway expressed through a building form or by the placement of features such as those outlined above. The areas surrounding the following intersections are encouraged to pay particular attention to these guidelines:

NE Northgate Way & 1st Avenue

NE Northgate Way & 5th Avenue
(both Major Pedestrian Streets)

NE 103rd Street & 1st Avenue NE

NE 103rd Street & 5th Avenue NE

NE 100th Street & 1st Avenue NE

NE 100th Street & 5th Avenue NE

NE 92nd Street & 1st Avenue NE

NE Northgate Way & Roosevelt Way NE

NE Northgate Way & 15th Avenue NE

NE 85th Street & Roosevelt Way NE

NE 97th Street & Roosevelt Way NE

NE 85th Street & 5th Avenue NE

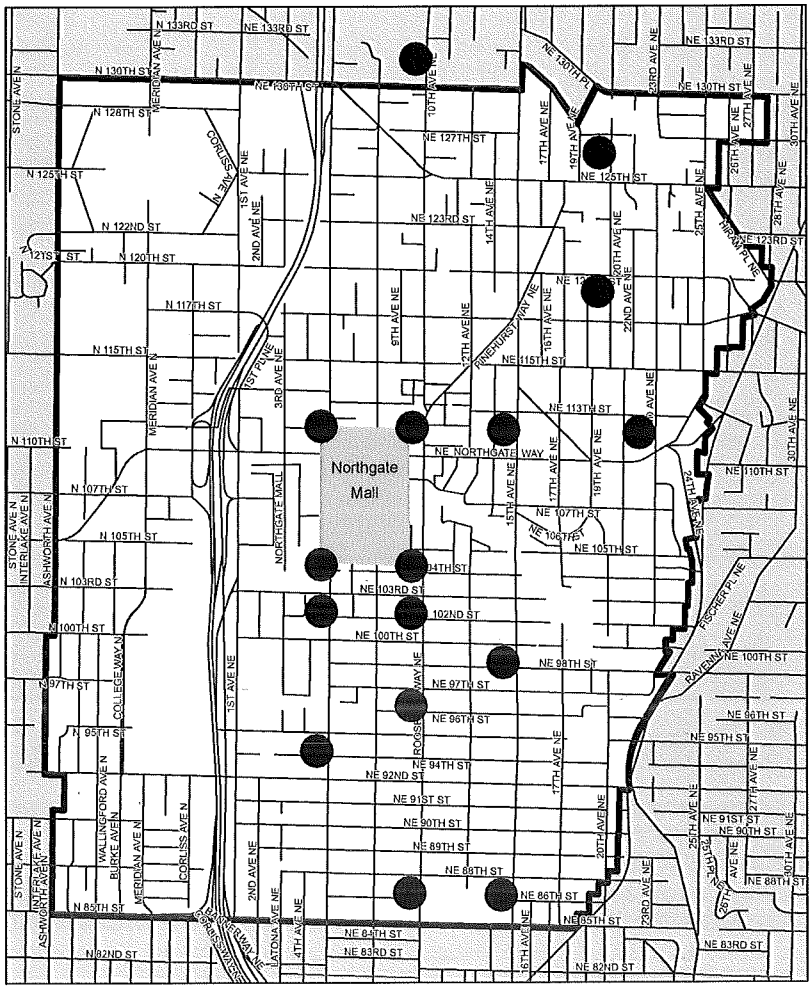
NE 95th Street & 5th Avenue NE

15th Avenue NE & Pinehurst Way NE & NE 117th Street

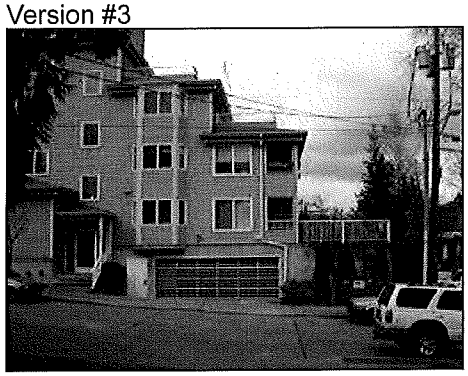
15th Avenue NE & NE 125th Street

Roosevelt Way NE & NE 130th Street

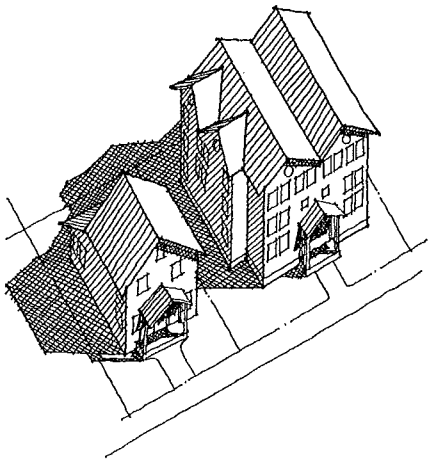
NE 80th Street & Lake City Way NE
(not shown on map)



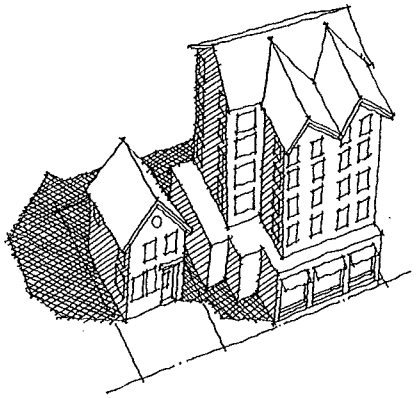
Attachment 10 to the DPD Design Guidelines Ordinance



Example of a building stepping back away from smaller adjacent structures in the Northgate area.



Zone Edge Between Higher and Less Intensive Residential Zones showing a generous separation between structures and similar setbacks.



Zone Edge Between Mixed Use and Residential Zones where the structure depth is reduced along the zone edge and a domestic roof style is added to improve scale compatibility. Note also that the commercial level steps back to match the front setback line of the abutting property.

III. Height, Bulk and Scale Compatibility

There are several important zone edges within the Northgate Overlay District that warrant special consideration in creating sensitive transitions in height, bulk and scale. Consistent with the 1993 Northgate Area Comprehensive Plan, the following are methods to establish compatible relationships between different scales of development. These methods are intended to augment building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a less intensive zone; and techniques specified in Seattle Design Guidelines.

i. Lowrise 3, Midrise, or Highrise development abutting a Single-family or Lowrise 1 or 2 zone:

a. Multifamily developments should maintain the established front setback pattern of the subject block.

b. Pay particular attention to structure depth on the abutting lot lines. Orient the massing of the structure away from less intensive zones to the greatest extent possible.

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

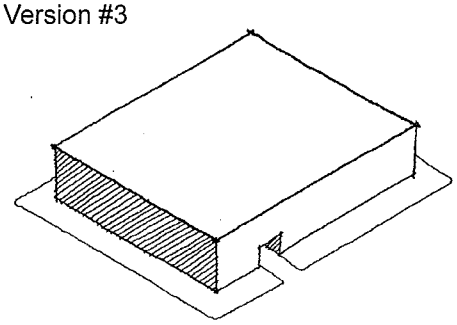
a. Step back the ground-level commercial space to match the established front setback pattern on the subject block.

b. Pay particular attention to the depth of the commercial level and upper residential levels along the abutting lot line. Orient the massing away from the lot line of an abutting less intensive zone to the greatest extent possible.

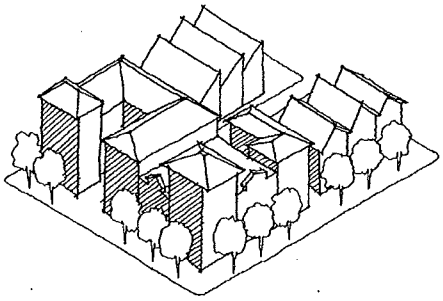
c. Soften the commercial facade on the abutting lot line with elements such as dense landscaping.

d. Repeat residential architectural elements of surrounding buildings on portions of the commercial facade adjacent to such buildings. Examples include roof lines and window styles and proportions.

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



Effect of a large site developed with an unarticulated structure devoid of entrances.



Multiple structures on this large development site are designed to create interest along the entire street frontage and within the interior of the site.

IV. Super Block Development

A large site should pay particular attention to massing and scale both in terms of its relationship to the surrounding area and within the site itself. Large monolithic structures are discouraged.

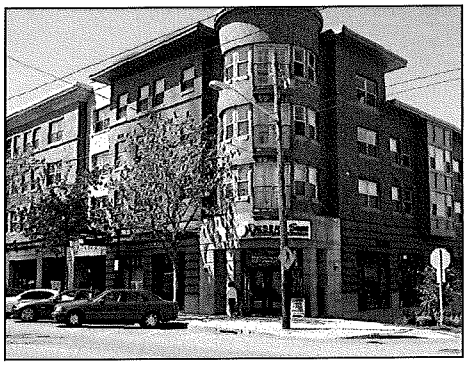
Ideally, development on a large, super block-scale site should be arranged into multiple buildings that lend a human scale and provide for pedestrian permeability (see guideline PL3.I).

If multiple buildings are not feasible, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes. Within each volume the windows, doors and architectural elements should help define the scale of the structure.

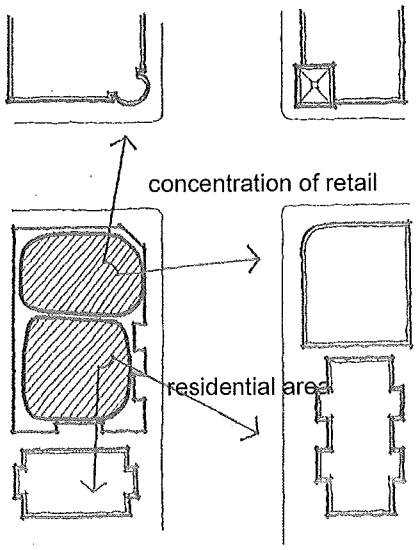
CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.



Commercial buildings can blend into a residential corridor providing the overall design is sensitive to the surrounding conditions



break the building down into smaller volumes to relate in similarity to the scale, height and configuration of nearby residential structures.

Northgate Supplemental Guidance

Community Goal: Design Identity Should be Defined Block by Block

Objective: Design the character, form and function of the building in an appropriate manner, responding to the immediate surrounding context - both existing and as envisioned through neighborhood planning documents and concepts supported by the community.

I. Streetscape Compatibility

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

i. The overall proportion of the facade;

ii. Building setbacks;

iii. Placement of windows and bays;

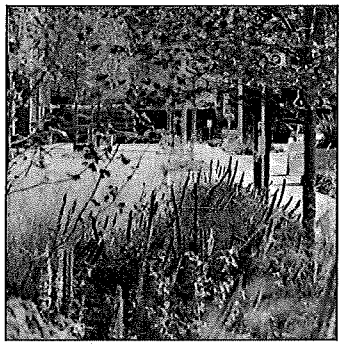
iv. Location of entries; and

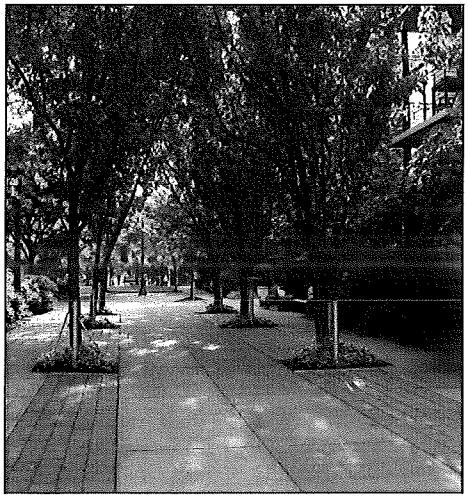
v. Exterior materials.

PL1 Connectivity

Citywide Guideline:

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





Northgate Supplemental Guidance

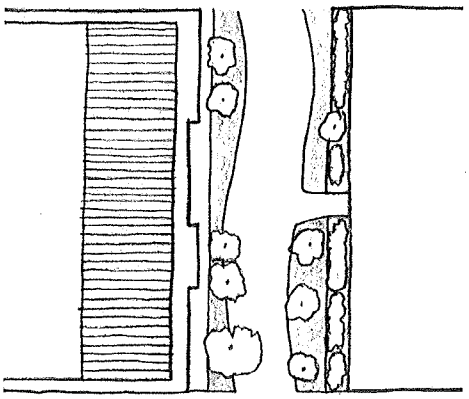
Community Goal: Increase Publicly Accessible Open Spaces and Connections Between Them

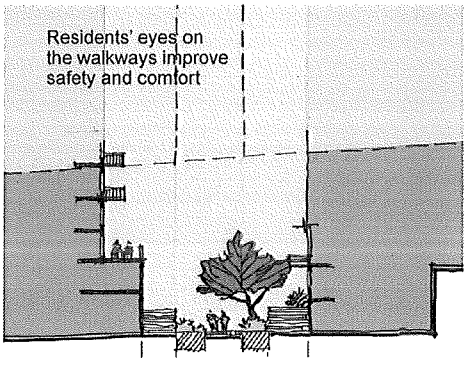
Objective: Improve pedestrian movement throughout the Northgate area by creating quality spaces and pathways through and within development sites connecting to the street system and, where appropriate, public open spaces and parks.

Many streets in the Northgate area are composed of "superblocks" at a scale oriented to the movement of vehicles, rather than pedestrians. North-south streets through the Urban Center create uninterrupted corridors with very few opportunities for movement east to west. The simulation of an urban street grid through sites is an important urban design consideration, and creating interior block pedestrian connections through sites and to the surrounding street system (particularly east-west) is a critical element of an improved pedestrian environment.

I. Incorporate Open Space

The Northgate Plan places a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas. The Northgate Overlay District (Chapter 23.71 of the Seattle Municipal Code) includes detailed and specific open space requirements, defining "usable open space" that are open to the public and abutting a sidewalk. The overlay categorizes such spaces by scale and function, ranging from small courtyard spaces to urban plazas and town squares. The following guidelines augment the open space requirements for some of the categories by providing additional guidance on scale, character and relationship to the public realm.





Typical interior block pedestrian connection with landscaping, activated street level environment, and upper-level setbacks for light and air

Open spaces (including parking areas) can also help improve site and project sustainability. Refer to guideline DC3: Open Space Concept as well as Leadership in Energy and Environmental Design (LEED). Examples includes sustainable landscaping and stormwater run-off, detention and filtration systems.
* Refer to SMC 23.71.014 for specific Northgate Overlay District open space standards.
** The LEED Green Building Rating System™ is a program of the US Green Building Council. It is a rating system for what constitutes a "green building." Visit www.usgbc.org for more information.

II. Interior Block Pedestrian Connections

Larger development sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. Such walkways, which could be for pedestrians only, for pedestrians and bikes or adjacent to vehicular access through the site, should meet the sidewalk of key pedestrian streets in an engaging and identifiable manner.

Short blocks encourage people to walk. Locating interior block pedestrian connections that create 200 – 300 foot long blocks are optimal. In siting such street level interior block pedestrian connections, designers should analyze the subject site, and the relationship to surrounding properties, streets and activity areas.

Several key community amenities are of particular significance regarding pedestrian movement through the area. The Northgate Transit Center/future light rail station and the adjacent mixed-use transit-oriented development (TOD) with its urban plaza and access to the Thornton Creek Water Quality Channel are important pedestrian destinations. The Northgate Civic Center, Hubbard Homestead Park, the natural areas along Thornton Creek and North Seattle Community College are also important neighborhood amenities that should inform the location and site design of new open space and interior block pedestrian connections in large lot developments.

Consider Interior Block Pedestrian Connections that:

i. Optimize neighborhood connectivity;

ii. Promote a variety of pedestrian uses such as walking, exercise and relaxing;

iii. Minimize pavement, and provide an equitable balance between pavement and planting areas;

iv. Use pervious/pedestrian scaled paving for walking surfaces (minimize standard concrete, discourage use of asphalt);

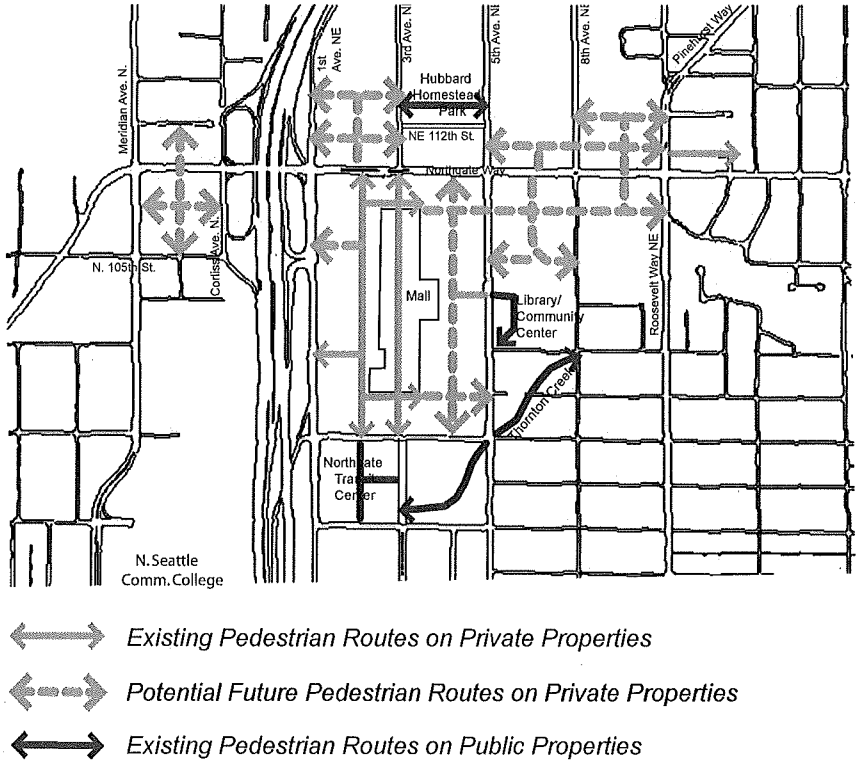
v. Accommodate vehicular access only for emergency vehicles;

vi. Develop integrated rainwater strategies such as rain gardens, natural drainage collection, building water collection and art;

vii. Provide "garden entries" for townhomes at the base of larger residential buildings; and

viii. Incorporate built-in and movable seating to optimize flexibility of use.

The illustration below depicts existing and potential future pedestrian routes in the heart of the Northgate Urban Center. When development occurs, designers should consider the opportunities to incorporate interior block pedestrian pathways that add to the network.

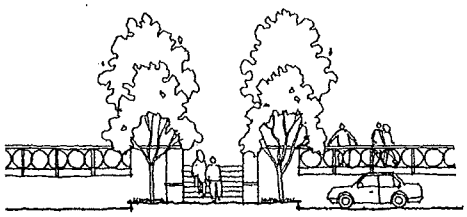


Concept: Existing and Potential Future Network of Interior Block Pedestrian Connections

PL2 Walkability

Citywide Guideline:

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



Where a grade change is unavoidable, consider, where appropriate, incorporating pedestrian access into the design of the project.

Grade change on 5th Ave NE

Example of a dedicated bike lane

Northgate Supplemental Guidance

Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

Objective: Pedestrian connectivity encourages pedestrian activity and makes it possible for people to make some of their trips on foot rather than by vehicle. Livelier street edges make for safer streets. Ensure that buildings have visual interest and quality at street level,at a human scale, with accessible, comfortable spaces that encourage pedestrian activity.

I. Respond to Site Characteristics

Try to match the grade of abutting public rights-of-way where properties meet. If there is a significant grade difference, create an attractive transition, using creative grading and landscaping. Be sure to incorporate pedestrian access, including walkways, stairs or similar features that can help build greater pedestrian connectivity.

II. Streetscape Compatibility

Streetscape Design: Northgate's character as an urban place is influenced by the quality of its pedestrian environments, and therefore achieving high-quality design of streetscapes is essential. The community's vision of an enhanced, pedestrian-oriented urban center environment can only be achieved by improving pedestrian network connectivity throughout the neighborhood along specially designated streets including Major Pedestrian Streets, Special Landscaped Arterials and Green Streets, as well as other access streets, and pedestrian connections across private property.

The designated streets warrant special attention when designing landscaping, paving and pedestrian amenities. Detailed guidance is provided in the Overlay District, or in some cases Streetscape Plans have been incorporated into the City's Street Right-of-Way Improvements Manual, providing more detailed design guidance. The general intent for streetscape improvements throughout the Northgate area is to:

i. Create an interconnected system of streets and open spaces to

Building to edge of sidewalk is expected on Major Pedestrian Streets

optimize neighborhood permeability (walkability) consistent with a typical urban block pattern;

ii. Encourage and enhance transit/multi-modal use;

iii. Emphasize pedestrian and bicycle safety, in part by controlling vehicle traffic speeds and managing volumes;

iv. Support increased use of designated crossings; and

v. Increase urban green space/open space within the public realm by achieving surface treatments that are "more green and less gray."

III. Superblock Development

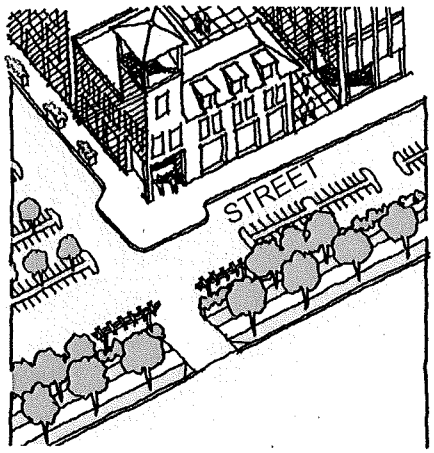
One of the most important design considerations in meeting the goal of a pedestrian-friendly urban environment is to site and design street-level commercial uses that present a welcoming public face to buildings and to encourage human activity on the street.

i. Superblock developments on Major Pedestrian Streets are expected to be built up to the edge of the sidewalk and meet the other pedestrian street designation standards.

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

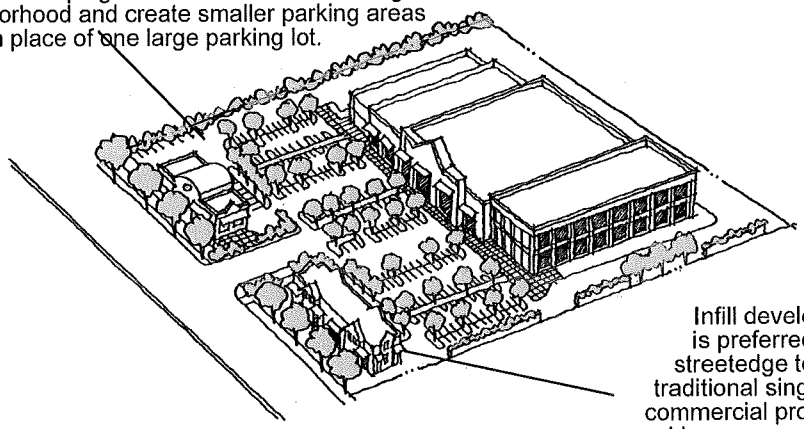
iii. Every attempt should be made to link large sites to the greater community by creating lively, interesting pedestrian connections within the site, and also between the site and its surroundings.

iv. Key internal at-grade passageways accommodating pedestrian and vehicular circulation on large sites should not be ignored as



Street trees, landscaping and architectural elements such as trellises can present a human-scaled street edge and comfortable pedestrian environment in the public realm. The commercial buildings, when set back from the street, create an internal "streetscape", with open storefronts, special paving and other amenities to create usable and welcoming spaces for people entering the stores from parking areas or surrounding streets.

Multiple walkways through parking lot and landscaping connect the site to the neighborhood and create smaller parking areas in place of one large parking lot.



Infill development is preferred at the streetedge to adapt traditional single -use commercial properties and improve aesthetics and pedestrian orientation.

locations for pleasant pedestrian places.

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

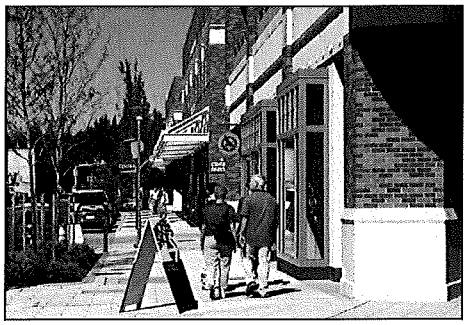
vi. Usable pedestrian spaces, such as a plaza or extra-wide sidewalk near entrances to buildings with pedestrian enhancements, are encouraged either at the street or within the site adjacent to a private drive.

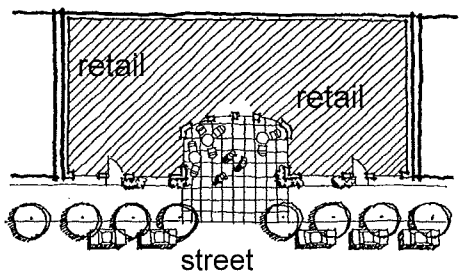
vii. Parking Lots - Surface parking areas located between primary buildings and the public right-of-way should include walkways, landscaping and lighting to delineate safe and comfortable pedestrian circulation within the site.

PL3 Street-Level Interaction

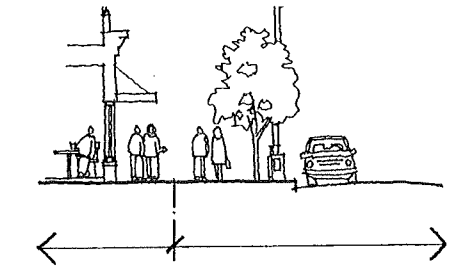
Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.





Design for uses that are accessible to the general public, generate walk-in business and contribute to a high level of pedestrian activity at street level. Consider extending street-level spaces out to the sidewalk with multiple entrances and open spaces featuring decorative paving, street furniture and artwork. Retail uses should front such spaces.



Setting a building back can create more space for pedestrians and street-level activity.

Northgate Supplemental Guidance

I. Promote Pedestrian Interaction

Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

This area is unique in that the two main commercial corridors, 5th Avenue NE and NE Northgate Way, are designated as Major Pedestrian Streets and intersect at the northeast corner of the mall. The Major Pedestrian Street designation is intended to increase pedestrian circulation with an improved street level environment by creating a public realm that is safe, interesting and comfortable.*

New developments in these designated areas must comply with standards for types, dimensions and orientation of street level uses, and provide streetscape amenities such as overhead weather protection, seating, street trees and street lights. The guidance here and under Human Activity and Human Scale is of highest priority in helping to meet this objective.

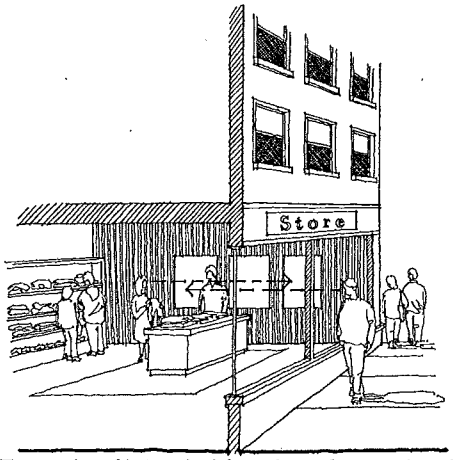
**See SMC 23.71.008 and Map A in 23.71.The Major Pedestrian Street designation occurs on Northgate Way and 5th Avenue NE, including the complete intersections of 3rd Avenue NE and 11th Avenue NE with NE Northgate Way, and the complete intersections of NE 105th Street and NE 113th Street with 5th Avenue NE.*

II. Human Activity

Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

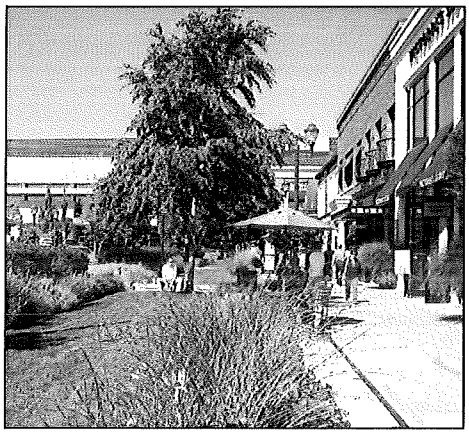
Sidewalks are the principal place of pedestrian movement and casual social interaction. Designs and uses should complement this function.

i. Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the "outdoors" into



Example of intended function of street level building transparency:comfort, visual interest and activity for the pedestrian.

Active park with landscaped edge



An effective transition from retail use to park edge

the building by opening interior spaces to sunlight and views of sidewalk activity.

ii. Sidewalk widths throughout the Northgate area are less than ideal, and wider sidewalks will allow for more pedestrian circulation and activity. Within active retail areas, proposed developments are encouraged to set back from the street-fronting property line to provide additional space abutting the sidewalk. The Major Pedestrian Street designation calls for 12-foot sidewalks. However, 16-foot sidewalks are preferred in commercial areas, where appropriate.

III. Street Level Transparency

Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

The intention of transparency in the street level facades of commercial and civic buildings is to provide for interaction between people in the interior of a building and people near the exterior of a building—particularly on the sidewalk—through a direct visual connection. The following are examples of less desirable design treatments that should be discouraged:

i. windowless walls;

ii. mirrored or non-transparent glass;

iii. glass block;

iv. display cases;

v. narrow windows not meeting the intent above;

vi. windows located above waist level to persons outside the building on the sidewalk;

vii. windows into areas that are too small, shallow, or narrow to support normal human activity (e.g. the back of a tall display case, a narrow hallway); and

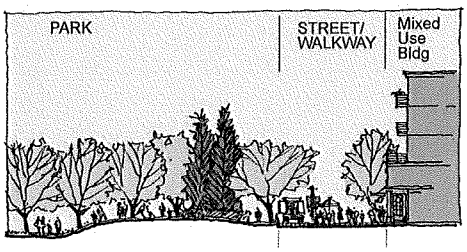
viii. any interior wall, equipment, or functional layout that hampers the intent of transparency stated above.

IV. Lots Adjoining Public Open Spaces

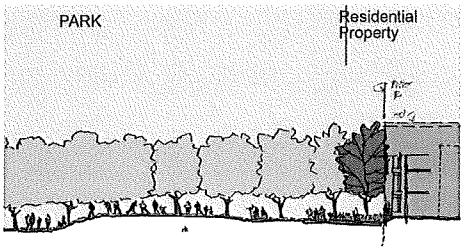
Community Goal: Increase Publicly Accessible Open Spaces and Connections Between Them

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

   a. Where appropriate, site commercial uses facing the public space with outdoor seating to enliven the space.



Commercial uses facing park edge are encouraged, with pedestrian walkways and/or shared pedestrian/vehicle access



Residential uses facing park edge are encouraged, with stoops for transition to public spaces

b. For ground floor residential uses, locate residential stoops with a grade separation to provide a transition between the residences and the public space.

ii. The following are examples of less desirable design treatments that should be discouraged:

a. windowless walls;

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

iii. Consider upper story balconies, terraces and windows to provide visual interest and eyes and ears on the public open spaces for greater public safety.

V. Commercial and Mixed-Use Buildings

Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

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

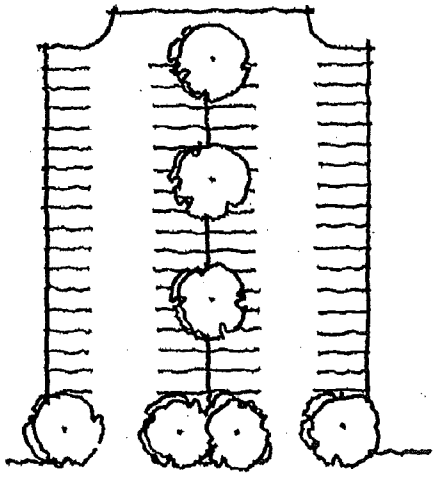
ii. For corridors between commercial spaces, open-air passage-ways are generally more visible and more inviting than interior hallways. This can be an attractive, successful location for store entries, store windows and restaurant/cafe seating.

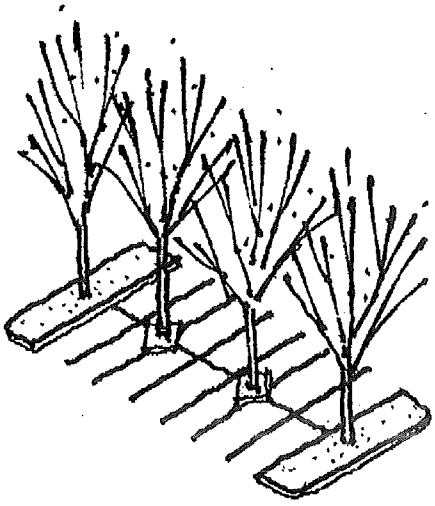
iii. Further articulate the street level facade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.





Four foot tree cutouts can be accommodated without losing parking spaces.

Northgate Supplemental Guidance

I. Design of Parking Lots Near Sidewalks

Community Goal: Increase Publicly Accessible Open Spaces and Connections Between Them

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

i. Interior landscaping: Use landscaping to break large areas into a series of smaller areas. Plant low landscaping in left over portions of parking areas (e.g., turning radii);

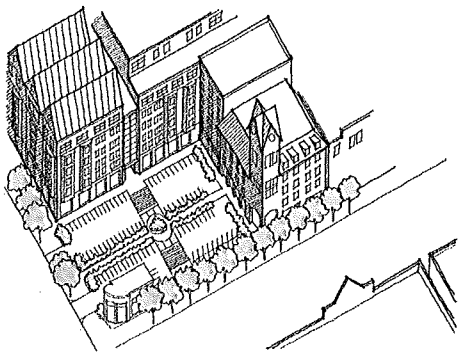
ii. Site landscaping strategically to minimize stormwater run-off;

iii. Innovative drainage control measures such as swales or treatment islands or pervious pavements;

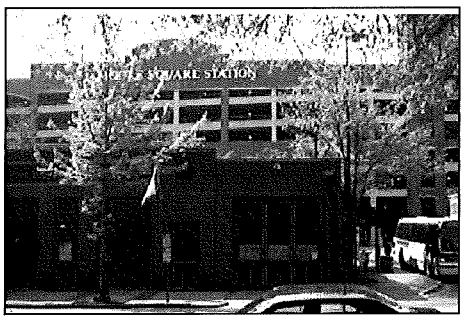
iv. Plant enough trees, which at maturity form a canopy over large portions of the parking area with trees interspersed between parking spaces;

v. Select tree species that do not obscure signage, amenity features, or opportunities for surveillance;

vi. Plant a mixture of evergreen and deciduous trees for year-round greenery. Select types of trees, such as sapless trees, that do not impact parked cars.



Thoughtful design provides attractive walkways and connects to sidewalks at street edges.



An example of retail fronting the street with a parking setback.

II. Large Scale, "Super Block" Development

Community Goal: Increase Publicly Accessible Open Spaces and Connections Between Them

Surface parking areas should be seen as a resource for the creation of public space. There are many site planning techniques and elements that can help create pedestrian-oriented space.

i. The parking area should be laid out as an urban block, at a scale that promotes walking within.

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

iii. The space should be defined by buildings, and secondary structures such as shelters and small retail spaces (placed at corners) should further define the scale.

III. Parking Structures

Community Goal: Increase Publicly Accessible Open Spaces and Connections Between Them

Parking structures merit the same quality materials and finishes as the principal buildings in a development.

i. Site parking structures away from Major Pedestrian Streets.

ii. Design a well-proportioned and unified parking structure. Consider techniques specified in citywide design guidelines – those relating to height, bulk and scale compatibility; architectural concept and consistency; and fostering a human scale – to achieve good scale and architectural design quality.

iii. Consider placing retail at the ground level of a parking structure along the primary facade, where appropriate.

iv. Parking structure facades should be treated with high quality materials and given vertical articulation and emphasis similar to the principal structure. The façade should be designed to visually screen cars.

v. Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the building.

IV. Parking and Vehicle Access

Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

i. **Minimize Pedestrian/Vehicle Conflicts:** Site and design driveways to minimize conflicts between vehicles and pedestrians. This is especially important along Northgate Way, 1st Avenue

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

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

a. Place surface parking away from the corners of blocks fronting on NE Northgate Way, 5th Avenue NE, 8th Avenue NE, Roosevelt Way NE, 15th Avenue NE, NE 100th Street, NE 103rd Street and NE 125th Street.

b. Limit the frontage of surface parking areas that face NE Northgate Way and 5th Avenue NE (outside the Major Pedestrian Street designations).

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

V. Bicycle Parking

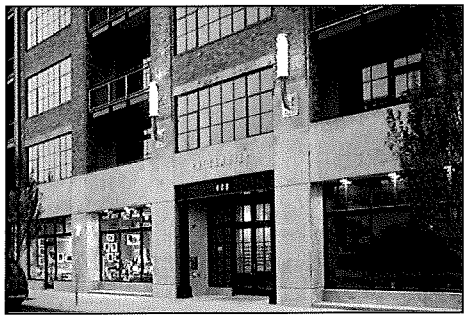
Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

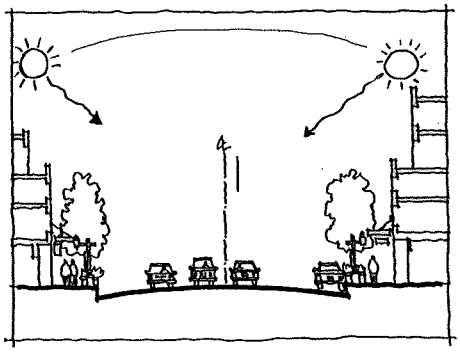
When providing bicycle parking, consider incorporating features such as storage and wayfinding for bicycle users into the overall site plan and building design.

DC2 Architectural Concept

Citywide Guideline:

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





More sunlight at street level with upper level recesses

Northgate Supplemental Guidance

I. Foster Human Scale (Architectural Materials and Elements)

Community Goal: Provide Direct and Convenient Pathways, Comfort, Visual Interest and Activity for Pedestrians

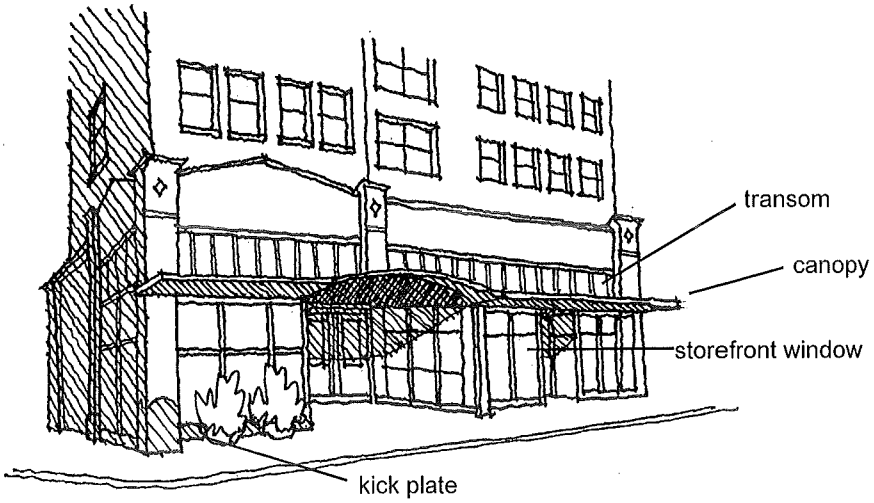
i. **Commercial and Mixed-Use Buildings:** The ground level of the building must offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signs, overhead weather protection and ornamentation are encouraged.

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

II. Upper Stories

Community Goal: Design Should be Defined Block by Block

Recessing the upper stories of developments on arterials allows sunlight to pass onto the street and minimizes the impact of height on pedestrians.



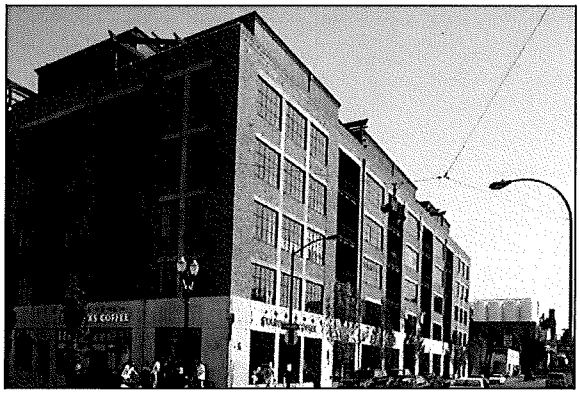
Examples of How Materials are Used to Establish Human Scale

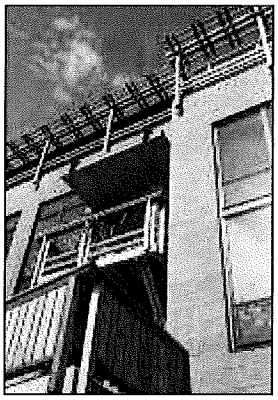
Example of desirable scale and proportion in the facade composition of a large building achieved by its fenestration patterns and detailing, and variegated exterior finish materials and detailing.

Human scale elements include:

bays;

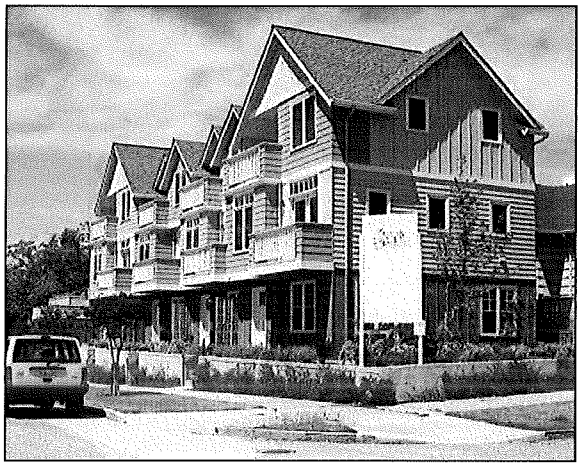
Vertically proportioned elements, including windows and porches, articulate the building into intervals.

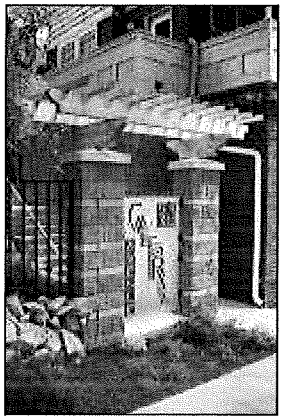




roof forms; and

Example of a residential building articulated into intervals by its multiple roof line and building elements.



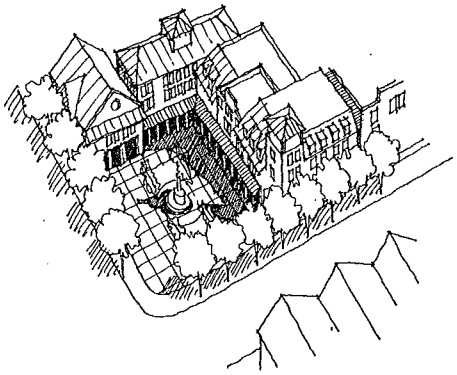


entrances.

DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.



A comfortable, intimate space with a visual and physical connection to the public realm.

Northgate Supplemental Guidance

I. Urban Gardens

Community Goal: Increase Publicly Accessible Open Spaces and Connections Between Them

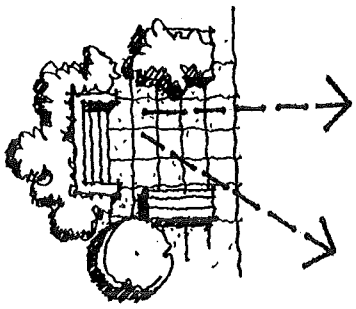
i. New public spaces should provide as many seating opportunities as possible;

ii. Planter walls should be set at a height that allows for their use as seating; and

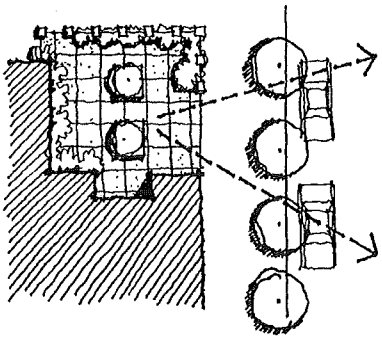
iii. Moveable chairs and tables are strongly encouraged.

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

Urban Garden



Courtyard



II. Urban Plazas and Town Squares:

Community Goal: Increase Publicly Accessible Open Spaces and Connections Between Them

Public space should be enclosed by active buildings around the perimeter to encourage its use and maintain its safety. Plazas and squares should be surrounded by pockets of activity: shops, stands,

benches, displays, gardens. These various pockets of activity should all be next to paths and entrances to facilitate constant movement. The ultimate goal should be to gather enough people in and around these spaces so that they will overlap and spill in toward the center of the square. The following can help accomplish this goal:

i. Arrange open space elements in a manner that reduces the scale of the larger plaza into smaller spaces more suitable for pedestrian use.

ii. Design retail spaces that will comfortably "spill out" and enliven public space.

iii. Provide landscaping that enhances the space and architecture.

iv. Provide visual and pedestrian access (including barrier free access) into the site from the public sidewalk.

v. Site furniture, art work.

vi. Pedestrian-scaled lighting and other amenities such as fountains, seating (steps provide excellent seating) and kiosks.

vii. Design landscaping to enhance the space and architecture and assist in absorbing run-off from paved plaza areas.

III. Landscaping to Reinforce Design Continuity with Adjacent Sites:

Community Goal: Increase Publicly Accessible Open Spaces and Connections Between Them

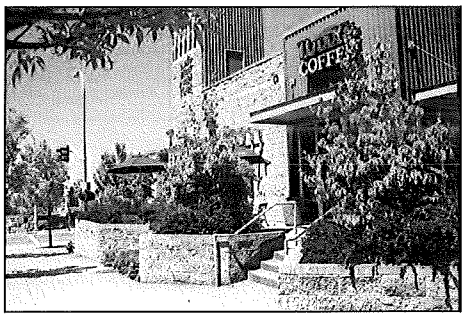
Consistent placement of the same types of street trees creates a unified theme in a pedestrian environment. Consider trees on surrounding sites and consult the City Arborist's recommended list when selecting street tree species.

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

   a. The corners of street intersections should be distinguished by special landscape treatments: special paving, low planters and flower displays, sculpture, and decorative lighting.

   b. Mark and define pedestrian crossing and walkways with specimen trees and shrubs.

   c. Ease of maintenance and durability should help guide the



Landscaping examples in commercial settings.

selection of plant species and landscape materials such as paving, seating and other site materials. Use native, drought tolerant species of plants and avoid invasive plant species.

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

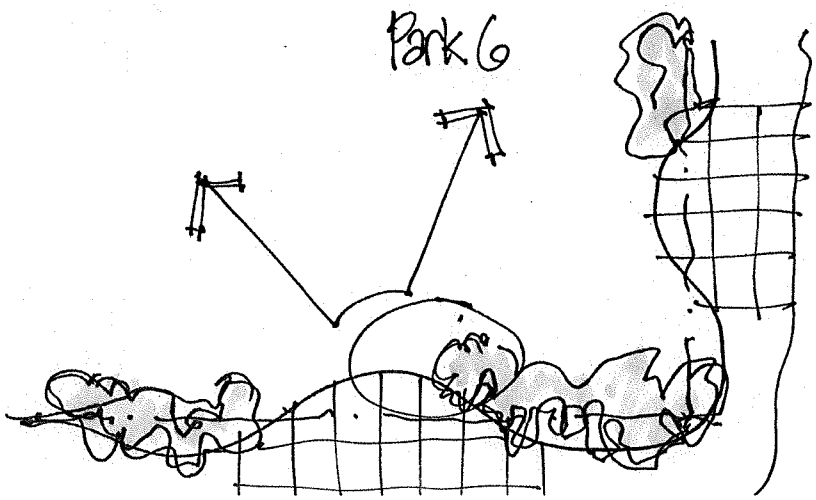
a. Retaining natural greenbelt vegetation, where possible.

b. Incorporating gathering areas and lookout points along the edge of the natural area into the design of the project.

c. Incorporating native plants into the landscape design to provide the feeling of an extension of the natural area into the project site.

d. Providing linkages to the natural area that direct people to designated pathways and away from protected areas.

e. The plant list developed for the Thornton Creek Park 6 Long Range Plan can help guide the selection of plant species. Native plants provide ease of maintenance and durability, and are usually drought tolerant.



New development adjacent to Park 6 can take advantage of the natural area as an amenity

IV. Use Landscaping Design to Enhance the Site

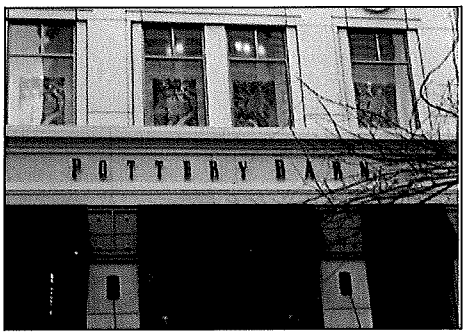
Community Goal: Landscape Design to Enhance the Site or Address Special Site Conditions

Consider design strategies to create natural features or systems that can be incorporated into the site design. For example, consider incorporating rain gardens or drainage swales that are aesthetically pleasing, would emphasize natural features and can create a pedestrian friendly environment by providing landscape designed features or areas of interest. Landscaping features such as larger planting strips can enhance the site and can effectively separate pedestrians from the impacts of traffic.

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.



Signs that are integrated into the building facade are encouraged.

Northgate Supplemental Guidance

Community Goal: Design Identity Should be Defined Block by Block

I. Design Signage Compatible with Human Scale and Consistent with Architectural Concept

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

The following types of signs are encouraged:

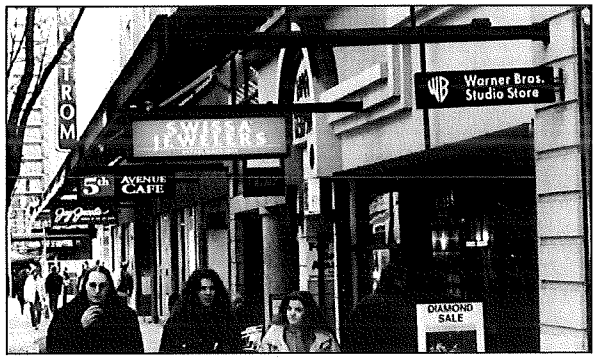
i. Pedestrian-oriented blade signs; and

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

iii. These types of signs are discouraged:

iv. Large illuminated box signs (backlit "can" signs); and

v. Post-mounted signs.



Signs that hang underneath awnings and canopies add interest to the pedestrian environment.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 11
November 22, 2013
Version #3

Othello
Design Guidelines
2013

Attachment 11 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Othello Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Othello Urban Village (aka MLK@Holly Urban Village) as reflected in Map 1 (page 2). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying citywide except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The Othello Design Guidelines reveal the character of Othello district as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Othello Design Guidelines were developed by community members and design consultants, and adopted in 2006. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood design guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 11
November 22, 2013
Version #3

Guidelines at a Glance

The Othello design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Othello Urban Village (aka MLK@Holly Urban Village) as reflected in Map 1 (page 2). The neighborhood guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by Othello Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Othello guidelines in 2006.

Context and Site

CS1. Natural Systems and Site Features ..... **no**

CS2.Urban Pattern and Form ..... **yes**
- Streetscape Compatibility (former A-2)
- Respect for Adjacent Sites (former A-5)
- Corner Lots (former A-10)
- Height, Bulk, and Scale Compatibility (former B-1)

CS3. Architectural Context and Character ..... **no**

Public Life

PL1. Connectivity ..... **no**

PL2. Walkability ..... **yes**
- Personal Safety and Security (former D-7)

PL3. Street-Level Interaction ..... **yes**
- Human Activity (former A-4)
- Pedestrian Open Spaces and Entrances (former D-1)
- Transition Between residence and Street (former A-6)

PL4. Active Transportation ..... **no**

Design Concept

DC1. Project Uses and Activities ..... **no**

DC2. Architectural Concept ..... **no**

DC3. Open Space Concept ..... **no**

DC4. Exterior Elements and Finishes ..... **yes**
- Exterior Finish Materials (former C-4)

Context and Priority Issues: Othello

The Othello Neighborhood is emerging from a history of dramatic changes into the vibrant new commercial and residential community that will sustain its future light rail station. The commercial core of this community along Martin Luther King Jr. Way South reflects the style of an Asian market bazaar where business is transacted in a variety of languages. Its streets are lined at a uniform level with signage in stark primary colors. During spring and summer months, artistic banners hang high over the streets accentuating these colors and reflecting the symbols of the neighborhood's many cultures.

Surrounding that core is a hillside covered with residential streets that suggest a multifaceted history. Originating as part of a larger farming community in the early 1900s, the Othello Neighborhood streets (especially South Brighton Street) still retain examples of New England-style farm houses and single family bungalows. These styles are reflected in many homes and townhouses of the recent New Holly Development.

Like many Seattle neighborhoods, Othello is blessed with the natural beauty of the Puget Sound region. Hillsides rising to the west above the commercial core on Martin Luther King Jr. Way South are crowned with trees. The eastern ridge features views of Mount Rainier and the Cascade Mountains. There is easy access to a ribbon of parks running from South Van Asselt Court through several mini-parks within New Holly to Othello Park, and even to the many parks and beaches along the west shore of Lake Washington.

Othello Neighborhood (MLK@Holly) Design Guidelines

The MLK@Holly Neighborhood Plan provides a framework for specific goals, policies and recommendations aimed at helping the area realize its full potential as a thriving social, educational, residential and business community. The plan recommends many land use and urban design concepts to be implemented, in which new development plays a significant role. These concepts include:

- establishing new or reinforcing existing commercial "nodes" of development;
- improving commercial facades;
- identifying "gateway" design elements at major entry points into the community;
- promoting sensitive transitions from commercial to residential land;
- encouraging pedestrian comfort and safety;
- creating community identity (particularly in the public realm); and
- providing strategies to improve physical connections within the community.

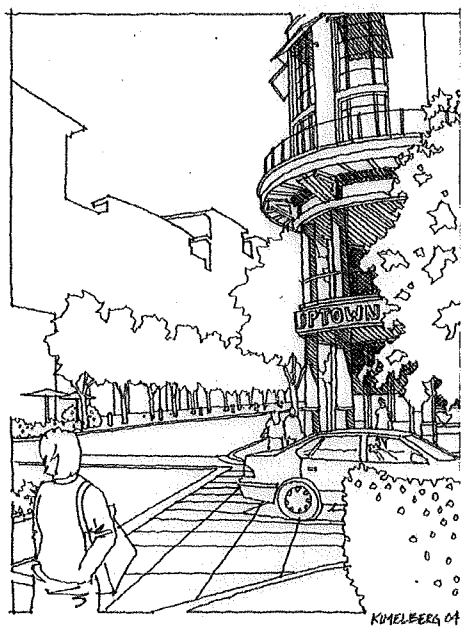
The Othello Design Guidelines incorporate the themes and comcepts contained in the neighborhood plan. These guidelines include site specific guidance for several areas in the Othello neighborhood and are contained on p. 13.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 11
November 22, 2013
Version #3

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.



A strong building form that serves as visual anchor.

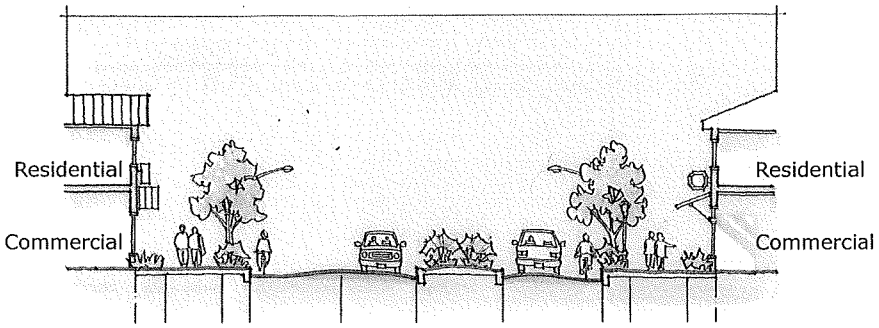
Othello Supplemental Guidance

I. Streetscape Compatibility

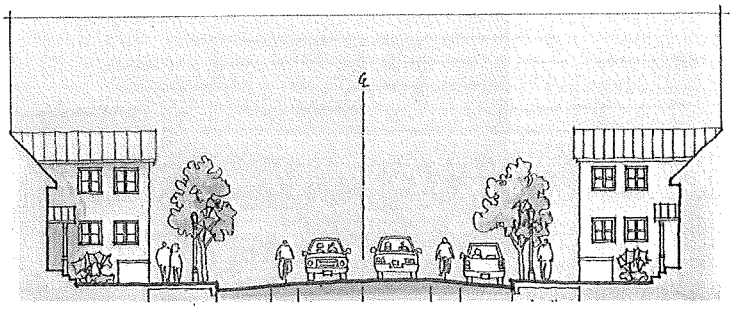
A strong relationship between the building and the street adds character and quality to the Othello business district.

i. Building spaces for commercial use at or near the edge of the sidewalk and limiting vertical grade separations is encouraged where commercial uses occupy the street-level floor.

ii. Shallow setbacks and a minor grade separation are encouraged between the first floor and the sidewalk where residential uses occupy the ground floor; this will promote privacy and also accommodate entry porches and stoops.

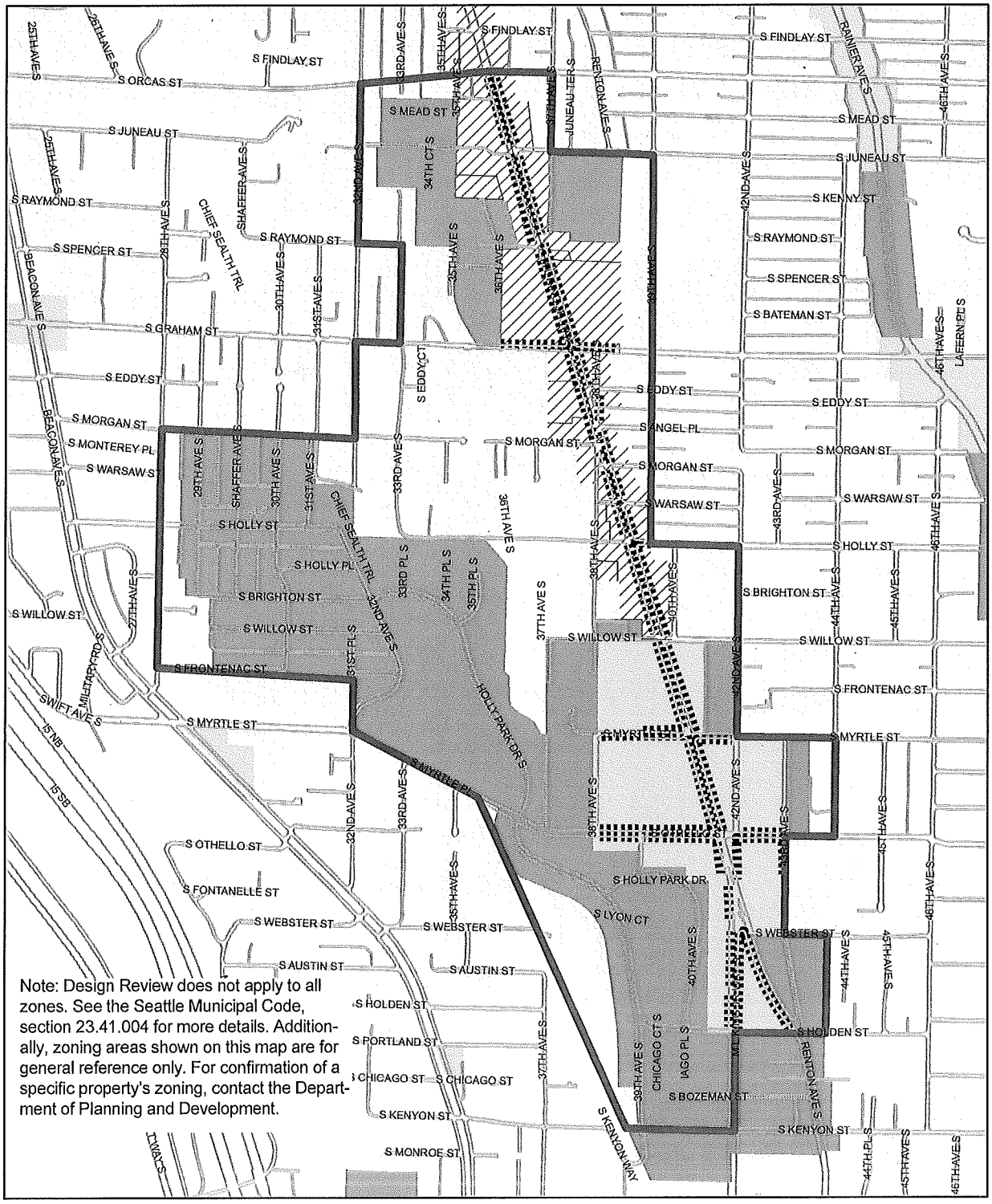


At-grade, street-level commercial uses promote an active business district.



Minor grade separations create residential privacy and provide opportunities for front porches and stoops.

Attachment 11 to the DPD Design Guidelines Ordinance



Othello Design Guidelines
Map 1: Urban Village

Urban Villages Boundary

Street fronts where development is encouraged out to the sidewalk

Commercial

Neighborhood Commercial

Multi-Family

Single Family

0 500 1,000 Feet

No warranties of any sort, including accuracy, fitness, or merchantability accompany this product.

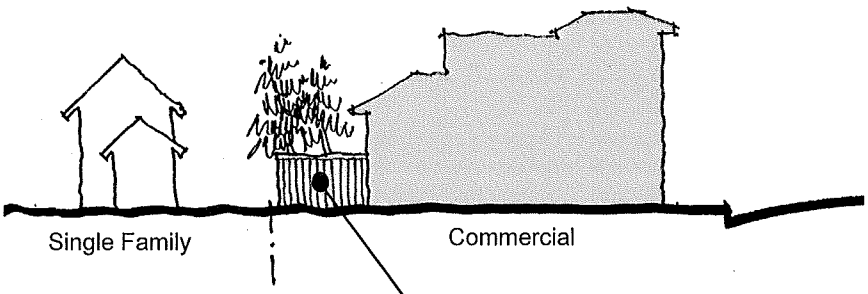
Copyright 2013
City of Seattle
DPD

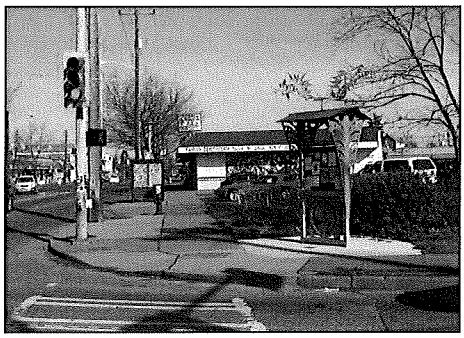
II. Respect for Adjacent Sites

Several zone edges between commercial (C1) and single family-zoned properties exist in the neighborhood. This could result in visual impacts, as well as traffic and noise conflicts between these properties. To help prevent these situations, consider:

i. preventing service, loading and storage areas from directly facing single family residential areas (see Map 2, page 4); and

ii. buffering single family areas from the undesirable impacts of commercial-related service facilities; use landscaping or cohesive architectural treatment to screen service areas and facilities.



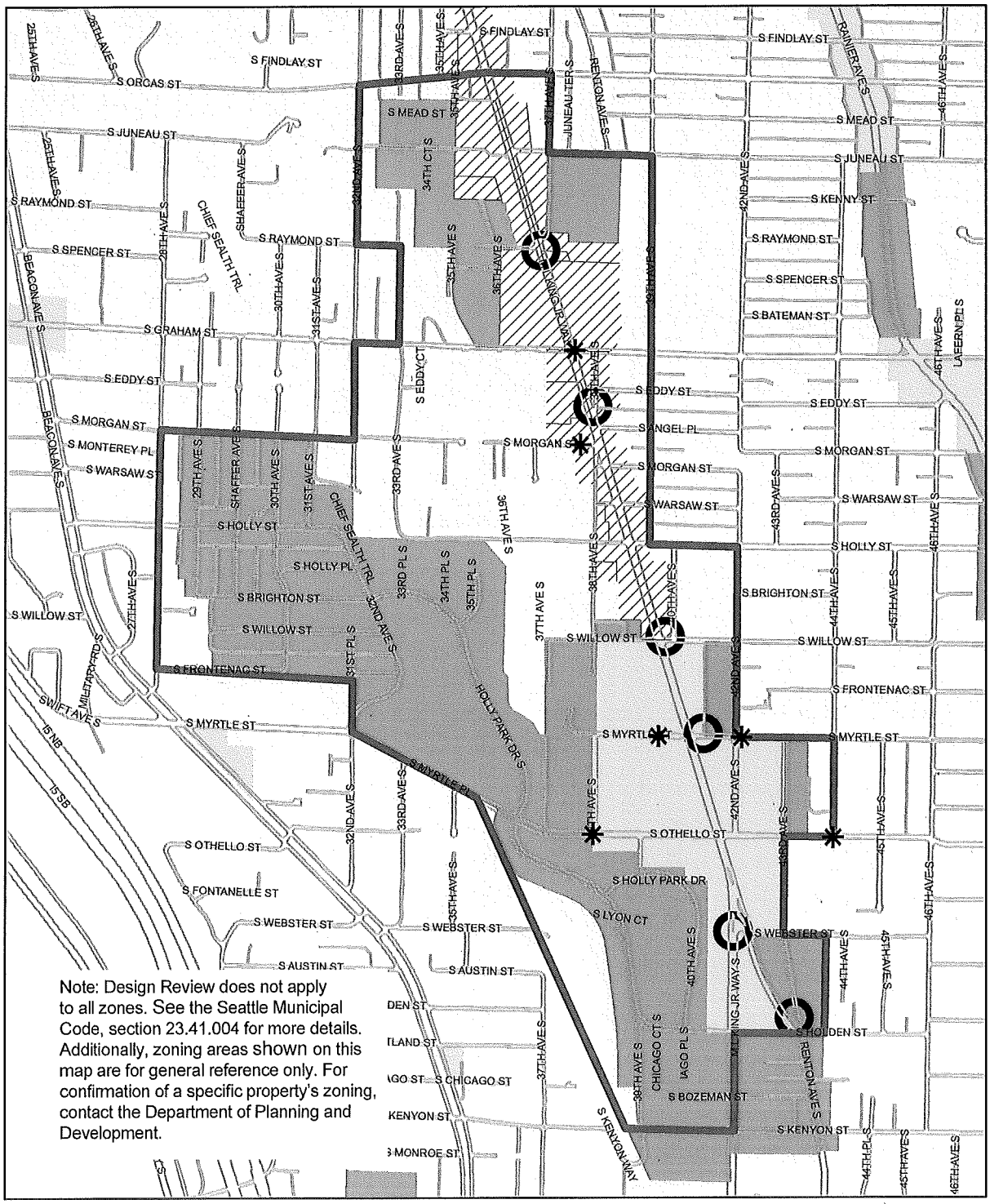

Public art and other focal elements help focus activity on public places.

III. Corner Lots

i. Consider siting and designing structures on corner lots to take advantage of their role as gateways and activity nodes in the community. Locating open spaces such as plazas for public use can promote a physical and visual connection to the street.

ii. Consider adding a focal element, for instance, a sculpture or civic art piece to outdoor space. Consider building on current public art themes in the neighborhood, including a kiosk for the use of the community.

iii. Employ strong building forms to demarcate important gateways, intersections, and street corners. Strong corner massing can function as a visual anchor for a block.



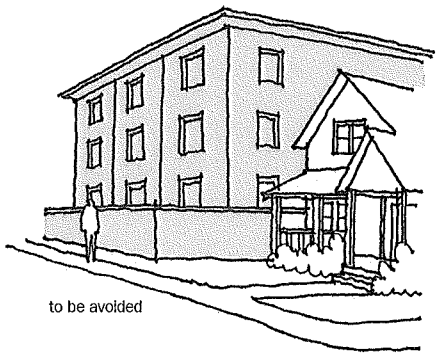
Map 2: Activity Locations & Potential Gateways

Activity Locations
Potential Gateways
Urban Villages Boundary
Commercial
Neighborhood Commercial
Multi-Family
Single Family

0 500 1,000 Feet

No warranties of any sort, including accuracy, fitness, or merchantability accompany this product.

Copyright 2013
City of Seattle
DPD



Sensitive Infill Development

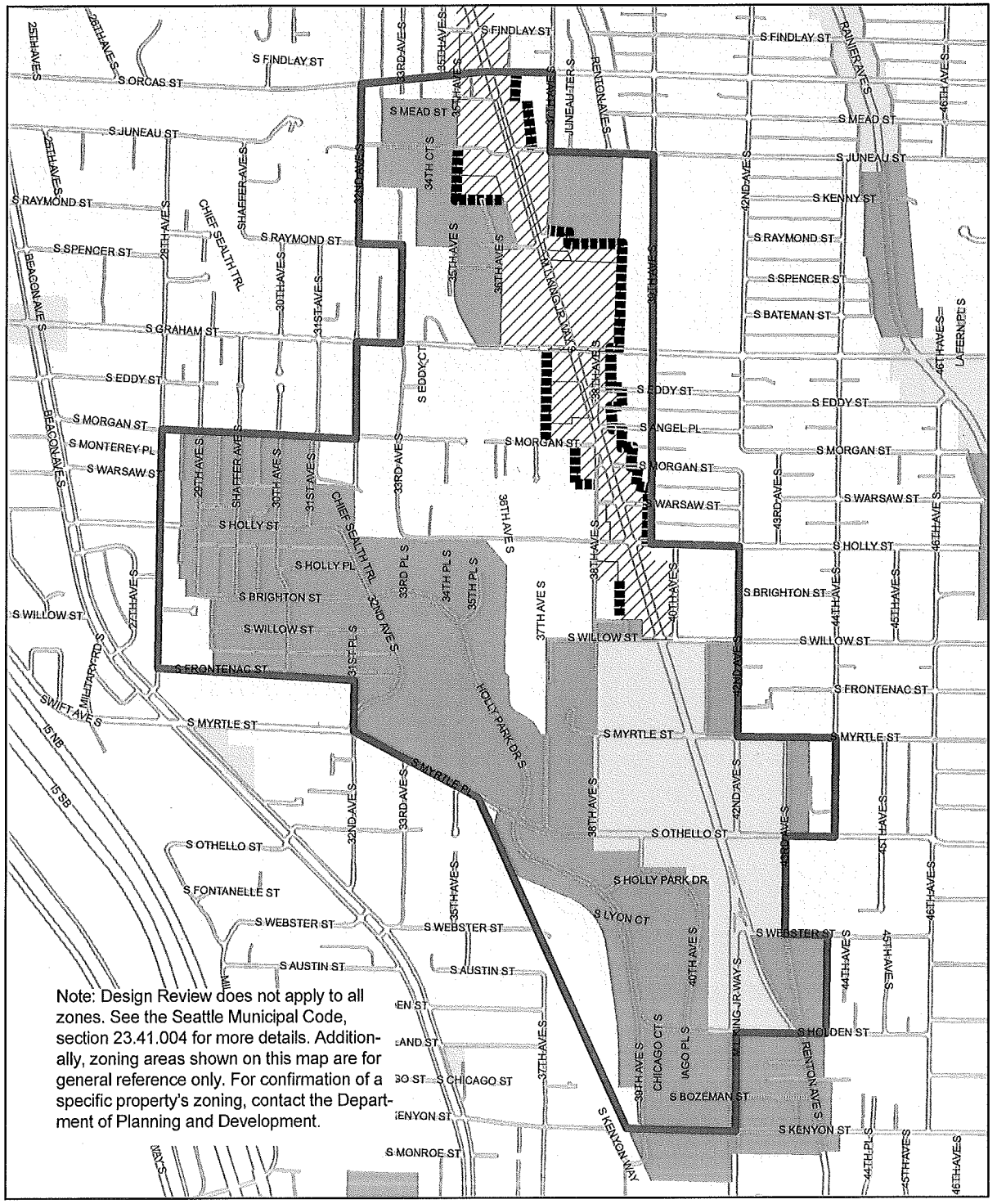
IV. Height, Bulk and Scale Compatibility

Much of the MLK@Holly business district is zoned for large, 65' tall buildings. Careful siting, building design and building massing at the upper levels is encouraged to achieve a sensitive transition between the 65' commercial zone and adjacent residential zones. Large, monolithic buildings are discouraged. Consider the following:

i. Design building volumes to maintain a compatible scale with smaller buildings nearby.

ii. Rely on building massing and orientation to place strong visual emphasis on the street in activating public space.

iii. Use smaller sub-volumes in the massing of a building to create a transition in size to adjacent residential structures that are smaller in scale (see Map 3, page 6).



Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details. Additionally, zoning areas shown on this map are for general reference only. For confirmation of a specific property's zoning, contact the Department of Planning and Development.

Map 3: Zoning and Example Areas of Transition

Urban Villages Boundary
Example Areas of Transition
Commercial
Neighborhood Commercial
Multi-Family
Single Family

0 500 1,000 Feet

No warranties of any sort, including accuracy, fitness, or merchantability accompany this product.

Copyright 2013
City of Seattle
DPD

PL2 Walkability

Citywide Guideline:

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

Othello Supplemental Guidance

I. Personal Safety and Security

Address specific principles of Crime Prevention Through Environmental Design (CPTED). The goal of CPTED is the reduction of crime, and it is achieved by giving security concerns a high priority in the building process. To fully understand how CPTED is used, one must examine its components and the philosophy behind them. The following is a brief summary of techniques applicable to the design review process.

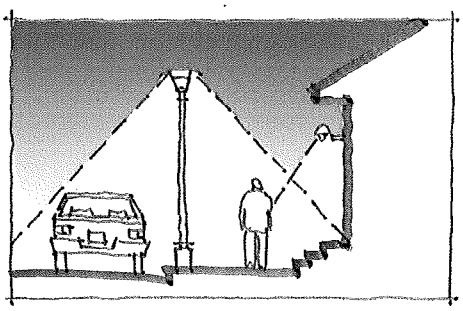
i. **Defensible Space:** "Defensible space" is the term used to describe an area that has been made a "zone of defense" by the design characteristics that create it. Under the defensible space guidelines, areas associated with a development site are categorized as either public, semi-public, semi-private or private. This designation helps define the appropriate activity and use for each area.

Public Zones. These areas are generally open to anyone, such as the public sidewalk.

Semi-public, Semi-private Zones. These areas create a buffer between public and private zones, and serve as common use spaces, such as plazas or courtyards on private property. They are accessible to the public, but are set off from the public zone of the right-of-way. This separation is accomplished with design features that establish definite transitional boundaries between the zones.

Private Zones. These are areas of restricted entry on a building site, such as interior open spaces, residential entries, and on-site parking areas. Access is controlled and limited.

a. Consider the type of "zone of defense" most appropriate for specific spaces and entries included in the development proposal. Private open spaces and entrances should include physical barriers, such as fencing, some forms of landscaping and locked doors. Symbolic barriers are appropriate for semi-private spaces, and require only a visual perception that a transition has occurred. Nearly anything could serve as a symbolic barrier, and examples include: bollards, flower beds, changes in sidewalk patterns or materials, and signs.



Exterior lighting fixtures and street lamps are sized to the scale of the building and sidewalk, directing light to the sidewalk and building entrance, thus increasing personal safety.

ii. **Lighting:** Good lighting is one of the most effective crime deterrents. When used properly, light discourages criminal activity, enhances natural surveillance opportunities, and reduces fear. Lighting can influence an individual's feelings about his environment from an aesthetic as well as a safety standpoint. A bright, cheerful environment is much more pleasing than one that appears dark and lifeless.

   a. New developments are encouraged to provide lighting on buildings and in open spaces. This includes: exterior lighting fixtures above entries; lighting in parking areas and open spaces; and pedestrian street lights near sidewalks. To the degree possible, a constant level of light providing reasonably good visibility should be maintained at night. Bright spots and shadows should be avoided. Highly vulnerable areas and those that could conceal a potential attacker should be illuminated more brightly than areas designed for normal activity.

iii. **Landscaping:** Landscaping, like architectural design, plays a significant role in CPTED. One function of landscaping in crime prevention is aesthetics, as an attractive environment generates a sense of pride and ownership. Landscaping can be used to perform a variety of design functions, as outlined below.

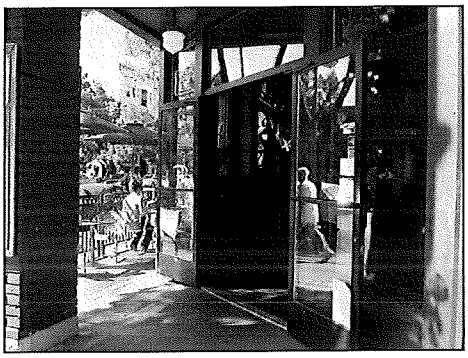
   a. As a symbolic barrier, landscaping can mark the transition between zones. Consider employing features such as decorative fencing, flower beds, ground cover, and varied patterns in cement work to clearly show separation between zones. If more substantial barriers are needed, shrubbery such as evergreen hedges can be used to create more formidable edges.

PL3 Street-Level Interaction

Citywide Guideline:

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

An example of well-designed overhead weather protection in New Holly.



An example of a well-marked, articulated building entrance that is oriented to the sidewalk and provides overhead cover.

Othello Supplemental Guidance

I. Human Activity

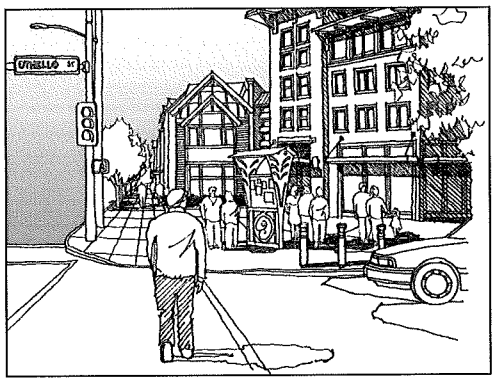
The life of the neighborhood should be closely tied to the character of its public space. It is especially important to recognize streets as public space. The design of buildings can help determine the level of activity on the street. Where storefronts meet the sidewalk, social interaction can be intensified adding vitality. New development is encouraged to support the area's pedestrian designated streets and the Station Area Overlay District by contributing to a consistent building line at or near the sidewalk. Consideration of the following design features is encouraged:

i. Recessed building or individual shop entrances to help create a traditional "main street" feel;

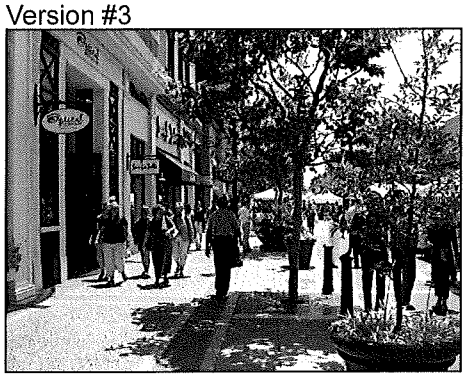
ii. Stoops or landscaping to help provide privacy for residential use at street level;

iii. Large developments are encouraged to include plazas or gracious entry forecourts along the street edge, provided street continuity is not unduly interrupted along the majority of the block.(This guidance addresses a potential unintended consequence of NC zoning and the pedestrian zone designation that when applied to a very large, full-block development, could create a long, uninterrupted street wall not conducive to pedestrian comfort;

iv. Overhead weather protection along the sidewalk for pedestrian comfort; canopies and awnings are encouraged.



An example of public open space including street-level retail space with direct access from the adjacent open space or street.



Design elements such as separate storefronts, display windows, shop entrances, pedestrian-scaled signs, ownings, overhangs and landscaping add interest and give a human dimension to this street-level building facade.

I. Pedestrian Open Spaces and Entrances

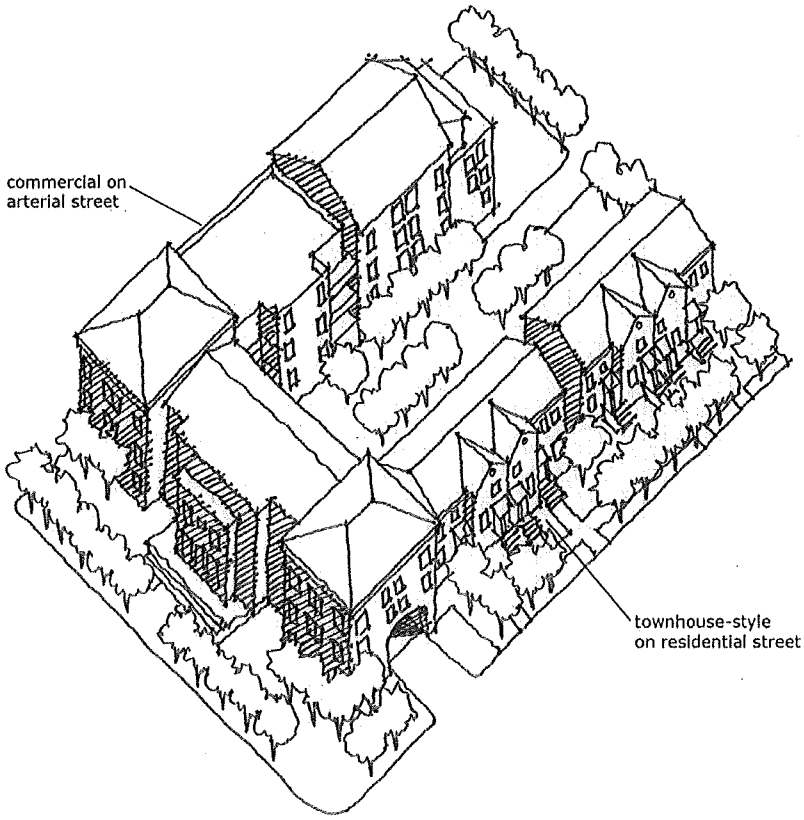
Activate the Street Edge

Providing space for intermingling of pedestrians and shoppers at the street-level on Martin Luther King Jr. Way South will help create a socially and visually stimulating MLK@Holly business district. Multiple storefronts, shop entrances and activities enliven the street and provide a safe pedestrian environment. Generous windows placed at the ground floor give people inside an awareness of activity on the street. This is commonly referred to as "eyes on the street," and supports an active day and night street environment.

i. Buildings that are designed for multi-tenant occupancy and walk-in pedestrian traffic at the street level are encouraged.

II. Transition Between Residence and Street

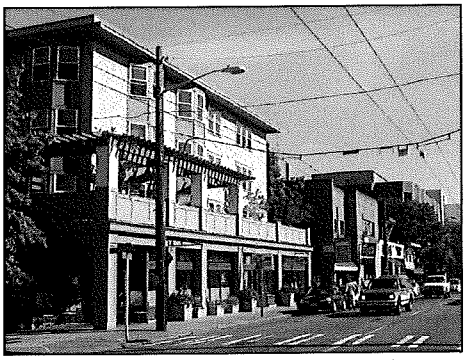
Ground-related residential development, such as townhouses, is encouraged at locations along public open spaces such as Othello Park to create human activity along the park and provide for social interaction among residents and neighbors.



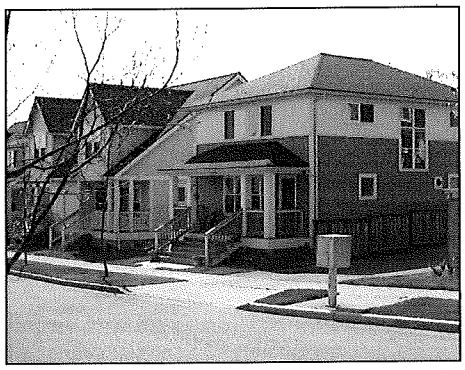
DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.



A limited number of materials and colors used on the exterior of a new building creates visual simplicity and harmony.



An example of high-quality and variegated use of residential exterior materials in New Holly.

Othello Supplemental Guidance

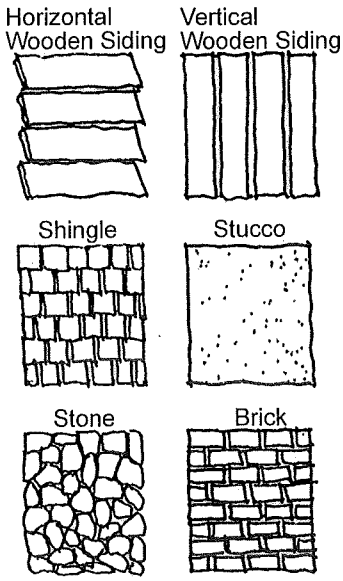
I. Exterior Finish Materials

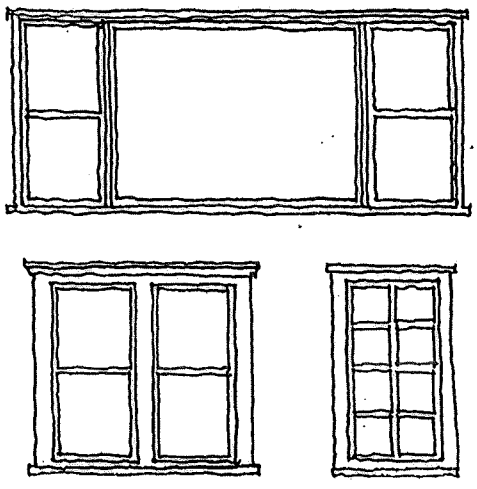
i. **Encourage High-Quality Construction:** All new buildings are encouraged to be constructed as long-term additions to the urban fabric.

ii. **Residential Development**

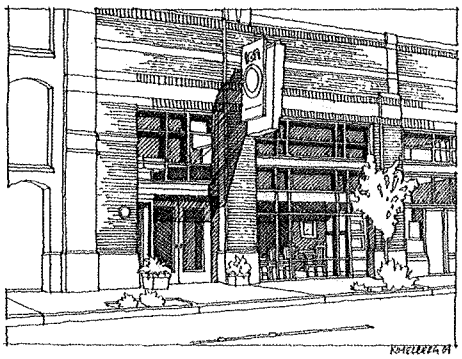
a. Use exterior building materials that are typically residential in character. The most commonly-found traditional cladding material in the Othello Neighborhood is wood: shingle, horizontal or vertical. Stone, or other masonry with human-scale texture, is also encouraged—particularly as accent materials.

b. Creative combinations of the above are encouraged; other materials can also be considered, such as stucco and vinyl shaped to reflect natural textures, so long as they meet the overall objective of conveying a sense of permanence, human scale and proportion.





Variation in window design is encouraged



A street-facing commercial facade containing elements of traditional storefront design, including large, transparent display windows, metal framing for storefronts, and a combination of brick and masonry with channel reveals. This type of treatment is encouraged for commercial facades in new development proposals.

iii. Commercial and Mixed-Use Development

a. Use exterior building materials typically found in traditional storefront design. This includes brick, masonry and metal on the ground floor. Mixed-use developments could use a combination of materials, such as brick, masonry, metal, wood and stucco in a manner that creates a coherent overall building design.

b. Consider window design as an opportunity to provide variation and definition along building facades. Avoid monotonous repetition of window types.

Site Specific Design Guidance

i. Northwest Corner of Martin Luther King Jr. Way South and South Othello Street

Consideration of the following neighborhood recommendations is encouraged:

a. Consider adding a focal element, for instance, a sculpture or civic art piece to outdoor space. Consider building on current public art themes in the neighborhood, including the community kiosk.

b. Employ strong building forms to demarcate important gateways, intersections, and street corners. Strong corner massing can function as a visual anchor for a block.

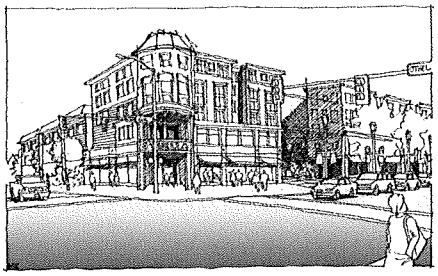
c. Create a mid-block pedestrian plaza adjacent to the sidewalk and enclose the plaza with active retail uses. This could also aid in reducing the bulk of a large development on Martin Luther King Jr. Way South.

d. Modulate the facade into "human scale" sub volumes on both street frontages.

e. Locate small storefronts along Martin Luther King Jr. Way South, possibly with roll-up windows to provide "open-air" retail spaces.

f. Provide overhead weather protection along Martin Luther King Jr. Way South and retail portions of South Othello Street.

g. Preserve the privacy of residential neighbors to the west with an appropriate transition in height, bulk and scale.



ii. Northeast and Southeast Corners of Martin Luther King Jr. Way South and South Othello Street

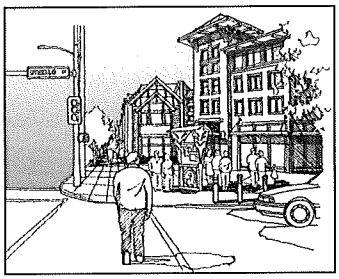
Consideration of the following neighborhood recommendations is encouraged:

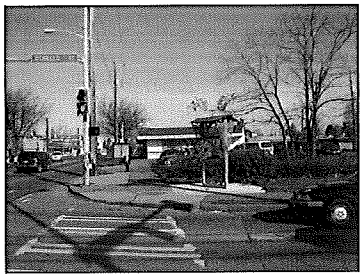
a. Consider orienting buildings around a community kiosk, and create a public open area using the kiosk as a focal point.

b. Employ highly visible and accessible entrances to ground level commercial uses, particularly around a public open space plaza.

c. Create a mid-block pedestrian plaza adjacent to the sidewalk and enclose the plaza with active retail uses. This could also aid in reducing the bulk of a large development on Martin Luther King Jr. Way South.

d. Avoid a "monolithic" building mass at this location; rather, break up the development site into multiple buildings.





Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 12
November 22, 2013
Version #3

Pike/Pine
Design Guidelines
2013

Attachment 12 to the DPD Design Guidelines Ordinance

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 12
November 22, 2013
Version #3

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Pike/Pine Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Pike/Pine Urban Center Village as reflected in Map 1 (page 2). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The Pike/Pine Design Guidelines reveal the character of Pike/Pine as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines , can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Pike/Pine Design Guidelines were developed by community members and design consultants, and adopted in 2010. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 12
November 22, 2013
Version #3

Guidelines at a Glance

The Pike/Pine neighborhood design guidelines apply apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Pike/Pine Urban Center Village as reflected in Map 1 (page 2). The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by Pike/Pine Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the numbering applied to the Pike/Pine Design Guidelines as amended in 2010.

Context and Site

CS1. Natural Systems and Site Features .....no

CS2.Urban Pattern and Form .....yes
- Responding to Site Characteristics (former A-1)
- Corner Lots (former A-10)
- Height, Bulk, and Scale Compatibility and Pike/Pine Scale and Proportion (former B-1a, B1d)
- Small Lot Development (former B-4)

CS3. Architectural Context and Character .....yes
- Height, Bulk, and Scale Compatibility and Pike/Pine Scale and Proportion (former B-1b)
- Architectural Context (former C-1)
- Development in Areas Lacking a Well-Defined Character (former B-6)
- Conservation of Character Structures (former B-7)

Public Life

PL1. Connectivity .....no

PL2. Walkability .....yes
- Personal Safety and Security (former D-7)

PL3. Street-Level Interaction .....yes
- Transition Between Residence and Street (former A-6)
- Human Scale (former C-3)

PL4. Active Transportation .....no

Design Concept

DC1. Project Uses and Activities .....yes
- Location of Parking on Commercial Street Fronts (former A-9)
- Design of Parking Lots Near Sidewalks, Screening of Parking (former D-4)
- Visual Impact of Parking Structures (former D-5)

DC2. Architectural Concept .....yes
- Height, Bulk, and Scale Compatibility and Pike/Pine Scale and Proportion (former B-1e, B-1c)
- Integration of Character Structures in New Development (former B-3)

DC3. Open Space Concept .....yes
- Residential Open Space (former A-7)
- Landscaping to Enhance the Building and/or Site (former E-2)
- Retaining Walls (former D-3)

DC4. Exterior Elements and Finishes .....yes
- Exterior Finish Materials (former C-4)
- Signs (former D-8)

Context and Priority Issues: Pike/Pine

The overriding objective of the citywide design guidelines is to encourage new development to fit in with its surroundings. Neighborhood guidelines share this objective. Whereas citywide guidelines are meant to apply throughout the City, neighborhood guidelines provide a more focused opportunity to recognize local concerns and design issues. They may give more specific direction as to the design character, site conditions or community objectives new development should respond to.

The Pike/Pine neighborhood is located in one of six designated urban centers in Seattle (see Map 1 on page 2). Urban centers are targeted as the densest areas in terms of housing and employment, yet are intended to be pedestrian-oriented communities with direct access to regional high-capacity transit. Pike-Pine provides these 'urban center' amenities while also maintaining a distinct historical legacy as Seattle's original auto row.

A high neighborhood priority is to preserve the physical and social character of the corridor. Inventive preservation of the existing community attributes is the main criterion for all proposed new developments. While adaptive re-use of existing buildings is generally preferred, new structures that complement the character and the architectural legacy of the neighborhood are also encouraged.

The older buildings in the neighborhood are primarily warehouse-style, fairly plain "working" buildings from the auto row era. There are also brick or frame apartments that are residential-only or mixed use with retail at ground level. The commercial buildings have large window bays at both the street level and the upper stories. These buildings have been successful over time due to the flexibility of use created by the tall ceilings and large windows. The large windows also connect the buildings with the neighborhood residents and street activity. The predominant feature of all these buildings, whether residential or commercial, is their scale – not their height, but their width along the street. A granular mix of several buildings on a block has contributed to Pike/Pine's combination of vibrant character and commercial success.

In recognition of the area's unique design character and important role in the city's development history, the Pike/Pine Conservation Overlay District was established in 2009. The boundaries of the Conservation Overlay District are shown on Map 1, page 2. The expanded overlay district now applies to all commercially zoned portions of the neighborhood, and emphasizes important aspects of the area's development character and function. The overlay provisions include incentives for appropriately- scaled development and new development that retains existing, older structures defined as character structures; buildings that are 75 or more years old. The location of the character structures is also shown on Map 2, page 11. Protecting this resource of existing structures is important to the community for a variety of reasons. In addition to their architectural and historic value, they support a rich diversity of businesses and arts organizations that help define the neighborhood's identity. Their continued presence is critical to the area's economic success because it is this unique identity that has helped local businesses to succeed and made the neighborhood attractive for new development.

New structures that accommodate different functions than their predecessors must respond to different design concerns, while continuing to reflect this area's unique character. Additional guidelines are provided to assist new development in responding to the goals of the Conservation Overlay District. While the goal of these guidelines is to conserve neighborhood character, they also promote development that is compatible with the existing context and accommodates the area's function as a high-density mixed-use/residential neighborhood with a unique design character.

Site Planning

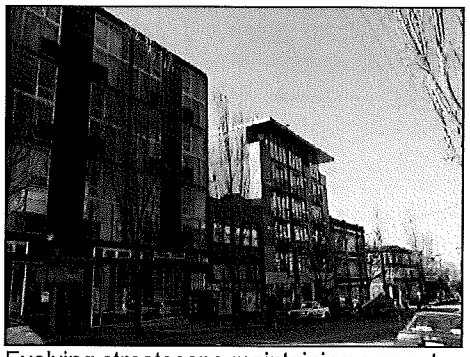
Neighborhood Priority: Perpetuate the unique and thriving character in the Pike/Pine neighborhood, especially its active commercial street life, both day and night. This energy is especially important for small businesses that thrive on foot traffic. Important aspects of the neighborhood include changes in the street grid, the size, character, and density of the existing, finegrained buildings, the attractiveness of the neighborhood for cultural uses and social gatherings, and the proximity to mass transit. These should be considered and celebrated with new development projects.

Streetscape reflecting established height, bulk and scale conditions.

Height, Bulk and Scale

Neighborhood Priority: Maintain the gradual transition from the denser west end (the area west of Broadway to Downtown) activities connecting to the downtown central business district and the lower-density residential neighborhoods to the east. Preserve the fragile balance of high-density residential and commercial use with smallscale, pedestrian-oriented projects that lend to a vibrant street life.

While Design Review applies to new developments that meet Design Review thresholds, these Guidelines also encourage adaptive re-use and additions to garages, warehouses, and lofts in order to retain the flavor of the neighborhood. These guidelines can be used to positively and creatively inform all types of new developments.



Evolving streetscape maintaining compatible height, bulk and scale relationships.

Architectural Elements and Materials

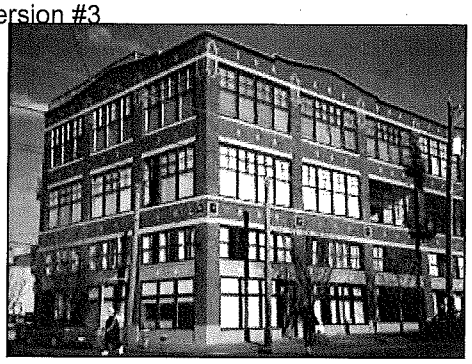
Neighborhood Priority: Preserve and enhance existing neighborhood character. Preserve and enhance the architectural legacy of the loft building typology known as auto row.

This typology is characterized by its use of exterior materials and design elements such as masonry (especially brick) and timber structures; multi-use loft spaces; very high, fully glazed storefront windows; and decorative details such as cornices, emblems and embossed building names. New buildings should honor the historic architectural context through the use of complementary design strategies and materials, while also exemplifying high-quality architecture that is appropriate to its own time.

Integrating artistic excellence and creativity in both the design of the buildings and the types of businesses within them, is an important way to preserve the neighborhood's built character.

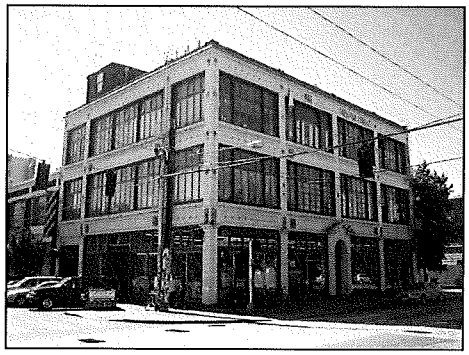
Maintaining a strong sense of compatibility with the architectural scale, rhythm, and patterns of nearby structures in the Pike/Pine neighborhood should be encouraged. Architectural elements that dominate the desirable streetscapes include:

- echoing the floor-to-ceiling heights of the auto row architecture;
- emphasizing the main entrances of buildings;
- ground-floor storefronts with design attributes such as sidewalk-to-ceiling glazing; and
- detailing of the building façade.

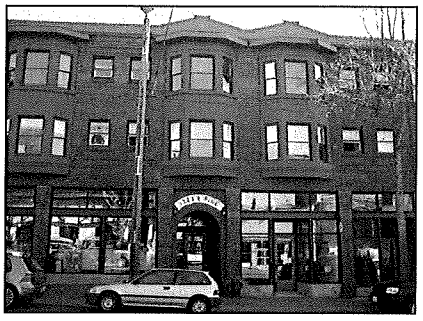


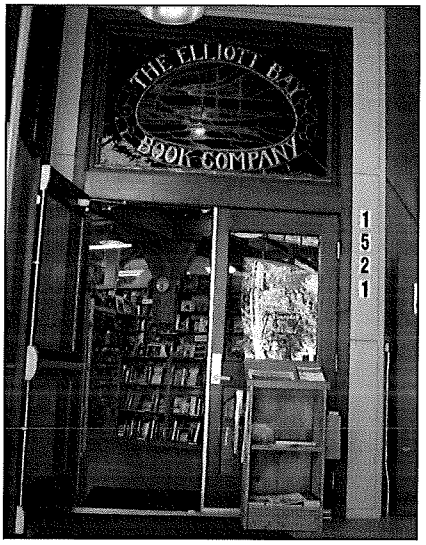
Other desired architectural elements include:

- use of brick or other high quality exterior materials that complement historic buildings;
- finely detailed window mullions; and
- street landscaping wherever possible.



Pike/Pine signature buildings: light industrial, solid fireproof structures of concrete, brick or other masonry, often two to four stories with strongly expressed columns and spandrels on the buildings facade and decorative trim. The repeating bay, marked by strong vertical and horizontal elements is a characteristic method of building modulation.





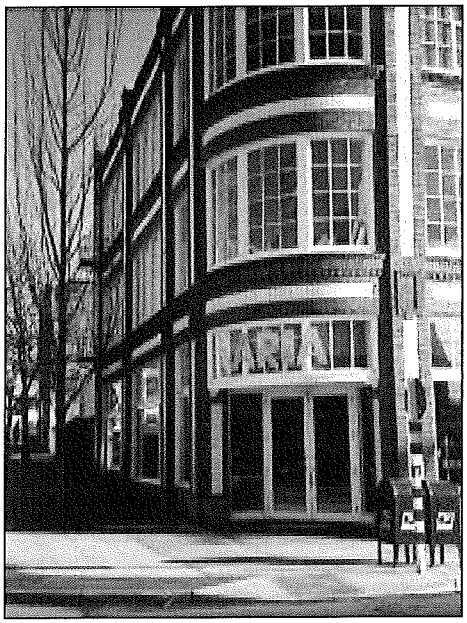
Desired architectural elements: high, transparent ground-floor storefronts and distinguished entrances.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 12
November 22, 2013
Version #3

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.



Neighborhood icon building

Recent development

Pike/Pine Supplemental Guidance

I. Responding to Site Characteristics

Characteristics and opportunities to consider in Pike/Pine include both views and other neighborhood features including:

i. A change in street grid alignment causing unique, irregular-shaped lots, including Union and Madison and 10th and Broadway Court

ii. "Bow tie" intersections at 13th/14th between Pike/Pine/Madison

II. Corner Lots

Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine's character may be incorporated. These features include architectural detailing, cornice work or frieze designs The following corner sites are identified as Pike/Pine gateways (see map 1, page 2).

i. Pike/Boren: southeast corner

ii. Melrose/Pine: northeast corner

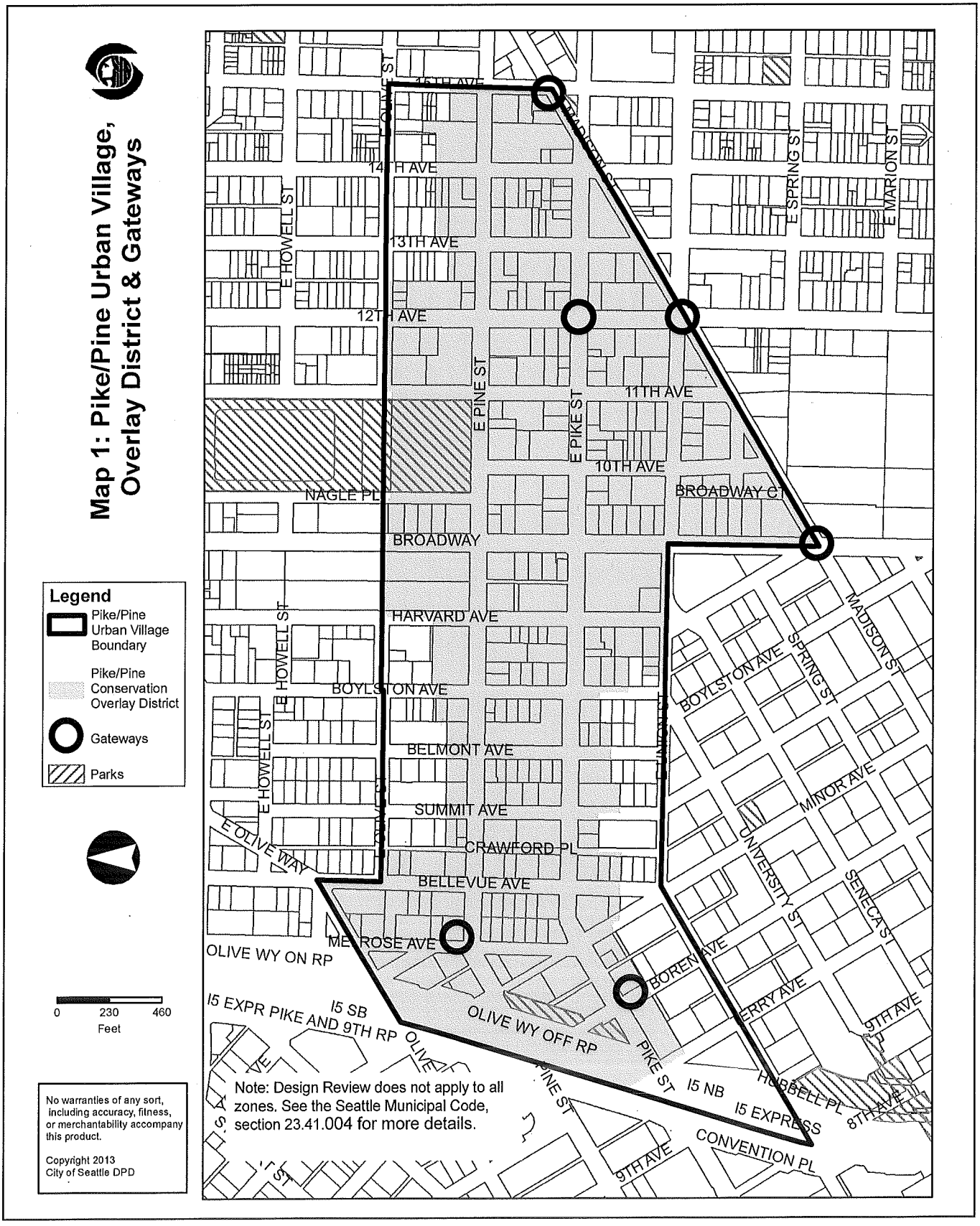
iii. 12th/Pike intersection

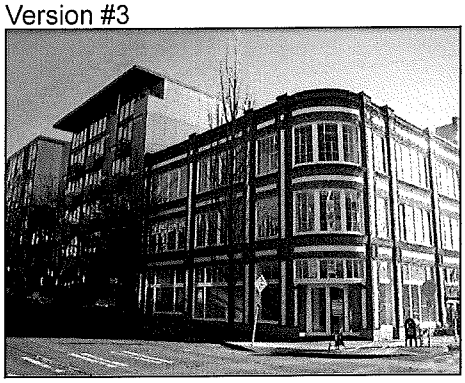
iv. 12th/Pine intersection

v. Madison: between 11th/12th

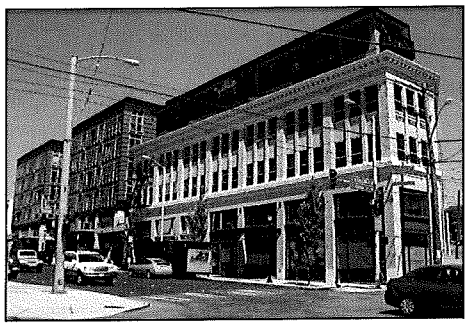
vi. Madison entries onto Pike and Pine

Two examples of projects that incorporate architectural and materials and detailing that celebrates the corner are shown in the left column.

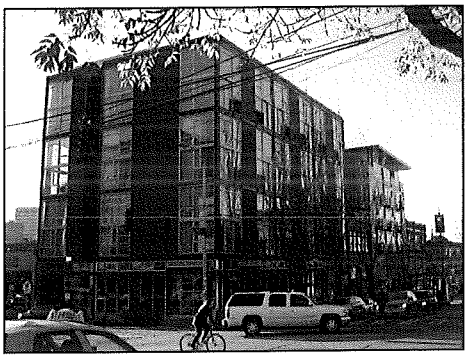

Map 1: Pike/Pine Urban Village, Overlay District & Gateways
Legend
Pike/Pine Urban Village Boundary
Pike/Pine Conservation Overlay District
Gateways
Parks
0 230 460
Feet
No warranties of any sort, including accuracy, fitness, or merchantability accompany this product.
Copyright 2013 City of Seattle DPD
Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details.
14TH AVE
13TH AVE
12TH AVE
11TH AVE
10TH AVE
E HOWELL ST
E PINE ST
E PIKE ST
NAGLE PL
BROADWAY
BROADWAY CT
HARVARD AVE
BOYLSTON AVE
BELMONT AVE
SUMMIT AVE
CRAWFORD PL
BELLEVUE AVE
MELROSE AVE
OLIVE WY ON RP
OLIVE WY OFF RP
E OLIVE WAY
I5 SB
I5 EXPR PIKE AND 9TH RP
I5 NB
I5 EXPRESS
PIKE ST
9TH AVE
8TH AVE
HUBBELL PL
CONVENTION PL
BOREN AVE
TERRY AVE
MINOR AVE
MADISON ST
SPRING ST
SENECA ST
UNIVERSITY ST
E SPRING ST
E MARION ST



While taller than its neighbor, because of its fenestration, width and depth, the new structure that is consistent with the rhythm of other development on the block and is compatible in scale with its neighbors.



Upper story setbacks maintain street level proportions.



Successful small lot development on Pike Street.

III. Height, Bulk, and Scale Compatibility and Pike/ Pine Scale and Proportion

New buildings should, in general, appear similar in height, mass, and scale to other buildings to maintain the area's visual integrity and unique character. Although current zoning permits structures to exceed the prevailing height and width of existing buildings in the area, structures that introduce increased heights, width and scale should be designed so their perceived scale is compatible with the existing neighborhood character. The following guidelines address scale and proportion for new structures.

i. **Design the structure to be compatible in scale and form with surrounding structures.** One, two, and three-story structures make up the primary architectural fabric of the neighborhood. Due to the historic platting pattern, existing structures seldom exceed 50 to 120 feet in width or 100 to 120 feet in depth. Structures of this size and proportion have been ideal for the small, locally owned retail, entertainment, and restaurant spaces that have flourished in this neighborhood. The actual and perceived width of new structures should appear similar to these existing structures to maintain a sense of visual continuity.

   a. **Respect the rhythm established by traditional facade widths.** Most structure widths are related to the lot width. Typically, structures are built on one lot with a width of 50 or 60 feet; or on two combined lots with a width of 100 or 120 feet. If a proposed development is on a lot that is larger than is typical, it may be necessary to modify the rhythm of the building to maintain the existing scale at the street. Even in older buildings that may be massive, the mass is typically broken up by a rhythm of bays, humanizing the scale of the structure.

   b. **Relate the height of structures to neighboring structures as viewed from the sidewalk.** If a proposed structure is taller than surrounding structures, it may be necessary to modify the structure height or depth on upper floors to maintain the existing scale at the street, especially for larger developments.

   c. **Consider full or partial setbacks of upper stories to maintain street-level proportions.** Given the greater width and height possible for new structures, a more compatible massing may be achieved if portions of the upper floors set back from the street, with other portions extending to the street lot line, creating setbacks at intervals that reflect the typical facade widths of existing structures.

ii. **For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm.** Consider the character of the existing block face when determining the appearance of the upper story elements. Whether the upper and lower floors of a structure look different or the same may depend upon the complexity of the existing structures on the block.

   a. Use the prevailing structure width to create an upper story massing rhythm.

b. Break the structure into smaller masses that correspond to its internal function and organization.

c. Use changes in roof heights to reduce the appearance of bulk.

d. For new structures that are significantly taller than adjacent buildings, especially on larger lots, consider upper floor setbacks of at least 15 feet from the front facade to reduce the perceived height. However, slender forms such as towers and dormers that extend toward the front facade may add visual variety and interest to the setback area.

IV. Small Lot Development

The Pike/Pine Conservation Overlay District encourages development on small lots of 8,000 square feet or less by exempting the residential floor area in the project from the FAR limit. While the scale of development on small lots is compatible with the existing developed context, such projects may still present design challenges that require attention to ensure the best fit between the new and the old at any given site. New structures on small lots should maintain the character of the Pike/Pine neighborhood, and not use the small size of the lot as a reason to compromise maintaining compatibility with the character of the area.

i. Consider the project's impact on the street environment.

a. Maintain solid massing of the street wall.

b. Site driveways and design vehicular garage entrances so that they do not dominate the street front.

c. Orient the structure's street level uses, building entrances, and service areas so that street-level priorities for commercial and pedestrian activity are not compromised.

ii. In order to maintain a continuous street wall, front setbacks are discouraged.

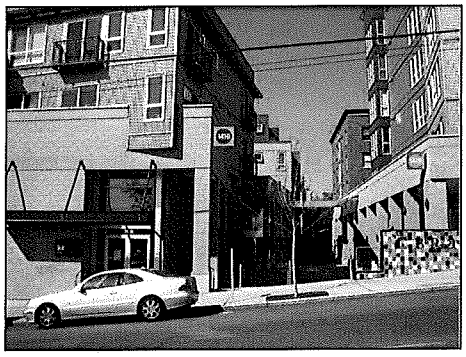
a. "T" or "L" shaped structures that maintain a continuous street wall while allowing setbacks from shared lot lines on the interior of the lot are preferred over setbacks of upper floors fronting the street.

b. Ground level front setbacks may be appropriate in limited circumstances to enhance the project's relationship to the pedestrian environment by providing such features as wider sidewalks, space for residential entries, or other pedestrian amenities.

c. In some circumstances, an upper level front setback may be appropriate to better relate a taller new structure to the prevailing height of adjacent character structures.

iii. Provide appropriate rear and side setbacks. Side and rear setbacks are most important on the upper floors of portions of the structure that do not face the street. Maintaining a continuous street wall to preserve the streetscape character at ground level generally takes precedence.

a. Provide setbacks from side and rear lot lines to maximize access to light, air, and usable space between structures and to minimize exposed blank walls.



In appropriate circumstances, a through-block corridor can contribute to a more compatible sale of development while creating opportunities to expand the pedestrian network.

b. Avoid blank walls on the sides of structures that abut neighboring lots, while recognizing the potential for abutting development in the future. In general, blank walls are discouraged.

c. Use the rear of the lot for parking or other open areas. Rear setbacks may be used to create light courts, seating areas, or courtyards.

V. Through-Block Development.

While most blocks in the Pike/Pine neighborhood lack alleys, development seldom extends across a full block from street to street. The predominant development pattern is comprised of individual structures that front on the street and extend no deeper than mid-block. New developments on through block lots should be carefully designed for compatibility with this established fabric.

i. **Avoid monolithic development on through lots.** Observe in new through-block projects the original platting and development pattern, which is generally characterized by structures limited to a half-block in depth, with widths of 50 to 60 foot increments along the street.

ii. **On blocks bounded by designated principal pedestrian streets, take advantage of opportunities to include through-block connections.** Through-block connections can extend a fine-grained pedestrian environment into the interior of the block, offer a transition between public and private spaces, and unite both sides of the block face. As more intensive development occurs over time, through -block connections can contribute to a more complex, intimate pedestrian environment.

a. Make through-block connections clearly identifiable, accessible, and attractive.

b. Create focal points to draw pedestrians into and along through-block pathways.

c. Encourage abutting uses that will promote public access into though-block connections during appropriate hours to activate space.

d. Ensure a porous façade on through-block pedestrian connections by providing frequent openings and breaks to provide visual interest, and to allow free movement of pedestrian traffic through the block face.

e. Consider opportunities for open space and other amenities in block interiors, such as gardens, courtyards, fountains, lighting and seating to unite different uses in the block.

iii. **Capitalize on opportunities to provide utility functions in through-block development.** Several of the through-block sites in the Pike/Pine neighborhood are in the vicinity of 10th, 11th, and 12th Avenues. Grade changes between these streets present opportunities for through-block development that may be designed to include drop-off, parking, and service and delivery areas within the development in a manner that efficiently accommodates these functions and minimizes conflicts with pedestrian activity along block perimeters.

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.

Pike/Pine Supplemental Guidance

I. Height, Bulk, and Scale Compatibility and Pike/ Pine Scale and Proportion

Relate the scale and proportions of architectural features and elements to existing structures on the block face to maintain block face rhythm and continuity.

i. Align architectural features with patterns established by the vernacular architecture of neighborhood structures to create visual continuity.

ii. Use building components that are similar in size and shape to those found in structures along the street from the auto row period.

iii. Keep the proportions of window and door openings similar to those of existing character structures on the block or in the neighborhood.

iv. Use windows compatible in proportion, size, and orientation to those found in character structures in the surrounding area.

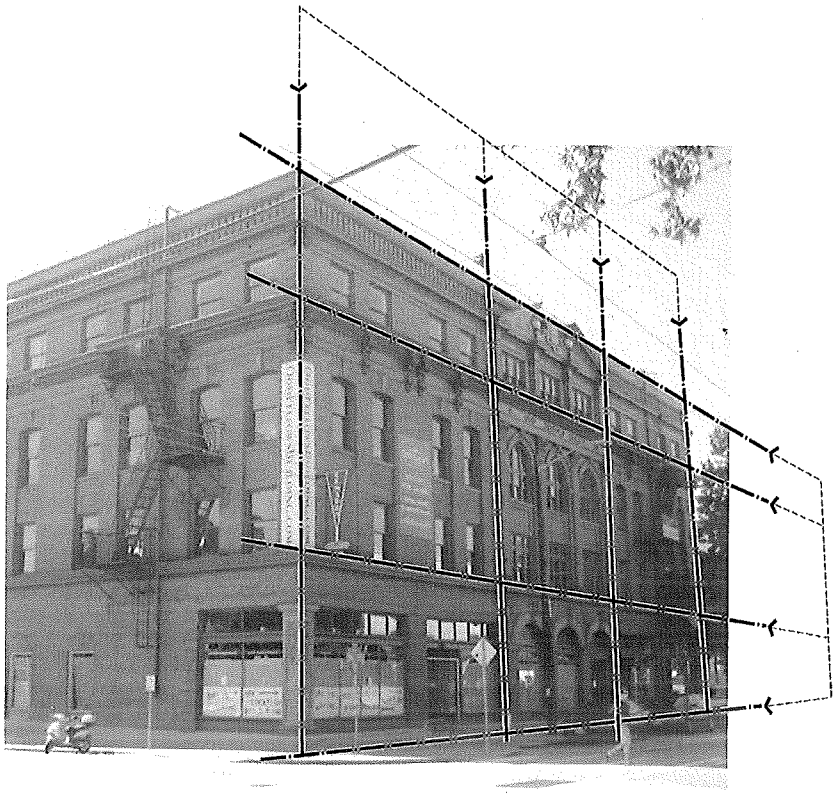
II. Development in Areas Lacking a Well-Defined Character (supplemental guidance especially for properties located in the Pike/Pine Conservation Overlay District)

Some areas where the Pike/Pine Conservation Overlay District was expanded during 2009 lack an apparent overriding visual character, or the character may be mixed or changing. When no clear pattern is evident, new development should help define and unify the existing visual context and contribute positively to the Pike/Pine neighborhood character. Designs should draw on the best features of surrounding buildings, or of the surrounding neighborhood, to create a more complex, intimate pedestrian environment.

Design structures to help define, unify and contribute positively to the existing visual context.

New structures should enhance pedestrian and visual connectivity along streets oriented to the north and south, including connections to the 12th Avenue Urban Center Village across Madison Street.

i. Capitalize on excess and undefined right-of-way areas, including overly wide street surfaces on side streets, to enhance pedestrian circulation and gathering, and for landscaping and other streetscape improvements.



The rhythm established by the neighborhood's original platting and early development provides the basis for determining an appropriate scale relationship between new and old. These illustrations show how the vertical and horizontal treatment of the facades in both an older and more recent building express the prevailing width and height patterns in larger structures.

Renovated character structures that have retained character-defining elements.

ii. Encourage streetscape treatments that retain the informal character of side streets, such as shared pedestrian and vehicle loading areas, lower curb heights and varied curb lines, and textured paving materials.

iii. Include high ceilings in the ground floor spaces of new structures that are consistent with older character structures in the neighborhood. Floor to ceiling heights of at least 15 feet are encouraged.

III. Conservation of Character Structures (supplemental guidance especially for properties located in the Pike/Pine Conservation Overlay District)

The Pike/Pine Conservation Overlay District encourages preservation and enhancement of the unique character of the Pike Pine neighborhood. A high priority for achieving this objective is the conservation and reuse of existing character structures. The Overlay District includes both exceptions that apply when a character structure is retained and incentives for conserving and reusing these structures. This guideline provides guidance for appropriate conservation of character structures.

i. Maintain the architectural integrity of the character structure.

a. Avoid all but minor changes to the primary elevation(s) of the character structure.

b. Make a visual distinction between old and new: new construction should be distinguishable from the character portion.

c. Keep the addition compatible with the character structure in form, scale, massing, and proportion.

d. Do not obscure significant features of the character structure.

ii. Maintain Character-Defining Elements.

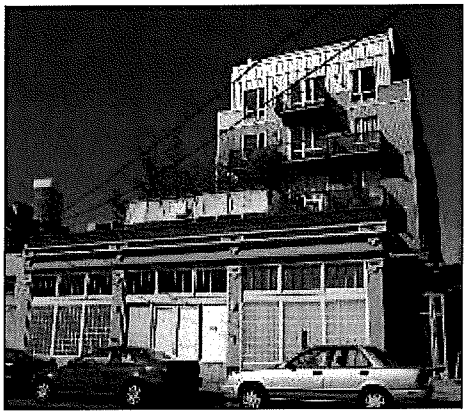
a. Identify the form and detailing of those architectural materials and features important to defining the structure's character and that should be retained. Character-defining elements may include:

- Exterior materials, such as masonry (especially brick), wood, and metal;
- Exterior features and details such as: entrances, fully-glazed storefront windows and expansive glazing, parapets, cornices, roofs, windows, ornamentation (such as terra cotta cladding), signage (including emblems and embossed building names) and color;
- Structural characteristics, including expressions of interior space on the structure façade, and structural elements defining organization, architectural composition, rhythm, and massing; and
- Both horizontal and vertical lines that help define the rhythm of the character structure, often by marking a repeating bay.

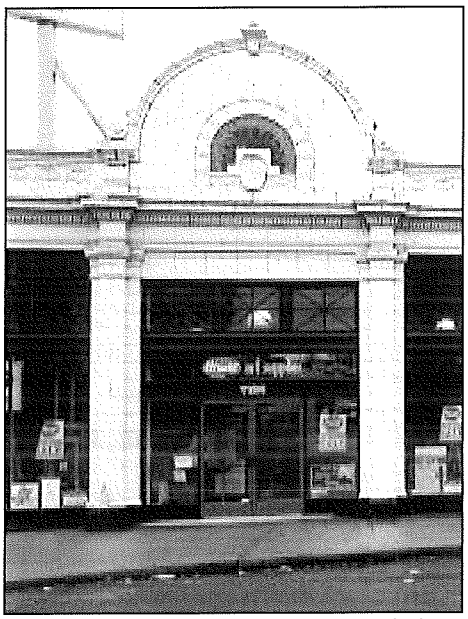
b. Retain, repair, rehabilitate or replace character-defining elements of the character structure, using generally accepted methods.

- Avoid adding materials or features that were not historically part of the character structure.

High floor-to-ceiling heights as character defining element.



This addition is placed to the rear of the character structure and set well back from the street front, retaining the original proportions, scale and character of the main facade.



Context—pilasters, arched terracotta cladding, parapet

iii. **Recognize the priority for maintaining the original floor-to-ceiling heights in character structures, especially for the ground floor and for features visible from the exterior.**

a. Ensure that double-height windows on street-facing facades are visible and apparent from the street.

b. Avoid inserting a "new" floor within a double-height ground level unless:

- The full height of the double height window is not obstructed for a sufficient depth from the structure's façade (generally, a depth of at least 30 feet) to maintain a sense of the original space as viewed from the street, and the visual expression of the structure in the double height storefront's facade is not substantially altered by including the new floor; or
- Characteristics of the original architecture or structure lend themselves to this modification. For example, where a mezzanine existed in the original structure, or where slope changes or changes in window placement in the character structure would minimize the perception of the new floor.

iv. **Sensitively locate additions so they do not dominate the appearance of the character structure.** The Pike/Pine Conservation District Overlay encourages additions that enable reuse and preservation of the character structure. The compatibility of an addition is dependent on the design of the original building, its site and immediate context.

a. Consider the size and location of the addition in order to minimize its visibility from the street and its impact on light to adjacent structures.

b. Place the major mass of the addition on an inconspicuous side or rear elevation so the addition does not radically change the form and character of the character structure.

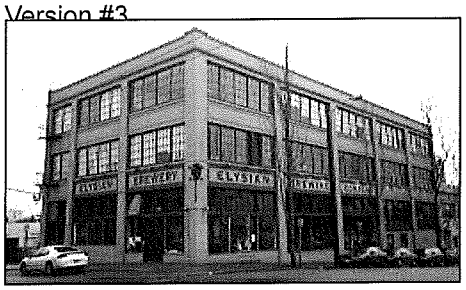
c. Consider setting additional stories well back from the roof edge to ensure that the character structure's proportions and profile are not radically changed.

d. For additions that abut a character structure, retain the original proportions, scale, and character of the main facade. Consider a slight setback from the principal façade.

IV. Architectural Context

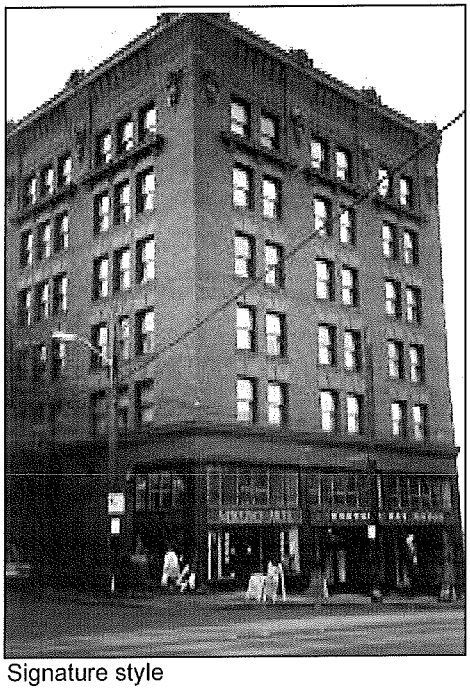
The Pike/Pine "vernacular" architecture is characterized by the historic auto row and warehouse industrial buildings featuring high ground-floor ceilings, articulated ground-floor commercial space, display windows, detailed cornice and frieze work, and trim detailing.

i. New buildings should echo the scale and modulation of neighborhood buildings in order to preserve both the pedestrian orientation and consistency with the architecture of nearby buildings. Architectural styles and materials that complement the light-industrial history of the neighborhood are encouraged. Examples of preferred elements include:



Context—light industrial signage and building design; tall windows

New construction—large windows, balconies provide visual modulation.



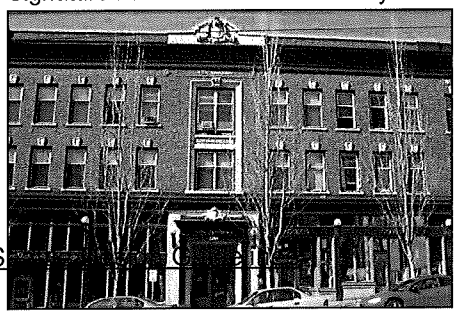
Signature style

a. Similar building articulation at the groundlevel;
b. Similar building scale, massing and proportions; and
c. Similar building details and fenestration patterns.

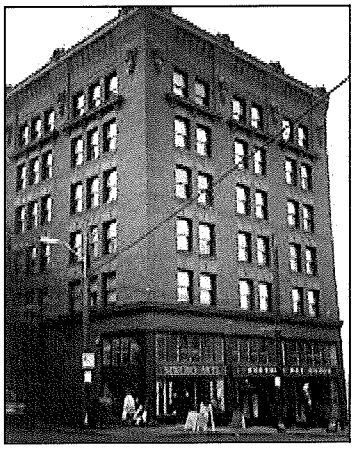
ii. Taking architectural cues from the following developments is encouraged:

a. Villa Apartments (NE Pike/Boren);
b. Wintonia (SW Pike/Minor);
c. NW Boylston/Pine;
d. Pike Lofts (SW Pike/Bellevue);
e. Schuyler (SW Pike/Boylston);
f. 615 E Pike Condominiums (SW Pike/Boylston);
g. Monique Lofts (NW Pike/11th);
h. 1101 E Pike Street (SE Pike/11th);
i. Agnes Lofts (SW Pike/13th);
j. Elysian Brewery (SE Pike/13th);
k. Oddfellows (SE Pine/10th);
l. Trace Lofts (12th/between Pike and Madison); and
m. 1100 Union.

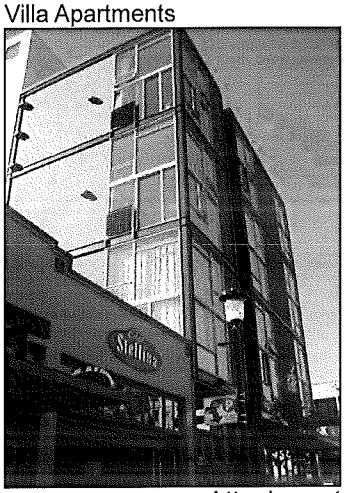
Signature Pike/Pine architectural styles



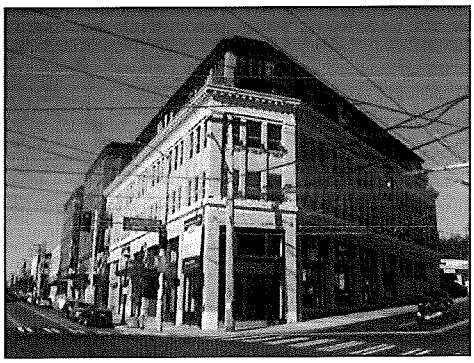
Villa Apartments



Wintonia



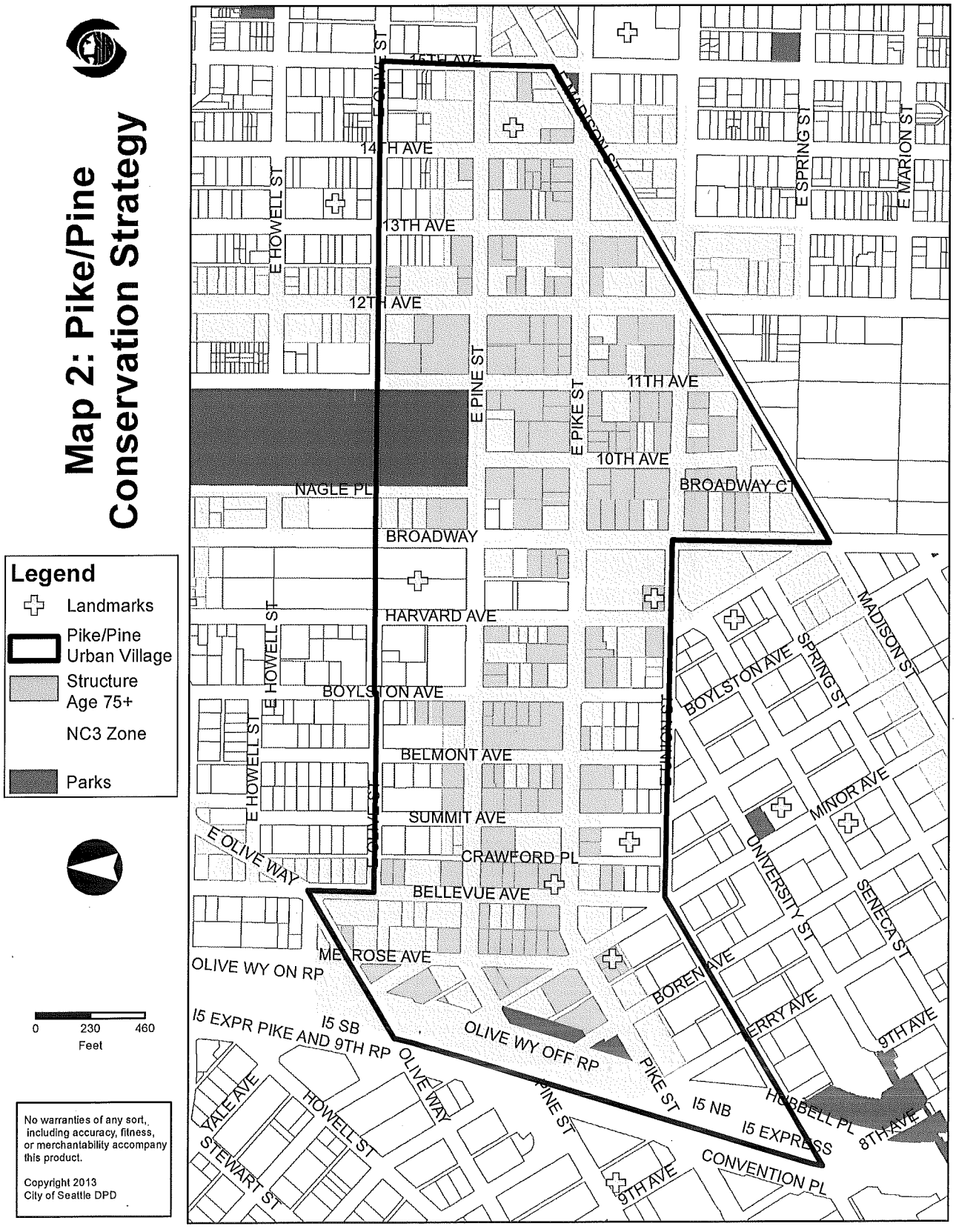
Agnes Lofts



Trace Lofts

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 12
November 22, 2013
Version #3

Map 2: Pike/Pine Conservation Strategy



Attachment 12 to the DPD Design Guidelines Ordinance

PL2 Walkability

Citywide Guideline:

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

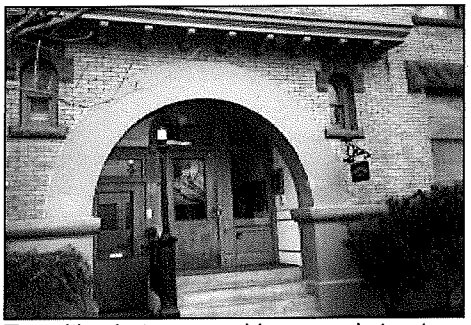
Pike/Pine Supplemental Guidance

I. **Personal Safety and Security**
Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

PL3 Street-Level Interaction

Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.



Transition between residence and street. Arched, recessed entry.

Sidewalks as open space

Retail entryway—transparent windows, floor-to-ceiling, unique signage

Pike/Pine Supplemental Guidance

I. Transition Between Residence and Street

Residential entryways that feature heavy or contrasting trim, distinctive materials and a link to the surrounding streetscape are encouraged.

II. Human Scale

In order to achieve human scale development, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments.

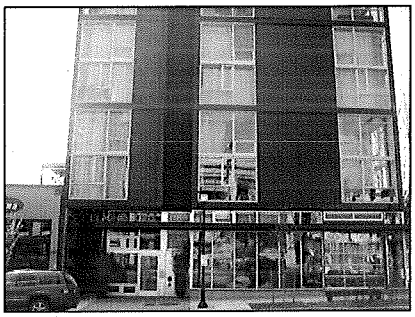
In addition to the Seattle Design Guidelines, developments should successfully contribute to the vitality of the street level and pedestrian-scale relationships to the right-of-way. Thus, the design of the ground floor of new developments should include:

i. Pedestrian-oriented architectural elements.

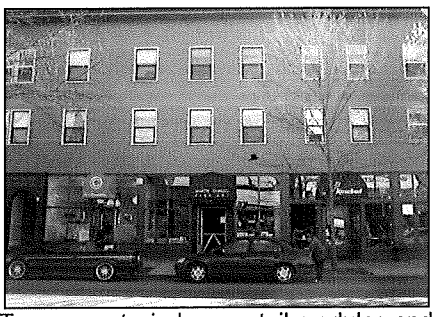
ii. A rhythm of building modulation comparable or complementary to adjacent buildings.

iii. Transparent, rather than reflective, windows facing the street.

This is important throughout the neighborhood. It is preferred that ground floor development echoes the patterns established by adjacent buildings in this area, including high bays and glazing along the ground floor. To this regard, cues can be taken from the Oddfellows and Elliott Bay Bookstore buildings on 10th Avenue East between Pike and Pine and from the buildings on the south side of Pike Street between Boylston and Harvard Avenues.



Contemporary treatment of transition between residence and street.



Transparent windows, retail modules and consistent entrances lend to human-scaled streetscape.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 12
November 22, 2013
Version #3

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

Pike/Pine Supplemental Guidance

I. Location of Parking on Commercial Street Fronts

Garage entryways facing the street should be compatible with the pedestrian entry to avoid a blank facade. Steel mesh is a preferred alternative to solid doors.

II. Design of Parking Lots Near Sidewalks

Screening of Parking. For secured surface parking lots, the use of cyclone wire or chain-linked fencing should be avoided and instead, the artistic use of mesh fencing, fabricated iron, decorative hardscape and landscape materials including perimeter trees are encouraged.

III. Visual Impact of Parking Structures

i. Incorporate vertical landscaping (trellises) or artwork as screens where feasible.

ii. Parking structures should provide commercial or other pedestrian-oriented uses at street-level.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 12
November 22, 2013
Version #3

DC2 Architectural Concept

Citywide Guideline:

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

Through the use of setbacks, courtyards or other interruptions in the street-facing facade, wider structures can relate better to established scale conditions.

Pike/Pine Supplemental Guidance

I. Height, Bulk, and Scale Compatibility and Pike/ Pine Scale and Proportion

i. Design the first floor façade to encourage a small-scale, pedestrian-oriented character.

a. Visually separate the ground floor spaces to create the appearance of several smaller spaces 25 feet to 60 feet wide.

b. Repeat common elements found in neighborhood commercial buildings, such as clearly defined primary entrances and large display windows.

c. Provide generous floor to ceiling heights on the ground floor with a high degree of transparency.

d. Consider variations in the street-level facade, such as shallow recesses at entries or arcades, to add variety.

ii. Address conditions of wide or long structures.

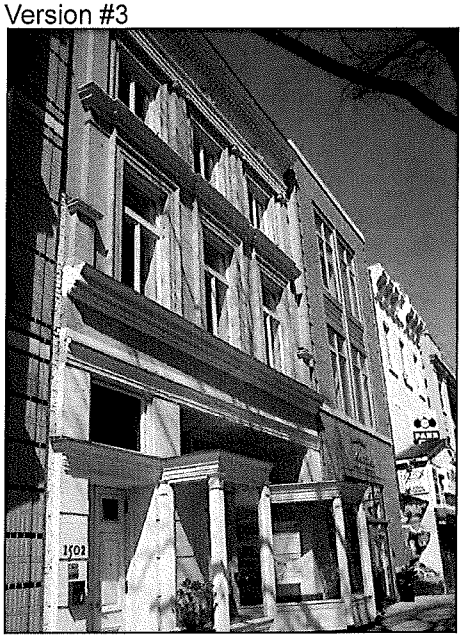
a. For project sites that are wider than usual, articulate the facade to respect traditional façade widths. For example, a facade may be broken into separate forms that match the widths of surrounding structures. This articulation should be substantive, and not merely a surface treatment.

b. Employ variations in floor level façades, roof styles, architectural details, and finishes to break up the appearance of large structures.

c. Incorporate design features to create visual variety and to avoid a large-scale, bulky or monolithic appearance.

d. Consider a street-facing courtyard to minimize the bulk of structures on streets intended to have a residential character.

e. Consider stepping back upper stories of structures on larger sites to allow light filter through multiple levels and to create architectural variety.



From this vantage point on the sidewalk, the upper story addition is not visible from the street, due to its setback.

In this successful example, structures to the left, right, and above the center structure are additions.

II. Integration of Character Structures in New Development (supplemental guidance especially for properties located within the Pike/Pine Conservation Overlay District)

Within the Pike/Pine Conservation Overlay District, a project can gain height and floor area by retaining a character structure (defined as a structure that is at least 75 years old, see Map 3, page 11) on the lot as part of a new development. The Code requires all portions of the new structure above the character structure to set back a minimum of 15 feet from all street facing facades of the character structure, unless the applicant demonstrates that a departure from this standard will result in a better relationship between the new and existing portions of the project. This guideline provides design guidance for achieving a desirable relationship between the character structure and new portions of the project. The goal is to design a project that complements the character structure and other structures on the block, even while displaying an individual design. These guidelines are to be used in conjunction with CS3 which addresses the treatment of character structures.

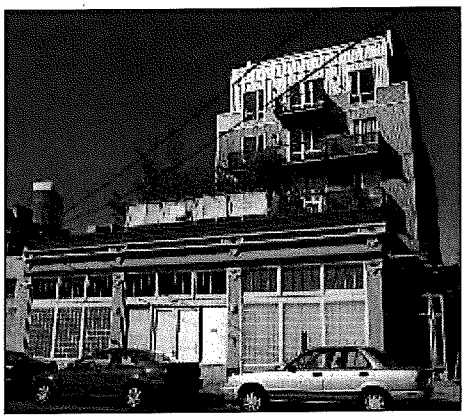
i. **Develop a design concept.** Consider different approaches for expressing the relationship between the character structure and new portions of the project. To avoid a superficial design treatment, the new project should not mimic the style of the character structure inappropriately. Approaches to consider include:

a. Contrast: Design the new addition in a manner that provides differentiation in materials, color, ornamentation and detailing so that the new work does not imitate the character structure, but still responds to the essential elements of scale and character. For example, if the character structure provides a solid, sturdy base, the additional upper floors could have a high degree of transparency and glazing to give them an appearance of lightness.

b. Transition: Provide a transition in form and character between the new and old portions of the project. The project's composition could present the character structure as one element, with part of the new structure accommodating a design transition between the character structure and portions of the new structure that have a distinct identity.

c. Background: Design new portions of the project as a backdrop to the character structure to minimize the impact on the character structure and emphasize its role as an established element of the streetscape. Also, It is not uncommon for older buildings to have been constructed in a manner that would have anticipated future expansions. A successful blending of the original and new portions of the project may be achieved through a skillful use of architectural elements and materials inspired by the original design and function of the character structure.

In addition to choosing a design concept as outlined above, new projects that seek a departure from the 15 foot setback requirement must comply with the guidelines in CS2 and the following guidelines ii through vi:



This addition is placed to the rear of the character structure and set well back from the street front, retaining the original proportions, scale and character of the main facade.

ii. **Do not overpower the character structure.** Design the size, scale, massing, and proportions of the new structure to be compatible with the character structure.

a. Use siting, setbacks, structure orientation, massing, and rhythm, both at the street level and on floors above, to maintain a strong presence of the character structure in the streetscape.

b. Respect the scale of the existing character structure and avoid new construction that appears to be an oversized expansion of the original design.

iii. **Express the relationship between the character structure and new portions of the project.**

a. Identify distinctive features of the character structure that can be emphasized or expressed in the new structure, such as: building orientation, corner treatments, massing characteristics, stacking of floors, special treatment of entries, fenestration patterns, changes in the structural spacing or rhythm of bays, or other special elements.

b. Design the new structure to draw attention to significant features of the character structure to maintain or increase their importance in the building's overall composition.

c. Emphasize important elements of the character structure and design the new structure so that it does not compete with those elements, but rather strengthens or provides a backdrop to them.

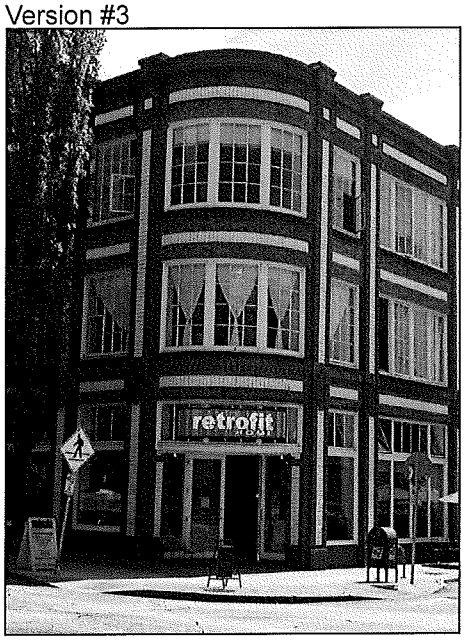
iv. **Emphasize the streetscape.** The street level is the portion of the structure that pedestrians experience most directly and is most critical to maintaining a sense of continuity between the character structure and the new project.

a. Maintain the original aspects of the character structure's street level design and function as much as possible.

b. Consider how elements of the character structure's original design can be adapted to the functions of the new structure, such as major entries to the structure, public areas and internal circulation, service access, and ground floor uses that are oriented primarily to the street.

v. **Align features of the character structure with features of new portions of the project.** The alignment of architectural features and elements in the new and existing portions of the project creates visual continuity and establishes a coherent visual context.

a. Design facades to reinforce the patterns of the character structure and express the connection between the new and old portions of the project.



Neighborhood icon building

vi. **Consider design treatments that anchor the new structure to the streetscape.** As part of a new project, a character structure can help integrate new development with the existing neighborhood fabric. However, it may also be desirable for the new structure to emphasize its own identity in the streetscape by directly connecting to the street level, or through other measures that strengthen the new structure's presence on the street.

a. When adjacent to the character structure, it may be possible for elements of the new structure to successfully surround or "wrap" the character structure to anchor the new structure to the character structure and the streetscape.

b. When new additions are above the character structure, it may be desirable for portions of the new structure to extend to the street to better integrate it with the streetscape and avoid the appearance of "floating" as an unrelated element above the character structure.

III. Retaining Walls

Where retaining walls are unavoidable near a public sidewalk, a textured surface or inlaid material is encouraged.

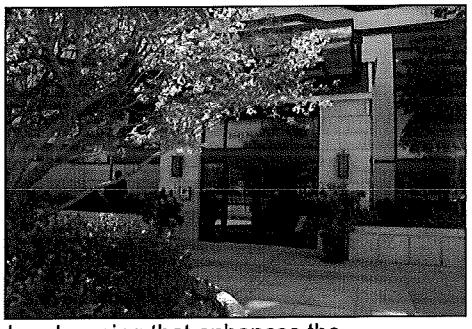
DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.

The courtyard of Press Condominiums provides a residential open space amenity on Belmont Avenue E.

Usable balconies provide visual relief in addition to private open space.



Landscaping that enhances the streetscape at a residential building entrance on Nagle Place.

Pike/Pine Supplemental Guidance

I. Residential Open Space

Locating a significant amount of open space on rooftops is discouraged. Open space at street level that is compatible with established development patterns and does not detract from desired, active street frontages is encouraged. While not characteristic of the historic warehouse, commercial, or apartment development in the area, usable balconies may be appropriate on streets where a more residential character is intended, to provide both open space and visual relief on building facades. In other areas, if balconies are provided, it is preferable that they not be located on street-facing facades, but rather on facades facing the side or rear of the lot, or internal courtyards.

II. Landscaping to Enhance the Building and/or Site

The creation of small gardens and art within the street right-of-way is encouraged in the Pike/ Pine neighborhood in order to enhance and energize the pedestrian experience. This is especially desirable for residential and mixed use developments as well as a means to distinguish commercial areas from institutional areas. Providing vertical landscaping, trellises or window boxes for plants is also desirable. *Street greening* is specifically recommended along the following streets:

i. Avenues between Union and Pike Streets, from Minor Avenue on the west to Harvard Avenue on the east;

ii. Along Bellevue, Summit, Belmont, and Boylston (except from Pike to Pine);

iii. Union Street from Boren to Broadway; and

iv. Avenues between Pike and Olive Streets from 11th Avenue on the east to 14th Avenue on the west including Pine from 14th and 15th and Olive from 11th to 15th (except along 14th Avenue from Pine to Pike).

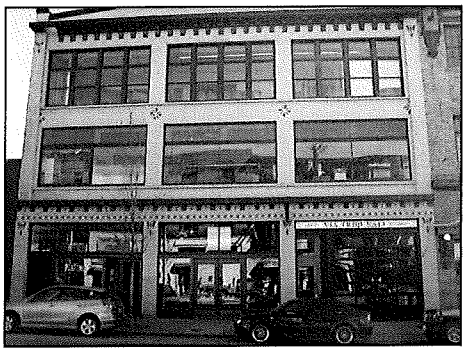
Permit approval from Seattle Department of Transportation (SDOT) is required in most cases for features placed within the City right-of-way and early coordination with SDOT is recommended.

DC4 Exterior Elements and Finishes

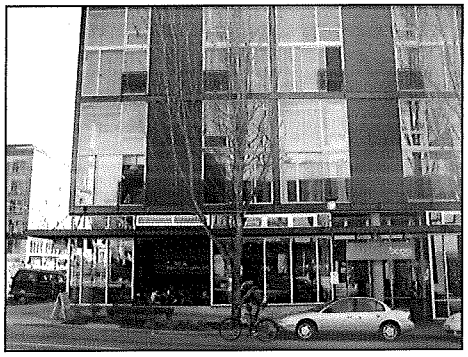
Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.

Window trim detailing.



Ornamental detailing, decorative trim, parapet, traditional materials, transparency.



Use of modern materials

Pike/Pine Supplemental Guidance

I. Exterior Finish Materials

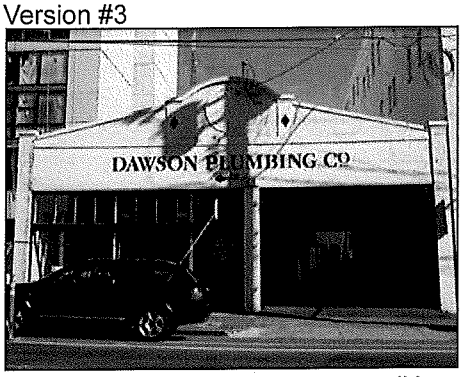
New development should complement the neighborhood's light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials and approaches include:

i. Brick, masonry, textured or patterned concrete, true stucco (Dry-vit is discouraged), with wood and metal as secondary or accent materials;

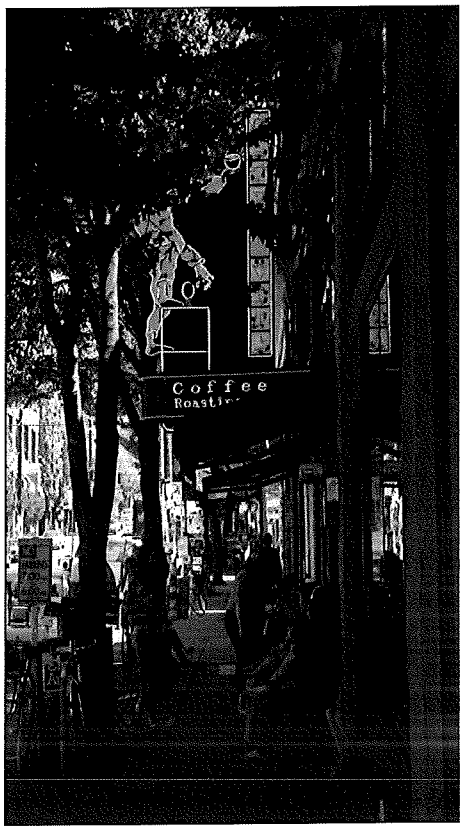
ii. Other high quality materials that work well with the historic materials and style of neighboring buildings;

iii. Limited number of exterior finish materials per building; and

iv. High quality glazing and trim as a vital component of exterior finish.



A simple, straightforward sign compatible with the structure's design.



The best examples of signs appropriate for the Pike/Pine neighborhood are those for small, independent retail shops or restaurants. These reveal creativity and individual expression, and along a block, can be part of the rhythm that attracts the pedestrian to walk there.

II. Signs

i. Promote the pedestrian environment.

a. Signs should be oriented toward and promote the pedestrian environment.

b. Signs that are placed at the height and are of a scale to attract drivers, instead of pedestrians, are not consistent with the neighborhood's special character.

c. Window signs should not cover a large portion of the window so as not to be out of scale with the window, storefront or façade.

ii. Reflect the special neighborhood character.

a. Signs should complement and not detract from the special character of the Pike/Pine neighborhood. Key elements of this character include: signs associated with a concentration of small, local businesses, particularly businesses related to the arts; activities oriented to the pedestrian, including uses that extend activity well into the evening; a cohesive collection of early twentieth century commercial buildings with distinctive architectural characteristics; and a predominance of unique and diverse signs, instead of standardized signs, that advertise the availability of goods and services.

b. Signs should relate physically and visually to their location and uniquely reflect the character and nature of the business they advertise.

c. Signs should not hide, damage, or obstruct the architectural elements of the building; and their design and placement should be well integrated with the design and style of the structure, especially when attached to a character structure.

d. Signs should be designed as distinctive additions to the streetscape and should not appear mass-produced.

e. Backlit signs are generally inconsistent with the special character of the neighborhood, particularly when they are a standardized design that creates a generic look.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 13
November 22, 2013
Version #3

Roosevelt
Design Guidelines
2013

Attachment 13 to the DPD Design Guidelines Ordinance

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 13
November 22, 2013
Version #3

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Roosevelt Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Roosevelt Neighborhood Boundary as reflected in Map 1 (page vi).Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The Roosevelt Design Guidelines reveal the character of Roosevelt as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Roosevelt Design Guidelines were developed by community members and design consultants, and adopted in 2000. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Guidelines at a Glance

The Roosevelt neighborhood design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Roosevelt Neighborhood Boundary as reflected in Map 1 (page vi). These guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by Roosevelt Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Roosevelt Design Guidelines in 2000.

Context and Site

CS1. Natural Systems and Site Features ..... **no**
Respond To Site Characteristics (former A-1)

CS2.Urban Pattern and Form ..... **yes**
Streetscape Compatibility (former A-2)
Corner Lots (former A-10)
Height, Bulk, and Scale Compatibility (former B-1)

CS3. Architectural Context and Character ..... **yes**
Architectural Context (former C-1)

Public Life

PL1. Connectivity ..... **no**

PL2. Walkability ..... **no**

PL3. Street-Level Interaction ..... **yes**
Human Activity (former A-4)
Transition Between Residence and Street (former A-6)

PL4. Active Transportation ..... **no**

Design Concept

DC1. Project Uses and Activities ..... **yes**
Parking and Vehicle Access (former A-8)

DC2. Architectural Concept ..... **yes**
Architectural Concept and Consistency (former C-2)

DC3. Open Space Concept ..... **yes**
Residential Open Space (former A-7)

DC4. Exterior Elements and Finishes ..... **yes**
Exterior Finish Materials (former C-4)

Context and Priority Issues: Roosevelt

The Roosevelt neighborhood identified six design issues and related priorities based upon the Neighborhood Inventory and goals. These have been incorporated into Roosevelt Design Guidelines.

1. Pedestrian Environment

Neighborhood Priority:

Improve the safety, comfort and visual quality of the pedestrian environment in neighborhood commercial areas, especially in the Core Commercial Area.

The Neighborhood Vision Statement and Neighborhood Goals describe a community and Core Commercial Area (see Map 1, page vi) that is more active, comfortable, and more pedestrian-oriented. This goal can be achieved by improving pedestrian safety and comfort along the principal pedestrian corridors.

Application of the Roosevelt Design Guidelines can help create a rich, active pedestrian environment and over time, help to alleviate elements that detract from the safety of the pedestrian in the Roosevelt Neighborhood. Current detractors include high-speed arterial traffic and the associated noise, dirt and exhaust along Roosevelt Way NE and NE 65th Street. Both corridors are primary neighborhood pedestrian routes running the length and width of the neighborhood and through the center of its commercial areas. However, sidewalks along these streets are often narrow and are crossed by numerous driveways. These conditions create safety concerns for pedestrians and contribute to a sense of discomfort that may discourage pedestrian activity.

Narrow sidewalks bring traffic closer to pedestrians. They also create crowding and restrict sidewalk activity—as is now true in parts of the Core Commercial Area. Access driveways across sidewalks expose pedestrians to traffic leaving or entering the arterials— a condition that is most severe along blocks without alleys. The majority of such blocks occur at the north end of Roosevelt Way NE, in the North Commercial Corridor, and along 12th Ave. NE, and NE 65th Street.

2. Design of Parking Lots Near Sidewalks

Neighborhood Priority:

- **Improve the safety, comfort and visual quality of the pedestrian environment in neighborhood commercial areas, especially within the Core Commercial Area.**
- **Encourage the creation of public open spaces that function as informal gathering places and are focal points for the neighborhood.**

Inadequately screened or landscaped parking areas located next to public sidewalks visually blight neighborhood commercial areas. In addition to being unattractive, they break up the "street wall" which contributes to the sense of containment necessary in successful pedestrian environments. This negative condition is perhaps most evident along the northern portion of the Commercial Corridor.

Many neighborhood surface parking lots were installed before current City regulations were enacted. In most cases, these would now require parking lots to be screened and located to the side or rear of structures. Seattle Design Guidelines also address these issues, but current regulations and guidelines may not go far enough to make parking lots more harmonious visually with the neighborhood.

While parking lots are a fact of life, they also represent an underdeveloped resource in today's ever more crowded neighborhoods. Parking lots are an abundant and important source of urban open space. By incorporating landscaping, attractive paving or amenities such as seating, water fountains, or public art, parking lots could serve as urban plazas or play areas for children when not needed for parking. Or, they could simply serve as green (rather than black) visual open space areas if more densely planted with trees. Most parking lots vastly underuse the potential for accommodating trees and other plants—which can be done without significantly sacrificing parking spaces.

3. Human Activity and Pedestrian Environment

Neighborhood Design Priority:

Encourage the creation of publicly accessible open spaces that function as informal gathering places and are focal points for the neighborhood.

The Roosevelt Neighborhood, in its Vision Statement and Neighborhood Goals, has expressed a desire to see more pedestrian-oriented open spaces and outdoor places for activities such as eating, sitting, or resting in its commercial areas. This goal has expanded to one of creating a system of publicly accessible open spaces interconnected by a network of pedestrian pathways.

Part of this system would include development of courtyards off public sidewalks and alleys, development of parking areas into more park-like places or spaces that also function as public plazas, and curb extensions at corners to facilitate outdoor eating and vending areas. It would also involve creating a more intricate network of pedestrian pathways that link pedestrian-oriented spaces. In addition to public sidewalks, this pathway system would consist of mid-block pedestrian passageways and more attractive alleys that function as secondary pedestrian routes of travel.

4. Height, Bulk and Scale

Neighborhood Priorities:

- **Retain a pedestrian scale of development, as experienced from public streets and sidewalks, in commercial areas.**
- **Minimize the impact of commercial development on adjacent residential areas**.

The Roosevelt Design Guidelines go further than the Seattle Design Guidelines by identifying zone transition areas and ways to address height, bulk and scale impacts in commercial areas on adjacent residential areas.

Of principal concern is reducing contrasts in building scale and minimizing shadow impacts along commercial corridors. There are related concerns about the impacts of height and bulk on the scale and character of the commercial core, as experienced from public streets, and the shadow impacts of taller buildings on public sidewalks.

Respecting the privacy of adjacent developments in less intensive zones should also be considered with new development.

5. Architectural Character and Context (Commercial development)

Neighborhood Priorities:

- **Encourage new development that is compatible with the scale and architectural character of existing commercial development.**
- **Encourage streetscape improvements that aesthetically enhance and provide a sense of unity to the neighborhood's commercial areas without stifling the interest and character derived from variety.**

Building scale and architectural character is relatively inconsistent throughout most of the neighborhood's commercial areas, especially in the North Commercial Corridor. This is more obvious within the Core Commercial Area, especially along NE 65th Street. However, in parts of the Core Commercial Area, there is a more consistent development scale and character.

The Core Commercial Area includes the neighborhood's oldest buildings, many of them dating back to the 1920's. These are located in the most pedestrian-oriented parts of the Core. Here, building setbacks are uniform, creating a strong street wall. Building façades tend to be narrow with traditional retail storefront features such as large display windows, recessed entries, and awnings that provide a level of architectural unity.

Elsewhere, development is more recent and more auto-oriented. Building setbacks and architectural styles vary significantly. There are many blank and unadorned walls providing little of interest or appeal to the pedestrian.

6. Architectural Character and Context (Multifamily development)

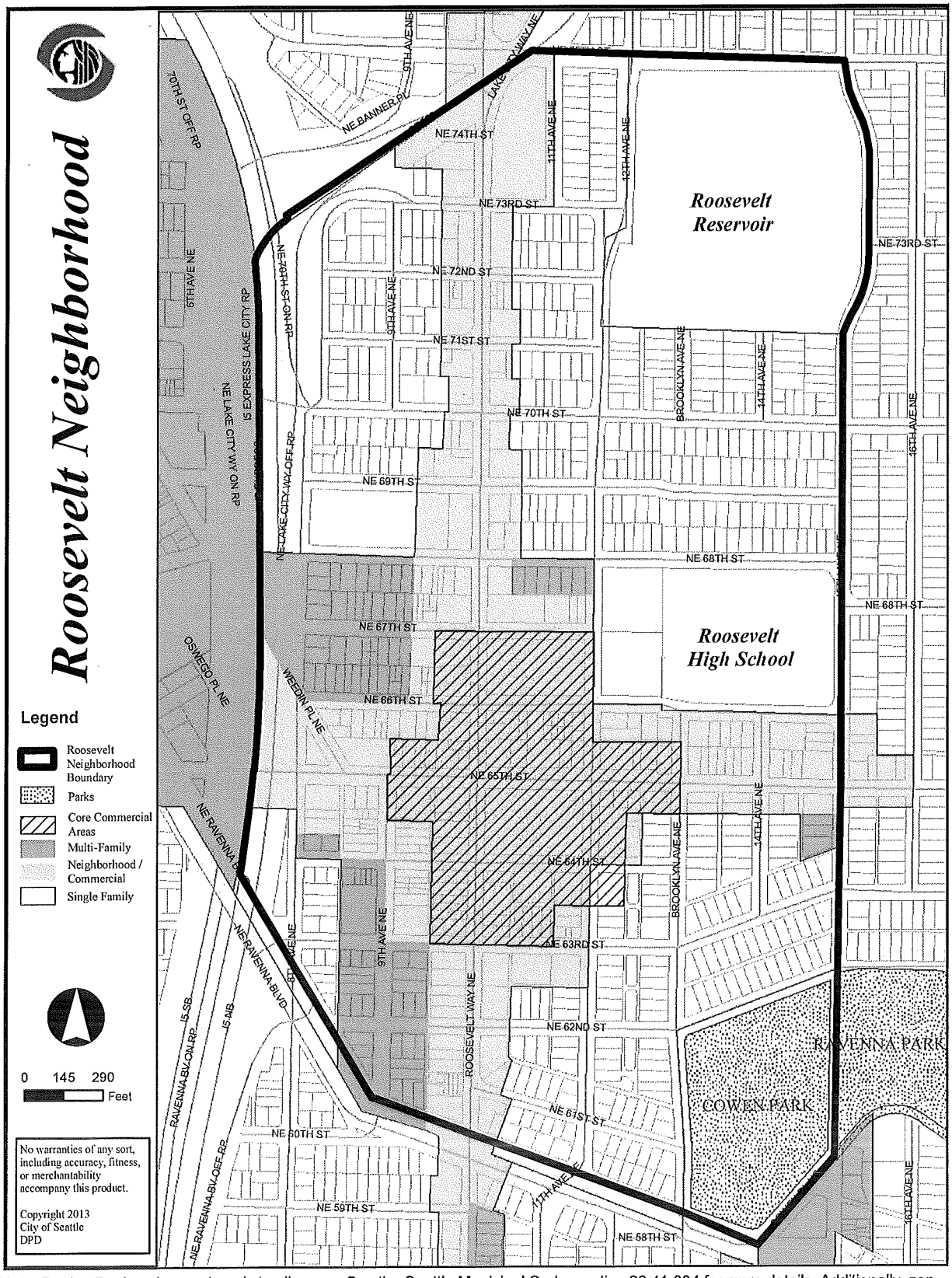
Neighborhood Priorities:

- **Encourage multifamily development that is compatible with a single family residential character where existing development is predominantly single family.**
- **Encourage a variety of housing types, especially in the LDT and L-1 zones.**

Most areas zoned for multifamily development in the Roosevelt neighborhood are located on the west side of Roosevelt Way on both the north and south sides of NE 65th Street. These areas are predominantly developed with single family homes. There are only a few multifamily developments in each area. These developments have not substantially altered the single-family character of the neighborhood.

Most homes have pitched roofs, extended eaves, divided windows, prominent front porches, and similar yard setbacks. Residential streets are pleasant with relatively wide sidewalk/parking strips and attractive, well-maintained front yards. Unless designed to fit in with these characteristic features, new multifamily development could dramatically change both subareas. There is also a desire to encourage a variety of multifamily housing types that can lend to creation of a diverse residential community.

Map 1: Roosevelt Neighborhood Boundary and Commercial Core Area



Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details. Additionally, zoning areas shown on this map are for general reference only. For confirmation of a specific property's zoning, contact the Department of Planning and Development.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 13
November 22, 2013
Version #3

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

Roosevelt Supplemental Guidance

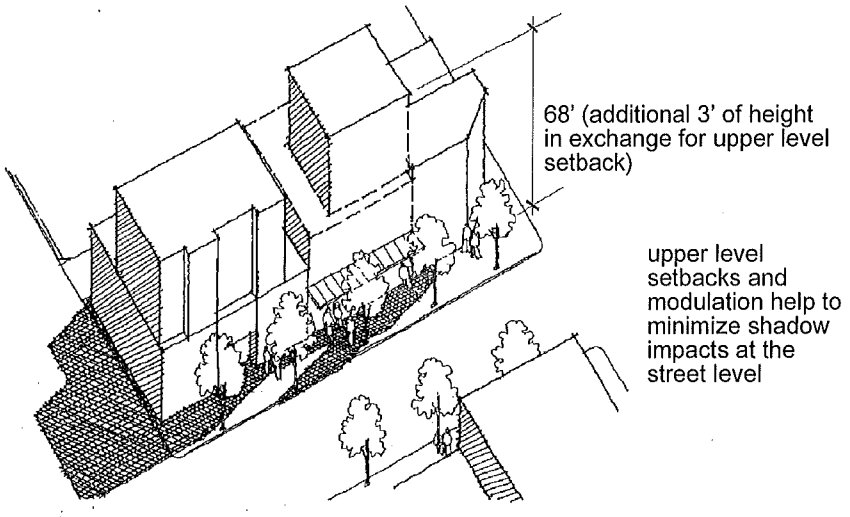
I. Responding to Site Characteristics

Solar Orientation
Minimizing shadow impacts along Roosevelt Way and NE 65th Street is especially important in the Roosevelt neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st. In addition to solar orientation and building siting, two other methods that can help minimize shadow impacts on public sidewalks include:

i. Upper level building setbacks

ii. Setbacks along the building base

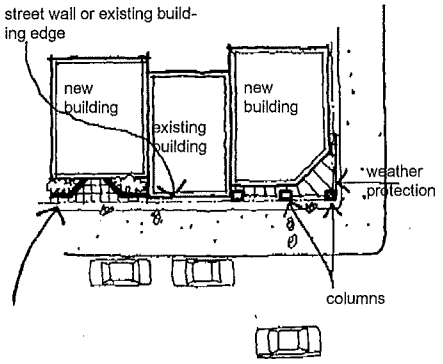
Example: For NC-65' zones, a departure, allowing greater height with greater upper level setbacks may be considered, where appropriate. This departure shall be limited to three (3') additional feet in height.

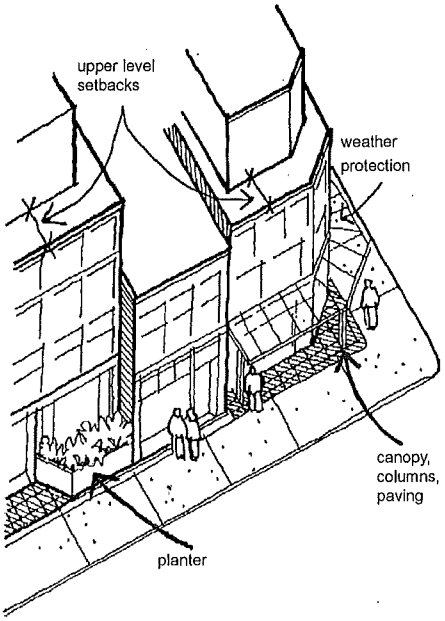


CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.





Roosevelt Supplemental Guidance

I. Streetscape Compatibility

i. Commercial and Mixed-Use Developments: Continuity of the Street Wall Along Sidewalks

Where building setbacks vary along the street due to required street dedications, new developments are encouraged to introduce elements that can help preserve the continuity of adjacent street-facing building walls, especially within the Core Commercial Area. Any element within the public right-of-way such as awnings, planters, etc., will require SDOT (Seattle Department of Transportation) approval. The following design solutions could provide design continuity of the building wall at the pedestrian level where buildings are set back:

a. Visually reinforce the existing street wall by placing horizontal or vertical elements in a line corresponding with the setbacks of adjacent building fronts. These could include trees, columns, planters, benches, overhead weather protection features or other building features.

b. Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk.

c. Consider using decorative paving within the public right-of-way with SDOT approval.

d. Make use of the building setback to create a public space.

ii. Streetscape Compatibility for Multifamily Developments in Lowrise Zones

Ground-related entries and private yards are encouraged for multifamily developments within L2 zones. Features also encouraged include:

a. Private back yards

b. Parking behind structures

c. Landscaping and driveway access to create buffers between multifamily development and single-family structures in single family zones.

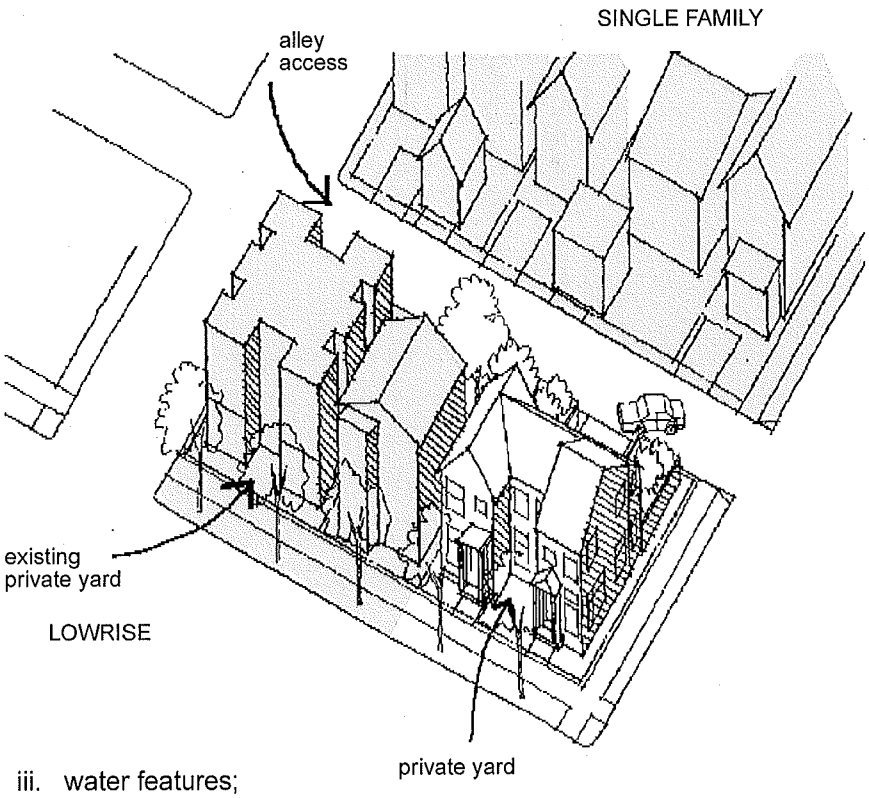
II. Corner Lots

Gateways
Gateway features could include a variety of design elements that enhance these prominent neighborhood intersections identified below. The following design elements are encouraged:

i. special paving or surface treatments;

ii. art;

new existing



iii. water features;

iv. landscaping,;

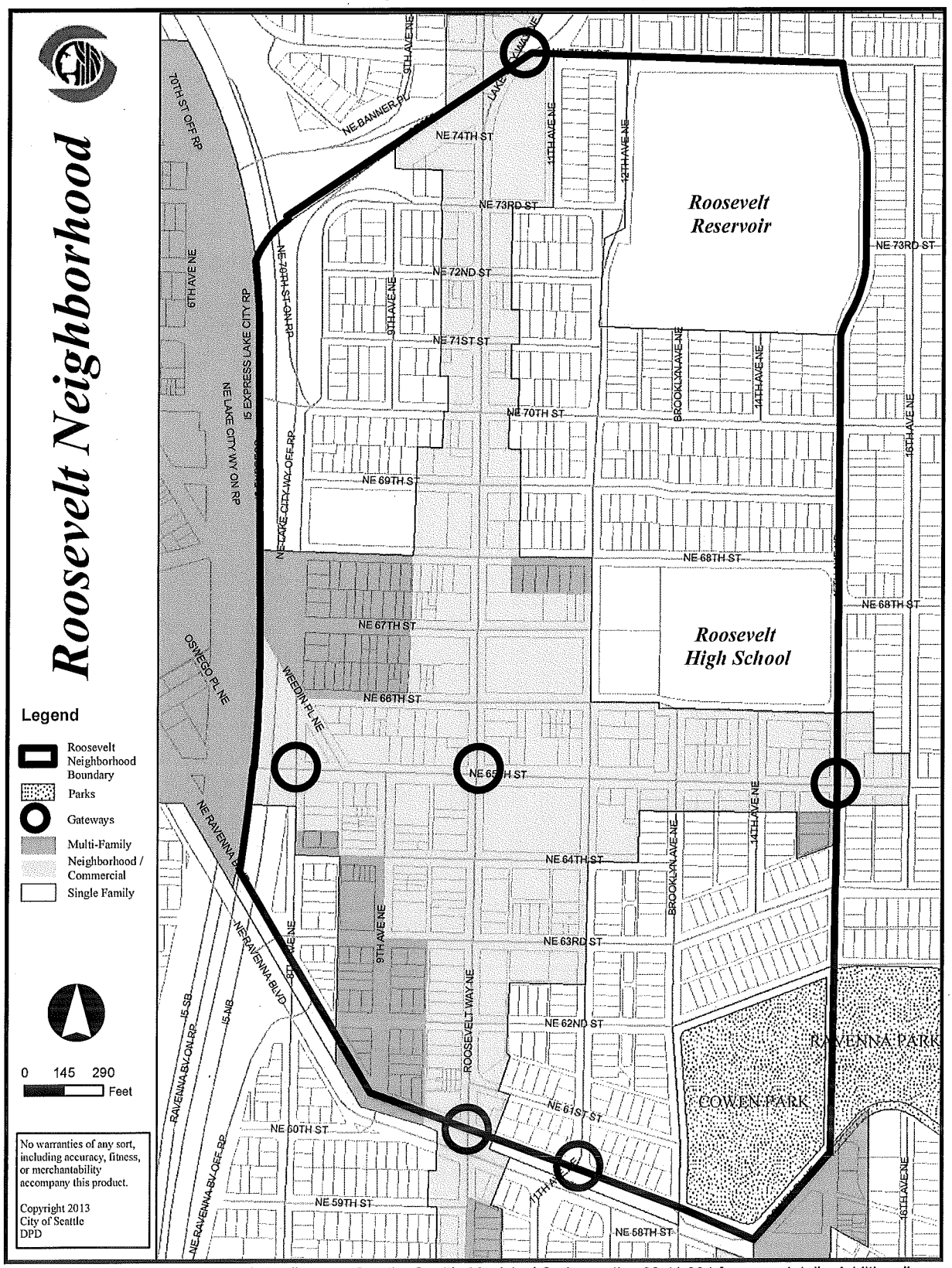
v. seating;

vi. kiosks, etc.

Five gateway locations have been identified (see Map 2 on page 4)**:**

- The area surrounding the intersection of Roosevelt Way NE and NE Ravenna Boulevard.
- The area surrounding the intersection of Roosevelt Way NE and NE 75th.
- The area surrounding the intersection of NE 65th and 8th Avenue NE.
- The area surrounding the intersection of NE 65th and 15th Avenue NE.
- The area surrounding the intersection of Roosevelt Way NE and NE 65th.

Map 2: Roosevelt Gateways



Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details. Additionally, zoning areas shown on this map are for general reference only. For confirmation of a specific property's zoning, contact the Department of Planning and Development.

III. Height, Bulk, and Scale

i. Commercial/Residential Zone Edges Map

Careful siting, building design and building massing at the upper levels should be used to achieve a sensitive transition between multifamily and commercial zones as well as mitigating height, bulk and scale impacts. Some of the techniques already identified in the citywide design guidelines are preferred in Roosevelt. These techniques include:

a. increasing building setbacks from the zone edge at ground level;

b. reducing the bulk of the building's upper floors;

c. reducing the height of the structure;

d. use of landscaping or other screening (such as a 5-foot landscape buffer).

e. Departures to development standards are encouraged in Roosevelt in order to create a positive transition along zone edges.

ii. If any of the 4 techniques listed above is employed, applicants and Board members are encouraged to consider specific departures to the development standards identified below in addition to those listed in the citywide design guidelines.

a. 64% coverage limit for the residential portion of mixed use buildings;

b. building height for all or some portions of the building;

c. required open space.

Applying any of these or other departures allowed through Design Review is intended to help offset a significant loss of development opportunity within the Roosevelt neighborhood.

Two zone edge conditions may be encountered in Roosevelt when designing a project in the transition areas shown on the map on page 7.

This section presents these conditions and states preferred design approaches to achieve a more successful transition for each condition.

iii. **Zone Edge Condition One:** where a rear lot line of a commercially zoned lot (height limit of 30, 40 or 65 feet) abuts a side or rear of a residentially zoned lot (height limit of 25-35 feet). Examples of recommended design methods follow in order of preference:

a. For commercial uses, place surface parking and access behind commercial buildings;

b. Increase building setbacks along zone edges;

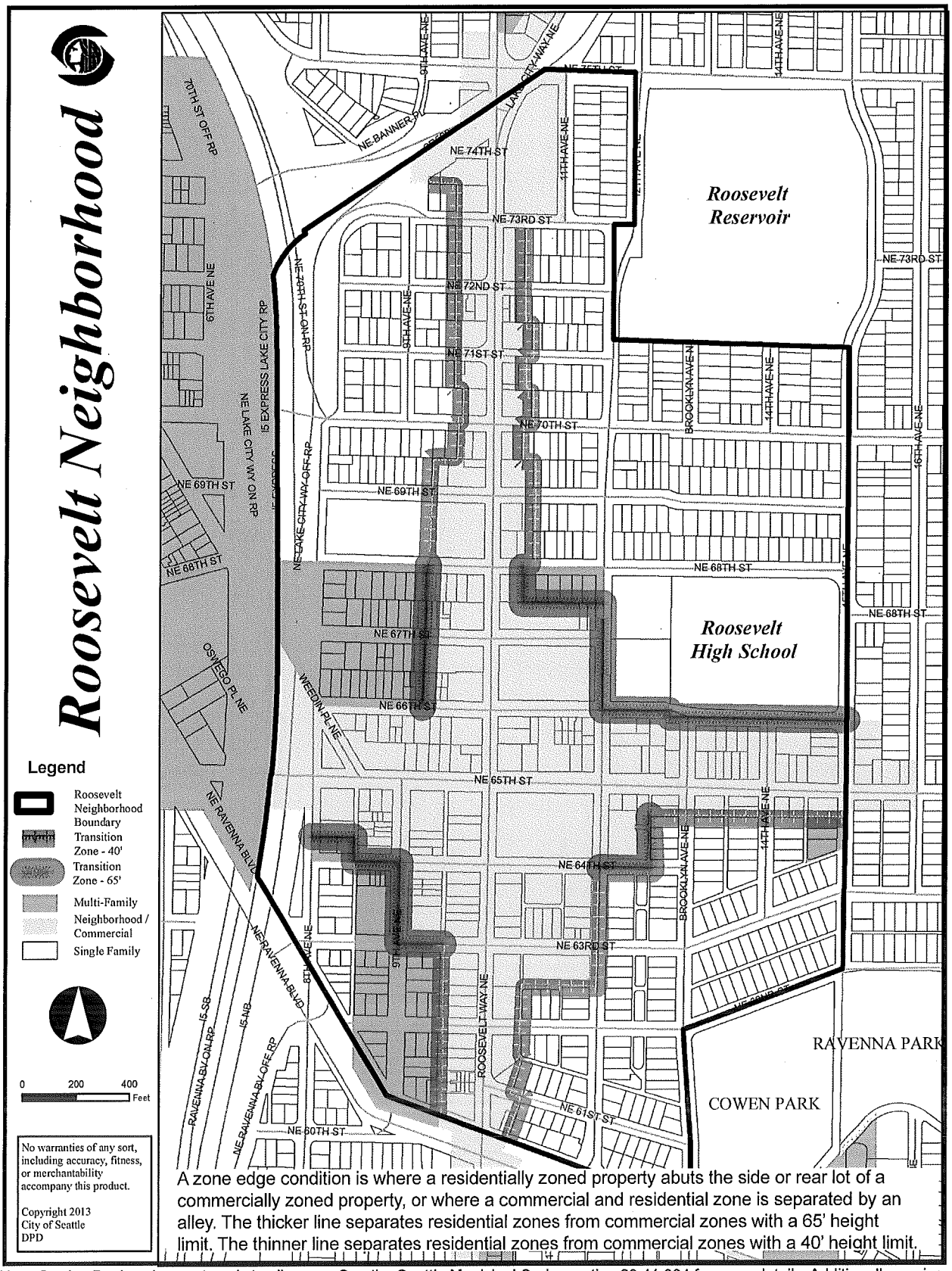
c. Step back the upper floors or modify the roofline to reduce the overall building height.

iv. **Zone Edge Condition Two:** where an alley separates a commercially zoned lot (height limit of 40 feet or 65 feet) from the side or rear property line of a residentially zone lot (height limit of 25-35 feet). Examples of recommended design methods follow in order of preference:

a. Step back the upper floors or modify the roofline to reduce the overall building height;

b. Place commercial parking and access behind commercial buildings.

Map 3: Transition Zone Locations



A zone edge condition is where a residentially zoned property abuts the side or rear lot of a commercially zoned property, or where a commercial and residential zone is separated by an alley. The thicker line separates residential zones from commercial zones with a 65' height limit. The thinner line separates residential zones from commercial zones with a 40' height limit.

Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details. Additionally, zoning areas shown on this map are for general reference only. For confirmation of a specific property's zoning, contact the Department of Planning and Development.

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.

Roosevelt Supplemental Guidance

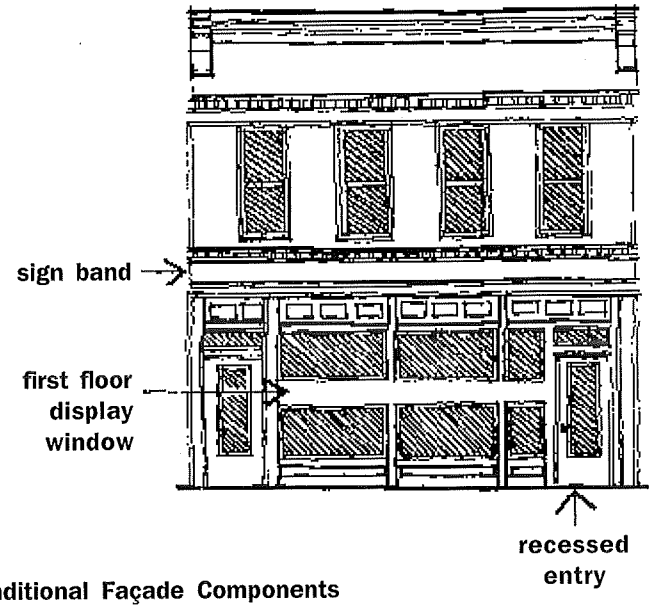
I. Architectural Context

Streetwalls adjacent to sidewalks within the Roosevelt Commercial Core should be designed to incorporate traditional commercial façade components. This can be achieved by using narrow, traditional storefronts defined by vertical elements with multiple pedestrian entrances. This type of articulation is especially important for projects that occupy most or all of a blockface. The following is encouraged:

i. Articulate the building façade and break down the mass of long façades into units or intervals through architectural design and detailing to reflect Roosevelt's historical building pattern.

ii. Consider a variety of traditional methods to break up the mass of large buildings in order to provide for distinctly different architectural treatments at the ground or lower levels.

iii. Incorporate design elements, architectural details, or materials in the building façade at the street level that are similar to those of adjacent buildings.



Traditional Façade Components

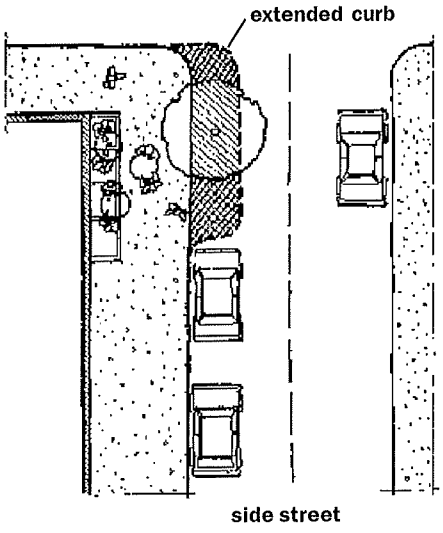
iv. Architectural features preferred in Roosevelt include the following:

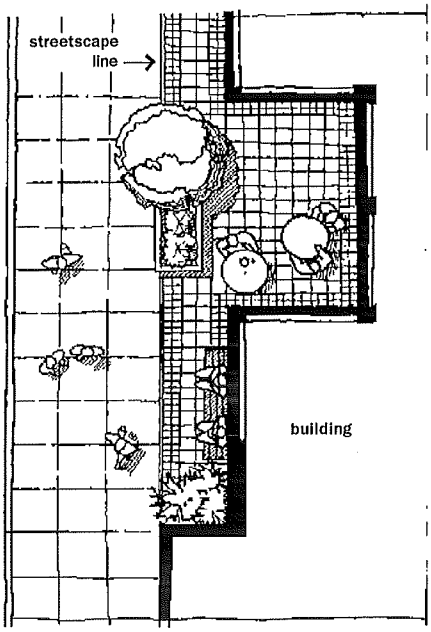
a. Building base emphasizing materials and/or texture that is different from the material(s) and texture(s) of the main body of the building
b. Kickplate
c. Ground floor storefront transparent windows that allow pedestrians to see activity within the building
d. Ground floor display windows (where product displays are changed frequently to create interest along the street)
e. Recessed entries on the street level and building modulation on the upper levels
f. Transom windows
g. Upper level windows that are interrupted by solid façade area
h. Parapet cap or cornice
i. Beltcourse
j. Marquee or awning: marquees or retractable awnings are generally preferred
k. Arcades
l. Change in materials
m. Variety in color and/or texture
n. Building overhangs (where upper levels are brought closer to a front property line)
o. Courtyards

PL2 Walkability

Citywide Guideline:

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





Roosevelt Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

Pedestrian amenities are encouraged where appropriate along sidewalks within the Core Commercial Area. Providing for sufficient pedestrian movement is necessary in order to provide pedestrian amenities. One way to accomplish this is by extending curbs to create opportunities for outdoor cafes and/or vending areas.

Amenities could also be placed within small and larger setbacks along commercial streets. Curb extensions and any amenity feature proposed within the public right-of-way should be explored with SDOT (Seattle Department of Transportation) very early in the design process. Examples of amenities include:

i. seating

ii. vending

iii. drinking water fountains

iv. artwork

v. special surface treatments

vi. plantings

vii. and/or pedestrian-scaled lighting

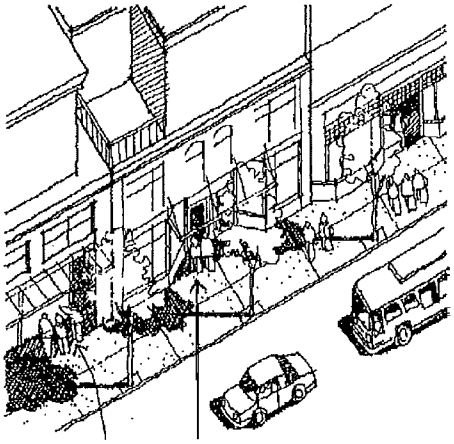
viii. courtyards

ix. pedestrian-scaled signage should be incorporated into the building's architecture. Preferred styles and materials are identified in DC4.

PL3 Street-Level Interaction

Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.



Roosevelt Supplemental Guidance

I. Human Activity

Roosevelt is looking for opportunities to encourage pedestrian activity along sidewalks within the Commercial Core. This is especially important because sidewalks along Roosevelt and 65th are considered too narrow. If not required with new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features.

II. Transition between Residence and Street

i. Encourage the incorporation of separate ground-related entrances and private open spaces between the residence, adjacent properties, and street, especially for multifamily developments west of Roosevelt Way.

ii. Ground level landscaping can be used between the structure(s) and sidewalk.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

Roosevelt Supplemental Guidance

I. Parking and Vehicle Access

Minimize the number of curb cuts and width of driveways and curb cuts along Roosevelt Way NE and NE 65th Street by locating vehicle access onto alleys and/or side streets when feasible.

i. **Locate surface parking at rear or side of lot.** Where feasible, parking areas for properties that lie outside pedestrian overlay zones should be located to the rear of buildings that face Roosevelt Way NE and NE 65th Street.

Where surface parking must be located to the side of structures, the following is recommended:

a. Place surface parking away from the corners of blocks fronting on Roosevelt Way NE and NE 65th.

b. Limit the frontage of surface parking areas which face Roosevelt Way NE or NE 65th.

ii. **Encourage creation of multi-purpose parking areas.** These areas can provide for parking as well as public open space areas.

Examples of public open space uses for parking lots include:

a. urban plazas or pocket parks

b. outdoor eating or vending areas

c. places for neighborhood functions (carnivals, markets, rummage sales)

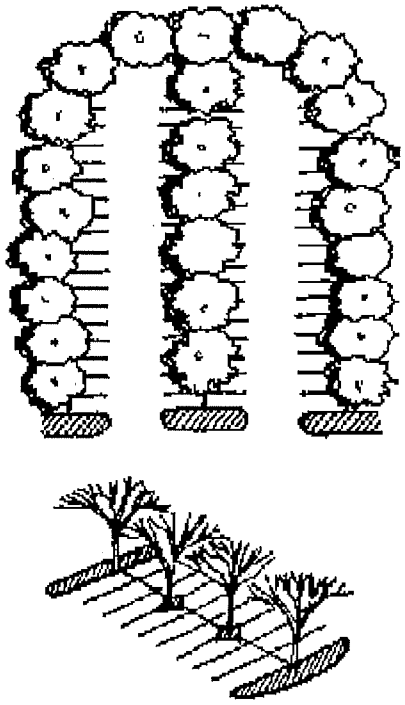
d. cultural events (outdoor theater, music)

e. recreational activities (basketball, tennis, children's play areas).

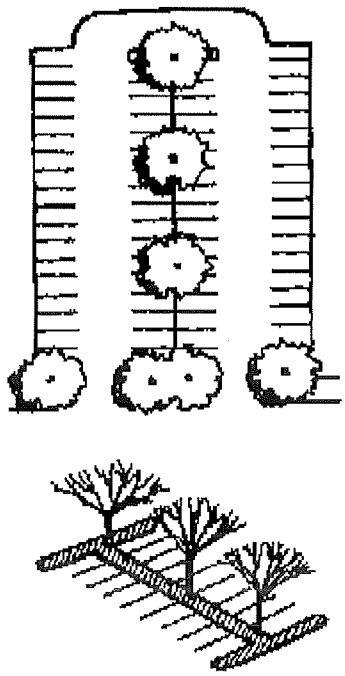
Examples of elements for public open spaces include:

f. Special surface treatments, art, fountains and seating

g. Locations for removable bollards or other devices in order to restrict auto access to public spaces when not used for parking.



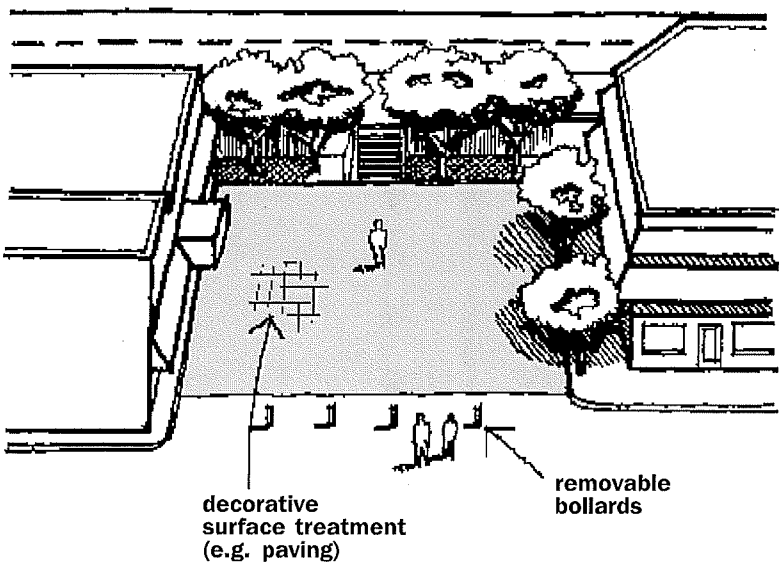
4 foot tree cutouts can be accommodated without losing parking spaces.



By narrowing drive lanes, a 3 to 4 foot wide planting strip can be added without losing parking spaces.

h. Use lighting to create a safe environment while minimizing glare onto adjacent properties and sidewalks.

i. Spaces should be sited to have minimal shadow impacts from surrounding buildings and/or dense vegetation.



II. Design of Parking Lots Near Sidewalks

Interior landscaping, in addition to perimeter landscaping, should be installed to help soften the visual impact of surface parking. Examples of accomplishing this include:

i. Interior Landscaping. Use landscaping to break large areas into a series of smaller areas. Maximize use of leftover spaces in parking areas, including turning radii, for trees and shrubs.

ii. Plant enough trees, which at maturity form a canopy over large portions of the parking area with trees interspersed between parking spaces.

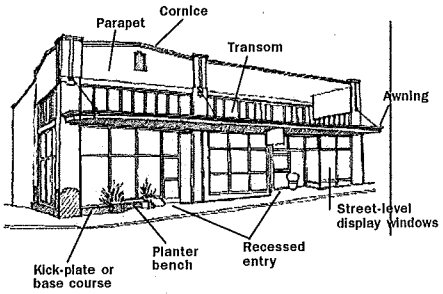
iii. Select trees that do not obscure signage, amenity features, or opportunities for surveillance.

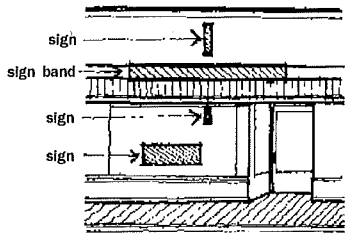
iv. Plant a mixture of evergreen and deciduous trees for year-round greenery. Tree types should be selected that avoid impacting parked cars (such as sapless trees).

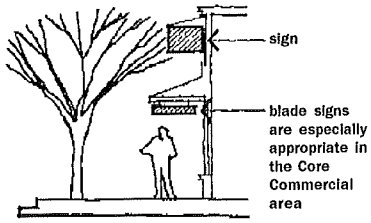
DC2 Architectural Concept

Citywide Guideline:

Develop an architectural concept that will result in a unified, functional and harmonious design that fits well on the site and within its surroundings.







Roosevelt Supplemental Guidance

I. Architectural Concept and Consistency

The architectural features below are especially important for new commercial and mixed use developments in Roosevelt's commercial core:

i. Multiple building entries

ii. Courtyards

iii. Building base

iv. Attractively designed alley-facing building façades including architectural treatments, fenestration, murals, etc.

For buildings that are both set back from and taller than adjacent buildings, the street level portion should be differentiated from the upper floors through architectural design or building materials, textures, and/or colors.

DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.

Roosevelt Supplemental Guidance

I. Residential Open Space

The Roosevelt Neighborhood values places for residents to gather. For mixed use developments, provision of ground-related common open space areas in exchange for departures especially to the maximum residential coverage limit is encouraged, in addition to other allowable departures. Open space areas can also be achieved in a variety of ways including:

i. Terraces on sloping land to create level yard space

ii. Courtyards

iii. Front and/or rear yards

iv. Roof tops

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.

Roosevelt Supplemental Guidance

I. Exterior Finish Materials

Signs
Developments should accommodate places for signage that are in keeping with the building's architecture and overall sign program. Preferred sign types include:

i. Small signs incorporated into the building's architecture, along a sign band, on awnings or marquees, located in windows, or hung perpendicular to the building facade are preferred within the Commercial Core Area.

ii. Neon signs are also encouraged, while large illuminated box signs are discouraged.

iii. Blade signs hung from beneath awnings or marquees are especially favored in the Commercial Core Area.

Large box signs, large-scale super graphics and back-lit awnings or canopies are less desirable, especially within the Commercial Core. Where awnings are illuminated, the light source should be screened to minimize glare impacts to pedestrians and vehicles.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 14
November 22, 2013
Version #3

South Lake Union
Design Guidelines
2013

Attachment 14 to the DPD Design Guidelines Ordinance

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 14
November 22, 2013
Version #3

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The South Lake Union Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the South Lake Union urban center (the area bounded by Aurora Avenue, Eastlake Avenue, Denny Way, and the southern shoreline of Lake Union as reflected in Map 1 (page v). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The South Lake Union Design Guidelines reveal the character of South Lake Union as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The South Lake Union Design Guidelines were developed by community members and design consultants, and adopted in 2005. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 14
November 22, 2013
Version #3

What are the South Lake Union Design Guidelines?

Adding Specificity to Established Guidelines
In 1998, the City of Seattle's Design Review program began creating neighborhood specific guidelines in response to the large number (27 of the 34) of neighborhood plans that include urban design objectives. South Lake Union's neighborhood plan requests that neighborhood specific guidelines be created to augment and fine-tune the citywide design guidelines. The citywide design guidelines are limited in breadth to private development projects and have a legal basis in the Land Use Code.

South Lake Union Design Committee Creates Draft
In Spring 2002, the South Lake Union Planning Committee's design and character subcommittee was established to develop neighborhood specific guidelines for the South Lake Union neighborhood. The group includes community leaders, major property owners, city staff and design consultants.

Building on Previous Community Work
As a first step in identifying neighborhood priorities, previous documents were reviewed and correlated with the Design Review program's guideline categories. The guidelines reference or incorporate this material to build upon previously generated ideas, goals and main concerns. Documents referenced include:

- Guidelines for Multifamily & Commercial Buildings, City of Seattle – Oct. '93; Rev. Nov. '98
- Cascade Waterflow Handbook – July '96
- Cascade Now! – Summer '98
- Sustainable Strategies CNC – Aug. '98
- South Lake Union Neighborhood Plan – Dec. '98
- Artwork Plan for SLU – Nov. '99
- Urban Design Concepts and Analysis – Nov. '99
- South Lake Union Park and Master Plan – June '00
- SLU Sustainability and Livability Charettes – Spring '00
- SLU Streetscape and Connections – Nov. '01
- Terry Avenue North Street Design Guidelines - June '04

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 14
November 22, 2013
Version #3

Guidelines at a Glance

The South Lake Union design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the South Lake Union urban center (the area within the area bounded by Aurora Avenue, Eastlake Avenue, Denny Way, and the southern shoreline of Lake Union), These guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by South Lake Union Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the South Lake Union Design Guidelines in 2005.

Context and Site

CS1. Natural Systems and Site Features ..... **yes**
Responding To Site Characteristics (former A-1, bullet 3)

CS2.Urban Pattern and Form ..... **yes**
Responding To Site Characteristics (former A-1, bullet 1-2, Gateway Locations and Heart Locations)
Height, Bulk, and Scale Compatibility (former B-1, bullet 1-3)

CS3. Architectural Context and Character ..... **yes**
Height, Bulk, and Scale Compatibility (former B-1, bullet 4-5)
Architectural Context (former C-1)

Public Life

PL1. Connectivity ..... **yes**
Human Activity (former A-4, bullet 2, 4, 7)
Pedestrian Open Spaces and Entrances (former D-1)

PL2. Walkability ..... **yes**
Streetscape Compatibility (former A-2, bullet 1-2 & 4)
Personal Safety and Security (former D-7)
Landscaping to Reinforce Design Continuity with Adjacent Sites (former E-1, bullet 1)

PL3. Street-Level Interaction ..... **yes**
Streetscape Compatibility (former A-2, bullet 3)
Human Activity (former A-4, bullets 1, 3, 5, 6)
Transition Between Residence and Street (former A-6)

PL4. Active Transportation ..... **no**

Design Concept

DC1. Project Uses and Activities ..... **yes**
Design of Parking Lots near Sidewalks (former D-4)

DC2. Architectural Concept ..... **yes**
Architectural Concept and Consistency (former C-2)

DC3. Open Space Concept ..... **yes**
Landscaping to Reinforce Design Continuity with Adjacent Sites (former E-1, bullet 2-6)
Landscaping to Enhance the Building and/or Site (former E-2)
Landscape Design to Address Special Site Conditions (former E-3)

DC4. Exterior Elements and Finishes ..... **no**

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 14
November 22, 2013
Version #3

Context and Priority Issues: South Lake Union

The South Lake Union neighborhood consists of a mixture of building types and uses. The diversity ranges from residential, industrial, maritime, artisan, bio-tech, social service and much more. The neighborhood has served as a commercial and light industrial support area to the city of Seattle since the late 1880's. Over the last decade, South Lake Union has become an opportunity for consideration of development issues ranging from open space, technical business and residential and social service opportunities.

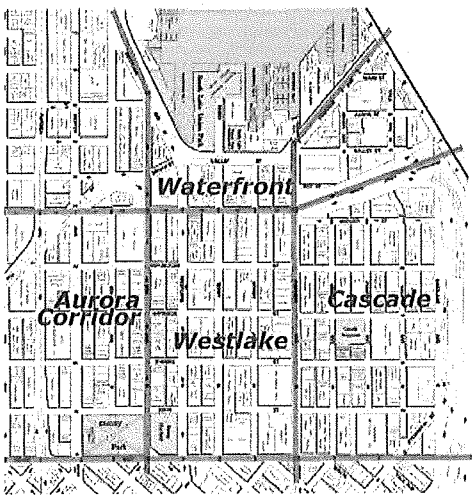
As plans come and go, the neighborhood continues to explore ways to maintain the unique character of this area while encouraging strengthening of the community both physically and economically. Variation in development and types of uses are encouraged throughout the neighborhood. With opportunities to improve both the streetscape level of development and the aerial view of this valley, these design guidelines have been developed to address the specific needs of each of the subarea communities that collectively create South Lake Union. The four sub areas identified by the neighborhood plan are:

- **Westlake:** Its commercial core consisting of mid-sized (3-4 story), full block commercial and light industrial buildings characterize the Westlake area. (Bounded on the south by Denny Way, west by 9th Avenue North, east by Fairview Avenue North, and north by Mercer Street.)
- **Waterfront:** With its newly acquired South Lake Union Park, this area maintains the neighborhood's water dependent activities and strives to build upon the industrial maritime nature of the area. (Bounded on the south by Mercer Street, west by 9th Avenue North and Westlake, east by Fairview Avenue North, and thenorth by South Lake Union.)
- **Cascade:** Supporting a mixture of commercial, residential and social services, this area has a reputation for its sustainable infrastructure and local improvement projects that maintain a creative, collaborative and eclectic nature. (Bounded on the south by Denny Way, west by Fairview Avenue North, east by Interstate 5, and the north by the Mercer Street Exchange.)
- **Aurora Corridor:** The Aurora Corridor is the most undefined area of the neighborhood with an eclectic variety of building types and forms that house all types of business uses. It currently serves as a buffer to the SR 99 Corridor. (Bounded on the south by Denny Way, the west by Aurora Avenue North, east by 9th Avenue North, and the north by Mercer Street.)

Sub Areas

These four areas have common and unique attributes. Together they could create connections from Downtown to South Lake Union, Capitol Hill, Seattle Center and the Denny Triangle neighborhood. The potential for weaving South Lake Union into the City with effective pedestrian and transportation corridors will enhance the neighborhood, fostering a diversity of live, work and play opportunities. Situated in a valley, this neighborhood has many opportunities for views of the lake, surrounding neighborhoods and the heart of Seattle, the downtown retail core. South Lake Union subareas as identified by the neighborhood plan and confirmed in recent workshops.

- Waterfront
- Westlake
- Aurora Corridor
- Cascade



South Lake Union subareas as identified by the neighborhood plan and confirmed in recent workshops.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 14
November 22, 2013
Version #3

South Lake Union Urban Center

Urban Center Boundary

N

0 230 460 920 Feet

Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details.

No warranties of any sort, including accuracy, fitness, or merchantability accompany this product. Copyright 2012, All Rights Reserved, City of Seattle, Prepared August 21, 2012 by DPD-GIS

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

South Lake Union Supplemental Guidance

I. Responding to Site Characteristics

New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design* (LEED) manual which provides additional information. Examples include:

i. Solar orientation

ii. Storm water run-off, detention and filtration systems

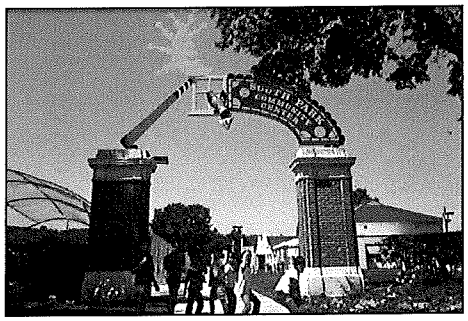
iii. Sustainable landscaping

iv. Versatile building design for entire building life cycle

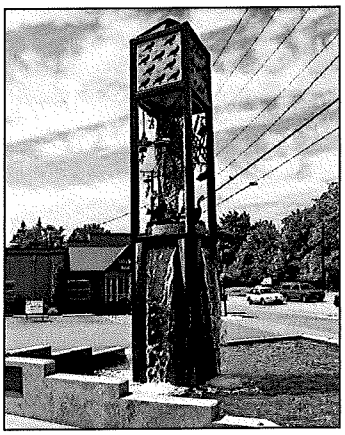
CS2 Urban Pattern and Form

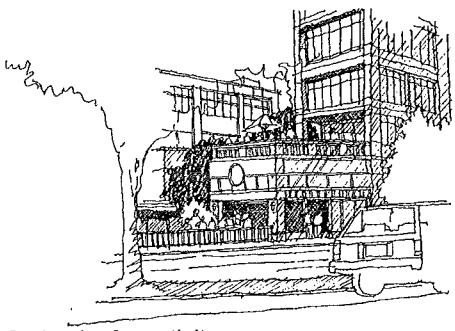
Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.



Public art.





Setbacks for activity.

South Lake Union Supplemental Guidance

I. Responding to Site Characteristics

i. Encourage provision of "outlooks and overlooks" for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

ii. Minimize shadow impacts to Cascade Park.

iii. Gateways

Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site's characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

a. setbacks to allow for pedestrian friendly spaces;

b. signage;

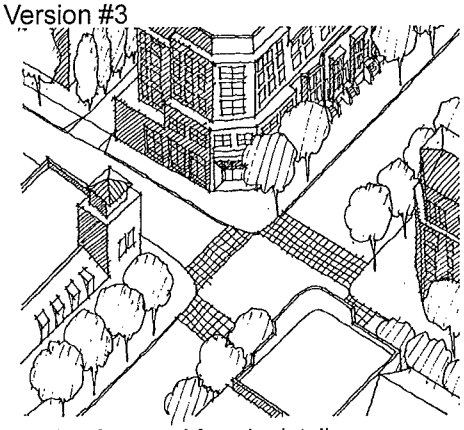
c. landscaping;

d. artwork;

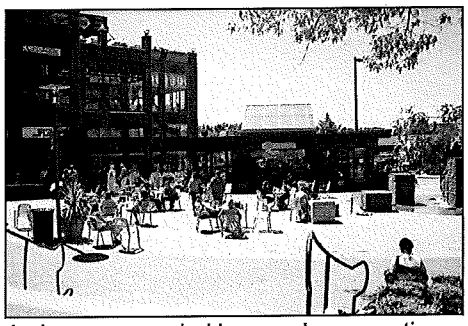
e. facade treatments.

The following locations, at this time, are places that have been identified as gateways for South Lake Union due to the level of traffic flow, general visibility and/or development potential. The following locations, pending changes in traffic patterns, may evolve with transportation improvements:

f. Westlake & Denny

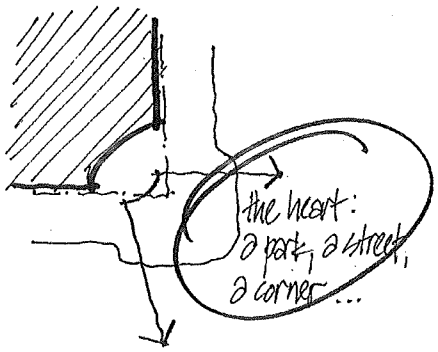


Building form and facade details



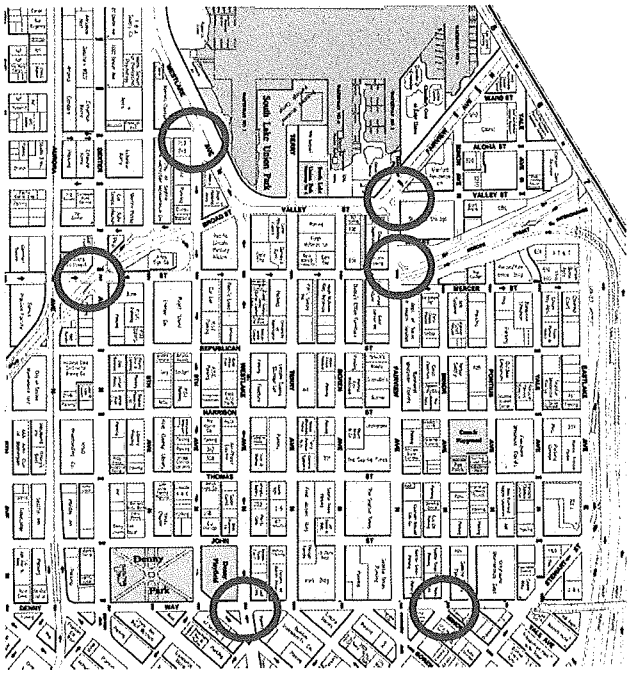
A plaza surrounded by people-generating activity such as retail.

Public space through a site.



An example of a curb bulb.

g. Westlake & 9th
h. Dexter & Mercer
i. Fairview & Valley
j. Fairview & Denny
k. Fairview & Mercer



Map of gateway locations

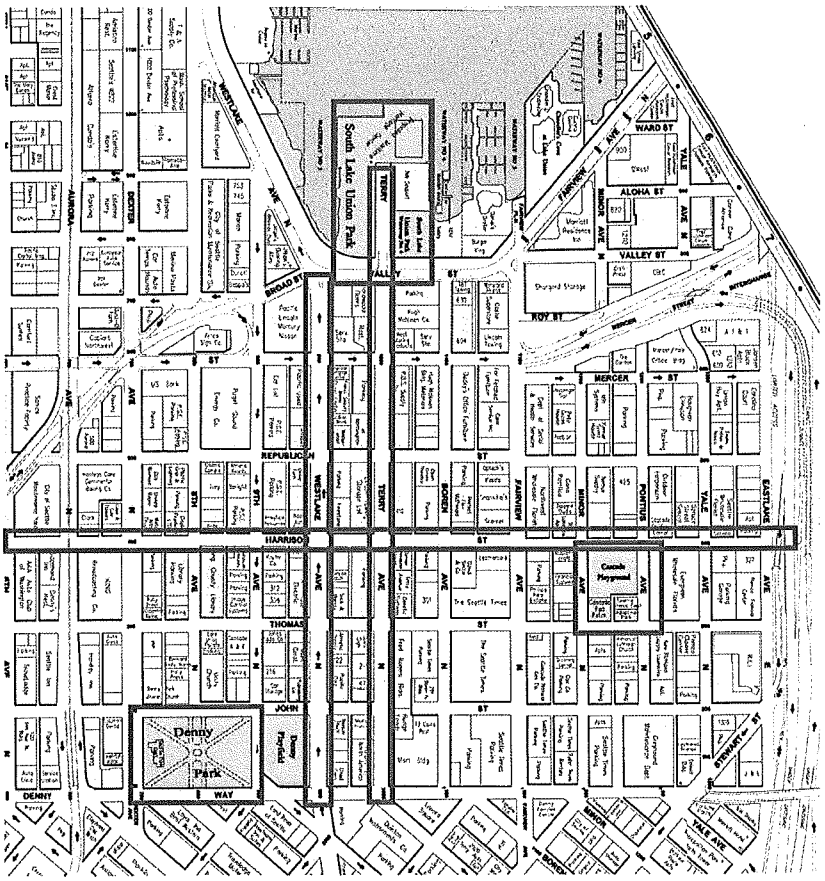
iv. Heart locations

Several areas have been identified as "heart locations." Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building's primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.

The following locations have been identified as heart locations within South Lake Union:

a. Cascade Park
b. South Lake Union Park
c. Denny Park
d. Harrison Street
e. Terry Avenue North
f. Westlake Avenue North

An example of how the orientation of buildings and the uses contained within can support an active pedestrian street.



Map of heart locations.

B. Height, Bulk, and Scale

i. Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

ii. Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.

iii. Relate proportions of buildings to the width and scale of the street.

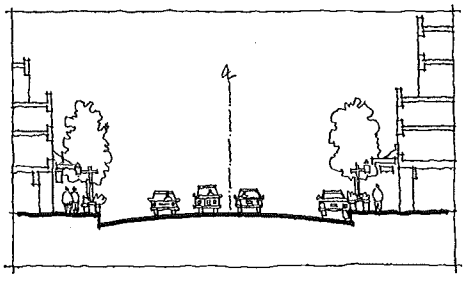
CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.

Breaking larger buildings down into separate volumes reduces apparent bulk.

The roofline of this large development adds to the structure's residential identity and reduces its apparent bulk.



Consider stepping back elevations at upper levels for large-scale development and relate proportions of buildings to width and scale of the street.

South Lake Union Supplemental Guidance

I. Height, Bulk, and Scale

i. Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.

ii. Consider using architectural features to reduce building scale such as:

a. landscaping;

b. trellis;

c. complementary materials;

d. detailing;

e. accent trim.

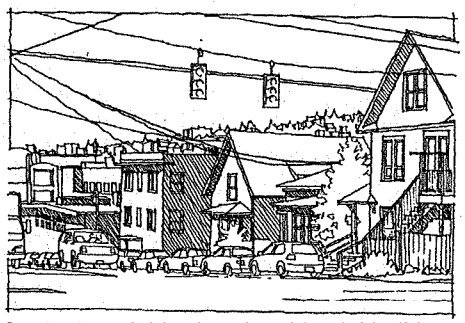
II. Architectural Context

i. Support the existing fine-grained character of the neighborhood with a mix of building styles.

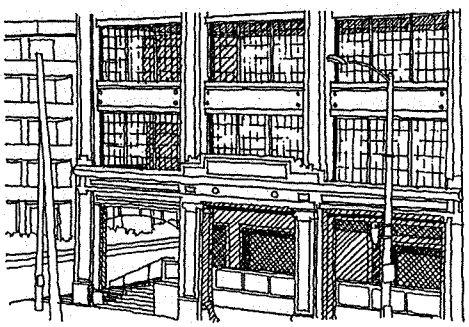
ii. Re-use and preserve important buildings and landmarks when possible.

iii. Expose historic signs and vintage advertising on buildings where possible.

iv. Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.

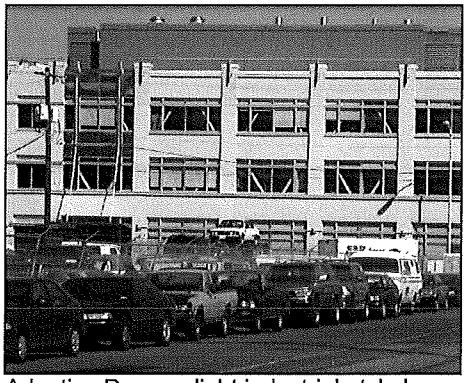


Context - neighborhood residential buildings.



Context - light industrial building design; pilasters, large casement windows, brick and terra-cotta cladding.

Context - window detailing.



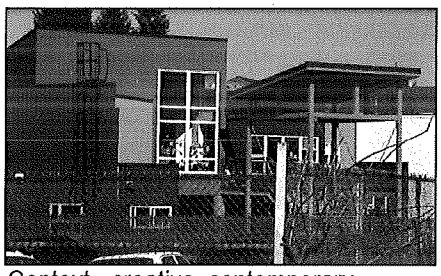
Adaptive Reuse - light industrial-style large windows, parapet, building facade broken up by vertical elements to reduce the scale

v. Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include:

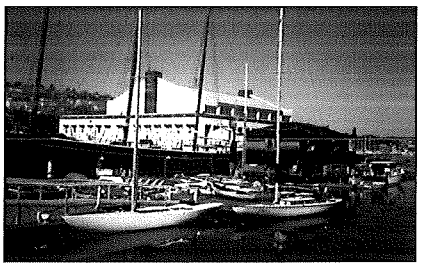
   a. window detail patterns;
   b. open bay doors;
   c. sloped roofs.

vi. Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include:

   a. community artwork;
   b. edible gardens;
   c. water filtration systems that serve as pedestrian amenities;
   d. gutters that support greenery.



Context - creative, contemporary architecture with variegated forms and details.

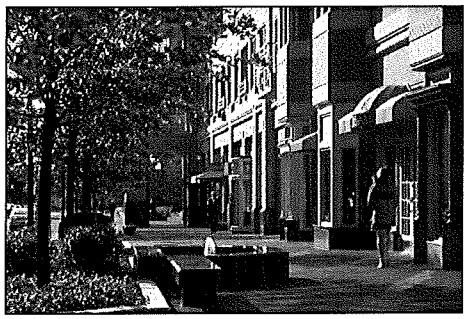


Context - maritime character.

PL1 Connectivity

Citywide Guideline:

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



Sidewalks as open space: a pedestrian-friendly streetscape.

New developments should design for safe, well-lit pedestrian connections through sites that connect to surrounding areas.

South Lake Union Supplemental Guidance

I. Human Activity

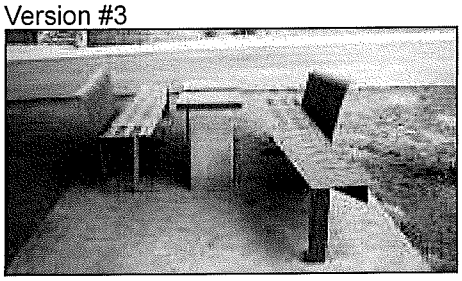
i. Keep neighborhood connections open, and discourage closed campuses.

ii. Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.

iii. Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

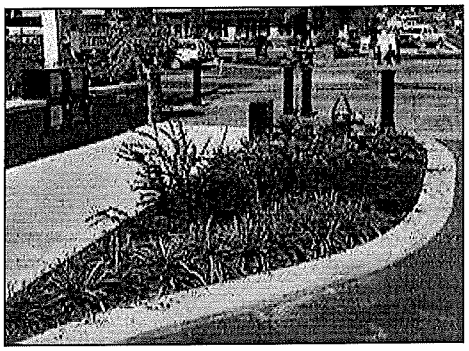
II. Landscaping To Reinforce Design Continuity With Adjacent Sites

i. Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.



Benches

Special paving.



Curb bulb.

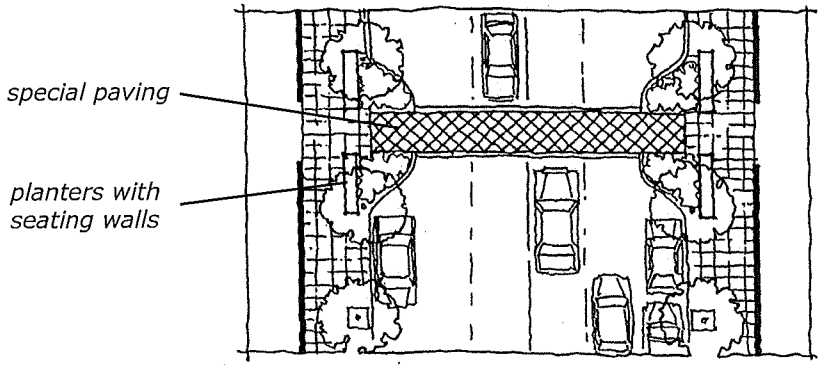
III. Pedestrian Open Spaces and Entrances

New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as:

a. curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;

b. pedestrian-oriented street lighting;

c. street furniture.



Streetscape amenities help buildings connect to, and enhance centers of commercial and social activity.

PL2 Walkability

Citywide Guideline:

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

South Lake Union Supplemental Guidance

I. Streetscape Compatibility

The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.

i. Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

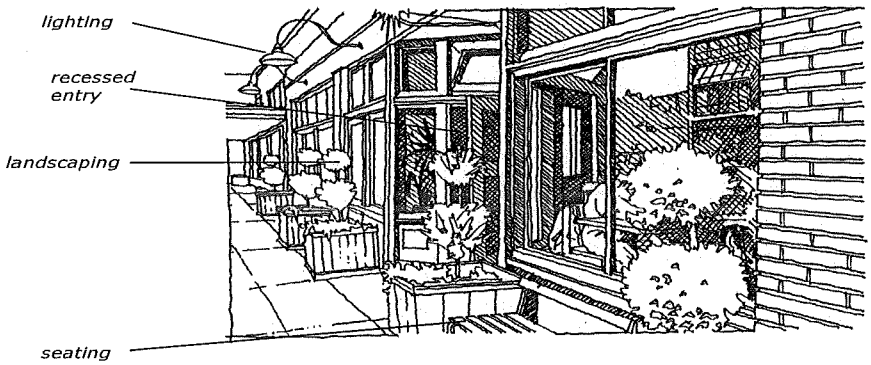
ii. Provide pedestrian-friendly streetscape amenities, such as:

   a. tree grates;

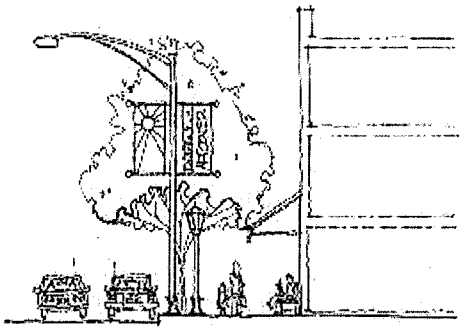
   b. benches;

   c. lighting.

iii. Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).



A street level use that integrates pedestrian amenities into the siting and design of the building.



A lighting program should consist of street lighting, pedestrian lighting, and internal illumination from storefronts

Concentrations of retail activity are enhanced with comfortable spaces that encourage pedestrian activity.

II. Personal Safety and Security

Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are:

i. enhanced pedestrian and street lighting;

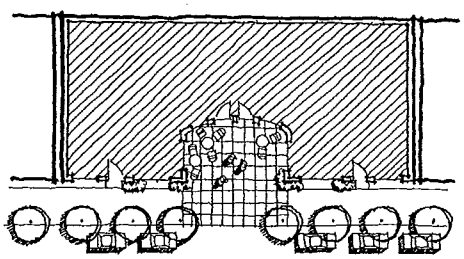
ii. well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street;

iii. police horse tie-up locations for routine patrols and larger event assistance.

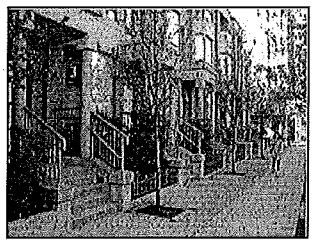
PL3 Street-Level Interaction

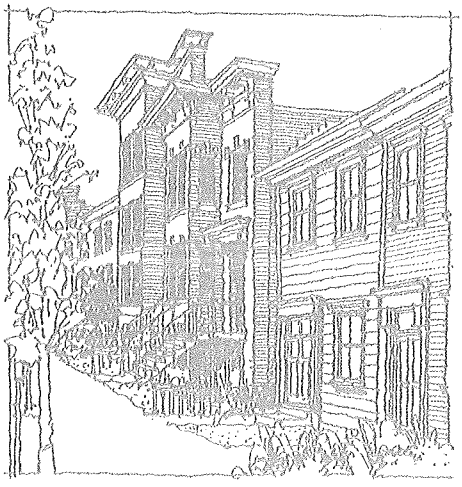
Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.



Take the "indoors" outdoors by spilling interior space onto plazas, walkways and sidewalks, where appropriate.





South Lake Union Supplemental Guidance

I. Streetscape Compatibility

Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.

II. Human Activity

i. Create graceful transitions at the streetscape level between the public and private uses.

ii. Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.

iii. Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.

iv. Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

III. Transition Between Residence and Street

Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

South Lake Union Supplemental Guidance

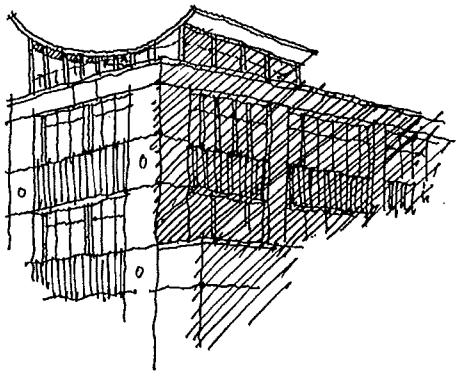
I. Design of Parking Lots Near Sidewalks

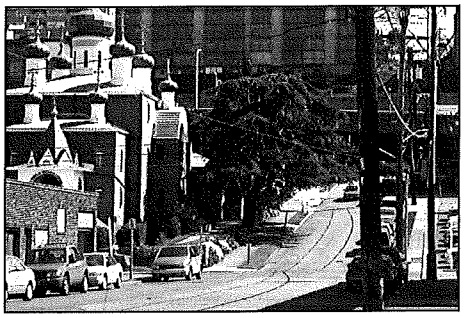
Providing parking below grade is preferred.

DC2 Architectural Concept

Citywide Guideline:

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





South Lake Union Supplemental Guidance

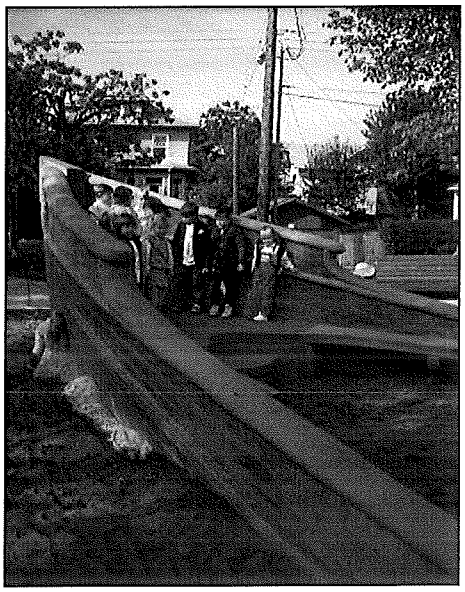
I. Architectural Concept and Consistency

Design the "fifth elevation" — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.



South Lake Union Supplemental Guidance

I. Landscaping To Reinforce Design Continuity With Adjacent Sites

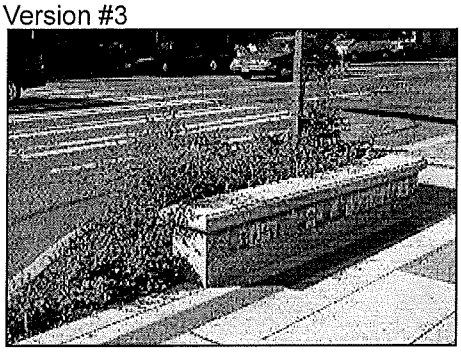
i. Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.

ii. Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.

iii. Retain existing, non-intrusive mature trees or replace with large caliper trees.

iv. Water features are encouraged including natural marsh-like installations.

v. Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

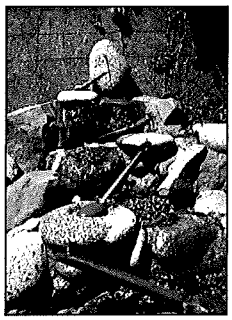


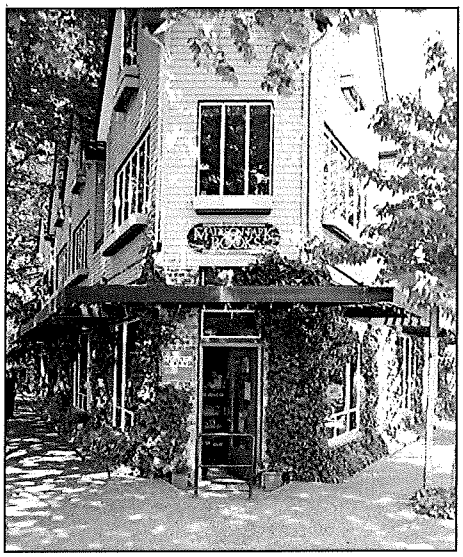
II. Landscaping To Enhance The Building And/Or Site

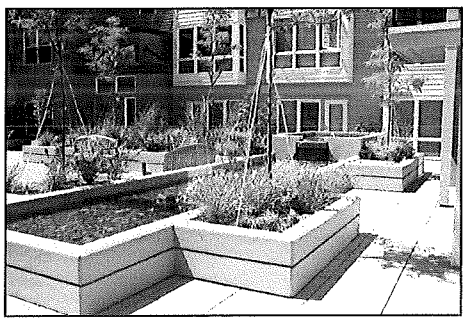
Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

III. Landscape Design To Address Special Site Conditions

Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.







Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 15
November 22, 2013
Version #3

University Design Guidelines 2013

Attachment 15 to the DPD Design Guidelines Ordinance

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 15
November 22, 2013
Version #3

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The University Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the University Community Urban Center as reflected in Map 1 (page 3). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The University Design Guidelines reveal the character of the Univeristy area as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The University Design Guidelines were developed by community members and design consultants, and adopted in 2000. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 15
November 22, 2013
Version #3

Guidelines at a Glance

The University neighborhood design guidelines apply apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the University Community Urban Center as reflected in Map 1 (page 3) (area bounded by the Ship Canal, Lake Washington, I-5, and approximately Ravenna Boulevard). The neighborhood guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by University Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the University Design Guidelines in 2000.

Context and Site

CS1. Natural Systems and Site Features ..... **yes**
- Streetscape Compatibility (former A-2)
- Landscape Design to Address Special Site Conditions (former E-3)

CS2.Urban Pattern and Form ..... **yes**
- Responding to Site Characteristics (former A-1)
- Respect for Adjacent Site (former A-5)
- Corner Lots (former A-10)
- Height, Bulk, and Scale (former B-1)

CS3. Architectural Context and Character ..... **yes**
- Architectural Elements and Materials (former C-1.1, C-1.2, C-1.4)

Public Life

PL1. Connectivity ..... **yes**
- Residential Open Space (former A-7)

PL2. Walkability ..... **yes**
- Pedestrian Open Spaces and Entrances (former D-1.2)

PL3. Street-level Interaction ..... **yes**
- Entrances Visible from the Street (former A-3)
- Human Activity (former A-4)

PL4. Active Transportation ..... **no**

Design Concept

DC1. Project Uses and Activities ..... **yes**
- Parking and Vehicle Access (former A-8)
- Design of Parking Lots Near Sidewalks (former D-4)
- Visual Impacts of Parking Structures (former D-5)

DC2. Architectural Concept ..... **yes**
- Architectural Elements and Materials (former section C-1.3, C1-5)

DC3. Open Space Concept ..... **yes**
- Pedestrian Open Spaces and Entrances (former D-1.1)

DC4. Exterior Elements and Finishes ..... **yes**
- Exterior Finish Materials (former C-4)
- Exterior Signs (former C-4)

Context and Priority Issues: University

The overriding objective of the citywide design guidelines is to encourage new development to fit in with its surroundings. Neighborhood guidelines share this objective. Whereas citywide guidelines are meant to apply throughout the City, neighborhood guidelines provide a more focused opportunity to recognize local concerns and design issues. They may give more specific direction as to the design character, site conditions or community objectives new development should respond to.

The University Community is one of five designated Urban Centers in Seattle. Urban Centers are targeted as the densest areas in terms of housing and employment yet, are intended to be pedestrian-oriented communities with direct access to regional high-capacity transit. The University Community Urban Center (UCUC) includes two urban villages—the University District NW Urban Village and the Ravenna Urban Village. The UCUC is also home to the University of Washington, which is designated as a major institution.

As the UCUC prepared its neighborhood plan, the citywide design guidelines were evaluated to determine whether the guidelines supported the community's visions for new development. In some cases, new or augmenting guidelines were added to supplement the citywide guidelines. As new development is planned for the University Community, project proponents are encouraged to refer to this handbook which identifies priority design issues for the neighborhood.

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

University Supplemental Guidance

I. Streetscape Compatibility

Context

Reinforcing the pedestrian streetscape and protecting public view corridors are particularly important site planning issues. Stepping back upper floors allows more sunlight to reach the street, minimizes impact to views, and maintains the low- to medium rise character of the streetscape. Roofdecks providing open space for mixed-use development can be located facing the street so that upper stories are, in effect, set back.

Guideline

Minimizing shadow impacts is important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st. This is especially important on blocks with narrow rights-of-way relative to other neighborhood streets, including University Way, south of NE 50th Street.

II. Landscape Design to Address Special Site Conditions

Context

The retention of existing, large trees is an important consideration in new construction, particularly on the wooded slopes in the Ravenna Urban Village. The 17th Avenue NE tree-lined boulevard is an important, visually pleasing streetscape.

Guidelines

i. Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village. The Board is encouraged to consider design departures that allow retention of significant trees. Where a tree is unavoidably removed, it should be replaced with another tree of appropriate species, 2 ½ inch caliper minimum size for deciduous trees, or minimum size of 4' height for evergreen trees.

ii. The 17th Avenue NE (boulevard) character, with landscaped front yards and uniform street trees, is an important neighborhood feature to be maintained.

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.

University Supplemental Guidance

I. Responding to Site Characteristics

Context

The pedestrian-oriented street streetscape is perhaps the most important characteristic to be emphasized in the neighborhood. The University Community identified certain streets as "Mixed Use Corridors". These are streets where commercial and residential uses and activities interface and create a lively, attractive, and safe pedestrian environment. The Mixed Use Corridors are shown on Map 1 (page 3).

Another important site feature in the University Community is the presence of the Burke Gilman Trail. The primary goal is to minimize impacts to views, sunlight and mixed uses while increasing safety and access along the trail.

Guideline

For properties facing the Burke Gilman Trail, new buildings should be located to minimize impacts to views of Mount Rainier, Cascade Mountains and Lake Washington, and allow for sunlight along the trail and increase safety and access.

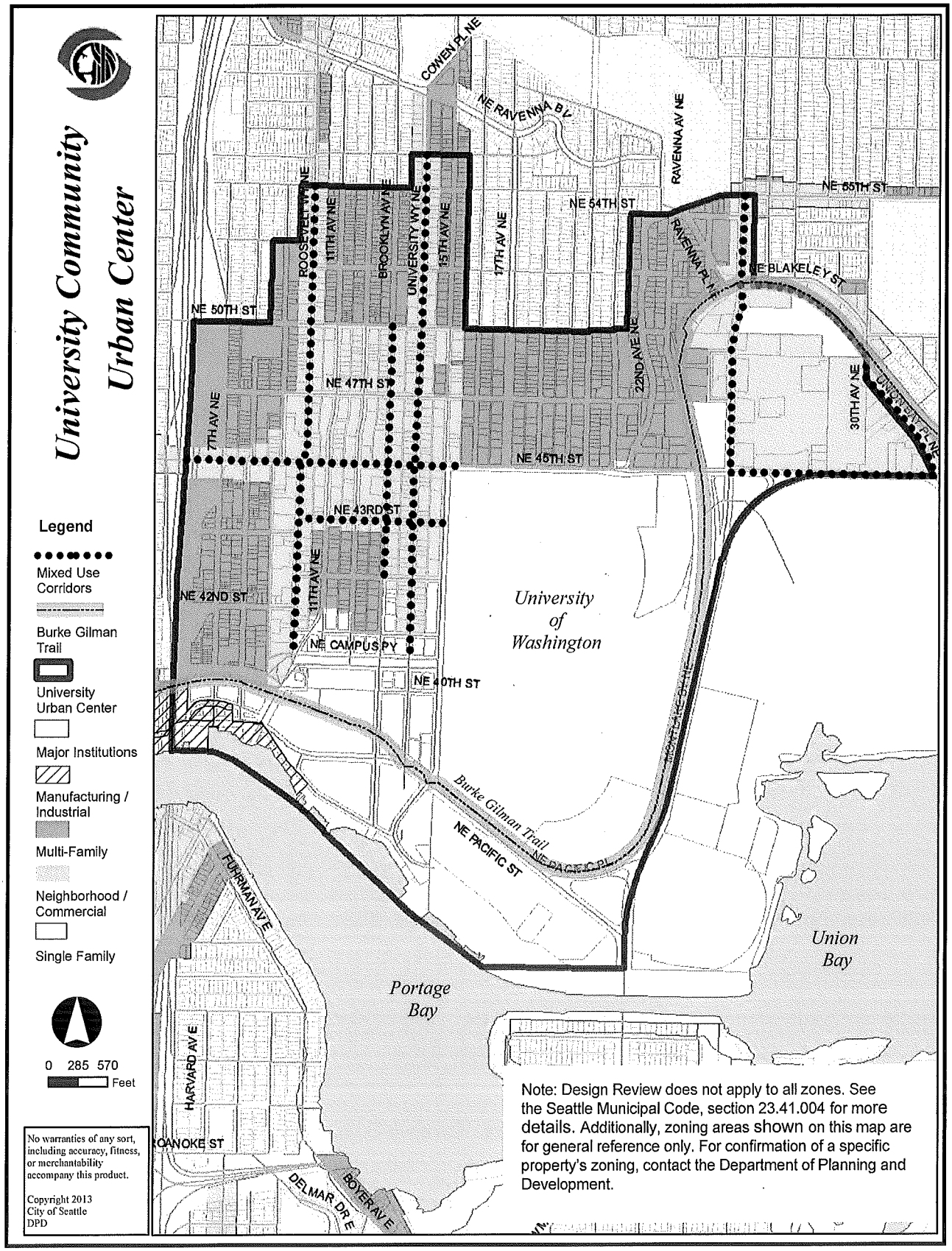
II. Respect for Adjacent Sites

Context

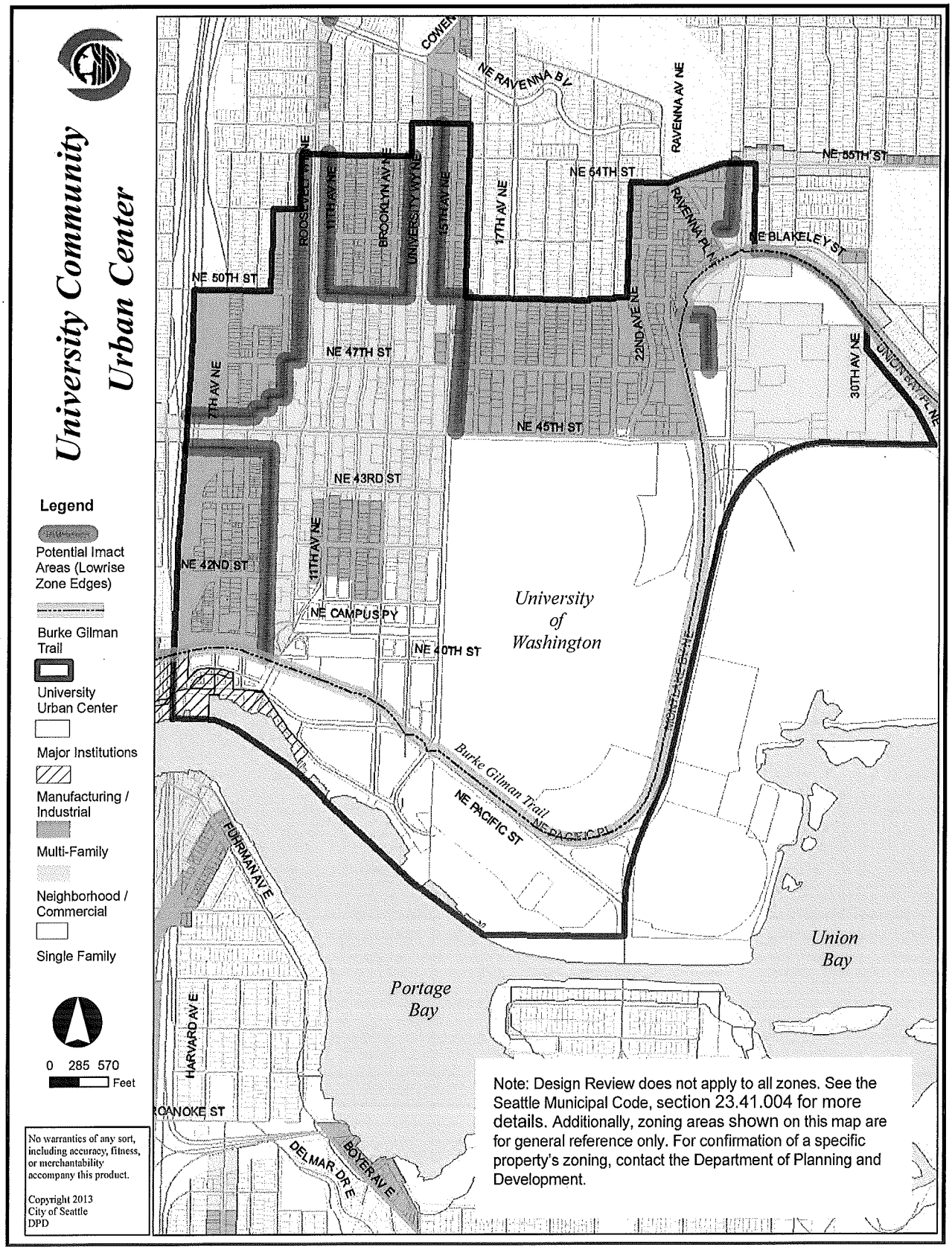
This Seattle Design Guideline is particularly important where a building's back side, service areas or parking lots could impact adjacent residential uses. Map 2 on page 4 shows potential impact areas—these are where Lowrise zones abut commercial zones.

Guideline

Special attention should be paid to projects in the zone edge areas as depicted in Map 2 on page 4 to ensure impacts to Lowrise zones are minimized.



Map 1: University Community and Mixed Use Corridors



Map 2: Respect for Adjacent Sites

III. Corner Lots

Context

The citywide design guidelines encourage buildings on corner lots to orient to the corner and adjacent street fronts. Within the University Community there are several intersections that serve as "gateways" to the neighborhood.

Guideline

For new buildings located on a corner, including, but not limited to the corner locations identified in Map 3 on page 7, consider providing special building elements distinguishable from the rest of the building such as a tower, corner articulation or bay windows. Consider a special site feature such as diagonal orientation and entry, a sculpture, a courtyard, or other device. Corner entries should be set back to allow pedestrian flow and good visibility at the intersection.

Gateways:

a. Roosevelt Avenue NE and NE 50th Street
b. Roosevelt Avenue NE and NE 45th Street
c. 7th Avenue NE and NE 45th Street
d. NE 50th Street and University Way
e. NE 45th Street and University Way
f. NE 45th Street and 15th Avenue
g. NE 43rd Street and University Way
h. NE 42nd Street and University Way
i. NE 42nd Street and Brooklyn Avenue NE
j. 25th Avenue NE and NE 52nd Street
k. 11th Avenue NE/ Roosevelt Avenue NE and Campus Parkway/NE 41st Street
l. 25th Avenue NE and NE Blakeley Street

IV. Height, Bulk, and Scale

Context

The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4 (page 8). The design and siting of buildings is critical to maintaining stability and Lowrise character.

Guideline

Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Seattle Design Guideline. These areas are also depicted in Map 4 on page 8.

a. Residential south slope bounded by Brooklyn, Roosevelt, NE 41st and NE 43rd Streets
b. West of 15th Avenue NE

c. West of 25th Avenue NE

d. South of NE 45th Street, west of Roosevelt

e. West of University Way between NE 52nd and NE 55th Streets

f. West of Roosevelt Way NE, north of NE 47th Street

g. East of Roosevelt Way NE, north of 52nd Street

h. Along NE 47th Street between Roosevelt and 7th Avenue NE

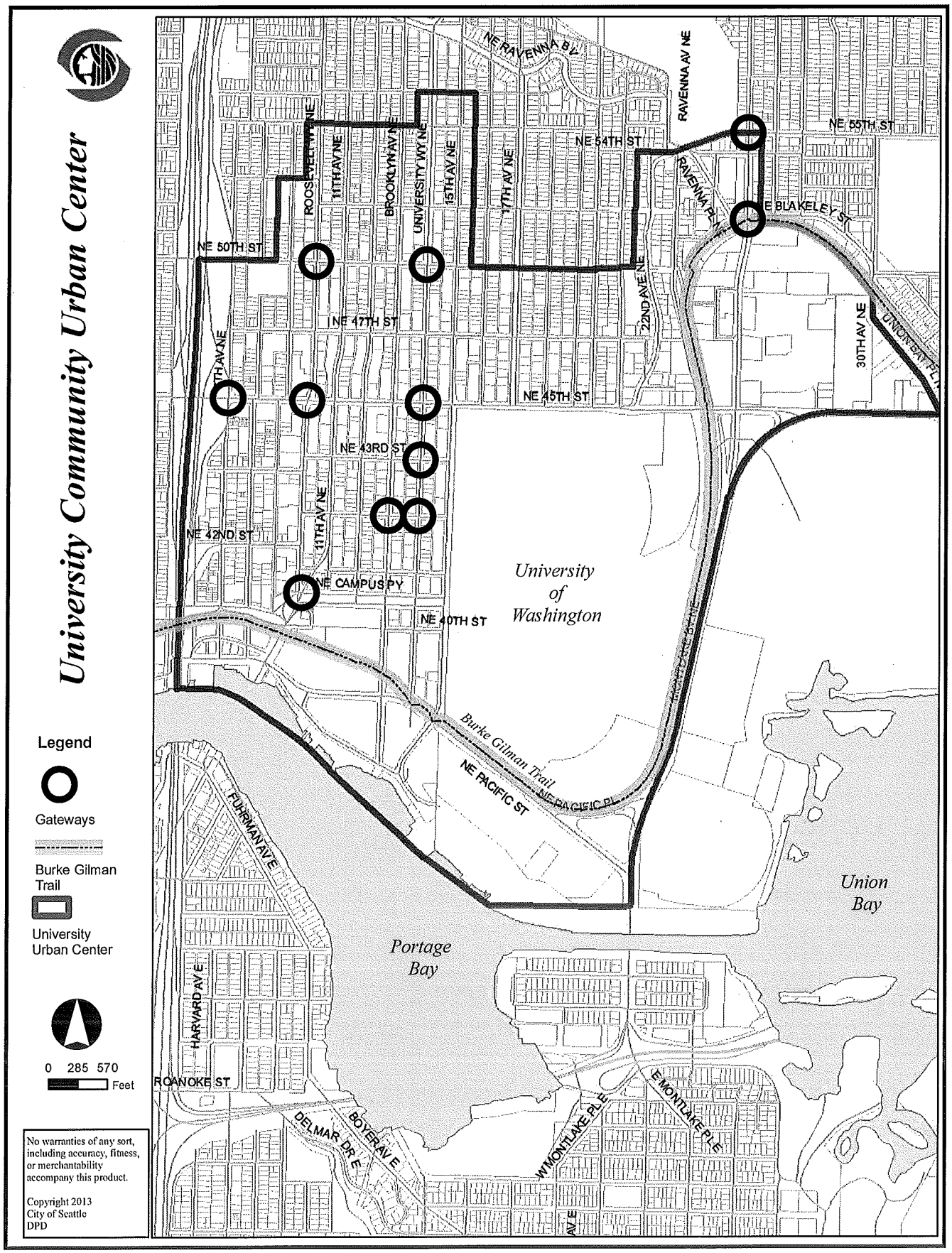
Explanation and Examples:
In order to reduce the impacts of apparent building height and bulk at specified zone edges listed above, the following alternatives should be considered:

i. Along zone edges and specified streets, step back upper floors above 40', or modify the roofline to reduce the negative effects of the allowable height limit.

j. Along specified corridors, a gradual setback of the building's facade above 40' in height from the street, alley or property line may be considered.

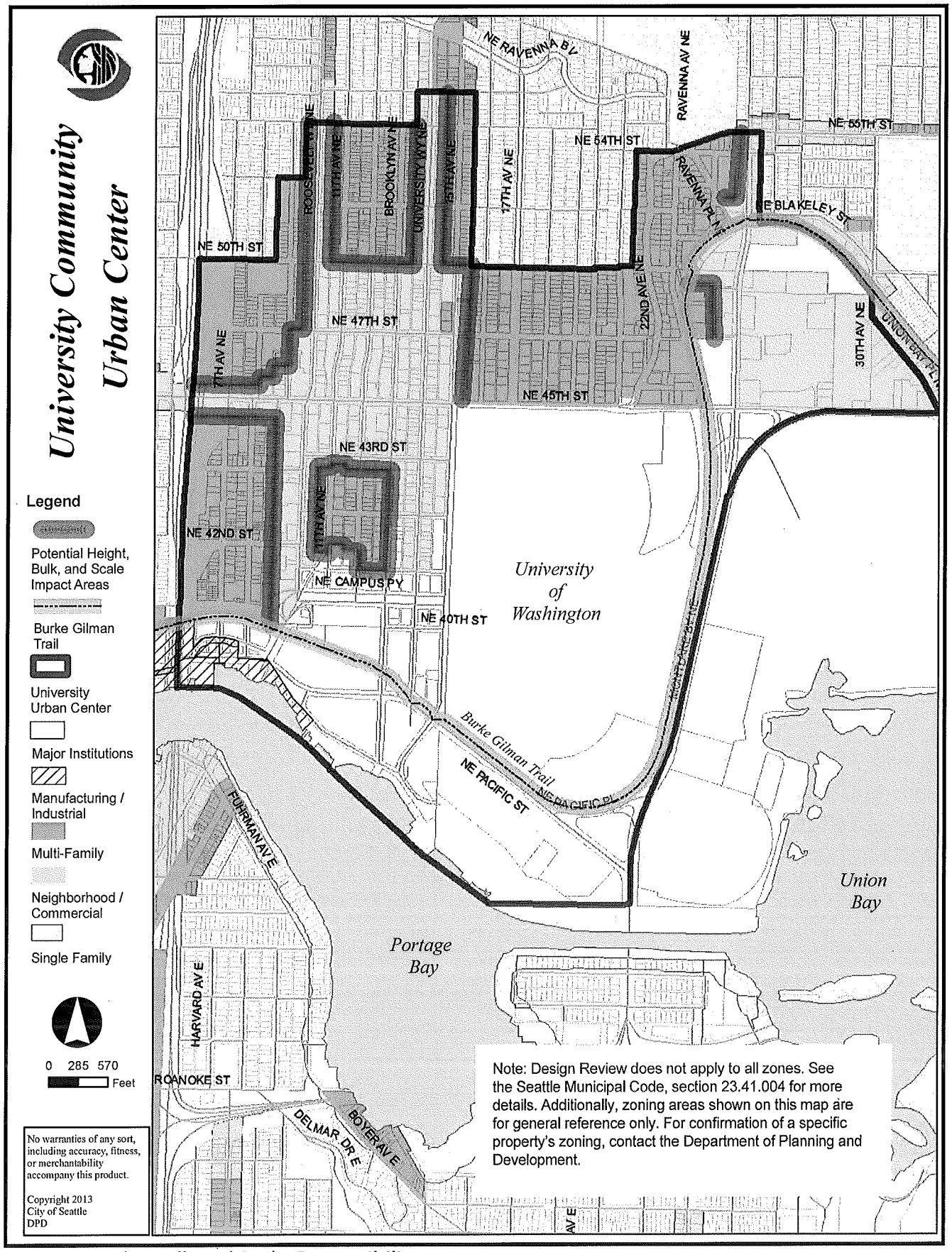
k. In exchange for setting back the building facade, the Board may allow a reduction in the open space requirement.

l. Access to commercial parking on corner lots should be sited and designed in a manner that minimizes impact on adjacent residential uses.



Map 3: Gateways

Attachment 15 to the DPD Design Guidelines Ordinance



Map 4: Height, Bulk and Scale Compatibility

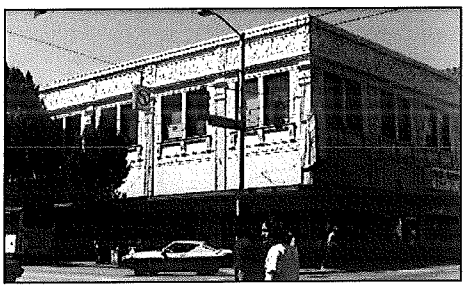
CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.

Art Deco style.

The original "campus gothic" character.


Examples of the classical detailing common on University Way.

University Supplemental Guidance

I. Architectural Elements and Materials

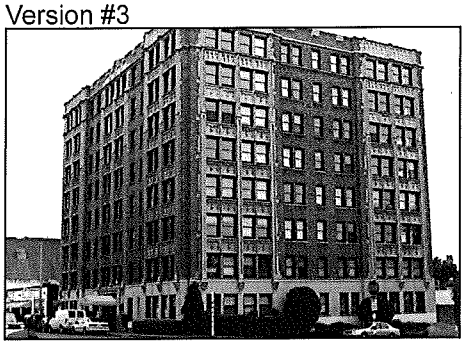
Context

Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area's variety, no single architectural style or character emerges as a dominant direction for new construction. As an example, the University of Washington campus sets a general direction in architectural style and preference for masonry and cast stone materials, however, new buildings on and off campus incorporate the general massing and materials of this character, rather than replicating it.

The buildings on University Way are a particularly finely grained mix, ranging from wood frame Victorian storefronts to modern structures. The area's larger structures vary from the architecturally significant Meany Hotel to less architecturally noteworthy but well-made structures such as the former Safeco Tower and the University Tower. The community also contains some excellent public structures such as the library, fire station and the University Heights Center. The University Community also has several large, featureless, contemporary buildings from the 1960s, 70s, 80s and 90s.

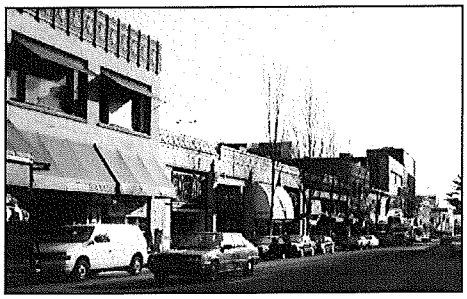
Because the University Community has and will continue to have an intense mix of uses, the spatial integration of neighboring structures is particularly important. Therefore, new projects should fit into a cohesive setting. This may mean revising building entrances and site plans to encourage better pedestrian circulation (e.g. mid-block pedestrian passages, where appropriate) or reconfiguring building massing to create a better composition with consideration of buildings on neighboring lots.

Inventories that identify local architectural or historically significant buildings, such as the 1975 University District Inventory of Buildings and Urban Design Resources (Nyberg, Steinbrueck) - and subsequent updating - should be used as a resource in identifying or



Historical example of midrise building characteristics in the University Community.

Late-20th Century architecture on the 25th Avenue NE commercial strip. As this Mixed Use Corridor redevelops, the existing character will be replaced with a "Main Street" character.



Note the relatively narrow storefront pattern on University Way.

describing local architectural or historical character as used in these guidelines.

The architectural context of much of University Way is characterized by a narrow storefront pattern. Long buildings can use architectural methods including modulation, color, texture, entries, materials and detailing to break up the facade into sections that are consistent with the traditional single-and double-bay building configurations.

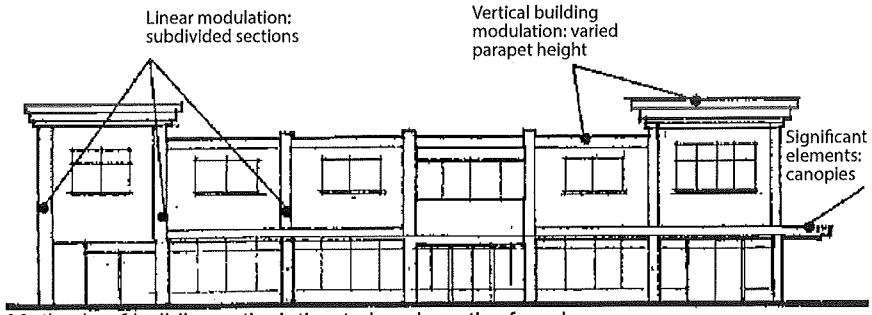
Unlike the University District area, the Ravenna Urban Village does not want new buildings to reflect the existing architectural character, especially along the 25th Avenue NE commercial strip. The University Community Urban Center Plan (UCUC Plan) calls for greater pedestrian orientation and "main street character" as this corridor redevelops.

Guidelines

i. Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.

ii. For areas within the Ravenna Urban Village, particularly along 25th Avenue NE, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.

iii. When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historical character. New buildings should feature traditional materials or a combination of traditional and contemporary materials employed in a manner that reflects the character of historic buildings in the vicinity.



Methods of building articulation to break up the façade.

PL1 Connectivity

Citywide Guideline:

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

This small plaza on Capitol Hill combines street right of way and private property to create a comfortable seating area and is the type of amenity envisioned in the University Community neighborhoods.

University Supplemental Guidance

I. Residential Open Space

Context

There is a severe lack of both public and private open space in the community. Small open spaces—such as gardens, courtyards, or plazas—that are visible or accessible to the public are an important part of the neighborhood's vision. Therefore, providing ground-level open space is an important public objective and will improve the quality of the residential environment.

Guidelines

i. The ground-level open space should be designed as a plaza, court-yard, play area, mini-park, pedestrian open space, garden, or similar occupyable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space. Successfully designed ground level open space should meet these objectives:

   a. Reinforces positive streetscape qualities by providing a landscaped front yard, adhering to common setback dimensions of neighboring properties, and providing a transition between public and private realms.

   b. Provides for the comfort, health, and recreation of residents.

   c. Increases privacy and reduce visual impacts to all neighboring properties.

ii. A central courtyard in cottage or townhouse developments may provide better open space than space for each unit. In these cases, yard setbacks may be reduced if a sensitive transition to neighbors is maintained.

PL2 Walkability

Citywide Guideline:

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

University Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

Context

Convenient, attractive and protected pedestrian entries should be provided for both business and for upper story residential uses. Entries for residential uses on the street (rather than from the rear of the property) add to the activity on the street and allow for visual surveillance for personal safety.

Guideline

On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.

PL3 Street-Level Interaction

Citywide Guideline:

Encourage human activity and interaction at street level.

University Supplemental Guidance

I. Entrances Visible from the Street

Context

Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines

i. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lots.

ii. In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.

iii. When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.

iv. In residential projects, front yard fences over 4 feet in height that reduce visual access and security should be avoided.

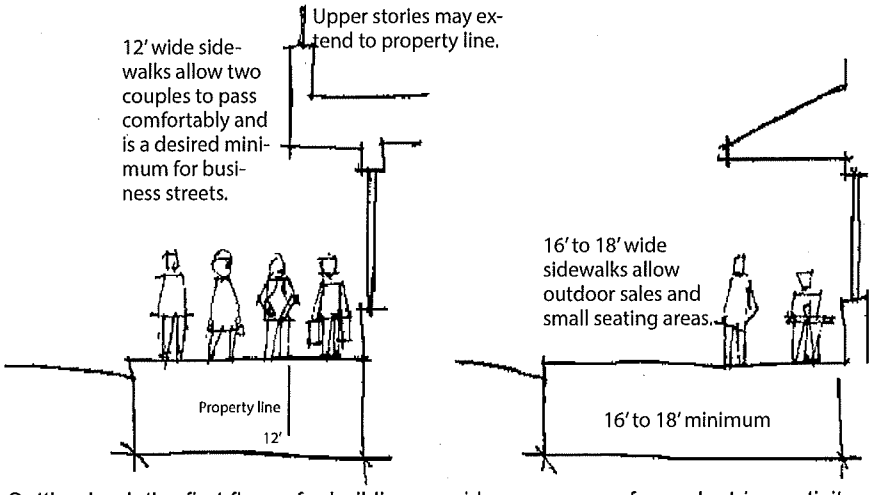
II. Human Activity

Context

Pedestrian orientation and activity should be emphasized in the University Community, particularly along Mixed Use Corridors. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the "street wall."

Guideline

On Mixed Use Corridors, where narrow sidewalks exist (less than 15' wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.



Setting back the first floor of a building provides more area for pedestrian activity.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

University Supplemental Guidance

I. Parking and Vehicle Access

Context

In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

II. Design of Parking Lots Near Sidewalks

i. Screening of surface parking lots should allow views of businesses.

ii. On Mixed Use Corridors, walls rather than shrub screens are generally preferred because walls require less space and landscaping can be difficult to maintain in congested areas. If walls are provided, they must be made of "permanent" materials such as masonry.

iii. When adjacent to residential zones, surface parking lots adjacent to sidewalks should be screened with shrubs and double rows of street trees for a more sheltered, residential feel.

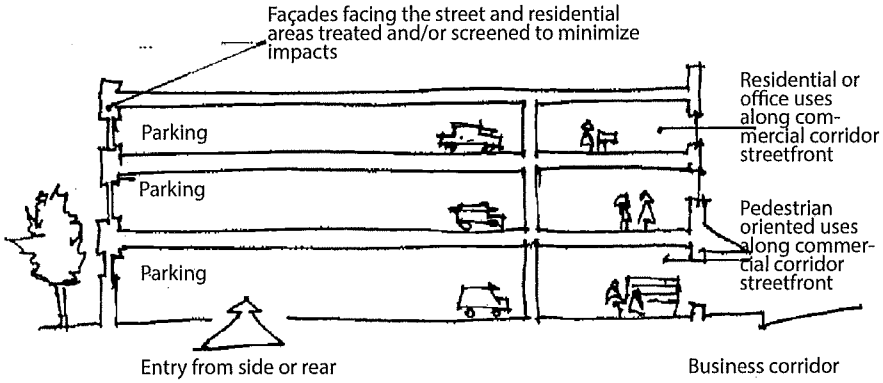
III. Visual Impacts of Parking Structures

Guidelines

i. The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution.

ii. There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.

iii. Structured parking façades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.



Section through an acceptable parking structure configuration.

DC2 Architectural Concept

Citywide Guideline:

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

University Supplemental Guidance

IV. Architectural Elements and Materials

i. On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community, such as lower Roosevelt.)

ii. Buildings in Lowrise zones should provide a "fine-grained" architectural character. The fine grain may be established by using building modulation, articulation and/or details which may refer to the modulation, articulation and/or details of adjacent buildings. To better relate to any established architectural character encountered within the community, consider the following building features:

a. Pitched roof;

b. Covered front porch;

c. Vertically proportioned windows;

d. Window trim and eave boards;

e. Elements typical of common house forms.

DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.

University Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

Context

The University Community would like to encourage, especially on Mixed Use Corridors, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground-level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

Guideline

On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented. Pedestrian-oriented open spaces should meet the objectives below as well as the citywide design guidelines. Required open space may be reduced up to 50% if a substantial amount of the street-level open space (on the order of at least 200 square feet), meets the following objectives:

i. Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

ii. Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk.

iii. Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches.

iv. Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian-oriented uses.

v. Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.

University Supplemental Guidance

I. Exterior Finish Materials

Guidelines

i. New buildings should emphasize durable, attractive, and well-detailed finish materials, including:

a. Brick (especially appropriate).

b. Concrete (if it features architecturally treated texture or color, other refined detailing, and/or complementary materials).

c. Cast stone, natural stone, tile.

d. Stucco and stucco-like panels, if they feature an even surface and properly trimmed joints and edging around doors and windows. Heavily textured finishes with obvious trowel marks are not generally appropriate. Stucco should be avoided in areas that are susceptible to vandalism and graffiti. Stucco and stucco-like panels must be detailed and finished to avoid water staining and envelope failure. Overhangs and protective trim are encouraged to increase weather resistance.

e. Art tile or other decorative wall details.

f. Wood, especially appropriate for residential structures.

ii. Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.

iii. The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character:

a. Masonry units. If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street or park, then the concrete or concrete block construction should be architecturally treated in one or more of the following ways:

- Use of textured blocks with surfaces such as split face or grooved.

- Use of colored mortar.
- Use of other masonry types, such as brick, glass block, or tile, in conjunction with concrete blocks.
- Treated to avoid the gray "weeping" effect of wet concrete masonry.
- Provided with substantial wood or metal trellis and maintained vine planting such as flowering hydrangea vine, or other non-pest vine.

b. Metal siding. If metal siding is used as a siding material over more than 25% of a building's façade, the metal siding should have a matted finish in a neutral or earth tone, such as buff, gray, beige, tan, cream, white, or a dulled color such as barn-red, blue-gray, burgundy, or ocher. If metal siding is used over 25% of the building façade, then the building design should include visible window and door trim painted or finished in a complementary color and corner and edge trim that covers exposed edges of the sheet metal panels.

c. Wood siding and shingles except on upper stories or on smaller-scale residential projects.

d. Vinyl siding.

e. Sprayed-on finish with large aggregate.

f. Mirrored glass. This is especially inappropriate when glare could be a potential problem.

iv. Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

v. Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.

vi. Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

vii. Light standards should be compatible with other site design and building elements.

II. Exterior Signs

Context

New guidelines encourage signs that reinforce the character of the building and the neighborhood.

Guidelines

i. The following sign types are encouraged, particularly along Mixed Use Corridors:

   a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.

   b. Marquee signs and signs on pedestrian canopies.

   c. Neon signs.

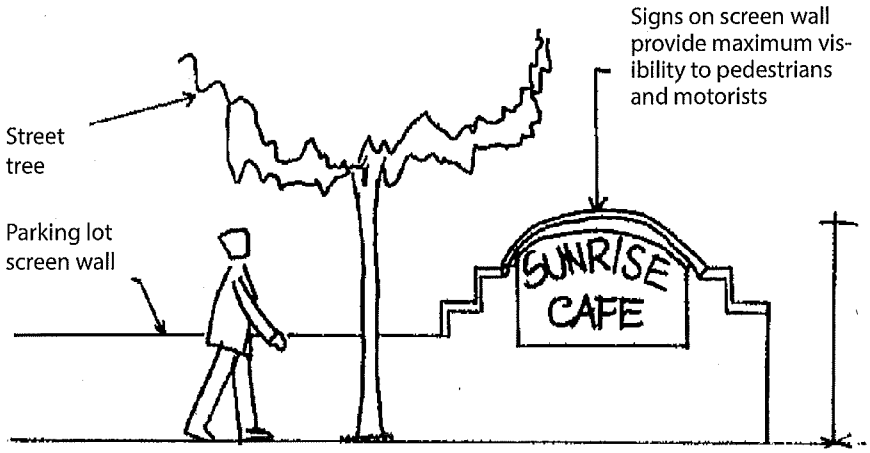
   d. Carefully executed window signs, such as etched glass or hand painted signs.

   e. Small signs on awnings or canopies.

ii. Post mounted signs are discouraged.

iii. The location and installation of signage should be integrated with the building's architecture.

iv. Monument signs should be integrated into the development, such as on a screen wall.



Signs on screen walls provide maximum visibility to pedestrians and motorists.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 16
November 22, 2013
Version #3

Upper Queen Anne
Design Guidelines
2013

Attachment 16 to the DPD Design Guidelines Ordinance

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 16
November 22, 2013
Version #3

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Upper Queen Anne Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Queen Anne Hill Urban Village as reflected in Map 1 (page vi). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying citywide except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The Upper Queen Anne Design Guidelines reveal the character of Upper Queen Anne as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Upper Queen Anne Design Guidelines were developed by community members and design consultants, and adopted in 2009. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

What are the Upper Queen Anne Hill Neighborhood Design Guidelines?

These guidelines augment the Seattle Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Queen Anne Hill Urban Village as reflected in Map 1 (page vi) . Design Guidelines for the Upper Queen Anne commercial areas were identified as a goal in the Queen Anne Neighborhood Plan, adopted by the City of Seattle in 1998. That plan outlined a vision of the community as an urban village with a mixture of housing, commercial and destination- and neighborhood-serving retail businesses. It described a walkable neighborhood with generous sidewalks and pedestrian amenities, landscaped streets and buildings designed with human scale and detail. The neighborhood design guidelines support these principles, and when used in conjunction with the Seattle Design Guidelines, can improve the design quality and neighborhood character of new development on Upper Queen Anne.

The design guidelines reference the following documents produced by the community, and are intended to support and advance the objectives in them:

- Queen Anne Avenue Streetscape Master Plan, March 2006-
- Picture Queen Anne Survey, 1995
- Queen Anne Historical Society

The process for developing neighborhood guidelines started in the spring of 2007. The Queen Anne Community Council (QACC) established a design guidelines auxiliary committee composed of neighbors, community leaders and business people, including Chamber of Commerce members, to prepare the guidelines. Opportunity for public comment was provided at two community workshops in June and September of 2007. Final comments were received at a QACC Planning Committee meeting in November of 2007, and final approval of the document was received from the Queen Anne Community Council at a meeting in December of 2007.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 16
November 22, 2013
Version #3

Guidelines at a Glance

The Upper Queen Anne design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Queen Anne Hill Urban Village as reflected in Map 1 (page vi). These guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by Upper Queen Anne Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Upper Queen Anne Design Guidelines in 2009.

Context and Site

CS1. Natural Systems and Site Features ..... **yes**
Respond To Site Characteristics (former A-1)

CS2. Urban Pattern and Form ..... **yes**
Corner Lots (former A-10.b)
Height, Bulk and Scale Compatibility (former B-1)

CS3. Architectural Context and Character ..... **yes**
Streetscape Compatibility (former A-2a to A-2c; A-2e)
Architectural Context (former C-1)

Public Life

PL1. Connectivity ..... **yes**
Pedestrian Open Space and Entrances (former D-1b)

PL2. Walkability ..... **yes**
Corner Lots (former A-10a)
Pedestrian Open Space and Entrances (former D-1a, D1c to D1e, D1h, D1k)
Personal Safety and Security (former D-7a to D-7c; D7e, D7f)

PL3. Street-Level Interaction ..... **yes**
Human Activity (former A-4)
Pedestrian Open Space and Entrances (former D-1f, D-1g)
Streetscape Compatibility (former A-2d)

PL4. Active Transportation ..... **yes**
Pedestrian Open Spaces and Entrances (former D-1j)
Personal Safety and Security (former D-7d)

Design Concept

DC1. Project Uses and Activities ..... **yes**
Parking and Vehicle Access (former A-8)
Screening of Dumpsters, Utilities and Service Areas (former D-6)

DC2. Architectural Concept ..... **yes**
Architectural Concept and Consistency (former C-2)
Human Scale (former C-3)
Treatment of Alleys (former D-8)

DC3. Open Space Concept ..... **yes**
Landscaping to Reinforce Design Continuity with Adjacent Sites (former E-1)
Landscaping to Enhance the Buildings and/or Site (former E-2)
Landscape Design to Address Special Site Conditions (former E-3)

DC4. Exterior Elements and Finishes ..... **yes**
Exterior Finish Materials (former C-4)
Commercial Signage (former D-9)
Commercial Lighting (former D-10)

Attachment 16 to the DPD Design Guidelines Ordinance

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 16
November 22, 2013
Version #3

Context and Priorities: Upper Queen Anne Hill Neighborhood

The Queen Anne Plan, the neighborhood plan adopted in 1998, provides vision for the Queen Anne Neighborhood. However, it does not adequately address the impacts of new development and the rapid pace of growth within the Upper Queen Anne Residential Urban Village. Queen Anne is a strong community, prominently located adjacent to the downtown area, with internationally recognized views, a recognized and authentic character, and a desire to maintain its heritage. It is this sense of authenticity that ties the community together and is the character we want expressed in new buildings.

These design guidelines are intended to meet the objectives of Seattle's Comprehensive Plan and The Queen Anne Plan, yet maintain the vision of the community as it evolves. Important objectives for Upper Queen Anne commercial areas addressed in the guidelines include the following:

- Create a village center, which consists of a variety of commercial nodes along the right-of-way, rather than a main street pattern, which features continuous storefronts at the sidewalk edge.
    - A village center is noted for a variety of public spaces, e.g., courtyards, sidewalks of varying widths, plazas and parks. Setbacks from the sidewalk edge and courtyards are encouraged to provide areas for socialization and outdoor café seating.
- Minimize the impact of new, larger, taller buildings within the context of the neighborhood and encourage building designs that refl ect the architectural characteristics of the neighborhood.
    - The existing commercial and mixed-use buildings in Upper Queen Ann represent a diversity of size, shape and architectural vocabulary, anchored by streetcar-era traditional structures.
- Encourage architectural expression that is consistent with and enhances the established character as a pedestrian oriented community business district.
- Recognize the relationship to and immediate adjacency of a strong and vibrant single family, residential neighborhood.
- Create a safe, pedestrian- and bike-friendly environment with spacious, well-landscaped sidewalks.
- Incorporate a variety of landscaped public spaces, such as courtyards, plazas or small parks, along sidewalks to provide areas for socialization and outdoor café seating.
- Incorporate pedestrian amenities and make special accommodations for bus riders.
- Encourage the preservation and reuse of existing older buildings.
- Provide diverse housing choices for all income levels.
- Create retail space for local- and family-run businesses rather than larger businesses.

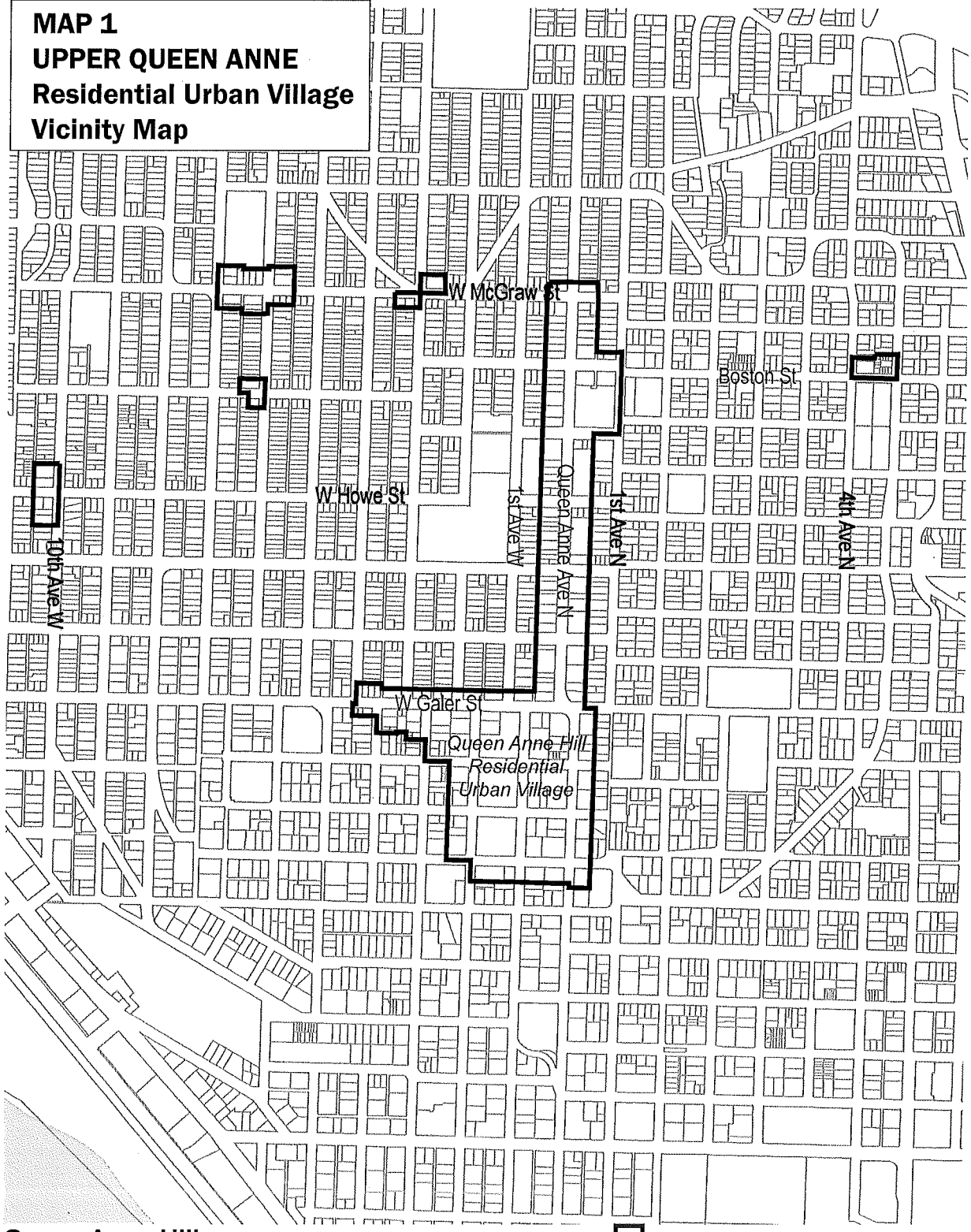
Commitment to Sustainable Design

It is clear from community feedback that neighbors prioritize the incorporation of sustainable design practices as an element of architectural compatibility in Queen Anne. This commitment to sustainable design is addressed in these guidelines in an effort to advance this important City and community objective, consistent with the City of Seattle's "Sustainable Communities" initiative and the "Urban Environmental Accords' Green Cities Declaration" signed by mayors from around the globe, including Seattle Mayor Greg Nickels, at the United Nations World Environment Day on June 5, 2005. Because sustainable design concepts are relatively new to neighborhood design guidance, a specific design section does not exist in the design template. So, although sustainability is in some ways beyond the scope of neighborhood-specific design guidelines, the Queen Anne community suggests incorporation of sustainable design features as general guidance to developers of community priority. In particular the Queen Anne neighborhood suggests the following be considered:

- Leadership in Energy and Environmental Design (LEED) buildings
- Low impact development
- Energy Star compliant facilities and appliances
- Focusing Seattle's Green Factor ordinance on green spaces that are visible, available and accessible to the public

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 16
November 22, 2013
Version #3

MAP 1
UPPER QUEEN ANNE
Residential Urban Village
Vicinity Map



Queen Anne Hill
Neighborhood Design Guidelines

Guidelines apply within the Queen Anne Hill Residential Urban Village, and within Neighborhood Commercial zones on Queen Anne Hill.

500 0 500 1000 Feet

Note: Design Review does not apply to all zones. The Upper Queen Anne design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Queen Anne Hill Urban Village as reflected above.

Attachment 16 to the DPD Design Guidelines Ordinance

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 16
November 22, 2013
Version #3

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

The principles of sustainable development have emerged as positive forces to shape livable communities in the face of global climate change, world economics, decreasing energy supplies and the environmental impacts of non-sustainable development.

Upper Queen Anne Supplemental Guidance

I. Respond to Site Characteristics

i. Solar Orientation

a. Building massing should maximize light and air to the street and other landscaped areas.

b. Where possible, buildings should respect existing adjacencies that enjoy solar and other environmental considerations.

c. Orientation of buildings to make efficient use of passive energy is encouraged.

ii. Stormwater Management

a. Stormwater collected from roof drains, street- and hard-scapes is encoraged to incorporate Low Impact Development (LID) techniques such as rain gardens, bioswales and pervious pavement when possible for improved stormwater mitigation on the neighborhood.

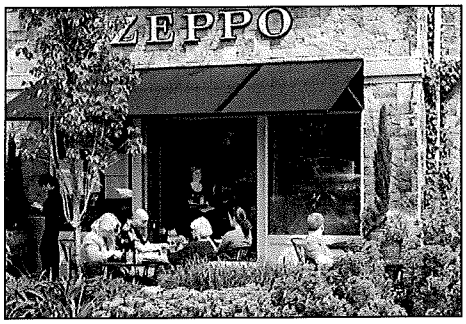
b. Vegetated roofs are encouraged for stormwater mitigation.

c. The goal, is to strive, where possible, to re-infiltrate all water collected at the site as close as possible to where the rain falls.

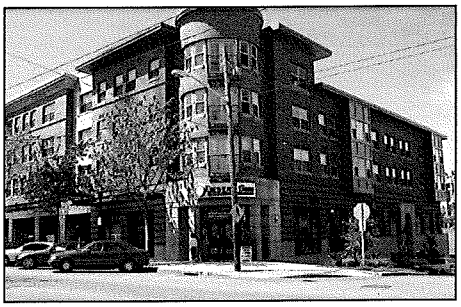
CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.



Individualized storefronts and outside dining are encouraged to add human activity



Special building forms and features should be used on corner lots to add open space and visually anchor the block

Upper Queen Anne Supplemental Guidance

I. Corner Lots

Intersections

i. Buildings sited on corner lots should take advantage of their role as community activity nodes (see related guidelines in Section PL1, Pl2, PL3 and PL4, Public Life and Section DC3, Open Space Concept).

ii. Special features and strong building forms should be used to visually anchor the block. Larger setbacks are encouraged to provide wider sidewalks or plazas. Focal elements such as public art, landscaping or a community information kiosk should be considered at some intersections.

II. Height, Bulk and Scale Compatibility

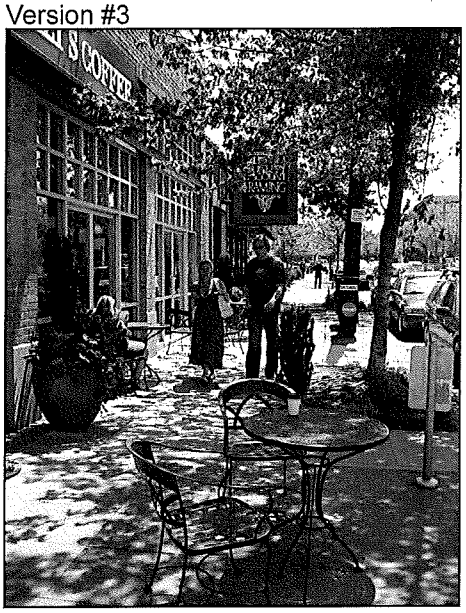
The primary community objective regarding the height, bulk and scale of buildings addressed by these guidelines is to minimize their impact upon the pedestrian experience and the adjacent single-family properties.

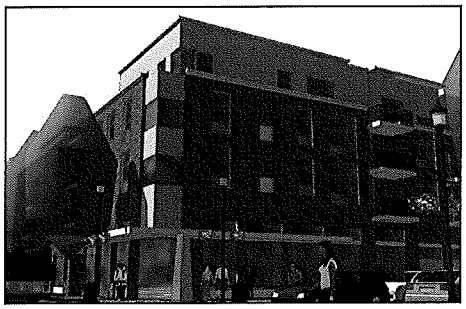
Queen Anne neighborhood commercial areas are characterized by older, one- and two-story buildings, built on narrow 30- or 45-foot-wide lots. Many of these structures were further divided with storefronts as narrow as 15-foot-wide. Buildings that extend to fill the allowable zoning envelope often appear too massive. The community prefers smaller-scale structures that are less intrusive. Several development strategies meant to minimize the impact of large buildings and enhance the community's street-related experiences are preferred by the community.

i. Breaking up Building Mass

The height, bulk and scale of new buildings should reflect the architectural character and scale of the community.

a. Building mass should be broken into distinct but related sections that reflect the historic 30- and 45-foot-wide lot sizes.





Example of a fourth floor upper level setback to reduce the apparent scale of new development

This can be achieved through changes in building height and setbacks, materials, coloring, and architectural detailing. Street-front facades are discouraged to extend beyond 60' without this architectural consideration.

b. Although monolithic street façades are discouraged on Queen Anne, simple structures that are well-fenestrated and are rich in detail at the ground level can achieve a building scale appropriate to the neighborhood. Many early, 20th-century building facades are relatively unmodulated but are successful because of their material composition and attention to architectural detail.

ii. Preferred Strategies for Modulation

Several strategies for building modulation are preferred:

a. Bay windows, if consistent with the building's architectural vocabulary, are encouraged on street-facing façades. Preferably, bay windows should be no more than 14' wide.

b. The use of balconies on the street front elevation of buildings is discouraged, although Juliet balconies often provide an acceptable façade enhancement and increase light and air into the building and onto the street. Balconies are encouraged on facades that face adjacent single-family properties in order to create a façade treatment more sensitive to the single-family neighbors.

c. Using a variety of modulation methods helps avoid monotony along the street frontage.

iii. Top Floor Setback

To increase natural light on the street, reduce the apparent height of new buildings and preserve the feel of smaller-scale commercial buildings, the community would consider supporting a departure for additional building height of 3 feet for projects that step back the top floor of the structure a minimum of 6 feet from the street side façade(s).

iv. Setbacks Where Commercial Abuts Residential

When possible, building heights should be reduced and setbacks increased where commercial uses abut residential uses. However, the community strongly supports wider sidewalks and pedestrian open spaces along public streets. In order to help a development provide these features, the community would likely support development flexibility by granting departures, as appropriate. *(See related guidelines in Site Planning, DC1-I. Widening Narrow Alleys; and Pedestrian Environment, PL2-II, Building Setbacks for Wider Sidwalks, Avoiding Dark, Unusable Spaces and Pedestrian Weather Projection).*

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.

Small local businesses are encouraged and well accommodated in retrofitted older buildings

Upper Queen Anne Supplemental Guidance

I. Streetscape Compatibility

i. Architectural Diversity

Buildings that reflect a diversity of architectural shapes, sizes, styles and themes are considered positive attributes of the Queen Anne neighborhood.

ii. Older and Historic Buildings

Existing, older buildings are valued by the community and they should be preserved or modified for reuse, when possible. New structures should respect and be designed to complement historical buildings and sites (See Historical Building and Site Survey prepared by Mimi Sheridan).

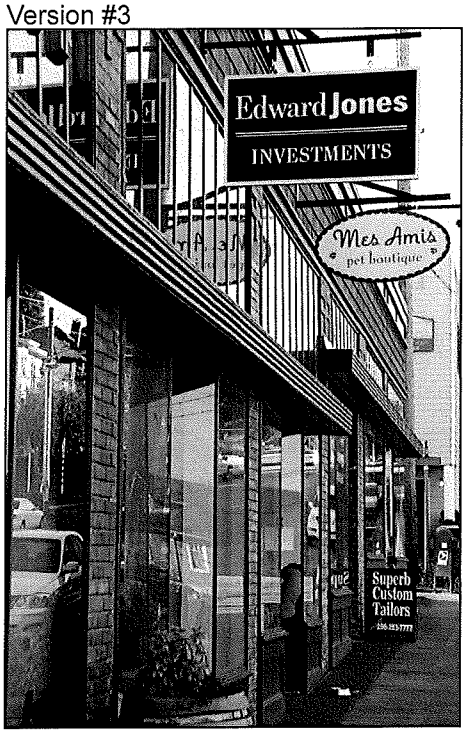
iii. Wider Sidewalk

Compatibility with the desired streetscape can be enhanced by increasing the width of the sidewalk to 15'-16', in order to relieve congestion (see related guideline in Pedestrian Envrionment, PL4-I, *Pedestrian Open Spaces and Entrances).*

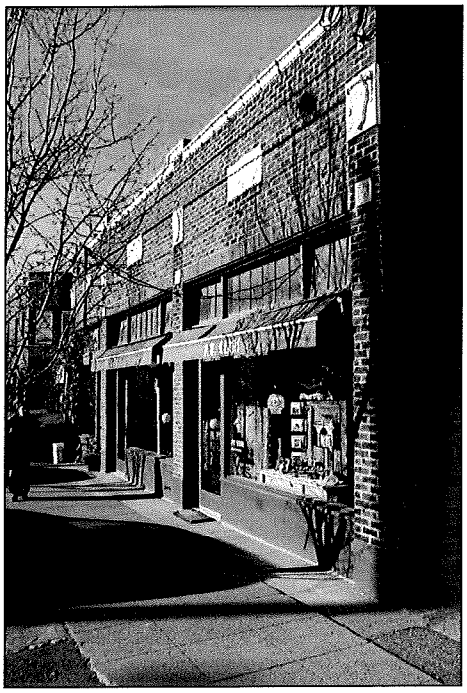
iv. Streetscape Improvement

Streetscape design with new development should enhance the pedestrian environment in Upper Queen Anne according to a consistent high quality overall strategy. Priority locations for major streetscape upgrades are at Galer and Queen Anne Avenue N.W.; Boston Street one block east of Queen Anne Avenue; Queen Anne and McGraw Street; and Crocket Street and Queen Anne Avenue. In general, streetscape improvements should include consistent fixtures for pedestrian-scaled street lamps; hanging planters; benches and bike bollards. A consistent compact deciduous street tree is preferred. Addition of cub bulbs at intersections of Queen Anne Avenue are encouraged.

Developers may elect to take specific guidance on streetscape treatments from the Picture Perfect Queen Anne Streetscape Master Plan prepared by the community to identify specific preferences for street treatments. However, adherence to the streetscape master plan is voluntary.



Example of individual storefronts


Flexible retail bays

II. Architectural Context

There is a clear community preference for buildings that complement the scale and architectural character of early, 20th-century commercial buildings. These structures demonstrate an established and successful approach to creating a pedestrian-oriented village center and reinforce the community desire for smaller, narrower buildings that support smaller local merchants.

i. Architectural characteristics typical of these earlier structures include:

a. One- and two-story buildings with 30- to 45-foot-wide facades and storefronts as narrow as 15 feet

b. Solid kick panels below windows

c. Large storefront windows

d. Multi-pane or double-hung windows with transoms or clerestory lights

e. A high level of fine-grained detailing and trim, especially at street level

f. High-quality materials, such as brick and terra-cotta, tile, natural and cast stone

g. Marquees or canopies that provide pedestrian weather protection

h. Variable parapet heights

i. Defined and detailed cornices

j. Variety in commercial door and window styles and colors

The diverse portfolio of styles, shapes and sizes within the Upper Queen Anne neighborhood commercial zones, including the adaptive re-use of older structures, is an essential component of the neighborhood's pedestrian orientation and community feel. Contemporary architecture may also fit on Queen Anne if it is consistent with the district's historical character and architectural quality, as outlined above. However, structures with ground-floor expressions similar to downtown office or condominium structures would be inappropriate.

ii. Features Especially Encouraged

The following architectural features are especially encouraged:

a. Sustainable design

b. Multi-pane or double hung windows with transoms or clerestory lights for ground floor retail spaces

c. Marquees or canopies. However, continuous, uniform marquees or canopies longer than the 30- to 45-foot width are discouraged. (See related guidelines in Pedestrian Environment, PL2-II.iv, Pedestrian Weather Protection.)

d. Pronounced cornices that reflect an association with historical characteristics in scale, material choice, and design

e. Variable parapet heights can help reduce scale and provide successful architectural modulation

iii. Small Local Businesses

Retail spaces are preferred that are suitable for family-run or small, local businesses. Buildings designed for large businesses or franchises typically don't provide the desired neighborhood character and village scale.

PL1 Connectivity

Citywide Guideline:

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

Upper Queen Anne Supplemental Guidance

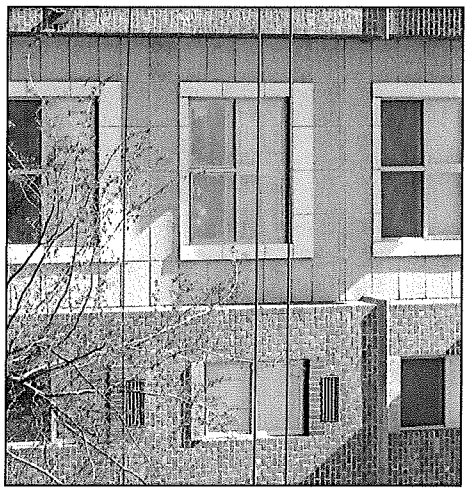
I. **Pedestrian Open Space and Entrances**

Courtyards and other pedestrian open spaces that accommodate outdoor eating, serve as public gathering areas, or provide greenery along the streetscape are especially encouraged. Such areas should be sited, if possible, to allow sunlight to penetrate. (A good example is the courtyard located at 1811 Queen Anne Avenue N. adjacent to El Diablo Coffee Company and the Queen Anne Bookstore.)

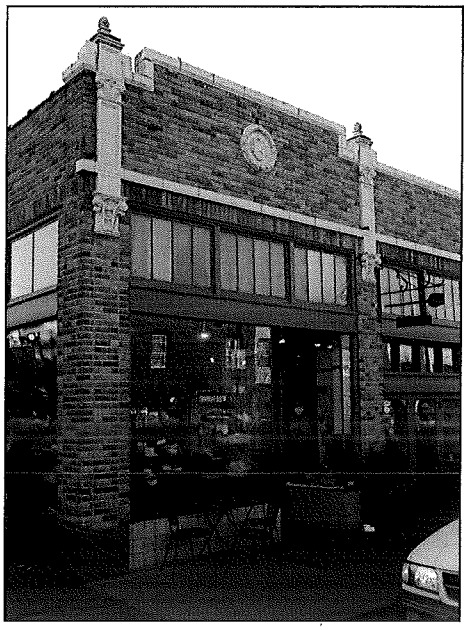
PL2 Walkability

Citywide Guideline:

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



Provide residential entries mid-block or on cross streets, preserving corner retail opportunities



Provide individualized storefronts

Upper Queen Anne Supplemental Guidance

I. Corner Lots

Curb Bulbs

Curb bulbs are encouraged at all intersections for pedestrian safety.

II. Pedestrian Open Space and Entrances

Sidewalks along Queen Anne Avenue are typically too narrow to support a viable pedestrian environment. Sidewalks become congested, outdoor seating and other pedestrian amenities are difficult to accommodate and people, their dogs, strollers, and bicycles damage in-ground plantings. Wider sidewalks are viewed as being vital to creating a vibrant pedestrian environment.

i. Building Setbacks for Wider Sidewalks

Where possible, buildings should be set back 3 to 4 feet from property lines abutting public sidewalks to provide increased sidewalk width (at least 15' – 16', including walkway and amenity strip) along Queen Anne Avenue.

ii. Recessed Retail Entry Areas

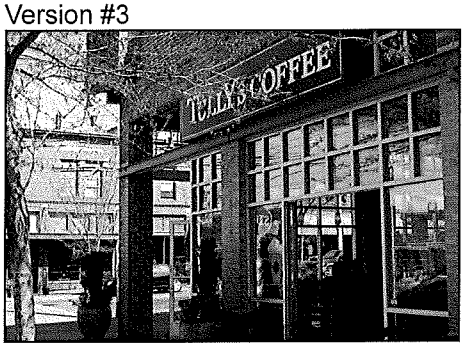
Retail entries that are recessed and designed to encourage and enhance pedestrian movement and activity are preferred. The scale of retail entries should be commensurate with the façade.

iii. Avoiding Dark, Unusable Spaces

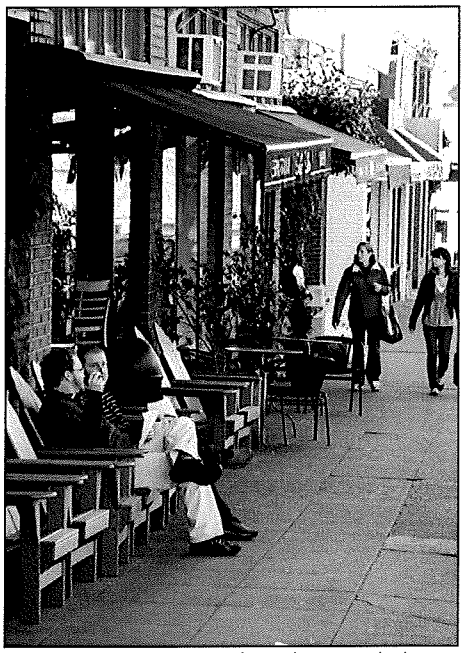
The spaces created by recessed storefronts, facade modulation or building setbacks at ground-level should not darken retail areas and should be large enough to be usable by pedestrians or to provide opportunities for uses such as outdoor café seating or flower shop displays.

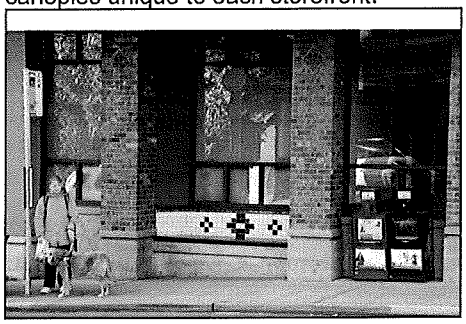
iv. Pedestrian Weather Protection

Some pedestrian weather protection, in the form of canopies and awnings over sidewalks, is desirable. However, the community values open air and sunlight, so long, unbroken stretches of overhead protection are discouraged. Structures longer than the traditional 45-foot wide buildings characteristic of Queen Anne should avoid continuous and uniform awnings or canopies. Pedestrian weather



Encourage operable storefronts that expand the effective sidewalk width for outdoor dining


Encourage a variety of awnings and glass canopies unique to each storefront.


The integration of bus waiting facilities into building frontages avoids the need for free-standing transit shelters.

protection that provides for sunlight at the street level, through either clear glass or retractable systems, should be considered. (See related guideline in Architectural Elements and Materials, DC2-I, Individualized Storefronts)

v. Pedestrian Amenities and Street Furniture

New development should be encouraged to integrate pedestrian amenities including, but not limited to street trees, pedestrian lighting, benches on street corners, trash receptacles, consolidated newspaper racks, public art, and bike racks in order to maintain and strengthen pedestrian activity. (See also guideline CS3-I Streetscape Compatibility)

vi. Residential Entries

Residential entries should be clearly pronounced and set back from the street. On side streets, stoops with elevated entries and open spaces are encouraged.

III. Personal Safety and Security

i. Sidewalk Obstructions

On narrow sidewalks, obstructions that impede pedestrian activity are potential safety hazards and should be avoided and carefully considered.

ii. Tree Grates

In heavily used pedestrian areas, such as a bus zones, consider installing tree grates.

iii. Curb Bulbs and Crosswalks

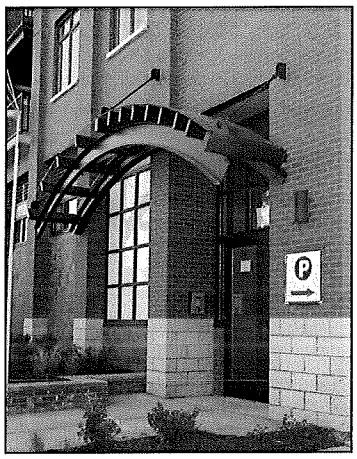
Install crosswalks and curb bulbs when applicable and in concert with SDOT and City Plans.

iv. Curb Cuts

Discourage curb cuts for vehicle ingress or egress across sidewalks on Queen Anne Avenue North.

v. Security and Visibility

Discourage solid fences that reduce security and visual access from streets and install pedestrian-scale lighting at building entrances and dark alcoves. (See related guideline in Pedestrian Environment, DC4, *Commercial Lighting*)

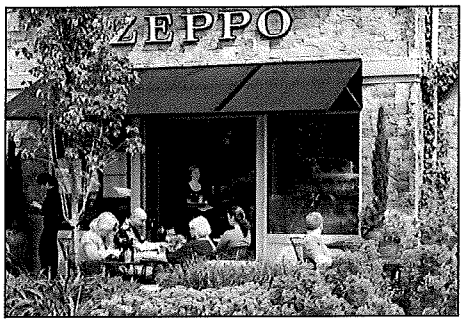

Residential entries should be visible from the sidewalk and landscaping is encouraged.

PL3 Street-Level Interaction

Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

Small local businesses are encouraged and well accommodated in retrofitted older buildings



Individualized storefronts and outside dining are encouraged to add human activity

Upper Queen Anne Supplemental Guidance

I. Human Activity

i. Outdoor Dining

Outdoor eating and drinking opportunities are encouraged along street-level building facades.

ii. Individualized Storefronts

A diversity of scale and appearance of storefronts contributes to the success and vitality of the business district. The community encourages opportunities for individual retail businesses to personalize or modify their storefronts. Such modifi cations could include awning or canopy design, sign design, window design and street-level building surface materials.

II. Pedestrian Open Space and Entrances

i. Operable Storefront Windows

Storefront windows that open the interior space to the sidewalk are encouraged to provide outdoor eating and drinking opportunities.

ii. Retail Use and Open Space at Sidewalk Level

Retail uses adjacent to sidewalks should be located at sidewalk level. Below grade entries are discouraged. Setbacks and plazas should be at sidewalk level, although outdoor dining plazas or terraces elevated above the sidewalk level are acceptable if they are wheelchair accessible.

III. Streetscape Compatibility

Ground Level Residential

The community values existing ground level residential uses that add variety to the appearance and use of commercial corridor.

PL4 Active Transportation

Citywide Guideline:

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

Upper Queen Anne Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

Bus Waiting Facilities in Buildings

Incorporate facilities for transit riders within building facades at bus stops. This could include covered waiting areas with benches, landscaping and lighting. (See related guideline in Pedestrian Environment, PL4-II, *Bus Bulbs*)

II. Personal Safety and Security

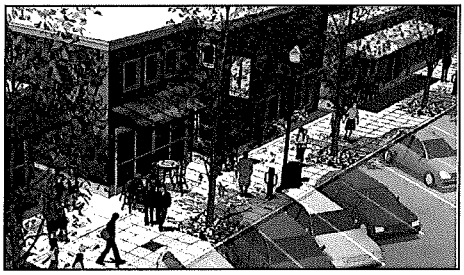
Bus Bulbs

Coordinate with Metro Transit to provide bus bulbs (extensions of the sidewalk and amenities strip into the street that allow buses to stop without pulling out of the traffic lane) to help widen sidewalks and improve pedestrian safety.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.



Existing diagonal parking should be preserved and encouraged in retail nodes.

Screening should be used to conceal dumpsters in alleys

Upper Queen Anne Supplemental Guidance

I. Parking and Vehicle Access

i. Parking on Queen Anne Avenue

A mixture of diagonal and parallel curb parking is encouraged along Queen Anne Avenue to add variety, calm traffic and reinforce commercial nodes.

ii. Access to Parking

Below grade parking is encouraged with access located on alleys or side streets. Access from Queen Anne Avenue North, West Galer Street, West McGraw Street and 10th Avenue West is discouraged.

iii. Preserving Existing Sidewalk Areas

Existing sidewalks and planting strips should not be removed to provide diagonal parking. East-west streets adjoining Queen Anne Avenue, such as Galer, Garfield, Blaine, Howe, and Crockett Streets, have exceptionally wide sidewalk areas, and these should be maintained, where possible.

iv. Widening Narrow Alleys

For projects with commercial delivery vehicle traffic through the public alley, a building setback to widen the alley is desired for safety.

II. Screening of Dumpsters, Utilities, and Service Areas

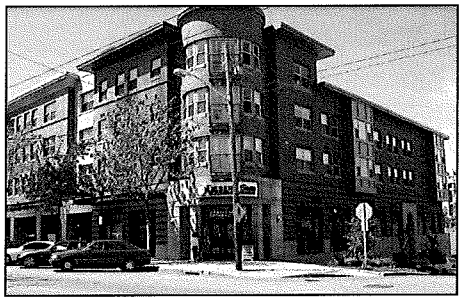
Additional Screening near Single-family Zoning

Due to the close proximity of single family homes to commercial zones in Queen Anne, additional screening of dumpsters, utilities and services is encouraged in order to soften the impact of commercial development. Also, dumpster areas for food service-type businesses should be placed in such a way that odor is shielded from nearby homes.

DC2 Architectural Concept

Citywide Guideline:

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



Special building forms and features should be used on corner lots to add open space and visually anchor the block

Upper Queen Anne Supplemental Guidance

I. Architectural Concept and Consistency

i. Individualized Storefronts

Commercial buildings are preferred that are designed to allow individual tenants to modify their storefronts. This can include making provisions for unique and custom treatment of storefront facades, entry doors and windows, canopies and marquees, signage or outdoor display space.

ii. Highlighting Distinctive Features

Distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest should be illuminated. Sidewalk lighting that is integrated into the building façade is encouraged. (See related guidelines in Pedestrian Environment, ~~D-1~~DC4-III, Commercial Lighting.

iii. Screening Rooftop Systems

Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from key observation points by integrating them into the building design with parapets, screens or other methods that respect and reinforce the building vocabulary. Faux fences and other similar devices are discouraged.

iv. Sustainable Building Features

Sustainable building features are encouraged to be considered as an integral part of the architectural concept for new construction and major renovation. Inclusion of features to achieve LEED rating, incorporation of LID, and location of Green Factor planting in the most public locations are among the encouraged sustainability principles.

Architectural features should be selected to provide intimate human scale

II. Human Scale

Pedestrian Orientation

Human scale contributes to a structure's overall appeal and is a key element in creating an inviting pedestrian oriented community. Street level and alley treatments require special attentiveness to human scale. In general, fine grain detail and high quality materials at street level, characteristic of early twentieth century commercial buildings, enhance the pedestrian experience and add to the overall appeal of buildings, making them more consistent with the desired character of the neighborhood.

III. Treatment of Alleys

Alleys separate commercial areas from single-family homes both to the east and west of Queen Anne Avenue North . The close proximity of commercial uses to single family homes in the commercial area make this a sensitive interface. The alleys are also an important part of the pedestrian environment. (See related guideline in Site Planning, DC1-I, *Widening Narrow Alleys*)

i. Quality Materials

Quality materials should always be considered on the alley side of commercial structures to soften the impact of commercial development.

ii. Architectural Detail

Attention should be given to the design and detailing on the alley side of buildings. Alleys are not unused, unseen locations but rather an integrated part of the commercial and mixed-use environment, especially in this neighborhood due to the proximity of single-family housing.

iii. Plantings along Alleys

Vertically integrated green materials, including hanging vines and drought-tolerant plantings should be incorporated.

DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.

Landscaped curb bulbs are encouraged

The integration of public art is encouraged at the street level and in the streetscape (See Queen Anne Avenue streetscape master plan)

Upper Queen Anne Supplemental Guidance

I. Landscaping to Reinforce Design Continuity with Adjacent Sites

i. Uniform Street Tree Plantings

If a street has a uniform planting of street trees, or a distinctive species, new street trees should match. For example, trees along Queen Anne Avenue are maples. See www.PPQA.com and SDOT master tree plan for specific recommendations.

ii. Landscape Maintenance and Irrigation

Pruned trees and tended landscapes are representative of Queen Anne's neighborhood. Automatic irrigation or the use of harvested rainwater and professional landscape maintenance are strongly recommended to maintain an attractive landscape.

iii. Street-level Landscaping

Queen Anne's commercial areas are comprised of residences and commercial establishments surrounded by a large single-family residential neighborhood. A strong natural presence of greenery is necessary to soften the harshness of commercial structures in this context. Significant landscaping at the street level is desirable to attract and welcome shoppers and residents to maintain the village feel of commercial areas.

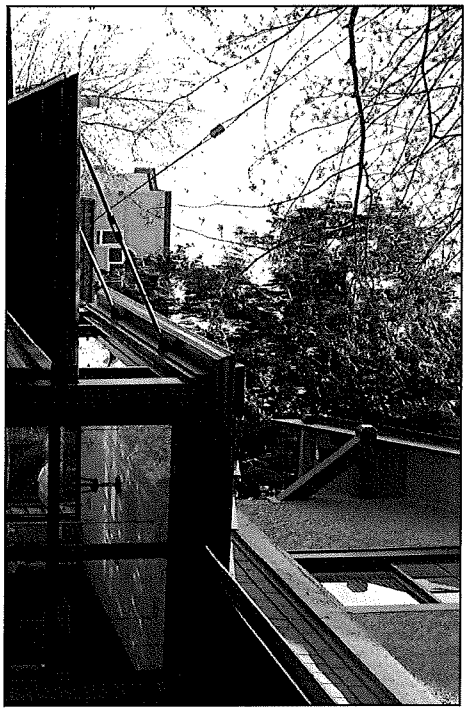
iv. Visible Landscaping

Each development should include welcoming landscape that can be seen by pedestrians at ground level. Landscaping on upper levels of buildings is encouraged if visible from the sidewalk.

v. Art in the Pedestrian Environment

Public art should be integrated into buildings and landscaping whenever possible.

Uniform street tree planting and pedestrian-scale lighting



An example of Green factor features contributing to the quality of the streetscape

II. Landscaping to Enhance the Building and/or Site

i. Green Factor Focus on Ground-level Plantings

The Green Factor, a requirement of the Seattle Land Use Code, should be thoughtfully applied; a focus on ground-level plantings that enhance the pedestrian environment is strongly recommended (For more information refer to http://www.seattle.gov/dpd/cityplanning/completeprojectslist/greenfactor/whatwhy/).

ii. Recommended Landscape Enhancements

The following landscape enhancements are encouraged:

a. Soften the building form by using wall-hung trellises, terraced landscaping, planted retaining walls, or include planted pergolas to shelter pathways and courtyards.

b. Incorporate a planter wall or planter box as part of the architecture.

c. Include a planted landscaped courtyard, entryway or fountain.

d. Distinctively landscape open areas created by building modulation with in-ground plantings or large planters.

e. Emphasize entries and corners with special plantings or planted containers in conjunction with decorative paving sculpture and lighting.

iii. Evergreen Plantings

The use of mostly evergreen plants is strongly recommended for a year-round attractive landscape.

iv. Quality Landscaping Materials

Lush landscape materials and the use of interesting details in paving, outdoor furniture, fountains and artwork are encouraged.

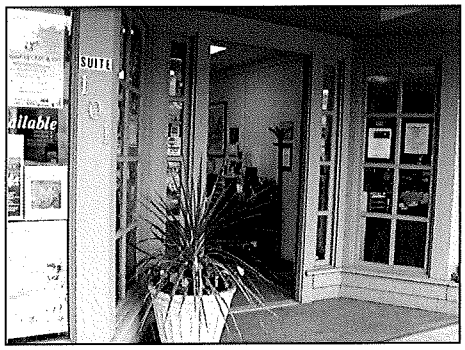
v. Recommended Plants

Plant selections should be tailored to the light conditions on the east and west sides of Queen Anne Avenue. Developers may elect to take guidance on plant selections from a plant list prepared by Picture Perfect Queen Anne to communicate specific community preferences.

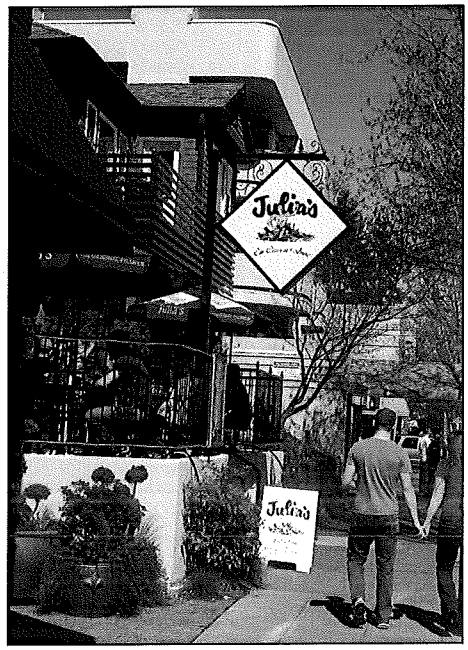
vi. Planted Containers

A variety of planted containers to mark business entries is encouraged to enhance the pedestrian environment.

Irrigation and/or use of harvested rainwater (permeable concrete) is encouraged



Planted containers are encouraged to make an inviting entry



Areas above sidewalk level provide landscaping and outdoor dining opportunities and should be ADA accessible.

III. Landscape Design to Address Special Site Conditions

i. Building Floors above Sidewalk Level

Where a building entrance or floor is elevated above a pedestrian's eye level at the sidewalk, landscaping can help make the transition between grades by providing a planted or terraced wall or rockery.

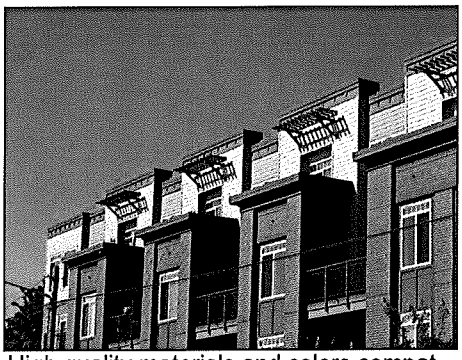
ii. Wheelchair Ramps

Where wheelchair ramps must be provided on a street front, the ramp structure can be landscaped and blended into the overall design. Use curb-sided ADA ramps wherever feasible to maximize landscaping areas.

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.



High quality materials and colors compatible with the character of the neighborhood are encouraged

Architectural features should be selected to provide intimate human scale

Upper Queen Anne Supplemental Guidance

I. Exterior Finish Materials

i. Building for the Long Term

New buildings should be designed and built as high-quality, long-term additions to the neighborhood with design and materials appropriate to Queen Anne.

ii. Cladding Materials

High-quality cladding materials, such as brick and terra cotta, tile, natural and cast stone are suitable for the planning area. Although primary attention to material quality should be paid to the streetscape façade, quality materials are also desirable on alleyfacing facades.

a. Brick is the most common surface treatment in Queen Anne's commercial areas and is strongly encouraged.

b. The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is highly discouraged, especially on ground-level locations.

c. Materials that are subject to fading and discoloration should also be avoided.

iii. Ground-floor Façade Materials

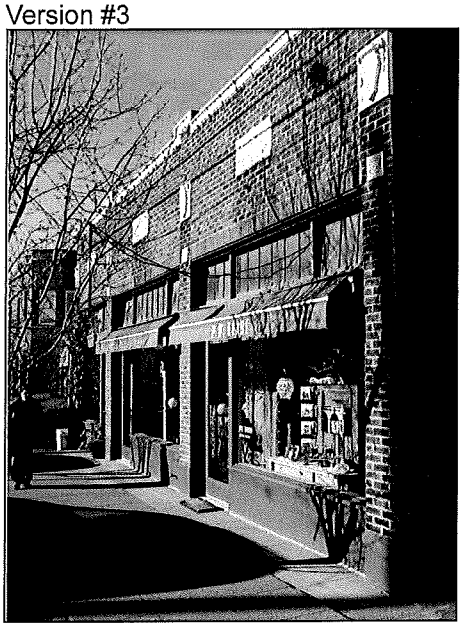
Finish materials on ground-floor facades adjacent to pedestrian open space and sidewalk areas should exhibit quality and refined architectural detailing.

a. Cast stone, tile or brick that reflects architectural features on existing buildings is strongly encouraged.

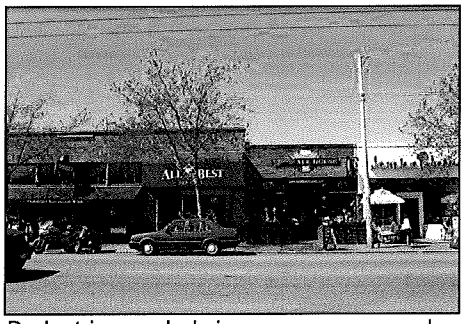
b. Large storefront windows should be composed of quality materials.

c. The use of concrete as an exterior material along ground-fl oor facades is discouraged, unless well detailed and crafted.

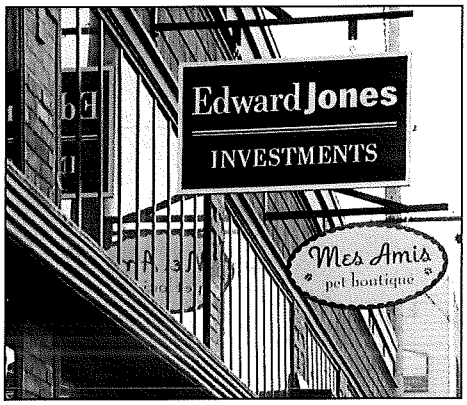
d. Absorbent or matte-finish materials that make cleaning or removing graffiti difficult are discouraged.



Flexible retail bays



Pedestrian-scaled signs are encouraged.



Individual expression in commercial signage is encouraged, rather than uniformity.

iv. Colors

Colors should be applied sensitively and should be considered in terms of their relationship to neighboring buildings.

v. Renewable Materials

When possible, use renewable building materials acquired from regional producers and manufacturers.

II. Commercial Signage

i. Pedestrian-oriented Signs

Pedestrian-oriented signs, such as blade signs mounted perpendicular to pedestrian sidewalks on storefronts or on the underside of rain canopies, architecturally integrated signs and small, unique signs (such as signs made of natural materials like painted wood, carvings, metal or etched glass) are encouraged. Directional lighting for signs is also encouraged.

ii. Signs to Avoid

Backlit signs, digitally animated signs and illuminated letters that are typically auto-oriented rather than pedestrian-oriented are discouraged.

III. Commercial Lighting

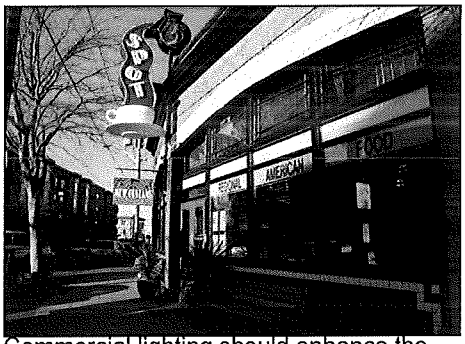
i. Preferred Pedestrian Lighting

The following modes of pedestrian lighting are preferred:

a. Pedestrian-scale street lighting, such as 19-foot-high pole fixtures
b. Exterior wall sconces on the front of buildings
c. Down lighting under rain canopies
d. Display window lighting that casts soft light on sidewalks

ii. Pedestrian lighting considerations

a. Pedestrian lighting should be coordinated with tree plantings so that pedestrian areas will be well-lighted beneath trees as they mature, as well as beneath storefront canopies.
b. Fixtures should include shielding to prevent glare into single-family homes and residential units on floors above the sidewalk level.
c. Recessed entryways should be lit with wall sconces or other down-lighting fixtures.
d. Bollard light fixtures are discouraged.



Commercial lighting should enhance the quality of the pedestrian environment.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 17
November 22, 2013
Version #3

Uptown
Design Guidelines
2013

Attachment 17 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Uptown Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the area reflected in Map 1 (page v). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The Uptown Design Guidelines reveal the character of Uptown as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Uptown Design Guidelines were developed by community members and design consultants, and adopted in 2009. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 17
November 22, 2013
Version #3

Guidelines at a Glance

The Uptown design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the area reflected in Map 1 (page v) These guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by Uptown Neighborhood Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Uptown Design Guidelines in 2009.

Context and Site

CS1. Natural Systems and Site Features ..... **no**

CS2.Urban Pattern and Form ..... **yes**
- Responding To Site Characteristics (former A-1)
- Streetscape Compatibility (former A-2, paragraph 2)
- Corner Lots (former A-10)
- Height, Bulk, and Scale Compatibility (former B-1)

CS3. Architectural Context and Character ..... **yes**
- Architectural Context (former C-1. paragraph 2)

Public Life

PL1. Connectivity ..... **yes**
- Streetscape Compatibility (former A-2. paragraph 1)
- Landscaping to Reinforce Design Continuity with Adjacent Sites (former E-1)

PL2. Walkability ..... **yes**
- Entrances Visible from the Street (former A-3)
- Pedestrian Open Spaces and Entrances (former D-1, paragraph 5)

PL3. Street-Level Interaction ..... **yes**
- Human Activity (former A-4)
- Transition Between Residence and Street (former A-6)

PL4. Active Transportation ..... **yes**
- Pedestrian Open Spaces and Entrances (former D-1, paragraph 6)

Design Concept

DC1. Project Uses and Activities ..... **yes**
- Parking and Vehicle Access (former A-8)
- Blank Walls (former D-2)
- Retaining Walls (former D-3)
- Design of Parking Lots Near Sidewalks (former D-4)
- Visual Impacts of Parking Structure (former D-5)
- Treatment of Alleys (former D-8)

DC2. Architectural Concept ..... **yes**
- Architectural Context (former C-1, paragraph 3 & 4)
- Architectural Concept and Consistency (former C-2)
- Human Scale (former C-3)

DC3. Open Space Concept ..... **yes**
- Landscaping to Enhance the Building and/or Site (former E-2)

DC4. Exterior Elements and Finishes ..... **yes**
- Architectural Context (former C-1, paragraph 1)
- Exterior Finish Materials (former C-4)
- Commercial Signage (former D-9)
- Commercial Lighting (former D-10)

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 17
November 22, 2013
Version #3

Context and Priority Issues: Uptown

The Uptown Design Guidelines provide a specific set of "supplemental" design guidelines for the Uptown District, one of Seattle's designated urban centers. The Guidelines build on the Queen Anne neighborhood planning process (1994-1999), the Picture Queen Anne (1995) visual preference survey, and the Queen Anne Plan (1999). Establishing a unique character for various Queen Anne commercial districts was an ongoing interest expressed during the neighborhood planning effort. The plan also identified a need to augment the citywide Design Review Guidelines for Multifamily and Commercial Buildings (1993) with supplemental design guidelines that would better define specific neighborhood areas.

The Uptown District
Several important steps led to the creation of the Uptown Design Guidelines. Prior to 2007, a set of guidelines was drafted but not formally adopted for the "Uptown Park Neighborhood", west of Seattle Center. The boundaries of Uptown Park were set at West Mercer Street (North), between John Street and Denny Way (South), between Queen Anne Avenue and First Avenue West (East), and between Fourth Avenue West and Fifth Avenue West (West). Additionally, a Landscaped Streets Element that detailed preferred streetscapes in Uptown Park was prepared in 2000. Both of these prior work products are integrated into the Uptown Design Guidelines.

The Uptown Design Guidelines expand beyond Uptown Park to cover the full extent of Uptown, from Aurora Avenue on the east to Elliot Avenue on the west. (See map page v). The area includes the major additions of Uptown Queen Anne's commercial core, Seattle Center, and the Uptown Triangle (Denny-Broad-Aurora triangle). To manage the varied area and preserve past work on Uptown Park, these Uptown Design Guidelines identify distinct character areas within greater Uptown to help structure the guidelines.

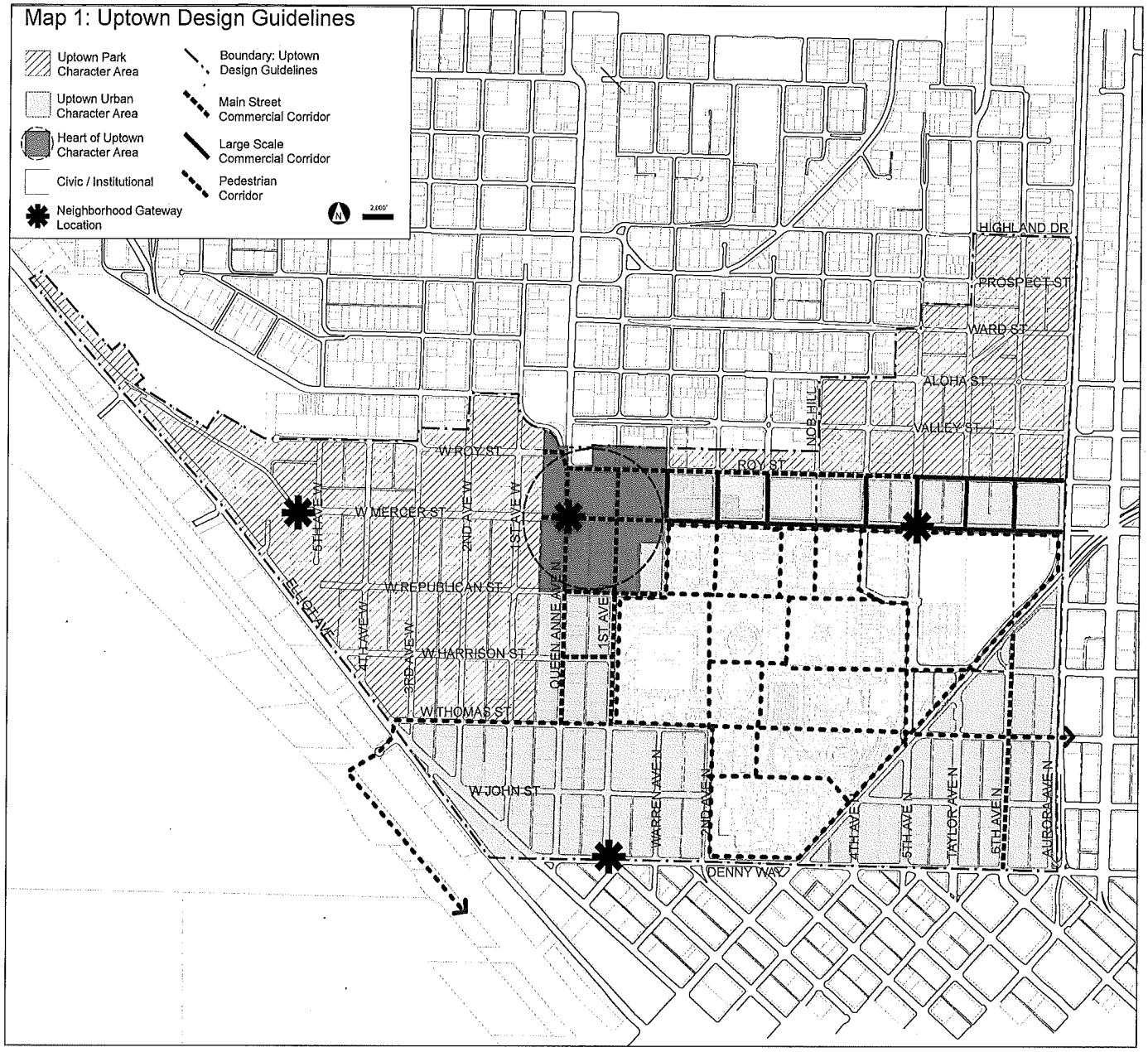
Guidelines Format
Supplemental guidance text is inserted below the text of the citywide guideline to which it applies. The identified character areas are: "Uptown Park" as consistent with prior work; the "Heart of Uptown" character area; and the "Uptown Urban" character area. In some cases targeted design guidance is given for specific character areas within the Uptown Neighborhood. In other cases supplemental design guidance is given for Uptown as a whole.

Priority Design Issues
This section lays out priority design issues and general principles that are important to the Uptown Neighborhood.

- Uptown is a pedestrian-friendly, active urban center where each block offers a pleasant walking experience. (Queen Anne Plan)
- Uptown has some great streets, and the streetscape should be considered as an integral component of every project, not an afterthought. An example of a unifying streetscape can be seen in the block of First Ave. W. between Mercer and Republican.
- Uptown is a place for a diverse population to live, work, shop, and find the services that a Seattle urban center can offer. A diversity of housing and independent businesses are a community value. The map on page v helps describe a general context that new designs in Uptown should respond to. Descriptions of character areas and other mapped features are below.
- The map on the following page helps describe a general context that new designs in Uptown should respond to. Descriptions of character areas and other mapped features are below.
- The **Heart of Uptown** character area is centered on a major transit stop and the 'shoulder' of Seattle Center. It is characterized by smaller retail spaces accommodating the small, but enduring retail establishments and locally-owned restaurants. The Heart of Uptown is a vibrant core to the Uptown Neighborhood. The Heart of Uptown should continue as an active node for Uptown and should provide for mass transit riders' needs.
- The **Uptown Urban** character area is made up of blocks with a rich variety of uses surrounding Seattle Center, and with adjacencies to major roadway corridors. It is well suited to the scale of a true urban center. The Uptown Urban character area has strong relationships to major institutions.

- The **Uptown Park** character area is primarily an attractive multi-family residential neighborhood with a distinctive park-like character. There are a high concentration of 1920s and 1930s era brick apartment structures in and near Uptown Park, which should be preserved and serve as character cues for new designs.
- A **Main Street Corridor** along Queen Anne Ave. N. and First Ave. N. will encourage a mix with the small shops that give Queen Anne its local character. Main Street corridor streetscapes should have particular focus on pedestrian and transit riders.
- A **Large Scale Commercial Corridor** along Roy and Mercer accommodates a full range of travel modes in a balanced way along major streets. The Large Scale Commercial Corridor also has big enough blocks to accommodate and blend larger retail stores and offices into the streetscape.
- **Pedestrian Corridors** are primary pedestrian routes in and around Seattle Center that are important to Uptown. New designs should respond to and enhance Uptown's Pedestrian Corridors.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 17
November 22, 2013
Version #3



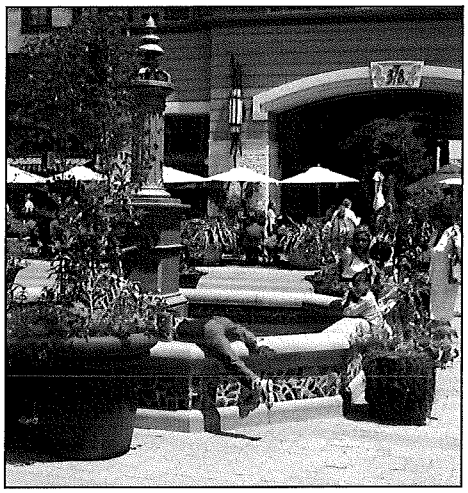
The Uptown Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the area reflected within the boundary shown on the map above.

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Outdoor dining is encouraged on south-facing blocks to take advantage of sun exposure.



Public art and focal points such as towers and fountains may be appropriate for plazas in certain locations.

Uptown Supplemental Guidance

I. Responding to Site Characteristics

i. **Throughout Uptown** new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

ii. In the **Uptown Urban** and **Heart of Uptown** character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.

II. Streetscape Compatibility

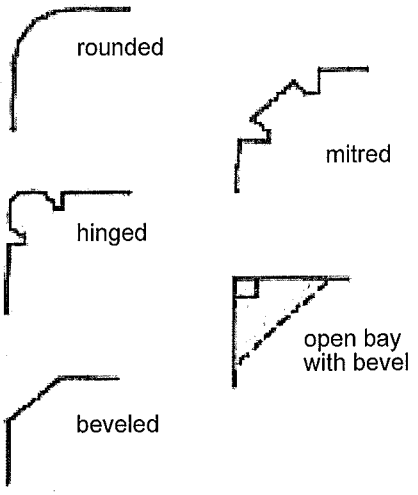
i. **Throughout Uptown** site identity features such as art, signage or major public open space at gateway locations as identified on the map on page v. Seek opportunities for welcoming signage that is specific to the Uptown neighborhood at gateway locations (see Map on page v). Architecture should also reinforce gateway locations.

ii. Within the **Uptown Park** character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area. New developments may elect to take inspiration from the Uptown Park District Landscaped Streets Element as endorsed by the Uptown Alliance, for the format of the streetscape. However, adherence to the landscaped streets element is voluntary.

iii. In the **Uptown Urban** and **Heart of Uptown** character areas, encourage streetscapes that respond to unique conditions created by Seattle Center. Encourage wide sidewalks to accommodate high pedestrian volumes during event times, and create safe, well-marked crossings at entrances to the Center. Streetscape furniture and landscaping should be sited and designed to accommodate the flow of event crowds. Buildings on and adjacent to the Seattle Center campus should be sited to create relationships and connections between the Center and surrounding Uptown neighborhoods.

iv. In the **Heart of Uptown** character area new development should

Streetscapes should respond to unique conditions presented by Seattle Center such as the McCaw Hall plaza.



Corner treatment options.

In general break down the scale and massing of larger buildings in the Heart of Uptown.

provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.

v. In the **Uptown Park** character area, when retail and offices are located within the neighborhood, they should be designed to acknowledge and blend with the predominantly residential environment. Storefronts, office entries and signs should be understated and muted, while still presenting a street presence. Bright or loud colors and lights should be avoided in this park-like residential character area.

III. Corner Lots

Corner Lots in Uptown:

i. Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

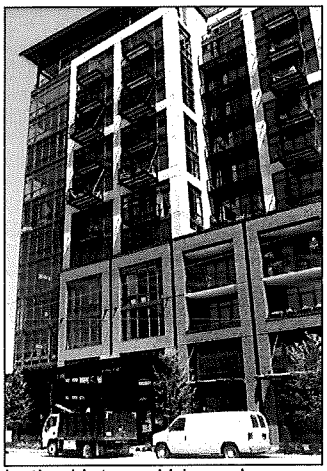
ii. Corner lots are often desirable locations for small publicly-accessible plazas, turrets, clock towers, art, and other special features. Design corner retail entries to not disrupt access to residential uses above.

IV. Height, Bulk and Scale Compatability

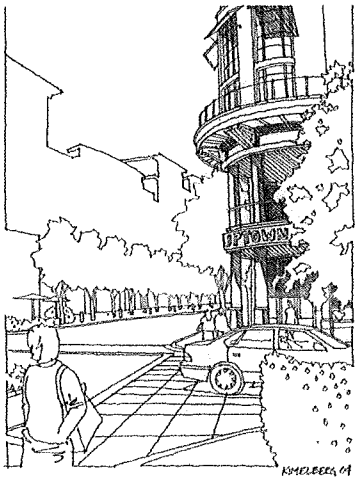
i. **Throughout Uptown**, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street. This has the effect of reducing the impact of the structure height on the sidewalk below as well as reducing the length of shadows over the street. Where the Code regulates podium height, the additional 3' applies to the podium.

ii. In the **Heart of Uptown** character area, break facades into smaller massing units. Encourage a horizontal rhythm in the range of 30' to 60', in keeping with a main street scale, particularly at street level.

iii. In the **Uptown Urban** character area larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.



In the Uptown Urban character area, larger-massing units may be appropriate with quality materials.

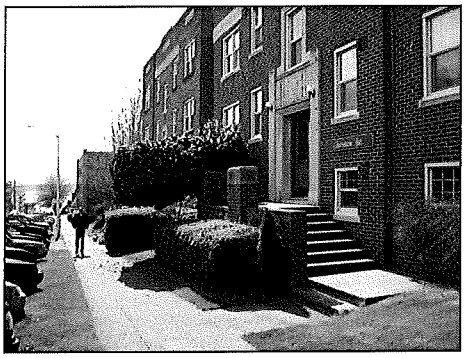


Strong corner massing can function as the visual anchor for a block.

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.



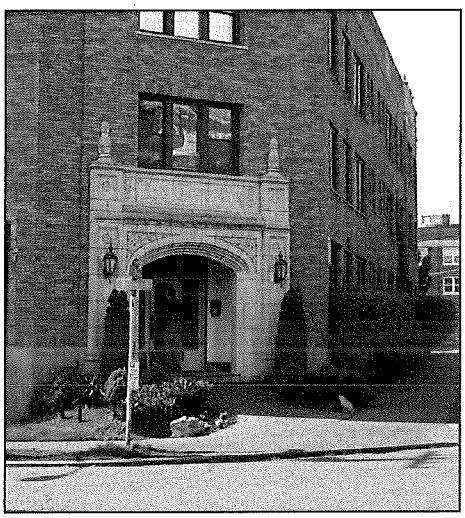
Uptown Precedent: Design elements and materials that lend a human scale and sense of permanence.

A regular cadence of storefront windows and pilasters along the street-level facade enhances the pedestrian experience.

Uptown Supplemental Guidance

I. Architectural Context

The **Uptown Park** character area emphasizes the notion of historic continuity—the relrelationship of built structures over time. This relationship encourages diversity of styles within a coherent whole, reinforcing the key elements of noteworthy buildings.

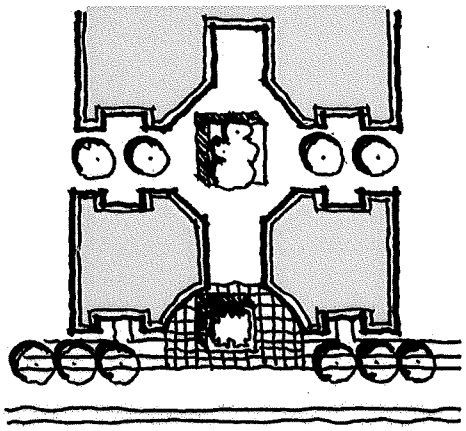


Classical detailing around entrances is a common feature found in the neighborhood.

PL1 Connectivity

Citywide Guideline:

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



An example of a courtyard with access from an adjacent street that is visually permeable from the sidewalk, allowing passersby to see into the space.

Uptown Supplemental Guidance

I. Streetscape Compatibility

Throughout Uptown developments that respond outward to the public realm are preferred.

i. Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses. For example, an on-site plaza should not unduly interrupt the retail continuity of a street.

ii. Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

iii. Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.

II. Landscaping to Reinforce Design Continuity with Adjacent Sites

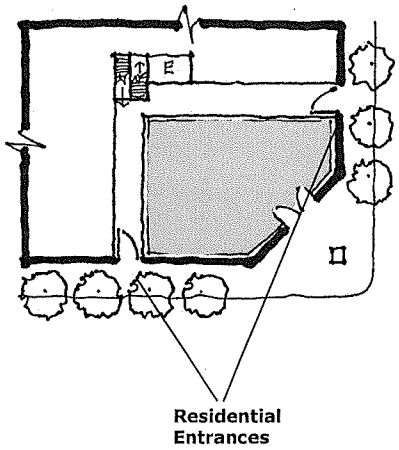
i. Within the **Uptown Park** character area, streetscape improvements should include a consistent landscaped planting strip between the sidewalk and the street as consistent with the historic pattern in the area. New developments may take guidance from the Uptown Park District Landscaped Streets Element as endorsed by the Uptown Alliance, for the format of streetscape improvements.

ii. **Throughout Uptown**, streetscape landscaping as per the guidelines CS2.II, PL1, PL2 and PL4 is encouraged.

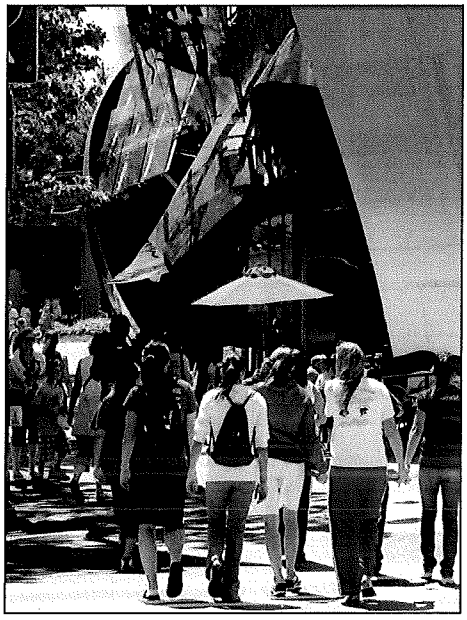
PL2 Walkability

Citywide Guideline:

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



Retail and residential entrances are carefully placed.



Pedestrian corridors into and out of Seattle Center are important.

Uptown Supplemental Guidance

I. Entrances Visible from the Street

Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

II. Pedestrian Open Spaces and Entrances

i. **Throughout Uptown** entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

ii. Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider appropriate designs for defensible space as well as safety features (e.g., decorative fencing and gating). Landscaping should be consistent with these features.

iii. **Throughout Uptown** special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. v).

iv. **Throughout Uptown** the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

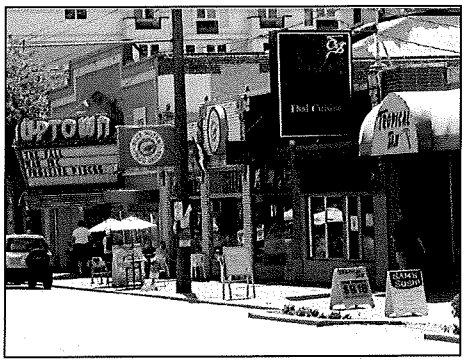
v. In the **Uptown Urban** and **Heart of Uptown** character areas, encourage Seattle Center campus redevelopment along its boundaries to either open vistas from Uptown into Seattle Center or to provide activation for the street.

PL3 Street-Level Interaction

Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

This space provides a transition between indoors and outdoors and helps create an active street environment.



A variety of narrow storefronts create an active streetscape.

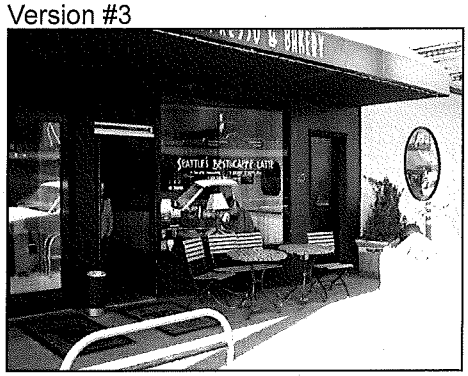
Uptown Supplemental Guidance

I. Human Activity

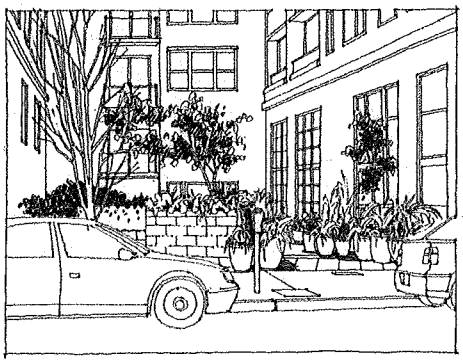
i. A top priority within the **Heart of Uptown** character area is to promote active, customer-oriented retail storefronts at street level. The ground floor of buildings in this character area should help create the most active and vibrant street environment in Uptown. A variety of narrower store-front shops are preferred to wide continuous single storefronts.

ii. Major retail spaces are encouraged on streets designated **Large Scale Commercial Corridor** as shown on the map on page v. The physical scale of these streets and their buildings is the most appropriate to accommodate major retailers in Uptown without detracting from street activity levels and character.

iii. Throughout Uptown encourage outdoor dining.



This space provides a transition between indoors and outdoors and helps create an active street environment.

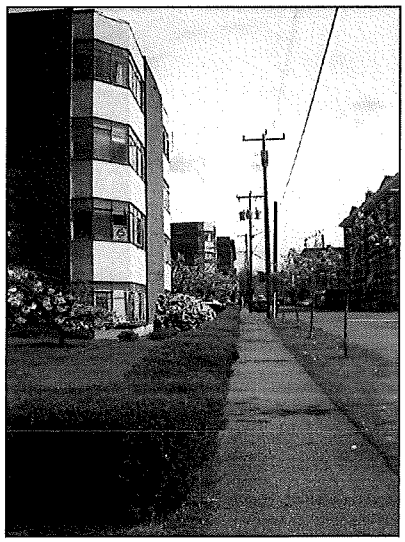


An entry courtyard in a deeper setback from the street

II. Transition Between Residence and Street

i. **Front Setbacks:** Where feasible, new development in the **Uptown Park** character area should consider landscaping any setback from the sidewalk. Landscaping within a setback should provide a transition from public to private space and define a boundary between these. The use of raised planters within the setback should be encouraged in some locations where this would reduce impacts to landscaping from foot traffic and sidewalk litter.

ii. Where the incorporation of decorative gates and fencing may be necessary to delineate between public and private spaces, these features should be softened by landscaping where feasible. Fenced areas should be large enough to provide sufficient space for residents to personalize private entrance (e.g., include potted plants or other personal amenities).



Landscape design in a shallow residential setback from the street.

Porches and stoops, and balconies and windows help animate the street and create a self-policing environment.

PL4 Active Transportation

Citywide Guideline:

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

Uptown Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the **Uptown Urban** and **Heart of Uptown** character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate. These boxy shelters visually obstruct storefronts and provide cover for criminal activity. Building designs are encouraged that integrate canopies to accommodate transit riders and nurture stewardship of transit stops by property owners and businesses.

Supplemental guidance related to Pedestrian Open Spaces and Entrances is provided under Public Life: Walkability.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

Retaining walls constructed with durable materials and landscaping soften the building edges along these two sloping streetscapes.

Uptown Supplemental Guidance

I. Parking and Vehicle Access

i. **Throughout Uptown** the preferred location for surface parking lots is in the rear of the building or away from or otherwise screened from the street and sidewalk.

ii. **Preferred Alley Access:** Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.

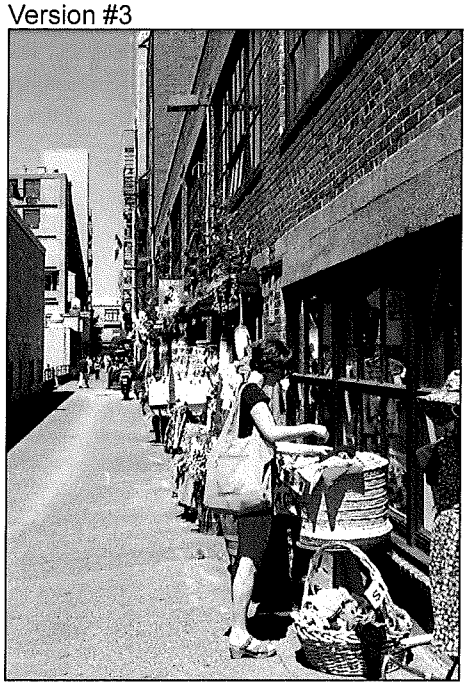
II. Blank Walls

i. Within the **Uptown Park** character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls. Larger wall areas should include landscaped treatments at the wall or between the wall and public rights-of-way, but not in a manner that would create unsafe conditions (e.g., create hiding spaces or provide exterior access to higher floors).

ii. In the **Uptown Urban** and **Heart of Uptown** character areas art-work and decorative surfacing may provide an alternative wall treatment to landscaping in some locations. However, painted murals are the least preferred solution to larger wall areas in Uptown.

III. Retaining Walls

Throughout Uptown retaining walls should be constructed of materials that will provide substantial pattern and texture. Rockery, stone, stacked stone or concrete, or brick are preferred. Poured concrete or other smooth treatments/materials are strongly discouraged, unless treated to provide textural or design interest. Walls should be appropriately designed and scaled for the pedestrian environment. Landscaping in conjunction with retaining walls is strongly encouraged.



Alleys can be activated retail spaces.

IV. Design of Parking Lots Near Sidewalks

In the **Uptown Urban** and **Heart of Uptown** character areas, at-grade parking lots near sidewalks are strongly discouraged.

V. Visual Impacts of Parking Structures

i. **Throughout Uptown** designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blank walls. Large, open paved driveways and carports are strongly discouraged. Alley access is preferred, if feasible.

ii. Parking structures are discouraged in the **Uptown Urban** and **Heart of Uptown** character areas.

VI. Treatment of Alleys

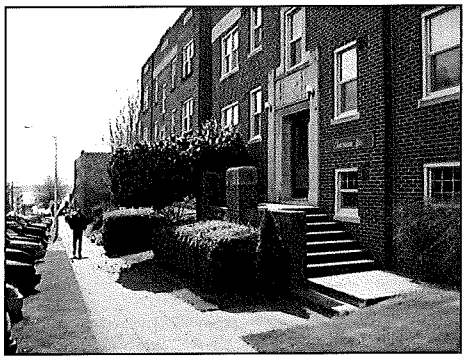
i. **Throughout Uptown** ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

ii. In **Heart of Uptown** and **Uptown Urban** character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to "turn the corner" at alley entrances.

DC2 Architectural Concept

Citywide Guideline:

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



Uptown Precedent: Design elements and materials that lend a human scale and sense of permanence.

A regular cadence of storefront windows and pilasters along the street-level facade enhances the pedestrian experience.

Uptown Supplemental Guidance

I. Architectural Context

i. The **Uptown Park** and **Heart of Uptown** character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community. Generally, the following architectural features are encouraged during the design review process:

a. Increased architectural detailing;

b. Individualized storefronts;

c. Substantial window detailing and recessed windows;

d. Variations in roofline and additional roofline detailing, honest parapet lines with built-up cornice; and

e. References to historic architectural styles found in the area including art deco, and the unique styling of Worlds-Fair-era Seattle.

ii. Features and materials that are discouraged include:

a. Peaked parapets or other substantial false roofline facades;

b. Large expanses of steel and glass;

c. Concrete block on facade;

d. Large expanses of walling with little or no detailing;

e. Large expanses of stucco walling without detailing and windows;

f. Synthetic stucco; and

g. Flush window treatments (with little or no detailing).

iii. Supplemental Guidance Scope: The **Uptown Urban** character area embraces high quality urban infill, and responds to special relationships with nearby civic institutions. The following features are encouraged:

a. Consistent street wall;

b. Engaging the sidewalk / storefront transparency;

c. Building siting that responds to Seattle Center entry points;

d. Defined cornices;

e. High quality, durable materials;

f. Distinct residential and commercial components; and

g. Throughout Uptown, upper level balconies are discouraged on the street side of residential buildings. Bay windows are a preferred architectural element on the street side. This guideline is intended to avoid open displays of storage, which are sometimes an unintended consequence of street side balconies.

II. Architectural Concept and Consistency

Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

III. Human Scale

i. Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

ii. Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

iii. The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting, less massive appearance.

iv. Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged. Signs should be integrated into the overall design of the building. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

Signs can provide identity and serve to unify a varied streetscape. This portion of the Uptown District's commercial core employs similarly scaled, deco vertical signs.

DC3 Open Space Concept

Citywide Guideline:

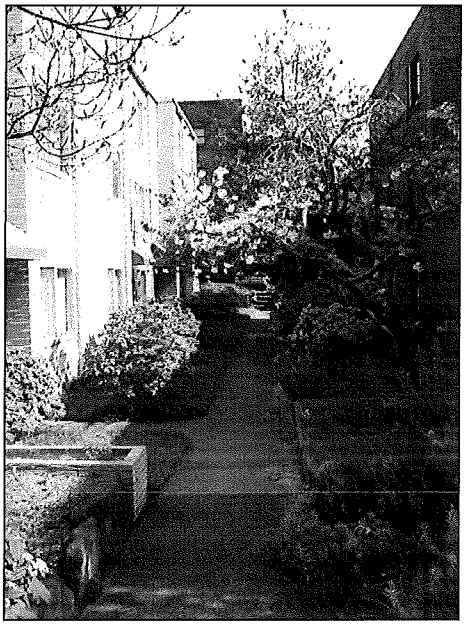
Integrate open space design with the design of the building so that each complements the other.

The Uptown Park District has an outstanding tradition of landscape design. Courtyards, terraces and gardens contribute to the area's setting.

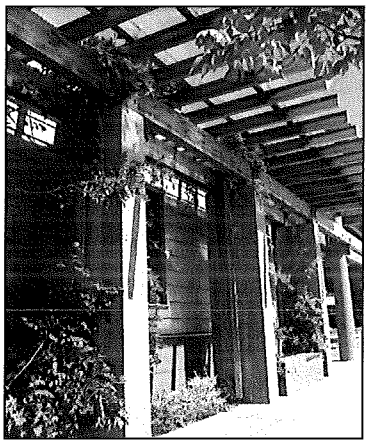
Uptown Supplemental Guidance

I. Landscaping to Enhance the Building and/or site

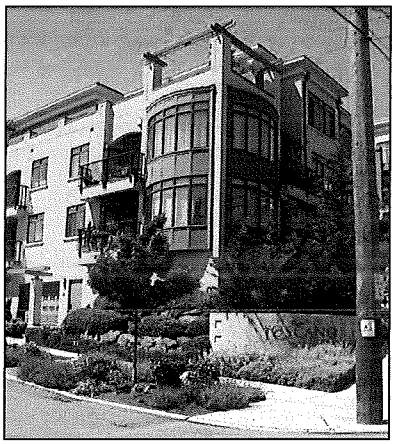
Throughout Uptown, but especially within the **Uptown Park** character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.



Uptown Precedent: Intimate courtyards enhance the urban setting.



This example shows how integrated landscape contributes to an attractive facade.

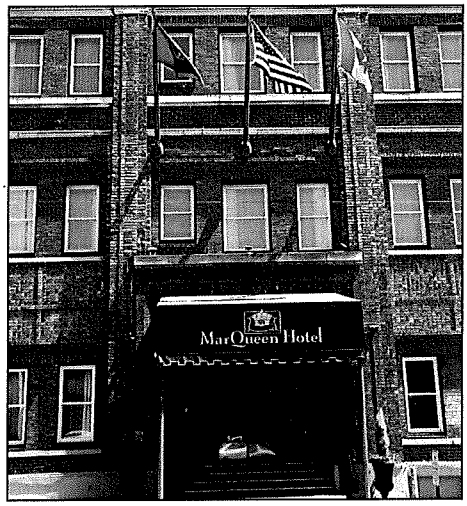


A garden at the prominent corner of a new development.

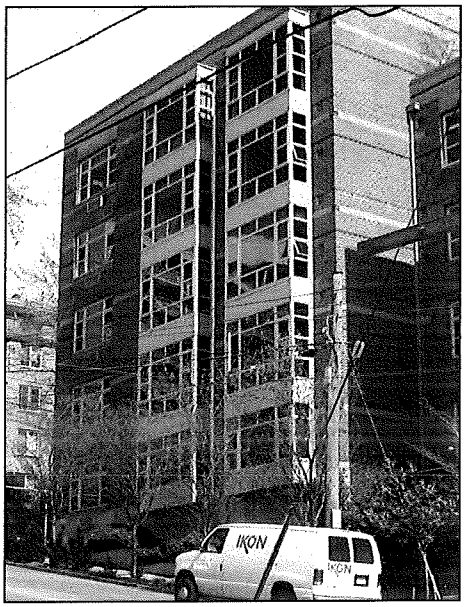
DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.



Decorative brick facades are important historic features in Uptown.



Example of a new building that respects the surrounding character by incorporating high-quality materials such as brick and masonry lintels.

Uptown Supplemental Guidance

I. Architectural Context

In the **Uptown Park** character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.

II. Exterior Finish Materials

i. Within the **Uptown Park** and **Heart of Uptown** character areas, the use of historic looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district. The use of decorative brick façade is consistent historically within the Uptown area, with a strong concentration just north of the district across W. Mercer St. Facade detailing is strongly encouraged and buildings may incorporate both materials to provide a richer finish.

ii. **Throughout Uptown**, decorative exterior treatments using brick, tile, and/or other interesting exterior finish materials are strongly preferred. Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Use materials, colors, and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides.

III. Commercial Signage

Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

IV. Commercial Lighting

Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the **Uptown Urban** character area, and the **Heart of Uptown** character area.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 18
November 22, 2013
Version #3

Wallingford
Design Guidelines
2013

Attachment 18 to the DPD Design Guidelines Ordinance

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The Wallingford Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Wallingford Planning Area as reflected in Map 1 (page vii). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guideline superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The Wallingford Design Guidelines reveal the character of Wallingford as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The Wallingford Design Guidelines were developed by community members and design consultants, and adopted in 2005. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 18
November 22, 2013
Version #3

Guidelines at a Glance

The Wallingford design guidelines apply apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the Wallingford Planning Area as reflected in Map 1 (page vii). These guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by Wallingford Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the Wallingford Design Guidelines in 2005.

Context and Site

CS1. Natural Systems and Site Features ..... yes
Landscape Design to Address Special Site Conditions (former E-3)

CS2. Urban Pattern and Form ..... yes
Responding To Site Characteristics (former A-1)
Streetscape Compatibility (former A-2)
Corner Lots (former A-10)
Height, Bulk, and Scale Compatibility (former B-1)

CS3. Architectural Context and Character ..... yes
Architectural Context (former C-1)

Public Life

PL1. Connectivity ..... no

PL2. Walkability ..... yes
Pedestrian Open Spaces and Entrances (former D-1)
Blank Walls (former D-2)
Personal Safety and Security (former D-7)

PL3. Street-Level Interaction ..... yes
Entrances Visible from the Street (former A-3)

PL4. Active Transportation ..... no

Design Concept

DC1. Project Uses and Activities ..... yes
Parking and Vehicle Access (former A-8)
Location of Parking on Commercial Street Fronts (former A-9)
Design of Parking Lots near Sidewalks (former D-4)

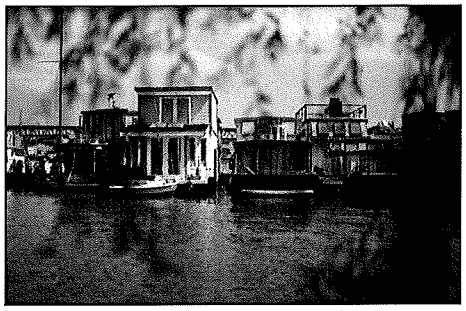
DC2. Architectural Concept ..... yes
Architectural Concept and Consistency (former C-2)
Human Scale (former C-3)
Retaining Walls (former D-3)

DC3. Open Space Concept ..... yes
Human Activity (former A-4)
Residential Open Space (former A-7)

DC4. Exterior Elements and Finishes ..... yes
Landscaping to Reinforce Design Continuity with Adjacent Sites (former E-1)
Landscaping to Enhance the Buildings and/or Site (former E-2)

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 18
November 22, 2013
Version #3

Context and Priority Issues: Wallingford



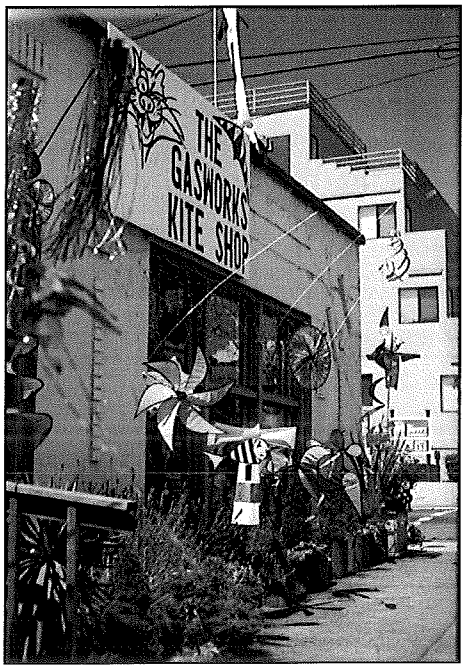
As part of the neighborhood planning process that culminated with the adoption of the Wallingford Neighborhood Plan in 1998, Wallingford residents and the business community called for the creation of guidelines for the design of major redevelopment projects along Wallingford's commercial corridors. The Design Guidelines Team, a subcommittee of the Wallingford Community Council, was formed in December 1998 to lead this effort.

The Team worked with DPD, Wallingford Community Council, Wallingford Chamber of Commerce, Weaving Wallingford, and the community at large on the creation of design guidelines for Wallingford. The guidelines are tailored to the unique character of Wallingford, which will help developers and their architects recognize local concerns and incorporate high-priority design features in their projects. For the most part, the guidelines modify or expand on existing citywide design guidelines.

Based on input from Wallingford residents and direction from the Wallingford Neighborhood Plan, the following goals for the project were established:

- Identify important features of and help reinforce neighborhood character.
- Improve the quality of new development in Wallingford.
- Address visual impacts of growth.
- Indicate desirable and undesirable approaches to design.
- Increase neighborhood awareness of design issues and options.
- Increase community involvement in the design and development review process.

This document is an endeavor to attain these goals and to formally incorporate the vision of the Wallingford community into the City of Seattle Design Review process.

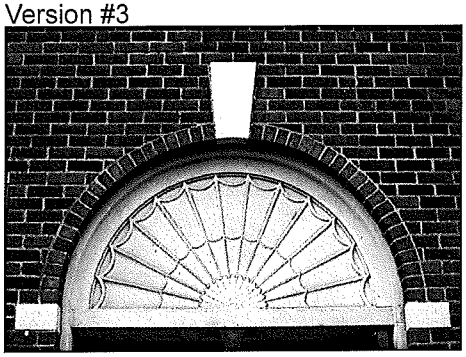


Design Review in Wallingford

Affecting Outcomes—Information for Stakeholders
The key to successful design review is citizen participation! This section describes how you can keep abreast of development activity in Wallingford.

Track Development Activity in Wallingford
DPD's Land Use Information Bulletin (web1.seattle.gov/dpd/luib/Default.aspx) posts weekly reports on the web containing notices of permit applications, permit decisions, appeals, early design guidance meetings, design review board meetings and other land use actions. The projects are organized by sector. Wallingford projects are listed under either the North/Northwest or the Northeast headings. The Land Use Information Bulletin webpage also contains information about how and when to provide comments, how to file appeals, where appeal hearings are held, etc.

The Weaving Wallingford website (www.wallingford.org) is another good source of information. There you will find the Wallingford Community Council's Land Use Committee webpage, which will have a link to this document, as well as an update on adoption of the design guidelines by



the City Council and a schedule of design review meetings for projects in Wallingford. The Land Use link also contains information about development or land use activity in Wallingford, often times heard through the grapevine.

The Wallingford Community Council's Land Use Committee is a good way to maintain and enhance the character of Wallingford's built environment. Committee members monitor development and construction in our neighborhood, attend DPD Design Review meetings, and keep the Council informed about land use and design priorities. The committee is also the steward of Wallingford's design guidelines. Contact the Wallingford Neighborhood Office (behind Tully's Coffee) to see how you can become involved or add your name to the Land Use Committee's email distribution list for regular updates on development planned or underway in Wallingford and related action items. Call (206) 632-3165 or send an email message to council@wallingford.org.

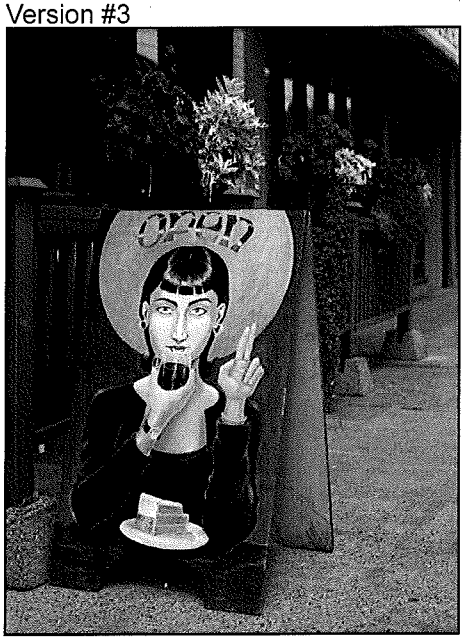
Attend Design Review Meetings

The first step in the City of Seattle's Design Review Program is a pre-design meeting. This helps avoid the frustration of commenting on a project that is already far along in the design process. Early interaction with the public also helps developers avoid late-stage design changes, which are difficult and costly to make. At the pre-design meeting, the applicant describes the opportunities and constraints of the project site and vicinity, and presents the development proposal, including a conceptual site plan and massing diagrams. The public then has an opportunity to respond to what was presented.

Following the public comment period, the Design Review Board identifies specific design guidelines (from the Wallingford Design Guidelines once they are adopted by City Council) that are highest priority for the siting and design of the project. The applicant will come away from this meeting with a clear set of guidelines/parameters regarding project design. The closer applicants adhere to and successfully illustrate the identified priorities, the more likely the Design Review Board is to approve their design subject to few conditions, if any.

Once the applicant has a full set of schematic drawings and has applied for a master use permit, a second design review meeting is scheduled. The applicant presents a site plan and all elevations at that meeting. They will show how they have addressed site planning issues, height, bulk and scale relationships with surrounding structures, architectural details, pedestrian concerns and landscaping. Ideally, the building elevation drawings will be in color to show building materials in addition to façade treatment and depth, architectural details and landscaping.

Typically, the master use permit decision wholly incorporates the Design Review Board's recommendations regarding the project. Obviously, neighborhood participation is the most critical part of the process. Make sure your voice is heard! Dates and times for design review meetings are listed on DPD's Land Use Information Service (see web address on previous page).



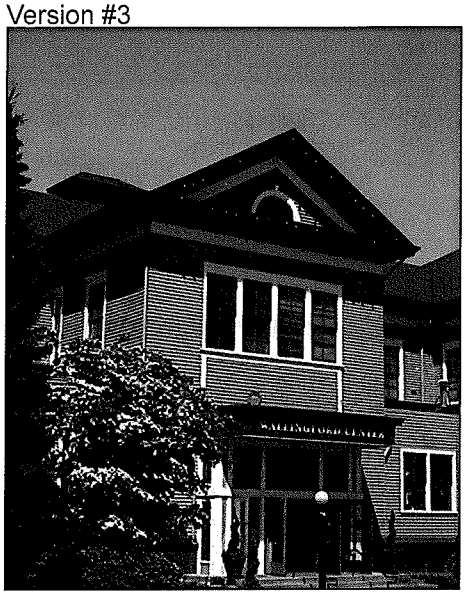
Character of Wallingford

The Wallingford Neighborhood Plan sums it up best: Wallingford envisions itself as "a community that steadily continues to get better, without losing the best of what we have." The Wallingford Design Guidelines are one of several elements critical to achieving that vision. This section helps set the context for these efforts.

Architectural Styles
Wallingford's most rapid rate of development was roughly from 1900-1920. The majority of buildings reflect pre-World War II scale and detailing. Today, single family bungalows, street trees and occasional backyard alleyways continue to lend an intimate character to the neighborhood's streets. The American bungalow is a major feature of Wallingford's architectural character. Widely popular in the first part of the century, their modest size (1½ stories), open interior planning and straightforward construction responded to the need for an inexpensive, functionally efficient, and stylistically innovative house type.

Bungalows effectively integrate indoor and outdoor space through the use of relatively open planning, large glass areas, porches and terraces. Bungalows meld several distinct architectural styles, including those featured in the Craftsman Movement. The bungalow style is characterized by low pitched, multi-gabled roofs, wide archways, segmented roof configurations and decoratively exposed wood members such as roof joists, brackets, multiple columns, lattice work, railings, and window framing. Bungalows and Craftsman style houses reflect the modest financial resources, informal lifestyle and preference for naturalistic styling of the typically young, progressive, middle-class families who moved to the outlying suburbs north of Lake Union in the early 1900s. Although today Wallingford is considered a close-in residential community rather than an outer suburb, the characteristics of these two house types make them more popular than ever.

The commercial area is predominantly one-story masonry construction. Wallingford has several institutional structures that have been designated as historic landmarks. The Latona School (John L. Stanford International School), Interlake School (Wallingford Center), Good Shepherd Center and the former Wallingford Fire/Police Station have all been designated historic landmarks by the City of Seattle. Several other school buildings and residential structures and sites in the Wallingford community may also qualify for landmark designation. The distinctive character and quality of much of the built environment is one of the aspects of the neighborhood specifically mentioned in Wallingford's Vision Statement as a focus of community stewardship. In addition to development of design guidelines, another task identified in the Wallingford Neighborhood Plan is reexamination of the neighborhood's inventory of historically significant structures and the development of a strategy for maintaining the quality and character of its architectural heritage.



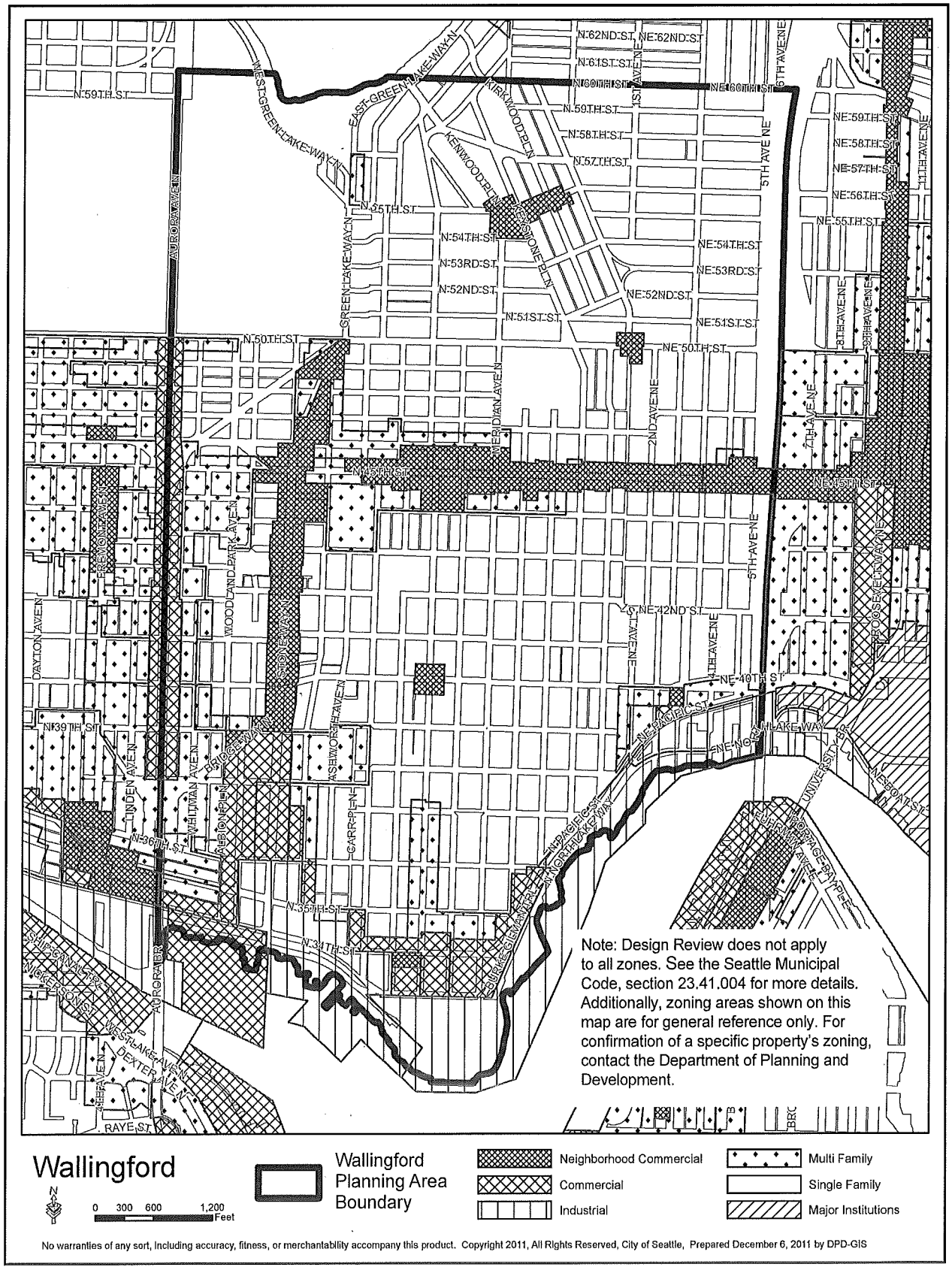
Natural and Landscape Features

Like many Seattle neighborhoods, Wallingford is blessed with the natural beauty of the Puget Sound region. The North 45th Street commercial corridor boasts views of the Olympic mountains to the west and Cascade mountains to the east. The neighborhood is bordered to the south by Lake Union. Wallingford Avenue North and other north-south residential streets below North 45th Street provide views of the downtown Seattle skyline, which is also the spectacular backdrop to Gas Works Park. Meridian Park and Wallingford Playfield provide green space for residents of all ages. Neighborhood streets gradually slope away to the east, south and west from the plateau where the Wallingford neighborhood center and shopping district is located (anchored by the North 45th Street and Wallingford Avenue North intersection). Large deciduous trees (such as ash on North 45th Street) are a major feature of Wallingford's streetscape.

Area of Coverage--Wallingford/Fremont Joint Planning Area

The Wallingford planning area extends on the west to Aurora Avenue, overlapping with the Fremont Hub Urban Village west of Stone Way. Similarly, the Fremont planning area overlaps with the Wallingford Residential Urban Village west of Stone Way. Because the Wallingford Design Guidelines apply to both Wallingford's Urban Village and a portion of Fremont's planning area, the City and both communities have committed to doing effective outreach to affected neighbors and with each other when implementing the guidelines.

Map 1: Wallingford Planning Area Boundary



Attachment 18 to the DPD Design Guidelines Ordinance

CS1 Natural Systems and Site Features

Citywide Guideline:

Use natural systems and features of the site and its surroundings as a starting point for project design.

Wallingford Supplemental Guidance

I. Landscape Design to Address Special Site Conditions

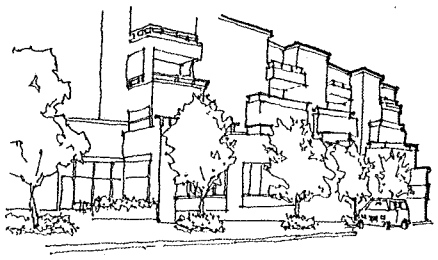
The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.

i. Retain existing large trees wherever possible. The Design Review Board is encouraged to consider design departures that would allow retention of significant trees or to create new opportunities for large trees at grade.

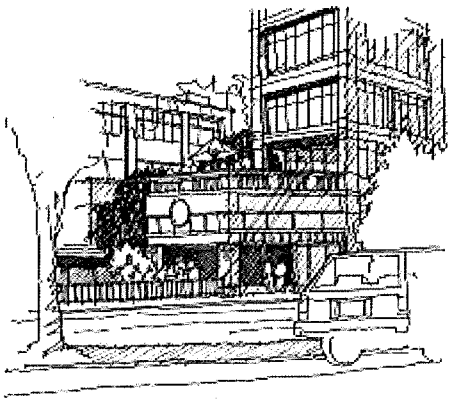
CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.



An example of upper level setbacks.



Setbacks for activity to take advantage of sun exposure.

Wallingford Supplemental Guidance

I. Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

i. Upper level building setbacks and setbacks along the building base are encouraged to help minimize shadow impacts on public sidewalks.

ii. Design public and private outdoor spaces to take advantage of sun exposure.

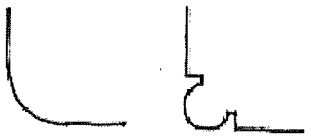
iii. Development along North 45th Street, Stone Way North and other north-south streets south of North 40th Street with water, mountain and skyline views should use setbacks to complement and preserve such views from public rights-of-way.

II. Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

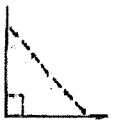
i. Visually reinforce the existing street storefronts by placing horizontal or vertical elements in a line corresponding with the setbacks and façade elements of adjacent building fronts. These could include trees, columns, windows, planters, benches, overhead weather protection, cornices or other building features.

ii. Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk.

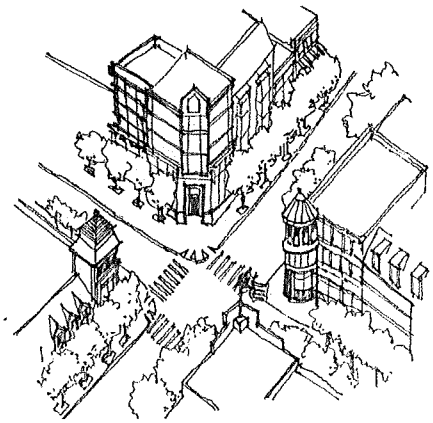


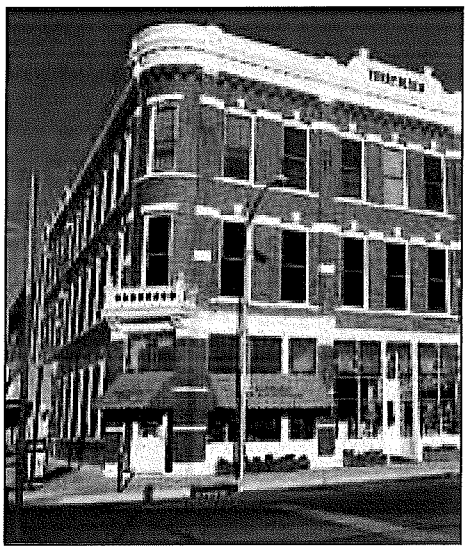
radius hinged

beveled mitred



open bay with bevel





Building design providing definition to the corner.

III. Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

i. Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.

ii. Provide definition, as described in CS2.C.2, at gateways to Wallingford (North 45th Street and I-5; North 45th Street and Stone Way North; and Stone Way North and Bridge Way North). Redevelopment of lots at these intersections should include special features that signal and enhance the entrance to the Wallingford neighborhood including a tower, fountain, statue or other expression of local creativity that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford."

iii. Provide definition at other main intersections.

iv. Developers are encouraged to propose larger setbacks to provide for wider sidewalks or plazas and to enhance view corridors at gateway intersections in consideration for departures from lot coverage or landscaping requirements.

v. Typical corner developments should provide:

   a. a main building entrance located at corner;

   b. an entrance set back to soften corner and enhance pedestrian environment; and

   c. use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it. (Example: Julia's open bay with bevel.)

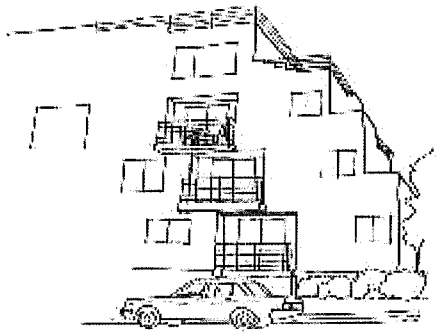
IV. Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

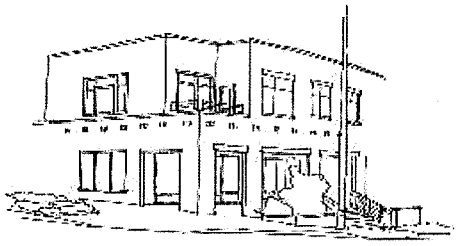
i. Cornice and roof lines should respect the heights of surrounding structures.

ii. Traditional architectural features such as pitched roofs and gables are encouraged on residential project sites adjacent to single-family and low-rise zones.

iii. To protect single-family zones, consider providing upper level setbacks to limit the visibility of floors that are above 30 feet.



An example of stepping back each floor.



Corner building setback.

iv. Consider dividing building into small masses with variation of building setbacks and heights in order to preserve views, sun and privacy of adjacent residential structures and sun exposure of public spaces, including streets and sidewalks.

v. For developments exceeding 180 feet in length, consider creating multiple structures with separate circulation cores.

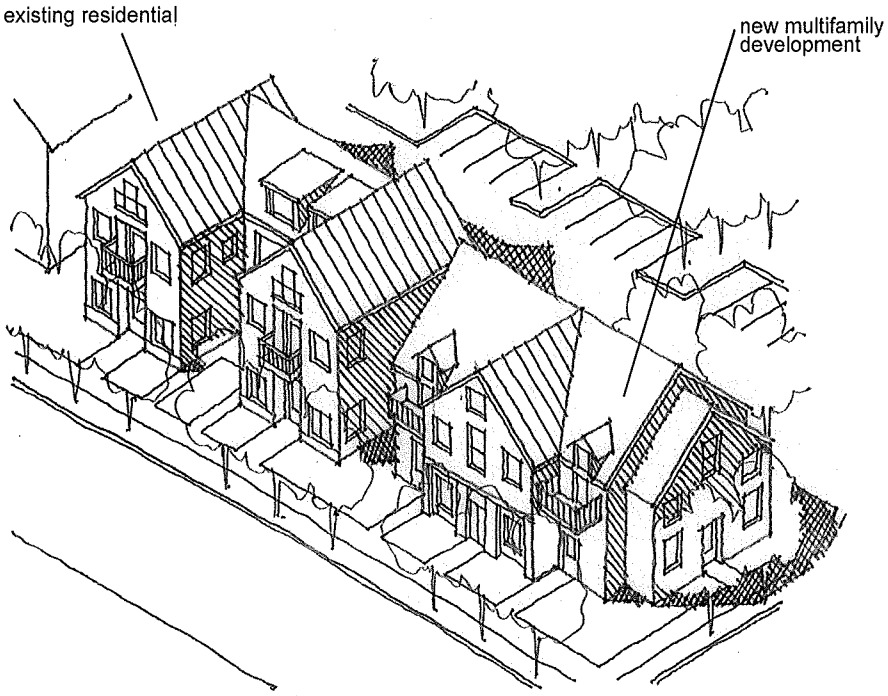
vi. Color schemes should help reduce apparent size and bulk of buildings and provide visual interest. White, off-white and pinky-beige buff on portions of buildings over 24 feet tall is discouraged.

vii. Consider additional setbacks, modulation and screening to reduce the bulk where there are abrupt changes, which increase the relative height above grade along the street or between zones.

viii. Be sensitive to public views on North 45th Street, Stone Way North and north-south avenues south of North 40th Street:

a. Consider stepping back floors five feet per floor.

b. Notching or setbacks at corners of buildings or ground floors are encouraged.

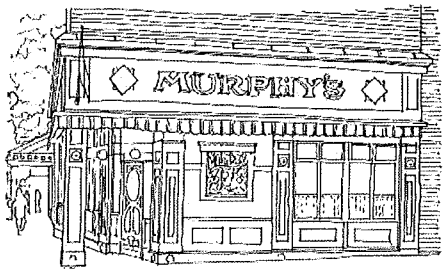


An example of massing, roof forms and elements such as dormers on new multifamily development to create scale compatibility with adjacent residential areas.

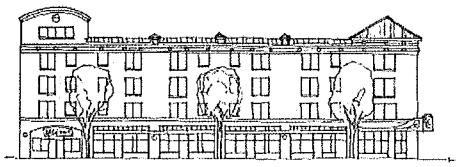
CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.



An example of traditional storefront design found in Wallingford. Large windows and details provide interest and human scale at the street.



An example of a well-composed mixed-use building that reflects the change in use from commercial at the ground floor to residential above with horizontal lines, architectural details and fenestration patterns.

Wallingford Supplemental Guidance

I. Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

i. Complement positive existing character and/or respond to nearby pre-World War II structures. Traditional early 20th Century commercial structures are primarily one story high and include:

   a. solid kick panels below windows
   b. large storefront windows
   c. multi-pane or double hung windows with transoms or clerestory lites
   d. high level of fine grained detailing and trim
   e. high quality materials, such as brick and terra-cotta
   f. canopies
   g. variable parapets
   h. cornices

ii. New buildings should strive for a contextual approach to design. A contextual design approach is not intended to dictate a historicist approach, but rather one that is sensitive to surrounding noteworthy buildings and style elements.

iii. Base:

   a. Ground floors or bases immediately next to pedestrians should reflect a higher level of detail refinement and high quality materials.
   b. Encourage transparent, open facades for commercial uses at street level (as an example, windows that cover between 50-80 percent of the ground floor façade area and begin approximately 24 to 30 inches above the sidewalk rather than continuing down to street level).

iv. Middle:

a. Mid-level building façade elements should be articulated to provide visual interest on a bay-by-bay scale. Architectural features should include: belt courses or horizontal bands to distinguish individual floors; change in materials and color and/or texture that enhance specific form elements or vertical elements of the building; a pattern of windows; and/or bay windows to give scale to the structure.

b. Consider using detail elements such as a cast stone, tile or brick pattern that respond to architectural features on existing buildings.

c. Consider using spacing and width of bays or pavilions to provide intervals in the façade to create scale elements similar to surrounding buildings.

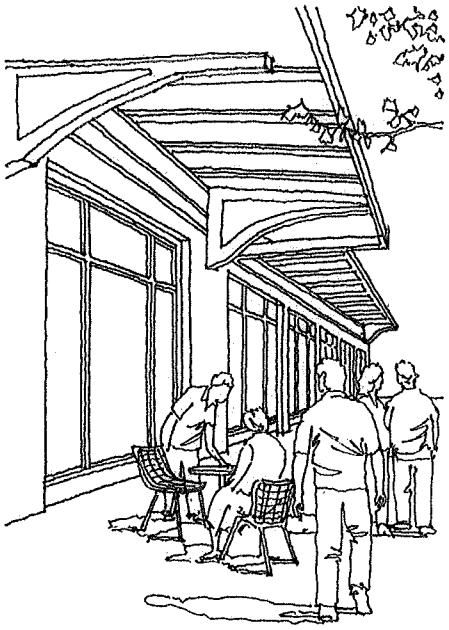
v. Top:

a. Clearly distinguish tops of buildings from the façade walls by including detail elements consistent with the traditional neighborhood buildings such as steep gables with overhangs, parapets and cornices.

PL2 Walkability

Citywide Guideline:

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



Overhead weather protection should be scaled in height and depth to provide pedestrian comfort and encourage activity.

Wallingford Supplemental Guidance

I. Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Provide convenient, and protected pedestrian entry for both business and upper story residential uses.

i. Entries for residential uses on the street (rather than from the rear of the property) add to the activity on the street and allow for visual surveillance for personal safety.

ii. Continuous, well-lighted, overhead weather protection is strongly encouraged to improve pedestrian comfort and to promote a sense of security.

iii. Overhead weather protection should be designed with consideration of:

a. the overall architectural concept of the building;

b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);

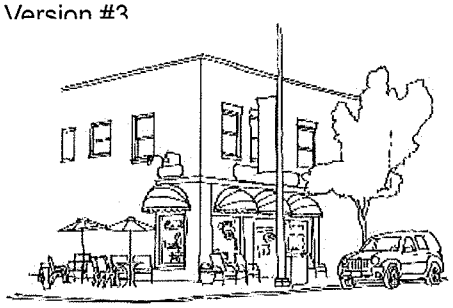
c. minimizing gaps in coverage, except to accommodate street trees;

d. a drainage strategy that keeps rain water off the street-level façade and sidewalk;

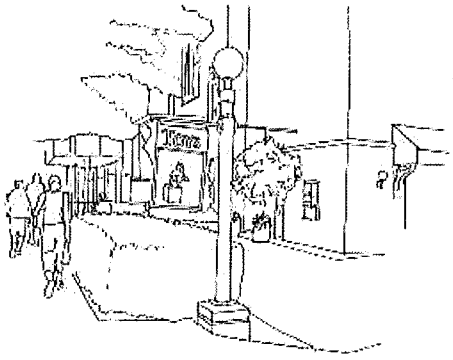
e. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;

f. the scale of the space defined by the height and depth of the weather protection;

g. the illumination of light colored undersides to increase security after dark.



Wrapping a street level facade around the corner is encouraged.



II. Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

i. Long, undifferentiated surfaces, facades or store frontages are strongly discouraged.

ii. In situations where blank walls are necessary, encourage their enhancement with decorative patterns, murals or other treatment.

iii. Locate and design ground floor windows to maximize transparency of commercial façade and attract pedestrian interest.

iv. Large windows that open to facilitate indoor-outdoor interaction with street are encouraged.

v. Windows on walls perpendicular to the street are encouraged.

III. Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

i. In residential projects, discourage solid fences that reduce security and visual access from streets.

ii. Lighting:

a. Encourage pedestrian-scale lighting, such as a 12- to 15-foot-high pole or bollard fixtures.

b. Consider installing lighting in display windows that illuminates the sidewalk.

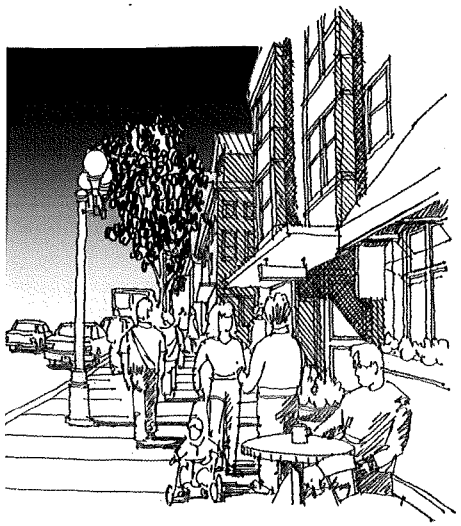
c. Fixtures that produce glare or that spill light to adjoining sites, such as "wallpacks," are discouraged.

d. Installation of pedestrian light fixtures as part of a development's sidewalk improvements is strongly encouraged. The style of light fixture should be consistent with the preference identified by Wallingford through Seattle City Light's pedestrian lighting program.

PL3 Street-Level Interaction

Citywide Guideline:

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.



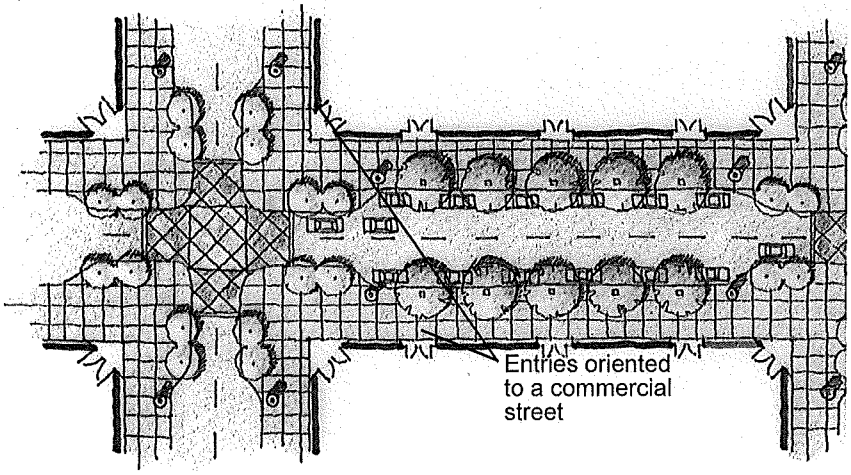
The building in the foreground is set back to provide outdoor seating and pedestrian traffic on a retail street.

Wallingford Supplemental Guidance

I. Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

i. Primary business and residential entrances should be oriented to the commercial street (for development along North 45th Street and Stone Way North).



II. Human Activity

New development should be sited and designed to encourage human activity on the street.

i. If not already required by code for new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features, particularly along North 45th Street, where existing sidewalks tend to be too narrow.

ii. Outdoor dining, indoor-outdoor commercial/retail space, balconies, public plazas and outdoor seating are particularly encouraged on lots located on North 45th Street and Stone Way North.

DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

Wallingford Supplemental Guidance

I. Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

i. Structured parking entrances should be located on side streets or alleys.

ii. Drive-in facilities whose driveways enter or exit over the main frontage sidewalk are discouraged.

II. Location of Parking on Commercial Street Fronts

Parking on a commercial street front should be minimized and where possible, parking should be located behind a building.

i. Surface parking areas facing the main street frontages are discouraged.

ii. Multi-purpose parking areas paved with unit pavers are encouraged (i.e., areas that serve both parking and public open space needs).

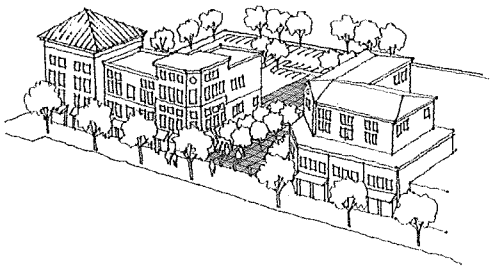
III. Design of Parking Lots Near Sidewalks

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

i. Minimize visual and physical intrusion of parking lots on pedestrian areas.

a. Narrower curb cut widths are generally supported.

b. Combine arcade or colonnade with landscaping to separate parking areas from sidewalks.

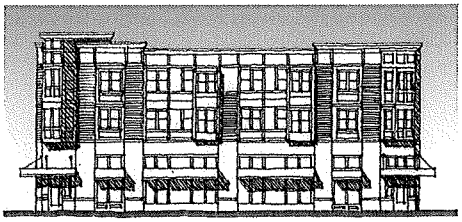


An example of a parking area designed to serve both parking and pedestrian needs with unit pavers, landscape and bollards.

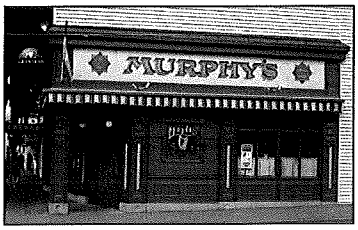
DC2 Architectural Concept

Citywide Guideline:

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



Elements such as bay windows and cornice lines help to establish the building's overall appearace based on a human scale set of proportions.



Wallingford Supplemental Guidance

I. Architectural Concept and Consistency

Building design elements, details and massing should create a well proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its façade walls.

i. The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major façade elements, which help to break the building into smaller pieces with distinctive appearances.

ii. Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.

iii. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Encourage pedestrian scale pole lights along streets and walks.

iv. Signage:

a. Signage should reflect the pedestrian scale of the neighborhood.

b. Generally, individualized, externally illuminated signs are preferred over internally illuminated, rectangular box signs.

c. Signage should be integrated with the architectural concept of the development in scale, detailing, use of color and materials, and placement.

d. Creative, detailed, artistic and unique signage is encouraged.

e. The use of icons, symbols, graphic logos or designs that represent a service or occupation are preferable to standardized corporate logos.

f. Pole signs of any type are discouraged.

II. Human Scale

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

i. Transom or clerestory windows above entrances, display windows and projected bay windows are encouraged.

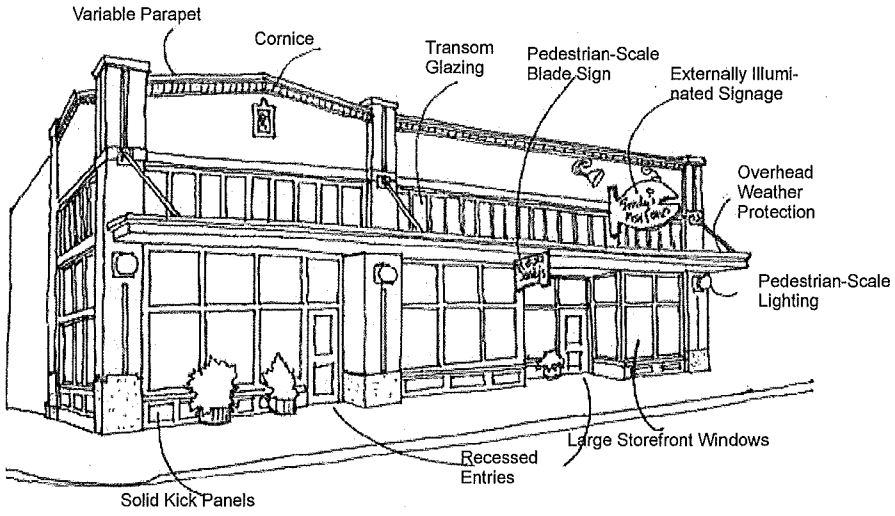
ii. Multiple paned windows that divide large areas of glass into smaller parts are preferred because they add human scale.

iii. Use durable and well-detailed finish materials:

a. Finish materials that are susceptible to staining, fading or other discoloration are strongly discouraged.

b. Encourage the use of brick.

c. Discourage aluminum and vinyl siding, and siding with narrow trim.



III. Retaining Walls

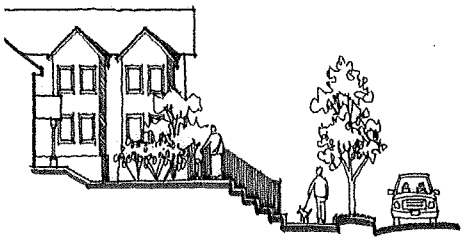
Minimize the height of retaining walls.

i. Where retaining walls are unavoidable, a textured surface, inlaid material and/or sensitively designed reveal lines are encouraged.

DC3 Open Space Concept

Citywide Guideline:

Integrate open space design with the design of the building so that each complements the other.



An example of a terrace on a sloping site to create open space and an attractive transition from the building to the street.

Wallingford Supplemental Guidance

I. Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

i. Maximize open space opportunity at grade (residential or mixed-use projects):

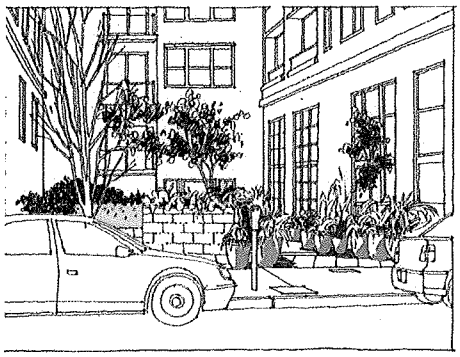
a. Terraces on sloping land that create level yard space, court-yards and front and/or rear yards are all encouraged residential open space techniques.

b. Make use of the building setbacks to create public open space at grade. Open spaces at grade that are 20 x 20 feet or larger and include significant trees are encouraged in exchange for landscape departures.

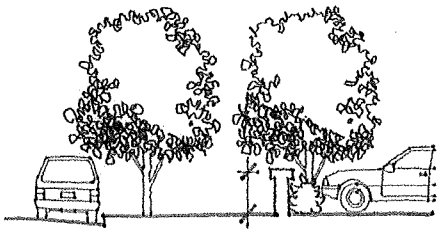
DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.



Planters at an entryway soften the street edge and add a welcoming entry to the building.



A low wall, landscape, and a second row of street trees buffer adjacent uses, such as parking, from the pedestrian realm.

Wallingford Supplemental Guidance

I. Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

i. Flower boxes on windowsills and planters at entryways are encouraged.

ii. Greening of streets lacking trees, flowers and landscaping is encouraged. This may include street trees, landscape strips, other greenery and seasonal plantings.

II. Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

i. Thick evergreen hedges, non-invasive vines on fencing or low walls, and other substantial landscaping should be used to visually and physically buffer sidewalks and adjacent buildings from parking areas; camouflage exposed concrete walls; and buffer adjacent single-family houses and residential developments.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 18
November 22, 2013
Version #3

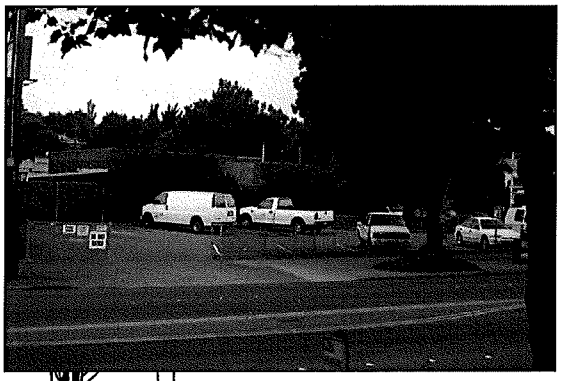
Examples of Possible Application of Guidelines to Select Sites

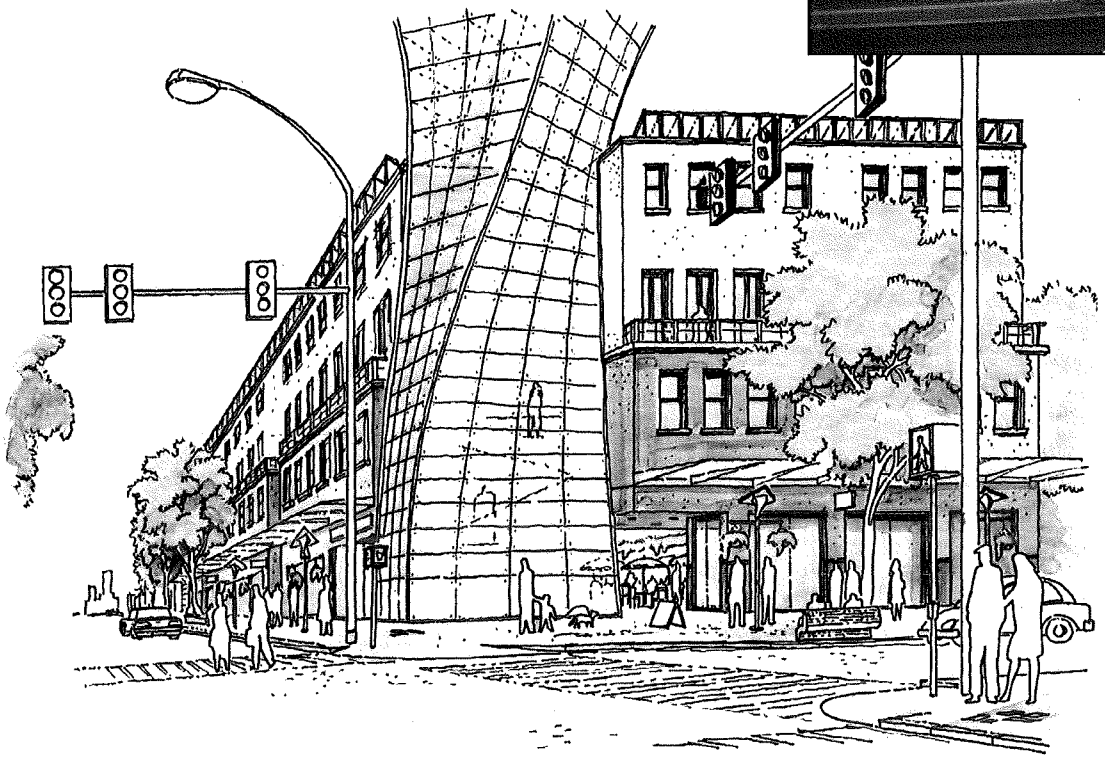
As part of a class at the University of Washington, students examined the possible application of the draft Wallingford Design Guidelines to specific sites. The results of this exercise are included here for informational purposes only, as desirable examples of the possible application of the guidelines to specific sites.

i. Southwest Corner of North 45th Street and Stone Way North

Zone: NC2-40
Consideration of the following neighborhood recommendations is encouraged:

a. CS2.I Varying heights in order to allow sunlight to reach street level.
b. CS2.II Designing the building in such a way that defines the corner.
c. PL3.II Setting back the building and widening the sidewalk to create more room for foot traffic and bus stop on Stone Way.
d. DC1.I Locating automobile access as far away from the corner as possible.
e. CS2.III Including a local landmark feature that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford.





ii. Northeast Corner of North 45th Street and Stone Way North

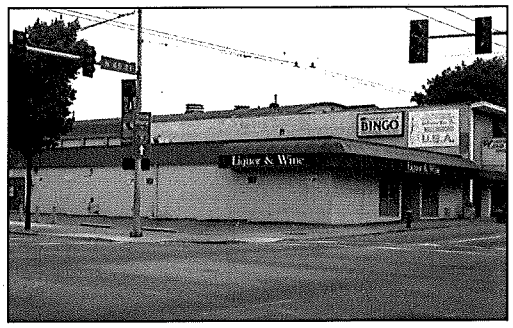
Zone: NC2-40

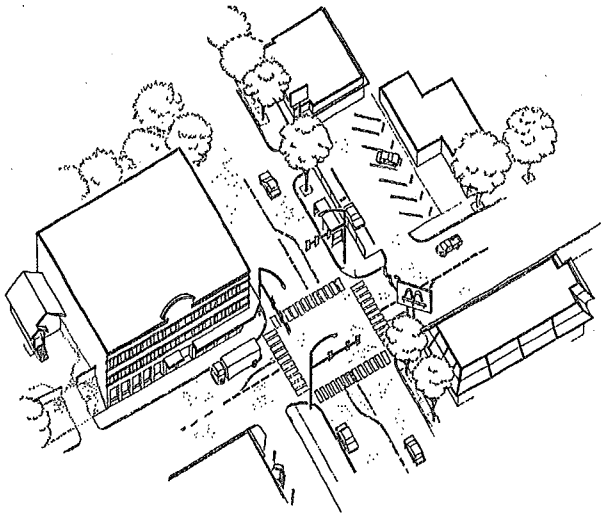
Consideration of the following neighborhood recommendations is encouraged:

a. DC1.I Locating automobile access as far away from corner as possible.

b. CS2.III Including a local landmark feature that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford."

c. CS3.I Repeating architectural features of adjacent Blue Star Café building.
   - Brick as primary material for first floor commercial.
   - Similar sizing and spacing of windows.





iii. Single-Family Houses on North 45th Street, near Stone Way North and Woodlawn Avenue North

Zone: L-3 RC

Consideration of the following neighborhood recommendations is encouraged:

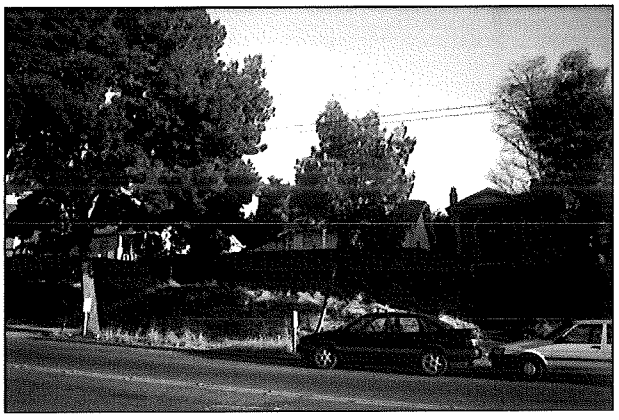
a. CS2.I Maximizing southern sun exposure on lot.

b. CS2.II Bringing building up to the sidewalk and widening the sidewalk similar to the mixed-use building at 45th & Interlake to allow more sun at street level.

c. DC1.I Providing automobile access from Interlake Avenue if possible.

d. CS2.II Protecting privacy of single-family neighbors to the south with appropriate transition stepbacks at rear of development and preservation and enhancement of existing vegetation along the southern property line.

e. DC2.II Providing creative use of color and materials to break up façade and provide contrast to building on adjacent lot to the west.



iv. Southeast Corner of North 45th Street & Burke Avenue North

Zone: NC2-40
Consideration of the following neighborhood recommendations is encouraged:

a. CS2,I Including an outdoor plaza along Burke to take advantage of south and western sun exposure.

b. CS2.I Incorporating the significant tree on the southwest corner of Burke and 45th as a to Wallingford Center.

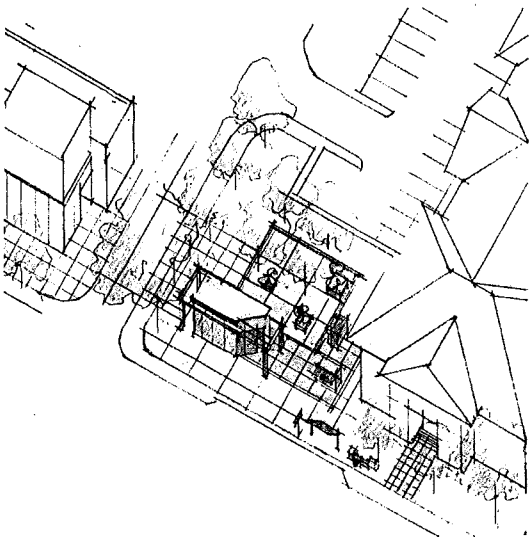
c. PL3.II Locating the main entrance to the building at the corner. Setting the building back from street edge to accommodate high volume of pedestrian traffic.

d. CS2.III Coordinating certain aspects of the redevelopment with the Wallingford Land Use Committee; ultimate plans are to have alternate paving material at the Burke Street intersection to signify pedestrian connection with the Wallingford Center.

e. DC2.I Designing modulation and window bays to complement that of the building to the east (Tea House Kuan Yin).

f. PL2.1 Providing overhead weather protection along 45th Street.

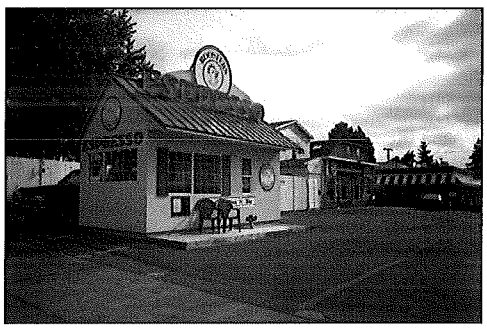
g. PL2.1 Providing retail and pedestrian amenities on Burke Street to promote interaction with the Wallingford Center.



v. Northeast Corner of North 45th Street & Corliss Avenue North

Zone: NC2-40
Consideration of the following neighborhood recommendations is encouraged:

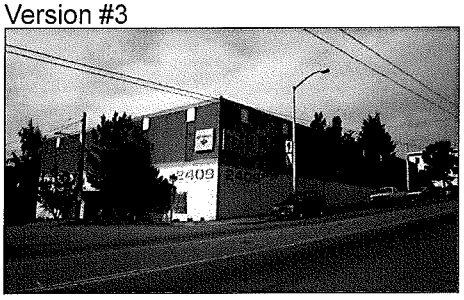
a. CS2.I Providing outdoor dining space to take advantage of the significant sun exposure this lot enjoys.



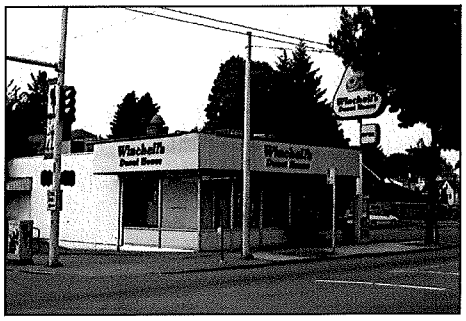
b. CS2.II Building the development to a widened sidewalk for continuation of consistent street façade. Using building setbacks for widened sidewalk and accommodation of pedestrian traffic and outdoor dining opportunities.

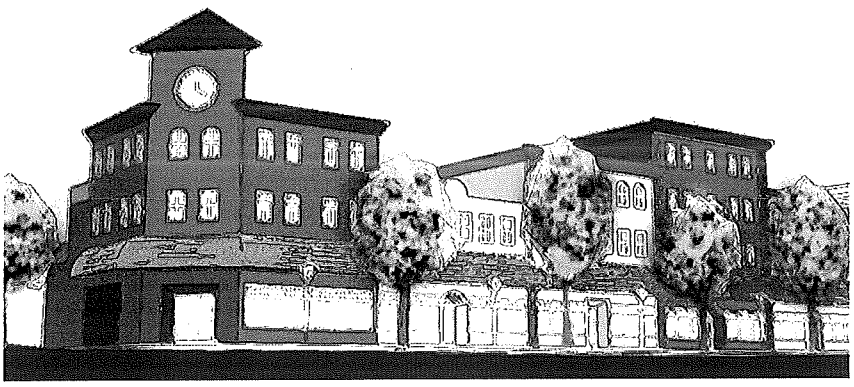
c. DC1.I Eliminating the multiple driveways and corresponding curb cuts along 45th to reassert use of the sidewalk by pedestrians. The neighborhood recommends that the City add parallel parking along 45th Street to enhance pedestrian safety.

d. CS2.III Creating focal point for the corner of 45th Street and Corliss



A redevelopment concept for this key corner that incorporates the guidance outlined above, including: modulating the facade on 45th into human-scale intervals; creating a focal point at the corner through architectural expression and site planning; sensitivity to single-family neighbors by stepping back the building and adding landscaoe; and preserving the dogwood tree on the site.





Avenue North. D-1 Providing overhead weather protection along 45th Street.

e. DC4.I Planting ash trees along 45th Street.

vi. Southwest Corner of North 45th Street & Eastern Avenue North

Zone: NC2-40
Consideration of the following neighborhood recommendations is encouraged:

a. CS2.1 Preserving existing dogwood tree on 45th Street. Replace and maintain street trees and foundation landscaping along North 45th Street.

b. CS2.IV Protecting privacy of single-family neighbors to the south with an appropriate transition.

c. DC3.I Providing roof deck for resident use and views.

d. CS2.III Creating focal point for the corner of 45th Street and Corliss Avenue North.

e. CS3.I Setting building back from sidewalk and modulating façade at 25 foot or less intervals along 45th Street.

f. PL2.I Providing overhead weather protection along 45th Street.

g. PL2.I Extending sidewalk bulb on 45th Street and Corliss Avenue North to create pedestrian refuge.

vii. Northeast 45th Street between Second Avenue Northeast and Thackery Place Northeast

Zone: NC2-40
Consideration of the following neighborhood recommendations is encouraged:

a. CS2.I Preserving existing mature tree on 45th Street and plant ash trees Along 45th Street and Seconnd Avenue Northeast.

b. CS2.I Maximizing southern sun exposure on rear of lot.

c. CS2.II Bringing the building up to sidewalk and widening the sidewalk to enhance pedestrian environment and provide consistent street façade.

d. CS2.IV Protecting privacy and natural light of bungalow located behind existing Winchell's building.

e. CS2.III Providing gateway feature at Northeast corner of site or building to communicate entrance to Wallingford neighborhood.

f. CS2.IV Placing the majority of the building mass along 45th Street and on Golden Oldies lot.

g. CS3.I Varying color, material, and height of façade to provide appearance of individual smaller-scale buildings along 45th Street.

h. PL2.I Providing overhead weather protection along 45th Street and on Thackery Place Northeast to accommodate bus stop area.

West Seattle Junction
Design Guidelines
2013

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The West Seattle Junction Design Guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the West Seattle Urban Village as reflected in Map 1 (page 1). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- Seattle Design Guidelines—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled Design Review: Guidelines for Multi-family and Commercial Development that were adopted in 1993.

The West Seattle Junction Design Guidelines reveal the character of the West Seattle Junction as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Citywide Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The West Seattle Junction Design Guidelines were developed by community members and design consultants, and adopted in 2001. In 2013, the City adopted new, updated guidelines entitled Seattle Design Guidelines to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the Seattle Design Guidelines uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the Seattle Design Guidelines' in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated Seattle Design Guidelines.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 19
November 22, 2013
Version #3

Guidelines at a Glance

The West Seattle Junction design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the West Seattle Urban Village as reflected in Map 1 (page 1). These guidelines augment the Seattle Design Guidelines adopted in 2013. The list below correlates the guidelines by subject matter and shows which Seattle Design Guidelines are augmented by West Seattle Junction Design Guidelines. A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the Seattle Design Guidelines is different from the original numbering applied to the West Seattle Junction Design Guidelines in 2001.

Context and Site

CS1. Natural Systems and Site Features ..... **no**

CS2. Urban Pattern and Form ..... **yes**
- Streetscape Compatibility (former A-2)
- Corner Lots (former A-10)
- Height, Bulk, and Scale Compatibility (former B-1)

CS3. Architectural Context and Character ..... **yes**
- Architectural Context (former C-1)

Public Life

PL1. Connectivity ..... **yes**
- Human Activity (former A-4)

PL2. Walkability ..... **yes**
- Human Scale (former C-3)
- Pedestrian Open Spaces and Entrances (former D-1)

PL3. Street-Level Interaction ..... **no**

PL4. Active Transportation ..... **no**

Design Concept

DC1. Project Uses and Activities ..... **yes**
- Visual Impacts of Parking Structure (former D-5)

DC2. Architectural Concept ..... **yes**
- Architectural Concept and Consistency (former C-2)
- Human Scale (former C-3)

DC3. Open Space Concept ..... **no**

DC4. Exterior Elements and Finishes ..... **yes**
- Human Scale (former C-3)

Context and Priority Issues: West Seattle Junction

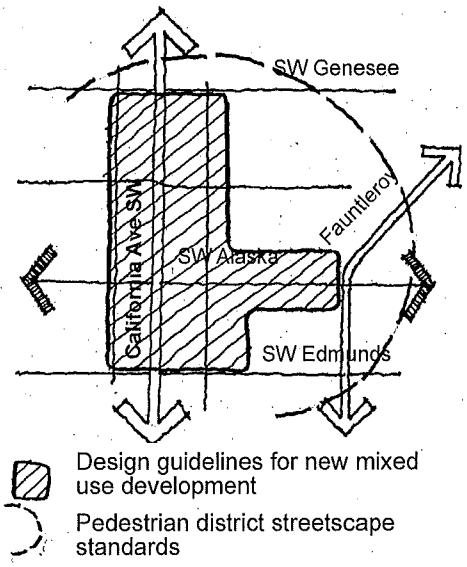
The overriding objective of the citywide design guidelines is to ensure that new development fits in well with its surroundings. The following West Seattle Junction Design Guidelines share this objective, and with an emphasis on siting and design conditions and priorities supported by the community, aim to guide the design of new development in a manner that strengthens the Junction's mixed-use commercial core (see map 1, page 1 or the diagram below).

Through the neighborhood planning process, the community clearly stated its desire to maintain the small town atmosphere and qualities that have historically characterized the West Seattle Junction. However, it was also recognized that new development provides the opportunity for a broader mix of businesses and services, residential units and employment. As the Junction prepared its neighborhood plan, the citywide design guidelines were evaluated to determine whether the guidelines adequately supported the community's vision.

The Neighborhood Plan (1999) recommended the development of design guidelines to ensure that new development creates a compact, mixed-use commercial core that is pedestrian oriented in scale, character and function. A neighborhood design guidelines committee comprised of residential and business representatives was formed to address the Neighborhood Plan urban design-related recommendations. Several design issues and related priorities were identified and have been incorporated into the West Seattle Junction Design Guidelines.

1. **Pedestrian Environment:** In general, the pedestrian environment (sidewalks, pathways, entries and crossings) should be safe, accessible to all, connect to places people want to go, and provide good places to be used for many things. New development should reflect these principles by enhancing commercial district streetscapes with development that makes pedestrian activity at the street level a priority (see Map 2, page 3).

   The overall goal of these guidelines is to aid in creating a district in which new development supports a mix of uses and engages the public realm (i.e. sidewalk) in a pedestrian-oriented manner. The commercial core is considered to include California Avenue SW from SW Edmunds Street to SW Genesee Street, SW Alaska from 44th Avenue SW to 39th Avenue SW, and SW Genesee, Oregon and Edmunds Streets from 44th Avenue SW to 42nd Avenue SW. California Avenue SW is recognized as the area's current pedestrian-oriented business district, however the neighborhood envisions SW Alaska Street from California Avenue SW to Fauntleroy Way SW to become an extension of this mixed use district with a continuous pedestrian scale and high level of comfort at the street level.



   The neighborhood recognizes that a successful pedestrian environment is really a pedestrian "network", extending beyond sidewalks to include paths, crossings and building entries. Mid-block pedestrian connections are encouraged to be incorporated into larger new development to link parking and surrounding streets to the commercial core.

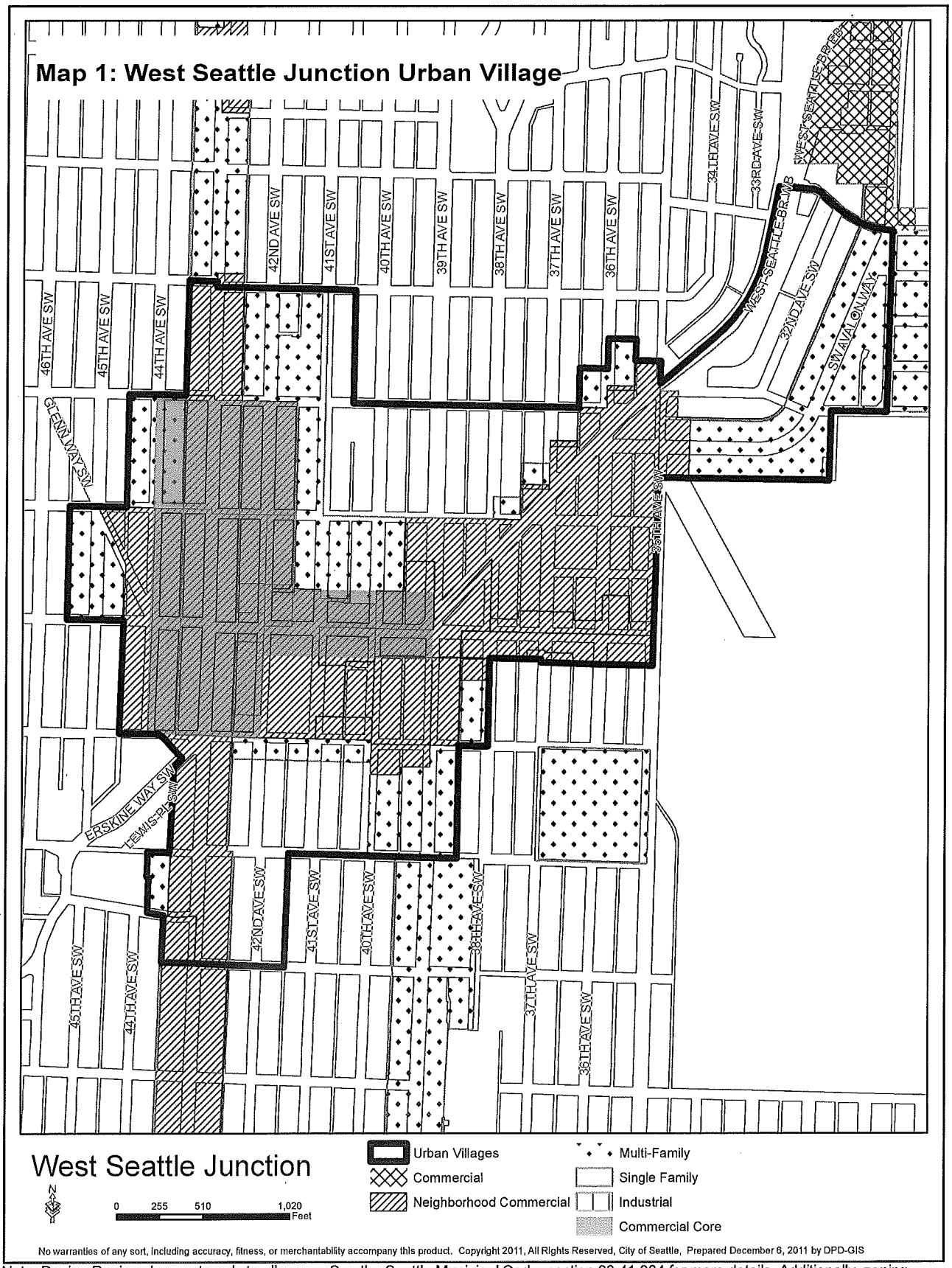
2. **Height, Bulk and Scale Compatibility:** A pervading quality of the Junction's small town "feel" is expressed in the existing architecture. One way to preserve and continue the small town quality in new development is through the siting, massing and design of new buildings. However, Neighborhood Commercial zones with 85- and 65-foot height limits (NC-85' and NC-65') are the predominant zoning designations in the commercial core on California Avenue SW and SW Alaska Street, causing potential conflicts in height, bulk and scale compat-

ibility between new development and existing one- to two-story commercial buildings occupying small parcels of land. Furthermore, current zoning in the Junction has created abrupt edges between NC-65' and 85' zones and less intensive, multifamily development.

The City of Seattle's Land Use Code prescribes setback requirements for new development on zone edges between higher and lesser intensive zones. New development in the Junction must carry this treatment further as more refined transitions in height, bulk and scale - in terms of the relationship to surrounding context and within the proposed structure itself - must be considered.

3. **Architectural Character:** Elements and materials that respect and strengthen the commercial core are encouraged in new building design. The quality of the Junction's built environment can be characterized as mixed - good buildings mixed with more mundane construction - and therefore a selective approach to contextual design is warranted. New development should respond to the Junction's context by providing enough visual linkages between the existing stock of good buildings and the proposed structure so as to create a cohesive overall effect. Appropriate visual linkages are simple, basic features such as window proportions, entryway placements, decorative elements and materials. For example, many of the area's most successful commercial buildings exhibit human scale window proportions and bold cornices. Repeating such elements in new development would continue an appropriate pattern.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 19
November 22, 2013
Version #3



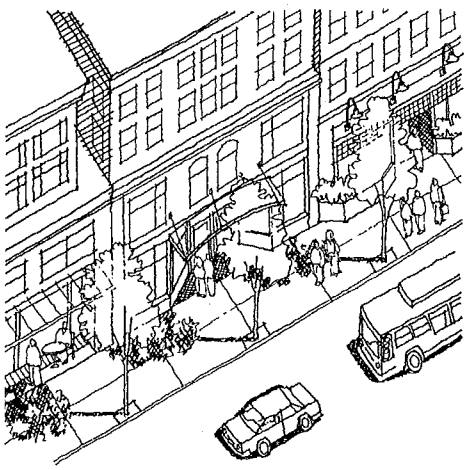
Note: Design Review does not apply to all zones. See the Seattle Municipal Code, section 23.41.004 for more details. Additionally, zoning areas shown on this map are for general reference only. For confirmation of a specific property's zoning, contact the Department of Planning and Development.

Attachment 19 to the DPD Design Guidelines Ordinance

CS2 Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.



West Seattle Junction Supplemental Guidance

I. Streetscape Compatibility

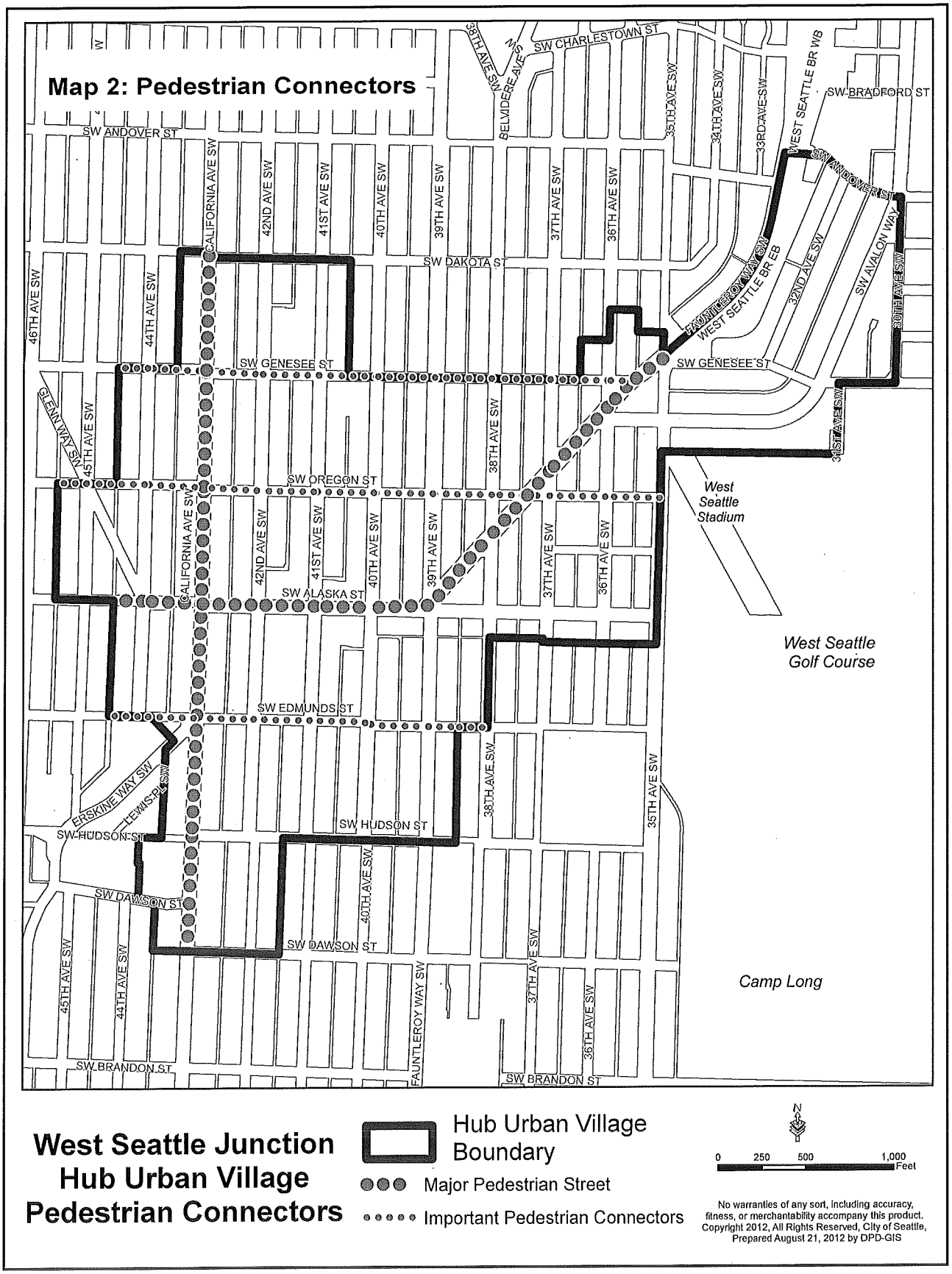
A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

i. Reduce the scale of the street wall with well organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.

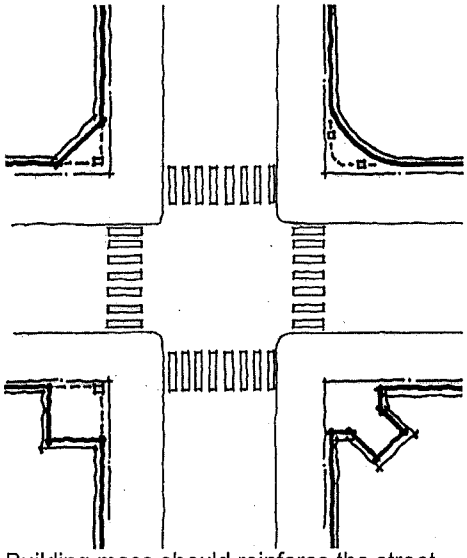
ii. Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.

iii. Outdoor power and water sources are encouraged to be provided in order to facilitate building maintenance and exterior decorative lighting needs. Conveniently located sources could also be taken advantage of for special community events.

Pennucci / Rutzick
DPD Design Guidelines Ordinance ATT 19
November 22, 2013
Version #3



Attachment 19 to the DPD Design Guidelines Ordinance



Building mass should reinforce the street corner while providing space for movement and activity.

Building form and elements are oriented to the corner.

II. Corner Lots

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement.

i. New buildings should reinforce street corners, while enhancing the pedestrian environment.

ii. Public space at the corner, whether open or enclosed, should be scaled in a manner that allows for pedestrian flow and encourages social interaction. To achieve a human scale, these spaces should be well defined and integrated into the overall design of the building. Consider:

a. providing seating;

b. incorporating art that engages people; and

c. setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.

The Seattle design guidelines encourage buildings on corner lots to orient to the corner and adjacent street fronts. Within the Junction there are several intersections that serve as "gateways" to the neighborhood.

iii. Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood. These buildings should announce the block through the inclusion of features that grab one's interest and mark entry.

Gateways:

a. California Avenue SW and SW Alaska Street

b. California Avenue SW and SW Oregon Street

c. SW Alaska Street and Fauntleroy Way SW

d. California Avenue SW and SW Edmunds Street

e. SW Alaska Street and 44th Avenue SW

f. Fauntleroy Way SW and 35th Avenue SW

III. Height, Bulk and Scale

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the commercial core (see Map 1, page 1) would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

i. Applicant must analyze the site in relationship to its surroundings. This should include:

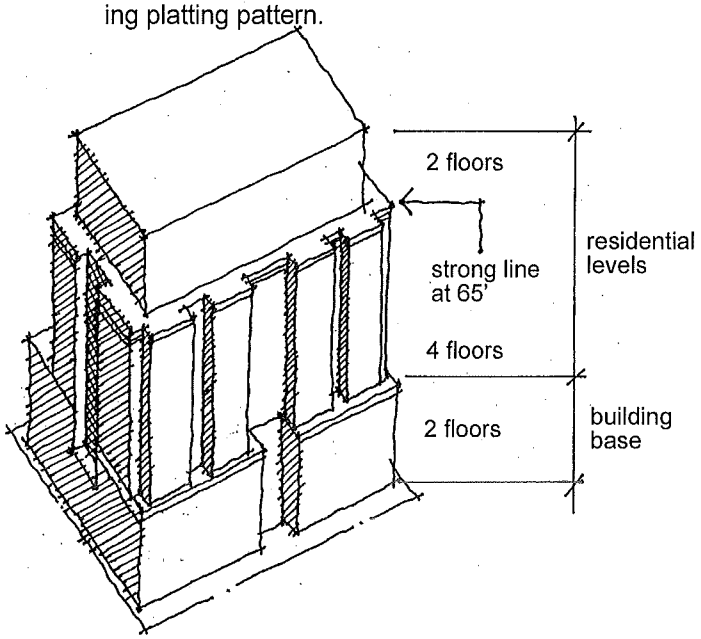
   a. Distance from less intensive zone; and

   b. Separation between lots in different zones (property line only, alley, grade changes).

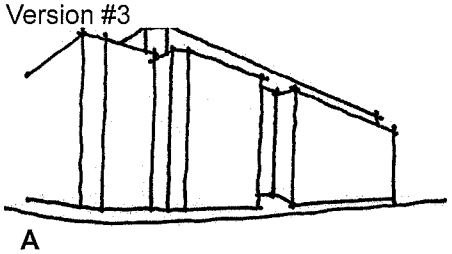
ii. The massing prescribed by Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context. Among recent development in NC-65' zones and higher, the base (ground level commercial area) often appears truncated by the upper residential levels within a mixed-use building. The 13- foot, lot line – to – lot line commercial ground floor is an inadequate base for buildings of this size in terms of overall proportion. Moreover, surrounding commercial structures along California Avenue tend to have a building mass of 20 to 30 feet at the front property line. Therefore, for new development in Neighborhood Commercial zones 65' or higher:

   a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.

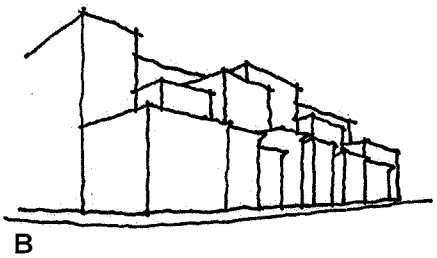
   b. Size of Code-allowable building envelope in relation to underlying platting pattern.



Note: Massing concept for an NC-85' structure. Not preferred architectural concept.



A

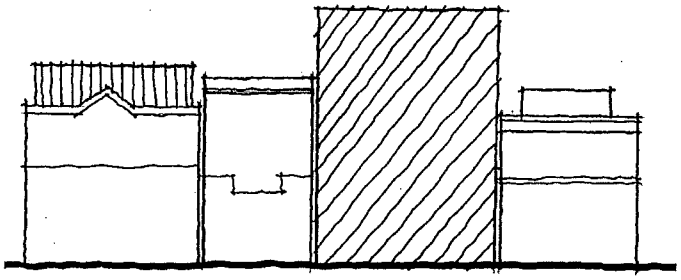


B

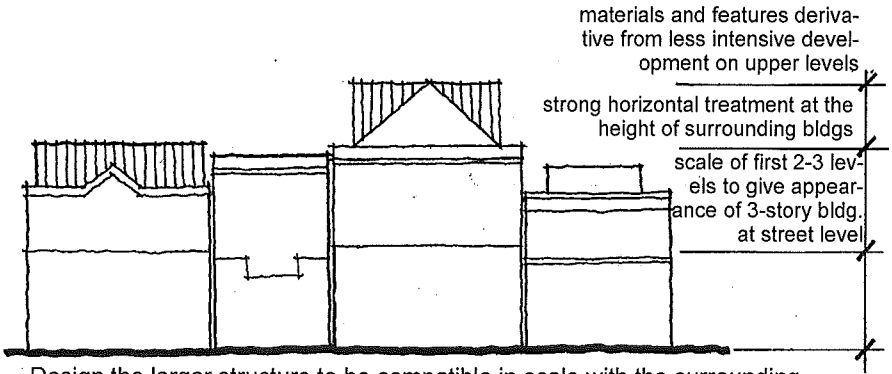
The bulk of the top building ("A") is at odds with the rhythm of the small buildings along California Avenue SW. Consider breaking the mass of large structures into form elements similar to the scale and character of te surrounding street frontage (Building "B").

iii. New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood's commercial core (see map 1, page 1).

iv. The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts of Neighborhood Commercial development, particularly at the upper levels. For development greater than 65 feet in height, a strong horizontal treatment (e.g. cornice line) should occur at 65 ft. Consider a change of materials, as well as a progressively lighter color application to reduce the appearance of upper levels from the street and adjacent properties. The use of architectural style, details (e.g. rooflines, cornice lines, fenestration patterns), and materials found in less intensive surrounding buildings should be considered.



A larger potential building envelope (shaded) within the context of existing structures.

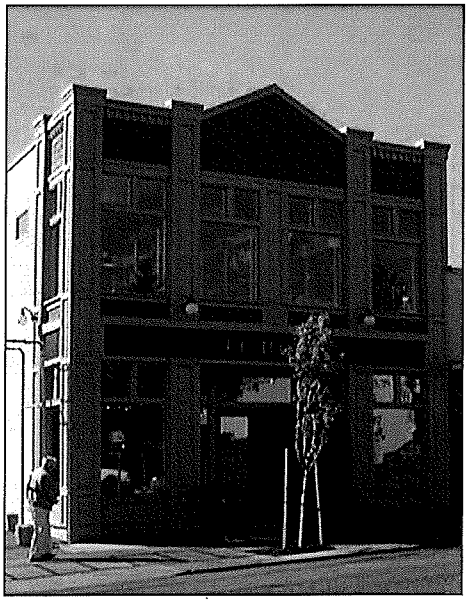


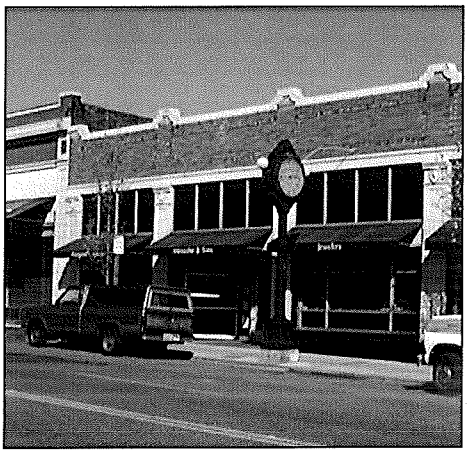
Design the larger structure to be compatible in scale with the surrounding buildings.

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.





A variety of architectural details including street-level display windows, a sign band, recessed entry, transoms, and facade kick-plates lend human scale and interest to these commercial buildings.

West Seattle Junction Supplemental Guidance

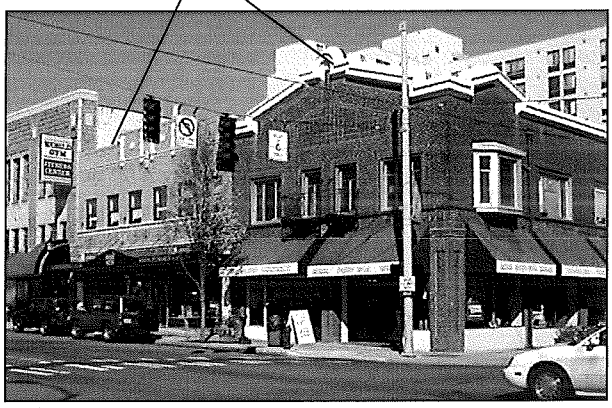
I. Architectural Context

i. **Facade Articulation:** To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core (see map 1, page 1).

ii. **Architectural Cues:** New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.

Preferred elements can be found in the examples of commercial and mixed-use buildings in the Junction included on this page.

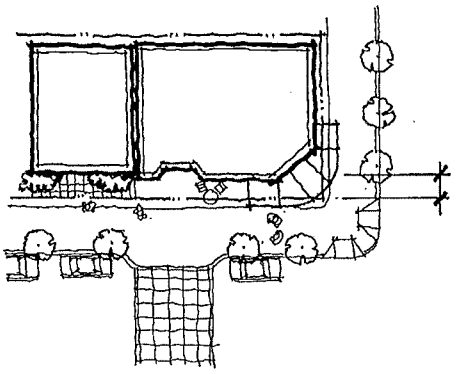
interesting parapets and cornices



PL1 Connectivity

Citywide Guideline:

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



Consider setting the building back from the front property line to create an effective transition between the private and public realm.

West Seattle Junction Supplemental Guidance

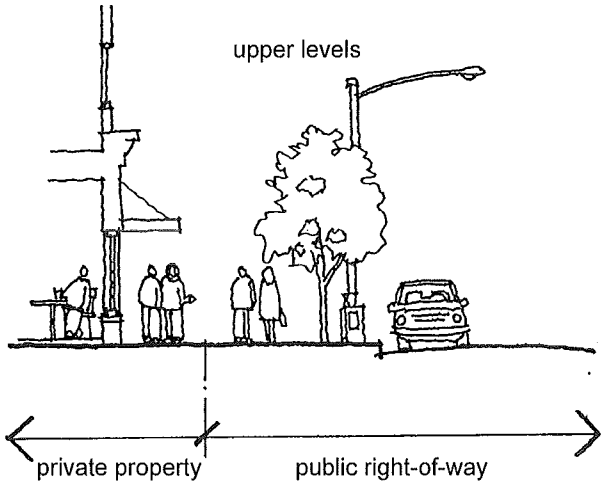
I. Human Activity

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realms.

i. Particularly in the California Avenue Commercial Core (see map 1, page 1), proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

ii. In exchange for a loss of development potential at the ground floor, the Design Review Board is encouraged to entertain requests for departures to exceed the lot coverage requirement for mixed-use projects.

iii. When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.

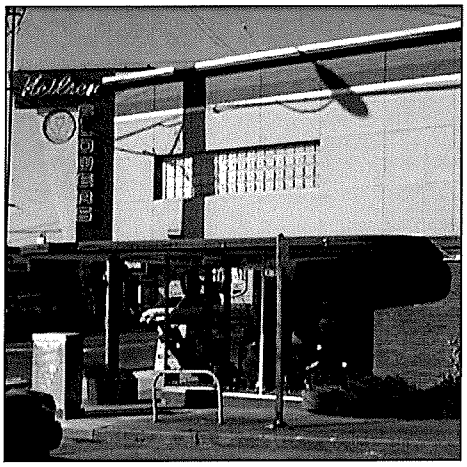


Attachment 19 to the DPD Design Guidelines Ordinance

PL2 Walkability

Citywide Guideline:

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



Example of overhead weather protection that is coherently integrated into the building's modern style.

West Seattle Junction Supplemental Guidance

I. Human Scale

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

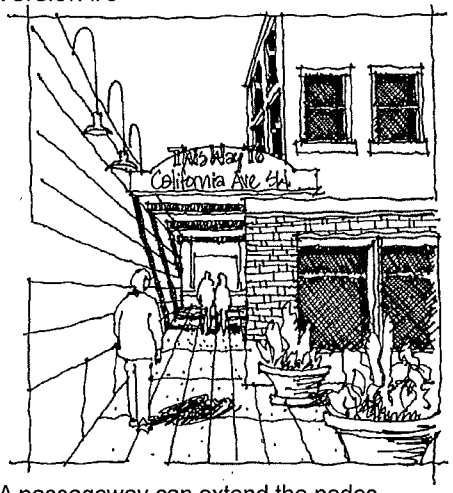
i. Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

Overhead weather protection should be designed with consideration given to:

a. Continuity with weather protection on nearby buildings.

b. When opaque material is used, the underside should be illuminated.

c. The height and depth of the weather protection should provide a comfortable scalae for pedestrians.



A passageway can extend the pedestrian environment of the commercial core through a large development site and into the surrounding neighborhood.

II. Pedestrian Open Spaces and Entrances

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

i. **Street Amenities:** Streetscape amenities mark the entry and serve as way finding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:

   a. pedestrian scale sidewalk lighting;

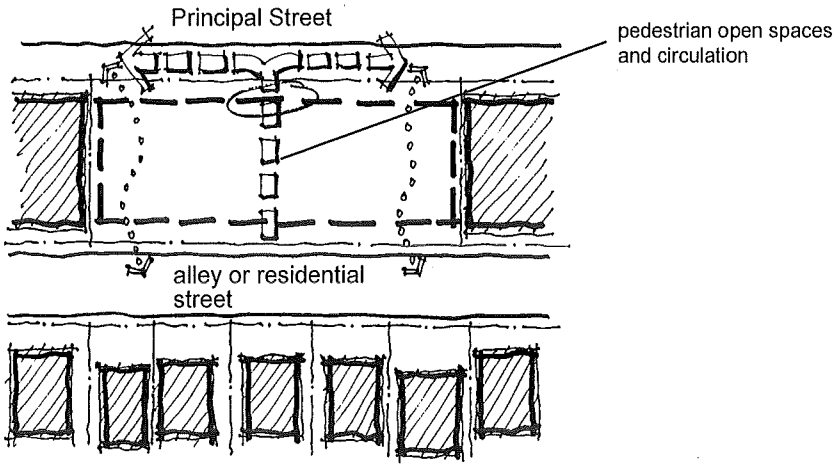
   b. accent pavers at corners and midblock crossings;

   c. planters;

   d. seating.

ii. Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

Note: The recently completed California Avenue SW street improvement project offers good examples of street amenities that could be repeated in portions of new developments that extend into the public realm. Details of these streetscape elements can be obtained from the West Seattle Junction Association.



DC1 Project Uses and Activities

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

The parking in this structure has been integrated into the overall building design in a cohesive manner and is further concealed through decorative metal grille work.

West Seattle Junction Supplemental Guidance

I. Visual Impacts of Parking Structures

i. Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.

ii. The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

iii. There should be no auto access from the principal street (California Way. And Alaska St.) unless no feasible alternative exists. Located at the rear property line, the design of the parking façade could potentially be neglected. The City would like to see its alleys improved as a result of new development. The rear portion of a new building should not turn its back to the alley or residential street, but rather embrace it as potentially active and vibrant environment. The parking portion of a structure should be compatible with the rest of the building and the surrounding streetscape. Where appropriate, consider the following treatments:

a. Integrate the parking structure with building's overall design.

b. Provide a cornice, frieze, canopy, overhang, trellis or other device to "cap" the parking portion of the structure.

c. Incorporate architectural elements into the facade.

d. Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

DC2 Architectural Concept

Citywide Guideline:

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

West Seattle Junction Supplemental Guidance

I. Architectural Concept and Consistency

i. New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

ii. The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:

a. facade modulation and articulation;
b. windows and fenestration patterns;
c. trim and moldings;
d. grilles and railings;
e. lighting and signage.

II. Human Scale

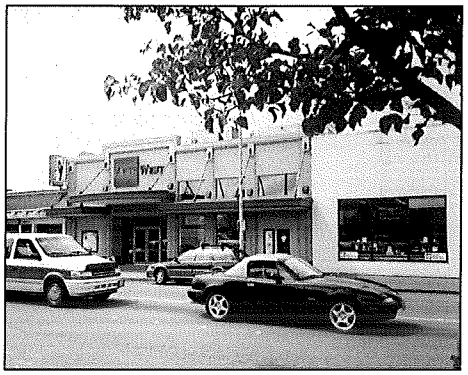
Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

DC4 Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.

Blade signs add to the character of the streetscape and help orient pedestrians.



Example of signage at the street level for a broader range of visibility. Street level signs should be integrated with the overall design of the building when attached to the façade.

West Seattle Supplemental Guidance

I. Human Scale

i. **Signage:** Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets.

The following sign types are encouraged:

a. pedestrian-oriented blade and window signs;

b. marquee signs and signs on overhead weather protection;

c. appropriately sized neon signs.

Form revised: December 12, 2012

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Planning and Development	Aly Pennucci/6-9132	Melissa Lawrie/4-5805

Legislation Title: AN ORDINANCE relating to land use and zoning, amending the title of Chapter 23.41 and Sections 23.41.002, 23.41.008, and 23.41.010 of the Seattle Municipal Code to clarify the purpose and scope of Design Review; adopting updated Seattle Design Guidelines for citywide application, except for Downtown; and adopting revised neighborhood-specific design guidelines.

Summary of the Legislation: An ordinance to approve updated Seattle Design Guidelines and related neighborhood design guidelines for 18 neighborhoods, along with corresponding revisions to Chapter 23.41 of the Land Use Code.

Background: The purpose of the legislation is to adopt revised and updated design guidelines used for the review of multifamily and commercial projects under the provisions of the Design Review Program. The updated guidelines represent the first substantial and complete revision of the guidelines that were originally drafted in 1998 at the inception of the Design Review Program. The guidelines were updated in order to eliminate redundancies in the guidelines, better organize and reduce the number of guidelines, incorporate current best practices in design review and design guidelines, and address design issues not contemplated during the drafting of the original guidelines.

Given the complementary and integrated role of neighborhood guidelines with design guidelines that apply citywide, the update also includes revisions to the existing neighborhood guidelines to match the organization and format of the updated Seattle Design Guidelines. In addition , the following changes were made to the neighborhood guidelines: updated maps for readability; corrected typos or syntax errors; and clarified and updated language where needed.

Please check one of the following:

_X_ **This legislation does not have any financial implications.**

____ **This legislation has financial implications.**

Other Implications:

a) **Does the legislation have indirect financial implications, or long-term implications?** The legislation would result in approximately $12,000 of administrative cost for DPD. The following is a detailed breakdown of the cost of implementation of the new guidelines:

Task	Staff time

	(hours/hrs)
Updating the existing templates & checklists (meeting facilitation material)	100 hrs
Training (10 planners x 2 hrs + 4 hrs training prep)	24 hrs
Quarterly Training for Design Review Board members (4 sessions x 2 hrs x 2 trainers) + 10 hr follow-up	26 hrs
Learning Curve on projects (3 hrs/permit application) x 30 permit applications	90 hrs
Create cross reference tool	40 hrs
Website update	10 hrs
Develop abbreviated versions of guidelines for use by Boards	10 hrs
Total staffing impact	**300* hrs**

*Administrative overhead is calculated at $40/hr.

b) **What is the financial cost of not implementing the legislation?** Beyond the training and upfront administrative costs discussed above, the intent of the legislation is to make Design Review more efficient for the staff and permit applicants. Any cost benefits associated with improved process efficiency would be lost if the legislation is not implemented.

c) **Does this legislation affect any departments besides the originating department?** No.

d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** The update of the design guidelines is intended to eliminate redundancy, improve the organization and reduce the number of guidelines. As an alternative, the existing guidelines could be maintained, but that would not achieve the objective of the proposed legislation. There are not other alternatives.

e) **Is a public hearing required for this legislation?** Yes.

f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?** A notice will be required in the Daily Journal of Commerce for the City Council public hearing.

g) **Does this legislation affect a piece of property?** The legislation affects multifamily and commercially zoned land when development is proposed at the thresholds requiring Design Review as part of a Master Use Permit application.

h) **Other Issues:** None.

List attachments to the fiscal note below: None.

Seattle
Design Guidelines
2013

Attachment 1 to the DPD Design Guidelines Ordinance

Introduction

What's inside:

What is Design Excellence?

Purpose of the Seattle Design Guidelines?

What Do We Value in the Built Environment?

Who is Expected to Use the Guidelines?

Reader's Guide

Introduction

For detailed information on the Design Review Program, consult any of the following sources:

- *Seattle Municipal Code Chapter 23.41*
- *Client Assistance Memo (CAM) 238B*
- *DPD website, Design Review section at http://www.seattle.gov/dpd/aboutus/whoweare/designreview/program/.*

The Seattle Design Guidelines are the cornerstone of the City's Design Review Program and the primary tool used by the Design Review Boards for evaluating proposed new development. The overarching goal of the design guidelines—and the Design Review Program—is to foster design excellence in private development of new multifamily and commercial projects throughout the city. The guidelines also support the Design Review Program as a forum for the public to participate in discussions about new projects in their community, and as a means of allowing flexibility in the application of Land Use Code requirements. The Seattle Design Guidelines apply to all projects required to undergo design review in all areas of the city except Downtown*. There are also neighborhood-specific design guidelines for many of Seattle's neighborhoods, which work in tandem with the citywide guidelines. Applicants with projects located within a neighborhood that has neighborhood-specific guidelines are required to consult both sets of guidelines—neighborhood and citywide—in the development and review of the project design. In the event of a conflict between citywide and neighborhood guidelines, the neighborhood-specific guidelines supersede.

WHAT IS DESIGN EXCELLENCE?

Design excellence takes many forms and can be measured in various ways. Seattle is fortunate to have a rich inventory of buildings and architectural styles throughout the city developed over many decades. One measure of design excellence is the ability of new buildings to fit seamlessly into that inventory. The ability of a building to stand the test of time by remaining functional and compatible over a period of many years is yet another sign of good design. This is reflected in choices made about materials, building assembly techniques, ongoing maintenance, and the type of energy used for heating, ventilation, and cooling. Finally, a project's contribution to the public realm, not only in terms of the building itself but also in site development, landscape and public open space, can be a measure of design excellence as well.

The Seattle Design Guidelines play an important role in helping define, design, and build projects of excellence in our city through the design review process.

**For the purposes of design review, Downtown is defined as that area bounded by Denny Way on the north, Elliott Bay on the west, I-5 on the east, and Jackson Street and Dearborn Street on the south which is governed by its own set of guidelines. See the Downtown Design Review district map on the DPD website at http://www.seattle.gov/dpd/aboutus/whoweare/designreview/program/.*

This icon denotes additional information available related to the main text.

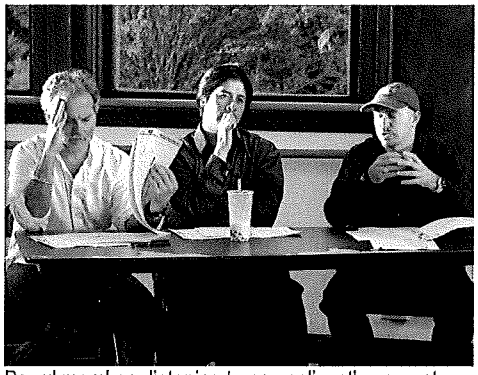
PURPOSE OF THE SEATTLE DESIGN GUIDELINES

The purpose of the Seattle Design Guidelines is to define the qualities of architecture, urban design, and public space that make for successful projects and communities, and to serve as a tool for guiding individual projects to meet those expectations through the City's Design Review Program. In contrast to the very specific regulations of the City's Land Use Code (Title 23 Seattle Municipal Code), the Seattle Design Guidelines set the stage for flexibility and dialogue during project review. An applicant may be granted a departure from the Land Use Code by demonstrating that the alternate design solution better meets the intent of the design guidelines.

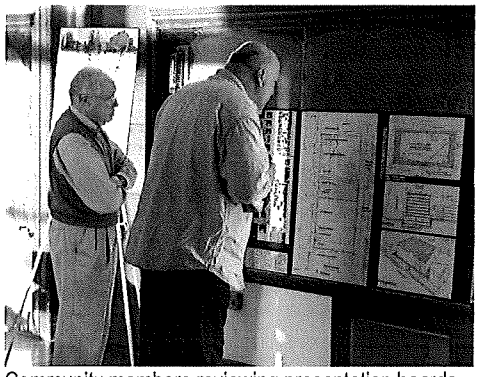
Although the design guidelines by themselves cannot guarantee good design, and are not intended to resolve zoning disputes or address project impacts related to parking or traffic, they are nonetheless a powerful element of the Design Review Program. Their role is to set the parameters for discussions about proposed multifamily and commercial projects. Specifically the guidelines:

- provide clarity and focus on what is important to consider in the design of projects;
- present clear performance-based statements about what we value;
- enable the dialogue that occurs in Design Review Board meetings to be as productive and efficient as possible;
- provide a common language with which to discuss the best ways to create development that contributes to an attractive, vibrant, and livable city of the future, project by project, and;
- serve as the basis for fair and consistent recommendations by the Design Review Boards, including departures from Land Use Code requirements, where it can be demonstrated that a departure would result in a development that meets or exceeds the intent of Citywide and any applicable neighborhood-specific design guidelines.

For more information about Land Use Code departures, consult SMC 23.41.012 Development standard departures (also available online through the City Clerk's Office at http://www.seattle.gov/leg/clerk/clerk.htm).



Board members listening to an applicant's presentation.



Community members reviewing presentation boards prior to the start of a meeting.

WHAT DO WE VALUE IN THE BUILT ENVIRONMENT?

The Seattle Design Guidelines provide guidance on universal design issues as well as the specific challenges faced by Seattle as it grows and changes. The underlying philosophy of the guidelines stems from acknowledgment of specific architectural and urban design qualities that are valued by the City and community members:

- architectural excellence as evidenced by an internationally-recognized design community; the existence of numerous organizations and citizen volunteers devoted to appreciation and cultivation of stellar architecture and urban design including the City's Design Review Program, Design Review Boards, and Design Commission; and a citizenry that is active in processes related to the design of individual projects and the city as a whole;
- design that preserves, reflects, or takes inspiration from the physical environment of hills, water, forests, and mountains that comprise the extraordinary setting surrounding Seattle;

Iconic Northwest images, above, lend Seattle some of its distinctive character.

- the character and cultivation of distinct neighborhoods that exist within the city, reflected in active citizen involvement in identifying and protecting historic and cultural resources that honor the city's diversity of people and cultures.

The design guidelines reflect these values through their emphasis on:

- beginning the design process with an understanding of the natural systems and features of the site and its surroundings;
- designing individual buildings within the larger context of a street, neighborhood, and city;
- drawing upon historical, cultural, and physical aspects of a site in order to develop a design that is authentic to Seattle and its neighborhoods while also embracing design innovation and creativity;
- encouraging the creation of public places as part of project design; and
- emphasizing the importance of developing a strong design concept for the project as a whole—both built and open space components.

WHO IS EXPECTED TO USE THE GUIDELINES?

The design guidelines are intended for a variety of audiences including developers, design professionals, neighbors, community members, Design Review Board members, Department of Planning and Development (DPD) staff, and the general public. Each has a specific role in the City's design review process. The guidelines provide all parties with a clear understanding of what the City urges project applicants to strive for in designing new development.

READER'S GUIDE

The design guidelines are organized around three themes: **Context and Site**; **Public Life**; and **Design Concept**. Each theme includes three to four individual guidelines. Each guideline consists of a number, a title, and a concise performance-based directive—all located at the top of the page.

Beneath each guideline is a series of design approaches and strategies to consider on a variety of topics, along with photos and/or diagrams to offer inspiration and guidance. The topics covered under each guideline represent issues specifically relevant to understanding and complying with the broader guideline and usually contain more detailed suggestions to consider.

While all projects are expected to meet and address all of the guidelines, they are not expected to apply all the approaches and strategies listed for each guideline. Not all of the approaches and strategies will be relevant to every project. Applicants, Design Review Boards, and other reviewers should use their judgment and discretion in determining which approaches and strategies are particularly applicable to a given project.

Context and Site

What's inside:

CS1. Natural Systems and Site Features

A. Energy Use
B. Sunlight and Natural Ventilation
C. Topography
D. Plants and Habitat
E. Water

CS2. Urban Pattern and Form

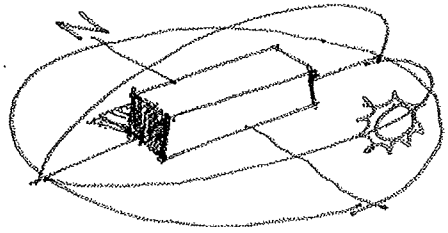
A. Location in the City and Neighborhood
B. Adjacent Sites, Streets, and Open Spaces
C. Relationship to the Block
D. Height, Bulk, and Scale

CS3. Architectural Context and Character

A. Emphasizing Positive Neighborhood Attributes
B. Local History and Culture

CS1
Natural Systems and Site Features

Use natural systems and features of the site and its surroundings as a starting point for project design.

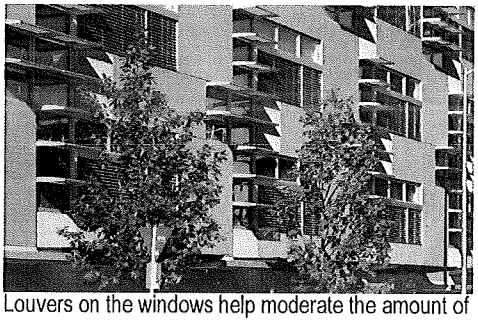


Siting longer facades east to west brings the most consistent solar exposure and daylighting into a building, providing comfortable spaces for users and potential energy savings.

The Seattle Energy Code regulates energy-use features of new and remodeled buildings. For applicable energy standards and requirements, see the code at http://www.seattle.gov/dpd/codesrules/codes/energy/overview/

See also guideline DC1.A.1 Arrangement of Uses for related guidance.

See also CS2.B1 Site Characteristics, CS2.D2 Existing Site Features, and DC2.A1 Site Characteristics and Uses for related guidance.



Louvers on the windows help moderate the amount of sunlight received into this building as do the deciduous trees.

Design Approaches and Strategies to Consider:

A. ENERGY USE

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

B. SUNLIGHT AND NATURAL VENTILATION

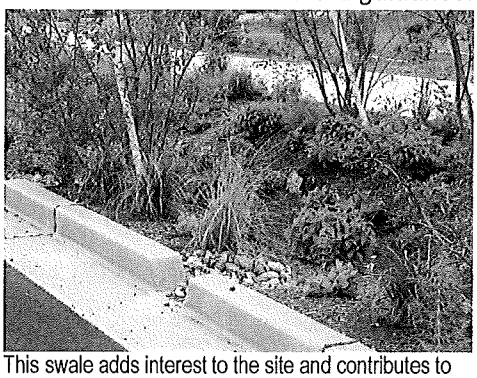
1. **Sun and Wind:** Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.
2. **Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.
3. **Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

C. TOPOGRAPHY

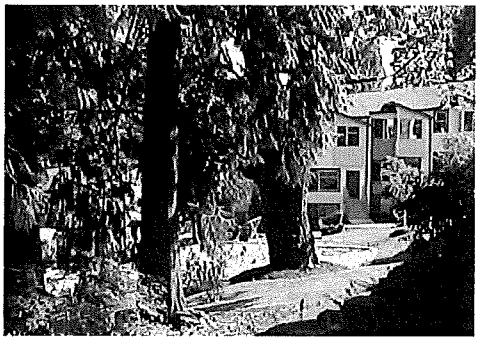
1. **Land Form:** Use the natural topography and/or other desirable land forms or features to inform the project design.
2. **Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

Removal or destruction of trees may be subject to additional review. Consult SMC 25.11 and SMC 23 for additional information.

See also DC3.C3 Habitats and Ecosystems for related guidance.



This swale adds interest to the site and contributes to on-site stormwater management. Densely landscaped with native plants, it is designed to hold street run-off and release it slowly into the stormwater system.



Mature trees are preserved and made a significant feature of the open space for this residential project.

All proposed development is reviewed for its impact on existing drainage and wastewater infrastructure. For information on Seattle Grading and Drainage Control codes visit www.seattle.gov/dpd/codesrules/codes/. The City and King County share jurisdiction and infrastructure in some parts of Seattle, a permit may also be required from King County (see King County Drainage and Wastewater Services at http://www.kingcounty.gov/environment.aspx).

D. PLANTS AND HABITAT

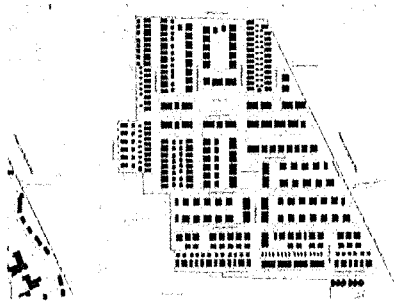
1. **On-Site Features:** Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.
2. **Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

E. WATER

1. **Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible.
2. **Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements. Features such as trees, rain gardens, bioswales, green roofs, fountains of recycled water, and/or water art installations can create movement and sound, air cooling, focal points for pedestrians, and habitats which may already be required to manage on-site stormwater and allow reuse of potable water for irrigation.

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

See also DC3.C1 Character of Open Space for related guidance.



Originally designed with long curving streets and few intersections, this development reinstated the street grid to better reflect and connect to neighboring properties.

For information about Seattle street improvements and standards, consult the Right-of-Way Improvement Manual (ROWIM) published by the Seattle Department of Transportation at http://www.seattle.gov/transportation under the "Resources" link.

See also PL1.A1 Enhancing Open Space for related guidance.

Design Approaches and Strategies to Consider:

A. LOCATION IN THE CITY AND NEIGHBORHOOD

1. **Sense of Place:** Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.
2. **Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high-profile" design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incoproate design detail, articulation and quality materials.

B. ADJACENT SITES, STREETS, AND OPEN SPACES

1. **Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.
2. **Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

This drawing appropriately shows the proposed project within a broader context in order to assess height, bulk, and scale compatibility with surrounding buildings.

Under the City's SEPA (State Environmental Policy Act) policy, multi-family and/or commercial projects with substantial height, bulk, and scale impacts will be analyzed through the design review process. Siting and design based on the principles of these guidelines will help to mitigate some of those impacts, while others may require a reduction in the height, bulk, and scale of the project. Consult SMC 25.05.675 for additional information.

Slightly unconventional, yet still familiar, the skewed gable roof forms help reduce the mass of this townhouse project and allow it to blend into a neighborhood that includes single-family houses.

See also DC2.A Massing for related guidance.

3. **Character of Open Space:** Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

C. RELATIONSHIP TO THE BLOCK

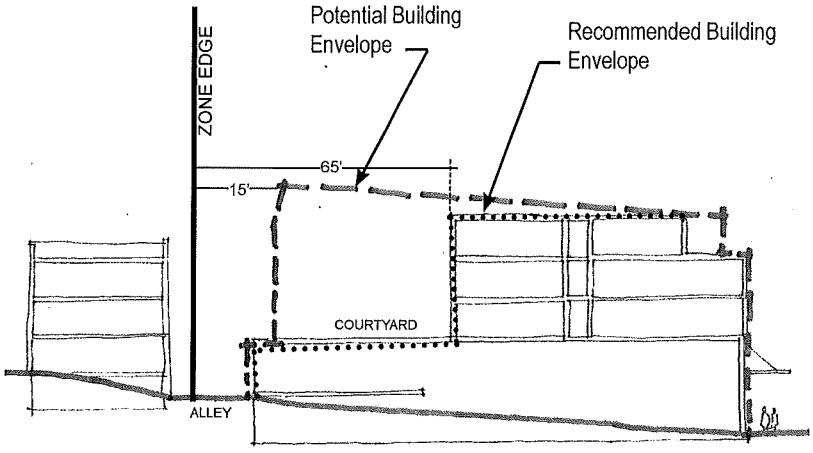
1. **Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.
2. **Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.
3. **Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

D. HEIGHT, BULK, AND SCALE

1. **Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.
2. **Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

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

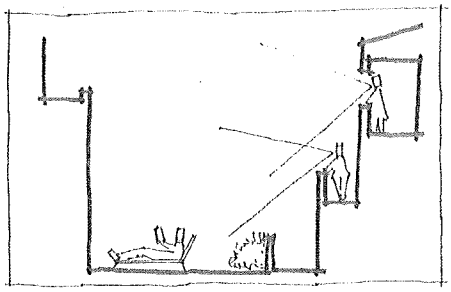
   a. Distance to the edge of a less (or more) intensive zone;
   b. Differences in development standards between abutting zones;
   c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
   d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
   e. Shading to or from neighboring properties.



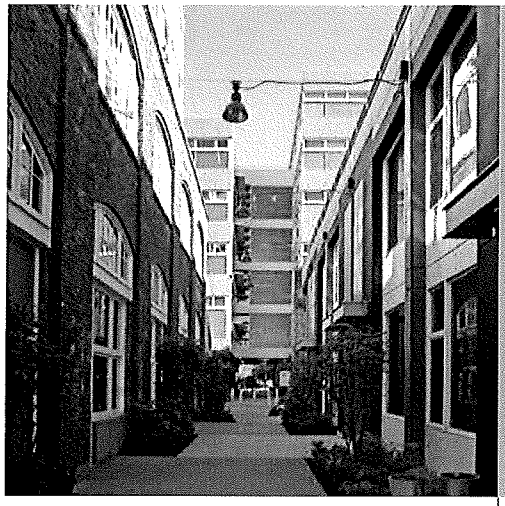
Stepping back a portion of the upper stories of a project located on the edge of a zone contributes to compatibility with adjacent, less intense, zones and contributes to interesting urban form. In this example, a portion of the upper stories is stepped back, creating a u-shaped building on the upper levels.

4. **Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.

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



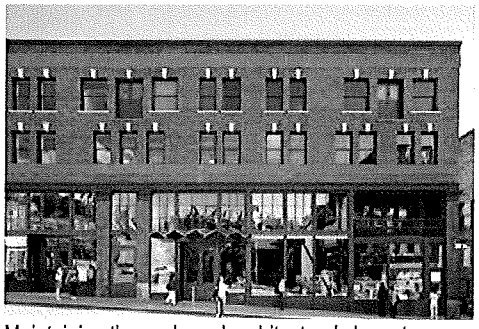
Inappropriate siting of large buildings can reduce the privacy of adjacent homes. Reducing windows and decks overlooking neighboring residential property or increasing side setbacks can increase privacy.



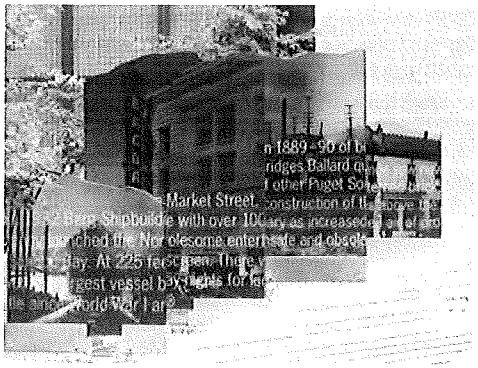
CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

See also DC2.C3 Fit with Neighboring Buildings for related guidance.



Maintaining the scale and architectural character of this 1910 building was an important element in reflecting its prior occupancy and cultural associations while updating the building for contemporary uses and opening another chapter in its history.



Artwork referencing local history at the public plaza level of this project provides a link to the past in this rapidly changing neighborhood.

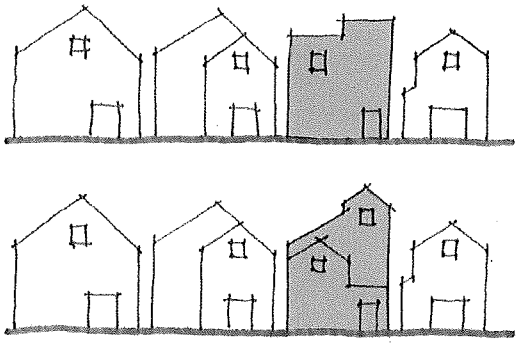
Design Approaches and Strategies to Consider:

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

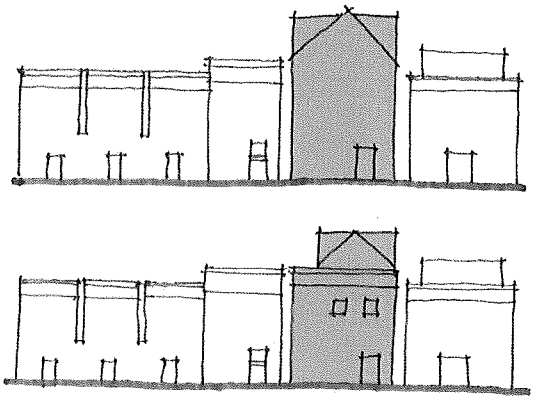
1. **Fitting Old and New Together:** Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.
2. **Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.
3. **Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.
4. **Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

B. LOCAL HISTORY AND CULTURE

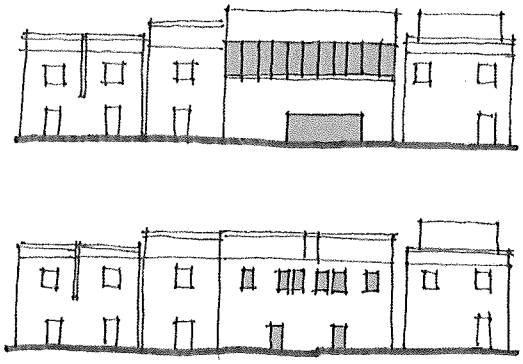
1. **Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.
2. **Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.



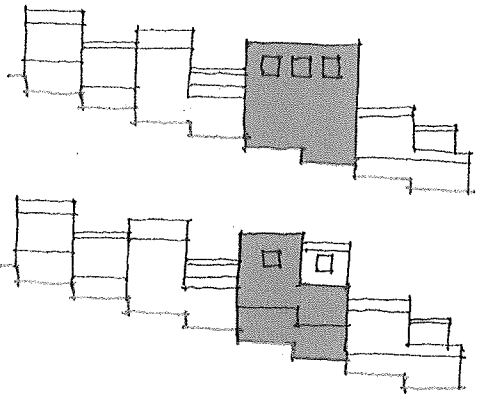
As shown in the lower figure, rooflines can reinforce the architectural character of a street.



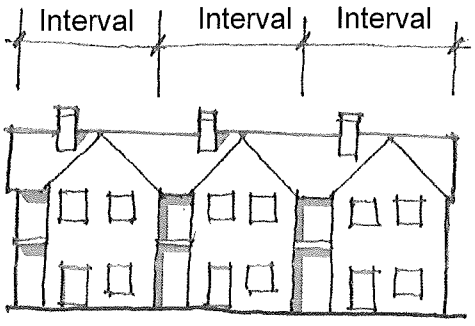
Incorporating architectural features like cornices is more compatible with adjacent buildings, by lowering the apparent, conflicting height of the building illustrated in the lower figure.



In areas that have a number of buildings that feature a distinctive architectural concept or style, referring to that organizational concept can achieve compatibility at a deeper level as shown in the lower diagram.



The pattern and proportion of windows, doors and other glazed areas (fenestration) is important in determining the building's architectural character. The lower image illustrates that by following the proportion and pattern of neighboring buildings the consistency of the overall streetscape is maintained or increased.



This building is articulated into intervals to be compatible with adjacent structures. Articulation methods include modulation, broken roof lines, building elements (chimneys, entries, etc.) and landscaping.

This mixed-use building expresses intervals through modulation, a mix of roof forms, landscaping and other elements.

This apartment building incorporates architectural elements typical of nearby buildings such as bay windows, cornice lines, double hung windows, building modulation and horizontal banding. Also, the street front landscaping helps it to better fit in an established neighborhood.

This project relates well to its neighbors by reflecting similar proportions, materials and architectural features.

Public Life

What's inside:

PL1. Connectivity
- A. Network of Open Spaces
- B. Walkways and Connections
- C. Outdoor Uses and Activities

PL2. Walkability
- A. Accessibility
- B. Safety and Security
- C. Weather Protection
- D. Wayfinding

PL3. Street-Level Interaction
- A. Entries
- B. Retail Edges
- C. Residential Edges

PL4. Active Transportation
- A. Entry Locations and Relationships
- B. Planning Ahead for Bicyclists
- C. Planning Ahead for Transit

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

See also CS2.B3 Character of Open Space for related guidance.

See also PL3.C2 Interaction, DC1.A2 Gathering Places, DC3.B3 Connections to Other Open Spaces, and DC3.B4 Multifamily Open Space for related guidance.

Two small tables with chairs suit the scale of this sidewalk perfectly and make it clear what the adjacent retail space has to offer.

The Seattle Department of Transportation (SDOT) is responsible for permitting all work in Seattle's rights-of-way (ROW). For information about ROW permitting and Seattle's street improvements and standards, consult SDOT's Street Use division page at http://www.seattle.gov/transportation/stuse_home.htm.

Design Approaches and Solutions to Consider:

A. NETWORK OF OPEN SPACES

1. **Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.
2. **Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

B. WALKWAYS AND CONNECTIONS

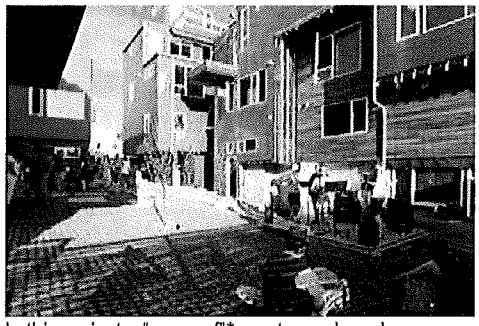
1. **Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.
2. **Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.
3. **Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

C. OUTDOOR USES AND ACTIVITIES

See also DC3.B2 Matching Uses to Conditions for related guidance.

See also DC3.B4 Multifamily Open Space for related guidance.

1. **Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.
2. **Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.
3. **Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety. These may include:
   a. seasonal plantings or displays and/or water features;
   b. outdoor heaters;
   c. overhead weather protection;
   d. ample, moveable seating and tables and opportunities for outdoor dining;
   e. an extra level of pedestrian lighting;
   f. trees for moderate weather protection and shade; and/or
   g. 24-hour wi-fi service.

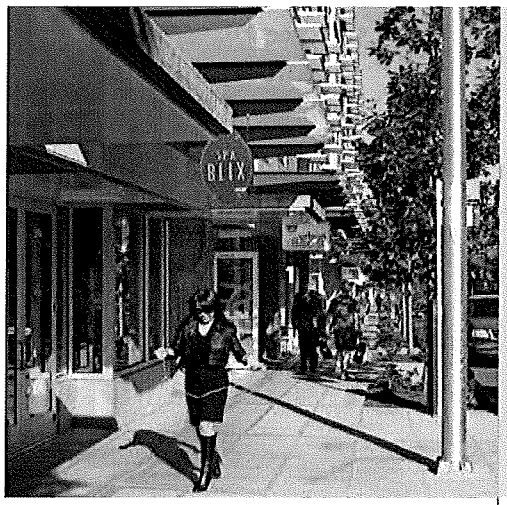


In this project a "woonerf"* creates a shared common space for both people and cars that is larger than either would have on its own. These shared spaces are practical solutions for higher-density development on tight lots.

Glazed, operable walls can be opened fully to the street, expanding the public space along this retail street.

An extra wide sidewalk is an appropriate response to an anticipated high volume of pedestrians. Weather protection, seating, plantings, bike racks, and waste cans are all comfortably accommodated in the space provided.

* woonerf: A driveway shared by pedestrians and vehicles, such as Pike Place in the Pike Place market.



PL2 Walkability

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

Design Approaches and Solutions to Consider:

A. ACCESSIBILITY

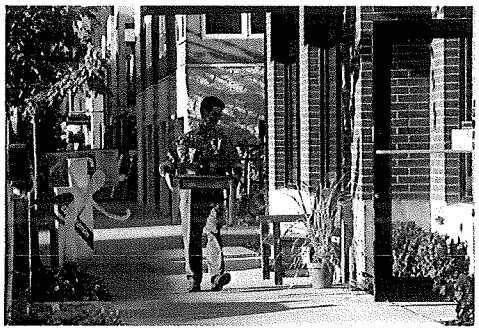
1. **Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate "back door" entrances for persons with mobility limitations.
2. **Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges. Examples include exterior stairs and landings, escalators, elevators, textured ground surfaces, seating at key resting points, through-block connections, and ramps for wheeled devices (wheelchairs, strollers, bicycles).

See also PL3.C1 Security and Privacy, PL4.B2 Bike Amenities for related guidance.

See also DC4.C Lighting for related guidance.

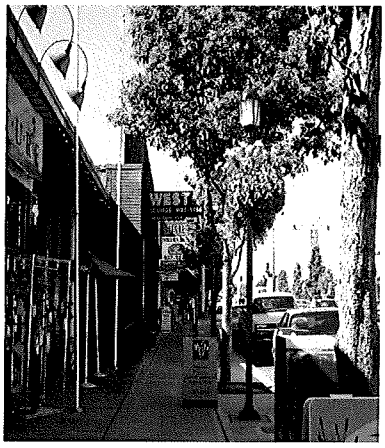
B. SAFETY AND SECURITY

1. **Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.
2. **Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.
3. **Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.



Activity on this urban sidewalk is easily monitored from the many entries and windows fronting the street. A variety of potted plants, artwork, and other amenities give the sidewalk a strong residential character and scale.

See also PL4.B2 Bike Amenities, PL4.C2 Transit Amenities for related guidance.



Even this relatively narrow sidewalk has clearly demarcated zones for street trees, pedestrians, and retail-related elements, making it a pleasant place to stroll.

See also DC4.B2 Coordination with Project Design for related guidance.

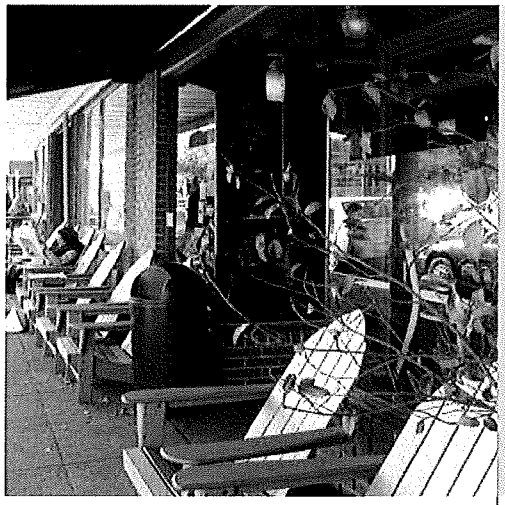
This transparent canopy provides identity and weather protection at the building entry while ensuring that light will filter through to the space below.

C. WEATHER PROTECTION

1. **Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.
2. **Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.
3. **People-Friendly Spaces:** Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the façade. If transparent canopies are used, design to accomodate regular cleaning and maintenance.

D. WAYFINDING

1. **Design as Wayfinding:** Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.



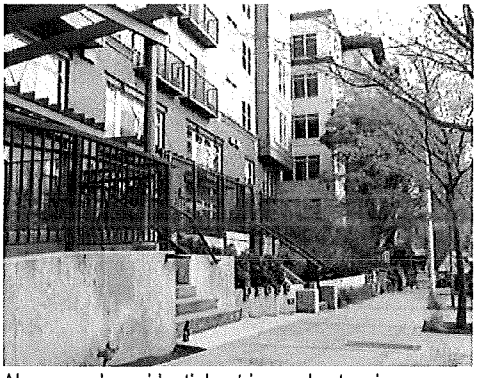
PL3

Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

See also PL4.A Entry Locations and Relationships for related guidance.

Generously sized plazas and sidewalks, lush plantings, a variety of paving materials, colorful signs and storefronts, good lighting, and plenty of seating greatly encourage year round activity at this popular shopping area.



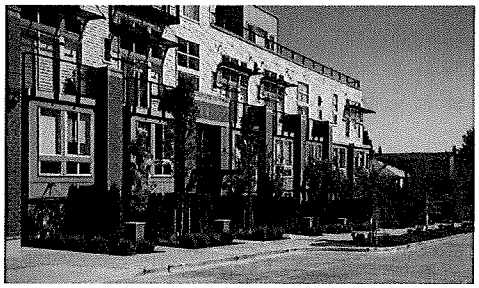
Above-grade residential entries and extensive detailing provide privacy for residents and clearly demarcate the private, semiprivate, and public areas along this sidewalk.

Design Approaches and Solutions to Consider:

A. ENTRIES

1. **Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.
   a. **Office/commercial lobbies** should be visually connected to the street through the primary entry and sized to accommodate the range and volume of foot traffic anticipated;
   b. **Retail entries** should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.
   c. **Common entries to multi-story residential buildings** need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.
   d. **Individual entries to ground-related housing** should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.
2. **Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as:
   a. overhead shelter: canopies, porches, building extensions;
   b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks;
   c. ground surface: seating walls; special paving, landscaping, trees, lighting; and

Well detailed landscaping promotes a successful transition from public to private space.

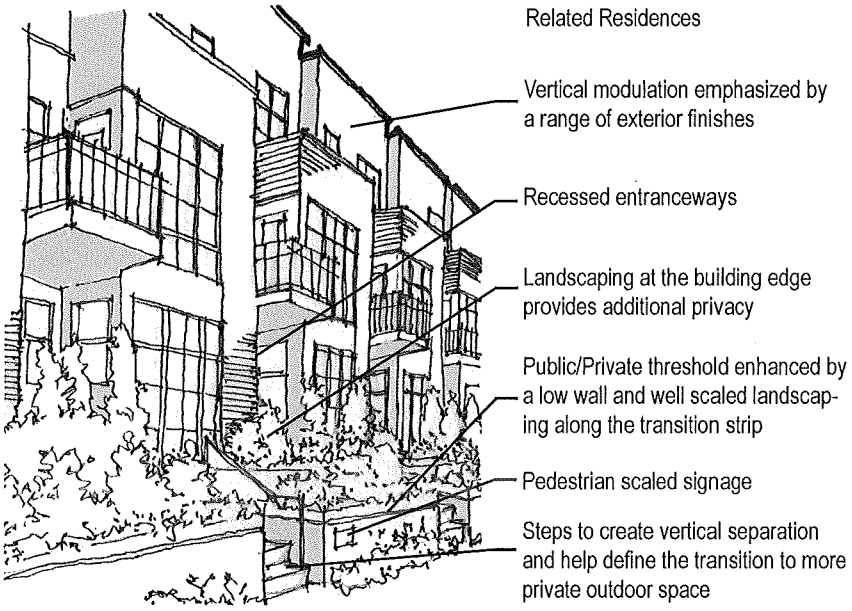


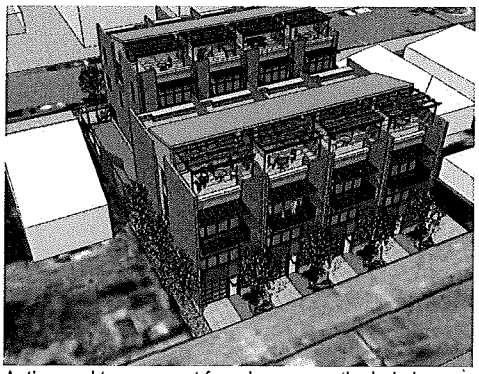
Repetitive vertical elements help define individual ground related residences.

d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting.

B. RESIDENTIAL EDGES

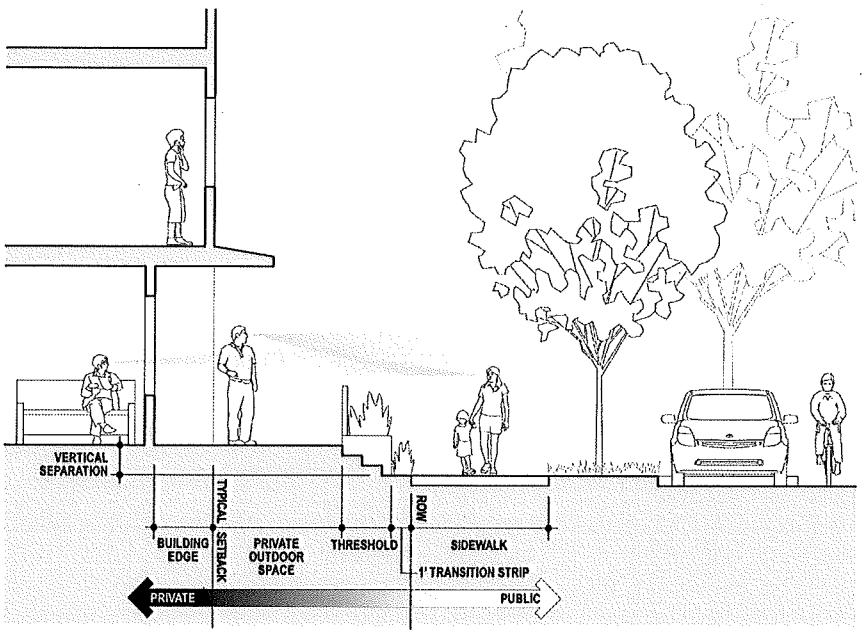
1. **Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.
2. **Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1, design strategies include:
   a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries;
   b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and
   c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy.





Active and transparent facades are particularly important in the design of live/work residences.

3. **Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences that are required to orient the non-residential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.
4. **Interaction:** Provide opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children's play equipment, and space for informal events in the area between buildings as a means of encouraging interaction.

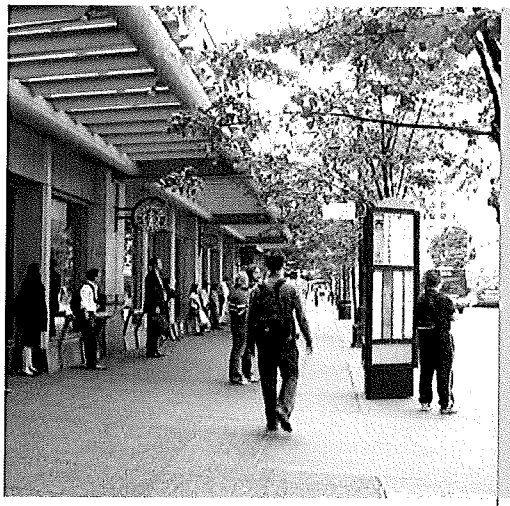


Successful ground related housing employs vertical and horizontal separation to achieve an appropriate transition from public to private property.

C. RETAIL EDGES

1. **Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.
2. **Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
3. **Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

This farmer's market spills over into the street creating a crowded, but lively and entertaining urban open space where residents, vendors, artists, and musicians all gather and mix. Shop owners often bring their wares into the street as well, further adding to the diversity of people and goods.



PL4
Active Transportation

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

Design Approaches and Solutions to Consider:

A. ENTRY LOCATIONS AND RELATIONSHIPS

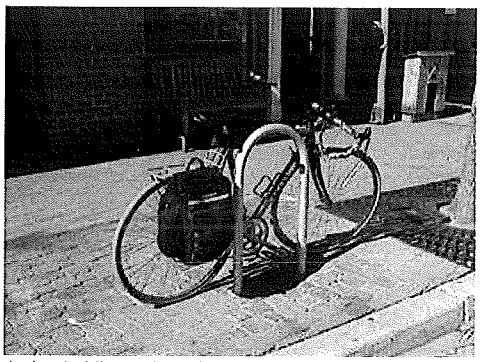
1. **Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.
2. **Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

See also PL3.A1 Entries for related guidance.

B. PLANNING AHEAD FOR BICYCLISTS

1. **Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.
2. **Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.
3. **Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

See also PL2.B1 Safety and Security, PL2.C1 Weather Protection for related guidance.



A simple bike rack, well-located, makes it possible for this bicyclist to lock his/her bike just outside a shop and quickly and efficiently accomplish a neighborhood errand.

See also PL2.C1 Locations and Coverage for related guidance.

Transit amenities needn't be grand or expensive to be effective. This Metro shelter provides just enough to meet the needs of transit patrons who are waiting for their ride--weather protection, a place to sit, some vegetation, and a newspaper vending machine.

At this busy transit stop, special paving subtly demarcates separate areas for transit patrons and pedestrians as a way of managing high volumes of people on the sidewalk.

C. PLANNING AHEAD FOR TRANSIT

1. **Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking, and/or suggest logical locations for building entries, retail uses, open space, or landscaping. Take advantage of the presence of transit patrons to support retail uses in the building.
2. **On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders. Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users. Similarly, keep lines of sight to approaching buses or trains open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users.
3. **Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

Design Concept

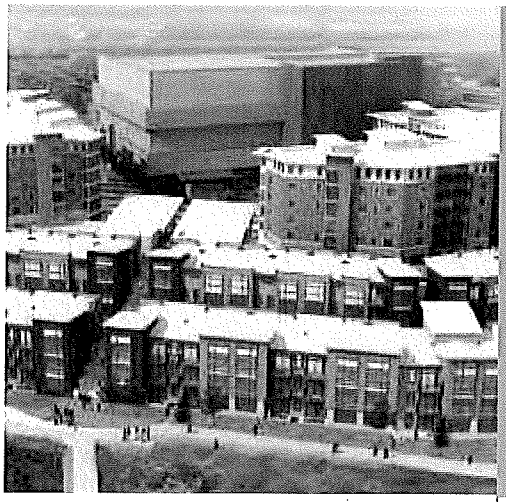
What's inside:

DC1. Project Uses and Activities
- A. Arrangement of Interior Uses
- B. Vehicular Access and Circulation
- C. Parking and Service Uses

DC2. Architectural Concept
- A. Massing
- B. Architectural and Façade Composition
- C. Secondary Architectural Features
- D. Scale and Texture
- E. Form and Function

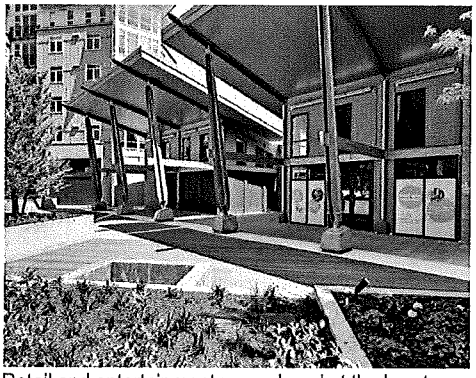
DC3. Open Space Concept
- A. Building-Open Space Relationship
- B. Open Spaces Uses and Activities
- C. Design

DC4. Materials
- A. Exterior Elements and Finishes
- B. Signage
- C. Lighting
- D. Trees, Landscape and Hardscape Materials



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

See also PL1.C2 Outdoor Uses and Activities, DC3.A Building-Open Space Relationships for related guidance.



Retail and entertainment uses placed at the heart of this development enliven the entire project and provide a central space for people—residents and visitors—to gather.

See also DC2.E1 Legibility and Flexibility for related guidance.

For information about Seattle access and parking requirements, consult SMC Chapter 23.54 Quantity and Design Standards for Access and Off-Street Parking at http://clerk.ci.seattle.wa.us/~public/toc/23-54.htm.

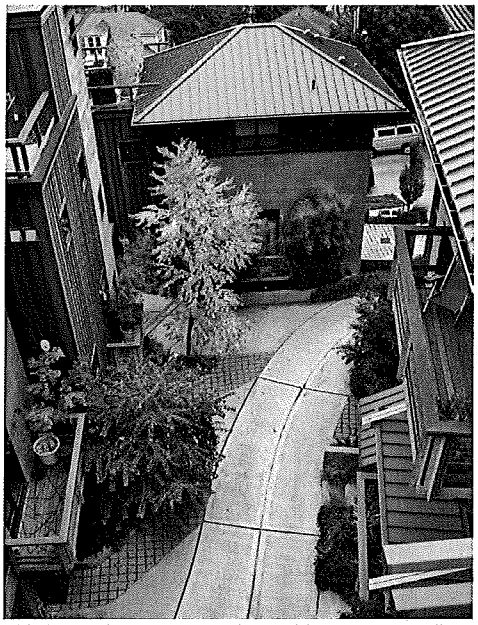
Design Approaches and Solutions to Consider:

A. ARRANGEMENT OF INTERIOR USES

1. **Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.
2. **Gathering Places:** Maximize the use of any interior or exterior gathering spaces by considering the following:
   a. a location at the crossroads of high levels of pedestrian traffic;
   b. proximity to nearby or project-related shops and services; and
   c. amenities that complement the building design and offer safety and security when used outside normal business hours.
3. **Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.
4. **Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

B. VEHICULAR ACCESS AND CIRCULATION

1. **Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:
   a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
   b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or



This internal "street" not only provides access to all housing units, but also serves as interior open space and as a multipurpose area when residents want to gather together.

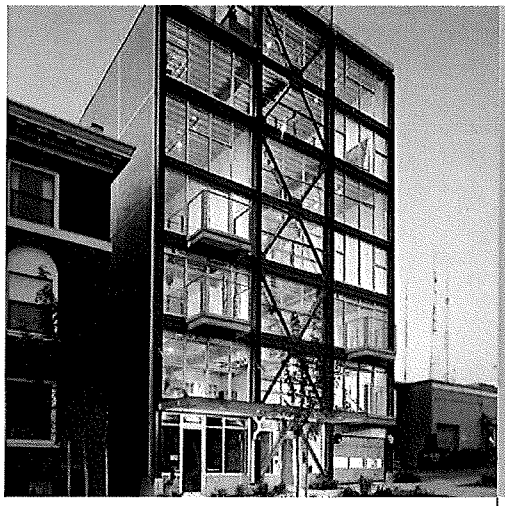
c. employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

2. **Facilities for Alternative Transportation:** Locate any facilities for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles in prominent locations that are convenient and readily accessible to expected users.

C. PARKING AND SERVICE USES

1. **Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.
2. **Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.
3. **Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.
4. **Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.

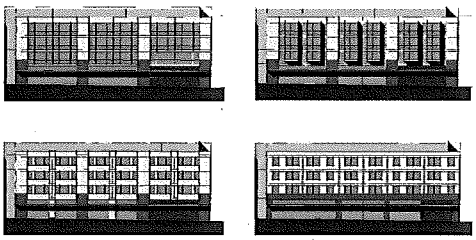
The parking garage entrance to this building has been carefully designed so as not to dominate the pedestrian entrance at the corner of the building, but still provide clear cues to motorists on where to enter. The pillars and planting areas signal to both pedestrians and motorists that the driveway is where the modes cross and therefore requires extra awareness and caution.



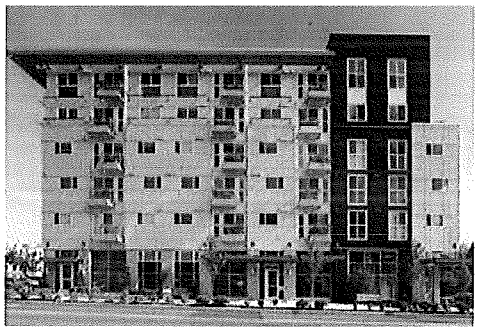
DC2
Architectural Concept

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

See also CS2.D4 Massing Choices for related guidance.



The four different facade designs above demonstrate how the placement of secondary architectural features can have a tremendous impact of the character and scale of a building.



Well-balanced horizontal and vertical elements create a pleasing façade that adds interest to the massing of this full-block, mixed-use project.

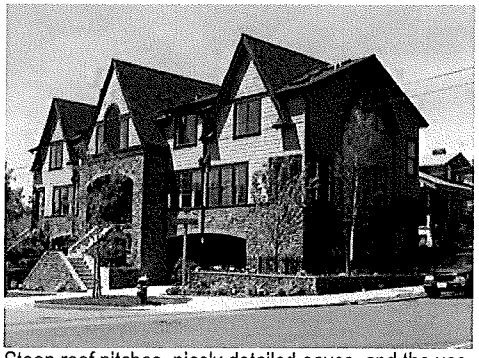
Design Approaches and Solutions to Consider:

A. MASSING

1. **Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.
2. **Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

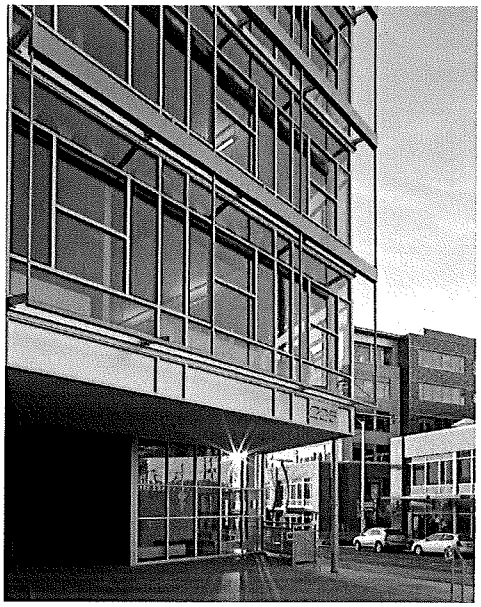
B. ARCHITECTURAL AND FAÇADE COMPOSITION

1. **Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.
2. **Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians. These may include:
   a. newsstands, ticket booths and flower shops (even if small or narrow);
   b. green walls, landscaped areas or raised planters;
   c. wall setbacks or other indentations;
   d. display windows; trellises or other secondary elements;
   e. art as appropriate to area zoning and uses; and/or



Steep roof pitches, nicely detailed eaves, and the use of a variety of materials all give this corner property a strong presence in a neighborhood of traditional houses.

See also CS3.A1 Fitting Old and New Together for related guidance.



Sunshades and window mullions give texture and human scale detailing to this glass curtain-wall building.

See also DC1.A3 Flexibility for related guidance.

f. terraces and landscaping where retaining walls above eye level are unavoidable.

C. SECONDARY ARCHITECTURAL FEATURES

1. **Visual Depth and Interest:** Add depth to facades where appropriate by ncorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.
2. **Dual Purpose Elements:** Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.
3. **Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors, such as:
   a. considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials,
   b. using trees and landscaping to enhance the building design and fit with the surrouding context, and/or
   c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions—or similar ones—might be a good fit for the project and its context.

D. SCALE AND TEXTURE

1. **Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.
2. **Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

E. FORM AND FUNCTION

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

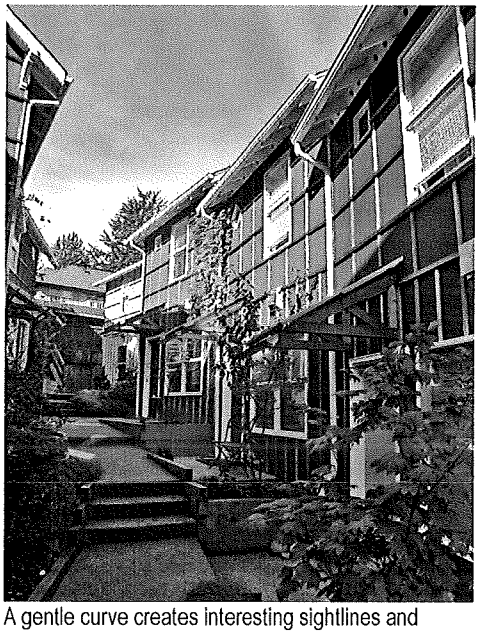
DC3
Open Space Concept

Integrate open space design with the design of the building so that each complements the other.

See also DC1.A4 Views and Connections for related guidance.

See also PL1.C1 Selecting Activity Areas for related guidance.

See also PL1.A2 Adding to Public Life, PL1.C2 Informal Community Uses, and DC1.A2 Gathering Places for related guidance.



A gentle curve creates interesting sightlines and makes the space seem larger than it is along this shared walkway.

Design Approaches and Solutions to Consider:

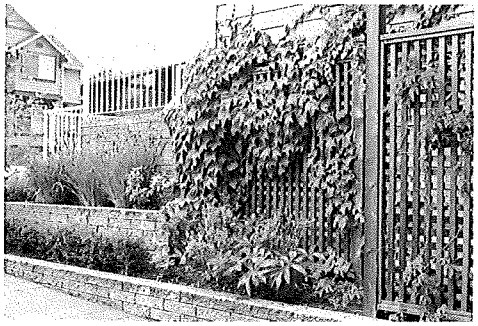
A. BUILDING-OPEN SPACE RELATIONSHIP

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

B. OPEN SPACE USES AND ACTIVITIES

1. **Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.
2. **Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. For example, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind. Build flexibility into the design in order to accommodate changes as needed; e.g. a south-facing courtyard that is ideal in spring may become too hot in summer, necessitating a shift of outdoor furniture to a shadier location for the season.
3. **Connections to Other Open Space:** Site and design project-related open spaces should connect with, or enhance, the uses and activities of other nearby public open space where appropriate. Look for opportunities to support uses and activities on adjacent properties and/or the sidewalk.
4. **Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbeques, resident meetings, and crafts or hobbies.

See also CS2.A1 Character and Open Space and CS2.B3 Surrounding Open Space for related guidance.



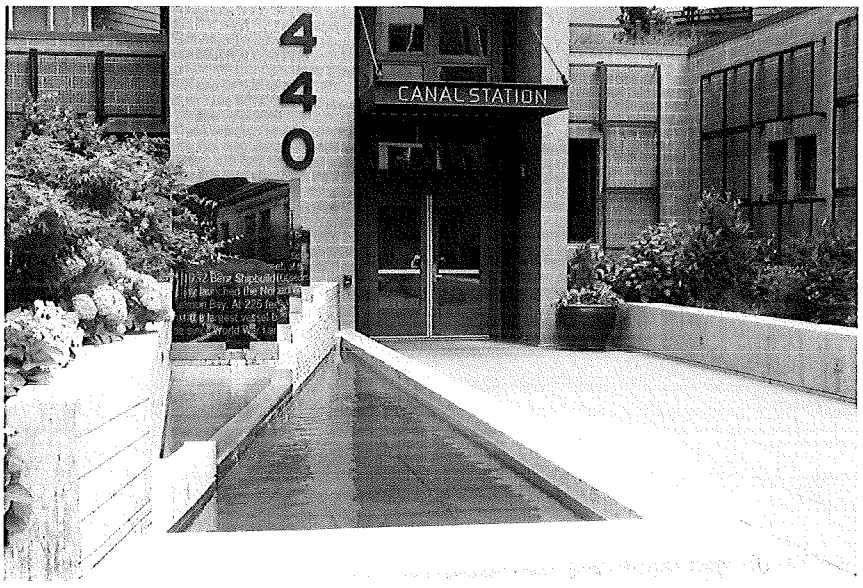
Going vertical with plantings is especially useful where space is at a premium--a wall of green still makes an impact.

See also CS1.D1 On-site Features and CS1.D2 Restoring Habitats for related guidance.

C. DESIGN

1. **Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept, where appropriate, that other projects can build upon in the future.
2. **Amenities and Features:** Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays.
3. **Support Natural Areas:** Create an open space design that retains and enhances on-site natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife. If the site contains no natural areas, consider an open space design that offers opportunities to create larger contiguous open spaces and corridors in the future with development of other public or private projects.

Although small, this elegantly detailed and appointed interior courtyard is a perfect complement to the architecture of the surrounding building.



A reflecting pool leads the eye straight to the entry while other open space elements--trellises, raised beds, and artwork--create several smaller open spaces each with its own character in this relatively small open space off the street.

DC4
Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.

Design Approaches and Solutions to Consider:

A. BUILDING MATERIALS

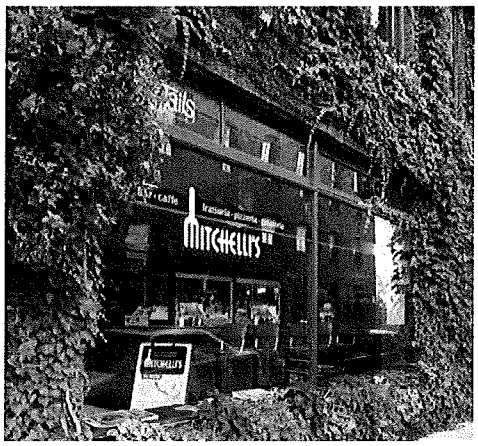
1. **Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.
2. **Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be especially attractive, well crafted and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

Small shops each with their own sign make for a colorful and vibrant-street presence that exemplifies Ballard's healthy urban life. Other areas may be better suited to a more restrained and coordinated palette of signs. Either way, signs play a large role in a project's character.

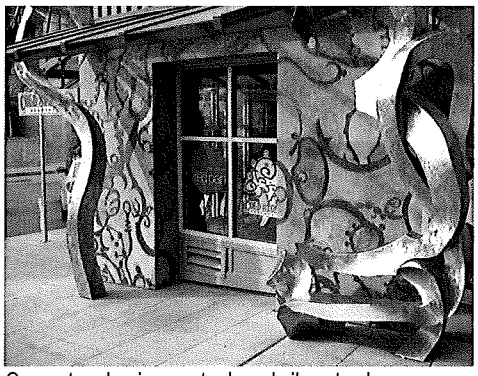
B. SIGNAGE

1. **Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.
2. **Coordination With Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

See also PL2.D1 Design as Wayfinding for related guidance.



Building materials are not limited to brick and mortar—this building covered almost entirely with a variety of plants is literally a green façade.



Concrete, aluminum, steel, and vibrant colors combine here for a dramatic street presence.

C. LIGHTING

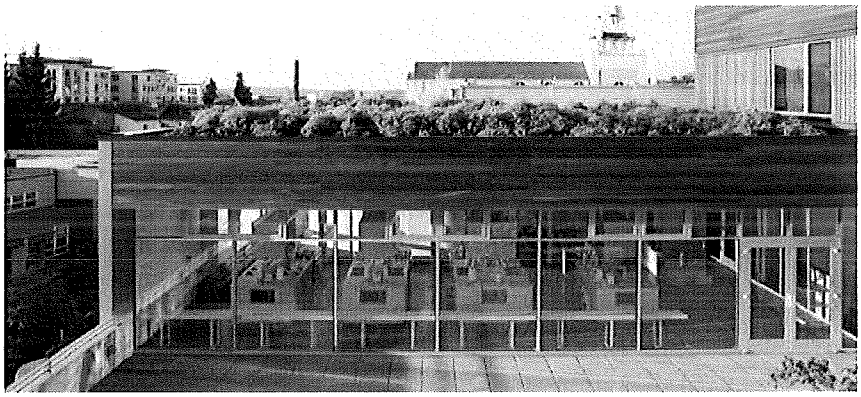
1. **Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.
2. **Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

1. **Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.
2. **Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.
3. **Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended. It may be necessary to create a landscaping plan for various stages of plant maturity, such as 5, 10, and 20 year plans in order to ensure the landscaping will perform and function as needed over the life of the project.
4. **Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

E. PROJECT ASSEMBLY AND LIFESPAN

1. **Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.



Glass, wood, steel, glass—and rooftop plants all combine successfully in this project.

FILED
CITY OF SEATTLE

2014 FEB -6 PM 4:19

CITY CLERK

STATE OF WASHINGTON -- KING COUNTY

--ss.

306497 No. 124386,387,388,389,390,91

CITY OF SEATTLE,CLERKS OFFICE

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

CT;TITLE ONLY ORDINANCES

was published on

01/15/14

The amount of the fee charged for the foregoing publication is the sum of $119.60 which amount has been paid in full.

JENNIFER A. BORREGO
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
10-24-15

Subscribed and sworn to before me on

01/15/2014

Notary public for the State of Washington,
residing in Seattle

Affidavit of Publication

State of Washington, King County

City of Seattle

Title Only Ordinances

The full text of the following legislation, passed by the City Council on December 16, 2013, and published below by title only, will be mailed upon request, or can be accessed at http://clerk.seattle.gov. For information on upcoming meetings of the Seattle City Council, please visit http://www.seattle.gov/council/calendar.

Contact: Office of the City Clerk at (206) 684-8344.

ORDINANCE NO. 124386

AN ORDINANCE authorizing the Superintendent of Parks and Recreation to execute and accept from the State of Washington, Department of Natural Resources, (DNR) on behalf of the City of Seattle an Aquatic Lands Lease for the Seattle Aquarium; and ratifying and confirming certain prior acts.

ORDINANCE NO. 124387

AN ORDINANCE providing for the acquisition by negotiation or by condemnation of land and other property rights at the location identified in the records of the King County Assessor's Parcel Number 192604-9173 and commonly referred to as 12800 Aurora Avenue North, Seattle Washington 98133, for general municipal purposes including, but not limited to, the construction of a new North Precinct Police Station; identifying funding sources thereto; and ratifying and confirming certain prior acts.

ORDINANCE NO. 124388

AN ORDINANCE related to land use and zoning; amending Section 23.49.012 and 23.49.015 to change the contribution amounts for downtown affordable housing and child-care incentive programs and to establish automatic inflationary adjustments.

ORDINANCE NO. 124389

AN ORDINANCE relating to land use and zoning, amending the title of Chapter 23.41 and Sections 23.41.002, 23.41.008, and 23.41.010 of the Seattle Municipal Code to clarify the purpose and scope of Design Review; adopting updated Seattle Design Guidelines for citywide application, except for Downtown; and adopting revised neighborhood- specific design guidelines.

ORDINANCE NO. 124390

AN ORDINANCE providing for the acquisition by negotiation or by condemnation of land and other property rights at the location identified in the records of the King County Assessor's Parcel Number 192604-9218 and commonly referred to as 1155 North 130th Street, Seattle Washington 98133, for general municipal purposes including, but not limited to, the construction of a new North Precinct Police Station; identifying funding sources thereto; and ratifying and confirming certain prior acts.

ORDINANCE NO. 124391

AN ORDINANCE providing for the acquisition by negotiation or by condemnation of land and other property rights at the location identified in the records of the King County Assessor's Parcel Number 192604-9181 and commonly referred to as 1132 North 128th Street, Seattle Washington 98133, for general municipal purposes including, but not limited to, the construction of a new North Precinct Police Station; identifying funding sources thereto; and ratifying and confirming certain prior acts.

Date of publication in the Seattle Daily Journal of Commerce, January 15, 2014.

1/15(306497)