

Admiral Design Guidelines

Mike Podowski

DPD Design Guidelines Ordinance ATT 2

August 13, 2012

Version #1

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

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.

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.

Guideline applies to:

Parcels Abutting SF Zoning	√
Parcels both in the CCA & SF Zoning	√

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.

Guideline applies to:

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

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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.



Desirable pattern and scale of commercial storefronts.

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Streetscape Compatibility

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

Guideline applies to:

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

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:

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

Guideline applies to:

Parcels Abutting SF Zoning	√
Parcels both in the CCA & SF Zoning	√

- Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences. relax the residential amenity or setback requirements.

Guideline applies to:

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

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- 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.

Guideline applies to:

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

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.

Guideline applies to:

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

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:

- Provide a sensitive transition to less intensive zones by reducing the appearance of bulk by setting back upper floors.

Guideline applies to:

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

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

Guideline applies to:

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

- Locate features such as required open space on the zone edge to create further separation and buffering from the lower intensive zone.
- Articulate the building facades vertically or horizontally in intervals that conform to the existing structures or platting pattern in the vicinity.

Guideline applies to:

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

CS3 Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.

Admiral Supplemental Guidance

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:



Decorative cornice

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.



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



Residential: a varied parapet and cornice adds architectural interest.

PL2 Walkability

Citywide Guideline:

Create a safe, comfortable, and interesting environment that encourages walking for pleasure and for transportation.

Admiral Supplemental Guidance

Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

Guideline applies to:

Parcels in the Core Commercial Area	√
Parcels both in the CCA & SF Zoning	√



A receptive and identifiable pedestrian entry.

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

Guideline applies to:

Parcels in the Core Commercial Area	√
Parcels both in the CCA & SF Zoning	√

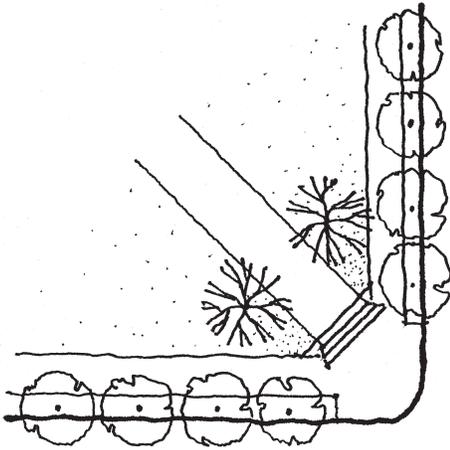


Example of pedestrian access into and through the site from the public sidewalk. This is a particularly important consideration for large development sites.



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.

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Landscaping and surface treatments help to highlight a primary entry.

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

Guideline applies to:

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

PL3

Street-Level Interaction

Citywide Guideline:

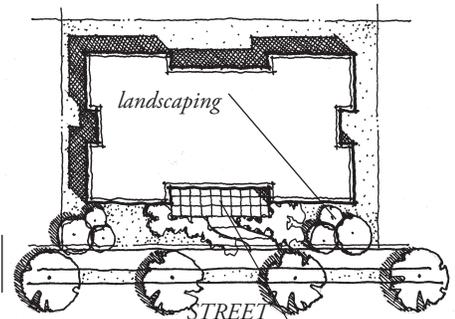
Encourage human interaction and activity at the street-level with clear connections to building entries and edges.



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

Human Activity

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

Guideline applies to:

Parcels in the Core Commercial Area	√
Parcels both in the CCA & SF Zoning	√

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.

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

Guideline applies to:

Parcels Abutting SF Zoning	√
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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

Parking and Vehicular Access

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

- 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.
- Reduce the scale of larger parking lots to give the perception of smaller ones.
- Minimize the number and width of driveways and curb cuts.

Guideline applies to:

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

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.

Guideline applies to:

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

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An effective treatment of a blank wall.

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.

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

Guideline applies to:

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

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.

Guideline applies to:

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

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.

- Visually integrate the parking structure with adjacent buildings.
- Where feasible, consider setting back a portion of the parking structure to allow for the retention of an existing significant tree.

Guideline applies to:

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

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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.

Guideline applies to:

Parcels in the Core Commercial Area	√
Parcels Abutting SF Zoning	√
Parcels both in the CCA & 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.

Admiral Supplemental Guidance

Residential Open Space

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

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

Guideline applies to:

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

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.

- 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.

Guideline applies to:

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



Landscaping as an effective buffer between buildings.