SEATTLE CITY COUNCIL

Planning, Land Use, and Zoning Committee

Agenda

Wednesday, December 19, 2018

9:30 AM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Rob Johnson, Chair
Mike O'Brien, Vice Chair
Lisa Herbold, Member
M. Lorena González, Alternate

Chair Info: 206-684-8808; Rob.Johnson@seattle.gov

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December 19, 2018 - 9:30 AM

Meeting Location:
Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:
http://www.seattle.gov/council/committees/planning

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Please Note: Times listed are estimated

A. Call To Order

B. Chair's Report

(5 minutes)

C. Public Comment

(10 minutes)

D. Items of Business

1. CB 119398 **AN ORDINANCE relating to land use and zoning; amending the title of Chapter 23.52, Subchapter I, of the Seattle Municipal Code (SMC); amending Sections 23.52.004 and 23.52.008 of the SMC; and repealing Section 23.52.002 of the SMC, to implement the Comprehensive Plan adopted level of service standard.**

Attachments: Full Text: CB 119398 v2

Supporting Documents: Summary and Fiscal Note

Discussion and Possible Vote (10 minutes)

Presenters: Michael Hubner, Office of Planning and Community Development; Gordon Clowers, Seattle Department of Construction and Inspections; Jonathan Lewis, Seattle Department of Transportation; Eric McConaghy, Council Central Staff

2. CB 119362 **AN ORDINANCE relating to land use and zoning; amending Section 23.41.010 of the Seattle Municipal Code to approve the 2018 University District Neighborhood Design Guidelines.**

Attachments: Att 1 - University District Design Guidelines, 2019 v2

Supporting Documents: Summary and Fiscal Note

Briefing and Discussion (20 minutes)

Presenters: Janet Shull, Office of Planning and Community Development; Stephen Antupit, U District Partnership; Aly Pennucci, Council Central Staff

3. **Uptown Neighborhood Design Guidelines**

Supporting Documents:
Draft Ordinance
Draft Uptown Neighborhood Design Guidelines
Director's Report
Presentation (12/19/18)

Briefing and Discussion (20 minutes)

Presenters: Patrice Carroll, Office of Planning and Community Development; Maria Barrientos and Katherine Idziorek, Uptown Alliance; Aly Pennucci, Council Central Staff

E. Adjournment

Legislation Text

File #: CB 119398, **Version:** 2

AN ORDINANCE relating to land use and zoning; amending the title of Chapter 23.52, Subchapter I, of the Seattle Municipal Code (SMC); amending Sections 23.52.004 and 23.52.008 of the SMC; and repealing Section 23.52.002 of the SMC, to implement the Comprehensive Plan adopted level of service standard.

Full text of the legislation is attached.

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title

AN ORDINANCE relating to land use and zoning; amending the title of Chapter 23.52, Subchapter I, of the Seattle Municipal Code (SMC); amending Sections 23.52.004 and 23.52.008 of the SMC; and repealing Section 23.52.002 of the SMC, to implement the Comprehensive Plan adopted level of service standard.

..body

WHEREAS, the Washington Growth Management Act requires Seattle's Comprehensive Plan and development regulations to identify level of service (LOS) standards for locally owned arterials and transit routes to help evaluate performance of the transportation system; and

WHEREAS, in 2016, the Seattle City Council amended the Comprehensive Plan to revise the City's LOS methodology and standards to encourage more multi-modal transportation options; and

WHEREAS, the revised LOS standard establishes a reduction in the proportion of single-occupancy vehicle trips (SOV) as the LOS standard; and

WHEREAS, the City's revised LOS standard measures impacts to arterials and transit; and

WHEREAS, the revised LOS standard implements the City's Comprehensive Plan and growth management policies by encouraging travel options other than travel by single-occupancy vehicles; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The title of Subchapter I of Chapter 23.52 of the Seattle Municipal Code, last amended by Ordinance 124887, is amended as follows:

Subchapter I Transportation ((~~Concurrency~~)) Level-of-Service Project Review System

* * *

Section 2. Section 23.52.002 of the Seattle Municipal Code, last amended by Ordinance 124378, is repealed:

((~~23.52.002 Categorical exemptions~~

~~Construction of a new structure and/or parking lot, expansion of an existing structure and/or parking lot, and/or changes of use that are categorically exempt from SEPA review under Chapter 25.05 are exempt from Subchapter I of this Chapter 23.52. Projects that are categorically exempt from SEPA review but are otherwise subject to SEPA due to their location within an environmentally critical area are exempt from this Chapter 23.52.~~))

Section 3. Section 23.52.004 of the Seattle Municipal Code, last amended by Ordinance 124887, is amended as follows:

23.52.004 Requirement to meet transportation ((~~concurrency~~)) level-of-service standards

((~~Unless exempt under Section 23.52.002, a proposed use or development must demonstrate that the traffic forecasted to be generated by the use or development will not cause the transportation concurrency level-of-service (LOS) at an applicable screenline, measured as the volume-to-capacity ratio (v/c), to exceed the LOS standard for that screenline. The v/c methodology is adopted by Director's Rule promulgated under the authority of the Director of DPD. Screenlines are shown in Map A for 23.52.004. LOS standards for those screenlines are shown in Table A for~~

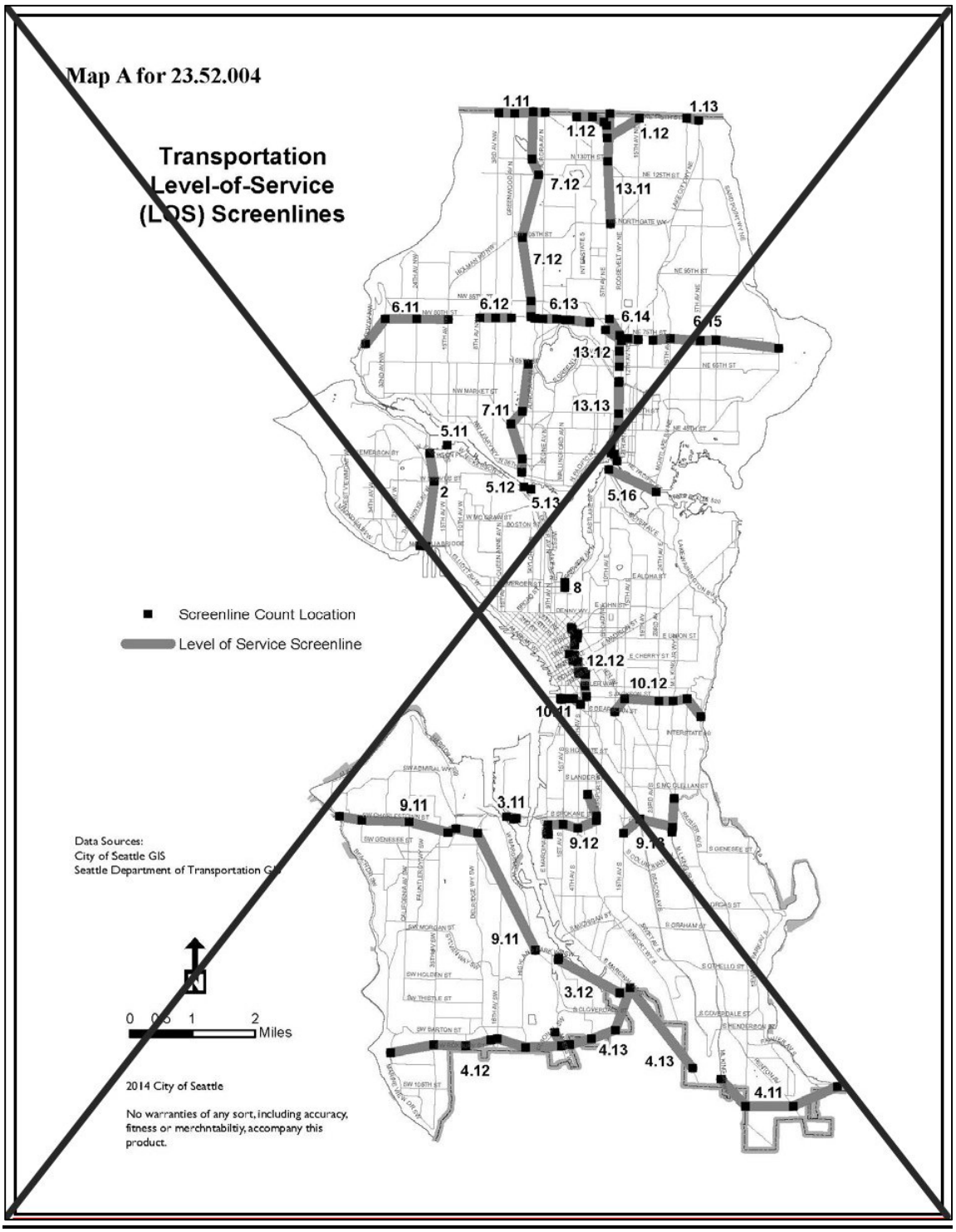
~~23.52.004. "Applicable screenlines" means up to four of the screenlines shown in Map A for 23.52.004 as specified for a particular proposed use or development by the Director.~~))

A. Applicability of this Subchapter I. Development that meets the following thresholds must contribute to achieving the percentage reduction targets shown on Map A for 23.52.004, which includes options for reducing the single-occupancy vehicle (SOV) trips associated with the development:

1. Proposed development in excess of any of the following: 30 dwelling units, 30 sleeping rooms, or 4,000 square feet of gross floor area in new nonresidential uses except for proposed development as provided in subsection 23.52.004.A.2;

2. Proposed development located in IG1 or IG2 zones and having more than 30,000 square feet of gross floor area in uses categorized as agricultural, high impact, manufacturing, storage, transportation facilities, or utility uses.

((~~Map A for 23.52.004~~
~~Transportation Level-of-Service (LOS) Screenlines~~))



Map A for 23.52.004: 2035 SOV Mode Share Targets by Geographic Sector

((Table A for 23.52.004 Transportation Level-of-Service (LOS) Standards				
Screenline Number	**Screenline Location**	**Span of Streets**	**Direction**	**LOS Standard**
1.11	North City Limit	3rd Ave. NW to	NB	1.20
		Aurora Ave. N	SB	
1.12	North City Limit	Meridian Ave. N to	NB	1.20
		15th Ave. NE	SB	
1.13	North City Limit	30th Ave. NE to	NB	1.20
		Lake City Way NE	SB	
2	Magnolia		EB	1.00
			WB	
3.11	Duwamish River	West Seattle Fwy.	EB	1.20
		and Spokane St.	WB	
3.12	Duwamish River	1st Ave. S and	NB	1.20
		16th Ave. S	SB	
4.11	South City Limit	M.L. King Jr. Way	NB	1.00
		to Rainier Ave. S	SB	
4.12	South City Limit	Marine Dr. SW to	NB	1.00
		Meyers Way S	SB	
4.13	South City Limit	SR 99 to	NB	1.00
		Airport Way S	SB	
5.11	Ship Canal	Ballard Bridge	NB	1.20
			SB	
5.12	Ship Canal	Fremont Bridge	NB	1.20
			SB	
5.13	Ship Canal	Aurora Ave. N	NB	1.20
			SB	
5.16	Ship Canal	University and	NB	1.20
		Montlake Bridges	SB	
6.11	South of NW 80th St.	Seaview Ave. NW	NB	1.00
		to 15th Ave. NW	SB	
6.12	South of N(W) 80th St.	8th Ave. NW to	NB	1.00
		Greenwood Ave. N	SB	

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((Table A for 23.52.004 Transportation Level-of-Service (LOS) Standards				
Screenline Number	**Screenline Location**	**Span of Streets**	**Direction**	**LOS Standard**
6.13	South of N(E) 80th St.	Linden Ave. N to	NB	1.00
		1st Ave. NE	SB	
6.14	South of NE 80th St.	5th Ave. NE to	NB	1.00
		15th Ave. NE	SB	
6.15	South of NE 80th St.	20th Ave. NE to	NB	1.00
		Sand Point Way NE	SB	
7.11	West of Aurora Ave.	Fremont Pl. N to	EB	1.00
		N 65th St.	WB	
7.12	West of Aurora Ave.	N 80th St. to	EB	1.00
		N 145th St.	WB	
8	South of Lake Union		EB	1.20
			WB	
9.11	South of Spokane St.	Beach Dr. SW to	NB	1.00
		W Marginal Way SW	SB	
9.12	South of Spokane St.	E Marginal Way S to	NB	1.00
		Airport Way S	SB	
9.13	South of Spokane St.	15th Ave. S to	NB	1.00
		Rainier Ave. S	SB	
10.11	South of S Jackson St.	Alaskan Way S to	NB	1.00
		4th Ave. S	SB	
10.12	South of S Jackson St.	12th Ave. S to	NB	1.00
		Lakeside Ave. S	SB	
12.12	East of CBD		EB	1.20
			WB	
13.11	East of I-5	NE Northgate Way to	EB	1.00
		NE 145th St.	WB	
13.12	East of I-5	NE 65th St. to	EB	1.00
		NE 80th St.	WB	
13.13	East of I-5	NE Pacific St. to	EB	1.00
		NE Ravenna Blvd.	WB))	

B. Requirements. Development above the thresholds in subsection 23.52.004.A shall contribute toward achieving the SOV reduction targets identified on Map A for 23.52.004, either based on location of the development in an urban center, hub urban village, or within one-half mile's walking distance of a light rail station, or where these locational criteria are not met, by selecting and implementing at least one mitigation measure from a list of measures identified in a Joint Directors' Rule adopted by the Directors of the Department of Construction and Inspections and the Department of Transportation.

Section 4. Section 23.52.008 of the Seattle Municipal Code, last amended by Ordinance 125291, is amended as follows:

23.52.008 ((~~Transportation impact mitigation~~)) Applicability of this Subchapter II

A. Applicability. The requirements of this ((~~Section 23.52.008~~)) Subchapter II apply to proposed new development as described in Table A for 23.52.008. ((~~Proposed new development~~)) Development located within an urban center that is subject to SEPA environmental review per Chapter 25.05 is exempt from this Subchapter II of ((~~this~~)) Chapter 23.52.

~~**((Table A for 23.52.008**~~
~~**Development location and size ranges where the requirements of Section 23.52.008 apply**~~

~~**Applicable zones, when located within an Urban Center or Urban Village containing a Station Area Overlay District**~~	~~**Applicable size ranges**~~	
	~~**Number of dwelling units**~~	~~**Amount of non-residential space (square feet), when located in a mixed-use development [1]**~~
~~LR1~~	~~7 to 200~~	~~4,001 to 30,000~~
~~LR2, LR3, NC1, NC2, NC3, C1, C2, MR, HR, SM~~	~~31 to 200~~	~~12,001 to 30,000~~
~~Downtown zones~~	~~81 to 250~~	~~12,001 to 30,000~~

~~Footnote to Table A for 23.52.008~~
~~[1]This size range applies to a development that contains at least one dwelling unit.~~))

Table A for 23.52.008 Development Location and Thresholds		
Development location	**Number of dwelling units**	**Gross square feet of non-residential uses[1] when located in a mixed-use development[2]**
Urban centers, other than the Downtown Urban Center	31 to 200	Greater than 12,000 up to 30,000
Downtown Urban Center	81 to 250	Greater than 12,000 up to 30,000
Outside urban centers	NA	NA
NA: Not applicable Footnotes to Table A for 23.52.008: [1]Not including gross floor area dedicated to accessory parking. [2]The mixed-use development must contain at least one dwelling unit.		

B. Impact analysis required. Applicants for proposed development shall ((~~prepare and~~)) submit with the development permit application an analysis of potential transportation impacts that may result from the proposed development, including but not limited to impacts on the roadway system, transit system, and bicycle and pedestrian networks. ((~~For development containing more than 50 dwelling units or 12,000 square feet of non-residential floor area or both, the~~)) The transportation impact analysis must contain the following: ((~~information and analysis:~~))

1. Number of additional daily and peak hour vehicular trips;

2. Likely distribution of project traffic and effects on traffic operations;

3. Availability and expected usage of transit;

4. Existing vehicular, pedestrian, and bicycle conditions, including access and connections to transit and bicycle facilities; and

5. ((~~Accident~~)) Collision history.

((~~For all other development the Director shall determine the scope and level of detail of analysis based on the probable impacts and/or scale of the proposed development. The analysis may include the elements identified above or other elements as determined by the Director.~~))

C. Impact mitigation. Based upon the results of the transportation impact analysis, the Director may condition permit approval, as a Type I decision, to mitigate or prevent transportation impacts.

1. Except as provided by subsection 23.52.008.C.2, required mitigation may include, but is not limited to:

a. ((~~changes~~)) Changes in access;

b. ((~~changes~~)) Changes in the location, number, and size of curb cuts and driveways;

c. ((~~provision~~)) Provision of transit incentives, including transit pass subsidies;

d. ((~~bicycle~~)) Bicycle parking, and shower facilities for bicycle commuters;

e. ((~~signage~~)) Signage, including wayfinding;

f. ((~~improvements~~)) Improvements to vehicular, pedestrian, and bicycle ((~~traffic~~)) facilities or operations including signalization, turn channelization, right-of-way dedication, street widening, pedestrian and bicycle facilities improvements, and lighting;

g. ((~~transportation~~)) Transportation management plans;

h. ((~~parking~~)) Parking management strategies including, but not limited to, unbundling parking from building-space leases, reserved parking spaces for vanpools, and reduction in the amount of parking to be provided; and

i. ((~~participation~~)) Participation in a transportation mitigation payment program or transportation management association, where available.

2. Mitigation that may be required for residential projects in downtown zones or the residential portion of mixed-use projects in downtown zones is limited to:

a. ((~~signage~~)) Signage, including wayfinding;

b. ((~~provision~~)) Provision of information on transit and ride-sharing programs;

c. ((~~bicycle~~)) Bicycle parking; and

d. ((~~transportation~~)) Transportation management plans.

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Section 5. 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 _____ day of _____, 2019, and signed by me in open session in authentication of its passage this _____ day of _____, 2019.

_____

President _____ of the City Council

Approved by me this _____ day of _____, 2019.

_____

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2019.

_____

Monica Martinez Simmons, City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	Executive Contact/Phone:
OPCD SDCI	Kristian Kofoed/ 233-7191 Gordon Clowers/ 684-8375	Caleb Wagenaar/733-9228 Christie Parker/684-5211

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

a. Legislation Title:
AN ORDINANCE relating to land use and zoning, amending the title of Chapter 23.52, Subchapter I of the Seattle Municipal Code (SMC); amending Sections 23.52.004 and 23.52.008 of the SMC; and repealing Section 23.52.002 of the SMC in order to implement the Comprehensive Plan adopted level of service standard.

b. Summary and background of the Legislation:
The proposed legislation would amend provisions of Chapter 23.52 of the Land Use Code to redefine transportation concurrency level of service (LOS) standards, implementing a policy change in the City's Comprehensive Plan. The new LOS standard represents a significant policy shift in how transportation concurrency is evaluated. In updating the Comprehensive Plan in 2016, the City sought a different methodology for measuring transportation LOS, one better aligned with long-standing City policy objectives to promote moving people rather than vehicles. These policies support a wider variety of transportation choices, efficiently use the City's limited right-of-way (ROW), and promote other social, environmental and health benefits to residents and workers.

The proposed legislation would require development proposals meeting threshold size criteria in certain areas, excluding Urban Centers, Hub Urban Villages, and light rail station areas, to provide options to reduce single-occupant vehicle (SOV) traffic volumes or enable greater access to non-SOV travel modes. The proposed criteria are:

- Proposed development with more than 30 dwelling units, more than 30 sleeping rooms, or non-residential uses greater than 4,000 square feet of gross floor area in size; and
- Proposed development located in IG1 or IG2 zones and having more than 30,000 square feet of gross floor area in uses categorized as agricultural, high impact, manufacturing, storage, transportation facilities, or utility uses.

2. CAPITAL IMPROVEMENT PROGRAM

a. Does this legislation create, fund, or amend a CIP Project? ___ Yes _X_ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

a. Does this legislation amend the Adopted Budget? ___ Yes _X_ No

b. Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?
The proposal would reorient the information responsive to transportation level of service and concurrency that is reviewed by SDCI. Until now, demonstrating transportation concurrency involved applicants providing traffic distribution data and showing that the level of service standards would not be exceeded at nearby groups of streets. This entailed a brief review by SDCI's transportation planning expert to verify data from a professional transportation planning consultant. The proposal would instead allow for applicants to choose from among a number of options, including one allowing applicants to suggest alternate actions to reduce SOV trips. SDCI's reviews would pertain to Master Use Permits but also could pertain to building permit reviews as well.

The listed options to address LOS standards include:

1. Limiting the provision of on-site parking spaces
2. Demonstrating that the mix of land uses on a site (typically including non-residential services at ground floor, and residential uses above) will result in a reduction of travel trips of at least four percent.
3. A subsidy for a transit pass to on-site residents or tenants.
4. New sidewalk improvements in locations outside the development site.
5. Providing new curb cut improvements in locations outside the development site.

Among these listed options, #4 and #5 generate more potential need for staff coordination and tracking of progress in parallel permit reviews by SDOT. The first, second, and third options require SDCI review staff to examine information on the applicant's plan set and verify its completeness and accuracy, similar to other zoning review tasks. The second item above would need a brief review by SDCI's transportation planning expert(s) for accuracy and completeness. Possible alternate actions to reduce SOV trips would also need review by SDCI's transportation planning expert(s).

The resulting impact on staffing reviews would thus be to spread the responsibility for concurrency-related reviews among more SDCI staff than at present and would also result in more responsibility to review proposals against a wider range of new regulatory options. This might incrementally reduce the current burden of this review component on SDCI's transportation planning expert(s) but would create new responsibilities for more zoning review staff.

Review tasks involving checking of factual information on plan sets would represent only a minor addition to overall SDCI workload. However, for the limited number of projects that choose options #4 and #5, SDCI duties regarding off-site sidewalk or curb cut improvements would probably incur a greater review time and potential delay. This net gain in review time relates to tracking status and timing of parallel Street Improvement Process (SIP) reviews conducted at SDOT and understanding which improvement

commitments will be made or have been made by an applicant, regarding a current Master Use Permit or building permit. The off-site locations of such improvements would be a new factor that would add complexity and could increase the need for specificity and/or corrections in future reviews.

Also, in terms of inspection and code compliance functions, inspecting possible new off-site sidewalk or curb-cut improvements during or after construction would be a new task at locations outside of a given property. The off-site aspect would probably require attention to recordkeeping as well as ensuring follow-through on final inspections. Documentation of improvements provided and their relationship to sites other than the adjacent property would be relevant to SDCI's tasks for construction inspections and post-construction compliance reviews.

In addition, given the likelihood that gaps in time will ensue between permit approvals and completion of improvements (in some cases ranging to multiple years), there is a probable added responsibility to keep track of which locations are identified as being committed to a given permit holders' set of required improvements. This would help avoid potential disputes about which parties hold the obligation to improve which location or locations. This creates a probable need for a tracking system or method that will allow information pertinent to both SDCI and SDOT to be retained for future checking. See more discussion in the IT needs assessment below.

The total burden of such added SDCI staff responsibilities depends on the likely number of cases where more complex review or tracking tasks would occur. SDCI analysis of permit review volumes in the affected area (2012-2017) suggests that approximately 120 Master Use Permits annually could occur subject to these new rules.

SDCI predicts that most applicants would pursue options easiest to satisfy with the least cost and greatest certainty. From this perspective, controlling parking totals (Option 1) and showing reductions in trips through mix of on-site uses (Option 2) could be the most commonly selected options, and transit passes (Option 3) may also be selected by some parties. Due to probable process complexities involved in obtaining improvement approvals for off-site locations (including SDOT Street Improvement Plan permits), and the cost of the improvements themselves, only a limited number of applicants are likely to select sidewalk or curb cut improvement options (Options 4 and 5). A broad estimate is that between 3% and 20% of applicants could elect to pursue off-site sidewalk or curb ramps to satisfy this requirement. Taking this percentage from the total of 120 MUPs annually, this reduced figure would represent between 4 and 25 developments per year.

With this relatively low estimate of the most complicated review types, SDCI staff worked with IT staff to explore the possible relationships of these options to technology needs for tracking and coordination purposes.

Based on the analysis summarized above, conclusions about fiscal impacts of this proposal on SDCI are as follows:

Permit review for parking controls, mix of land uses, transit pass options, alternate actions

- SDCI anticipates that 80-97% of future development needing the proposed review would pursue Options 1, 2 or 3, leading to staff tasks of verifying information on the plan set that cumulatively do not create a significant net gain in staffing needs.
- The allocation of this task would occur more broadly than it does today, slightly reducing SDCI transportation expert(s)' responsibility but retaining some of their responsibility for looking at mix-of-land-use trip reduction findings, and alternate trip-reduction actions that may occasionally be proposed by applicants.
- At 120 developments reviewed annually, and up to 30 minutes worst-case review time per application, this could add about 50-60 hours of staff review time to zoning reviews per year.
- This added review time is only a minor addition to total SDCI review burden and would not generate a need for additional staff.

Permit review for off-site sidewalk and curb cut improvements

- For around 4-25 developments per year, SDCI review staff could incur additional time tracking progress made in SDOT SIP permit reviews and coordinating with SDOT staff if questions arise about project details or potential changes over time in SIP content.
- This review time would fall mostly on zoning review staff. It would represent a task similar to other existing coordinating tasks with SDOT, but the off-site nature of improvements would be a new subject that could lead to complications or uncertainties in some cases, which could entail more review check-in time by SDCI zoning-review supervisors.
- At the projected volume of 4-25 developments annually, and an estimated average time addition of up to 3 hours per application, this could add 12-75 hours of additional staff review time per year.
- This added review time is only a minor addition to total SDCI review burden and would not generate a need for additional staff.
- It is also possible that SDCI would incur additional cost and labor time in adding information to recordkeeping systems, and possibly on future follow-up or tracking tasks about individual permit outcomes. This could relate to inspection and enforcement tasks at a later date inquiring to SDCI permit reviewers about certain facts and permit conditions, for example.

Inspection and enforcement duties, construction and post-construction

- The proposal would add incrementally to the range of improvements that would require inspection by city inspectors during construction periods, and newly add duties that would extend to locations that are not adjacent to the development sites. Sidewalks and related landscaping features at a minimum would be subject to inspection. This category of work could be better supported if data management methods are developed to ensure that relevant information about the off-site improvements is linked to site development permitting.
- SDCI enforcement staff's duties would also expand incrementally due to the proposal. Similar to inspections, complaint-based enforcement could cause staff

to evaluate off-site improvement qualities and their adherence to development permit conditioning, and as such enforcement staff could benefit from good information tracking about off-site improvements.

- Certain enforcement complaints, such as curb ramp quality complaints, would be forwarded to SDOT as they would be most relevant to their jurisdiction.
- Added review time as a result of this proposal would be only a minor addition to total SDCI overall inspection and enforcement responsibilities and would not generate a need for additional staff.

IT needs assessment

- Seattle IT staff evaluated the proposal for probable data management needs and relationships to the activities of SDCI and SDOT. Seattle IT found that creation of an ASI table in Accela is required to support workflow management. There is also a need for GIS analysis and data updates.

- The proposal may require more in-depth business analysis to gather specifications and process details to update existing technology systems or create new supporting technology. If the determination is made that a technology project is required, a project proposal will be created through collaborative process with SDCI and SDOT.

c. Is there financial cost or other impacts of *not* implementing the legislation?
No. If this legislation was not implemented, there would be no financial impacts on City operations. However, a disparity between Comprehensive Plan policy and the Land Use Code on level of service measurement methods would remain.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?
The proposal would affect the Seattle Department of Transportation (SDOT), by potentially increasing the scope and number of existing street improvement permits (SIP). OPCD has prepared the legislation in consultation with SDOT and SDCI.

SDOT staff engaged in SIP permitting processes would typically experience the new kinds of off-site improvements, including sidewalks and curb ramps, as an added component of a SIP. SDOT tracks locations of SIPs and other details using Hansen 7.7 permitting software. As most SIPs are required to meet the city's land use code, SDCI and SDOT currently coordinate at various stages of the Master Use Permit (MUP) and Building Permit stages to ensure street improvements align with the city's codes. SIPs generated to meet transportation concurrency for additional sidewalk or curb ramp improvements would be treated and tracked similarly by SDOT. SDOT currently works with developers early in the design process to ensure code requirements and street improvements align with the city's right-of-way improvements manual, modal plans and streetscape concept plans. During this process, SDOT expects to work with applicants volunteering to build sidewalks and/or curb ramps to meet transportation concurrency.

SDOT anticipates minimal additional impact to staffing levels or workload as a result of transportation concurrency in the short-term. In the long-term, when SDOT transitions to Accela to track and issue permits, Accela will need to be designed to connect SIPs for land use code requirements and SIPs for transportation concurrency requirements. SDOT does not anticipate creating a public-facing web map identifying the location of SIPs created to meet transportation concurrency, which would add considerable staff effort and cost.

b. Is a public hearing required for this legislation?
Yes. To be held during Council review process.

c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?
No.

d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?
Yes. A notice of the SEPA Determination of Non-Significance for this legislation was published in the Daily Journal of Commerce on June 4, 2018.

e. Does this legislation affect a piece of property?
Yes. The proposal would affect transportation-related improvement requirements throughout most parts of the city, consisting of places outside of Urban Centers, Hub Urban Villages, and light rail station areas.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?
The legislation has no identified negative impact on vulnerable or historically disadvantaged communities. The legislation would help create or sustain attractive, walkable environments on a city-wide basis without identified disparate impacts in any geographic area.

The legislation promotes equitable conditions by supporting better accessibility to transportation modes other than SOVs. A growth pattern with improved access/mobility improvements can contribute toward a lower transportation cost burden per household, due to improved accessibility to alternate transportation choices.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).
The proposal would not result in a new initiative or major programmatic expansion. Rather, it would reorient existing review methods that assess development-related impacts on the transportation system in terms of level-of-service standards that pertain to concurrency. The basis for this proposal lies in a Comprehensive Plan policy that changes the measurement basis for level-of-service, away from vehicle traffic volume capacity of

the street system and toward reduction of the proportion of single-occupant vehicles (SOV) in peak hour traffic flows. The Land Use Code includes SOV-reduction goals by geographic sector. The proposal would require actions by development applicants to contribute toward SOV trip reduction by taking steps that will help reduce SOV trip generation and improve ability of individuals to use other transportation modes.

h. Other Issues:
None.

List attachments/exhibits below:

None.

File #: CB 119362, **Version:** 2

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to land use and zoning; amending Section 23.41.010 of the Seattle Municipal Code to approve the 2018 University District Neighborhood Design Guidelines.

WHEREAS, the University Community Neighborhood was designated as an Urban Center in 1998; and

WHEREAS, The City of Seattle, working with the University District Future Development and Urban Design Working Group, developed the U District Urban Design Framework in 2013; and

WHEREAS, the U District Urban Design Framework developed neighborhood design recommendations that anticipated substantial redevelopment in the University Community Urban Center; and

WHEREAS, the Seattle City Council in 2017 adopted new zoning regulations that increased development capacity in the University Community Urban Center in the vicinity of the University District Sound Transit light rail station area; and

WHEREAS, the Office of Planning and Community Development has engaged the University District Partnership and Urban Design Working Group in the development of updated Neighborhood Design Guidelines; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Subsection 23.41.010.B of the Seattle Municipal Code, which section was last amended by the ordinance introduced as Council Bill 119332, is amended as follows:

23.41.010 Design review guidelines

* * *

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. “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. “Central Area Design Guidelines, 2018”;

6. “Green Lake Design Guidelines, 2013”;

7. “Greenwood/Phinney Design Guidelines, 2013”;

8. “Morgan Junction Design Guidelines, 2013”;

9. “Mount Baker Town Center Design Guidelines, 2017”;

10. “North Beacon Hill Design Guidelines, 2013”;

11. “North District/Lake City Design Guidelines, 2013”;

12. “Northgate Design Guidelines, 2013”;

13. “Othello Design Guidelines, 2013”;

14. “Pike/Pine Design Guidelines, 2017”;

15. “Roosevelt Design Guidelines, 2013”;

16. “South Lake Union Design Guidelines, 2018”;

17. “University District Design Guidelines, ((~~2013~~)) 2019”;

18. “Upper Queen Anne Design Guidelines, 2013”;

19. “Uptown Design Guidelines, 2013”;

20. “Wallingford Design Guidelines, 2013”; and

21. “West Seattle Junction Design Guidelines, 2013.”

* * *

Section 2. 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 _____ day of _____, 2019, and signed by me in open session in authentication of its passage this _____ day of _____, 2019.

_____

President _____ of the City Council

Approved by me this _____ day of _____, 2019.

_____

Jenny A. Durkan, Mayor

Filed by me this _____ day of _____, 2019.

_____

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:
Attachment 1 - University District Neighborhood Design Guidelines, 2019

University District

NEIGHBORHOOD DESIGN GUIDELINES

Adopted 2000 | Revised 2019

DESIGN REVIEW

Seattle
Office of Planning &
Community Development

Table of Contents

Introduction to Design Guidelines

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used in the review of proposed private projects by Seattle Department of Construction & Inspections (SDCI) staff for administrative design review, or the Design Review Boards. Design guidelines define the qualities of architecture, urban design, and outdoor space that make for successful projects and communities. There are two types of design guidelines used in the Design Review Program:

- **Seattle Design Guidelines** - apply to all areas of the city except for downtown, historic districts, and the International Special Review District (ISRD); informally called 'citywide guidelines'.
- **Neighborhood Design Guidelines** - apply to a specific geographically-defined area, usually within a residential urban village or center.

Once a set of Neighborhood Design Guidelines is adopted by City Council, they are used in tandem with the Seattle Design Guidelines for the review of all projects within that designated neighborhood design guideline boundary. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, applicants and Design Review Board members are required to consult both sets of design guidelines. The Neighborhood Design Guidelines take precedence over the Seattle Design Guidelines in the event of a conflict between the two. Neighborhood Design Guidelines offer additional guidance on the features and character of a particular neighborhood, and are very helpful to all involved in the design review process.

Neighborhood Design Guidelines reveal the character of the neighborhood as known to its residents and business owners. The Neighborhood Design Guidelines help to reinforce existing character and promote the qualities that neighborhood residents value most in the face of change. Thus, Neighborhood's Design Guidelines, in conjunction with the Seattle Design Guidelines, can increase overall awareness of responsive design and involvement in the design review process.

Reader's Guide

This document is organized around the larger themes and format of the Seattle Design Guidelines with distinct topics and directives specific to the University District neighborhood. Photos and graphics that illustrate selected guidelines are presented, in addition to the text which explains design intent and/or provides background information. Photos not individually credited are City of Seattle file photos.

These Neighborhood Design Guidelines have purview over all physical design elements within the private property lines. Additionally, some Neighborhood Design Guidelines (especially under the Context & Site category) may comment about design features outside the private property, pertaining to adjacent sidewalks and landscaping; these comments are advisory. All elements within the right-of-way (ROW) are under the purview of the Seattle Department of Transportation (SDOT), which must review and approve all physical elements in the ROW. In the event of contradictory design guidance, SDOT regulations, standards and interpretations shall prevail.

All Design Guidelines at a Glance

The University District Neighborhood Design Guidelines work together with the Seattle Design Guidelines, which remain applicable on all projects subject to Design Review. See SMC 23.41.004 for information on Design Review thresholds.

Below is a list of the 11 Seattle Design Guidelines. The column to the right indicates if these Neighborhood Design Guidelines provide supplemental guidance for that topic. A "**YES**" means both Seattle Design Guidelines and Neighborhood Design Guidelines are applicable; a "**NO**" means only the Seattle Design Guidelines apply.

Seattle Design Guidelines		Neighborhood Design Guidelines
CONTEXT & SITE (CS)		
CS1	**Natural Systems and Site Features** Use natural systems and features of the site and its surroundings as a starting point for design	**YES**
CS2	**Urban Pattern and Form** Strengthen the most desirable forms, characteristics and patterns of the surrounding area	**YES**
CS3	**Architectural Context and Character** Contribute to the architectural character of the neighborhood	**YES**
PUBLIC LIFE (PL)		
PL1	**Connectivity** Complement, connect and contribute to the network of open spaces around the site	**YES**
PL2	**Walkability** Create a safe and comfortable walking environment, easy to navigate and well connected	**NO**
PL3	**Street-Level Interaction** Encourage human interaction and activity at the street-level, including entries and edges	**YES**
PL4	**Active Transportation** Incorporate features that facilitate active transport such as walking, bicycling and transit use	**YES**
DESIGN CONCEPT (DC)		
DC1	**Project Uses and Activities** Optimize the arrangement of uses and activities on site	**YES**
DC2	**Architectural Concept** Develop a unified, functional architectural concept that fits well on the site and its surroundings	**YES**
DC3	**Open Space Concept** Integrate building and open space design so that each complements the other	**YES**
DC4	**Exterior Elements and Finishes** Use appropriate and high-quality elements and finishes for the building and open spaces	**YES**

See the below link for a complete version of the Seattle Design Guidelines, and a complete list of all Neighborhood Design Guidelines:

http://www.seattle.gov/dpd/aboutus/whoweare/designreview/designguidelines/default.htm

Context and Priority Issues

Context

After extensive work with the University District community, areas in the University District (or U District) were zoned at higher intensities in 2017 to focus and shape development near high-capacity light rail (which is expected to start operation in 2021). As growth continues, the University District and the areas around it are likely to experience a period of redevelopment. It is critical that new development continues the established physical character of the University District as a welcoming, inclusive neighborhood designed and built at a human scale.

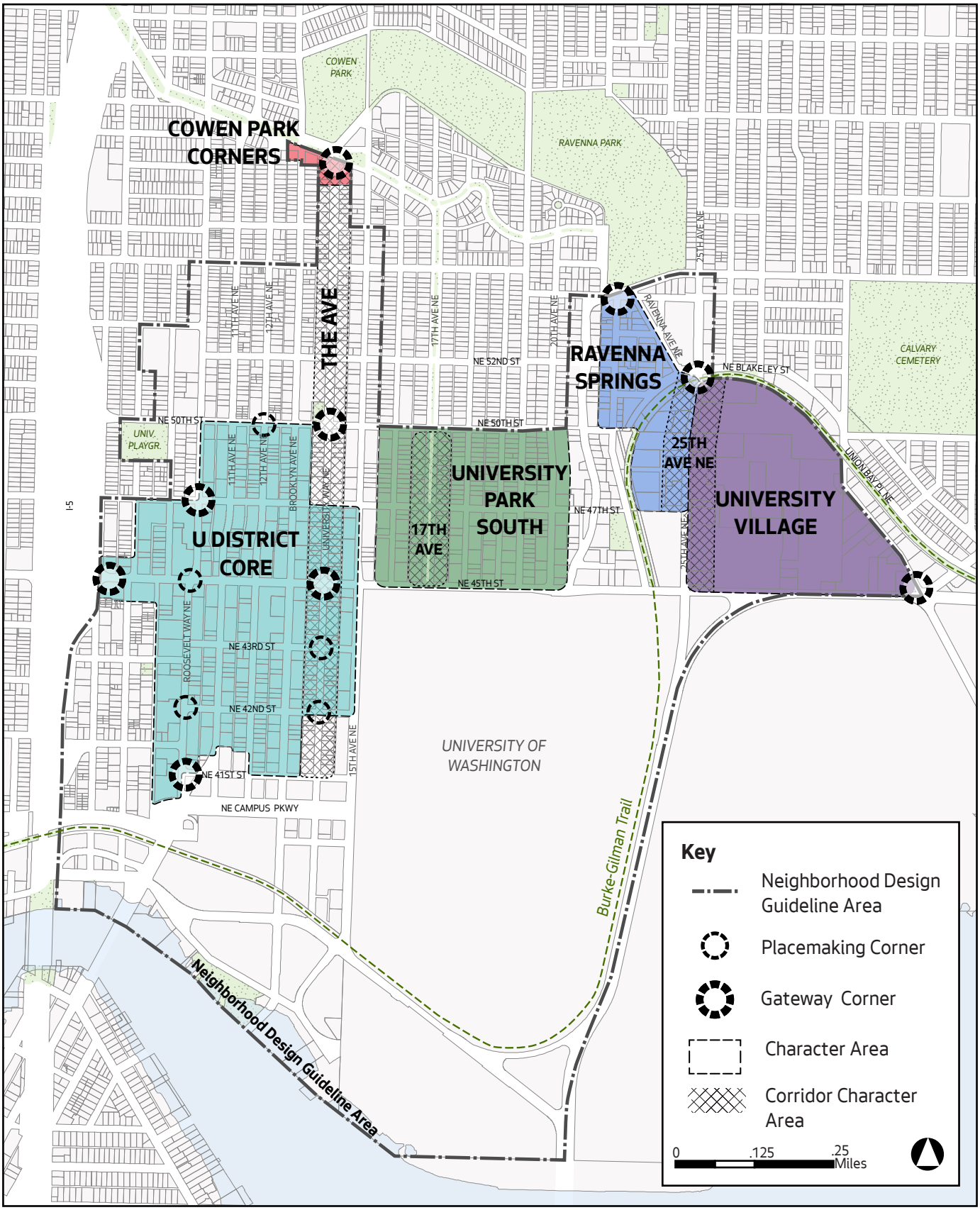
The design of the buildings, places, spaces, and mobility networks that make up the University District have a direct impact on how people interact with the built environment, how they contribute to it, and how they value it. The University District Neighborhood Design Guidelines outline specific qualities for the design of buildings and the public realm that achieve a high standard of design excellence and contribute positively to the distinct identity of the U District neighborhood. The University District Neighborhood Design Guidelines contain specific strategies and approaches to achieve the following principles, which community partners have defined as priorities for guiding new development within the University District Neighborhood Guideline Area (see Map A).

Design Excellence in the University District

- **Create richness in the quality and variety of elements that form the public realm.** Enhance the distinct identity of the U District as an eclectic, mixed-use, pedestrian oriented urban center by ensuring new development contributes to the variety of experiences provided. Consider new development as a fresh canvas for the people that live, work, and play in the U District to help create and recreate their neighborhood. A range of uses, colors, spatial variety, outdoor spaces, public art, and self-expression contributes to the variety and complexity that creates an eclectic, welcoming, and intimate neighborhood.
- **Emphasize human-scaled design and generate pedestrian activity to foster an engaging public realm.** An individual interacts directly with the street level of a building; a building's design and the uses within should be driven by the goal of creating a welcoming, walkable, pedestrian-oriented urban streetscape through the layering of details, textures, and visual interest that create an expectation of discovery and novelty. Street walls should be well-defined but permeable as to engage pedestrians.
- **Contribute to a robust network of pedestrian-priority outdoor spaces that act as a "front yard" for the University District community.** The physical environment forms the setting for community and public life. Streetscapes and open spaces (public and privately owned) should serve as an outdoor living room for daily life with building designs that maximize social interaction. Residents of the University District have long expressed the desire for more spaces within the public realm to accommodate the range of needs for the growing population. Public and private outdoor space is especially important for people living in smaller dwellings, to provide a variety of passive and active areas for children and young people to play, and it improves overall livability.
- **Establish design excellence and U District Identity in taller buildings**. Revised zoning allows for tall buildings that will be visible and substantially taller than the existing and surrounding context. Design guidelines that specifically address tall building design principles are crucial to ensure prominent, new forms fit into the U District, contribute to the streetscape and public realm, and express sophisticated design and materials.
- **Integrate art and new technology.** Public art embodies the University District's unique cultural spirit and is one of the strongest ways in which to create a sense of place, even with temporary installations. New development should engage with artists and take advantage of the connection to the University of Washington to integrate art and emerging technologies into both development and open spaces to enrich the experience of the public realm and foster a unique district identity.

University District Neighborhood Design Guidelines

Map A: Character Areas, Gateways, and Placemaking Corners



Note: Design Review does not apply to all projects. See the Seattle Municipal Code, Section 23.41.004 for more details.

CS1
CONTEXT & SITE
Natural Systems & Site Features

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

Cristoph Hoessly

Upper-level step-backs on left building maximize daylight to public plaza.

Courtyard units with modestly sunken living space retain daylight and air to the units.

Building form shaped to preserve existing trees.

University District Supplemental Guidance

1. Plan for Daylight & Trees

a. **Arrange building massing and use upper-level step-backs to increase solar access** into ground floors, shared amenity spaces, streets, and the public realm, especially on narrow rights-of-way such as University Way NE. Use two-story or mezzanine layouts for residential or live-work units at or below-grade to increase daylight access to those units.

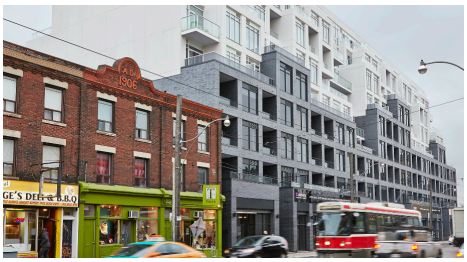
b. **Avoid recessed or sunken living space,** and minimize the distance that units are located below grade to provide direct access to daylight and air from above-grade windows for each unit.

c. **Incorporate new & existing trees.** Site the buildings and design building massing to preserve and incorporate existing mature trees, especially on slopes; this is especially relevant in the Ravenna Springs character area (see Map A). Where removal is unavoidable, configure open space to accommodate large canopy trees that replace those removed.

CS2
CONTEXT & SITE
Urban Pattern & Form

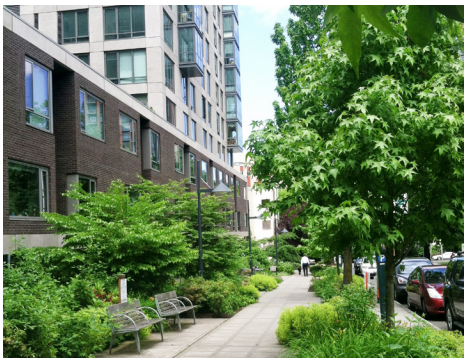
Seattle Design Guideline:
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

DoubleSpace Photography



New development responds to datum line of adjacent exiting building by stepping back at the second story and again at the upper-levels.

Lush plantings and engaging pedestrian edge at University Village.



Layered landscaping at street level in front of residential uses to provide screening and soften buildings

University District Supplemental Guidance

1. Character Areas & Corridor Character Areas

For projects within the areas identified on Map A, development design should reinforce and/or enhance the quality of place in the surrounding area.

a. **Cowen Park Corners:** Use lush landscaping to carry the experience of Cowen Park down the north end of University Way NE. Incorporate generous sidewalks and seating areas.

b. **University Park South & 17th Ave Boulevard:** Reinforce the existing pattern of generous front setbacks. Incorporate occupiable amenity spaces into front setbacks with areas for large shade trees and landscaping. Take cues from the design, scale, and character of historic buildings, including: grand entries; sloped roofs; the use of brick, masonry, and wood; vertical window proportions; and a high degree of architectural detailing.

c. **Ravenna Springs:** Design projects to create and reinforce the quality of a cohesive neighborhood with massing that is broken into multiple buildings, individual unit entries, ground-related housing, highly permeable blocks with walkways and open spaces, and a high degree of landscaping and pedestrian amenities.

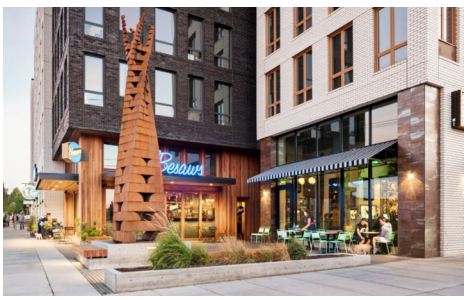
d. **University Village & 25th Ave NE:** Prioritize active edges and direct pedestrian connections to 25th Ave NE and the Burke Gilman Trail. Development along 25th Ave NE should create an active, engaging building edge for pedestrians and create protected sidewalks by utilizing planter strips with lush landscaping.

e. **The U District Core & The Ave:** Express an urban character that is distinct to the U District and prioritize the pedestrian experience with human-scaled design and a high degree of visual interest. Foster an eclectic mix of businesses and architectural styles.

1. Reflect historic platting patterns by articulating and/or modulating buildings and design styles at 20-40 foot intervals.
2. Use upper-level step-backs that respond to predominant and historic datums in context.
3. Incorporate balconies or terraces in buildings with residential uses to contribute to passive surveillance and visual interest.

Commercial uses at grade adjacent to the park help activate the space. A significant upper-level step-back reduces visual and solar impacts to the park, while balconies provide passive surveillance and depth to the facade.

Corner plaza with activating edges, upper-level terraces, plantings, and special paving, marks gateway location.



A small setback at the corner creates space for seating and a sculpture.

4. Use lush, layered landscaping at street level, especially in residential areas south of NE 43rd St.

2. Neighborhood Context

a. **Contribute to community character:** To enhance the eclectic character of the University District, plan and include elements that are easily customizable for tenants and businesses to individualize storefronts, kickplates, and streetscapes through paint colors, materials, lighting, signage, awning design, seating, or other pedestrian amenities. Use these features to express 20-40 foot storefront modules.

b. **Provide zone transitions:** When a project site abuts a zone with a height limit that is two stories shorter than the project site, provide upper-level setbacks that create a sensitive transition to the less intensive zone.

c. **Activate parks & open space:** In development adjacent to open space and parks, activate the building edges by incorporating active uses, small public plazas or seating areas for ground-floor uses, as well as balconies or terraces at upper floors. Design adjacent projects to act as a deferential backdrop, with refined building facades that help frame the open space, or incorporate artistic features that complement the function of the open space and create an "outdoor room."

3. Gateways & Placemaking Corners

a. **Gateways** identified on Map A are significant "entry" points in the U District Neighborhood.

1. Express a sense of arrival to a distinct area with distinctive forms, prominent massing, unique design concepts, and the highest attention to design quality.

2. Create pedestrian accommodating entries with wider sidewalks, significant landscaping features, public plazas, active uses, and art.

b. **Placemaking Corners** identified on Map A are key nodes and pedestrian activity areas within the U District Neighborhood.

1. Design projects as part of a composition with the adjacent corner-facing sites to frame the space and balance strong spatial edges with adequate space for movement and activity, including small plazas, seating, and public art.

2. Incorporate special paving and surface treatments; art installations; seating; kiosks.

CS3
CONTEXT & SITE
Architectural Context & Character

Seattle Design Guideline:
Contribute to the architectural character of the neighborhood.

Architectural diversity is a defining characteristic of the U District.

Lara Swimmer

Two examples of new development reflecting context through the use of related materials, datum lines, and horizontal and vertical elements.

Tim Bies Photography

New development incorporates a historic facade and mid-block passageway. The two-story facade provides a transition from the taller building to a pedestrian scale and breaks up the building massing.

University District Supplemental Guidance

1. University District Architectural Character

a. **Foster the eclectic mix of architectural styles and forms** on the block and throughout the neighborhood while maintaining articulated base designs that are pedestrian-oriented. Repetition of architectural forms and character, whether visually adjacent or within the U District, is strongly discouraged.

b. **Complement and continue predominant styles or materials** when the immediate context of a site is comprised of buildings or a collection of buildings with local significance or identifiable architectural styles or similar materials.

c. **Articulate building forms and facades to respond to historic platting patterns** to create compatibility between contemporary architecture and existing development.

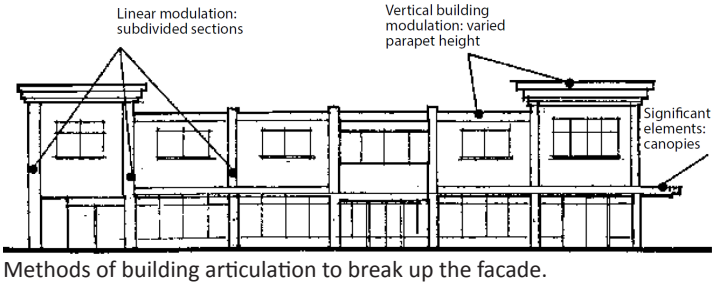
d. **Respond to nearby predominant horizontal and vertical patterns** and datum lines, and take cues from design elements in older structures such as campus gothic style, punched windows, texture-rich materials, and thoughtful detailing.

2. Adaptive Reuse & Preservation

Establish a connection to the U District's history by preserving positive qualities of existing structures with architectural or cultural significance.

a. **Preserve or rehabilitate existing structures or facades**, especially those with architectural merit, local significance, and/or quality materials including brick.

b. **Creatively repurpose materials, signage, and other physical pieces** from existing development into new projects to create a connection with the neighborhood's past and contribute to a sense of place.



Methods of building articulation to break up the facade.

PL1

PUBLIC LIFE

Connectivity

Seattle Design Guideline:
Complement and contribute to the network of open spaces around the site and the connections among them.

Lara Swimmer

Unit entries, windows, landscaping, and lighting provide a welcoming and pedestrian-friendly mid-block pathway.

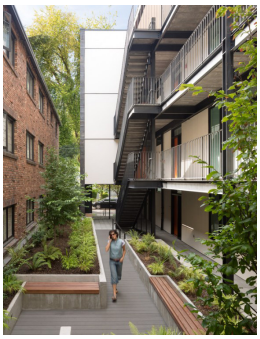
Green Garage Detroit.

Permeable pavers delineate space along the alley. Landscaping provides a buffer from residential uses.

Affinity Photography

Shared community space and pedestrian access.

Lara Swimmer



A mid-block pedestrian connection provides open space, access to light and air, and incorporates benches and landscaping. Balconies and windows on the adjacent buildings provide passive surveillance.

University District Supplemental Guidance

1. Networks & Connections to Community Open Space

a. **Include open space at grade that physically or visually engages the public realm**: Options include plazas, public courtyards, play areas, gardens, and ground level patios.

b. **Projects located on Green Streets** (as designated on SDOT maps) **and within the U District Green Spines** (See Map B)**:** Include multiple types of publicly-accessible open spaces and private amenity spaces that address the public realm including: balconies and unit patios, pocket plazas, strategic setbacks at grade for seating areas and play areas, and upper-level setbacks with terraces or patios.

c. **Connect to the Burke-Gilman Trail:** For projects adjacent to the Burke-Gilman Trail, provide physical and visual connections for pedestrians and cyclists. Design trail-facing facades with active uses, including retail, amenity space, and unit stoops or patios.

d. **Treat all alleyways as potential pedestrian routes:** Incorporate windows, entries, art, lighting, and active uses on alley-facing facades to activate and improve safety in alleys.

2. Shared Alleys & Mid-Block Pedestrian Connections

Pedestrian connections provide open space and create a fine-grained urban fabric and intensity of pedestrian activity in the University District.

Mid-block pedestrian connections: *Mid-block connections provide more pedestrian routes on long blocks.*

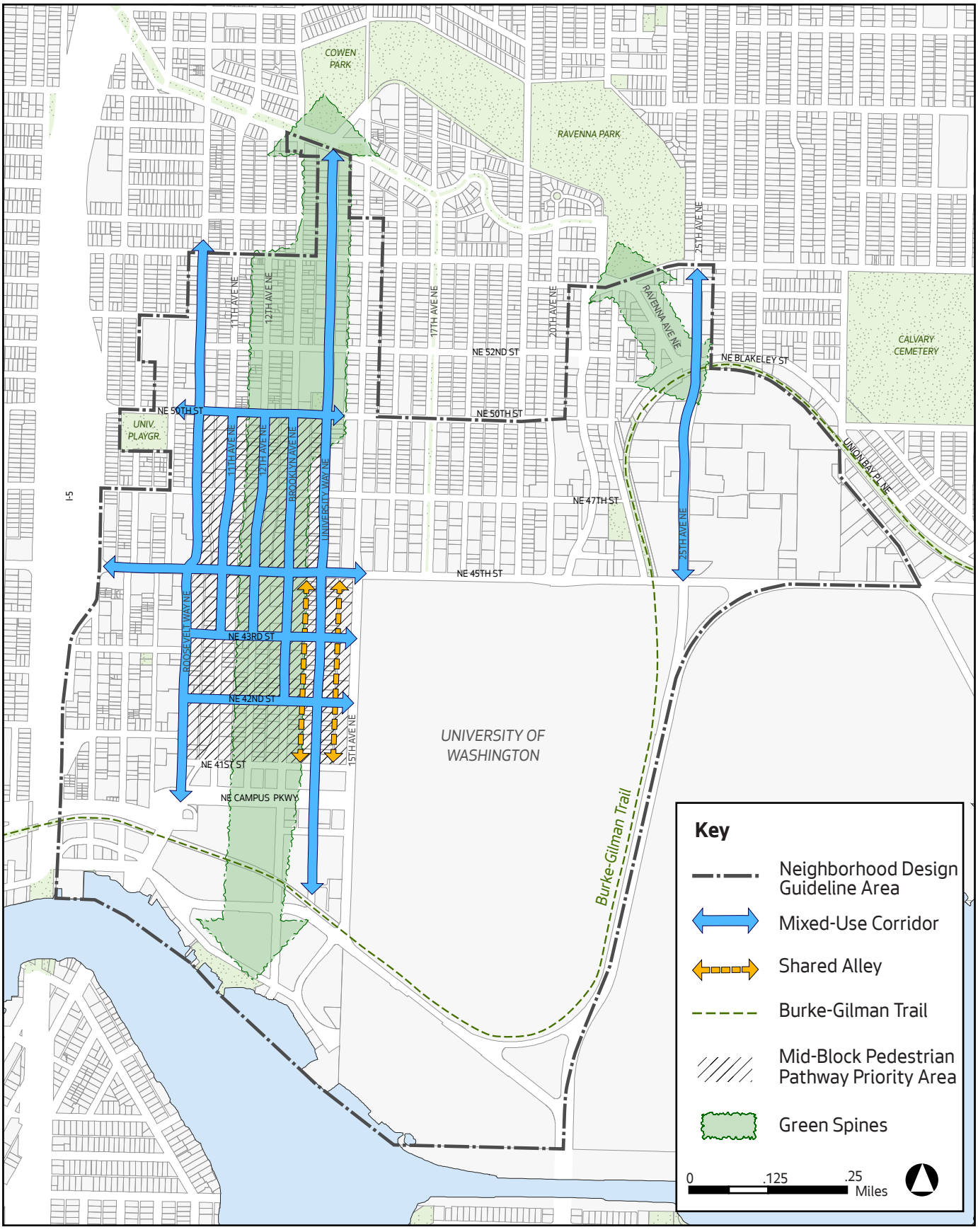
Shared Use Alleys: *Activated alleys, shared by vehicles and pedestrians are a defining feature of the University District Core.*

a. **Reinforce existing movement patterns** and introduce connections that weave a pedestrian-priority network throughout the neighborhood with mid-block pedestrian pathways and shared alleys.

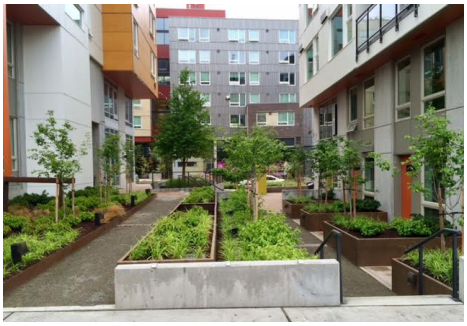
b. **East-west mid-block pedestrian connections from the street to alley** are strongly encouraged on blocks within the "Mid-block Pedestrian Pathway Priority Area" on Map B. Projects within the approximate middle third of the block are the preferred location for mid-block pedestrian connections.

University District Neighborhood Design Guidelines

Map B: Public Realm Activation & Open Space Network



A mid-block pathway is lined with shops, windows, seating, and landscaping to make it welcoming and pedestrian-friendly.



A mid-block pathway through a residential development is lined with unit entries, planters, and windows. A change in paving signifies the transition to semi-private space.

Block 136 by Mithun

Buildings adjacent to a mid-block pathway incorporate balconies and windows for passive surveillance.

Calvin Hodgson

Signage for Post Alley creates a unified identity.

A kiosk provides an opportunity for displaying art and information while establishing a playful landmark.

c. **Design facades adjacent to mid-block pedestrian connections and shared alleys as a second "front" with activating uses:**

1. Locate active ground-level uses along shared alleys and pedestrian pathways, including secondary entrances for businesses and individual unit entries separated by grade or setbacks for residential uses.
2. Avoid long blank walls. Where unavoidable due to service uses, treat blank walls with artwork, interesting materials, lighting, and/or architectural features.

d. **Create usable, safe, people-friendly spaces:**

1. Include upper-level balconies or terraces so that occupiable spaces overlook shared alleys and mid-block connections.
2. Strive for clear sightlines. Where mid-block connections do not cross the right-of-way or do not align across an alley or street, provide a focal point and wayfinding features at the visual terminus.
3. Incorporate secondary spaces for impromptu gatherings, play opportunities, outdoor seating, and bike racks.

e. **Create consistent signage & incorporate wayfinding elements:**

1. Install wayfinding elements on street and alley facades to highlight entrances to alleys and midblock crossings including special architectural treatments, creative signage, ground treatments, lighting, and façade design. Strive for continuity of design features throughout the neighborhood.
2. Incorporate street furniture, art installations, creative paving, paint patterns or lighting throughout shared alleys and mid-block connections.

PL3

PUBLIC LIFE

Street-Level Interaction

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

Ground-level setback zone with residential patios.

Residential uses at grade are set back from the sidewalk to provide transitional space and landscaping. The use of brick, awnings, and individual unit entries are engaging to passers-by.

Individual patios provide private open space, passive surveillance, and enhance the relationship with the public realm.

University District Supplemental Guidance

1. Entries

a. **Design prominent, accommodating entries** with vertical emphasis and intricate architectural interest at a variety of scales. Use high-quality materials and detailing to create an identifiable entrance and welcoming experience for visitors and users.

b. **Avoid grade separations at retail entries:** Step building floor plates along sloped sites to avoid raised or below-grade entries for commercial along the sidewalk.

c. **Courtyard entries should be physically and visually accessible from the street.** Units facing the courtyard should have a porch, stoop, or deck associated with the dwelling unit to support community interaction. Any fences or gates should be set back from the sidewalk to incorporate a semi-public transitional space.

2. Ground-level Residential Design

a. **Articulate individual dwelling units and provide usable stoops or patios** for street-facing residential units. Include architectural detailing that expresses a residential use, such as contrasting trim, hardware, awnings, mailboxes, address numbers, and appropriately scaled materials. Provide opportunities for personalization.

b. **Use rowhouse-style units at the base** of residential structures to transition to the pedestrian sidewalk and street; they provide large windows, entries, patios and other activating features.

c. **Provide adequate buffer space as a transition** from the sidewalk to residential uses for visual connection and passive surveillance of the public realm. Raise units slightly above grade or provide an adequate setback. Use buffers of low walls, planters, and layered landscaping; avoid tall fences and patios below grade.

d. Where direct-unit entries are challenging due to a site's physical constraints, **include a generous main entry with occupiable shared space** or forecourt to create a "front porch" for residents. Provide ample space for bicycles, seating, furniture, and planters.

Cafe Solstice has a small outdoor patio that provides a porous, engaging edge while maintaining the street-wall.

Operable windows at upper-levels add human scale with an ever-changing facade. The notched parapet and corners breakdown bulk of the form.

Live-work units designed for commercial uses at grade, with living spaces above.

3. Mixed Use Corridors & Commercial Frontages

Mixed-use corridors (as indicated on Map B) should be designed as welcoming and lively pedestrian-oriented streetscapes with a fine-grained detail and ground-level activity that engages the public realm.

a. **Maintain a well-defined street wall on mixed-use corridors** to create an urban character. Incorporate strategic setbacks at corners and entries for seating, usable open space, and landscaping.

b. **Provide frequent entrances, expressed breaks, and architectural interest at regular intervals of 20-30 feet** (regardless of uses/ tenants occupying ground-level spaces) to create a human-scaled experience and accommodate the presence or appearance of small storefronts. Add unique features to long sections of storefront systems.

c. **Residential entries for upper-floor residential uses and residential signage should not dominate** the street frontage over commercial uses.

d. **Minimize the size and presence of residential lobbies** and other non-activating uses to maintain the commercial intensity and viability of mixed-use corridors.

e. **Design a porous, engaging edge for all commercial uses at street-level**. Include operable windows at all levels of the building and especially at the street level to maximize permeability and activate the streetscape. Design street-level facades that open to or near sidewalk level allowing uses to spill out, and provide areas for outdoor seating.

f. **Design live-work units and all other non-commercial spaces for conversion to street-accessed commercial uses over the life of a building.** Provide a direct path to the entry from the sidewalk, transitional areas that can be used as outdoor seating, awnings, and pavement treatments. Avoid or minimize tall, structural sills that would inhibit future storefront flexibility. Use recessed entries and non-permanent solutions for privacy for residential uses, such as movable planters. Unit layout should separate living spaces from work space, to provide appropriate privacy for living spaces.

PL4

PUBLIC LIFE

Active Transportation

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

A bike corral with "inverted U" style racks provide ample and convenient parking without impeding a narrow sidewalk.

Custom bike racks provide an opportunity for placemaking. (Uptown example)

University District Supplemental Guidance

1. Bicycle Circulation & Parking

a. **Design bicycle parking for efficiency and security**. Bicycle use and parking should be encouraged to promote a healthy and active neighborhood and to support local businesses. Bicycle racks should be plentiful, and either be from the Seattle Department of Transportation's bike parking program or be an approved rack of similar "inverted U" or "staple style".

b. **Integrate design features into bicycle facilities that enhance placemaking**, such as having a uniform color for bike racks within the U District or having distinctive place-names designed into the racks.

c. **Locate bicycle parking and bicycle racks in convenient locations** for residents and temporary users with easy access, weather protection, and minimal grade changes. Provide direct routes from bicycle lanes to bicycle parking in garages or bicycle racks, and provide signage that directs bicyclists to these facilities. When bicycle parking is located indoors, minimize obstructions, and consider using sliding or automatic doors.

2. Connections and Facilities for Transit:

a. **Ensure convenient connections to the light-rail station** for development near the station or other high-volume transit stops. This might include voluntary setbacks to afford widened sidewalks, chamfered building corners, and/or recessed entries to facilitate higher pedestrian volumes near the stations.

b. **Integrate waiting areas for transit and vehicle pick-up into the building design**, rather than adjacent to the street, where possible and with approval of agencies. Include shelters, large canopies, lean bars, and benches.

DC1
DESIGN CONCEPT
Project Uses & Activities

Seattle Design Guideline:
Optimize the arrangement of uses and activities on site.

Frequent individual unit entries in the landscaped setback zone, and upper-level balconies provide an engaging edge.

Artistic screening for ventilation celebrates local history and culture (Belltown example)

Residential uses fronting a shared space incorporate high-quality materials, curbless drive aisle, entries, balconies, stoops, and landscaping to create a pedestrian-friendly shared space.

University District Supplemental Guidance

1. Activating Uses

a. **Maximize active uses along street frontages** (especially Mixed Use Corridors on Map B) and minimize the amount of frontage dedicated to lobby/lounges, office, and leasing spaces - uses which an be located elsewhere in the building. Provide a high frequency of entries for both commercial and residential uses.

b. **Group commercial spaces (or live-work)** at corners and clusters at street level rather than fragmenting them between lobbies and other ground-floor uses.

c. **Where residential uses face on-site or public open spaces, parks, or access drive**, balance privacy layering with passive surveillance by incorporating stoops, patios, and balconies, lighting. Minimize garage frontages at these locations.

2. Visual and Safety Impacts

a. **Locate service entries and trash receptacles within the building**, mid-block along shared alleys (see Map B) and away from pedestrian crossings or gathering spots at mid-block connections.

b. **Use high quality materials and finishes for all service screening and garage doors** with artful treatments and architectural detailing that reinforces the design concept and contributes to visual interest at street level.

c. **Wrap any above grade parking with active uses** to minimize 'dead facades'. Design any above-grade parking with a high degree of architectural detailing consistent with the non-vehicle design, possibly integrating changing displays or community artwork.

3. Shared Open Spaces

a. **If access drives are provided on site, design them as shared space** for pedestrians, cyclists, and vehicles to move slowly and safely. Include entries, windows, landscaping, and opportunities for personalization. Curbless drive aisles are desirable.

b. **Design the layout of the open space and surrounding uses intentionally to function as shared community space**. Include landscaping, pedestrian amenities, lighting, and paving treatments that clearly delineate paths from gathering areas.

DC2
DESIGN CONCEPT
Architectural Concept

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

Andre Pouge Photography

A distinct sculptural form on a highly visible corner creates a sense of depth and responds to each adjacent street.

Block 136 by Mithun

A full-block development is broken into two distinct and complimentary buildings with a mid-block pedestrian pathway.

An appropriately-scaled brick base provides grounding for a set-back upper massing. Balconies provide depth to the facade while a skilled use of analogous colors adds a whimsical flair that is not overwhelming.

University District Supplemental Guidance

1. Massing & Reducing Bulk and Scale

a. **Design building massing and form to express an intentional and original response** to the context, streetscape and all guidelines, not merely a reflection of the code-allowable building envelope.

b. **Reduce the bulk and scale of large buildings:** A large building should be legible as a series of discrete forms at multiple scales to reduce perceived bulk, create interest, and help users understand how the building is occupied.

   1. Break up larger development into multiple buildings and smaller masses with pass-throughs and pathways.
   2. Alternatively, give the impression of multiple, smaller-scale buildings by employing different facade treatments at intervals that complement the context by articulating the building at regular intervals.
   3. Employ purposeful modulation that is meaningful to the overall composition and building proportion, or that expresses individual units or modules. Avoid over-modulation. Changes in color and material should typically be accompanied by a legible change in plane and/or design language.
   4. Opt for distinctive and sculptural forms and elements, especially in highly visible locations or corners (see Map A).

c. **Design the building base to create a solid and "grounded" form** that transitions to a human-scale at the street. The height of the base/podium should be proportional to and substantial enough to "anchor" the upper massing.

d. **Use upper-level step-backs to maintain a human scale** along the street and respond to historic datums.

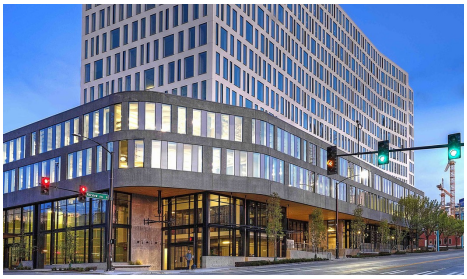
e. **Ensure that building massing does not dominate the public realm:** Setbacks along the sidewalk should be open to the sky. Where overhangs create usable open space at grade, provide an adequate ceiling height—generally at least two stories—with lighting and design detail to create a welcoming space.

f. **Locate vertical stair and elevator cores internally to minimize height impacts** to the street. Stair cores visible to the street should be designed as a prominent feature with a high degree of transparency.

GBD Architects, David Papazian Photography

A large building is broken down by employing modulation that corresponds to distinct, yet related design languages. The use of punched windows, brick, and wood adds a layer of complexity and depth to the facade.

Student housing gets a pop of pink on the internal courtyard. The massing is broken up into three distinct pieces with varying but related themes and proportions.



A significant set-back of the upper massing and a slight bend reduces the overall bulk and creates a unique form. Strategic setbacks at corner entries creates pedestrian space.

Hybrid Architecture

Depth and complexity is added to a simple form with the use of recessed balconies. Lush landscaping provides a buffer from the public realm.

2. Architectural Concept & Facade Composition

a. **Embrace contemporary design through distinctive, elegant forms** that demonstrate a context-sensitive approach to massing and facade design.

b. **Create a finely-grained mix of complementary buildings and architectural styles on a block**, taking cues from established patterns such as frequent entries, the use of brick and other highly-articulated materials.

c. **Reinforce the massing and design concept with a deliberate palette** that limits the number of materials, colors, and fenestration patterns to achieve design cohesion.

d. **Use brick, stone or other high-quality, durable, and non-monolithic materials** as the predominant base material to reinforce a strong base massing.

e. **Employ a restrained and purposeful application of bold or high-contrast color**s and moments of whimsy to contribute to the eclectic character of the University District, without overwhelming the streetscape.

f. **Provide architectural interest with legible roof lines or the top of the structure** that is clearly distinguishable from the facade walls.

g. **Avoid expanses of large panels with minimal detailing, and do not rely on the use of colored cladding alone to provide visual interest:** Break down large masses or facades by 1) using quality materials that provide relief and interest through shadow lines, depth of fenestration, and detailing, and 2) delineating a base, middle, and top with architectural detailing and massing.

h. **Intentionally detail joints**, reveals, and fasteners to articulate and reinforce the design concept.

i. **Incorporate depth into building facades,** especially those with minimal modulation and boxy massing. Integrate facade depth and shadow casting detail, including projecting elements, setbacks and expression of window reveals, to give visual richness and interest. Recessed windows of 6-8 inches are preferable to window trims or fins applied to flush windows.

3. Pedestrian-Scaled Streetscape Design

a. **Design facades to a human-scaled rhythm and proportion and avoid monotonous repetition of the storefront or module** by providing points of interest every 15-30 feet. Layer a hierarchical arrangement of articulation and detailing at a variety of scales to express a high degree of quality and visual interest by including features such as articulated mullions, setbacks, patios, intricate architectural detailing, art, light fixtures, entries, planters, and window groupings.

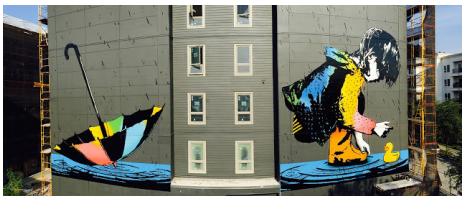
b. **Limit the height and use of retaining walls** along streets, open spaces, and in other areas of the public realm. Use stepped terraces as a preferred solution to resolve grade differences.

GBD Architects, David Papazian Photography

One development incorporates multiple storefront designs in 20-40' intervals to break down the scale of the building and demarcate businesses.

Multiple elements are layered to enhance the pedestrian experience through detailing and visual interest.

BumbleBee, Rom Levy



A party wall adjacent to an underdeveloped site uses local artists to provide visual interest and contribute to placemaking

Aqua Tower, Studio Gang

Intricately designed protruding balconies provide depth to an otherwise simple form, creating a sculptural and scaled tower form.

4. Service & Mechanical Elements

a. **Intentionally design wall venting for commercial uses and other screening for mechanical equipment** on the roof or affixed to the building into the overall design concept.

b. **Integrate building service elements**, such as drainage pipes, grilles, screens, vents, louvres, and garage entry doors into the overall facade design, and use these features as opportunities to provide artful or unique applications.

5. Blank Walls

a. **Finish visible walls and rooftops with quality materials or artistic expressions** that reinforce the design concept, avoiding simplistic treatments of cladding with only color changes.

b. **On party walls visible from streets, provide visual scale and interest** with murals or other legible artistic or architectural expressions, including joint patterns, plane changes, and/or proportions that break down the scale of large walls.

6. Tall Buildings

Tall buildings require additional design guidance since they are highly visible above typical 'fabric structures' and impact the public visual realm with inherently larger façade surfaces, bulk and scale shifts.

Tall Building Guidelines apply to the entire structure whenever any portion of the structure exceeds 85 feet height.

a. **Response to Context**: Integrate and transition to a surrounding fabric of differing heights; relate to existing visual datums, the street wall and parcel patterns. Respond to prominent nearby sites and/or sites with axial focus or distant visibility, such as waterfronts, public view corridors, street ends.

b. **Tall Form Placement, Spacing & Orientation**: Locate the tall forms to optimize the following: minimize shadow impacts on public parks, plazas and places; maximize tower spacing to adjacent structures; afford light and air to the streets, pedestrians and public realm; and minimize impacts to nearby existing and future planned occupants.

c. **Tall Form Design**: Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting and/or carved yet coherent forms. Shape and orient tall floorplates based on context, nearby opportunities and design concepts, not simply to maximize internal efficiencies. Modulation should be up-sized to match the longer, taller view distances.

d. **Intermediate Scales**: To mediate the extra height/scale, add legible, multi-story intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from building base to top.

South Beach, Foster + Partners

A sculptural roof line reinforces the design concept and transitions to the sky.

The Cute, Orange Architects

A tall building is broken up into horizontal stacked boxes to create a distinct form and break down the scale of the building.

Individual tower designs contribute to the collection of buildings that define Seattle's skyline.

e. **Shape & Design All Sides**: Because towers are visible from many viewpoints/distances, intentionally shape the form and design all sides (even party walls), responding to differing site patterns and context relationships. Accordingly, not all sides may have the same forms or display identical cladding.

f. **Adjusted Base Scale**: To mediate the form's added height, design a 1-3 story base scale, and/or highly legible base demarcation to transition to the ground and mark the 'street room' proportion. Tall buildings require several scale readings, and the otherwise typical single-story ground floor appears squashed by the added mass above.

g. **Ground Floor Uses**: Include identifiable primary entrances-scaled to the tall form - and provide multiple entries. Include genuinely activating uses or grade-related residences to activate all streets.

h. **Facade Depth & Articulation**: Use plane changes, depth, shadow, and texture to provide human scale and interest and to break up the larger facade areas of tall buildings, especially in the base/ lower 100 feet. Compose fenestration and material dimensions to be legible and richly detailed from long distances.

i. **Quality & 6th Elevations**: Intentionally design and employ quality materials and detailing, including on all soffits, balconies, exterior ceilings and other surfaces seen from below, including lighting, vents, etc.

j. **Transition to the Sky & Skyline Composition**: Create an intentional, designed terminus to the tall form and enhance the skyline (not a simple flat 'cut-off'). Integrate all rooftop elements and uses into the overall design, including mechanical screens, maintenance equipment, amenity spaces and lighting. Applicants should design and show how the tall buildings will contribute to the overall skyline profile and variety of forms.

k. **Architectural Presence:** Consider citywide visual appearance when designing tall buildings, both as an individual structure and as a collection with other tall buildings, as these will be visible from many vantage points throughout Seattle.

l. **Landmarks & Wayfinding:** Design tall buildings with memorable massing and forms, to serve as landmarks that enhance a sense of place and contribute to wayfinding in the U District.

DC3
DESIGN CONCEPT
Open Space Concept

Seattle Design Guideline:
Integrate open space design with the design of the building so that each complements the other.

A pedestrian-friendly shared space is lined with balconies, entries, landscaping, windows. The presence of garage doors is minimized.

Cowen Park Apartments feature a lush semi-private courtyard entry that is accessible from the street.

Zanderroth Architekten

A courtyard incorporates area for trees and play space for kids, with direct sightlines to units.

University District Supplemental Guidance

1. Open Space Organization & Site Layout

a. **Design outdoor amenity areas, open space, and pedestrian pathways to be a focal point and organizing element within the development**, break up large sites, and foster permeability. Arrange buildings on site to consolidate open space areas into designed, usable shared spaces or places for large trees instead of "leftover" spaces or drive lanes.

b. **Extend pedestrian routes from entry courtyards or forecourts** all the way through a project site to improve pedestrian walkability.

c. **Arrange residential development, especially townhouse and rowhouses, to orient units towards the street**. Where units are oriented towards internal pathways or access drives, design these shared pathways that prioritize the pedestrian experience with paving, landscaping, lighting, stoops, and human-scaled design features.

2. Residential Open Space

a. **Provide a variety of types of outdoor private amenity space** instead of only locating private amenity space on rooftops. Include usable patios, terraces, and balconies; opt for usable projecting or recessed balconies instead of flush railings.

b. **Design shared play areas for children** with sightlines to units.

c. **Design courtyards to incorporate layered planting and trees** that provide privacy to units surrounding the courtyard as well as users.

3. Street-level Open Space

a. **Design open spaces at street-level to be welcoming:** Semi-public spaces such as forecourts should engage the street and act as a "front porch" for residents. Minimize the use of gates, or visual and physical barriers, especially those adjacent to the street. Any necessary fences or gates should be set far back from the street to create a semi-public transitional space.

b. **Open space design and location should support lively community interaction rather than passive space** within a development, as well as the larger University District community.

DC4
DESIGN CONCEPT
Exterior Elements & Finishes

Seattle Design Guideline:
Use appropriate and high-quality elements and finishes for the building and its open spaces.

COOKFOX, Max Touhey

Base massing reflects the immediate context with the use of brick and fenestration patterns. Setbacks and modulation reinforced with changes in the design language.

Upper-level step-backs provide room for terraces and balconies while reducing the overall mass.

George Gruel/DCI Engineers

A cohesive design expresses the modular construction technology used for this project.

University District Supplemental Guidance

1. Durable, High-Quality Exterior Materials

a. **Use materials that provide and evoke durability and permanence:** Avoid thin materials that do not age well in Seattle's climate, including those that deform or warp, weather quickly, or require paint as a finish. Use materials in locations that have a durability appropriate for an urban application, especially near grade.

b. **Brick or other masonry units are the preferred materials,** especially for podiums and the first 30-50 feet from grade.

c. **Use materials with inherent texture and complexity:** Limit the use of large panels or materials that require few joints, reveals, or minimal detailing. Use materials that provide purposeful transitions and reinforce the design concept and building proportions.

d. **Utilize emerging technology and innovative materials** that inspire inventive forms, applications, and design concepts.

e. **Consider the life cycle impacts of materials**, and choose those that are renewable, recyclable, reusable, responsibly sourced, and have minimal impacts to human and environmental health.

2. Hardscaping & Landscaping

a. **Incorporate artistic, historical, and U District-unique elements into landscape materials** to define spaces and contribute to placemaking, including mosaics, wayfinding elements, reused materials, and lighting.

b. **Use hardscape materials that contribute a fine-grained texture** through joint patterns, scoring, or inherent material qualities. Avoid areas with minimal texture, especially in areas with pedestrian traffic.

c. **Use pavers and ground treatments to delineate uses**, including building entries and seating areas within the public right of way.

d. **Green Walls:** Integrate purposeful green walls into the construction and design of the building and landscape to avoid appearing "tacked on" as an afterthought. To maximize plant survival and potential for success, provide permanent irrigation and choose locations with appropriate growth conditions.

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
OPCD	Janet Shull/233-3883	Caleb Wagenaar/733-9228

1. BILL SUMMARY

1. **Legislation Title:** AN ORDINANCE relating to land use and zoning; amending Section 23.41.010 of the Seattle Municipal Code to approve the 2018 University District Neighborhood Design Guidelines.

2. **Summary and background of the Legislation:**

   The ordinance would amend the University District Design Guidelines to guide future development reflecting the changing character of the University District Urban Center, provide guidance for new building types resulting from 2017 rezone of the University District, and to formalize design concepts and principles in the University District Urban Design Framework.

   The University Design Guidelines were initially adopted in 2000 and were revised in 2013 to bring them into alignment with new citywide design guidelines adopted that year.

2. CAPITAL IMPROVEMENT PROGRAM

a. Does this legislation create, fund, or amend a CIP Project? ___ Yes _X_ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

a. Does this legislation amend the Adopted Budget? ___ Yes _X_ No

b. Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

SDCI staff time (82 hours) will be required to prepare training materials, create and update guidelines checklists and train both planners and Design Review Board members.

Cost Estimate for Implementing New Design Guidelines

Task	Planning Staff	Hours*	Cost Estimate*
Design Review Training Prep	2	7.5	$1,526
Design Review Staff Training	18	2	$3,662
Design Review Board Training	2	4	$814
Update and Create Design Guidelines Checklists (short and long form)	1	16	$1,627
Printing New DG	1	0.5	$51
Website & Graphics Update	1	6	$610
TOTAL		**81.5**	**$8,290**

*SDCI Staff Time Hourly Rate used to calculate cost: $100.71

c. Is there financial cost or other impacts of *not* implementing the legislation?

There is no cost of not implementing the legislation.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?
This legislation will adopt the University District Neighborhood Design Guidelines that will inform projects undergoing design review which is administered by SDCI.

b. Is a public hearing required for this legislation?

Yes; this legislation amends Title 23 of the Seattle Municipal Code and will require that the City Council hold a public hearing prior to approving the legislation.

c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?
No.

d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?
Yes.

e. Does this legislation affect a piece of property?
This legislation will affect all properties in the University District Urban Center if they are proposing a redevelopment subject to the City's Design Review Program.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?

Both sets of guidelines have resulted from community engagement processes that involved a diversity of stakeholder groups. In general, these design guidelines do not directly address RSJ issues. However, the guidelines are intended to support a safe and healthy environment for all.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).

Adoption of this legislation will result in an update to the University District Design Guidelines. This is not a new initiative or programmatic expansion.

List attachments/exhibits below:

Legislation Text

File #: Inf 1287, **Version:** 1

Uptown Neighborhood Design Guidelines

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title
AN ORDINANCE relating to land use and zoning; amending Sections 23.41.010 of the Seattle Municipal Code to approve the Uptown Design Guidelines, 2019.
..body
WHEREAS, the Uptown Neighborhood was designated as an Urban Center in 1994; and

WHEREAS, the City of Seattle working with the Uptown Alliance developed the Uptown Urban Design Framework in 2016; and

WHEREAS, the Uptown Urban Design Framework developed neighborhood design recommendations that anticipated substantial redevelopment in the Uptown Urban Center; and

WHEREAS, the Seattle City Council in 2017 adopted new zoning regulations that greatly increased development capacity in the Uptown Urban Center; and

WHEREAS, the Office of Planning and Community Development have engaged the Uptown Alliance Land Use Review Committee in the development of updated Uptown Neighborhood Design Guidelines; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Subsection 23.41.010.B of the Seattle Municipal Code, which section was last amended by ordinance introduced as Council Bill 119362, is amended as follows:

23.41.010 Design review guidelines

* * *

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. "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. "Central Area Design Guidelines, 2018";

6. "Green Lake Design Guidelines, 2013";

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

8. "Morgan Junction Design Guidelines, 2013";

9. "Mount Baker Town Center Design Guidelines, 2017";

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

11. "North District/Lake City Design Guidelines, 2013";

12. "Northgate Design Guidelines, 2013";

13. "Othello Design Guidelines, 2013";

14. "Pike/Pine Design Guidelines, 2017";

15. "Roosevelt Design Guidelines, 2013";

16. "South Lake Union Design Guidelines, 2018";

17. "University District Design Guidelines, 2013";

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

19. "Uptown Design Guidelines, ((~~2013~~))2019";

20. "Wallingford Design Guidelines, 2013"; and

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

* * *

Section 2. 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 _____ day of _____, 2019, and signed by me in open session in authentication of its passage this _____ day of _____, 2019.

_____

President _____ of the City Council

Approved by me this _____ day of _____, 2019.

_____

Jenny Durkan, Mayor

Filed by me this _____ day of _____, 2019.

_____

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment 1 – Uptown Neighborhood Design Guidelines, 2019

Uptown

NEIGHBORHOOD DESIGN GUIDELINES

Table of Contents

Acknowledgments

The Uptown Alliance Land Use Review Committee was instrumental in preparing this update of the Uptown Neighborhood Design Guidelines.

Co-Chairs of Uptown Alliance Land Use Review Committee:

Katie Idziorek, Maria Barrientos

Members of the Uptown Alliance Land Use Review Committee:

Rick Hooper (Co-Chair, UA), Deborah Frausto, Greg Easton, Michael Davis, Robert Cardona, Matt Adkins, Cyrus Despres (KEXP and Uptown Arts and Cultural Coalition), Nancy Silberg, Donald Kunz, Don Miles, Steven Johnson, David Della.

Introduction to Design Guidelines

What are Neighborhood Design Guidelines?

Design Guidelines are the primary tool used in the review of proposed private projects by the Seattle Department of Construction and Inspections (SDCI) staff for administrative design review, or the Design Review Boards. Design Guidelines define the qualities of architecture, urban design, and outdoor space that make for successful projects and communities. There are two types of Design Guidelines used in the Design Review Program:

- Seattle Design Guidelines (also called Citywide Design Guidelines) - apply to all areas of the city except for downtown, historic districts, and the International Special Review District.
- Neighborhood Design Guidelines - apply to a specific geographically-defined area, usually within a residential urban village or center.

Once a set of Neighborhood Design Guidelines is adopted by City Council, they are used in tandem with Citywide Design Guidelines for the review of all projects within that designated neighborhood design guideline boundary. Not all neighborhoods within the city have Neighborhood Design Guidelines, but for those that do, applicants and Design Review Board members are required to consult both sets of design guidelines—citywide and neighborhood-specific. The Neighborhood Design Guidelines take precedence over the citywide in the event of a conflict between the two. Neighborhood Design Guidelines offer additional guidance on the features and character of a particular neighborhood, and are very helpful to all involved in the design review process.

Neighborhood Design Guidelines reveal the character of the neighborhood as known to its residents and business owners. The Neighborhood Design Guidelines help to reinforce existing character and protect the qualities that neighborhood residents value most in the face of change. Thus, Neighborhood Design Guidelines, in conjunction with the Citywide Design Guidelines, can increase overall awareness of responsive design and involvement in the design review process.

Reader's Guide

This document is organized around the larger themes and format of the Citywide Design Guidelines with distinct topics and directives specific to the Uptown neighborhood. Photos and graphics that illustrate selected Neighborhood Design Guidelines are presented, in addition to the text which explains design intent and/or provides background information. All images not individually credited are City of Seattle file photos.

These Neighborhood Design Guidelines have purview over all physical design elements within the private property lines. Additionally, some Neighborhood Design Guidelines (especially under the Context & Site category) may comment about design features outside the private property, pertaining to adjacent sidewalks and landscaping; these comments are advisory. All elements within the right-of-way (ROW) are under the purview of the Seattle Department of Transportation (SDOT), which must review and approve all physical elements in the ROW. In the event of contradictory design guidance, SDOT regulations, standards and interpretations shall prevail.

All Design Guidelines at a Glance

The Uptown Neighborhood Design Guidelines work together with the Citywide Design Guidelines, which remain applicable on all projects subject to Design Review. See SMC 23.41.004 for information on Design Review thresholds.

Citywide Design Guidelines are listed in the left column. The column to the right indicates if the Uptown Neighborhood Design Guidelines provide supplemental guidance for that topic. A "**YES**" means both Citywide and Neighborhood Design Guidelines are applicable. A "**NO**" means only Citywide Design Guidelines apply.

Citywide Design Guidelines		Uptown Neighborhood Guidelines
CONTEXT & SITE (CS)		
CS1	**Natural Systems and Site Features** Use natural systems and features of the site and its surroundings as a starting point for design	**YES**
CS2	**Urban Pattern and Form** Strengthen the most desirable forms, characteristics and patterns of the surrounding area	**YES**
CS3	**Architectural Context and Character** Contribute to the architectural character of the neighborhood	**YES**
PUBLIC LIFE (PL)		
PL1	**Connectivity** Complement, connect and contribute to the network of open spaces around the site	**YES**
PL2	**Walkability** Create a safe and comfortable walking environment, easy to navigate and well connected	**NO**
PL3	**Street-Level Interaction** Encourage human interaction and activity at the street level, including entries and edges	**YES**
PL4	**Active Transportation** Incorporate features that facilitate active transport such as walking, bicycling and transit use	**YES**
DESIGN CONCEPT (DC)		
DC1	**Project Uses and Activities** Optimize the arrangement of uses and activities on site	**NO**
DC2	**Architectural Concept** Develop a unified, functional architectural concept that fits well on the site and its surroundings	**YES**
DC3	**Open Space Concept** Integrate building and open space design so that each complements the other	**NO**
DC4	**Exterior Elements and Finishes** Use appropriate and high-quality elements and finishes for the building and open spaces	**YES**

See the below link for a complete version of the Citywide Design Guidelines, and a complete list of all Neighborhood Design Guidelines:

http://www.seattle.gov/dpd/aboutus/whoweare/designreview/designguidelines/default.htm

Context and Priority Issues

The Uptown Urban Center

Seattle's Uptown neighborhood is one of the City's oldest neighborhoods. Initially settled by the Denny family in the late 1800's, the neighborhood has been shaped by several significant development periods, including the World's Fair of 1962 which established Seattle Center. Uptown today is a destination for visitors throughout the region. Uptown is home to Seattleites seeking to live close to downtown, a center for the performing arts, a place for families and the location of a growing workforce.

The Uptown Urban Center, approximately 297 acres, is home to some 9,300 residents and 15,000 jobs. Major employers within Uptown include the Seattle Center and the Bill and Melinda Gates Foundation. Uptown is proximate to fast growing tech hubs in South Lake Union, Denny Triangle and the future Expedia Campus in Interbay. As the city grows, Uptown will play a central role in Seattle's future as a regional center for housing and job growth. Seattle's Comprehensive Plan and the Puget Sound Regional Council's Vision 2040 have designated Uptown as one of Seattle's six regional Urban Centers within the city, meaning it will experience significant growth of jobs, housing and transit service. By 2035, Uptown is estimated to gain 6,000 residents and 3,500 jobs making it a more balanced mixed-use neighborhood with an equal number of residents and workers.

Located at the base of Queen Anne Hill, Uptown generally extends from Roy Street to Denny Way and from Aurora Avenue to Elliot Avenue N. The south slope extends towards downtown, while the west slope gradually drops toward Elliott Bay west of Seattle Center. The area between Seattle Center and South Lake Union is relatively flat. Views within the neighborhood include those toward Elliott Bay, the Space Needle and Pacific Science Center arches, and the downtown skyline.

Uptown is a transition area from the much more intensely developed Belltown, Downtown, and South Lake Union neighborhoods to the predominantly single-family neighborhood of Queen Anne. The design character of Uptown is dynamic and evolving. The range of housing types is broad–detached single-family residences, townhomes, and apartment buildings. The architectural style of the housing stock is varied. A rich collection of 20's, 30's and 40's era apartment buildings, including the art deco influenced multi-family housing along Roy Street, is mixed with a rapidly growing number of new, contemporary, mixed-use apartments and condominiums. Commercial uses (clustered along the Queen Anne Avenue, 1st Avenue, Mercer Street and Roy Street corridors) include supermarkets, restaurants, offices, hotels, general retail, and business support services. Commercial building types include: single-story commercial structures, mixed-use structures (ground floor retail with residential or offices above) and single-use office buildings (located closer to Elliott Avenue and Queen Anne Avenue).

Uptown's open space network is anchored by the Seattle Center, located in the center of the Urban Center boundary. Additional open space is provided by Counterbalance Park in the Heart of Uptown, and the forested and sloping Kinnear Park located at the northwest edge of Uptown. The Thomas Street pedestrian bridge provides an important connection between Uptown, the Seattle Center and the waterfront. Access from Uptown to Lake Union will improve dramatically with the re-opening of the east/west streets of John, Thomas and Harrison across Aurora Avenue. Public space in this dense pedestrian-oriented, mixed-use urban center includes more than parks and the Seattle Center. Sidewalks, ground level open space of buildings, mid-block crossings and alleys provide open space connections and places throughout the neighborhood.

Uptown is connected to downtown and other neighborhoods by bus transit, including Rapid Ride D, as well as the Monorail. Two future light rail stations will add high capacity transit to the mix. Uptown's proximity to downtown makes walking and biking significant transportation modes.

Previous Design Guidelines

The first Uptown Neighborhood Design Guidelines were developed by community members and design consultants and adopted in 2009. They were built on the Queen Anne neighborhood planning process (1994-1999), the Picture Queen Anne Visual Preference Survey (1995), and the Queen Anne Plan (1999).

In 2013, the City adopted new, updated design guidelines entitled Seattle Design Guidelines to replace the citywide design guidelines that had been in effect since the inception of the Design Review Program in 1993. Because the Seattle Design Guidelines used a different organizational and numbering system than the original design guidelines, the City revised each set of Neighborhood Design Guidelines to match the Seattle Design Guidelines in consistent format, organization, and numbering system to help Board members, applicants, staff, and the public better correlate Neighborhood Design Guidelines with the updated Seattle Design Guidelines. A revised Uptown Neighborhood Design Guidelines document reflecting these formatting changes (actual content unchanged) was adopted in 2013.

In 2012, the Uptown Alliance and the City began a multi-year process to create an Urban Design Framework (UDF) to set out a future vision and urban design goals for the physical development of the neighborhood (see Figure 1). The process included working sessions with the Uptown Alliance UDF Committee, and charrettes with a broad cross section of stakeholders: residents, arts organizations, neighbors, members of community groups, and developers. The Uptown Urban Design Framework was published in May 2016.

Uptown's Neighborhood Design Guidelines were updated in 2018 to respond to recent and significant planning and development initiatives:

- Priorities expressed in the Uptown Urban Design Framework;
- Establishment of the Uptown Arts and Cultural Coalition in 2017;
- Zoning changes adopted in 2017 to allow more height and density in new development, and require affordable housing;
- Changes to the Seattle Design Guidelines in 2013 that resulted in duplication with some Neighborhood Design Guidelines;
- Formation of the Uptown Alliance Land Use Review Committee to provide early input on proposed development as part of the Design Review process; and
- Future significant public investments– a light rail station and Seattle Center redevelopment.

Priority Design Issues

The Uptown Neighborhood Design Guidelines build upon this previous work by focusing on the physical design features and future development in the neighborhood:

- **A safe, attractive, inviting pedestrian environment**. All of Uptown should be designed as a "walking district"– a place where walking is the most enjoyable way to get around. As Uptown becomes more thoroughly mixed-use, boundaries between residential, office and institutional districts are blurring. This increasing fine-grained mix of destinations within Uptown, as well as its proximity to other jobs centers (Downtown, South Lake Union, Elliot Avenue), make walking an important way for residents, workers and visitors to get to and around Uptown.
- **A strong and vibrant Heart of Uptown.** This compact, pedestrian-oriented retail district serves as a transportation hub, as well as a source of goods and services for both residents and workers. It's a gateway to Seattle Center and the Uptown Arts and Cultural District. The design of street level retail, streetscapes, lighting and signage are important to build the energy and vitality in the Heart of Uptown, helping fully realize its potential. (see Figure 1)
- **Welcoming edges surrounding the Seattle Center.** Development adjacent to the Seattle Center should invite visitors into the neighborhood. Buildings should be designed to respond to the peak flows of people moving through the neighborhood during events.

- **New Uptown Arts and Cultural Coalition.** The Uptown Arts and Culture District was designated by the City of Seattle in recognition of the growing concentration of arts organizations in the Uptown neighborhood. Residents and visitors will enjoy an expanding menu of arts and cultural experiences– established institutions of the Seattle Center as well as newer performance spaces, galleries, public art and more. New development can integrate art and cultural themes into new buildings and associated open spaces, and house new arts and cultural uses.
- **Introducing taller buildings into Uptown.** Recent zoning changes will bring taller buildings to Uptown, especially in the southeast portion of the urban center. This new building type brings new considerations and approaches. Getting the fit right of new and neighboring buildings will create a dynamic and exciting neighborhood character that blends old and new in innovative yet context sensitive ways.
- **Anticipating a new light rail station.** Implementation of Sound Transit's ST3 Plan will bring two light rail stations to Uptown. Although the exact station locations are yet to be determined, they will be a portal for residents, workers and visitors coming to Uptown and the Seattle Center campus.
- **A true mixed-use urban center.** Uptown is unique among Seattle's urban centers as it is expected to grow to have a more balanced mix of workers and residents. Thus all areas within Uptown will mix housing and commercial space, and truly be active everyday, day and night.

Figure 1 - Uptown Urban Design Framework Map

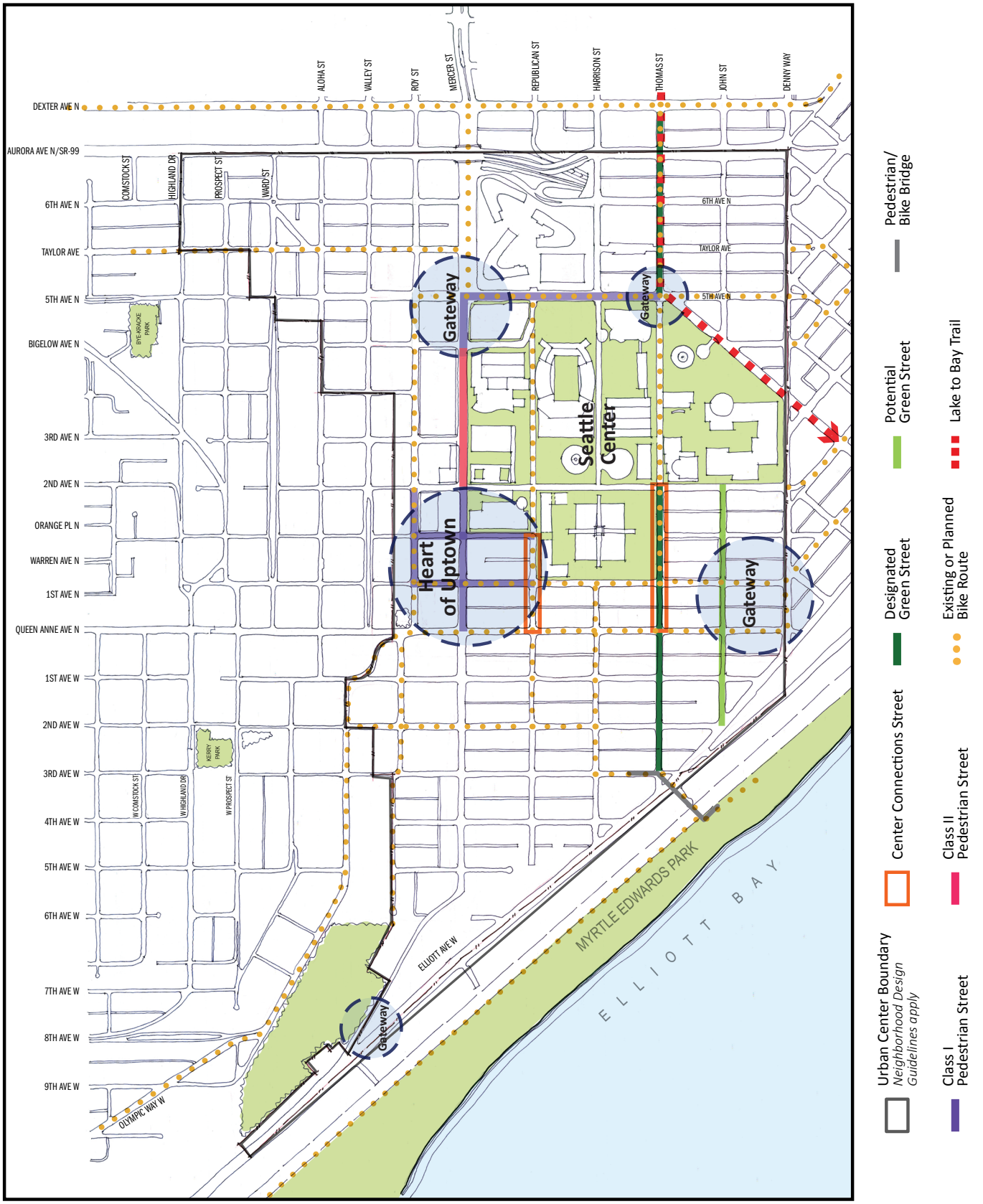
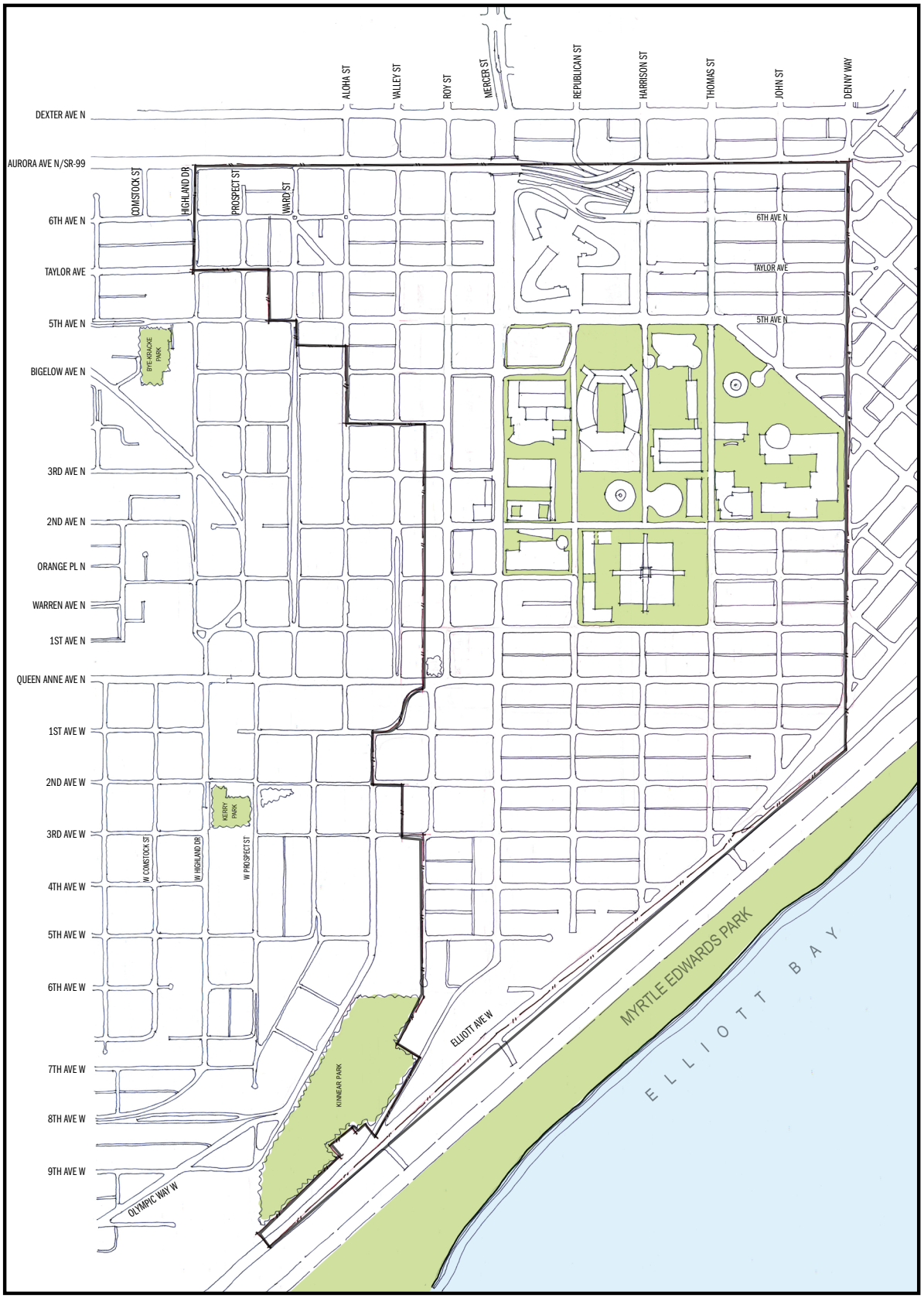
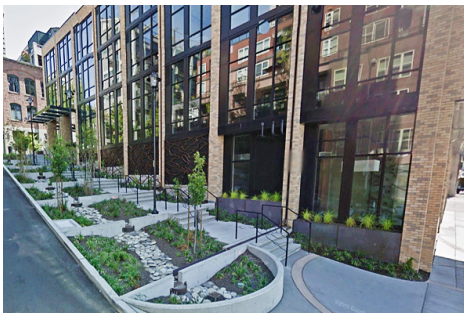


Figure 2 - Uptown Neighborhood Design Guidelines Boundary



CS 1
CONTEXT & SITE
Natural Systems & Site Features

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



Stepped building entrances respond to the sloping street.

Street trees, swale and small patios provide a successful transition from public to private.

Native planting fills a wide building setback on a busy 5th Avenue.

Uptown Neighborhood Supplemental Guidance

1. Topography

When stepping buildings up or down to accommodate changes in elevation, adopt one or more of the following design strategies:

a. Step the elevation of ground floors so that building entrances and ground floors roughly match the street grade.

b. Design the building massing to step with grade using techniques such as changes in the levels of upper floors, breaks in the roofline, vertical and horizontal modulation, stepping facades.

c. Use existing grade changes to minimize service and access impacts in through-block developments.

d. If fencing or screening is included in the design, it should step along with the topography.

e. Design ground-level treatments that create a safe, attractive transition between the building, site and the sidewalk such as terraces, stoops, rockeries, stairs, and landscaping, or other positive approaches used on adjacent properties. Create a transition between ground level interior and adjacent pedestrian areas and public sidewalks that achieves a balance of transparency for safety (eyes on the street) and screening for privacy.

2. Plants and Habitat

Create habitat landscapes of native species in building setbacks, right-of-ways, green roofs, walls and gardens. Look for opportunities to contribute to neighborhood and citywide connective habitats for insects and birds, while providing a safe environment for pedestrians.

CS2
CONTEXT & SITE
Urban Pattern & Form

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

Art creates a visible and attractive entrance to a Seattle Center parking garage.

Open space enlivens the eastern edge of Seattle Center.

A corner setback and escalator help activate and connect the Heart of Uptown.

Uptown Neighborhood Supplemental Guidance

1. Sense of Place

Use site identity features at Uptown Gateway locations (see Figure 1). Examples of identity features include art, welcoming or way-finding signage, distinct architecture or major public open space.

2. Adjacent Sites

Buildings adjacent to the Seattle Center campus should be sited to create synergistic relationships and reinforce connections between the Seattle Center and the surrounding Uptown neighborhood.

3. Corner Sites

a. Generally, buildings within Uptown should meet the corner and not be set back, except for Gateway locations (see Figure 1). Buildings, retail treatments, and open spaces should address the corner and promote activity.

b. Generally, corner entrances are discouraged for retail uses. However, corner entrances may be appropriate to emphasize Gateways or locations with high pedestrian activity within the Heart of Uptown (see Figure 1).

c. Corner sites are often desirable locations for small publicly-accessible plazas, art, and other special features.

CS3
CONTEXT & SITE
Architectural Context & Character

Citywide Guideline:
Contribute to the architectural character of the neighborhood.

Building signage and patrons at On the Boards activate the adjacent sidewalk.

Creative treatment of the building facade and lighting make the arts visible to passersby.

Colorful banners provide wayfinding and educational messages at Gates Visitor Center.

Uptown Neighborhood Supplemental Guidance

1. Placemaking

a. Include design features that make the Arts and Cultural District visible to pedestrians such as interpretive panels, banners, plaques, building names, wayfinding, signage and art.

b. Make visual art an integral part of the design concept, especially along Mercer/Roy Street corridor, near theaters and other cultural venues, and in the Heart of Uptown (see Figure 1).

PL1

PUBLIC LIFE

Connectivity

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

Art and planters help define the edges of the privately-owned public space.

Simple outdoor seating provides a perch for people watching.

Street level building setback provides an extra wide sidewalk along busy Denny Way.

Uptown Neighborhood Supplemental Guidance

1. Enhancing Open Spaces

Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Where publicly accessible plazas abut private open space, use special paving materials, landscaping, and other elements to provide a clear definition between the public and private realms.

2. Adding to Public Life

Opportunities to add to public life are especially important for street-facing facades that are adjacent to the Seattle Center.

3. Pedestrian Volumes and Amenities

a. Encourage streetscapes that respond to unique conditions created by Seattle Center. Design wide sidewalks, sturdy street furniture and durable landscaping to accommodate high pedestrian volumes and flow of event crowds.

b. Pedestrian amenities are especially encouraged in the Heart of Uptown, and along the Queen Anne Ave. and 1st Ave N corridors.

c. All of Uptown should be considered a “walking district.” New development should strive to support outdoor uses, activities and seating that create an attractive and vibrant pedestrian environment. Consider widening narrow sidewalks though additional building setback at street level.

4. Outdoor Uses and Activities

Encourage outdoor dining throughout Uptown.

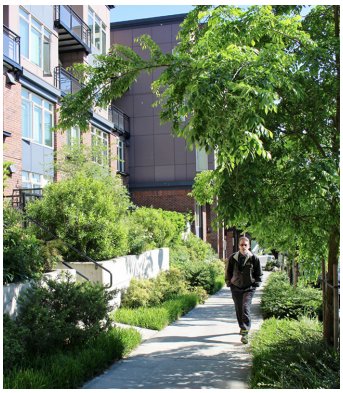
PL3

PUBLIC LIFE

Street-Level Interaction

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

Distinctive Astro signage clearly marks the entrance, and recalls World's Fair design.



Terraced landscaping provides privacy and an attractive green edge to the public sidewalk.

Decorative fencing and well crafted building address create a safe and attractive entrance.

Uptown Neighborhood Supplemental Guidance

1. Entries

a. Design entries to be pedestrian-friendly. Consider how the position, scale, architectural detailing, and materials will create an entry that is clearly discernible to the pedestrian.

b. Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider safety sightlines as well as safety features such as decorative fencing and high visibility gating. Landscaping should be consistent with these features.

c. The use of distinctive paving, detailing, materials and landscaping, and artistic designs with cultural references is strongly encouraged. Building addresses and names (if applicable) should be located at entrances, and tastefully crafted.

2. Residential Edges on Pedestrian Streets

a. Where residential buildings are located along the pedestrian-oriented Class 1 or Class 2 Pedestrian Streets (see Figure 1), include façade lighting and visible lobbies or public-facing retail spaces to enhance the security of the adjacent sidewalk.

3. Ground Level Residential Edges (Including Live/Work Uses)

a. Provide a direct entry into the unit from the street. The entry should include weather protection sufficient to shelter persons entering the building during inclement weather.

b. Elevating the ground floor of the living area two to four feet above the adjacent sidewalk grade to increase privacy is desirable. This design guideline does not apply to designated ADA accessible units.

c. Provide a physical "threshold" feature such as a hedge, retaining wall, rockery, stair, railing, or a combination of such elements on private property that defines and bridges the boundary between public right-of-way and private yard or patio. Thresholds may screen but not block views to and from the street and should help define individual units. Retaining walls should generally

Signs and outdoor seating make a lively retail edge on Republican Street.

not be taller than four feet. If additional height is required to accommodate grade conditions, then terraces can be employed.

d. Where gates and fencing are used as threshold features, design them for high visibility and incorporate landscaping to soften these features.

4. Retail Edges

Smaller store-front shops are preferred along Class 1 and Class 2 Pedestrian Streets (see Figure 1) to accommodate smaller local retailers and provide affordable retail space options.

PL4

PUBLIC LIFE

Active Transportation

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

A protected bike path on Mercer Street.

Customized bicycle u-rack.

Thomas Street Bridge connects Uptown to the waterfront.

Uptown Neighborhood Supplemental Guidance

1. Entry Locations and Relationships

When buildings are located adjacent to a major transit stop, integrate weather protection and public seating for bus riders into the design of the building to eliminate the need for a bus shelter, and enhance the function and safety of the pedestrian environment.

2. Planning Ahead for Bicyclists

a. Bike Facilities. Placement of long-term bicycle storage should consider cyclist safety and ease of access. Provide the required short-term bike racks near main building entrance to accommodate private and shared bicycles. Consider customizing the SDOT approved racks (“inverted U” or “staple” style) to reflect Uptown Arts and Cultural District branding such as colors, distinctive place-names, plaques, or other design elements.

b. Bike Connections. Facilitate connections to major bicycle infrastructure including the Thomas Street Bridge/Elliot Bay Trail, Mercer Street protected bike lane and 2nd Avenue/Denny Way protected bike lane.

3. Transit Facilities

Public transit is an essential part of a well-functioning Urban Center that supports dense, mixed-use development with high concentrations of jobs and housing. These facilities work best when they are carefully integrated into the urban fabric of the neighborhood and reinforce pedestrian activity at the ground level. Transit facilities that occur out of the public right of way and are subject to design review can include light rail stations, bus terminals, and off-street bus layover.

a. Pedestrian Activity
Transit facilities should be designed as an integral part of any co-development and be designed to support all relevant Citywide Design Guidelines, especially those regarding the ground floor and pedestrian activity.

1. On Class I Pedestrian Streets, required street level uses are essential to achieving the intent of Pedestrian Street Classifications. Operational needs may require that vehicle entrances to transit facilities be wider than permitted for parking garages, and facade lengths may be greater than other structures in the neighborhood. Street frontage of these projects should maintain and reinforce the levels of pedestrian activity and visual interest that Class I Pedestrian streets are intended to achieve.
2. On all streets bus layover facilities should completely screen the layover space from public view. Ideally other uses with transparent, active storefronts are located between bus parking and all adjacent, street public right of way.

DC2
DESIGN CONCEPT
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.

Mural in Heart of Uptown adds interest to facade.

Storefronts with individualized architectural features and weather protection.

This art installation enlivens a blank wall and the adjacent sidewalk.

Uptown Neighborhood Supplemental Guidance

1. Architectural Context

Architecture that emphasizes human scale, streetscape rhythm, quality detailing and materials is more important than consistency with a particular period or style. Uptown's evolving and dynamic architectural context embraces a range of historical styles, and modern innovative design that reflects the Uptown Arts and Cultural District.

2. Blank Walls and Retaining Walls

a. Artwork and murals, created in collaboration with the Uptown Arts and Cultural Coalition, are encouraged for any temporary or permanent blank walls.

b. Throughout Uptown any visible retaining walls should be constructed of materials that will provide substantial pattern and texture. Rockery, stone, stacked stone or stained concrete, or brick are preferred. Walls should be appropriately designed and scaled for the pedestrian environment. Landscaping or art in conjunction with retaining walls is strongly encouraged.

3. Secondary Architectural Features

a. Design storefronts to allow and encourage tenants to create individualized architectural features.

b. Encourage substantial window detailing and recessed windows. Discourage flush window treatments.

4. Dual Purpose Elements

The use of exterior canopies or other weather protection features is favored throughout Uptown for residential and commercial uses. Canopies and awnings should be sized to the scale of the building and the pedestrian, and blend well with the building and surroundings.

Transition to the adjacent townhouses.

Taller building form is sited and oriented to minimize shadows on the open space.

Modulation with contrasting color creates visual interest when viewed from a distance.

5. Tall Buildings

Tall buildings require additional design guidance since they are highly visible above typical 'fabric structures' and impact the public visual realm with inherently larger façade surfaces, bulk and scale shifts.

Tall Building Design Guidelines apply to the entire structure whenever any portion of the structure exceeds 85 feet in height. In Uptown this includes the area south east of the Seattle Center where base heights up to 165 feet are allowed, or areas of Uptown where the base height is 85 feet, but incentives may allow taller buildings.

a. Response to Context: Integrate and transition to a surrounding fabric of differing heights; relate to existing visual datums, the street wall and parcel patterns. Respond to prominent nearby sites and/or sites with axial focus or distant visibility, such as waterfronts, public view corridors, street ends.

b. Tall Form Placement, Spacing & Orientation: Locate the tall forms to optimize the following: minimize shadow impacts on public parks, plazas and places; maximize tower spacing to adjacent structures; afford light and air to the streets, pedestrians and public realm; and minimize general impacts to nearby existing and future planned occupants.

c. Tall Form Design: Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting and/or carved yet coherent forms. Shape and orient tall floorplates based on context, nearby opportunities and design concepts, not simply to maximize internal efficiencies. Modulation should be up-sized to match the longer, taller view distances.

d. Intermediate Scales: To mediate the extra height/scale, add legible, multi-story intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from base to top.

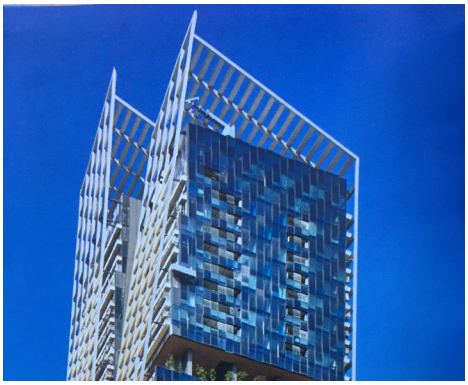
e. Shape & Design All Sides: Because tall forms are visible from many viewpoints/ distances, intentionally shape the form and design of all sides (even party walls), responding to differing site patterns and context relationships. Accordingly, not all sides may have the same forms or display identical cladding.

f. Adjusted Base Scale: To mediate the form's added height, design a 1-3 story base scale, and/or highly legible base demarcation to transition to the ground and mark the 'street room' proportion. Tall buildings require several scale readings, and the otherwise typical single-story ground floor appears squashed by the added mass above.

g. Ground Floor Uses: Include identifiable primary entrances -scaled to the tall form - and provide multiple entries. Include genuinely

Use of plane changes and layers creates a distinct form from all sides.

Quality materials on walls, soffits, and retail uses activate the street level.



Roofline adds interest to the skyline.

activating uses or grade-related residences to activate all streets.

h. Facade Depth & Articulation: Use plane changes, depth, shadow, and texture to provide human scale and interest and to break up the larger façade areas of tall buildings, especially in the base and lower 100 feet. Compose fenestration and material dimensions to be legible and richly detailed from long distances.

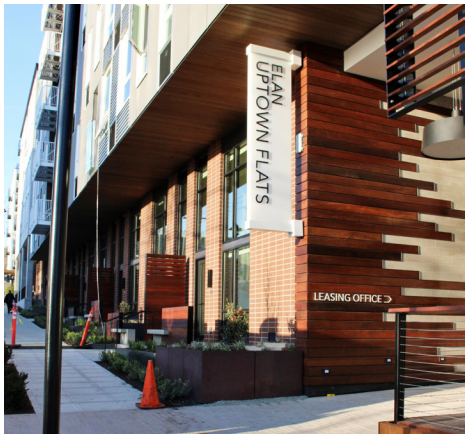
i. Quality & 6th Elevations: Intentionally design and employ quality materials and detailing, including on all soffits, balconies, exterior ceilings and other surfaces seen from below, including lighting, vents, etc.

j. Transition to the Sky & Skyline Composition: Create an intentional, designed terminus to the tall form and enhance the skyline (not a simple flat 'cut-off'). Integrate all rooftop elements and uses into the overall design, including mechanical screens, maintenance equipment, amenity spaces and lighting. Use wide photo simulations to study & design how the tall building will contribute to the overall skyline profile and variety of forms.

DC4
DESIGN CONCEPT
Exterior Elements & Finishes

Citywide Guideline:
Use appropriate and high-quality elements and finishes for the building and open spaces.

Contemporary design using brick, concrete and steel complement adjacent character building.



Well-designed mix of modern materials-hardwood planking, brick and weathered steel.

Creative and distinctive signage for Uptown

Uptown Neighborhood Supplemental Guidance

1. Building Materials

a. Decorative exterior treatments using brick, tile, and/or other interesting more modern exterior finish materials are strongly preferred.

b. Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Materials at the street level should be of the highest quality.

c. Use materials, colors, and details to unify a building's appearance; buildings and structures should be clad with compatible materials on all sides. Where buildings have side setbacks adjacent to other buildings, materials and design treatments should intentionally 'wrap the corner' of window and door openings, and at building corners, so cladding materials and treatments appear substantial, and not two-dimensional or paper thin.

d. The use of stucco is strongly discouraged.

2. Commercial Signage

a. Pedestrian-scale commercial signage such as blade signs, wall-mounted signs, and signs below awnings, are encouraged. Signs for arts and cultural uses that incorporate elements of color and light are also encouraged.

b. Storefront signs that integrate creativity and individual expression into the overall design of storefronts are encouraged. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

3. Commercial Lighting

a. Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian-scale lighting for both the public sidewalks and private pathways is encouraged.

b. Creative distinct lighting fixtures and schemes that enhance the unique identity of the Uptown Arts and Cultural District is strongly encouraged. Lighting should add visual interest for both pedestrians and drivers while not disturbing any adjacent residential properties.

4. Trees, Landscape and Hardscape Materials

Consider the use of permeable pavement or artistic design elements where landscaped design elements are not feasible or sustainable.

Director's Report and Recommendation

Neighborhood Design Guidelines for the Uptown Urban Center

November 13, 2018

PROPOSAL SUMMARY

This proposal is a legislative action to amend Section 23.41.010.B of the Seattle Municipal Code, approving revised neighborhood design guidelines for the Uptown Urban Center.

The purpose of these design guidelines is to provide supplemental guidance to the overarching citywide design guidelines. Neighborhood design guidelines are an important tool for the Design Review Boards in their review of proposed new development. The design guidelines provide direction with the goal of fostering urban design excellence in new multi-family and commercial projects.

BACKGROUND AND ANALYSIS

The Office of Planning and Community Development (OPCD) worked with other City Departments (Departments/Offices of Construction and Inspections, Housing, Parks, Transportation, Economic Development, Police, Arts & Culture, Neighborhoods) and community stakeholders to complete a planning initiative that resulted in development of an Urban Design Framework in 2016, and a rezone to allow new building types in 2017. At the time the rezone was adopted, a companion resolution (#31772) was also adopted that recommended that their respective design guidelines be revised to reflect new development standards. This proposal submitted for City Council review and action includes revised Uptown Neighborhood Design Guidelines.

Neighborhood design guidelines for the Uptown Urban Center were originally adopted in 2009, ten years after its designation as an Urban Center in 1999. While design guidelines for Uptown were reformatted in 2013 as part of an effort to standardize all neighborhood design guidelines, the 2013 amendments did not offer additional guidance for application of new development standards in project design.

Through this recent planning process, residents, businesses, and property owners in the neighborhood outlined a vision to guide the future development of the Uptown neighborhood as a mixed-use, pedestrian environment, accessible by efficient public transit, and a center for arts and culture.

In 2017, the City Council adopted new zoning standards for the Uptown Urban Center that greatly increased building height limits, included new standards to improve livability at the

ground level and provided incentives for arts uses and the preservation of unreinforced masonry buildings. These updated design guidelines for Uptown are intended to promote new development that is compatible with the existing built context and that enhances the neighborhood's pedestrian environment and unique character. These updated design guidelines carry forward ideas from the Uptown Urban Design Framework that informed the 2017 zoning code amendments.

As noted above, the Uptown Neighborhood Design Guidelines update is the final product of a multi-year planning process that also resulted in the update of the Uptown Neighborhood Plan, the Uptown Urban Design Framework, the Uptown Height and Density EIS and changes to development regulations in the neighborhood.

In developing these design guidelines, the City continued its partnership with the Uptown Alliance to ensure the proposed design guidelines reflect the community's vision for development. Many of the ideas and concepts were based on earlier outreach efforts for the Urban Design Framework, Rezone Recommendation and EIS which included creation of stakeholder groups, convening of six design charrettes, and four open house events. In preparing updates to the design guidelines, the City worked with the Uptown Alliance Land Use Review Committee to assess current guidelines, review changes, and support community outreach. City staff held briefings for the Uptown Alliance and the Uptown Arts Coalition, and participated in the What's New in North Downtown Community Open House to solicit comment on the draft design guidelines. Community involvement also included online engagement with over 480 individuals who subscribed to the project email list. City staff also worked with King County Metro to ensure that the design guidelines provide appropriate guidance on the potential for establishment of a co-development bus layover facility in the future. During the SEPA process, notice emails announcing the availability of the draft design guidelines update and the opportunity to review and comment were sent to Uptown contact list of 484 community stakeholders. _____ comments were received.

OPCD Proposal and Analysis

The character of the Uptown Urban Center has changed significantly since the adoption of the existing neighborhood design guidelines in 2009. The new zoning and development standards adopted in 2017 allow for high-rise development, a design issue not addressed in the existing design guidelines. The proposed design guidelines offer additional guidance in several areas:

- development standards for tall building design;
- additional guidance about the relationship between new development and the "heart of Uptown," gateways, green streets and class 1 and 2 pedestrian streets;
- eliminated duplication with the updated Seattle Design Guidelines; and
- eliminated references to character areas that are inconsistent with the community's vision of a dense, highly pedestrian-oriented, mixed use community.

Comprehensive Plan and Neighborhood Plan Consistency

The Uptown Neighborhood Design Guidelines are consistent with the City's Comprehensive Plan (2017) and the Uptown Urban Design Framework Plan (2016).

RECOMMENDATION

OPCD recommends approval of the Uptown Neighborhood Design Guidelines. This action will provide the Design Review Program with clearer direction to implement the community's vision for the built and natural environments. The design guidelines reflect the values and expectations held by the community for multi-family and commercial building design excellence. In making the proposed recommendations to amend the provisions of the City's Land Use Code and in preparing the proposed design guidelines, OPCD has considered comments from citizens, affected departments, and other agencies and interests. These comments, as well as all environmental documentation that was prepared relevant to the proposed amendments, are available upon request.

University District and Uptown Neighborhood Design Guidelines

Seattle City Council

Planning, Land Use, and Zoning Committee

December 19, 2018

Seattle
Office of Planning &
Community Development

Design Review Program

- Seattle's Design Review Program was established in 1994.
- Over 1,500 projects reviewed since the program began – (about 111 projects per year).
- Design review takes place before a new development can apply for construction permits.

Design Review Program

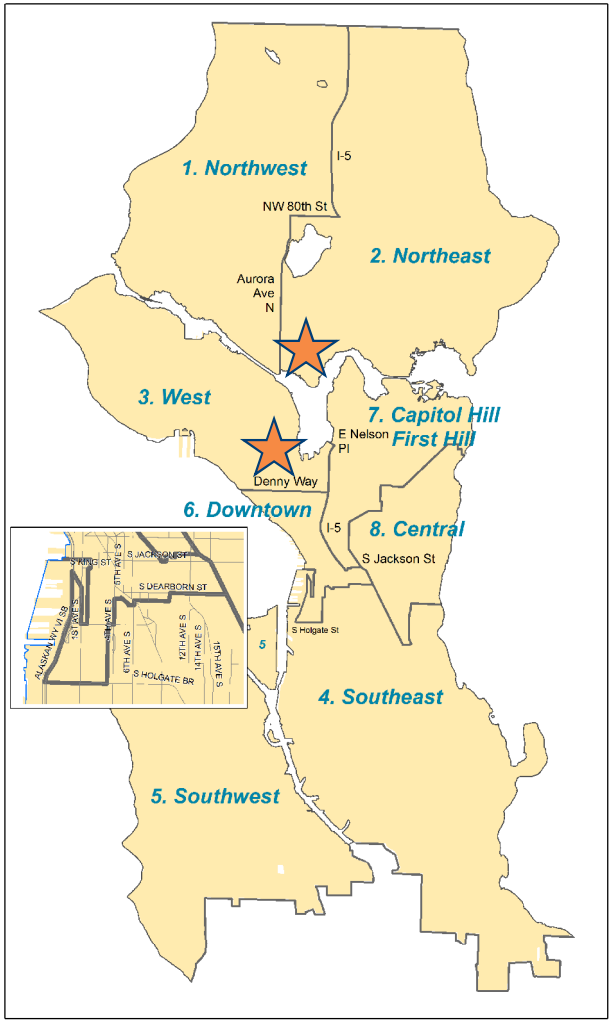
The Purpose of Design Review

- Encourage better design and site planning to ensure new development sensitively fits into neighborhoods.
- Provide flexibility in the application of development standards to better meet the intent of the Land Use Code.
- Improve communication and understanding among developers, neighborhoods and the City.

Context

Design Review Boards & Districts

- The University District Neighborhood is located within the Northeast district
- The Uptown Neighborhood is located within the West district
- Each district board consists of volunteers appointed by the Mayor and City Council.
- Their duties include: synthesizing community input; providing early design guidance; recommending conditions of approval; and ensuring fair and consistent application of design guidelines.



Guideline Categories and Organization

Categories:

- Context and Site
  - CS1. Natural Systems and Site Features
  - CS2. Urban Pattern and Form
  - CS3 Architectural Context and Character
- Public Life
  - PL1. Connectivity
  - PL2. Walkability
  - PL3. Street-Level Interaction
  - PL4. Active Transportation
- Design Concept
  - DC1. Project Uses and Activities
  - DC2. Architectural Concept
  - DC3. Open Space Concept
  - DC4. Exterior Elements and Finishes

University District

Planning in the U Distric

2011-13
- Urban Design Framework Plan
- U District Partnership formation

2013-16
- EIS on Urban Design Alternatives
- Parks Plan 2015 Update
- Street Concept Plans

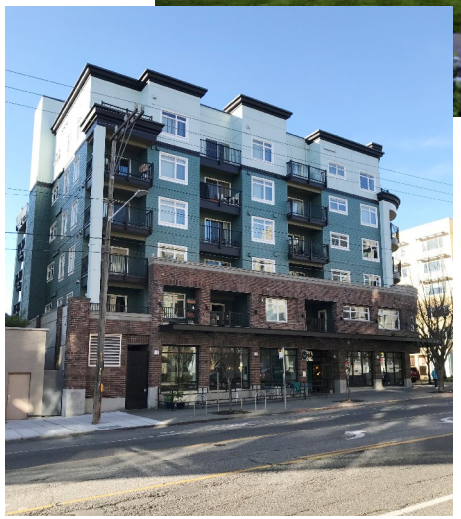
2017-18
- Rezone Adopted
- Neighborhood Design Guidelines Update

Neighborhood Design Guidelines Update

- U-District Partnership Urban Design Committee co-sponsored workshops
- Residents, Businesses, Property Owners, UW, Social Service and Faith Community participants
- 3 Topic-related Workshop Sessions + 3 Community Open House Events

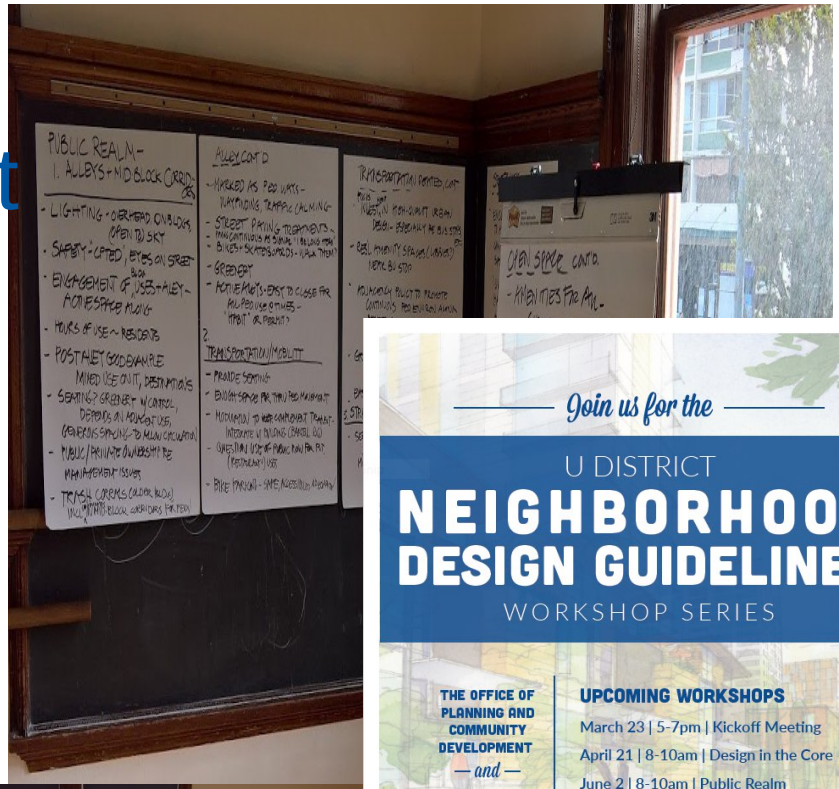
Why Update University District Neighborhood Design Guidelin

- Priorities expressed in the University District Urban Design Framework Plan;
- Change in character of the built environment since guidelines were adopted in 2000;
- Significant public investments – light rail station at Brooklyn Ave NE;
- Zoning changes adopted in 2017 allow more height and density in new development; and
- Improve compatibility with the Seattle Design Guidelines 2013 update.



Community Involvement

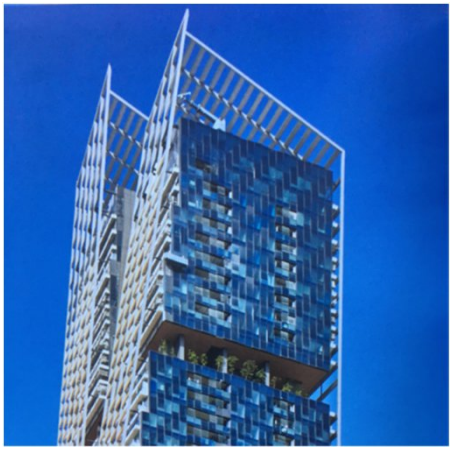
- Community Workshops
  - Workshop on The Core – April 2017
  - Workshop on Public Realm – June 2017
  - Workshop on Subareas – July 2017
- Community Open House Events
  - Kickoff Meeting – March 2017
  - Open House 1 – June 2017
  - Open House 2 – November 2017
- Community Outreach
  - U District Street Fair – May 2017
  - Office Hours
  - Coffee Shop meet ups



DC Design Concept: Tall Buildings

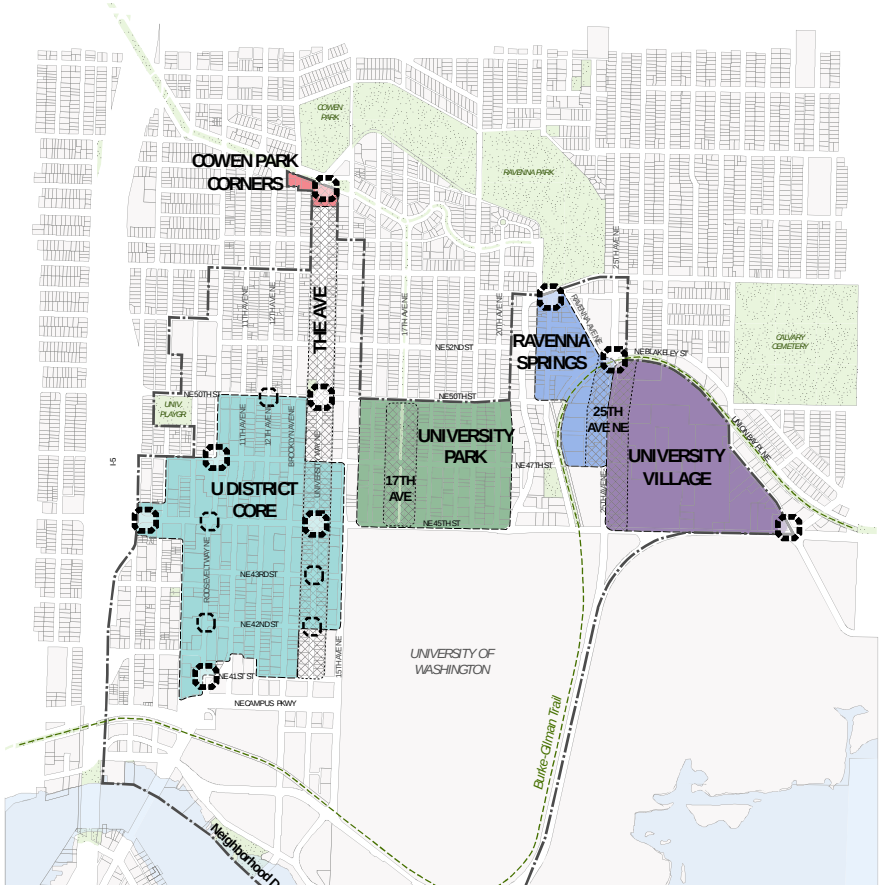
- Common to both University District and Uptown Neighborhood Design Guidelines (DC 2.6 “Tall Buildings”)
  - Response to Context
  - Tall Form Placement & Design
  - Intermediate Scales
  - Shape & Design all Sides
  - Adjusted Base Scale
  - Ground Floor Uses
  - Façade Depth & Articulation
  - Architectural Presence
  - Landmarks & Wayfinding

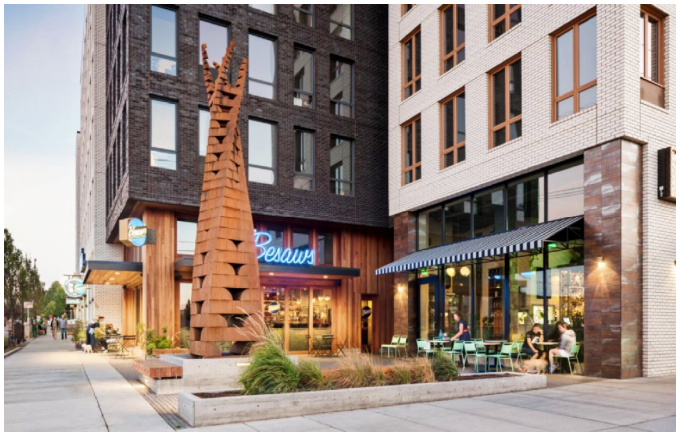
Tower designs contribute to the skyline



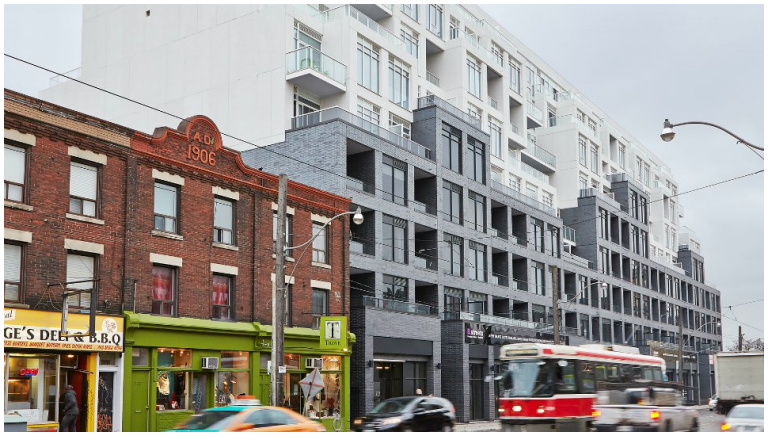
Transitions to the sky

CS Context and Site:
Urban Pattern and Form





Placemaking Corner



Use upper story step-backs and reflect historic patterns

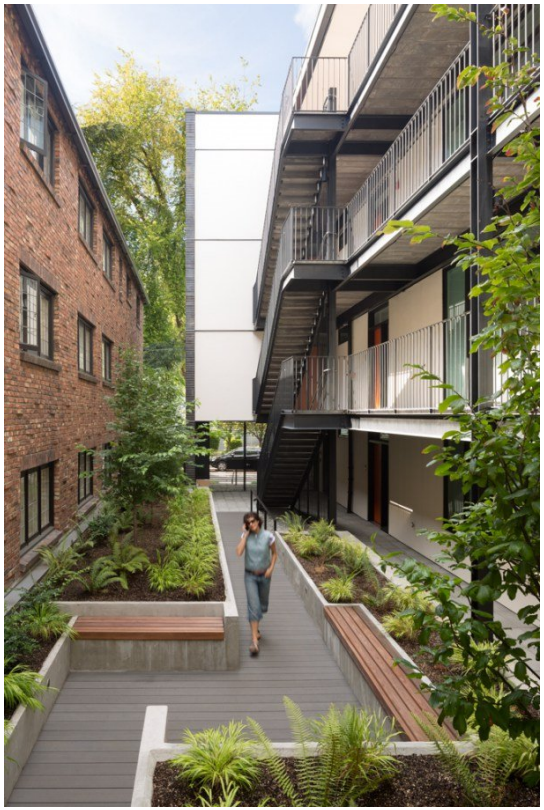
PL - Public Life
Connectivity

PL1.2 Shared Alleys & Mid-Block Connections

- East-west mid-block connections are strongly encouraged
- Design facades adjacent to mid-block pedestrian connections and shared alleys as a second “front” with activating uses
- Install wayfinding elements and creative signage

Creative signage


Lined with shops and seating areas


Balconies overlook space

PL Public Life

PL3.3 Mixed use Corridors and Commercial Frontages

- Provide frequent entrances…

PL4 1: Bicycle Circulation and Parking

- Locate bicycle parking and bicycle racks in convenient locations

University District and Uptown Neighborhood Design Guidelines

Thank You

Seattle
Office of Planning &
Community Development

Uptown

Planning Uptown

2013-16
- Urban Design Framework
- Vision + Actions

2015-17
- EIS
- Rezone to Seattle Mixed
- MHA, Development Standards, Incentives

2018
- Neighborhood Design Guidelines Update

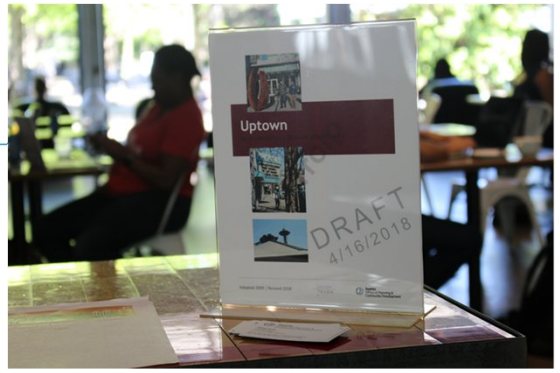
- Uptown UDF Advisory Committee
- Uptown Alliance (UA)
- UA Land Use Review Committee
- Uptown Arts & Cultural Coalition
- Residents, Businesses, Property Owners
- Seattle Center

Why Update Uptown Neighborhood Design Guidelines?

- Priorities expressed in the Uptown Urban Design Framework;
- Establishment of the Uptown Arts and Cultural Coalition in 2017;
- Zoning changes adopted in 2017 to allow more height and density in new development;
- Changes to the Seattle Design Guidelines in 2013 that resulted in duplication with some Neighbor-hood Design Guidelines;
- Formation of the Uptown Alliance Land Use Review Committee to provide early input on proposed development as part of the Design Review process; and
- Future significant public investments– a light rail station and Seattle Center redevelopment.

Community Involvement

- Monthly Meetings with UA Land Use Review Committee (January – April 2018)
- Walking Tour (Feb 2018)
- Feedback on DRAFT (April- June 2018)
  - What's New in North Downtown Community Open House
  - Online Survey
  - Attended Uptown Alliance Monthly Meeting
  - Briefing and discussion with Arts and Cultural Coalition
  - Office Hours at KEXP
- SEPA Comment Period (Nov 2018)



Priority Design Issues

- Contributing to a safe, attractive, inviting pedestrian environment.
- Creating a strong and vibrant Heart of Uptown.
- Ensuring edges surrounding the Seattle Center are inviting and welcoming.
- Complementing Uptown Arts and Cultural Coalition.
- Introducing taller buildings into Uptown.
- Anticipating a new light rail station.
- Achieving a true mixed-use urban center.

Context & Site

- Design strategies to deal with topography
- Emphasis on habitat, native species
- Important locations: Gateways, Corner Sites and sites adjacent to Seattle Center
- Ways to make the “arts district” visible

Example

CS3

CONTEXT & SITE

Architectural Context & Character

Citywide Guideline:
Contribute to the architectural character of the neighborhood.

Building signage and patrons at On the Boards activate the adjacent sidewalk.

Uptown Neighborhood Supplemental Guidance

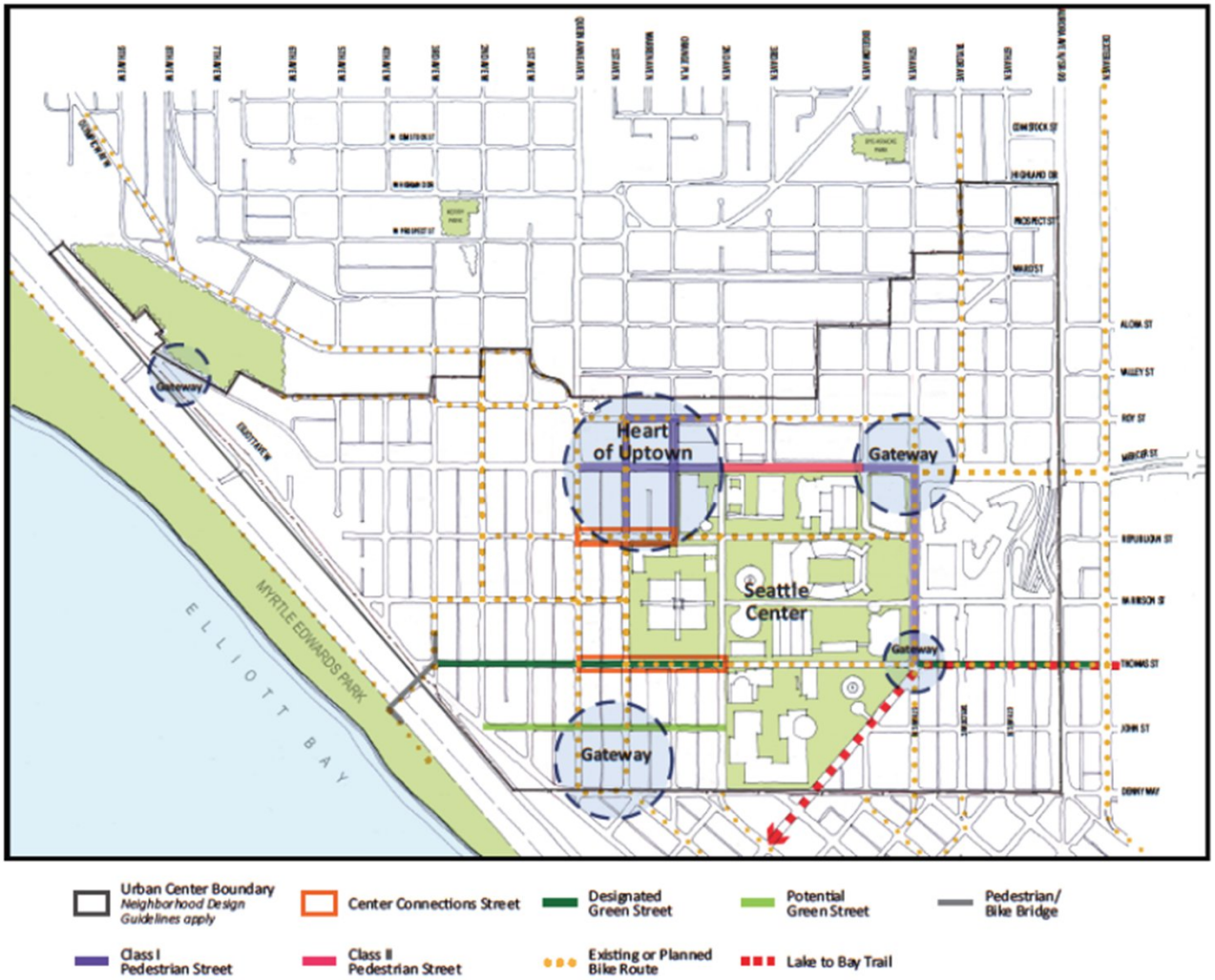
1. Placemaking

a. Include design features that make the Arts and Cultural District visible to pedestrians such as interpretive panels, banners, plaques, building names, wayfinding, signage and art.

b. Make visual art an integral part of the design concept, especially along Mercer/Roy Street corridor, near theaters and other cultural venues, and in the Heart of Uptown (see Figure 1).

Public Life

- Walkable throughout; Outdoor dining throughout
- Most important locations:
  - adjacent to Seattle Center
  - Heart of Uptown
- Entries: pedestrian friendly, secure, enhance the street
- Additional guidance to improve edges for Live/Work
- Smaller retail spaces
- Branded bike racks
- Bus layover facilities



Example

PL1

PUBLIC LIFE

Connectivity

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

Art and planters help define the edges of the privately-owned public space.

Uptown Neighborhood Supplemental Guidance

1. **Enhancing Open Spaces**

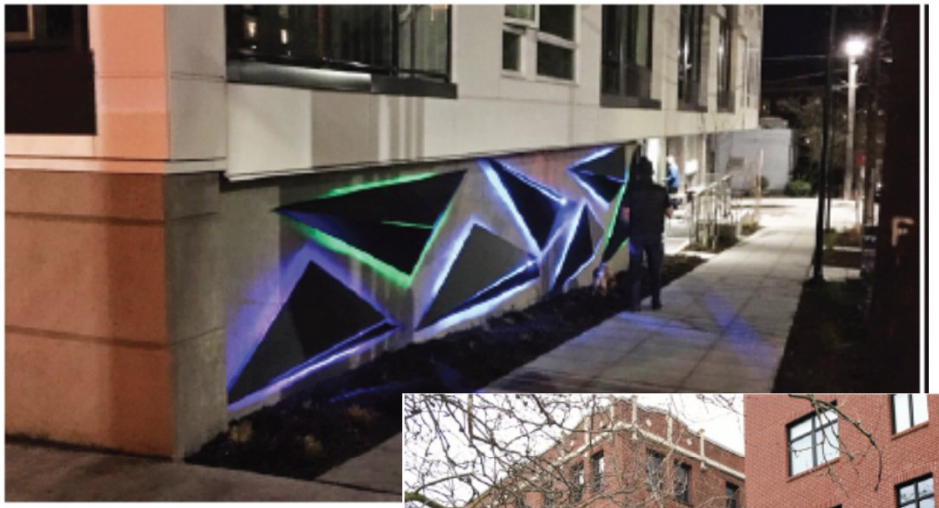
   Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Where publicly accessible plazas abut private open space, use special paving materials, landscaping, and other elements to provide a clear definition between the public and private realms.

2. **Adding to Public Life**

   Opportunities to add to public life are especially important for street-facing facades that are adjacent to the Seattle Center.

Design Concept

- No “preferred” architectural style
- Opportunities to integrate art
- Individualized storefronts
- Weather protection
- Tall Buildings
- Texture of building materials
- Lighting



Example

DC2

DESIGN CONCEPT

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.

Mural in Heart of Uptown adds interest to facade.

Uptown Neighborhood Supplemental Guidance

1. **Architectural Context**

   Architecture that emphasizes human scale, streetscape rhythm, quality detailing and materials is more important than consistency with a particular period or style. Uptown's evolving and dynamic architectural context embraces a range of historical styles, and modern innovative design that reflects the Uptown Arts and Cultural District.

2. **Blank Walls and Retaining Walls**

   a. Artwork and murals, created in collaboration with the Uptown Arts and Cultural Coalition, are encouraged for any temporary or permanent blank walls.

University District and Uptown Neighborhood Design Guidelines

Thank You

Seattle
Office of Planning &
Community Development