Ordinance No. 122334

Council Bill No. 115808

An ordinance relating to land use and zoning; amending Section 23.41.010 of the Seattle Municipal Code, approving and adopting Neighborhood Design Guidelines for the North District/Lake City neighborhoods.

CF No. _____

Date Introduced: 1-8-07	
Date 1st Referred: 1-8-07	To: (committee) Urban Development & Planning
Date Re - Referred:	To: (committee)
Date Re - Referred:	To: (committee)
Date of Final Passage: 1-29-07	Full Council Vote: 9-0
Date Presented to Mayor: 1-29-07	Date Approved: 2-8-07
Date Returned to City Clerk: 2-8-07	Date Published: 2-9-07 T.O. ___ F.T. ✓
Date Vetoed by Mayor:	Date Veto Published:
Date Passed Over Veto:	Veto Sustained:

The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by: Peter Steinbrueck
Councilmember

Passed 3-0 PS, TR, RC

Committee Action:

1-29-07 Passed 9-0

This file is complete and ready for presentation to Full Council. Committee: _____ (initial/date)

Law Department

Law Dept. Review	OMP Review	City Clerk Review	Electronic Copy Loaded	Indexed
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ORDINANCE 122334

AN ORDINANCE relating to land use and zoning; amending Section 23.41.010 of the Seattle Municipal Code, approving and adopting Neighborhood Design Guidelines for the North District/Lake City neighborhoods.

WHEREAS, the City's Design Review Program was approved for implementation in 1993, at which time it was contemplated that a neighborhood could develop design guidelines specific to a neighborhood's individual character, augmenting the City's Design Guidelines for Multifamily and Commercial Buildings; and

WHEREAS, neighborhood-specific design guidelines have been developed for the North District/Lake City neighborhoods to carry out specific design goals identified by the neighborhoods; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 23.41.010 of the Seattle Municipal Code, which Section was last amended by Ordinance 122033, is amended as follows:

23.41.010 Design Review Guidelines.

A. The "Guidelines for Multifamily and Commercial Buildings, 1998" and neighborhood design guidelines approved by the City Council and identified in subsection B of this section, provide the basis for Design Review Board recommendations and City design review decisions, except in Downtown, where the "Guidelines for Downtown Development, 1999" apply. Neighborhood design guidelines are intended to augment and make more specific the "Guidelines for Multifamily and Commercial Buildings, 1998" and the "Guidelines for Downtown Development, 1999." To the extent there are conflicts between neighborhood design guidelines and the "Guidelines for Multifamily and Commercial Buildings, 1998" or "Guidelines for Downtown Development, 1999", the neighborhood design guidelines shall prevail.

B. The following Neighborhood design guidelines are approved:

1. "University Community Design Guidelines, 2000;"
2. "Pike/Pine Urban Center Village Design Guidelines, 2000;"
3. "Roosevelt Urban Village Design Guidelines, 2000;"

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4. "Ballard Municipal Center Master Plan Area Design Guidelines, 2000;"
5. "West Seattle Junction Urban Village Design Guidelines, 2001;"
6. "Green Lake Neighborhood Design Guidelines, 2001;"
7. "Admiral Residential Urban Village Design Guidelines, 2002;"
8. "South Lake Union Neighborhood Design Guidelines, 2005;
9. "Northgate Urban Center and Overlay District Design Guidelines, 2003;"
10. Belltown Urban Center Village Design Guidelines, 2004;
11. Wallingford Neighborhood Design Guidelines, 2005;
12. Capitol Hill Neighborhood Design Guidelines, 2005;
13. Greenwood/Phinney Neighborhood Design Guidelines, 2005;

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14. Othello Neighborhood Design Guidelines, 2005; ((~~and~~))

15. North Beacon Hill Design Guidelines, 2006((~~.~~)) ; and

16. North District/Lake City Design Guidelines, 2006.

Section 2. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 29th day of January, 2007, and signed by me in open session in authentication of its passage this 29th day of January, 2007.

President _____ of the City Council

Approved by me this 8th day of February, 2007.

Gregory J. Nickels, Mayor

Filed by me this 8th day of FEB, 2007.

City Clerk

(Seal)

Attachment 1: North District/Lake City Design Guidelines

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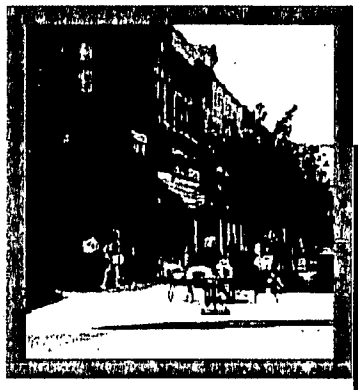

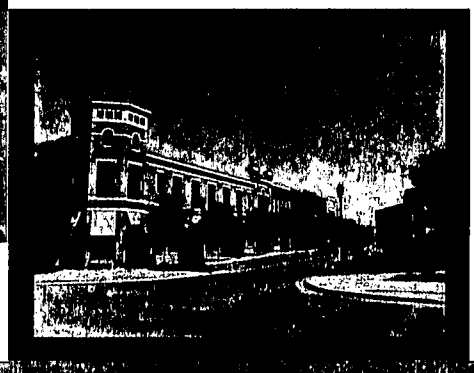

North District/Lake City *neighborhoods*

Design Guidelines

June 2006

City of Seattle
Department of Planning
and Development

Design Review

Seattle Design Review Program

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Design Review: *North District Neighborhoods/Lake City Community Design Guidelines*

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Acknowledgments

North District Neighborhoods Stewardship Committee and the Design Guidelines Subcommittee:

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Sally Knodell
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City of Seattle:
Department of Planning and Development
Department of Neighborhoods

Consultant:
Michael Kimelberg

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I. Design Review in Seattle's Neighborhoods

What is Design Review?

Design Review provides a forum for citizens and developers to work toward achieving a better urban environment through attention given to fundamental design principles. Design Review is intended to shape how new development can contribute positively to Seattle's neighborhoods. Design guidelines are a flexible tool to be used as a supplement to prescriptive zoning requirements, that will allow new development to respond better to the distinctive character of the surrounding environment.

Design Review has three principal objectives:

1. To encourage building design and site planning that enhances the character of the city and ensures that new development fits sensitively into neighborhoods;
2. To provide flexibility in the application of prescriptive development standards; and
3. To improve communication and participation among developers, neighbors and the City early in the design and siting of new development.

Design Review is a component of a Master Use Permit (MUP) application and, along with other components such as environmental review (SEPA) and variances, is administered by the Department of Planning and Development (DPD). Like these other components, Design Review applications involve public notice and opportunity for public comment.

Unlike other components, projects subject to Design Review are brought before one of the city's several Design Review Boards for recommendations or to DPD staff for Administrative Design Review. The final decision on Design Review is made by the DPD Director together with decisions on any other MUP components. Any appeals to these decisions are made to a Hearing Examiner.

More About Design Review

More information about Design Review can be found in the Seattle Municipal Code (SMC 23.41 online at *http://clerk.ci.seattle.wa.us/~public/code1.htm*) and the Citywide Design Guidelines (online at *www.seattle.gov/dpd/Publications/Design_Review_Guidelines*), or by contacting the Design Review Program manager (online at *www.seattle.gov/dpd/planning/design_review_program*).

Information includes:

- Projects Subject to Design Review
- How Design Guidelines are Applied
- Who Serves on the Design Review Board
- Development Standards Departures

Another important way the public can influence new development is by serving on one of the City's seven Design Review Boards.

What are Neighborhood-Specific Design Guidelines?

Design Review uses both the Citywide Design Guidelines and guidelines that are specific to individual neighborhoods, and together these documents provide the context for project review.

What are the North District Neighborhoods/Lake City Design Guidelines?

The guidelines for the North District Neighborhoods/Lake City augment the existing Citywide Design Guidelines.

The City of Seattle adopted the North District Neighborhoods/Lake City Plan in 1998. The plan set forth a vision of the area as a community with a mixture of housing, commercial, destination and neighborhood-serving retail; a walkable neighborhood with generous sidewalks, enhanced streetscapes; and building design with human scale and detail. The neighborhood design guidelines support these principles, and when used in conjunction with the Citywide Design Guidelines, can increase overall awareness of good design and involvement in the design review process.

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North District Neighborhoods/Lake City Community Context

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

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

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

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

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

Priority Design Issues

Overall Vision

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

- Create a unique, place-making image for the designated Hub Urban Village resulting in a scale and ambience that people like, feel comfortable in, and want to return to.

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- Develop a diverse, safe, inviting, convenient, pedestrian-friendly Lake City business district that contributes to a vital and attractive community and is accessible by foot, bicycle, wheelchair or vehicle.
- Work to reduce crime and create an increased feeling of security and safety through increased activity at street level achieved through building design and improved pedestrian and gathering areas.
- Foster a heightened sense of community through increased opportunities for interaction and community involvement.
- Develop connections to open spaces that enhance the community's living and working environment while protecting important habitat for wildlife including salmon.
- Create good scale relationships between commercial and residential areas.

Zone Edge Transitions

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

Pedestrian Movement

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

Architectural Character

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

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Subareas

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

1) The Hub Urban Village

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

The Hub Urban Village should develop as a mixed-use center with retail, office, and residential uses in close proximity of one another. The area is zoned for 40- to 85-foot-tall structures, while many existing buildings in the area are much smaller. As larger buildings are built to the zoning, the character of the Hub Urban Village will be changed.

A concentration of people, buildings and activity should be achieved. This type of compact development pattern will contribute to a distinct urban image for the Hub Urban Village. New developments should define public space (the street and open spaces), support a diverse mixture of uses, and promote pedestrian activity. Given the greater height allowed under current zoning regulations, the proper consideration of the scale, massing and detail of individual buildings, and placing a strong emphasis on the street, will contribute to a pleasant public and commercial environment.

2) Civic Core & Civic Center

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

Public streets, plazas, open spaces and other important civic spaces support public life and are a key component of successful urban places. These should not be viewed as left-over spaces. Rather, development should focus activity and attention upon and along these spaces. Buildings should define and orient to these spaces.

The Civic Core includes new developments and planned expansions that provide compo-

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nents of a civic center (the area northwest of the intersection of Northeast 125th Street and Lake City Way Northeast) for our neighborhood, including: the library; a neighborhood service center; a food bank; the fire station; a farmer's market; the community center; the Lake City Mini Park; and the Albert Davis Park on 27th Avenue Northeast. New development throughout the Civic Core should use more of the allowed zoning potential whenever possible, while including plazas and pedestrian areas. For example, a grocery or drug store with housing above is preferred over a single-story development. Increased mixed-use development (including housing) will help provide the density needed for successful transit use and retail activity as well as lively pedestrian areas. Pedestrian-friendly streets are critical and a large civic plaza should be created as well as a major pedestrian passage from the core to Lake City Way businesses.

3) Auto Row

The guidelines address three aspects of the commercial area long Lake City Way Northeast (Auto Row): a mini-park site at the intersection with Northeast 125th Street; and segments of the street north and south of the Civic Core south of Northeast 123rd Street and north of Northeast 130th Street.

Automobile dealerships are located along and facing Lake City Way south of Northeast 123rd Street. This pattern most likely will continue for at least the next decade. Auto dealers prefer high visibility for passing motorists as well as easy pedestrian access onto the site for browsing activities.

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

4) North/South Streets

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

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

33rd Avenue Northeast (Northeast 125th Street to Northeast 130th Street). The east side of these blocks faces an NC3-65 zone. A transition is needed to improve the scale relationship and relieve the sudden change in allowed bulk of 85-foot-tall structures on the west side of the street from the less intensely zoned areas on the east side of the street. Properties on the west side of 33rd should provide setbacks or other transitions to the NC3-65 zone. In addition to achieving the transitions mentioned above,

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new development should locate and orient buildings to positively define public streets and civic spaces in this area, including the new park planned on 33rd Avenue Northeast. New buildings should be designed to encourage multi-tenant occupancy (i.e., neighborhood-serving businesses) and walk-in traffic at the street level.

Natural Areas

Natural systems and green corridors thread through the planning area and cross under Lake City Way at three locations. These systems should provide opportunities for special setbacks, viewpoints and green easements along the creek corridors to enhance the Lake City community.

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

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

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

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Lake City Guidelines Augment Citywide Guidelines

Projects requiring design review must comply with the community design guidelines in this handbook as well as the Citywide Design Guidelines. The design guidelines described in this booklet are supplemental to the Citywide Design Guidelines and relate specifically to the North District/Lake City Neighborhoods.

The following chart identifies where the Citywide Design Guidelines are augmented by North District Neighborhood-specific supplemental guidance and graphics.

	North District Neighborhood-specific supplemental guidance provided?
A. Site Planning	
A-1 Responding to Site Characteristics	✔
A-2 Streetscape Compatibility	✔
A-3 Entrances Visible from the Street	✔
A-4 Human Activity	✔
A-5 Respect for Adjacent Sites	✔
A-6 Transition Between Residence and Street	
A-7 Residential Open Space	
A-8 Parking and Vehicle Access	✔
A-9 Location of Parking on Commercial Street Fronts	✔
A-10 Corner Lots	✔
B. Height, Bulk and Scale	
B-1 Height, Bulk and Scale Compatability	✔
C. Architectural Elements and Materials	
C-1 Architectural Context	✔
C-2 Architectural Concept and Consistency	✔
C-3 Human Scale	✔
C-4 Exterior finish materials	✔
C-5 Structured Parking Entrances	

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	North District Neighborhood-specific supplemental guidance provided?
D. Pedestrian Environment	
D-1 Pedestrian Open Spaces and Entrances	✔
D-2 Blank Walls	
D-3 Retaining Walls	
D-4 Design of Parking Lots Near Sidewalks	✔
D-5 Visual Impacts of Parking Structures	
D-6 Screening of Dumpsters, Utilities and Service Areas	
D-7 Personal Safety and Security	
E. Landscaping	
E-1 Reinforce Existing Landscape Character of Neighborhood	✔
E-2 Landscaping to Enhance the Building and/or Site	✔
E-3 Landscape Design to Address Special Site Conditions	✔

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Supplemental Guidelines by Area

Citywide Design Guidelines	Entire Planning Area	Hub Urban Village	Civic Core	Auto Row	North/ South Streets	Natural Areas
A - Site Planning	A-5	A-3, A-4, A-5, A-10	A-1, A-9	A-2, A-5	A-4	A-1
B – Height, Bulk & Scale	B-1	B-1	B-1	B-1		
C – Architectural Elements & Materials	C-4	C-2, C-3, C-4	C-4	C-1, C-2	C-1	
D – Pedestrian Environment	D-4	D-1	D-1		D-1	D-1
E - Landscaping	E-1, E-2, E-3			E-2	E-2	E-1

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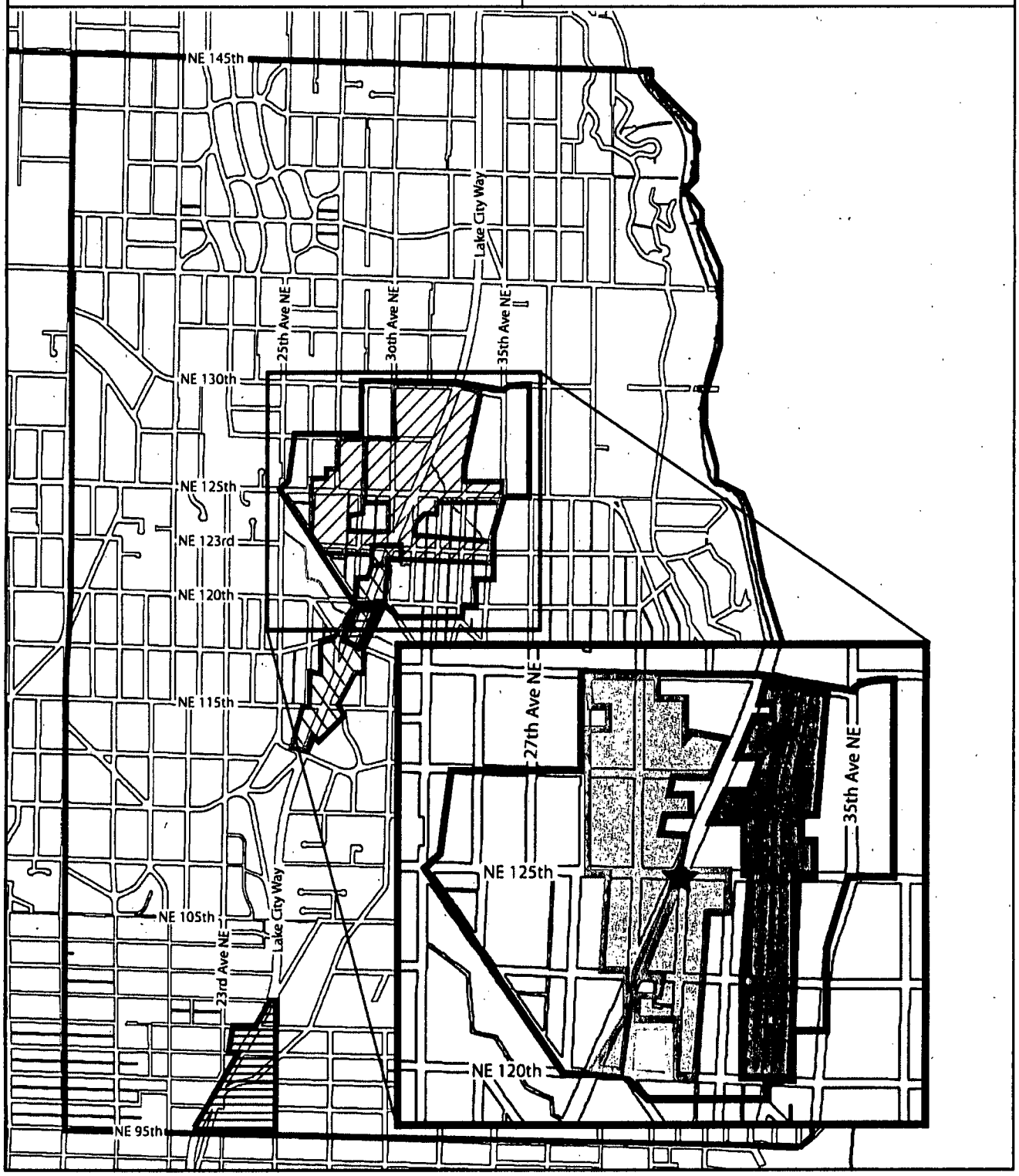
Lake City Design Guidelines Boundaries
City of Seattle

Key

- = North Neighborhood Planning Area
- = Hub Urban Village
- = Civic Core
- = Auto Row
- = Thorton Creek
- = Minipark
- = 30th Street
- = 31st Street
- = 33rd Street
- = Both 30th & 31st



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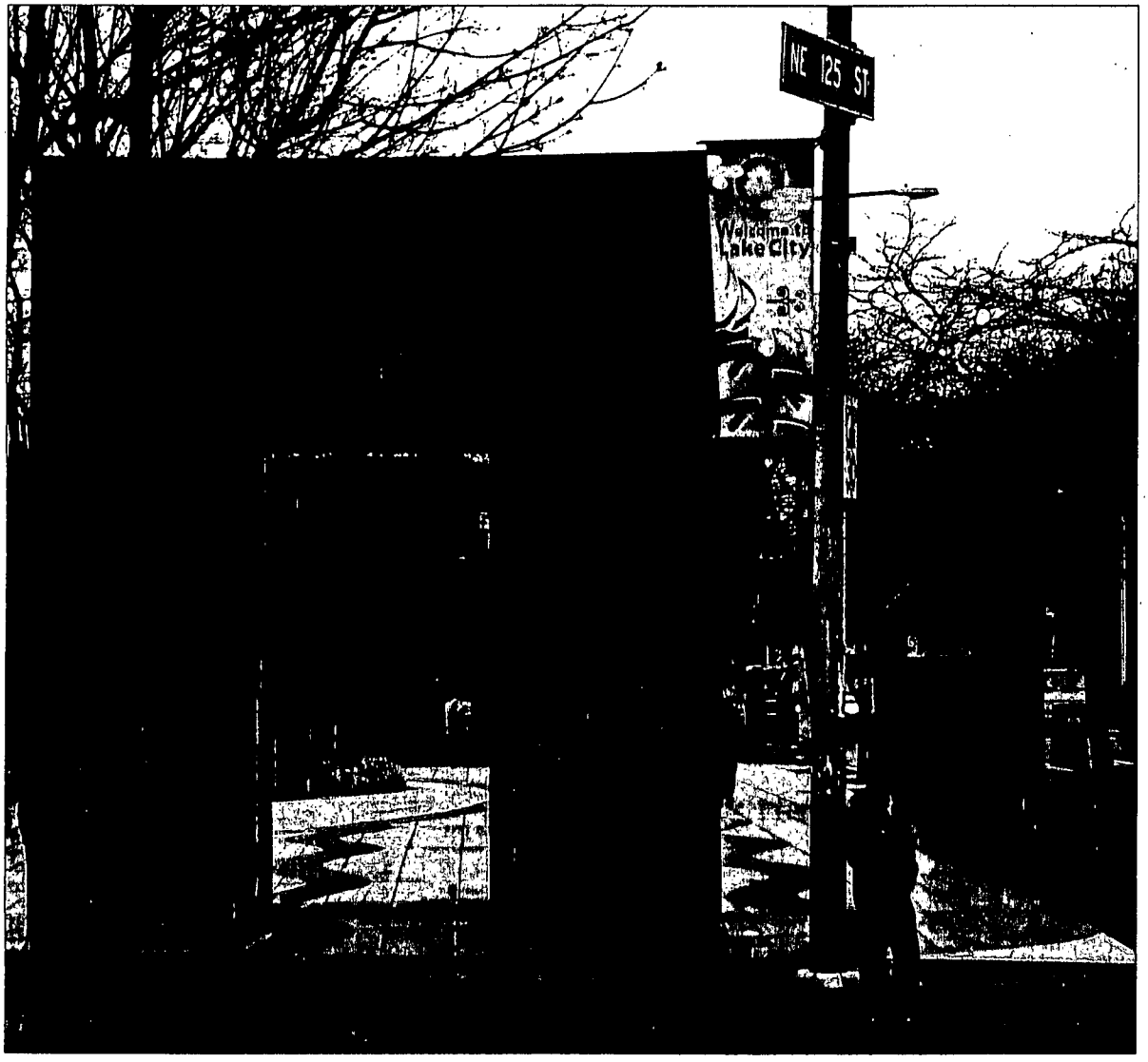
North District Neighborhoods/Lake City Community Design Guidelines

Note: The guidelines vary from the format used by other Citywide Design Guidelines in order for the City's design categories to be organized by location. For example, a specific location such as Lake City Way from Northeast 125th Street to Northeast 123rd Street may have all categories (Site Characteristics, Streetscape Compatibility, etc.) which pertain to that specific location, arranged by that location.



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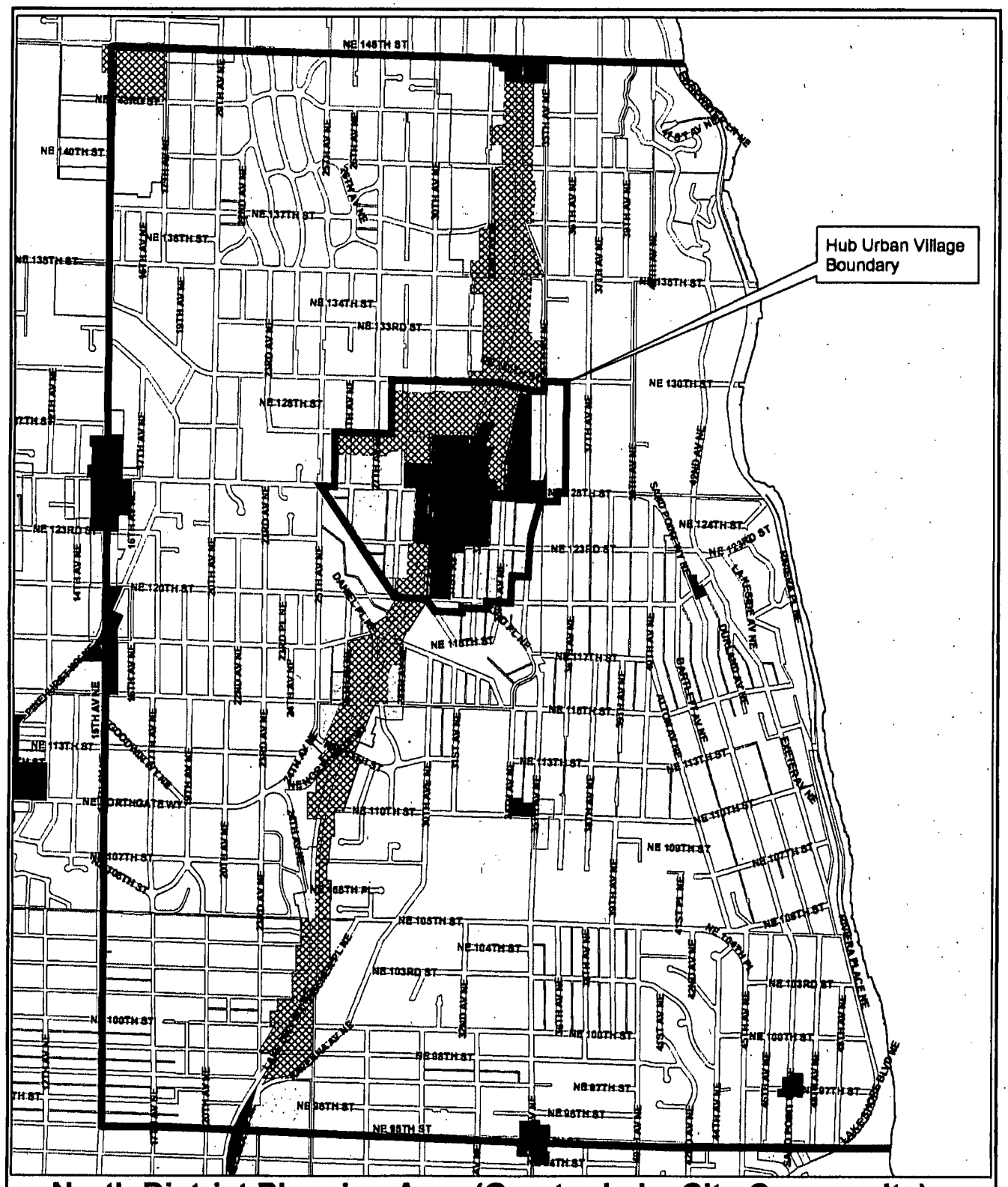

North District Planning Area (Greater Lake City Community)

CITY

Commercial

Neighborhood Commercial

Multi-Family

Single Family

Prepared by: Department of Planning and Development
May 18, 2006

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

NORTH

0 205410 820 1,230 1,640 2,050

Feet

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Entire Planning Area

A. Site Planning

A-5 Respect for Adjacent Sites

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

North District Neighborhoods-specific supplemental guidance:

- The existing Lake City mini-park block at Northeast 125th Street and Lake City Way is considered a key open space that can enhance the commercial and Civic Core as it is redeveloped. Consider stepping back the upper floors of new development immediately to the south of the existing park in order to enhance the solar exposure of the mini-park.
- Avoid locating exterior lights above the ground floor on the sides of structures facing residential uses.

A-8 Parking and Vehicle Access

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

North District Neighborhoods-specific supplemental guidance:

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

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

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B. Height, Bulk and Scale Compatibility

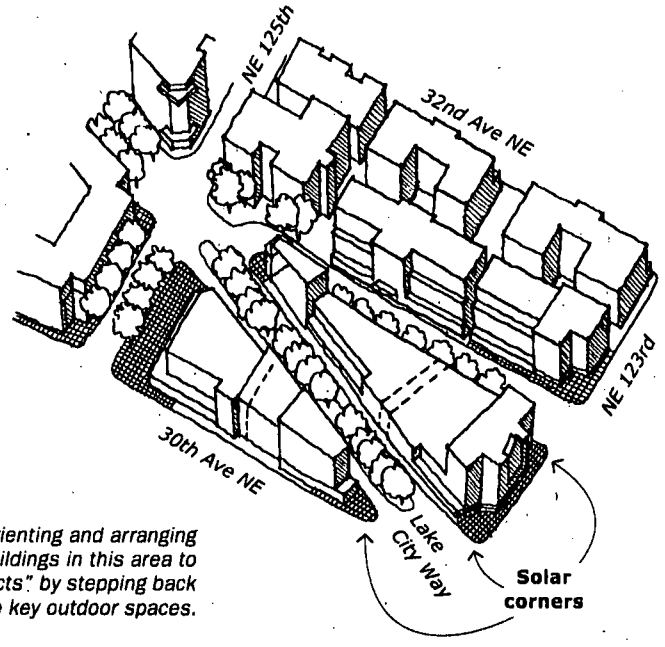
B-1 Height, Bulk and Scale Compatibility

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

North District Neighborhoods-specific supplemental guidance:

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

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



Massing Diagram: Consider orienting and arranging the massing composition of buildings in this area to reduce potential "canyon effects" by stepping back upper level floors and to provide key outdoor spaces.

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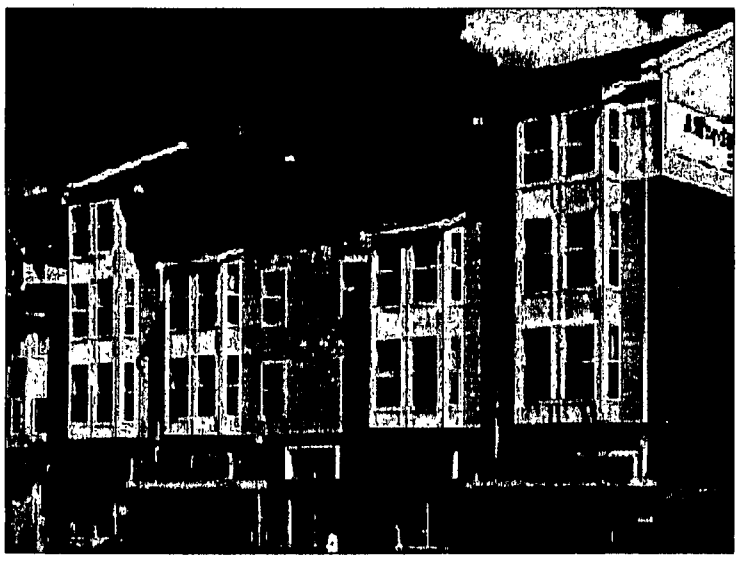
Sensitive Edge Transitions. Surrounding residential neighborhoods add immeasurably to the health and strength of the North Neighborhoods/Lake City Community. They are part of the essential mix that achieves neighborhood vitality, and as far as possible, these areas should be protected from intrusive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

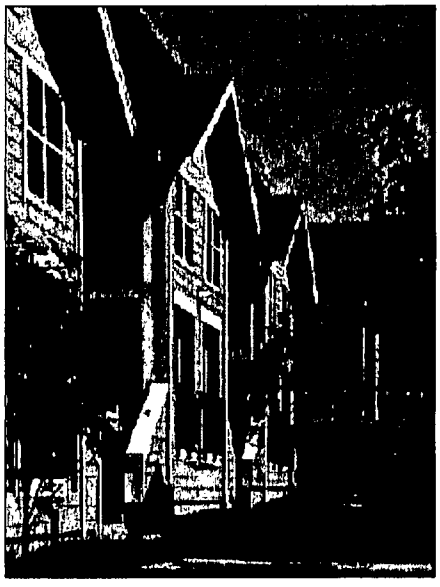
Careful siting, building design and massing at upper levels should be used to achieve a positive transition at sensitive edges. Factors that can lead to the need for transitions include:

- Zoned intensity – differences in intensity can result from allowed structure height, density and/or lot coverage (the map on page 2 shows where zone edges occur in the planning area)
- Topographic changes – when the more intensive zone is at a higher elevation than the less intensive zone
- Larger lots adjacent to predominantly smaller residential lots

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

- Varying color, texture and materials to break up the potential monolithic character of a large structure; perhaps create more of a townhouse look facing the lower-intensity residential neighborhood
- Articulating the building façades vertically or horizontally in intervals that respond to the existing structures or platting pattern in the vicinity





Multifamily Development Precedent:
Meadowbrook View Family Housing

This development consists of multifamily buildings on a sloping, L-shaped site located between a major commercial thoroughfare and a single-family residential neighborhood. The building forms a visible transition from the commercial street to the neighborhood, varying color and materials to create a townhouse look. It presents a hard-edged, four-story façade on the street (above); as it terraces down the hillside, its style and massing become more compatible with the smaller scale of the adjacent houses (right).

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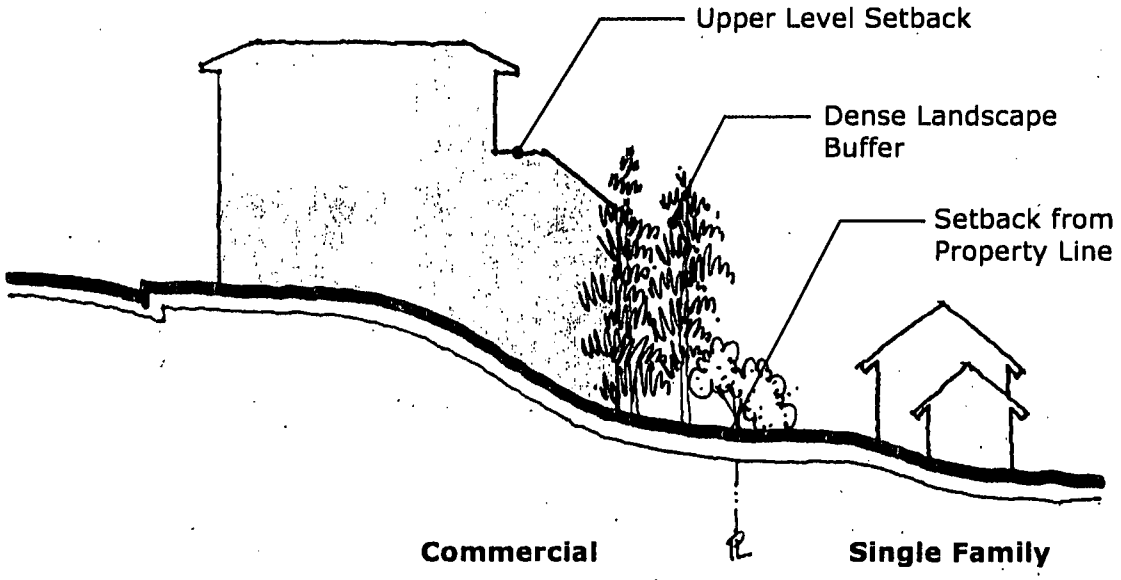
- Including pitched roofs, sloping roofs, dormers and/or gables of a size compatible with adjacent residential structures
- Using exterior siding materials that are compatible with residential structures
- Locating features such as open space on the zone edge to create further separation and buffering from the less intensive zone
- Avoiding placing decks, patios and windows in direct view of neighboring residences to preserve privacy
- Planting dense, evergreen trees (such as Western Red Cedar or Douglas Fir) and other vegetation to create a continuous green buffer between the structure and adjacent less-intensive residential-zoned properties
- Providing upper-level setbacks to limit visibility of floors above the height of existing smaller-scaled development (single family homes are typically 30 feet tall), adjusting accordingly for a specific site
- Setting back the structure from the property line of less intensely zoned areas

Departures

Within the Hub Urban Village, when design methods are used to create a positive transition along sensitive edges, departures from development standards may be appropriate to offset a significant loss of development opportunity.



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C. Architectural Elements and Materials

C-4 Exterior Finish Materials

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

North District Neighborhoods-specific supplemental guidance:

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

Signage should be designed to:

- integrate with the architectural concept of the development in scale, detailing, use of color and materials, and placement;
- reflect the pedestrian scale of the neighborhood;
- add interest to the street level environment; and
- reduce visual clutter.

Specific preferences include:

- Blade signs attached to a building façade
- Creative, detailed, artistic and unique signage
- Signs with lighting attached or monument signs (e.g., drop lights over a sign)
- Signs located no more than 20 feet from the ground

These types of signs are discouraged:

- Large illuminated or animated box signs
- Post-mounted signs

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

An example of drop lights over a well-crafted sign

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

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D. Pedestrian Environment

D-4 Design of Parking Lots

In addition to the citywide guidance for the screening of highly visible parking lots the following supplemental guidance should be considered to carry the theme of landscaping used as screening around the sensitive perimeters of a parking lot throughout the lot.

North District Neighborhoods-specific supplemental guidance:

- As sites with large surface parking areas, such as auto dealerships, are redeveloped, consider locating parking under, beside or behind new structures. If surface parking lots are located between structures and the sidewalk, vegetated areas should be provided along the sidewalk to provide pedestrians a buffer from the parking lot. Vegetation should be of a height that pedestrians can still see above it and/or spaced so they have visibility around it for safety.
- Vegetated islands that include trees and safe, well-defined pedestrian pathways should be considered at locations throughout large parking lots to enhance pedestrian activity, minimize storm runoff, and reduce the heat island effect of large parking lots.
- Pervious pavements should be considered to assist groundwater recharge and removal of pollutants.
- Green spaces at regular intervals can provide attractive surface parking areas and reduce drainage runoff in large parking lots.

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E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

North District Neighborhoods-specific supplemental guidance:

- For new development involving critical areas, consider using native plants and preserving or restoring habitat areas and incorporating them into the design for landscaping.
- Use native plant materials and evergreen trees in appropriate public areas to reestablish a natural northwest tree canopy. Consider extending creek corridors as part of a "green gateway" design feature.

E-2 Landscaping to Enhance the Building and/or Site

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

North District Neighborhoods-specific supplemental guidance:

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

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.

North District Neighborhoods-specific supplemental guidance:

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

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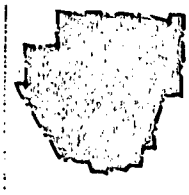

Hub Urban Village

A. Site Planning

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

North District Neighborhoods-specific supplemental guidance:

- Encourage welcoming, slightly recessed main building or shop entrances consistent with a traditional storefront design.
- Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.

Example of recessed commercial entries that welcome passersby; appropriate width and depth does not interrupt streetscape and retail continuity.

A-4 Human Activity

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

North District Neighborhoods-specific supplemental guidance:

- For large developments, consider pulling back from the street edge for open spaces, such as plazas or gracious fore-courts, provided continuity of the building definition of the street is not excessively interrupted along the majority of the block.
- Maximize the solar exposure of open spaces to the extent possible.

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

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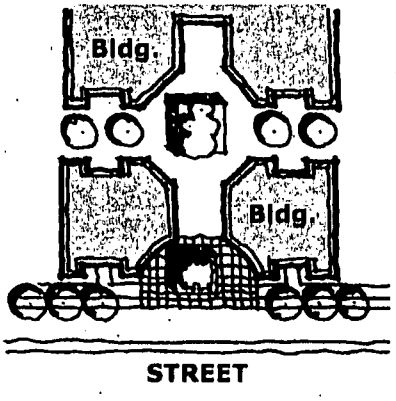
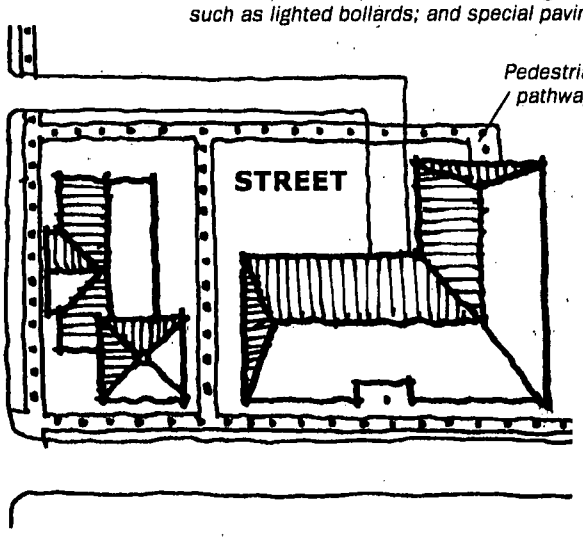
- Locate open spaces intended for public use at/or near street grade to promote a physical and visual connection to the street and sidewalk.
- Link outdoor spaces with walk ways to create a network of open spaces within and around the project site.

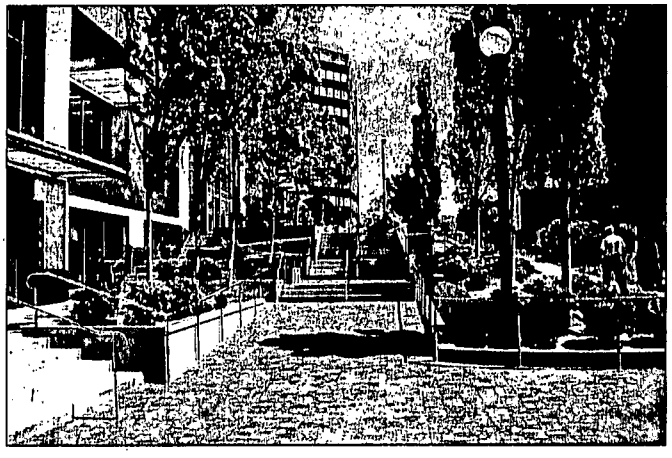


Encourage the presence of well-defined outdoor space, such as on-site plazas and interior courtyards. Where possible, site such spaces to promote a physical and visual connection to the street.

Pedestrian Circulation

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





A-5 Respect for Adjacent Sites

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

North District Neighborhoods-specific supplemental guidance:

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

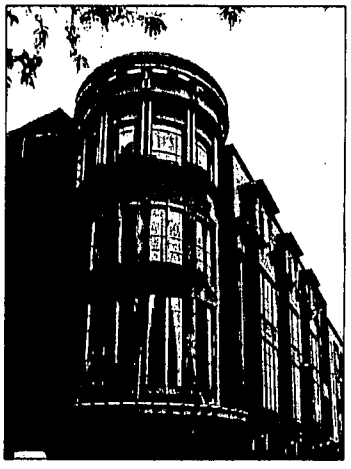
A-10 Corner Lots

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

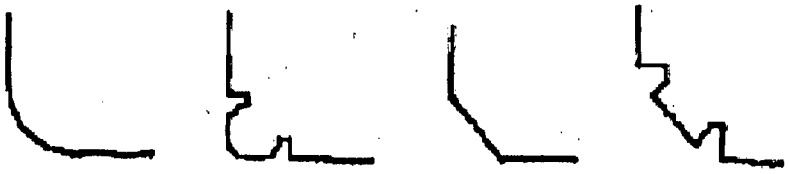
North District Neighborhoods-specific supplemental guidance:

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

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



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



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C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building.

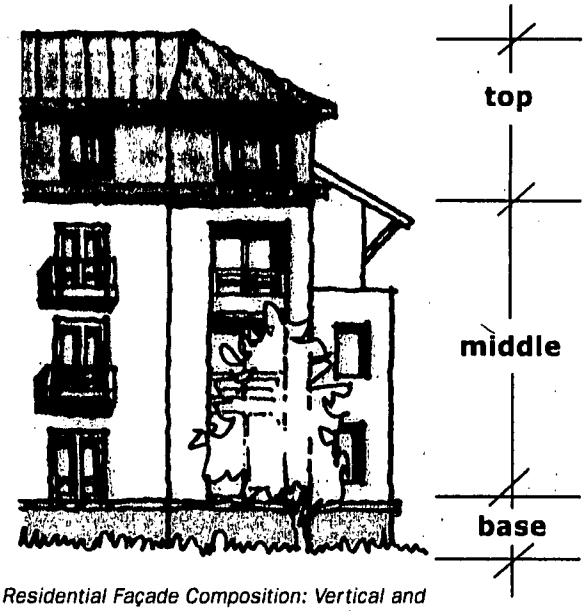
In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

North District Neighborhoods-specific supplemental guidance:

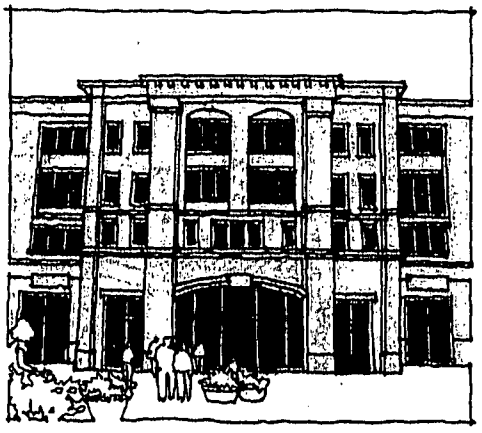
The proper articulation of a building's façade should add to the quality and variety of Lake City's Hub Urban Village architecture.

- Establish a building's overall appearance based on a clear set of proportions. A building should exhibit a sense of order.
- Employ a hierarchy of vertical and horizontal elements. Use materials to unify the building as a whole. Façade articulation should reflect changes in building form and function, from the base, to the middle, to the top. Vertical lines should be carried to the base of a building.
- Provide a clear pattern of building openings. The pattern of windows and doors should unify a building's street wall—not detract from it—and add to a façade's three-dimensional quality. Recessed windows are encouraged to create shadow lines and further promote three-dimensional expression.
- Large expanses of blank walls should be avoided.

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



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



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

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B. Height, Bulk and Scale Compatibility

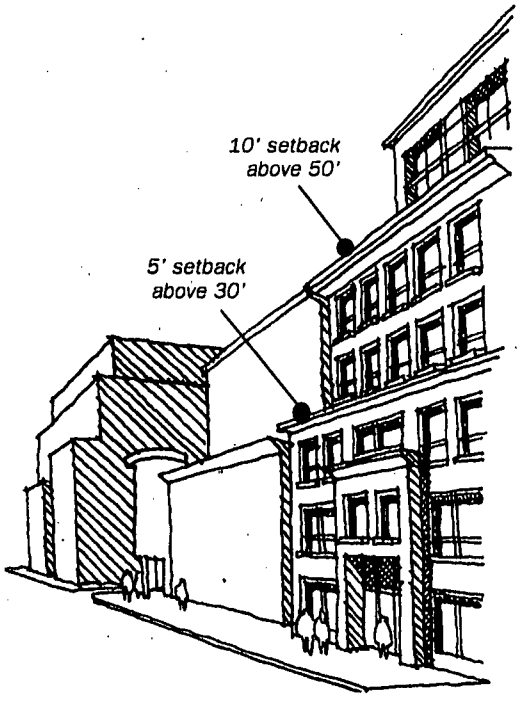
B-1 Height, Bulk and Scale Compatibility

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

North District Neighborhoods-specific supplemental guidance:

- Along commercial streets employ simple, yet varied masses, and emphasize deep enough window openings to create shadow lines and provide added visual interest. Monolithic buildings lacking articulation are discouraged.
- Consider stepping back upper stories to maintain scale compatibility, provide for light and air on streets and avoid a canyon effect for structures in 65-foot and higher zones.
- Design structures to appear less overwhelming at the street level, for example, consider giving emphasis to the horizontal dimensions of taller buildings
- Where there are zone edges between commercial and residential parcels, a vegetated buffer is encouraged between the differing zones. This, along with street trees and wider sidewalks, will be critical to creating the transition desired by the community that will make increased heights and densities compatible with surrounding areas.

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



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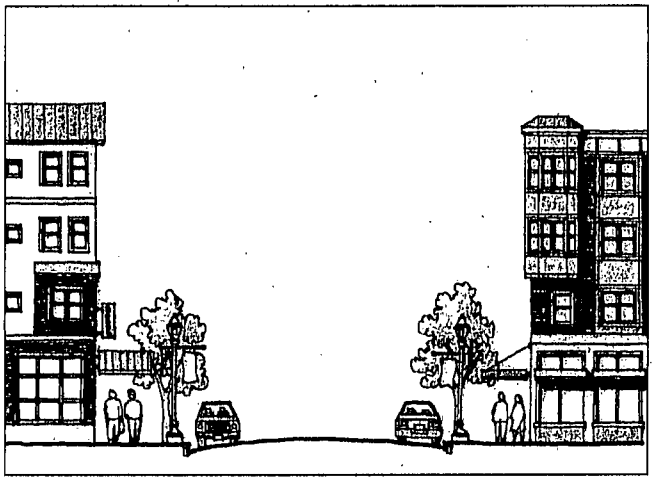
C-3 Human Scale

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

North District Neighborhoods-specific supplemental guidance:

- Design buildings when possible to encourage multi-tenant occupancy and walk-in traffic at the street level.
- Generous street-level windows and entrances will animate the street.
- Use façade treatments and changes in materials to distinguish the ground level of a building from the upper levels, especially where a building orients to the street and/or defines public space.
- Establish a rhythm of vertical and horizontal elements along the street-level façade. For instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.
- Use design elements such as exterior light fixtures, blade signs, awnings, and overhangs to add interest and give a human dimension to street-level building façades.
- Continuous overhead protection is important for pedestrians in the core commercial areas between 28th and 35th Avenues Northeast, and between Northeast 123rd and 130th Streets.
- Transparent materials, allowing light to penetrate to the street, should be considered for overhead protection.

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



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

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C-4 Exterior Finish Materials

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

North District Neighborhoods-specific supplemental guidance:

- Consider each building as a high-quality, long-term addition to the Lake City neighborhood; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting. A well-built structure contributes to a more pleasant and humane built environment.
- Employ especially durable and high-quality materials at the street level, minimize maintenance concerns, and extend the life of the building. Examples of appropriate building materials for use at the street level include: brick, stone, terra-cotta or tile, and transparent glass. These materials should be applied at a scale appropriate for pedestrian use.
- Use materials, colors and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides.
- Consider limiting the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony. If intense color is used it should only be used as an accent in a carefully executed and balanced color scheme. Buildings sided primarily in metal are discouraged.
- Design architectural features that are an integral part of the building. Avoid ornamentation and features that appear "tacked-on" or artificially thin.

Ens CITY CLERK

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

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

North District Neighborhoods-specific supplemental guidance:

- Plazas and courtyards or other setbacks should be located on sites at major entries into and within the Civic Core area.
- Plazas and vegetated setbacks should be considered on sites located immediately across from and adjacent to natural drainage areas including Thornton Creek.
- Public pedestrian mid-block passage-through sites, plaza and courtyards should be considered in long blocks of commercial or mixed-use developments. Open spaces with pedestrian access that include public art, art as landscape into the design, planted areas and seating areas are also encouraged.
- When portions of a building are set back, consider providing small pedestrian open spaces with seating amenities to create a lively streetscape.
- The use of opaque or highly reflective glass is discouraged.
- Define outdoor spaces using a combination of building and landscape. Scale outdoor spaces for human comfort. Outdoor spaces should be proportioned to their surroundings and envisioned use.
- Appropriate lighting, including at-grade lights, should be considered to help ensure safe pedestrian areas.

Publicly accessible open space at street level is a high priority. Plazas and courtyards can be an integral part of the social life in the commercial core. The location, size and design of an open space must be carefully considered in relation to its surroundings. This concept is addressed in detail from a site planning perspective above under "A-4 Human Activity."

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

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Civic Core

A. Site Planning

A-1 Responding to Site Characteristics

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

North District Neighborhoods-specific supplemental guidance:

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

A-9 Location of Parking on Commercial Street Fronts

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

North District Neighborhoods-specific supplemental guidance:

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

B. Height, Bulk and Scale Compatibility

B-1 Height, Bulk and Scale Compatibility

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

North District Neighborhoods-specific supplemental guidance:

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

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C. Architectural Elements and Materials

C-4 Exterior Finish Materials

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

North District Neighborhoods-specific supplemental guidance:

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

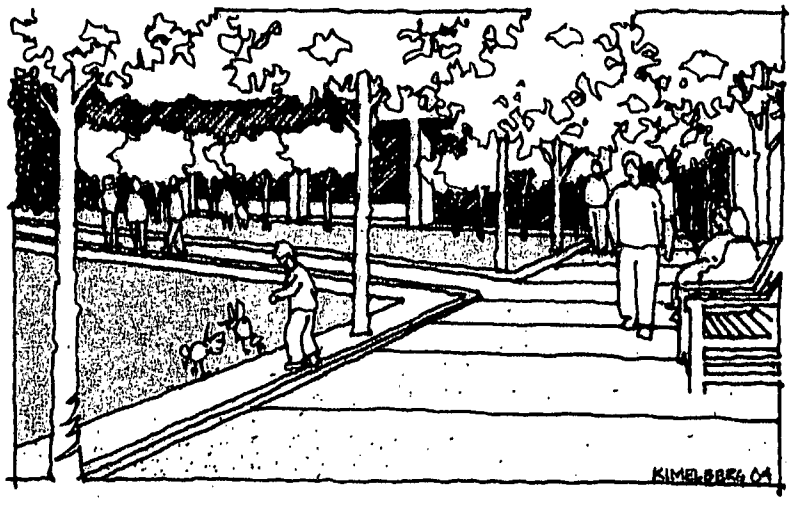
D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

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

North District Neighborhoods-specific supplemental guidance:

- New developments should augment Civic Core plazas and spaces by orienting their entrances to the public open spaces and by providing additional small open spaces or gathering spaces.
- Create strong aesthetic, visual and pedestrian connections between public space and neighboring development. Mid-block passages and dedicated easements are seen as ways to provide safe, pleasant and convenient alternatives to walking along Lake City Way.



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

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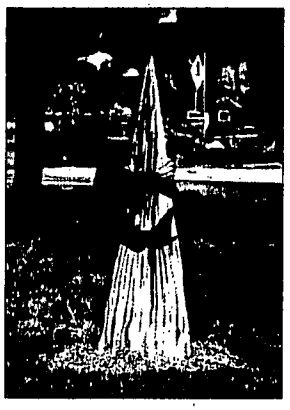
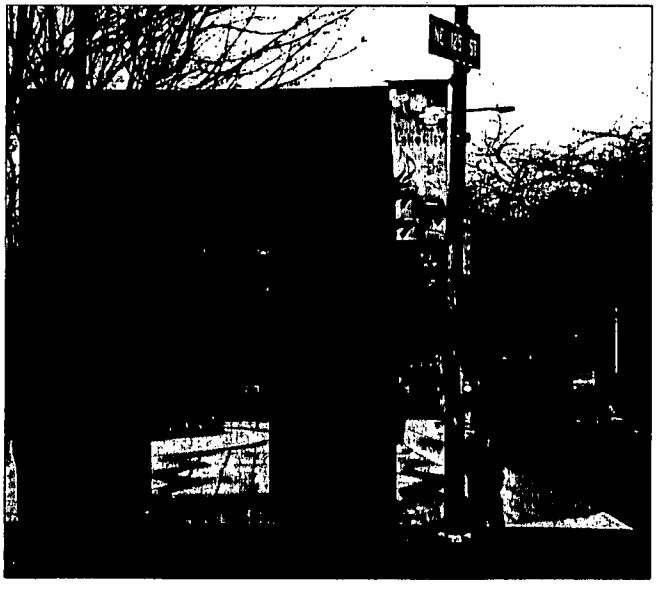


- Incorporate civic art. Public spaces, private development projects, and infrastructure improvements are all encouraged to include a civic art component:
  a. Use public art to identify areas with a unique identity or celebrate the entrance to a public place.
  b. Make public art accessible to the public. Site public art to draw people through public spaces, but do not impede pedestrian flows.
  c. Support the use of diverse media and art forms.
  d. Encourage works of public art that celebrate local history and culture.

- Pedestrian-friendly building entrances should face all commercial streets in the Civic Core.
- ***Mini-Park*** (*Intersection of Lake City Way NE & NE 125th Street*). Walls adjacent to the Lake City mini-park (see map page XIII) should have entrances to the park and new developments should face the park and include windows on the wall facing the park to increase visibility to the park. Other visual connections to the park through design, building form, landscaping and public art are encouraged.
- East-West pedestrian pass-through arcades should be considered for blocks along Lake City Way from Northeast 127th Street to Northeast 123rd Street. Passages should be of a reasonable width and well lighted to provide for the safe, and comfortable movement of people. For long blocks between Northeast 125th and Northeast 130th Streets, mid-block, east-west passages are desired to be incorporated into new, full-block developments connecting the Civic Core, residential areas and commercial sections. Maintain existing pedestrian passage at about Northeast 126th Street.
- Consider design departures for increased lot coverage on upper levels when this aids in designing for ground level pass-through arcades.



Lake City Mini-Park

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Auto Row

Auto Row - Lake City Way (NE 95th and 130th Streets to NE 145th Street)

A-2 Streetscape Compatibility

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

North District Neighborhoods-specific supplemental guidance:

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

screening of pedestrian areas

A-5 Respect for Adjacent Sites

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

North District Neighborhoods-specific supplemental guidance:

- Consider providing thick vegetative buffers of sufficient height to screen on-site lighting from contiguous and nearby residential areas or residential areas sharing the same collector streets.
- Glare-free lighting should be provided and directed downward to be sensitive to nearby residential areas.

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

North District Neighborhoods-specific supplemental guidance:

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

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C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building.

In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

North District Neighborhoods-specific supplemental guidance:

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

E-2 Landscaping to Enhance the Building and/or Site

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

North District Neighborhoods-specific supplemental guidance:

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

Auto Row - Lake City Way (NE 130th Street to NE 145th Street)

B-1 Height, Bulk and Scale Compatibility

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

North District Neighborhoods-specific supplemental guidance:

- Buildings along Lake City Way from Northeast 95th Street to Northeast 123rd Street and Northeast 130th Street to Northeast 145rd Street should reduce potential "canyon effects." For example, this can be accomplished by setting back upper level floors at least 5 feet above the 30-foot height; an additional 10 feet above the 50-foot height in NC-65' zones; and an additional 5 feet above the 65-foot height in 85 feet zones.
- These stepped-back buildings can add design features to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade.

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North/South Streets

28th Avenue NE (NE 120th Street to NE 145th Street)

D-1 Pedestrian Open Spaces and Entrance

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

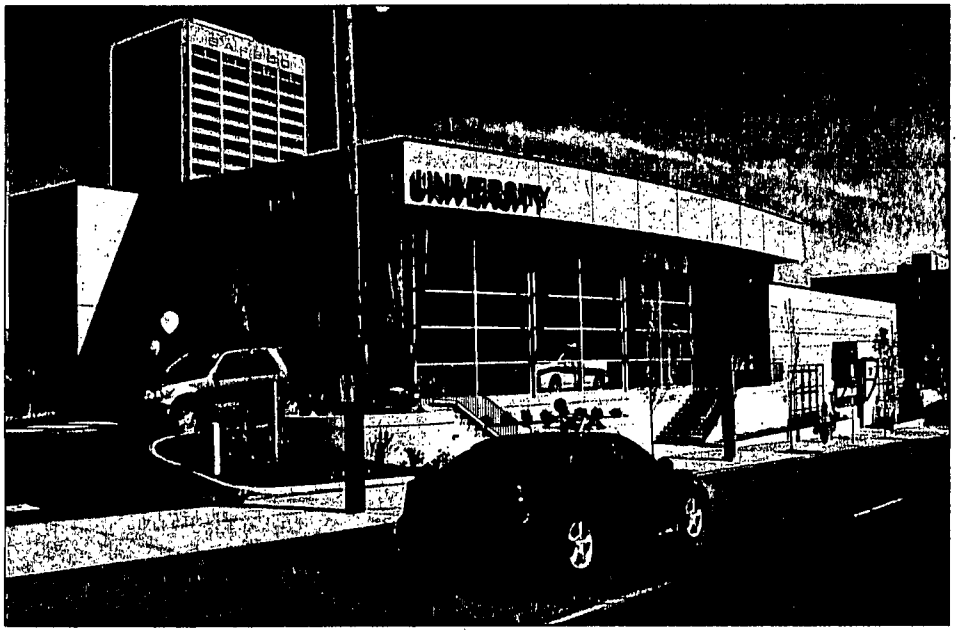
North District Neighborhoods-specific supplemental guidance:

- Pedestrian-friendly building entrances should face 28th Avenue Northeast.
- Wider sidewalks, limited vehicle access, street trees, planting strips, street furnishings, lighting and public art should be provided to define pedestrian connections between local parks, the library, the neighborhood service center and central shopping areas.
- East-west mid-block connection should be provided for pedestrian passage between 27th and 30th Avenues Northeast.
- Development along this street should be considered for mixed-uses, including space for cultural, social and artistic endeavors, as well as housing and small-scale retail.
- Consider providing signage that includes maps showing local parks and services.

30th Avenue NE (NE 123rd Street to NE 145th Street)

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.



An example of a well-sited auto dealership that makes a positive contribution to the area's character.

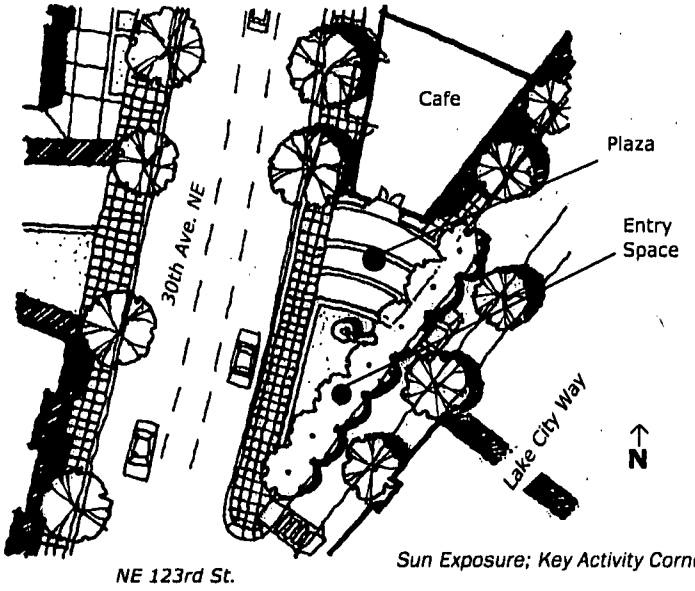
CITY CLERK

D-1 Pedestrian Open Spaces and Entrances

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

North District Neighborhoods-specific supplemental guidance:

- Pedestrian-friendly building entrances should face 30th Avenue Northeast.
- South Apex at intersection of Lake City Way and 30th Avenue Northeast. Consider a setback on the south property line for a new building at the apex to create 1) a pedestrian plaza-type open space within the private setback suitable for cafes; and, 2) a portion of a green entry into the heart of the Civic Core. In addition, an upper-level setback can occur at the south apex of the block to further reinforce a gateway affect. (See diagram).
- Additional Southerly and Westerly corner "notches." The block face along Northeast 123rd Street presents an opportunity to create two corner pedestrian "notches" or south-facing spaces as well as a special entry into the Civic Core. The diagram illustrates a design with two corner setbacks, in collaboration with upper level setbacks along Lake City Way.
- Consider providing a pedestrian arcade or pass-through from 28th Street Northeast and the Civic Core to Lake City Way at or near Northeast 126th Street to connect north/south streets.



Sun Exposure; Key Activity Corners

CITY CLERK

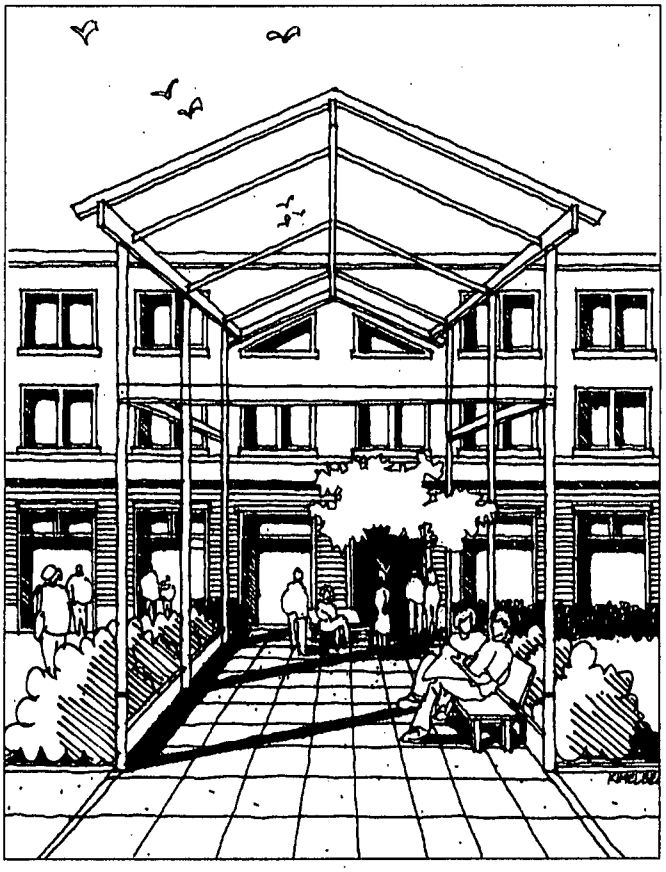
31st Avenue NE (NE 123rd Street to NE 125th Street)

D-1 Pedestrian Open Spaces and Entrances

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

North District Neighborhoods-specific supplemental guidance:

- Pedestrian-friendly building entrances should face 31st Avenue Northeast.
- South of the intersection of Lake City Way and Northeast 31st Street facing Northeast 125th Street. This north facing site could provide an enclosed and transparent ground-level open space, such as an atrium. This space should be designed to take the "indoors" outdoors, and bring the "outdoors" into the building by opening the interior space to sunlight and sidewalk activity.
- New development should be sited and designed to aid in the development of the desired character of 31st Avenue Northeast as a pedestrian-oriented retail street and gathering area. Wider sidewalks, limited auto access, plantings, lighting, street furnishings and public art are encouraged.



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

CITY CLERK

33rd Avenue NE (NE 125th Street to NE 130th Street)

A-4 Human Activity

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

North District Neighborhoods-specific supplemental guidance:

- Create diversity in the block building face or wall by adding small pedestrian indentations for seating, outdoor eating.
- Pedestrian-friendly building entrances should face 33rd Avenue Northeast. Consider orienting the building to define the public street and civic spaces in this area and to encourage walk-in traffic.
- Wider sidewalks are encouraged with planting strips and natural system approaches to drainage due to the proximity of Little Brook Creek.

D-1 Pedestrian Open Spaces and Entrances

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

North District Neighborhoods-specific supplemental guidance:

- Encourage a new development(s) to provide an open space pedestrian passageway, safe for pedestrians and secure for site tenants, which connects 33rd Avenue Northeast to 35th Avenue Northeast; and, 33rd Avenue Northeast to Lake City Way, preferably near Northeast 127th Street.
- Create visual interest in the block, building-faces or walls by adding small pedestrian indentations for seating and outdoor eating.
- New development is encouraged to support development of a new park mid-block to offset anticipated increases in low-income and affordable housing.

E-2 Landscaping to Enhance the Building and/or Site

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

North District Neighborhoods-specific supplemental guidance:

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

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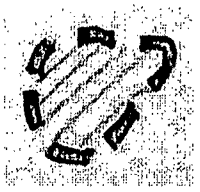


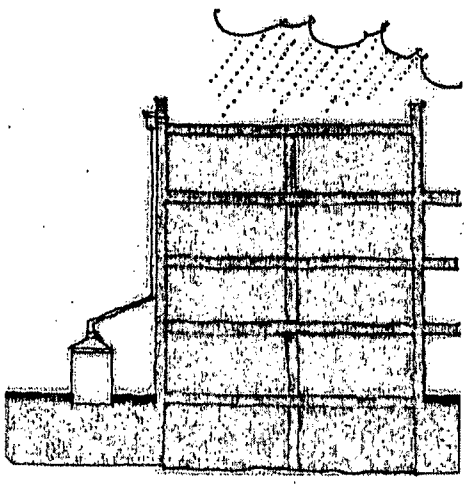
Natural Areas

A-1 Responding to Site Characteristics

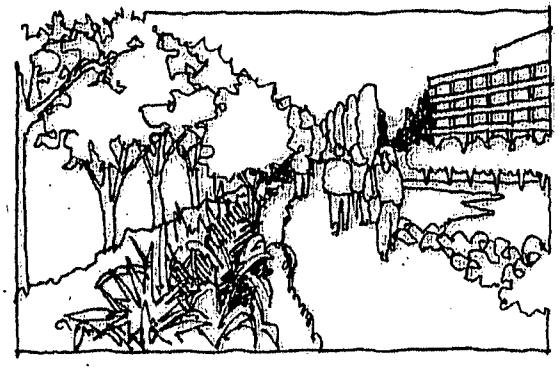
The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

North District Neighborhoods-specific supplemental guidance:

- Consider a site plan that can allow for vegetated setbacks along creeks (riparian edges), and bring more of the creek out of pipes and to the surface (daylighting) where possible. New development is encouraged to increase the protection of Thornton Creek and its tributaries by integrating this natural resource.
- Site planning should use, where possible, sustainable building practices that reuse and retain surface water runoff as an on-site water feature.
- Design departures may be considered when designing for the site planning features listed above (departures might include: lot coverage, reduced open space requirements, reduced setbacks, etc.).
- Provide open spaces, where possible, such as a pedestrian viewing area or platform(s) and/or landscaped setbacks along a ravine edge, possibly using both public sidewalk and adjacent private property setbacks where they are available. Design departures may be considered when designing to incorporate ground floor pedestrian activities that relate visually to the creek ravine, and incorporates similar native flora found in the adjacent creek ravine.
- Improve pedestrian and visual access to the ravine edge along Lake City Way and on the north and south sides of the creek where redevelopment occurs to enhance the planning area, providing pleasant pedestrian experiences and educational opportunities.



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



Run-off from pervious surfaces is reinjected into the ground by using grassy swales and other pervious surfaces on the building site.

DIS CITY CLERK

D-1 Pedestrian Open Spaces and Entrances

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

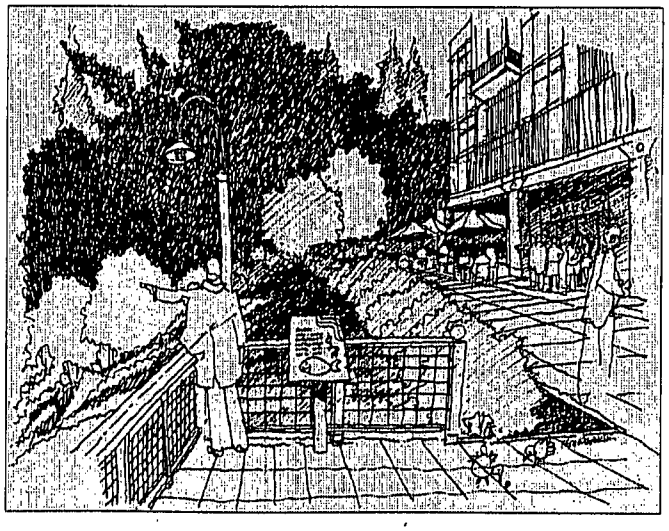
North District Neighborhoods-specific supplemental guidance:

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

- 33rd Avenue Northeast mid-block between Northeast 125th and Northeast 130th Streets (Little Brook)
- Lake City Way between Northeast 117th and Northeast 120th Streets (Thornton North Fork)
- Lake City Way between Northeast 95th and Northeast 98th Streets (Willow Creek)
- Lake City Way between Northeast 98th and 100th Streets (Thornton South Fork)

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

- 35th Avenue Northeast between Northeast 123rd and Northeast 125th Streets (Little Brook)
- 35th Avenue Northeast at Northeast 115th Street (Thornton North Fork)
- Northeast 125th Street between 25th and 23rd Avenues Northeast (Thornton North Fork)
- Northeast 133rd Street to Northeast 140th Street mid-block between 32nd and 30th Avenues Northeast (Little Brook)



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

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E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

North District Neighborhoods-specific supplemental guidance:

- The planting of conifers is encouraged. Redevelopment projects should use native plant materials which add to the Thornton Creek riparian edge habitat; and, reduce contaminants entering the riparian area from adjacent developments.
- Use primarily native plant species including trees, woody debris and other habitat features can be use throughout the landscape of redeveloped sites adjacent to the creek to augment protected creek corridors and enhance new buildings.

CITY CLERK

Form revised April 10, 2006

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Planning and Development	Mike Podowski/386-1988	Amanda Allen/684-8894

Legislation Title:
An ordinance relating to land use and zoning; amending Section 23.41.010 of the Seattle Municipal Code, approving and adopting Neighborhood Design Guidelines for the North District/Lake City neighborhoods.

Summary of the Legislation:

The proposed legislation would amend the Land Use Code to add the North District/Lake City Neighborhoods Design Guidelines to the list of neighborhood design guidelines that will be used to review new development in the these respective neighborhoods under the City's Design Review program, implementing key strategies of the their neighborhood plans. The guidelines, through provisions for an enhanced pedestrian environment, appropriately designed streetscape, and focus on the architectural expression and character of new development will have the affect of reducing impacts on the neighborhood and promoting compatibility of new development with existing development.

Background:
The City of Seattle has committed substantial time and resources to the development of a design review program that relies on clear and meaningful design guidelines. The Design Review process is based on Design Guidelines for Multifamily and Commercial Development that may be augmented by neighborhood specific design guidelines. Neighborhood design guidelines have been prepared for 15 other neighborhoods citywide to date. The Design Review Board relies upon these guidelines to review new development subject to the Design Review process and make recommendations for conditioning approval of new multifamily or commercial development.

X This legislation does not have any financial implications.

CITY CLERK

City of Seattle

Gregory J. Nickels, Mayor

Office of the Mayor

August 29, 2006

Honorable Nick Licata
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Licata:

I am pleased to transmit the attached proposed Council Bill that would amend the Land Use Code to incorporate the North District/Lake City Neighborhoods Design Guidelines. These guidelines, which augment the existing *Design Guidelines for Multifamily and Commercial Buildings,* will be used by the Design Review Board to evaluate new building designs in the North District and Lake City neighborhoods.

Neighborhood Design Guidelines are an important part of Seattle's neighborhood planning effort, and help ensure that future development supports public places where neighbors may meet and pedestrian environments in which local businesses can thrive. Design guidelines are an additional tool to enhance Seattle neighborhoods' intimate scale and character.

Thank you for your consideration of this legislation. Should you have questions, please contact Mike Podowski at 386-1988 or at mike.podowski@seattle.gov.

Sincerely,

GREG NICKELS
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

600 Fourth Avenue, 7th Floor, P.O. Box 94749, Seattle, WA 98124-4749
Tel: (206) 684-4000, TDD: (206) 684-8811 Fax: (206) 684-5360, E:mail: mayors.office@seattle.gov
An equal employment opportunity, affirmative action employer. Accommodations for people with disabilities provided upon request.

2006 CITY CLERK

STATE OF WASHINGTON – KING COUNTY

--ss.

207473 No.
CITY OF SEATTLE,CLERKS OFFICE

Affidavit of Publication

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

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

CT:122334 ORDINANCE

was published on

02/12/07

The amount of the fee charged for the foregoing publication is the sum of $ 153.45, which amount has been paid in full.

Subscribed and sworn to before me on

02/12/07

Notary public for the State of Washington,
residing in Seattle

JENNIFER A. PATZER
COMMISSION EXPIRES
NOTARY
PUBLIC
OCT 24, 2007
STATE OF WASHINGTON

State of Washington, King County

City of Seattle

ORDINANCE 122334

AN ORDINANCE relating to land use and zoning; amending Section 23.41.010 of the Seattle Municipal Code, approving and adopting Neighborhood Design Guidelines for the North District/Lake City neighborhoods.

WHEREAS, the City's Design Review Program was approved for implementation in 1993, at which time it was contemplated that a neighborhood could develop design guidelines specific to a neighborhood's individual character, augmenting the City's Design Guidelines for Multifamily and Commercial Buildings; and

WHEREAS, neighborhood-specific design guidelines have been developed for the North District/Lake City neighborhoods to carry out specific design goals identified by the neighborhoods; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 23.41.010 of the Seattle Municipal Code, which Section was last amended by Ordinance 122033, is amended as follows:

23.41.010 Design Review Guidelines.

A. The "Guidelines for Multifamily and Commercial Buildings, 1998" and neighborhood design guidelines approved by the City Council and identified in subsection B of this section, provide the basis for Design Review Board recommendations and City design review decisions, except in Downtown, where the "Guidelines for Downtown Development, 1999" apply. Neighborhood design guidelines are intended to augment and make more specific the "Guidelines for Multifamily and Commercial Buildings, 1998" and the "Guidelines for Downtown Development, 1999." To the extent there are conflicts between neighborhood design guidelines and the "Guidelines for Multifamily and Commercial Buildings, 1998" or "Guidelines for Downtown Development, 1999", the neighborhood design guidelines shall prevail.

B. The following Neighborhood design guidelines are approved:

1. "University Community Design Guidelines, 2000;"

2. "Pike/Pine Urban Center Village Design Guidelines, 2000;"

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

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

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

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

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

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

9. "Northgate Urban Center and Overlay District Design Guidelines, 2003;"

10. Belltown Urban Center Village Design Guidelines, 2004;

11. Wallingford Neighborhood Design Guidelines, 2005;

12. Capitol Hill Neighborhood Design Guidelines, 2005;

13. Greenwood/Phinney Neighborhood Design Guidelines, 2005;

14. Othello Neighborhood Design Guidelines, 2005; ((~~and~~))

15. North Beacon Hill Design Guidelines, 2006((.)) ; and

16. North District/Lake City Design Guidelines, 2006.

Section 2. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 29th day of January, 2007, and signed by me in open session in authentication of its passage this 29th day of January, 2007.

Nick Licata

President of the City Council

Approved by me this 8th day of February, 2007.

Gregory J. Nickels, Mayor

Filed by me this 8th day of February, 2007.

(Seal) Judith Pippin

City Clerk

Attachment 1: North District/Lake City Design Guidelines

See City Clerk for Attachment

Publication ordered by JUDITH PIPPIN, City Clerk

Date of publication in the Seattle Daily Journal of Commerce, February 12, 2007.

2/12(207473)

(206) 233-3856.

Land Use Application to subdivide one parcel into six unit lots. The construction of townhouses has been approved under Project #6098968. This subdivision of property is only for the purpose of allowing sale or lease of the unit lots. Development standards will be applied to the original parcel and not to each of the new unit lots.

The following appealable decisions have been made based on submitted plans:

Conditionally Gran
- Short Subdivision to create six uni lots.

Conditions: Conditions have been placed on this project. You may view the decision through our web based Land Use Information Bulletin, or contact either the assigned planner whose name and phone number appears above, or the Public Resource Center (PRC) (206-684-8467, prc@seattle.gov).

Appeals of this decision must be received by the Hearing Examiner no later than February 26, 2007.

•6718 Alonzo Ave NW. Zone: L1. Project #3005845.

Applicant Contact: Melissa Everson -- Applicant Phone: (425) 485-6222.

Planner: Christopher Ndifon -- Planner Phone: (206) 684-5046.

Land Use Application to subdivide one