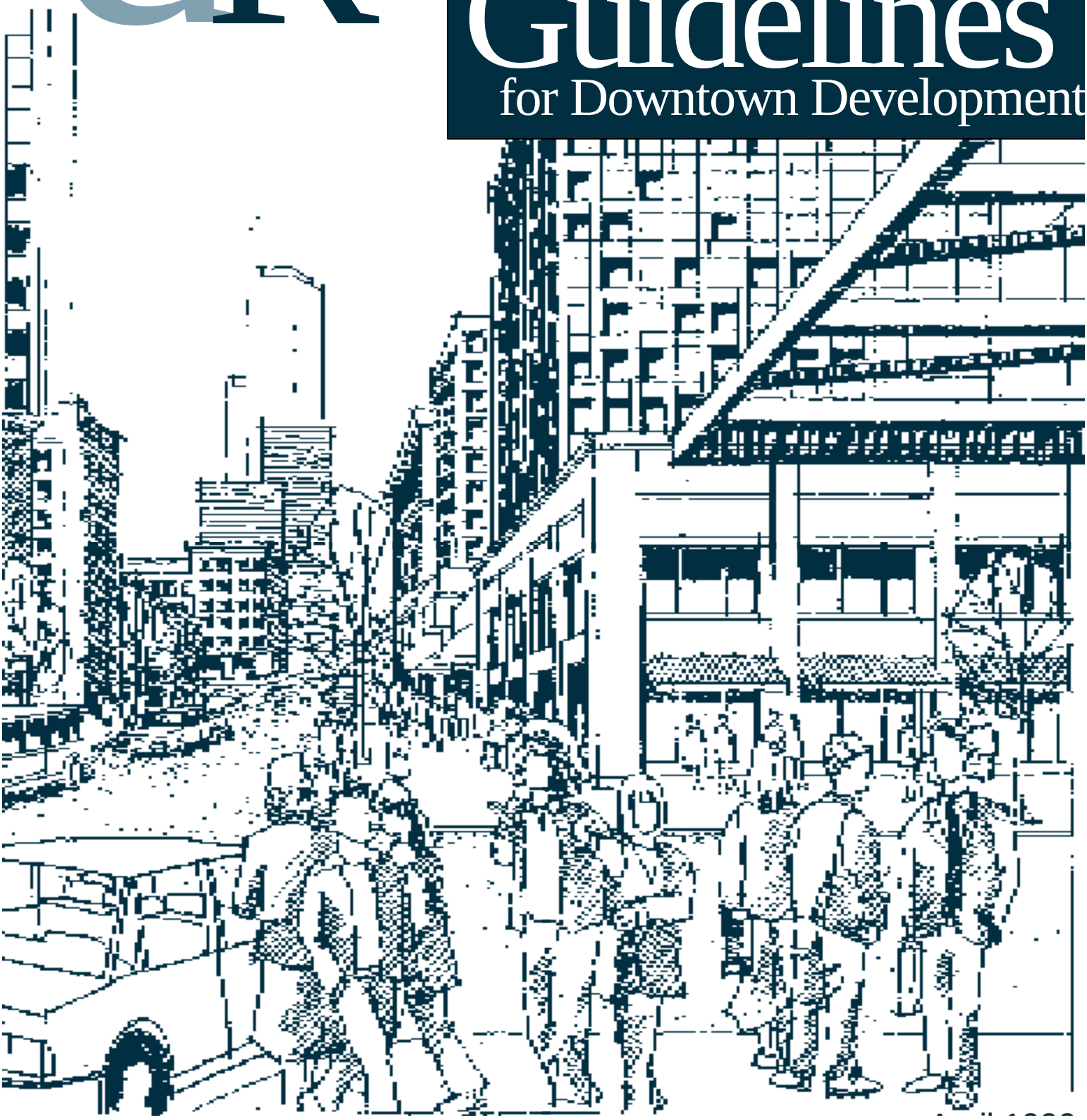
design Review

Guidelines

for Downtown Development



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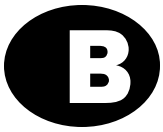
Site Planning & Massing

Responding to the Larger Context

A-1 Respond to the physical environment.
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

A-2 Enhance the skyline.
Design the upper portion of the building to promote visual interest and variety in the downtown skyline.



Architectural Expression

Relating to the Neighborhood Context

B-1 Respond to the neighborhood context.
Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-2 Create a transition in bulk & scale.
Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less-intensive zones.

B-3 Reinforce the positive urban form & architectural attributes of the immediate area.
Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B-4 Design a well-proportioned & unified building.
Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

The Streetscape

Creating the Pedestrian Environment

C-1 Promote pedestrian interaction.
Spaces for street level uses should be designed to engage pedestrians with the activities occuring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

C-2 Design facades of many scales.
Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C-3 Provide active—not blank—facades.
Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 Reinforce building entries.
To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

C-5 Encourage overhead weather protection.
Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-6 Develop the alley facade.
To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

D

Public Amenities

Enhancing the Streetscape & Open Space

D-1 Provide inviting & usable open space.

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D-2 Enhance the building with landscaping.

Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-3 Provide elements that define the place.

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D-4 Provide appropriate signage.

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-5 Provide adequate lighting.

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

D-6 Design for personal safety & security.

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

E

Vehicular Access & Parking

Minimizing the Adverse Impacts

E-1 Minimize curb cut impacts.

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-2 Integrate parking facilities.

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E-3 Minimize the presence of service areas.

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

Design Review in Downtown Seattle

What is design review?

Design Review provides a forum for citizens and developers to work toward achieving a better urban environment through attention to fundamental design principles. Design Review is intended to assist new development to contribute positively to Seattle's downtown neighborhoods. Design guidelines offer a flexible tool—an alternative to prescriptive zoning requirements—which will allow new development to respond better to the distinctive character of its surroundings.

Design Review has three principal objectives:

1. to encourage better design and site planning to enhance the character of the city and ensure that new development sensitively fits into neighborhoods;
2. to provide flexibility in the application of 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, along with other components, such as environmental review (SEPA), variances, etc., administered by the Department of Design, Construction and Land Use (DCLU). Like these other components, Design Review applications involve public notice and opportunity for comment. Unlike other components, projects subject to Design Review are brought before the Design Review Board for its recommendations. The final decision on Design Review is made by the DCLU Director, together with the decisions on any other MUP components. This decision is appealable to the Hearing Examiner.

What is design review downtown?

The downtown Design Review Board is responsible for reviewing the design of new buildings downtown for their contribution to the public's enjoyment of the building and the immediate vicinity. The downtown Design Review Board includes two downtown residents, and one representative each from the downtown business, development, and design communities. All five board members are appointed and confirmed by the Mayor and City Council.

Design Review Board members discuss and weigh the merits of projects and proposed modifications, often recommending to DCLU specific changes or departures from regulations in the Land Use Code as a trade-off for better design. The measure that the Board uses to determine a building's success in the public realm focuses on the public's perception and use of the urban environment. Success occurs when:

- the project's site planning and massing respond to the larger context of downtown and the region;
- the building's architectural expression relates to the neighborhood context;
- the building's street facade creates a safe and interactive pedestrian environment;
- the project's public amenities enhance the streetscape and open space; and
- the project's vehicular access and parking impacts on the pedestrian environment are minimized.

Sustainable Design

Seattle is a leader in environmental stewardship and is committed to the concept of sustainability. Project proponents are encouraged to design, construct, and operate buildings and landscapes in an environmentally responsible manner. Sustainable design and construction reduces energy and water use, reduces solid and hazardous waste, prevents indoor and outdoor pollution, and uses materials more efficiently. From conserving water and energy to recycling and reusing construction materials, sustainable design considers the costs and benefits over the entire life of the building, landscape and infrastructure.

How Design Review Relates to Existing Policies & Regulations

The Downtown Plan, the Seattle Land Use Code and DCLU Director's Rule 20-93 on Public Benefit Features together establish the policies and regulatory context for development sites and proposals evaluated by the downtown Design Review Board. The guidelines for downtown design review bridge the gap between these policies and regulations, making more explicit the intentions of both. The guidelines provide a framework for discussing how design solutions for a specific proposal on a specific site can best address the urban design intentions of the downtown plan and code.

In most areas downtown, zoning allows and often encourages development of a radically different scale and character than currently exists. At a gross level, zoning serves to establish an acceptable function for the area in which the site is located. Zoning also identifies an appropriate scale for future development and through height and bulk limits, establishes scale relationships with development in adjacent zones.

Many development standards further identify patterns of development and activity that new development is expected to facilitate (eg: requirements for street level uses and street walls which physically reinforce certain streets as pedestrian links even where existing development is not characterized as such). As a result, often each street frontage on a given downtown block has a unique set of development standards.

The Public Benefit Features Rule (20-93) suggests what amenities complement the desired function of the zone and help maintain balanced conditions relative to the scale and density of development allowed.

While the Downtown Plan, zoning, and Public Benefit Features Rule all apply to generalized areas and conditions downtown in a prescriptive manner, design review provides the opportunity to consider the distinctive characteristics of each development site and its immediate surroundings in a discretionary manner. Through design review, the text and graphics of policy and regulatory documents are supplemented with the assessment of diverse and representative review board members.

The guidelines contained in this document serve to assist the Design Review Board in their deliberation and communication by the project proponents, city staff, and interested citizens.

Projects Subject to Design Review

New residential and commercial development meeting the following thresholds is subject to design review downtown.

DOC–1 & DOC–2

use	threshold
office	50,000+ s.f. gross
residential	20+ units
other	50,000+ s.f. gross

DRC, DMC, DMR, DH–1 & DH–2

use	threshold
office	20,000+ s.f. gross
residential	20+ units
other	20,000+ s.f. gross

Design Review will not apply in Special Review Districts, Pike Market, or within the Harborfront–Historic Character area.

Projects Electing Design Review

A proponent of a new residential or commercial project not meeting the thresholds listed above and located in DOC–1, DOC–2, DRC, DMC, DMR, DH–1, and DH–2 zones may voluntarily submit plans for design review.

Development Standard Departures

Development standard departures are the means available to any project undergoing Design Review to achieve flexibility in the application of many of the Land Use Code's development standards. Projects for which Design Review is required, and those electing Design Review, may be granted "departures" from the prescriptive standards of the Code.

In order to allow departure from development standards, an applicant must demonstrate that the departure from Land Use Code standards would result in a development that better meets the intent of the design guidelines. Through design review, departures may be allowed from the following Land Use Code standards:

- roof height
- structure width and depth limits
- setback requirements
- modulation requirements
- street-level use standards
- street facade requirements
- upper-level development standards
- coverage and floor size requirements
- wall dimensions
- design, location and access to parking
- open space requirements
- screening and landscaping requirements

To confirm the most accurate and up-to-date allowed departures from development standards, please refer to Seattle Municipal Code, Section 23.41.012.

Public benefit features which may yield increased Floor Area Ratios (FARs) will not be considered justification for granting of development standard departures.

Design Review Process

Preapplication Conference The first step in the Design Review process is a preapplication conference with DCLU project-review staff. At this conference the project proponent receives a copy of the design guidelines and learns about the review process.

Application for Early Design Guidance Process Once the proponent decides to pursue the particular development project, he/she must apply to DCLU to initiate the Design Review process. At a scheduled land use application intake appointment, DCLU receives preliminary information regarding the site, its context, its zoning, and the proponent's general building program objectives.

Early Design Guidance Meeting Once an application to begin the Early Design Guidance process has been submitted, DCLU staff convene an evening public meeting to which the Design Review Board members, the general public, and the project proponent(s) are invited. Notice of the meeting is provided in the DCLU weekly Land Use Information Bulletin, through mailed notice to residents and property owners within 300 feet of the site, and with a placard posted at the project site. At the meeting the proponents will present the site and context information, as well as describe their development objectives, and citizens are invited to offer their comments to be considered in siting and designing a building for that site. The Design Review Board members will identify those design guidelines of highest priority for the site, as well as incorporate any community consensus in their recommendations. DCLU staff will summarize these priorities and recommendations in a letter which will be sent to all parties in attendance at this meeting.

Project Design The proponent(s) and architect(s) are expected to employ the prioritized guidelines in developing their project design.

Interim Review Depending upon the nature of the guidance offered by the Design Review Board at the Early Design Guidance Meeting, the DCLU staff person will determine whether to schedule an Interim Review meeting **before or after** the proponent applies for a Master Use Permit (MUP). At this evening meeting which is open to the public, the Design Review Board will offer additional guidance on the progress of the project design, based on the previously prioritized design guidelines and any concerns and recommendations expressed.

Project Design The proponent(s) and architect(s) are expected to employ the prioritized guidelines and interim guidance in further developing their project design.

Master Use Permit Application When the pro-ponent applies for a MUP application, a Design Review component will be included, along with other necessary components, such as SEPA, Administrative Conditional Use, etc. A large sign will be placed on the site, mailed notice will be sent, and a public comment period will run, allowing citizens to comment on any and all aspects of the project, including siting and design issues.

Design Review Board Meeting Once the project design has been refined to respond best to the prioritized design guidelines, the DCLU staff person will take the application to the Design Review Board for their consideration at an evening meeting open to the public. After a presentation of the design by the proponents, summary recommendations from DCLU staff, and opportunity for public comment, the Board members will review the design in light of the concerns and recommendations expressed, as well as the previously prioritized design guidelines. The Board may recommend approval or approval with conditions, but may not recommend denial of the project.

Director's Decision The administrative decision on the Design Review component of a MUP application is ultimately made by the DCLU Director. However, if the Design Review Board's recommendation was approved by at least four of the five members, this will be considered a consensus decision, which the Director shall adopt in most cases. The Board's recommendation may be overidden only if the Director believes the Board has made a clear error in the application of the guidelines, has exceeded its authority, or has required design changes which contravene other, non-waivable local, state or federal requirements.

Conversely, when the Board's recommendation is supported by less than four members, the Director will consider the Board's recommendation in reaching his/her decision, along with the minority opinions, staff recommendations and public comment.

The Design Review decision will be issued together with the decisions on other MUP components related to the project, with written notice to all parties of record, as well as notice in the weekly Land Use Information Bulletin.

Appeals As with other discretionary MUP-component decisions, the Design Review decision
is appealable by any interested party. Appeals may be made during the 14-day appeal period by letter and a filing fee to the Seattle Hearing Examiner. The Hearing Examiner must afford substantial weight to the Director's decision, basing his/her decision on a finding of clear error or omission. The Hearing Examiner hearing is not a new opportunity to solicit a different opinion on the project's siting or design issues. There is no appeal of a Design Review decision to the City Council.

Downtown Design Guidelines

A **Site Planning & Massing**

Responding to the Larger Context

A-1 *Respond to the physical environment.*

A-2 *Enhance the skyline.*

B **Architectural Expression**

Relating to the Neighborhood Context

B-1 *Respond to the neighborhood context.*

B-2 *Create a transition in bulk & scale.*

B-3 *Reinforce the positive urban form & architectural attributes of the immediate area.*

B-4 *Design a well-proportioned & unified building.*

C **The Streetscape**

Creating the Pedestrian Environment

C-1 *Promote pedestrian interaction.*

C-2 *Design facades of many scales.*

C-3 *Provide active—not blank—facades.*

C-4 *Reinforce building entries.*

C-5 *Encourage overhead weather protection.*

C-6 *Develop the alley facade.*

D **Public Amenities**

Enhancing the Streetscape & Open Space

D-1 *Provide inviting & usable open space.*

D-2 *Enhance the building with landscaping.*

D-3 *Provide elements that define the place.*

D-4 *Provide appropriate signage.*

D-5 *Provide adequate lighting.*

D-6 *Design for personal safety & security.*

E **Vehicular Access & Parking**

Minimizing the Adverse Impacts

E-1 *Minimize curb cut impacts.*

E-2 *Integrate parking facilities.*

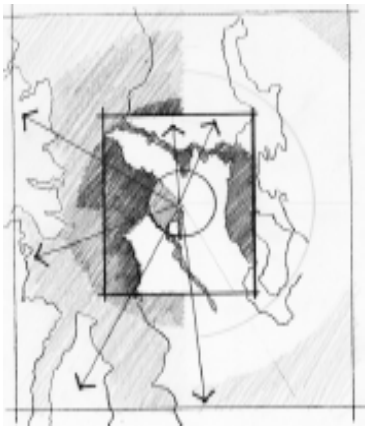
E-3 *Minimize the presence of service areas.*

Respond to the physical environment.

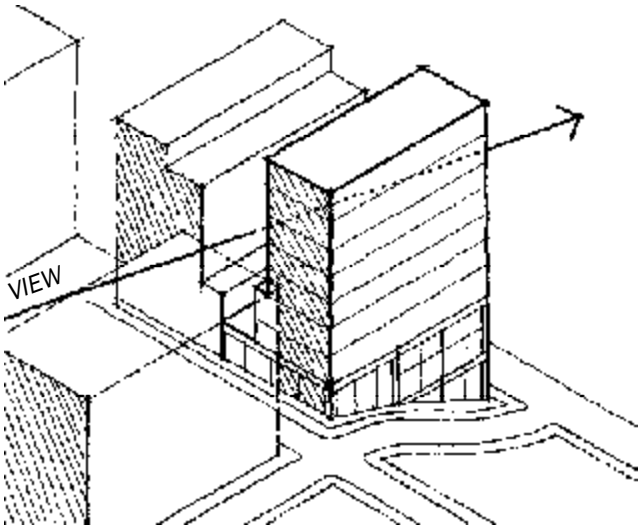
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A-1 Site Planning & Massing

Responding to the Larger Context



consider how the project could respond to the geography beyond downtown



consider employing a similar massing composition to adjacent buildings in response to the vicinity's topography, the site's location and standards such as view corridor requirements

considerations

Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. a change in street grid alignment that yields a site having nonstandard shape;

b. a site having dramatic topography or contrasting edge conditions;

c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;

d. access to direct sunlight—seasonally or at particular times of day;

e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);

f. views of the site from other parts of the city or region; and

g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

Site Planning & Massing

Responding to the Larger Context

consider patterns of urban form

consider relating to elements that define Seattle's regional role

consider how the project will be seen from regional viewpoints such as Gasworks Park

Enhance the skyline.

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A-2
Site Planning & Massing
Responding to the Larger Context

A sculptured top can lend a distinctive identity to the building while helping to orient people as they approach and go places downtown. Reducing the area of the top floors reduces the appearance of the overall bulk and generally produces a more interesting building form. As buildings increase in height, the more visible upper portion can be shaped and finished to appear increasingly slender and more ornamental.

this treatment of the building top provides a distinctive identity to an otherwise simple mass and form

considerations

Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;

b. specify and compose a palette of materials with distinctive texture, pattern, or color; and

c. provide or enhance a specific architectural rooftop element.

In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

a sculpted form is carried up the building to the distinctive treatment of the rooftop

Site Planning & Massing

Responding to the Larger Context

consider the skyline as part of the immediate downtown environment

consider the skyline as seen from the regional transportation network

reducing the area of the top floors through a change in building form and materials produces a more interesting structure

consider the skyline as seen from around the city

Respond to the neighborhood context.

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-1 Architectural Expression

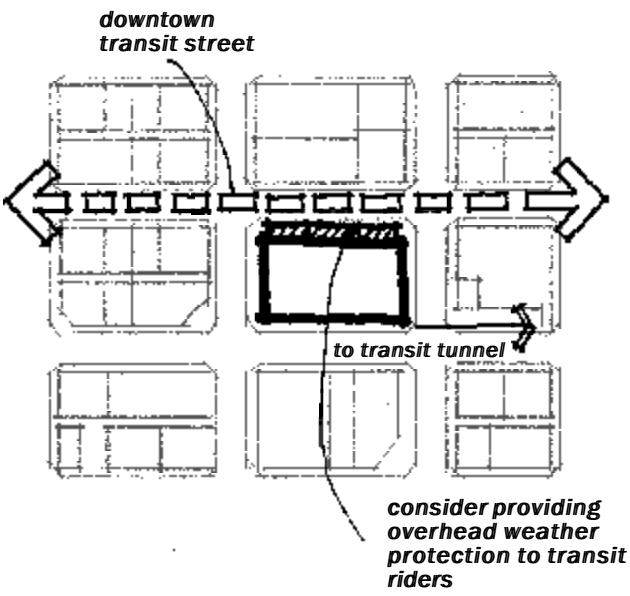
Relating to the Neighborhood Context

considerations

Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

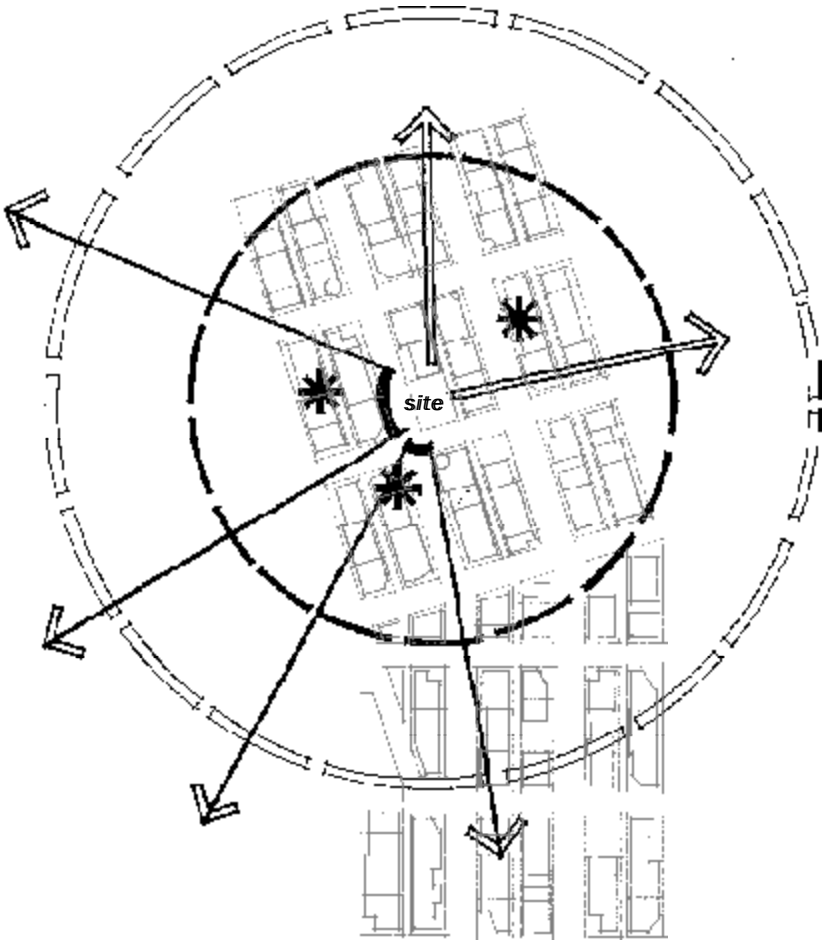
- **a.** a surrounding district of distinct and noteworthy character;
- **b.** an adjacent landmark or noteworthy building;
- **c.** a major public amenity or institution nearby;
- **d.** neighboring buildings that have employed distinctive and effective massing compositions;
- **e.** elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passeageway); and
- **f.** direct access to one or more components of the regional transportation system.

Also, consider the design implications of the predominant land uses in the area surrounding the site. See guidelines on pedestrian interaction (C-1, p. 20), and open space (D-1, p. 32).



When a project is proposed adjacent to or across the street from a designated landmark site or structure, the City's Historic Preservation Officer must assess any adverse impacts and comment on possible mitigation measures. A sympathetic treatment of the massing, overall design, facades, and streetscape may be required to ensure compatibility of the proposed project with the designated landmark.

the base of the new building respects the character and scale of the abutting landmark building



Preliminary Urban Design Analysis of the Surrounding Area:

immediate vicinity

greater downtown

landmark, public amenity

B-1 Architectural Expression

Relating to the Neighborhood Context

the massing of the base and setback of the upper levels of the new building at the corner relates to the massing of neighboring buildings

the tower meets the sidewalk with a similar street level scale as the existing context

Create a transition in bulk and scale.

Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B-2

Architectural Expression

Relating to the Neighborhood Context

Height limits and upper level setback requirements were established downtown to create large-scale transitions in height, bulk, and scale. More refined transitions in bulk and scale must also be considered. Buildings 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. Buildings on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the development potential of the adjacent zones.

the choice of colors and cladding materials to articulate the building's facades in intervals provides a desirable scale in relation to the surrounding context

considerations

Factors to consider in analyzing potential height, bulk, and scale impacts include:

- **a.** topographic relationships;
- **b.** distance from a less intensive zone edge;
- **c.** differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
- **d.** effect of site size and shape;
- **e.** height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
- **f.** type and amount of separation between lots in the different zones (e.g., separation by only a property line, by an alley or street, or by other physical features such as grade changes);
- **g.** street grid or platting orientations.

This guideline supplements the City's SEPA (State Environmental Policy Act) Policy on Height, Bulk and Scale. For projects undergoing design review, the analysis and mitigation of height, bulk, and scale impacts will be accomplished through the design review process. Careful siting and design treatment based on the techniques described in this and other design guidelines will help to mitigate some height, bulk, and scale impacts; in other cases, actual reduction in the height, bulk, and scale of a project may be necessary to adequately mitigate impacts. Design review should not result in significant reductions in a project's development potential unless necessary to comply with this guideline.

consider using modulation and architectural details such as beltcourses, cornices and varied fenestration patterns to reduce the scale of a large building

B-2 Architectural Expression

Relating to the Neighborhood Context

In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.

i. architectural massing of building components; and

j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

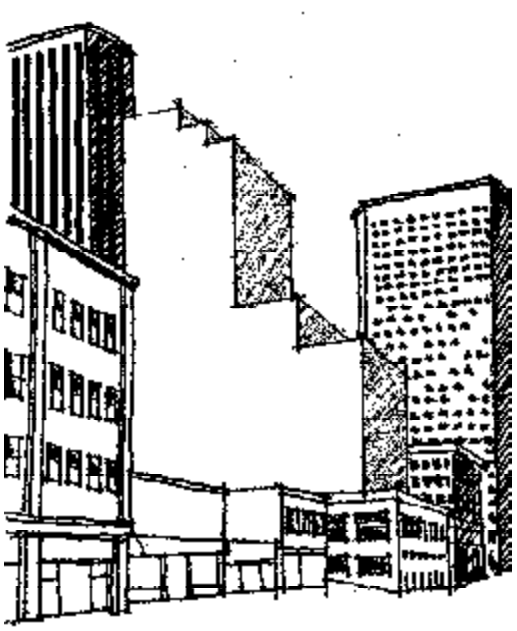
In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;

l. increasing building setbacks from the zone edge at ground level;

m. reducing the bulk of the building's upper floors; and

n. limiting the length of, or otherwise modifying, facades.



Height, bulk, and scale mitigation may be required in two general circumstances:

1. *Projects on or near the edge of a less intensive zone. A substantial incompatibility in scale may result from different development standards in the two zones and may be compounded by physical factors such as large development sites, slopes or lot orientation.*
2. *Projects proposed on sites with unusual physical characteristics such as large lot size, or unusual shape, or topography where buildings may appear substantially greater in height, bulk, and scale than that generally anticipated for the area.*

Reinforce the positive urban form & architectural attributes of the immediate area.

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections.

B-3 Architectural Expression

Relating to the Neighborhood Context

considerations

Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

- **a.** massing and setbacks,
- **b.** scale and proportions,
- **c.** expressed structural bays and modulations,
- **d.** fenestration patterns and detailing,
- **e.** exterior finish materials and detailing,
- **f.** architectural styles, and
- **g.** roof forms.

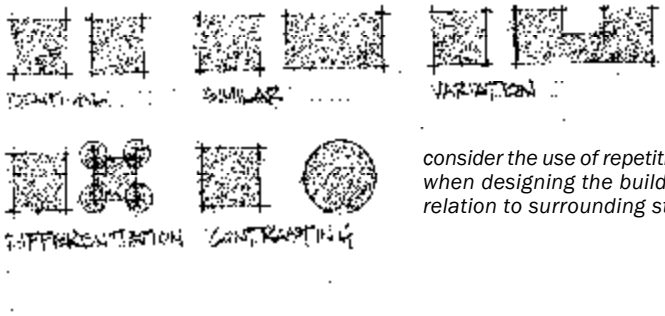
Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

- **h.** public art installations,
- **i.** street furniture and signage systems,
- **j.** lighting and landscaping, and
- **k.** overhead weather protection.

the slight reveal between the two structures provides relief to respect the architectural character of a noteworthy building

B3 Architectural Expression

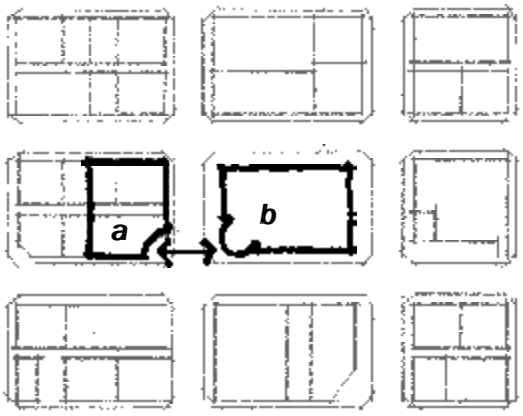
Relating to the Neighborhood Context



consider the use of repetition, variation or contrast when designing the building's mass and form in relation to surrounding structures

a

b



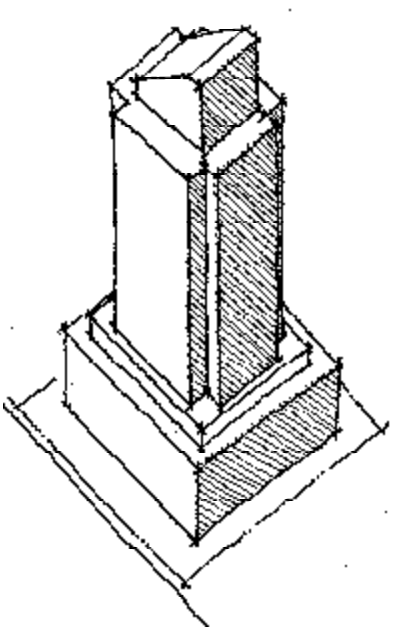
the building form and features of the newer development (b) offers a contrasting approach to the receptive quality of the adjacent building (a) in engaging a key pedestrian corner

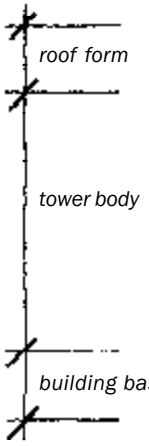
Design a well-proportioned & unified building.

Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-4 Architectural Expression

Relating to the Neighborhood Context





consider how the base can contribute to a coherent architectural concept through its massing, structural groundingand details

Buildings that exhibit form and features identifying the functions within the building help to orient people to their surroundings, enhancing their comfort and sense of security while downtown.

considerations

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architecural concept:

a. setbacks, projections, and open space;

b. relative sizes and shapes of distinct building volumes; and

c. roof heights and forms.

When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architecural concept:

d. facade modulation and articulation;

e. windows and fenestration patterns;

f. corner features;

g. streetscape and open space fixtures;

h. building and garage entries; and

i. building base and top.

When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architecural concept:

j. exterior finish materials;

k. architectural lighting and signage;

l. grilles, railings, and downspouts;

m. window and entry trim and moldings;

n. shadow patterns; and

o. exterior lighting.

the scale and architectural treatment of the base relates well with the vertical massing of the tower, while giving the building a sense of substance and permanence that reinforces the existing street wall

B4 Architectural Expression

Relating to the Neighborhood Context

the fenestration pattern and articulation of the base, middle and top results in a well-proportioned and unified building

Promote pedestrian interaction.

Spaces for street level uses should be designed to engage pedestrians with the activities occuring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

Livelier street edges make for safer streets. Ground floor shops and market spaces providing services needed by downtown workers, visitors, and residents can generate foot traffic on the streets, increasing safety through informal surveillance. Entrances, arcades, open space, shop fronts, seating, and other elements can promote use of the street front and provide places for friendly interaction. Design decisions should consider the importance of these features in a particular context and allow for their incorporation.

considerations

Provide spaces for street level uses that:

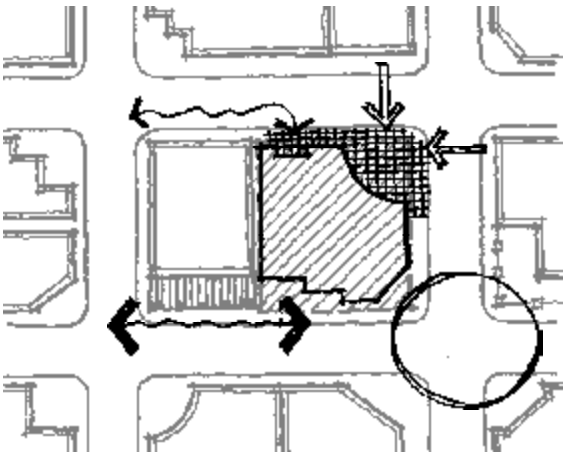
a. reinforce existing retail concentrations;

b. vary in size, width, and depth;

c. enhance main pedestrian links between areas; and

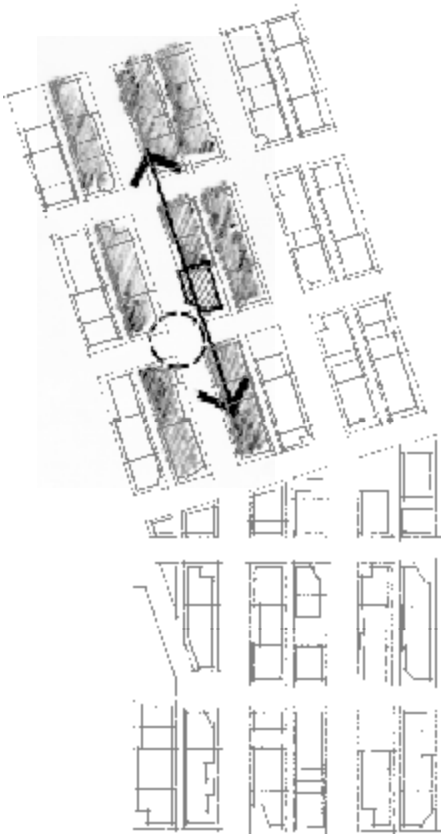
d. establish new pedestrian activity where appropriate to meet area objectives.

Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity. Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).



an active and lively sidewalk engages the interest of pedestrians through effective transitions between the private and public realm

consider extending street-level spaces out into the sidewalk and inviting pedestrians into buildings with: multiple and varied building entries, open facades and variations in paving materials, textures and colors



positively contribute to creating a continuous pedestrian environment

C-1

The Streetscape
Creating the Pedestrian Environment

Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);

f. multiple building entries;

g. windows that encourage pedestrians to look into the building interior;

h. merchandising display windows;

i. street front open space that features art work, street furniture, and landscaping; and

j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

Design facades of many scales.

Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

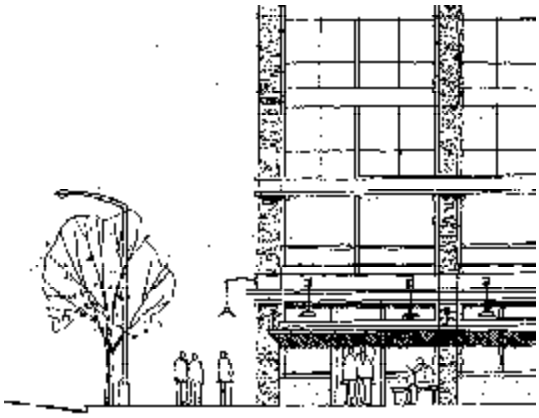
consider open facades that meet and engage the pedestrian

Building modulations and articulated structural bays establish a framework for composing facades scaled to reflect the activities performed within. Architectural elements arranged to enhance orientation, comfort, and visual interest invite pedestrian interaction. Transparency at the street level enlivens the street environment, providing interest and activity along the sidewalk and at night providing a secondary, more intimate, source of lighting.

considerations

Consider modulating the building facades and reinforcing this modulation with the composition of:

- **a.** the fenestration pattern;
- **b.** exterior finish materials;
- **c.** other architectural elements;
- **d.** light fixtures and landscaping elements; and
- **e.** the roofline.



an arrangement of varied masses, fenestration patterns and finish materials within the building results in an appropriate scale at the street level

the roofline of this building adds to the structure's residential identity

Provide active—not blank—facades.

Buildings should not have large blank walls facing the street, especially near sidewalks.

Blank facades limit pedestrian interaction with the building, effectively "deadening" the street environment where they occur. They provide opportunities for defacement with graffiti and encourage other undesirable activities.

considerations

Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenents;

b. visibility into building interiors;

c. limited lengths of blank walls;

d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;

e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;

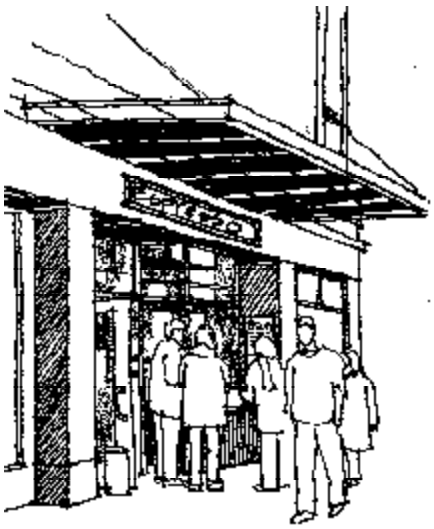
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;

g. different textures, colors, or materials that break up the wall's surface.

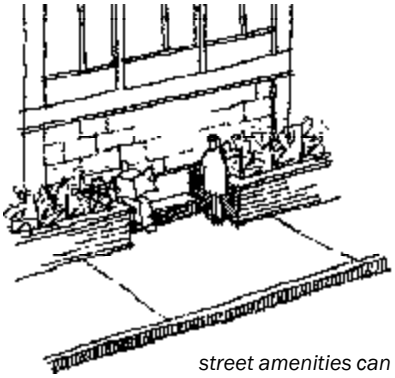
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;

i. seating ledges or perches (especially on sunny facades and near bus stops); and

j. merchandising display windows or regularly changing public information display cases. (Note that a commitment to a high level of maintenance is essential if this strategy is employed.)



encourage multiple small store fronts to extend out to the sidewalk



street amenities can enliven an otherwise dead space

The Streetscape

Creating the Pedestrian Environment

a mural activates a potentially blank surface

a seating ledge, lighting and vertically growing vegetation contribute to a humane street-level facade

Reinforce building entries.

To promote pedestrian comfort, safety, and orientation, reinforce building entries.

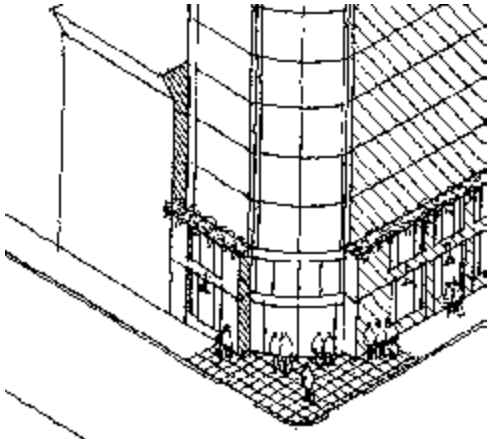
distinctive landscaping provides an effective transition from the pedestrian plaza to the building entry

Entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. In order to increase personal safety, entries and associated open spaces should be designed to avoid the creation of isolated areas and to maintain lines of sight into and out of the space.

considerations

Reinforce the building's entry with one or more of the following architectural treatments:

- **a.** extra-height lobby space;
- **b.** distinctive doorways;
- **c.** decorative lighting;
- **d.** distinctive entry canopy;
- **e.** projected or recessed entry bay;
- **f.** building name and address integrated into the facade or sidewalk;
- **g.** artwork integrated into the facade or sidewalk;
- **h.** a change in paving material, texture, or color;
- **i.** distinctive landscaping, including plants, water features and seating; and
- **j.** ornamental glazing, railings, and balustrades.



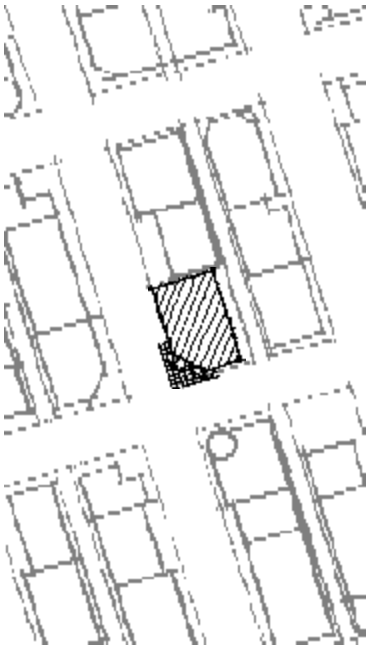
consider reflecting extra-height lobby space through treatment of the street fronting facades to aid in identifying the building's entry

a change in building materials and style emphasizes the entry

residential buildings

To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered. See the Citywide Guidelines for additional discussion of residential entry treatments, especially A-3 (p. 10), A-6 (p. 16), D-1 (p. 40), and D-7 (p.51).



consider providing a change in paving material, texture, or color

a distinctive canopy, recessed entry bay and decorative lighting reinforce the building entry

Encourage overhead weather protection.

Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Overhead weather protection helps to define the pedestrian realm and reduce the scale of tall buildings. Transparent or translucent canopies along the length of the street provide welcome weather protection, resulting in a more pedestrian friendly environment. Lighting beneath canopies and marquees adds intimacy and promotes a sense of security. Busy downtown bus stops benefit greatly from canopies extending along the building facade.

considerations

Overhead weather protection should be designed with consideration given to:

- **a.** the overall architectural concept of the building (as described in Guideline B-4);
- **b.** uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- **c.** minimizing gaps in coverage;
- **d.** a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- **e.** continuity with weather protection provided on nearby buildings;
- **f.** relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- **g.** the scale of the space defined by the height and depth of the weather protection;
- **h.** use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- **i.** when opaque material is used, the illumination of light-colored undersides to increase security after dark.

C-5

The Streetscape
Creating the Pedestrian Environment

lighting is an important consideration when opaque material is used

consider providing an appropriately scaled space, as defined by the height and depth of the weather protection, for bus riders on a busy transit street

consider continuity with weather protection provided on nearby buildings

C 5

The Streetscape
Creating the Pedestrian Environment

Develop the alley facade.

To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

Alleys downtown can be threatening or alluring, and often both. Like streets, alleys should accommodate a variety of needs while providing for a safe and comfortable pedestrian environment.

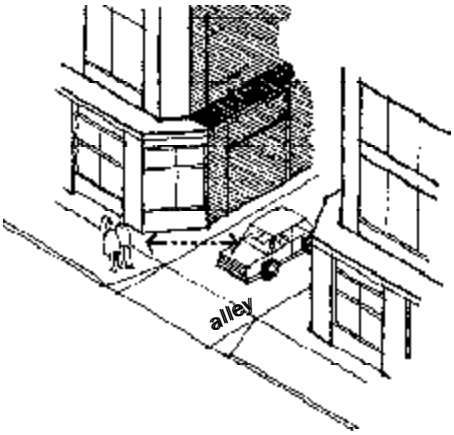
considerations

Consider enlivening and enhancing the alley entrance by:

a. extending retail space fenestration into the alley one bay;

b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and

c. adding effective lighting to enhance visibility and safety.



locating the parking acess near the entrance to the alley and chamfering the building corners increases visibility and safety for pedestrians and vehicles

consider providing space for loading, recycling and waste receptacles inset into the building

alley parking access Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider

d. locating the alley parking garage entry and/or exit near the entrance to the alley;

e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and

f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

consider extending retail space fenestration into the alley facade

Provide inviting & usable open space.

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

New buildings downtown are encouraged to incorporate public spaces to enhance the pedestrian environment, reinforce the downtown open space network, and offset the additional demand for public open space from downtown employment. New residential buildings downtown are encouraged to incorporate usable private open space.

considerations

Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

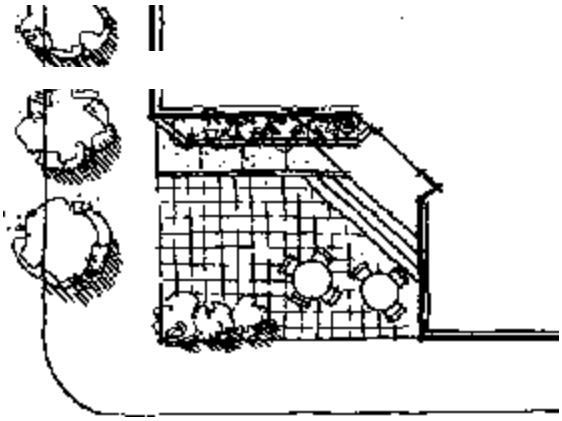
consider providing site furniture

- All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
- Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
- Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
- The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D-1

Public Amenities

Enhancing the Streetscape & Open Space



Open spaces provided as Public Benefit Features must comply with the Public Benefit Features Director's Rule. This rule contains many helpful guidelines for enlivening the space with retail uses, seating, landscaping, and artwork.

Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting.

Examples of desirable features to include are:

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

b. walking surfaces of attractive pavers;

c. pedestrian-scaled site lighting;

d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;

e. areas for vendors in commercial areas;

f. landscaping that enhances the space and architecture;

g. pedestrian-scaled signage that identifies uses and shops; and

h. site furniture, art work, or amenities such as fountains, seating, and kiosks.

residential open space

Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

i. courtyards that organize architectural elements while providing a common garden;

j. entry enhancements such as landscaping along a common pathway;

k. decks, balconies and upper level terraces;

l. play areas for children;

m. individual gardens; and

n. location of outdoor spaces to take advantage of sunlight.

usable open space provides pedestrian access into the site from the public sidewalk

D-1

Public Amenities

Enhancing the Streetscape & Open Space

Enhance the building with landscaping.

Enhance the building and site with generous landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

consider softening the building with landscaping

To avoid public safety problems, maintain trees and shrubs so that normal lines of sight are preserved and nighttime security lighting remains effective.

considerations

Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;

b. include a special feature such as a courtyard, fountain, or pool;

c. incorporate a planter guard or low planter wall as part of the architecture;

d. distinctively landscape open areas created by building modulation;

e. soften the building by screening blank walls, terracing retaining walls, etc;

f. increase privacy and security through screening and/or shading;

g. provide a framework such as a trellis or arbor for plants to grow on;

h. incorporate upper story planter boxes or roof planters;

i. provide identity and reinforce a desired feeling of intimacy and quiet;

D-2

Public Amenities

Enhancing the Streetscape & Open Space

Street trees *are required on all downtown streets as part of new development to lend a human scale to the urban environment (with their textures, colors, and spacing), providing for pedestrians a perceived buffer from the noise and dirt of street traffic. Deciduous trees are preferred. Tree planting must conform to the Street Tree Planting standards of the City of Seattle.*

Green Streets *are street rights-of-way that are enhanced for pedestrian circulation and open space use with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend a special identity to the surrounding area.*

j. provide brackets for hanging planters;

k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and

l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;

n. use similar landscape materials; and

o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

open areas of the site are enhanced with distinctive landscape treatment

trellises and upper story planters aid in establishing a human scaled street level facade

simple hanging planters can add visual interest to an otherwise flat vertical surface

D-2

Public Amenities
Enhancing the Streetscape & Open Space

Provide elements that define the place.

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

human scale public art

Distinctive landscaping, street furniture, and special attractions can help establish a special identity for the building, attracting visitors and providing orientation and comfort to those using it. To add interest and enrich the quality of public spaces, art may be part of wall or paving surfaces, elements of landscaping, fountains, or free standing sculpture.

considerations

Incorporate one or more of the following as appropriate:

a. public art;

b. street furniture, such as seating, newspaper boxes, and information kiosks;

c. distinctive landscaping, such as specimen trees and water features;

d. retail kiosks;

e. public restroom facilities with directional signs in a location easily accessible to all; and

f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

D-3

Public Amenities

Enhancing the Streetscape & Open Space

large scale, "place-making" public art

consider using distinctive landscaping to create a sense of place

Public Amenities
Enhancing the Streetscape & Open Space

Provide appropriate signage.

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

consider attaching sign(s) to a feature on the building facade

D-4

Public Amenities

Enhancing the Streetscape & Open Space

signage at the sidewalk level

Signage should be designed 1) to facilitate rapid orientation, 2) to add interest to the street level environment, 3) to reduce visual clutter, 4) to unify the project as a whole, and 5) to enhance the appearance and safety of the downtown area.

considerations

If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;

b. signs on blades attached to building facade; or

c. signs hanging underneath overhead weather protection.

Also consider providing:

d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street-sign level for drivers;

e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage; and

f. interpretive information about building and construction activities on the fence surrounding the construction site.

Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

signage at the street level for a broader range of visibility

blade signs placed underneath overhead weather protection allow greater visibility and provide visual variety

signage to add interest to the street level environment

D-4

Public Amenities
Enhancing the Streetscape & Open Space

Provide adequate lighting.

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

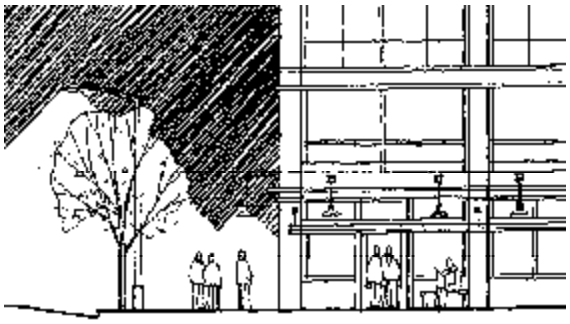
considerations

Consider employing one or more of the following lighting strategies as appropriate.

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.

b. Install lighting in display windows that spills onto and illuminates the sidewalk.

c. Orient outside lighting to minimize glare wtihin the public right-of-way.



illuminating building features can create a sense of safe and intimate space around the precinct of the building

Design for personal safety & security.

Design the building and site to promote the feeling of personal safety and security in the immediate area.

considerations

To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;

b. retain clear lines of sight into and out of entries and open spaces;

c. use semi-transparent security screening, rather than opaque walls, where appropriate;

d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;

e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;

f. use ornamental grille as fencing or over ground-floor windows in some locations;

g. avoid architectural features that provide hiding places for criminal activity;

h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;

i. install clear directional signage;

j. encourage "eyes on the street" through the placement of windows, balconies, and street-level uses; and

k. ensure natural surveillance of children's play areas.

Minimize curb cut impacts.

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

Like blank facades, curb cuts effectively "deaden" the street environment where they occur by limiting pedestrian interaction with the building. Curb cuts tend to increase pedestrian exposure to moving vehicles, limit opportunities for landscaping and street trees, eliminate on-street parking spaces, and prohibit uses which promote pedestrian interaction.

The Land Use Code (see citation in fine print below) provides an order of preference for siting parking access, with highest preference for access via alleys and lesser preference for direct access to streets.

considerations

Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

a. minimize the number of curb cuts and locate them away from street intersections;

b. minimize the width of the curb cut, driveway, and garage opening;

c. provide specialty paving where the driveway crosses the sidewalk;

d. share the driveway with an adjacent property owner;

e. locate the driveway to be visually less dominant;

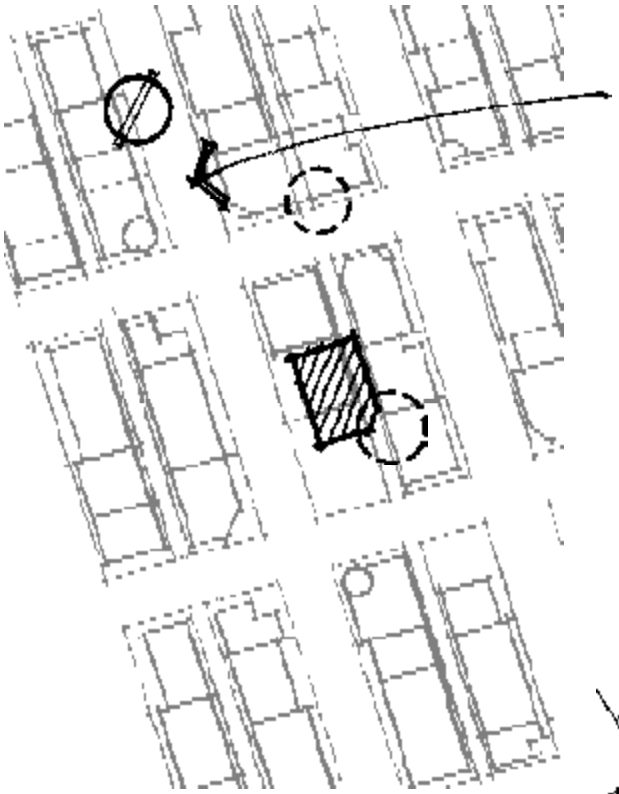
f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color (See also Guideline C-4.); and

As specified in the Land Use Code for downtown zones, alley access to structured parking is preferred over street access to minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety. Doing so

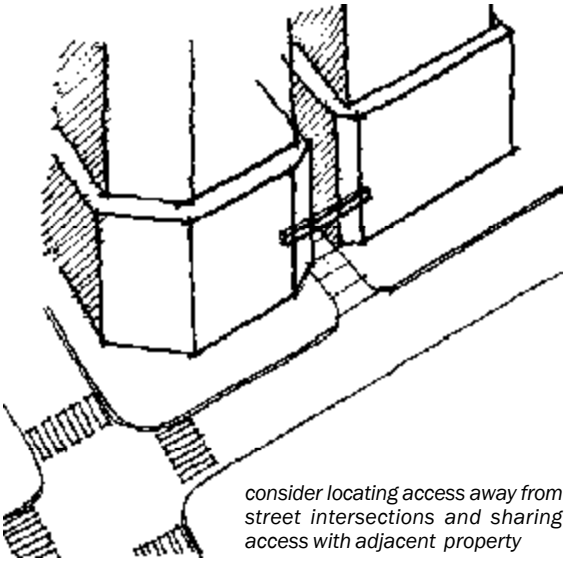
a. minimizes the number and width of curb cuts,
b. provides shared access between properties, and
c. locates parking access at less visible areas of the site.

g. provide sufficient queueing space on site.

Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.



vehicle access is least preferred on pedestrian classified streets



consider locating access away from street intersections and sharing access with adjacent property

To minimize conflicts with other uses of the right-of-way, particularly pedestrian and transit activity, the Land Use Code specifies that vehicle access should occur from streets classified as follows, from most to least preferred:

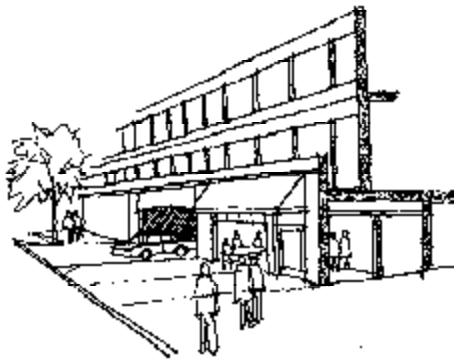
1. *Alley (if wide enough to accommodate anticipated uses)*
2. *Access Street*
3. *Class II Pedestrian Street—Minor Arterial*
4. *Class II Pedestrian Street—Principal Arterial*
5. *Class I Pedestrian Street—Minor Arterial*
6. *Class I Pedestrian Street—Principal Arterial*
7. *Principal Transit Street*

Vehicle access from designated Green Streets is discouraged.

The principal considerations for this preferential ordering of access is pedestrian safety and the smooth flow of traffic. Other considerations include pedestrian comfort and cohesive urban form. Where necessary, this ordering can be modified to accommodate steep slopes or other special conditions.

Integrate parking facilities.

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.



consider incorporating pedestrian-oriented uses and design features at street level to reduce the visual impact of parking structures

considerations

parking structures Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.

b. Use the site topography to help reduce the visibility of the parking facility.

c. Set the parking facility back from the sidewalk and install dense landscaping.

d. Incorporate any of the blank wall treatments listed in Guideline C-3.

e. Visually integrate the parking structure with building volumes above, below, and adjacent.

f. Incorporate artwork into the facades.

g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.

h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

parking structure entrances

Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.

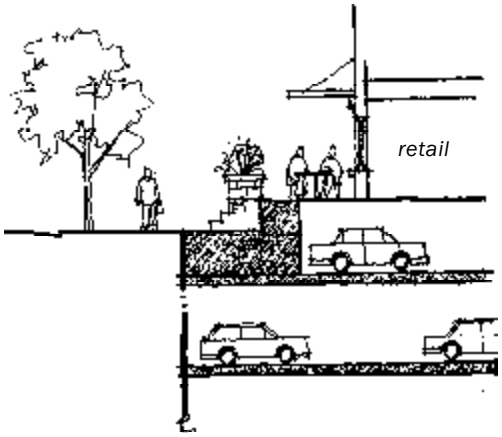
j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.

k. Emphasize other facade elements to reduce the visual prominence of the garage entry.

l. Use landscaping or artwork to soften the appearance of the garage entry from the street.

m. Locate the garage entry where the topography of the site can help conceal it.

consider reducing the prominence of the driveway through architectural treatment of the parking entry facade



consider integrating the parking level facade with the building's overall architectural concept; in this example, the intervalled pilasters are carried down to the ground (parking) level

Minimize the presence of service areas.

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

Unsightly service areas and elements adversely impact the downtown pedestrian environment and create hazards for pedestrians and autos.

considerations

Consider incorporating one or more of the following to help minimize these impacts:

a. Plan service areas for less visible locations on the site, such as off the alley.

b. Screen service areas to be less visible.

c. Use durable screening materials that complement the building.

d. Incorporate landscaping to make the screen more effective.

e. Locate the opening to the service area away from the sidewalk.

How to Prepare for Design Review Meetings

Contact the Department of Design, Construction and Land Use (DCLU) early in the programming and conceptual design stage to schedule an Early Design Guidance Meeting with the Design Review Board and the neighbors in the immediate vicinity of the site.

Early Design Guidance Meeting

Prepare graphic materials that are clear and legible from a distance. Mount the following on presentation boards:

1. urban design analysis for approximately eight blocks surrounding the project site indicating:
   - zoning
   - topography
   - street & building names
   - views and other amenities nearby
   - existing development, including streetscape improvements such as overhead weather protection, bus stops, bicycle racks, landscaping, kiosks, sidewalk cafes, specialty paving, etc.
   - other development proposals
   - existing patterns of activity
2. photographs of the surrounding streetscapes shot directly in front of each building, then mounted together side by side to form a realistic streetscape view;
3. site plan showing existing conditions, including all ground-related features such as topography, curb line, streetscape improvements, property lines, curb cuts, and zoning constraints;
4. conceptual plan of proposed development;
5. axonometric diagram or perspective sketch of the proposed building mass; and
6. conceptual design alternatives.

In addition, bring the following:

1. seven copies of the presentation boards reduced to 11" x 17" for distribution to the Board members and city staff;
2. portfolio of built work that illustrates the character and range of your design experience; and
3. two easels to display presentation boards.

In some cases, Design Review applications may require submittal of models, photo montages, computer-assisted graphic images, or other graphic material to aid Design Review decisionmaking. These details will be arranged with the assigned DCLU staff person, who will indicate when best to submit such additional information.

Prepare a verbal presentation that is concise, informative, and no more than 20 minutes in length. Describe the exisiting conditions, including:

1. the urban form and activity characteristics discovered in preparing the urban design analysis board;
2. the architectural characteristics of buildings in the surrounding area;
3. design opportunities and constraints of the project site and vicinity; and
4. the conceptual design and alternatives.

Be prepared to answer questions the Board may have regarding the design of the project. Listen to the concerns voiced by the public in attendance. Note any concerns or opportunities to which you could respond in the design of the project.

The Downtown Design Review Board will consider all the information presented and, using the Guidelines for Downtown Development, will respond by identifying those guidelines of highest priority for the design of the proposed project. They may also engage with you in dialogue, offering explanations and specific suggestions.

With this early guidance, further develop the design in response to the public's concerns and to the suggestions and priority guidelines identified by the Downtown Design Review Board.

Interim & Design Review Meetings

Prepare graphic materials that highlight how your design meets the conceptual design guidance given by the Design Review Board. In addition to the list below, prepare whatever graphic materials would best convey your proposed design. Mount the following on presentation boards:

1. plan of proposed development;
2. all elevations, rendered with shadows to reveal facade depth, building materials, and details;
3. axonometric diagram or perspective sketch of the proposed building mass;
4. open space and landscaping plan; and
5. renderings and detailed partial plans of public areas such as building entries and public open space.

In addition, bring the following:

1. 7 copies of the presentation boards reduced to 11" x 17" for distribution to the Board members and city staff;
2. 7 copies of the summary describing how your project design responds to each of the design guideline priorities established by the Design Review Board at the Early Design Guidance Meeting;
3. presentation graphics prepared for the Early Design Guidance meeting, including the urban design analysis, streetscape photographs, site plan, and conceptual design alternatives; and
4. 2 easels to display presentation boards.

In some cases, Design Review applications may require submittal of models, photo montages, computer-assisted graphic images, or other graphic material to aid Design Review decision-making. These details will be arranged with the assigned DCLU staff person, who will indicate when best to submit such additional information.

Prepare a verbal presentation that is concise, informative, and no more than 20 minutes in length. First describe the project and site planning issues, including:

1. the project design and how it relates to the architectural characteristics of buildings in the surrounding area;
2. bulk and scale relationships with structures and in the vicinity;
3. the pedestrian environment; and
4. the open space and landscape design.

Next, describe how your design responds to the design guideline priorities established by the Board at the Early Design Guidance meeting.

Lastly, describe any proposed development standard departures. The Design Review Board members must understand the exact nature and extent of any development standards requested.

Be prepared to answer questions the Board may have regarding the design of the project. Listen to the concerns voiced by the public in attendance. Note any concerns or opportunities to which you could respond in the further refinement of the project design.

At the Interim Review meeting, the Board will consider all the information presented and, referring to the prioritized guidelines established at the Early Design Guidance meeting, will offer further design advice. They may also engage with you in dialogue, offering explanations and specific suggestions.

At the final Design Review meeting, the Board will consider all the information presented and, referring to the prioritized guidelines established at the Early Design Guidance meeting, will recommend approval or approval with conditions.

Seattle's Downtown Land Use Districts

Of the eleven land use districts downtown, the seven summarized below are subject to design review. The remaining four are in the International District, Pike Place Market, and Pioneer Square special review districts.

DOC–1

Downtown Office Core-1 zoning applies to the area of most concentrated office activity. A large share of downtown's future employment growth will be accommodated here where the existing and planned infrastructure can accommodate the highest allowed densities in the city. Retail, hotels, and cultural and entertainment facilities are encouraged to add diversity and activity beyond the working day. Development standards regulate building design to reduce adverse impacts on sidewalks and other pedestrian areas.

DMR

Downtown Mixed Residential zoning applies to areas identified for development of a predominantly residential community. While the primary use is residential, almost all other compatible uses are allowed, provided they reinforce and do not detract from residential activity. Multiple height, mix of use, and density classifications promote diversity and harmony with existing development and allow a variety of housing forms. Development standards control towers and promote a pleasant street level environment conducive to a high density residential environment.

The **DMR/R Mixed–use** designation applies to those areas now predominantly residential in character or containing large amounts of under-utilized land. Exisiting non-residential uses are modestly scaled, likely to change in the future, or providing services to the neighborhood.

The **DMR/C Mixed–use** designation applies to those areas containing housing or having housing potential where larger-scale commercial development now exists and is likely to remain.

DOC–2

Downtown Office Core-2 zoning applies to those areas adjacent to the office core (DOC-1) determined appropriate for office expansion or where a transition in density to mixed–use areas is desirable. Sites zoned DOC–2 are primarily for office use with housing and a mix of other activities encouraged to add diversity, particularly beyond the hours of the normal working day. The Land Use Code development standards provide scale and density transitions to adjacent areas and helps reduce pressures for development of major office uses in the retail core and adjacent residential areas.

DMC

Downtown Mixed Commercial zoning applies to those areas surrounding the office core (DOC–1), office expansion areas (DOC–2), and retail core (DRC) to provide a transition in the level of activity and scale of development. Areas designated DMC are characterized by a diversity of uses. Office and commercial use is permitted at lower densities than in adjacent office areas. Housing and other uses generating activity without substantially contributing to peak hour traffic demand are encouraged. To promote diversity and compatibility with adjacent areas, one of five height limits applies to each area designated DMC.

DRC

Downtown Retail Core zoning applies to the area containing the greatest concentration of downtown's retail activity. The district is the principal center of shopping for both the downtown and the region. Uses other than retail are allowed, provided they augment and do not detract from retail activity. An active and pleasant street- level environment shall be maintained through development standards specifically tailored to the unique function and character of the retail core.

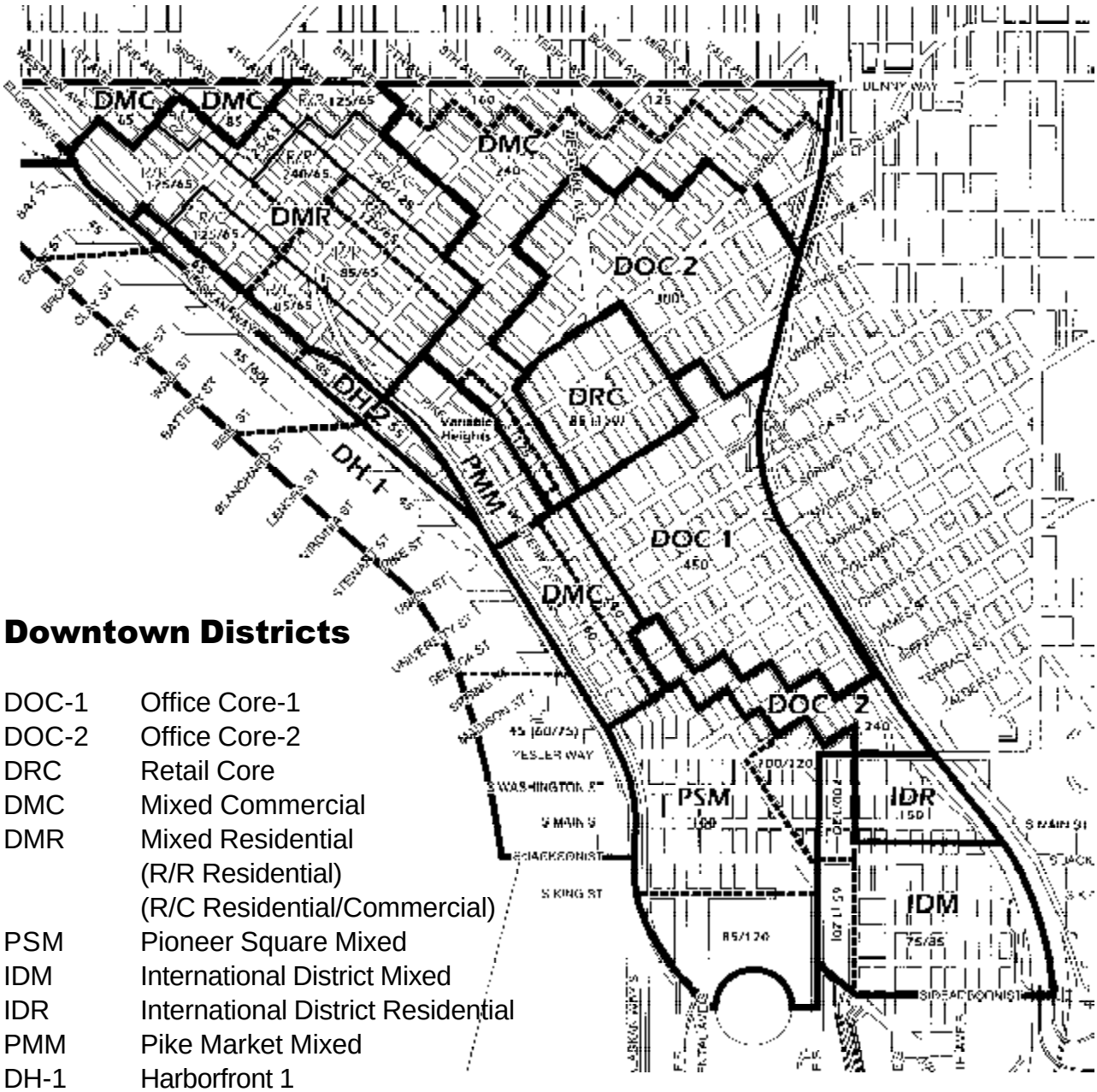
Seattle's Downtown Land Use Districts

DH-1

Downtown Harborfront-1 zoning applies to waterfront lots and adjacent harbor areas where economically viable marine uses are encouraged to meet the needs of waterborne commerce, facilitate the revitalization of downtown's waterfront, provide opportunities for public access and recreational enjoyment of the shoreline, preserve and enhance elements of historic and cultural significance, and preserve views of Elliott Bay and the land forms beyond. To preserve and restore the historic maritime character of Piers 54 through 59 (but excluding the new Aquarium structure), development standards are augmented by Historic Character Area guidelines. Water dependent uses are encouraged through development standards that allow greater development potential and design flexibility than permitted by the base regulations.

DH-2

Downtown Harborfront-2 zoning applies to those areas near the downtown shoreline where development potential offers the opportunity to enhance public access and enjoyment of the waterfront. Because the areas designated DH-2 are partially within a shorelines environment, development standards include use and bulk regulations to carry out shorelines goals, and preserve views of the water. A diversity of uses and buildings of small scale are preferred. Incentives are offered for the provision of public open space integrated with an overall plan for public access improvements.

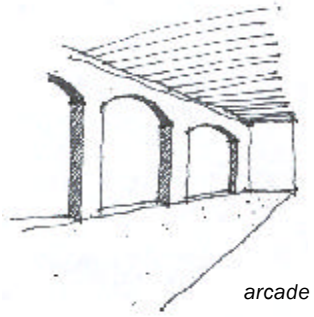


Downtown Districts

DOC-1	Office Core-1
DOC-2	Office Core-2
DRC	Retail Core
DMC	Mixed Commercial
DMR	Mixed Residential
	(R/R Residential)
	(R/C Residential/Commercial)
PSM	Pioneer Square Mixed
IDM	International District Mixed
IDR	International District Residential
PMM	Pike Market Mixed
DH-1	Harborfront 1
DH-2	Harborfront 2

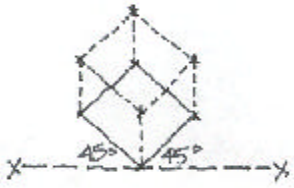
Design Review: A Selected Glossary

- **Amenity:** Aesthetic or other features of a development that increase its marketability or usability to the public.
- **Arcade:** A passageway, one side of which is an open span of arches supporting a roof.
- **Architectural Features**: Prominent or significant parts or elements of a building or structure.
- **Architectural Style:** The characteristic form and detail of buildings from a particular historical period or school of architecture, e.g. The Bauhaus School, The Post Modern School, the Neo-traditional school, etc.



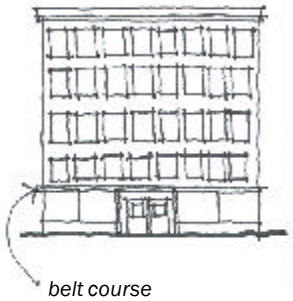
arcade

- **Areaway:** A space within the public right of way, usually under the sidewalk adjacent to a building that affords room, access or light to a structure, often containing translucent glass elements in the sidewalk.
- **Articulation:** The manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc.) and come together to define the structure.
- **Axonometric Drawing**: Orthogonal projection using a 45-degree from horizontal and vertical to create a three dimensional drawing of a structure with three surfaces showing and with horizontal and vertical distances drawn to scale, but diagonal and curved lines distorted.



axonometric drawing

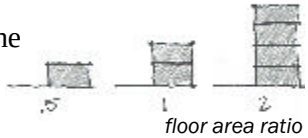
- **Belt Course:** (also string course or horizontal course). A projecting horizontal band on the exterior of a building marking the separation between floors or levels.
- **Block Face:** The row of front façades, facing the street, for the length of one block.
- **Bonus:** Technically this term refers to the amount of additional square footage achievable by providing a public benefit feature.
- **Bonus Ratio** refers to the proportional value assigned to a particular public benefit feature in a particular Downtown District. For example, the Bonus Ratio for the retail shopping *public benefit feature* in the DOC-1 zone is 3, such that an additional 3 feet of Gross Floor Area would be provided for every square foot of retail shopping area provided on a project.



belt course

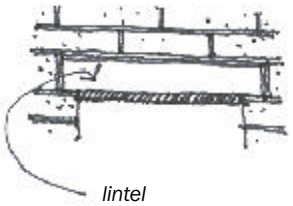
- **Canopy:** A removable fabric or plastic covering over a public walkway or sidewalk.
- **Colonnade**: A covered walkway flanked by rows of columns.
- **Compatibility:** The size and character of a building element relative to other elements around it. For example, the size and proportion of windows in a building façade are usually related to one another, the spaces between them, and the scale of surrounding buildings.

- **Context:** The characteristics of the buildings, streetscape, and landscape that supports or surrounds a given building, site, or area such as predominance of period architecture or materials, wide sidewalks, or continuous and overhead weather protection, or consistent street trees.
- **Cornice:** A molded and projecting horizontal feature that crowns a façade.
- **Design Principles:** A guiding concept as part of the overall project design development that reflects desirable characteristics of the urban environment, or responds to specific site/vicinity opportunities or constraints.
- **EFIS:** A generic product name standing for Expanded Foam Insulating System, which consists of an acrylic finish applied to a foam base anchored to a building façade. Brand names include Dry-vit.
- **Façade**: Any vertical, exterior face or wall of a building, usually the front, often distinguished from other faces by architectural details.
- **Fenestration:** The arrangement and design of windows and other openings on a building's façade.
- **Floor Area Ratio:** A measure of density expressed as a ratio of the amount of *chargeable Gross Floor Area* permitted/and or existing in a structure to the area of the lot on which the structure is located. Referred to as FAR

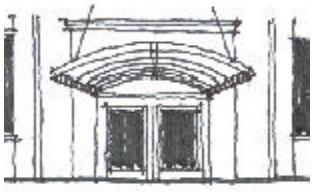


floor area ratio

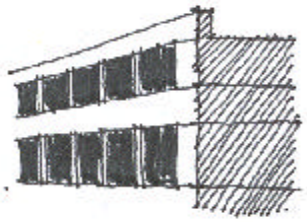
- **Gable:** The upper, triangular portion of a façade, usually flanked by sloping roofs.
- **Gateway:** A principal or ceremonial point of entrance into a district or neighborhood.
- **Grid:** Two or more intersecting sets of regularly space parallel lines. It generates a pattern of regularly spaced parts, such as a street grid.
- **Gross Floor Area:** The number of square feet of total floor area bounded by the inside face of the outside wall of a structure, measured at the floor line. Referred to as GFA. Chargeable Gross Floor Area means the net floor area after deducting any allowed exemptions as permitted in the Downtown District FAR provisions.
- **Isometric Drawing**: Similar to axononmetric drawing but using 30 and 60 angles to project horizontal lines of a structure.
- **Lintel:** A horizontal beam over an opening in a wall, either structural or decorative, such as often seen capping window openings.


lintel

- **Marquee:** A shelter projecting over an entrance frequently ornamental and of metal with or without glazing.
- **Massing:** The three dimensional bulk of a structure: height, width, and depth.
- **Modulation:** A stepping back or projecting forward of sections of a structure's façade within specified intervals of building width and depth, as a means of breaking up a structure's apparent bulk.

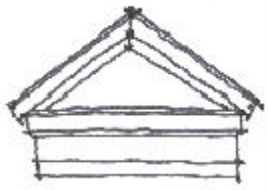

marquee

- **Open Space:** Land and/or water area with its surface open to the sky and predominantly undeveloped, which is set aside to serve the purposes of providing active or passive recreational opportunities, conserving valuable natural resources, and structuring urban development and form.
- **Parapet:** A low, protective wall or railing along the edge of a roof, balcony, or similar structure.
- **Pedestrian Orientation:** The characteristics of an area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of persons on foot.



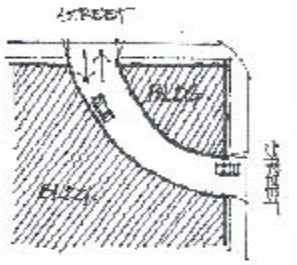
parapet

- **Pediment:** A wide, low-pitched gable found in classical style buildings either at the top of façades or over window and door openings.
- **Podium**: A low wall serving as a foundation or terrace wall; often used to refer to the base of tall buildings. In classical architecture, the mass of masonry on the flat top of which a classical temple was built.



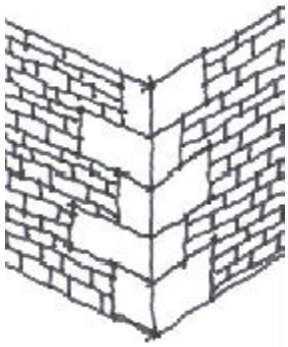
pediment

- **Porte-cochere:** A roof or shelter for vehicles over a driveway outside an entrance doorway, sheltering those getting in or out of a vehicle.
- **Presentation Drawings**: Drawings prepared to communicate the design character of the structure, usually prepared in color and including realistic representations of the building in its context, showing colors of building surfaces, shadow cast and people and landscaping. Three dimensional sketches and projected or computer drawings should be included along with two dimensional floor plans, elevations and building section drawings.



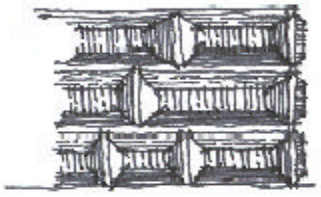
porte cochere

- **Proportion:** The balanced relationship of parts of a building, landscape, and structures to each other and to the whole.
- **Public Benefit Feature**: Means amenities, uses, and other features of benefit to the public in Downtown zones, that are provided by a developer and which can qualify for an increase in floor area (the *bonus*). Examples include public open space, pedestrian improvements, housing and provision of human services.
- **Quoin(ing):** One of the corner stones of an exterior façade when these are emphasized by size, by more formal cutting, by more conspicuous jointing or by difference in texture.
- **Reveal:** Usually a line, scoring or joint in a wall/siding that exposes its depth and breaks up its mass.
- **Rhythm:** Reference to the regular or harmonious recurrence of lines, shapes, forms or colors, incorporating the concept of repetition as a device to organize forms and spaces in architecture.



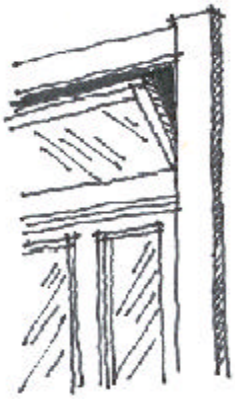
quoining

- **Rustication:** Masonry in which the principal face of each stone is rough, reticulated, with a margin tooled smooth along rectangular edges.



rustication

- **Scale:** The spatial relationship among structures along a street or block front, including height, bulk and yard relationships. Proportional relationship of the size of parts to one another and to the human figure.
- **Scale, Human**: Used to describe the quality of a building that includes structural or architectural components of size and proportions that relate to the human form and/or that exhibits through its structural or architectural components the human functions contained within.
- **Setback:** The required or actual placement of a building a specified distance away from a road, property line, or other structure.
- **Site Plan**: A detailed plan showing the proposed placement of structures, parking areas, open space, landscaping, and other development features, on a parcel of land.
- **Spandrel:** In skeleton-frame buildings, the panel of wall between adjacent structural columns and between windowsills and the window head next below it.
- **Spandrel Beam**: A beam designed to support the window or windows and wall of a story height between neighboring columns.
- **Spandrel Glass:** A spandrel faced or consisting of glass, usually opaque and/or colored.
- **Streetscape**: The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc. The scene as may be observed along a public street composed of natural and man-made components, including buildings, paving planting, street hardware, and miscellaneous structures.
- **Transom:** A small, often hinged, window or multi-paned window opening above a door or another window, usually capping the street-level of a commercial building.



transom

- **Transparency:** A street level development standard that defines a requirement for clear or lightly tinted glass in terms of a percentage of the façade area between an area falling within 2' and 8' above the adjacent sidewalk or walkway.
- **Upper Level Coverage Limit Area:** In certain Downtown zones, a standard limiting the percentage of lot coverage of a building above a certain height, the specific provisions of which may depend on site size, height above street-level and number of street frontages.
- **Urban Form:** The spatial arrangement of a particular environment, as defined by the connectivity of built mass and form, the natural environment, and the movement of persons, goods and information within.

New development downtown should contribute to the public's enjoyment of Seattle's urban core.

The City of Seattle Design Review process requires that certain new construction projects downtown undergo a discretionary review of their siting and design characteristics, based on a set of design guidelines. The Design Review Board reviews the design of new projects downtown for their contribution to the public's enjoyment of the building and the immediate vicinity.

The measure that the Board uses to determine success in the public realm focuses on the public's perception and use of the urban environment. Success occurs when:

- *the project's site planning and massing respond to the larger context of downtown and the region;*
- *the building's archtictural expression relates to the neighborhood context;*
- *the building's street facade creates a safe and interactive pedestrian environment;*
- *the project's public amenities enhance the streetscape and open space; and*
- *the project's vehicular access and parking impacts on the pedestrian environment are minimized.*

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