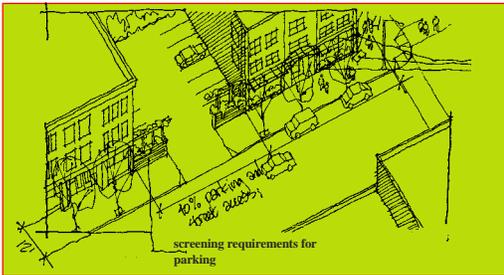
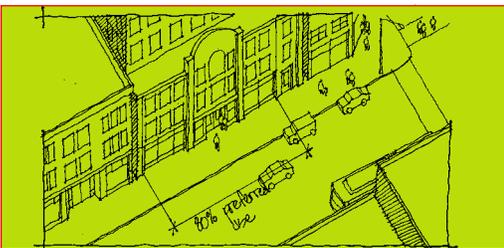


# Northgate 5<sup>th</sup> Avenue Streetscape Design Project

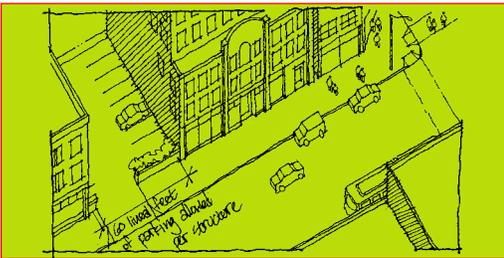
## Pedestrian-Oriented Zoning Tools



Major Pedestrian Street Designation in the Northgate Overlay District



Pedestrian - Designated Zone 1



Pedestrian - Designated Zone 2

The City of Seattle's Land Use Code applies designations to streets in order to contribute to or help maintain the street's character as a pedestrian-oriented place. These designations address topics such as parking, landscaping, building design and the types of uses allowed on the street front, with each requirement designed to encourage pedestrian-friendly environments. For example, certain commercial uses like bookstores and restaurants are encouraged along certain streets because such uses can generate customers and thus a sense of people-oriented activity. Another example is locating parking so that there are minimal conflicts between cars and people, while still providing for convenient and safe parking areas. The two designations that exist in the Northgate Overlay are the Major Pedestrian Street Designation and the Special Landscaped Arterial Designation.

### Summary of Relevant Provisions in the Special Landscaped Arterial Designation: Applies on 5<sup>th</sup> Avenue NE between NE 113<sup>th</sup> Street and NE 113<sup>th</sup> Street.

- Street trees are required for new development in several zones, including Neighborhood Commercial (NC). The owner may either provide a 6' wide sidewalk and 6' wide planting strip or a 12' wide sidewalk with no planting strip.
- The Director of DCLU may require pedestrian improvements, such as special pavers, lighting, benches, and planter boxes.

### Summary of Relevant Provisions in the Major Pedestrian Street Designation: Applies on 5<sup>th</sup> Avenue NE between NE 113<sup>th</sup> Street and NE 105<sup>th</sup> Street.

- Required uses: At least 60% of a lot's street frontage must be occupied by one or more of the following uses: personal or household retail sales or service, eating or drinking establishments, customer service offices, entertainment, or lodging.
- Prohibited uses: drive-in businesses and outdoor storage uses are prohibited.
- At least 80% of each structure's floor area must be occupied at street level by one of the above required uses or by a building lobby, and at least the first 10' above grade shall be occupied by required street-level uses, with principal entrances to required uses having direct access to the sidewalk and located within 3' of sidewalk grade elevation.
- Street-level uses shall be set back no more than 10' from the street property line, except to provide required open space. There is a 15' maximum setback for bedrooms in a lodging structure, such as a hotel.
- Parking, or access to parking, cannot exceed 40% of a lot's frontage.
- Parking must be located to the rear, side, inside, or under the structure, or off-site within 800' of the lot.
- Surface parking must be set back at least 15' from the property line on the major pedestrian street.
- Property owner must construct a sidewalk no less than 12' in width; street trees are required, but planting strips are prohibited along the major pedestrian street.
- Street furniture and planting boxes are required for development adjacent to the major pedestrian street. These improvements must comply with the Seattle Street Improvement Manual.
- At least 60% of the width of the facade of the structure shall be transparent, defined as clear or slightly tinted glass in doors, windows or display windows.
- Continuous overhead weather protection is required along at least 60% of the street frontage of commercial structures on a major pedestrian street.

### Summary of Relevant Provisions in the Pedestrian Designated Zone - 1

- Required uses: 80% of ground floor street frontage must be occupied by one or more of the following uses: personal or household retail sales or service, eating or drinking establishments, entertainment, customer service offices and pet grooming services. Street-level uses must be set back from the street no more than ten feet and must occupy the first 10' above grade.
- Parking must be located at the rear of the structure, within or under a structure, or off-site within 800 feet of the lot.
- In P1 zones, parking may not front on the street.
- DCLU can reduce the required minimum parking for certain uses located in P1 and P2 zones.
- If access to parking is not available from an alley or another street besides the principal pedestrian street, a single two-way curb cut may be provided from the principal pedestrian street into the lot.
- 60% of the width of the facade of the structure along the principal pedestrian street must be transparent. Blank facades are limited to 30' in width; this limitation applies to the area between 2' and 8' above the sidewalk.

### Summary of Relevant Provisions in the Pedestrian Designated Zone - 2

- The primary difference between the P1 and P2 zones is that within P2 zones, parking may be located to the side of a structure under certain circumstances but may not occupy more than 60' of the principal pedestrian street front.

## Neighborhood Specific Design Guidelines for Northgate

### What is Design Review?

Design Review in Seattle is a component of the Master Use Permit (MUP) application and is required for most new commercial, mixed-use and multi-family developments. It provides a forum through which developers and citizens can work together to ensure that new buildings complement and fit in well with the surrounding neighborhood. This is often referred to as 'designing in context'. Designing in context basically means providing enough visual linkages between existing buildings and a proposed project in order to create a cohesive overall effect. The new structure should strengthen, enhance and be sensitive to the desirable characteristics of its setting and maintain key unifying patterns, such as building scale and setbacks.

### Design Guidelines

Design Guidelines, as a set of fundamental design principles, often help fill the gap between general planning policies (e.g., 1993 Northgate Comprehensive Plan) and inflexible zoning standards, such as maximum lot coverage and minimum open space requirements. They are descriptive rather than prescriptive, giving the project proponent a clear understanding of acceptable approaches to overall site design, building orientation and form, and smaller details such as landscaping. To help achieve this, a project may 'depart' from required zoning standards if such a reduction or rearrangement of the required standard contributes to an improved design. In Seattle, a Design Review Board applies the guidelines to a development proposal and makes its recommendations to the Director of the Department of Design, Construction and Land Use (DCLU).

### Specific Design Guidelines

Through the neighborhood planning process, many neighborhoods expressed an interest in developing their own design guidelines to help reinforce existing local character and protect the qualities valued most as neighborhoods continue to grow and change. In reviewing development proposals in neighborhoods with City Council-adopted neighborhood-specific design guidelines, the Design Review Board consults both the City-wide Design Guidelines and the Neighborhood-Specific Design Guidelines.

### Northgate

The Northgate area differs from most other Seattle neighborhoods interested in developing design guidelines in that it lacks an existing design context upon which to build. Rather, the Northgate Area Comprehensive Plan provides a general vision of a vibrant and attractive urban center that includes a mix of uses and a pedestrian orientation in terms of character, function and scale. The challenge before us is to articulate that vision within a clear design framework, so that it can be translated to design guideline language and format. Northgate-specific design guidelines could play a key role in helping to shape the street corridor and create a sense of activity along 5th Avenue NE.