

Downtown Burien Design Manual

March, 2000



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INTRODUCTION



User Guide

This manual includes design standards and design review procedures for Downtown Burien. It is a reprint of portions of the Burien Zoning Code, including Chapter 19.47 (Downtown Design Standards), Section 19.65.105 (Design Review Process), and applicable definitions (italicized words) from Chapter 19.10. Pictures and graphics have been included for illustration and clarification. If you are interested in developing or making changes to property within Downtown Burien, you should read this manual, along with BMC 19.15.025 which contains additional regulations relating to uses and other standards for Downtown Burien, and the vision for Downtown Burien, found in the Burien Comprehensive Plan.

1. Purpose and Intent

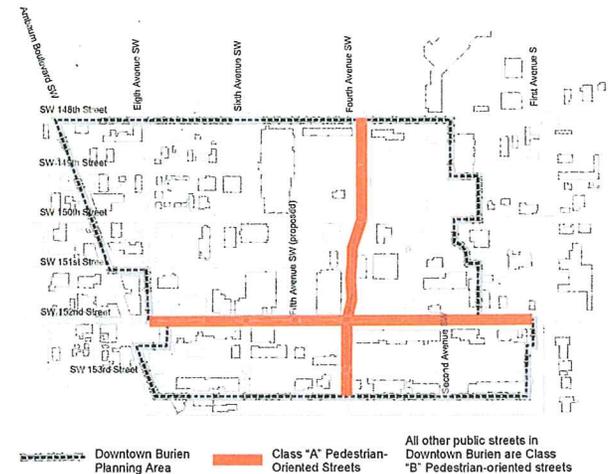
These guidelines are intended to direct the design of *buildings* and *sites* within the Downtown Commercial (DC) zone, in compliance with the City's Zoning Code and Comprehensive Plan. The guidelines are intended to promote quality development and reinforce the City's identity in the downtown area—a vision of an attractive, pedestrian-oriented urban downtown with a small town atmosphere. *Buildings* and *sites* should convey a sense of permanence, attention to detail, quality and investment. The guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

2. Compliance With Design Standards

- A. For each element below, a design objective or end result of what is intended is stated. Compliance with the design objective is required. Following each objective are a series of design standards. There are two types of design standards. Some design standards are viewed as fundamental in achieving the stated design objective(s). These standards are mandatory. In these statements, the word "shall" is used. The second type of design standard are examples or alternatives to achieving the design objectives. In these standards, the word "should" is used. In standards where "should" is used, there is an obligation to comply with the standard, unless the project demonstrates a better means for achieving the design objective.
- B. The *applicant* shall demonstrate to the satisfaction of the *Director* that the applicable objectives and design standards and met.

3. Review Process

BMC 19.65.105 contains procedures for compliance with this Chapter.



Applicable Downtown Area and Pedestrian-Oriented Streets

DESIGN STANDARDS





19.47.030 Pedestrian and Vehicular Circulation

1. Objectives

- A. Provide priority treatment for pedestrians in the design of transportation facilities.
- B. Improve the pedestrian environment by making it easier, safer, more convenient and more comfortable to walk between businesses, on street sidewalks, to transit stops, across streets and through parking lots. Pedestrian facilities such as sidewalks, crosswalks, and bus shelters should connect all modes of transportation.
- C. Provide wide sidewalks along both sides of streets for a variety of activities that accommodate and complement city life.
- D. Provide safe routes for disabled persons.
- E. Accommodate bicycles and other non-motorized transportation modes.
- F. Create a safe, convenient network for vehicle circulation and parking.
- G. Provide vehicular access routes through large lots to complete the downtown street grid, as directed by the Downtown Burien Streetscape Design Plan and subsequent plans and BMC 19.15.025.5 (Public Benefit Incentive System).

2. Design Standards.

- A. Pedestrian and vehicular circulation shall comply with the Downtown Burien Streetscape Design Plan ("Streetscape Plan") and the City's adopted street standards.
- B. Sidewalks on *Class A and B Pedestrian-Oriented Streets* shall comply with the Streetscape Plan.
- C. Provide obvious pedestrian access onto the site from adjacent *streets*.
- D. Integrate on-site pedestrian circulation design with the design of pedestrian facilities on the adjacent *street* and adjacent development.
- E. In multiple-*building* developments, provide pedestrian paths or walkways connecting all businesses and the entries of multiple *buildings* (see Figure 2).
- F. In parking areas, pedestrian walkways connecting the parking area with primary *building* entrances, *pedestrian-oriented spaces*, adjacent *streets* and adjacent

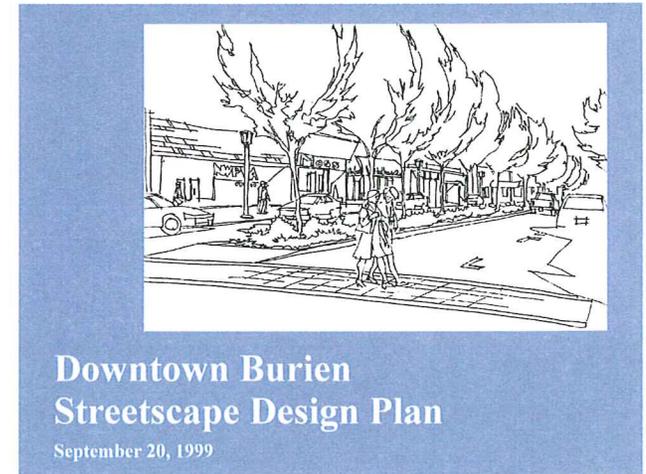


Figure 1. The Downtown Burien Streetscape Design Plan provides improvement standards for streets and sidewalks within downtown.

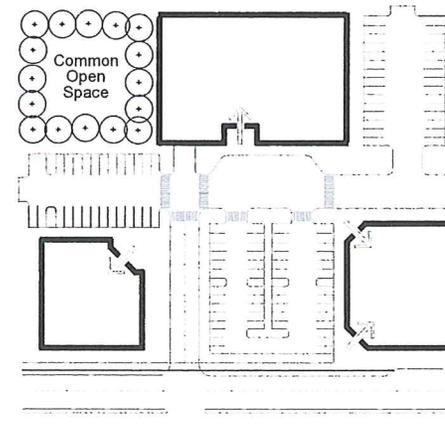


Figure 2. This example site plan combines efficient vehicular circulation with good pedestrian connections.

properties should be provided at least every 150 feet (see Figure 3). Pedestrian walkways should be delineated by separate paved routes using a variation in paved texture and/or color, and protected from adjacent vehicle circulation areas with landscaping. Approved methods of delineation include: stone, brick or granite pavers; exposed aggregate; or stamped and colored concrete (see Figures 4 and 5). Paint striping on asphalt as a method of delineation is discouraged.

- G. Creatively designed, clean and functional alleys should provide for vehicular access and pedestrian linkages through mid-blocks and between properties. Lighting shall be provided for pedestrian safety. Amenities such as seating and planters should be provided to encourage pedestrian circulation.
- H. Pedestrian access should conform to applicable federal, state and local codes relating to access for the disabled.
- I. Where feasible, provide steps and ramps across retaining walls and slopes to facilitate pedestrian access.
- J. If appropriate, based on site design and the land uses involved, *fences* should allow for pedestrian access by gates or openings to adjacent properties and *streets*.
- K. Landscaping shall not block visibility to and from pedestrian circulation routes, especially where it approaches a *street* or driveway.
- L. Where feasible, paved horizontal surfaces for walks or parking at or near the finish grade of a *building* should be separated horizontally from any wall of a *structure* by a minimum four feet for landscaping (see Figure 6). Paved surfaces may abut the *structure* at entrances and service areas. Sidewalks along *Class A or B Pedestrian-Oriented Streets* may abut the adjacent *structure*.
- M. Drive-through facilities such as, but not limited to, banks, cleaners, fast food, drug stores, espresso stands, etc., shall comply with the following:
 - i. Drive-through windows and stacking lanes shall not be located along *facades* of *buildings* that face a *street*.
 - ii. Drive-through speakers shall not be audible off-site.
 - iii. The entrance and exit from the drive-through lane shall be internal to the *site*, not a separate entrance and/or exit to or from the *street*.

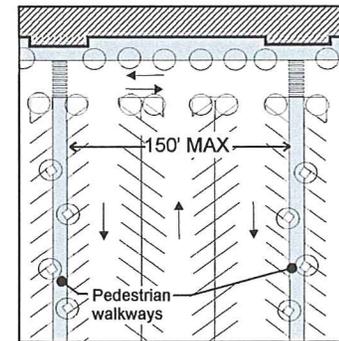
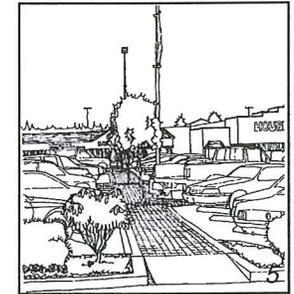


Figure 3. Pedestrian walkways should be provided at least every 150 feet in parking lots.



Figures 4 and 5. Parking lot pathways must be clearly defined.

Figure 6. Where feasible, provide landscaping between paved surfaces for parking or walkways and buildings.





19.47.040 Relationship to Adjacent Properties

1. Objectives.

- A. Promote functional and visual compatibility between adjacent properties.
- B. Avoid negative impacts to adjacent properties.

2. Design Standards.

- A. Proposed development shall coordinate with surrounding site planning and development efforts on adjacent properties.
- B. Development shall consider the following design features to create visual continuity between the proposed development and adjacent neighborhoods and the community:
 - i. Site design features: *building setbacks*; placement of *structures*; location of pedestrian and vehicular facilities; and spacing from *adjoining buildings*.
 - ii. Planting design features: composition of plant materials; type and quantity of plant materials; and *street trees*.
 - iii. Building design features: scale; massing; proportion; spacing and location of windows, doorways and other features; roof silhouette; *façade* proportions and orientation; location of entries; surface material, finish, color and texture of surrounding development; and style of architecture.
- C. In some areas, the existing context is not well defined, or may be undesirable. In such cases, the new development will be recognized as a model with the opportunity to establish a pattern of identity from which future development can take its cues. Relevant Zoning Code requirements, design standards and comprehensive plan policies shall be considered as indicators of the desired direction for the area and the project.
- D. Properly link proposed development to existing and planned pedestrian, vehicular, drainage and utility systems, and assure efficient continuation of such systems.
- E. Consider the impact of *building mass*, color, lighting, and design upon existing and planned adjacent public and private open spaces, parks and recreation areas.



Figure 7. These three newer building in Issaquah blend in well with the historic streetscape along Front Street due to their building materials, orientation, scaling and detailing.



Figure 8. Although the architectural styles of these Kirkland buildings vary considerably, the upper story setback and facade design features of the new building on the left make it compatible with the existing building.



19.47.050 Relationship to Streetfront

1. Objectives.

- | | |
|-------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| A. Create an active, safe pedestrian environment. | D. Improve circulation including options for pedestrians, bicycles and vehicles. |
| B. Upgrade Downtown Burien to establish visual identity for each street type. | E. Create visual interest and increased activity and public focal points at street corners. |
| C. Unify streetscapes within each street type. | |

2. Design Standards.

- A. The *street* edge shall be defined with *building*, landscaping or other pedestrian-oriented features (see Figure 9).
- B. Buildings shall be located at the front *property line* without a *setback*. The City may allow for up to a 10-foot *setback* on *lots* that are not corner *lots* if:
 - i. The *setback* area is designed and used as *pedestrian-oriented space*, is an extension of the adjacent ground floor *use* (such as tables for a restaurant, or an outdoor display area for goods for sale inside the *building*), or is used by a *use* that is permitted in the DC zone (such as an espresso stand).
 - ii. The *setback* area is visually open to pedestrians on the adjacent sidewalk.
 - iii. Vehicle parking is not allowed.
 - iv. Fencing of 4 feet or less in height and landscaping is acceptable.
- C. On corner *lots*:
 - i. *Building* corners shall be *set-back* up to 15 feet from the *front property line* to enhance an entry to the *building* or to accent the corner of the *building*.
 - ii. Except on a *Class A pedestrian-oriented street*, install landscaping (at least 200 square feet of ground surface area with trees and shrubs or living ground cover) at or near the corner of the *lot*. Landscaping may include plant material to form a low hedge. However, care should be taken to not create a visibility or security problem.

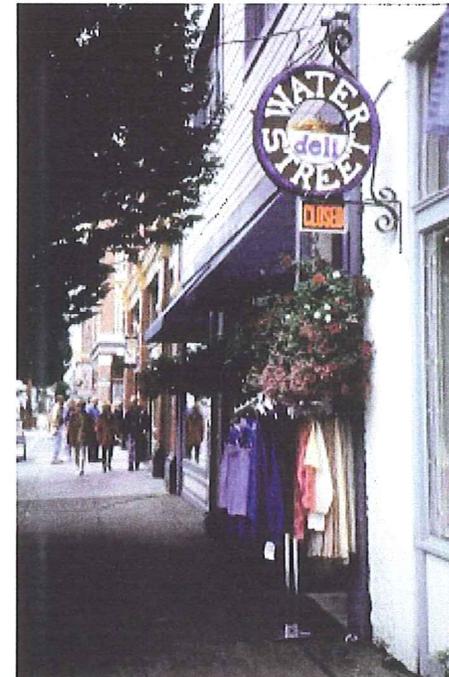


Figure 9. The buildings and adjacent street trees on Port Townsend's Water Street are a good example of a strongly defined street. Features of these buildings create visual interest and encourage pedestrian activity.

- D. If the public sidewalk is less than the width shown in the Downtown Burien Streetscape Design Plan, set the *building* back sufficiently to provide for the walking surface and optional finish portion of the walks shown in the Burien Downtown Streetscape Design Plan.
- E. Provide *site* development features that are visible and pedestrian-accessible from the *street*. These features could include plazas, open space areas, employee lunch and recreational areas, architectural focal points, and accent lighting.
- F. Along *Class A and B Pedestrian-Oriented Streets*:
- i. Principal pedestrian *building* entries must have direct access to the public sidewalk (entries may be on the side of *buildings* but they must be visible from the *street* and connected by a pedestrian pathway).
 - ii. No large outside item display areas are permitted (e.g. kitchen appliances or other similarly large merchandise that are visible from the *street*). Sidewalks shall not be enclosed as *building* space for retailing. Small, temporary displays for items such as groceries, hardware, books, etc. may be allowed in the optional sidewalk finish area provided the display does not impede couples passing comfortably on the sidewalk.



Figure 10. Small, temporary streetfront displays are permitted as long as sidewalk passage is not impeded.



19.47.060 Pedestrian Facilities and Amenities

1. Objective.

- | | |
|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| A. Provide a variety of pedestrian areas to accommodate shoppers, residents, employees and visitors. Along <i>Class A</i> | <i>pedestrian-oriented streets</i> , a portion of the required open space should be designed as <i>pedestrian-oriented space</i> . |
|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|

2. Design Standards.

- A. Along both *Class A and B pedestrian-oriented streets*, pedestrian weather protection is required as follows:
- i. Buildings located along designated *Class A Pedestrian-Oriented Streets* shall provide pedestrian weather protection at least 6 feet deep (measured from the front wall to edge of protection nearest the *street*) along sidewalks and pedestrian routes of 75 percent of the *building's* front face.
 - ii. Buildings located along designated *Class B Pedestrian-Oriented Streets* shall provide pedestrian weather protection at least 6 feet deep (measured from the front wall to edge of protection nearest the *street*) along sidewalks and pedestrian routes of at least 33 percent of the *building's* front face.
- B. Pedestrian weather protection is encouraged in public spaces such as transit stops, display windows, and outdoor dining.
- C. Pedestrian weather protection shall comply with the following standards:
- i. Protection may be in the form of awnings, marquees, canopies, or *building overhangs*.
 - ii. Canopies or awnings should not be higher than 15 feet above finish grade at the highest point or lower than 8 feet at the lowest point.
 - iii. The color, material, and configuration of the pedestrian coverings shall be approved by the City. Coverings with visible corrugated metal or corrugated fiberglass are not permitted unless approved by the City. Fabric and rigid metal awnings are acceptable if they meet the applicable standards. All lettering, color and graphics on pedestrian coverings must conform to BMC 19.30 (sign code).



Figures 11 and 12. These two examples of weather protection in new buildings in downtown Bellevue are consistent with the design standards.

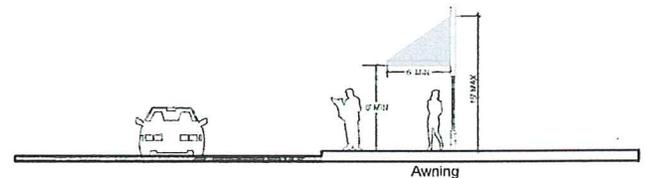


Figure 13. Dimension standards for weather protection.

- D. Developments with 100 feet of *frontage* along *Class A or B Pedestrian-Oriented Streets* shall provide at least four of the following pedestrian amenities near the sidewalk along *Class A Pedestrian-Oriented Streets* or at least two of the following pedestrian amenities near the sidewalk along *Class B Pedestrian-Oriented Streets*: Developments with less than 100 feet of *frontage* along *Class A or B Pedestrian-Oriented Streets* shall provide at least one of the following pedestrian amenities near the sidewalk for each 25 feet of *frontage* (with a minimum of two amenities) along *Class A or B Pedestrian-Oriented Streets*.
- i. Window displays over the majority of the front *facade*.
 - ii. Pedestrian furniture. Provide at least two of the following: (1) seating space, (2) supplemental area lighting, (3) drinking fountain, (4) waste receptacle, (5) other item appropriate to the space acceptable to the City.
 - iii. At least 5 square feet of *pedestrian-oriented space* located along the sidewalk for every linear foot of *facade* as measured along the *property line* adjacent to the *street*. The *pedestrian-oriented space* also shall include at least 200 square feet of landscaping for every 100 linear feet of *building facade* as measured along the *property line* adjacent to the *street*. The landscaping must conform to the planting standards contained in BMC 19.25.
 - iv. Space for transit stop with seating (if applicable).
 - v. *Artwork* integrated with public *street* improvements. The location should provide for public view but not hinder pedestrian traffic.
 - vi. Decorative *screen* wall, trellis, or other *building* or *site* feature.
 - vii. Water feature or decorative drinking fountain. This feature shall be accessible and/or visible by pedestrians from an adjacent sidewalk or *pedestrian-oriented space*. It shall be designed to use water efficiently with low water loss from evaporation and wind.
 - viii. Decorative clock or decorative landmark.
 - ix. Kiosk suitable for temporary community-oriented notices.
- F. Enhance transit stops by providing rider convenience and amenities such as weather protected seating, newspaper dispensers, postal boxes, automated teller machines (ATM), and small vendor spaces (i.e. cleaners, florist, etc.).

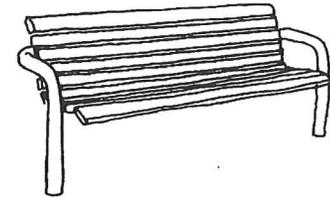


Figure 14. Recommended design of pedestrian seating and trash receptacles pursuant to the Downtown Burien Streetscape Design Report.

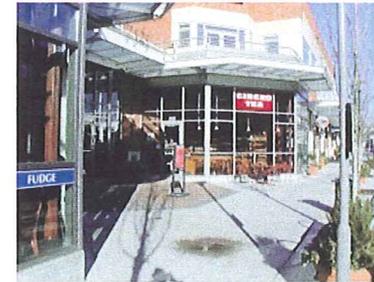


Figure 15. An example of pedestrian-oriented space adjacent to the sidewalk. This space at Redmond Town Center highlights the main building entry and provides outdoor seating.

Figure 16. This pedestrian-oriented space in Auburn provides seating, plantings, artwork, and special paving surfaces.



Figure 17. This plaza space serves as the development's focal point, providing landscaping, lighting, and other amenities.



19.47.070 Parking Area Location and Design

1. Objectives.

- A. Provide safe, convenient access to and within *sites* without diminishing quality pedestrian walking or visual experiences.
- B. Minimize driveway impacts across pedestrian walks.
- C. Meet the need for adequate parking and minimize the negative effects of the automobile while encouraging transit and other forms of transportation.
- D. Minimize visual impacts of parking structures on streets and pedestrian-oriented facilities.

2. Design Standards.

- A. Driveways along *Class A or B Pedestrian-Oriented Streets* are limited to one entry lane and one exit lane per 300 feet of *street frontage*. Properties with less than 300 feet of *street frontage* are allowed one entry lane and one exit lane if the *applicant* demonstrates that genuine effort has been made to negotiate shared access with *adjoining* property owners and such access is not feasible.
- B. No more than 65 feet of the *Class A or B Pedestrian-Oriented Street frontage* (measured parallel to the curb) shall be occupied by parking and driveways (see Figure 19). The City may waive or modify this requirement for public safety purposes or if there is no feasible alternative. If a waiver or modification is granted, the design shall incorporate measures such as decorative *screens* along the *street frontage*. Such decorative *screens* shall include pedestrian amenities and visual continuity with structures that define the *street edge* along the *street frontage*.
- C. Vehicular access to corner lots with less than 300 feet of *street frontage* shall be located on the lowest classified *street* and as close as practical to the *property line* most distant from the intersection.
- D. Restricting vehicular and pedestrian access between adjoining parking lots at the same grade is prohibited.



Figure 18. New development in downtown Burien must minimize the effects of driveways and parking facilities on the pedestrian environment.

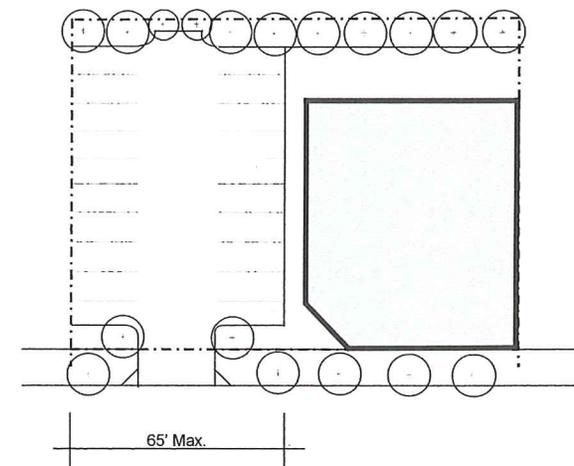


Figure 19. New development on *Class A or B Pedestrian-Oriented Streets* must limit the extent of driveways and parking areas adjacent to the street.

- E. The bulk (or mass) of a parking *structure* as seen from the *street* should be minimized by placing its short dimension along the *street* edge. The parking *structure* should include active *uses* such as *retail* or other appropriate *uses* at the ground level and/or along the *street frontage*.
- F. Parking *structures* shall be architecturally consistent with exterior architectural elements of the primary *structure*, including roof lines, *façade* design, articulation, *modulation* and finish materials.
- G. *Buildings* built over parking should not appear to “float” over the parking area, but should be linked with ground level *uses* or *screening*. Parking at grade under a *building* is discouraged unless the parking area is completely enclosed within the *building* or wholly *screened* with walls and/or landscaped berms.
- H. Parking *structures* and vehicle entrances should be designed to minimize views into the garage interior from surrounding *streets*. Methods to help minimize such views may include, but are not limited to landscaping, planters and decorative grilles and *screens*.
- I. Security grilles for parking *structures* shall be architecturally consistent with and integrated with the overall design. Chain link fencing is not permitted for parking *structure* fencing.



Figure 20. This building at Redmond Town Center contains parking above retail uses. Design features and details effectively deemphasize the structure's parking use.



Figure 21. The entrance to the parking facilities in this mixed-use development in Redmond are located and designed to minimize views into the garage from the street.



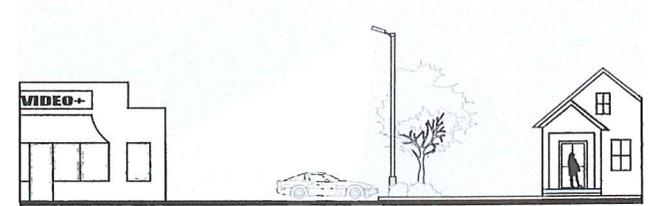
19.47.080 Site Lighting

1. Objectives.

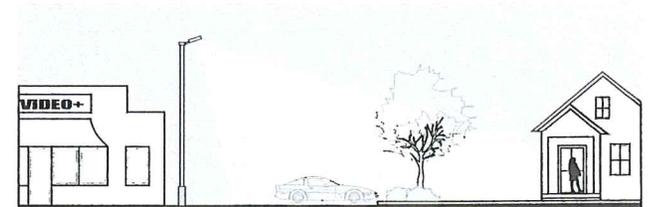
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| A. Encourage the use of lighting as an integral design component to enhance <i>buildings</i> , landscaping, or other <i>site</i> features. | E. Encourage the judicious use of lighting in conjunction with other security methods to increase site safety. |
| B. Encourage night skies' visibility and to reduce the general illumination of the sky in Burien. | F. Discourage the use of lighting for advertising purposes. |
| C. Screen light fixtures so that the light source is not visible off-site. | G. Provide adequate lighting levels in all areas used by pedestrians or automobiles, including <i>building</i> entries, walkways, parking areas, circulation areas, and other open space areas. |
| D. Reduce horizontal light glare and vertical light trespass from a development <i>site</i> onto adjacent parcels. | |

2. Design Standards.

- A. All public areas should be lighted with minimum and maximum levels as follows:
 - i. Minimum (for low or non-pedestrian and vehicular traffic areas): 0.5 foot-candles
 - ii. Moderate (for moderate or high volume pedestrian areas): 1-2 foot-candles
 - iii. Maximum (for high volume pedestrian areas and *building* entries): 4 foot-candles
- B. Lighting should be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.
- C. Parking lot lighting fixtures should be non-glare and mounted no more than 25 feet above the ground. All fixtures more than 15 feet in *height* shall be fitted with a full cut-off shield.
- D. Pedestrian-scaled lighting is encouraged in areas of pedestrian activity.
- E. Lighting shall enable pedestrians with normal vision to identify a face 15 yards away in order to promote safety.
- F. All *building* lights should be directed onto the *building* itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the *building*.
- G. Light fixtures other than traditional cobra heads are encouraged.



DO THIS



DON'T DO THIS

Figure 22. Parking lot lighting.



Figure 23. An example of pedestrian-scaled lighting in Capitol Hill, Seattle, that helps to light up the sidewalk near the building's entry.



19.47.090 Service, Loading, Outdoor Storage and Mechanical Areas

1. Objectives.

- A. Minimize adverse visual, olfactory, or auditory impacts of service, loading, outdoor storage and mechanical equipment areas at ground and roof levels.
- B. Encourage more thoughtful siting and reduce impacts of service, outdoor storage and mechanical areas.

2. Design Standards.

- A. Landscaping or other forms of *screening* shall be provided around outdoor service, storage, loading and mechanical areas to provide sensory (visual, olfactory, auditory) *screening* from adjacent properties, *streets*, affected pedestrian circulation routes, and affected *pedestrian-oriented spaces*.
- B. Integrate outdoor storage areas and loading facilities into the *site* design to minimize their size, reduce visual impact, and where appropriate allow for pedestrian and vehicular movement between *sites*.
- C. The total area allowed for outdoor storage and/or merchandise display shall be less than five percent (5 percent) of the total *gross floor area* of the *use*. This standard shall not apply to temporary *uses* such as material storage during construction, street vendors, City-approved community fairs and events, and periodic outdoor uses, such as farmers markets.
- D. Dumpsters, refuse and recycling containers shall not be visible from the sidewalk and adjacent properties. They shall be *screened* by minimum 6-foot high masonry enclosures designed to *screen* refuse containers, including lids, and refuse stacked in containers. Chain link fencing with slats may be used for gates but not for the enclosure.
- E. Locate and *screen* mechanical equipment at ground level and attached to *structures* to reduce visual impacts from *streets* and *adjoining* properties.
- F. Locate and *screen* service areas to reduce adverse sensory impacts.

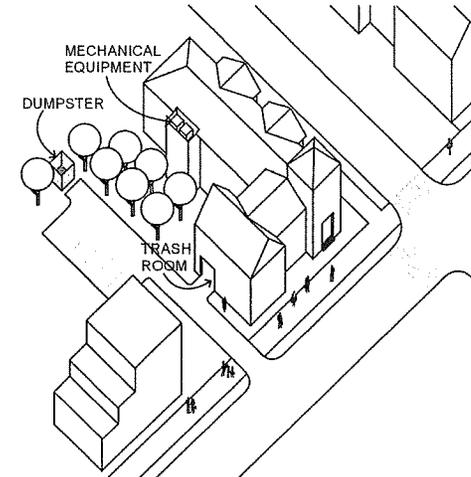


Figure 24. Service elements should be integrated into the design of the site.

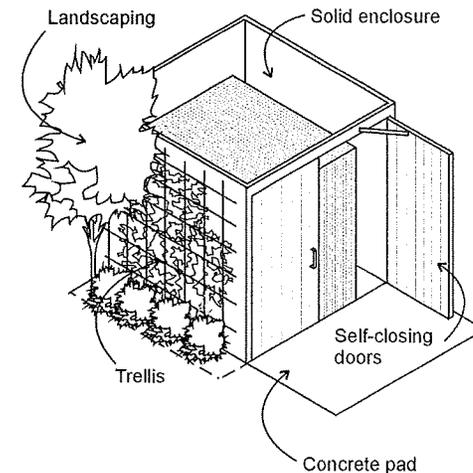


Figure 25. Service elements within public view should be screened.



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- G. Locate and *screen* roof-mounted mechanical equipment so that the equipment is not visible when viewed from ground level of adjacent properties. *Screen* or match the color of roof-mounted equipment with the exposed color of the roof to minimize visual impacts when roof-mounted equipment is visible from nearby *buildings* and higher elevations.
 - H. Locate and *screen* utility meters, electrical conduit, and other service and utilities apparatus so as not to be visible from *adjoining* and nearby *streets*.



19.47.100 Building Design Character

1. Objectives.

A. Design *buildings* that reflect a traditional main street character. Traditional main street character refers to a collection of *structures* designed and built in the early 20th-century when *structures* were composed of simple forms expressed through commonly available materials such as brick, masonry, cast stone and

timber. Design of *structures* along traditional main *streets* incorporated integral expressions responding to local climate, topography, ecosystems, and evolved social organization.

B. Encourage *building* design that has visual character and creates comfortable human environments.

2. Design Standards.

A. The general form of *structures* is to be simple, three-dimensional forms characteristic of 20th century main streets that orient to and participate in the activities of the *street* (see Figure 26).

B. *Structures* with multiple component forms are to be integrated for visual unity.

C. Visually expose components that support and/or stabilize structures when compatible with design.

D. Adapt *building* access to site conditions for level, convenient, obvious entry.



Figure 26. Both of these newer buildings in downtown Issaquah orient to and participate with the activities of the street.



19.47.110 Building Scale and Mass

1. Objectives.

- A. Encourage the use of *building* components that are *human scale*.
- B. Reduce bulk and mass of *buildings*.
- C. Encourage *architectural scale* of development that is compatible with desired existing adjacent development or commercial areas within 100 feet.

2. Design Standards.

- A. If a proposed *building* is more than 60 feet wide as measured along any *facade* facing a *street* and visible from that *street*, then the *building* shall incorporate at least three of the measures indicated below:
 - i. *Balconies* or *decks* in upper stories, at least one *balcony* or *deck* per upper floor on *facades* facing *streets* is required. *Balconies* should be at least eight feet deep and 10 feet wide (see Figures 27-29).
 - ii. Bay windows or other window treatment that extends out from the *building facade*.
 - iii. At least 150 square feet of *pedestrian-oriented space*.
 - iv. First floor individual windows, generally less than 32 square feet per pane and separated from other windows by at least a 6-inch molding.
 - v. Gable or hipped roof, provided that the hipped or gable roof covers at least one half of the *building's* footprint and has a slope greater or equal to three feet vertical in 12 feet horizontal (see Figure 27). Use gabled forms at corners, entry, wall *modulation* points, etc. to adapt large structures to the character described in BMC 19.47.100 above.
 - vi. A porch or covered entry (see Figure 29).
 - vii. Spatially defining *building* elements such as a trellis, overhang, canopy, or other element that identifies and defines space that can be occupied by people.
 - viii. Providing smaller *building* elements near the entry of large *buildings* along *Class A Pedestrian-Oriented Streets*.
 - ix. The City may consider other methods to provide *human scale* elements not specifically listed here. The proposed methods must satisfy the design intent stated above.

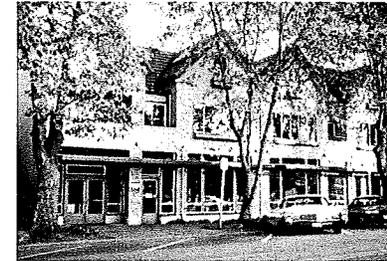


Figure 27. The roof gables, wall modulation, and changes in fenestration from floor to floor give this mixed-use building in Madison Park (Seattle) human scale.



Figure 28. The streetfront facade and upper story setbacks allow this development to blend in well with the early 20th century character of Old Bellevue.



Figure 29. A combination of building elements including roofline modulation reduce the overall scale of this Kirkland building and provide a human scale.

- ii. Horizontal Building Modulation: Building *facades* shall conform to the following standards (see Figures 32-34):
 - a. The maximum width (as measured horizontally along the building exterior) without building modulation shall be 60 feet.
 - b. The minimum depth of *modulation* shall be the greater of 6 feet or not less than 0.2 multiplied by the *height* of the *structure* (finish grade to top of wall). The minimum width of *modulation* shall be 15 feet.
 - c. Roof *decks* or *balconies* may be used as all or part of the *building modulation* so long as each individual *balcony* has an area of 80 square feet and meets the minimum *modulation* depth in BMC 19.47.110.2.B.ii.b above.
- iii. Modulated roofline: Roofs are a design element and should relate to the *building façade* articulations. A variety of roof types and configurations should be used to add interest and reduce the perceived *building bulk*. The roofline of all *facades* visible from a *street* or public park or open space shall be *modulated* according to the following standards:
 - a. For flat roofs or *facades* with a horizontal eave, fascia, or parapet - change roofline so that no unmodulated segment of roof exceeds 60 feet (see Figures 32 and 34). Minimum vertical dimension of roofline *modulation* is the greater of two feet or 0.1 multiplied by the wall *height* (finish grade to top of wall).
 - b. For gable, hipped, or shed roofs - a minimum slope of 3 feet vertical to 12 feet horizontal (see Figure 33).
 - c. Other roof forms such as arched, vaulted, dormer, or saw-toothed may satisfy this design principle if the individual segments of the roof with no change in slope or discontinuity are less than 60 feet in width (measured horizontally).
- iv. *Building* “articulation” shall be accomplished with design elements such as the following, so long as the articulation interval does not exceed 60 feet.
 - a. Repeating distinctive window patterns at intervals less than the articulation interval.
 - b. Providing a porch, patio, *deck*, or covered entry for each articulation interval.
 - c. Providing a *balcony* or bay window for each articulation interval.
 - d. Changing the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the *modulation* or articulation interval.
 - e. Changing materials with a change in *building* plane.
 - f. Providing lighting fixtures, trellis, tree, or other landscape feature within each interval.



Figures 32. This building in Redmond uses changes in color to pronounce the modulation and reduce the overall scale and add visual interest.



Figure 33. The multi-gabled roof of this development is the dominant modulating feature of the building. Also note the decorative entry, balconies, detailed windows, and landscaping.



- v. Vertical “articulation”: To moderate the vertical scale of *buildings*, the design shall include techniques to clearly define the *building’s* top, middle and bottom (see Figure 27 on Page 17 and Figure 32 on Page 19 for examples of this). The following techniques are suggested methods of achieving vertical articulation:
- Top: Sloped roofs, strong eave lines, cornice treatments, horizontal trellises or sunshades, etc.
 - Middle: Windows, *balconies*, material changes, railings and similar treatments that unify the *building* design.
 - Bottom: Pedestrian-oriented storefronts, pedestrian scale *building* details, awnings, and arcades.

Where appropriate, the *applicant* should coordinate the horizontal elements (i.e., cornices, window lines, arcades, etc.) in a pattern and *height* to reflect similar elements on neighboring *buildings* that exhibit the City’s desired scale and character for the area.

- Cluster smaller uses and activities around entrances on *street-facing facades*.
- Include pedestrian-oriented spaces along street-facing *façades*.
- The City may allow other methods that provide architecturally scaled elements not specifically listed in this section. The proposed methods must satisfy the intent of the design standards. Note that the City may increase the 60 feet interval for *modulation* and articulation to better match surrounding structures or to implement an approved design concept.

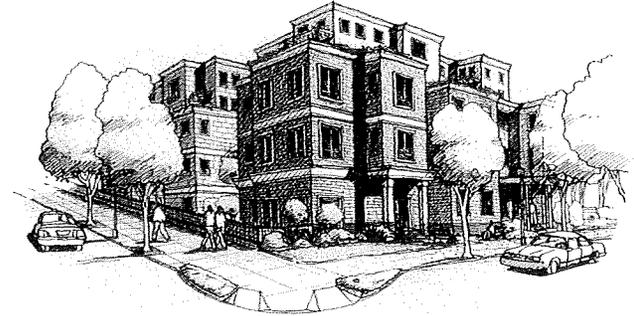


Figure 34. This sketch is a visual representation of a single purpose residential building appropriate for the downtown Burien area. Note the methods of vertical and horizontal modulation, upper story setbacks, highlighted entry, use of building materials, and landscaping.



19.47.120 Building Exteriors

1. Objectives.

- A. Ensure that *buildings* have design integrity at all observable distances.
- B. Ensure that exterior finishes are compatible with traditional main street character.
- C. Enhance *buildings* with appropriate design details.
- D. Encourage pedestrian-friendly *street facades* along *Class A and B Pedestrian-Oriented Streets* and public parks or open spaces.
- E. Architecturally accentuate *building* corners at *street* intersections.
- F. Encourage the use of high-quality, permanent, compatible materials that will upgrade the visual image of downtown Burien.
- G. Use the architectural elements of a *building* and landscaping to highlight and define the entrance.
- H. Reduce the visual impact of large, undifferentiated walls.
- I. Reduce the apparent size of large walls through the use of various architectural and landscaping treatments.



Figure 35. The material finish of this structure on Southwest 152nd Street reflects the early 20th century main street character.

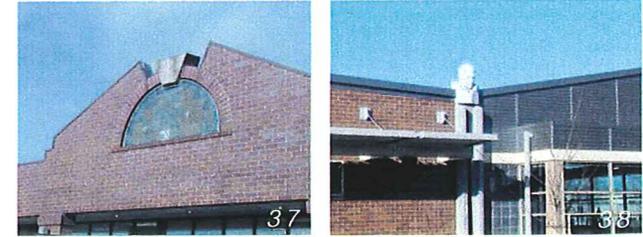
2. Design Standards.

- A. Material finishes shall reflect the early 20th century main street *vernacular* for *building* materials (see Figure 35).
- B. Exterior finish colors are to (1) express the integral color of *building* materials (i.e. brick, cast stone), (2) be neutral shades of natural colors found in nature in the Northwest, and (3) may include limited use of approved compatible accent colors. The color of neighboring *buildings* that comply with this section should be considered when selecting colors for repainting or remodeling of existing *structures* and for new *structures*.
- C. New *buildings* shall incorporate at least two of the following measures:
 - i. Decorative rooflines: For example, an ornamental molding, entablature, frieze or other roofline device visible from the ground level. If the roofline decoration is in the form of a linear molding or board, then the molding or board must be at least 8 inches wide (see Figure 36 and 37 and 38 on the following page).



Figure 36. Note the ornamental molding on this building in Kirkland.

- ii. Decorative treatment of windows and doors: For example, decorative molding / framing details around all ground floor windows and doors, decorative glazing, or door designs located on *facades* facing *streets* or public parks or open spaces (see Figure 39).
- iii. Decorative light fixtures with a diffuse visible light source such as a globe or “acorn” that is non-glaring or a decorative shade or mounting (see Figure 40).
- iv. Decorative building materials, including the following:
 - a. Decorative masonry, shingle, brick or stone (see Figure 40).
 - b. Other materials with decorative or textural qualities as approved by the City.



Figures 37 and 38. Here are two examples of decorative roofline elements. Figure 37 is in Kirkland; Figure 38 is the Redmond Library.

- D. Note the year of construction of a building by the installation of a permanent cast metal plaque attached to the building. Stone or masonry set integral with other masonry on the front building elevation facing the principal street may be used in lieu of a cast metal plaque. The year of construction is to be noted by numbers not less than six inches high. Other information associated with the building that may have historic interest in the future may be included.



Figure 39. This building in Redmond Town Center is distinguished by a mix of building materials, colors, and details.

- E. *Building facades* located within 20 feet of a sidewalk along *Class A and B Pedestrian-Oriented Streets*, shall include one or more of the following elements:

- i. Transparent window area or window displays along the majority of the ground floor *facade* between 2 feet and 8 feet above ground level (see Figure 41).
- ii. Sculptural, mosaic, or bas-relief *artwork* over the majority of the ground floor *facade*.



Figure 40. This Capitol Hill (Seattle) building employs decorative brick, lighting, marquee, and other details to provide design integrity from the sidewalk and from a distance.

- F. All new *buildings* located within 15 feet of a *property line*, at the intersection of *streets*, are required to employ two or more of the following design elements or treatments to the *building* corner facing the intersection.

- i. Provide at least 100 square feet of *pedestrian-oriented space*.
- ii. Provide a corner entrance to a store, *courtyard*, *building lobby*, atrium, pedestrian pathway, or *pedestrian-oriented space*.
- iii. Include a corner architectural element such as:
 - a. Bay window or turret.
 - b. Roof *deck* or *balconies* on upper stories.



Figure 41. Provide transparent window areas along Class A and B Pedestrian-Oriented Streets. This example is in Kent.

- c. Building core stepback “notch” or curved *facade* surfaces.
 - d. Sculpture or *artwork* either bas-relief, figurative, or distinctive use of materials.
 - iv. Special treatment of pedestrian weather protection canopy at the corner of the *building* (see Figure 42).
 - v. Other similar treatment or element approved by the City.
- G. The arrangement, proportion and design of windows and doors (fenestration) shall conform to the following:
- i. The *height* to width ratio of single openings and group openings are to be proportionately scaled to the wall.
 - ii. Door and window details and trim suitably scaled to the wall.
 - iii. Reduce large expanses of glass used in windows and doors to smaller component windows reminiscent of traditional main street *vernacular* when adjacent to sidewalks or other pedestrian use areas (see Figure 43).
 - iv. Incorporate window flower boxes, where feasible.
 - v. The total square footage of windows along a *facade* facing a *street* shall be a minimum of 15 percent of the square footage of the *facade*.
- H. Retain *facades* that reflect the heritage of the City. *Facades* of vintage *buildings* may be adapted to contemporary use with compatible materials. Use of metal siding, metal *screening*, plastic, plywood, sheet wood products, or fiberglass to cover over existing *facades* is prohibited. Wood should not be used to cover over existing brick or cast stone masonry.
- I. *Building* exteriors shall be constructed from high quality, durable materials. Preferred exterior *building* materials that reflect the City’s desired traditional main street character are as follows:
- i. Masonry (see Figure 44).
 - ii. Cast Stone.
 - iii. Tile.
 - iv. Other materials subject to approval by the City.



Figure 42. Employ design elements to accentuate building corners. This example in University Village (Seattle) uses a corner entry and a decorative marquee and roofline for emphasis.



Figure 43. The street-facing windows on this Madison Park (Seattle) building use windows divided into smaller components rather than expansive individual windows.

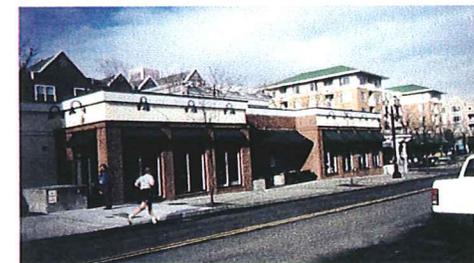


Figure 44. Utilize high quality and durable building materials, such as brick, to reflect the desired main street character. This building is in Portland, OR.



- J. If concrete or concrete blocks (concrete masonry units or “cinder blocks”) are used for walls that are visible from a *street*, public park or open space, or pedestrian route then the concrete or concrete block construction must be architecturally treated in one or more of following ways (see Figure 46):
- i. Use of textured surfaces such as split face or grooved.
 - ii. Use of other masonry types such as brick, glass block, or tile in conjunction with the concrete or concrete blocks.
 - iii. Use of decorative coursing to break up *blank wall* areas.
 - iv. Use matching colored mortar where color is an element of architectural treatment for any of the options above.
- K. The following materials are prohibited in visible locations unless an exception is granted by the City based on the integration of the material into the overall design of the *structure*.
- i. Corrugated or beveled metal siding.
 - ii. Vinyl or plywood siding.
 - iii. Highly tinted or mirrored glass (except stained glass) as a major *building* element.
 - iv. Corrugated fiberglass.
 - v. Chain link fencing (except for temporary purposes such as a construction site or as a gate for a refuse enclosure).
 - vi. Crushed colored rock/crushed tumbled glass.
- L. Enhance the primary *building* entry or entries, by use of the following measures:
- i. Provide pedestrian weather protection such as an awning, canopy, marquee, or other *building* element (i.e. recessed opening) to create a covered pedestrian space of at least 100 square feet.
 - ii. Provide at least 200 square feet of landscaping at or near each entry of *buildings* on *Class B Pedestrian-Oriented Streets*.
 - iii. Provide benches and other pedestrian facilities, such as, kiosks, special paving, etc.

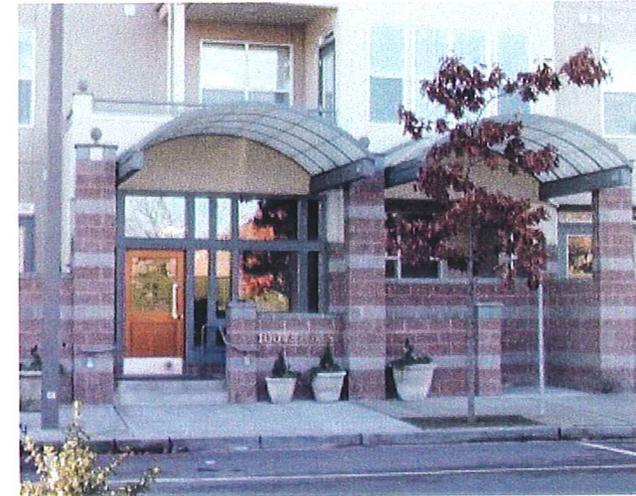


Figure 45. This is an enhanced entry to a residential development in downtown Bellevue. Note the use of weather protection, plantings, and decorative concrete block.

- iv. Provide special pedestrian scaled lighting.
- v. Provide at least two of the following items:
 - a. Provide a trellis, canopy, porch, or other *building* element that incorporates landscaping
 - b. Provide adjacent window displays.
 - c. Provide *building* ornamentation such as mosaic tile, relief sculpture, ornamental wood, or metal trim, etc.
 - d. Provide *artwork* or special pedestrian-scaled signs.
 - e. Other enhancements as approved by the City.

M. All blank walls within 50 feet of and visible from a street, public park or open space, or adjacent lot, shall be treated in one or more of the following methods (see Figure 46):

- i. Install a vertical trellis in front of at least 50 percent of the wall length with climbing vines or plant materials.
- ii. Provide a landscaped planting bed at least 8 feet wide or raised planter bed at least 2 feet high and 3 feet wide in front of the wall. Plant materials that will obscure or *screen* at least 50 percent of the wall's surface within three years are to be planted in the planting bed.
- iii. Provide *artwork* (mosaic, mural, sculpture, relief, etc.) over at least 50 percent of the *blank wall* surface.
- iv. Other methods as approved by the City.

Treatment of *blank walls* is to be proportional to the wall. All of the proposed methods are subject to City approval. The *applicant* must submit architectural plans and elevations showing proposed treatments for approval.

N. Prototype design for franchises should use customized components that are consistent with the desired traditional main street character and that reinforce visual consistency with other adjacent *buildings*.

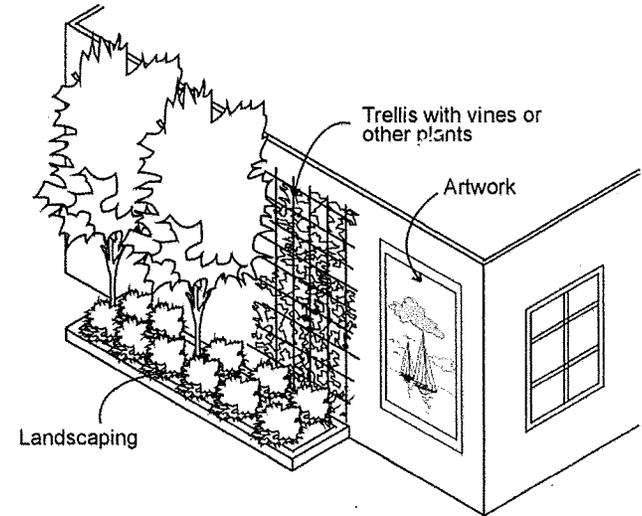


Figure 46. Methods to treat blank walls.

DEFINITIONS



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- 19.10.032 Architectural Scale – The perceived relative *height* and bulk of a *building* relative to that of neighboring *buildings*.
- 19.10.037 Artwork — A device, element or feature whose primary purpose is to express, enhance or illustrate aesthetic quality, feeling, physical entity, idea, local condition, historical or mythical happening, or cultural or social value. Examples of artwork include sculpture, bas relief sculpture, mural, or unique specially crafted lighting, furniture, pavement, landscaping, or architectural treatment that is intended primarily, but not necessarily exclusively, for aesthetic purposes. Signs are not considered artwork.
- 19.10.038 Balcony – An outdoor space built as an aboveground platform projecting from the wall of a *building* and enclosed by a parapet or railing.
- 19.10.039 Blank Walls – Walls subject to “blank wall” requirements meet the following criteria:
1. Any wall or portion of a wall that has a surface area of 400 square feet having a width of at least 10 feet without a window, door, or *building modulation* as defined below or other architectural feature.
 2. Any ground level wall surface or section of a wall over 4 feet in *height* at ground level that is longer than 15 feet as measured horizontally without having a ground level window or door lying wholly or in part within the 15 foot section.
- 19.10.056 Class A Pedestrian-Oriented Street – The designation of a street where pedestrians are given priority in the design and planned use of the street and where motorized vehicles are given secondary consideration if there is a conflict of use.
- 19.10.057 Class B Pedestrian-Oriented Street – The designation of a *street* where motorized vehicles are given priority in the design and planned use of the *street* and where pedestrian accommodations are considered comparable to motorized vehicles.
- 19.10.083 Courtyard – A courtyard is a landscaped space enclosed on at least three sides by a single *structure*.
- 19.10.108 Deck — A deck is a roofless outdoor space built as an aboveground platform projecting from the wall of a *building* and is connected by structural supports at grade or by the building structure.



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- 19.10.159 Facade — Any portion of an exterior elevation of a *building* extending from the finish *grade* of the *building* to the top of the parapet wall or eaves, for the entire width of the *building* elevation.
- 19.10.183 Frontage — The length of a *property line* along a *street*.
- 19.10.278 Human Scale — The perceived size of a *building* relative to a human being. A *building* is considered to have “good human scale” if there is an expression of human activity or use that indicates the *building’s* size. For example, traditionally sized doors, windows, and *balconies* are elements that respond to the size of the human body, so these elements in a *building* indicate a *building’s* overall size.
- 19.10.331 Major new construction or modification – Construction from the bare ground or an enlargement or modification of an existing *structure* in excess of 50 percent of the current King County assessment value for the existing *structure* (excluding tenant improvements), as determined by BMC Title 15.
- 19.10.362 Modulation – Modulation is a stepping back or projecting forward of portions of a *building* face within specified intervals of *building* width and depth, as a means of breaking up the apparent bulk of a *structure’s* continuous exterior walls.
- 19.10.396 Pedestrian-Oriented Space – A pedestrian-oriented space is an area located outside of the right-of-way, between a *building* and a *street* or along a pedestrian path, which promotes visual and pedestrian access onto the *site* and provides pedestrian-oriented amenities and landscaping to enhance the public’s use of the space for passive activities such as resting, reading, picnicking, etc.
1. To qualify as a “pedestrian-oriented space”, an area must have:
 - A. Visual and pedestrian access (including handicapped access) into the *site* from the *street*.
 - B. Paved walking surfaces of either concrete or approved unit paving.
 - C. On-*site* or *building*-mounted lighting providing at least 4 foot candles at ground level with lighting level uniformity, average to minimum, shall be 2:1 or better.



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- D. At least two square feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space.
2. A “pedestrian-oriented space” is encouraged to have:
 - A. Landscaping that does not act as a visual barrier.
 - B. Site furniture, *artwork*, or amenities such as fountains, kiosk, etc.
 3. A “pedestrian-oriented space” shall not have:
 - A. Asphalt or gravel pavement (note: crushed granite may be used to protect tree roots).
 - B. Adjacent non-buffered parking lots.
 - C. Adjacent chain-link *fences*.
 - D. Adjacent *blank walls* without “blank wall treatment”.

19.10.477 Screen/screening – The treatment created with landscaping and/or a decorative two-dimensional *structure* to visually conceal an area or *on-site* utilitarian use that is considered unattractive.

19.10.562 Vernacular – A *building* or complex of *buildings* that relate to, or are characteristic of a period, place or group; especially relating to or being the common *building* style of a period or place.

PROCEDURES



Administrative Design Review

1. Purpose.

The purpose of this section is to establish the process and criteria for administrative design review (ADR).

2. Applicability.

- A. *Major new construction or modification* in the DC zone is subject to the provisions of BMC 19.47 and the procedures for ADR contained in this section.
- B. All other changes to existing *structures* and *sites* in the DC zone do not require ADR approval, unless a design departure is requested. However, the portion of the *structure* or *site* being changed must comply with the applicable design objectives and standards in BMC 19.47. This includes, but is not limited to exterior modifications, including paint, material, roof or *facade* changes; parking area restriping or redesign; and landscaping.

3. Process.

The *Director* shall review applications for ADR according to the procedures established for a Type 1 review (BMC 19.65.065). BMC 19.65.040 (Notice of Application) does not apply, unless SEPA review is required. For large or complex projects, the *Director* may retain design professionals at the *applicant's* expense to review ADR applications submitted by the *applicant*. The *Director* shall establish a roster of qualified licensed design professionals in the fields of architecture, landscape architecture and/or urban design to assist the City in the ADR process. When the *Director* has determined the need for assistance, prior to or following the pre-application meeting, the *Director* shall prepare a scope of work and select at least three firms from the roster to prepare specific cost and schedule proposals for completing the scope of work. These proposals shall be reviewed by the *Director*, and if found acceptable, shall be given to the *applicant* for selection.



4. Criteria for Decision.

In addition to the criteria for approval of a Type 1 review in BMC 19.65.065.4.A, the *Director* shall determine whether the proposal complies with the applicable design objectives and standards in BMC 19.47.

5. Design Departure.

- A. General. This section provides a mechanism for obtaining approval from the City for departing from strict adherence to the design standards.
- B. Process. If a design departure is requested, the ADR decision will be reviewed and decided upon using the Type 1 review process, described in BMC 19.65.065.
- C. Criteria. The City may grant a design departure from BMC 19.47 only if it finds that either there is a compelling reason to deviate from the specific standards or the intent of the standards can be met, and that:
 - i. All of the following requirements are met:
 - a. The request is consistent with and fulfills the policy basis for the applicable design standards, and
 - b. The departure will not have any substantial detrimental effect on nearby properties and the City as a whole, and
 - c. The departure manifests high quality design and/or innovative and appropriate use of materials that will create a high quality development, and
 - d. The departure will result in increased pedestrian activity and visual interest along the *street*; or
 - ii. All of the following requirements are met:
 - a. The size, configuration, topography, or location of the *site* is unusual and was not contemplated in the design standards, and
 - b. Because of these unusual circumstances, application of the design standards to the *site* would not result in a project that fulfills the policy basis for the design standard, and
 - c. The proposed departure will result in a development that fulfills the policy basis for the design regulations and will result in high quality development sensitive to its surroundings.



6. Modifications.

- A. The *Director* may approve a modification to the ADR approval for the proposed development if:
- i. The need for the modification was not known and could not reasonably have been known before the ADR approval was granted; and
 - ii. The modification is minor and will not, in any substantial way, change the proposed development; and
 - iii. The development that will result from the modification will be consistent with the design standards.
- B. Any modification, other than as specified in paragraph A of this section, must be reviewed and decided upon as a new ADR approval under this Chapter.

7. Lapse of approval.

- A. General. Unless otherwise specified in the ADR decision, the *applicant* must submit a complete building permit application to the City (or if no building permit is required, begin the activity approved in the ADR decision) within one (1) year after the final ADR decision, or that decision becomes void. The *applicant* shall substantially complete construction consistent with the ADR approval and complete all conditions listed in the ADR approval within three (3) years after the final ADR decision, or the decision becomes void. "Final decision" means the final decision of the City on the ADR application, including any appeals.
- B. Extensions. The *applicant* may apply to the *Director* for a one-time extension of up to one year of each of the time limits under paragraph A of this section. The *applicant* shall submit a letter demonstrating that substantial progress is being made toward developing the *site* consistent with the ADR decision, and that circumstances beyond his/her control prevent compliance with the applicable time limit under paragraph A of this section.
- C. Appeals. The *applicant* may appeal denial of a time extension by filing a written statement of appeal and appeal fee, if any, to the City Clerk no later than 5:00 p.m. on the 14th day after issuance of the written denial of the requested extension. The appeal will be processed as an appeal of a Type 1 decision pursuant to Section 19.65.065.



