

## North Highline Urban Design Implementation Strategies Study

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June 30, 2022



**King County**

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## II. Proviso Text

Ordinance 19210, Section 87, Local Services Administration, P1, as amended<sup>1</sup>

P1 PROVIDED THAT:

Of this appropriation, \$150,000 shall not be expended or encumbered until the executive transmits a North Highline urban design implementation strategies study, and a motion that should approve the strategies study and a motion approving the study is passed by the council. The ordinance should reference the subject matter, the proviso's ordinance, ordinance section and proviso number in both the title and body of the motion.

The North Highline urban design implementation strategies study shall develop urban design standards and a community review process for development in the commercial, nonindustrial areas of North Highline, including the White Center Unincorporated Activity Center and those areas zoned community business and office in the community service area and shall include, but not be limited to:

- A. An analysis of the urban form and character of the White Center Unincorporated Activity Center nonresidential, multifamily and mixed-use developments;
- B. Urban design standards for nonresidential, multifamily and mixed-use developments specific to the character of the commercial areas of North Highline. At minimum, design standards shall include consideration of pedestrian-oriented ground floor facades, building modulation, glazing, and architectural detail. The design standards shall be developed through a community visioning process in collaboration with the North Highline community and businesses;
- C. A community amenity incentive program to provide bonuses to developers and property owners in exchange for the voluntary preservation or provision of cultural assets and community amenities;
- D. A review of best practices and methods to gather and implement community input on the design and character of proposed nonresidential, multifamily and mixed-use development projects, including, but not limited to, a design review board that advises the department of local services, permitting division; and
- E. A proposed ordinance that implements recommended changes to the development regulations.

The executive shall electronically file the urban design implementation strategies study and motion and proposed ordinance required by this proviso by no later than June 30, 2022, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff and the lead staff for the mobility and environment committee, or its successor.

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<sup>1</sup> [Link to Ordinance 19210](#)

### III. Executive Summary

This North Highline urban design implementation strategies study responds to the requirements of Proviso P1 in Ordinance 19210 and is a result of work performed by King County Department of Local Services (DLS) planning staff augmented by local design consultants with experience creating urban design standards throughout the Puget Sound Region. DLS retained the services of a consulting firm, Framework, to provide technical support, which included creating an inventory of the physical characteristics that make up the commercial and residential areas of North Highline, analyzing the character of the area, and developing urban design standards.<sup>2</sup> DLS analyzed the community amenity incentive program, conducted community engagement, and developed the proposed Ordinance that would adopt the urban design standards outlined in this report.

#### **Community Engagement**

Community engagement is a central element of the project and provided the opportunity for community participants to shape the scope and content of the North Highline Urban Design Standards. Community was engaged in development of the plan in three distinct stages:

1. Visioning.
2. Urban Design Standards development.
3. Review of Urban Design Standards.

Avenues of communication included:

- Weekly discussions with White Center Community Development Association, the DLS community voices contractor.
- Direct engagement with local business owners and landowners.
- Booths at two community events in late August 2021 used for engagement and information exchange.
- Online survey which was open and advertised for several months.
- Community Advisory Group – a diverse group of paid community representatives that met virtually four times to help develop and review the design standards.
- Walking tours with the public.
- Student engagement exercise.
- Several public meetings and other modes of outreach during the public review period.

Key takeaways from community engagement are:

- The desire for increased greenery and environmental amenities;
- Designs that favor the pedestrian environment and buildings that are welcoming to those on the street;
- Retention of existing culture and businesses that represent the current makeup of the community;
- Artwork that better represents the current community; and
- Safety concerns.

These key takeaways are integrated throughout the proposed design standards legislation.

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<sup>2</sup> [Link to Framework company website](#)

### **An analysis of the Urban Form and Character of the White Center Unincorporated Activity Center**

An urban form and character analysis is a first step in drafting design standards. This analysis provides an understanding of the physical context of North Highline. The physical context includes the components of the built environment and the built environment's relationship to the natural environment. Examples of the built environment are the size, location, and distribution of buildings and roads. Examples of the natural environment, seen both as an amenity and development limitation, are locations of water bodies, steep slopes, and distribution of vegetation, and how these features shape and interact with human living, working, or recreating in the spaces.

The analysis of the urban form and character of the White Center Unincorporated Activity Center examines the components of both commercial, residential, and mixed-use areas. This is accomplished by focusing on representative areas, examining details of individual blocks. Commercial areas are divided into two categories of development patterns seen in this area, Main Street and Larger Lot Development.

Main Street is a tight-knit, walkable area with many storefronts representative of neighborhoods developed congruous with the rise of the streetcar. Large Lot Development is representative of auto-centric development that occurred post-World War II, which signifies larger lots, buildings spaced farther apart, and a significant amount of land dedicated to parking. Residential developments are divided into mixed multifamily and single-family residential, and multifamily apartment buildings. Within these residential areas, the development is extremely varied in form and age. There are many gaps in pedestrian infrastructure, and sidewalks are not always present. Except for large apartment complex developments, the varying age and architecture of these residential areas signifies slow infill over time.

### **Urban Design Standards**

The proposed urban design standards included in this report would apply to new commercial, mixed-use, and multifamily developments in the North Highline area of unincorporated King County. A proposed Ordinance to enact these standards will be transmitted to the King County Council concurrently and separately from this report. The proposed standards are an attachment to the proposed Ordinance and are included as Appendix B of this report.

The proposed urban design standards prioritize the pedestrian environment of the North Highline community. They are informed by the vision and guiding principles in the proposed North Highline Community Service Area Subarea Plan, community input and visioning, and the existing urban form and character. The standards add an additional requirement to King County's existing development codes, seeking to channel future developments to fit the context of the community. Developers would be required to address the following components of the standards: a contextual analysis of surrounding areas, public feedback, street frontage types, site design, design of the public realm, stormwater and landscape design, building design, design for culture and expression, and design for a safe and welcoming neighborhood. The standards outline the expectations of developer submittals and a review process that contains a more intensive community input process than other development reviews within King County.

With the context of North Highline's current community, history, and current trends, the challenge in developing the design standards was to create standards that promote new buildings that are welcoming to current community members and encourage its continued eclectic physical scape, because design standards have the potential to have a homogenizing effect on the built environment. The proposed standards identified in partnership with community strive to push the system of private

development into a more equitable and inclusive approach to community. This new approach is intended to support the uniqueness and diversity of North Highline’s character. It achieves this goal by including a cultural analysis at the beginning of the design process and a dedicated section in the standards to design for cultural expression. The guiding principles that result from these initial engagement steps ultimately lead to contextually appropriate new developments.

However, these proposed design standards, if adopted, could result in longer development review times and increased cost to develop. The amount of additional time and cost required for a design review would depend on the project’s size and complexity and the applicant’s effectiveness in addressing Permitting review comments. To avoid increased burden on existing businesses and developers seeking to develop or redevelop, Permitting can waive these standards if certain criteria are met.

**Summary of Proposed Design Standards**

Proposed Standard	Explanation of Standard	What is Proposed
Preapplication Requirements	Integrating public input and analysis of the area into preliminary designs prior to application submittal	<ul style="list-style-type: none"> <li>• A context and site analysis that addresses the physical features of the site and surrounding areas, in addition to existing businesses, artwork and public facilities.</li> <li>• A cultural analysis demonstrating understanding of neighborhood demographics and physical features of cultural significance.</li> <li>• A conceptual site plan showing proposed site and building layouts and building designs.</li> <li>• A web-based community forum giving the public time to review and comment on proposals.</li> <li>• The above will be considered by the project reviewer when creating project-specific standards.</li> </ul>
Building Frontages	Options for creating buildings that address walkability through pedestrian-oriented ground floor facades	<ul style="list-style-type: none"> <li>• Assigning certain styles of frontages to the buildings according to a classification map. Frontages are the portions of buildings that abut the street.</li> <li>• Allowing certain types of frontages in certain areas creates a safe and welcoming pedestrian environment by enhancing and enlarging these spaces.</li> </ul>
Site Design	Leveraging community input to promote walkability, generous landscaping, and efficient use of space	<ul style="list-style-type: none"> <li>• Requiring the arrangement of the structures to fit uses on and around the site, which include natural systems and features, circulation systems, and the architectural and cultural contexts.</li> <li>• Community input prioritizes compatibility with the existing scale of the neighborhood, walkability, and generous landscaping.</li> </ul>

Proposed Standard	Explanation of Standard	What is Proposed
Public Realm Design	Promoting architectural detail that fosters culturally rich space using artwork, paths, and pedestrian connections	<ul style="list-style-type: none"> <li>• Requiring building and site designs to create spaces to encourage walking and moving with such features as seating and lighting.</li> <li>• Prioritizing walking and moving on wheels (wheelchair, bike, scooter, etc.) on-site through path requirements when projects are over a certain size.</li> <li>• Requiring outdoor spaces for frontages over a certain threshold.</li> <li>• Promotion of year-round activity through use of features such as seating, tables, umbrellas, decorative lighting, seasonal heaters, or available wi-fi.</li> </ul>
Stormwater and Landscape Design	Applying a score sheet for use of vegetation and rainwater retention, reflecting input from community engagement that favored environmentally-friendly site development	<ul style="list-style-type: none"> <li>• A point system referred to as GreenCenter that requires an equivalent of 30 percent of the site surface to be landscaped.</li> <li>• A suite of stormwater and landscape features are provided and assigned points to be added to the 30 percent threshold.</li> <li>• For properties within 16th Ave SW from Roxbury to 100th Street, scores may be reduced at the discretion of the Director of Local Services (Director).</li> </ul>
Building Design	Building modulation, glazing, and architectural detail that promote a level of thoughtfulness toward the existing community and general quality of construction	<ul style="list-style-type: none"> <li>• Requirements for architectural designs, modulation of buildings, building bulk and massing, and a minimal number of entries.</li> <li>• Pictures of example buildings are provided, which were selected by a community-selected advisory group as examples that reflect the existing culture and support social connections.</li> </ul>
Design Features of Downtown White Center	Promotion of ground floor facades, glazing, fenestration, scale, and treatments that fit the existing appearance of White Center commercial buildings	<ul style="list-style-type: none"> <li>• For buildings along the Main Street segment of 16th Avenue SW between SW Roxbury Street and SW 100th Street, architectural details and features will take cues from the historic building stock of White Center, including the carpentry at street level windows and existing lighting, signage, and materials.</li> <li>• The project proponent is required to describe the measures taken in the design to relate to the historic precedents that add to the character of White Center.</li> </ul>

Proposed Standard	Explanation of Standard	What is Proposed
Design for Distinctive Identity	Promotion of cultural expression and homage to the existing cultures of North Highline through building and site aesthetics	<ul style="list-style-type: none"> <li>• Encouragement of signage that expresses character and cultural diversity.</li> <li>• Encouragement of art and murals rooted in community values and community art.</li> <li>• Encouragement of creative landscape designs.</li> <li>• Encouragement of other distinctive features such as commercial storefronts, entries, facades, and neighborhood office buildings.</li> </ul>
Designing for Public Safety	Standards for windows, sightlines, and lighting to create an environment that feels safe and welcoming	<ul style="list-style-type: none"> <li>• Requirements for lighting quality on site, lighting along street-facing facades, lighting in parking lots, window locations, alcove design and overall brightness.</li> <li>• These requirements are to encourage eyes on the street, but not flood sites with bright light at night.</li> </ul>

**Community amenity incentive program analysis**

DLS explored a potential amenity incentive program to provide bonuses to developers and property owners for the voluntary preservation or provision of cultural assets and community amenities. This report outlines incentive programs currently in the King County Code, followed by a review of similar existing codes in other municipalities. Also included is public input that pertains to this requirement, as well as a review of existing research and programs that align with the public input. Using findings from this analysis, DLS proposes that the incentive program take the form of an in-lieu fee dedicated to the creation, preservation, and enhancement of locally-owned businesses.

Based on North Highline community input regarding retention of culture, the cultural assets for preservation or provision are not the physical components of the built environment, but are the residents themselves. Specifically, cultural assets could be the businesses that represent the unique cultures of North Highline, referred to in this report as representative businesses. In this potential voluntary program, developers would pay a fee dedicated to the creation, preservation, support, and enhancement of locally-owned businesses rather than the preservation of traditional cultural assets and community amenities. In exchange for this fee, they would receive a Floor to Area Ratio (FAR) density bonus for commercial areas.

Because of the complexity of developing such a program, further policy guidance and operational development are necessary. Key issues that need to be addressed in further program development are:

- Fund Development. Where would this fund reside? Potential candidates include the Commercial Affordability Pilot program, DLS Permitting, White Center CDA, or another community-based organization.
- Operational Costs. How would operational startup and ongoing staff costs be funded? Staffing would be necessary to develop and implement the program before any fees are received.
- Demand Analysis. Would there be sufficient developer demand to make this potential incentive program worthwhile?

- Legal Analysis. Because of the reinvestment of funds in community businesses, are there legal complexities that need a thorough analysis?

### **A Review of Best Practices and Methods**

DLS conducted a review of best practices and methods to gather and implement community input, focusing on collecting community input on the design and character of proposed nonresidential, multifamily and mixed-use development. This analysis covers public noticing, community meetings, and other community outreach methods, as requested by the proviso. A comparison of best practices is made between administrative review and a design review board. DLS compared the wide range of public engagement methods employed by various municipalities, with varying levels of public participation ranging from enhancing notification capacity through technology, to design review boards with the authority to make legally binding decisions.

## **IV. Background**

### **Department Overview**

King County is the local service provider for the estimated 247,000 people who live in the unincorporated areas of King County.<sup>3</sup> The Department of Local Services (DLS), created in 2018 by Ordinance 18791, is dedicated to improving local services for unincorporated areas by improving coordination and collaboration between County agencies, communities, and other entities.<sup>4</sup>

The mission of DLS is to promote the well-being of residents and communities in unincorporated King County by seeking to understand their needs and delivering responsive local government services.

- The DLS Permitting Division provides infrastructure and land use planning services; land use, building, and fire regulatory and operating permits; code enforcement; and a limited number of business licenses in unincorporated areas of the county.
- The DLS Roads Services Division is responsible for all County-owned roads, bridges, and related infrastructure in the unincorporated areas of King County.

### **Community Service Areas**

In 2011, with guidance from the County's 2010-2014 Strategic Plan, the County created seven Community Service Areas (CSAs) to represent all unincorporated residents and communities.<sup>5</sup>

1. Bear Creek/Sammamish
2. Snoqualmie Valley/Northeast King County
3. Four Creeks/Tiger Mountain
4. Greater Maple Valley/Cedar River
5. Southeast King County
6. West King County
7. Vashon/Maury Island

West King County is further divided into five potential annexation areas: East Federal Way, East Renton, Fairwood, North Highline, and Skyway-West Hill.

### **Key Historical Context of North Highline**

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<sup>3</sup> [Statistical Profile on Unincorporated King County, 2018](#)

<sup>4</sup> [Ordinance 18791, p. 25](#)

<sup>5</sup> [2010-2014 King County Strategic Plan \(King County Executive Office\)](#)

The center of North Highline, White Center, has been an unincorporated Seattle suburb since 1912 when the completion of a streetcar line connected the neighborhood to downtown Seattle.<sup>6</sup> The development that shortly followed is now the White Center commercial core, i.e., the buildings and businesses that radiate out several blocks from the corner of SW Roxbury Street and 16<sup>th</sup> Ave SW. This development, constructed prior to the proliferation of the automobile, consists of a tightknit and walkable few blocks where consecutive commercial storefronts are located next to the street.

World Wars I and II brought waves of people to North Highline, increasing the population and turning it into a working-class suburb with close access to large employers such as Boeing and the shipyards. After prohibition was repealed by Congress in 1933, many bars and taverns appeared in White Center; an active nightlife is still present in this area today.<sup>7</sup> Development after World War II, outside of the commercial core area, was more automobile-centric with commercial buildings set back from the street behind parking lots. These developments resulted in larger parcels and more pavement surface. Surrounding this commercial area is a mix of multifamily and single-family homes, with single-family homes being the most dominant housing type in this area.

As time passed, the working-class population of North Highline became an increasingly diverse community. Today, North Highline's population has a significantly higher proportion of foreign-born residents (31 percent) and residents with limited English proficiency (22 percent) than King County overall (25 percent and 11 percent, respectively).<sup>8</sup> The most spoken languages at home after English (61 percent) are Spanish (18 percent) and Vietnamese (6 percent). North Highline also has among the lowest median incomes of any neighborhood in the Puget Sound region.<sup>9</sup>

The combination of ethnic and cultural diversity, lower incomes, and a structurally aging and relatively affordable neighborhood make this area ripe for gentrification. Without intervention, higher-income residents moving into the area will influence housing prices and rents, causing them to increase.<sup>10</sup> New development and rehabilitation of existing buildings will eliminate the current affordable housing stock for existing residents without intervention.<sup>11</sup>

### **Key Current Context:**

*Urban Design Standards* - The King County Strategic Plan describes the County's goals of mobility and healthy environment.<sup>12</sup> The proposed urban design standards in this report align with this vision of a welcoming community by promoting a walkable community through intentional site design and increased vegetation in the public realm.<sup>13</sup>

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<sup>6</sup> [Link to White Center -- Thumbnail History - HistoryLink.org](#)

<sup>7</sup> [Link to Southwest Seattle Historical Society - Log House Museum](#)

<sup>8</sup> [Link to American Community Survey 5-Year Data 2019](#)

<sup>9</sup> Ibid.

<sup>10</sup> [Link to Affordable Housing Incentives Analysis: North Highline And Skyway-West Hill](#)

<sup>11</sup> Ibid.

<sup>12</sup> [Link to King County Strategic Plan](#)

<sup>13</sup> Urban design standards, in the context of this study, shape how new commercial, mixed-use, and multifamily development in North Highline look and feel, how they relate to their surroundings and the people in the community. They do not regulate zoning or the allowed uses within buildings.

The King County Community Engagement Continuum describes five possible levels of community engagement that progress from “County informs” to “Community directs action”.<sup>14</sup> The level of engagement for any project depends on program goals, time constraints, level of program and community readiness, and capacity and resources. The fourth level, “County and community work together” level of engagement is described as “Community and King County share in decision-making to co-create solutions.” This level was used to guide the process of developing the proposed standards.

Community engagement included multiple interactions with a community-selected advisory group developed specifically for this project and gained additional community context and focus through weekly meetings with the White Center CDA. Other engagement efforts such as business owner outreach and discussions also informed the design standards. These interactions specifically resulted in the design standards emphasizing the preservation and enhancement of characteristics unique to this area, such as encouraging cultural expression and retention of the character of White Center’s historic commercial core. Engagement for this project is detailed in the following section.

Existing plans and reports under development, and current infrastructure improvement projects also influenced the proposed urban design standards and supporting bodies of work for the North Highline community. These bodies of work include:

- North Highline Subarea Plan (King County DLS, Permitting Division) – This long-range plan includes zoning and land use amendments. Its creation and engagement efforts overlapped with and benefitted this study. Zoning changes helped define the density and dimensional standards for the building sizes these proposed standards address.
- 16<sup>th</sup> Avenue Improvements (King County DLS, Roads Division) – This current project will redesign White Center’s main road for slower travel speeds and other improvements to pedestrian safety. The future form of this road section informed the frontages portion of the design standards.
- Rapid Ride H-Line (King County Metro) – Currently being constructed, this rapid transit route runs through the commercial core of White Center. The route helped inform how the standards address pedestrian circulation and frontages.
- RainWise Program (King County Department of Natural Resources and Parks) – This program promotes investment in green stormwater infrastructure on private developments to help improve water quality and reduce flooding. It informed the GreenCenter stormwater and landscaping requirements that are proposed as one of the site design requirements within the standards.
- Inclusionary Housing Ordinance (King County DLS, Permitting Division, and Department of Community and Human Services) – This is draft legislation to incentivize and, in some cases, require affordable housing in new developments within North Highline and Skyway-West Hill. It informed the potential maximum building sizes, available residential incentives, and how the future form of affordable housing developments can be created in an aesthetic that is welcoming for future residents.<sup>15</sup>

In addition to the departments, divisions, and groups involved with the abovementioned projects, the following organizations also provided input:

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<sup>14</sup> [Link to King County Community Engagement Continuum](#)

<sup>15</sup> [Link to proposed Ordinance 2022-0162](#)

- Office of King County Councilmember McDermott
- White Center Community Development Association
- King County Department of Natural Resources and Parks Historic Preservation Program
- King County Sherriff's Office

**Report Methodology:**

DLS retained the services of Framework, a consulting firm, to provide technical support for this project, which included creating an inventory of the physical characteristics that make up the commercial and residential areas, analyzing the character of the area, and developing urban design standards.<sup>16</sup> DLS analyzed the community amenity incentive program, conducted community engagement, and developed proposed Ordinance that would adopt the urban design standards outlined in this report.

## V. Community Engagement

Between August 2021 and February 2022, DLS and Framework conducted a variety of community engagement activities with a focus on centering the community in the development of the standards. A multipronged outreach and engagement strategy was used to ensure that work was done at the “County and community work together” level of engagement on the Community Engagement Continuum.<sup>17</sup> Numerous engagement strategies were deployed, including those specifically designed to involve community members who may not have previously participated in such engagement. These events included:

- Weekly discussions with the White Center CDA, DLS's contractor for public engagement for the North Highline Subarea Plan;
- A community-selected and compensated Community Advisory Group, which met virtually four times to help develop and review the design standards at various stages;
- Direct engagement with local business owners and landowners;
- Booths at community events;
- An online survey;
- Walking tours with the public; and
- Youth engagement through a collage exercise.

DLS followed King County Office of Equity and Social Justice equity impact review guidance throughout the development of the proposed design standards, to ensure that promoting equity was intentionally considered throughout the process.<sup>18</sup> From meeting with community members in-person when possible, to having a community-selected advisory group co-create the urban design standards, to refining the legislation through community input, equity was a foremost consideration. Below is a summary of some of the engagement events and feedback received prior to the release of the public review draft of the design standards and other Proviso requirements.

### August 27th White Center Promise Event and August 29th White Center Benefit Block Party

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<sup>16</sup> [Link to Framework company website](#)

<sup>17</sup> [Link to King County Community Engagement Continuum](#)

<sup>18</sup> [Link to Office of Equity and Social Justice Equity Impact Review Process Overview and Checklist.](#)



Findings from the community assets mapping exercise:

- Community amenities such as the White Center Library, parks (North Shorewood Park, Steve Cox Memorial Park), schools, and playgrounds (Green Bridge Playground, Bicycle Playground) were the locations most frequently identified as favorite places and community assets.
- Community members frequently identified locations on 16th between Roxbury and 100th (areas that fall within the Main Street typology) as both a favorite place and as a community asset.
- The Greenbridge area was frequently cited as both a community asset and a favorite place.
- Overall, most of the locations identified as community assets through the exercise were located within the commercial core of White Center.
- White Center Pond Natural Area and Hicklin Lake were the locations most participants wished to see improved, with desire for more access to the lake and better water quality.
- Many participants wished to see improvement on specific buildings, intersections, or businesses.
- In written comments, community members noted the importance of walkability and cited a general need for more sidewalks and lighting. Multiple community members suggested the need for better pedestrian connections (such as between downtown and Greenbridge) and suggested making 16th a pedestrian street.

The visual preference survey asked the community to select images of various built environment features that they would or would not like to see in the future developments of North Highline and explain their reasoning. In total, 38 people contributed to the visual survey (*see Appendix A1*). Green spaces, pedestrian and bike friendly streets, and human-scale buildings were the three key themes mentioned by most participants. The following list summarizes preferences identified in the survey:

- More greenery such as parks, street trees, plantings, and community gardens.
- Better street design to improve walking and biking experiences, through the addition of street furniture for dining and performance, streetlights, landscaping, bike lanes, and buffers from cars.
- Human-scale developments, mixed-use developments such as restaurants under apartment buildings, and avoiding large-scale “box-like” buildings.
- More art elements, such as storefront decoration and art installations, in neighborhood and street design.
- Facilities that support usage of sustainable energy, such as solar panels and electric vehicle chargers.
- More places for community gathering and activities, including playgrounds, dog parks, and gathering place like the Greenbridge plaza.

The traveling chairs activity asked the community to put chairs at their favorite locations and upload pictures to SurveyMonkey.com. The activity started on August 29th and ended on October 4<sup>th</sup>, 2021. In total, 15 people uploaded pictures. The traveling chairs were spotted at neighborhood parks, in front of food trucks, and by the sidewalk of the main street.

#### Online community survey

The Design Standards Community Survey opened for public input on August 27, 2021 and closed on November 19, 2021; results were tabulated the same day. Seventy people completed the survey online. Six hard copies of the survey were collected at the outreach events. Most of the respondents were North Highline residents (83.33 percent) and/or property owners (63.33 percent). Other respondents included North Highline developers, business owners, and workers. While the survey was not translated

into languages other than English, it included contact information in English and Spanish to request the survey in another language. No requests were made. The online survey was accessible for those with a visual disability.

Key results from the online survey are:<sup>20</sup>

- Respondents love North Highline for its diverse culture and proximity to Seattle.
- Respondents enjoy the variety of cultures reflected in the diversity of the people, shops, restaurants, and small local businesses in North Highline. They enjoy the walkable environment at the main street area and the accessibility to major roads.
- Respondents also love the moderate building scale, variety of housing choices, and the existing mature trees and parks.<sup>21</sup>
- Respondents want the urban design standards to preserve existing trees, increase greenery in new developments, support a safe walking experience, and encourage a variety of housing developments, including affordable housing and mixed-use development with commercial space on the ground floor.<sup>22</sup>
- Almost 65 percent of the respondents were interested in the provision of incentives to developers if they preserved community amenities. Bonuses for developments to increase more living units received 80 percent of the votes, reflecting measures already being proposed in King County’s Inclusionary Housing Ordinance. Respondents also added comments on their interests in bonuses to encourage more publicly accessible green spaces and recreational spaces.<sup>23</sup>

### Community Advisory Group

A community-selected, paid community advisory group was a central influence in the development of the standards. Central principles of the Community Advisory Group were to ensure the community had a strong voice in co-creating the design standards and represent community wants and needs. The main goals of this advisory group were to support successful community engagement by helping with outreach efforts, evaluating those efforts, and acting as an informed voice within the community. Members attended four 1.5-hour meetings, receiving a stipend of \$75 per hour. The 12-member group was representative of many of the cultures and groups within North Highline, and included voices of people experiencing homelessness and people with disabilities.

### Walking Tours

Three walking tours, two tours of the commercial core of White Center and one at Greenbridge, took place on October 17 and 18, 2021, and were facilitated by Framework’s subconsultant FiveDot.<sup>24</sup> The two identical tours were offered on each day, and started at Greenbridge and looped through the commercial core area of White Center. The third tour took place on October 18 and was solely dedicated to the Greenbridge development, with the tour hosted by Greenbridge’s Director. The tours lasted about 1.5 hours in duration and were roughly one mile in length. All tours were an opportunity for members of the public to influence the design standards by remarking on their preferences while walking through their community.

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<sup>20</sup> See Appendix A2 for full online survey results.

<sup>21</sup> See Appendix A2 questions 2, 3 and 4.

<sup>22</sup> See Appendix A2 questions 7, 8 and 9.

<sup>23</sup> See Appendix A2 questions 5 and 6.

<sup>24</sup> [Link to FiveDot website](#)

Because of the ongoing COVID-19 pandemic, the size of these tours was limited. Five members of the public attended the tour on the 17<sup>th</sup> and 10 members of the public attended both tours on the 18th. The applicants to the community advisory group were invited, and local businesses were invited through in-person flyer handouts and networking through the White Center CDA. Tour pamphlets were available in English, Somali, Spanish, and Vietnamese.

Feedback from the walking tours included:

- Traffic and streetscape considerations;
- Preferences on building form and scale; and
- Favorable design ideas, including features of the Greenbridge development.

### Student Event

An in-person student engagement exercise took place at the White Center Community Center log cabin hosted by King County Parks & Recreation. The group of six students ranged in age from 16-19 years old. The students talked about the changes that could come with the new zoning recommended in the North Highline Subarea Plan and what the perfect street should be like if the scale of the area were to become larger, in terms of population and the built environment.

Student feedback included:

- New developments should represent the diversity of the community;
- Cleanliness of streetscapes is important;
- Open space and parks integrated into the community is desired; and
- New developments should promote safety, with eyes on the street.

The exercise involved the students breaking up into groups to describe the amenities they valued and wanted in their community.

### Community Feedback Summary

The feedback received prior to release of the public review draft of the standards is broadly summarized as:

- The desire for increased greenery and environmental amenities;
- Designs that favor the pedestrian realm and buildings that are welcoming to those on the street;
- Artwork that better represents the current community; and
- Safety concerns.

Community feedback led to changes and additions to the draft design standards, summarized below. Feedback regarding increased greenery is addressed in design standards Section C.5 Stormwater and Landscape Design. Addressing better building orientation to the street, better site design, creation of buildings that are more human-scale, and better gathering places are addressed in Sections C.2 Streets and Frontages, C.3 Site Design, and C.4 Public Realm Design. The desire for more art and cultural representation is addressed in Sections C.1 Contribute to the Physical and Cultural Context, C.6 Building Design, and C.7 Design for Distinctive Identity. Finally, concerns for safety were addressed in C.8 Design for a Safe and Welcoming Neighborhood.

**Table 1. Summary of community recommendations prior to public review draft release and how they are addressed**

Community Feedback Topic	Integration in Design Standards
Desire for increased greenery and environmental amenities	Section C.5 Stormwater and Landscape Design
Designs that favor the pedestrian realm and buildings that are welcoming to those on the street	Section C.2 Streets and Frontages Section C.3 Site Design Section C.4 Public Realm Design
Artwork that better represents the current community	Section C.1 Contribute to the Physical and Cultural Context Section C.6 Building Design Section C.7 Design for Distinctive Identity
Safety concerns	Section C.8 Design for a Safe and Welcoming Neighborhood

Public Review

The public review period for the draft design standards and other elements took place from February 28 to March 28, 2022. A variety of community engagement activities were used to gather public review of the proposed design standards, ordinance, and equity and environmental analyses. The engagement activities included:

- A public engagement website that included a project overview, recording of a project presentation, a short video explaining the project, an explanation of each section with survey questions, and the draft project documents with translation capability for multiple languages;<sup>25</sup>
- Emails to community members who showed interest in design standards during the abovementioned community engagement activities, encouraging them to review the drafts and spread the word to others;
- Emails to 260 community members interested in the North Highline Subarea Plan project, encouraging them to review the drafts and spread the word to others;
- Social media posts by DLS on Facebook, Instagram, Twitter, and Unincorporated Area News;
- Local blog posts on White Center Now Blog and White Center Now;
- Printed flyers, including resources for translation, distributed to local businesses and posted in visible areas within the commercial core of White Center;
- Presentation to the North Highline Unincorporated Area Council on March 3, 2022;
- Presentation to the White Center CDA on March 18, 2022;
- Open House Zoom meeting dedicated to the proposal on March 18, 2022; and
- Comment opportunity at the North Highline Town Hall on March 22, 2022.

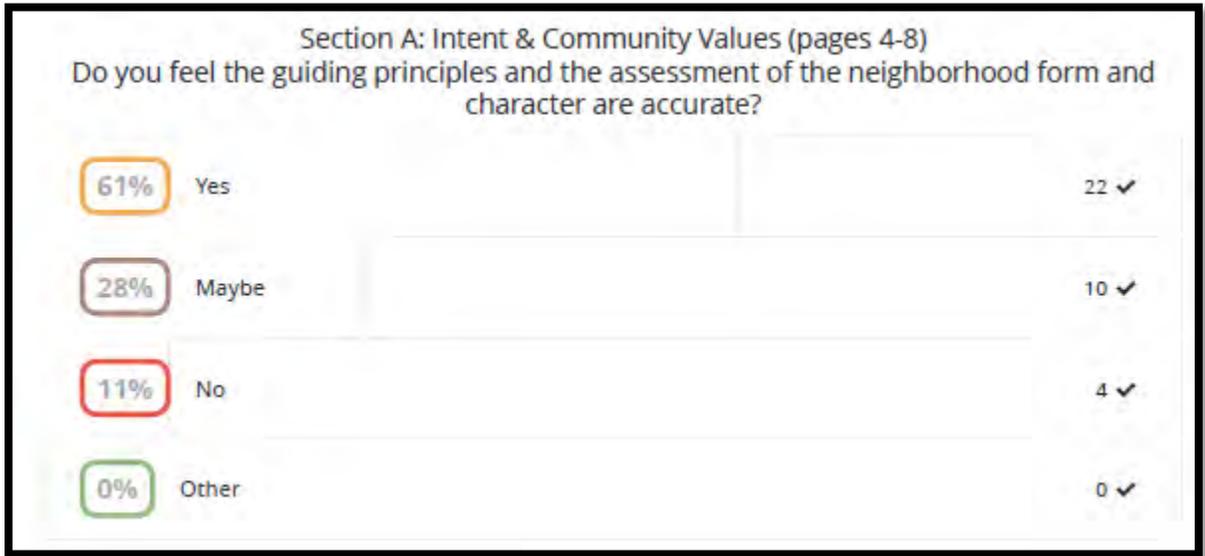
These efforts led to 991 views of the public engagement website, with a total of 409 responses submitted. This input helped solidify the design standards. For example,

- 61 percent of respondents felt the guiding principles and the assessment of the neighborhood form and character were accurate, 28 percent responded maybe, 11 percent felt they were not. In response to this data and comments from the community indicating that the guiding principles and assessment of form and character were too vague, more detail was added to this

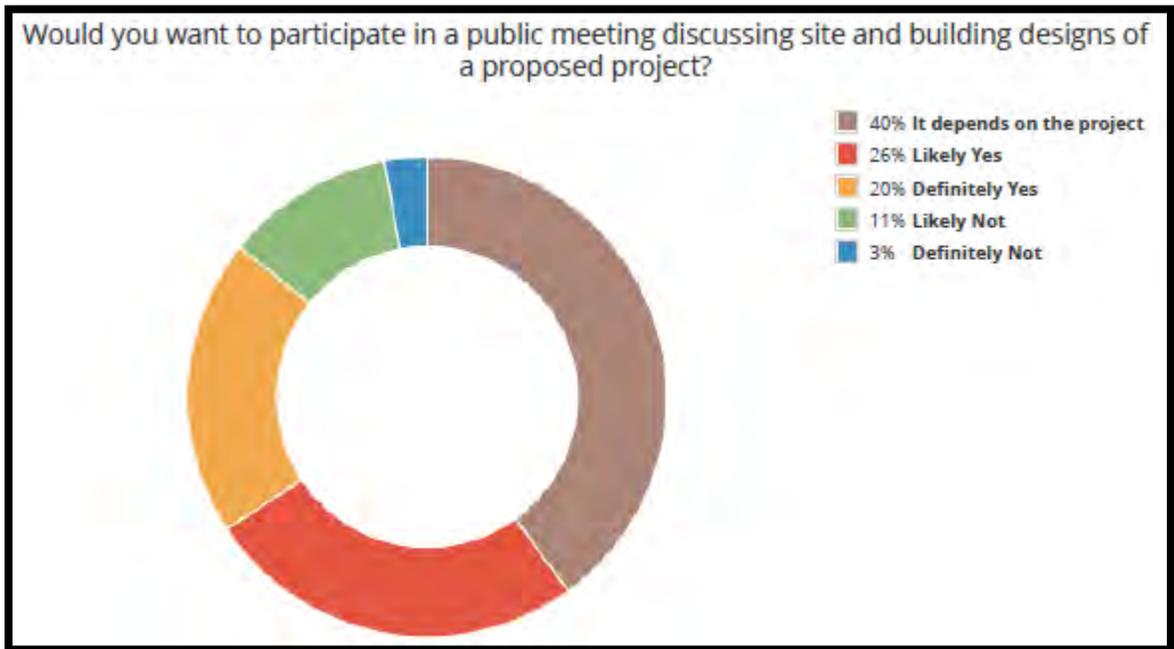
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<sup>25</sup> [Link to public engagement website.](#)

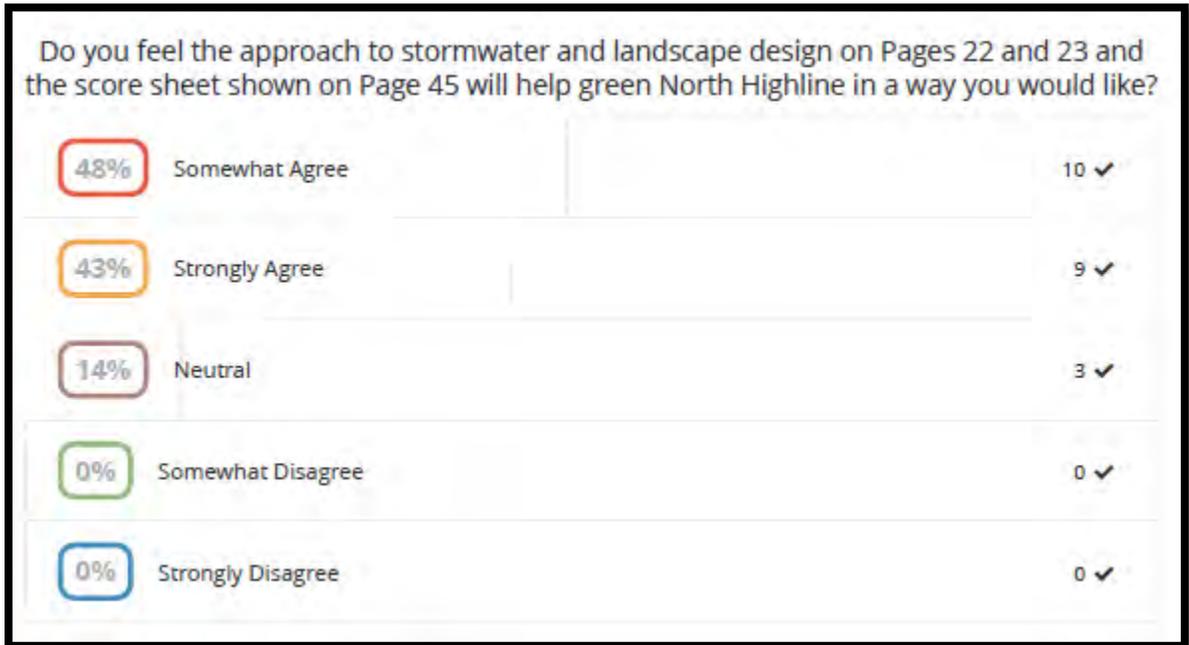
section of the standards.



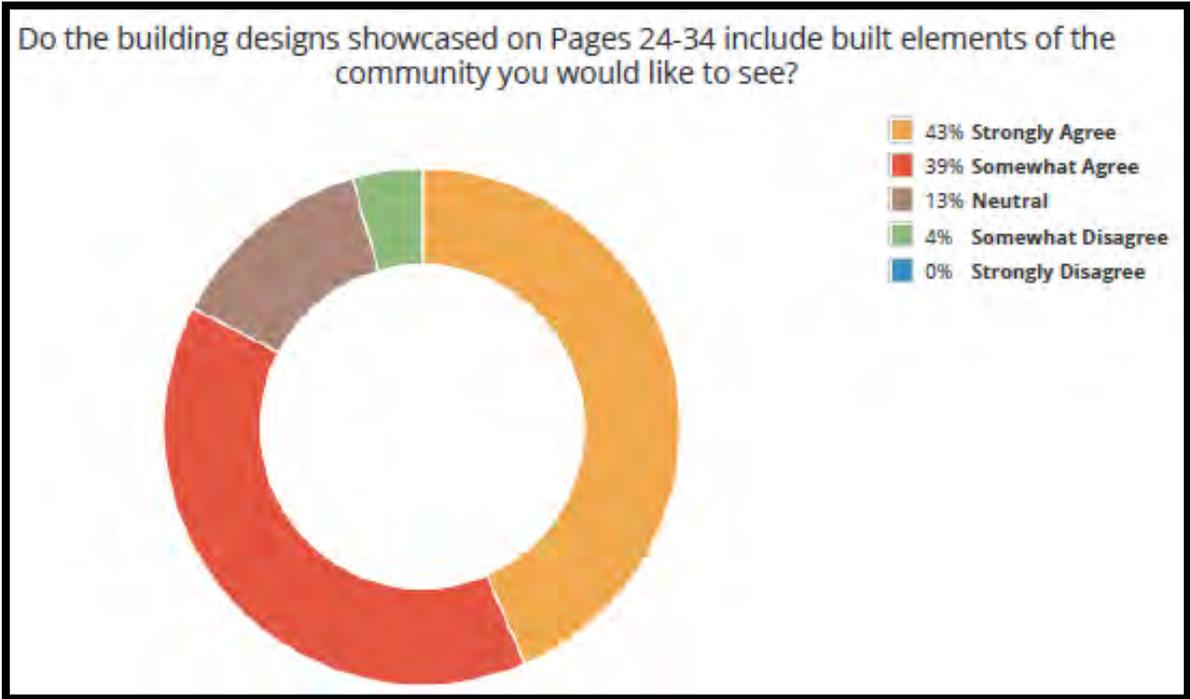
- 40 percent of respondents answered 'it depends on the project' when asked if they would participate in a public meeting discussing site and building designs of a proposed project, 26 percent said likely yes, 20 percent said yes, 11 percent said likely not, and 3 percent said definitely not. When asked about barriers to participation, 23 of the 25 freeform answers pertained to scheduling issues. For this reason, a web-based community feedback forum lasting for 21 days is now proposed for the process, versus a single public meeting at a set time.



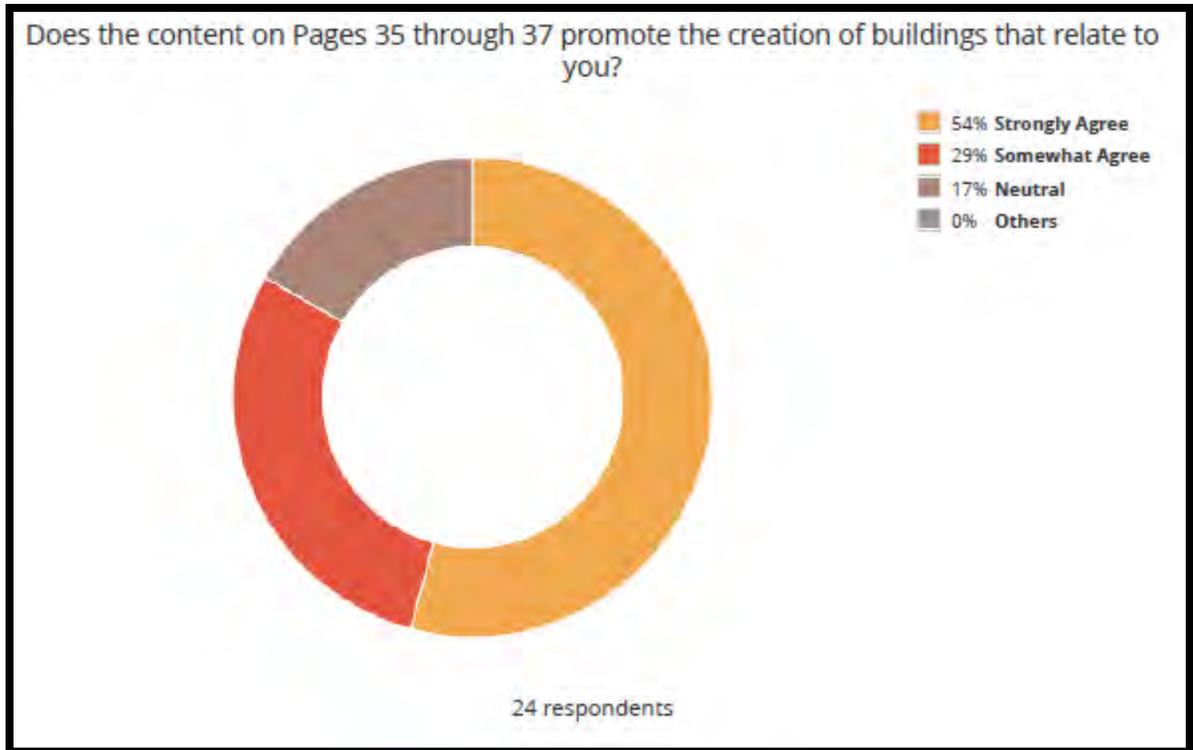
- Community asked for more specificity regarding the content explaining physical and cultural context. More detail was given, and examples were added to Section C.1 as a result.
- Positive survey responses were received on the proposed stormwater and landscape design regulations, where 43 percent strongly agreed with the approach, 43 percent somewhat agreed, 14 percent were neutral. Nobody responded in disagreement. The proposed stormwater and landscape design regulations were not changed.



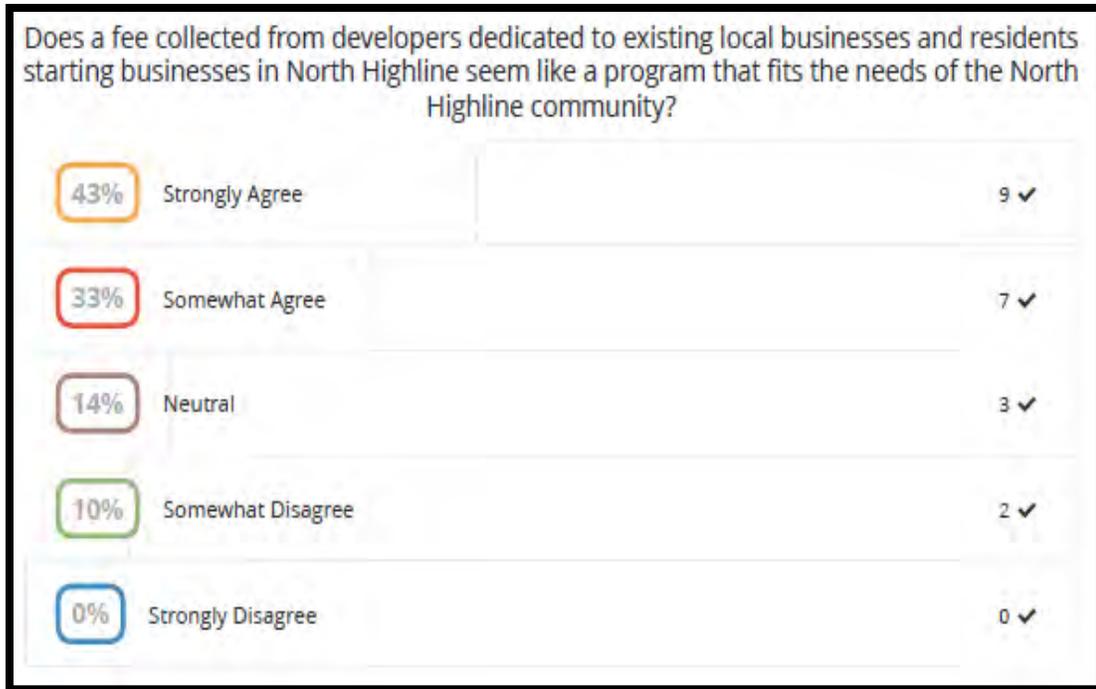
- Regarding building design elements shown for the commercial core of White Center, 82 percent of survey respondents either strongly agreed or somewhat agreed that the showcased elements reflected the respondent’s desired community. For those who disagreed, the most common reason stated was the desire for additional vegetation. Additional vegetation is addressed through the requirement that buildings in the commercial core must comply with Section C.5 Stormwater and Landscape Design, unless waived through Director discretion.



- Regarding designs for a distinctive identity, almost all survey responses agreed the proposed building regulations relate to them. These proposed regulations were included in the final recommendations because of the strong support in the public review comments.



- Improved lighting was a major theme in comments regarding increasing safety. Additional lighting requirements were created as a result.
- When asked if a fee collected from developers dedicated to existing local businesses and residents starting businesses in North Highline fits the needs of North Highline, 43 percent strongly agreed, 33 percent somewhat agreed, 14 percent were neutral, 10 percent somewhat disagreed, and nobody strongly disagreed. These responses helped focus the effort to complete Section VI.C of this report, the community amenity incentive program analysis, which discusses the support and preservation of local businesses.



## VI. Report Requirements

The following section describes the analysis as required by Ordinance 19210, Section 87, Proviso P1, as amended by Ordinance 19364. This section is organized to align with the requirements for this report as outlined in the Proviso. DLS worked with the consultant to develop the responses to requirements A and B, based on feedback from community.

### A. An analysis of the urban form and character of the White Center Unincorporated Activity Center

An urban form and character analysis is a first step in drafting design standards. This analysis provides an understanding of the physical context of North Highline, which includes the components of the built environment and the built environment's relationship to the natural environment. Examples of the built environment are the size, location, and distribution of buildings and roads. Examples of the natural environment, seen both as an amenity and a development limitation, are locations of water bodies, steep slopes, and distribution of vegetation, and how these features shape and interact with people living, working, or recreating in the spaces.

The focus of this urban form and character analysis is the Unincorporated Activity Center, which features North Highline's most intense concentration of high-density residential and commercial development. It is an area likely to see new development in the future, taking advantage of the

neighborhood's strengths and planned upcoming transportation improvements, specifically the Rapid Ride H-Line.<sup>26, 27</sup>

The urban form and character analysis includes both a physical and cultural understanding of the study area. The physical understanding starts with North Highline's setting—its underlying topography and hydrology, views, and natural features. The physical analysis includes the constructed elements of the area—its patterns of buildings and open spaces, the architectural styles and features of its buildings, and its streetscape and landscape. Culture is expressed in physical form through public artwork (e.g., murals) and signage (e.g., through multilingual signs). Some of the urban form is measurable and easy to show on maps, while other components of urban form are not.

Methodologies for the analysis include an area-wide photo survey, Geographic Information Systems (GIS) mapping, historic research, the visual preference survey described in Section V. Community Engagement of this report, discussions with community members and subject matter experts, and on-site observations. The form and function of buildings and sites analyzed consist of the commercial, residential, and planned mixed-use categories, defined as follows. Examples of each category are explored in terms of the block level, the building level, and the relationship to streetscape.

#### Summary of Commercial and Mixed-Use Areas:

Less than 10 percent of North Highline is zoned for commercial use. However, the commercial areas are neighborhood focal points, serving daily shopping needs, providing gathering places for residents and visitors, and reflecting the community's cultural diversity and creative spirit. Areas zoned for commercial use include a wide range of activities such as retail, restaurants, offices, cultural uses, multifamily residential, and mixed uses.

The main street of White Center has a solid retail street front along 16th Avenue SW of one- and two-story buildings typical of development built when streetcars, rather than private automobiles, were the main form of transportation. Buildings are typically 30 to 60 feet wide along the street, creating a variety of styles. Of note in this area is also the presence of informal service circulation in the form of the alley between 15th and 16th Avenue SW, driveways, and parking areas.

Outside of the 16th Ave SW and immediately adjacent areas, commercially-zoned areas were typically built when automobile use and parking requirements resulted in building footprints that were a smaller proportion of the lot, with much of the property used for parking.

#### Summary of Residential Areas:

Over 80 percent of North Highline is zoned for residential use, with a range of allowable densities.<sup>28</sup> Unlike most jurisdictions nationwide, North Highline does not have a zone specified for single-family homes, meaning that if a residential property is large enough, more than one residential unit may be built on a single property. This allows for a great deal of flexibility in housing types. However, much of

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<sup>26</sup> The consultant analysis of the urban form and character of the White Center Unincorporated Activity Center is Appendix A to this report, in addition to supporting documentation (Appendices A1, A2 and A3).

<sup>27</sup> [Link to Rapid Ride H-Line project webpage.](#)

<sup>28</sup> The term "allowable density" refers to the maximum number of dwelling units per acre or floor area that are permitted on a property within a specific zone as designated in KCC 21A.12 Development Standards – Density And Dimensions.

the residential zoning in North Highline is a relatively low density of six units per acre (56.5 percent of all land in North Highline). Through a GIS analysis performed by the consulting team, it was found that six units per acre usually results in single-family developments with roughly 5,000 square foot lot sizes.

Areas examined in North Highline include locations where future commercial, mixed-use, and multifamily developments would need to comply with the proposed design standards. Several of these areas are a mix of single-family and multifamily residential. Areas zoned for densities of six to 12 units per acre, which are currently predominantly single-family buildings, will likely see incremental new development with taller multifamily buildings such as townhouses or flats, based on patterns of development in Seattle's traditionally single-family neighborhoods. The advantage of this newer density is the creation of additional housing. Criticisms include that these new buildings seem out of scale with the existing homes, have little outdoor space, and are not affordable. Many allowable density models with twelve unit-per-acre zoning, including row houses, cottages, garden apartments, and two- or four-unit housing types, exist and are found in the Greenbridge and Seola Gardens developments.

While the planned mixed communities of Greenbridge and Seola Gardens are outside of the White Center Urban Activity area, they offer important examples for holistically-considered development at an urban scale. The analysis considers how this approach to planning might inform a more incremental type of development that uses land well, coordinates assets, supports hydrology, and supports systems of movement.

### **Analysis of Commercial and Mixed-Use Areas**

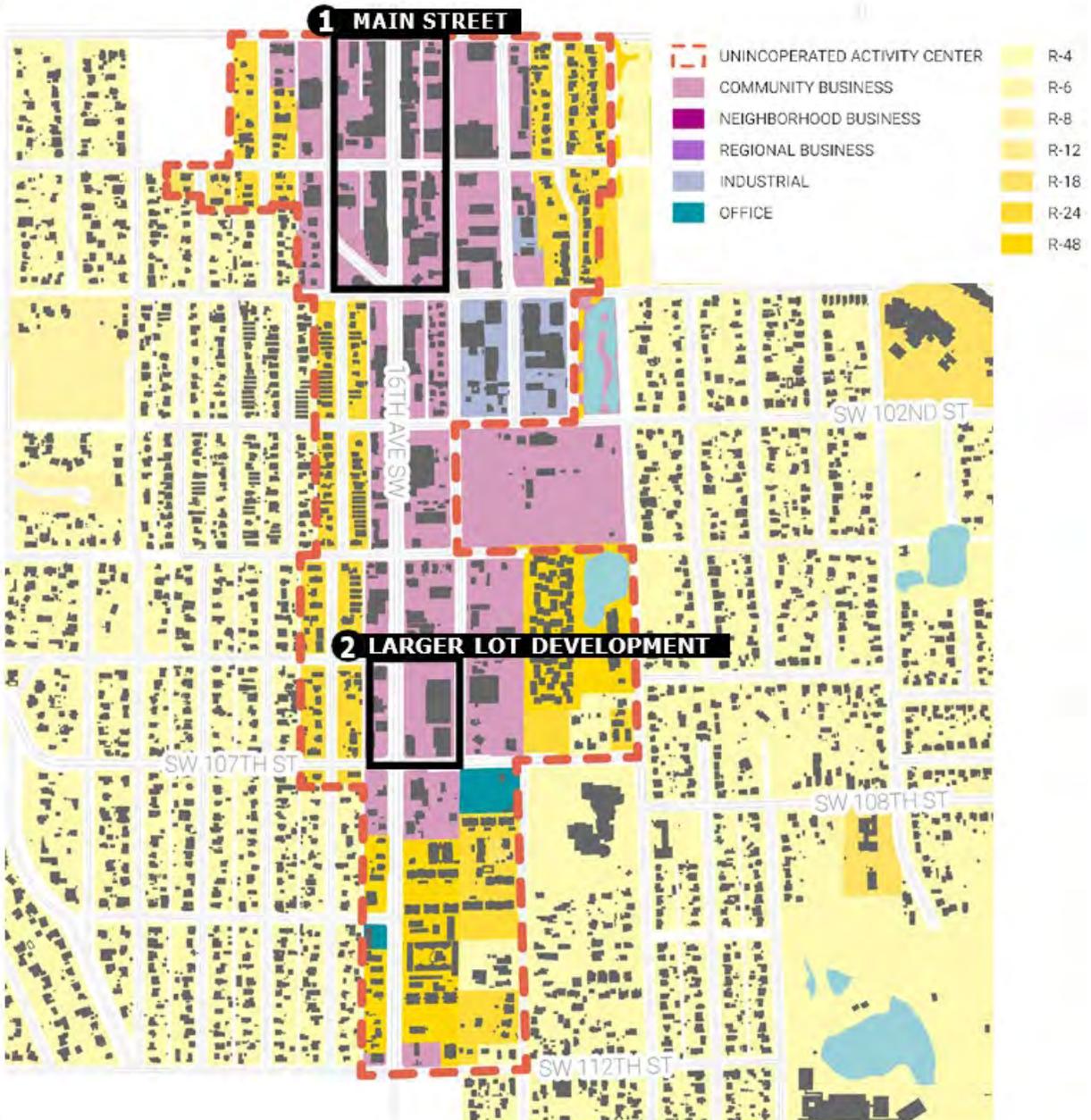
Although less than 10 percent of North Highline is zoned for commercial use, the commercial areas are neighborhood focal points which serve daily shopping needs, provide gathering places for residents and visitors, and reflect the community's cultural diversity and creative spirit. Areas zoned for commercial use include a wide range of activities such as retail, restaurants, offices, cultural uses, multifamily residential, and mixed uses. Within the White Center Unincorporated Activity Center there are two basic types of commercial and mixed use areas. The first type, termed "Main Street" for the purposes of this report, is a pre-World War II development pattern with a form consistent of other neighborhoods developed around a historic streetcar, known for higher density of businesses and walkability. The second type, termed "Larger Lot Development", is auto-centric development built post-World War II.

**Main Street** - The commercial heart of White Center has a solid retail street front along SW 16<sup>th</sup> Avenue of one- and two-story buildings typical of development built when streetcars, rather than private automobiles, were the main form of transportation. Buildings are typically 30 to 60 feet wide along the street, creating a variety of styles. Of note in this area is also the presence of informal service circulation in the form of the alley between 15th and 16th Avenue, driveways, and parking areas.

**Larger Lot Development** - Outside of the Main Street area, commercially-zoned areas were typically built later when automobile use and parking requirements resulted in building footprints that were a smaller proportion of the lot, with much of the property used for parking. The development patterns on these larger lots do not support walkability due to the distances between businesses and parking lots generally located on the frontage of parcels, giving automobiles priority in site layout and resulting circulation.

This portion of the analysis examines one case of Main Street and one case of Larger Lot Development commercial and mixed-use developments on 16th Avenue SW from two different eras: the old

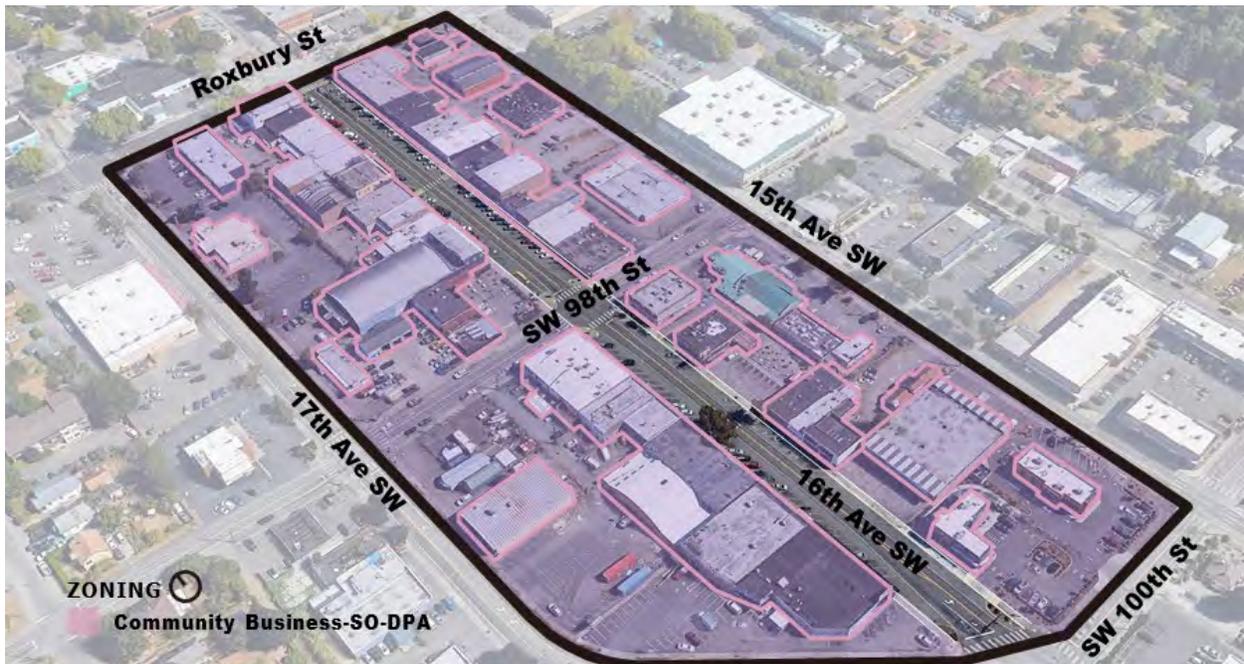
commercial main street between Roxbury Street and 100th Street and the larger lot developments on the south side of 100th Street.



1. Main Street – 16th Ave SW Between Roxbury St. and 100th St:

This study area of 16th Avenue between Roxbury Street and 100th Street is considered the old "Main Street" of North Highline. It was developed in the early 20th century when people walked and traveled by streetcar. The district is pedestrian oriented and a lively place to walk, with a diversity of locally-owned businesses, distinctive and expressive storefronts and signage, and the highest density of pedestrians within the study area on any given day. Most buildings on the main street are built up to the sidewalk and walls are attached or shared, forming a consistent edge along the sidewalk. Most buildings are one or two stories. Many storefronts have inset entryways, expansive plate glass windows, and awnings that run the full length of the facade. Brick, cast stone, and terra cotta are the dominant building materials; decorative details and multilingual signs are common.

This part of 16th Avenue allows for two-way traffic with a raised centerline and angled parking on both sides. There is little landscaping on the main street. The rear of the buildings are on alleys, which are informal areas with a variety of uses including parking and business access. Some businesses have entries off the alleys, which form informal circulation routes interconnecting White Center's downtown area.



The street supports the business area with a large parking reservoir of angled parking on both sides.<sup>29</sup> Lighting is from high cobra fixtures oriented toward the drive lanes. There is little or no landscape or street trees. Historic photos show that there was once a tree-lined median. Signage, murals, street furnishings, art, and other retail-related items on the sidewalk contribute to an eclectic and vibrant character.

<sup>29</sup> Representative photos, cross-sections and oblique graphics of streetscape available on pages 50 and 51 of Appendix A.

2. Larger Lot Development – 16th Ave SW Between SW 106th St and SW 107th St:

The commercial area on the south end of 16th Avenue SW was primarily developed between the 1940s-1960s when the use of automobiles began to prevail. The graphic below is an example of the vehicle-oriented commercial developments in North Highline. The lot sizes of this area are larger than the main street typology, ranging from 15,000 to 70,000 square feet, with expansive parking space at the front. Most of the buildings are simple, with few architectural details. This typology can provide relatively inexpensive space for services that people need such as groceries and auto services, and the need for such uses is a consideration in redevelopment.<sup>30</sup>

The roadway configuration supports higher speeds and volumes of traffic; current plans by the County will reconfigure the allocation of space on 16th. Sidewalks are narrower than sidewalks along 16th Ave SW north of SW 102nd St, and often run between a travel lane and a parking lot. Although there are some planting strips along the road, they are not robust enough to form a continuous buffer for pedestrians.

These larger lots with one-story buildings are the kind of properties that have been targeted for development in the Seattle region. The creation of design standards can ensure that these lots have enough space to include a mix of uses and amenities and contribute to a more spacious walking environment.



The street is almost entirely oriented to cars. A narrow sidewalk adjacent to moving traffic, curb cuts, and cars turning from the center lane all work against pedestrian comfort. The building's distant setback from the street leaves exposed pedestrians with little interest or activity, and no sense of enclosure or

<sup>30</sup> Representative photos available on page 53 of Appendix A.

human scale. Lighting is from cobra fixtures with wide spacing oriented to travel lanes rather than the sidewalk.<sup>31</sup> Given that zoning for this area intends to create an urban commercial district, street design should set the stage for desired future changes to land uses within a walkable community.

Summary of commercial development findings:

- The character of White Center's commercial area is diverse; the layers of incremental development over time are visible and inscribed onto a pre-existing pattern of platting organized around relatively small, individually-owned lots.
- There is an incomplete system of alleys that allow parking and services in the rear of buildings. There are also businesses with alley entrances.
- Large lots tend to be automobile-oriented and dominated by surface parking. They are more likely to be chain stores.
- Presence of the automobiles dominates much of the commercial area outside of the Main Street blocks.
- Many businesses have unique awnings, storefronts, and signs.
- Much of the commercial area feels informal, with a spaciousness that comes from areas not built out to maximum footprints and heights.
- There is currently almost no housing in the commercial area.

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<sup>31</sup> Representative photos, cross-sections, and oblique graphics of streetscape available on page 54 of Appendix A.

## Analysis of Residential Areas

The following analysis examines six case studies of residential development in the White Center Unincorporated Activity Center. These areas are examined because they are examples of development patterns found within the White Center Unincorporated Activity Center that contribute to the overall character and form of the area. Also, redevelopment in these areas would need to comply with the proposed design standards, if adopted. Residential zoning creates neighborhoods that fall into two categories: 1) a mixture of multifamily and single family housing and 2) areas exclusively with multifamily zoning.

Mixed Multifamily/Single Family - Areas zoned for R-6 and R-12, which are now predominantly single-family buildings, will likely see incremental new development with taller multifamily buildings such as townhouses or flats.<sup>32,33</sup> This pattern of development is happening in Seattle's traditionally single-family neighborhoods. The advantage of this newer density is the creation of additional housing. Criticism has been that the new buildings seem out of scale with the existing homes, there is little outdoor space, and the new units are not affordable.

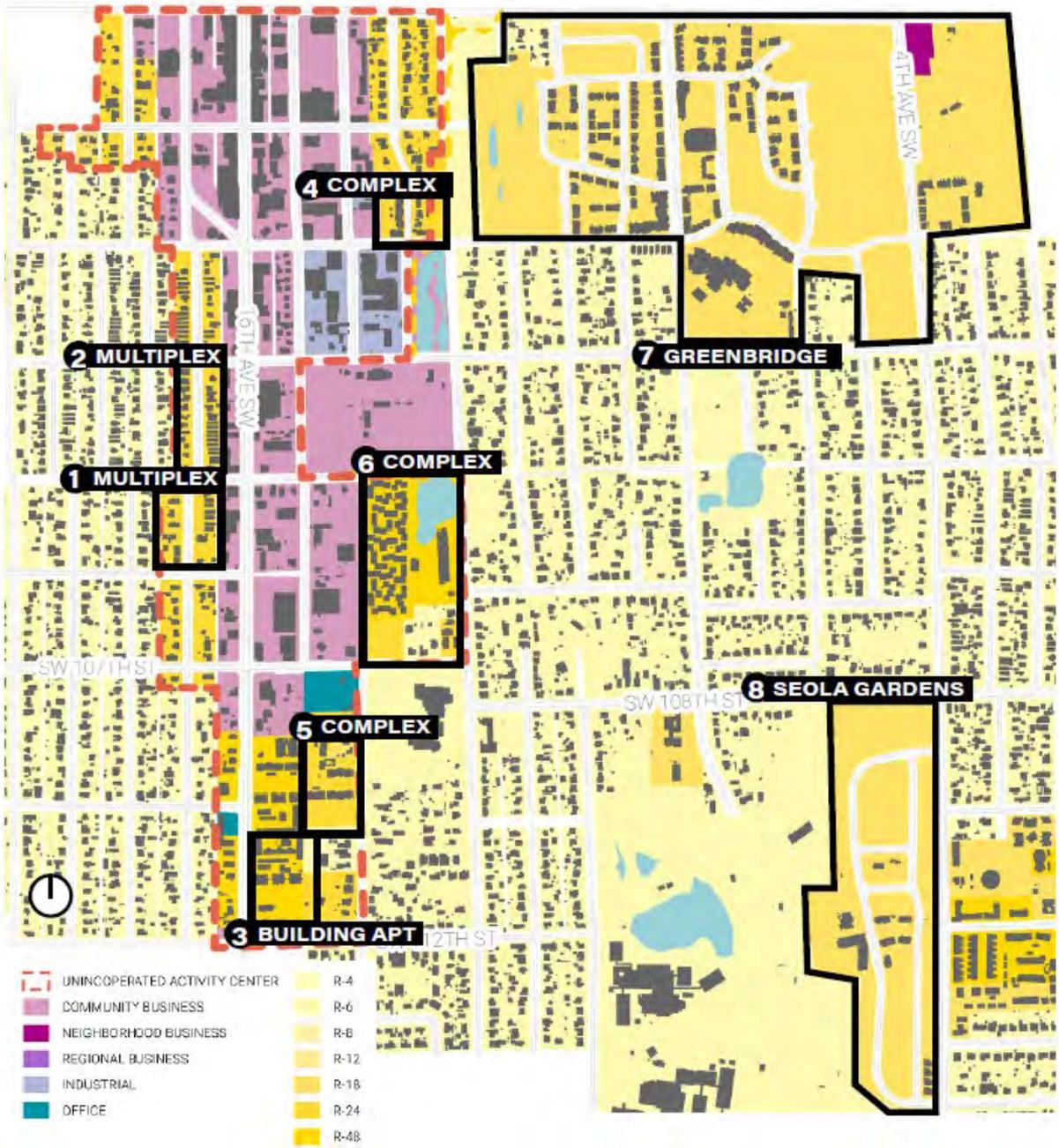
Multifamily - Higher-density residential zones in North Highline usually result in multifamily apartments of various sizes and styles. The map below shows the multifamily buildings developed in North Highline in the last 15 years. A major factor in the design of private sector development is the amount of parking that is provided. Whether by choice or by regulatory requirement, the size of the parking lots dominate the developments. The level of amenities in these developments is substantially lower and less coordinated than the amenities found in the housing built by non-profits and King County Housing Authority.

Image collages of two planned mixed communities (7 and 8 in the image) can be found in Appendix A. They are not included in this report, as they are outside of the White Center Unincorporated Activity Center. In this area, residential blocks contain many typologies and scales, ranging from existing single-family homes to multiplex buildings, apartment buildings and complex developments.

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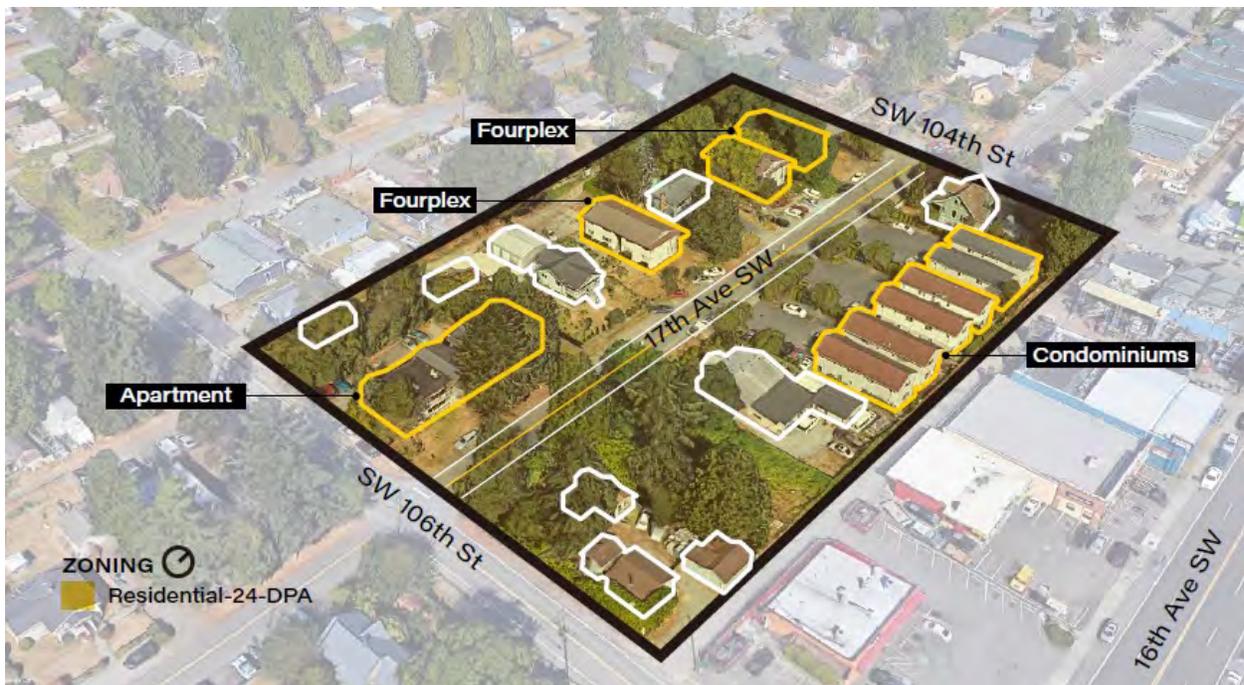
<sup>32</sup> R-6 signifies a residentially zoned area with densities allowed up to six dwelling units per acre. R-12 signifies a residentially zoned area with densities allowed up to 12 dwelling units per acre. For more details of these zones, their allowances and limitations, please see KCC Title 21A.12.

<sup>33</sup> [Link to King County Code Section 21A.12](#)



1. Mixed Multifamily and Single-Family Residential – 17th Ave SW Between SW 104th St and SW 106th St:

This example illustrates a representative block of mixed multifamily and single-family residential developments. It is located on the west side of 16th Avenue, between 100th and 104th Street. The block size is about 116-foot by 610-foot, with a 16-foot alley. Platted in the early 20th century, much of the land in this area was divided into 25-foot by 100-foot and 50-foot by 100-foot lots, with short north-south block widths and deep east-west block lengths. This study area consists of a mix of single-family houses, duplexes, and fourplexes. The buildings are moderate in scale, with small building footprints, and are between one and three stories in height. Development has been incremental, so there is a great deal of variety, with a mix of single-family structures, four-unit buildings, and multifamily condominiums. Approaches to parking vary, and the landscape has been planted over time, so trees and plantings differ in species and maturity. It has the feel of many people making individual decisions over many years.<sup>34</sup>



The streetscape on the block, like the buildings, is varied. The streetscape character of many of the residential streets in the White Center Urban Activity Center can be described as eclectic and informal. The west side of this street is a gravel strip used for parking, and the east side has a section with sidewalks along the condominiums. The limited stretch of sidewalk also has three curb cuts that serve the parking lots. It is also notable that the street grid shifts on SW 104th, which serves as a traffic calming measure for this block.<sup>35</sup>

<sup>34</sup> Representative photos, average dimensions, and landcover are available on page 58 of Appendix A.

<sup>35</sup> Representative photos, cross-sections, and oblique graphics of streetscape available on page 59 of Appendix A.

2. Mixed Multifamily and Single-Family Residential – 17th Ave SW Between SW 102nd St and SW 104th St:

This study area represents a block of mixed multifamily and single-family residential developments on the west side of 16th Avenue, between 102nd and 104th Street, selected as an example of newer small lot development. The block is indicative of what current zoning and market forces will produce in the absence of design standards. The block size is about 116-foot by 610-foot, with a 16-foot alley. Platted in the early 20th century, the land at this area was typically divided into 25-foot by 100-foot and 50-foot by 100-foot lots, short north-south block width and deep east-west block length.

This study area consists of a mix of single-family houses, duplexes, and fourplexes. The buildings are moderate in scale, with small building footprints and are primarily one to three stories in height. Most of the narrow townhouses in this study area were constructed after 2010, and other buildings were built between the 1940s and 1980s. The new row of houses on the 2,500 square feet lots have been built out to maximize the size of the houses, with 20-foot front yards and narrow side yards. The side yards do not appear to be usable space, and the front yards are mostly taken up by driveways, leaving residents without quality outdoor spaces.<sup>36</sup>



The west side of the street, even along recently built townhouses, remains as gravel parking. The east side of the block, with recently built housing on 2,500 square foot lots, has sidewalks, curbs, and gutters, but with frequent curb cuts to serve each lot. Even where duplex units have been built, most of the front yard is pavement. It is notable that none of the newer housing has street trees or significant landscape that would soften the walking environment. Front yard setbacks are used for driveways and parking, rather than yards that are usable for residents and would serve as buffers from the sidewalk.<sup>37</sup>

<sup>36</sup> Representative photos, average dimensions, and landcover are available on page 61 of Appendix A.

<sup>37</sup> Representative photos, cross-sections, and oblique graphics of streetscape available on page 62 of Appendix A.

### 3. Multifamily Apartment Buildings – 16th Ave SW Between SW 110th St and SW 112th St:

This block, on the southwest side of 16th Avenue represents a mix of unit types, including larger lots. It was selected as an example of current urban form along a transit-served arterial, within easy walking distance of downtown White Center. The block size is about 116-foot by 610-foot, with a 16-foot alley. The land in this area was typically divided into 68-foot by 127-foot lots, with short north-south block widths and deep east-west block lengths. With lot widths up to 200 feet, there are larger-scale developments with a different grain than lots one block to the west. There are examples of both older and newer apartment buildings. This study area currently consists of a mix of single-family houses, fourplexes, apartment buildings, and condominiums. The buildings are detached, primarily one to three stories in height, and recessed from the street.<sup>38</sup>



A five-lane arterial on this block, 16th Avenue SW, has narrow 6-foot sidewalks with a grass strip median. Older development on the west side of the street still has trees and vegetation on the private property, but new development is devoid of landscape, and features parking along much of the sidewalk. Site planning appears to accommodate only building footprints and parking areas, with few amenities for residents or for the street-facing facades.<sup>39</sup>

<sup>38</sup> Representative photos, average dimensions, and landcover are available on page 64 of Appendix A.

<sup>39</sup> Representative photos, cross-sections, and oblique graphics of streetscape available on page 65 of Appendix A.

4. Multifamily Apartment Complex – 13th Ave SW Between SW 98th St and SW 100th St:

This study area shows an apartment complex located on the corner of 13th Avenue SW and SW 100th Street, and mixed development across 13th Avenue SW. The apartment complex, Unity Village, was built in 2011 by Community Roots Housing, and is a relatively recent example of what the non-profit sector delivers for affordable, family-oriented housing. A mix of three and four stories, the 30-unit building breaks down the building volume of the 20,000 square feet footprint to better fit the lower-scale existing context.

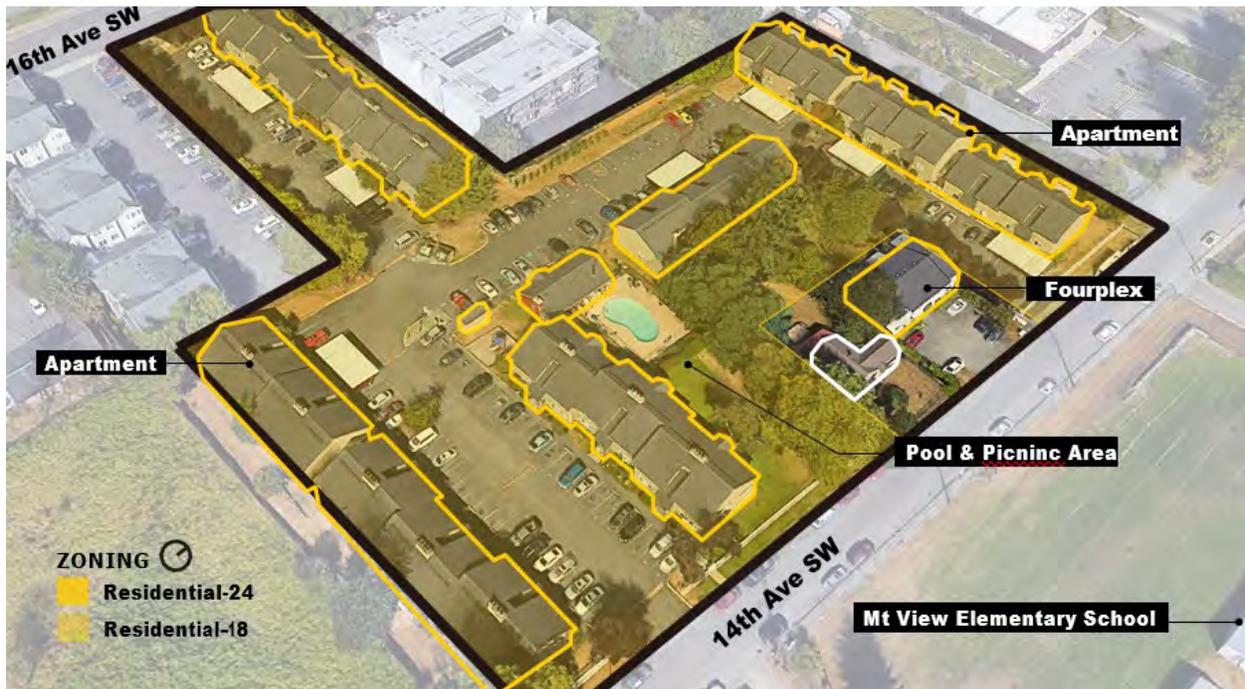
Locating the parking off the driveway on the rear of the building allows the entries and the green front yards to line 13th Avenue, without driveways and curb-cuts, to make a pleasant walking environment. Amenities at Unity Village include a play area, a shared outdoor space, and a mix of units that include three-bedroom, family-size housing.<sup>40</sup>



<sup>40</sup> Representative photos, average dimensions, and landcover are available on page 67 of Appendix A.

5. Multifamily Apartment Complex – 10765 14th Ave SW:

This multifamily complex development consists of 10 apartment buildings and a common open space with a picnic and pool area. It was built in 1989. The buildings are north-south facing, oriented perpendicular to the street, and the surface parking is located between buildings. There are three consolidated entries to this apartment complex. The internal streets are shared by pedestrians and vehicles; there are no designated pedestrian pathways from public sidewalks and through surface parking areas to building entries and the common open space. Encouraging a shared public realm, neighborly community interaction, human scale, and pedestrian activity can increase neighborhood safety. The project is inward-focused, with lawn and fencing at the perimeter. Mt. View Elementary is on the opposite side of 14th Avenue SW. Sidewalks are in place along the edge of both the school and the apartment site, but do not continue beyond these properties.<sup>41</sup>

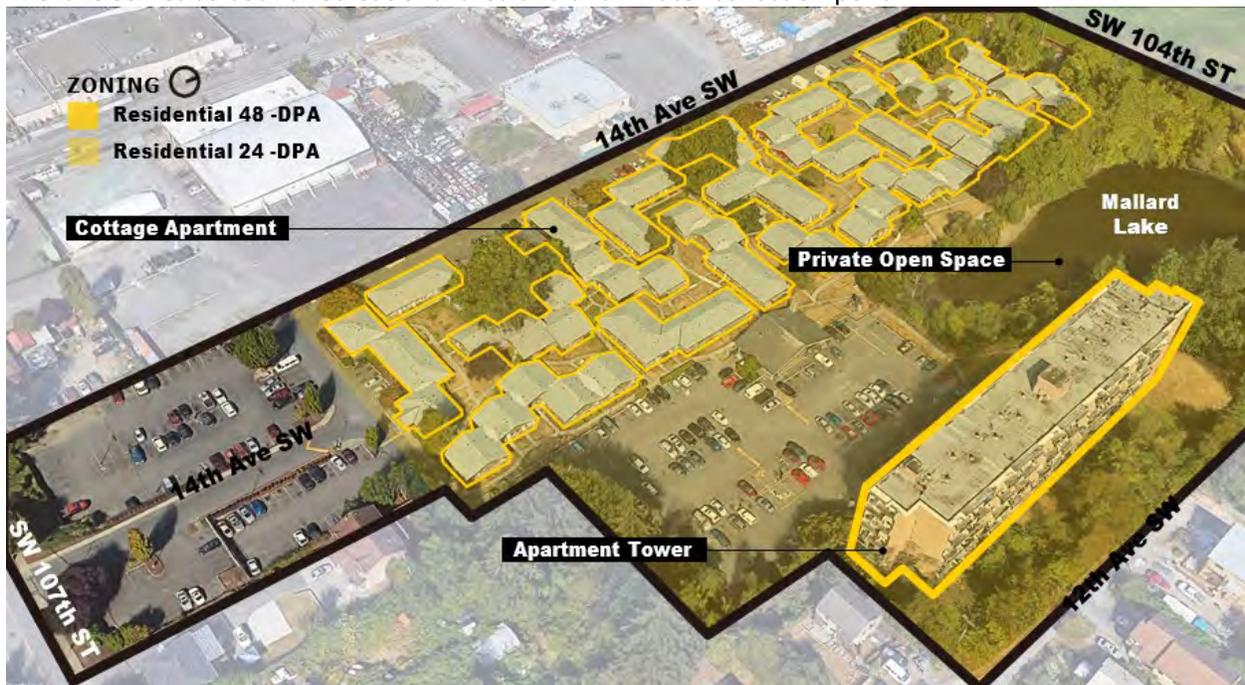


The street has two lanes and parallel parking on each side. Sidewalks line both the school property on the east and the length of the apartment site on the west. The older homes face the street, but neither the Avenues nor the school address the street, creating a somewhat suburban feel to the area.

<sup>41</sup> Representative photos, average dimensions, and landcover are available on page 70 of Appendix A.

6. Multifamily Apartment Complex – 14th Ave SW to 12th Ave SW between SW 104th St and SW 107th St:

Built in 1966, this multifamily complex is comprised of 183 units in a nine-story apartment building and 149 units in 19 single-story cottage-like apartments, providing a mix of studios and one and two bedrooms. Mallard Lake is a key feature of the site. The forms—cottages and a tower slab—are unique in North Highline. The development relates to the external public streets by two entryways, located on SW 104th and 107th Street. Surface parking lots are located at the main entrance and between the apartment tower and the cottages. Additional parking spaces are available on the adjacent 14th Avenue. Within the cottage area, buildings relate to landscaped pedestrian paths. This complex's common open spaces include a children's playground, Mallard Lake, walking trails, and picnic areas for residents' use. The lake serves as both a recreational area and a rainwater collection pond.<sup>42</sup>



The complex is inward facing, with minimal interaction with its urban environment. The entry off SW 107th Street is a surface parking lot, not clarifying whether it is a public or private area. There are discontinuities where the urban street grid stops at the edges of the development. It is notable that the nine-story building, unusually high for the neighborhood, has almost no physical presence from any public vantage point.<sup>43</sup>

Summary of residential development findings:

- In the White Center Urban Activity Area, residential development is extremely varied, with a feeling of slow infill over time.
- The feel of the planned communities of Greenbridge and Seola Gardens is very different from the platted neighborhoods, and lessons can be learned from these developments and the regulatory barriers that had to be overcome to achieve neighborhood benefits.

<sup>42</sup> Representative photos, average dimensions, and landcover are available on page 73 of Appendix A.

<sup>43</sup> Representative photos, cross-sections, and oblique graphics of streetscape available on page 74 of Appendix A.

- Non-profit and agency housing is higher quality than private sector housing and includes amenities such as play areas. They have their own design culture, constituencies, accountability, and funding parameters.
- Parking amounts and locations are key to design.
- Many sidewalks, curbs, and gutters are missing, creating pedestrian safety gaps and areas with the potential of ponding.
- New development is not consistently adding street frontage improvements.
- Residential areas may benefit by allowing compatible uses.
- Platting patterns will determine future housing types, and aggregation of lots may be challenging.

For schematics and diagrams of the King County Housing Authority master planned developments Greenbridge and Seola Gardens, examples of unique architecture and landscapes, and detailed analysis of the urban form and character of the White Center Unincorporated Activity Center, please review Appendix A to this report, in addition to supporting documentation (Appendices A1, A2 and A3).

This analysis of the urban form and character of the White Center Unincorporated Activity Centers examines the components of both commercial, residential, and mixed-use areas. It is accomplished by focusing on representative areas, examining details of individual blocks. Commercial areas are divided into the two categories of development patterns seen in this area, Main Street and Larger Lot Development. Main Street is a tight-knit walkable area with many storefronts representative of neighborhoods developed congruous with the development of the streetcar. Large Lot Development is representative of auto-centric development that occurred post-World War II, which signifies larger lots, buildings spaced farther apart, and a significant amount of land dedicated to parking. Residential developments are divided into mixed multifamily, single-family residential, and multifamily apartment buildings. Within these residential areas, the development is extremely varied in form and age. There are many gaps in pedestrian infrastructure and sidewalks are not always present. Except for large apartment complex developments, the varying age and architecture of these residential areas signifies slow infill over time.

## **B. Urban design standards**

This section provides a synopsis of recommended urban design standards for nonresidential, multifamily and mixed-use developments specific to the character of the commercial areas of North Highline. The full recommended North Highline Urban Design Standards and Guidelines are included as Appendix B. A proposed Ordinance to enact these standards will be transmitted to the King County Council concurrently with this report.

These proposed standards were developed by studying the community's urban form and character, using principles of urban planning as described in the American Institute of Certified Planners Code of Ethics and Professional Conduct, and through community visioning and collaboration.<sup>44</sup> Community input was foundational to formulating the design standards, as outlined in the community engagement section above. Community engagement strategies included a community advisory group selected by community members, walking tours, a digital survey, a visual preference survey, and engagement at community events. The development of the proposed design standards was informed by weekly

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<sup>44</sup> [Link to the American Institute of Certified Planners Code of Ethics and Professional Conduct](#)

meetings with the White Center CDA. The White Center CDA helped coordinate public input and other projects occurring simultaneously in the community, particularly the North Highline Subarea Plan.

The proposed standards also draw on results of outreach from previous projects, such as over one hundred community meetings conducted during the design of King County Housing Authority’s Greenbridge and Seola Gardens developments. Further information on the community input process can be found in the community engagement section of this report and in Appendix A.

The standards reflect community priorities and priorities for the culture and existing built environment in North Highline. They address the key factors that will help define new development that fits the community, according to community feedback. The key factors, which are a result of integrating the community feedback into overall goals for these standards, include:

- A built environment that is representative of the existing community;
- Increased greenery to address a lack thereof, and to help mitigate environmental impacts and climate change; and
- Pedestrian safety and public safety in general.

**Table 3. Summary of proposed design standards**

Proposed Standard	Explanation of Standard	What is Proposed
Preapplication Requirements	Integrating public input and analysis of the area into preliminary designs prior to application submittal	<ul style="list-style-type: none"> <li>• A context and site analysis that addresses the physical features of the site and surrounding areas, in addition to existing businesses, artwork and public facilities.</li> <li>• A cultural analysis demonstrating understanding of neighborhood demographics and physical features of cultural significance. A conceptual site plan showing proposed site and building layouts and building designs.</li> <li>• A web-based community forum giving the public time to review and comment on proposals.</li> <li>• The above will be considered by the project reviewer when creating project-specific standards.</li> </ul>
Building Frontages	Options for creating buildings that address walkability through pedestrian oriented ground floor facades	<ul style="list-style-type: none"> <li>• Assigning certain styles of frontages to the buildings according to a classification map. Frontages are the portions of buildings that abut the street.</li> <li>• Allowing certain types of frontages in certain areas creates a safe and welcoming pedestrian environment by enhancing and enlarging these spaces.</li> </ul>

Proposed Standard	Explanation of Standard	What is Proposed
Site Design	Leveraging community input to promote walkability, generous landscaping, and efficient use of space	<ul style="list-style-type: none"> <li>• Requiring the arrangement of the structures to fit uses on and around the site, which include natural systems and features, circulation systems, and the architectural and cultural contexts.</li> <li>• Community input prioritizes compatibility with the existing scale of the neighborhood, walkability, and generous landscaping.</li> </ul>
Public Realm Design	Promoting architectural detail that fosters culturally rich space using artwork, paths, and pedestrian connections	<ul style="list-style-type: none"> <li>• Requiring building and site designs to create spaces to encourage walking and moving with such features as seating and lighting.</li> <li>• Prioritizing walking and moving on wheels (wheelchair, bike, scooter, etc.) on-site through path requirements when projects are over a certain size.</li> <li>• Requiring outdoor spaces for frontages over a certain threshold.</li> <li>• Promotion of year-round activity through use of features such as seating, tables, umbrellas, decorative lighting, seasonal heaters, or available wi-fi.</li> </ul>
Stormwater and Landscape Design	Applying a score sheet for use of vegetation and rainwater retention reflecting input from community engagement that favored environmentally friendly site development	<ul style="list-style-type: none"> <li>• A point system referred to as GreenCenter that requires an equivalent of 30 percent of the site surface to be landscaped.</li> <li>• A suite of stormwater and landscape features are provided and assigned points to be added to the 30 percent threshold.</li> <li>• Properties within 16th Ave SW from Roxbury to 100th Street, score maybe reduced at the discretion of the Director.</li> </ul>
Building Design	Building modulation, glazing, and architectural detail that promote a level of thoughtfulness toward the existing community and general quality of construction	<ul style="list-style-type: none"> <li>• Requirements for architectural designs, modulation of buildings, building bulk and massing, and a minimal number of entries.</li> <li>• Pictures of example buildings are provided, which were selected by a community-selected advisory group as examples that reflect the existing culture and support social connections.</li> </ul>

Proposed Standard	Explanation of Standard	What is Proposed
Design Features of Downtown White Center	Promotion of ground floor facades, glazing, fenestration, scale, and treatments that fit the existing appearance of White Center commercial buildings	<ul style="list-style-type: none"> <li>For buildings along the Main Street segment of 16th Avenue SW between SW Roxbury Street and SW 100th Street, architectural details and features will take cues from the historic building stock of White Center, including the carpentry at street level windows and existing lighting, signage, and materials.</li> <li>The project proponent is required to describe the measures taken in the design to relate to the historic precedents that add to the character of White Center.</li> </ul>
Design for Distinctive Identity	Promotion of cultural expression and homage to the existing cultures of North Highline through building and site aesthetics	<ul style="list-style-type: none"> <li>Encouragement of signage that expresses character and cultural diversity.</li> <li>Encouragement of art and murals rooted in community values and community art.</li> <li>Encouragement of creative landscape designs.</li> <li>Encouragement of other distinctive features such as commercial storefronts, entries, facades, and neighborhood office buildings.</li> </ul>
Designing for Public Safety	Standards for windows, sightlines, and lighting to create an environment that feels safe and welcoming	<ul style="list-style-type: none"> <li>Requirements for lighting quality on site, lighting along street-facing facades, lighting in parking lots, window locations, alcove design and overall brightness.</li> <li>These requirements are to encourage eyes on the street, but not flood sites with bright light at night.</li> </ul>

Based on community feedback that consistently conveyed community desire for new development to reflect the diversity of the existing community overall, and specifically called for more greenery, public open space, and standards that encourage safety, the proposed design standards exceed the requirements of the proviso. Specifically, the standards incorporate public feedback that seek to:

- Create an openness to the urban form and more opportunities for outdoor activities;
- Bring more greenery into this area by using stormwater and landscape designs in addition to the King County Surface Water Design Manual;
- Encourage cultural expression through signage and other amenities; and
- Promote safety through pedestrian infrastructure and quality lighting.

In addition, engagement and collaboration identified the following community priorities:

- Preservation of the community’s diverse culture and representative businesses;
- Public art such as murals that are representative of the community;
- Maintaining existing heights in the commercial core area;
- Parks, open spaces, natural areas, and other community spaces;

- More greenery such as parks, street trees, community gardens, other plantings;
- Improved cleanliness, garbage pickup;
- Better walkability, making the commercial areas more pedestrian friendly; and
- Better transit infrastructure such as more mass transit options and covered bus stops.

While some of these community priorities are beyond the scope of this effort, those that fit within the scope are reflected in the recommended standards. Specifically:

- A required cultural analysis and web-based community forum prior to a preapplication meeting with permitting officials to reflect community desires in designs;
- A section dedicated to designing with cultural expression, through signage, amenities, and opportunities for personalization;
- Public realm design that provides community space or enhances spaces adjacent to public rights-of-way;
- Stormwater and landscape design to address and enhance greenery within commercial areas; and
- Pedestrian friendly frontages/storefronts to encourage walking.

See Table 2. for a summary of community recommendations and how in-scope recommendations were incorporated into the design standards.

**Table 2. Summary of community priorities and how they were addressed in the design standards**

Community Priority	Within scope of design standards?	How is it addressed?
Preservation of the community’s diverse culture and representative businesses	Partially. These proposed regulations only address the form and function of new commercial, mixed-use and multifamily development. They do not address the businesses and uses within buildings.	A community input process for future development (Section C.1) is proposed to guide new buildings to fit the context of the current community. Other sections of the standards address new construction, paying homage to the existing community with guidance from the community advisory group (Sections C.3, C.4, C.6, C.7).
Public art such as murals that are representative of the community	Yes, for developments that are required to comply with these standards.	A community input process for future development (Section C.1) is proposed to guide new buildings to fit the context of the current community through engagement. Section C.6.f and picture examples specifically address how new buildings can reflect the cultures of North Highline. The same is for the entire Section C.7 Design for Distinctive Identity.

Community Priority	Within scope of design standards?	How is it addressed?
Maintaining existing heights in the commercial core area	No. These urban design standards do not regulate height, but map amendments associated with the subarea plan do.	Building form is regulated so that new construction feels less massive to the passer-by through employing such architectural techniques as modulation, setbacks, varied roof forms and treatments. These are detailed in Section C.6 Building Design.
Parks, open spaces, natural areas, and other community spaces	No. These proposed regulations only address the form and function of new commercial, mixed-use and multifamily development. They do not address the use of public space, only private areas adjacent to such spaces.	Through regulating street frontages (Section C.2) and site designs (Section C.3) the portion of proposed developments abutting public rights-of-way would be regulated to encourage accessibility, circulations/pedestrian connections and general welcomeness for passers-by.
More greenery such as parks, street trees, community gardens, other plantings	Partially. These proposed regulations only address the site design and landcover of new commercial, mixed-use and multifamily development, within the bounds of private property lines.	Section C.5 Stormwater and Landscape Design is entirely dedicated to regulating more greenery in new developments within the parameters of the King County Surface Water Design Manual by requiring an equivalent 30 percent canopy cover through a suite of landscaping and green stormwater infrastructure techniques.
Improved cleanliness, garbage pickup	No. These proposed regulations only address new commercial, mixed-use and multifamily development, not operations and maintenance.	The hope is by employing regulations such as Section C.8 Design for a Safe and Welcoming Neighborhood and Section C.7 Design for Distinctive Identity that new development will encourage both more eyes on the street and a new pride for the built environment, discouraging the act of littering.
Better walkability, making the commercial areas more pedestrian friendly	Partially. These proposed regulations only address the site design of new commercial, mixed-use and multifamily development, within the bounds of private property lines.	Through regulating street frontages (Section C.2) and site designs (Section C.3) the portion of proposed developments abutting public rights-of-way would be regulated to encourage accessibility, circulations/pedestrian connections and general welcomeness for passers-by.

Community Priority	Within scope of design standards?	How is it addressed?
Better transit infrastructure such as more mass transit options and covered bus stops	No. These proposed regulations only address new commercial, mixed-use and multifamily development, not transit service.	Through regulating street frontages (Section C.2) and site designs (Section C.3) the portion of proposed developments abutting public rights-of-way would be regulated to encourage accessibility, circulation, and pedestrian connections.

With the context of North Highline’s current community, history, and current trends, the challenge was to create design standards that promote new buildings that are welcoming to current community members of North Highline and encourage its continued eclectic physical scape. The proposed standards identified in partnership with community strive to push the system of private development into a more equitable and inclusive approach to community. This approach supports of the uniqueness and diversity of North Highline’s character. It achieves these goals by including a cultural analysis at the beginning of the design process, and a dedicated section in the standards to design for cultural expression. The guiding principles created from the initial engagement in the design process will lead to contextually appropriate new developments.

These proposed design standards, if adopted, could result in:

- A more intensive review process overall;
- Longer review times or the need for increased staff; and
- Increased cost to develop a property required to comply with these proposed standards.

The amount of additional time and cost required for a design review would depend on the size and complexity of the development project and the applicant’s effectiveness in addressing permitting review comments. To avoid increased burden on existing businesses and developments seeking to develop or redevelop, Permitting can waive these standards if certain criteria are met.

**C. Community amenity incentive program analysis**

This section addresses the provision of bonuses to developers and property owners for the voluntary preservation or provision of cultural assets in King County and in other municipalities.<sup>45</sup> This report outlines incentive programs currently in the King County Code, followed by a review of similar existing codes in other municipalities. Public input pertaining to incentives is then summarized, along with a review of existing research and programs that align with the public input. Finally, findings from this review inform a potential incentive program, which would be an in-lieu fee dedicated to the creation, preservation, and enhancement of locally-owned businesses.

Several incentive programs currently in King County Code (KCC) were explored as examples of existing programs to build from for this component of the Proviso response.

- KCC Chapter 21A.34 outlines the Residential Density Incentive (RDI) program, which incentivizes developers who provide public benefits such as open space, historic preservation, public art, and

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<sup>45</sup> For the purpose of this section both amenity and asset can be interchangeably defined as a desirable or useful features benefitting the existing community and culture of North Highline.

walkable communities. Residential permit reviewers in the Permitting Division believe the use of RDI has been in decline in recent years. Two projects have used a residential density incentive since 2020.<sup>46</sup> This incentive program is anticipated to be substantially revised as part of the 2024 update to the King County Comprehensive Plan, so these provisions were not considered an appropriate example for the community amenities incentive program.

- The Alternative Housing Demonstration Project in KCC 21A.55.125 incentivizes affordable housing via a range of regulatory flexibilities. This example offers utility for a community amenity program because of its sole focus on affordable housing.
- King County's Transfer of Development Rights Program in KCC 21A.37 is a voluntary program that grants developers in urban areas density bonuses in exchange for the preservation of rural lands through deed restrictions on development.<sup>47</sup> The Program has protected over 144,500 acres of rural/resource land from 1998 to 2019.

The inclusionary housing regulations that were transmitted to Council in March 2022 also includes both incentive and mandatory program elements.<sup>48</sup> This proposed Ordinance is currently under review by the King County Council and has yet to be adopted.

Given the limitations of these King County examples, programs and codes from other municipalities were also considered. Table 3 is a matrix of existing codes in other municipalities that were reviewed and considered as potential examples.

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<sup>46</sup> Information received from the King County Department of Local Services, Permitting Division residential development review team on June 13, 2022.

<sup>47</sup> [Link to King County Transfer of Development Rights Program Website](#)

<sup>48</sup> [Link to proposed Ordinance 2022-0162](#)

**Table 3. Summary of existing incentive codes in other municipalities**

City	Amenities Subject to Bonus	Bonus Available
City of Emeryville, CA <sup>49</sup>	<ul style="list-style-type: none"> <li>• Open Space</li> <li>• Zero Net Energy</li> <li>• Public Improvements (examples include curb, gutter, and sidewalk; pedestrian and bicycle paths; sanitary and storm sewers; and street trees, beyond what would normally be required)</li> <li>• Utility Undergrounding</li> <li>• 2- or 3-bedroom units</li> <li>• Small Businesses (contribution to citywide fund to support small local-serving businesses)</li> <li>• Flexible Community Benefit (an undefined community benefit proposed by an applicant that is significant and substantially beyond normal requirements. An example would be universal design features beyond those required by applicable building codes)</li> <li>• Affordable Housing Units (beyond what would normally be required)</li> </ul>	<ul style="list-style-type: none"> <li>• Floor Area Ratio (FAR), height, and/or residential density bonuses.</li> <li>• Bonuses are available on a point-based system.</li> <li>• Multi-unit residential projects of 10 units or more must provide affordable units and community benefits.</li> <li>• No fewer than half of the bonus points required for the project can be earned through the provision of affordable housing.</li> </ul>
City of San Diego, CA <sup>50</sup>	<ul style="list-style-type: none"> <li>• Affordable Housing Units</li> <li>• Open Space</li> <li>• 3-bedroom units</li> <li>• Eco-roofs</li> <li>• Employment uses (non-residential uses which provide employment opportunities)</li> <li>• Public parking</li> <li>• FAR Payment bonus program</li> <li>• Green building</li> <li>• Public uses (a portion of the development is owned by city or school district and used for a public purpose, such as a community recreation center, fire station, or public school)</li> <li>• Cultural uses (non-profit institutions that display or preserve objects of interest in the arts or sciences, such as libraries, museums, non-profit art galleries, and interpretive centers)</li> </ul>	<ul style="list-style-type: none"> <li>• FAR bonus between 0.5 and 2.0.</li> <li>• FAR exemptions for public and cultural uses.</li> </ul>

<sup>49</sup> [Link to City of Emeryville, CA Municipal Code](#)

<sup>50</sup> [Link to City of San Diego, CA Municipal Code](#)

City	Amenities Subject to Bonus	Bonus Available
City of Portland, OR <ul style="list-style-type: none"> <li>• Multi-Dwelling Zones<sup>51</sup></li> <li>• Commercial/Mixed Use Zones<sup>52</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Inclusionary housing (mandatory and voluntary)</li> <li>• Deeper housing affordability (beyond inclusionary housing provisions)</li> <li>• 3-bedroom units</li> <li>• Units with basic accessibility featured</li> <li>• Affordable commercial space</li> <li>• Planned development(s). Proposals that provide a combination of affordable housing, a publicly accessible plaza or park, and energy efficient buildings may increase maximum height and FAR if approved through a planned development review and design review (see Portland Municipal Code Chapter 33.270 and Chapter 33.854).</li> </ul>	Benefit depends on the zone and ranges from an additional 0.25 FAR for “visitable” units in a lower density zone to 7.0 for deeper housing affordability bonus.
City of Seattle, WA <sup>53</sup>	<ul style="list-style-type: none"> <li>• Open space</li> <li>• Housing serving low- and moderate-income households</li> <li>• Childcare facility space</li> </ul>	Height and FAR bonuses

With examples of incentive programs from other municipalities in mind, input from North Highline residents was requested to help frame incentives most appropriate for North Highline. Within the online survey, feedback identified:

- Bonuses for developments to increase more living units received most of the votes (80 percent).
- 36 of the 56 (64.29 percent) respondents were interested in the idea that King County could give developers bonuses if they preserve what respondents consider the community’s best features, which respondents listed in response to a previous survey question and are included below.
- When asked the open-ended question of what community members would want to see in their neighborhood that is not there today, respondents provided a variety of answers, with publicly-accessible green spaces and recreational spaces being the most common.

When asked what respondents felt were the community’s best features, the following were the most frequently identified:

- Small, local, and affordable businesses/restaurants.
- Ethnically diverse and/or immigrant-owned businesses.
- A community that looks out for each other and is racially and socioeconomically diverse.

The abovementioned best features indicate that the community would like to preserve locally-owned and ethnically-diverse businesses. This was also echoed during other instances of engagement. Throughout meetings with the White Center CDA and their local business network, preservation of current, long-standing local businesses and opportunities for new, culturally significant, ethnic

<sup>51</sup> [Link to City of Portland, OR Municipal Code for Multi-Dwelling Zones](#)  
<sup>52</sup> [Link to City of Portland, OR Municipal Code for Commercial/Mixed Use Zones](#)  
<sup>53</sup> [Link to City of Seattle, WA Municipal Code](#)

businesses were identified as very important. Community members felt these businesses were the backbone of the current community, and a key to lessening displacement. Meetings outside of the weekly White Center CDA meetings with local business owners discussed how both this body of work and the subarea plan update could assist the local economy. Due to this feedback, more exploration into the preservation and enhancement of legacy businesses was considered for a potential community amenity program.

With community input at the forefront of planning and analyses, DLS reviewed pertinent existing research and relevant programs. Specifically, the following were reviewed:

- Affordable Housing Incentives Analysis: North Highline and Skyway-West Hill (BERK, 2020)<sup>54</sup>
- The CAP Report: 30 Ideas for the Creation, Activation & Preservation of Cultural Space (City of Seattle, 2017)<sup>55</sup>
- Prosper Portland: Affordable Commercial Tenanting Program (including phone discussion with Project Manager, Christine Velasquez, November 2021)<sup>56</sup>
- Communities of Opportunity managed Commercial Affordability Pilot, King County (including meetings with Project Managers Dan Bernard and Jose Camacho Martinez, November 2021)<sup>57, 58</sup>

**The Affordable Housing Incentives Analysis**, though focused on market conditions for market-rate housing development, offers insights that could be applied to commercial development. For example, expanding the amount of commercial space in a largely residential building will reduce feasibility of development for both affordable and market-rate projects, due to lower lease rates per square foot when compared to residential projects.

**The City of Seattle Cultural Space Report** addresses issues brought up by community during engagement, such as curtailing displacement of cultural space with new development; displacement over time of communities of color, LGBTQ+ communities, people with low-incomes, immigrant and refugee communities, artists, and cultural organizations; and addressing changes in municipal code to promote cultural preservation. Examples of codes that support anti-displacement in this report include FAR exemptions and bonuses for cultural space, height additions for cultural space, rooftop cultural spaces, pedestrian zone enhancements, and temporary occupancy permit reclassification of art galleries to ease regulations. The most relevant to what is being explored in this report are FAR increases for arts facilities (Seattle Municipal Code 23.47A.013.D).<sup>59</sup>

**The City of Portland's Affordable Commercial Tenanting Program** is identified as a robust program used to preserve and enhance businesses supporting communities of color, LGBTQ+ communities, low-income people, immigrant and refugee communities, artists, and cultural organizations. Managed by Prosper Portland, this program not only incentivizes deed-restricted commercial space for small, disadvantaged businesses, but provides an ecosystem of economic support.<sup>60</sup> This includes a business

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<sup>54</sup> [Link to Affordable Housing Incentives Analysis: North Highline And Skyway-West Hill](#)

<sup>55</sup> [Link to The CAP Report: 30 Ideas for the Creation, Activation & Preservation of Cultural Space](#)

<sup>56</sup> [Link to the program represented by Christine Velasquez – Prosper Portland: Affordable Commercial Tenanting Program](#)

<sup>57</sup> [Link to the program represented by Dan Bernard - Communities of Opportunity](#)

<sup>58</sup> [Link to the application advertisement for the Commercial Affordability Pilot, King County](#)

<sup>59</sup> [Link to City of Seattle Municipal Code Section 23.47A.013](#)

<sup>60</sup> [Link to Prosper Portland: Affordable Commercial Tenanting Program](#)

resource network and a portfolio of several buildings with spaces dedicated to such ventures. Prosper Portland is a standalone agency that is delegated authority from the City of Portland to manage and execute their affordable commercial space program, in collaboration with the City of Portland Bureau of Planning and Sustainability and the City of Portland Planning and Sustainability Commission.<sup>61</sup>

Though King County does not currently have a permanent program dedicated to commercial affordability, it does fund a pilot program managed by Communities of Opportunity.<sup>62</sup> The Commercial Affordability Pilot seeks to identify and develop models, tools, and services that increase ownership by community members of businesses within their neighborhoods. The King County Equity and Social Justice Strategic Plan Pro-Equity Policy Agenda supports this pilot through expanding opportunities for disadvantaged populations to build skills that will help them acquire better jobs, and supporting entrepreneurship and helping small businesses grow.<sup>63</sup>

This pilot program recognizes that commercial affordability involves a complex and interrelated set of issues that affect small businesses in a variety of ways; both financial and environmental factors contribute to the displacement of established businesses that are experiencing higher rent prices for commercial space, low vacancy rates, inventory that may not meet needs, and challenges with obtaining small business loans. For this reason, the pilot program includes a real estate development program, a small business loan guarantee program, technical assistance to small business owners, evaluation design and data collection, and a community engagement component.

Based on community input and research, this report outlines the dimensions of a potential program to preserve or provide cultural assets and community amenities under a potential future incentive program. The cultural assets and community amenities in this case are the locally-owned businesses representing the unique cultures and community of North Highline. The public has stated the importance of preserving culture over physical features and building elements. Protecting legacy businesses and improving the ability for longstanding residents to enter the marketplace is key to maintaining a diverse and vibrant culture.

This report suggests the exploration of a local business support fund, financed by fees paid through a community amenity incentive program. This fund would be dedicated to supporting legacy and new North Highline businesses owned by North Highline residents. Under the program, developers of new or substantially improved commercial or mixed-use developments would have the option to pay into a local business support fund in exchange for increased commercial floor/lot ratio beyond what is currently allowed in KCC 21A.12.040.<sup>64</sup> Those funds would then be used to assist legacy or new locally-owned businesses. Allocation of fund contributions could possibly be done via a grant program for businesses or could help fund other programs or providers that offer assistance and services to businesses, such as the Commercial Affordability Pilot program.

Because of the complexity of developing such a program, further policy guidance and operational development are necessary. Key issues that need to be addressed in further program development are:

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<sup>61</sup> [Link to City of Portland Resolution No. 7277](#)

<sup>62</sup> [Link to Communities of Opportunity](#)

<sup>63</sup> [Link to King County Equity And Social Justice Strategic Plan \(2016-2022\)](#)

<sup>64</sup> [Link to King County Code Section 21A.12](#)

- **Fund Development.** Where would this fund reside? Potential candidates include the Commercial Affordability Pilot program, DLS Permitting, White Center CDA, or another community-based organization.
- **Operational Costs.** How would operational startup and ongoing staff costs be funded? Staffing would be necessary to develop and implement the program before any fees are received.
- **Demand Analysis.** Would there be sufficient developer demand to make this potential incentive program worthwhile?
- **Legal Analysis.** Because of the reinvestment of funds in community businesses, are there legal complexities that need a thorough analysis?

#### D. A review of best practices and methods to gather and implement community input

This section responds to Ordinance 19021, Section 46, P7, A(4): A review of best practices and methods to gather and implement community input on the design and character of proposed nonresidential, multifamily, and mixed-use development projects, including, but not limited to, a design review board that advises the department of local services, permitting division. Best practices in public notification, administrative design review, and various incarnations of design review boards are explored.

Many jurisdictions have regulations relating to the design and character of new buildings. Commonly referred to as “design standards,” the purpose of these regulations is to enrich the built environment and aesthetic quality of a neighborhood. The process of determining whether a proposal sufficiently meets adopted design standards is “design review,” which, according to Municipal Research and Services Center (MRSC), “examin[es] public and private projects for their aesthetic, architectural, or urban design quality and compatibility with nearby development.”<sup>65</sup> Design review, which can be implemented through a variety of governance structures such as administrative review or a design review board, is based on a set of adopted mandatory or voluntary design standards, criteria, or guidelines. Central to the design review process is the opportunity for community members, facilitated by or in conjunction with professional staff, to provide feedback on proposed projects’ adherence to the adopted standards, criteria, or guidelines. This overview summarizes best practices and methods to gather and implement community input on the design and character of proposed nonresidential, multifamily, and mixed-use development projects.

The development and adoption of design standards, criteria, or guidelines through community exercises such as visual preference surveys is a necessary foundation for a successful design review program.<sup>66</sup> Best practice examples of such surveys include the City of Mukilteo and Clark County, where visual preference survey exercises were used with the community to help identify the desired aesthetics for their areas.<sup>67, 68</sup> These exercises help inform reviewers of the visual preferences of the communities they represent.

Options for structuring a design review process vary based on the needs of the community and administrative resources. They range from an administrative review where permitting staff review proposals for adherence to adopted design standards, to a formal design review board where qualified

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<sup>65</sup> [Link to MSRC – Design Review](#)

<sup>66</sup> Ibid.

<sup>67</sup> [Link to City of Mukilteo Downtown Business District Subarea Plan Visual Preference Survey](#)

<sup>68</sup> [Link to Clark County Highway 99 Sub-Area Plan: Visual Preference Survey: Synopsis of Community](#)

community members issue binding decisions. The following review summarizes best practices for gathering and implementing community input under the most common design review processes. Primary sources for this review are the MRSC, a nonprofit organization that helps local governments across Washington State better serve their communities by providing legal and policy guidance on any topic, as well as various communities within the region recognized by the MRSC as containing best practices for design review.

### **Public noticing**

Whether a design review process is administrative or involves a design review board, public noticing is the basic function by which community members are alerted of development proposals in their neighborhood and opportunities to provide comment on those proposals.

Public noticing should enable participation of people with disabilities and those who speak a primary language other than English, making information sharing and engagement accessible for as many people as possible. Accessibility in both the virtual and physical environments means that these facilities are accessible to people independent of assistance, accommodations are available upon request, streamed or archived audio is captioned, and streamed or archived video content has descriptions.<sup>69</sup> Regarding websites, it is important to verify whether a website is navigable without a mouse for those physically impaired. Untagged PDFs and images without alternative text should be avoided for those visually impaired.<sup>70</sup>

King County Council codified language access through Ordinance 18665, the “Immigrant, Refugee and Language Access Ordinance”, now King County Code Section 2.15.<sup>71</sup> All executive branch departments and separately elected agencies now comply with this requirement, which includes the provision of translation services for the most used languages in areas of interest for both live events and content distributed. The use of interpreters is paramount to convey messages to those who primarily speak languages other than English. Using best practices for interpreter coordination with planning staff is key to assuring interpreters are adequately prepared for the event format and subject matter.<sup>72</sup>

Best practices of other jurisdictions for notifying the public of proposed development activity include:

- Utilizing technology to expand reach – Increasing the reach and accessibility of information about pending development proposals and the opportunity to provide comment can be done through electronic outreach lists that any community member can join, posting to relevant local blogs or other news outlets, or creating an online development proposal map with a comment function.<sup>73, 74</sup>
- Holding community meetings – Jurisdictions, including King County, require that a permit applicant proposing certain types of land development hold an in-person or virtual community meeting during the application process, usually when the project is at a stage where the details

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<sup>69</sup> [Link to ADA Requirements: Equitable & Inclusive Engagement Considerations for Your Community | Granicus](#)

<sup>70</sup> Ibid.

<sup>71</sup> [Link to King County Code Title 2](#)

<sup>72</sup> [Link to National Education Association article “Equity Through Language Access: Best Practices for Collaborating with Interpreters”](#)

<sup>73</sup> [Link to MRSC – Community Engagement Resources](#)

<sup>74</sup> [Link to 10 Lessons in More Engaging Citizen Engagement, Planitizen \(2014\)](#)

of the project are developed enough to provide the community with a realistic idea of what the project will contain and look like, but with enough time so that feedback from the community can realistically be incorporated into final design. This timeline varies from project to project.

Washington jurisdictions that include public meeting requirements in their design standards or guidelines include the City of Gig Harbor, City of Mercer Island, and City of Olympia in the case of large projects.<sup>75, 76, 77</sup> Some jurisdictions require community meetings for a broad range of application types. King County requires community meetings for cottage housing proposals per KCC 21A.08.030.<sup>78</sup> The City of Sammamish requires a community meeting for any proposed subdivision, short subdivision, or conditional use permit.<sup>79</sup>

Community meetings should be publicized well in advance and take place at a location and on a date and time where most community members who are interested are able to attend. The agenda should be available in advance and include basic information about the proposal and time for community input. The applicant should be responsible for submitting to the permitting authority the names and contact information for those in attendance, a summary of the feedback and topics discussed, and documents shared at the meeting. Historically, community meetings in King County were held in-person at a location near the proposed project site. However, the COVID-19 pandemic caused these meetings to be held virtually. At the time of this report, around 70 percent of meetings are held virtually and 30 percent are in-person or a combination of the two.<sup>80</sup>

- Conducting community outreach – The City of Seattle requires that applicants for projects subject to any kind of design review prepare and execute a community outreach plan to “identify the outreach methods an applicant will use to establish a dialogue with nearby communities early in the development process in order to share information about the project, better understand the local context, and hear community interests and concerns related to the project.”<sup>81</sup> Applicants must conduct printed, electronic/digital, and in-person outreach using a combination of “high-impact methods” such as direct mailings, a project website, or a guided tour of the site, and “multi-pronged methods” such as local newspaper ads, a table at a community festival, or presenting at a community meeting. For developments located in Equity Areas—those with a greater-than-average proportion of people of color or residents with limited English proficiency or lower incomes—applicants are required to secure approval of outreach plans with the Department of Neighborhoods. Public outreach must be completed prior to the application’s consideration by the City’s Design Review Board.

## Administrative Review

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<sup>75</sup> [Link to City of Gig Harbor, WA Municipal Code](#)

<sup>76</sup> [Link to City of Olympia, WA Municipal Code](#)

<sup>77</sup> [Link to City of Mercer Island, WA Municipal Code](#)

<sup>78</sup> [Link to King County Code](#)

<sup>79</sup> [Link to City of Sammamish, WA Municipal Code](#)

<sup>80</sup> Interview with Ty Peterson, Commercial Product Line Manager, King County Department of Local Services, Permitting Division, May 17, 2022.

<sup>81</sup> [Link to City of Seattle, WA Department of Construction Director’s Rule 4-2018 and Inspections and Department of Neighborhoods Director’s Rule 1-2018](#)

An administrative design review process refers to a process by which permitting staff review a development proposal for its compliance with adopted design standards, criteria, or guidelines. Some jurisdictions use administrative review for all development proposals subject to design review and others use it for only certain types of proposals. Under an administrative design review program, a staff member completes an initial review of a proposal, and a final decision is made by a department head or other designated staff member.<sup>82, 83, 84</sup>

Although there is no formal role for the community to play in the administrative review process, the administrative review method can still include a public comment period and use the noticing best practices discussed above to ensure the public has ample opportunity to provide feedback that can be forwarded to the applicant and considered by reviewing staff.

### **Design Review Board**

The purpose of a design review board is to engage community in the development approval process. Many jurisdictions use a design review board to evaluate development proposals' adherence to adopted design standards or guidelines.<sup>85, 86, 87</sup> A design review board's finding can be advisory or binding:

- Design Review Board (Advisory) – The most common form of a design review board serves in an advisory capacity. These boards evaluate proposals and make formal recommendations on their compliance with the adopted design guidelines to department staff, who use the recommendations as supporting materials in their consideration of the proposals.
- Design Review Board (Binding) – Design review boards can have the authority to make binding decisions. Under this framework, approval by the board may be a required step in the approval process, or feedback from the board must be implemented as a condition for approval. An appeals process for applicants may be required under this framework.

To ensure the effectiveness of a design review board, the board should adopt a clearly defined scope through bylaws or other mechanisms, recruit members with backgrounds in fields related to the review of development proposals, and provide an appeals process for developers, interested parties, or neighborhood associations to dispute a binding review decision. This will lend consistency to the work of the board and clarity to applicants in their preparation of materials. While the functions of the board will vary depending on the role of each jurisdiction, design review boards should focus on how to develop, rather than what or whether to develop.

## **E. Proposed legislation**

A proposed Ordinance to enact the recommended changes to development regulations for the urban design standards will be transmitted to the King County Council for possible adoption concurrently with this report.

The proposed Ordinance includes the following:

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<sup>82</sup> [Link to City of Tacoma, WA Design Review Analysis Manual](#)

<sup>83</sup> [Link to City of Burien Municipal Code](#)

<sup>84</sup> [Link to City of Tumwater, WA Design Review Process](#)

<sup>85</sup> [Link to City of Bellingham, WA Design Review Board Web Page](#)

<sup>86</sup> [Link to City of Kirkland, WA Design Review Board Web Page](#)

<sup>87</sup> [Link to City of Langley, WA Design Review Board Web Page](#)

- The urban design standards as Attachment A to the proposed Ordinance, to accommodate graphics and the ability to search for key words;
- Criteria for exceptions to the design standards;
- Public engagement requirements for projects required to meet the design standards; and
- Updates to the density and dimension standards in KCC 21A.12 referencing these proposed standards.

## VII. Conclusion and Next Actions

Proposed urban design standards for North Highline’s commercial, mixed-use and multifamily developments emphasize the pedestrian environment as well as the existing culture. These standards were informed by public engagement, the guiding principles in the proposed North Highline Community Service Area Subarea Plan, and an urban form analysis. In addition to the design standards and urban form analysis, DLS explored a potential amenity incentive program, which would provide bonuses to developers and property owners for the voluntary preservation or provision of cultural assets and community amenities through an in-lieu fee dedicated to the creation, preservation, or enhancement of locally-owned businesses. Also included in the report is a review of best practices and methods to gather and implement public feedback.

Commercial and cultural displacement is addressed by allowing established local businesses to waive the proposed standards if set requirements are met. Cultural displacement is addressed through the creation of design rules that promote cultural physical amenities such as unique signage and murals. These proposed standards focus on the community because they are driven by and developed through robust public engagement, manifesting in community-desired measures such as increased greenery, landscaping, and environment; new development; and safety through design. These proposed standards will help King County regulate new developments and ensure that these developments are representative of the existing community of North Highline.

## Appendices

- A. Urban Form and Character Analysis**
- B. North Highline Urban Design Standards & Guidelines**

# URBAN FORM & CHARACTER ANALYSIS

**DRAFT**  
JUNE, 2022

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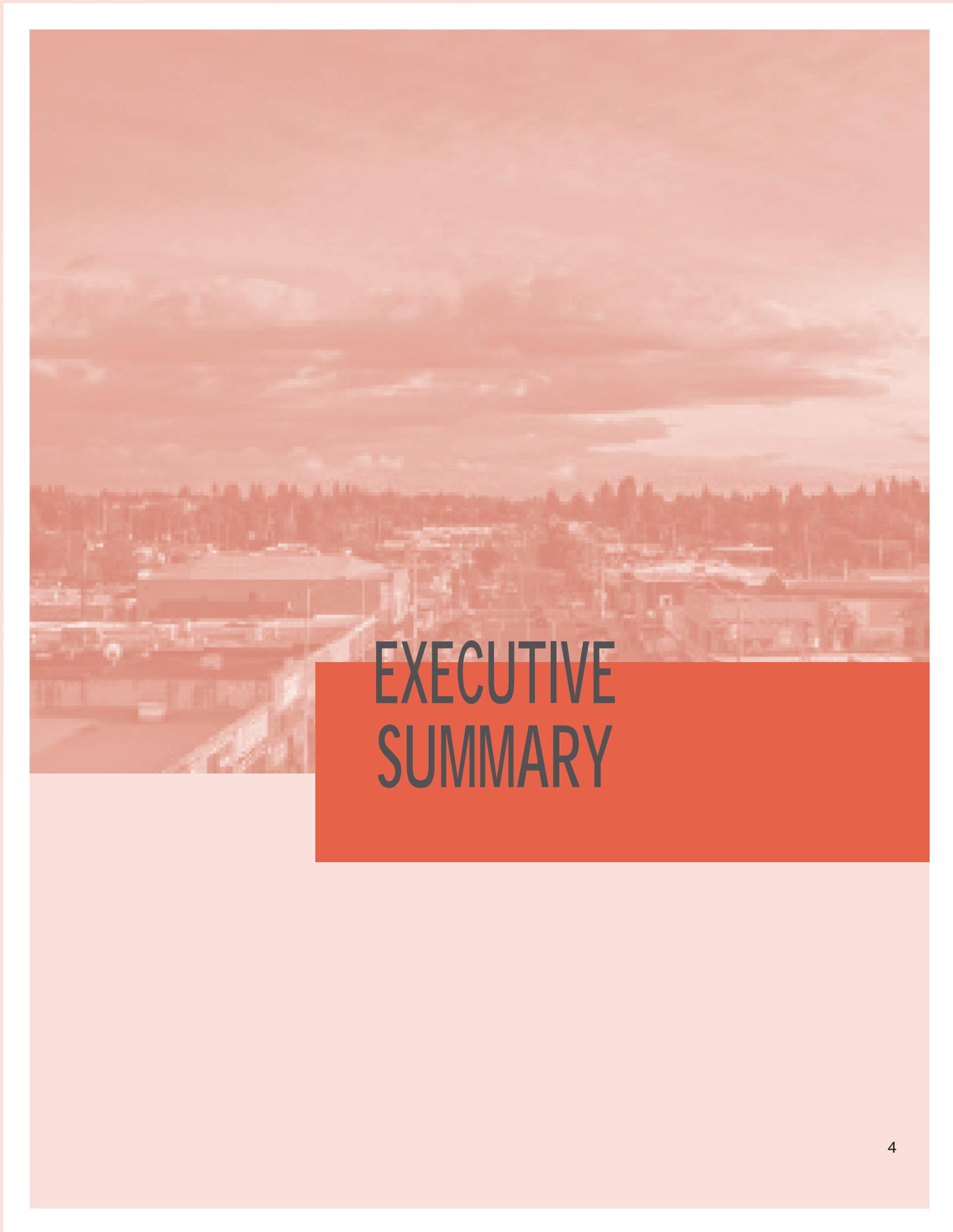
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# EXECUTIVE SUMMARY

# EXECUTIVE SUMMARY

The purpose of this project is to create urban design standards for new commercial, multi-family, and mixed-use developments in North Highline.

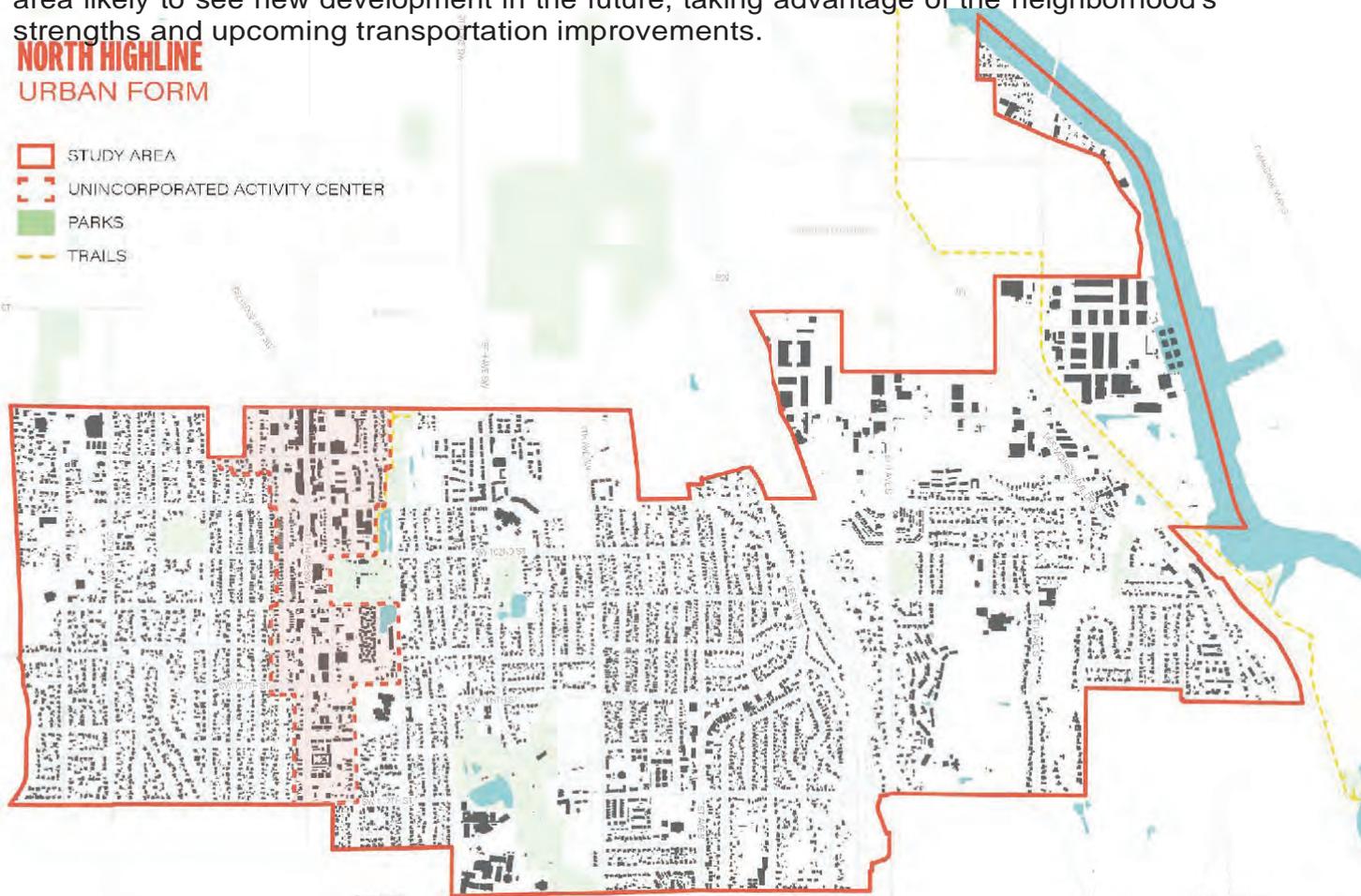
North Highline is a 2.7-square-mile urban area in unincorporated King County that includes the communities of White Center, Top Hat, Glendale, and the South Park “Sliver by the River.” Like many neighborhoods in the Seattle area, North Highline is experiencing development pressure and the community has expressed a strong desire to have urban design standards in place to protect and enhance the community’s character.

The King County Council has directed Local Services to study and develop urban design standards that prioritize the pedestrian environment, encourage human-scale design, and reflect the character of the North Highline community.

This Urban Form and Character Analysis is a first step in drafting the Design Standards. This document is intended to provide an understanding of the physical context of North Highline, focused on the Unincorporated Activity Center, which features the area’s most intense concentration of high-density residential and commercial development, and an area likely to see new development in the future, taking advantage of the neighborhood’s strengths and upcoming transportation improvements.

## NORTH HIGHLINE URBAN FORM

- STUDY AREA
- UNINCORPORATED ACTIVITY CENTER
- PARKS
- TRAILS



## THE UNIQUENESS OF NORTH HIGHLINE URBAN ACTIVITY AREA

The urban form and character of North Highline are rooted in the land and its natural systems, the historic patterns of property division, transportation, economics and culture over a century of development. These patterns, and their interconnected layers, are legible as urban form. The character of North Highline includes both the physical legacy of people who have lived there over time, and the webs of personal relationships, organizations, enterprises, and cultural influences that comprise community life and values. These layers create Highline's positive community characteristics and give Highline its unique character. Highlighting and protecting these elements will serve as the basis for the Design Standards.

The North Highline Urban Activity Center is best characterized as eclectic. Layers of history are reflected in its buildings, streets, and open spaces. Old and new buildings stand side by side, signs in many languages express the mix of cultures of the community, and a sense of humor is evident in a neighborhood whose nickname is "Rat City."

Its informality has a charm appreciated by many, an antidote to the often seemingly sterile environments created by more recent market-driven development. There is also a downside to the informality, with a lack of sidewalks that may make walking feel unsafe. The convenience of auto-oriented activities offset by the bleak environment of arterial streets.

Before Seattle's boom times of tech-fueled growth, the region was more affordable, more personal, and had more character. North Highline retains this feel. North Highline's community members love where they live, not because of architectural details, but because of a feeling of personal connection and belonging. Its stores meet the needs of people that have come here from across the globe, run by friends and neighbors. Personality is expressed by its murals, handpainted signs, and a generosity of space that has not been harnessed for commercialization.

Much of North Highline's best design is not "designed" at all. It has evolved, with the marks of many hands, many layers of history, and the many stories of everyday life.



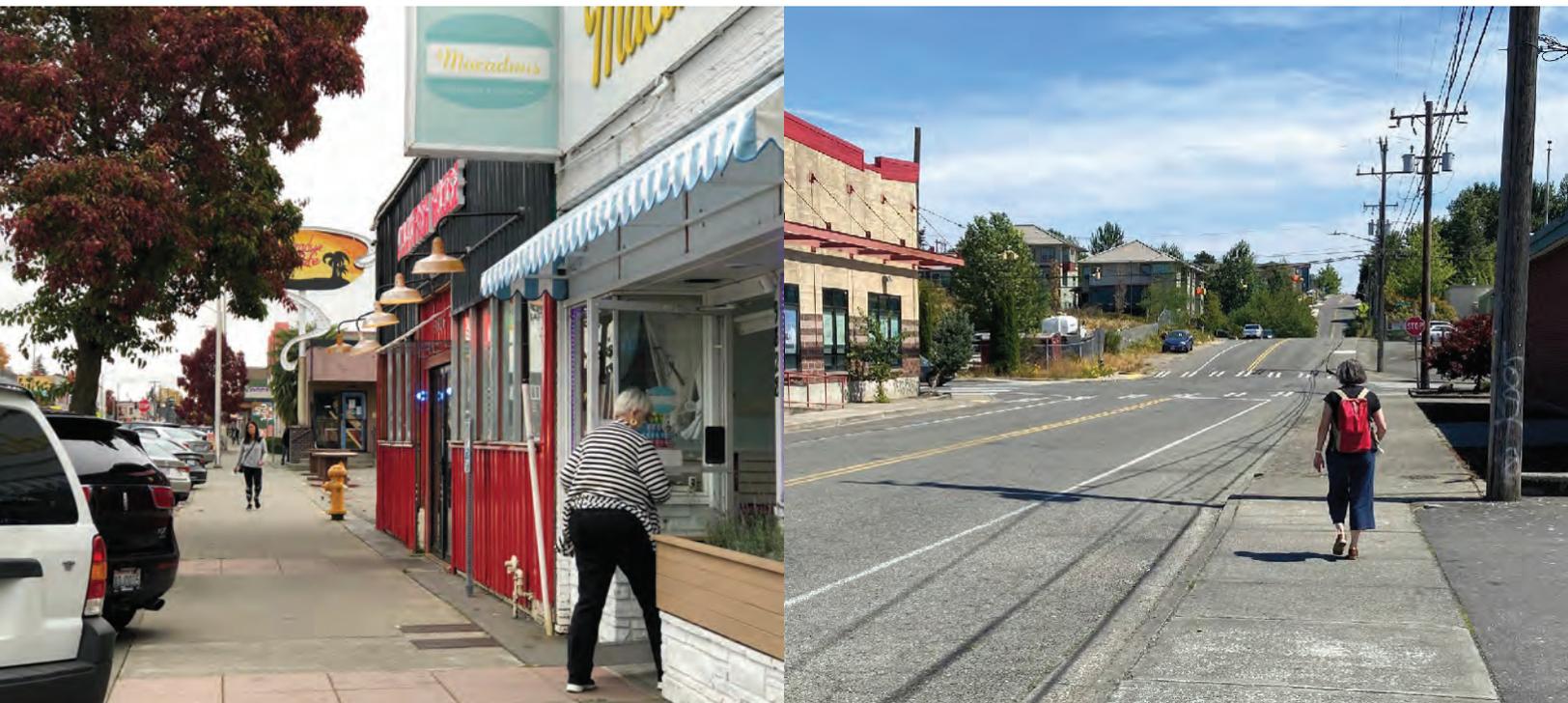
*Local business embraced the "Rat City" character in the graphic sign.*

## DESIGN INSIGHTS ON MOVING FORWARD

So how can we build on this layered richness of North Highline as a basis for design regulations? How can we access the region's prosperity for North Highline's diverse residents while preserving its unique characteristics from the destructive factors currently shaping urban development? How can we help retain a humane and nurturing urban center, contributing our own layers in a complementary fashion to the valued characteristics of a proud neighborhood? The key factors that will successfully define new development in North Highline include:

- **Scale.** Most of the buildings are low in scale, with craftsmanship evident in the details. In the heart of North Highline, the rhythm of 30-50ft-wide storefronts and façade details of storefronts along 16th Avenue offer interest along the street.
- **Variety.** Many types of buildings and spaces provide visual interest and richness. Architectural styles, colors, and uses are unique to each building.
- **Personalization.** Local small businesses have unique signages and storefronts, often with multiple languages.
- **Generosity of space.** There is informal space between buildings that is flexible and offers views and pedestrian passages.
- **Green.** The commercial area of North Highline currently has few trees and little landscape, but community input has strongly supported a greener environment.

The findings that follow summarize the most salient points of each topic considered in the analysis.



*Distinct development patterns in North Highline. The urban form on the left is a result from fine-grained historic plats, while the patterns on the right are driven by ineffective zoning regulations and automobile culture.*

# ANALYSIS FINDINGS

## COMMUNITY OUTREACH & SURVEY

- People expressed a desire to see more greenery, improvement in walking and biking experience, and more recreational space such as parks. For new development, people strongly preferred lower-scale humane developments and mixed-use developments. Large-scale “box-like” buildings were mostly seen negatively.

## NATURAL SYSTEMS

- North Highline has varied topography and watercourses that underlay the urban form. Community members desired to see better connectivity between the natural systems, improvement of water quality, and increases in greenery and green stormwater infrastructure.

## URBAN FORM

- Historic platting is a major driver of urban form particularly on 16th Ave SW North Highline’s historic and cultural heart. Highly valued urban form has come primarily from fine-grained historic plats within an urban grid and from more recently planned large-scale HOPE IV projects.
- Residential development is varied, with a feeling of slow infill over time. Platting patterns and parking requirements are key to development outcomes. The feel of the planned communities of Greenbridge and Solea Gardens is very different from the platted neighborhoods, and lessons can be learned from these developments and the regulatory barriers that had to be overcome in order to achieve neighborhood benefits.
- The existing streetscape reflects land use patterns with a pedestrian focus on 16th Avenue SW, and the auto-oriented character south of SW 100th Street. There are few street trees and pedestrian amenities in the right-of-way.

## POLICY

- The current zoning does not ensure a desirable development outcome. The Commercial Business (CB) zoning does not distinguish the irreplaceable Main Street character of 16th Avenue SW with auto-oriented development on larger lots. Parking requirements reinforce auto-oriented development patterns. New regulations should consider the amount of parking, its location on the site, and design issues. The Economic Development Overlay may incentivize larger-scale redevelopment.
- King County Road Standards do not address how the design of an adjacent site should be integrated with the design and function of the road or street, and offer limited opportunities for landscape and other amenities in the public right-of-way.
- Although local jurisdictions have been able to create a stronger emphasis on the use of green infrastructure, the King County Surface Water Design Manual does not adequately address how stormwater management practices are integrated into the design process and thinking for the site, which could be addressed in the new design standards.

An aerial photograph of a city, likely Seattle, with a dense forest of evergreen trees in the background and various buildings and structures in the foreground. The image is overlaid with a semi-transparent red color. A solid red rectangular box is positioned in the lower right quadrant, containing the title text.

# OVERVIEW & COMMUNITY OUTREACH

# OVERVIEW

The Urban Form and Character Analysis includes both a physical and a cultural understanding of the study area. The physical understanding starts with North Highline's setting—its underlying topography and hydrology, views, and natural features. The physical analysis includes the constructed elements of the area: its patterns of buildings and open spaces, the architectural styles and features of its buildings, its streetscape and landscape. Some of the urban form is measurable, and easy to show on maps.

The character analysis is less measurable and instead focuses on qualities and values that define a place. The character analysis requires reaching out to residents to understand what they see in their neighborhood and what they love about where they live. Residents' needs and aspirations should shape future development that preserves the important aspects of the community, adds to the neighborhood in desirable ways, and shapes North Highline as a place where residents' futures are secure.

The intent of this Urban Form and Character Analysis is to set up the necessary background for developing the Design Standards, looking at the context of the physical and cultural elements, and beginning the community-wide discussion on those elements and their relationship to desired future development in North Highline. Community outreach has begun, but this document will be one starting point for ongoing discussions with community members. That ongoing input during the project will be incorporated into a final Urban Form and Character Analysis that will be a companion document to the Design Standards.

The Urban Form and Character Analysis Memo considers the physical layers of form including topography and hydrology, systems of movement, patterns of land use, and current residents' building and landscape typologies and their expression. Methodologies for the analysis include an area-wide photo survey, GIS mapping, historic research, a visual preference survey, discussions with community members and County staff, and on-site observations.

## CONCURRENT PROJECTS

Several County-led efforts are underway in North Highline, and the Design Standards project has coordinated with staff to understand the concurrent work and how the projects might support mutual goals and community outreach efforts. Concurrent projects include:

### **NORTH HIGHLINE SUBAREA PLAN**

The Public Review Draft of the Subarea Plan, Land Use and Zoning Map Amendments, and King County Code Amendments have been prepared based on input provided by the North Highline community regarding its priorities for how it will grow over the next 20 years. There has been consistent public outreach coordination between the subarea planning and the development of the Design Standards.

## 16TH AVENUE IMPROVEMENTS

Work is being planned for 16th Avenue SW project to improve pedestrian safety and slow travel speeds. The work will include curb extensions, flashing beacons for pedestrians crossing at the unsignalized intersections of SW 104th and SW 106th Streets, and changes to the roadway that will allow either buffered parking lanes or additional on-street parking.

## RAINSCAPES PROGRAM

King County promotes sustainable stormwater management through its RainScapes program, based on the benefits to the environment, to fish and wildlife, and to people's quality of life. Green stormwater infrastructure, or GSI, has already been installed in Greenbridge and Seola Gardens and the County is supportive of GSI solutions throughout North Highline to help improve water quality and reduce flooding.

## AFFORDABLE HOUSING

King County continues to plan for affordable housing in North Highline. King County Housing Authority (KCHA) is exploring development options for Windrose Assisted Living, an 80-unit assisted living facility adjacent to their Greenbridge development.

King County Department of Community and Human Services and Department of Local Services has created a draft of legislation that incentivizes affordable housing through the creation of a code of Inclusionary Housing Development Standards for parts of North Highline and Skyway. The intent of the provisions is to create new housing via the private sector, with developers making a percentage of housing units available to low- and moderate-income households in new residential developments, with incentives for the developer including density bonuses, zoning variances, and/or expedited permits.



*The 16th Avenue Main Street at North Highline. Photo by Kevin Henry*

# COMMUNITY VISION

As part of the work done for the Subarea Plan, the White Center Community Development Association (WCCDA) prepared a vision statement based on what they have learned from the values and priorities of the North Highline community. This vision reflects the aspects of the community's character that are valued, and will guide the formulation of the design standards with the intent that the future of the community will come closer to this aspiration.



## DRAFT COMMUNITY VISION STATEMENT

Residing on the traditional land of the Duwamish people, North Highline celebrates its ethnic diversity, inter-generational roots and our ongoing inclusivity of diverse families and individuals, especially those most isolated and vulnerable. We call out race and place-based inequities and are committed to dismantling systems of power, privilege, and racial injustice. With mutual support and respect, we value and live out our brilliance and power through community-led initiatives, creating thoughtful development without displacing longtime residents and small business owners, forming and owning the policies that impact us, and building our individual and collective wealth, health, and well-being.

## DRAFT GUIDING PRINCIPLES

The following guiding principles support the community vision and were used to inform and direct the development of the Subarea Plan:

- a. We are proud of our community and continue to share our collective history with others and to invest in this place, our home away from home for current residents and their future generations.
- b. We support community investments and programs that reduce the risks, and mitigate the impacts, of residential, economic, and cultural displacement.
- c. We live in thoughtfully designed housing and commercial spaces where intergenerational households and legacy businesses can stay and where affordability and ownership are realized.
- d. We support a thriving and equitable economy, with ethnically diverse, community-minded, small business owners, entrepreneurs, and employers.
- e. We support residents, especially children, youth, and young adults, with services and resources they and their families need to succeed.
- f. We promote the development of community-desired amenities to improve aesthetics, enrich the community's diverse physical and cultural assets, and support gathering together as a community.
- g. We support regulations and investments that result in a safe, secure, and healthy community and compatible development.
- h. We support residents growing their work interests, skills, and wages.
- i. We enjoy neighborhoods with accessible and safe streets, roads, and alleyways, with well-connected hiking and biking trails.



# NORTH HIGHLINE DEMOGRAPHIC FACT SHEET

## A DIVERSE COMMUNITY

According to the subarea plan (draft), North Highline contains some of the most diverse neighborhoods in King County. The diversity of people in North Highline reflects in and contributes to the variety of local businesses, foods, events, urban forms, and characters.

The North Highline subarea covers an area of approximately 3 square miles, is home to nearly 20,000 people, making it the county’s third most populous urban unincorporated area, after Fairwood, and East Federal Way. Black, Indigenous and People of Color represent an estimated 61% of the population, compared with an estimated 40% of the population of King County as a whole. North Highline has a significantly higher proportion of foreign-born residents (31%) and residents with limited English proficiency (22%) than King County overall (25% and 11%, respectively). The most commonly spoken languages at home after English (61%) are Spanish (18%) and Vietnamese (6%). The following data from the subarea plan summarizes the demographics and socioeconomic conditions of North Highline and how it compares with King County as whole.

SOCIOECONOMICS	NORTH HIGHLINE	KING COUNTY
Population	19,500	2,195,500
Average Household Size	2.1	2.4
Median Age	35	37
Percent Male	50%	50%
Percent Female	50%	50%
Percent Youth (under 18 years old)	23%	21%
Percent Elder (over 65 years old)	9%	14%
Percent with Disabilities	13%	10%
RACE & ETHNICITY		
White alone, Non-Hispanic	38%	60%
White	47%	64%
Hispanic	25%	10%
Asian	15%	18%
Native Hawaiian Pacific Islander	3%	1%
African American	11%	7%
Native American	1.6%	0.6%
FOREIGN BORN POPULATION AND LANGUAGE		
Limited English-speaking Population	22%	11%
Percent Foreign Born	31%	25%



## OUTREACH AND COORDINATION

Our understanding of community goals and concerns began with a review of public input from previous and current related projects. In particular, we have been coordinating with the outreach for the Subarea Plan because of the related nature of the projects and the timing. In the various outreach efforts done recently for a variety of projects, there is a great deal of consistency in community responses regarding the neighborhood and its future.

Outreach specific to the Urban Design Standards is ongoing and will continue through the drafting of the standards, including a public comment period once the draft of the Design Standards is released. Thus far, we have solicited interest and opinions at two community events in August 2021, with input on a Visual Preference Survey and mapping exercises. A survey has been advertised through the County's communication team and White Center Community Development Association with over 68 responses to date. Three walking tours generated conversations among residents, business owners, and County staff from Local Services, Roads, Natural Resources, and Housing. We will continue to solicit input through the survey, and we will hold a series of walking tours with members of the public for input on targeted locations and issues. A community advisory group will provide further discussion and input in the development of the Design Standards.



Community members suggesting features they would like to see in a future North Highline.



Community members marking favorite places and neighborhood assets on the map.



Community members decorating street furniture - "traveling chair".

## COMMUNITY EVENTS

The King County Local Service Department and the consultant team joined two community events during August. We attended the White Center Promise Celebration on August 27th 2021, and the White Center Block Party on August 29th 2021, to inform the community about the urban design standards project and gather public input. During the events, the community learned about the project through flyers with links to online information and a survey. The project team also conducted a community assets mapping exercise (see p34), visual preference surveys (see p37), and a traveling chairs activity to better understand how people use their neighborhood and how the urban design standards can align with community values.

## COMMUNITY SURVEY

The North Highline Urban Design Standards community survey opened for public input on August 27th 2021 and the results were tabulated on November 19th, 2021. Seventy people completed the survey, including online survey via SurveyMonkey.com and the hard copies survey collected at the outreach events. Most of the respondents are North Highline residents (82.61%) and/or property owners (62.32%). The survey responses were higher from property owners than renters. Other respondents included North Highline developers, business owners, and workers. The survey will continue to be open through November. Key findings of the survey are summarized below. See the full survey questions in Appendix B.

Q1. PLEASE DESCRIBE YOUR ROLE IN THE COMMUNITY	RESPONSES	
Resident	82.61%	57
Renter	5.80%	4
Property owner	62.32%	43
Developer	1.45%	1
Business owner	10.14%	7
Other	8.70%	6
TOTAL RESPONDENTS: 70 (Answered:69, Skipped:1)		

- Respondents love North Highline for its diverse culture and proximity to Seattle. Respondents enjoy the variety of cultures reflected in the diversity of the people, shops, restaurants, and small local businesses in North Highline. They enjoy the walkable environment at the main street area and the accessibility to major roads. Respondents also love the moderate building scale, variety of housing choices, and the existing mature trees and parks (See questions 2,3,4 in Appendix B).
- Respondents want the urban design standards to preserve existing trees, increase greenery in new developments, support a safe walking experience, and encourage a variety of housing developments, including affordable housing and mixed-use development with commercial uses on the ground floor (See questions 7,8,9 in Appendix B).
- 64.29% of the respondents are interested in the idea that King County should give developers bonuses if they preserve the above-mentioned features. Bonus for developments to increase more living units received most of the votes 80.77%. Respondents also added comments on their interests in bonuses to encourage more public accessible green spaces and recreational spaces. (See questions 5&6 in Appendix B).

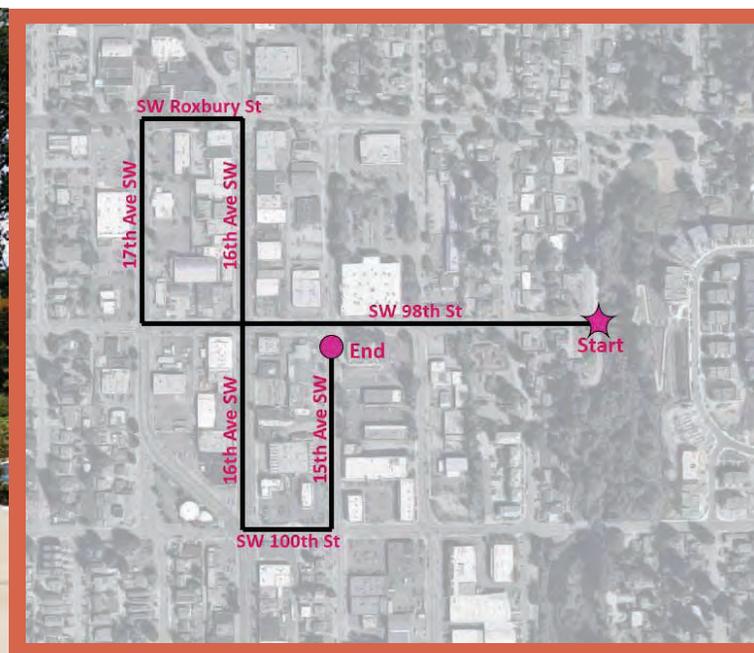
## NEIGHBORHOOD WALKS

On October 17th and 18th, 2021, the project team hosted three 90-minute walking tours with the sixteen community members to gather input and answer questions. The walking tours explored the commercial developments on 15th, 16th and 17th Ave SW and SW 98th Street, and residential development at Greenbridge. During the tours, participants learned about design standards and how they can help guide the future of North Highline, and shared ideas about what they think make North Highline unique. 18 people attended the tours including local residents, small business owners, and developers. Representatives from the King County road services, King County Department of Natural Resources and Parks Stormwater Services, and King County Housing Authority also joined the tours to provide additional information on the concurrent projects and urban design considerations. Observations and feedback included:

- There was an overall sentiment that future development should prioritize transit instead of parking and a strong desire to be less car focused.
- On 16th Avenue SW, people think midblock pedestrian crossings should be more common and be better marked. Street lighting is insufficient to support the retail experience and more pedestrian focused lighting is needed (see image on p84).
- People like the existing lower height of most buildings, but agree that some higher density and housing would be great for making the area more active. Requiring upper stories to be setback would help preserve the current one-story feel of the area.
- People like the older buildings that had been thoughtfully remodeled and want to keep evidence of the historical fabric, even if it is a bit “grungy”. Star Brewery is an example with good windows to see inside activity and quality materials in an older building (see image on p84).
- There are great opportunities in the alleys. They are being used informally already and these uses could be supported. Alleys could be much more pedestrian focused. People liked how businesses are two sided, more formal entry on 16th and less formal on the alley side (see images on p51).



Community members gathering at Greenbridge to learn about the project with King County Housing Authority.



Walking Tour Route Map

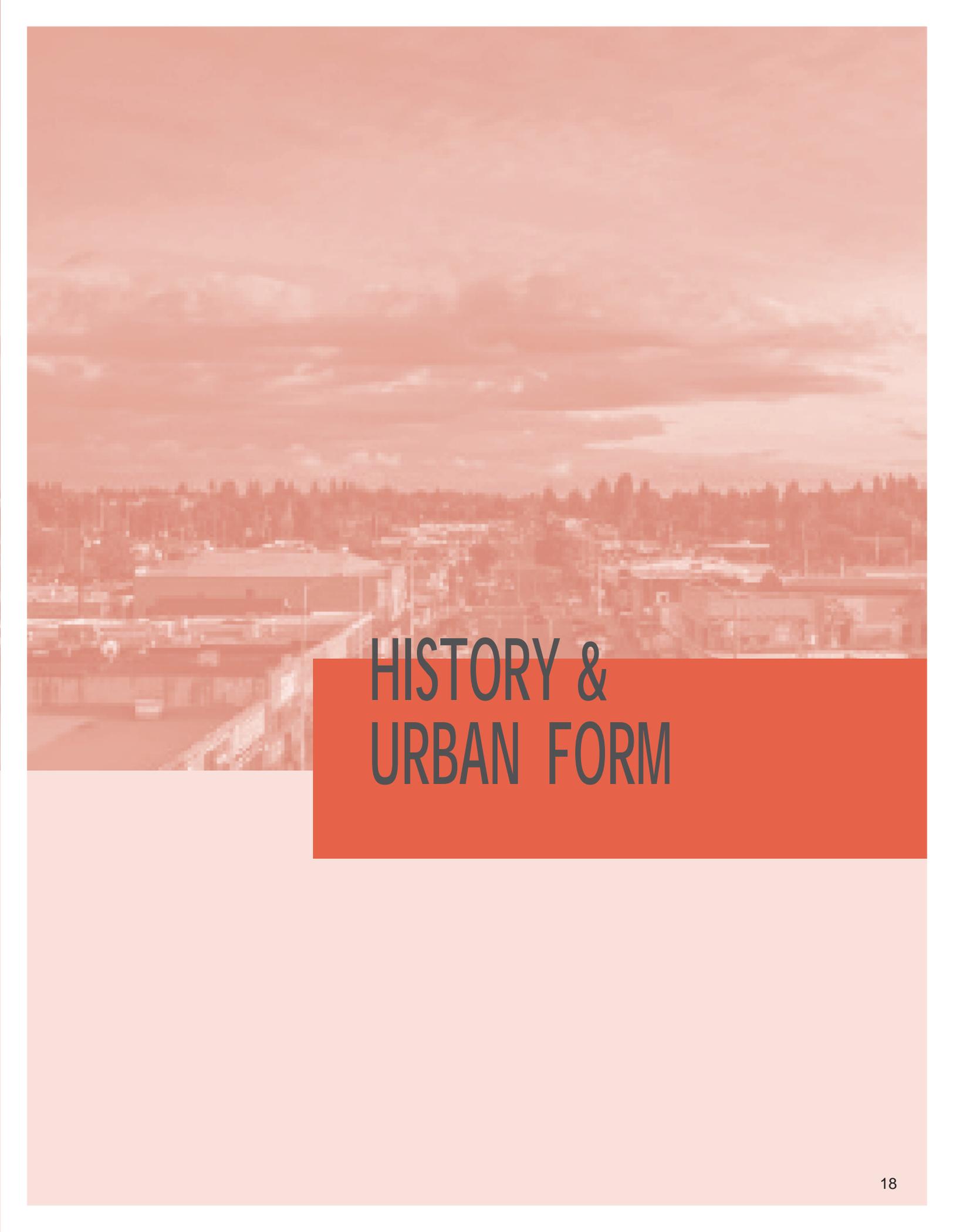
## YOUTH ENGAGEMENT

On November 19th, 2021, the project team had an engagement activity with a group of 10-12 students ranging in age from 13-20 years old at Steve Cox Memorial Park Community Center. The activity talked about the changes that will come with the new zoning and what the perfect street would feel like when the scale of the area will be larger in terms of population and built environment. During the discussion, Students worked together in two groups to put their ideas together and build a street scene in collage form (see images below). Thoughts and preferred design features came out of the activity included:

- More welcoming street lighting
- Windows allow people to see activity in the buildings
- Parks of all scales weaved through
- More crossing area along main street
- Safe outdoor seating options and vending along street
- Weather protections and covered areas in the rain
- Buildings with murals and public arts



Street scene collage from the students

An aerial photograph of a city, likely Vancouver, showing a dense urban area with a mix of residential and commercial buildings. A large, solid orange rectangular overlay covers the bottom portion of the image, partially obscuring the city's details. The sky is filled with soft, white clouds.

# HISTORY & URBAN FORM

# HISTORIC NORTH HIGHLINE & URBAN FORM

As part of the Puget Sound region, North Highline is originally home to the Lushootseed-speaking peoples, including the Duwamish, Muckleshoot, and Suquamish tribes. Historylink describes how Native Americans used the area for hunting and moving between the rivers and Puget Sound:

*The towns were located along waterways navigable by canoe, and tribal members had separate summer fishing camps, hunting grounds, and plant-collecting areas. Along the shore of what they called "Salt Water" (Puget Sound), people spent summers fishing, hunting, trading, and later working in the businesses that grew up in the area. The woods, teeming with wildlife, were hunting grounds. The bogs were full of cranberries. Trails between the Duwamish, Black, White, and Green Rivers and Puget Sound were well-used.\**

With the arrival of settlers, the White Center area attracted loggers, followed by small-scale farmers and real estate speculators. A small business community began to form after the completion of a streetcar line, financed by local leaders, connected White Center to Seattle in 1912. The 1914 Kroll map shows the streetcar line, with the White Center connection starting near Spokane Street and West Marginal Way.

The origin of the White Center business district as a "streetcar suburb" is significant. Streetcar communities were typically laid out in a grid, with a cluster of commercial uses at crossroads, such as the intersection of 16th Avenue SW and Roxbury Street. Residential units built in the gridded zones had access to local businesses and services such as bakeries, groceries, dry goods, churches, clubs, and schools. Often there were jobs nearby. This form of development was an early type of "transit-oriented development" with a form and scale that can be seen throughout King County. They have become local "downtowns" that are prized by 21st century residents. This kind of "Main Street" urban form has many positive social and community benefits, but current market conditions do not replicate this form. If it is to be replicated and protected as residents desire, legislation or regulation is required, such as implementing Design Standards.

The World Wars brought waves of new residents to North Highline, with increased industrial activity and job opportunities along the Duwamish valley. The Federal government stepped in to provide housing for needed workers, building 569 units of housing south of Roxbury Street in 1943. North Highlines' affordable rents attracted people moving to the Northwest from throughout the country and around the world.

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## References:

*The Rise of a Working-class Suburb: Settlement and Growth of White Center from Streetcar Town to Blue-collar Suburb 1910-1950*, Katherine F. Cote, University of Washington, 2007

\* Historylink, Burien, A Thumbnail History, <https://www.historylink.org/File/10396>

\*\* Historylink, White Center, A Thumbnail History, <https://www.historylink.org/File/8616>

Daniel James, *White Center Historic Resources Survey Context Statement*, 2020

*Survey and Inventory of Historic Resources in White Center Final Report*, Sarah Sodt, City of Seattle, 2013



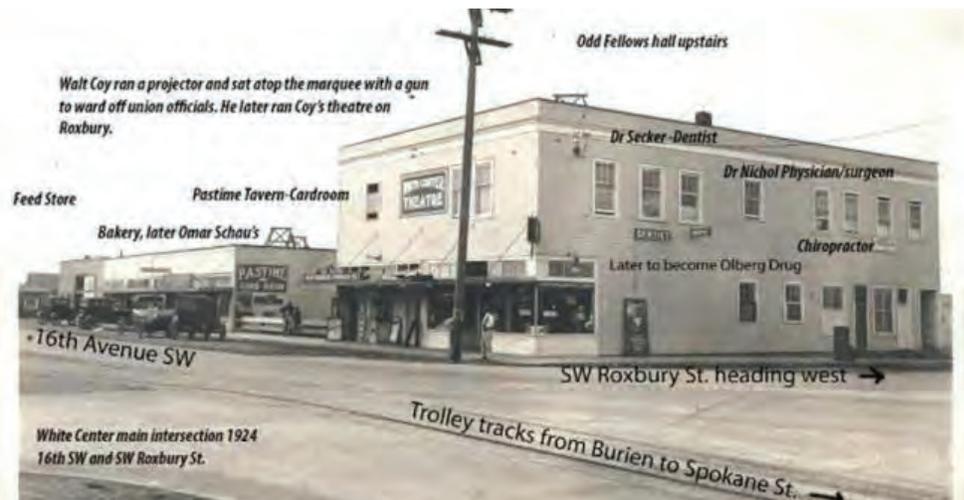
# HISTORIC NORTH HIGHLINE



White Center's Pancake Festival on the 16th Avenue Southwest, 1956.  
Source: Museum of History & Industry, Seattle



Children's Parade at the Pancake Festival on the 16th Avenue Southwest, 1956.  
Source: Museum of History & Industry, Seattle



The intersection of 16th Ave SW and SW Roxbury St, looking southwest, 1924.  
Source: Westside Seattle.com



The 1914 Kroll's Standard Map of Seattle shows the street grid of North Highline and the routes (dark line) of streetcars, cable cars, and interurbans.  
Source: Kroll Map Co, Mehlhorn Bldg, Seattle.



A 1990 satellite image shows a row of trees at the median of 16th Avenue Southwest. Source: Google Earth

Downtown White Center in the 1950s and 1960s is described by Historylink as dynamic:

*With its affordable rents, White Center had no fewer than 70 commercial establishments along just two blocks of 16th Avenue SW, starting south from SW Roxbury Street. Among the businesses were five restaurants, six taverns, four drugstores, four barbers, six variety stores, three shoe stores, three electrical appliance stores, dentists, a gun shop, and more.\*\**

Auto-oriented development dominated North Highline after the mid-century. Shopping malls such as nearby Westwood Village and further away Southcenter, drew people from the local businesses. New retail was built on bigger lots with large areas for parking.

Single family lots made up most of North Highline, and continue a pattern of home ownership or rentals on properties typically from 2,500 sf to 8,000 sf lots. Other homes are on larger parcels. Homes in North Highline are generally more affordable than in other parts of the region, and provide housing for families that value the ability to use the yard space. Many of the neighborhood streets still are without curbs, gutters, and sidewalks. The gravel edges are often used for informal parking, and drainage problems are common. The pattern of ownership means that large redevelopment is unlikely, but incremental development may be attractive to individual property owners if the housing prices increase.

The tracts of wartime housing offered large developable sites for the King County Housing Authority (KCHA). By the time redevelopment was being planned, the wartime housing was in great need of replacement. Over \$250 million of public and private money was invested Greenbridge and Seola Gardens since the early 2000s, housing more than 3,000 people in mixed-income housing. These developments include a variety of housing types, including dense single-family, ground-related attached multifamily, and mid-rise units. Amenities serving the neighborhoods include an elementary school, a community center, play areas, small retail, a community college satellite, a branch library, and a public plaza. Sustainable features are incorporated into both the buildings and the treatment of stormwater, and public art is found throughout the sites.

The historic nature of the White Center commercial district has been studied in regard to its viability for designation as a historic district. Architectural historian Sarah Sordt worked with the White Center Historic Resource Survey and Inventory in 2003, documenting 44 properties along 16th Avenue SW and Delridge Way SW built between 1915 and 1956.

*Given the low-density development pattern in the area and the strong development pressure, I think there is an urgency to place protections on White Center's historic resources.*

**—Daniel James, White Center Historic Resources Survey Context Statement, 2020**

An aerial photograph of an industrial facility, possibly a water treatment plant, with various buildings and structures. The image is overlaid with a semi-transparent orange filter. A solid orange rectangular block is positioned in the lower right quadrant, partially overlapping the text.

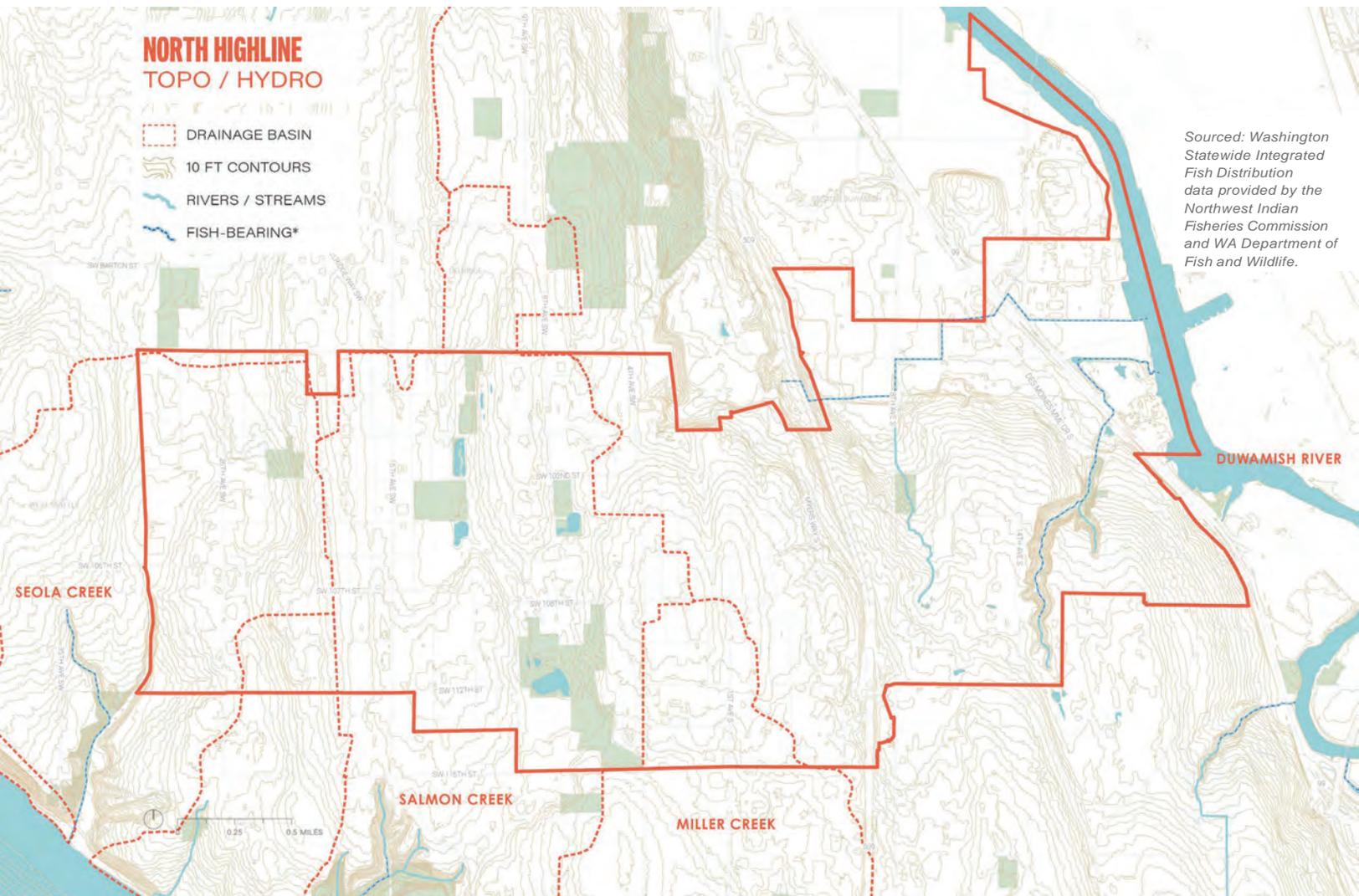
# ANALYSIS

# NATURAL SYSTEMS

North Highline lies on a plateau between the Duwamish valley and Puget Sound. It is part of five watersheds, with the eastern side of the area draining towards the Duwamish, and the west side draining to Puget Sound via Salmon Creek, Seola Creek, and smaller creeks.

A low area in North Highline runs generally between 10th and 13th Avenues SW north of SW 102nd, and between 7th and 13th Avenues SW south of SW 102nd. This area has wetlands and water bodies including White Center Natural Area, White Center Pond, Seola Pond, Mallard Lake, and Hicklin Lake.

The condition of these water systems has been greatly degraded by urban development. For example, the largest watershed in North Highline is the Salmon Creek drainage basin; Salmon creek was originally a 4-mile stream that had several species of salmon and trout. Once used for swimming, Hicklin Lake now has poor water quality. Invasive plants are also problematic in the natural areas, but there have been some efforts to improve habitat including work by County staff and volunteers through the Noxious Weed Control Program.



North Highline is part of five watersheds, draining to the Duwamish to the east and Puget Sound to the west

King County is making efforts to increase urban tree canopies, noting the benefits to the environment, human health, and well-being. The 2021 *30 Year Forest Plan* prioritizes areas with lower amounts of tree cover and areas with economic disparities. With tree canopy coverage of 21%, White Center has one of the lowest canopy covers in King County, with less than half the tree cover of many communities in the County. The plan recommends tree planting projects for White Center.

One of the plan's goals is to "Increase use, engagement, and sense of belonging in forested parks where access to or use of parks and green space is below the regional average". The Design Standards could be one of several needed tools to increase usage through more visibility of green areas and safety features embedded in design to the extent possible.

Tree canopy in King County cities and urban unincorporated areas. Source: King County 30 Year Forest Plan

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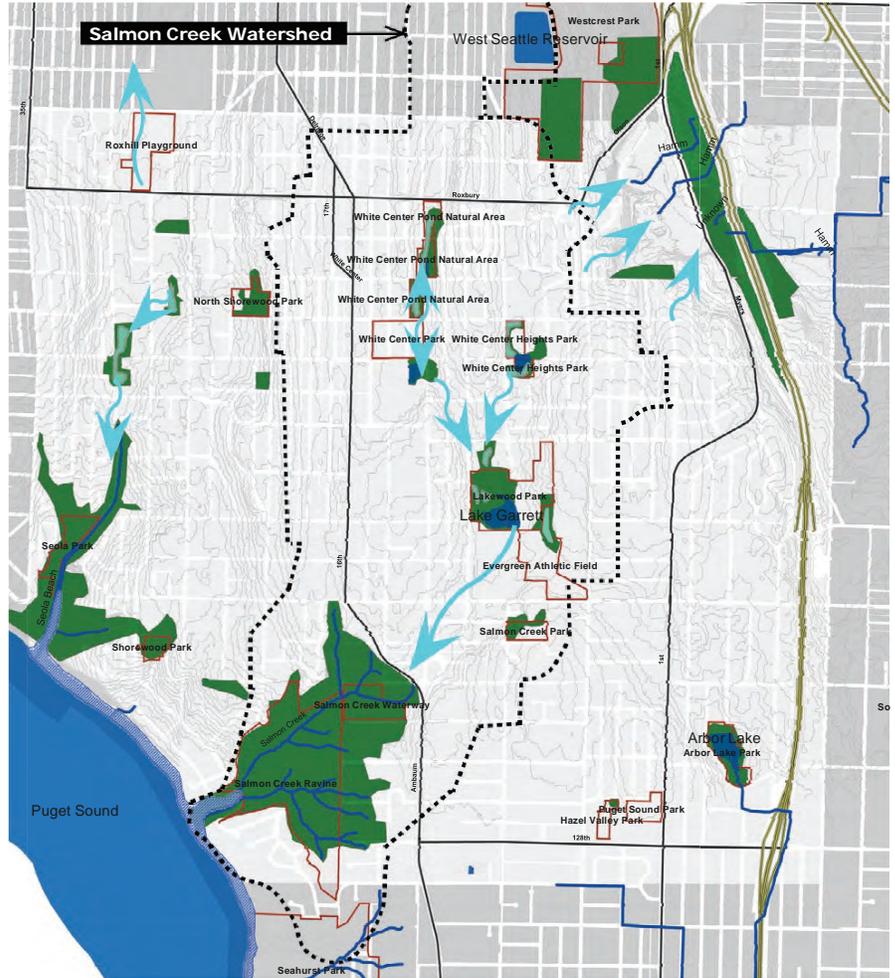
City/UUA	Tree canopy (acres)	Percent cover	Year
BeauArtsVillage	35	67%	2017
Blakeland	242	57%	2016
South	3954	51%	2017
MercedStnd	1921	48%	2017
Newcastle	1328	47%	2017
NomandyPark	740	46%	2017
Mapewood	72	46%	2017
Bothell	3926	46%	2016
CooverLE	162	46%	2017
RedmondRidge	102	46%	2017
SanmanSh	6970	4%	2018
Stratton	179	4%	2015
Kemore	1587	41%	2017
LakeForestPark	93	41%	2017
Fairwood	124	41%	2017
HuntsPoint	7	39%	2017
NorthBard	106	39%	2017
Kirkland	4361	38%	2018
Redmond	4062	38%	2017
Sarale	83	38%	2017
Bellevue	787	37%	2017
FederalWay	543	37%	2017
Medina	34	37%	2017
YarrowPoint	80	36%	2017
Walla	523	3%	2017
Skykomish	69	3%	2016
Allyn	579	32%	2017
MapleValley	119	31%	2017
Burien	1941	30%	2017
Evergreen	110	30%	2017
Milton	51	30%	2017
Jellyfish	18	29%	2017
Des Moines	110	29%	2017
Renton	432	29%	2017
Kent	625	28%	2017
Seattle	1567	28%	2016
Shelton	212	28%	2017
Skwaha	51	28%	2017
Aradon	12	27%	2017
Tukwila	130	24%	2017
Salt Lake	125	2%	2017
Alma	16	21%	2017
White Center	47	21%	2017
Trumansburg	53	18%	2017
Pa	13	18%	2017

King County has a voluntary program, RainScapes, to encourage the retrofit of private properties with sustainable stormwater features such as cisterns and rain gardens.

In June of 2021, the County received findings and recommendations from a community outreach process for RainScapes in White Center. The study solicited input from targeted stakeholders and the broader community on their perspectives and values related to green stormwater infrastructure (GSI). Generally, they found that community members enjoy, and use, the existing green spaces in the White Center/North Highline Community, feel that environmental degradation had occurred in recent years, and had concerns that beautification could become a factor in promoting gentrification.

Of notes for the design standards, the outreach regarding green infrastructure found that:

- People were concerned about polluted rainwater runoff and flooding.
- People care about the environmental concerns related to poor stormwater management.
- Residents see a need for GSI projects in their community, and all GSI projects, including walking and biking paths, road improvements, parks and gardens, and art and learning opportunities, were very important to them.
- Walking paths, sidewalks and trees/native plants were the most desired project types.



Water Flow Direction in Salmon Creek Watershed. Edited by Framework. Source: University of Washington, Landscape Architecture Studio, Winter 2007

## NATURAL SYSTEMS FINDINGS

- North Highline has varied topography and watercourses that underlay the urban form. Over time, the quality of water and the value of these natural systems as a community asset has degraded.
- The topographically low area has a series of wetlands, water bodies, and stormwater features that could be a stronger, more connected public asset. Changes in topography make walking from west to east challenging for some people.
- Community members have expressed interest in landscape, paths, and green stormwater management.

# STORMWATER FEATURES



Seola Pond



Hicklin Lake, once swimmable



Storm water facility at Seola Gardens is fenced to prevent entry



Drainage runs to catch basins via gravel street edges



Roof runoff of Greenbridge is gathered in its own drainage system, called a green drain, keeping it separate from other stormwater inputs that have relatively higher pollutant generating characteristics. During heavy rain, water can be seen in the runnel along the 98th Avenue path through Greenbridge, pouring through the hands in this art project by Mary Coss



Storm water pond at Greenbridge

# CONNECTIVITY

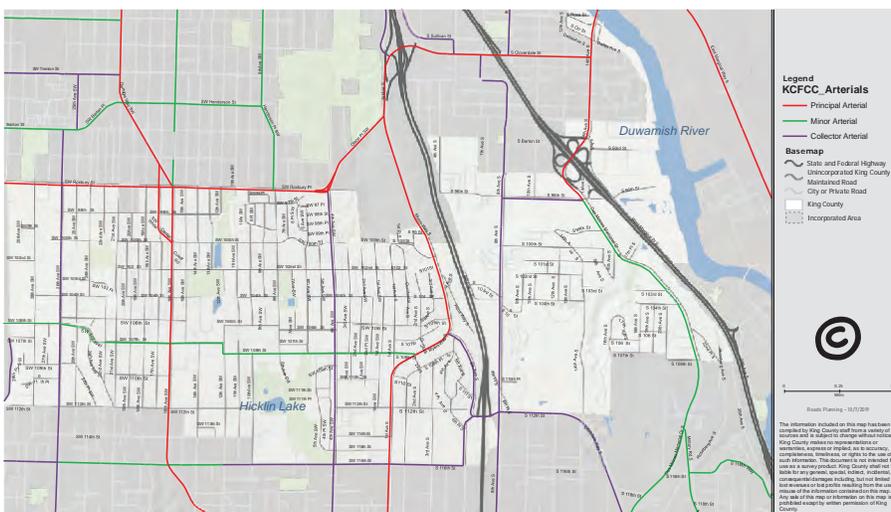
## TRANSPORTATION NETWORK

North Highline's transportation network includes heavily used arterials, neighborhood streets, bus routes and bicycle facilities, paths and sidewalks.

The County classifies streets for their function in the transportation system, and the streets within North Highline are categorized as urban roadways. Road categories include: Principal Arterials, Minor Arterials and Collector Arterials, and Local Roads. Design requirements for streets are spelled out in the King County Road Standards. The map below shows the hierarchy of streets and arterials in North Highline in terms of their transportation function.

From a land use standpoint, it can be beneficial to categorize streets in terms of the kinds of uses that line them. It is helpful to remember that the important edge between the building façade and the public space is part of the right-of-way – often a sidewalk. Although streets in the County do not have land use designations, it will be helpful for the creation of Design Standards to think about how streets relate to the use of the adjacent property. We suggest categorizing North Highline's streets as:

- **Arterial:** Higher-volume streets with traffic signals as classified by King County; may include bicycle lanes, on-street parking, and/or transit
- **Commercial:** Non-arterial streets in commercial areas, typically with sidewalks and midblock pedestrian crosswalks
- **Neighborhood:** Low-volume streets in residential areas that have structured edges and sidewalks
- **Informal:** Low-volume streets in residential areas that have gravel edges, no dedicated pedestrian facilities, and parking
- **Paths:** Connections for pedestrians and bicycles



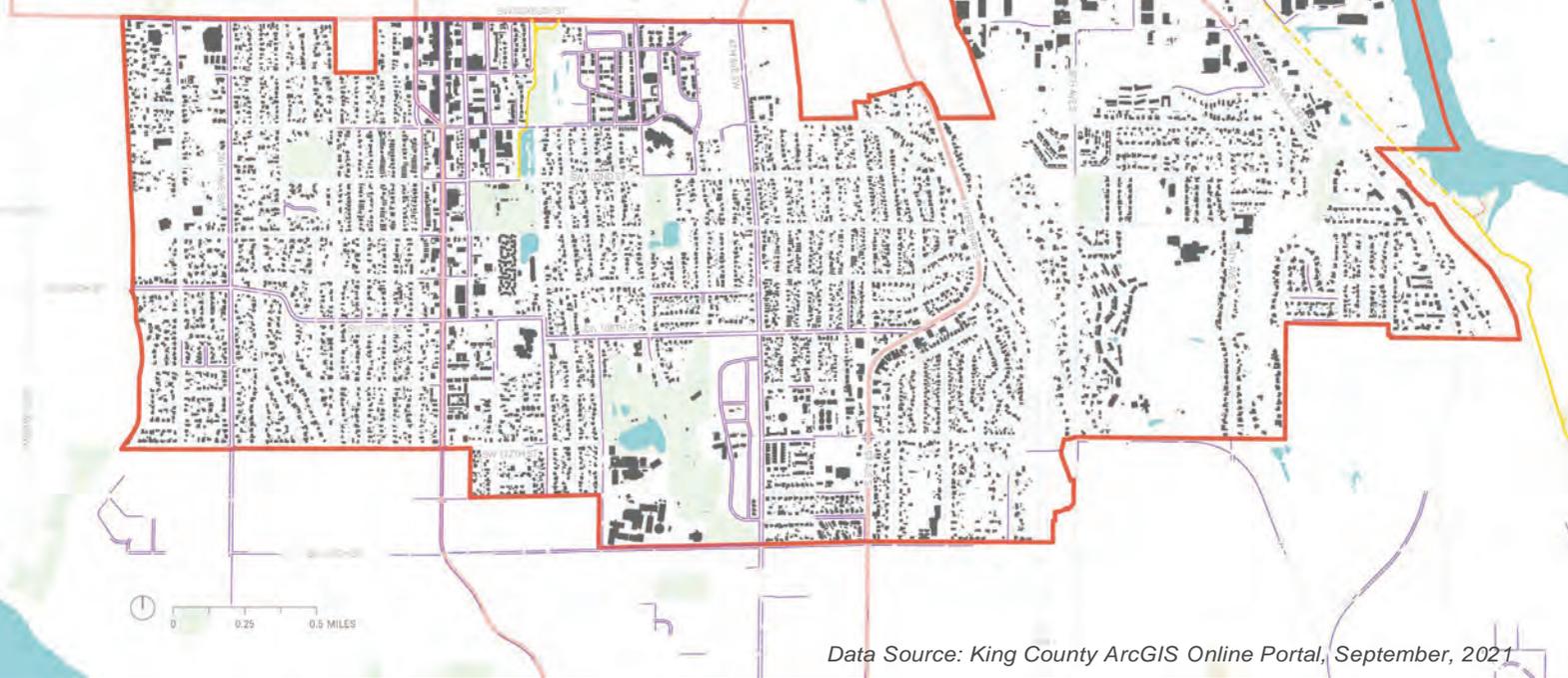
*North Highline has 125 maintained lane miles of roadway, but only 30.1 miles of linear sidewalk*

*The County has identified over 600 curb ramps in North Highline that are a high priority for upgrades to meet current accessibility standards.*

*Source: Draft North Highline Subarea Plan*

## NORTH HIGHLINE TRANSPORTATION

- SIDEWALKS
- PAVED TRAIL
- ON-STREET TRAIL
- SOFT-SURFACE TRAIL
- MAJOR ARTERIALS
- PROTECTED BIKE LANE
- GREENWAYS
- H RAPIDRIDE STOP



Data Source: King County ArcGIS Online Portal, September, 2021

### STREETS AND STREETScape FINDINGS

- The existing streetscape reflects land use patterns with a focus on pedestrian uses on 16th Avenue SW in the historic and cultural heart of North Highline, and the auto-oriented character south of SW 100th Street.
- Lack of design standards, landscaping, and traffic volumes on major arterials promotes generic and place-agnostic development patterns in much of the commercial area.
- The eight-foot sidewalk requirement may be insufficient in locations where there are active commercial uses and pedestrian routes serving transit.
- Lighting is primarily from widely spaced cobra lights designed for vehicle lanes and intersections.
- There are few street trees, and little landscape in the right-of-way; current regulations are not adequately addressing streetscape for pedestrian comfort, and County resources are not sufficient for creating greener streets.
- Streets in the residential areas that are designated for urban density often lack sidewalk, curbs, and gutters. With relatively small lots and individual ownership, these streets are unlikely to be changed by improvements made by the private sector.

# POLICY REVIEW

Policy and the regulatory framework underlie the physical form of a community. The review of current policies and regulations included planning documents, land use regulations, and street design standards.

## KING COUNTY COMPREHENSIVE PLANNING

The King County Comprehensive Plan is the long-range guiding policy document for all land use and development regulations in unincorporated King County, and for regional services throughout the County including transit, sewers, parks, trails and open space. King County uses the long-range comprehensive planning process to guide growth and protect natural resources, and the results can be seen in viable resources lands, annexation of many urban areas into cities, and sustainable rates of growth in rural areas.

King County is in the process of creating a Subarea Plan for North Highline, which will establish a vision, goals, and policies specific to North Highline, based on input from the community and the particular conditions of the place and its people. The following highlights from the Countywide Comprehensive Plan and the Draft North Highline Subarea Plan are particularly relevant to the Design Guidelines.

### KING COUNTY COMPREHENSIVE PLAN

Unincorporated Activity Centers are primary locations for commercial and industrial development in urban unincorporated King County. Currently, White Center is the only designated unincorporated activity center, although King County has a number of other smaller-scaled centers. The following are policies from the King County Comprehensive Plan that could be referenced regarding the direction of the North Highline Design Standards.

- **U-150 Unincorporated Activity Centers** in urban areas should provide employment, housing, shopping, services and leisure-time amenities to meet the needs of the local economy. The mix of uses may include:
  - a. Health, human service and public safety facilities;
  - b. Retail stores and services;
  - c. Professional offices;
  - d. Business/office parks;
  - e. Multifamily housing and mixed-use developments;
  - f. Heavy commercial and industrial uses, when there is direct freeway or rail access;
  - g. Light manufacturing;
  - h. Parks and open space; and
  - i. Farmers Markets.
- **U-151 Within Unincorporated Activity Centers**, the following zoning is appropriate:
  - a. Urban Residential, with a density of twelve to forty-eight dwelling units per acre;
  - b. Community Business;
  - c. Neighborhood Business;
  - d. Office and Industrial.

- **U-154 Design features of unincorporated activity centers should include the following:**

- a. Safe and attractive walkways and bicycle facilities for all ages and abilities with access to each major destination including schools, community centers and commercial areas;
- b. Buildings close to sidewalks to promote walking and access to transit;
- c. Compact design with close grouping of compatible uses;
- d. Off-street parking in multistory structures located to the side or rear of buildings or underground;
- e. Public art;
- f. Public spaces, such as plazas and building atriums;
- g. Retention of attractive natural features, historic buildings and established character;
- h. Aesthetic design and compatibility with adjacent uses through setbacks, building orientation, landscaping and traffic control;
- i. Screening of unsightly views, such as heavy machinery, outdoor storage areas, loading docks and parking areas from the view of adjacent uses and from arterials; and
- j. Signs should be regulated to reduce glare and other adverse visual impacts on nearby residences, without limiting their potential contribution to the color and character of the center.

- **U-171 Commercial, retail and industrial developments in the unincorporated urban area should foster community, create enjoyable outdoor areas and balance needs of automobile movement with pedestrian and bicycle mobility and safety. Commercial and industrial developments shall provide the following improvements:**

- a. Paved streets;
- b. Sidewalks for all ages and abilities and bicycle facilities in commercial and retail areas;
- c. Adequate parking for employees and business users;
- d. Landscaping along or within streets, sidewalks and parking areas to provide an attractive appearance;
- e. Adequate stormwater control, including curbs, gutters and stormwater retention facilities;
- f. Public water supply;
- g. Public sewers;
- h. Controlled traffic access to arterials and intersections; and
- i. Where appropriate, in commercial areas, common facilities, such as shared streets, walkways, and waste disposal and recycling with appropriate levels of landscaping.

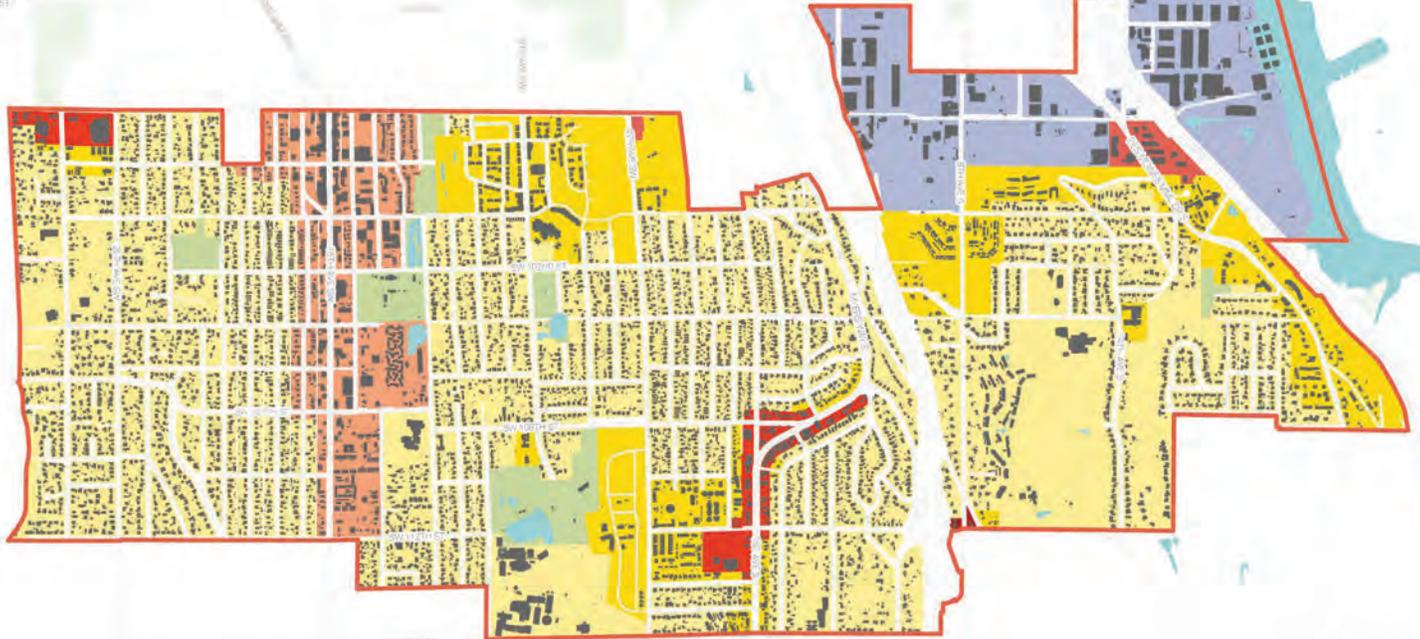
The design and construction quality of development in unincorporated urban areas should meet or exceed the quality in the area's designated annexation city.

- **U-142 Residential developments within the unincorporated urban area, including mobile home parks, shall provide the following improvements:**

- a. Paved streets (and alleys if appropriate), curbs and sidewalks, and internal walkways when appropriate;
- b. Adequate parking and consideration of access to transit activity centers and transit corridors;
- c. Street lighting and street trees;
- d. Stormwater treatment and control;
- e. Public water supply;
- f. Public sewers; and
- g. Landscaping around the perimeter and parking areas of multifamily developments.

The design and construction quality of development in unincorporated urban areas should meet or exceed the quality in the area's designated annexation city.

## NORTH HIGHLINE LAND USE



Data Source: King County ArcGIS Online Portal, September, 2021

## POLICY REVIEW | NORTH HIGHLINE SUBAREA PLAN

The County's Department of Local Service is charged with creating a Subarea Plan for North Highline, along with a Community Needs List. The Subarea Plan is a policy document specific to North Highline, establishing a vision, goals, and policies through a community-based process, with a time horizon of twenty years. A draft of the North Highline Subarea Plan is in the public comment phase as of the writing of this Urban Form and Character document.

As part of comprehensive planning, the Subarea Plan covers numerous topics, such as Land Use, Transportation, Housing and Human Services, Parks etc. that benefit from coordinated policies.

The Design Standards are related to the Subarea Planning in that the standards are intended to help the new development envisioned in the Subarea Plan fit in as well as possible to the existing fabric and character of the neighborhoods, and help new development contribute to the community's function and character as set out in their Vision Statement.

# ZONING

Understanding the zoning regulations is critical to developing design guidelines. Zoning sets the height and other dimensions for the allowable massing of buildings, as well as regulations that shape development, such as parking requirements. These regulations can in some instances be modified by design guidelines.

The White Center Unincorporated Activity Center includes several zoning districts: the Community Business Zone, Office, Industrial, and R-24 Residential Zones. None of the zoning designations are unique to White Center or the broader North Highline area, and are used in other locations within unincorporated King County. The Design Standards are intended to help tailor the Countywide zoning regulations to the specific conditions and community desires in North Highline.

The following paragraphs summarizes the most applicable zoning sections from the King County Code:

## URBAN RESIDENTIAL ZONES

The Urban Residential Zone includes a number of zoning categories with a variety of densities and sizes in locations appropriate for urban densities such as North Highline.

R-1 through R-8, the least dense urban residential zones, are intended to provide a mix of predominantly single detached dwelling units and other development types. R-12 through R-48 zones are higher-density zones that support a mix of predominantly apartment and townhouse dwelling units, mixed-use, and other development types. This zoning currently emphasizes residential use, and few non-residential uses are allowed. The denser R-12 through R-48 zones are considered to be appropriate next to Unincorporated Activity Centers, in Community or Neighborhood Business Centers that are well served by public facilities and services.

Currently, more than 80% of North Highline is zoned for Urban Residential, with the bulk of the zoning (56.5%) designated with a relatively low density R-6 zoning. The new Subarea Plan is looking at increasing the density levels within the district in order to support new housing, moving a number of R-6 to a denser R-12, and changing medium-density urban residential (UM) to Urban Residential High (UH) in the area west of White Center's downtown roughly from Roxbury to 104th Street. Please refer to the County's Draft Subarea Plan and the map amendments for details. The Design Standards will need to consider how to make the denser development fit into the current land use patterns.

## BUSINESS ZONES

The County has three classifications of business zones. Most of the business zones in North Highline, including downtown White Center, are designated as community business zone (CB). The intent of the CB zone is described in the code: "to provide convenience and comparison retail and personal services for local service areas which exceed the daily convenience needs of adjacent neighborhoods but which cannot be served conveniently by larger activity centers, and to provide retail and personal services in locations within activity centers that are not appropriate for extensive outdoor storage or auto related and industrial uses".

An important feature of CB zoning is that it allows mixed-use buildings, where the street level has businesses, and the upper levels are residential. It is considered an appropriate designation for areas like White Center that have good transit service. Compact development should be encouraged rather than the current auto-related development patterns.

Small amounts of Regional Business and Neighborhood Business currently exist in North Highline, but make up only one percent of the land area. A small amount of Office zoning also exists. Because of their small size, these zones will not be a focus of the Design Standards.

## PARKING

Parking requirements are major determinants of urban form. One of the reasons that many communities no longer feel walkable is that parking requirements have created auto-oriented retail areas. North Highline currently has the same parking requirements as other unincorporated areas of the County, despite the urban nature of White Center and its designation as an Unincorporated Activity Center. With improvements to transit such as the H-Line King County's of the Rapid Ride, the County is investing in ways for people to live and work in North Highline with less dependence on cars, which should be reflected in urban parking requirements.

Current parking requirements call for:

- **Retail and Office:** One parking space for every 300 square feet of retail space. This requirement results in parking area that is roughly equivalent to equivalent to that of the store or office if it is a one-story building.
- **Restaurants:** One parking space for every 75 square feet of dining or lounge area. With this requirement, the parking area is considerably larger than the restaurant seating area.
- **Multifamily Residential:** Parking varies for different types of units, with 1.2 parking spaces required for a studio apartment, 1.5 spaces for a one-bedroom, 1.7 spaces for a two-bedroom apartment, and 2.0 spaces for every unit with three or more bedrooms.

## DEMONSTRATION PROJECT AREAS

The County designates Demonstration Project Areas in Section 21A.55 of the zoning code. The purpose of this designation is to provide a spaces where ideas about alternate development standards and processes that may have benefits to the community can be tested and evaluated, before amending King County policies and regulations to reflect the results. According to the provision:

*"Alternative development standards might include standards affecting building and/or site design requirements. Alternative processes might include permit review prioritization, alternative review and revision scheduling, or staff- and peer-review practices. All demonstration projects shall have broad public benefit through the testing of new development regulations and shall not be used solely to benefit individual property owners seeking relief from King County development standards".*

The Greenbridge and Seola Gardens residences are both Demonstration Projects. King County Ordinance 15654 set out the intent of the demonstration for Greenbridge:

*"Expected benefits from the demonstration projects include: improved conditions of habitat, ground and surface waters within a watershed; reduced impervious surface areas for new site infrastructure in developed and redeveloped projects; greater use of recycled-content building materials and more efficient use of energy and natural resources; and the opportunity to identify and evaluate potential substantive changes to land use development regulations that support and improve natural functions of watersheds".*

Exceptions were made to the requirements of the Storm Water Design Manual, the Road Standards, zoning density, landscaping and water use, parking, and signage.

While Greenbridge and Seola Gardens are unique in that they are large tracts that could be developed with holistic planning, they set a high bar for development quality, and the lessons learned from these projects should be applied to the degree possible throughout North Highline.

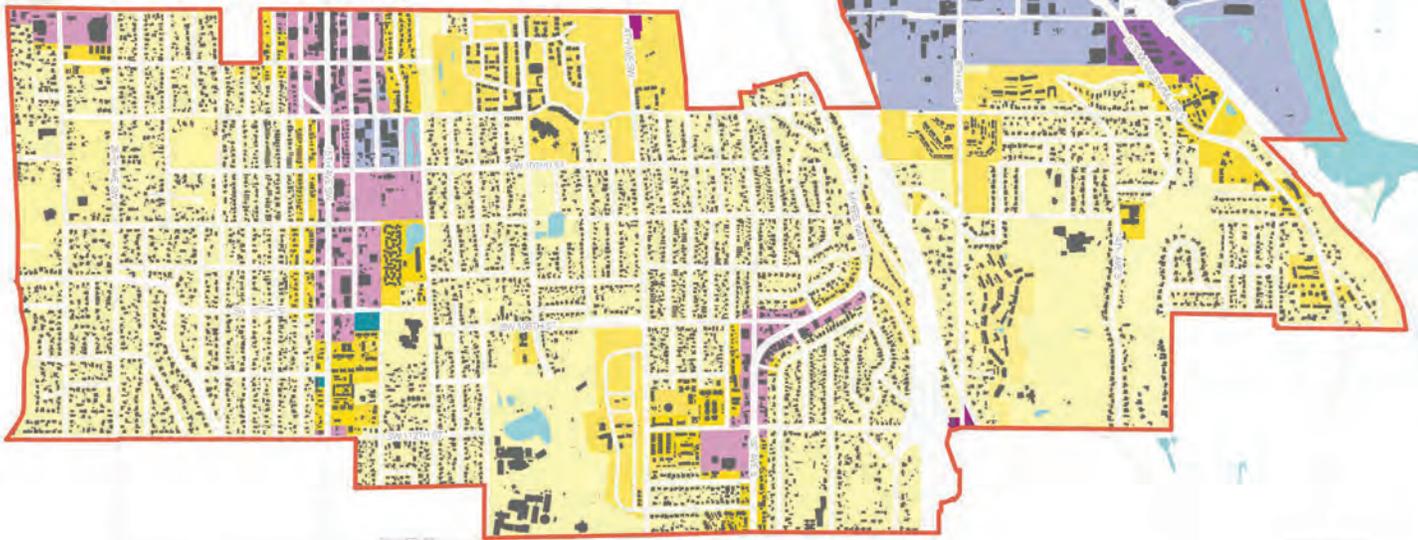
## SPECIAL OVERLAYS

The County has a mechanism to adapt underlying zoning through the use of a Special Overlay district (SO). It has used an overlay in White Center on properties such as the blocks between SW 15th Street and White Center Pond between 100th and 102nd Street. This overlay district was adopted in 1994 to encourage development of land considered underutilized. The draft of the Subarea Plan recommends eliminating much of the SO designation from North Highline properties.

The fact that it is possible to create Special Overlay districts to better tailor regulations to localized intent for development is important. An overlay may be a useful tool that could work together with design standards for key areas of North Highline, in particular the historic heart of White Center.

## NORTH HIGHLINE ZONING

	COMMUNITY BUSINESS		OFFICE		R-12
	NEIGHBORHOOD BUSINESS		R-4		R-18
	REGIONAL BUSINESS		R-6		R-24
	INDUSTRIAL		R-8		R-48



Data Source: King County ArcGIS Online Portal, September, 2021

### POLICY REVIEW | ZONING FINDINGS

- The character and development pattern along 16th Avenue SW from Roxbury to 100th is a “Main Street” typology that is fundamental to the character of White Center and the larger North Highline area.
- The Commercial Business (CB) zoning does not distinguish the irreplaceable and threatened Main Street character of 16th Avenue SW with the CB-zoned land with larger lots and historically auto-oriented development.
- The Economic Development Overlay may incentivize larger scale redevelopment in the historic and cultural heart of White Center.
- Parking requirements drive urban form and limit urban-scale development by reinforcing auto-oriented development patterns. New regulations should consider the amount of parking, its location on the site, and design issues balancing parking concerns with community livability and walkability.
- Residential housing types and styles are highly varied. Much of the R-zoned land has diverse ownership and will not be easily aggregated. However, there are larger lots that may be redeveloped with denser housing types.

## RELATED KING COUNTY STANDARDS

Although the County does not have existing design standards for new development, they do have standards for both the right-of-way and for stormwater drainage facilities. These standards affect urban form, and they are relevant to this project's development of land use development standards.

### ROAD STANDARDS

The King County Road Standards are focused on technical engineering requirements for different road classifications. The Road Standards are not intended for community members to understand, and don't have illustrative graphics. They are Countywide, so they are not tailored for some of the particular conditions of North Highline. The following quotes are relevant sidewalk requirements from the Road Standards.

- 6. Sidewalks shall be constructed next to the curb except in those situations where the County Road Engineer approves the construction of a planting strip adjacent to the curb.*
- 7. Sidewalks shall be a minimum width of five feet on residential access streets and arterials. Minimum sidewalk width shall be six and one-half feet on arterials if curb is next to traveled lane. Sidewalks shall be a minimum width of eight feet on commercial access streets.*
- 8. At least eight feet wide: a. Where the street frontage has the characteristics of a business/commercial district and where the building frontage is within 80 feet of the street right-of-way. b. Within the curb radius returns of all arterial intersections where curb ramps are required. c. Within designated bus zones to provide a landing area for wheelchair access to transit services.*
- 9. With specified width greater than eight feet where the County Road Engineer or Development Engineer determines this is warranted by expected pedestrian traffic volume.*

### POLICY REVIEW | ROAD STANDARDS FINDINGS

- King County Road Standards do not address how the design of an adjacent site should be integrated with the design and function of the road or street. For example, how could the private site support an expanded public realm with extra space for the sidewalk or a plaza?
- The Road Standards offer limited opportunities for landscape in the public right-of-way.
- The standard sidewalk width of 8' on urban roads may be insufficient to support desired land use patterns and activity in some cases.
- The Road Standards do not address other uses of the streetspace that may be desired by the community, such as for parklets, streateries, kiosks, and vendors.

## **KING COUNTY SURFACE WATER DESIGN MANUAL**

The Surface Water Design Manual is for new and redevelopments. Like the Road Standards, the manual is primarily focused on technical requirements. Depending on the site being developed or redeveloped, different stormwater management methods will be required, such as ponds and vaults for the higher flow events, whereas Green Stormwater Infrastructure (GSI), Low Impact Development (LID), and FLOW Control Best Management Practices (BMPs) for the smaller-sized flow events. The intent is to minimize the impacts of development to the quantity and quality of surface and storm water runoff, and to protect natural resources, public safety, and property.

There is an opportunities to encompass stormwater management practices with landscape and recreational amenities. Despite the success of the Demonstration Projects, Greenbridge and Seola Gardens, there is little visible evidence of green stormwater solutions. Guidelines should promote the utilization of methods successfully tested by Demonstration Projects.

### **POLICY REVIEW | SURFACE WATER DESIGN MANUAL FINDINGS**

- The King County Surface Water Design Manual does not adequately address how stormwater management practices are integrated into the design process and thinking for the site, which could be addressed in the new design standards.
- Through the King County RainScapes, local jurisdictions in unincorporated areas have been able to create a stronger emphasis on the use of green infrastructure for stormwater management and as visual and physical community amenities.
- In addition to the Surface Water Design Manual, King County's RainScapes program aims to retrofit existing and older developments that were built before stormwater controls were required or that are no longer up to date with current design standards. RainScapes is a voluntary program lies outside of what the manual aims to achieve. All RainScapes designs use the manual as guidance, but they do not have to meet the design standards since these designs are retrofits.
- The North Highline Design Standards should be specific about the types of green infrastructure approaches that are required unless limited by site specific conditions.

# COMMUNITY ASSETS

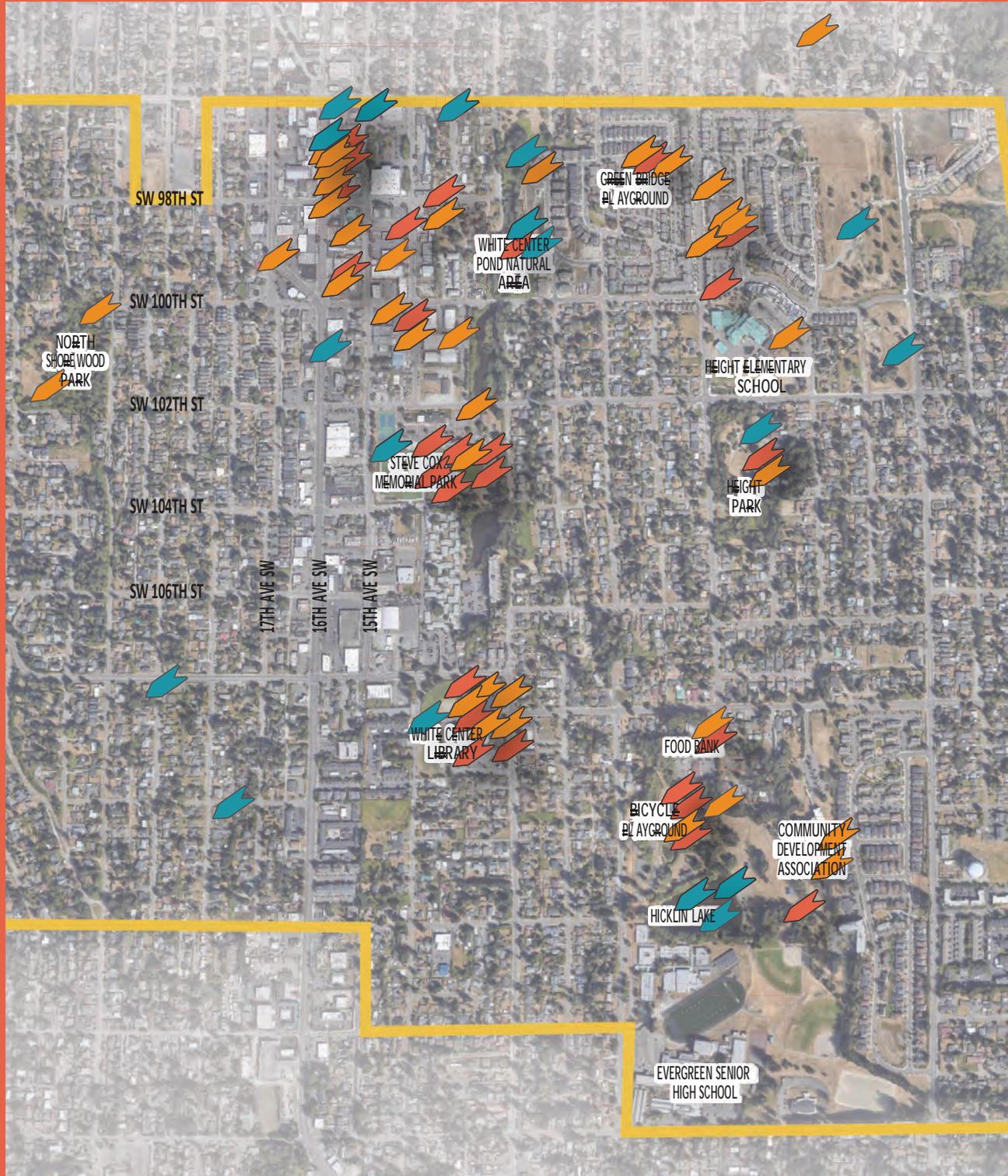
North Highline is rich with community assets that are physical, cultural, and institutional. As future development occurs, it will be important for the County's regulations to protect and support valued existing assets, and add new community assets.

This Design Standards project adds to the understanding of what community members think of as assets. At the events we attended, community members were asked to identify the community assets, their favorite places, and places where they would like to see improvement. The map with identified locations is shown on the following page.

## KEY OBSERVATIONS OF THE MAPPING EXERCISE:

- Community amenities such as the White Center Library, parks (North Shorewood Park, Steve Cox Memorial Park), schools, and playgrounds (Green Bridge Playground, Bicycle Playground) were the locations most frequently identified as favorite places and community assets.
- Almost all of the locations identified through the exercise were located within the Activity Center area. Community members frequently identified locations on 16th Avenue between Roxbury and 100th (areas that fall within the Main Street typology) as both a favorite place and as a community asset.
- The Greenbridge area was also frequently cited as both a community asset and a favorite place.
- White Center Pond Natural Area and Hicklin Lake were the locations most frequently assigned a “Fix it...” tag. In comments written on the maps, community members noted that Hicklin Lake has poor water quality.
- Many of the “Fix it...” tags seem to be assigned to specific buildings, intersections, or businesses and do not show a clear correlation.
- In comments written on the maps, community members noted the importance of walkability and cited a more general need for more sidewalks and lighting. Multiple community members suggested the need for better pedestrian connections (such as between Downtown and Green Bridge) and suggested making 16th Avenue a pedestrian street.

# COMMUNITY ASSETS MAP



Community

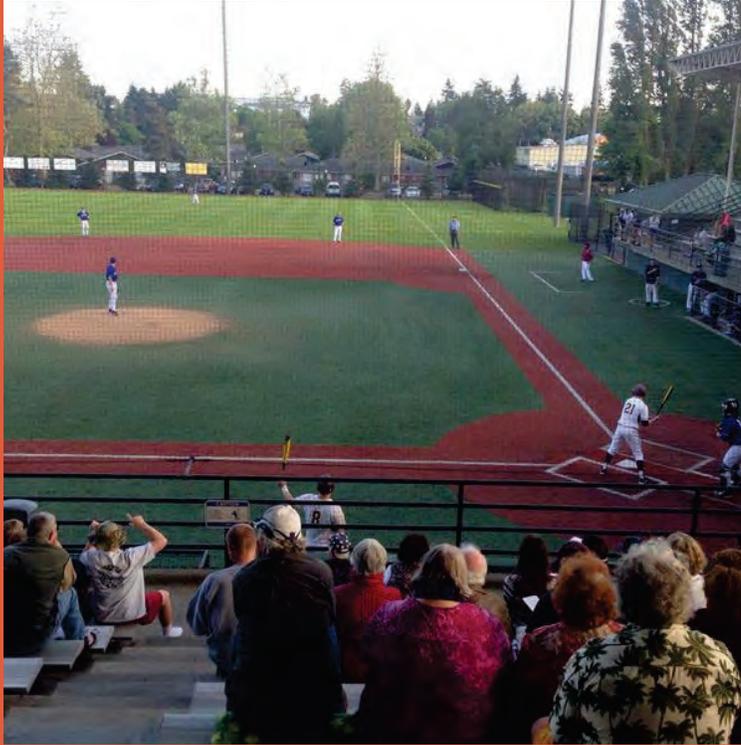


My Favorite



Fix it...

# COMMUNITY ASSETS



Steve Cox Memorial Park



Greenbridge Plaza



White Center Library



Street Fair at 16th Ave



White Center Heights Park Community Garden

# COMMUNITY VISUAL SURVEY

The visual preference survey asked the community to select images of various built environment features that they would like to see or would not like to see in the future developments of North Highline and explain the reason. In total, 38 people contributed to the visual survey (See Appendix A). Green spaces, pedestrian and bike friendly streets, and humane-scale buildings were the three key themes mentioned by most participants.



*Community writing visual survey of what they would like to see in future North Highline.*

## FINDINGS OF THE VISUAL PREFERENCE:

- The most frequently identified photos represented a desire to see more greenery such as parks, street trees, plantings, and community gardens.
- For new development, people strongly preferred lower-scale developments, with humanizing expressions and landscape that personalized buildings. Mixed-use developments such as restaurants under the apartments were preferred; large-scale “box-like” buildings were mostly seen negatively.
- People wanted to see better street design to improve walking and biking through adding street furniture for dining and performance, street lights, landscaping, bike lane, and buffers from cars.
- Expressive elements, such as storefront features and signage and art installations were well received in neighborhood and street design.
- A number of people liked the use of sustainable energy, such as solar panels and electric vehicle chargers.

# VISUAL SURVEY SUMMARY COLLAGE

## "WHAT I WOULD LIKE..."



*"Love the gardens next to apartments for people"*

*"It would be nice to see more solar power houses/ apartments"*



*"Beautiful trees and open spaces to enjoy, away from cars, places for people to gather"*

*"the resturant under the apartment. Easy access to food. I would love to see more of these"*

*"Nice sidewalk with lots of cool stores. Places for bike..."*



# VISUAL SURVEY SUMMARY COLLAGE

## "WHAT I WOULD NOT LIKE..."



*"Seems like a business that would have high rent... It is mostly high-end stores, no mom-and-pop. Also, love the diversity of White Center. Asian groceries, Mexican stores. Places I could afford."*

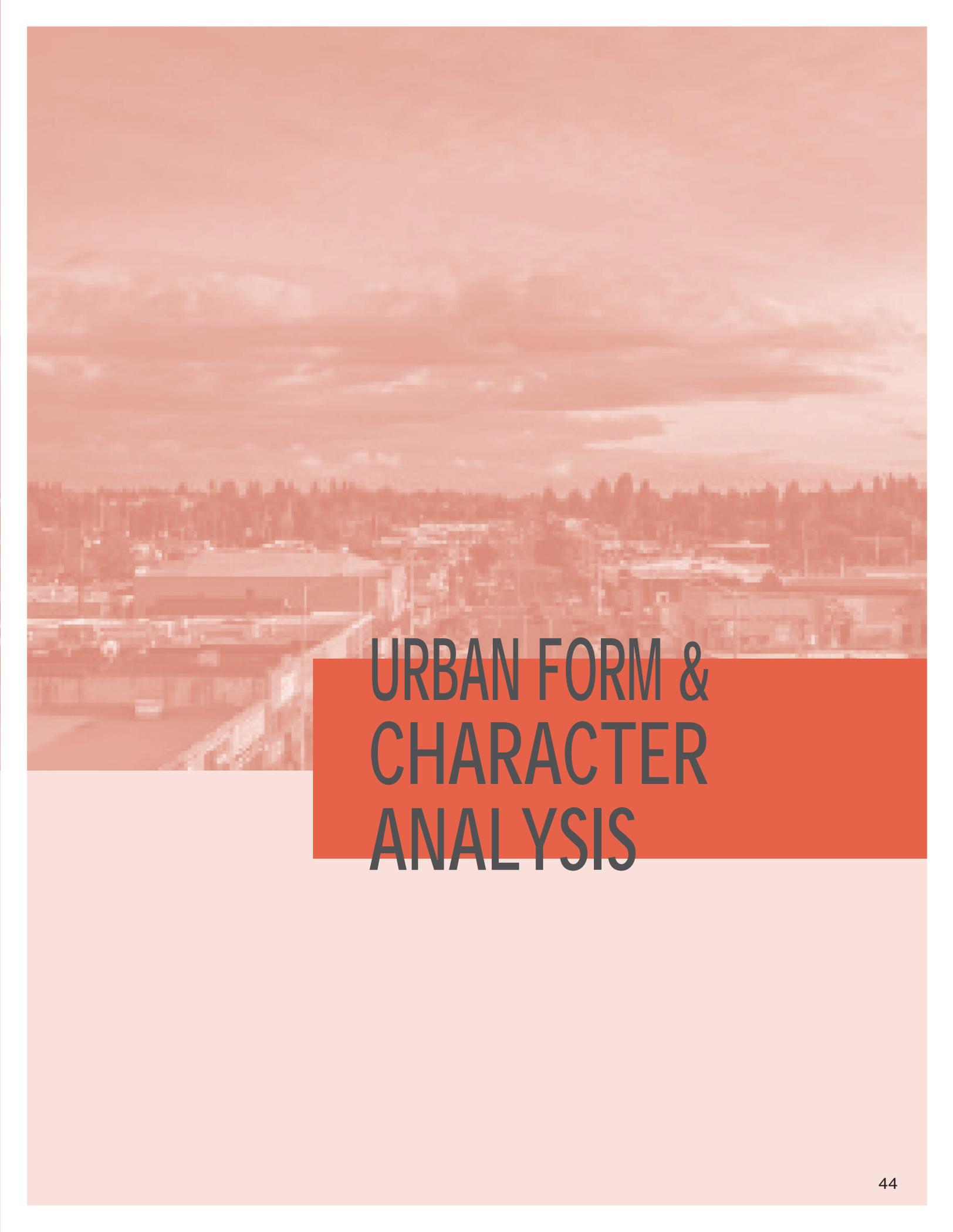


*"Not enough plantings..."*

*"All these images show no place for people"*



*"Boxes with no green space.  
I like retail at the bottom"*

An aerial photograph of a city, likely Vancouver, showing a dense urban area with a mix of residential and commercial buildings. A large, solid orange rectangular overlay covers the bottom portion of the image, serving as a background for the title text. The sky is filled with soft, white clouds.

# URBAN FORM & CHARACTER ANALYSIS

The Urban Form section looks at the types of development that are found in the White Center Urban Area, classifying the diverse building uses and forms into typologies to understand their form and characteristics. These typologies are a result of factors including the size and shape of land parcels, the land use regulations, economic factors, construction practices and transportation modes that were common at the time of development.

The typologies analyzed consist of the commercial, residential, and planned mixed-use categories defined as follows. In the Analysis section, examples of each category are explored in terms of the block level, the building level, and the relationship to streetscape.

## COMMERCIAL & MIXED-USE

Less than 10% of North Highline is zoned for commercial use. However, the commercial areas are neighborhood focal points, serving daily shopping needs, providing gathering places for residents and visitors, and reflective of the community's cultural diversity and creative spirit. Areas zoned for commercial use include a wide range of activities including retail, restaurants, offices, cultural uses, multifamily residential, and mixed uses.

### MAIN STREET

The commercial heart of White Center has a solid retail street front along SW 16th Avenue of one- and two-story buildings typical of development built when streetcars, rather than private automobiles, were the main form of transportation. Buildings were typically 30 to 60 feet wide along the street, creating a variety of styles. Of note in this area is also the presence of informal service circulation in the form of the alley between 15th and 16th Avenue, driveways, and parking areas.

### LARGER LOT COMMERCIAL

Outside of the Main Street area, commercially-zoned areas were typically built at a later time where automobile use and parking requirements result in building footprints that are a smaller proportion of the lot, with much of the property used for parking. The development patterns on these larger lots do not support the goals of the Subarea Plan's Community Vision Statement.

## RESIDENTIAL

Over 80% of North Highline is zoned for residential use, with a range of allowable densities. Unlike most jurisdictions nationwide, North Highline does not have a zone specified for single family homes, meaning that as long as a residential property is large enough, more than one residential unit may be built on a single property, allowing a great deal of flexibility in housing types. However, much of the residential zoning in North Highline is a relatively low density of R-6. (56.5% of all land in North Highline). Six units per acre usually results in single family developments with roughly 5,000 sf lot sizes. The Subarea Plan draft proposes increases in allowable residential densities, notably changing a number of R-6 zones to R-12.

## MIXED MULTIFAMILY/SINGLE FAMILY

Areas zoned for R-6 and R-12 which are now predominantly single-family buildings, will likely see incremental new development with taller multifamily buildings that may be townhouses or flats. This pattern of development is happening in Seattle's traditionally single-family neighborhoods. The advantage of this newer density is the creation of additional housing. Criticism has been that the new buildings seem out of scale with the existing homes, there is little outdoor space, and the new units are not affordable.

There are many models of density allowable with R-12 zoning, including "twins," row houses, cottages, garden apartments, and the two- or four-unit housing types found in the Greenbridge and Seola Gardens developments.

## MULTIFAMILY

Higher-density residential zones in North Highline usually result in multifamily apartments of various sizes and styles. The map below shows the multifamily buildings developed in North Highline in the last 15 years. Clearly a major factor in the design of private sector development is the amount of parking that is provided. Whether by choice or by regulatory requirement, the size of the parking lots dominate the developments. The level of amenities in these developments is substantially lower and less coordinated than the amenities found in the housing built by non-profits and King County Housing Authority.

## PLANNED MIXED-USE

### PLANNED MIXED COMMUNITY

While the planned mixed communities of Greenbridge and Seola Gardens are outside of the White Center Urban Activity area, they offer important examples for holistically considered development at an urban scale. The analysis considers how this approach to planning might inform a more incremental type of development that uses land well, coordinates assets, and supports systems of movement and hydrology.

### PAGE GUIDE TO CASE STUDY / PHOTO COLLAGE

#### COMMERCIAL & MIXED-USE

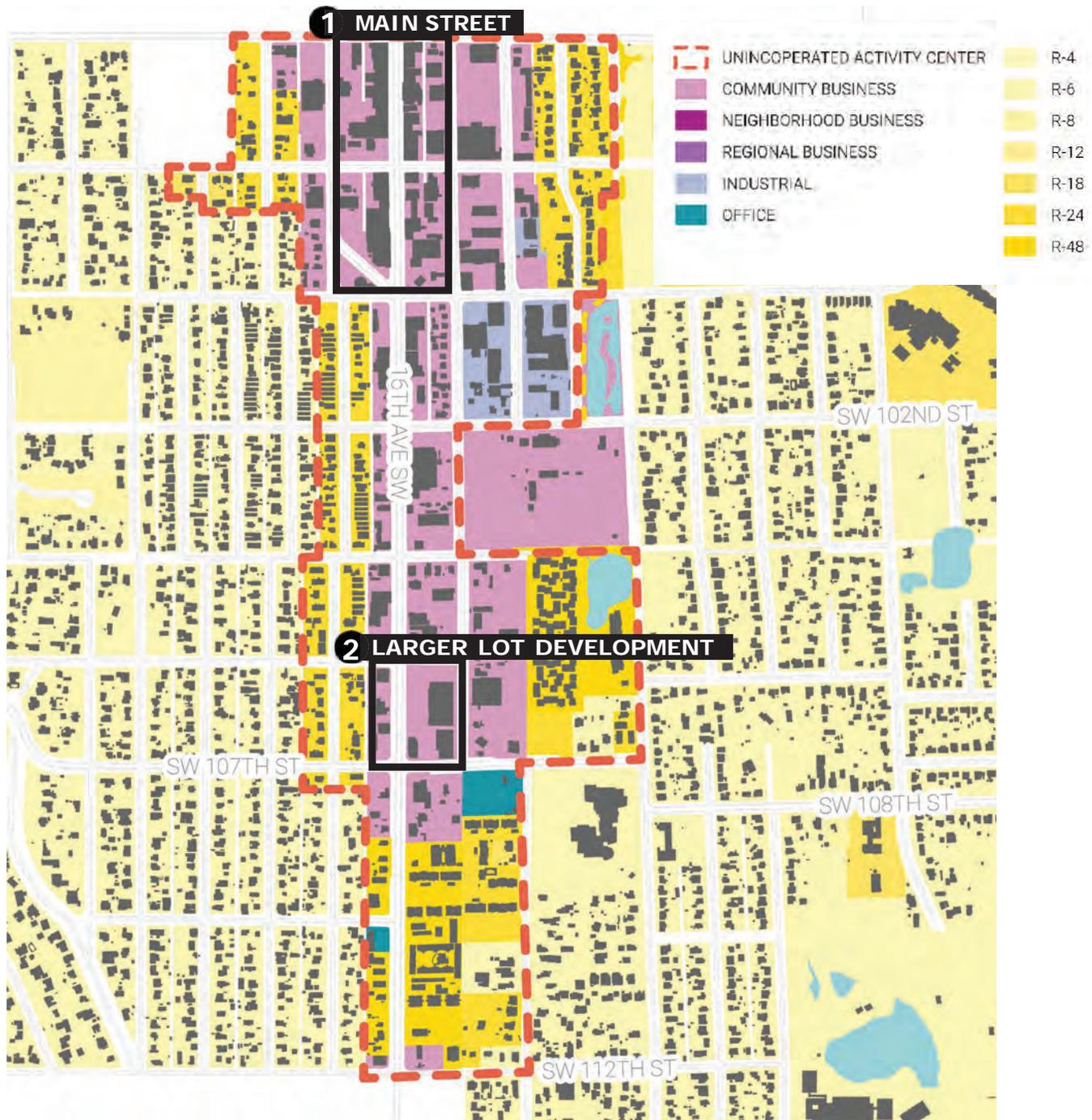
- |                           |        |
|---------------------------|--------|
| 1. Main Street            | pg. 48 |
| 2. Larger Lot Development | pg. 52 |

#### RESIDENTIAL

- |   |        |
|---|--------|
| 1. Mixed Multifamily/Single-Family        | pg. 57 |
| 2. Mixed Multifamily/Single-Family        | pg. 60 |
| 3. Apartment Buildings                    | pg. 63 |
| 4. Multifamily Apartment Complex          | pg. 66 |
| 5. Multifamily Apartment Complex          | pg. 69 |
| 6. Multifamily Apartment Complex          | pg. 72 |
| 7. Planned Mixed Community (Greenbridge)  | pg. 75 |
| 8. Planned Mixed Community (Seola Garden) | pg. 76 |

# COMMERCIAL & MIXED USE

The following analysis examines two cases of commercial and mixed-use developments on 16th Avenue SW from two different eras: the old commercial main street between Roxbury Street and 100th Street, and the larger lot developments on the south side of 100th Street.



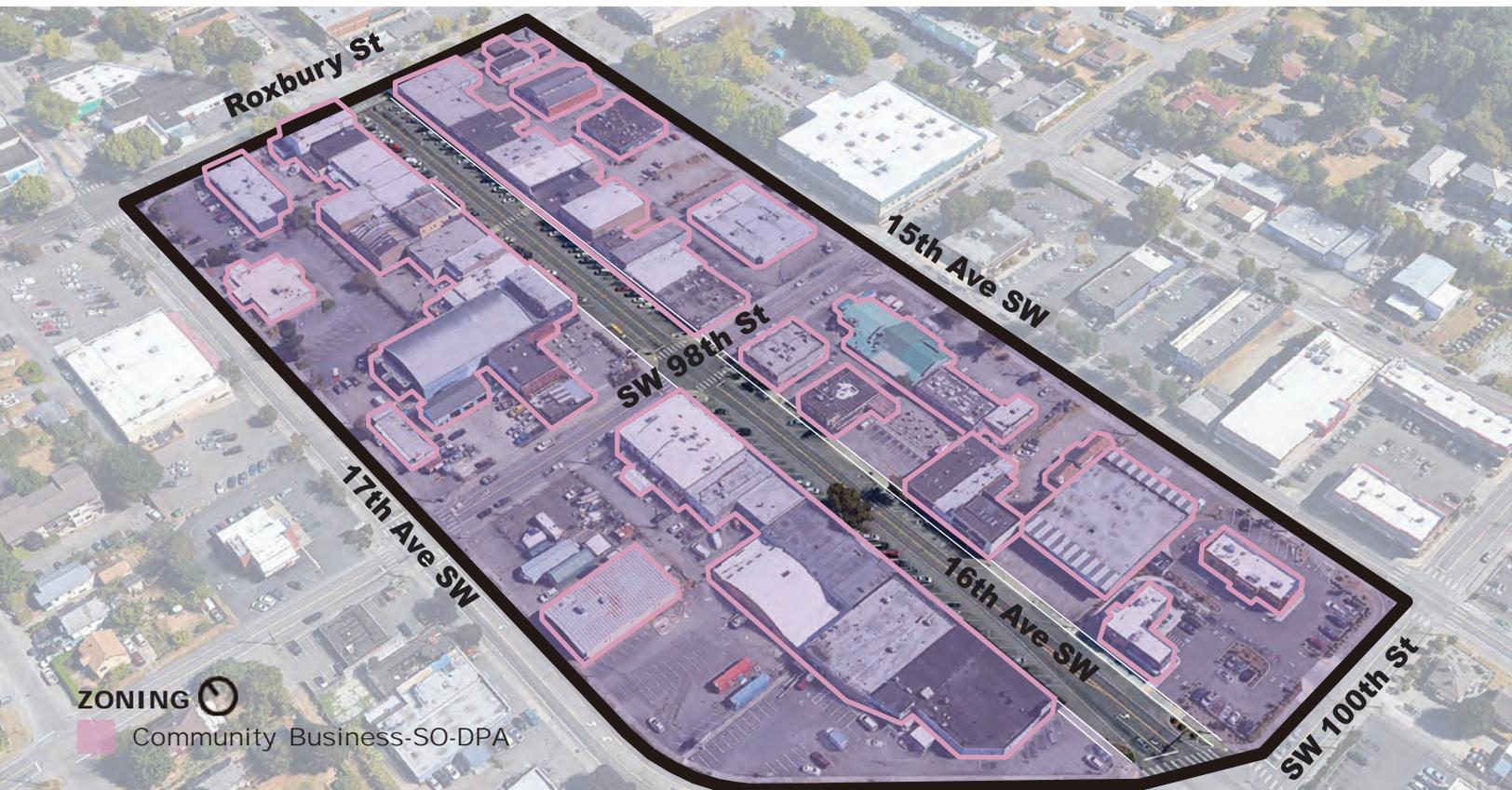
# 1 MAIN STREET

## 16TH AVE SW BETWEEN ROXBURY ST AND 100TH ST

This study area of 16th Avenue between Roxbury Street and 100th Street is considered the old "main street" of North Highline. It was developed in the early 20th century during the era when people walked and traveled by streetcar.

The district is a comfortable and interesting place to walk, with a diversity of locally-owned businesses with distinctive and expressive storefronts and signage. Most buildings on the main street are built up to the sidewalk and walls are attached or shared, forming a consistent edge along the sidewalk. Most buildings are one or two stories. Many storefronts have inset entryways, expansive plate glass windows, and awnings that run the full length of the facade. Brick, cast stone, and terra cotta are the dominant building materials; decorative details and multilingual signs are common.

This part of 16th Avenue allows for two-way traffic with a raised center-line and angled parking on both sides. There is little landscaping in the main street. The rear of the buildings are on alleys, which are informal areas with a variety of uses including parking and business access. Some businesses have entries off of the alleys, and they form a part of informal circulation routes interconnecting White Center's downtown area.



# BUILDINGS + BLOCKS

MEASUREMENT	
Zoning	CB-SO-DPA
Estimated Density (FAR)	1.5/1 (9) <i>See King County Zoning 21A.55 for alternative requirements in Demonstration Project Areas</i>
Average building width	50'
# buildings per block	21
Average height	1~2 stories
Average building footprint	4,000 sqft
Weather protection	yes
Setbacks/Frontages	0
% Surface parking	18%~25%
Parking location	Onstreet or rear parking
Building coverage	75%
Alley	16'



Awnings run the full length of the facade



Colorful storefronts with decorative details and multilingual signs

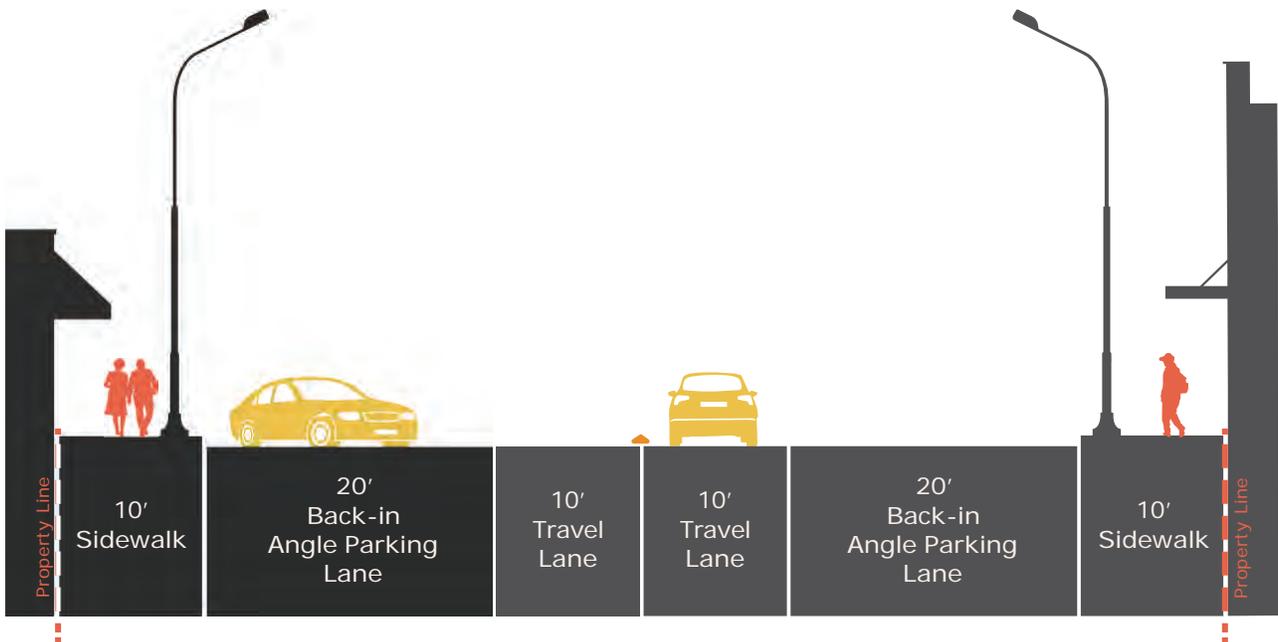
# STREETSCAPE

The street supports the business area with a large parking reservoir of angled parking on both sides. Lighting is from high cobra fixtures oriented toward the drive lanes. There is little or no landscape or street trees. Historic photos show that there was once a tree-lined median (see p18).

Signage, murals, street furnishings, art, and other retail-related items on the sidewalk contribute to an eclectic and vibrant character.

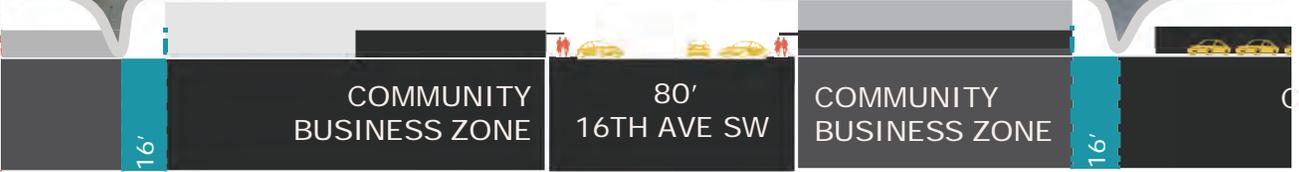


*Angled parking both sides maximizes parking and buffers pedestrians, while drivers find the back-in parking and the raised median awkward.*





*This portion of 15th Ave SW is within Community Business zone. There is a mix of small scale pedestrian-oriented shops on the west side and big chain store like Bartell Drugs on the east.*



*There are great opportunities in the alleys to be much more pedestrian focused. . They are being used informally already and these uses could be supported.*



*This portion of 17th Ave SW serves as a transition between Residential and Community Business zone. The current use along the street are mostly auto-oriented business.*

## 2 LARGER LOT DEVELOPMENT 16TH AVE SW BETWEEN SW 106TH AND SW 107TH ST

The commercial area on the south end of 16th Avenue SW was primarily developed between the 1940s-1960s when the use of automobiles began to prevail. The graphic below is an example of the vehicle-oriented commercial developments in North Highline. The lot sizes of this area are larger than the main street typology, ranging from 15,000~70,000 square feet, with expansive parking space at the front. Most of the buildings are simple, with few architectural details. This typology can provide relatively inexpensive space for services that people need such as groceries and auto services, and the need for such uses is a consideration in redevelopment.

The roadway configuration supports higher speeds and volumes of traffic; current plans by the County will reconfigure the allocation of space on 16th. Sidewalks are quite narrow, and often run between a travel lane and a parking lot, creating an uncomfortable pedestrian experience. Although there are some planting strips along the road, they are not robust enough to form a continuous buffer for pedestrians.

These larger lots with one-story buildings are the kind of properties that have been targeted for development in the Seattle region. The creation of design standards can ensure that these lots have enough space to include a mix of uses and amenities, and contribute to a more pleasant, comfortable, and safer walking environment.



# BUILDINGS + BLOCKS

MEASUREMENT	
Zoning	CB
Estimated Density (FAR)	1.5/1 (9)
Building width	68'~300'
# buildings per block	8
Building height	1 story
Building footprint	3,000~28,416 sqft
Weather protection	no
Setbacks/Frontages	~130'
% Surface parking	60%
Parking location	storefront parking
Building coverage	38%
Alley	17'



Restaurant



Service Building



Parking lots placed along busy two-lane roads create spaces that are unfriendly to pedestrians.

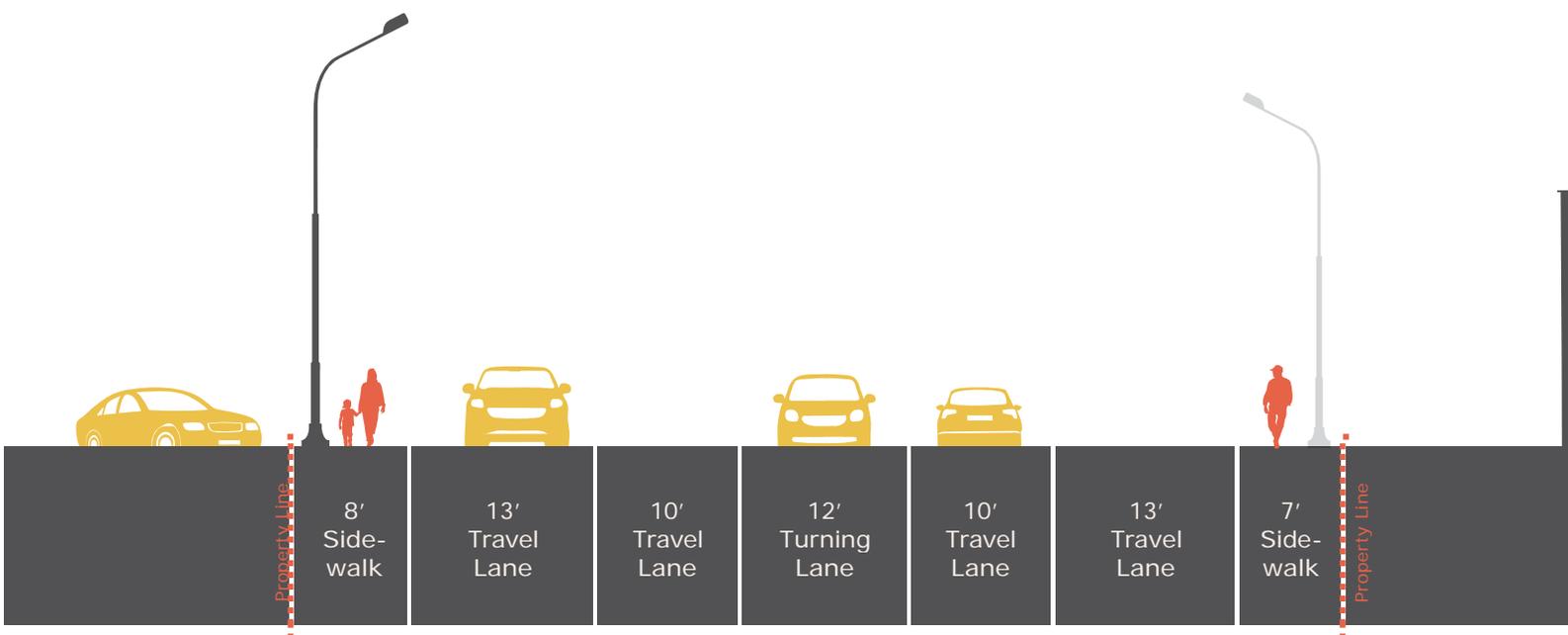
# STREETSCAPE

The street is almost entirely oriented to cars. A fairly narrow sidewalk adjacent to moving traffic, curb cuts, and cars turning from the center lane all work against pedestrian comfort. The building's distant setback from the street leaves exposed pedestrians with little interest or activity, and no sense of enclosure or human scale. Lighting is from cobra fixtures with wide spacing oriented to travel lanes rather than the sidewalk.

Given that planning for this area intends to create an urban commercial district, street design should set the stage for desired future changes to land uses within a walkable community.



*There are minimum pedestrian facilities and landscaping.*

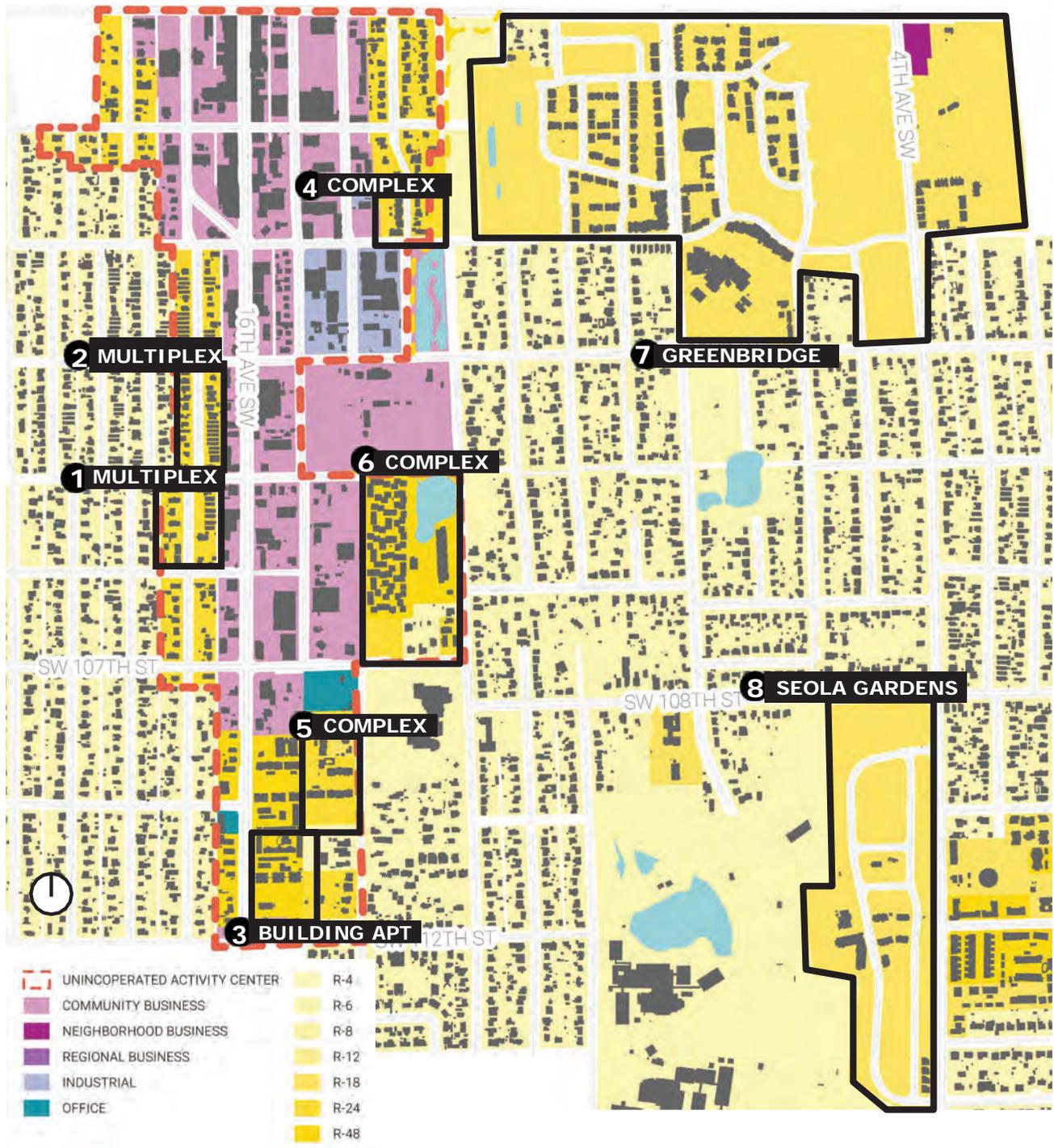


## COMMERCIAL DEVELOPMENT FINDINGS

- The character of White Center's commercial area is diverse; the layers of incremental development over time are visible and inscribed onto a pre-existing pattern of platting organized around relatively small individually owned lots.
- Infill development along 16th Avenue SW will need to happen to keep the intact nature of the downtown streetfronts after the fires.
- There is an incomplete system of alleys that allow parking and services in the rear of buildings. There are also businesses with alley entrances.
- Large lots tend to be auto-oriented and dominated by surface parking. They are more likely to be chain stores.
- Presence of the automobiles dominates much of the commercial area outside of the Main Street blocks.
- Many businesses have unique awnings, storefronts, and signs.
- Much of the commercial area feels informal, with a spaciousness that comes from areas not built out to maximum footprints and heights.
- There is currently almost no housing in the commercial area.

# RESIDENTIAL

The following analysis examines six case studies of residential development in the White Center Unincorporated Activity Center and image collages of two planned mixed communities. In this area, residential blocks contain many typologies and scales, ranging from existing single-family homes to multiplex buildings, apartment buildings, and complex developments.



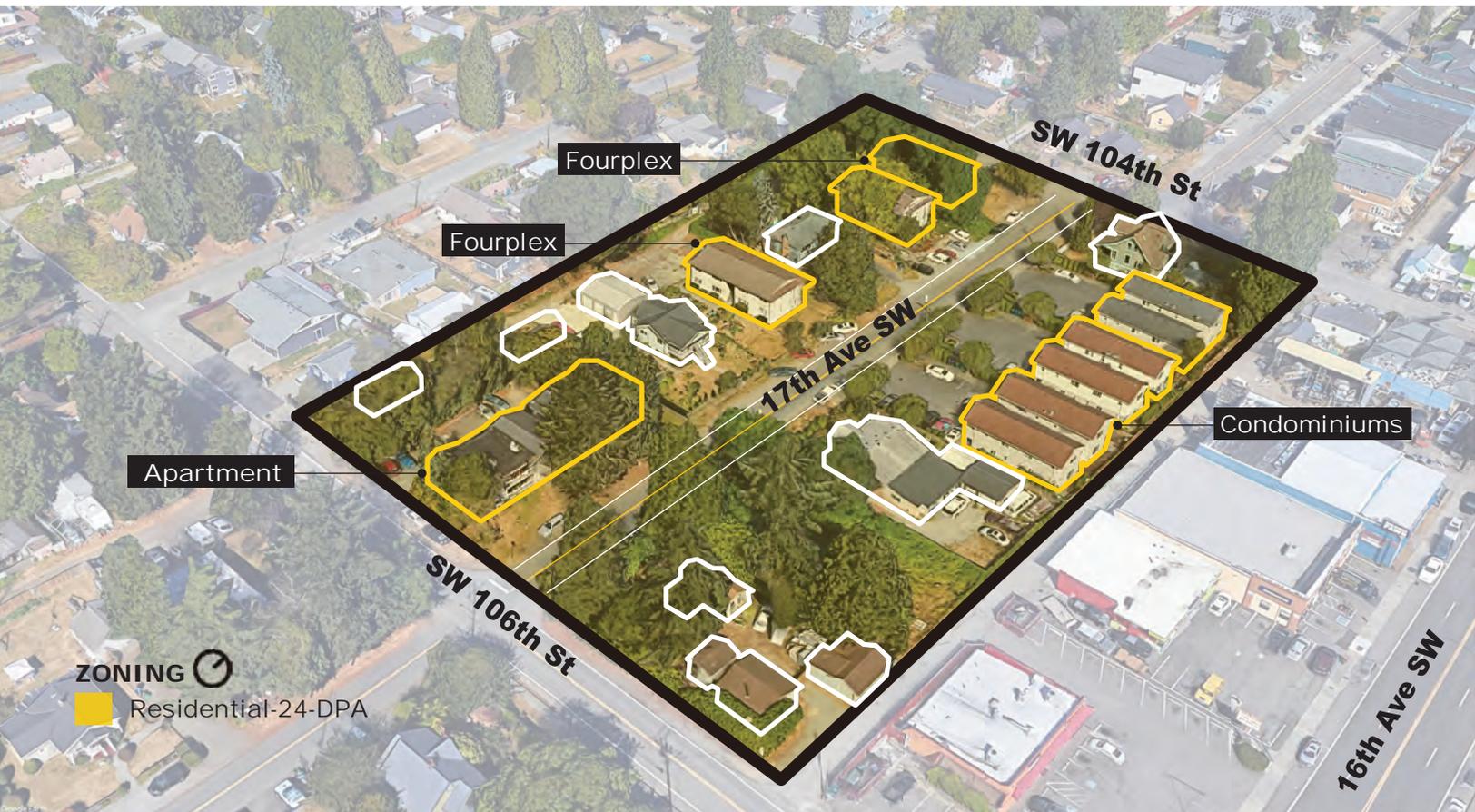
# MIXED MULTIFAMILY AND SINGLE FAMILY RESIDENTIAL

## 17TH AVE BETWEEN SW 104TH AND SW 106TH ST

This example illustrates a representative block of mixed multifamily and single-family residential developments. It is located on the west side of 16th Avenue, between 100th and 104th Street.

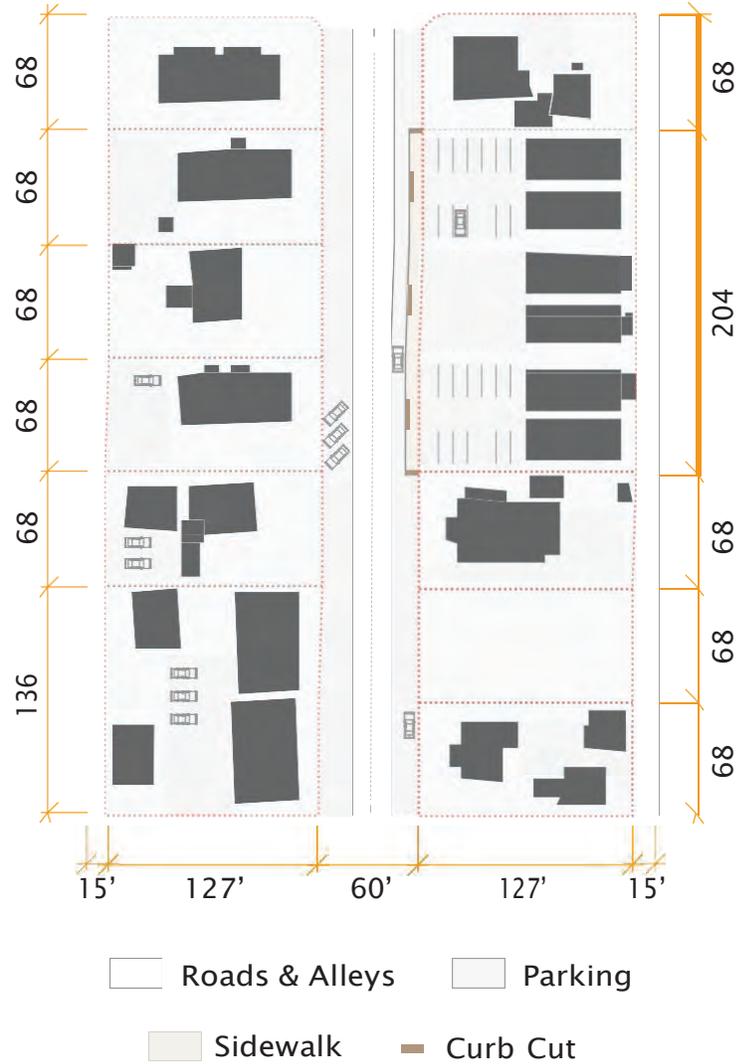
The block size is about 116' x 610', with a 16' alley. Platted in the early 20th century, much of the land in this area was divided into 25' x 100' and 50' x 100' lots, with short north-south block widths and deep east-west block lengths.

This study area is within R-24-DPA (Demonstration Project Area) zone and consists of a mix of single-family houses, duplexes, and fourplexes. The buildings are moderate in scale, with small building footprints, and are between one and three stories in height. Development has been incremental, so there is a great deal of variety, with a mix of single-family structures, four-unit buildings, and multifamily condominiums. Approaches to parking vary, and the landscape has been planted over time, so trees and plantings differ in species and maturity. It has the feel of many people making individual decisions over many years.



# BLOCKS + BUILDINGS

MEASUREMENT	
Zoning	R24-DPA
Estimated Density	24 unit/acre
Building width	25'~35'
# buildings per block	8
Building height	1~3 stories
Building footprint	1,450~5,226 sqft
Weather protection	no
Setbacks/Frontages	20~50' front setback, detached
% Surface parking	20~35%
Parking location	On-street or front yard parking
Building coverage	30%
Alley	15'



Apartment



Fourplex



Condominiums

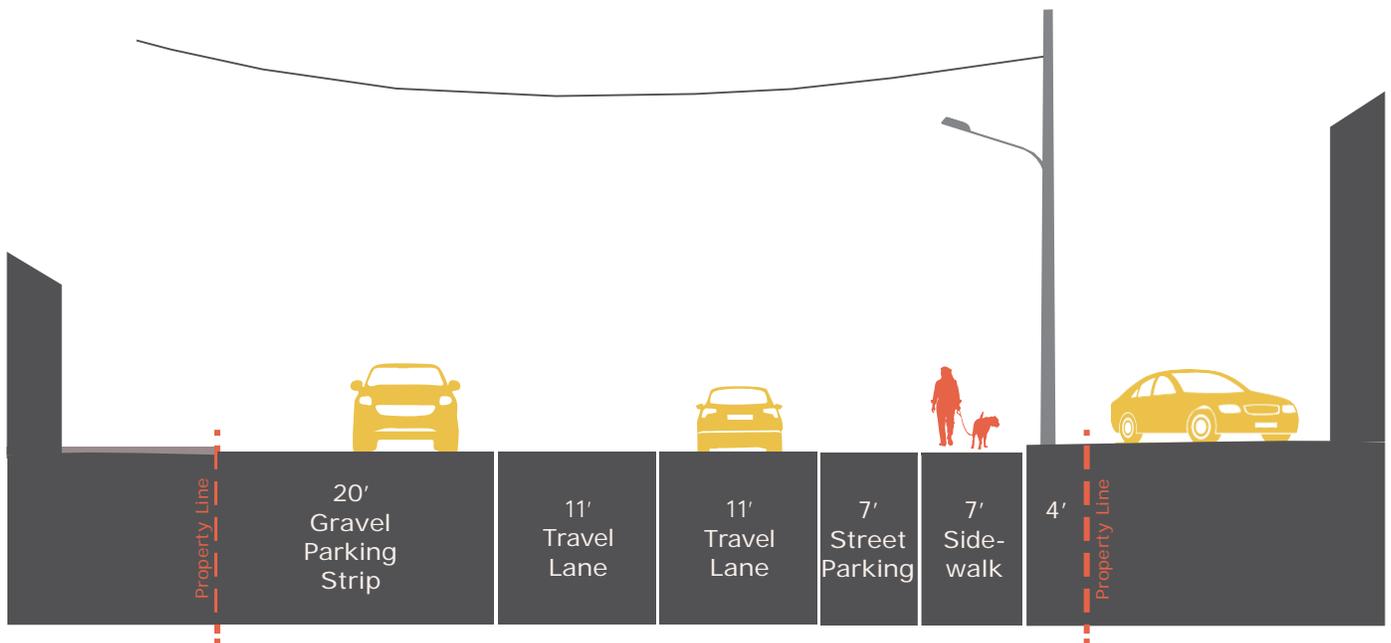
# STREETSCAPE

The streetscape on the block, like the buildings, is varied. The streetscape character of many of the residential streets in the White Center Urban Activity Center can be described as eclectic and informal. The west side of the street is a gravel strip used for parking, and the east side has a section with sidewalks along the condominiums. The limited stretch of sidewalk also has three curb cuts that serve the parking lots. It is also notable that the street grid shifts on SW 104th, which serves as a traffic calming measure for this block.

In terms of thinking ahead to future development of blocks such as this one, it is likely that changes to the street and to pedestrian facilities will be incremental if they take place as part of private sector development instead of as a County improvement project.



*Incremental development is capable of partially improving pedestrian facilities and drainage, but often occur inconsistent and less predictable in time.*





# MIXED MULTIFAMILY AND SINGLE-FAMILY RESIDENTIAL

## 17TH AVE BETWEEN SW 102ND AND SW 104TH ST

This study area represents a block of mixed multifamily and single-family residential developments on the west side of 16th Avenue, between 102th and 104th Street, selected as an example of newer small lot development. The block is indicative of what current zoning and market forces will produce in the absence of guidelines or other regulation. The block size is about 116'x610', with a 16' alley. Platted in the early 20th century, the land at this area was typically divided into 25'x100' and 50'x100' lots, short north-south block width and deep east-west block length.

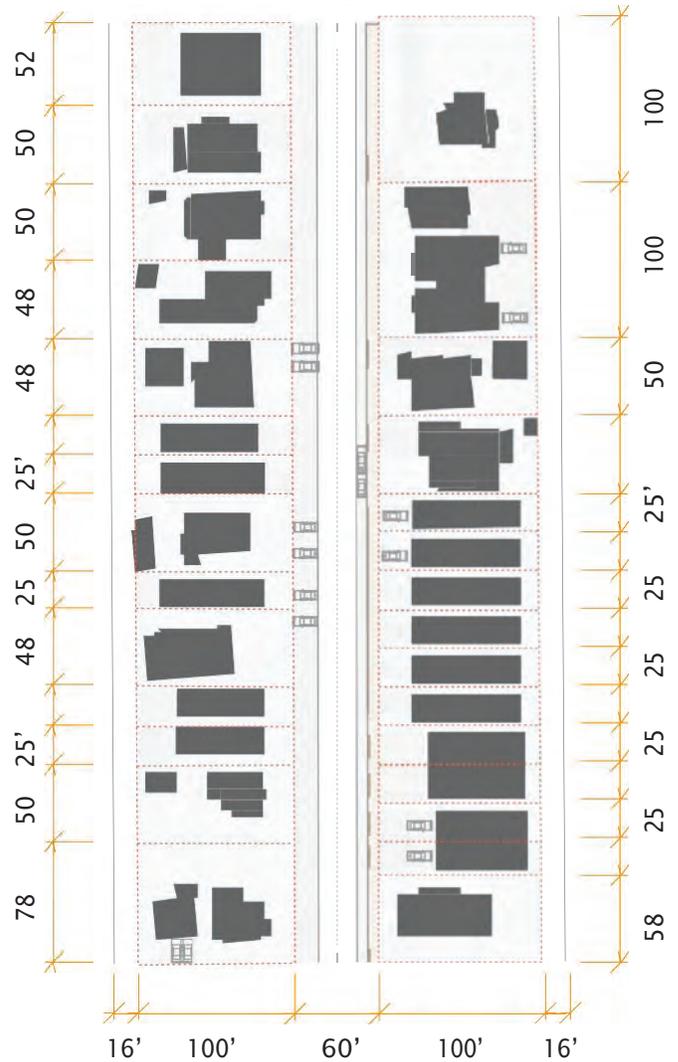
This study area is within R-24-DPA (Demonstration Project Area) zone and consists of a mix of single-family houses, duplexes, and fourplexes. The buildings are moderate in scale, with small building footprints, and are primarily one to three stories in height. Most of the narrow townhouses in this study area were constructed after 2010, and other buildings were built between the 1940s and 1980s.

The new row of houses on the 2,500 square feet lots have been built out to maximize the size of the houses, with 20-foot front yards and narrow side yards. The side yards do not appear to be usable space, and the front yards are mostly taken up by driveways, leaving residents without quality outdoor spaces.



# BLOCKS + BUILDINGS

MEASUREMENT	
Zoning	R24-DPA
Estimated Density	24 unit/acre
Building width	25'~100'
# buildings per block	30
Building height	1~3 stories
Building footprint	1,630~4,336 sqft
Weather protection	No
Setbacks/Frontages	15'~30'
% Surface parking	15%
Parking location	On-street or front yard parking
Building coverage	65%~43%
Alley	16'



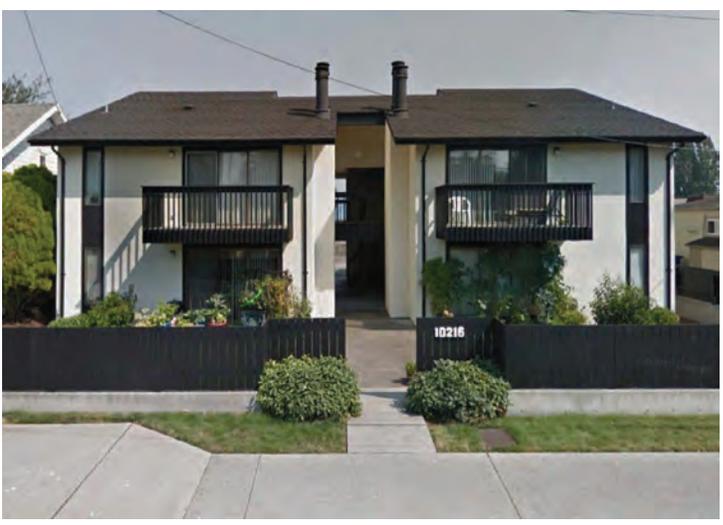
- Roads & Alleys
- Parking
- Sidewalk
- Curb Cut



Attached Townhouse



Side yard between the detached townhouses is not usable



Fourplex in single family style

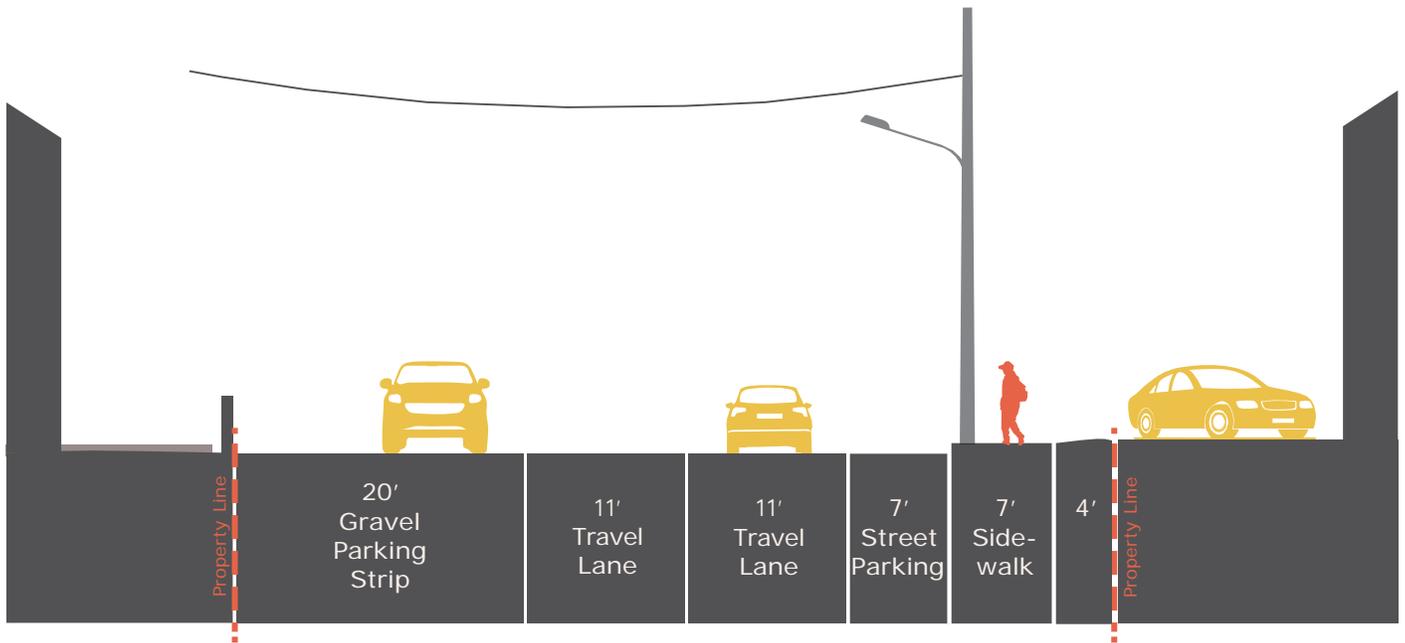
# STREETSCAPE

The west side of the street, even along recently built townhouses, remains as gravel parking. The east side of the block, with recently built housing on 2,500 square foot lots, has sidewalks, curbs, and gutters, but with frequent curb cuts to serve each lot. Even where duplex units have been built, the majority of the front yard is pavement.

It is notable that none of the newer housing has street trees or significant landscape that would soften the walking environment. Front yard setbacks are used for driveways and parking rather than yards that are usable for residents and would serve as buffers from the sidewalk.



*Density increases the need to accommodate cars for on-street parking and driveways.*



# MULTIFAMILY APARTMENT BUILDINGS

## 16TH AVE BETWEEN SW 110TH AND SW 112TH ST

This block, on the southwest side of 16th Avenue represents a mix of unit types, including larger lots. It was selected as an example of current urban form along a transit-served arterial, within easy walking distance of downtown White Center.

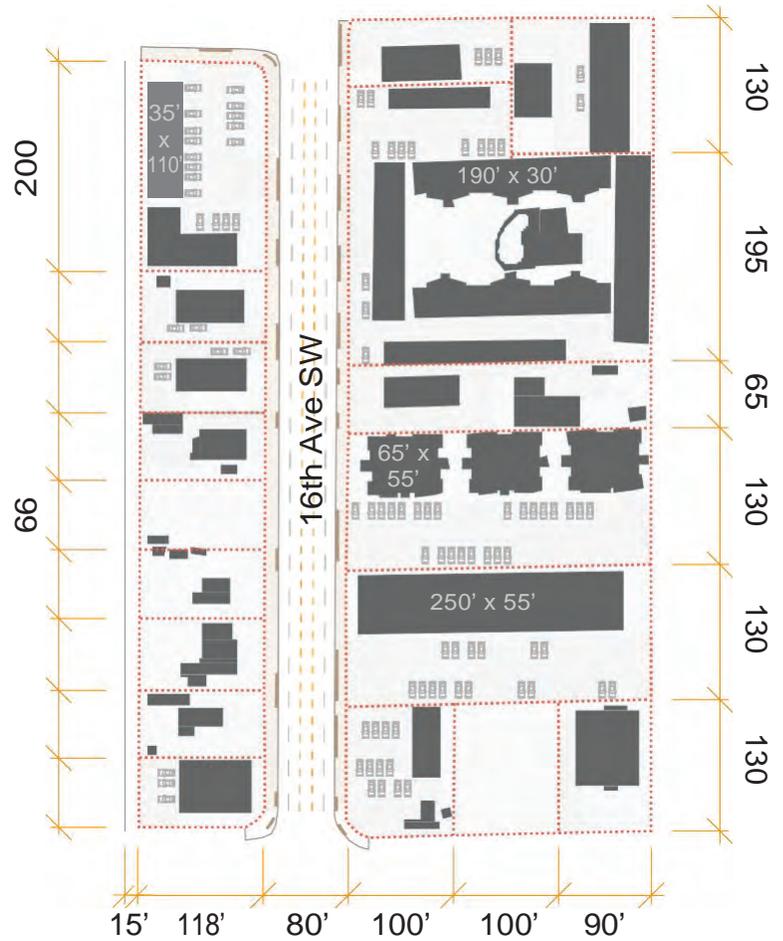
The block size is about 116' x 610', with a 16' alley. The land in this area was typically divided into 68'x127' lots, with short north-south block widths and deep east-west block lengths. With lot widths up to 200 feet, there are larger-scale developments with a different grain than lot just a block to the west. There are examples of both older and newer apartment buildings.

This study area is within R-24-DPA (Demonstration Project Area) zone and currently consists of a mix of single-family houses, fourplexes, apartment buildings, and condominiums. The buildings are detached, primarily one to three stories in height, and recessed from the street.



# BUILDINGS + BLOCKS

MEASUREMENT	
Zoning	R48
Estimated Density	48 unit/acre
Building width	68'~130'
# buildings per block	25
Building height	2~4 stories
Building footprint	3,500~30,000 sqft
Weather protection	no
Setbacks/Frontages	front setbacks
% Surface parking	~50%
Parking location	on site
Building coverage	30%~50%
Alley	16'



Fourplex



Apartment



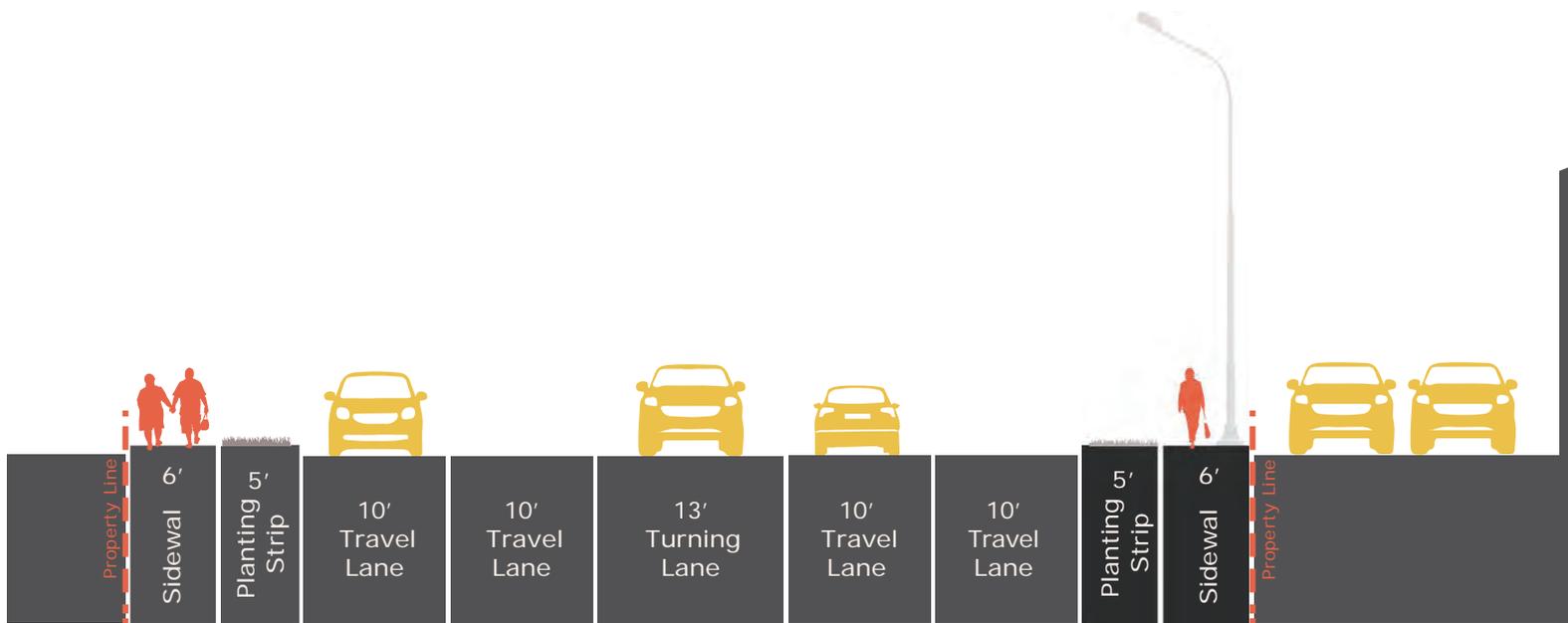
Apartment

# STREETSCAPE

A five-lane arterial on this block, 16th Avenue SW has narrow 6-foot sidewalks with a grass strip median. Older development on the west side of the street still has trees and vegetation on the private property, but new development is devoid of landscape, and features parking along much of the sidewalk. Site planning appears to accommodate only building footprints and parking areas, with few amenities for residents or for the street-facing facades.



*Front-access parking creates competition pedestrians and motorists, increasing danger and unwelcoming atmosphere for pedestrians.*



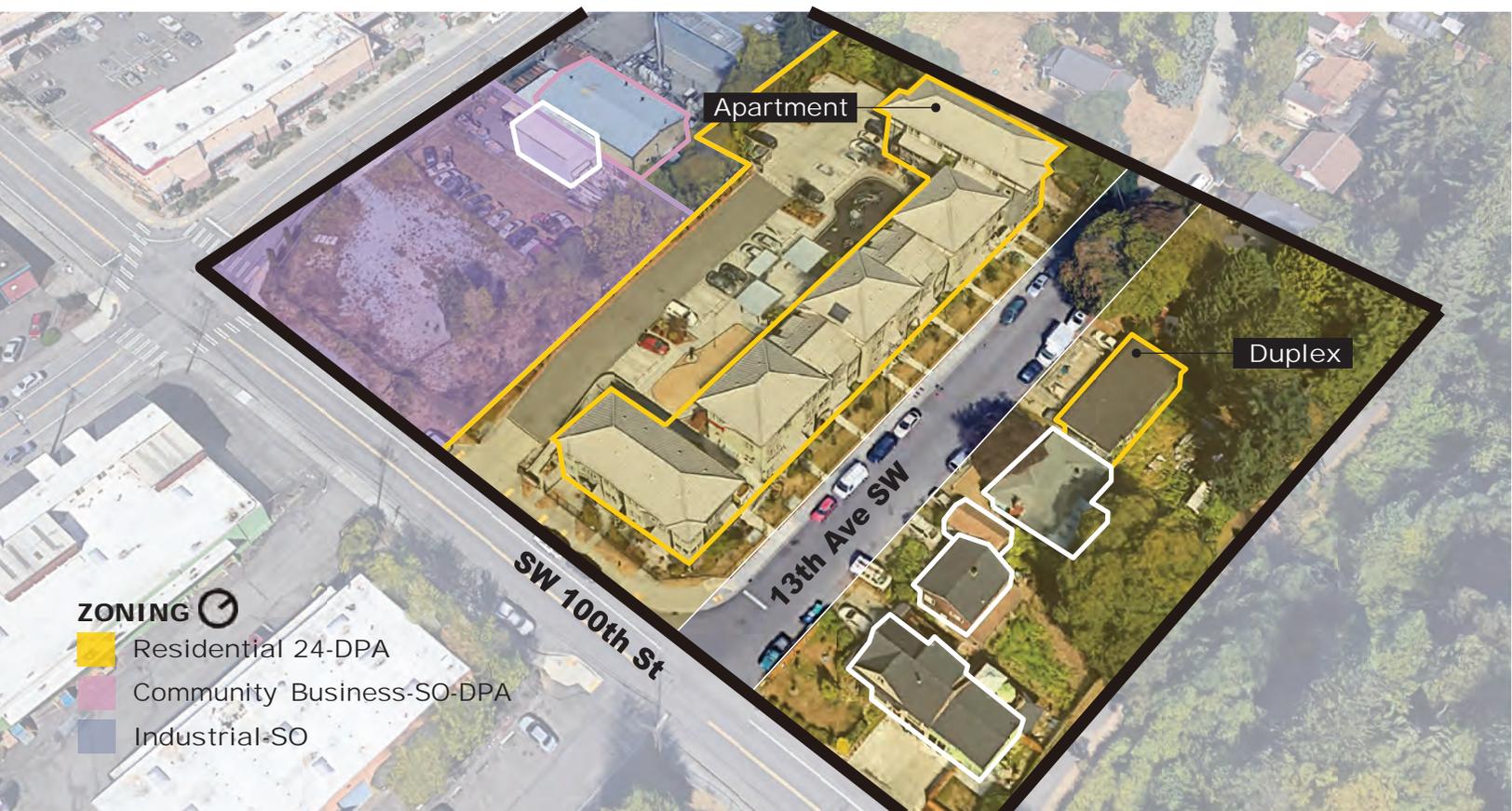


# MULTIFAMILY APARTMENT COMPLEX

## 13TH AVE SW BETWEEN SW 98TH AND 100TH ST

This study area shows an apartment complex located on the corner of 13th Avenue SW and SW 100th Street, and mixed development across 13th Avenue SW. The apartment complex, Unity Village, was built in 2011 by Community Roots Housing, and is a relatively recent example what the non-profit sector delivers for affordable, family-oriented housing. A mix of three and four stories, the 30-unit building breaks down the building volume of the 20,000 square foot footprint to better fit the lower-scale existing context.

Locating the parking off of the driveway on the rear of the building allows the entries and the green front yards to line 13th Avenue, without driveways and curbcuts, to make a pleasant walking environment. Amenities at Unity Village include a play area, a shared outdoor space, and a mix of units that include 3-bedroom, family-size housing.



# BUILDINGS + BLOCKS

MEASUREMENT	
Zoning	R24-DPA
Estimated Density	24 unit/acre
Building width	65'~100'
# buildings per block	23
Building height	4 stories
Building footprint	20,000
Weather protection	no
Setbacks/Frontages	landscaped front yard and a rear setback
% Surface parking	23%
Parking location	rear parking
Building coverage	46%
Alley	varies



West side of the complex



Recreation area



East side of the complex

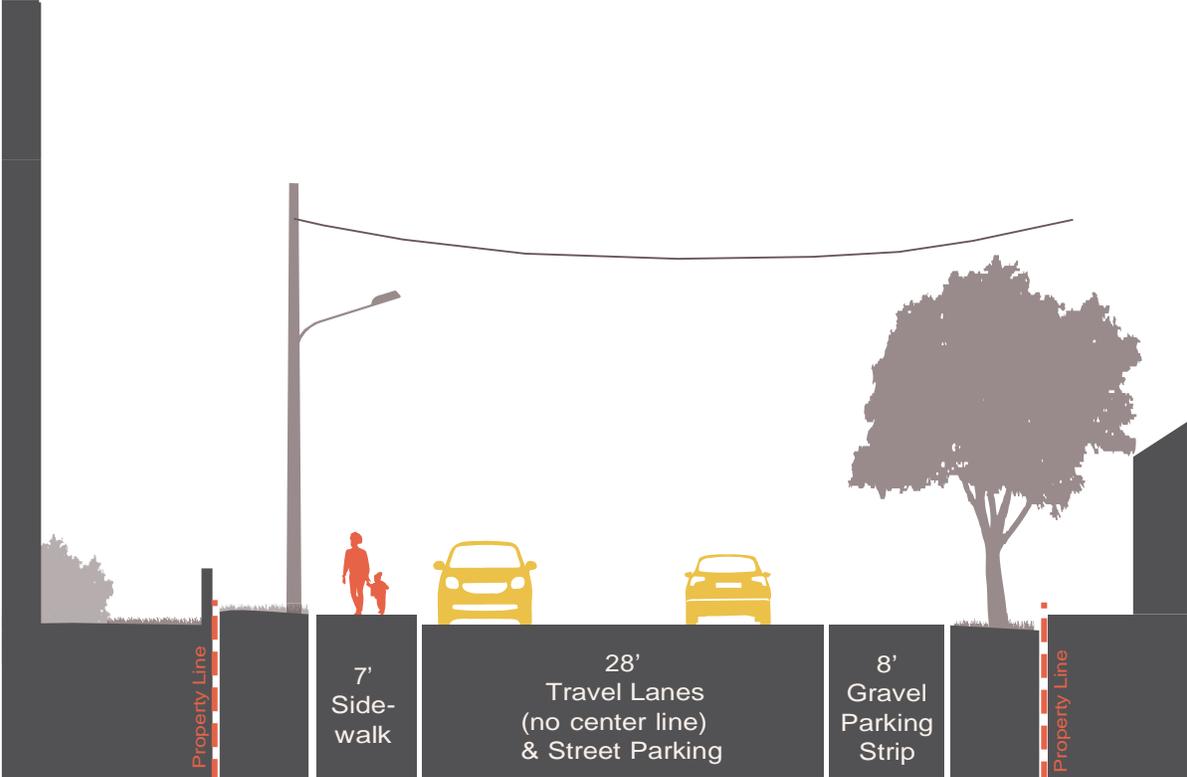
# STREETSCAPE



Streetscape on the east side: fences and landscape frontage provide transition between the public and private realm.



Rear parking on the west side of the complex.



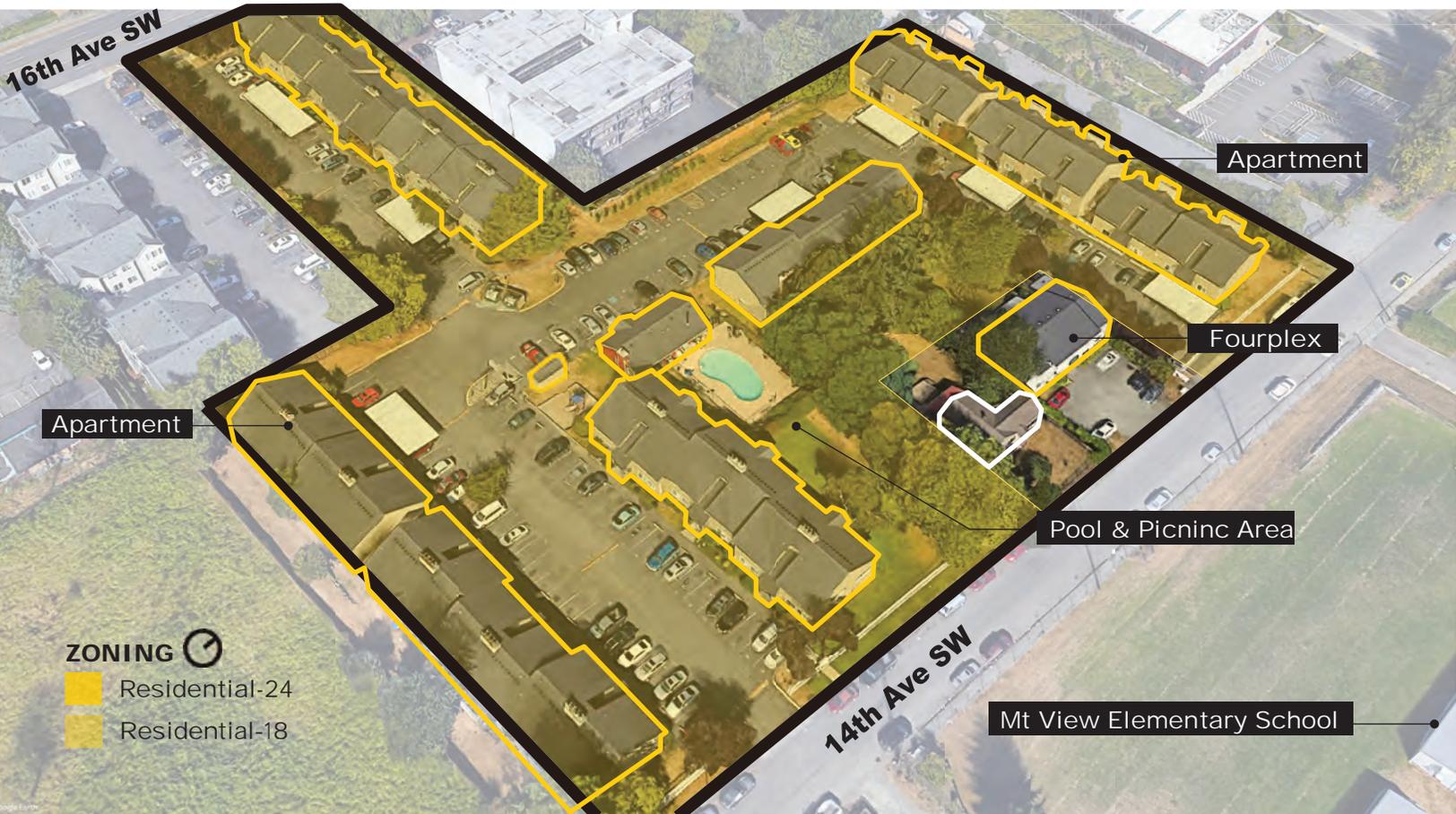
# MULTIFAMILY APARTMENT COMPLEX

## 10765 14TH AVENUE SOUTHWEST

This study looks at an example of what the private market delivers for multifamily under recent regulations and market conditions. The 100-unit Avenues Apartments describes their apartment complex as a "gated community with assigned parking, remote controlled gate access after 6:00PM and nightly patrolled security."

Located within the R-24 zone, this multifamily complex development consists of ten apartment buildings and a common open space with a picnic and pool area. It was built in 1989. The buildings are north-south facing, oriented perpendicular to the street, and the surface parking is located between buildings. There are three consolidated entries to this apartment complex. The internal streets are shared by pedestrians and vehicles; there are no designated pedestrian pathways from public sidewalks and through surface parking areas to building entries and the common open space. Encouraging a shared public realm, neighborly community interaction, human scale, and pedestrian activity can increase neighborhood safety.

The project is inward-focused, with lawn and fencing at the perimeter. Mt. View Elementary is on the opposite side of 14th Avenue SW. Sidewalks are in place along the edge of both the school and the apartment site, but do not continue beyond these properties.



# BUILDINGS + BLOCKS

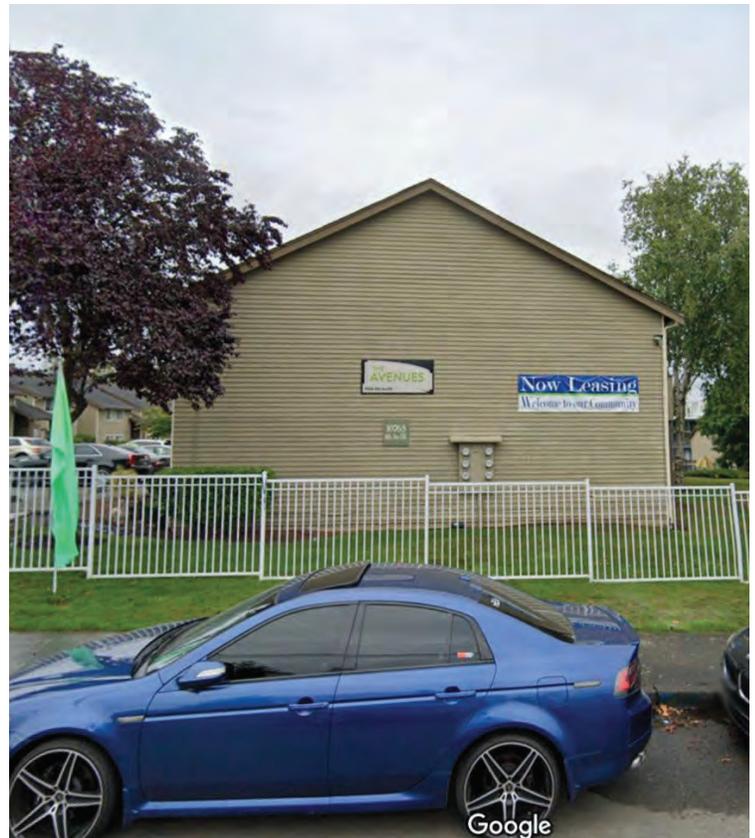
MEASUREMENT	
Zoning	R24
Estimated Density	24 unit/acre
Building width	40'~45'
# buildings per block	10
Building height	2 stories
Building footprint	80,262 sqft
Weather protection	no
Setbacks/Frontages	na
% Surface parking	27%
Parking location	between buildings
Building coverage	46%



Building entry



Community amenities on the interior of the complex



Buildings are not oriented to the street

# STREETSCAPE

The street has two lanes and parallel parking on each side. Sidewalks line both the school property on the east and the length of the apartment site on the west. The older homes face the street, but neither the Avenues nor the school address the street, creating a somewhat suburban feel to the area.



*Interface with the public street - SW 14th Avenue*



*Interface with the public street - SW 16th Avenue*

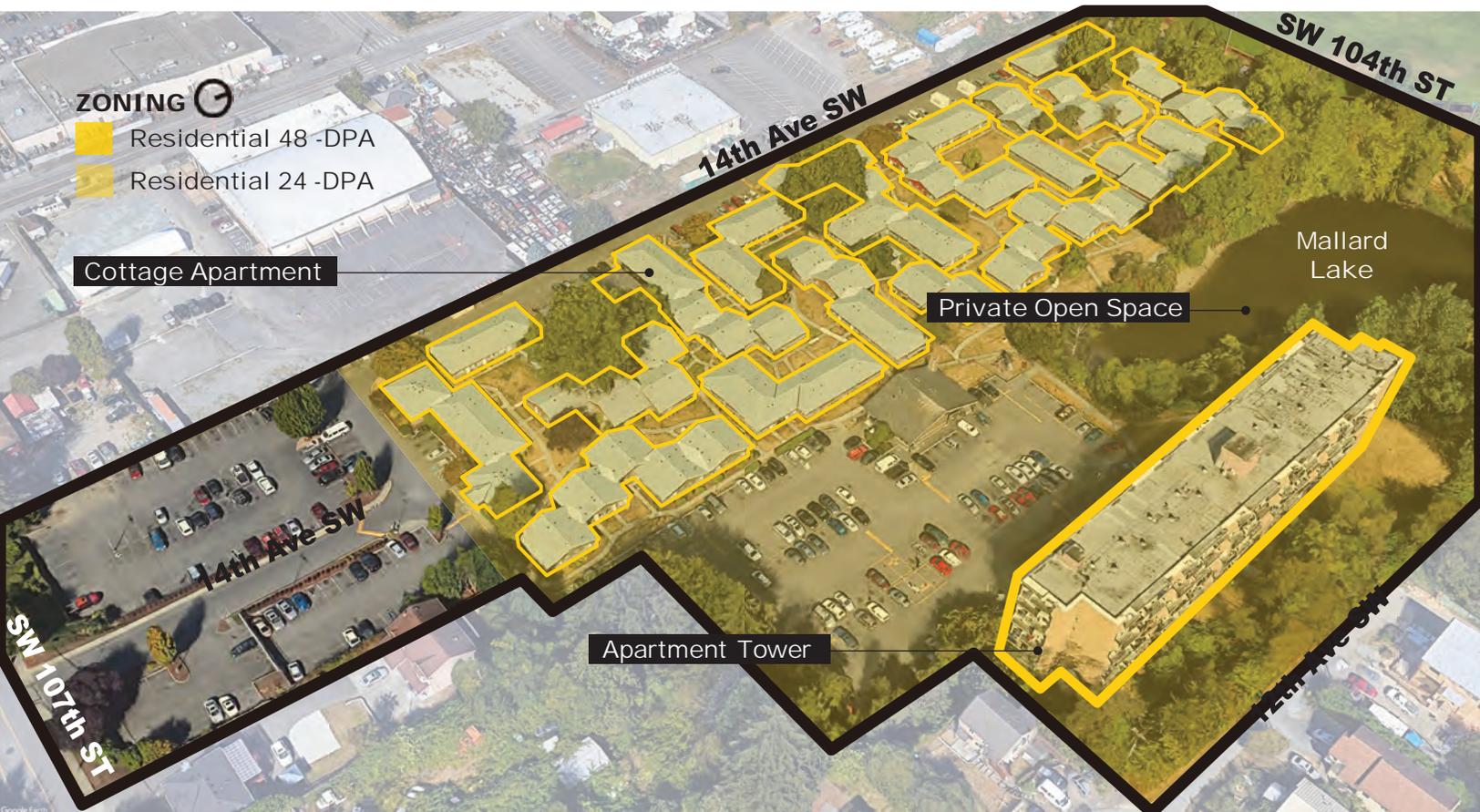
# 6 MULTIFAMILY APARTMENT COMPLEX

14th Ave SW to 12th Ave SW between SW 104th St and SW 107th St

Built in 1966, this multifamily complex is comprised of 183 units in a nine-story apartment building and 149 units in 19 single-story cottage-like-apartments, providing a mix of studios and one-and-two bedrooms. Mallard Lake is a key feature of the site. The forms—cottages and a tower slab—are unique in North Highline.

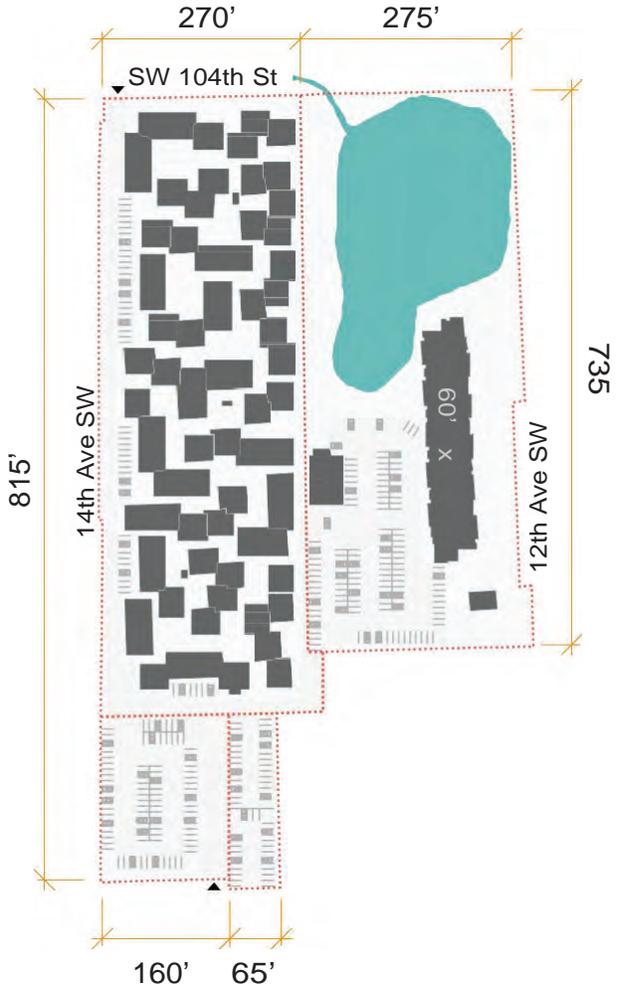
The development is connected with the external public streets by two entryways, located on SW 104th and 107th Street. Surface parking lots are located at the main entrance and between the apartment tower and the cottages. Additional parking spaces are available on the adjacent 14th Avenue. Within the cottage area, buildings are connected with landscaped pedestrian paths.

This complex's common open spaces include a children's playground, Mallard Lake, walking trails, and picnic areas for residents' use. The lake serves as both a recreational area and a rainwater collection pond.



# BUILDINGS + BLOCKS

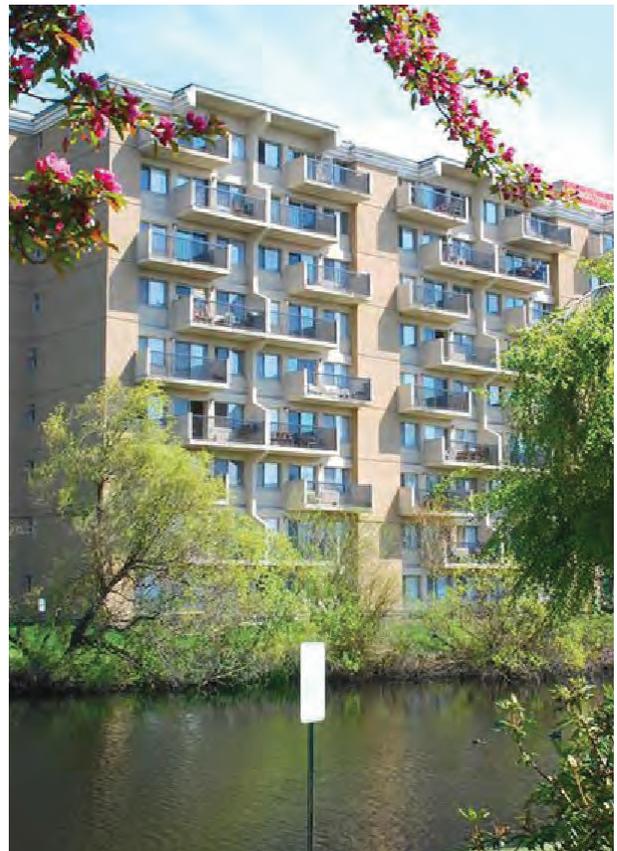
MEASUREMENT	
Zoning	R48
Estimated Density	48 unit/acre
Building width	60'
# buildings per block	20
Building height	9 stories, 1 story
Building footprint	115,800 sqft - apartment tower 83,950 sqft - cottage apartments
Weather protection	no
Setbacks/Frontages	landscaped
% Surface parking	20%
Parking location	adjacent site
Building coverage	40%
Alley	no



Cottage apartments



Playground



Apartment tower and the Mallard Lake

## STREETSCAPE

The complex is inward facing, with minimal interaction with its urban environment. The entry off of SW 107th Street is a surface parking lot, failing to clarify whether it is a public or private area. There are discontinuities where the urban street grid stops at the edges of the development.

It is notable that the 9-story building, unusually high for the neighborhood, has almost no physical presence from any public vantage point.



*Main entry on 14th Ave SW. Surface parking lots on both sides.*

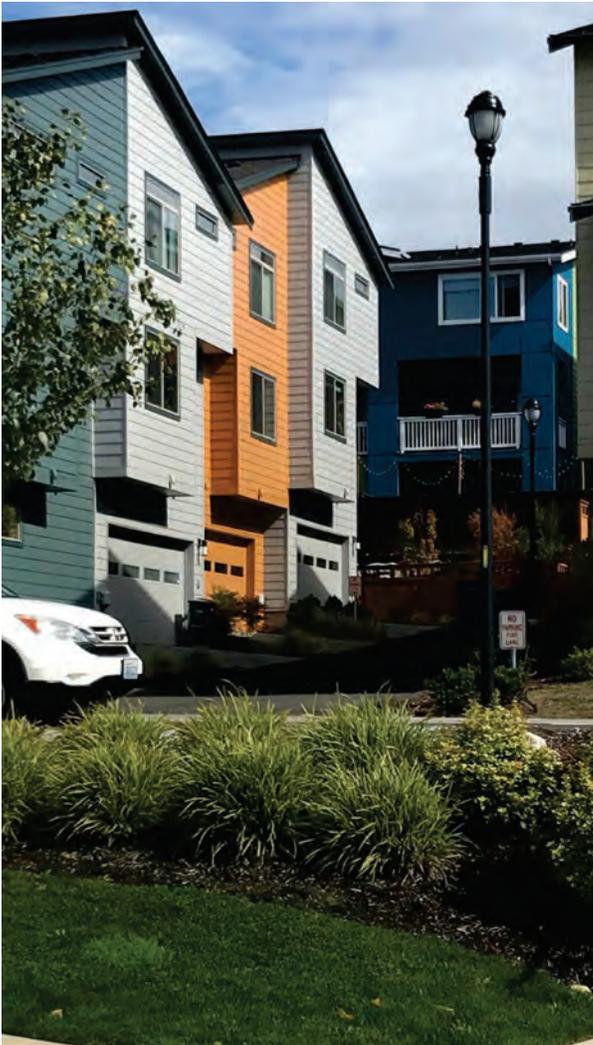


*Internal connections between the common open space, cottages, and the apartment tower.*

# 7

## PLANNED MIXED USE COMMUNITY

### GREENBRIDGE HOUSING | DESIGNING AT AN R-12 DENSITY

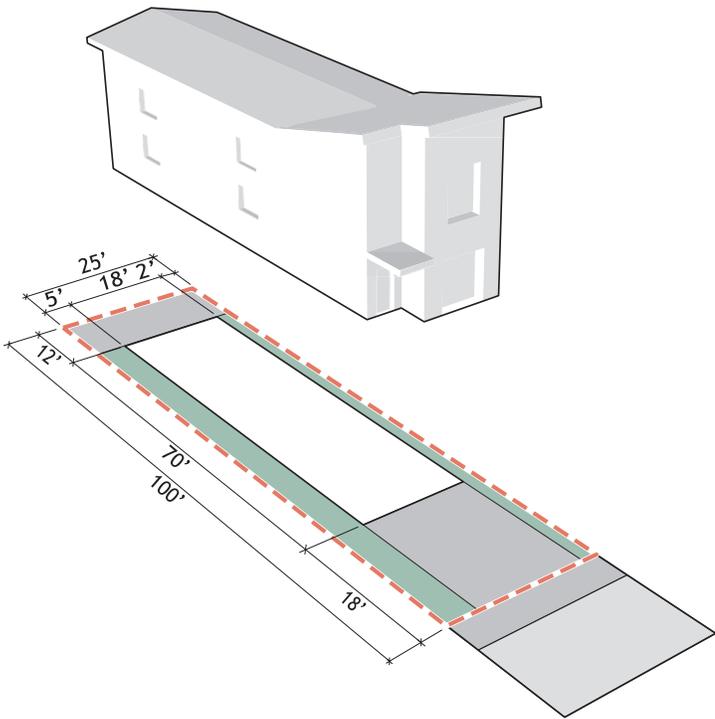


# 8

## PLANNED MIXED USE COMMUNITY SEOLA GARDEN



# RESIDENTIAL PARCEL SIZE & BUILDING SETTING

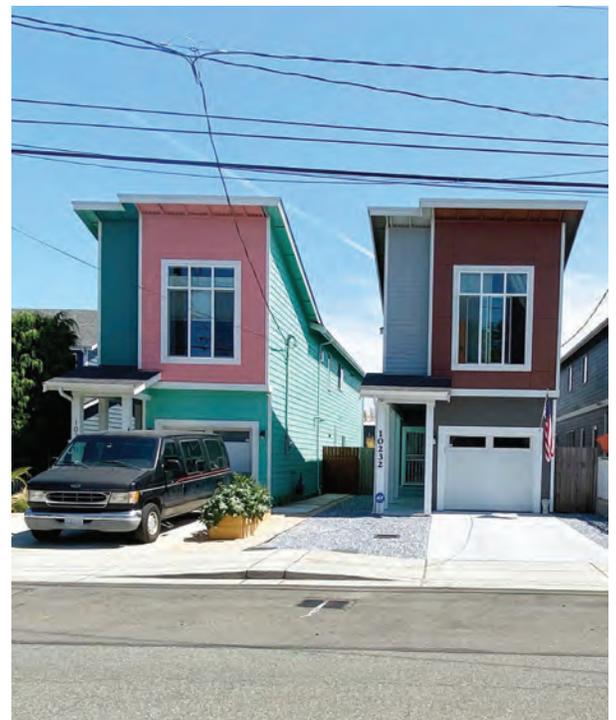


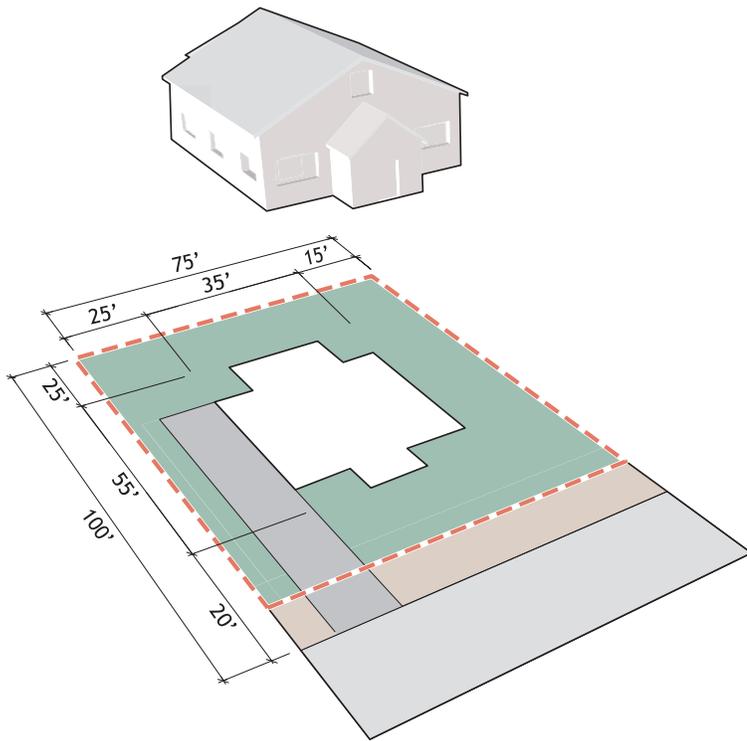
A 3D perspective diagram of a house on a narrow lot, similar to the one on the left. A utility pole is shown on the right side of the lot. The house is a single-story structure with a gabled roof and a front porch. The lot is a long, narrow rectangle. Dimensions are indicated with dashed lines and arrows: the frontage is 25 feet, the depth is 100 feet, and the side yard is 12 feet. A dashed red line indicates the building footprint, which is 18 feet wide and 70 feet long. A small figure of a person is shown on the lot for scale.

RESIDENCE TYPE	SINGLE FAMILY
LOT SIZE	2500 SQ FT
LOT COVERAGE	50%

## NARROW LOTS

- Lots platted with 25-foot frontages create a density consistent with an urban area (approximately 17 dwelling units per acre).
- The streetfront condition is challenging when each home has off-street parking because driveways take up most of the frontage with curb cuts where there is a sidewalk, and hard surface front yards.
- Side yard requirements result in space that is typically not usable.
- Rear yards are small, with the majority of the lot used for building.
- Newer development on these lots had little landscape along the street.



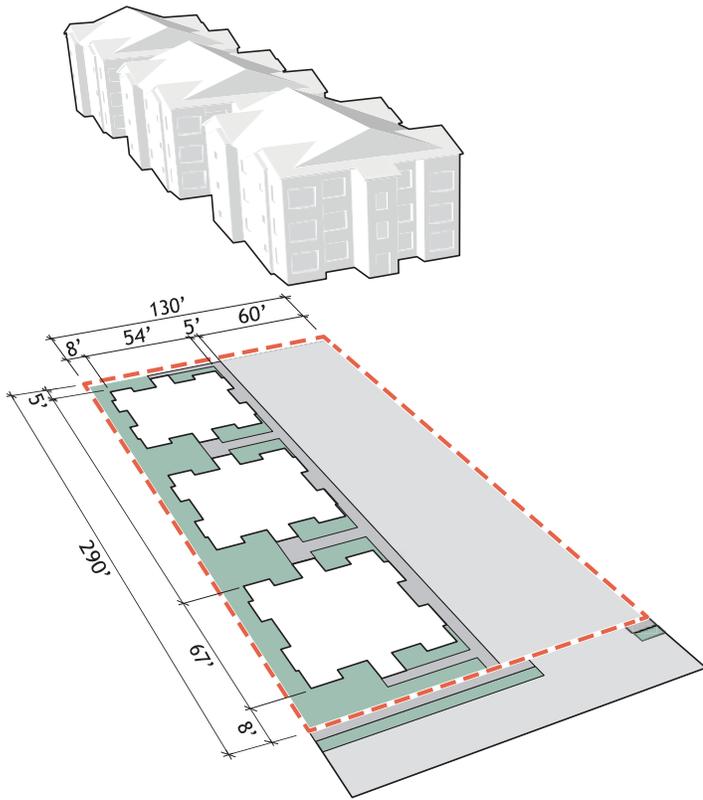


RESIDENCE TYPE	<b>SINGLE FAMILY</b>
LOT SIZE	<b>7500 SQ FT</b>
LOT COVERAGE	<b>25%</b>

## MEDIUM LOT

- Lots platted with 7,500 SF lots result in approximately 6 units per acre, consistent with current R-6 zoning. New subarea planning is recommending changing the R-6 zoning to twice the density, which is more appropriate for an urban area.
- R-12 densities can be reached by adding attached or detached accessory dwelling units on lots with existing houses, but where building footprints are in the middle of the lots, it may be challenging to find space for the additional unit.
- Adding an attached dwelling unit (ADU) or detached dwelling unit (DDU) may be a way to add affordable housing, and to allow current residents to stay in their homes. However, lower-income property owners lack the resources to add an additional unit.
- With increased allowable density it will be more important to consider how to use the yard space as usable space. Amount of parking and its location will also need consideration.
- The County should consider the triggers for requiring street improvements given that this is an urban area.





RESIDENCE TYPE	<b>MULTI-FAMILY</b>
LOT SIZE	<b>37,700 SQ FT</b>
BUILDING COVERAGE	<b>30%</b>
PARKING COVERAGE	<b>46%</b>

## LARGE LOT

- Larger lots could offer more flexibility in design, but existing private-sector multifamily housing typically has few amenities.
- This example can achieve R-12 densities if the buildings shown are 4-unit structures.
- The footprint of the parking is almost half of the lot, with a two-way driveway
- The buildings face the parking lot, not the street.
- Open spaces are a result of required setbacks, with little to no usable outdoor space for residents. Over three-quarters of the lot is impermeable surface.



## RESIDENTIAL DEVELOPMENT FINDINGS

- In the White Center Urban Activity Area, residential development is extremely varied, with a feeling of slow infill over time.
- The feel of the planned communities of Greenbridge and Solea Gardens is very different from the platted neighborhoods, and lessons can be learned from these developments and the regulatory barriers that had to be overcome to achieve neighborhood benefits.
- Non-profit and agency housing is higher quality than private sector housing, and includes amenities such as play areas. They have their own design culture, constituencies, accountability, and funding parameters
- Parking amounts and locations are key to design
- Many sidewalks, curbs, and gutters are missing, creating pedestrian safety gaps and areas with flooding.
- New development is not consistently adding street frontage improvements.
- Residential areas may benefit by allowing compatible uses.
- Platting patterns will determine future housing types, and aggregation of lots may be challenging.

An aerial photograph of a city, likely Vancouver, showing a dense urban area with a mix of residential and commercial buildings. The image is overlaid with a semi-transparent orange filter. A solid orange rectangular block is positioned at the bottom right, containing the title text.

# ARCHITECTURE & LANDSCAPE

# SIGNAGE AND CULTURAL EXPRESSION



Local pride can be seen in this "White Center" mural.



Murals add color and humanity to this parking lot.



Mix of ethnic food, background, and signages of different languages.



Colorful signages on the building backs behind mainstreet.



Murals add character to the businesses.



Storefront arts add visual interest to the walking experience.



Signs, chairs, and decorative plants for a farmers market alongside the ethnic grocery store.

# ARCHITECTURAL FEATURES



*Community church in old industrial building.*



*Small businesses set up in residential style buildings.*



*Mix of decoration adds color on the small-scale businesses.*



*Building with an interesting roof line and graphic signage.*



*Color and signage add character to this business.*

# ARCHITECTURAL FEATURES - MAIN STREET



*Inset entryway*



*Inset entryway*



*Quality remodel keeping the historic fabric and scale*



*Full length awning and window. Building setback from street making more space for pedestrian.*



*Different paving of the entry way and pedestrian focused lighting.*



*Storefront planting*



*Storefront planting*

# LANDSCAPE TREATMENTS



*The lively murals on the retaining walls give character to the residential neighborhood.*



*Embedded mosaic sidewalk art*



*Retaining walls and fences on corners*



*Art installation*



*Landscaped curb extensions and angled parking with plantings in between.*



*Sidewalk foliage*



*Landscaped building frontage and sidewalks along the White Center Library.*

# LANDSCAPE TREATMENTS



*Windows facing the gathering area provide "eyes on the street."*



*Path between buildings.*



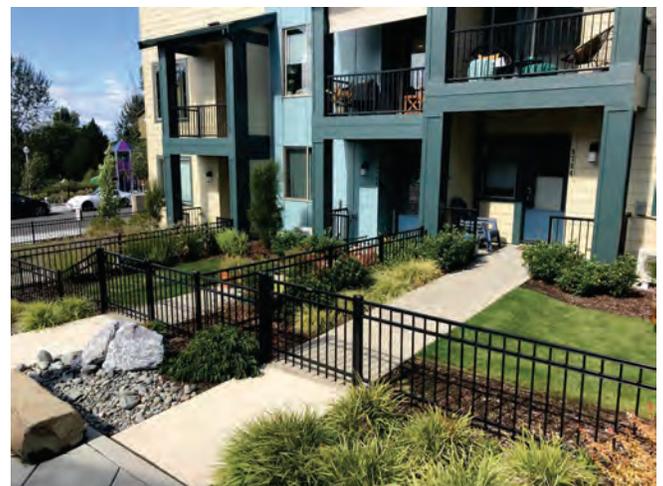
*Landscaped slope with stair lights.*



*Shared street for pedestrians and cars.*



*Landscaped frontage and entryway protect privacy.*



*Recessed townhouse and landscaped front yard with non-opaque fences.*

# STORM DRAINAGE FEATURES



Stormwater Swale at Greenbridge



Stencil Art



Signage for environmental education



Stormwater pond at Greenbridge



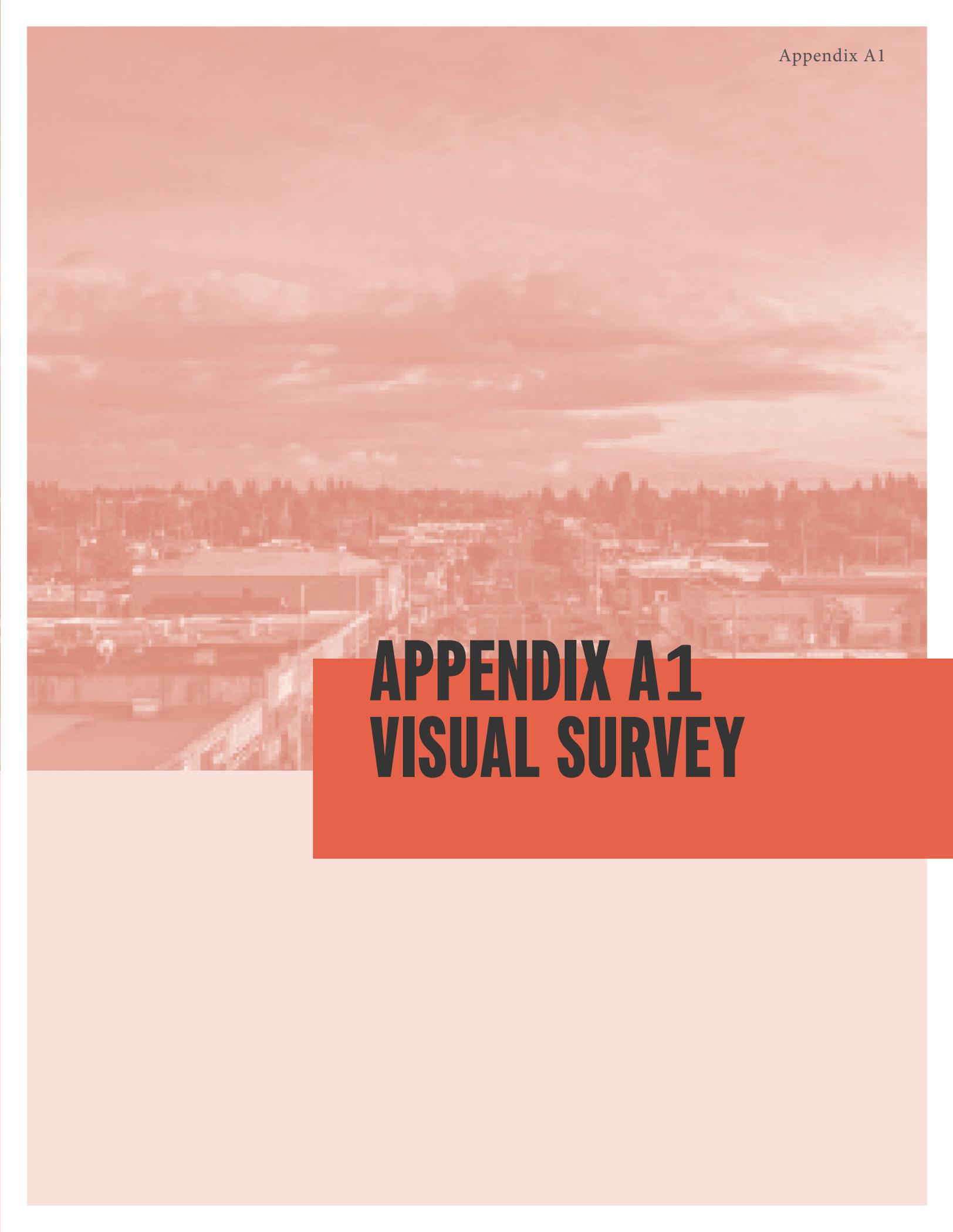
Drainage on the edge of sidewalk



Hicklin Lake

## **ARCHITECTURE, SIGNAGE, LANDSCAPE, STORM DRAINAGE FINDINGS**

- Colors and murals are commonly used to decorate building facades and back alleys, express community and cultures, and enhance the character of businesses and streetscape.
- Signs in multiple languages and vernacular designs reflect the mix of cultures of the community and the identity of "Rat City."
- Many of the buildings along the historic and cultural core at 16th Avenue have punched openings, making the storefront much more friendly.
- There are few street trees and little greenery in the right-of-way of the commercial area.
- Greenbridge provides great examples of residential street design. Through narrowing the road width, the development increased landscape coverage, offered more building units, and slowed down the traffic.
- Greenbridge also offers different strategies of integrating stormwater infrastructure, landscaping, and activity spaces into designs that provide both recreational and ecological functions. Stormwater systems in Greenbridge range from large stormwater ponds, roadside bioswales, rain gardens, and a central detention vault hidden under the Greenbridge plaza.



# **APPENDIX A1 VISUAL SURVEY**

# What I'd like in North Highline



I like it because:

Nice side walk with  
lots of cool stores



I like it because:

Colorful Houses I can't  
find anywhere else



I like it because:

Everyone can express  
themselves freely

# What I'd like in North Highline



Solar  
Panels

I like it because:

We need to get off  
of fossil fuels

Detached  
housing ...

I like it because:

Affordable housing  
to accommodate increased  
population

EV  
Chargers !!

I like it because:

Really helps people  
make the decision to  
buy an EV

# What I'd like in North Highline



I like it because:

looks  
homey

I like it because:



I like it because:



Lined writing area for the third response.

# What I wouldn't like in North Highline



I wouldn't like it because:

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I wouldn't like it because:

*Not enough  
planting*

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I wouldn't like it because:

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# What I'd like in North Highline



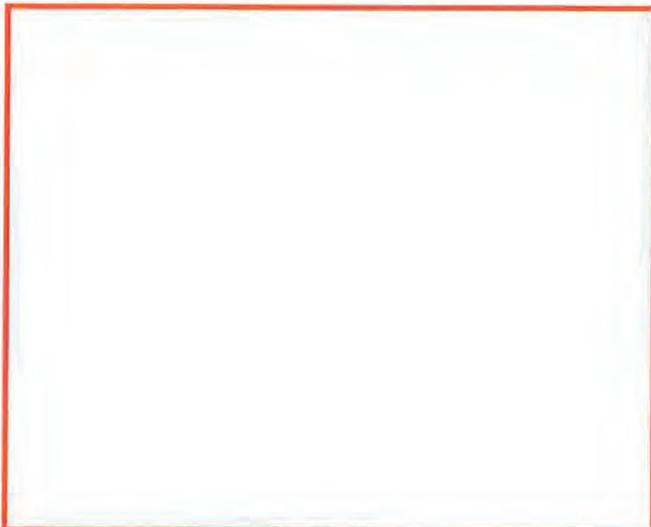
I like it because:

Quiet and kids  
can play or just hang-  
out.



I like it because:

The heart of  
Greenbridge  
residents like us.



I like it because:

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# What I'd like in North Highline



I like it because:

I Love the use of wood

Hope more houses/ apt using the wood

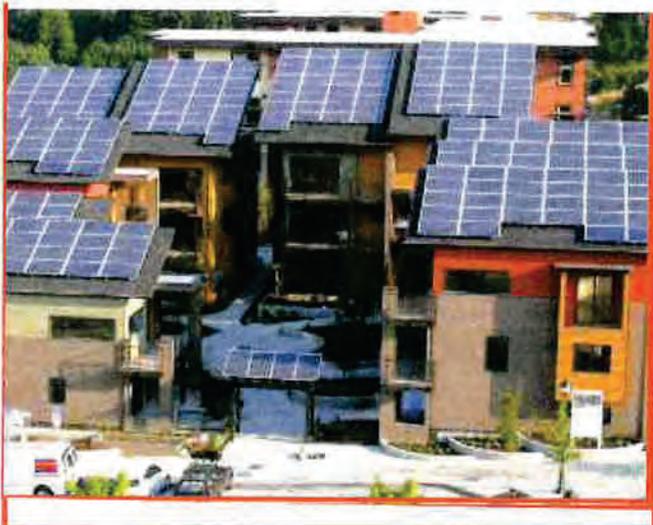


I like it because:

the ~~under~~ restaurant under the apt.

I also love the easy access food

I would love to see more of these apt



I like it because:

I Love the solar power on top of the houses

It would nice to see more solar power houses/ apt

# What I wouldn't like in North Highline



I wouldn't like it because:

*Over done*



I wouldn't like it because:

*waste of space*



I wouldn't like it because:

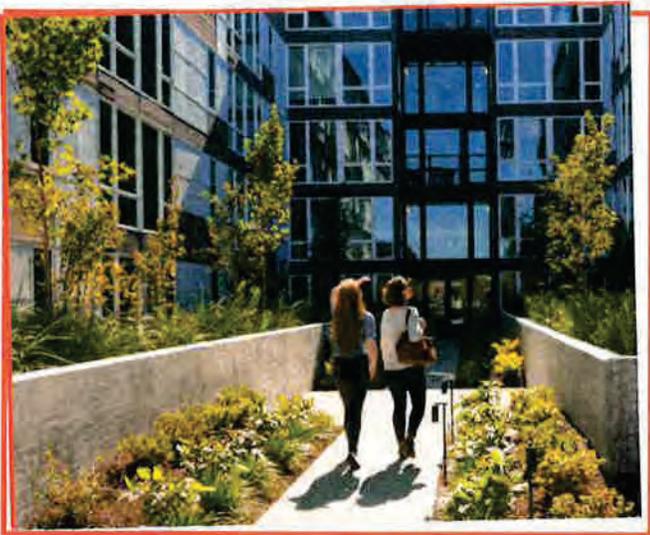
*over priced*

# What I wouldn't like in North Highline



I wouldn't like it because:

All three images show no space for people.



I wouldn't like it because:

Bulldozing grassy play areas to plant new trees is insulting for those of us who actually live here.



I wouldn't like it because:

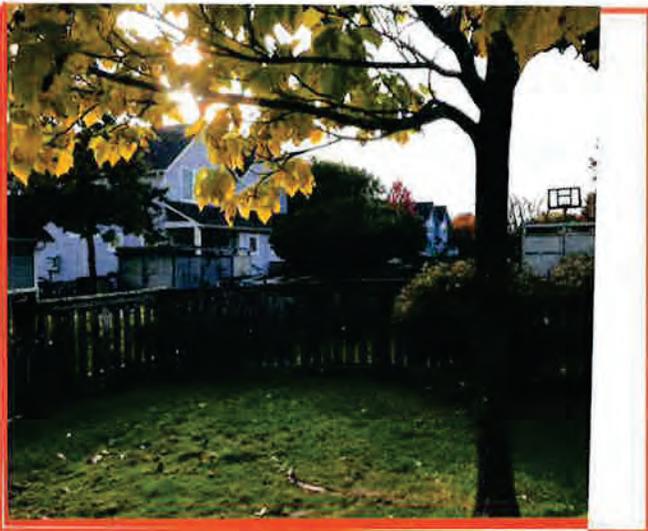
We are more than urban development! Give us space and stop building housing for Amazon paychecks!

# What I'd like in North Highline



I like it because:

Beauty



I like it because:

personal space



I like it because:

Support local  
artists

# What I'd like in North Highline



I like it because:

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I like it because:

*Green*

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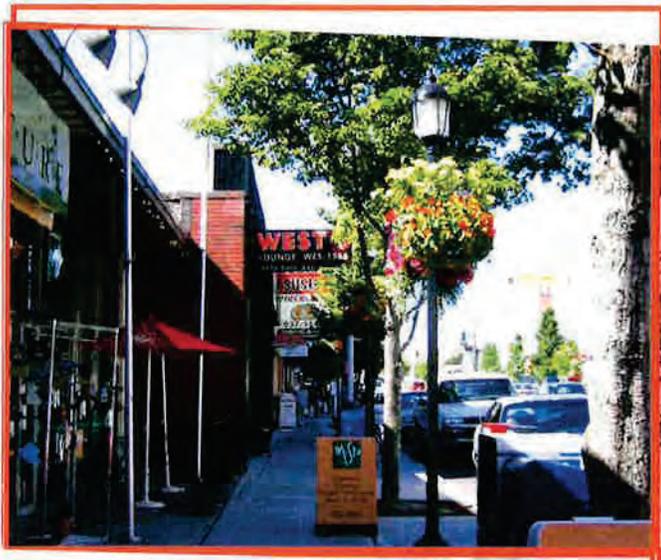
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I like it because:

*Downtown Area*

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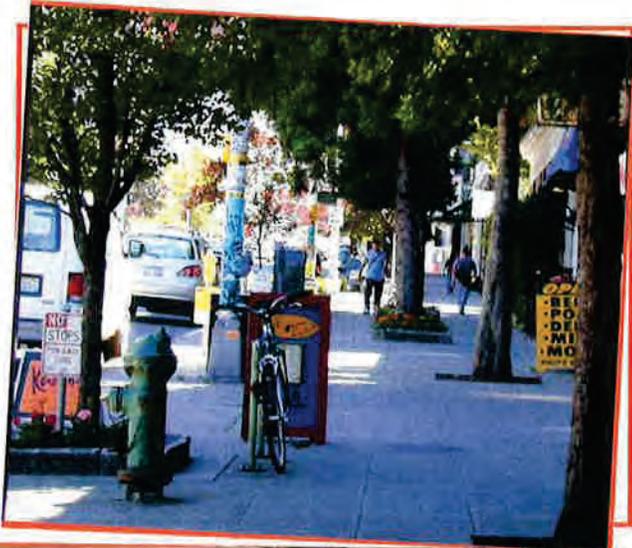
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# What I'd like in North Highline



I like it because:

we can BIKE!



I like it because:

We can sit  
and eat



I like it because:

Nice because  
we can  
WALK

# What I'd like in North Highline



I like it because:

Side walks

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I like it because:

parks.  
for children.  
that feel safe.

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I like it because:

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# What I'd like in North Highline



I like it because:

Love the trees  
& the walking  
places



I like it because:

Love the beautiful  
flowers & gardens



I like it because:

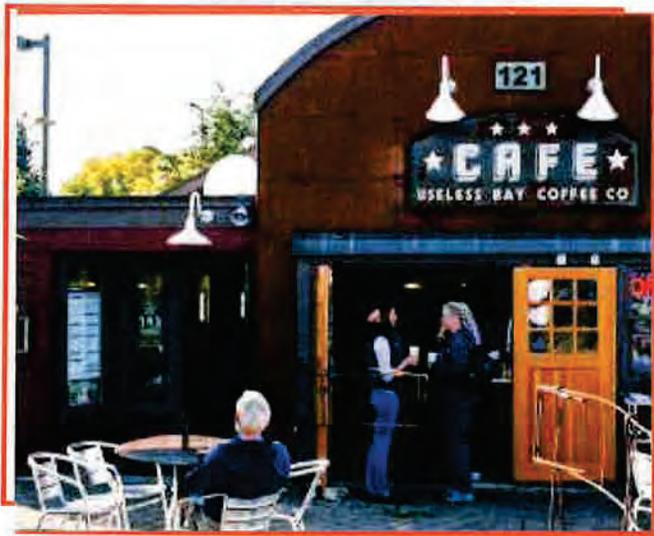
Beautiful Art in  
public to enjoy  
for free!

# What I'd like in North Highline



I like it because:

Places for bikes  
away from cars  
& traffic



I like it because:

Patios for places  
for people to  
gather



I like it because:

Bicycle & walking  
friendly ☺

# What I'd like in North Highline



I like it because:

Has places for gardens  
and places for  
people to walk  
and places to live  
too!  
very beautiful



I like it because:

A place to walk  
safely away from  
cars + for bikes  
too.



I like it because:

Beautiful trees  
+ open spaces  
to enjoy away  
from cars.  
Places for people  
to gather

# What I'd like in North Highline



I like it because:

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I like it because:

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I like it because:

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# What I'd like in North Highline



I like it because:

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I like it because:

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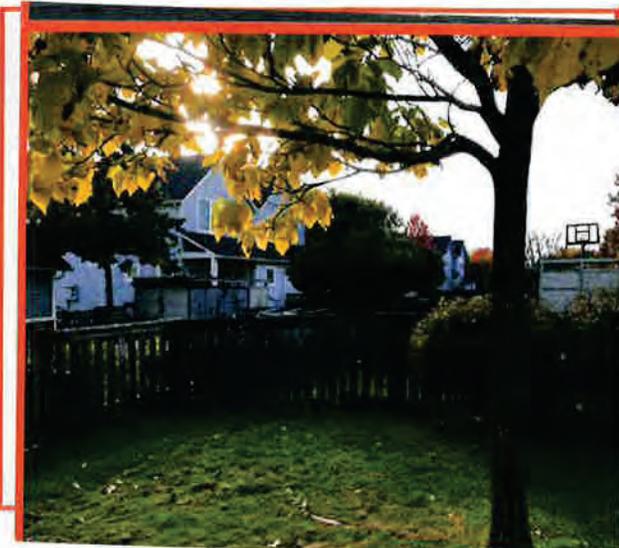
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I like it because:

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# What I'd like in North Highline



I like it because:

Love the gardens



I like it because:

This is White Center! My home & I love it!

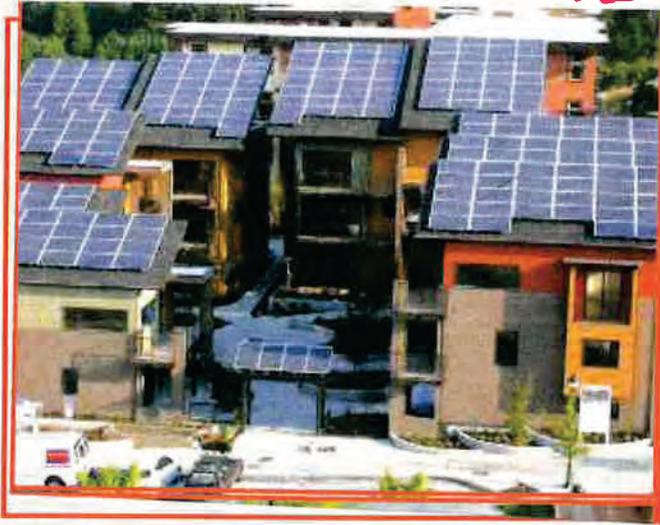
XO  
OX  
XO



I like it because:

Love the gardens next to apartments for people

# What I'd like in North Highline



I like it because:

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I like it because:

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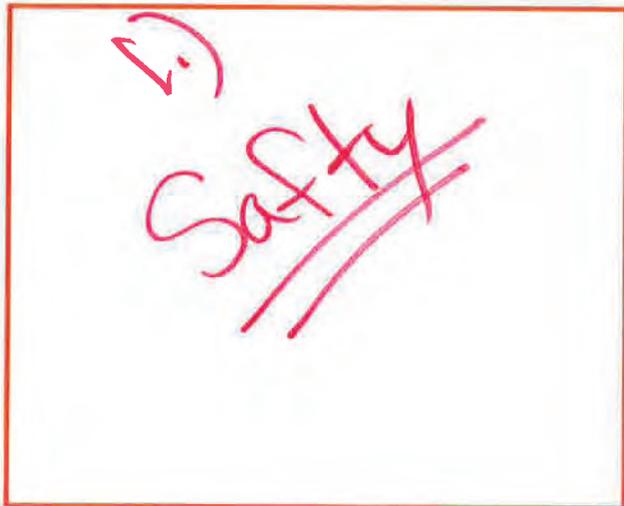
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I like it because:

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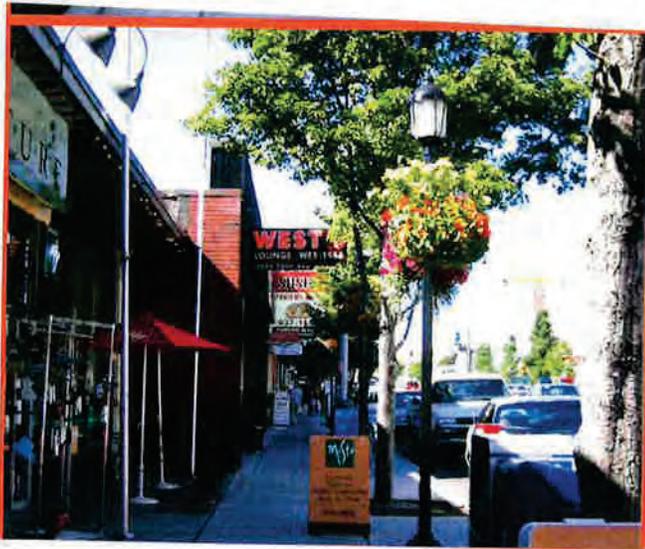
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# What I'd like in North Highline



I like it because:

safe pedestrian space  
surrounded by  
green space



I like it because:

good mix of activated  
streetscape including  
trees/plants. Sidewalk  
is a bit narrow  
though.



I like it because:

LIVEABLE PEDESTRIAN  
FOCUSED DENSITY.  
ALLOWS FOR GREATER  
HOUSING FOR ALL AT  
20-30 DU/ACRE.

# What I'd like in North Highline



A dog park

I like it because:

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I like it because:

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I like it because:

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# What I'd like in North Highline



I like it because:

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I like it because:

*pretty plants*

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I like it because:

*pretty plants*

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# What I'd like in North Highline



To airport bus stop  
(S60) in downtown  
WC

I like it because:

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Park w/ seating  
downtown WC  
(covered)  
(maybe near Mac's  
Triangle Pub)

I like it because:

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pedestrian walkways  
near library

I like it because:

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# What I'd like in North Highline



Keep & preserve the town centre as an attractive place to visit - (like e.g. Issaquah etc.) restaurants, green spaces etc. - good parking too required.

I like it because:

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I like it because:

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I like it because:

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# What I wouldn't like in North Highline



I wouldn't like it because:

Box + no greenspace  
na

like - Retail on the bottom



I wouldn't like it because:

Seems like a business  
~~that could not be~~  
that would have high  
rent.  
In the Alaska Junction  
it is mostly high end stores  
not mom + pop. Also, love  
the diversity of white center.  
Asian groceries, Mexican  
Stores. Places I could  
afford.

I wouldn't like it because:

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# What I'd like in North Highline



Neighborhood  
Police Station  
or Substation

Empty box for additional input.

Empty box for additional input.

I like it because:

The WC Neighborhood has felt unsafe in the past few years. When Steve Cox was here there was someone to go to and someone looking out for us. The police are over whelmed lately. I live off Meyers and feel there is no use calling Police.

I like it because:

Empty lined box for additional input.

I like it because:

Empty lined box for additional input.

# What I'd like in North Highline



More small retail  
and restaurant  
space

I like it because:

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More small parks/  
trees

I like it because:

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More sidewalks  
on nbn arterial  
streets that are  
busier

I like it because:

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# What I'd like in North Highline



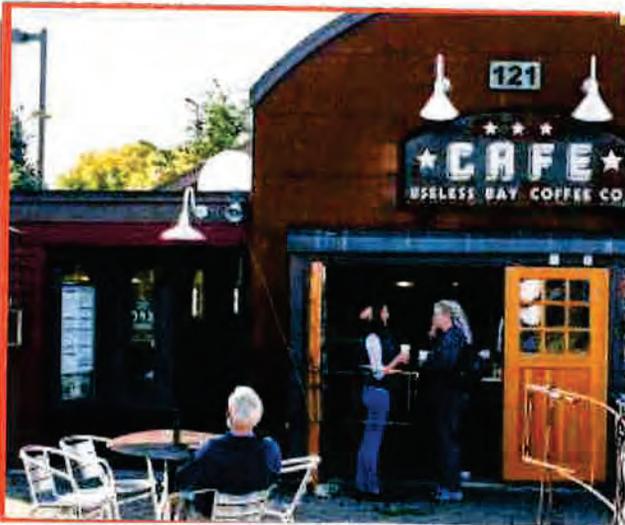
I like it because:

Diversity!

Unique! - people  
Art

Local Businesses.

Food! Diversity.



I like it because:

local businesses

No strip malls.



I like it because:

intimate community.

# What I wouldn't like in North Highline

I wouldn't like it because:

Need more green Medians.  
Timing of light is  
not optimised for  
North South Movement.

I wouldn't like it because:

\* 107 m/s Blind Curve  
needs help.  
Sound Mitigation  
pod optimisation.

I wouldn't like it because:

- like the edginess of the community
- Don't want bigger buildings.
- Don't want to feel like tech workers have taken over.
-

# What I'd like in North Highline



would

I like it because:

It is so well lit!  
Light the Corners  
and dark areas with  
fun lighting, fun enough  
that it is a draw all  
by itself.

I like it because:

I like it because:

# What I'd like in North Highline



close 16th  
permanently  
(peds)

I like it because:

green  
median  
at least  
with  
trees!

restaurant  
seating @  
sidewalk

I like it because:



I like it because:

water + green

# What I'd like in North Highline



Bike Lanes  
+ Facilities

I like it because:

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Easy  
Access to  
Public Transit

I like it because:

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Empty red-bordered box for additional input.

I like it because:

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# What I'd like in North Highline



I like it because:

Barrier Between Street  
and Cars. more  
Inviting

I like it because:

Visually appealing.

I like it because:

Green Space

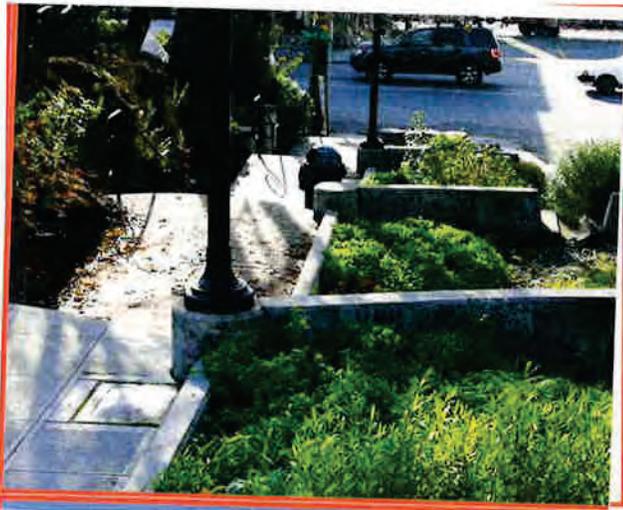


# What I'd like in North Highline



I like it because:

Street Eating.



I like it because:

green spaces /  
public gardens.



I like it because:

preserves the original  
essence.

16th still shut down ~~the~~ one way.

# What I wouldn't like in North Highline



I wouldn't like it because:

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I wouldn't like it because:

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I wouldn't like it because:

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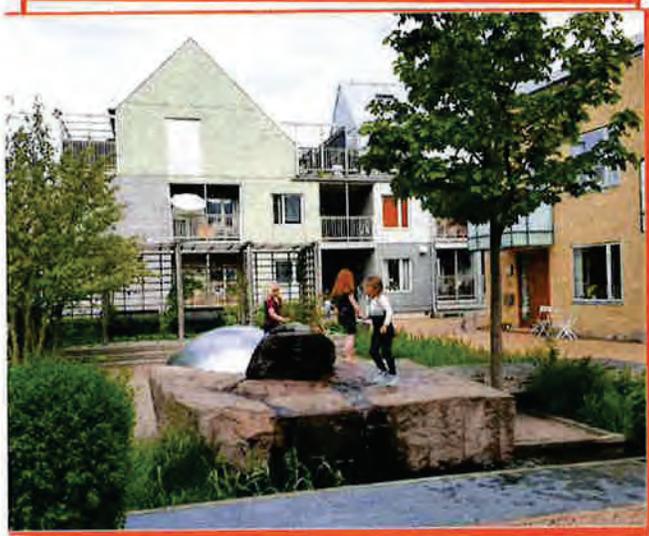
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# What I wouldn't like in North Highline



LIKE

I wouldn't like it because:



kids can play  
good for environment  
keep an eye on kids

I wouldn't like it because:

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I wouldn't like it because:

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# What I'd like in North Highline



I like it because:

Green space  
we have a food  
desert. Great for  
people to grow our food.  
Also allows for community.



I like it because:

Place to sit down +  
eat. Very important  
w/ covid. I am  
not going inside to  
eat + only doing  
outdoor seating.

Nice to have outdoor  
eating not tied to a  
particular store.



I like it because:

Any open space  
where people can  
do outdoor activities  
or have cultural events

# What I'd like in North Highline



I like it because:

*The people and businesses  
are amazing!*

*I'd love to see 16<sup>th</sup>  
from Roxbury to 98<sup>th</sup>  
be pedestrian only to  
allow more street cafes  
and shops.*

I like it because:

I like it because:

- Downtown is an asset but we can do more to keep people here
- Hang out space for students
- Area near EHS can be more connected place to get bubble tea
- Connect downtown and Greenbridge area
- SF area - accessory unit funding
- Top that more industrial but could be more walkable, families can better coexist with industry
- Fix the roads
- Like the Pond and ducks but doesn't feel safe now
- "A community center" that have plaza (public space), coffee shops, youth hub together.
- Need more youth-oriented facility.
- Favorite place was arsoned.
- We have the best ice cream, it would great if it is not next to a auto shop.

o homeless issue

o women in business

o connecting 8th + 16th.

stairs through neighborhood.

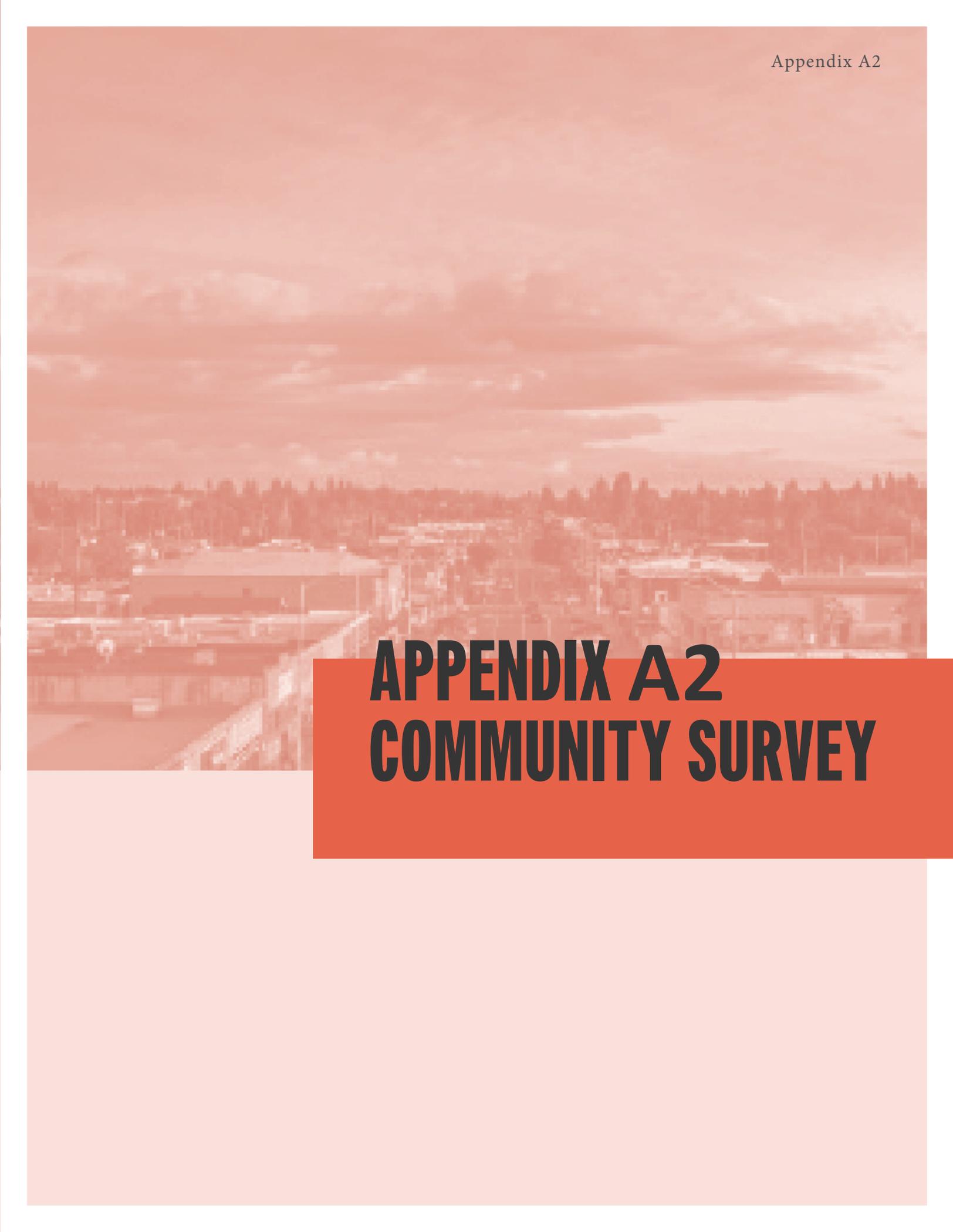
but people don't know about it

5 min walk.

o Tiny house - Camp Second chance.

add a.

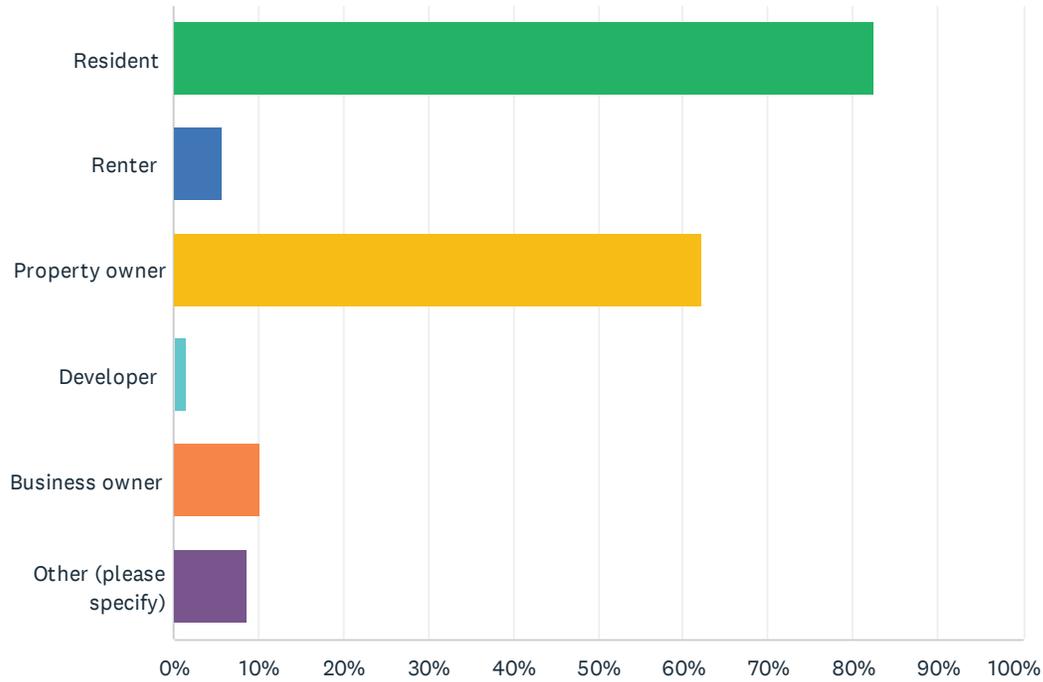
o community center

An aerial photograph of a city, likely Vancouver, with a large orange overlay at the bottom. The city features a mix of residential and commercial buildings, with a prominent large industrial or warehouse building on the left. The background shows a dense forest of evergreen trees under a cloudy sky. The orange overlay is a solid, vibrant color that covers the bottom portion of the image.

# APPENDIX A2 COMMUNITY SURVEY

## Q1 Please describe your role in the community. (Check all that apply)

Answered: 69 Skipped: 1



ANSWER CHOICES	RESPONSES
Resident	82.61% 57
Renter	5.80% 4
Property owner	62.32% 43
Developer	1.45% 1
Business owner	10.14% 7
Other (please specify)	8.70% 6
Total Respondents: 69	

#	OTHER (PLEASE SPECIFY)	DATE
1	Employed in the area	11/16/2021 1:34 PM
2	Mortgage Lender/Real Estate	9/27/2021 5:41 PM
3	Not specified.	9/20/2021 10:57 AM
4	White Center Committee Member	9/20/2021 8:12 AM
5	I work in White Center	9/1/2021 3:14 PM
6	I live just north of the area	8/30/2021 9:34 AM

## Q2 What are your favorite places in your neighborhood, and why?

Answered: 57 Skipped: 13

#	RESPONSES	DATE
1	Hick Lake---- grew up around there.	11/16/2021 1:35 PM
2	The downtown business center (16th Ave) is my favorite place in the neighborhood because of the diversity (economic, cultural and generational) of businesses and business owners.	10/14/2021 2:03 PM
3	Steve Cox park ; a really beautiful public space where diverse groups of people collect to enjoy the area.	10/9/2021 8:44 PM
4	Fresh Flours Bakery, best pastries, local art and outdoor patio. It would be nice to have more walkable spaces. There is no parking in White Center. It would be great to shut the street down from Roxbury to 100th, and encourage parking one block East in bank lot. Steve Cox park could be cool. I would like a farmers market. We REALLY need a place to buy groceries within walking distance of Green Bridge. The storefronts and buildings on 16th need more help to update. Maybe the old Eagles hall could be fixed up to be a real community asset?	10/6/2021 6:15 PM
5	White Center Heights Park, Dick Thurnau Park-Love the trees and plenty of open space the downtown area-great restaurants and shops, I like most of the older buildings	10/6/2021 3:31 PM
6	Downtown White Center bars (Buho, Can Bar, Boombbox). Great mix of people	10/3/2021 6:01 PM
7	Southgate Roller Rik - I love skating and love the bar attached to it. Can Bar - get patio. Bok A Bok - amazing food. Beer Star. Alter of Nails. Future Primitive. All the taco trucks!	9/29/2021 6:07 PM
8	Dick Thurman Park, Westcrest Park, the businesses in the 15th-16th SW area. I love the views and trees etc if the parks and the character and fun of the businesses in the downtown White Center area like the Plant store, Full Tilt, bars, etc.	9/28/2021 11:24 AM
9	1. White Center Plaza- It is a historical trademark of White Center. Its built lots of childhood memories 2. La Fondita Taco Truck- Also Historic in my eyes and a staple of White Center, one of the first food trucks and a must EAT place for everyone who visits. Traditional Tacos and authentic Mexican food straight out of a food truck. 3. Skating Rink- Recreational and has been there since in elementary school, Im 30 now. Great memories 4. Crawfish House- on 16th Ave- Such a lively place. Lines out the door on a Friday night. A place to go if you want to "step out in the scene". Meet your friends, have some drinks and have good laughs while wearing bibs and digging in on Flavorful crawfish. Surely a good time, if you don't mind getting a little messy!	9/27/2021 8:08 PM
10	16th Ave business strip and the surrounding areas.	9/22/2021 2:29 PM
11	Greenbridge community for walking and living; Vietnamese restaurants and shops to eat at; the local Asian grocery markets within walking distance; Fresh Flours has a really nice patio seating and good coffee; The Missing Piece board game cafe, even though it's technically not White Center, Patrick's Bakery has a nice enough seating patio and good enough Hawaiian food; taco trucks make good cheap tacos and Mexican corn are great quick cheap eats if I am too lazy to make food, but just want to spend a few bucks for a good meal.	9/21/2021 10:42 PM
12	Downtown White Center because it is diverse and not bougie.	9/21/2021 5:37 PM
13	Gõ Seattle Grab & Go- its delicious!	9/21/2021 1:53 PM
14	Urban centers of West Seattle and White Center. The parks scattered throughout west seattle	9/21/2021 11:53 AM
15	Lumber Yard Bar	9/21/2021 4:25 AM
16	Shops, restaurants and parks in White Center. I shop at Saars, eat at the taco trucks, and Vietnamese deli, and walk at the parks.	9/20/2021 11:14 PM
17	Local parks green spaces and playgrounds. These are areas that my family can use to recreate. The community can gather and it offers a refuge from the suburban environments.	9/20/2021 8:09 PM

## North Highline Urban Design Standards - Community Survey

18	16th between Roxbury & 112th St	9/20/2021 6:47 PM
19	mainstreet White Center and downtown Burien	9/20/2021 5:28 PM
20	Future primitive	9/20/2021 5:18 PM
21	Salmon creek park. Evergreen park	9/20/2021 2:56 PM
22	Moonshot, beer star, proletariat pizza, west crest park. Good places to eat and good place for kids and pets	9/20/2021 1:58 PM
23	Downtown business district	9/20/2021 1:37 PM
24	- green spaces: we are blessed with amazing outdoor spaces - love local, small business	9/20/2021 11:33 AM
25	Duck Pond; Frisbe Park	9/20/2021 11:27 AM
26	Delridge Park, Highland Park	9/20/2021 11:23 AM
27	White Center Heights Park, Lakewood Park, Steve Cox Park; Food	9/20/2021 11:17 AM
28	Love retail corridor along 16th.	9/20/2021 10:59 AM
29	Blu Grouse	9/20/2021 10:58 AM
30	Blue Grouse	9/20/2021 10:56 AM
31	The brewery and the parks. particularly the disc golf course.	9/20/2021 9:49 AM
32	Main drag of "downtown" White Center. Its nice to have a center within walking distance of my house.	9/20/2021 9:45 AM
33	Local small businesses, parks	9/20/2021 8:12 AM
34	White Center business district with it's diversity and community vibe. North Shorewood park for it's greenspace.	9/19/2021 9:20 PM
35	The Lumberyard, amazing LGBT+ social space. Apsara Palace and the Angkor Market, I am Cambodian. Fresh Flours, lovely café. Beerstar, super casual and friendly social space with great drinks. All of the taco trucks serve the best food at a good price.	9/19/2021 11:38 AM
36	Chemos Mexican Restaurant Castillos Del ríos	9/19/2021 11:36 AM
37	Libraries, parks, downtown White Center	9/19/2021 11:34 AM
38	Libraries, parks, restaurants. Great places to walk to. Especially enjoy parks and libraries since they are pretty much the only public spaces one can enjoy for free	9/19/2021 9:38 AM
39	North Shorewood Park	9/18/2021 4:06 PM
40	Seola Pond because it's peaceful and natural and walkable from our home. Downtown White Center because there are tons of foods to eat and people doing activities.	9/18/2021 12:13 PM
41	Dick Thurneau's Hicks Lake Park, White Center Heights Park, Steve Cox Park and Stadium, North Shorewood Park, the new library, and the entire water flow system from Roxbury all the way to Hick's Lake (that King County did a great job with bio-swells along the entire old stream corridor).	9/18/2021 11:48 AM
42	Downtown white center - I love the walkability and all the small businesses.	9/18/2021 8:26 AM
43	Downtown White Center. Casual.	9/17/2021 7:47 PM
44	Dog walk, parks, Burien downtown	9/17/2021 6:56 PM
45	Patrick's Bakery, Salvadorean Bakery, and Full Tilt. (We really like dessert.) Also - PARKS - especially the Log Cabin.	9/17/2021 5:28 PM
46	White center library and bicycle park/pond. They're some of the only places I can take my kids and walk to from my home.	9/17/2021 5:25 PM
47	2 Fingers Social or Crawfish House. 2 Fingers Social is an excellent place to meet your neighbors and relax. Crawfish House has amazing food and really showcases what diversity	9/17/2021 4:26 PM

## North Highline Urban Design Standards - Community Survey

brings to the neighborhood, especially since Viet Cajun food has a history that involves refugees blending into a new area.

48	Because of the current moratorium of dealing with the addicts and street thugs (homeless). I don't walk the commercial areas in my neighborhood anymore.	9/2/2021 8:58 AM
49	The parks and easy access to the ferry and or freeways.	9/2/2021 8:22 AM
50	What I like about the neighborhood is that it is mostly residential, not a lot of retail. Small houses with big lots.	9/1/2021 5:49 PM
51	The main strip on 16th. Fun, cool small businesses. Good food. Awesome diversity.	9/1/2021 3:55 PM
52	Nothing at all! White Center area is a dangerous place to walk on residential street due to cars speeding at all hours of the day.	9/1/2021 3:16 PM
53	Local restaurants & coffee shops, the roller rink, the public library, Nepantla and the pond. I love the diversity in White Center and I appreciate that the variety of businesses and spaces to encounter neighbors here.	9/1/2021 3:16 PM
54	The variety of shops in downtown White Center because they are easy to walk to. You can get doughnuts, bbq, coffee, pizza, pho, chicken and 420 all within 3 blocks of each other.	8/31/2021 3:24 PM
55	Westwood Village: convenient shopping, many transport options Lincoln Park: beautiful natural area White Center commercial area (McLendon, ethnic food options) Library!	8/30/2021 11:21 AM
56	The local parks are great	8/30/2021 9:35 AM
57	16th Ave because of all the local businesses and gathering food and drink spots, also the PARKS!! Steve Cox and others.	8/29/2021 3:51 PM

### Q3 If you have a photo of your favorite place, please upload it here.

Answered: 2 Skipped: 68

#	FILE NAME	FILE SIZE	DATE
1	90443DBC-1F50-446F-AAAB-734E0B2E2CC6.jpeg	122.4KB	9/27/2021 8:07 PM
2	IMG_5562.jpg	2.4MB	9/17/2021 5:27 PM



## Q4 What do you feel are the community's best features? These could be places or characteristics.

Answered: 56 Skipped: 14

#	RESPONSES	DATE
1	Community	11/16/2021 1:35 PM
2	The communities best feature is it's strong working class community. It is a place where working class people are treated with respect and not marginalized.	10/14/2021 2:04 PM
3	A true mix of cultures, great local bars and restaurants, small businesses and great transit	10/9/2021 8:45 PM
4	Locals love diversity and music. People go to cultural gatherings. McClendons is really a treasure for all of us. We need to embrace them. You can get personal help easily and they are clearly awakening to the need for diversity. Sweet resource so close to all these homes that need more love than average. Seahurst Park!! What a beauty. Too bad you risk broken windows whenever you park in that upper lot. Maybe parking should be \$2/4 hours to help fund a security gaurd? Drunkys is fun for artistic decor and music that brings people joy. The Triangle could use support. They are cool, simple and unique. The path below Greenbridge and wetlands could be a beautiful asset if you didn't risk rape or robbery if you walk there. Too much trash in the bushes.	10/6/2021 6:22 PM
5	Lots of garden space, big trees. I love that people have little urban farms around here.	10/6/2021 3:31 PM
6	Walkable, access to transit, green space	10/3/2021 6:02 PM
7	I love the mix of independent restaurants, immigrant owned stores and restaurants, and the diversity in our neighborhood.	9/29/2021 6:08 PM
8	Diversity and Rat City character	9/28/2021 11:25 AM
9	Business like the Roller Rink, taco trucks, Lumberyard, and more	9/22/2021 2:31 PM
10	diversity in Hispanic and Asian food options. Although it could be improved with more Vietnamese dishes (not just Pho and Vermicelli), a bubble tea shop, Korean food. Greenbridge community is beautiful. Also nice that the facebook page for White Center is pretty active, and people care about what's going on in the nieghborhood.	9/21/2021 10:44 PM
11	The community	9/21/2021 5:37 PM
12	diverse and inexpensive places to eat and drink, buy groceries, hang out	9/21/2021 1:55 PM
13	locations where people can spend time shopping, eating, or hanging out.	9/21/2021 11:54 AM
14	walkable	9/21/2021 4:25 AM
15	The diversity of the people, shops, restaurants, grocery stores. I love this aspect of the neighborhood.	9/20/2021 11:15 PM
16	Parks and green spaces	9/20/2021 8:10 PM
17	Easy access to major roads & highways.	9/20/2021 6:48 PM
18	Diversity and openness	9/20/2021 5:29 PM
19	Accessibility, places to sit	9/20/2021 5:18 PM
20	Small unused park	9/20/2021 2:56 PM
21	Parks	9/20/2021 1:58 PM
22	downtown business district + diversity	9/20/2021 1:37 PM
23	nice community, separate from downtown	9/20/2021 11:33 AM

## North Highline Urban Design Standards - Community Survey

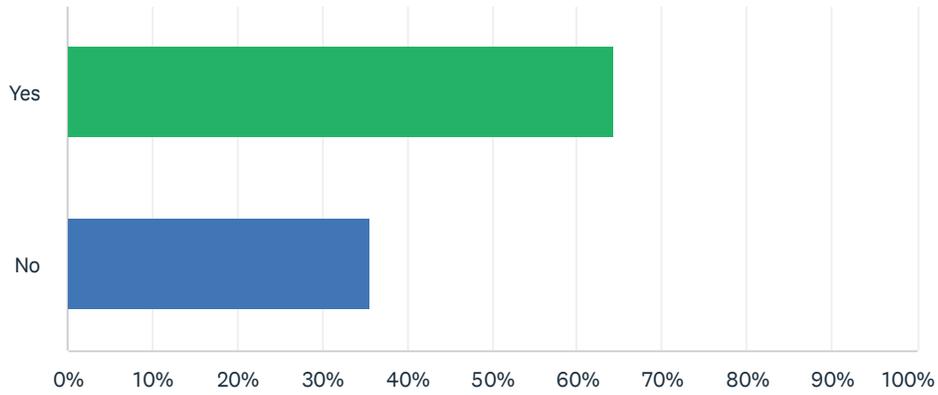
24	Diversity; Pea Patch Community Garden; Parks; Local small businesses	9/20/2021 11:27 AM
25	Alki	9/20/2021 11:24 AM
26	Parks, high walk score (White Center), affordable	9/20/2021 11:18 AM
27	Diversity of businesses + people.	9/20/2021 11:00 AM
28	It's just the way I like it.	9/20/2021 10:58 AM
29	People, culture, food	9/20/2021 10:56 AM
30	Steve Cox park is wonderful.	9/20/2021 9:50 AM
31	Its diversity both racial and socioeconomic.	9/20/2021 9:45 AM
32	Local residents who want the area to improve and lower crime	9/20/2021 8:12 AM
33	Small and local businesses.	9/19/2021 9:21 PM
34	Diversity, friendliness, walkability	9/19/2021 11:44 AM
35	The thing I love most about White Center is that, for the most part, we see each other as people first. I grew up here and have recently moved back. It never mattered that someone was queer, any particular ethnicity or religion, or of a certain social/economic status, we are people first.	9/19/2021 11:42 AM
36	Keeping the diversity of Latinos, Asians, and POC alive. Don't gentrify and just represent white appropriation! We are a community of many backgrounds!	9/19/2021 11:38 AM
37	The people	9/19/2021 9:39 AM
38	Variety of homes - trees -	9/18/2021 4:07 PM
39	Having a large variety of cultures represented in the businesses and residents in the area is great.	9/18/2021 12:15 PM
40	When public engagement is done properly in White Center, a truly significant segment of our wonderfully culturally diverse community will participate and thereby legitimize the engagement process. That is why White Center is so special. Also, look at the Welcome signs in White Center, they have "welcome" in 50 different languages. Diversity is a strength here and we must always honor this reality.	9/18/2021 12:09 PM
41	Diversity, permanent affordable housing, downtown white center, lgbtq community	9/18/2021 8:27 AM
42	Unpretentious.	9/17/2021 7:47 PM
43	Moderate density, mature trees, proximity to city	9/17/2021 6:57 PM
44	tenacity, make it work attitude, self reliance	9/17/2021 5:29 PM
45	Diversity & community involvement	9/17/2021 5:26 PM
46	Diversity and affordability	9/17/2021 4:27 PM
47	Not being apart of the BS that is Seattle.	9/2/2021 8:59 AM
48	Somewhat of a small town feel without being in the middle of nowhere. Homes have yards and your neighbors houses are not three feet from your house. Yet there is a nice park with options for baseball, soccer, and tennis. Good food like Via Mexico and a great hardware store, Mclendon's.	9/2/2021 8:26 AM
49	Quiet, friendly neighbors, easy to walk.	9/1/2021 5:49 PM
50	Locally owned small businesses. The lay-out of 15/16/17th (including the alley between 15/16). I love the colorful murals and the eclectic nature of the business district.	9/1/2021 3:57 PM
51	The best thing about the community is the people! I worry that the same thing will happen in White Center that has happened in much of Seattle - increasing costs will lead to people being pushed out of the neighborhood that they call home. I don't want to see this happen in White Center any more than it already has. Let's keep people here in the community!	9/1/2021 3:40 PM
52	No best feature at all currently, maybe one no more homeless camping on the sidewalk in	9/1/2021 3:17 PM

## North Highline Urban Design Standards - Community Survey

	downtown white center but lots of homeless people camping out behind Little Cesars Pizza	
53	White Center exemplifies everything that makes America such a wonderful social experiment. Over 70+ different languages are spoken here and that diversity allows for so much opportunity for so many different people from all cultures.	8/31/2021 3:26 PM
54	Commercial diversity Walkability (happy that 16th Ave SW is 2 lanes only) Cultural diversity Accessibility (parking when needed) (So far) no box stores in WC, and few national chains	8/30/2021 11:25 AM
55	Parks, residents (people)	8/30/2021 9:35 AM
56	Diverse, hyper-local, kind, neighborhood-y, convenient	8/29/2021 3:53 PM

## Q5 Should King County give developers bonuses if they preserve the features you mentioned?

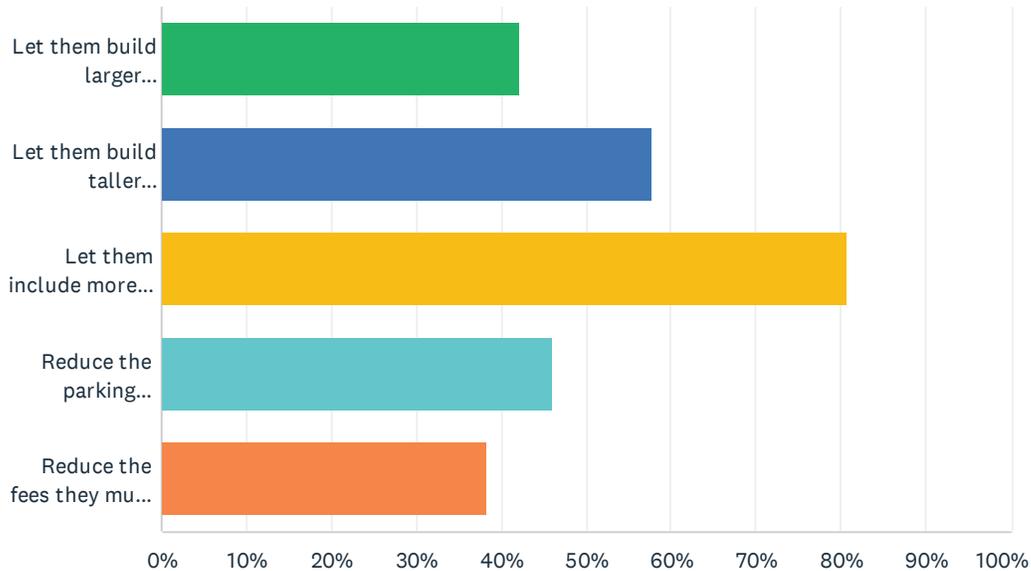
Answered: 56 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	64.29%	36
No	35.71%	20
TOTAL		56

## Q6 If King County gave bonuses to developers who preserve the features you mentioned, which of the following bonuses should the county offer?

Answered: 26 Skipped: 44



ANSWER CHOICES	RESPONSES
Let them build larger buildings than normally allowed	42.31% 11
Let them build taller buildings than normally allowed	57.69% 15
Let them include more living units than normally allowed	80.77% 21
Reduce the parking requirement for their development	46.15% 12
Reduce the fees they must pay for the increased impacts of their project on the surrounding area	38.46% 10
Total Respondents: 26	

#	OTHER IDEAS (PLEASE SPECIFY)	DATE
1	I don't see how anything on the list would support economic diversity and respect for working class and immigrant people.	10/14/2021 2:05 PM
2	Poor people still need cats until light rail gets closer. Including money for affordable housing and a certain amount of affordable units in perpetuity. Help to expand sidewalks with fees collected. The streets aren't safe for families and pups to walk on. I just got hit in my car at the new roundabout on 102nd and 8th. The driver didn't see the roundabout and plowed right over and into the side of my car. It needs more visible markings.	10/6/2021 6:26 PM
3	I think developers should not get bonuses. They are already going to make a ton of money and you are already increasing the density-so why give away things for free?	10/6/2021 3:33 PM
4	All of these things would	9/29/2021 6:09 PM
5	no idea about the impacts of these suggestions, but I'm cool with adding more apartment complexes in the downtown white center to improve foot traffic and customer base for the local businesses. More people per block increases public safety. But most important is give bonus to developers who add recreational activities for the community to gather and interact. Make it	9/21/2021 10:48 PM

## North Highline Urban Design Standards - Community Survey

easy for a Meetup organizer to come by and host events there because its convenient. Rather than buy a random piece of art, why not build a ping pong table so locals can come by and play. Trees would be nice, too.

6	require commercial store fronts/offices on lower floors	9/21/2021 1:57 PM
7	Please make sure developments are feasible in the short-term. ALSO, please require street improvements and provide flexibility for/reduce access requirements. Also, allow an open space fee in lieu of on-site playground requirement.	9/20/2021 1:39 PM
8	Don't reduce parking requirements!	9/20/2021 11:34 AM
9	None of the above - the bonus should a win/win for the community and should be incorporated in the sale of the property.	9/20/2021 11:28 AM
10	I think if they built public green space they should be allowed to build taller buildings	9/20/2021 9:51 AM
11	Give local/small businesses grants to allow them to stay rooted in the community. New buildings often have premium lease amounts and this will barr existing business owners from staying. A grant or special lease program will allow our community to stay vibrant	9/20/2021 8:15 AM
12	I'm not sure what "Reduce the parking requirement for their devopment" means	9/19/2021 11:45 AM
13	The country should be building public housing instead of just providing incentives to developers	9/19/2021 9:40 AM
14	I don't think developers require any more financial incentives than allowable a taller building on a given footprint. Allowing taller or denser housing on a given property is already immediately going to result in a better return on investment for a developer. I think cutting their tax bills is unnecessary, since the improved ROI on denser building will be enough of an incentive on its own. I work in the construction industry with developers regularly, and this is my experience.	9/18/2021 12:19 PM
15	These all sound horrible	9/17/2021 7:31 PM
16	None of those. That would destroy our neighborhood's best qualities	9/17/2021 6:59 PM
17	All this is geared towards developer incentives for commercial building that will end up wrecking our unique environment in our neighborhoods. Besides I've never seen developer give a crap about the neighborhoods after they've built the projects and left. Ballard being a good example.	9/2/2021 9:04 AM
18	What we need is more high-quality, affordable housing in the neighborhood, in addition to affordable business spaces for small businesses to start and grow!	9/1/2021 3:41 PM
19	In theory, the rich transportation options should make it possible to reduce parking requirements, as has happened in Seattle. But if it just means that people look for street parking, that's not a great trade-off	8/30/2021 11:26 AM
20	We can build more density without building larger buildings or taller buildings as long as we're willing to get rid of parking... But the main thing we need to do is in our public space... Streets and parks need to be better	8/30/2021 9:36 AM
21	Please don't add any tall buildings - they don't belong here! And parking is scarce enough. That's only hurts people of color more who have to search and pay more or move further away	8/29/2021 3:54 PM

## Q7 What do you want to see in your neighborhood in the future that is not there today?

Answered: 54 Skipped: 16

#	RESPONSES	DATE
1	More low income housing--- for formally homeless people	11/16/2021 1:36 PM
2	More immigrants, more working class people, and more solidarity.	10/14/2021 2:06 PM
3	Bike friendly paths, improved sidewalks, more regular local security patrols on 16th. Open 16th up to pedestrian walkways and areas to congregate. (Close 16th to traffic or down to 1 lane southbound	10/9/2021 8:48 PM
4	Grocery store! Please please..years ago Greenbridge(king co housing authority) said they couldn't find a grocer partner as no vendor wanted to refrain from selling alcohol. Why must they police a legal product that is available in grocery stores. It is a money maker and grocers need the profit. Graffiti removal! Civic engagement. Volunteer cleanups. More community use of the beautiful building at Steve Cox park.	10/6/2021 6:30 PM
5	Sidewalks and bike lanes.	10/6/2021 3:33 PM
6	More services (e.g., gyms) and mixed use development	10/3/2021 6:04 PM
7	I would like to see improved sidewalks and street lighting. Currently, the street infrastructure is completely inadequate for an urban neighborhood.	9/29/2021 6:10 PM
8	Sidewalks in residential areas! More parks and bike lanes. Better maintenance of streets, common areas, and greenery.	9/28/2021 11:28 AM
9	Garbage cans, cleaner and safer sidewalks—it is pretty unsafe at night especially for women	9/22/2021 2:32 PM
10	more like Greenlake, where I can walk 5 minutes to go play volleyball with strangers in the community; go play ping pong with the community because there's a bunch of ping pong tables all in one area for people to congregate; a cooler board game cafe (like Blue Highway) where people can come on a friday night to hang out and make new friends; a venue to go swing dancing; a place for random activities like capture the flag or dodgeball	9/21/2021 10:50 PM
11	I would like to see more businesses that reflect the diversity aka a cultural food hall with outdoor seating. What I don't want to see is people being priced out of the neighborhood they grew up in (aka gentrification). The placement of houseless people in a more stable and safe place.	9/21/2021 5:43 PM
12	Trees! The more and the larger the better! Big Garry oaks!	9/21/2021 1:58 PM
13	Cleaner buildings in White Center, Community policing along side community service workers, and better attention to removing unsafe homeless encampments.	9/21/2021 11:56 AM
14	more police	9/21/2021 4:26 AM
15	More open spaces, benches, vest pocket parks, art, murals by local citizens.	9/20/2021 11:17 PM
16	More pedestrian infrastructure / safe passages for people on foot and people traveling via bike around the area and into other neighboring areas	9/20/2021 8:14 PM
17	Lee's traffic calming that impedes traffic slow & eliminates lanes.	9/20/2021 6:49 PM
18	Small, neighborhood mom&pop businesses such as dry cleaner, grocery store, personal services	9/20/2021 5:30 PM
19	Sidewalks, more police presence	9/20/2021 2:57 PM
20	1) sidewalks with new development in multifamily zones, 2) greater density in multifamily and commercial areas.	9/20/2021 1:40 PM

## North Highline Urban Design Standards - Community Survey

21	Better sidewalks	9/20/2021 11:34 AM
22	More community low-cost activities; support of small local business owners; a safe walking neighborhood; an event center	9/20/2021 11:29 AM
23	Centralized location to pick up illicit drugs rather than deals out of cars in our neighborhood.	9/20/2021 11:25 AM
24	Sidewalk at least every 4x4 blocks (in particular 102nd)	9/20/2021 11:18 AM
25	More trees along sidewalks/more sidewalks!	9/20/2021 11:00 AM
26	Better parking	9/20/2021 10:56 AM
27	I would like to see more multi-family development with commercial space underneath in the White Center downtown area from 107th to Roxberry between 16th and 14th. I would also like to see 16th in the white center downtown core be a one way street going south and then expand the sidewalk space and let businesses use the space. Very similar to the Bell street in Seattle.	9/20/2021 9:53 AM
28	Low income housing. Ways to maintain the racial and socioeconomic diversity of the neighborhood. Its difficult to alter the (Seattle) real estate economy with so much demand and rising prices but government can protect / aid those who cannot afford market prices.	9/20/2021 9:47 AM
29	expanded outdoor dining on 16th ave. Apartment residences in the business core I think would assist in detracting crime.	9/20/2021 8:15 AM
30	Wish some of the businesses had a nicer exterior appearance. I appreciate the artwork on the side of many buildings to discourage graffiti.	9/19/2021 9:24 PM
31	Would love to have a public outdoor community gathering space within the main corridor (or very nearby). The WC Pond Natural area is a bit removed. Maybe not a natural park but a lot converted with seating, tables, shade, art installations, playground, etc	9/19/2021 12:02 PM
32	Sidewalks, better maintained parks that support native plants and animal life	9/19/2021 11:45 AM
33	More latino murals!!	9/19/2021 11:39 AM
34	Sidewalks. Bike lanes. More rapid ride public transportation. More tree canopy. Safer pedestrian access around 16th	9/19/2021 9:45 AM
35	Sidewalks in high traffic areas Tree protection infrastructure improvement better street lighting more green space	9/18/2021 4:09 PM
36	Bike lanes. More natural green space. More trees. I think everyone would like more sidewalks to make walking places an easier option.	9/18/2021 12:21 PM
37	More of every type of housing that the market can provide. More density too. We need housing of every shape and size and income level. We are an urban area after all.	9/18/2021 12:11 PM
38	Outdoor dining along downtown white center, more bike lanes, improved drainage, small grocery	9/18/2021 8:29 AM
39	Mixed-use buildings.	9/17/2021 7:48 PM
40	We need more low-income and section 8 housing. We need rent control and security for renters. We don't need condos or developer bs or more arson	9/17/2021 7:32 PM
41	More greenspaces, more walkability, less crime, better transit, more local businesses	9/17/2021 7:01 PM
42	Fewer people of privilege moving in and making big changes. Absolutely new homeowners and businesses will show up - but help support the goals of the neighborhood.	9/17/2021 5:32 PM
43	More natural spaces and spaces that are not covered in garbage.	9/17/2021 5:27 PM
44	More local owned businesses. Less corporate money	9/17/2021 4:27 PM
45	Safer and quieter streets and more small businesses.	9/2/2021 9:07 AM
46	Sidewalks	9/2/2021 8:27 AM
47	I would like to see sidewalks along all the streets. It would be great to have a local market that sells food besides snacks.	9/1/2021 5:50 PM

## North Highline Urban Design Standards - Community Survey

48	Better policing. A cop walking the strip.	9/1/2021 3:58 PM
49	More creative community spaces -- common space for people to come together for art events, music, cooking together, holding meetings, business incubator, etc. Also more green space!	9/1/2021 3:42 PM
50	1. Give any person who puts junk on front of their property 2. Immediately shut down known drug houses 3. Requirements to have lawns mowed 4. Ban use of outdoor fire pits, people think due to Covid that their neighbors enjoy having to shut windows due to camp fire smoke coming into their house 5. Police on foot patrol in all neighborhoods 6. Movie theater 7. More traffic lights with turn lanes and turn signal 8. Remove those stupid rounds about and instead have a traffic light 9. Ban on dangerous dogs, like pit bulls 10. Tickets any property owners who leave abandoned house or business that become a health and safety issue to neighbors 11. Laws to stop people from sleeping on sidewalk and in front of buildings 12. Totally bulldoze the entire downtown white center area and rebuilt it so it looks nice and not just old random building 13. More parking for cars in white center downtown area, so people who go to downtown bars, rental halls for parties, restaurants will stop parking in residential streets. 14. Limit the number of bars being allowed in white center downtown area.	9/1/2021 3:29 PM
51	I would love to see White Center become the next West Seattle with all of the storefronts occupied with art galleries and cafes, but the crime needs to be dealt with.	8/31/2021 3:28 PM
52	More traffic-calming devices in WC, like on 15th (Not sure if this is in scope) Open the playfields at Roxhill (and everywhere). Theater & live music (incl all-ages) Bookstores	8/30/2021 11:33 AM
53	More ground floor commercial below townhouses (live-work) and multi family	8/30/2021 9:37 AM
54	More park/side walks!	8/29/2021 3:59 PM

Q8 We are looking at a broad definition of design. It can include: Physical design – what do you want buildings, streets, and public places to look and feel like? Environmental design – how can the neighborhood be greener and more sustainable? Healthy design – what changes to the neighborhood would make it more comfortable to walk and encourage healthy activities? Community design – how can North Highline feel more connected in terms of places and people? Equitable design – how can design help keep people and local businesses in the neighborhood? Economic design – are there ways that design standards can help support local businesses and jobs in the neighborhood? Culturally rich design – how can the various cultures of North Highline be visible and celebrated in the neighborhood? Please let us know your thoughts on these categories.

Answered: 42 Skipped: 28

#	RESPONSES	DATE
1	Physical Design: open to all, no gate-communities Environmental Design: preserve mature trees Healthy Design: safe and convenient crosswalks that coordinate with transit (for example, don't have a bus stop that pedestrian's can't access safely) Community Design: Commercial storefronts or public access areas on the street level of new buildings. Equitable Design: well maintained parks and public spaces, included safe and clean transit stops Economic Design: pedestrian friendly design and safe/clean transit acces can attract and help retain local employees Culturally Rich Design: keep our cultures visible by KEEPING US IN THE NEIGHBORHOOD. Do not paint a mural romanticizing us after the we displaced-as is happening in Chinatown-ID. Art and culture design that celebrates already displaced people is colonization. Thank you for listening.	10/14/2021 2:15 PM
2	Physical design : building height and design requirements to keep the feel of smaller downtown white center. Environmental design : planting more trees on 16th and invigorate the corridor Healthy design : bike lanes and wider sidewalks. More garbage cans	10/9/2021 8:51 PM
3	I like that. Entela courtyard area on beacon hill by Centeo de la taza and the light rail. Let's invite light rail through here!! Or propose it! Our property is still affordable. What about on 15 on the surface? We need transit and beautiful art. What about a spray park for kids.	10/6/2021 6:32 PM
4	I think keeping the 24' max height is important for environmental design so that residents can continue to benefit from solar panels and growing their own food. Sidewalks and bike lanes would help residents be less car dependent. Equitability-keeping people in the neighborhood will require affordability and not property taxes doubling every year, not sure how you design that...	10/6/2021 3:36 PM
5	Physical Design - More density to put more eyes on the street and discourage crime. More/better quality sidewalks on the minor streets. Environmental Design - Encourage multi-family housing instead of single-family housing. More EV chargers to encourage moving away from gas-powered vehicles. Healthy Design - Continue to support easy access to transit, provide safe, well-lit bus stops. Economic Design - more use of large/public spaces for community events (e.g., street markets)	10/3/2021 6:09 PM
6	Design encompasses all of these things. The built environment affects the community and the people who live, work and frequent White Center. Our streets need better street calming measures and sidewalks, as well as improved connectivity (there are a lot of right aways that are currently bramble lots). Changing these into pocket parks could have a huge impact and provide for neighborhood amenities. Provide incentives and subsidies for home owners to	9/29/2021 6:21 PM

## North Highline Urban Design Standards - Community Survey

improve their properties via rain water collection, installing sustainable features and improved energy efficiency. Our area of King County has been left out of these things in the past.

7	Culturally rich, we have a very diverse community, we should celebrate and elevate that. Healthy design, we should encourage and make walking and biking more safe and fun.	9/28/2021 11:30 AM
8	Sounds very vague and way too broad. Why can't it just serve its function? Why does it also have to solve society's problems?	9/22/2021 2:33 PM
9	community design is cool, but would be nice to put more emphasis on making friends and doing activities. Rather than focus on maximizing a bunch of economic metrics, it would be nice if planners focus on how to enrich people's lives with more social activities. For example, I don't think I should have to drive to Bellevue Square to play volleyball, because that's the only open group in the entirety of the Seattle area.	9/21/2021 10:52 PM
10	I like all of these categories.	9/21/2021 5:44 PM
11	walkable, but please don't create more choke points for busses and vehicles. More forest, utilize green spaces and wetlands as assets rather than afterthought, please work to keep retail space affordable as this is what allows WC to be so culturally rich and diverse.	9/21/2021 3:40 PM
12	Physical Design should allow for creativity and not restrict choice. Density in the core, allowing for suburban areas to exist. This will create a mix of socioeconomic populations that will help keep the community alive. Sidewalks in neighborhoods. Food court with mixing of various local eateries.	9/21/2021 11:59 AM
13	These are all important to me. As well as keeping rent/leases affordable for the people already invested and working/living in the community of White Center. Gentrification is NOT acceptable.	9/20/2021 11:20 PM
14	Waste less money on worthless traffic calming initiatives like circles & eliminating lanes.	9/20/2021 6:51 PM
15	Add: pedestrian-friendly design	9/20/2021 1:41 PM
16	Physical design = clean streets and neighborhoods	9/20/2021 11:29 AM
17	- Connect - sidewalks, bike lanes/sharrows - More maintained trails in parks (loop around White Center Heights Park) - Extreme need for ped. sidewalks up 1st Ave S to South Park	9/20/2021 11:22 AM
18	More greenery and sidewalks.	9/20/2021 11:01 AM
19	Leave it!	9/20/2021 10:56 AM
20	I think you have it. Design encompasses all of these strategies.	9/20/2021 9:54 AM
21	Physical - not opposed to new but consideration for scale and character is important. Environmental - pervious pavement, sustainable or green building great but all more expensive. Healthy - please make paths and sidewalks and places for folks to convene. And consider less concrete and more trees as global warming brings us heat and storms. Community - See answer above re: common spaces. Equitable - support low or market rate housing. Co-housing - encourage ADU's on existing properties. Many parcels in the UKC are larger than current urban averages. Economic - Require local hires. Culturally rich design - Require local artists / designers / community input into design and incorporate their work in the projects.	9/20/2021 9:52 AM
22	Equitable and healthy design would allow the community to grow together and support existing businesses.	9/20/2021 9:23 AM
23	I appreciate the perspective on the various intersectionalities on socio-economics	9/19/2021 12:07 PM
24	Should definitely prioritize equity, health, community and environmental design	9/19/2021 9:46 AM
25	I think Equitable, Economic, and Culturally Rich designs are the hardest to achieve. They don't usually fit within the typical framework of land development and capitalism. I am curious to see how those issues are tackled, and what kinds of standard or incentives can be created to advance the causes.	9/18/2021 12:25 PM
26	All of these are intelligent and appropriate for our neighborhoods. Our cultural diversity has taught us that single family residences are a thing of the past and a haunting vestige of white privilege.	9/18/2021 12:15 PM
27	Looks good!	9/18/2021 8:29 AM

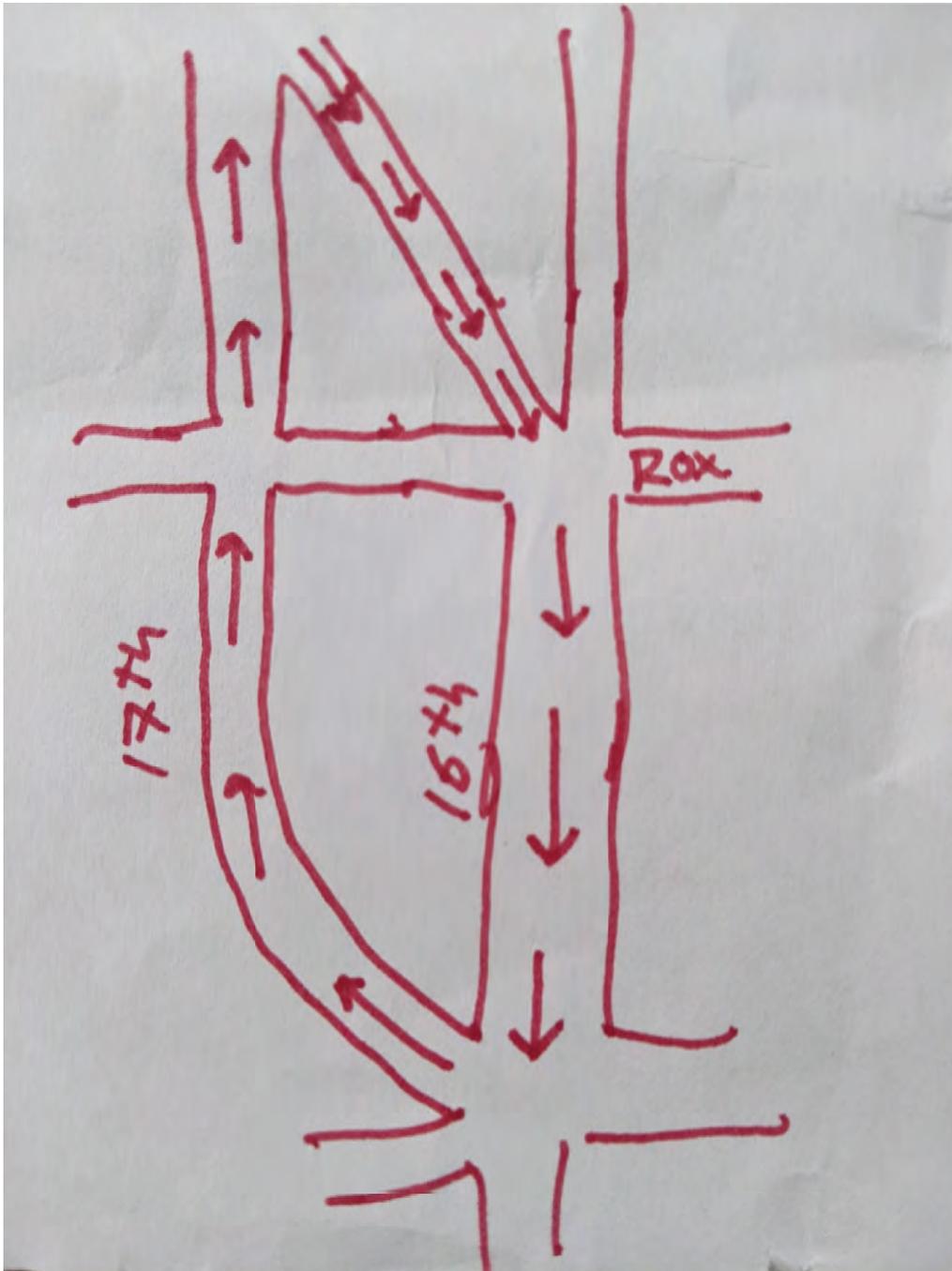
## North Highline Urban Design Standards - Community Survey

28	The last 2 are the most important	9/17/2021 7:48 PM
29	<i>invalid response</i>	9/17/2021 7:33 PM
30	Avoid cookie-cutter or brutalist housing projects. Giant apartment complexes are dehumanizing and encourage isolation, discourage community. Provide grants and guidance to small local organizations versus top-down large-scale programs/projects.	9/17/2021 7:08 PM
31	I want a design that feels intentional (not haphazard and out of place). I love spaces that are designed with a classic/timeless feel - not just blocks of concrete and cement that were the cheapest option. I'd love to see actual sidewalks that can be used for wheelchairs and strollers. Less concrete. More green space. Provide some trash cans so we can start to teach people to stop throwing garbage on the ground.	9/17/2021 5:36 PM
32	I don't want equity or diversity to be lip service. Developers see an exciting neighborhood and they want a piece, but they didn't build this neighborhood.	9/17/2021 4:29 PM
33	See previous entries.	9/2/2021 9:09 AM
34	I like the categories listed above. Mabe have the envirmmental design include preserving more large trees and yard space. When developers remove everything living on a propery to build multit-unit or other housing, we loose the biodiversity that was thriving on that land.	9/2/2021 8:31 AM
35	The neighborhood is already very green with trees and vegetation. It needs sidewalks and a decent grocery store that is less than 1 mile away. Housing prices are rising too fast. It is a diverse neighborhood already so community events to bring people together would be great.	9/1/2021 5:51 PM
36	All these are super important but the ones that cannot be lost are the economic and equitable ones. If King County allows developers to come in and build up the main strip, small local businesses are going to be priced out. The hipster "branded and canned" businesses catering to a small slice of high-end socio-economic folks that are all over Seattle are going to fill up White Center. That would be very, very sad. Maintaining height limits makes the big developers leave it alone because they cannot make enough cash out of it. I would like to see some consideration of landmark status or something to protect it.	9/1/2021 4:06 PM
37	I appreciate that you're considering all these aspects of the design. I hope that there is real dedication to equity rather than just paying lip-service to the idea.	9/1/2021 3:43 PM
38	Don't put in those sidewalk that allow water to drain through them because when it freezes the sidewalk becomes very dangerous to walk on and in the fall are slippery due to slim and moss on them and black ice.	9/1/2021 3:31 PM
39	I feel like so many of the newer buildings to not fit in with the look and feel of the neighborhood (Physical Design) and I wish there was more thought and pushback in developers in this area.	8/31/2021 7:47 PM
40	When I lived in Atlanta's Midtown neighborhood, the business association, The Midtown Alliance, conducted a public survey asking the exact same questions as above. The response was amazing and slowly over time, new development started to happen with ground floor retail and residences above. Pedestrian traffic increased, people started moving into the neighborhood, and property values increased.	8/31/2021 3:31 PM
41	re: healthy design, the overall walkability of the area could be better; there are many areas with no sidewalks, or where street design is car-centric.	8/30/2021 11:36 AM
42	We do a terrible job and we try to find these things, so I wonder if we can really do it affectively	8/30/2021 9:37 AM

### Q9 Please upload any photos you may have that support your response to Question 8.

Answered: 1 Skipped: 69

#	FILE NAME	FILE SIZE	DATE
1	PXL_20210920_181959422.jpg	2.8MB	9/20/2021 11:21 AM



## Q10 Do you have any other places, topics, or ideas that you would like to see included in the North Highline Design Standards ?

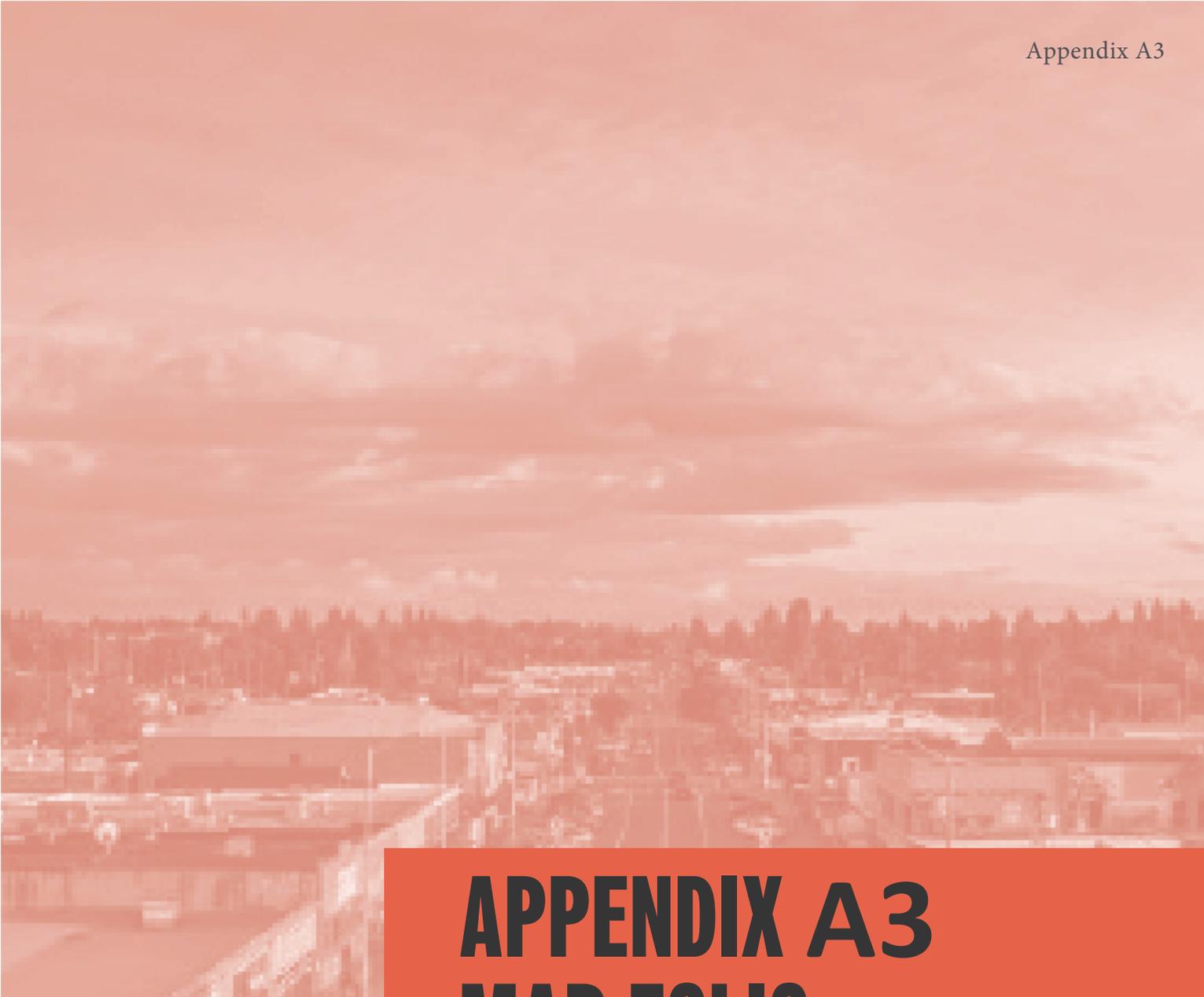
Answered: 31 Skipped: 39

#	RESPONSES	DATE
1	A standard for storefronts. With all these fires and potential to “rebuild” it would be a shame to have large facades that go against the charm that is already there.	10/9/2021 8:51 PM
2	How about multi use areas? Skate park near tennis courts that can be used at alternate times for roller skating? First come? Let’s get these spaces used! Maybe people in apartments could even use a tennis cage to throw balls for their dogs?	10/6/2021 6:34 PM
3	Please do not let people build those tall skinny townhomes that block out all of the sun.	10/6/2021 3:38 PM
4	An effort needs to be made to solicit feedback from all of the white center residents. Surveys need to be multi lingual, we need to reach out to people via community contact not just through email and web surveys. There needs to be out reach to get feedback from the community via the places people worship, shop and go to school at, and where they access services.	9/29/2021 6:29 PM
5	More opportunities for business to be grow and be supported—keep our local businesses (especially minority owned) thriving! Stop the arsonists terrifying White Center. Public safety first or the rest is window dressing.	9/22/2021 2:35 PM
6	Please focus on improving the activities and hobbies here for community engagement. We can have a better board game place. We can have a better ping pong focused bar. Better parks and rec for hosting outdoor Meetup events; more trees and nicer walkways from residential areas to the downtown core;	9/21/2021 10:54 PM
7	I have lots of ideas but difficult to relay such on my phone :(	9/21/2021 5:45 PM
8	Work to integrate WC into W. Sea. neighborhoods, particularly arbor heights, westwood and roxhill. Promote residential density within and around WC commercial core in a way that connects the neighborhoods.	9/21/2021 3:43 PM
9	There is a lot of traffic that goes through this area. Make sure to allow for foot traffic to exist on side streets and in neighborhoods by adding sidewalks, bridges, foot paths, ect.	9/21/2021 12:00 PM
10	I like any festivals that bring the community together. And better promotion and advertising of those events. I really love my neighborhood.	9/20/2021 11:23 PM
11	More police and less shootings & arson.	9/20/2021 6:52 PM
12	pedestrian-oriented design	9/20/2021 1:41 PM
13	Accessibility, parking, busses, scooter/bike rentals	9/20/2021 11:35 AM
14	Look at Boulevard Park in Burien - much friendlier; standards should be less formal, neighbor to neighbor; feels like we are in a meeting, written with too many questions	9/20/2021 11:31 AM
15	For developers, you could consider requiring low income housing or giving them environmental impact bonuses.	9/20/2021 11:26 AM
16	sidewalks and street lights should be required with new development.	9/20/2021 9:55 AM
17	City of Redmond has some good design standards that could be incorporated	9/20/2021 9:23 AM
18	Design should address the ongoing displacement and gentrification of north Highline	9/19/2021 9:47 AM
19	With the increase in use of electric vehicles, I think there should be fewer barriers to creating public (not necessarily public owned) charging stations, especially allowing gas stations to install chargers. For those who do not own a home, having public chargers is a matter of equity. I don't know all the rules and regulations regarding charging stations, but I've read that many jurisdictions around the country make it difficult (via regulations, permitting, power	9/18/2021 12:30 PM

## North Highline Urban Design Standards - Community Survey

company collaboration) to develop these pieces of infrastructure. I think it would be forward-thinking and wise to streamline the process in the county.

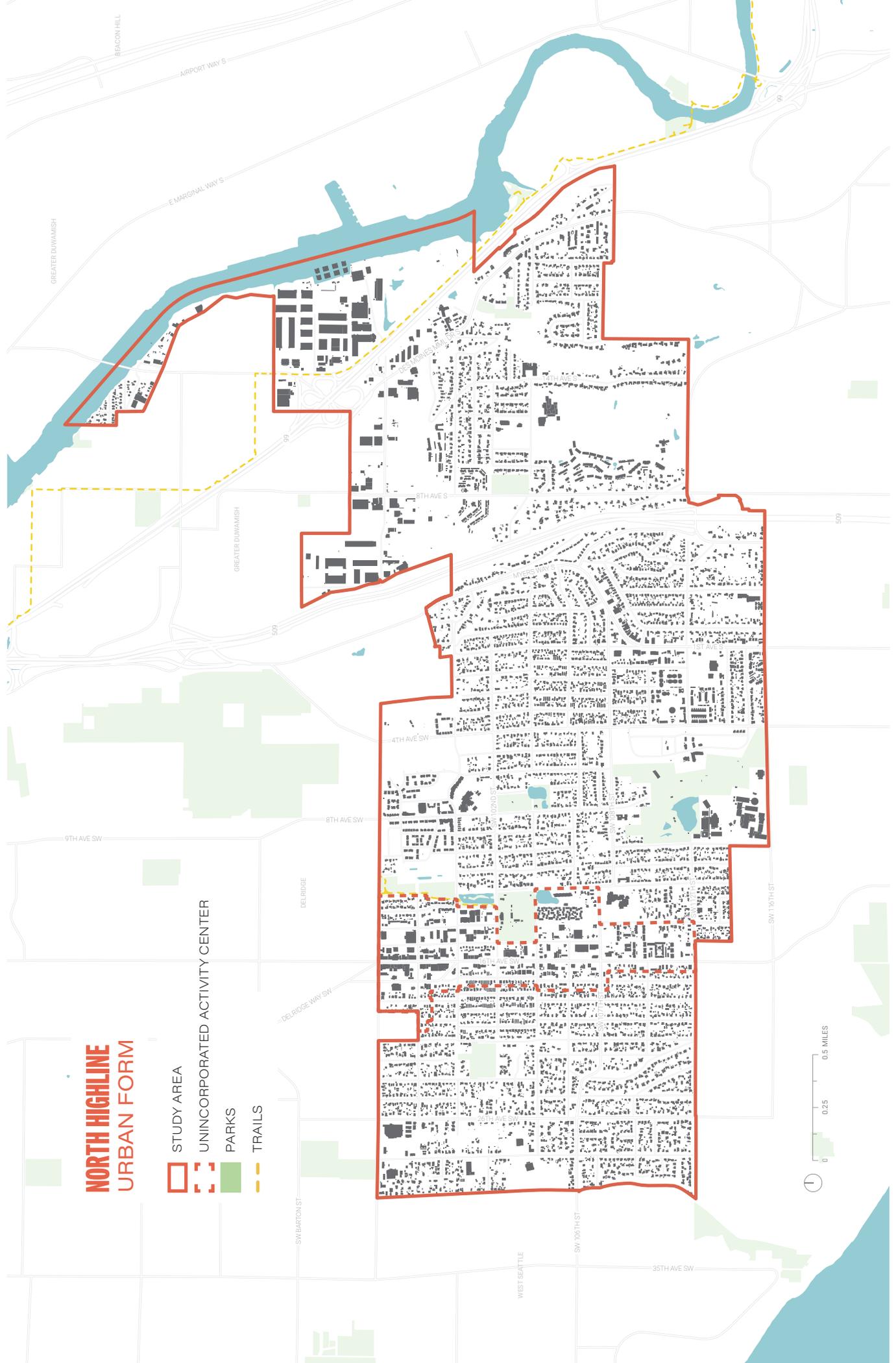
20	Several years in a row, the annual White Center community meetings facilitated by the White Center CDA, showed that our culturally diverse community needs more options for all types of housing to keep the next generation in White Center, instead of moving south where its more affordable. King County government must respond to this priority by giving every household more options to create additional housing. The state's Growth Management Act demands it as well.	9/18/2021 12:18 PM
21	<i>invalid response</i>	9/17/2021 7:34 PM
22	Replace the local food store that used to be where the mega-apartment is now on 1st Ave S and 112th. It is a food desert now and there are young mothers and children there who need better nutrition	9/17/2021 7:13 PM
23	Grants for local ownership of local business	9/17/2021 4:29 PM
24	Please don't destroy our old neighborhoods for the sake of progress and developer greed.	9/2/2021 9:10 AM
25	I would like to see the neighborhood remain as it is. I am not interested in more apartments and more density. Streets with sidewalks and also street structures to slow traffic would also help.	9/1/2021 5:52 PM
26	Sidewalks.	9/1/2021 4:07 PM
27	-Increasing tree cover to make the neighborhood safer in heat events and increase walkability. -Increasing access to fresh fruits and veggies - how to keep local grocers in business and incentivize them to sell high-quality fresh produce.	9/1/2021 3:45 PM
28	Clean up all alley and put out videos camera to take photos of illegal dumping and post photos on billboards around the community, maybe this will prevent illegal dumping behind Little Cesars Pizza area and other alleys in this community	9/1/2021 3:33 PM
29	Ensure that's roads and utilities updates are included in codes!! And developers are held to those standards	8/31/2021 7:48 PM
30	Pedestrian friendly design considerations. Community markets and art strolls.	8/31/2021 3:32 PM
31	In general, higher residential density would probably (?) encourage more commercial development; a trick of course is to not drive out the current businesses, which contribute much to the current culture of the area.	8/30/2021 11:37 AM



# **APPENDIX A3 MAP FOLIO**

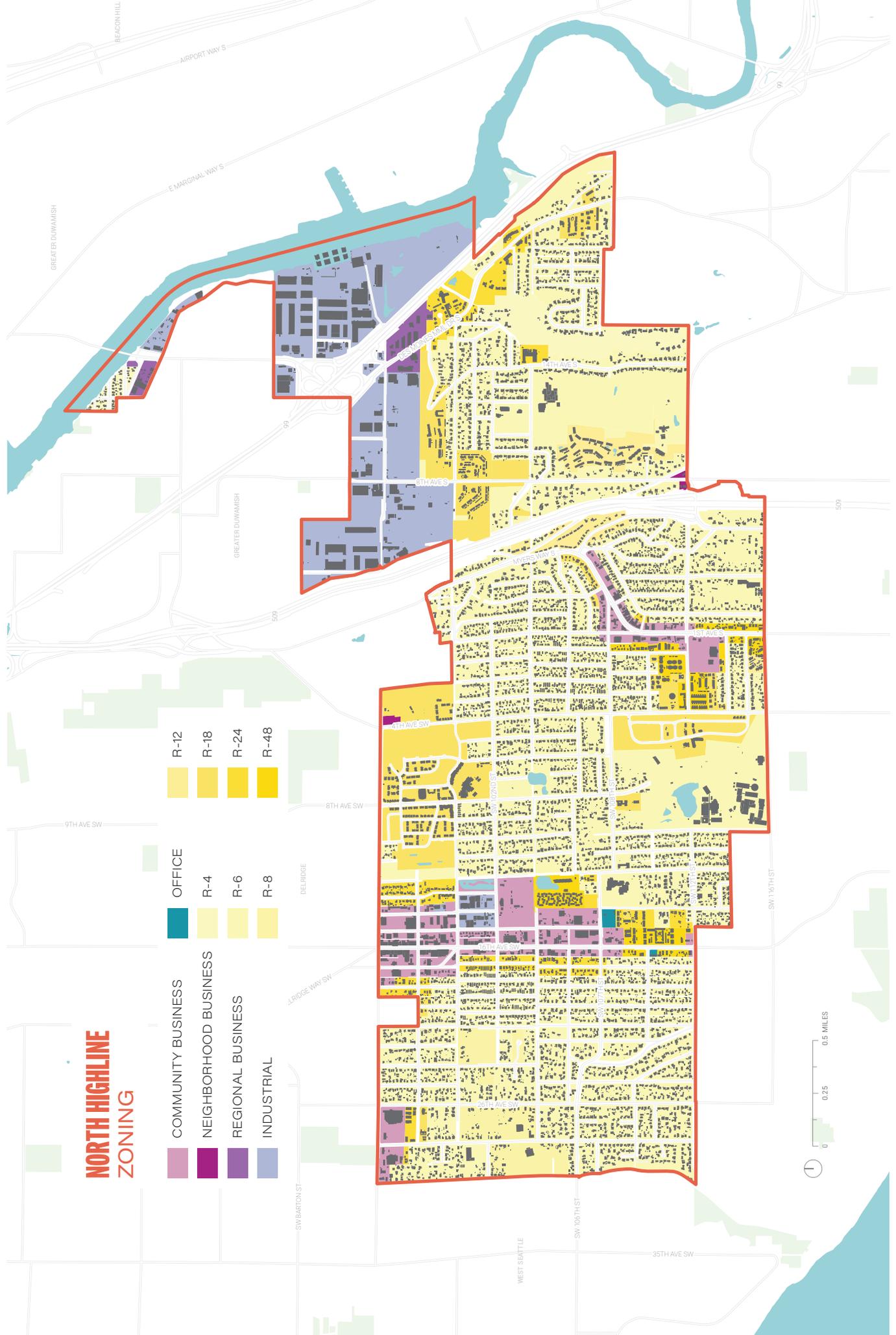
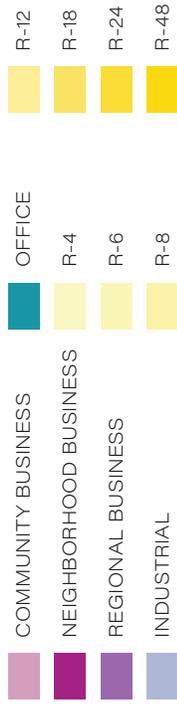
# NORTH HIGHLINE URBAN FORM

- STUDY AREA
- UNINCORPORATED ACTIVITY CENTER
- PARKS
- TRAILS





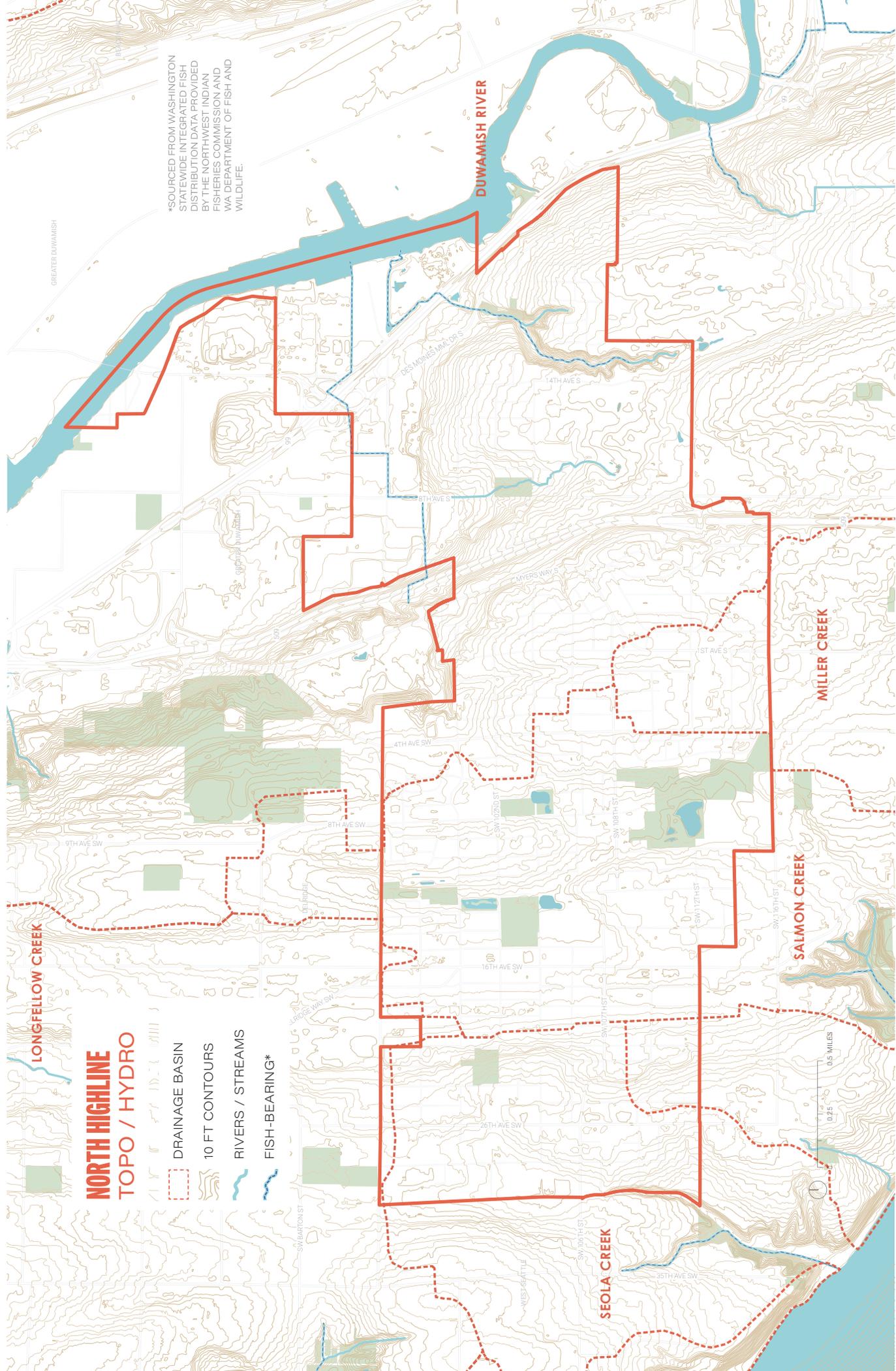
# NORTH HIGHLINE ZONING



# NORTH HIGHLINE TOPO / HYDRO

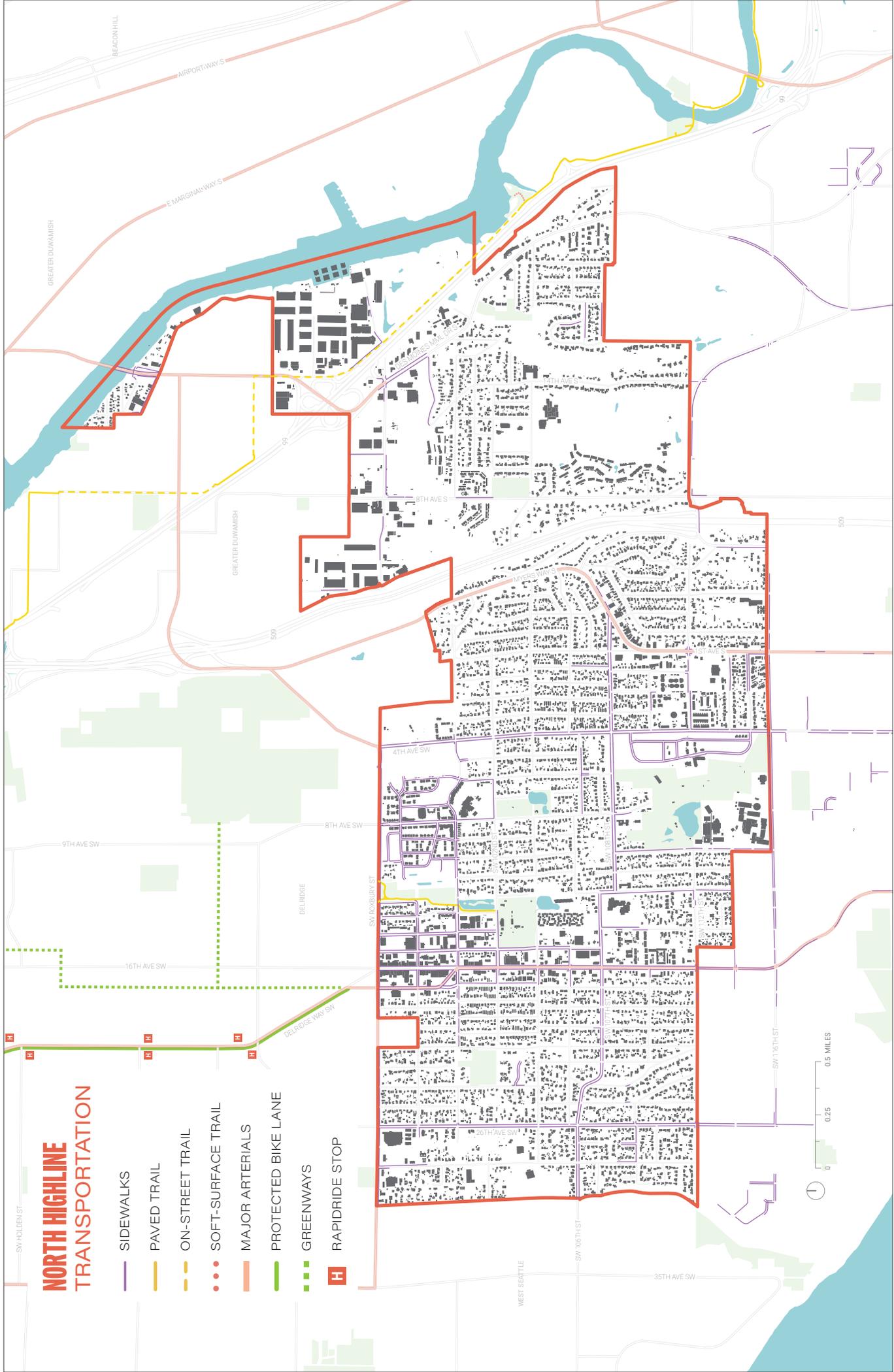
-  DRAINAGE BASIN
-  10 FT CONTOURS
-  RIVERS / STREAMS
-  FISH-BEARING\*

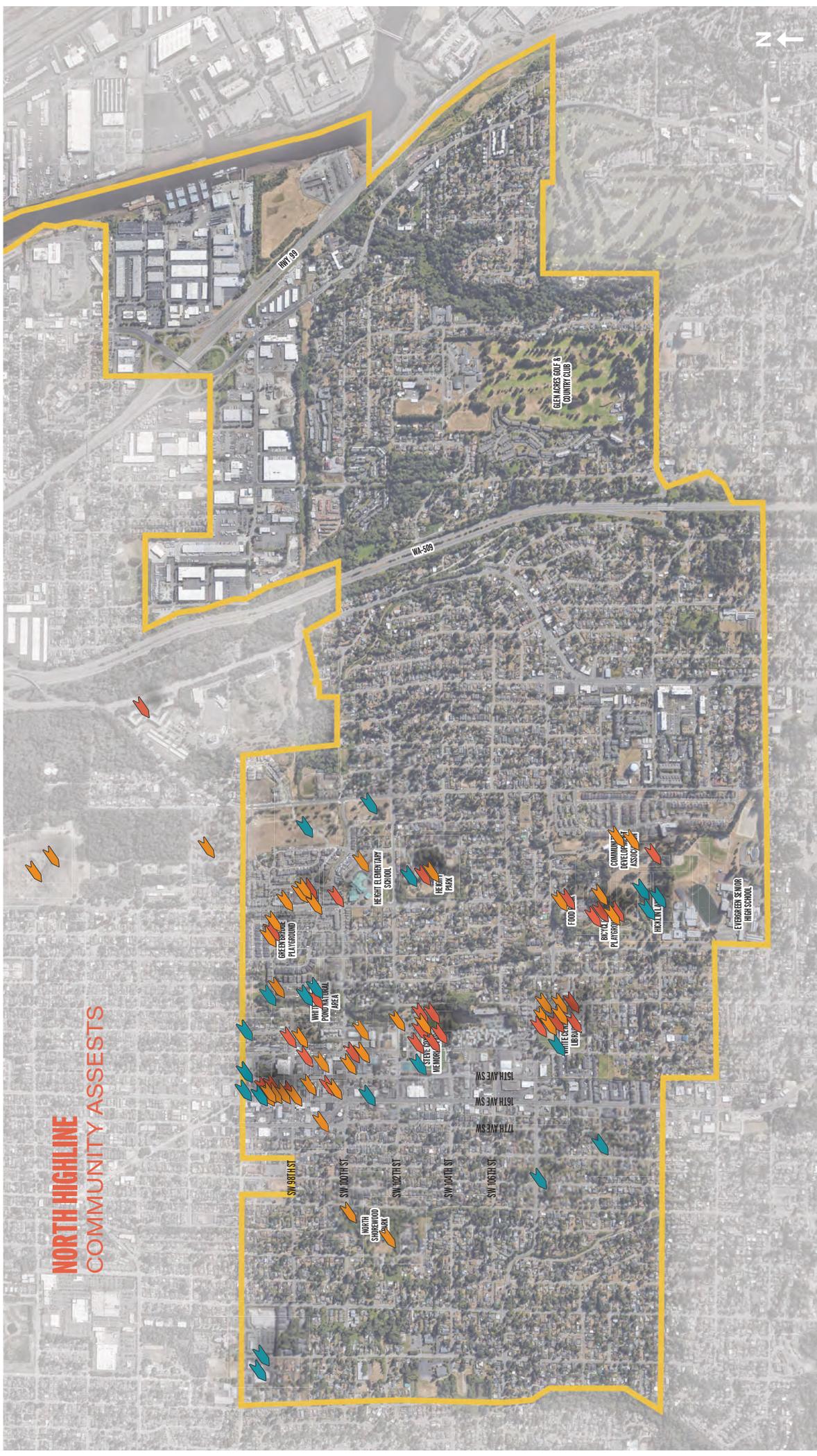
\*SOURCED FROM WASHINGTON STATEWIDE INTEGRATED FISH DISTRIBUTION DATA PROVIDED BY THE NORTHWEST INDIAN FISHERIES COMMISSION AND WA DEPARTMENT OF FISH AND WILDLIFE.



# NORTH HIGHLINE TRANSPORTATION

-  SIDEWALKS
-  PAVED TRAIL
-  ON-STREET TRAIL
-  SOFT-SURFACE TRAIL
-  MAJOR ARTERIALS
-  PROTECTED BIKE LANE
-  GREENWAYS
-  RAPIDRIDE STOP





**NORTH HIGHLINE**  
**COMMUNITY ASSETS**

-  Community
-  My Favorite
-  Fix it...

# NORTH HIGHLINE

# Urban Design Standards & Guidelines

PRELIMINARY DRAFT  
APRIL 2022

# ACKNOWLEDGEMENT

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## // DRAFT COMMUNITY VISION STATEMENT

Residing on the traditional land of the Duwamish people, North Highline celebrates its ethnic diversity, inter-generational roots, and our ongoing inclusivity of diverse families and individuals, especially those most isolated and vulnerable. We call out race- and place-based inequities and are committed to dismantling systems of power, privilege, and racial injustice. With mutual support and respect, we value and live out our brilliance and power through community-led initiatives, creating thoughtful development without displacing longtime residents and small business owners, forming and owning the policies that impact us, and building our individual and collective wealth, health, and well-being.

### DRAFT GUIDING PRINCIPLES

The following guiding principles support the community vision and were used to inform and direct the development of the Subarea Plan:

- a. We are proud of our community and continue to share our collective history with others and to invest in this place, our home away from home for current residents and their future generations.
- b. We support community investments and programs that reduce the risks, and mitigate the impacts, of residential, economic, and cultural displacement.
- c. We live in thoughtfully designed housing and commercial spaces where intergenerational households and legacy businesses can stay and where affordability and ownership are realized.
- d. We support a thriving and equitable economy, with ethnically diverse, community minded, small business owners, entrepreneurs, and employers.
- e. We support residents, especially children, youth, and young adults, with services and resources they and their families need to succeed.
- f. We promote the development of community-desired amenities to improve aesthetics, enrich the community's diverse physical and cultural assets, and support gathering together as a community.
- g. We support regulations and investments that result in a safe, secure, and healthy community and compatible development.
- h. We support residents growing their work interests, skills, and wages.
- i. We enjoy neighborhoods with accessible and safe streets, roads, and alleyways, with well-connected hiking and biking trails.

## Community Vision

*As part of the work done for the Subarea Plan, the White Center Community Development Association (WCCDA) prepared a vision statement based on what they have learned from the values and priorities of the North Highline community. This vision reflects the aspects of the community's character that are valued, and will guide the formulation of the design standards with the intent that the future of the community will come closer to this aspiration.*

## SECTION A

# INTENT & COMMUNITY VALUES

---

### A1. Scope and Intent

These Design Standards apply to new and substantially improved existing buildings as defined in King County Code (K.C.C.) section 21A.06.1270, commercial, mixed-use and multi-family developments in the North Highline area of unincorporated King County. At the direction of the King County Council, these Design Standards prioritize the pedestrian environment, encourage human-scale design, and reflect the character and cultures of the North Highline community.

### A2. Neighborhood Vision & Guiding Principles

The Design Standards are rooted in the community's vision for their neighborhood and serve to help bring that vision to life. During the outreach phase for the North Highline Subarea Plan, a community vision and guiding principles statement for North Highline's future was created. The outreach done for the Design Standards community vision and guiding principles statement. The Equity Impact Review created for this project details the engagement and findings that influenced these Standards. It is the intent of these Design Standards to create a set of regulations that most fully draw on the vision and desires of the North Highline community for its future, and result in new development that best aligns with those principles.

### A3. Community Input

Community input was important to formulating the Design Standards, and included a community advisory group, walking tours, a digital survey, a visual preference survey, and presence at community events. The development of the Design Standards is also based on weekly meetings with the White Center Community Development Association (WCCDA), to coordinate public input and to coordinate with concurrent projects, particularly the North Highline Subarea Plan. The standards also draw on results of outreach from previous projects such as over a hundred community meetings done during the design of King County Housing's Greenbridge and Seola Gardens developments. Further information on the community input process can be found in the Urban Form and Character Memorandum.

# WHAT THE COMMUNITY VALUES



*Welcoming storefronts with weather protections and lighting*



*Color and signage add character to this business*



*Local pride can be seen in this "White Center" mural*



*Stormwater pond at Greenbridge*



*Fabric and scale of White Center main street*



*Landscaped frontage and entryway protect privacy*

## A4. Neighborhood Form and Character

Prior to creating Design Standards, the form and character of the neighborhood was analyzed and documented in the Urban Form and Character Memorandum. This analysis serves as a starting point for understanding current conditions and which aspects of North Highline are most valued by the community. The desired neighborhood form and character, based on the analysis and public input, is summarized as follows:

### Neighborhood Character

- The North Highline Subarea has a **distinctive character** and neighborhood form composed of its buildings, public realm, landscape, natural environment, and the infrastructure that supports it. These guidelines are intended to preserve the desirable existing design characteristics and support future enhancements to meet the community's vision by accomplishing these specific goals.

### Neighborhood Composition

- **Traditional neighborhood-scale commercial pattern** - The district will benefit from continuing its pattern of clustered commercial areas composed of sites and buildings scaled to traditional neighborhood-serving businesses and institutions. The core character comes from closely spaced building adjacent to lining streets, within convenient walking distance of the residential blocks and transit stops. Retention of that scale is of highest priority in the White Center business district on 16th Avenue SW between SW Roxbury Street and SW 100th Street.
- **Human scale** - Derived from its heritage of small homes and neighborhood-serving storefronts, the development pattern has varied elements that convey the human activities within the buildings and sites, and has elements visibly designed to provide amenities attuned to the size and activities of individuals both inside and outside of the sites and structures.
- **Visible cultural diversity** - The cultural diversity of the residents, workers, and business patrons is made visible through distinctive and uniquely designed signage, symbols, design features, and public art relevant to different residents, institutions, enterprises, and visitors.
- **Historic and traditional elements** - Historic buildings and traditional building features are scattered throughout the district and help retain and directly embody the traditional scale of the Highline district as a residential neighborhood with neighborhood-supporting businesses.

### Sites

- **Patterns associated with small parcel sizes and development scales** - Individual site development reflects the established pattern that grew from small parcels with differentiated, closely spaced building frontages and entrances oriented towards the streets, without long expanses of uniform or repetitive buildings or landscaping.

## Public Realm

- **Emphasis on street environments and street edges for pedestrians** - The public realm emphasizes the quality of the environment for pedestrians, providing for continuous interest, universal access, and frequent amenities. As a pedestrian-oriented district, sidewalks are extended where they do not exist today, on-street parking is better organized, without expansive parking lots along street frontage.

## Stormwater

- **Integration of stormwater management and visible landscape features** - In addition to accomplishing other goals, stormwater management improvements in this district should provide visible amenities and planted areas visible from the public realm.

## Landscape

- **Highly varied landscapes** - Derived from the precedence of its fine-grained parcels, individual yards and sites, the district's future landscaping is similarly highly varied and human-scaled, rather than being repetitive.

## Building Design

- **Segmented and varied massing and styles** - The neighborhood-scale size and massing of existing buildings should be the inspiration for shaping future larger buildings; they should incorporate articulated parts or segments with varied expressions, heights, forms, and materials that complement the smaller-scale buildings in the neighborhood. The district also benefits from a mix of architectural styles, and this quality should be maintained, rather than shifting to repetitive and extensive use of a limited architectural aesthetic.

## Distinctive Expression

- **Place-specific design and cultural expressions** - The cultural diversity of the residents and the area's business enterprises is a fundamental asset and is a highly visible feature of the area evident in signage, displays, symbols, wall murals, and public art. This quality should be encouraged as highly visible feature of the area evident in ways that are meaningful and useful for members of the community. Similarly, non-generic signage predominates in the area, reflecting its small business and neighborhood-supporting orientation; custom place-specific signage should be a distinctive and prominent aspect of the district.

## Safe and Welcoming Neighborhood

- The public realm and private development should be seamlessly **connected** as universally accessible environments that promote the **safety** of pedestrians and all those who live, work, and shop within the district.

# SECTION B

# HOW THE STANDARDS ARE USED

---

## B.1. Relationship of the Standards and Other Regulations

The Design Standards are part of a set of King County regulations that projects are required to meet. These regulations include the King County Municipal Code, Title 21A, Zoning; King County Road Design and Construction Standards, the King County Stormwater Design Manual, King County Inclusionary Housing Ordinance, and the current version of the International Building Code and other applicable regulations verified by King County Permitting staff.

## B.2. Where the Standards Apply

The Design Standards apply in areas of North Highline zoned for commercial uses, mixed-use, and residential zones where 18 units or more are allowed per acre. Zoning designations include Community Business (CB), Neighborhood Business (NB), Regional Business (RB), Office (O), and Urban Residential zones including R-18 and greater. For multifamily developments these standards apply to developments that of six units or greater. Please refer to [Exhibit 1 - North Highline Design Standards Area Map on p.16](#) of where the standards apply. Please see K.C.C. section 21A.04 for complete definitions of each zone. Some of the zones where Design Standards apply also have Overlay designations that need to be considered. Zoning designations supersede Map designations.

## B.3. Process for Using the Design Standards

The process for using the Design Standards is specified in King County Municipal Code, [Title 21A.XXXXX Section 7](#). Forms required for this submittal are found in [Title 21A.XXXXX Section D](#) of the Design Standards. The process is summarized as:

**Web-based Community Input Forum.** Before conducting a preapplication meeting and filing an application with the department, the applicant shall create a web-based community input forum for a period of twenty-one days for the purpose of soliciting feedback from the North Highline community.

- At the forum, the applicant shall present 1) information relative to the proposed project, 2) context and site analysis, 3) a concept design, 4) a cultural analysis
- Applicants shall provide a list of public commenters and proof of those who received mailed notice.

**Preapplication Meeting.** The applicant has to schedule a preapplication meeting with the County’s staff to go over the requirements. For a preapplication meeting the applicant will submit a packet that includes a concept-level site analysis and design in the context of feedback received to date from the public, including 1) context and site analysis, 2) conceptual site plan(s), 3) a cultural analysis.

**Design Review & Initial Guideline Priorities.** County staff will review the packet and the public comments, and then identify the guidelines of highest priority, referred to in this chapter as the “guideline priorities.” which are project-specific requirements resulting from the feedback and analysis conducted in compliance with this code section, as determined by the department.

**Final Guideline Priorities.** After initial guideline priorities are developed, the county department shall send a notice to participants of the web-based community input forum and parties of interest by form of email to solicit comments to refine and finalize the guideline priorities. Interested parties will have fifteen days to provide comments to the department. The county staff will finalize the guideline priorities for the remainder of the approval process with the edits resulting from the public comments.

**Appeal of Design Review.** The applicant can appeal the design review decision.

## **B.4. Applicant Requirements for Design Standards Review**

In addition to the requirements, King County may request additional information specific to the site’s circumstances in order for it to make a recommendation as to whether the proposal complies with the Design Standards.

## **B.5. Design Standards Compliance Checklists**

Project applicants will respond to two Compliance Checklists tied to Design Standards and Guidelines. The first is prepared before the public Pre-Development Meeting, reviewed by the County for completion prior to scheduling the meeting. This checklist forms the structure for the meeting, with community input solicited on the Design Standards and the Guidelines as applied to the specific conditions of the site and the proposed program and design. The materials prepared by the applicant for the checklist will also be made available for comment community input forum web page.

The second checklist is prepared by the applicant as part of the County’s normal permitting process. Plans are required to be responsive to the input received from the web-based community input forum, as determined by County staff based on responses to the checklist (See Section D).

## **B.6. Definitions**

### **Context Analysis and Site Analysis**

A context and site analysis, including but not limited to the location and dimensions of existing adjacent public rights-of-way, including streets, sidewalks, and parking areas; landscape features, drainage elements; and an analysis of the physical context and current uses within 500 feet of the site, including building footprints, existing businesses, artwork on private and public lands, and any public facilities.

### **Cultural Analysis**

A cultural analysis demonstrating an understanding of neighborhood demographics through a synopsis of recent data; in addition to an inventory historic structures, existing local businesses, art, landmarks and culturally significant elements, including a map of such features within a 500-foot radius.

### **Conceptual Site Plan(s)**

A conceptual site plan(s), including but not limited to sizing and locations of proposed buildings; proposed building uses; architectural intent and conceptual building design including elevations and materials; proposed opportunities for cultural expression; proposed pedestrian amenities and bicycle facilities; proposed barrier-free access; proposed parking quantity, location and access point(s); for multi-family residential proposals, quantity, location and quality of on-site recreation areas(s); proposed landscape concept; proposed approach to stormwater; proposed approach to managing waste and recycling; phasing (if proposed); a narrative explaining how the proposal addresses the expressed community vision and meets this section.

### **Public Realm**

The public realm includes the public streets, sidewalks, paths, public open space, and parking areas that are intended for public use. This realm is framed and supported by the adjacent publicly accessible open spaces, landscaping, building frontages that define the “street walls”, and semi-public spaces accessed directly from public sidewalks and places.

### **Web-based Community Input Forum**

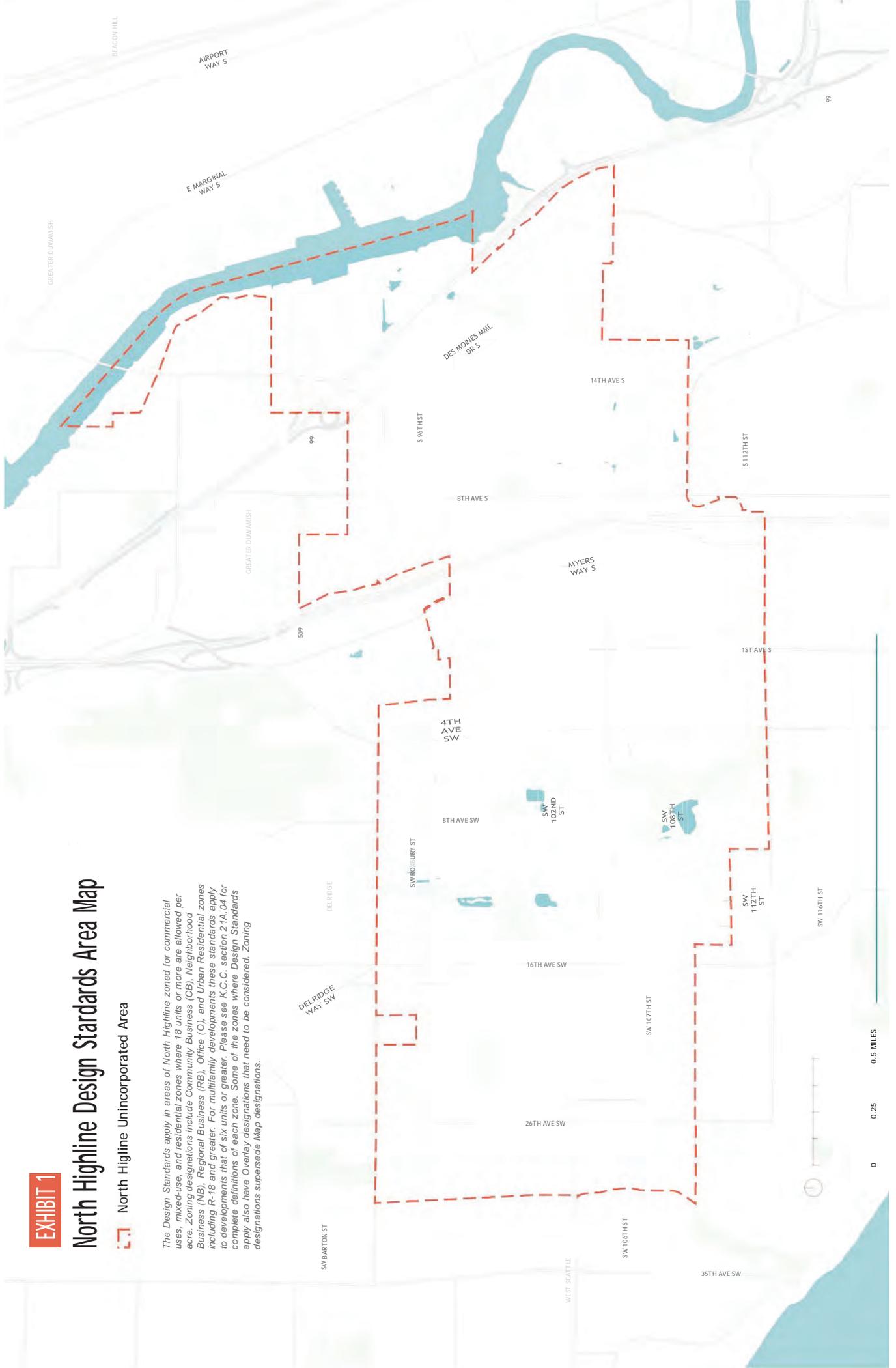
To promote early discussion with the public, according to [Title 21.A xxxx Section 7](#), when a proposed development is required to comply with this section, a web-based community input forum shall be convened by the applicant prior to submittal of an application.

**EXHIBIT 1**

# North Highline Design Standards Area Map

## North Highline Unincorporated Area

The Design Standards apply in areas of North Highline zoned for commercial uses, mixed-use, and residential zones where 18 units or more are allowed per acre. Zoning designations include Community Business (CB), Neighborhood Business (NB), Regional Business (RB), Office (O), and Urban Residential zones including R-18 and greater. For multifamily developments these standards apply to developments that of six units or greater. Please see K.C.C. section 21A.04 for complete definitions of each zone. Some of the zones where Design Standards apply also have Overlay designations that need to be considered. Zoning designations supersede Map designations.





# SECTION C

# DESIGN STANDARDS

---

## INTENT

*New development can build and strengthen communities in many ways, based on an understanding of the physical and cultural context, and on an understanding of the community's vision for its future.*

## C.1. Contribute to the Physical and Cultural Context

Based on the Context Analysis and Cultural Analysis and documented input from the Web-based Community Input Forum (refer Section B.3., B.6., and [Title 21.xx.xxx Section 7](#)), the project applicant will provide written and graphic responses to the ways in which the project addresses the community vision and intent of the Design Standards by contributing to the physical and cultural context of the site.

### C.1.a

#### Contributing to Physical Context

Based on the Context Analysis, Site Analysis, and input from the Web-based Community Input Forum, the project's design will emphasize a distinctive sense of place, enhancing patterns of built fabric where existing, and establishing a desirable urban context in places where physical context is currently less established. Strengthening a sense of place will include such considerations as creating continuity of interest along sidewalks, responding to views of the site from public spaces, using geometric shifts to create character in massing, and retaining existing mature vegetation. Examples of contributing to physical context include improving circulation systems, considering provision of accessible and usable public spaces, and enhancing community safety through proper lighting and site design.

## C.1.b

### Contributing to Cultural Context

Based on the Cultural Analysis and input from the Web-based Community Input Forum (refer Section B.3., B.6., and Title 21.xx.xxx Section 7), the project's design will contribute to the cultural richness of North Highline by including informal spaces for social interaction, considering the space needs of the community and its demographic breadth, honoring older buildings or culturally significant uses and businesses, and encouraging distinctive identities through design, landscape, and art. Examples include multilingual signage where appropriate as shown in image on p.34, including culturally appropriate art as shown in projects such as Roberto Maestas Plaza (p.21) and Africatown's Midtown Center (p.27). Examples of culturally connected landscapes include community gardens such as Danny Woo Gardens and the Yesler Terrace p-patches in Seattle. An example of culturally based art and landscape can be found at Duwamish Hill in Tukwila, with an interpretive garden of plants important to local tribes. Contributions to cultural context should be rooted in the project site and users, and directed by community input.

*Danny Woo Community Garden is the largest green space in Seattle Chinatown-International District, providing the surrounding community a place to socialize, stay active, and maintain food security. Photo credit to Courtesy Interim CDA.*



*The Seasonal Rounds gathering place at the Duwamish Hill Preserve is a public art designed by Mette Hanson, featuring traditional harvest calendar for the Puget Sound Salish people. Photo credit to Mette Hanson.*





## INTENT

*Street frontage is an important interface between the public sidewalk and the uses on adjacent private property. The design of the street frontage is intended to support a quality experience along the sidewalk and the appropriate level of interaction with the private property; for example, retaining privacy for residential uses and encouraging retail uses to enliven the sidewalk.*

*Lighting and streetscape features, such as awnings, and street furniture must be located out of the public right-of-way or be permitted.*

## C.2. Streets and Frontages

Project proponents will determine the street type that fronts on the subject property (see Table 1 and Exhibit 2). For sites with multiple frontages, all street types will be noted. Allowable building frontages vary by street type as shown in Table 2. The Street Type and Frontage Type will be identified for all site frontages.

**Table 1. Street Type**

Street Type	Applicability / Zoning District
Arterials	Arterials are identified on the Exhibit 2. Arterials frontages apply regardless of the zoning district.
Local Mixed Use	Two lanes non-arterials streets with Community Business (CB), Neighborhood Business (NB), Regional Business (RB), and Office (O) zones.
Local Residential	Non-arterials streets with Urban Residential zones including R-18 and greater. For multifamily developments this street type apply to developments that of six units or greater.
Main Street	All properties that front 16th Ave SW between SW Roxbury Street and SW 100th Street.

**Table 2. Frontage Type**

X=Allowed	Arterials	Main Street	Local Mixed-Use	Local Residential	Setbacks
Linear		X	X		0'
Plaza	X	X	X	X	5' to 25'
Landscape	X		X	X	10' to 20'
Forecourt	X		X	X	0' (+ dimensions for forecourt)
Porch/Stoop/Terrace			X	X	5' to 15'

*See frontage definitions on page 17-18.*

### C.2.a

#### Attractive and Appropriate Street Frontages

Based on the Street Type that fronts on the project site, or multiple Street Types for corner or larger sites, design a frontage that provides a comfortable and attractive edge to the sidewalk.

### C.2.b

#### Integrating the Street Level with Adjacent Open Space

Where there is open space between the building face at street level and the property line along the sidewalk, integrate the design of the building and the open space to support the building uses and the appropriate level of privacy or interaction.

### C.2.c

#### Variety along the Street Wall

Integrate architectural interest along the street level facade, with variation in terms of plane such as expressing columns, variations in depth at windows, variety in the landscape and other elements that provide interest to people using the sidewalk.

### C.2.d

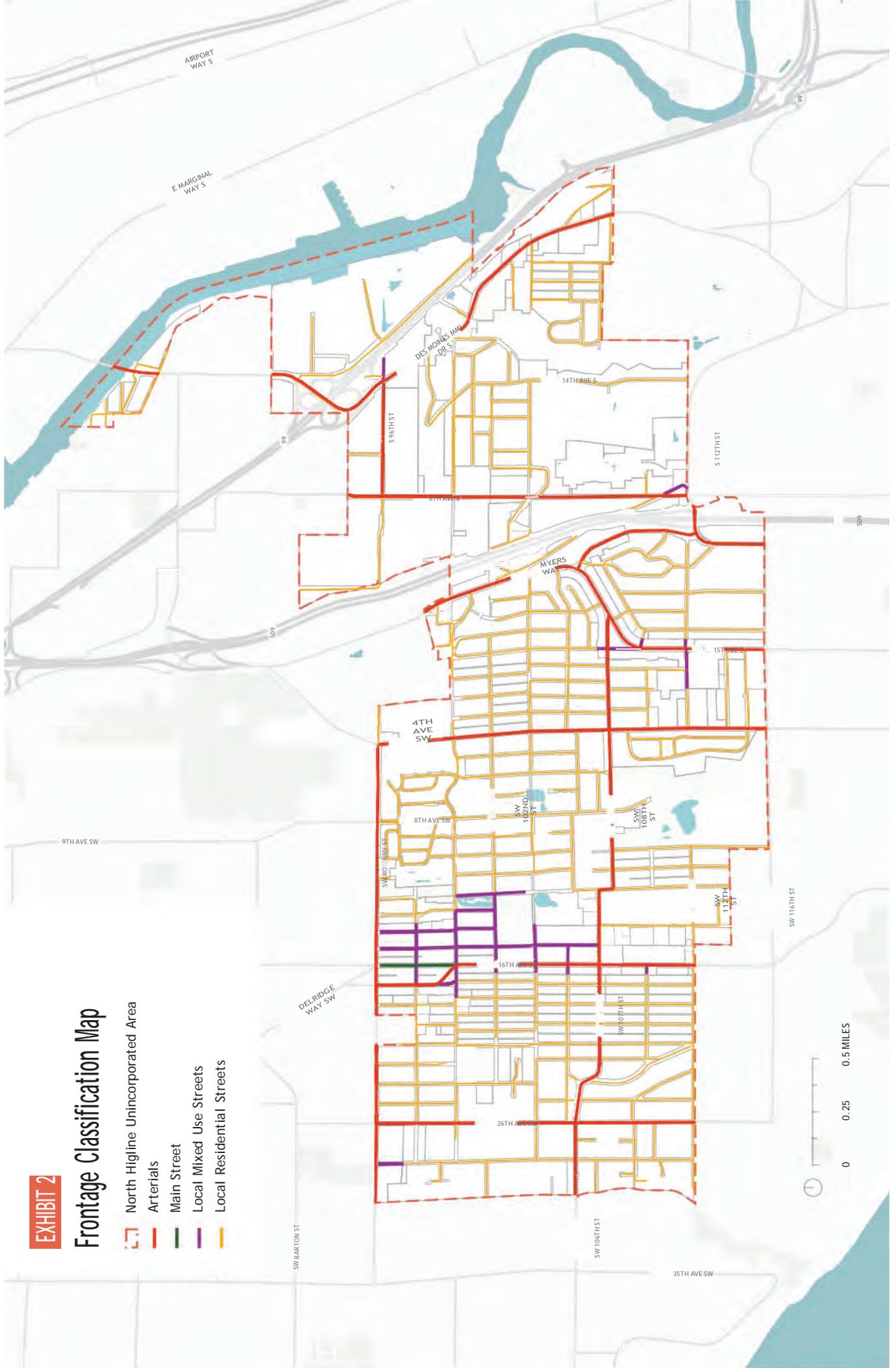
#### Contributing to Comfort along the Sidewalk

Include continuous and generous overhead weather protection along Main Street frontages and other areas with heavy use of the sidewalk.

**EXHIBIT 2**

# Frontage Classification Map

- North Hgline Unincorporated Area
- Arterials
- Main Street
- Local Mixed Use Streets
- Local Residential Streets





## Street Types

As described in Table 1, the following street types determine the allowable building frontages and vary by zoning district.



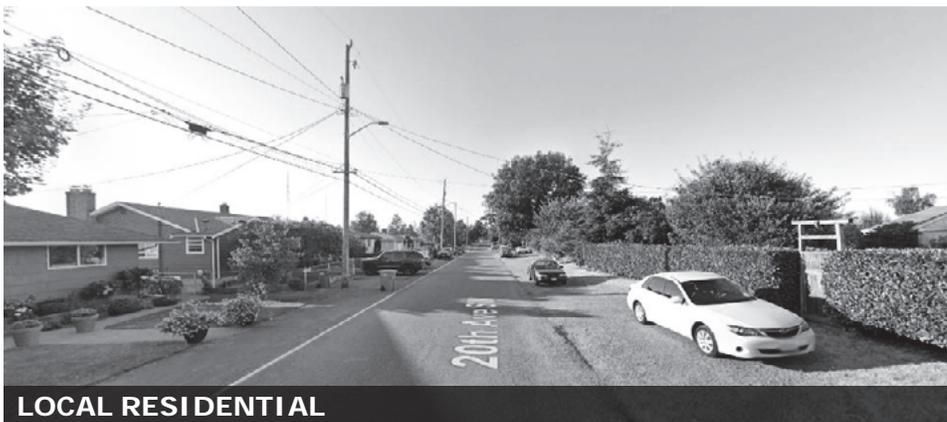
*Arterials are identified on the Exhibit 2.*



*The Main Street typology is applicable to the portion of 16th Ave SW between SW Roxbury Street and SW 100th Street.*



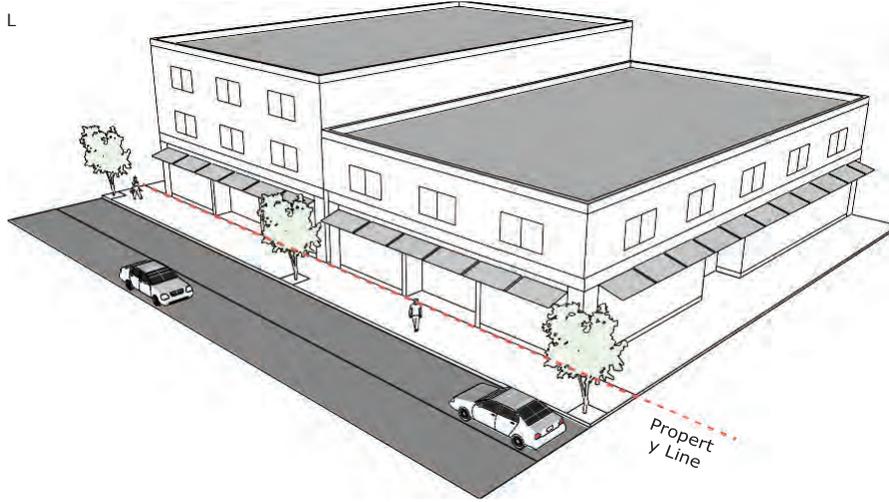
*Local Mixed-Use Streets are two-lane, non-arterial streets that have commercial or mixed-use zoning.*



*Local Residential Streets are non-arterial streets with residential zoning.*

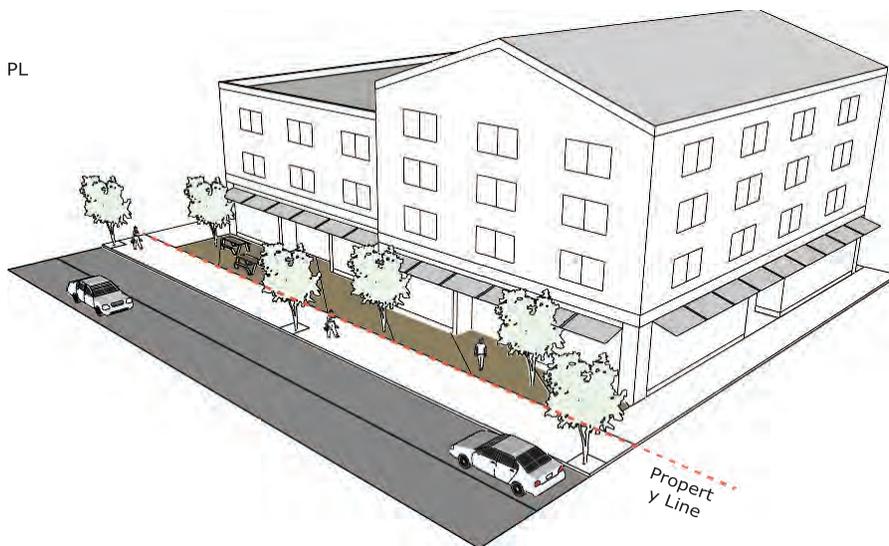
## Frontage Types

The project will follow one or more of the following frontage types, based on the frontage street type.



### LINEAR FRONTAGE

*The linear frontage has no setback from the property line. It is the primary building frontage for pedestrian oriented retail streets and is appropriate for active ground-floor uses as part of non-residential or mixed-used development.*



### PLAZA FRONTAGE

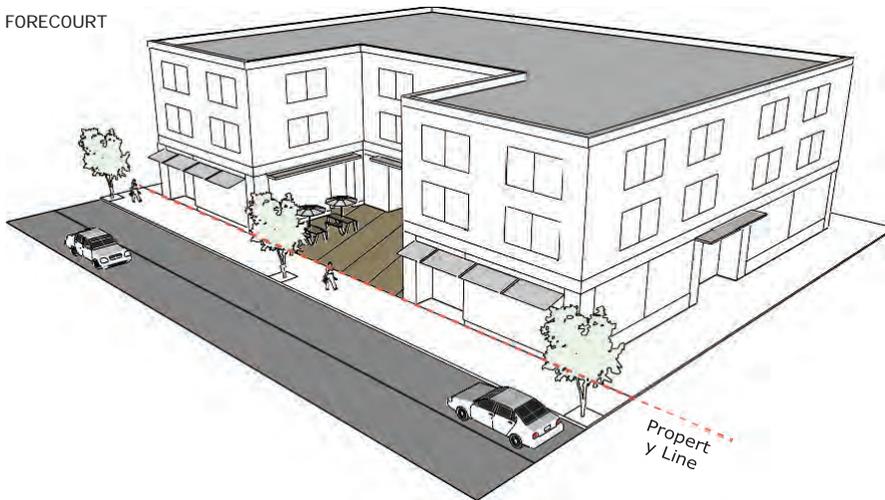
*The plaza building frontage includes a public space in the setback between the building and the property line. This frontage type is permitted on retail and mixed-use streets and is appropriate for active uses such as retail, dining, or civic and cultural uses. The plaza must contribute to a welcoming streetscape, and should support human activity, with amenities such as seating, outdoor dining, and activation.*



### LANDSCAPE FRONTAGE

*The landscape building frontage includes a landscaped setback between the building and the property line. This frontage type is permitted on mixed-use and residential streets and is appropriate for office and residential uses particularly when on the ground floor.*

FORECOURT



**FORECOURT FRONTAGE**

*The forecourt building frontage has a defined open or public space at the entrance along the property line. This frontage type is permitted along retail and mixed-use streets and is appropriate for a wide range of land uses and mixed-use development.*

P

P



**PORCH / STOOP / TERRACE FRONTAGE**

*The porch / stoop / terrace building frontage includes a landscaped setback from the property line that accommodates a porch, stoop or terrace at the building's primary entrance. This frontage type is permitted on mixed-use and residential streets and is appropriate for residential and non-retail commercial uses.*

## C.3. Site Design

### INTENT

*Site design includes the arrangement of the uses and structures in a way that the project best fits into and contributes to the context of the site. The layers of context include natural systems and features, circulation systems, the architectural, and the cultural context. Community input prioritizes compatibility with the existing scale of the neighborhood, walkability, and generous landscaping.*

*Also refer to King County Zoning Requirements, Title 21A.*

#### C.3.a

### Integrating Natural Systems

Use natural systems, site orientation, natural features and major vegetation as a starting point for project design, take into consideration topography, soils, solar orientation, hydrology, and existing vegetation in the approach to building orientation, energy choices, daylight and shading, and green stormwater infrastructure.

#### C.3.b

### Arranging Buildings and Spaces

Position the buildings and spaces on site with an understanding of the uses and activities for each, and how they connect to and support adjacent public spaces.

- Each area on the site will have a clear function, avoiding “leftover” spaces.
- Open space, including that which is required on-site for residential projects per KCC Section 21A.14.090, will be located in an area that is safe, with good solar access, and designed to meet the needs of the building residents, with seating and play equipment. The design will respond to community preferences from the Web-based Community Input Forum.

#### C.3.c

### Connecting to Circulation Systems

Access points will be arranged and designed to integrate effectively into the system of streets and pedestrian routes.

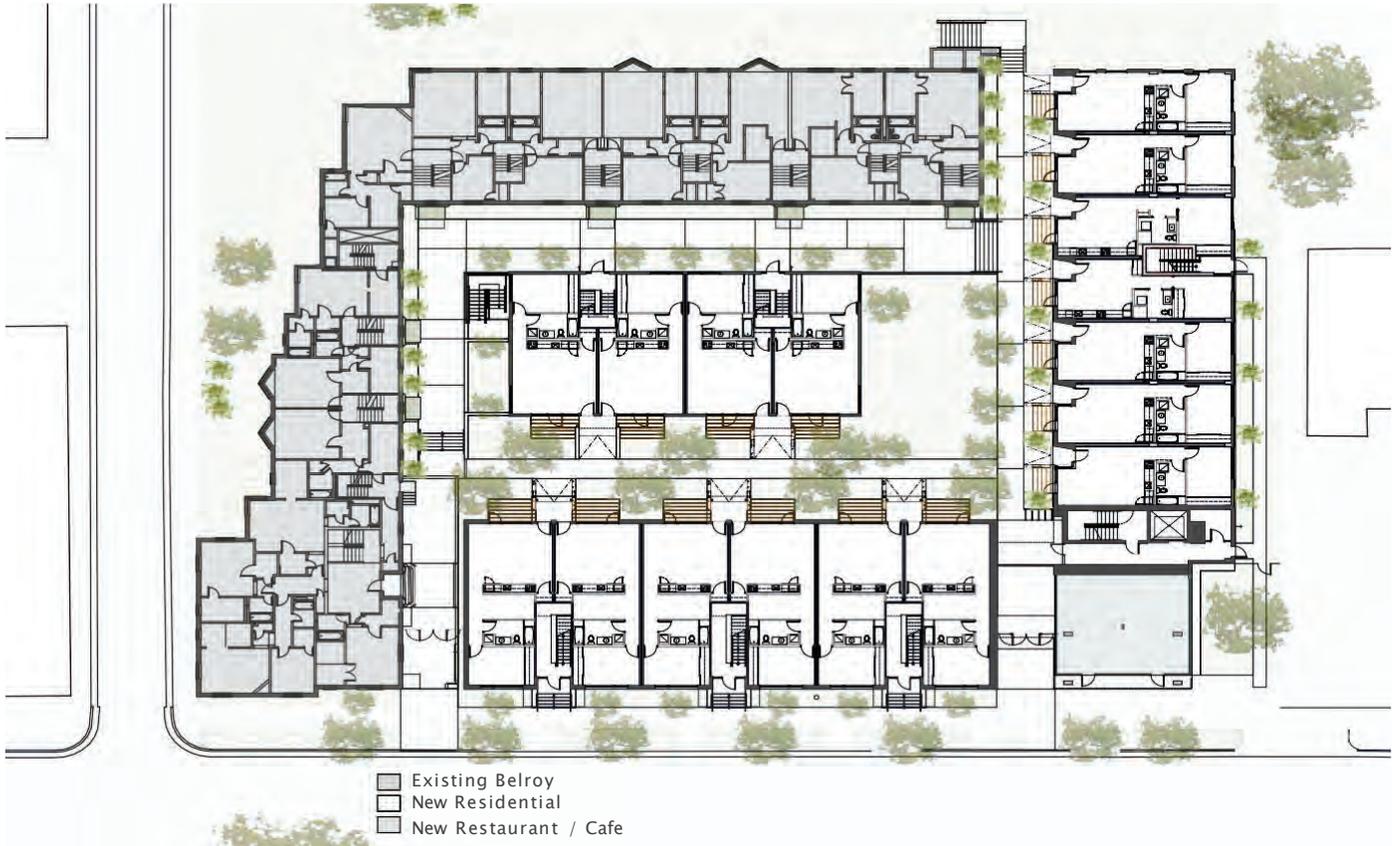
- Parking will be accessed from alleys where an alley exists. If there is no alley, parking entries will prioritize pedestrians by minimizing driveway widths to 20 feet for two-way driveways, and including a sight triangle with a clear area allowing drivers to see pedestrians.
- In the placement of buildings on site, prioritize pedestrian access and associated spaces over access for cars, parking, and service areas.
- Bicycle access should be easy and safe, with bicycle parking facilities that are convenient and secure.

#### C.3.d

### Accessibility and Welcome

Projects will be designed to accommodate people of all ages and abilities, welcoming people from the diverse cultural backgrounds of North Highline.

Projects will provide access for people of all abilities with an equal level of quality for accessible routes, designing with the spirit of universal design for the benefit of all.



The site plan for the BelRoy Apartments in Seattle added a set of new buildings to a historic building, creating a variety of building types, building heights, and shared open spaces.



Roberto Maestas Plaza has a strong architectural concept that connects a central plaza with adjacent active uses and culturally rich art related to the Centro de la Raza. 7 Directions Architects/SMR

## C.4. Public Realm Design

### INTENT

*Public realm includes the places accessible to everyone, where people can move comfortably, spend time, and gather. The design of the public realm includes those spaces themselves and what is visible from them, including the buildings and landscape. The intent of public realm design is a streetscape that is attractive and comfortable for moving through the neighborhood and spending time in it, that reflects the culture of the community, and supports neighborhood activities and businesses. Community input prioritizes compatibility with the existing scale of the neighborhood, walkability, and generous landscaping.*

*Refer also to King County Road Design and Construction Standards*

*Lighting and streetscape features, such as awnings, and street furniture must be located out of the public right-of-way or be permitted.*

### C.4.a

#### Streetscape

Improvements to the sidewalk and the streetscape required by the zoning code and the King County Road Standards will be designed in a way that will encourage walking and moving through the neighborhood for people of all ages and abilities. The design will encourage social interaction, support local businesses, and highlight the varied cultures of North Highline.

Provide ample space for people's movement and activity, including pulling the building back from the sidewalk property line if space in the right-of-way is insufficient. Refer to the Frontage Diagrams above.

Amenities are recommended along the building frontage; examples of amenities include seating and other street furniture, lighting, year-round landscaping, seasonal plantings, human-scale signage, well-crafted façade details, art, awnings, display windows, and outdoor retail displays.

### C.4.b

#### Creating Spaces for the Public

Paths and connections will be designed to be safe and accessible for people walking and moving on wheels including bicycles, wheelchairs, scooters, and skateboards.

Where surface parking lots are provided, there will be a well-marked, properly lit, accessible pedestrian route to the primary building entry and a secondary entry if applicable.

On projects with street frontage over 200 linear feet on a single frontage, a pedestrian through-route is required. It may be through the building interior so long as it is open to the public during business hours.

Some sites are adjacent to key active transportation routes identified in physical context analysis (C.1.a). Buildings facing key routes will orient windows toward such routes.

C.4.c

### Creating Spaces for the Public

If a project with a retail street level has over 150 linear feet of frontage, a minimum of one outdoor publicly accessible space is required between the right-of-way and the building. Minimum dimensions of that space are 200 square feet, with a minimum dimension of 6 feet. The minimum area of the outdoor space is 200 square feet, with minimum dimensions of 6 feet. This is not required along Main Street frontages.

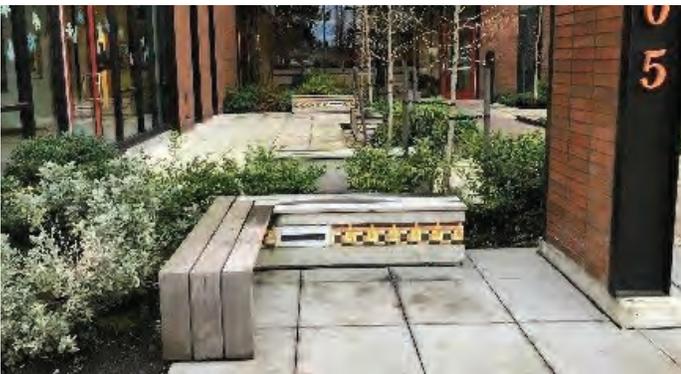
C.4.d

### Supporting Activity in the Public Realm

Promote year-round activation in public spaces by creating a strong connection between indoor and outdoor spaces, providing amenities to encourage and support positive social behaviors, and orienting interior activities so that there is good visual access to outdoor areas.

Projects will support active zones between the building and the right-of-way with a set of amenities; examples include movable seating, tables, umbrellas, opportunities for dining, merchandise displays, decorative lighting, art, water features, seasonal heaters, and publicly available wi-fi.

A mix of landscaping and plaza space is required, with at least two amenities included in the design of any space over 60 square feet.



Public spaces that are accessible and support a variety of functions to meet a range of community needs.  
(Top Left: MIG|SvR, Top Right: MacLeod Reckord)

## GREENCENTER SCORE

*Because a greener North Highline will need to be accomplished in large part through private development, the Design Standards use a tool that has proven to be very successful in the adjacent neighborhood in Seattle, and in cities such as Berlin, Germany, and Malmo, Sweden, requiring new development to incorporate plantings and green stormwater infrastructure on private property and optionally in the adjacent public streetscape.*

### *Value of Generous and Sustainable Landscape*

*The benefits of trees, sustainable landscaping, and open space are well documented. As urban areas densify, these benefits are even more needed for new residents. Providing both increased density and, at the same time, sufficient green space, has been a challenge for growing cities.*

*To address this challenge, a growing number of cities around the world are adopting some variation of a points-based system requiring sustainable landscaping with new development. These include Washington DC's Green Area Ratio, Seattle's Green Factor, and Berlin's Biotope Area Factor.*

*In order to address the desires expressed by the community for usable, culturally responsive spaces, the GreenCenter calculations favor usable space over green roofs and walls.*



*North of Roxbury Street, the City of Seattle Green Factor applies to new development, and results in the kind of streetscape desired per North Highline community input.*

## C.5. Stormwater and Landscape Design

### INTENT

*Rainfall is part of a natural cycle that can be treated in sustainable and attractive ways. The intent of the Design Standards for stormwater and landscape is to connect the urban environment to the natural systems with designs that are both functional and beautiful. Community input prioritizes compatibility with the existing scale of the neighborhood, walkability, and generous landscaping.*

*Refer also to King County Surface Water Design Manual, King County Code Landscape and Water Use Development Standards, Section 21A.16, the King County Road Design and Construction Standards, and requirements for residential open space in Title 21, if landscaping in the public ROW is intended to meet GreenCenter criteria.*

### C.5.a

#### Integrated, Usable Landscape

Landscape design will be a fundamental component of the design of the project, contributing environmentally and aesthetically to the character of the neighborhood.

### C.5.b

#### Functional and Attractive Stormwater Solutions

Stormwater design will be functional, environmentally sound and aesthetic, contributing to the character of the neighborhood, and to the understanding of natural systems for people in the neighborhood.

### C.5.c

#### Ensuring Sufficient and Sustainable Landscape

The GreenCenter Scoresheet will provide a mechanism for ensuring that green stormwater infrastructure and biomass are part of each project, with design decisions made for maximum contributions to ecology and neighborhood character.

The GreenCenter score is required to be a total of 0.3, or what could be considered the equivalent of 30% of the site with landscape materials. This score can be achieved in the way that the project proponent deems best, using a variety of options including trees and plantings, permeable paving, green roofs, etc (see p47-48 GreenCenter Scoresheet). Properties within 16th Ave SW from Roxbury to 100th Street, score maybe reduce with the director discretion.

Landscape is still required to meet the Development Standards for landscaping and water use in KCC Title 21A.16.085 & 21A.16.330, and a maintenance agreement with the County is required for landscape within the right-of-way or other publicly owned property.

Permeable paving and structural soil credits cannot count for more than one-third of the GreenCenter score. It is not an acceptable material in the public right-of-way.



*Examples of stormwater treatment integrated in the landscape frontage. (Berger Partnership)*

## C.6. Building Design

### INTENT

*The Design Standards for buildings are intended to promote a level of thoughtfulness and quality in newly developed buildings.*

*Refer to the land use regulations in King County Title 21A and the current version of the International Building Code adopted by King County.*

#### C.6.a

#### Architectural Concept

Buildings, and groupings of buildings, will have a coherent and attractive design concept appropriate for the site and its surroundings. An acceptable architectural concept will be specific to the circumstances of the context and will support a building program appropriate to the neighborhood vision. It will include thoughtful design at all scales, from massing to materials and detailing.

#### C.6.b

#### Relationship to the Block

Corner sites will address both adjoining streets with pedestrian-oriented uses and elements appropriate to the context and building program.

Mid-block sites will take into account the users of the buildings on either side (if existing), with window placement to retain privacy.

#### C.6.c

#### Modulation

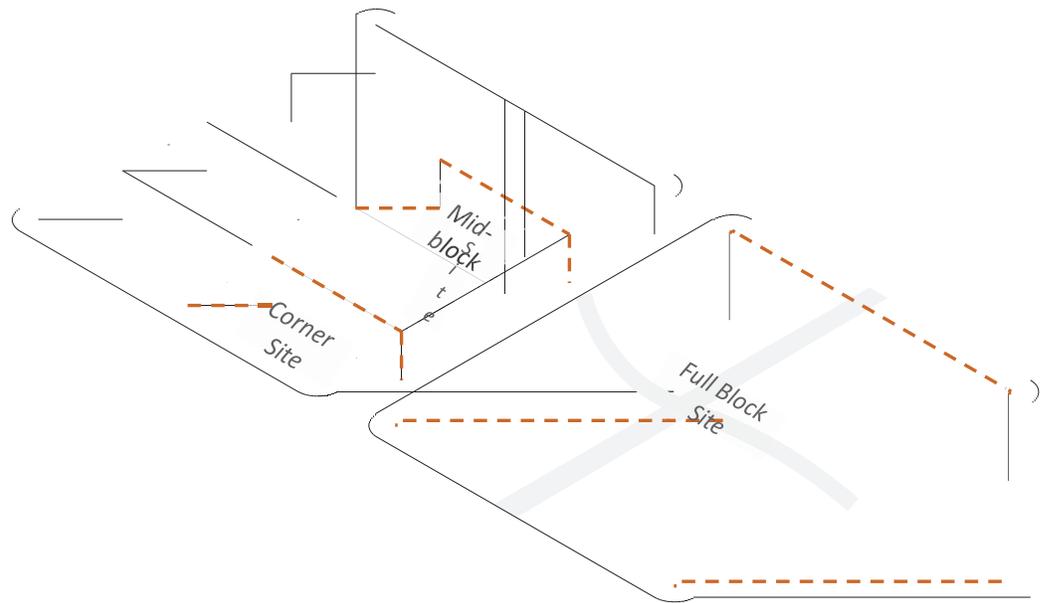
Sites with frontages over 100 feet in length will have modulation at least every 50 linear feet of façade, with a minimum of 6 feet of inset. Inset balconies may be substituted for modulation up to 100 feet of façade length.

#### C.6.d

#### Entries

Commercial storefronts will have entry doors available for every 40 feet of linear frontage in order to allow the street level to be subdivided for smaller retail uses.

Hirabayashi Place, in Seattle's International District, has a clear architectural concept that provides both consistency and interest, using modulation of well-proportioned solid elements and recessed grouped windows. Artist-created panels are based on Japanese fabric, appropriate for a building that honors Japanese-American civil rights hero Gordon Hirabayashi. (Interlm/ Mithun)



This diagram illustrates different relationships of sites to blocks. For corner sites or large sites such as the full block site shown, the Design Standards apply to each street frontage.

Left: Examples of modulation breaking down building mass.

Right: Inset balconies offer changes of depth in the facade.

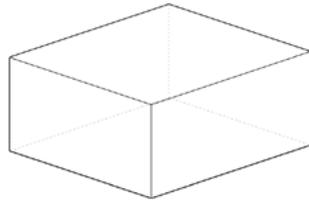
(Midtown Center, by Weinstein A+U and Lake Union Partners)



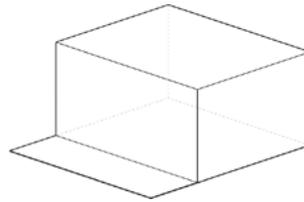
**C.6.e****Building Bulk and Massing**

Buildings will incorporate, in a manner consistent with the overall design concept, a coherent set of design techniques to create a sense of human scale. The project proponent will describe how the architectural concept relates to building massing that fits with its surroundings.

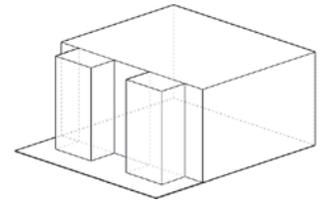
- These design techniques include modulation, setbacks, varied roof forms, variations in plane, material and color changes, and balconies. The design of scale elements will consider rhythm, proportions, and detailing consistent with the overall design concept.
- Variety in height is encouraged, and buildings with over 100 feet of façade length will include a variety of height in their massing.
- Building massing should respect transitions between zones. Where buildings are adjacent to zones with lower heights, the portion of the building with height variation will be lower, with a minimum width of 30 feet.



*Massing*



*Setback*



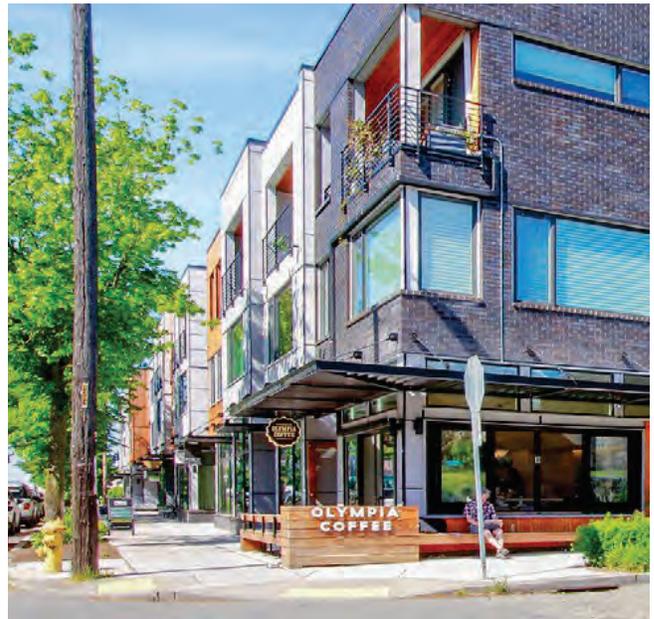
*Modulation*

**C.6.f****Reflecting Culture**

Building programming and design will reflect the diverse cultures of North Highline and be tailored to community needs. The project proponents will incorporate cultural design strategies and elements based on input from the community gathered during the Web-based Community Input Forum.

**C.6.g****Supporting Social Connections**

The design will encourage informal social connections on the site and in the building by including focal points in the building where people pick up their mail, do their laundry, or perform other daily activities.



*This example makes use of a set-back ground level and contrasting materials to create generous space and reduce building volume. (Left: KIRIN Apartment. Right: Rally Mixed-Use Development. By Jonhston Architects)*



*Example of mid-block site using side setback to create interesting interior public access for through-space. (Chophouse Row)*



*Scale elements include textured material, exposed structural elements, and window patterning*



*Different building heights add interest and variety*



*Example of building with variety of height. (Unity Village)*



*Panels and soffit along the street include artwork by artists rooted in the Black community at Seattle's Central District.*



*This building at Seattle's Central District include details on the canopy edge incorporate by African art motifs.*

## C.6.h

### Architectural Details and Features

Architectural detailing will convey a sense of craft, thoughtfulness and scale that relates to the overall architectural concept of the building.

- Commercial and Mixed-Use buildings will be designed with a permeable and attractive interface along the public streetscape, supporting active uses.
- Residential buildings will provide varied, human scale to the design character and features at the street level, using landscape and landscape elements to ensure privacy for ground level units and usable space within any setbacks.

## C.6.i

### Glazing

Glazing in storefront windows will have low reflectivity. Smash-proof glass is encouraged at street level.



*The Wadajir development in Tukwila includes a transparent facade that opens to the street connecting a community-desired use with an amenity-filled exterior space (Forterra/Mithun Architects)*



*Strong landscape treatment and grade changes creates privacy for ground level units (Greenbridge, King County Housing Authority)*

**C.6.j**

**Design in the White Center Core**

For buildings along the Main Street segment of 16th Avenue SW between SW Roxbury Street and SW 100th Street, architectural details and features will take cues from the historic building stock of White Center, including the carpentry at street level windows, attention to lighting, signage, and materials. The project proponent will describe the measures taken in the design to relate to the historic precedents that add to the character of White Center

**Facade Terminology**

Cornice

Building mounted lighting integrated

Signage location

Transom windows

Canopy

Entry

Transparency Zone

Base



**Example: Facade Character Elements**

Awning

Display windows provide interest and visibility to and from the sidewalk

Planter



## Example: Facade Character Elements

Strong, simple design provides rhythm at the street and individuality for store fronts

Signage opportunities for wall-mounted signs above and projections for blade signs

Outdoor tables and seating



## Example: Facade Character Elements

Integrated canopy offers weather protection and opportunities for lighting

Facade pulled back from property line adds sidewalk space and reduces need for vestibule

Property line



## Example: Facade Character Elements

Generous overhang provides weather protection

Multilingual signage highlights the cultural diversity of North Highline



## Example: Facade Character Elements

Integrated canopy offers weather protection and opportunities for lighting

Generous display windows turn the corner

Base has durable materials



## Example: Facade Character Elements



Plantings

Art

Street display

Seating and tables

## Example: Facade Character Elements



Iconic canopy highlights the entry

Detailing at entry

Prominent signage at pedestrian eye level

### C.6.k

## Sustainability

Buildings are recommended to provide sustainable design solutions, including durable and easy-to-maintain materials, passive solar heating and cooling, the use of renewable energy sources, and reductions in energy use relative to minimum building code requirements.

### C.6.l

## Service Areas

Service uses such as trash and utilities will be functional and accessible to users, but screened from public view by incorporating them within buildings, walls, fences, or landscaping.



Example of sustainable design strategies for Othello Square affordable housing (SKL Architects)

## C.7. Design for Distinctive Identity

### INTENT

*North Highline's diverse cultures, tradition of small, neighborhood-oriented enterprises, and "quirkiness" are highly valued and fundamental to its character. The intent of the Design Standards is to keep the neighborhood's diversity visible and to promote distinctive, unique designs through architectural features, signage, display space, transparency, art, landscape, and amenities such as seating, lighting and ornament. The project proponent will describe the approaches to expression that are incorporated into the architectural concept and site design, addressing each of the following strategies.*

### C.7.a

#### Signage that Expresses Character and Cultural Diversity

New building, project and business signage for local businesses should continue the tradition of North Highline's custom-designed and expressive signage. Design will offer multiple signage opportunities for retail uses. Project proponents will describe the approach to signage and how it relates to North Highline in the Web-based Community Input Forum.

- The principal sign of any building or establishment must be unique and custom designed. Such signs may include logos, colors or other brand-identifying elements, but the overall sign must not be generic or identical to a sign in any other location.
- Multi-lingual signage is encouraged.
- Flashing or moving images are not allowed.



*White Center's character is expressed in facades and architectural elements with personality and a sense of humor.*



*Much of White Center's signage is a prominent design feature and unique to local businesses.*

### C.7.b

## Art and Murals Rooted in Community Values and Community Artists

New development is recommended to draw on the character of White Center and the tradition of integrating murals and art.

- Blank walls extending more than 20 feet are not allowed along sidewalks except under exceptional circumstances. Where blank walls are unavoidable, murals, graphics, or other decorative motifs are required.



*White Center's murals express the varied cultures of the community.*

### C.7.c

## Landscape Design that Adds to Neighborhood Character

Creative landscape design is distinctive, attractive, and has functional characteristics. The project proposal will describe how the landscape plan adds to neighborhood character and supports the cultural diversity of North Highline.



*Vines provide shading and an attractive canopy along the building front conjunction. (Mint Plaza, CMG Landscape Architects)*



*Landscape and murals in this pocket park were done in conjunction with artists. (Tenderloin National Park, San Francisco, Photos by Luke Thomas)*

C.7.d

Distinctive Identity of Commercial Storefronts

The project will provide many opportunities for unique and distinctive identity in the design of façades and storefronts, displays, or other features.

C.7.e

Distinctive Identity of Residential Entries and Facades

Residential building entries will incorporate amenities or features at the entries that are distinctive, attractive identifiers. These may include culturally relevant art, architectural elements such as doors or canopies, or landscaping. Units in the building will have opportunities on the façade for expression and personalization with a preference for usable balconies. Open spaces and play areas will also include distinctive features, such as seating and play elements that are supportive of residents such as children and elders.



*This entry to the Liberty Bank building in Seattle has a distinctive entry with art by artist deeply connected to the neighborhood (Irvin & Al Dogget)*

C.7.f

Offices that Contribute to Neighborhood Character

Offices will be designed to add character to the neighborhood by providing and expressing scales and variety that are distinctive characteristics of North Highline with its tradition of small-scale residential and neighborhood-supporting commercial buildings. This may be achieved with a combination of articulated masses, varied roof forms, varying cornice or parapet, heights, bays, balconies, or other scaling elements.



*Office buildings can be shaped, rather than “boxy”, and can incorporate outdoor spaces.*

## C.8. Design for a Safe and Welcoming Neighborhood

### INTENT

*Perceptions of being safe and welcome vary for different people. In terms of the Design Guideline intent, making a space more welcoming can actually contribute to making it safer. Increasing public interactions and supporting more positive interactions builds the sense of community that ensures that friends, families, and neighbors know one another, trust one another, and look out for one another. This intent also goes along with best practices for accessibility, lighting, and visibility.*

*Lighting and streetscape features, such as awnings, and street furniture must be located out of the public right-of-way or be permitted.*

### C.8.a

#### General Lighting

Lighting will be considered for the entire site, with special attention to pedestrian paths, vestibules, and service areas.

The landscape and lighting design will be designed so that fixtures are not obscured as trees and plantings mature.

Lighting will support universal access and the needs of people with limited mobility and sight in lighting design.

Projects will provide sufficient light at directional and informational signs for legibility at night.

Lighting will be shielded to prevent light pollution.

Lighting levels will meet the best practice standards.

### C.8.b

#### Lighting along Street-Facing Façades

Lighting on the street facing façade will include fixtures with lighting levels oriented at pedestrian areas and the sidewalk.

Lighting levels should be designed so that people can recognize faces of people nearby, and limit extreme contrasts within pedestrian areas, with higher lighting levels at site and building entrances and within publicly accessible spaces.

Glare should be avoided for pedestrians, drivers, and adjacent properties.

### C.8.c

#### Lighting in Parking Lots

Parking lots will have a consistent level of lighting that limits substantial contrasts to provide for safe use after dark.

In parking areas, the mounting height of the luminaires will be a maximum of 15 feet high.

### C.8.d

#### Window Locations

Locate windows from interior activity areas, such as living areas and kitchens, to overlook sidewalks, paths and other outdoor usable spaces, rights-of-way, or other publicly owned property.

**C.8.e****Alcove Design**

Avoid low lighting levels or substantial contrast relative to higher lighting levels in places of potential entrapment. Consider wide alcoves, angled walls, or pulling the street façade back from the sidewalk to allow outswinging doors instead of vestibules, and gates at service doors.

**C.8.f****Lighting Metrics**

The project proponent will include a Lighting Plan, superimposed over the Site Plan, which locates and describes exterior light fixtures with the following information:

- Type and number of fixtures, including manufacturer and model number, demonstrating the fixtures are fully shielded<sup>1</sup> to reduce light spill
- Lamp source type with lumen output
- Mounting type (pole, wall, etc) and mounting height
- Average Footcandle<sup>2</sup> levels and Uniformity Ratio<sup>3</sup>

Footcandle levels (FC) for pedestrian areas is as follows:

- Building Entries and Vestibules: up to 3 FC
- Sidewalks and Walkways: Average 1 FC
- Parking Areas: Average of 0.5 to 1 FC

Lighting uniformity ratio shall not exceed 10:1.

Interior fixtures highlighting retail displays along sidewalks, and lighting that contributes to an attractive and distinctive character in the retail area are encouraged.

---

*1. Fully shielded - A fully shielded light fixture has a solid barrier at the top of the fixture in which bulb is located and emits no direct uplight.*

*2. Footcandle("FC") - Is the basic unit of light falling on a surface, and can be taken with a hand held light meter. One footcandle is equivalent to the illuminance produced on one square foot of surface area by a source of one candle at a distance of one foot.*

*3. Uniformity Ratio - is the ratio of the minimum lighting level to the average lighting level in a specified area.*

SECTION 4

DESIGN STANDARDS

FORMS + CHECKLIST

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# PREAPPLICATION MEETING WEB-BASED COMMUNITY INPUT FORUM MATERIALS

## Checklist for Applicants and Reviewers

### Street Frontage Types

What Street Type(s) does the project front on?  
What is the linear footage along the street(s)?  
Which building frontage type(s) are you proposing?

### Context Analysis

**Show:** Context and Site Analysis

**Describe:** Include provisions of Section 2d. of the Design Standards.

### Site Design

**Show:** Proposed Concept Site Plan

**Describe:** How does project's proposed design meet the Site Design Intent?  
Describe the publicly accessible spaces and open spaces and their functions; the building footprint and first floor uses; pedestrian, bicycle, and vehicle access, and service functions. Describe the project's strategies for contributing to the public realm, meeting the overall goals of the Goals for Neighborhood Form and Character, and how the project approach best meets the expressed community values.

### Public Realm Design

**Show:** Proposed Public Realm Plan

**Describe:** How does project's proposed design meet the Public Realm Design Intent?  
Describe the ways in which the project will add to the available space for the public and increase the vitality of public space, how it fits into the context as analyzed, and how it best meets the expressed community values.

## Stormwater and Landscape Design

- Show:** Stormwater Design, prepared by a licensed Civil Engineer  
Landscape Plan, prepared by a licensed Landscape Architect  
GreenCenter Approach and Calculations
- Describe:** How does the design meet the Stormwater and Landscape Design Intent and respond to input from the community?  
Describe stormwater strategies and features and landscape design, noting intended uses for each space.  
Explain how the proposed approach for GreenCenter maximizes sustainability and community benefit.  
Show calculations for any required residential on-site recreation space.  
Show type and number of units proposed.  
Show amount of on-site residential space required and provided.

## Building Design

- Show:** Architectural Concept Description  
Architectural Plans, Elevations, Façade details
- Describe:** How does the project's proposed design meet the Building Design Intent, and respond to input from the community?  
Describe the architectural concept and how it responds to the context, program and community input. Describe materials, colors, detailing, and ways in which the proposed design meets expressed community input.
- Proposed building façade lengths:  
Modulations required:  
Proposed building Heights:  
Height variations required:  
Sustainability Features:

## Design for Culture and Expression

- Show:** Cultural Analysis
- Describe:** How does the project's proposed design meet the Cultural and Expression Intent?  
Describe features encouraging expression for street-level uses and upper-level uses (if applicable) and features supporting the cultural diversity of North Highline.

## Design for a Safe and Welcoming Neighborhood

- Show:** Lighting Plan prepared by a qualified professional
- Describe:** How does the project's proposed design meet the Intent of a Safe and Welcoming Neighborhood and input from the community?  
Describe the lighting and other safety measures, and how the project will meet the spirit and requirements for universal design to welcome all.

# PUBLIC REVIEW MATERIALS

## Checklist for Applicants and Reviewers

### Summary of Public Input

Provide a summary of input from the Pre-Development meeting and comments received by the County regarding the project.

### Street Frontage Types

What Street Type(s) does the project front on?  
What is the linear footage along the street(s)?  
Which building frontage type(s) are used?

### Site Design

**Show:** Context Analysis  
Site Plan

**Describe:** Describe how the project's proposed design meets the Site Design Intent and responds to input from the community.  
Describe the public spaces and open spaces, their dimensions and their functions; the building footprint and first floor uses; pedestrian, bicycle, and vehicle access and service functions. Describe the ways that the project contributes to the public realm, fits into the urban, natural, and cultural contexts, and best meets the expressed community values and input.

### Public Realm Design

**Show:** Public Realm Plan

**Describe:** How does the project's design meet the Public Realm Design Intent and respond to input from the community?  
Describe the dimensions, uses, and characteristics of space for the public and how it meets the expressed community values and responds to community input.

## Stormwater and Landscape Design

**Show:** Proposed Stormwater and Landscape Concept Diagrams  
Proposed Green Center Approach

**Describe:** Describe how the project's design meets the Stormwater and Landscape Design Intent and Standards.  
Describe stormwater strategies and features, and landscape design, noting intended uses for each space. Explain how the proposed approach for meeting GreenCenter requirements maximizes sustainability and community benefit.

Type and number of units proposed and amount of on-site residential open space required and provided

## Building Design

**Show:** Proposed Architectural Concept Diagrams  
Proposed Concept Plans and Elevations

**Describe:** Describe how the project's design meets the Building Design Intent and Standards. Describe the project's proposed uses and the overall architectural concept and why it is most appropriate for the site and the neighborhood. Describe the massing, style, materials, detailing, and ways in which the proposed design responds to community input.

Indicate proposed building façade lengths  
Modulations required  
Proposed building heights  
Height variations required  
Sustainability features

## Design for Culture and Expression

**Show:** Cultural Analysis

**Describe:** Describe how the project's design meets Intent and Standards for Cultural and Expression and ways in which the proposed design responds to community input. Describe features encouraging programs, expressions, or features for street level uses and upper-level uses (if applicable) and strategies supporting the cultural diversity of North Highline.

## Design for a Safe and Welcoming Neighborhood

**Show:** Proposed Conceptual Lighting Plan

**Describe:** Describe how the project's design meets Intent and Standards of a Safe and Welcoming Neighborhood.  
Describe approaches to lighting and to other safety measures, and how the project will meet the spirit and requirements for universal design to welcome all.



# GREENCENTER SCORESHEET

## NORTH HIGHLINE DESIGN STANDARDS & GUIDELINES

The GreenCenter score is required to be a total of 0.3, or what could be considered the equivalent of 30% of the site with landscape materials. This score can be achieved in the way that the project proponent deems best, using a variety of options below. Properties within 16th Ave SW from Roxbury to 100th Street, score maybe reduce with the director discretion.

### To calculate the GreenCenter Score for your project:

1. Enter the areas for all qualifying landscape elements across entire parcel in the Areas column. Instructions for calculating areas in square feet are included in the worksheet.
2. Multiply the Area value for each landscape element by the element's Factor value (given in worksheet) to populate the Total column.
3. Calculate the Green Center Numerator for your project by adding the totals (from the Total column) for all landscape element categories.
4. Divide the Green Center Numerator by your project's parcel size to calculate the Green Center Score.

Landscape Elements	Area (in sq ft)	x	Factor	=	Total
<b>1. Planted Areas</b>					
Planted areas with a soil depth of 24" or greater			0.6		
Bioretention facilities			1.0		
<b>2. Small Plantings, Shrubs, &amp; Perennials</b>					
Mulch, ground covers, or other plants less than 2' tall at maturity			0.1		
Medium shrubs or perennials 2'-4' tall at maturity (Area = Number of plants x 9 sq ft)			0.3		
Large shrubs or perennials 4'+ tall at maturity (Area = Number of plants x 36 sq ft)			0.3		
<b>3. Trees</b>					
Tree canopy for trees with canopy spread of 8' - 15' (Area = Number of trees x 75 sq ft)			0.3		
Tree canopy for trees with canopy spread of 16' - 20' (Area = Number of trees x 150 sq ft)			0.5		
Tree canopy for trees with canopy spread of 21' - 25' (Area = Number of trees x 250 sq ft)			0.7		
Tree canopy for trees with canopy spread of 26'+ (Area = Number of trees x 350 sq ft)			0.9		
Tree canopy for preservation of existing trees with trunks 6" or greater at 4.5' above the ground (Area = 20 sq ft x inch of tree diameter )			1.0		

<b>Landscape Elements</b>	<b>Area (in sq ft)</b>	<b>x</b>	<b>Factor</b>	<b>=</b>	<b>Total</b>
<b>4. Green Roofs</b>					
Green roofs with at least 2" and less than 4" of growth medium			0.2		
Green roofs with 4"-8" of growth medium			0.3		
Green roofs with 8" or more of growth medium			0.4		
<b>5. Vegetated Walls</b>					
Square footage of vegetated wall			0.3		
<b>4. Permeable Pavement</b>					
Permeable paving over at least 6" and less than 24" of soil or gravel			0.2		
Permeable paving over at least 24" of soil or gravel			0.4		
<b>5. Structural Soil Systems</b>					
Square footage of structural soil systems			0.5		
<b>6. Bonuses</b>					
Landscaping that consists of drought tolerant and/or native plant species			0.1		
Vegetation visible to passerby from adjacent public right of way or public open spaces			0.2		
Landscaping in food cultivation			0.1		
Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater or collected greywater			0.2		
Spaces that support sitting or small gatherings.			0.2		
Landscape requested by community through the public outreach process			0.2		

GreenCenter Numerator  
Add totals for all landscape  
elements categories

GreenCenter Numerator

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Parcel Size (in sq ft)

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**GREENCENTER SCORE**