

- d. Install a decorative screen wall (at least 2 feet, 6 inches high), a trellis, or other continuous architectural element, with a length of at least 20' along the front property line. Height and location of elements are not to create a visibility or security problem; or
- e. Other treatments shall be considered, provided they meet the Intent of the standards as determined by the responsible official.



Figure A-49. This street corner successfully combines landscaping with architectural elements. Signage demarcates the area, not an individual store.

Section B: Vehicular Access and Parking

B.1 Street Pattern and Layout

Intent

- ◆ *To create and maintain a safe, convenient network of streets that enhances the district's ability to function as a pedestrian-oriented neighborhood center.*

Standards

- B.1.1 Developments shall meet the requirements of CCC-Chapter 40.350 (Transportation and Circulation) unless otherwise noted herein.
- B.1.2 Applicants shall successfully demonstrate how the proposed development maintains a hierarchy of streets to provide organized circulation that promotes use by multiple transportation modes and to avoid over-burdening the roadway system. The hierarchy may consist of:

- Arterial.**
- Collector.**
- Access Road.**
- Internal Road.**
- Pedestrian-Oriented Streets.** Streets that are intended to feature a concentration of storefronts and pedestrian activity. Such streets feature slow moving traffic, narrow travel lanes, on-street parking, and wide sidewalks. Public streets and private internal access roads may be designated as pedestrian-oriented streets by an adopted subarea plan or master plan, by an applicant, or by the County based on the following criteria.

- (1) Ideally, each Mixed-Use area (contiguous MX properties) should include at least one pedestrian-oriented street segment. This could be the entire street, a single block, or a portion of a block.

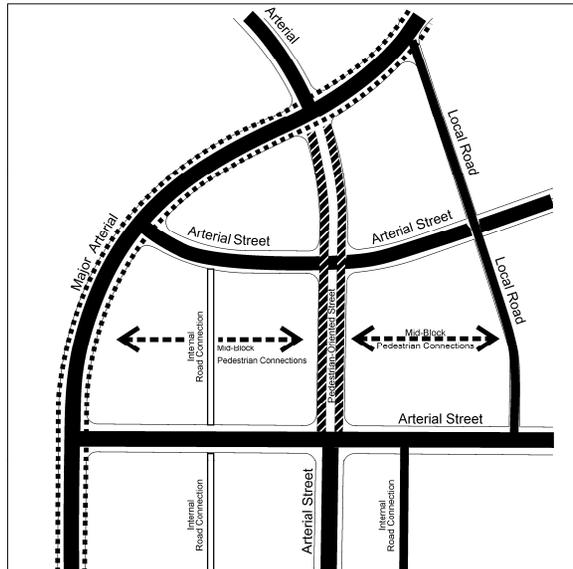


Figure B-1. A good example of a hierarchy of streets. Note the range of street types, including arterials, pedestrian-oriented streets, and internal roads.

The Pedestrian-Oriented Street designation could also be applied to a pedestrian only corridor, where a concentration of retail and pedestrian activities is sought.

- (2) The extent of the Pedestrian-Oriented Street designation should be limited to an area that can reasonably support small scale retail uses based on current and projected market conditions.

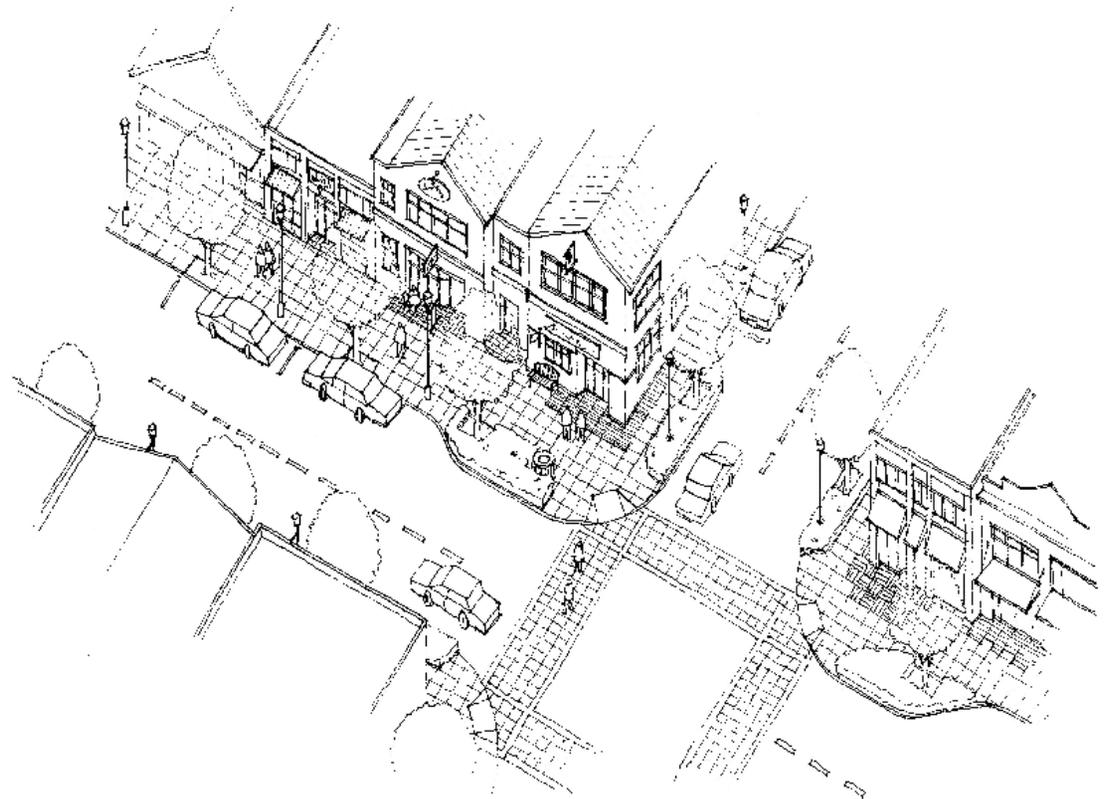


Figure B-2. Pedestrian-oriented streets feature storefronts built right up to the sidewalk.

B. Vehicular Access and Parking

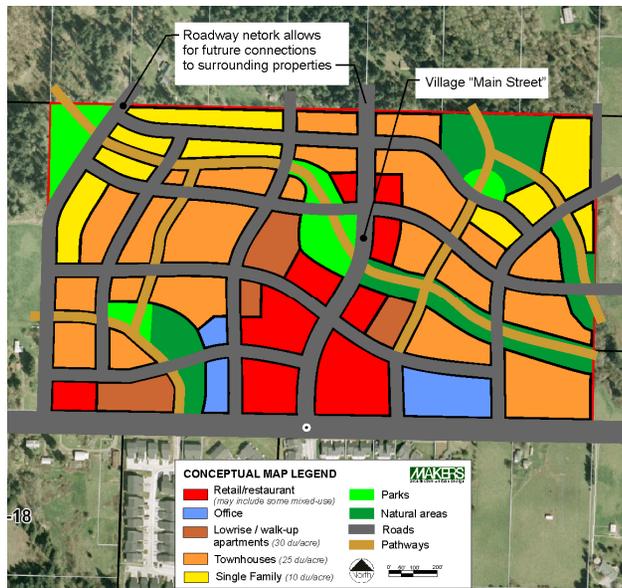


Figure B-3. An example of a modified grid with desirable block sizes that enhance circulation. Note that the larger blocks are broken up with trails or open spaces.

B.1.3 Developments shall provide and/or be integrated with a dense network of streets in a “modified grid” to help provide a sense of place and orientation and to appropriately distribute the flow of traffic. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. The modified grid relies on the “T” and crossroads intersection. It responds well to incorporating topographic features and creating road form where the property is surrounded by open space. Sidewalks in a modified grid allow for a continuously linked network. Utilizing a hierarchy of streets as defined above, developments shall conform to the following cross circulation standards:

- a. Maximum block width: 480 feet.
- b. Maximum block perimeter: 1,400 feet. This allows for a block of 480 feet wide by 240 feet wide, which is a desirable width of a block accommodating lots facing streets on either side. Such a network allows for better traffic flows, orientation, and shorter trips.

Departures from the above standards shall be considered by the responsible official based on one or more criteria listed below. All such proposals shall meet the Intent of the standards.

- (1) Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative which can accomplish the same design purpose is available.
- (2) A departure provides the opportunity for a public open space or other public amenity that goes well beyond minimum standards herein. For example, a larger block could allow for the development of a mixed-use pedestrian village featuring a centralized plaza space with parking and vehicular access around the perimeter. See Figure B-4 for an example.

For any such departure, through-block pedestrian pathways are encouraged at 220-foot intervals and required at intervals not more than 480 feet.

- (3) The location of institutional or other similar uses require a larger block size.
- (4) A private internal road(s) may be used to meet cross circulation standards per the following conditions:
 - (a) Adjacent properties do not rely on applicable roadway for primary access.
 - (b) Roadway shall be designed to look and function like public streets (planting strips, street trees, sidewalks, and parallel parking, where appropriate per the responsible official).
 - (c) Roadway shall be and are accessible to the public.
 - (d) Applicable only to areas of non-residential and multifamily developments.

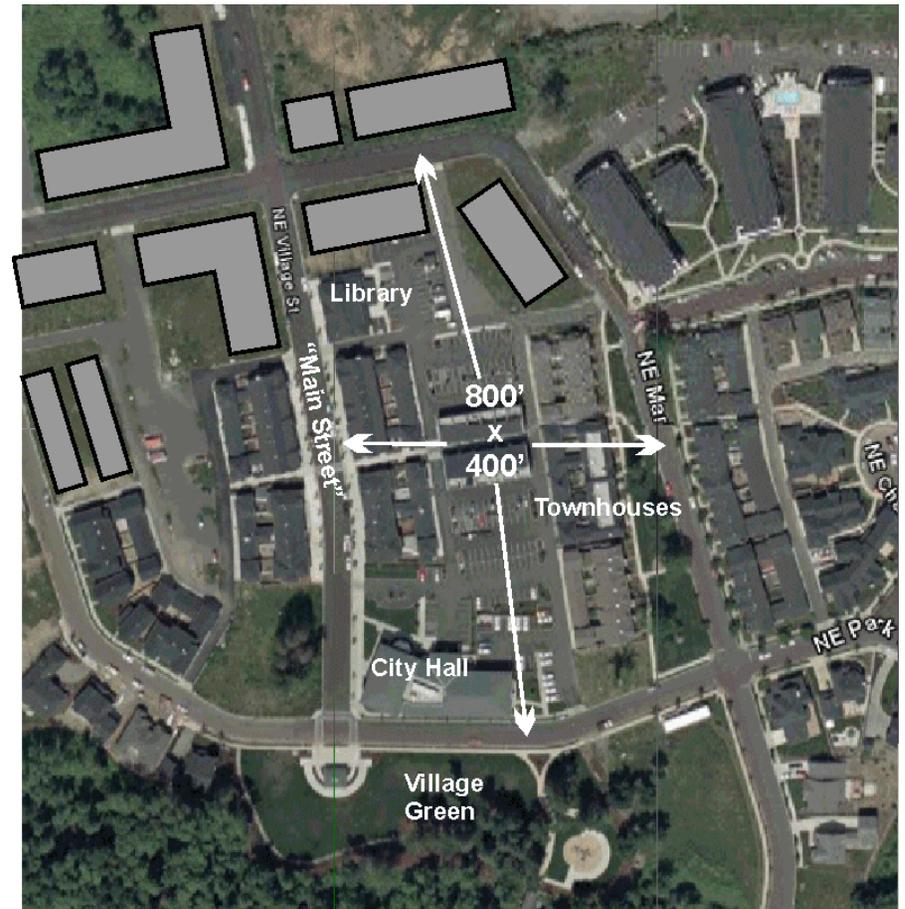


Figure B-4. Fairview Village contains some blocks that exceed these standards. However, the network of internal roads and pathways, the presence of the City Hall, and the “Main Street” configuration would qualify it for a departure.

B.2 Street Design

Intent

- ◆ *To create safe, attractive, and functional streets that enhances the district's ability to function as a pedestrian-oriented neighborhood center.*
- ◆ *To enhance the character and identity of the area.*
- ◆ *To balance street design to deemphasize vehicular travel.*
- ◆ *To beautify mixed-use districts by incorporating landscaping elements into the streetscape.*
- ◆ *To encourage pedestrian activity.*

Standards

NOTE: All developments are subject to the requirements of CCC-Chapter 40.350 (Transportation and Circulation). However, Standard B.2.1 below provides that departures or “modifications” to those standards may often be warranted to meet the Intent of the standards noted above. Where applicable, applicants must comply with CCC Section 40.550.010, Road Modifications.

- B.2.1 Applicants shall demonstrate to the responsible official's satisfaction, how the project's proposed street design and development design creates safe, attractive, and functional streets that enhance the district's ability to function as a pedestrian-oriented mixed-use center. This can be accomplished by:
- a. Providing traffic calming measures, including:
 - (1) Narrow travel lane and roadway widths in a way that reduces travel speeds to levels that are appropriate for pedestrian-oriented areas. Generally speeds of 25 mph or less are appropriate. An exception might be Arterials or Collectors that border a Mixed-Use district.

- (2) On-street parking (except highways and most arterials), particularly in commercial areas. The presence of parked cars adjacent to travel lanes not only helps to slow traffic, but it provides a shield to pedestrians on the adjacent sidewalk and provides convenience to shoppers.
- (3) Curb bulbs that narrow the street width at intersections and other locations where pedestrian street crossing is desired (see Figure B-6 for an example). Curb bulbs are required on all corners where on-street parking is included on at least one of the streets and pedestrian traffic is desired, and no related critical vehicular conflicts are present per the responsible official.
- (4) Reduced turning radius at corners. An effective turning radii to slow turning movements on minor cross streets is 15 feet. A 25-foot turning radius is more appropriate at major cross streets (increased to 30 feet if there are a large number of bus and truck turning movements). The responsible official shall factor anticipated traffic volumes (both pedestrian and vehicle), traffic types, and intersection traffic control devices in approved radius.
- (5) Visible and attractive crosswalks, for intersections or midblock sites where pedestrian crossings are preferred, per the responsible official. At minimum, crosswalks shall be 6 feet wide, with wider crosswalks desirable in areas with high levels of pedestrian activity.
- (6) Landscaped medians, roundabouts and traffic circles, where appropriate, as determined by the responsible official. These features visually notify drivers that they are entering a special area. All can help to decrease vehicular speed and reduce accidents. Medians give pedestrians a safe place to stop as they

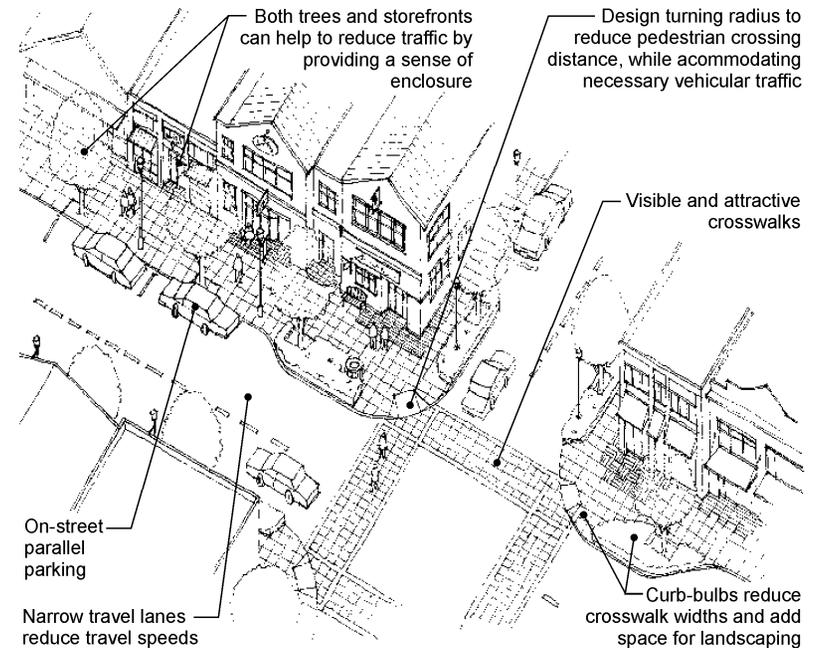


Figure B-5. Desirable street design features.



Figure B-6. Curb bulb example.

B. Vehicular Access and Parking



Figure B-7. Landscaped median example.

cross a street. All treatments offer opportunities for special landscaping and artwork.

- (7) Site storefronts or other buildings adjacent to or close to the street. Although the buildings are outside of the right-of-way, they offer a sense of enclosure that contributes to a street's sense of place and encourages drivers to slow down. See Figure B-8 for examples of desirable and undesirable height to width ratios involving building heights/street widths.
- b. Providing landscaping elements that enhance the visual environment. **At a minimum, this includes street trees**, which shall be placed 30 feet on-center between the roadway and sidewalk. In high pedestrian traffic areas, trees should be placed in grates or planter boxes (at least 5 feet by 5 feet) to allow greater sidewalk widths. Otherwise, planting strips between the roadway are appropriate – particularly adjacent to residential uses. In order to support a healthy tree, planting strips shall be at least 5 feet in width. A variety of drought tolerant and low maintenance ground covers and low shrubs (in accordance with the Standard Details Manual: “G” Roadway Planting Materials Table and Planting Details) shall be used in planting strips. Planting materials and patterns should also be used to create a distinct identity for a district, area, street, or even a single block.

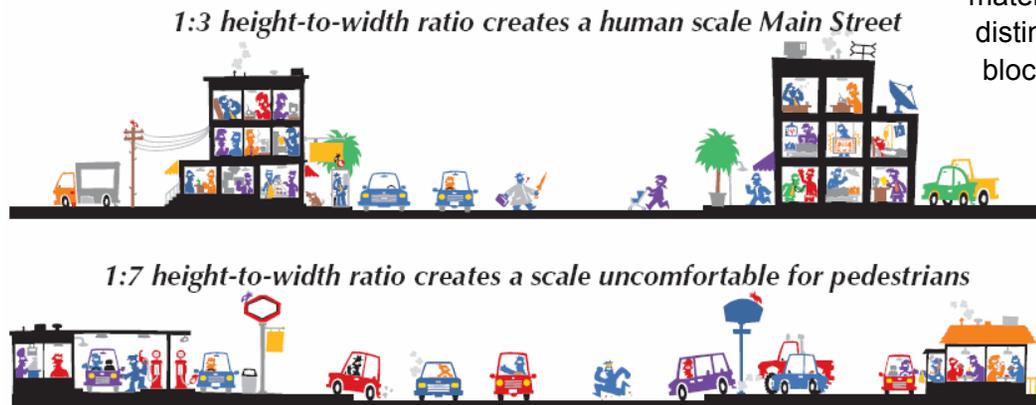


Figure B-8. Desirable height to width ratios for streets.

- c. Providing functional and attractive sidewalks per Standard C.1.1.
- d. Providing lighting to enhance the safety and character of streets. Pedestrian-scaled lighting (light fixtures no taller than 15 feet) are required on all streets at intervals to be determined by the responsible official.
- e. Accommodating bicycle uses, where possible and desirable, as determined by the responsible official. Defining the type and design of on-street bicycle facilities shall address the type and mix of traffic, the speed of traffic, the area circulation pattern, the terrain, and overall roadway design. On-street bicycle access can range from striped bike lanes, wider shoulders, or shared lanes. The New Jersey Department of Transportation (NJDOT) developed Table B-1 to indicate at what speeds and traffic volumes (vehicles per day) bicycles are compatible with vehicle traffic. The chart indicates, for example, that a shared lane is appropriate where there are fewer than 10,000 vehicles per day traveling less than 30 mph, but that a separate lane is recommended if either speed or volume is much higher.
- f. Accommodating current and future transit uses, where applicable, as determined by the responsible official. A consultation with the applicable transit agency shall be required for all projects to determine proper location and design of streets to accommodate transit uses.
- g. Providing amenities that enhance the pedestrian environment per Standard C.3.4.



Figure B-9. Landscaping elements enhance the streetscape for this mixed-use area.

Table B-1. Appropriate On-Street Bicycle Facilities, Based on Volume of Traffic and Travel Speeds (source: NJDOT)

	20 mph	25 mph	30 mph	35 mph
Existing Lane	<2,000	<2,000	<2,000	<1,200
Shared Lane	2,000-10,000	2,000-10,000	2,000-10,000	1,200-2,000
Bike Lane	>10,000	>10,000	>10,000	>2,000

Street Design Resources:

Road Diets: Fixing the Big Roads, Dan Burden and Peter Lagerway; Walkable Communities, Inc, 1999

Flexible Design of New Jersey's Main Streets; Reid Ewing and Michael King, web: www.state.nj/transportation/publicat/flexibledesign.pdf

Pedestrian Facilities Guidebook: Incorporating Pedestrians into Washington's Transportation System, Otak for WSDOT/PSRC/CRAB, 1997

Main Street....When a Highway Runs Through it: A Handbook for Oregon Communities (November 1999), web: www.lcd.state.or.us/tgm/pub/mainst/MSH.pdf

Options and Innovations Toolkit: Context Sensitive Solutions for Rural Town Centers and Corridors, MAKERS and Transpo for PSRC, 2004

Guide to Land Use and Public Transportation, MAKERS for PSRC, 1996

Creating Transit Station Communities, MAKERS for PSRC, 2000

Making Streets that Work, City of Seattle, 1996, web: <http://www.ci.seattle.wa.us/transportation/pdf/mstw.pdf>

Building Projects that Build Communities, WSDOT, 2003, web: www.wsdot.wa.gov/biz/csd/BPBC_Final/

Bike Plan Source, web: <http://www.bikeplan.com/>

Pedestrian and Bicycle Information Center, web: <http://www.bicyclinginfo.org/>

WSDOT Livable Communities Policy, web: <http://www.wsdot.wa.gov/biz/csd/pdf/LivableCommunities.pdf>

B.3 On-Site Vehicular Access and Connections

Intent

- ◆ *To create a safe, convenient, and efficient network for vehicular circulation and parking.*
- ◆ *To enhance access to the area from the surrounding neighborhood.*
- ◆ *To upgrade the appearance of interior access roads.*
- ◆ *To minimize negative impacts of driveways on the streetscape and pedestrian environment.*

Recommended Standards

- B.3.1 Developments shall provide a safe and convenient network of vehicular circulation that connects to the surrounding road/access network and provides the opportunities for future connections to adjacent parcels, where applicable.
- B.3.2 Developments are encouraged to design interior access roads to look and function more like public streets. This includes planting strips and street trees on both sides, sidewalks on one or both sides, and perpendicular parking on one or both sides. These features may be required by the responsible official based on the nature of adjacent uses and anticipated pedestrian activity.
- B.3.3 Driveways are prohibited on pedestrian-oriented streets, unless there are no alternatives.



Figure B-10. Internal access road designed to look and function like a public street. Note on-street parking, lighting, street trees, and sidewalks.

B. Vehicular Access and Parking

- B.3.4 Parking lot entrances shall be restricted to no more than one entrance and exit lane per 300 lineal feet (lf) of frontage. Properties with less than 300lf of frontage shall be restricted to one entrance and exit lane for vehicular access. For corner properties, the separate street frontages shall be measured separately unless both streets are classified as an Arterial or Collector.
- B.3.5 Driveway widths shall be minimized per the responsible official to reduce pedestrian conflicts. Driveway lanes shall be no wider than 13 feet per entry or exit lane unless the responsible official determines wider lanes are appropriate for the use and that the design does not significantly impact vehicular circulation, public safety, pedestrian movement, or visual qualities.

B.4 Parking

Intent

- ◆ *To provide flexibility in how developments accommodate parking.*
- ◆ *To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.*
- ◆ *To ensure safety of users of parking areas, increase convenience to businesses, and reduce the impact of parking lots wherever possible.*
- ◆ *To physically and visually integrate parking garages with other uses.*
- ◆ *To reduce the overall impact of parking garages when they are located in proximity to the designated pedestrian environment.*

Standards

See Section A.2 (Building Location and Orientation) for standards involving parking lot location.

- B.4.1 Parking spaces shall provided consistent with 40.340.010(A)(5).
Exceptions:
- a. Multi-family dwelling – studio unit: 1 space/dwelling unit.
 - b. Assisted care facility, senior: 1 space/each 3 units.
 - c. Senior housing: 1 space/dwelling unit
- B.4.2 Tandem parking (one car behind the other) may be used for all housing types, provided the spaces are identified for the exclusive use of a designated dwelling unit.
- B.4.3 On-street parking spaces adjacent to uses shall count towards off-street parking requirements.

B. Vehicular Access and Parking

- B.4.4 For non-residential uses, the maximum number of parking spaces to be provided is limited to one hundred twenty-five percent (125%) of that required in CCC 40.340.010(A)(5).
- B.4.5 Shared parking between and among uses is encouraged and shall be permitted in accordance with CCC 40.340.010(A)(5).
- B.4.6 On designated pedestrian-oriented streets:
 - a. Parking shall be at the side and/or rear of a building, with the exception of on-street parallel parking. No more than sixty (60) feet of the street frontage measured parallel to the curb shall be occupied by off-street parking and vehicular access.
 - b. On-street, parallel parking shall be required on both sides of the street.
 - c. Parking lots shall be located to the side or rear of the building
- B.4.7 Parking lots shall not be located adjacent to intersections. Exceptions may be granted by the responsible official where alternative design treatments, such as special landscaping and architectural components adjacent to the street corner, enhance the visual character of the street and the pedestrian environment and where the project meets all other applicable design standards and guidelines.
- B.4.8 Parking structures on designated pedestrian-oriented streets shall provide space for ground-floor commercial uses along street frontages for a minimum of 75 percent of the frontage width. The entire façade facing a pedestrian-oriented street shall feature a pedestrian-oriented façade.
- B.4.9 Parking structures adjacent to non-pedestrian-oriented streets and not featuring a pedestrian-oriented façade shall be set back at least 10 feet from the sidewalk and feature landscaping between the sidewalk and the structure. This shall include a combination of evergreen and deciduous trees, shrubs, and groundcover. Alternative measures shall be considered, provided the treatment meets the Intent of the standards.

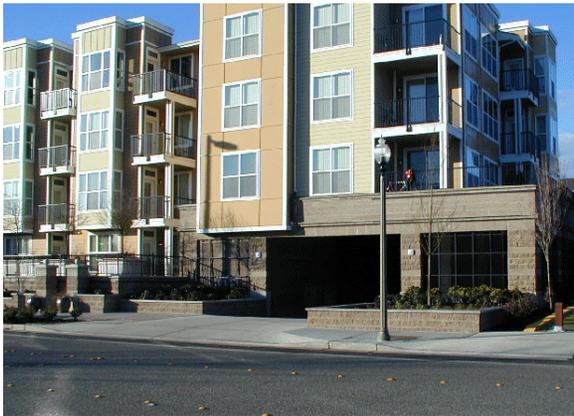


Figure B-11. A good example of a parking garage entrance for a mixed-use development.

- B.4.10 Parking garage entries shall be designed and sited to complement, not subordinate, the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.
- B.4.11 Parking within the building should be enclosed or screened through any combination of landscaping berms, walls, decorative grilles, or trellis work with landscaping.
- B.4.12 Parking garages visible from a street shall be designed to be complementary with adjacent buildings. This can be accomplished by using similar building forms, materials, fenestration patterns, and/or details to enhance garages.
- B.4.13 An unbroken series of garage doors is not permitted on any street frontage, including walls facing controlled-access highways and freeways.



Figure B-12. A good example of individual garages for townhouse units.

Section C: Pedestrian Environment

C.1 Sidewalk and Pathway Standards

Intent

- ◆ To provide safe, convenient, and comfortable pedestrian circulation.
- ◆ To enhance the character and identity of the area.
- ◆ To promote walking, bicycling, and transit use.

Standards

C.1.1 Developments shall utilize appropriate sidewalk widths, materials, designs, and construction standards to enhance pedestrian access and complement city life. Specifically:

- Sidewalks shall be constructed per CCC Section 40.350.010 (Pedestrian and Bicycle Circulation Standards) unless otherwise directed by these design standards.
- Minimum sidewalk widths for both sides of streets:
 - 12 feet along pedestrian-oriented streets.
 - 5 feet along all streets serving single-family and/or duplex uses.
 - 8 feet along all other streets.

Outdoor business activities are permitted within the public right-of-way only if additional public sidewalk is provided greater than the required width. No business activities are allowed in the minimum required width. Also see Figure C-2 for other sidewalk width considerations.

- The sidewalk materials, colors, and textures shall be determined by the responsible official, based on the following:
 - Adopted street improvement plans, where applicable.
 - Goals and policies of the Comprehensive Plan and adopted subarea plans, where applicable.
 - Sidewalk improvements on the subject property or adjacent sites, when desirable.

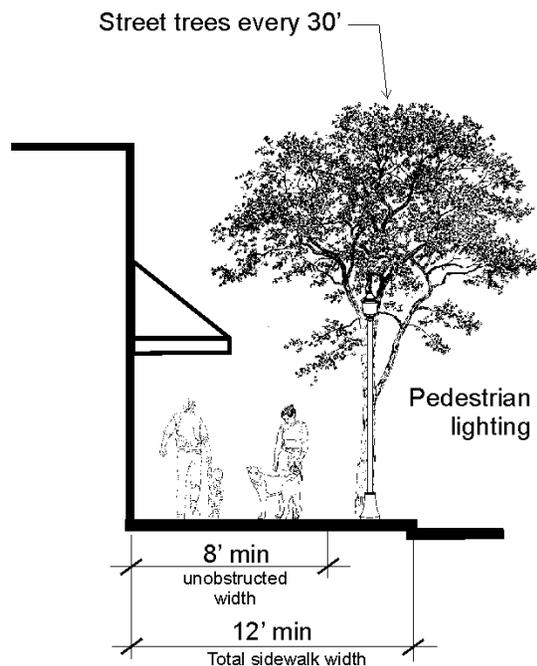


Figure C-1. Minimum sidewalk requirements along pedestrian-oriented streets and where adjacent to facades of mixed-use and retail buildings greater than 100 feet in width.

C.1.2 Sidewalks and pathways along the façade of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:

- a. Sidewalks and pathways along the façade of mixed-use and retail buildings 100 or more feet in width (measured along the façade) shall be at least 12 feet in width. The walkway shall include an 8-foot minimum unobstructed walking surface and street trees placed no more than 30 feet on-center per Figure C-1. As an alternative to some of the required street trees, developments may provide pedestrian-scaled light fixtures (as approved by the responsible official) at the same spacing. However, no less than one tree per 60 lineal feet of the required walkway shall be required. To increase business visibility and accessibility, the responsible official may allow breaks in the required tree coverage adjacent to major building entries.
- b. For all other interior pathways, the applicant shall successfully demonstrate that the proposed walkway is of sufficient width to accommodate the anticipated number of users. See Figure C-2 for considerations.

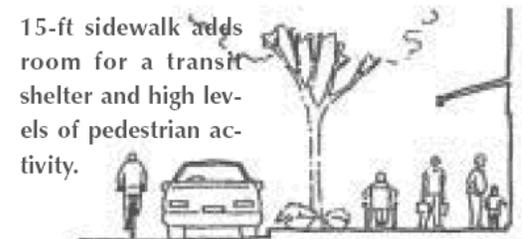
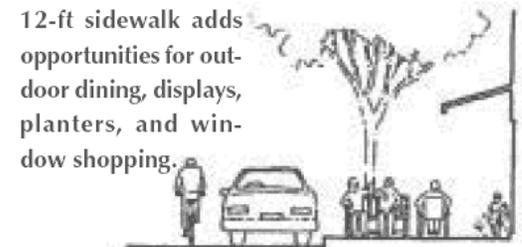
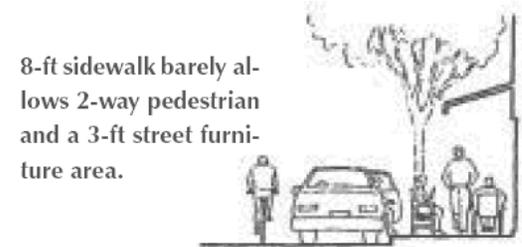


Figure C-2. Appropriate sidewalk widths.

C. Pedestrian Environment

C.1.3 Pedestrian walks shall be separated from structures at least 3 feet for landscaping, except where the adjacent building features a pedestrian-oriented façade. The responsible official shall consider alternative treatments to provide attractive pathways. Examples include the use of planter boxes and/or vine plants on walls, sculptural, mosaic, bas-relief artwork, or other decorative wall treatments that meet the Intent of the standards.

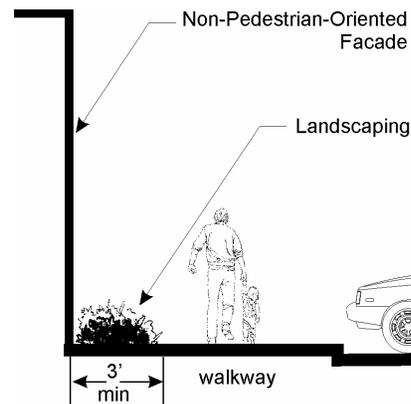


Figure C-3. Pathway/landscaping requirements adjacent to non-pedestrian-oriented facades.



Figure C-4. A good example of wall design treatment that would qualify for a departure from Standard C.1.4.

C.2 Pedestrian and Bicycle Circulation

Intent

- ◆ To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.

Standards

- C.2.1 Applicants shall successfully demonstrate how the proposal includes an integrated pedestrian circulation system that connects buildings, open space, and parking areas with the adjacent street sidewalk system and adjacent properties.
- C.2.2 Opportunities for off-street bicycle circulation shall be considered, where appropriate. Individual developments are required to connect to trails on adjacent sites and routes identified in Clark County's Trails and Bikeways System Plan. Factors that shall be considered in the design and routing of off-street bicycle trails include the anticipated traffic, types of users, connecting uses, views, visibility, grades, and safety. See Standard A.1.2 for related trail requirements and recommendations.

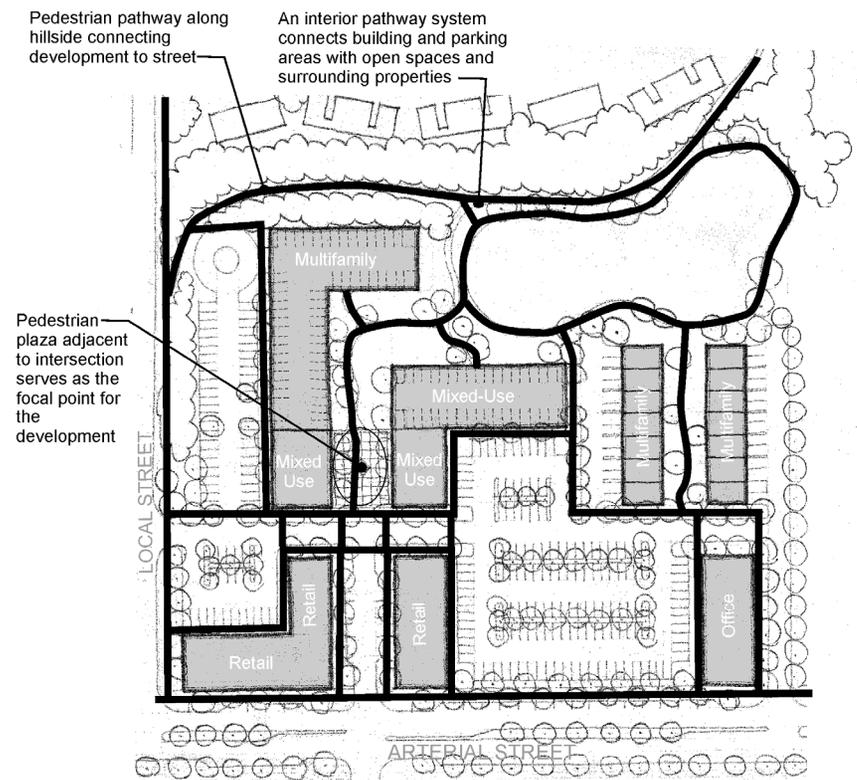


Figure C-5. An example of an integrated pedestrian circulation system for a mixed-use development.

C. Pedestrian Environment

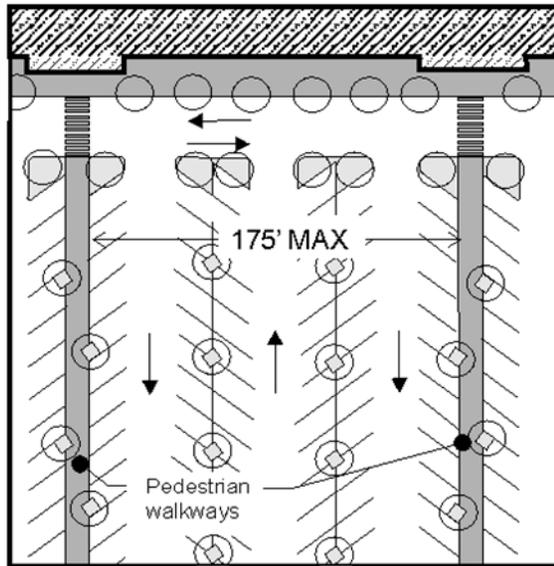


Figure C-6. Parking lot pathway requirements.

C.2.3 All buildings shall have clear pedestrian access to the sidewalk. Where a use fronts two streets, access shall be provided from the road closest to the main entrance, preferably from both streets. Buildings with entries not facing the street should have a clear and obvious pedestrian access way from the street to the entry.

C.2.4 A paved walkway or sidewalk shall be provided for safe walking areas through parking lots greater than 150 feet long (measured either parallel or perpendicular to the street front). Walkways shall be provided for every three parking aisles or a distance of less than 175 feet shall be maintained between paths (whichever is more restrictive). Such access routes through parking areas shall be separated from vehicular parking and travel lanes by use of contrasting paving material, which may be raised above the vehicular pavement. Speed bumps may not be used to satisfy this requirement. Pedestrian-scaled lighting (maximum 18 feet in height) shall be used to clearly define pedestrian walkways or other pedestrian areas within the parking area.



Figure C-7. Parking lot pathway example.

C.3 Pedestrian Amenities

Existing Standards

CC 40.350.010 - Pedestrian/Bicycle Circulation Standards.

Intent

- ◆ *To create attractive spaces that unify the building and street environments that are inviting and comfortable for pedestrians.*
- ◆ *To provide publicly accessible areas that function for a variety of activities, at all times of the year, and under typical, seasonal weather conditions.*

Standards

- C.3.1 Site furniture provided in public spaces shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.
- C.3.2 Pedestrian amenities shall be included along all streets containing adjacent non-residential uses. These elements add flavor to street and/or district, make the walk more interesting, and invite social activity. Specifically, one or more of the desired amenities listed below shall be included for each 100 cumulative lineal feet of street frontage. For multi-story buildings, two different types of amenity features are required for each 100 lineal feet of street frontage. The type, location, and design of chosen amenities shall contribute to a well-balanced mix of features on the street, as determined by the responsible official. Desired amenities include (see Figure C-8 for examples):
- a. Pedestrian furniture, such as seating space, approved trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains. Seating areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances and transit

C. Pedestrian Environment

stops) and may be required by the responsible official. The following are specific seating and trash receptacle requirements:

- (1) Seating. At least 8 feet of seating area (a bench or ledge at least 16 inches deep and appropriate height) or four individual seats per 100 linear feet of sidewalk.
 - (2) Trash Receptacles. At least one trash receptacle per 100 linear feet of sidewalk.
- b. Planting beds, hanging flower baskets, and/or large semi-permanent potted plants.
 - c. Decorative pavement patterns and tree grates.
 - d. Informational kiosks.
 - e. Transit shelters.
 - f. Decorative clocks.
 - g. Artwork.
 - h. Other amenities that meet the Intent.

Features above that are publicly funded, already required by code, and/or obstruct pedestrian movement shall not qualify as an amenity to meet this standard.



Figure C-8. Provide pedestrian amenities in commercial areas.

Section D: Building Design



Figure D-1. Prominent building entrance example.

D.1 Building Entries

Intent

- ◆ *To make building entrances convenient to locate and easy to access.*
- ◆ *To ensure that building entries further the pedestrian nature of the fronting sidewalk.*

Standards

- D.1.1 Primary building and business entrances shall be prominent, visible from surrounding streets or publicly accessible open space, and connected by a walkway to the public sidewalk.
- D.1.2 Weather protection at least four and one-half (4-1/2) feet deep and proportional to the distance above ground level shall be provided over the primary entry of all buildings, businesses, and residential units.
- D.1.3 Pedestrian pathways from public sidewalks to primary entrances, or from parking lots to primary entrances, shall be accessible, conforming to federal and state Americans with Disabilities Act requirements, and shall be clearly delineated.

- D.1.4 Ground floor residential units shall be directly accessible from the street or an open space, such as a courtyard or garden, that is accessible from the street.
- D.1.5 Townhomes and all other multifamily dwelling units with private exterior ground-floor entries shall provide at least 20 square feet of landscaping adjacent to the entry. This is particularly important for units where the primary entrance is next to private garages off an interior access road. Such landscaping areas soften the appearance of the building and highlight individual entries. See Figures D-3 and D-4 for good and bad examples.



Figure D-2. Ground floor residential units directly accessible to the street.



Figures D-3 and D-4. Good (right) and bad (above) examples of townhouse entry treatments.

D. Building Design



Figures D-5 and D-6. Front (top) and back (bottom) entrances of a retail building sited adjacent to a public street. While the sidewalk entrance is designed as the primary entrance, the back entry includes weather protection and use of decorative building materials to enhance the entry.

D.1.6 Secondary Public Access. Whereas these design standards require businesses on a pedestrian-oriented street to front on streets rather than parking lots, a large number of customers use the “secondary” entry off of the parking lot. Such businesses that have secondary public access shall comply with the following measures to enhance secondary public access (applies only to entries used by the public):

- a. Weather protection at least 3’ deep is required over each secondary entry.
- b. Two or more of the following design elements shall be incorporated within or adjacent to the secondary entry:
 - (1) A transparent window or door to allow visibility into the business;
 - (2) A landscaping bed, planter box, or trellis incorporating landscaping adjacent to the entry;
 - (3) Decorative architectural treatments that add visual interest to the entry;
 - (4) Outdoor dining area or pedestrian-oriented space;
 - (5) Decorative lighting;
 - (6) Other design elements that meet the Intent per the responsible official; or
 - (7) Plant containers (planters) that allow for a minimum 4’ passage on walks serving the public access. Planters shall be maintained with viable plant materials or removed.

D.2 Architectural Scale

Intent

- ◆ *To reduce the scale of large buildings and add visual interest.*

Standards

D.2.1 The maximum building height shall be 72 feet.

D.2.2 Non-residential and mixed-use buildings shall include at least three of the following modulation and/or articulation features along all facades containing the public building entries (alley facades are exempt) at intervals of no more than 40 feet for designated pedestrian-oriented streets and 70 feet for all other streets:

- Repeating distinctive window patterns at intervals less than the articulation interval.
- Horizontal building modulation (depth at least 2 feet, width at least 4 feet, and preferably tied to roofline modulation).
- A separate covered entry or separate weather protection feature for each articulation interval.
- Change of roofline.
- Change in building material or siding style (perhaps coordinated with a change in building color).
- Lighting fixtures, trellis, tree, or other landscape feature within each interval.
- Alternative methods that meet the Intent of the standards, used per the required intervals, as approved by the responsible official.

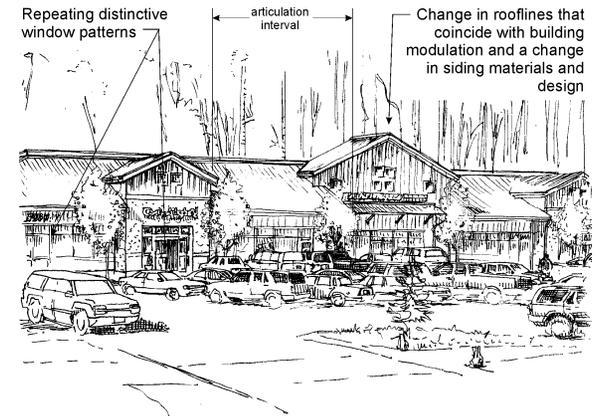


Figure D-7. Example of building articulation.



Figure D-8. This building utilizes a number of methods to reduce its perceived bulk.

D. Building Design

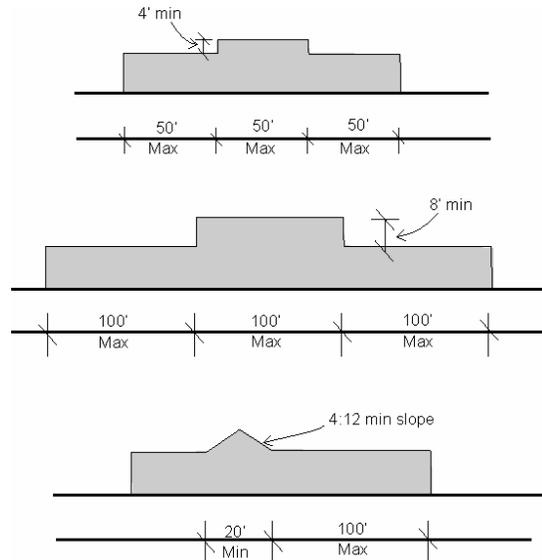


Figure D-9. Roofline standards for non-residential and mixed-use buildings.

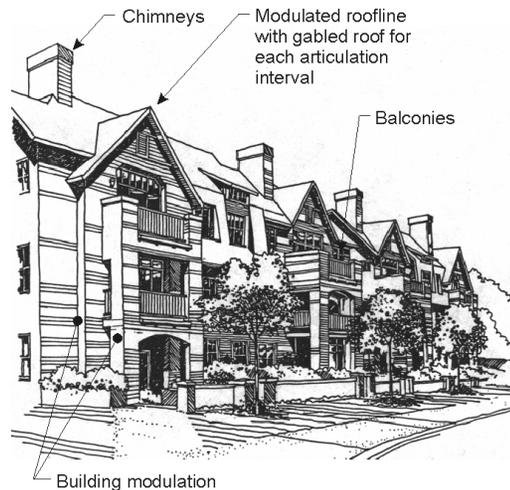


Figure D-10. Example of modulation for multifamily buildings.

D.2.3 Nonresidential and mixed-use building rooflines visible from a public street, open space, or public parking area shall be varied by emphasizing dormers, chimneys, stepped roofs, gables, prominent cornice or fascia, or a broken or articulated roofline. The width of any continuous flat roofline should extend no more than 100 feet without modulation. Modulation should consist of either:

- A change in elevation of the visible roofline of at least 4 feet if the particular roof segment is less than 50 feet wide and at least 8 feet if the particular roof segment is greater than 50 feet in length. Exception: The responsible official may reduce or eliminate these requirements where other treatments are successfully used to meet the Intent of the standards.
- A sloped or gabled roofline segment of at least 20 feet in width and no less than 4 feet vertical in 12 feet horizontal.
- A combination of the above.

D.2.4 Multifamily residential buildings shall include building modulation. New building facades visible from the public and private streets, common open space, and common parking areas shall be articulated with windows, balconies, bay windows, or other architectural elements. Building articulation shall be accomplished with design elements such as the following, so long as the articulation interval does not exceed 30 feet:

- Horizontal building modulation. Specifically:
 - The maximum facade width (as measured horizontally along the building exterior) without building modulation shall be 30 feet.
 - The minimum depth of modulation shall be 2 feet. The minimum width of modulation shall be 10 feet.
- Bay windows may be used as all or part of the required modulation required above so long as they are tied to changes in the roofline.

- c. Balconies that project at least 2 feet beyond the façade of the building may be used as part of the required building modulation as long as they are integrated into the architecture of the building. For example, balconies could be tied to changes in the roofline. Individual balconies shall be at least 35 square feet in size with no dimension less than 4 feet to qualify for this option. Simple balconies that are attached onto a square building and not integrated into the architecture of the building are not acceptable.



Figure D-11. An example of balconies integrated with the architecture of the building.

D.2.5 The maximum façade width (the façade includes the apparent width of the structure facing the street and includes required modulation) of multifamily residential buildings and residential floors of mixed-use buildings is 120 feet. Buildings exceeding 120 feet in width along the street front shall be divided by a modulation of the exterior wall, so that the maximum length of a particular façade is 120 feet. Such modulation shall be at least 20 feet or deeper and extend through all residential floors.

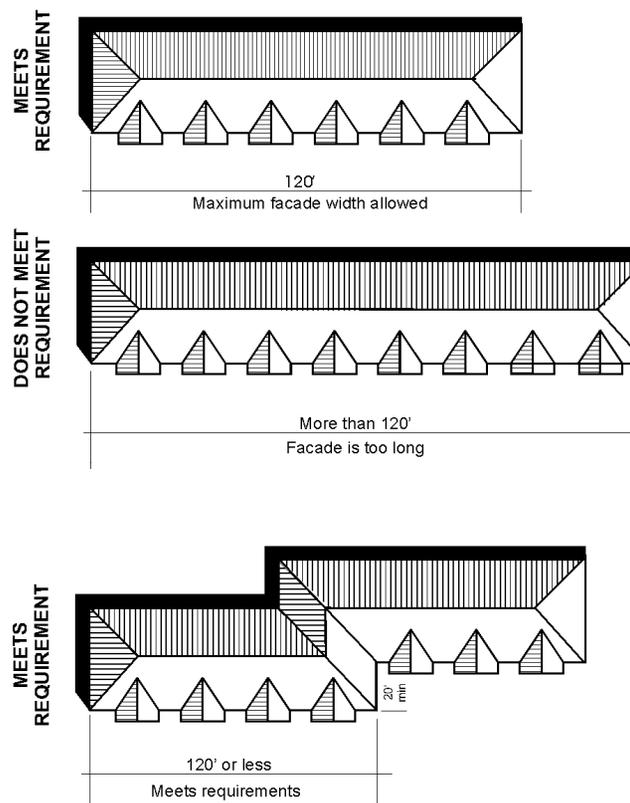


Figure D-12. Requirements for façade length.

D.2.6 Changes in color tied with building modulation can help reduce the scale and add visual interest.

This building exceeding 120 feet in width along the street front, but is divided by modulations of the exterior walls, so that the maximum length of a particular façade is 120 feet or less. Such modulation must be at least 20 feet or deeper and extend through all floors (floors containing non-residential uses are exempt).



Figure D-13. Decorative use of building materials, lighting, signage, and landscaping creates a statement at this corner location.



Figure D-14. This street front provides a number of details that enhance the pedestrian environment, including decorative lighting, planter boxes, decorative awnings, and other decorative facade elements.

D.3 Building Details

Intent

- ◆ To encourage the incorporation of design details and small-scale elements into building facades that are attractive at a pedestrian scale.
- ◆ To create visual interest and increased activity at public street corners.

Standards

D.3.1 Ground floor expression: All storefronts or other nonresidential uses shall be enhanced with appropriate details; specifically, at least four of the following elements shall be included on their primary facades subject to approval by the responsible official:

- Decorative pedestrian-oriented signage.
- Artwork incorporated into the building façade or entry area.
- Recessed entry.
- Decorative door.
- Transom windows and/or decorative treatment of windows.
- Decorative weather protection feature(s).
- Landscaped trellises or other decorative element that incorporates landscaping near the building entry. Element shall be integrated into the building and not a simple potted plant.
- Decorative light fixtures.
- Decorative building materials and/or trim work. This could include decorative stone, tile, or wood-work, decorative kickplates, or other methods that meet the Intent statement above.
- Other details as approved by the responsible official that meet the Intent of the standards.

D.3.2 All new buildings located within 15 feet of a property line, at the intersection of streets, public or private, are required to employ two or more of the following design elements or treatments to the building corner facing the intersection:

- a. Provide at least 100 SF of pedestrian-oriented space between the street corner and the building(s). To qualify for this option, the building(s) shall have direct access to the space,
- b. Provide a corner entrance to courtyard, building lobby, atrium, or pedestrian pathway,
- c. Include a corner architectural element such as:
 - Bay window or turret;
 - Roof deck or balconies on upper stories;
 - Building core setback "notch" or curved façade surfaces; or
 - Sculpture or artwork, either bas-relief, figurative, or distinctive use of materials.
- d. Special treatment of the pedestrian weather protection canopy at the corner of the building; and/or
- e. Other similar treatment or element approved by the responsible official.

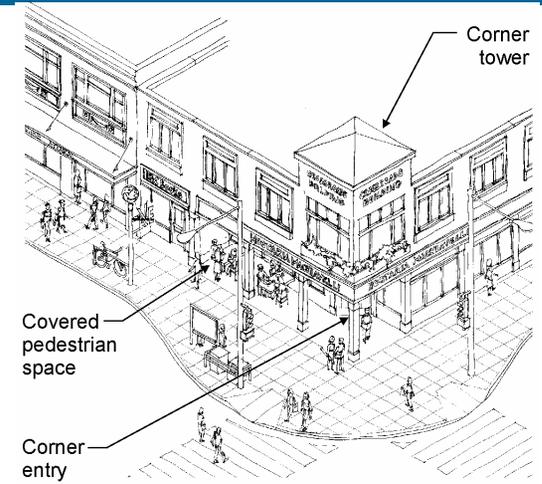


Figure D-15. Corner building example.

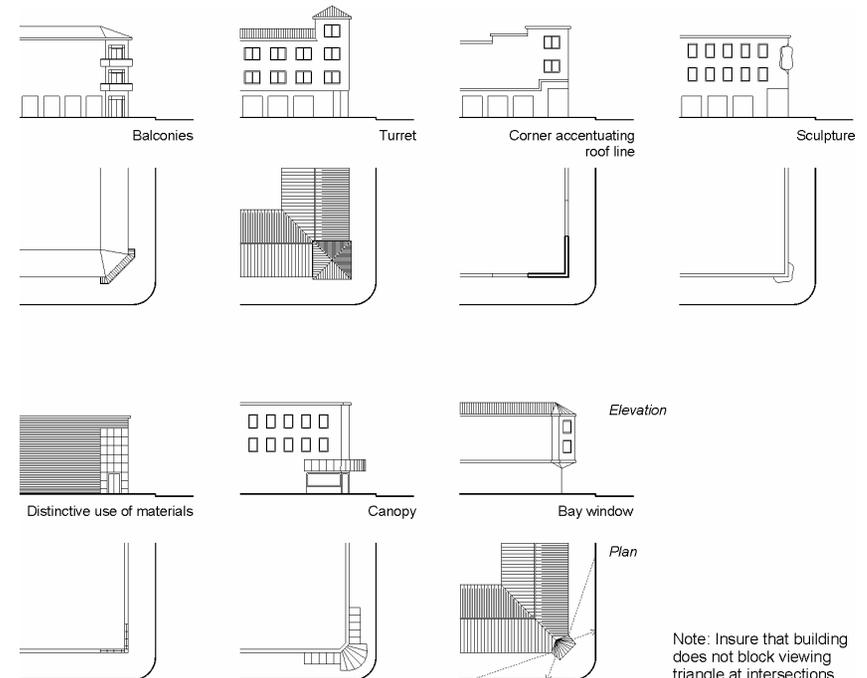


Figure D-16. Corner building treatments.

D.4 Building Materials and Color

Intent

- ◆ *To encourage high-quality building materials that enhance the character of the area.*
- ◆ *To discourage poor materials with high life-cycle costs.*
- ◆ *To encourage the use of materials that reduce the visual bulk of large buildings.*
- ◆ *To encourage the use of materials that add visual interest to the neighborhood.*

Standards

- D.4.1 If metal siding is used, it shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first 2 feet above sidewalk or ground level).
- D.4.2 When used for the façade of any building, concrete blocks shall be split, rock- or ground-faced and limited to 30 percent of the facade area. The responsible official shall allow a higher percentage through the use of a specialized textures and/or colors used effectively with other building materials and details in a way that meets the Intent of the standards.
- D.4.3 Concrete block walls should be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or incorporate other masonry materials.



Figure D-17. Buildings with metal siding shall have visible corner moldings and trim and incorporate masonry near the ground level.

D.4.4 Requirements for Exterior Insulation and Finish System (EIFS) and similar troweled finishes:

- a. EIFS shall be trimmed in wood or masonry and shall be sheltered from extreme weather by roof overhangs or other methods.
- b. EIFS may only be used in conjunction with other approved building materials. Generally, the use of EIFS for more than 50 percent of the building facade is discouraged.
- c. EIFS is prohibited within 2 vertical feet of the sidewalk or ground level. Masonry or other similar durable/permanent materials shall be used.

D.4.5 Prohibited materials include the following:

- Mirror glass covering more than 10 percent of the exterior of the building.
- Textured or scored plywood (including T-111 or similar plywood).
- Stucco board.

D.4.6 Use of material variations such as colors, brick or metal banding or patterns, or textural changes is encouraged.



Figure D-18. This storefront effectively combines EIFS and concrete block with wood trim and metal detailing.

Section E: Landscaping and Screening

E.1 Landscaping

Intent

- ◆ *To encourage the use of attractive and drought tolerant plant materials native to the coastal regions of the Pacific Northwest.*
- ◆ *To encourage attractive landscaping that reinforces the architectural and site planning concepts in response to site conditions and contexts.*
- ◆ *To promote tree retention and the protection of existing native vegetation.*

Standards

- E.1.1 Projects shall meet the requirements of CCC Section 40.320.010 (Landscaping and Screening on Private Property) unless otherwise directed herein.
- E.1.2 The required Landscape Plan per CCC Section 40.320.030 shall be prepared by a licensed landscape architect or Washington-certified Professional Horticulturalist (CPH).
- E.1.3 Parking lots located adjacent to public streets and major internal roadways shall be partially screened with landscaping planters (per Standard E.1.4 below) at the following widths:
- 15 feet for arterials.
 - 10 feet for collectors.
 - 6 feet for all other streets and roads.

The responsible official may approve and condition reduced planter widths provided the design meets the Intent of the standards. For example, reduced widths may be allowed provided the landscaped area is supplemented with architectural features that help to define the street edge and maintain visual continuity along the street. Examples could include a decorative low wall made of stone or masonry that is used in



Figures E-1 and E-2. Landscape design and materials add color and identity to these developments.

conjunction with landscaping, and/or use of a landscaped trellis or architectural columns. For each method, it is important to maintain visibility at eye level (between 3 and 8 feet above the ground) between the street into the parking lot for safety.

E.1.4 Internal and perimeter parking lot planting areas (where adjacent to a street) shall be planted as follows:

a. Minimum planting areas:

Total number of parking spaces	Minimum required landscaped area
15-50	15 square feet/parking space
51-99	25 square feet/parking space
100 or more	35 square feet/parking space

Parking lots containing less than 15 spaces are only required to meet perimeter landscaping requirements in E.1.2 and/or CCC Section 40.320.010.

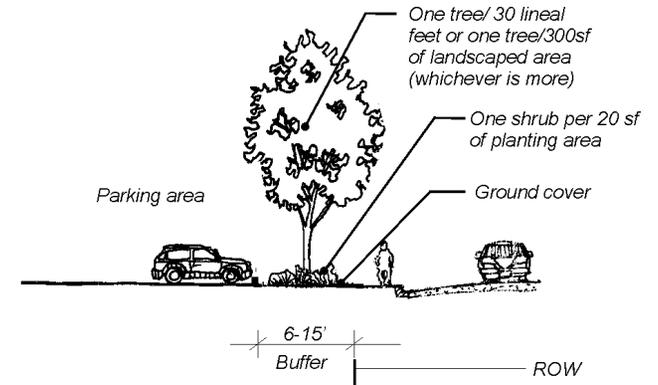


Figure E-3. Landscaping standards for parking lot screening.

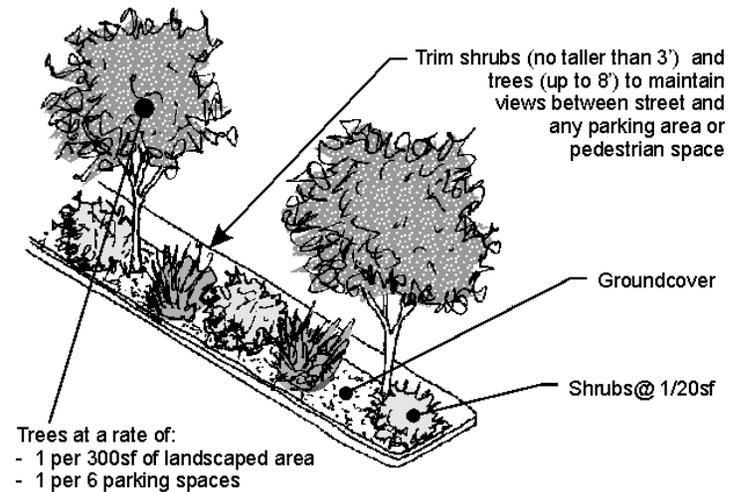


Figure E-4. Internal parking lot landscaping standards

E. Landscaping and Screening



Figure E-5. Poor quality landscaping (use of a single plant type, no trees, insufficient ground cover) degrades the visual quality of this development.

- b. Trees: One tree per 30 lineal feet of street frontage or one tree for each 300 square feet of landscaped area (whichever is more). At least one tree for every eight parking spaces shall be provided (this excludes trees in the required perimeter areas). Utilize canopy trees per the Standard Details Manual – Roadway Planting Materials Table.
- c. Shrubs: One shrub per 20 square feet of planting area. Utilize shrubs that reach of mature height of no more than 3 feet to maintain safe visibility in parking lots.
- d. Ground covers: Shall be planted in sufficient quantities to provide full coverage of the landscaped area within three years of installation.

The responsible official may approve and condition alternative landscaping designs that meet the Intent of the standards.

- E.1.5 Projects are encouraged to use informal arrangement of plants installed in a variety of treatments that will enhance building designs, screen unwanted views, and enhance views and vistas. A formal arrangement may be acceptable if it has enough variety in layout and plants. Contiguous, long, unbroken, straight rows of a single plant should be avoided where possible.

E.2 Fences and Screening Elements

Intent

- ◆ *To minimize the negative visual impacts of fences on the street and pedestrian environment.*
- ◆ *To screen the potential negative impacts of service and storage elements (ie waste receptacles, loading docks).*
- ◆ *To encourage thoughtful siting of service and storage elements that balance the functional needs with the desire to screen its negative impacts.*

Standards

- E.2.1 The maximum height of free-standing walls, fences, or hedges along public streets or sidewalks shall be 3 feet unless a taller masonry wall is required, per the responsible official, to mitigate significant noise impacts.
- E.2.2 The maximum height of any decorative wall or fence which allows visibility, such as a wrought iron or split rail fences, shall be 8 feet.
- E.2.3 Barbed wire, razor wire, electric and other dangerous fences are prohibited.
- E.2.4 Developments shall avoid configurations that have uses that back up against a street. Where unavoidable, fences between a street and any use shall be limited to 3-1/2 feet in height.
- E.2.5 Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements should generally be concentrated and located where they are accessible to service vehicles and convenient for tenant use.
- E.2.6 Roof-mounted mechanical equipment shall be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Screening features should blend with the architectural character of the building.

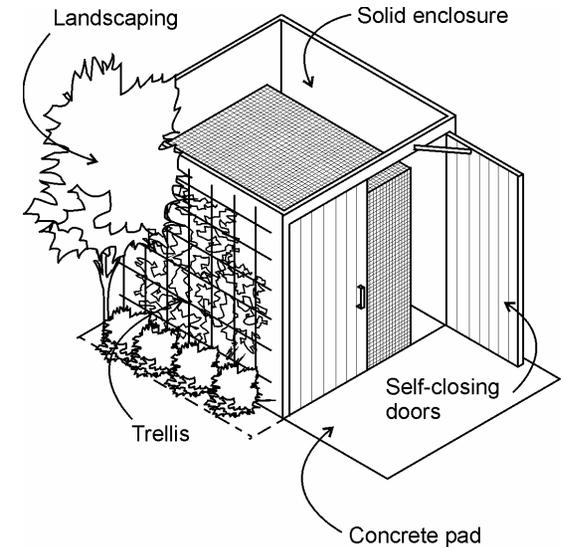


Figure E-6. Trash receptacle screening example.

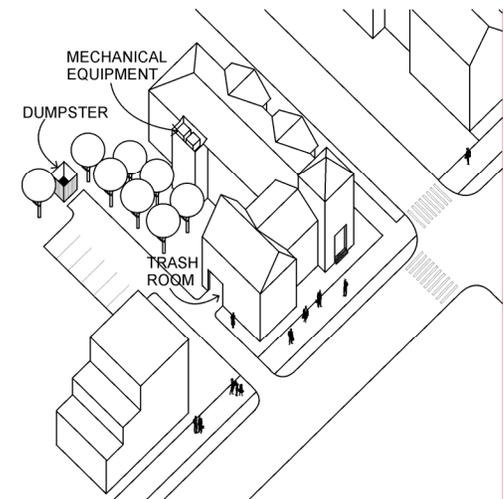


Figure E-7. Locate service elements to minimize impacts on the pedestrian

Section F: Signage

Intent

- ◆ To encourage signage that is both clear and of appropriate scale for the project.
- ◆ To enhance the visual qualities of signage through the use of complementary sizes, shapes, colors, and methods of illumination.
- ◆ To encourage quality signage that contributes to the character of the area.

Standards

F.1 Permitted signs for commercial uses include

- Window Signs.** Window signs meeting the following conditions are allowed for commercial uses:
 - Maximum size: Permanent and temporary window signs are limited to a maximum of 25 percent of the window area. Every effort should be made to integrate window signs with window display.
 - Materials: Window signs constructed of neon, stained glass, gold leaf, cut vinyl, and etched glass are allowed. Painted signs shall display the highest level of quality and permanence as determined by the responsible official.
 - An internally lit neon or stained glass window sign is allowed.

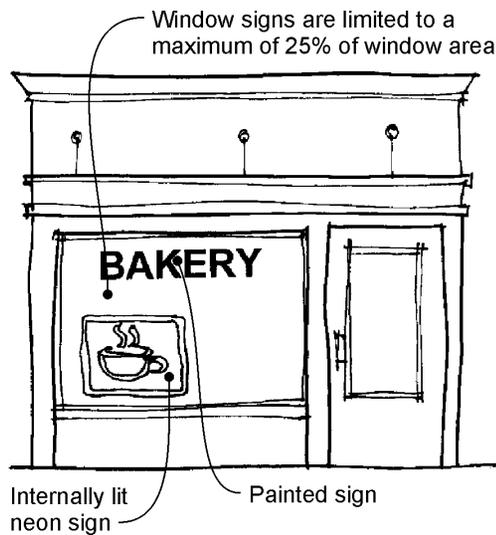


Figure F-1. Illustration of window signs.

- b. Free-Standing Signs. Free-standing signs shall conform to the requirements of Table F-1 and the design requirements below. (Where a small letter appears in a caption in the chart, refer to the corresponding Note below.)

Table F-1. Commercial Use Free-Standing Sign Requirements

Requirements ^{a, b}	Single + Multi-Tenant Developments (up to 25,000 sf)	Single + Multi-Tenant Developments (25,000 sf or more)	Single + Multi-Tenant Developments (50,000 sf or more)
Height Limit	42"	6'	6'
Maximum Size Limit	20sf	30sf	40sf
Minimum Setback	5'	5'	5'
Landscaping ^c	1 sf of landscaping per 1 sf of sign face	1 sf of landscaping per 1 sf of sign face	1 sf of landscaping per 1 sf of sign face
Minimum Separation ^d	150'	150'	150'

Notes:

- A minimum lettering height of four inches is recommended for readability.
- All free-standing signs shall include the street address number(s) with six-inch minimum lettering that is clearly readable from the street.
- Landscaping includes a decorative combination of ground cover and shrubs to provide seasonal interest in the area surrounding the sign. Landscaping shall be well maintained at all times of the year. The responsible official may reduce the landscaping requirement where the signage incorporates stone, brick, or other decorative materials.
- An individual building, development, or complex may not display more than one free-standing sign on each street frontage. However, a second free-standing sign can be used on the site as long as it advertises a different business onsite and it can be placed at least 150 feet from the first sign.

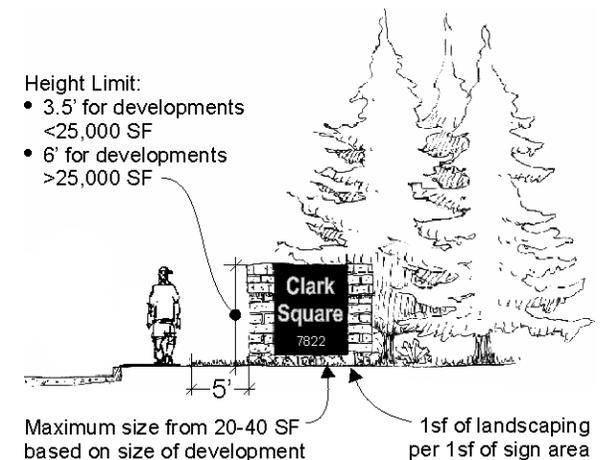


Figure F-2. Free-standing sign standards.

F. Signage

Building or Center name:
Maximum area of 100 SF
or 5% of building façade
(whichever is less)

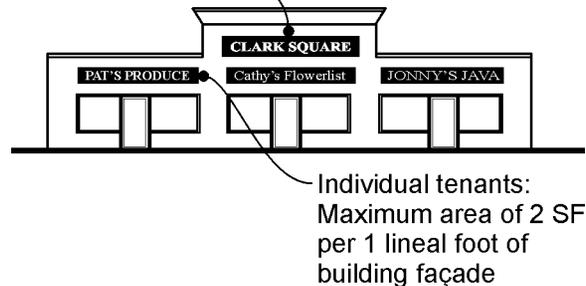


Figure F-3. Dimensional requirements for fascia signs.



Figure F-4. Fascia signs without internal lighting may contain a sign area of up to 10 percent of the façade, provided they are in proportion with the façade.

c. **Fascia Signs.** Fascia signs shall be designed and located appropriate to the building's architecture. For example, fascia signs should not cover windows, building trim or ornamentation.

- Tenants are allowed a maximum of one fascia sign per facade that contains public entry, up to a maximum of two facades, unless otherwise approved by the responsible official.
- Maximum size – individual business: Sign area shall not exceed 2 square feet for each lineal foot of the structure's primary facade (the facade facing the street or as identified by the responsible official). Signs without internal lighting may contain a sign area of up to 10 percent of the facade, provided they are in proportion with the facade. Businesses located adjacent to street corners and containing pedestrian entries from both streets may feature fascia signs not exceeding 2 square feet for each lineal foot of building frontage on applicable street facing facades. Businesses may include fascia signs not exceeding 1 square foot for each lineal frontage of secondary facades facing a walkway, public plaza, or parking lot as long as the facade contains a pedestrian entry.
- Maximum size – building or center name: A fascia sign up to 100 square feet or 5 percent (which ever is less) to identify the name of the building or shopping center.
- Maximum size – joint business directory: A fascia sign up to 50 square feet for joint business directory signs identifying the occupants of a commercial building and located next to the entrance.
- Maximum height: Fascia signs may not extend above the building parapet, soffit, the eave line or the roof of the building, or the window sill of the second story.
- Mounting: Building signs should be mounted plumb with the building, with a maximum protrusion of 1 foot unless the sign incorporates sculptural elements or architectural devices. The sign frame shall be concealed or integrated into the building's architectural character in terms of form, color, and materials.
- Lettering: The maximum height for lettering is 3 feet. The maximum height for logos is 4 feet. Greater heights for lettering and logos may be approved by the responsible official when located and designed appropriate for the building.

- If applicant demonstrates to the satisfaction of the responsible official that a fascia sign is creative, artistic and an integral part of the architecture, the responsible official may waive the above restrictions.
- d. **Projecting Signs.** Projecting signs meeting the following conditions are allowed for commercial uses adjacent to and facing a public street.
- Clearance: Shall clear sidewalk by 8 feet.
 - Projection: Shall not project more than 4 feet from the building facade, unless the sign is a part of a permanent marquee or awning over the sidewalk.
 - Height: Shall not extend above the building parapet, soffit, the eave line or the roof of the building.
- e. **Marquee Signs.** Marquee signs may be used in place of permitted fascia signs, provided they meet the following conditions:
- Maximum size. The sign area shall not exceed 65 percent of the vertical face of the marquee, canopy, or awning.
 - Maximum height. The height of a vertical face (valance) of a marquee, canopy, or awning shall not exceed one foot. Signage shall not be placed on the sloping portion of a canopy or awning.
 - Clearance. The marquee, canopy, or awnings shall be placed a minimum of 8 feet above the sidewalk or walkway.
- f. **Under-Marquee Signs.** Under-marquee signs meeting the following conditions are allowed for commercial uses:
- Projection: Under-marquee signs shall have 1 foot minimum between the sign and the outer edge of the marquee, awning, or canopy and between the sign and the building facade.
 - Clearance: Under-marquee signs shall maintain a minimum clearance of 8 feet between the walkway and the bottom of the sign.
 - Vertical dimension: Under marquee signs shall not exceed 2 feet in height.

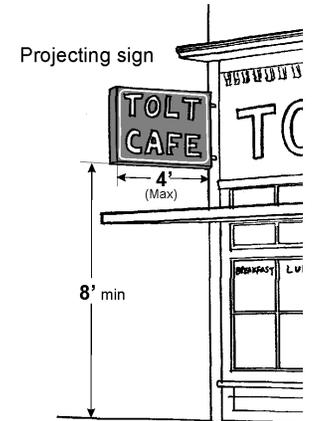


Figure F-5. Dimensional requirements for projecting signs.

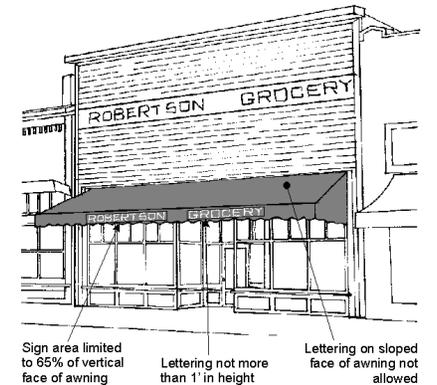


Figure F-6. Dimensional requirements for marquee signs.

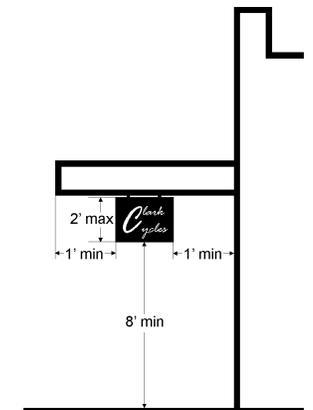


Figure F-7. Dimensional requirements for under-marquee signs.

F. Signage



Figure F-8. Back-lit signs with letters or graphics on a plastic sheet (can signs) are not permitted.

F.2 Prohibited signs include:

- Pole-mounted signs.
- Back-lit signs with letters or graphics on a plastic sheet (can signs).
- Signs employing moving or flashing lights.
- Signs employing exposed electrical conduits.
- Visible ballast boxes or other equipment.
- Changeable letter signage, except for cinemas and community centers.



Figure F-9: Acceptable signage examples.

Section G: Single-Family/ Duplex Developments

G.1 Subdivision Design and Site Layout

Intent

- ◆ *To ensure that single-family developments are compact, pedestrian friendly, and contribute to the character the surrounding neighborhood.*
- ◆ *Create variety and interest in the appearance of residential streets.*
- ◆ *To integrate open space with single-family developments.*
- ◆ *Protect significant features of the natural environment.*

Standards

G.1.1 Development of “Neighborhoods.” New detached single-family/duplex subdivisions shall be designed to integrate with the larger mixed-use development and with surrounding properties and neighborhoods. Subdivisions shall be designed so that individual, separately developed projects work together to create distinct neighborhoods, instead of disjointed or isolated enclaves. To accomplish this, such developments shall comply with the following standards:

- A.1.4 regarding open space.
- B.1.3 regarding cross circulation.
- B.2.2 regarding street design.
- G.2 regarding lot and building design.

- G.1.2 Cul-de-sac streets. The use of cul-de-sac streets should be avoided wherever possible and shall be limited to 10 percent of total lane miles in a development unless the applicant can successfully demonstrate that an alternative circulation pattern is not feasible. If cul-de-sacs are necessary, the end of each cul-de-sac shall provide a pedestrian walkway and bikeway between private parcels to link with an adjacent cul-de-sac, street, and/or park, school, or open space area, as determined by the responsible official.
- G.1.3 Alleys. The use of alleys is strongly encouraged to minimize the appearance of garages from the street. For developments with more than 50 single-family dwelling units, at least 25 percent of the homes shall be served by alleys.



Figures G-1 and G-2. The use of alleys is strongly encouraged. Accommodating vehicular access in an alley allows for more front yard landscaping elements and a generous front porch.

G.2 Lot and Building Design

Intent

- ◆ *To enhance the character of the street.*
- ◆ *To enhanced pedestrian access and walking.*
- ◆ *To encourage interaction among neighbors.*
- ◆ *To minimize the impact of vehicular access on the streetscape.*
- ◆ *To ensure that new homes are built to a scale that is appropriate for the size of the lot.*
- ◆ *To ensure privacy of residents and adjacent properties.*
- ◆ *To provide usable open space in the rear yard for residents.*
- ◆ *To provide flexibility where unique site conditions exist.*

Standards

G.2.1 Setback requirements shall be as follows:

- a. Minimum front yard: 10 feet.
- b. Minimum street, side or rear: 5 feet.
- c. Maximum front yard: 20 feet.

G.2.2 Maximum floor area ratio shall be 0.5.

G.2.3 Maximum building height shall be 35 feet.

G.2.4 Porches or other covered and nonhabitable entry features at least 4 feet by 6 feet facing a public street are required for each single-family home and individual duplex unit. Such entry features may project up to 6 feet into the required front yard.

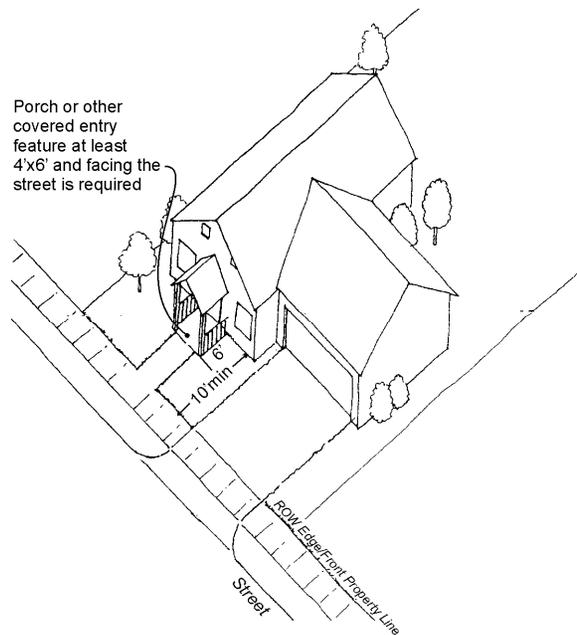


Figure G-3. A front porch or other covered entry feature is required.

G.2.5 Garages shall be set back a minimum of 18 feet from the designated front property line, except where the garage does not face the street. The garage face shall occupy no more than 50 percent of the ground-level façade facing the street.

G.2.6 Where lots front on a public street and where vehicular access is from the street, garages or carports shall be set back at least 5 feet more than any front wall of the dwelling unit facing the street (as measured from the front property line). Exceptions:

- The roof, eaves, or canopy of garages or carports may project to align with the front wall of the dwelling unit.
- Where garages face to the side or rear yard, they may be placed to align with the front wall of the dwelling unit, provided the garage includes a window facing the street so that it appears habitable.

On corner lots, this standard shall only apply to the designated front yard.

G.2.7 Where lots abut an alley, the garage or off-street parking area shall take access from the alley, unless precluded by steep topography.

G.2.8 Driveway standards:

- No more than one driveway per dwelling unit. (Separate driveways for ADUs are not permitted.)
- Driveways for individual lots 50 feet or wider may be up to 20 feet in width.
- Driveways for individual lots less than 50 feet wide may be up to 12 feet in width. Tandem parking configurations may be used to accommodate larger garages.

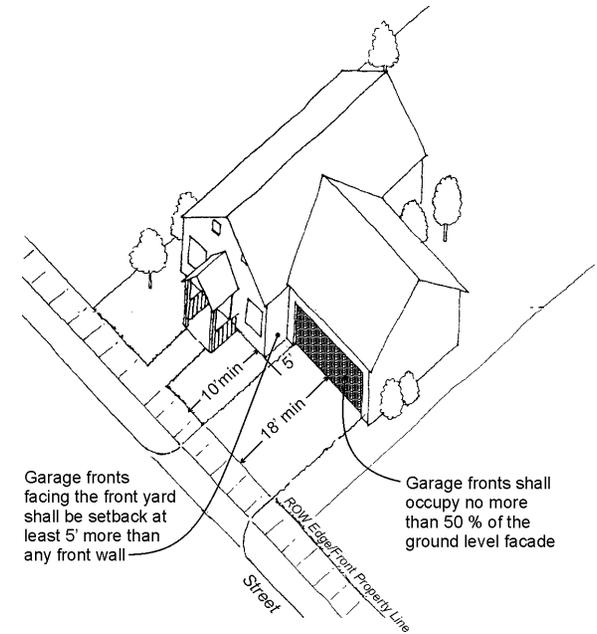


Figure G-4. Design standards for garages.

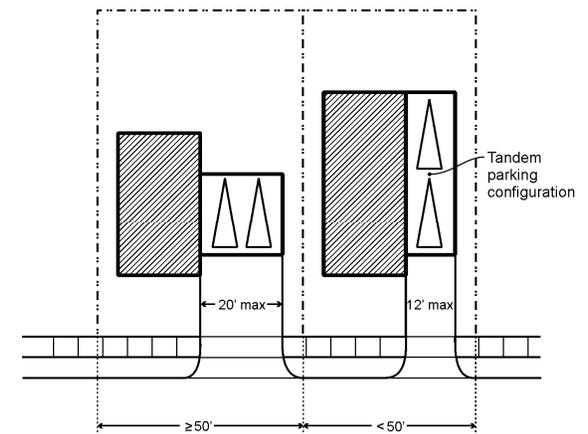


Figure G-5. Illustration of driveway standards.

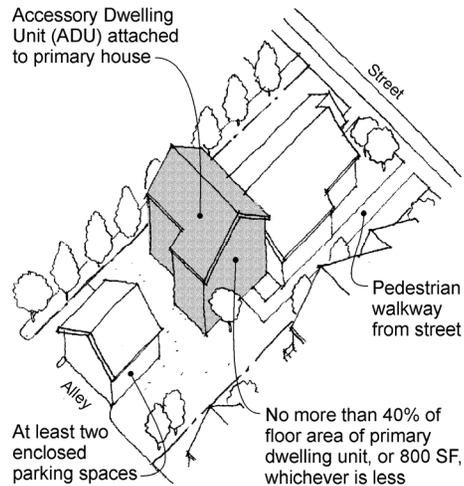


Figure G-6. Example of attached accessory dwelling unit.

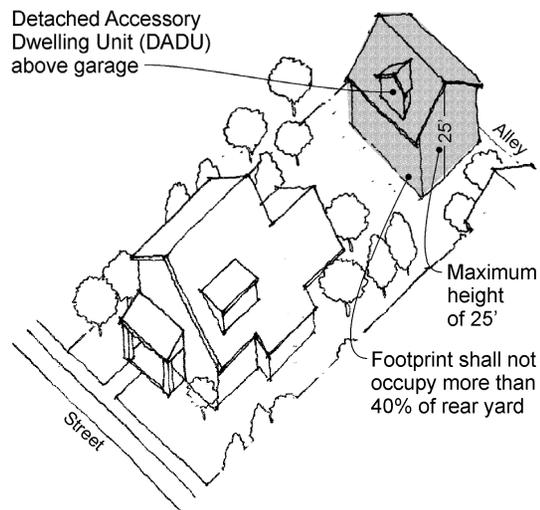


Figure G-7. Example of detached accessory dwelling unit.

G.3 Accessory Dwelling Unit (ADU)

Intent

- ◆ To ensure that ADUs minimize negative impacts to the neighborhood.
- ◆ To provide opportunities for affordable housing.

Standards

G.3.1 Accessory dwelling units are subject to all development standards for detached single-family dwelling units as well as those listed below.

- Accessory Dwelling Units shall not exceed 40 percent of the floor area of the primary dwelling unit or 800 square feet, whichever is less.
- At least two enclosed parking spaces are required on the property.
- A pedestrian walkway from the street or alley to the primary entrance of an ADU shall be provided.
- No more than two bedrooms shall be located within the accessory dwelling unit.
- ADU entrances may not be visible from the street. Exception: Corner lots, where the primary house and ADU have entrances on opposite streets.
- The footprint of a detached accessory dwelling unit (DADU) shall not occupy more than 40 percent of the rear yard.
- The maximum height of a DADU shall be 25 feet.
- Where access is from an alley, DADUs are permitted over a garage.

G.4 Cottage Housing

Intent

- ◆ *To provide a housing type that responds to changing household sizes and ages (e.g., retirees, small families, single person households).*
- ◆ *To encourage creation of more usable open space for residents of the development through flexibility in density and lot standards.*
- ◆ *To ensure that the overall size, including bulk and mass of cottage structures and cottage housing developments, remain smaller and incur less visual impact than standard sized single-family dwellings, particularly given the allowed intensity of cottage dwellings.*
- ◆ *To provide centrally located and functional common open space that fosters a sense of community and a sense of openness in cottage housing developments.*
- ◆ *To provide private area around the individual dwellings to enable diversity in landscape design and foster a sense of ownership.*
- ◆ *To ensure minimal visual impact from vehicular use and storage areas for residents of the cottage housing development as well as adjacent properties, and to maintain a single-family character along public streets.*

Standards

- G.4.1 The dimensional standards for cottage housing shall be as identified in Table G-1.

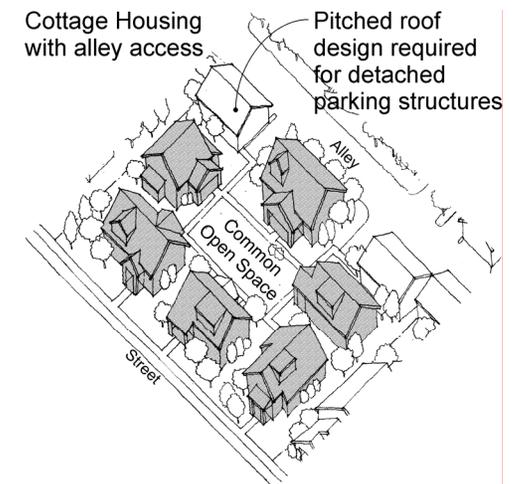
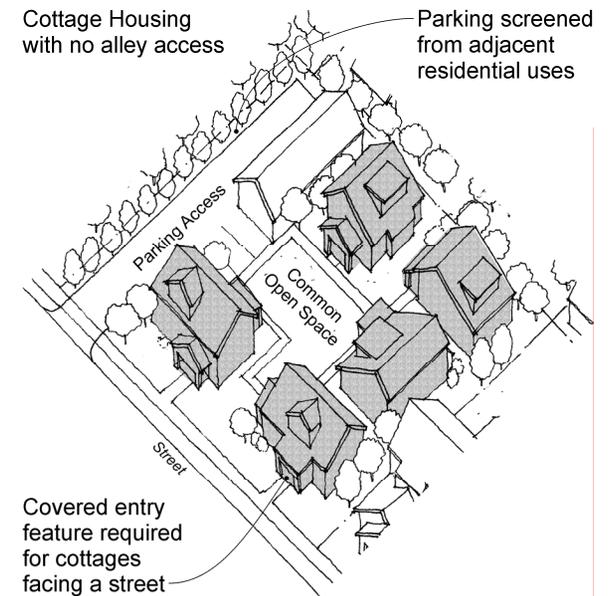
G. Single-Family/Duplex Developments

Table G-1. Dimensional Standards for Cottage Housing

Standard	Requirement (Rationale/Discussion)
Maximum Floor Area	1,200SF (this is typical of other cottage housing ordinance)
Maximum Floor Area/Ground or Main Floor	800 SF
Maximum Impervious Surface Area	50% in districts where the max or avg density is 7,200 SF lots or larger; 60% in districts where the max or avg density is between 5,000 SF and 7,199SF lots; and 70% in districts where the max or avg density is smaller than 5,000 SF lots. (This is essentially the same standard as single-family detached)
Minimum Common Space (See Design Standards below for more info)	400 SF/unit (Shoreline requires only 250 SF)
Minimum Private Open Space (See Design Standards below for more info)	200 SF/unit (key design component of successful cottage housing developments)
Maximum Height for Cottages with Minimum Roof Slope of 6:12	25' (all parts of the roof above 18' shall be pitched) (this eliminates the possibility of skinny two story cottages packed onto a site)
Setbacks (to exterior property lines)	Same as Single-Family Detached
Minimum Distance Between Structures (Including accessory structures)	10'
Maximum Height for Cottages and Accessory Structures	18'
Minimum Parking Spaces per Cottage:	1.5

G. Single-Family/Duplex Developments

- G.4.2 Cottage housing developments shall contain a minimum of four and a maximum of 12 cottages located in a cluster to encourage a sense of community among the residents. A development site may contain more than one cottage housing development.
- G.4.3 Common open space requirements:
- Shall abut at least 50 percent of the cottages in a cottage housing development
 - Shall have cottages abutting on at least two sides.
 - Cottages shall be oriented around and have the main entry from the common open space
 - Cottages shall be within 60 feet walking distance of the common open space
- G.4.4 Required private open space shall be adjacent to each dwelling unit, for the exclusive use of the cottage resident(s). The space shall be usable (*not on a steep slope*) and oriented toward the common open space as much as possible, with no dimension less than 10 feet.
- G.4.5 Cottage facades facing the common open space or common pathway shall feature a roofed porch at least 80 square feet in size with a minimum dimension of 8 feet on any side.
- G.4.6 Cottages located adjacent to a public street shall provide a covered entry feature (with a minimum dimension of 6 feet by 6 feet) facing the street.



Figures G-8 and G-9. Examples of cottage housing development, with and without alley access.

G. Single-Family/Duplex Developments



Figure G-10. Cottage housing example.

G.4.7 Parking shall be:

- a. Located on the cottage housing development property.
- b. Screened from public streets and adjacent residential uses by landscaping or architectural screening.
- c. Located in clusters of not more than five adjoining spaces
- d. Prohibited in the front yard setback area.

G.4.8 A pitched roof design is required for all detached parking structures.

Definitions

Attached accessory dwelling unit (AADU). An accessory dwelling unit located within or attached to a single-family residence. To be considered attached, the roof and wall of the accessory dwelling unit shall be an extension of the roof and wall of the existing single-family residence. In no case shall the attachment be made through an unenclosed structure.

Blank walls. A wall (including building façades and other exterior building walls and retaining walls) is considered a blank wall if:

- a. A ground floor wall or portion of a ground floor wall over 4 feet in height has a horizontal length greater than 15 feet and does not include a window, door, building modulation or other architectural detailing; or
- b. Any portion of a ground floor wall having a surface area of 400 square feet or greater does not include a window, door, building modulation or other architectural detailing.

Cottage housing. Small single-family detached dwelling units arranged around a common open space.

Detached accessory dwelling unit (DADU). A detached accessory dwelling unit located on the same lot as a single-family detached dwelling unit.

Facade. The entire building front or street wall face of a building extending from the grade of the building to the top of the parapet or eaves and the entire width of the building elevation.

Internal roadways. A private roadway that provides access to buildings and uses on a single development site or a collection of adjacent development sites.

Marquee. A permanent structure attached to, supported by, and projecting from a building and providing protection from the weather elements, but which does not include a projecting roof. For purposes of the ordinance codified in this chapter, a free-standing, permanent, roof-like structure providing protection from the elements, such as a service station gas pump island, shall also be considered a marquee. The definition also includes an awning and a canopy.

Modified grid. A fine-grained network of streets with relatively small block sizes that promotes walking.

Pedestrian-oriented facades. See definition in Standard A.2.2.

Pedestrian-oriented space. See definition in Standard A.1.2a.

Pedestrian-oriented streets. See definition in Standard B.1.2a.

Readerboard. A sign face consisting of tracks to hold readily changeable letters allowing frequent changes of copy.

Storefront. The front side of a store facing the street and including windows.