5 Site Design Toolbox

5.0 Introduction

5.0.1 Purpose

The Site Design Toolbox provides direction in the layout of buildings, side and rear yards, open spaces, parking areas, and internal walkways and streets consistent with the overall goals and objectives of the Highway 99 Sub-Area Plan. Due to the wide range of lot sizes, shapes, land uses, and environmental conditions within the sub-area, there is no singular one-size fits-all approach in designing these sites. However, there is a strong desire for:

- Compatibility between developments (see Section 5.1)
- Better connectivity (pedestrian and vehicular) between sites in commercial and multifamily areas (see Sections 5.1, 5.3, and 5.4)
- The creation of pedestrian-oriented spaces associated with commercial developments in activity centers (see Section 5.2)
- Usable and attractive on-site open space for multifamily developments (see Section 5.2); Promoting shared parking and minimizing the impact of parking facilities on the physical and visual environment (see Section 5.5)
- Provide for a safe environment using Crime Prevention Through Environmental Design (CPTED) principles.

5.0.2 Applicability

The standards in this chapter apply to all non-residential and multifamily development unless otherwise noted herein.

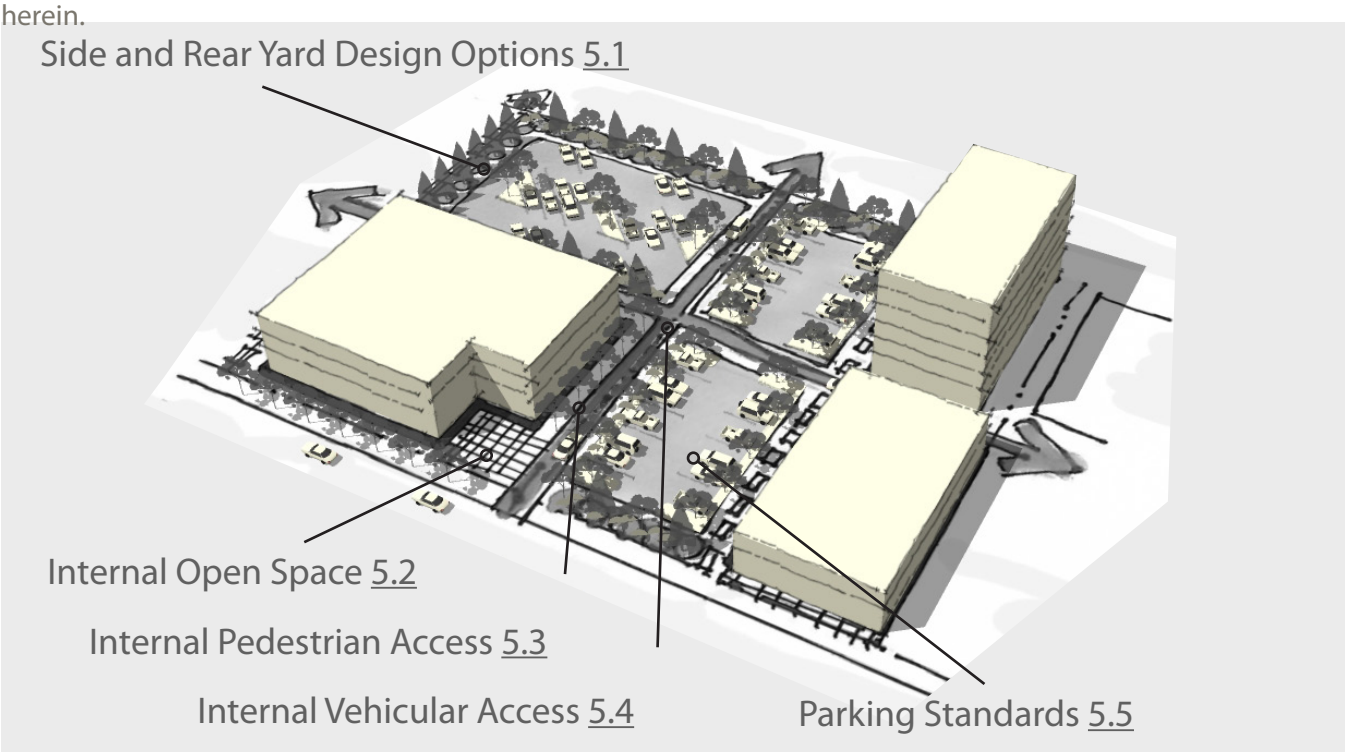


Figure 5-1. Example development within an Activity Center, incorporating site design elements found in this chapter.

5.1 Side and Rear Yard Design Options

INTENT

- To provide side and rear yard design options that enhance the area's pedestrian environment and the setting for development.
- To provide flexible standards that allow property owners to maximize on-site development opportunities while meeting community design goals.
- To provide compatibility between conflicting uses.

In districts that provide for a such a wide range of uses, it's impossible to develop one-size fits all standards for side and rear yards. In the long run, there's a desire along the Highway 99 corridor to use the side and rear yards to enhance internal pedestrian and/or vehicular circulation due to the current lot and incomplete street grid configuration. For example, rather than fenced and isolated commercial properties, each with their own private parking lots, a configuration with a shared internal drive along the property line with a walkway would be much more desirable. ~~Likewise, a shared walkway between multifamily developments rather than impenetrable landscape buffers is preferred.~~

However, there will likely be situations where a buffer will be desired between current and proposed uses due to potential conflicts and compatibility issues. Thus the design options included here provide provisions for buffer fencing and/or screening landscaping to allow for flexibility in resolving conflicts ~~(but not as the first design option)~~. The Highway 99 Sub-Area will redevelop and ~~prospective developers need to consider that adjacent uses may redevelop into something completely different over time. T~~the ultimate design of the side and rear yards should take into account this possibility. ~~Perhaps there are walkway stubs that could be extended by future redevelopment next door.~~

5.1.1 Side and Rear Yard Checklist

Project applicants shall incorporate one or more of the following design options into the site's design:

☐ Provide an internal roadway or public street along the property line (See Section 5.4.1 Vehicular Circulation Network). Where the roadway is constructed entirely within the subject property, at least 5 feet landscaping shall be provided between the road and the property line. (a)

☐ Provide a trail or other internal walkway along the property line. This may be required in some areas to implement the Trails Plan set

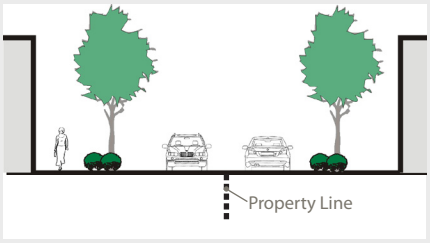


Figure 5-2. Internal roadway. (a)

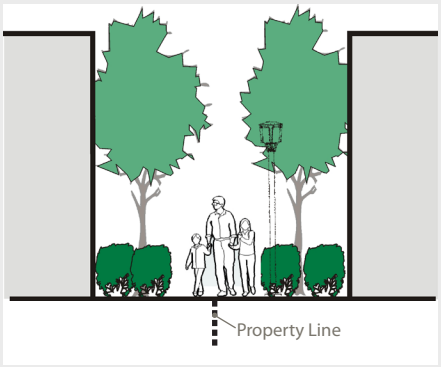


Figure 5-3. Shared walkway (b)

Figure 5-4. Internal walkway example between different mutilfamily developments (Redmond, WA)

Figure 5-5. This internal access road runs along property lines in Juanita Village (Kirkland, WA).

forth in Section 9.3. Trails that span the property line require recordation of a document that will appear in the deed records to advise future purchasers of both properties of the agreement. Other trails require at least 5 feet of landscaping between the trail and the property line. (b)

☐ Provide a zero-lot line fire wall for commercial or mixed-use developments within Activity Centers or Transitional Areas. This configuration provides for the maximum use of property. Developments are encouraged to consider the design implications to the adjacent property. (c)

☐ Retain existing native or desirable mature vegetation along the side or back property line. (d)

☐ Provide Type A landscaping at least 10 feet deep along the side and/or back property lines. A fence may be included with the landscaping. This option may be used only where options (a), (b), (c), or (d) above are not viable as determined by the Responsible Official. (e)

☐ A rain garden or other low-impact development measure may be incorporated as part of the treatments above. (f)

☐ Shared parking measure may be incorporated as part of the treatments above. (g)

☐ ~~Other treatments that meet the intent of the standards as approved by the Responsible Official. Factors that must be considered in determining the appropriate treatment include views, applicable uses, connectivity, environmental conditions, and desired level of privacy. (h)~~

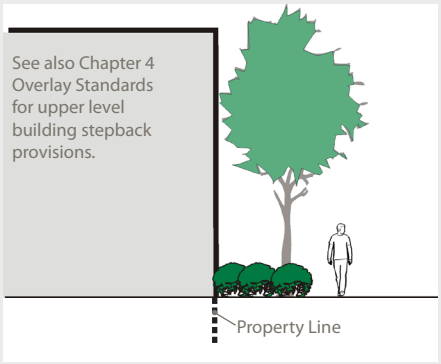


Figure 5-6. Zero lot-line firewall. (c)

Figure 5-7. Retain native vegetation along side yard (d)

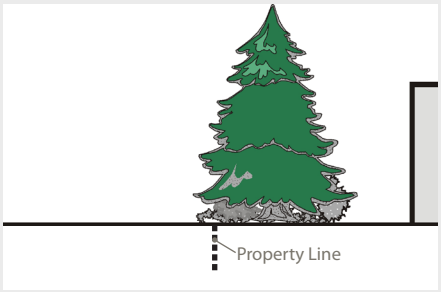


Figure 5-8. Type A landscaping along side yard (e)

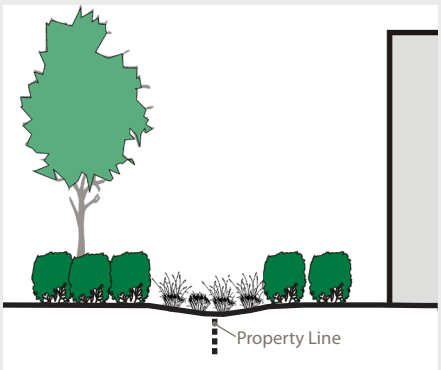


Figure 5-9. Rain garden along side yard (f)

5.1.2 Solar Access and Privacy Along Side and Rear Yards

Buildings or portions thereof containing dwelling units whose solar access is only from the applicable side of the building (facing towards the side property line) shall be set back from the applicable side or rear property lines at least 15 feet.

Balconies or rooftop decks within 15 horizontal feet of a side property line must utilize balcony rails with no more than 30 percent transparency to minimize privacy impacts to adjacent properties.

Departures may be granted to the above standard provided the design treatment meets the intent of the standards and guidelines with respect to the subject property and current or vested uses on the adjacent property.

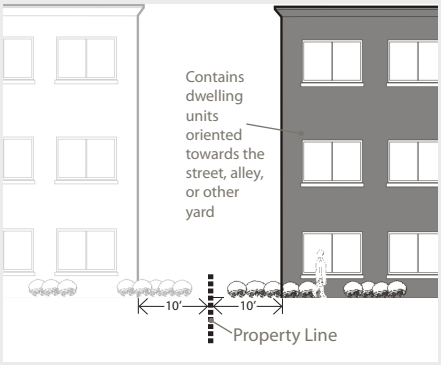


Figure 5-10. Ten foot side or rear yard setbacks are acceptable if units along applicable yard have solar access to street or other yard.

5.1.3 Side and Rear Yards Along Freeways

With nearly four miles of interstate frontage and over 100,000 motorists passing by daily, views of the sub-area from Interstate 5 are of critical importance to the sub-area's visual character.

Each of the following design elements are required for rear yards adjacent to and visible from the freeway:

(1) Screen visible service areas, storage yards, and blank walls: Provide at least 10 feet of Type A or B landscaping and/or the retention of desirable native or existing screening shall be used along the applicable side/rear yard to screen unwanted views. Fences may be used in conjunction with landscaping ~~(landscaping shall be placed outside the fence to soften view of fence from the freeway)~~, but not as a substitute for landscaping.

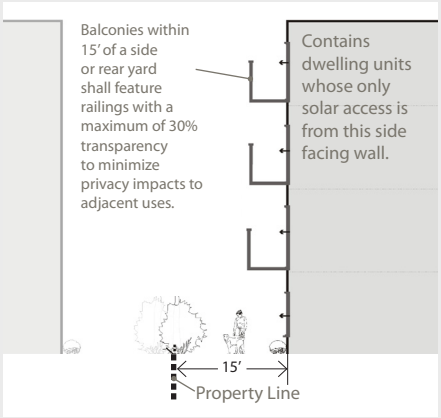


Figure 5-11. Illustrating special solar access setback requirements along the side and rear yard.

~~(2) Screen dwelling units visible from the freeway: Provide at least 15 feet of Type A or Type B, or 20 feet of Type E landscaping along the applicable property line.~~

(2~~3~~) Screen parking areas: Provide at least 10 feet of Type A, B, or C Landscaping between the freeway right-of-way and visible parking areas. Clustering required trees within the landscaped area may be permitted to enhance visibility into site where desired.

(3~~4~~) Treatment of large buildings: Large buildings (100 feet or more in width as viewed from freeway) that are/will be visible from the freeway shall utilize a combination of landscaping elements and facade articulation techniques ~~to enhance the visual character of the area~~. Specifically, such buildings shall utilize at least one of the following articulation treatments:

- ☐ Combination of vertical building modulation with roofline modulation. The dimensions must be substantial enough to break up the massing of the building and add visual interest from the

Figure 5-12. Use landscaping to avoid this scenario.

freeway~~, as determined by the Responsible Official~~. Changes of building materials and color with vertical building modulation techniques can be very effective. (a)

☐ Changes in building materials or siding style, if used in conjunction with vertical building modulation. (b)

☐ Horizontal banding or other design details that effectively add visual interest to the building as viewed from the freeway ~~as determined by the Responsible Official~~. Examples could be the use of vertical trellis system planted with vines, or decorative panels that effectively contrast with other façade materials. (c)

☐ Distinctive use of vertical landscaping elements in front of the façade that help to articulate the façade. This can be particularly effective where used in conjunction with vertical building modulation, where columnar evergreens are used in recessed portions of the façade and perhaps other lower trees and/or shrubs are used on projecting portions of the façade. (d)

Buildings that will effectively be screened by topography and/ or landscaping elements within a period of three years will be exempted from the above façade articulation standards.

5.1.4 Side and Rear Yards Along Natural Areas

Developments shall~~are encouraged to~~ take advantage of adjacent natural areas (creeks or wetland/ buffer areas) by orienting uses to them and/ or providing a trail or shared pathway along the edge of natural areas.

5.1.5 Side and Rear Yards Along Established Single Family Residential Areas

Development of all structures within 50 feet of the exterior property line of the development site when adjacent to established single family residential zoned areas, shall not exceed the number of stories for the adjacent site.

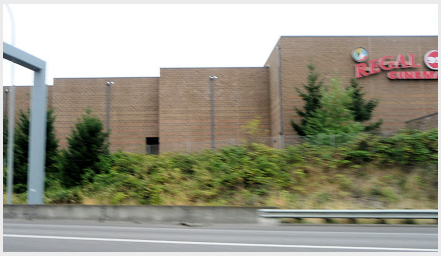


Figure 5-13. Regal Cinemas successfully uses vertical building modulation, material detailing, and some landscaping elements to add visual interest from the freeway.

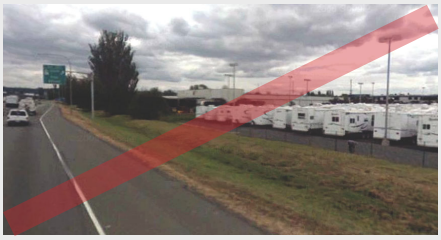


Figure 5-14. While visibility into sites from the freeway may be desirable for vehicular sales, at least a partial vegetative screen will be required.

Figure 5-15. Apartments orient to creek and pathway is provided as an amenity to development and neighborhood.

5.2 Internal Open Space Requirements

INTENT

- To provide a variety of pedestrian areas in retail and mixed-use areas.
- To provide safe, attractive, and usable open spaces that promote pedestrian activity.
- To create usable space that is suitable for leisure or recreational activities for residents.
- To create open space that contributes to the residential setting.
- To promote the use of a variety of types of open spaces for multifamily uses.

5.2.1 Pedestrian-Oriented Space Design Criteria

Applicability: Chapter 4 Overlay Standards require non-residential uses to provide pedestrian-oriented space within Activity Centers per the standards below.

These spaces are intended to be small publicly accessible spaces that enliven the pedestrian environment by providing opportunities for outdoor dining, socializing, relaxing and provide visual amenities that can contribute to the unique character of the sub-area.

Design criteria for pedestrian-oriented space open space:

(1) Sidewalk area, where widened beyond minimum requirements, shall count as pedestrian-oriented open space. The additional sidewalk area may be used for outdoor dining and temporary display of retail goods. The standards in paragraphs (2) through (4) below shall not apply to sidewalks, where used as pedestrian-oriented space.

(2) All of the following design elements are required for pedestrian oriented space:

(a) All open spaces shall be physically and visually accessible from the adjacent street or major internal pedestrian route. Open spaces shall be in locations that the intended user(s) can easily access and use, rather than simply left-over or undevelopable space in locations where very little pedestrian traffic is anticipated.

(b) Paved walking surfaces of either concrete or otherapproved ~~unit~~ paving surfaces.

(c) Pedestrian-scaled lighting (no more than 14 feet in height) ~~at a level averaging at least 2-foot candles throughout the space~~. Lighting may be on-site or building-mounted.

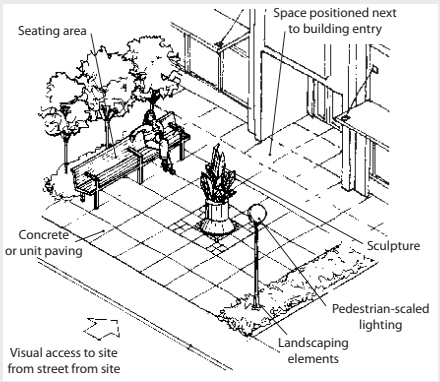


Figure 5-16. Example of a pedestrian-oriented space.

Figure 5-17. Widened sidewalk area may be used to comply with pedestrian-oriented space standards (Orenco Station, OR).

Figure 5-18. Interior courtyard example (University Village, Seattle, WA).

Figure 5-19. Forecourt plaza used for outdoor dining in Bend, Oregon.

~~(d) At least three feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space. This provision may be relaxed or waived where there are provisions for movable seating that meet the intent of the standard as determined by the Responsible Official.~~

~~(e) Landscaping components that add seasonal interest to the space.~~

(3) The following features are encouraged within a pedestrian-oriented space:

(a) Pedestrian amenities such as a benches, water feature, drinking fountain, and/or distinctive paving or artwork.

(b) Provide pedestrian-oriented facades on some or all buildings facing the space.

(c) Consideration of the sun angle and the wind pattern in the design of the space.

(d) Areas along building edges that allow for outdoor eating areas and a planted buffer.

(e) Movable seating.

(4) The following features are prohibited within a pedestrian-oriented space:

(a) Asphalt pavement, except where continuous asphalt paths intersect with the space.

(b) Adjacent and unscreened chain link fences.

(c) Unscreened blank walls.

(d) Adjacent and unscreened dumpsters or service areas.

Figure 5-20. This entryway includes benches that are integrated into the architecture (Clark County).

Figure 5-21. A good plaza example (Greenlake, Seattle, WA).

Figure 5-22. Good consideration of sun exposure with a sculpture that uses wind activation (Clark County).

Figure 5-23. This plaza space is poorly located and lacks the necessary amenities that are needed to encourage people to use it.

5.2.2 Internal Open Space for Multifamily Uses

Applicability: These standards apply to all apartments which require on-site open space equivalent of 10 percent of livable floor area. For open space requirements specific to townhouses and other housing types, see Chapter 7 Housing Type Standards.

Table 5-23. Types of multifamily open spaces and maximum percentage of use towards meeting requirements.

Applicable Standard	Multifamily Open Space Type	Maximum % of use to meet requirement specified in Chapter 4
5.2.2 (1)	Common open space	100%
5.2.2 (2)	Private balconies and decks	50%
5.2.2 (3)	Shared rooftop decks	50% for mixed-use buildings; 25% for other buildings
5.2.2 (4)	Indoor recreation areas	25% for mixed-use buildings; 0% for other buildings

(1) Common open space: Where accessible to all residents, common open space may count for up to 100 percent of the required open space. This includes landscaped courtyards or decks, shared front porches, gardens with walkways, children's play areas, or other multi-purpose recreational and/or green spaces. Upper level courtyards shall qualify as common open space provided they meet the standards herein and are directly visible from dwelling units in the building (if it's on top of the building, then it's a rooftop deck). Special requirements and recommendations for common open spaces include the following:

(a) Required setback areas shall not count towards the open space requirement, except for spaces that meets the dimensional and design requirements and guidelines herein.

(b) Space shall be large enough to provide functional leisure or recreational activity. To meet this requirement, no dimension shall be less than 15 feet in lenth (except for front porches).

(c) Spaces (particularly children's play areas) shall be visible from dwelling units and/or positioned near pedestrian activity.

(d) Spaces shall feature paths, landscaping, seating, lighting and other pedestrian amenities ~~to make the area more functional and enjoyable~~.

(e) Individual entries shall be provided onto common open space from adjacent ground floor residential units, where applicable. ~~Small, semi-private open spaces for adjacent ground floor units~~

Figure 5-26. Common open space example (Vancouver, WA).

Figure 5-27. Common open space example (Bainbridge Island, WA).

Figure 5-24. Recessed courtyard within a mixed-use building (Bellevue, WA). This space can be used to meet both non-residential ad residential open space standards.

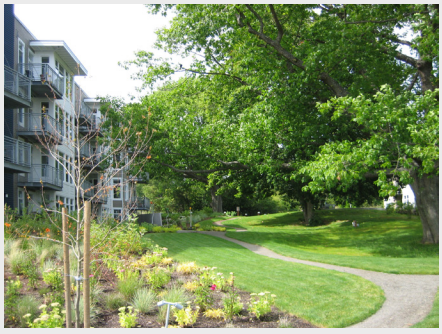


Figure 5-25. Common, usable open space within a multifamily development (Bainbridge Island, WA).

~~that maintain visual access to the common area are strongly encouraged to enliven the space.~~ Low walls or hedges (less than three feet in height) ~~are encouraged~~ shall be used to provide clear definition of semi-private and common spaces.

(f) Separate common space from ground floor windows, streets, service areas and parking lots with landscaping, low-level fencing. ~~The Responsible Official will consider alternative treatments provided they enhance safety and privacy (both for common open space and dwelling units).~~

(g) Space should be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.

(h) Stairways, stair landings, above grade walkways, balconies and decks shall not encroach into the common open space. An atrium roof covering may be built over a courtyard to provide weather protection provided it does not obstruct natural light inside the courtyard. Front porches are an exception.

(i) Shared front porches qualify as common open space provided no dimension is less than eight feet and the porch is open on at least two sides.

(j) Driveways and vehicular access areas shall not qualify as common open space.

(2) Private balconies and decks: Covered or uncovered private balconies, porches, decks, or patios may be used to meet up to 50 percent of the required open space. To qualify as open space, such spaces shall be at least 35 square feet, with no dimension less than four feet~~, to provide a space usable for human activity~~.

(3) Shared rooftop decks: Decks on the rooftops of multifamily developments may count for up to 50 percent of the required open space for mixed-use buildings and up to 25 percent in other buildings if such spaces meet all of the following requirements:

(a) Space must be accessible (ADA) to all dwelling units.

(b) Space must provide amenities such as seating areas, landscaping, and/or other features ~~that encourage use~~.

(c) Space must feature hard surfacing ~~appropriate to encourage resident use~~.

(d) Space must incorporate features ~~that provide for the safety of residents,~~ such as enclosures and ~~appropriate~~ lighting ~~levels~~.

Figure 5-28. Pocket-park play area within a townhouse development (Issaquah, WA).

Figure 5-29. Private balconies and ground floor porch buffered from the public sidewalk with landscaping (Bainbridge Island, WA).

Figure 5-30. Rooftop deck with landscaping (Washington, DC).

5.2.3 Crime Prevention Through Environmental Design (CPTED)

Applicability: All publicly accessible and shared walkways and internal open spaces associated with non-residential and multifamily development.

Project applicants must demonstrate that the proposed open space incorporates CPTED principles, including all of the following:

(1) Natural surveillance – which occurs when parks or plazas are open to view by the public and neighbors. For example, a plaza that features residential units with windows looking down on space means that the space has good "eyes" on the park or plaza.

(2) Lighting levels as specified in the Lighting Section 8.2.

(3) Landscaping and fencing. Avoid configurations that create dangerous hiding spaces and entrapment conditions. For example, plan for landscaping to primarily be found below 3 vertical feet and above 8 vertical feet high.

(4) Entrances should be prominent, well lit, and highly visible from inside and outside of the space.

(5) Materials and maintenance. Open spaces shall utilize commercial grade materials that will last and require minimal maintenance costs. Walls, where necessary, shall be designed and treated to deter graffiti. Use and maintain landscape materials that reduce maintenance cost and maintain visibility, where desired.

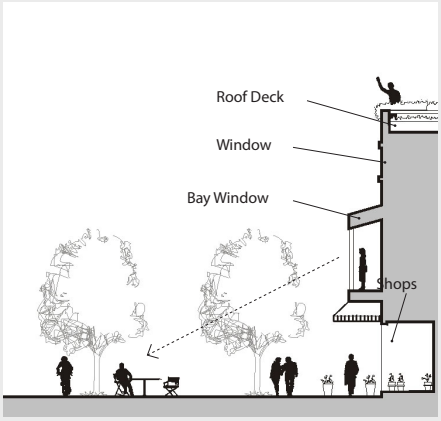


Figure 5-31. An example of passive surveillance through intentional design.

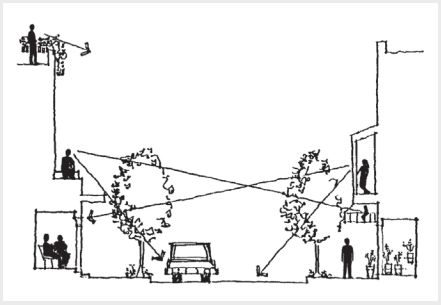


Figure 5-32. Eyes on the street can help reduce criminal activity.

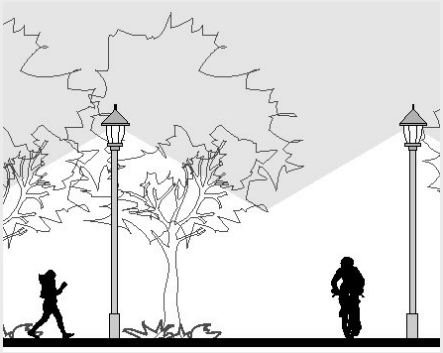


Figure 5-33. Lighting that allows for multiple activities to be illuminated.

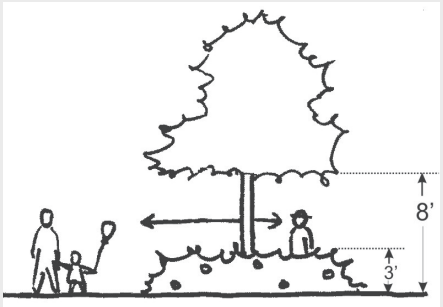


Figure 5-34. Design and maintain landscaping to maintain eye-level visibility in pedestrian areas.

5.3 Internal Pedestrian Access

INTENT

- To provide safe and direct pedestrian access in commercial areas to accommodate pedestrian movement patterns, to minimize conflicts between pedestrians and vehicular traffic, and to provide pedestrian connections to neighborhoods.
- To provide safe routes for the pedestrian and disabled person across parking, to entries, and between buildings.
- To provide attractive internal pedestrian routes that promote walking and enhance the character of the area.
- To provide a network of pedestrian walkways that can be expanded over time.
- To encourage pedestrian amenities along walkways, such as artwork, landscaping elements, and architectural details.

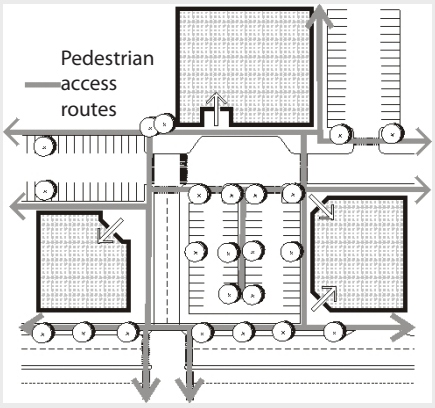


Figure 5-35. An example of an integrated pedestrian circulation system. Note the connections from the street, between buildings, through parking lots, and to adjacent sites.

5.3.1 Pedestrian Access and Connectivity

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.

(1) Buildings with entries not facing the street should have a clear and obvious pedestrian access way from the street to the entry.

(2) Parking lot walkways: Paved walkways shall be at least 11 feet in width ~~shall be provided for every three parking aisles or a distance of less than 200 feet shall be maintained between paths (whichever is more restrictive)~~.

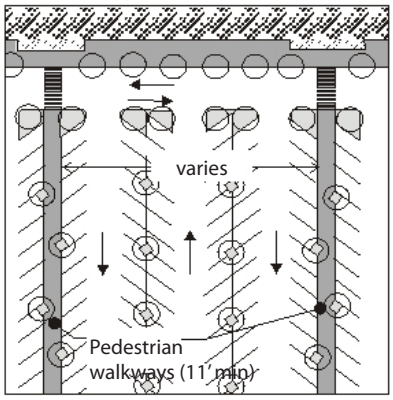


Figure 5-36. An example of a parking lot design that includes pedestrian routes.

Trees in grates or planting strips may be integrated with the walkway provided the paved area is no less than 8 feet in width. Such access routes through parking areas shall be separated from vehicular parking and travel lanes by use of contrasting paving material, landscaped strips, and/ or by using a raised walkway, provided that it is ADA accessible. ~~For unusually-shaped parking lots and/ or unique locations (such as along freeways) where the walkways would get minimal use, the Responsible Official will consider granting flexibility with this standard.~~

Figure 5-37. Parking lot walkway example connecting to the main building entryway.

Trees and pedestrian-scaled lighting (maximum 18 feet in height) shall be used to clearly define pedestrian walkways or other pedestrian areas within the parking area.

(3) Connectivity to adjacent sites:

(a) Where abutting developed land provides walkway stub-outs, easements, or other methods to provide the opportunity for future

walkway connections, the interior network of the new development shall be designed to utilize these connections.

(b) Buildings and internal pedestrian access shall be configured to allow future redevelopment on applicable adjacent sites to connect to the project's internal walkways. Examples include internal walkway stub-outs, "T" walkway intersections near the property line, or the capability of constructing a new vehicular connection based on the location and design of buildings.

(c) Exceptions to (a) and (b) above:

(i) On-site environmental conditions, such as a creek, wetland, and/or steep slopes either prevent the connection or reduce the need for such a connection as determined by the Responsible Official.

(ii) Applicable adjacent site is unlikely to be redeveloped in the near future based on the assessed value of site improvements versus the value of the land. Properties where the value of improvements on the land exceeds the value of the underlying land shall be considered unlikely to be redeveloped in the near future.

(iii) ~~The Responsible Official determines that if an~~ Internal pedestrian connections are ~~is~~ not needed ~~due to the irregular size and/or configuration of the lot and/or surrounding lots and/or~~ if such a connection prevents development that is consistent with the vision for the sub-area.

(iv) Trail Connections: New developments on sites showing proposed trails on applicable regulatory maps in Chapter 2 shall comply with the trail provisions in Section 9.3.

5.3.2 Walkway Width and Design

(1) Walkway widths and design:

(a) Sidewalks and walkways along the facade of mixed-use and retail buildings 100 feet or more in length (measured along the facade) that are not located adjacent to a street must be at least 12 feet wide with 8 feet minimum unobstructed width and include the following:

(i) Street trees~~, as approved by the Responsible Official,~~ shall be placed at an average of 30 feet on-center and placed in grates (except where trees are placed in planting strips). Breaks in the tree coverage will be allowed near major building entries to enhance visibility. However, no less than one tree per 60 lineal feet of building facade must be provided.

(ii) Planting strips may be used between any vehicle access or parking area and the walkway, provided that the required trees are included and the walkway is at least 8 feet in width ~~and the combined walkway and planting strip is at least 14 feet in width~~.

(iii) Pedestrian-scaled lighting may be used as a substitute to the

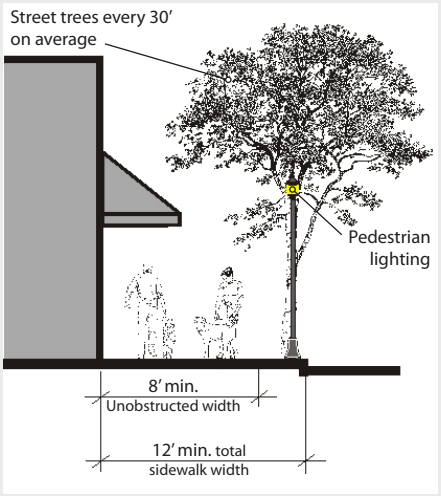


Figure 5-38. Minimum internal walkway requirements along the facade of mixed-use and retail buildings 100 feet or more in width

Figure 5-39. An example of an acceptable pedestrian walkway with pedestrian-scaled lighting (University Village, Seattle, WA).

Figure 5-40. Treeless strip mall walkways like the one in front of these shops are prohibited.

required street trees ~~subject to Responsible Official approval,~~ provided they are used at the same intervals.

(2) Landscaping along walkways:

(a) Pedestrian walks shall be separated from structures at least 3 feet for landscaping, except where the adjacent building features a pedestrian-oriented façade or other treatment.~~, such as the use of a trellis with vine plants on wall or sculptural, mosaic, bas-relief artwork. Other decorative wall treatments will be considered by the Responsible Official, provided they add visual interest at a pedestrian scale~~.

(b) All internal walkways shall feature at least one tree for every 30 feet of walkway on average, provided the total number of trees meets the minimum requirements.

(c) 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.

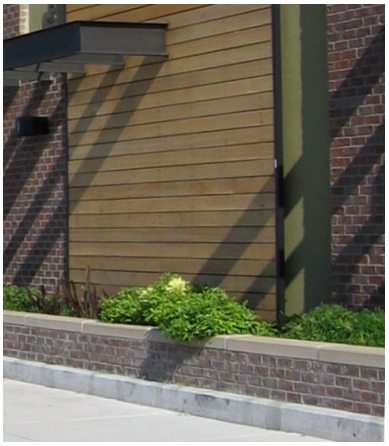


Figure 5-44. Elevated planter between a walkway and building (Vancouver, WA).

Figure 5-45. A good example of a wall design treatment along an internal walkway that adds visual interest at a pedestrian scale (Walnut Creek, CA).

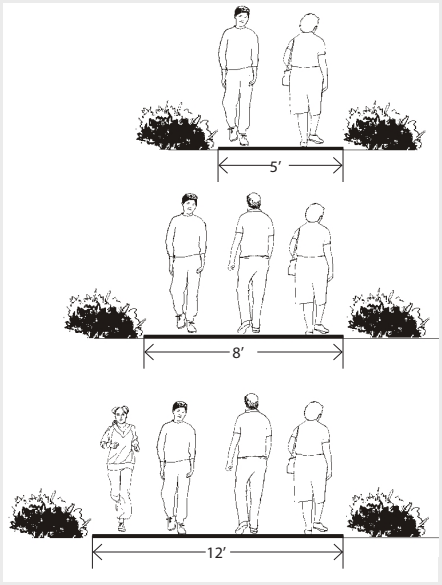


Figure 5-41. Illustration of widths necessary to accommodate different anticipated numbers of users.

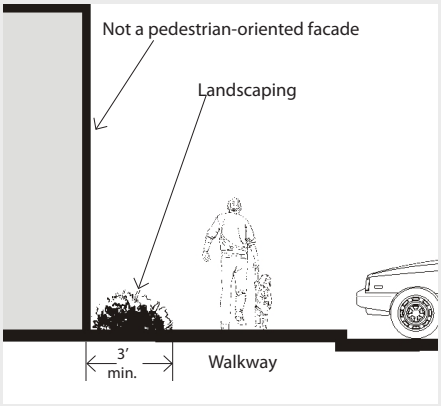


Figure 5-42. An example sketch of landscaping between buildings and walkways.

Figure 5-43. An example of a walkway with bollards that include light fixtures to clearly define the pedestrian access where it crosses a driveway (Clark County).

5.4 Internal Vehicular Access

INTENT

- To create a safe, convenient, and efficient network for vehicle circulation and parking.
- To mitigate traffic impacts and to conform to the county's objectives for better traffic circulation.
- To enhance the visual character of interior access roads.
- To minimize conflicts with pedestrian circulation and activity.

5.4.1 Vehicular Circulation Network

Interior vehicular connections between streets may be required as indicated by the applicable regulatory map in Chapter 2.

Developments shall provide a safe and convenient network of vehicular circulation that connects to the surrounding road/access network and provides the opportunity for future connections to adjacent parcels, where applicable.

(1) Large site circulation: Only sites larger than two acres and deeper than 150 feet (as measured perpendicular to fronting right-of-way) are required to facilitate enhanced internal vehicular connections. Specifically:

(a) Where abutting developed land provides road stub-outs, easements, or other methods to provide the opportunity for future road connections, the interior network of the new development shall be designed to utilize these connections.

(b) Buildings and internal vehicular access shall be configured to allow future redevelopment on applicable adjacent sites to connect to the project's internal roads. Examples include internal road stub-outs, "T" intersections near the property line, or the capability of constructing a new vehicular connection based on the location and design of buildings.

(c) Departures~~Exceptions~~ to (a) and (b) above will be approved if the Responsible Official determines that any of the following apply:

(i) On-site environmental conditions make such a connection cost prohibitive or undesirable ~~as determined by the Responsible Official~~.

(ii) Applicable adjacent site is unlikely to be redeveloped in the near future based on the assessed value of site improvements versus the value of the land ~~as determined by the Responsible Official~~.

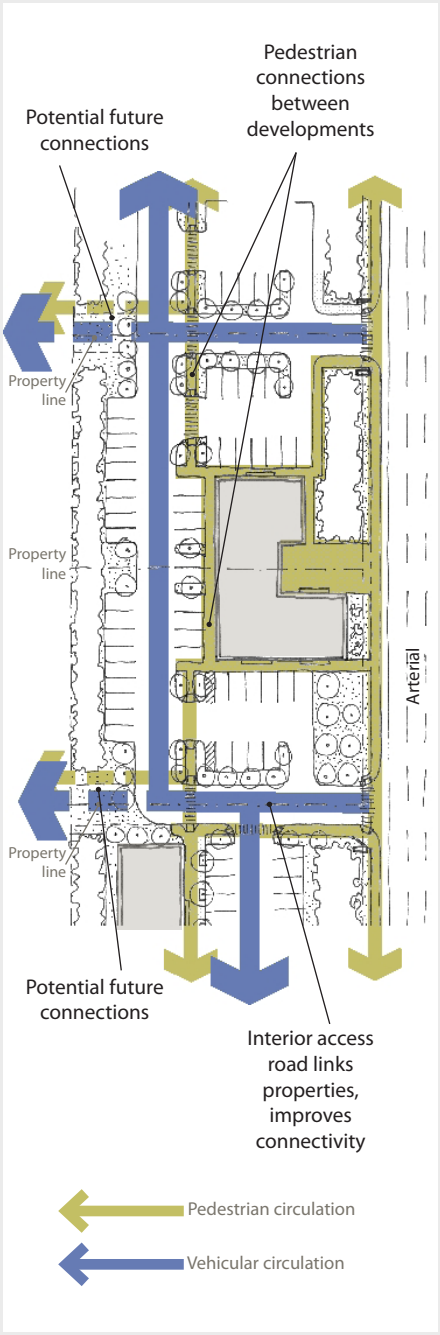


Figure 5-46. Illustrating good vehicular and pedestrian circulation for development along an arterial.

(iii) ~~The Responsible Official determines that~~ Anan internal vehicular connection is not needed due to the size and/or configuration of the lot and/or surrounding lots and/or such a connection prevents development ~~that is consistent with the vision for the sub-area~~.

(iv) Adjacent zoning (such as~~including~~ light industrial next to a~~ny~~ residential zone or single family next to any commercial zone) ~~makes the connection undesirable~~.

~~(2) Internal access roads:~~

~~Commercial and mixed-use developments of large sites (more than five acres) are encouraged to design interior access roads, or Storefront Streets, 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 parallelperpendicular parking on one or both sides.~~

Figure 5-49. Good examples of internal access roads designed to look and function like pedestrian friendly streets. Top image is in Mill Creek, WA, bottom image is in Juanita Village (Kirkland, WA).

Case Study

This case study site (Normandy Park, WA) is very similar to the Highway 99 corridor: Vehicular dominated strip with a combination of aging and upgraded commercial developments. The aerial below shows the current conditions on a site anticipated for redevelopment along the arterial corridor. The site plan at bottom shows a desirable configuration after redevelopment.

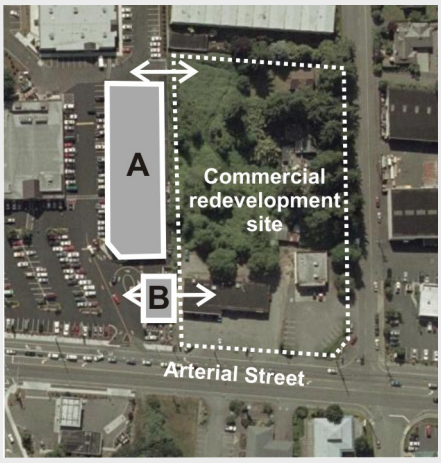


Figure 5-47. Current on-site conditions. The configuration of existing Buildings A and B make vehicular and pedestrian connectivity a challenge, but there are some opportunities.

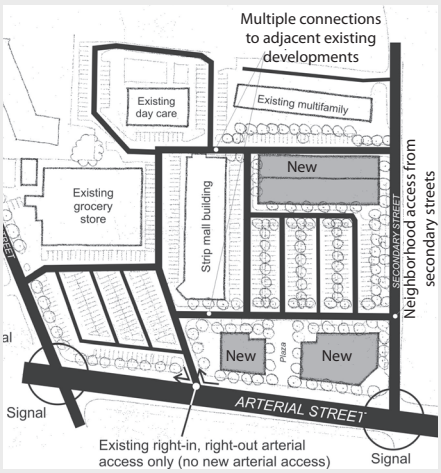


Figure 5-48. The redevelopment scenario above provides multiple internal pedestrian and vehicular connections to the existing commercial development adjacent, while also meeting design goals emphasizing buildings sited and oriented closer to the street.

5.4.2 Driveway Standards

(1) Number & separation of driveways. 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~~.

(2) Corner lots. Vehicular access to corner lots shall be located on the lowest classified roadway ~~and as close as practical to the property line most distant from the intersection~~.

(3) Driveway widths. Driveway lanes shall be no wider than 11 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.

(4) Driveway throat depth. The minimum required driveway throat depth along designated arterial and collector streets shall be ~~at least~~ 60 feet ~~unless greater depths are required or reduced depths are allowed per the Responsible Official per the combination of existing and anticipated traffic volumes on the street and driveway and safety considerations~~.

~~Departures may be permitted by the Responsible Official provided the design meets the intent of the standards.~~

Figure 5-53. Inadequate throat depths for every driveway.

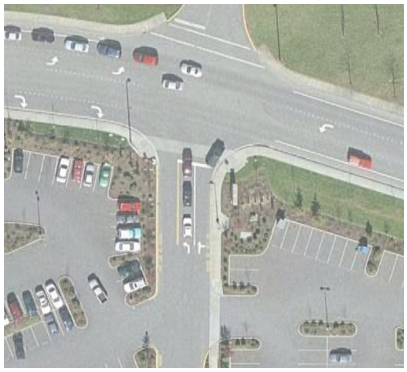


Figure 5-54. More appropriate driveway throat depth, which allows for turn lane stacking.

Good / Bad Driveway Examples

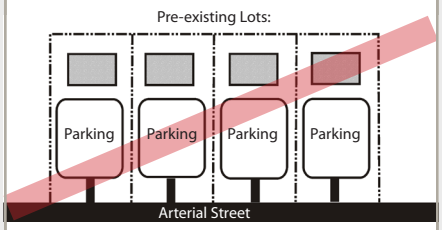


Figure 5-50. Unacceptable example: A separate driveway for each lot.

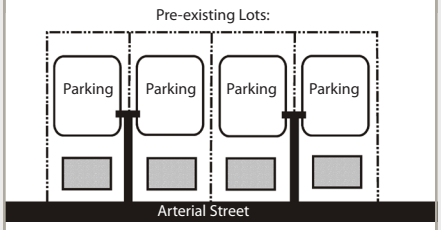


Figure 5-51. Acceptable multi-driveway example: Shared driveways between adjacent parcels.

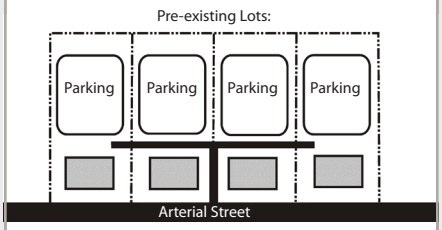


Figure 5-52. Best multi-driveway example: A private access road that serves all properties via an easement and a backage road.

5.5 Parking Standards

INTENT

- To provide flexibility in how developments accommodate parking.
- 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.

~~Developments shall comply with CCC 40.340.010, Parking and Loading Standards, unless otherwise noted herein. All parking lots shall comply with Landscaping Standards, Section 8.3.3~~

5.5.1 ~~Minimum~~ Parking ~~Requirements~~

(1) Developments are exempt from complying ~~shall comply~~ with CCC 40.340.010(B)~~(A)(5)~~, The following are encouraged~~except for the following~~ and may qualify for limited fee reductions:

(a) Multifamily dwelling studio unit: 1 space/dwelling unit.

(b) Senior housing: 1 space/dwelling unit.

(c) 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.

(d) On-street parking spaces directly fronting the applicable use shall count in the calculations for off-street parking requirements.

(e) Innovative, sustainable amenities including, but not limited to electric power connections, Smart car parking spaces, carpool, and bicycle parking shall count in the calculations for parking requirements.

(2) Shared parking between and among uses is encouraged ~~and shall be permitted in accordance with CCC 40.340.010(A)(5)~~.

5.5.2 Surface Parking Lot Location Standards

Chapter 4 provides standards for parking lot location and maximum frontage standards along streets for each of the overlay districts.

(1) Location refers to areas where the parking shall be located with respect to on site buildings. For example, Side/Rear means that parking shall be placed to the side or rear of buildings and not in front.

(2) Maximum Frontage refers to the maximum percentage of the total site frontage that parking and vehicular access areas may

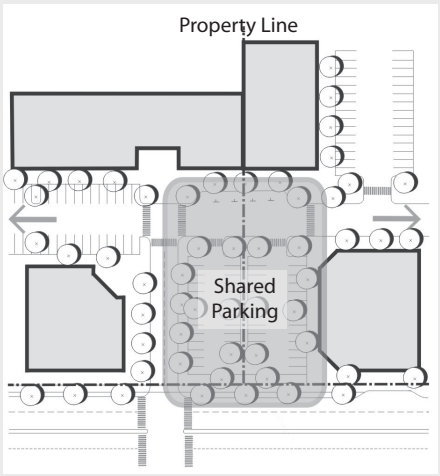
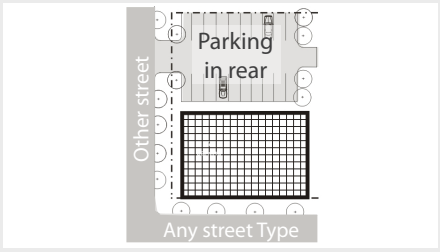
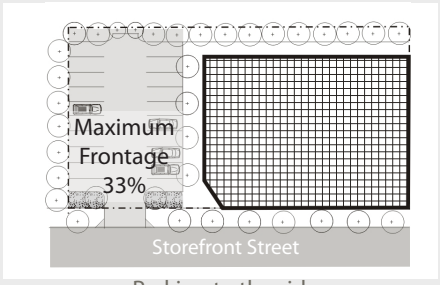
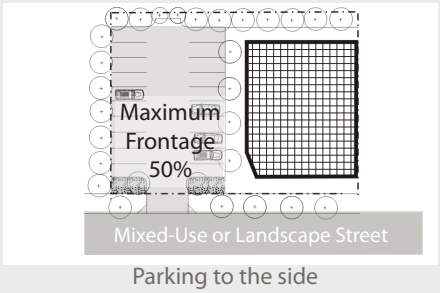


Figure 5-55. Shared parking example.





Parking to the side



Parking to the side

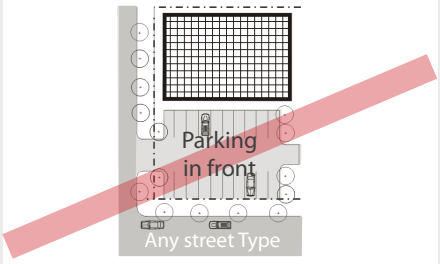


Figure 5-56. Parking lot location standards for streets in Activity Centers.

occupy. Areas that qualify as parking and vehicular access areas include any paved areas between the street and a building that accommodate vehicular access (including drive-through lanes) or storage of vehicles.

Parking areas enclosed within a building are not subject to these standards. See Figure 5-56 for illustrations on how developments can comply with applicable requirements along Storefront Streets and Mixed-Use or Landscape Streets in Activity Centers.

Departures: In recognizing that creative alternatives may be created that can better meet the intent and/or unique site constraints (such as a sites in Activity Centers fronting on three different Mixed-Use streets) exist that prevent compliance with this prescriptive standard, an opportunity to depart from these standards is available. Criteria for approving departures:

(a) Alternative building/parking configuration allows for a more desirable development configuration in terms of business, pedestrian access and amenities. The illustrative site plan shown in Figure 5-62 provides a good example ~~of where a departure might produce a more desirable result (in that case – allowing for the development of a new "Storefront Street" connecting Highway 99 with NE 13th Avenue where nearby multifamily residents would have easy access to)~~; or

(b) Site constraints prevent ~~reasonable~~ conformance ~~as determined by the Responsible Official~~. For example, a wedge shaped parcel with the narrow end along the street frontage might prevent the building from locating close to the street; and

(c) For departures that fall under either (a) or (b) above, developments shall mitigate the negative impacts of the parking and vehicular access elements along the street by:

(i) ~~Such p~~Parking lots with more than 64 feet of frontage on a street shall include an architectural feature (in addition to the required landscaping) ~~that maintains visual continuity and interest along the street~~. Examples could include a landscaped trellis, decorative low wall (perhaps doubling as a sitting ledge), weather protection element, or architectural columns.

(ii) Increased pedestrian-oriented space (twice the minimum normal requirement or 4 sq.ft. per 1 lineal foot along street frontages) designed per Section 5.2.1.

Figure 5-57. Decorative columns along shaped planting bed.

Figure 5-58. Planting bed in front of low wall.

Figure 5-60. Elevated planter with sitting edge.

Figure 5-61. Trellis structure along parking lot edging a sidewalk.

Case Study: Illustrative site plan with departure to parking lot location standards

The site plan example below was developed to show how a portion of the Totem Town Center could be developed over time consistent with the development standards and in this case, a departure. Highway 99, NE 78th Street, and NE 13th Avenue are all designated Mixed-Use streets per the Chapter 2 regulatory maps. All of those streets allow for up to 50% parking and vehicular access elements along those street frontages. The site plan easily meets those requirements along Highway 99 and NE 13th Avenue with buildings mostly lined along those streets. But a very large parking lot fronts onto NE 78th Street – and it certainly would not meet the 50% requirement.

However, the configuration with a new east-west "Storefront Street" which is largely lined with storefront retail and mixed-use buildings and several small plaza spaces would be worth the trade off of increased parking along NE 78th Street. The buildings are concentrated in areas that are closer to multifamily areas and can better take advantage of Cougar Creek as an amenity. Plus, the new street provides auto circulation benefits by taking pressure off of NE 78th Street. To somewhat mitigate for the increased parking along NE 78th Street, the plan would call for wide and attractive sidewalks along the street with a generous landscaped buffer and some architectural treatments that help to define the street edge and provide visual interest to pedestrians traveling along the sidewalk (particularly if next to a bus stop).

Figure 5-62. This example site plan shows how a portion of Totem Town Center could redevelop over time consistent with the standards herein and departure to the parking lot location standards for NE 78th Street (a designated Mixed-Use Street).

5.5.3 Drive-Through Facilities

(1) Building facades~~Drive-through lanes between a building and the street. All applicable developments~~ shall comply with the following standards:

(a) Building facades facing the street or pedestrian oriented open space are subject to the transparency requirements ~~per applicable frontage type, overlay designation, and use (see applicable frontage type standards in Chapter 3).~~in section 3.03.

(b) Building facades are subject to applicable building design standards set forth in Chapter 6, including the façade articulation requirements per Section 6.1.2, building details provisions per Section 6.2.1, building materials standards per Section 6.3, and blank wall treatment standards per Section 6.4.

(c) Drive-through lanes shall be separated from the sidewalk by a planting strip with Type C landscaping at least 3~~5~~ feet in width. ~~Alternative landscaping schemes may be permitted provided they help to mitigate the visual impact of the drive-through use on the streetscape environment.~~

(d) Drive-through lanes shall not restrict pedestrian access between the sidewalk and on-site buildings. Where pedestrian routes cross drive-through lanes, a crosswalk that is raised or features a change in texture and/or other treatment must be utilized to enhance the safety ~~and visual appearance~~ of the pedestrian crossing.

~~(2) Drive-through lanes visible from internal access roads and customer parking lots shall meet the same standards as (1) above, except:~~

~~(a) Visible facades are not subject to the transparency requirements.~~

~~(b) Required planting strips between the drive-through lane and any sidewalk or other vehicular access route shall be at least 36 feet wide.~~

(e) ~~Drive-through lanes along~~ Building facades that are not visible from the street~~, customer parking lot, pedestrian route,~~ or pedestrian-oriented space are subject to blank wall treatment ~~and building materials standards (per Sections 6.3 and 6.4),~~ but not the transparency requirements ~~(per Chapter 3) or other Chapter 6 building design standards. Landscaping and pedestrian access standards set forth in (1) above shall apply unless the Responsible Official determines that they are not needed due to the location and visibility of the drive-through facility.~~

Figure 5-63. While the example above wouldn't meet all of the transparency, landscaping, and pedestrian access standards herein, the weather protection elements, mural, and use of materials help to mitigate the impact of the drive-through use on the streetscape's visual environment (Lone Pine, CA).

Figure 5-64. The landscaping in front of the Riverview Bank's drive through meets the intent of the standards and the canopy certainly adds visual interest. However, more windows would be needed on the façade to comply with transparency requirements herein (15% would be required for this property, within the Transitional Overlay).

5.5.4 Parking Structure Design Standards

(1) Storefront Streets. Parking structures on designated Storefront Streets shall provide space (at least 18 feet in width) 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.

(2) Landscaped setbacks. Parking structures adjacent to non-storefront streets and not meeting storefront standards on the ground floor 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 ground cover.~~ Alternative measures shall be considered, provided the treatment meets the Intent of the standards.

~~(3) 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.~~

~~(4)Screening design. Parking within a building should be enclosed or screened through any combination of landscaping berms, walls, decorative grilles, or trellis work with landscaping. Facade openings that resemble windows can be attractive and are permitted at the ground and upper levels.~~

(~~3~~5)Complementary design. Parking garages visible from a street shall be designed to be complementary with adjacent buildings. This can be accomplished by using similar building forms, and materials~~, fenestration patterns, and/or details to enhance garages~~.

Figure 5-68. Parking is hidden from view by screening.

Figure 5-69. Building appears to float over the parking.

Figure 5-65. This parking garage integrates storefronts and a plaza space along its sidewalk frontage (Santa Cruz, CA).

Figure 5-66. The trellis and vines, landscaping, and facade design is a good example of design treatments for garages visible from an internal access road (Mill Creek, WA).

Figure 5-67. An example of a parking structure entry integrated in the pedestrian environment (Redmond, WA).