

ORDINANCE NO. 236

AN ORDINANCE OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, ADOPTING DESIGN STANDARDS, AMENDING TITLE 19 OF THE UNIVERSITY PLACE MUNICIPAL CODE TO ADD A NEW CHAPTER 19.40, DESIGN STANDARDS FOR TOWN CENTER, MIXED USE, MIXED USE-OFFICE, AND COMMERCIAL ZONES, PROVIDING FOR DEFINITIONS, AUTHORITY AND APPLICATIONS, DEVELOPMENT PLAN REQUIREMENTS, ESTABLISHING A REVIEW PROCESS, GUIDELINES FOR SITE PLANNING AND BUILDING PLACEMENT, OPEN SPACE AND AMENITIES, BUILDING DESIGN, SURFACE PARKING AND MIXED USE DEVELOPMENT, AMENDING TITLE 22, CHAPTER 22.01, ADMINISTRATION OF DEVELOPMENT REGULATIONS, REGARDING THE PERMIT REVIEW PROCESS PERTAINING TO THESE STANDARDS, AND BY AUTHORIZING CODIFICATION OF CHAPTER 19.40 AND RECODIFICATION OF TITLE 22 TO ACCOMMODATE THE DEVELOPMENT PERMIT REVIEW AMENDMENT NECESSITATED BY THE ADOPTION OF THE DESIGN STANDARDS

WHEREAS, the City of University Place Comprehensive Plan adopted July 6, 1998, pursuant to the Growth Management Act contains goals and policies that encourage improving the quality and character of commercial development and creating more pedestrian-oriented design; and,

WHEREAS, the City issued a Draft Environmental Impact Statement (DEIS) on the Comprehensive Plan on November 25, 1997 and issued a Final Environmental Impact Statement (FEIS) on June 19, 1998; and,

WHEREAS, on May 15, 1998 a Determination of Non-Significance (DNS) was issued on the design standards in conjunction with other zone code amendments; and,

WHEREAS, the design standards were forwarded to the Department of Community, Trade and Economic Development for a sixty (60) day review period on November 17, 1998, having concluded on January 16, 1999, with no State agency comments having been received; and,

WHEREAS, the Planning Commission began reviewing proposed design standards to implement the intent of the Comprehensive Plan in May, 1998, conducted numerous study sessions, held a public hearing on October 21, 1998, and submitted recommended standards to the City Council in March, 1999; and,

WHEREAS, the City of University Place City Council, after considering the Planning Commission's recommendation and after conducting a duly noticed public hearing on April 5, 1999, which was preceded by City Council study sessions on February 8, 1999, and March 8, 1999; and,

WHEREAS, on June 3, 1999 the City of University Place prepared an addendum to the May 14, 1998 SEPA determination finding that the proposal has undergone minor revisions but that these revisions do not result in any new significant adverse impact; and,

WHEREAS, after carefully weighing the testimony and record the City Council has prepared facts and findings; and,

WHEREAS, among these facts and findings is that the City Council considers these design standard amendments to be the minimum necessary to protect the public health, safety and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Adopting Findings of Fact. The City Council adopts the following facts and findings pertaining to these Design Standards:

1. Goals of the State Growth Management Act encourage development in urban areas where adequate public facilities and services exist and can be provided in an efficient manner. The law also encourages efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
2. The Puget Sound Regional Council Vision 2020 and transportation plan emphasize coordination of transportation and land use to decrease traffic congestion and to maintain and improve air and water quality. The regional plan promotes development of transit and pedestrian-oriented land uses as a significant transportation strategy to reduce the number of vehicle miles traveled within the region, to decrease traffic congestion, improve safety, and maintain and improve air and water quality.
3. Both regional plans and Countywide planning policies encourage growth in compact urban and town centers. Countywide policies call for streetscape amenities, reduced building setbacks and other standards to create a pedestrian-friendly environment.
4. Policies in the University Place Comprehensive Plan are consistent with the State and regional vision for more compact growth, efficient use of infrastructure and a safe and convenient multi-modal transportation system.
5. The State Growth Management law requires development regulations that are consistent with the goals and policies of the Comprehensive Plan. The design standards implement goals and policies in various elements of the City's Comprehensive Plan.
6. The University Place Comprehensive Plan, Policy LU1G, calls for a gradual transition to a less automobile intensive transportation system and discusses safe access to transit and pedestrian and bicycle facilities.
7. Policy LU1D encourages the creation of a town center or central business district.
8. A State Growth Management goal encourages a variety of residential densities and housing types. The City Comprehensive Plan, Policy LU3C, encourages mixed use projects and zones which encourage residences and commercial uses in the same zone and building. The design standards provide direction for mixed use projects.
9. Town Center, mixed use, mixed use-office and commercial zones are located adjacent to principal and secondary arterials which carry high volumes of traffic due to adjacent development and through traffic. The environmental impact statement for the Comprehensive Plan included a traffic study that analyzed traffic volumes and projected future traffic loads. Bridgeport Way, carries average daily traffic (ADT) of 24,000 vehicles/day and in 2017 is projected to carry 30,000 ADT. 27th Avenue West (Grandview to Regents) carries about 12,000 ADT which will increase to 15,000, and 67th Avenue W. north of Regents Boulevard carries 15,000 with a projected increase to 16,000. These levels of traffic require urban street improvements---sidewalks, curb/gutter, landscaping, bicycle lanes---that provide protection for motorists, pedestrians and bicyclists.

10. Average annual accident rates along these arterial segments are considered high, over 2.0 per million entering vehicles. Vehicles and pedestrians have been involved in accidents;

11. When the City of University Place incorporated, arterial streets had no urban standard improvements such as sidewalks, curbs, gutters, bicycle lanes and transit shelters to promote multi-modal use and increase safety. Therefore, the City adopted policies in the Comprehensive Plan to establish standards for these urban level improvements, which are also specified in countywide planning policies for urban areas.

12. LU3D requires that new and redeveloped buildings are designed to complement community goals for attractive streets, public spaces and pedestrian amenities.

13. LU8B, 8D, TR1E address shared access driveways and cross access between developments to improve safety and convenience. They encourage public facilities and private improvements to enhance pedestrian access, increase safety and foster the town center concept.

14. TRA2 requires sidewalks on both sides of major and secondary arterials; TR2C, encourages installation of pedestrian pathways in new and existing developments. TR4A requires through connections in new developments. TR2B requires development of a system of bicycle routes, east/west and north/south.

15. EN1I requires new developments to minimize areas of impervious surface. Shared/joint parking where possible and cross connections for pedestrians and vehicles help facilitate this policy. Reducing impervious surface and decreasing urban run-off contributes to State and regional strategies to protect salmon as required under the federal Endangered Species listing. A planting strip adjacent to the roadway and on-site open space and landscaping are also methods to help achieve these goals in commercial areas. These improvements help mitigate the impacts of urban development.

16. RCW 36.70A authorizes local jurisdictions to adopt optional elements of the Comprehensive Plan. The City of University Place adopted three: 1) Environmental Management; 2) Community Character; and, 3) Parks, Recreation and Open Space. These elements were particularly important to the community in the drive to incorporation and are reflected in the Comprehensive Plan.

17. The Community Character Element of the Comprehensive Plan includes policies that direct full urban street improvements to create safe and convenient travel for pedestrians (Policy CC1B). Other policies in this element encourage landscaped streets, usable open space in the town center, mixed use and commercial areas, quality designed buildings to enhance the pedestrian environment and mitigate impacts on adjoining residential areas, and a variety of public spaces with public and private development.

18. Policy PRO1F requires usable open space in residential development and encourages public plazas, seating and other usable open space in commercial projects.

19. The City of University Place in September, 1998, adopted a parks impact fee for residential development to maintain levels of service for parks and open space.

20. Encouraging usable open space in commercial projects helps develop a connected system of public spaces which serve customers, employees, the general public and together create an environment that furthers economic development.

21. A June 1998 University Place Chamber of Commerce Study notes that the community enjoys some of the most positive demographics in the Puget Sound, but states that local businesses suffer from the highest level of local residents shopping elsewhere in Pierce County. Promoting local buying is a challenge. The design standards seek to promote business

growth in the city by providing for high quality commercial development, encouraging residential uses in the commercial areas and improving vehicular and pedestrian access to commercial areas. The study also cites improved traffic circulation as a strategy to support businesses in University Place. The design standards support this strategy by encouraging shared driveways and by improving customer access for vehicles, pedestrians and bicyclists.

22. The design standards for Town Center, Mixed Use, Mixed Use-Office and Commercial areas are the minimum necessary to help carry out the policies of the Comprehensive Plan to create a more pedestrian-friendly environment and multi-modal transportation system, to promote compact, infill development, protect residential areas from noise and other impacts of development and create a safe and healthy environment.

Section 2. Adopting a New Chapter 19.40, Design Standards for Town Center, Mixed Use, Mixed Use Office, and Commercial Zones. The University Place Municipal Code (UPMC) is amended by adopting a new Chapter 19.40, Design Standards for Town Center, Mixed Use, Mixed Use-Office and Commercial Zones, as set forth in attached Exhibit A which is incorporated into the UPMC by this reference.

Section 3. Amending Section 22.01.006 of the UPMC as presently codified. Section 22.01.006, Subsection (C), as presently codified, is amended to read as follows:

22.01.006 Notice of application.

C. ~~Public Notice Provisions and Publication.~~ Once an application has been deemed complete, the applicant shall provide posted public notice on the subject property in accordance with specifications provided by the department. ~~Notice of application shall also be published by the city in its official newspaper.~~

Section 4. Amending Section 22.01.007 of the UPMC as presently codified. Section 22.01.007, Subsection (A), as presently codified, is amended to read as follows:

22.01.007 Time periods.

A. The director or examiner shall issue a notice of decision on a project permit within 120 days after the department notifies the applicant that the application is deemed complete. The following time periods shall be excluded from the 120-day time period requirement:

1. Any period during which the applicant has been requested by the department to correct plans, perform required studies, or provide additional required information, and a period of up to 14 days after the submittal of such to determine if the information satisfies the request;
2. Any period during which an environmental impact statement (EIS) is being prepared in accordance with state law following a determination of significance pursuant to Chapter 43.21C RCW;
3. Any period during which, at the applicant's request, a proposal undergoes the optional Planning Commission design review process pursuant to UPMC Section 19.40.050.
3. Any period for administrative appeals; and
4. Any extension of time mutually agreed upon in writing between the applicant and the department.

Section 5. Authorizing the City's Code Reviser to codify Chapter 19.40. The City's Code Reviser is hereby authorized to assign such Sections and Subsections numbers as may be appropriate to codify Chapter 19.40. Subsection numbers shall be divisible by ten so as to facilitate future code amendments.

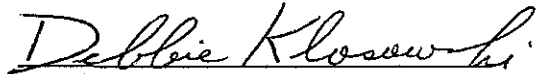
Section 6. Authorizing the City's Code Reviser to renumber the Chapter, Sections and Subsections of Title 22. The City's Code Reviser is hereby authorized to renumber the Chapter, Sections and Subsections of Title 22 such that Chapters and Section

numbers shall be divisible by five and Subsection numbers shall be divisible by ten so as to accommodate the amendment made herein and to facilitate future code amendments.

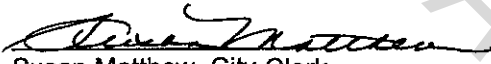
Section 7. Severability. If any section, sentence, clause or phrase of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 8. Publication and Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall be in full force and effect five (5) days after the date of publication.

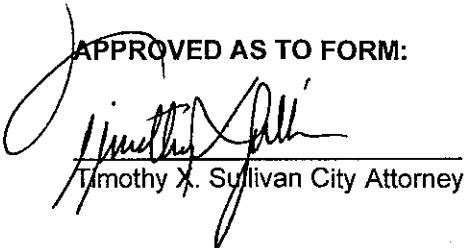
PASSED BY THE CITY COUNCIL ON JUNE 7, 1999.


Debbie Klosowski, Mayor

ATTEST:


Susan Matthew, City Clerk

APPROVED AS TO FORM:


Timothy X. Sullivan City Attorney

Published: June 10, 1999
Effective Date: June 15, 1999

ORDINANCE 236

EXHIBIT A

CHAPTER 19.40

**DESIGN STANDARDS FOR TOWN
CENTER, MIXED USE, MIXED USE-
OFFICE, AND COMMERCIAL ZONES****SECTIONS:**

- .010 Purpose**
- .020 Definitions**
- .030 Authority & Applications**
- .040 Development Plan: Filing Requirements**
- .050 Review Process**
- .060 Pedestrian Circulation**
 - Intent
 - A Pedestrian Circulation
 - B Pedestrian Access To Transit
 - C Pedestrian Safety
- .070 Site Planning and Building Placement**
 - Intent
 - A Site Planning and Building Placement
 - B Exterior Lighting
 - C Front Yard Setback Pedestrian Zone
 - D Development Abutting Two Or More Street Frontages
 - E Relation to Adjacent Development
- .080 Open Space and Amenities**
 - Intent
 - A Usable Open Space Required
 - B Usable Open Space Within the Front Yard Setback
 - C Open Space Amenities
- .090 Building Design**
 - A Ground Floor Transparency Requirements
 - B Pedestrian Building Entries
 - C Treatment of Blank Walls Visible from a Public Street or Residential Area

- D Roof Lines
- E Rooftop Equipment
- F Character and Massing
- G Upper Story Window Treatment

.100 Surface Parking

Intent

- A Location of Surface Parking Lots
- B Encouraging Joint Use Parking Areas
- C Parking Lot Landscaping and Treatment of Perimeter
- D Pedestrian Circulation through Parking Lots

.110 Mixed Use Development

Intent

- A Definition of Mixed Use
- B Ground Floor Uses in Mixed Use Projects
- C Mixed Use Building Base

.010 Purpose

The following special design standards are intended to promote integrated development and pedestrian-oriented design and to improve the character and quality of development in the Town Center, Commercial, Mixed Use, and Mixed Use-Office zones.

- A. Design standards help guide architects, developers and property owners to know what is expected of their development projects, and what could make their designs responsive to the plans and policies adopted by the City, as outlined in the City's Vision and Comprehensive Plan and other City documents.
- B. Examples or illustrations of how certain design standards can be achieved are included. The graphic examples are just that--examples. They are not the only acceptable solutions. Applicants and project designers may consider designs, styles and techniques which are not pictured in the examples but fulfill the intent of the design standard.
- C. The design standards also provide ways to reduce negative impacts of development on adjacent properties.
- D. The standards help establish a character for the town center, commercial and mixed use areas which includes varied uses and is pedestrian friendly. Impacts of the automobile are reduced, while easy access and movement through the area are maintained. The standards will implement the intent of the City of University Place Comprehensive Plan.

.020 Definitions

As used in this title, unless the context or subject matter clearly requires otherwise, the following words or phrases shall have the following meanings:

"Access Road" means the road providing direct access to a parcel or project.

"Arch" means a structural device, especially of masonry, forming the curved, pointed or flat upper edge of an opening or a support, as in a bridge or doorway.

"Balcony" means a platform projecting from the wall of a building and surrounded by a railing, balustrade or parapet.

"Bay Window" means a compartment projecting outward from the wall of a building and containing a window or windows.

"Building Footprint" means the outer perimeter of a building excluding eave overhangs, and other cantilevered portions of the building projecting no more than 18 inches and no wider than ten feet.

"Building Front" means, usually, the building side where architectural detailing is emphasized most, and is typically the side where the primary entrance is located.

"Column" means a vertical shaft or pillar that supports, or appears to support, a load.

"Common Area" means an on-site outdoor space designed for outdoor activities and leisure for customers of commercial development.

"Cornice" means a horizontal molded projection that crowns or completes a building.

"Dormer" means a window set vertically in a small gable projecting from a sloping roof, or a gable holding a dormer.

"Eaves" means the projecting overhang at the lower borders of a roof.

"Elevation" means a scaled drawing from the side, front or rear of a particular structure without any allowance for the laws of perspective

"Facade" means the front or principal face of a building, any side of the building that faces a street or other public place.

"Fenestration" means the arrangement and design of windows and doors in a building.

"Full Mansard Roof" See "Pitched Roof".

"Gable" means the portion, above eaves level, of an end wall of a building with a pitched or gambrel roof. In the case of a pitched roof this takes the form of a triangle.

"Gambrel Roof" means a gable roof design, but with two pitches on each side of the ridge, the lower slope having the steeper pitch.

"Hip" means one of the sloped faces of a hipped roof, usually referring to the narrow end.

"Hipped Roof" means a roof with pitched or sloped roof planes on all sides, usually of the same pitch.

"Marquee" means a roof-like structure made of solid materials, projecting over an entrance to a building and connected to the wall with no columnar support. The front of the marquee is often hung from chains or rods extending out from the face of the building.

"Mass/Massing" means the physical bulk or volume of a building. In architectural terms, a single mass building is a single geometric form such as rectangle or square, and may include a simple roof form with no variation in the roof line. Massing refers to variation in the mass and may involve multiple masses joined together.

"Mixed Use, Vertical" means a single story structure which provides retail service or commercial and office uses on the ground floor, and residential and office uses on the above floors.

"Mixed Use - Horizontal Attached" means a single structure that provides retail, service, or commercial uses in the portion fronting the street with attached residential or office uses behind.

"Parapets" mean a low protective wall (usually solid) along the edge of a roof or balcony.

"Perspective Drawing" means a three dimensional representation of a building or site providing the appearance of depth as seen by normal binocular vision.

"Pitch" means the angle of a roof pitch, usually expressed as a ratio of units of vertical distance to 12 units of horizontal distance. For example, 8/12 means 8 units of vertical rise to every 12 units of vertical rise to every 12 units of horizontal run.

"Pitched Roof" means a roof with angled edges, with or without a defined ridgeline and extended eaves.

"Plan Drawing" means a drawing representing a downward view of an object or building, or a horizontal section of it. A floor plan drawing of a building will show the arrangement of the walls, partition, rooms, doors, and windows.

"Porch" means a covered entrance to a building, either open or up to 1/3 enclosed.

"Primary Structure" means a structure designed to serve as a focal point to the site and to suggest a point of activity. On parcels with more than one structure, it is the primary or anchor tenant building. Structures joined to a primary structure with minor connections such as breezeways or low walls shall be considered separate structures.

"Primary Walkway" means the main pedestrian walkway that connects a building's entrance to the public right-of-way (see secondary walkway definition).

"Secondary Walkway" means pedestrian walkways that provide for pedestrian movement between buildings without depending on parking lots or landscape areas for this purpose.

"Siding" means material used for the finished surface of a frame building.

"Story" means the horizontal division between a floor and an adjacent ceiling or floor.

"Terraced Roof" means a roofline incorporating setbacks for balconies, roof gardens or patios".

"Transit Stop" means an area designated as a waiting area for riders of mass transit.

.030 Authority & Applications

- A. The provisions of this Chapter shall augment and/or supersede existing regulation in Chapter 19.35 of the University Place Zoning Code regarding Town Center, Mixed Use, Mixed Use-Office, and Commercial zones defined in the Official Zoning Map. The Chapter provisions shall apply to:
 1. All new construction on vacant land requiring building or development permits; and
 2. Major Redevelopment: Redevelopment or additions to a building/complex /site which total 50% or more of the gross floor area (gfa) of the existing building/complex/site or,
 3. Major Tenant Improvement: For projects where the construction budget is 50% or more of the assessed value of the existing building, the building/complex/site being redeveloped or added to shall integrate the design standards and other parking, landscaping and regulations into the redevelopment or addition.
 4. Renovation of an existing single-family structure for residential or commercial use is exempt from the following sections, provided no expansion of the structure occurs.
- B. The following zoning designations are exempt from the provisions of this Chapter:
 1. Multi-family, Public Facility (outside Town Center, Mixed Use, Mixed Use-Office, and Commercial zones), Light Industrial-Business Park, Neighborhood Commercial, Multi-family and Residential Zones.
- C. When provisions included in these design standards conflict with the definitions in Chapter 19.15 and requirements of Chapter 19.35 of the University Place Zoning Code, these design standards shall apply

unless otherwise provided. These design standards shall not supersede provisions of the Zoning Code regarding uses and density.

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.040 Development Plan: Filing Requirements

Development applications must be submitted in such detail as to allow the review of the specific project in accordance with these standards, SEPA, and other applicable City codes. Developers are encouraged to discuss their plans at a pre-application Technical Review Conference as provided in Title 22. In addition to existing application requirements, the following information must be included as elements in the development application:

A. Site Plan

A site plan, at a scale no smaller than one inch equals thirty (30) feet, must show the location, size and finished grade of all proposed and existing on-site structures, as well as the existing topography with a maximum interval of five (5) feet and the grade of the street or streets on which the site fronts. The site plan must also show the location and arrangement of on-site parking, access routes for vehicles, pedestrians and bicycles, both on-site and linking to adjacent developments, common areas or plazas, (including paving materials, street furniture and accessories) and the location of existing significant trees.

B. Building Elevations

A complete set of elevation drawings for all proposed buildings on the project site showing all trim details, dimensions and exterior materials including roofing, siding, windows and trim. Provide details on how all-mechanical and utility rooftop equipment will be screened.

C. Vicinity Area Plan

A vicinity area plan must show lot lines and footprints of all buildings on the project site plus on parcels that abut the site and share one or more street frontages with the site. The vicinity area plan shall label adjacent streets, show the dimension of all lot lines, and the distance of each building footprint from its nearest lot line border. Show also links to adjacent open spaces and landscaped areas.

D. Landscape Plan

In accordance with Chapter 19.35 of the Zoning Code.

E. Grading And Drainage Plan

In accordance with Title 13, Public Works Standards.

F. Use Charts

To determine allowable uses in the Town Center, Mixed Use, Mixed Use-Office and Commercial zones, please see Chapter 19.25 of the Zoning Code.

.050 Review Process

Review of proposals for compliance with the design standards shall be done administratively. Proposals that do not comply with the design standards shall be denied. However, in situations where a proposal cannot comply with the standards because of the size, shape, or topography of the parcel or if, in the opinion of the applicant, a proposal offers an equivalent or better design than could be achieved through the strict application of the design guidelines, then the applicant may voluntarily request review and public comments before the Planning Commission. The Planning Commission shall act as an Advisory Ad Hoc Design Review Committee. The Commission may take public comment and shall make an advisory recommendation to the director based upon the proposal's consistency with the findings below.

- A. Required Findings. Departure from the standards of this chapter shall only be granted by the Director if all of the following findings are made:
1. That the departure from the Design Standards is consistent with both the Comprehensive Plan and with the intent statements of the Design Standards.
 2. That departure from the strict application of the Design Standards will not have a significant negative impact on the public, or surrounding properties or on the character of the zone.
 3. That the proposal creates a more desirable environment and results in better use of land and a better design than that which could be produced through the strict application of the Design Standards.
 4. That the departures from the Design Standards are compensated by the applicant's provision of additional design features and amenities in the development plan that would not normally be required. The additional design features and amenities must be of equal or greater design benefit and function.
- B. Approval. Based upon a recommendation from the Planning Commission, the director may approve all or part of an applicant's request for a departure from the strict application of the Design Standards, approve with additional requirements above those specified in this code or require modification of the proposal to comply with specified requirements or local conditions.
- C. Denial. The director shall deny a request for modification from the Design Standards if the proposal does not meet or cannot be conditioned to meet the required findings in this section.

- D. Appeals of an administrative decision will be taken to the Hearing Examiner in accordance with Title 22.

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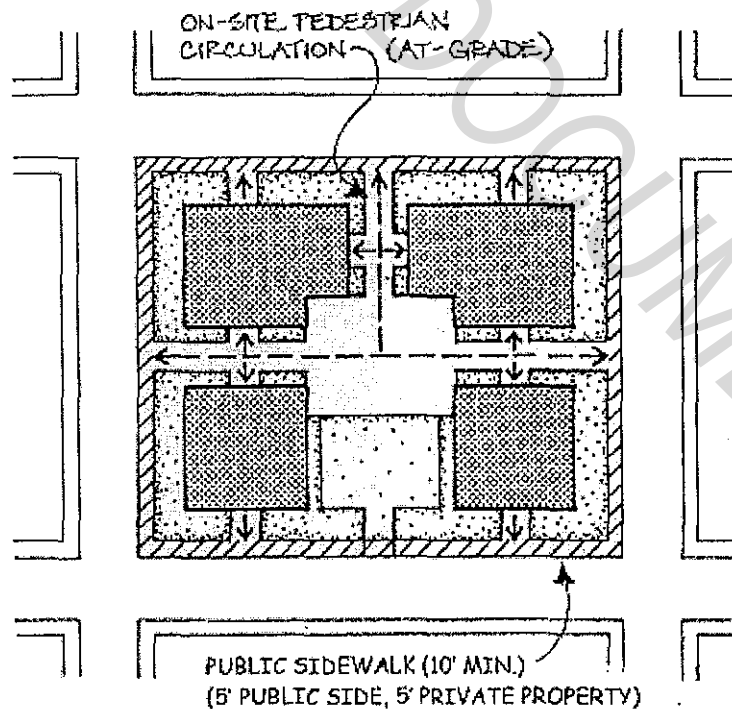
.060 Pedestrian Circulation

The intent of the pedestrian circulation standards is to:

- ◆ Improve property values through increased access and coordination of private and public projects.
- ◆ Improve pedestrian access to commercial areas.
- ◆ Allow an incremental improvement process to link private and public properties and to coordinate with City capital improvement projects.
- ◆ Ensure development of an integrated, safe and convenient system of sidewalks, trails and bicycle paths which connect to auto access, parking and entry areas.

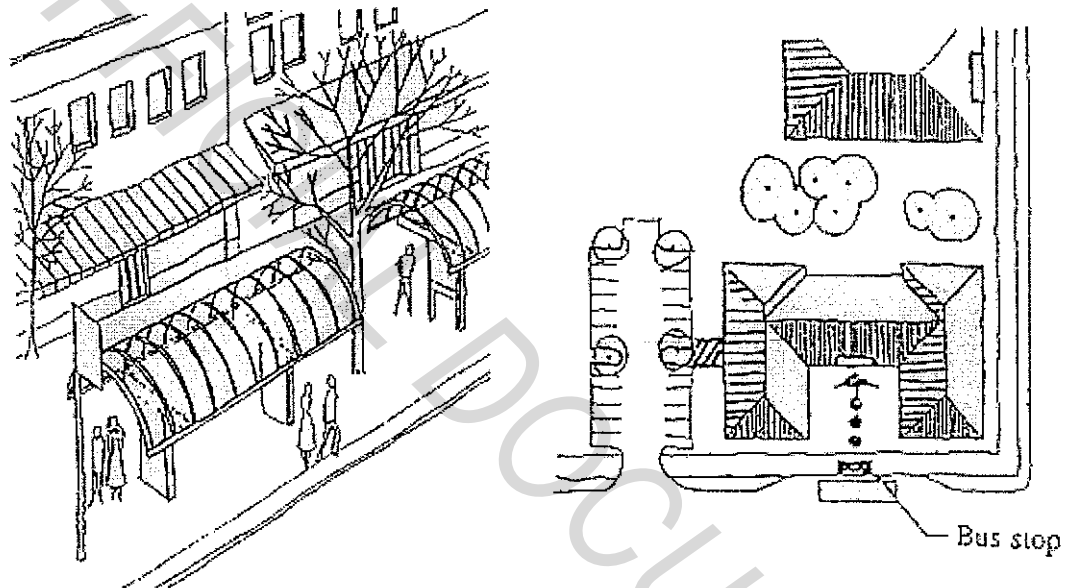
A . Pedestrian Circulation

1. All development plans proposing multiple buildings shall connect building entrances to one another and to sidewalks on adjacent streets via a walkway system separated from vehicular traffic. Public sidewalks should be considered part of the walkway system.
2. Pedestrian pathways identified in an adopted City plan shall be concrete, a minimum of ten (10) feet wide and will meet ADA (Americans with Disabilities Act) requirements. Pedestrian pathways shall be designed to connect to off-site pathway systems on adjoining properties and public rights-of-way. On-site extensions of pedestrian circulation shall link to existing or a planned walkway system defined in this and other City documents.
3. Primary pedestrian circulation and access shall be at grade. Pedestrian entry routes interrupted by driveways shall be distinguished from the driveway surface by decorative paving to the building entrance.
4. Driveway stacking lanes associated with drive-through facilities shall not be located between the building and a city street.
5. Buildings constructed across a designated pedestrian right-of-way shall provide public pedestrian access 24 hours a day through a corridor, plaza or walkway through the property.



B. Pedestrian Access to Transit

1. To facilitate public transit use, paved sidewalks or walkways shall be provided between building entrances and the property edge nearest to a transit stop. Fences, landscaping and other site improvements shall be located so as not to impede safe and convenient pedestrian circulation.
2. Lighting shall be provided along pedestrian walkway connections to parking lots and public sidewalks.
3. Wherever possible, buildings shall be sited to encourage the use of transit.



C. Pedestrian Safety

1. Clearly distinguish the pedestrian walkway network from vehicle and transit circulation areas. This is particularly important where these various travel modes intersect, such as in parking lots.

a) Where walkways cross vehicular driveway aisles, provide a continuous crossing marked by a contrasting paving material from the driveway surface, adding color mixture to concrete, stamping asphalt or striping with reflective paint. (Safety striping is permitted but must be in addition to other treatment, not as a substitute.)



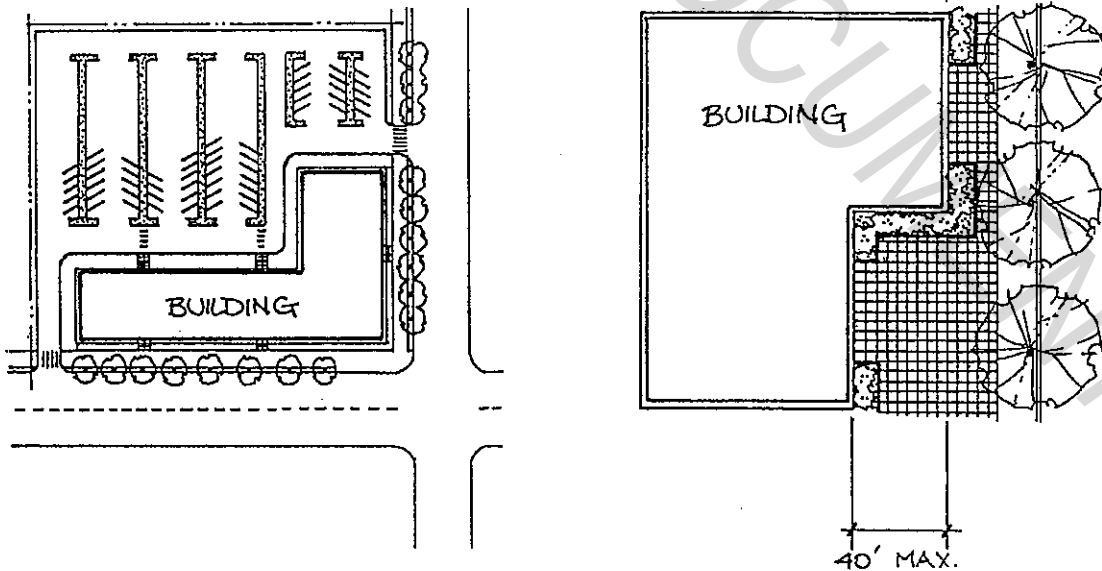
.070 Site Planning and Building Orientation

The intent for the site planning and building orientation design standards is to:

- ◆ Enhance the visibility of the commercial and retail use and to support the pedestrian character of the street.
- ◆ Improve public safety.
- ◆ Establish a pleasing visual character for the area between the building and the street.
- ◆ Create a comprehensive set of street and pedestrian connections between parcels and streets to improve local access within an area and to adjacent areas.
- ◆ Protect adjacent residential areas from potential impacts of parking, lighting, and undesirable scale of commercial building elements.
- ◆ Provide a variety of public amenities in commercial projects.

A. Site Planning and Building Placement

1. The facade (front) of a building shall be oriented toward the property line abutting the principal street, and shall have architecturally prominent entrance(s). Additional building entrances may be oriented toward the rear or side of the building for access to and from parking lots.
2. All buildings, except those for single family residential and duplex residential uses, shall have a minimum fifteen foot (15) average setback from the street property line and a maximum setback not to exceed twenty (20) feet, for the purpose of accommodating public open space, utility structures, or recessed building drop-off/entries. At major intersections with Bridgeport Way in the Town Center zone, (35th, 37th, 40th, and 44th streets) the setback from the property line shall be a minimum of 25 feet for that portion extending 25 feet along each street from the corner. Along Bridgeport Way at least fifty (50) percent of the building front shall be located within the maximum front yard setback of twenty (20) feet. The remaining portions of the front facade may be stepped back a maximum of forty (40) feet from the curb or property line of Bridgeport Way.
3. Single family residential and duplex residential uses shall meet the setback requirements of the R1 zone (see UPMC Section 19.35.020 B.2, Density and Dimension Table).

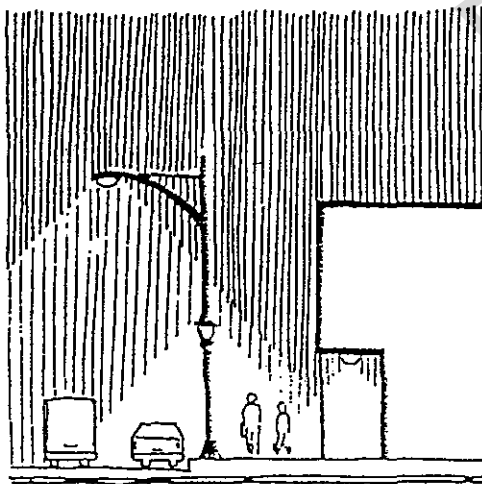


4. If the subject property abuts two city streets, except when the secondary street is a local residential street, the property owner shall either:
 - a) design a single building with entrances oriented toward both streets; or
 - b) orient one or more buildings toward the principal street with a separate building or buildings oriented toward the secondary street.
5. If the subject property is a through lot and the secondary street is a classified local street with single family (R1) or two family (R2) residential zoning directly across the street, the following shall be required for non-residential uses:
 - a) A 25 foot minimum setback from the classified local street;
 - b) Level 3 landscaping within the setback along the local street;
 - c) Direct vehicle access shall not be permitted to the local street;
 - d) A solid 100 percent, sight-obscuring six-foot high fence or wall shall be located within or along the required setback along the secondary local street. The location of the fence or wall shall be approved by the Planning and Community Development Director and the requirements of UPMC 19.35.020 F.6.b. shall not apply. For the purposes of this section, a cyclone fence with slats is not a sight-obscuring fence; and,
 - e) On-site lighting shall be shielded or directed away from abutting or adjacent residential uses.
6. North side of 28th Street West between 79th Avenue West and Louise Drive West. Properties on the north side of 28th Street West that front 28th Street West between 79th Avenue West and Louise Drive West may develop for non-residential uses only if *all* of the following conditions are met:
 - a) Direct vehicle access shall only be allowed to 27th Street West, Louise Street West or 79th Avenue West. No direct vehicular access to 28th Street West shall be permitted;
 - b) A 25 foot minimum setback along 28th Street West is provided;
 - c) Level 3 landscaping within the setback along 28th Street West is provided;
 - d) A solid 100 percent, sight-obscuring six-foot high fence or wall shall be located within or along the required setback along 28th Street West. The exact location shall be approved by the Planning and Community Development Director and the requirements of UPMC 19.35.020 F.6.b. for this fence or wall shall not apply. For the purposes of this section, a cyclone fence with slats is not a sight-obscuring fence; and,
 - e) On-site lighting shall be shielded or directed away from abutting or adjacent residential uses.

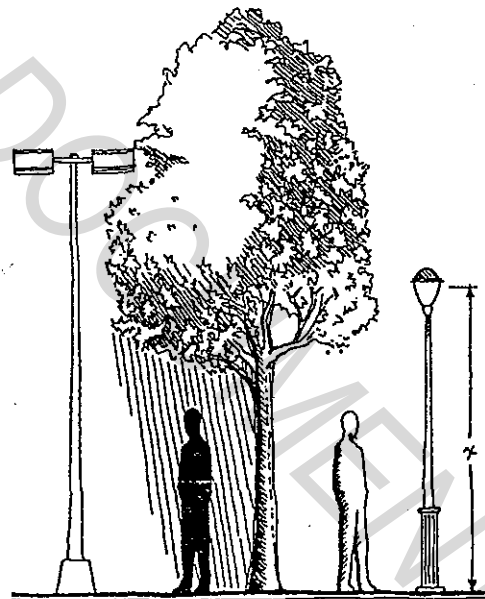
B. Exterior Lighting

Exterior lighting shall be used to identify and distinguish the pedestrian walkway network from car and transit circulation, as well as to accent architectural features of a building, such as building entrances.

1. Use pedestrian-scaled lighting supports no greater than sixteen (16) feet in height to illuminate streetfronts, parking areas, and pedestrian circulation paths between buildings. Light fixtures shall be sited and designed to minimize glare to residential areas and along sidewalks.
2. Place lighting standards as a buffer element between pedestrian pathways and driveways or parking areas.
3. Coordinate landscape and lighting elements to minimize potentials for shadows.
 - a) Use a mix of street and pedestrian lights.
 - b) Minimize shadows caused by the conflict between tree and light standard locations.



1



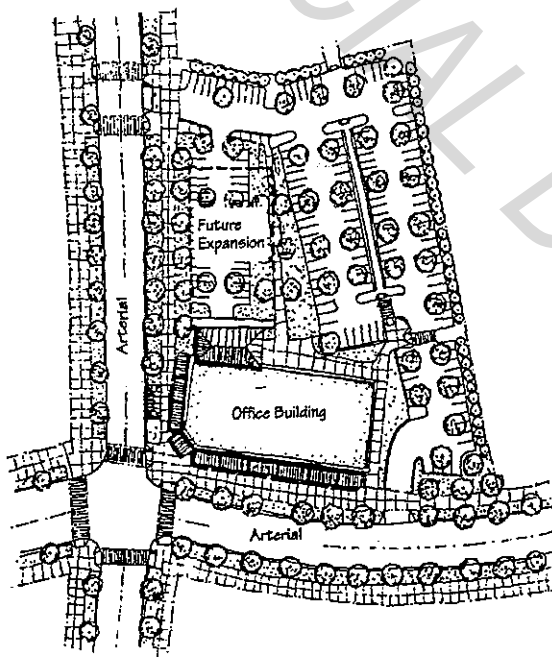
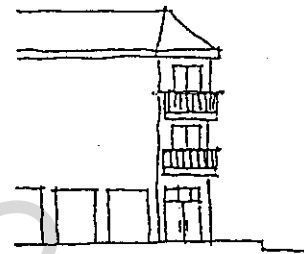
2.

C. Front Yard Setback Pedestrian Zone

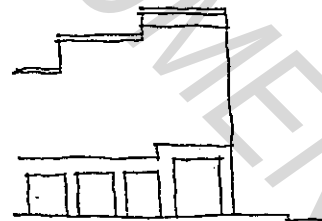
1. A Front Yard Setback Pedestrian Zone shall be provided adjacent to the public sidewalk (public right-of-way). The Front Yard Setback Pedestrian Zone shall consist of a minimum five (5) foot wide paving area free of physical obstructions to pedestrian movement. Paving shall be the same as the public sidewalk or shall be complementary decorative paving as approved by the Planning and Community Development Director.
2. Site elements over four (4) feet in height or other features that form visual barriers or block views to the street wall windows of a ground level retail, service, or commercial use are to be avoided within the front yard setback.

D. Development Abutting Two Or More Street Frontages

1. Buildings on corner lots shall orient front facades to both the corner and adjacent public street fronts. Building on corner lots involving three street frontages shall be oriented toward the corner formed by the street with the highest functional classification. Pedestrian entrances near or on the corner are encouraged.
- a) Development at the intersection of a major arterial with another arterial shall include architectural focal points that increase the visibility and landmark status of corner buildings, for example, one or more of the following:
 - i. transparent glazing incorporated into corner building design;
 - ii. tower elements and/or roof lines that accentuate the corner;
 - iii. balconies or building terraces at or near the corner.

**CORNER FEATURES**

Balconies



Accentuated roofline

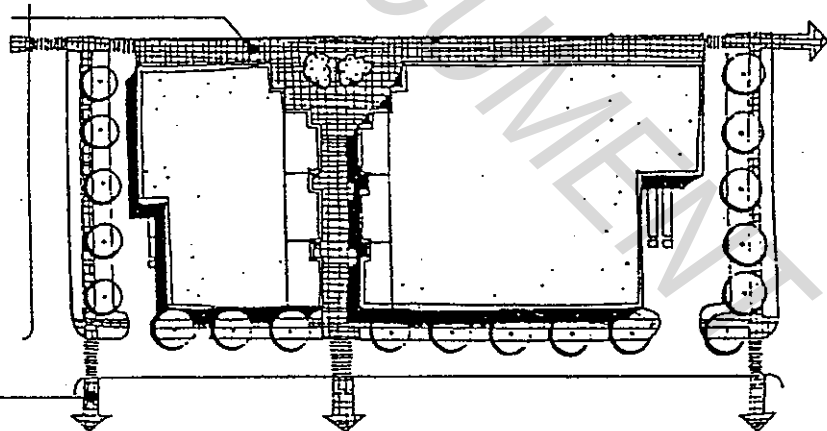
E. Relation to Adjacent Development

Proposed developments shall coordinate with existing or planned site plans and development on adjoining parcels to take advantage of opportunities to mutually improve pedestrian access to each development. Proposed connections to existing adjacent development or future developments shall be located to maximize pedestrian linkages between sites.

1. Adjacent developments shall link open spaces, landscaping or pathways whenever possible.
2. Proposed developments shall provide connections to adjacent residential neighborhoods via a through-block walkway or links to sidewalks. Provide stairs or ramps where necessary when topographic barriers, such as steep slopes, inhibit direct access to surrounding development or destination points, such as transit stops.
3. Where single or multi-family residential development is located adjacent to retail, commercial, employment, or institutional uses, side and rear yard landscape buffers shall be intersected by approved pedestrian circulation routes to facilitate convenient walking connections to adjacent uses or services.
4. Buildings or structures which terminate view corridors shall include architectural features that increase the visibility of the subject building facade, such as a clearly defined building modulation and/or a roof line that accentuates the building as a focal point.

Walkway along the front of the building connects individual stores.

Walkways connect the building entrance to adjacent sites.



.080 Open Space and Amenities

The intent of the open space and amenities design standards is to:

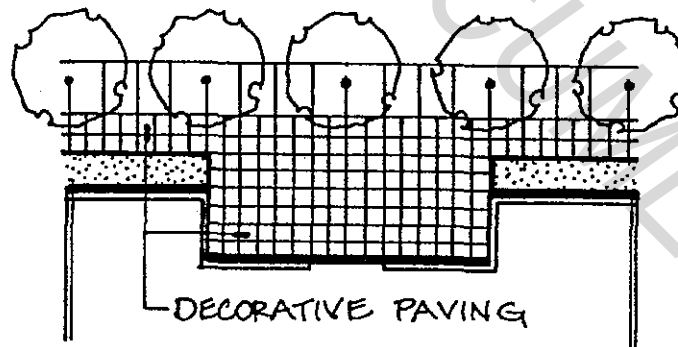
- ◆ Create pedestrian friendly commercial and mixed use areas which include natural landscapes.
- ◆ Achieve a more integrated urban design for the Town Center through establishing a public realm of parks, trails and natural areas.
- ◆ Preserve and enhance visual and noise separation between residential and commercial areas.
- ◆ Encourage a variety of public open spaces.
- ◆ Provide public amenities in park and plaza spaces such that people will enjoy shopping, walking and meeting together.
- ◆ Reflect and preserve the existing topography and to capture potential views from properties.
- ◆ Protect existing trees and drainage areas.

.080 Open Space and Amenities**A. Usable Open Space Required**

1. Commercial and/or mixed-use developments with a building footprint over 2,000 sq. ft. shall provide a minimum of twenty (20)% of gross site area as usable open space, accessible to the public.
2. Usable open space for employees and the public shall include one or more of the following:
 - a) Outdoor recreation areas;
 - b) Multi-purpose green-spaces;
 - c) Pedestrian trails and pathways separate from the public roadway system;
 - d) Publicly accessible plazas, courtyards, and pocket parks located within the front yard setback or elsewhere on site.
3. The required landscape buffering (excluding required landscaping of parking areas) and the Streetfront Pedestrian Zone landscape area may be counted to meet this requirement, up to 50% of the total usable open space requirement.
4. If site development conditions preclude on-site development of the required public open space, at the approval of the Director of Planning and Community Development, the project proponent may be allowed to contribute to an off-site open space project in the vicinity to fulfill the requirement.

B. Usable Open Space Within the Front Yard Setback

1. Within the front yard setback, a square footage equivalent of the street frontage landscaping requirement (which requires a minimum planting bed width of five (5) feet – see Chapter 19.35.030 of the Zoning Code) may be achieved with at least two of the following open space amenities:
 - a) Plazas and Courtyards. Publicly accessible open space, adjacent to pedestrian building entrances, of a minimum two hundred (200) square feet, consisting of at least eighty (80) percent decorative paving. The remaining twenty (20) percent of required open space area may be installed as plantings within or immediately adjacent to the plaza or courtyard;
 - b) Pocket Parks. A combination of vegetation, pathways, and seating areas of a minimum two hundred (200) square feet;
 - c) Decorative Paving Contiguous with Sidewalk. Minimum five (5) feet wide decorative paving area constructed contiguous with a new or existing sidewalk along the length of the front yard building facade.
2. Usable open space within the front yard setback shall be accessible to the public during business hours and shall be directly connected to a streetfront sidewalk.
3. Decorative paving areas shall be constructed of such materials as stamped, broom finish, or scored concrete; brick or modular pavers. Materials used adjacent to the public sidewalk should be of compatible construction and finish.



C. Open Space Amenities

1. Focal Point For Outdoor Pedestrian Areas: Plazas, courtyards, and pocket parks adjacent to a public right-of-way shall incorporate one or more of the following open space amenities to encourage pedestrian use and activity:
 - a) Public seating, play areas,
 - b) Public art, such as a water feature or sculpture, play sculptures, sidewalk art,
 - c) Transit stops,
 - d) Performance/stage areas, or specialty plantings,
 - e) Other public amenities, as approved by the Planning and Community Development Director.
2. Outdoor Seating: Provide at least two (2) seating arrangements on site in the form of free-standing outdoor benches or seating incorporated into low walls, raised planters or building foundations. Low walls or planter edges to be used for seating shall be at least 8 inches wide and 18 inches high.
3. Accessory Site Furnishings: Waste receptacles, public telephones, movable planters and other accessory site furnishings shall be of compatible design, and located so as not to obstruct pedestrian or vehicular access along sidewalks and to businesses.
4. Open space amenities shall not be impacted by shadows from signs nor shall the views into or from these areas be blocked by signage.

.090 Building Design

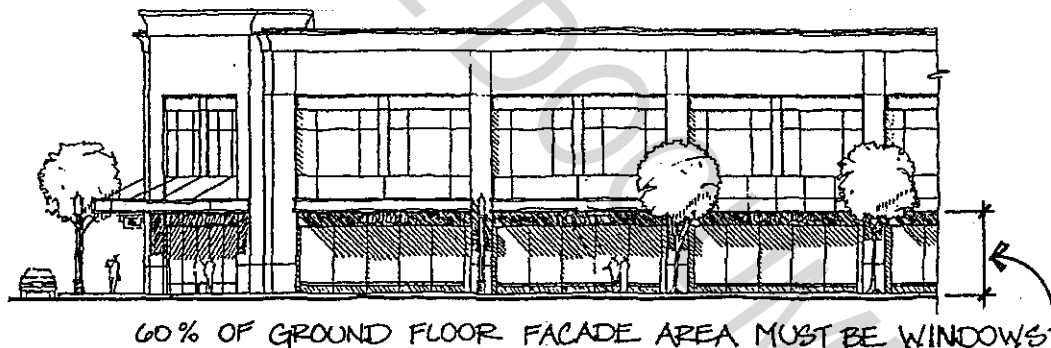
The intent of the building design standards is to:

- ◆ Improve the visual appeal and visibility of storefronts and businesses to attract more customers and improve the business climate.
- ◆ Clearly identify entrances and emphasize store merchandise from both pedestrian and auto areas.
- ◆ Provide convenient and safe walkways that encourage shopping and interaction between people.
- ◆ Create a livelier pedestrian zone that provides visual appeal and to reduce the scale of long building walls.
- ◆ Reduce visual and noise impacts of mechanical equipment for shoppers and adjacent residential areas.
- ◆ Reduce the scale and mass of large buildings by allowing flexible ways to break up the size/volume of the building mass.

.090 Building Design

A. Ground Floor Transparency Requirements

1. Windows shall be provided on the street level rather than blank walls to encourage a visual and economic link between the business and passing pedestrians.
 - a) A minimum of sixty (60)% of the ground floor (first floor) building wall which faces the street shall be in non-reflective, transparent glazing material. At this building level, darkly tinted or reflective glass shall not be used.
 - b) Transparency requirements shall apply to that area of the ground floor building wall fronting the street up to the finished ceiling height of the ground floor space. Transparency requirements shall also apply to the ground floor of parking structures that include a ground floor retail, service, or commercial use. Window painting shall not exceed 20% of glazing area.
 - c) Windows shall begin from 12 to 30 inches above the finished grade of the ground floor building space.
 - d) Transparency requirements shall not apply to the ground floor of single use residential structures.



2. Interior "dead space" along window walls at pedestrian level is discouraged.

B. Pedestrian Building Entries

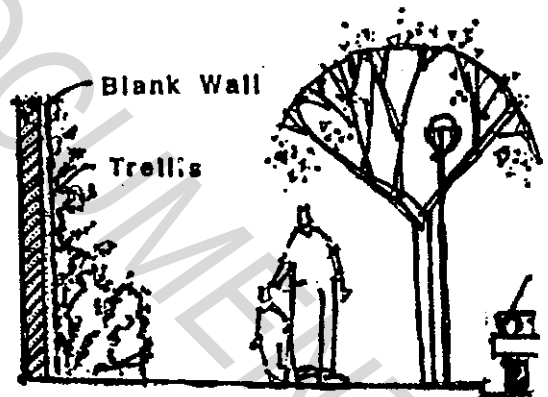
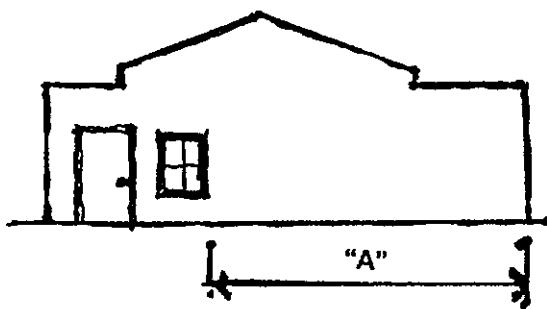
1. Primary building entries shall be designed to be clearly visible or recognizable from the public right-of-way through incorporation of two or more of the following features:
 - a) Canopies or other entry coverings that provide pedestrian shelter and interest;
 - b) Distinctive architectural elements such as a variation in the building footprint, roof form, materials or amount of transparent glazing;
 - c) Pedestrian-scaled lighting no greater than sixteen (16) feet in height;
 - d) Landscaping designed as entry focal point.
2. All ground level building entries which front the street shall be located no more than three (3) feet above or below the grade of the sidewalk. In the case of an allowable grade difference between a building entry and sidewalk, provide stairs and/or ramps to accommodate pedestrian access. Waivers to this requirement may be granted by the Director of Planning and Community Development based on substantial topographical differences, particularly along certain portions of Bridgeport Way.

C. Treatment of Blank Walls Visible from a Public Street or Residential Area

The definition of a "blank wall" is any wall or portion of a wall that is located within forty (40) feet of the street right-of-way and is without a ground level window, door or other architectural feature along a wall of twenty five (25) feet in length or more.

1. Where blank wall sections are unavoidable due to the requirements of a particular land use or interior layout, they shall not exceed a length of fifty (50) feet, or twenty (20) percent of the length of the wall facing the street, whichever is less.
2. Blank wall sections of allowed lengths shall receive one or more of the following special design treatments to increase pedestrian comfort and interest:
 - a) Install vertical trellis in front of the wall for up to two floors with climbing vines or other plant materials;
 - b) Provide a decorative masonry pattern over at least 30% of the blank wall surface.
 - c) Employ a combination of small setbacks, indentations, or a change in texture, color or materials to break up the wall's surface.
 - d) Artistic murals on exterior blank walls are permitted but shall not be used as signs to advertise a product or business.

If "A" is greater than 25 feet
then the facade is considered
a "blank wall".

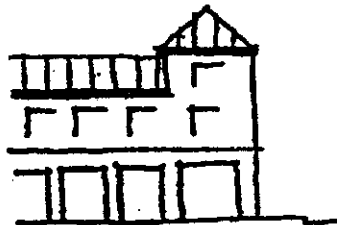


D. Roof Lines

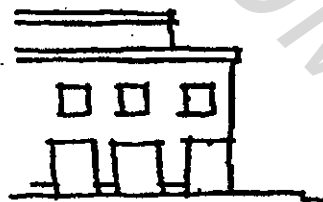
To provide a visual terminus to the tops of buildings and soften flat roof designs, roof designs must conform to one of the following options:

1. **Roof Line With Architectural Focal Point:** A roof line focal point refers to a prominent rooftop feature such as a peak, tower, gable, dome, barrel vault or roof line trellis structure.
2. **Roof Line Variation:** The roof line articulated through a variation or step in roof height or detail, such as:
 - a) **Projecting Cornice:** Roof line articulated through a variation or step in cornice height or detail. Cornices must be located at or near the top of the wall or parapet.
 - b) **Articulated Parapet:** Roof line parapets shall incorporate angled or curved detail elements.
3. **Pitched Roof or Full Mansard:** A roof with angled edges, with or without a defined ridgeline and extended eaves.
4. **Terraced Roof:** A roofline incorporating setbacks for balconies, roof gardens, or patios.

Pitched Form



Terraced Form



Parapet Cornice Form

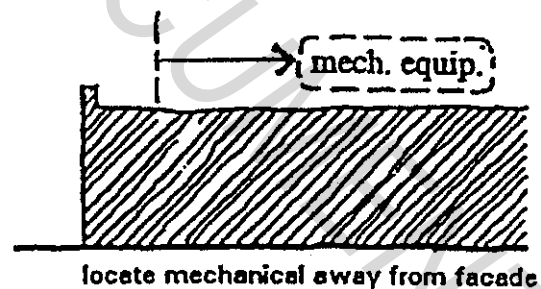
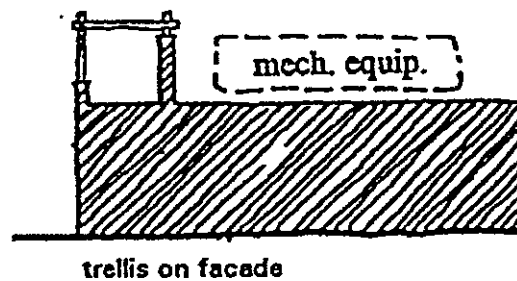
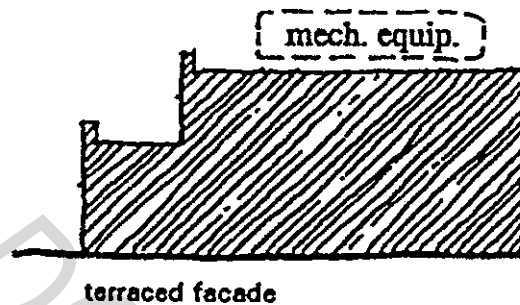
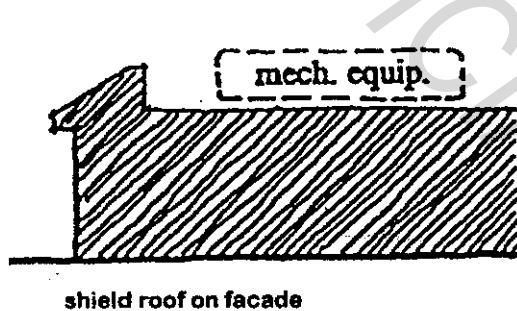
Parapet and roof details



E. Rooftop Equipment

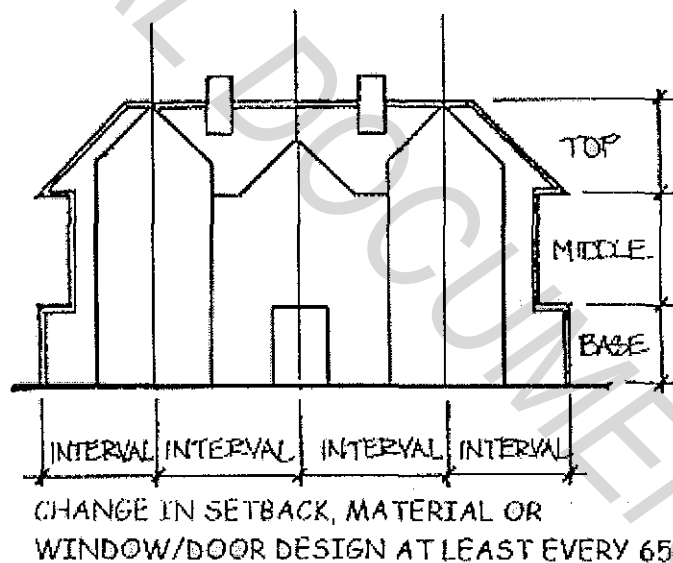
Rooftops shall effectively screen mechanical equipment from view through one or more of the following methods:

1. A concealing roof line;
2. A terraced facade;
3. A screening wall or grillwork directly surrounding the equipment;
4. Sufficient setback from the facade edge to be concealed from street-level view.
5. Where roofs are visible from adjacent residential areas a trellis structure or roof will be required to cover mechanical units from view.



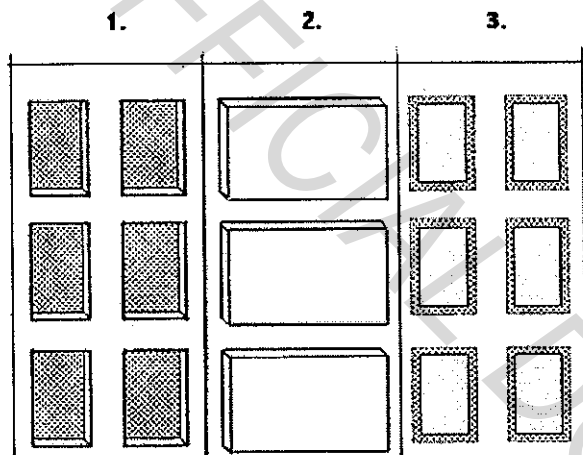
F. Character And Massing

1. Building elevations over 100 feet in length visible from city streets shall incorporate a change in setback, material, finish, or window and door design at least every sixty-five (65) feet through either a vertical subdivision or a horizontal subdivision process, such as:
 - a) vertical or horizontal changes in architectural detailing, window design, material, or finish;
 - b) distinctive building bays or balconies;
 - c) ground floor recesses or projections;
 - d) the upper floors distinguished from the facade of the ground floor through a change in material or finish,
 - e) pedestrian arcades, colonnades, awning covers or the setback of the upper floors.
2. Front facades incorporating a variation in building setback shall include within the setback such architectural elements as covered or recessed building entries, plazas or courtyards, storefront or bay windows, seating and/or planting areas.



G. Upper Story Window Treatment

1. The pattern and proportion of upper story windows shall be designed to create shadow lines or to break up flat surfaces, through such techniques as:
 - a) recessing the windows into the face of the building;
 - b) projecting the windows in bays; or
 - c) framing each window with decorative window trim.



.100 Surface Parking

The intent of surface parking design standards is to:

- ◆ Reduce the negative visual impacts of surface parking lots in front of developments.
- ◆ Improve circulation and connections to adjacent projects and to allow the closest spaces to the entry and street to fill first. In this way the business looks active, clearly open and a sea of asphalt does not confront a pedestrian entering the site.
- ◆ Improve both pedestrian and vehicular safety along the street and encourage sharing of driveways and curb cuts along the street to save money and improve traffic flow.
- ◆ Reduce the asphalt area, enhance landscaping thus decreasing drainage impacts and detention requirements.
- ◆ Link stores and allow people to drive between stores without returning to the main street.
- ◆ Reduce the scale and negative impacts of large parking areas to improve safety and security as well as aesthetic appeal of a project/building.
- ◆ Organize pedestrian movements through a site along clearly delineated pathways to improve pedestrian and auto safety.

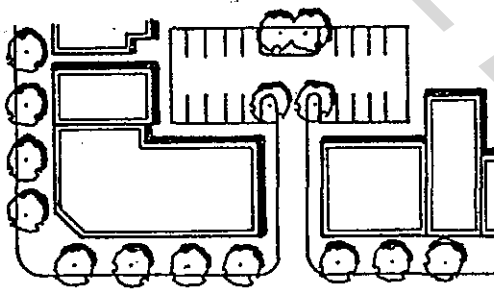
.100 Surface Parking

The following parking standards shall be in addition to the parking standards established under Chapter 19.35.040 and will in some cases supersede existing regulation.

A. Location of Surface Parking Lots

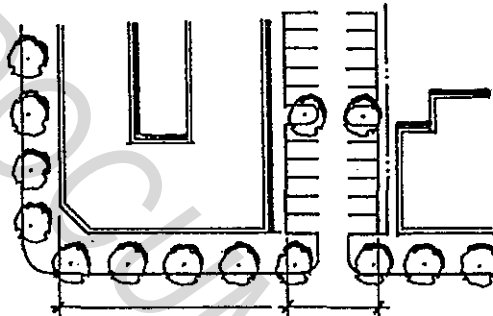
1. Parking shall not be located between the building and the front property line, other than a driveway for passenger loading and off-loading only. Surface parking shall be located behind a building or to the side of a building.
2. Parking located next to a building shall occupy no more than thirty (30) percent of the site along the primary street frontage, and no more than seventy-five (75) percent of the secondary street frontage.
3. On corner lots, no parking shall be located between the building and either of the streets.
4. Facilities for bicycle parking shall be provided within fifty (50) feet of the building in compliance with requirements of 19.35.040.

PARKING TO REAR OF BLDG.



NO PARKING ON CORNERS

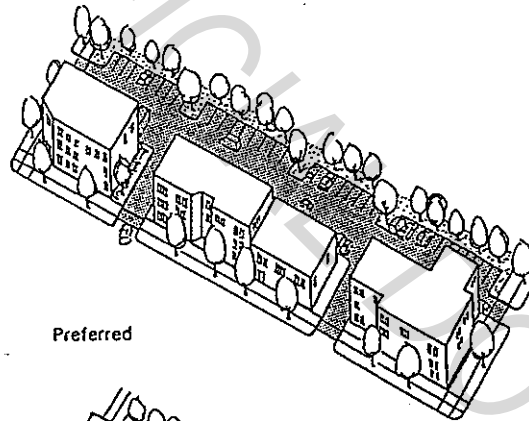
PARKING TO SIDE OF BLDG.



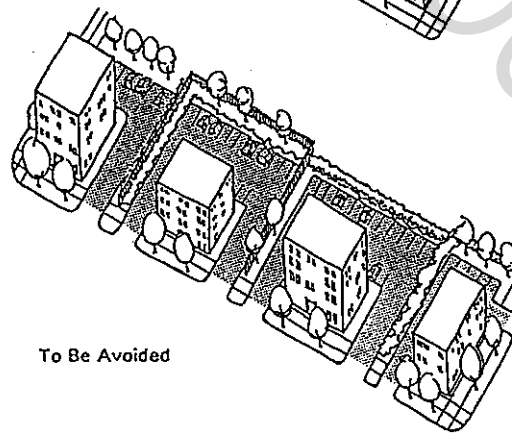
30% MAX.

B. Encouraging Joint Use Parking Areas

1. Joint use parking areas shall be encouraged to reduce overall parking needs. A convenient pedestrian connection must exist between adjacent properties to qualify parking areas as a joint use parking facility. As an incentive, the City will consider the following options:
 - a) For adjacent parcels that have linked parking lots, side yard setback and landscape requirements will be waived along the access corridor;
 - b) Parking associated with multiple tenant retail and commercial facilities, on the same or separate parcels, will be treated as a joint use parking facility;
 - c) Allowing overall reduction in the parking ratio of up to fifty (50)% of the requirement for primary night-time uses such as theaters, bowling alleys, and restaurants when coordinated with a parking supply which serves primarily day-time uses such as banks, offices, and retail stores.



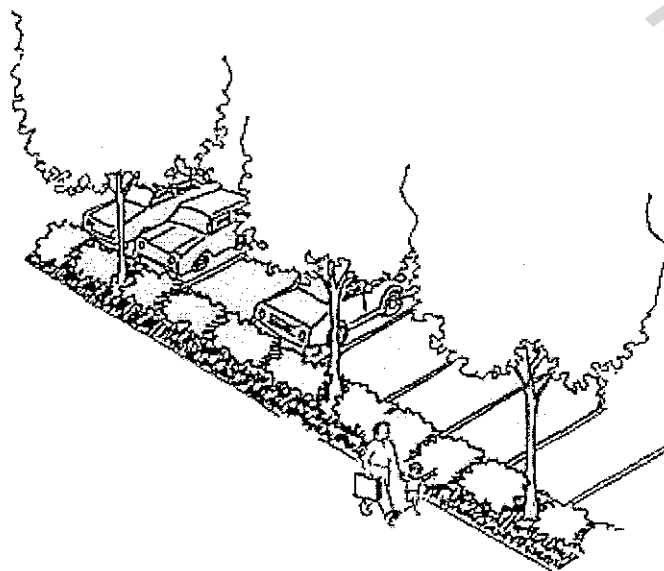
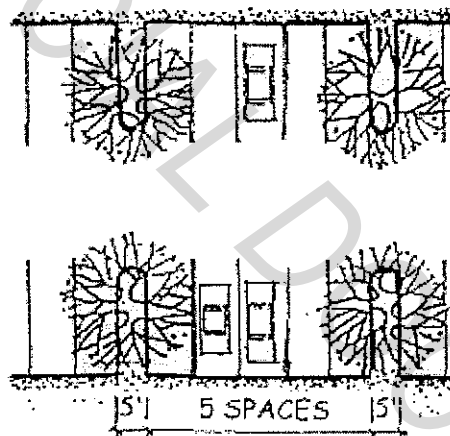
Preferred



To Be Avoided

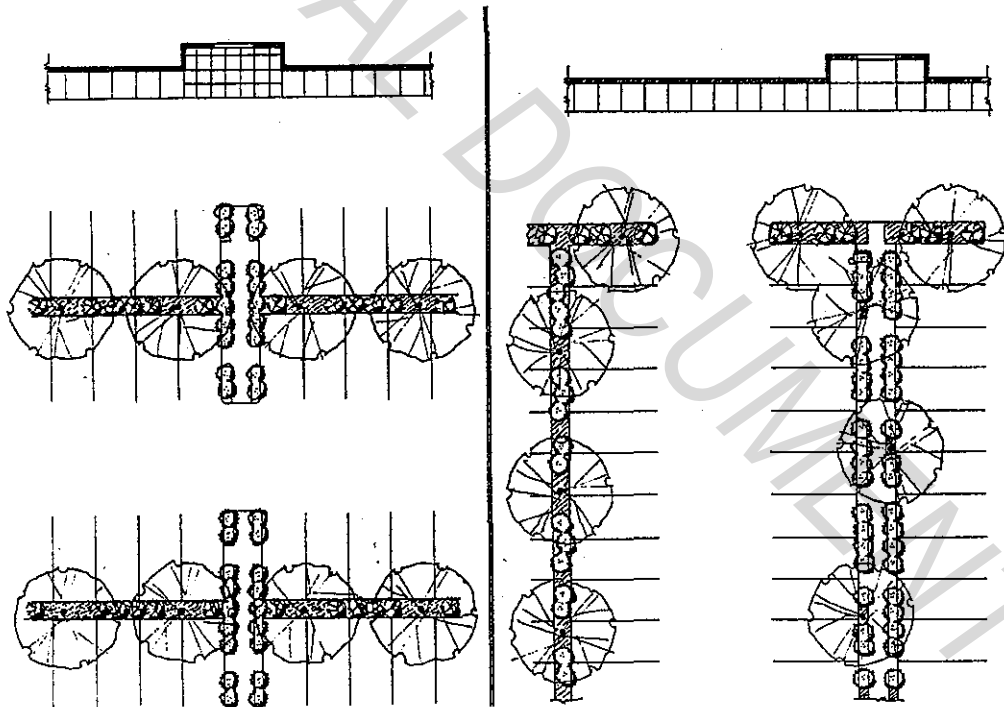
C. Parking Lot Landscaping And Treatment Of Perimeter

1. At least ten (10) percent of the interior surface parking area shall have landscaping when the total number of parking stalls exceeds ten (10). A minimum of one (1) tree for every five (5) parking stalls shall be reasonably distributed throughout the parking lot and principally at the ends of rows.
2. Surface parking shall be visually screened from streets by means of building placement and/or landscaping. The perimeter of a parking lot shall be planted with five (5) foot wide landscaping buffers.
3. The required width of interior parking area planting beds shall be a measurement of the usable soil area between pavement curb edges. Except as noted in this subsection, trees and required landscaping shall be placed in planting beds at least five (5) feet wide between parking rows within the interior of the parking lot.



D. Pedestrian Circulation Through Parking Lots

1. Surface parking lots shall provide pedestrian walkways through the parking area. Pedestrian walkways shall be a minimum of five (5) feet-wide, separated from vehicular travel lanes to the maximum extent possible and designed to provide safe access to non-streetfront building entrances or existing pedestrian walkways.
 - a) For parking rows perpendicular to the principal building, pedestrian walkways shall be located between two rows of parking spaces at a minimum of one (1) walkway every 3 bays or approximately two hundred (200) feet. Pedestrian walkways shall be located between minimum five (5) foot wide planting beds or adjacent to one, ten (10) foot wide minimum planting bed which includes wheel stops.
 - b) For parking rows parallel to the principal building facade, pedestrian walkways shall be incorporated adjacent to a series of aligned landscape islands at a minimum of one (1) walkway every twenty-one (21) parking spaces.
2. Provide regular access links through or between planting beds to allow convenient connections between parking areas and pedestrian walkway.



Parking Rows Parallel

Parking Rows Perpendicular

.110 Mixed Use Development

The intent of design standards for mixed use development is to:

- ◆ Reduce the separation between uses such as residential and retail so that more pedestrian activity can occur and fewer auto trips are necessary.
- ◆ Provide flexibility and alternatives for achieving a greater density and mix of uses on one site.
- ◆ Increase pedestrian activities and provide for a mix of day time and night time use.
- ◆ Encourage quality residential and commercial infill projects, an attractive streetscape, and a pedestrian-friendly environment.

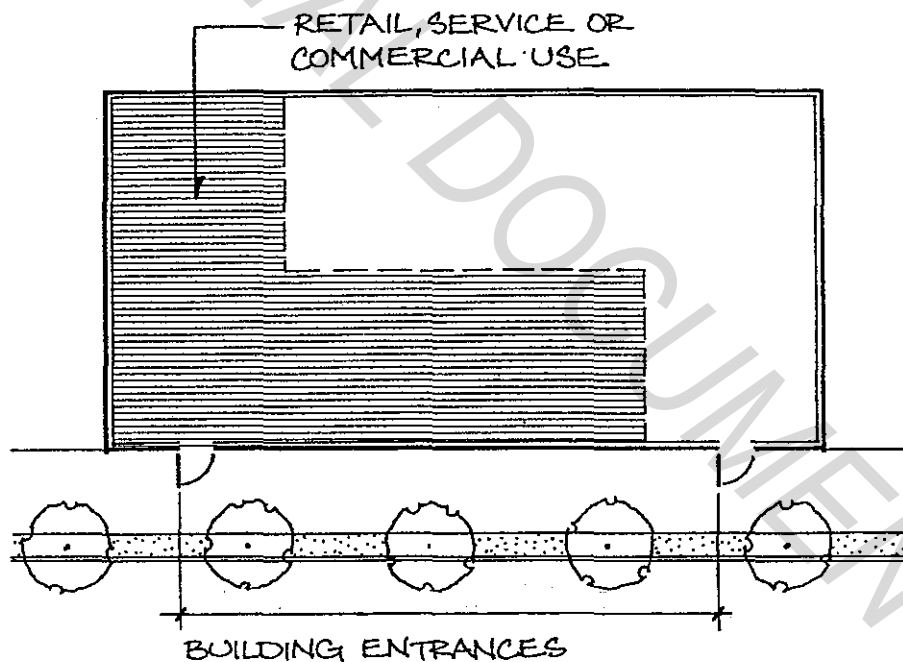
A. Definition of Mixed Use

1. Mixed use refers to the combining of retail, service or office uses with residential use in the same building or on the same site in one of the following ways:
 - a) Vertical Mixed Use: A single structure which provides retail, service or commercial and office uses on the ground floor, and residential and/or office uses on the above floors.
 - b) Horizontal Mixed Use - Attached: A single structure that provides retail, service or commercial use in the portion fronting the street with attached residential or office uses behind.
 - c) Residential uses in mixed use projects are not permitted on the ground floor facing the classified principal arterial (e.g. Bridgeport Way) in any of the above options.

B Ground Floor Uses in Mixed Use Projects

Within the maximum front yard setback:

1. A minimum of fifty (50)% of the ground floor area shall be designed for retail, service, public uses or commercial uses, such as those specified below:
 - a) Retail. Retail uses such as retail food shops, groceries, drug stores, florists, apparel and specialty shops, and other retail uses that are not specifically auto-oriented (gas stations, fast food drive-through, or auto services) in scale or nature.
 - b) Services. Personal, professional, financial, insurance and real estate services, such as beauty salons, dry cleaners, shoe repair shops, banks, health and social services, libraries and health clubs.
 - c) Commercial. Hotels and general offices.
 - d) Public uses. Public uses include Post Office and public agencies.
2. The building shall include a building entry arrangement suited to the division of ground level tenant spaces and access to upper floor uses.



C. Mixed Use Building Base

1. Vertically mixed use buildings shall be designed to differentiate the upper floor uses above from the ground level uses below in at least two of the following ways:
 - a) A minimum 8 foot wide arcade that extends beyond the building for buildings 40 feet in height or less. For buildings exceeding 40 feet, either an arcade or a minimum five (5) feet setback from the facade of the ground floor retail, service or commercial base;
 - b) Changing material, finish or texture between the base and upper floors;
 - c) A heavy cornice line at the top and a continuous 10 foot deep awning at the first level;
 - d) A series of distinctive entry canopy fronts for each retail entry along the facade with a minimum of 15 feet in width and 8 feet deep.
2. The minimum clear interior ceiling height for the retail, service, or other commercial use portion of mixed use buildings shall be 10 feet for all ground floor building space.
3. The minimum depth of ground level space for the 50% required retail, service or commercial uses shall be twenty (20) ft. This area can be averaged through approval by the Planning and Community Development Director.