

## **ARTICLE 8 DESIGN STANDARDS**

8.000 Overview. The purpose of this Article is to establish additional standards for certain uses. These standards are intended to reduce adverse effects on surrounding property owners and the general public, to create a business environment that is safe and comfortable, to further energy conservation efforts within the City, to enhance the environment for walking, cycling, and mass transit use, and to ensure that high quality development is maintained throughout Albany.

The following list is a summary of the topics covered in this article.

- Single-Family Homes
- Multiple Family Homes
- Commercial Site Design
- Supplemental Standards in Village Centers
- Telecommunications Facilities

[Ord. 5445, 4/12/00]

### **SINGLE-FAMILY HOMES**

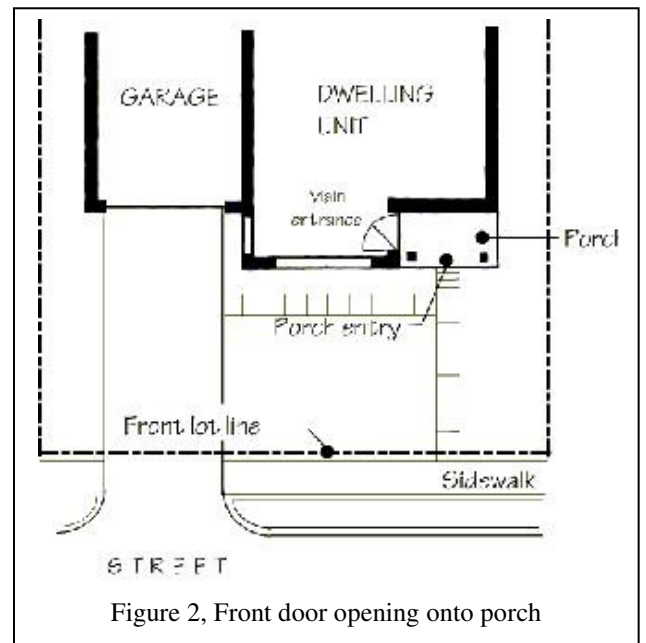
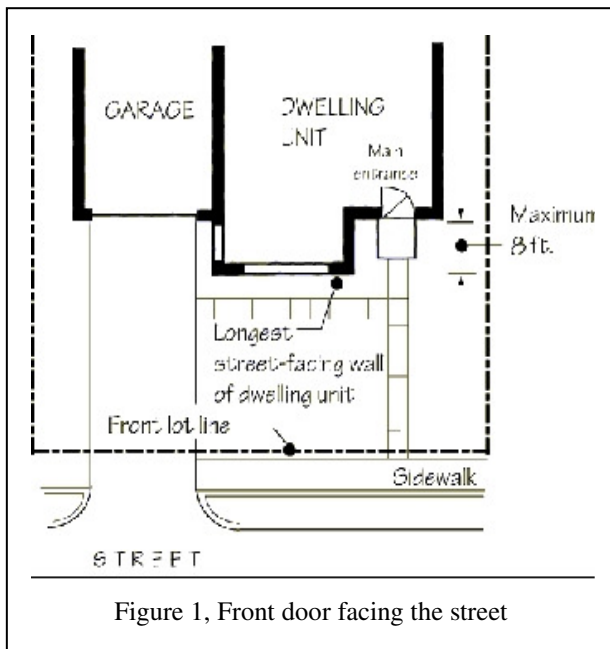
8.100 Purpose. The design standards for single-family homes are intended to create pedestrian-friendly, sociable, safe and attractive neighborhoods through human-scale design. These standards emphasize the functional relationship between the home and the street. Compatibility standards protect the architectural character of existing neighborhoods. These design standards are adaptable to many different architectural styles. [Ord. 5445, 4/12/00]

8.110 Applicability. These standards apply to all new houses, manufactured homes, duplexes, and attached house on individual lots in all zones that allow single-family housing. They do not apply to existing structures, to new additions to existing structures, or to manufactured home parks. Development on flag lots or on lots that slope up or down from the street with an average slope of 20 percent or more is exempt from these standards. [Ord. 5445, 4/12/00]

8.120 Relationship to Historic Overlay Districts. For residential property inside the Monteith or Hackleman Historic Overlay Districts, see Article 7 for additional historic review criteria. [Ord. 5445, 4/12/00]

8.130 Home Orientation. At least one main entrance of each new home shall:

- (1) Be within eight feet of the longest street-facing wall of the dwelling unit (excluding the garage);  
and
- (2) Either:
  - (a) Face the street (see Figure 1);
  - (b) Be at an angle of up to 45 degrees from the street; or
  - (c) Open onto a porch (see Figure 2). The porch must:
    - i. Be at least 25 square feet in area;
    - ii. Have at least one entrance facing the street; and
    - iii. Have a roof that is:
      - No more than 12 feet above the floor of the porch; and
      - At least 30 percent solid. This standard may be met by covering 30 percent of the porch area with a solid roof, or by covering the entire area with a trellis or other open material if no more than 70 percent of the area of the material is open.



- 8.133 **Street-Facing Windows.** At least 15 percent of the area of each façade that faces a street lot line must be windows or main entrance doors. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. For a door to count toward meeting this standard, it must be the main entrance and face the street. For a corner lot, only one side of the home must meet this standard. [Ord. 5445, 4/12/00]
- 8.140 **Additional Standards for Infill and Redevelopment.** These standards apply to every new house, manufactured home, duplex, and attached house sited as infill development. For the purpose of this section, “infill development” means a dwelling that is proposed on land that is zoned for residential use where at least 75 percent of the abutting parcels have a dwelling, but not counting any parcel that is too small for a residence and any parcel that is large enough that it can be divided into four or more lots. These standards also apply where a home is removed to make way for a new house, manufactured home, duplex, and attached house. These standards do not apply to a dwelling that is proposed on land that is large enough that it can be divided into four or more lots.
1. (1) At the time of application for a building permit, the applicant shall submit a vicinity plan showing development on lots that are located within 150 feet on either side of the subject property. The vicinity plan must show footprints of all existing buildings (including garages), the footprint of the proposed development, and the lot lines. The setback of existing homes and garages from the street shall be noted. Building heights of all homes must also be noted.
  - (2) Based on the information shown on the vicinity plan, the applicant shall submit a site plan that demonstrates how the proposed home and/or garage or carport complies with all of the following design features:
    - (a) **Home Setback.** A home shall be set no more than five feet closer to the street than the closest home, and no more than five feet farther from the street than the farthest home when compared with other homes within 150 feet on either side of the lot.

Figure 3, Existing House Setbacks. For this example, three houses (A, B, C) are located within 150' on either side of the lot. Of the three houses, B is closest to the street. The minimum setback is 22-5=17 feet. House C is the farthest from the street. The maximum setback is 28+5=33 feet.

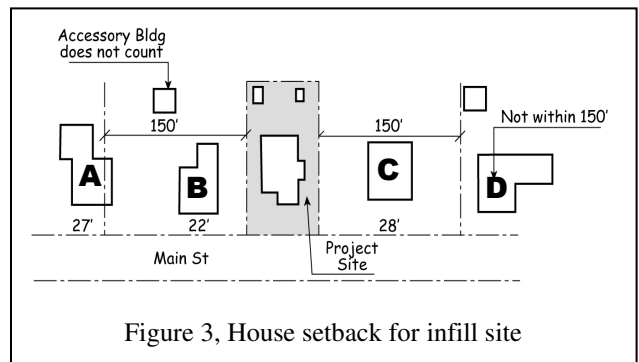


Figure 3, House setback for infill site

(b) Garage Setback.

- i. A garage is required if more than 50% of the homes within 150 feet on either side of the lot have a garage. If more than 50% of the homes have a carport, then a carport or garage is required. If there is a mixture of garages or carports for more than 50% of the homes, then a carport or garage is required. The garage or carport shall be of like materials and color as the home.
- ii. The garage or carport may be attached or detached from the dwelling.
- iii. The garage or carport shall be set no more than five feet closer to the street than the closest garage or carport, and no more than five feet farther from the street than the farthest home, garage or carport when compared with other homes, garages and carports within 150 feet on either side of the lot.

(c) Building Height. A home shall be no more than one story higher than the lowest home when compared with homes on either side of the subject property.

(d) Home Orientation. The main entrance of each home shall comply with home orientation standards in Section 8.130.

(e) Street-Facing Windows. The street-facing façade of each home shall comply with the window standards in Section 8.133. [Ord. 5445, 4/12/00]

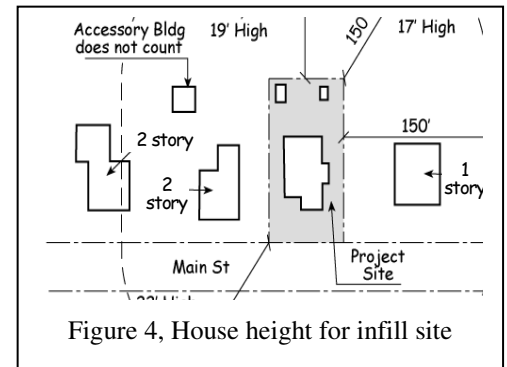


Figure 4, House height for infill site

Figure 4, Existing House Heights. For this example, the maximum height is two stories.

## MULTIPLE FAMILY HOMES

8.200 Purpose. These sections are intended to set standards for quality designs in new multiple family development. Good design results when buildings are visually compatible with one another and adjacent neighborhoods and contribute to a residential district that is attractive, active and safe. [Ord. 5445, 4/12/00]

8.210 Relationship to Historic Overlay Districts. For residential property inside the Historic Overlay Districts, see Article 7 for additional historic review criteria. [Ord. 5445, 4/12/00]

8.220 Recreation and Open Space Areas. In multi-family developments, a portion of the land not covered by buildings and parking shall be of adequate size and shape and in the proper location to be functional for outdoor recreation and relaxation. The standards are also intended to ensure that project open space is an integral part of the overall development design, not merely leftover space. In larger developments there should be a variety of open space activities.

(1) Common Open Space. For projects of 10 or more units, common open space shall be required at a ratio of 0.25 square feet for each 1.0 square feet of living space.

- (a) Areas designated as common open space shall be at least 500 square feet in size with no horizontal dimension less than 20 feet. The open space shall be functional and shall include one or more of the following types of uses:
    - swimming pools, spas, and adjacent patios and decks
    - developed and equipped adult recreation areas
    - sport courts (tennis, handball, volleyball, etc.)
    - community centers
    - food and ornamental gardens
    - lawn or hard surface areas in which user amenities such as trees, shrubs, pathways, covered picnic tables, benches, and drinking fountains have been placed
    - natural areas
  - (b) Developments shall provide a mix of passive and active recreational uses from the above list if the open space can accommodate more than one use.
  - (c) Indoor or covered recreational space may count towards 50 percent of the common open space requirement.
  - (d) No more than 20 percent of the common open space requirement shall be on land with slopes greater than 20 percent.
  - (e) Areas Excluded. Streets and parking areas, including areas required to satisfy parking lot landscape standards, shall not be applied toward the minimum useable open space requirement. Required setback areas may be applied toward the minimum useable open space requirement, with the exception of active, noise-generating activities.
  - (f) Designated on Site Plan. Areas provided to satisfy the minimum useable open space requirement shall be so designated on the development site plan and shall be reserved as open space. Adult recreation areas shall not be allowed in any required setback and shall be centrally located.
  - (g) Open Space and Recreation Area Credit. An open space credit, not to exceed 25 percent of the common open space requirements, may be granted if there is direct access by a pedestrian path, not exceeding 1/4 mile, from the proposed multiple family development to an improved public park and recreation area or public school playground.
- (2) Children's Play Areas. Multiple family developments larger than 10 units (excluding 1-bedroom and studio units) shall designate one or more children's play areas.
- (a) Children's play areas shall be placed within 300 feet of the units they are intended to serve. More than one play area may be needed in larger developments.
  - (b) No horizontal dimension of a children's play area shall be less than 20 feet.
  - (c) Placement of children's play areas shall not be allowed in any required setback and shall be centrally located.
  - (d) Children's play areas may be part of the common open space area but do not count toward the use requirement as outlined in Section 8.220(1)(a). [Ord. 5445, 4/12/00]

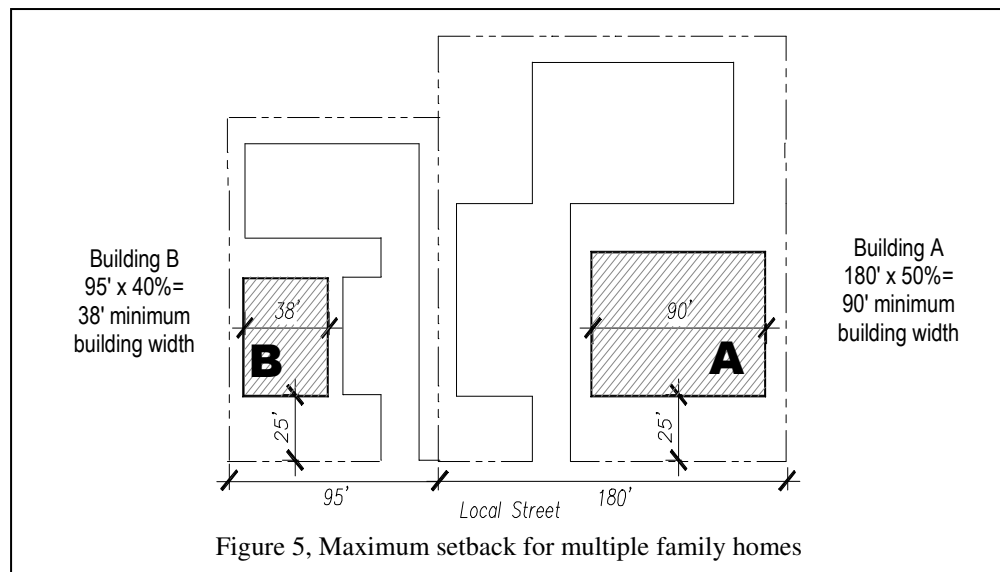
8.230 Private Open Space. In all newly constructed multiple family developments, private open space shall be provided as follows:

- (1) Building Orientation. Buildings shall be oriented so that no private open space or rear entrance faces a public street.
- (2) At-Grade Dwellings. Dwellings located at finished grade, or within 5 feet of finished grade, shall provide at least 96 square feet of private open space per unit, with no dimension less than 8 feet. Private open space for at-grade dwellings may be provided within interior courtyards created within a single building or cluster of buildings. Private open space for at-grade dwellings shall be screened from view from public streets.

- (3) Above-Grade Dwellings. Dwellings located more than 5 feet from finished grade shall provide a minimum of 80 square feet of private open space per dwelling unit (such as a yard, deck or porch), with no dimension less than 6 feet. Private open space for units located more than 5 feet above grade may be provided individually, as with a balcony or collectively by combining into a larger area that serves multiple units.
- (4) Access to Private Open Space. All private open space shall be directly accessible from the dwelling unit through a doorway.
- (5) Privacy Requirements. Ground-level private open space shall be physically and visually separated from common open space. [Ord. 5445, 4/12/00]

8.240 Maximum Setbacks for Street Orientation.

- (1) On sites with 100 feet or more of frontage on a collector or local public street, at least 50 percent of the site width shall be occupied by a building(s) placed no further than 25 feet from the front lot line. See Figure 5, Building A.
- (2) On sites with less than 100 feet of frontage on a collector or local public street, at least 40 percent of the site width shall be occupied by a building(s) placed no further than 25 feet from the front lot line. See Figure 5, Building B.
- (3) As used in these standards, “site width” does not include significant natural resources as mapped by the City, delineated wetlands, slopes greater than 20%, recorded easements, required fire lanes and other similar non-buildable areas as determined by the City. [Ord. 5445, 4/12/00]



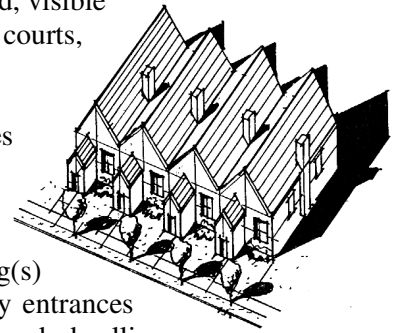
8.250 Functional Design and Building Details. These standards are intended to promote functional design and building details that contribute to a high-quality living environment for residents and enhance compatibility with the neighborhood.

- (1) Building design shall avoid long, flat, uninterrupted walls or roof planes. Changes in wall plane and height, and inclusion of elements such as balconies, porches, arbors, dormers, gables and other human-scale design elements such as landscaping should be used to achieve building articulation.

- (2) Buildings shall be massed so individual units are clearly identifiable from the private or public street that provides access.
- (3) Stairways shall be incorporated into the building design. External stairways, when necessary, should be recessed into the building, sided using the same siding materials as the building, or otherwise incorporated into the building architecture.
- (4) Building facades shall be broken up to give the appearance of a collection of smaller buildings. [Ord. 5445, 4/12/00]

8.260 Building Orientation and Entries. These standards are intended to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets.

- (1) As many of the dwelling unit entries as possible shall face public local residential streets and along the internal street system of larger scale developments. Internal units may face a courtyard or plaza, but not a parking lot. The use of front porches or entry patios and terraces is encouraged.
- (2) Building entries and entries to individual units shall be clearly defined, visible for safety purposes, and easily accessible. Arches, gateways, entry courts, and awnings are encouraged to shelter entries.
- (3) Individual entries are encouraged; the use of long access balconies and/or corridors that are monotonous and impersonal are discouraged.
- (4) The primary entrance(s) of ground floor units of residential building(s) located within 25 feet of a local street may face the street. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. No off-street parking or circulation shall be located between the front of the building and the street. The following exceptions to this standard are allowed:
  - On corner lots the main building entrance(s) may face either of the streets or be oriented to the corner.
  - For buildings that have more than one entrance serving multiple units, only one entrance must meet this requirement. [Ord. 5445, 4/12/00]



8.270 Transition to Lower Density Uses. The following design standards shall be incorporated into the design of multiple-family housing to create transitions between multiple-family developments and nearby, lower-density residential development, in order to reduce the impacts of building mass and scale.

- (1) When abutting single-family homes, buildings shall be set back at least one foot for each foot in building height from the property line. Building height is measured from the average grade to the top of the wall facing the property line or to the top of the highest window or door, whichever is higher.
- (2) Smaller-scale buildings should be sited in the area immediately adjacent to single-family zoning districts, and larger-scale buildings sited at the interior of the development or adjacent to other multiple-family developments.
- (3) Parking and maneuvering areas, driveways, active recreation areas, loading areas and dumpsters should not be located between multiple family buildings and abutting single family homes. [Ord. 5445, 4/12/00]

8.280 Pedestrian Connections. Pedestrian circulation systems shall be designed to provide clear and identifiable connections within the multiple-family development and to adjacent uses and public streets/sidewalks.

- (1) Each multiple family development shall contain an internal pedestrian circulation system that makes clear, easily identifiable and safe connections between individual units and parking and shared open space areas. All pedestrian ways shall comply with the requirements of the Americans with Disabilities Act.
- (2) The pedestrian circulation system shall be designed to provide safe crossings of streets and driveways. Reflective striping should be used at crossings to emphasize the crossing under low light and inclement weather conditions.
- (3) Safe, convenient, and attractive pedestrian connections shall be provided between the multiple family development and adjacent uses such as parks, schools, retail areas, bus stops, and other pedestrian ways. Connections shall be made to all adjacent streets and sidewalks at 200-300 foot intervals. [Ord. 5445, 4/12/00]

8.290 Vehicle Circulation System. On-site circulation shall be clearly identifiable, safe, pedestrian friendly and interconnected.

- (1) Internal vehicle circulation system of a multiple family development shall be a continuation of the adjacent public street pattern wherever possible and promote street connectivity. Elements of the public street system that shall be emphasized in the internal circulation system include the block pattern, sidewalks, street trees, on-street parking and planter strips.
- (2) The vehicle circulation system and building pattern shall mimic a traditional local street network and break the development into numerous smaller blocks with all of the public street system elements highlighted above. Private streets are acceptable, unless a public street is needed to extend the public street grid. The connectivity and block length standards in Articles 11 and 12 apply to all public and private streets.
- (3) The streets that form the primary internal circulation system may include parallel parking and accessways to parking bays or courts, but should not be lined with head-in parking spaces.
- (4) Interior roadways shall be designed to slow traffic speeds. This can be achieved by meandering the roadway, keeping road widths to a minimum, allowing parallel parking, and planting street trees to visually narrow the road. [Ord. 5445, 4/12/00]

8.300 Parking. Multiple-family development shall provide attractive street frontages and visual compatibility with neighborhoods by minimizing the placement of parking lots along public streets. See Article 9 for additional parking lot standards.

- (1) Parking lots, carports, and garages shall not be sited between multiple-family buildings and the public local street unless site size and configuration make this impossible. Where available, private access to parking is encouraged.
- (2) Parking areas shall be broken into numerous small parking bays and landscaped to minimize their visual impact. Large, uninterrupted rows of parking are prohibited. Required parking must be located within 100 feet of the building entrance for each unit. The integration of garages into residential buildings is encouraged. [Ord. 5445, 4/12/00]

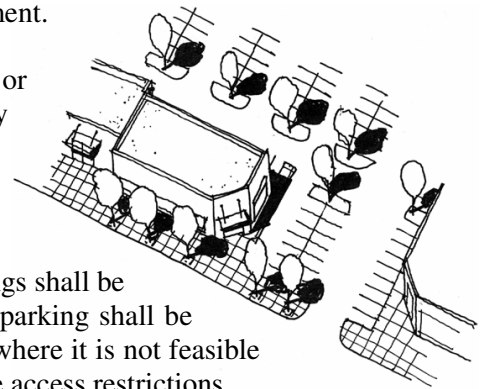
## COMMERCIAL SITE DESIGN

8.310 Purpose. These sections are intended to set threshold standards for quality design in new commercial development. Good design results in buildings that are visually compatible with one another and adjacent neighborhoods and contribute to a commercial district that is attractive, active and safe. These qualities in turn contribute to the creation of commercial districts that facilitate easy pedestrian movement and a rich mixture of land uses. These standards apply to the design of new commercial development and to the expansion of existing commercial development in any district. [Ord. 5445, 4/12/00]

8.320 Relationship to Historic Overlay Districts. For commercial property inside the Downtown Historic Overlay District, see Article 7 for additional historic review criteria. [Ord. 5445, 4/12/00]

8.330 Building Orientation. Building orientation and maximum setback standards are established to help create an attractive streetscape and pleasant pedestrian environment.

(1) New commercial buildings shall be oriented to existing or new public streets. Building orientation is demonstrated by placing buildings and their public entrances close to streets so pedestrians have a direct and convenient route from the street sidewalk to building entrances.



- (a) On sites smaller than three acres, commercial buildings shall be oriented to the public street/sidewalk and off-street parking shall be located to the side or rear of the building(s), except where it is not feasible due to limited or no street frontage or where there are access restrictions.
- (b) Buildings on sites larger than three acres may be setback from the public street and oriented to traffic aisles on private property, if the on-site circulation system is developed like a public street with pedestrian access, landscape strips and street trees.

(2) At least one major public entrance shall be visible from the abutting public street. Corner entrances may be used to provide orientation to two streets. Customer entrances should be clearly defined, highly visible, using features such as canopies, porticos, arcades, arches, wing walls, and planters. [Ord. 5445, 4/12/00]

8.340 General Building Design. New commercial buildings shall provide architectural relief and interest, with emphasis at building entrances and along sidewalks, to promote and enhance a comfortable pedestrian scale and orientation. Blank walls shall be avoided except when not feasible. [Ord. 5555, 2/7/03]

(1) Ground floor windows shall be provided along frontages adjacent to sidewalks. The main front elevation(s) of buildings shall provide windows or transparency at the pedestrian level in the following minimum proportions:

District	% Transparency
RC, CC, NC, OP, MUC	25%
MS, LE, PB, ES, MUR, WF	50%
HD, CB	75%

[Ord. 5555, 2/7/03, Ord. 5556, 2/21/03]



The minimum window and door requirements are measured between 2 and 8 feet from the ground. Only the glass portion of doors may be used in the calculation. [Ord. 5555, 2/7/03]

If there are upper floor windows, they shall continue the vertical and horizontal character of the ground level windows.

- (2) Walls that are visible from a public street shall include a combination of architectural elements and features such as offsets, windows, entry treatments, wood siding, brick, stucco, synthetic stucco, textured concrete block, textured concrete), and landscaping. [Ord. 5445, 4/12/00]

8.350 Street Connectivity and Internal Circulation. The following standards emphasize the importance of connections and circulation between uses and properties. The standards apply to both public and private streets.

- (1) New commercial buildings may be required to provide street or driveway stubs and reciprocal access easements to promote efficient circulation between uses and properties, and to promote connectivity and dispersal of traffic.
- (2) The internal vehicle circulation system of a commercial development shall continue the adjacent public street pattern wherever possible and promote street connectivity. The vehicle circulation system shall mimic a traditional local street network and break the development into numerous smaller blocks.
- (3) Traffic lanes shall be internal to the site and shall not be located between the building(s) and the sidewalk(s), except as provided in (4) below.
- (4) Where drop off facilities are provided, they shall be designed to meet the requirements of the American with Disabilities Act but still provide for direct pedestrian circulation.
- (5) Internal roadways shall be designed to slow traffic speeds. This can be achieved by keeping road widths to a minimum, allowing parallel parking, and planting street trees to visually narrow the road. [Ord. 5445, 4/12/00]

8.360 Pedestrian Amenities. Amenities such as awnings, seating, special paving and planters can have a dramatic affect on the pedestrian environment. Commercial developers should give as much thought to the pedestrian environment as they give to vehicle access, circulation and parking. The standards for pedestrian amenities are related to the scale of the development and also provide the flexibility for the developer to select the most appropriate amenities for the particular site and use.

- (1) All new commercial structures and improvements to existing sites shall provide pedestrian amenities. The number of pedestrian amenities shall comply with the following sliding scale.

<u>Size of Structure or Improvement</u>	<u>Number of Amenities</u>
Less than 5,000 sf	1
5,000 – 10,000 sf	2
10,001 – 50,000 sf	3
More than 50,000 sf	4

- (2) Acceptable pedestrian amenities include the following improvements. No more than two of any item may be used to fulfill the requirement:
  - (a) Sidewalks at least 10 feet wide with ornamental treatments (e.g., brick pavers), or sidewalks

- that are 50 percent wider than required by the Code.
- (b) Benches or outdoor public seating for at least four people.
- (c) Sidewalk planter(s) enclosing a total of 8 square feet.
- (d) Pocket parks or decorative gardens (minimum usable area of 300 square feet).
- (e) Plazas (minimum usable area of 300 square feet).
- (f) Street trees 50 percent larger than required by the Code.
- (g) Weather protection (awnings, etc.).
- (h) Other pedestrian amenities that are not listed but are similar in scale and benefit.

(3) Pedestrian amenities shall meet the following standards:

- (a) Amenities shall be located outside the building main entrance, along pedestrian corridors, or near transit stops. Amenities shall be visible and accessible to the general public from an improved public or private street. Access to pocket parks, plazas, and sidewalks must be provided by a public right-of-way or a public access easement.
- (b) Amenities are not subject to setback requirements.
- (c) Amenities are consistent with the character and scale of surrounding developments. For example, similarity in awning height, bench style, planter materials, street trees, and pavers is recommended to foster continuity in the design of pedestrian areas. Materials should be suitable for outdoor use, easily maintained, and have a reasonably long life cycle (e.g., 10 years before replacement). [Ord. 5445, 4/12/00]

8.370 Pedestrian Connections.

- (1) New retail, office and institutional buildings at or near existing or planned transit stops shall provide convenient pedestrian access to transit.
- (2) Walkways shall be provided that connect building entrances and streets adjoining the site.
- (3) Pedestrian connections to adjoining properties shall be provided except where impractical. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. When adjacent properties are undeveloped or have the potential to be redeveloped, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property.

For the purposes of this section, “impractical” means where one or more of the following conditions exists:

- (a) Physical or topographic conditions make a connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;
  - (b) Buildings or other existing development on adjacent land physically preclude a connection now or in the future considering the potential for redevelopment; or
  - (c) Where streets or accessways would violate provisions of leases, easement, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.
- (4) On sites at major transit stops provide the following:
- (a) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street, or provide a pedestrian plaza at the transit stop or a street intersection;
  - (b) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;
  - (c) A transit passenger landing pad accessible to disabled persons;

- (d) An easement or dedication for a passenger shelter, if requested by the transit provider; and
- (e) Lighting at the transit stop. [Ord. 5281, 3/26/97; Ord. 5445, 4/12/00]

8.380 Large Parking Areas. The amount of parking needed for larger commercial development can result in a large expanse of pavement. Landscaping in a parking area shall be incorporated in a manner that is both attractive and easy to maintain, minimizes the visual impact of surface parking, and improves environmental and climatic impacts. In addition to the provisions of Article 9, the following standards apply to commercial development when more than 75 parking spaces are proposed.

- (1) Walkways are necessary for persons who will access the site by walking, biking or transit. A continuous pedestrian walkway at least 7 feet wide shall be provided from the primary frontage sidewalk to the customer entrance for each building. This internal walkway shall incorporate a mix of landscaping, benches, drop-off bays and bicycle facilities for at least 50 percent of the length of the walkway. The walkways must be designed for access by disabled persons. If the walkway crosses a parking area or vehicle aisle, the standards in Subsection (2) below apply.
- (2) For the safety of pedestrians, parking lots shall be designed to separate pedestrians from vehicles and include protected pedestrian walkways from parking areas to building entrances. Walkways shall be protected by landscaping or parking bumpers. Walkways shall be at least 7 feet wide with no car overhang or other obstruction; 9' 6" for car overhang on one side; 12 feet for car overhang on both sides. Walkways may cross a vehicle aisle if distinguished by a color, texture or elevation different from the parking and driving areas. Walkways shall not share a vehicle aisle.
- (3) The parking area shall be divided into pods of no more than 50 spaces each with landscape strips, peninsulas, or grade separations to reduce the visual impact of large expanses of paving, to direct vehicular traffic through the parking lot, and to provide a location for pedestrian walkways.

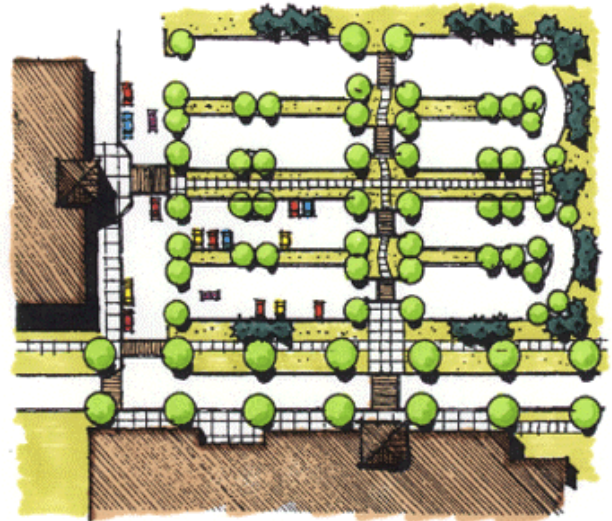


Figure 6, Sample parking area design

- (4) Pods may have access at one or both ends. A pod may be U-shaped with double access at one end.
- (5) Pods shall be separated with physical breaks by providing one or more of the following:
  - (a) Landscape strips between parallel parking rows that are at least 5 feet wide with no car overhang and 10 feet wide with a car overhang. When incorporating pedestrian walkways, the strips shall be at least 20 feet wide to accommodate vehicle overhangs, walkways, lights, posts and other appurtenances.
  - (b) Building pads, landscaped pedestrian walkways, interior streets or other site features.
- (6) Landscaping for large parking areas shall consist of at least seven (7) percent of the total parking area plus one tree per eight parking spaces to create a canopy effect. The total parking area includes parking spaces, travel aisles, sidewalks and abutting landscaped areas. [Ord. 5445, 4/12/00]

8.390 Compatibility Details. Attention to detail can significantly increase the compatibility of commercial

development with adjacent uses. Commercial development shall be designed to comply with the following applicable details and any other details warranted by the local conditions:

- (1) On-site lighting is arranged so that light is reflected away from adjoining properties and/or streets.
- (2) Any undesirable impacts produced on the site, such as noise, glare, odors, dust, or vibrations have been adequately screened from adjacent properties.
- (3) The site is protected from any undesirable impacts that are generated on abutting properties.
- (4) Unsightly exterior improvements and items such as trash receptacles, exterior vents and mechanical devices have been adequately screened.
- (5) Storage areas, trash collection facilities and noise generating equipment are located away from public streets, abutting residential districts or development, or sight obscuring fencing has been provided.
- (6) Where needed, loading facilities are provided on-site and are of sufficient size and number to adequately handle the delivery or shipping of goods or people. Where possible, loading areas should be designed so that vehicles enter and exit the site in a forward motion. [Ord. 5445, 4/12/00]

## **SUPPLEMENTAL COMMERCIAL DESIGN STANDARDS IN VILLAGE CENTERS**

8.405 Village Center Character. The purpose of these standards is to contribute to the desired character of the village center. They are intended to promote the design of an urban environment that is built to human scale with attractive street fronts and interconnected walkways that promote pedestrian usage and accommodate vehicles. Development in the village center must contribute to a cohesive, visually compatible and functionally linked pattern through street and sidewalk layout, building siting and character, and site design. Details count. [Ord. 5556, 2/21/03]

8.410 Applicability. These standards apply to commercially zoned properties within the Village Center Comprehensive Plan designation. They are in addition to the Commercial Design Standards in this article for commercial and office development. Taken together, these design standards are intended to foster a mixed-use character for village centers. [Ord. 5556, 2/21/03]

8.415 Buildings Along Public Streets.

Purpose. Buildings along the public street define the street edge and frames the streetscape. In larger development, the locations of pad site buildings also provide opportunities to frame entries into the shopping centers, and contribute to the visual interest of the site. These provisions are intended to avoid deep building setbacks behind large expanses of parking areas or vacant land.

Standards.

- (1) Buildings and plazas shall be located within the maximum setback area for at least 40 percent of one public street frontage.
- (2) For sites with frontage on more than one public street (i.e., corner lots), this standard applies to one frontage only.
- (3) The public street frontage is the length of the property as measured along the street right-of-way excluding the width of entrance driveways and/or streets.

- (4) Building facades that face public streets shall be divided into human-scale proportions using at least two features such as windows, entrances, arcades, arbors, awnings, trellises with vines, or an equivalent element. A blank, uninterrupted wall shall not be longer than 30 feet.
- (5) No parking, loading or travel aisles shall be located between the public street and buildings within 50 feet of the street, except that a designated park-and-ride lot or one drive-through lane may be permitted. See Section 8.420(b).
- (6) To count toward this standard, a plaza shall:
  - (a) Be well defined at the street edge by a low decorative architectural wall (no higher than three feet), or a line of shrubs or trees of the same species, or similar landscaped or built feature;
  - (b) Use materials that are similar in quality to the principal materials of the primary building(s) and landscape. Landscaping with drought-resistant native species is strongly encouraged;
  - (c) Have direct access to the public street sidewalk and be located the shortest distance to the nearest building main entrance; and
  - (d) Extend at least the full depth of the maximum setback.

[Ord. 5556, 2/21/03]

8.420 Maximum Setback.

Purpose. Customer entrances should be readily accessible from the public street sidewalk as well as from the parking lot. Build-to lines form visually continuous, pedestrian-oriented street fronts with no vehicle use area between building fronts and the street.

Standards.

- (1) Buildings within 50 feet of a public street shall have 40% of the building located within the maximum setback except that:
  - (a) If a previously recorded easement precludes meeting the maximum setback, the applicant shall demonstrate that an alternative layout best addresses the intent of this standard and the character of the village center.
  - (b) A building with drive-through service may have one drive-through lane between the building and the street provided that the building is set back no more than 25 feet and the drive-through lane is screened according to standards for perimeter parking area landscaping in ADC 8.470.
- (2) Any building more than 50 feet from a public street is exempt from this standard.

[Ord. 5556, 2/21/03]

8.430 Size Limitations. See building size limitations in Articles 4 and 5, Table 1, Development Standards. [Ord. 5556, 2/21/03]

8.440 Building Design.

Purpose. These provisions are intended to reduce the visual appearance of larger scale buildings to a smaller, pedestrian-level scale that is appropriate for a village center. They are not intended to limit the size of the building.

Standards.

- (1) Building facades longer than 100 feet shall have relief such as recessed entries, offsets, jogs, bays, columns, ribs, pilasters, piers, cornices, bases, or other distinctive constructed changes. Changes in relief in the building façade shall occur at least every 100 feet for at least 20% of the exterior wall area. At least two colors or textures shall be used (not including stripes or bands).
- (2) Rooflines longer than 100 feet shall be relieved by elements such as parapets, gables, dormers, towers, steeples, etc.
- (3) No building wall shall be longer than 300 feet unless the building façade has one or more major offsets in wall plane. A major offset in wall plane shall have a depth of at least 10% of the length of the longest abutting wall and shall continue for at least 20% of the building facade. Minor changes in wall plane such as entries, jogs, bays, columns, ribs, pilasters, piers, or cornices do not count toward meeting this standard.
- (4) In developments with multiple buildings, each individual building shall include predominant characteristics shared by all buildings in the development, so that the development forms a cohesive place within the district. A standardized prototype design shall be modified if necessary to meet the provisions of this Code and character of this district.
- (5) Corrugated metal siding is prohibited on any building. Corrugated metal roofing is allowed. [Ord. 5556, 2/21/03]

8.445 Pedestrian Network.

Purpose. By creating a safe, continuous network of sidewalks within and between developments, pedestrians will feel more inclined to walk (rather than drive). A pedestrian network that offers clear circulation corridors from the parking areas to building entries creates a friendlier, more inviting image. A detailed pedestrian circulation plan must demonstrate that the layout of sidewalks contributes to the overall pedestrian connectivity of the village center.

Standards.

- (1) Sidewalks must be located to provide the shortest direct connection from the public street sidewalk(s) to all customer entrances.
- (2) Sidewalks must be located to provide the shortest direct connection between all on-site customer entrances.
- (3) Sidewalks must be located along every public street frontage and both sides of on-site private streets. These sidewalks must be separated from the street by a tree-lined landscape strip.
- (4) Extra-wide sidewalks are encouraged to provide space for tables and chairs and other pedestrian amenities, creating a concentration of activity to serve as the neighborhood center.
- (5) Sites larger than eight acres shall create an open space or plaza with amenities such as benches, monuments, kiosks or public art. Amenities shall be in prominent locations, interconnected with the uses and walkways on the site, and be landscaped.

[Ord. 5556, 2/21/03]

8.450 Privacy Considerations.

Purpose. Village centers are mixed-use areas where special attention is given to resolving potentially incompatible situations. General standards provide the flexibility to adjust the design and operating

characteristics to given circumstances.

Standard.

- (1) Non-residential uses and parking areas shall be arranged to minimize infringement on the privacy of adjoining residents.

[Ord. 5556, 2/21/03]

8.460 Parking Areas.

Purpose. While recognizing the paramount role of cars in everyday life and the need to provide adequate and convenient space for them, these standards move away from the typical suburban pattern of predominant and highly-visible parking areas in commercial developments. They are intended to reduce the scale of parking areas by siting a portion of the parking lot out of view, and using increased landscaping to screen spaces and reduce the overall visual impact of large parking areas.

Standards.

- (1) On-street parking spaces within 100 feet of a commercial or office development may count towards meeting the parking requirement.
- (2) Shared parking is encouraged for all uses.
- (3) Trees intended for parking area landscaping shall provide a canopy cover of at least 20% of the parking area at maturity. Existing trees may be included to meet the canopy requirement, provided the site plan identifies such trees and the trees meet the standards of size, health, and placement. The extent of canopy at maturity shall be based on published reference texts generally accepted by landscape architects, nurserymen, and arborists.
- (4) Bioswales shall be considered as the initial storm water collection system.

[Ord. 5556, 2/21/03]

8.470 Perimeter Parking Area Landscaping.

Purpose. These provisions are intended to give parking a low profile in order to improve the pedestrian experience and the overall aesthetic quality of the street. They will minimize the expansive appearance of parking lots, increase the sense of neighborhood scale, and improve the character of a village center. They will also create an attractive, shaded environment along streets that gives visual relief from continuous hard street edges; buffer automobile traffic, and focus views for both pedestrians and motorists.

Standards.

- (1) All parking areas (excluding entranceways) adjacent to a public street shall be screened with:
  - (a) A low continuous hedge of evergreen shrubs, trees and plantings that are at least 3 feet tall within 2 years and grow to provide an evergreen screen of at least 70%; OR
  - (b) A berm 3 feet tall with a maximum slope of 3:1, in combination with coniferous and deciduous trees and shrubs; OR
  - (c) A low decorative masonry wall at least 3 feet tall in combination with landscaping; OR
  - (d) A combination of any of these methods.
- (2) The landscape plan shall be prepared by a licensed landscape architect.

8.475 Signs.

Purpose. Signs must be scaled appropriately to appeal to both pedestrians walking on the adjacent sidewalks and to nearby motorists. The following standards are intended to create aesthetically pleasing and cohesive sign standards while reinforcing the context of the village center.

Standards.

- (1) For integrated centers, an overall sign and graphics program shall be provided as part of the development application to ensure that stand-alone signs are consolidated and that signs complement the character of the neighborhood.
- (2) Monument signs are preferred rather than freestanding signs.

[Ord. 5556, 2/21/03]

**SUPPLEMENTAL RESIDENTIAL DESIGN STANDARDS IN VILLAGE CENTERS**

8.480 Applicability. These standards apply to residential development in mixed-use and residential zones within the Village Center Comprehensive Plan designation. They are in addition to the residential design standards for Single-Family Homes and Multiple Family Homes in this article. [Ord. 5556, 2/21/03]

8.485 Purpose. These provisions are intended to promote the design of an urban environment that is built to human scale and to foster a mixed-use character for village centers with an emphasis on a high-quality pedestrian environment.

Standards.

- (1) Building exteriors shall be surfaced with wood, brick, stucco, stone, masonry, or lap siding on all sides.
- (2) Rooflines should be designed to reduce the exterior mass of multiple attached units and shall incorporate elements such as parapets, gables, dormers, etc.
- (3) All exterior HVAC equipment shall be screened from street-level view.
- (4) Covered bike parking shall be provided for 50 percent of the dwelling units in shelters, individual storage lockers or garages.
- (5) Alleys are encouraged to provide a friendly street frontage and to set driveways and garages in the rear. [Ord. 5556, 2/21/03]

**TELECOMMUNICATION FACILITIES**

8.500 Telecommunication Facilities. Every telecommunication facility shall comply with the following standards and applicable standards of the zone.

- (1) No new tower shall be permitted unless the applicant demonstrates that co-location is not feasible on existing towers.
- (2) New towers or facilities 50 feet or more in height must provide for future co-location of other

telecommunications providers.

- (3) Monopole construction is preferred over the lattice style.
- (4) The applicant shall consider the following locations as the preferred order of location of for a proposed communication facility: a) existing broadcasting or communication facilities; b) public structures such as water reservoirs, utility structures, fire stations, bridges, and other public buildings within all zoning districts not used primarily for residential uses; c) property zoned Light Industrial, Heavy Industrial, Industrial Park and Heavy Commercial.
- (5) Towers and antennas shall be designed to blend into the surrounding environment through the use of color and camouflaging architectural treatment, except when the color is dictated by federal or state authorities such as the Federal Aviation Administration.
- (6) Towers should be located in an area where they are unobtrusive and do not substantially detract from aesthetics or neighborhood character, due to either location, nature of surrounding uses, or to lack of visibility caused by natural growth or other factors.
- (7) Towers shall not be located between the principal structure and a public street.
- (8) Tower setbacks shall be at least the height of the tower from public streets.
- (9) Tower guys and accessory structures shall satisfy the minimum setback requirements of the underlying zoning district. Vegetative screening shall be provided around any accessory building as prescribed by Section 9.250.
- (10) All towers and associated facilities shall be removed within six months of the cessation of operations at the site unless the Community Development Director approves a time extension. If a tower is not removed within six months, the City may remove the telecommunications facilities and assess the costs of removal against the owner and property. [Ord. 5445, 4/12/00]