

CAMAS DESIGN REVIEW MANUAL: GATEWAYS, COMMERCIAL, MIXED-USE & MULTI-FAMILY USES

Prepared For:

Camas City Council

Prepared By:

Design Review Ad Hoc Committee

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Drawing from the cover of Municipal Research Service Center's "Infill Development" handbook.

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PREFACE

The Camas City Council formed the original Design Review Ad Hoc Committee (DRAC) at its January 1998 planning retreat. The committee's primary goal was to assess whether or not design review would be a good idea for Camas. The DRAC reviewed materials collected from the Municipal Research Services Center that included design review manuals from Bainbridge Island, Gig Harbor, and Sumner, as well as news articles, legal opinions, and implementing ordinances. The committee also conducted an informal survey at a United Camas Association of Neighborhoods (UCAN) meeting and a telephone conference with the City of Olympia's Planning Director. At the end of June 1998, the committee reported back to the City Council with their findings.

In order to answer the question, "is design review good for Camas?", the committee tried to decide from a community perspective what the purpose of design review would be. What should it accomplish? What should it prevent? The DRAC concluded that a good starting point would be to review the City's Mission Statement which follows:

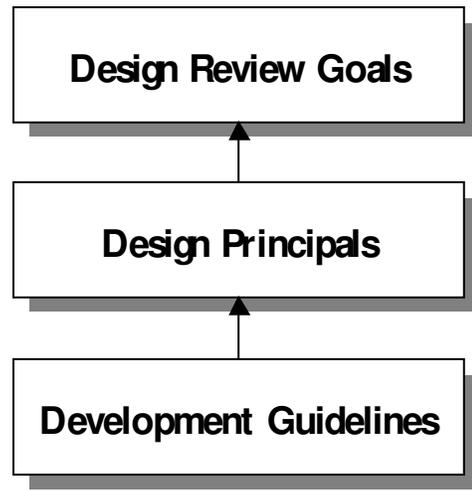
"The City of Camas commits to preserving its heritage, sustaining and enhancing a high quality of life for all its citizens and developing the community to meet the challenges of the future. We take pride in preserving a healthful environment while promoting economic growth. We encourage citizens to participate in government and community, assisting the city in its efforts to provide quality services consistent with their desires and needs."

Design review, in the context of the City's mission statement, should aid in the preservation of our community's heritage; enhance our City's quality of life; guide us through the challenges of the future; preserve a healthy environment; promote economic growth; and enable citizens to participate in the process.

Based on all the materials reviewed and the level of interest from UCAN members, the DRAC concluded that design review was worth further investigation and recommended to the City Council that a citizen committee be formed and that the members be made up of individuals familiar with the development process. The City Council agreed to further study design review by establishing a citizen committee to draft guidelines that could be successfully implemented for the City. The citizen committee met every first and third Wednesday of each month since September of 1998. Commercial guidelines were adopted in May, 2001, with the multi-family and gateway sections being added to the Design Review Code in December, 2002. In 2016, the following members of the 2035 Camas Comprehensive Plan Steering and Technical Advisory Committees revised the gateways and corridors guidelines: Barb Baldus, John Busby, Barry Carson, Bonnie Carter, Troy Hull, Alicia King, Lynn Johnston, Mike Nerland, Buzz Truitt, Lisa Willis, Shannon Turk, Jarred Jackman, Eric Lanciault, Eric Levison, Matthew McBride and Sean Vergillo.

INTRODUCTION

All proposals subject to design review should strive to meet the goals of design review and address each of the appropriate design principles and development guidelines. In order to achieve the established *goals of design review*, a set of design principles and development guidelines have been identified for both commercial and multi-family land-uses. Design principles are the overriding factors that each development proposal must demonstrate it can achieve or reasonably mitigate. Development guidelines are created to assist the development's applicant in accomplishing the design principles as well as conform to the established *goals of design review*.



GOALS OF DESIGN REVIEW

The goals of design review are intended to establish the overall purpose (or intent) of the design principles and development guidelines and set the stage for what they should be trying to accomplish. The *goals* of design review are:

- All developments should be meaningful, add value, and produce a positive impact on the immediate area, as well as the community;
- To encourage better design and site planning so that new development will preserve or enhance the community's character as well as allow for diversity and creativity;
- To encourage compatibility with surrounding uses (zone transition) and quality design;
- To promote responsible development that results in an efficient use of the land;
- To create a park like setting with the integration of the building, landscaping, and natural environment;
- To preserve the community's heritage by incorporating a piece of the area's history into the development;
- To facilitate early and on-going communication among property owners, neighborhoods, and City officials;
- To increase public awareness of design issues and options; and
- To provide an objective basis for decisions that address visual impact and the community's future growth.

DESIGN PRINCIPLES VS. DEVELOPMENT GUIDELINES

Design principles are established for both multi-family and commercial uses and all uses located within a gateway. An exception from the design review process is provided for those activities subject to design review requirements for heritage register properties or districts [CMC 16.35.070]. Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational and governmental buildings and associated properties.

Design principles are the overriding factors that the development guidelines are trying to accomplish. Every development proposal (whether the applicant is from a private, non-profit, or public entity) that comes before the City must adequately address each of the design principles and demonstrate that it can achieve the overall intent of the established principles. If a proposal can not meet every development guideline set forth under each section, but has demonstrated that it can achieve the overall intent of the established design principles, then the City may have reason to allow the proposal to move forward through the approval process.

DEVELOPMENT GUIDELINES

Development guidelines for gateways, multi-family, and commercial uses have been divided into five major guideline categories: Landscaping & Screening, Architecture, Massing & Setbacks, Historic & Heritage Preservation, and Circulation & Connections. Under each major category is a list of general issues that should be addressed, if appropriate, by each proposal subject to design review.

Landscaping & Screening:

- Impervious vs. Pervious
- Landscaping & Screening
- Signage
- Lighting
- Outdoor Furnishings
- Fences
- Significant Trees
- Outdoor Common Areas
- Parkway

Architecture:

- Signage
- Lighting
- Building Form (architecture)
- Building Materials

Massing & Setbacks:

- Complement Surrounding Uses
- View Shed
- Infill
- Density Provisions
- Height, Bulk, Scale
- Flexibility of Building Location (Preservation)
- Zone Transition

Historic and Heritage Preservation:

- Preservation of Existing Structures or Sites
- Incorporate Historic/Heritage Information

Circulation & Connections:

- Walkways, Trails & Parking
- Transit Stops
- Streetscape
- Traffic Patterns (entrance, exits, delivery, etc)

STANDARD PRINCIPLES & GUIDELINES

Standard principles and guidelines are applicable to all commercial, mixed-use and multi-family developments, redevelopments (including change in use, e.g. residential to commercial), or major rehabilitations (exterior changes requiring a building permit). Additional principles may be found under each of the specific categories.

STANDARD DESIGN PRINCIPLES

A site plan should be provided by the applicant that identifies and illustrates how the proposed development will meet the design principles. The site plan should include placement of buildings, designated landscaped and open space areas, parking, and any other major components of the development. The site plan should also include dimensions as to give all reviewers a sense of scale. Rehabilitation projects are only required to address the principles and guidelines that relate to the building permits they are seeking.

- Landscaping shall be done with purpose. It should be used as a tool to integrate the proposed development with the surrounding environment as well as each of the major project elements (e.g. parking, building(s), etc.).
- All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.
- Buildings shall have a “finished” look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.
- A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.

STANDARD DESIGN GUIDELINES

The standard design guidelines serve as a guide to the development community (or project proponent). These guidelines are developed to assist a project in meeting the established design principles. Furthermore, a project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

Landscaping & Screening

- Landscaping and screening is an important factor in determining the overall character of the building site. Landscaping should be done with purpose, such as providing a buffer against less intense uses, screening parking or other components viewed as being intrusive, and defining the streetscape.

- Signage should be placed on buildings or incorporated into the landscaping. If signs are illuminated, then they shall be front lit (light cast onto the face of the sign from a source positioned in front of the sign). Signage in the landscaping should be built in to the vegetation to keep it from being the main focus – similar to the light industrial zones. Efforts should be made to make signs vandal resistant. The intent is for the landscape not to be dominated by signage as well as to soften the visual impact. (see exhibit 1)
- Outdoor furnishings, when used, should be compatible with the immediate environment.
- If the site is to be fenced, then the fencing should be incorporated into the landscaping so as to have little or no visual impact. (see exhibit 2)
- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City’s Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. Street lighting, such as light poles and lamps, should be compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future or a nostalgic theme compatible with the proposed development is desired.

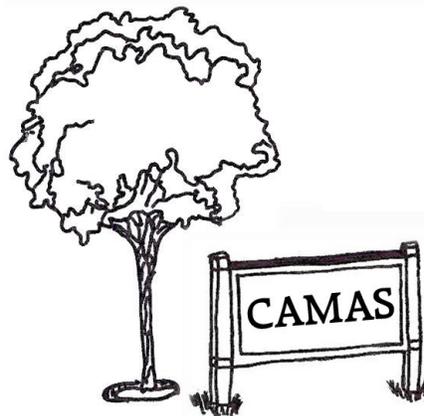


Exhibit 1.

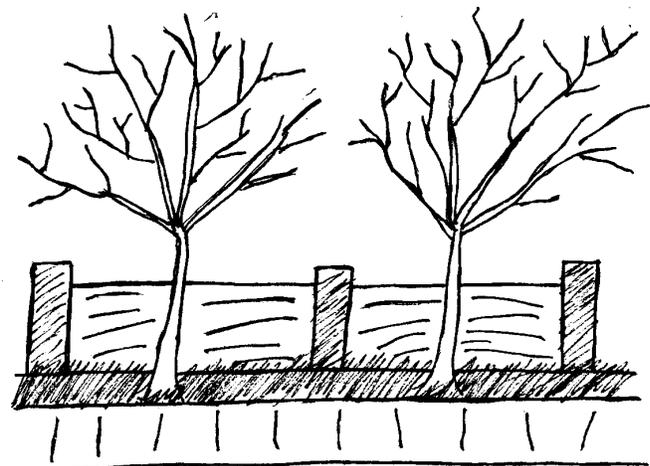


Exhibit 2.

Massing & Setbacks

- Massing and setbacks are major elements of a site plan. These elements have the greatest impact as to how the proposed development relates to the surrounding area and how individuals living and visiting the area interact with the development. Major components that define the character and quality of the proposed development include the size, scale, and placement of buildings, lot coverage, and traffic/pedestrian circulation.
- Higher density/larger structures abutting lower density residential structures should be designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate. (see exhibit 3)

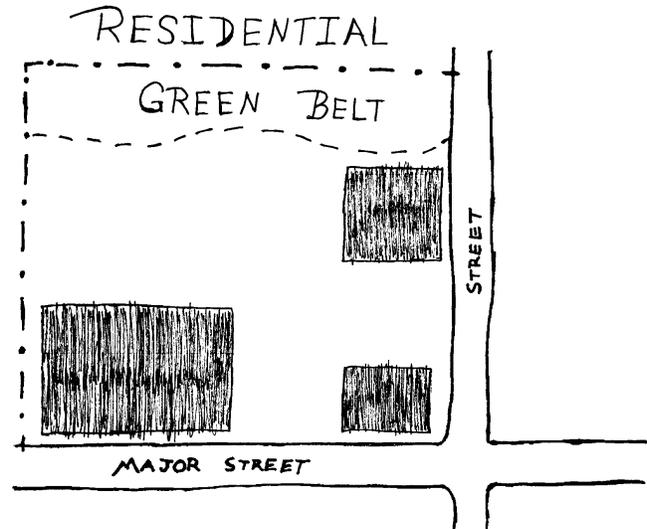


Exhibit 3.

Architecture

Few restrictions should be placed on the architecture and building materials used in the development. Instead, general guidelines are developed to identify the type of development desired:

- Buildings should have a “finished”, sound, durable, and permanent appearance. Use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance. This would bring into question the use of corrugated materials, standing seam, T-1 11, or similar siding materials, unless it can be shown through the use of renderings or other visual applications that the use of these materials will produce a development with a high visual (or aesthetic) quality. The applicant and/or developer will be held accountable for ensuring that the finished development resembles and is in compliance with the submitted renderings as approved by the City.

- Placement of buildings should preserve significant natural features, such as rocks, trees, etc. In doing so, developers may make use of site variances such as adjusting setbacks. (see exhibit 4)
- Building walls or fences visible from roadways should be articulated in order to avoid a blank look. The wall can be broken up by including some combination of window/display space, plantings, offsetting walls with two-tone colors, or creating plazas, water features, art (civic, pop, etc.), awnings, or similar devices. (see exhibit 5)
- The use of bold colors should be avoided except when used as minor accents.

Historic and Heritage Preservation:

- The use of Historic Markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.

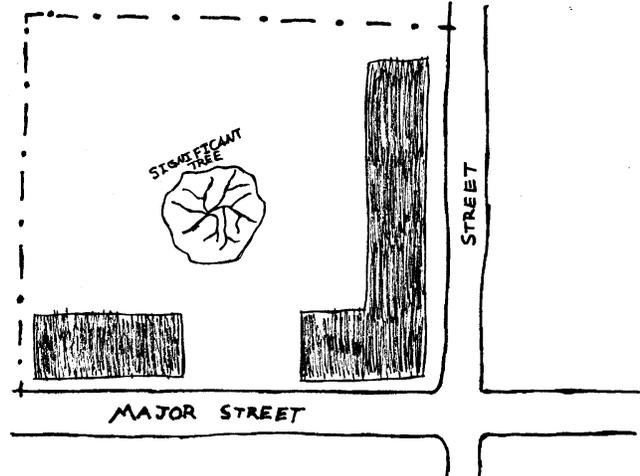


Exhibit 4.

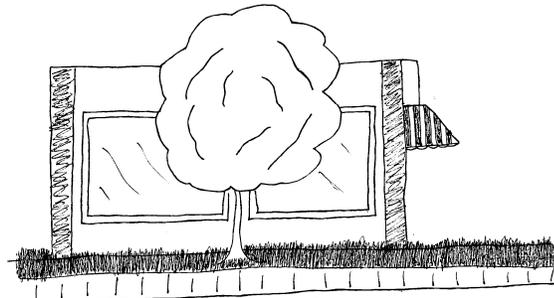


Exhibit 5.

GATEWAYS AND CORRIDORS PRINCIPLES & GUIDELINES

Community gateways create a sense of arrival and let visitors and residents know they are in Camas. Primary and secondary gateways are designated to distinguish between gateways that offer a primary entrance into Camas and those that are secondary and serve as an entrance to a particular part of the City. Corridors extend approximately .25 miles from the gateway and included enhanced features, such as bike lanes, widened or detached sidewalks, and signage. Table 1 identifies typical gateway and corridor features that should be included in each gateway and/or corridor, as well as unique features that represent the character and style desired for a particular gateway or corridor. The unique features are consistent with the type of development currently located within the gateway and/or along the corridor in order to ensure new development and redevelopment is compatible with existing development patterns.

Development/redevelopment within a designated gateway must adhere to the applicable goals and policies of the Comprehensive Plan as well as applicable development regulations and other design review standards. Additionally, depending on the type of development (residential, commercial, industrial, etc.) compliance with goals and policies for the applicable land use category is required. Gateways and corridors and appropriate features are outlined in Table 1 and gateway and corridor locations are shown on the city's zoning map.

DESIGN PRINCIPLES

Design principles are developed with the intent of being applied throughout the gateway and corridor area regardless of the land use in question.

Gateways and corridors are special places within a city that help define the quality and character of the community. The elements that comprise a gateway or corridor shall be treated in a manner that calls attention to the fact that one has entered into the community. The following elements shall be addressed:

- Gateways and corridors shall be devoid of freestanding signs. Pre-existing freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site. Exemptions include approved directional or community information signage as approved by the City.
- Permanent wayfinding, historic, and/or interpretive signage within a gateway or corridor shall be standardized in a manner that creates a consistent look within the gateway or corridor in question.
- The surface of pedestrian walkways within intersections shall be accentuated with a unique character.
- Bike lanes shall be incorporated into the public right of way where feasible as determined by the City.
- A consistent iconic streetscape lighting scheme shall be used.
- Robust landscaping must be provided as a transition to properties adjacent to the public right of way (e.g. trees, shrubs, rockeries).
- Sidewalks shall be separated from the roadway through the use of planter strips (minimum 4-foot wide), 6-foot diameter tree wells, or if feasible, raingardens/bioswales.

- Street trees of no less than two inches in diameter shall be planted within planter strips or tree wells at a spacing that creates the appearance of a continuous canopy at tree maturation. Street trees must be replaced (with an appropriate species) if they are removed due to a hazardous condition or other reasons that are first verified by a certified arborist.

DESIGN GUIDELINES

The design guidelines for Gateways are more stringently applied than those for other sections of the manual (e.g. commercial and multi-family). Guidelines that state a certain action “shall be adhered to” are strictly enforced. Guidelines that use more *suggestive* terminology such as “should” serve as a guide to meeting the overall intent. The project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline, then provide an explanation as to why and demonstrate how it will mitigate and still meet the intent of the design principles/guidelines.

Landscaping & Screening:

- Landscaping adjacent to the public right-of-way shall provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover.
- Hanging baskets should be used along building frontages to add visual interest, and must be installed so that the bottom of the basket is a minimum of 80 inches above the finished grade of the sidewalk.
- Median planting design/plant selection shall create a unique and cohesive streetscape design.

Architecture:

The type, scale, and placement of signage within a gateway can significantly effect the visual/sensory interpretation of the physical quality of the area. Gateways that appear to be littered with signage present a negative impression and an environment that individuals want to avoid.

- Freestanding signs are not allowed to be erected within Gateways.
- Permanent signage within gateways shall be standardized in terms of size, color, and materials.

Massing and Setbacks:

- New construction shall be placed as close to streets and roads as the zoning code allows. Main entrances to the buildings must be oriented to the street.
- On-site parking areas shall be located to the rear or the side of a building.

Historic and Heritage Preservation:

The use of historic markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.

Circulation & Connections:

The streetscape and pedestrian movements are the elements of primary interest for gateway properties. Streetscaping assists in defining the physical character of the area and pedestrian movements. The following additional accentuators can help further define pedestrian paths.

- Orient the main public entrance toward the public right-of-way. Pedestrian walkways shall connect each building’s front entry with the sidewalk.
- Bike lanes shall be provided where possible, linking public areas with neighborhoods and other local and regional bicycle corridors.
- New developments should include plans for alternative transportation, such as providing attractive bus stop shelters, bicycle parking, etc.
- Trees and planting strips or raingardens/bioswales shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment. (See exhibit 7)
- Where applicable (as determined by the City), sidewalks shall be separated from the roadway through the use of planter strips, planter wells or raingardens/bioswales. (See exhibit 7)
- Tree spacing will be determined by the species of trees planted. The desired effect is a visual appearance of a continuous foliage canopy at maturity or seven years after tree planting (whichever comes first). (See exhibit 7)
- Patterned pavers shall be used to define and accentuate pedestrian pathways within intersections. They include pattern stone, exposed aggregate (as long as it has a finished appearance), stamped concrete, or similar paving materials. (See exhibit 8)
- A consistent streetscape lighting scheme shall be used that portrays the primary development period,

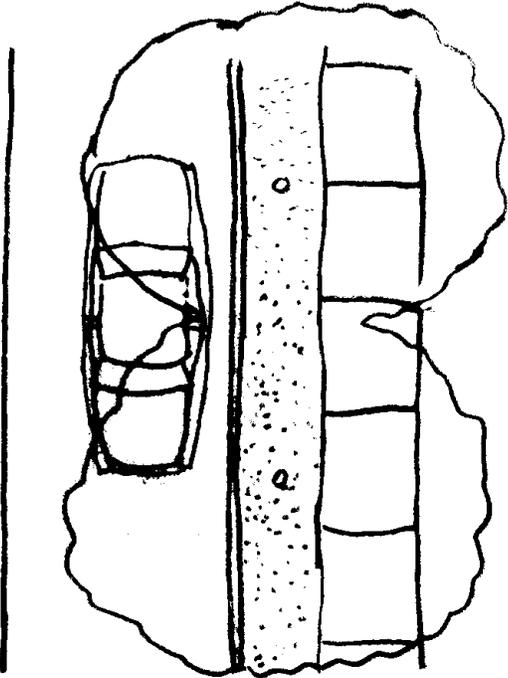


Exhibit 7.

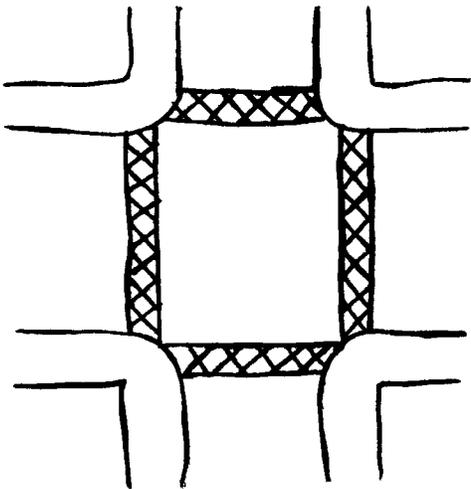


Exhibit 8.

architecture characteristics, or predetermined theme as identified in a concept plan, sub-area plan, or master plan recognized by the City.

Table 1. Design of Specific Gateways and Corridors

Gateway or Corridor	Designation	Unique Gateway and Corridor Features
6th Avenue	Primary	<ul style="list-style-type: none"> • Hanging flower baskets • Consider roundabouts at key intersections • Detached sidewalks • Planted median • Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks • Restrict parking between buildings and the street • Utilize rain garden/ bioswales for stormwater versus storm ponds • Bus stop improvements (shelter, lighting, bench) – develop consistent bus stop standards to be implemented throughout the city
3rd Avenue	Primary	<ul style="list-style-type: none"> • Hanging flower baskets • Detached sidewalks • Planted median • Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks • Restrict parking between buildings and the street • Utilize rain garden/ bioswale for stormwater
Everett	Secondary	<ul style="list-style-type: none"> • Widened sidewalks (for sidewalk seating or other programming) • Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks • Limit parking between buildings and the street • Rain garden/ bioswale for stormwater • Consider roundabout at Lake Road and Everett
38th Avenue	Primary	<ul style="list-style-type: none"> • Commercial buildings oriented to the street • Enhanced landscaping in medians • Stamped concrete to highlight gateway theme • Install posts/poles for community pride banners (less than 4 square feet) such as school pendants
Lake Road	Primary	<ul style="list-style-type: none"> • Planted median with turn lane cutouts • Wide bike lanes • Identify locations for public green spaces and pedestrian access through campus style development
Green Mountain - Goodwin	Primary	<ul style="list-style-type: none"> • Roundabout at gateway intersection • Deep/wide frontage landscaping areas should match the natural areas along the DNR property that is west of Ingle Road.
Brady Road	Primary	<ul style="list-style-type: none"> • Wide sidewalk • Iconic guardrails (e.g. Columbia River Highway) • Limit lighting to allow for views of the night sky (motion sensors, or other technology to limit excessive light)
Union Street	Secondary	<ul style="list-style-type: none"> • Public art in center of roundabout • Orient commercial buildings to the street – provide pedestrian access from buildings to sidewalks • Limit parking between buildings and the street • Rain gardens/bioswales for stormwater

		<ul style="list-style-type: none">• Planted median
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COMMERCIAL & MIXED-USE PRINCIPLES & GUIDELINES

In assessing how a proposed project addresses specific design guidelines, weight should be given to the location of the property, topographic characteristics, size and shape, disposition of adjacent properties, etc. For example, the specific character of the Community Commercial zoned properties differ based on their general location, topography, and surrounding built environment. For instance, one of the Community Commercial properties located in the Southwest portion of the City has an auto oriented feel as it is surrounded by Highway 14 and Southeast 6th Avenue. Another property located in Grass Valley has a somewhat rural feel as it is surrounded by residential and wetlands. However, even though each area has a different feel, they all have direct linkages to surrounding neighborhoods and, therefore, these properties should provide a pedestrian friendly environment (one of the specific design principles) to the degree possible along major street frontages.

DESIGN PRINCIPLES

The following design principles are intended to be applied to all new commercial and mixed-use developments, redevelopments (including change in use, i.e. residential to commercial), or major rehabilitations (exterior changes requiring a building permit). Properties shall develop in a manner that portrays a quality image of the community.

- On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All required on-site parking areas shall be screened with landscaping.
- Retail frontage setbacks shall not exceed 25 feet from back of curb
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive which includes (not limited to):
 - Window and door placement shall provide a high degree to transparency at the lower levels of the building, maximize visibility of pedestrian active uses, provide human-scaled architectural pattern along the street and establish a pattern of individual windows and exterior openings within building facades that provides a greater variety of scale through material variation, detail and surface relief.
 - Office and retail building shall provide a minimum solid to void ratio of 60%/40%
 - Storefront windows shall be used frequently to enliven the sidewalks.
- Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.
- Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance or creates a cohesive development.
- Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes its impact on adjacent lower intensity uses.
- Walls shall be broken up to avoid a blank look and to provide a sense of scale.
- Outdoor lighting shall not be directed off site.

DESIGN GUIDELINES

The design guidelines developed for commercial and mixed-use developments are intended to serve as a guide. A project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

Landscaping & Screening

- A *landscaping/vegetation plan* needs to identify the type of plants or trees to be planted within the foreground of the visual area (or street intersection). The use of vegetation native to the Pacific Northwest (or Camas) should be encouraged, with the exception of noxious weeds. Low maintenance/hardy landscaping should also be encouraged. A list of low maintenance/hardy materials is available upon request.
- Intersections should be illuminated, but not dominated by lighting. Incorporating lighting into the landscape should be encouraged to illuminate the quality of the natural environment. Low voltage, non-glare, indirect lighting should be used exclusively for landscaping. Street lighting, such as light poles and lamps, should be compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future. Surrounding sites should be screened from parking and building lighting.
- Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park like environment. Parking lot landscaping should be credited toward the total landscaping requirement. (see exhibit 9)
- Commercial developments should be encouraged to include a community information kiosk. The kiosk could be used to provide community information and/or incorporate historic/heritage information relating to the specific site or surrounding area.

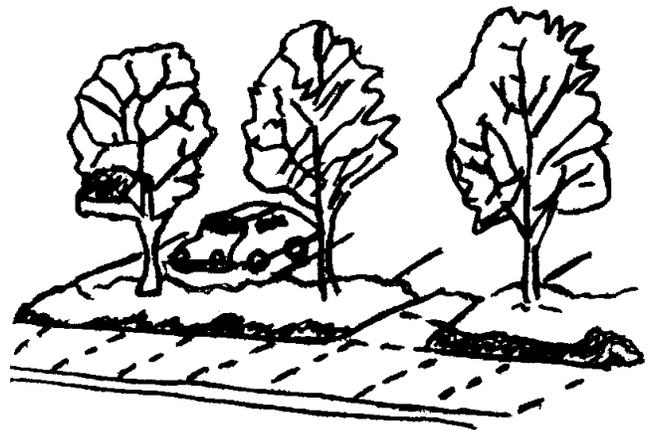


Exhibit 9.

Massing & Setbacks

Specific guidelines that should be addressed include:

- Since buildings define circulation routes, they should be placed as close to streets and roads as the zoning code allows before being set back to the interior or rear of the lot, unless site constraints make it impossible or characteristics of surrounding properties already developed make it incompatible. (see exhibit 10)
- Commercial structures abutting residentially zoned areas should be designed to mitigate size and scale differences.
- On-site parking areas should be placed to the interior of the site whenever possible. (see exhibit 10)

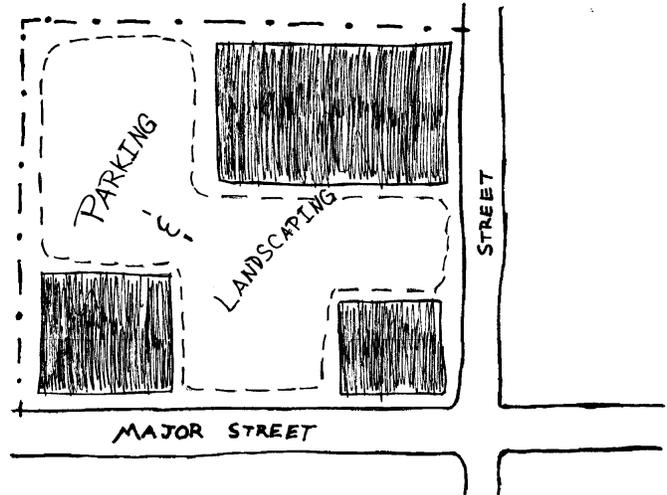


Exhibit 10.

Architecture

- Developments surrounded by residential areas or adjacent to residentially zoned properties should be built with a residential feel (i.e. size, scale, and materials compatible with neighboring buildings).
- Buildings over two stories should have the third story and above offset from the first two stories, if surrounding developments are less than three stories or land uses designations on adjacent sites do not allow more than three story development.
- Outdoor lighting shall be hooded or shielded so as not to directly light adjoining or neighboring properties.

Circulation & Connections

Most vacant and redevelopable commercial land within the City of Camas will occur along existing roads or areas that have established circulation and connections. Therefore, the scope of appropriate regulations in regards to connections and circulation is limited.

- Pathways define traffic/pedestrian movement. Buildings brought up to the road help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements, as well as provide a secure and pedestrian friendly environment.
- New streets intersecting commercial properties should be designed to create a safe environment. “Coving” techniques and “round-a-bouts” should be considered for traffic calming when appropriate.

MULTI-FAMILY PRINCIPLES & GUIDELINES

Multi-Family structures vary significantly in form, scale, and function. Even a specific Multi-Family type (i.e. apartment building, townhouse, duplex, etc.) can vary in size and shape depending on the land use zone in question and site configuration. Therefore, a separate set of Design Review principles and guidelines have been developed for three separate multi-family structure categories:

Multi-Family Structures:

- Stacked Housing
(Apartments)
- Townhome/Rowhouse
- Duplex/Tri-plex/Four-plex

The multi-family design principles and guidelines are intended to be applied to all new development, redevelopment (including change in use, e.g. commercial to multi-family), or major rehabilitation (exterior changes requiring a building permit), unless otherwise noted in each subsection of this chapter.

STACKED HOUSING (APARTMENTS)

All structures that have separate living units located on top of one another are considered stacked housing. This includes garden apartments, flats, and low-, mid-, and high-rise structures. The principles and guidelines developed for this housing type are intended to be applied regardless of the underlying land use designation.

Design Principles

- All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than 6-10 spaces.
- Stacked houses abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.
- Buildings shall have their principal pedestrian entrance along a street, open space or mid-block passage with the exceptions of visible entrances off a courtyard.
- Walls shall be articulated in order to avoid a blank look and to provide a sense of scale and shall provide a minimum solid to void ratio of 70%/30%.
- Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street.
- Attached garages shall account for less than 50% of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.
- Stoops, porches and direct individual entries should be encouraged for ground-floor units.

Design Guidelines

The design guidelines developed for stacked housing are intended to serve as a guide to the development community (or project proponent). A project should not be expected to meet every design guideline as long as it can show it can achieve the overall intent of the design principles. However, the project proponent is expected to adequately address each guideline and if it cannot meet a specific guideline, then provide an explanation as to why and how it will mitigate and still meet the intent of the design principles.

Landscaping & Screening

A landscaping plan shall be submitted to the City that identifies:

- The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.
- Landscape lighting should be low voltage, non-glare, and indirect. Street lighting, such as light poles and lamps, should be compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future or a nostalgic theme compatible with the proposed development is desired. Surrounding sites should be screened from parking and building lighting.
- Parking spaces should be clustered in small groupings. Groupings should be separated by landscaping to create a pedestrian friendly, park-like environment. Parking lot landscaping should be credited toward the total landscaping requirement. (see exhibit 9)
- Green belts should be used to separate different uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial (DC) zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

Circulation & Connections

The following guideline is important to consider in terms of public safety or the perception thereof:

- Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of-way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.

TOWNHOMES & ROWHOUSES

Townhomes and rowhouses tend to be made up of several one to three story units that are attached (or connected) by a common wall. For the Design Review process, the Townhome/Rowhouse regulations address structures with two to five units attached by a common wall and configured in a townhouse style of structure. The principles and guidelines developed for this housing type are intended to be applied regardless of the underlying land use designation.

Design Principles

- All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.
- Buildings shall be used to define the streetscape unless site conditions prove prohibitive.
- Structures abutting or located in single family residentially zoned areas shall be designed to mitigate size and scale differences when appropriate.
- Walls shall be articulated in order to avoid a blank look and to provide a sense of scale and shall provide a minimum solid to void ratio of 70%/30%.
- Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.
- Attached garages shall account for less than 50% of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

Design Guidelines

The design guidelines developed for townhomes and rowhouses are intended to serve as a guide to the development community (or project proponent).

Landscaping & Screening

A landscaping plan shall be submitted to the City that identifies:

- Green belts should be used to separate different uses or intensity of uses whenever possible. (see exhibit 3)
- The vertical intensity of landscaping should increase as the height of the structure increases. With the exception of properties located in or abutting the Downtown Commercial zone, greater setbacks can be used to create a greater buffer and lessen the need for more intense vertical landscape materials.

Circulation & Connections

The following guideline is important to consider in terms of public safety or the perception thereof:

- Pathways define traffic/pedestrian movement. Buildings brought up to the public right-of-way help define these movements. Trees and/or planting strips shall be used for separating vehicles and pedestrian movements as well as providing a secure and pedestrian friendly environment.

DUPLEX, TRIPLEX, & FOUR-PLEX

Duplexes, triplexes, and four-plexes tend to be constructed to resemble single family homes. For the design review process, the Duplex/Triplex/Four-plex regulations address structures with two to four units attached by a common wall that are configured to resemble a single-family style of structure. The specific principles and guidelines developed for this housing type are mandatory and intended to be applied regardless of the underlying land use designation.

Design Principles

- Garages shall account for less than 50% of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.
- Buildings shall provide a complementary façade that faces the public right of way, and should be the primary entrance to a unit or multiple units, unless impracticable.

Design Guidelines

Architecture

- Garages shall account for less than 50% of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.