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Project Narrative

Zoning Permit and Design Review Board

Visconsi Medical Office Building

PREPARED BY
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PREPARED FOR	CLIENT ADDRESS
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SITE ADDRESS	PROJECT NO.	DATE	JURISDICTION
NWC - Medical Center Drive & 212th St NE Arlington, WA 98223	24413	10/06/2025	City of Arlington

Project Overview

The scope of the project includes the construction of a three-story 30,000-square-foot Medical Office Building. The proposed site improvements include new asphalt paving to support 121 surface parking stalls, exterior lot lighting, stormwater improvements, utility connections, and perimeter and interior landscaping.

The subject property is located at the northwest intersection corner of 212th Street N.E. and Medical Center Drive in Arlington, Washington. The subject property is split zoned between Medical Services (MS) and Residential High-Capacity (RH) zoning designations. Surrounding land uses include medical offices to the north, multifamily attached residential to the east, residential and medical facilities to the south, and hospital/clinic facilities to the west. There is a surface parking lot located directly adjacent to the northeast corner of the lot and a heliport located directly adjacent to the west side of the lot. The proposed use is compatible with the surrounding existing land uses. The project is expected to be reviewed under the MS district standards in accordance with AMC 20.36.105(a).

The existing condition of the site includes substantial topographic elevation change, sloping down from the northwest to southeast across the site. Retaining walls are proposed to be constructed to accommodate grading along both the south and east sides of the site with heights up to approximately 11 to 12 feet.

Operational Characteristics

The proposed Medical Office Building will operate exclusively as an outpatient facility. Hours of operation will generally fall between 7:00 a.m. and 7:00 p.m., though exact hours are subject to change and to be determined. Ambulance services will not be provided on site; the only circumstance in which an ambulance would arrive is in response to a 911 emergency, consistent with any other public location.

The building program generally includes the following considerations:

- First floor: Imaging suite (X-ray and ultrasound), clinical laboratory (phlebotomy/blood draw), and urgent care clinic.
- Second floor: Primary care medical offices.
- Third floor: Shelled space for future expansion of primary care services

This facility is intended to enhance access to outpatient healthcare services for the community while operating within the scope of a standard medical office building. No overnight patient stays, inpatient care, or dedicated emergency services will be provided.

Access and Site Design

A full-access driveway is proposed onto 212th Street N.E. near the southwest corner of the subject property and furthest away from the intersection with Medical Center Drive. Additionally, a full-access driveway to be located at the northwest corner of the subject property is proposed onto Medical Center Drive. The building is proposed near the southeast corner of the subject property near the intersection corner. All parking areas are located to the side and rear of the building.

Architecture

The proposed medical facility building is visually interesting and designed to be compatible with the existing buildings within the surrounding area. The building will be constructed with a variety of high-quality building materials including textured concrete, metal panels (simulated wood), and brick veneer. The building includes three stories and stands at a height of 43 feet 6 inches. Color elevations and a materials board are enclosed with the application for review and approval.

The building's façade includes several large windows situated inside various bays spaced at 20 feet. The building features a prominent entrance with a dark grey glass door surrounded by glass panels. Overall, the building's aesthetics and design will add to the overall appeal of the surrounding community by creating an interesting and well-designed building in a prominent corner of the Medical Services district.

Development Standards

The project is expected to be reviewed under the MS district standards in accordance with AMC 20.36.105(a) for split-zoning provisions. The project design is intended to satisfy all the zoning standards for the MS district. Please see below for demonstration on how the project satisfies the applicable dimensional standards.

Requirement	Proposed
Dimensional Standards:	
Minimum Lot Size: 10,000 SQFT	Total project lot size is 103,081 square feet (after BSP).
Minimum Lot Width: 70 feet	The project lot width is approximately 380 feet.
Minimum Setbacks -Front – 25’ -Interior – 10’ -Corner – 10’ -Rear – 10’	Medical Services Drive – 10 feet. 212th Street N.E. – 34 feet (trash enclosure). Side (West) – 85 feet.
Maximum Building Height: 50’	43 feet 6 inches.
Landscaping Requirements -Front Yard, Type B: 5’ in width -Side Yard, Type C: 5’ in width -Reard Yard, Type C: 5’ in width **Parking Area Shading: 20%**	Medical Services Drive – 37 feet. 212th Street N.E. – 22 feet. Side (West) – 5 feet. Parking Area Shading – 22.79 percent.
Parking / Loading Requirements -1 space per 400 SQFT of gross floor area (Required = 75) -Bicycle Facilities: 10% of the required (8 Spaces Required)	The project proposes a total of 121 parking spaces to satisfy the minimum parking requirements.

-EV Parking (Required - 8 EV Spaces): • 10% of total for EV Charging Stations • 10% of total for EV-Ready • 10% of total for EV-Capable	A total of two bicycle racks is provided near the northern façade, with capacity for a total of eight bicycles. A total of nine EV Charging Stations is proposed, including one accessible van space with an EV Charging Station.

Responses to Development Design Standards:

The following written responses are provided to demonstrate design compliance with the Citywide Development Design Standards.

SECTION 1.0: STREET CHARACTER

1.0 Street Character and Liveliness: 1.1 Inhabited Streets

1.1.1 Intent
To create streets that encourage pedestrian activity. Livelier street edges are healthy places for people to inhabit and make streets safer.

1.1.2 Applicability
This standard applies to all residential, mixed-use, multi-family, commercial, and industrial development within all zones of the city.

1.1.3 Standards
1.1.3(a) The street side of developments under 1.1.2 Applicability shall appear inhabited.
1.1.3(b) New development will accommodate human activity by providing balconies, terraces, and yards for residents use and neighborly interaction.
1.1.3(c) In mixed use buildings, retail elements like large windows, canopies, and integrated signage shall be incorporated into the design to add activity by enhancing the shopping experience.
1.1.3(d) Entrances, porches, balconies, decks, and seating shall be located to promote pedestrians' use of the street edge by providing weather protection, security, and safety.

Response: This is a proposed medical office building, and not all standards are applicable. The proposed medical facility has been designed so that its street-facing façades appear active and inhabited. Due to the existing grade difference between the street and the building pad, accessible walkways, ramps, and landscaped transitions have been carefully integrated to bridge this elevation change onto Medical Center Drive. These features ensure that despite the grade separation, the project maintains a visible and welcoming presence at the street edge and activates the pedestrian realm.

SECTION 2.0 PEDESTRIAN ENVIRONMENT

2.0 Pedestrian Environment: 2.1 Access to Buildings from the Street

2.1.1 Intent
2.1.1 (a) To provide a greater sense of association and identification. Lack of clear building entries deadens the streetscape.
2.1.1 (b) To improve pedestrian success, convenience, and circulation.

2.1.2 Applicability
This standard applies to all development subjects to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards)

2.1.3 Standards
2.1.3(a) Provide clearly marked entries from the street. Entries from parking lots shall be subordinate to those related to the street. When possible, parking lots shall be accessed from an alley or side street.

Response: The site will have clearly marked signage orienting vehicular traffic to the medical facility. Access is both from main street (212th Street N.E. and Medical Center Drive).

2.1.3(b) Parking garage entries shall be designed to complement, but not to subordinate the pedestrian entry.

Response: Not applicable. There is no parking garage.

2.1.3(c) Parking lots and garages, when possible, will be accessed from alleys or side streets.

Response: A full-access driveway to be located at the northwest corner of the subject property is proposed onto Medical Center Drive. Additional access to the site will be via 212th Street N.E. at the southwest corner of the subject property and furthest away from Medical Center Drive. There is not an alley access.

2.0 Pedestrian Environment: 2.2 Screening Blank Walls and Retaining Walls

2.2.1 Intent
To reduce the negative visual impacts of blank walls on the pedestrian environment.

2.2.2 Applicability
This standard applies to all development subjects to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

2.2.3 Standards
Blank walls
2.2.3(a) Buildings may not orient large areas of blank walls to the street.
2.2.3(b) Ends of buildings shall be designed and articulated with the windows and other architectural elements.
2.2.3(c) Screen blank walls with landscaping, architectural features, or art. Examples of such treatment include, but are not limited to:
2.2.3(c)1 Installing trellises for vines, green walls, and other plant material in conjunction with a planting strip.
2.2.3(c)2 Provide landscaped planting beds.
2.2.3(c)3 Incorporating artwork (a mural, sculpture, relief, etc.) on the wall surface.
2.2.3(c)4 Incorporating decorative tile, or masonry of varying materials or patterns.

Response: The proposed building incorporates a combination of material variation and windows to provide articulation and minimize the amount of blank wall areas along each street-facing façade. Additionally, a combination of trees and shrubs is provided within planting beds located

between the building and right-of-way and satisfies the minimum landscape planting requirements.

Retaining Walls
2.2.3(d) Retaining walls may be of materials that reduce their scale, such as brick, rock or stone, or treated sculpturally to appear less monolithic. Hanging or climbing vegetation can soften the appearance of retaining walls.
2.2.3(e) High retaining walls may be sloped or terraced down to provide landscaping setbacks, especially if they are close to the sidewalk.
2.2.3 (f) Retaining walls that are visible from the public right -of-way shall be designed with a textured face.

Response: Retaining walls are proposed along both rights-of-way and will be constructed of acceptable materials such as brick rock, stone, or other approved method with a textured face. Section details of walls to be provided during the construction permitting process. Landscape setbacks and planting standards are still satisfied after consideration of the retaining walls.

2.0 Pedestrian Environment: 2.3 Service Element Screening

2.3.1 Intent
To provide appropriate and sufficient screening of elements which detract from the streetscape. These elements include trash rooms, dumpsters, utility connections, and mechanical equipment.

2.3.2 Applicability
This standard applies to all development subjects to these design standards pursuant to AMC 20.46.010 (Conformance with Design Guidelines or Standards).

2.3.3 Standards
2.3.3.1 Use generous and appropriate plant material in well maintained planting beds to create a visual buffer to service elements. Vegetation shall be of hardy native varieties and must be at least 50% non-deciduous to provide screening throughout the year. Incorporate planting beds and low planter walls as part of the architecture. Provide a framework of plants to grow on like an arbor or trellis.
2.3.3.2 Provide a durable and attractive structure to screen dumpsters and trash areas that are constructed of wood, metal, or concrete blocks (chain link or even slated chain link is not allowed). Trash areas may not open directly onto the sidewalk. Dumpsters must never be in the right-of-way.
2.3.3.3 Utility meters, electrical conduit, and other service lines may not be mounted on the fade facing the street and should not be visible from the street.
2.3.3.4 Gutter downspouts on the front fade shall be visibly integrated into the design of the building.

Response: The primary service elements on the site include a transformer and trash enclosure. The proposed transformer is located near the southern façade of the proposed building. The open sides of the transformer are proposed to be screened with a combination of Emerald Green Arborvitae and flowering plants to provide screening in addition to the standard Type C buffer abutting the right-of-way. The proposed dumpsters will be enclosed within a masonry trash enclosure constructed of concrete blocks that will fully screen the trash service areas from public view. The enclosure will be approximately 7 feet 4 inches in height.

Utility meters, electrical conduit, and other service lines will be integrated within the landscape design for the project to minimize aesthetic impacts from the street. Gutter downspouts on the front façade are architecturally integrated into the building design.

2.0 Pedestrian Environment: 2.4 Screening Parking Lots

2.4.1 Intent
2.4.1.1 To improve the streetscape and help to define the street.
2.4.1.2 To reduce the negative visual impact of asphalt lots and parked vehicles
2.4.1.3 These standards can be used to upgrade existing parking lots, especially when redevelopment of the property has occurred.

2.4.2 Applicability
This standard applies to all parking lots adjacent to or in close proximity to public sidewalks.

2.4.3 Standards
2.4.3.1 All parking lots and storage, loading, or maintenance areas within visual proximity of the public sidewalk shall be screened from the sidewalk by one of these two methods:
2.4.3.1(a) Provide a screen wall at least 2 -1/2 feet high, of durable and attractive materials. Incorporate a continuous trellis of grillwork with climbing plants.

Response: Not applicable. See response for 2.4.3.1(b).

2.4.3.1(b) Provide an opaque landscaped perimeter bed or hedge at least 2 -1/2 feet high, as shown.

Response: The site plan incorporates perimeter landscaped beds along all public street frontages and property edges adjacent to parking. These beds are designed to form an opaque hedge at a minimum installed height of 2 1/2 feet.

2.4.3.1(c) Fences around parking areas shall be decorative iron, masonry, rock, wood, or similar permanent material and not be more than 70% solid. In the General Industrial and Light Industrial zones only, chain link fencing may be used for security of the site and shall be black vinyl (galvanized finish and slats are not permissible).

Response: Not applicable. See response for 2.4.3.1(b).

2.0 Pedestrian Environment: *2.5 Screening Parking Garages*

Response: This section is not applicable to the project.

2.0 Pedestrian Environment: *2.6 Parking Garage Entries and Driveways*

Response: This section is not applicable to the project. There is not a parking garage as part of the development.

2.0 Pedestrian Environment: 2.7 Lighting Design

2.7.1 Intent
2.7.1(a) Highlight key site elements (vehicular/pedestrian intersections, paths/sidewalks, entrances) to enhance safety and security.

2.7.1(b) Provide a safe pedestrian environment by reducing glare from tall, high-intensity fixtures.

2.7.2 Applicability
Applies to all development subject to AMC 20.46.010.

2.7.3 Standards
2.7.3.1 Provide indirect light to sidewalks beneath elements like trees, canopies, and entryways.
2.7.3.2 Use pedestrian-scale lighting (10'–12' poles) on residential/shopping streets and parking areas; 3'–4' bollards may illuminate paths/walkways.
2.7.3.3 Shield light sources to reduce glare to public thoroughfares and adjacent properties.
2.7.3.4 Large pole-mounted lighting near residences must be properly sited/directed to eliminate glare.
2.7.3.5 Integrate exterior lighting with architectural/landscape design; fixture styles should complement the building while providing appropriate, safe levels of light. Use lighting to accent architectural features.
Minimum Lighting Levels (foot-candles):

• Building Entries: 4 • Sidewalks: 1–3 • Pedestrian Paths: 1 • Parking Lots: 0.5

Response: A lighting and photometric plan with cut sheets of the fixture types will be provided to demonstrate compliance with the above standards.

SECTION 3.0 LANDSCAPING

3.0 Landscape Design: 3.1 Continuity Along the Street

3.1.1 Intent
3.1.1(a) Reinforce the landscape character of a street or neighborhood.
3.1.1(b) Enhance existing neighborhoods.

3.1.2 Applicability
Applies to all development subjects to AMC 20.46.010.

3.1.3 Standards
3.1.3.1 Infill on existing streets shall enhance and preserve the street's distinctive, positive qualities.
3.1.3.2.3 Reinforce existing landscape character via one or more of the following:
Street trees: Match or complement existing species in color, ultimate size, and characteristics.
Similar plant materials: Use species typical of the neighborhood's historic period.
Similar landscape designs: Respect formal vs. naturalistic patterns.
Similar construction materials/textures/colors/elements: Extend low walls, compatible paving, or similar stair construction.
Similar fixtures/levels: Use consistent pedestrian-scale light fixtures and light levels.

Response: The Landscape Plan for the project proposes a combination of Vine Maple and Western Red Cedar trees along the public right-of-way. The trees were selected to be compatible with the existing landscape planting areas within the vicinity of the site while satisfying the minimum plantings standards of the City landscape requirements. A detailed landscape planting plan with a planting schedule of all trees and shrubs is included for review and approval.

3.0 Landscape Design: 3.2 Parking Lots

3.2.1 Intent
3.2.1(a) Reduce the apparent size of parking lots.
3.2.1(b) Reduce summer heat/glare adjacent to parking.
3.2.1(c) Improve views of parking areas for pedestrians, occupants, and passersby.

3.2.2 Applicability
Applies to all parking lots.

3.2.3 Standards
3.2.3.1 Provide landscaped/screened perimeters and integrate deciduous trees and planting beds within parking areas.
3.2.3.2 Use drought-resistant landscaping; drip irrigation is encouraged; indigenous species recommended.
3.2.3.3 Where vehicles overhang landscaping, reduce stall depth by 2 feet to increase bed depth by 2 feet. Where overhangs occur on both sides of an interior strip, the minimum inside curb-to-curb planter dimension is 7 feet.
3.2.3.4 Landscape planting beds shall include:
(1) 1 tree per 7 stalls
(2) 1 shrub per 20 sq ft of landscape area
(3) Groundcover between all shrubs and trees
3.2.3.5 Planting beds may be square and rotated 45° to perpendicular parking where appropriate; landscaping shall be drought-resistant.
3.2.3.6 Coordinate tree locations with luminaires/utilities to maintain minimum light levels after tree maturation.

Response: A combination of Vine Maple and Western Red Cedar trees are proposed along the perimeter of the parking lot areas. All landscape plantings are considered drought-resistant and will be provided with drip irrigation. A Preliminary Landscape Plan Set with Irrigation Plan and Schedule is enclosed with the application for review and approval.

A total of 18 trees is required for the 121 parking spaces on the site. The project proposes a total of 23 Thornless Honeylocust trees within the parking areas to satisfy the minimum landscape requirements. Please refer to the Preliminary Landscape Set for a full schedule of trees and shrubs with quantities that are included within the parking area.

SECTION 4.0 STREET TRANSITIONS

4.0 Transition Between Occupied Spaces & Street:
4.1 Buffering Private Spaces

4.1.1 Intent
Create a transition between occupiable building areas and the street that provides security and privacy.

4.1.2 Applicability
Applies to all projects with residential or commercial spaces adjacent to the street front.

Response: This section is not applicable to the project.

SECTION 5.0 NEIGHBORHOOD CHARACTER

5.0 Neighborhood Character: 5.1 Creating Streetscape Compatibility

5.1.1 Intent
(a) Enhance the positive character of the street.
(b) Define the street as a coherent space ("room").
(c) Fit compatibly within a neighborhood.
(d) Provide pleasant, safe pedestrian circulation and clear access.

5.1.2 Applicability
AMC 20.46.010.

5.1.3 Standards
5.1.3.1 Site buildings to acknowledge and reinforce existing street characteristics; in established areas, align front setbacks with neighboring buildings.

5.1.4 Exception
5.1.4.1 Vary setbacks to preserve natural features, protect views, or support other urban design goals.
5.1.4.2 Ensure continuous sidewalks to enhance pedestrian movement.

Response: The proposed medical office building has been sited and designed to respect and reinforce the existing character of Medical Center Drive and Tveit Road. The primary building frontage is oriented toward Medical Center Drive, consistent with the corridor's institutional and medical character. Setbacks meet the City's required standards. While portions of the site are buffered by required parking and landscaping, the building massing and entry placement establish a consistent rhythm with neighboring development. Landscaping along the perimeter reinforces the street edge and softens transitions to surface parking.

5.0 Neighborhood Character: 5.2 Orienting the Building to the Street

5.2.1 Intent
(a) Require buildings to front streets to enhance character.
(b) Enhance pedestrian access and walking.
(c) Encourage neighbor interaction.

5.2.2 Applicability
AMC 20.46.010.

5.2.3 Standards
5.2.3.1 Provide a front face to the street; façades shall relate to the street.
5.2.3.2 Do not site buildings so that entrances/uses are unclear.
5.2.3.3 Accessory/detached structures or garages shall be subordinate and placed to the side/rear, at least 8 feet behind the primary façade (see AMC 20.48).
5.2.3.4 Provide clear pedestrian entries from the street.
5.2.3.5 Compose architectural elements to add interest to façades.
5.2.3.6 Provide a public-to-private transition (e.g., landscaped front yard, low fence/wall, recessed entry, courtyard).

Response: The building is oriented to front Medical Center Drive, the primary street frontage, to reinforce the existing medical corridor character. The main entry is clearly visible from the street, establishing a presence that contributes to the area's identity. Although there is a grade difference between the street and the building pad, accessible routes and landscaped transitions have been incorporated to maintain safe and comfortable walking conditions. Pedestrian access has been enhanced through a system of sidewalks and walkways that connect the building entry to parking areas and to the public sidewalk.

5.0 Neighborhood Character: 5.3 Compatibility within Emerging Centers

5.3.1 Intent
(a) Integrate development within mixed-use commercial areas, placing shopping/employment within walking distance.
(b) Create pedestrian-friendly environments.
(c) Encourage transit use.

5.3.2 Applicability
AMC 20.46.010.

5.3.3 Standards
5.3.3.1 In higher-density mixed zones, orient buildings to the street and respect adjacent residential projects.

Response: Not applicable. The subject property is not located within a high-density mixed-use zone.

5.3.3.2 Site residential uses to mitigate views of parking/service areas and to support pedestrian circulation; site late-night uses carefully.

Response: Not applicable.

5.3.3.3 Avoid suburban housing models; group buildings to orient to courtyards/gardens and away from service/parking areas.

Response: Not applicable. Project does not include residential uses.

5.3.3.4 Locate commercial uses at the sidewalk; place residential above or behind.

Response: Not applicable. Project does not include residential or commercial uses.

5.3.3.5 Proximity to services/transit should reduce parking requirements; encourage structured parking.

Response: The project site is located at the intersection of Medical Center Drive and Tveit Road, within walking distance of Community Transit bus routes (220 and 230) and adjacent to other medical and commercial services. Given site constraints, including topography and project scale, structured parking was not incorporated.

5.3.3.6 Provide pedestrian circulation through multi-family complexes linking entries/parking to adjacent uses; interconnect with clear, well-lit paths; provide steps/ramps and gates where needed to overcome barriers and connect to transit.

Response: Not applicable. Project does not include residential uses.

SECTION 6.0 ADJACENT PROPERTIES

6.0 Adjacent Properties: 6.1 Retaining Privacy and Solar Access

6.1.1 Intent

(a) Reduce impacts on privacy, comfort, and use of neighboring yards/homes.
(b) Prevent new development from depriving adjacent homes of direct sunlight.

6.1.2 Applicability

All new non-single-family development adjacent to residential uses.

6.1.3 Standards

6.1.3.1 For buildings projecting beyond adjacent homes:
(a) Limit length/height of rear-yard projections to reduce impacts.
(b) Step back upper floors or increase side setbacks to maintain sunlight to neighboring yards.
(c) Minimize/screen windows, decks, balconies overlooking neighboring yards.

Response: The subject property is not located adjacent to any residential uses. The nearest residential uses are located on the opposite side of Medical Center Drive. This separation, combined with the street right-of-way and existing grade difference, helps provide additional screening and a buffer from the nearest residential uses. The project does not include rear-yard projections that extend into residential lots. All building massing is contained within required setbacks.

The building height and scale are consistent with surrounding medical and commercial facilities. Given the separation from residential uses by a public street and existing grade, there is no direct overlook of neighboring yards from windows, and privacy for residential properties is preserved.

6.0 Adjacent Properties: 6.2 Parking Adjacent to Residences

6.2.1 Intent

(a) Reduce impacts of parking/service areas on adjacent homes.
(b) Retain privacy of adjacent properties.

6.2.2 Applicability

All non-single-family development adjacent to residential uses.

6.2.3 Standards

(a) Do not locate parking between residences and the street (except on-street). If surface parking cannot be at the rear, locate toward the side and screen from adjacent residences with a wall sufficient to block direct views/headlights into first floors.
(b) Provide screening walls of solid, attractive materials (masonry, ironwork, rock, wood—no chain link) or landscaping.
(c) Provide trees, trellises, or coverings to reduce views of parking from neighboring homes.
(d) Aim/locate lighting to prevent glare/intrusive light on neighboring properties; use pedestrian-scale fixtures/poles that reduce glare.

Response: Parking areas are not located between residences and the street. The only residential uses are across Medical Center Drive, separated by the public right-of-way and existing grade change. Parking has been placed alongside and behind the building. All surface parking areas along the street frontage are buffered with landscaped screening beds designed to minimize the potential for headlight glare and limit direct views into first-floor windows of residences across the street.

The perimeter landscape plan includes street trees and shrub beds along Medical Center Drive, which soften views into the parking lot. These plantings, combined with site grading, reduce visibility of parked cars from residential vantage points.

Site lighting is designed with cutoff fixtures and oriented inward to prevent glare or intrusive light onto adjacent properties and the rights-of-way.

SECTION 7.0 SITING

7.0 Siting: 7.1 Creating Usable Open Space

7.1.1 Intent
Provide inviting, well-defined outdoor spaces.

7.1.2 Applicability
All development with a multi-family residential component.

Response: Not applicable. Project does not include residential uses.

7.0 Siting: 7.2 Siting Parking Areas

7.2.1 Intent
(a) Reduce automobile impact while retaining accessibility/safety.
(b) Allow buildings to reinforce the street rather than face large parking areas.
(c) Enhance pedestrian access/safety by reducing curb cuts/driveways across sidewalks.

7.2.2 Applicability
All development with new parking lots or stalls.

7.2.3 Standards
7.2.3.1 Locate off-street lots/stalls for more than one car to sides/rear; not in front yards.
7.2.3.2 On corner lots, do not locate parking at the intersection corner.
7.2.3.3 Do not allow driveways/garages to dominate the street front.
7.2.3.4 Use alley access where available to reduce curb cuts.
7.2.3.5 Provide on-street parallel parking where appropriate.
7.2.3.6 Provide clear, well-lit paths from parking to the street and building entrance.

Response: Off-street parking stalls are located to the side and rear of the building. No parking is proposed within the front-yard setback areas, ensuring that the building frontage and landscaping define the street edge rather than vehicle areas. No parking has been placed directly at the intersection corner; instead, the corner is landscaped to maintain visibility, safety, and an attractive street presence. Driveways are limited and positioned so that parking and vehicular areas do not dominate the street frontage. Alley access is not available for this site. Parallel on-

street parking is not provided directly adjacent to the site due to the functional classification of Medical Center Drive and traffic safety considerations.

7.0 Siting: 7.3 Siting Service Elements

7.3.1 Intent
Thoughtfully site trash and service areas to balance access with screening.

7.3.2 Applicability
AMC 20.46.010.

7.3.3 Standards
7.3.3.1 Locate service areas to avoid negative visual/physical impacts on the street environment.
7.3.3.2 Site/screen mechanical equipment so it is not visible from the sidewalk.
7.3.3.3 Where possible, locate trash/recycling/loading in an enclosed service room off an alley/side drive or within a garage.
7.3.3.4 If visible from the street, follow Standard 2.3.3.2 (Screening Dumpsters and Trash Areas).
7.3.3.5 Do not block pedestrian access with service elements.
7.3.3.6 Integrate mailboxes, meters, trash, lighting, etc., into the overall project design.

Response: Mechanical equipment will be screened from view by parapets, landscaping, or architectural enclosures so that it is not visible from the public sidewalk or right-of-way. Trash and recycling areas are located within a masonry enclosure to mitigate visual impacts from the right-of-way. Pedestrian pathways are designed to remain clear of service areas, ensuring that pedestrian access to the building and site circulation is never obstructed by service functions. Mailboxes, utility meters, trash facilities, lighting, and other service elements are incorporated into the site and building design to blend with architectural materials and landscaping, maintaining a cohesive and attractive appearance.

SECTION 8.0 TRANSIT

8.0 Transit Facilitation: 8.1 Integrating Transit into Site Planning

8.1.1 Intent
(a) Encourage transit use by improving convenience.
(b) Integrate transit/bus shelters compatibly into neighborhoods.
(c) Shelter users from wind/rain.

8.1.2 Applicability
AMC 20.46.010.

8.1.3 Standards
8.1.3.1 For projects with >20 leasable units, identify transit alternatives and nearby stops for reviewers.
8.1.3.2 Where feasible, coordinate with transit providers to place new stops to enhance accessibility.
8.1.3.3 Incorporate shelters as integral building elements when possible.
8.1.3.4 Place large parking areas at sides/rear.
8.1.3.5 Connect building entrances, transit facilities, and parking by paved sidewalks.
8.1.3.6 Eliminate pedestrian barriers (e.g., walls, swales, landscaping that obstructs movement).

8.1.3.7 Provide benches with backrests, trash containers, clear signage, pedestrian lighting, and well-maintained landscaping at transit stops.
8.1.3.8 Orient entrances toward transit facilities and clearly mark routes.

Response: While many of these items are not applicable to this development as there is not a transit/housing nexus, the project still supports transit use by providing convenient pedestrian access to the existing Community Transit bus stop located at the corner of Medical Center Drive and Stillaguamish Avenue, adjacent to the development site. Direct walkways connect the building entrance and parking areas to the public sidewalk network, improving convenience for employees, patients, and visitors who choose to use transit.

8.0 Transit Facilitation: 8.2 Pedestrian Circulation to Multi-Family Complexes

8.2.1 Intent
Eliminate physical barriers that impede pedestrian circulation between multi-family complexes and destinations like transit and shopping.

8.2.2 Applicability
All multi-family residential development.

Response: Not applicable. There are no residential uses.

SECTION 9.0 ARCHITECTURAL CHARACTER

9.0 Architectural Character: 9.1 Consideration of Site Conditions

9.1.1 Intent

(a) Encourage design tailored to specific site conditions.

(b) Ensure compatibility with neighborhood context.

9.1.2 Applicability

AMC 20.46.010.

9.1.3 Standards

9.1.3.1 Building design, site location, and layout shall respond to site conditions, including:

Topography

9.1.3.3 Reflect natural topography; step buildings to accommodate elevation changes.

Response: The subject property does not reflect natural topography based on review of existing conditions that depict a pre-graded condition. The site slopes steeply in the existing condition near the right-of-way. The proposed design implements retaining walls where appropriate to accommodate the proposed improvements and elevation changes across the site.

9.1.3.4 Where neighbors address similar topography positively/consistently, consider a similar response.

Response: No similar conditions identified within the immediate vicinity of the site.

9.1.3.5 Design relative to topography to reduce parking-garage visibility.

Response: Not Applicable.

Solar Orientation

9.1.3.6 Site/mass to enhance solar exposure for the project and minimize impacts on adjacent structures/public areas.

Response: The massing is a simple square and minimizes solar heat gain through windows by limiting fenestration where low, western light becomes problematic in warming months. Shadows are not cast on adjacent structures or public areas for most of the day, as parking lots are located from the west/southwest to north to northeast aspects.

Corner Lots

9.1.3.7 Accentuate corners with changes in wall plane/roof line.

Response: Corners of the building are visually reinforced with masonry material, which creates variation from the base concrete wall to create shadow lines.

Site Size/Configuration

9.1.3.8 On small/narrow sites or narrow streets, use massing/design to minimize perceived bulk, reduce impacts, and enhance on-site open space.

Response: This design responds to existing slopes and parking requirements to consolidate the massing to the southeast corner of the site. The site is not considered small or narrow based on property line dimensions.

Natural Features

9.1.3.9 Reflect natural features (views, stands of trees, open space) by providing views and pedestrian access.

Response: The building opens the majority of its windows to the north, east, and south where street trees and longer views of the surrounding area can be found. The building is closer to the west side, responding to the location of the existing Helipad.

Pedestrian-Oriented Shopping Streets

9.1.3.10 Reinforce streetscapes with ground-level shops and pedestrian amenities.

Response: Not Applicable.

Existing Structures

9.1.3.11 Where new work shares a site with existing structures, design for compatibility with the original.

Response: Not Applicable.

***9.0 Architectural Character:** 9.2 Unifying Design Concept*

9.2.1 Intent

Unify and organize a building's character and elements (entries, windows, gardens, roofs).

9.2.2 Applicability

AMC 20.46.010.

9.2.3 Standards

9.2.3.1 Buildings shall be visibly organized by a clear concept, e.g.:

- *Axial symmetry (balanced around a centerline)*
- *Asymmetric balance (harmonious composition of similar/complementary forms reflecting context, site, or function)*
- *Courtyard organization (grouped elements defining usable outdoor space)*
- *Major architectural element (focus on arcade, gallery, or major entry)*
- *Terracing (horizontal terraces stepping a slope to reduce impact and provide decks)*
- *Environmental response (organized around views, solar, outdoor space siting)*

Response: The building uses a background material (concrete) with two other primary cladding types to define simple, harmonic 1/3 vs 2/3 asymmetries around the building. The concrete background, with a consistent rhythm of paired windows, ties all equal facades together. At the main entry, there is a deep overhang, large windows, and an entry vestibule which the cladding types respond to. An overhang accent is used at the skyline of the building to create a shadow line and cast rain away from the upper walls.

9.0 Architectural Character: 9.3 Compatibility with Neighbors

9.3.1 Intent

Enhance the character of established neighborhoods/streets.

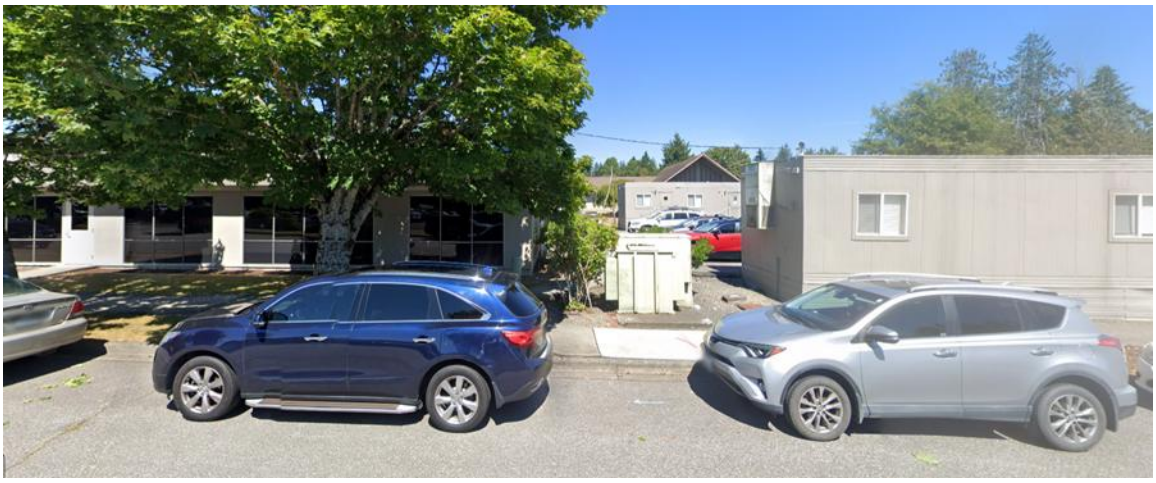
9.3.2 Applicability

AMC 20.46.010.

9.3.3 Standards

9.3.3.1 Submit materials documenting existing street/area character and identify how the project incorporates key aspects.

Response: Based on review of images below, neighboring institutional and commercial buildings are observed in the vicinity of the site. Flat rooflines, consistent window rhythm patterns, deep entry overhangs, and street setbacks are all incorporated into the design of the proposed building. A mix of masonry, concrete, and wood materials are implemented within the building design of the surrounding structures.



9.3.3.2 Unless context is poor/overridden, reflect surrounding character via:

- *(a) Unifying design concept*
- *(b) Similar proportions/scale/roofline*
- *(c) Complementary style/materials*
- *(d) Complementary window patterns/proportions*
- *(e) Similar entry configuration/relationship to street*
- *(f) Complementary architectural details/features*

Response: Flat rooflines, consistent window rhythm patterns, deep entry overhangs, and street setbacks are all incorporated into the design of the proposed building. Overall street scale is similar to Cascade Valley Hospital and Close Reach Academy, while overall massing forms are reflected in neighboring clinic buildings. Windows are grouped at the main entry, but broken out to create "punched opening," consistently patterned with many neighboring buildings.

SECTION 10.0 CHARACER AND MASSING

10.0 Character and Massing: 10.1 Articulation and Modulation

10.1.1 Intent

Reduce perceived size of new buildings and add visual interest.

10.1.2 Applicability

AMC 20.46.010.

10.1.3 Definitions

- ***Articulation:*** *Emphasis on elements (windows, balconies, entries) creating patterns/rhythm that break large masses into identifiable pieces.*
- ***Interval:*** *Distance before elements repeat.*
- ***Modulation:*** *Proportioned setback/projection in a building face.*
- ***Together:*** *Articulation, modulation, and interval create human scale.*

10.1.4 Standards

10.1.4.1 Use clear, rhythmic articulation/modulation to reduce perceived size of large buildings.

Response: In each of the three main building cladding types, windows are trimmed slightly differently to reinforce the larger building blocks. Deep overhangs at all entry and exits create shadow-lines and interest, along with a pairing of the wood material, to define and orient the user to the parts and pieces of the building. Human scaled windows and masonry units are used on all elevations to ground the building to the user experience.

10.1.4.2 Divide buildings with articulation and/or modulation at 40'–50' intervals.

Response: 20-foot intervals are used to organize the building on all elevations.

10.1.4.3 Combine methods such as:

- *(a) Façade modulation: step back/forward ≥6' (perpendicular to façade) at each interval*
- *(b) Repeating fenestration patterns at least equal to the interval*
- *(c) Architectural elements per interval (porch, balcony, bay, covered entry)*
- *(d) Roofline articulation per interval (dormers, chimneys, gables, stepped roofs)*
- *(e) Site features per interval (light fixture, trellis, tree, etc.)*

Response: Material modulations, along with paired windows and trim, are used to define elements of the building. The main entry and commons spaces are defined by larger expanses of glass and wood above. Fenestration patterns keep the building organized and we hope that in the evening, these will glow and create a classic, formal set of facades on the site's corner.

10.0 Character and Massing: 10.2 Architectural Scale

10.2.1 Intent

Improve compatibility where larger buildings are near smaller structures.

10.2.2 Applicability

AMC 20.46.010.

10.2.3 Standards

10.2.3.1 At zone transitions to smaller allowable bulk, reduce the apparent scale through articulation/modulation reflecting the size/spacing of neighboring buildings.

Response: The building stands alone on the street, but steps down at entry areas to reflect a human scale, create draw and interest. Cladding effectively breaks down the overall mass of the building both vertically at the third floor and horizontally throughout.

10.0 Character and Massing: 10.3 Roof Forms and Rooflines

10.3.1 Intent

(a) Add interest and reduce apparent size

(b) Complement neighbors with prominent roofs.

10.3.2 Applicability

AMC 20.46.010.

10.3.3 Standards

10.3.3.1 Employ at least two of the following:

- *(a) Dormers/gables/gambrel/hip or similar plane variations to break roof mass*
- *(b) Broken/articulated roofline*
- *(c) Prominent cornice/fascia/parapet emphasizing the top*
- *(d) Other top-emphasizing roof elements*
- *(e) Varied roof colors/materials (tile, composition, wood shake, asphalt shingle, standing-seam baked-enamel steel)*
- *(f) Metal roofs allowed in all zones; for residential, metal must be standing-seam steel*

Response: There is a prominent cornice that highlights the skyline of the building. On all facades, this cornice uses a wood soffit to stand apart from the background concrete material at the top level and a dark fascia trim to create additional contrast.

10.3.3.2 Screen roof-mounted mechanical equipment from sidewalk/roadway view.

Response: All roof-mounted mechanical equipment will be shielded from the view of sidewalk and roadways with a continuous screen. MEP elements have not yet been designed but are estimated to be located in the center of the roof with a screen, each approximately 40 feet set back from the flat roofs edge.

SECTION 11.0 ARCHITECTURAL ELEMENTS

11.0 Architectural Elements: 11.1 Human Scale

11.1.1 Intent

(a) Use properly scaled/proportioned elements.

(b) Use elements sized for familiarity and human relation.

11.1.2 Applicability

AMC 20.46.010.

11.1.3 Definition

Scale = perceived size relative to people/surroundings; human scale derives from familiar-sized details/elements.

11.1.4 Standards

11.1.4.1 Incorporate well-proportioned features/elements/details to achieve human scale.

Response: All entries employ an overhang that does not exceed the height of the second floor. Most windows are 3 feet x 6 feet in size and repeated in pairs around the building with other materials breaking up the wall between. Windows are recessed into adjacent cladding types to the base concrete wall. Wood plank and brick materials are easily recognized on all facades to be comfortable to the human scale.

11.1.4.2 Elements that lend human scale include:

- *(a) Entry details (porches, recesses)*
- *(b) Occupiable features (bay windows, balconies)*
- *(c) Window details (vertically proportioned, recessed, small panes)*
- *(d) Roof details (brackets, chimneys, ≥18" overhangs measured horizontally, or ≥12" vertical cornice elements)*
- *(e) Recessed windows creating façade relief*
- *(f) Gabled/hipped/nested roofs*

- *(g) Roof flashing, gutters, downspouts, vents finished to match adjacent materials/colors and consistent with design*

Response: See above 11.1.4.1 for description of the use of these elements.

11.0 Architectural Elements: 11.2 Building Features

11.2.1 Intent

(a) Create visual interest.

(b) Add elements that support human scale and neighbor compatibility.

11.2.2 Applicability

AMC 20.46.010.

11.2.3 Standards

11.2.3.1 Use features to reflect interior space, reinforce corners/courtyards, and articulate modulation.

Response: Windows and cladding types roughly reflect interior use, especially around primary and secondary building entries. At the top level, the cladding type changes to mark a change in interior use and space. Large windows near the entry demarcate a more open, public use area.

11.2.3.2 Ensure features are consistent and unified with the overall design; proportion each element appropriately.

Response: Through different facades, the ratio and use of cladding, along with the consistent window articulation, unifies the design.

11.2.3.3 Use material changes to enhance features.

Response: Wood cladding roughly highlights entries around the building, while trim and recesses in the cladding denotes window areas.

11.2.3.4 No large blank walls; enhance all faces with features/elements.

Response: No walls are blank and employ different combinations of the same typical cladding types to break down the overall massing of the building.

11.2.3.5 Example features include:

- *(a) Upper-floor setbacks/roof decks*
- *(b) Strong corner elements (turrets/corner entries)*
- *(c) Porches/balconies ≥6' deep*
- *(d) Habitable roofs with dormers*

Response: Upper floors have a cladding recess to delineate the future occupant (different use from outpatient clinic on Level 01 and Level 02). Masonry is used to visually reinforce the corner of the building.

11.0 Architectural Elements: 11.3 Entries

11.3.1 Intent

(a) Provide appropriate, secure, and private invitations into buildings.

(b) Create areas for social interaction (resting/meeting/waiting).

11.3.2 Applicability

AMC 20.46.010.

11.3.3 Standards

11.3.3.1 Provide a principal entry visible from the street (or by a marked, paved, well-lit path) and convenient from the sidewalk.

Response: A well-lit path is provided from the existing public sidewalk, through the front parking area, to the principal entry of the building. The main entry will have large expanses of glass which is also well lit in the evening.

11.3.3.2 In multi-family developments, provide street access to all ground-floor units.

Response: Not applicable.

11.3.3.3 Highlight entries with architectural elements (stairs, entry roofs, special fenestration).

Response: Larger areas of fenestration and a deep entry roof with vestibule is used to call attention to the main entry. Secondary and tertiary entries also have larger glass doors and overhangs, but do not match the main entry.

11.3.3.4 Provide a recess/porch/other protected exterior area that encourages activity.

Response: The deep entry overhang creates a porch large enough to accommodate pick up, drop off, and socialization outside of the building.

11.3.3.5 Highlight entries with pedestrian-scale lighting and distinctive elements/details.

Response: The soffit of the single-story entry overhang will be lit along with the interior of the glowing vestibule to welcome users at a pedestrian scale.

SECTION 12.0 EXTERIOR FINISH MATERIALS

12.0 Exterior Finish Materials: 12.1 Appropriate Materials

12.1.1 Intent

(a) Enhance building/street quality.

(b) Discourage poor materials with high life-cycle costs.

12.1.2 Applicability

AMC 20.46.010.

12.1.3 Standards

12.1.3.1 Use durable, easily maintained materials attractive at close distances.

12.1.3.2 Encourage materials with attractive texture/pattern/detail quality.

12.1.3.3 Siding should reflect typical Northwest textures/colors (wood siding/shingles, brick, stone, terra-cotta tile).

12.1.3.4 Metal siding shall have visible corners/trim, matte finish, and neutral/earth tones.

12.1.3.5 Prohibit non-durable siding (e.g., T1-11, corrugated metal/fiberglass). Panel siding with board-and-batten is allowed.

12.1.3.6 Metal roofing colors shall be subdued.

12.1.3.7 Prohibit mirrored glass in residential or pedestrian-oriented streetscapes.

12.1.3.8 Enhance concrete walls by texturing, coloring/coating, admixtures, or embossed/sculpted surfaces/mosaics/artwork.

12.1.3.9 Enhance CMU walls with textured block/colored mortar, decorative bonds, and/or other masonry.

12.1.3.10 Shelter stucco/toweled finishes from extreme weather via overhangs or other means.

Response: All building material standards are addressed with compliance demonstrated with the enclosed Color Elevations and Material Board.

SECTION 13.0: PARKING GARAGES

13.0 Parking Garages: 13.1 Compatibility with Occupiable Spaces

Response: Not applicable. There is not a parking garage as part of the development.

13.0 Parking Garages: 13.2 Integration with the Attached Building

Response: Not applicable. There is not a parking garage as part of the development.

SECTION 14.0: Mixed-Use Buildings

14.0 Mixed-Use Buildings: 14.1 Site and Building Design

Response: Not applicable. This is not a Mixed-Use Development.

SECTION 15.0: Old Town Business District (OTBD)

15.0 Old Town Business District (OTBD): 15.1 Policy, Goals, and Applicability
15.0 Old Town Business District (OTBD): 15.2 Site Design and Massing
15.0 Old Town Business District (OTBD): 15.3 Architectural Design
15.0 Old Town Business District (OTBD): 15.4 Exterior Rehabilitation and New Additions

Response: Not applicable. Project is not in the OTBD.