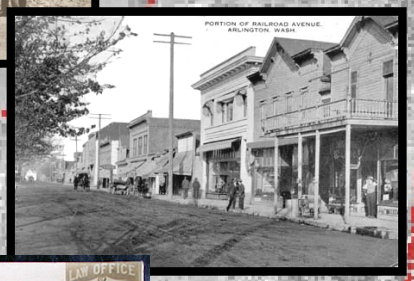

City of Arlington

Development Design Guidelines and Central Business District Design Guidelines

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General Design Guidelines

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Introduction

These design guidelines implement AWC Title 20, Chapter 20.46, Design, which should be read as a precursor to using this document.

The purpose of adopting these guidelines is threefold. For one, the Council wishes that as we grow and mature as a city that citizens have a pleasant environment to call “home.“ Most people like a nice environment in which to live, raise kids, work, or whatever. Cities have a right to determine the parameters within which development can occur so as to protect their investments and lifestyles. Good urban design can also stimulate civic pride.

Secondly, requiring good design (or preventing bad design) is seen as a growth management tool. Underlying much of the anti-growth sentiment these days is not necessarily an aversion to density but to bad design. There are many examples in the state and country of high-density development that most people absolutely love, and in fact, don’t view it as high density. On the other hand, who in their right mind would want a big rectangular box void of any detail or charm next to them? In the long run, requiring good design helps the development community by making additional development palatable.

Thirdly, these design guidelines, particularly in the Central Business District, are seen as an economic development tool. There have been historic design guidelines for the CBD since 1996. Our goal is economic revitalization of the downtown, and one of the pillars for achieving this is protecting and enhancing the turn-of-the-century (late 1800’s, early 1900’) historic design in an effort to attract customers.

Only some types of development are subject to these guidelines (see §20.46.010, Conformance with Design Guidelines). Furthermore, these guidelines are just that: guidelines. They have been created to allow flexibility in design while addressing some of the basic design issues so as to preclude major design flaws. In some instances not all sections will apply to a particular development. It should also be noted that in areas zoned for uses other than what may now predominately exist (for example, a commercial zone that currently has a lot of single-family residential uses), not as much weight should be given to compatibility with existing non-conforming uses as in an zone where the existing uses are expected to remain.

The second section has additional guidelines exclusively for the Central Business District. It should be noted that we realize that the development pattern along N. Olympic (CBD-1) is different than in other parts of the CBD (2 and 3). We have no expectation that these other areas will develop along the same pattern of side-by-side buildings (though the code would allow it). Therefore, those CBD-specific, historic guidelines should be used slightly differently in the CBD-2 and 3. In those areas we are aiming for historic flavor to development, but realize it must be tempered to fit the more auto-oriented uses that are allowed and will undoubtedly develop there.

General Design Guidelines

1.0 Street Character and Liveliness
1.1 Inhabited Streets

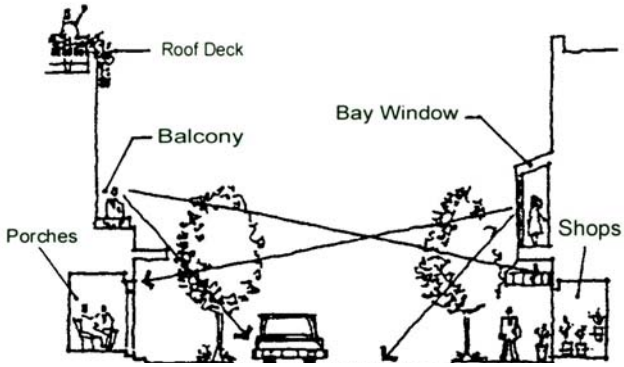


Figure 1: Building elements can enliven the street edge creating safer places to walk and congregate.

1. Intent:

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

2. Applicability:

2.1. This guideline applies to all mixed-use or multi-family residential development.

3. Guidelines:

3.1. The street side of such developments should appear inhabited.

3.2. New development should accommodate human activity by providing balconies, terraces and yards for resident's use and neighborly interaction.

3.3. In mixed-use buildings, retail elements like large windows, canopies, and integrated signage add activity by enhancing the shopping experience.

3.4. Entrances, porches, balconies, decks and seating should be located to promote pedestrian use of the street edge by providing weather protection, security and safety.

2.0 Pedestrian Environment
2.1 Access to Buildings from the Street

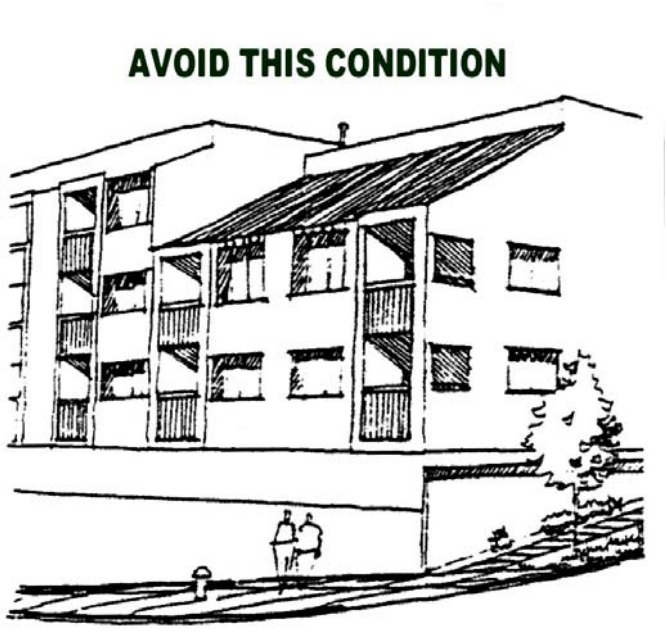


Figure 2: Lack of clear entries on the street can create an unfriendly streetscape.

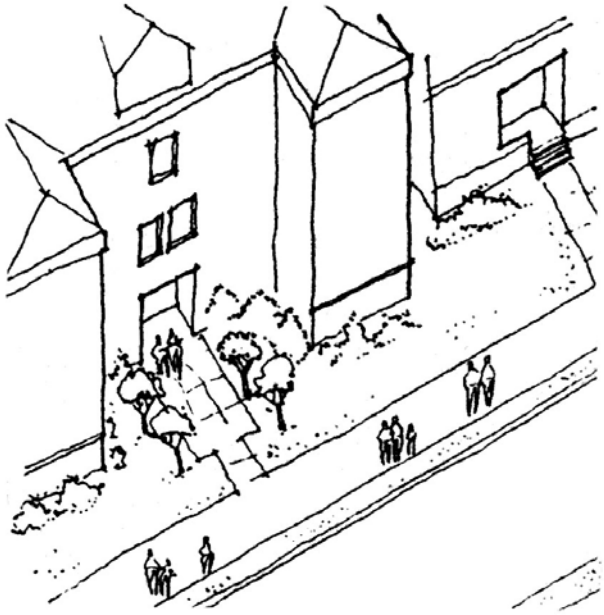


Figure 3: Clear entries to the sidewalk encourage pedestrian circulation.

1. Intent:

1.1. To provide a greater sense of association and identification. Lack of clear building entries deadens the streetscape.

1.2. To improve pedestrian access, convenience and circulation.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Provide clearly marked entries from the street. Entries from parking lots should be subordinate to those related to the street.

3.2. Parking garage entries should be designed and sited to complement, but not subordinate the pedestrian entry.

3.3. Parking lots and garages, when possible, should be accessed from alleys or side streets.

4. Exception:

4.1. In some clustered housing developments where there is an integrated comprehensive pathway system the front door may be oriented to it.

2.0 Pedestrian Environment
2.2 Screening Blank Walls and Retaining Walls

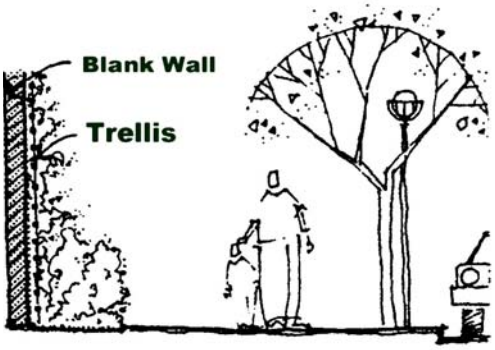


Figure 4: Blank walls can be screened with trellises and climbing plants.

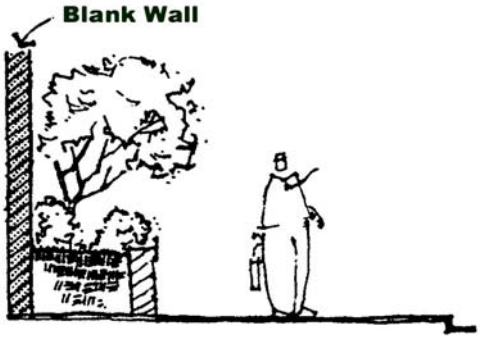
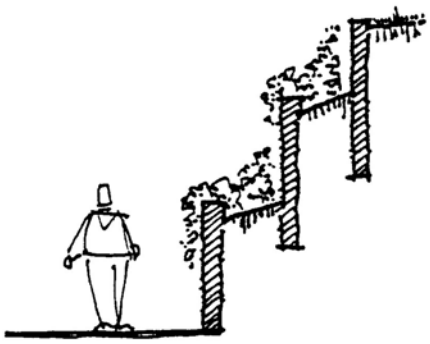


Figure 5: A planting bed and generous landscaping used to screen a blank wall.

Figure 6: Use landscaping to screen retaining walls near the sidewalk.



1. Intent:

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

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. *Blank Walls*

3.1.1. Buildings should not orient large areas of blank walls to the street.

3.1.2. Ends of buildings should be designed and articulated with windows and other architectural elements.

3.1.3. Screen blank walls with landscaping, architectural features, or art. Examples of such treatment include, but are not limited to:

3.1.3.1. Installing trellises for vines and other plant material in conjunction with a planting strip;

3.1.3.2. Providing landscaped planting beds;

3.1.3.3. Incorporating decorative tile or masonry, or varying materials or patterns; and

3.1.3.4. Incorporating artwork, (a mural, sculpture, relief, etc.) on the wall surface.

3.2. *Retaining Walls*

3.2.1. Retaining walls should be either of materials that reduce their scale, like brick, rock, or stone, or treated sculpturally to appear less monolithic. Hanging or climbing vegetation can soften the appearance of retaining walls.

3.2.2. High retaining walls should be sloped or terraced down to provide landscaping setbacks, especially if they are close to the sidewalk.

2.0 Pedestrian Environment
2.3 Service Element Screening

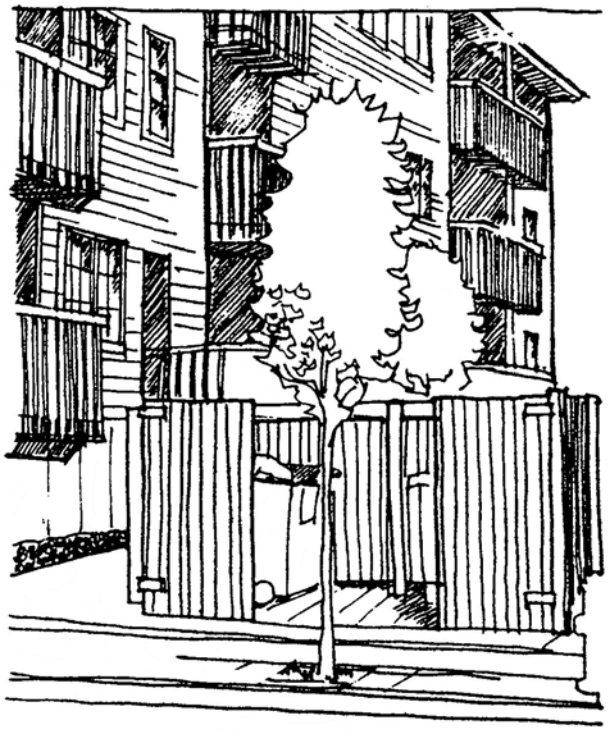


Figure 7: Trash areas should be screened from the street by enclosures, with self-closing doors and landscaping.

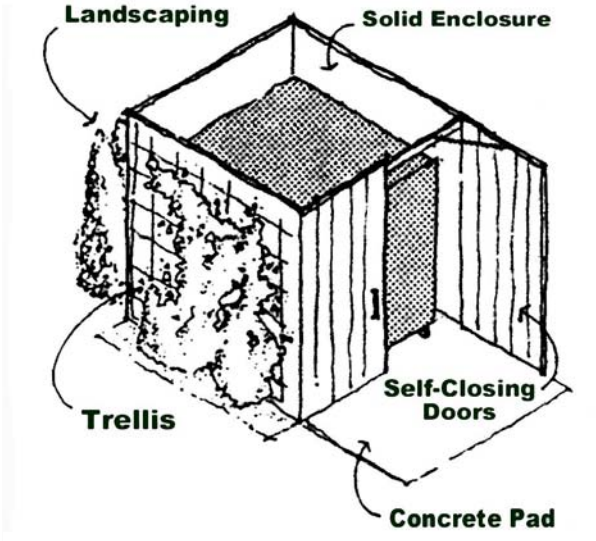


Figure 8: A well-designed screen for dumpsters.

1. Intent:

1.1. 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. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Use generous and appropriate plant material in well maintained planting beds to create a visual buffer to service elements. Vegetation should be of hardy native varieties and 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 for plants to grow on like an arbor or trellis.

3.2. Provide a durable and attractive structure to screen dumpsters and trash areas (*not* chain link or even slatted chain link). Trash areas, when possible, should not open directly onto the sidewalk. Dumpsters must never be located in the pedestrian right-of-way.

3.3. Utility meters, electrical conduit and other service lines should not be allowed on the facade facing the street and should typically not be visible from the street.

3.4. Gutter downspouts on the front facade should be visually integrated into the design of the building.

2.0 Pedestrian Environment
2.4 Screening Parking Lots

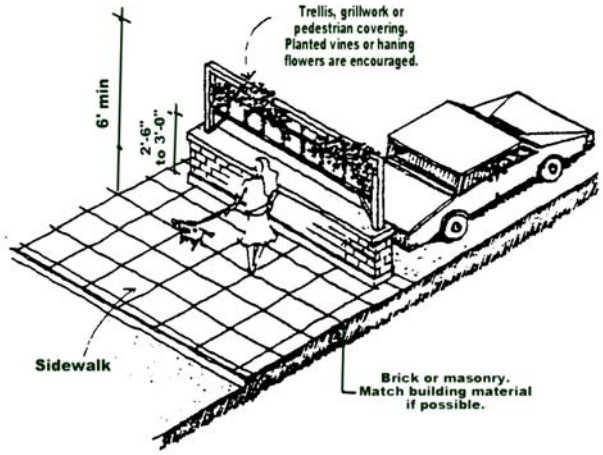


Figure 9: Low wall with trellis above hanging plant is ideal as a screening element for parking lots.

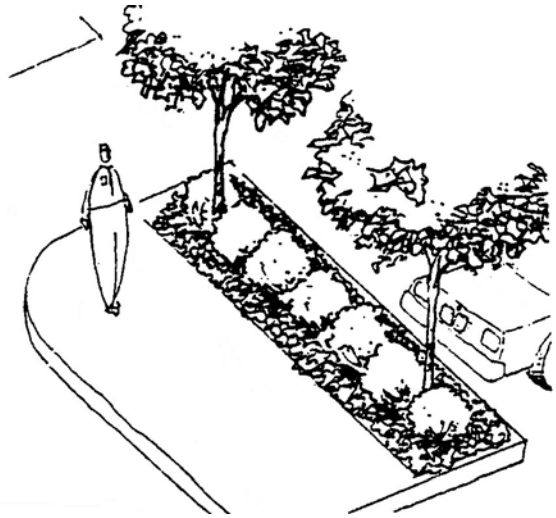


Figure 10: This drawing illustrates a typical standard of perimeter landscaping. Other plant material combinations and dimensions may be appropriate.

1. Intent:

1.1. To improve the streetscape and help to define the street.

1.2. To reduce the negative visual impact of asphalt lots and parked vehicles.

1.3. These guidelines can be used to upgrade existing parking lots, especially when redevelopment of the property has occurred.

2. Applicability:

2.1. This guideline applies to all parking lots adjacent to or in close proximity to public sidewalks.

3. Guidelines:

3.1. All parking lots and storage, loading or maintenance areas within visual proximity of the public sidewalk should be screened from the sidewalk by one of these two methods:

3.1.1. Provide a screen wall at least 2-½ feet high, of durable and attractive materials. Incorporate a continuous trellis or grillwork with climbing plants.

3.1.2. Provide a landscaped perimeter bed or hedge as shown.

3.2. Fences around parking areas should be decorative iron, masonry rock, wood, or similar permanent material and not be more than 70% solid.

2.0 Pedestrian Environment
2.5 Screening Parking Garages

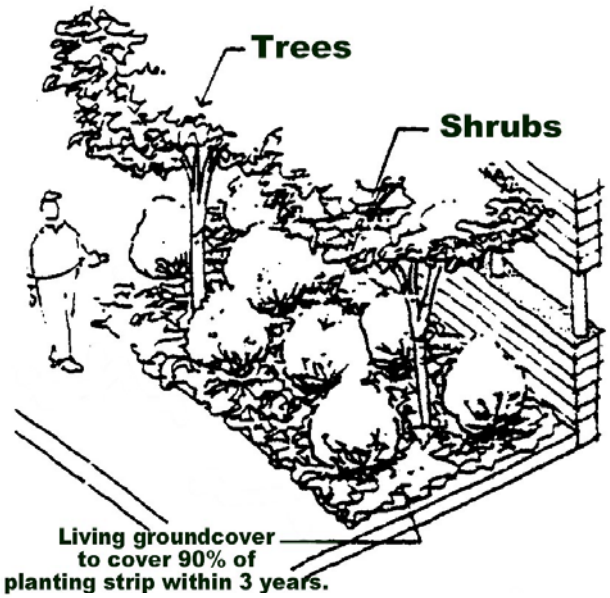


Figure 11: Parking garage screening bed.

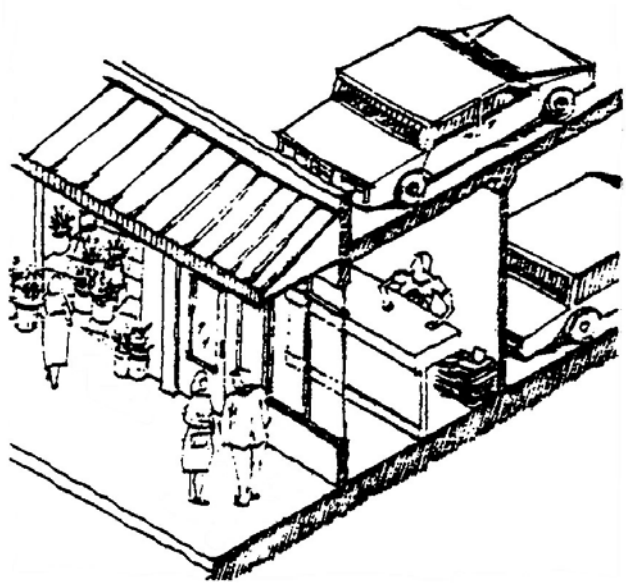


Figure 12: Street level spaces for small businesses, creating a more active and pedestrian-friendly street edge.

1. Intent:

1.1. To reduce the visual impact of all above-ground parking structures adjacent to the sidewalk, improving the pedestrian environment.

1.2. These guidelines can also be used to upgrade existing conditions, especially when redevelopment of property has occurred.

2. Applicability:

2.1. This guideline applies to all parking garages.

3. Guidelines:

3.1. Design the parking garage portion of all buildings to be architecturally compatible with the habitable portion, using appropriate materials, forms and proportions.

3.2. Parking garages fronting streets should be screened with generous landscaping, berming or grillwork. Employ one or more of these suggested methods to screen unsightly parking garages. Well-designed structures include architectural treatments like modulation, vertical elements, and the appropriate use of materials.

3.3. Set the parking structure back from the sidewalk at least ten (10) feet and install dense landscaping.

3.4. Incorporate pedestrian and residential oriented uses at street level, providing enclosed occupiable spaces for businesses along the street front. Commercial uses along the street edge, especially on corners, can create a much more active street. Sometimes a depth of only ten (10) feet along the front is enough to provide space for newsstands, ticket booths, laundries, flower shops and other uses needed by residents or shoppers.

3.5. Provide artistically designed metal grills incorporated into the building design to provide screening, while maintaining sight lines for increased pedestrian safety while exiting a garage.

2.0 Pedestrian Environment
2.6 Parking Garage Entries and Driveways

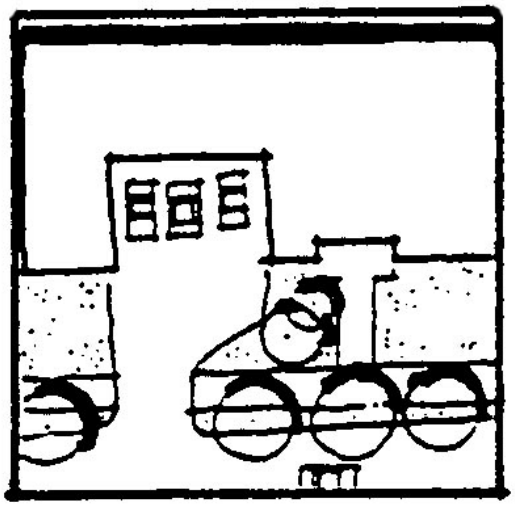


Figure 13: Plan view of the building in Figure 14.

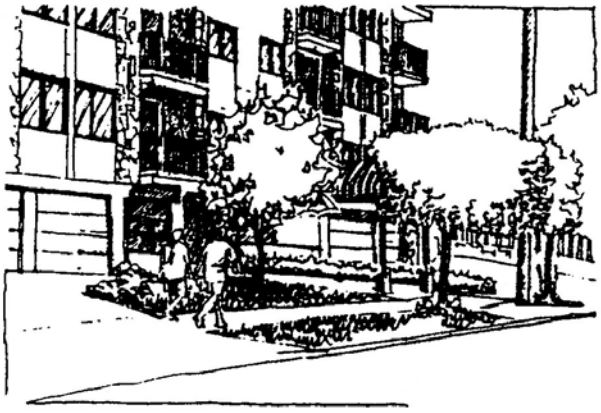


Figure 14: Driveways consolidated to reduce impact on the pedestrian.

1. Intent:

1.1. To locate and detail the entries of parking garages so they do not dominate the streetscape.

1.2. To reduce the impact of driveways and provide for better pedestrian safety.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Locate entries to take advantage of topography. The garage entrances should be located so that it does not conflict with the overall form of the building or place the pedestrian entry in a subordinate role.

3.2. Reduce the width of the curb cut and consolidate driveways. In most cases, a single lane is sufficient to serve several apartments or commercial spaces.

3.3. Alleys that provide auto access from the rear are encouraged. Buildings on lots that have access from an alley should provide parking access off the alley.

3.4. Vehicular entries should be clearly defined to caution pedestrians.

2.0 Pedestrian Environment
2.7 Lighting Design

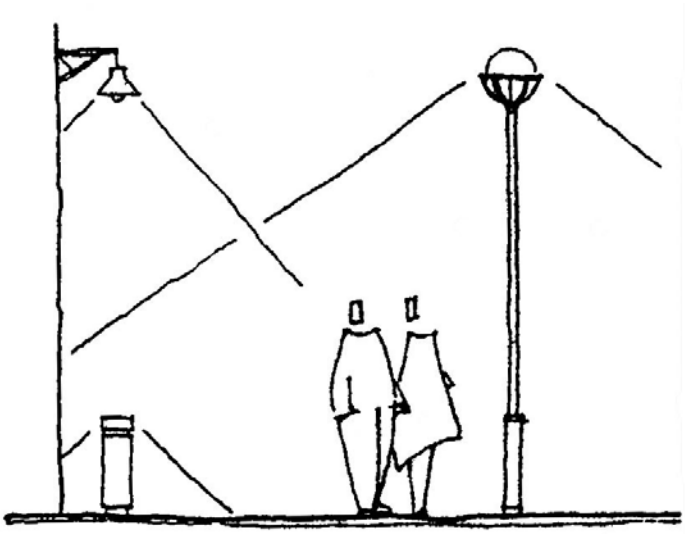


Figure 15: Globe lighting is usually less efficient than high level floodlights, but it produces a softer light, with much less glare. Bollards light the ground and walls without exposing the light source.

	Minimum lighting levels in foot candles
Building Entries	4
Sidewalks	1-3
Pedestrian Paths	1
Parking Lots	0.5

Figure 16: Light Chart

1. Intent:

1.1. To identify and highlight key site elements, such as vehicular and pedestrian intersections, pedestrian paths and sidewalks and entrances, enhancing safety and security.

1.2. To provide a desirable and safe pedestrian environment by decreasing the glare associated with tall, high intensity street light fixtures.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Provide indirect light to the sidewalk by lighting elements in the street environment like trees, walkways, canopies and entryways.

3.2. Provide pedestrian scale lighting with 10'-12' pole heights throughout residential and shopping streets and parking areas. Lighting bollards 3' - 4' in height can illuminate paths and walkways.

3.3. Shield the source of the light to reduce glare to public thoroughfares and adjacent properties.

3.4. Large pole mounted lighting may be inappropriate around residences if not properly sited and directed to eliminate glare.

3.5. Exterior lighting should be an integral part of the architectural and landscape design of any project. Fixture style and design should be compatible with the building design, while providing appropriate and safe levels of lighting. Use lighting to accent architectural features of a building.

3.0 Landscape Design
3.1 Continuity Along the Street

Reinforcing the Existing Landscape Character

Street trees—If a street has a uniform pattern of street trees, plant new street trees that match (preferable) or complement the species in color, ultimate size and other physical characteristics.

Similar plant materials—The lots on many streets feature plant materials typical of a particular historic period or neighborhood. Emphasis on these species will help a new project fit into the local context.

Similar landscape designs—Some streets feature lawns and symmetric, formal, clipped plantings while other streets feature more naturalistic, asymmetric plantings.

Similar construction materials, textures, colors, or elements—Extending a low brick wall, using paving similar to a neighbors' or employing similar stairway construction are ways to achieve greater design continuity.

Similar landscape fixtures and levels—Using consistent pedestrian scale light fixtures help create continuity of scale and light level.

1. Intent:

1.1. To reinforce the landscape character of a street or neighborhood.

1.2. To enhance existing neighborhoods.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Infill development on existing streets should enhance and preserve the distinctive, positive qualities of the streetscape.

3.2. There are several ways to reinforce the landscape design character of the local neighborhood, any of which may be appropriate. (See notes adjacent).

3.0 Landscape Design
3.2 Parking Lots

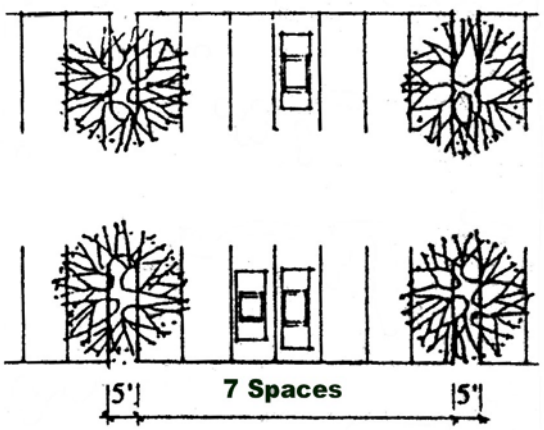


Figure 17: The spacing of trees in parking lots.

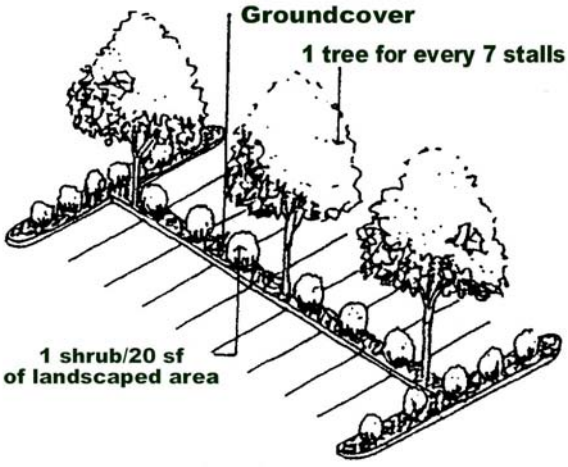


Figure 18: Planting trees in larger parking lots.

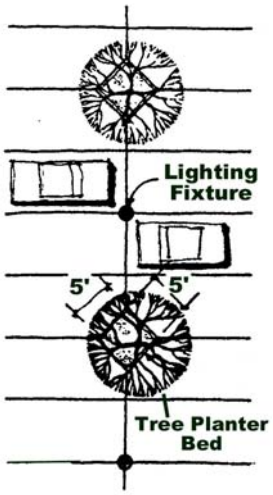


Figure 19: In mixed use and larger parking lots, tree planters can be 5' by 5' and alternated with smaller-scale lighting fixtures.

1. Intent:

1.1. To reduce the apparent size of parking lots.

1.2. To reduce the summertime heat and glare build-up adjacent to parking lots.

1.3. To improve the views of parking areas for pedestrians, occupants, and passers-by.

2. Applicability:

2.1. This guideline applies to all parking lots.

3. Guidelines:

3.1. As well as providing a landscaped or screened perimeter, integrate deciduous trees and planting beds into the parking areas.

3.2. Landscaping should be drought resistant. Drip irrigation is encouraged for all planting beds. Indigenous varieties of plant species are recommended.

3.3. Where vehicles can extend over a landscaping bed, these landscaping beds may be increased two (2) feet in depth by decreasing the length of the parking stall by two (2) feet. Where autos will overhang into both sides of an interior landscaped strip or well, the minimum inside curb-to-curb interior planter dimension shall be seven (7) feet.

3.4. In certain conditions planting beds can be square and located on a 45-degree angle to perpendicular parking. Landscaping should be drought resistant.

3.5. Tree locations shall be coordinated with parking area luminaires and utility locations to ensure minimum light levels are maintained after tree maturation.

4.0 Transition Between Occupied Spaces and Street
4.1 Buffering Private Spaces

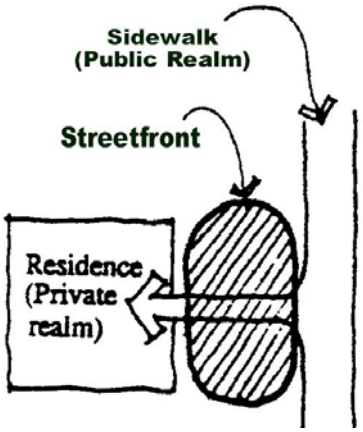


Figure 20: The design of the streetfront determines the amount of occupants' privacy and security.

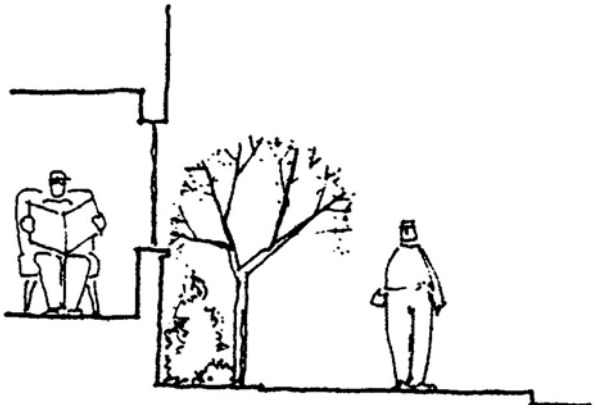


Figure 21: Where a setback from the sidewalk is small, raising the floor level up more than 4' above the sidewalks and/or providing a planting bed can provide s sufficient transition.

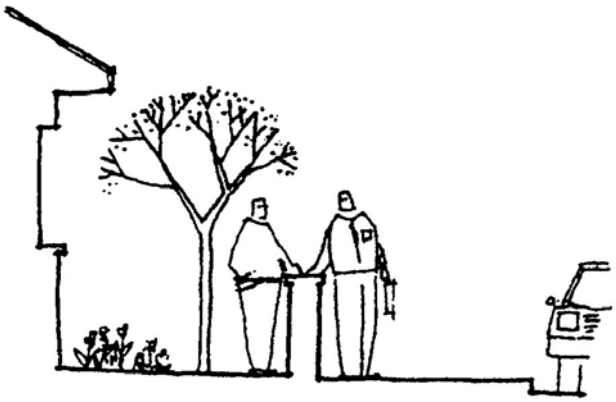


Figure 22: Low walls, fences and iron gates can enclose private open space while still allowing social interaction.

1. Intent:

1.1. To create a transition between the occupiable areas of buildings and the street, which provides for security and privacy for the occupants.

2. Applicability:

2.1. This guideline applies to all projects with residential or office spaces adjacent to the street front.

3. Guidelines:

3.1. Provide appropriate screening and buffering to create a physical separation between pedestrians on the sidewalk and the windows of occupiable units.

3.2. Raise ground level windows and/or provide general landscaping as a transition, where building setbacks are minimal and the privacy of the occupants is compromised.

3.3. Partially enclosed outdoor occupiable areas, like porches, provide a transition to occupants and a zone that encourages social interaction between neighbors.

3.4. When appropriate, define courtyards and yards with landscaping and low fences. Fences that face the street should be more than 70% solid.

3.5. Chain link fences, having a negative character, are not an appropriate edge along sidewalks and shall not be used.

5.0 Neighborhood Character
5.1 Creating Streetscape Compatibility

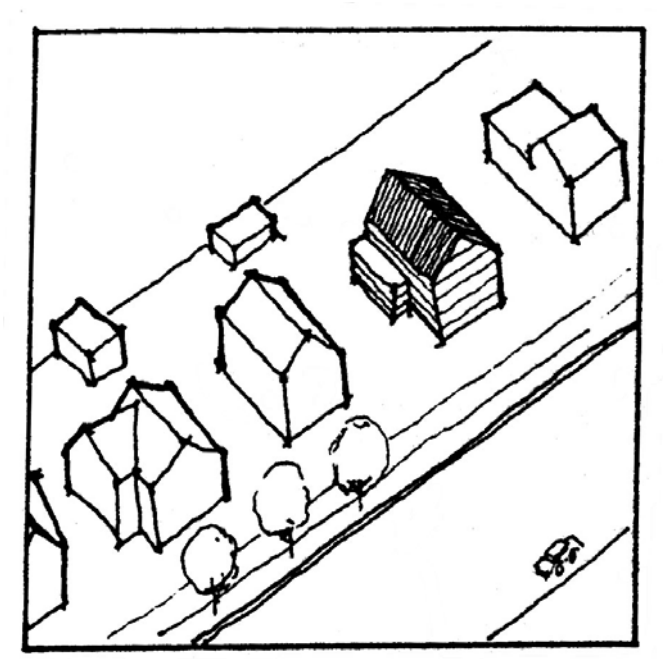


Figure 23: Consistent setbacks enhance the streetfront and respect neighbors.

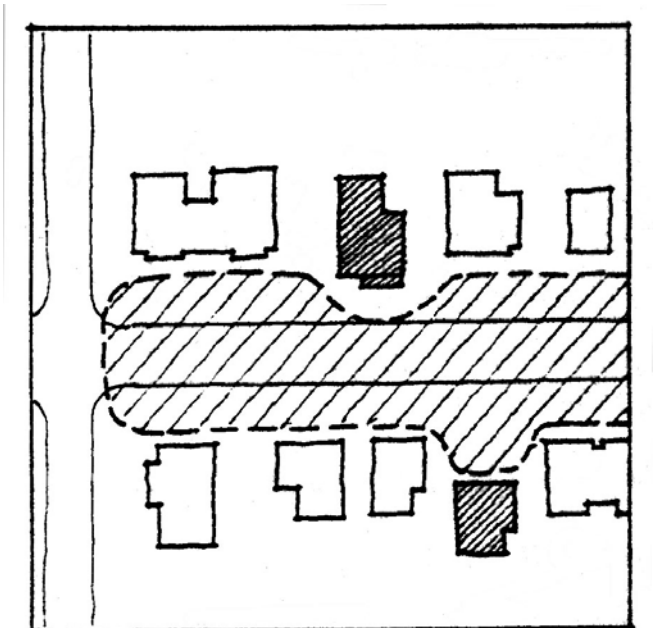


Figure 24: Buildings that do not retain the street front setback can negatively affect the sense of the street as a space or "room."

1. Intent:

1.1. To enhance the positive character of the street.

1.2. To define the street as a coherent space or 'room.'

1.3. To fit into a neighborhood more compatibly.

1.4. To provide pleasant and safe pedestrian circulation, providing clear access to building occupants.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Site buildings on a property to acknowledge and reinforce the existing characteristics of the street. In established neighborhoods set the building back from the street approximately the same distance as neighboring buildings.

4. Exception:

4.1. Varying street setbacks to preserve existing trees or natural features, protect views, or support other urban design goals may be appropriate.

4.2. Sidewalks should be continuous to enhance pedestrian movement.

5.0 Neighborhood Character
5.2 Orienting the Building to the Street

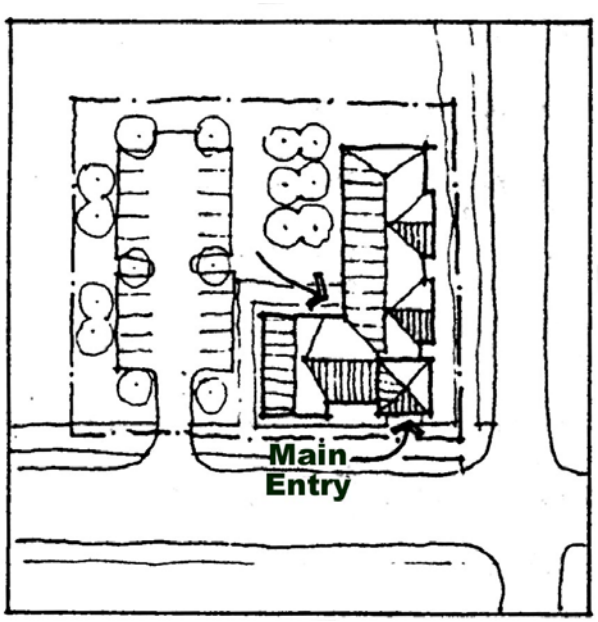


Figure 25: All buildings should be sited and have building elements, like entries, that relate to the street. Entries to buildings should not just be from parking lots.

1. Intent:

1.1. To enhance the character of the street by encouraging buildings to front the street.

1.2. To enhance pedestrian access and walking.

1.3. Encourage interaction among neighbors.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. All buildings should provide a front face to the street. Building facades should relate to the street.

3.2. Buildings should not be sited in ways that make their entries or intended use unclear to approaching visitors.

3.3. The main approach to any building should not be off a parking lot. Avoid parking cul-de-sacs in suburban development that impede pedestrian circulation.

3.4. Provide clear pedestrian entries from the street and not just from adjacent parking areas.

3.5. Compose architectural elements to add interest to the building facade.

3.6. Provide a transition between the public realm of the street and the private realm of the occupants. A transition could be a well-landscaped front yard, a low fence or wall, a recessed entry, a courtyard, or other device that provides privacy but visibility from the street.

5.0 Neighborhood Character
5.3 Compatibility within Emerging Centers

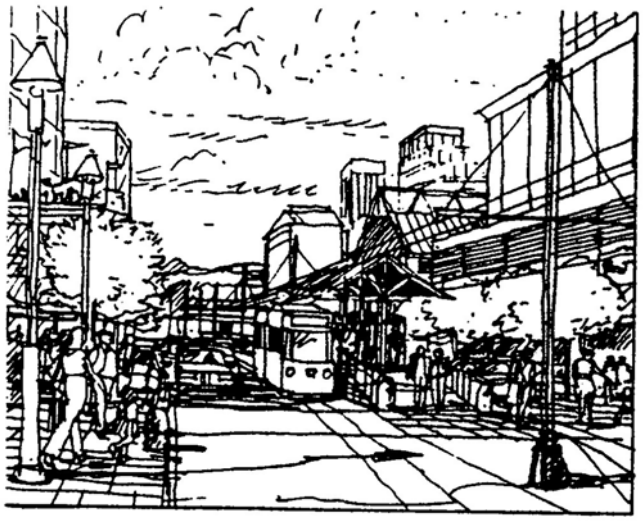


Figure 26: Commercial center that successfully integrates diverse land uses and transit alternatives.

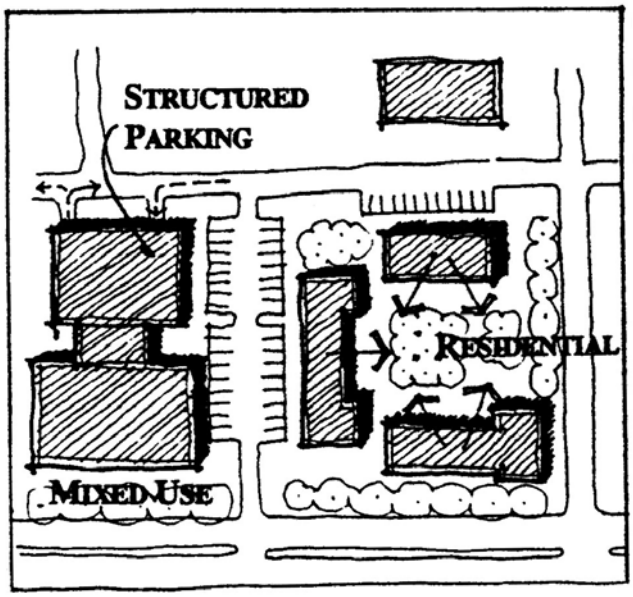


Figure 27: Careful siting should focus views towards private courtyards or gardens, and limit parking lots.

1. Intent:

1.1. To integrate development successfully within mixed-use commercial areas, providing occupants with shopping and employment within walking distance.

1.2. To create a pedestrian friendly environment for occupants.

1.3. To encourage the use of transit alternatives.

2. Applicability:

2.1. This guideline applies to all development where commercial and residential uses are mixed or in close proximity.

3. Guidelines:

3.1. Within the context of higher density, mixed residential and commercial zones, buildings should be sited to orient to the street and respect adjacent residential projects.

3.2. Residential uses are compatible with other uses if sited properly to take into account views of parking and negative building services like trash areas, and pedestrian circulation. Certain late night uses may not be as compatible and should be sited accordingly.

3.3. In Emerging Centers where different land uses are within closer proximity to each other, suburban housing types or models might not be as applicable. Site planning strategies to create more compatible residential buildings might emphasize grouping buildings to orient to courtyards and gardens, careful to avoid service areas and parking lots.

3.4. Proximity to services and transit should lead to reduced requirements for parking. Structured parking should be encouraged to reduce the impact of cars and parking lots.

3.5. Provide pedestrian circulation routes through all multi-family residential complexes linking building entries and parking areas to adjacent uses or ser-

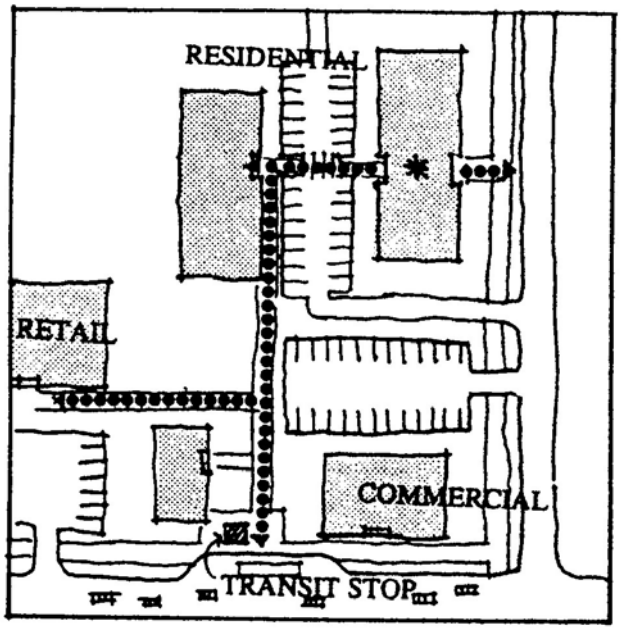


Figure 28: Provide clear pedestrian circulation routes connecting residences with adjoining compatible uses.

vices. Interconnect complexes with clear and well-lit paved paths. Provide steps and ramps to cross retaining walls, and gates to breech fences if they impede pedestrian movement to shopping and other common activities, and especially to transit.

6.0 Adjacent Properties
6.1 Retaining Privacy and Solar Access

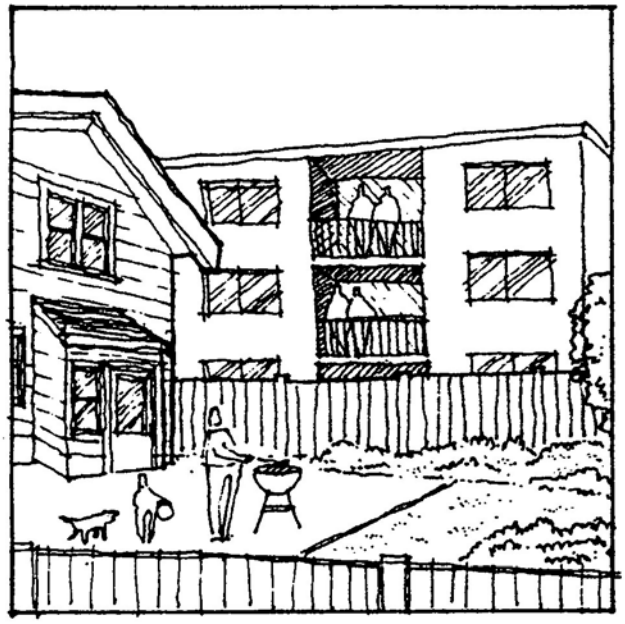


Figure 29: New multi-family development reducing the privacy of adjacent residences.

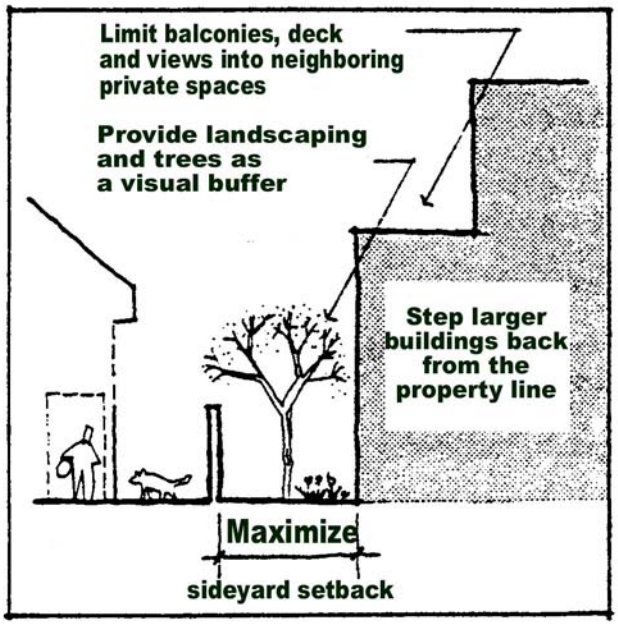


Figure 30: Methods used to reduce the impact on adjacent private yards.

1. Intent:

1.1. To reduce the impact on the privacy, comfort and utilization of neighboring yards and homes.

1.2. To restrict new development from depriving adjacent homes of direct sunlight.

2. Applicability:

2.1. This guideline applies to all new non-single-family development adjacent to residential uses.

3. Guidelines:

3.1. New buildings that project beyond the homes on adjacent lots should be carefully designed to reduce their impacts. Buildings can address this issue in several recommended ways:

3.1.1. Limit the length and height of the projection into the rear yard area to reduce the impact on neighbor's yards.

3.1.2. Step back the upper floors or increase the side setback so that sunlight is not totally blocked from reaching adjacent yards.

3.1.3. Windows, decks and balconies overlooking neighboring yards should be minimized and/or screened to enhance privacy.

6.0 Adjacent Properties
6.2 Parking Adjacent to Residences

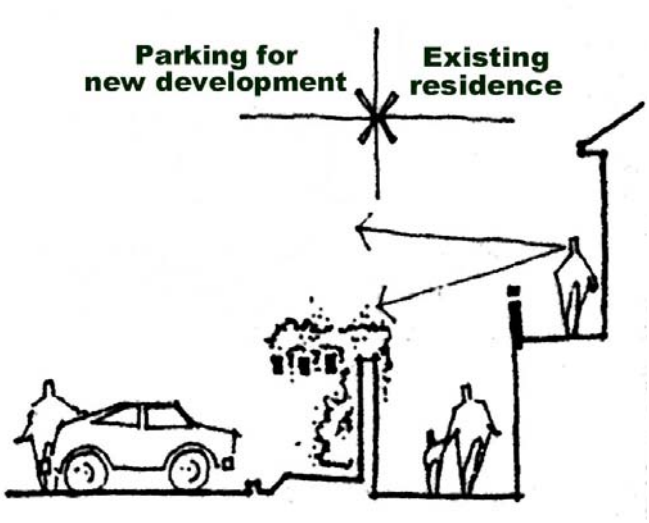


Figure 31: Trees and trellises reduce the views of parking lots from adjacent homes.

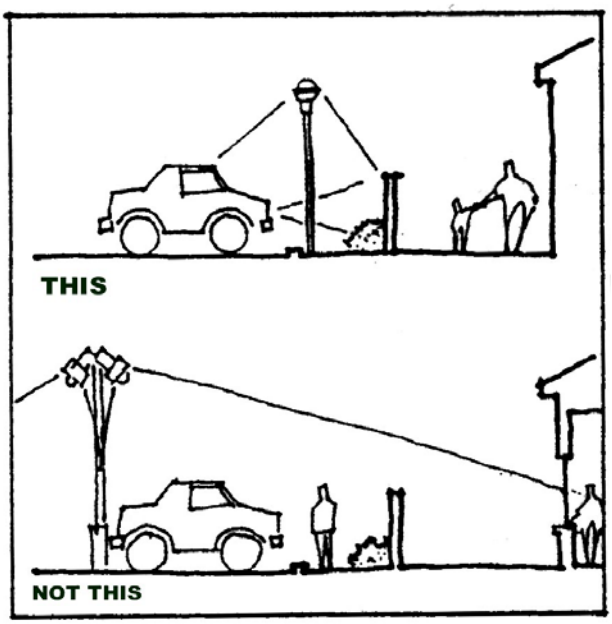


Figure 32: Parking lot lighting should be sited to not provide unnecessary glare on neighboring properties.

1. Intent:

1.1. To reduce the impact of parking lots and service areas on adjacent homes.

1.2. To retain the privacy of adjacent properties.

2. Applicability:

2.1. This guideline applies to all non-single-family development adjacent to residential uses.

3. Guidelines:

3.1. Parking, except on the street edge, should not be located between the residence and the street. Surface parking which cannot be located to the rear of the development may be located toward the side if screened from adjacent residences. Provide a screening wall to buffer the visual and audible impacts of automobiles. The height of the screen should be sufficient to prevent direct views from the parking lot into the first floor of residential units on adjacent lots and block headlights.

3.2. Provide screening walls of solid and attractive materials, such as masonry, ironwork, rock, or wood (but not chain link), enhanced by landscaping.

3.3. Provide trees, trellises or other coverings that reduce the views of parking lots from neighboring homes.

3.4. Locate and aim parking lot and other site lighting so that it does not cause glare and intrusive light patterns into neighboring residential properties. Lighting should be of a pedestrian scale with pole heights and lighting fixtures that reduce glare.

7.0 Siting
7.1 Creating Usable Open Space

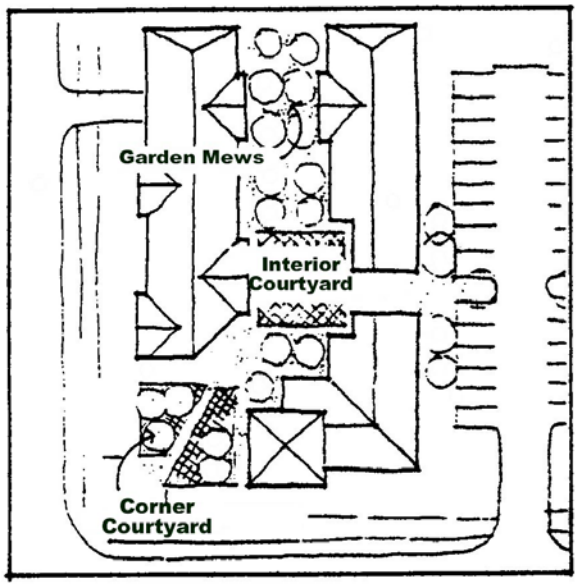


Figure 33: The careful siting of buildings and appropriate landscape design can create several kinds of usable outdoor spaces.

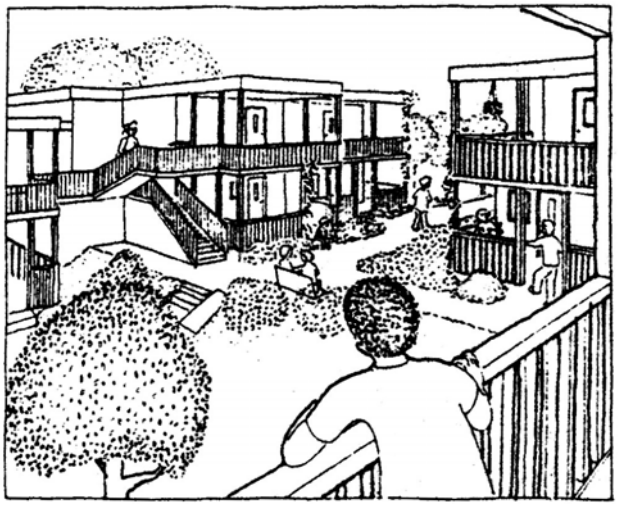


Figure 34: Outdoor areas from residences like yards, terraces, and balconies that overlook common outdoor space make the space more enjoyable and safe.

1. Intent:

1.1. To provide occupants with inviting and well defined outdoor spaces.

2. Applicability:

2.1. This guideline applies to all development with a multi-family residential component.

3. Guidelines:

3.1. Organize and site buildings to create usable open space by creating one or more of the following:

3.1.1. Well-landscaped courtyards to be usable by the occupants and visible from the units to enhance security.

3.1.2. Individual outdoor spaces for all ground floor units.

3.1.3. Rooftop decks, balconies and well defined patios.

3.1.4. Play areas for children, located away from the street edge and parking lots.

3.1.5. Group or individual gardens/small plots for residents' use.

3.1.6. Other similar outdoor open spaces

3.2. Open space must be large enough to accommodate human activity and seating. Balconies should generally be 6' deep.

3.3. Orient outdoor spaces to receive sunlight. When possible, orient spaces to face east, west or preferably south.

3.4. Provide paths, site furniture, lighting, and elements that will make outdoor spaces more enjoyable and better used.

3.5. Multi-family residential building complexes should acknowledge and provide recreation activity space for toddlers and other children.

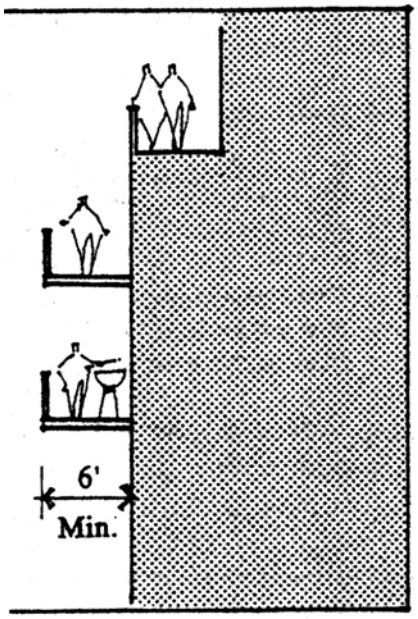


Figure 36: Typically, balconies and rooftop decks should be 6' deep to be truly usable.

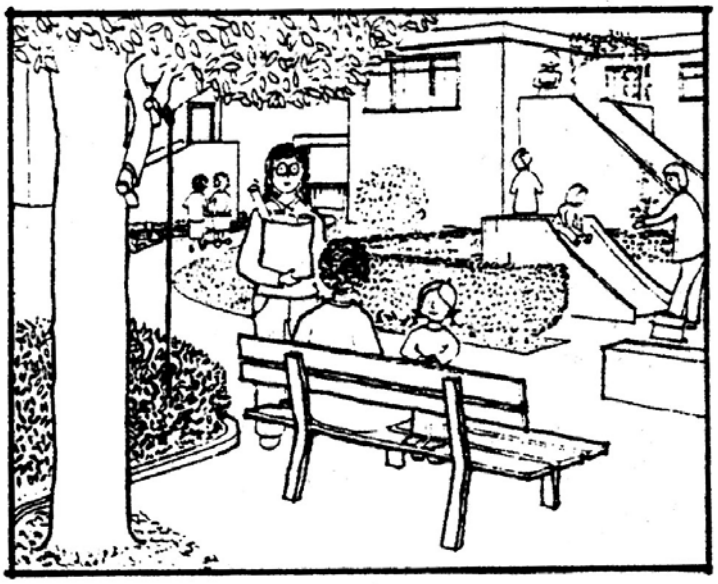


Figure 35: When neighbors frequently pass through a space where they see each other and can stop for a

7.0 Siting
7.2 Siting Parking Areas

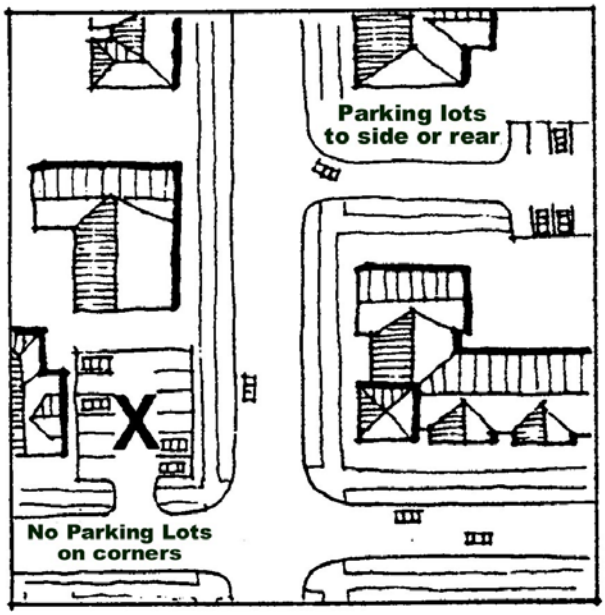


Figure 37: Parking lots should not be sited on corners adjacent to intersections. Prominent building features should occupy the corner.

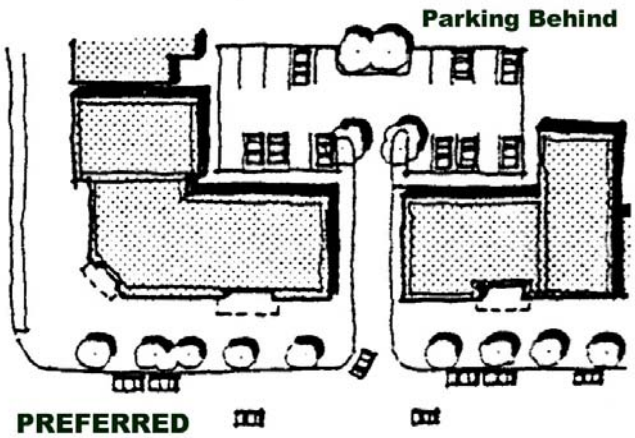


Figure 38: Siting parking lots behind buildings is preferred.

1. Intent:

1.1. To reduce the impact of the automobile while retaining accessibility and safety.

1.2. To allow buildings to reinforce the street and not face directly onto large parking areas.

1.3. To enhance pedestrian access, circulation and safety by reducing curb cuts and driveways across sidewalks.

2. Applicability:

2.1. This guideline applies to all development with new parking lots.

3. Guidelines:

3.1. Locate parking lots for more than one car to the sides and rear of buildings. Parking lots should not be located in front yards.

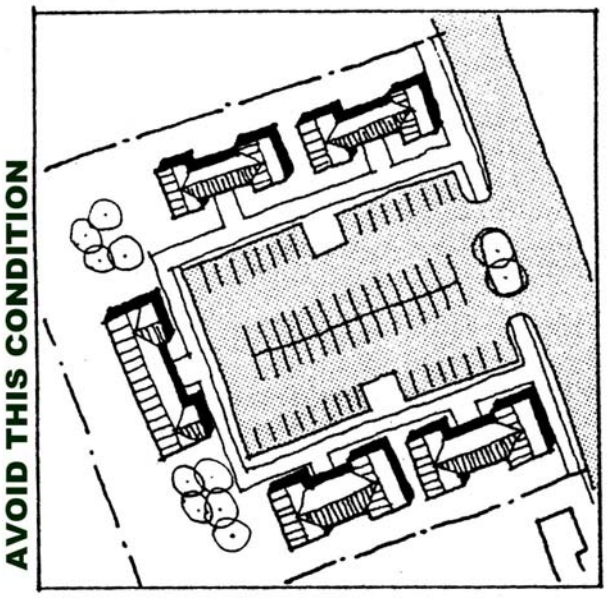
3.2. For a lot facing two streets (corner lot) do not locate parking at the corner facing the intersection.

3.3. Do not allow driveways and garages to dominate the street front.

3.4. Provide access to parking off of alleys when available, to reduce curb cuts across sidewalks.

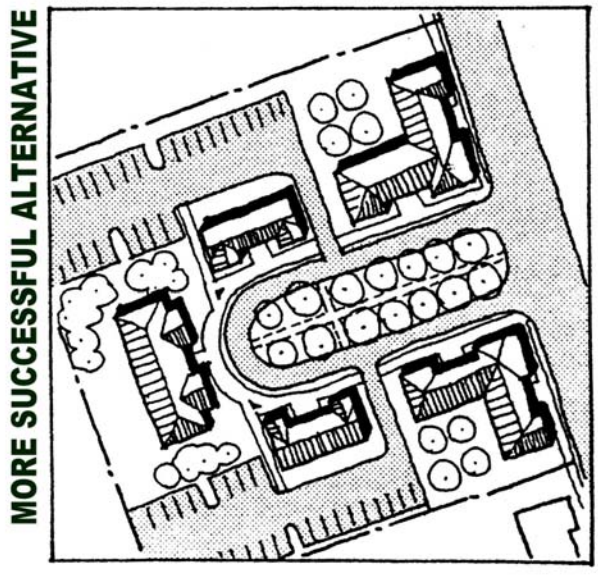
3.5. Provide on-street parallel parking when appropriate.

3.6. Provide clear, well-lit paths from parking areas to the street and building entrance.



Parking lots to the front of buildings, especially when carports and garages for cars are included, restrict pedestrian circulation, lower values, and create large expanses of asphalt.

Figure 39: These residential units front only on a parking lot.



Providing a small park or open space off of the road and allocating smaller parking lots behind multi-family residential buildings increases the value of development and creates a more visually pleasing environment.

Figure 40: Preferred site planning that creates usable open space, adding value and identity to the complex, by siting parking behind the buildings.

7.0 Siting
7.3 Siting Service Elements

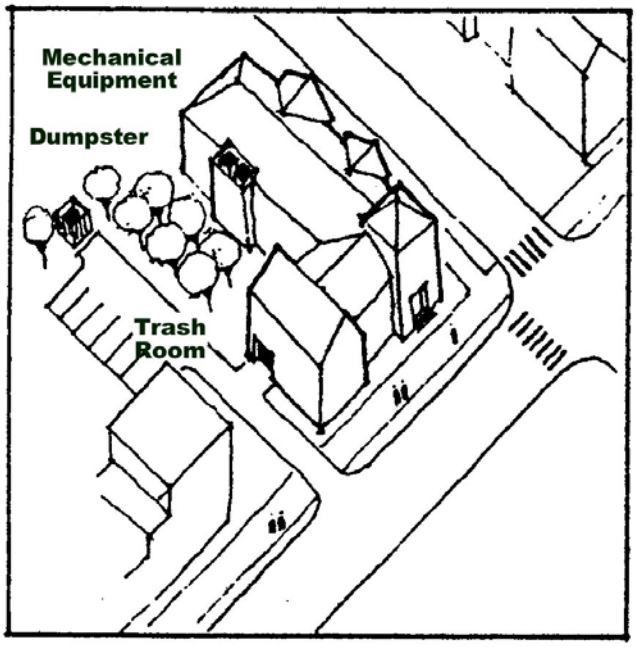


Figure 41: The proper location of service elements is important to reduce their impacts.

1. Intent:

1.1. To encourage more thoughtful siting of trash and other service areas, balancing the need for service access with the desire to screen its negative aspects.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Locate service areas to not have a negative visual or physical impact on the street environment.

3.2. Site and/or screen mechanical equipment so as not to be seen from the sidewalk.

3.3. When possible, locate services for trash, recycling and loading in an enclosed service room off an alley, side drive or within a parking garage.

3.4. When service elements must be visible from the street follow S2.3 Screening Dumpsters and Trash Areas.

3.5. Pedestrian access should not be blocked by service elements.

3.6. Service elements like mailboxes, utility meters, trash facilities and lighting should be incorporated into the overall design of a project.

8.0 Transit Facilitation
8.1 Integrating Transit into Site Planning

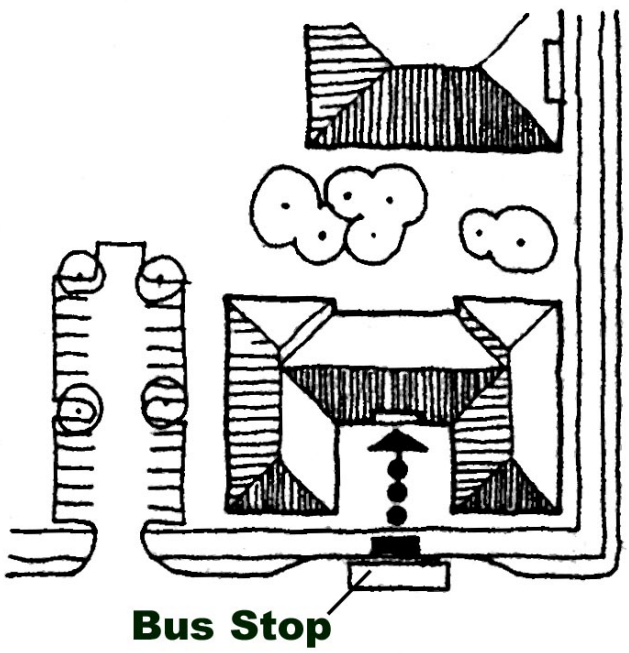


Figure 42: Building entrance oriented to street and transit stop.

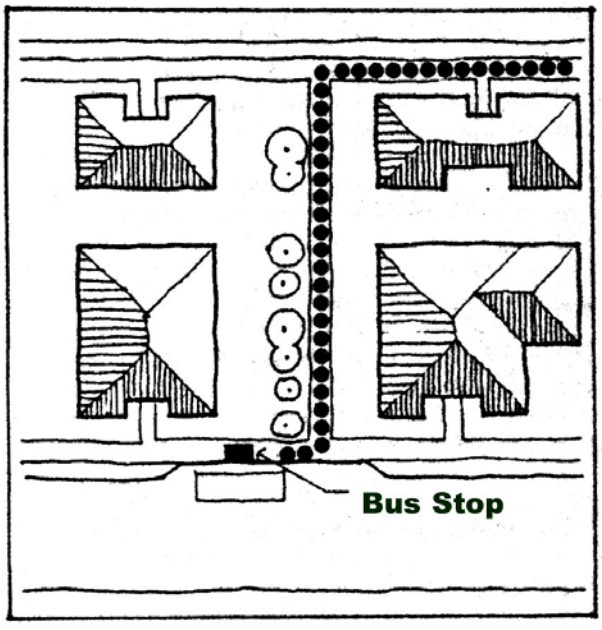


Figure 43: Pedestrian access to transit provided across the block.

1. Intent:

1.1. To encourage transit use by making transit more convenient.

1.2. To integrate transit and bus shelters compatibly into the neighborhood.

1.3. To shelter transit users from wind and rain.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards) on transit routes.

3. Guidelines:

3.1. In projects of greater than twenty (20) leasable units, project applicants should identify (to the reviewers) transit alternatives and existing transit stops within close proximity to the occupants of the project.

3.2. If accessibility to transit by the occupants can be enhanced, place new transit stops in coordination with the transit provider.

3.3. Incorporate when possible a shelter as an integral part of the building design.

3.4. Place any large parking areas at the side or rear of the site.

3.5. Connect building entrances, transit facilities, and parking areas by paved sidewalks.

3.6. Design a site free of pedestrian barriers. (Good design intentions like walls, swales, and landscaping can obstruct pedestrian travel.)

3.7. Provide pedestrian facilities like benches with back rests, trash containers, clear signage, pedestrian lighting and well maintained landscaping adjacent to transit stops.

3.8. Orient building entrances toward transit facilities, and clearly mark routes to those facilities.

8.0 Transit Facilitation
8.2 Pedestrian Circulation in Multi-family Complexes

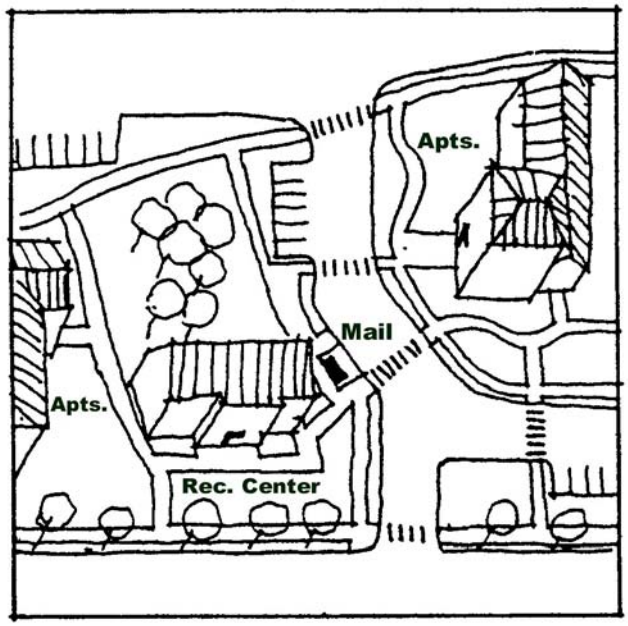


Figure 44: Connect buildings in multi-family complexes with clear pedestrian paths.

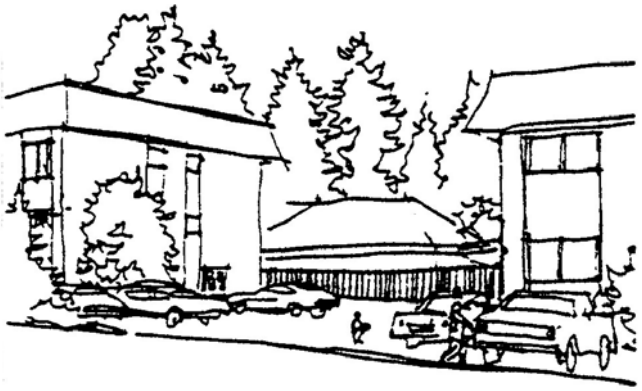


Figure 45: Parking lots encircling residential buildings are unsightly and unsafe to children.

1. Intent:

1.1. To eliminate the physical barriers which impede pedestrian circulation between multi-family residential complexes and other destinations like transit and shopping.

2. Applicability:

2.1. This guideline applies to all multi-family residential development.

3. Guidelines:

3.1. Multi-family complexes should not be isolated enclaves separated from each other and commercial development by fences, walls, and parking lots.

3.2. Provide well-lit and landscaped pedestrian paths from residences to other residential complexes, the street edge and adjacent commercial properties.

3.3. All multi-family residential buildings should front streets not parking lots. Entrances should be clearly visible form the street edge sidewalk, not oriented only toward parking lots.

3.4. Reduce the size of parking lots by providing clear pedestrian paths through larger lots. Mark pedestrian routes with changes in paving and landscaping.

3.5. Combine driveways to reduce the danger and inconvenience to pedestrians.

9.0 Architectural Character
9.1 Consideration of Site Conditions

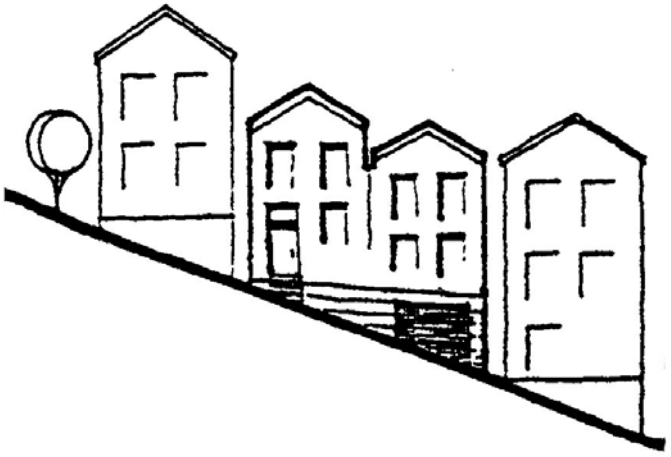


Figure 46: Stepping buildings on steep topography.

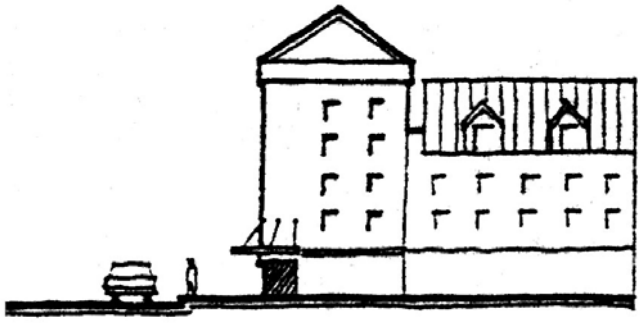


Figure 47: Emphasizing the corner at an intersection of major streets.

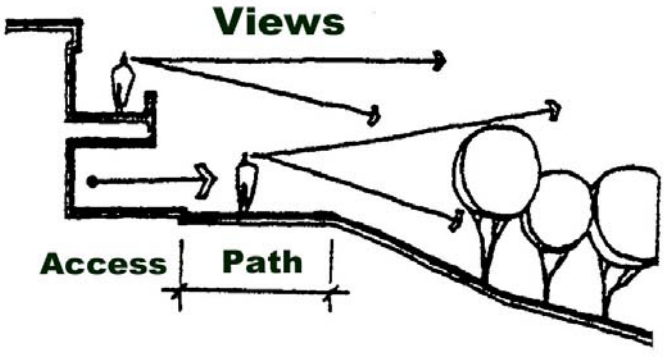


Figure 48: Siting a building to take advantage of a visual amenity.

1. Intent:

1.1. To encourage new development to be designed for the specific conditions of its site.

1.2. To ensure that new development will fit in with the neighborhood.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. The design of a building, its location on the site, and its layout should respond to specific site conditions.

3.2. Site characteristics to consider in the design of a building include the following:

3.2.1. *Topography*

3.2.1.1. Reflect natural topography rather than obscure it. For Instance, buildings should be designed to “step up” hillsides to accommodate significant changes in elevation.

3.2.1.2. Where neighboring buildings have responded to similar topographic conditions on their sites in a consistent and positive way, consider similar treatment for the new structure.

3.2.1.3. Designing the building in relation to topography may help to reduce the visibility of parking garages.

3.2.2. *Solar Orientation*

3.2.2.1. The design of a structure and its massing on the site can enhance solar exposure for new development and minimize impacts on adjacent structures and public areas.

3.2.3. *Corner Lot*

3.2.3.1. Building design can accent the corner at an intersection of streets with a change of building wall plane and roofline.

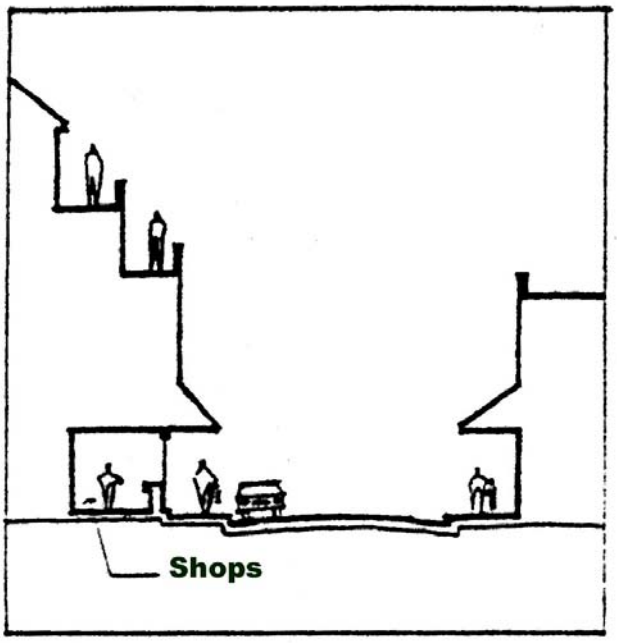


Figure 49: Reinforcing a shopping street with ground floor commercial.

3.2.4. *Site Size and Configuration*

3.2.4.1. On small, narrow sites or sites with frontage on narrow streets, massing and design can minimize the perception of building bulk, minimize impacts on adjacent development and enhance conditions for on-site open space.

3.2.5. *Natural Features*

3.2.5.1. Reflect natural features like views, stands of trees, and open space by providing views and pedestrian access to these amenities.

3.2.6. *Pedestrian Oriented Shopping Street*

3.2.6.1. Reinforce the streetscape with shops at ground level and pedestrian amenities.

3.2.7. *Existing Structures on the Site*

3.2.7.1. Where a new structure shares a site with an existing structure or is a major addition to an existing structure, designing the new structure to be compatible with the original structure will help it fit in.

9.0 Architectural Character
9.2 Unifying Design Concept

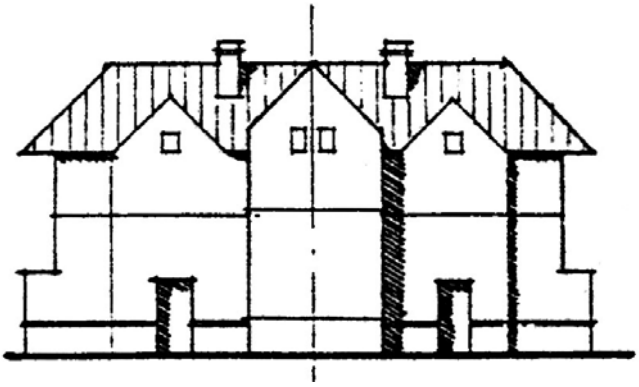


Figure 50: Symmetrically Balanced--Order achieved by balancing both sides around the center.

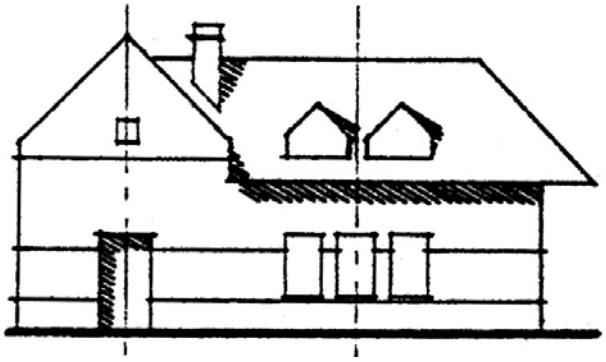


Figure 51: Asymmetrically Balanced--Balanced among several points.

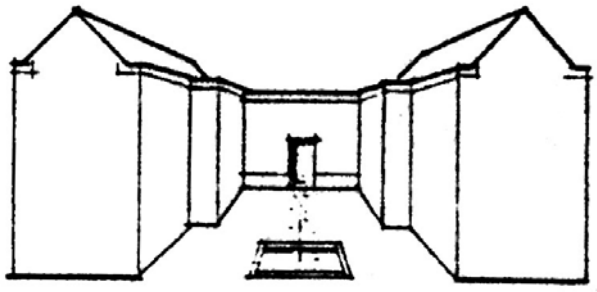


Figure 52: Courtyard Organization--Organized around an outdoor space.

1. Intent:

1.1. To unify and organize a building's architectural character and individual elements such as entries, windows, gardens, roofs, etc.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. All buildings should be visibly organized by a clear design concept. Examples of some concepts include:

3.2. *Axial Symmetry*: A formal organization that balances equal elements and features around a vertical plane common in classical revival and colonial style buildings.

3.3. *Asymmetric Balance*: A dissimilar, yet harmonious composition of numerous similar or complementary forms. The composition reflects the local context, site conditions or building function.

3.4. *Courtyard Organization*: Groupings of building elements to help clearly define usable outdoor spaces.

3.5. *Major Architectural Element*: Focus around a strong architectural element like an arcade, a gallery or a major entry.

3.6. *Terracing*: Dividing a building into horizontal terraces that step down a steep slope can reduce the building's impact on the site and provide usable decks.

3.7. *Environmental Response*: Basing the design on significant views, solar orientation, siting for usable outdoor spaces, etc.

9.0 Architectural Character
9.2 Unifying Design Concept (cont.)

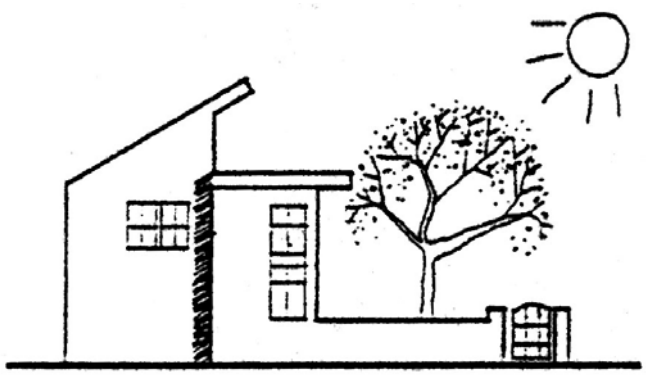


Figure 53: Environmental Response–Designing a building around alternative energy systems.

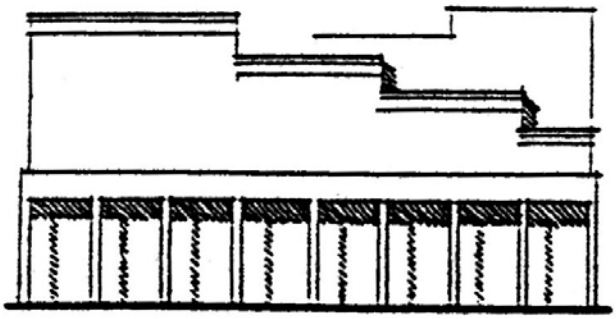


Figure 54: Major Architectural Element–The arcade gives order to the building.

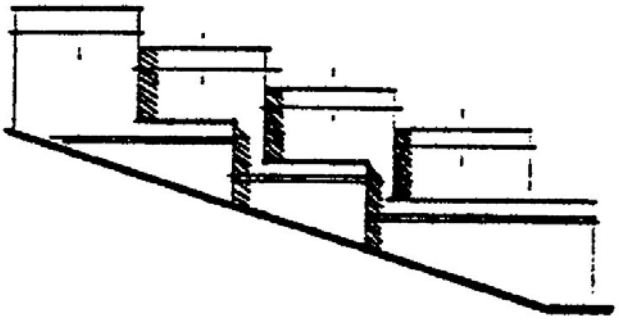


Figure 55: Terracing–Terracing the building acknowledges the slope.

9.0 Architectural Character
9.3 Compatibility with Neighbors

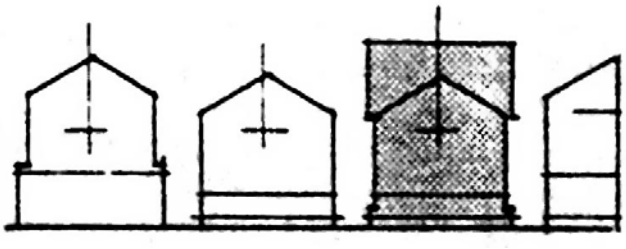


Figure 56: New building emphasizes the height, scale, and roof forms of adjacent buildings.

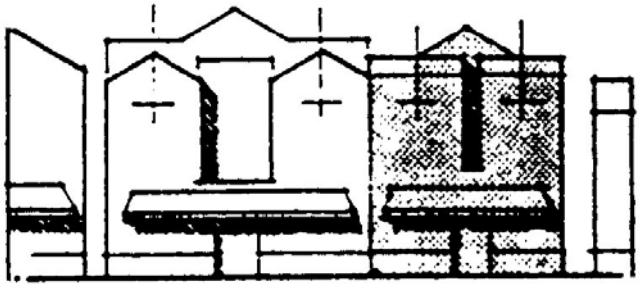


Figure 57: New building emphasizes the height, proportions, and canopy of its neighbors.

Figure 58: This new apartment building is not compatible with its neighbors.

1. Intent:

1.1. To enhance the character of an established neighborhood or street.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. The project proponent should submit materials that document the existing architectural character of the street or area and define the aspects of the context that are most important. The project plans should identify the ways the project incorporates these aspects.

3.2. Unless there is an overriding concern or a poorly defined context, new building should reflect the architectural character of surrounding buildings in some of the following ways:

3.2.1. A unifying design concept (see BD 1.2)

3.2.2. Similar proportions, scale and roofline (see BD 2.1, BD 2.2, BD 2.3)

3.2.3. Complimentary architectural style and exterior finish materials

3.2.4. Complimentary patterns and proportions of windows (see BD 3.1)

3.2.5. Similar entry configuration and relationship to the street (see SP 1.1, BD 3.3)

3.2.6. Complimentary architectural details or features (see BD 3.2)

3.3. See Guidelines in the BD-2 section on Character and Massing, which shows other techniques for creating compatibility and visual interest.

9.0 Architectural Character
9.3 Compatibility with Neighbors (cont.)

Figure 59: The new apartment building relates successfully to its adjacent neighbors in choice of materials, proportions, and scale.

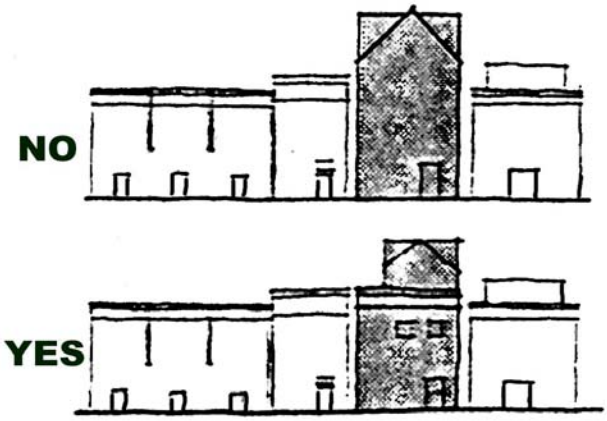


Figure 60: Architectural features or details like cornices can relate to adjacent buildings, lowering the perceived, conflicting height of the building.

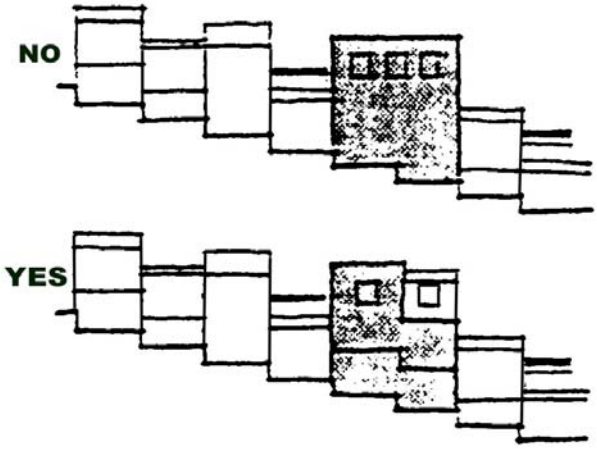


Figure 61: The rhythm created by buildings along the street should be retained.

Figure 62: The patterns and proportion of windows and doors (fenestrations) are important to the building's architectural character, and reflect its compatibility with neighboring buildings.

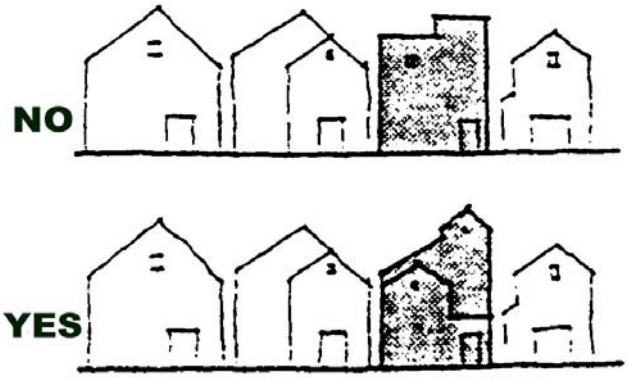


Figure 63:Rooflines can reinforce the architectural character of a street.

10.0 Character and Massing
10.1 Articulation and Modulation

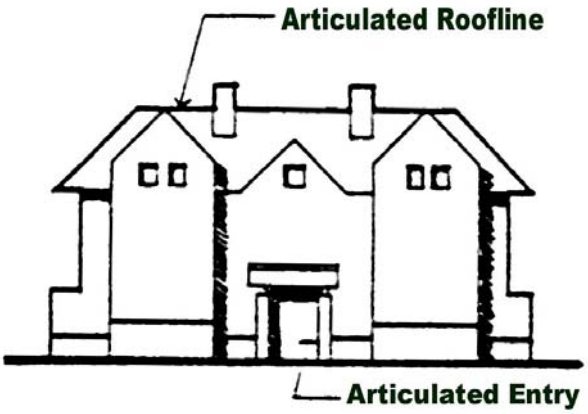


Figure 64: Articulation

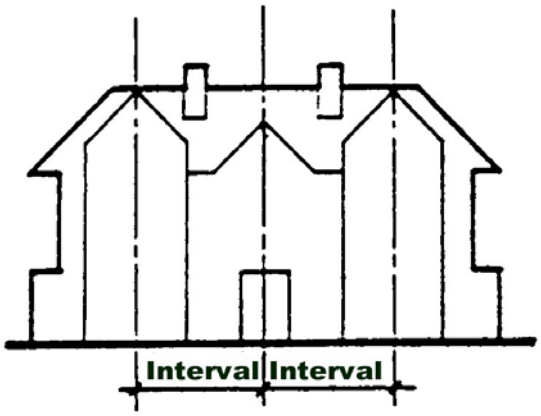


Figure 65: Interval

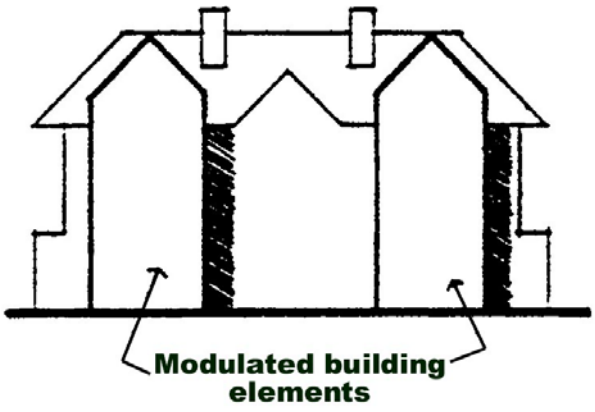


Figure 66: Modulation

1. Intent:

1.1. To reduce the apparent size of new buildings and give them more visual interest.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Definitions:

3.1. *Articulation* is the giving of emphasis to architectural elements (like windows, balconies, entries, etc.) that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces.

3.2. An *interval* is the measure of articulation—the distance before architectural elements repeat.

3.3. *Modulation* is a measured and proportioned inflexion or setback in a building's face.

3.4. Together, articulation, modulation and their interval create a sense of scale important to buildings.

4. Guidelines:

4.1. Use modulation and articulation in a clear rhythm to reduce the perceived size of all large buildings.

4.2. In general, buildings should be divided and given human scale by using articulation and/or modulation at 40-foot to 50-foot maximum intervals.

4.3. There are a number of ways of articulating a building to divide up its mass and reduce its apparent size. Some are listed here and should be combined for the best results.

4.3.1. Facade modulation: Stepping back or extending forward a portion of the façade at least 6' (measured perpendicu-

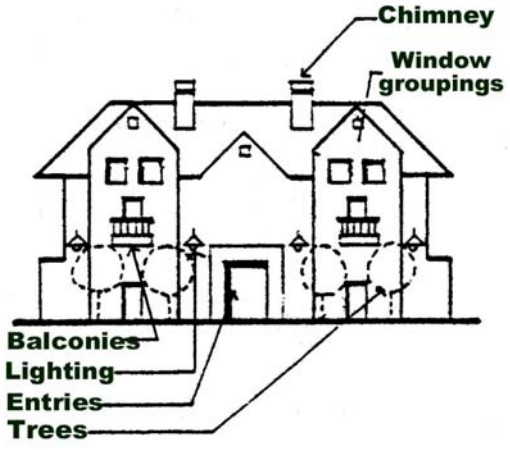


Figure 67: Building details that can reinforce the articulation interval.

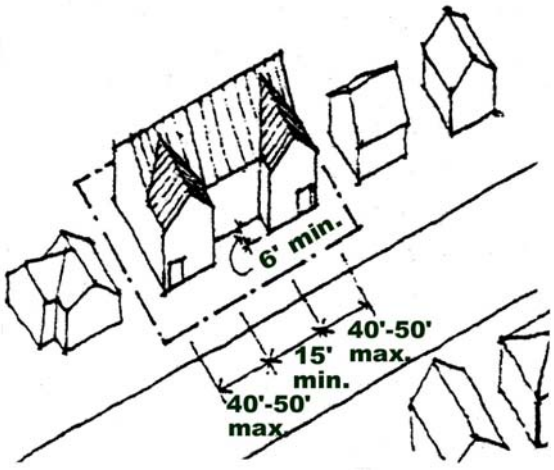


Figure 68: Modulation of the principal building façade adds interest to a long building.

lar to the front façade) for each interval.

4.3.2. Fenestration patterns that repeat at intervals at least equal to the articulation interval.

4.3.3. Articulating each interval with architectural elements like a porch, balcony, bay window and/or covered entry.

4.3.4. Articulating the roofline within each interval by emphasizing dormers, chimneys, gables, stepped roofs or other roof elements.

4.3.5. Providing a ground or wall mounted light fixture, a trellis, a tree, or other site feature within each interval.

10.0 Character and Massing
10.2 Architectural Scale

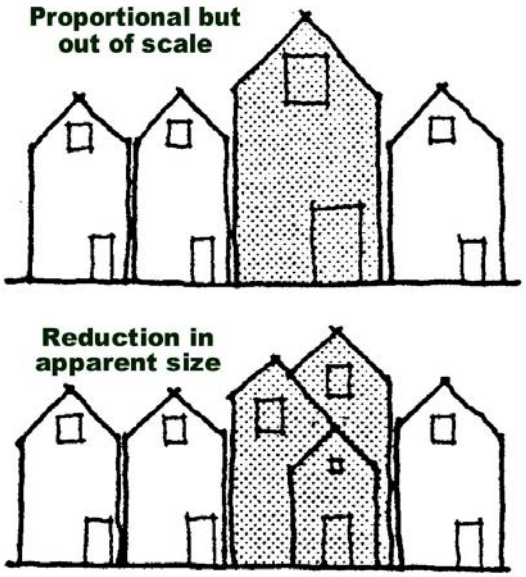


Figure 69: Good design can reduce the apparent size of new buildings, allowing them to fit in with smaller buildings.

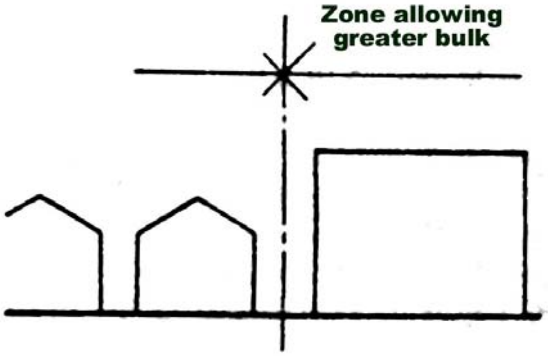


Figure 70: (Above and below) At zone transitions, special care should be taken to reflect the articulation intervals of adjacent development.

1. Intent:

1.1. To design new buildings to be more compatible with existing neighboring smaller structures.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. If a building is proposed for a site that is adjacent to, or across the street from, a land use zone allowing a maximum building bulk substantially smaller than the zone of the proposal, the architectural scale of the proposed building should be reduced, through articulation and modulation, to better conform to its context. The degree of facade articulation depends on the size and spacing of neighboring buildings.

4. Explanation and Examples:

4.1. "Architectural scale" means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are all "in scale." In a neighborhood setting it is important that buildings have generally the same architectural scale so that a few buildings do not overwhelm the others. Larger buildings can fit in more effectively with smaller neighbors if their form is composed of recognizable small elements.

10.0 Character and Massing
10.3 Rooflines

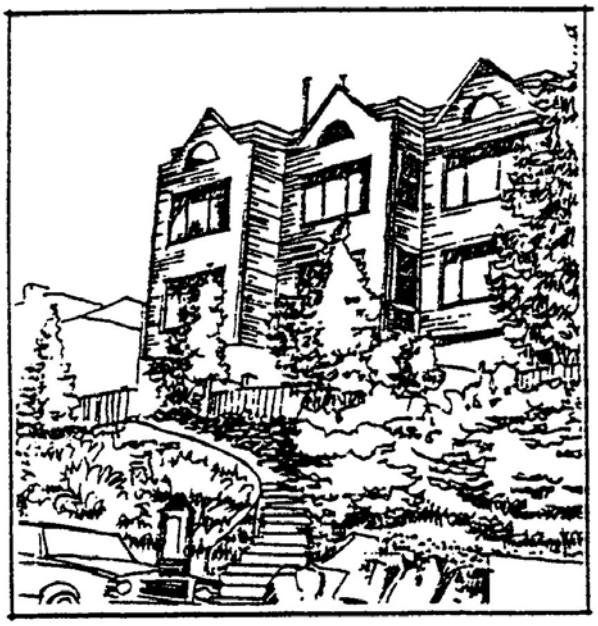


Figure 71: (above & below) Broken roof forms and modulation help reduce the apparent size of this building.

1. Intent:
1.1. To add visual interest to a building and the streetscape and reduce its apparent size.
1.2. To complement neighboring structures with prominent roofs.

2. Applicability:
2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:
3.1. Consideration should be given to the design of a building's roofline. The design of the roof should employ at least one of the following:
3.1.1. Gable, gambrel or hipped roof;
3.1.2. Broken or articulated roofline;
3.1.3. Prominent cornice or fascia that emphasizes the top of the building, or;
3.1.4. Other roof element that emphasizes the top of the building;
3.2. No roof mounted mechanical equipment shall be visible from the sidewalk or roadway of the adjacent street.

11.0 Architectural Elements
11.1 Human Scale

Figure 72: Buildings that give few clues to its size are confusing.

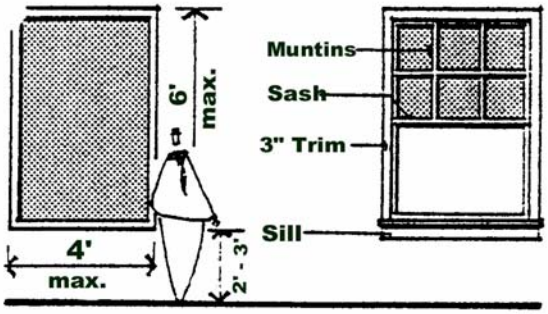


Figure 73: Window details are important to give a sense of human scale.

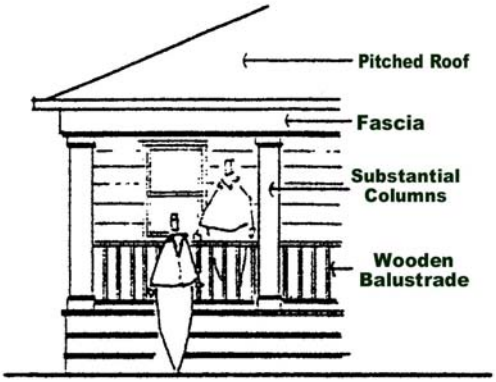


Figure 74: Covered entries, like porches, need to be of substantial materials.

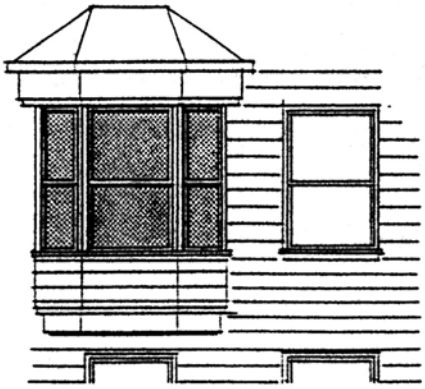


Figure 75: Bay windows that protrude from the building wall.

1. Intent:
1.1. To use properly scaled and proportioned building elements.
1.2. To use elements whose size people are familiar with and relate to.

2. Applicability:
2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Definition and Explanation:
3.1. Referring to buildings, 'scale' generally means the perceived size of a building relative to a person or the building's surroundings.
3.2. Human Scale is derived from a building's architectural details and elements whose size people are familiar with.

4. Guidelines:
4.1. All buildings should incorporate well-proportioned architectural features, elements and details to achieve good human scale.
4.2. Below are some elements that lend human scale:
4.2.1. Entry details like porches and recesses;
4.2.2. Occupiable spaces like bay windows and balconies;
4.2.3. Window details like vertically proportioned window openings which are recessed into the face of the building and broken up with smaller panes of glass;
4.2.4. Roof details like brackets, chimneys, roof overhangs of at least 18' (measured horizontally), or a roof cornice element at least 12' in width (measured vertically).
4.2.5. Windows which create relief in the facade by being detailed to recede into the building face; and
4.2.6. Gabled or hipped roofs, including nested rooflines.

11.0 Architectural Elements
11.2 Building Features

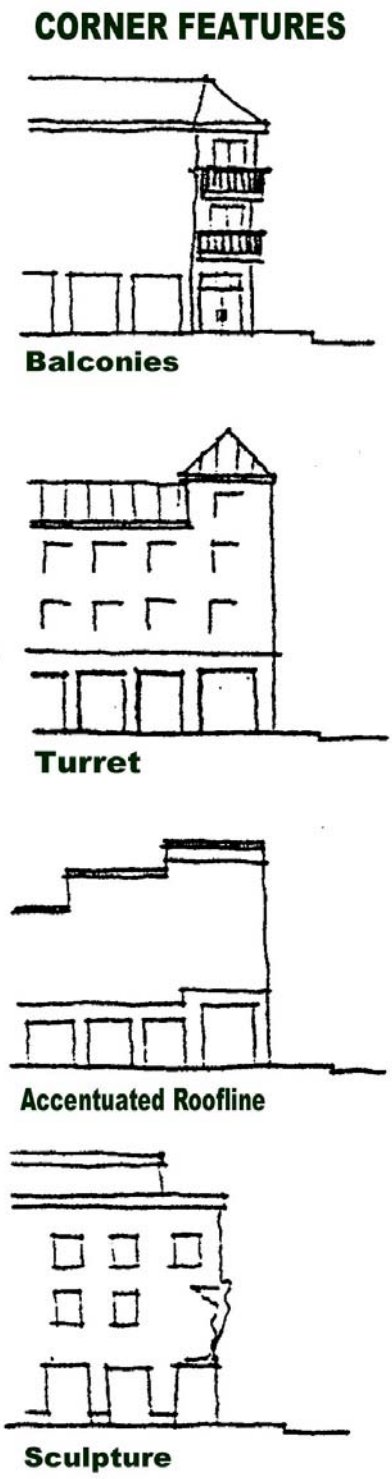


Figure 76: Corner Features

1. Intent:

1.1. To create a more visually interesting building.

1.2. To add elements which can aid in creating a better human scale and be more compatible with its neighbors.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Use building features to reflect the space within a building, to reinforce site conditions like a corner or courtyard and to articulate building modulation.

3.2. Building features should be consistent and unified with the overall architectural design of the building. Each element should be articulated and proportioned to relate w the building as a whole.

3.3. Use changes of materials to enhance building features.

3.4. No buildings should have large areas of blank wall surfaces. Use architectural features and elements to enhance all building face.

3.5. Building features can include some of the following.

3.5.1. Setback of the upper floors and roof decks.

3.5.2. Strong corner feature like a turret or comer entry.

3.5.3. Porches and balconies at least 6' deep.

3.5.4. Habitable roofs with dormer windows.

Figure 77: (below & above) These two projects point out the importance of architectural elements. They are essentially the same building except that the project below employs varied rooflines, window details, façade articulation, a trellis, chimneys, entry details, and other features to add interest and a greater sense of quality.

11.0 Architectural Elements
11.3 Entries

Figure 78: The entries to these apartments and their courtyards are clearly articulated and inviting.

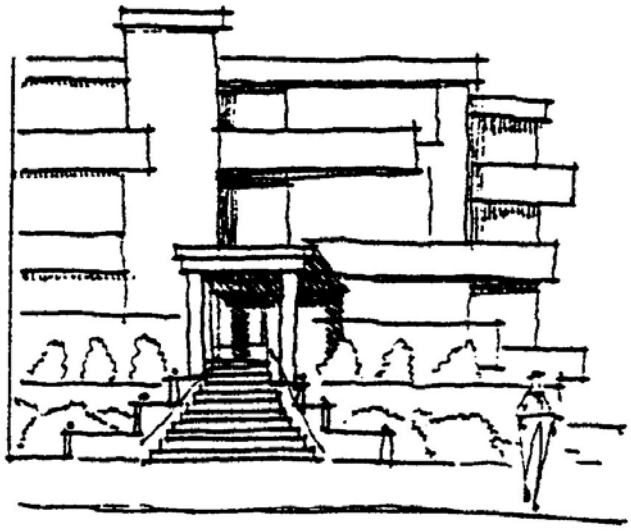


Figure 79: The covered and recessed entry to the building is well articulated, and with the landscaped planting beds and stairs provides an elegant transition between street and residence.

1. Intent:

1.1. To create an appropriate invitation into a building, providing for security and privacy.

1.2. To provide an area where social interaction can take place.

2. Applicability:

2.1. This guideline applies to all non-single-family development.

3. Guidelines:

3.1. All buildings should have a principal entry visible from the street, (or a marked, paved and well lit pathway). All entries should be convenient from the sidewalk.

3.2. In multi-family residential developments, all ground floor units should be directly accessible from the street.

3.3. Entries should be highlighted by building elements (like stairs, roofs, special fenestration, etc.).

3.4. Provide a recess, porch or other protected exterior area that encourages human activity (resting, meeting, waiting, etc.).

3.5. Highlight the entry area with pedestrian scaled lighting and distinctive architectural elements and details.

12.0 Exterior Finish Materials
12.1 Appropriate Materials

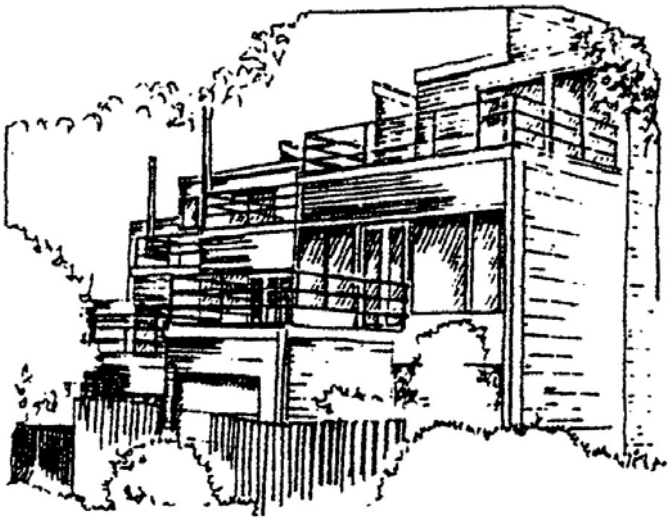


Figure 80: These contemporary looking houses have well detailed horizontal wood siding.

Figure 81: When renovating, or developing adjacent to, buildings with a distinct historic architectural character, care must be taken to choose exterior building materials that are compatible and historically appropriate.

1. Intent:

1.1. To enhance the quality of buildings and the streetscape.

1.2. To discourage poor materials with high life cycle costs.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards).

3. Guidelines:

3.1. Building exteriors should be constructed of durable and easily maintainable materials that are attractive at close distances.

3.2. Materials that have an attractive texture, pattern or quality of detailing are encouraged.

3.3. Siding should reflect in texture and color typical Northwest building materials like wood siding and shingles, brick, stone and terra-cotta tile.

3.4. Metal siding should always have visible corner moldings and trim, and should have a matt finish and a neutral or earth tone color.

3.5. Non-durable siding materials like T-111 type Plywood, corrugated metal or fiberglass is strongly discouraged as it decays quickly when exposed to the elements and looks unsightly.

3.6. Metal roofing colors should be subdued.

3.7. Mirrored glass is discouraged in a residential or pedestrian oriented streetscape.

3.8. Concrete walls should be enhanced by texturing, coloring with a concrete coating or admixture, or by incorporating embossed or sculpted surfaces, mosaics or artwork.

3.9. Concrete block walls should be enhanced with textured blocks and colored mortar, decorative bond pattern and/or incorporating other masonry materials.

3.10. Stucco and similar troweled finishes should be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods.

13.0 Parking Garages
13.1 Compatibility with Occupiable Spaces

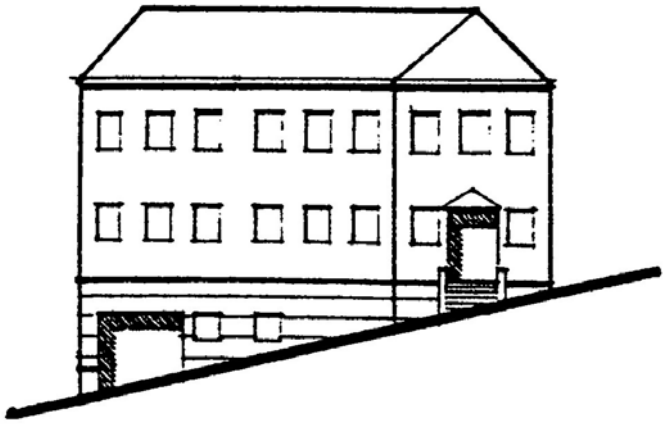


Figure 82: The parking garage entry should take advantage of topography to be visually subordinate to the pedestrian entry.

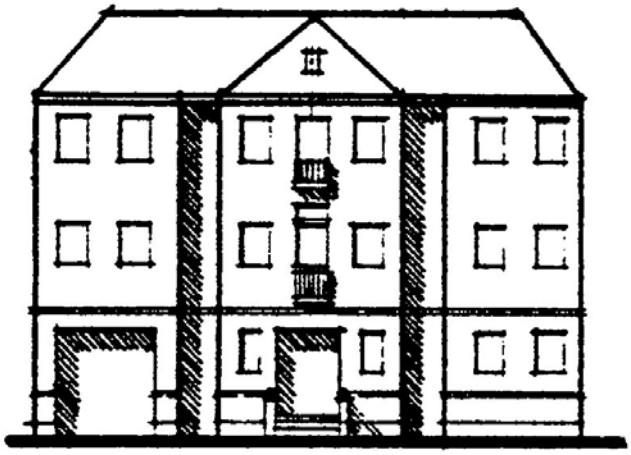


Figure 83: The pedestrian entry should be articulated to emphasize its importance relative to the garage entry.

1. Intent:

1.1. To incorporate the parking garage into the design of the building, making it less obtrusive.

1.2. To differentiate the parking entry from the pedestrian entry.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards) with parking garages.

3. Guidelines:

3.1. Design parking garages to be architecturally compatible with the occupiable portion of the building. Draw from a residential vocabulary of forms, materials and details to enhance garages.

3.2. Detail garage entries to be subordinate to the pedestrian entry in scale and detailing. If possible locate the parking entry away from the street, to either the side or rear of the building.

3.3. Berm and landscape the edges of garages when they are visible from the street.

3.4. The street side of parking garages can contain facilities or services for occupants, like laundry rooms, lobbies and shops.

3.5. Open carports for more than 2 cars should not be visible from the street.

3.6. Parking garages can be detailed with split-face block and colored mortar to emphasize the base of the building.

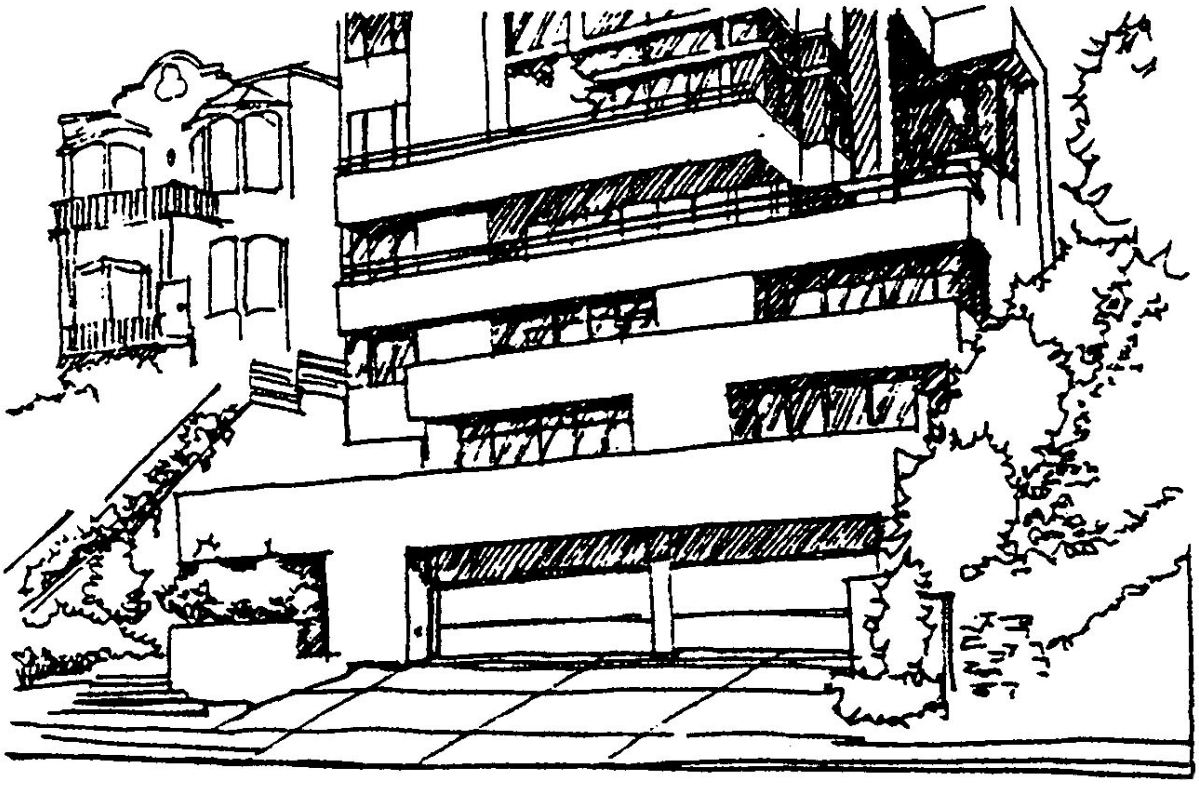


Figure 84: The garage entry of this apartment building overwhelms the relatively insignificant entry.

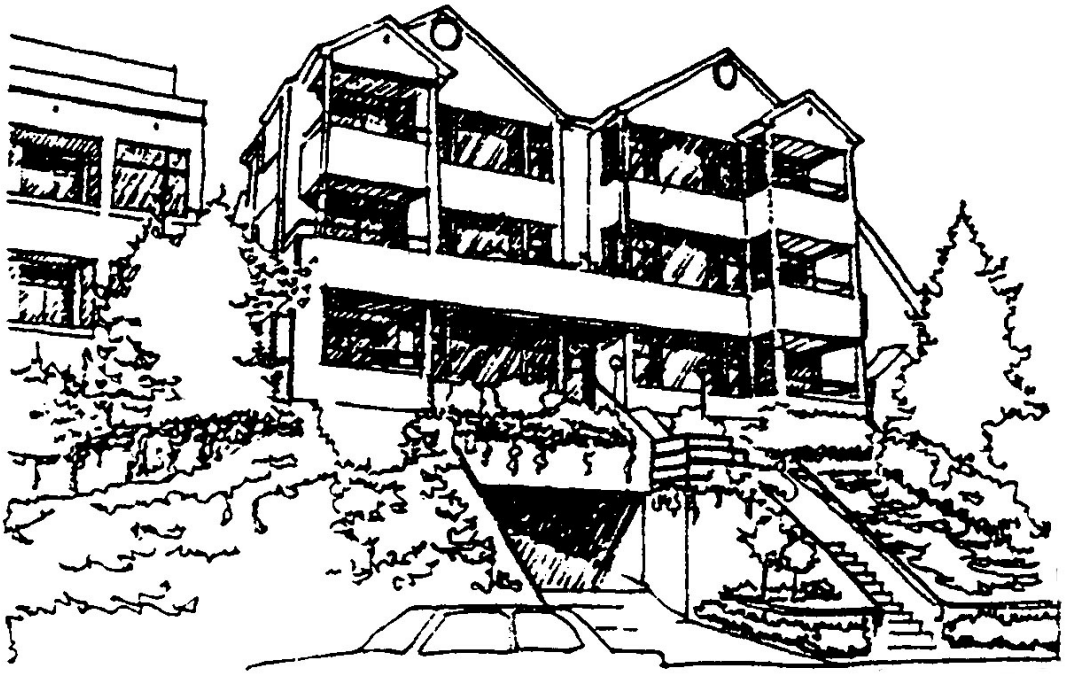


Figure 85: This parking garage is well screened by the generous landscaping on this steep site. The stairs, landing, and lighting help highlight the pedestrian entry.

13.0 Parking Garages
13.2 Integration with the Attached Building

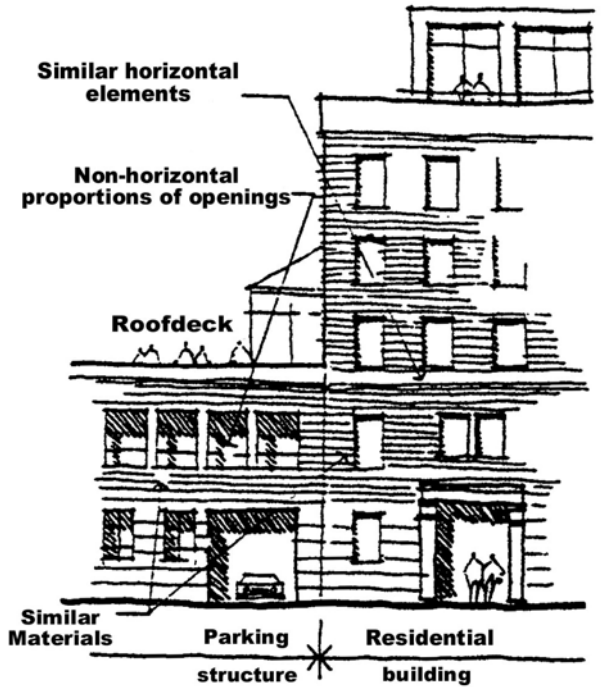


Figure 86: The appropriate design of a parking structure can help integrate it to the occupiable portion of the building.

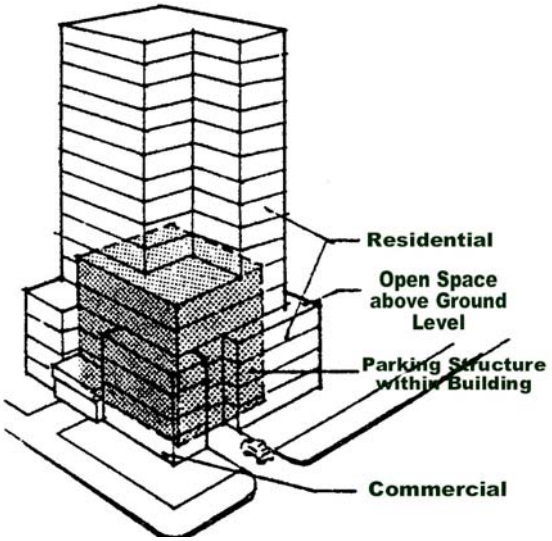


Figure 87: A parking garage located in the center of this large mixed-use structure with commercial uses and residential units along its edge.

1. Intent:

1.1. To reduce the visual impact of parking structures by making them a more integral part of the building.

2. Applicability:

2.1. This guideline applies to all development subject to these Design Guidelines pursuant to AMC §20.46.010 (Conformance with Design Guidelines or Standards) with a parking garage.

3. Guidelines:

3.1. The accessory parking portion of the structure should be architecturally compatible with the rest of the structure. That is, the parking structure and the rest of the building should appear as a unified, composed unit. Methods to better integrate parking structures with their buildings include:

3.1.1. Facing the parking structure with the same material as the building;

3.1.2. Continuing architectural elements from the occupiable portion of the building onto the parking structure, like a frieze, cornice, trellis or other device;

3.1.3. Using a portion of the top of the parking garage as a deck or garden for the occupants' use.

3.2. Large buildings with multi-level parking garages can screen the garages further by:

3.2.1. Locating occupiable space or shops to the outside of the parking garage. These units could have access directly from the street and from the parking area.

3.2.2. Designing the parking garage to be partially or totally below the level of the street or neighboring properties.

14.0 Mixed-Use Buildings
14.1 Site and Building Design

Figure 88: A successful mixed-use project along a public promenade in Portland, OR.

Figure 89: This mixed-use building differentiates the commercial uses and residential units by changing materials and stepping back the tower.

1. Intent:

1.1. To encourage mixed-use buildings with shops and small offices below, and residential units above.

1.2. To reinforce the community focal place and neighborhood centers with appropriately designed buildings, compatible with pedestrian-oriented commercial uses.

2. Applicability:

2.1. This guideline applies to all mixed-use development.

3. Guidelines:

3.1. Site mixed-use buildings wherever small-scale, pedestrian oriented commercial activity is desired.

3.2. Respect and enhance the character of the street, reinforcing the pedestrian shopping experience.

3.3. Site parking lots to the sides and rear of buildings, not the front facing the street. A drop-off zone at the street's edge may be appropriate.

3.4. Accentuate the residential portion of the development with changes in materials and wall plane. Create a distinct entry for the residential units.

3.5. Create usable outdoor spaces for the units facing the street by providing balconies and setbacks. The use of outdoor spaces enlivens the commercial street and creates a buffer space for the residential units.

Central Business District Design Guidelines

15.0 Central Business District
15.1 Policy, Goals and Applicability

1. Intent:

1.1. These Guidelines establish requirements for construction that are drawn from the commercial building heritage of Arlington and other traditional American downtown business districts. They support the idea that compact scale, traditional building types, architectural detail, and the accommodation for pedestrians that is found in these town centers should be preserved, enhanced, and expanded. These Design Guidelines describe the principles of siting, parking, massing, and treatment of façade and materials that will be allowed in the construction of new buildings, additions to existing buildings, and in the rehabilitation of existing buildings.

1.2. *Historical Design Principles of Arlington* – The standards of good, small town design are prevalent in many of the buildings in Arlington. These observable standards include a human-scale proportion of building height to street width, the location of shop entries at the sidewalk, a mix of various enterprises within a single building, the use of durable materials, and the design principles that promote a balanced blend of functional plus decorative building components. They have shaped Arlington since it's founding over 100 years ago.

Since then, the architectural styles have evolved. Yet the principles of good design that have been tested throughout centuries of practical, enjoyable town planning remain. Arlington's own version of pedestrian-friendly streets, its blend of historical and contemporary building styles, its mix of residential, commercial, and civic establishments, and its urban and naturalistic public spaces all contribute to the quality and character that the Guidelines address.

1.3. *Existing Building Types in Downtown Arlington as Models for New Development*

and Rehabilitation—The Design Guidelines are based upon the architectural precedents of Arlington's past. As such, this document will present examples of existing buildings to demonstrate the abstracted principles of the Guidelines and to illustrate possible resolutions to the intention of the Guidelines.

However, it should not be construed that the Guidelines intend to promote or adhere to any particular theme or style. Instead, new construction is expected to respect and be inspired by the authentic, local architectural and urbanistic traditions that have been in place for more than 100 years in Arlington. Construction is encouraged to be equally responsive to the variety, longevity, enthusiasm, and pride of workmanship that many of the historical and some new buildings in Arlington evoke.

1.4. The goal of this section is to promote construction that will enhance the existing good characteristics and qualities of the Central Business District (CBD).

2. Applicability:

2.1. The guidelines in this section apply to all development in the Central Business District 1, 2, and 3.

2.2. However, it is recognized that there is a distinction between CBD 1 and CBD 2 and 3, and discretion should be used in how strictly the guidelines are adhered to for any particular project. CBD 1 is clearly the historical commercial district of Arlington and conformance to these guidelines should be as strict as possible. CBD 2 and 3 are clearly more automobile-oriented, and conformance with the guidelines should be balanced with the particular context of the property. The goal for CBD 2 and 3 is to have them become more pedestrian-friendly than they may be now, yet we need to acknowledge that automobiles will play a larger role than in CBD 1.

15.0 Central Business District
15.2 Site Design and Massing

1. Intent

1.1. These Guidelines apply to the considerations of site design, parking, the massing or bulk of the building, and pedestrian accessibility. As a traditionally planned downtown shopping and mixed-use district, Arlington developed first as a pedestrian-oriented town center. While automobiles have obviously become essential to the commercial success of the center, these guidelines are designed to balance vehicular and pedestrian use. They are intended to provide convenient automobile access with carefully considered parking accommodations. Sidewalks, storefronts, and entries that cater to pedestrian activity are required.

2. Guidelines

2.1. *Setbacks*—See AMC §20.48.040 (Building Setback Requirements) and §20.46.050 (Site Design in the Central Business Districts (1, 2, and 3)).

2.2. *Building Height*—The maximum building height for all buildings in the Central Business District is set by AMC §20.48.060 (Building Height Limitations). Although there is no minimum height requirement at present, it is strongly encouraged that new construction includes, or at least plans for, development of additional stories. The allowable mixed-use functions of multistory buildings are recognized as furthering the economic well being, vitality, security, and historic character of the CBD that makes Arlington an attractive town.

2.3. *Lot Coverage*—The maximum allowable lot coverage is set by AMC §20.48.064 (Maximum Impervious Surface Lot Coverage).

2.4. *Building Orientation*—Building façades and primary entries shall be oriented toward the principle street bordering

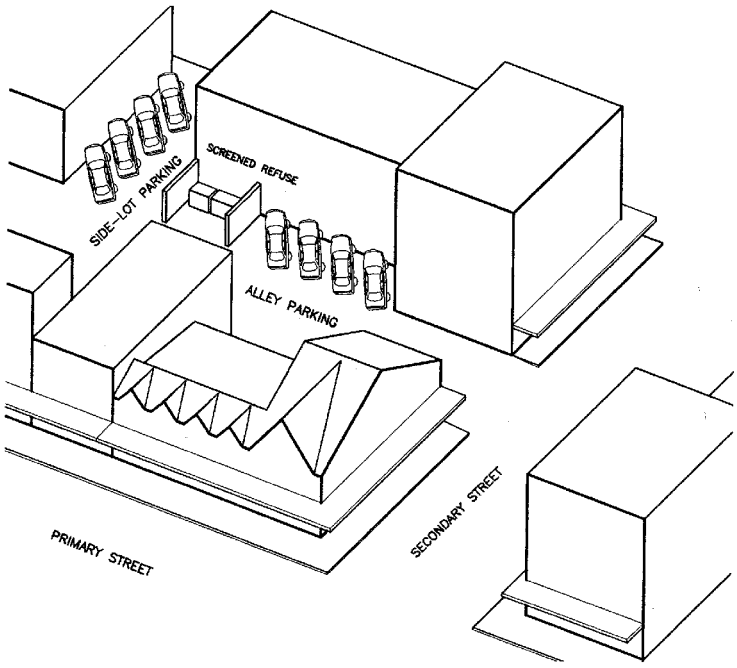


Figure 90: Corner massing, setbacks, building orientation, off-street parking, and screening.

the lot. Buildings located on corner lots shall treat both façades as if they were both facing the principle street. *(Figure 90)* However, façades facing the secondary street need not provide building entries. For related information see Sections 15.3.2.1, 15.3.2.2, 15.3.2.3, and 15.3.2.4.

2.5. *Off-Street Parking, Location*—Off-street parking shall be located to the rear of buildings located on Olympic Avenue. Off-street parking shall be located to the rear or side of other buildings in other areas of the Central Business District 1.

2.6. *Off-Street Parking, Screening*—Parking lots with the capacity of 3 or more cars and that are visible from public rights-of-way, or are located within 20 feet of residential-zoned property, shall be screened from view by wood, brick, concrete block, or wrought iron walls or fencing, or by trees, shrubs, trellises, or other landscaping elements. The selected plant materials should be suitable to their location and to the Arlington climate. They shall be maintained, and provided with a viable system of irrigation. Plant screening shall be effective within four years of planting. Parking lot lighting shall be shielded from intruding onto neighboring property.

2.7. *Alleys*—Public rights-of-way in alleys shall be kept clear. Services and parking shall be screened according to Sections 15.2.2.6 and 15.2.2.8.

2.8. *Screening of Service Elements*—Service elements that are in public view shall be screened from view with a combination of wood, brick, concrete block, or wrought iron walls or fencing, or with landscape materials. (See Section 15.2.2.6 for other landscaping requirements.) Openings to the service area shall be located away from the sidewalk. The services and their screening shall be located outside of the public right-of-way.

15.0 Central Business District
15.3 Architectural Design

1. Intent

1.1. New building façades shall conform to the horizontal and vertical division systems used historically in Arlington and in the architecture of other traditional commercial centers as described below.

2. Guidelines

2.1. *Horizontal Divisions*—Primary façades shall be divided into three basic horizontal divisions:

2.1.1. The base, consisting of storefronts, and with permanently fixed sidewalk canopies that separate the base from

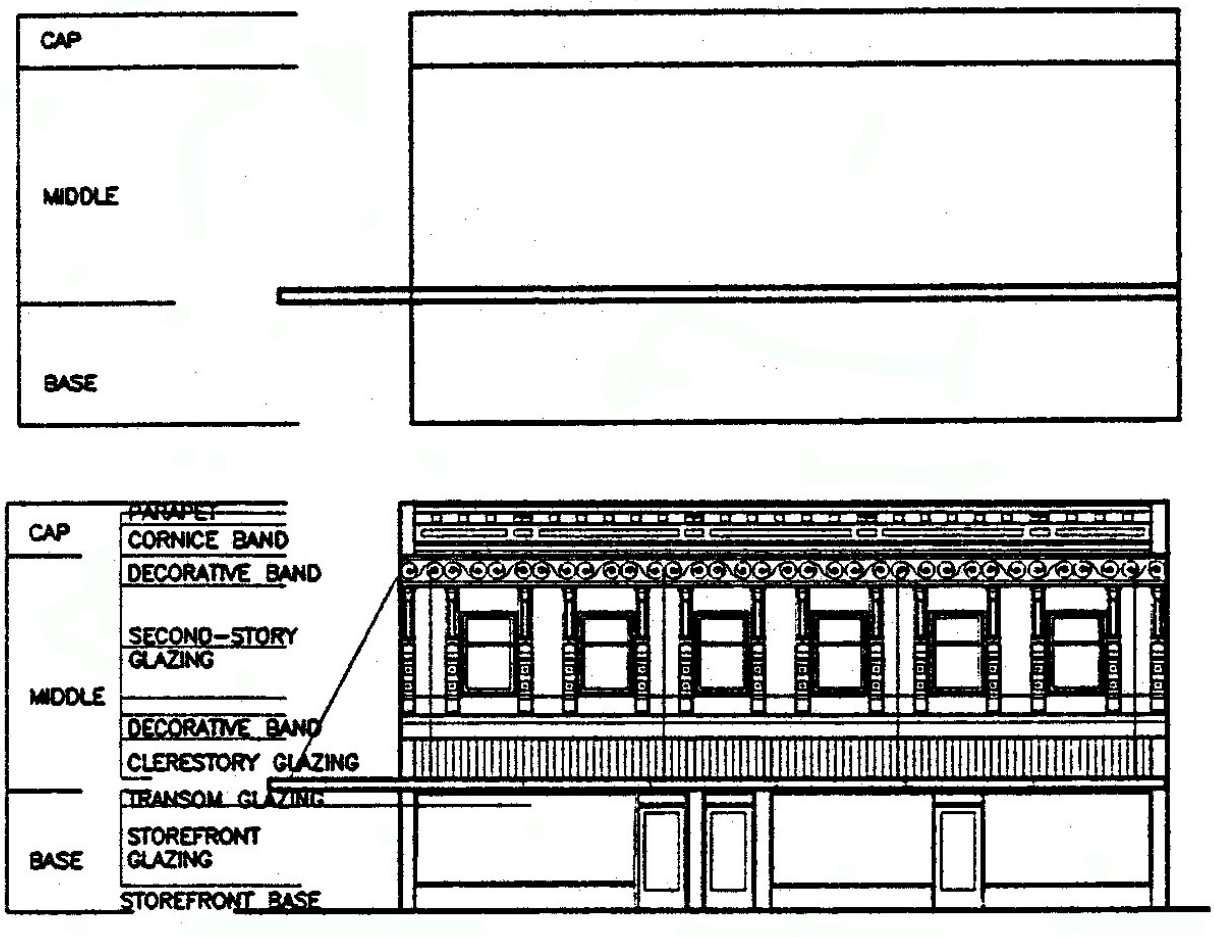


Figure 91: Above, an abstract illustration of required horizontal divisions. Below, an existing example.

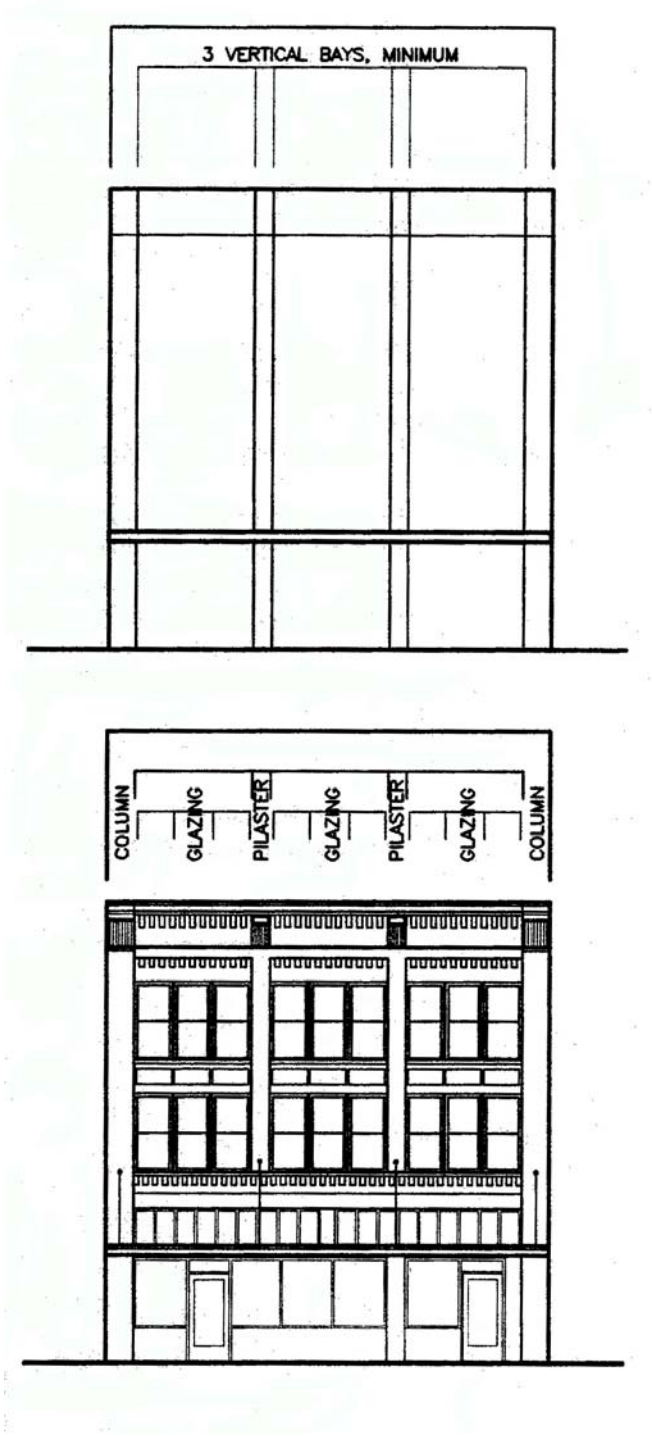


Figure 92: Above, an abstract illustration of required vertical divisions. Below, an existing example.

the middle division. (See Section 15.3.2.8 for other sidewalk canopy requirements.);

2.1.2. The middle, consisting of first-story clerestory windows, and/or second-story windows, intermediate panels or decorative bands, and trim;

2.1.3. The cap, consisting of the roofline or parapet shape, along with overhangs, cornices, and/or other parapet and roofline trim (*Figure 92*).

2.2. *Vertical Divisions*—Primary façades shall be divided vertically by the use of organizing elements such as columns, pilasters, or panels. No façades open to public view shall consist of unarticulated blank walls. Vertical divisions shall form bays with either a maximum width of 12'-0", or be no greater than 1/3 of the building's overall width, whichever is smaller. Vertical divisions shall minimally extend for one-half of the total overall height of the building. *(Figure 92)*

2.3. *Ground-Floor and Storefront Façades*—The base of ground floor, street-facing storefronts shall be composed of impact-resistant materials of wood, stone, brick, stucco, concrete, or tile. (See Section 15.3.2.9 for other requirements.) It shall be a minimum of 18" in height measured from its lowest point along the sidewalk. It shall serve to separate the storefront glazing from the adjacent sidewalk.

2.4. Storefront façades shall consist of no less than 65% glass display windows with trim unless alternative proposal is provided accomplishing the same intent with compatible architectural treatments. Entry doors shall be recessed where possible, and shall conform to all other Building Code regulations for barrier-free accessibility for sidewalk encroachment, etc. Entry systems shall consist of commercial-quality wood, aluminum, or steel framing with steel doors. Door glazing shall be a minimum of 65% with transom glazing wherever possible. The vertical divisions in the storefront system shall

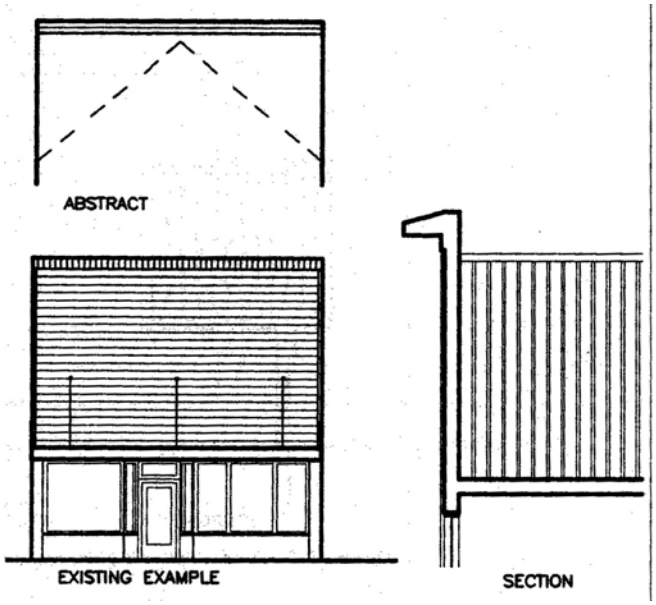


Figure 93: The western false front hides a gable roofline behind.

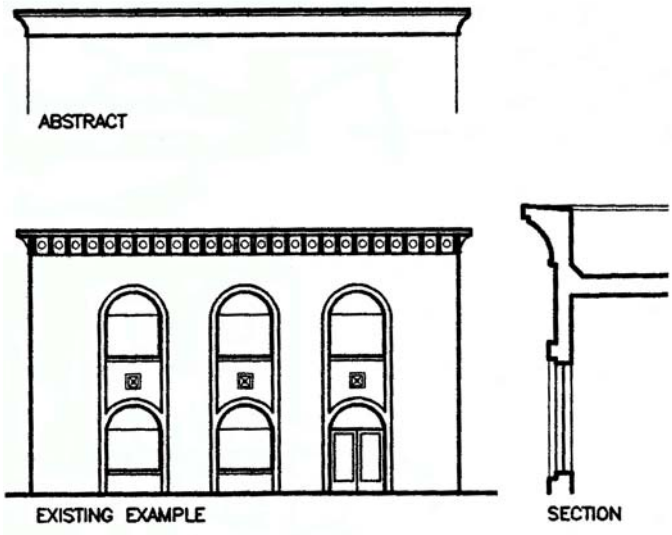


Figure 94: A contemporary interpretation of a classical parapet forms a single, strong, building cap.

continue to relate to the vertical divisions of the upper-floor façades. (See Section 15.3.2.8 for sidewalk canopy requirements.)

2.5. *Upper-Floor Façades*—Upper-floor structural elements, windows, and panels shall conform to the vertical and horizontal divisions described in Sections 15.3.2.1 and 15.3.2.2. The resulting pattern of elements shall continue to relate to the pattern of street-level façade elements. Materials shall consist of wood, stone, brick, concrete, stucco or stucco-finished exterior insulation finish systems (EIFS), metal or tile. (See Section 15.3.2.9 for other stipulations on finish materials and color selections). Upper story windows shall have architectural glazing, framing, and trim that is compatible with the scale and detailing found in the historic, mixed-use commercial buildings of downtown Arlington.

2.6. *Roof configurations, Parapets*—The tops of new buildings shall be trimmed with elements drawn from the cornices, parapet details, and/or roofline forms typical of historic, commercial buildings in Arlington and other American towns. Besides serving a decorative purpose, these trim courses can serve a dual function if designed to provide weather protection to parapets, windows, and façades. *(Figures 92, 93, 94, 96, and 97)*

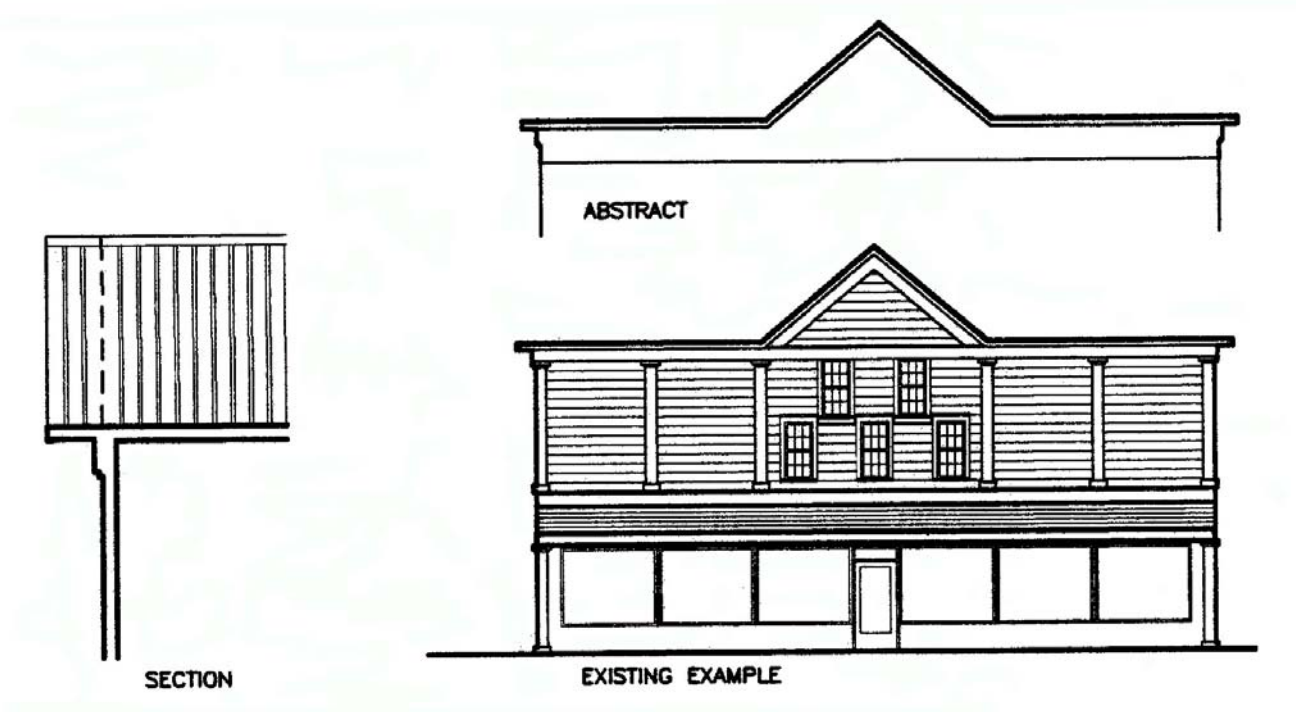


Figure 97: The facade displays its gable roof centered along a flat roofline with over-hanging eaves.

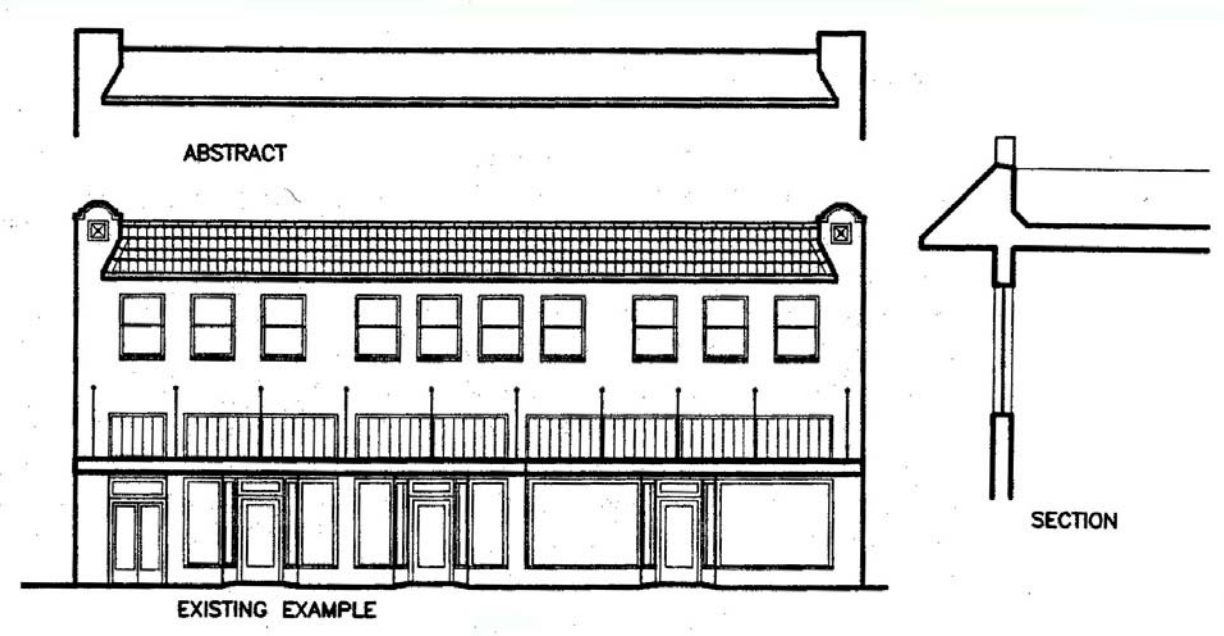


Figure 96: A projecting band of skirting at the parapet provides a visual cap and a protective cap for the windows below. (Skirting that extends the full story height is not encouraged.)

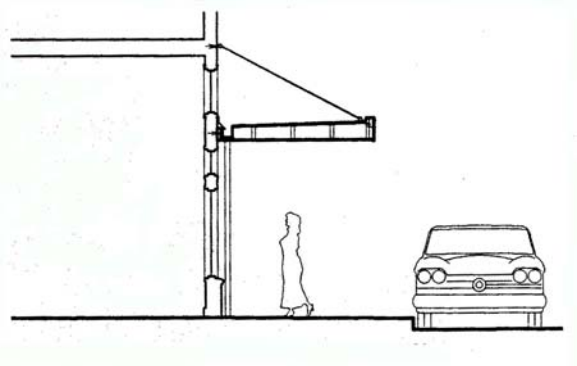


Figure 98: A tensile-supported canopy secured by chain or cable.

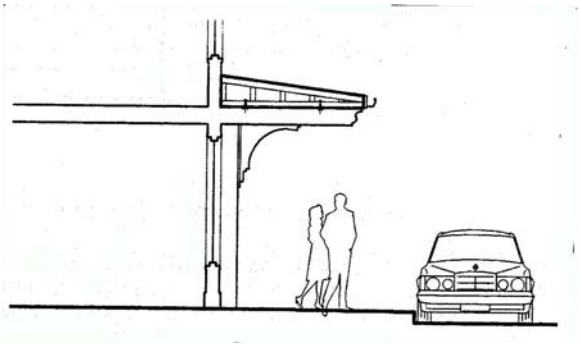


Figure 100: A compression-supported canopy held in place atop large, wood

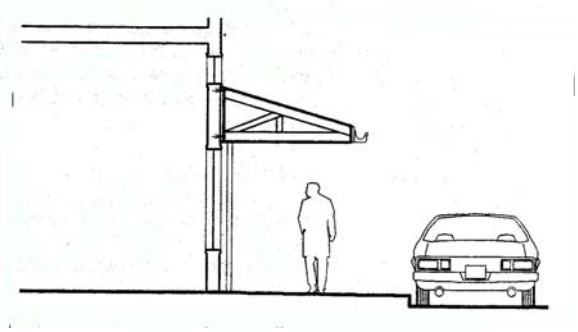


Figure 99: A nono-truss canopy attaching its vertical chord to the structural frame

2.7. *Building Entries Other Than Storefronts*—Street-level entries to upper level offices and residences should be of impact-resistant materials, should be recessed if possible, and shall conform to Building Code restrictions on sidewalk encroachment. Entries shall conform to all applicable requirements for handicap accessibility. Entry doors should be commercial quality wood or metal glazed doors, and should be compatible with traditional entry doors found in historic commercial buildings. Where possible, transom glass shall be located over entry doors.

2.8. *Fixed Canopies*—For all newly constructed buildings, or for rehabilitation projects estimated at 50% or more of a building's value, permanently fixed canopies made of wood and/or metal or other durable, weather resistance materials shall be provided. Canopies shall project over sidewalks a minimum of six feet from the building face and shall be one-foot minimum from the street curb. Canopies shall provide protection from the rain and melting snow for pedestrians using the sidewalk bordering the building. Canopies shall be constructed across the entire street frontage of the building facing the primary street, and for corner buildings, shall be constructed continuously across all glazed openings of the street frontage facing the secondary street. Sidewalk canopies shall be securely fastened to the structural framework of the building, conforming to Building Code requirements for wind and snow loading. Fabric canopies or awnings are not permitted as sidewalk protection. *(Figures 98, 99, 100, and 101)*

2.9. *Finish Materials And Colors*—Exterior finishes shall be durable commercial applications of traditional materials. These include wood, stone, brick, stucco (or stucco-finished EIFS), concrete, metal, and tile. Exterior color schemes should include contrasting base and trim colors. The Design Re-

view Board generally deems as acceptable colors schemes included in any paint manufacturer's "historic line" or similar proposal reflecting an historic theme.

2.10. *Building Detailing*—Buildings shall be detailed with materials that vary between base wall material and trim. Trim and detailing should include some of the following: wood moldings and trim, decorative brick trim, glazed terra cotta trim, metal moldings, pressed metal, cast concrete or stone trim.

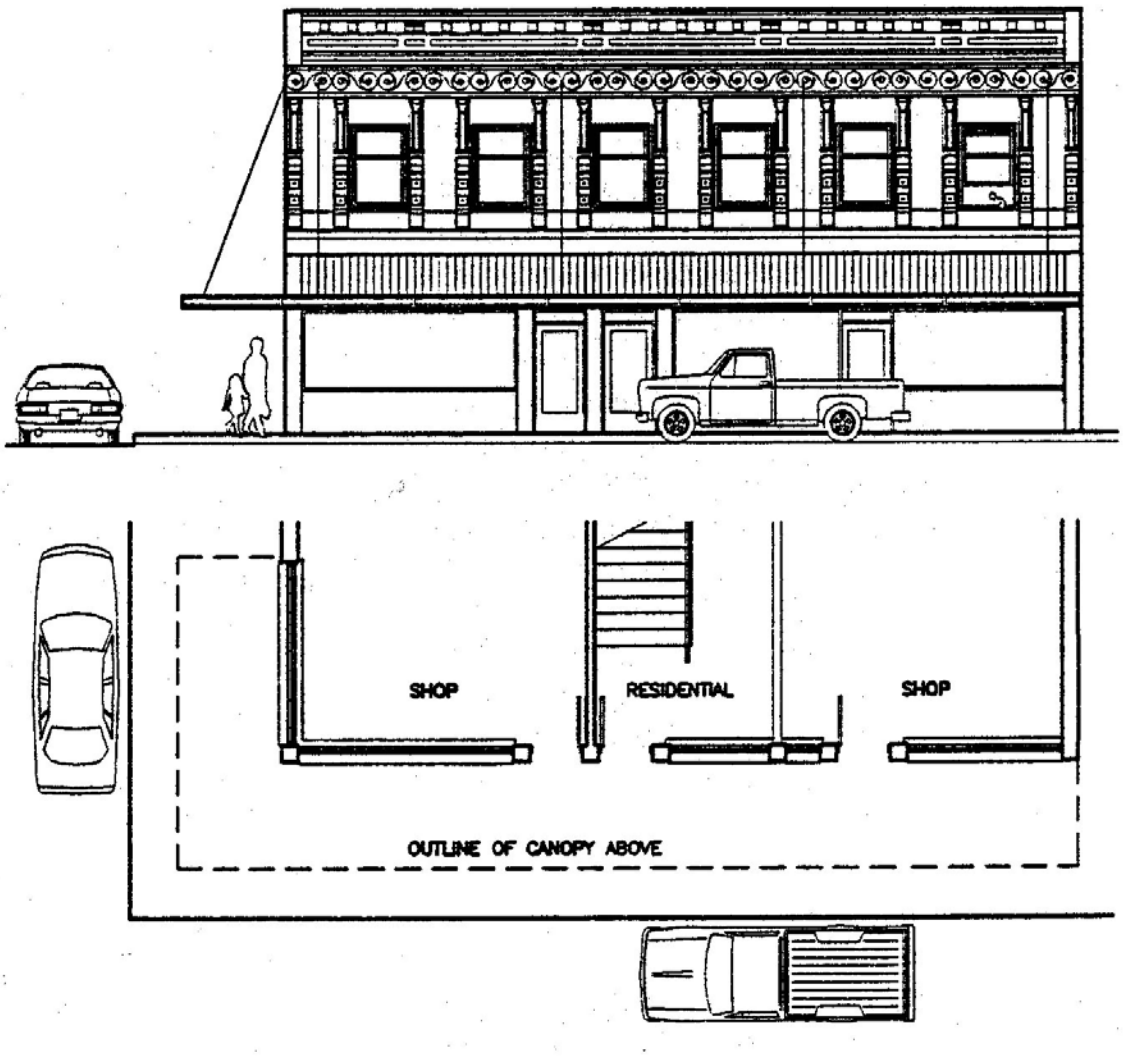


Figure 101: The canopy turns the corner of the building so as to provide continuous storefront protection from the weather.

Figure 103: In-line design or continuity of planer elements is one way for new construction to fit into the context of existing buildings.

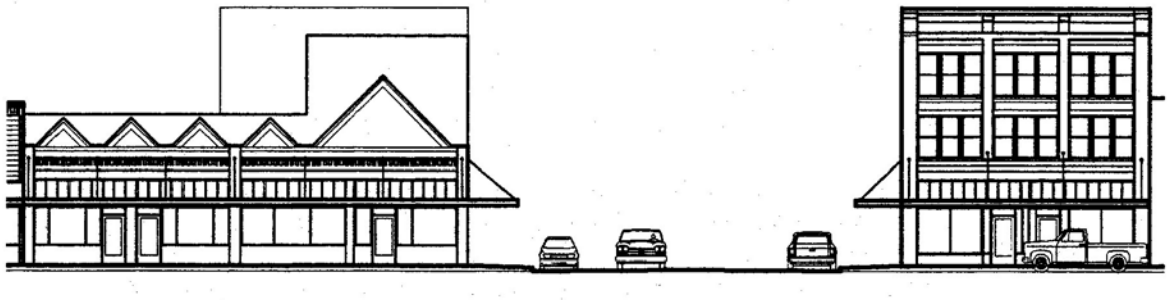


Figure 104: The massing of the corner portion of the building is increased in height so as to allow it to "hold the corner" and to provide a better complement to the taller building across

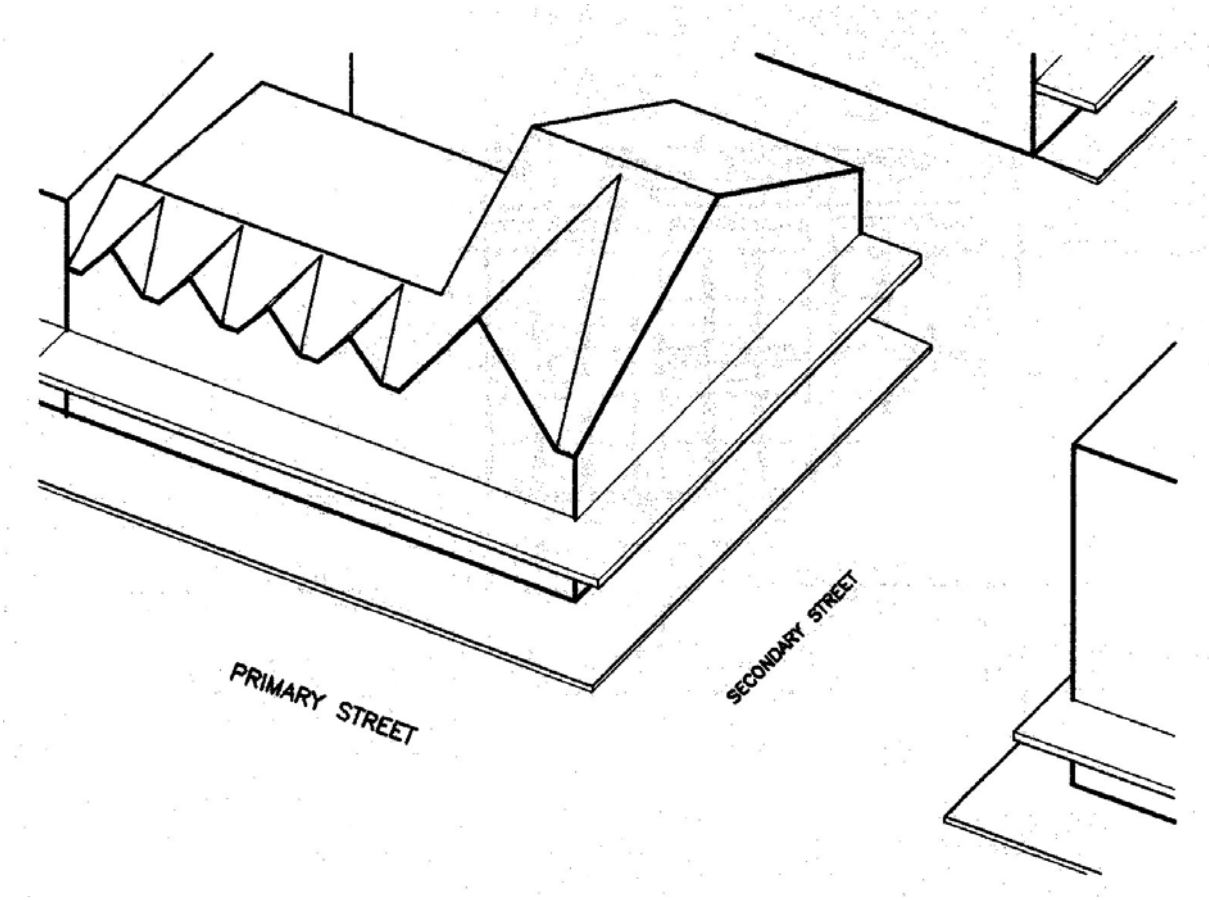


Figure 105: Increasing height at the corner allows a building to "hold the corner" and visually anchor the block at the intersection.

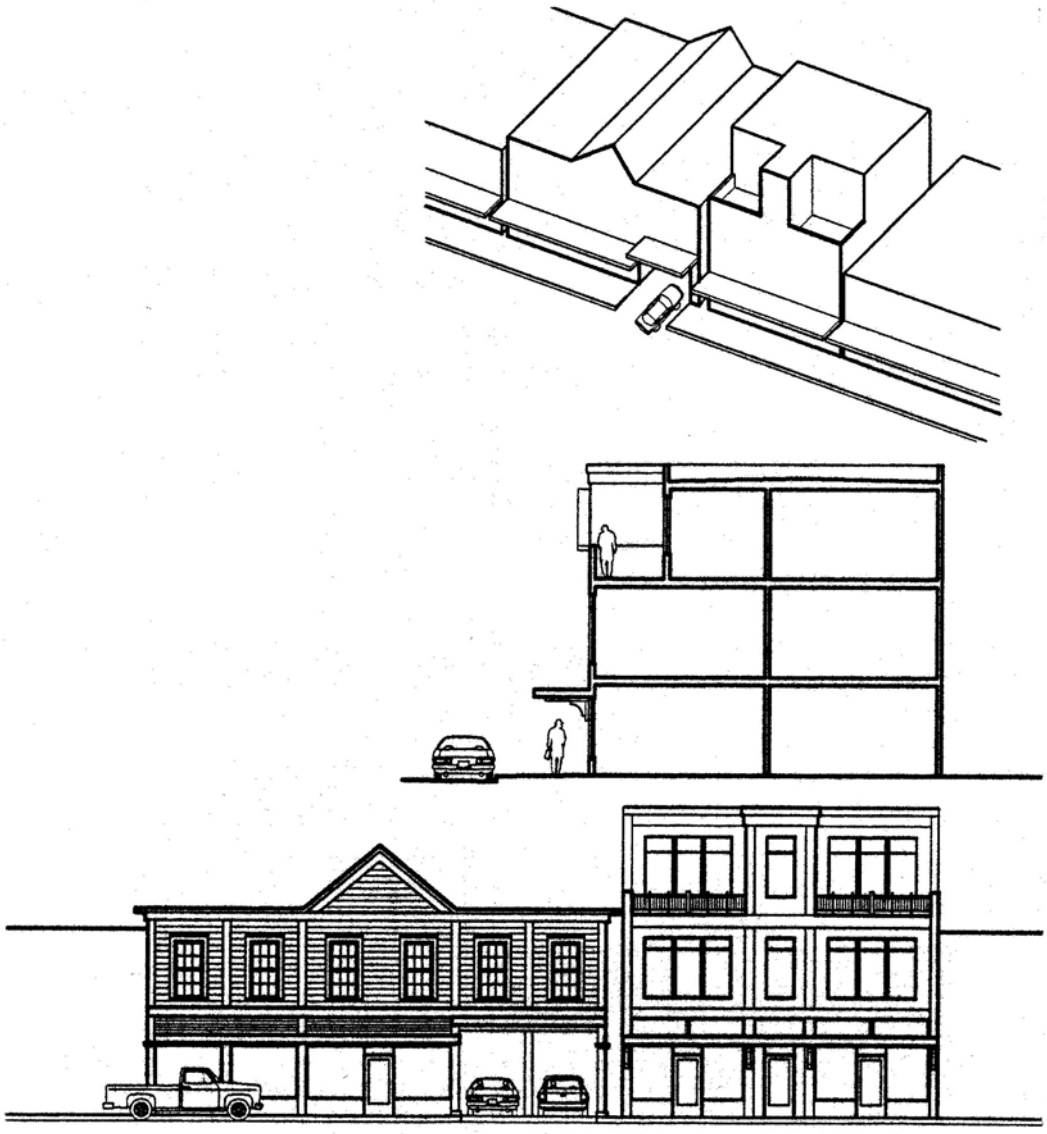


Figure 106: Stepping back the massing of a taller, new building, retains the typical height of the street wall. Shown here, the stepped back portion forms private balconies for residential or office use.

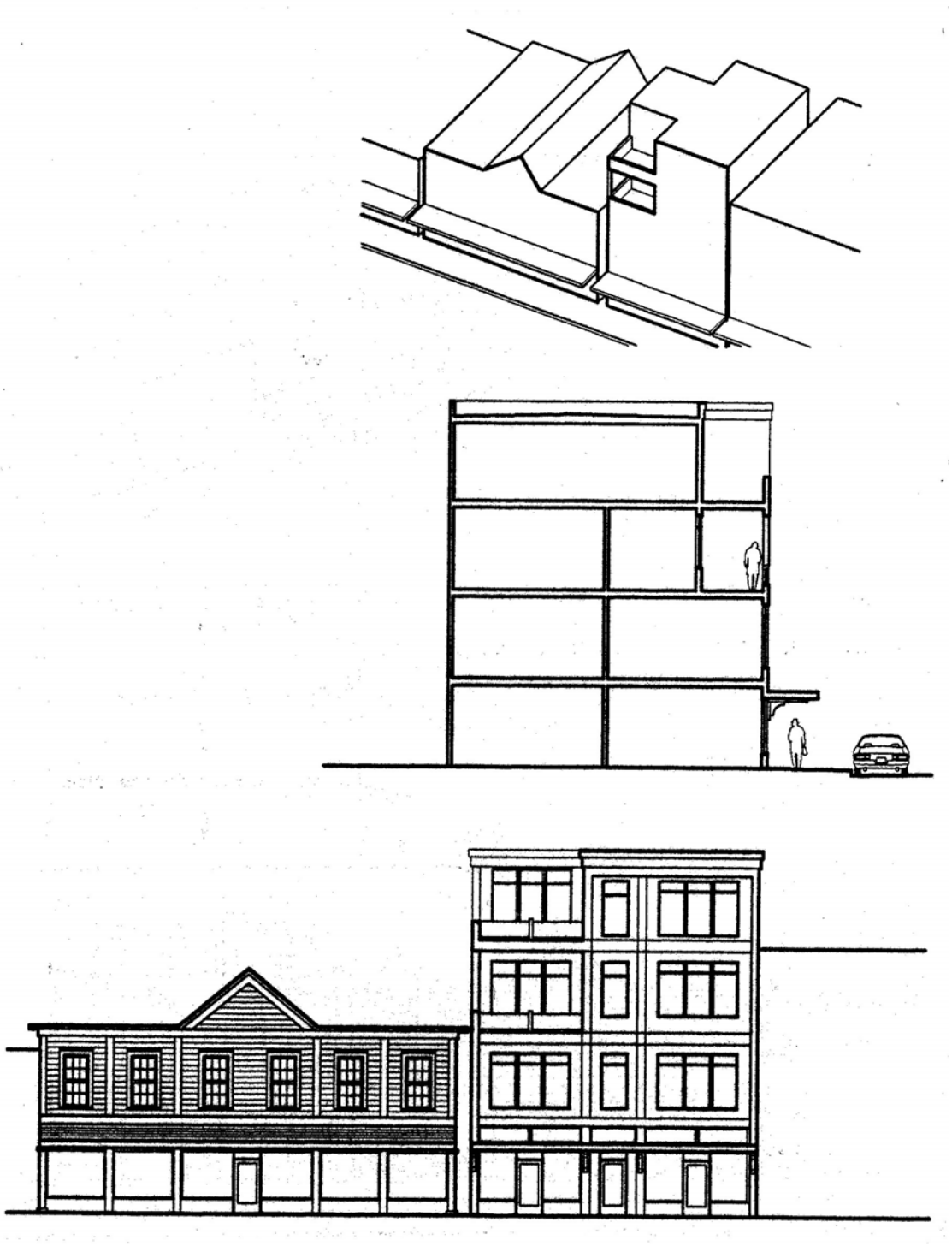


Figure 107: Stepping down the massing of the new building mitigates the difference between adjacent building heights. Here, the third story contains a covered balcony with a corner column. At the fourth story, the balcony opens to the sky above.

Figure 103: Examples of existing signs.

2.11. *Signs*—Signs shall be integrated with the building architecture, and shall not cover significant architectural features. Sidewalk "sandwich board" signs shall be placed on the sidewalk at the street edge, with a minimum 6-foot clear sidewalk zone remaining. In the case of conflicting regulations with Chapter 20.68 (Signs), the most stringent apply.

2.12. *Relationship of New Construction to Existing Adjacent Buildings*—Where new commercial or mixed-use construction adjoins lots with smaller historic buildings, or adjoins property zoned exclusively for residential use, the potential negative impacts due to the juxtaposition of the larger commercial buildings shall be mitigated through site planning and architectural design. These techniques can include in-line design or continuity of planar elements (Figure 103); increasing the height of a new building at the corner so as to 'hold the corner' and/or to better complement a taller building across the street (Figures 104 & 105); stepping back the massing of a new building so as to retain the existing height at the street wall (Figure 106); and, stepping down the massing of a new building so as to better complement a less intensively developed site (Figure 107). In addition to the manipulation of massing, design techniques intended to generate compatibility between new construction and existing buildings include utilization of similar materials, finishes, colors, and detailing.

15.0 Central Business District
15.4 Exterior Rehabilitation and New Additions

(a) *Overview and* Goals—These guidelines apply to existing commercial and mixed-use buildings within the Downtown Design Review District. In this context, "rehabilitation" involves repair or alteration to either maintain the building or provide for a change in use. Repairs and alterations to buildings shall protect and maintain their historic features and materials.

(b) *Historic Preservation and Restoration of Existing Architectural Features*—Historic exterior features include, but are not limited to, building details; roof lines and parapets; window sizes, types of framing, sash, glazing and their materials, patterns of divided lights; door sizes and styles, and framing and door types and materials; storefront materials, and storefront details; sidewalk canopy materials, types, materials, trim, and details; historic building signage (such as dates or names, along with cornerstones and plaques); and, in general, the overall building trim and articulation.

Historic architectural features of existing buildings shall be retained and repaired, rather than removed. If these features are severely damaged, they shall be replaced with features identical in appearance to the original features.

(c) *Replacement of Pre-Existing Architectural Features*—Where historic features have been removed or destroyed in the past, those original features shall be restored where new construction or rehabilitation makes this feasible.

(d) *Additions to Existing Buildings*—New additions to historic buildings shall respect the architecture of the existing building. Materials, massing, colors, and detailing of the existing building shall guide the design of the new additions. New additions shall also be

compatible with the historic architectural features of adjacent historic buildings, including compatibility with historic building materials, color, signage, storefront organization, sidewalk canopies, and façade organization.

(e) *Canopies/Weather Protection Over Sidewalks*—Historic sidewalk canopies shall be maintained, restored, or rehabilitated according to the provisions of this chapter. See also Section 15.3.2.8.

(f) *Relationship of Renovations and Additions to Adjacent Buildings*—New additions to existing buildings and new infill construction shall be compatible with the architectural features of adjacent historic buildings, including compatibility with historic building materials, color, signage, storefront organization, sidewalk canopies, and façade organization.