

# Promoting Vibrant Communities through **Innovative Design and Development Codes**

## **Design Standards and Guidelines**

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# Principles

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1. Distinction between basic development standards and design elements.
2. Plain English; not planner jargon or made-up terms.
3. No vague terms (eg. compatibility, visual interest)
4. Easy to apply and administer.
5. Flexibility combined with general predictability.
6. Encourage varied solutions. (We in Northwest value diversity, even quirkiness.)

# Case Studies



# COEUR D'ALENE

Infill Development Regulations and  
Design Standards



Revised Draft - September 30, 2004



## II. USES

### 1. Permitted Uses

Uses permitted within the underlying districts shall be allowed, unless noted below. The intent of establishing and maintaining an environment suitable for denser residential development:

### 2. Uses Expressly Prohibited in All Three Overlay Districts

- Criminal transition facilities

- Juvenile detention

- Rehabilitation centers

- Uses with outdoor storage of inventory, materials, or supplies

- Adult entertainment

### 3. Additional Uses Expressly Prohibited in the DO-N and DO-E Districts

- Manufacturing and fabrication

- Drive-through sales or services

- Sales, repair, parts, service, or washing of vehicles or boats

- Gasoline sales

- Automobile parking, unless serving a principal use

- Commercial kennel

- Warehousing



### III. DEVELOPMENT INTENSITY

#### 1. Floor Area Ratio

Floor Area Ratio (FAR) is a method of calculating allowable floor area. The FAR multiplied by the parcel size equals the amount of allowable floor area that can be built within a development.

(Example: A parcel size of 10,000 square feet multiple by an FAR of 2 equals 20,000 square feet of allowable floor area.)

#### 2. Table of Allowable Floor Area Ratios

Overlay District	Non-Residential Use		Residential Use		Combined
	Basic	With Bonuses	Basic	With Bonuses	
DO-N	.3	.9	1.0	2.0	2.9
DO-E	.3	.6	.5	1.0	1.6
MO	.5	1.0	1.0	2.0	3.0

#### Notes:

- In a combined FAR, the maximum FAR for each use category shall not be exceeded.
- Hotels, motels, and bed and breakfast establishments are considered residential uses for the purpose of FAR.
- FAR includes all structures on a site including accessory structures except:  
Exclusions from calculation of Floor Area:
  - Floor area dedicated to parking
  - Elevators, staircases and mechanical spaces
  - Exterior decks, porches and arcades open to the air
- Development with only Basic FAR still must comply with design standards and guidelines.**

## IV. DEVELOPMENT BONUSES

If a development incorporates amenities from the lists below, the FAR may be increased through a discretionary review process intended to ensure that the each amenity both satisfies its design criteria and serves the intended purpose in the proposed location.

### 1. Minor Amenities

Each feature from the following list may allow an increase of .2 FAR from the Basic Allowable FAR to the Maximum FAR

#### a. Additional Streetscape Features

Seating, trees, pedestrian-scaled lighting, and special paving in addition to any that are required by the design standards and guidelines.

#### b. Common Courtyard or Green

This space shall be available to tenants or residents of the development. It shall be an area equal to at least 4% of the floor area of the building. There should be both paved areas and landscaping, with planting consuming at least 30% of the area. Seating and pedestrian-scaled lighting shall be provided.

#### c. Canopy over the Public Sidewalk

A permanent structure extending over the sidewalk a minimum of 5 feet in width and extending, along at least 75% of a building's frontage. The height above the sidewalk shall be between 8 and 10 feet.

#### d. Alley Enhancements

Pedestrian-scaled lighting, special paving, and rear entrances intended to encourage pedestrian use of the alley.

#### e. Upgraded Materials on Building

Use of brick and stone on the building façades that face streets.

#### f. Preservation of Grand Scale Tree(s)

Deciduous and evergreen trees with a minimum 20 inch DBH and/or 45 feet height. Tree health and compatibility with proposed development shall be reviewed by an ISA Certified Arborist. The number of trees preserved in order to satisfy this criteria is left to the discretionary review process.

Definitions:

DBH-Diameter measured 4.5 feet above the ground.

ISA- International Society of Arboriculture



## IV. DEVELOPMENT BONUSES (continued)

### 2. Major Amenities

Each Public Amenity from the following list may allow an increase of .5 FAR from the Basic Allowable FAR to the Maximum FAR

#### a. Exterior Public Space

This space shall be available to the public at least for the period between 7am and dusk. It shall be an area equal to at least 2% of the total interior floor space of the development. No dimension shall be less than 8 feet. Landscaping, textured paving, pedestrian-scaled lighting, and seating shall be included.

#### b. Public Art or Water Feature

Each feature must be appraised at a value that is at least 1% of the value of building construction. Documentation of building costs and appraised value of the art or water feature shall be provided.

#### c. Through-Block Pedestrian Connection

A walkway at least 6 feet wide allowing the public to walk between a street and an alley or another street. The walkway shall be flanked with planting and pedestrian-scaled lighting.

#### d. Below-ground Structured Parking

All required parking shall be contained within a structure that is below grade.

## V. BUILDING HEIGHT

Overlay District	Maximum Building Height
DO-N	45 feet
DO-E	38 feet
MO	45 feet

### Notes:

1. Building height within 50 feet of districts having a lower height limit shall not exceed the height limit for the adjacent district.
2. Detached garages shall not exceed 12 feet measured to the high point of a flat roof or to the ridge of a sloping roof. This provision applies to all accessory structures.

## VI. PARKING STANDARDS

### 1. Residential Uses

Residential Type	Minimum Requirement
Senior Housing (see note 1)	.5 space per unit
Studios	1.0 space per unit
One Bedroom	1.0 space per unit
Two Bedrooms	1.75 spaces per unit (see note 2)
Three Bedrooms	2.50 spaces per unit (see note 3)
Four or More Bedrooms	1.00 space per bedroom

#### Notes:

1. Housing restricted by deed to persons over 62 years of age.
2. Within the DO-N district, the minimum is 1.5 spaces per unit.
3. Within the DO-N district, the minimum is 2.0 spaces per unit.

### 2. Commercial and Other Uses

One off-street parking stall shall be provided for each 330 square of interior floor

Exception: Restaurants greater than 1000 square feet shall provide one stall per each 200 square feet of interior floor area.

### 3. Off-Site Parking

Parking requirement may be satisfied on off-site lots, so long as the parking is located within 300 feet of the development.

### 4. Shared Parking

If different uses within a development share parking, the Director may reduce the total amount of required parking by 20%.

## VII. DESIGN STANDARDS

### A. GENERAL LANDSCAPING

In order to reinforce the natural setting of the surrounding area and to reduce the impacts of the built environment, development subject to the requirements of Infill Overlay Ordinance must comply with the following requirements:

1. General Requirements:

All areas of the site being developed that are not otherwise devoted to site improvements shall either be planted and/or maintained with plant material meeting the requirements of this section.

a. Native and/or Drought Resistant Species:

Plant material should consist of native and/or drought resistant species that are adapted to the region's climatic conditions. (Refer to the City's Approved Tree List)

b. Year Round Interest:

Plant varieties must provide year-round interest.



*Site Area Planting*



*Accent Pedestrian Area*



*Accent Vehicular Entrance*

## VII. DESIGN STANDARDS

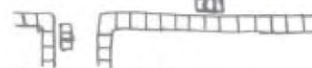
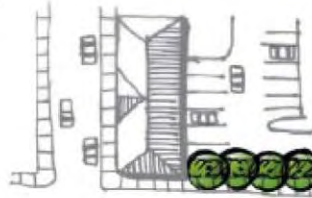
### B. SCREENING OF PARKING LOTS

In order to reduce the visual impacts of surface parking lots, the following requirements shall be met:

#### 1. General Requirements:

Parking lots that abut the public street shall be screened with a continuous screen that is at least 2 feet in height but no more than 3 feet in height. The screen may be one or a combination of the following treatments:

- a. Landscape plantings consisting of evergreen shrubs and groundcover materials.
- b. Low walls made of concrete, masonry, or other similar material.
- c. Continuous raised planters planted with evergreen shrubs.



*Parking Lot Screening*

#### 2. Exceptions:

##### a. Use of Railings:

In the event that there is insufficient space to allow the use of evergreen plant material or low walls to screen parking areas, a railing with articulation of detail may be used.



*Plant Material Screen*



*Railing*



## VII. DESIGN STANDARDS

### C. SCREENING OF TRASH/SERVICE AREAS

In order to reduce the visual impacts of trash and service areas, the following requirements shall be met:

#### 1. General Requirements:

##### a. Location of Trash and Service Areas:

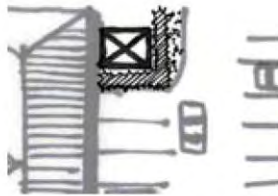
Trash and service areas shall be placed away from the public right-of-way.

##### b. Screening:

Trash and service areas shall be screened from view on all sides with solid ever-greenplant material or architectural treatment similar to the design of the adjacent building.



*Trash/Service Area with Architectural Screen*



*Trash/Service Area with Landscape Screen*



*Plant Material Screen*



*Architectural Treatment*



*Plant Material Screen and Architectural Treatment*



## VII. DESIGN STANDARDS

### D. LIGHTING INTENSITY

In order to conserve energy, prevent glare and reduce atmospheric light pollution while providing sufficient site lighting for safety and security, the following requirements must be met:

#### 1. General Requirements:

##### a. Light Trespass:

All fixtures must be shielded to prevent light trespassing outside the property boundaries.

##### b. Minimize Up-Light Spill/Glare:

All fixtures used for site lighting shall incorporate shields to minimize up-light spill and glare from the light source.

##### c. Flashing Lights Prohibited:

Flashing lights are prohibited with the following exception:

- i. Low wattage holiday and special occasion accent lights.

##### d. Up-Lighting Prohibited:

Lighting directed upwards above the horizontal plane (up-lighting) is prohibited, with the following exception:

- i. Up-lighting of Government Flags. Government flags used for advertisement are discouraged.



*Cut-off Fixture*



*Example of Atmospheric Light Pollution*



*Signage Lighting*

## E. IDENTITY ELEMENTS

In order to mark districts, corridors, and entrances with distinctive elements the following guidelines must be met:

1. MO District:

Art elements and unique street furnishings must be used to identify the MO District.

2. DO-E District:

Designated street trees and accent trees, adopted by resolution of the City Council, must be used to highlight special streets and intersections within the DO-E district.

3. DO-N District:

Seasonal landscape, street trees, accent trees, garden planting strips, and/or yard art must be used to identify the DO-N district.



*Yard Art*



*Accent Trees*



*Art Element*



*Designated Street Trees*

## I. UNIQUE HISTORIC FEATURES

In order to retain the unique character of the neighborhood and businesses, the following guidelines must be met:

1. Retention of Historic Signs/Structures:

Historic signs, pavement markings and landmark structures should be retained.

2. New Landmark Signs:

New landmark signs should correspond to the location, setting and type of businesses.













# Bainbridge Island, WA

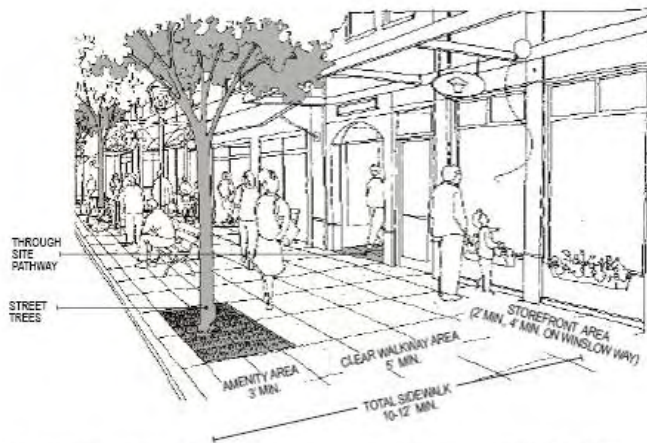
## STREETSCAPE

### Intent:

To create a streetscape that is safe, comfortable and appealing to people on foot. New development shall promote a green urban environment with visually interesting spaces and connections for people to walk, sit and window shop. To achieve this in the Winslow Core the following guidelines shall be addressed:

1. Pedestrian pathways shall be established in order to connect internal and external development. New development and redevelopment shall include passageways that cut through sites and connect to other sites and/or buildings. These can be simple walkways or can be more elaborate landscaped courtyards. They can be opened to the sky or covered. Types of pathways may include the following:
  - a. Public - formal sidewalk along ROW or dedicated access through sites
  - b. Public/private - less formal minimum 5 foot wide paths connecting sites to street
  - c. Private - internal pathways from parking to building entrances or building to building.

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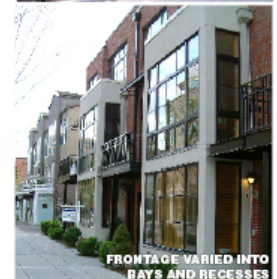
## BUILDING DESIGN

### Intent:

To produce a townscape that is highly variegated and diverse, with a wide variety of building forms and massing, with a high degree of activity and interest at the street level that can engage people on foot. New development should not display repetitive or monochromatic features but rather embody creative expression as individualized structures that contribute to the unique place that is the Core of the Town Center.

### A. Overall Massing and Variation

1. Articulation. Buildings should incorporate articulation on all sides. The street-facing side(s) shall receive the greatest amount of attention with respect to richness of forms, details, materials, and craft.
2. Variety in form. Variety in building forms should be provided rather than regularized repetition.
3. Varied frontages. Building frontages shall be divided into relatively small units with storefronts, bays, recesses, offsets, balconies, a varied and rich color palette, and other elements to avoid long, monolithic facades.
4. Multi-frontages. Single buildings that face more than one street should respond architecturally to the context of each street. Developments with multiple buildings should incorporate multiple architectural responses for various buildings.







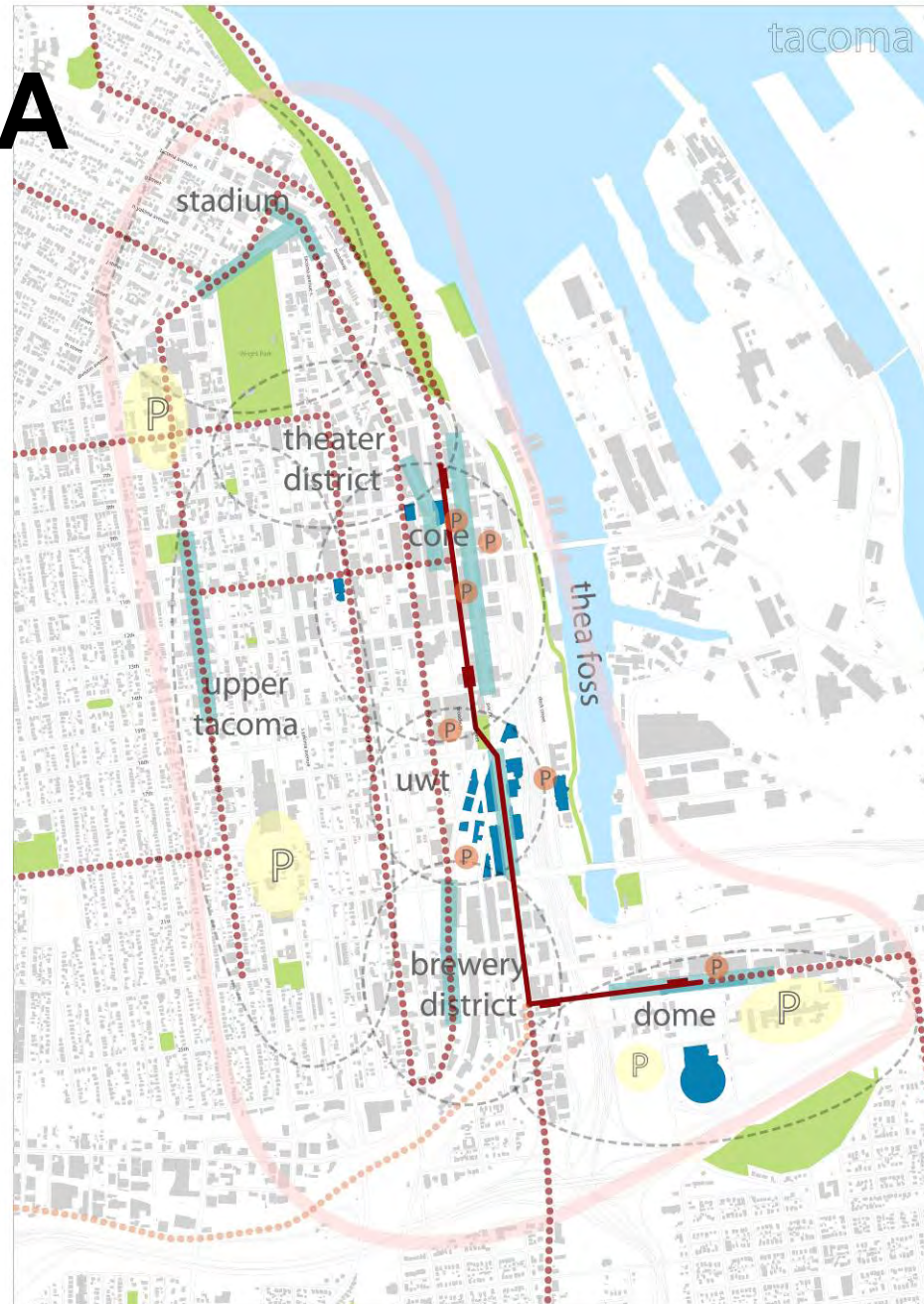








# Tacoma, WA



center city

- parks and open space
- buildings of interest
- neighborhood main streets
- existing parking structures
- proposed parking structures
- mixed use districts
- link light rail
- proposed streetcar
- proposed commuter rail
- center city boundary

LMNARCHITECTS













