CHAPTER 4.10
PEDESTRIAN ORIENTED DESIGN STANDARDS

Section 4.10.10 - PURPOSE

The Pedestrian Oriented Design Standards in this Chapter are established to do the following:

a. Implement applicable policies of the Comprehensive Plan;

b. Foster human-scale development that emphasizes pedestrian rather than vehicular features;

c. Promote pedestrian oriented buildings, pedestrian amenities, and landscaping that contribute positively to an appealing streetscape;

d. Promote an environment where developed areas, recreational areas, and multi-use paths are accessible to all;

e. Promote pedestrian safety by increasing the visibility and vitality of pedestrian areas;

f. Ensure direct and convenient access and connections for pedestrians and bicyclists;

g. Augment the sidewalk and multi-use path system for pedestrians;

h. Provide a connected network of sidewalks and multi-use paths;

i. Encourage street activity to support livable neighborhoods and vital commercial areas;

j. Ensure that developments contribute to the logical continuation of the City's street and block form and/or establish block patterns in parts of the City where they do not exist;

k. Provide a sense of diversity and architectural variety, especially in residential areas, through the use of varied site design layouts and building types and varied densities, sizes, styles, and materials;

l. Encourage development and building designs that promote crime prevention and personal and community safety; and

m. Encourage development and building designs that maintain some level of privacy for individual dwelling units.

Section 4.10.20 - APPLICABILITY

The Pedestrian Oriented Design Standards shall apply to those chapters in this Code that reference compliance with this Chapter.

Section 4.10.30 - OPTIONS FOR REVIEW

Three options are available for review of a development's compliance with the Pedestrian Oriented Design Standards. These options include:

a. **Clear and Objective Review** - Applications shall demonstrate compliance with the standards in this Chapter. Compliance allows applications to proceed with ministerial review when they consist of outright permitted uses or when they have already obtained the necessary discretionary review approvals.

b. **Lot Development Option** - Adjustments to the standards may be requested through the Lot Development Option procedures outlined in Chapter 2.12 - Lot Development Option.

c. **Discretionary Reviews Involving Public Hearings** - Flexibility beyond the allowances described in "b," above may be requested in accordance with the procedures in Chapter 2.5 - Planned Development.

Section 4.10.40 - APPLICATION OF STANDARDS

a. **Residential Uses** - For all Residential Uses, the applicable residential standards shall apply.

b. **Commercial, Industrial, and Civic Uses** - For all Commercial, Industrial, and Civic Uses, the applicable commercial, industrial, and civic standards shall apply.

c. **Mixed Use Buildings** - For mixed use buildings, the applicable provisions for each use component shall apply to that portion of the building. For example, if a mixed use building has ground floor retail and residential above, the standards for Commercial, Industrial, and Civic Uses shall apply to the commercial portion, and the Residential Use standards shall apply to the remainder of the building. If a

conflict exists between standards, the standard that provides more pedestrian amenities applies.

d. **Orientation to Streets** - Where a lot or parcel fronts on three or more streets, the requirements of this Chapter, such as building orientation, location of parking, etc., apply to only two of these streets.

Section 4.10.50 - STANDARDS FOR DETACHED SINGLE-FAMILY, TWO-UNIT ATTACHED SINGLE-FAMILY, AND DUPLEX RESIDENTIAL BUILDING TYPES

4.10.50.01 - Building Orientation, Privacy, and Facades Adjacent to Pedestrian Areas

a. **Orientation of Dwellings** - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

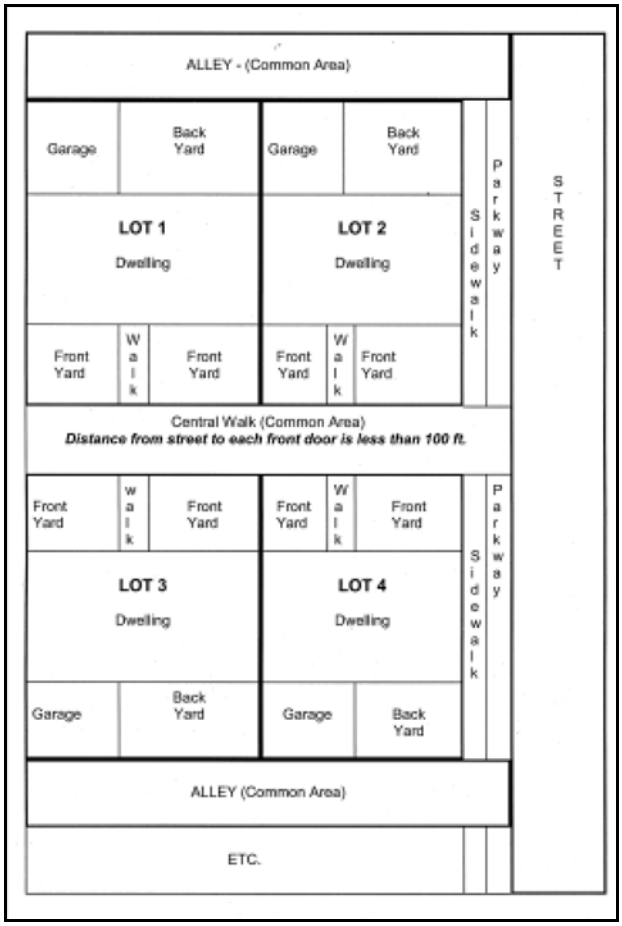


Figure 4.10-1 - Allowed Access to Single-family Development When Lots Do Not Front Directly on a Street

The orientation standard of this Section is satisfied when the provisions in “1,” or “2,” below, are met. See Figure 4.10-1 - Allowed Access to Single-family Development When Lots Do Not Front Directly on a Street.

1. Primary building entrances face the streets or are directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 100 ft. long (distance measured along the centerline of the path from a public street right-of-way or private street tract), and primary dwelling unit entrances open directly to the outside

and do not require passage through a garage or carport to gain access to the dwelling; or

2. Exceptions:

a) For a Flag Lot, as defined in Chapter 1.6- Definitions (or a flag parcel) existing prior to December 31, 2006, the primary building entrance is located within 100 ft. of the lot's (or parcel's) accessway.

b) On flag lots, (as defined in Chapter 1.6- Definitions (or flag parcels) zoned RS-3.5, RS-5, RS-6, RS-9, or RS-9(U), and platted consistent with Section 4.4.20.03.b.1 after December 31, 2006, the primary building entrance is directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 200 ft. long and is otherwise consistent with Sections 4.4.20.03.b.1 and 4.10.50.01.a.1, above.

c) For a flag lot, (as defined in Chapter 1.6- Definitions (or flag parcel), that was created consistent with Section 4.4.20.03.b.2, the primary building entrance is located within 100 ft. of the lot's (or parcel's) accessway and is otherwise consistent with Sections 4.4.20.03.b.2 and 4.10.50.01.a.1, above.

b. **Privacy** - If the side wall of a dwelling or accessory dwelling is on or within three ft. of the property line, ground floor windows or other openings that allow for visibility into the side yard of the adjacent lot shall not be allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or a translucent window, are allowed.

c. **Windows and Doors** - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. Facades referenced in this provision include garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

d. **Grading (Cuts and Fills)** - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 2.11 - Floodplain Development Permit, Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 -

Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, and Chapter 4.14 - Landslide Hazard and Hillside Development Provisions.

4.10.50.02 - Maximum Widths of Street-facing Garages/Carports, Placement, and Materials

a. Maximum Widths of Street-facing Garages/Carports

1. Lots ≥ 50 Ft. in Width - For dwellings with front-loaded garages/carports, the width of the garage wall or carport facing the street shall be no more than 50 percent of the width of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. Additionally, the term garage wall pertains to the whole wall and not just the doors. See Figure 4.10-2A - Unacceptable Width of Street-facing Garage on a Lot ≥50 ft. and Figure 4.10-2B - Acceptable Width of Street-facing Garage on a Lot ≥50 ft.

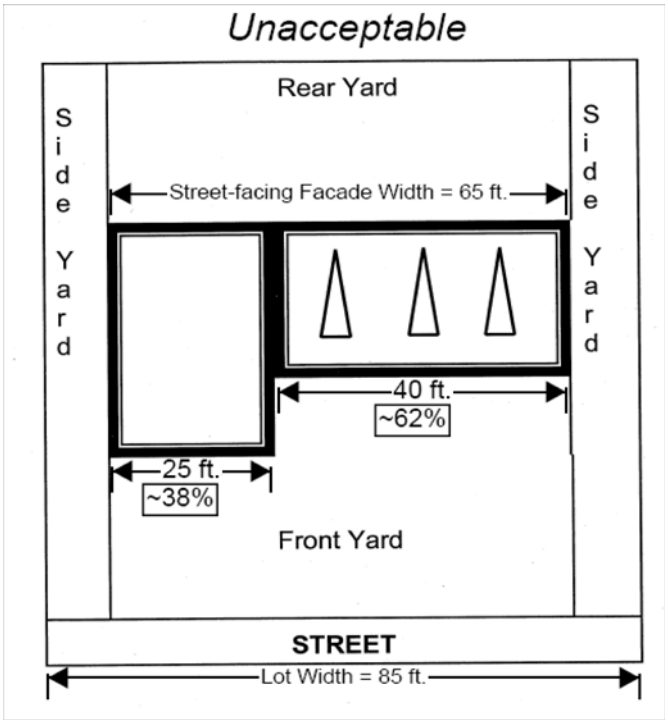


Figure 4.10-2A - Unacceptable Width of Street-facing Garage on a Lot ≻50 ft. Wide

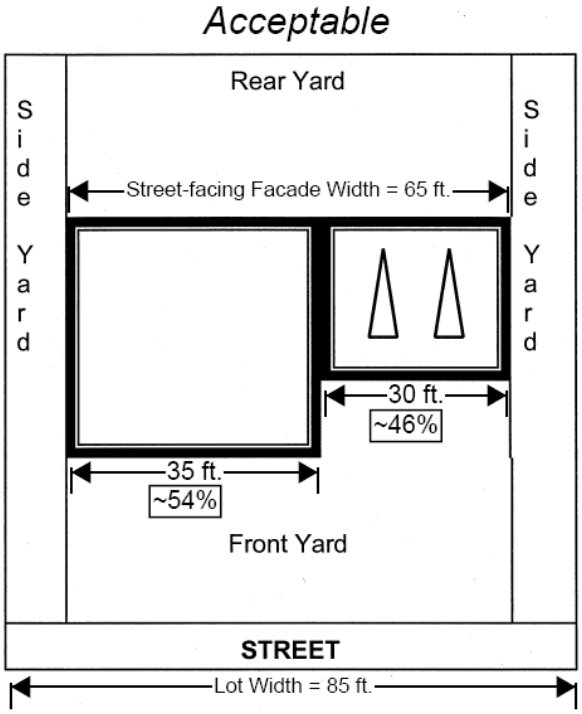
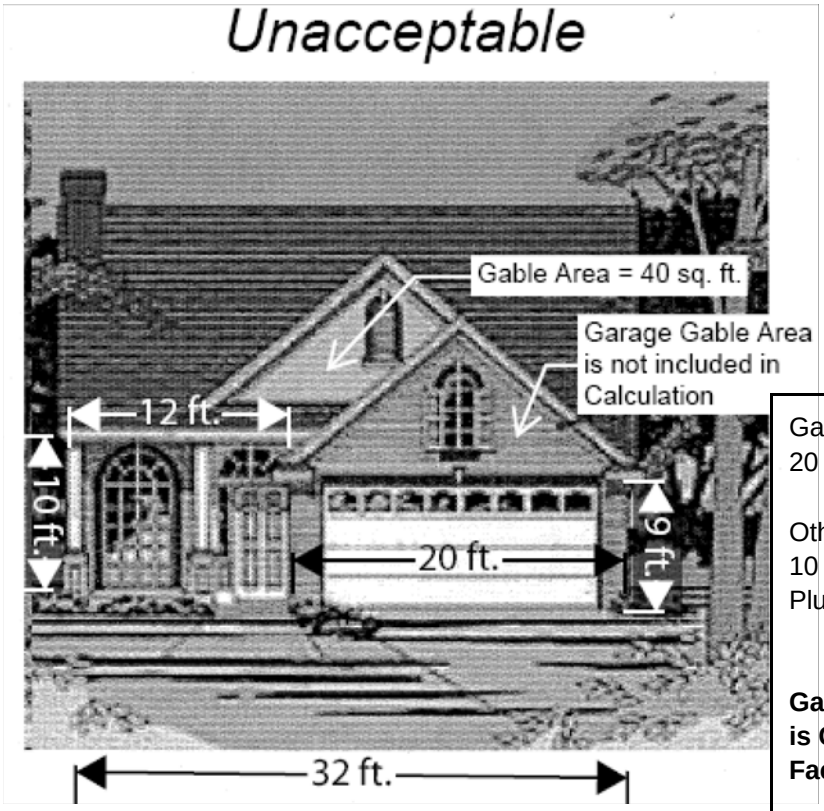


Figure 4.10-2B - Acceptable Width of Street-facing Garage on a Lot ≻50 ft. Wide

2. Lots < 50 Ft. in Width - For dwellings with front-loaded garages, the area of the garage wall facing the street shall be no more than 50 percent of the area of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. The area shall be measured in sq. ft. and, with the exception of gabled areas and second stories, the entire facade of the garage shall be measured. The interior of the garage determines the width of the garage facade, not just the garage doors. See Figure 4.10-3A - Unacceptable Street-facing Garage Area and Figure 4.10-3B - Acceptable Street-facing Garage Area. Both of these figures are located on the next page. For dwellings with front-loaded carports, the carports shall be subject to the same restrictions outlined in "1," above.



Garage Facade Area =
20 ft. X 9 ft. = **180 sq. ft.**

Other Facade Area =
10 ft. X 12 ft. = 120 sq. ft.
Plus 40 sq. ft.
= **160 sq. ft.**

Garage Facade Area of 180 sq. ft. is GREATER than the Other Facade Area of 160 sq. ft.

Figure 4.10-3A - Unacceptable Street-facing Garage Facade Area

Garage Facade Area =
20 ft. X 11 ft. = **220 sq. ft.**

Other Facade Area =
18 ft. X 11 ft. = 198 sq. ft.
Plus 164 sq. ft.
= **362 sq. ft.**

Garage Facade Area of 220 sq. ft. is LESS than the Other Facade Area of 362 sq. ft.

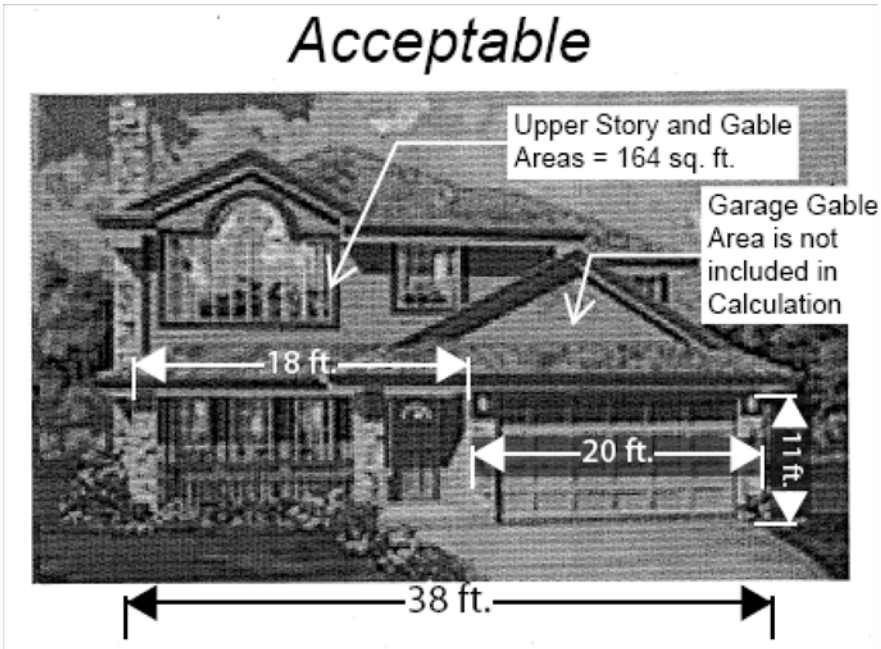


Figure 4.10-3B - Acceptable Street-facing Garage Facade Area

3. Exception - Where the street-facing facade of a dwelling is less than 24 ft. wide, the garage wall facing the street may be up to 12 ft. wide if the garage meets one of the following:

   a) Interior Living Area above the Garage - The living area is not set back more than four ft. from the street-facing garage wall; or

   b) Covered Balcony - A covered balcony above the garage is:

      1) At least the same width as the street-facing garage wall;

      2) At least six ft. deep; and

      3) Accessible from the interior living area of the dwelling unit.

b. Garage and Carport Placement - Garages and carports shall be placed only as indicated in the options below. The applicant shall indicate the proposed option(s) on plans submitted for building permits. Additionally,

measurements may be taken from the second floor of homes, provided the second floor spans across the entire garage/carport.

Garage/Carport Placement Options -

1. Rear Garage Accessed From the Street - Vehicular entrances are at the rear of a dwelling unit and accessed from the street, as shown in Figure 4.10-4 - Rear Garage Accessed from the Street, below. The garage may be attached to or detached from the dwelling unit. Where two adjacent dwelling units use this option, a shared driveway is encouraged.

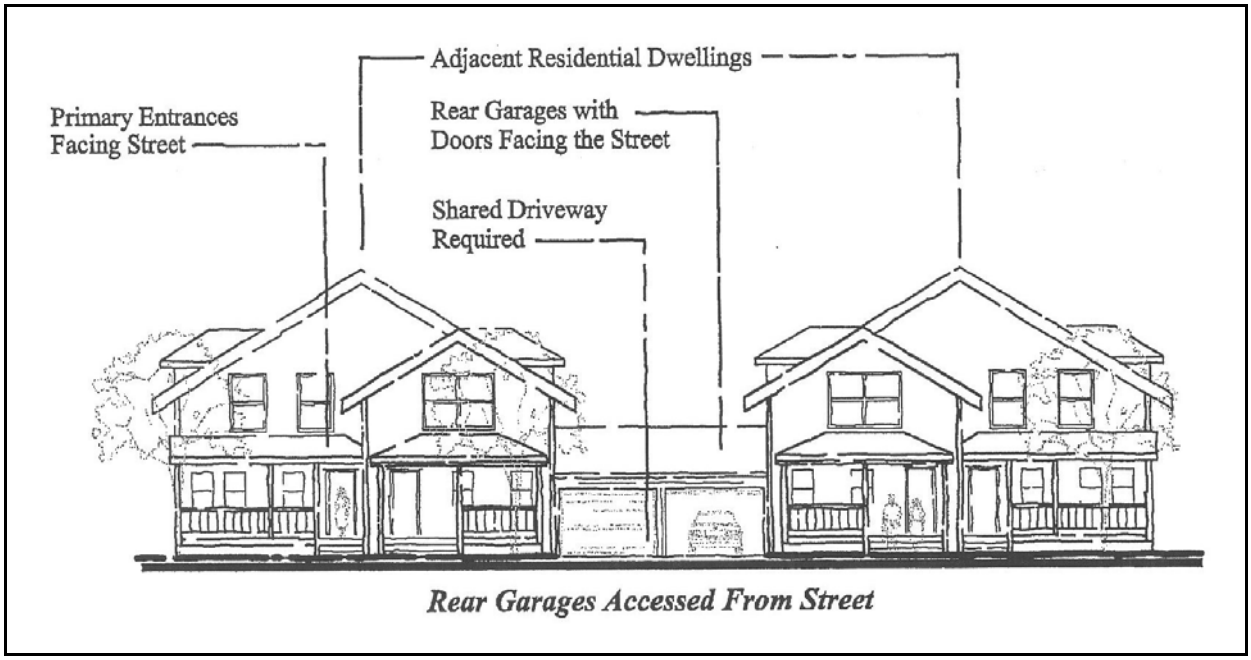


Figure 4.10 - 4 - Rear Garage Accessed from the Street

2. Front Accessed Garage with Four-ft. Recess - Vehicular entrances face the street and are recessed at least four ft. from the front wall of the dwelling as shown in Figure 4.10-5 - Garage Facing Street and Recessed at Least Four Ft., on the next page. The recess from the front wall of the dwelling shall be measured from the front wall of the living space area, not from the front porch, a bay window, or other projection or architectural feature.

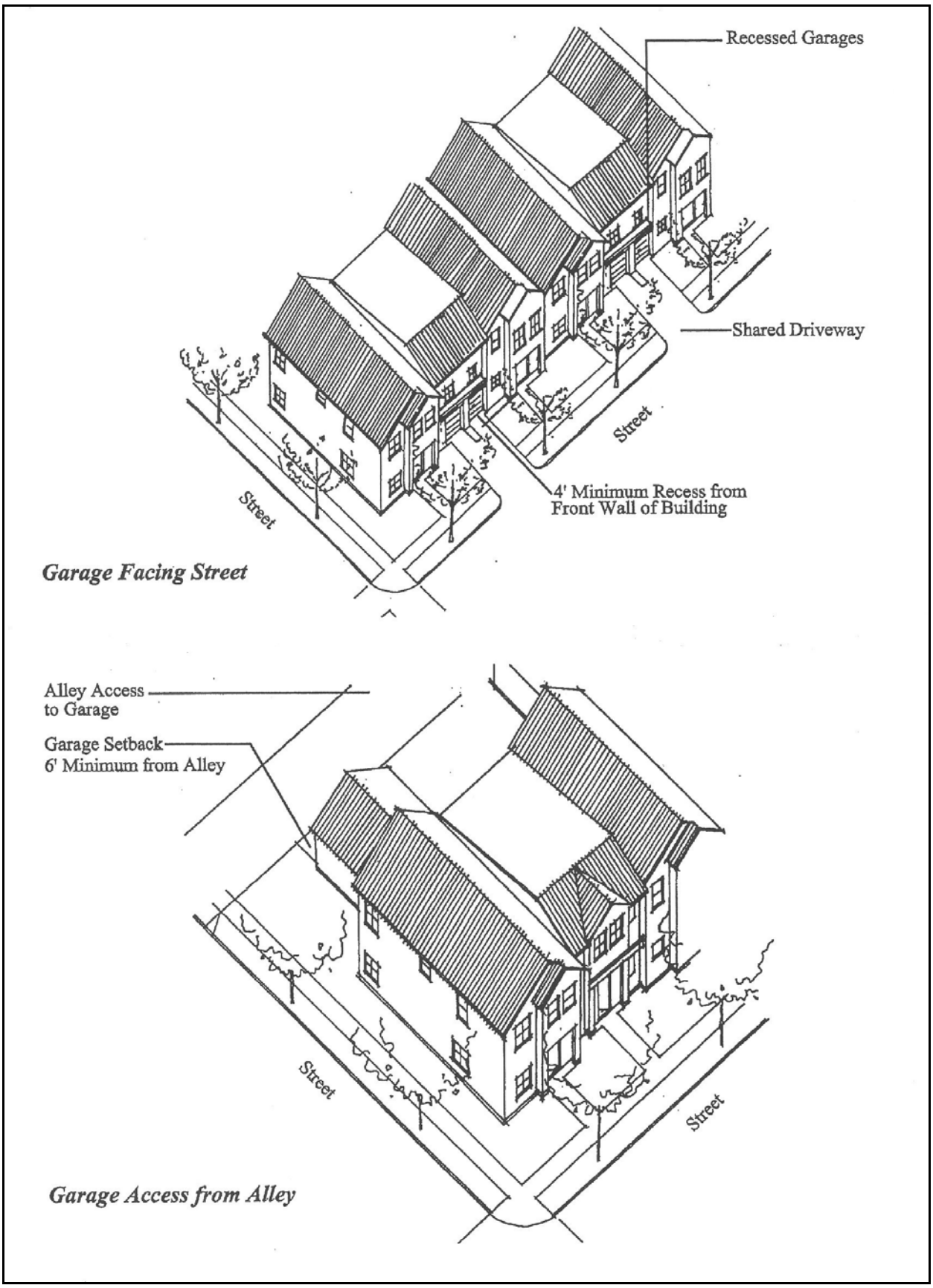


Figure 4.10-5 - Garage Facing Street and Recessed at Least Four Ft.; and
Figure 4.10-6 - Garage with Alley Access

3. Garage Accessed From an Alley - Vehicular entrances are accessed from an alley, as shown in Figure 4.10-6 - Garage with Alley Access. Garage/carport setbacks from alleys are outlined in Section 4.0.60.j of Chapter 4.0 - Improvements Required with Development. Garage/carport entrances may be located parallel to (facing) an alley, perpendicular to (not facing) an alley, or angled up to 45 degrees to an alley.

4. Garage Entrance Perpendicular to Street - Vehicular entrances are perpendicular to the street, as shown in Figure 4.10-7 - Garages Perpendicular to the Street, below. This option pertains to the situation where the garage/carport is sideways. The garage wall facing the street shall provide a minimum area of 15 percent windows and/or doors.

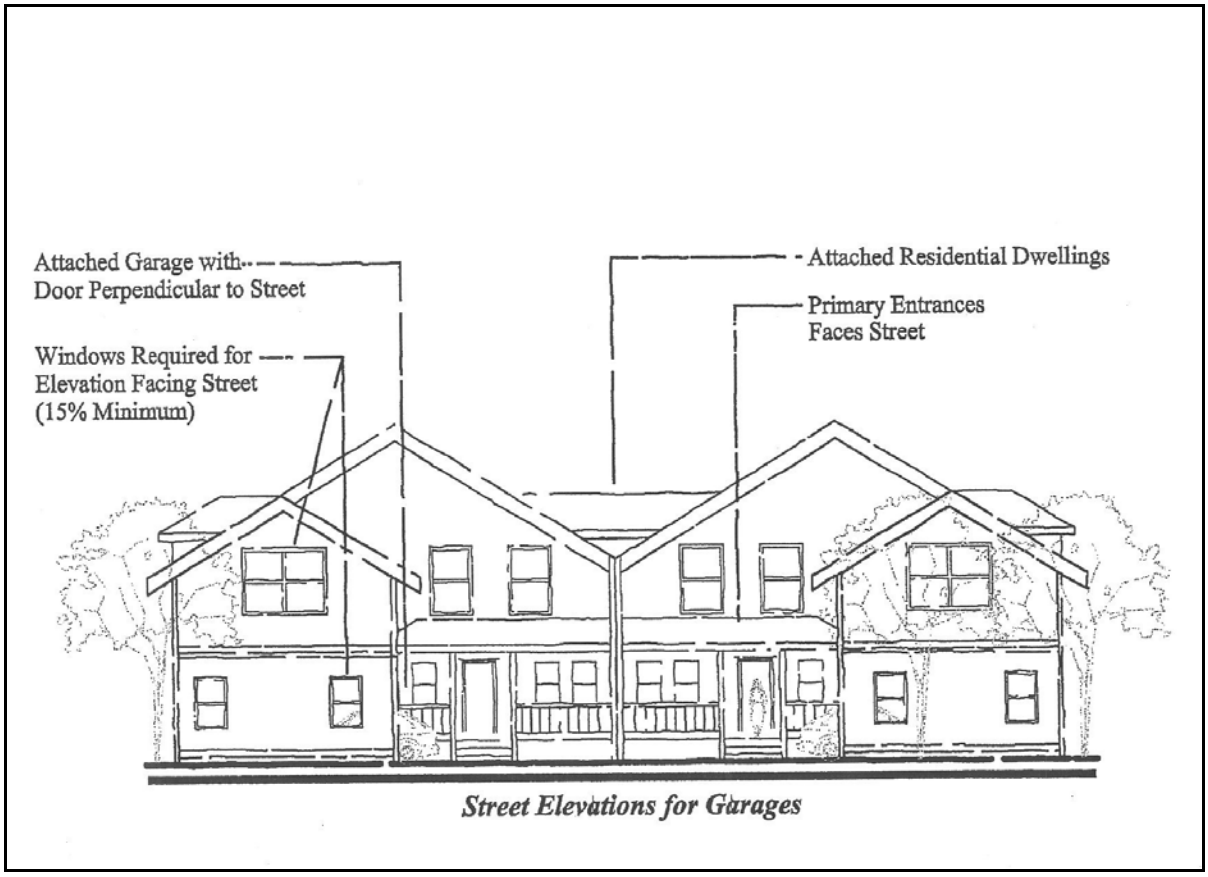


Figure 4.10-7 - Garages Perpendicular to the Street

5. Garage Access Diagonal to the Street - Vehicular entrances are oriented diagonally to the street, as shown in Figure 4.10-8 - Garage Access Diagonal to the Street, below. The garage wall facing the street shall provide a minimum area of 15 percent windows and/or doors. To determine whether the portion of the garage that faces the street complies with Section 4.10.50.2.a, the width of the front garage wall shall be measured as the length of the leg of a right triangle parallel to the street, where the hypotenuse of the triangle is the front of the garage.

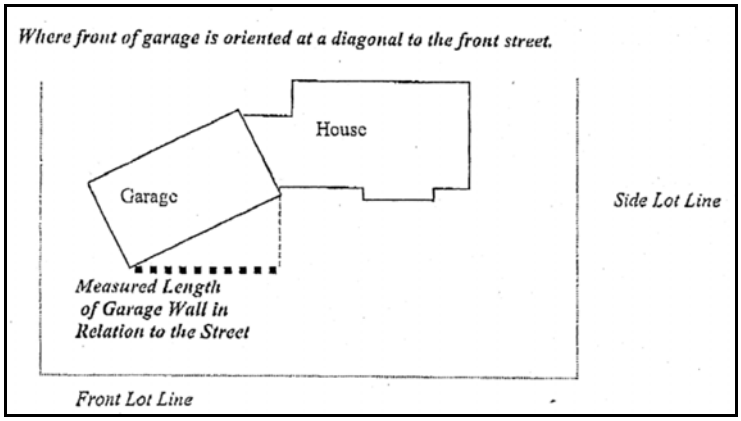


Figure 4.10-8 - Garage Access Diagonal to the Street

6. Basement Garage - Vehicular entrances face the street and garages are located beneath the main floor and front door entrance to the dwelling unit, provided the garage/carport entrances are flush with or set behind the front wall of the dwelling unit, as shown in Figure 4.10-9A - Flush Basement Garage and Figure 4.10-9B - Recessed Basement Garage, below. This option addresses the basement garage scenario in hillside areas.

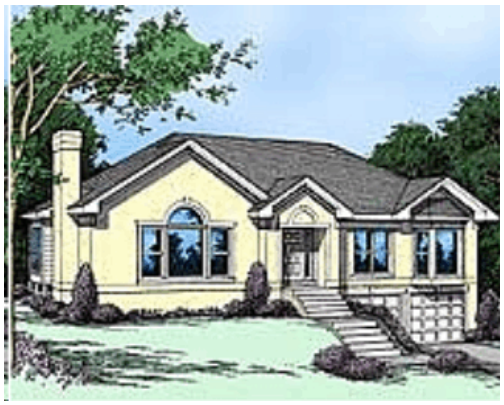


Figure 4.10-9A - Flush Basement Garage

Figure 4.10-9B - Recessed Basement Garage

7. Flush Garage with Porch - Vehicular entrances face the street and are flush with or recessed up to four ft. from the front wall of the dwelling, and a front porch is provided with a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.). A minimum of 60 percent of the porch shall be covered to provide weather protection.

8. Flush or Recessed Single Car Garage - Vehicular entrances face the street and are flush with or recessed up to four ft. from the front wall of the dwelling, and the garage/carport is a single-car garage/carport that is a maximum of 12 ft. wide. These options are shown below in Figure 4.10-10 - Single Car Garage Access Recessed from Front Wall of Dwelling and in Figure 4.10-11 - Single Car Garage Flush from Front Wall of Dwelling.

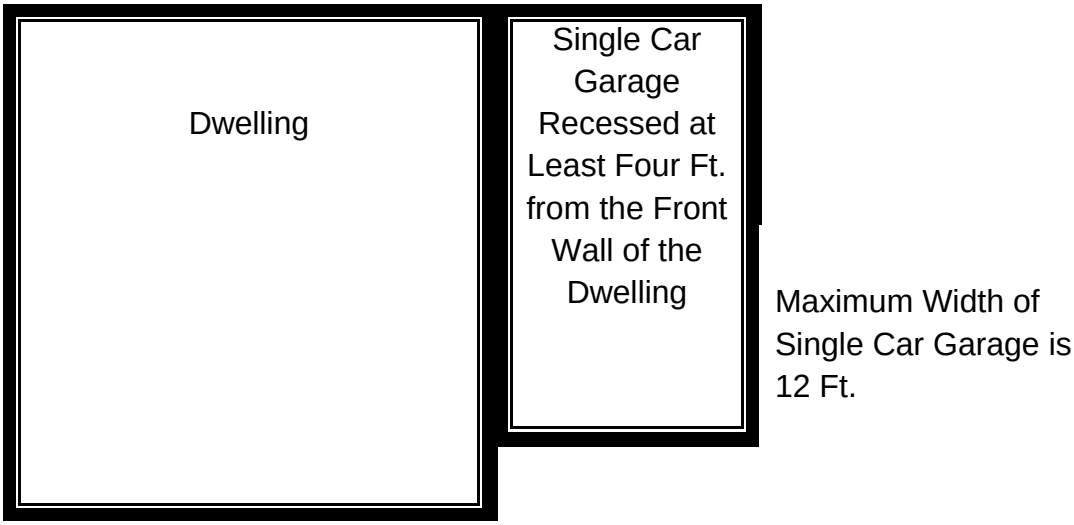


Figure 4.10-10 - Single Car Garage Recessed from Front Wall of Dwelling

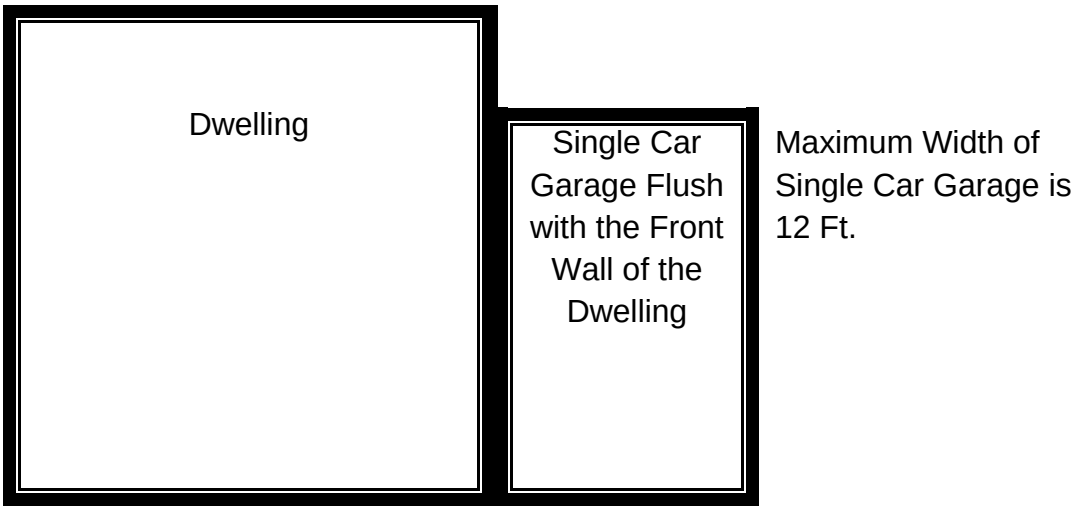


Figure 4.10-11 - Single Car Garage Flush with Front Wall of Dwelling

9. Recessed Garage with Cantilevered Second Story - Vehicular entrances face the street and are recessed at least two ft. from the front wall of the dwelling, and the dwelling includes a second floor that cantilevers over the garage/carport at least two ft. This option is shown in Figure 4.10-12 - Garage Recessed and Upper Floor Cantilevers Over It, below. The recess from the front wall of the dwelling shall be measured from the front wall of the living space area, not from the front porch, a bay window, or other projection or architectural feature. Additionally, the second floor that cantilevers over the garage/carport shall run the full length of the garage/carport.

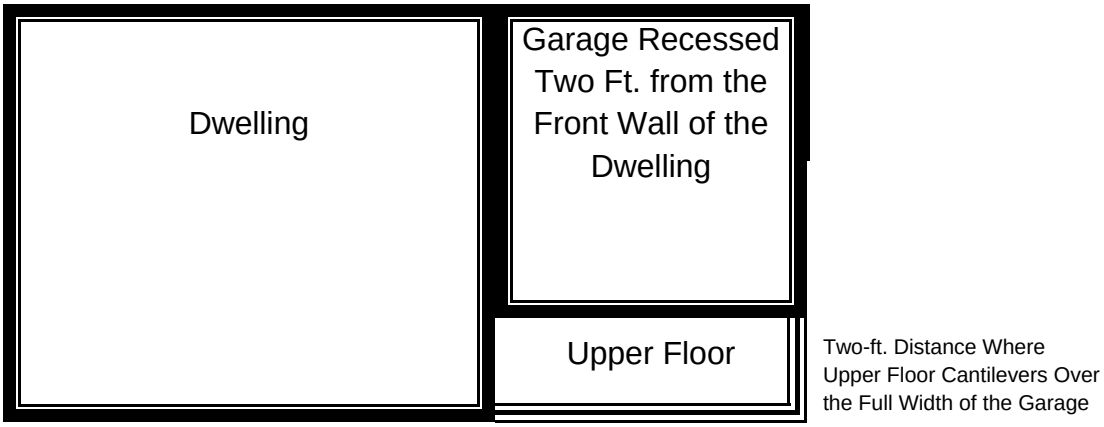


Figure 4.10-12 - Garage Recessed and Upper Floor Cantilevers Over It

c. **Garage and Carport Materials** - Garages and carports, when provided, shall be constructed of the same building materials as the dwelling.

4.10.50.03 - Menus for Pedestrian Features and Design Variety

a. **Pedestrian Features Menu** - Each home shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate the proposed options on plans submitted for building permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. Elevated Finished Floor - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. Front Porches/Patios - A front porch or front patio a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and covered by a minimum of 60 percent to provide weather protection.

3. Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch. Additionally, each home shall incorporate a minimum of three of the following seven building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

1. Increased Roof Pitch - A minimum 6:12 roof pitch.

2. Eaves - Eaves with a minimum 18-in. overhang.

3. Building Materials - At least two different types of building materials including but not limited to stucco and wood, brick and stone, etc.. Alternatively, a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc., on facades facing streets. These requirements are exclusive of foundations and roofs and pertain only to the walls of a structure.

4. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.

6. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, covered porches greater than 60 sq. ft. in size, balconies above the 1st floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

7. Architectural Details - Architectural details used consistently on dwelling facades. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or divided lights, or pergolas/trellis work integrated into building facades. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

Section 4.10.60 - STANDARDS FOR ATTACHED SINGLE-FAMILY DWELLINGS THREE UNITS OR GREATER, TOWNHOME, TRIPLEX, FOURPLEX, AND APARTMENT RESIDENTIAL BUILDING TYPES

4.10.60.01 - Building Orientation, Entrances, and Facades Adjacent to Pedestrian Areas

All building orientations, facades, and entrances shall comply with the following standards.

a. Orientation of Buildings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

1. Primary building entrances shall face the streets or be directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 200 ft. long (distance measured along the centerline of the path from a public street right-of-way or private street tract), as shown in Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require passage through a garage or carport to gain access to the doorway. This provision shall apply to development of attached single-family dwelling units (three or more) and to development of three or more units on a single lot in any configuration of building types as allowed by the associated zone.

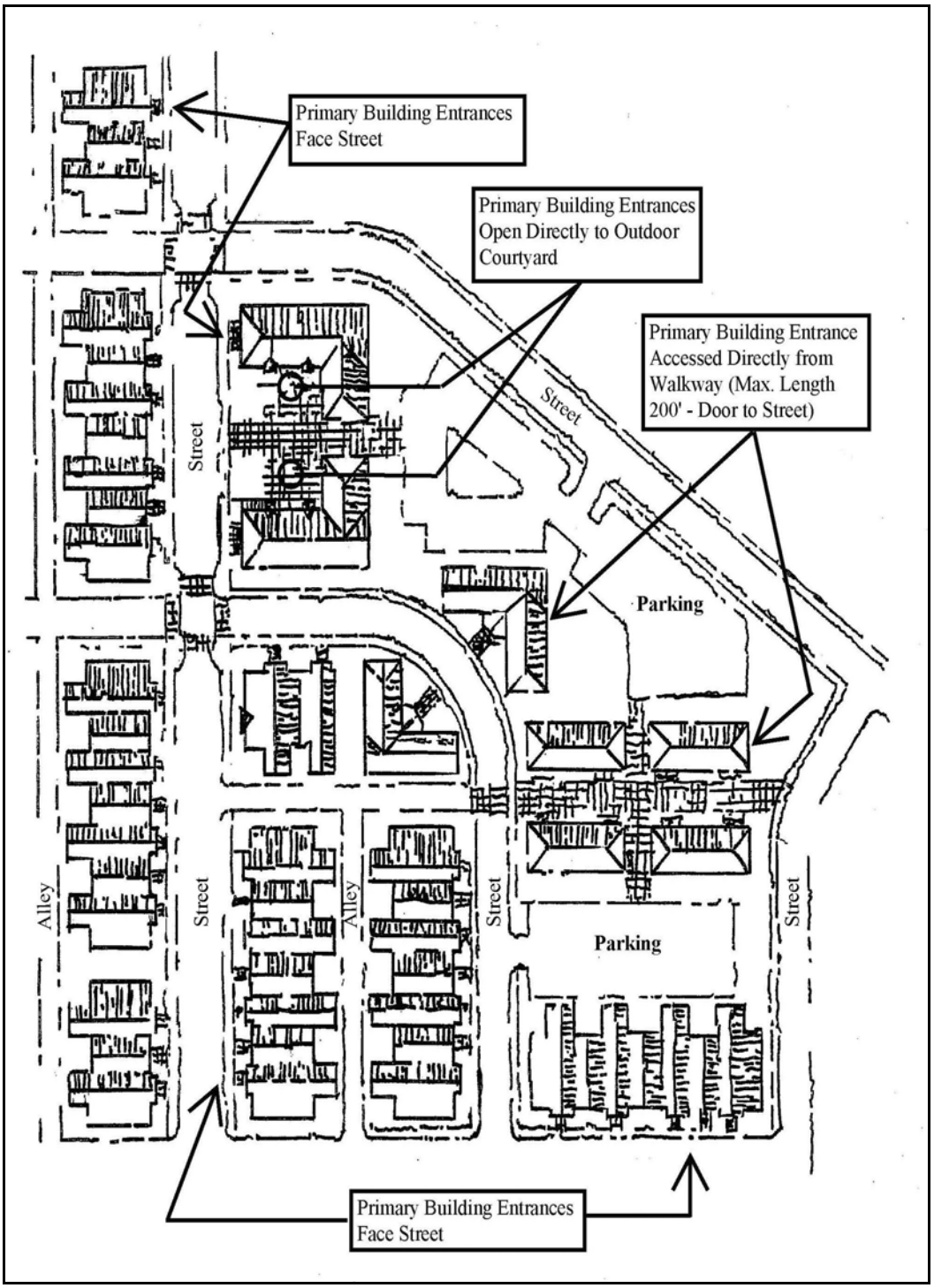


Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street

2. Open courtyard space may increase up to 50 percent of the building front beyond the maximum setback, as shown in Figure 4.10-14 - Open Courtyards, below. Open courtyard space is usable space that shall include pedestrian amenities such as benches, seating walls, or

similar furnishings, and shall include landscaping. For example, an apartment building in a Mixed Use Residential Zone is required to have a front yard setback of no more than 15 ft. If a developer desires to construct a u-shaped building with a pedestrian courtyard in the center, then one half the width of the building, based upon the lineal footage of the building's street frontage, could be located farther back than the maximum setback of 15 ft.

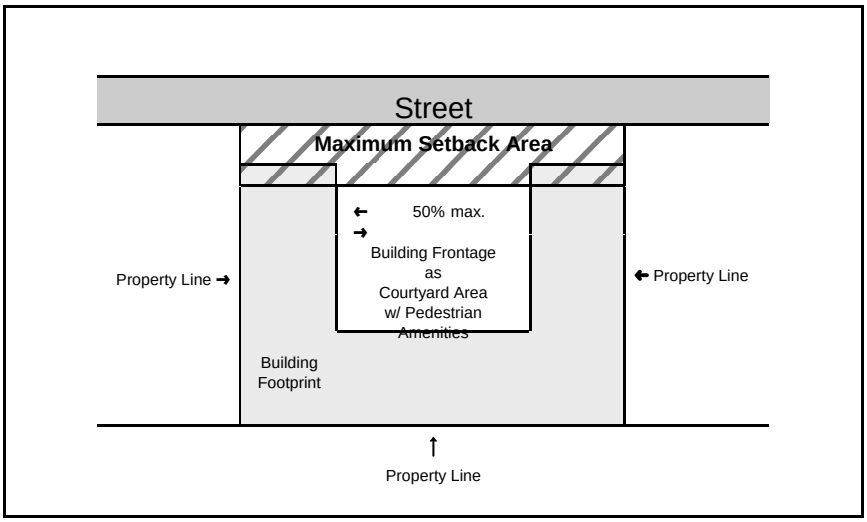


Figure 4.10-14- Open Courtyards

3. Off-street parking and vehicular circulation shall not be placed between buildings and the streets to which those buildings are primarily oriented, except for driveway parking associated with single-family development. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided these spaces are within driveway areas designed to serve individual units within the Duplexes or Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes, on the next page. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.

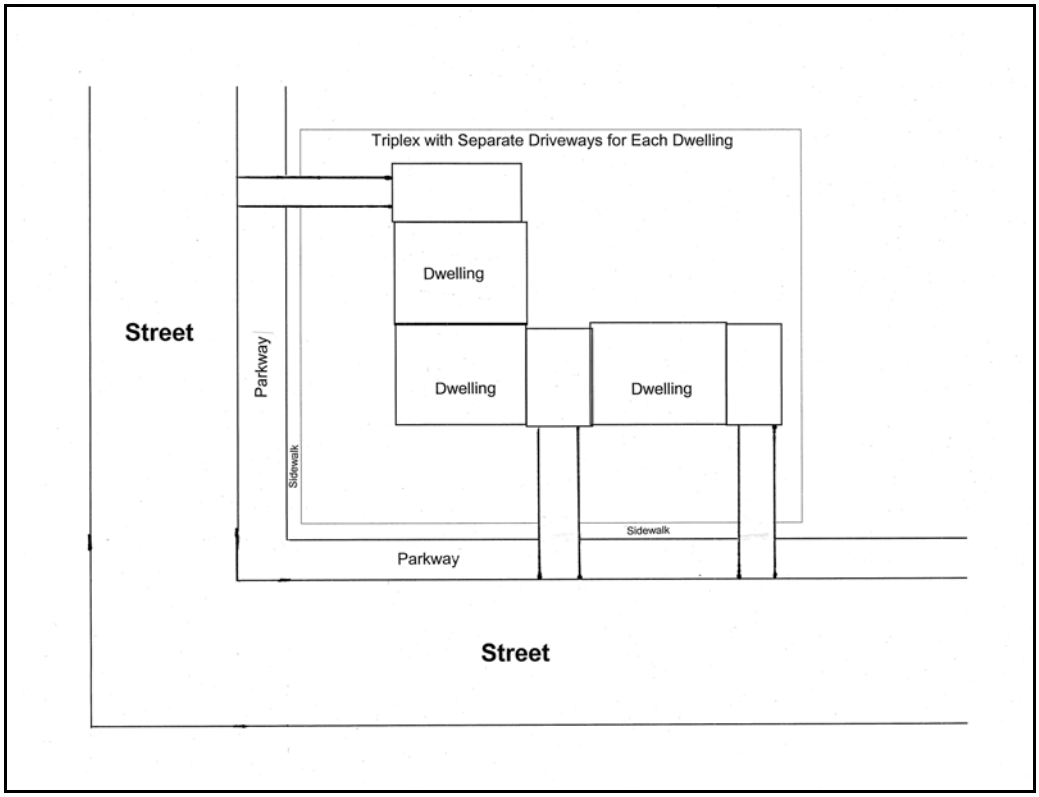


Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes

4. Exception:

a) For Flag Lots, as defined in *Chapter 1.6- Definitions* (or flag parcels) existing prior to December 31, 2006, the primary building entrance must be within 200 feet of the lot's accessway.

b) On Flag Lots, as defined in *Chapter 1.6- Definitions* (or flag parcels) zoned RS-3.5, RS-5, RS-6, RS-9, or RS-9(U), and platted consistent with Section 4.4.20.03.b.1 after December 31, 2006, the primary building entrance shall be directly accessed from a public street right-of-way or private street tract by a sidewalk or multi-use path less than 200 ft. long and be otherwise consistent with Sections 4.4.20.03.b.1 and 4.10.60.01.a.1&3, above.

b. **Percentage of Frontage** - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-16 - Portion of Building Required in Setback Area on Sites

with At Least 100 ft. of Street Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the street frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Street Frontage.

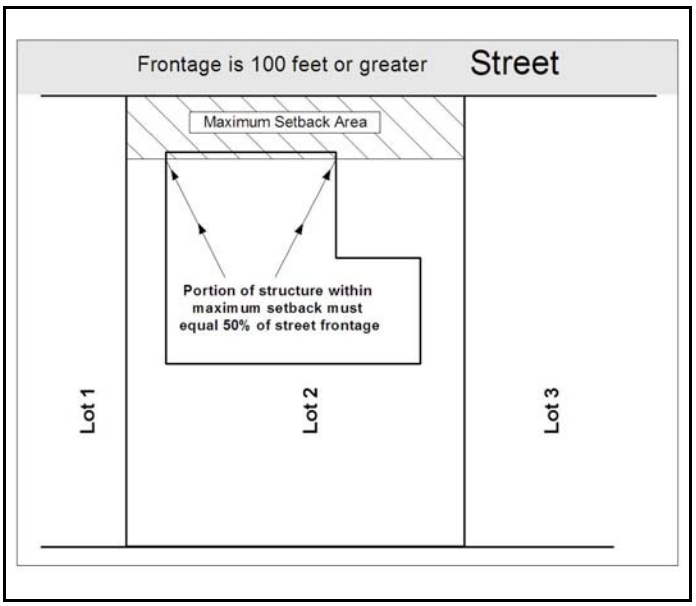


Figure 4.10-16 - Portion of Building Required in Setback Area on Sites with At Least 100 ft. of Street Frontage

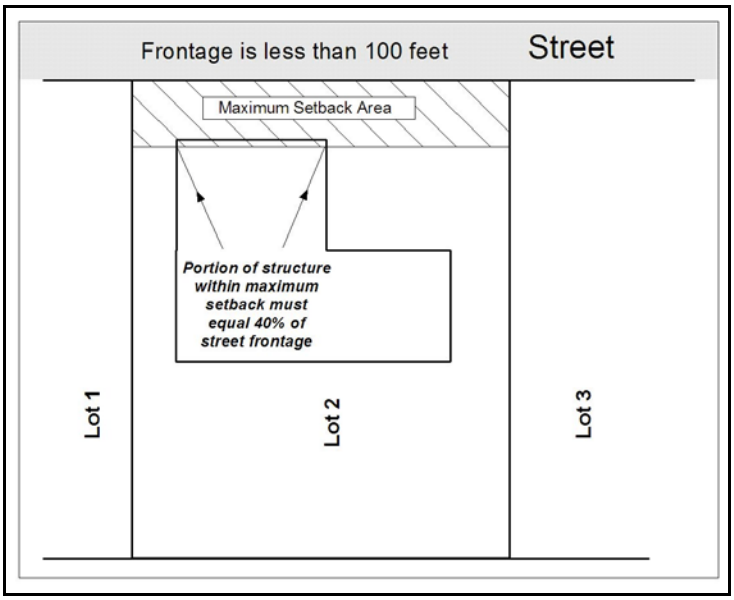


Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Street Frontage

c. **Windows and Doors** - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

d. **Grading (Cuts and Fills)** - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

4.10.60.02 - **Parking Location**

a. **Standards**

1. Parking lots shall be placed to the rear of buildings. Ministerial exceptions to this standard allow parking to the side of a building if required parking cannot be accommodated to the rear. These ministerial exceptions may be granted in the following cases:

   a) Where lot depth is less than 75 ft.;

   b) Where parking on the side would preserve Natural Hazards or Natural Resources that exist to the rear of a site, and that would be disturbed by the creation of parking to the rear of structures on a site;

   c) Where a common outdoor space at least 200 sq. ft. is proposed to the rear of a site, and parking in the rear would prohibit the provision of this common outdoor space area for residents of a development site; and/or

   d) Where parking on the side would solve proximity issues between dwelling unit entrances and parking spaces. A proximity issue in this case involves a situation where a parking lot to the rear is in excess of 100 ft. from the entrances to the dwelling units being served by the parking lot.

2. On corner lots, parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

4.10.60.03 - Ratio of Garage/Carport Facade to Street, Placement, and Materials

Provisions for the ratio of garage and carport facades to the street, placement, and materials shall be as outlined in Section 4.10.50.02.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu for Triplexes, Fourplexes, and Townhomes - Each Triplex, Fourplex, or Townhome shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate proposed options on plans submitted for Building Permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. Elevated Finished Floor - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. Front Porches/Patios - A front porch or front patio for each ground floor dwelling unit, with a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and with a minimum of 60 percent of the porch or patio covered to provide weather protection.

3. Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch with at least a six-in. overhang. Mixed use buildings may provide flat roofs with a decorative cap, such as a parapet or cornice, that is a distinctive element from the main wall of the building. Additionally, each structure shall incorporate a minimum of four of the following eight building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

1. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

2. Building and Roof Articulation - Exterior building elevations that incorporate design features such as off-sets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces. Along the vertical face of a structure, such features shall be designed to occur on each floor and at a minimum of every 45 ft. To satisfy this requirement, at least two of the following three choices shall be incorporated into the development:

   a) Off-sets or breaks in roof elevation of three ft. or more in height, cornices two ft. or more in height, or at least two-ft. eaves;

   b) Recesses, such as decks, patios, courtyards, entrances, etc., with a minimum depth of two ft. and minimum length of four ft.; and/or

   c) Extensions/projections, such as floor area, porches, bay windows, decks, entrances, etc., that have a minimum depth of two ft. and minimum length of four ft.

3. Building Materials - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc. Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.

4. Increased Eaves Width - Eaves with a minimum 18-in. overhang.

5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.

6. Increased Roof Pitch - A minimum 6:12 roof pitch with at least a six-in. overhang.

7. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

8. Architectural Details - Architectural details used consistently on dwelling facades that face streets. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or true divided lights, or pergolas integrated into building facades. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

4.10.60.05 - Service Areas and Roof-Mounted Equipment

a. **Service Areas** - When provided, service areas such as trash receptacles shall be located to provide truck access and shall not be placed within any required setback area. When located outside a setback area, but within five-10 ft. of a property line, such service areas shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment within the service area and also screened with landscaping in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. When located outside a setback area, but greater than 10 ft. from a property line, such service area shall still be screened, but may be screened with landscaping only, provided it is in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Service areas for residential building types other than single-family, duplex, and triplex units shall be located a minimum of 20 ft. from both on-site and off-site residential buildings. Transformers shall also be screened with landscaping. When service areas are provided within alleys, the alleys shall be constructed in accordance with the provisions in Chapter 4.0 - Improvements Required with Development.

b. **Roof-Mounted Equipment** - Roof-mounted equipment, such as heating, ventilation, air conditioning equipment, etc., shall be screened by providing screening features at least equal in height to the equipment and constructed of materials used in the building's exterior construction. Screening features include features such as a parapet, wall, or other sight-blocking feature. The roof-mounted equipment shall be painted to match the roof.

4.10.60.06 - **Pedestrian Circulation**

a. Applicability

These additional pedestrian circulation standards apply to all residential developments with eight or more units.

b. Standards

1. Continuous Internal Sidewalks - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and pedestrian connections.

2. Separation from Buildings - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit. This standard does not apply to the following:

   a) Sidewalks along public or private streets used to meet building orientation standard; or

   b) Mixed use buildings and multi-family densities exceeding 30 units per acre.

c. **Connectivity** - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.

d. **Sidewalk and Multi-use Path Surface Treatment** - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide.

Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.

e. **Crossings** - Where internal sidewalks cross a vehicular circulation area or parking aisle, they shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping is encouraged.

f. **Safety Adjacent to Vehicular Areas** - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.

g. **Lighting** - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Section 4.10.70 - STANDARDS FOR COMMERCIAL, INDUSTRIAL, AND CIVIC DEVELOPMENT

4.10.70.01 - Applicability

a. All new commercial, industrial, and civic building types and associated features, such as parking lots, within all zones that refer to Section 4.10.70 shall comply with Sections 4.10.70.02 through 4.10.70.05.

b. Independent or cumulative expansions of a commercial, industrial, or civic structure in existence and in compliance with this Code on December 31, 2006, or constructed after December 31, 2006, pursuant to a valid Conceptual or Detailed Development Plan approved on or before December 31, 2006, shall not be required to comply with this section provided that:

1. The expansion adds floor area of 500 sq. ft. or less; or

2. The expansion adds floor area of 3,000 sq. ft. or less and is equivalent to 20 percent or less of the existing structure's gross floor area.

c. Independent or cumulative expansions of a commercial, industrial, or civic structure in existence and in compliance with the Code on December 31, 2006, or constructed after December 31, 2006, pursuant to a valid Conceptual or Detailed Development Plan approved on or before December 31, 2006, shall comply with the requirements of Sections 4.10.70.02 through 4.10.70.05, subject to the provisions in “d,” below, that allow choices among some standards, provided that:

1. The expansion adds floor area of more than 3,000 sq. ft.; or

2. The expansion adds floor area of more than 500 sq. ft. and is equivalent to more than 20 percent of the existing structure's gross floor area.

d. Pedestrian oriented design requirements for commercial, industrial, or civic structure expansions identified in Section 4.10.70.01.c, above, are as follows:

1. Applicants shall choose at least four standards from Sections 4.10.70.02 - Building Orientation and 4.10.70.03 - Pedestrian Circulation Standards, with a minimum of one standard from each. This criterion does not apply if the expansion/enlargement is an upper story addition only. If the expansion/enlargement is for space not open to customers or to the public, applicants must choose only one standard from Section 4.10.70.02 and two standards from Section 4.10.70.03.

2. New parking shall comply with the Vehicle Circulation and Design Standards in Sections 4.10.70.04.a.2, 4.10.70.04.b through 4.10.70.04.d. For new drive-throughs, 4.10.70.04.e shall apply. Site improvements and expansions shall comply with the grading requirements of Section 4.10.70.02.f.

3. Applicants shall choose the option in Section 4.10.70.05.b.6.a or the option in Section 4.10.70.05.b.6.b and, if in the Neighborhood Center (NC) Zone, applicants shall also comply with Section 4.10.70.05.b.6.c.

4. Applicants shall choose at least two of the five standards from Section 4.10.70.05.b.7.a through 4.10.70.05.b.7.e. If the expansion/enlargement is for space not open to customers or to the public, applicants must choose only one standard from Section 4.10.70.05.b.7.a through 4.10.70.05.b.7.e.

e. The required standards applicable to expansions shall be applied either to the portion of the building being expanded, or in equal proportion to portions of the original building not in compliance with respect to the standard. For example, where windows may be required, but the security of a proposed storage room is needed, the applicant may install windows on other portions of the building not in compliance with the window provisions to satisfy the requirements.

f. Expansions proposed for sites containing existing parking lots not in compliance with the parking lot design standards in this Chapter and in Chapter 4.1 - Parking, Loading, and Access Requirements, and containing parking spaces in excess of the minimum required for the existing development on the site, shall first use the excess parking spaces to satisfy the parking requirements of the expansion, and shall modify those portions of the parking lot(s) associated with the proposed expansion in accordance with the design standards in this Chapter and in Chapter 4.1. The modifications shall comply with the parking lot design standards to the maximum extent that they can be accommodated by the existing site development.

4.10.70.02 - Building Orientation

All buildings shall be oriented, as outlined in this Section, to existing or proposed public or private streets. See Chapter 4.0 - Improvements Required with Development for public and private street standards. Buildings on corner parcels shall be oriented to both streets bordering the property. Private streets used to meet this standard must include the elements in Chapter 4.0.

The building orientation standard is met when all of the following criteria are met:

a. **Street Frontage Setback** - At least 50 percent of the building's linear frontage is located within the maximum setback established for the zone for structures that have street frontage, as shown below in Figure 4.10-18 - Percent of Building Frontage Within Maximum Setback Area. An exception to this requirement pertains to provisions elsewhere in this Chapter for development in the Neighborhood Center (NC) Zone. Expansion of a structure existing prior to December 31, 2006, and in conformance with the Code on that date is deemed to meet this criterion, provided the area of expansion is between the street and the existing building frontage.

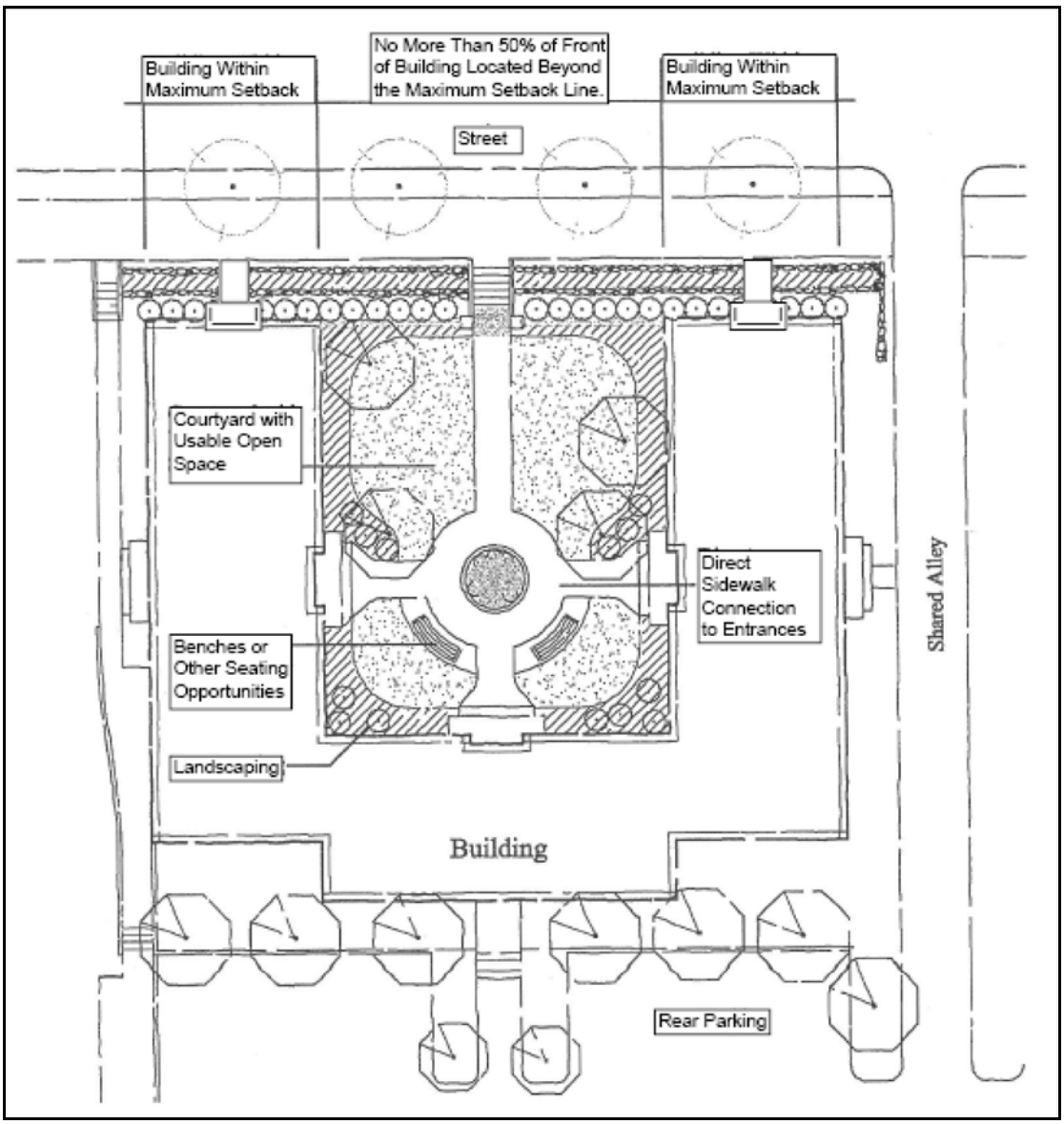


Figure 4.10-18 - Percent of Building Frontage within Maximum Setback Area

b. **Entrances** - All building sides that face an adjacent public or private street include at least one customer entrance. When the site is adjacent to more than one street, corner entrances at an angle of up to 45 degrees, from the largest of the two adjacent streets, may be substituted for separate entrances on adjacent streets. If the building does not have frontage along an adjacent street, direct pedestrian access to the street may be achieved by a sidewalk or courtyard connecting to a street no farther than 100 ft. from the building's pedestrian entrance (distance measured along the centerline of the sidewalk or over the "hard-surfaced" portion of the courtyard from a public street right-of-way or private street tract). Examples of these requirements are shown below in Figure 4.10-19 - Site Development Element Locations. Buildings of less than 3,000 sq. ft. fronting on only one street may

provide the customer entrance on the side of the building in lieu of the front, if a sidewalk or courtyard provides a direct, “hard-surfaced” pedestrian connection of less than 50 ft. between the entrance and the street (distance measured along the centerline of the sidewalk or over the “hard-surfaced” portion of the courtyard from a public street right-of-way or private street tract).

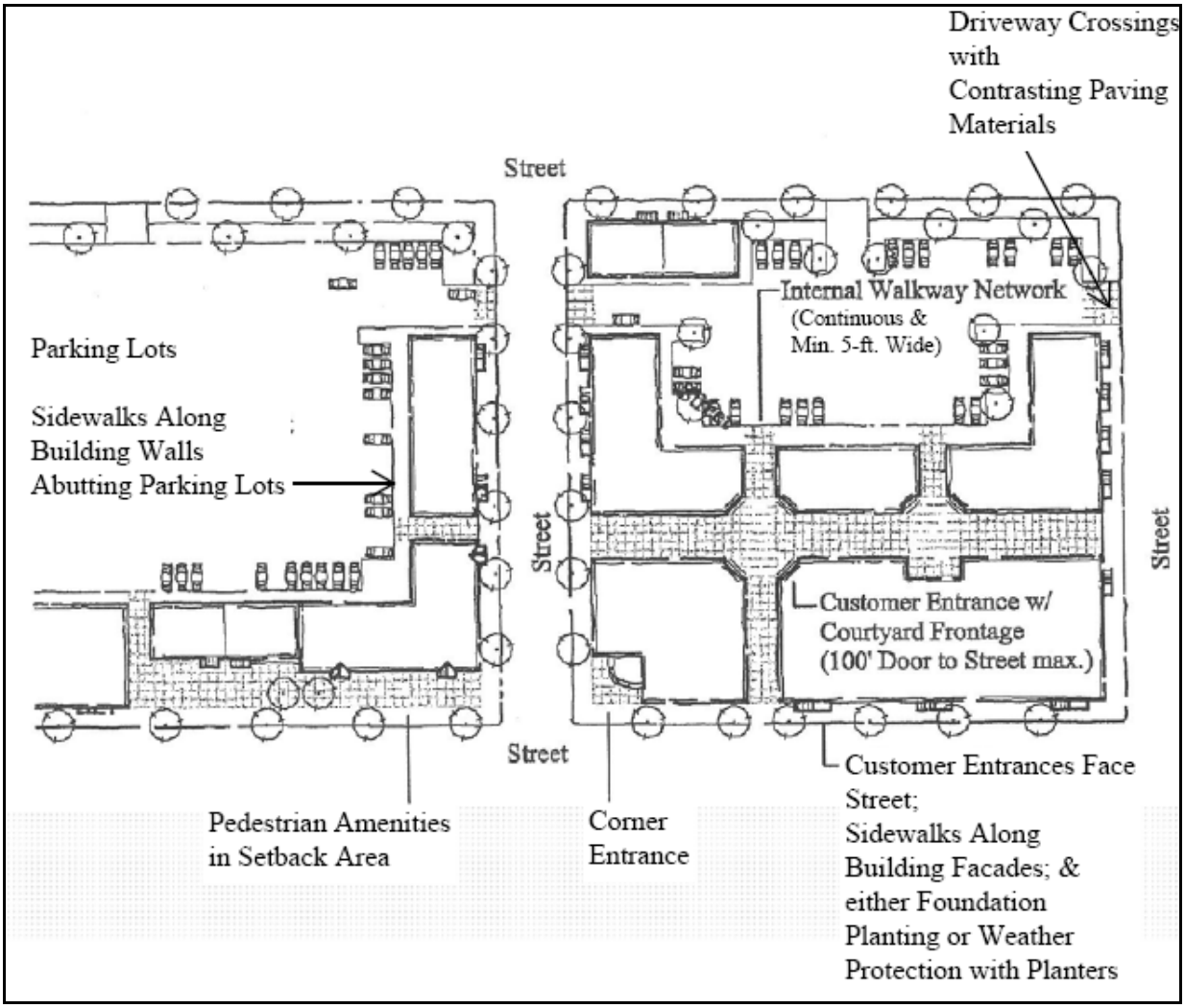


Figure 4.10-19 - Site Development Element Locations

c. **Parking and Vehicle Circulation** - Off-street parking or vehicular circulation shall not be placed between buildings and streets used to comply with this standard, as shown above in Figure 4.10-19 - Site Development Element Locations. Where allowed by the underlying zone, outdoor vehicle display lots for sale of autos, noncommercial trucks, motorcycles, trailers with less than 10,000 lbs. gross cargo weight, motor homes, and boats may be located adjacent to streets. The parking lot perimeter landscaping

requirements of Section 4.2.40 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting shall be met.

d. **Neighborhood Center (NC) Zone Special Provisions** - Buildings in the Neighborhood Center (NC) Zone shall comply with the following additional standards. See Figure 4.10-20 - Shopping Streets for context:

1. Buildings shall be oriented to designated Shopping Streets, public open space, or a public park; and

2. On designated Shopping Streets in the Neighborhood Center (NC) Zone, 80 percent of the building front shall be within the maximum setback. The maximum setback may be waived if pedestrian amenities occupy the extended setback area, as shown in Figure 4.10-19 - Site Development Element Locations. Pedestrian amenities are defined in Section 4.10.70.05.

e. **Exception for Enhanced Pedestrian Environment** - Within a Minor Neighborhood Center, an exception to the requirement that all buildings on corner parcels front both streets may be granted through the process identified in Chapter 2.16 - Request for Interpretation if the proposed Shopping Street's design and layout can be shown to provide a pedestrian environment that is clearly superior to the environment that would result from the corner orientation. An example of a design and layout with a clearly superior pedestrian environment is one where the Shopping Street is enclosed, etc. For Major Neighborhood Centers, such exceptions may be granted, based on the same standard, through the process identified in Chapter 2.10 - Major Neighborhood Center Master Site Plan Requirements.

f. **Grading (Cuts and Fills)** - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 2.11 - Floodplain Development Permit, Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Floodplain Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, and Chapter 4.14 - Landslide Hazard and Hillside Development Provisions.

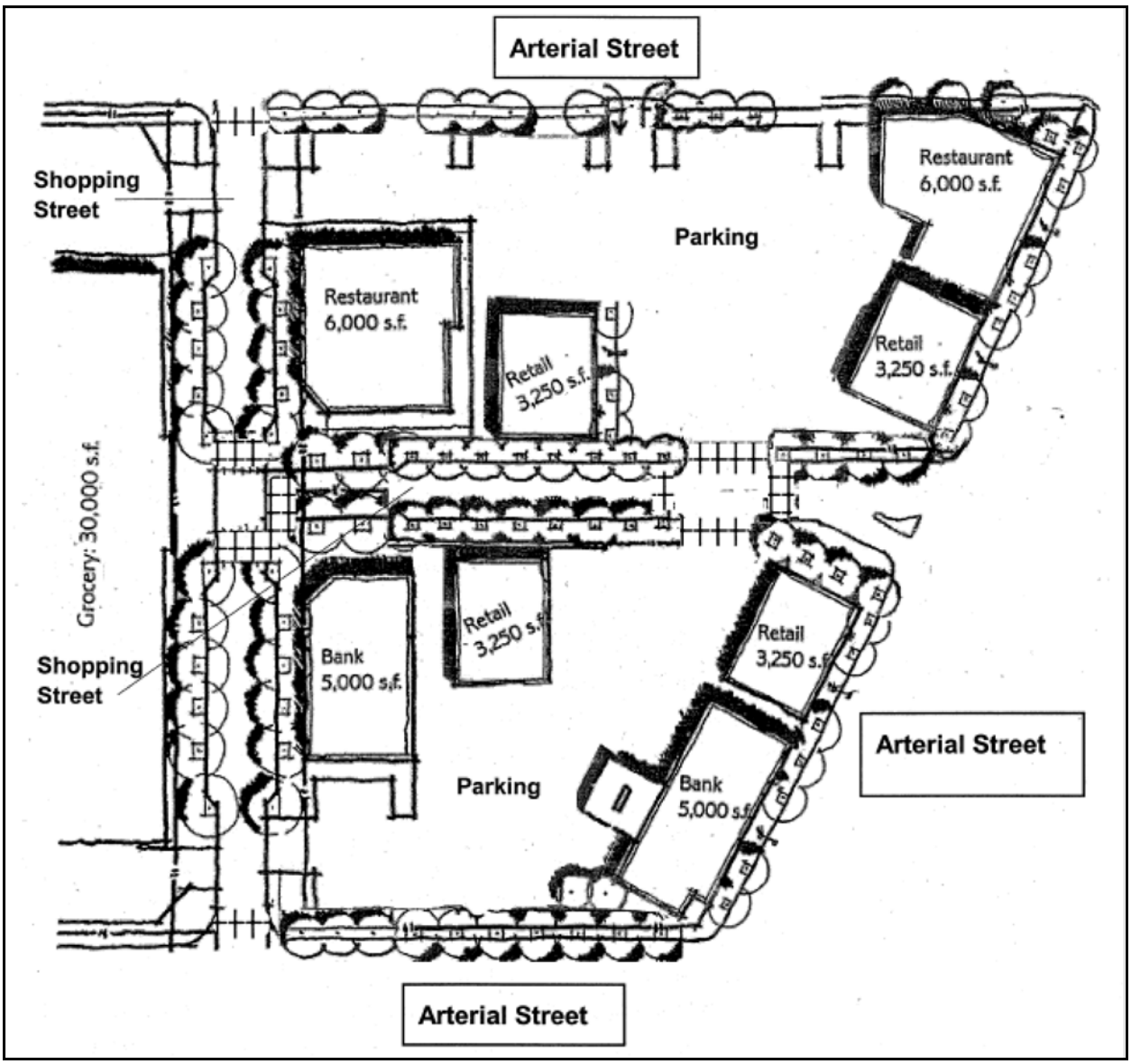


Figure 4.10-20 - Shopping Streets

4.10.70.03 - Pedestrian Circulation Standards

a. Requirements for New Development and Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.c -

1. <u>Continuous Internal Sidewalks and Multi-use Paths</u> - A continuous internal sidewalk, including associated necessary sidewalk crossings, no less than five ft. wide, shall be provided from public sidewalks or rights-of-way to all customer entrances, and between customer entrances of all buildings, as shown in Figure 4.10-19 - Site Development Element Locations. Sidewalks shall be direct and

convenient and form a network of walking routes. Internal multi-use paths shall be no less than 12 ft. wide.

2. Sidewalks along Building Walls - Sidewalks no less than five ft. wide shall be provided along the full length of building walls featuring a customer entrance and along any wall parallel to and abutting parking areas larger than eight parking spaces, except in situations where the sidewalk would not provide connectivity between an entrance and parking area. Where sidewalks are adjacent to buildings, except along Shopping Streets, a five-ft.-wide foundation landscape strip and/or weather protection with planters shall be provided. These elements are noted in Figure 4.10-19 - Site Development Element Locations.

3. Separation and Distinction from Driving Surfaces - Where any internal sidewalk is parallel to and abuts a vehicular circulation or parking area, the sidewalk shall be raised and separated from the vehicular circulation or parking area by a raised curb at least six in. in height. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, are strongly encouraged to enhance the separation of vehicular from pedestrian facilities.

4. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete or masonry pavers, and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete, and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for public sidewalks and multi-use paths shall meet City Engineering standards.

5. Crossings - Where any internal sidewalk crosses an internal street, driveway, or parking aisle, the sidewalk shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping, is encouraged.

6. Connection to Adjacent Properties or Streets - In addition to the sidewalk connections required by the block development standards in Chapter 4.0 - Improvements Required with Development, sidewalk

connections shall be provided between internal sidewalk networks and all adjacent planned streets, sidewalks, and multi-use paths. Multi-use paths shall be connected with adjacent multi-use paths, sidewalks, and/or bike lanes. Where appropriate, such connections shall also be provided to adjacent residential properties.

7. Planting Strips - For lots abutting existing streetside sidewalks, sidewalks shall be reconstructed with a planting strip consistent with the requirements in Chapter 4.0 - Improvements Required with Development.

b. Additional Requirement for New Development and Additional List of Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.d.1 - New development shall comply with one of the following five options. Expansions in accordance with Section 4.10.70.01.c shall add this list of choices to those presented in Section 4.10.70.03.a to obtain a larger list of options to comply with the requirements of Section 4.10.70.01.d.1.

Options:

1. Driveway Consolidation - Removal of at least one driveway through outright removal or access consolidation, such that the net number of driveways for the site is at least one less than prior existing conditions for the site.

2. Landscape Buffer - Construction or expansion of a landscape buffer between the back of a sidewalk and existing vehicle parking or circulation areas. The constructed or expanded landscape buffer shall, when completed, be a minimum of 20 ft. wide.

3. Reduced Parking - Establishment of an agreement that shares parking between the subject site and an abutting site and results in a reduction of total parking spaces for the subject site to 90 percent or less of the required minimum. Such shared parking agreements may be used, provided the applicant demonstrates an adequate supply of parking for each use. Identification of surplus parking during peak periods, or surplus capacity provided due to off-peak use, are methods of demonstrating this adequacy.

4. Covered Walkways - Installation of weather protection resulting in covered pedestrian walkways between and around all buildings and between the primary building and adjacent public pedestrian facilities.

5. Notarized Letter - Where development is proposed on property adjacent to existing five-lane arterial streets or highways, recording a signed and notarized letter with the Benton County Clerk from the owner of the development site agreeing not to oppose construction of a future median or pedestrian refuge.

4.10.70.04 - Vehicle Circulation and Design Standards

a. Parking Lots -

1. Parking lots shall be placed to the rear of buildings in accordance with Section 4.10.70.02. Administrative exceptions to this standard are allowed based on the following provisions. To the extent that required parking cannot be located to the rear of the building due to other requirements of this Code or unusual site constraints, both of which are defined in the following paragraph, the amount of parking and vehicle circulation that cannot be accommodated to the rear of the building may be provided only to the side of the building.

2. Other requirements of this Code may include, but are not necessarily limited to, significant Natural Resource and Natural Hazard provisions in Chapter 2.11 - Floodplain Development Permit, Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Floodplain Provisions, Chapter 4.12 - Significant Vegetation Protection Provisions, Chapter 4.13 - Riparian Corridor and Wetland Provisions, and Chapter 4.14 - Landslide Hazard and Hillside Development Provisions; and Chapter 4.1 - Parking, Loading, and Access Requirements. Unusual site constraints may include parcels fronting more than two streets, irregular lot configuration, weak foundation soils, or other physical site factors that constrain development when considered with Building Code requirements.

b. Corner Parcels - Parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

c. **Parking Lot Access** - Commercial driveway approaches shall be used to access parking lots from public streets. Parking lot approaches shall be located no closer than 50 ft. from local street intersections, as measured from the intersection of two rights-of-way lines. Approaches on collector and arterial streets shall comply with parking lot approach standards provided in Chapter 4.1 - Parking, Loading, and Access Requirements.

d. **Neighborhood Center (NC) Zone Special Provisions** - Parking in the Neighborhood Center (NC) Zone shall comply with the following additional standards:

1. Off-street parking shall be located behind new buildings and building expansions for buildings constructed after adoption of this Code;

2. Exceptions to this standard for new buildings may be requested only in association with a Planned Development application in accordance with Chapter 2.5 - Planned Development;

3. Exceptions to this standard for expansion of a building in existence prior to December 31, 2006, may allow parking on the side of a building to the extent that required parking cannot be located to the rear due to other requirements of this Code or unusual site constraints, identified in Section 4.10.70.04.a above, and provided that the parking at the side of the building does not exceed 20 percent of the total minimum parking for the building.

4. On-street parking along the property's frontage may count toward minimum parking requirements in the Neighborhood Center (NC) Zone.

e. **Drive-through Facilities**

1. Internal driveways are prohibited between buildings and streets to which the building entrances are oriented, except for car washes and fuel sales pursuant to "3," below. Examples of correct and incorrect locations of these facilities are shown on the next page in Figure 4.10-21 - Drive-through Facilities.

2. Drive-through Facilities Uses are prohibited in the Minor Neighborhood Center (NC) Zone. In other commercial zones, Drive-through Facilities are allowed provided “1," above is met. Pedestrian areas shall be buffered from drive-through vehicles in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

3. Car Washes and Fuel Sales uses may include internal driveways, drive aisles, accessways, and queuing lanes between a building that meets setback requirements and the street to which the building’s entrances are oriented, subject to the following standards:

   a) Pedestrian areas shall be buffered from drive-through vehicles in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting;

   b) A minimum eight-ft.-wide landscape buffer shall be provided between the vehicular circulation areas of the use and any sidewalk within the public street rights-of-way; and

   c) When building entrances are separated from sidewalks by drive-through facilities, contrasting paving materials shall be required to ensure safe, direct, and convenient crossings. In addition, raised elevation warning signs and/or landscaping screens are encouraged to enhance safe, direct, and convenient crossings and to further buffer pedestrian areas from Drive-through Facilities.

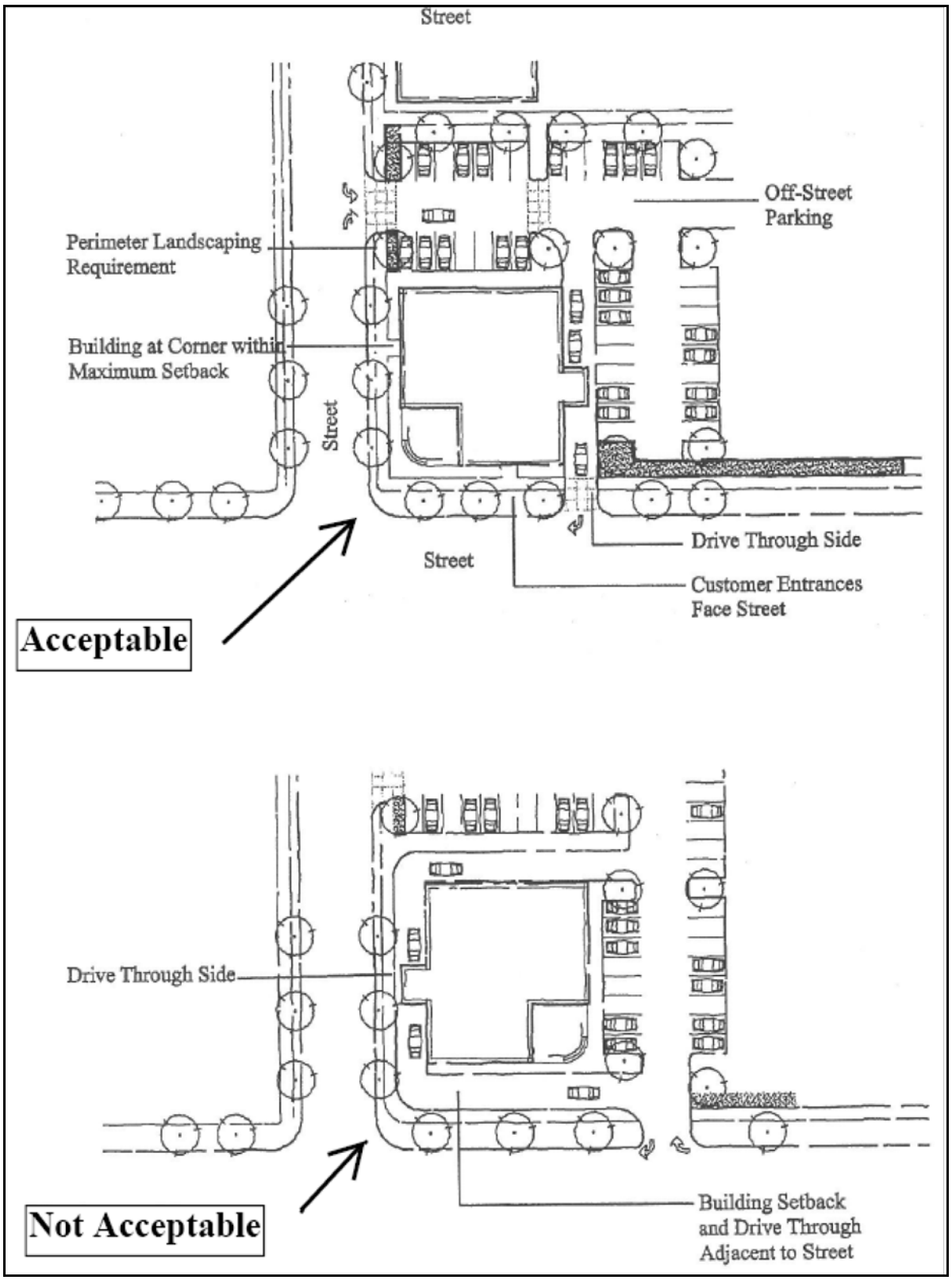


Figure 4.10-21 Drive-through Facilities

4.10.70.05 - Standards and Menus for Pedestrian Features and Design Variety

a. Pedestrian Amenities Standards

1. Weather Protection -

a) General - Except as provided in "b," and "c," below, where new commercial and civic development is constructed immediately adjacent to (abutting) street sidewalks or pedestrian plazas, a minimum six-ft.-wide, weather-protected area, protected by such elements as awnings or canopies, shall be provided and maintained along at least 60 percent of any building wall immediately adjacent to the sidewalks and/or pedestrian plazas. An additional requirement shall include a minimum eight-ft. vertical clearance between the sidewalk and the lowest portion of the weather protection. This vertical clearance shall be nine ft. for balconies. These requirements are shown below in Figure 4.10-22 - Weather Protection.

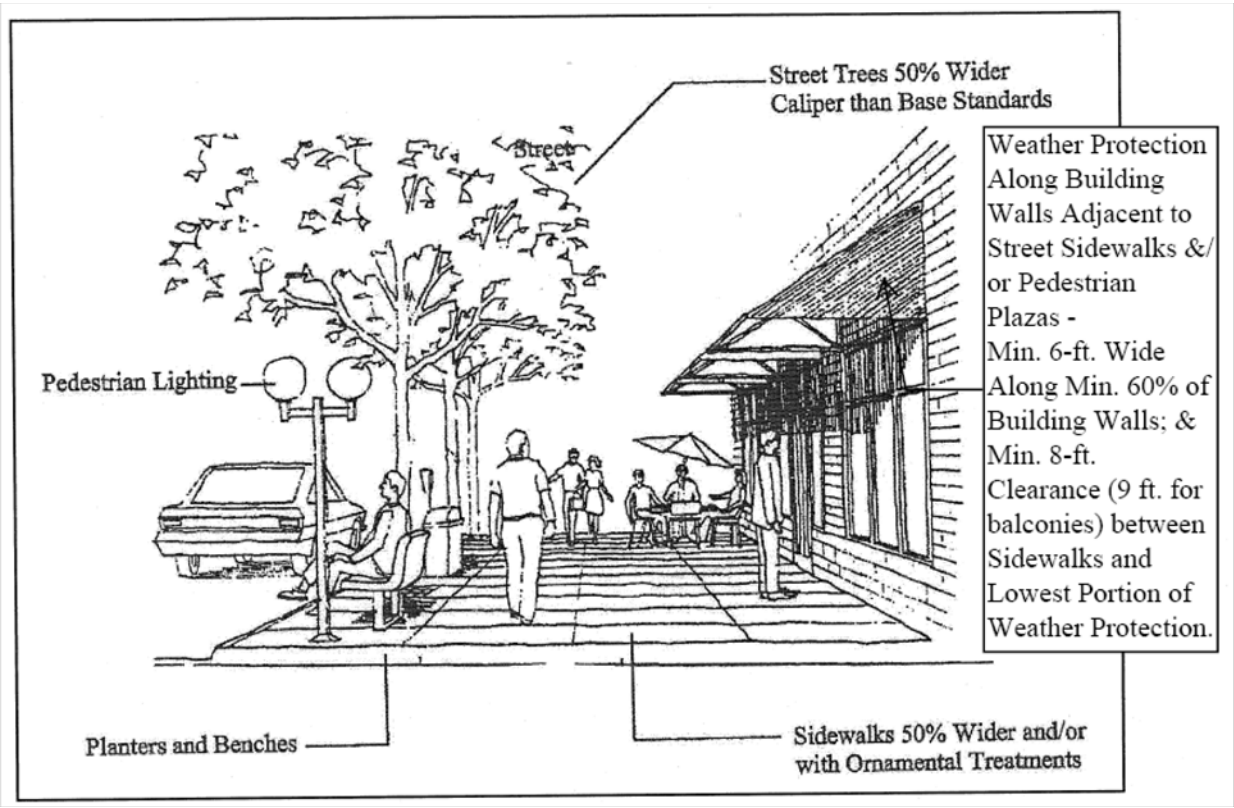


Figure 4.10-22 - Weather Protection

b) Riverfront and Central Business Zones - When subject to the standards in this chapter per Section 4.10.70.01, development

on buildings abutting street sidewalks and pedestrian plazas in the Central Business (CB) Zone and the Riverfront (RF) Zone shall provide weather protection consistent with the locational and dimensional standards in "a," above, when:

1) Expansion or improvement costs exceed 50% of the real market value of the property according to the Benton County Assessor's office; and

2) The building does not meet the exemption provisions in "c," below.

Additionally, consistent with Section 3.16.30.03, weather protection in the Downtown Pedestrian Core Area shall be provided along the entire frontage of buildings over street sidewalk and pedestrian plazas, instead of the 60 percent noted in "a," above. Consistent with Section 3.15.40.03, development in the Riverfront Zone, but outside the Downtown Pedestrian Core Area, shall provide a minimum 60 percent weather protection along building frontages over street sidewalks and pedestrian plazas, with no uncovered areas longer than 20 ft. Back-lit plastic awnings are prohibited in the Riverfront Zone.

c) Designated Historic Resources in the Riverfront and Central Business Zones - Development on Designated Historic Resources in the Central Business (CB) and Riverfront (RF) Zones shall be subject to the provisions in Chapter 2.9 - Historic Preservation Provisions and exempt from the requirements in "a," and "b," above. This default to Chapter 2.9 and exemption from "a," and "b," above, applies whether or not weather protection such as awnings or canopies is proposed.

2. Pedestrian Amenity Requirements - All new development and substantial improvements shall provide pedestrian amenities as defined by this Section. The number of pedestrian amenities provided shall comply with the following sliding scale:

Size of Structure or Substantial Improvement	Number of Amenities
< 5,000 sq. ft.	1
5,001 - 10,000 sq. ft.	2
10,001 - 50,000 sq. ft.	3
> 50,000 sq. ft.	4

3. Acceptable Pedestrian Amenities - Acceptable pedestrian amenities include the items listed below, some of which are shown in Figure 4.10-23 - Pedestrian Amenities:

   a) Sidewalks with ornamental treatments, such as brick pavers, or sidewalks 50 percent wider than required by this Code;

   b) Sidewalk planters with benches and public outdoor seating;

   c) Significant public art, such as sculpture, fountain, clock, mural, etc.;

   d) Mini parks or plazas that provide a minimum usable area of 300 sq. ft.); and

   e) Street trees of a caliper 50 percent wider than required by this Code. This approach may include preservation of healthy mature trees adjacent to the street sidewalk.

4. Accessibility of Pedestrian Amenities - Pedestrian amenities shall be visible and accessible to the general public from an improved street. Access to mini parks, plazas, and sidewalks shall be provided via a public right-of-way or a public access easement.

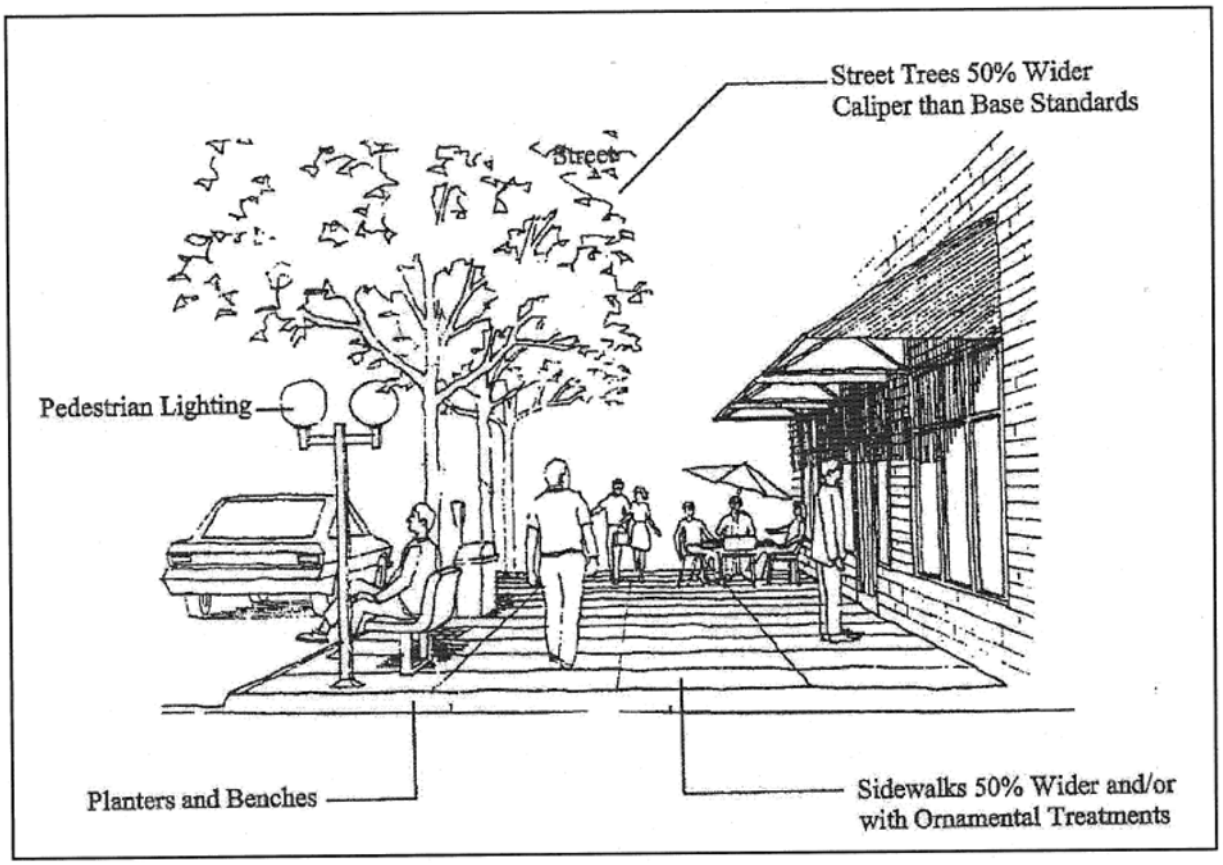


Figure 4.10-23 - Pedestrian Amenities

b. Design Standards and Design Variety Menus

1. Encroachments - Special architectural features, such as bay windows, decorative roofs, and entry features may, with City Council approval, project up to three ft. into public rights-of-way, provided that they are not less than nine ft. above the sidewalk. Trellises, canopies and fabric awnings may project 6.5 ft. into setbacks and public rights-of-way, provided that they are not less than eight ft. above the sidewalk. No such improvements shall encroach into alley rights-of-way.

2. Loading/Service Facilities - Loading and service areas such as trash enclosures shall be located to minimize conflicts with public pedestrian areas; screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting; designed to provide convenient access for trucks; and designed to minimize noise and other impacts with adjoining uses. Service areas shall be located to the back or sides of buildings, or in alleys where available. Loading dock doors are encouraged to be placed in recessed areas or between buildings to minimize impacts to the pedestrian and human-scale aspects of the development.

3. Roof-mounted Equipment - Roof-mounted equipment, such as heating, ventilation, and air conditioning equipment, shall be screened. Screening features shall be at least equal in height to the equipment, compatible with roof lines, and constructed of materials used in the building's exterior construction. Screening features include such elements as a parapet, wall, or other sight-blocking feature, etc. The roof-mounted equipment shall be painted to match the roof.

4. Sign Standards

   a) Pole-mounted, freestanding signs are prohibited in Neighborhood Center (NC) Zones.

   b) Blade signs placed under awnings are allowed along Shopping Streets.

   c) Remaining sign provisions are in accordance with Chapter 4.7 - Sign Regulations.

5. Lighting Standards - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

6. Windows - The provisions in this Section shall apply to placement and type of windows. Figure 4.10-24 - Windows and Glass Doors on Street-facing Facades is provided for context.

   a) Ground Floor Windows and Doors - Except for the Neighborhood Center (NC) Zone, and except for Designated Historic Resources in the Central Business and Riverfront Zones, which are addressed in "c," and "d," below, respectively, a minimum of 60 percent of the length and 25 percent of the first 12 ft. in height from the adjacent grade of any street-facing facade shall contain windows and/or glass doors. An exception may be granted if the expansion/enlargement is for space neither adjacent to a street nor open to customers or the public. Additional requirements for windows shall include the following:

      1) Ground floor windows shall be framed by bulkheads, piers, and sills such as are used in a recessed window, where applicable. Ground floor windows shall also have

a Top Treatment such as a hood, awning, or a storefront cornice separating the ground floor from the second story. Alternatively, all ground floor windows shall provide a minimum three-in.-wide trim or recession. The Base Treatment standards under Section 4.10.70.05.b.7.d, below, and the Top Treatment standards under Section 4.10.70.05.b.7.e, below, shall be used as a guide for providing bulkheads and cornices that meet this standard.

2) Window Type - Ground floor windows used to comply with "a," above, shall meet all of the following standards:

a. Opacity of greater than 60 percent prohibited for any required window; and

b. Ground floor windows shall allow views from adjacent sidewalks into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of windows shall be no more than four ft. above the adjacent exterior grade.

b) Windows on Commercial Stories above Ground Floor - Except for Designated Historic Resources in the Central Business and Riverfront Zones, which are addressed in "d," below, each facade on commercial stories above the ground floor and that faces a street or other area accessible to the public shall include at least 20 percent window coverage.

c) Neighborhood Center Special Window Provisions - For building walls facing Shopping Streets, windows and/or glass doors shall be provided on a minimum of 75 percent of the building wall length and 50 percent of the first 12 ft. in the building wall height from the adjacent grade. Public art, mini parks, and/or plazas, as defined in Section 4.10.70.05.a.3 may substitute for up to 50 percent of the required window area if construction is of permanently fixed, durable materials.

d) Designated Historic Resource Exemption in the Central Business (CB) Zone and/or the Riverfront (RF) Zone - Where development occurs on a Designated Historic Resource in the Central Business (CB) Zone and/or the Riverfront (RF) Zone, that Resource shall be subject to the provisions of Chapter 2.9 - Historic Preservation Provisions, but shall be exempt from the window requirements in "a," through "c," above. This default to Chapter 2.9 and exemption from "a," through "c," above, applies whether or not windows are proposed.

7. Design Variety Menu - Each structure shall incorporate a minimum of three of the following five building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

a) Building Walls - Building walls in excess of 30 ft. in length shall not exceed a height/width ratio of 1:3 without a change in height of at least four ft., as addressed below in Figures 4.10-25A through C - Building Walls.

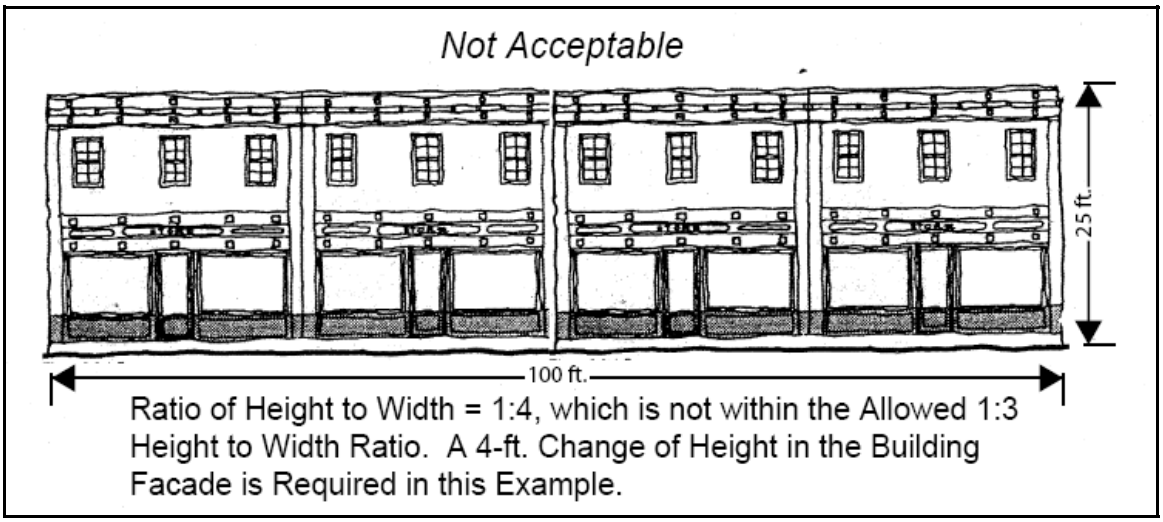


Figure 4.10-25A - Building Walls

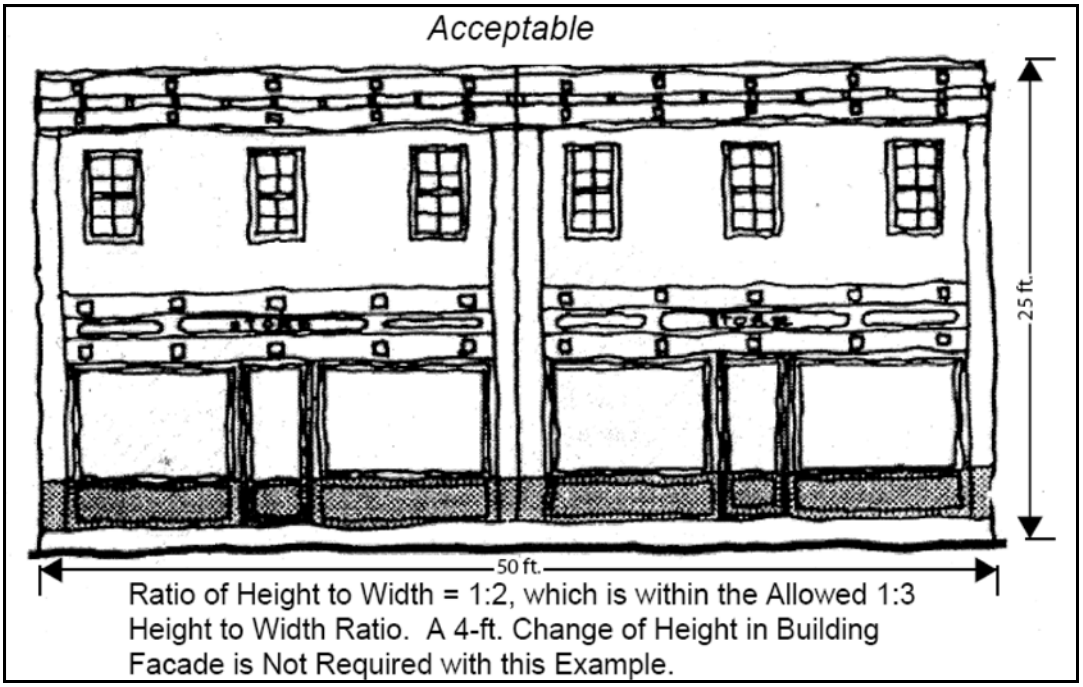


Figure 4.10-25B - Building Walls

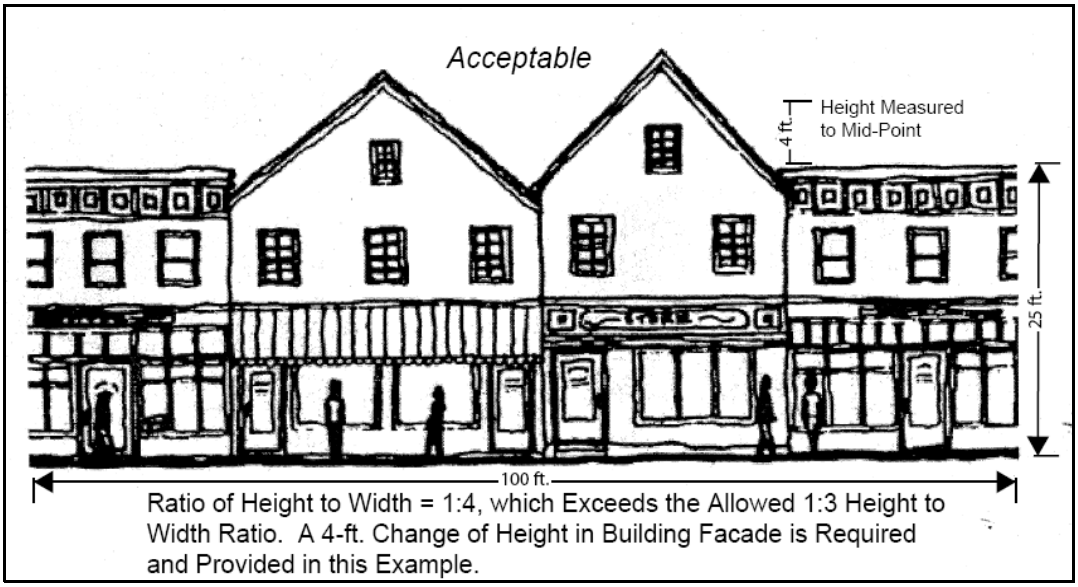


Figure 4.10-25C - Building Walls

b) Maximum Wall Segments - All building wall segments on all sides of buildings visible from public areas or adjacent uses shall be a maximum of 30 ft. in length. Building wall segments shall be distinguished by architectural features including at least one of the following: columns, reveals, ribs or pilasters, piers, recesses, or extensions. The segment length may be increased to a maximum of 60 ft. if the segment contains integral planters, public art, or permanent seating such as a

seating wall, that conform to the accessibility standards in Section 4.10.70.05.a.4.

c) Entrances - Primary building entrances shall be clearly defined by recess or projection, and shall be framed by a sheltering element such as an awning, overhang, arcade, or portico.

d) Base Treatments - A recognizable Base Treatment consisting of at least one of the following:

1) Thicker walls, such as a bulkhead, ledges, or sills as viewed from the exterior of the building;

2) Integrally textured materials such as stone, stucco, or other masonry;

3) Integrally colored and patterned materials such as smooth-finished stone or tile;

4) Lighter or darker colored materials, Mullions, or panels;

5) Detailing such as scoring, ribbing, moldings, or ornamentation; or

6) Planters integral to the building.

e) Top Treatments - A recognizable Top Treatment consisting of at least one of the following:

1) Cornice treatments, other than colored stripes or bands that are integral to the building design. Materials such as stone, masonry, brick, wood, galvanized and painted metal, or other colored materials shall be used;

2) Sloping roof (4:12 or greater) with overhangs. Overhangs may be boxed with moldings such as Modillions, Dentils, or other moldings, as applicable; or contain brackets; or

3) Stepped parapets.