431 TRANSIT ORIENTED DESIGN PRINCIPLES, STANDARDS AND GUIDELINES

431-1 Intent and Purpose

The following design principles, standards and guidelines shall be applied to the review of all development occurring in transit oriented districts, for those uses listed in Section 375. Principles are the broad, fundamental rules upon which the standards and guidelines are based. All Type III applications for development in transit oriented districts shall demonstrate compliance with applicable principles and/or standards of this section. Standards are specific, usually quantitative, rules which development applications must comply with if processed through a Type I or II procedure. Guidelines are advisory statements that should be considered when designing a development in a transit oriented district, but are not mandatory.

Because an application for a development may vary from a standard in this Section when the application demonstrates, through a Type III process, compliance with the related design principle, a variance or hardship variance pursuant to Section 435 shall not be granted from any standard in this Section.

431-2 Conflicts

In the event of a conflict between the requirements of this section and requirements of any other provision of the Code or a community plan, the requirements of this section shall control, except Area of Special Concern or Subarea provisions in a Community Plan, any code provision specific to Section 418-3 (Corner Vision), 421, 422 or 501-8.5 F. (Sight Distance).

431-3 Definitions

The following definitions apply in transit oriented districts:

431-3.1 Adjacent Building The location of a building sited on a parcel or lot abutting a pedestrian route or transit station and not separated by an existing or planned intervening building.

431-3.2 Adjoining Buildings Buildings on abutting sites, not separated by a street or accessway.

431.3.3 Campus Development A development which meets the following criteria:

A. Is located on a lot or contiguous lots within the Transit Oriented Employment or Institutional Districts that total at least five acres in size; and

B. Includes multiple buildings which are interrelated in a common business or educational activity or process, and share a common infrastructure such as pedestrian ways and spaces, parking and vehicular accessways.

431-3.4 Common Open Space Areas available for active or passive shared use by all occupants of a development, or the general public. Common open space shall not be part of a street, required sidewalk, parking lot or loading area. Significant Natural Resource areas subject to protection, shall not constitute common open space. Common open space may be located on a flat building roof if designed for safe use.

Common open space may have an accessway through it. Special recreation uses open to all occupants of a development and meeting the standards of Section 431-7 meet the definition of common open space

431-3.5 Main Building Entrance An entrance to a building which is a point of public access during business hours.

431-3.6 Pedestrian Focus Area A geographically defined area, identified on a community plan map, with dense, mixed-use development and nearby transit service. Walking is promoted as the preferred mode choice by developing a strong pedestrian scale and emphasizing pedestrian access and activities. For guidance on pedestrian amenities that help foster attractive pedestrian environments, see the county's Pedestrian Enhancements Design Guideline Booklet.

431-3.7 Pedestrian Route Any accessway or greenway, as defined by Section 408-3, and any pedestrian street.

431-3.8 Pedestrian Street Any public or private street, but not including freeways, alleys, parking lot access drives, and parking lot aisles.

431-3.9 Transit Street Any street that is an existing public transit route, or any street that is likely to be a public transit route. All public streets with a functional classification of Principal Arterial, Arterial, Special Area Collector or Collector, as defined in the Washington County Transportation Plan, shall be considered likely to be a public transit route.

431-3.10 Streetscape Refers to all of the elements that constitute the physical makeup of a pedestrian street and that, as a group, define its character, including building facade, street paving and streetscape amenities. For guidance on pedestrian amenities that help foster attractive pedestrian environments, see the county's Pedestrian Enhancements Design Guideline Booklet.

431-3.11 Streetscape Amenities Include but are not limited to the following elements: street furniture, landscaping, including trees and other plantings, awnings, signs, and lighting. Guidelines for some of these features are provided in the county's Pedestrian Enhancements Design Guideline Booklet.

431-3.12 Street Frontage A portion of a lot or parcel fronting on or abutting a street right-of-way, if public, or street tract, if private, and located between either the site's side property lines, as defined by CDC Section 106-113.3 or, if a corner lot, the radius point (Point "B," Section 501-8.5 A.), of a street intersection.

431-3.13 The Green A central organizing open space feature that is the focus of the Peterkort Station Area.

431-3.14 Build to Line Required linear building frontage.

431-4 Circulation System Design

The design and location of the circulation system in a community is the key element for determining pedestrian orientation, connectivity and the arrangement of land

uses. These principles and standards apply to the design and location of the circulation system in transit oriented districts.

431-4.1 Principles:

A. Pedestrian routes in a transit oriented district shall, to the extent practicable, directly connect major activity centers (concentrations of employment and households, major public buildings and spaces, institutional uses and parks & common open spaces, and shopping areas) and transit stops, particularly light rail stations;

B. Block dimensions and perimeters shall be at an urban rather than a suburban scale;

C. Provide accessways and greenways, as needed, to supplement pedestrian routes along pedestrian streets; and

D. Provide clearly marked and well-designed pedestrian street, driveway, loading area and surface parking lot crossings.

431-4.2 Standards:

A. In addition to the standards of this subsection, development in a transit-oriented district shall be subject to the requirements of Section 408, Section 409, and Article V. In the event of a conflict between the requirements of Sections 408, 409, and Article V, the requirements of Section 431-4 shall control.

B. Other Community Development Code provisions that apply to Collectors shall apply to Special Area Collectors; provisions that apply to Neighborhood Routes shall apply to Special Area Neighborhood Routes; and provisions that apply to Local Streets shall apply to Special Area Local Streets and Special Area Commercial Streets. In the case of a conflict, specific Special Area street provisions shall control.

C. Blocks

(1) Block perimeters for blocks with more than four sides, as defined by public or private streets, accessways or greenways, shall not exceed sixteen hundred (1,600) feet measured along the nearside curb line of the public or private street or the centerline of the defining accessway or greenway. These standards shall not be used to provide direct connections to collector roads where indirect connections are specifically shown in the community plan.

(2) Block lengths for streets, accessways and greenways shall not exceed three hundred thirty (330) feet between public or private streets, accessways or greenways, measured along the nearside curb line of the public or private street or the centerline of the accessway or greenway. These standards shall not be used to provide direct connections to collector roads where indirect connections are specifically shown in the community plan.

(3) Except for specific transportation facilities identified in the community plan, the Review Authority may modify these standards based on findings that strict compliance with the standards is not reasonably practicable due to:

(a) Topography;

(b) The standards of Sections 421 and 422;

(c) Existing development patterns on abutting property which preclude the logical connection of streets or accessways;

(d) Railroads;

(e) Traffic safety concerns;

(f) The functional and operational need to create a large building; or

(g) The provisions of Significant Natural Resources as identified in the Community Plan.

Modifications shall be the minimum necessary to address the constraint.

D. Design

(1) Streets complying with the provisions of this Section may be public or private. Where a private street is used to meet the block length and perimeter standards of this Section, documents shall be recorded pursuant to Section 409-4. In addition, private streets shall comply with the applicable design provisions of CDC Section 409-3, except as otherwise regulated by this Section or a Community Plan provision.

(2) When streets are utilized to meet the block length and block perimeter standards within the TO:R24-40, TO:R40-80, TO:R80-120, TO:EMP, TO:BUS, and TO:RC Districts, the Special Area Commercial Street standards shall be used, except for existing or planned arterials or collectors or other specific street designations in the Community Plan. The Review Authority may permit Special Area Local Streets in these Districts based on findings that vehicle traffic volumes and pedestrian activity are likely to be found on a special area local street. If the Review Authority does permit a Special Area Local Street, it may be utilized to meet block length and block perimeter standards.

(3) When streets are utilized to meet the block length and block perimeter standards within the TO:R9-12, TO:R12-18, and TO:R18-24 Districts, the Special Area Local Street standards shall be used, except for existing or planned arterials or collectors or other specific street designations in the Community Plan.

(4) Streets in transit oriented districts shall incorporate the following traffic management elements consistent with the Washington County Uniform Road Improvement Design Standards:

(a) Curb extensions at all intersections of Special Area Local Streets with Special Area Local Streets, Special Area Neighborhood Routes, and Special Area Commercial Streets.

(b) Landscaped center medians at all Special Area Collector and Special Area Neighborhood Route street intersections.

(c) In addition to the above requirements, curb extensions, colored and/or textured pavement treatments, or medians may be allowed on any special area public street based on prior approval from the County Engineer and findings that the treatment will be safe, will not result in an unreasonable amount of public maintenance, and will maintain the functional classification of the facility.

(5) In addition to the requirements of Section 431-4.2 D. (4) above, the Review Authority may approve other traffic management measures on any Special Area street based on prior approval from the County Engineer through the engineering modification process. Any prior engineering approval for such measures is to be considered preliminary and subject to subsequent land use approval.

(6) The required minimum rights-of-way listed in Table 6, Functional Classification Design Parameters for Special Area streets do not assume the presence of neighborhood traffic management devices that would necessitate a wider curb-to-curb street width, such as a raised median. When neighborhood traffic management devices are used, additional right-of-way shall be required to provide three feet behind the curb face, except when curb extensions are used. When curb extensions are used, the right-of-way shall remain three feet behind the standard curb face extended through the curb extension area.

(7) Use of the Special Area Local Street standard which provides a twenty (20) foot paved width and parking on one side of the street (SAL-4) may be allowed based on compliance with all of the following criteria:

(a) Block lengths less than three-hundred (300) feet;

(b) The street is expected to carry less than two-hundred (200) average daily trips;

(c) The street is signed and striped for no parking on one side consistent with MUTCD standards; and

(d) Fire Marshal review.

(8) The Special Area Local Street - Alley (SAL-5) standard may be allowed in any transit-oriented district subject to compliance with all of the following criteria:

(a) Lots or parcels utilizing an alley must have frontage on a separate street which provides on-street parking and sidewalks;

(b) Alleys can not be used to meet the block length or perimeter standards of this Section;

(c) Alleys can not directly access a Special Area Collector, Collector or Arterial road; and

(d) Minimum four (4) foot setback to a garage or parking area.

(e) Fire Marshal review.

(f) Special Area alley right-of-way needs are to be determined by the Review Authority during development review based on the specific needs and use of the alley. Alley right-of-way width shall not be less than sixteen (16) feet.

(9) Private Streets. In addition to the standards of Section 409, private streets in transit-oriented districts shall meet the following standards:

(a) Private Streets with sidewalks shall include a minimum four (4) foot landscape strip between curb and sidewalk with trees spaced no more than every thirty (30) feet, unless Section 431-5.1 B. (4)(a) and/or (b) applies.

(b) Local Residential Streets serving five (5) or more units shall have curbs and sidewalks on both sides. Local Residential Streets serving three (3) to four (4) units shall have curbs on one side and a sidewalk on one side.

(c) When an accessway is provided adjoining to a private street in order to meet the block length and block perimeter standards of this Section, a sidewalk does not need to be provided on the side of the private street that includes the accessway.

(10) Whether publicly or privately owned, a pedestrian street, accessway or greenway shall conform to the section design specified for its functional classification and remain accessible to the public at all times.

(11) Pedestrian crossings of streets, driveways, surface parking lots and loading areas shall be designed to be consistent with the provisions of Section 408-10.3 B. In transit oriented districts, striping alone is not an acceptable way to identify connections.

(12) Special Area Off-Street Pathways (Accessways and Greenways) shall be developed consistent with Section 408. Special Area Off-Street Pathways shall be at least ten (10) feet in paved, unobstructed width when bicycles are intended to share the Special Area Off-Street Pathway. When bicycle travel is otherwise adequately provided, Special Area Off-Street Pathways shall be at least five (5) feet in paved, unobstructed width.

(13) Special Area Trails shall incorporate all of the following design criteria:

(a) Minimum five (5) foot wide;

(b) Minimum eight (8) foot vertical clearance;

(c) Minimum two (2) foot horizontal clearance from edge of pathway;

(d) Gravel or wood chips, with a compacted subgrade;

(e) Non-skid boardwalks if wetland construction necessary; and

(f) At intersections with other pedestrian improvements, a trailhead with a minimum area of one hundred (100) square feet. A trail map sign shall be provided at each trailhead.

(14) Parking Lot Driveways. In transit oriented districts, Parking Lot Driveways that link public streets and/or private streets with parking stalls shall be designed as private streets, unless one of the following is met:

(a) The parking lot driveway is less than one hundred (100) feet long;

(b) The parking lot driveway serves two (2) or less residential units; or

(c) The parking lot driveway provides direct access to angled or perpendicular parking stalls.

(d) Average spacing to perpendicular parking lot aisles off of the parking lot driveway is less than one (1) access for every eighty (80) feet. For example, if the parking lot driveway was two hundred (200) feet long, and it provided direct access to three (3) parking lot aisles, it would not need to be designed as a private street.

E. Circulation/Connections

(1) Connections shall be provided between existing and planned pedestrian streets, as specified in the applicable community plan or in the Transportation Plan or Community Development Code.

(2) When connecting new streets in transit oriented districts to existing local and Neighborhood Route streets pursuant to the community plan, this Section and Section 501-8.1 B. (3), the Review Authority may allow a temporary closure of a street connection when the following criteria are met:

(a) There are alternative routes serving the site that will operate within their planned function without the connection; and

(b) Average daily vehicle volumes on the route would significantly exceed normally expected volumes for the functional classification of the facility; or

(c) The proportion of vehicle traffic without a trip end along the route would be significantly higher than normally expected for the functional classification of the facility.

If the review authority requires a temporary road closure, a pedestrian and bicycle connection shall be made at the location.

A street which is temporarily closed under these provisions may be opened by the Director at any time, based on evidence that the connected road will operate within its expected functional classification. This determination will be made using evidence regarding establishment of alternative routes, traffic volumes and/or proportion of through traffic. A street which is temporarily closed under these provisions shall be connected no later than when all of the planned street connections are made to the transit oriented development community.

(3) The street alignment corridors shown in the Community Plan allow planned street centerlines to be moved to a limited degree through a Type II process. Where those planned street centerlines also form the boundary between land use districts, those districts may move with the street centerline within the Type II alignment corridors.

Through a Type III process, the planned on-site street network for collector, local and commercial streets may be modified to a greater extent than is allowed on the applicable map in the Community Plan, if the proposed modification meets all of the following criteria:

(a) The new street pattern does not result in an increase or decrease in planned densities within transit oriented districts;

(b) The new street network maintains the planned functional classification of new and existing roads in the area; and

(c) The new street network provides a similar degree of connectivity to existing abutting streets, including:

1. Where future street connections identified on an adopted Community Plan to either existing or future abutting streets are shown to be direct, they shall remain direct. Where they are shown to be circuitous, they shall remain circuitous;

2. The connections encourage motor vehicle traffic to go slow, consistent with the road standards for Special Area roads;

3. The proposed circulation system meets station area block length and perimeter requirements; and

4. The proposed circulation system includes off-street pedestrian facilities similar to those identified in the community plan.

It is recognized that the adopted on-site street network in the Community Plan provides a public street network which achieves the state, regional, County, and neighborhood planning objectives in the station area. The review authority shall use the adopted street network as a prototype to apply the above criteria.

431-5 Streetscapes for Pedestrians

431-5.1 Streetscapes - Transit Oriented Districts

These principles and standards apply to the network of pedestrian streets within transit oriented districts.

A. Principles:

(1) Development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable and interesting walking environment. Examples of pedestrian enhancements that help foster such a pedestrian environment can be found in the county's Pedestrian Enhancements Design Guideline Booklet.

(2) All pedestrian streets shall incorporate pedestrian scale lighting at a level sufficient to provide a safe walking environment. Pedestrian scale lighting guidelines are provided in the county's Pedestrian Enhancements Design Guideline Booklet.

B. Standards:

(1) In the TO:BUS and TO:RC Districts along pedestrian streets where on-street parking is allowed, except as provided in Section 431-12 or in an applicable Community Plan provision, buildings shall be built to the sidewalk edge for a minimum of ninety (90) percent of their site's pedestrian street frontage (excluding street, driveway and accessway intersections). However, where a development site has frontage on two or more pedestrian streets with on-street parking, buildings are not required to meet the frontage requirements on both streets. Notwithstanding the above, a building shall be built to the sidewalk edge of both intersecting streets at their intersection.

Where a development site has frontage on two pedestrian streets with on-street parking on only one of the streets, buildings are required to meet the frontage requirement on the street that allows on-street parking. Notwithstanding the above, a building shall be built to the sidewalk edge of both intersecting streets at their intersection.

Where a development site in a TO:BUS District fronts only on a pedestrian street that does not allow on-street parking, buildings shall be built to the sidewalk edge for a minimum of seventy-five (75) percent of the site's pedestrian street frontage (excluding street and accessway intersections). Where a development site in a TO:RC District fronts only on a pedestrian street that does not allow on-street parking, buildings shall be built to the sidewalk edge for a minimum of fifty (50) percent of their site's pedestrian street frontage (excluding street and accessway intersections).

(2) Street trees are required on all pedestrian streets with an average spacing of no more than thirty (30) feet on center on both sides and two (2) to four (4) feet from back of curb. Street trees shall not be spaced or located so as

to result in a violation of Section 418-3. Trees in the County right-of-way or in sidewalk easements shall be approved by the County as to size, quality, tree well design if applicable, and irrigation (see Section 407-7).

(3) All utility lines shall be underground but utility vault access lids may be located in the sidewalk area, provided that they are flush with the sidewalk and provide for a safe pedestrian walking surface during all types of weather.

(4) Minimum sidewalk widths in Transit Oriented Districts shall be the widest identified by the Washington County Uniform Road Improvement Design Standards for the adjacent Special Area Street (as shown in the 2020 Transportation Plan, Figures 6 through 8), except for Special Area Commercial Streets. Special Area Commercial Streets shall have sidewalks that are a minimum of twelve (12) feet in width. On arterials within or adjacent to Transit Oriented Districts and which are designated as 'Boulevards' on the Regional Street Design Overlay Map in the 2020 Transportation Plan, the minimum sidewalk width shall be twelve (12) feet (see Technical Appendix B-8 of the 2020 Transportation Plan for typical roadway cross-sections).

(5) Sidewalks along pedestrian streets adjacent to undeveloped parcels may be temporary.

(6) Pedestrian scale street lighting, such as that described in the county's Pedestrian Design Guidelines Booklet shall be provided along all pedestrian streets.

(7) Pedestrian street lights shall be no taller than twenty (20) feet along Special Area Neighborhood Routes, Special Area Commercial Streets, and Special Area Local Streets

(8) In designated pedestrian focus areas, sidewalks in front of buildings shall be covered to at least eight (8) feet from building face by one of the following to provide protection from sun and rain: canopies, arcades, or pergolas. Supports for these features shall not impede pedestrian traffic.

(9) In designated pedestrian focus areas, one or more pedestrian-scaled amenities are required every one hundred (100) feet in the sidewalk area, including but not limited to street furniture, plantings, distinctive paving, drinking fountains, sculpture. Recommendations for design of pedestrian amenities may be found in the county's Pedestrian Enhancements Design Guidelines Booklet.

(10) In designated pedestrian focus areas, minimum twelve (12) foot wide sidewalks (eight [8] foot minimum unobstructed clearance) are required on all public streets.

(11) The design character of an individual building shall be compatible with its neighbors, but each building shall be unique. Attention shall be paid to similarities and contrasts between the following architectural elements: building forms and massing; building height; rooflines and parapet features;

special building features (e.g., towers, arcades, entries, canopies, signs, and artwork); window size, orientation and detailing; materials and color; the buildings' relationship to the site.

431-5.2 Building Entrances

The following principles and standards apply to building entrances in transit oriented districts:

A. Principles:

Provide for safe, convenient, direct and identifiable access for pedestrians between pedestrian streets, accessways, transit facilities, and adjacent buildings.

B. Standards:

(1) Non-residential and mixed-use buildings fronting a pedestrian street where on-street parking is allowed adjacent to the building, shall have at least one main building entrance oriented to the pedestrian street. Such an entrance shall not require a pedestrian to first pass through a garage, parking structure, parking lot or loading area to gain access to the entrance from the pedestrian street, but the entrance may be through a porch, breezeway, arcade, anti-chamber, portico, outdoor plaza or similar architectural features. The entrance shall be visible from the street and no further back from the front of the building than ½ the depth of the building. Entrances set back from the sidewalk shall have a well-demarcated walkway leading to them. If a building has frontage on more than one pedestrian street, the building shall provide a main building entrance oriented to at least one of the pedestrian streets or a single entrance at the corner where both pedestrian streets intersect. A building may have more than one main building entrance oriented to a pedestrian street, and may have other entrances facing off-street parking areas and loading areas.

(2) Residential buildings fronting on a pedestrian street shall have an entrance to the building oriented on to the pedestrian street. Such an entrance shall open directly to the outside and shall not require passage through a garage or parking structure to gain access to the doorway. Single family detached, attached and rowhouse/ townhouse residential units fronting on a pedestrian street shall have separate entries to each dwelling unit directly from the street. Ground floor and upper story dwelling units in a multi-family building fronting a pedestrian street may share one or more building entries accessible directly from the pedestrian street. Entries shall be visible from the pedestrian street. In no case shall the primary entry be accessed through a side yard except for an accessory unit to a single family detached dwelling.

(3) In all transit oriented districts, except the TO:EMP District, building facades over three hundred (300) feet in length facing a pedestrian street where on-street parking is allowed adjacent to the building, shall provide two (2) or more main building entrances. In the TO:EMP District, building facades over four hundred (400) feet in length facing a pedestrian street shall provide two (2) or more main building entrances.

(4) If a building fronts on a pedestrian street where on-street parking is not allowed adjacent to the building, a main building entrance does not have to be oriented to the pedestrian street. If the main building entrance is not oriented to the pedestrian street, a well-demarcated, unobstructed, and well-lighted pathway shall be provided to the entrance from the pedestrian street. The pathway shall not be located within or require passage through a garage, parking structure of loading area.

(5) Minimum lighting levels shall conform to the standards as set forth in Section 415-4.

(6) For non-residential buildings, or non-residential portions of mixed-use buildings, main building entrances fronting on pedestrian streets shall remain open during normal business hours for that building.

(7) All entries fronting a pedestrian route shall be sheltered with a minimum four (4) foot overhang or shelter.

(8) An exception to the requirement of 431-5.2 B. (1) shall be allowed upon finding that:

(a) The slope of the land between the building and the pedestrian street is greater than 1:12 for more than twenty (20) feet and that a more accessible pedestrian route to the building is available from a different side of the building; or

(b) The access is to a campus development in the TO:EMP District, and identified pedestrian accessways are provided through a parking lot to directly connect the building complex to the most appropriate adjacent pedestrian route(s) via the most safe and direct route(s) practicable.

431-5.3 Building Facades

The following principles, standards and guidelines apply to building facades in transit oriented districts:

A. Principles:

(1) The dominant feature of a building frontage shall be the habitable area with its accompanying windows and doors. Parking lots, garages, and solid wall facades (e.g., warehouses) shall not dominate a pedestrian street frontage.

(2) Developments shall be designed to encourage informal surveillance of pedestrian streets and other public spaces by maximizing sight lines between the buildings and the pedestrian street.

(3) Ensure compatible building designs along a pedestrian street through similar massing (building facade height and width as well as the space between buildings) and frontage setbacks.

(4) Avoid building designs that result in a street frontage with a uniform design style, roof line or facade treatment, which results in an uninteresting and unattractive pedestrian environment.

(5) All new commercial, industrial, office, institutional, mixed use, and multi-family residential buildings shall, on any facade facing a pedestrian route, incorporate discernible architectural features, such as, but not limited to: cornices, bases, fenestration, fluted masonry, bays, recesses, arcades, display windows, unique entry areas or other architectural treatments for visual interest, to create community character and to promote a sense of pedestrian scale. The overall design shall recognize that the simple relief provided by window cutouts or sills on an otherwise flat facade, in and of itself, does not meet the requirements of this subsection.

(6) Lighting of a building facade shall be designed so that lighting complements the architectural design. Lighting shall not draw inordinate attention to the building.

(7) All buildings, of any type, constructed within any transit oriented district, shall be constructed with exterior building materials and finishes that are of high quality to convey an impression of permanence and durability.

(8) To balance horizontal features on longer facades, vertical building elements shall be emphasized.

B. Standards:

(1) Ground floor windows shall be provided on building facades facing a pedestrian route or common open space. Garage door windows shall not count towards compliance with this standard.

(2) Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.

(3) Except as provided in Section 431-12, ground floor building facades along a pedestrian street in the TO:RC or TO:BUS Districts must contain unobscured windows for at least fifty (50) percent of the wall area and seventy-five (75) percent of the wall length within the first ten (10) feet of wall height. Required windows shall allow views in to lobbies or similar areas of activity, building entrances, or merchandise type displays. Lower window sills shall not be more than three (3) feet above grade except where interior floor levels prohibit such placement, in which case the lower window sill shall not be more than a maximum of four (4) feet above the finished exterior grade.

(4) In all other transit oriented districts, for any exterior wall which is within twenty (20) feet of and facing onto a pedestrian street or common open space, at least twenty (20) percent of the ground floor wall area shall be comprised of either display area, windows or doorways. The square footage of garage doors shall not count towards compliance with this standard.

(5) Ground floor openings in parking structures, except at points of access, must be covered with grills, mesh or lattice that obscure at least thirty (30) percent of the interior view, [e.g., at least thirty (30) percent solid material to seventy (70) percent transparency].

(6) In all transit oriented districts, building frontages greater than two hundred (200) feet in length along pedestrian routes shall break any flat, monolithic facade by including architectural elements such as bay windows, recessed entrances, changes in materials, or other articulation so as to provide pedestrian scale to the ground floor.

(7) Except as provided in Section 431-12, building facades along a pedestrian route in the TO:RC or TO:BUS Districts shall not have more than forty (40) linear feet of ground floor wall area without a change in materials or an eight (8) inch minimum vertical or horizontal wall relief.

(8) In all transit oriented districts, the exterior walls of building facades along pedestrian routes shall be of suitable durable building materials including the following: stucco, stone, terra-cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board & batten siding, articulated architectural concrete masonry units (CMU), or similar materials which are low maintenance, weather resistant, abrasion resistant and easy to clean. Prohibited building materials include the following: Plain, smooth, untextured concrete; plain, smooth untextured concrete block; corrugated metal; unarticulated board siding (e.g., T1-11 siding, plain plywood, sheet pressboard); and similar quality, non-durable materials.

(9) No exterior lighting shall be provided above the second floor of buildings for the purpose of highlighting the presence of the building, except for facade sign lighting.

(10) Buildings and sites shall be organized to group the utilitarian functions away from the public view. Delivery and loading operations, mechanical equipment (HVAC), trash compacting/collection, and other utility and service functions shall be incorporated into the overall design of the building(s) and the landscaping. The visual and acoustic impacts of these functions, along with all wall or ground-mounted mechanical, electrical and communications equipment shall be out of view from adjacent properties and public pedestrian streets. Screening materials and landscape screens shall be architecturally compatible with and not inferior to the principal materials of the building and primary landscaping. The visual and acoustic aspects of roof-mounted equipment, vents and chimneys shall be minimized by placing equipment behind parapets, within architectural screening, roof-top landscaping, or by using other aesthetically pleasing methods of screening and deadening the sound of such equipment.

(11) The facades of single-family attached and detached residences (including duplexes, triplexes, fourplexes, townhouses and rowhouses) shall comply with the following standards:

(a) No more than forty (40) percent of the horizontal length of the ground floor front elevation of a single-family detached or attached dwelling shall be an attached garage door entrance (i.e., garage doorway).

(b) Front-loaded and street side-loaded garages shall be set back at least eighteen (18) feet from the back of the sidewalk.

(c) Garages shall be recessed at least five (5) feet from the ground floor front of the dwelling.

(d) For all residences with sloped roofs, the roof slope shall be at least 5:12, and no more than 12:12.

(e) Flat roofs with a parapet and cornice are allowed in all transit oriented residential districts except the TO:R 9-12 District, in which only sloped roofs are allowed.

(f) Residential building elevations facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural features such as windows, dormers, porch details, alcoves, balconies or bays. Porches, if provided, shall have clear dimensions of at least eight feet wide and six feet deep, and shall be covered by a roof supported by columns or brackets.

(g) Windows shall be vertical or square in proportion. Horizontal windows may be created when vertical windows or a mixture or vertical and other shaped windows are grouped together, or there is a row of clerestory windows across the top.

(h) There must be architectural detailing that varies from unit to unit. Architectural detailing includes but is not limited to the following: the use of different exterior siding materials or trim, shutters, different window types or sizes, varying roof lines, balconies or porches, and dormers.

(i) Fences or hedges in a front yard shall not be over four (4) feet high.

(12) The facades of multi-family residences shall comply with the following standards:

(a) Flat roofs with a parapet and cornice are allowed in all transit oriented residential districts except the TO:R 9-12 District, in which only sloped roofs with a minimum slope of three (3) inches per foot are allowed.

(b) Building elevations facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural features such as windows, balconies, and dormers.

(c) Windows shall be vertical or square in proportion. Horizontal windows may be created when vertical windows or a mixture or vertical and other shaped windows are grouped together, or there is a row of clerestory windows across the top.

C. Guidelines:

(1) Arcades or awnings over sidewalks should be provided to shelter pedestrians from sun and rain.

(2) Upper stories should be articulated with features such as bays and balconies.

(3) Ornamental features, such as molding, entablatures, pediments and friezes, are encouraged at the roofline of commercial building facades. Where such ornamentation is present in the form of a linear molding or board, the band should be at least eight (8) inches wide.

(4) Where masonry is used for exterior finish, decorative patterns should be employed. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile used in conjunction with materials such as concrete or stucco.

(5) Key public or civic buildings, such as community centers, churches, schools, libraries, post offices, and museums, should be placed in prominent locations, such as fronting on public squares or where pedestrian street vistas terminate, in order to serve as landmarks and to symbolically reinforce their importance.

(6) Certain buildings, because of their size, purpose or location, should be given special attention in the form of ornamental building features, such as towers, cupolas or pediments. Examples of these special buildings include theaters, hotels, cultural centers, churches and civic buildings.

431-6 Parking Areas, Garages and Parking Structures

Automobile parking areas consume significant amounts of land. Their location and design are key determinants of the attractiveness and pedestrian orientation of a community. The principles and standards in Section 431-6 apply to parking areas, garages and parking structures in transit oriented districts.

431-6.1 Location

A. Principles:

Off-street surface parking lots shall be located to the side or rear of buildings, other than single family residences, that front on pedestrian streets where on-street parking is allowed. Parking at mid-block or behind buildings is preferred. Exceptions to this principle may be appropriate for uses that require new buildings to be clustered near existing groups of buildings located away from a pedestrian street, such as expansions of a campus development.

B. Standards:

(1) Off street surface parking lots shall not be located between a front facade of a building adjacent to a pedestrian street where on-street parking is allowed, and the pedestrian street.

(2) Garages and off-street parking areas shall be set back at least five (5) feet from adjacent primary building facades.

(3) Parking lots, garages, including garages serving residential uses, and parking structures shall not be located within forty (40) feet of a street corner, except when the first floor of the parking structure is developed with (to be occupied by) commercial/retail uses.

(4) If a building adjoins a pedestrian route on two (2) or more sides, off-street parking may be allowed between the building and the pedestrian route in the following order of priority:

1st. Accessways.
2nd. Pedestrian streets that are non-transit streets and do not allow on-street parking.
3rd. Pedestrian streets that are transit streets and do not allow on-street parking.
4th. Pedestrian streets that are non-transit streets and do allow on-street parking.
5th. Pedestrian streets that are transit streets and allow on-street parking.

(5) Notwithstanding Sections 431-6.1 A. and 431-6.1 B. (1), off-street surface parking for campus development within the TO:EMP District may be located between an adjacent building and a pedestrian route, a transit street or a light rail station site upon finding that:

(a) Identified accessways will be provided to connect each building within the campus area and to directly connect the building complex to the most appropriate transit street(s) and/or pedestrian route(s); and

(b) All accessways between the building complex and adjacent transit facilities:

(i) Will comply with Section 431-6.2 A. (4);

(ii) Will be clearly identifiable to a pedestrian through measures such as signage;

(iii) Will be lighted; and

(iv) Will be as short as reasonably practicable.

431-6.2 Parking Area and Garage Design:

A. Principles:

(1) Garages, parking structures and off-street surface parking areas shall be designed to be as unobtrusive, and as attractive in appearance, as possible.

(2) There shall be low bushes or a low wall or berm at the perimeter of surface parking lots to reduce their visibility from the surrounding area. Barriers around the perimeter of a parking lot shall not be so high, however, that it becomes a safety or security problem.

(3) Trees shall be used extensively at the perimeter and in the interior of surface parking lots to break up large parking areas and provide shade.

(4) Accessways through surface parking lots shall be clearly identified through the use of: different paving materials, grade separation, or landscaping, pedestrian-scale lighting, and be as short as practicable.

B. Standards:

(1) Garage doors for single-family dwellings fronting a pedestrian route shall not exceed sixteen (16) feet in width nor exceed eight (8) feet in height.

(2) Except at access points, parking structure openings on all levels shall be no lower than at least three (3) feet from floor level to limit exterior views of vehicle fronts below the windshield.

(3) Surface parking areas shall provide perimeter parking lot landscaping adjacent to a pedestrian street which meets one of the following standards:

(a) A five (5) foot wide planting strip between the right-of-way and the parking area. The planting strip may be pierced by pedestrian-accessible and vehicular accessways. Planting strips shall be planted with an evergreen hedge. Hedges shall be no less than thirty-six (36) inches or more than forty-two (42) inches in height at maturity. Hedges and other landscaping shall be planted and maintained to afford adequate sight distance for vehicles exiting the parking lot; or

(b) A solid decorative wall or fence thirty-six (36) inches to forty-two (42) inches in height parallel to and not nearer than two (2) feet from the right-of-way line. The area between the wall or fence and the pedestrian street line shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles exiting the parking lot.

Perimeter landscaping shall not be required where two (2) parking lots using a common driveway are joined by a common circulation aisle or other traffic area. Landscaping may be reduced or eliminated

adjacent to landscaped open space in order to transition the open space landscaping into the parking area and afford better access between the two areas.

(4) Surface parking areas shall provide interior landscaping which meets the following standards:

(a) Angled or perpendicular parking spaces shall provide, where needed, extruded curbs (tire stops) or widened curbs to prevent bumper overhang into required landscape areas and/or over walkways.

(b) Landscaping shall be installed within planting bays, and in any other area where parking stalls, circulation aisles, driveways, or pedestrian movements would not be precluded by the landscaping. Landscaping around and within surface parking areas shall not be less than ten (10) percent of the total area of the parking area (see Section 407 for additional landscape requirements).

(5) Except in residential areas, parking associated with new development shall be designed to the extent practicable to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the pedestrian street for parallel movements.

(6) In the TO:BUS and TO:RC Districts, the portion of the first floor of a parking structure fronting on a pedestrian route shall contain space for retail and/or office or other active uses, or shall be designed to allow for conversion to such space at a later time in accordance with an approved phased development.

(7) Surface parking, garages and carports for apartment developments shall not be located adjacent to a pedestrian street, but shall be located behind apartment buildings adjacent to a pedestrian street, except as noted in Section 431-6.1 B. (4).

(8) Detached garages or carports shall reflect the architectural style and building materials that are used for the dwelling structures.

431-7 Common Open Space

Provision of common open space in transit oriented communities is critical to create an attractive location for living, working and shopping near transit. The principles, standards and guidelines in Section 431-7 apply to common open space areas in transit oriented districts.

431-7.1 Location

A. Principles:

(1) Common open spaces shall be located within walking distance of all those living, working and shopping in transit oriented areas.

(2) Common open spaces shall be easily and safely accessed by pedestrians and bicyclists.

(3) For security purposes, common open spaces shall be visible from nearby residences, stores, a pedestrian route and/or pedestrian street or offices.

(4) Common open space shall be available for both passive and active use by people of all ages.

B. Standards:

(1) Common open space shall be located within all residential and all mixed residential/non-residential developments with four or more dwelling units, as well as all non-residential developments on sites exceeding one-half acre. Alternatively, common open space for a development may be located within thirteen hundred (1,300) feet walking distance of the development. However, if common open space for a residential development is located off-site, it shall be unnecessary to cross an arterial street to gain access to the site.

(2) Common open space in a residential development shall be located so that windows from the living areas (kitchens, family rooms, living rooms but not bedrooms or bathrooms) of a minimum of four (4) residences face on to the common open space.

(3) Common open spaces for residential developments shall not abut roads classified as an arterial.

431-7.2 Amount and Size

A. Principles:

(1) Common open spaces may vary in size depending on their function and location.

(2) The total amount of common open space provided in a transit oriented community shall be adequate to meet the needs of those projected (at the time of build-out), to live, work, shop and recreate there.

(3) Developers in station areas shall provide common open space for their project commensurate with the size of the project and the number of residents, workers, shoppers and other users the development is likely to attract.

B. Standards:

(1) All residential developments of four (4) or more dwelling units, and all non-residential or mixed-use developments, shall be required to reserve, improve and establish commitments to maintaining common open space.

(2) Any common open space shall be at least four hundred (400) square feet in area, and shall be able to encompass a square area at least twenty (20) feet wide and twenty (20) feet long.

(3) Residential developers shall provide common open space within or near their developments, consistent with the locational standards in Section 431-7.1 B., according to the following standards:

(a) For single-family detached and attached residences, including duplex units, townhouses and rowhouses: one hundred (100) square feet of common open space shall be provided for each dwelling.

(b) For apartment units exceeding five hundred (500) square feet in floor area: seventy-five (75) square feet of common open space shall be provided for each dwelling.

(c) For apartment units equal to or less than five hundred (500) square feet in floor area: fifty (50) square feet of common open space shall be provided for each dwelling.

(4) Common open space in a mixed use and non-residential development shall equal at least two (2) percent of the development site's total acreage after netting out those portions of the site within areas listed under CDC Section 300-3.1.

(5) In phased developments, common open space shall be provided in each phase of the development consistent with the standards for each land use and development phase.

C. Guidelines:

(1) Developers, particularly smaller developers, are encouraged to acquire and improve common open space off-site in combination with such land acquired and improved by other developers in a station community to create larger common open spaces. The assistance and advice of the Tualatin Hills Park and Recreation District and Washington County should be sought in identifying off-site common open spaces that could be cooperatively acquired and improved by station community developers.

431-7.3 Open Space Design

A. Principles:

(1) Common open spaces in transit oriented communities shall be designed to accommodate a variety of activities and users ranging from active play by children to passive contemplation by adults, but shall generally be able to accommodate a relatively intensive level of use. They shall be pedestrian-friendly, with amenities such as benches, directional signs, water fountains, and good lighting. They shall be attractive and interesting, with good landscaping and possibly public art or a water feature. And they shall be safe places to be at any time of day.

B. Standards:

(1) Common open spaces shall include at least two (2) of the following improvements:

(a) A bench or benches for seating;

(b) Public art such as a statue;

(c) A water feature such as a fountain;

(d) A children's play structure including a swing and a slide;

(e) A gazebo;

(f) Picnic tables with a barbecue;

(g) An indoor or outdoor sports court for one or more of the following: tennis, basketball, volleyball, badminton, racquetball, handball/paddleball; or

(h) An indoor or outdoor swimming and/or wading pool suitable for children to use.

(2) Residential developments that may house children shall provide at least one common open space with a children's play structure.

(3) For security purposes, all common open spaces shall be adequately illuminated during hours of darkness.

(4) Required common open spaces within a subdivision shall be located within a tract(s) and not located within an easement(s) on any portion of a platted residential lot.

(5) Common open spaces shall be free from all structural encroachments (i.e., roof overhangs, awnings and other architectural features) of structures on abutting properties.

431-8 Transitions in Density

A major issue in areas where higher density, attached dwelling development is planned is the impact of that development on existing lower density, single family dwelling neighborhoods. The following principles, standards and guidelines address this issue.

431-8.1 Principles:

A. Adequate buffer strips with vegetative screens shall be placed to mitigate the impact of higher density development on adjacent lower density development.

431-8.2 Standards:

A. Buildings with similar massing and height shall be located on both sides of a pedestrian street. Changes in building massing and height shall occur mid-block, at the rear lot line.

B. Where the TO:R9-12 District abuts existing R-5 or R-6 neighborhoods:

(1) There shall be a Type #2 buffer, as specified in CDC Section 411-6;

(2) New residential units shall be no higher than thirty-five (35) feet (the maximum building height in the R-5 District) above grade or above the average elevation of the nearest lot occupied by an existing single-family residence, whichever is highest; and

(3) New residential buildings on lots directly abutting existing single-family dwellings shall be either single family detached units, duplexes, triplexes or four-plexes.

C. Where the TO:R12-18 District abuts an existing R-5 or R-6 neighborhood, a Type #3 screening and buffering, as specified in CDC Section 411-6, shall be required. Additionally, new residential buildings within one hundred (100) feet of the property line abutting the R-5 or R-6 neighborhood shall be no higher than thirty-five (35) feet above grade or above the average elevation of the nearest lot occupied by an existing single family residence, whichever is highest.

D. Where the TO:R18-24 District abuts an existing R-5 or R-6 neighborhood, Type #4 screening and buffering, as specified in CDC Section 411-6, shall be required. Additionally new residential buildings within one hundred (100) feet of the property line abutting the R-5 or R-6 neighborhood shall be no higher than thirty-five (35) feet above grade or above the average elevation of the nearest lot occupied by an existing single-family residence, whichever is highest.

E. Where the TO:R24-40 District abuts an existing R-5 or R-6 neighborhood Type #5 screening and buffering, as specified in CDC Section 411-6, shall be required. Additionally, new residential buildings within one hundred (100) feet of the property line abutting the R-5 or R-6 neighborhood shall be no higher than thirty-five (35) feet above grade or above the average elevation of the nearest lot occupied by an existing single-family residence, whichever is highest.

F. Where the TO:R40-80 District or the TO:R80-120 District abuts an existing R-5 or R-6 neighborhood, Type #6 screening and buffering as specified in CDC Section 411-6, shall be required.

G. The setback from a proposed attached dwelling unit structure in a transit oriented district to the nearest lot line for an existing R-5 or R-6 neighborhood shall be required to be no less than the required rearyard setback for the adjacent district. Any screening and buffering required pursuant to Section 411 may be included within this setback (see Section 411-1.1).

431-8.3 Guidelines:

A. Dwellings in a transit oriented community should not be grouped by cost range but mixed to encourage interaction among people of varying backgrounds and income levels.

431-9 Landscaping

Well-designed and located landscaping can soften the edges of buildings and paving, add aesthetic interest and generally increase the attractiveness of a community. The following principles, standards and guidelines apply to landscaping in transit oriented districts.

431-9.1 Principles:

A. The size of the landscaped area on a development site in a transit-oriented community shall be in inverse proportion to the density of development on the site.

B. Landscaping shall primarily be located to serve as a screen or buffer for or to soften the appearance of unattractive structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces.

431-9.2 Standards:

No minimum landscaping standard shall be set as a percentage of a development site. Landscaping may be required, however, in conjunction with parking lot design (see Section 431-6.2), building design or the provision of common open space.

431-9.3 Guidelines:

A. Stormwater detention facilities may be incorporated into landscapes (see Section 431-10.1).

431-10 Water Quantity/Quality Facilities

Water quantity/quality facilities are necessary elements of the urban landscape in Washington County, but their location and appearance can influence the attractiveness of a community. The following principles and standards apply to water quantity/quality facilities in transit oriented districts.

431-10.1 Principles:

Stormwater detention and treatment facilities shall be integrated into the design of a development site and, if visible, shall appear as a component of the landscape rather than as a utility element. If practicable and acceptable by to the Clean Water Services, such facilities shall be consolidated to serve multiple developments in a location away from the center of the community.

431-10.2 Standards:

Non-vaulted surface stormwater detention and/or treatment facilities shall not be located between a pedestrian street and the front of an adjacent building.

431-11 Signs

The principles and standards of Sections 431-11.1 and 431-11.2 below shall apply to all permitted signage within transit oriented districts. Exceptions to these standards are designated in Section 431-11.3.

431-11.1 Principles:

A. Signs in transit oriented district communities shall be located and scaled to the function of the pedestrian street on which they front.

B. Signs within any transit-oriented district shall be consistent with the visual quality and aesthetics of the surrounding neighborhood.

C. Signage must be of high quality in design and materials.

D. Signage shall be consistent throughout a development.

E. Signage attached to a building shall complement the building's character (e.g., wall signs shall avoid covering building columns).

431-11.2 Standards:

A. In the TO:BUS and TO:RC Districts, the standards of Article IV - Section 414-2 shall apply, except as noted in Section 431-11.3.

B. In all transit oriented residential districts the standards of Article IV - Section 414-1 shall apply.

431-11.3 Exceptions to Sections 414-1 and 414-2

A. Façade-mounted, non-residential signs shall not exceed five (5) percent of the area of the façade upon which it is mounted, up to a maximum of two hundred (200) square feet per façade or four hundred (400) square feet per building.

B. Ground-mounted monuments or site entry markers up to fifteen (15) feet in height may be approved subject to the following:

(1) Total area and volume of the portion of the monument or marker incorporating sign letters shall not exceed forty-five (45) square feet or ninety (90) cubic feet; and

(2) Position of the monument or marker shall not obscure roadway visibility or result in potential traffic hazard(s) as may be determined by the County Engineer.

C. Prohibited signs:

(1) Free-standing signs (e.g., pole-mounted signs) as defined in Section 106-193.4;

(2) Signs with moving or flashing lights;

(3) Signs with exposed electrical conduits, ballast boxes, or other equipment;

(4) Signs incorporating audible or odor-producing elements;

(5) Roof-mounted signs; and

(6) Other signs prohibited under Article IV Section 414.

431-12 Peterkort Station Area Design Standards

Applicability:

The following design principles, standards, and guidelines (in association with other design standards of Section 431 as well as the applicable community plan), shall be applied to the development occurring within the Peterkort Station Area. The 'Peterkort Station' is generally defined as the developable areas of land between Sunset Highway and Johnson Creek within ¼ mile of the Sunset Transit Station (as shown in Figure 12.1a). In case of conflict with any other standards, the standards of this section shall prevail.

431-12.1 Site Design:

As specified in the Cedar-Hills-Cedar Mill Community Plan, Master Plans are required for new development around the Sunset Transit Center. The 'Peterkort Station' area is one of six (6) geographic areas subject to this requirement. The 'Peterkort Station' contains four unique sub-areas or 'districts:' Hillside, Holly, Sunset, and the Sunset Transit Center (see Figure 12.1a). The Hillside, Holly and Sunset districts are subject to special design requirements as outlined under Sections 431-12.1 A. through 431-12.1 D. below.

A. Master Plan Requirements:

(1) A Master Plan (Type II or Type III process) incorporating the following design elements shall be provided to guide development of the 'Peterkort Station' area; these design elements shall generally be arranged as shown in Figure 12.1f:

(a) A street layout which generally conforms to the diagram shown in Figure-12.1b and provides full linkages to the surrounding transportation network.

(b) The "Four Corners Intersection," including final 'build-to' lines for required buildings in each of the four corners of the westerly intersection between the proposed 'Main Street' and SW Barnes Road. The minimum height for building designs at this intersection

shall be thirty-two (32) feet. Buildings on the south side of the intersection shall be of two (2) story construction with second story office, retail or residential.

(c) Final detailed design of the "Landscape Wall" buffering parking facilities along SW Barnes Road concurrent with phase-1 development. The landscape wall shall be sight obscuring at the time of construction (except at designated access points) and shall include a minimum of the following elements:

(i) Street trees with an average caliper of two and one half (2 ½") inches;

(ii) An average minimum depth of twenty (20) feet; or

(iii) A sight-obscuring wall and/or hedge.

(Note: future development phases may replace this buffer with buildings).

(d) Final detailed design of the "Through Block Accessway" dividing the block created between the 'Main Street' and SW Barnes Road.

(e) Final design and location of the right-in/right-out access proposed between the intersections of the 'Main Street' and SW Barnes Road. (Note: this facility must be approved by the County Engineer).

(f) Final detailed design of "The Green" as generally located in Figure 12.1f. The Green shall incorporate a selection of pedestrian-oriented amenities including but not limited to: walkways, benches, evergreen vegetation and a major water feature (see Figures 12.1c and 12.1d for plan and cross-sectional drawings of 'The Green'). The 'Green' shall also incorporate:

(i) Street trees spaced at an average interval of twenty-five feet (25'); and

(ii) A terminating feature such as a pavilion (located as shown in Figure 12.1c).

This facility must be approved by the County Engineer.

(g) Required building frontages as shown in Figure-12.1e. All required building frontages shall conform to the building height and façade requirements of Sections 431-12.2c and 431-12.2f, respectively.

(h) As shown in Figure 12.1e, the Cinema Complex, Four Corners and Town 'Green' areas shall provide a minimum of first floor retail stores along the required frontages.

(i) Project phasing plan which incorporates the elements of the 'Phase-1 minimum requirements' as designated in Section 431-12.1 B. below.

B. Required phase-1 design elements:

The following project elements are required to be designed and constructed during phase 1 of the Peterkort Station development. Project occupancy of later development stages of phase 1 may be restricted until all required elements are completed if development is not occurring over time in a manner that is consistent with the approved development master plan so as to create a cohesive, pedestrian oriented, mixed-use project. This provision is not intended to require all Phase 1 elements to be constructed concurrently or to restrict occupancy of the initial stages of Phase 1.

(1) The 'Main Street' as shown on the Peterkort Station General Plan (Figure 12.1f);

(2) The four-way intersections between the 'Main Street' and SW Barnes Road;

(3) Phase-1 buildings shown on the schematic in Figure-12.1h; and

(4) The design elements described in items 'c' through 'f' of Section 431-12.1 A. (1) above.

C. Post phase-1 design elements:

(1) Figure 12.1g shows buildings which shall be required design elements of future phases of Peterkort Station.

D. Minimum design standards for The Green:

(1) The Green shall be a minimum of sixty (60) feet in width and one-hundred seventy-five (175) feet in length with minimum of thirty (30) foot radius curves at each end;

(2) The Green shall incorporate a private one-way street with on-street parallel parking on the right hand side and a single travel lane;

(3) The Green shall incorporate a selection of pedestrian oriented amenities including but not limited to: walkways, benches, evergreen vegetation and a major water feature; and

(4) Buildings fronting the Green shall incorporate first floor retail shops.

431-12.2 Architectural Standards and Building Design:

The 'Architectural Presence' delivered by the design of the Peterkort Station will play a major role in the future success and economic vitality of the local community. This presence will influence the attraction of key anchor tenants to the area, which in turn will attract other businesses, shoppers and residents. The architectural design principles and standards outlined below were developed with the intent of providing an assurance to both businesses and property owners in the area that as future

development occurs property values will be maintained or enhanced and the area will remain attractive.

A. General Design:

(1) Principles:

(a) Building Design within the Peterkort Station area shall conform to the following:

(i) Portray an 'urban' look and feel by maintaining a close relationship between the building envelope and the pedestrian environment and by emphasizing the vertical versus horizontal elements of the structure;

(ii) Provide an architectural scale at the street and plaza level which is appropriate to the pedestrian environment;

(iii) Maintain a varied yet unified form and character through the development of and adherence to 'theme' elements in the design; and

(iv) Provide articulation of building facades.

(2) Standards:

(a) All developments shall provide design consistency which maintains compatibility with neighboring buildings with particular attention to:

(i) Building forms and massing;

(ii) Building height;

(iii) Rooflines and parapet features;

(iv) Special features or "focal points" such as towers, arcades, entries, canopies, signs, artwork, etc.;

(v) Window size, orientation and detailing;

(vi) Materials and color; and

(vii) Relationship to the site.

(b) All proposed developments which exceed the following thresholds in i or ii below shall be processed through a Type III application and shall demonstrate compliance with the principles of Section 431-12.2 A. (1):

(i) Building height which exceeds two hundred (200) percent of the height of any adjoining structure; or

(ii) Average window sizes (based upon measured areas of each unit) which vary by forty (40) percent or more from those of any adjoining structure.

(c) Building facades shall be articulated and shall incorporate the following architectural elements:

(i) Modulated treatment of windows, doors, entries, and corners with special trim, molding or glazing; and

(ii) Decorative railings, grill-work, landscape guards or trellises.

B. Building Scale:

(1) Principles:

At the street level, an architectural scale that is appropriate to the pedestrian environment shall be provided.

(2) Standards:

Buildings shall be scaled to the pedestrian environment through the incorporation of height set back standards as described in Section 431-12.2 C.

C. Building Height:

(1) Principles:

(a) Buildings shall be designed and scaled to relate to the surrounding pedestrian environment; and

(b) All buildings shall demonstrate substantial conformance to the height standards of Section 431-12.2 C. (2)

(2) Standards:

(a) The minimum height for multi-story buildings shall be thirty-two (32) feet. This height shall be measured from the highest grade point of the building frontage from ground to top of cornice or midpoint of roof slope. Height setbacks are not permitted within the first two stories (thirty-two [32] feet);

(b) The minimum height for single-story buildings shall be twenty-two (22) feet. This height shall be measured from the highest grade point of the building frontage from ground to top of cornice or midpoint of roof slope;

(c) There shall be an eight (8) foot setback or optional strong cornice line implemented in a building's principal facade between thirty-two (32) feet and forty-five (45) feet in height (see Figure 431-12.2a);

(d) A minimum eight (8) foot setback in a building's principal façade is required above forty-five (45) feet in height, plus an additional one (1) foot setback for every ten (10) feet of elevation above one hundred (100) feet;

(e) Building 'focal points' and unique architectural features (e.g., bell tower, cupola, etc.) shall be exempt from height setback standards; and

(f) Screened or partially enclosed mechanical and service areas are not included in minimum building heights.

D. Roof Forms:

(1) Principles:

(a) Roof forms shall provide unifying elements within Peterkort Station. Building designs shall demonstrate a consistency in roof slopes, details and materials;

(b) All roofs shall include distinctive roof forms or cornice treatments to highlight building focal points; and

(c) Roof-mounted mechanical, electrical and electronic equipment (HVAC, antennae, etc.) shall be fully screened from view.

(2) Standards:

(a) All flat-roofed buildings shall be architecturally treated or articulated with a parapet wall, combined with ornamental molding, entablature, frieze, cornice or other roofline detail visible from ground level;

(b) All sloped roofs exposed to view (commercial and residential), shall have a minimum 5/12 pitch. Smaller 'feature' roofs at entries or focal points may have lesser slopes;

(c) Where a parapet is incorporated, the back side must not be visible from a plaza or court. Articulated cornice lines shall not appear as applied elements; and

(d) Roof mounted mechanical, electrical and electronic equipment (HVAC, antennae, etc.) shall be fully screened from view through the incorporation of screening walls or fences which provide a full visual barrier.

E. Service Areas

(1) Principles:

(a) Building service elements and utility equipment shall not encroach on pedestrian areas or be visible from a pedestrian street or urban space.

(2) Standards:

(a) All on-site service areas, loading zones and outdoor storage areas (except outdoor retail sales areas under one hundred (100) square feet in occupied areas), waste storage, disposal facilities, transformer and utility vaults and similar activities shall be located in an area not visible from a pedestrian street or urban space. If this is not possible, then the service area, loading zone, or storage area must be fully screened from public view. Prohibited screening includes chain-link fencing with or without slats. Acceptable screening includes:

(i) A masonry or wood enclosure incorporated into a building wall.

(ii) A solid hedge or other screening as approved.

F. Building Facades:

(1) Principles:

(a) Buildings shall incorporate architectural features that articulate the façade through the use of:

(i) Columns, pilasters or other vertical architectural elements to modulate the building facade;

(ii) Enhanced or recessed entrances;

(iii) Varied parapet heights;

(iv) Varied roof forms or strong cornice lines; and

(v) Setbacks at heights above thirty-two (32) feet (see Figure 431-12.2a);

(b) Building focal points are architectural design elements that lend character, depth and interest to facades and streetscapes; focal points are required on building facades when facing an urban space and shall substantively conform to the following standards:

(i) Focal points shall be placed where appropriate such as building corners and entry lobbies; and

(ii) Special architectural elements shall be incorporated into focal points to accentuate the building.

(c) All facades shall incorporate a substantive use of architectural elements from the following list:

(i) Balconies in upper stories;

(ii) Windows with multiple-paned fenestration, vertical, (i.e., longer in the vertical dimension than in the width) or square orientation, and/or trim or molding around the perimeter at least two (2) inches wide;

(iii) Varied materials;

(iv) Decorative light features; and

(d) All retail building frontages shall incorporate storefront windows into a high percentage of the street level façade.

(2) Standards:

(a) Building façades shall be divided into sections averaging not more than thirty-six (36) feet in length as measured along the frontage facing pedestrian streets or common open spaces. Building façade sections shall be defined by columns, pilasters or other vertical architectural elements which serve to modulate and segment the building façade;

(b) Retail building frontages shall incorporate storefront windows with glazing over at least seventy-five (75) percent of the front facade at street level between a height of two (2) feet and eight (8) feet above the ground;

(c) Setbacks shall be incorporated into all facades pursuant to the standards in Section 431-12.2 C.; and

(d) Designs for all building facades within the Peterkort Station area shall incorporate features which provide unifying links with other buildings in the same visual environment.

431-12.3 Circulation System Design

A. Principles:

A network of routes shall provide convenient connections between significant destinations within and around the Peterkort Station Area. This network shall conform as closely as feasible to the standards outlined in 431-12.3 B. below.

B. Standards:

(1) As shown in Figure 12.1b, there shall be a continuous network of urban functioning pedestrian streets and pedestrian routes within the Peterkort Station Area. The block dimensions shall be consistent with the standards of Section 431-4.2;

(2) For the purposes of meeting the block dimension requirements of Section 431-4.2, streets shall be public except for the one-way loop street shown in Figures 12.1c and 12.1d;

(3) The street identified in Figures 12.1c and 12.1d shall be a private street with one-way circulation, on-street parallel parking on the right hand side, a single narrow travel lane (fourteen (14) foot), a minimum thirty (30) foot curve radius, minimum fifteen (15) foot wide sidewalks, and street trees. This street shall meet the standards of Section 409 except as specified here;

(4) Sidewalks along designated Special Area Commercial Streets shall be a minimum of fifteen (15) feet wide. All other sidewalks shall comply with Section 431-5.1 B. (5).

(5) The streetscape shall be as detailed in Section 431-5.1; and

(6) Access to Barnes Road shall be in accordance with Barnes Peterkort Design Element #5 and the Cedar Hills-Cedar Mill Community Plan map showing Street Corridor, Arterial Access, and Pedestrian System designations. Additional access to Barnes Road shall be in accordance with the access to arterial standards in Section 501-8.5 B. (4).

431-12.4 Landscape Design and Materials:

A. Principles:

(1) Landscape elements such as trees, planters, lighting, artwork and street furniture shall be used to create a pedestrian-scaled environment;

(2) An appropriate mix of “soft” (i.e., grass, plants) and “hard” (i.e., pavers, decorative concrete) landscape shall be incorporated within the landscape design and utilized to highlight features in the pedestrian environment (i.e., intersection approaches, curb ramps, cross walks, etc.);

(3) Street trees shall be provided at regular intervals and generally spaced to align with building column lines while not obscuring storefronts, building entries or focal points; and

(4) Detailing of landscape elements shall be consistent throughout Peterkort Station to create a recognizable identity.

B. Standards:

(1) Street trees shall be planted an average of twenty-five (25) feet on-center along both sides of the street;

(2) All street trees shall be a minimum of two and one-half (2 ½”) inches in caliper;

(3) Pedestrian crosswalks at intersections shall be indicated with distinctive paving colors and/or patterns; and

(4) Planters for seasonal flowers, benches, lighting, and artwork shall be incorporated in the sidewalk curb zones and along the edges of urban spaces. Benches and/or planters incorporating seating facilities shall be

provided along all commercial frontages on pedestrian streets with a minimum average spacing of one hundred (100) feet.

C. Guidelines:

(1) The use of trees and other plantings with special qualities, (e.g., spring flowers and/or good fall color) is strongly encouraged throughout Peterkort Station;

(2) Creative use of plant materials, such as climbing vines or trellises, is encouraged;

(3) Flowering beds, shrubs, hanging baskets, and other decorative plantings are encouraged;

(4) Planters or large pots with small shrubs and seasonal flowers may be used to separate cafe seating from traffic flow and create protected areas along streets and within plazas;

(5) Planter edges may be designed to double as seating areas.

431-12.5 Lighting

A. Principles:

(1) Street lighting, scaled to the pedestrian environment shall be provided along all streets within the Peterkort Station area;

(2) Pedestrian-oriented street lighting (i.e., globes, light bollards), shall be used in styles complimentary to Peterkort Station's architecture;

(3) Fixture height and lighting levels shall be commensurate with their intended use and function and shall assure compatibility with neighboring land uses. Baffles shall be incorporated to minimize glare and to focus lighting to its intended area; and

(4) Minimum lighting levels shall be provided for public safety in all urban spaces open to public circulation.

B. Standards:

(1) Street lighting shall be provided along all pedestrian streets and in all urban spaces open to the public and shall conform to the architectural style of the Peterkort Station;

(2) Street light standards shall not exceed sixteen (16) feet in height;

(3) Excepting locations near street intersections, the average light level for urban spaces and sidewalks shall be between one point two (1.2) and two (2) footcandles;

(4) Maximum lighting levels shall not exceed six (6) footcandles at street intersections or two (2) footcandles in parking areas;

(5) Parking area lighting shall not exceed twenty-five (25) feet in height and shall be baffled to minimize glare; and

(6) Metal-halide or lamps with similar color temperature and efficiency ratings shall be used for general lighting at building exteriors, parking areas, and urban spaces. Sodium based lamp elements are not recommended.

C. Guidelines:

(1) Accent lighting on architectural focal points and landscape features is encouraged; and

(2) Seasonal lighting is encouraged on all trees to enhance the appearance of Peterkort Station.

(3) Average lighting levels along pedestrian streets should be one point two (1.2) footcandles.

431-12.6 Signs

A. Principles:

(1) Signs in Peterkort Station area shall be located and scaled to the function of the street on which they front;

(2) All signage shall be consistent with the visual quality and aesthetics of the surrounding neighborhood;

(3) Signage must be of high quality in design and materials;

(4) Signage shall be of consistent design throughout a development;

(5) Signage attached to a building shall complement the building's character (e.g., wall signs shall avoid covering building columns); and

(6) Permitted signs shall demonstrate substantial conformance to the standards outlined in section 431-12.6 B.

B. Standards:

(1) The standards of Article IV Section 414-1 shall apply within the transit oriented residential districts of the Peterkort Station area and the standards of Article IV Section 414-2.2 F. shall apply within the TO:BUS District of the Peterkort Station area, except for the following:

(a) Prohibited signs:

(i) Free standing signs (e.g., pole-mounted signs) as defined in Section 106-193.4;

(ii) Signs with moving or flashing lights;

(iii) Signs with exposed electrical conduits, ballast boxes, or other equipment;

(iv) Signs with luminous plastic letters;

(v) Signs incorporating audible or odor producing elements;

(vi) Roof mounted signs; and

(vii) Other signs prohibited under Article IV section 414;

(b) Façade-mounted, non-residential signs (including logos) shall not exceed five (5) percent of the area of the façade upon which it is mounted, up to a maximum of two hundred (200) square feet per façade or four hundred (400) square feet per building;

(c) Tenant identification signs for non-principle building facades (facing walkways and parking areas), shall be limited to a maximum of twenty-four (24) square feet per tenant and shall be focused to the pedestrians and motorists within the walkways and parking areas. These signs shall not be visible to motorists on Barnes Road or Sunset Highway nor shall they be visible from areas outside of the confines of 'Peterkort Station';

(d) Ground-mounted monuments or site entry markers up to fifteen (15) feet in height may be approved subject to the following:

(i) Total area and volume of the portion of the monument or marker incorporating sign letters shall not exceed forty-five (45) square feet or ninety (90) cubic feet; and

(ii) Position of the monument or marker shall not obscure roadway visibility or result in potential traffic hazard(s) as may be determined by the County Engineer.