

# **Chapter Three**

## **DESIGN CONCEPT AND LAND USE PLAN**

**Lawson Hills  
Master Planned Development**

### DESIGN CONCEPT

Lawson Hills is located generally east and north of Historic Black Diamond. It consists of two areas, one at the north edge of town accessed off highway 169, and a larger area east of historic Black Diamond. As a Mixed-Use Community, it provides for educational facilities, job generation through commercial/opportunities, office/retail uses, a wide range of housing and an integrated recreation and open space system. Lawson Hills is comprised of the properties shown below.



Overall Plan

North  
Not To Scale

3

The North Triangle along with the Parcel B portion of The Villages MPD make up the retail gateway area. The focus of this area is on destination retail and employment opportunities. This area’s development timeframe is not dependant upon timing for the rest of the MPD. Therefore it meets the City’s MPD ordinance objectives for early job creation and tax revenue. The goal is to create jobs and tax revenue for the City of Black Diamond by capturing regional dollars and combatting retail “leakage”; the flow of retail sales out of Black Diamond due to limited shopping opportunities. These opportunities will be provided by a mix of regionally scaled retail that is ideally located to draw from surrounding areas and convenience retail to serve Black Diamond residents.

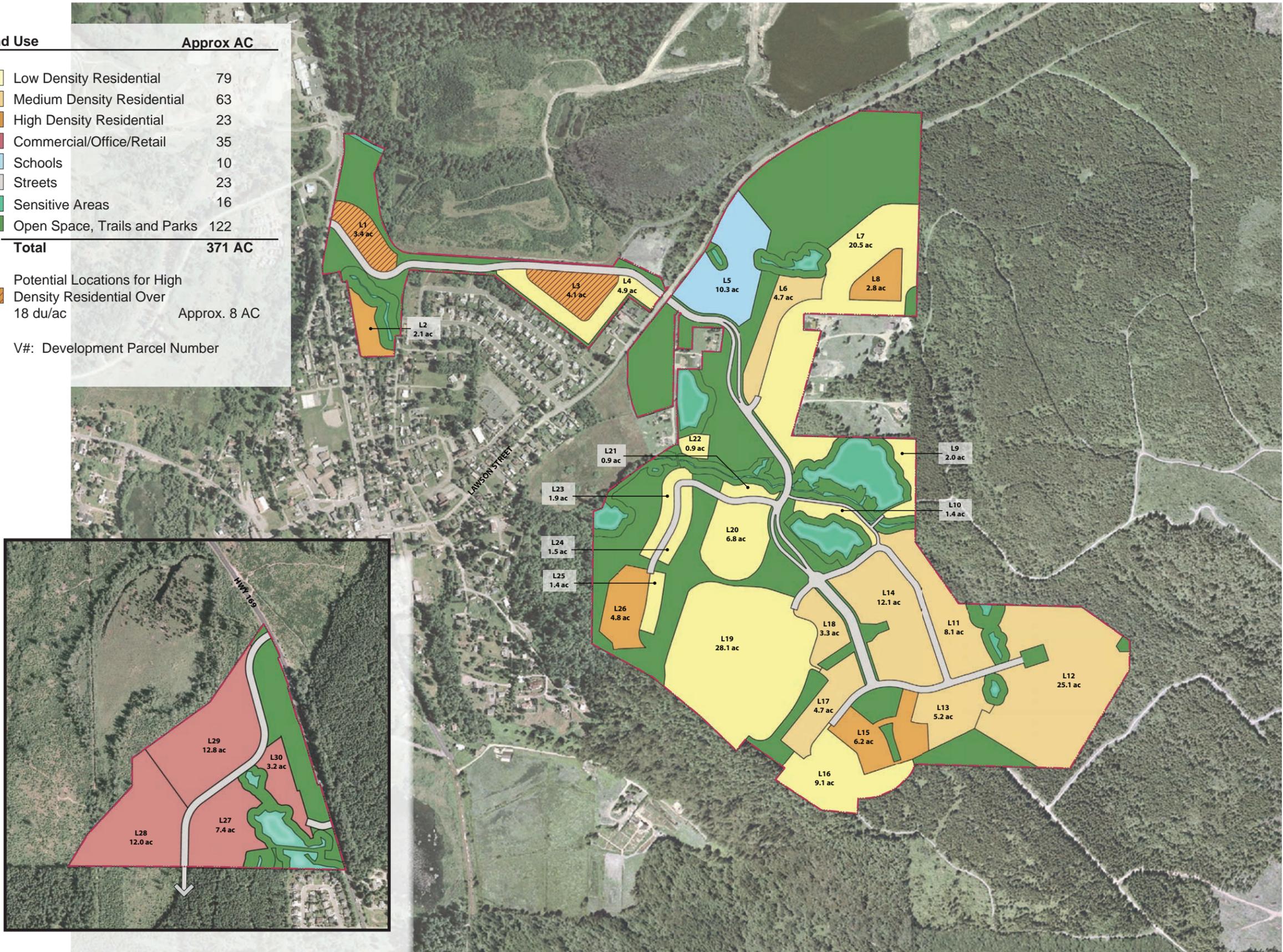
The North Triangle also contains areas for offices and clean tech businesses. These uses support the economic base of Black Diamond by providing good paying jobs. Business areas will be linked to the retail areas by a network of sidewalks and trails. These services make this an even more desirable location for employers to bring their companies to Black Diamond. The North Triangle lies within the City’s Gateway Overlay District Ordinance area. This ordinance calls for a landscaped buffer along SR 169 that will obscure views into this retail and business center. Care must be taken to design this area to create the ambiance desired along SR 169 as you enter Black Diamond, balanced with the need for some visibility and some level of signage/monumentation necessary for the success of the businesses that will provide jobs and generate significant tax revenue for the City.



North Triangle Plan

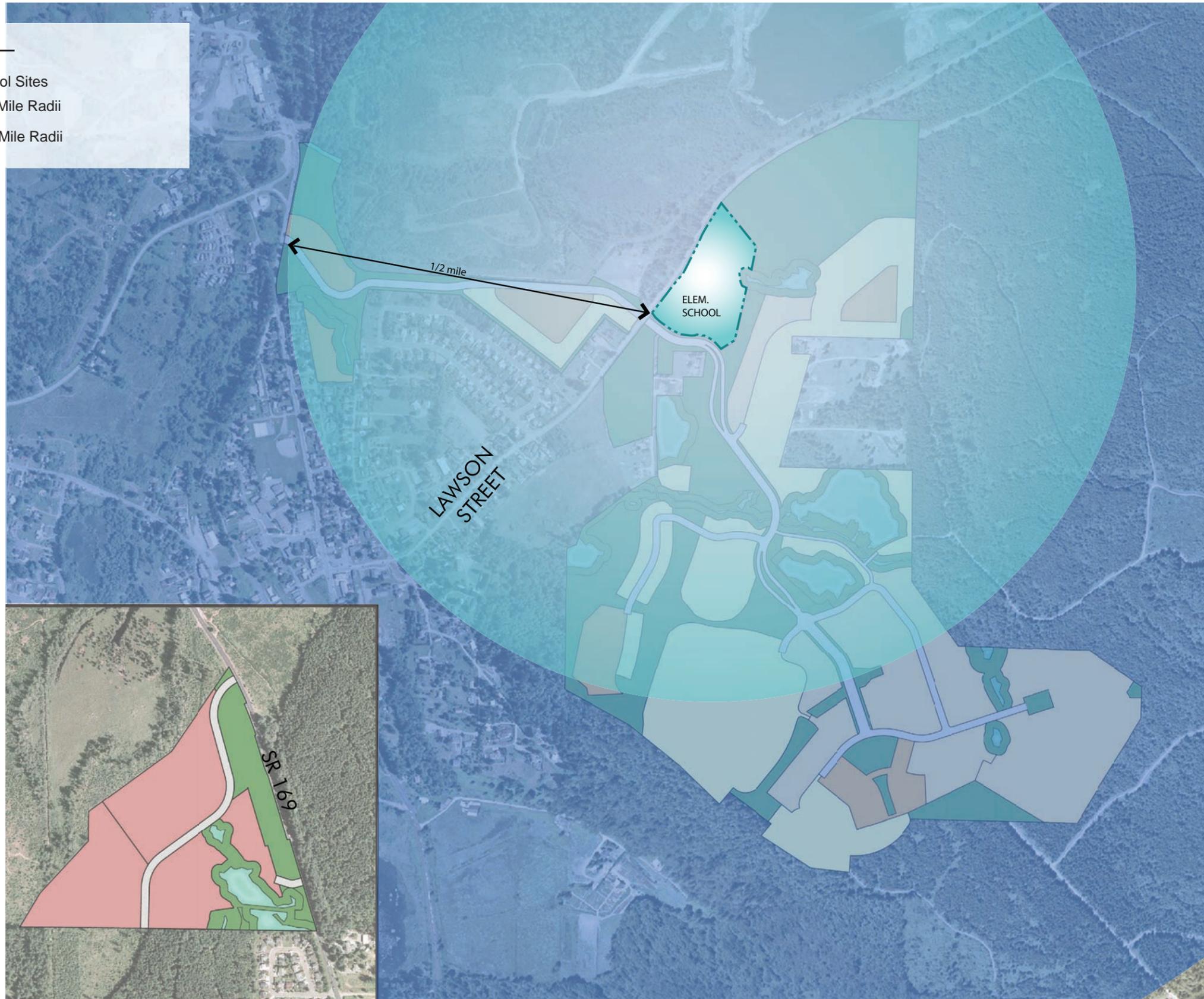
North  
Not To Scale

Land Use	Approx AC
Low Density Residential	79
Medium Density Residential	63
High Density Residential	23
Commercial/Office/Retail	35
Schools	10
Streets	23
Sensitive Areas	16
Open Space, Trails and Parks	122
<b>Total</b>	<b>371 AC</b>
Potential Locations for High Density Residential Over 18 du/ac	Approx. 8 AC
V#: Development Parcel Number	



Legend

- School Sites
- Half Mile Radii
- One Mile Radii



The community concept for the eastern portion of Lawson Hills is one of contrast and juxtaposition while blending softly into the natural environment. As a hillside community, the landform is a dominant feature within the neighborhoods. The surrounding forest provides the backdrop for a variety of experiences within the community. Leading into the largest portion of the community is Lawson Parkway. Through this area, Lawson Parkway is a softly meandering, semi-rural road where the landscaping utilizes a mixture of meadow and forest plant palettes in a layered and organic manner. This road is allowed to split both horizontally and vertically to respond to the terrain as it crosses both open and forested areas.



Lawson Hills - Plan

North  
Not To Scale



It takes on a very narrow segment as it crosses Lawson Creek. Once across, it emerges from the forest and splits again until it reaches a round-about that introduces a change of character and experience along the road. From the round-about south, the parkway becomes a fairly formalized, linear boulevard. This forms a strong contrast from the softly meandering road. It now focuses on a hilltop park whose alignment is positioned to allow for views of Mount Rainier in the distance.

The formal boulevard and park form the organizing elements for this neighborhood. Its higher density and more formal pattern are a strong contrast to the surrounding enclaves that are intended to be more organic in their development pattern. Each neighborhood enclave respects the landform where it is located. With fairly shallow bedrock, grading cuts are kept to the minimum that is practical.



Character of the residential neighborhoods is largely determined by the street tree pattern. Streets will have parkway strips with street trees separating the sidewalk from the travel lanes. Street trees may be spaced evenly to create a uniform cadence, or clumped more randomly to give the neighborhood a more relaxed atmosphere. A range of housing opportunities will respond to site topography. Options will include town homes, flats, duplexes, green courts and cottages, and a variety of single family detached homes.



The community plan preserves open space areas between neighborhoods that establishes the multi-purpose trail system for the community. This trail system is intended to provide a series of short and long looping trails. This series of loops allows residents to have variety in their experiences and

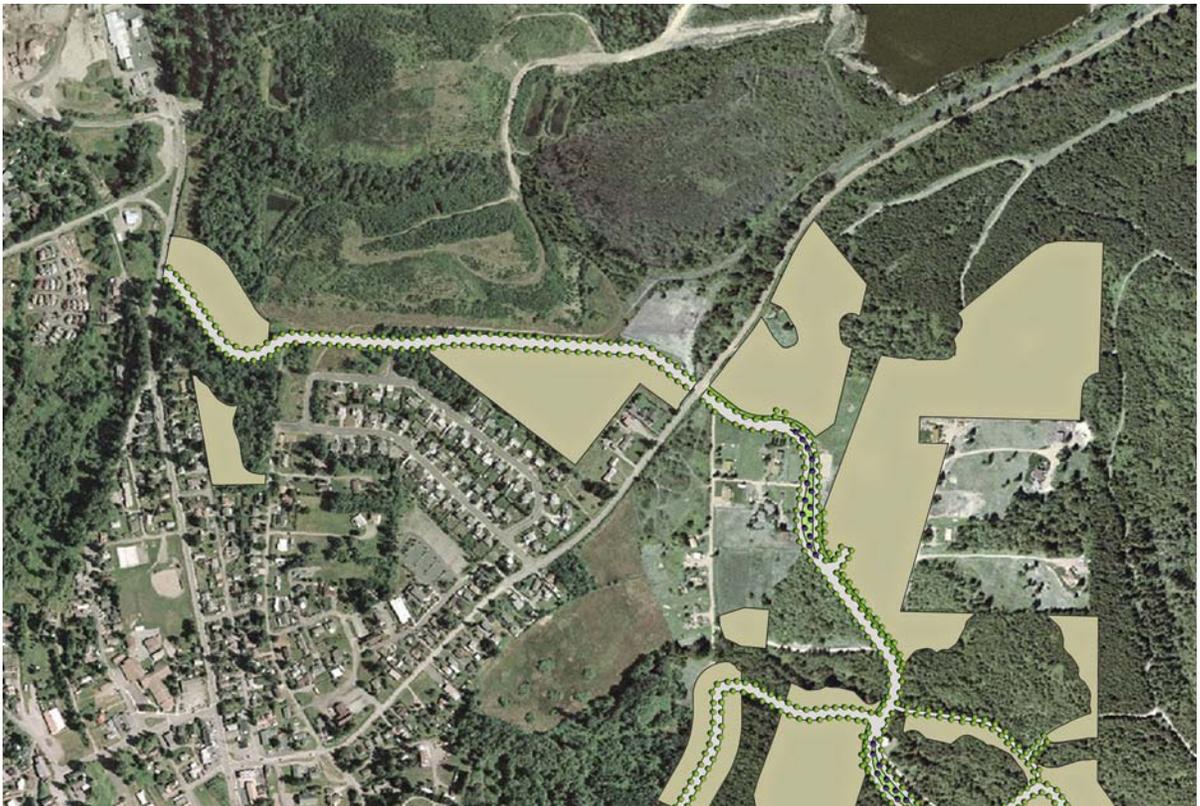
also determine if they want to spend a short amount of time on the community trails or take a longer walk. The on-site system also connects to the off-site regional trail system.



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These open space areas allow for the phasing of development to occur with minimum disruption to previous residents. The open space system is made up of these more linear defining elements, sensitive areas and their buffers, parks, school playfields and water quality features that are fully landscaped as amenities. The trail system links all of these elements together.

Adjacent to the intersection of the Lawson Parkway and Lawson Street is the potential location for an elementary school. Located here, the community as a whole has greater access to the school and its recreational facilities.



North  
Not To Scale

**LAND USE OVERVIEW**

The Lawson Hills site (including both the Main Property and the North Triangle) will be developed with a mix of uses including: residential, retail, general commercial, office, educational, civic, and recreational uses, trails and open space. The Land Use Plan is shown on Figure 3-1.

The maximum level of development is 1,250 residential units (approximately 930 single family detached and approximately 320 multifamily attached dwelling units); 390,000 square feet of office, destination, general and neighborhood commercial uses are proposed. While the total square feet of office and commercial uses (390,000) will not change, the mix and location of retail, commercial and office uses is approximate and may change. The commercial/office/retail is anticipated to have the following approximate distribution: 190,000 square feet destination and neighborhood retail, 200,000 square feet office, plus additional public and institutional uses. In addition, areas for public and civic uses, approximately 138 acres of open space (including sensitive areas and their buffers and forest areas) and other recreational uses will be provided in the MPD.

Table 3.1 summarizes the uses and approximate areas within the MPD property by land use categories. The overall average density of the project site will be 4 dwellings per gross acre.

**Table 3.1  
MPD Land Use Summary**

Land Use Type	Area (Estimated Acres)	% of Total Property
Residential		
MPD Low Density	79	21%
MPD Medium Density	63	17%
MPD High Density	23	6%
Commercial/Office/Retail	35	10%
School Site	10	3%
Open Space <sup>1</sup>	138	37%
Streets (ROW)	23	6%
<b>Total</b>	<b>371</b>	<b>100%</b>

<sup>1</sup> Includes sensitive areas and their buffers, neighborhood and community parks, stormwater ponds and forest areas; does not include pocket parks additional parks and recreational facilities provided by parcel developers, trailheads, trails, school playfields, plazas or other open space within commercial areas.

## LAND USE

The Main Property provides residential neighborhoods of varying densities linked by the spine road and an extensive open space and trail system. Neighborhoods are clustered and surrounded by large areas of open space. To reduce the visual impact of a hillside development, lower density neighborhoods and significant open space areas are located in visually prominent hillside areas. Medium and higher density residential neighborhoods are proposed adjacent to existing development of similar density along Lawson Street and on the southwest and southeast portions of the site where they will be screened by a dip in the topography. The overall density is spread throughout the site rather than concentrated in one area to create variation in the development pattern similar to the existing pattern within the City.

The North Triangle is proposed to provide approximately 35 acres designated for commercial/office development sufficient to ensure that the MPD has a positive fiscal impact on the City and create jobs. A forested buffer is proposed to visually screen the proposed commercial/office areas from SR-169.

## RESIDENTIAL

Each residential land use category intentionally allows a mix of housing types. This intentional mix is an important component of the organic urbanism concept. It will prevent the cookie-cutter appearance common in many suburban subdivisions. Common design elements and guidelines will be the thread linking the neighborhoods within the MPD, while the mix of housing types will allow each neighborhood to develop its own individual character.

**Low Density (MPD-L).** The low density residential category provides for predominantly single family detached housing types. Attached housing in the form of duplexes, triplexes and quadplexes are allowed within the category provided they are designed to fit into the predominantly single family character of the neighborhood. The density range for this category is 1-8 dwellings per acre.

**Medium Density (MPD-M).** The medium density residential category provides for single family detached dwellings on small lots, townhouses, cottages, and duplexes. The density range for this category is 7-12 dwelling units per acre.

**High Density (MPD-H).** The high density residential category provides a mix of housing types including cottages, attached townhouses and stacked flats. The density range for this category is 13-30 dwelling units per acre. Densities in the range from 18-30 dwelling units per acre will be allowed subject to the criteria for such densities contained in the City's Master Planned Development Ordinance.

**UNIT COUNTS BY LAND USE CATEGORY**

Table 3.2 provides a general estimate of the number of units by designation. Since there are many development parcels within each category and the density may vary on each, this table is not intended to replace the total cap of 1,250 dwelling units proposed. It is intended to show that the typical densities of most development will result in the approximate number of total dwelling units proposed.

**Table 3.2  
Density Ranges**

<b>Land Use Designation</b>	<b>Density Range (du/acre) Min-Max</b>	<b>Target Density (du/acre)</b>	<b>Approximate Acres</b>	<b>Projected Units</b>
MPD-L	1-8	5	79	395
MPD-M	7-12	9	63	567
MPD-H	13-30	13	23	299

<sup>1</sup> Note: Total area may shift with final planning and implementation approvals.

**COMMERCIAL/OFFICE/RETAIL**

Commercial/office/retail uses will be provided in the proposed MPD on the North Triangle Property. These uses will contribute positively to the City’s ability to achieve a net fiscal benefit for the community, as required by the City’s MPD standards (BDMC 18.98.120). A wide variety of retail, commercial, office, and civic uses are allowed within this category.

This category includes uses providing services or sale of goods or merchandise to the public. Uses include, but are not limited to: banks, travel agencies, hotel/motels, eating and drinking establishments, clothing stores, drug stores, gift shops, video rental, bookstore, grocery stores, variety stores, paint stores, craft stores, specialty stores, theaters, wholesale clubs, and gas stations.

Office uses include general office, research and development, technology, biotechnology and medical equipment, light manufacturing, wholesaling, mini-storage, distillery, brewery, winery, religious and educational uses, civic, continuing care, institutional uses including but not limited to and business support services.

**SCHOOL**

The Schools category is an overlay intended for a school site and other accessory uses and facilities. Parcel L5 is proposed as Elementary School Site. In the event that the parcel is not needed for a school, it shall revert to the MPD-M category.

**PARKS, OPEN SPACE AND TRAILS**

The open space category is intended for protection of certain critical areas, passive and active recreation, and utilities. Lawson Hills MPD includes a coordinated network of open space, parks and trail corridors. It also provides relief from the built environment by providing physical and visual buffers. The open space provides connectivity to existing and planned open space, trail corridors and wildlife corridors on and adjacent to the site. A coordinated trail system is proposed to provide links between parks and all uses within the proposed MPD.

Per the MPD standards (BDMC 18.98.120 (G), 18.98.140(F) and 18.98.140 (G)) The Lawson Hills MPD must provide the open space required by prior agreements. Portions, but not all of the property, are subject to the BDUGGA open space agreement which includes open space requirements. Additionally, to cluster development or increase densities, the MPD must provide either the open space required per previous agreements or 50% open space where there are no prior open space agreements. The 50-acre East Annexation Area (located on the Main Property) and a 54-acre portion of the West Annexation area (the North Triangle Property) are subject to prior open space agreements. The open space requirement for the MPD under these agreements is the dedication of the 50 acre In-City Forest land to the City (East Annexation Area) and preservation of 55 acres for a view and trail corridor on the North Triangle and other property east of SR-169. In order to utilize clustering or to increase densities, the Lawson Hills MPD must provide 134 acres of open space in addition to the open space required under prior agreements (371 acre site area - 104 acres in PAA onsite = 267 acres; 50 percent of 267 acres = 134 acres of required open space). Currently 138 acres are provided on-site including the view corridor. Additional open space will be provided in school playfields, trails and neighborhood parks.

Table 3.3  
Open Space

	Gross Acres	BUDGAA/ Open Space requirement	MPD Open Space Provision (if applicable)	Proposed open space	Net difference over/ (under)
Main Property not including PAA	267	0	134	119.2	(14.8)
PAA- North Triangle	54	55 acres for view and trail corridor*	0	55 acres for view and trail corridor*	0
PAA- East Annexation Area	50	50 acre In-City Forest	0	50 acre In-City Forest	0
<b>Total In City/UGA MPD open space</b>	<b>371</b>	<b>105*</b>	<b>134</b>	<b>224.2*</b>	<b>(14.8)**</b>

\*Only a view corridor needs to be provided on-site. The remaining acreage is provided off-site to the north and east in the form of a view corridor and trail corridor.

\*\* Additional open space will be provided in the form of school playfields, trails and neighborhood parks that are not shown on Figure 3-1.

**ALLOWED USES**

The range of allowed uses is broad to maintain flexibility and respond to the market over the project build-out. The intent and purpose of the land use categories guides the allowed uses:

- The Commercial/Office/Retail category is intended for a wide variety of large scale commercial, institutional, office, retail and medium and high density residential uses. The intent of this designation is to provide sufficient commercial and office uses to generate employment and retail income for economic development within the City.
- The School category is primarily intended for schools. The school(s) may elect to share facilities with other Institutional uses such as, but not limited to, YMCA or Boys’ and Girls’ Clubs. If not needed for a school, the parcel may be changed.
- The Open Space category is intended for recreation, trails, temporary uses, utilities, and the protection of critical areas.

Table 3.4  
Allowed Uses

Principal Use	MPD-L	MPD-M	MPD-H	Commercial Office Retail	School	Open Space
Dwelling Unit						
Detached	P	P	P	A	X	X
Attached <=6 units per building	P	P	P	X	X	X
Attached >6 units per building	X	P	P	P	X	X
Model Homes/Sales Office	P	P	P	P	P	P1,4
ADU	A	A	X	A	X	X
Office	A	A	A	P	A	A1
Institutional	P	P/C5	P/C5	P/C5	P	P1
Recreation	P	P	P	P	P	P2
Retail	P3	P3	P3	P	A	A1
Temporary Use(6)	P	P	P	P	P	P1
Utility Facility						
Major	P	P	P	P	P	P1
Minor	P	P	P	P	P	P

P=Permitted, X= Prohibited, A= Permitted as an accessory or incidental use, C= City of Black Diamond Conditional Use Permit

1. Allowed outside of sensitive areas and buffers.
2. Allowed outside of sensitive areas and buffers. passive use parks, trails and open space are allowed within sensitive areas and buffers consistent with the Sensitive Areas Ordinance.
3. Limited to neighborhood commercial such as corner stores and other small scale Retail establishments.
- 4 Model homes and temporary uses such as contractor storage yards, construction staging areas and similar construction related uses are not intended to be permanent uses and must cease once the phase or Development the use serves is completed.
5. A high school located within these classifications will require a conditional use permit processed pursuant to City of Black Diamond’s Conditional Use Permit process.

### ACCESSORY USES

The Table of Allowed Uses classifies different principal uses according to their different impacts. Whenever an activity is conducted in conjunction with another principal use and the former use (i) constitutes only an incidental or insubstantial part of the total activity that takes place on a lot, or (ii) is commonly associated with the principal use and integrally related to it, then the former use may be regarded as accessory to the principal use and may be carried on underneath the umbrella of the principal use. To be “commonly associated” with a principal use it is not necessary for an accessory use to be connected with such principal use more times than not, but only that the association of such accessory use with such principal use takes place with sufficient frequency that there is common acceptance of their relatedness.

The following activities, subject to Architectural Review Committee (ARC) Design Guidelines, are specifically regarded as accessory to residential principal uses:

- Home occupations/live-work;
- Hobbies or recreational activities of a noncommercial nature;
- Accessory living quarters, mother-in-law units and accessory dwellings;
- Keeping household pets;
- On-site rental/sales office;
- Storage of yard maintenance equipment;
- Appropriate storage of private vehicles, e.g., motor vehicles, boats, trailers or planes; or
- Greenhouses.

### FLOOR AREA RATIO

No floor area ratio is proposed. Applying the FAR in this application does not satisfy the intent of the MPD code: to “encourage imaginative site and building design and development layout” (BDMC 18.98.010.D). A limit applied in that manner would be restrictive to future designs. As contemplated in the MPD application, design standards that define setbacks, height, and other building related standards will effectively achieve the same goal. In addition, the Master Developer will have architectural guidelines that will apply to building bulk and mass, just as the City has their design guidelines that will also apply to this project. These elements alone will be sufficient to guide and regulate future commercial building design and construction.

### CHANGE THE CATEGORY OF DEVELOPMENT PARCELS

Any residential development parcel can adjust up or down one residential land use category through the administrative approval process provided that the total dwelling unit cap is not exceeded. For instance, MPD-L may move up to MPD-M, or MPD-H may move down to MPD-M. In no instance may a parcel move up or down more than one category from its original category as depicted on Figure 3-1.

A development parcel that is classified school, but is not dedicated to the Enumclaw School District may revert to the MPD-M category at the election of the Master Developer. The Master Developer may elect to retain the school category for development allowed within the category or change the parcel to MPD-M.

Any portion of open space shown as a sensitive area or buffer on Figure 4.3 that is determined not to be a Sensitive Area or buffer will be changed to a category that is compatible with the category of abutting development parcel(s). The administrative approval process for changing to a different category is described in Chapter 13 and includes:

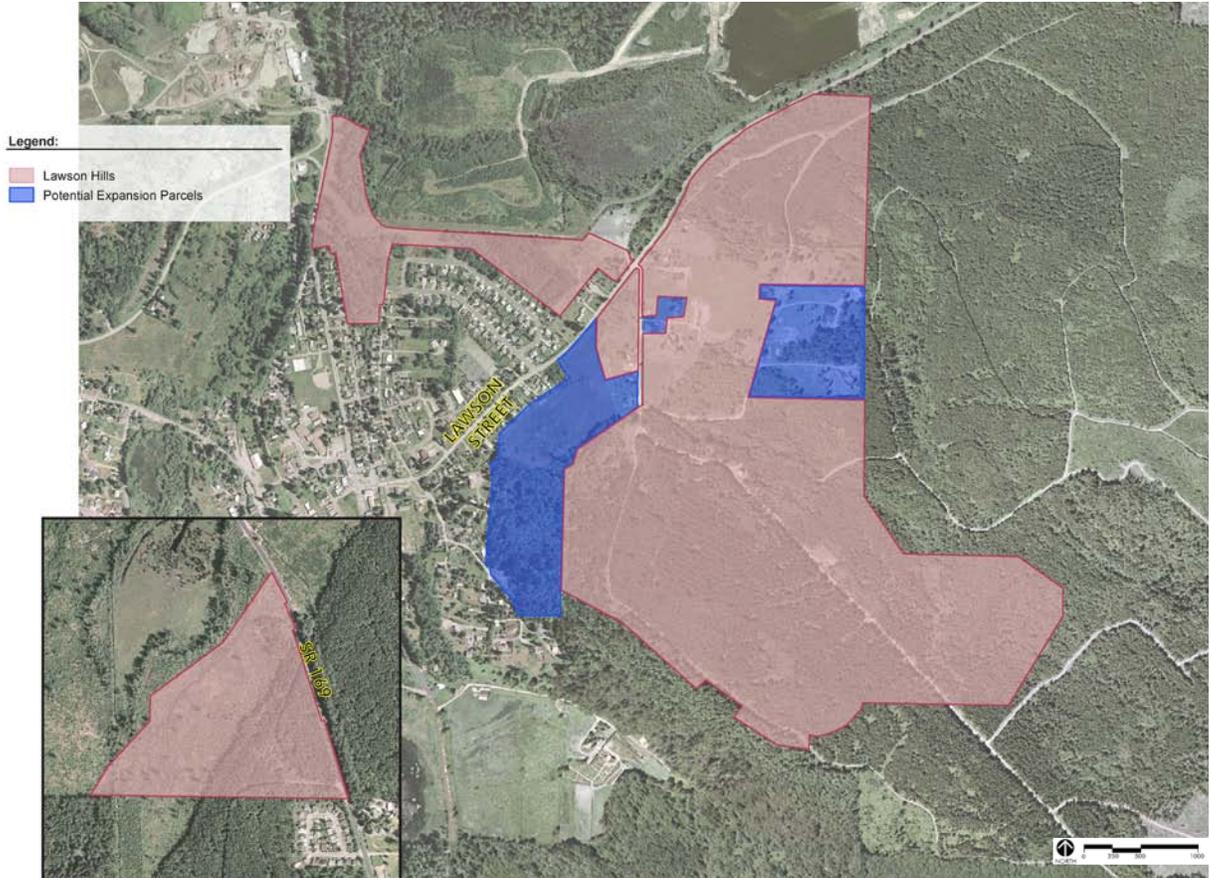
- Submittal of an application for an administrative category change;
- Notice of application or notice of decision provided to the owners located within 300 feet of the boundaries of the development parcel subject to the category change;
- Decision by the Director of Planning and Community Development to include a finding that the transportation, stormwater, water and sewer system improvements necessary to support the change are in place or will be provided at the time of occupancy;
- The change in category will not result in the maximum number of residential units or combined Commercial/Office/Retail square feet to be exceeded or the total area of required Open Space to be reduced unless an amendment to the MPD permit is approved; and
- The Director's decision is appealable to the Hearing Examiner.

### EXPANSION AREAS

Any or all of the expansion areas may be developed during the buildout period subject to the conditions listed below. The Master Developer shall select a compatible land use category as part of the expansion request. Expansion parcels are not intended to allow development of more units or square feet than the total amounts proposed in this Chapter unless a Major Amendment to the MPD permit is processed pursuant to BDMC 18.98:

- Written notice is provided to the City by the Master Developer of its intention to develop the expansion area(s); and
- The Master Developer must have ownership or control of the expansion area(s) or the Master Developer and the owner(s) of the expansion area must agree that the expansion area will be subject to the requirements of the approved MPD and development agreement; and
- The expansion proposal includes the location of proposed land use categories and open space; a conceptual street plan showing the location of any proposed minor arterials and collectors; and conceptual water, sewer and stormwater plans; and

FIGURE 3-3 POTENTIAL EXPANSION AREAS



- The proposal has complied with the requirements of the State Environmental Policy Act through adoption of an addendum to the EIS or other appropriate method; and
- The expansion area approval is reviewed using the process and procedures for either a Minor or Major MPD Permit Amendment, as applicable to the proposal.

**OWNERSHIP AND MAINTENANCE**

All non-sensitive parks, trails and open space will be owned and maintained by the master home owner’s association (HOA) or Master Developer.

All streets, stormwater facilities, water facilities and sewer facilities are proposed to be owned and maintained by the City of Black Diamond except for the following which will be privately owned and maintained by the Master Developer, HOA or a subset thereof:

- Stormwater vaults serving commercial property;
- Streets or drives serving less than 20 residences that are labeled “Private” on an implementing plat;
- All maintenance for landscaping associated with all streets within the community will be provided by the Master Developer, HOA or a subset thereof.

## COORDINATION AND INTEGRATION WITH ADJACENT LAND USES

The proposal is subject to and will comply with the MPD Design Guidelines. The MPD Guidelines, Page 9, Interface with Adjoining Development requires that lot sizes adjacent to the boundary of the MPD must be no smaller than 75% of the size of the existing lot or 7200 sq. feet, whichever is less. This ensures that development within the MPD is similar in density and intensity to adjacent development. In addition, landscape buffers are required along the boundary where there are non-residential and/or multi family uses, and between the entrance and main access routes and adjacent development. Besides land uses, Chapter 4 (Circulation) provides for connectivity and integration with adjacent streets and the larger circulation systems.

## GLOSSARY

- Project Site - The entire area contained within the Lawson Hills MPD boundaries.
- Development parcel - A subdivided portion of the project site shown as an individual parcel on the MPD land use plan, Figure 3-1.
- Site Area - Area of land (expressed in square feet or acres) contained within the boundary lines of a development parcel.
- Density - Number of dwelling units proposed on a development parcel divided by its site area.
- Expansion Area - Parcel(s) outside of the Lawson Hills MPD, and shown on Figure 3-3, some or all of which may be approved for development consistent with the approved Lawson Hills MPD.

## RESIDENTIAL DEVELOPMENT STANDARDS

### LOT SIZE AND LOT WIDTH

There is no required minimum or maximum lot size or lot width except as described below. A development must meet the density requirements and lots must be of sufficient size to meet dimensional standards of this Chapter for their intended use.

The minimum width of a flag lot is 14' for the portion of the lot that serves as access. One "flag" driveway may access up to 2 lots.

**Table 3.3  
Residential Development Standards**

Land Use	Required Setbacks					Max. Building Height <sup>4</sup>
	Front Yard @ street <sup>1,2</sup> (House/ Garage)	Front Yard @ green court <sup>1</sup>	Side Yard <sup>3,5,*</sup>	Side yard @ corner lot <sup>2,3</sup>	Rear Yard	
High Density Residential	10/NA'	16'	7'	10'	10'	45'
Medium Density Residential	10'/18'	10'	5'	10'	5'	35' <sup>6</sup>
Low Density Residential	10'/18'	10'	5'	10'	5'	35' <sup>6</sup>

Footnotes for Table 3.3

1. Measured to property line
2. Setbacks at corner lots with wrap around porches may be reduced to 5'
3. Chimneys and fire places, accent walls or pilasters, bay windows and eaves may encroach 3' into the setback.
4. Maximum height may be exceeded by 10' for tower rooms less than 300 sq. ft., and distinctive architectural elements such as towers, cupolas and spires.
5. Use easements may be utilized for provision of private yards
6. Maximum height on lots with average slopes of 15% or greater is 40 feet.

"Building Height" is defined as the vertical distance from finish grade at the highest point of the building site covered by the building, to the topmost point of the roof, excluding mechanical enclosures, elevator or stair penthouses, towers, spires and other decorative elements, or necessary public facilities such as water towers.

\* Note that side yard setback do not apply to common wall on Townhome, duplex, etc.

### ALLOWED ENCROACHMENTS INTO SETBACKS

Uncovered decks, patios, walkways, and other minor structural elements less than 30" in height; and fences less than six (6) feet in height; are exempt from setback requirements.

Retaining walls, rockeries and heat pumps and other similar mechanical/landscape features are allowed within setbacks.

Balconies on the second floor or above the first floor may intrude into setbacks up to 6 feet, subject to applicable construction codes.

Chimneys and fire places, accent walls or pilasters, bay windows, eaves and other similar minor structural or architectural elements may encroach up to 3' into setbacks.

Monument signs may be located within setbacks.

### MEASUREMENT OF SETBACKS

Setbacks are measured from the outside wall of the foundation of a structure to the property line in a perpendicular fashion.

### IRREGULAR LOTS

Irregular Lots are defined as lots that are non rectangular, lots with three sides, or more than four sides and require special measurement techniques in order to achieve the purpose of the specific setbacks.

**Front Setbacks:** Front Setbacks shall be measured from the property line that abuts the street from which the lot is addressed or takes primary access. For an alley loaded lot, the front setback is measured from the lot line furthest from the alley.

**Rear Setbacks:** In the case of an irregularly shaped lot, a ten-foot line which is within the lot and parallel to and most distant from the front lot line shall be considered the rear lot line.

**Side Setbacks:** All lot lines, which are not front or rear lot lines, shall be considered side lot lines.

**Pie-Shaped Lots:** Setbacks on pie-shaped lots shall be measured at the closest point between the proposed building and the angled lot line, perpendicular to that lot line.

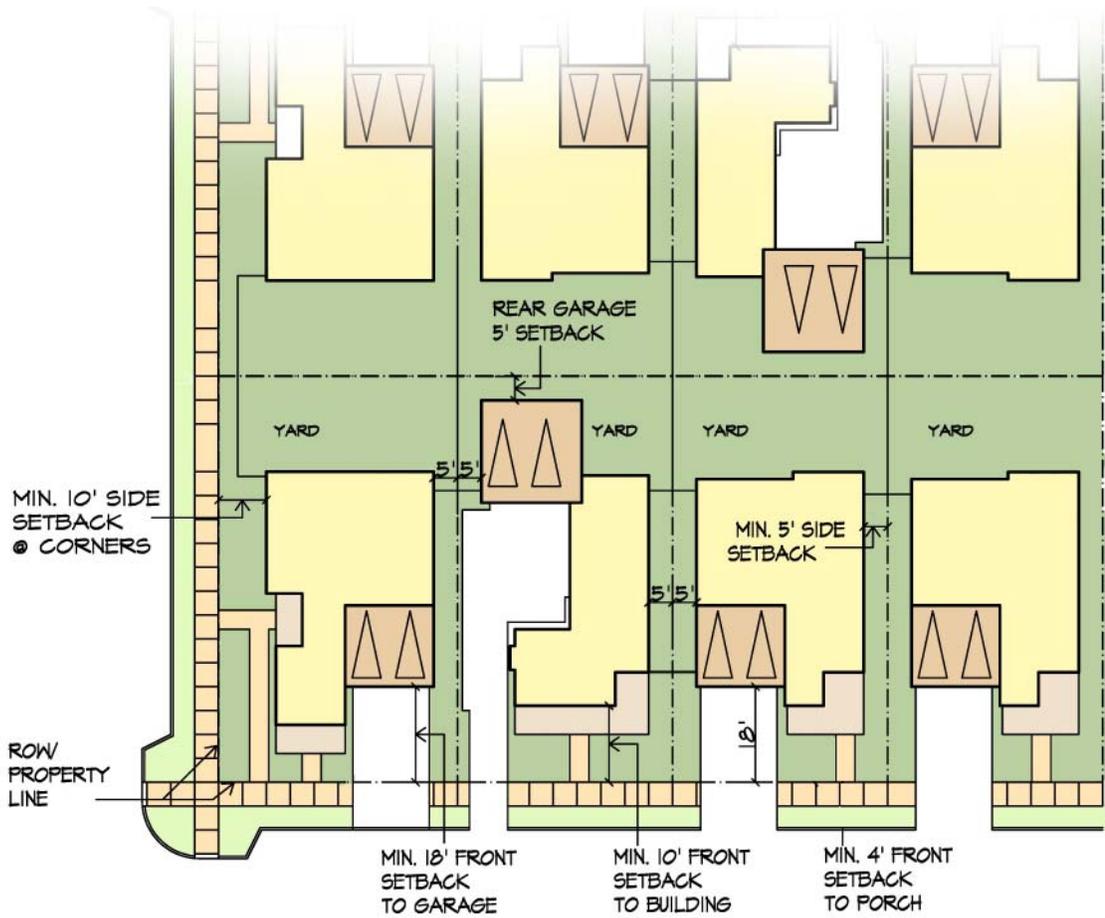
**Cul-De-Sac Lots:** Setbacks shall be taken from the nearest proposed foundation corner, and measured perpendicular to the property lines.

**Flag Lots:** All Setbacks are measured perpendicular to the foundation wall at the outermost corners.

The following prototype residential plans are shown for graphic illustrative purposes to demonstrate the application of the development standards. They do not constitute an actual design submittal nor do they attempt to illustrate every residential lot configuration that could be built in the MPD. Lot sizes shown graphically are not necessarily minimums, setbacks are illustrated as minimums. These are a guide for development review and other configurations may be used on site.

**FRONT LOADED SINGLE-FAMILY HOMES**

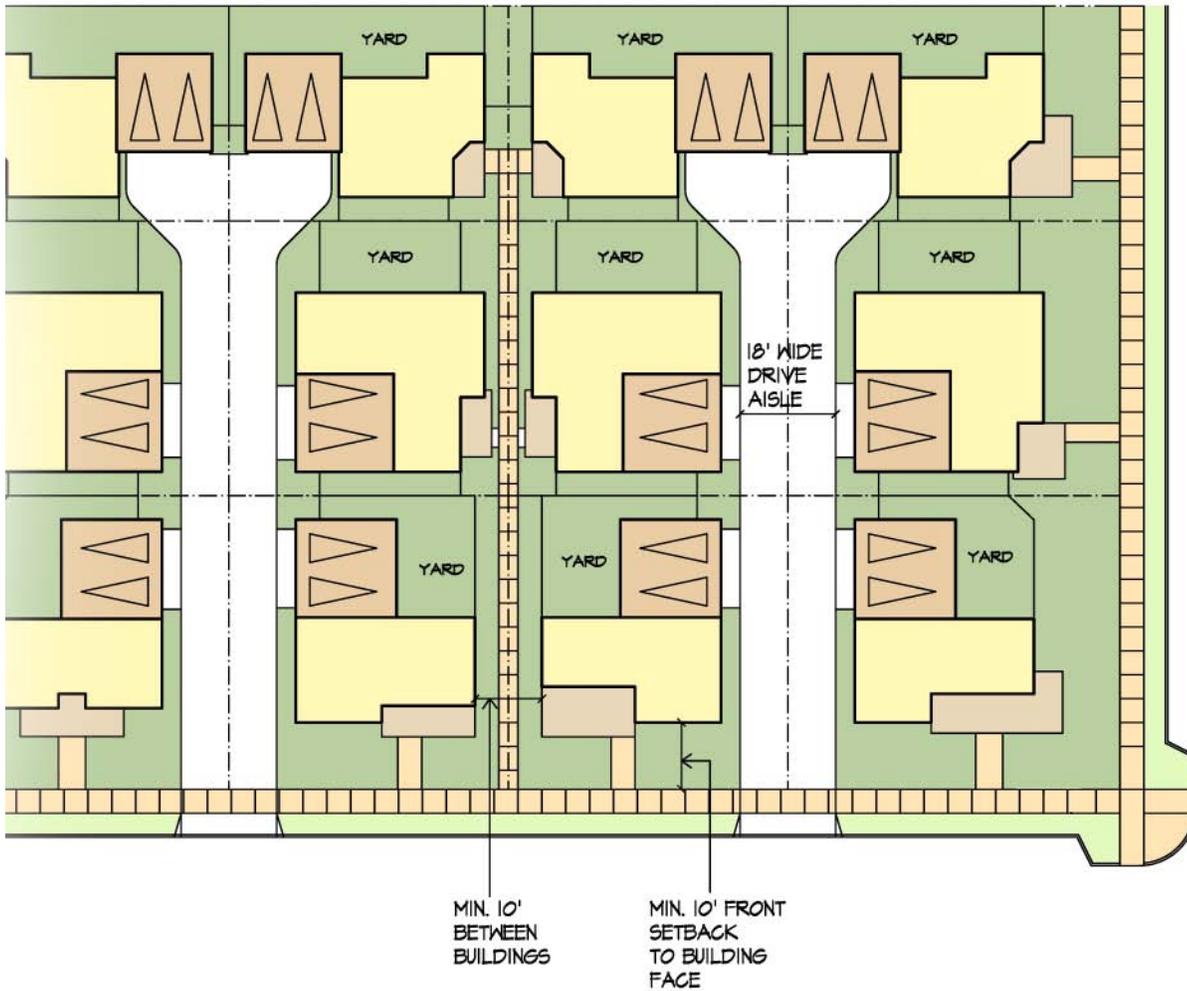
Front loaded single-family homes allow for a wide range of lot sizes and will form the majority of the residential typology within The Lawson Hills community. To create a pedestrian friendly streetscape and character, garages will be recessed behind the building facade.



Plan - Street Condition  
Not to Scale

**AUTO COURTS**

Autocourt is a configuration of detached or attached housing units where two units front a street and the remaining houses sit behind arranged around a paved common auto court that serves their garages. A shared driveway that passes between the front two units provides access between the parking court and the street and serves the garages of the two front units. The units at the back could either face the shared drive aisle or open to a shared common green.

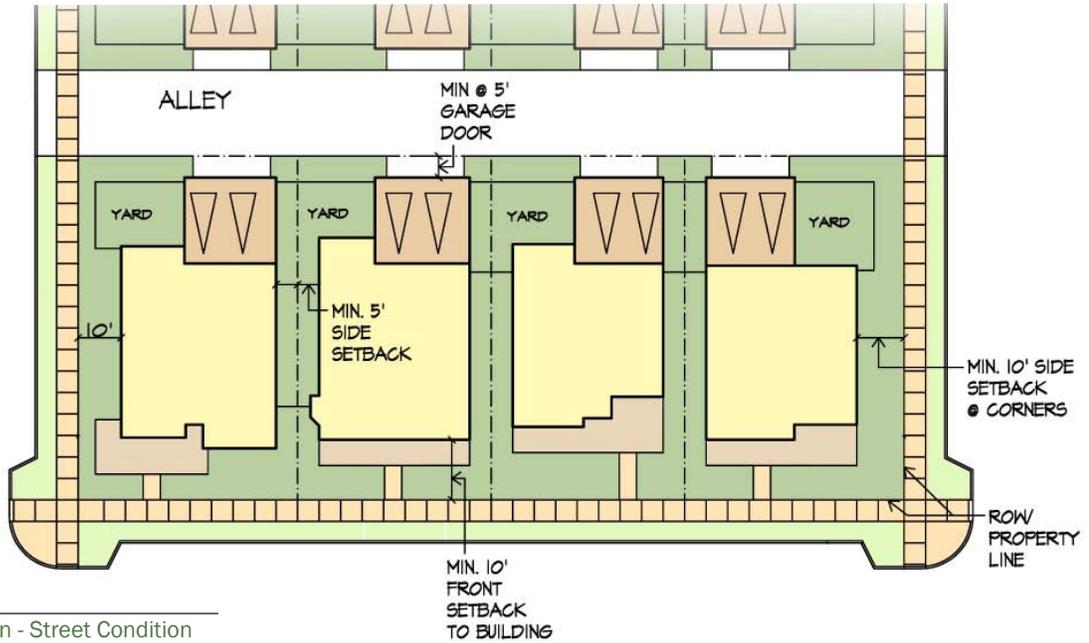


Plan - Common Green Condition  
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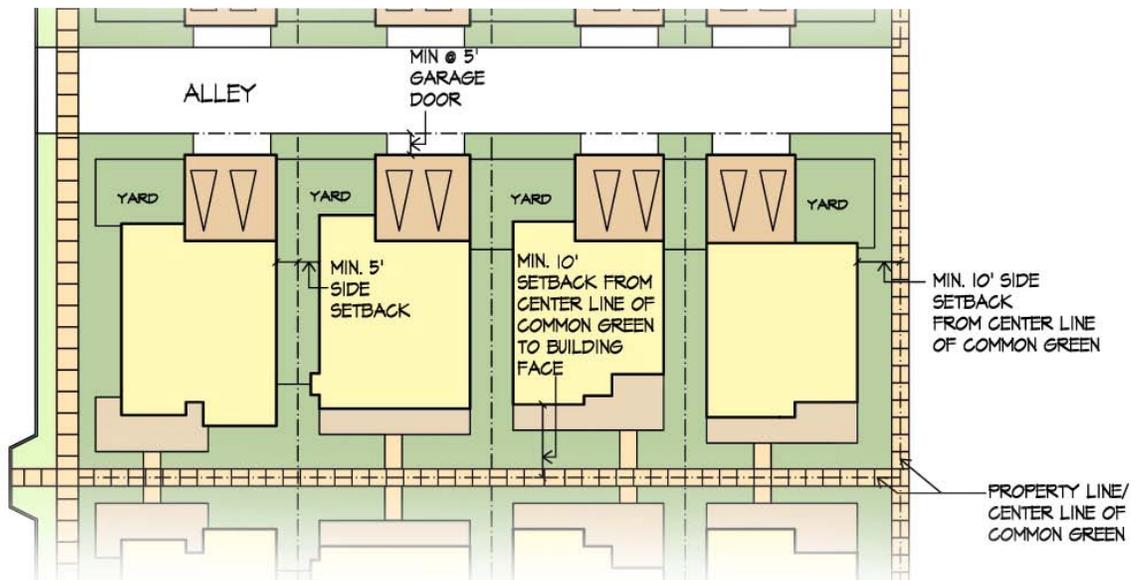
Plan - Street Condition  
Not to Scale

**ALLEY LOADED SINGLE FAMILY HOMES**

Alley loaded single family homes allow for the smallest detached single family homes. The alley loaded homes have front doors facing the street and attached or detached garages facing a double-loaded rear alley. Front porches and front doors may face either on to the street or the common green which is a common pedestrian green space that may be used to access front doors of homes on alleys. Small lot alley homes provide the opportunity to provide compact, single family detached homes while maintaining a garage free street façade.



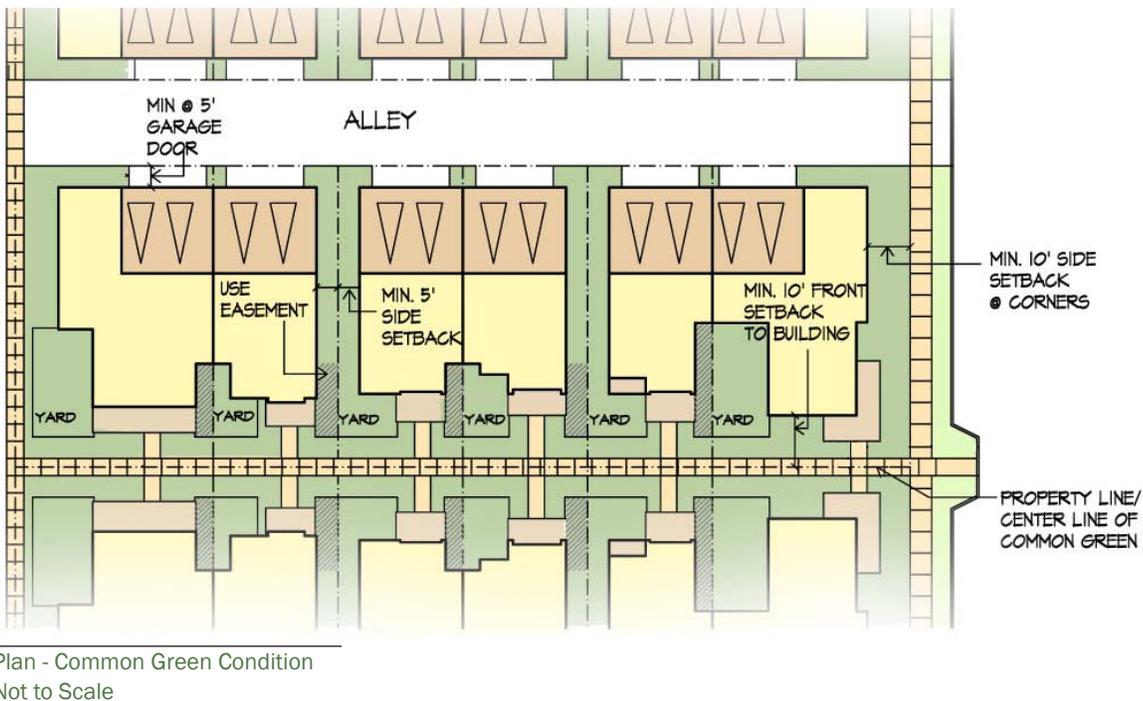
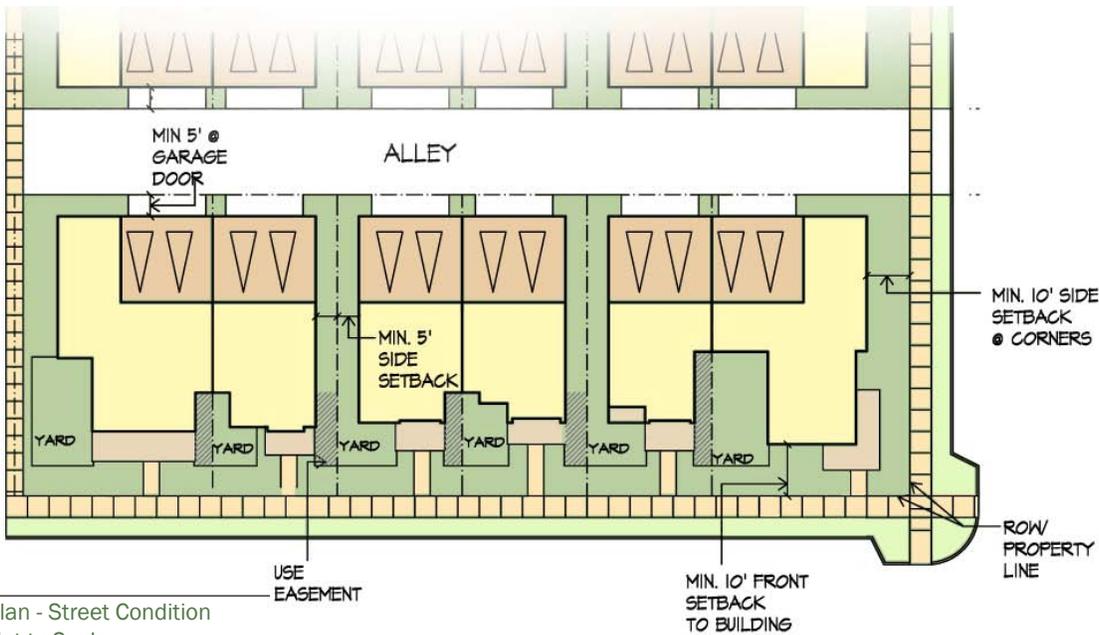
Plan - Street Condition  
Not to Scale



Plan - Common Green Condition  
Not to Scale

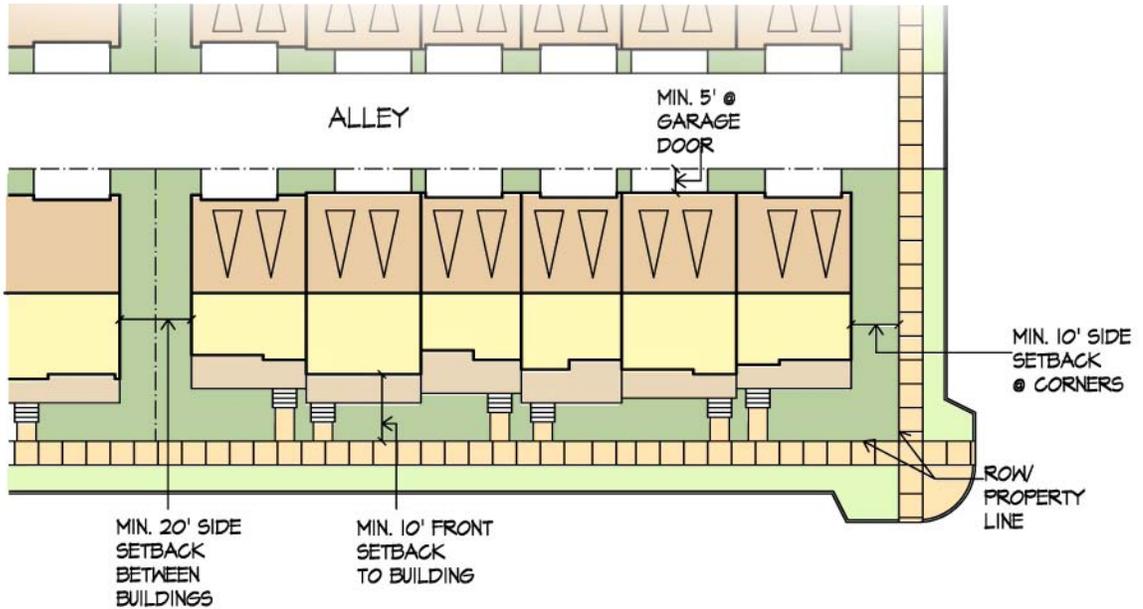
**DUPLEX**

Duplex units are two attached housing units that typically share a common wall on the ground floor with the upper levels partially detached, a condition that allows natural light on four sides of the upper floors. This prototype is acceptable facing a street or the common green, which is a common pedestrian green space that may be used to access front doors of homes on alleys. The individual units are two to two and a half stories.

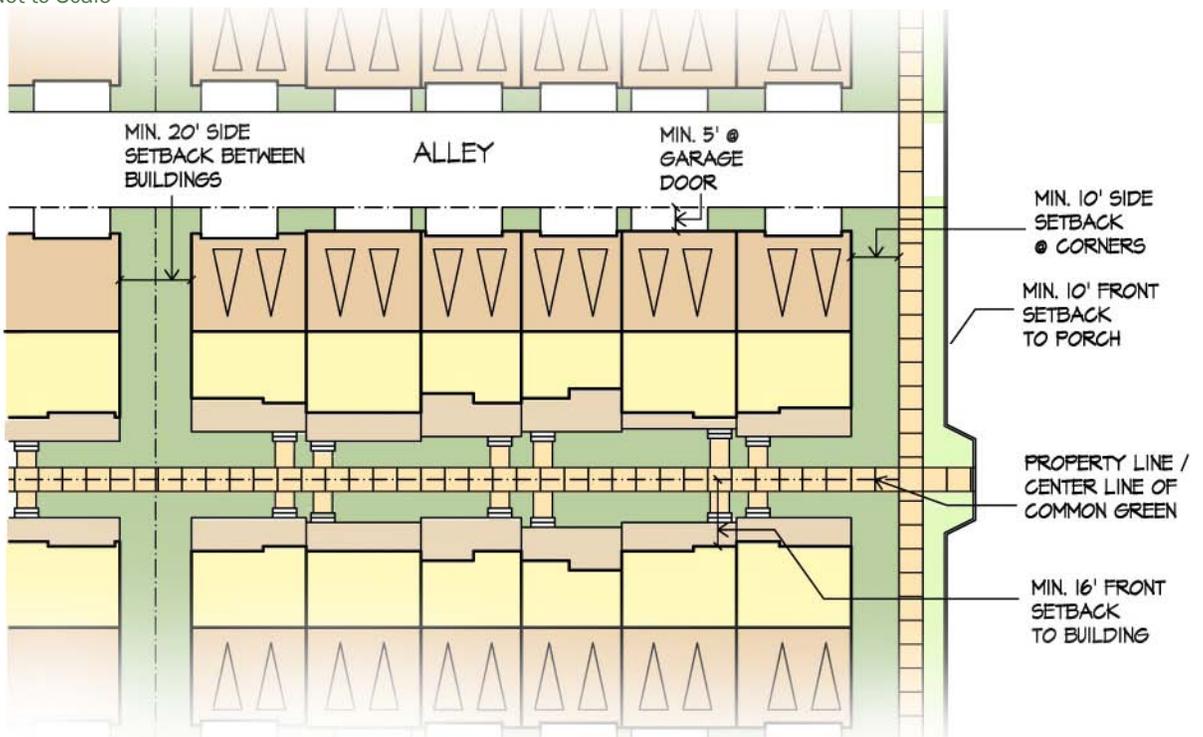


**TOWN HOMES**

Townhouses are groupings of three or more housing units attached in a row that conform to the pattern of streets, typically with shallow front yard setbacks. Parking is typically attached (tuck-under) and accessed from an alley. This product type is acceptable facing a street, or the common green which is a common pedestrian green space that may be used to access front doors of homes on alleys.



Plan - Street Condition  
Not to Scale

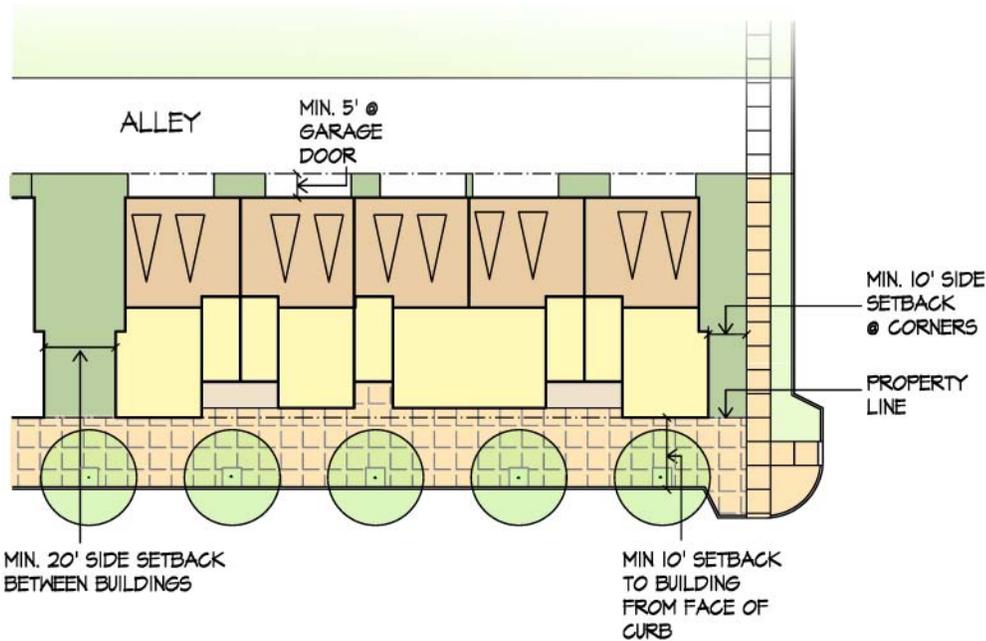


Plan - Common Green Condition  
Not to Scale

**LIVE/WORK**

Live/work units are groupings of three or more housing units attached in a row that conform to the pattern of streets, typically with shallow front yard setbacks. Parking is typically attached (tuck-under) and accessed from an alley. This product type is acceptable facing a street, or the common greens which is a common pedestrian green space that may be used to access front doors of homes on alleys.

Livework units are similar to the townhomes with the primary difference being that live/work units contain flexible ground-floor space that can function as residential, office, studio space or retail, depending on the needs of the owner.



Plan - Street Condition  
Not to Scale

## NON-RESIDENTIAL DEVELOPMENT STANDARDS

**Table 3.4  
Non-Residential Development Height**

Land Use	Maximum Building Height
Commercial/Office/Retail	45'
Schools	40'
Parks and Open Space	30'

“Building Height” is defined as the vertical distance from finish grade at the highest point of the building site covered by the building, to the topmost point of the roof, excluding mechanical enclosures, elevator or stair penthouses, towers, spires and other decorative elements, and excluding necessary public facilities such as water towers.

### NON-RESIDENTIAL SETBACKS

There are no specific setbacks in the Mixed Use, Commercial/Office/Retail, Schools or Parks and Open Space Classifications. Setbacks shall be consistent with The Lawson Hills design guidelines, City of Black Diamond Design Guidelines and subject to review by the Architectural Review Committee.

### PARKING STANDARDS

#### PURPOSE AND INTENT

The standards for parking facilities are intended to promote vehicular and pedestrian safety and efficient land use. Parking lot dimensions shall be pursuant to BDMC 18.80.050.B.3 except as provided herein.

#### PARKING STANDARDS

Minimum Parking Requirements:

Residential uses within the MPD-L, MPD-M and MPD-H land use classifications shall provide off-site parking spaces as follows:

Use	Required Spaces Per Unit
Dwelling unit, detached or attached less than or equal to three dwellings	2
Dwelling unit, attached more than three dwellings	1.75
Multi-family studio/efficiency dwellings	1
Senior Housing	0.75

Guest parking for residential uses and non-resident parking for mixed-use, live work uses and home occupations is provided for in the table above. Additional guest parking may be provided on-street.

Institutional Uses shall provide spaces as required under Commercial/Office/Retail and Mixed Use Classifications below.

Residential garages shall be the following minimum interior dimensions:

- Single car: 12 ft x 20 ft
- Two car standard: 20 ft x 20 ft
- Two car tandem: 12 ft x 36 ft
- Stairs into living space, water heaters and furnaces are allowed to encroach into minimum dimensions.

### **PARKING AREAS**

Parking area parking spaces shall be as follows:

- Standard space: 9 ft x 19 ft, with a 2 ft overhang permitted into non-pedestrian areas
- Compact space: 8.5 ft x 16 ft, with a 2 ft overhang permitted into non-pedestrian areas; up to 65% of total spaces may be compact
- Motorcycle space: 4.5 ft x 12 ft

Drive aisle widths for parking lots with perpendicular parking is 24' minimum.

### **STACKING AND LOADING SPACES**

Stacking for four cars will be provided for each drive-up window: each stacking space shall be a minimum of 15 lineal feet.

One loading space shall be provided for buildings up to 25,000 sq. ft.

Two loading spaces shall be provided for buildings over 25,000 sq. ft.

On-street parking may fulfill the loading space requirement for buildings under 25,000 square feet

### **COMMERCIAL/OFFICE/RETAIL CLASSIFICATION**

Parking spaces shall be provided as follows:

#### **Commercial, Restaurant, Office, Institutional use**

Parking spaces shall be provided at a ratio of 1 space per 500 square feet Occupied Floor Area of commercial, restaurant, office use excluding mechanical areas and storage; unless modified through a shared parking agreement. Parking spaces need not be provided on the same parcel. Institutional Uses shall provide spaces as required under below.

#### **Hotel**

Hotel uses shall provide 0.75 spaces per room. These spaces may be shared with another use with non-competing hours of operation such as office space.

## Senior Housing

Senior housing shall provide 0.60 spaces per unit.

## Residential Uses in the Commercial/Office/Retail Classification

Residential uses in the Commercial/Office/Retail Classification shall meet the parking requirements for the MPD-L, MPD-M and MPD-H classification.

## Institutional Uses

Institutional uses shall provide the following minimum parking spaces unless a separate parking analysis for the specific use is provided:

Elementary Junior High/Middle School: 1.75 spaces per classroom

Religious facilities, community clubs, theaters, performing art centers and other similar facilities: 1 space for every 4 fixed seats or 1 space for every 100 square feet of assembly space; and 1 space for every 500 square feet Occupied Floor Area of office; and 1.75 spaces per classroom.

Daycare Center serving more than 12 children: 6 spaces plus 1 space for each employee.

## Temporary Use, Major and Minor Utilities and Recreational Uses in All Categories

Temporary uses, major and minor utilities and recreational uses are not required to provide parking spaces.

## LOCATION OF PARKING

All required parking spaces shall be located as follows:

- A. For a single-family detached dwelling on a fee simple lot, the parking must be provided on the lot it serves.
- B. For all other uses the parking shall be provided within 500 feet of the use.

## MOTORCYCLE PARKING

All multi-family developments and nonresidential uses may provide one motorcycle space for every 25 required automobile parking spaces in lieu of a required automobile space.

## BICYCLE FACILITIES

Multi-Family Apartments:

1 rack per building.

Commercial/Office/Retail

All commercial, industrial, institutional, and recreational uses which require 25 or more parking spaces shall provide a designated bicycle parking area to accommodate a minimum of five bicycles. Such bicycle parking areas shall provide a secure facility such as a

rack or post to which to lock bicycles and shall be located so as to be reasonably convenient to the on-site use and not interfere with pedestrian or automobile traffic. The Designated Official may require additional bicycle parking for facilities requiring more than 100 spaces with high expected bicycle traffic, such as schools.

#### Parks and Open Space:

None required at parks less than 1 acre; 1 rack minimum for parks under 5 acres in size; 1 rack per 5 acres for parks over 5 acres in size.



### SIGNAGE STANDARDS

Signage within Lawson Hills will comply with the City's Sign Code, BDMC 18.82, except that sign permits will be reviewed according to the process in the Development Agreement and except for kiosks, real estate and construction signs, shopping center signs and neighborhood identification signs. The Master Developer will create and administer a Construction and Real Estate Sign Program that will include standards for size, number, location, and removal of such signs.

The Applicant requests relief from the limitations on neighborhood identification signs and shopping center identification signs by the Black Diamond Municipal Code. The specific deviation proposed is as follows: 1) Allow up to one shopping center identification sign each up to 200 square feet in size (100 s.f. per side) and up to 20 feet high within the Gateway Overlay District; and 2) Allow up to two neighborhood identification signs identifying the MPD each up to 100 square feet in size (50 s.f. per side) within the Gateway Overlay District.

#### SHOPPING CENTER IDENTIFICATION SIGN(S)

##### Allowed Sign Area:

Tenants within a shopping center may consolidate the total allowed area of ground signs for all tenants within the shopping center into one or more shopping center identification signs. The allowed sign area per tenant for a ground sign is 50 sq. feet one side, 100 sq. feet both sides (BDMC 18.82.050.F). Individual tenants within a shopping center for which there is a shopping center identification sign shall not be allowed individual ground signs.

Regardless of the number of tenants, the maximum sign area for each shopping center identification sign shall be 200 sq. feet, 100 sq. feet per side whether located within or outside the Gateway Overlay District. The shopping center identification sign may contain only the name of the shopping center, the names of tenants and directional text or arrows.

Number of shopping center identification signs allowed:

One shopping center identification sign is allowed adjacent to each major roadway or state highway that the shopping center has frontage on provided the allowed sign area is not exceeded.

### Design Standards

- i. Shopping center identification signs shall be designed with similar materials and architectural character as the buildings within the shopping center so as to provide a cohesive appearance.
- ii. A master sign plan that provides for consistent color, placement, materials and design of all signs within the shopping center shall be submitted and approved together with the application for the shopping center identification sign.
- iii. Water features, masonry, and/or landscaping should be incorporated into the design to create visual interest.
- iv. Signs may be indirectly lit or have internally illuminated channel letters. Internally illuminated plastic faced box signs are not allowed.
- v. Maximum height of shopping center identification sign is 20 feet including its base, measured from the adjacent ground level.

### NEIGHBORHOOD IDENTIFICATION SIGNS

Two Neighborhood Identification Signs identifying the MPD are allowed within the Gateway Overlay District up to a maximum of 100 square feet per sign, 50 square feet per side.

The following additional standards may be required by the Master Developer and are intended to result in functional, attractive signage incorporating a high level of design, graphics and efficient maintenance throughout Lawson Hills.

### NON-PREFERRED SIGN TYPES

The following signage conditions should be avoided:

- Decal signage on glazing.
- Internally-illuminated awnings.
- Plastic-faced monument signs.
- Conventional plastic-faced box or cabinet signs.
- Formed plastic or injection molded plastic signs.
- Luminous vacuum-formed letters.
- Cloth, paper, cardboard or foam signs or decals.
- Blinking, flashing, animated or moving signs.
- Advertising displayed on vehicles to attract attention to a specific business location or sale.

### COMMERCIAL TENANT IDENTIFICATION AND STOREFRONT SIGNAGE

Tenant signs shall be limited to the identification of building tenants.

- Materials and construction must meet material and constructions guidelines discussed in Lawson Hills Design Guidelines.
- The size and location of all signs shall be appropriately scaled to the building area and height.

### HOME OCCUPATION

Keeping with smart growth and sustainability principles, home occupations are encouraged within Lawson Hills. Where these occur, the home occupation shall not disrupt the residential neighborhood character. Home occupations will comply with City of Black Diamond Municipal Code Chapter 18.54.

### LANDSCAPE STANDARDS

#### REVIEW PROCESS

A landscape plan designed or approved by either a landscape architect licensed in the State of Washington or Washington State Nurseryman shall be submitted to the Designated Official for review and approval as a construction permit pursuant to Section 13.

The landscaping plans shall contain generally accepted specifications and direction for planting and maintenance such as, but not limited to, tree and shrub planting, staking, and soil preparation.

#### LANDSCAPE MATERIALS

New landscape materials shall include species native to the Pacific Northwest or non-invasive naturalized species that have adapted to those climate conditions in the following amounts: 75% ground covers and shrubs, 50% trees. Sixty percent (60%) of plant materials must be drought tolerant. Landscaping may include water features, rock, wood, walls, fences and other similar decorative materials and artistic features. Playfields, playgrounds and other similar uses are exempt from this requirement.

#### LANDSCAPE DESIGN

Landscape design shall be consistent with the ARC Design Guidelines and be appropriate to the intended use of the site or building.

#### RIGHT-OF -WAY AND ASSOCIATED LANDSCAPE TRACTS

One street tree per each 30 lineal feet of street frontage is required. Trees can be staggered and/or planted in drifts or groves so long as the total number of required trees is provided. Street trees must be a minimum caliper of 2-inches diameter at breast height (DBH).

Medians and planter strips shall be planted with landscape materials per Subsection 5.4.3. Trees, shrubs and groundcovers may be planted in drifts, or as appropriate for stormwater quality/Low Impact Development.

Landscaping within planter strips adjacent to parking spaces must include a low growing plant palette with a variety of textures, such as, but not limited to, low grasses, groundcovers and perennials.

### **PARKING LOTS**

The purpose of parking lot landscaping is to soften the visual appearance, soften views of parking lots, add shade and reinforce safe pedestrian access to buildings and connecting sidewalks. Parking lots with 12 or more stalls that are visible from a public right-of-way shall include:

- A. One tree for every six stalls located in islands or perimeter landscaping; and
- B. Total of all interior landscaped areas, including perimeter landscaping and pedestrian pathways, shall be at least 10 percent of the total parking area (including parking, maneuvering and loading areas); and
- C. All landscape areas must be planted with landscape materials per subsection 5.4.3, except where pedestrian access is provided. Landscaping adjacent to parking spaces must include a low growing plant palette with a variety of textures, such as, but not limited to, low grasses, groundcovers and perennials; and
- D. A landscape area shall be provided at the end of parking aisles; and
- E. Width of all landscape areas is 4 feet. A reduction in width of up to two (2) feet may be allowed for interior landscape areas (not adjacent to right-of-way) provided the total required area is provided; and
- F. A minimum four-foot wide perimeter of landscaping is required adjacent to rights-of-way, except where vehicular ingress and egress is proposed. The perimeter landscaping may include decorative walls, solid fences or vegetation to obscure views of parking areas.

### **MAINTENANCE**

To the extent necessary to remain healthy and attractive, all non-native landscaping shall be watered, weeded, pruned, freed of pests, and replaced as necessary. Shrubs near parking lots or driving lanes shall be cropped to prevent blockage of vision necessary for safe driving. Shrubs shall not be allowed to grow so as to block public sidewalks or required pedestrian walkways.

### **TIMING OF LANDSCAPE IMPROVEMENTS**

Parking lot landscaping must be bonded for or in place prior to occupancy of the building or use for which it is required.

Landscaping within Rights-of-Way or associated landscape tracts must be bonded for or in place prior to City acceptance of the Right-of-Way.

## DEVIATIONS FROM STANDARDS

The Director of Planning and Community Development may authorize deviations from the development standards in Chapter 3, Street Standards in Chapter 4 and the Parks, Open Space, and Trails standards in Chapter 5 through the following administrative review process described in Chapter 13.

### TOPIC SPECIFIC DEVIATION CRITERIA

#### Setbacks

Front and side yard setbacks for residential structures may be administratively reduced up to a maximum of 20% provided that the deviation does not result in a garage with a front yard setback of less than 18 feet.

For all setback reductions, the allowed encroachment into yards for chimneys, fireplaces, accent walls, pilasters, eaves, bay windows and similar features shall be reduced by the same percent as the setback is reduced.

#### Parking Standards

Any reduction of parking spaces must be accompanied by a parking study that demonstrates that fewer spaces are appropriate and necessary for the proposed development or use.