The background of the entire page is a close-up photograph of grass blades covered in dew. The lighting is soft and warm, creating a bokeh effect with the out-of-focus background. The dew drops are clearly visible on the blades, adding texture and detail to the image.

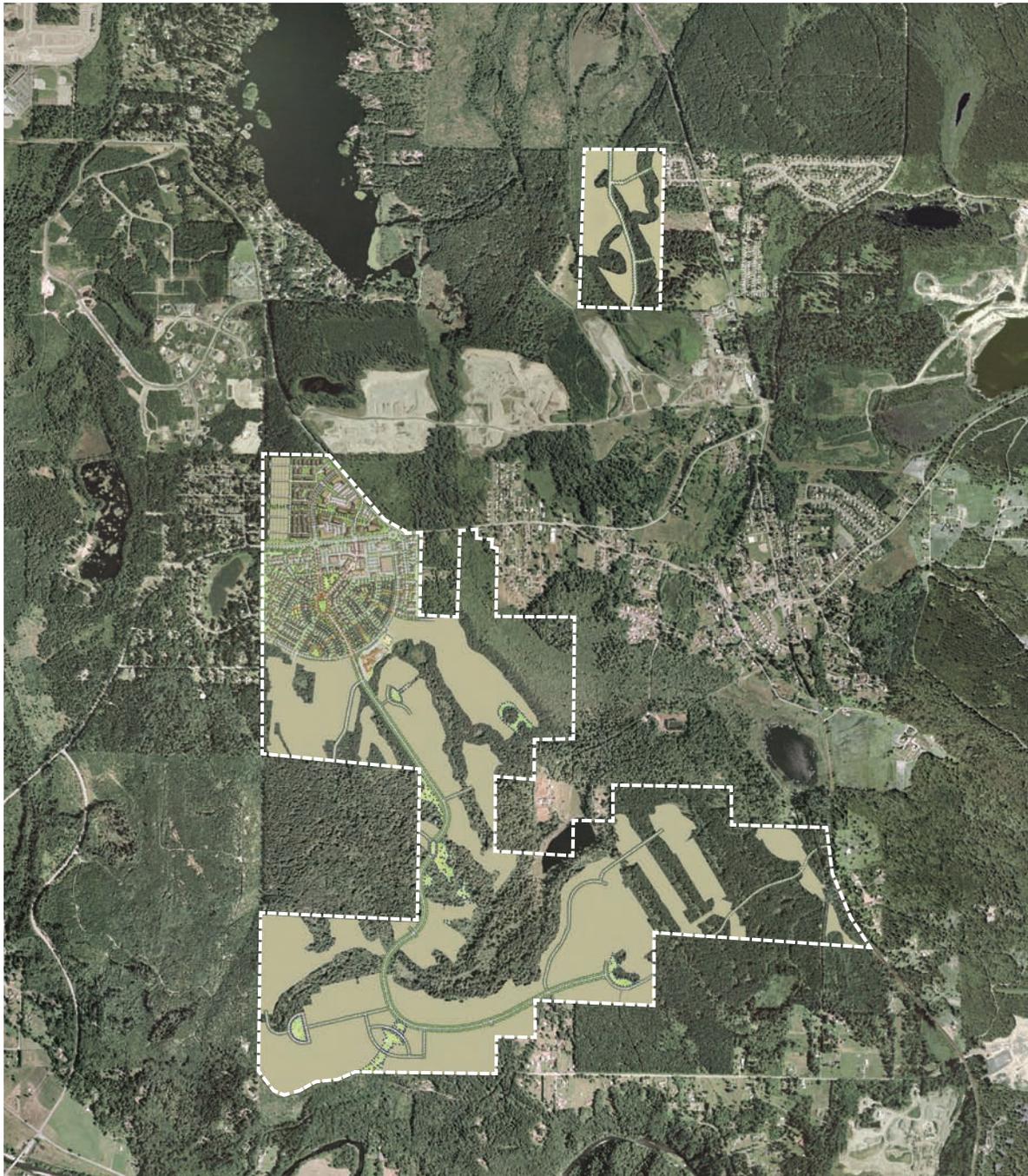
Chapter Three

DESIGN CONCEPT AND LAND USE PLAN

The Villages
Master Planned Development

DESIGN CONCEPT

The Villages community is an opportunity for the City of Black Diamond to provide for orderly and thoughtful growth that meets the needs of current and future residents. As a Mixed-Use Community, it provides the opportunity for civic uses, educational, job generation through commercial opportunities, office and retail uses, a wide range of housing and an integrated recreation and open space system. The Villages is comprised of the area shown below:

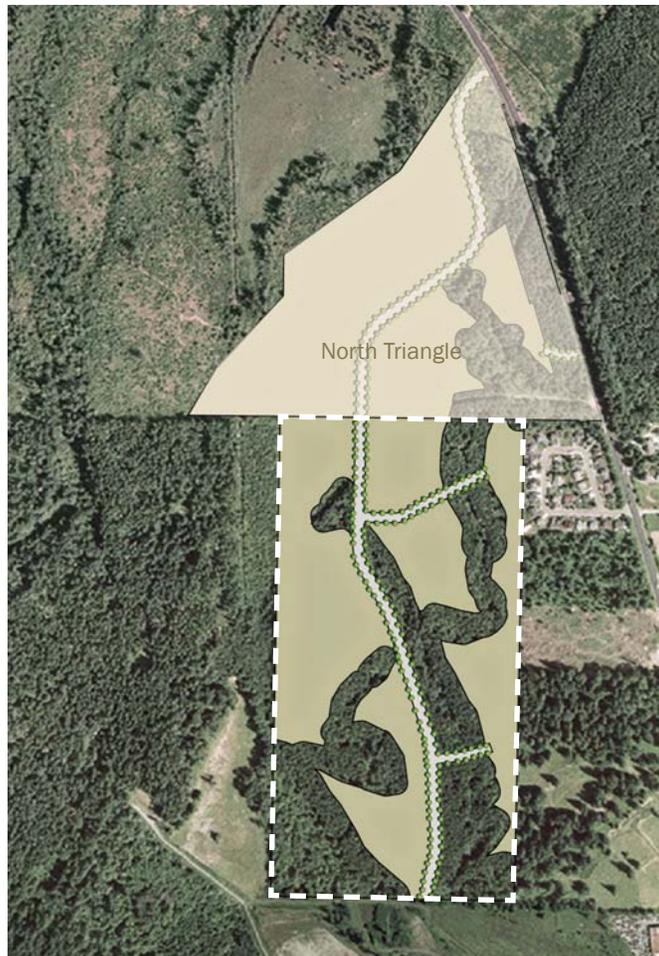


Overall Plan

North
Not To Scale

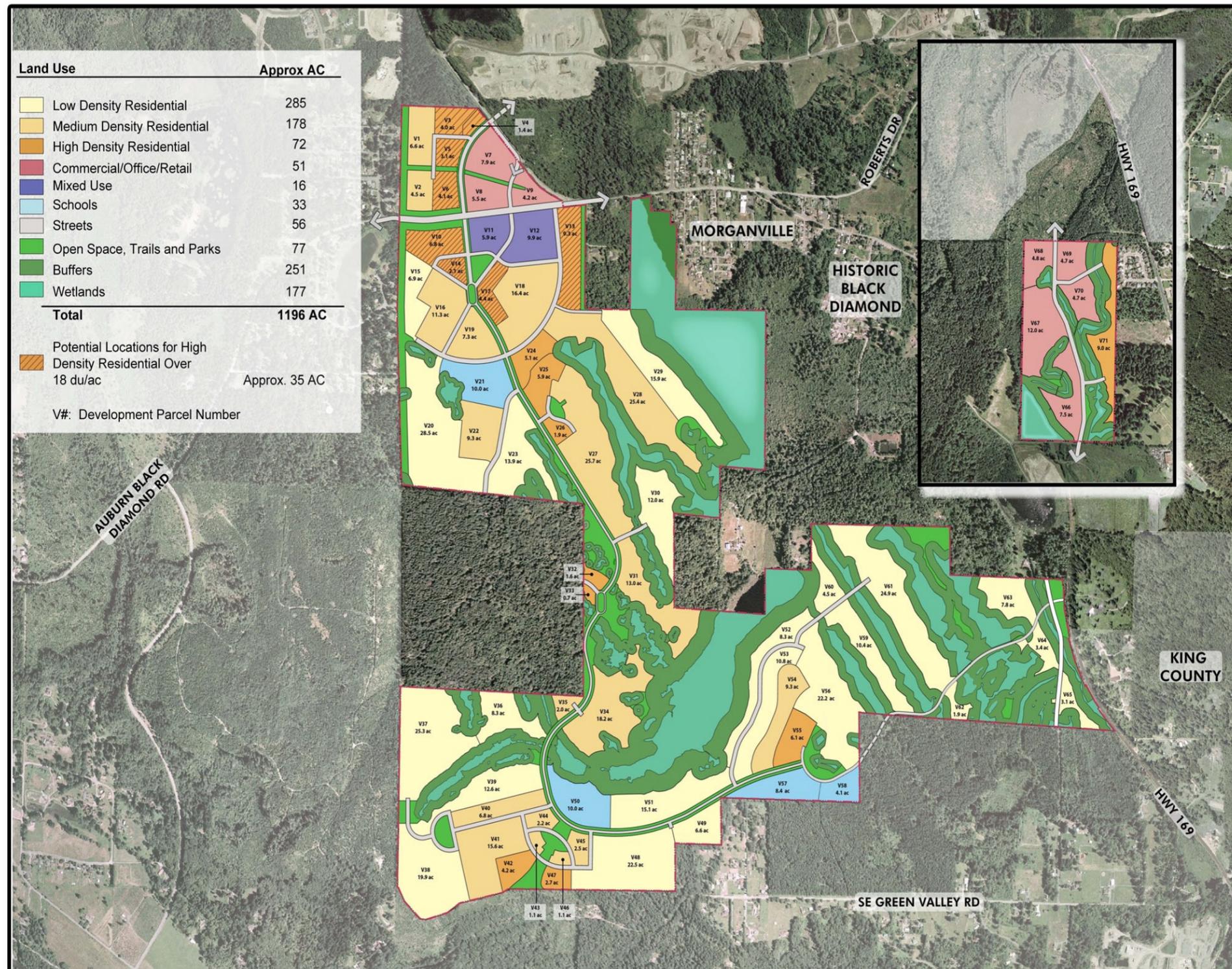
Parcel B, along with the North Triangle portion of the Lawson Hills MPD make up the retail gateway area. The focus of this area is on destination retail and employment opportunities. This area's development timeframe is not dependant upon timing for the rest of the MPD. Therefore it meets the City's 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.

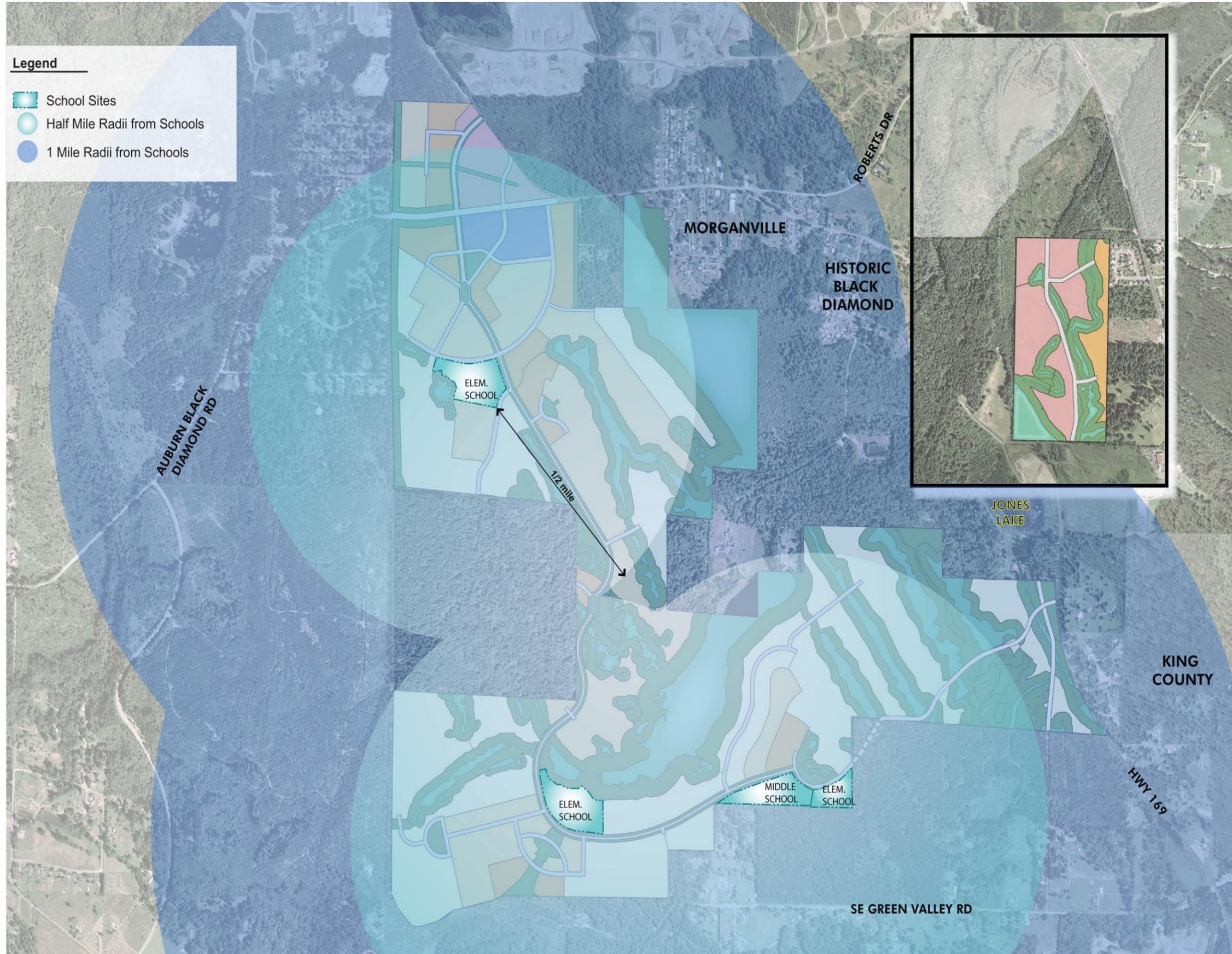
Parcel B also contains areas for offices and clean tech businesses. These uses support the economic base of Black Diamond by providing good paying jobs. Businesses will be linked to the retail areas by a network of sidewalks and trails. These services make this an even more desirable location for employers to bring their companies to Black Diamond. Complementing both uses may be the inclusion of a small amount (\pm 200 units) of higher density housing. This housing would take advantage of walk to work opportunities.



Parcel B - Plan







The community plan for the main property utilizes the natural topographic landforms, wetlands and open spaces to define neighborhoods; thus a community that treads lightly on the land. It is envisioned to be a natural extension of the personality of the City of Black Diamond, which is, in general terms, made up of compact forms and incremental development, such as the historic core of Black Diamond, Morganville and Lawson Hills surrounded by housing. The Town Center at The Villages creates another village along Auburn-Black Diamond Road.



The Villages - Plan

North
Not To Scale

Bisecting the main property at the Town Center is Auburn-Black Diamond Road. This road forms a major gateway into the City of Black Diamond. From the west, travelers transition from rural King County into the City of Black Diamond and will be welcomed by community monumentation that signals their arrival to town. The main access into The Villages community is the first intersection. This road links up to Lake Sawyer Road to the north and eventually to the proposed Pipeline Road that is planned to connect north to Highway 169. To the south, this road forms the community connector through The Villages to connect to SR 169 south of the City.

The Town Center, the heart of the new community, is made up of a storefront oriented main street and plaza, a Town Green park, opportunities for civic and office uses, trails and bike paths integrated with a fine grain mix of residential options including single family detached, duplex, town homes, and higher density housing.



Phase 1

North
Not To Scale

The Town Center main street has a soft curve to focus attention on a plaza. This unique private street is lined with retail and mixed-use buildings offering ground floor specialty retail, cafés and service oriented businesses, with varying levels of office and residential opportunities above. Helping to anchor the Town Center is a location for a small market or similar use along with individual building areas for restaurants or business elements such as banks that require good visibility from a regional road such as Auburn-Black Diamond Road.



Main Street And Plaza

Parallel and Diagonal parking along the main street calms traffic and provides a modest amount of parking for patrons. The majority of parking is tucked discretely behind the main street buildings and in front of the potential market. With this layout, the main street through the plaza may be closed to auto traffic for special events such as festivals and parades, and still allow community circulation and the retail to function. This allows the usable area of the plaza to expand to meet the needs of the event.

As noted in the book, “Rural By Design” plans for new villages should derive from an understanding of the patterns found in an existing place. Older towns tend to exhibit a more grid-like pattern while villages tend to have an irregular or organic pattern. Black Diamond exhibits elements of both. The curve in the main street and the placement of buildings reinforce the concept of organic urbanism; a place that is comfortable and appears to have evolved over time. A place that provides spaces to mix and mingle with neighbors. Certain buildings are slightly rotated out of alignment to reinforce this character. Buildings are a mix of tall single story shops and two to three story mixed-use buildings that generally have a cornice line and flat roof that reinforce the character of classic “old town” architecture. The buildings that are rotated tend to have sloping roofs that further accentuate the organic nature of the streetscape.



While there will be a consistent level of quality and some signature detailing, it is important that the buildings do not look too themed. They will have variety in their design so they do not look like a “project”, but a true, timeless village. The main street may have some residences over the retail as well as higher density neighborhoods close or adjacent to it. The same is true in Parcel B. This is necessary to bring housing close to jobs and services as well as to activate the main



street retail. It is vital to bring as many people into the Town Center as possible to support the shops and cafes.

Places for outdoor dining along the main street and facing the plaza allow the activities of the cafés to spill out onto the sidewalk. The buildings framing the western and southern sides of the plaza open directly onto it. The plaza is the place where community events such as small performances, farmers markets, and art or craft fairs may be held. It may be the location for holiday events such as a community Easter egg hunt or Christmas tree lighting.



The plaza will include areas for quiet contemplation, small interactive activities such as a friendly game of checkers as well as places to relax and people watch. It will be a comfortable place during an organized community wide event as well as on days when there are no programmed events and visitors wish to quietly sip a cup of coffee and read the newspaper.





Decorative lighting is a feature element in the design to encourage active use of the space in the evening hours. Care is taken not to distract from the “dark sky” benefit of living in Black Diamond. A soft level of lighting will be achieved through the use of low intensity indirect light sources. Decorative lighting could include an overhead ‘canopy’ of lights or lanterns in the trees, creating an atmosphere of intimacy and animation.



The atmosphere is enhanced by appropriately scaled trees and places designed for casual interaction such as a community fire pit or interactive water feature. In addition to low walls and benches for seating, the plaza may include community monumentation and art.



Community art can have a significant role in animating the plaza and main street. It may take the form of free-standing commissions, metal work on the buildings, custom infrastructure items such as benches, trash receptacles, light fixtures and man-hole covers, or seasonal items such as a playful and unique banner program.



In addition to the sense of enclosure defined by the buildings, the paving textures and patterns can play a significant role in the creation of a special place. The Town Center is designed to be a people place first, but served by automobiles. Locations where pedestrians cross auto traffic are raised to the sidewalk level and the paving material of the sidewalks extends across the street. The plaza flows across the main street to engage the sidewalk on the other side. This reinforces the pedestrian realm where the car is the guest. Traffic flow is directed by series of bollards at the intersections and plaza to ensure pedestrian safety.



The paving materials in the plaza are a combination of textures and elements. Score lines that are typically gridded occur in a random pattern. Accent materials of a heavy texture define specific areas. Reminiscent of old rail lines, heavy timbers or steel rails may be embedded into the plaza in a sweeping pattern to lead visitors to the parking area to the east. This combination of seemingly random elements reinforces the concept of the community character.



Adjacent to the south end of the main street is the Town Green. This is a classic urban element in historic downtowns and provides the community with a vibrant gathering place that is softer and larger than the plaza. This space is large enough to be an amenity for all of Black Diamond. The Town Green with an outdoor lawn amphitheater is ideal for concerts, a Shakespeare in the park program or casual Friday night movie events. Other programmed space may include activities such as bocce ball or children’s play areas. Non-programmed space allows for dog walking, kite flying, tossing a ball or simply reading a book in a garden setting.



Within the town green is a very unique feature that celebrates the rural character of the area. The Town Green is linked to a regional multipurpose trail that allows horses.

Fronting onto the northern side of the Town Green is a row of live-work town homes. With ground floor storefronts and flexible space, these form a natural transition from the retail oriented Town Center to the residential neighborhoods. Facing onto the Town Green on its other two sides is a mix of row town homes and small lot single family homes. All uses facing onto the Town Green are served by alleys behind to eliminate any driveways on the public street. This reinforces the pedestrian nature of the area.

Key to creating pedestrian friendly streetscapes in urban areas, are the furnishings that occur along them. A coordinated palette of street furnishings will include elements such as bike racks, drinking fountains, newspaper racks, trash receptacles, and benches provided in appropriate locations. This is particularly true of the Town Center.

Some of these elements may be custom designs just for The Villages and become components of the community art pieces.



Connecting the Town Center to the surrounding neighborhoods are pedestrian and bicycle friendly streets, open space connections, and vistas to important community focal points along with a strong landscape identity and plant palette. These urban design features link the different neighborhoods into a cohesive community; yet allow them to have variety in their make up. Neighborhoods are designed as a series of enclaves or “rooms” within the open space and sensitive areas network.



As the main roadway within The Villages, the Community Connector extending south from Auburn-Black Diamond Road is designed as a series of events starting with entry into the community at the west edge of the Town Center. The road passes along side the Town Green and focuses on an elongated round-about that creates a strong community landmark. Surrounded by landscaped areas of a robust scale, this road with its bike lanes and multi-purpose trails, forms the mobility backbone of the community. Leaving the round-about, the road continues south and is generally flanked by open space on one side, and a neighborhood on the other. This pattern alternates to provide a variety of experiences.

Approximately half way through the community, a second elongated round-about occurs. This feature is strategically located in an area where it is surrounded by park woven between sensitive areas. In the center of the round-about are native trees and a large fir snag that serves as a landmark. While most of the site has been logged and heavily disturbed in the past, and will be cleared and prepared for development, efforts are taken to preserve these types of features where they occur in the parks.



The Community Connector continues south to where it crosses a wildlife corridor. As the road crosses into the buffer area, the feeling of compression is reinforced by the narrowing of the road. A change of surface texture and bike lane locations further signals the event. The road sections portion of this document describe these elements in detail. All of this slows traffic and creates a significant event to experience.

Emerging from the buffer area, the road makes a sweeping curve to the east. On the inside of the curve is a site anticipated for an elementary school. It is backed up to the wildlife corridor to take advantage of the interpretive educational opportunities of the resource. Across the Community Connector from the school, and utilizing it as a focal point, is a neighborhood that takes on a more urban character. This character is intentional to contrast with the very organic feeling of the journey to reach it. A long boulevard with wide landscaped parkways and homes fronting on them forms the defining element. Gridded streets will provide a very walkable neighborhood to take advantage of the proximity to the elementary school.





The Community Connector continues east until it “T’s” at a focal park. This park weaves in between two small wetlands and forms the organizing element for this neighborhood. Just to its south are sites anticipated for two additional schools; one elementary and possibly a middle school. The Community Connector continues east and links to SR 169.

In addition to the connectivity provided by the road system, the entire Villages community is linked together by a system of pedestrian, bicycle and multi-purpose trails. Bike lanes and trails follow the Community Connector the full length of the community and link to regional trail facilities along the western edge of the property. Other trails form shorter loops along sensitive area buffers and link to community trails. A strong grid of sidewalks link to the trail system and all internal amenities. This interconnected system of mobility provides the greatest opportunity to reduce automobile traffic within the community.



Benefiting from this gridded networked system is a wide range of housing options. Neighborhood enclaves are formed by open space areas, creating a series of smaller scaled “rooms” surrounded by natural landscaping. Within each of these enclaves, home types are woven together creating a neighborhood fabric that is far less homogenous than a standard subdivision. Lot sizes and housing types are not separated into individual, walled off tracts, but are woven together on almost a block by block basis. Each enclave or neighborhood has a focal park or other element that further defines it as unique.



In addition to the mixed-use homes above retail previously discussed, housing options within The Villages includes live-work town homes, flats, row town homes, duplexes, cottage homes and various sizes of single family homes. This diversity will offer new homes at a wide range of needs and price levels.

Many homes will face onto green courts and greenways with alleys for automobile access. This eliminates driveway interruptions of sidewalks and trails. These small green spaces provide opportunities for children's play areas and gardens and while maintained by the homeowner's association, are generally "adopted" by the homes that surround them.



LAND USE OVERVIEW

The Villages site (including both the Main Property and Parcel B) is proposed to be developed with a mix of uses, including: residential, commercial, retail, office, educational, civic, recreational uses, and open space. The Land Use Plan is shown on Figure 3-1.

A maximum of 4,800 residential units (approximately 3,600 single-family detached and approximately 1,200 attached dwelling units); 775,000 square feet of commercial/retail/office uses, public and civic uses; multiple school sites, a minimum of 481.4 acres of open space (including sensitive areas and their buffers and forest areas); and other recreational uses. The commercial/retail/office is anticipated to have the following approximate distribution: 325,000 square feet of destination and neighborhood retail uses; approximately 450,000 square feet of office, plus additional public and civic uses. While the maximum square feet of office and commercial uses will not change, the mix of commercial and office uses is approximate and may change. The average overall density of the project site is proposed to be 4 dwellings per gross acre.

Table 3.1 summarizes the uses and approximate areas within the MPD property by land use categories.

**Table 3.1
MPD Land Use Summary**

Land Use Type	Area (Estimated Acres)	% of Total Property
Residential		
MPD Low Density	285	24%
MPD Medium Density	178	15%
MPD High Density	72	6%
Commercial/Office/Retail/Mixed-use	67	6%
School	33	3%
Open Space ¹	505	42%
Streets (ROW)	56	4%
Total	1196	100%

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

LAND USE

The Villages MPD is organized around the mixed-use Town Center located south of Auburn-Black Diamond Road. The Town Center is proposed to be a pedestrian-oriented central gathering place with retail shops, residential, small offices, cafés and higher density residential around a central plaza. Commercial/office/retail areas are proposed adjacent to the Town Center, north of SE Auburn-Black Diamond Road, to provide a critical mass of retail and employees to support the Town Center.

Residential neighborhoods of varying densities are linked to the Town Center by the Community Connector and an extensive open space and trail system. Two higher density residential neighborhoods located on the southwest and southeast portions of the site are surrounded by low density residential neighborhoods. These higher density neighborhoods serve several functions: they create a central focus for the surrounding low density neighborhoods; the overall density is spread throughout the site rather than concentrated; and these areas create variation in the development pattern.

RESIDENTIAL

Each residential land use category intentionally allows a mix of housing types. This mix is an important component of the organic urbanism concept. It will prevent the cookie-cutter appearance common in many suburban subdivisions and allows for a mix of lot sizes as discussed in “Rural By Design”. Common design elements and guidelines will be the thread linking the neighborhoods within the MPD, while the mix of housing types and uses will allow each neighborhood to develop its own individual character. Schools and similar institutional uses are allowed within these categories, provided that a high school located within these categories will require a City of Black Diamond conditional use permit. Live/work units in these areas would be considered home occupations subject to City of Black Diamond Municipal Code.

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, cottages, duplexes, and townhouses. 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. Most of the high density residential parcels are located around the Town Center to encourage pedestrian activity and to place households closest to areas likely to be served by transit. Three other high density

nodes form the basis for several smaller isolated neighborhood centers throughout the MPD. 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. Approximately 35 acres of the site could be developed in the 18-30 dwelling unit per acre range. Potential areas are shown on Figure 3-1.

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 4,800 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
Residential Densities and Projected
Unit Count by Land Use Category**

Land Use Designation	Density Range (du/acre) Min-Max	Target Density (du/acre)	Approximate Acres	Projected Units
MPD-L	1-8	6	285	1710
MPD-M	7-12	10	178	1780
MPD-H	13-30	16	72	1152
MPD Mixed Use	Above retail	Above retail	Above retail	158

Note: Total area may shift with final planning and implementation approvals.

COMMERCIAL/OFFICE/RETAIL

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. Schools and similar institutional uses are also allowed within these categories, provided that a high school located within this category will require a City of Black Diamond conditional use permit.

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 and business support services.

Commercial/office/retail uses will be provided in the proposed MPD on both the Main Property and Parcel B. These uses will positively contribute 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 commercial/retail, office, and civic uses are allowed within this category. These may include educational opportunities and churches as well as a wide range of private or private enterprise recreation such as bowling alley, skating rink, miniature golf, etc.

MIXED USE – TOWN CENTER

The Mixed Use category is comprised of commercial/office/retail and housing and is proposed in the northern portion of the Main Property, at the intersection of SE Auburn-Black Diamond Road and Main Street. The Town Center is intended to become a focal point for community gathering and pedestrian-oriented development, so the allowed uses are those that promote these activities. Live entertainment is permitted. Higher density housing in and around the center will provide the population needed to support the center and to generate activity.

SCHOOL

The School category is intended for uses such as schools and other facilities that serve the community and are often provided by a public entity or non-profit organization. In the event that a parcel is not needed for a school, it shall revert to the MPD-M category. There are several school sites proposed throughout the MPD. Parcels V21, V50 and V58 are proposed as Elementary School Sites; Parcel V57 is proposed for a middle school. Walking distances are shown on Figure 3-2. Civic uses are also anticipated to locate in the commercial/office/retail designation, and sufficient land is zoned to accommodate these uses.

PARKS, OPEN SPACE AND TRAILS

The open space category is intended for protection of certain critical areas, passive and active recreation, and utilities as a secondary use. The Villages 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 Villages MPD must provide the open space required by prior agreements. Portions, but not all, of the property are subject to the BDUGGA and Black Diamond Area Open Space Protection Agreement. 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. According to the City's MPD standards, the BDUGGA, and Ordinances 515 and 517, The Villages MPD must provide 145 acres of open space. To use the MPD provisions that allow increases in density, flexible lot sizes

and clustering of lots, an additional 336.4 acres of open space must be provided. Based in these requirements, the minimum requirement is 481.4 acres. Currently 505 acres are provided. Additional open space will be provided in school playfields, trails, and neighborhood parks. Since different areas of the site have different open space requirements, Table 3.3 includes an approximate breakdown of open space required and provided by parcel. The proposal meets the overall open space requirements of both the BDUGAA and MPD ordinances. Additional open space in school playfields, pocket parks, trails, plazas and other open space in commercial areas will be proposed, and are not included in these calculations.

Table 3.3
Open Space Calculations

	Gross Acres	BUDGAA/ Open Space requirement	MPD Open Space Provision (if applicable)	Proposed open space	Net difference over/(under)
Parcel B	81.53	0	40.77	34.00	(6.77)
Parcel C	54.62	5.00	0	8.00	3.00
Parcel D	225.99	58.30	0	38.00	(20.30)
Guidetti	20.38	0	10.19	20.00	9.81
Parcel E	151.15	0	75.58	95.00	19.42
Parcel F	258.90	81.70	12.00	143.00	49.30
Parcel G	8.06	0	0	0	0.00
BDA	395.74	0	197.87	167.00	(30.87)
Total In City/UGA MPD open space	1196.40	145.00	336.41	505.00	23.59

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 Mixed Use category is intended for pedestrian-oriented development. Intended uses include, but are not limited to, small retail shops, restaurants, grocery stores, multi-family housing, office space, farmer's markets, kiosks, and parks/plazas.
- 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	Mixed Use	School	Open Space
Dwelling Unit							
Detached	P	P	P	A	X	X	X
Attached <=6 units per building	P	P	P	X	P	X	X
Attached >6 units per building	X	P	P	P	P	X	X
Model Homes/Sales Office	P	P	P	P	P	P	P1,6
ADU	A	A	X	A	A	X	X
Office	A	A	A	P	P2	A	A1
Institutional	P	P/C7	P/C7	P/C7	P	P	P1
Recreation	P	P	P	P	P	P	P3
Retail	P5	P5	P5	P	P4	A	A1
Temporary Use(6)	P	P	P	P	P	P	P1
Utility Facility							
Major	P	P	P	P	P	P	P1
Minor	P	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. Office and other similar offices may be permitted on the ground floor abutting Main Street subject to ARC Design Guidelines to ensure compatibility with the pedestrian-oriented streetscape.
3. 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.
4. Automobile oriented uses such as gas stations, whole sale clubs, and uses with drive-up facilities may be allowed subject to ARC Design Guidelines.
5. Limited to neighborhood commercial such as corner stores and other small scale Retail establishments.
6. 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.
7. 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.

CHANGE THE CATEGORY OF DEVELOPMENT PARCELS

The following land use plan (LUP) category changes are allowed pursuant to an administrative approval process described in Chapter 13. Land use category changes are not intended to allow development of more dwelling units or square feet than the total amounts proposed.

Any residential development parcel can adjust up or down one residential land use category, except no parcels may adjust up to the MPD-H 18-30 designation without a Minor Amendment to the MPD Permit. 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.

Any development parcel adjacent to or across a road from a Mixed Use category may be changed to the Mixed Use category.

A development parcel that is classified as 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 keep the school category for development allowed within the category or to change the category of the parcel to MPD-M.

Any portion of open space shown as a sensitive area or buffer on Figure 3-1 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).

FLOOR AREA RATIO

No floor area ratio is proposed. Instead it is anticipated that design standards (setbacks, height, etc.) as developed through the MPD and Development Agreement would drive the planning and design of non-residential uses.

The Villages MPD has a maximum commercial buildout envelope. Chapters 1 and 3 have identified a maximum of 775,000 square feet of commercial (non-residential) uses that may be built. In addition, although the acreage is based on estimates only and may change through the development of the Villages, it is estimated that commercial square footage will be designed and built on approximately 67 acres (page 3-17).

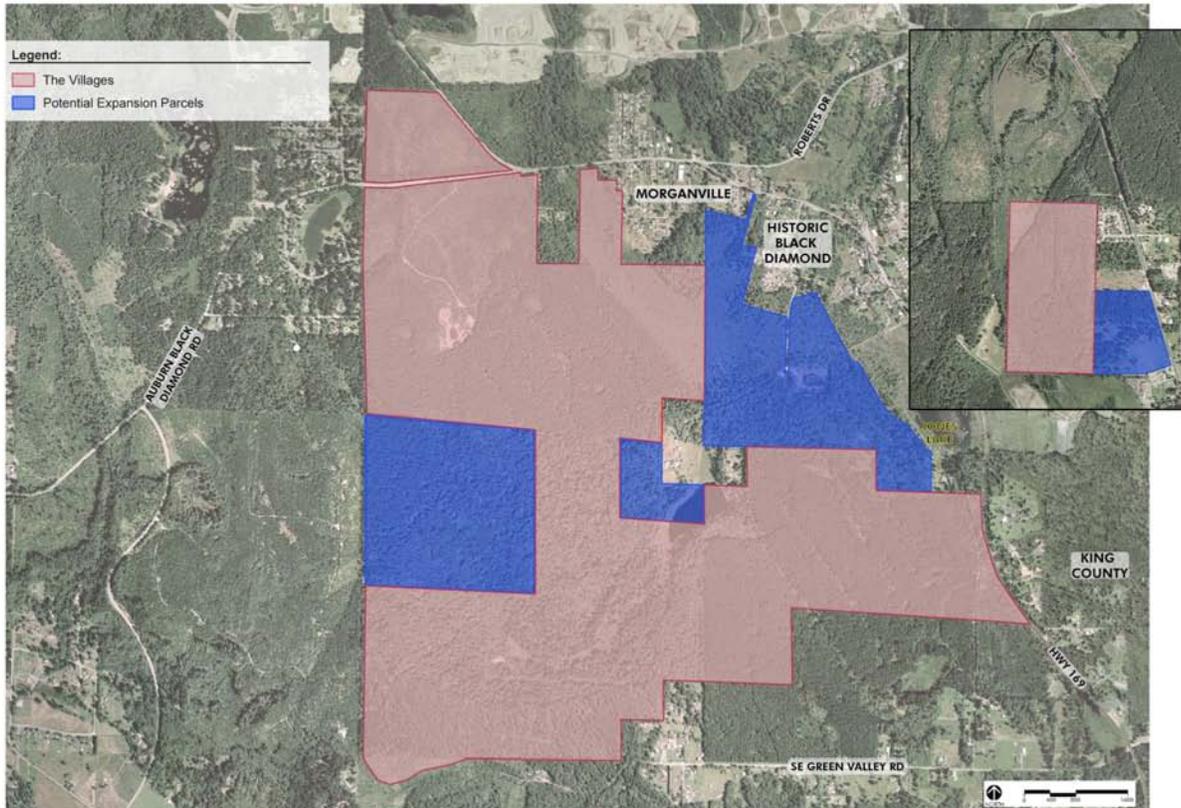
Applying the FAR in this application does not satisfy the intent of the MPD code: to “encourage imaginative site and building design and development layout” (BDMC 18.98.010.D). A limit applied in that manner would be restrictive to future designs. As contemplated in the MPD application, design standards 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.

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
- The proposal has complied with the requirements of the State Environmental Policy Act through adoption of an addendum to the EIS or other appropriate measure; 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.

Figure 3.5
Potential Expansion Areas



OWNERSHIP AND MAINTENANCE

All non-sensitive parks, trails and open space will be owned and maintained by the Master Home Owner 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;
- Main Street; and
- Maintenance for all landscaping, including landscaping associated with all streets within the community will be provided by the master 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 square 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.

TRANSFER OF DEVELOPMENT RIGHTS

Base density on The Villages MPD varies throughout the site. The base density and dwelling units allowed on a particular parcel without transfer of development rights (TDRs) is determined based on the City’s comprehensive plan and various existing agreements, including Ordinances 515 and 517 and the Black Diamond Open Space Agreement. Table 3.6 shows the base density for each parcel within The Villages based on these documents, the number of dwelling units allowed as of right, the number that will be transferred within the site, and the number of development rights that need to be purchased and transferred to the site. Because these numbers are preliminary, actual numbers will need to be verified at preliminary plat or final plat stage and monitored throughout the buildout of the project.

Table 3.6
Calculation of Base Density And TDRs Needed To Achieve Proposed Density

Area	Parcel Acreage	Base	Dwelling Units Allowed Per Base Density	Dwelling Units Proposed	Dwelling Units Transferable On-Site	TDRs needed
Parcel B	81.53	N/A	150	150	0	0
Parcel C	54.62	2	109	256	0	147
Parcel D	225.99	2	452	1557	0	1105
Guidetti	20.38	N/A	74	0	74	0
Parcel E	151.15	1	151	597	0	446
Parcel F (PAA)	227.5	2	455	612	0	157
Parcel F (In City)	31.4	4	126	100	26	0
Parcel G	8.06	2	16	48	0	32
BDA	395.74	1	396	1480	0	1084
Total	1,196.4		1,929	4,800	100	2,871

To achieve the proposed densities on the site, approximately 2,871 TDRs will be purchased and transferred to the site. The phasing of the purchase and transfer of TDRs to the site will be consistent with the process and requirements found in the City’s TDR and MPD Ordinances. Pursuant to the MPD ordinance, subsection 18.98.040.A.18, the phasing plan for the acquisition of TDRS must demonstrate that for each residential phase, no more than sixty percent of the proposed density is based upon the land area included in that phase. Table 3.7 demonstrates that the proposed phasing of development rights meets the requirements of 18.98.040.A.18, since the ratio of base density to planned density for the land within each phase is less than 60%. The proposed density in each phase could only be partially platted if the TDRs needed were not fully acquired and applied for at final plat stage. This phasing plan table will be updated as necessary and submitted with subsequent development applications.

**Table 3.7
TDR Phasing Plan by Phase**

	Planned Density	Base Density used¹	TDRs needed	Percent of proposed density based upon land area within that phase
Phase 1A	850	452	398	53%
Phase 1B	200	120	80	60%
Phase 2	1350	364	986	23%
Phase 3	2400	993	1,407	41%
	4800	1929	2871	

Note ¹

Ph 1A Base density from Parcel D

Ph 1B Base density from Parcel C and Parcel B, 139 dwelling units of base density transferred to Phase 2

Ph 2 Base density from Parcel E and Guidetti plus 139 base density from Phase 1B

Ph 3 Base density from BDA, Parcel F, and Parcel G

GLOSSARY

Project Site - The entire area contained within The Villages 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 or project site.

Density – Number of dwelling units proposed on a development parcel divided by its site area.

Expansion Area Parcels – Outside of The Villages MPD and shown on Figure 3-3, some or all of which may be approved for development consistent with the approved Villages 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 3.8
Residential Development Standards

Land Use	Required Setbacks					Max. Building Height ⁶
	Front Yard @ street ¹ (House/Garage)	Front Yard @ common green ¹	Side Yard ^{3,4,5}	Side yard @ corner lot ^{2,5}	Rear Yard	
Mixed-Use	NA	NA	NA	NA	NA	45'
High Density Residential	10/NA'	16'	7'	10'	10'	45'
Medium Density Residential	10'/18'	10'	5'	10'	5'	35' ⁷
Low Density Residential	10'/18'	10'	5'	10'	5'	35' ⁷

Footnotes for Table 3.8

1. Measured to property line
2. Chimneys and fire places, accent walls or pilasters, bay windows, and eaves may encroach 3' into the setback
3. Note that side yard setback does not apply to common wall on townhome, duplex, other similar attached dwellings
4. Use easements may be utilized for provision of private yards
5. Setbacks at corner lots with wrap-around porches may be reduced to 5'
6. 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.
7. Maximum height on lots with average slopes of 15% or greater is 40 feet.

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, 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.

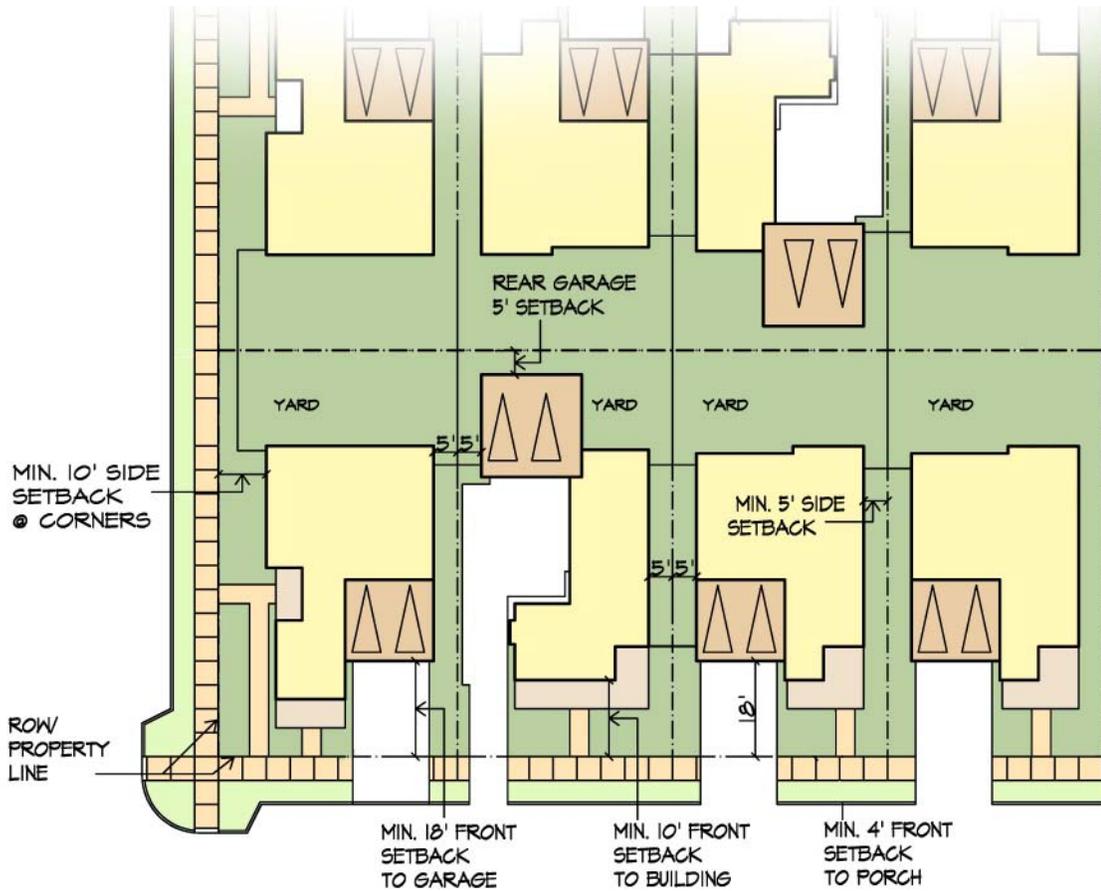
Cul-De-Sac Lots: Setbacks shall be taken from the nearest proposed foundation corner, and measured perpendicular to the property lines.

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

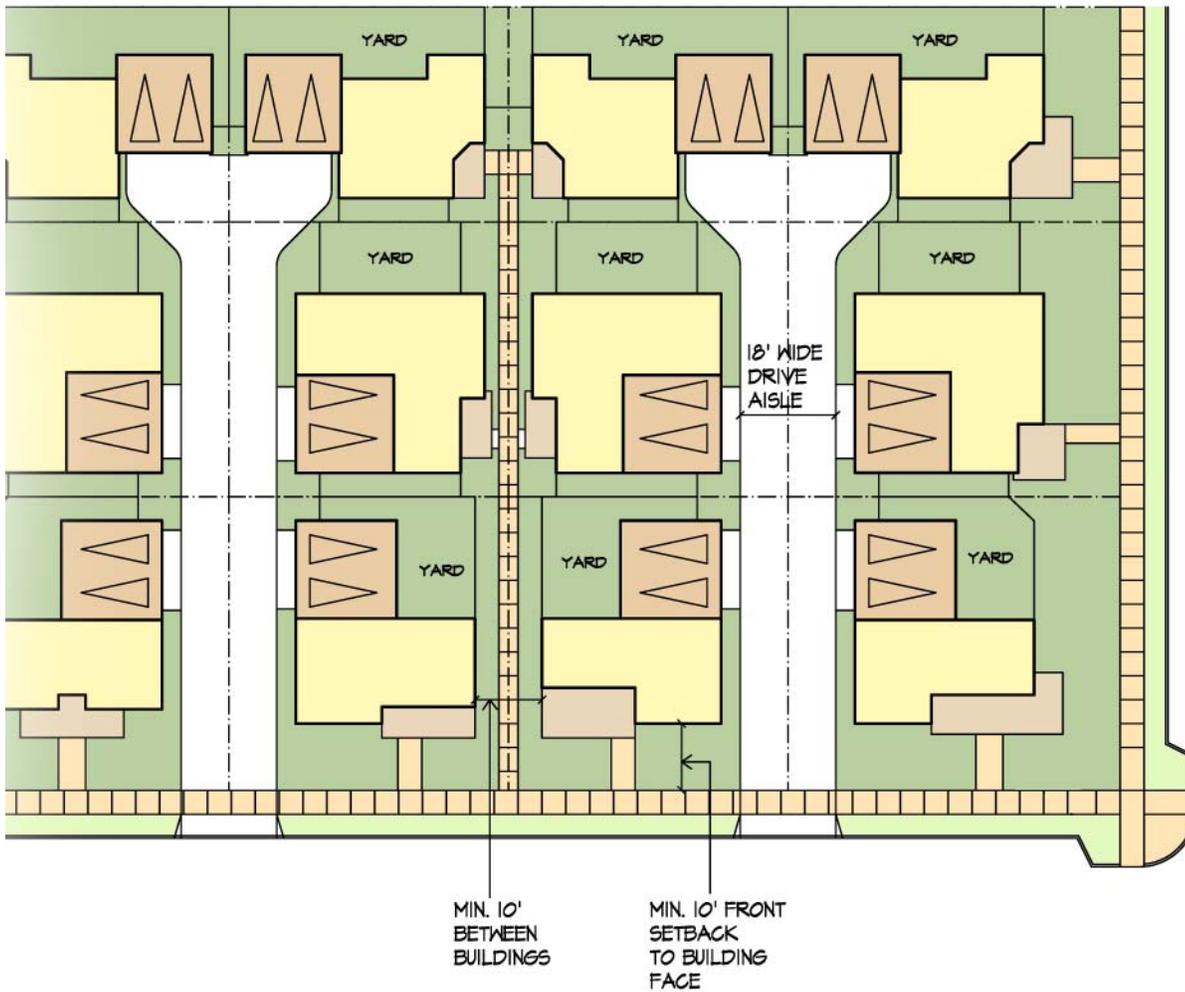
Front-loaded single-family homes allow for a wide range of lot sizes and will form the majority of the residential typology within The Villages community. To create a pedestrian friendly streetscape and character, garages will be recessed behind the building facade.



Plan: Street Condition
Not to Scale

AUTOCOURTS

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. The autocourt serves as the driveway and access point for the units that do not front on the street. If the autocourt is not needed for fire access, parking limits would be privately enforced. The units at the back could either face the shared drive aisle or open to a shared common green.

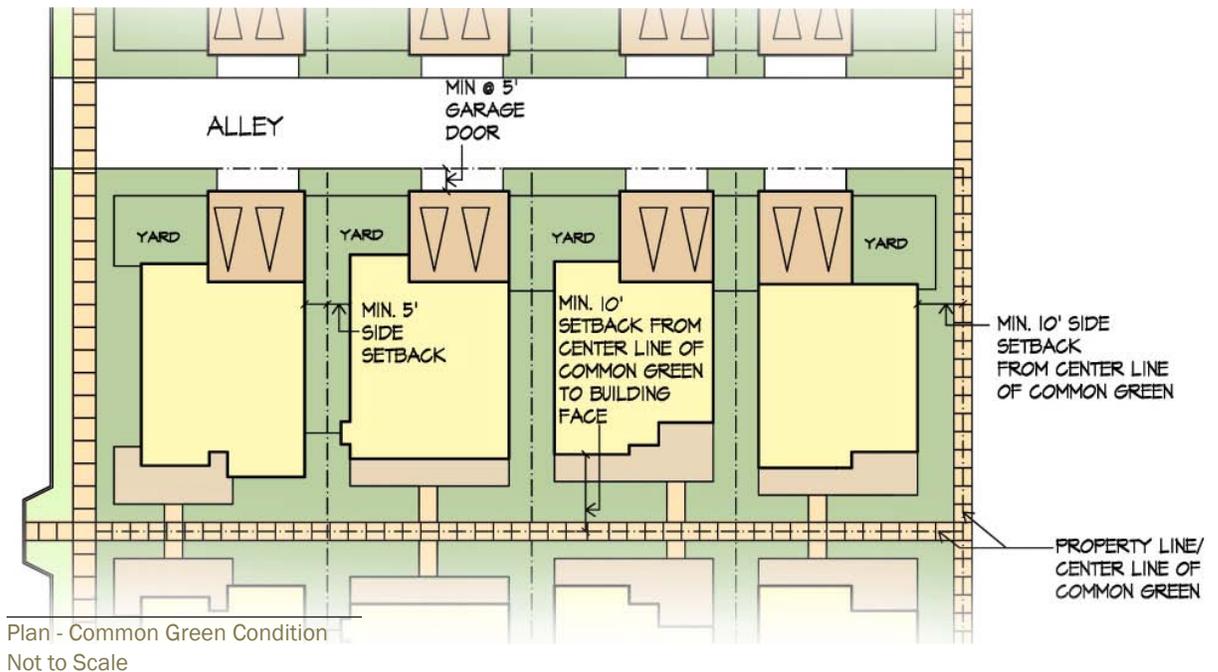
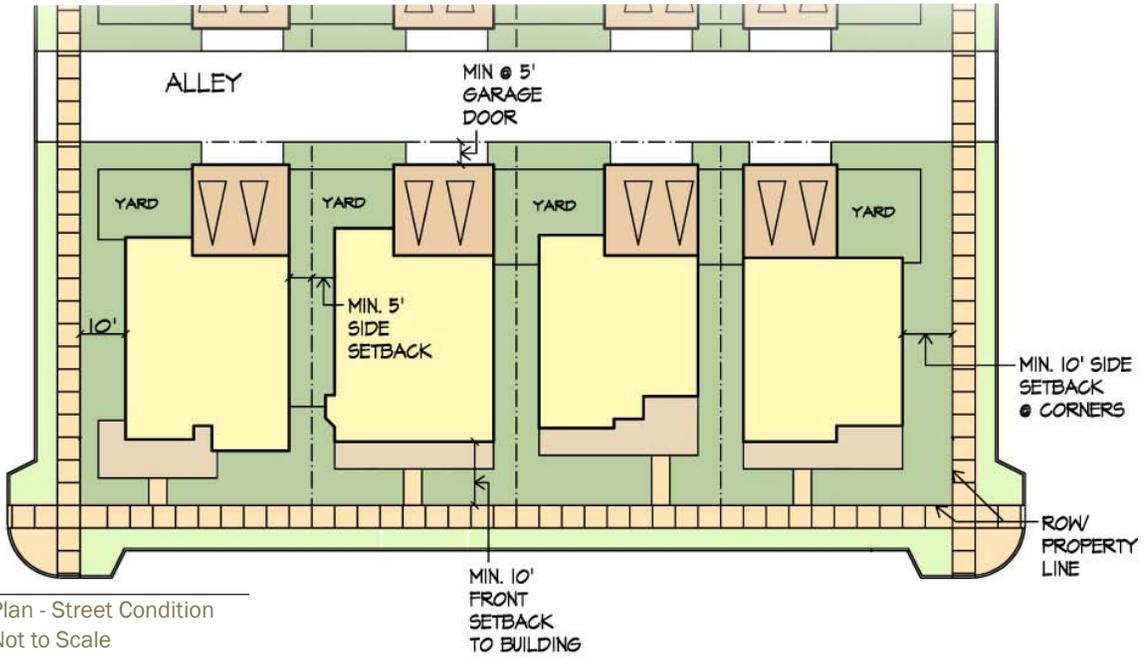


Plan - Common Green Condition
Not to Scale

Plan - Street Condition
Not to Scale

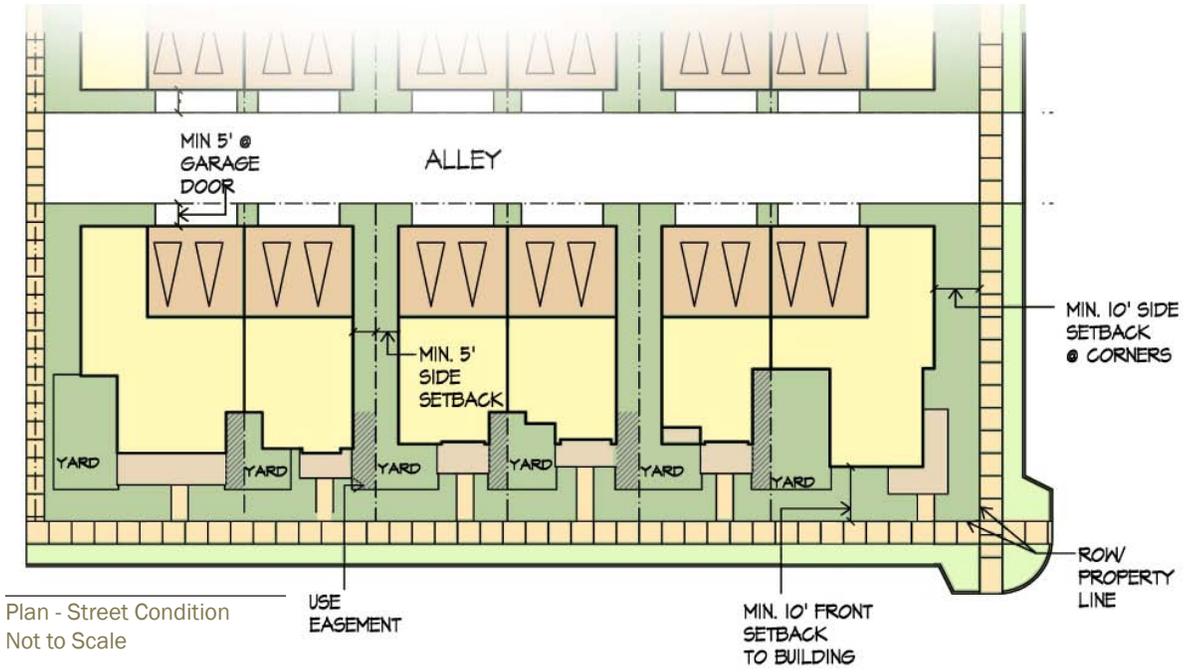
ALLEY-LOADED SINGLE-FAMILY HOMES

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 to 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.

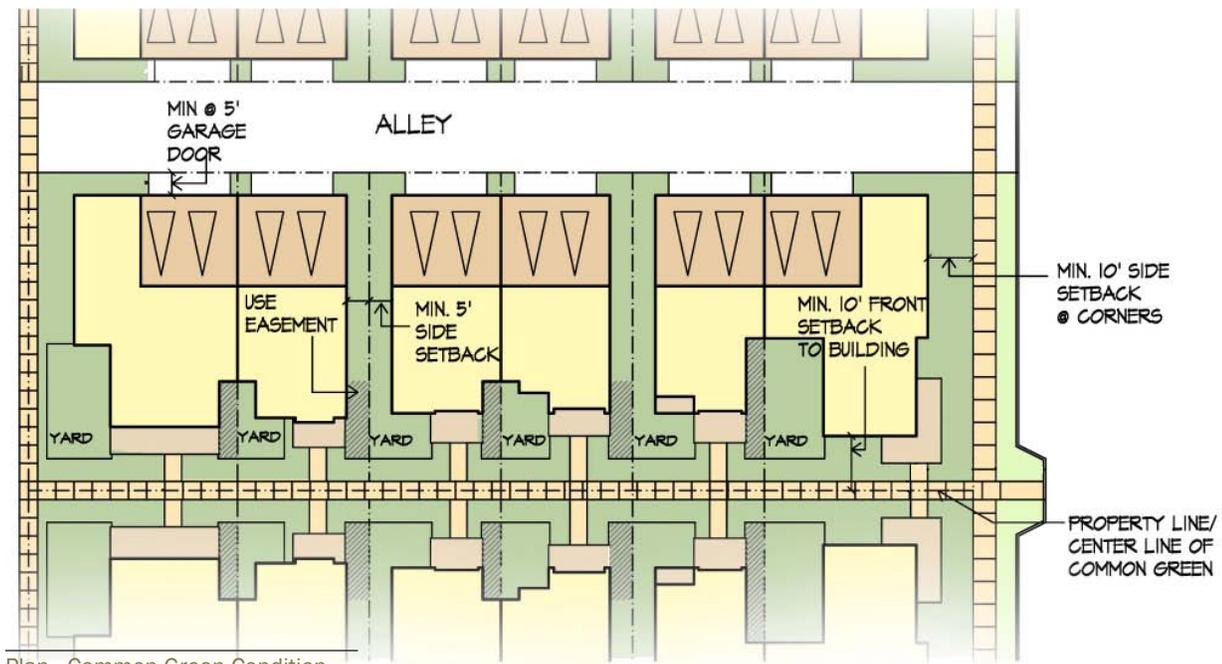


DUPLEX

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 a 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.



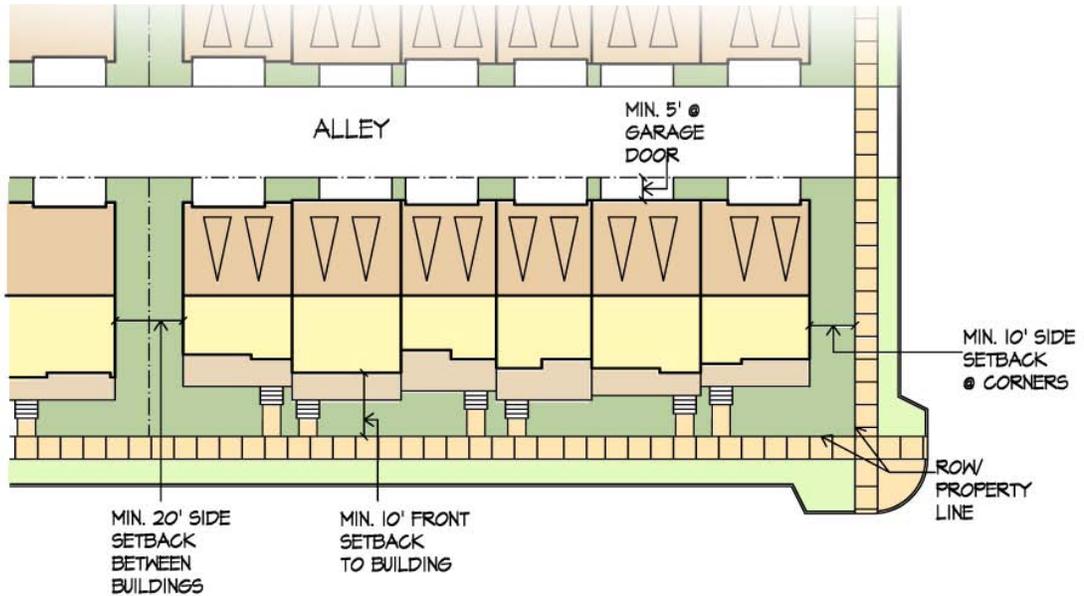
Plan - Street Condition
Not to Scale



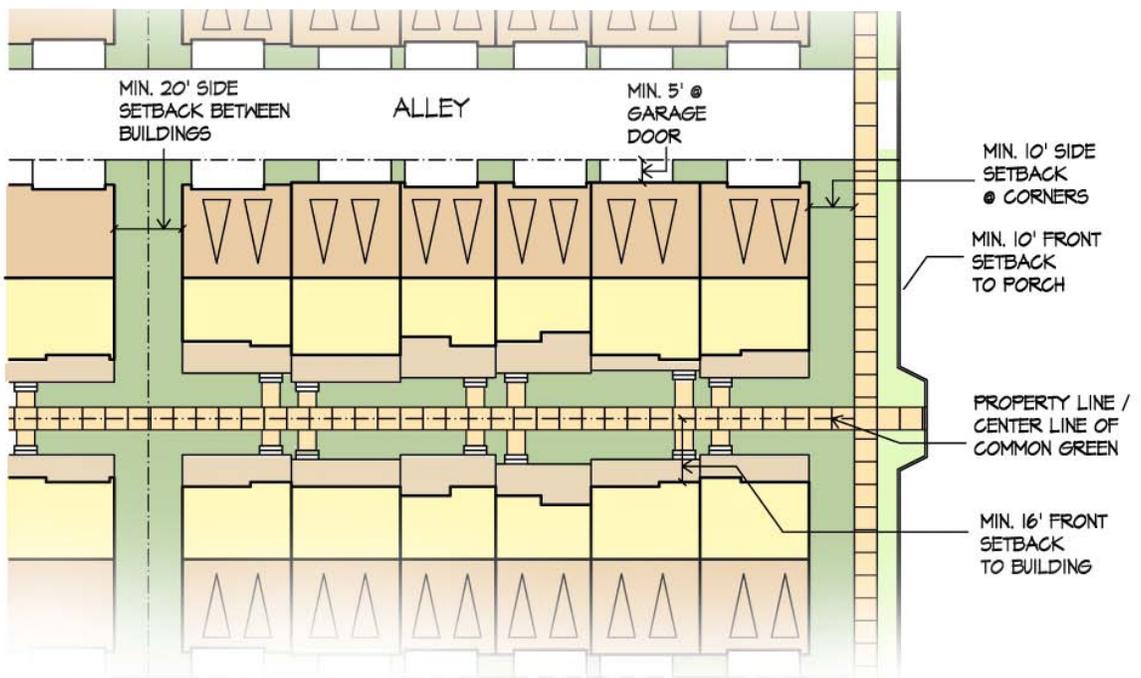
Plan - Common Green Condition
Not to Scale

TOWNHOMES

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 a 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

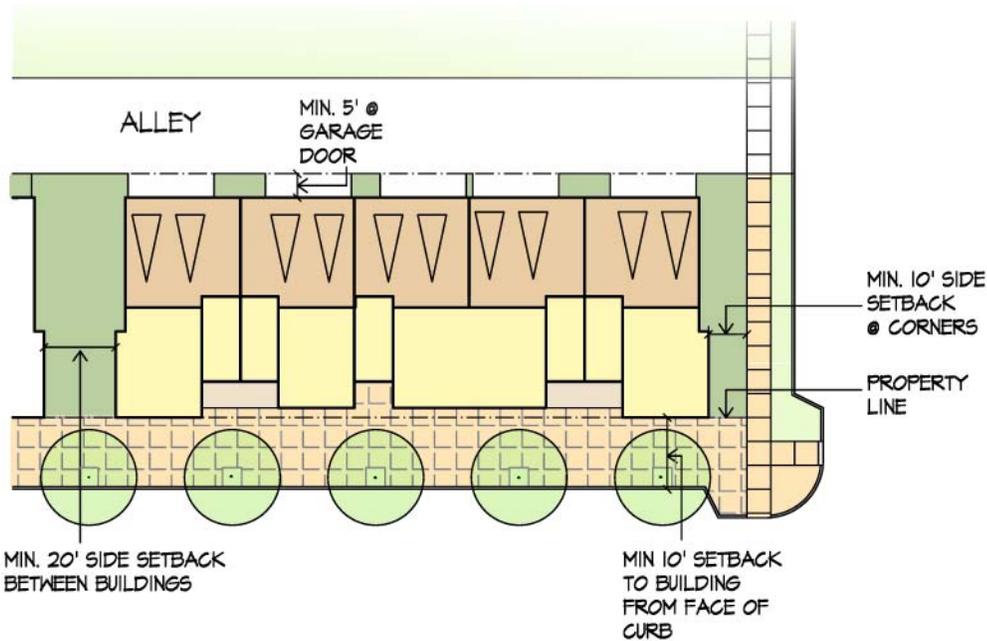


Plan - Common Green Condition
Not to Scale

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 a common green, which is a common pedestrian green space that may be used to access front doors of homes on alleys.

Live/work 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 3.9
Non-Residential Development Height

Land Use	Max. Building Height
Mixed-Use	45'
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, or 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 Categories. Setbacks shall be consistent with The Villages 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 standard dimensions shall be pursuant to BDMC 18.80.050.B3 except as modified in this Chapter.

PARKING STANDARDS

Minimum Parking Requirements:

Residential uses within the MPD-L, MPD-M and MPD-H land use categories 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 Categories 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 AND MIXED USE CATEGORIES

Traditional “downtowns” have smaller parking lots tucked behind the buildings or shared in locations that do not interrupt the urban streetscape, and provide less parking than suburban strip centers, office parks or big box centers. The Town Center is designed as a walkable urban village. In an effort to create a vibrant town center with the “buzz” of a busy place, parking is provided by both on-street parallel and angled parking, as well as strategically placed parking lots. The on-street parking and these lots shall be shared by all uses in the Mixed-Use Category. 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.

Mixed -Use Residential

Residential units, except for senior housing, in the Mixed Use Category shall provide 1.5 off-street parking spaces per unit. Efficiency studios shall provide 1 off-street space per unit. Guest parking for residential uses shall be satisfied by on-street or shared lot parking with no specified number of spaces per unit.

Senior Housing

Senior housing shall provide 0.60 spaces per unit.

Residential Uses in the Commercial/Office/Retail Category

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

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

High School: 5 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 outside of the Mixed Use Classification the parking shall be provided within 500 feet of the use.
- C. For uses within the Mixed Use Category, parking must be provided within the boundaries of the Mixed Use Category as depicted on Figure 3-1.

MOTORCYCLE PARKING

All multi-family developments and non-residential 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 and Mixed-Use Town Center

- 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. The Town Green is required to provide 2 racks.

SIGNAGE STANDARDS

Signage within The Villages 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, shopping center signs, neighborhood identification signs and real estate

and construction 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 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 The Villages.

The Applicant requests relief from the limitations on neighborhood identification signs and shopping center identification signs by the Black Diamond Municipal Code. The specific standard proposed is as follows:

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:

Two shopping center identification signs are 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

Four 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.

NON-PREFERRED SIGN TYPES

The following signage conditions shall be prohibited throughout The Villages MPD:

- 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 The Villages Design Guidelines.
- The size and location of all signs shall be appropriately scaled to the building area and height.

LIVE/WORK & MAIN STREET SIGNAGE

The main street, as well as areas of live/work townhomes create a unique environment where small shops, office space or studios blend into the residential neighborhood.

This requires the additional signage restrictions listed below:

- No standard franchise signage is allowed in live/work areas. Franchise logos shall be integrated into custom signage appropriate for the Town Center character.
- Internally lit acrylic or plastic signs are not permitted.
- Signage shall be unique and original for each establishment and executed with a high degree of craftsmanship.
- Artistic, individually designed neon signs are permitted.

HOME OCCUPATION

Keeping with smart growth and sustainability principles, home occupations are encouraged within The Villages. 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 and Street Standards in Chapter 4 through the administrative review process found 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..