

East Gateway Urban Village DESIGN GUIDELINES



City of Mill Creek
Department of Community Development
July 1, 2008

EAST GATEWAY URBAN VILLAGE DESIGN GUIDELINES

Adopted by Council Ordinance 2008-684 on July 1, 2008

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I. INTRODUCTION

The East Gateway Urban Village is intended to be developed as a mixed-use development that integrates residential, retail, office, public and quasi public facilities, and open space uses.

The East Gateway Urban Village Plan is the result of a 9-month public planning process involving the subject landowners, surrounding neighbors in both the City and the County, and City Planning Commissioners. The East Gateway Urban Village Comprehensive Plan and zoning district amendments were adopted by the City Council on March 25, 2008.

The community vision derived from the planning process is an integrated form of development or “urban village” where a vibrant people place can be developed that is economically and environmentally sustainable, well designed and accessible to surrounding residential neighborhoods. Specifically, the East Gateway Urban Village plan is intended to create a new high-quality, mixed-use neighborhood, designed consisting of single-storied retail and multi-storied mid-rise buildings organized along an internal street network. The mid-rise buildings would consist of a mix of residential units constructed over ground-floor retail and office uses. The plan also incorporates low-rise townhomes and a neighborhood park that will complement the existing surrounding residential neighborhoods.

To meet the community’s vision for the East Gateway Urban Village, implementing development regulations require the preparation of design guidelines to provide a framework for guiding the physical development of the site. These guidelines will ensure design quality and consistency between multiple developments and/or phases within the East Gateway Urban Village.

This document provides a description of the manner in which the design guidelines will be applied to future development applications and a description of the basic design features that are contained within the East Gateway Urban Village Comprehensive Plan Policies. The Comprehensive Plan policies are the basis for the adopted Illustrative Master Plan and these design guidelines.

II. APPLICATION OF DESIGN GUIDELINES

The East Gateway Urban Village Design Guidelines are to be used with Title 17 as development regulations pursuant to RCW 36.70A.030(7). They are used to review development proposals associated with the required Binding Site Plan application within areas designated on the Zoning Map as East Gateway Planned Urban Village. In addition, any Developer Agreement established in conjunction with a Binding Site Plan application shall be consistent with the East Gateway Urban Village Design Guidelines and the adopted Illustrative Master Plan.

The application of these Design Guidelines is for all uses established in the East Gateway Planned Urban Village zoning district and implements the Town/Village Center land use designation as shown on the Comprehensive Plan Land Use Map, the East Gateway Urban

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Village Comprehensive Plan policies, MCMC Chapter 17.34 (Design Review), and the adopted Illustrative Master Plan.

III. EAST GATEWAY URBAN VILLAGE ILLUSTRATIVE MASTER PLAN

The Illustrative Master Plan (Exhibit A) is a component of the Comprehensive Plan and Zoning District. The Plan is an illustration of one way that the full project build-out may occur. It is based on the application of the zoning regulations and design objectives as established in the policies of the Comprehensive Plan and within MCMC Chapter 17.34. It is important to note that the location of building footprints, parking lots, streets, and open spaces is illustrative and subject to modification. Suggested modifications to the Illustrative Master Plan must be consistent with the East Gateway Urban Village Comprehensive Plan goals and policies. In addition, proposed modifications to the Illustrative Master Plan must demonstrate that the revision does not detrimentally impact the ability of the remainder of the site to fulfill the vision of the Plan.

IV. DESIGN GUIDELINES

The following Design Guidelines provide a prescriptive framework that can be used by urban designers in preparing a Binding Site Plan application as well as a tool for the City to use in evaluating a proposed development for consistency with the East Gateway Urban Village Plan. Thus, the Design Guidelines are written broadly to allow maximum flexibility to the marketplace, while still providing a clear picture of what is expected and required of a proposed development. Images, sketches and diagrams are also provided to help interpret various design features.

The Design Guidelines are organized by key design feature and are as follows:

Integration of Land Uses:

Residential, commercial, office and public/quasi public uses must be integrated in a manner that respects the needs of each existing and proposed use. Special care must be taken to ensure that development proposals do not preclude other existing and planned uses within the planning area. Of special concern is the relationship of future development (including development of the spine road) to the uses on the existing church property.

Spine Road:

1. To provide adequate vehicular and pedestrian access throughout the East Gateway Urban Village, a public road that connects SR 96 (at 39th Avenue Southeast) to Seattle Hill Road is required.

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2. The intersection of the Spine Road and SR 96 shall be signalized subject to WSDOT approval.
3. The Spine Road shall be designed to accommodate transit and bicycle use and to provide local property access. Crosswalks shall be provided at all street intersections and should be constructed of colored concrete, pavers, or brick.
4. Crosswalks shall be raised at appropriate locations to provide traffic calming and increase pedestrian safety.
5. Parallel parking and/or diagonal parking may be permitted in front of ground floor uses if determined to be safe to pedestrian and vehicular traffic.
6. Curb bulbs to minimize the street crossing distance for pedestrians are required at intersections.
7. Travel lanes shall be 14 feet in width and include bike lanes.

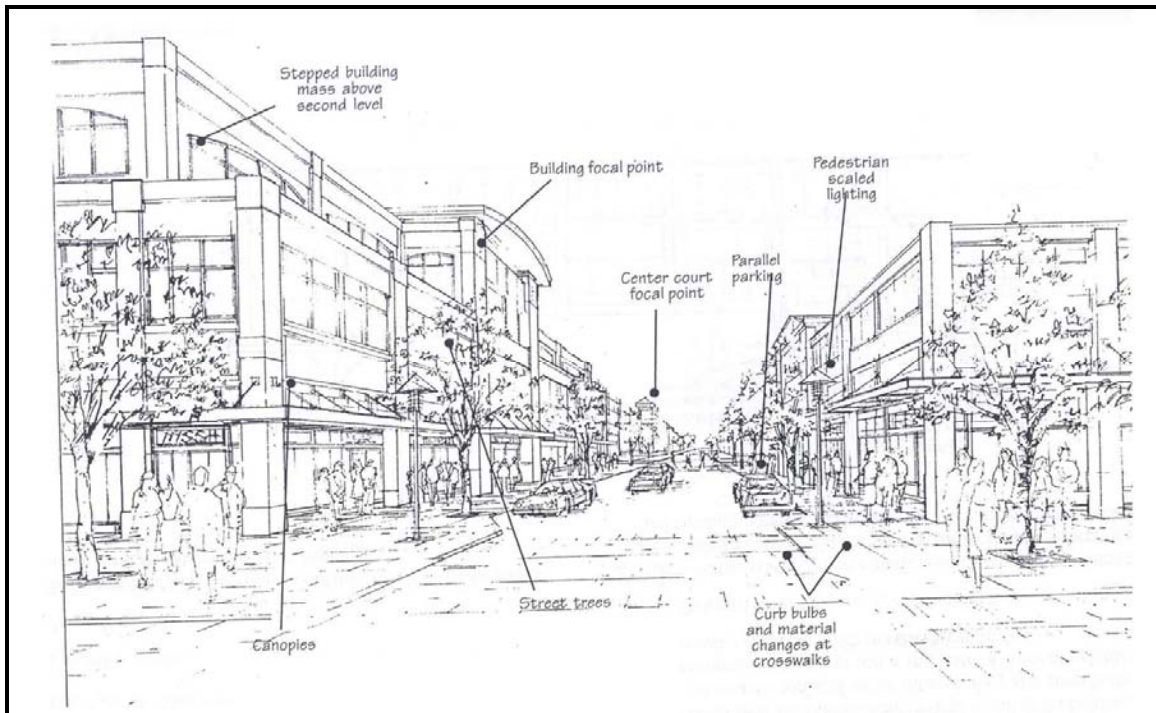
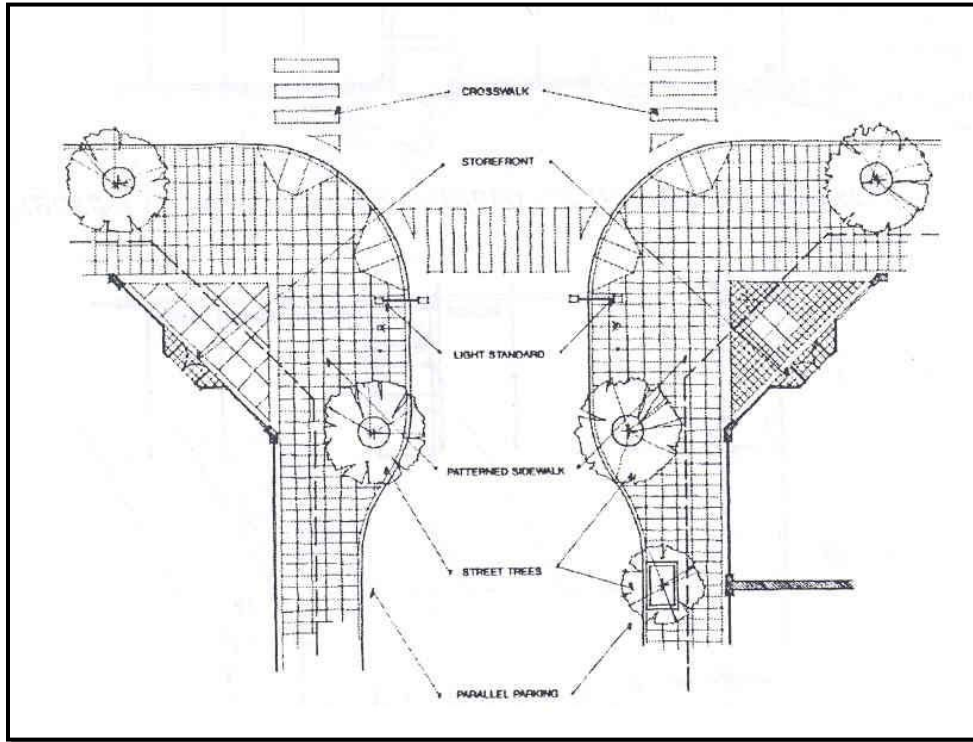


Illustration of Required Elements of Spine Road

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Plan View of Intersection with Curb Bulbs



Example Illustrating Desired Spine Road Features

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Streetscape/Pedestrian Scale:

1. Paving, street trees, pedestrian scale lighting, street lights, benches, signage, etc. along streets should be consistent and help create an identifiable character for the East Gateway Urban Village.
2. Street trees with tree grates and landscaping are required on primary and secondary streets and medians.
3. Sidewalks shall be constructed of concrete. Special textured pavers, brick, colored concrete, and pavers or a combination of these materials that provide patterns and/or decorative tones shall be used to accent sidewalk and plaza areas.
4. Along the spine road and streets that include ground floor retail and office uses, a 12- to 14-foot wide sidewalk is required on both sides of the street. Sidewalk includes a 3-foot curb zone (for street trees, street lights, landscaping and pedestrian amenities) and an 11-foot wide pedestrian movement zone.
5. Buildings shall generally be located adjacent to and follow the alignment of the streets that they front. However, buildings may be set back up to 15 feet from the front property line when this setback area is to accommodate building entries, outdoor cafes or other pedestrian-oriented activities and uses. In addition, the setback can be exceeded at designated plazas.
6. Pedestrian-oriented ground-floor retail or other pedestrian-oriented use is required on building fronts facing the spine road. Public facilities such as a library or community center would be considered pedestrian-oriented uses.



Example of Desired Streetscape

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Example of Desired Streetscape

Building Design/Architectural Character:

1. Multi-level buildings with commercial, office, or residential use shall create a clearly-defined street edge and provide upper-story activities, which overlook the street and plazas.
2. All primary building pedestrian entrances and storefront windows must face onto the primary street and/or plazas, not the parking lot (secondary entrances and windows are encouraged on the façade facing rear parking).
3. High quality residential units shall be integrated into mixed use buildings with ground floor office or retail with residential units above. Residential units over restaurants should utilize construction materials and techniques to minimize the affects of restaurant noise and odors on residential uses.
4. For buildings at street intersections, special architectural elements and or building focal points at the building corner shall be incorporated into the building design to accentuate the building's prominent location.
5. Weather protection such as canopies, awnings, porches, building overhangs and arcades are required along substantial portions of building fronts adjacent to primary and secondary streets.
6. Buildings shall be modulated (both linear and vertical) to prevent long stretches of monotonous façade. Buildings over 100 feet in length as measured parallel to a roadway or

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public open space should be articulated along the façade at regular intervals. Modulation may be accomplished in several ways, including:

- Building articulation; i.e., varied setbacks.
 - The incorporation of significant building elements such as balconies, porches, canopies, towers, entry areas, etc. that visually divide the facade.
 - The incorporation of building focal points which include distinctive entry features, etc.
 - Changing the roofline.
 - Changing materials.
 - Using other methods acceptable to the City.
 - Each building over 100 feet in length should be articulated into sections averaging not more than 36 feet in length as measured along the building front roughly parallel to the roadway or public open space.
7. All building sides facing public streets and plazas shall incorporate a substantive use of building elements, such as those from the list that follows, to achieve a pedestrian scale in commercial and residential areas. “Substantive” in this case means a significant contribution to the form and character of the building. Note that “decorative” shall mean exhibits special craftsmanship or distinctive design that adds visual interest and/or unique character.
- Elements:
- Articulated building elements through treatment of windows, doors, entries, and corners with special trim molding or glazing.
 - Decorative building materials such as tile and metal work.
 - Enhanced or articulated building entrances (recessed or covered).
 - Pergolas, arcades, porches, decks, bay windows.
 - Balconies are encouraged in upper stories.
 - Window Treatments
 - Decorative railings, grill work, or landscape guards.
 - Landscape trellises.
 - Decorative light fixtures.
 - Broken roof forms and vertical modulation which will help to break down the scale of large one-story buildings.
 - Storefront windows with glazing over at least 75 percent of the front façade of the ground floor between the height of two feet and eight feet above the ground along main commercial streets.
 - Multi-story structures with balconies overlooking the street are encouraged. Balconies not only help to articulate the building façade and create a sense of visual interest, they also contribute to the liveliness of the street scene and foster a sense of neighborhood security as people watch the street scene below.
 - Other details or elements as approved by the City.
8. Where located in close proximity to the wetland buffers with pedestrian trails, residential buildings shall have a minimum separation of 20 feet between the trail and the exterior of the building. Upper level balconies may overhang this setback area up to 6 feet.
9. Building service elements and utility equipment shall be contained within the building envelope or concealed in roof structures so not to encroach on pedestrian areas.

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10. Service/utility areas or enclosures shall not be located in or be visible from public plazas or courts.
11. Building lighting throughout the East Gateway Urban Village shall include the following design factors:
 - The color of light must be considered in the lighting design.
 - Accent lighting on architectural features is encouraged to add interest and focal points.
 - Non-glare and direct lighting features



Photo Illustrating Building Modulation, Storefront Window Glazing, and Weather Protection

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Examples Illustrating Ground Floor Retail with Residential Above, Building Modulation, Broken Roof Forms, and Balconies

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Decorative Elements Used to Achieve Pedestrian Scale



Service Areas Screened from Public View

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Roadway Buffers:

1. Roadway buffers adjacent to Seattle Hill Road and 132nd Street Southeast shall create a boulevard streetscape that features a variety of plants and landscape materials that strengthen and unify the identity of the East Gateway Urban Village.
2. A 35-foot roadway buffer shall be provided along SR 96 and Seattle Hill Road consistent with the Streetscape Element of the Comprehensive Plan.
3. Where possible and practical, significant trees shall be retained in the buffer area consistent with the Streetscape Element of the Comprehensive Plan.
4. Landscaping materials shall allow view corridors from the public right of way to buildings and focal points while screening parking areas.
5. Roadway buffers shall include a meandering sidewalk consistent with the Streetscape Element of the Comprehensive Plan.
6. Within the roadway buffer, monument entry markers shall be located at major entries connecting to 132nd Street Southeast and Seattle Hill Road. Entry markers shall be unified by common design and graphic elements throughout the East Gateway Urban Village.
7. Street entries shall feature special landscape features, such as formal plantings, artwork, lighting, and signage, etc. to define entryways into the East Gateway Urban Village.



Meandering Sidewalk in Roadway Buffer

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Integration and Compatibility with Adjacent Community:

1. Land uses shall be designed to be compatible with existing uses within the East Gateway Urban Village, such as the Advent Lutheran Church, as well as future uses.
2. Pedestrian pathways and trails shall provide connections between all land uses, open spaces, public facilities, parking areas, and parks within the East Gateway Urban Village.
3. As shown on the Illustrative Master Plan, vehicular and pedestrian access shall be provided to the existing adjacent residential community and 35th Avenue Southeast. Vehicular connections shall be designed to discourage cut-through traffic.
4. Lighting shall be designed to reduce glare into the East Gateway Urban Village and surrounding properties.
5. Buildings or portions of buildings located directly adjacent to the surrounding single-family homes in the Low Density Residential zone district shall be a maximum of three stories (35 feet) consistent with the PUV zone district.
6. A minimum 20-foot landscaped buffer shall be provided along the perimeter of the East Gateway Urban Village. Where possible and practical, the buffer shall include a meandering pedestrian pathway with landscaping.
7. All on-site service areas, such as loading zones and outdoor storage areas (except outdoor retail sales areas under 100 square feet in occupied area), waste storage, disposal facilities, transformer and utility vaults and similar activities shall be located in a manner to minimize aesthetic and noise impacts to the surrounding single-family homes in the Low Density Residential zone district.

Plazas and Public Gathering Areas:

1. As shown on the Illustrative Master Plan, public plazas and gathering areas shall be provided to encourage community activity in open spaces, particularly at the edges that relate to building openings, natural features, street intersections, and activities. Public plazas and gathering areas shall be of sufficient size to encourage passive gathering activity and permit permanent/temporary seating and shall incorporate elements as described below:
 - Arcades, pergolas or other street level coverings are encouraged on all facades fronting on plazas to provide weather protection and an articulated building façade.
 - Paving shall be unit pavers or concrete with special texture, pattern and/or decorative features.
 - Separation of active and passive uses is encouraged through placement of planters, street furniture, landscaping, different paving textures and subtle changes in ground plane.
 - Lighting shall be low in height, maximum 15 feet in plazas. The overall lighting in the plaza shall average two foot-candles. The lighting plan should include pedestrian-oriented lights, such as globes and light bollards. Up lighting of trees and other site features is also encouraged.
 - Plazas shall be designed as integral public spaces along the Spine Road and other primary streets.

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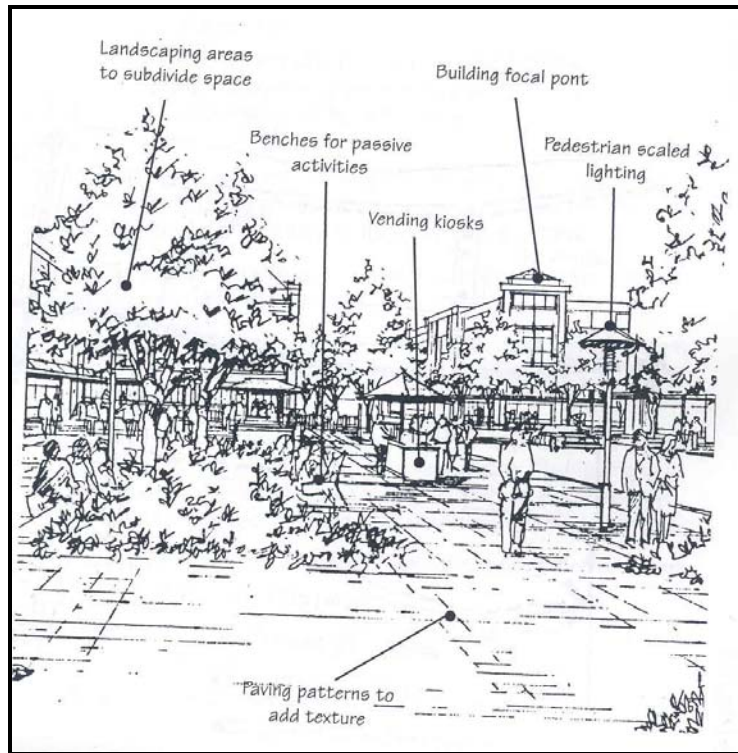
- There shall be pedestrian linkages leading to and from the plazas to natural features and other pedestrian paths.
- In plazas, a pedestrian transition zone or buffer of approximately eight feet will be left along the building edge to provide an outdoor area for café seating and/or landscaping. This zone could be marked with a change in paving.
- A plaza should have an articulated edge (buildings, benches, landscaping, etc.) where feasible to provide visual interest and additional seating along the edges of the plaza where people may linger out of the pedestrian traffic flow.
- Pedestrian amenities shall be provided such as seating, lighting, plants, drinking fountains, distinctive paving, art work, bicycle racks or structures; either open or covered, and such focal points as a sculpture or water feature.
- Color, form and texture are integral to the design. Design of the plaza should incorporate some soft- as well as hard-surface areas.
- Edges of the plaza opening to pedestrian through-traffic should be defined without impeding traffic flow, i.e., with a planter or low seating wall, pergola with vines, water feature or sculpture.
- Some covered area along the perimeter (i.e., vine-covered pergola) is strongly encouraged to provide protection from rain and/or sun.



Water Feature and Restaurant Seating

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Typical Plaza Features



Incorporation of Landscaping in Plaza

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Varied Pavement Materials in Plaza

Landscape Planting:

Public Plaza Landscaping:

1. A range of landscape materials, trees, evergreen shrubs, groundcovers and seasonal flowers shall be provided for color and visual interest.
2. Trees should be placed to allow southern sun exposure in such a manner as not to conflict with pedestrian activity areas. (For this reason trees with a fine leaf texture are also preferred in the plaza.)
3. Planters or large pots with small shrubs and seasonal flowers may also be used to separate café seating from traffic flow and create protected sub-areas within the plaza for sitting and people watching.
4. Creative use of plant materials such as climbing vines or trellises, and use of sculpture groupings, etc. are also encouraged.
5. All landscaping shall be as approved by the City.
6. Sun angle at noon and wind pattern should be considered in the landscape design of the plaza to maximize sunlight areas.

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Landscaping in Planters and Pots to Create Subareas

Streetscape Landscaping:

1. Street trees shall be planted an average of 24 – 30 feet on center with tree grates on both sides of all public streets in the “curb zone” area with the following exceptions:
 - There may be an interruption of street trees along commercial streets if overhead elements extend to the street (e.g., arcades).
2. Individual plant beds, trees, hanging baskets, and other plant materials are encouraged.
3. Tree grates are required for all street trees.
4. Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) is strongly encouraged to unify the East Gateway Urban Village and create a unique character.
5. Street trees should align with building column lines and not block storefront signage. Tree species selection shall encourage deciduous trees, and trees that branch above six feet.
6. The following trees are recommended:
 - Armstrong II Maple
 - Bowhall Maple
 - Canticleer Callery Pear
 - Green Vase Zelkova
 - Skyline Honeylocust

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- Elms (disease resistant)

Parking Lot Landscaping:

1. Landscaping shall comply with the design review objectives contained in MCMC 17.34.040(C).
2. An average of one tree for every four parking spaces, distributed throughout designated parking areas, shall be provided. No more than ten parking spaces shall be provided between landscape medians.



Parking Lot Landscaping

Neighborhood Park:

1. Consistent with the Policies of the Comprehensive Plan and as shown on the adopted Illustrative Master Plan, a public neighborhood park shall be located within the East Gateway Urban Village
2. The design and location of the neighborhood park shall clearly indicate that the park is open to the general public as opposed to private open space.

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3. Recreational activities within the neighborhood park shall include both passive and active uses designed to serve the needs of the residents of the adjacent neighborhood, future residents of the East Gateway Urban Village, and visitors.
4. The neighborhood park shall be conveniently accessible for both pedestrians and bicyclists from the adjacent neighborhood.



Neighborhood Park

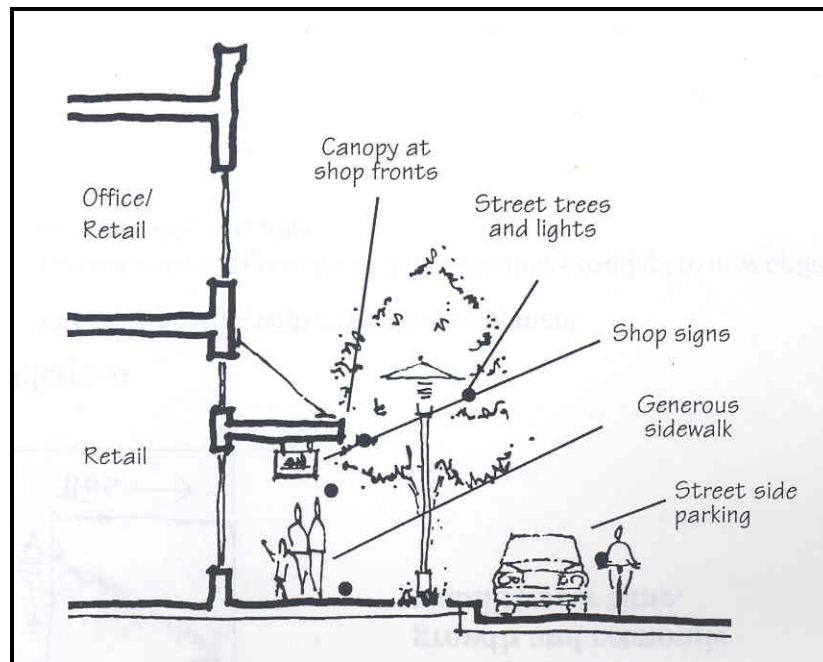
Pedestrian Facilities:

1. Sidewalks shall be designed consistent with the following criteria:
 - Consistent with the East Gateway Urban Village Master Plan, sidewalks are required on both sides of the street and shall connect to the existing sidewalks in the adjacent community where applicable.
 - All walkways, trails, and sidewalks shall meet ADA standards.
 - Pedestrian crosswalks shall be provided at all intersections. These shall be indicated with distinctive paving. To calm traffic, crosswalks may be required to be raised at locations approved by the City Engineer.
 - The addition of texture to the ground plane of sidewalks and plazas with unit pavers, bricks, tiles or public artwork may be required at locations determined by the City.
 - Awnings, arcades, pergolas, and/or overhangs shall be provided over sidewalks adjacent to buildings to protect pedestrians from inclement weather.

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- Pedestrian amenities such as street trees, landscaping, and seasonal flowers, benches, lighting, banners and artwork shall be provided to create interest along the sidewalk in the curb zone of the street.
 - Applicants shall work with Community Transit to locate transit facilities (bus stops) within the East Gateway Urban Village. Transit features such as covered bus shelters, benches and trash containers shall be provided near transit stops. Designs should be compatible with materials and color of adjacent buildings.
2. Trails shall be constructed around the perimeter of the East Gateway Urban Village and within the wetland buffers. Said trails shall be designed consistent with the following criteria:
- Trails within the wetland buffer, roadway buffer, and the perimeter buffer shall have a minimum pavement width of six feet for pedestrian use. Areas of the trail determined to be suitable for both bicycle and pedestrian use shall have a minimum pavement width of 10 feet.
 - Trail location and design to be consistent with the City's critical areas regulations.
 - Pedestrian amenities shall be provided along the trail. Amenities may include pedestrian lighting and small activity nodes with benches, picnic tables and/or activity and exercise stations.



Street Sidewalk Cross Section

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Photo of Wide Sidewalk Adjacent to Retail Use



Combination Bicycle/Pedestrian Trail with Overlook

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Pedestrian Only Sidewalk

Parking Areas:

1. The minimum number of parking spaces provided shall be as established in MCMC 17.27.020. Shared parking between land uses is encouraged where it can be demonstrated that parking demands of uses offset each other.
2. On-street parking on public streets within the East Gateway Urban Village may be credited toward required parking.
3. Parking areas shall be designed into smaller, connected lots rather than large lots and be screened from view from adjacent street and building occupants.
4. Parking lots shall not be located in front of commercial buildings along the Spine Road. Parking lots shall be located either at the rear and/or side of buildings.
5. Parking lots located at the sides of buildings but fronting onto any street must be screened. Acceptable screening must be made of long-lasting construction materials and/or appropriate landscaping including:
 - A trellis or grillwork of steel or cast iron with vines;
 - A low masonry or concrete wall or planter between 36 and 42 inches high combined with a five foot landscape buffer;
 - Landscape buffer of trees and evergreen shrubs sufficient to form a solid screen.
 - Landscaped berm of sufficient height and width to obscure parking areas.

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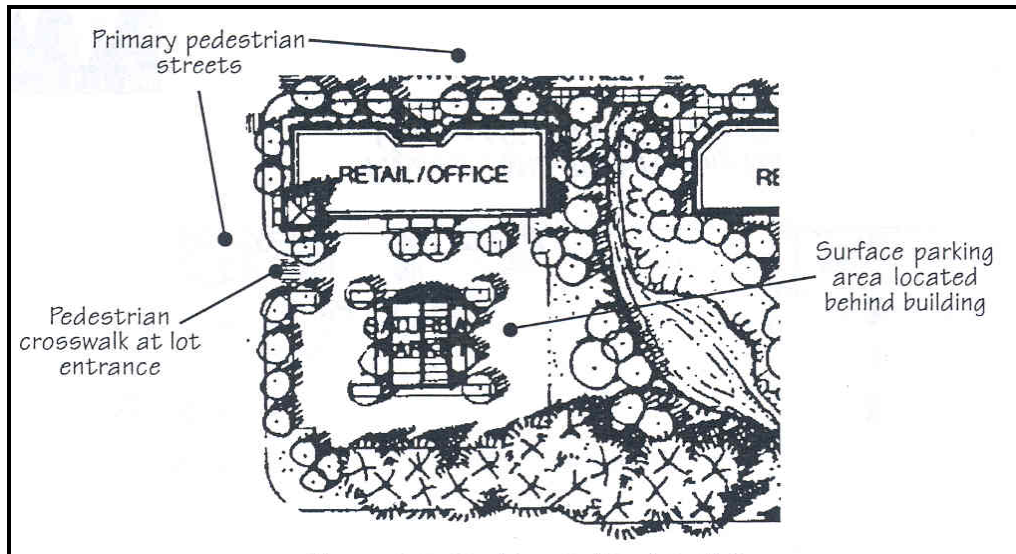
6. Mid-block parking lots of less than 60 feet along primary pedestrian street frontage are allowed. All interior mid-block parking shall be screened. Mid-block parking lots of greater than 60 feet are strongly discouraged. Where this is not practical, the mid-block parking lot shall not exceed 150 feet in length, not including the access driveway width. These areas shall include a pedestrian-oriented space with a combination of landscape, screening and amenities such as benches, kiosk(s), fountain, transit shelter, trellis, or other features to further enhance the pedestrian experience.
7. Whenever possible it is desirable to decrease the parking lot frontage along the Primary Pedestrian Street and maintain the sense of spatial enclosure by locating a small structure, such as a kiosk or retail stall, at the parking lot entrance or intersection corner.
8. All surface parking area perimeters shall be edged with a 6-inch high concrete curb, unless buffer is specially designed to direct water runoff to a bio-filtration swale or rain garden.
9. Whenever parking lots exceed 200 stalls they shall be divided into smaller connected lots to minimize the impact of parking. Use of significant landscape planters no less than eight feet wide shall be provided to divide large parking areas.
10. Curb cuts for parking lots in commercial area should be minimized by requiring shared entrances and exits, where appropriate.
11. All parking lots must contain five-foot wide clearly marked (with paint or special paving material) pedestrian connections from parking areas to sidewalk adjacent to the building entrance. A sidewalk or entrance area of at least 200 square feet raised six inches above the parking lot must be provided at the building entrance to provide for pedestrian safety and separation.
12. A pedestrian crosswalk/sidewalk shall be provided at parking lot entrances and exits.
13. Lighting shall be provided in parking lots and adjacent landscaped areas for greater visibility and security.
14. End aisle planters shall be a minimum six feet wide including curb.
15. Structured parking is encouraged. When provided, structured parking should incorporate the following design considerations:
 - Structure should be designed to avoid undifferentiated planes. The scale of the parking structures should be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade, where the water table allows, to reduce the total height.
 - Facades of parking structures should include a landscape treatment in addition to architectural screening from 132nd Street SE, Seattle Hill Road and the Spine Road.
 - Parking structures shall be compatible with adjacent land uses and activities. To screen or soften the structure's façade, landscaping consisting of a combination of shade trees, evergreen trees, shrubs, groundcovers, deciduous natives, ornamental shrubs and vines should be provided.
 - The top floor of parking structures should include landscape screening in areas such as along the cornice and on the deck, either by trees or a screening trellis treatment.
 - Provide walkways in parking floors which have curbs or other barriers to protect pedestrians from vehicular intrusion.

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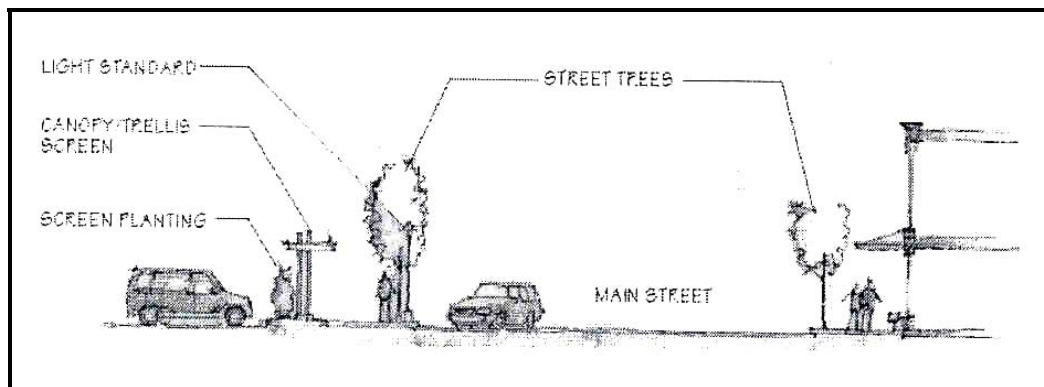
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- For security, pedestrian routes should be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.
- Parking structures should be enclosed with retail or office uses on the exterior to blend in with other buildings along the Spine Road where this is not feasible, the visual impact should be softened with landscaping or screening.

16. Parking stall dimension standards shall be as established in MCMC 17.27.040.



Parking Lots Located Behind Building



Parking Areas Screened from Public Street

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Examples of Parking Area Screening

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Sustainability:

1. Low Impact Development (LID) techniques shall be used to the extent practical and possible. Stormwater facilities for future development should utilize rain gardens, infiltration, green roofs, and/or other techniques to minimize additional stormwater runoff from the site.
2. Site design shall incorporate existing significant trees where possible and practical.
3. The duff layer and native topsoils shall be retained in an undisturbed state to the maximum extent practical. Any duff or topsoil removed during grading shall be stockpiled on-site in a designated, controlled area not adjacent to public resources and critical areas. The material shall be reapplied to other portions of the site where feasible.
4. Buildings shall be designed and oriented to obtain advantage of natural light and to avoid the shadowing of pedestrian areas and other residences.
5. Leadership in Energy and Environmental Design (LEED) certification or equivalent is required for development sites and buildings in the East Gateway Urban Village. The applicant shall demonstrate to the City the measures proposed to make the project more sustainable than would result from typical construction and site development practices.

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