

City of Mukilteo, Washington

Downtown Business District Subarea Plan

Adopted November 30, 2009 by Resolution 2009-25



ACKNOWLEDGMENTS

Special thanks to all that helped and participated in the creation of the Downtown Business District Subarea Plan.

2009 Elected Officials

Mayor: Joe Marine

City Council President: Randy Lord

City Council: Richard Emery

Linda Grafer

Jennifer Gregerson

Kevin Stoltz

Howard Tinsley

Emily Vanderwielen

City Staff

Department Heads: Joe Hannan, City Administrator

Heather McCartney, FAICP, Planning & Community Development Director

Staff: Patricia Love, Assistant Director of Community Development

Glen Pickus, AICP, Senior Planner

Anita Marrero, Assistant Planner

Consultants

MAKERS Architecture John Owen, Partner

+ **Urban Design:** Dara O'Byrne, AICP, Planner/Graphic Designer

Property Counselors: Greg Easton, Founding Principal

Table of Contents

Chapter 1: Introduction

Background	1
Existing Conditions.....	2
Districts	3
Existing Comprehensive Plan Goals and Policies	4
Purpose.....	5

Chapter 2: Planning Process

Economic Analysis.....	6
Public Participation.....	6

Chapter 3: Framework

Objectives	7
Framing Observations.....	7
General Strategies	8

Chapter 4: Goals, Policies, and Implementation Strategies

Proposed Goals and Policies	9
Implementation Strategies	9

Appendices

Appendix 1: Economic Study	18
Appendix 2: Public Participation.....	22
Appendix 3: Design Standards.....	30
A. Purpose	30
B. Site Planning	30
C. Pedestrian Access, Amenities, and Open Space Design.....	41
D. Vehicular Access and Parking Design.....	56
E. Building Design	59
F. Signage	80
G. Lighting.....	87
H. Definitions.....	89

Chapter 1: Introduction

Background

Old Town Mukilteo is the historic downtown of the city. Located near the waterfront, Old Town was the original fishing village, trading post, and a port-of-entry when Mukilteo was first founded in 1858. The entire Old Town area developed as a traditional small town with commercial uses mixed in with residential uses; side by side and in the same buildings. Commercial uses that have historically located in Old Town include restaurants, taverns, dry goods stores, hotels, offices, a gas station, pharmacy, bank and post office.

Rosehill School anchored the Old Town community when it was built in 1893. The original building burned down in 1928 and was rebuilt that same year. In 1973 the school closed and was deeded to the City in 1977 for use as a community center. The City has drawn up plans for a new community center to replace the 1928 Rosehill school structure and to create a new plaza at 3rd Street and Lincoln Avenue.

Mukilteo was incorporated in 1947 with a population of 775. The original city boundaries included all of Old Town and areas south to 76th Street SW, west of Mukilteo Speedway and to 70th Street SW, east of the Speedway. In 1955 the City's first zoning ordinances divided the City into residential, commercial and industrial districts.

The first Old Town district was similar to the district today except:

- parcels on the west side of Mukilteo Speedway all the way south past 6th Street were included; and
- no parcels on 3rd Street were included except for the northeast corner of 3rd Street and Lincoln Avenue.

By 1970 the commercial district in Old Town no longer included the west side of Mukilteo Speedway between the railroad tracks and 6th Street. Starting in the 1980s individual parcels on the north side of 3rd Street were added to the Old Town commercial district (first between Lincoln and Park Avenues and then between Park and Loveland Avenues). The commercial district boundaries reached their current configuration in 1998 when the Downtown Business District was changed to include all of the parcels on the north side of 3rd Street between Lincoln and Park Avenues.

In 1998 residents requested evaluation of Old Town being designated an historic district with a focus on the residential neighborhoods. MAKERS Architecture + Urban Design assisted City staff with the evaluation, survey and related code amendments. Although surveying revealed no consensus by residents to create an historic district, there was consensus on two issues:

1. Residents did not want sidewalks and curbs added to residential streets.
2. View protection would not be addressed through using side or rear yard setbacks.

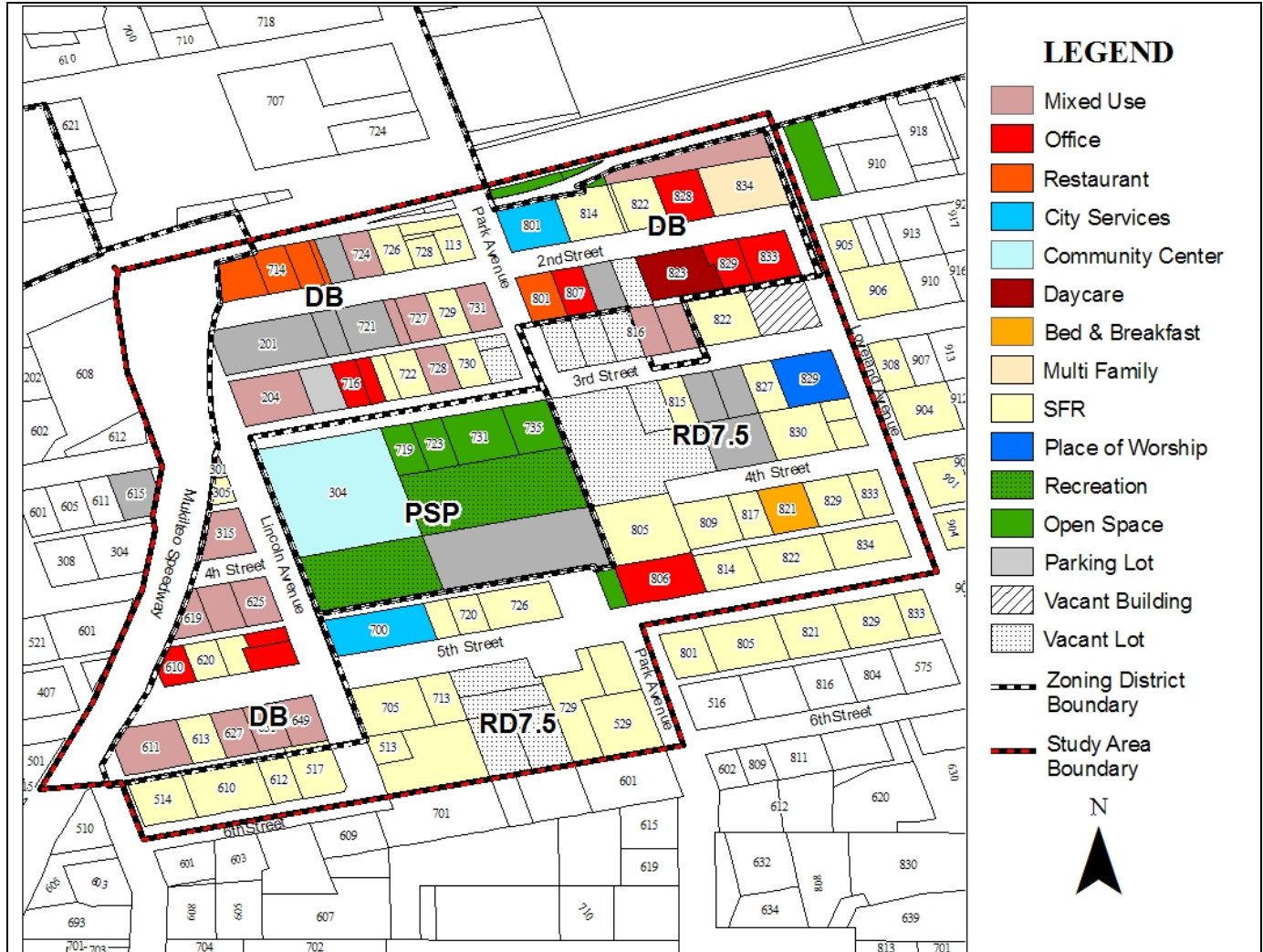


Existing conditions in Old Town Mukilteo.

Existing Conditions

The Downtown Business District still retains its fishing village charm, but has lost some of its vibrancy and has struggled at times with retaining businesses. It has small-scale commercial buildings, 2- to 3-story mixed-use buildings surrounded by single-family homes. The community center property, located in the Public – Semi Public Zoning District, is a significant place in Old Town. The current land uses are shown in the following map.

Note: In this document, the term “Old Town” refers to the study area including residential areas whereas “Downtown Business District” (DB) and “commercial district” refer to the DB zone only.

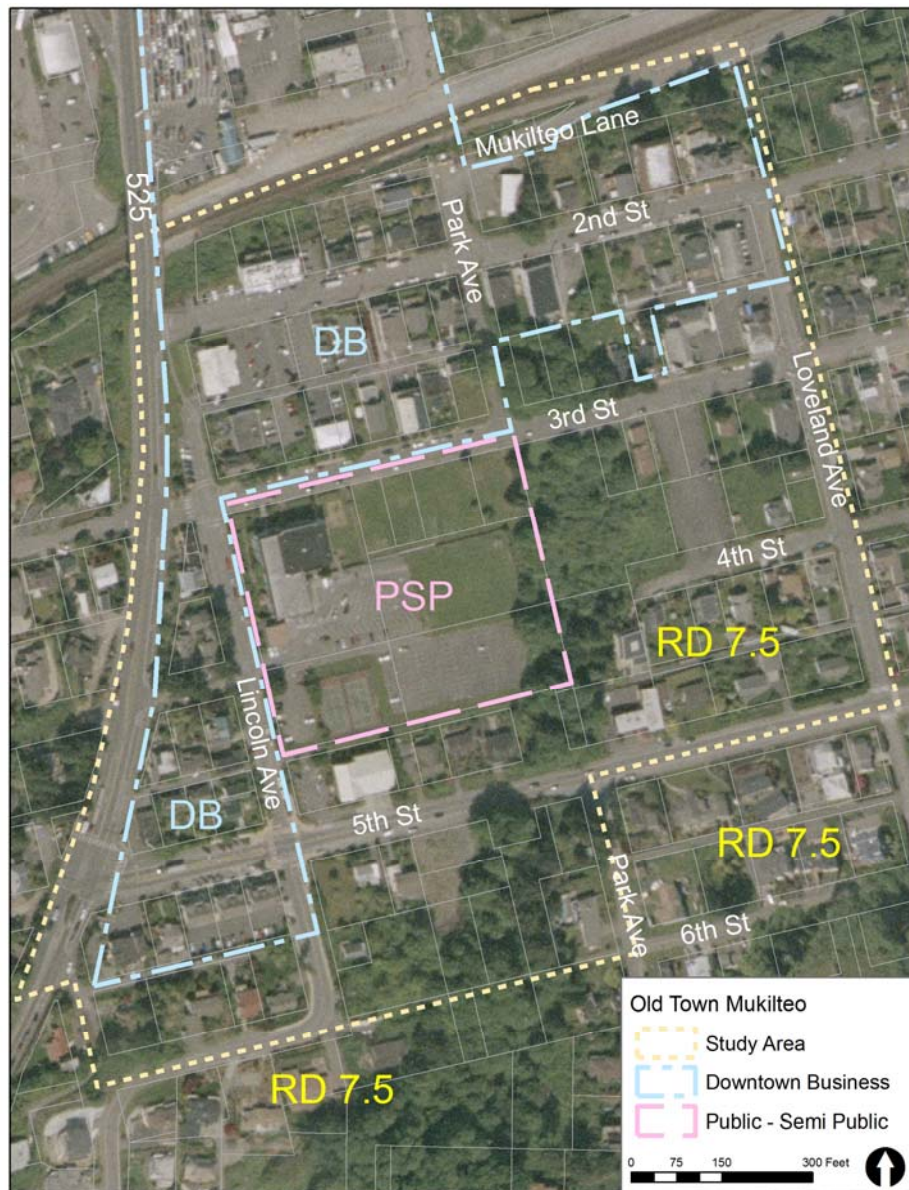


Study area existing land uses.

Districts

When the planning began for the Downtown Business District, the study area was drawn to encompass a larger area so that potential land use actions in adjacent areas could be considered and local participants presented with a full range of options. It was important that the residents in these areas be actively engaged in the planning process because of the potential changes and impacts to the residential area.

Three of the City's zoning districts are located within the study area – DB (Downtown Business), PSP (Public – Semi Public) and RD 7.5 (Single Family Residential – minimum lot size 7,500 square feet). The following map locates the boundaries of the study area and of those zoning districts.



Existing Comprehensive Plan Goals and Policies

The City of Mukilteo's 2008 Comprehensive Plan contains several goals and policies supporting the purposes and objectives of this plan and supporting a vital business district in Old Town. Following are a list of goals and policies relevant to Old Town and/or the Downtown Business District that were in place prior to this planning process. These existing goals and policies helped to guide the priorities for the planning process and the plan itself. GD means General development goal. LU means Land Use policy while TR means Transportation policies.

- GD1:** Preserve the existing, owner-occupied, residential quality of life of each neighborhood and throughout the residential portion of the City by keeping high volumes of traffic out of residential neighborhoods.
- GD2:** Encourage City entryways, commercial development, and redevelopment near the urban waterfront to reflect the waterfront atmosphere of the City.
- GD3:** Ensure compatibility of adjacent land uses through the use of buffers, landscaping, and quality building design to maintain property values, safe living environments, and the City's unique identity and distinctive entryways.
- GD4:** Promote economic development and redevelopment to provide for a tax base that is balanced so the tax burden is shared among residential, commercial and industrial properties.
- LU3:** Encourage the creation of employment opportunities that result from market demands for new and expanding businesses within the community and that are consistent with its character.
- LU7:** Property rights of landowners shall be respected by protecting these rights from arbitrary and discriminatory actions by the City.
- LU18:** Encourage urban design planning in conjunction with a waterfront redevelopment plan which sets design standards for public and private properties, and includes a design strategy for the downtown and future uses in the Federal Tank Farm. (LU24)
- LU21:** Develop a functional and aesthetically pleasing downtown and commercial areas that soften the impact of the automobile, provides for alternative modes of transportation connections from site to site. (LU27)
- LU22:** Strengthen old and new residential neighborhood identity by defining boundaries, signage and designating landmarks (built and natural), that promotes community well-being and the area's unique identity. (LU28)
- LU23:** Provide compatible transitions between areas of different land use intensity and to soften new development. (LU29)
- LU39:** Work with downtown property and business owners to identify historical attributes that can be incorporated into new building designs. (LU48)
- LU43:** Development should result in conveniently located retail businesses to meet the needs of citizens and visitors. (LU52)
- LU44:** Economic development shall be considered a part of any integrated strategy to attract new beneficial businesses, retain existing beneficial businesses, professional services, and industries, as well as providing a mechanism to meet City services and capital facility needs. (LU53)
- LU46:** Land use and permit processes shall be streamlined to make locating businesses in the City of Mukilteo relatively easy, but not at the expense of existing residential areas or protecting critical environmental areas. (LU55)
- TR3:** Development of the Multimodal/Intermodal terminal and redevelopment of the Tank Farm site, shall employ the following urban design techniques: a network of public paths, a waterfront promenade, a chain of waterfront parks, recreational opportunities such as a new marina or visitor dock and boat launch, new mixed use/commercial opportunities, public amenities downtown (e.g. benches, street lights, water fountains, etc.), and pedestrian oriented streetscapes.
- TR22:** Public transportation facilities shall be integrated into land development where appropriate and into the design and maintenance of public roads. The City shall also encourage mixed-use projects and land-use relationships, which decrease dependency on the automobile (e.g., locating industrial/office, restaurants, and service commercial in one area). Any traffic impact mitigation ordinance may recognize enhancements to public transit and ride sharing as mitigation. Fees to mitigate the impact of development proposals on the City's street system by the construction of transit facilities may be considered by the City as mitigation measures. (TR25)

(Editor's note: After the 2009 Comprehensive Plan amendments were adopted some of the above policy numbers changed. The numbers in parentheses are the 2009 policy numbers)

Purpose

The primary impetus for drafting this subarea plan arose from applications to add to the Downtown Business District (DB) by rezoning some of the surrounding parcels zoned single family residential (RD 7.5). The trend started in the 1980s, with two applications for lots on 3rd Street being approved. It continued into the 1990s. In 1998 the remaining single family parcels on the north side of 3rd Street, between Lincoln and Park Avenues, were rezoned to DB. In the 2000s the trend continued with some inquiries and rezone applications, but no rezones were approved. Each rezone inquiry, whether it resulted in an application or not, seemed to generate more controversy than its predecessor. Rezone applications submitted in 2007 for the remaining parcels on the north side of 3rd Street between Park and Loveland Avenues that were not already zoned DB raised community awareness of the need to develop a vision for the Old Town Commercial district, starting with agreeing on what size the DB zoning district should be. Therefore, this plan establishes boundaries for the Downtown Business District which would be the basis for responding to inquiries to rezone property to DB and would be a primary review criterion if rezone applications are submitted.

This plan is also intended to identify measures to improve the vitality of Old Town in both its commercial and residential areas. One tool that can be used to achieve this is amending and customizing development regulations to recognize the unique needs of the Downtown Business District which significantly differs from the City's other commercial districts. Appendix 3, Design Standards, provides a detailed framework and content to serve as a basis for future development regulations and standards.

Another tool that can revitalize the district is to improve the area's infrastructure. The specific capital improvements identified in this plan, such as sidewalks, lighting and gateway entries, will create a distinct and recognizable commercial district for residents and visitors alike and make it a pedestrian-friendly area. City Council consideration of implementing a broad set of tools and funding improvements will assist in increasing the viability of commercial activity in the area.



Chapter 2: Planning Process

Economic Analysis

An early step in studying the Old Town area, and specifically the Downtown Business District, included an economic analysis of the outlook and opportunities of the study area. Property Counselors performed the analysis which is Appendix 1 of this plan. Their report lays out the challenges and opportunities facing the business district. This analysis determined the Downtown Business District:

- Is small and lacks focus.
- Does not currently have the demand generators in terms of residential base, employment base, or visitor activity to support traditional small downtown scale of development.
- Does not need to expand its boundaries to make it viable; rather it needs to be more cohesive, with infill development.
- Will have to rely on a mix of resident, employee and visitor spending to support growth and mixed use development.
- Would benefit from additional residential development as part of mixed use buildings to increase spending for local businesses.
- Will have to serve a market area larger than its immediate area if it is to support development larger than a convenience market.
- Would realize a near-term opportunity to attract additional spending through the organization and promotion of a quality visitor experience.

The information gathered in the economic analysis helped to shape and inform the planning process for Old Town. It is important to understand that land does not need to be added to the business district, but that adding more people within walking distance and creating a more cohesive district are necessary if a vital business district is to be achieved. The business district can take advantage of existing amenities such as views, the character of the neighborhood, and adjacent activities to help attract a regional market. This analysis was presented to the public during the public participation process, which is described below and in Appendix 2.

Public Participation

In order to plan for the future of Old Town, the public was engaged in two workshops. The first workshop, in June 2008, focused on gathering information about the overall priorities of the community for Old Town. Attendees of the public workshop broke up into groups to discuss a series of questions related to the study area, filled out a visual preference survey, and worked on a mapping exercise. In the second workshop, the public was given an opportunity to evaluate three sets of alternatives for Old Town. Working in groups, the community first evaluated land use alternatives that focused on the possibilities for the Downtown Business District and then evaluated potential transportation and streetscape improvements. The results of these meetings and more details on what was discussed can be found in Appendix 2.

Chapter 3: Framework

The framework for the Downtown Business District Subarea Plan – objectives, framing observations and general strategies – were formed by combining the background information and analysis discussed in Chapter 1 with the feedback received in the public participation process discussed in Chapter 2. This framework was then used to define the goals, policies, and implementation strategies discussed in Chapter 4.

Objectives

The goals and policies from the 2008 Comprehensive Plan, the Economic Analysis, and the information gathered through the public participation process led to the development of the following key objectives for the Downtown Business District Subarea Plan:

- Objective 1:** Retain a viable business district.
- Objective 2:** Protect the quality of the surrounding residential neighborhood.
- Objective 3:** Foster stability and certainty regarding land use issues in the area.
- Objective 4:** Upgrade civic infrastructure as necessary with special focus on parking.
- Objective 5:** Enhance the district's attractiveness and identity.

Framing Observations

In addition to the key objectives, there are a number of elements that came up during the preparation of this subarea plan that have helped frame the recommendations for the Downtown Business District. With regard to the substantive land use issues, the following five findings stand out:

- Finding 1:** Nearby residents are opposed to land use changes that they perceive as threats to the single-family character of their neighborhood.
- Finding 2:** Expansion of the business district would not necessarily strengthen Old Town's economic performance. Infill on underutilized lots and additional residents would provide more benefit than business area expansion.
- Finding 3:** Brewery Creek ravine provides a divider and buffer between residential and commercial/mixed uses and is an opportunity for retaining a natural environment in Old Town.
- Finding 4:** Actions are necessary to foster Old Town's businesses. Because there is not sufficient local population, the district must rely on visitor and employee spending as well as a somewhat larger residential base. A quality visitor experience is key to this strategy.
- Finding 5:** There are numerous changes that may occur in or near Old Town, including ferry terminal/parking operations, new community center, redevelopment, Sounder transit service, waterfront redevelopment, and a parking management program that could dramatically impact Old Town.

Because of these facts, the subarea plan recommendations are based on a strategy emphasizing the following principles:

- Principle 1:** Do not expand the business district east of Park Avenue except where it is already east of there. There are no factors or changes envisioned that would ever justify expansion of any part of the business district east of Loveland Avenue.
- Principle 2:** Undertake small-scale physical improvements and business improvement activities. Entryways into Old Town could be improved. Also, some of the Downtown Business District streets do not have adequate sidewalks to promote pedestrians walking east-to-west on 2nd Street.
- Principle 3:** Protect Old Town's small-scale, turn-of-the-century character. Design guidelines/standards emphasizing provisions for pedestrian-oriented streetscapes, small-scale late 19th, early 20th century building character, and garden landscaping will be the most important action. Appropriate streetscape elements to the scale and character of Old Town will also reinforce these qualities.
- Principle 4:** Improve communication between the City and the neighborhood.

General Strategies

- Strategy 1:** Protect single family residential neighborhoods by discouraging through traffic, especially east of Loveland Avenue and north of 5th Street.
- Strategy 2:** Preserve the Brewery Creek ravine as a permanent natural corridor/buffer within the Downtown Business District.
- Strategy 3:** Define what a quality visitor experience is and facilitate business coordination to promote it.
- Strategy 4:** Facilitate pedestrian movement between the Downtown Business District and the Waterfront Mixed Use zone with a dedicated pedestrian bridge.

Chapter 4: Goals, Policies, and Implementation Strategies

Based on the planning process and the framework laid out above, the following goals, policies, and implementation strategies establish the overall vision for the Downtown Business District Subarea Plan and strategies for implementing that vision. The proposed goals and policies will be added to the City's Comprehensive Plan as part of the 2009 update process. The proposed implementation strategies will be adopted by ordinance into the zoning code as development regulation code amendments or by resolution as development standards.

Proposed Goals and Policies

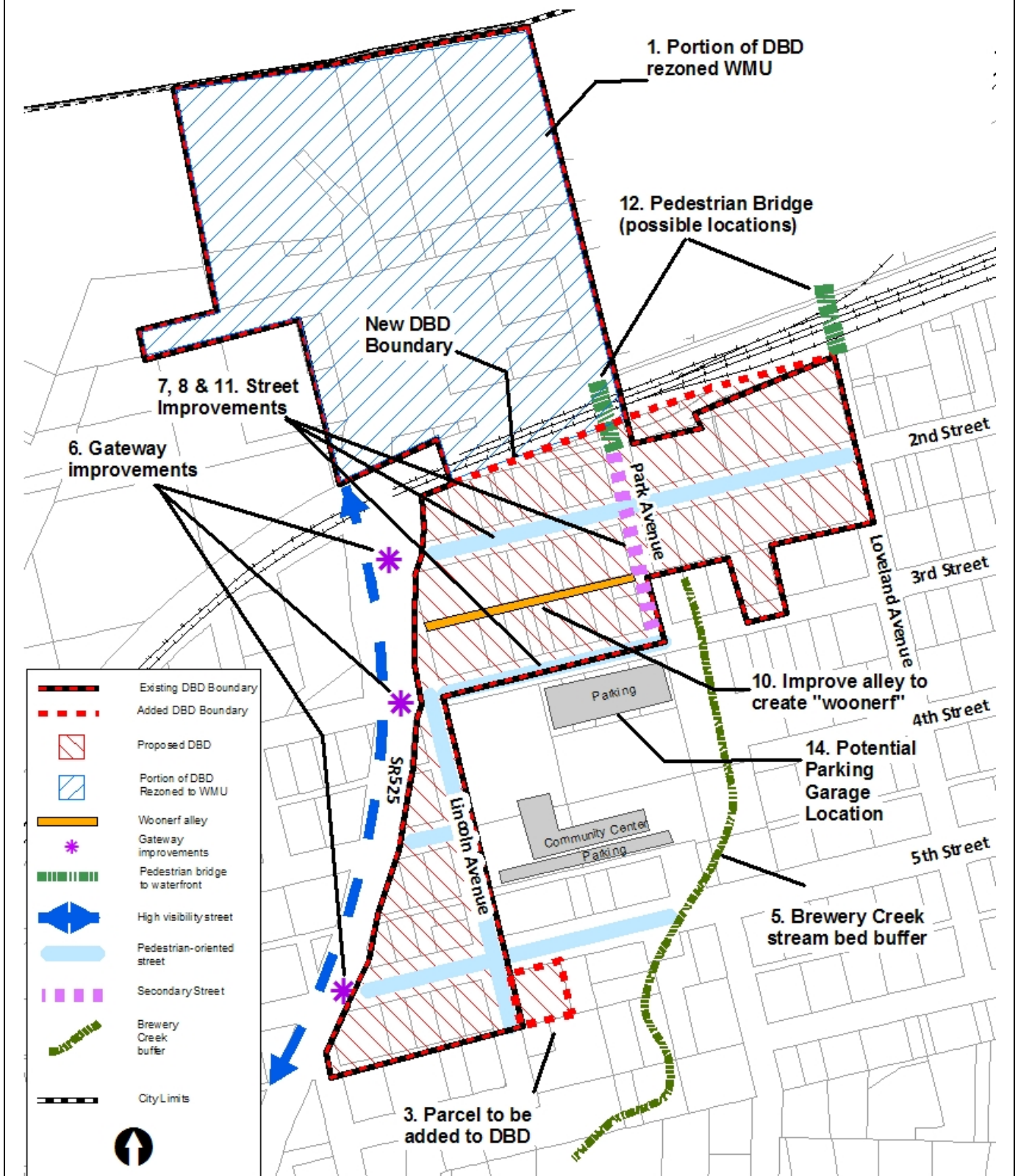
The following policies, to be a part of this subarea plan as well as the City's Comprehensive Plan, reflect the vision for Mukilteo's Old Town commercial district. Some of the proposed policies reflect some of the recommendations found later in this plan.

- OT1: Develop the Downtown Business (DB) District to have its own unique identity and to be a pedestrian-friendly environment.
- OT2: Create well-defined edges for the Downtown Business District to distinguish it from the adjacent residential areas. Protect the residential areas from negative impacts associated with commercial activity.
- OT3: Facilitate redevelopment of existing single family residential uses currently located in the Downtown Business District into mixed use and commercial uses that reflect the area's history as a fishing village, port-of-entry and trading post.
- OT4: Regularly review City decision-making and investment related to Old Town, in both its commercial and residential areas, for conformance with existing Comprehensive Plan policies and capital projects. The results of the review should be widely communicated to City residents.
- OT5: Consider regulations to allow increased residential density as part of mixed used development in the Downtown Business District provided the impacts of the increased density are mitigated.
- OT6: Capital improvements to add sidewalks, lighting, landscaping and other infrastructure needs typical for commercial districts and that promote a pedestrian-friendly environment should be considered in the Downtown Business District.

Implementation Strategies

The following recommendations include implementation strategies for land use, streetscape and transportation improvements, parking, and public communication and plan review. These strategies are followed by a table summarizing the recommendations to implement the strategies that include budget estimates for each recommendation, potential funding sources, a timeline for implementation, and other pertinent information.

Preferred Alternative



Land Use Strategies

Based on the residents' responses to rezoning options, the economic report findings that a larger business district is not needed and staff input, the Plan proposes land use changes only on 5th Street west of Brewery Creek. However, the following actions are recommended:

REC-1: The portion of the Downtown Business District north of the Burlington Northern Santa Fe railroad tracks should be rezoned to Waterfront Mixed Use.

REC-2: Encourage an increased population density in the Downtown Business District.

This can be accomplished by repealing the existing commercial to residential ratio requiring 1,000 square feet commercial floor space per each dwelling unit, which only allows residential use as an accessory use, to a formula which requires street/sidewalk level commercial use while allowing residential which would be limited by maximum building heights. An absolute limit on the number of dwelling units can be imposed but is not really necessary as bulk and parking standards limit how many units are feasible.

REC-3: The parcel on the southeast corner of 5th Street and Lincoln Avenue should be added to the Downtown Business District.



Existing conditions at 5th Street and Lincoln Avenue.

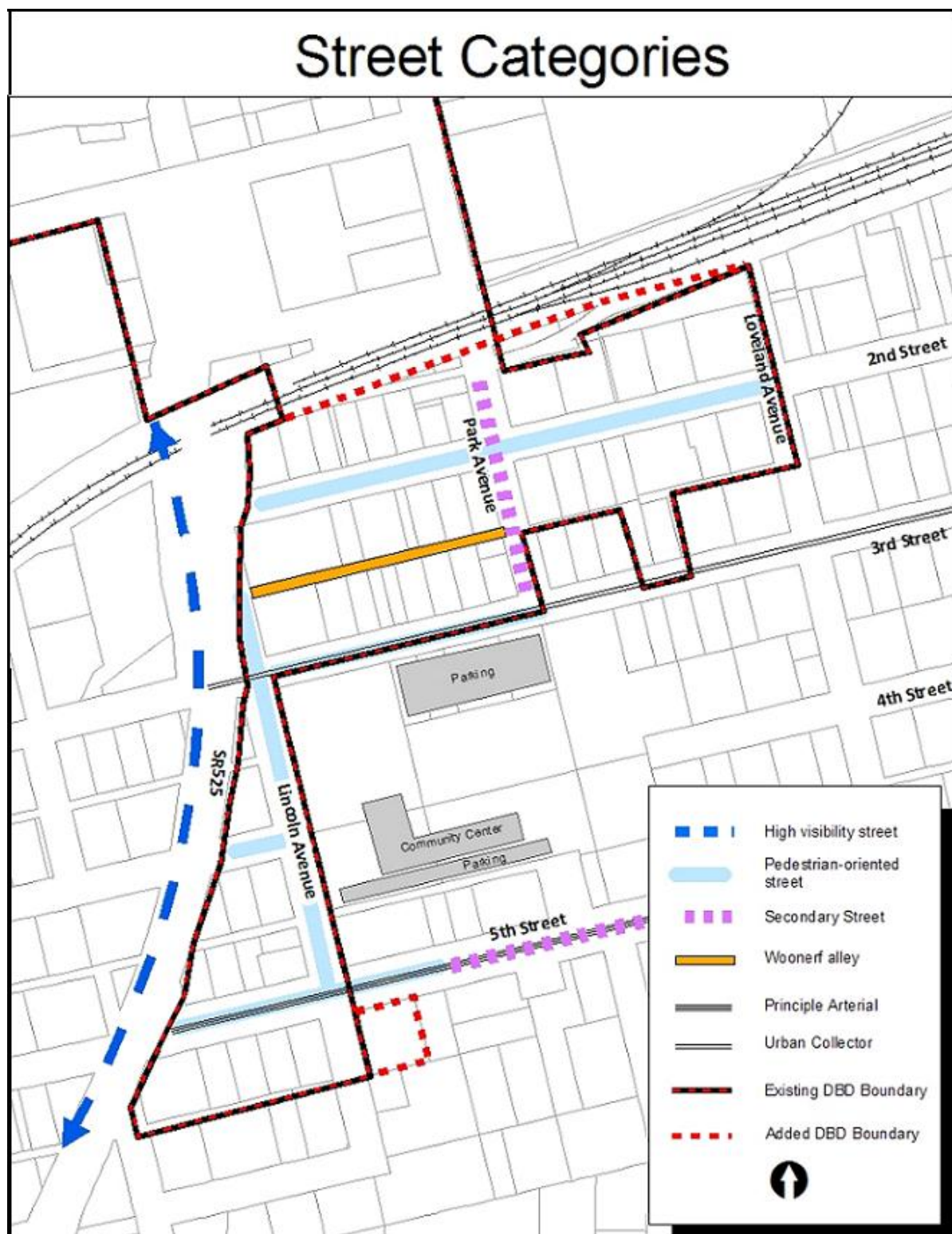
REC-4: Adopt design guidelines for the Downtown Business District and codify those guidelines.

Adopt design standards and guidelines for the Old Town Business District is an important step to implement the goals and objectives of this plan. The design standards will ensure that the character of Old Town is maintained and enhanced.

Streetscape and Transportation Strategies

In terms of pedestrian access and streetscape quality, Old Town is deficient in several respects. The following projects are recommended to support the businesses, provide pedestrian and vehicular access, and reinforce Old Town's visual character. As funding allows, 5th Street as a whole and 3rd Street and 2nd Street within the business district core should be the key streets to receive improvements.

The Downtown Business District's streets are categorized as "pedestrian-oriented", "secondary" and "high-visibility" streets, with each type having different requirements. The following map shows the various types of streets.



Downtown Business District street categories.

REC-5: Install gateway improvements along SR 525.

Most motorists traveling to the ferry or heading north on 5th Street rarely venture into Old Town to frequent the restaurants and other services. Gateway improvements inviting them to explore the area east of SR 525, such as a sign at 5th and SR 525, lights, and/or hanging planters along the landscaped islands, or improved floral landscaping, would make Old Town's "front door" more welcoming and could advertise local businesses.

REC-6: Install sidewalks, lighting, and pedestrian amenities on 2nd Street.

Second Street is the heart of the Old Town Business District but has only intermittent sidewalks and no amenities. The right-of-way and pavement are wide enough to support sidewalks and on-street parking on both sides. Because this improvement should provide continuity between SR 525 and Loveland, it should be constructed in one project. Funding might come from a Local Improvement District (LID) assessment plus City funds.

REC-7: Install pedestrian lights and street trees on 3rd Street between Park Ave and Lincoln Ave.

There are adequate sidewalks in most places on 3rd Street, but street trees and pedestrian lights with banners or planters would reinforce Old Town's character and encourage pedestrians to visit shops and attractions along the street. The planned new community center will include parking along 3rd Street, which should be screened from the right-of-way. Property owners should be required to install street trees and conduit for street lighting when properties are redeveloped. The lighting can be installed at one time when property owners are willing to assess themselves for the construction. The City should contribute to the cost of the lighting system according to an agreed-upon formula.



Existing conditions at 5th St. & SR525



Existing conditions at 2nd Street

REC-8: Install human-scale public art along pedestrian pathways in the Downtown Business District

Public art located next to sidewalks would assist in the creation of a pedestrian-friendly environment by creating visual interest variety and opportunities for public interaction.

REC-9: Improve the alley between 2nd and 3rd Streets from SR 525 to Park Avenue.

This alley has the opportunity to provide both better pedestrian and vehicular access and a redevelopment opportunity. The alley should be improved to function as a woonerf. A woonerf – or "living street" in Dutch, where the concept originated – design allows

pedestrians and cars to share the right-of-way and gives pedestrians equal priority, allowing the alley to transform into a pedestrian-friendly street. Improvements might include textured and/or colored pavement, pedestrian lighting, and vegetation planters to define parking areas. This project is especially appropriate for joint property owner/City funding as the adjacent property owners will realize a significant property value benefit.



Existing conditions in the alley between 2nd Street and 3rd Street.

REC-10: Install curbs, gutters, and sidewalks on west side of Park Avenue.

Although a lower priority than other public improvement proposals, improvements to Park Avenue are important for pedestrian access and safety. This plan recommends installing curbs, gutters, and sidewalks on both sides of the street, with angle parking on one side (although to do this would require more right-of-way than currently exists). This improvement is particularly important if a bridge is constructed along Park Avenue from Mukilteo Lane to the waterfront.



Existing conditions on Park Avenue.

REC-11: Construct a footbridge between Mukilteo Lane and the waterfront at Park Avenue or Loveland Avenue.

A bridge from Old Town to the waterfront was a high priority among work session participants. While this is an expensive project, such a bridge might be coordinated with redevelopment and transit improvements on the waterfront.



Existing conditions from Park Avenue to waterfront.

Parking Strategies

Throughout the public process for this subarea plan, many people expressed concerns about parking in Old Town. The City is exploring a variety of measures, including parking at Rosehill Community Center, a residential parking zone (RPZ), and management of on-street parking. This plan recommends that the City continue the effort.

REC-12: Update parking code to include requirements for employee parking for all commercial areas and develop a parking management plan for the Downtown Business District.

REC-13: Retain flexibility for future parking development at the new community center.

The construction of a new community center provides some parking opportunities for this area. A future parking garage can be constructed on the site off of 3rd Street if parking demand makes it necessary.



Existing parking conditions at Rosehill Community Center.

Implementation Strategies Summary

The table below summarizes the recommended actions, with lead participants, timeframes, and estimated budgets suggested.

Project Description	Budget Estimate*	Potential Funding	Timing	Purpose & other notes
Land Use				
REC-1 Rezone northern portion of DBD to WMU	NA		2010	Consistency of development regulations for the waterfront
REC-3 Add SE corner of 5 th St. and Lincoln Ave. to DBD	NA		2011	Solidify the intersection as an entryway into the DBD
REC-4 Codify design guidelines for DBD	NA		2010	Maintain and enhance the character of the DBD and Old Town.
Streetscape and Transportation				
REC-5 SR 525 gateway improvements	\$170,000 - \$260,000	City funding	TBD	Welcome people to Old Town with signs, lights, baskets, landscaping.
REC-6 2 nd Street sidewalks, lighting & pedestrian amenities	\$600,000 - \$936,000	LID; City funding	TBD	As the heart of Old Town, 2 nd St needs pedestrian improvements.
REC-7 3 rd St pedestrian lights and street trees	\$150,000 - \$230,000	Rosehill dev; City funding	TBD	Reinforce Old Town's character with pedestrian amenities on 3 rd St.
REC-8 Install public art along pedestrian pathways	TBD	TBD	TBD	To assist in creating a pedestrian friendly environment
REC-9 Improve alley between 2 nd St and 3 rd St	\$160,000 - \$250,000	LID plus City funding	TBD	Provide better pedestrian and vehicular access on alley
REC-10 Park Ave curbs, gutters, and sidewalks	\$84,000 - \$130,000	City funding	TBD	Curb, gutter and sidewalks will improve pedestrian access and safety
REC-11 Footbridge between Mukilteo Lane and waterfront	Multi million dollar project	WSDOT, ST Grants, City	TBD	A footbridge would improve access to the waterfront from Old Town.
REC-12 Update parking code and evaluate and implement parking management strategies	TBD	N.A. TBD	2010-11 2010-15	To include employee parking requirements into all commercial zones

* These cost estimate ranges use a low estimate of hard costs and a high estimate that includes an increase of 20% for contingency costs and in addition to that an increase of 30% for fees, taxes, permits, etc. This results in a total increase from the hard costs of 56%.

Appendices

Appendix 1: Economic Study

Appendix 2: Public Participation

Appendix 3: Design Standards

Appendix 1: Economic Study

ECONOMIC OUTLOOK AND OPPORTUNITIES DOWNTOWN MUKILTEO BUSINESS DISTRICT SUBAREA PLAN PROPERTY COUNSELORS JUNE 2008

The future of the Downtown Mukilteo Business District will be determined by economic trends and its competitive position. The key factors affecting potential opportunities are summarized in this report. The report is organized in three sections:

Potential Sources of Demand

Current Conditions

Summary of Conclusions

POTENTIAL SOURCES OF DEMAND

Businesses within any commercial district serve three general sources of demand: residents, employees, and visitors. The spending patterns related to each source are summarized below.

RESIDENTS

Most businesses rely on purchases by residents of their surrounding trade area. The size of the trade area is determined by factors such as population concentrations, natural features, transportation networks, and competitive development. Generally, higher level retail goods purchased infrequently are associated with large trade areas with populations of 200,000 to 600,000 within a radius of 12 to 50 miles. Goods purchased more frequently, groceries for example, are associated with smaller trade areas with populations of 10,000 to 30,000 within one to three miles.

The relationship between number of households and supportable retail development is summarized in Table 1. As shown, a single household can support approximately 72 square feet based on typical spending patterns and retail sales efficiencies. A portion of this support will be captured in larger regional centers, with a local business district capturing a smaller share.

Table 1
Supportable Square Feet Retail per Household

Building Material	2.6
Hardware	0.5
Department/Variety	13.4
Food/Grocery	11.6
Auto supply	2.6
Gas Stations	5.5
Apparel	4.5
Shoe	1.3
Furniture	3.5
Home furnishings	1.6
Appliance	0.5
Radio/TV/Computer/Music	2.3
Eating Places	12.4
Drinking Places	1.5
Drug	3.1
Sporting Goods	1.4
Book	1
Hobby/Toy	1
Gift	1
Flower	0.5
Total	<u>71.8</u>

Source: Center for Economic Development, University of Wisconsin Extension

A 2,500 square foot convenience retail store with a gas station would require 450 households in its trade area.

EMPLOYEES

Employees support other businesses in their neighborhoods before, during and after their workday. The average levels of spending are summarized in Table 2.

Table 2
Average Expenditures by Downtown Employees

	Annually	Weekly
Retail Goods	\$2,002	\$38.50
Food/Beverage	1,762	33.88
Services	234	4.50
Total	<u>3,998</u>	<u>76.88</u>

Source: Downtown Norfolk Survey, 2006

As shown, an average employee spends approximately \$77 per week or \$15 per day. Spending at these levels involves more than just a sandwich at lunch. A large business district with major retailers and entertainment venues will capture more than a small district.

Overall, an employee spends much less than a resident household. The timing of activity is different as well, with much of the spending occurring during the workday.

VISITORS

Visitors can also support a local business district. Average spending by visitors is summarized in Table 3.

Table 3.
Average Daily Expenditures per Visitor 2006

	Overnight Visitor			Day Visitor
	Commercial	Home	Camp	
Lodging	32.25	-	4.98	-
Restaurant	22.21	13.30	8.56	12.29
Groceries	2.37	4.94	7.63	3.29
Auto Rental	5.90	1.33	0.28	0.32
Local Transportation	0.80	0.20	0.20	0.24
Private Transportation	3.09	2.97	3.78	6.91
Recreation	9.00	5.70	5.38	4.86
Shopping	15.30	9.44	6.07	14.62
Other	1.04	0.44	0.64	0.40
Total	91.98	38.32	37.52	42.94

Source: Washington State Community Trade and Economic Development,
Washington State Visitor Profile 1997. Adjusted for Inflation.

As shown, overnight visitors spend significantly more than day visitors. The major categories of spending other than lodging are restaurants and miscellaneous shopping. Generally visitors are attracted to small communities for the same reasons that residents are: natural and cultural amenities, commercial services, and an attractive physical environment.

CURRENT CONDITIONS

The existing business district is small and lacks focus. There is no obvious center, and there are no blocks with continuous commercial development typical of downtown districts. Further, the district lacks many of the demand generators associated with successful districts.

The population of downtown as shown in Table 4 is well below the level necessary for even a small convenience store.

Table 4.
Population and Household Estimates for Market Areas

	Population (1)	Households (2)
Downtown (3)	657	283
Census Tract 413.01 (4)	4,845	1,937
City of Mukilteo	19,940	8,019
Snohomish County	686,300	273,351

1.) Population shown for 2007 except 2000 for DT and CT413.01

2.) Household estimates for Mukilteo and County based on housing units.

3.) Downtown defined as CT 413.01 Block Group 3. North of 6th.

4.) Generally Mukilteo north of 84th.

Source: US Census Bureau, Washington Office of Financial Management

There are no major employers in the district.

The district does have resources that can support additional visitor activity: the waterfront park, the ferry terminal, a train terminal, and lodging.

SUMMARY OF CONCLUSIONS

- The business district is small and lacks focus.
- The district does not currently have the demand generators in terms of residential base, employment base, or visitor activity to support traditional small downtown scale of development.
- The district doesn't need to expand its boundaries; rather it needs to be more cohesive, with infill development.
- The district will have to rely on a mix of resident, employee and visitor spending to support growth and development.
- Additional residential development as part of mixed use buildings will increase spending for local businesses.
- The district will have to serve a market area larger than its immediate area, if it is to support development larger than a convenience market.
- The organization and promotion of a quality visitor experience provides a near-term opportunity to attract additional spending.

Appendix 2: Public Participation

In order to plan for the future of Old Town, the public was engaged in two workshops. The first explored participants' general attitudes and values, while the second one allowed participants to evaluate alternative proposals.

Workshop #1



The first workshop, in June 2008, focused on gathering information about the overall priorities of the community for Old Town. Attendees of the public workshop broke up into groups to discuss a series of questions related to the Old Town Business District and the project area.

The comments from the public focused on creating a unique identity for the Old Town Business District Core and distinguishing it from the residential areas. This could be accomplished with distinct streetscape improvements in the Business District Core. Participants noted that it is also important to ensure that traffic and parking problems from the business district did not spill over into the residential areas. Parking is a concern for a number of people, and maintaining views is a key priority. The group did not reach a consensus regarding the business district boundary, but mixed-use development was supported generally within the core.

Participants also worked on a visual preference survey in groups and as individuals. Pictures of different types of uses and architectural styles were evaluated for their appropriateness for Old Town. The results of the visual preference survey were used to better understand the vision of the community for Old Town and to help direct design standards. The results of the first work session are summarized below.

City of Mukilteo
Old Town Subarea Plan
 Visual Preference Survey – Results Summary

Picture	Evaluation Rank 1-5 (1 undesirable, 5 great)	Picture	Evaluation Rank 1-5 (1 undesirable, 5 great)
	1.5		2.0
	1.2		2.7
	3.7		2.2
	1.4		1.3

Visual Preference Survey Results from Workshop #1.

The highest scores were given to images #3 and #6, both of which are 2- to 3-story mixed-use buildings with commercial on the ground floor and what appears to be residential on the top floors. People generally preferred the two examples' peaked roofs, orientation to the street, and architectural features and felt that these buildings would fit into the character of Old Town.

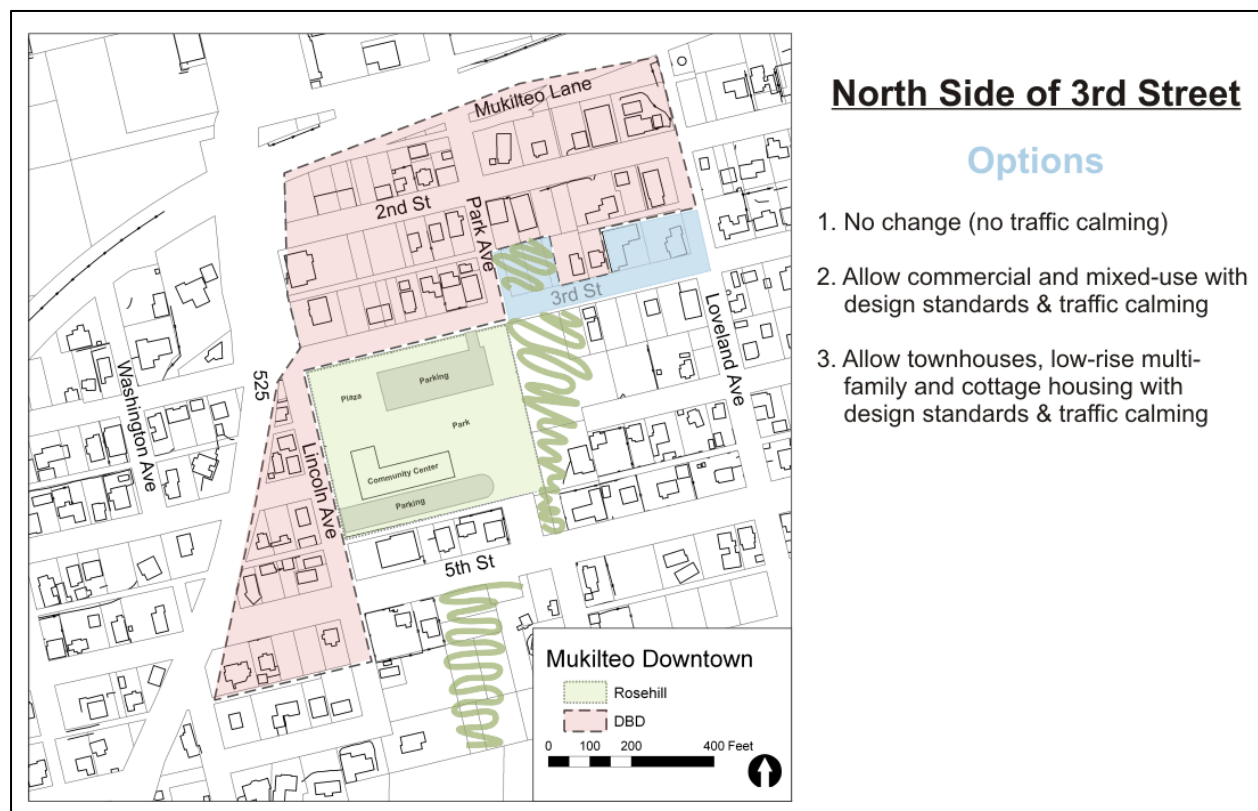
Workshop #2 Summary and Results

In Workshop #2, the public was given an opportunity to evaluate three sets of alternatives for Old Town. Working in groups, the community first evaluated land use alternatives that focused on the possibilities for Old Town Business District. The first set of alternatives explored options for the north side of 3rd Street between Park and Loveland Avenues as this is the block where a rezone is being considered. Options there included (1) no change to the status quo; (2) allowing commercial and mixed-use; and (3) allowing a variety of multifamily building types. All options included a 30-foot-high maximum height and design guidelines to reinforce the downtown's small-scale historic character.

The second set of alternatives looked at changing the land use designation for the area between 3rd and 4th Streets between Loveland and Park Avenues. The proposals were (1) retain the status quo; (2) allow commercial and mixed-use on the south side of 3rd Street and allow higher density housing on the north side of 4th; and (3) allow higher density residential, such as townhouses and low-rise multifamily, in the whole area between 3rd and 4th Streets.

The third area examined focused on 5th Street between Lincoln and Park Avenues, just south of the community center. The options considered for this area were (1) retain existing zoning; (2) allow mixed use development on the corner of Lincoln Avenue and 5th Street; and (3) allow uses in Option 2 in addition to a 45-foot-high senior housing project.

The graphics below illustrate the options in greater detail.



North side of 3rd Street options.



Between 3rd & 4th Street

Options

1. No change (no traffic calming)
2. Commercial and mixed-use on 3rd St with residential on 4th St.
 - Allow commercial and mixed-use on 3rd St. with design standards & traffic calming
 - Allow townhouses, low-rise multifamily and cottage housing on 4th St. with strict design standards & traffic calming
3. Residential on 3rd & 4th Streets:
 - 30' height max.
 - Pitched roof standard
 - Traditional building details
 - Heavily screened parking
 - Front yard requirement

Between 3rd and 4th Streets option.



5th Street

Options

1. No change
2. Residential and commercial allowed on corner only (with mixed-use design standards)
3. Residential and commercial on corner (like option 2) plus allow 45' height limit for Senior Housing only (with residential design standards)

5th Street option.

Community members worked in groups to evaluate these alternatives, but they also filled out evaluation sheets as individuals. The results are below.

Land Use Option Evaluation Sheet: Individual Results				
	Good	Okay	Not Good	Not Sure
North Side of 3rd Street (Blue)				
1. No change (no traffic calming)	60%	7%	33%	0%
2. Allow business and mixed-use with design standards and traffic calming	33%	33%	33%	0%
3. Allow different housing types with design standards and traffic calming	7%	21%	71%	0%
Between 3rd & 4th Streets (Purple)				
1. No change (no traffic calming)	56%	6%	38%	0%
2. Allow commercial and mixed-use on 3rd St and different residential types on 4th with design standards and traffic calming	19%	38%	44%	0%
3. Allow a variety of housing types on 3rd and 4th with design standards and traffic calming	7%	20%	73%	0%
5th Street (Orange)				
1. No change	44%	13%	44%	0%
2. Residential and commercial allowed on corner only (with mixed-use design standards)	33%	33%	33%	0%
3. Residential (same as #2) and allow 45-foot high building for senior housing	47%	7%	47%	0%

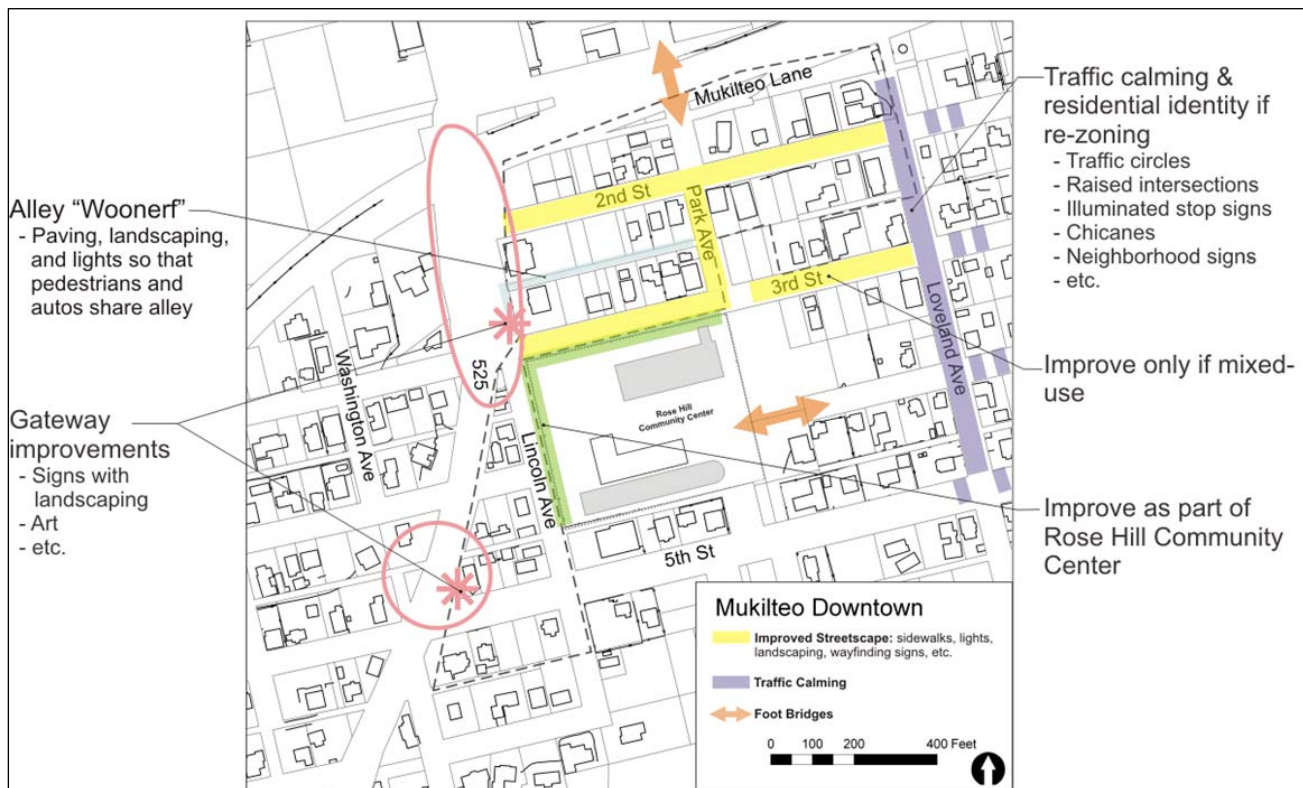
Land use options evaluation sheet.

It should be noted that, while the first workshop included some business owners, the second workshop was attended almost exclusively by residents living near and in the study area. While the exercises did not explicitly explore the individuals' primary motivations, it was quite obvious that potential impacts to the adjacent residential neighborhood were the overriding concern.

It is clear that the majority of participants do not favor changing the eastern boundary of the commercial area. The options that focused on creating a distinct line between the residential and mixed-use areas, with improvements to reduce parking, traffic, and other impacts, did not meet with approval. Likewise, the options that allowed single-purpose small-scale multifamily units (townhouses) as a buffer between residential and commercial uses were rejected. However, the proposal to change the boundary at 5th Street received support for rezoning the corners at 5th Street and Lincoln Avenue in order to allow for commercial use.

The groups also evaluated potential transportation and streetscape improvements, including:

- Gateway improvements at SR 525 and 5th Street
- Gateway improvements at SR 525 and 3rd Street
- Sidewalk, landscaping, and street light improvements on 2nd Street
- Sidewalk, landscaping, and street light improvements on 3rd Street from Lincoln to Park Avenues
- Pedestrian improvements on Park Avenue
- Traffic calming on and near Loveland Avenue
- Foot bridge on 4th Street to Rosehill Community Center
- Foot bridge to waterfront



Transportation options evaluated in Workshop #2.

These potential improvements were evaluated as either a high-priority/great, good, okay/not sure, or bad idea. Participants worked in groups to fill out the evaluation forms, both collectively and individually. The results are below.

PUBLIC IMPROVEMENTS EVALUATION SHEET				
	Great	Good	Okay Not Sure	Bad Idea
Gateway improvement at SR 525 and 5 th St	27%	33%	33%	7%
Gateway improvement at SR 525 and 3 rd St	20%	33%	47%	0%
Street improvements on 2 nd St	23%	46%	15%	15%
Street improvements on 3 rd St	13%	53%	20%	13%
Street improvements on Park Ave	14%	57%	0%	29%
Traffic calming on and near Loveland Ave	27%	33%	20%	20%
Foot bridge on 4 th St to Rosehill Community Center	13%	13%	20%	53%
Foot bridge to waterfront	71%	14%	7%	7%

Public improvements evaluation sheet results.

With regard to public improvements, it is clear that there are many differing opinions within the community. The footbridge to the waterfront is a high priority among participants, with 71 percent of the respondents indicating that the bridge is a “high priority” idea. Looking at the negative (“bad idea”) column, it appears that all of the improvements have general support except the footbridge on 4th Street, which was seen as having potential negative parking and pedestrian traffic impacts to residents in the neighborhood. Gateway improvements along the highway and street improvements on 2nd Street appear to receive the highest level of support, after the bridge to the waterfront.

Individuals also participated in a “dot exercise,” where they were asked to put a dot by the improvements that they thought should be the highest priority. The results from the dot exercise are not consistent with the results of the evaluation sheet, making it difficult to draw conclusions. It is clear from the project priority dot exercise that many people do not want to see change in Mukilteo, even if that change includes street improvements. Most perplexing is that the participants gave a low score to the traffic calming on Loveland Avenue, which was specifically designed to reduce cut-through traffic and speeding, which was identified in Work Session #1 as a serious problem.

Old Town Subarea Plan
Potential Streetscape Improvements
Project Priority Dot Exercise

Improvement	No. of Dots
Gateway improvements at SR 525 and 5 th Street	8
Gateway improvements at SR 525 and 3 rd Street	3
Street improvements on 2 nd Street	6
Street improvements on 3 rd Street	10
Street improvements on Park Avenue	1
Traffic calming on and near Loveland Ave	2
Foot bridge on 4 th Street to Rosehill Community Center	0
Foot bridge to waterfront	8
No change	19

Finally, the groups were able to vote on the name for this area and the majority chose the name **“Old Town”**.

Appendix 3: Design Standards

A. Purpose

These design guidelines are included as an appendix to the Downtown Business District Subarea Plan to serve as a starting point for developing formally adopted development regulations and design standards specific for the Downtown Business District. Some of the guidelines will be adopted by ordinance and codified (development regulations) while others will be adopted by resolution (development standards).

B. Site Planning

B.1 Relationship to Street Front

INTENT:

- ◆ To create an active, safe pedestrian environment.
- ◆ To enhance the commercial area and to establish a distinct visual identity for Old Town.
- ◆ To unify the streetscapes.
- ◆ To improve circulation, including options for pedestrians, bicycles and vehicles.
- ◆ To distinguish the commercial area from surrounding residential areas.

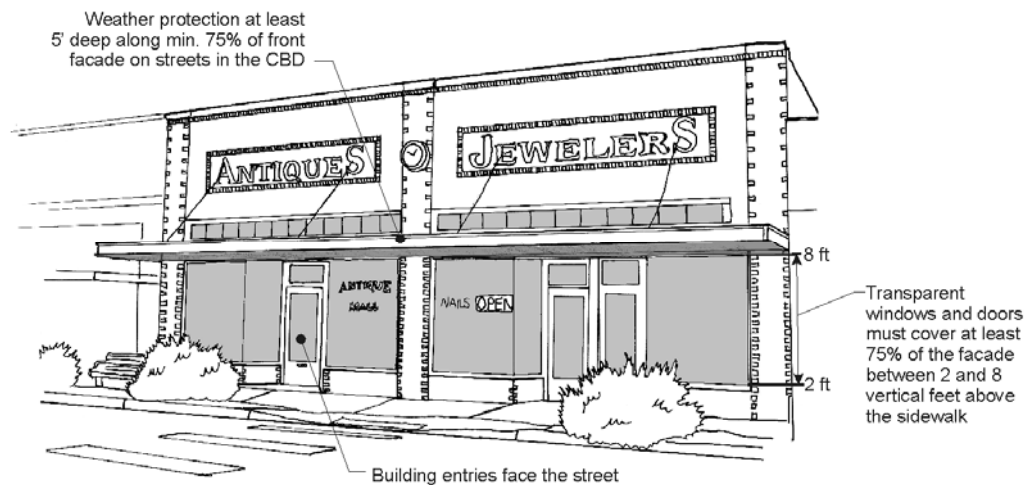


Figure 1. An example of development that meets frontage requirements for Pedestrian-Oriented Streets.

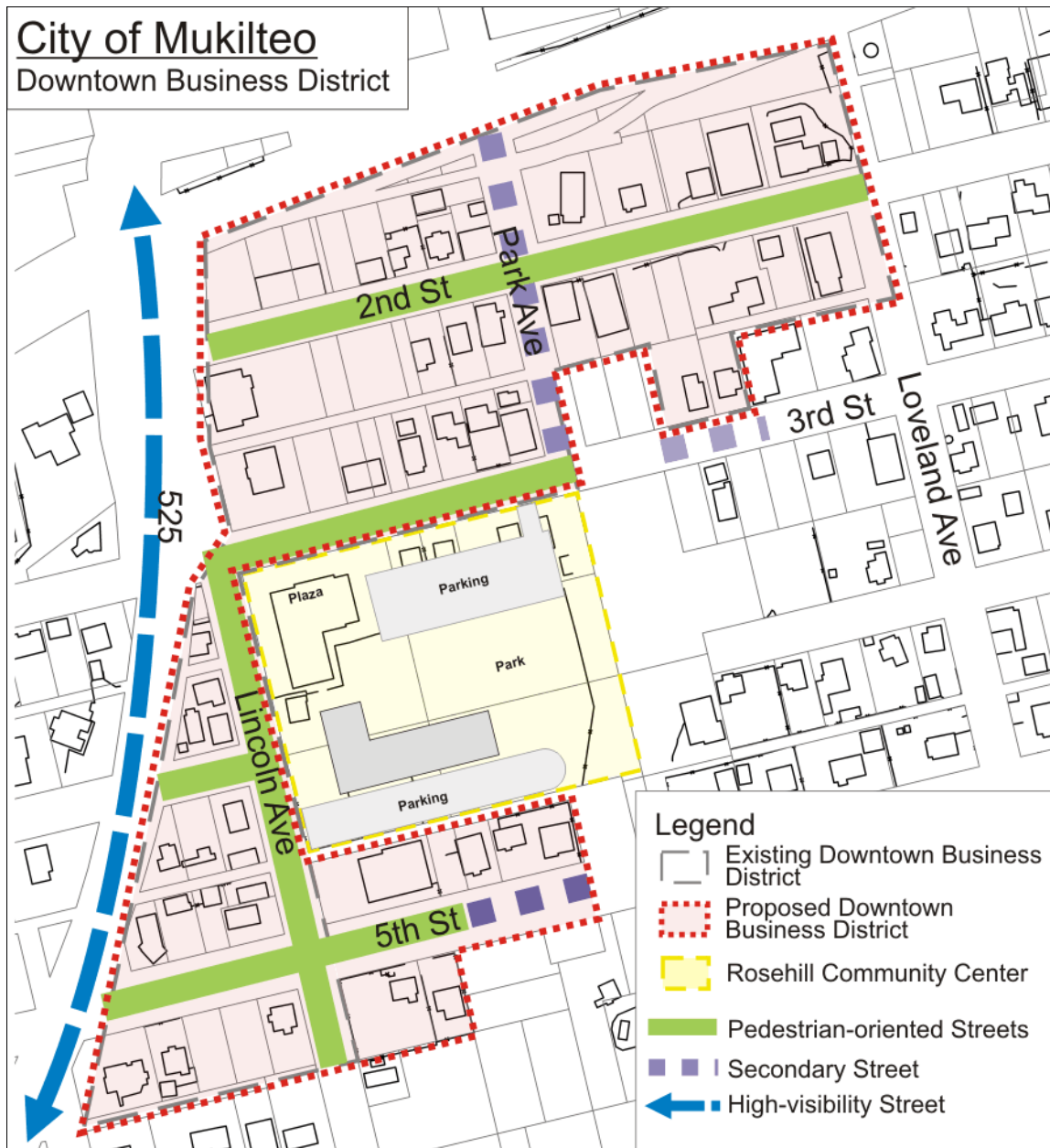


Figure 2. Street designations in Old Town Mukilteo.

GUIDELINES:

B.1.1 Pedestrian-Oriented Street fronts

All development for properties fronting on a *pedestrian-oriented street* (as designated in Figure 2 above) within the Old Town district shall include the following features and characteristics unless the Director determines that they prevent viable site development or the proposed alternative provides a greater public benefit in terms of the intent statement.

- a. Buildings located on a pedestrian-oriented street must be set back sufficiently to allow for the construction of a 10 foot wide sidewalk (or an 8 foot wide walk with a 2-4 foot wide planting strip). Property owners may extend the sidewalk paving into private property to allow for outdoor seating, small item displays, additional circulation or other purpose. However, sidewalks over 15' in depth (measured perpendicular to the curb) must meet the standards of pedestrian oriented space.
- b. Buildings shall be located adjacent to the sidewalk OR separated from the sidewalk by garden landscaping or pedestrian oriented space. A universally accessible path or walkway must be provided from the sidewalk to the building's entry. a The 'garden landscaping' must be at least 5' wide in all directions and shall include landscaping with a combination of groundcover and shrubs and/or trees, as described in C.4.2. For proposals choosing the 'garden' area option, the applicant shall successfully demonstrate how the planting plan provides for seasonal interest and maintains visibility between the storefront and the street (for example, trees and tall shrubs should not be planted where they will block views from ground floor windows).

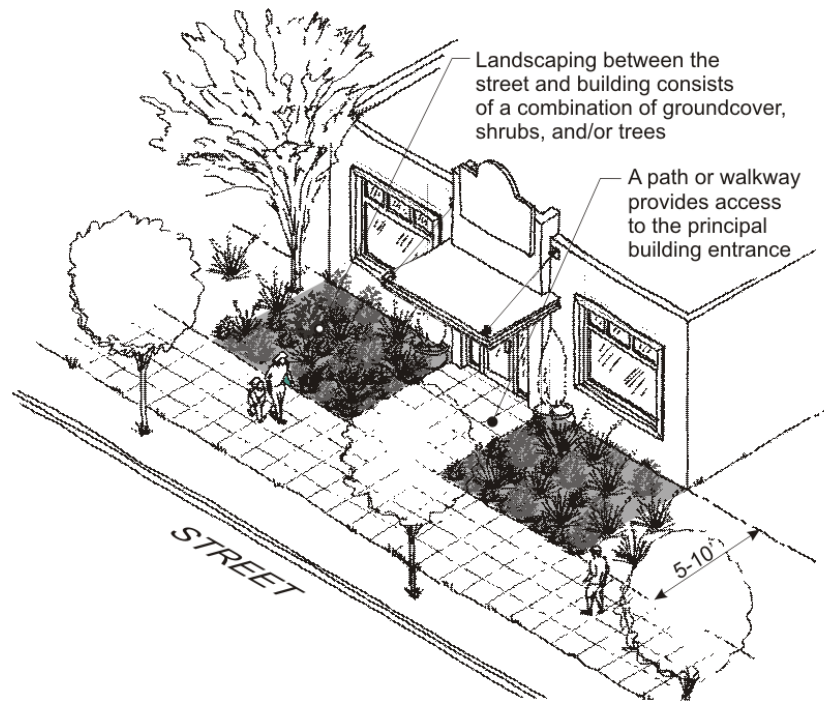


Figure 3. Buildings on pedestrian-oriented streets can be setback 5 to 15 feet provided a garden area or pedestrian-oriented space is included in the setback and a path connects the sidewalk to the principal entrance.

- c. Parking lots must not be located between primary buildings and pedestrian-oriented streets. If no other option is feasible, the Director may allow parking lots to occupy up to 50 percent (but no more than 65 feet) of the street front. This allowance will be made only if the City finds that there is a public benefit in such an exception. On sites that front on two or more pedestrian-oriented streets and where the Director determines that there are no reasonable alternatives, parking and vehicle access areas may occupy a frontage greater than 65 feet on one or more of the pedestrian-oriented streets. The Director shall determine which street(s) are most appropriate for parking and vehicular access frontage. Design elements must be included to screen parking areas and maintain visual continuity along the pedestrian-oriented street frontage.
- d. Access to parking lots (driveways) shall not be from a pedestrian-oriented street if another option (such as an alley) is available.
- e. Building facades facing pedestrian-oriented streets must provide a *pedestrian-oriented facade* (see Section E.4) and include the buildings principal entrance. The director may modify this requirement for public buildings.
- f. Service areas and untreated blank walls shall not front on a *pedestrian-oriented street*.

- g. No large item display areas are permitted (e.g. retail items in the front yard area except for plant sales or other related outdoor retail items). Sidewalks shall not be enclosed as building space for retailing. Small, temporary displays for items such as groceries, hardware, nursery stock, books, etc., may be allowed provided the display does not unduly impede pedestrian sidewalk traffic. Large items, such as potting soil and compost bags, are not allowed.

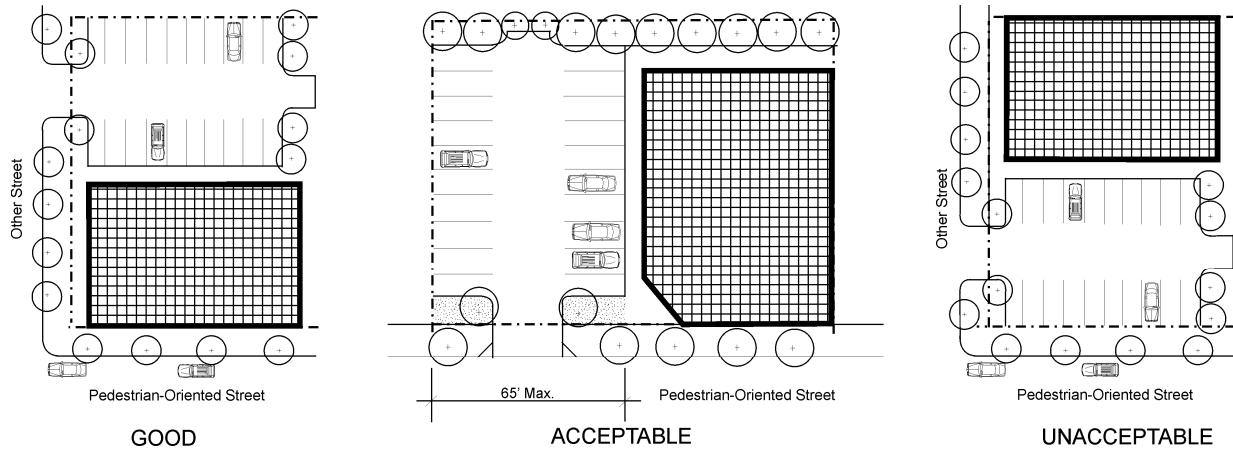


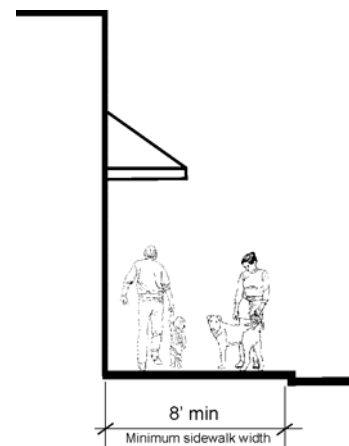
Figure 4. Parking location and configuration options.

B.1.2 Properties Not on Pedestrian-Oriented Streets

All development on streets not designated as *pedestrian-oriented streets* shall include site planning measures to create an attractive street edge, accommodate pedestrian access, and support the applicable design objectives stated in the Comprehensive Plan. Developments must adhere to the following standards unless the Director determines that they prevent viable site development.

- Physically define the street edge with building(s), landscaping, or other features as approved by the Director;
- Provide sufficient room for a sidewalk at least 8 feet wide if there is not space in the public right-of-way;

Figure 5. Provide sufficient room for a sidewalk at least 8 feet wide on streets that are not designated as *Pedestrian-Oriented Streets*.



- c. Provide direct access to the building fronts from the sidewalk. The principal entry must be visible and directly accessible from the sidewalk or street right-of-way.
- d. Parking areas adjacent to the street must be screened according to Section D.2.
- e. No large item display areas are permitted (e.g. auto sales in the front yard area). Sidewalks shall not be enclosed as building space for retailing. Small, temporary displays for items such as groceries, hardware, nursery stock, books, etc., may be allowed provided the display does not unduly impede pedestrian sidewalk traffic. Large items, such as potting soil and compost bags, are not allowed.
- f. No untreated *blank walls* shall be visible from SR 525.
- g. Option: Property owners may conform to *pedestrian-oriented street* criteria instead of a-f above.

B.1.3 Orientation to SR 525

In addition to the provisions for non-pedestrian-oriented streets, the following applies to property frontages along SR 525, which is considered here as a “high-visibility street”:

- a. In order to increase traffic safety, driveways are not permitted from a high-visibility street unless the Director determines no other option is feasible.
- b. Parking lots shall not be located directly adjacent to a high-visibility street unless the Director determines that no other option is feasible.

Where allowed, parking lots shall be screened from a high-visibility street ROW with a combination of the following measures:

- (1) Street trees 30 feet O.C. maximum. Species and location as approved by the City.
- (2) Visual barrier at least 4 feet high. The visual barrier may be a hedge at least 2 feet high when planted (see landscaping standards) or a masonry screen wall, as approved by the Director.
- c. No untreated blank walls (see **Chapter G, Definitions**) shall be constructed along a high-visibility street.

B.2 General Pedestrian Access Requirements

INTENT:

- ◆ To improve the pedestrian environment by making it easier, safer, and more comfortable to walk between businesses, on street sidewalks, to transit stops, and through parking lots.
- ◆ To provide pedestrian facilities such as sidewalks, crosswalks, and bus shelters connecting to all modes of transportation.

- ◆ To provide convenient pedestrian circulation connecting all on-site activities to adjacent pedestrian routes and streets.

GUIDELINES:

B.2.1 Pedestrian Circulation

Provide safe convenient pedestrian circulation for all users. Specifically:

- Provide pedestrian access onto the site from the main street which the use is adjacent to. Where a use fronts two streets, access shall be provided from the road closest to the principal entrance, but preferably from both streets. The entry to buildings that front a publicly accessible pedestrian open space may orient to these spaces



Figure 6. Provide pedestrian access to the site from the street.

- Access shall conform with Federal, State and local codes for the Americans with Disabilities Act.

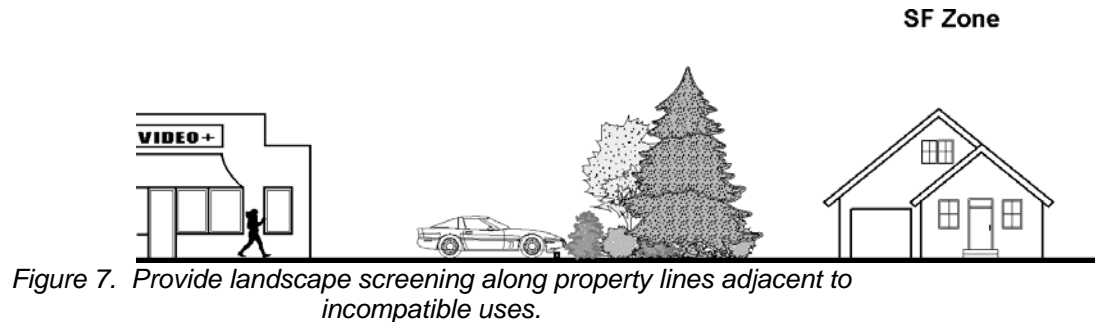
- c. For developments with multiple buildings, provide for pedestrian circulation between the buildings.
- d. The project proponent shall be prepared to demonstrate that the site development provides for safe, efficient pedestrian circulation within the development and to adjacent public rights-of-way.

See also **Chapter C, Pedestrian Access, Amenities, and Open Space Design.**

B.3 Adjacent Property Compatibility, Service Areas, and Mechanical Equipment

INTENT:

- ◆ To provide functional and visual compatibility between adjacent properties.
- ◆ To minimize adverse visual, olfactory, or auditory impacts of mechanical equipment and service areas at ground and roof levels; and
- ◆ To encourage more thoughtful siting of trash containers and service areas.



GUIDELINES:

B.3.1 Adjacent Property Compatibility

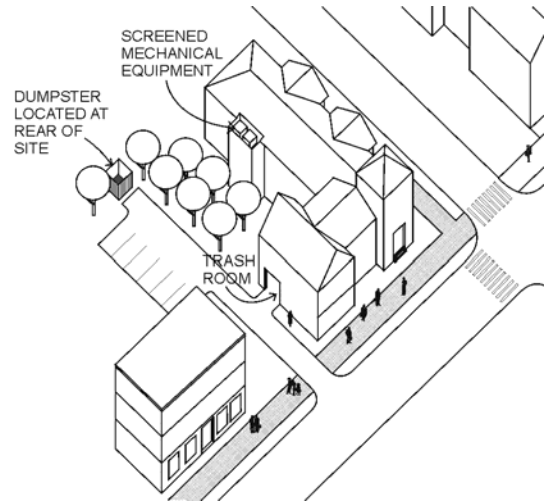
Minimize visibility and impacts of service areas. Specifically:

- a. Landscape screening, buffers, or other forms of screening must be provided along property lines adjacent to “incompatible uses.” Incompatible uses include outdoor storage areas adjacent to any other use, service areas adjacent to any other use, and commercial development adjacent to a residentially zoned property.
 - (1) Provide a landscaped buffer along interior lot lines adjacent to residentially zoned property. The buffer must be at least 10’ wide and provide evergreen plants sufficient to provide a full visual screen between the incompatible uses.
 - (2) New development shall provide enclosures for recyclable and garbage collection points and shall, as much as possible, place those elements away from residentially zoned properties and pedestrian-oriented areas (such as pedestrian walkways and outdoor seating areas).

- (3) Integrate outdoor storage areas and loading facilities into the site design to minimize their size, reduce visual impact, and, where appropriate, allow for pedestrian and vehicular movement between sites.

If changes in topography between the residentially zoned or developed property and adjacent property are greater than 4 feet, modifications to some of the buffer options (above) may be allowed through the Director's approval. The Director may waive screening requirements if shared parking advantage and/or other landscaping is approved.

Figure 8. Locate service elements to reduce impacts on the pedestrian environment.



B.3.2 Service Areas Impacts

Reduce impacts of refuse containers, storage areas, and mechanical equipment through the following implementation measures:

- a. Dumpsters, refuse and recycling containers, loading, and other service/utility elements shall be located in alleys where possible. Where alleys are not available or alternative location is necessary, service elements shall be located and designed to minimize the impacts on the streetscape and customer parking areas. Solid waste receptacles visible from the street, customer parking areas, and residential units must be fully enclosed and screened (See figure 9).
- b. Service areas visible from the sidewalk, customer parking areas, shoreline, or adjacent properties shall be surrounded on at least three sides by a site obscuring fence or wall. Chain link fencing with slats may not be used for gates or for the enclosure. Landscaping elements surrounding such screen walls are encouraged.
- c. Screened trash containers shall be a minimum of 44 feet from the wall of any structure where there is access to the structure for the public.

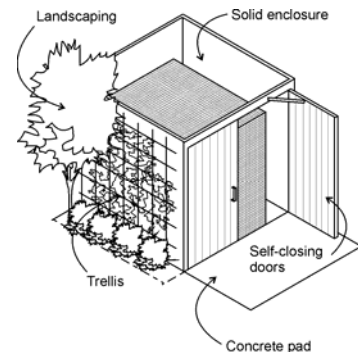


Figure 9. Service enclosure example.

B.3.3 Mechanical Equipment Impacts

- a. Mechanical equipment such as utility meters and electrical conduit should not be visible from adjoining and nearby streets.
- b. All mechanical equipment shall be located and screened at ground level and attached to structures to reduce visual impacts from parking lots and adjoining properties.
- c. Roof mounted mechanical equipment should be located and screened so the equipment is not visible within 150 feet of the structure when viewed from the ground level of adjacent properties. Match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.

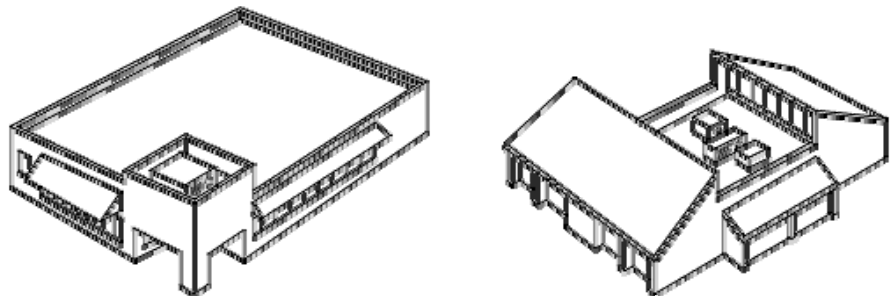


Figure 10. Examples of how to screen roof-mounted mechanical equipment.

- b. Locate and screen utility meters, electrical conduit, and other service and utilities apparatus so as not to be visible from adjoining and nearby streets.

B.4 Street Corners

INTENT:

- ◆ To create and preserve visual images for identification and spatial reference at street corners; and
- ◆ To enhance the pedestrian environment at street corners.

GUIDELINES:

B.4.1 Street Corner Treatments

All development proposals for street corner sites must include at least one of the design treatments described below (in order of preference):

- a. Locate a building towards the street corner (within 15 feet of corner property line);
- b. Provide pedestrian-oriented space at the corner leading directly to a building entry or entries;

Figure 11. This example includes both a building located towards the street corner and a small pedestrian-oriented space.



If a or b are not feasible per the Director, consider the following options:

- c. Install substantial garden landscaping between the building and the street corner that includes a combination of trees, shrubs, and ground cover. The space may include a special architectural element, such as a trellis, to add identity or demarcation of the area. Such an architectural element may have a sign incorporated into it (as long as such sign does not identify an individual business or businesses);
- d. Install a decorative screen wall (at least 2 feet, 6 inches high), a trellis, or other continuous architectural element, with a length of at least 20 feet along the front property line. Height and location of elements are not to create a visibility or security problem; or
- e. Another element or method would be considered for approval if the proposed element or method conforms with the intent of this section as determined by the Director.

B.5 Vehicular Access and Circulation

INTENT:

- ◆ To create a safe, convenient network for vehicle circulation and parking;
- ◆ To mitigate traffic impacts and to conform to the City's objectives for better traffic circulation;
- ◆ To minimize conflicts with pedestrian circulation and activity.
- ◆ To provide safe, convenient access to commercial sites without diminishing quality pedestrian walking or visual experiences; and
- ◆ To enhance the safety and function of public streets.

GUIDELINES:

See also **Chapter D, Vehicular Access and Parking Design.**

B.5.1 Vehicular Connections

- a. Parking lot entrances, driveways, and other vehicle access routes onto private property from a street are restricted to no more than one entrance lane and one exit lane per three hundred linear feet of property as measured horizontally along the street face, unless the Director determines such restrictions are not in the public interest.

- b. Properties with less than 300 linear feet of street frontage shall make a genuine effort to negotiate shared access with adjoining property owners. One entry and one exit lane for vehicle access will be allowed after there is demonstrable evidence, acceptable to the Director, that shared access is not feasible.
- c. Vehicular access to corner lots shall be located on the lowest classified roadway and as close as practical to the property line most distant from the intersection.

Exception: Corner lots may have one entrance per street if the owner provides evidence acceptable to the Director that they are unable to arrange joint access with an abutting property.
- d. For parking requirements, see Mukilteo Municipal Code Chapter 17.56.

B.6 View Corridor

INTENT:

- ◆ To protect key view corridors of the waterfront

GUIDELINES:

B.6.1 Building orientation

To the extent feasible, buildings shall be configured with their ridge lines to be perpendicular north and south, or to the shore, or to the significant view. The basic structure and pitched roof shall be located to provide maximum view corridors between structures.

C. Pedestrian Access, Amenities, and Open Space Design

C.1 Sidewalks - Size and Materials

INTENT:

- ◆ To provide safe, convenient and pleasant pedestrian sidewalks for circulation along all streets; and
- ◆ To improve the character and identity of commercial areas consistent with the City's Comprehensive Plan vision.

GUIDELINES:

C.1.1 Sidewalk Standards

New development is required to bring sidewalks and streetscape elements into conformance with the following standards. The City may waive the requirement for new sidewalk construction at the time of development if the property owner agrees, in writing, to not oppose a coordinated street improvement project that may include an assessment to pay for the required streetscape/sidewalk elements.

- a. Required minimum sidewalk widths along both sides of streets: 10 feet along pedestrian-oriented streets (the sidewalk may be 8 feet wide with a 2-4 foot planting strip).

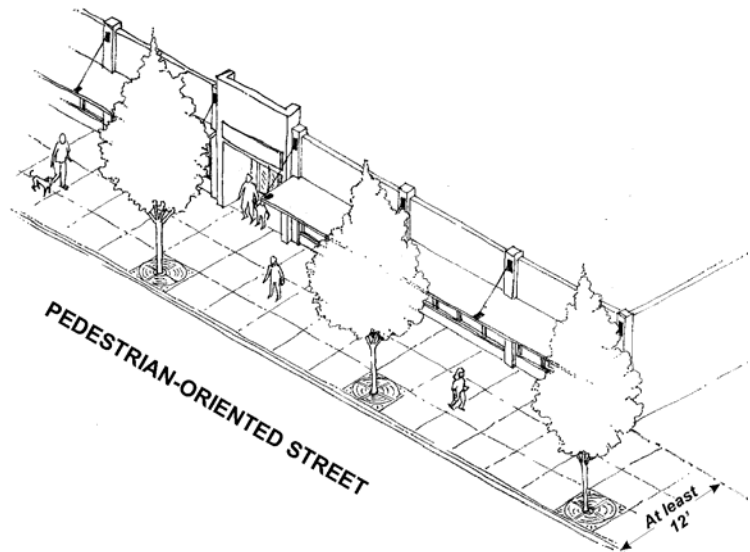


Figure 12. Required sidewalk features on pedestrian-oriented streets.



Figure 13. Examples of sidewalk for a pedestrian-oriented street. Note the street trees and pedestrian-style lighting.

- b. Provide street trees every 30 feet on center maximum or spaced as directed by the City. The street trees shall meet City standards for installation, specie types, size, and maintenance.
- c. Conduit for lighting. While pedestrian-oriented lighting is not a requirement for new development, when new sidewalks are installed, conduit for future pedestrian-oriented lighting and electrical service must be installed according to City specifications.
- d. The sidewalk design, materials, colors, and textures shall be determined by the Director, based on the following:

- (1) The adopted Old Town Mukilteo Plan, where applicable.
- (2) Sidewalk improvements on the subject property or adjacent sites, when desirable.
- (3) Where distinctive sidewalk patterns have been established, new development may be required to extend the pattern onto the project site.



Figure 14. This decorative sidewalk pavement adds visual interest and character to the street.



Figure 15. Planting strips are desirable along streets where there is no on-street parking.

- e. The City may allow a portion of the street ROW to be used for outdoor seating, temporary displays, or other uses provided that pedestrian movement is accommodated and amenities, such as street furniture, extra landscaping, or artwork, are provided.

C.2 Pedestrian Amenities

INTENT:

- ◆ To provide pedestrian spaces that include accommodations for seasonal climate conditions for a variety of activities.
- ◆ To provide amenities along sidewalks and pathways that enrich the pedestrian environment.
- ◆ To encourage walking, both as a recreational activity and as a means of transportation.

GUIDELINES:

C.2.1 Amenities on Pedestrian-Oriented Streets

One or more of the desired amenities listed below must be included for each 100 lineal feet of pedestrian-oriented street frontage. (See Figure 16.) Properties less than 75 feet of frontage must provide one amenity. The type, location, and design of chosen amenities must contribute to a well-balanced mix of features on the street, as determined by the Director. Amenities may be mounted on a building or integrated with the building's architecture. Desired amenities include (see Figure 16 for examples):

- a. Pedestrian-scaled lighting (placed 14 feet above the ground).
- b. Pedestrian furniture, such as seating space, approved trash receptacles and bicycle racks. Seating areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances and transit stops) and may be required by the Director.
- c. Planting beds, hanging flower baskets, garden landscaping, and/or large semi-permanent potted plants.
- d. Decorative pavement patterns and tree grates.
- e. Informational kiosks.
- f. Decorative wooden fence (3 feet high or less).
- g. Decorative clocks,
- h. Artwork, including pavement artwork.
- i. Trellis or arbor.
- j. Other amenities that meet the Intent.

Features above that are publicly funded, already required by code, and/or obstruct pedestrian movement will not qualify as an amenity to meet this standard.



Figure 16. Examples of desirable pedestrian amenities.

C.3 Internal Pedestrian Paths and Circulation

INTENT:

- ◆ To provide safe and direct pedestrian access that accommodates all pedestrians, minimizes conflicts between pedestrians and vehicular traffic, and provides pedestrian connections to neighborhoods.
- ◆ To accommodate non-competitive/non-commuter bicycle riders who use bicycles on short trips for exercise and convenience.
- ◆ To provide attractive internal pedestrian routes that promote walking and enhance the character of the area.

GUIDELINES:

C.3.1 Pedestrian Circulation

Provide pedestrian circulation routes in accordance with Sections A.1, A.2, A.4, and A.8 from building entries of businesses to services within the same development, building entries of nearby residential complexes, and sidewalks along abutting roadways.



Figure 17. Examples of attractive pedestrian connections through a development.

C.3.2 Fences

The design of fences shall provide for pedestrian access by gates to shopping and other common activities, especially to transit.

C.3.3 Future Connections

When abutting vacant sites or properties with the potential for redevelopment, new developments shall provide for the opportunity for future pedestrian connections per the Director through the use of pathway stub-outs, building configuration, and/or parking lot layout.

C.3.4 Visibility on pedestrian paths

For safety and access, adjacent landscaping shall not block visibility to and from a path, especially where it approaches a roadway or driveway.

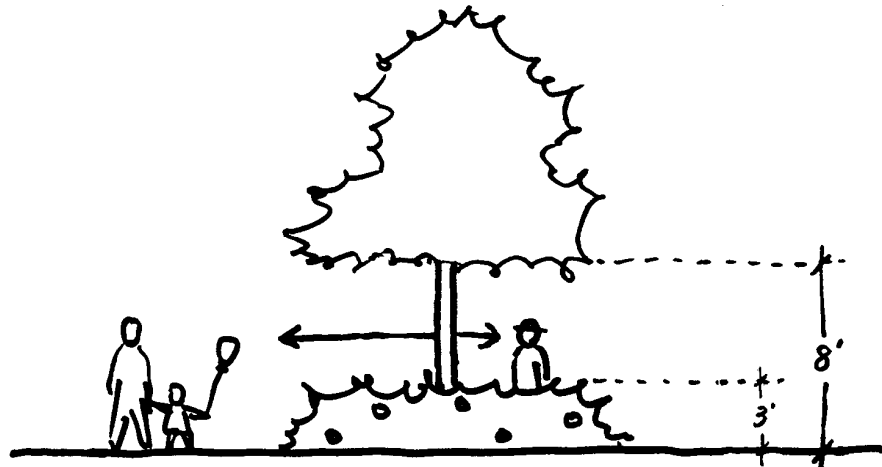


Figure 18. Ensure visibility on pedestrian paths.

C.3.5 Pedestrian Walkways

Pedestrian walks shall be separated from structures at least 3 feet for landscaping except where the adjacent building features a pedestrian-oriented façade. The Director may consider other treatments to provide attractive pathways. Examples include sculptural, mosaic, bas-relief artwork, or other decorative treatments that meet the Intent. (Figure 20 provides one example.)

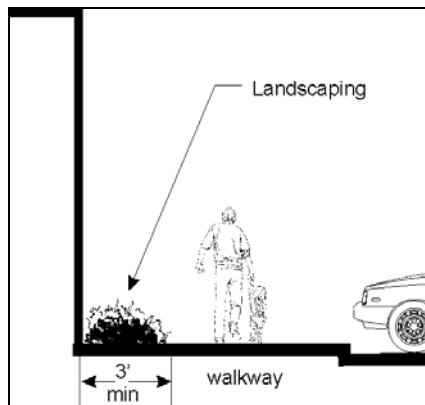


Figure 19. Provide landscaping between walkways and structures.



Figure 20. Wall treatment to provide interest along a walkway.

C.3.6 Facades Not Adjacent to the Street

If buildings face onto a parking lot rather than the street, provide wide pathways adjacent to the façades of the building. Specifically, pathways along the front façade of buildings 100 feet or more in length (measured along the façade) that are not located adjacent to a street must be at least 10 feet wide with 8 feet minimum unobstructed width and include the following:

- a. Street trees, as approved by the Director, should be placed 30 feet on-center maximum and placed in grates. Breaks in the tree coverage will be allowed near major building entries to enhance

visibility. However, no less than 1 tree per 60 lineal feet of building façade must be provided;

- b. Planting strips may be used between any vehicle access or parking area and the pathway, provided that the required trees are included and the pathway is at least 8 feet in width and the combined pathway and planting strip is at least 12 feet in width; and
- c. Pedestrian-scaled lighting is required, mounted either on posts no more than 14 feet high.

Figure 21. Pathway standards when adjacent to the façade of a mixed-use or retail building 100 feet or more in length.

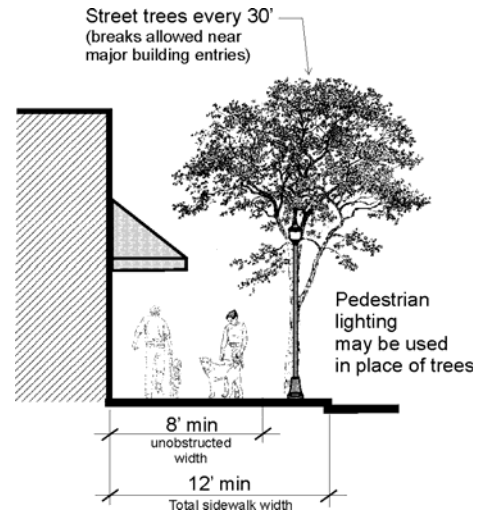


Figure 22. This off-street multi-tenant retail building incorporates wide walkways with street trees and pedestrian lighting. As a result, it looks more like a traditional city sidewalk rather than a utilitarian strip mall walkway.



C.4 Pedestrian Activity, Plazas, and Garden Landscaping

INTENT:

- ◆ To provide a variety of pedestrian areas to accommodate shoppers on designated pedestrian-oriented streets; and
- ◆ To provide safe, attractive, and usable open spaces that promote pedestrian activity and recreation.
- ◆ To reinforce Old Town's characteristic residential garden landscaping.

GUIDELINES:

C.4.1 Pedestrian-Oriented Open Space

A *pedestrian-oriented space* is an area that promotes pedestrian activity. Where “pedestrian-oriented green space” is required, design the green space according to the following criteria:

a. Required *pedestrian-oriented open space* features:

- (1) Visual and pedestrian access (including handicapped access) into the site from a street, private access road, or non-vehicular courtyard.
- (2) Paved walking surfaces of either concrete or approved unit paving.
- (3) On-site or building-mounted lighting (fixtures no taller than 15 feet) providing at least 4 foot-candles (average) on the ground.
- (4) Spaces must be located in areas with significant pedestrian traffic to provide interest and security, such as adjacent to or visible from a building entry.
- (5) Landscaping components that add visual interest and do not act as a visual barrier. This could include planting beds, potted plants, or both.

b. Provide at least two of the following *pedestrian-oriented space* features:

- (1) Pedestrian amenities, such as a water feature, site furniture, artwork, drinking fountains, kiosks, etc.
- (2) At least 2 feet of seating area (a bench or ledge at least 16 inches deep and appropriate seating height) or one individual seat per 60 square feet of plaza area or open space.
- (3) Adjacent buildings with transparent window and doors covering 75 percent of the façade between 2 feet and 8 feet above the ground level.
- (4) Consideration of the sun angle at noon and the wind pattern in the design of the space. Generally, the space should be open to the south to provide sunlight in the afternoon.
- (5) Transitional zones along building edges to allow for outdoor seating areas and a planted buffer.
- (6) Ornamental landscaping such as flowering plants, potted plants, trees, and shrubs with ornamental foliage.
- (7) Trellises, picket fences, or other site features with a traditional architectural character.
- (8) Space or equipment for special activities (e.g. bocce court, informal performance space, chess boards, etc.).

c. A pedestrian-oriented space must not have:

- (1) Asphalt or gravel pavement.
- (2) Adjacent non-buffered parking lots or service areas (e.g., trash areas).
- (3) Adjacent chain-link fences.
- (4) Adjacent "blank walls" without "blank wall treatment."
- (5) Outdoor storage or retail sales that do not contribute to the pedestrian-oriented environment.

Figure 23. Example of a large pedestrian-oriented space.

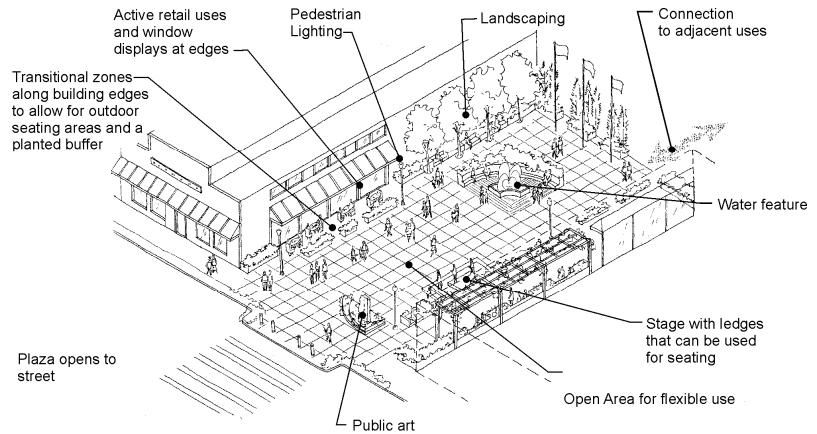
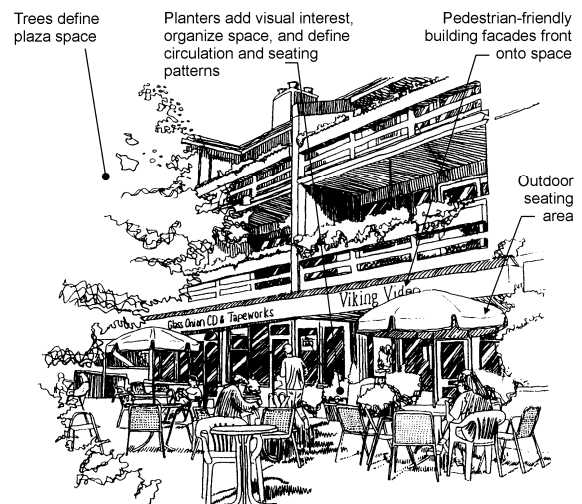


Figure 24. Example of a small Pedestrian-Oriented Space.



C.4.2. Garden Landscaping

Old Town Mukilteo is graced with several houses and buildings that feature residential-style garden landscaping.

- a. To reinforce the garden landscaping character of Old Town, new development may use garden landscaping with a mix of trees, shrubs, flowers, and groundcover in the 5 to 10 feet between the building and the sidewalk, as described in A.1.1.b. The applicant must submit a landscaping plan to the Director for approval.
- b. Garden landscaping should have the following characteristics:
 - (1) A sense of enclosure; that is, the open space is enclosed by a low fence, trellis, or plantings of shrubs or trees to define its edges and create an outdoor "room."
 - (2) A variety of plants, with some defining the space and others adding visual interest.
 - (3) Paved pathways to provide for pedestrian movement.
 - (4) Focal features, such as a fountain or art, and seating are highly desirable.



Figure 25. Examples of garden landscaping.

C.5 Residential Open Space

INTENT:

- ◆ To create useable space that is suitable for leisure or recreational activities for residents; and
- ◆ To create open space that contributes to the residential setting.

GUIDELINES:

C.5.1 Multi-Family Residential Open Space

Provide usable and attractive open space for multi-family residential uses. At least twenty percent of the gross land area within the project limits shall be set aside as open space and recreation. The following features may count toward fulfilling the open space requirements:

- b. Common open space. This includes landscaped courtyards or decks, gardens with pathways, children's play areas, or other multi-purpose green spaces. Special requirements and recommendations for common spaces include the following:
 - (1) Minimum required setback areas will not count towards the open space requirement unless it is part of a larger area that does qualify (see 2 below).
 - (2) The space's narrowest dimension (assuming a rectangle) must be at least 15 feet wide. The Director may approve a smaller space provided it can accommodate intended uses and has access to direct sunlight.
 - (3) Space must contribute to the residential setting of the development.
 - (4) Space (particularly children's play areas) must be visible from dwelling units and positioned near pedestrian activity.
 - (5) Residential units adjacent to the open space should have individual entrances to the space. Preferably, these units include a small area

of semi-private open space enclosed by low level landscaping or hedges (no taller than 42 inches).

- (6) Space should feature paths, seating, lighting, and other pedestrian amenities to make the area more functional and enjoyable.
- (7) For large developments, provide for a range of activities that accommodate a range of age groups.
- (8) Space should be oriented to receive sunlight, facing east, west or (preferably) south, when possible.
- (9) Separate common space from ground floor windows, streets, service areas, and parking lots with landscaping and/or low-level fencing. However, care should be used to maintain visibility from dwelling units towards open space for safety.



Figure 26. The balconies in this mixed-use development would count toward the required open space.

- c. Individual balconies or porches. To qualify as open space, balconies or porches must be at least 35 square feet with no dimension less than 4 feet to provide a space usable for human activity.
- d. Rooftop decks.
 - (1) Space must be accessible (ADA) to all dwelling units.
 - (2) Space must provide amenities such as seating areas, landscaping, and/or other features that encourage use as determined by the Director.
 - (3) Space must feature hard surfacing appropriate to encourage resident use.
 - (4) Space must incorporate features that provide for the safety of residents, such as enclosures and appropriate lighting levels.

- e. Indoor recreational areas. Indoor recreational areas may count for the required open space only in mixed-use buildings where other forms of open space are less feasible or desirable per the Director's approval. The following conditions must be met:
- (1) Indoor spaces must be located in visible areas, such as near an entrance lobby and near high traffic corridors.
 - (2) Space must be designed to provide visibility from interior pedestrian corridors and to the outside. Windows should generally occupy at least one-half of the perimeter of the space to make the space inviting and encourage use.
 - (3) Space must be designed specifically to serve interior recreational functions and not merely be leftover unrentable space used to meet the open space requirement. Such space must include amenities and design elements that will encourage use by residents as determined by the Director.

D. Vehicular Access and Parking Design

D.1 Pathways Through Parking Lots

INTENT:

- ◆ To provide safe and convenient pedestrian paths from the street sidewalk through parking lots to building entries in order to encourage pleasant walking experiences between businesses; and
- ◆ To provide an inviting, pleasant pedestrian circulation system that integrates with parking and serves as access to nearby businesses.

GUIDELINES:

D.1.1 Pathways Through Parking Lots

Provide pathways through parking lots. Specifically:

- a. Developments must provide specially marked or paved walkways through parking lots. Generally, walkways should be provided every four rows and a maximum distance of 150 feet (or 3 aisles of parking) shall be maintained between paths. Where possible, align the pathways to connect with major building entries or other sidewalks, pathways, and destinations. The pathways must be universally accessible and meet ADA standards.

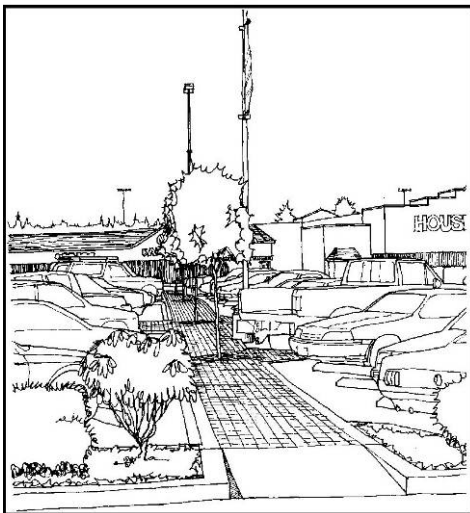
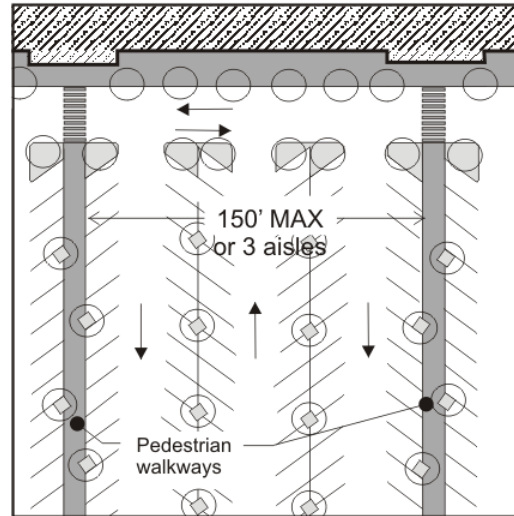


Figure 27. Parking lot pathway examples.



Figure 28. Parking lot pathway configuration.



D.2 Parking Lot Landscaping

INTENT:

- ◆ To reduce the visual presence of parking on downtown streetscapes and adjacent development.
- ◆ To increase the visual quality of the downtown.
- ◆ To increase tree canopy cover for environmental and aesthetic benefits.
- ◆ To improve water quality and improve stormwater management.

GUIDELINES:

D.2.1 Parking Lot Landscaping

- a. Integrate on-site walkways with required parking lot landscaping.
- b. Comply with MMC Chapter 17.56.130 Landscaping requirements for parking areas. The Director may approve an alternate approach to parking lot landscaping, provided that (s)he finds that the alternate better meets the intent of this provision or if the parking lot may be connected to a garage.
- c. Masonry walls no lower than 2 feet, 6 inches or higher than 3 feet, 6 inches may be used as parking lot screening along public right-of-ways as long as the masonry meets the material requirements of D.7. Low shrubs and groundcover may be used in combination with the masonry wall.

D.3 Stormwater Management in Parking Lots

INTENT:

- ◆ To improve stormwater runoff quality.

GUIDELINES:

D.3.1 Stormwater Management in Parking Lots

Where the Director finds that there would be significant environmental benefit from feasible measures such as permeable pavements or bioswales, (s)he may require such measures be employed in parking lot design.

D.4 Pavement Minimization

INTENT:

- ◆ To reduce the amount of impervious surface.

GUIDELINES:

D.4.1 Pavement Minimization

Impervious pavement, especially pavement for motor vehicle circulation, shall be minimized and be no more than necessary to accommodate the intended use. Other site areas shall be in landscaping or permeable pavements (e.g., unit pavers).

E. Building Design

1. Many of these building design guidelines call for a building to feature one or more elements from a menu of items. In these cases, a single element, feature, or detail may satisfy multiple objectives. For example, a specially designed or fabricated covered entry with attractive detailing might be counted toward requirements for human scale, building corners, and building details.
2. The terms “decorative” and “ornamental” are not necessarily meant to mean “characterized by traditional patterns, nonstructural elements, or applied markings.” Elements may be considered “decorative,” “ornamental,” or “special” if they extend beyond the typical level of quality, use materials or forms in an unusual way, or show special architectural consideration. The Director shall determine what elements are “ornamental,” “decorative,” or “special.”

E.1 Building Design

INTENT:

- ◆ To provide building design that has a high level of design quality and creates comfortable human environments.
- ◆ To reinforce Old Town’s turn of the century architectural character.
- ◆ To encourage building design that is authentic and responsive to site conditions.
- ◆ To encourage functional, durable, and environmentally responsible buildings.

GUIDELINES:

E.1.1 Historical Old Town Character

Old Town’s early buildings predominantly feature vernacular turn of the 19th-20th century and early 20th century architecture. Buildings generally fall into one of these stylistic categories:

- Late restrained Victorian style.
- Plain early 20th century vernacular, or
- Craftsman/bungalow character

There are also several mid-20th century commercial buildings. The general characteristics of these styles are illustrated below.

While Old Town’s early building stock is not significant from the stand point of stylistic purity, the older buildings together lend the district a distinct and attractive character that is important to the City and the region. Therefore, these guidelines are intended to ensure that modifications to early buildings are architecturally consistent with the original buildings and that new buildings reinforce Old Town’s early 20th century architectural qualities, while not strictly adhering to detailed stylistic or historical prescriptions.

a. Late Victorian or Queen Anne (1880s to 1910s)

Gracious and informal, these homes are picturesque, with wrap-around raised porches and turrets. In Mukilteo, there are few pure Queen Anne homes. By the time the style arrived here, it had been greatly simplified.

Identifying Features:

- Steeply pitched roof of irregular shape, usually with a dominant front-facing dormer.
- No smooth wall surfaces; patterned shingles sometimes changing with each level.
- Two- or three-story building, not symmetrical in form. Partial or full-width porch, one story high, usually extending along a side wall.
- Classical details used as window and door surrounds and, especially, in the porch design.
- Bay windows, typically “cut away” from the wall below the main gable to accent the form and wood detailing.



Figure 29. The church has been altered but retains many of the features of Late Victorian architecture.



Figure 30. The porch and subtle detailing of the Willows Tea Room give it the grace typical of a Late Victorian house. The shutters are not an authentic detail.

b. Early Vernacular (1890s to 1920s)

Almost style-less or anonymous are these plain buildings without the ornamentation or guile of either traditional or contemporary elements or manners. Direct honesty in the use of conventional materials and orthodox construction methods may produce an enduring simplicity.

In The Puget Sound region, the small size, standard configuration, and straightforward construction made this type of house inexpensive and, thus, popular with small families of limited means, including mill workers.

Identifying Features:

- Simple house forms, with little ornamentation and stylistic expression, except occasionally in the porch details.
- Some are two-story homes, but most are one story with an attic and a large front porch. The porch plays a prominent role as a setting for relaxing in the evening as well as for greeting and entertaining visitors.
- Like most folk architecture in Mukilteo, the main material used in the construction is wood, usually over a stone foundation.



Figure 31. A good example of an Early Vernacular house. Note the simple posts and railing and lack of ornament. The original double-hung windows have been replaced.



Figure 32. This house is an example "Classic Box" or "American Four-Square" house with a simple cubic form and a pitched (pyramidal) roof. The detailing and materials are Craftsman style. Note the wide overhangs, low-pitched roof, grouped windows, exposed rafter ends and heavy but simple details.

c. Craftsman style (1900s to 1920s)

Distinguished by originality and a craftsman-like use of materials, particularly natural materials of wood and stone, the same buildings might also be Bungalow or Northwest Regional style. Natural dark brown stained wood—either shingles or lapped bevel siding—are common, as is the use of stone or rough brick for chimneys and porch posts in these progressive and romantic homes. Structural expression in the use of heavy exposed wooden columns and beams often occurs. Hardware or other architectural metal items are often hand crafted or look so. The use of angle-braced wooden brackets or corbels is almost a hallmark of the Craftsman style in the Northwest.

Identifying Features:

- Low-pitched, gabled roof with wide unenclosed roof overhang.
- Roof rafters exposed, with decorative beams and braces commonly added under the gables.
- Porch roof typically supported by tapered square columns. Columns or pedestals frequently extend to ground level.
- The front window is usually divided into three parts, with the central window the largest.

d. Post-World War II Commercial (1950 to 2000)

Simple, usually single-story, this kind of building can intrude on an older district's character because their individualized character, materials, and lack of details contrast with more traditional building types.

Identifying Features:

- Roof generally flat or low-pitched.
- Simple, boxy forms with horizontal banding.
- Prominent signs.
- Expansive windows.

Figure 33. This commercial building does not detract appreciably from Old Town's character because its multi-paned windows add a sense of refinement, the understated design and color are unobtrusive, and the landscaping and patio are in keeping with Old Town's garden-like landscape character.



E.2 Human Scale

INTENT:

- ◆ To encourage the use of building components that relate to the size of the human body.
- ◆ To add visual interest to buildings.

GUIDELINES:

E.2.1 Human Scale Elements

Incorporate three human scale building elements into new developments. For large buildings with more than 20,000 square feet of gross floor area, the Director may require additional human scale measures to meet the Intent above.

Human scale measures include:

- a. Balconies or decks in upper stories, at least one balcony or deck per upper floor on the façades facing streets, provided they are integrated into the architecture of the building. (Balconies that are merely tacked onto the outer wall of the buildings or “cave balconies” that do not project from the outer wall of the building are not “integrated” into the architecture.)
- b. Bay windows or other window treatments that extend out from the building face;
- c. At least 15 square feet of pedestrian-oriented space for each 10 lineal feet of building façade;
- d. First floor individual windows, generally less than 15 square feet per pane and separated from the windows by at least a 6-inch molding;
- e. A porch or covered entry;
- f. Spatially defining building elements, such as a trellis, overhang, canopy, or other element, that defines space that can be occupied by people;

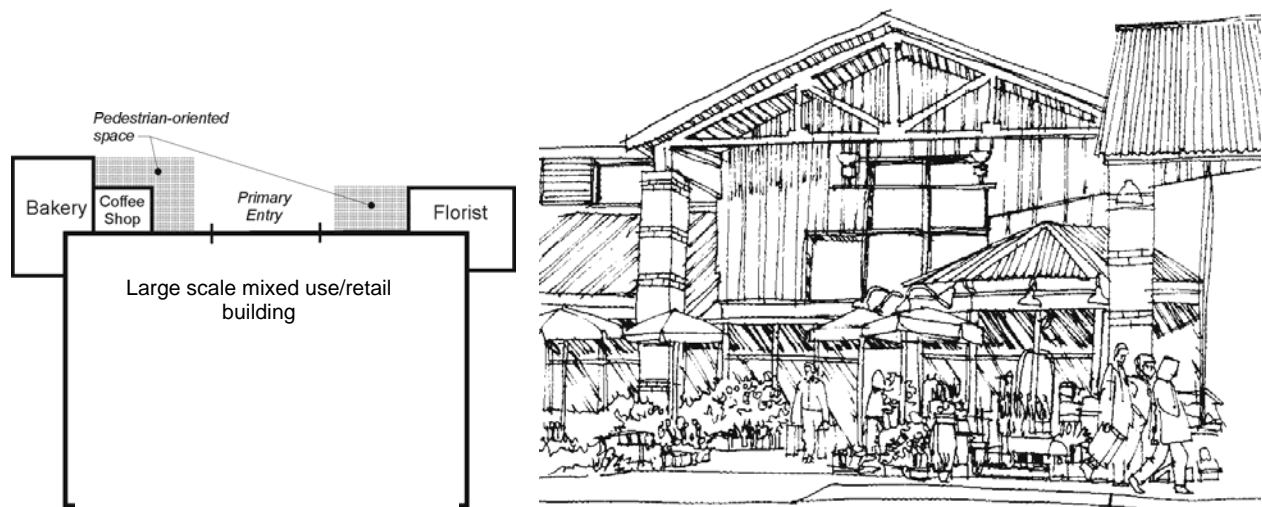
- g. Upper story setbacks, provided one or more of the upper stories is set back from the face of the building at least 6 feet;
- h. Composing smaller building elements near the entry of pedestrian-oriented street fronts of large buildings (see Figure 36);
- i. Landscaping components that meet the intent of the guidelines; and/or
- k. The Director may consider other methods to provide human-scale elements not specifically listed here. The proposed methods must satisfy the Intent of the Guidelines.

Figure 34. This building features at least 8 human scaled features: balconies, dormers, small window panes, covered entry, a decorative railing, upper story setbacks, and landscaping. The pedestrian-oriented signs, well made doors and natural materials also provide a human scale.



Figure 35. This mixed-use building incorporates decks, upper level setbacks, trellises, and landscaping to meet human scale guidelines.





Figures 36. Examples of composing smaller building elements near the entry of large buildings.

E.3 Architectural Scale

INTENT:

- ◆ To encourage architectural scale of development that is compatible with nearby commercial areas that have the character of agrarian structures.
- ◆ To add visual interest to buildings.

GUIDELINES:

E.3.1 Scale of Large Mixed Use/Retail Buildings

- a. All new buildings over two stories, greater than 50 feet measured along the building front facing a street, or over 5,000 square feet in gross building footprint shall provide at least three modulation and/or articulation features as described below along any façade that is visible from a street or pedestrian route, and have entries at intervals of no more than 50 feet:
 - (1) Horizontal building modulation. The depth of the modulation must be at least 2 feet when tied to a change in the roofline and at least 6' in other situations. Balconies may be used to qualify for this option, provided they have a floor area of at least 40 square feet, are integrated with the architecture of the building, and project at least 2 feet from the building façade.

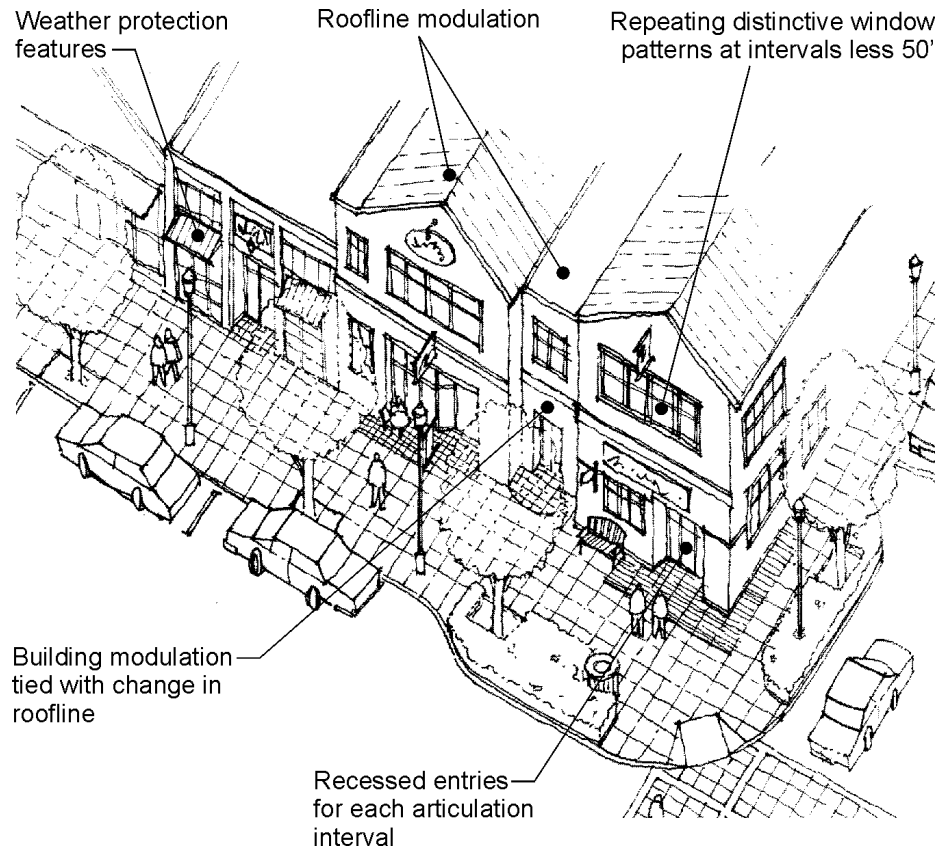


Figure 37. Building modulation example.

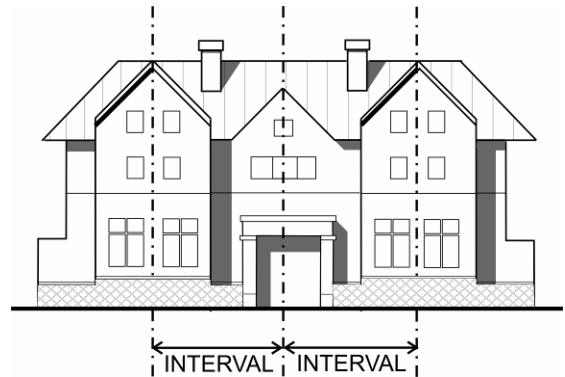
- (2) Modulated roof line. Buildings may qualify for this option by modulating the roof line of all façades visible from a street, park, or pedestrian pathway per the following standards:
 - (a) For flat roofs or façades with a horizontal wave, fascia, or parapet, change the roofline so that no unmodulated segment of roof exceeds 50 feet. Minimum vertical dimension of roof line modulation is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of wall);
 - (b) For gable, hipped, or shed roofs, a slope of at least 3 feet vertical to 12 feet horizontal; or
 - (c) Other roof forms such as arched, vaulted, dormer, or saw-toothed may satisfy this design standard if the individual segments of the roof with no change in slope or discontinuity are less than 50 feet in width (measured horizontally).
- (3) Repeating distinctive window patterns at intervals less than the articulation interval.
- (4) Providing a porch, patio, deck, or covered entry for each articulation interval.

- (5) Changing the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.
- (6) Changing materials with a change in building plane.
- (7) Providing lighting fixtures, trellises, trees, or other landscape feature within each interval.
- (8) Other design treatments that satisfy the Intent of the Guidelines as determined by the Director.

The Director may increase or decrease the 50-foot interval for modulation and articulation to better match surrounding structures or to implement an adopted sub-area plan, where applicable.

- b. The maximum façade width (the façade includes the apparent width of the structure facing and visible from the street, public open space, or pedestrian-oriented space) is 120 feet. Exceptions may be made for public structures and where the City determines a public benefit is achieved.

Figure 38. Building articulation.



E.4 Pedestrian-Oriented Facades

INTENT:

- ◆ To create a safe, attractive, welcoming pedestrian environment.
- ◆ To enhance retail activity.

GUIDELINES:

E.4.1 Pedestrian-Oriented Facades

Building facades facing pedestrian-oriented streets, and wherever else pedestrian-oriented facades are required, shall exhibit the following:

- a. Transparent window areas or window displays or a combination of sculptural, mosaic, or bas-relief artwork and transparent window areas or window displays (as described above) over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade.

- b. A principal building entry facing the street front with direct access to the sidewalk. (See D.9 for principal entry requirements.)
- c. Weather protection at least 5 feet wide over at least 75 percent of the front facade.
- d. Portions of buildings along a pedestrian-oriented street that provide pedestrian-oriented open space or garden landscaping between the building and the sidewalk that is at least 10 feet in width (average), as described in A.1.1.b., may be exempt from providing weather protection and can reduce the transparency requirement to 25 percent of the ground floor façade (as described in D.4.1.a. above). However, buildings will still be required to feature a principal entry with direct access to the sidewalk and must not feature blank walls (as described in Section D.8.1.).

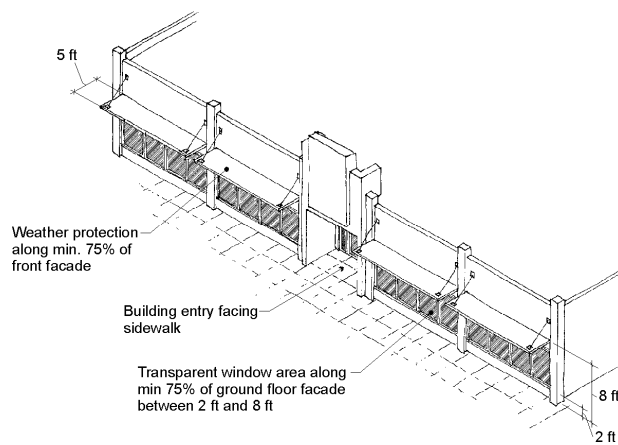


Figure 39. An example of a Pedestrian-Oriented Façade

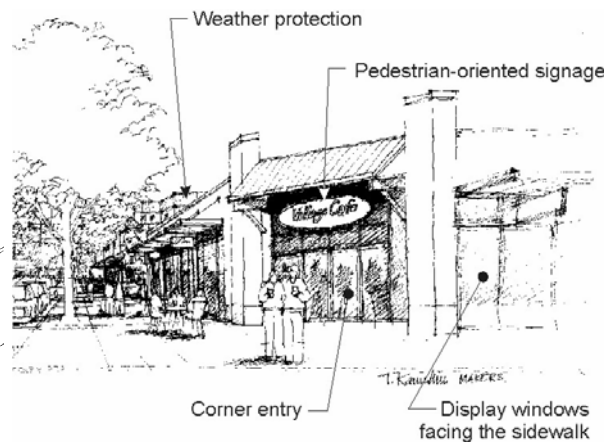


Figure 40. To emphasize its street corner location, this building uses a cropped corner, change in building materials, decorative façade elements, and a modulated roofline.

E.5 Building Corners

INTENT:

- ◆ To create visual interest and increased activity at public street corners.

GUIDELINES:

E.5.1 Building Corners

Architecturally accentuate building corners at street intersections.

- a. All new buildings located at the intersection of streets are required to employ one or more of the following design elements or treatments to the building corner facing the intersection:
 - (1) Provide at least 100 square feet of *pedestrian-oriented space* or garden landscaping between the street corner and the building(s). To qualify for this option, the building(s) must have direct access to the space;

- (2) Provide a corner entrance to courtyard, building lobby, atrium, or pedestrian pathway;
- (3) Include a corner architectural element such as:
 - i. Bay window or turret.
 - ii. Roof deck or balconies on upper stories.
 - iii. Building core setback "notch" or curved façade surfaces.
 - iv. Sculpture or artwork, either bas-relief, figurative, or distinctive use of materials.
 - v. Change of materials
 - vi. Corner windows.
 - vii. Special lighting.

(Each element—i through vii—may count toward the two required treatments or elements.)

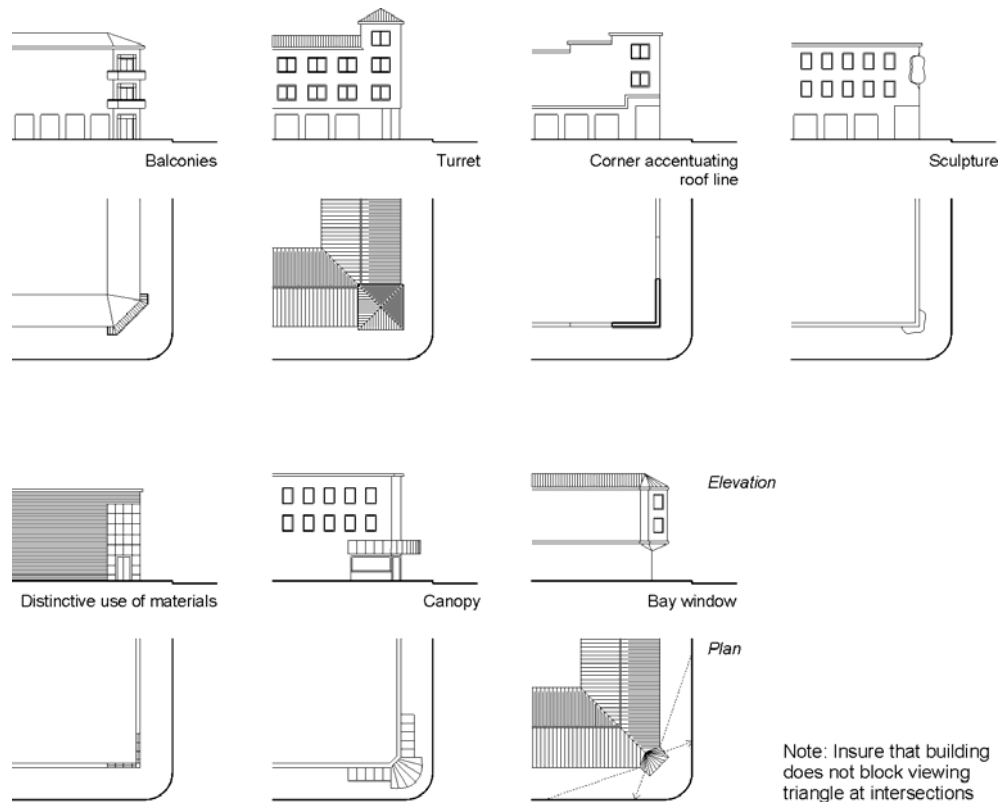


Figure 41. Corner building treatments.

- (4) Special treatment of the pedestrian weather protection canopy at the corner of the building; and/or
- (5) Other similar treatment or element approved by the Director.

E.6 Building Elements and Details

INTENT:

- ◆ To ensure that buildings have design interest at all observable distances.
- ◆ To enhance the character and identity of Old Town Mukilteo.
- ◆ To enhance the pedestrian environment.
- ◆ To encourage creativity in the design of storefronts.

DISCUSSION

When buildings are seen from a distance, the most noticeable qualities are the overall form and color. A three-story commercial building that is 100 feet wide and 35 feet tall must be observed at least 200 feet away in order for the building to fit within a person's cone of vision so its overall shape can be perceived. At that distance, windows, doors, and other major features are clearly visible. However, within 60 feet to 80 feet from the building (approximately the distance across a typical downtown street), a person notices not so much the building's overall form as its individual elements. At closer distances, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. In a pedestrian-oriented business area, it is essential that buildings and their contents be attractive up close. Therefore, these Guidelines require all buildings to incorporate design details and small scale elements into their façades.

GUIDELINES:

E.6.1 Design Details

- a. All new buildings and individual storefronts shall include on the façades that face a street, park, or pedestrian route at least four of the following design features. (See also guidelines in E.1 for guidelines to enhance Old Town's historic character.)
 - (1) Distinctive rooflines, such as an ornamental molding, entablature, frieze, or other roofline device visible from the ground level. If the roofline decoration is in the form of a linear molding or board, then the molding or board must be at least 8 inches wide.
 - (2) Special treatment of windows and doors, other than standard metal molding/framing details, around all ground floor windows and doors, decorative glazing, or door designs.
 - (3) Decorative light fixtures with a diffuse visible light source or unusual fixture.
 - (4) Decorative building materials, such as one of the following:
 - (a) Decorative masonry, shingle, brick or stone.
 - (b) Individualized patterns or continuous wood details, such as fancy butt shingles (a shingle with the butt end machined in some pattern, typically to form geometric designs), decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.

- (c) Other materials with decorative or textural qualities as approved by the Director.

The applicant must submit architectural drawings and material samples for approval.

- (5) A planting strip at least 16 inches wide between an adjacent pathway and the building façade or use of a landscaping treatment as part of the building's design, such as planters or wall trellises.

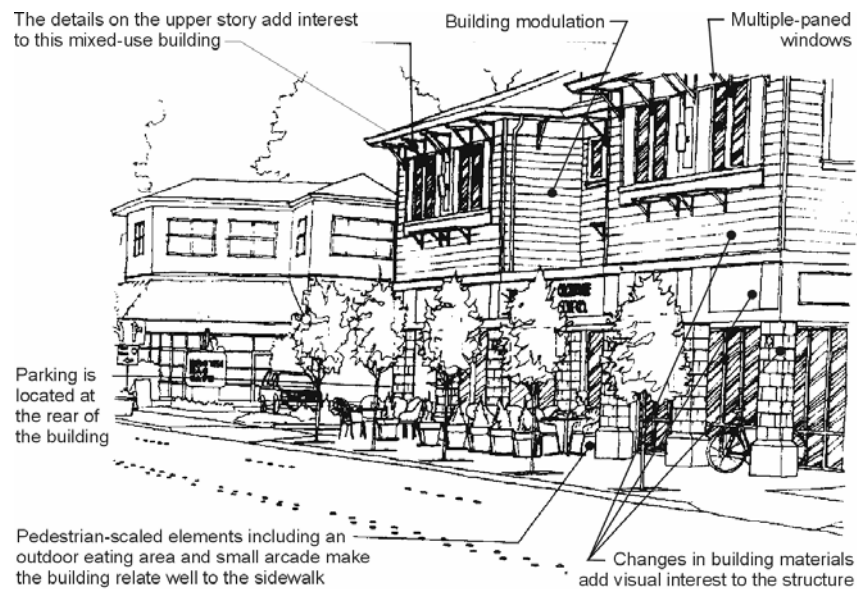


Figure 42. The use of different building materials, window treatments, and roofline brackets adds to the visual interest of this building. Note how the building incorporates forms and details from the Craftsman style "Classic Box."

- (6) Decorative or special railings, grill work, or landscape guards.
- (7) Landscaped trellises, canopies, or weather protection.
- (8) Decorative Paving or Artwork, which may be freestanding or attached to the building, and may be in the form of mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, free standing sculpture, art in pavement, or other similar artwork. Painted murals or graphics on signs or awnings do not qualify. All artwork used to satisfy this condition is subject to approval by the Director; or
- (9) Other similar features or treatment that satisfies the Intent of the Guidelines as approved by the Director.

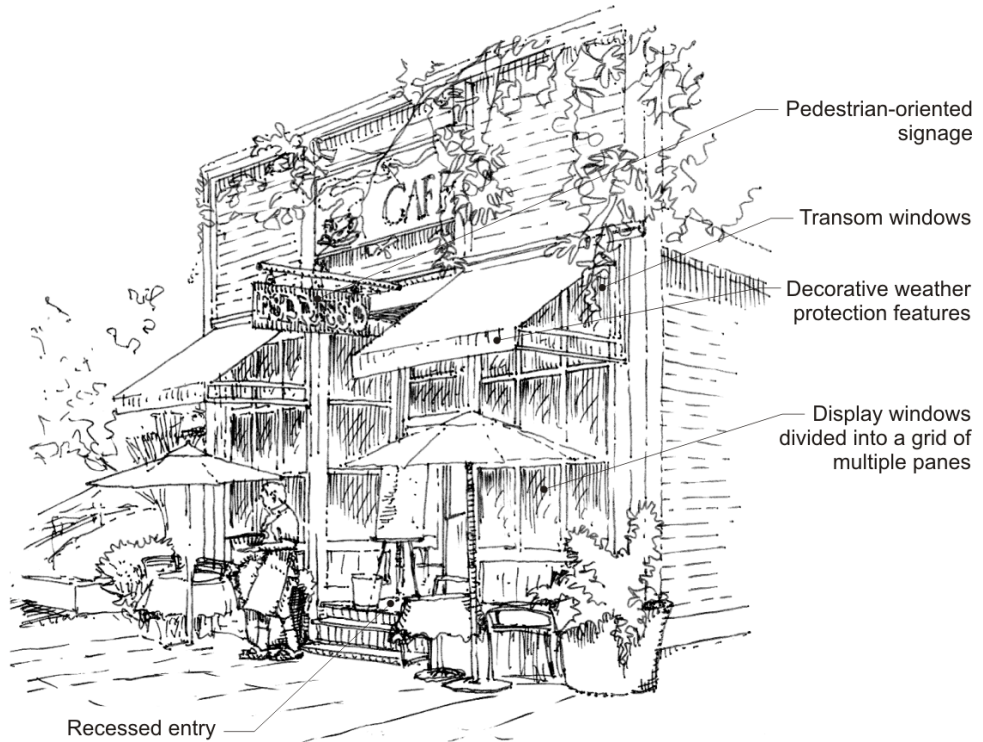


Figure 43. The building provides a number of details that enhance the pedestrian environment, including decorative signage, decorative awnings, display windows, and decorative façade elements.

- c. All new buildings must note the year of construction of a building by the installation of a plaque attached to the building. Stone or masonry set integral with other masonry on the front building elevation facing the principal street may be used in lieu of a plaque. The year of construction is to be noted by numbers not less than six inches high. Other information associated with the building that may have historic interest in the future may be included in addition to the year of construction.

E.6.2 Building Character

New buildings must reinforce the Old Town's design character by either of the two methods, a or b, below.

- a. Exhibit a subdued design, screened and enhanced by extensive garden-style landscaping and at least 150 square feet of pedestrian-oriented open space or accessible "garden landscaping," as described in B.4.2. To achieve a "subdued design," a building must:
 - (1) Be colored a dark or dull color or be faced with natural materials (e.g., brick, stone, wood shingles).
 - (2) Feature only externally lit signs.

- (3) Not feature any distinctive or applied roof or roof form, such as a mansard, steep hipped, conical, or barrel vault roof.
 - (4) Not feature any corporate architecture (such as roof ribs or logo-colored roofs).
 - (5) Not feature back-lit awnings.
 - (6) Not feature a distinctive style atypical of the district, such as Mission or Hispanic-style (e.g., Taco Bell), Industrial Modern, Colonial, etc.
- b. Feature attributes, building elements, and details characteristic of any of the traditional building styles found in Old Town, including Late Victorian, Early Vernacular, or Craftsman styles. To meet this requirement, an applicant must demonstrate that its design reflects Old Town character in all the following ways:
- (1) The building employs building forms or elements found in Old Town, such as gable or hipped roofs, porches, dormers, etc.
 - (2) The building features details common to Old Town's architecture, including grouped, double-hung windows, hand-crafted signage, roof brackets, trellises, etc.
 - (3) The building features materials that are found in traditional Old Town buildings. Contemporary building materials, such as metal siding or high-grade panel systems, may be employed as well.
- c. Above the second story buildings must either be setback from the lower facade or be within the roof line.

The Director shall be the ultimate authority regarding whether or not the proposed building meets this guideline.

The intent of this guideline is not that all new buildings adhere to a strict historical formula. New buildings may employ some contemporary or innovative features provided they also respond to the local context. The following examples illustrate buildings that meet this guideline.

Figure 44 The straightforward, traditional hipped roof, grouped windows, shingles, awnings, and refined proportions make this simple, but elegant, building fit with the district's character.





Figure 45. With numerous traditional elements integrated into a pedestrian-friendly façade, this building is an example of how the Craftsman style can be successfully incorporated into a contemporary building.



Figure 46. Although it features a flat roof, the asymmetric assemblage of building forms and traditional details and materials, plus the attractive landscaping, make this cluster of buildings a local asset.

E.7 Materials

INTENT:

- ◆ To encourage the use of a variety of high-quality compatible materials that will upgrade the visual image of Old Town Mukilteo.

GUIDELINES:

E.7.1 Preferred Materials

Building exteriors shall be constructed from high quality, durable materials. Brick, wood, or stone are preferred exterior building materials for Old Town Mukilteo. Other building materials may be acceptable provided they meet all other guidelines herein.

E.7.2 Prohibited Materials

The following materials are prohibited in visible locations unless an exception is granted by the Director based on the successful integration of the material into the overall design of the structure.

- a. Highly tinted or mirrored glass.
- b. Corrugated fiberglass.
- c. Chain link fencing (except for temporary purposes such as a construction site).
- d. Crushed colored rock or tumbled glass.
- e. Any sheet materials, such as wood or metal siding, with exposed edges.

E.7.3 Special Material Standards

The following are allowed only with special detailing, as described below:

- a. Metal siding. When used as a siding material over more than 25 percent of a building's façade visible from a public street, pathway, or park, metal siding must:
- (1) Have a matte finish in a neutral or earth tone such as buff, gray, beige, tan, cream, white, or a dulled color, such as barn-red, blue-gray, burgundy, ocher, or other color specifically approved by the Director.
 - (2) Include two or more of the following elements:
 - (a) Visible window and door trim painted or finished in a complementary color.
 - (b) Color and edge trim that cover exposed edges of the sheet metal panels.
 - (c) Masonry, stone, or other approved permanent material that is durable and satisfies the Intent of the Guidelines.
 - (d) Other detail/color combinations for metal siding approved by the Director, provided design quality and permanence meets the intent of this section.

Figure 47. This building features metal siding with visible corner trim and concrete block closer to the ground level.



- b. Concrete block walls. Concrete block construction used over 25 percent of a building façade visible from a public roadway, pathway, or park must be architecturally treated in one or more of the following ways:
- (1) Use of textured blocks with surfaces such as split face or grooved.
 - (2) Use of other masonry types, such as brick, glass block, or tile in conjunction with concrete blocks.
 - (3) Use of decorative coursing to break up blank wall areas.
 - (4) Use of matching colored mortar where color is an element of architectural treatment for any of the options above.
 - (5) Other treatment approved by the Director.

- c. Requirements for Exterior Insulation and Finish System (EIFS) and similar troweled finishes:
- (1) To avoid deterioration, EIFS should be trimmed and/or should be sheltered from extreme weather by roof overhangs or other methods.
 - (2) EIFS may only be used in conjunction with other approved building materials.
 - (3) EIFS is prohibited within 2 vertical feet of the sidewalk or ground level.

Figure 48. This storefront effectively combines EIFS and concrete block with wood trim and metal detailing.



E.7.4 Color Palette.

A storefront's palette should be no more than three colors; one base color, one trim color, and one accent color. Trim and accent colors that contrast with the base color are encouraged. Specifically, darker base colors with white trim work particularly well. However, lighter base colors can effectively be combined with dark trim colors.



Figure 49. Dark base colors with contrasting uses white trim.



Figure 50. This storefront a lighter base color with darker trim and a contrasting red door.

E.8 Blank Walls

INTENT:

- ◆ To reduce the visual impact of large, undifferentiated walls.
- ◆ To reduce the apparent size of large walls through the use of various architectural and landscaping treatments.
- ◆ To enhance the character and identity of the Downtown Business District.
- ◆ To ensure that all visible sides of buildings provide visual interest.

GUIDELINES:

E.8.1 Blank Walls

All blank walls within 50 feet of the street, pedestrian pathway, park, or adjacent lot, and visible from that street, pedestrian pathway, park, or adjacent lot, shall be treated in one or more of the following measures:

- a. Install a vertical trellis in front of the wall with climbing vines or plant materials. For large blank wall areas, the trellis must be used in conjunction with other treatments described below;
- b. Provide a landscaped planting bed at least 8 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall. Plant materials that will obscure or screen at least 50 percent of the wall's surface within 4 years are to be planted in the planting bed;
- c. Provide artwork (mosaic, mural, sculpture, relief, etc.) over at least 50 percent of the blank wall surface; and/or
- d. Other method as approved by the Director. For example, landscaping or other treatments may not be necessary on a wall that employs high quality building materials (such as brick) and provides desirable visual interest.

Treatment of blank walls must be proportional to the wall.

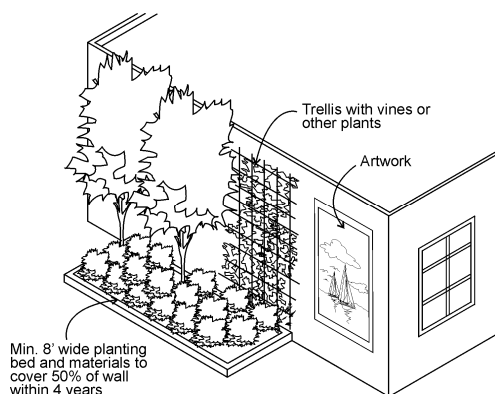


Figure 51. Blank wall treatments.



Figure 52. Terraced planting beds effectively screen a large blank wall.

E.9 Building Entrances

INTENT:

- ◆ To ensure that commercial buildings and businesses are inviting and accessible.
- ◆ To encourage pedestrian activity.

GUIDELINES:

E.9.1 PRINCIPAL BUILDING ENTRANCES

The principal building entrances of all buildings shall feature the following improvements, unless the Director determines an alternate solution better addresses the guideline's intent:

- a. Pedestrian covering. Building entrances must be covered by at least 50 square feet of pedestrian weather protection. Entries are encouraged to satisfy this requirement by being set back into the building façade.
- b. Lighting. Pedestrian entrances must be lit to at least four foot-candles as measured on the ground plane for commercial buildings and two foot-candles for residential buildings.
- c. Building or business name. Entries must be identified with respect to building and/or business.
- d. Visibility. Building entrances must be visible from the roadway and/or major public pedestrian pathway.
- e. Transparency. Entries must feature glass doors or glazing near the door so that the visitor can view people opening the door from the other side.
- f. Security. To the extent feasible, entries must be visible from areas with high pedestrian activity or where residents can view the entry (passive surveillance).
- g. Architectural or artwork enhancements. Building entrances must be enhanced by two or more of the following measures:
 - (1) Special or ornamental doors, windows, or other architectural elements.
 - (2) Special paving or materials (e.g., decorative tile work).
 - (3) Special architectural lighting.
 - (4) Landscaping.
 - (5) Artwork.
 - (6) Other similar feature approved by the Director.

The Director's decision on the applicability of an element or treatment to meet this requirement is final.

E.9.2 Secondary Public Access for Commercial Buildings

Whereas these Guidelines require businesses on a pedestrian-oriented street within the downtown to front on streets rather than parking lots, in some cases customers may use the “secondary” entry off of a parking lot. Such businesses that have secondary public access shall comply with the following measures to enhance secondary public access (applies only to entries used by the public):

- a. Weather protection at least 3 feet deep is required over each secondary entry.
- b. A sign may be applied to the awning provided that the sign complies with other regulations and guidelines.
- c. There must be at least two foot-candles illumination on the ground surface.
- d. Two or more of the design elements noted in E.9.1.g above must be incorporated within or adjacent to the secondary entry.



Figure 53 Examples of secondary public access. Note the planters, window sign, and awning.

E.10 Parking Garage Design

INTENT:

- ◆ To minimize impact of parking garages on the pedestrian environment.

GUIDELINES:

E.10.1 Parking Garage Design

- a. Parking garages must be designed to obscure the view of parked cars at the ground level.
- b. Ground-level parking along pedestrian-oriented streets is not allowed. Ground-level parking may be allowed on high-visibility streets if street trees approved by the City are provided.
- c. Where the garage wall is built to the sidewalk edge, the façade shall incorporate a combination of artwork, grillwork, special building material or

treatment/design, and/or other treatments as approved by the City that enhance the pedestrian environment. Small setbacks with terraced landscaping elements can be particularly effective in softening the appearance of a parking garage.

- d. Upper-level parking garages must use articulation treatments that break up the massing of the garage and add visual interest.

Figures 54 through 56 are examples of parking garage treatments. Note that the scale of these developments is not anticipated but the treatments are instructive.

Figure 54. The side of this parking garage includes some storefront retail space (left), decorative grillwork, and a raised brick planter to enhance the pedestrian environment.



Figure 55: This building uses openings on its second level parking area to resemble windows.

Figure 56. Design parking garages to obscure the view of parked cars.



F. Signage

F.1 Sign Standards and guidelines

INTENT

- ◆ To encourage signage that is both clear and of appropriate scale for the project.
- ◆ To enhance the visual qualities of signage through the use of complementary sizes, shapes, colors, and methods of illumination.
- ◆ To encourage quality signage that contributes to the character of the area.

STANDARDS AND GUIDELINES

The following standards shall supersede the requirements of MMC 17.80.

F.1.1 Illumination Standards.

- a. Neon signs are permitted, but for multi-tenant developments, neon signs should be used sparingly.
- b. External sign lighting is permitted as long as light does not create a glare problem and does not project towards the sky.
- c. Back-lit awnings used as signs are prohibited.

F.1.2 Monument Sign Standards.

Monument signs shall conform to the requirements of Table 1 below. (Where a small letter appears in a caption in the chart, refer to the corresponding “Notes” below.)

Table 1. Commercial Use Monument Sign Standards in Old Town Mukilteo

Requirements ^{a, b}	Development on Pedestrian-Oriented Streets and Secondary Streets	Development on SR 525
Height Limit	42 inches - 5 feet	5 feet
Maximum Size Limit ^c	20 square feet	30 square feet
Minimum Setback ^d	0 feet	5 feet
Landscaping ^e	1 square foot of landscaping per 1 square foot of sign face	1 square foot of landscaping per 1 square foot of sign face
Minimum Separation ^f	100 feet	150 feet

Notes:

- a. A minimum lettering height of four inches is recommended for readability.
- b. Monument signs for individual businesses should include the street address number with six-inch minimum lettering that is clearly readable from the street.
- c. Size limit per sign face, up to two faces.
- d. Minimum setback may be increased due to sight-distance issues.
- e. Landscaping includes a decorative combination of ground cover and shrubs to provide seasonal interest in the area surrounding the sign. Landscaping shall be well maintained at all times of the year. The *Director* may reduce the landscaping requirement where the signage incorporates stone, brick, or other decorative materials.
- f. An individual building, development, or complex may not display more than one monument sign on each street *frontage*. However, additional monument signs can be used on the site as long as they advertise a different business onsite and can be placed at least 150 feet from the first sign along applicable street frontages.

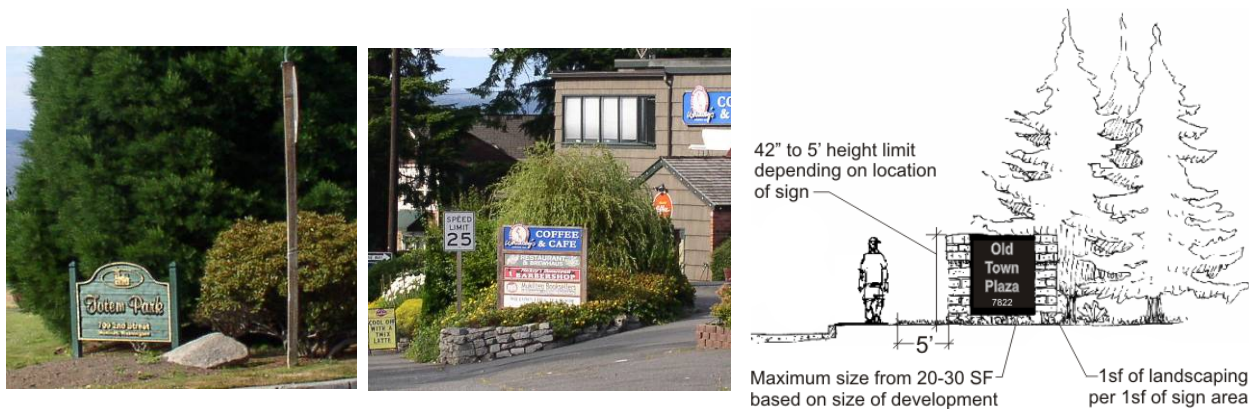


Figure 54. Monument sign examples and standards.

F.1.3 Wall Sign Standards.

- a. Tenants are allowed a maximum of one wall sign per facade that contains a public entry (open during all business hours), up to a maximum of two facades. However, businesses may have one additional unlit wall sign less than 10 square feet in area.
- b. Maximum size – all individual retailers:
 - (1) Wall sign area on the main façade of the building (the façade facing the street or as defined in MMC 17.80) shall not exceed 10 percent of the main building facade. Wall sign area on the side façade of the building (the façade not facing the street or as defined in MMC 17.80) shall not exceed 5 percent of the side façade of the building.
 - (2) Signage not to exceed 2/3 of overall storefront dimension.
 - (3) Stacked signage is permitted.
 - (4) Signage not to encroach 3 feet of edge of tenant frontage.
- c. Maximum size – individual retailer 4,000 square feet or smaller:
 - (1) Maximum letter and logo height: 18 inches.
 - (2) Maximum area: 20 square feet
- d. Maximum size – individual retailer larger than 4,000 square feet, but less than 12,000 square feet:
 - (1) Maximum letter and logo height: 36 inches.
 - (2) Maximum area: 32 square feet
- e. Maximum size – joint business directory: A wall sign up to 32 square feet for joint business directory signs identifying the occupants of a commercial building and located next to the entrance.
- f. Maximum height: Wall signs may not extend above the building parapet, soffit, the eave line or the roof of the building.

- g. Mounting: Building signs should be mounted plumb with the building, with a maximum protrusion of 1-foot unless the sign incorporates sculptural elements or architectural devices. The sign frame shall be concealed or integrated into the building's architectural character in terms of form, color, and materials.
- h. All wall signs must be in proportion to the size and design of the facade.
- i. Wall signs shall not cover windows, building trim, or ornamentation.
- j. If applicant demonstrates to the satisfaction of the Director that a wall sign is creative, artistic and an integral part of the architecture, the Director may waive the above restrictions.



Figure 55. Acceptable wall signs.

F.1.4 Projecting Signs.

Projecting signs meeting the following conditions are allowed for commercial uses adjacent to and facing a public street.

- a. Clearance: Shall clear sidewalk by 8 feet.
- b. Projection: Shall not project more than 5 feet from the building facade, unless the sign is a part of a permanent marquee or awning over the sidewalk. Vertically oriented signs shall not project more than 3 feet from the building facade.
- c. Size: Shall not exceed an area of 10 square feet.
- d. Height: Shall not extend above the building parapet, soffit, the eave line or the roof of the building, except for theaters.



Figure 56. Acceptable projecting sign.

F.1.5 Suspended Signs.

A suspended sign (blade sign) means a sign that is suspended from a roof, awning or similar structure and intended to be seen from a public sidewalk or other pedestrian corridor.

- Projection: 1-foot minimum between the sign and the outer edge of the marquee, awning, or canopy and between the sign and the building facade.
- Clearance: Minimum clearance of 8 feet between the walkway and the bottom of the sign.
- Dimensions: Shall not exceed 2 feet in height and shall not exceed a size of 10 square feet.
- Separation: Must be 20 feet apart.



Figure 57. Acceptable suspended signs.

F.1.6 Marquee or Awning Signs.

Marquee or awning signs may be used in place of permitted wall signs, provided they meet the following conditions:

- a. Maximum size. Signs shall not exceed 2 feet in height and extend no more than 2/3 of the width of the applicable storefront or awning.
- b. Location. Marquee signs may be placed on the front, above, or below the marquee/canopy.
- c. Clearance. Signs shall be placed a minimum of 8 feet above the sidewalk or walkway.

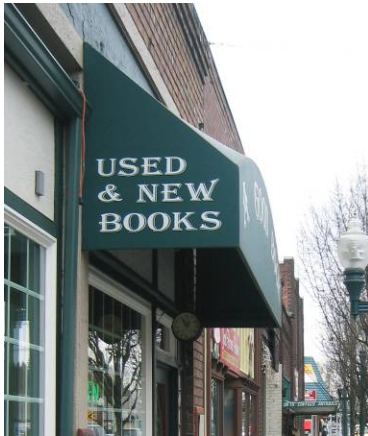


Figure 58. Examples of acceptable awning sign.

F.1.7 Window Signs.

Window signs meeting the following conditions are allowed for commercial uses:

- a. Maximum size: Permanent and temporary window signs are limited to a maximum of 25 percent of the window area. Every effort should be made to integrate window signs with window display.
- b. Materials: Window signs constructed of neon, stained glass, gold leaf, cut vinyl, and etched glass are allowed. Painted signs shall display the highest level of quality and permanence as determined by the Director.
- c. An internally lit neon or stained glass window sign is allowed.

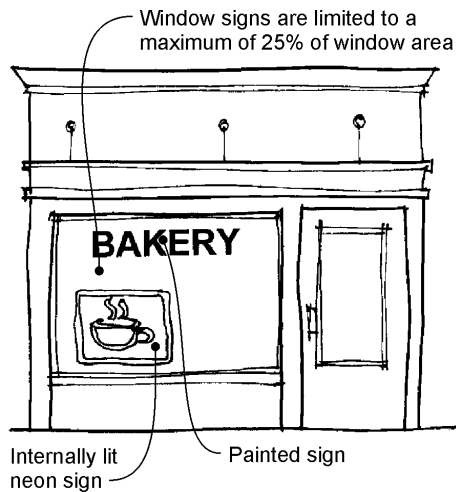


Figure 59. Acceptable window signs.

F.1.8 A-Frame Signs.

A-frame signs meeting the following conditions are allowed for commercial uses:

- Signs must be on or in front of the lot where the business is located.
- Signs must be located to maintain at least 5 feet of horizontal clearance on the sidewalk for pedestrian movement.
- Each business shall not have more than one A-frame sign.
- A-frame signs shall be removed during non-business hours.
- The area of an A-frame sign shall not exceed 10 square feet.



Figure 60. A-frame sign example.

F.1.9 Directional Pathfinder Signs.

- Directional pathfinder signs may be located on private property or in the right-of-way with the approval of the property owner or City.

- b. Maximum height is 8 feet.
- c. Maximum sign area is 20 square feet per side.
- d. Illumination of any type is prohibited.
- e. A minimum of 3 businesses on different lots shall be listed on the sign.
- f. Sign must be located to maintain at least 5 feet of horizontal clearance on the sidewalk or other pathway for pedestrian movement.
- g. Sign may not create a sight-distance obstruction.
- h. Applicant must demonstrate to the satisfaction of the Director that the design of the directional pathfinder sign is creative, artistic and complementary to design of the immediate vicinity.

F.2.0 Prohibited Signs.

Prohibited signs include:

- a. Pole-mounted signs.
- b. Signs employing video footage
- c. Signs employing moving or flashing lights.
- d. Signs employing exposed electrical conduits.
- e. Visible ballast boxes or other equipment.
- f. Changeable letter signage (permanent and temporary), except for theaters and other uses designed for public assembly.
- g. Roof-mounted signs.
- h. Internal-lit signs.

G. Lighting

G.1 Site Lighting

INTENT:

- ◆ To encourage the use of lighting as an integral design component to enhance buildings, landscaping, or other site features.
- ◆ To increase night sky visibility and to reduce the general illumination of the sky.
- ◆ To reduce horizontal light glare and vertical light trespass from a development onto adjacent parcels and natural features.
- ◆ To use lighting in conjunction with other security methods to increase site safety.
- ◆ To prevent the use of lighting for advertising purposes.

GUIDELINES:

G.1.1 Site Lighting Levels

- a. All publicly accessible areas shall be lighted with average minimum and maximum levels as follows:
 - (1) Minimum (for low or non-pedestrian and vehicular traffic areas) of 0.5 foot candles;
 - (2) Moderate (for moderate or high volume pedestrian areas) of 1-2 foot candles; and
 - (3) Maximum (for high volume pedestrian areas and building entries) of 4 foot candles.
- b. Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.

G.1.2 Light Quality and Shielding

- a. Parking lot lighting fixtures shall be full cut-off, dark sky rated and mounted no more than 25 feet above the ground, with lower fixtures preferable so as to maintain a human scale. Requests for higher lighting fixtures may be considered with the approval of the Director.
- b. All fixtures over 15 feet in height shall be fitted with a full cut-off shield.

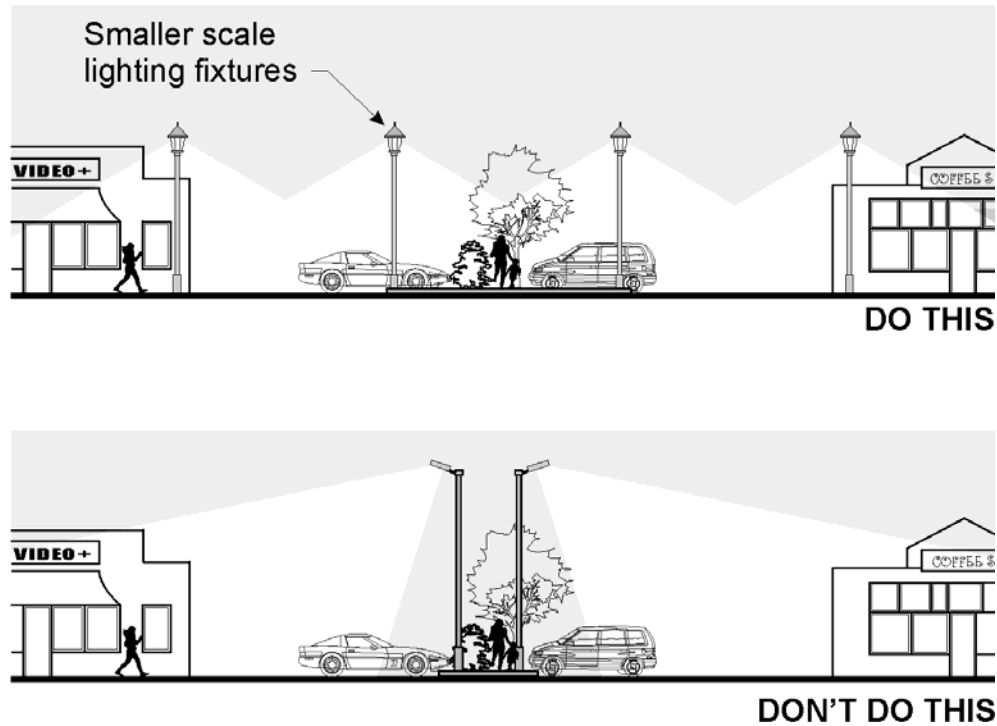


Figure 61. Acceptable and unacceptable parking lot lighting.

- c. Pedestrian-scaled lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.
- d. Lighting should not be permitted to trespass onto adjacent private parcels nor shall a light source (luminaire) be visible at the property line. All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions shall not be visible above the roofline of the building.

H. Definitions

Access Street. A private street that is independent of parking lot circulation and connects public rights-of-way or provides primary access to and within a site.

Art, Artwork. A device, element, or feature whose primary purpose is to express, enhance, or illustrate the aesthetic quality, feeling, physical entity, idea, local condition, historical or mythical happening, or cultural or social value. Examples of artwork include sculpture, bas-relief sculpture, mural, or unique specially crafted lighting, furniture, pavement, landscaping, or architectural treatment that is intended primarily, but not necessarily exclusively, for aesthetic purpose. Signs, upon approval by the Director, may be considered artwork provided they exhibit an exceptionally high level of craftsmanship, special material, or construction, and include decorative devices or design elements that are not necessary to convey information about the business or product. Signs that are primarily names or logos are not considered art.

Balcony. An outdoor space built as an above-ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bas-relief. A sculptural carving, embossing, or casting that projects very little from the background.

Bay Window. A window that protrudes from the main exterior wall. Typically, the bay contains a surface which lies parallel to the exterior wall, and two surfaces which extend perpendicularly or diagonally out from the exterior wall. To qualify as a bay, the bay must contain a window pane which extends at least 60 percent of the length and 35 percent of the height of the surface of the bay which lies parallel to the exterior wall. There need not be windows in the surface which extend out from the exterior wall.

Blank Walls. Walls subject to "blank wall" requirements meet the following criteria:

- Any wall or portion of a wall that has a surface area of 400 square feet of vertical surface without a window, door, or building modulation or other architectural feature.
- Any ground level wall surface or section of a wall over 4 feet in height at ground level that is longer than 15 feet as measured horizontally without having a ground level window or door lying wholly or in part within that 15-foot section.

Courtyard. A landscaped space enclosed on at least three sides by a single structure.

Curb Cut. A depression in the curb for the purpose of accommodating a driveway that provides vehicular access between private property and the street.

Deck. A roofless outdoor space built as an above-ground platform projecting from the wall of a building and connected to the ground by structural supports.

Director. The Director of Planning & Community Development Director or designee.

Façade. Any portion of an exterior elevation of a building extending from the grade of the building to the top of the parapet wall or eaves, for the entire width of the building elevation.

Front Yard. The area between the street and the nearest building façade.

Frontage. As used in the code, frontage refers to the length of a property line along a street.

Landscaping. An area is considered to be landscaped if it is:

- Planted with vegetation in the form of hardy trees, shrubs, or grass or evergreen ground cover maintained in good condition.
- Occupied by sculptures, fountains or pools, benches, or other outdoor furnishings.
- Occupied by such recreational facilities as playground equipment, swimming pools, game courts, etc.

Major Exterior Remodel. A proposed improvement to any existing building structure or property that changes the exterior appearance of the property and meets either of the criteria below:

- Estimated value of construction exceeds 50 percent of the value of the existing built facilities as determined by the City's building valuation procedure.
- Construction includes an addition to extension of an existing building.

Minor Exterior Remodel. Any improvement that changes the visual appearance or exterior configuration of a building structure or property, and which has a value less than 50 percent of the existing built facilities as determined by the City's building valuation procedure. Painting and restorative maintenance are not considered minor remodels.

Modulation. In the Guidelines, modulation is a stepping back or projecting forward of portions of a building facade within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls.

Pedestrian-Oriented Building Façades. Ground floor façades which employ at least one of the following characteristics:

- Transparent window areas or window displays along at least 75 percent of the ground floor façade. The window area must cover the area between 2 feet and 8 feet above the sidewalk or walkway surface.
- A combination of sculptural, mosaic, or bas-relief artwork, and transparent window areas or window displays (as described above) over at least 75 percent of the ground floor façade.

Pedestrian-Oriented Space. An area between a building and a street, access road, or along a pedestrian path which promotes visual and pedestrian access onto the site and which provides pedestrian-oriented amenities and landscaping to enhance the public's use of the space for passive activities such as resting, reading, picnicking, etc. To qualify as a pedestrian-oriented space, an area must have:

- Visual and pedestrian access (including handicapped access) into the site from a street or public area.
- Paved walking surfaces of either concrete or approved unit paving.
- On-site or building-mounted lighting (fixtures no taller than 15 feet) providing at least 4 foot candles (average) on the ground.
- Spaces must be positioned in areas with significant pedestrian traffic to provide interest and security, such as adjacent to a building entry.
- Landscaping components that add visual interest and do not act as a visual barrier. This can include planting beds, potted plants, or both.

- Pedestrian amenities, such as a water feature, site furniture, artwork, drinking fountains, kiosks, etc.
- At least 2 feet of seating area (a bench or ledge at least 16 inches deep and appropriate seating height) or one individual seat per 60 square feet of plaza area or open space.
- Adjacent buildings with transparent window and/or doors covering 75 percent of the façade between 2 feet and 8 feet above the ground level.

A pedestrian-oriented space shall not have:

- Asphalt or gravel pavement.
- Adjacent non-buffered parking lots or service areas.
- Adjacent chain-link fences.
- Adjacent "blank walls" without "blank wall treatment."
- Outdoor storage or retail sales that do not contribute to the pedestrian-oriented environment.

The Director may consider minor departures from the above requirements if the intent is met.

Pedestrian-Oriented Street. Pedestrian-Oriented Streets include:

- 2nd Street (between Loveland Ave and SR 525)
- 3rd Street (between Park Ave and Lincoln Ave)
- Lincoln Ave (between 3rd St and the Old Town Boundary)
- 4th Street (between Lincoln Ave and SR 525)
- 5th Street (between the fire station property line and SR 525)

Pedestrian-Oriented Use (or Business). A commercial enterprise whose customers commonly arrive by foot; or whose signage, advertising, window display, and entryways are oriented toward pedestrian traffic. Pedestrian-oriented businesses may include restaurants, retail shops, personal service businesses, travel services, banks (except drive-through windows), and similar establishments.

Scale, Human. The perceived size of a building relative to a human being. A building is considered to have "good" human scale if there is an expression of human activity or use that indicates the building's size. For example, traditionally sized doors, windows, and balconies are elements that respond to the size of the human body, so these elements in a building indicate a building's overall size.

Scale, Architectural. The perceived relative height and bulk of a building relative to that of neighboring buildings. A building's apparent height and bulk may be reduced by modulating façades.

Streetscape. The streetscape is the visual character of a street as determined by various elements such as structures, greenery, open space, views, etc.