

**AUBURN GATEWAY
ARCHITECTURAL AND SITE
DESIGN STANDARDS**

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AUBURN GATEWAY ARCHITECTURAL AND SITE DESIGN STANDARDS

1.0 INTRODUCTION

Urban design can be an important tool in achieving goals for land use and development. The NE Auburn Special Area Plan provides an opportunity to achieve a high degree of design quality.

Robertson Properties Group has helped to develop and has committed to adhere to the Auburn Gateway Architectural and Site Design Standards, which are more stringent than those required by zoning bulk regulations. These Auburn Gateway Architectural and Site Design Standards will implement the policy directives of the previously adopted NE Auburn Special Area Plan (Ordinance No. 6183, June 2008). These policies are the basis of the City of Auburn's expectations for the project and are included throughout the Standards at the beginning of each section.

1.1 PURPOSE OF ARCHITECTURAL AND SITE DESIGN STANDARDS

The Auburn Gateway Architectural and Site Design Standards, or the "Design Standards", were originated by Robertson Properties Group (RPG) to apply to their "Auburn Gateway project" and consists of the Auburn Gateway I and Auburn Gateway II project areas that are described in the Final Environmental Impact Statement (EIS) and EIS addendum. The Auburn Gateway project consists of approximately 70 acres. These Design Standards are meant to supplement and work in conjunction with the Auburn City Code (ACC) and any other regulatory codes and standards that are referenced with the ACC. These Design Standards apply in lieu of the City of Auburn's 'Multi-Family & Mixed-Use Developments Design Standards', adopted July 12, 2010, which are not applicable to the Auburn Gateway project.

The Design Standards were originated to fulfill three main purposes. First, the purpose of the Design Standards is to establish the design and development requirements that will guide the quality of development of a specific area within the City of Auburn in compliance with the comprehensive plan and specifically the NE Auburn Special Area Plan, a subarea or neighborhood plan of the city's comprehensive plan.

Second, the purpose of the Design Standards is to establish the enhanced design and development requirements that will guide the quality of development to demonstrate that the city code criteria is met as required for the approval of development agreements. The city code section that addresses city council approval of a development agreement and to which the project is vested, requires demonstration of the use of enhanced design features to provide building and site design that complements surrounding land uses, the project environment and is reflective of quality site planning, landscaping and building architecture.

Third, the Design Standards were developed to demonstrate the quality of site planning, landscaping and building architecture for the purpose of evaluating aesthetic impacts under the Environmental

Policy Act (SEPA, WAC 197-11). The Design Standards were originated by RPG prior to preparation of the Draft and Final Environmental Impact Statements to serve as the baseline for assessing the potential significance or insignificance of visual impacts resulting from the Auburn Gateway Project. The Design Standards were subsequently revised at the time of preparation of the EIS addendum.

The Design Standards are primarily intended to address architectural and site design and not conflict with or supersede the dimensional standards typically found in the zoning code or to apply to public or private infrastructure-type improvements, except where design of one element influences the other.

Because it is expected that development will generally span 15 years from site planning to construction and occupancy, to agree with the term of the development agreement for the Auburn Gateway Project, the Design Standard's general goals are intended to ensure that development will achieve the following:

- Establish a coordinated, unified and identifiable visual character around and throughout the development and development phases in both building and overall site design.
- Allow an innovative and flexible balance between all intended land uses.
- Convey a sense of permanence, attention to detail, quality and investment.
- Establish a strong pedestrian oriented core, with efficient vehicular circulation.
- Address the need for protection and enhancement of critical areas.
- Guide the bulk and scale of buildings so that buildings of different uses relate to one another and do not appear incongruent.

The Auburn Gateway is an entry point to the City of Auburn and as such should both visually announce the transition into the city limits while inviting vehicles and pedestrians originating locally and from the vicinity to enter along clearly marked paths that have a purpose and destination. Ultimately, the City envisions a sustainable mixed-use development that draws visitors to it and also encourages flow through to the center of the City.

The Design Standards are intended to capitalize on the existing strengths and future opportunities in order to prescribe and address aesthetic issues and thereby create a vibrant mix of commercial, office and residential. This development will be linked with neighboring sites by a network of pedestrian walkways and plazas supported by adequate vehicular circulation to flow smoothly through and around the site, while giving priority to pedestrian safety within the development core.

The Auburn Gateway project is proposed to consist of a mix of retail, office, and multifamily residential uses. Development in this area will include new roads and utilities, surface parking, stormwater detention and water quality facilities. The land uses of the future development are intended to be responsive to the market and the various land uses involved in the Auburn Gateway project may include up to 720,000 square feet of retail development, 1,600,000 square feet of office, 500 multi-family residences, and supporting parking.

The primary focus will be the development of traditional mid-size to large pad tenant retail uses that have parking in front of the buildings and where appropriate between the buildings and streets, in

combination with other mutually supporting uses. The Design Standards presents a guide for the following five main land uses that may be used in any combination of phased portions of this project:

- Office development (medical/dental or other professional offices)
- Large pad tenant retail/commercial uses (50,001 square feet – 230,000 square feet)
- Mid-size tenant retail/commercial uses (10,001 square feet – 50,000 square feet)
- Small pad tenant, in-line shop tenants and drive-through commercial/retail services (1,000 square feet – 10,000 square feet)
- Multi-family residential housing over other first floor uses.

1.2 ADMINISTRATION

Design standards are meant to be administratively applied by the Planning Director or designee and interpreted to provide flexibility and creativity. The Design Standards are intended to be administered and implemented in accordance with the City's Design Standards Plan Review process as described in Auburn City Code Section 18.31.200. City code section 18.31.200 will require a text amendment to broaden the scope beyond its current language which refers to a single set of design standards applicable only to Mixed Use and Multi-Family Residential, and to acknowledge an additional unique set of design standards that apply to this specific portion of the city: the Auburn Gateway project area. After amendment, this code section will provide the applicability, exemptions, purpose, review standards, submittal requirements and the process for adjustments of the design approvals.

As these Design Standards will apply to a project that is intended to be developed in phases over a generally 15-year period, the Design Standards will likely need to be adapted to changing market conditions and construction techniques and may require additional amendment over this period of time. The Design Standards document may be amended upon approval by the Planning and Development Committee of the Auburn City Council after staff recommendation.

The Design Standards are meant to be supplemental to and work with the zoning requirements of Auburn City Code Chapter 18.31, C4 Mixed Use Commercial Zoning District. The authority for these Standards will be applied through a development agreement between RPG and the City of Auburn and will apply to properties with the Auburn Gateway project area. The Design Standards are intended to be adopted by reference within the code section implementing the development agreement. A copy of the Design Standards shall be maintained on file by the city clerk.

1.3 ORGANIZATION

This manual is organized into nine chapters that deal with the following elements:

Chapter 1. Project introduction; Goals and Administration of the Architectural and Site Design Standards; and Definitions and other overarching functions.

Chapter 2. Urban design, site planning, building characteristics of all anticipated land uses on the project site.

Chapter 3. Transportation infrastructure, outlining vehicular and pedestrian mobility requirements.

Chapter 4. Project boundaries, entry points and landscaping, how the site is defined and accessed.

Chapter 5. Parking area design and landscape needs, separation from pedestrian uses and relation to buildings.

Chapter 6. Pedestrian and non-motorized network features; connectivity to surroundings and throughout the site.

Chapter 7. Site lighting standards and performance requirements.

Chapter 8. Natural amenities and public multi-spaces.

Chapter 9. Master Sign Plan

Within each of these chapters the manual is organized into the following sections:

- Policies and Goals – This section contains the policy statements and goals that form the basis of the directives and expectations for the project
- Design Standards – This section contains the requirements for design of the project that will be implemented. These are generally denoted by the word: “shall”.
- Design Guidelines – This section contains design considerations for the project. These are expressed as considerations where the applicant is requested to give strong consideration to the guideline, and implement the guideline, if feasible and appropriate. These are generally denoted by the word: “should”.

Within the document photos and drawings are provided for illustrative purposes to convey graphically the intent of the standards and guidelines.

1.4 DEFINITIONS

The following terms are used to describe certain elements of site design and building architecture and are generally defined as stated. Terms used in the Design Standards but not defined here shall have the same meaning as that contained in the Auburn Comprehensive Plan or Zoning Ordinance.

articulation	Variation in depth of the building plane, roof, materials and/or height of a structure that breaks up a plain, monotonous area and creates patterns of light.
balance	An aspect of rhythm achieved by matching different symmetrical and asymmetrical elements which when perceived as a whole display harmony or equilibrium.
berm	A mound or wall of earth that may be landscaped to create a screen or barrier.
bikeway	A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.
bollard	A raised planter; a type of light standard; or, a structure that prohibits vehicle access

	to a pathway or other area.
buffer/buffering	The act of softening or mitigating the effects of one use on another. Usually achieved by a combination of distance, landscaping or physical barriers.
character	Special physical features of a structure or area that set it apart from its surroundings and contributes to its individuality.
column	A vertical shaft or pillar that supports, or appears to support, a load.
compatible	Projects that give the appearance of existing together without conflict with respect to site, architecture and landscaping design.
cornice	A decorative horizontal member or top course that crowns a wall or architectural composition.
courtyard	An area wholly or partly surrounded by walls or buildings.
design	To create, fashion, and arrange elements or details. The creation and execution of aesthetic and functional elements.
eaves	The lower border of a roof that overhangs the wall.
emphasis	The use of different elements, features and patterns, including landscaping, to call attention to a feature or place such as a building entrance or focal point.
façade	The exterior face of a building.
fascia	A flat board with a vertical face that forms the trim along the edge of a flat roof, or along the eaves of a pitched roof. The rain gutter is often mounted to it.
fenestration	The arrangement and design of windows and doors in a building.
footprint	The outline of a building at all of those points where it meets the ground.
gable	The portion of an end wall or truss of a building enclosed by the sloping ends of a pitched or gable roof. In the case of a pitched roof this takes the form of an isosceles triangle that forms the entire end, or the upper half of the end, of a gable roof.
gable roof	A double sloping roof that creates a gable at each end.
hip roof	A roof having four uniformly pitched sides.
landscaping	The planting of trees, shrubs and groundcovers that have been suitably designed, selected, installed and maintained so as to permanently enhance a site or roadway.
louver	An opening provided with one or more slanted fixed or movable fins to allow flow of air but to exclude rain or sun.

mansard roof	A roof with two slopes on each side, the lower slope being much steeper.
marquee	A roof-like structure made of solid materials, projecting over an entrance to a building and connected to the wall with no columnar support. The front of the marquee is often hung from chains or rods extending out from the face of the building.
masonry	Wall construction materials such as stone, brick, adobe and concrete.
mass/massing	The physical bulk or volume of a building. In architectural terms, a single-mass building is a single geometric form such as a rectangle or square, and may include a simple roof form with no variation in the roof line. "Massing" refers to variation in the mass and may involve multiple masses joined together.
mixed-use development	A single unified development that incorporates the planned integration of two or more different land uses consisting of some combination of office, light industrial, hotel, retail, entertainment, public uses, and residential uses. Mixed-use development may be vertically oriented in one or more buildings, or geographically distributed on a development site. When geographically distributed, the different uses may be constructed concurrently or in separate phases, and should incorporate common and/or complimentary features and/or elements such as pedestrian walkways, access driveways, parking areas, architectural themes, or other techniques that provide integration between uses on the site.
modulation - building	A measured and proportioned inflection or setback in a building's footprint.
modulation - façade	Architectural techniques and elements used that can add interest to a blank wall. It includes such things as using different types of windows and incorporating decorative features like tile or trim work.
multi-family	Multi-family residential housing over other first floor uses.
palette	In building architecture, the set of colors to be used on a particular building or group of buildings. In landscape architecture, the set of planting materials to be used in the landscape design.
parapet	The part of a wall that rises above the edge of the roof.
pattern	The arrangement of building materials or features into a pattern designed to add texture, scale, balance and/or character to a building.
pedestrian scale	The relating of the structures and features in the built environment to the size of a person.
pitch	The angle of a roof pitch, usually expressed as a ratio of units of vertical distance to 12 units of horizontal distance. For example, 8/12 means eight units of vertical rise

	to every 12 units of horizontal run.
proportion	The relationship between elements taken as a whole or in comparison to each other. Often expressed as a ratio.
public multi-space	A publicly accessible gathering place, plaza, or pedestrian-oriented space associated with commercial development or high density, urban, multi-family development.
roof-mounted equipment	Heating and air conditioning units or other mechanical equipment mounted on the roof of a building.
scale	The measurement of the relationship between objects. Usually expressed in terms of a building or element possessing human or pedestrian proportions. Also refers to the relationship between different architectural elements of a building and their relationship to the building itself.
sculpture	A three-dimensional artwork created by shaping hard or plastic material, commonly stone (either rock or marble), metal, or wood.
setbacks	The depth of a yard area bounded on opposite sides by lot lines along the span of a parcel within which no building or structures may be permitted except as required for public utilities, unless specifically permitted by the Zoning Code.
shall/should	Where a standard is prefaced by the word “shall,” compliance with that standard is mandatory. Where the word “should” is used, the applicant is requested to give strong consideration to that guideline.
streetscape	The appearance achieved along a street (public or private) from implementation of a comprehensive, unified landscape plan requiring similar landscape components and elements between adjacent parcels.
texture	The surface characteristics of the exterior facade of a building created through the use of similar or differing materials and patterns usually expressed in terms of softness, smoothness or roughness.
trellis	A frame or latticework used as a screen or as a support for climbing plants to create a screen.
urban design	The practice of giving form, beauty and function to an area or portion of the city through the establishment of guidelines that express a concern for the location, mass, design, and appearance of various urban components.
view corridor	The line of sight with respect to height, width, and distance of an observer.

2.0 URBAN DESIGN, SITE PLANNING, BUILDING CHARACTERISTICS AND LAND USES

The purpose of this section is to encourage site planning and building massing that is conducive to a retail/commercial focus and visual character, while designing comfortable human-scale environments for the full complement of land uses on the site.

2.1 URBAN DESIGN AND SITE PLANNING POLICIES AND GOALS

The aim of the following urban design and site planning goals is to allow flexibility of any combination of land uses that supports a vital shopping and pedestrian environment. Design standards for each land use are intended to relate to one another, providing a cohesive unified appearance to the development. General goals, common to the entire mixed-use project, are to:

- A. Site planning and building massing should be conducive to a retail/commercial focus and visual character, and comfortable human-scale environments should be incorporated within all land uses in the planning area. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.1., *Urban Design Site Planning , Building Characteristics and Land Uses*)
- B. A visually friendly frontage with “street appeal” for passersby on major streets (South 277th Street, D Street NE, I Street NE, 49th Street NE, and Auburn Way North) should be developed. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.1., *Urban Design Site Planning , Building Characteristics and Land Uses*)
- C. Building and/or landscape forms should be articulated as focal points, and major site entrance points should be framed. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.1., *Urban Design Site Planning , Building Characteristics and Land Uses*)
- D. The building characteristics and landscape design should include themes that unify the site character across multiple phases of development. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.1., *Urban Design Site Planning , Building Characteristics and Land Uses*)
- E. Landscape plantings should be used to reduce the visual impact of open parking areas and loading, service, and storage functions. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.1., *Urban Design Site Planning , Building Characteristics and Land Uses*)
- F. Multifamily development should be of high-quality design, create a sense of community and synergy between land uses, and include active- and passive-use open space appropriate for use by all age groups. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.1., *Urban Design Site Planning , Building Characteristics and Land Uses*)
- G. Create a site plan that defines the Auburn Gateway project as a clearly recognizable and distinct urban landmark.
- H. Assemble buildings and land uses in a harmonious association of mutually compatible uses, to encourage a sustainable relationship between land uses and circulation to reduce automobile dependency and promote pedestrian mobility.

- I. Define a clearly recognizable on-site pedestrian and vehicular circulations system.
- J. Facilitate connections to regional mass transportation and recreational bicycle routes.
- K. Develop a family of architectural styles, massing, colors and textures reflective of local contemporary design to tie the buildings and site together. As development occurs over time, each subsequent phase shall be reviewed for consistency with design compatibility to existing development.
- L. Provide for continuity of landscape themes, and use landscape plantings to unify the site character and reduce the visual impact of open parking areas.
- M. Provide a gradual visual and environmentally appropriate transition from developed areas to natural areas. Pedestrian plazas, pathways and landscaping elements along with scale of features can aid in transition from more intense public uses to less intensive uses.
- N. Avoid pedestrian and vehicle conflicts by emphasizing pedestrian orientation and safety.

2.2 GENERAL BUILDING, SITE DESIGN STANDARDS AND COMPATIBILITY ISSUES

New commercial buildings shall provide architectural relief and interest, with emphasis at the building entrances and along walkways, to promote and enhance a comfortable pedestrian scale and orientation. Attention to detail can significantly increase the compatibility of commercial development with adjacent uses.

To accomplish building relief and interest the project design shall:

- A. Provide a vehicular and pedestrian framework about which buildings and land uses are arranged to create overall site character and sense of place.
- B. Provide entrances to buildings that face the site interior and parking areas.

Provide pedestrian walkways differentiated by texture and/or color so that there is a clear separation of pedestrian from vehicular traffic.



FIG. 2.2

*Incorporating ground floor windows for transparency along pedestrian walkway to a main entry.
Upper floor windows continue similar character.*

- C. Fronts of buildings shall face main walkways and be embellished with coordinated street furniture.
- D. Create main pedestrian connection corridors between businesses, parking areas and other land uses.
- E. Incorporate ground floor windows, transparency or other architectural elements along frontages adjacent to walkways. The main front elevations of buildings shall provide a minimum of 20% of the length of the frontage in transparency at the pedestrian level. Functional characteristics of the intended use shall be taken into consideration when evaluating proposed elevations for transparency. When transparency is not feasible, appropriate substitutions such as additional articulation or use of opaque window-like features that promote pedestrian interest, shall be used.
- F. Design any upper floor windows to continue the vertical and horizontal character of the ground level windows as proposed uses allow.
- G. Walls shall include a combination of architectural elements and features such as offsets, pilasters, windows, entry treatments, awnings, colonnades, trellises or other similar elements, and a variation in materials and colors. Blank walls shall be minimized. Pedestrian amenities and landscaping may also be used to help break up the appearance of blank walls.
- H. Walls that are typically the back or service side of a commercial or office building shall be treated with emphasis on screening unsightly back of the building functions that are within the public view. Any undesirable impacts produced on the site, such as noise, glare, odors, dust or vibrations shall be adequately screened from public view and adjacent properties.
- I. Unsightly exterior improvements and items such as trash receptacles and mechanical devices shall be screened either by walls, fencing or landscaping. Roof top equipment shall be treated so if visible shall appear as if part of the building. Landscaping may be used as a ground-level screening element if dense enough to properly screen the activity from public viewing areas.
- J. On-site loading facilities shall provide sufficient square footage and number to adequately handle the delivery or shipping of goods or people.
- K. Group loading/delivery and service related functions close to those of adjacent buildings where possible to reduce areas dedicated to service and maximize parking capability and landscape areas.
- L. The project shall provide a variety of urban-style, publicly-accessible open spaces or “public multi-spaces” associated with the commercial development. Such spaces shall range in size and purpose and be designed, constructed and maintained for the enjoyment primarily by users of the retail, service and professional offices uses. The open spaces shall be an integral part of the overall development design, not merely leftover space and clearly defined and distinguished from parking areas and walkways. The open spaces shall include pedestrian-oriented amenities such as trees, shrubs, pathways, sculpture, benches, bike racks, and water elements.
- M. The urban-style, publicly-accessible open spaces or “public multi-spaces” associated with the commercial development shall be appropriately located within the project site, along major pedestrian corridors linking to walkways and sidewalks. Where possible, such features shall be located adjacent to wetland buffers, stormwater management or natural areas to take advantage of visual accessibility when such proximity does not compromise the function of the wetland buffers, stormwater management or natural areas.
- N. Develop and implement a coordinated hierarchy of landscape themes and design to tie the buildings and site areas and phases together. In addition to landscape palette, elements to be coordinated will include site furniture, pedestrian and bicycle pathway design, alternative pavement treatments, lighting, critical area fencing, etc. As development occurs over time, each subsequent phase shall be reviewed for consistency with landscape design compatibility to existing

development.

- O. Landscaping shall include retention of existing vegetation where appropriate, and in new plantings include the use of drought tolerant plant materials native to the pacific northwest or well-adapted to the climate and avoid the use of invasive or nuisance plants.
- P. Landscaping shall be coordinated with all site utility elements such as power lines, underground lines, transformers, meter boxes, and fire protection devices to effectively diminish the visual impact of such utility elements while ensuring sight distance for pedestrian and vehicular safety and the long-term viability of the landscaping.

2.3 LAND USES

This section defines the categories of land uses and presents design standards for these categories of land uses that may be used in any combination of phased portions of this project.

- A. Office development (medical/dental or other professional offices)
- B. Large pad tenant retail/commercial uses (50,001-250,000 square feet gross floor area)
- C. Mid-size tenant retail/commercial uses (10,001-50,000 square feet gross floor area)
- D. Small pad tenant, in-line shop tenants and drive through commercial/retail services (1,000-10,000 square feet gross floor area)
- E. Multi-family residential housing as allowed within the upper story of multi-story buildings, except for necessary support functions which can be located on the ground floor.

2.3.1 OFFICE USE DESIGN STANDARDS

Offices are needed for the provision of professional services and businesses to the community. Buildings shall adhere to the following:

- A. Office buildings may be single use structures, or have a combination of office and retail functions on the ground floor, with offices on upper floors.
- B. Orient front doors toward the site interior, pedestrian zones and parking.
- C. Articulate entries through the use of architectural features such as overhangs.
- D. Upper floor windows shall continue similar horizontal and vertical character of the ground floors.
- E. The rear and sides of office buildings shall have articulation, architectural features and fenestration to provide aesthetics and visual interest.
- F. Accentuate building presence by highlighting with formal landscape themes around the base of the building perimeter.
- G. Provide roofs, canopies or other forms of weather protection at main building entries.

2.3.2 LARGE PAD TENANT RETAIL/COMMERCIAL DESIGN STANDARDS (50,001-230,000 SQUARE FEET GROSS FLOOR AREA)

Large retail tenants are destinations that are regionally focused due to the diversity of goods and

material contained in one location. As such they are necessarily automobile oriented. However, to reduce automobile reliance within the site by customers, site layout and building design shall focus on minimizing walking distance and providing for pedestrian needs and comfort over vehicles.



FIG. 2.3.2 A

Highlight main pedestrian entrances and destinations to be clearly visible from other site locations.

- A. Orient buildings so entry doors are closest to the incoming internal street. Main entrances shall be clearly identifiable from a distance to facilitate navigation.
- B. Individual buildings shall have horizontal and vertical modulations both in relief and material changes for visual interest and aesthetic diversity. (Refer to Table 2.3.2). Wall and parapet modulation, design features and architectural detailing can be combined to break up long walls and reduce the appearance of large building massing. Horizontal setbacks and vertical step-backs provide for landscaping, light and pedestrian resting/gathering areas along pedestrian corridors.
- C. Walls over 60 feet in length shall provide breaks in the wall plane either by modulating the building footprint or providing feature elements in order to provide visual relief from the horizontal length. Design elements and features shall be proportionate to the scale and size of the building.

TABLE 2.3.2 WALL ARTICULATION FOR LARGE PAD TENANT RETAIL, 50,001 – 230,000 SQUARE FEET

Building Feature	Distances	Material Appearance/Finish
Principal Façade	<p>60 foot maximum length shall be allowed without articulation.</p> <p>Provide 3-dimensional elements for at least 50% of the overall façade.</p> <p>Colonnades shall cover at least 6 feet of the walkway at storefront window space for shelter, shade and lighting. Include pedestrian amenities along front façade and connecting</p>	<p>Shall have variety of visually and tactilely different materials up to 20 feet height. Change materials from one building to another within a range of compatible materials for consistency. Shall have homogenous finish, with scoring patterns and/or material changes. Weather protection for pedestrians that is integral to the building design shall be provided along the façades that are convenience</p>

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	pedestrian pathways.	routes, where appropriate.
Building Entrances	Highlight entrances with vertical change of at least 4 feet higher than average wall height. Building may be articulated forward or back to accentuate entrance, but maintain required width of walkways. Use second story-like or clear story features at building entrances or street intersections to provide a transition between single story and multi-storied buildings.	Entrances shall have architectural elements significantly different than the rest of the wall space, and may use a large roof covering for entrances, which shall provide adequate weather protection. Columns, canopies, or other architectural features may be used on either side of the entry canopy to “announce” the presence of a store entry. Higher quality material, such as tile, brick, or heavy timber, etc., shall be used at these architectural features.
Secondary Façades (walls facing Primary Public Streets)	Horizontal articulation shall be same as for Principal Façades, allowing for landscaping and pedestrian access.	Continue articulation with window elements, trellis, awnings, or other wall material finishes to provide building interest, for at least 30% of the length of the façade.
Side Entrances facing Primary Public Streets	Shall be a scaled down version of main front door entry treatment.	Shall be a scaled down version of main front door entry treatment.
Rear building walls facing Primary Public Streets	As much as possible, modulate and articulate building walls and parapet line to break up large planes of walls. Screen from public viewing areas with landscaping. Utilize scoring patterns and/or material changes rather than building exterior color changes alone.	Continue any multi-color or multi-finish scheme around building to include the rear.
Mechanical, trash, storage and loading facilities shall be screened when facing a Public Street	If on grade, screening walls shall be constructed of the same materials as the building and attached to the building, a minimum 8 feet high. For mechanical units on building roofs, locate at perimeter if obscured by parapet walls or locate away from edges of wall out of sight lines from parking areas, and public roads. Screening walls shall be provided if units are visible from street rights-of-way or parking areas.	Material shall be compatible with chosen building finishes. Chain link fencing shall not be used. Brick, CMU, wood fencing, ornamental steel may be used as screening. Landscape planting shall be used as additional screening.

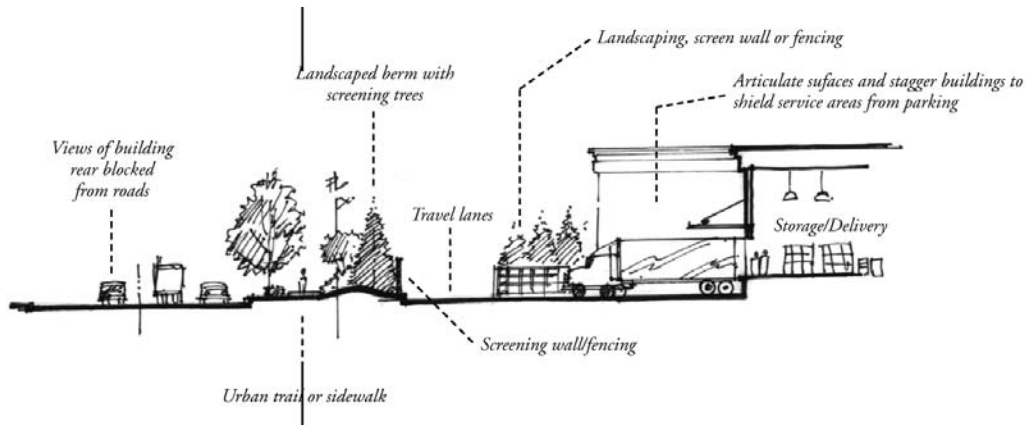


FIG. 2.3.2 B

Landscaping shall screen service areas from public view.

**2.3.3 MID-SIZE TENANT RETAIL/COMMERCIAL DESIGN STANDARDS
(10,001-50,000 SQUARE FEET GROSS FLOOR AREA)**

Mid-size commercial and retail buildings serve different needs of customers than large scale tenants. Mid-size retail centers can include bookstores, grocery stores, clothing, gardening supplies and hardware. The Design Standards for these stores are similar to those for large size retail/commercial tenants. Mid-size retail may function as standalone buildings or be attached to a larger retail/commercial building.

TABLE 2.3.3 WALL ARTICULATION FOR MID-SIZE, TENANT RETAIL AND DRIVE THROUGH, 10,001 – 50,000 SQUARE FEET

Building Feature	Distances	Material Appearance/Finish
Principal Façade	30 foot maximum length shall be allowed without articulation. Provide 3-dimensional elements for at least 50% of the overall façade. Colonnades shall cover at least 6 feet of the walkway at storefront window space for shelter, shade and lighting.	Shall have variety of visually and tactilely different materials up to 16 feet height. Change materials from one building to another within a range of compatible materials for consistency. Shall have homogenous finish, with scoring patterns and/or material changes. Weather protection for pedestrians that is integral to the building design shall be provided along the façades that are convenience routes, where appropriate.
Building Entrances	Highlight entrances with vertical change of at least 2 feet higher than	Entrances shall have architectural elements significantly different than the

AUBURN GATEWAY ARCHITECTURAL AND SITE DESIGN STANDARDS

	<p>average wall height.</p> <p>Building may be articulated forward or back to accentuate entrance.</p>	<p>rest of the wall space, and may use a large roof covering for entrances. Columns, canopies, or other architectural features may be used on either side of the entry canopy to “announce” the presence of a store entry. Higher quality material, such as tile, brick, or heavy timber, etc., shall be used at these architectural features.</p> <p>Consider second story-like features at building entrances or street intersections to provide a transition between single story and multi-storied buildings.</p>
<p>Secondary Façades (walls facing Primary Public Streets)</p>	<p>Horizontal articulation shall be same as for Principal Façades, allowing for landscaping and pedestrian access. Continue articulation for at least 30% of the length of the façade.</p>	<p>Continue articulation with window elements, trellis, awnings, or other wall material finishes to provide building interest, for at least 30% of the length of the façade.</p>
<p>Side Entrances facing Primary Public Streets</p>	<p>Shall be a scaled down version of main front door entry treatment.</p>	<p>Shall be a scaled down version of main front door entry treatment.</p>
<p>Rear building walls facing Primary Public Streets</p>	<p>As much as possible, modulate and articulate building walls and parapet line to break up large planes of walls. Screen from public viewing areas with landscaping. Utilize scoring patterns and/or material changes rather than applied building exterior color changes alone.</p>	<p>Continue any multi-color or multi-finish scheme around building to include the rear.</p>
<p>Mechanical, trash, storage and loading facilities.</p>	<p>If on grade, screening walls shall be a minimum 8 feet high.</p> <p>For mechanical units on building roofs, locate at perimeter if obscured by parapet walls or locate away from edges of wall out of sight lines from parking areas, and public roads. Screening walls shall be provided if units are visible from street rights-of-way or parking areas.</p>	<p>Material shall be compatible with chosen building finishes. Chain link fencing shall not be used. Brick, CMU, wood fencing, ornamental steel may be used as screening. Landscape planting shall be used to screen these areas.</p>



FIG. 2.3.3 A

Pedestrian Pocket



FIG. 2.3.3 B

Retail development illustrating wall articulation, entry treatment, and wall height variation.

2.3.4 SMALL PAD TENANT, COMMERCIAL/RETAIL/SERVICES AND DRIVE-THROUGH DESIGN STANDARDS

(1,000 – 10,000 SQUARE FEET GROSS FLOOR AREA)

Small pad tenants include restaurants, banks or specialized offices and commercial retail functions, such as dentists, vision stores, drugstores, bakeries, restaurants, specialty clothing shops, and neighborhood services. Small pad retail/commercial functions also include drive-through services such as banks with outdoor automatic teller machines, pharmacies, drive-through beverage and fast food services.

- A. As much as possible, all drive-through and small pad tenants shall be connected to each other in the pedestrian network and front onto main walkways.

- B. Drive-through lanes shall work with pedestrian and automobile flow so as not to generate conflicts, and be clearly visible at select locations to prevent criminal activity from happening in the drive through lane areas.
- C. Where two drive-through facilities are within 100 feet of each other and both of a restaurant type use, coordinate an outdoor seating plaza between them in order to form a terminus to pedestrian walkways. (See figure 2.3.4)
- D. Where drive-through lanes are visible from public streets or private main roads, a low wall 3 feet high with adjacent landscaping shall be provided to break up the impact of vehicular stacking at the drive through window.

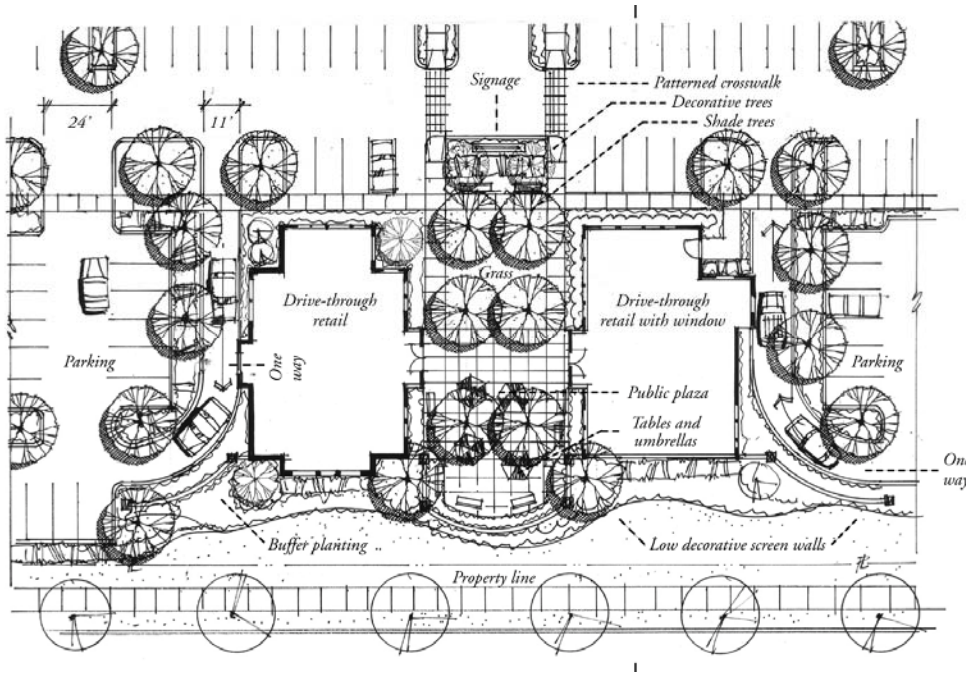


FIG. 2.3.4

Plazas such as this one can unify the pedestrian and landscape themes between two small pad businesses and act as a terminus for a major pedestrian connector to larger retail tenants. Connection to the urban trail system can make this place a stopping point for recreational users.

2.3.5 MULTI-FAMILY RESIDENTIAL HOUSING DESIGN STANDARDS

The design standards applicable to multi-family housing are intended to set threshold standards for quality designs in new multi-family development. Good design results from buildings that are visually compatible with one another and adjacent neighborhoods and contribute to a residential district that is attractive, active and safe.

Multi-family housing within the Auburn Gateway is limited to residential that is located on floors above other uses in a mixed-use setting and provides a vital component of pedestrian and customer activity as an important economic part of the development.

General design standards for multi-family housing are as follows:

- A. Entrances to housing units shall be separated from first floor uses and clearly identifiable as private entities, unless there are demonstrated benefits from shared entrances.
- B. Articulate buildings and textures to be reflective of a Northwest style of architecture reminiscent of local contemporary projects that help mitigate the impact of large developments.
- C. Common walkways shall connect to parking areas, and nearby internal public multi-spaces.
- D. For Multi-family developments, an area shall be permanently established as common outdoor open space which could be at grade level or be a rooftop element. It should be of adequate size and shape as is driven by the market, in order to ensure the Multi-family development be marketable and attractive to potential occupants. Outdoor space should be located to be functional for passive uses. It is not the intent to provide formal playfields or play structures within the Auburn Gateway development.



FIG. 2.3.5

Edging gardens, fence, landscape features.

3.0 TRANSPORTATION INFRASTRUCTURE

The purpose of the transportation infrastructure section is to ensure an efficient and logical layout of roads and pedestrian linkages that makes egress and ingress easy for customers and visitors to the site. The transportation network proposed defines the skeleton of circulation around which the site development is arranged, and the project boundaries are defined.

3.1 TRANSPORTATION RELATED DESIGN POLICIES AND GOALS

- A. Develop a clear hierarchy of road systems that progresses from major public thoroughfares to intimate pedestrian-scale roads to internal roads serving parking areas and site uses. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.2., *Transportation Infrastructure*)
- B. Provide for bus zones and pedestrian and bicycle travel in a safe manner. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.2., *Transportation Infrastructure*)
- C. Satisfy access requirements for solid waste handling, utility, police, fire, and emergency personnel. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.2., *Transportation Infrastructure*)
- D. Provide a logical sequence of entry and egress to the site, with traffic calming measures to reduce potential accident hazards.
- E. This development will be linked with neighboring sites by a network of pedestrian walkways and plazas supported by adequate vehicular circulation to flow smoothly through and around the site, while giving priority to pedestrian safety.

3.1.1 INTERNAL STREET CIRCULATION DESIGN STANDARDS

Internal streets are the finer grain of vehicular traffic that brings visitors and customers to their destinations and provides egress from the site. This is the interface between pedestrian and vehicular traffic that is found between parking areas and the site buildings. Internal streets shall provide:

- A. Pedestrian and vehicular traffic separated by landscaped strips with shrubs, ground covers and trees.
- B. Pedestrian areas shall be distinguished by a change in pavement to scored concrete, concrete unit pavers, or some other surface treatment at major intersections of internal streets (at entry to large retail tenants, for example).
- C. Driveways shall be aligned where possible.

4.0 PROJECT BOUNDARIES, ENTRY POINTS AND LANDSCAPING

The purpose of this section is to establish a clear sense of place that defines the site's distinct character for instant recognition for visitors and customers. Boundary definition and entry points are to establish clear edges and set up a hierarchy of spaces that delineate areas of ownership and progression from public areas to private ones.

4.1 PROJECT BOUNDARY, ENTRY POINT AND LANDSCAPING DESIGN POLICIES AND GOALS

- A. Establish a clear "sense of place" that defines the distinct character of the Auburn Gateway project area through a unified approach to boundary and entry design. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.3., *Project Area Boundary and Entry Points*)
- B. Clearly signify major entrance points to the Auburn Gateway project area and to subareas within the project area by means of features such as prominent architectural or artistic landmarks. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.3., *Project Area Boundary and Entry Points*)
- C. Define differences in land uses within the Auburn Gateway project area. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.3., *Project Area Boundary and Entry Points*)
- D. Develop hierarchies of spaces from public to private spaces to delineate areas of ownership and responsibility. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.3., *Project Area Boundary and Entry Points*)
- E. Protect property values and unify the Auburn Gateway project area by means of a consistent building character and landscape theme. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.3., *Project Area Boundary and Entry Points*)
- F. Screen unsightly views from public areas by a combination of walls, landscape planting, screening and/or use of building massing. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.3., *Project Area Boundary and Entry Points*)
- G. Identify an interconnected system of bicycle and pedestrian pathways around the perimeter of the Auburn Gateway project area, linking to natural areas and the regional trail system. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.3., *Project Area Boundary and Entry Points*)

4.1.1 PROJECT BOUNDARY AREA AND ENTRY POINT DESIGN STANDARDS

- A. Identify strategic site entrances with architecturally and artistically attractive place markers visible from roads to orient customers and visitors.
- B. Separate land uses by means of landscape buffers both for screening and for boundary definition. Native plant species for wildlife value in buffers is encouraged.



FIG. 4.1.1 A

This multi-family development entry clearly defines the site boundary by landscaping and walls.

- C. Develop combined bicycle and pedestrian pathways along the development edges, combining use of berms, street trees, landscaping, grass areas, and paved paths for use by bicyclists and pedestrians within the public right of way or by easement on private property.



FIG. 4.1.1 B

Urban trail. Note the separation between automobile traffic, pathway and building.

- D. Frame views to destination points by hedging, shade and street trees, and identify strategic entry points with decorative colorful landscaping, art, water features, and signage.
- E. Screen service functions of buildings with evergreen tree screens, foundation plantings, screen walls or fences to define boundaries between public and private spaces.
- F. Create resting areas (benches, special pavement treatments) and shade trees, landscaping for pedestrians along walkways, and at exterior corners of buildings.

4.1.2 GATEWAY DESIGN STANDARDS

To distinguish primary entrances to the project and by extension, entrances to the City, special design features and architectural elements at these entrances or gateways shall be provided. While gateways should be distinctive within the context of the project, they should also be compatible with the project in form.

- A. To implement the policies and goals, the project shall implement the following elements:
 - 1. Buildings or features located at entrances or gateways shall be marked with visually prominent features that give height and connectivity transitioning from single-story to multi-story buildings that could be developed within the project.
 - 2. Gateway elements shall be oriented toward and designed for both pedestrians and vehicles.
 - 3. Visual prominence shall be distinguished by two (2) or more of the following:
 - a. Special landscape treatment
 - b. Open space/plaza
 - c. Landmark-type building forms, such as feature elements projecting above parapets or roofs;
 - d. Special paving, unique pedestrian scale lighting, or bollards;
 - e. Prominent architectural features (trellis, arbor, pergola, or gazebo);
 - f. Neighborhood or district entry identification feature.
- B. Development that occurs at gateways shall be distinguished with features that visually indicate to both pedestrians and vehicular traffic the uniqueness and prominence of their locations in the City. Examples of these types of features include monuments, public art, and public plazas.



FIG. 4.1.2

Visually prominent features to give height and connectivity transitioning from single-story to multi-story buildings.

4.1.3 LANDSCAPE HIERARCHY AND MASTER PALETTE DESIGN STANDARDS

Identify major and minor entrances into the project with architecturally and artistically attractive place markers or gateway-type features visible from roads to orient customers and visitors. To implement the policies and goals, the project shall include the following elements:

- A. Major gateways shall clearly highlight the identity of the development site, and shall include a combination of at least (2) of the following features:
 - 1. Decorative stone wall/rock work, sufficient in size to be visible from adjacent roads.
 - 2. Flag poles, flags.
 - 3. Ornamental site lighting, landscape lighting.
 - 4. Decorative signage identifying site.
 - 5. Intensive decorative and specialty landscaping.
 - 6. Architectural elements, such as gazebos, fencing, trellises, roofs (if the walkway is incorporated into the gateway feature, for example).
 - 7. Water features such as fountains, waterfalls, reflection pools.
 - 8. Pedestrian amenities, such as benches, decorative pavement for walkways, street crossings.



FIG. 4.1.3 A

Formal planting is found around parking and near buildings denoting high visibility and use areas. Planting beds in traffic islands protect pedestrians from vehicular traffic, soften the visual impact of asphalt areas and help define parking zones.

- B. Semi-formal landscaping (a mix of formal and native plant species, medium maintenance level and profile) shall define transition areas from interior areas of the Auburn Gateway site to the perimeters, along major roadways exclusive of corners and entrance points. Semi-formal landscaping shall include the following elements:
1. A mix of deciduous native and evergreen trees with looser arrangement of shrubs and ground covers breaks up the regimentation of interior landscape themes.
 2. Semiformal landscape areas generally are arranged in mass plantings and more often use regular spacing.



FIG. 4.1.3 B

Note the transition from formal to semi-formal landscaping from right to left, as site use decreases.

- C. Informal landscaping (natural buffers, wetland mitigation, low/no maintenance, high wildlife value) is for areas within the site not expected to be developed or disturbed, or for areas developed for stormwater detention and biofiltration facilities. Informal landscaping shall include the following elements:
1. Planting uses exclusively native plant species to add wildlife and water purification value, and to naturalize designated undisturbed areas
 2. Includes native meadow grass mixes requiring low maintenance
 3. Serves as visual backdrop to contrast to highly structured landscaping around site buildings.
 4. Incorporates passive public use opportunities like walking trails for nature appreciation and wildlife habitat.
 5. Provide transition between informal and semi-formal landscape areas.

TABLE 4.1.3 SUGGESTED PLANT SIZES, USE AND SPECIES

Plant type (consider species mature size)	Size at time of planting	Spacing	Uses, comments
Deciduous trees, shade/canopy	2" min. caliper, balled and burlapped, No bare root trees allowed. Minimum branching height: 6 feet from ground to lowest branch. If branching height cannot be achieved at caliper size, larger caliper may be required. Well-branched and uniformly shaped.	Maximum tree spacing max. not more than 30 feet on center	Use as shade, canopy trees to break up parking lot, unify streets. Species may include: Oak, Sunburst Honey locust, Red Maple, American or Oregon Ash, Sweet gum, Linden, Raywood Ash, Tulip Tree, and Hornbeam.
Deciduous trees, Columnar/upright	2" min. caliper, balled and burlapped. No bare root trees allowed. Minimum branching height: 6 feet from ground to lowest branch. If branching height cannot be achieved at caliper size, larger caliper may be required. Well-branched and uniformly shaped.	Maximum tree spacing max. not more than 30 feet on center	Use as screening, to break up walls or to provide a transition. Species may include: Oak, Maple, Beech, and Hornbeam.
Deciduous trees, small/decorative	1-1/2" caliper, balled and burlapped. No bare root trees allowed. Well-branched and uniformly shaped.	As clumps, specimens such as (Vine Maple, Shadblow, Hawthorn)	Use as colorful accents and naturalization. Species may include: Vine Maple, Japanese Maple, Shadblow, Flowering Cherries, Magnolias, Dogwood, Flowering Plum, Redbud, etc.
Coniferous trees	6' minimum height, full specimens, balled and burlapped. No bare root trees allowed. Well-branched and uniformly shaped.	12 feet on center or as clumps	Year-round color, greenery, texture interest, screening, naturalization or specimens. Species may include: Dawn and California Redwood, Shore Pine, Ponderosa Pine, Giant Sequoia, Douglas Fir and Hemlock.
Large Shrubs	5 gallon pots, tubs or balled and burlapped, min. 25" height. Evergreen screening	4-5 feet on center maximum. Evergreen shrubs used for screening: 2 feet on	Where more immediate screening is appropriate. Mass plantings and clumps, buffer plantings, formal to informal planting areas. Includes native

	shrubs: 5 feet height	center	and non-native species, evergreen and deciduous.
Small Shrubs	3 gallon to 5 gallon pots, 18" height, min.	2-3 feet on center maximum	Low planting where visibility is required, such as in around pedestrian areas and parking lots. Mix of native and non-native species evergreen and deciduous.
Ground Covers	1 gallon pots	18" on center maximum.	Where grass is not desired and low watering/ maintenance is important. Species may include Kinnickinnick, Rock Raspberry, Salal, and Periwinkle. Use non-invasive plants.
Annual/Perennials	Bulbs, 4" pots	By species	Limited to accent planting for entry ways to site, signage foundation planting, potted planting for color.

4.1.4 WALLS AND FENCES DESIGN STANDARDS

Where landscaping alone is insufficient for screening, walls and fences shall be provided to make firm boundary changes and provide screening of views not compatible with the pedestrian or public street experience. To implement the policies and goals, walls and fences shall include the following elements:

- A. Design walls to be complementary to the design of buildings through the use of materials, colors and architectural detailing. Avoid monolithic appearances.
- B. Screening walls for loading areas along a street shall be articulated so that screening vegetation and shade trees can be planted in front of them to break up the scale of the wall.



FIG. 4.1.4 A AND B

Two examples of fencing, walls and landscaping used to separate public from semi public spaces.

- C. Drive-through establishments (banks and fast food/coffee outlets) shall have a low (42 inch high max.) opaque screening wall and/or with low level obscuring landscape planting in front towards the public domain to reduce the visual impact of vehicles queuing up for services or food. Walls shall not intrude into vision clearance requirements for vehicular traffic.
- D. Plazas and seating areas that are part of food establishments and shared common areas shall be distinguished by low fences (42 inch high maximum) and made of visually porous materials (steel, stone, wood) so as to be see-through.
- E. Trellises and arbors are encouraged along pedestrian walkways to accentuate changes in boundaries and add visual/artistic interest to the shopping experience.
- F. Fenced common areas for multifamily residences shall be used to define semi public and semi private areas belonging to the housing community so that area ownership is enforced.

5.0 PARKING AREA DESIGN

The primary purpose of this section is to ensure that development of parking does not overwhelm the site aesthetic or environmental quality. Parking areas shall be designed so that pedestrian and vehicular navigability is maximized, and that their visual and ecological impacts are minimized. Refer to ACC Chapter 18.52 OFF-STREET PARKING AND LOADING and ACC Chapter 18.50 LANDSCAPING AND BUFFERING, for parking and landscaping regulations.

5.1 PARKING AREA DESIGN POLICIES AND GOALS

- A. Design parking areas to maximize their navigability by pedestrian and vehicles and minimize their visual and ecological impacts. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.4., *Parking Areas*)
- B. Provide adequate efficient onsite parking in locations convenient to destinations. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.4., *Parking Areas*)
- C. Ensure pedestrian safety by providing ample walkways that are separated from parking and travel lanes. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.4., *Parking Areas*)
- D. Use crime prevention through environmental design (CPTED) principles to reduce fear of crime and ensure user safety. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.4., *Parking Areas*)
- E. Provide ample pedestrian circulation through parking areas that is safe from vehicular conflicts and fear of crime.
- F. Allocate parking areas in clearly defined areas of ownership by site tenants while promoting shared parking for uses which don't overlap times of occupation.

5.1.1 PARKING AREA DESIGN STANDARDS

- A. Provide pedestrian walkways within parking areas separated by landscaped strips with shrubs, ground covers and trees. Ensure pedestrian safety by separating walkways from parking and

travel lanes. Walkways shall be raised above traffic pavement except at load/unload areas and heavily traveled routes. Where raised walkways are not possible, provide pavement changes to clearly delineate pedestrian paths.

- B. Define entry and destination points clearly for pedestrian orientation and movement.
- C. Desire lines, also known as foot paths, reflect the shortest distances pedestrians travel between points on a given site. Often these are found as paths worn through planting beds in parking areas or lawns. Site design shall anticipate and acknowledge major pedestrian starting and ending points, provide unobstructed, visually clear routes.
- D. Planting areas shall not block pedestrian flow, and shall be used to define parking area boundaries.
- E. Parking areas shall be interspersed with landscape islands to minimize expanses of asphalt.
- F. Designate areas for oversize vehicles and trailers in a separate zone to avoid size conflicts and visibility problems.
- G. Separate loading, delivery, storage and garbage collection areas from customer parking.
- H. Crime Prevention Through Environmental Design (CPTED) principles shall be used to reduce fear of crime and assure user safety.
- I. Provide sufficient driveway throat length for exiting to a public right-of-way to avoid queuing that impedes circulation.
- J. Provide a hierarchy of drive aisles within parking areas. Drive aisles shall be differentiated by aisles for slower moving traffic and vehicle parking and maneuvering operations and aisles for access to parking areas where parking and maneuvering is reduced or avoided.

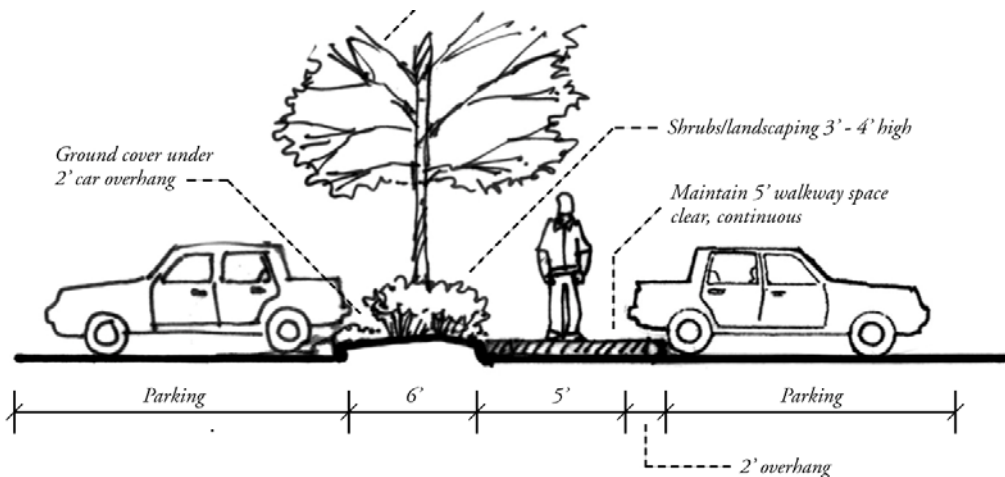


FIG. 5.1.2 A

Illustration of walkway section landscaping.

5.1.2 PARKING AREA DESIGN GUIDELINES

- A. As much as is practical, 90-degree head in parking shall be used to maximize parking stalls in the least amount of area. Stalls and travel aisle dimensions will be according to Auburn City

code.

- B. Landscaping shall not block sight lines from origin points to destinations. Trees shall have branching no lower than six feet (6') to ensure pedestrian safety. At installation trees may be required to be larger in size to meet sight distance. Shrubs shall be no taller than three feet (3').
- C. Encourage shared parking between tenants of the site in order to reduce the impact of parking on the site and maximize building use and diversity of uses.
- D. Provide natural surveillance across parking areas from buildings and along walkways.

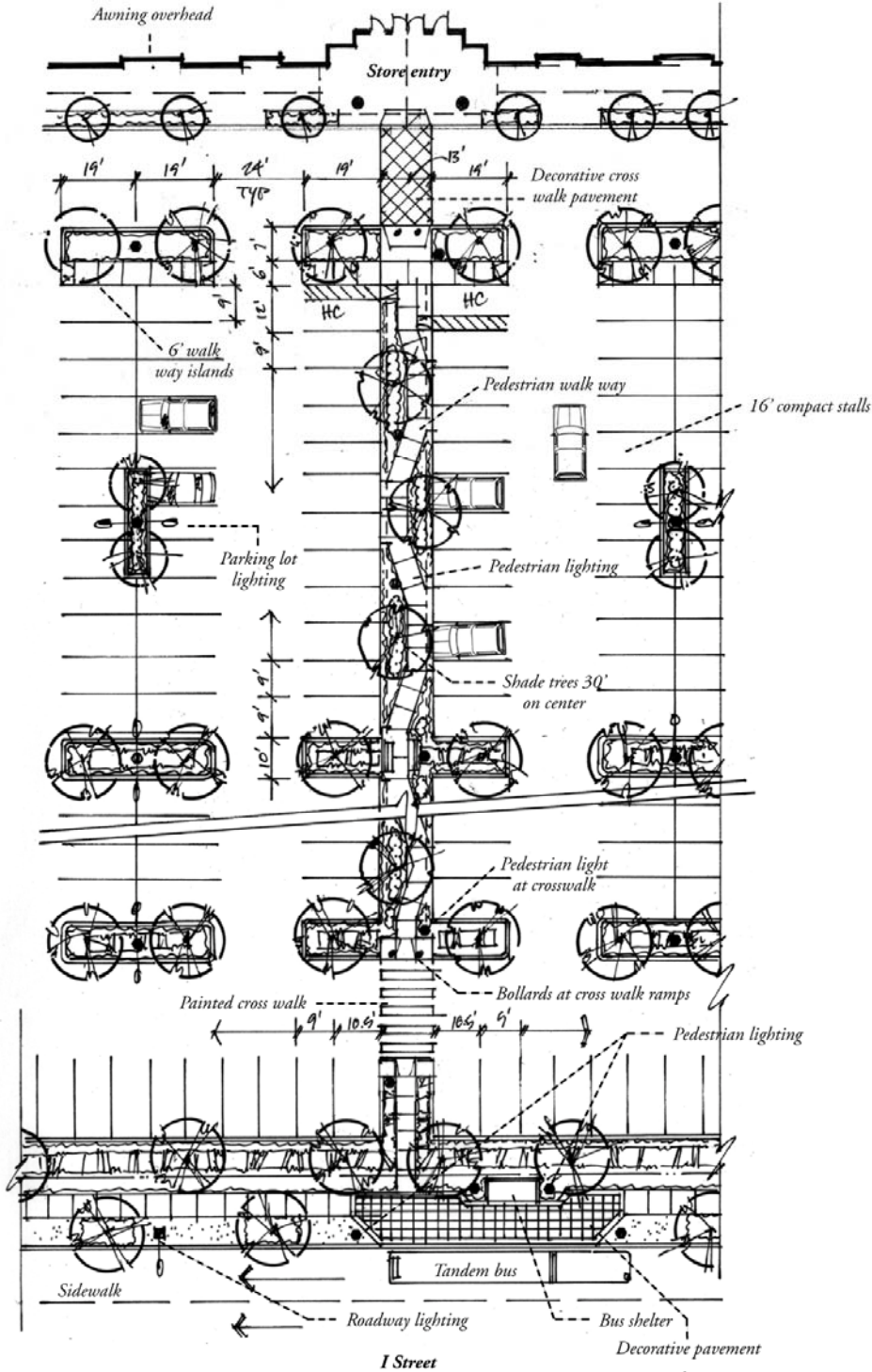


FIG. 5.1.2 B

Showing parking lot layout and landscaping concept from perimeter street to a large or midsize retail center.

6.0 PEDESTRIAN/NON-MOTORIZED NETWORK FEATURES

The purpose of this section is to provide a network of clearly defined linkages throughout the project and within sub areas of the project that are safe, easy to negotiate, and provide for a visually stimulating system of open spaces.

6.1 PEDESTRIAN/NON-MOTORIZED NETWORK DESIGN POLICIES AND GOALS

- A. Create a cohesive and continuous network of pedestrian/non-motorized circulation facilities in the Auburn Gateway project area and vicinity. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.5., *Pedestrian/Non-motorized Circulation Network*)
- B. Create a pedestrian environment in which it is easy, safe, convenient, and comfortable to walk between businesses, to transit stops, across streets, and through parking lots. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.5., *Pedestrian/Non-motorized Circulation Network*)
- C. Encourage the use of non-motorized transportation to and within the Auburn Gateway project area by providing facilities that are adequately sized, well-built, well-maintained, and connected to existing or planned pedestrian/non-motorized circulation facilities in the vicinity. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.5., *Pedestrian/Non-motorized Circulation Network*)
- D. Assure pedestrian safety and ease of navigability by separating walkways from vehicular travel.
- E. Reduce fear of automobile conflicts and fear of crime by creating a highly surveillable environment in all land uses.
- F. Create a visually diverse pedestrian experience between destinations through urban design features.
- G. Provide communal spaces in all land uses for social interaction and people watching and at intervals along desire lines of travel.



FIG. 6.1

Corner entrance addresses both pedestrian and automobile traffic, providing high visibility and good orientation.

6.1.1 PEDESTRIAN/NON-MOTORIZED NETWORK DESIGN STANDARDS

To implement the policies and goals the Auburn Gateway project area shall be designed and implemented and include the following elements:

Define entry and destination points clearly for pedestrian orientation and movement.

- A. Sight lines will be acknowledged and visually unobstructed.
- B. Provide bicycle parking for a minimum of 2 bicycles per commercial building. The Planning Director may reduce the amount of bicycle parking required when it is demonstrated that bicycle activity is not a priority for that building considering current and potential future use.
- C. Facilitate pedestrian safety by separating walkways from parking and travel lanes by landscaped strips with shrubs, ground covers and trees. Walkways should be raised above traffic pavement except at load/unload areas and heavily traveled vehicle routes. Where separation is not possible, provide pavement changes to clearly delineate pedestrian path.
- D. All bicycle parking shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and are well lighted for nighttime use.



FIG. 6.1.1

Landscaping buffers vehicles from pedestrian areas.

6.1.2 PEDESTRIAN/NON-MOTORIZED NETWORK DESIGN GUIDELINES

- A. There are five types of pedestrian routes:
 - 1. Urban trails: These link the development to regional recreational and transportation

systems.

2. Street edge walkways: major pedestrian spines crossing the development.
3. Parking lot internal walkways: Link streets and parking areas to site buildings and uses.
4. Store/building front walkways: Provide continuity along building frontages and connect to other buildings and plazas.
5. Communal walkways: In multi-family housing development to connect housing blocks into a community and with open public multi-space areas.

TABLE 6.1.2 PATHWAY DESIGNATIONS AND USES.

Path Type	Pavement	Widths	Uses	Locations
Parking Lot internal Walkways	Concrete/pavers	5 feet min.	Pedestrian movement	Connecting parking areas to buildings and uses
Store/building front Walks	Concrete/ decorative pavement	No less than 8 feet	Pedestrian movement and resting, shopping, restaurant outdoor seating area,	Building fronts facing parking areas, plazas
Communal Walks	Concrete, with decorative node areas	6 feet	Residential pedestrian	Multi-family housing community

- B. Along store frontages and pathways through parking areas, pedestrian-oriented open spaces shall NOT have:
 1. Asphalt pavement, loose gravel surface, or loose crushed and tumbled glass surface.
 2. Adjacent chain link fences.
 3. Surroundings of adjacent blank walls with no visual security.
 4. Constricted passageways with no means of escape or visual connection to an intended destination.
- C. Continue pedestrian route pavement across vehicular travel ways so that crosswalks are designated as safe zones for pedestrian crossings. Pavement types may include:
 1. Colored concrete or asphalt, scored, stamped or brushed to highlight pavement change.
 2. Concrete unit pavers with decorative banding.
- D. Use full spectrum lighting in pedestrian and parking areas for public safety and true color rendering. Low and high pressure sodium lamps make people, clothing and vehicle colors difficult to identify at night.
- E. Clearly link walkways across the site to facilitate wayfinding and create a continuous network of pedestrian connections within and beyond the site. Various project types and land uses shall be clearly connected in a cross-site fashion, to create a continuous network of pedestrian connections.
- F. Provide destination site amenities, such as water features, benches, trash receptacles, as part of the pedestrian experience.

7.0 SITE LIGHTING

The goal of site lighting of the Design Standards is to ensure sufficient nighttime lighting and to minimize negative aesthetic or environmental impacts from site development to adjoining properties or land uses. It is expected that many site land uses will be nighttime intensive uses, and lighting must be provided for pedestrian and vehicular safety.

7.1 SITE LIGHTING DESIGN POLICIES AND GOALS

- A. Ensure pedestrian safety by providing adequate lighting on pedestrian routes. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.6., *Site Lighting*)
- B. Minimize the negative effects of onsite and offsite glare. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.6., *Site Lighting*)
- C. Provide energy-efficient lighting. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.6., *Site Lighting*)
- D. Create a family of light standards to be used throughout property that responds to a variety of site conditions and that can be consistently implemented over multiple year phased development.

7.1.1 SITE LIGHTING DESIGN STANDARDS

- A. Lighting shall NOT:
 - 1. Blind passengers or pedestrians to approaching people or vehicles by direct glare or reflection off building surfaces.
 - 2. Cast shadows into parked cars and trucks to hide criminal activity.
 - 3. Use low-pressure sodium lighting (yellow spectrum) bulbs.
 - 4. Be used indiscriminately to illuminate areas not normally covered by natural surveillance. If rear sides of buildings (service/loading and garbage areas) need lighting, lighting shall be directed toward the building and these areas, and/or mounted on the building itself.
 - 5. Cast glare outward from the project toward the streets; cast lighting in the direction of surveillance from street edges.
- B. Light standards shall be designed and located based on the following criteria:
 - 1. Distinctive appearance that creates site identity and character.
 - 2. Visual compatibility and unobtrusiveness with the site by night.
 - 3. Architecturally compatible with building design styles by day.
 - 4. Minimization of glare, and use of cutoff angles.
 - 5. Ease of maintenance.
 - 6. Provide a coordinated system of lighting fixtures based on function; such as taller standards for parking lot illumination and shorter standards for walkway lighting.
- C. Locate lighting to facilitate public safety and sense of security, and to provide aesthetic benefits.
- D. Intersections of pedestrian, vehicular and bicycle traffic shall be appropriately lighted for

- nighttime visibility where night use will occur.
- E. Avoid glare from light sources into wildlife habitat or environmentally critical areas and surrounding neighborhoods.
 - F. Use lighting to highlight unique site features and landmarks such as buildings, significant trees and landscape elements, but done so that off site glare is not created.
 - G. Illumination levels shall be determined on a case by case basis by a lighting engineer.
 - H. Avoid lighting areas that can be used for loitering, unlawful uses and vandalism. In such situations, it may be desirable to turn lights off and fence these areas after hours to displace activities to more appropriate locations.
 - J. There are eight basic types of lighting that may be used throughout the site:
 1. Overhead lighting: Roadways and parking lots
 2. Entry and walkway overhead lighting: Site entrance points, walkways and pedestrian plazas
 3. Interior Parking lot lighting
 4. Walkway lighting
 5. Pathway low level (bollard) lighting
 6. Bus stop lighting: Define bus stop locations
 7. Ambient lighting: Buildings and awnings onto walkways
 8. Landscape lighting

TABLE 7.1.1 LIGHTING TYPES AND CHARACTERISTICS.

Lighting type	Fixture	Height	Max Spacing, location*
Overhead lighting	Overhead	16'-26'	90' or less, D Street, I Street, Robertson Way
Entry and walkway overhead Lighting	Pedestrian/Overhead	14'-26'	30' or less to highlight entrances
Interior Parking Lot	Overhead	25' - 30'	Site specific spacing
Walkway Lighting	Pedestrian	14'	30 feet or less, on walkways in parking lots, Roundabout, major plazas and seating areas
Pathway Lighting (low level)	Bollard	3'	Spacing varies. Located on pedestrian paths in office entrance ways, restaurant uses, and on communal walkways in multi-family residential areas.
Bus Stop Lighting	Pedestrian	12'	At either end of bus stop zone equivalent to length of tandem bus to define bus stop apron.
Ambient Lighting	Varies: building mounted, overhang mounted	Varies	Attached to building or overhanging awnings or canopy for ambient lighting on walkways
Landscape Lighting	Up-lighting, spot lights	12" or less	Site specific lighting location/spacing

** Lighting shall only be provided to meet minimum desired illumination levels; however pedestrian intensive areas must meet minimum code requirements for safety and wayfinding.*

8.0 NATURAL AMENITIES AND PUBLIC MULTI-SPACE

The purpose of this section is to provide opportunities to bring wildlife into an urban area for habitat preservation, enhancement and interaction with human beings for passive public use and enjoyment. Coupled with that will be to provide attractive options for integrating stormwater drainage design, detention and treatment while preserving the ecological value of existing wetlands or other critical areas of the site.

8.1 NATURAL AMENITIES AND PUBLIC MULTI-SPACE DESIGN POLICIES AND GOALS

- A. Provide habitat preservation, enhancement and opportunities for human enjoyment of wildlife. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.7., *Natural Amenities and Recreation Areas*)
- B. Wetlands that contain low-functions and values as evidenced by limited size and isolation from hydrological systems, may be considered by the city for development and displacement in conjunction with specific environmental review, appropriate mitigation and permitting from the city and applicable outside agencies. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.7., *Natural Amenities and Recreation Areas*)
- C. Provide attractive options for integrating wet ponds, stormwater treatment facilities, and detention ponds as an amenity to the land uses in the project area. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.7., *Natural Amenities and Recreation Areas*)
- D. Reduce downstream floodwater volumes from runoff. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.7., *Natural Amenities and Recreation Areas*)
- E. Enhance property values by incorporating sustainable water management practices. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.7., *Natural Amenities and Recreation Areas*)
- F. Preserve existing wetlands to the extent possible and enhance their intrinsic environmental value as habitat and water storage.

8.1.1 NATURAL AMENITIES AND PUBLIC MULTI-SPACE DESIGN STANDARDS

To implement the policies and goals, the project shall include the following elements:

- A. Meet requirements of the City of Auburn Stormwater Management Manual for stormwater management, treatment and flood control.
- B. Adhere to design principles for wet ponds per The Integrated Pond: Enhancing the Design and Value of Stormwater Ponds, September 1988.
- C. Integrate wet ponds and biofiltration channels into the site as part of an overall landscape plan.
- D. Incorporate passive public multi-space areas between storm ponds and more intensive public areas as a transitioning device.
- E. Design wet ponds to blend with natural buffers and look like a naturally occurring part of the existing landscape.

- F. Use native plant species to line the edges of the ponds and biofiltration swales to remove sediments and toxins before the water is released into the ground and surrounding hydrologic system and rivers.
- G. Use food-producing plants and shrub species to bring wildlife into the development.
- H. Capture all runoff from buildings and hard surfaces for collection in detention ponds staged to delay runoff entering local rivers and streams during rains.
- I. Enhance property values by incorporating sustainable water management practices.
- J. Urban style, publically-accessible open spaces or “public multi-spaces” shall be provided as part of all commercial development and shall be a mix of hard surface pedestrian plazas, landscaped areas, and interconnected walkways linked to wetland buffers and stormwater management areas. It is not the intent of this standard to require public park land.
 - 1. Open space shall be clearly separate from parking or other paved areas.
 - 2. Open space shall include trees, shrubs, pathways, benches or other pedestrian amenities.



FIG. 8.1.2

Wet ponds provide a pleasant backdrop to urban/office development.

8.1.2 NATURAL AMENITIES AND PUBLIC MULTI-SPACE DESIGN GUIDELINES

Outdoor Public Multi-spaces, not part of a stormwater facility, and wetland buffer should be developed with the following characteristics:

- A. Have appropriate grades and surfaces suitable for pedestrian oriented activities and non-motorized circulation improvements.
- B. Be central and otherwise logically located on the proposed site development for maximum ease of access by multi-family residents and the public using the commercial development.
- C. Where appropriate, provide on-site accessibility or stub for future accessibility by walkway or bike path to any existing municipal, county, or regional park, public open space or trail system, which may be located on properties in the vicinity.

9.0 MASTER SIGN PLAN

A Master Sign plan will be implemented to coordinate design standards for signage and graphics is to enrich the experience of visitors and customers by providing wayfinding and information in a way that is visually pleasing, and reduces wasted time caused by navigational confusion. The Master Sign Plan will include freestanding signs (both monument and pylon), building signage, under canopy blade signs, informational and directional signage including critical area signage.

Formal adoption of a Master Sign Plan will be through an application submitted at the first stages of formal project development and pursuant to ACC 18.56.030(K), Master Sign Plans Authorized.

9.1 MASTER SIGN PLAN DESIGN POLICIES AND GOALS

- A. Enrich the experience of visitors and customers by providing directions and information in a coordinated visually pleasing way that and prevents confusion. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.8., *Sitewide Signage and Graphics*)
- B. Provide clear and legible site directions and signage for customers, bus passengers, and visitors. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.8., *Sitewide Signage and Graphics*)
- C. Define the character of the Auburn Gateway project area as a distinct entity for instant roadside recognition and street appeal to attract customers. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.8., *Sitewide Signage and Graphics*)
- D. Use creative designs and durable, resource-efficient materials. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.8., *Sitewide Signage and Graphics*)
- E. Minimize the adverse impacts of signs, such as visual clutter and glare, through the development of a master signage plan to be adhered to throughout the development of the Auburn Gateway project area. (Policy Statement from NE Auburn Special Area Plan, Section 2.6.8., *Sitewide Signage and Graphics*)

9.1.1 MASTER SIGN PLAN DESIGN STANDARDS

Standards will be determined through a subsequent step of formal adoption of a Master Sign Plan pursuant to an application submitted at the first stages of formal project development and pursuant to ACC 18.56.030(K), Master Sign Plans Authorized.