

PLANNING AND ZONING COMMISSION
WORKSHOP
COEUR D'ALENE CITY HALL
CONFERENCE ROOM #6, UPSTAIRS
710 E. MULLAN AVENUE

December 10, 2024

THE PLANNING AND ZONING COMMISSION'S VISION OF ITS ROLE IN THE COMMUNITY

The Planning and Zoning Commission sees its role as the preparation and implementation of the Comprehensive Plan through which the Commission seeks to promote orderly growth, preserve the quality of Coeur d'Alene, protect the environment, promote economic prosperity and foster the safety of its residents.

12:00 P.M. CALL TO ORDER:

ROLL CALL: Messina, Fleming, Ingalls, Luttrupp, Coppess, McCracken, Ward

APPROVAL OF MINUTES: *ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.**

November 12, 2024 – Planning & Zoning Commission Meeting

STAFF COMMENTS:

COMMISSION COMMENTS:

WORKSHOP:

Discuss possible code amendments related to Twin Homes, the Single-Family Detached Only Special Use Permit option, and design guidelines for Multi Family projects.

ADJOURNMENT/CONTINUATION:

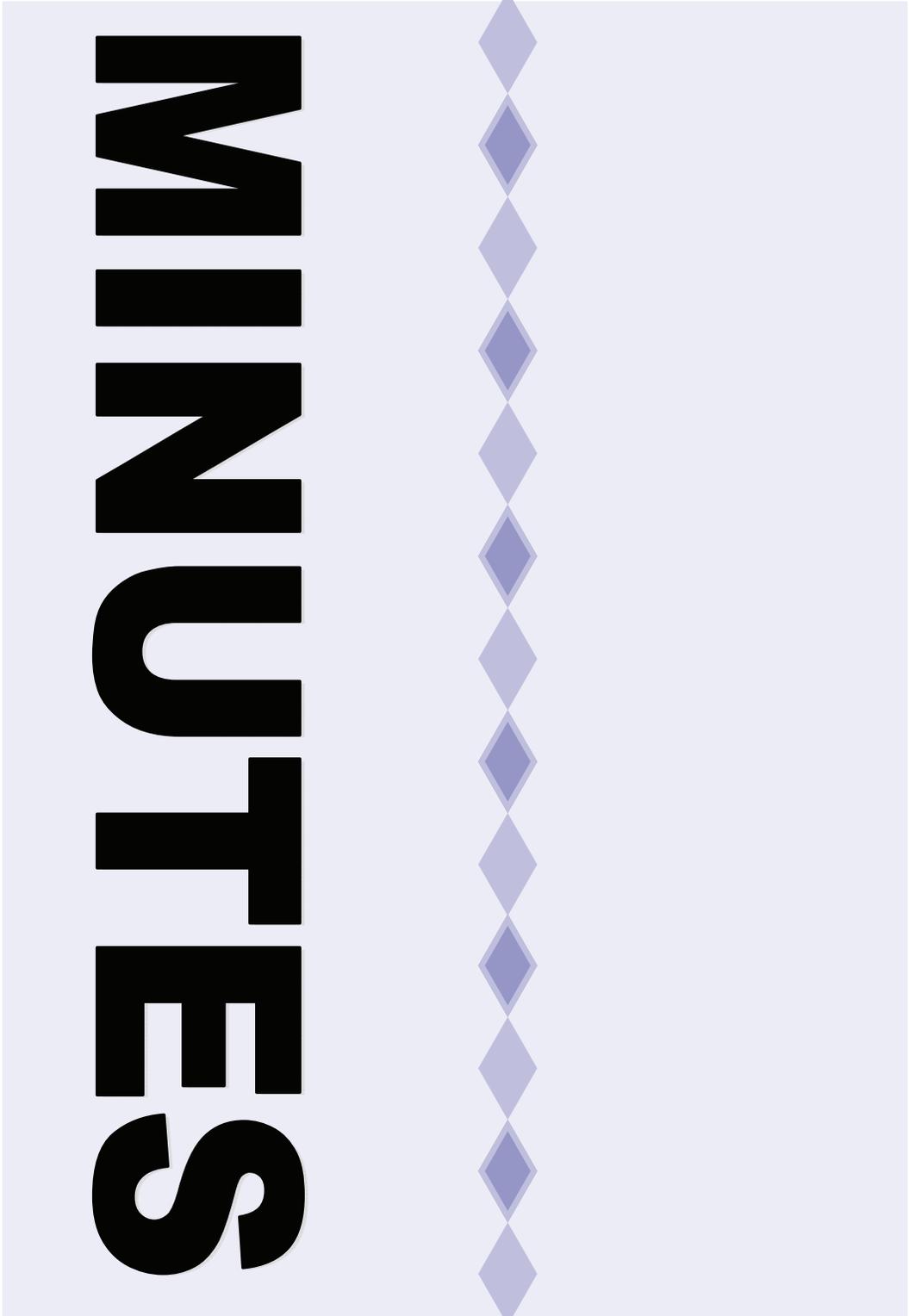
Motion by _____, seconded by _____,
to continue meeting to _____, at _____ p.m.; motion carried unanimously.

Motion by _____, seconded by _____, to adjourn meeting; motion carried unanimously.

This Page Intentionally Left Blank



MINUTES



This Page Intentionally Left Blank

**PLANNING COMMISSION
MINUTES
NOVEMBER 12, 2024
LOWER LEVEL – LIBRARY COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

Mark Coppess
Peter Luttrupp
Jon Ingalls, Vice-Chair
Lynn Fleming
Sarah McCracken
Phil Ward

STAFF MEMBERS PRESENT:

Hilary Patterson, Community Planning Director
Sean Holm, Senior Planner
Tami Stroud, Associate Planner
Mike Behary, Associate Planner
Randy Adams, City Attorney
Traci Clark, Administrative Assistant

Commissioners Absent:

Tom Messina, Chairman

CALL TO ORDER:

The meeting was called to order by Vice Chair Ingalls at 5:30 p.m.

APPROVAL OF MINUTES:

Motion by Commissioner Luttrupp, seconded by Commissioner Flemming, to approve the minutes from the Planning and Zoning Commission meeting on October 8, 2024. Motion approved.

PUBLIC COMMENTS:

None.

STAFF COMMENTS:

Hilary Patterson, Community Planning Director, provided the following comments:

- There will not be any public hearings for the month of December. She would like to schedule a workshop with the commission and go over some possible code amendments. She will reach out to the commission and pick a date and time. She would like to thank the commissioners who attended the two workshops, the Development Agreement Workshop and the regional joint Planning Workshop.

COMMISSION COMMENTS:

None.

OTHER BUSINESS: *ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS.**

1. Applicant: Azzardo, LLC
Location: 3912 N Schreiber Way
Request: One-year extension request on the Special Use Permit allowing Business Support Services; Professional & Administrative Offices; Business Supply Retail Sales; and Specialty Retail Sales in the LM zoning district (**SP-8-23**)

Presented by Mike Behary, Associate Planner

Mr. Behary, Associate Planner, provided the following statements:

Azzardo LLC is requesting a one-year extension on their Special Use Permit allowing Business Support Services; Professional & Administrative Offices; Business Supply Retail Sales; and Specialty Retail Sales in the LM zoning district in item SP-8-23.

On November 14, 2023, the Coeur d'Alene Planning and Zoning Commission held a public hearing on the above Special Use request and approved it with the following condition:

1. Wastewater will require an easement over the public sewer line.

The Decision Point this evening is for the commission to approve or deny the request of Azzardo, LLC for a one-year extension of approved Special Use Permit that allowed four (4) activity uses; Two (2) service activities and two (2) commercial activities, in the LM (Light Manufacturing) Zoning District.

Service Activities

1. Business Support Services
2. Professional & Administrative Offices

Commercial Activities

3. Business Supply Retail Sales
4. Specialty Retail Sales

The Applicant's explanation of the hardship that they are encountering:

"The applicant has indicated that the hardship that they are incurring is that the current economic and market conditions, with the high estimated construction costs are proving to be a significant barrier in getting the project off the ground. As a result, the applicant is needing more time to consider alternative financing and construction options".

Mr. Behary noted the action alternative this evening. The Planning and Zoning Commission must consider the request by motion by granting a one-year extension of the approved special use permit to November 13, 2025 or deny the one-year extension request, if denied, the item expires and the applicant must reapply for another special use permit.

Mr. Behary, concluded his presentation.

Commissioner Luttrupp asked two questions to Mr. Behary: this type of request comes up frequently, does it not, and how many times can a Special Use Permit be granted?

Mr. Behary replied yes, this type of extension does come up occasionally. There is only a one-time extension that can be granted for a Special Use Permit.

Commission Discussion:

Motion was made by Commissioner Fleming to grant a one-year extension to end on November 13, 2025, seconded by, Commissioner Coppess. Motion carried.

2. Applicant: Bear Waterfront LLC
Location: 2165-2211 W Bellerive Lane
Request: Interpretation for a 5' second story deck and roof encroachment into the front setback for Lots 2-4 in the Mahogany Lane Planned Unit Development (**PUD-3-21**)

Presented by: Mike Behary, Associate Planner

Mr. Behary, Associate Planner, provided the following statements:

The applicant is requesting an interpretation from the Planning and Zoning Commission to clarify extension into the front yards on Lots 2, 3, and 4 in the Mahogany Lane PUD located at 2165, 2193, and 2211 W. Bellerive Lane.

The Zoning Code allows a maximum of two feet (2') of roof eave that may extend into the front yard. Some of the PUD documents that the applicant has submitted indicates 2nd story decks and roof extending five feet (5') into the front yard.

The applicant has indicated in their narrative for the interpretation request:

"Lots 2 thru 4 are also unique in that they are being developed adjacent to the existing private road and pedestrian infrastructure. Aesthetically speaking, Lots 2 and 3 will appear to be farther back and more "open" given the access road meander and public sidewalk. The residential dwellings designed for Lots 2 thru 4, fit within all prescribed building setbacks except the cantilevered roof and decks. We respectfully request that the Commission support this interpretation to allow the second story encroachment of up to 5' into the front yards of Lots 2 thru 4, which is consistent with the original intent of the project and was shown on the exhibits. With the interpretation, all setbacks at the ground level will be met".

Mr. Behary noted the action alternative this evening. The Planning and Zoning Commission must consider the request and make a decision to approve or deny the interpretation to allow 2nd story decks and roofs to extended up to 5 feet into the front yard setback on Lots 2, 3, and 4 in the Mahogany Lane PUD.

Mr. Behary, concluded his presentation.

Commissioner Fleming stated she noticed there is a gate right behind lot 4. Has there been any feed back from the public?

Mr. Behary, replied no.

Commissioner Coppess stated he was curious about the setback and why 5 feet and does Mr. Behary see any challenges with that? He understands the base level, he just wants to make sure the encroachment wouldn't affect trash collection by a garbage truck.

Mr. Behary replied this was just a zoning issue, and the extended eave and deck would not affect a garbage truck. The eave would not be in the right of way at all.

Commissioner Coppess asked Mr. Behary if he sees this as an issue with other properties in the future?

Mr. Behary replied no.

Public testimony open

Nate Dyke introduced himself and said he is the applicant's representative from Eric Hedlund Design. The front setback and the lower hanging decks were in the original PUD when it was put together. This is just a house keeping item that just did not get picked up when they submitted the materials originally for the PUD.

Vice Chair Ingalls asked for clarification that was just an oversight and was supposed to be included in the PUD?

Mr. Dyke replied the intent was there from the get go.

Public testimony closed:

Commission Discussion:

Commissioner Fleming made the motion to approve the interpretation for item PUD-3-21 seconded by, commissioner Luttrupp. Motion carried.

PUBLIC HEARINGS: *ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS.**

1. Applicant: Coeur Development LLC
Location: 1221 W Emma Ave
Request: A proposed Special Use Permit within The Trails on 6.016 acres zoned R-8 to develop a minimal care facility to provide five (5) Residential Care Facilities with 16 beds each, 24 Senior Living Cottages to accommodate up to 48 additional residents, and one (1) additional Guest Suite for family **(SP-4-24)**

Presented by: Tami Stroud, Associate Planner

Ms. Stroud, made the following statements:

The applicant is requesting approval for a special use permit to develop a minimal care facility to provide five (5) Residential Care Facilities with 16 beds each, 24 Senior Living Cottages to accommodate up to 48 additional residents, and one (1) additional Guest Suite for family members/visitors requiring overnight lodging located in the R-8 (Residential at 8 units/acre) Zoning District.

The subject site is located north of Hanley Avenue and west of Coeur Terre Boulevard. The 6.016-acre property is zoned R-8 (Residential at 8 units/acre) zoning district and is currently vacant. The property is described at Lot 2, block 37, at the Trails 6th Addition. The subject property is bordered by four street frontages; Hanley Avenue is directly to the south, Coeur Terre Boulevard is on the east, Shedhorn Avenue is on the north and Alecat Drive to the west of the proposed project. The proposal for the Hemmingson Senior Living @ The Trails (HSL@The Trails) is to provide five (5) Residential Care Facilities with sixteen (16) beds in each home, for up to 80 residents, along with up to 24 Senior Living Cottages (duplexes) with up to 48 additional residents. The maximum number of minimal care residents would not exceed 128 for the +/- 6-acre site and would be developed under the "Minimal Care Facility" SUP. Nonresidential performance standards in the R-8 zoning district would apply.

The Residential Care Homes will provide 24 hour care and include group dining and supervision for

physically or mentally handicapped or infirmed residents and those who are in need of residential care. The Senior Cottages will be for 55+ residents, capable to taking care of themselves in independent living units, but who prefer personal supervision. These residents would receive daily wellness checks, cleaning and laundry services, have alarm and monitoring systems that provide access to (24) hour care, and have access to group dining. The project amenities may also include facilities such as a community center that could have a gym, game and activity rooms, and large meeting/gathering rooms. In addition to the residences, a guest suite for family members or visitors requiring overnight lodging is also being proposed.

She provided an overview and analysis of the three findings required for a special use permit request.

City staff from Engineering (Traffic & Streets), Streets, Water, Fire, Parks, and Wastwater Departments have reviewed the application request in regards to public utilities and public facilities.

The Planning Commission may, as a condition of approval, establish reasonable requirements as conditions of approval to mitigate any impacts that would adversely affect the surrounding neighborhood.

PROPOSED CONDITIONS:

PLANNING:

1. The maximum number of residents shall be set by the Special Use Permit. (*This does require Planning Commission to set the number of people, they would like 128*)
2. The applicant shall generally adhere to the conceptual layout of the project as shown on the two site plans submitted with the Special Use Permit Application. This includes preserving the vehicular access and ensuring adequate parking throughout, ensuring the open space, landscaping and amenities meet or exceed the conceptual plan, and not exceeding 24 senior living units, five homes, and one guest house.

FIRE:

3. Must meet fire flow requirements of 2018 IFC and fire hydrants spacing requirements.

WATER:

4. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense.
5. Any additional service will have cap fees due at building permitting.

WASTEWATER:

6. This proposed Special Use will fall under WW Policy # 716 One Parcel, One sewer lateral.
7. Sewer Cap Fees and the Huetter Fee will be due at time of Building Permit.

Ms. Stroud noted the action alternatives this evening. The Planning and Zoning Commission may, as a condition of approval, establish reasonable requirements to mitigate any impacts that would adversely affect the surrounding neighborhood. Please be specific, when adding conditions to the motion.

Ms. Stroud, concluded her presentation.

Commissioner Coppess asked about the 24 versus 20 units. It's 20 throughout the staff report except for the last piece when you were talking about the impact, and you said no more than 24 units. Is that correct?

Ms. Stroud replied she will let the applicant clarify but the maximum number that the applicant would like is 128 people in 24 units.

Commissioner Luttrupp said he had some concerns with the language on the condition about the site plan consistency and number of units/residents. He stated he hopes we are clear on 128 residents and the applicant shall generally adhere, and he hopes the applicant is clear on what they are requesting.

Mr. Randy Adams replied that “generally adhere to” language offers some flexibility within some specific parameters. But if there are specific parameters that are specifically stated in the conditions, then those have to be met.

Commissioner Luttrupp asked if the second sentence that says “...this includes.” Is that specific?

Mr. Adams replied that sentence is very vague as well where it says adequate parking. It needs to generally adhere to those principals as well.

Commissioner McCracken stated that the cottages will have garage parking and maybe one parking space outside as well. How many parking spots will there be?

Ms. Stroud replied the parking requirement is 1 space for every 6 beds. They are over parked with their design, including staff parking.

Vice Chair Ingalls asked the commission if they had any conflict of interest? They all answered they do not.

Public testimony open.

Todd Butler, applicant, introduced himself and was sworn in. He stated that the larger homes that hold 80 beds there will be no one driving. None of those residents would have vehicles. The parking calculation for that 1 per 6 beds will be around 27 spaces. There will be about two employees per building. They are about double the parking requirement. The owner has done a number of assisted living homes in the past and these units work really good in the community and with parking. There was also some concern about the language in the planning of the development. He had spoke with the Planning Department staff at the early stages. He wanted to have some flexibility as he does not know the exact housing type they want to do yet. He thinks it might be a lower density but he does not know that yet. If they are asking for the senior living homes, they might ask for the triplex or a four unit. It might just be what the market studies call for. He is fine with the 128 number.

Commissioner Luttrupp confirmed it will not exceed the 24 units?

Mr. Butler replied that is correct. His understanding is that the process tonight will be the P&Z will approve the 128 people living there total, which is a much lower density then if this was a single family housing like it was originally planned for.

Commissioner McCracken asked if these will be affordable housing for seniors on the cottage side of the project or will they just be market rate?

Mr. Butler replied he expects them to be more of a market rate. He is just looking at the model.

Matt Frantz introduced himself, said he lives in Dalton Gardens and was sworn in. He stated he owns an assisted living facility in Post Falls. He said that Ms. Zaharie was part of the same organization as him two decades ago. He has concerns with the potential impact of adding additional assistance living units in this area. He is not in the senior living that is independent - the 24 units that will be the cottages, he cannot speak on those – but as far as the assisted living side goes, Kootenai County has been overbuilt over the past two decades. There is not a good equilibrium between supply and demand. Some of the senior living is still not quite there yet. The supply issue that is going on right now he feels that there might be some collateral damage that he feels that the commission should be aware of. He feels that there is some staff shortages in this area. His industry relies on staff. He cannot shorten his hours or change the way he operates. He relies on staffing agencies which is very expensive to the tune of about \$40.00 an hour with

no experience. His facility spent \$70,000 last month relying on a staffing agency to fulfill the required the open shift requirements. That means sometimes the residents could be neglected or the facilities will have to raise the rate to the residents. He does not feel there is a need for this facility in Coeur d'Alene.

Commissioner Coppess the City Attorney to help clarify if the commission should be concerned with businesses in Post Falls. When he looks at the terms of Comprehensive Plan with goals and objectives, they are focused only on Coeur d'Alene. How does this work to just focus on the City for business development and growth?

Mr. Adams replied that the goals and the objectives of the Comprehensive Plan are supposed to govern your decision. Public comment and testimony serves as an aid for you to understand the comp plan. But you can take it or leave it. If testimony doesn't meet Coeur d'Alene's comp plan or zoning code, then it shouldn't come into your decision.

Commissioner Ward asked Mr. Butler regarding the operation of this business. We regulate the land use. A building official regulate the construction. Who regulates the use?

Mr. Butler replied it is regulated by the State every year. In the project narrative it does mention several times that it does meet the Comprehensive goals and objectives for the city of Coeur d'Alene.

Applicant Rebuttal:

Valerie Zaharie, applicant, said she lives in Post Falls she was sworn in. She stated she has 35 years of experience. She has health care administration and development experience here in this community and she is a hospital administrator by trade. She is a licensed administer for skilled care rehab center as well as assisted living. She understands the comments from a competitor and the competitor's nature. The facilities that she has developed have been here in the city of Coeur d'Alene and currently they are full and have a waiting list for beds for this type of assisted living. We will provide different type of levels of care including memory care and the concept of their senior cottages is something new to the industry. It has been shown to be very well received in the area of Spokane and the Valley where they have a 1 to 2 year waiting list. They will have different price points. This will be a great addition to the Coeur d'Alene area. They want to be across the street from a school, church or neighborhood.

Public testimony closed.

Commission Discussion:

Commissioner Ward stated he likes this use. He feels we desperately needs this type of facility. The elderly are moving here. This will help address a housing problem for seniors. Coeur Terre will be developed soon with mixed use so folks won't feel like they will have to drive downtown.

Commissioner Luttrupp stated he feels like they should be complemented for increasing the supply. He supports this project.

Commissioner McCracken commented that she appreciates the variety of types of housing that will be going in the development. The cottage housing is great and is in high demand. Living next to a residential neighborhood is nice. Hopefully with family living nearby, they will visit often. She is in support.

Commissioner Fleming stated that this project is excellent. Mr. Butler has done a great job in blending in with Coeur d'Alene Place, and the cottages. The growth around it shows that people want to be closer to their families. She is in support of this project.

Vice Chair Ingalls stated he is in support of this project.

Motion by Commissioner Flemming, seconded by Commissioner McCracken, to approve item SP-4-

24. Motion carried.

ROLL CALL:

Commissioner Fleming	Voted Aye
Vice Chair Ingalls	Voted Aye
Commissioner McCracken	Voted Aye
Commissioner Luttrupp	Voted Aye
Commissioner Ward	Voted Aye
Commissioner Coppess	Voted Aye

Motion approved by a 6 to 0 vote.

2. Applicant: JBR Landholdings
Location: 3415 N 15th Street
Request:
- A. A proposed annexation for a 2.12 acre parcel from County Agriculture Suburban to City R-12 (residential at 12 units per acre) QUASI-JUDICIAL, **(A-2-24)**
 - B. A proposed Planned Unit Development (PUD) known as Juniper Ridge QUASI-JUDICIAL, **(PUD-3-24)**
 - C. A proposed 4-lot, 2-tract Subdivision known as Juniper Ridge QUASI-JUDICIAL, **(S-4-24)**

Presented by: Sean Holm, Senior Planner

Mr. Holm introduced the request and said that the decision point was should the Planning and Zoning Commission recommend adoption or rejection of the requested R-12 zoning in conjunction with annexation of 2.12 acres from County Agricultural-Suburban to City R-12.

Currently the subject property is located in the unincorporated area of the county and consists of one parcel that has a single-family dwelling located on it. The subject site is 2.12 acres in area and is relatively flat. The site is adjacent to the city limits along its south and west property line.

The property is currently zoned Agricultural-Suburban in the county. As part of the annexation request, the applicant is proposing the R-12 zoning district be applied to the subject site. The subject site is located within the City's Area of City Impact

In tandem with this request, the applicant seeks Planned Unit Development (PUD) and Subdivision approval for the subject property (PUD-3-24 & S-4-24). The Planning & Zoning Commission will hear all three requests tonight and make a recommendation to City Council with R-12 zoning. Since annexation also goes before City Council, staff has split this annexation report from the PUD and Preliminary Plat for efficiency.

Mr. Holm shared the permitted uses in an R-12 zoning district and provided the analysis of the project's compliance with the required findings for the Annexation. Under Finding B2, Mr. Holm noted the comment and condition from the City Engineer about the on-site sidewalk being constructed out of concrete rather than asphalt because it will be poorly defined across the frontages of the garages and is likely to be blocked by parked cars. Additionally, the proposed asphalt surface is more susceptible than concrete to rutting, heaving, and other distortions resulting in accessibility issues.

Vice Chair Ingalls stated that he has read the condition from Streets and Engineering about the sidewalk. He does not like a condition that says “should.” He would like it to read “shall” so that it is made of concrete and not asphalt.

Mr. Holm replied that he agrees with Vice Chair Ingalls.

RECOMMENDATIONS FOR ITEMS TO INCLUDE ANNEXATION AGREEMENT:

Engineering:

1. Approximately 10 feet of right-of-way along 15th Street shall be deeded to the City to create the required 40-foot half-width.
2. The on-site sidewalk should be concrete rather than asphalt as it will be poorly defined across the frontages of the garages and is likely to be blocked by parked cars. Additionally, the proposed asphalt surface is more susceptible than concrete to rutting, heaving, and other distortions resulting in accessibility issues.

Fire:

3. Must meet fire flow requirements of 2018 IFC and fire hydrants spacing requirements.
4. FD access minimum 20'. Minimum at fire hydrant locations is 26'.
5. Proposed turn around appears to meet fire code requirements.
6. All other Fire policies will be met at time of building permit.

Planning:

7. The creation of a homeowner’s association (HOA) will be required to ensure the perpetual maintenance of the open space, all other common areas, the private street, stormwater maintenance, and snow removal.
8. The open space must be completed, or bonded for (150%), prior to recordation of the plat. The open space areas shall be consistent with this approval and include the same or better amenities and features. If bonded for, the open space must be completed prior to the first certificate of occupancy.
9. The applicant’s requests for subdivision, PUD, and annexation run concurrently. The subdivision and PUD designs are reliant upon one another. If the PUD is approved and in the future subject to expiration due to non-performance, the city may de-annex the subject property.
10. An access/utility easement over the private road will be required to allow for automobile circulation for all residents of the future vehicular connection on the north stub. In turn, staff will request the same treatment on the property to the north if developed similarly, with the goal of creating a looped system.

Wastewater:

11. Sewer Policy #719 requires a 20’ wide “All-Weather” surface permitting unobstructed O&M access in a utility easement (30’ if shared with Public Water) to be dedicated to the city for all city sewers.
12. An unobstructed City approved “all-weather” access shall be required over all city sewers.
13. This PUD shall be required to comply with Sewer Policy #716 requires all legally recognized parcels within the City to be assigned with a single (1) city sewer connection. “One Lot, One Lateral”.
14. City sewer shall be run to and through this project and installed to all city specifications and standards.

15. Idaho Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans prior to construction.
16. WW would ask that sewer lateral for Lot #4 be installed into dead-end manhole.
17. Cap any unused sewer laterals at the city main (In 15th St.)

Water:

18. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permit.
19. Any unused water services currently serving this property must be abandoned.

Mr. Holm noted the action alternatives this evening. The Planning and Zoning Commission will need to consider this request for R-12 zoning in conjunction with annexation and make findings to recommend that the City Council adopt the requested R-12 zoning with or without conditions to be included in the Annexation Agreement, or reject the requested R-12 zoning.

Motion by Commissioner McCracken, seconded by Commissioner Coppess, to recommend item A-2-24 annexation to City Council. Motion carried.

ROLL CALL:

Commissioner Fleming	Voted Aye
Vice Chair Ingalls	Voted Aye
Commissioner McCracken	Voted Aye
Commissioner Luttrupp	Voted Aye
Commissioner Ward	Voted Aye
Commissioner Coppess	Voted Aye

Motion approved by a 6 to 0 vote.

Mr. Holm continued his presentation and said the decision points for the two additional requests are, should the Planning and Zoning Commission approve of the following two decision points?

1. A residential Planned Unit Development (PUD) that would allow for four (4) townhome lots and two (2) tracts with the following modifications:
 - Allow for multi-family construction product type (six-plexes).
 - Private road instead of a public road within the boundaries of the PUD.
 - 120' of lot frontage on the private road in lieu of 50' minimum frontage on a public right-of-way.
 - Reduction of the required right-of-way width for the private road from 55' to 35'.
 - 5' wide asphalt pedestrian walkway at the head of the parking stalls in lieu of a concrete sidewalk(s).
2. A 4-lot, 2-tract preliminary plat to be known as Juniper Ridge.

Mr. Holm provided the analysis and findings for the PUD. The applicant is requesting a PUD and subdivision on 2.12 gross acres. This PUD will consist of four (4) lots, and two (2) tracts. Three of the lots will have frontage on the private road that is part of the Juniper Ridge subdivision/PUD, with the easternmost lot having frontage on both 15th Street and the private road. All parking areas are accessed from the private road with sufficient maneuvering area to exit the PUD in a forward fashion onto the public street. In anticipation of future development, there is a stubbed private vehicular connection to the lot on the northern property line. This abutting parcel is currently located in Kootenai County and will remain that way until a formal request is made to the city.

In recent years, there have been two annexations and R-12PUD approvals in the immediate area, commonly known as “Birkdale Commons” and “Birkdale Commons North” in 2022 and 2023, respectively.

The applicant specified that this project will be completed in one phase that may include saving the existing home on the easternmost lot and would be removed/replaced with a six-plex toward the end of the project timeline.

Under Finding B5, Commissioner Coppess asked about the open space in Tract B saying that it does not look like 10% of the whole site. He was wondering if there was some kind of math that was done to calculate the total.

Mr. Holm replied yes staff did make sure it met the 10% requirement.

Mr. Holm continued his presentation and analysis of the subdivision findings.

Under the Subdivision Finding B2, Commissioner Fleming asked about the parking spots. There are 63 parking spaces over the required 48 parking spots. The 2 parking spots as you turn right where the line of site is, would be tough spots. Why put those two parking spots there? She thinks this is a bad idea and unpleasant to have these as parking spots so close to the intersection. They are also going to have to mow the lawn and remove the snow. She thinks the over parking is detrimental.

Mr. Holm replied city code does have a standard for the parking. It is a little bit difficult to understand where the property line meets and the actual city street is. That standard is: no parking stall shall be closer than 20 feet from the back of curb. The applicant will respond to your concern.

PROPOSED PUD AND SUBDIVISION CONDITIONS:

Engineering:

1. Approximately 10 feet of right-of-way along 15th Street shall be deeded to the City to create the required 40-foot half-width.
2. The on-site sidewalk should be concrete rather than asphalt as it will be poorly defined across the frontages of the garages and is likely to be blocked by parked cars. Additionally, the proposed asphalt surface is more susceptible than concrete to rutting, heaving, and other distortions resulting in accessibility issues.

Fire:

3. Must meet fire flow requirements of 2018 IFC and fire hydrants spacing requirements.
4. FD access minimum 20'. Minimum at fire hydrant locations is 26'.
5. Proposed turn around appears to meet fire code requirements.
6. All other Fire policies will be met at time of building permit.

Planning:

7. The creation of a homeowner’s association (HOA) will be required to ensure the perpetual maintenance of the open space, all other common areas, the private street, stormwater maintenance, and snow removal.
8. The open space must be completed, or bonded for (150%), prior to recordation of the plat. The open space areas shall be consistent with this approval and include the same or better amenities and features. If bonded for, the open space must be completed prior to the first certificate of occupancy.

9. The applicant's requests for subdivision, PUD, and annexation run concurrently. The subdivision and PUD designs are reliant upon one another. If the PUD is approved and in the future subject to expiration due to non-performance, the city may de-annex the subject property.
10. An access/utility easement over the private road will be required to allow for automobile circulation for all residents of the future vehicular connection on the north stub. In turn, staff will request the same treatment on the property to the north if developed similarly, with the goal of creating a looped system.

Wastewater:

11. Sewer Policy #719 requires a 20' wide "All-Weather" surface permitting unobstructed O&M access in a utility easement (30' if shared with Public Water) to be dedicated to the city for all city sewers.
12. An unobstructed City approved "all-weather" access shall be required over all city sewers.
13. This PUD shall be required to comply with Sewer Policy #716 requires all legally recognized parcels within the City to be assigned with a single (1) city sewer connection. "One Lot, One Lateral".
14. City sewer shall be run to and through this project and installed to all city specifications and standards.
15. Idaho Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans prior to construction.
16. WW would ask that sewer lateral for Lot #4 be installed into dead-end manhole.
17. Cap any unused sewer laterals at the city main (In 15th Street)

Water:

18. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permit.
19. Any unused water services currently serving this property must be abandoned.

Mr. Holm noted the action alternatives this evening. The Planning and Zoning Commission will need to consider these two requests and make separate findings to approve, approve with conditions, deny, or deny without prejudice.

Mr. Holm concluded his presentation.

Vice Chair Ingalls stated since there is a PUD and 4 different lots, he is assuming there will be 24 units over the 4 lots those would be individually owned homes, correct? Otherwise, why would you have an HOA?

Mr. Holm replied they can be single ownership with six units each with separate ownerships of all six units or they could potentially condo it. The applicant can answer all those questions.

Vice Chair Ingalls said this is a property that should be annexed into the City. Everything around it is maintained by the city. The first responders are city of Coeur d'Alene. The parks are City. You have called these donut holes. In your professional opinion, would be good business practice to annex in this property?

Mr. Holm replied, in his professional opinion, this would be good practice.

Commissioner Ward asked for clarification on the plat and the property lines. In looking at the plat, do the front lot lines for the five homes on the five lots go across the street or does it terminate somehow in front of the buildings?

Mr. Holm replied they terminate the southern end of Laney.

Commissioner Ward asked if the street, the sidewalk, the parking, and everything is within each lot?

Mr. Holm replied the lots are located just to the South. He also wants to mention this will be a private road.

Commissioner McCracken commented about the hammer head for the fire trucks. Does this meet the code?

Mr. Holm replied this will be a private road and the Fire Department has indicated the hammer head meets their requirements.

Public testimony open.

Connie Krueger, applicant, introduced herself, said she lives in Post Falls, and was sworn in. She stated she is the planner for this project. There are no environmental concerns at this location on 15th Street. There a lot of other multi-family homes located near this location. All engineering and building code standards will be evaluated with a future construction plan and building permit approvals as well with individual permits to be issued by the respective agencies. The HOA will maintain the open space, common areas, street, stormwater and snow removal. The owner will be putting the utilities and road improvements in at his expense along with the taxes and impact fees to the community. The Townhomes will be built under the IRC (International Residential Code). The units will be stand-alone with common walls. They will be built to be sold separately as units if the owner desires to do that. The open space is at 10%. The parking will have 1 garage and 2 external spaces. The open space will consist of a dog park, and it will be fenced. The snow storage will be pushed to the north end of the road up into the storm water swale. The property lines will be in the back of the parking area. The Townhome structures are set back 25 feet from the north property line. They will be made improvement along 15th Street, they will be putting in concrete curbing gutters, sidewalks and swales, and also some street trees. The home that is on the property right now will remain as of right now. The builder has not decided as to when they will remove that structure during the building phase. The owner would like for these Townhomes to be affordable to the public. The small units should be around \$325,000 - \$350,000. and the large unit \$350,000. - \$375,000. They have reviewed all of the conditions and they are in agreement of those conditions.

Commissioner Ward stated he has no problem with the annexation he is happy with the price range of the homes, and asked what are the square footage of the homes?

Ms. Kruger replied 1300-1500 square feet.

Commissioner Ward asked about the northeast corner when you come out of the site, there are 24 units and maybe 48 cars when you come out onto 15th Street. What is the offset between there and Mary Lane? He believes this might be a traffic hazard.

Ms. Kruger replied there is a bit of an offset, she did have a couple of preapplication meetings with the city. The City Engineer did encourage them to locate the approach on the north end to try and make that as close to Mary as possible while being on their own property rather than coming in on the south end of the property.

Commissioner Ward stated the North side, there will be dumpsters. How many will there be?

Ms. Kruger replied they have spoken with the CDA Garbage and they are fine with the where the dumpster are going to be located.

Commissioner McCracken stated these will be divided into 4 lots with some common areas. Will these be divided into individual units?

Ms. Kruger replied yes. We will file a Townhome plat; this will legally create property for each unit.

Commissioner McCracken replied she appreciates the individual ownership of the units because this allows them to be affordable.

Commissioner Fleming stated the curb cuts, raised stoops, door width's, bathroom accessibility, and ADA parking for the handicap and disability users and also the lawnmower maintenance workers. She would like the builder to keep that in mind.

Brad Hobson introduced himself and was sworn in. He stated he is one of the owners of this project. One of the partners is a Doctor at Northwest Specialty Hospital. They work with first responders and healthcare workers and offer discounts; they want to build homes because they are having staffing shortages because people cannot afford to live here. They started to build these multi-family homes at an affordable price.

Applicant rebuttal:

None.

Public testimony closed.

Commission Discussion:

Commissioner Ward stated we really need housing in this town, and he likes the prices of these. His concern is he does not want to grant approvals that are in effect are a detriment to zoning development. He feels the site plan itself is overutilizing the property. He feels it is not well laid out. He thinks the traffic is a problem and the parking in front will have neighbors fighting with each other. Down the road that will be the developer's concern. He feels like the site plan could use some more work.

Commissioner Luttrupp commented that one of his issues is the PUD, and the annexation to a degree, there are building codes here that the property owner can elect to follow or can elect to ask for a PUD where there can be some modifications for that. The City also has some values as well when a PUD comes before us. One of our values is affordable housing. He will support this project, but he is putting forward a challenge to the Commission to look at the exchange of values and see if we can identify the values that the City will receive, commensurate with the values that the property owner will receive.

Vice Chair Ingalls states he appreciates what commissioner Ward has said. This is not perfect. He thinks this is similar to ones that come before us, and we have approved.

Motion by Commissioner McCracken, seconded by Commissioner Coppess, to approve item PUD-3-24 with the amended condition number 2. Motion Carried.

ROLL CALL:

Vice Chair Ingalls	Voted Aye
Commissioner McCracken	Voted Aye
Commissioner Luttrupp	Voted Aye
Commissioner Ward	Voted Nay
Commissioner Coppess	Voted Aye
Commissioner Fleming	Voted Nay

Motion approve with conditions by a 4 to 2 vote.

Motion by Commissioner McCracken, seconded by Commissioner Coppess, to approve item S-4-24 with the amended condition number 2. Motion carried.

ROLL CALL:

Commissioner Fleming	Voted Nay
Vice Chair Ingalls	Voted Aye
Commissioner McCracken	Voted Aye
Commissioner Luttrupp	Voted Aye
Commissioner Ward	Voted Nay
Commissioner Coppess	Voted Aye

Motion approve with conditions by a 4 to 2 vote.

3. Applicant: ignite CDA and Riverfest LLC
Location: Atlas Waterfront 2nd Addition Block 1 Lots 1-16, and Block 14 Lot 14
Request: Atlas Waterfront Planned Unit Development (PUD) Amendment #5 for minor modifications to Development Areas 8, 11 and 20 (**PUD-4-19m.5**)

Presented by: Hilary Patterson, Community Planning Director

Ms. Patterson introduced the item and said the decision point for this item is should the Planning and Zoning Commission approve Amendment #5 to the Atlas Waterfront Planned Unit Development to include minor changes in Development Areas 8 (north of the alley), 11 and 20.

The PUD Amendment #5 for the Atlas Waterfront project would revise the final Development Standards for the project to incorporate minor changes to make the setbacks more consistent in Area 8 (north of the alley) with the rest of the project, and to respond to market conditions, community needs and soil conditions for Areas 11 and 20.

BACKGROUND INFORMATION:

The subject site is located to the west of Riverstone and south of Seltice Way, flanking the north bank of the Spokane River with the River's Edge development bordering the property to the west. The subject property associated with PUD Amendment #5 is specific to Areas 8, 11 and 20.

Proposed amendment for area 8: for rear-loaded condition, reduce building side setbacks to 5". For both front and rear-loaded conditions, change side separation between buildings to 10" minimum if there is no property line, reduce the front yard setback from 15'-10' min. and front porch setback from 9' to 4' add planters constructed as part of a porch for front yard setback and flatwork only.

Proposed amendment for area 11: Reduce side yard setback from 6" to 5". Allow Fire Station Civic Use north of Top Saw Lane. Add performance standards for near loaded TH, SF and MF, Reduce MF front yard setback from 15" to 10. (This is something exploratory as of right now).

Proposed amendment for area 20: Land use description since new layout will have garages facing streets and the pedestrian route and park removed. Add a Cottage court lot category with 30' wide x 80 deep dimensions. Reduce SF rear yard 10' at Prairie Trail. Clarify land use to also include near loaded single family homes and twin homes. Reduce cottage court rear yard setback from 15' to 10'.

Ms. Patterson noted that there are seven findings for the PUD request, B1-B7, and provided the analysis of the project's compliance with the findings.

Ms. Patterson provided the updated conditions and noted that condition 6 had been satisfied and that

Wastewater added two new conditions as highlighted. The other conditions were previously adopted for the project with the commission's approvals.

CONDITIONS:

- 1) Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permits.
- 2) An unobstructed City approved "all-weather" access shall be required over all public sewers.
- 3) Mill River Lift Station Surcharge Fees will be required on all EDUs discharging sewer into the Mill River Service Area during the building permit process.
- 4) This Project shall be required to comply with the City's One Lot-One Lateral Rule.
- 5) All public sewer plans require IDEQ or QLPE Approval prior to construction.
- 6) A new wastewater study will be needed if 390 DU's of residential sewer flow to the Riverside Lift Station is exceeded.
- 7) Wastewater would require the sewer generated in Areas 11 and 20 be discharged into the Riverside Interceptor directly, and not into the Riverside LS Basin.
- 8) Further increase in density will require additional hydraulic modeling the sewer flows acceptable to the Wastewater Utility and upsizing public sewer.
- 9) The minimum width of the cul-de-sac on Jammer Ln. shall not be less than 96 feet.
- 10) Single access road over 150 feet requires a FD approved turn-around.
- 11) Turning radiuses for FD is 25' interior and 50' exterior.
- 12) Minimum street width for FD access is 20' with no parking allowed on both sides of the street. 20' to 26' width – no parking on one side of the street.
- 13) Fire hydrant placement is based on the required minimum fire flow. Maximum distance between fire hydrants is 600 feet.
- 14) Building address numbers shall face the street that they are addressed to.
- 15) Over 30 single family residents on a single fire department access road requires a secondary FD egress road (20' minimum).
- 16) Build a 12-foot shared-use path and an adjacent 8-foot gravel path along the waterfront.
- 17) Use 'Driveway Mix' asphalt in the construction of the paved trail.
- 18) Sterilize the ground with herbicide before laying down gravel and asphalt.

Ms. Patterson noted the action alternatives this evening. The Planning and Zoning Commission will need to consider the Atlas Waterfront PUD Amendment #5 to include minor changes to Development Areas 8 (north of the alley), 11 and 20 in the Development Standards, and make findings to approve, deny, or deny without prejudice.

Commissioner Coppess asked about the overview of areas 11 and 20 less than initially being designed for population density, since then you have spoke about increased density's, he has not been here all of the other times, he was wondering it because the amendments have gone through a shrinking and growing process?

Ms. Patterson replied that the whole project has been reduced in the number of units. She thanked

Commissioner Coppess for asking this question so she could clarify that the reduction in units was not specific to areas 11 and 20.

Vice Chair Ingalls asked if any of the commissioners had a conflict of interest. There was none.

Public testimony open.

Phil Boyd of Welch-Comer Engineers, applicant, introduced himself and was sworn in. He noted that he wanted to clarify a few items with the requested modifications. He stated that Area 8 was not originally platted with an alley. The plat was changed from a front loaded to an alley loaded configuration after the current owner, Riverfest, purchased it. They would like to change to setbacks and allow the house to move forward so the relationship between to the back of the walk and the front of the house is 15' which would be consistent to the rest of the neighborhood. But to accomplish that, they have to change the technical setback from 15' from the right of way to 10' of the right of way. They would like to have more separation between the private space and the public space.

Commissioner Fleming asked if this would increase the footprint of the actual house?

Mr. Boyd replied no, they are just moving the house forward.

Mr. Boyd continued with this presentation and showed the renderings of the planters in front of the homes and it shows more privacy between the homeowners and the public in Area 8.

In Areas 11 and 20, the topography which was part of the driver of some of the deviation requests, they are still short of fill material. When they excavated the site, they had made estimations of how much non-structural soil was there. They had gone beyond that. When they went to backfill the soil, they did not have enough structural fill available to get to their aspirational finished grade. They anticipate acquiring enough structural soils by February or March of 2025.

Commissioner Fleming asked what are the variation of the lines?

Mr. Boyd replied they are 1 foot contours.

Mr. Boyd continued with his presentation and spoke about the non-structural soils and noted that Ms. Patterson came up with the idea of putting them in the Cottage Court yard. The ignite board thought it was a great idea for a Cottage Court inspiration for a higher density and lower price point. There will be Townhomes in Area 11 and possibly a new Fire Station. Area 20 they would like to increase density with the cottage courtyard. The challenge is to get road circulation through with the changing topography.

Commissioner Fleming asked about the Prairie Trail and what is happening on the opposite side of the trail next to the small single-family homes. There is green space that is no man's land. It's ugly and there are no trees. She does not know what the City's intent is with it. Now the Prairie Trails houses are just 10' feet from the trail with this proposal. This is a busy trail. Sometimes cyclist are going 35 miles an hour. If they put in a fence, they will break their neck. It's dangerous. She walks this very regularly. Who maintains this?

Mr. Boyd replied this section of the trail is owned by ignite. The intent on the east side of the trail is to use some of it for stormwater treatment, and landscape it. The master HOA for Atlas Waterfront will then maintain that area. The trail will be given back to the City. The HOA will retain an easement on top of it to maintain a portion of it. The safety aspect of the setback from the edge of the trail to the fence line is an important consideration. He will dig into that.

Vice Chair Ingalls commented he would like to hear more about the cottages proposed for Areas 11 and 20. Comparatively, there are real high-end homes in the project. Are these going to be more affordable

for local folks?

Mr. Boyd replied the short answer they have worked through a number of models to look at the potential number of price points. The size of units are 1200 to 1500 square foot range. The ignite board's objective overall for phase 3 is to create a lower price product that they can there while retaining architectural standards that don't negatively impact the remaining neighborhoods. He cannot speak about a price point at this time yet.

Rod Rodda introduced himself and was sworn in. He stated he works for Architects West and is representing Riverfest, the owners of Area 8. He has designed the homes in Area 8. When the alley was designed, it pushed up against that area and the lots are super tight. There was no driveway. Along Lumber there was no parking for visitors. It would have been very beneficial to shift those units forward. He is in favor of this modification.

Lynn Mark introduced himself and was sworn in. He said his home is on the alley way in Area 8, south of the alley. He is in favor of moving the homes forward.

Applicant Rebuttal:

None.

Public testimony closed.

Commission Discussion:

Commissioner Ward stated that Mr. Boyd had a great presentation.

Commissioner Fleming states B3 conclusions of law she cannot agree with the proposal is compatible with the natural features of the site and adjoining properties. This is a site that is in motion. The soils are unpredictable and not clean. She would like to state that the proposal will be compatible. She feels this will be a liability she does not want to see sink holes, or foundations that are failing. She would like to see the terminology change; it currently is not meeting that standard.

Commissioner Coppess asked Ms. Patterson if the City's Building Department required Geotech information and soil compaction rates before signing off.

Ms. Patterson replied yes, with the building permits that is all in the requirements.

Commissioner Fleming stated as of today, the natural conditions referenced under finding B3, do not exist.

Vice Chair Ingalls stated there is a motion on the floor from Commissioner Ward.

Commissioner Luttrupp commented he wanted more discussion on the motion. He wants to know if Commissioner Ward would be willing to modify finding B3 to reflect Commissioner Fleming's concerns.

Commissioner Ward replied he understands what commissioner Fleming is saying and he appreciates that things can change. But the City's system and review process are adequate. He is not going to change the motion.

Commissioner Coppess stated when putting foundations on unstable grounds, you have to pass all kinds of tests with engineers and ensure that the ground is ready. We are not liable for this is. This would fall under codes and permits.

Commissioner McCracken asked Attorney Adams if the commission could change words in the findings.

Mr. Adams stated the findings come right out of the municipal code and if you decide not to find that then you either approve or not approve the PUD.

DRAFT

**Motion by Commissioner Ward, seconded by Commissioner Coppess, to approve item PUD-4-19m.5.
Motion carried.**

ROLL CALL:

Commissioner Fleming	Voted Nay
Vice Chair Ingalls	Voted Aye
Commissioner McCracken	Voted Aye
Commissioner Luttrupp	Voted Aye
Commissioner Ward	Voted Aye
Commissioner Coppess	Voted Aye

Motion approve with conditions by a 5 to 1 vote.

Commissioner Luttrupp asked about having a discussion regarding the high concentration of 15th Street at a later date.

ADJOURNMENT:

Motion by Commissioner McCracken, seconded by Commissioner Fleming, to adjourn. Motion carried.

The meeting was adjourned at 9:09 p.m.

Prepared by Traci Clark, Administrative Assistant



Memos

Twin Homes-Mike Behary

This Page Intentionally Left Blank

**MEMORANDUM
PLANNING & ZONING COMMISSION WORKSHOP**

FROM: MIKE BEHARY, ASSOCIATE PLANNER
DATE: DECEMBER 10, 2024
SUBJECT: CONSIDERATION OF TWIN HOME CODE AMENDMENT

INTRODUCTION

Staff has been working on infill housing opportunities for several years and one option that has gained traction are twin homes, which were evaluated as part of a Coeur Housing Code effort that was received with some community resistance. Recently, the Planning and Zoning Commission asked staff to bring forward twin homes as a discussion item for a possible code amendment to help provide more for-sale housing options available in Coeur d'Alene.

Currently, there are two ways that a twin home can be built in the city. The first, is utilizing the Planned Unit Development (PUD) process on sites that are over one and half (1 ½) acres in size. The second, is on properties zoned R-17, which allows single-family attached housing by right.

Staff is seeking guidance and direction from the Planning and Zoning Commission on twin home development and if it should be allowed by right or as a special use permit, or if there should be other factors considered in where they can be located by right. Below is an overview of a twin home.

Definition:

A twin home is a residential property with two separate living spaces that share a common wall but are located on two separate lots.

Ownership:

Each unit in a twin home is considered a single-family home, and the owners are responsible for maintaining and insuring their own side of the property. The property line runs down the middle of the building, and each property has its own lot description.

Differences from duplexes:

Twin homes are similar to duplexes in that they share a wall and look like two identical houses, but the ownership structure is different. In a duplex, both units are on the same lot, while in a twin home, each unit is on its own private lot.

Attached to this memo is a draft code that is intended for discussion purposes only. Based on feedback from the workshop, staff will make amendments to the document and work with the City Attorney to put it into the appropriate format to bring forward at a later date if that is the desired outcome.

PROS AND CONS OF ALLOWING TWIN HOMES IN THE CITY

Pros:

1. Increased Housing Density:

- Twin homes can provide a middle-ground housing option between single-family homes and apartment complexes, making better use of available land.

2. Affordable Housing Option:

- Twin homes are often more affordable than traditional single-family homes, offering an alternative for first-time buyers or those seeking less expensive housing options in urban areas.

3. Efficient Land Use:

- Twin homes make efficient use of land, providing two homes in a space that would otherwise accommodate just one. This can help address housing shortages while preserving open spaces.

4. Reduced Infrastructure Strain:

- Since twin homes typically share walls and may have similar infrastructure (e.g., utilities, roads), they may reduce the strain on city infrastructure compared to detached single-family homes.

5. Encourages Urban Infill:

- Twin homes can be a catalyst for redevelopment in areas that are underutilized or in transition, encouraging urban infill and revitalization.

6. Design Flexibility:

- Twin homes can be designed with varying aesthetics and layouts, allowing for architectural variety while maintaining a cohesive neighborhood feel.

7. Better Use of Smaller Lots:

- Twin homes can be built on smaller lots, which may not be large enough for a single-family home, helping to meet housing demand in densely populated areas.

Cons:

1. Potential for Overcrowding:

- Increased housing density can result in overcrowding, putting pressure on local services, schools, roads, and parks.

2. Reduced Privacy:

- Because twin homes share a wall, residents may experience less privacy and increased noise levels compared to detached single-family homes.

3. **Increased Traffic:**

- With more housing units, there could be an increase in traffic volume, especially if twin homes are built on smaller lots or in areas with limited street infrastructure.

4. **Potential for Lower Property Values:**

- Some property owners may be concerned that the construction of twin homes could negatively impact their property values, particularly if the design or location of the twin homes doesn't fit with the surrounding neighborhood character.

5. **Zoning Compatibility Issues:**

- Twin homes may not fit well with existing zoning districts or established neighborhood character, potentially leading to conflicts with residents or businesses in those areas.

6. **Parking and Traffic Issues:**

- Twin homes may require more parking spaces, potentially leading to increased street parking and traffic congestion, particularly in residential areas without adequate parking.

7. **Reduced Open Space:**

- The construction of twin homes could reduce the amount of open space available for green areas, recreational facilities, or communal spaces.

DISCUSSION ITEMS

The following will examine various considerations, including zoning, minimum lot size, design requirements, and impacts on the urban fabric, to provide recommendations for possible code changes that may allow for more twin home development within the city.

1. Should Twin Homes be allowed in other zoning districts (*besides R-17*)?

- **Pros:** Allowing twin homes in more zoning districts can increase housing supply, promote density in appropriate areas, and provide affordable housing options. It also supports urban infill, reducing sprawl.
- **Cons:** Expanding the range of zoning districts where twin homes are allowed could create tension in areas with established single-family neighborhoods. This could result in concerns about overcrowding, changes in neighborhood character, or potential declines in property values.

Recommendation: Consider allowing twin homes in residential and mixed-use zones but restrict them in areas with historically low-density development or where neighborhood character would be compromised.

2. What zoning districts should it be allowed in?

- **Residential Zones:** Areas that are already predominantly residential should be a natural choice, especially in medium- and high-density zones.
- **Mixed-Use Zones:** Twin homes could be a good fit in mixed-use zones where density is encouraged, and housing can be integrated with local businesses.

Special Use Permit Requirement?

- **Pros:** A Special Use Permit (SUP) requirement could allow flexibility in allowing twin homes in areas not traditionally zoned for them. This could be useful for mitigating community concerns and ensuring that developments align with the neighborhood character.
- **Cons:** SUP processes can be time-consuming and unpredictable, which may discourage developers and homeowners.

Recommendation: Use an SUP process in neighborhoods with mixed zoning to ensure that any proposed development is compatible with the surrounding area.

3. Should Transect Planning/Zones radiating out from the city center be applied?

- **Pros:** Transect planning could ensure that twin homes are built in appropriate areas based on the intensity of urban activity and the surrounding infrastructure. Higher density can be focused closer to the city center, with lower-density development allowed further out.
- **Cons:** This model could complicate zoning and planning, requiring careful coordination with other city planning goals and could lead to confusion in areas with complex zoning.

Recommendation: Implement Transect Zones that prioritize higher-density housing, like twin homes, in areas with good infrastructure and close to transit options.

4. What should the minimum lot size required?

- **Pros:** Setting a minimum lot size can ensure that twin homes provide adequate space for both dwellings and maintain community character.
- **Cons:** Too large a minimum lot size could defeat the purpose of providing more affordable housing options by increasing the cost of development.

Recommendation: The minimum lot size should be flexible, with a focus on achieving density without overcrowding. A suggested range could be between 3,000 to 5,000 square feet, with 3,500 square feet being the optimal recommendation

5. What should be the minimum lot width required?

- **Pros:** A minimum lot width helps to maintain a sense of openness and separation between homes while ensuring that each dwelling has adequate access to light, air, and privacy.
- **Cons:** If set too wide, this requirement could reduce the feasibility of twin homes on smaller or irregular lots.

Recommendation: A minimum lot width of 25-30 feet would balance the need for adequate space while keeping housing affordable.

6. What should be the minimum setbacks required?

- **Pros:** Setbacks regulate how far the buildings are from property lines, ensuring adequate space for privacy, outdoor areas, and safe movement around buildings.
- **Cons:** Too large a setback could reduce the overall density and impact the economic viability of twin homes.

Recommendation: Consider minimum front setbacks of 20 feet, side setbacks of 5 feet (alley Lots) and 7 feet (with no alley), and rear setbacks of at least 25 feet, depending on the lot size and zoning.

7. Should an Accessory Dwelling Unit (ADU) be allowed?

- **Pros:** Allowing ADUs within twin homes can provide additional housing options, such as rental units or spaces for extended families.
- **Cons:** ADUs could increase density even further, leading to concerns about parking and potential overpopulation in the area.

Recommendation: Allow ADUs in twin homes, with regulations ensuring they don't lead to overcrowding or parking issues.

8. Twin Home parking requirement?

- **Pros:** Parking requirements ensure that residents have access to transportation without relying on street parking, reducing congestion.
- **Cons:** Excessive parking requirements may reduce the land available for development or add unnecessary costs.

Recommendation: Require two parking spaces per unit, with the option to include garage or driveway parking.

9. Alley Lots and Driveway Access?

- **Pros:** Allowing access via alleys or shared driveways can reduce curb cuts, maintain streetscape aesthetics, and preserve front yard spaces for landscaping or green areas.
- **Cons:** It can create confusion regarding property access and potentially lead to disputes over maintenance and responsibilities.

Recommendation: Encourage alley or shared driveway access where feasible, with clear guidelines for maintenance responsibilities and easements.

10. Should existing duplexes be allowed to be converted to twin homes? Or should they only be allowed as a new build option?

- **Pros:** Conversions may require upgrades or improvements to the existing duplex, which could result in better-maintained properties and improved overall neighborhood quality.
- **Cons:** Some duplexes may not be appropriately designed for twin home conversion. While duplexes generally consist of two units, a twin home requires the dwelling to be designed with independent ownership, which might lead to complications related to property lines, shared walls, or utilities. This may require additional planning or restructuring, adding complexity to the conversion process.

Recommendation: Only should be allowed as a new build option.

CONCLUSION

Allowing twin homes to be built within the city presents both opportunities and challenges. Properly integrating twin homes into existing zoning districts and neighborhoods can help address housing shortages and provide affordable options, while ensuring that urban character and infrastructure are respected. Careful planning, including the consideration of zoning districts, minimum lot sizes, and parking requirements, will be key to balancing the benefits of twin homes with the needs of the broader community.

Staff would like input from the Planning and Zoning Commission to help guide a future code amendment that would allow for twin home development within the city.

Attachment:

DRAFT - Code Language

Title 17 - ZONING
TWIN HOME Code Amendments
DRAFT

17.02.030: DEFINITIONS III:

- A. "Abut" means two (2) adjoining parcels of property, with a common property line, are herein considered as one parcel abutting the other, except where two (2) or more lots adjoin only at a corner or corners; they shall not be considered as abutting unless the common property line between the two (2) parcels measures more than eight feet (8') in a single direction.
- B. "Access" or "accessway" means the place, means or way by which pedestrians and vehicles shall have safe, adequate and usable ingress and egress to a property or use as required by this title.
- C. "Accessory activity" means an activity which is incidental to, and customarily associated with, a specified principal activity, and which meets the applicable conditions set forth in section [17.06.610](#), "Accessory Use Related To Principal Uses", of this title.
- D. Accessory Building: For "accessory building", see definition of Accessory Facility.
-  E. "Accessory dwelling unit" means a dwelling unit that is associated with and is a subordinate use to a principal dwelling unit on one lot that meets the requirements of sections [17.06.650](#) through [17.06.670](#) of this title.
- F. "Accessory facility" means a facility which is incidental to, and customarily associated with, a specified principal facility and which meets the applicable conditions set forth in section 17.06.630, "Accessory Structure Criteria", of this title.
- G. "Accessory storage facility" is:
 - 1. A building originally constructed for use as an accessory building for the storage of materials and equipment accessory to a primary use located on the property.
 - 2. For the purposes of this chapter, cargo containers, railroad cars, truck vans, mobile homes, manufactured homes, trailers, recreational vehicles, buses, bus bodies, shipping containers, vehicles and similar prefabricated structures and other items, originally built for purposes other than the storage of goods and materials are not accessory storage buildings.
- H. "Accessory use" includes accessory activity and accessory facility.
- I. "Acre" means a full acre containing forty three thousand five hundred sixty (43,560) square feet of area within the property lines of a lot or parcel.
- J. "Activity" means the performance of a function or operation.



- K. "Activity group" means a type of activity which is specifically described in chapter 17.03 of this title on the basis of common functional characteristics and similar effects on other uses, and which is designated throughout this title by a special name including all residential, civic, commercial, service, wholesale and industrial types.
- L. "Adjacent" means near, close or abutting; for example, a commercial zoning district across the street or highway from a residential zoning district shall be considered as "adjacent".
- M. "Adjoin" means the same as "abut".
- N. "Affected person" or "aggrieved party" means any resident of the City of Coeur d'Alene; or any person having interest in real property in the City of Coeur d'Alene; or any person with an interest in real property located within three hundred feet (300') of the external boundaries of the land being considered.
- O. "Alley" means a passage or way, open to public travel and dedicated to public use, affording generally a secondary means of vehicular access to abutting lots and not intended for the general traffic circulation. Buildings facing an alley shall not be construed as satisfying the requirements of this title related to frontage on a dedicated street.
- P. "Alteration" means any enlargement; addition; relocation; repair; remodeling; change in number of living units; or other change in a facility, but excluding ordinary maintenance for which no building permit is required, and demolition or removal.
- Q. Applicant: For "applicant", see definition of owner.
- R. "Apartment" means a room or suite of rooms in a multiple- family facility designed or used as a single living unit and provided with living, sleeping, kitchen, and bathroom facilities. (Ord. 3600, 2018)

17.02.045: DEFINITIONS VI:

- A. "Day" means calendar day.
- B. "Daycare facility" means a facility furnishing care, supervision, or guidance during any part of the twenty four (24) hour day, to a group of ten (10) or more children, who are twelve (12) years of age or under, and who are unrelated to the person(s) operating the facility. Daycare facilities include such items as daycare centers, daycare schools, and nursery schools.
- C. Design Review, Administrative: "Administrative design review" means the staff evaluation of project for compliance with design review regulations.
- D. "District" means the same as "zoning district".
- E. "Drainage channel" means an existing or proposed open ditch, open culvert, or open channel, naturally created or designed to transmit water for flood control or irrigation purposes.
- F. "Drip line" means an imaginary line drawn on the ground around a tree, directly under the outermost branches.

G. "Driveway" means a vehicular access to an off street parking or loading facility that also provides interior circulation between parking stalls.

H. "Duplex" means a two-family dwelling, each with a private exterior entrance, sharing common supporting structural elements.

 I. "Dwelling unit" means a single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation. 

J. Dwelling Unit, Group: "Group dwelling unit" means a dwelling unit occupied by more than eight (8) persons unrelated by blood, marriage, or adoption, and living together as an independent housekeeping unit whether operated as a business or not, but excluding criminal transitional facilities, juvenile offenders facilities and other institutional arrangements involving the provision of a special kind of care or forced residence. (Ord. 3380 §2, 2010)

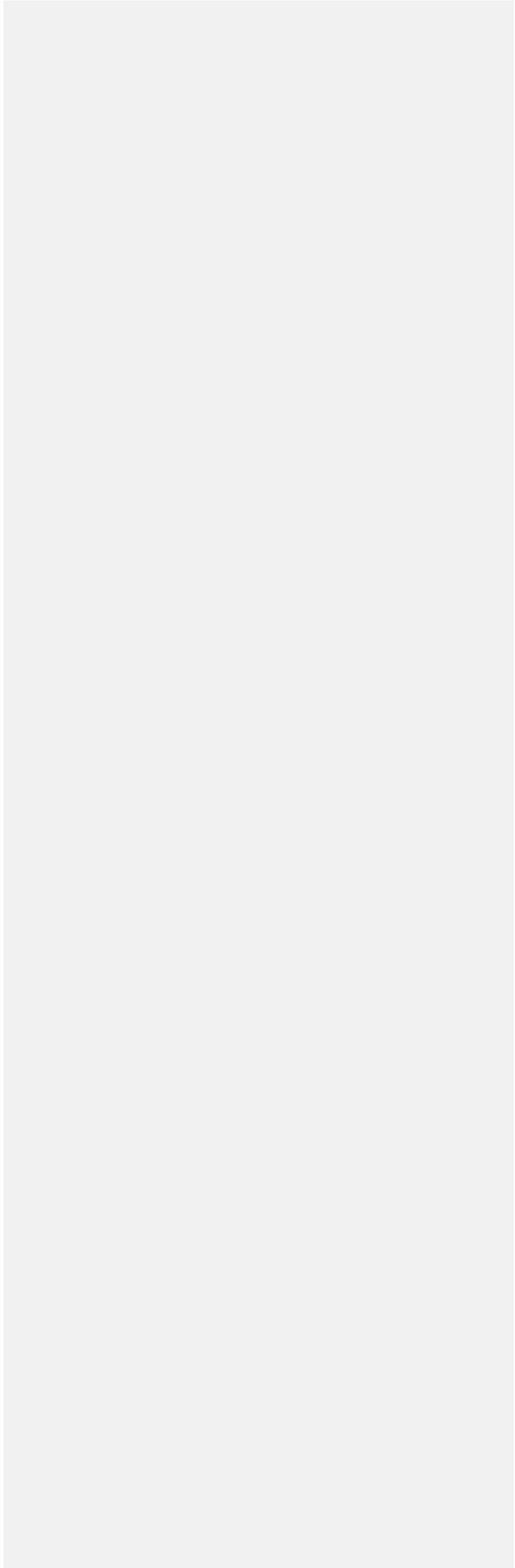
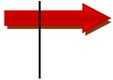
17.03.030: GENERAL DESCRIPTION OF RESIDENTIAL ACTIVITIES:

A. Residential activities include the occupancy of living accommodations on a permanent or semipermanent basis, but excluding criminal transitional facilities, juvenile offenders facilities and other institutional living arrangements involving special types of care or forced residence, and also excluding hotel/motel type living accommodations.

B. Types of structures included within residential activities are:

1. Detached housing: One dwelling unit, freestanding and structurally separated from any other dwelling unit or building, except for an accessory building located on a lot or building site which is unoccupied by any other dwelling unit or main building.
 - a. Single-family detached housing: One dwelling unit occupied by a "family" as defined in this title, including manufactured structures and designated manufactured homes as defined in this chapter.
 - b. Group dwelling detached housing: One dwelling unit occupied by a group as defined in subsection [17.02.045J](#) of this title.
 - c. A maximum of two (2) detached dwelling units are allowed on a lot provided the minimum lot size is met. An accessory dwelling unit (ADU) constitutes a dwelling unit.
2. Duplex housing: Two (2) dwelling units that are in a side by side or vertical arrangement which share a common structural system, and are located on a lot or building site which is unoccupied by any other dwelling unit or principal use. Only one duplex housing facility is allowed on a lot provided the minimum lot size is met.
3. Multiple-family housing: A structure containing at least three (3) dwelling units located on a lot or building site. More than one multiple-family housing facility is allowed on a lot provided the minimum lot size is met and it has the appropriate zoning.

4. Private enclosed recreation facility: A structure that encloses areas and equipment for activities that are primarily recreational in nature, also mailrooms, accessory to and expressly for residential developments and not commercial in function.
5. Mobile home: A housing unit that is primarily preconstructed and brought to a site for placement, and is designed and/or intended for human habitation on a weekly or longer basis.
6. Boarding house: A residence consisting of at least one dwelling unit together with more than two (2) rooms that are rented or are designed or intended to be rented but which rooms, individually or collectively, do not constitute separate dwelling units as defined herein.
7. Single-family attached Housing: ~~Two~~ Dwelling units that are side by side and employ a common wall construction and are located on separate lots. [\(Twin Home\)](#)
78. Elderly housing: A structure containing at least three (3) dwelling units and specifically designated for and limited by covenant restriction to senior citizens over sixty two (62) years of age. (Ord. 3288 §3, 2007; Ord. 3238 §3, 2005; Ord. 2918 §1, 1999; Ord. 2740 §1, 1996; Ord. 2637 §2, 1994; Ord. 2348 §1, 1991; Ord. 2093 §3, 1988; Ord. 1691 §1(part), 1982)
9. Twin Home: Two ~~two~~ dwelling units that are side by side and employ a common wall construction and are located on separate lots. [\(Twin Home\)](#)



Article V. R-12 RESIDENTIAL

17.05.170: GENERALLY:

- A. The R-12 District is intended as a residential area that permits a mix of housing types at a density not greater than twelve (12) units per gross acre.
- B. In this district a special use permit, as prescribed in chapter 17.09, article III of this title, may be requested by neighborhood sponsor to restrict development for a specific area in single-family detached housing. To constitute neighborhood sponsor, sixty six percent (66%) of the people who own at least sixty six percent (66%) of the property involved must be party to the request. The area of the request must be at least one and one-half (1 1/2) gross acres bounded by streets, alleys, rear lot lines or other recognized boundary. Side lot lines may be used for the boundary only if it is also the rear lot line of the adjacent property.
- C. Project review (see chapter 17.07, article IV of this title) is required for all subdivisions and for all residential, civic, commercial, service, and industry uses except residential uses for four (4) or fewer dwellings.
-  D. A maximum of two (2) dwelling units are allowed per lot (except for twin home lots) provided the lot meets the minimum lot square footage for two (2) units and each dwelling unit meets the minimum yard (setback) requirements.
1. For the purposes of this section, the term "two dwelling units" shall mean two (2) single family dwelling units, one single family dwelling unit and one accessory dwelling unit (ADU), or one duplex. (Ord. 3600, 2018: Ord. 3560, 2017)
 2. For the purposes of this section, only one Twin Home is allowed per lot. Accessory dwelling units are not allowed on Twin Home lots.

17.05.180: PERMITTED USES; PRINCIPAL:

Principal permitted uses in an R-12 district shall be as follows:

Administrative.

Duplex housing.

Essential service (underground).

"Home occupation", as defined in this title.

Neighborhood recreation.

Public recreation.

Single-family detached housing. (Ord. 3600, 2018)

 Twin Home housing

17.05.190: PERMITTED USES; ACCESSORY:

Accessory permitted uses in an R-12 District shall be as follows:

Accessory dwelling units.

Garage or carport (attached or detached).

Private recreation facility (enclosed or unenclosed). (Ord. 3288 §19, 2007: Ord. 1691 §1(part), 1982)

17.05.200: PERMITTED USES; SPECIAL USE PERMIT:

Permitted uses by special use permit in an R-12 District shall be as follows:

Boarding house.

Childcare facility.

Commercial film production.

Commercial recreation.

Community assembly.

Community education.

Community organization.

Convenience sales.

Essential service (aboveground).

Group dwelling - detached housing.

Handicapped or minimal care facility.

Juvenile offenders facility.

Noncommercial kennel.

Religious assembly.

Restriction to single-family only.

Two (2) unit per gross acre density increase. (Ord. 3332 §11, 2008: Ord. 2653 §6, 1994: Ord. 2093 §6, 1988: Ord. 2049 §25, 1987: Ord. 2029 §3, 1987: Ord. 1691 §1(part), 1982)

17.05.210: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

Maximum height requirements in an R-12 district shall be as follows:

MAXIMUM HEIGHT

Structure Type	Structure Location	
	In Buildable Area For Principal Facilities	In Rear Yard
Principal structure	32 feet ¹	n/a
For public recreation, community education or religious assembly activities	45 feet ¹	n/a
Detached accessory building including garages and carports	32 feet ¹	With low or no slope roof: 14 feet With medium to high slope roof: 18 feet

Note:

1.Unless otherwise specified; an additional story may be permitted on hillside lots that slope down from the street. (Ord. 3299 §5, 2007: Ord. 3288 §20, 2007: Ord. 1958 §5, 1986: Ord. 1889 §9, 1985: Ord. 1691 §1(part), 1982)

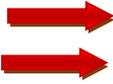
17.05.220: SITE PERFORMANCE STANDARDS; IMPERVIOUS SURFACE:

(Rep. by Ord. 2995 §7, 2000)

17.05.230: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

Minimum lot requirements in an R-12 district shall be as follows:

-  A. ~~Three thousand five hundred~~ Seven Thousand (7,000) (3,500) square feet per unit for duplex housing lot except for single-family detached housing;
-  2. Five thousand five hundred (5,500) square feet per for single-family detached lot;
-  3. Three thousand five hundred (3,500) square feet for twin home housing lot.
-  B. All buildable single-family and duplex lots must have fifty feet (50') of frontage on a public street, unless an alternative is approved by the City through the normal subdivision procedure or unless a lot is nonconforming (see section [17.06.980](#) of this title). (Ord. 3560, 2017)
-  C. All buildable twin home lots must have twenty five feet (25') of frontage on a public street, unless an alternative is approved by the City through the normal subdivision procedure or unless a lot is nonconforming (see section [17.06.980](#) of this title).



17.05.240: SITE PERFORMANCE STANDARDS; MINIMUM YARD: SINGLE-FAMILY AND DUPLEX HOUSING

A. Minimum yard requirements for Single-Family and Duplex residential activities in an R-12 District shall be as follows:

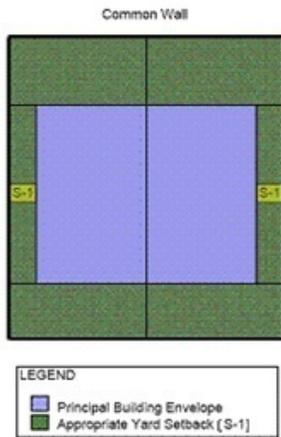
1. Front: The front yard requirement shall be twenty feet (20').
2. Side, Interior: The interior side yard requirement shall be five feet (5'). If there is no alley or other legal access behind a lot, each lot shall have at least one side yard of ten foot (10') minimum.
3. Side, Street: The street side yard requirement shall be ten feet (10').
4. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space (see section 17.06.480 of this title).

B. There will be no permanent structures erected within the corner cutoff areas.

C. Extensions into yards are permitted in accordance with section 17.06.495 of this title. (Ord. 3600, 2018)

17.05.245242: SITE PERFORMANCE STANDARDS; MINIMUM YARD: TWIN HOME HOUSING

- A. Minimum yard requirements for Twin Home residential activities in an R-12 District shall be as follows:
 1. Front: The front yard requirement shall be twenty feet (20').
 2. Side, Interior, Common Wall: The interior common wall side yard requirement shall be zero feet (0').
 3. Side, Interior, Non-Common Wall: The interior non-common wall side yard requirement shall be seven feet (7').
 4. Side, Street: The street side yard requirement shall be ten feet (10').
 5. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space (see section 17.06.480 of this title).
- B. There will be no permanent structures erected within the corner cutoff areas.
- C. Extensions into yards are permitted in accordance with section 17.06.495 of this title
- D. Zero setback is permissible for [single-family Attached dwellings](#) Twin Homes [are](#) as follows:



- E. Vehicle Access for Alley Lots: All alley lots must provide parking and access to garages from the alley. No vehicle access, garages, or parking is allowed on the front (street side) of lots [single-family Attached dwellings](#):

17.05.245: NONRESIDENTIAL SITE PERFORMANCE STANDARDS: MINIMUM YARD:

Minimum yard requirements for nonresidential activities in an R-12 district shall be as follows:

A. Front: The front yard requirement shall be twenty feet (20').

B. Side, Interior: The interior side yard requirement shall be twenty five feet (25').

C. Side, Street: The street side yard requirement shall be twenty five feet (25').

D. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space (see section 17.06.480 of this title). (Ord. 1889 §11, 1985)

Article VI. R-17 RESIDENTIAL

17.05.250: GENERALLY:

A. The R-17 District is intended as a medium/high density residential district that permits a mix of housing types at a density not greater than seventeen (17) units per gross acre.

 B. This district permits single-family detached housing as specified by the R-8 District.

 C. This district permits duplex and town home housing as specified by the R-12 District.

 C.D. This district is for establishment in those areas that are not suitable for lower density residential due to proximity to more intense types of land use.

 D.E. This district is appropriate as a transition between low density residential and commercial districts, or as a buffer between arterial streets and low density residential districts.

 E.F. Project review (see chapter 17.07, article IV of this title) is required for all subdivisions and for all residential, civic, commercial, service and industry uses except residential uses for four (4) or fewer dwellings. (Ord. 3560, 2017)

17.05.260: PERMITTED USES; PRINCIPAL:

Principal permitted uses in an R-17 district shall be as follows:

Administrative.

Childcare facility.

Community education.

 Duplex and Twin Home housing as specified by the R-12 District.

Essential service.

"Home occupation", as defined in this title.

Multiple-family.

Neighborhood recreation.

Public recreation.

Single-family detached housing. (Ord. 3600, 2018)

17.05.270: PERMITTED USES; ACCESSORY:

Accessory permitted uses in an R-17 district shall be as follows:

Accessory dwelling units.

Garage or carport (attached or detached).

Mailroom and/or common use room for multiple-family developments.

Outside area or building for storage when incidental to the principal use.

Private recreation facility (enclosed or unenclosed). (Ord. 3560, 2017)

17.05.280: PERMITTED USES; SPECIAL USE PERMIT:

Permitted uses by special use permit in an R-17 district shall be as follows:

Automobile parking when the lot is adjoining at least one point of, intervening streets and alleys excluded, the establishment which it is to serve; this is not to be used for the parking of commercial vehicles.

Boarding house.
 Commercial film production.
 Commercial recreation.
 Community assembly.
 Community organization.
 Convenience sales.
 Group dwelling - detached housing.
 Handicapped or minimal care facility.
 Juvenile offenders facility.
 Ministorage facilities.
 Mobile home manufactured in accordance with section [17.02.085](#) of this title.
 Noncommercial kennel.
 Nursing/convalescent/rest homes for the aged.
 Rehabilitative facility.
 Religious assembly.
 Residential density of the R-34 District as specified.
 Three (3) unit per gross acre density increase. (Ord. 3332 §13, 2008: Ord. 2653 §7, 1994: Ord. 2637 §3, 1994: Ord. 2093 §8, 1988: Ord. 2049 §28, 1987: Ord. 2029 §4, 1987: Ord. 1903 §2, 1985: Ord. 1691 §1(part), 1982)

17.05.290: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

Maximum height requirements in an R-17 district shall be as follows:

MAXIMUM HEIGHT

Structure Type	Structure Location	
	In Buildable Area For Principal Facilities	In Rear Yard
Single-family, and duplex, and twin home structure	32 feet ¹	n/a
Multiple-family structure	45 feet ¹	n/a
For public recreation, community education or religious assembly activities	45 feet ¹	n/a



Detached accessory building including garages and carports	32 feet ¹	With low or no slope roof: 14 feet With medium to high slope roof: 18 feet
--	----------------------	---

Note:

1. Unless otherwise specified; an additional story may be permitted on hillside lots that slope down from the street. (Ord. 3560, 2017)

17.05.300: SITE PERFORMANCE STANDARDS; IMPERVIOUS SURFACE:

(Rep. by Ord. 2995 §8, 2000)

17.05.310: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

 A. Minimum lot requirements in an R-17 district shall be as follows:

1. Two thousand five hundred (2,500) square feet per unit except for single-family or duplex housing.
2. Five thousand five hundred (5,500) square feet per single-family detached lot.
3. Three thousand five hundred (3,500) square feet per unit for duplex housing lots.

B. All buildable lots must have fifty feet (50') of frontage on a public street unless an alternative is approved by the City through the normal subdivision procedure or unless a lot is nonconforming (see section 17.06.980 of this title). (Ord. 3560, 2017)

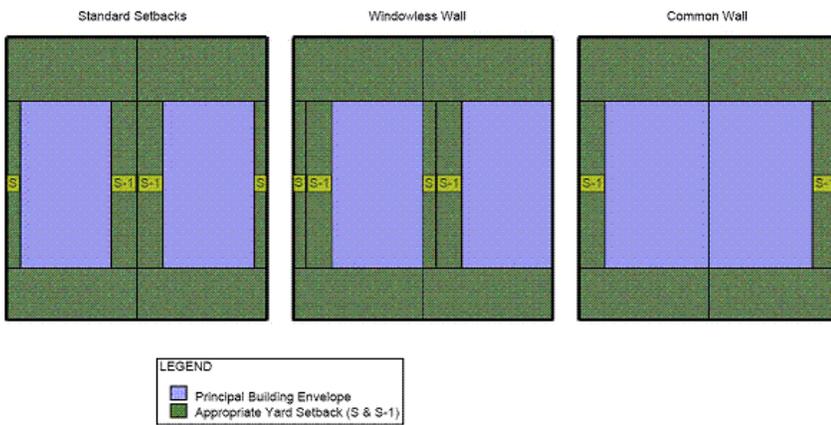
 **17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:**

Minimum yard requirements for residential activities in an R-17 district shall be as follows:

- A. Minimum yard requirements for single family and duplex residential activities in an R-17 District shall be as follows:
 1. Front: The front yard requirement shall be twenty feet (20').
 2. Side, Interior: The interior side yard requirement shall be five feet (5'). If there is no alley or other legal access behind a lot, each lot shall have at least one side yard of ten foot (10') minimum.

3. Side, Street: The street side yard requirement shall be ten feet (10').
4. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space (see section 17.06.480 of this title).

B. Zero side yard setback is permissible for townhome dwellings as follows:



- C. Multiple-family housing at seventeen (17) units per acre:
 1. Front: The front yard requirement shall be twenty feet (20').
 2. Side, Interior: The interior side yard requirement shall be ten feet (10').
 3. Side, Street: The street side yard requirement shall be twenty feet (20').
 4. Rear: The rear yard requirement shall be twenty feet (20'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space (see section 17.06.480 of this title).
- D. Minimum distances between residential buildings on the same lot shall be determined by the currently adopted Building Code.
- E. There will be no permanent structures erected within the corner cutoff areas.
- F. Extensions into yards are permitted in accordance with section 17.06.495 of this title. (Ord. 3600, 2018)

17.05.325: NONRESIDENTIAL SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements for nonresidential activities in an R-17 district shall be as follows:

- A. Front: The front yard requirement shall be twenty feet (20').
- B. Side, Interior: The interior side yard requirement shall be twenty five feet (25').
- C. Side, Street: The street side yard requirement shall be twenty five feet (25').
- D. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half ($\frac{1}{2}$) when adjacent to public open space (see section [17.06.480](#) of this title). (Ord. 1889 §14, 1985)

Article IX. C-17 COMMERCIAL

17.05.490: GENERALLY:

- A. The C-17 district is intended as a broad spectrum commercial district that permits limited service, wholesale/retail and heavy commercial in addition to allowing residential development at a density of seventeen (17) units per gross acre.
- B. This district should be located adjacent to arterials, however, joint access developments are encouraged.
- C. A variance may be granted to partially waive off street parking and/or lot coverage requirements for commercial developments utilizing common parking facilities.
- D. Residential developments in this district are permitted as specified by the R-17 district.
- E. Project review (chapter 17.07, article IV of this title) is required for all subdivisions and for all residential, civic, commercial, service, and industry uses, except residential uses for four (4) or fewer dwellings. (Ord. 3288 §36, 2007; Ord. 1691 §1(part), 1982)

17.05.500: PERMITTED USES; PRINCIPAL:

Principal permitted uses in a C-17 district shall be as follows:

- Administrative offices.
- Agricultural supplies and commodity sales.
- Automobile and accessory sales.
- Automobile parking when serving an adjacent business or apartment.
- Automobile renting.
- Automobile repair and cleaning.
- Automotive fleet storage.
- Automotive parking.
- Banks and financial institutions.
- Boarding house.
- Building maintenance service.
- Business supply retail sales.
- Business support service.
- Childcare facility.
- Commercial film production.

Formatted: Font: 10 pt

Formatted: Left

Commercial kennel.
Commercial recreation.
Communication service.
Community assembly.
Community education.
Community organization.
Construction retail sales.
Consumer repair service.
Convenience sales.
Convenience service.
Department stores.
 Duplex and Twin Home housing (as specified by the R-12 district).
Essential service.
Farm equipment sales.
Finished goods wholesale.
Food and beverage stores, on/off site consumption.
Funeral service.
General construction service.
Group assembly.
Group dwelling - detached housing.
Handicapped or minimal care facility.
Home furnishing retail sales.
Home occupations.
Hospitals/healthcare.
Hotel/motel.
Juvenile offenders facility.
Laundry service.
Ministorage facilities.
Mobile food court.
Multiple-family housing (as specified by the R-17 district).
Neighborhood recreation.
Noncommercial kennel.
Nursing/convalescent/rest homes for the aged.
Personal service establishments.
Professional offices.
Public recreation.

Formatted: Underline, Font color: Auto

Rehabilitative facility.
Religious assembly.
Retail gasoline sales.
Single-family detached housing (as specified by the R-8 district).
Specialty retail sales.

Veterinary office. (Ord. 3560, 2017)

17.05.510: PERMITTED USES; ACCESSORY:

Accessory permitted uses in a C-17 district shall be as follows:

Accessory dwelling units.

Apartment for resident caretaker watchman.

Outside area or buildings for storage and/or preparation of merchandise or goods necessary for and incidental to the principal use.

Private recreation (enclosed or unenclosed).

Residential accessory uses as permitted by the R-17 district. (Ord. 3288 §38, 2007; Ord. 1691 §1(part), 1982)

17.05.520: PERMITTED USES; SPECIAL USE PERMIT:

Permitted uses by special use permit in a C-17 district shall be as follows:

Adult entertainment sales and service.

Auto camp.

Criminal transitional facility.

Custom manufacturing.

Extensive impact.

Residential density of the R-34 district as specified.

Underground bulk liquid fuel storage - wholesale.

Veterinary hospital.

Warehouse/storage.

Wireless communication facility. (Ord. 2833 §4, 1997: Ord. 2093 §10, 1988: Ord. 2049 §34, 1987: Ord. 1691 §1(part), 1982)

17.05.530: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

Maximum height requirements in a C-17 district shall be as follows:

MAXIMUM HEIGHT

	Structure Location
Structure Type	In Buildable Area For Principal Facilities
For residential uses	As specified by the R-17 district
For the remaining uses	No height limitation

(Ord. 3299 §8, 2007: Ord. 2049 §35, 1987: Ord. 1691 §1(part), 1982)

17.05.540: SITE PERFORMANCE STANDARDS; IMPERVIOUS SURFACE:

(Rep. by Ord. 2995 §11, 2000)

Formatted: Tab stops: 1.22", Left

17.05.550: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

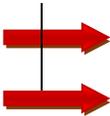
Minimum lot requirements in a C-17 district shall be as follows:

- A. Residential lot requirements are as specified for the R-17 district.
- B. For the remaining uses, there are no minimum lot requirements except as required by state or federal laws. (Ord. 1691 §1(part), 1982)

17.05.560: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements in a C-17 district shall be as follows:

- A. Single-family ~~and duplex~~ structures must meet the minimum yard requirements for a single-family structure established by the R-~~38~~ district.



Formatted: Strikethrough

Formatted: Strikethrough

Formatted: Underline, Not Strikethrough

Formatted: Underline

B. Twin home and duplex structures must meet the minimum yard requirements for a twin home and duplex structures established by the R-12 district.

Formatted: Underline

~~B.C.~~ For multiple-family housing, see the R-17 district.

Formatted: Underline, Not Strikethrough

~~C.D.~~ For remaining uses:

Formatted: Underline

1. Front: The front yard requirement shall be ten feet (10') except where a majority of the property of the same block is already developed to the property line, in which case the front yard setback is zero feet (0').
2. Side And Rear: The side and rear yard requirements shall be zero feet (0') except as required by life safety or uniform building codes and except when the side or rear abuts a lot in a different district that requires rear or side yards, in which case the property in this district shall have setbacks as specified in section 17.06.475 of this title. In no circumstance shall an eave extend over a property line or result in stormwater impacts offsite. The building shall be set back five feet (5') minimum from the eave to the property line where the roof slopes towards the property line. If a metal roof is being used, the setback or installation of snow brakes shall be determined by the Building Department.

Formatted: Underline

Formatted: Underline

Formatted: Underline

Formatted: Strikethrough

Formatted: Underline, Not Strikethrough

Formatted: Strikethrough

~~D.E.~~ For horizontal mixed use projects with both multiple-family housing and commercial uses, the setbacks shall be those which are applicable to the individual use in that portion of the project.

Formatted: Strikethrough

~~E.F.~~ There will be no permanent structures constructed within the corner cutoff. (Ord. 3674 §5, 2021: Ord. 3560, 2017)

Formatted: Strikethrough

Formatted: Underline, Not Strikethrough

17.05.565: BASIC DEVELOPMENT STANDARDS; DESIGN GUIDELINES AND DEPARTURES:

A. Establishment Of Design Guidelines: The city council shall adopt by resolution a list of design guidelines that are applicable to all developments within the C-17 district. Each design guideline must be met by the proposed development. However, the design guidelines are intended to provide some flexibility in application provided that the basic intent of the guidelines is met. Compliance with these design guidelines will be determined by the planning director or the design review commission as provided by section [17.09.315](#) of this title. If the project is reviewed by the planning director, an appeal may be taken to the design review commission by an aggrieved party by following the appeal procedures specified in section [17.07.945](#) of this title.

B. Design Departures: An applicant may request a design departure from any of the design guidelines adopted pursuant to this section. The planning director will review all requests for design departures on projects not subject to design review commission review under section [17.09.315](#) of this title. In order for the planning director to approve a design departure, he or she must find that:

1. The project must be consistent with the comprehensive plan and any applicable plan;
2. The requested departure meets the intent of statements relating to applicable development standards and design guidelines;
3. The departure will not have a detrimental effect on nearby properties or the city as a whole;

4. The proposed departure is part of an overall, thoughtful and comprehensive approach to the design of the project as a whole; and
5. If a deviation from a building design guideline is requested, the project's building(s) exhibits a high degree of craftsmanship, building detail, architectural design, or quality of materials that are not typically found in standard construction. In order to meet this standard, an applicant must demonstrate to the planning director that the project's design offers a significant improvement over what otherwise could have been built under minimum standards and guidelines. (Ord. 3379 §4, 2010)

Article X. C-17L COMMERCIAL LIMITED

17.05.570: GENERALLY:

- A. The C-17L district is intended as a low density commercial and residential mix district. This district permits residential development at a density of seventeen (17) units per gross acre as specified by the R-17 district and limited service commercial businesses whose primary emphasis is on providing a personal service.
- B. Retail/wholesale commercial would require the granting of a special use permit in accordance with section [17.09.205](#) of this title.
- C. This district is suitable as a transition between residential and commercial zoned areas and should be located on designated collector streets or better for ease of access and to act as a residential buffer.
- D. A variance may be granted to partially waive off street parking and/or lot coverage requirements for commercial developments utilizing common parking.
- E. Project review (chapter 17.07, article IV of this title) is required for all subdivision and for all residential, civic, commercial, service and industry uses except residential uses for four (4) or fewer dwellings. (Ord. 3288 §40, 2007; Ord. 1691 §1(part), 1982)

17.05.580: PERMITTED USES; PRINCIPAL:

Principal permitted uses in a C-17L district shall be as follows:

- Administrative offices.
- Automobile parking when serving an adjacent business or apartments.
- Banks and financial establishments.
- Boarding house.
- Childcare facility.

Commercial film production.

Community assembly.

Community education.

Duplex and Twin Home housing (as specified by the R-12 district).

Essential service.

Group dwelling - detached housing.

Handicapped or minimal care facility.

Home occupation.

Hospitals/healthcare.

Juvenile offenders facility.

Multiple-family housing (as specified by the R-17 district).

Neighborhood recreation.

Nursing/convalescent/rest homes for the aged.

Personal service establishment.

Professional offices.

Public recreation.

Rehabilitative facility.

Religious assembly.

Single-family detached housing (as specified by the R-8 district). (Ord. 3560, 2017)

Formatted: Underline, Font color: Auto

17.05.590: PERMITTED USES; ACCESSORY:

Accessory permitted uses in a C-17L district shall be as follows:

Accessory dwelling units.

Apartment for resident caretaker.

Outdoor storage or building when incidental to the principal use.

Private recreation (enclosed or unenclosed).

Residential accessory uses as permitted by the R-17 district. (Ord. 3288 §42, 2007; Ord. 2049 §37, 1987; Ord. 1691 §1(part), 1982)

17.05.600: PERMITTED USES; SPECIAL USE PERMIT:

Permitted uses by special use permit in a C-17L district shall be as follows:

- Commercial kennel.
- Commercial recreation.
- Community organization.
- Convenience sales.
- Criminal transitional facility.
- Food and beverage stores for off/on site consumption.
- Hotel/motel.
- Mobile food court.
- Noncommercial kennel.
- Remaining uses, not already herein permitted, of the C-17 district principal permitted uses.
- Residential density of the R-34 district density as specified.
- Veterinary office or clinic when completely indoors.
- Wireless communication facility. (Ord. 3552, 2016: Ord. 2833 §5, 1997: Ord. 2093 §12, 1988: Ord. 2049 §38, 1987: Ord. 1691 §1(part), 1982)

17.05.610: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

Maximum height requirements in a C-17L district shall be as follows:

MAXIMUM HEIGHT

	Structure Location
Structure Type	In Buildable Area For Principal Facilities
Residential height limitations	As specified by the R-17 district
For the remaining uses within 2 blocks of the DC district	No height limitation
For remaining uses outside of 2 blocks of the DC district	63 feet

(Ord. 3299 §9, 2007: Ord. 3288 §43, 2007: Ord. 3268 §11, 2006: Ord. 1691 §1(part), 1982)

17.05.620: SITE PERFORMANCE STANDARDS; IMPERVIOUS SURFACE:

(Rep. by Ord. 2995 §12, 2000)

17.05.630: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

Minimum lot requirements in a C-17L district shall be as follows:

- A. Residential lot requirements are as specified in the R-17 district.
- B. For the remaining uses, the requirement shall be five thousand five hundred (5,500) square feet unless greater area is required by state or federal laws. (Ord. 1691 §1(part), 1982)

17.05.640: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements in a C-17L district shall be the same as for the C-17 district. (Ord. 1691 §1(part), 1982)

17.05.645: BASIC DEVELOPMENT STANDARDS; DESIGN GUIDELINES AND DEPARTURES:

- A. Establishment Of Design Guidelines: The city council shall adopt by resolution a list of design guidelines that are applicable to all developments within the C-17L district. Each design guideline must be met by the proposed development. However, the design guidelines are intended to provide some flexibility in application provided that the basic intent of the guidelines is met. Compliance with these design guidelines will be determined by the planning director or the design review commission as provided by section [17.09.315](#) of this title. If the project is reviewed by the planning director, an appeal may be taken to the design review commission by an aggrieved party by following the appeal procedures specified in section [17.07.945](#) of this title.
- B. Design Departures: An applicant may request a design departure from any of the design guidelines adopted pursuant to this section. The planning director will review all requests for design departures on projects not subject to design review commission review under section [17.09.315](#) of this title. In order for the planning director to approve a design departure, he or she must find that:
 - 1. The project must be consistent with the comprehensive plan and any applicable plan;
 - 2. The requested departure meets the intent of statements relating to applicable development standards and design guidelines;
 - 3. The departure will not have a detrimental effect on nearby properties or the city as a whole;
 - 4. The proposed departure is part of an overall, thoughtful and comprehensive approach to the design of the project as a whole; and

5. If a deviation from a building design guideline is requested, the project's building(s) exhibits a high degree of craftsmanship, building detail, architectural design, or quality of materials that are not typically found in standard construction. In order to meet this standard, an applicant must demonstrate to the planning director that the project's design offers a significant improvement over what otherwise could have been built under minimum standards and guidelines. (Ord. 3379 §5, 2010)

Article XV. NC NEIGHBORHOOD COMMERCIAL

17.05.1000: PURPOSE OF DISTRICT:

The neighborhood commercial district is intended to allow for the location of enterprises that mainly serve the immediate surrounding residential area and that provide a scale and character that are compatible with residential buildings. It is expected that most customers would reach the businesses by walking or bicycling, rather than driving. (Ord. 3288 §47, 2007)

17.05.1010: USES:

A. Permitted Uses: Permitted uses in an NC district are as follows:

~~Commercial and professional office.~~

Formatted: Font color: Auto

Professional and Administrative Offices

Formatted: Underline, Font color: Auto

Daycare.

Formatted: Font color: Auto

Medical/dental.

Parks.

Personal services.

Residential (except on the ground floor).

Retail.

Restaurant. (Food and Beverage Sales/On-Site Consumption)

Formatted: Underline, Font color: Auto

Specialty Retail Sales

Convenience Sales

B. ~~Specially Permitted Uses:~~ Special Uses: Uses allowed by special use permit only are as follows:

Formatted: Font color: Auto

Religious institutions.

Schools.

C. ~~Specifically Prohibited Uses:~~ The following uses are prohibited in NC districts:

Formatted: Font color: Auto

Commercial parking.

Detention facilities.

Drive Through Windows

Formatted: Underline, Font color: Auto

Gasoline service stations.

Industrial.

Ministorage.

Outdoor storage or display of goods, other than plants.

Sales, repair or maintenance of vehicles, boats, or equipment.

Warehouses.

D. Additional Prohibited Uses: In addition to the uses listed in subsection C of this section, any other uses that the planning director determines are not in conformity with the purpose and intent of the district are prohibited. The decision of the planning director may be appealed by following the administrative appeal procedure found in sections [17.09.705](#) through [17.09.715](#) of this title. (Ord. 3486, 2014: Ord. 3288 §48, 2007)

17.05.1020: BASIC DEVELOPMENT STANDARDS; MAXIMUM BUILDING HEIGHT:

Maximum height requirements in an NC District shall be as follows:

MAXIMUM HEIGHT

Structure Type	Structure Location	
	In Buildable Area For Principal Facilities	In Rear Yard
Principal structure	32 feet	n/a

Detached accessory building including garages and carports	32 feet	With low or no slope roof: 14 feet With medium to high slope roof: 18 feet
--	---------	--

17.05.1030: BASIC DEVELOPMENT STANDARDS; MAXIMUM FLOOR AREA:

- A. Maximum Floor Area Ratio: The floor area ratio (FAR) for nonresidential uses in an NC district is 1.0 with a total FAR of 1.5 when a ground floor permitted use is combined with a second level residential unit.
- B. Maximum Floor Area: The maximum floor area shall not exceed four thousand (4,000) square feet for retail uses. All other nonresidential uses shall not exceed eight thousand (8,000) square feet. (Ord. 3288 §50, 2007)

17.05.1040: BASIC DEVELOPMENT STANDARDS; MINIMUM PARKING:

The parking ratios in an NC district shall be as follows:

- A. Nonresidential Uses: Nonresidential uses must provide at least three (3) parking stalls per one thousand (1,000) square feet of floor area.
- B. Permitted Residential Uses: Permitted residential uses must provide 1.5 stalls per dwelling unit. (Ord. 3288 §51, 2007)

17.05.1050: BASIC DEVELOPMENT STANDARDS; SETBACK AND SCREENING FROM RESIDENTIAL DISTRICTS:

- A. Setbacks From Residential Districts: All uses in an NC district that are adjacent to a residential zoning district must have a minimum eight inches (8") of horizontal distance for every foot of building height.
- B. Screening From Residential Districts: Any use within an NC district that is adjacent to a residential district must have a ten foot (10') wide (minimum) planting strip containing evergreen trees along the area bordering the two (2) districts. The trees must be at least fifteen feet (15') tall at time of planting and be planted no more than twenty five feet (25') apart. (Ord. 3288 §52, 2007)

17.05.1080: LIMITED HOURS OF OPERATION:

Nonresidential uses may only be open for business between the hours of six o'clock (6:00) A.M. and ten o'clock (10:00) P.M. (Ord. 3288 §55, 2007)

17.06.630: ACCESSORY STRUCTURE CRITERIA:

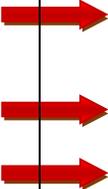
A. Subject to subsection B of this section, a structure shall be considered to be accessory to and shall not be subject to the same site performance standards as the principal structure on the same lot if one or more of the following conditions applies:

- 1. The structure is detached and separated from the principal structure by six feet (6') or more.
- 2. The structure is attached to the principal structure by a breezeway roof with an intervening space of five feet (5') or more, and the space is open on at least two (2) sides.
- 3. The structure is a private storage garage, fuel storage shed, private noncommercial greenhouse, or a child's playhouse, per subsection 17.06.495C1 of this chapter.



B. A structure shall not be considered to be accessory and shall be subject to the same site performance standards as a principal structure on the same lot if one or more of the following conditions apply:

- 1. ~~The structure is part of or joined to the principal structure by a common wall, or is not separated by more than six feet (6').~~
- 2. The structure has sleeping or living accommodations, in which case the structure must comply with the requirements for an accessory dwelling unit. (Ord. 3639, 2019)



Formatted: Font color: Auto

Formatted: Font color: Auto

Formatted: Font color: Auto

Formatted: Font color: Auto, Strikethrough

Formatted: Font color: Auto

Formatted: Font color: Auto, Strikethrough

Formatted: Font color: Auto, Strikethrough

Formatted: Font color: Auto

II. REQUIRED OFF STREET PARKING SPACES

17.44.030: RESIDENTIAL USES:

Unless otherwise allowed by the relevant zoning or overlay district, the following off street parking is required for all residential uses:

	Residential Uses	Requirement
A.	Detached housing, single- family	2 spaces per dwelling unit
B.	Detached housing, group	0.50 space per sleeping room
C.	Duplex <u>and twin home</u> housing	2 spaces per dwelling unit
D.	Multiple-family housing:	
	1. Studio units	1 space per unit
	2. 1 bedroom units	1.5 spaces per unit
	3. 2 bedroom units	2 spaces per unit
	4. 3 bedroom units	2 spaces per unit
	5. More than 3 bedrooms	2 spaces per unit
E.	Mobile homes:	
	1. For 8 or fewer units per acre individually sited or in a mobile home subdivision	2 spaces per dwelling unit
	2. Mobile home parks	1 space per dwelling unit and 1 visitor space per 2 dwelling units

F.	Home occupation daycare facility	Parking shall be as required for the principal residential use and shall be paved, plus there shall be a specified area or plan for the safe loading and unloading of children
G.	Boarding house (greater than 2 rooms)	Parking shall be 0.50 space per rented sleeping room in addition to the basic residential requirement
H.	Elderly housing	0.50 space per dwelling unit

(Ord. 3560, 2017)

17.44.070: SERVICE USES:

← Unless otherwise allowed by the relevant zoning or overlay, one space for each ~~two~~ three hundred and ~~thirty~~ (200) (330) square feet of floor area; ~~plus one space for each office~~ shall be required.

	<u>Service Activity</u>	<u>Requirement</u>
A.	Professional and administrative office (excluding medical and healthcare practitioners)	1 space for each 330 square feet of floor area
B.	Medical and healthcare practitioners	1 space for every 330 square feet of floor area
C.	Veterinary office	1 space for every 330 square feet of floor area
D.	Hotel/motel	1 space for each room or unit; plus as required for accessory uses, such as restaurants, meeting halls, etc.
E.	Automotive fleet storage	1 space for each fleet vehicle stored
F.	Automotive parking	None required
G.	Automotive rental	None required
H.	Automotive repair and cleaning	2 spaces for each repair or cleaning bay
I.	Auto camp/RV park	1 space for each trailer/tent or RV space
J.	Building maintenance	1 space for every 500 square feet of floor area

K.	Business support services	1 space for every 500 square feet of floor area
L.	Communication services	1 space for every 600 square feet of floor area
M.	Consumer repair services	1 space for every 500 square feet of floor area
N.	Convenience services	1 space for every 330 square feet of floor area
O.	Banks/financial services	1 space for each 330 square feet of floor area
P.	Funeral services	1 space for every 10 fixed seats
Q.	General construction services	1 space for every 330 square feet of floor area
R.	Group assembly:	
	1. Bowling alleys	2 spaces for each alley
	2. Theaters, auditoriums, and stadiums	1 space for each 10 fixed seats
	3. All other group assembly	1 space for each 200 square feet of floor area over 1,000 square feet
S.	Laundry services	1 space for every 330 square feet of floor area
T.	Personal	1 space for each 330 square feet of floor area
U.	Commercial recreation:	
	1. Fitness center	1 space for each 400 square feet of floor area
	2. Marina	1 space for each 10 boat slips
	3. For all other commercial recreation	1 space for each 330 square feet of floor area
V.	Adult entertainment:	
	1. Theater or minitheater	1 space for each 10 fixed seats
	2. Bookstores or arcades	1 space for each 330 square feet of floor area

 Parking shall be calculated by each use on the lot and on each use located with a building, based on the Floor Plan that is submitted.

 **17.44.130: CHANGE OR INCREASE IN USE OF PROPERTY:**

Parking, which meets the requirements of this chapter, shall be provided whenever the occupancy or use of any premises is changed to a different use or the existing use is intensified. This provision shall not apply to the addition of rooms or other alterations of single family dwellings nor to any addition or alteration of any building required to meet the requirement of federal law including, but

not limited to, the Americans with disabilities act (ADA). (Ord. 2701 §3, 1995: Ord. 2070 §5, 1987: Ord. 1764 §2(part), 1982)



16.35.010: APPLICABILITY:

This chapter applies to any subdivision for condominium ownership purposes if the condominium plat is located on a single lot and consists of a division of three or more units without a division of the land on which the structure or structures are located. If the condominium plat does not meet these criteria, it must be approved as a formal or short plat depending on the number of lots created. (Ord. 3485, 2014)

16.35.020: APPLICATION REQUIREMENTS:

A request for condominium plat approval must be submitted to the planning director and contain or be accompanied by the information contained in sections [16.20.030](#) and [16.25.010](#), and [chapter 16.50](#) of this title. A condominium plat application will not be processed until all maps and information required by this chapter and chapters 16.20 and 16.50 of this title have been filed, checked and accepted by the city engineer. (Ord. 3485, 2014)

16.35.030: REQUIRED IMPROVEMENTS:

Street, curbing, water, sanitary sewer and storm sewer improvements are not required as part of a condominium plat. However, required public improvements will be included as part of any building permit issued for a condominium project. (Ord. 3485, 2014)

16.35.040: APPROVAL OF CITY ENGINEER:

A. The city engineer will only approve and affix his certificate of approval on the plat if he or she finds that the plat conforms with the requirements of this chapter and subsection [16.50.040B](#) of this title.

B. If the city engineer finds that the criteria required by this chapter have not been met, he or she may either disapprove the application or require the applicant make the necessary changes to allow approval. If the application is denied by the city engineer, the applicant may file a preliminary formal or short plat with the planning director in accordance with the provisions of this title. (Ord. 3485, 2014)

16.35.050: APPROVAL BY CITY COUNCIL:

A. Once the completed application has been checked and approved by the city engineer, the condominium plat will be placed on the next regularly scheduled city council agenda for approval. The applicant will be notified of the date of the city council hearing once it is scheduled.

B. Following review by the city council, the applicant will be notified in writing of the decision of the city council. (Ord. 3485, 2014)

16.35.060: MAP; COPY DISTRIBUTION:

One print and the original of the approved map will be returned to the applicant who must submit the original to the Kootenai County recorder for filing and recording. (Ord. 3485, 2014)



Memos

Single Family Detached - Sean Holm

This Page Intentionally Left Blank

MEMORANDUM

PLANNING & ZONING COMMISSION WORKSHOP

FROM: SEAN E. HOLM, SENIOR PLANNER
DATE: DECEMBER 10, 2024
SUBJECT: EVALUATION OF CODE SECTION ON SPECIAL USE PERMITS FOR SINGLE-FAMILY DETACHED HOUSING RESTRICTIONS

INTRODUCTION:

The Planning and Zoning Commission has identified recurring contention and potential legal challenges concerning the single-family detached housing only Special Use Permit (SUP) and has requested an analysis of the pros and cons of removing this section. The purpose of this segment of the workshop is to foster a focused discussion on whether to retain, amend, or eliminate the existing code restricting development to single-family detached housing only through the current tool of a petition-based neighborhood sponsor that makes application by way of a SUP.

This memo evaluates the code section permitting neighborhoods to request an SUP to restrict development to single-family detached housing. In addition, following the pros and cons of the existing tool, staff has reviewed whether or not this specific tool would be better suited as an action within the framework of a zoning request, in light of Idaho State Code, which would seek formal approval from the City Council following a recommendation from the Planning and Zoning Commission.

CODE OVERVIEW:

The current code allows a neighborhood sponsor, defined as 66% of property owners owning 66% of the affected property, to petition for a special use permit restricting development within an area to single-family detached housing. This process applies to areas of at least 1.5 gross acres and uses specific boundaries such as streets or rear lot lines and is applicable to R-8 and R-12 zoned properties.

17.05.090 & 17.05.170 (B): GENERALLY:

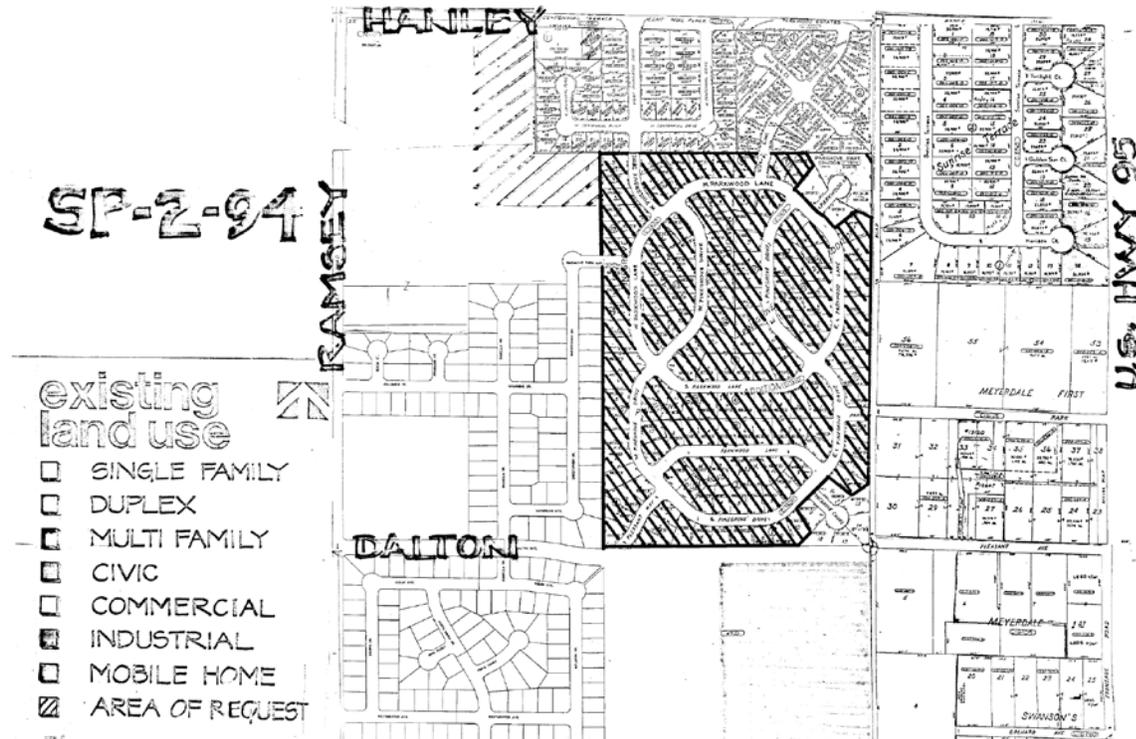
In this district a special use permit, as prescribed in chapter 17.09, article III of this title, may be requested by neighborhood sponsor to restrict development for a specific area in single-family detached housing. To constitute neighborhood sponsor, sixty six percent (66%) of the people who own at least sixty six percent (66%) of the property involved must be party to the request. The area of the request must be at least one and one-half (1-1/2) gross acres bounded by streets, alleys, rear lot lines or other recognized boundary. Side lot lines may be used for the boundary only if it is also the rear lot line of the adjacent property.

HISTORY:

Special Use Permit applications for a single family detached only designation are a rare occurrence in the city. To date, there has been three requests for this specific action: Pinegrove Park (1994), Ft. Grounds (2013-14), and Thomas Park (2024). The first two of these requests were ultimately approved, while the third most recent request was denied. Mid-stream in the Ft. Grounds request there was a code change made that lowered the bar in the threshold to qualify. Prior to 2013, city code required the neighborhood sponsor to prove there was both 75% of the subject area as well as 75% of the owners in agreement to

sign on as “parties to the request”. This changed to 66% for both hurdles, in 2013, when City Council approved ordinance 3474. The minimum requirement for one-and-a-half acres (1.5 ac) as a whole remains the same.

Pinegrove Park (1994: Approved):



Ft. Grounds (2013-2014: Approved):



Thomas Park (2024: Denied):



PROS OF REMOVING THE CODE:

More Housing Options: Getting rid of the restriction would allow for a mix of housing types, which could help make homes more affordable and address the need for more housing.

Less Conflict: These requests often spark strong support and opposition. Removing the process would reduce these heated debates and create a more cooperative atmosphere.

Better Alignment with City Goals: Removing the restriction would make it easier to meet city goals for growth and housing variety as described in the 2042 Comprehensive Plan's Future Land Use Map and Policies.

Streamlined Processes: Staff would spend less time handling these complicated and controversial applications, freeing them up for other work.

Adaptable Housing Market: Developers could respond more easily to changing housing needs and market demands.

CONS OF REMOVING THE CODE:

Less Say for Neighbors: Residents might feel like they have less influence over what happens in their neighborhoods, which could lead to frustration or complaints.

Change in Neighborhood Character: Without this restriction, neighborhoods might see denser developments that don't match the existing character.

Need for Additional Code Updates: Taking out the restriction could require adjustments to other parts of the zoning code, which would take time and resources.

Loss of a Tool for Neighborhood Unity: The current code gives neighborhoods a formal way to come together and guide what gets built. Removing it would take that option away, other than potentially requesting a zone change or the property owners imposing their own deed restriction.

ANALYSIS OF THE SUP AS A DE FACTO ZONE CHANGE:

Definition and Purpose of Special Use Permits (SUPs):

Under Idaho State Code (§67-6512), special use permits are intended to allow uses that may not be appropriate under all circumstances in a specific zone but can be made compatible through conditions or restrictions. The key distinction is that SUPs are typically designed to accommodate specific uses or development parameters, not to fundamentally alter the base zoning of an area.

Issue Identified: Restricting all development within a defined area to single-family detached housing goes beyond accommodating a specific use. It effectively creates a new land-use designation, which closely resembles the intent of a zone change rather than an SUP. This distinction may conflict with the statutory intent of SUPs under Idaho law.

Definition and Purpose of Zone Changes:

Idaho State Code (§67-6511) governs zoning map amendments (zone changes). Zone changes are the proper mechanism for altering the underlying development rights or allowable uses within a district. They require compliance with the city's comprehensive plan, public notice, hearings, and findings of fact.

Comparison to SUPs: Unlike zone changes, SUPs are not intended to permanently alter the fundamental zoning framework. The use of an SUP to restrict development to single-family detached housing may circumvent the procedural safeguards and broader community input typically required for a zone change.

Legal and Procedural Risks:

Using an SUP to restrict development type could expose the city to potential legal challenges. Opponents might argue:

- **Improper Use of Authority:** The SUP is being used inappropriately to achieve zoning outcomes.
- **Decision-Making Authority and Public Input:** Unlike a zoning map amendment, where City Council serves as the final decision-maker with mandatory public hearings, the special use permit (SUP) process typically concludes at the Planning Commission unless an appeal is filed. Zoning changes provide two guaranteed opportunities for public input—one with the Planning Commission and one with City Council—ensuring greater transparency, accountability, and public engagement compared to the SUP process.
- **Comprehensive Plan Inconsistency:** If the comprehensive plan calls for mixed-use or higher-density development in the area, this SUP-based restriction has a high potential to conflict with the plan and Future Land Use Map, leading to further policy misalignment.

Precedents and Best Practices:

Other municipalities in Idaho and beyond typically address such issues through rezoning or overlay zones, where neighborhood input and comprehensive plan compliance are explicitly part of the process. This ensures clarity, transparency, and adherence to statutory requirements.

RECOMMENDATIONS FOR RESOLVING THE CHALLENGE:

1. Clarify the Intent of the Code:

If the purpose is to allow neighborhoods a say in restricting development types, consider whether this should be achieved through a zoning overlay or neighborhood conservation district, or simply a zone change to a different existing zoning district, rather than through an SUP.

2. Align with Idaho State Code:

Evaluate whether the current practice aligns with the statutory definitions and purposes of SUPs. If not, a code amendment may be necessary to address this discrepancy.

3. Consider a Zone Change Process:

Transition requests of this nature to a rezoning or overlay zone process, which would provide a clearer framework for managing neighborhood input and aligning with comprehensive planning goals.

4. Amend the SUP Process:

Allow for the single-family detached only SUP, but increase the threshold back to the previous level of 75% of the subject area as well as 75% of the owners in agreement, and require notarized signatures for all persons signing as neighborhood sponsors.

CONCLUSION:

The current single-family detached only housing code section reflects a balance between community-driven planning and regulatory oversight. However, its repeated contentious application suggests it may not fully serve the city's broader planning objectives and goals for meeting housing needs. The current SUP process appears to operate in a gray area between special use permitting and zoning changes, creating potential inconsistencies with Idaho State Code. Revising the code to better align with statutory definitions and intent, while preserving meaningful neighborhood input, could resolve this challenge and provide a more robust and defensible planning framework.

WORKSHOP DISCUSSION:

The Planning and Zoning Commission will discuss and provide input on potential paths for the code governing special use permits (SUPs) for single-family detached housing:

- Retain the current process;
- Amend the SUP code;
- Eliminate the SUP option; or
- Recommend an alternative path as a zoning action (overlay/neighborhood conservation)

The purpose of this workshop is to facilitate a discussion of the issue. No formal decisions or actions will be made.

This Page Intentionally Left Blank



Memos

Multifamily, Including Condos

Hilary Patterson

This Page Intentionally Left Blank

MEMORANDUM

PLANNING & ZONING COMMISSION WORKSHOP

FROM: HILARY PATTERSON, COMMUNITY PLANNING DIRECTOR
DATE: DECEMBER 10, 2024
SUBJECT: CONSIDERATION OF DESIGN AND PERFORMANCE STANDARDS FOR
MULTIFAMILY, INCLUDING CONDOMINIUMS AND TOWNHOMES

INTRODUCTION

The current Commercial Design Guidelines don't specifically address multifamily projects; however, they are the only guidelines that remotely apply to such projects. There is a need to have design and performance standards that are specific to apartments, condominium projects and townhouse projects. There have been challenges with the design of proposed, approved and constructed projects that do not consider design aesthetics for things such as mini splits or wall A/C units, connections to adjacent commercial uses and public open space areas, visitor parking, accessible units, zero entry units, and units with visitability (accessibility for disabled visitors) performance standards on the first level (zero entry, wider doorways and restroom), ADA parking stalls, green space and buffering, etc. Drive aisles are frequently utilized which can skirt Zoning Code requirements for frontage, street trees, landscaping and sidewalk performance standards. Additionally, there is a loophole in the code that is being used to reduce parking for townhouse projects that was designed for apartments where there is shared parking, rather than parking for individual units. Other performance standards that are lacking from the code include: snow storage, on-site green space and amenities for residents (e.g., play areas for children or green space for pets, on-site trails), trash enclosures versus individual totes and placement of trash enclosures, dead-end streets without the requirement for secondary access, and all buildings looking identical.

Staff would like to implement design and performance standards to address these concerns.

The City of Auburn, WA has adopted design standards for Multi-Family and Mixed Use Developments that are worth considering (see attached). Auburn has a maximum length of 500 feet for interior drive aisles (although they allow it to be broken up with a pedestrian walkway and not necessary require a secondary access, which we want to require. They *encourage* units to have their entrance and front façade oriented toward a traditional street system. Staff has not yet checked Auburn's zoning and subdivision standards to see if they have any further provisions to prevent dead-end drive aisles.

The Building Code requires 2% of the units within an apartment complex to be accessible. There are three types of accessibility – Type A (ADA), Type B (front door is accessible and the option to modify the unit to be fully accessible) and Type C (Visitable). According to Ted Lantzy, Building Official, the Building Code could be used for optional Type C dwelling units for a reference for design standards, but would not fully meet the intent of an accessible first floor because it exempts the accessible restroom on the first floor if the space is small, which is commonly the case in townhouse construction where the first floor is really just an entry with a coat closet and stairs to the upper levels. See image below from a recent townhouse project. The applicable section of the Building Code (2009 ICC A117.1, Chapter 10. Dwelling Units and Sleeping Units for 1005 Type C (Visitable) Units) is attached.

Visitability is a design approach for housing that allows people who use wheelchairs or other mobility devices to visit. Visitability focuses on features that guests would use, such as the entrance, hallways, and bathroom on the main floor. Common features include:

- At least one accessible route into the dwelling
- Accessible entrance doors
- Hallway widths of at least 32 inches
- A wheelchair accessible bathroom on the main floor

Possible Design and Performance Standard Considerations:

- Clarifying drive aisle versus private street
- Adding a maximum length of drive aisle or trigger secondary access (a certain number of units would also trigger a secondary connection)
- Clarify parking calculations – can only average the number of spaces if they have parking that is accessible to everyone in the development
- Add visitor parking requirement unless on a street with on-street parking
- Landscaping for front yards of site, private drive aisles and private streets
- Consider green space, trail/open space amenity
- Add snow storage requirement
- Trash enclosure versus individual totes
- Design standards so all buildings don't look the same?
- Prohibit Mini Splits and Wall Mounted A/C units that are visible from street frontages and require that wall and roof mounted equipment is screened with architectural features
- Percentage of accessible (Type C) units and ADA parking
- Doors/front/orientation of building(s) facing the public street (to address blank walls)
- Glazing requirement for townhouses/apartments versus commercial buildings

Should there be a consideration to allow for some exceptions to the standards if they deed restrict housing to 80-120% AMI, provide annual reports, and work with a local housing provider for management?

ANALYSIS

Staff utilized ChaptGPT to help provide insight into some of these common challenges. The following information was provided from ChatGPT responses to staff prompts.

Max driveway length, parking

To address the issue of long extended driveways serving townhomes, creating problems with access and utility dead ends, it is important to set clear length limitations and connectivity requirements. Here's a structured approach:

1. Length Limitation for Driveways

- **Recommended Length:** A maximum driveway length of **150 to 200 feet** is often recommended. This length strikes a balance between maintaining access for emergency vehicles and avoiding excessive infrastructure dead ends.

- **Justification:** Beyond 150-200 feet, long driveways tend to increase risks related to emergency access, maintenance challenges for utilities (e.g., sewer and water lines), and complications for trash collection and snow removal. Dead-end utilities in these cases are harder to maintain and less efficient.

NOTE: Auburn, WA utilizes 500 foot as the maximum length for interior drive aisles

2. Connectivity Requirement (Right-of-Way Circulation)

- **Additional ROW Connection:** For any subdivision with more than **4 to 6 units**, I recommend requiring an additional right-of-way (ROW) connection to ensure circulation and access. Specifically:
 - For every **6-8 units**, an additional vehicular or pedestrian ROW connection should be required.
 - This connection could be a public alley or even a shared access lane that links to another street or adjacent development.
- **Justification:** This improves access for emergency services, reduces bottlenecks, and allows for better utility connections (looped systems for water and power), which increases the resilience and efficiency of the infrastructure.

NOTE: ChatGPT's recommendation for 6-8 units may be too low of a number, if it is a vehicular connection. Consider what is the appropriate number of units for these right-of-way connections.

Parking Ratios Based on Number of Bedrooms Per Unit

Determining an appropriate parking ratio for multi-family developments is critical to balancing resident needs with land use efficiency. Here's a general approach:

1. Parking Ratio Based on Number of Bedrooms per Unit

A parking ratio based on the number of bedrooms is often the most effective way to allocate parking in multi-family developments. This accounts for varying needs of different household sizes.

- **Studio/1-Bedroom Units:**
 - **1.0-1.25 parking spaces per unit.**
 - These units generally cater to singles or couples, so a lower parking ratio is appropriate.
- **2-Bedroom Units:**
 - **1.5-2.0 parking spaces per unit.**
 - Households with 2 bedrooms often have small families or roommates, thus necessitating additional parking.
- **3+ Bedroom Units:**
 - **2.0-2.5 parking spaces per unit.**
 - Larger households tend to have more vehicles due to more drivers. Hence, a higher parking allocation is needed to avoid overflow onto streets.

Justification: This tiered parking ratio ensures that parking is scaled appropriately to household size, avoiding over-parking (which consumes unnecessary land) or under-parking (which leads to neighborhood congestion).

2. Visitor Parking Requirements

Visitor parking is an important component of a well-functioning residential area, as it prevents overflow into neighboring streets and ensures that guests can park conveniently.

- **General Visitor Parking Ratio:**
 - A good rule of thumb is **0.15-0.25 visitor spaces per unit**.
 - For example, in a 20-unit development, this equates to **3-5 visitor parking spaces**.
- **Minimum Allocation:**
 - Regardless of unit count, developments should provide a minimum of **3-5 visitor spaces**, especially for small developments.
- **Special Considerations:** Larger developments or those with amenities like pools, community centers, or recreational areas should increase their visitor parking ratio to accommodate potential guests. An example could be **0.3-0.4 spaces per unit** in such cases.

Justification: Providing visitor parking at this level reduces street parking congestion while maintaining a manageable parking footprint.

Summary Recommendations:

- **Studio/1-Bedroom Units:** 1.0-1.25 spaces per unit
- **2-Bedroom Units:** 1.5-2.0 spaces per unit
- **3+ Bedroom Units:** 2.0-2.5 spaces per unit
- **Visitor Parking:** 0.15-0.25 spaces per unit (3-5 spaces minimum, depending on the scale of the development)

This approach balances resident needs, guest accommodations, and land use efficiency, providing adequate parking without excessive land consumption.

Visitor Parking for Townhouse Developments without Shared Parking:

For townhouse developments where there isn't shared parking available (as opposed to apartments or other multi-family developments), visitor parking becomes even more critical due to the lack of common parking areas. Here's a more tailored recommendation:

Visitor Parking in Townhouse Developments

Since townhomes typically have private garages or driveways, visitor parking often falls to on-street options, which can be limited in dense developments. To mitigate this, visitor parking must be more deliberately planned.

Recommended Visitor Parking Ratio

- **Ratio for Townhomes:**
 - **0.25-0.35 spaces per unit** for visitor parking.
 - For a development with 20 townhomes, this would equate to **5-7 visitor spaces**.

Justification:

- **Street Parking Limitations:** In townhouse developments, if on-street parking is limited or restricted, providing additional visitor spaces within the development ensures that guests don't need to park far away or resort to informal parking solutions.
- **No Shared Parking Options:** Unlike apartments with shared lots, townhomes rely more heavily on dedicated visitor spaces since private garages are intended for residents only, leaving less flexibility.

Location and Design Considerations:

- **Distributed Visitor Parking:** Ensure visitor parking is distributed throughout the development rather than clustered in one area. This prevents guests from having to walk long distances to access homes.
- **Layby Parking:** Consider layby (pull-in) parking spaces alongside streets or drive aisles within the development. This allows for efficient use of space without needing dedicated lots.

Minimum Allocation

Regardless of unit count, developments should provide a minimum of **4-5 visitor parking spaces** to ensure a reasonable amount of availability even for smaller projects. If the development features more than 20 units, the visitor parking ratio should scale accordingly.

Summary for Townhouse Developments:

- **Visitor Parking Ratio:** 0.25-0.35 spaces per unit.
- **Minimum Visitor Spaces:** 4-5 spaces minimum, scaled up for larger developments.
- **Distribution:** Spread visitor parking throughout the development to ensure convenient access for all units.

This approach reflects the specific needs of townhouse developments where the absence of shared parking increases the demand for well-planned, dedicated visitor spaces.

FEEDBACK REQUESTED ON THE FOLLOWING DESIGN AND PERFORMANCE STANDARDS FOR MULTIFAMILY AND TOWNHOMES:

1. Length Limitation for Driveways
2. Driveway versus a private street
3. Connectivity Requirement (Right-of-Way Circulation) - vehicles and pedestrians

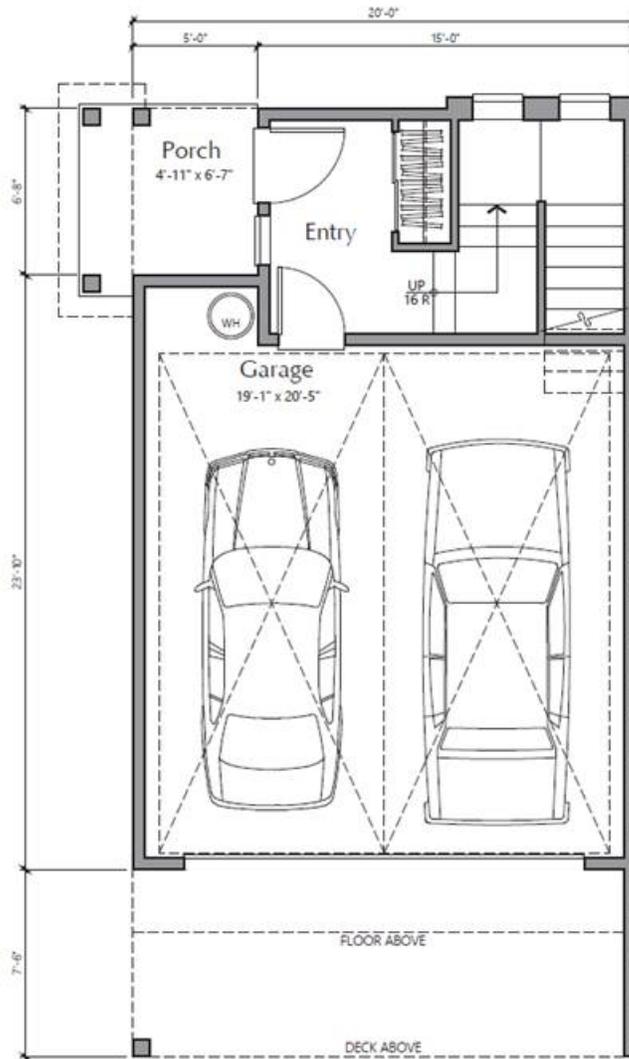
4. Accessibility/Visitability for a certain percentage of units
5. Parking Requirements
 - a. Parking Ratio Based on Number of Bedrooms per Unit
 - b. Visitor Parking Requirements
 - i. Apartments
 - ii. Townhomes
 - c. ADA parking
6. Landscaping Requirements for Front Yards of site and along private streets and drive aisles
7. Green spaces and amenities for residents
8. Snow storage requirement
9. Trash enclosure versus individual totes
10. Requirement for some variation in building design?
11. Wall mounted and Rooftop Equipment
12. Doors/Front/Orientation of building(s) facing public streets (address Blank walls)
 - a. Townhomes
 - b. Apartments
13. Glazing requirement
 - c. Townhomes
 - d. Apartments

CONCLUSION

The current Zoning Code, Building Code and Commercial Design Guidelines do not provide enough specificity for apartments, townhouse developments and condominiums (outside of the Downtown). Staff would like input from the Planning and Zoning Commission to help guide a future code amendment and design guidelines specific to multifamily housing developments.

Attachments:

- Auburn, WA – Multiple Family & Mixed-Use Design Standards
- Building Code – Type C (Visitable)



TH-4 LOWER LEVEL PLAN

1/4" = 1'-0"

	Heated SF		Unheated SF	
	Inside Face*	Outside Face*	Inside Face*	Outside Face*
Basement	73	80	420	33
First Floor	627	664	0	92
Second Floor	725	739	0	0
Third Floor	381	421	0	0
Total SF	1806	1904	420	125

* Side of exterior walls to which area was measured

This Page Intentionally Left Blank

Multi-Family & Mixed-Use Developments

Design Standards

ADOPTED JULY 12, 2010



Please note: Pictures and graphics presented in this document are for non commercial, informational, and reference purposes only. They should not be construed by users of this document as a form of regulation and are only intended to guide users in understanding the standards contained herein.

TABLE OF CONTENTS

INTRODUCTION	1
DEFINITIONS	3
CHAPTER 1: SMALL MULTI-FAMILY DEVELOPMENT	6
A multi-family building comprised of three or four dwelling units i.e triplex or fourplex building	
A. Architecture	6
1. Roofs and Rooflines	6
2. Facades	6
<i>Front Facade</i>	
<i>Other Facades</i>	
3. Entryways and Garages	7
CHAPTER 2: LARGE MULTI-FAMILY DEVELOPMENT	9
A multi-family building comprised of five or more dwelling units or a multi-family development with more than two buildings	
A. Architecture	9
1. Roofs and Rooflines	9
2. Façades	9
<i>Building Massing and Form</i>	
<i>Articulation</i>	
3. Entryways	11
B. Site Planning	12
4. Building Siting and Orientation	12
<i>Courtyards</i>	
<i>Traditional Street System</i>	
5. Neighborhood Context	14
6. Access, Circulation and Parking	14
<i>Access</i>	
<i>Circulation</i>	
<i>Parking</i>	
<i>Parking Structures</i>	
7. Service Areas and Fencing	17
<i>Trash and Service Areas</i>	
<i>Fencing and Screening</i>	
C. Common Space	18
8. Defensible Space (Crime Prevention Through Environmental Design - CPTED)	18
9. Signage	18

CHAPTER 3: MIXED-USE DEVELOPMENT	19
A. Architecture	19
1. Roofs and Rooflines	19
2. Façades	20
<i>Building Massing and Form</i>	
<i>Articulation</i>	
<i>Materials</i>	
<i>Ground Floor Details</i>	
3. Entryways	23
B. Site Planning	24
4. Building Siting and Orientation	24
<i>Mix of Land Uses</i>	
<i>Compact Development</i>	
<i>General</i>	
5. Neighborhood context	25
6. Access, Circulation and Parking	26
<i>Access</i>	
<i>Circulation</i>	
<i>Parking</i>	
<i>Parking Structures</i>	
<i>Bike Parking</i>	
7. Service Areas and Fencing	30
<i>Trash and Service Areas</i>	
<i>Fencing and Screening</i>	
C. Common Space	32
8. Multi-use space(s)	32
9. Defensible Space (CPTED)	33
10. Signage	33
Chapter 4: ALL DEVELOPMENT	35
A. Architecture	
1. Green Building	35
2. Mechanical Equipment Screening	35
<i>Ground Mounted Equipment</i>	
<i>Rooftop Mechanical Equipment</i>	
B. Site Design	38
3. Green Site Design	38

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

C. Common Space	40
4. Landscaping	40
5. Lighting	41

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

	Architecture	Site Planning	Common Space
Small Multifamily			
Components	Roofs and Rooflines <ul style="list-style-type: none"> - Roof form - Roof line Façades <ul style="list-style-type: none"> - Front Façade - Other Façades Entryways and Garages	Refer to ACC 18.07.030 – Residential Zone Development Standards	N/A
Large Multifamily			
Components	Roof and Rooflines <ul style="list-style-type: none"> - Room Form - Roof line Façades <ul style="list-style-type: none"> - Building massing and Form - Articulation Entryways	Building Siting and Orientation Neighborhood Context Access, Circulation, & Parking Service Areas and Fencing <ul style="list-style-type: none"> - Trash and Service Areas - Fence and Screening 	Defensible Space (CPTED) Signage
Mixed-Use			
Components	Roof and Rooflines <ul style="list-style-type: none"> - Roof Form - Roof line Façade <ul style="list-style-type: none"> - Building massing and Form - Articulation - Ground floor details Entryways	Building Siting and Orientation <ul style="list-style-type: none"> - Mix of Land Uses - Compact Development - General Neighborhood Context Access, Circulation, & Parking Service Areas and Fencing <ul style="list-style-type: none"> - Trash and Service Areas - Fence and Screening 	Plazas and Courtyards Defensible Space (CPTED) Signage
All Development			
Components	Mechanical Equipment Screening <ul style="list-style-type: none"> - Ground Mounted Equipment - Rooftop Mechanical Equipment Green Building	Green Site Design	Landscaping Lighting

Purpose

The design standards contained in this document are intended to be consistent with and implement the policies of the Comprehensive Plan. The purposes of these design review standards are to:

- Foster good decision-making for multi-family and mixed-use development in architectural and site design within the context of the community's built and natural character, scale and diversity;
- Promote the scale of buildings, the configuration of open space, and parking areas for multi-family and mixed-use development to safely and comfortably accommodate pedestrian and other non-motorized activities;
- Discourage placement of multi-family and mixed-use complexes around large expanses of paved vehicular circulation and parking without providing adequate places for recreational and activities;
- Discourage monotony in building design and in the arrangement of multi-family and mixed-use complexes, while promoting harmony among distinct building identities;
- Mitigate, through design and site planning measures, the visual impact of large building facades, particularly those which have high public visibility (these standards encourage creative use of materials, architectural design, and landscape features so as to reduce the actual and perceived scale and bulk of multi-family and mixed-use structures); and
- Achieve a more sustainable environment through the promotion of environmentally conscious site design, building design, construction practices and operational methods.

Applicability

- The following development activities, including all related site improvements, are subject to the design standards pursuant to the provisions of ACC 18.31.200. Multi-family Development inclusive of triplexes and fourplexes in all zoning districts in the City where permitted outright or as a conditional use and not otherwise addressed through the City's infill design standards;
- Mixed-Use Residential Development. Mixed-use development containing residential living units in all zoning districts in the City where permitted outright or as a conditional use; and
- Retirement Apartments, Congregate Living Facilities and Senior Housing Complexes in all zoning districts in the City where permitted outright or as a conditional use.

Exemptions

The Multi-Family and Mixed-Use Development Standards are not applicable where other design standards and guidelines are approved by the City Council including but not limited to the Downtown Urban Center Design Standards, the Auburn Junction Design Guidelines, and Lakeland Hills South Architectural Design Guidelines, or where an applicant has voluntarily agreed to comply with the City's infill design standards or flexible development design standards.

The following activities, as determined by the Planning Director, shall be exempt from the provisions of the Design Standards

- Any building activity that does not require a building permit; or
- Interior construction work which does not alter the exterior of the structure; or

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

- Normal or routine building and site maintenance/repair that is exempt from permit requirements including the repair or maintenance of structural members unless it changes the appearance of the building or site that was previously approved under these standards; or
- Interior alterations that do not alter the exterior appearance of a structure or modify an existing site condition; or
- Site and exterior alterations that do not cumulatively exceed 10 percent of the assessed valuation of the building or land per the most recent county records; or
- Building additions that are less than 10 percent of the existing floor area of the existing building. Any cumulative floor area increase from the adoption date of the ordinance establishing these design standards that totals more than 10 percent shall not be exempt unless the Planning Director determines compliance with these standards would be unfeasible and/or unreasonable.

Administration

The “City of Auburn Multi-Family & Mixed-use Design Standards” is adopted by reference in Section 18.31.190 (Multi-Family Development & Mixed-Use Development Design Standards and Procedures) of the Auburn City Code. A copy of the Design Standards shall be maintained by the City Clerk. This document contains standards for development of the built environment pertaining to multi-family and mixed-use development in applicable City zoning districts. The Planning Director or designee has the authority to apply the standards to specific development proposals. The Planning Director or designee also has the authority to vary from these standards if the development provides equivalent design or approximate dimensions or if there are unique site design considerations that in the Director’s determination warrant a deviation. These standards may be amended upon approval by the Planning and Community Development Committee of the Auburn City Council.

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

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.

active play area	An area no smaller than 12 feet by 12 feet containing recreational facilities such as children's play area, basketball court or volleyball court, or other facility that promotes outdoor sports.
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.
balustrade	A row of balusters or columns topped by a rail, serving as an open parapet, as along the edge of a balcony, terrace, bridge, staircase, or the eaves of a building.
bay window	A compartment projecting outward from the wall of a building and containing a window or windows.
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 contribute 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.
facade	The exterior face of a building which is given special architectural treatment.
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.

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

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.
frontage	The area on a piece of property that lies adjacent to the street; the area between the street and the main entrance to the building; the front facade of a building where the main entrance is located.
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.
large multi-family	A multi-family building comprised of five or more dwelling units or a multi-family development with more than two buildings.
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 of 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 face.
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.
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

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

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 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 “public plaza” “village green”, “pedestrian-oriented space(s)”, “parkway”, “trail corridor”, “garden area”, or other types of common space
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 an area along the entire width of a parcel within which no building or structures may be permitted except as required for public utilities.
small multi-family	A multi-family building comprised of three or four dwelling units i.e triplex or fourplex building
soil amendments	Elements added to the soil, such as compost, peat moss, or fertilizer, to improve its capacity to support plant life.
streetscape	The appearance achieved along an arterial or collector street 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.
tile/tilework	A flat or curved piece of fired clay, stone, or concrete usually used for roofs, floors or walls and as an ornamental element.
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 city through the establishment of guidelines that express a concern for the location, mass, and design of various urban components.
view corridor	The line of sight with respect to height, width, and distance of an observer.

CHAPTER 1: SMALL MULTI-FAMILY DEVELOPMENT

TRIPLEX OR FOURPLEX BUILDING

A. ARCHITECTURE

1.1 Roof and Rooflines

Objective: Create variety in the design, scale and visibility of roofs and rooflines

1.1.1 Flat roof lines must include parapet walls as a design feature or a distinct eave and cornice line.

1.1.2 All other rooflines shall have variation in the ridgeline by employing one or more of the following techniques:

1. roof hips
2. sloped offsets
3. other similar building design features



Flat roof with cornice line



Variation in roofline

1.2 Facades

Objective: To provide for architectural relief and variety on all sides of triplex and fourplex buildings.

Front Façade

1.2.1 In order to establish architectural relief and variety which is consistent with and complimentary to the scale of single-family houses, at least three of the following architectural design features listed below shall be utilized on the front facade:

1. Modulating building facade with vertical intervals no wider than 24 feet with at least a two-foot offset between each interval;
2. Provide extensions to the building, through angled facets, bay windows, covered entrances, or other similar features projecting out from the front facade at least two feet (subject to zoning code setbacks and allowable projections within required setbacks);

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

3. Between stories of a building, a horizontal change in materials separated by continuous horizontal trim bands, or a recess or projection of at least two feet (option only applies to multistory buildings);
4. Garage doors and front entry doors facing different directions than the doors of the abutting unit(s) in such a manner as to create distinctiveness between units;
5. An architectural feature such as but not limited to:
 - a. decorative moldings
 - b. shutters
 - c. dormers
 - d. chimneys
 - e. balconies
 - f. covered porches, verandas

1.2.2 Between a modulated building facade interval, as defined in 1.2.1, one or more of the following techniques shall be used:

1. a change in materials
2. a change in siding types
3. or a grouping of trees located within the niche or recess between projecting facade intervals or, in lieu of a required modulating interval, a stand of trees no farther than 20 feet from that portion of the facade where modulation shall be required. Groupings of trees may consist of existing vegetation with new trees added to enhance the planting

Other Facades (side and rear)

1.2.3 In order to avoid blank walls on all sides of a triplex or fourplex at least one of the treatments utilized on the front façade must be utilized on the side and rear facades.



Covered porches and verandas



Façade modulation with dormers

1.3 Entryways and Garages

Objective: To encourage an attractive streetscape, entryways, and higher quality development.

1.3.1 Entrances to separate units which are visible to the street shall include at least one of the following entrance features:

1. Porches protected by a roof overhang or canopy, that has a visual differentiation from the roof eave;

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

2. Differentiation among front entry designs by such means as variation in porch roof designs, column and balustrade designs, balconies, courtyard designs (e.g., courtyard walls, gates, paving and/or landscaping), door designs (in conjunction with other variation techniques).

1.3.2 Orient homes to the street by utilizing floor plans which de-emphasize garage fronts as the most prominent architectural feature of the dwelling front. Priority should be placed on the relationship of the rooms of the house or outdoor spaces to the street rather than the relationship of the garage to the street.

1.3.3 Where no other option is feasible for structures with garages placed forward of the living portion of the dwellings, window openings on the front façade shall be provided, not including openings into the garage, equal to no less than one-half (50 percent) of the surface area of the garage doors.



Example of Windows Greater Than 50% of Garage Door Surface Area



Porches protected by roof overhangs

CHAPTER 2: LARGE MULTI-FAMILY DEVELOPMENT

A. ARCHITECTURE

2.1 Roof and Rooflines

Objective: To create variety in the design, scale and visibility of roofs and rooflines.

2.1.1 Flat roof lines must include parapet walls as a design feature or a distinct eave and cornice line.

2.1.2 All other rooflines shall have variation in the ridgeline by employing one or more of the following techniques:

1. roof hips
2. sloped offsets
3. other similar building design features



Multi-family development with a variation in roofline



Flat roof with off-sets

2.2 Facades

Objective: To create a sense of human scale and to break down the bulk of larger buildings based on the design concepts that follow.

Building Massing and Form

2.2.1 Multifamily buildings with 12 or fewer units per building shall include two or more of the following architectural design features:

- a. Modulating building facade with vertical intervals no wider than 24 feet with at least a two-foot offset between each interval;
- b. Provide extensions to the building, through angled facets, bay windows, covered entrances, or other similar features projecting out from the front facade at least two feet (subject to zoning code setbacks and allowable projections within required setbacks);
- c. Include a recess or projection of at least two feet between stories of a building;

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

- d. Provide relief to the top floor of buildings containing more than three stories through a top floor setback of five feet or greater or provide exterior, usable, spaces every 24 feet.

2.2.2 Multi-family buildings with 13 - 24 units per building shall include three or more of the architectural design features listed in 2.2.1.

2.2.3 Multi-family buildings with over 25 units per building shall include all of the architectural design features listed in 2.2.1.



Multi-family development with modulating building facades



Multi-family development with extensions to the building

Articulation

2.3.4 Multifamily buildings with 12 or fewer units per building shall include two or more of the following architectural design features:

- a. Awnings or canopies above or window boxes below windows or the use of decorative trim around windows (or combination thereof) along an entire story or building interval grouping to distinguish one section of a building from another;
- b. Variation in the number of stories between intervals of the building;
- c. Variation in materials between horizontal or vertical building intervals;
- d. An architectural feature such as but not limited to:
 1. decorative moldings
 2. shutters
 3. dormers
 4. chimneys
 5. balconies

2.4.5 Multi-family buildings with 13 - 24 units per building shall include three or more of the architectural design features listed in 2.3.4.

2.4.6 Multi-family buildings with over 25 units per building shall include all of the architectural design features listed in 2.3.4.

2.4.7 Multiple buildings on a single site shall demonstrate design variety from one another. Variety in designs may be achieved by variation in each building's footprint, rooflines, facade modulation, and window arrangement. Color and materials may also be varied.



Example of Building Articulation for Multi-Family Development



The balconies in this project create visual interest

2.3 Entryways

Objective: To encourage an attractive streetscape, entryways, and higher quality multi-family development.

2.3.1 In order to provide for an attractive entryway at least two of the following entrance features shall be included in the project design:

1. Porches protected by a roof overhang or canopy;
2. Wall material within the entryway that is different and distinct from the material of the front facade;
3. Varied color scheme of the entry space walls;
4. Varied exterior entry door styles and lighting for each entry;
5. Trim detailing around the exterior entry doors and windows;
6. Differentiation among front entry designs by such means as variation in porch roof designs, column and balustrade designs, entry court designs (e.g., courtyard walls, gates, paving and landscaping), door designs and (in conjunction with other variation techniques) door colors.



Example of entrance features



Differentiation among front entry designs

CHAPTER 2: LARGE MULTI-FAMILY DEVELOPMENT

B. SITE PLANNING

2.4 Building Siting and Orientation

Objective: To ensure that buildings relate appropriately to surrounding developments and streets and create a cohesive visual identity for the neighborhood and attractive street scene; to establish a sense of community for a neighborhood by providing opportunities for people to gather.

Courtyards (when incorporated)

2.4.1 The size of the courtyard space, or series of courtyard spaces, shall be no smaller than 30 percent of required common open space pursuant to the applicable zoning district regulation. A portion of the courtyard space, not to exceed 40 percent of the total, may be private open space.

2.4.2 The width of the courtyard space shall be equivalent to the minimum average height of on-site buildings adjacent to the courtyard. Curvilinear design of courtyards is encouraged. The courtyard space may be secured with fences and gates.

2.4.3 Courtyards shall have the form of an enclosure through one or more of the following techniques:

1. walls of one or more buildings
2. a continuous row of plants
3. low walls
4. berms
5. natural earth forms steeper than 40 percent grade and higher than 10 feet

2.4.4 Pedestrian amenities are to be provided in the courtyard space: Consider incorporating the following amenities:

1. permanent outdoor seating (for every six dwelling units there should be 12 feet of bench or ledge of permanent outdoor seating)
2. permanent outdoor sculpture
3. active play area. (active play areas are to be no smaller than 144 sq. ft. in size.) If no other active play areas around found within the development, one must be placed in the courtyard space

2.4.5 The landscaped space shall be at least 10 percent of the space enclosed by the courtyard and may include the following planting materials:

1. Shrubs with spacing to be based on the mature spread of the selected plant species;
2. Trees (deciduous or evergreen), at least one per 500 square feet of required courtyard area. Trees should be at least six feet tall at planting for evergreen trees and have a minimum caliper of two inches for deciduous trees;
3. Ground cover, sufficient to cover within a three-year period 75 percent of landscape area not otherwise covered with shrubs or lawn.

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

2.4.6 Alternate planting materials, spacing, location, and quantities, may be approved by the Planning Director following the submittal of a landscape plan prepared by a registered landscape architect of the state of Washington.



Example of Courtyard with Private Open Space, Windows Overlooking the Space



Example of Courtyard Sculpture

Traditional Street System (when organized along)

2.4.7 Dwelling units are encouraged to have their entrance and front facade oriented to the traditional street system.

2.4.8 Public or private streets or interior drive aisles upon which the dwelling units are oriented shall not exceed 500 feet in length for the purpose of breaking up the scale of the development pattern. For purposes of this standard, breaks may be accommodated by one or more of the following techniques:

1. pedestrian walkways
2. building story elevation changes
3. vehicle drive aisles

2.4.9 Multi-family dwellings that have garages which can be accessed directly from the street or interior drive aisle shall have a building facade containing a total window area (excluding window openings into the garage) that is at least 50 percent of the total area of any garage door openings on the same façade.

2.4.10 For dwelling units oriented to the street, at least one window or door from a primary room (i.e., kitchen or living room) of each dwelling unit must face the street.



Illustration of dwelling units organized along traditional street system



Dwelling units that have their entrance and front facade oriented to the street

2.5 Neighborhood Context

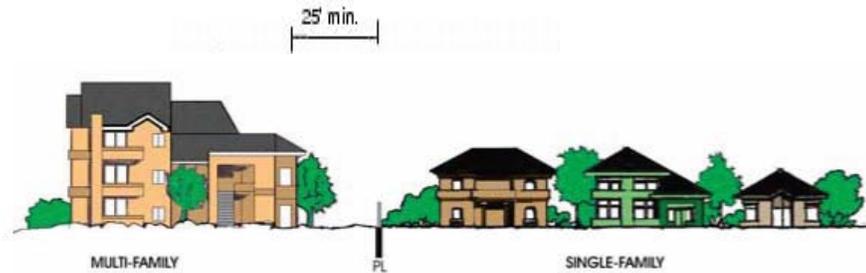
Objective: To provide a transition between higher density residential and lower density residential development.

2.5.1 A minimum of one of the following design features shall be selected in the design of multi-family (buildings that immediately abut or are across the street from a single-family zoning district) in order to provide a transition in scale and intensity and to maintain a level of privacy:

1. Orientation of the narrowest end of building toward the abutting or adjacent single family zoning district. The horizontal length of the facade which is parallel to and oriented to the boundary of the single-family zoning district shall not exceed 40 feet in width;
2. Provision of a 15-foot wide landscaped buffer consisting of continuous row of trees and a six-foot tall wood opaque fence, masonry wall or vegetative screen or a native growth protection easement with a minimum width of 25 feet along the boundary between the multi-family project and the abutting single-family zoning district.

2.5.2 Multi-family buildings shall maintain a setback of 25 feet along all property lines abutting any single-family (RC, R1, R5, R7) zoning district.

2.5.3 Multi-family buildings within 50 feet of any single-family zoning district shall not exceed two stories unless the exterior walls and roof of the third story are stepped back a minimum of 10 feet from the second floor exterior walls that face the single-family zoning district.



Example of Multi-Family Development Adjacent to Single-Family Development

2.6 Access, Circulation and Parking

Objective: To create pedestrian-scale development that facilitates pedestrian access to developments; connect users to the street; decrease the distance between adjacent developments; draw users onto a site; create walkable blocks of a human scale; and facilitate more pedestrian-friendly design.

Access

2.6.1 Common driveways between users on the same or abutting properties shall be required wherever possible.

2.6.2 All curb cuts shall be as narrow as safety allows in order to reduce the distance a pedestrian must cross.

Circulation

2.6.3 The auto circulation system and parking shall be designed as an extension of the public street system through the use of continuous sidewalks, landscaping consistent with public streets, utilization of the street elevation, the use of parallel parking and the use of driveways and circulation drives as mid-block connections.

2.6.4 Parking lots and developments shall be divided into blocks with perimeters of eight hundred to two thousand feet (two hundred to five hundred feet per side). Blocks can be defined by auto circulation drives and the placement of buildings on the site.

Parking

2.6.5 Carports shall not exceed 72 feet in length.

2.6.6 For parking areas with over 20 stalls, sidewalks or designated pedestrian paths/routes shall be provided from parking areas to residential units. The paths/routes shall be visibly marked with striping or differentiated pavement.

2.6.7 Parking stalls shall not be located nor positioned to cause headlights to shine into windows of residential units.

2.6.8 Parking lots shall be located behind and to the side of buildings and shall not be placed on the corner of two streets.

Parking Structures

2.6.9 Structured parking garages with street frontages greater than 50 linear feet shall vary the building line and/or create offsetting walls, awnings, arcades, modulated wall textures, climbing landscaping materials and other features that visually reduce the scale of the wall.

2.6.10 Structured parking garages with facades greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of least three percent of the length of the facade and extending at least twenty percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred horizontal feet. The facades should also incorporate one or more of the following:

1. awnings
2. arcades
3. modulated wall textures
4. climbing landscaping materials
5. other features that visually reduce the scale of the wall.

2.6.11 The ground floor of parking structures shall integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities. The minimum depth of such features is five feet, with a vertical clearance of between eight and twelve feet. Such features may extend up to four feet into the public right-of-way if such extension can be safely accommodated. Extensions further into the right-of-way will require Planning Director approval after consultation with the City Engineer.

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

When located in the public right-of-way, the applicant shall obtain a right-of-way permit from the City of Auburn.

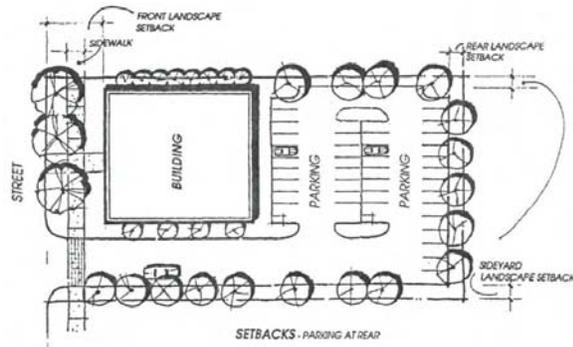
2.6.12 Ground floor structured parking facades not facing streets shall have at least 50 percent of the total wall area in windowed or open surfaces or permanent architectural features that break up the monotony of large blank walls or facades, or a combination of windowed or open surfaces and permanent architectural features.

2.6.13 Upper levels of structured parking should be screened or treated architecturally by two or more of the following:

1. Planting limited to portions of the parking structure, not the entire structure.
2. Louvers
3. Expanded metal panels
4. Decorative metal grills
5. Spandrel (opaque) glass
6. An element, as approved by the Planning Director, which meets the intent of this section.



Example of an internal drive isle with landscaping



Example of a parking lot located behind a building

Site Circulation Plan

2.6.14 In order to foster safety and convenience among users of a development a site circulation plan shall be submitted with any Large Multifamily development proposal. The site circulation plan shall focus on the following three areas:

1. Site connectivity between buildings, uses, and activity areas
2. Off-site connectivity to surrounding uses; and
3. Access considerations for vehicles, pedestrians, bicycles, and handicapped

When considering pedestrians the site circulation plan shall include safe pedestrian access from parking areas to buildings on the site; safe pedestrian access from buildings on the site to public sidewalks; and safe pedestrian access from buildings on the site to adjoining land uses, including residential neighborhoods to which there may not be direct vehicular connections. When considering vehicles the site circulation plan shall consider access lanes for parking, fire and emergency access lanes, connections to adjoining development other than single-family dwellings, driveways, and other access points to the public street system. The site circulation plan also needs to address traffic conditions that are not necessarily PM or AM Peak related but may be “event” related, for example education class schedules, large meetings and performances. The circulation plan may, in some

cases, for smaller developments, replace the need for a conventional traffic analysis that is based on commuter peak times, but in many cases, it will be an addition to such conventional analysis.

2.7 Service Areas and Fencing

Objective: To minimize the negative visual impacts of trash and recycling centers in a multi-family development.

Trash (incl. Recycling) and Service Areas

2.7.1 Accessory buildings shall use similar building materials and – where roofed – roofing materials and roof forms as those used on the primary residential structures.

2.7.2 Trash and recycling receptacles shall be visually screened from streets and adjacent properties by: (1) substantial sight-obscuring landscaping which will achieve a height of at least six feet within three years of planting; or (2) an enclosure constructed building of the similar siding materials used on the primary residential structures.

2.7.3 If building materials are discontinued or otherwise unavailable, an alternate material that closely resembles the original material may be used upon the approval of the Planning Director.

Fencing

2.7.4 The maximum height of free-standing walls, fences, or hedges along public streets or sidewalks shall be approximately 3 feet unless a taller masonry wall is required by the City to mitigate significant noise impacts.

2.7.5 The maximum height of any decorative wall or fence which allows visibility, such as a wrought iron or split rail fences, shall be 6 feet.

2.7.6 Chain link fences, barbed wire, razor wire, electric and other dangerous fences are prohibited.



Examples of Treatment of Multi-Family Trash/Recycling Receptacles



Air conditioner units screened behind landscaping and screen walls

CHAPTER 2: LARGE MULTI-FAMILY DEVELOPMENT

C. COMMON SPACE

2.8 Defensive Space (CPTED)

Objective: Require minimum standards to reduce the rate of crime associated with persons and property.

2.8.1 Building entryways shall be oriented to be visible from other buildings, apartments, and houses.

2.8.2 Screening (landscaping, fences, and screen walls) shall not block visibility and make two-way surveillance difficult.

2.8.3 Lighting for trails and bike paths shall be provided at an appropriate scale and have appropriate spacing to avoid creation of dark spots or insufficiently lighted areas.

2.8.4 Over-illumination and glare shall be avoided where pedestrians and vehicles meet to minimize pedestrian vehicle conflicts.

2.9 Signage

Objective: To provide signs that are attractive and strengthen the pedestrian realm.

2.9.1 Building and site addressing shall comply with applicable City addressing policies. A lighted directory sign that shows building and apartment numbers shall be placed at each project entrance to direct visitors to their desired destination.

2.9.2 For developments of 50 units or greater, way-finding signs shall be installed throughout the development to assist pedestrians and vehicles in navigating throughout the development.



Example of lighting found along an internal pedestrian path



Example of a way-finding sign

CHAPTER 3: MIXED-USED DEVELOPMENT

A. ARCHITECTURE

3.1 Roof and Rooflines

Objective: To create variety in the design, scale, and visibility of roofs and rooflines.

3.1.1 Roofs shall have no less than two of the following features:

1. Parapets concealing flat roofs and rooftop equipment such as HVAC units from public view. The average height of such parapets shall not exceed fifteen percent of the height of the supporting wall. Such parapets shall feature three-dimensional cornice treatment; Parapets may extend above the maximum allowed height of the underlying zoning district but no more than 10 percent and with administrative approval by the Planning Director if they are constructed for the primary purpose of screening rooftop mechanical equipment;
2. Overhanging eaves, extending no less than three feet past the supporting walls;
3. Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run;
4. Three or more roof slope planes.

3.1.2 Mixed-use building rooflines visible from a public street, open space, or public parking area shall be varied by emphasizing dormers, stepped roofs, gables, prominent cornice or fascia, or a broken or articulated roofline. The width of any continuous flat roofline shall extend no more than 100 feet without modulation. Modulation should consist of either:

1. A change in elevation of the visible roofline of at least 4 feet if the particular roof segment is less than 50 feet wide and at least 8 feet if the particular roof segment is greater than 50 feet in length;
2. A sloped or gabled roofline segment of at least 20 feet in width and no less than 4 feet vertical in 12 feet horizontal;
3. A combination of the above.

3.1.3 The City may reduce these requirements where other treatments are successfully used to meet the intent of the standards.



Example of an articulated roofline



Example of a stepped roofline

3.2 Facades

Objective: To ensure that all building façades that can be viewed from a public street are articulated to add visual interest, distinctiveness, and human scale.

Building Massing and Form

3.2.1 Building facades shall be designed to a human scale for aesthetic appeal and pedestrian comfort.

3.2.2 Buildings with street frontages greater than 50 linear feet shall vary the building line and/or create offsetting walls, awnings, arcades, modulated wall textures, climbing landscaping materials and other features that visually reduce the scale of the wall.

3.2.4 Buildings above 30 feet in height shall distinguish a “building base” at ground level using articulation and materials such as stone, masonry, or decorative concrete.

3.2.5 One step above the building base or “middle” of the building shall be distinguished by a change in materials or color, windows, balconies, step backs or signage.

3.2.6 The “top” of the building shall emphasize a distinct profile or outline with elements such as a projecting parapet, cornice, upper level setback or pitched roofline.



A building facade that is designed to a human scale



A building that contains architectural elements that visually reduce the scale of the wall

Articulation

3.2.7 The ground floors of building facades facing streets shall have at least 50 percent of the total ground floor wall area in clear vision glass, pedestrian entrances or open shops, with no reflective surface or film permitted.

3.2.8 Other building facades not facing streets shall have at least 50 percent of the total wall area in permeable (clear vision) surfaces or permanent architectural features that break up the monotony of large blank walls or facades, or a combination of permeable surfaces and permanent architectural features.

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

3.2.9 Buildings shall integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities. The minimum depth of such features is five (5), with a vertical clearance of between eight and twelve feet. Such features may extend up to four feet into the public right-of-way if such extension can be safely accommodated. When located in the public right-of-way, the applicant shall obtain a right-of-way permit from the City of Auburn.

3.2.10 Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than fifty percent of their horizontal length.



Building with a ground floor area that contains at least 50 percent in clear vision glass



Overhangs and other rain protection features incorporated into a mix-use project

Materials

3.2.11 Predominant exterior building materials shall consist of high quality building materials that include, but are not limited to, brick, wood, sandstone, glass, metal, and/or other native stone and tinted/textured concrete masonry units.

3.2.12 Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels, or prefabricated steel panels, unless said construction materials are sided or covered with veneer consisting of acceptable materials as listed above, or are used in conjunction with other acceptable building materials approved by the City.

3.2.13 If metal siding is used, it shall not be the predominant material and shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first 2 feet above sidewalk or ground level).

3.2.14 When used for the façade of any building, concrete blocks shall be split, rock- or ground-faced and limited to 30 percent of the facade area. The City may allow a higher percentage through the use of a specialized textures and/or colors used effectively with other building materials and details in a way that meets the Intent of the standards.

3.2.15 Concrete block walls should be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or incorporate other masonry materials.



A development with glass as the predominant building material



A development that incorporates several different building materials

Ground Floor Details

3.2.16 All primary building pedestrian entrances and storefront windows shall face onto the primary street serving the site. If the site has multiple street frontages, the more pedestrian-oriented street shall take precedence.

3.2.17 Street-oriented façades of mixed-use buildings shall be designed to be pedestrian-friendly through the inclusion of at least four of the following elements:

1. Projecting window
2. Pedestrian scale signs
3. Canopies
4. Plinths for columns
5. Containers for seasonal plantings
6. Ornamental tilework
7. Medallions
8. Belt courses
9. Lighting or hanging baskets supported by ornamental brackets
10. An element, as approved by the City, which meets the intent of this section

3.2.18 Canopies and awnings shall be provided along all façades that are adjacent to public streets. Canopies and awnings are encouraged along any private streets or interior pedestrian pathways.

3.2.19 The minimum depth of any canopy or awning adjacent to a public street shall be four (4) feet. The vertical dimension between the underside of the canopy or awning and the sidewalk shall be at least eight (8) feet and no more than 12 feet.

3.2.20 Provide canopies and awnings such as shed or marquee style, except that bowed awnings may be used over arched windows. “Bubble” awnings and backlit awnings with translucent materials are not permitted.



A building with pedestrian entrances and storefront windows facing the primary street



A building containing awnings next to a public street

3.3 Entryways

Objective: To ensure that entrances are easily identifiable and accessible from streets and sidewalks

3.3.1 Main building entrances should be oriented to where there is a main street presence, typically the property line abutting the primary street, rather than to a parking lot.

3.3.2 Locate primary entrances so that they are visible from the public right-of-way. The entry should be marked by architecturally prominent elements such as canopies, ornamental lighting fixtures and/or fixed seating that offer visual prominence and a sense of safety.



An entrance that is visible from the public right of way



An entry marked by an awning and an ornamental lighting fixture

CHAPTER 3: MIXED-USED DEVELOPMENT

B. SITE PLANNING

3.4 Building Siting and Orientation

Objective: To promote land uses that are mixed on-site or are mixed in combination with adjacent uses; the combining of land uses should promote easy access among stores and services by pedestrians. Create compact development through creative site and building design that maximizes use of property, establishes a sense of place and creates linkages with surrounding development.

Mix of Land Uses

3.4.1 A project shall have a “mixed-use” orientation comprised of a combination of residential and commercial/industrial/civic uses either arranged vertically (in multiple stories of buildings) or horizontally (adjacent to one another).

3.4.2 A mixed-use project shall be designed in such a way that it is well integrated with adjacent land uses by being within a comfortable walking distance (1/2 mile) of each other and that are connected to each other with direct, convenient and attractive sidewalks and/or pathways.

Compact Development

3.4.3 The site layout shall be compact incorporating efficient use of the land.

3.4.4 The site layout shall cluster buildings on the site to promote linked trips. Clustering shall occur through attachment of buildings, orientation to adjacent street corners, or are close together such that a pedestrian need not walk across an expansive amount of parking and driveway area, or one double-loaded row of parking (not inclusive of sidewalks, pathways, landscaping, plazas, and other pedestrian facilities).

3.4.5 The site layout should consider the siting and design of alternative vehicle support facilities i.e. charging stations and accommodation of parking areas for shared or cooperative automobile parking.

General

3.4.6 Buildings shall be located as close as possible to the public street and sidewalk, preferably at the sidewalk line or the minimum required buffer, and in all instances shall comply with maximum building setback requirements of the zoning district. Where there is more than one public street abutting the site, the Director shall determine which street shall have preference based on its access classification, pedestrian use, transit use, and presence of on-street parking.

3.4.7 Buildings on corner lots shall be located on the street corner with building frontage on both streets, with primary entrances oriented toward the intersection. If no buildings are located at street corners, pedestrian plazas and amenities shall provide a focus for the area.



A building with a primary entrance that is oriented toward the intersection



A building that is close to the public street

3.5 Neighborhood Context

Objective: To ensure that new projects augment the character and design of existing development.

Location

3.5.1 The location of site uses shall be coordinated with adjoining properties to avoid creating nuisances such as noise, light intrusion and traffic impacts, particularly when development is adjacent to sensitive uses such as residential development.

Compatibility

3.5.2 Commercial development should be compatible with surrounding land uses from both a functional and aesthetic standpoint.

3.5.3 Buildings shall be compatible with the height, massing, setback, and design character of surrounding uses. New development should contribute to the visual quality and cohesiveness of its setting but need not imitate or mimic adjacent development.

Adjacent Views

3.5.4 Commercial development should not create unattractive views from neighboring uses by orienting blank building walls toward neighbors. Any visible building walls should incorporate architectural elements to create visual interest.

3.5.5 New streets should be designed in a manner that reflects the predominant street scale, pattern, and block size of the surrounding established neighborhood.

3.5.6 Placement of a building on a lot and the siting of additions should reflect the prevailing pattern of the established neighborhood.

3.5.7 New infill developments should be compatible with the existing on-site relationships of the surrounding established neighborhood such as front façade orientation, scale of front entries, and prevailing front and side yard setback areas.

3.5.8 Steps should be taken in the siting and design of infill developments and additions to minimize adverse effects of the proposed development on the light, air, and privacy of existing adjacent properties in light of the fact that new development within an established neighborhood setting, by its very nature, may result in a real or perceived loss of privacy for existing residents.

3.5.9 New development should be compatible in scale and height in order to blend with neighboring structures, and not overwhelm them with disproportionate size.



A development next to residential with appropriate scale



Neighboring structures that are compatible in scale and height

3.6 Access, Circulation, and Parking

Objective: To create pedestrian-scale development that facilitates pedestrian access to developments; connect uses to the street; decrease the distance between adjacent developments; draw users onto a site; create walkable blocks of a human scale; and facilitate more pedestrian-friendly design.

Access

3.6.1 Common driveways between users on the same or abutting properties shall be required wherever possible.

3.6.2 Driveway curb cuts onto public streets shall be limited to the fewest access points.

3.6.3 All curb cuts shall be as narrow as safety allows in order to reduce the distance a pedestrian must cross.

Circulation

3.6.4 Auto circulation system and parking shall be designed as an extension of the public street system through the use of continuous sidewalks, landscaping consistent with public streets, utilization of the street elevation, the use of parallel parking and the use of driveways and circulation drives as mid-block connections.

3.6.5 Pedestrian linkages shall be designed with development to connect to the public infrastructure. Linkages shall be a continuation of the public infrastructure to reduce dead-end paths and encourage users to directly access the development. Consideration shall be given to off-site destinations in the design of the on-site pedestrian system.

3.6.6 Pedestrian circulation routes shall be composed of treated surfaces, such as scored, brushed, stamped and colored concrete and brick pavers, in order to differentiate the pedestrian system from the vehicular system. Where pedestrian routes cross driveways or vehicular access aisles, a

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

continuous raised crossing composed of a different paving material shall be provided. Pedestrian circulation routes shall be a minimum of five (5) feet in width.

3.6.7 When multiple buildings are proposed, pedestrian connections not less than five (5) feet wide shall be provided through parking lots to building entrances, sidewalks and/or transit stops.

3.6.8 Pedestrian connections should be clearly defined by at least two of the following:

1. Six (6) inch vertical curb in combination with a raised walkway
2. Textured paving, including across vehicular lanes, such as stamped, or scored concrete
3. Bollards
4. Trellis
5. Continuous landscape area at least three (3) feet wide and at least on one side of the walkway
6. Pedestrian-scale lighting to aid in way-finding



Opening between street facing buildings and shared parking area behind the buildings.



Example of a pedestrian path through a parking lot

Parking

3.6.9 Parking shall be located over, under, behind or to the side of buildings. Parking structures are strongly encouraged.

3.6.10 All parking lots shall meet the design and construction standards of ACC 18.52 unless modified herein.

3.6.11 Parking lots shall provide areas for compact vehicles, motorcycles, and shared or cooperative vehicle parking.



Parking that is found in front of and to the side of buildings



Example of a clearly delineated pedestrian pathway

Site Circulation Plan

3.6.12 In order to foster safety and convenience among users of a development a site circulation plan shall be submitted with any Mixed-Use development proposal. The site circulation plan shall focus on the following three areas:

1. Site connectability between buildings, uses, and activity areas
2. Off-site connectability to surrounding uses; and
3. Access considerations for vehicles, pedestrians, and bicycles

When considering pedestrians the site circulation plan shall include safe pedestrian access from parking areas to buildings on the site; safe pedestrian access from buildings on the site to public sidewalks; and safe pedestrian access from buildings on the site to adjoining land uses, including residential neighborhoods to which there may not be direct vehicular connections. When considering vehicles the site circulation plan shall consider access lanes for parking, fire and emergency access lanes, connections to adjoining development other than single-family dwellings, driveways, and other access points to the public street system. The site circulation plan also needs to address traffic conditions that are not necessarily PM or AM Peak related but may be “event” related, for example education class schedules, large meetings and performances. The circulation plan may, in some cases, for smaller developments, replace the need for a conventional traffic analysis that is based on commuter peak times, but in many cases, it will be an addition to such conventional analysis.

Parking Structures

3.6.13 Structured parking garages with street frontages greater than 50 linear feet shall vary the building line and/or create offsetting walls, awnings, arcades, modulated wall textures, and other features that visually reduce the scale of the wall.

3.6.14 Structured parking garages with facades greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections having a depth of least three percent of the length of the facade and extending at least twenty percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred horizontal feet. The facades should also incorporate one or more of the following:

1. awnings
2. arcades
3. modulated wall textures
4. other features that visually reduce the scale of the wall

3.6.15 The ground floor of parking structures shall integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities. The minimum depth of such features is five feet, with a vertical clearance of between eight and twelve feet. Such features may extend up to four feet into the public right-of-way if such extension can be safely accommodated. Extensions further into the right-of-way will require Planning Director approval after consultation with the City Engineer. When located in the public right-of-way, the applicant shall obtain a right-of-way permit from the City of Auburn.

3.6.16 Ground floor structured parking facades not facing streets shall have at least 50 percent of the total wall area in windowed or open surfaces or permanent architectural features that break up the

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

monotony of large blank walls or facades, or a combination of windowed or open surfaces and permanent architectural features.

3.6.17 Upper levels of structured parking shall be screened or treated architecturally by two or more of the following:

1. Louvers
2. Expanded metal panels
3. Decorative metal grills
4. Spandrel (opaque) glass
5. An element or technique, as approved by the City, which meets the intent of this section

3.6.18 Lighting fixtures within garages shall be screened from view from the street and shall have appropriate light cut-offs.

3.6.19 In order to provide a safer environment, parking structure illumination should be designed to a maximum uniformity ratio (proportion of average to minimum illumination) of 4:1.



Example of a parking garage (right side) that blends into the mix-use development



The ground floor of this parking garage incorporates awnings

Bike Parking

3.6.20 The location of and access to bicycle parking areas shall be in accordance with the following:

1. Bicycle parking areas shall be designed so as to be visible from the street, be convenient to cyclists, provide sufficient security from theft and damage, and to interact as harmoniously as possible with other forms of transportation;
2. Outdoor bicycle parking areas shall be lighted to reduce the potential for crime;
3. Outdoor bicycle parking areas shall be located no farther than fifty feet from primary building entrances, and their location and design shall assure that bicycle parking does not obstruct vehicle parking or pedestrian accessways;
4. Outdoor bicycle parking areas shall include a bicycle rack for the secure placement of bicycles;
5. Outdoor bicycle parking areas including bicycle racks shall be located so as to avoid conflict with pedestrian movement and access walks as required by the Building Code, the

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

Americans with Disabilities Act, and other applicable state and federal policies and guidelines;

6. Covered bicycle parking areas are encouraged. Roof extensions, overhangs, awnings, arcades, carports or enclosures should be considered when creating covered areas.

3.6.21 Bike racks provided pursuant to this section shall meet the following provisions.

1. Bicycle racks provided for required bicycle parking facilities shall ensure that bicycles may be securely locked to the racks without undue inconvenience;
2. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which a bicycle can be stored or a stationary object such as a bicycle rack upon which a bicycle can be securely locked by the means of the frame. The frame shall be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the bicycle's wheels;
3. Bicycle parking racks, shelters or lockers shall be securely anchored to the ground or to a structure;
4. Bicycle parking spaces shall be a minimum of two and one-half feet wide by six feet long, and provide a vertical clearance of seven feet. A minimum five-foot wide access aisle shall be provided and maintained between or beside each row of bicycle parking;
5. Each bicycle parking space shall be accessible without moving another bicycle;
6. Bicycle parking spaces shall not be rented or leased;
7. Areas set aside for required bicycle parking shall be clearly reserved for bicycle parking only.

3.6.22 Bicycle parking areas shall be paved and surfaced in accordance with the following requirement: Outdoor bicycle parking areas shall be surfaced with hard-surfacing material. This surface shall conform with all requirements pertaining to stormwater drainage and control and shall be maintained in good and safe condition at all times.



Bicycle racks visible from the street and convenient to cyclists



Outdoor bicycle parking area with hard-surfacing material

3.7 Service Areas and Fencing

Objective: To screen trash storage, loading, and service areas from public view

Trash (incl. Recycling) and Service Areas

3.7.1 Trash and service areas shall be placed away from streets.

3.7.2 All service, loading and trash collection areas shall be screened by a combination of masonry walls and planting, with similar character to the design of the building it serves.

3.7.3 Loading and service areas shall not face any residential areas and shall not be visible from any residential area, unless the planning director determines there is no other feasible location at which time he or she shall determine the appropriate efforts needed to buffer impacts to residential areas.

3.7.4 Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements should generally be concentrated and located where they are accessible to service vehicles and convenient for tenant use.

Fencing

3.7.5 The maximum height of free-standing walls, fences, or hedges along public streets or sidewalks shall be approximately 3 feet unless a taller masonry wall is required by the City to mitigate significant noise impacts.

3.7.6 The maximum height of any decorative wall or fence which allows visibility, such as a wrought iron or split rail fences, shall be 6 feet.

3.7.7 Chain link fences, barbed wire, razor wire, electric and other dangerous fences are prohibited.

3.7.8 Developments shall avoid configurations that have uses that back up against a street. Where unavoidable, fences between a street and any use shall be limited to 3-1/2 feet in height.

3.7.9 Temporary fencing associated with events may be permitted upon review and approval by the Planning Director, Building Official, and other city staff as appropriate.



Backflow preventor is screened by wall and landscaping.



Example of decorative fence enclosing a patio area

CHAPTER 3: Mixed-Use Development

C. COMMON SPACE

3.8 Common Space – Multi-use space(s)

Objective: To provide a variety of accessible and inviting pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.

3.8.1 All developments shall incorporate a public multi-use space (see definition). This could include a single space or, for larger developments, a variety of spaces. Specifically, applicants must successfully demonstrate how the proposed publicly accessible multi-use space meets all of the following criteria:

1. **Is/are centralized and accessible.** All applicable multi-use spaces shall be physically and visually accessible from the adjacent street or major internal pedestrian route. Multi-use spaces shall be in centralized locations that nearby residents, workers, and/or shoppers can use – rather than simply left-over or undevelopable space in locations where very little pedestrian traffic is anticipated. Locations integrated with transit stops, for instance, would be encouraged, as there is likely to be pedestrian traffic in the area. At least 50 percent of the multi-use space shall be at street level.

2. **Is/are inviting.** Inviting multi-use spaces feature amenities and activities that encourage pedestrians to use and explore the space. It could be a fountain, sculpture, children’s play area, dog run, or special landscaping element. A multi-use space should receive ample sunlight—particularly at noon—have design elements that lend the space a “human scale,” including planter boxes and other landscaping elements, benches and other seating areas, and pedestrian-scaled lighting.

3.8.2 At least 10 percent of the multi-use space shall be planted with trees and other vegetation.

3.8.3 Multi-use spaces shall include adequate lighting, allow for penetration of sunlight, and provide seating in the form of low walls, benches and/or tables and chairs.

3.8.4 Accessory site features such as, waste receptacles, street furniture and movable planters shall be of compatible design to the main building served by the multi-use space.



A multi-use space located in a centralized location that nearby residents, workers, and/or shoppers can use



A multi-use space with design elements that are human scale

3.9 Defensive Space (CPTED)

Objective: The site design, buildings, signs, landscaping, parking, and other elements should provide a safe environment for customers, employees, occupants, and adjacent properties.

3.9.1 Consider incorporating Crime Prevention Through Environmental Design (CPTED) principles within the development such as:

- a. Natural surveillance – which occurs when parks or plazas are open to view by the public and neighbors. For example, a plaza that features residential units with windows looking down on space means that the space has good “eyes” on the park or plaza;
- b. Lighting that reflects the intended hours of operation;
- c. Landscaping and fencing. Avoid configurations that create dangerous hiding spaces and minimize views;
- d. Entrances should be prominent, well lit, and highly visible from inside and outside of the space;
- e. Maintenance. Open spaces shall utilize durable materials that will last and require minimal maintenance costs. Walls, where necessary, shall be designed and treated to deter graffiti. Use and maintain landscape materials that reduce maintenance cost and maintain visibility, where desired.

3.10 Signage

Objective: To encourage interesting, creative and unique approaches to the design of signage. Provide signs that activate and strengthen the pedestrian realm.

3.10.1 Signs should be highly graphic in form, expressive and individualized. Signs should convey the product or service offered by the business in a bold, graphic form.

3.10.2 If a projecting sign is designed by a graphic design professional and includes a non-verbal, three-dimensional symbol that succinctly conveys the nature of the business and constitutes a dominant proportion of the overall design, the sign may be allowed to exceed the maximum area otherwise allowed by 50%.

3.10.3 Neon may be allowed to emphasize unique building features. Neon may be used as artwork or as graphic symbols that portray the nature of the business.

Ground Signs

3.10.4 All freestanding signs shall be ground (monument) signs no higher than ten (10) feet.

3.10.5 The area around the base of any ground sign shall be planted with shrubs and seasonal flowers.

3.10.6 Pole signs are not permitted

Pedestrian Orientation

3.10.7 Signs shall be primarily oriented to pedestrians, rather than people in vehicles. The following types of signs shall be permitted:

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

1. Blade signs (projecting over sidewalk)
2. Window signs (painted on glass or hung behind glass)
3. Logo signs (symbols, shapes)
4. Wall signs over entrance
5. Monument signs

3.10.8 Signs shall be evaluated with respect to size, scale, relationship to other signs, function, location and other factors.



Example of blade signs projecting over the sidewalk



Wall sign with lighting over entrance

CHAPTER 4: ALL DEVELOPMENT

A. ARCHITECTURE

4.1 Green Building

Objective: To promote sustainable design practices to increase energy efficiency and conservation and improve individual and collective health and safety.

4.1.1 Projects shall incorporate one or more of the following sustainable building design practices:

1. Limit overshadowing by adjacent buildings and trees to ensure no more than a 5% loss of useful total solar gain. Preferably existing trees should not be sacrificed to this end;
2. Implement a construction recycling program approved by the City of Auburn Building Division for construction, demolition and deconstruction projects that achieves a 90% landfill diversion rate;
3. Design buildings in accordance with the guidelines and practices of US Green Building Council LEED or Master Builders Association Built Green programs;
4. Buildings and structures are constructed with approximately 10% post-consumer content/recycled materials;
5. Provide an assessment of project's carbon footprint prepared by a qualified consultant defined as an individual or firm with specialized knowledge or expertise in the assessment of greenhouse gas and carbon impacts of development.

4.1.2 Projects shall incorporate one or more of the following sustainable indoor environmental quality practices:

1. Create quality Indoor Environmental Quality (IEQ) through good design, construction, and operating and maintenance practices;
2. Prevent airborne bacteria, mold, and other fungi through heating, ventilating, air-conditioning (HVAC) system designs that are effective at controlling indoor humidity, and building envelope design that prevents the intrusion of moisture;
3. Avoid the use of materials high in pollutants, such as volatile organic compounds (VOCs) or toxins;
4. Assure acoustic privacy and comfort through the use of sound absorbing material and equipment isolation;
5. Create a high performance luminous environment through the careful integration of natural and artificial light sources.

4.2 Mechanical Equipment Screening

Objective: To provide safe and aesthetic screening of mechanical equipment that is installed on the ground or on the roofs of buildings and structures.

Ground Mounted Equipment

4.2.1 Ground mounted mechanical and utility equipment shall be located outside of sight triangles in order to avoid obscuring vision at intersections.

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

4.2.2 As much as practicable, ground mounted mechanical and utility equipment shall be located out of view of public rights-of-way, customer entrances, and other public areas. In those instances where it is not practicable, the Planning Director may approve a location in view of public rights-of-way, customer entrances and other public areas, following consultation with the City Engineer, as applicable.

4.2.3 Ground mounted mechanical and utility equipment located within view of customer entrances or public rights-of-way shall be integrated into the overall site design, the architectural design of the building, and screened from public view using one of the following techniques:

1. Decorative wall, fence or enclosure that is constructed of materials that are compatible with the overall architectural design of the development and of a height that is not less than the height of the equipment to be screened; or
2. Landscaping that is of sufficient height at maturity and opacity to effectively soften and screen the equipment, and that is integrated into the overall landscaping plan. Ensure that plants and other screening mechanisms do not block access to a fire hydrant. A five (5) foot setback shall be maintained to each side of all fire hydrants. Access to the front of the hydrant shall be completely unobstructed.



Illustration of ground mounted equipment that is screened by landscaping



Utility equipment (i.e. meters) enclosed by a wall that is compatible with the development

Rooftop Mechanical Equipment

4.2.4 Rooftop mechanical systems that are visible from the public right-of-way, residential land uses, public parking areas, and adjacent properties shall be screened from view. For purposes of these standards, mechanical and utility equipment includes, but is not limited to transformers, air conditioning units, heating and soft water tanks, television antennas/satellite dishes, security apparatus, and electric and gas meters. Mechanical and utility equipment does not include solar panels.

4.2.5 Roof mounted equipment shall be an integral part of the building's overall architectural design and shall be screened completely from view from abutting and adjacent public rights-of-way, abutting and adjacent residential land uses, abutting and adjacent public buildings and uses (i.e. city government buildings, schools, libraries) and abutting and adjacent public parking areas.

4.2.6 Roof mounted equipment shall be neutral earth toned colors that have a matte finish and that are compatible with the primary building façade. Any portions of roof mounted equipment that cannot

be screened is to match the color of the roof. In no case shall rooftop mechanical equipment be galvanized, shiny, white or off-white, or other light colors that can be observed from a distance.

4.2.7 Rooftops mechanical equipment shall be screened by one of the following methods:

1. Clerestory Roofs or Parapets

- i. Where individual equipment is provided, a continuous parapet screen shall be provided.
- ii. Parapet walls shall be constructed to the same height as the mechanical equipment to insure effective screening. Parapets may extend above the maximum allowed height of the underlying zoning district but no more than 10 percent and with administrative approval by the Planning Director.

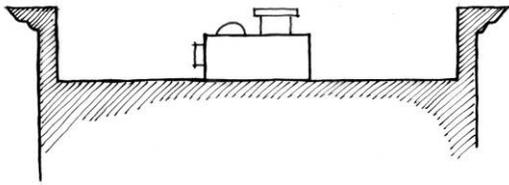
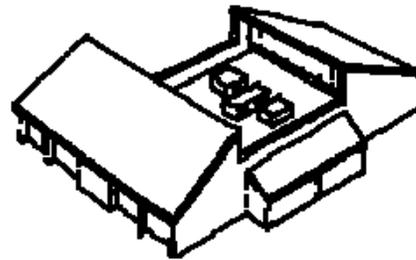


Illustration of a parapet wall that will screen rooftop equipment



Screening of equipment through roof design

- 2. Concealment within Roof Wells
- 3. Screening with Landscaped Decks or Terraces

- i. As an alternate to the provision of rooftop screen parapets or enclosure of mechanical equipment within roof wells, rooftops of buildings may include landscaped decks or terraces designed in such a way that mechanical equipment is completely screened by year round landscaping or permanent structural materials associated with decks or terraces.

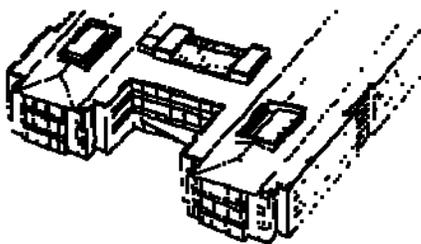


Illustration of a roof wells concealing mechanical equipment



Example of buildings with landscaped decks that can screen mechanical equipment

CHAPTER 4: ALL DEVELOPMENT

B. SITE PLANNING

4.3 Green Site Design

Objective: To promote sustainable design practices to increase energy efficiency and conservation and improve individual and collective health and safety.

- 4.3.1** Projects shall incorporate one or more of the following sustainable site design practices:
1. Construction and use of hydrologically rough on-site landscape that slow storm flows and design features that slows storm flows and increases the amount of time storm flows stay on the site;
 2. Use of native and drought resistant vegetation;
 3. Minimal excavation foundations composed of driven piles and a connector at or above grade to reduce soil excavation and compaction;
 4. Construction and use of pervious pavement composed of concrete or asphalt or pavers or grid systems filled with grass or gravel;
 5. Soil amendments to areas disturbed during the construction process;
 6. Retention and incorporation of existing topographic site features that slow, store and infiltrate stormwater;
 7. Other sustainable development methods proposed by the applicant that the Planning Director or designee determine are appropriate to the site and type of development that have been substantiated by appropriate written and plan documentation.

Projects shall use one or more of the following environmentally preferable practices:

1. Evaluate the environmental preferability of products using the cradle-to-grave, life-cycle assessment (LCA) approach;
2. Maximize the recycled content of all new materials, especially from a post-consumer perspective;
3. Specify materials harvested on a sustained yield basis such as lumber from certified forests;
4. Encourage the use of recyclable assemblies and products that can be easily "de-constructed" at the end of their useful lives;
5. Limit construction debris, encourage the separation of waste streams, and encourage recycling during the construction process;
6. Eliminate the use of materials that pollute or are toxic during their manufacture, use, or reuse;
7. Give preference to locally produced products and other products with low embodied energy content.

Projects shall optimize energy use with one or more of the following:

1. Reduce heating, cooling, and lighting loads through climate-responsive design and conservation practices;
2. Employ renewable energy sources such as daylighting, passive solar heating, photovoltaics, and geothermal;
3. Specify efficient HVAC and lighting systems that consider part-load conditions and utility interface requirements;

MULTI-FAMILY & MIXED-USE DESIGN STANDARDS

4. Optimize building performance by employing energy modeling programs and optimize system control strategies by using occupancy sensors and air quality alarms;
5. Monitor project performance through a policy of commissioning, metering, and annual reporting.

Projects shall use one or more of the following operational and maintenance practices:

1. Train building occupants, facilities managers, and maintenance staff in sustainable design principles and methods;
2. Purchase cleaning products and supplies that are resource-efficient and non-toxic;
3. Use automated monitors and controls for energy, water, waste, temperature, moisture, and ventilation;
4. Reduce waste through source reduction and recycling to eliminate disposal off-site.
5. Implement an energy efficiency management and performance monitoring system using the U.S. Environmental Protection Agency and the U.S. Department of Energy's Energy Star Portfolio Manager free on-line tool (or other similar tracking system);
6. For buildings with a forced-air heating system, have a professional inspect the system before the onset of winter to ensure that the system is working efficiently;
7. Turn on and inspect irrigation system each spring to check for leaks and/or clogs;
8. Use a nature-based approach for landscaping maintenance;
9. Encourage employees to use alternative transportation for commuting.

CHAPTER 4: ALL DEVELOPMENT

C. COMMON SPACE

4.4 Landscaping

Objective: To encourage the use of attractive and drought tolerant plant materials native to the coastal regions of the Pacific Northwest, to encourage attractive landscaping that reinforces the architectural and site planning concepts in response to site conditions and contexts, and to promote tree retention and the protection of existing native vegetation.

4.4.1 Landscaping shall be designed and installed to encourage human interaction.

4.4.2 The size and spacing of landscape elements shall be consistent with the size of the project and should relate to any identifiable streetscape.

4.4.3 Landscaping shall provide variety and interest and improve the aesthetic quality of a project, in addition to providing a functional purpose.

4.4.4 Landscaping shall be coordinated with all site utility elements such as power lines, transformers, meter boxes, backflow preventers, and fire protection devices to effectively diminish the impact of such elements on the character of the site.

4.4.5 Multifamily development abutting a residential zoning district shall use landscaping to help screen uses and reduce impacts as follows:

1. A solid screen of evergreen trees or shrubs along the entire length of the property line;
2. A solid screen of evergreen trees and shrubs planted on an earthen berm an average of three feet high along its midline;
3. A combination of trees or shrubs and fencing where the amount of fence does not exceed 50 percent of the lineal distance of the side to be buffered as well as other plant materials, planted so that the ground will be covered within three years.

4.4.6 All new plantings shall be of a type which will thrive amid existing vegetation without killing or overtaking it. Incompatible plants which require different planting environments or microclimates shall not be mixed. Haphazard mixture of textures, colors and plant types shall be avoided as well as invasive and nuisance plants.

4.4.7 Planting areas with nursery stock or transplanted vegetation shall include an automatic mechanical irrigation system designed for full coverage of the planting area, unless the City approves the use of drought resistant landscaping which require little or no supplemental irrigation.

4.4.8 Significant views and vistas from public rights-of-way shall be considered when determining placement of vegetation. While it is not the intent to avoid all trees in the foreground of a view, consideration shall be given to the expected height of tree and how they might be located to “frame” the view.

4.4.9 Retention of other existing vegetation for landscaping is strongly encouraged; however, it shall be equal to or better than available nursery stock.



Landscaping that provides interest and improves the aesthetic quality of the development



Landscaping along a walkway between retail and parking

4.5 Lighting

Objective: To ensure that exterior site lighting contributes to the character of the site such as accentuating architectural features (e.g., building entrances) and does not disturb adjacent development while creating a safe walking environment

4.5.1 All site lighting shall be shielded from producing off-site glare, either through exterior shields or through optical design inside the fixture, so that the direction of the light is downward.

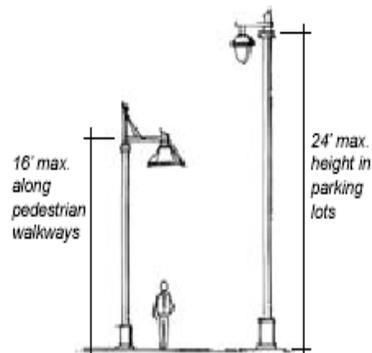
4.5.2 The maximum height allowed for parking lot lighting is 24 feet. The maximum height along pedestrian walkways is 16 feet.

4.5.3 Site lighting should be appropriate to create adequate visibility at night, evenly distributed to increase security, and coordinated with adjacent landscaping to avoid casting long shadows.

4.5.4 Incorporate electrical service into lighting fixtures for seasonal ornamental lighting.

4.5.5 Lighting fixtures within structured parking garages should be screened from view from the street.

4.5.6 In order to provide a safer environment, parking structure illumination should be designed to a maximum uniformity ratio (proportion of average to minimum illumination) of 4:1.



This Page Intentionally Left Blank

2009 ICC A117.1 - 2009

CHAPTER 10. DWELLING UNITS AND SLEEPING UNITS

1005 Type C (Visitable) Units

1005.1 General.

Type C (Visitable) dwelling units shall comply with Section 1005.

1005.2 Unit Entrance.

At least one unit entrance shall be on a circulation path complying with Section 1005.5 from a public street or sidewalk, a dwelling unit driveway, or a garage.

1005.3 Connected Spaces.

A circulation path complying with Section 1005.5 shall connect the unit entrance complying with Section 1005.2 and with the spaces specified in Section 1005.4.

1005.4 Interior Spaces.

The entrance level shall include a toilet room or bathroom complying with Section 1005.6 and one habitable space with an area 70 square feet (6.5 m²) minimum. Where a food preparation area is provided on the entrance level, it shall comply with Section 1005.7.

Exception: A toilet room or bathroom shall not be required on an entrance level with less than 120 square feet (11.1 m²) of habitable space.

1005.5 Circulation Path.

Circulation paths shall comply with Section 1005.5.

1005.5.1 Components.

The circulation path shall consist of one or more of the following elements: walking surfaces with a slope not steeper than 1:20, doors and doorways, ramps, elevators complying with Sections 407 through 409, and wheelchair (platform) lifts complying with Section 410.

1005.5.2 Walking Surfaces.

Walking surfaces with slopes not steeper than 1:20 shall comply with Section 303.

1005.5.2.1 Clear Width.

The clear width of the circulation path shall comply with Section 403.5.

1005.5.3 Doors and Doorways.

Doors and doorways shall comply with Section 1005.5.3

1005.5.3.1 Clear Width.

Doorways shall have a clear opening of 31³/₄ inches (805 mm) minimum. Clear opening of swinging doors shall be measured between the face of the door and stop, with the door open 90 degrees.

1005.5.3.2 Thresholds.

Thresholds shall comply with Section 303.

Exception: Thresholds at exterior sliding doors shall be permitted to be ³/₄ inch (19 mm) maximum in height, provided they are beveled with a slope not steeper than 1:2.

1005.5.4 Ramps.

Ramps shall comply with Section 405.

Exception: Handrails, intermediate landings and edge protection are not required where the sides of ramp runs have a vertical drop off of ¹/₂ inch (13 mm) maximum within 10 inches (255 mm) horizontally of the ramp run.

1005.5.4.1 Clear Width.

The clear width of the circulation path shall comply with Section 403.5.

1005.6 Toilet Room or Bathroom.

At a minimum, the toilet room or bathroom required by Section 1005.4 shall include a lavatory and a water closet. Reinforcement shall be provided for the future installation of grab bars at water closets. Clearances at the water closet shall comply with Section 1004.11.3.1.2.

1005.7 Food Preparation Area.

At a minimum, the food preparation area shall include a sink, a cooking appliance, and a refrigerator. Clearances between all opposing base cabinets, counter tops, appliances or walls within the food preparation area shall be 40 inches (1015 mm) minimum in width.

Copyright © 2024 International Code Council, Inc., or its licensors (ALL RIGHTS RESERVED).
Accessed by Ted Lantzy on 12/03/2024 pursuant to License Agreement with ICC. No further reproduction or distribution authorized. Any Unauthorized reproduction or distribution is a violation of the federal copyright, and subject to civil and criminal penalties thereunder.

Exception: Spaces that do not provide a cooktop or conventional range shall be permitted to provide a clearance of 36 inches (915 mm) minimum in width.

1005.8 Lighting Controls and Receptacle Outlets.

Receptacle outlets and operable parts of lighting controls shall be located 15 inches (380 mm) minimum and 48 inches (1220 mm) maximum above the floor.

Exception: The following shall not be required to comply with Section 1005.8.

1. Receptacle outlets serving a dedicated use.
2. Controls mounted on ceiling fans and ceiling lights.
3. Floor receptacle outlets.
4. Lighting controls and receptacle outlets over countertops.