CHAPTER 3:
Industrial

Table of Contents

3.A. Applicability

This chapter applies to industrial uses. Also see **Chapter 1 Section A Applicability**.

3.B. Site Planning

3.B.1. Dimensional Standards

Table 3B.1-1 Dimensional guidelines for industrial:

Standard	Requirement
Building Modulation	Buildings over 3 stories or 100 feet of horizontal street front shall include 2 modulation features.
Horizontal Building Modulation	Balconies may qualify with a floor area of at least 40 square feet, are integrated with the architecture of the building, and project at least 2 feet from the building façade.
Sidewalk	ADA Compliant
Landscape Strip	5-foot minimum landscape strip between the sidewalk and the street with street trees provided at least every 30 feet (average) on center
Setbacks (to exterior property lines)	11 and 20 feet from the street edge if appropriate and within 15 ft. of ROW on corners
Parking	Limited to 50% of the street front or 130 feet, whichever is greater on signature roads

3.B.2. Relationship to Street Front

INTENT:

- To create an active, safe pedestrian environment throughout Tumwater even in the city's working settings.
- To design sites and orient buildings to enhance the property's visibility, attractiveness, and interaction with its adjoining streetscape.
- To establish a visual identity for Tumwater's industrial areas.
- To create a hierarchy of streets and block fronts.

SUMMARY AND APPLICABILITY

The maps in **Appendix A: Street Designations** designate streets as Pedestrian-Oriented Streets (blue lines) and Signature Roads (purple lines). This section summarizes the purpose and guidelines for these street designations.

Signature Roads

This designation supports a diversity of development edges that contribute to the visual character of the street, enhance the pedestrian environment, and connect to the lively corners at the Pedestrian-Oriented Streets. Only a few industrial zones are located along Signature Roads: the Airport Related and Light Industrial zones along Tumwater Blvd and the Light Industrial zone along Cleveland Ave near the Brewery District. As important gateway roads for Tumwater and connectors to current and future neighborhood centers, these Signature Road guidelines maintain an active development edge relatively close to the right-of-way while allowing for industrial uses. If light industrial uses are allowed in commercial or mixed used zones, these Signature Roads guidelines also ensure that more flexible standards appropriate to industrial uses apply than the **Chapter 2 Commercial, Mixed use, and Multifamily** Signature Road guidelines.

Special street front guidelines apply to Signature Roads, as stated in the **3.B.2.1** through **3.B.2.5 standards** below. In addition to the basic citywide design guidelines and the 3.B.1 Signature Roads street front standards, Signature Roads must adhere to **3.D.2.2 Parking Area Screening.**

STANDARDS/GUIDELINES:

3.B.2.1. Appearance

a. On Signature Roads, development must adhere to the following:

   (1) The primary building entrance and any associated offices and/or sales areas shall be located on the front elevation.

   (2) Building facades facing the street(s) and located within 15 feet of the ROW must feature:

i. At least 15% transparency on the ground floor façade between 3 and 8 feet above grade (unless determined by the Director to be infeasible or undesirable for the particular industrial use). If indoor activities (e.g., cabinetry, welding) are safe for viewing from the sidewalk, garage doors may count toward this if they are opened regularly.

ii. Weather protection at least 4 feet deep if the façade abuts a sidewalk.

(3) No fences or screening walls taller than 4 feet are allowed within 15 feet of the right-of-way unless required for safety, as demonstrated by appropriate documentation from the applicant. Also see TMC 18.46 fence standards.

(4) Unpainted chain link fences are prohibited.

Figure 3.B.2.1-1. This building would meet the guidelines if it oriented its main entrance to the street.

3.B.2.2. Parking Orientation

a. On Signature Roads, all parking must be located beside, behind, underneath, or above the ground floor use facing the street (i.e., no parking is allowed between the building and the street). Parking is limited to 50% of the street front or 130 feet, whichever is greater. Any parking areas along the street must be screened (see **Section 3.D.2.2**).

b. On all other streets the following guidelines apply:

(1) Minimization of large parking lots between the building front and street is encouraged.

(2) On-site parking may be supplemented with on street parking along the development frontage, where consistent with other City policies and regulations and authorized by the Public Works Director.

3.B.2.3. Corners

a. On Signature Roads, at a street and/or trail intersection, a building must be located within 15 feet of both right-of-ways (unless determined infeasible by the Director).

3.B.2.4. Space between Building and Street Edge

a. On Signature Roads, light industrial buildings are encouraged to locate closer to the street than TMC 18.24.050 typically allows. Buildings may be set back between 11 and 20 feet

from the street edge if appropriate. If it is infeasible for the particular use to locate closer to the street, TMC buffering and landscape requirements apply.

3.B.2.5. Streetscape

a. Development must adhere to the following streetscape standards, especially on Signature Roads:

(1) Landscape strip between sidewalk and street:

i. Minimum 5 feet

ii. Street trees provided at least every 30 feet (average) on center

(2) Sidewalk: ADA Compliant

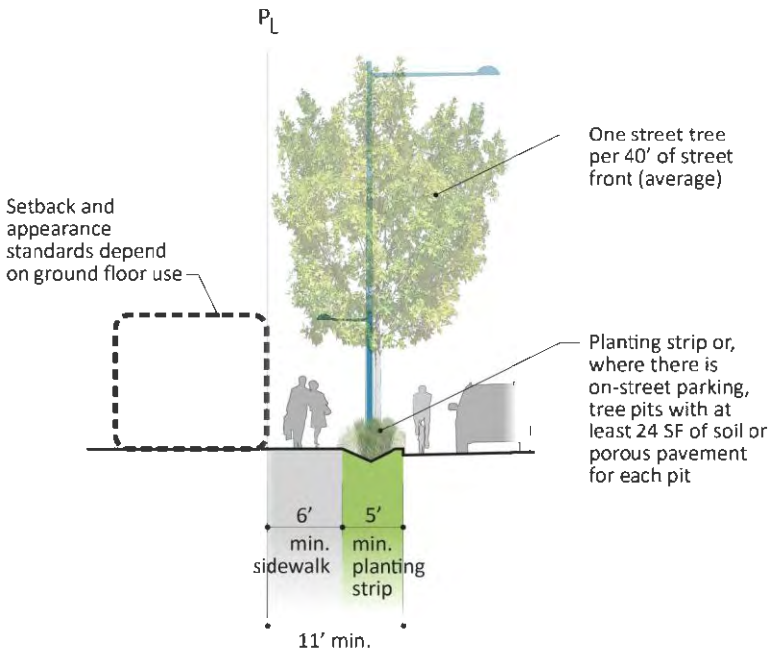


Figure 3.B.2.5-1. Signature Roads streetscape requirements

3.B.3. Pedestrian Circulation – Site Planning

INTENT:

- To improve the pedestrian environment by making it easier, safer, and more comfortable to walk between businesses and residences, on street sidewalks, to transit stops, and through parking areas.
- To provide pedestrian facilities such as sidewalks, crosswalks, and bus shelters connecting to all modes of transportation.
- To provide convenient pedestrian circulation connecting all on-site activities to adjacent pedestrian routes and streets.
- To provide access to transit and services.

STANDARDS/GUIDELINES:

3.B.3.1. Pedestrian Circulation in Industrial Settings

Provide safe, convenient and universally accessible pedestrian circulation for all users. Specifically:

a. Where feasible, provide pedestrian access onto the site from all streets on which the use is located.

b. Buildings must include universally accessible, convenient, clearly identified pedestrian entries.

c. For developments with multiple buildings, provide for pedestrian circulation between all buildings and conform to guidelines in **Section 3.C.1**.

Figure 3.B.3.1-1. Direct pedestrian access is provided to the principle entrance from the street.

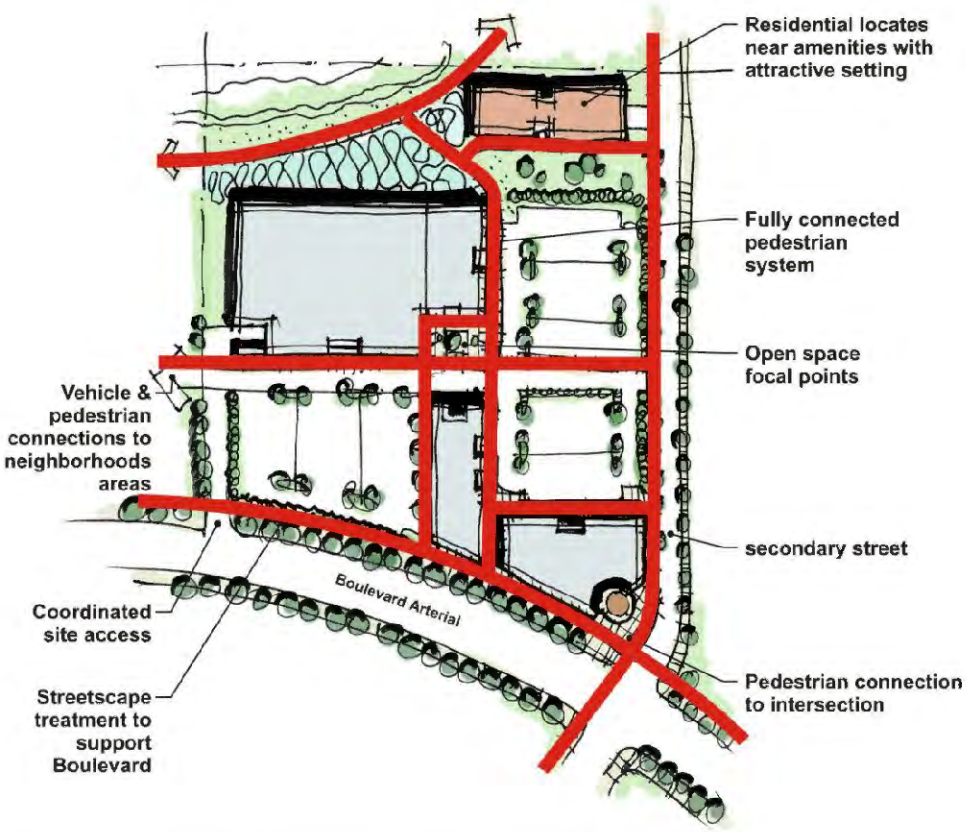


Figure 3.B.3.1-2. Internal and external pedestrian connections are important.

d. Provide direct pedestrian access to transit, rideshare and bicycle storage facilities.

e. New developments shall provide for the opportunity for future pedestrian connections to adjacent properties through the use of pathway stub-outs, building configuration, and parking area layout.

See also **Section 3.C Pedestrian Circulation – Site Planning** and **3.B.4** below.

3.B.3.2. Adequate Sidewalks and Landscape along Street

Development must provide for:

a. A 4-foot minimum landscape strip between the sidewalk and the street with street trees provided at least every 40 feet (average) on center, and

b. A 5 foot minimum sidewalk.

Signature Roads must adhere to **3.B.1.5 Streetscape**.

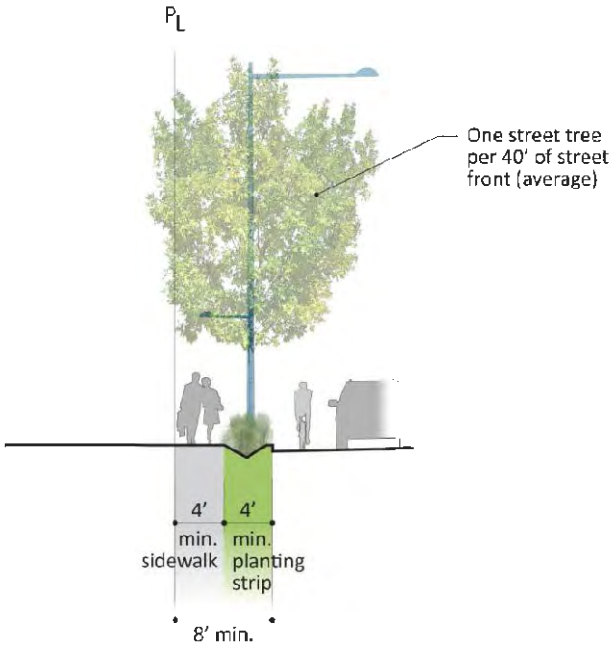


Figure 3.B.3.2-1. Other Streets streetscape requirements

3.B.4. Vehicular Access and Circulation

INTENT:

- To provide better connectivity between sites for more efficient circulation and to ease congestion.
- To minimize cut-through traffic in residential neighborhoods.
- To provide safe and convenient vehicular access routes through large areas by connecting public and/or private roadways and access-ways.
- To enhance the visual character of interior access roads.
- To minimize conflicts with pedestrian circulation and activity.
- To enhance the safety and function of public streets.
- To provide access management on congested streets; i.e., to reduce turning movements that increase congestion and reduce safety.
- To support transit services.

STANDARDS/GUIDELINES:

See also **Section 3.D Parking Area Design and Guideline 3.B.1.2 Parking Orientation** for standards related to parking lot location.

3.B.4.1. Inter-site Connectivity

The provision of through vehicle access connections between non-residentially zoned properties is required except in rare instances where the Director determines it is infeasible or undesirable. Such access may be in the form of a dedicated or private alley, connected or shared parking lots, shared driveways, or similar features. The intent of this guideline is to provide greater connectivity to facilitate future access to all properties and provide better vehicular circulation. This guideline is not required if the Director determines that such a vehicle connection would significantly hamper safe pedestrian movement.

3.B.4.2. Internal Roadways and Vehicular Circulation

a. Provide street trees and sidewalks on all internal access streets where through vehicle access connections have dimensions of 400 feet or greater to increase their function and appearance. In industrial zones, sidewalks must be ADA compliant with planting strips at least 5 feet wide and 1 street tree for every 30 feet of street frontage. Sidewalks are required on both sides of the street unless alternative continuous pedestrian access is available for all buildings. If on-street parking is provided and rainwater drainage treated elsewhere, then the planting strip may be replaced with tree pits within the pavement but there must be at least 50 square feet of planting area or permeable pavement per tree to support root functions. The Director may require wider sidewalks in situations with high pedestrian volumes.

   See **Section 3.F.1** regarding lighting.

b. Include traffic calming measures such as small traffic circles, raised crosswalks and curb extensions (sidewalk bulbs) to reduce vehicle speed and increase safety.

c. Primary vehicular access to corner lots shall be located sufficiently distant from the intersections to minimize traffic conflicts.

d. Combining driveway access point to parking lots and reducing the number of curb cuts is encouraged.

e. The Director may require modification of proposed vehicle access points and internal circulation in order to minimize the potential for cut-through traffic in residential neighborhoods. Specifically, access connecting nearby roads may be required.

Figure 3.B.4.2-1. Pedestrian-oriented access streets are usually needed to provide good circulation to and through large sites.

3.B.5. Lots with Multiple Buildings or with a Total Area Greater than 2 Acres

INTENT:

- To create integrated development plans and phasing strategies.
- To reduce negative impacts to adjacent properties.
- To enhance pedestrian and vehicular circulation.
- To encourage transit use.
- To provide usable open space.
- To create focal points for pedestrian activity for developments.
- To enhance the visual character of the community.

STANDARDS/GUIDELINES:

3.B.5.1. Unifying Site Planning Concept

Development at sites with two or more buildings or properties larger than 2 acres in area shall demonstrate that the project is based on a unifying site planning concept that meets the following criteria:

a. Incorporates open space and landscaping as a unifying element.

b. Provides pedestrian paths or walkways connecting all businesses and the entries of multiple buildings.

c. Provides for safe, efficient internal vehicular circulation that does not isolate the buildings.

d. Integrates any required open space as a central or unifying element.

e. Takes advantage of special on-site or nearby features.

Figure 3.B.5.1-1. An example of a site plan illustrating requirements of Guideline 3.B.4.1.

3.B.6. Loading, Service Areas and Mechanical Equipment

INTENT:

- To minimize adverse visual, olfactory, or auditory impacts of mechanical equipment, utility cabinets and service areas at ground and roof levels.
- To provide adequate, durable, well-maintained, and accessible service and equipment areas.
- To protect residential uses and adjacent properties from impacts due to location and utilization of service areas.

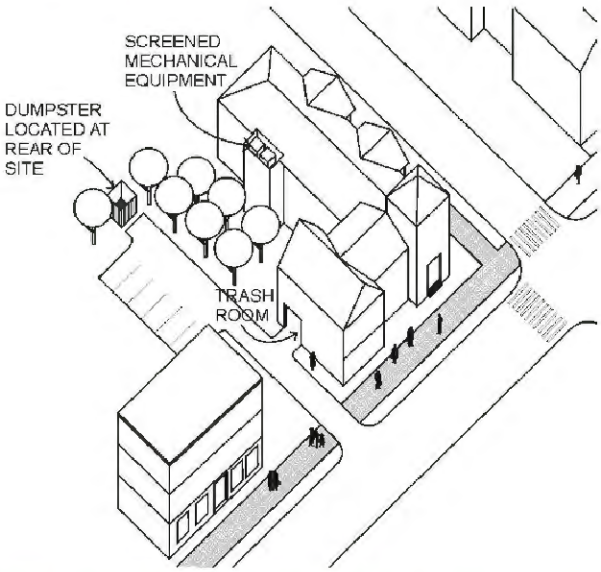


Figure 3.B.6.1-1. Locate service elements to reduce impacts on the residential and pedestrian environment, and provide appropriate enclosure.

STANDARDS/GUIDELINES:

3.B.6.1. Loading, Service Areas, Utilities and Mechanical Equipment

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

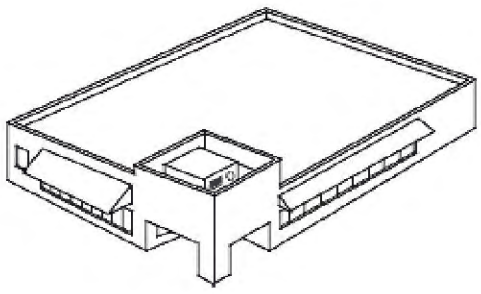
a. No loading or servicing should be conducted between a building and any public street. Loading bays shall be located on a building elevation not facing a Signature Road, and should not locate on an elevation facing a public street. For sites where loading bays must face a public street, the Director will determine the street appropriate for loading bays proximity. Other service areas (trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas) shall be located to avoid negative visual, auditory (noise), olfactory, or physical impacts on the street environment and adjacent residentially zoned properties. The City may require evidence that such elements will not significantly impact neighboring properties or public areas. (For example, the City may require noise damping specifications for fans near residential zones.) Service areas shall be sited for alley access if available.

b. Exterior loading areas shall not be located within 20 feet of a single family residentially zoned property, unless the Director finds such a restriction does not allow feasible development. In such cases, the areas and drives will be separated from the residential lot by a masonry wall at least 8 feet high. Internal service areas may be located across the street from a single family residential zone.

c. Service areas must not be visible from the sidewalk and adjacent properties. Where the City finds that the only option for locating a service area is either visible from a public right-of-way or space or from an adjacent property, the area must be screened with either landscape or structural screening measures provided in **Section 3.B.5.2**.

d. Ground-mounted mechanical equipment must be located and screened to minimize visual and noise impacts to pedestrians on streets and adjoining properties

e. Roof-mounted mechanical equipment must be located and screened so the equipment is not visible from the ground level of adjacent streets or properties within 20 feet of the structure. If the adjacent street or properties are topographically higher than the industrial lot ground level so that complete screening is not feasible, equipment location and screening should be used to hide the equipment to the maximum extent practical. Match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.



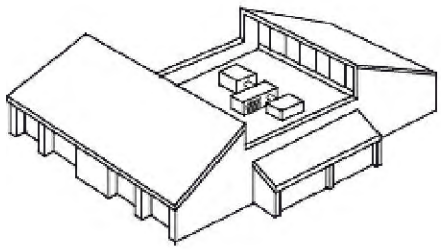


Figure 3.B.6.1-2. Examples of how to screen roof-mounted mechanical equipment.

f. Locate and screen utility meters, electrical conduit, and other service and utilities apparatus so they are not visible from adjoining properties and nearby streets.

   While exterior service areas must be screened, screening requirements may be reduced by the Director at access points for service areas inside buildings.

g. Locate and/or shield noise producing mechanical equipment such as fans, heat pumps, etc to meet State law provisions (WAC 173-60).

h. All on-site utilities and service connections including wires and pipes must be located underground. Meters may be attached to buildings. Project proponents are required to coordinate with the local electric utility provider to locate electrical service facilities in the least obtrusive way.

3.B.6.2. Screening of Service Areas and Mechanical Equipment

Where screening of service areas is called for, adhere to the following:

a. A structural enclosure shall be constructed of masonry, heavy-gauge metal, or decay resistant composite wood and have a roof. The walls must be sufficient to provide full screening from the affected roadway or use. The enclosure may use overlapping walls to screen dumpsters and other materials. Gates shall be made of heavy-gauge, site obscuring material.

b. Collection points shall be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic, or does not require that a hauling truck project into any public right-of-way.

c. The service area shall be paved.

d. Weather protection of recyclables, trash, and compost/yard waste shall be ensured by using weather-proof containers or by providing a roof over the storage area.

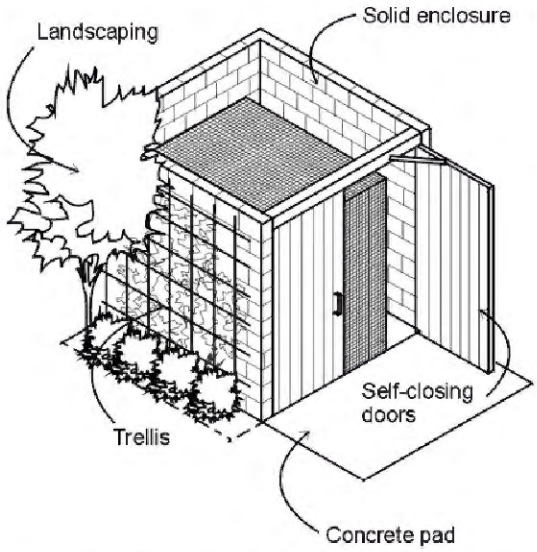


Figure 3.B.6.2-1. Examples of acceptable dumpster enclosures.

3.B.7. Stormwater Facility Planning

INTENT:

- To comply with stormwater management requirements as outlined in the Tumwater Drainage Manual and the City's NPDES permit, which requires Low Impact Development measures to be applied unless it is documented to be infeasible.
- To integrate low impact development stormwater management/water quality systems into the site design as an amenity.
- To reduce the economic burden of stormwater management systems on developments.
- To encourage creative use and cost-effective stormwater management solutions for new development.

STANDARDS/GUIDELINES:

3.B.7.1. Compliance with City Stormwater Manual

Adhere to the City of Tumwater Stormwater Management (SWM) standards in TMC 13.12.020. The following guidelines are intended to supplement the SWM regulations.

3.B.7.2. Integration of Stormwater Facilities into Site Design

Where feasible, integrate biofiltration swales, rain gardens, stormwater planters, and other low impact development stormwater management measures into the overall site design. Manage stormwater as close to its origin as possible by utilizing small scale, distributed hydrologic controls. Locate them so they don't impede pedestrian circulation. Examples of filtration methods are listed below:

a. Incorporate the biofiltration system, including low-impact development (LID) features, as part of the landscape features of the development. If the biofiltration system is incorporated into the landscaping of the site's open space, then, upon approval of the

Director, the stormwater facility may be counted as part of the required open space or landscaping.

b. Maximize retention of native forest cover and vegetation and restore disturbed vegetation to intercept, evaporate and transpire precipitation.

c. Preserve permeable, native soil, and enhance disturbed soil to store and infiltrate stormwater.

d. Reduce hard surfaces, total impervious surface areas and increase retention of native vegetation.

Figure 3.B.7.2-1. A preferred method of handling stormwater is through retention systems, such as rain gardens, incorporated as site amenities. Other low-impact development techniques are encouraged, and in many cases, required.

e. Locate biofiltration swales, ponds, or other approved biofiltration systems as part of a landscape screen.

f. Where topography is favorable, locate the biofiltration swale, wet pond, or other approved biofiltration system within the paved parking or service area to, and integrate it into the required internal parking area landscaping. Consider use of permeable pavements and asphalts to reduce impervious areas.

g. Use native, drought tolerant plants and/or appropriate plant species as approved by the Director.

h. Include the stormwater facility as an amenity.

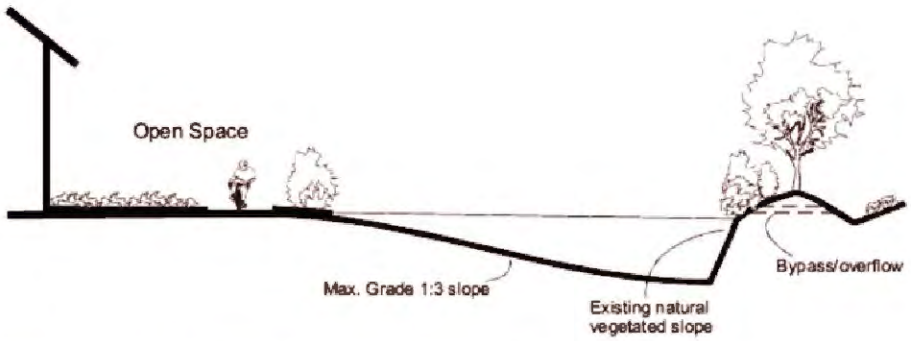


Figure 3.B.7.2-2. Examples of stormwater facilities treated as amenities.

3.B.8. Site Planning for Security

INTENT:

- To increase personal safety and property security.

STANDARDS/GUIDELINES:

3.B.8.1. Prohibitions

In site development planning, avoid:

a. Entrapment areas, where a person could become trapped with no exit route. Provide two means of egress from all outdoor spaces. Ensure entrapment conditions are avoided in the design of rooftop decks.

b. Areas that are dark or not visible from a public space or right-of-way.

c. Vegetation and fences that restrict visibility into occupiable open space, pathways and building entries.

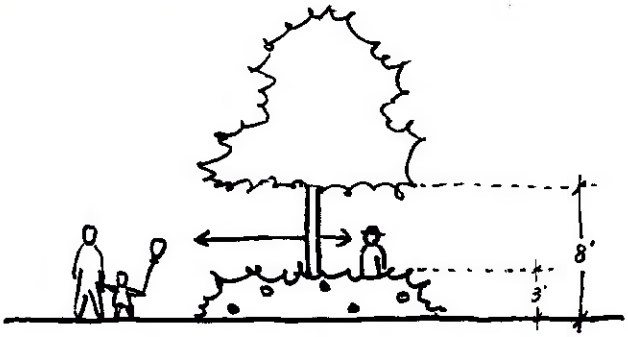


Figure 3.B.8.1-1. Keep landscaping open between 3 feet and 8 feet above grade where there is the need for visibility.

d. Buildings, vegetation, or other objects (e.g., a storage enclosure) that block visibility into a space or provide places to hide.

e. Screens or landscaping that blocks motorists' views of pedestrians crossing streets, driveways, and vehicular circulation areas.

f. Where visibility is necessary to avoid creating an unsecure area to reduce the potential for pedestrian/vehicle collisions, do not plant vegetation that will obstruct views between 3 feet and 8 feet above the ground. (See **Figure 3.B.8.1-1.)**

3.B.8.2. Desirable Elements

In the planning of the site and design of buildings and site elements, to the extent feasible provide for:

a. "Passive surveillance," the ability of people occupying buildings and public spaces to view all parts of accessible spaces.

b. Security and pedestrian lighting per **Guideline 3.F.1.1**.

c. Appropriate natural access control, that is, features that delineate where the general public should not enter without an invitation. For example, a low fence or hedge can indicate that people should not enter an open space except through a gate or opening. Access control should not limit visibility or passive surveillance.

d. Defining territory. This means clearly indicating through site planning and design measures what parts of the site are open to the public and what parts are not. For example, pedestrian-oriented elements and walkways indicate that the public is welcome but fenced areas with a gate do not. Also, well maintained sites indicate that someone cares for the site and tends to discourage crime.

3.C. Pedestrian Access, Amenities, and Open Space Design

3.C.1. Internal Pedestrian Paths and Circulation

INTENT:

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

STANDARDS/GUIDELINES:

3.C.1.1. Pedestrian Circulation – General Design

Figure 3.C.1.1-1. An example of an attractive pedestrian connection through a business park.

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

b. Pedestrian walks should be separated from structures at least 3 feet for landscaping except where the adjacent building features a transparent windows or artistic displays over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade, and weather protection at least 5 feet deep along at least 75 percent of the façade.
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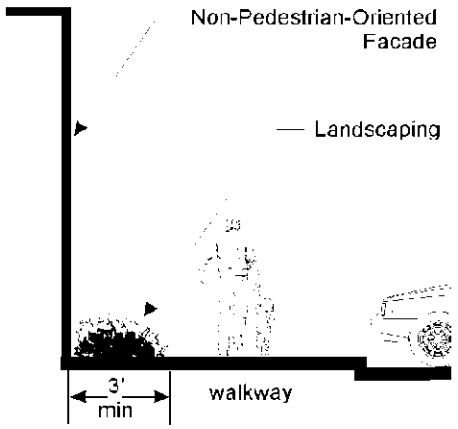

Figure 3.C.1.1-2 Provide landscaping between walkways and structures

c. For interior pathways, the applicant must demonstrate to the Director's satisfaction that the proposed walkway is of sufficient width to accommodate the anticipated number of users. For example, a 10- to 12-foot wide pathway can accommodate two couples passing one another. An 8-foot wide pathway will accommodate three persons walking abreast, while a 6-foot wide pathway will allow two individuals to pass comfortably. if a sidewalk abuts a building façade that has a ground floor entry, the pathway (i.e., sidewalk) must be at least 8 feet wide.

d. Pathways must be American with Disabilities Act (ADA) compliant.

3.C.2. Pedestrian-Oriented Open Space

INTENT:

- To provide a variety of pedestrian areas to accommodate employees and visitors.
- To provide safe, attractive, and usable open spaces that promote pedestrian activity and recreation.

STANDARDS/GUIDELINES:

3.C.2.1. Pedestrian-Oriented Open Space

Where Pedestrian-Oriented Open Space is provided, design the open space according to the following criteria. If sidewalks are wider than the required minimum width, the additional sidewalk width may be counted as Pedestrian-Oriented Open Space.

a. Required Pedestrian-Oriented Open Space features:

(1) Visual and pedestrian access (including ADA compliant access) into the site from a street, private access road, or non-vehicular courtyard.

(2) Visual access from some dwelling units and/or commercial areas (i.e., maximize "eyes on the open space").

(3) Paved walking surfaces of either concrete or approved unit paving.

(4) Lighting must conform to **Section 3.F.1 Site Lighting**.

(5) Spaces must be located in or adjacent to areas with significant pedestrian traffic to provide interest and security, such as adjacent to or visible from a building entry.

(6) At least 2 feet of seating area (a bench or ledge at least 16 inches deep and appropriate seating height) or one individual seat per 60 square feet of plaza area or open space.

(7) Landscaping components that add visual interest and do not act as a visual barrier. This could include planting beds, potted plants, or both.

b. Desirable Pedestrian-Oriented Open Space features:

(1) Pedestrian amenities, such as a water feature, site furniture, artwork, drinking fountains, kiosks, or other similar features.

(2) Adjacent buildings with transparent window and doors covering 75 percent of the façade between 2 feet and 8 feet above the ground level.

(3) Solar access at least during noon and afternoon hours during winter, and appropriate shade during summer.

(4) Pedestrian weather protection, alcoves, seating, or other features along building edges to allow for outdoor seating areas and a planted buffer.

c. A Pedestrian-Oriented Open Space must not have:

(1) Asphalt or gravel pavement.

(2) Adjacent parking areas or service areas (e.g., trash areas) that are not separated with landscaping, as described in **3.D.2.2**.

(3) Adjacent chain-link fences.

(4) Adjacent "blank walls" without "blank wall treatment."

(5) Outdoor storage that does not contribute to the pedestrian-oriented environment.

(6) Vehicle travel through the area.

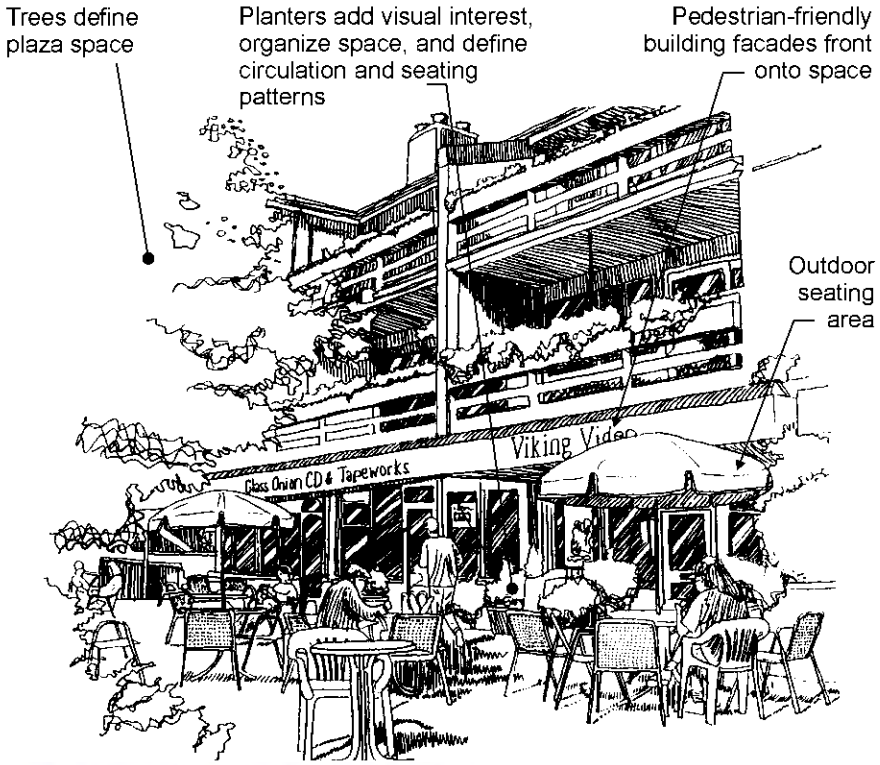

Figure 3.C.2.1-1. Example of a small Pedestrian-Oriented Open Space.

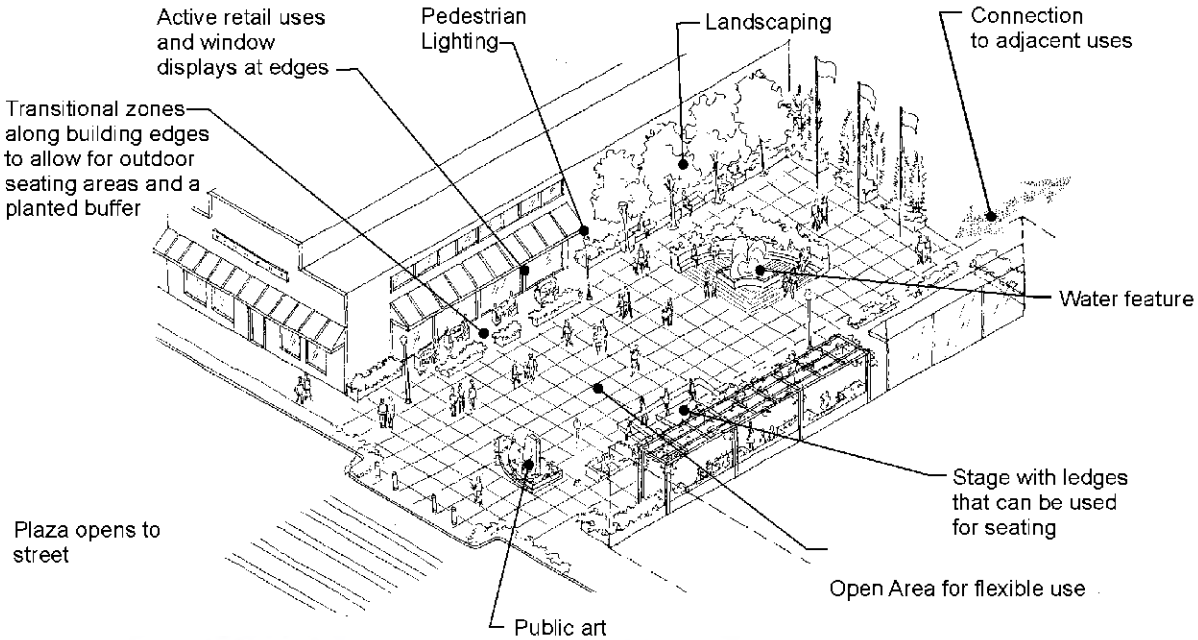

Figure 3.C.2.1-2. Example of a large Pedestrian-Oriented Open Space.

3.C.2.2. Pedestrian Circulation Where Facades Face Parking Areas

Where a building's main entrance faces onto a parking area rather than the street, provide wide pathways adjacent to the façades. Pathways along the front façade of buildings 100 feet or more in length (measured along the façade) that are not located adjacent to a street must be at least 6 feet wide and include the following:

a. Trees, as approved by the Director, must be placed at an average of 30 feet on-center and placed in grates or landscaped area. Breaks in the tree coverage will be allowed near major building entries to enhance visibility. However, no less than 1 tree per 60 lineal feet of building façade must be provided.
b. Lighting must conform to **Section 3.F.1**.

Figure 3.C.2.2-1. Example of a successful pedestrian sidewalk between parking lot and building entry.

3.C.3. Site Landscaping

INTENT:

- To encourage the abundant use of landscaping in site and development design to improve site aesthetics, enhance the pedestrian experience, and increase environmental quality.
- To reduce surface water runoff by percolating water through landscaped areas.
- To maintain and improve privacy for residential zones.
- To enhance buildings and open spaces.
- To make adjacent uses more compatible
- To provide visual relief from roadways, parking areas, and the built environment.

STANDARDS/GUIDELINES:

3.C.3.1. Reference to TMC 18.47

The landscaping standards of TMC 18.47 shall apply. These standards are intended to supplement those standards.

3.C.3.2. Landscaping – General Standards for All Landscape Areas

All new landscape areas proposed for a development shall be subject to the following provisions:

a. Berms shall not exceed a slope of two horizontal feet to one vertical foot (2:1).
b. Group plants having similar water use characteristics.

c. Plant selection shall consider adaptability to sun exposure, soil conditions, and the topography of the planting area. Preservation of existing vegetation is encouraged.

d. Install no plants included in the Thurston County Noxious Weed list.

e. All plants shall conform to American Association of Nurserymen (AAN) grades and standards as published in the "American Standard for Nursery Stock" manual; provided that existing healthy vegetation used to augment new plantings shall not be required to meet the standards of this manual.

f. Street trees and trees internal to the development shall conform to the standards in the Tumwater Comprehensive Street Tree Plan.

g. When the width of any landscape strip is 20 feet or greater, the required trees shall be staggered in two or more rows.

h. Shrubs shall be dwarf varieties unless demonstrated that other varieties can thrive if maintained at 42 inches. Shrubs shall also be as follows:

   (1) At least an AAN container Class No. 2 size at time of planting in Type II and III and parking area landscaping;

   (2) At least 24 inches in height at the time of planting for Type I landscaping; and

i. Shrubs shall be perennials.

j. Groundcovers shall be planted and spaced to result in total coverage of the majority of the required landscape area within three years.

k. All fences shall be placed on the inward side of any required perimeter landscaping along the street frontage. That is, place the required landscaping to face the public street or open space. Exception: Where the fence separates a public street from a required common open space, the Director will determine on which side the landscaping is to be installed.

l. Required street landscaping may be placed within City of Tumwater street rights-of-way subject to the permission of the City of Tumwater director of public works.

m. Required street landscaping may be placed within Washington State rights-of-way subject to permission of the Washington State Department of Transportation.

n. New landscape material provided for vegetation restoration or mitigation requirements and within areas of undisturbed vegetation or within the protected area of significant trees shall give preference to utilizing western Washington native plant species.

3.C.3.3. Landscaping – Plan Design, Design Review, and Installation

A landscape plan must be submitted to the Director that complies with TMC 18.47 and the standards contained in **Section 3.C.3** of these standards. Where conflicts occur, the Director determines which standards control.

3.C.3.4. Maintenance

a. All landscaping shall be maintained for the life of the project, including water conservation practices for turf grass such as annual aeration and dethatching, top dressing and over seeding;

b. All landscape materials shall be properly pruned by a trained specialist and trimmed as necessary to maintain a healthy growing condition or to prevent primary limb failure;

c. With the exception of dead, diseased or damaged trees specifically retained to provide wildlife habitat, other dead, diseased, damaged, topped, or stolen plantings shall be replaced within three months or during the next planting season if the loss does not occur in a planting season; and

d. Landscape areas shall be kept free of trash, mulched, and weeded.

3.C.3.5. Landscape Character

a. Tumwater's signature landscape setting is characterized by large, mature conifer trees surrounded by relatively flat expanses of grass or low vegetation, such as at the civic campus around City Hall and the Fred Meyer and Costco vicinity on Littlerock Road. The community has indicated that this landscape is very important to the city's visual quality and design identity so that maintaining existing mature evergreen trees and including existing and new evergreens in site development is an important objective. The Director may require that development proposals be modified to conserve healthy evergreen trees. When appropriate, the Director may also relax other standards such as setbacks and geometric requirements in order to promote the retention of mature trees.

   The applicant shall meet setback and root protection requirements as deemed necessary by the Director to maintain the tree's health.

Figure 3.C.3.5-1. Informal clusters of mature conifer trees are a signature element of Tumwater's landscape and are well-suited to the area's glacial soils.

b. Where possible, minimize the disturbance of native vegetation and soils. Native soil retention may be incorporated into low impact development (LID) measures for stormwater management.

c. Unless there is a compelling reason to the contrary, concentrate ornamental vegetation near pedestrian areas and building entries where it can be most appreciated.

d. As a general observation, Tumwater's landscape design character emphasizes naturalistic, informal layouts that are similar to early 20th century parks designed by the Olmsted Brothers.

e. Other design features associated with landscaped open space should emphasize pedestrian scale and qualities generally consistent with the features noted in **Section 3.C.2.1 Pedestrian-Oriented Open Space**.

3.D. Parking Area Design

3.D.1. Parking Area Design

INTENT:

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

STANDARDS/GUIDELINES:

Parking areas must comply with TMC 18.50 and the landscaping standards for parking areas in TMC 18.47. In addition to these requirements, parking areas must comply with the following standards.

3.D.1.1. Pathways Through Parking Areas

Developments must provide specially marked or paved walkways through parking areas. Generally, walkways must be provided at least every four rows or at least every 180 feet. Where possible, align the pathways to connect with major building entries or other sidewalks, pathways, and destinations. The walkway must be at least 4 feet wide (clear) excluding vehicle overhang or wider to accommodate devices specific to the use.

Figure 3.D.1.1-1. Parking area pathway examples. Note that clear pathway width must account for vehicle overhang.

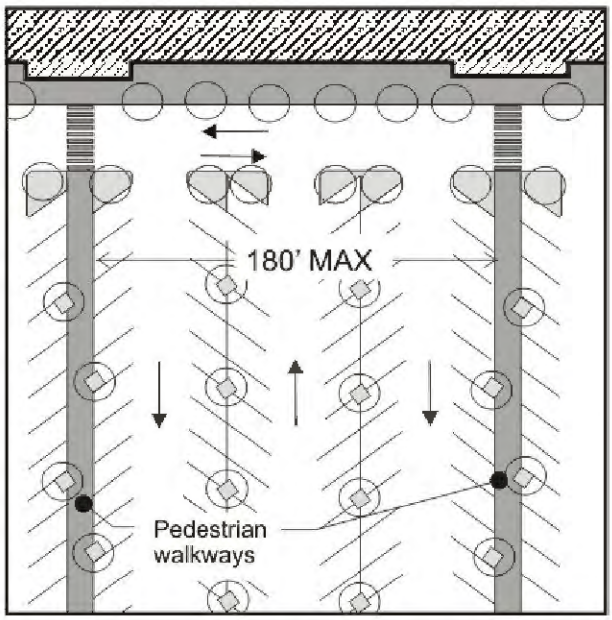

Figure 3.D.1.1-2. Example parking area pathway configuration.

3.D.1.2. Location of Parking

When possible, off-street passenger vehicle parking should be located away from the loading and service areas to minimize conflicts.

3.D.2. Parking Area Landscaping

INTENT:

- To reduce the visual presence of parking on the City's streets, public space and adjacent development.
- To increase tree canopy cover for environmental and aesthetic benefits.
- To improve water quality and improve stormwater management.

STANDARDS/GUIDELINES:

3.D.2.1. Interior Parking Area Landscaping

Parking area landscaping shall be provided within surface parking areas with 20 or more parking stalls for the purpose of providing shade, diminishing the visual impacts of large paved areas, and providing stormwater management. Permeable asphalt, concrete and pavers, and island and planter strips designed to work as rain gardens for stormwater management, with sloped grading and curb cuts are encouraged. Surface parking areas shall be as follows:

a. Developments with common parking areas with more than 20 stalls shall provide planting areas at the rate of 20 square feet per parking stall;

b. Trees shall be provided and distributed throughout the parking area at a rate of one tree for every 10 parking stalls. Existing trees may be counted to satisfy this requirement. Mature conifer trees over 24 inches in caliper may count as 2 trees.

c. The maximum distance between any parking stall and landscaping shall be no more than 100 feet;

d. Permanent curbs or structural barriers shall be provided to protect the plantings from vehicle overhang and curb cuts shall be provided in these barriers to allow surface water to flow into landscaped areas.

e. Parking area landscaping shall consist of:

   (1) Canopy-type deciduous trees, coniferous trees, broadleaf evergreen trees, evergreen shrubs, perennials, and groundcovers planted in islands or strips;

   (2) Shrubs planted at a rate of one per 20 square feet of landscaped area and maintained at a height of no more than 42 inches;

   (3) Plantings contained in planting islands or strips having an area of at least 100 square feet and with a narrow dimension of no less than five feet;

   (4) Groundcover pursuant to **Guideline 3.C.3.2.** And,

f. Landscaping shall be maintained at heights for safe visibility between vehicles and pedestrians.

3.D.2.2. Parking Area Screening

On Signature Roads, parking area screening shall be provided between the sidewalk and parking areas with either a or b as follows:

a. Any of the alternatives identified in TMC 18.47.D, or those listed in "b" below;

b. Provide a planting bed, at least 5 feet wide, that incorporates a low wall (approximately 3 feet tall) and/or trellis. The planting bed shall be in front of the wall, provide irrigation and feature the following plantings:

   (1) A mix of deciduous and evergreen trees generally interspersed throughout the landscape strip and spaced to create a continuous canopy. Alternatively, a trellis and shrubs, as in **Figure 3.D.2.2-1**, may be substituted for the trees.

   (2) Unless the trellis option is chosen, trees provided at the rate of one per 25 linear feet of landscape strip and spaced no more than 30 feet apart on center.

   (3) Shrubs provided at the rate of one per 20 square feet of landscape strip and spaced no more than 8 feet apart on center.

   (4) Perennials per **Guideline 3.C.3.2**.

   (5) Groundcover per **Guideline 3.C.3.2**.

   The wall shall be constructed of brick, stone, decorative concrete or concrete block, or other permanent material that provides visual interest and helps to define the street edge as determined by the Director. (See **Figure 3.D.2.2-1** for an example). The wall and bed must be relatively continuous but may feature breaks at key points for pedestrian access.

Figure 3.D.2.2-1. Parking area planting buffer with low wall and trellis.

3.E. Building Design

3.E.1. Building Design - Character

GENERAL NOTES:

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

INTENT:

- To incorporate design treatments which add interest and reduce the scale of large buildings.
- To encourage functional, durable, and environmentally responsible buildings.
- To provide building design that creates safe and relatively comfortable human environments.

GUIDELINES:

3.E.1.1. Architectural Character

Unique Tumwater characteristics should inspire the building design. See the **Chapter 2 Commercial and Residential Section 2.E.1.1 Architectural Character** for a description of these characteristics. Some notable features are a signature landscape palette consisting of large conifer trees surrounded by low lying and native vegetation or ornamental landscaping and indigenous materials, such as basalt stone and timber, integrated into designs.

a. The architectural design of new development is required on Signature Roads and encouraged on other streets to reflect and add to Tumwater's design character in one or more of the three ways described below. The Director will determine whether or not the proposal meets the objectives.

(1) Incorporate distinctive and substantial landscaping to enhance the building's setting. In this approach, the landscaping or site features must be the predominant visual element and the building forms and character be relatively subdued. Retention of a substantial number of large trees, especially native trees

such as conifers, is one means to accomplish the objectives of this approach. Another might be to install landscape features that include Pedestrian-Oriented Open Space (see **Guideline 3.C.2.1**) to the extent that those elements and human activity become the dominant visual features. Extensive landscaping and subdued forms will likely be the most appropriate approach for industrial buildings.

Figure 3.E.1.1-1. A successful application of approach 1: substantial landscaping.

(2) Reflect the traditional style of architecture by featuring gabled roofs, traditionally scaled and vertically oriented windows, use of brick (at least on the ground floor) covered entries with porches or other weather protection, break-up of large building facades, and rectilinear or circular forms. This approach is typified by brewery, civic campus and new government office buildings. Buildings that reflect Art Deco styling with flat surfaces, linear detailing and building elements, and geometric forms may also be appropriate. Similarly, on the Capitol Blvd Corridor, designs that build on the historic Highway 99 architecture may be appropriate for certain uses which can build on that history.

Figure 3.E.1.1-2. Traditional industrial uses in the region often utilized gabled roofs, clerestory lighting, and local materials (left) This character can be used in contemporary buildings as well (right).

(3) Feature contemporary forms and architectural treatments that respond to the uniqueness of the site and building use. If this approach is used, the building materials must be of demonstrably high quality, the design exhibit a high level of

application of the guidelines in **Section 3.E**, and indigenous materials used as primary materials or accents.

Figure 3.E.1.1-3. A successful application of approach 3: Contemporary forms and treatments. This example relates to its surroundings by using materials and colors compatible with adjacent buildings and breaking down the building's massing by providing human scale elements and articulating features..

3.E.1.2. Corporate Identity Building Elements

Corporate signature elements, such as decorated roofs and exterior colors and treatments, that do not meet these guidelines are not acceptable. The Director may require revisions to the building design if (s)he determines that the corporate element is inconsistent with the intent of these guidelines or detracts from Tumwater's general character.

Figure 3.E.1.2-1 This development does not meet the requirements of 3.E.1.2 because the building color and yard ornaments are part of a business "brand".

3.E.2. Human Scale Elements

INTENT:

- To encourage the use of building components that relate to the size of the human body.
- To add visual interest to buildings, particularly around areas where pedestrians are expected such as building entries.

STANDARDS/GUIDELINES:

3.E.2.1. Human Scale Elements

"Human scale" addresses the relationship between a building and the human body. Generally, buildings attain a good human scale when they feature elements or characteristics that are sized to fit human activities, such as doors and windows. While industrial buildings by their nature are not "pedestrian oriented," areas where pedestrian activity is likely, such as main entries, should feature some elements that provide pedestrian scale.

a. Incorporate a minimum of three human scale building elements into new buildings and structures near the main building entry or areas where pedestrians are expected.

Human scale measures include:

(1) Spatially defining building elements, such as a trellis, overhang, canopy, or other element, that defines space that can be occupied by people;

(2) Public art that incorporates elements of a normal human scale (e.g., life size sculpture);

(3) First floor windows;

(4) Placement of smaller building elements near the principle entry;

(5) Landscaping elements that meet these guidelines;

(6) At least 100 square feet of Pedestrian-Oriented Open Space, as described in **Guideline 3.C.2.1**, for each 100 lineal feet of building façade;

(7) A covered entry;

(8) Upper story setbacks, provided one or more of the upper stories are set back from the face of the building at least 6 feet;

(9) Pedestrian scale lighting with mounting heights less than 15';

(10) Window treatments that extend out from the building face;

(11) Balconies or decks in upper stories; and

(12) Other elements that the Director determines meet the intent of these guidelines.

3.E.3. Architectural Scale

INTENT:

- To encourage architectural scale of development that is compatible with nearby areas.
- To add visual interest to buildings.

Note:

- **Architectural scale** is the perceived height and bulk of a building relative to that of neighboring buildings. A building has "good architectural scale" if its visual size is relatively similar to its neighbors.
- **Modulation** is a stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls.
- **Articulation** is visually breaking up a building façade into intervals by including repetitive features, such as broken rooflines, chimneys, entrances, distinctive window patterns, street trees, and modulation.

STANDARDS/GUIDELINES:

3.E.3.1. Scale of Large Buildings

New buildings over three stories or with facades longer than 100 feet measured horizontally along the street front shall provide at least two modulation and/or articulation features as described below along any façade that is visible from a street, residential zone or pedestrian pathway. Unless there is a compelling reason to the contrary the "articulation interval" at which the repetitive element repeats should not be greater than 100 feet.

a. Horizontal building modulation. The depth of the modulation must be at least 2 feet when tied to a change in the roofline and at least 5 feet in other situations. Balconies may be used to qualify for this option, provided they have a floor area of at least 40 square feet, are integrated with the architecture of the building, and project at least 2 feet from the building façade.

Figure 3.E.3.1-1. Building with modulation to increase its interest and human scale.

Figure 3.E.3.1-2. Industrial building with vertical modulation created by functional elements.

b. Vertical building modulation. Minimum depth and width of modulation is 18 inches and 4 feet (respectively) if tied to a change in color or building material and/or roofline modulation as defined below. Otherwise, minimum depth of modulation is 10 feet and minimum width for each modulation is 15 feet. Balconies may not be used to meet this modulation option unless they are recessed or projected from the façade and integrated with the building's architecture as determined by the Director. For example, "cave" balconies or balconies that appear to be "tacked on" to the façade will not quality for this option.

c. Modulated roof line. Buildings may qualify for this option by modulating the roof line of all façades visible from a street, park, or pedestrian pathway consistent with the following standards:

   (1) For flat roofs or façades with a horizontal fascia or parapet, change the roofline so that no un-modulated segment of roof exceeds 60 feet. Minimum vertical dimension of roof line modulation is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of wall);

   (2) For gable, hipped, or shed roofs, a slope of at least 3 feet vertical to 12 feet horizontal; or

   (3) Other roof forms such as arched, vaulted, dormer, or saw-toothed may satisfy this design standard if the individual segments of the roof with no change in slope or discontinuity are less than 60 feet in width (measured horizontally).

d. Repeating window patterns at intervals less than the articulation interval.

e. Providing a patio, deck, or covered entry for each articulation interval.

f. Changing the roofline by alternating dormers, stepped roofs, gables, or changing roof textures on certain features such as metal roofs on towers and dormers to reinforce the modulation or articulation interval.

g. Changing materials with a change in building plane.

h. Providing lighting fixtures, trellises, trees, or other landscape feature within each interval.

Figure 3.E.3.1-3. Lighting and landscaping help to articulate this industrial building.

The Director may increase or decrease the 60-foot interval for modulation and articulation to better match surrounding structures or to implement an adopted subarea plan.

Figure 3.E.3.1-4. Industrial buildings can achieve an appropriate architectural scale through façade modulation and articulation, emphasis on the entrance, window patterns and landscaping.

3.E.4. Materials

INTENT:

- To encourage the use of a variety of high-quality compatible materials that will upgrade Tumwater's visual image.

STANDARDS/GUIDELINES:

3.E.4.1. Materials

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

a. Metal siding. When used as a siding material over more than 25 percent of a building's façade visible from a public street, pathway, or park, metal siding must:

(1) Have a matte finish in a neutral or earth tone such as buff, gray, beige, tan, cream, white, or a dulled color, such as barn-red, blue-gray, burgundy, ocher, or other color specifically approved by the Director.

(2) Include two or more of the following elements:

i. Visible window and door trim painted or finished in a complementary color.

ii. Color and edge trim that cover exposed edges of the sheet metal panels.

iii. A base of masonry, stone, or other approved permanent material extending up to at least 2 feet above grade that is durable and satisfies the Intent of the Guidelines. (The intent is to provide more durable materials near grade level.)

iv. Other detail/color combinations for metal siding approved by the Director, provided design quality and permanence meet the intent of this section.

b. Concrete block walls. Concrete block construction used over 25 percent of a building façade visible from a public roadway, pathway, or park must be architecturally treated in one or more of the following ways:

(1) Use of textured blocks with surfaces such as split face or grooved.

(2) Use of other masonry types, such as brick, glass block, or tile in conjunction with concrete blocks.

(3) Use of decorative coursing to break up blank wall areas.

(4) Use of matching colored mortar where color is an element of architectural treatment for any of the options above.

(5) Other treatment approved by the Director.

c. Requirements for stucco, stucco-like and similar troweled finishes:

(1) To avoid deterioration, the finish material must be trimmed and/or sheltered from extreme weather by roof overhangs or other methods.

(2) The finish material may only be used in conjunction with other approved building materials.

(3) Any material that is subject to damage and deterioration from human contact is prohibited within 2 vertical feet of the sidewalk or ground level or in areas that are especially subject to vandalism such as areas with low visibility. In these areas, a more durable finish material such as brick, concrete or concrete block should be used.

Figure 3.E.4.1-1. This storefront effectively combines stucco-like material and concrete block with wood trim and metal detailing.

d. Prohibited materials:

(1) Mirrored glass.

(2) Corrugated fiberglass.

(3) Chain link fencing within 50 feet of a public ROW or residential zone

(4) Crushed colored rock or tumbled glass.

(5) Any sheet materials, such as wood or metal siding, with exposed edges or unfinished edges, or made of nondurable materials. (Industrial panel systems such as Hardie Plank are acceptable)

(6) Any spray-on materials (e.g.: shot-crete) not specifically approved by the Director.

(7) Non-durable materials subject to deterioration if exposed to weather such as most plastics and synthetic materials or materials that are particularly vulnerable to vandalism.

3.E.5. Blank walls

INTENT:

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

STANDARDS/GUIDELINES:

3.E.5.1. Blank Walls

All blank walls (see **Chapter 7 Definition**s) except backs of buildings/service areas and places not easily visible from pedestrian places, shall be treated in one or more of the following measures:

a. Install a vertical trellis in front of the wall with climbing vines or plant materials. For large blank wall areas, the trellis must be used in conjunction with other treatments described below;

b. Provide a landscaped planting bed or a raised planter bed in front of the wall of sufficient size to support. Plant materials that will obscure or screen at least 20 percent of the wall's surface within 4 years;

c. Provide artwork (mosaic, mural, sculpture, relief, etc.) over at least 20 percent of the blank wall surface;

d. Other method as approved by the Director. For example, landscaping or other treatments may not be necessary on a wall that employs high quality building materials (such as brick) and provides desirable visual interest.

e. Special architectural lighting, subject to **Section 3.F.1** and TMC, may be used to highlight a successful treatment if such lighting complies with **Section 3.F.1** below.

3.E.6. Building Entrances

INTENT:

- To ensure that buildings and businesses are inviting and accessible.
- To encourage pedestrian activity.
- To highlight and accentuate the entrance.

STANDARDS/GUIDELINES:

3.E.6.1. Principal Building Entrances

The principal building entrances (i.e., the building entrance used by employees, customers, or visitors) of all buildings shall feature all of the following improvements:

a. Pedestrian covering. Building entrances must be covered by at least 50 square feet of pedestrian weather protection. Entries may satisfy this requirement by being set back into the building façade.

b. Lighting. Lighting shall conform to **Section 3.F.1**.

c. Building or business name. Entries must be identified with respect to building and/or business.

d. Visibility. Building entrances must be visible from the roadway and major public pedestrian pathway.

e. Transparency. Entries must feature glass doors, windows, or glazing (window area) near the door so that the visitor and occupant can view people opening the door from the other side.

f. Security. To the extent feasible, entries must be visible from areas with high pedestrian activity or where residents can view the entry (passive surveillance).

g. Address number.

h. Architectural or artwork enhancements. Building entrances must be enhanced by one or more of the following measures. Entrances on Pedestrian-Oriented Streets must feature two of the following measures.

(1) Special or ornamental doors, windows, or other architectural elements.

(2) Special paving or materials (e.g., decorative tile work).

(3) Special architectural lighting subject to **Section 3.F.1** and TMC.

(4) Landscaping.

(5) Artwork.

(6) Adjacent Pedestrian-Oriented Open Space (see **Guideline 3.C.2.1**).

(7) Other enhancements approved by the Director.

Figure 3.E.6.1-1. An industrial scaled entrance enhanced by details, lighting landscaping and materials.

3.E.6.2. Secondary Public Access

Although these Guidelines require businesses on Signature Roads to front on streets rather than parking areas, a "secondary" entry off of a parking area may be used. Such businesses that have secondary public access shall comply with the following measures to enhance secondary public access (applies only to entries used by the public):

a. Weather protection at least 4 feet deep is required over each secondary entry.

b. A sign may be applied to the awning provided that the sign complies with other regulations and guidelines.

c. Lighting shall conform to section **3.F.1 Site Lighting**.

d. One or more of the design elements noted in **3.E.6.2** above must be incorporated within or adjacent to the secondary entry.

Figure 3.E.6.2-1. Example of secondary public access. Note the outdoor seating, landscaping, and weather protection.

3.F. Lighting

3.F.1. Site Lighting

INTENT:

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

STANDARDS/GUIDELINES:

3.F.1.1. Site Lighting Levels, Consistent with Illuminating Engineering Society of North America (IES) Standards

a. All publicly accessible areas shall be lighted with levels as follows:

(1) Low or non-pedestrian and vehicular traffic areas – minimum 0.2 foot-candles, maximum 4 foot-candles;

(2) Moderate or high volume pedestrian areas and building entries – minimum 1 foot-candle, maximum 5 foot-candles, preferred average 2 foot-candles;

(3) Public parking lots – minimum 1 foot-candle, maximum 4 foot–candles; and

(4) Gas station pump area – maximum 5 foot-candles.

b. Lighting shall be provided at consistent levels, with an average lighting level to minimum lighting level uniformity ratio no less than 3:1, to create gradual transitions between varying levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.

c. Pedestrian lighting shall have a maximum height of 15 feet.

Exception: For commercial and industrial uses where outdoor storage of goods and products is the primary method of display of such good and products, site lighting levels shall comply with TMC 18.40.035.

3.F.1.2. Light Quality and Shielding, Consistent with US Department of Energy, Guide to FEMP-Designated Parking Lot Lighting

a. Parking area lighting fixtures shall be fully shielded; dark sky rated and mounted in accordance with IES Standards, with lower fixtures preferable so as to maintain a human scale.

b. Exterior lighting must also comply with TMC 18.40.35: Exterior Illumination

c. If lighting at maximum allowed levels, lighting must be dimmed between 10pm and 5am to the minimum or average levels described in **Guideline 3.F.1.1.a**. above.

d. Pedestrian lighting shall have a maximum height of 15 feet.

3.F.1.3. Architectural Lighting

a. The lighting of building features, artwork, and special landscape elements may be allowed, subject to the findings of the Director that the light causes no significant adverse impact.