CHAPTER 4:
Institutional

Table of Contents

4.A. Applicability 3

4.B. Site Planning 3

4.B.1. Relationship to Street Front 3
4.B.2. Pedestrian Circulation – Site Planning 6
4.B.3. Vehicular Access and Circulation 9
4.B.4. Service Areas and Mechanical Equipment 11
4.B.5. Stormwater Facility Planning 14
4.B.6. Site Planning for Security 17

4.C. Pedestrian Access, Amenities, and Open Space Design 20

4.C.1. Internal Pedestrian Paths and Circulation 20
4.C.2. Pedestrian-Oriented Open Space 22
4.C.3. Site Landscaping 25

4.D. Parking Area Design 27

4.D.1. Parking Area Design 27
4.D.2. Parking Area Landscaping 29

4.E. Building Design 32

4.E.1. Building Design - Character 32
4.E.2. Pedestrian-Oriented Façades 35
4.E.3. Blank Walls 35
4.E.4. Building Entrances 37

4.F. Lighting 40

4.F.1. Site Lighting 40

4.A. Applicability

This chapter applies to institutional uses, including educational, health, religious, correctional, military, and public (i.e., library, fire, police, and City Hall) facilities. It does not include public works facilities of an industrial nature (e.g., water treatment plants and substations).

Also see Chapter 1 Section A. Applicability.

4.B. Site Planning

4.B.1. Relationship to Street Front

INTENT:

- To create an active, safe pedestrian environment throughout Tumwater, and especially in key, designated areas (described in "Summary and Applicability" below).
- 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 neighborhood centers.
- 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.

Pedestrian-Oriented Streets

Pedestrian-Oriented Streets are intended to be the most vibrant and activated areas in the city. Storefronts or other active ground floors enclose the street to create the sense of an outdoor room. These are also often designated at street corners to anchor neighborhoods with human-scale development.

Special street front guidelines apply to Pedestrian-Oriented Streets, as stated in **Guidelines 4.B.1.1** through **4.B.1.6**. Properties on Pedestrian-Oriented Streets must adhere to the basic citywide design guidelines, the **4.B.1 Relationship to Street Front** guidelines, and the special provisions for Pedestrian-Oriented Streets in **4.C.2.1 Pedestrian-Oriented Open Space** (where buildings are set back from the right-of-way). In addition, **4.E.4.1 Principal Building Entrances** have heightened requirements for Pedestrian-Oriented Streets.

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. In residential areas, it ensures that residential units have a relationship to the street, making the street comfortable and safe for pedestrians and residents. In commercial and mixed-use areas, it maintains an attractive development edge relatively close to the right-of-way.

Special street front guidelines apply to Signature Roads, as stated in **Section 4.B.1** below. These allow slightly more flexibility than a Pedestrian-Oriented Street while being more specific than the basic guidelines. Properties on Signature Roads must adhere to the basic citywide design guidelines and the Signature Roads street front standards in **4.B.1 Relationship to Street Front**.

STANDARDS/GUIDELINES:

4.B.1.1. Ground Floor Uses

a. On Pedestrian-Oriented Streets, active ground floors are required facing the street (e.g., storage areas and parking structures cannot face the street).

b. On Signature Roads, active ground floors are required facing the street (e.g., storage areas and parking structures cannot face the street).

4.B.1.2. Appearance

a. On Pedestrian-Oriented Streets, development must adhere to the following:

   (1) The primary building entrance shall be located on the front elevation.

   (2) Areas between the street right-of-way and the front building façade must be a Pedestrian-Oriented Open Space per **Section 4.C.2.1**.

   (3) Building façades 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 use).

      ii. Weather protection at least 4 feet deep.

   (4) Refer to TMC 18.46 for fence requirements.

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

   (1) The primary building entrance shall be located on the front elevation.

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

      i. At least 50% 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 use), and

      ii. Weather protection at least 3 feet deep.

   (3) Refer to TMC 18.46 for fence requirements.

4.B.1.3. Parking Orientation

a. On Pedestrian-Oriented Streets, all parking must be located behind, underneath, or above active ground floors and accessible via an alley or shared driveway (if applicable) to minimize curb cuts on the Pedestrian-Oriented Street.

b. 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) unless an alternative orientation is approved by the Director based on a demonstrated functional need and character enhancement of the street (e.g., through extensive landscaping). Parking is limited to 50% of the street front or 65 feet, whichever is narrower, unless an alternative is approved by the Director (based on functional need and enhanced character). Any parking areas along the street must be screened (see **Guideline 4.D.2.2**).

c. On all other streets, the following guidelines apply:

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

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

4.B.1.4. Corners

a. On Pedestrian-Oriented Streets at a street and/or trail intersection, a building must be located within 15 feet of both ROWs, unless the Director determines that necessary functions are inhibited. Alternatively, a Pedestrian-Oriented Open Space (see **Section 4.C.2**) may be provided on one corner of the intersection unless the Director determines that additional corners are appropriate for public space.

b. On Signature Roads at a street and/or trail intersection, a building must be located within 15 feet of both ROWs, unless the Director determines that necessary functions are inhibited. If the Signature Road intersects a Pedestrian-Oriented Street, the building must orient toward the Pedestrian-Oriented Street.

4.B.1.5. Space between Building and Street Edge

Note, also see TMC Title 18 for setback requirements.

a. On Pedestrian-Oriented Streets, the building should be set as close to the ROW as possible while far enough back from the street edge to allow for a 13-foot sidewalk and planting area. (See **4.B.1.6. Streetscape** below for more detail.)

b. On Signature Roads, building location requirements are as follows:

   (1) Front maximum: 10 feet from the right-of-way unless a Pedestrian-Oriented Open Space **(Section 4.C.2)** is provided between the building and the right-of-way.

(2) Front minimum: Enough to allow for an 11-foot sidewalk and planting area (i.e., space between building façade and edge of street). (See **4.B.1.6. Streetscape** below for more detail.)

(3) **Exceptions:** Departures from maximum setbacks may be allowed to preserve existing large trees.

4.B.1.6. Streetscape

a. On Pedestrian-Oriented Streets, development must adhere to the following streetscape standards:

(1) Landscape strip between sidewalk and street:

i. Minimum 5 feet unless the space is constrained and the Director determines that trees in grates meet the intent of buffering pedestrians from the street and enclosing the street with trees. The Director will identify the street edge if there is none existing or if there is a planned street improvement.

ii. The planting strip must include at least one street tree for every 30 feet of street front (average) and ground cover or shrubs conforming to standards in **Section 4.C.3.2**.

(2) Sidewalk: Minimum 8 feet. Wider sidewalks encouraged.

b. On Signature Roads, development must adhere to the following streetscape standards:

(1) Landscape strip between sidewalk and street:

i. Minimum 5 feet

ii. Street trees provided at least every 40 feet (average) on center

(2) Sidewalk: Minimum 6 feet. Wider sidewalks encouraged.

4.B.2. 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:

4.B.2.1. Pedestrian Circulation

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. Building entrances must be oriented to and visible from a public right-of-way unless the entrance is oriented to a publicly accessible open space. In either case, a clear pedestrian route must connect the public ROW and primary building entrances.

Figure 4.B.2.1-1. Good example of a clearly identified entrance and pedestrian access from the public street (image: AIA Southwest Washington).

d. For developments with multiple buildings, provide for pedestrian circulation between all buildings and conform to guidelines in **Section 4.C.1**.

e. New developments must provide direct pedestrian access to adjacent properties if the Director determines it is feasible and desirable. Direct pedestrian access to an abutting residential or industrial zone is not required unless the Director determines it benefits both uses.

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

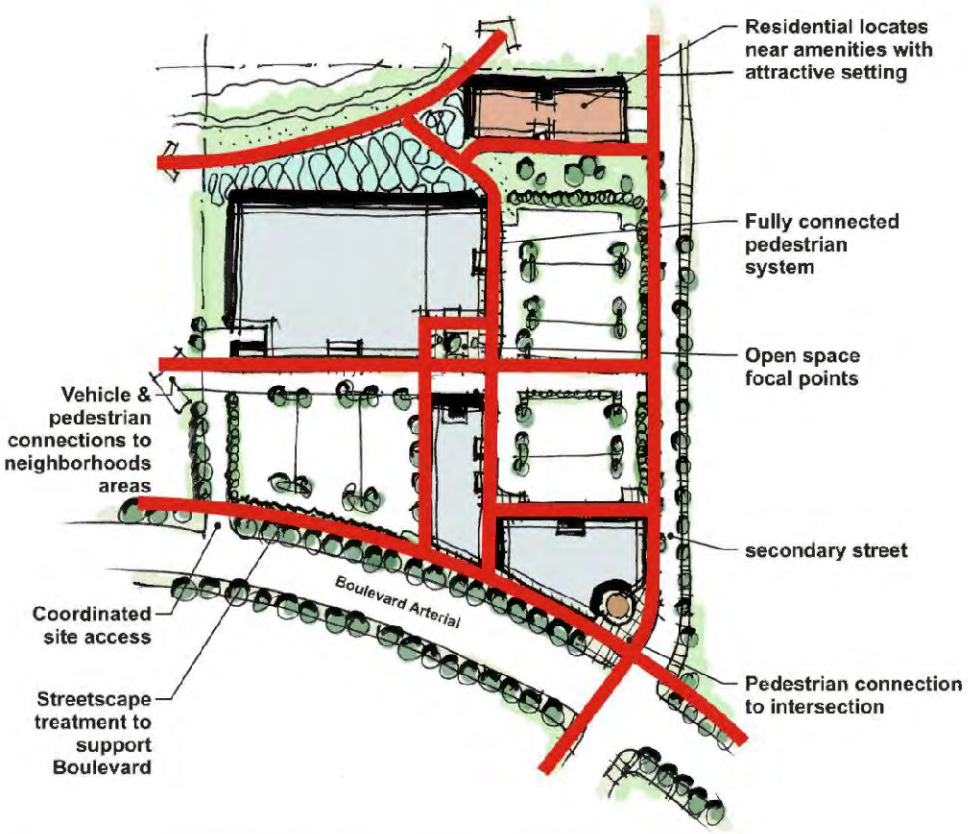

Figure 4.B.2.1-2. Internal and external pedestrian connections are important.

Figure 4.B.2.1-3. Internal pedestrian path connects Green River Community College to retail and parking.

g. 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.

h. Shared pedestrian access, if provided in close proximity to the street, is allowed. One scenario where this would likely be used is where two buildings are built abutting each other and their entrances are directly next to each other at the lot line. The pedestrian access between the two could be a shared inset building entrance area that both businesses can use while still having individual doors to each structure.

See also **Section 4.C Pedestrian Access, Amenities, and Open Space Design**.

4.B.2.2. Adequate Sidewalks and Landscape along Street

On streets other than Pedestrian-Oriented Streets or Signature Roads, 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.

Pedestrian-Oriented Streets and Signature Roads must adhere to **Guideline 4.B.1.6 Streetscape**.

4.B.3. 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 4.D Parking Area Design** and **Guideline 4.B.1.3** for standards related to parking lot location.

4.B.3.1. 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.

Figure 4.B.3.1-1. Good example of an institutional campus with inter-site circulation (image: UIS Campus Master Plan).

4.B.3.2. Internal Roadways and Vehicular Circulation

a. Provide street trees and sidewalks on all internal access and private through streets on sites with any dimension 400 feet or greater to increase their function and appearance. Sidewalks widths must be at least 5 feet wide with planting strips at least 4 feet wide and 1 street tree for every 40 feet of street frontage. The Director may require wider sidewalks in situations with high pedestrian volumes (e.g., schools). 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.

   See **Section 4.F** 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. 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 4.B.3.2-1. Pedestrian-oriented access roads are usually needed to provide good circulation to and through large sites.

4.B.4. 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.

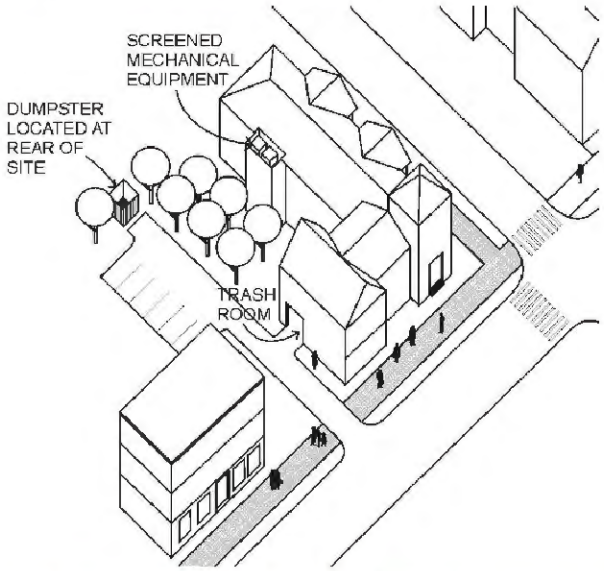

Figure 4.B.4-1. Locate service elements to reduce impacts on the residential and pedestrian environment, and provide appropriate enclosure.

STANDARDS/GUIDELINES:

4.B.4.1. Service Areas, Utilities, and Mechanical Equipment

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

a. Service areas (loading docks, 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 4.B.4.2**.

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 screen should be used to hide the equipment to the maximum extent practical, 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. If the adjacent street or properties are topographically higher than the 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.

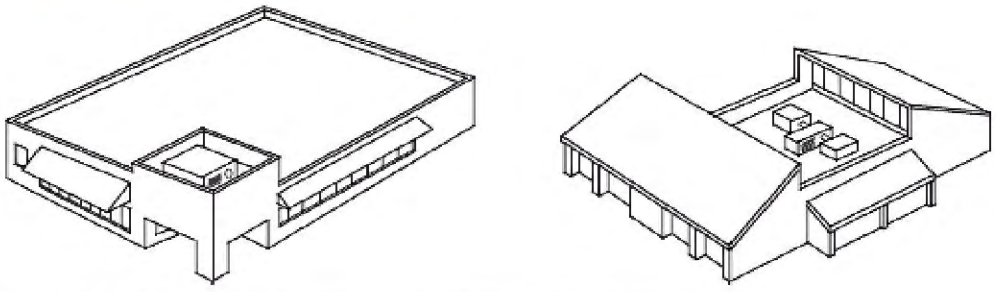

Figure 4.B.4.1-1. Examples of how to screen roof-mounted mechanical equipment.

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.

Other provisions of **Section 4.B.4.1** notwithstanding, service areas used by residents shall be located to avoid entrapment areas and other conditions where personal security is a problem. The Director may require pedestrian-scaled lighting or other measures to enhance security.

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

In addition to the required screening, art work such as paint schemes or coverings that help to blend the equipment into the background may also be utilized.

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 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.

4.B.4.2. 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 (see photos). 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.

e. In addition to the required screening, art work such as paint schemes or coverings that help to blend the equipment into the background may also be utilized.

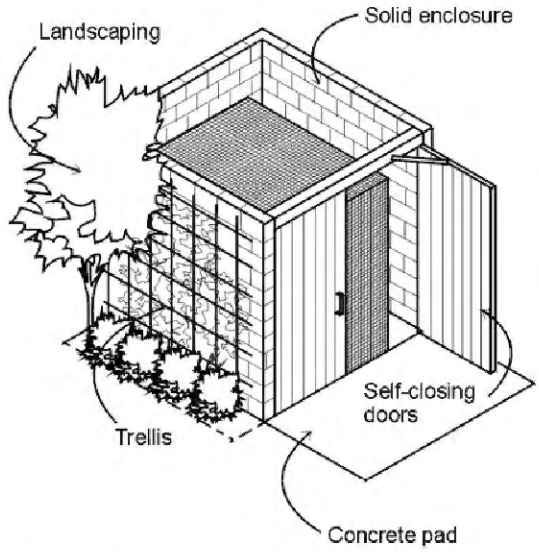

Figure 4.B.4.2-1. Examples of acceptable dumpster enclosures.

4.B.5. 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:

4.B.5.1. Compliance with City Stormwater Manual.

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

4.B.5.2. 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 4.B.5.2-1. 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 (image: AIA).

Figure 4.B.5.2-2. Green roofs can be used to hold and treat rainwater in ways that mimic natural systems.

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.

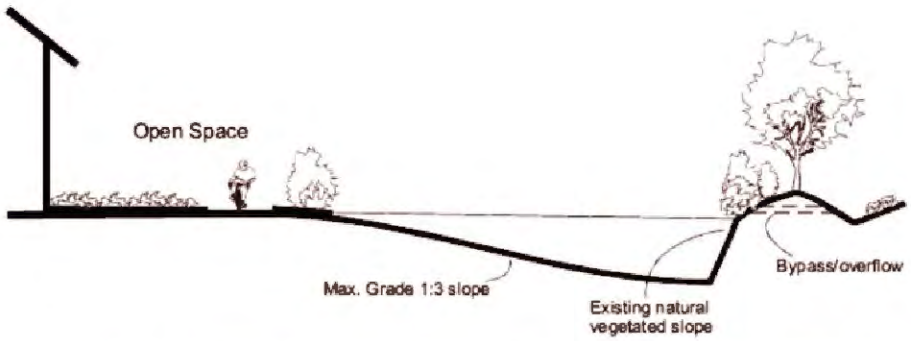

Figure 4.B.5.2-3. Examples of stormwater facilities treated as amenities (top left image: ASLA, top right: Albert Vecerka/Esto).

4.B.6. Site Planning for Security

INTENT:

- To increase personal safety and property security.

STANDARDS/GUIDELINES:

4.B.6.1. 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.

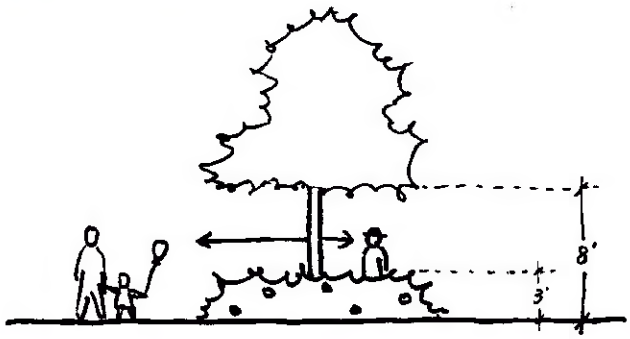

Figure 4.B.6.1-1. Keep landscaping open between 3 feet and 8 feet above grade where there is the need for visibility.

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 4.B.6.1-1.**)

4.B.6.2. 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 4.F.1.1.**

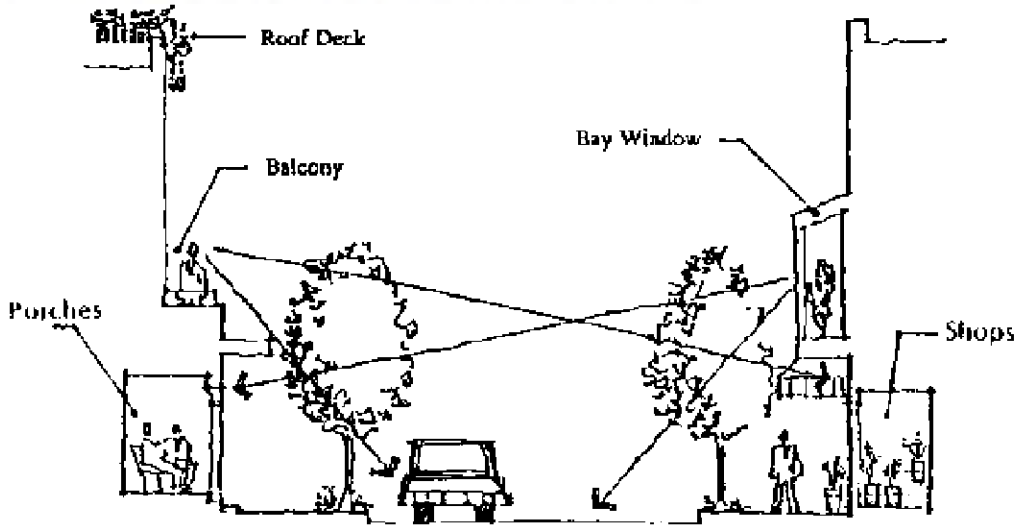

Figure 4.B.6.2-1. Passive surveillance or the ability of people in buildings or traveling along roadways to see outdoor spaces, increases security.

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 a yard or 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.

4.B.6.2-2. Green River Community College incorporates passive surveillance, territorial definition, active ground floors, and good visibility and lighting to provide a secure open space in front of their building.

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

4.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:

4.C.1.1. Pedestrian Circulation – General Design

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 shall be separated from structures at least 3 feet for landscaping except where the adjacent building features a Pedestrian-Oriented Façade per **Section 4.E.2**. The Director may consider other treatments to provide attractive pathways. Examples include sculptural, mosaic, bas-relief artwork, or other decorative treatments that meet the guidelines intent.

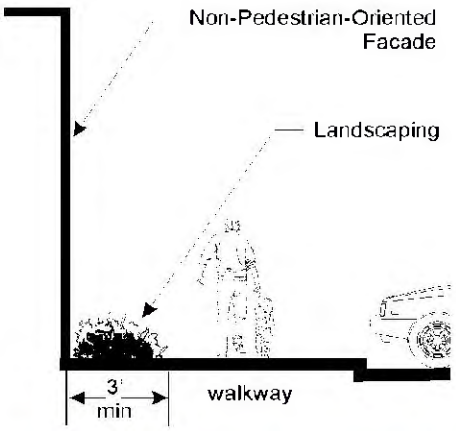

Figure 4.C.1.1-1 Provide landscaping between walkways and structures except in front of Pedestrian-Oriented Façades.

Figure 4.C.1.1-2. This university interior pathway features landscaping and seating on one side, a Pedestrian-Oriented Façade on the other, and special pedestrian lighting (image: Northwest Metabolomics Medical Research Center).

Figure 4.C.1.1-3. Snoqualmie City Hall uses landscaping that also treats stormwater between the street and building and street trees in grates to provide a pleasant pedestrian path to the entrance.

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. Public pathways must be American with Disabilities Act (ADA) compliant.

e. When a pedestrian path is between the façade and a parking area, trees, as approved by the Director, must be placed at an average of 30 feet on-center. 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.

f. Lighting must conform to **Section 4.F.1.**

4.C.2. Pedestrian-Oriented Open Space

INTENT:

- To provide a variety of pedestrian areas to accommodate customers on Pedestrian-Oriented Streets.
- To provide safe, attractive, and usable open spaces that promote pedestrian activity and recreation.

STANDARDS/GUIDELINES:

4.C.2.1. Pedestrian-Oriented Open Space

Where "Pedestrian-Oriented Open Space" is provided, including, but not limited to, areas required in these guidelines (see **Section 4.B.1 Relationship to Street Front**) or in Title 18 TMC, 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 open space from a street, private access road, or non-vehicular courtyard.

(2) Visual access from the interior of the building (i.e., maximize "eyes on the space").

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

(4) Lighting must conform to **Section 4.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.

Figure 4.C.2.1-1. This college provides a plaza with seating and trees in a high use pedestrian area (image: Perkins+Will).

(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 **4.D.2.2 and 4.B.4.2.**

(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.

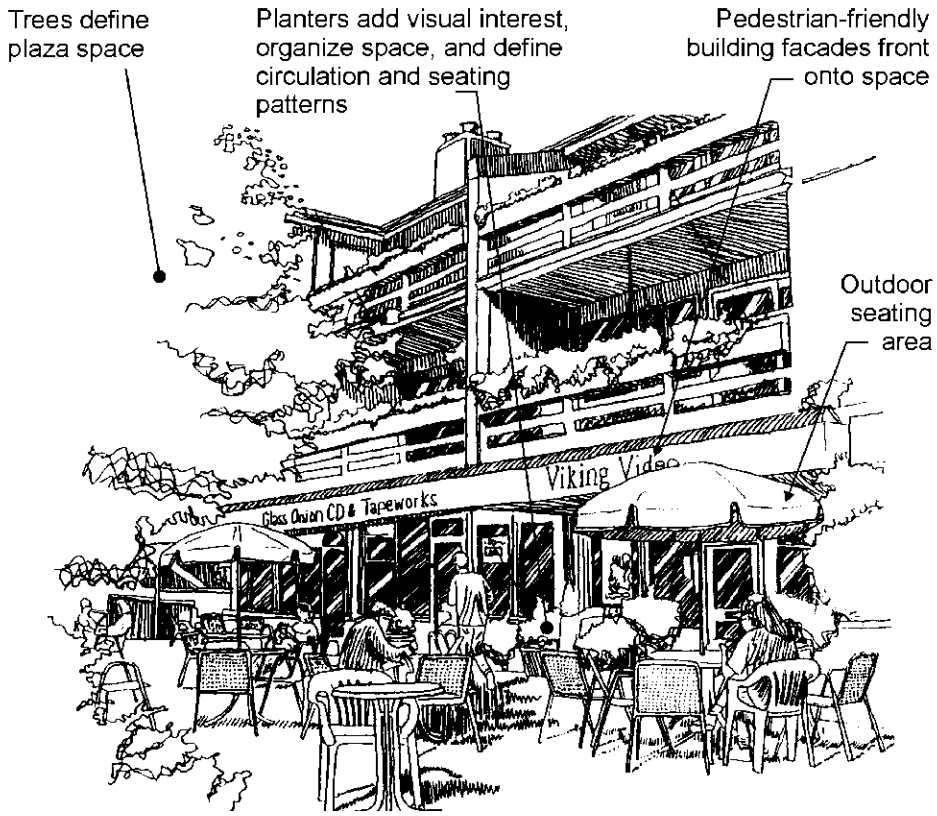

Figure 4.C.2.1-2. Example of a small Pedestrian-Oriented Open Space.

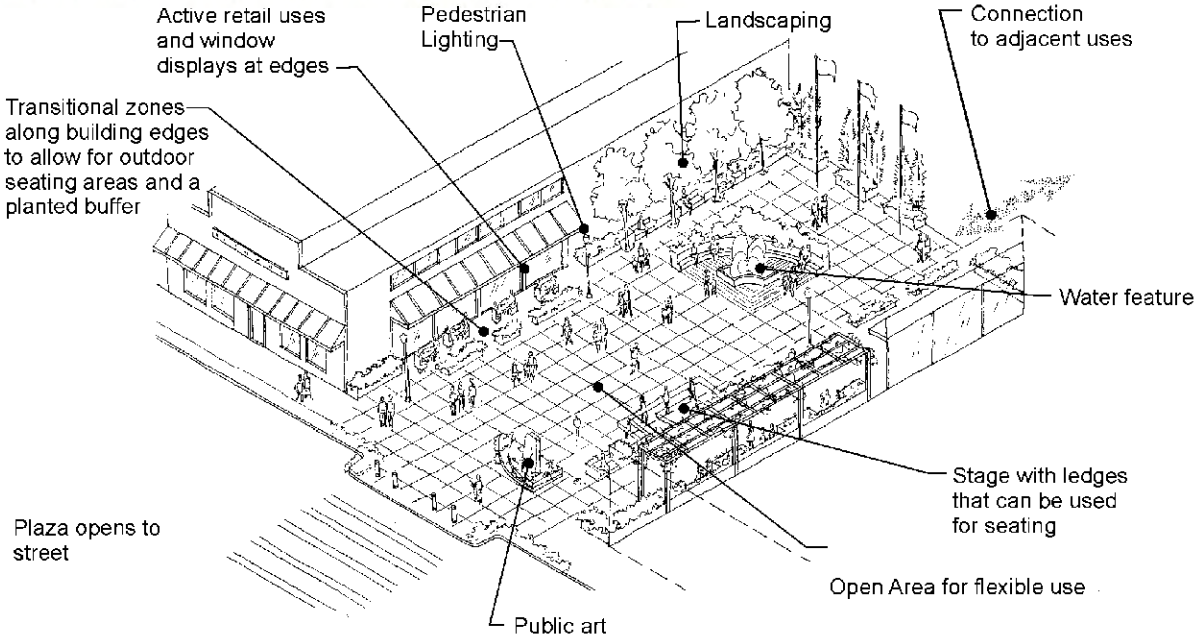

Figure 4.C.2.1-3. Example of a large Pedestrian-Oriented Open Space.

4.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:

4.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.

4.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, 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.

4.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 4.C.3** of these standards. Where conflicts occur, these standards control.

4.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. Plantings next to buildings shall be trimmed to provide at least 12 inches of clear space between the building and vegetation.

d. 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

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

4.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 large (8 inch diameter or larger), 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 4.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 4.C.2.1 Pedestrian-Oriented Open Space**.

4.D. Parking Area Design

4.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 an inviting, pleasant 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.

4.D.1.1. Parking along Street Fronts

Parking lots may occupy up to 50% of the street front or 130 feet, whichever is greater, unless an alternative orientation is approved by the Director based on a demonstrated functional need and character enhancement of the street (e.g., through extensive landscaping). Pedestrian-Oriented Streets and Signature Roads must follow **4.B.1.3 Parking Orientation**.

4.D.1.2. 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.

Figure 4.D.1.2-1. Parking area pathway examples.

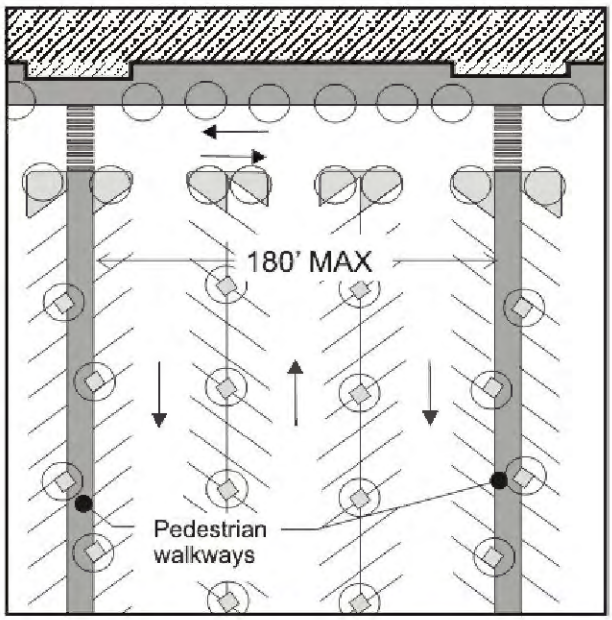

Figure 4.D.1.2-2. Sample parking area pathway configuration.

4.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:

4.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. Once trees have matured to a sufficient height, the bottom branches shall be trimmed to an 8 foot height to provide for visibility for security and light to lower vegetation;

(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 **Section 4.C.3.2**. And,

Figure 4.D.2.1-1. A Portland Middle School's parking area landscaping also serves stormwater purposes.

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

4.D.2.2. Parking Area Screening

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 5-foot wide planting bed, at least 5 feet wide, that incorporates a continuous 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 4.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 **Section 4.C.3.2**.

   (5) Groundcover per **Section 4.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 4.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 4.D.2.2-1. Parking area planting buffer with low wall and trellis.

4.E. Building Design

4.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 provide building design that has a high level of design quality and creates comfortable human environments.
- To incorporate design treatments which add interest and reduce the scale of large buildings.
- To encourage building design that is within the historic character of Tumwater but responsive to site conditions.
- To encourage functional, durable, and environmentally responsible buildings.
- To enhance Tumwater's design identity.

GUIDELINES:

4.E.1.1. Architectural Character

Tumwater's architectural character and design identity predominantly reflects the middle-class heritage with the residential vernacular corresponding to major periods of growth in the 1930's, 1950's, 1970's, and 2000's. Although a historic community with a long-history in Washington, there are a small number of 19th century houses and structures and no defined historic downtown. The existing architectural character is framed by the historically influenced non-residential buildings including the brewery, civic campus and new government office buildings. These buildings all feature traditional materials, generally brick and stucco, and traditional forms such as gable roofs, multiple windows (rather than large expanses of glass), arches, towers, and enhanced entries. There are also some prominent Art Deco era structures in Tumwater, notably the Capitol Boulevard Bridge and the original WSDOT buildings that could serve as a stylistic reference. Historically, Highway 99 through the City had a unique architectural style that flourished from the 1930's to 1970's. Only a few examples remain, including the former Jakes

Auto Sales and the South Pacific Restaurant. On the other hand, as a growing community, Tumwater will need to encourage new building types and technologies as the city evolves over time. And, the other important design characteristic noted by public participants in the preparation of these design guidelines is the signature landscape palette consisting of large conifer trees surrounded by low lying and native vegetation or ornamental landscaping near pedestrian-oriented areas and building entries. There was also desire to see indigenous materials, such as basalt stone and timber, integrated into designs. These observations are the basis for the following guidelines.

a. The architectural design of new development must reflect and add to Tumwater's design character in one or more of the three ways described below.

(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 are more than required by **Section 4.C.3.2** and include pedestrian-oriented open space 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 4.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 façades, 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 4.E.1.1-2. Tumwater City Hall exemplifies approach 2: traditional forms and materials (image: KOMO News).

(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 4.E Building Design**, and indigenous materials used as primary materials or accents.

Figure 4.E.1.1-3. A successful application of approach 3: contemporary forms and treatments (image: Mike Jensen).

b. At least one of the three approaches described above must be achieved. The Director will determine whether or not the proposal meets the objectives.

4.E.2. Pedestrian-Oriented Façades

INTENT:

- To create a safe, attractive, welcoming pedestrian environment.

STANDARDS/GUIDELINES:

4.E.2.1. Pedestrian-Oriented Façades

Where Pedestrian-Oriented Façades are used, the building shall meet the following:

a. Transparent window areas or window displays or a combination of sculptural, mosaic, or bas-relief artwork and transparent window areas or window displays over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade. The windows may look into the building's interior or be configured as display windows. The building must be designed so that the windows satisfying the requirement for Pedestrian-Oriented Façades do not look into service or storage areas or other unsightly rooms.

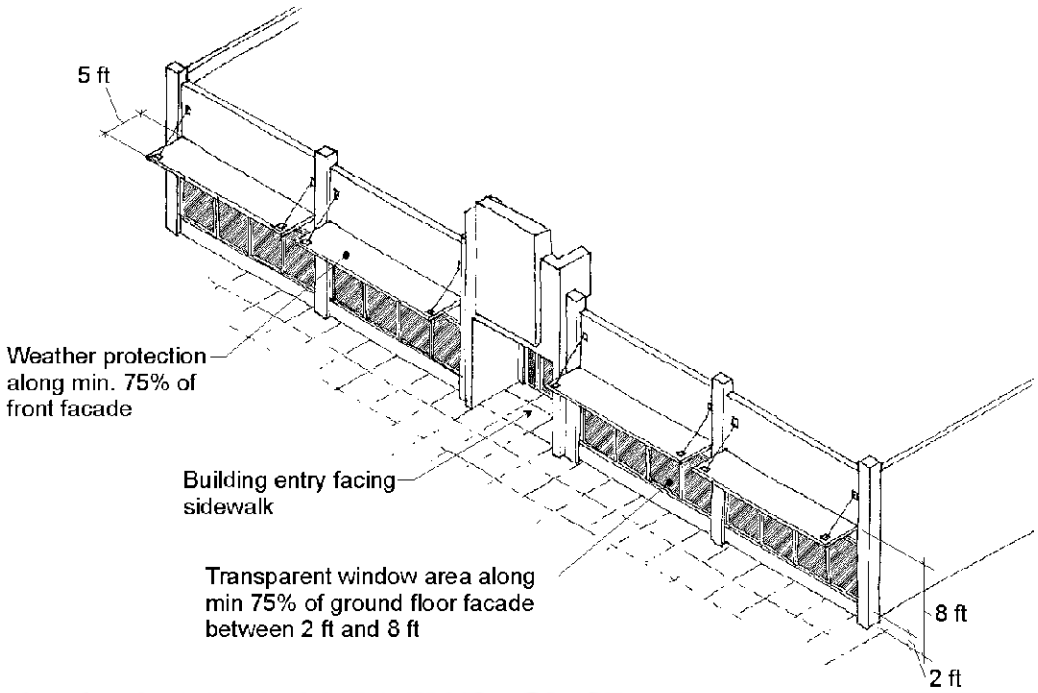

Figure 4.E.2.1-1. An example of a pedestrian-oriented façade.

a. A primary building entry facing the streetfront. (See **Section 4.E.4** for entry enhancement requirements.)

b. Weather protection at least 5 feet wide over at least 65 percent of the front façade.

4.E.3. 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 ensure that all visible sides of buildings provide visual interest.

STANDARDS/GUIDELINES:

4.E.3.1. Blank Walls

All blank walls (see **Chapter 7 Definitions**) within 50 feet of the street, pedestrian pathway, park, or adjacent property, and also visible from that street, pedestrian pathway, park, or adjacent property, 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, large container plants, or a raised planter bed in front of the wall of sufficient size to support plant materials that will obscure or screen at least 50 percent of the wall's surface within 4 years;

c. Provide artwork (mosaic, mural, sculpture, relief, etc.) over at least 50 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 4.F.1** and TMC, may be used to highlight a successful treatment.

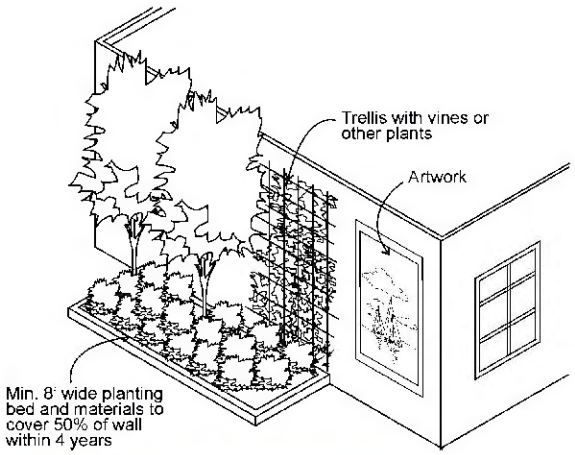

Figure 4.E.3.1-1. Blank wall treatments.

Figure 4.E.3.1-2. Terraced planting beds, artwork and landscaping can effectively treat a blank wall.

4.E.4. Building Entrances

INTENT:

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

STANDARDS/GUIDELINES:

4.E.4.1. Principal Building Entrances

The principal building entrances (i.e., the building entrance used by visitors, employees, students, etc.) 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 **4.F.1. Site Lighting.**

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 **4.F.1 Site Lighting** and TMC.

(4) Landscaping.

(5) Artwork.

(6) Adjacent Pedestrian-Oriented Open Space.

(7) Other enhancements approved by the Director.

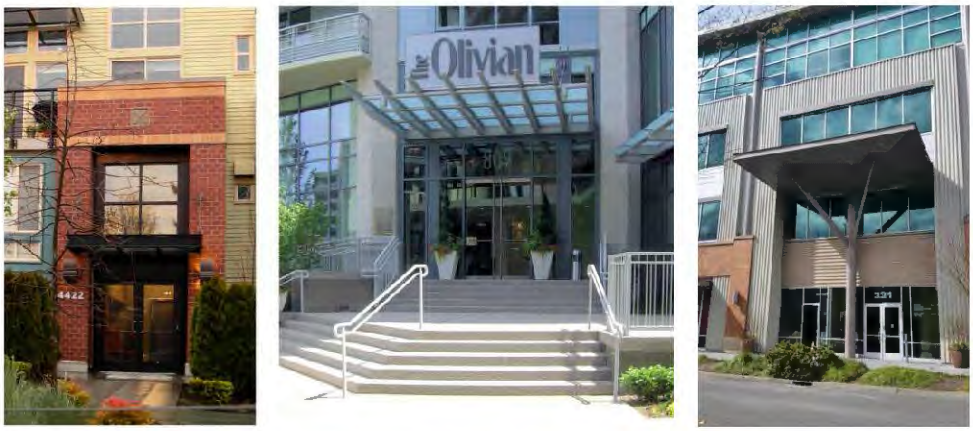

Figure 4.E.4.1-1 Entrances enhanced by details and materials, complex architectural elements, site features and lettering.

4.E.4.2. Secondary Public Access

Although these Guidelines require businesses on Pedestrian-Oriented Streets to front on streets rather than parking areas, a large number of customers use the "secondary" entry off of a parking area. 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 **4.F.1 Site Lighting**.

d. One or more of the design elements noted in **4.E.4.1.h** above must be incorporated within or adjacent to the secondary entry.

Figure 4.E.4.2-1. Example of secondary public access. Note the planters, window sign, and awning.

4.F. Lighting

4.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:

4.F.1.1. Site Lighting Levels

a. All publicly accessible areas shall be lighted with average minimum and maximum 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) Parking lots – minimum 1 foot-candle (private lots minimum 0.2 foot-candles), and maximum 4 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.

4.F.1.2. Light Quality and Shielding

a. Parking area lighting fixtures shall be fully shielded; dark sky rated and mounted no more than 20 feet above the ground, with lower fixtures preferable so as to maintain a human scale.

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

4.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.